



# SWEDISH FIRST HILL MEDICAL CENTER STANDING ADVISORY COMMITTEE

17 SEPTEMBER 2015

PERKINS+WILL

# PURPOSE

The MIMP requires that the SAC evaluate and concur regarding project design.

*Swedish seeks a SAC vote that the project design for both Building 95 and the Northwest Tower meets the intent of the MIMP*

The design of Block 95 includes a number of public benefit offers associated with later City approval of an alley vacation.

*Swedish seeks a SAC vote that the public benefit package for the alley vacation includes amenities that are supported by the SAC.*

# SAC TOP PRIORITIES

Improve the pedestrian experience through campus

Improve the pedestrian experience along Boren and crossing Boren

Minimize traffic conflicts between cars, trucks, cyclists, and pedestrians

Meet the intent of the Public Realm Action Plan

Demonstrate the connections to transit and cycle infrastructure

Explain how the design relates to the First Hill community

# **AGENDA**

Neighborhood Context

Design Standards

Design Guidelines

Council Conditions

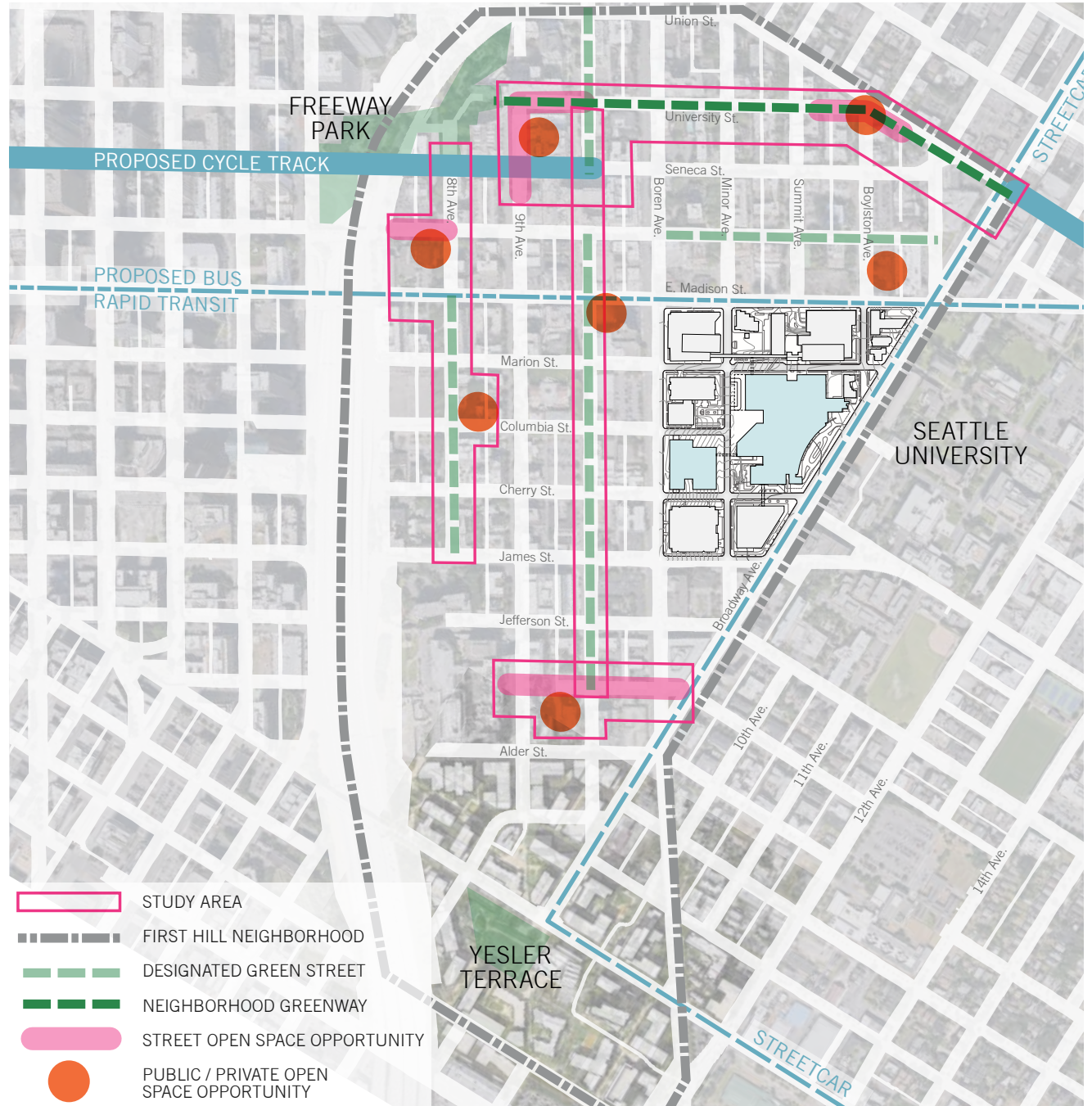
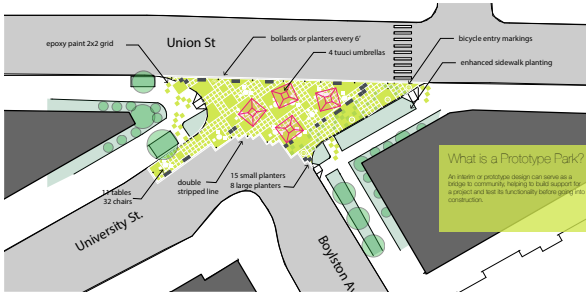
EIS Conditions

Public Benefits

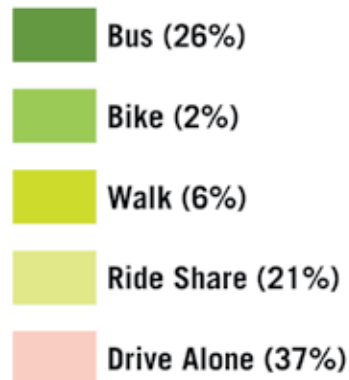
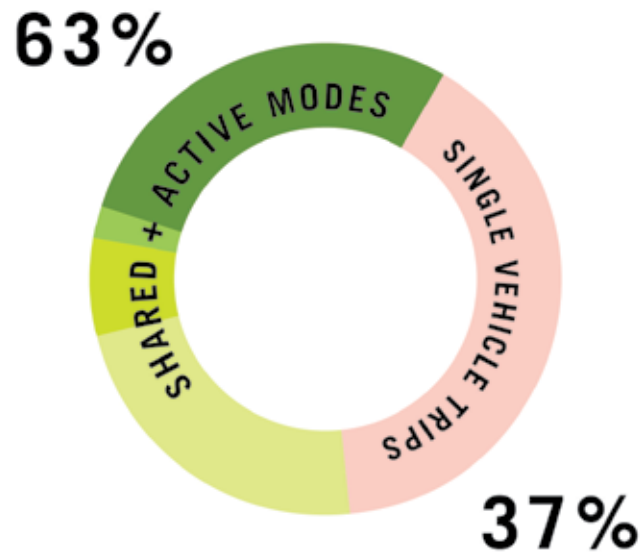


# NEIGHBORHOOD CONTEXT

# FIRST HILL PUBLIC REALM ACTION PLAN



# SWEDISH FIRST HILL ARRIVAL



Based on the most recent First Hill Commute Trip Reduction survey (end of 2013), approximate mode split for employee arrival:

Drive alone:	37.3%
Bus:	25.6%
Carpool:	15%
Vanpool:	5.9%
Walk:	5.7%
Bike:	1.7%
Other:	8.8%

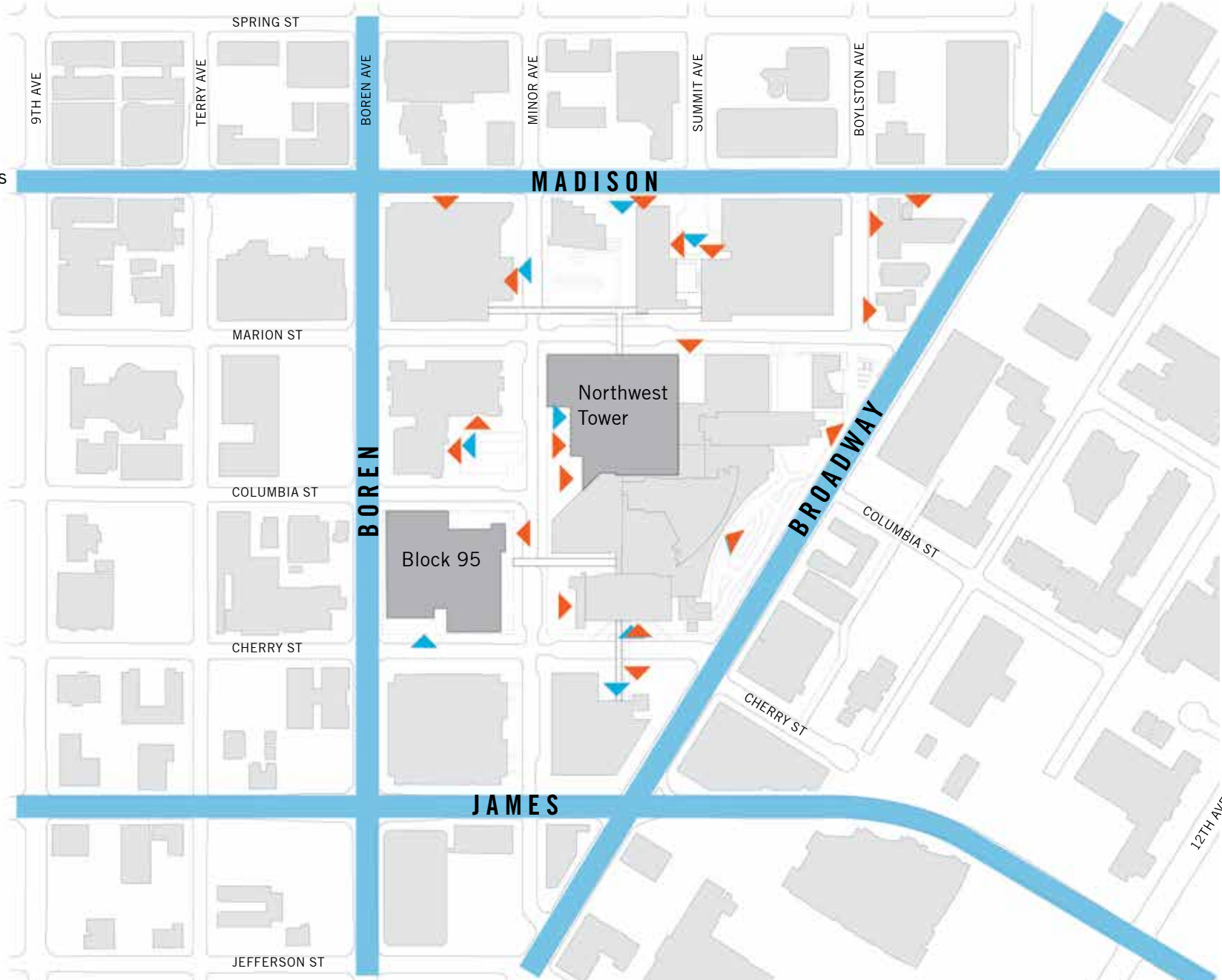
Based on Swedish data detailing arrivals at the First Hill Emergency Room (1/2013 – 7/2015), approximate mode split for patient arrivals:

Private transport:	63.2%
EMS:	18.4%
Public Transit:	8.6%
Walk-in:	8%
Misc:	2%
Airlift:	0.01%



# CIRCULATION AND ACCESS

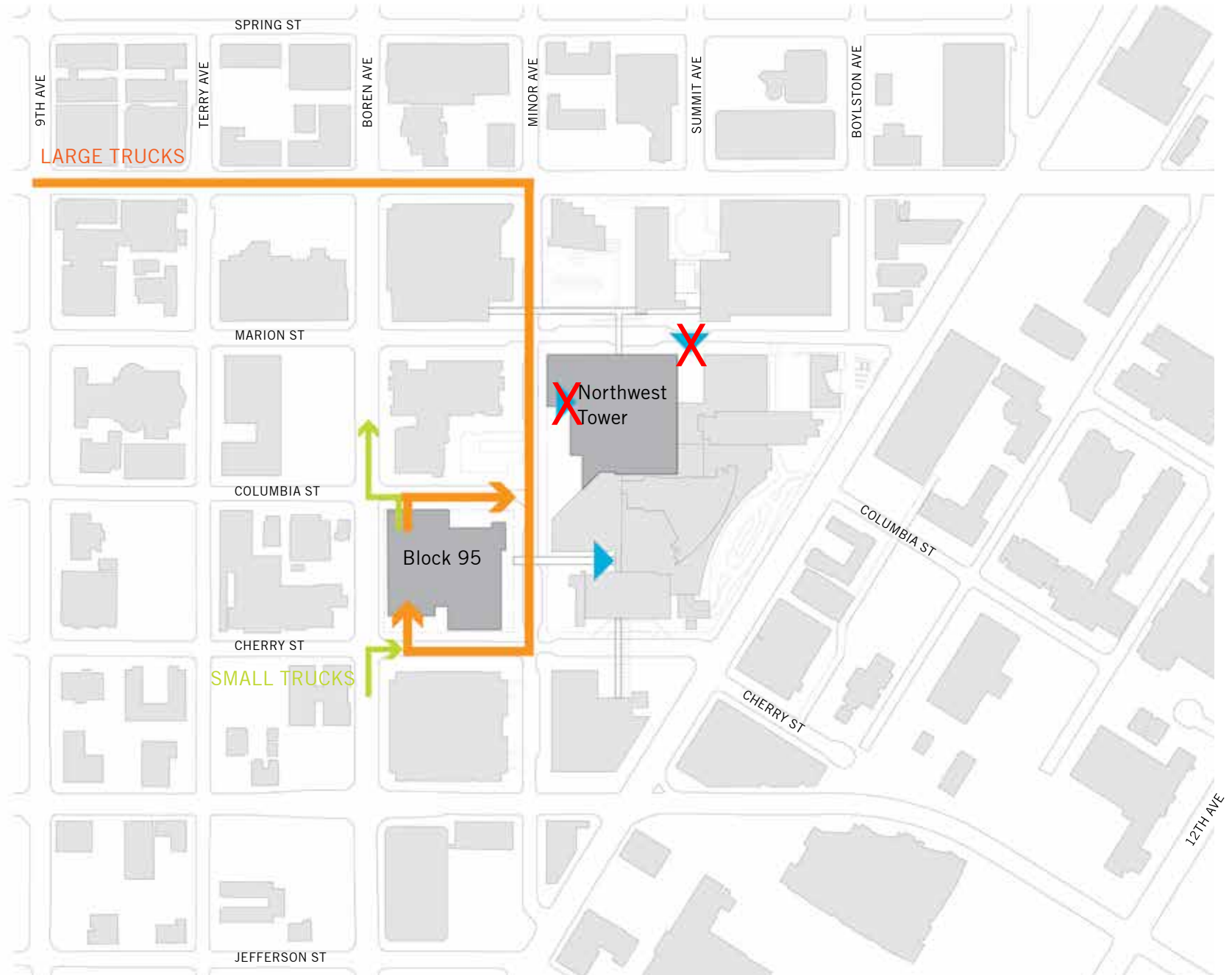
- Project Site
- Arterials
- Parking Entrances
- Vehicular Drop Offs





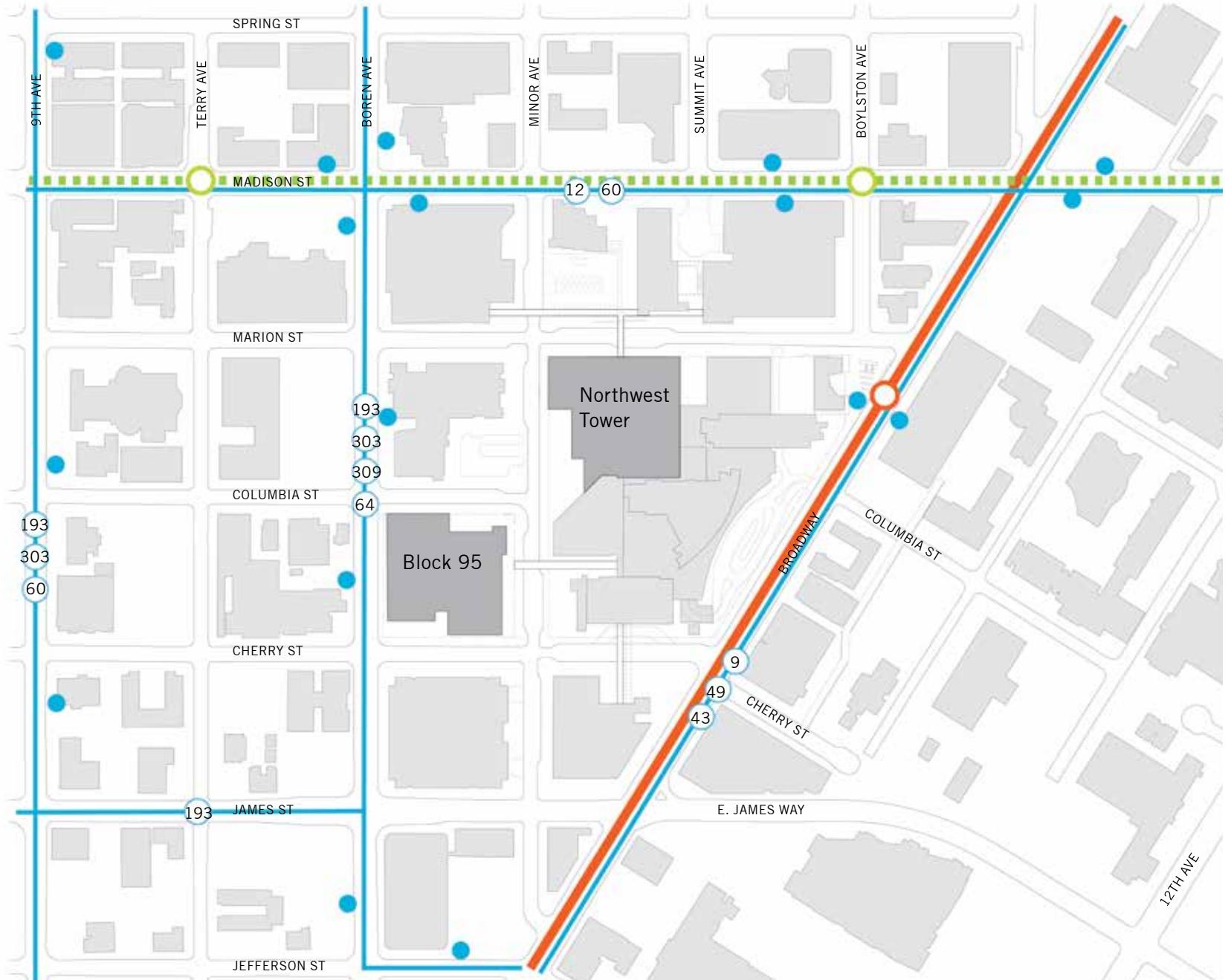
# TRUCKS - LOADING

■ Project Site



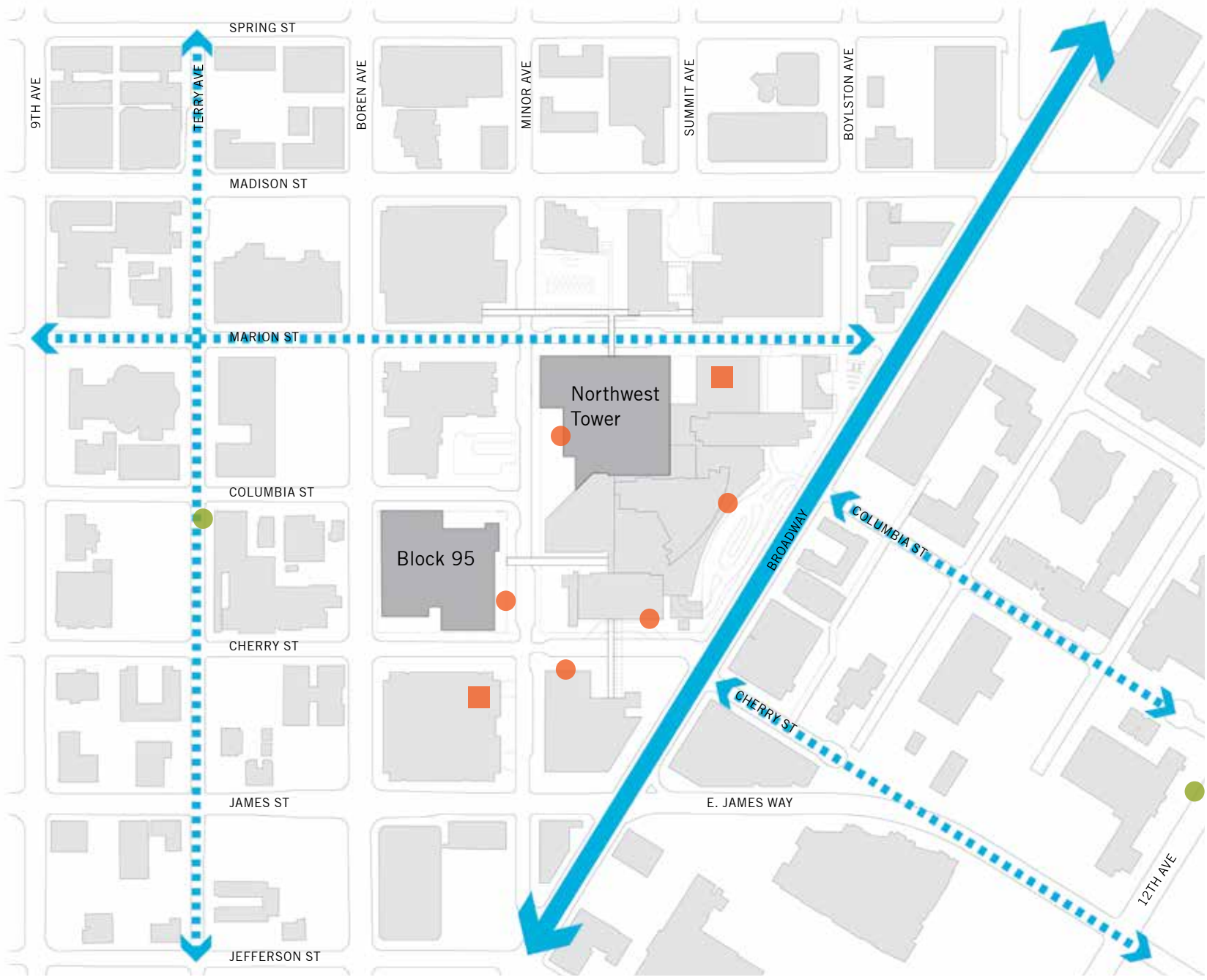
# CIRCULATION/ PUBLIC TRANSIT

- Project Site
- Streetcar Line + Stop
- Madison BRT Line + Stop
- Bus Route
- Bus Stop










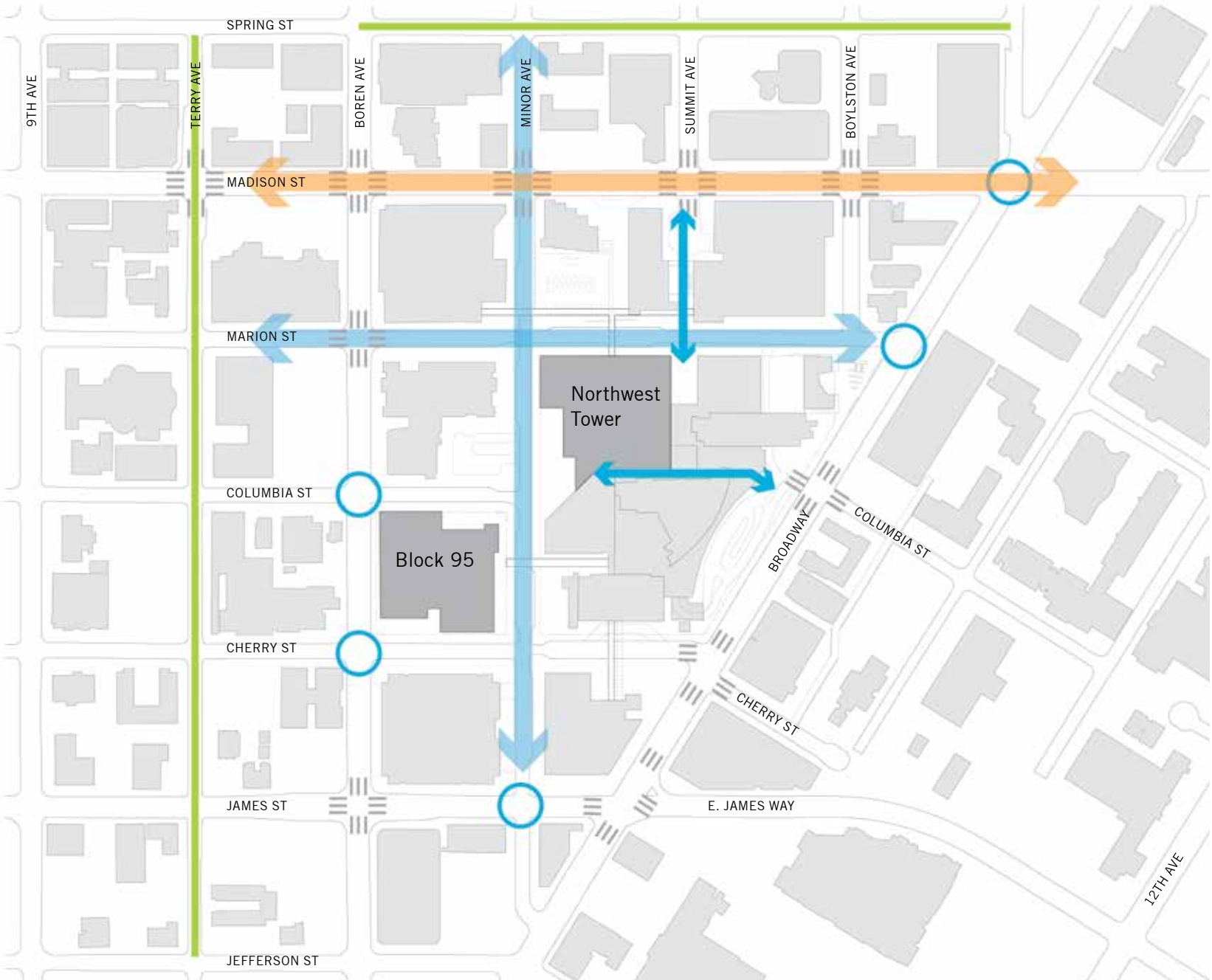
# CIRCULATION/ BICYCLES

- Project Site
- Neighborhood Greenway
- Cycletrack
- Existing Pronto Cycle Share Stations
- Bicycle Racks
- Bicycle Parking Cages



# CIRCULATION/ PEDESTRIAN

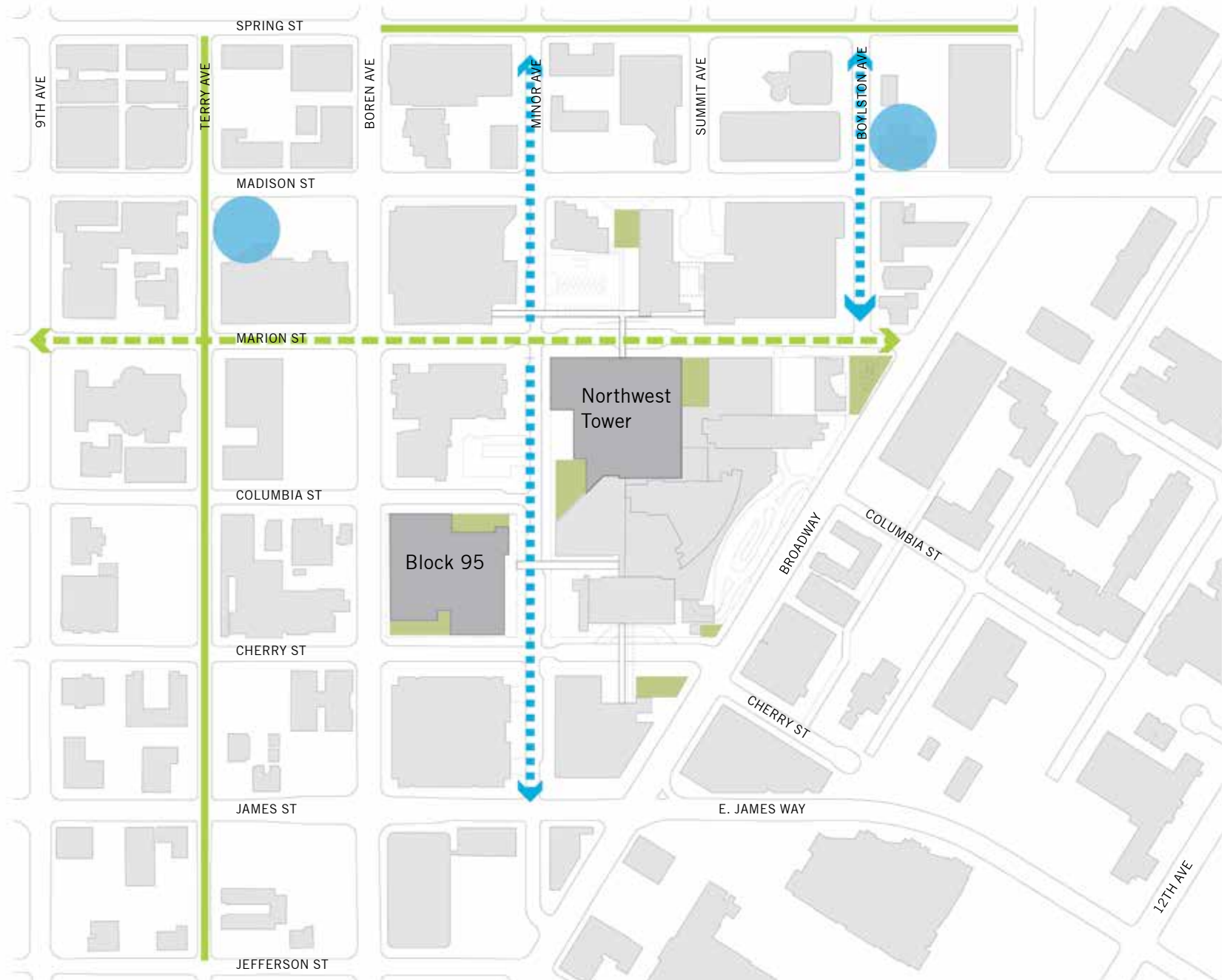
-  Project Site
-  Primary Cross-Campus Pedestrian Route
-  Active Pedestrian Shopping Corridor
-  Interior/Exterior Link
-  Crosswalk
-  Intersection Enhancement Opportunity
-  Designated Green Street





# OPEN SPACE/ PARKS AND GREEN STREETS

- Project Site
- Potential Park Site
- Designated Green Street
- Proposed Green Street
- Potential "Pedestrian" Streets
- Open Space



# VIEWS



Madison St



Marion St



Columbia St



Cherry St



James St

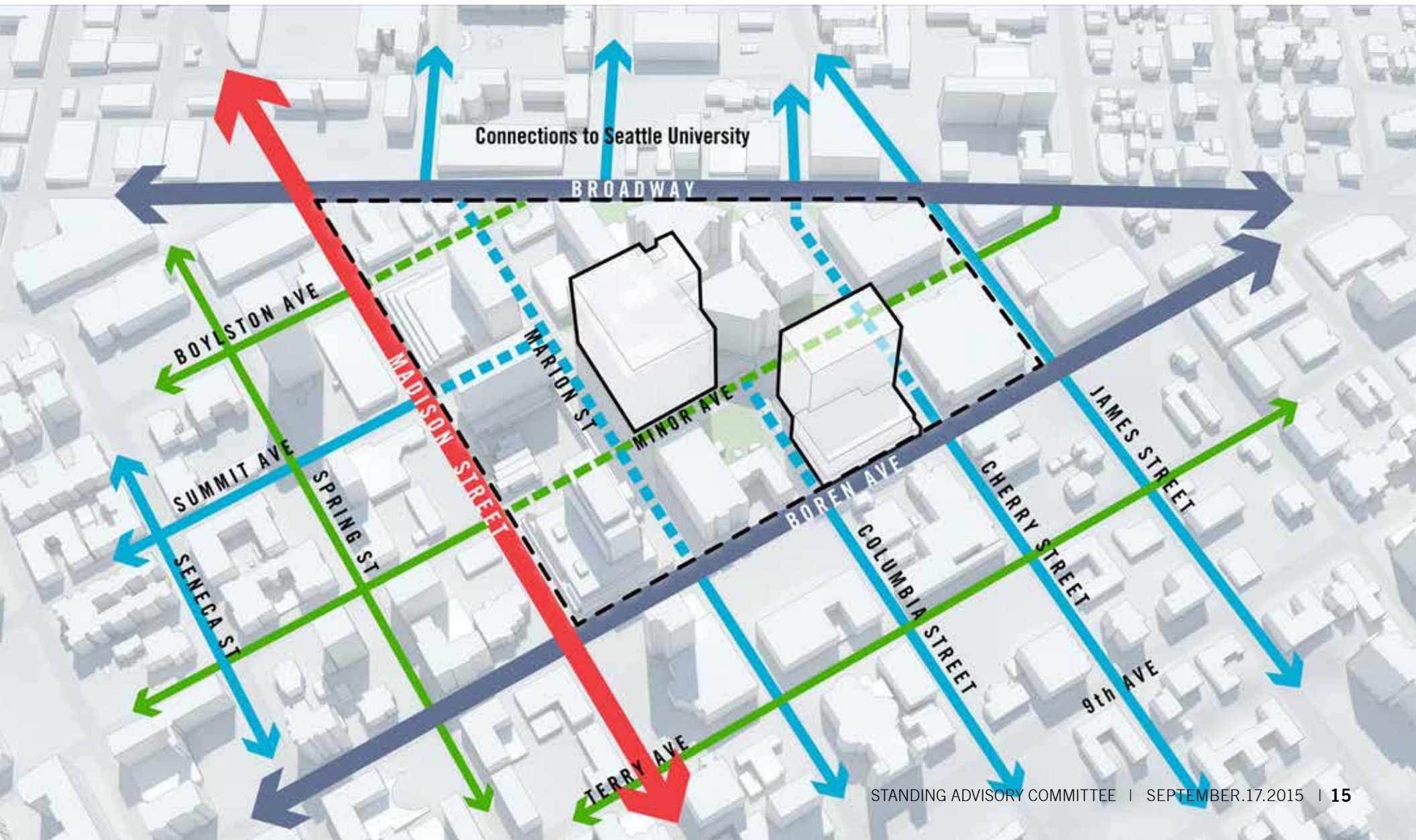




# FIRST HILL NEIGHBORHOOD

## STREETS

- Shopping Street
- Arterial Street
- Green Street
- Neighborhood Street

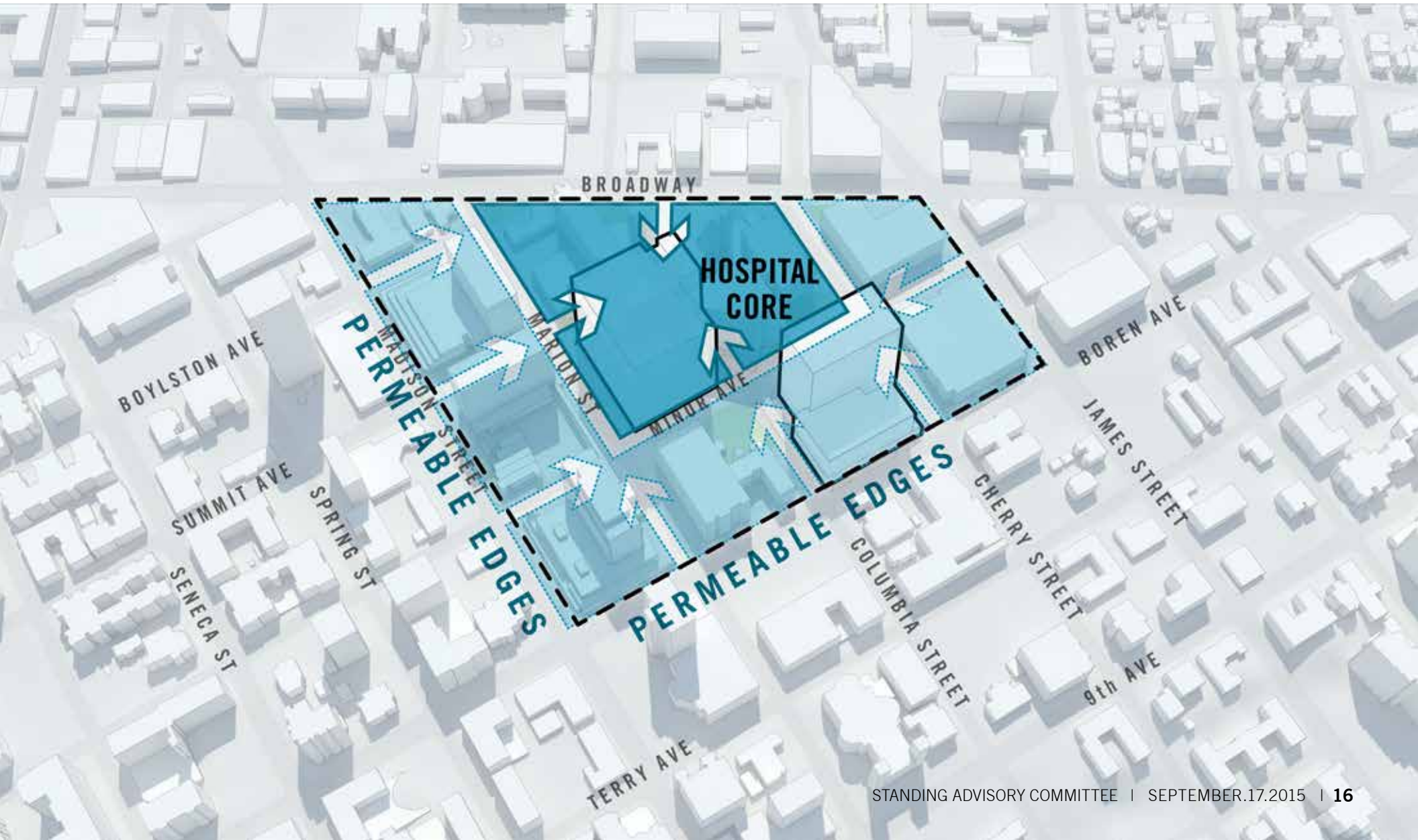




# FIRST HILL NEIGHBORHOOD

## EDGES

-  Hospital Core
-  Permeable Edge

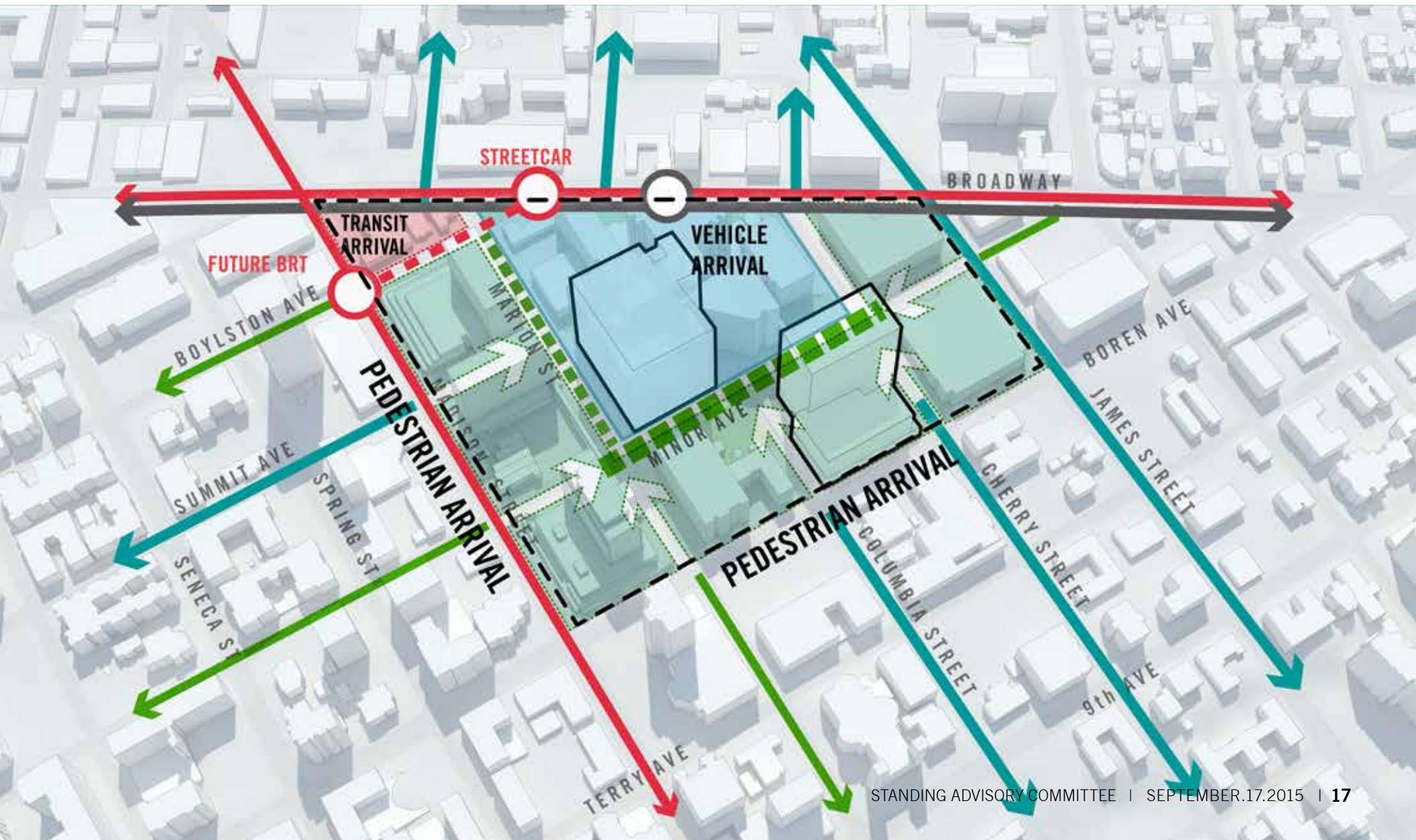




# FIRST HILL NEIGHBORHOOD

## ARRIVAL

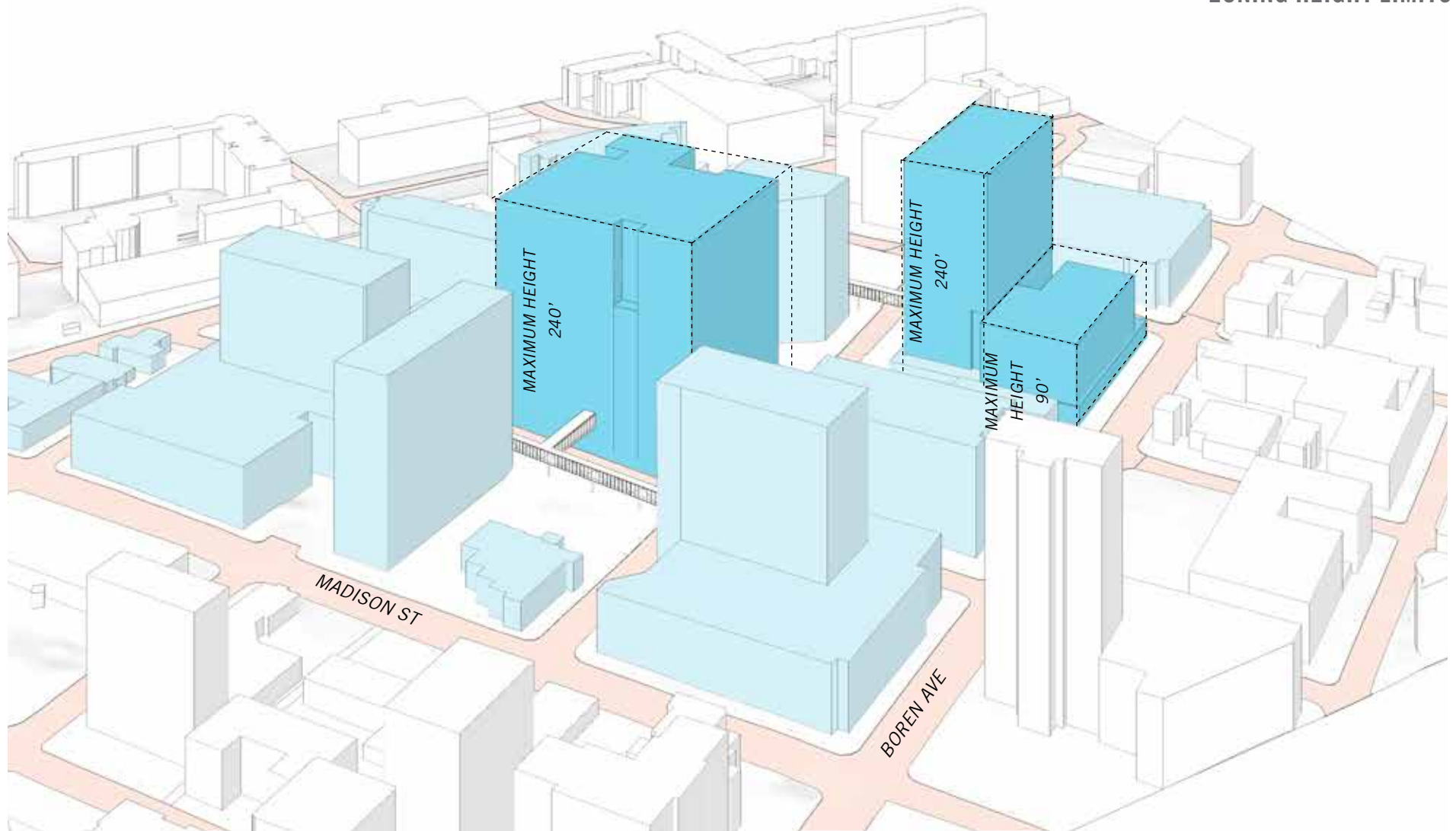
-  Transit Arrival
-  Vehicle Arrival
-  Pedestrian Arrival
-  Green Street
-  Neighborhood Street



# DESIGN STANDARDS

# DESIGN STANDARDS

## ZONING HEIGHT LIMITS



# DESIGN STANDARDS

## FAR/LOT COVERAGE

### FAR CALCULATION

MAXIMUM FAR ALLOWED MIMP	3,500,000
EXISTING CAMPUS FAR 2005 MIMP	2,283,394
<b>TOTAL FAR REMAINING AT TIME OF MIMP</b>	<b>1,216,606</b>

CHANGES SINCE MIMP	156,160
DEMO NW TOWER	(317,700)
DEMO BLOCK 95	(54,315)
DEMO 821 BOYLSTON	(11,094)
<b>TOTAL FAR REMAINING TODAY</b>	<b>1,443,555</b>

PROPOSED NORTHWEST TOWER	508,716
PROPOSED BLOCK 95	473,421
<b>TOTAL PROPOSED FAR THIS PROJECT</b>	<b>982,137 SF</b>
<b>FAR CAPACITY REMAINING AFTER THIS PROJECT</b>	<b>461,418 SF</b>

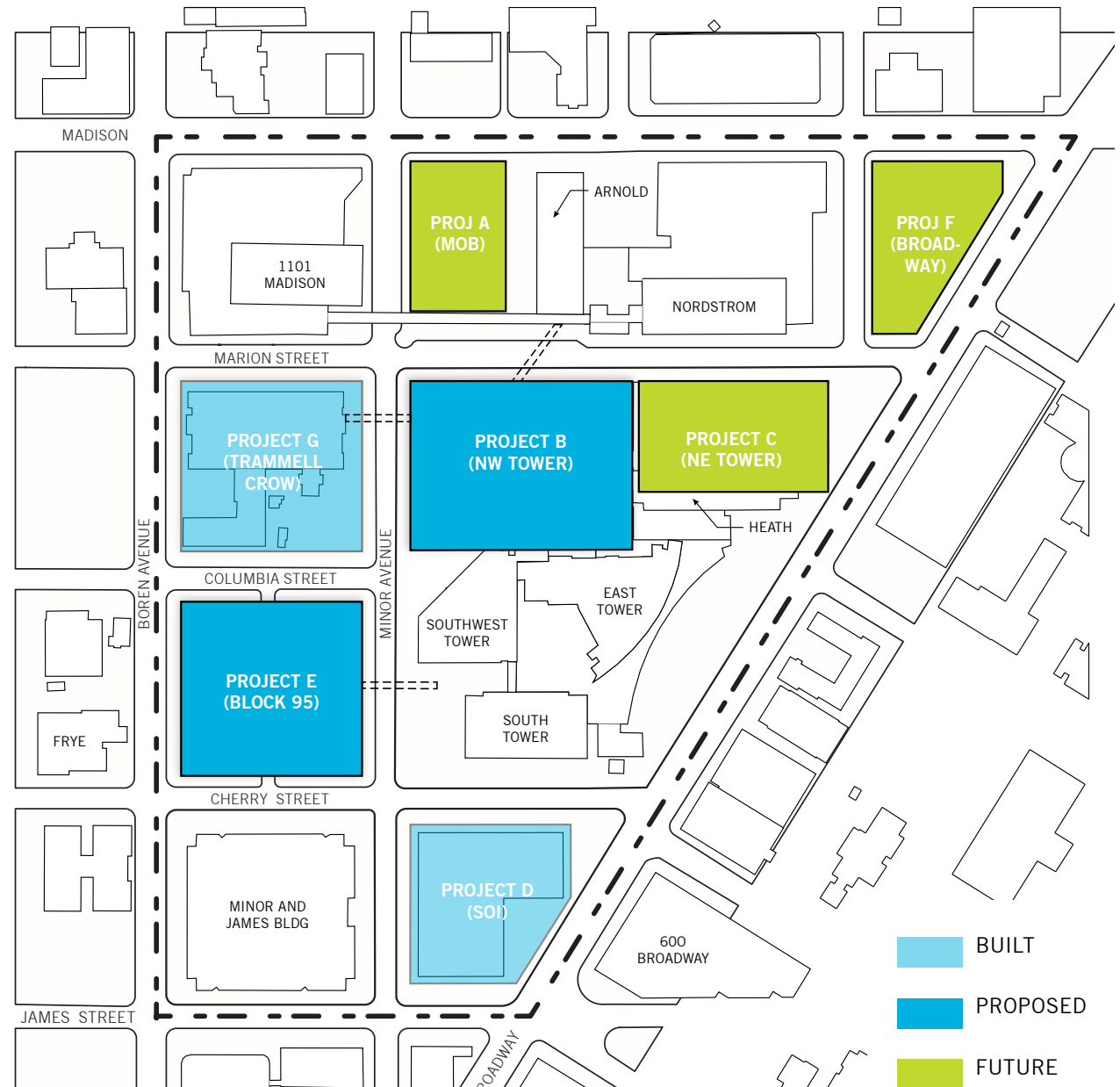
### LOT COVERAGE CALCULATION

MAXIMUM	80%	519,901 SF
EXISTING	66%	428,918 SF

- DEMO NORTHWEST TOWER	41,661
- DEMO BLOCK 95	35,577
- DEMO 819 BOYLSTON	4764

+ PROPOSED NORTHWEST TOWER	54,800
+ PROPOSED BLOCK 95	47,750
PROPOSED TOTAL CAMPUS	449,466 SF

<b>PROPOSED CAMPUS LOT COVERAGE UPON PROJECT COMPLETION</b>	<b>69.2%</b>
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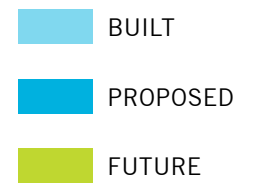
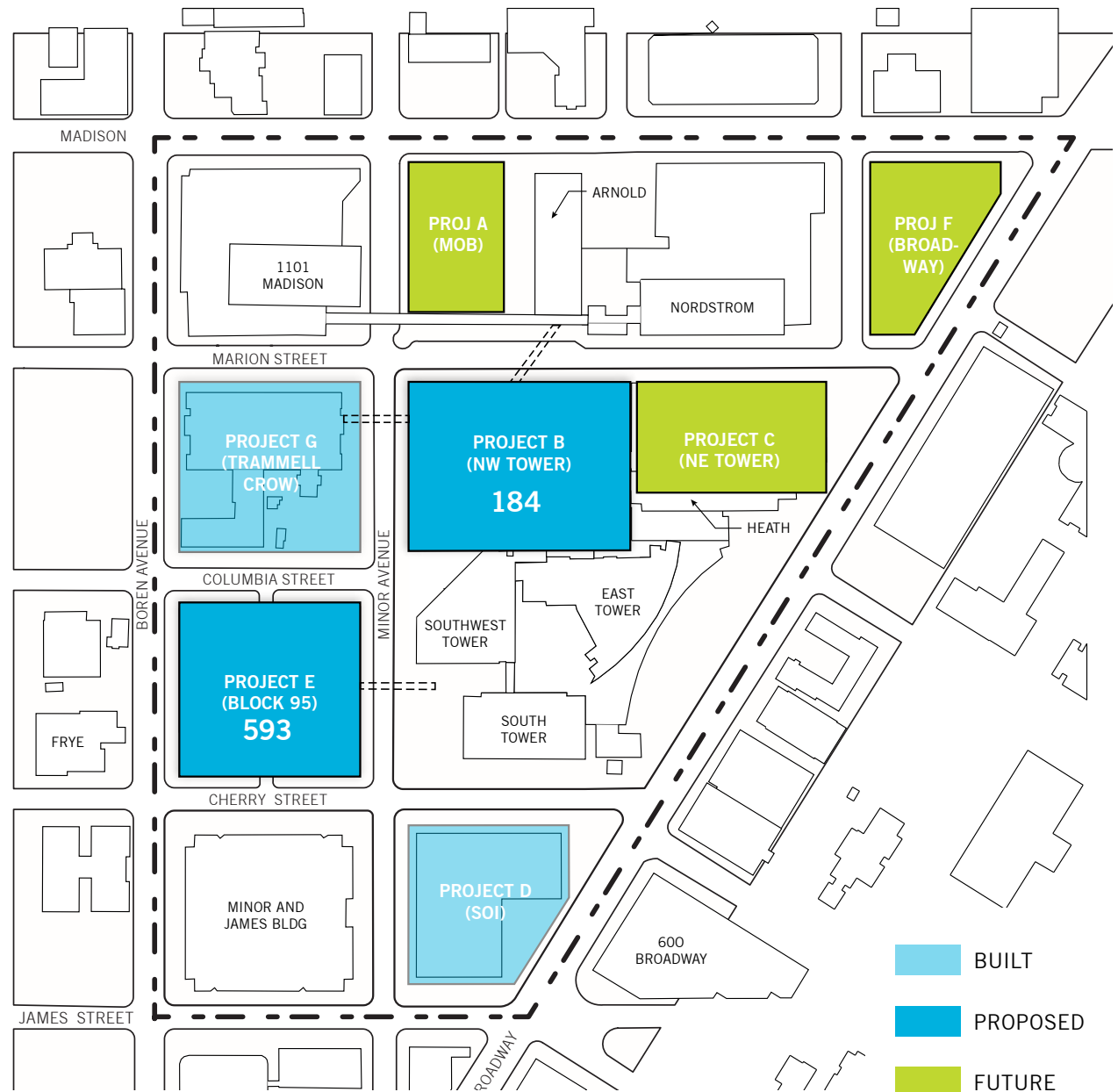


# DESIGN STANDARDS

## PARKING

### MIMP PARKING ALLOWANCE

ALLOWED PER MIMP	5,180
EXISTING AT THE TIME OF MIMP	3,743
BUILT SINCE 2005 MIMP	568
DEMOLISHED FOR THIS PROJECT	(231)
<b>REMAINING ALLOWED</b>	<b>1,100</b>
PROVIDED BLOCK 95	593
PROVIDED NORTHWEST TOWER	184
<b>PROVIDED TOTAL THIS PROJECT</b>	<b>777</b>



# MIMP OPEN SPACE

## MIMP COUNCIL CONDITION #7:

Increase required Open Space from 5% to 9.5%

\* Campus Land Area = 649,876 SF  
9.5% Required Open Space = 61,738 SF

CURRENT AND PROPOSED MIMP OPEN SPACE	AREA (SF)
MIMP Setbacks	25,300
MIMP Designated Open Space	27,900
Swedish Orthopedic Institute Open Space	2,100
Proposed Open Spaces	6,438
<b>Total</b>	<b>61,738</b>

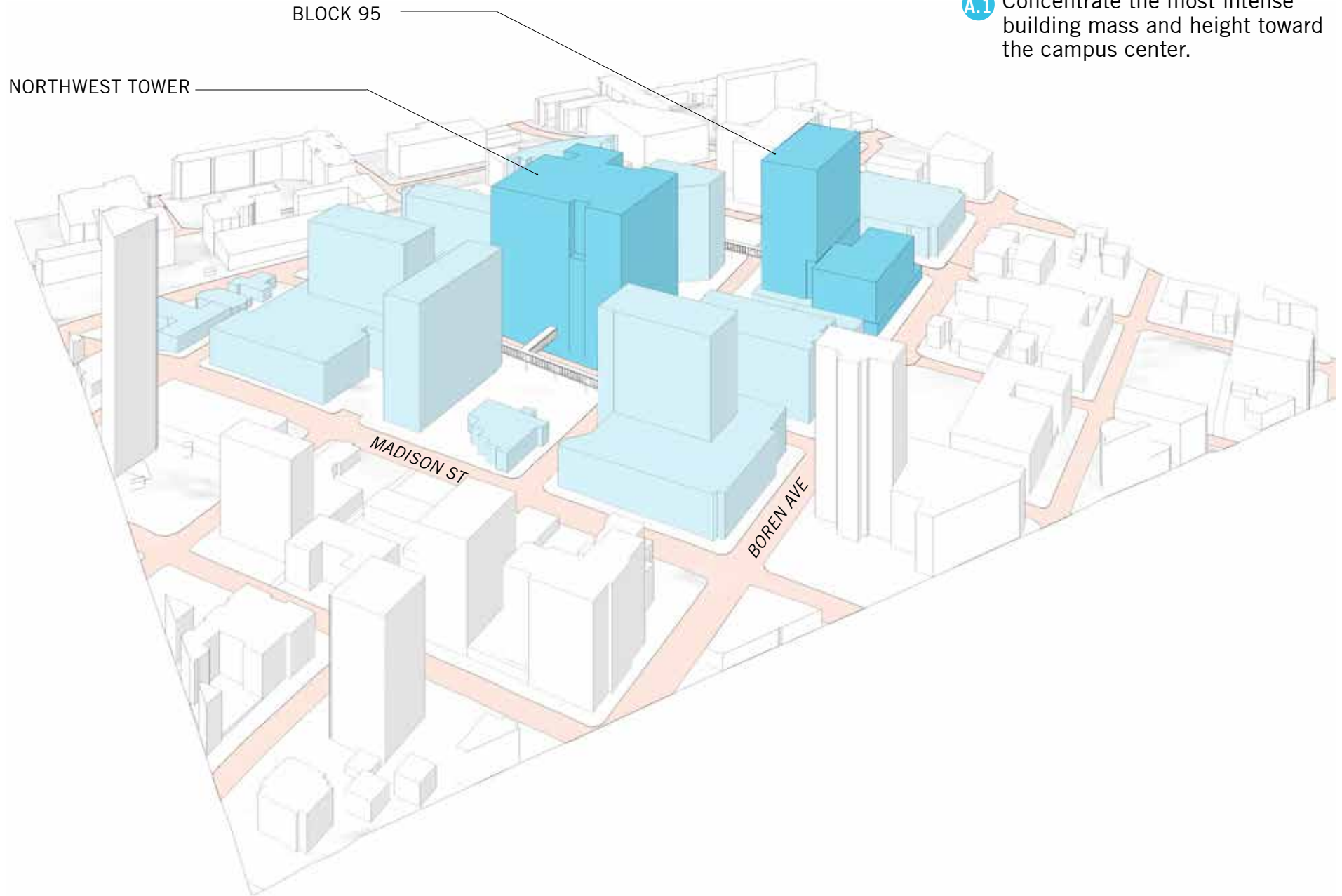


# DESIGN GUIDELINES



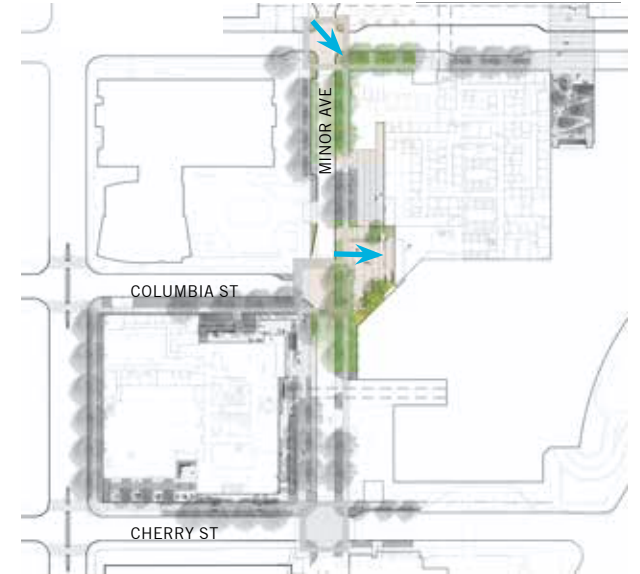
# HEIGHT/ BULK/ SCALE

**A.1** Concentrate the most intense building mass and height toward the campus center.



# PEDESTRIAN EXPERIENCE

- A.3 Include street-level design features that contribute to quality pedestrian experience and human scale.

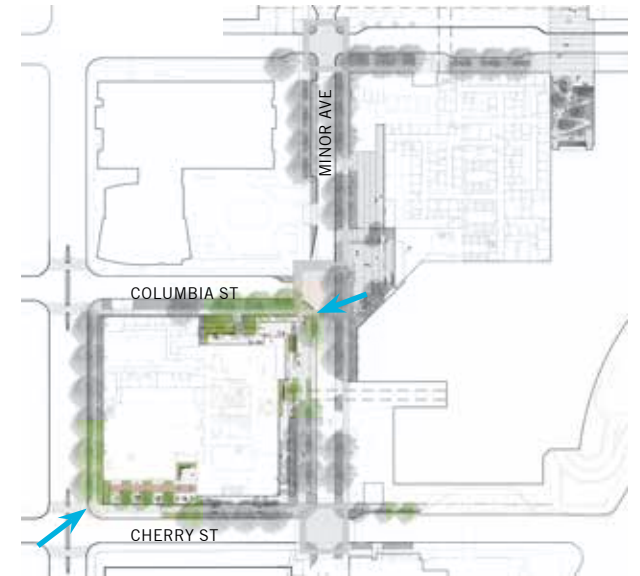


*Pedestrian Experience NORTH WEST TOWER*



# PEDESTRIAN EXPERIENCE

- A.3 Include street-level design features that contribute to quality pedestrian experience and human scale.



*Pedestrian Experience BLOCK 95*





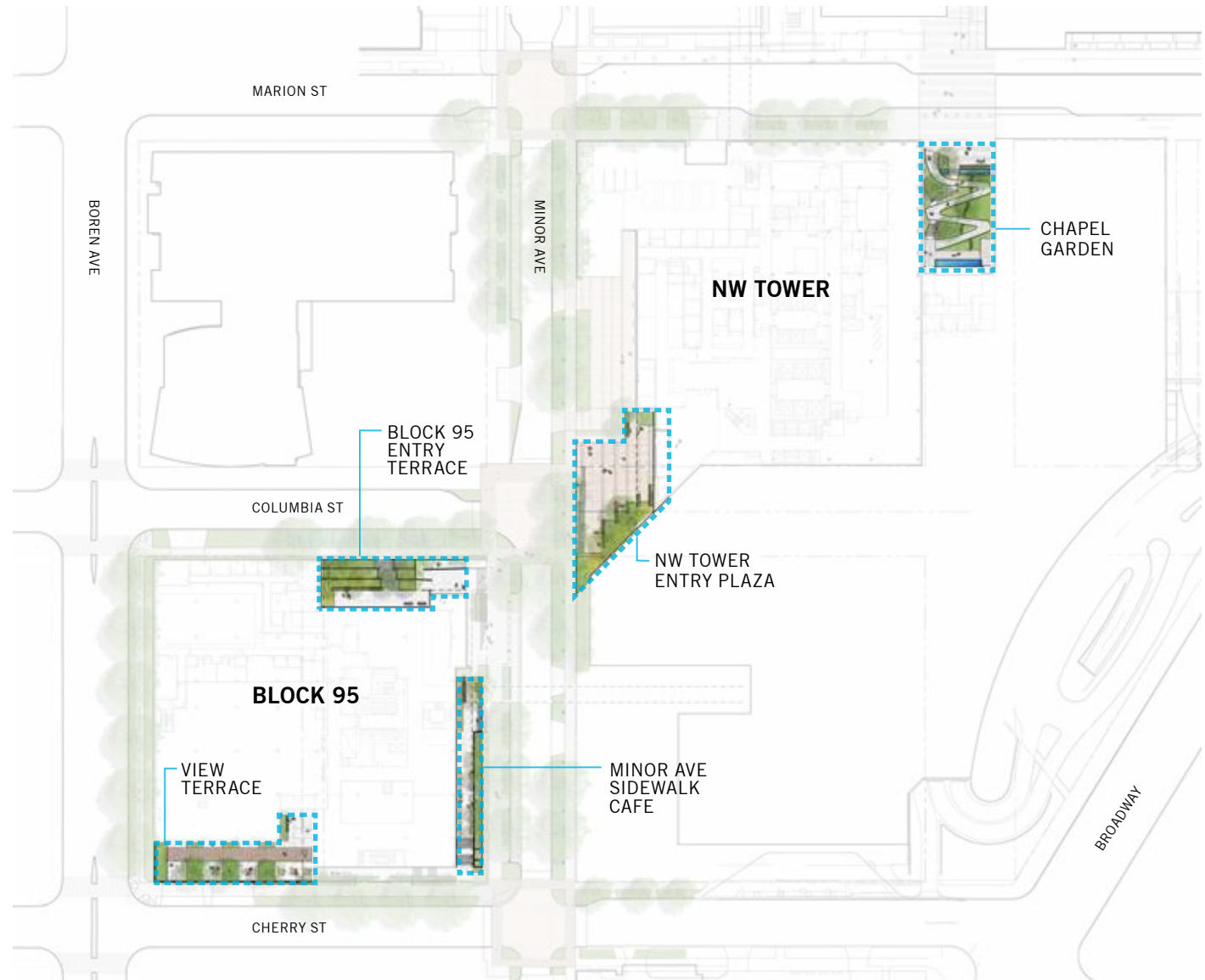
## CAMPUS AND BUILDING IDENTITY

- A.4 Differentiate individual architectural building designs to be memorable and unique yet buildings should also contribute to a collective campus form.

# PUBLIC PLAZAS AND OPEN SPACES

DESIGN GUIDELINES A.5, B.2, B.4, B.6

- A.5** Orient public plazas and open spaces to capture the sun
- B.2** Develop a balance between publicly accessible open space that is welcoming to all citizens with Swedish patron oriented open space.
- B.4** Provide certain spaces that encourage public interaction
- B.6** Combine and orient open space towards seasonal sunlight, and away from prevailing winds and traffic noise





# WEATHER PROTECTION AT ENTRIES

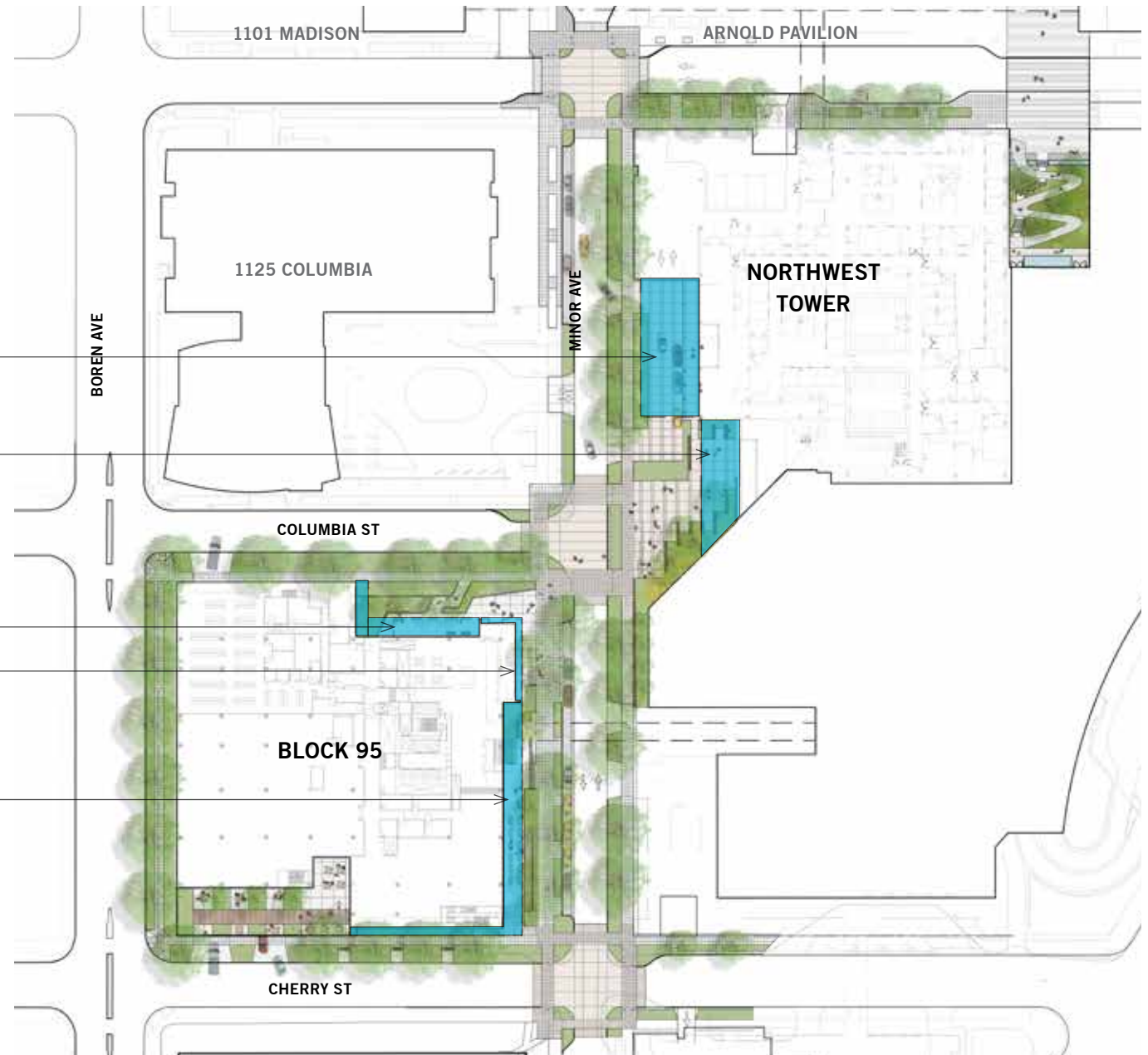
**C.4** Provide shelters and canopies for weather protection and shading at building entrances and drop-off/loading areas to highlight the activity location and building portal.

EMERGENCY DEPARTMENT  
DROP-OFF

BUILDING ENTRY

COVERED PLAZA  
BUILDING ENTRY

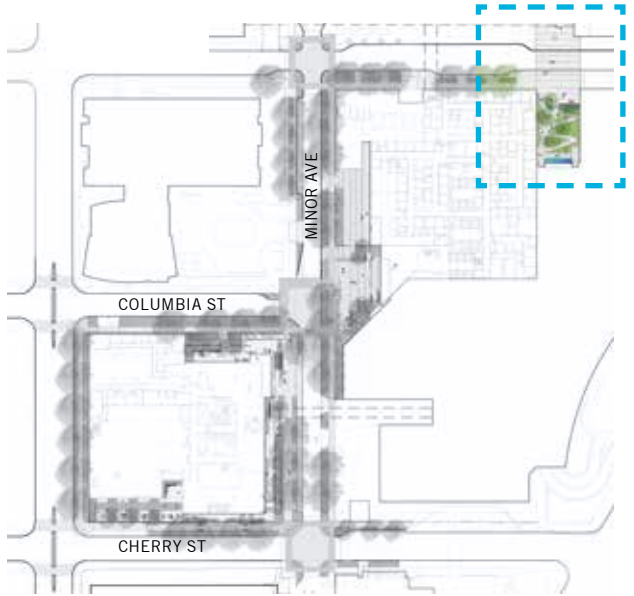
COVERED SEATING





# CHAPEL GARDEN

DESIGN GUIDELINES A.5, B.2, B.4, B.6



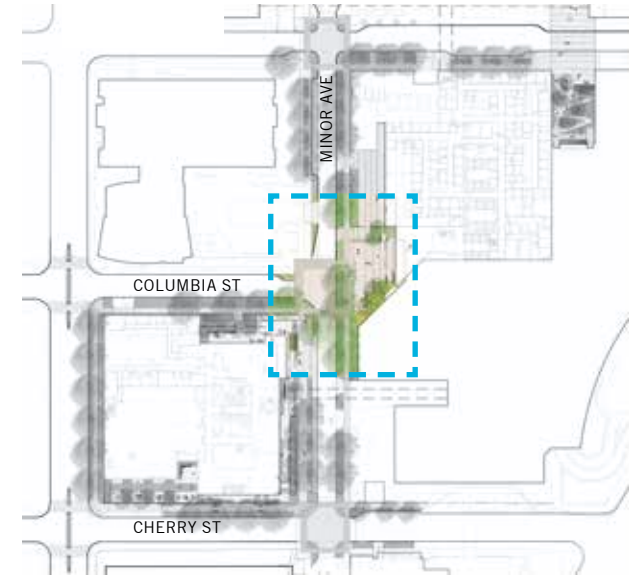
# CHAPEL GARDEN

DESIGN GUIDELINES A.5, B.2, B.4, B.6



# NW TOWER ENTRY PLAZA

DESIGN GUIDELINES A.5, B.2, B.4, B.6





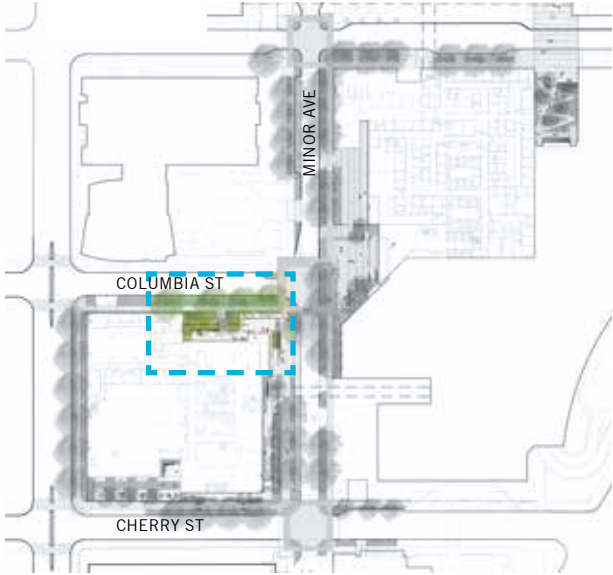
# NW TOWER ENTRY PLAZA

DESIGN GUIDELINES A.5, B.2, B.4, B.6



# BLOCK 95 ENTRY TERRACE

DESIGN GUIDELINES A.5, B.2, B.4, B.6





# BLOCK 95 ENTRY TERRACE

DESIGN GUIDELINES A.5, B.2, B.4, B.6



# MINOR AVE SIDEWALK CAFE AND VIEW TERRACE

DESIGN GUIDELINES A.5, B.2, B.4, B.6





# INDOOR/OUTDOOR CONNECTIONS AND PROTECTED SPACES

DESIGN GUIDELINES B.1, B.5

- B.1** Make visual connections between buildings and the landscape
- B.5** Provide certain spaces for meditation and reflection



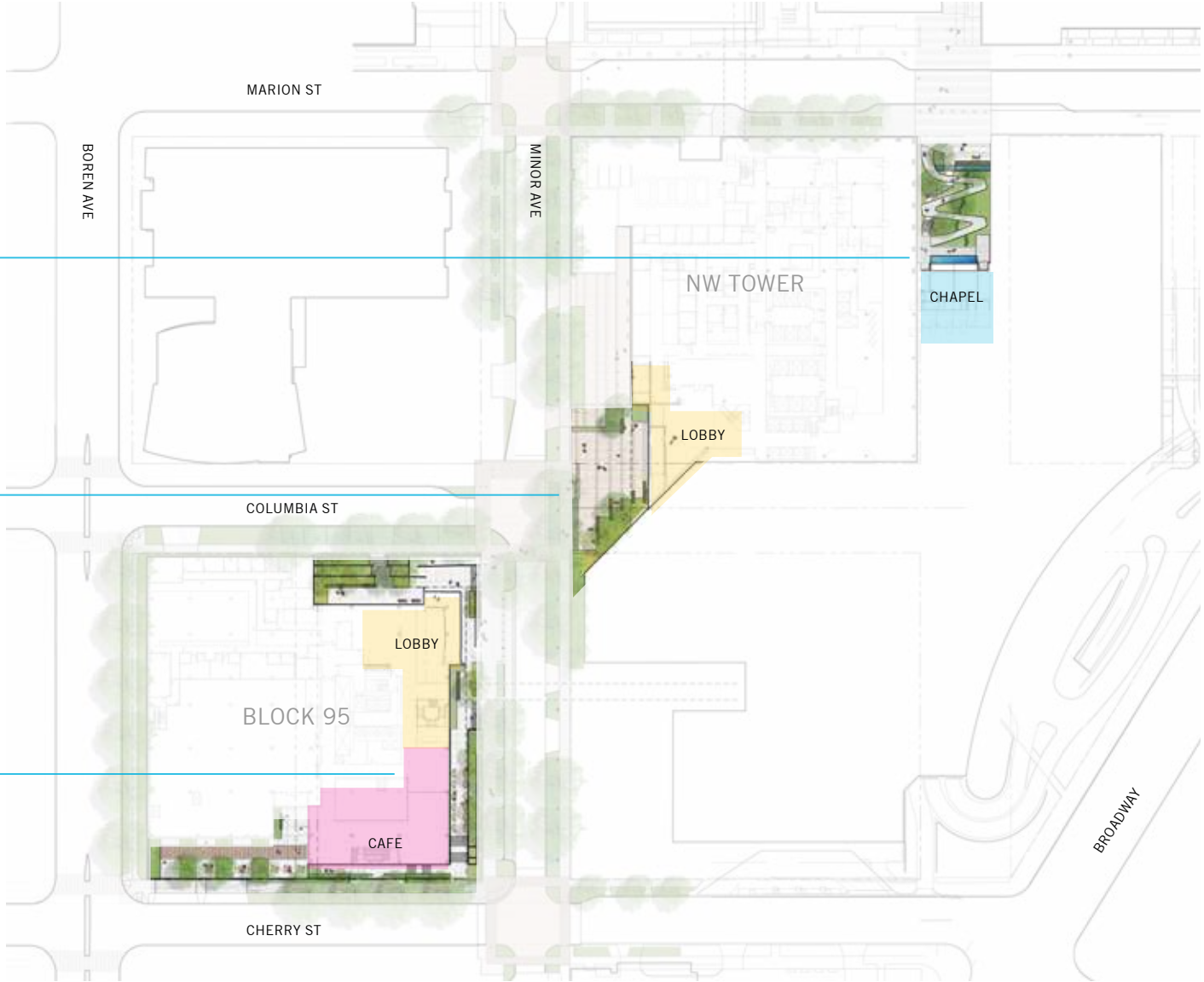
Chapel Garden



Transparency at Entry



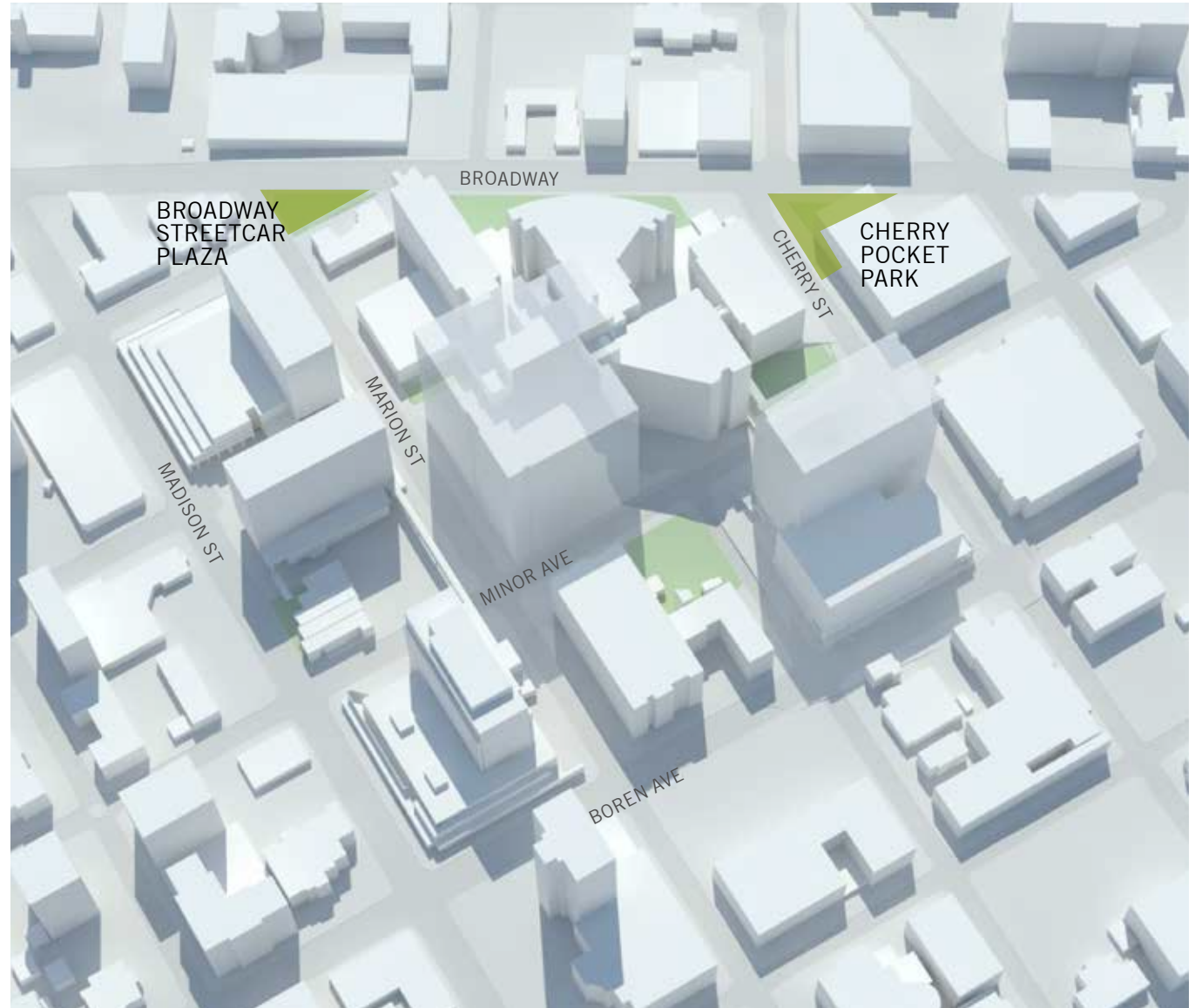
Transparency at Level 1



# LANDSCAPE POCKET PARKS

DESIGN GUIDELINES B.3

- B.3 Consider landscape park pockets at Broadway/Cherry and Boylston/Marion



# STREET LIFE QUALITY AND AMENITIES

DESIGN GUIDELINES C.1, C.2

- C.1** Enhance street life quality and human scale amenities
- C.2** Improve Marion and Minor as safe, landscaped corridors with amenities

## MINOR AVE

Minor Ave will receive a comprehensive set of improvements from Marion to Cherry including new curb and gutter, street paving with raised intersections, street trees, rain gardens, widened sidewalks, pedestrian lighting and street furnishings.

## MARION ST

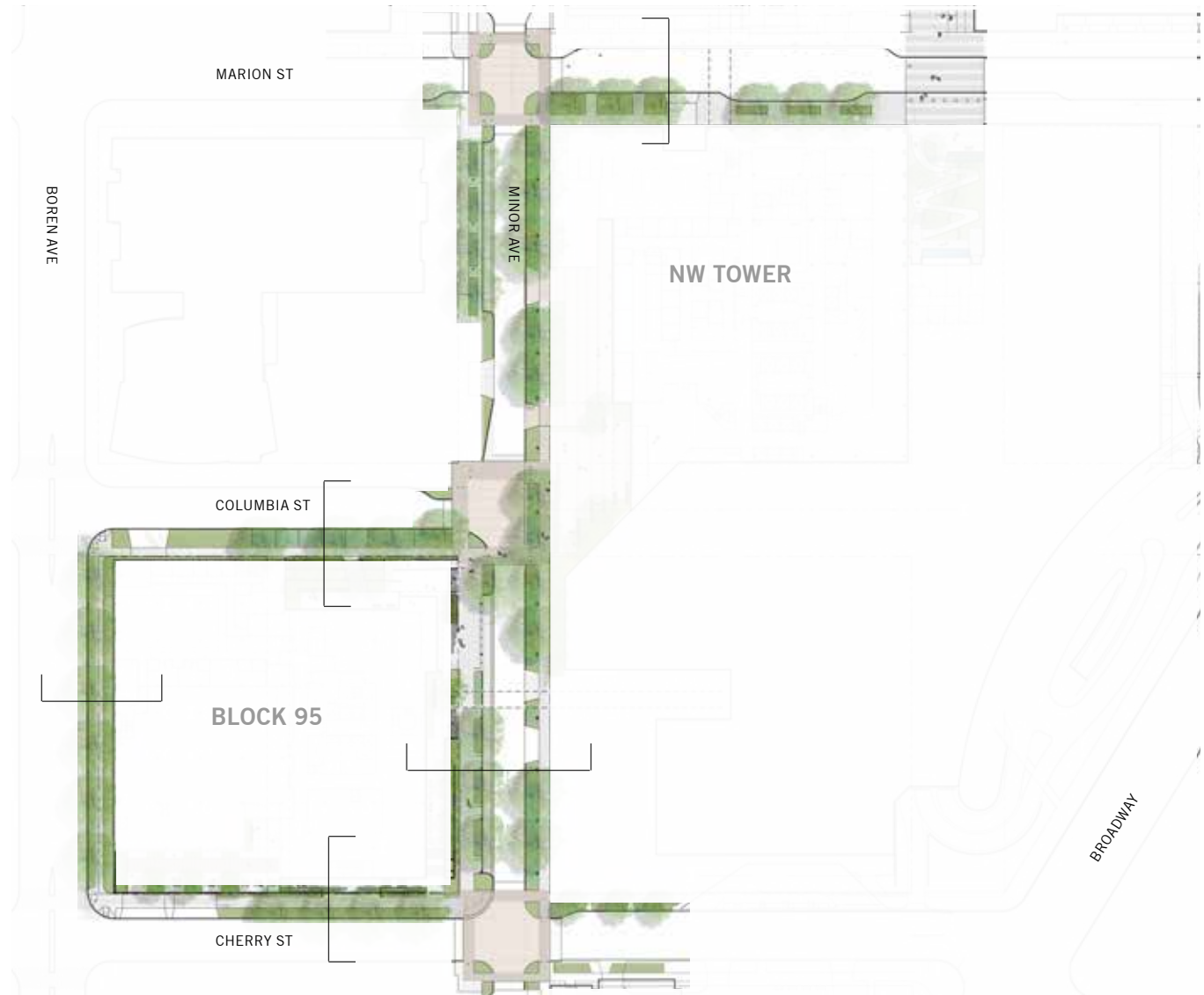
A Street Concept Plan will be completed for Marion Street from Broadway to 7th Ave. Frontage improvements at the NW Tower include widened sidewalks, street trees and plantings, and a mid-block raised intersection.

## COLUMBIA ST & CHERRY ST

Parking will be removed on both Columbia and Cherry along project frontages to allow for widened sidewalks, street trees and raingardens. Site furnishings will be incorporated into the rain garden areas as hill climb assists on these steep streets.

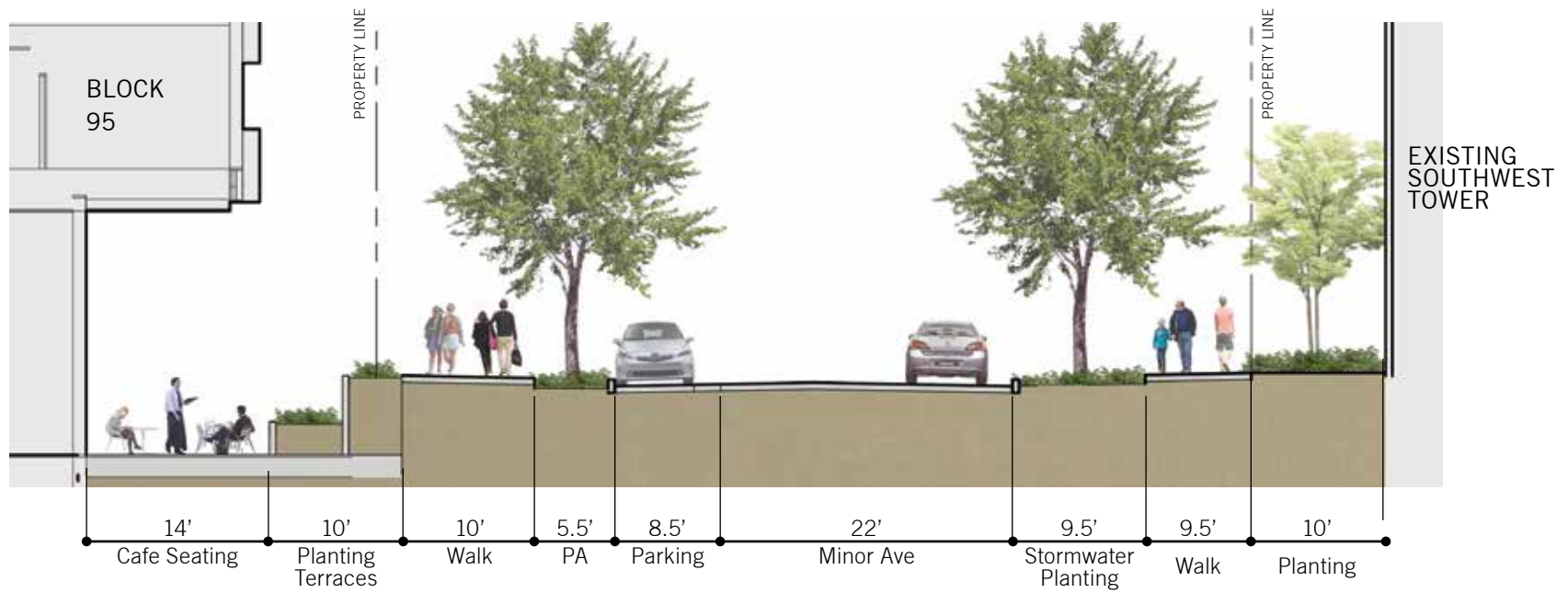
## BOREN AVE

The proposed building along Boren Ave will be set back 10' from the property line to allow for a planting buffer at the street edge and widened sidewalks, street trees and plantings.

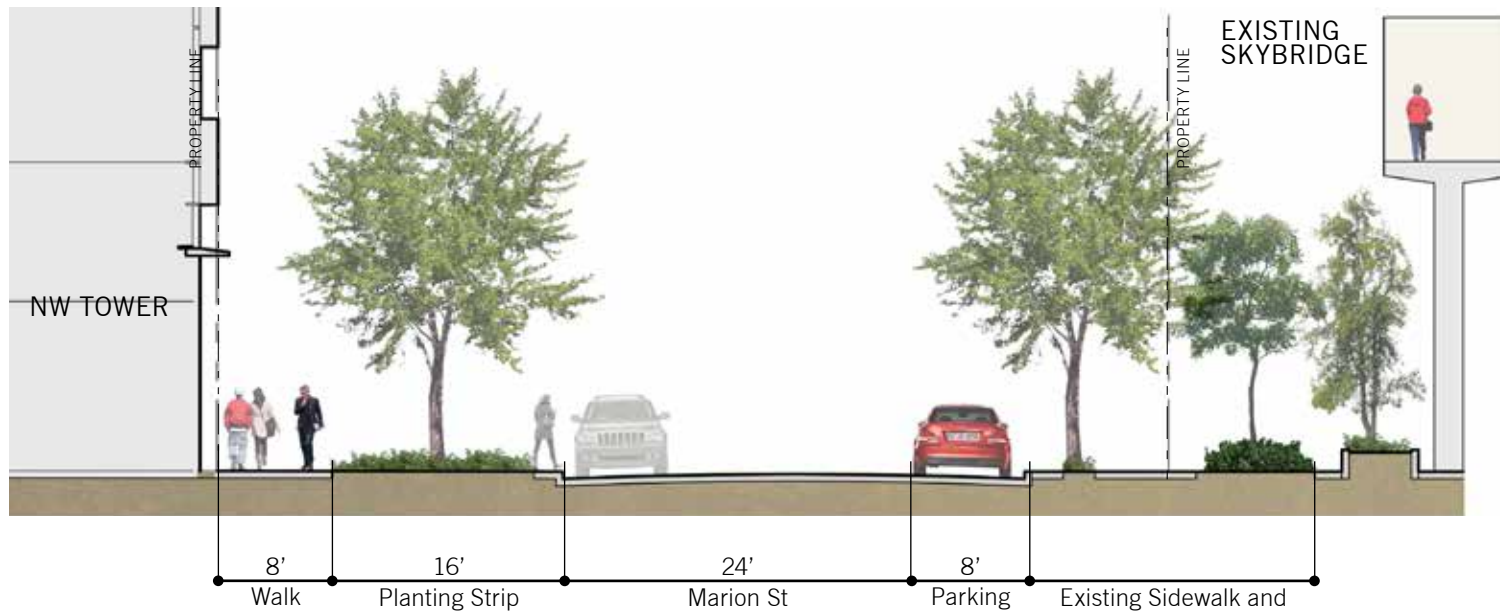




# STREET SECTIONS

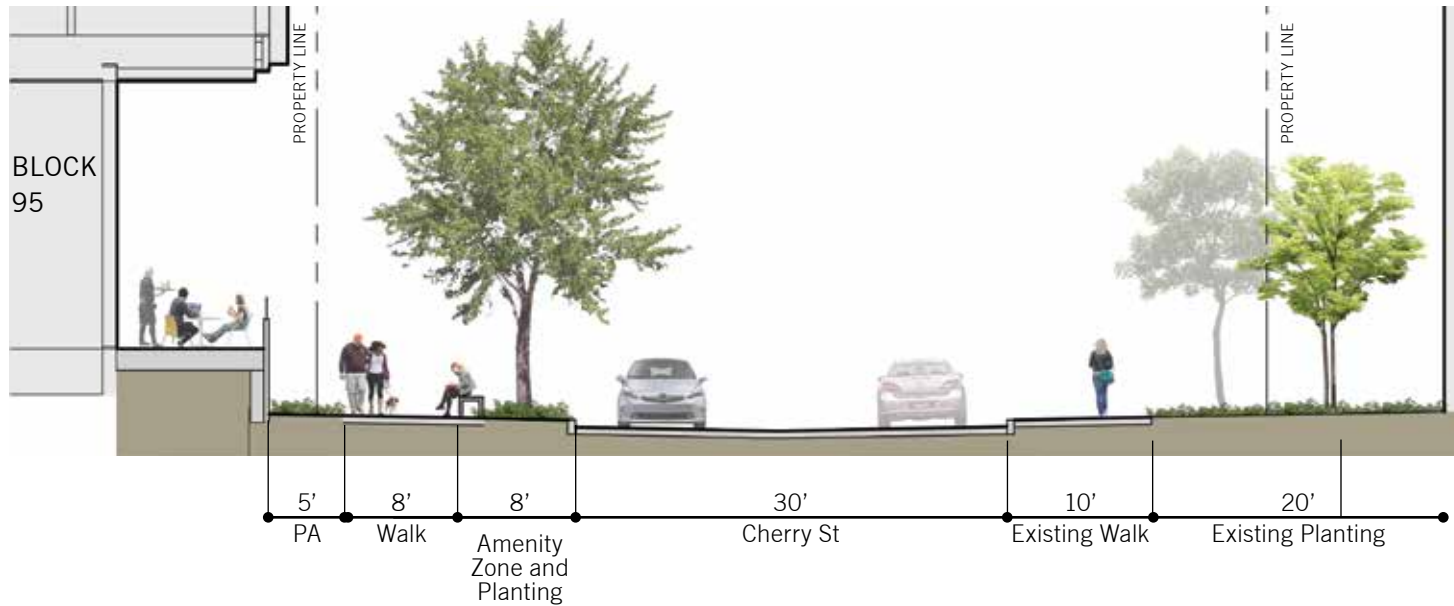


**MINOR AVENUE (66' ROW) - LOOKING NORTH**

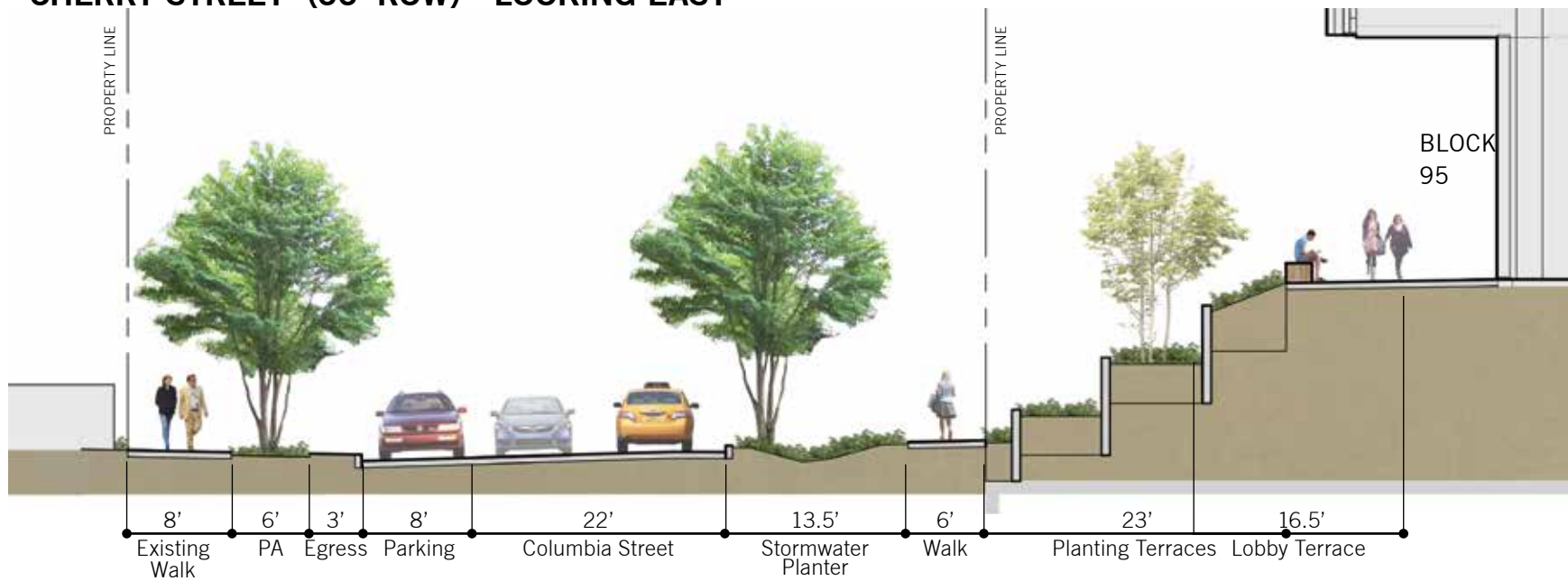


**MARION STREET (66' ROW) - LOOKING WEST**

# STREET SECTIONS

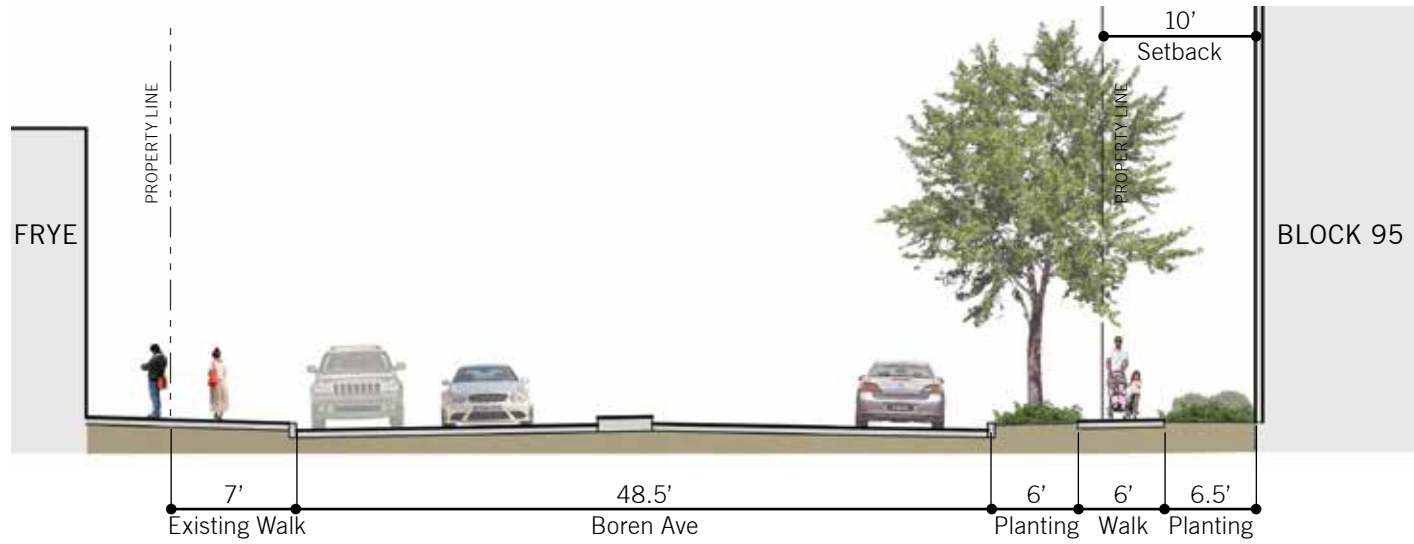


**CHERRY STREET (66' ROW) - LOOKING EAST**



**COLUMBIA STREET (66' ROW) - LOOKING EAST**

# STREET SECTIONS



**BOREN AVENUE (66' ROW) - LOOKING NORTH**



# SETBACKS AND LANDSCAPE BUFFERS

DESIGN GUIDELINES C.5, C.6

- C.5 Provide landscape setback buffers along Boren frontage
- C.6 Use sidewalk area landscaping, street trees, and other street level plantings to separate and protect pedestrians from traffic lanes



- D.1 Provide lighting for safety and navigation, considering illumination levels, color, quality, scale and performance



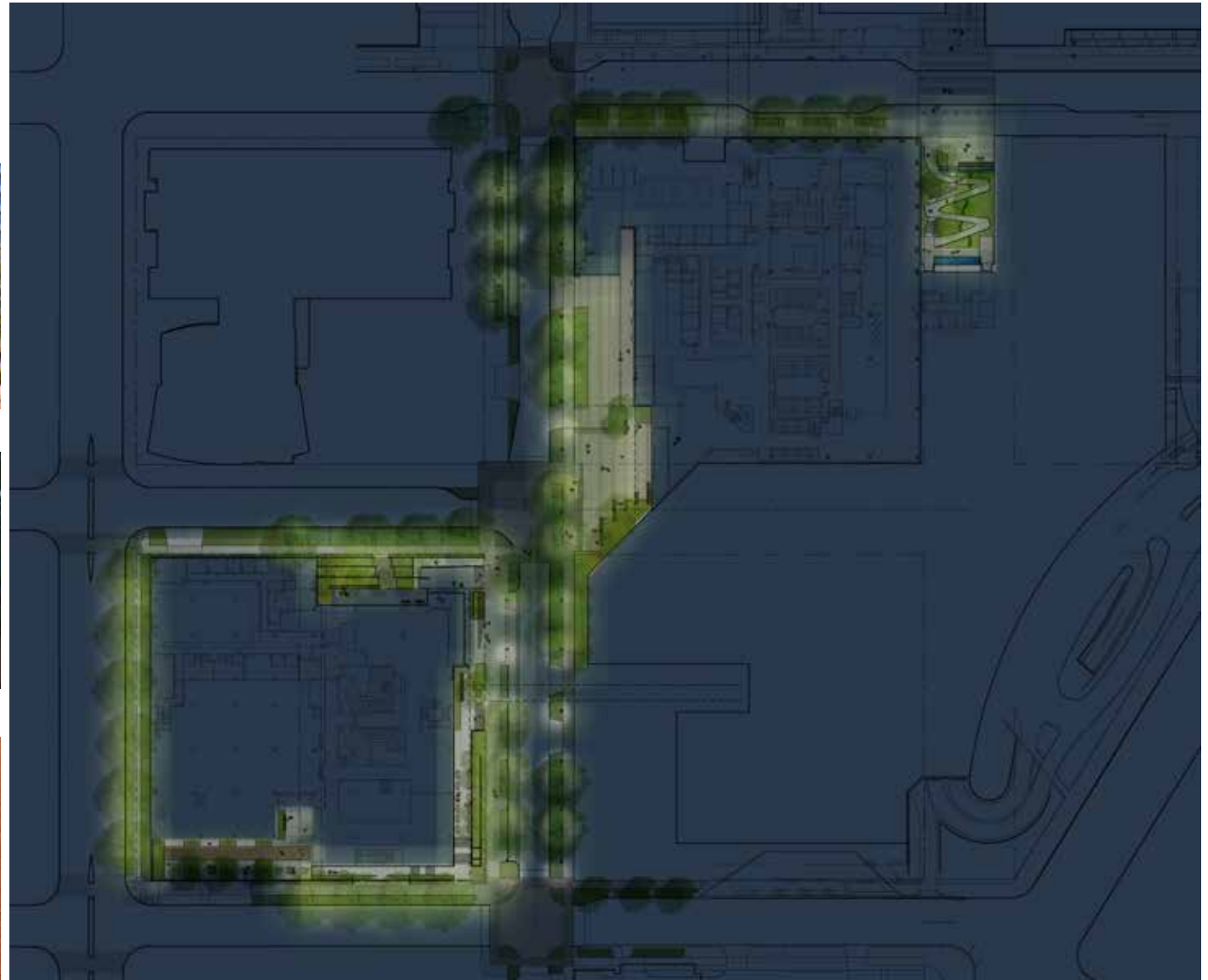
*Building Ambience Lighting*



*Pedestrian Light Poles*



*Groundplane lighting*





# LIGHTING

DESIGN GUIDELINES D.1





# COUNCIL CONDITIONS

# COUNCIL CONDITIONS THAT MAY AFFECT DESIGN

- CC 6 (Setbacks)
- CC 7 (Open Space)
- CC 11 (Wind Study)

For a description of how these conditions are met, see discussion in the matrix and previous slides.

# MIMP OPEN SPACE AND SETBACKS

## MIMP COUNCIL CONDITION #7:

Increase required Open Space from 5% to 9.5%

\* Campus Land Area = 649,876 SF  
9.5% Required Open Space = 61,738 SF

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Proposed Open Spaces	6,438
<b>Total</b>	<b>61,738</b>





# EIS CONDITIONS

# Final Environmental Impact Statement (EIS) Conditions

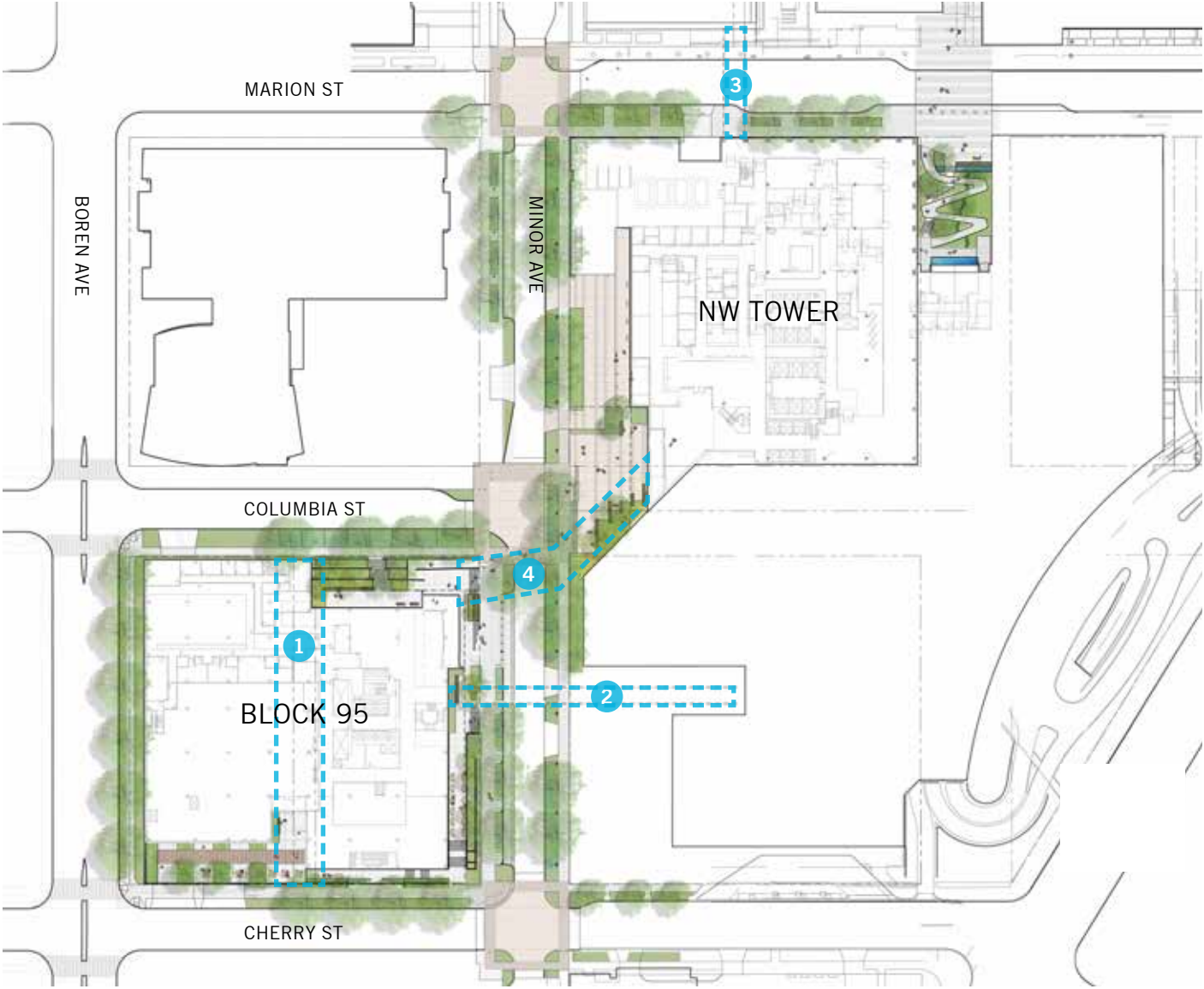
## EIS CONDITIONS THAT MAY AFFECT DESIGN

- EIS Condition 4 (Energy)
- EIS Condition 6 (Noise)
- EIS Condition 7 (Land Use)
- EIS Condition 9 (Housing – Retail for Nearby Residents)
- EIS Condition 10 (Light/Glare/Shadows)
- EIS Condition 11 (Aesthetics)

For a description of how these conditions are met, see discussion in the matrix and previous slides

# PUBLIC BENEFITS



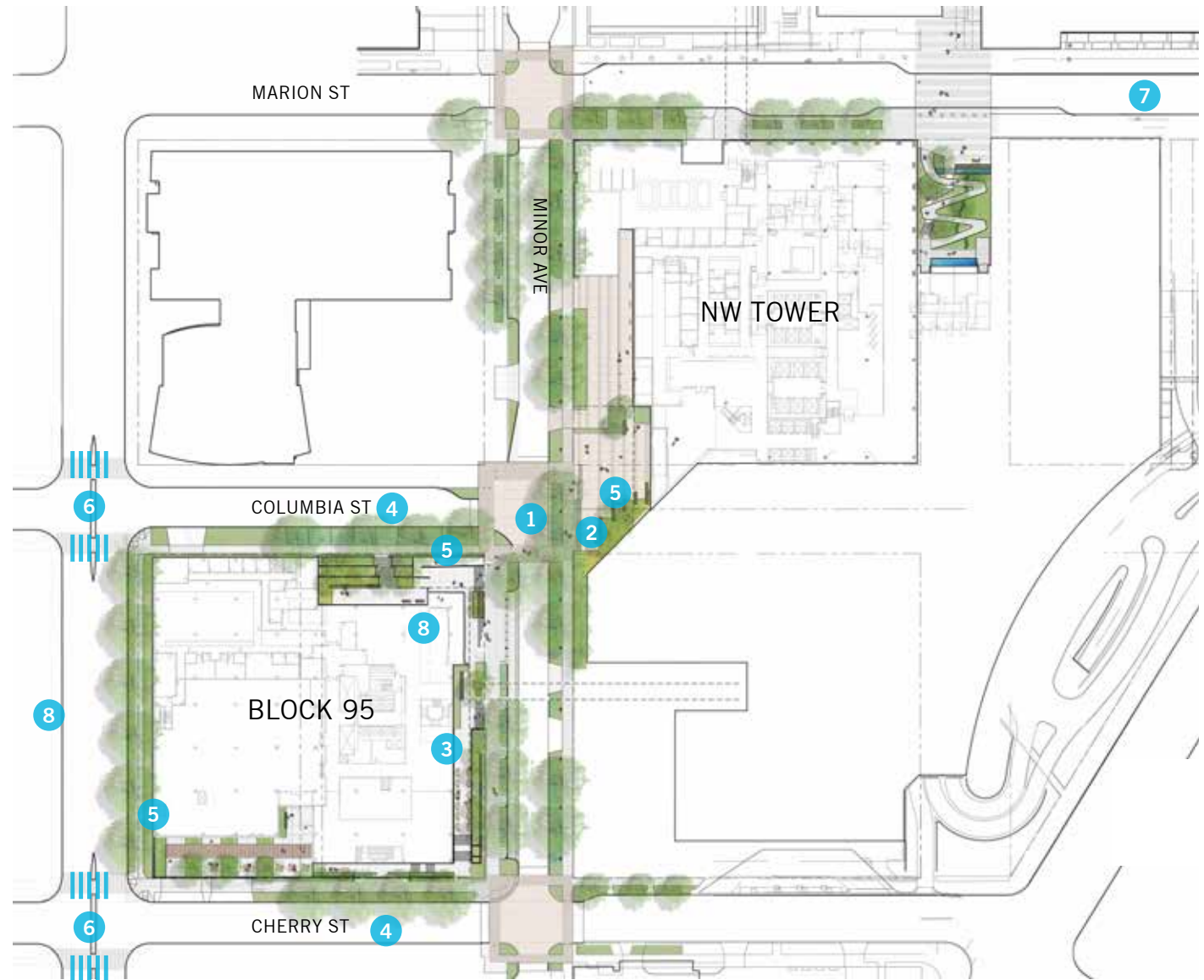


SDOT PETITIONS

- 1 Block 95 Alley Vacation
- 2 Minor Skybridge
- 3 Marion Skybridge
- 4 Minor Tunnel

## POTENTIAL PUBLIC BENEFIT OPPORTUNITIES

- 1 Minor Ave Improvements
- 2 Publicly Accessible Open Spaces
- 3 Building Setback
- 4 Enhanced ROW Improvements
- 5 Artwork Opportunities
- 6 Pedestrian Controlled Signalized Xings
- 7 Bike Share Program
- 8 Transit



# 1 MINOR AVE IMPROVEMENTS

## PROPOSED PUBLIC BENEFITS

Provide comprehensive off-site improvements to Minor Ave including raised intersections, widened sidewalks, street trees, stormwater rain gardens, vehicular paving and pervious parking strips.

Approximately 32,400 SF



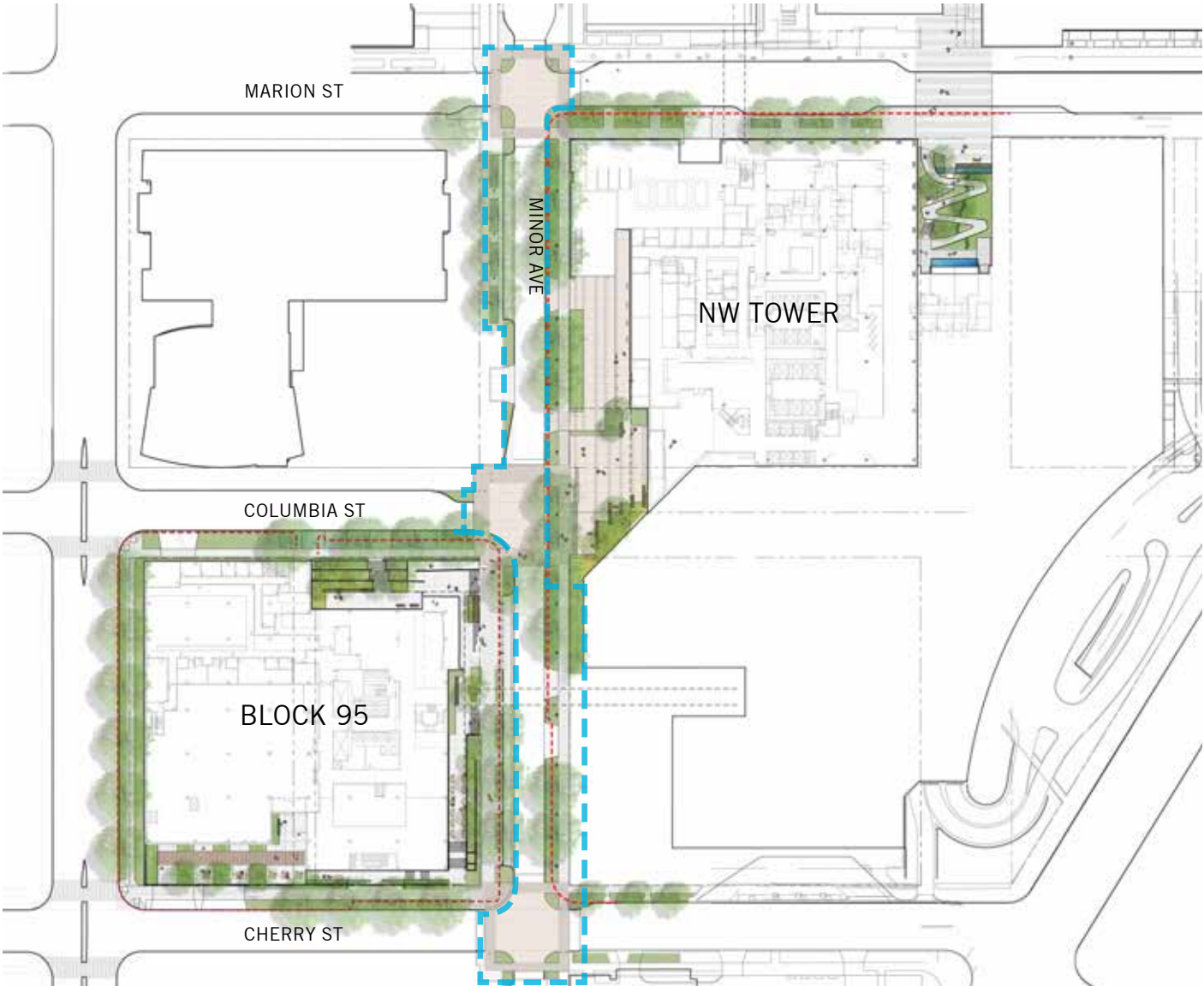
*Green Stormwater Infrastructure*



*Raised intersections*

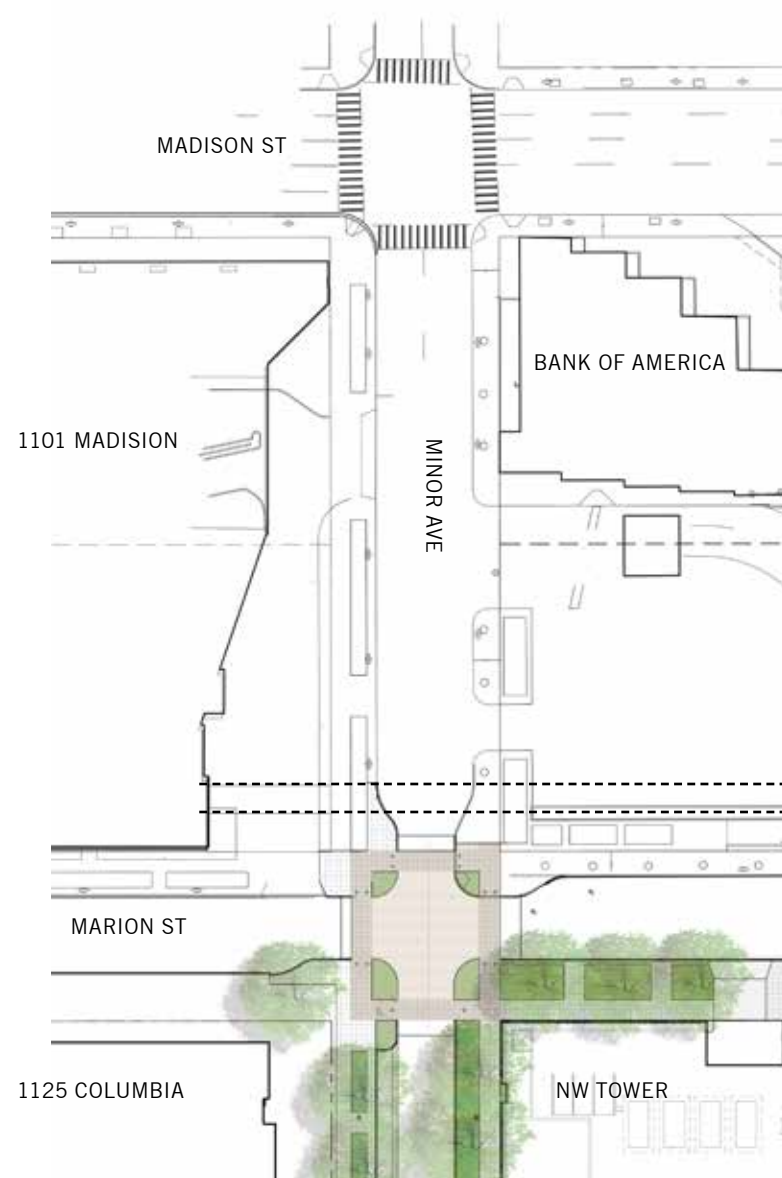


*Special paving and lighting*

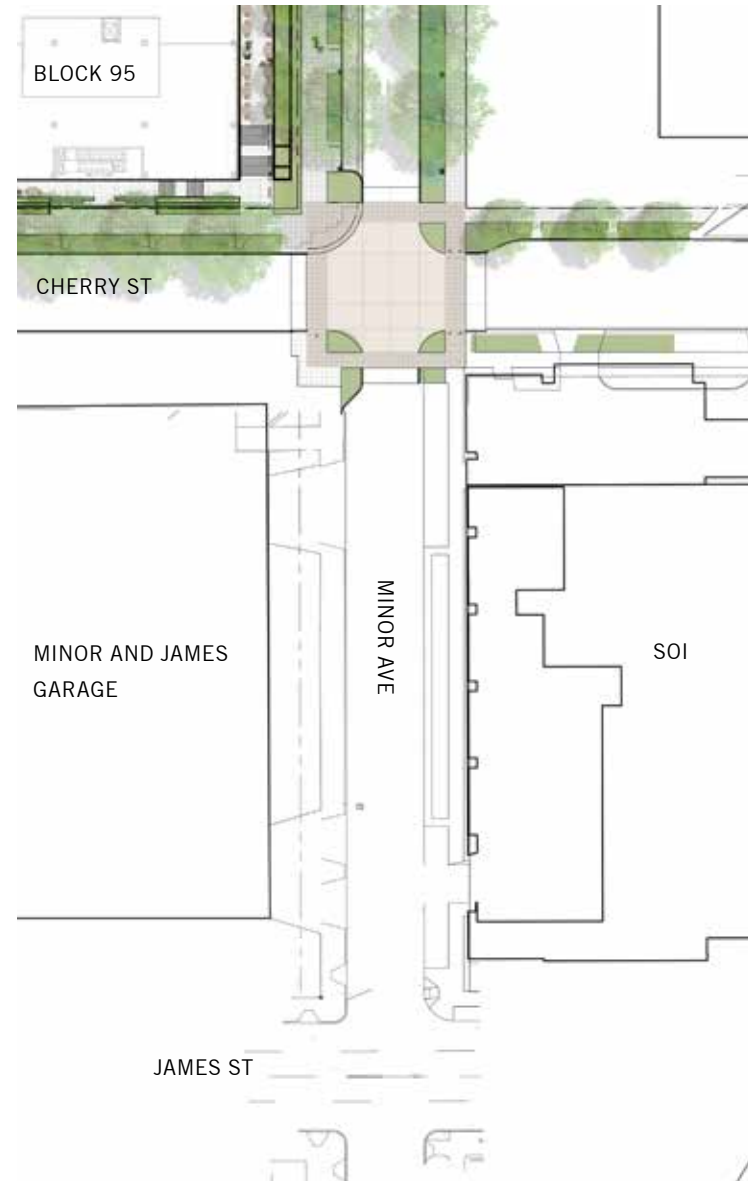




# MINOR AVE - MADISON TO MARION



# MINOR AVE - CHERRY TO JAMES



## 2 PUBLICLY ACCESSIBLE OPEN SPACE

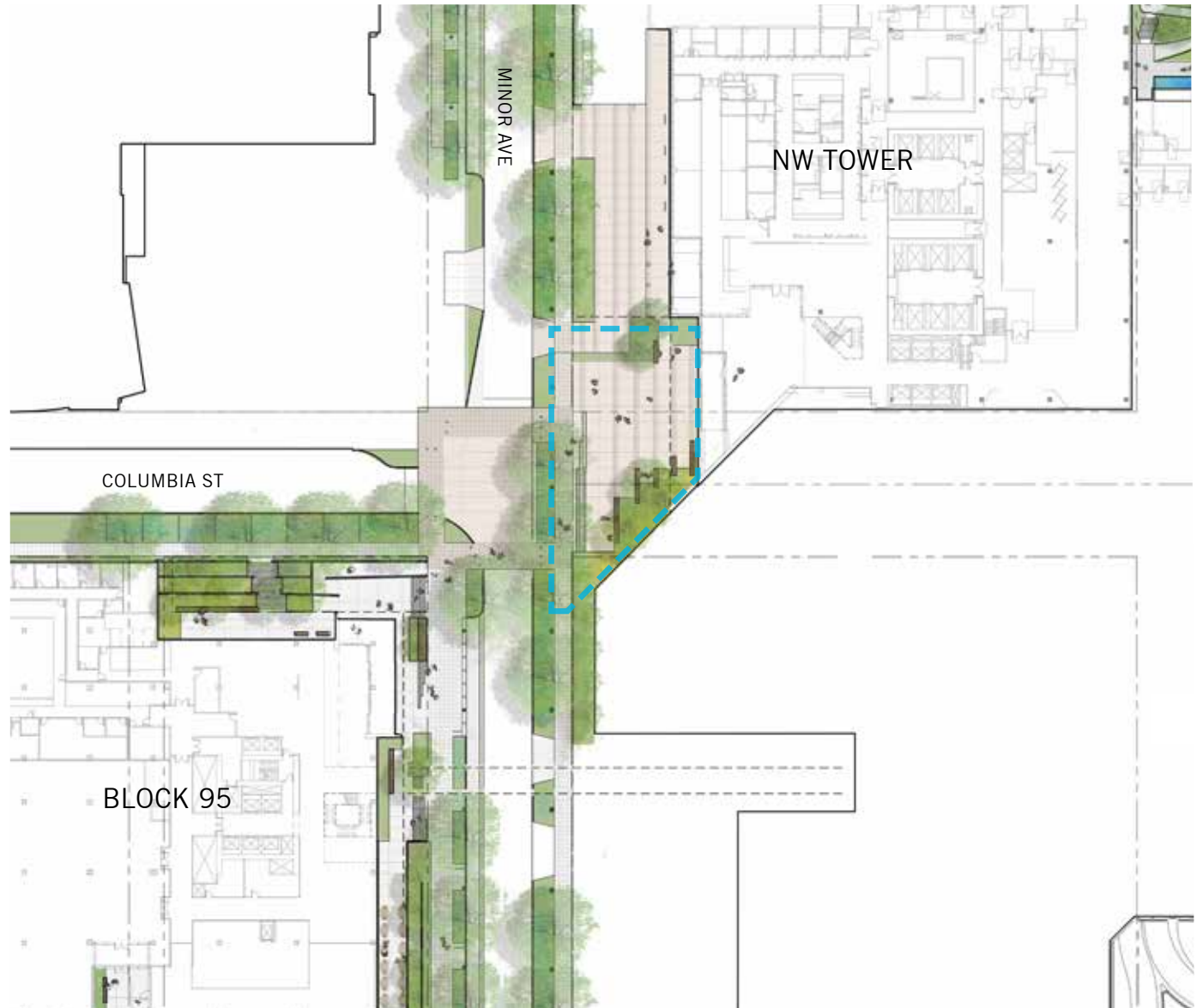
### PROPOSED PUBLIC BENEFITS

Develop publicly accessible, safe and secure open space at NW Tower entry directly adjacent to Minor Ave. capitalizing on west facing view down Columbia Ave open to the public 24/7.

Approximately 5,600 SF



*Public Open Space Precedents*





### 3 SETBACKS

#### PROPOSED PUBLIC BENEFITS

Provide a deep setback at Block 95 building frontage along Minor Ave, allowing for development publicly accessible sidewalk cafe with strong indoor / outdoor connections

Approximately 4,700 SF



*Setback Open Spaces Precedents*



## 4 ENHANCED ROW IMPROVEMENTS

### PROPOSED PUBLIC BENEFITS

Improve Columbia and Cherry Streets Ave by removing on-street parking to allow for wider sidewalks, stormwater rain gardens and hillside assists.

Approximately 1,540 SF



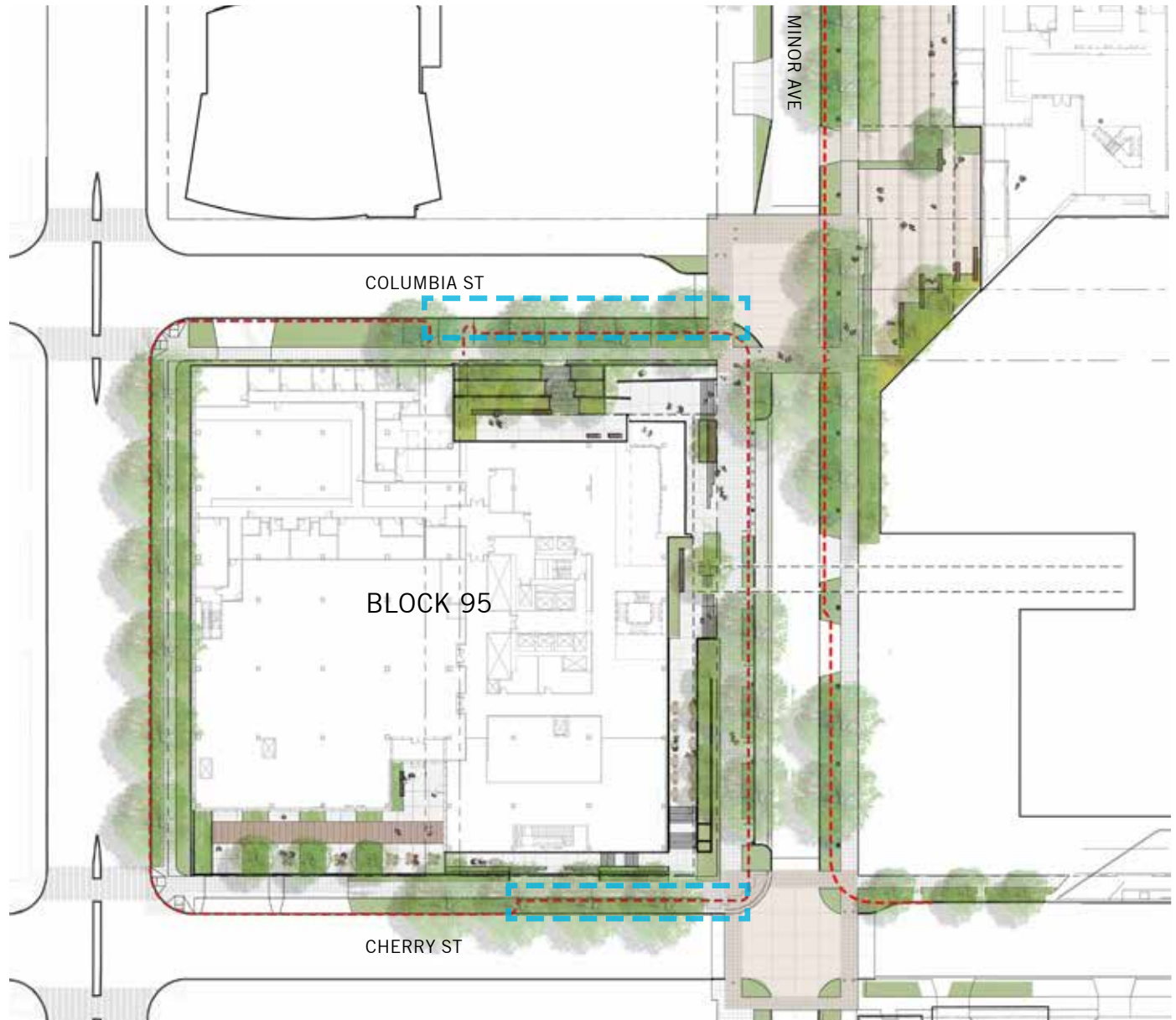
*Neighborhood precedent - Cherry St*



*Hillside assist*



*Stormwater planters*





## 5 ARTWORK OPPORTUNITIES

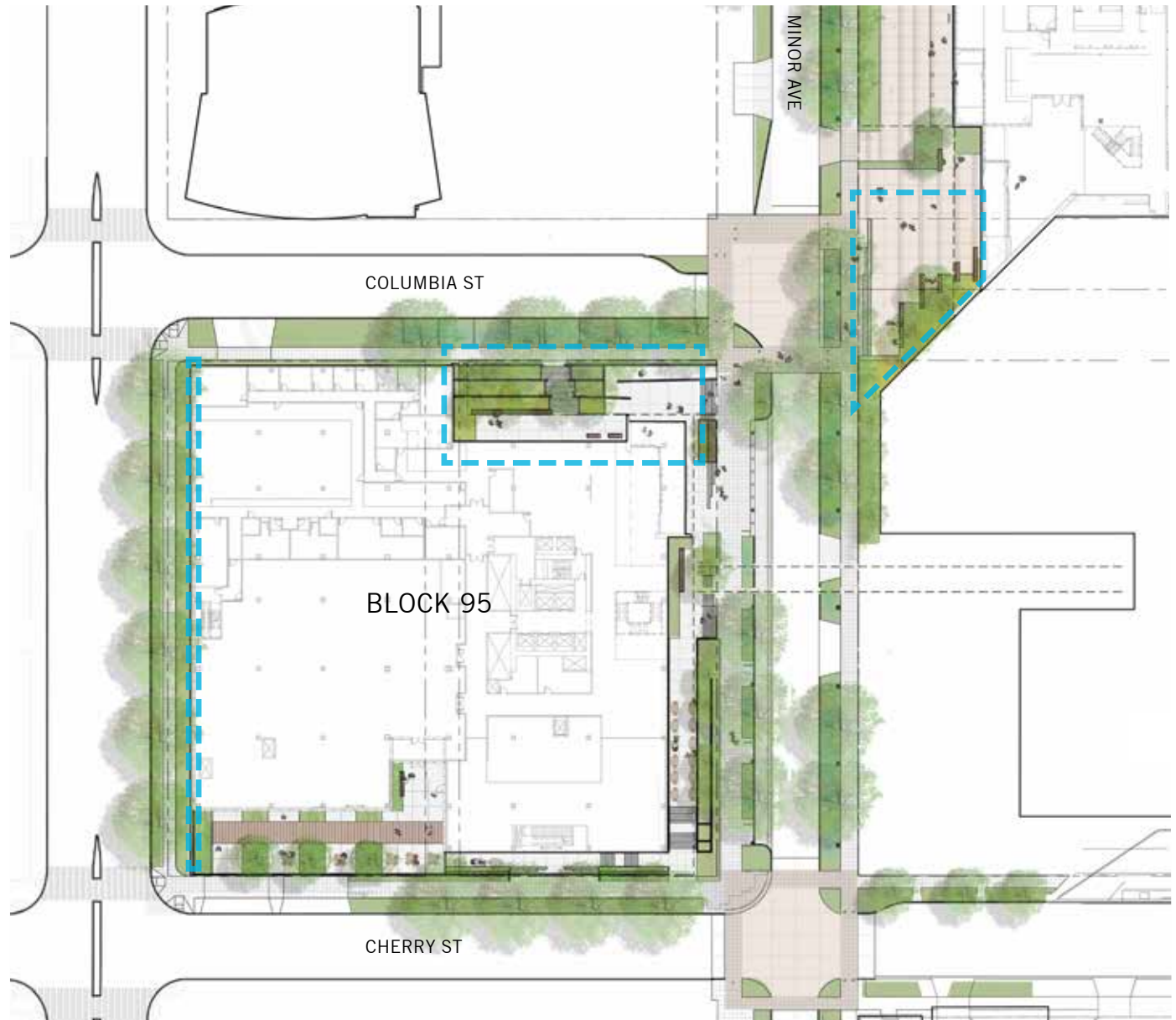
### PROPOSED PUBLIC BENEFITS

Engage artist as part of project team and pursue publically accessible artwork at proposed open spaces, Boren frontage, and other locations as identified by the project team.

Public Art Program with multiple site situated and integrated art elements.



Public Art Precedents





## 6 PEDESTRIAN CONTROLLED SIGNALIZED XINGS

### PROPOSED PUBLIC BENEFITS

Implement pedestrian controlled signalized crossings at Columbia and/or Cherry intersections on Boren.

1-2 signals (pending SDOT review)



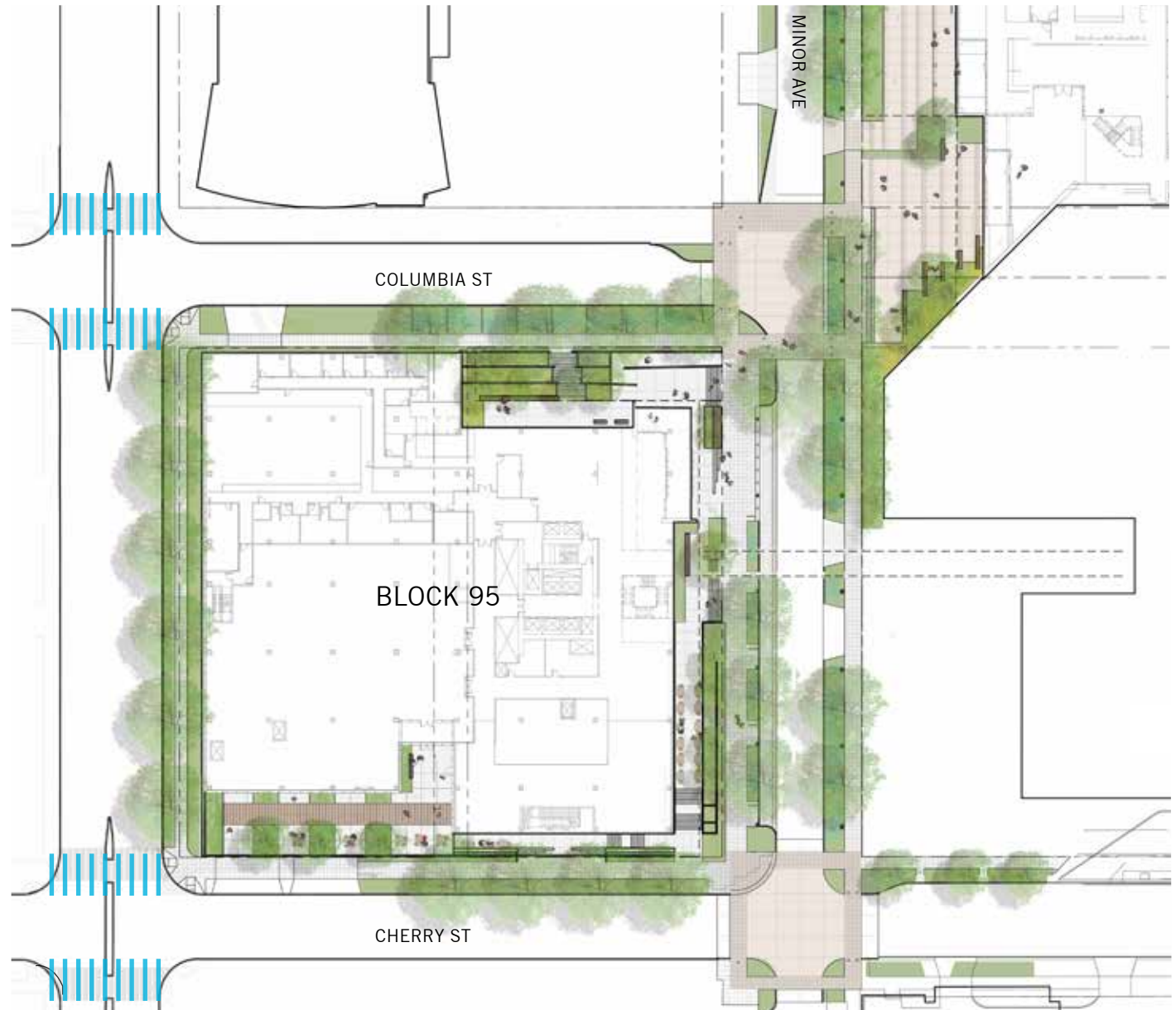
*Boren Crossing @ Cherry*



*Boren Crossing @ Columbia*



*Green Lake Signalized Pedestrian Crossing*



# 7 BIKE SHARE PROGRAM

## PROPOSED PUBLIC BENEFITS

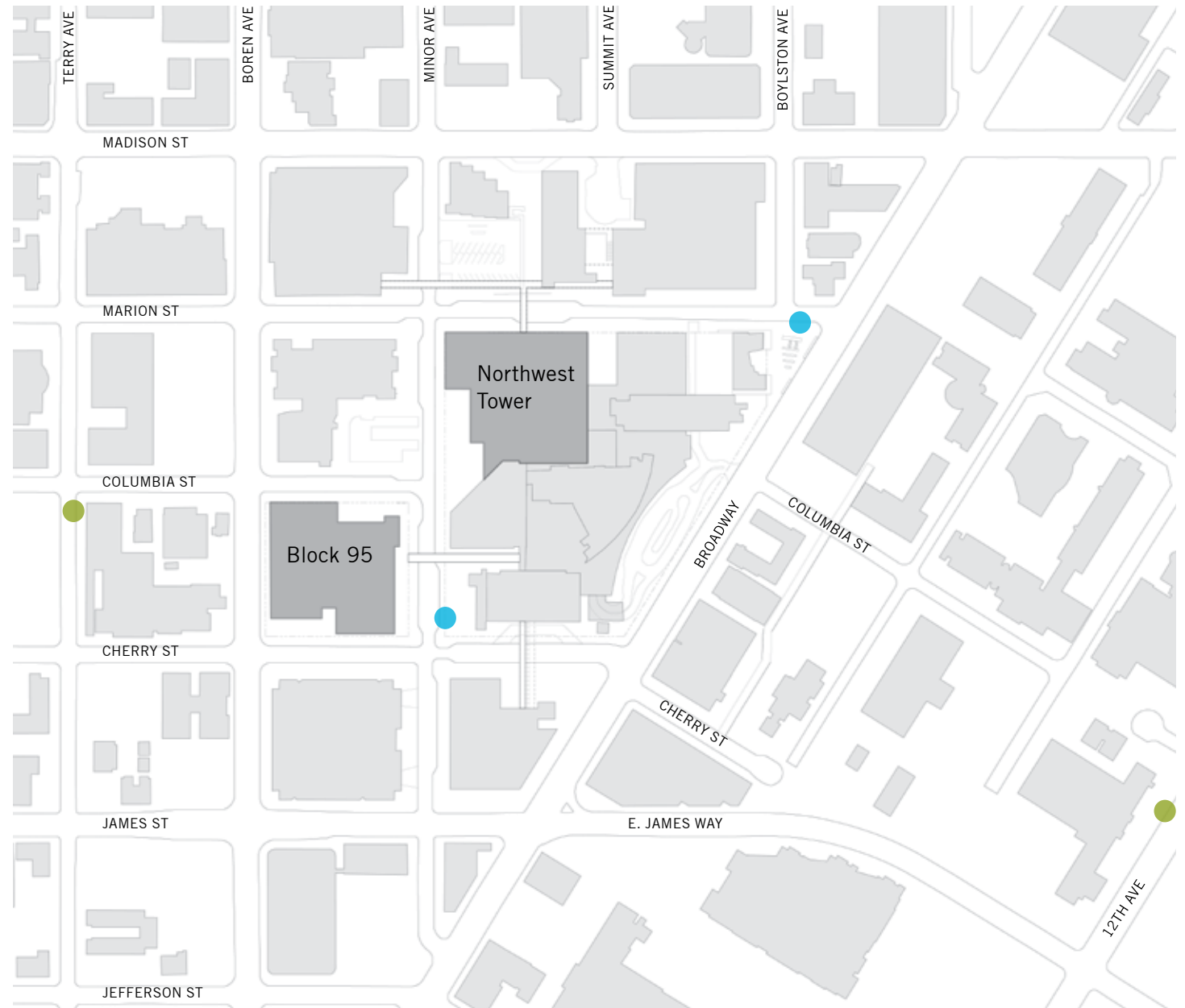
Sponsor and implement Pronto bikeshare station (20 bikes) located on campus

1-2 stations

- Existing Locations
- Potential Locations



Bikeshare station



## 8 TRANSIT IMPROVEMENTS

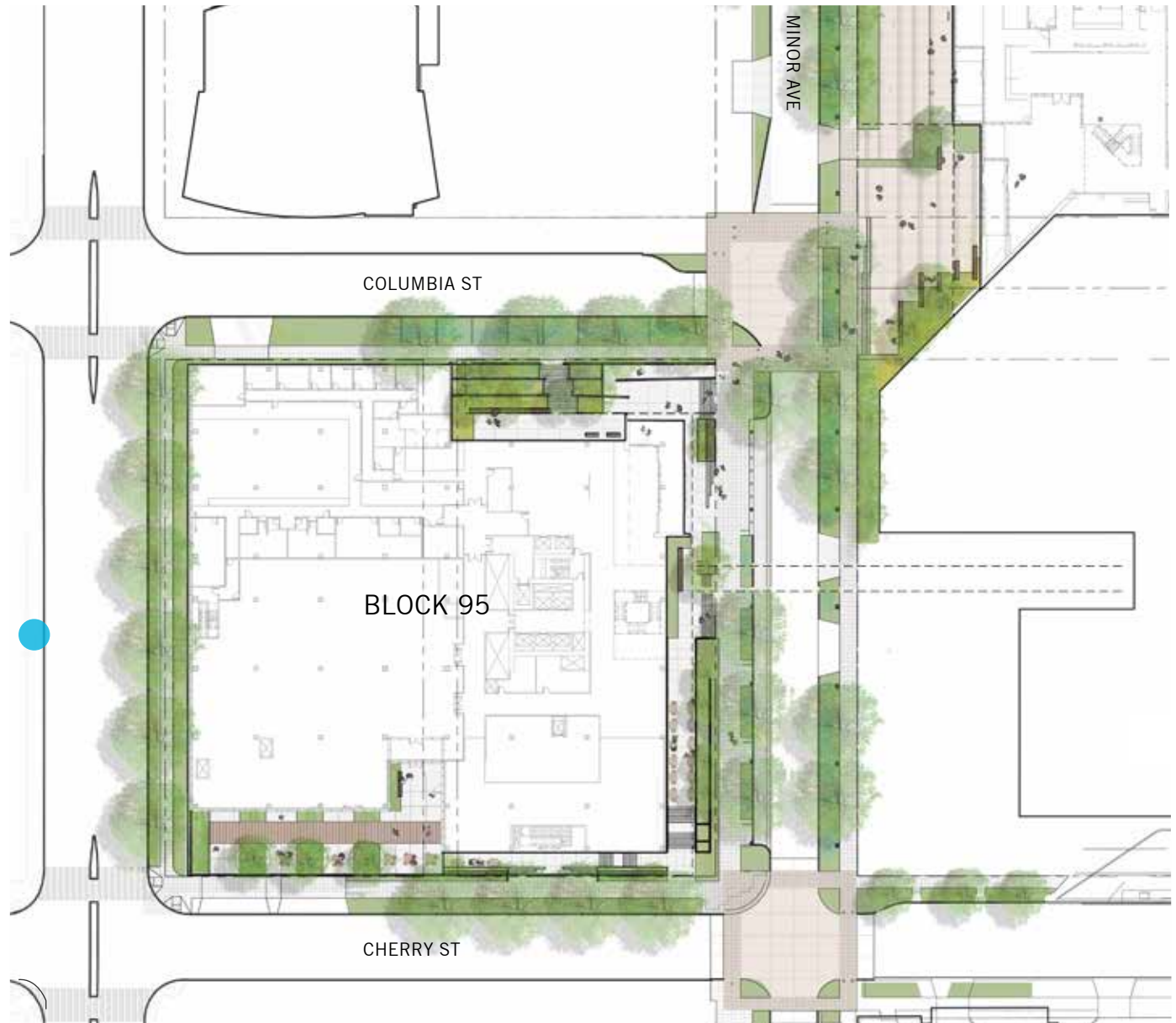
### PROPOSED PUBLIC BENEFITS

Enhance existing bus stop along Boren with new bus shelter.

1 bus shelter



Enhanced Bus Stop





# PURPOSE

The MIMP requires that the SAC evaluate and concur regarding project design.

*Swedish seeks a SAC vote that the project design for both Building 95 and the Northwest Tower meets the intent of the MIMP*

The design of Block 95 includes a number of public benefit offers associated with later City approval of an alley vacation.

*Swedish seeks a SAC vote that the public benefit package for the alley vacation includes amenities that are supported by the SAC.*

