



**City of Seattle**

Edward B. Murray, Mayor

**Seattle Department of Neighborhoods**

Kathy Nyland, Director



**Seattle Children's**  
HOSPITAL · RESEARCH · FOUNDATION

**MEMBERS**

- Janice Camp
- Kim Dales
- Theresa Doherty
- Shelley Hartnett
- Cary Lassen
- Richard Loo – *Vice-chair*
- Bob Lucas
- Myriam Muller
- Judith Nielson
- Wendy Paul
- Josephine Pompey
- Dolores Prichard
- Gina Trask
- Karen Wolf - *Chair*
- John Ellis - *Alternate*
- Adam Vraves - *Alternate*
- Sarah Swanberg - *Alternate*

**Ex-Officio Members**

- Maureen Sheehan,  
Department of Neighborhoods
- Todd Johnson,  
Seattle Children's
- Colin Vasquez,  
Seattle Department of Constructions &  
Inspections

**Seattle Children's  
Standing Advisory Committee (SAC)**

**Meeting Minutes**

**Meeting #17**

**November 17, 2016**

**Adopted June 12, 2017**

Seattle Children's  
4800 Sand Point Way NE – Ocean Cafe  
Seattle, WA 98105

**Members and Alternates Present**

Janice Camp	Richard Loo	Josephine Pompey
Theresa Doherty	Bob Lucas	Dolores Prichard
Shelley Hartnett	Myriam Muller	Karen Wolf
Cary Lassen	Judith Nielson	Sarah Swanberg (Alt)

**Staff and Others Present**

Maureen Sheehan	City of Seattle, DON
John Marek	City of Seattle, DOT
Dr. Jeff Sperring	Seattle Children's, CEO
Todd Johnson	Seattle Children's, Facilities & Supply Chain
Jamie Cheney	Seattle Children's, Transportation & Sustainability
Victoria Nichols	Zimmer Gunsul Frasca Architects (ZGF)
Craig Rizzo	Zimmer Gunsul Frasca Architects (ZGF)
Dave Scalzo	Sellen Construction
Katy Chaney	URS

**I. Opening and Introductions**

Ms. Karen Wolf opened the meeting and summarized the agenda items. Brief introductions followed.

**II. Housekeeping**

The Committee voted and adopted Meeting minutes #16 from October 18, 2016.

**III. MIMP Conditions (00:02:57)**

Mr. Todd Johnson redistributed a document that he shared at the last meeting that summarized the 41 conditions approved by the Seattle City Council in 2010. These conditions were formed under the advisement of DPD and by the Office of the Hearing Examiner and was approved by the City Council. These conditions will be used as the all conditions outlined for Phase 1. Most of these conditions needs to be refreshed for Phase 2.

**(Note: Mr. Johnson briefly summarized the status of each of the 41 conditions, reflected on the attached handout, to the Committee.)**

Ms. Dolores Prichard asked about the height of the new building. Mr. Johnson mentioned that the building is not fully designed yet, and it will not exceed what the

MIMP states regarding the height, bulk and scale. He mentioned that the total height of the new building does not include the mechanical penthouse. The new building will look like the existing Phase 1 building.

Ms. Myriam Muller asked about the traffic management plan, and how it will reevaluate and readjust to the future development at the University of Washington and at U Village and how will this Committee persuade the City for a better connection to Montlake since traffic will be affected going to the hospital campus.

Mr. Johnson noted that Children's will work with their consultants to refresh the SEPA along with the Transpo Group. He noted that they will focus at Children's impact in the area.

Ms. Muller commented if the growth at the UW is included in the analysis and reassessment of the traffic plan. Mr. Johnson confirmed that it is included in the traffic plan.

Ms. Josephine Pompey asked about pedestrian safety along Sand Point Way heading down the U Village. Mr. John Marek of SDOT commented that they will follow up on the issue.

#### **IV. Design Guidelines (00:29:22)**

Mr. Johnson introduced Ms. Victoria Nichols. She is a partner at Zimmer Gunsul Frasca Architects (ZGF). ZGF did the Master Plan for the campus as well as designed Building Hope. Ms. Nichols presented a summary of the design guidelines she and her team created and presented to the Seattle Design Commission and approved in 2010. The guidelines have two categories: Site guidelines and Architectural character. The site guidelines include the campus character, public entrances and access points, streetscapes, landscaping, safety and light and parking. The architectural category includes height, bulk, scale, architectural features and elements and rooftop finishes.

The campus character for the new building and its surrounding area is about open spaces, making sure it is inviting and open. It also addresses street development, garden edges and its transition from the hospital building and the public right way that respects and adjacent and existing properties around campus. The public entrance and access creates priority access points and frontage location and improving the wait lining. This attribute makes the entrances clearly visible to the public while preserving the garden edges and transition zones.

Streets and pathways were designed to accommodate all travel modes including bikes and buses. Pedestrian pathways and sidewalks are described as welcoming and open to the public and barrier free as well as ADA accessible. Mr. Johnson added that one of the innovative things they did at Sand Point Way was creating a separate pedestrian walkway that links up to the Burke-Gilman trail. This allowed access all the way through the campus along the cycle track and up to the Burke-Gilman trail.

Ms. Nichols talked about parking and vehicle movement. She noted that this attribute compliments a calming feature of the campus through treatment of the parking structure and parking areas that compliments the campus landscape. The landscape guideline talks about the plants surrounding the residential areas, their color, texture, pattern.

She added that plant locations should be coordinated by adjacent building functions. For example, the retaining walls should respond to onsite conditions such as steep slopes, existing trees as well as improve the offsite conditions. She added that retaining walls along public sidewalks that extend higher than the eye level should be avoided.

She talked about screening and night lighting which softens the noise and visual impact of adjacent properties. It also provides furnishings that maximize pedestrian safety as well as bring positive social interaction among the public, staff, patients and visitors.

Ms. Dolores Prichard asked about the flashing lights along the walkway of Penny Drive and if there are plans for additional lighting. Mr. Johnson noted that they will take another look at the lighting scheme along Penny Drive.

Ms. Nichols talked about the height, bulk, and scale as important elements of the MIMP. She noted that the building height and bulk needs to compliment the neighboring structures in the same visual field. She mentioned using building materials that compliment what exist now on campus. Mr. Johnson added that after the opening of Building Hope with the new palettes and materials, Children's went back and updated the older buildings with similar materials.

Ms. Cary Lassen asked about Sand Point Way and 40<sup>th</sup>, and if these streets will be changed or impacted. Mr. Johnson noted that they do not plan on changing these streets. He added that under the MIMP, Penny Drive will be the primary entrance and exit way for the campus. He mentioned that Phil Smart Way that connects the upper section of the campus to the newer section, will remain intact.

Ms. Lassen noted that they have had discussions in hindsight about using the same lane along 40<sup>th</sup> as a connection from the Center for Urban Horticulture to the Children's campus. Mr. Johnson commented that they would consider the idea.

Ms. Nichols discussed the rooftop and building materials and noted that these should be design elements with high quality and attractive materials that are appropriate the hospital campus and the neighborhood.

Mr. Johnson opened the discussion about the important elements that resonated to the Committee. He noted that at the last meeting, Ms. Sheehan asked the Committee to submit her a list of priority that they felt important for the new building. Ms. Sheehan compiled a list of priorities including: parking, sidewalks, and landscaping. She added that if they have not had a chance to review the design guidelines, to review them so they could understand the parameters and goals for the project.

Ms. Prichard commented about the panic button along the Boeings Garden. Mr. Johnson noted that they will be installing more of the duress lights across the campus.

Ms. Sheehan commented that the Committee will use the design guidelines as a scorecard and the goal is to reach a consensus and begin the conversation with Children's and the design team about any gaps and incorporate them into the project.

Mr. Johnson mentioned that the next meeting will be at the auditorium. He suggested that they may take a walk out on the deck so he can point out some of the design elements that were discussed. He noted that Phase 1 is a good representation of what is going to happen in Phase 2.

Ms. Wolf encouraged the Committee members to look at these priorities and see if there are any additions. She noticed that streetscapes and sidewalks are one of the priorities and she commented that it makes sense since these are the transition area where the campus and the neighborhood meets.

A question was raised about how the traffic study and the design will be coordinated. Mr. Johnson noted that the Master Plan already did some of the work with a preliminary study on campus and the Council approved the planning envelope. The design team, traffic consultants, acoustic consultants, and others will be brought in to work and test these scenarios.

A question was asked about how the transportation numbers will be analyzed considering Light Rail. Mr. Johnson introduced Ms. Katy Chaney to briefly discuss the process. Ms. Chaney noted the EIS was completed in 2010. At that time, the Light Rail was considered as part of the traffic analysis.

They looked at the planning envelope that the City Council approved that analyzed the maximum square footage and the minimum and maximum parking spaces available, and the TMP and SOV's. Once the new square footage is known for the new building, the traffic consultants are brought in and they will update all the models and use the intelligent transportation system to analyze and determine what is going on at Sand Point Way and look at all the traffic studies, and new development at University Village.

She noted that they will build a cumulative impact review after the traffic consultant have completed their intelligent transportation analysis and will incorporate Children's traffic scenarios and see how it will affect the traffic and look for potential improvements.

A question was asked about how will this study correspond with the actual physical design of the building. Ms. Chaney noted that the driveways were already set in the Master Plan.

Ms. Prichard commented that City of Seattle had lowered the arterial speeds in City streets, and noted that this may put pressure along Sand Point Way, and if these had been looked at. Ms. Chaney responded that they will look at it and analyze any potential impact.

Mr. Marek commented about the City's Vision Zero Effort, and along with WSDOT they will look at Sand Point Way to evaluate the traffic and speed improvements.

A follow up question was raised regarding the transportation and traffic studies and how will it change the design. Ms. Chaney mentioned that they will maintain the existing access points of interest to the campus. She added that there is no plan to introduced new curb cuts. She noted that what they are looking for are follow up studies and data with the Light Rail in mind and the anticipation of the new volumes and where are they coming from. Children's will share more information after the studies are done and will go through it methodically.

A question was raised about the traffic study on NE 40<sup>th</sup> and 40<sup>th</sup> Avenue, and when will the results will be available. Ms. Jamie Cheney mentioned they have designs 90% complete and are waiting for a response from the City and SDOT. Ms. Cheney reminded the Committee that Children's recommended a range of elements to the City to enhance the intersection such as speed cushion or bumps, 3 way stop, curb bulbs, painted crosswalks, raised painted crosswalks, etc. During the design review with the City concluded that the speed and volume does not warrant as many treatments they requested. The speed and volume warranted a painted crosswalk, curb bulb, and a speed radar. The speed radar will be at both sides of 45<sup>th</sup>, and the painted crosswalk will be across 40<sup>th</sup>.

Ms. Wolf mentioned that they will have more discussion about this topic in future meetings.

#### **V. Construction Management Plan (01:10:07)**

Mr. Johnson introduced Mr. Dave Scalzo of Sellen Construction to provide a brief presentation about the Construction Management Plan (CMP). Mr. Scalzo and Sellen have been associated with Children's for 17 years, and some of the building projects they built include: Melinda French Gates Ambulatory building, Janet Sinegal Patient Care, Building Hope and the Bellevue Clinic. Sellen and its staff have had deep experience with the surrounding neighborhoods.

Mr. Scalzo mentioned that the Forest B building will be nine story rectangular shaped building, approx. 300,000 sq. ft. with spaces for Operating Rooms, clinics, and laboratories.

He noted that the intent of the CMP is to work with the City and the surrounding neighborhoods to develop mitigation tools to lessen the impacts to neighbors, businesses, traffic as well as provide pedestrian safety to the public, staff, and patients. Sellen coordinates and submits the CMP to the City of Seattle, SDCl, and SDOT who provide comments on the CMP. The CMP also provides a dedicated liaison, usually the site superintendent, and a Children's representative for the public to contact with concerns.

Some of the communication mechanism that they will be using includes bulletins, blogs, and email notifications. Notifications will be sent out a few days ahead of time in case there is unexpected work such as sidewalk closures or any late-night construction work.

Mr. Scalzo added the standard construction work hours are from 7 am to 6 pm on weekdays, and night hours are from 10 pm to 7 am. He noted that construction work does not happen during the night hours. Typically, any work that happens after the standard work hours is if there is non-traditional work needs to happen such as a City Light project. Mr. Johnson added that if there are any downtown projects that need to occur, streets are closed and the work happens late at night.

Mr. Scalzo mentioned SEPA conditions need to be abided by include noise and vibration reduction. He noted that they strive to use the latest technologies and techniques including electric-powered equipment rather than gas and pre-fabrication of the building materials off-site.

He also mentioned installation of barriers to keep the noise down and away from the streets. If they do happen to hear any concerns or notices from the neighborhood about vibrations in the area, the team will regroup and determine a different way or method to accomplish the work without disturbing the surrounding neighbors.

The construction workers traditionally parks off-site and a shuttle transports them to the site. He added that they have a policy not to park at nearby residential or condo areas and all the workers know about the policy.

He added that construction truck routing is challenging, but with the new stoplight at Penny Drive, the drivers should have an easier time entering and exiting the site.

The flaggers are there to watch for pedestrians, and bikers. If there are any street damage due to the construction, they would take a photo and document the damage for repairs.

He also added that the neighborhood may experience unexpected electrical interruptions because of the construction, but they try to minimize or avoid these interruptions.

#### **VI. Public Comment**

Ms. Wolf opened the floor for public comments. There was no public comment.

#### **VII. Committee Deliberation (01:25:44)**

Ms. Wolf inquired about the current schedule and how all this information (Construction Management Plan, EIS, Design Guidelines, etc.) all come together. Mr. Johnson noted that at the next meeting, Children's will present a project timeline. In the coming three weeks, Children's will confirm the architect and the design team and they will immediately begin to work on refining the design concepts established in the Master Plan.

He mentioned that they will meet with the City of Seattle and inform them about moving forward with the project, and by the first quarter of next year, a contractor will be identified. Mr. Johnson noted that in March Children's hopes to reconvene the SAC for refresher on the design guidelines and discuss the major design elements to gather feedback from the Committee. A detailed package about the project should be available by June/July. This project is on fast track schedule due to the limited availability and capacity of the existing operating rooms and clinical labs.

Mr. Johnson mentioned that it will take a year to gather all the input, design, and required permits as well as feedback from the major stakeholders to finalize the construction plan. The design and construction of the new building will meet a stringent seismic upgrade with the goal of having the new building operate continuously.

Ms. Pompey inquired about the pedestrian crossing at Sand Point Way and commented that she felt that the sensors were not able to pick up the pedestrian while crossing the street. Mr. Marek noted that SDOT installed a system pass detection signal, and the intent was to sense incoming pedestrians. He talked to the signal operations team and noted that the problem was the sensors were not picking the precise direction of the pedestrian. He mentioned that they are working on tweaking the signal to provide ample time for pedestrians to cross without additional traffic congestion.

A question was made about how the noise mitigation incorporated in the building operations and design. Ms. Nichols noted that they would bring in their acoustical engineer to talk about the noise mitigation further. She mentioned that the design of the mechanical equipment is getting better. They also studied and looked at the placement of this equipment, and how to enclose them as well as analyze the prevailing wind pattern and how it carries the sound. She added that current technology has allowed them to model these scenarios.

A follow up questions was raised regarding incorporating sustainability in the design of the building. Mr. Johnson commented that it will be a long conversation and he plans on devoting some time on this topic in future meetings. He noted that there will be a design event to discuss about ways to conserve energy, water and reduce waste. This was done during the construction of Building Hope and there were several ideas that came about such as solar panels, geothermal wells, and alternative use of heat and air circulation. He is confident that the new building will achieve meet LEED gold standards. He added that this is a big task since multiple operating rooms will have these air exchanges.

Mr. Johnson introduced Dr. Jeff Sperring, Children's CEO. Dr. Sperring thanked the Committee for their partnership and commitment in making sure that Children's is doing the right thing. He is excited about the building, and noted that this project is more than just an expansion, but making sure that the best pediatric cancer program in the United States is located here and how much it means to the children and their families.

Mr. Johnson mentioned that a series of meetings that were scheduled earlier will be cancelled and will resume in the Spring Committee members will be provided plenty of notice.

#### **VIII. Adjournment and scheduling of next meeting**

No further business being before the Committee, the meeting was adjourned. The next planned meeting is scheduled March 2017. Ms. Sheehan will reach out to Committee members in February to schedule these meetings.