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SDCI Project No 3025239

825 Eastlake Avenue East, Seattle, WA 98109 | 820 Yale Avenue North, Seattle, WA 98109 | 1300 Valley Street, Seattle, WA 98109

Early Design Guidance Package

West Design Review Board Meeting: October 26, 2016

Seattle Cancer Care Alliance

SCCA Clinic Tower Expansion Project

00

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01

Project Description

Seattle Cancer Care Alliance

The Seattle Cancer Care Alliance Expansion project is 250,000 sq. ft., 9-story addition to the current cancer treatment center on the Fred Hutchinson Cancer Research Center campus in Seattle, Washington.

The aim of this project will be to expand the existing treatment center to create the capability to provide more of the right care and service to more patients.

Project Information

Address

825 Eastlake Ave. E

Zoning Designation

SM-125

Site Area

EXISTING

45,766 sf or 1.05 acres

NEW

31,640 sf or .72 acres

TOTAL

77,406 sf or 1.77 acres

Parking

Below- Grade / about 500 vehicles

Development Objectives

- **To create an iconic space that embodies hope, uplifts the spirit, and inspires all who seek the cure and care of cancer patients**
- **To design a space that is as flexible as possible to accommodate the needs of the patient today as well as services we can't imagine for tomorrow**
- **To provide a building that optimizes the patient experience and promotes innovation and integration in cancer research and care**
- **To create a new contributing building to the Fred Hutch Campus which creates a unique urban campus experience and add richness to the experience of place**
- **Connect to Lake Union and the unique campus open space pathways**



01 PROJECT DESCRIPTION

Zoning Data

23.48.002 – Scope of provisions:

Zoning designation: Seattle-Mixed; SM-125.

23.48.005 – Uses:

Non-residential - Medical office building with clinical outpatient services.

No designated Pedestrian or Neighborhood Green Streets adjacent to the project site.

23.48.020 – Floor-Area-Ratio (FAR):

Applicable ratios:

- Minimum: 2.5 | Base: 5 | Maximum: 8
- Proposed : 5.6 FAR

Applicable exempt areas:

- Below-grade floor area.
- Above-grade accessory parking area.
- Allowance of 3.5% for mechanical equipment for structure above 65’.
- Mechanical equipment located on roof of a structure

Maximum allowable floor area:

- Will be achieved by utilizing unused FAR from the existing site and maximizing the allowable FAR of the new adjacent site for the expansion.

23.48.021 – Extra floor area

Site is located with a Local Infrastructure Project Area:

- Additional non-residential floor area will be obtained by using the Payment Option for affordable housing and child care, Transferable Development Rights (), providing public amenities such as neighborhood open space per 23.58A.040 or a combination of the above.
- Project will earn a LEED silver rating or meet a substantially equivalent standard as required.

23.48.025 – Structure height

Maximum Height for SM-125: 125 feet plus allowance for

roof top features:

- 15’ above height limit for mechanical equipment and communication devices.
- 25’ above height limit for elevator penthouses.
- Maximum of 65% of roof area will be utilized for roof top features:
 - o All mechanical equipment will be screened.
 - o Rooftop features will be located 10’ minimum from roof edges.

23.48.040 – Street-level development standards

Project site not adjacent to designated Pedestrian Streets per Map A for 23.48.240 – “Street-level development standards in South Lake Union Urban Center”.

Applicable requirements on streets other than Pedestrian Streets:

- Minimum height for street-facing facades is 15’.
- 30 percent of street-facing facade must be transparent.
- Blank facade limited to 30’ wide, separated by 2’ feet wide transparent areas.
- Total blank facade segments shall not exceed 70 percent of street-facing facade.

23.48.055 – Screening and landscaping standards

Project will comply with landscaping and screening requirements as outlined:

- A Green Factor score of .30 will be achieved by perimeter landscaping adjacent to public right of way. (New development > 4,000 SF)
- Structured parking will be located below-grade.
- Street trees will be provided where feasible and/or a building set back of 5 feet will be provided.

23.48.065 – Noise and odor standards

Project will comply with noise and odor requirements as outlined:

- Project will utilize appropriate screening to minimize impacts.

23.48.075 – Light and glare standards

Project will comply with light and glare requirements as outlined:

- Project will utilize appropriate site fixtures, facade articulation and material selections to minimize impacts.

23.48.080 – Required parking and loading

Project will comply with parking and loading requirements as outlined:

- Existing loading dock will be expanded to serve existing and new structure.

23.48.085 – Parking and loading location, access and curb cuts

Project will comply with parking and loading requirements as outlined in 23.54.015:

- Since project is located within an Urban Center (South Lake Union Urban Center), there are no minimum parking requirements per Item J. in table A for 23.54.015.
- Structured parking will be located below-grade.
- Existing patient pick-up and drop-off will be expanded to serve existing and new structure.
- New curb cuts will be minimized and existing curb cuts will be reused where feasible.

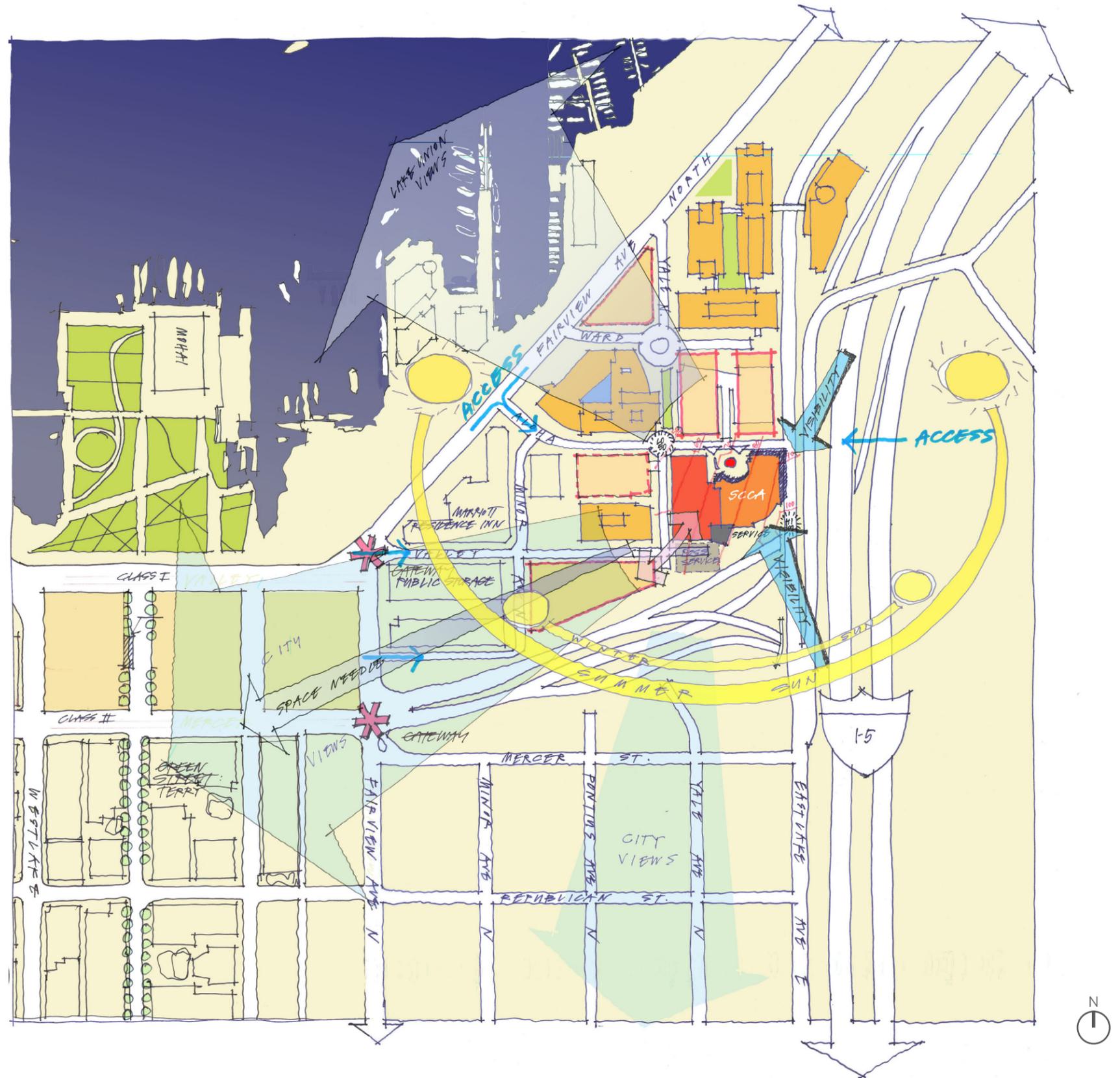
Non-Applicable Seattle-Mixed Chapter Sections:

- 23.48.010 – Relocating Landmark structures*
- 23.48.045 – Amenity area for residential uses*
- 23.48.090 – Assisted living facilities*
- 23.48.095 – Pet daycare centers*

02 URBAN DESIGN ANALYSIS

Site Analysis

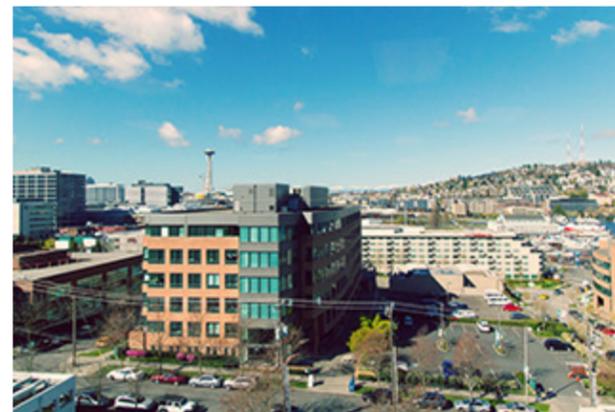
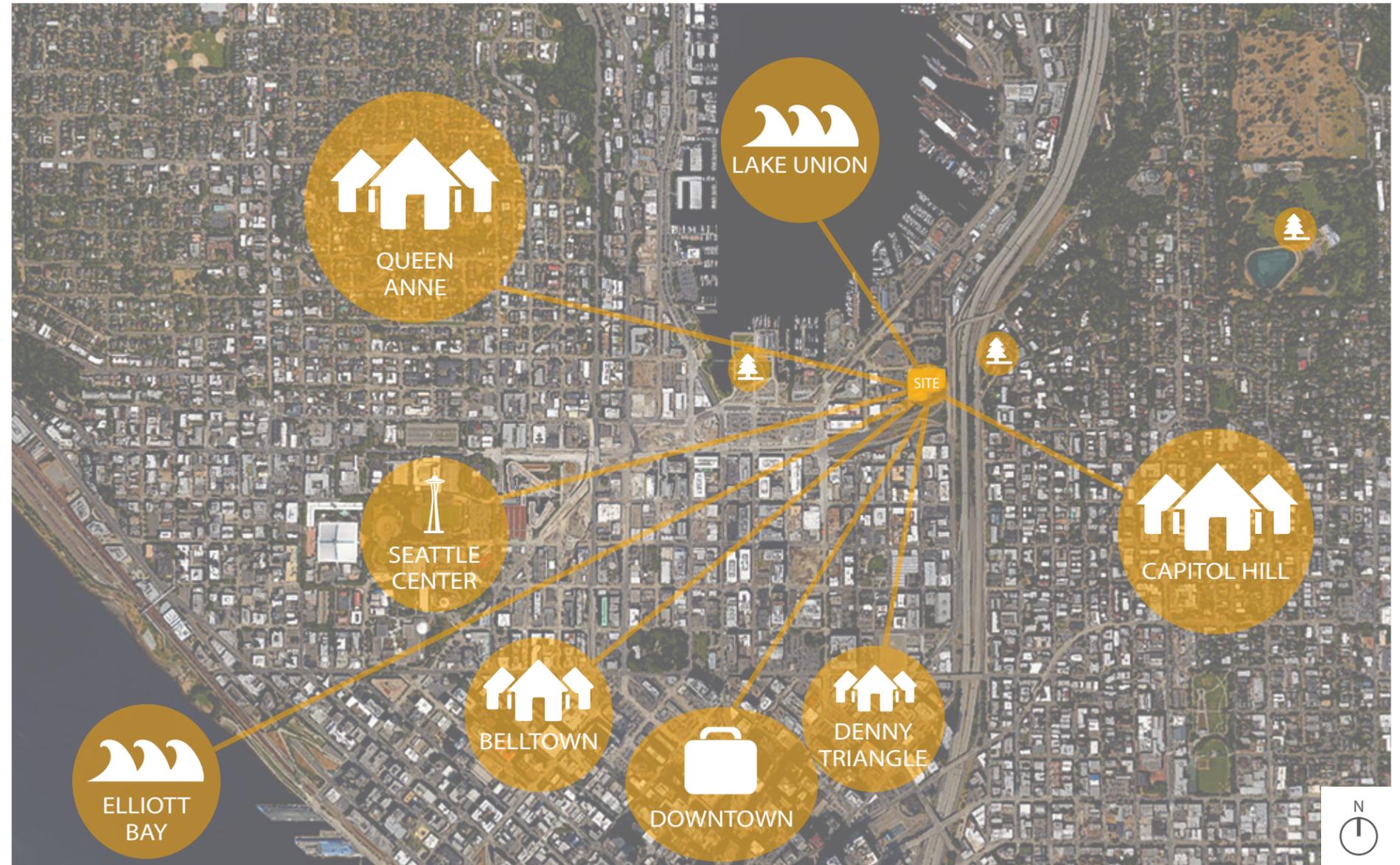
- Views from Site:
 - Lake Union Views
 - Space Needle
 - City Views
- Strong Visibility From I-5
- Located in Fred Hutchinson Cancer Research Center in South Lake Union Urban Center
- Site Accessed from Eastlake Ave East or Fairview Ave North
- Open Spaces throughout the campus and at the waterfront
- Site has mainly southern and western solar exposure
- Close proximity to neighborhood Gateways



02 URBAN DESIGN ANALYSIS

Vicinity Map and Views

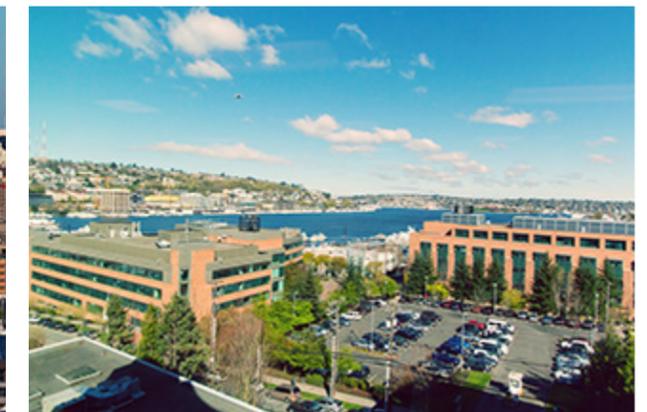
Key views of the Seattle area are visible from the upper portions of the tower including Lake Union and Queen Anne to the north and the Space Needle about a mile to the west.



1. Existing view from site of Space Needle



2. Existing SCCA building from Lake Union

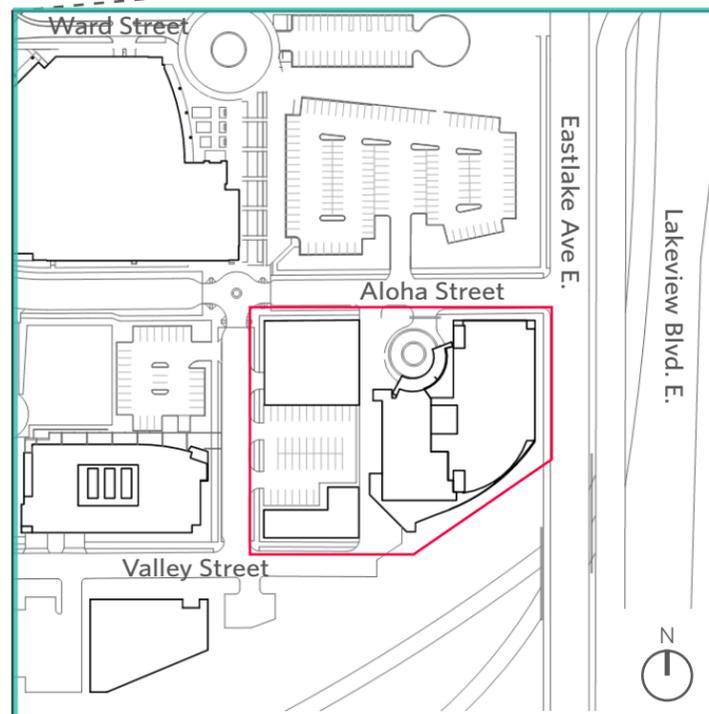
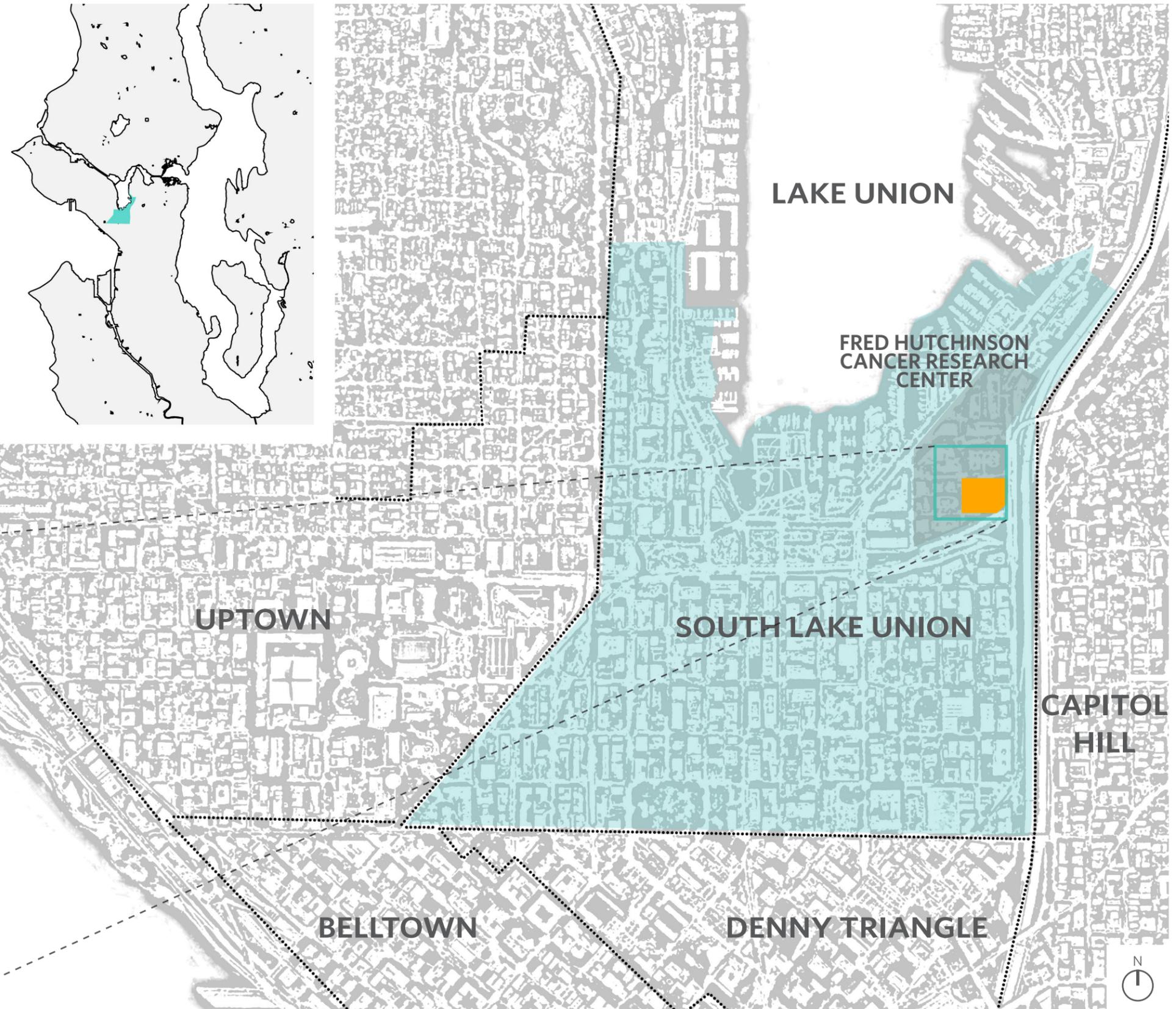


3. Existing view from site of Lake Union

02 URBAN DESIGN ANALYSIS

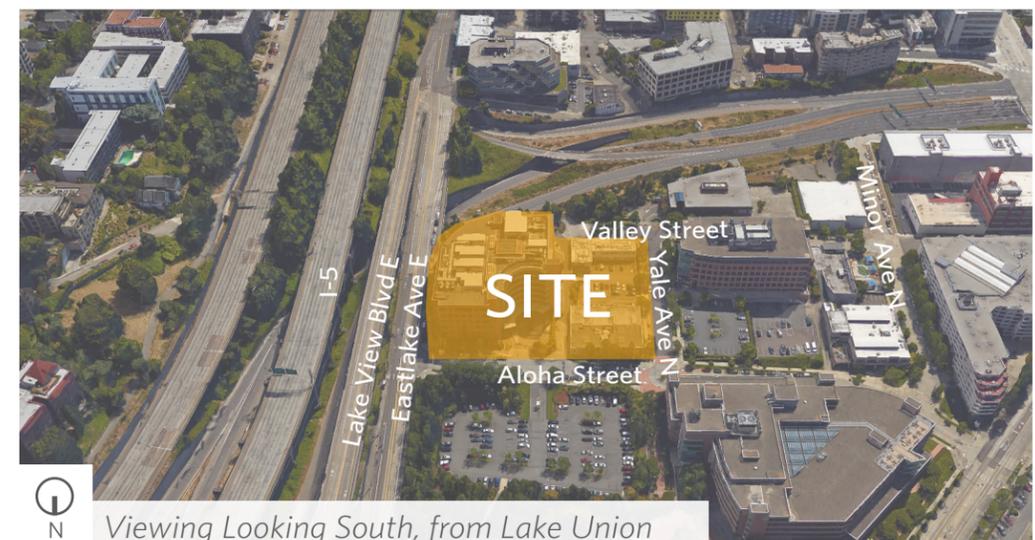
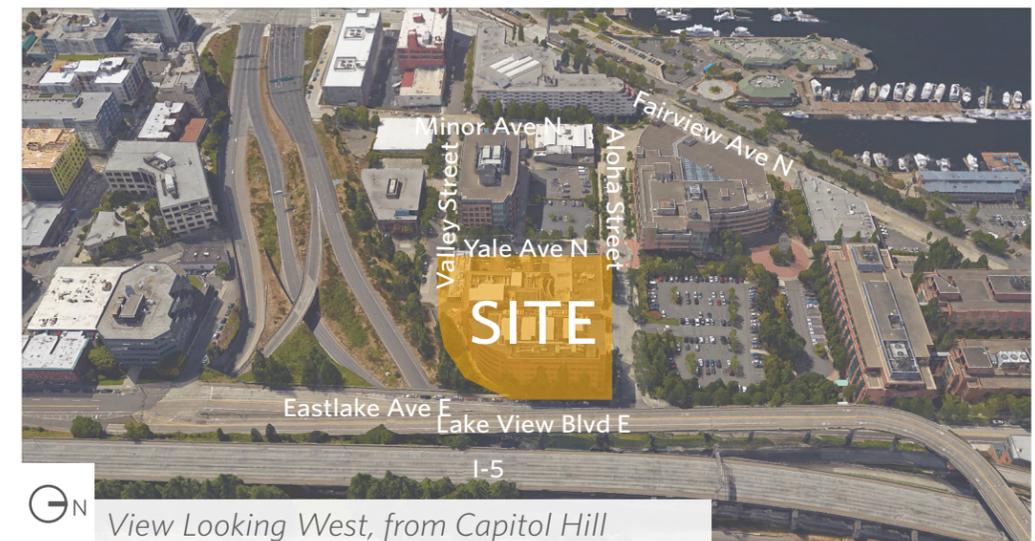
Neighborhood Map

- This site is located in the South Lake Union Urban Center.
- The South Lake Union Neighborhood consists of a variety of building types and uses.
- The Seattle Cancer Care Alliance is situated in the southeast corner of the Fred Hutchinson Cancer Research Center Campus.
- This area's growth as a center for biological research shapes its character.



02 URBAN DESIGN ANALYSIS

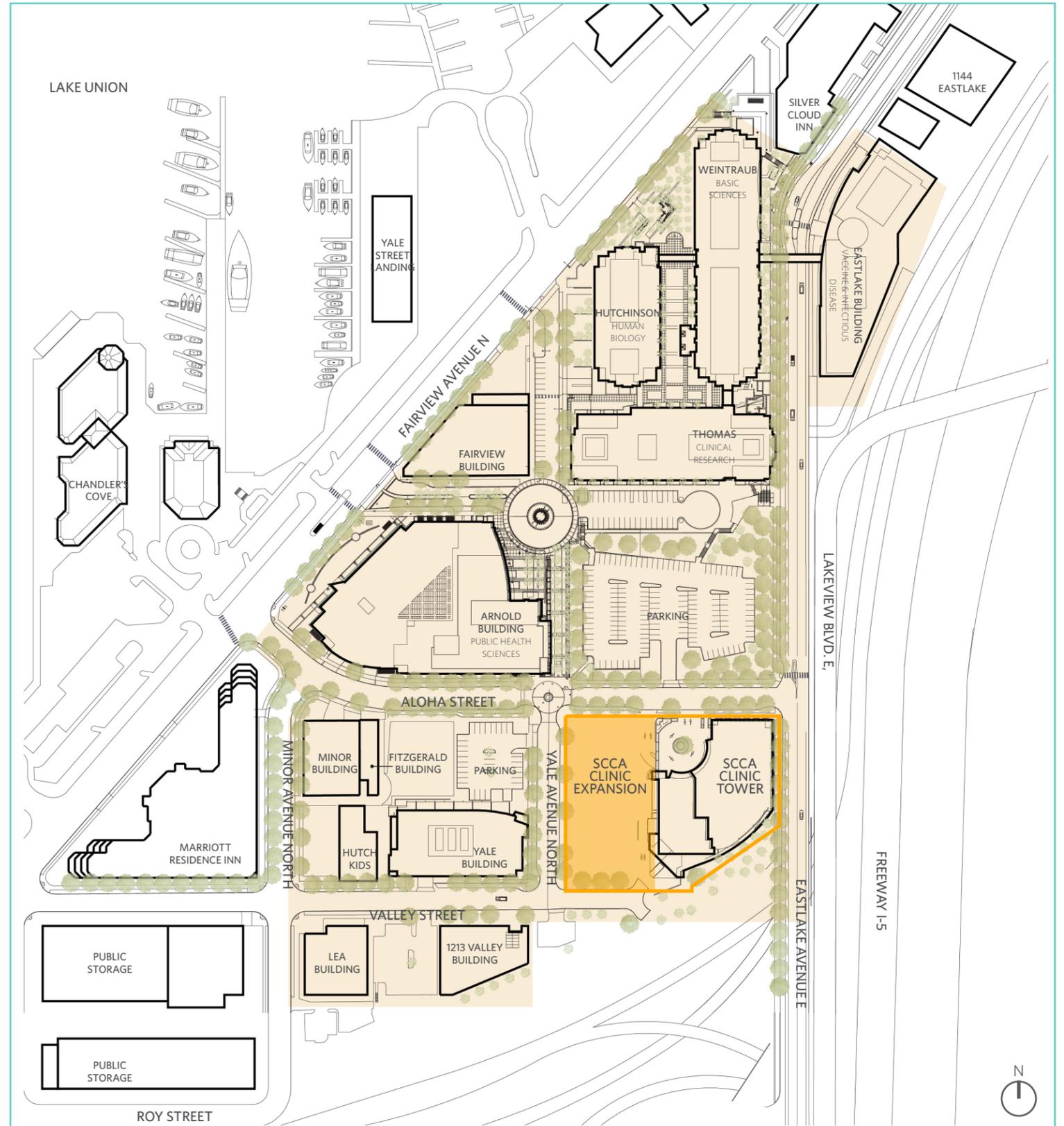
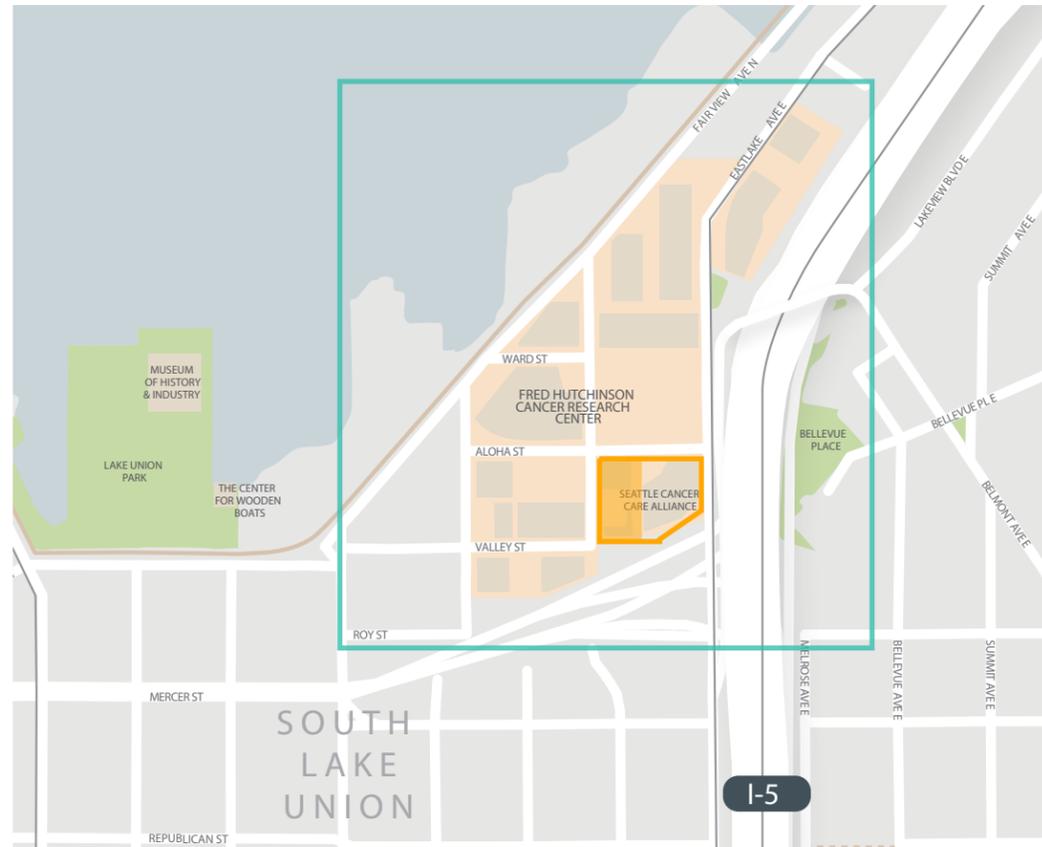
Site Aerial Views



02 URBAN DESIGN ANALYSIS

Fred Hutchinson Cancer Research Center

- The Seattle Cancer Care Alliance was established in 1998, creating an alliance between UW Medicine, Fred Hutchinson Cancer Research Center and Seattle Children's for oncology-related patient-care services.
- The site is located on the southeast corner of the Fred Hutchinson Cancer Research Center Campus.
- The campus consists of 15 buildings on 15 acres in the South Lake Union neighborhood, housing research laboratories, core facilities, and other scientific support facilities.



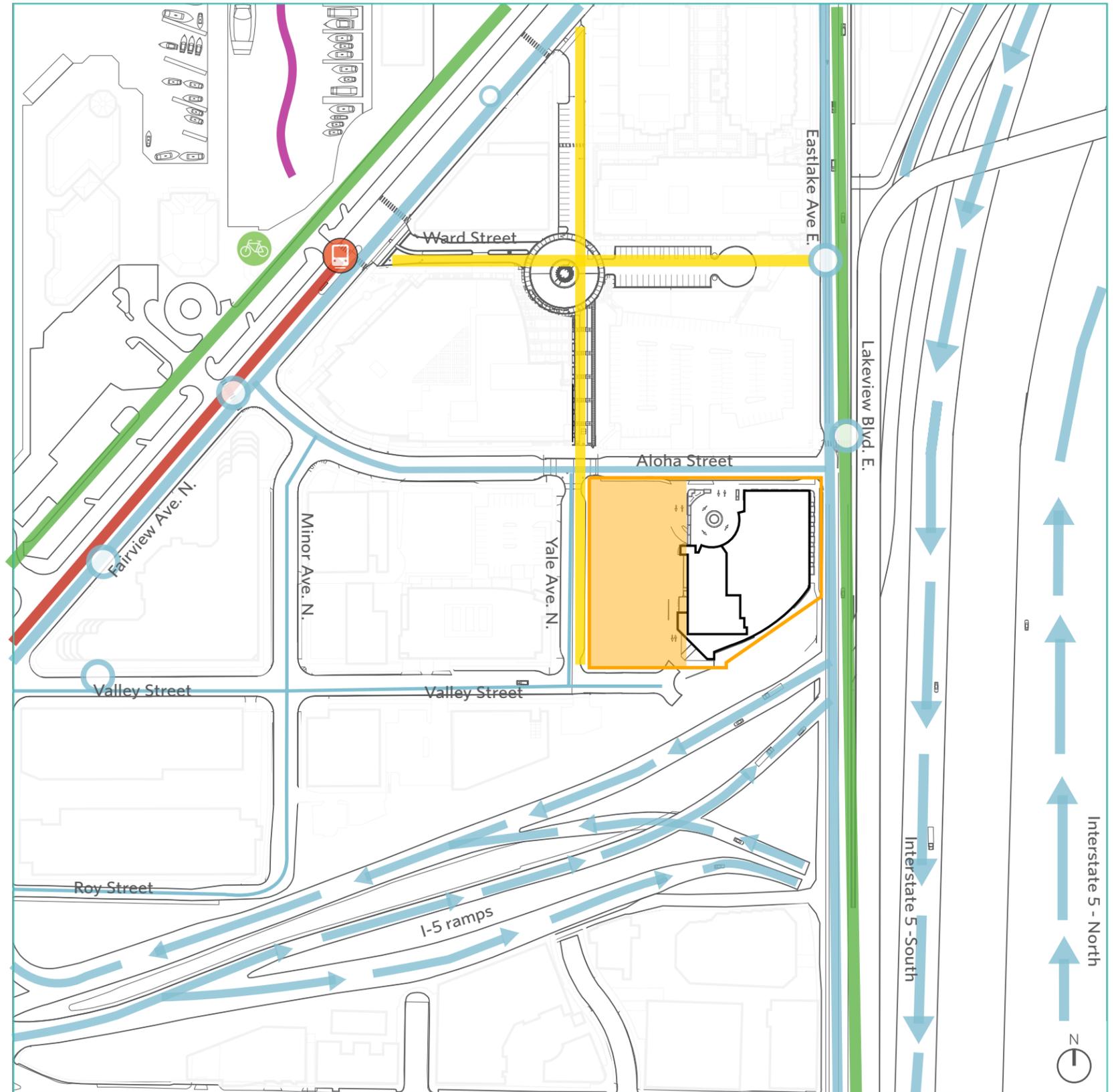
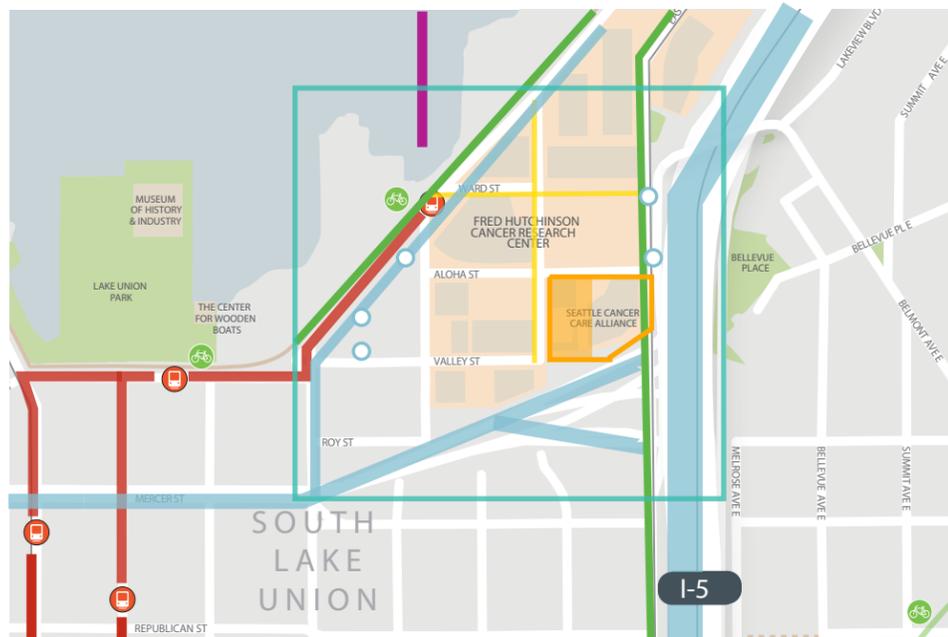
02 URBAN DESIGN ANALYSIS

Access Map

Major bike routes around the site are along Eastlake Ave. E. and Fairview Ave. N. The Seattle Streetcar also has stops along Fairview Avenue north, just west of SCCA. The closest bus stops are along Fairview and Eastlake Ave E.

SCCA has a shuttle service that runs between the University of Washington, Seattle Children's, the SCCA outpatient clinic on Lake Union. It also serves SCCA patient housing.

-   Bus Stop
-   Bike
-   Vehicular
-  Pronto Bike Share
-   Pedestrian
-   Seattle Streetcar
-   Rower
-  Seattle Streetcar Stop



02 URBAN DESIGN ANALYSIS

Opportunities and Constraints

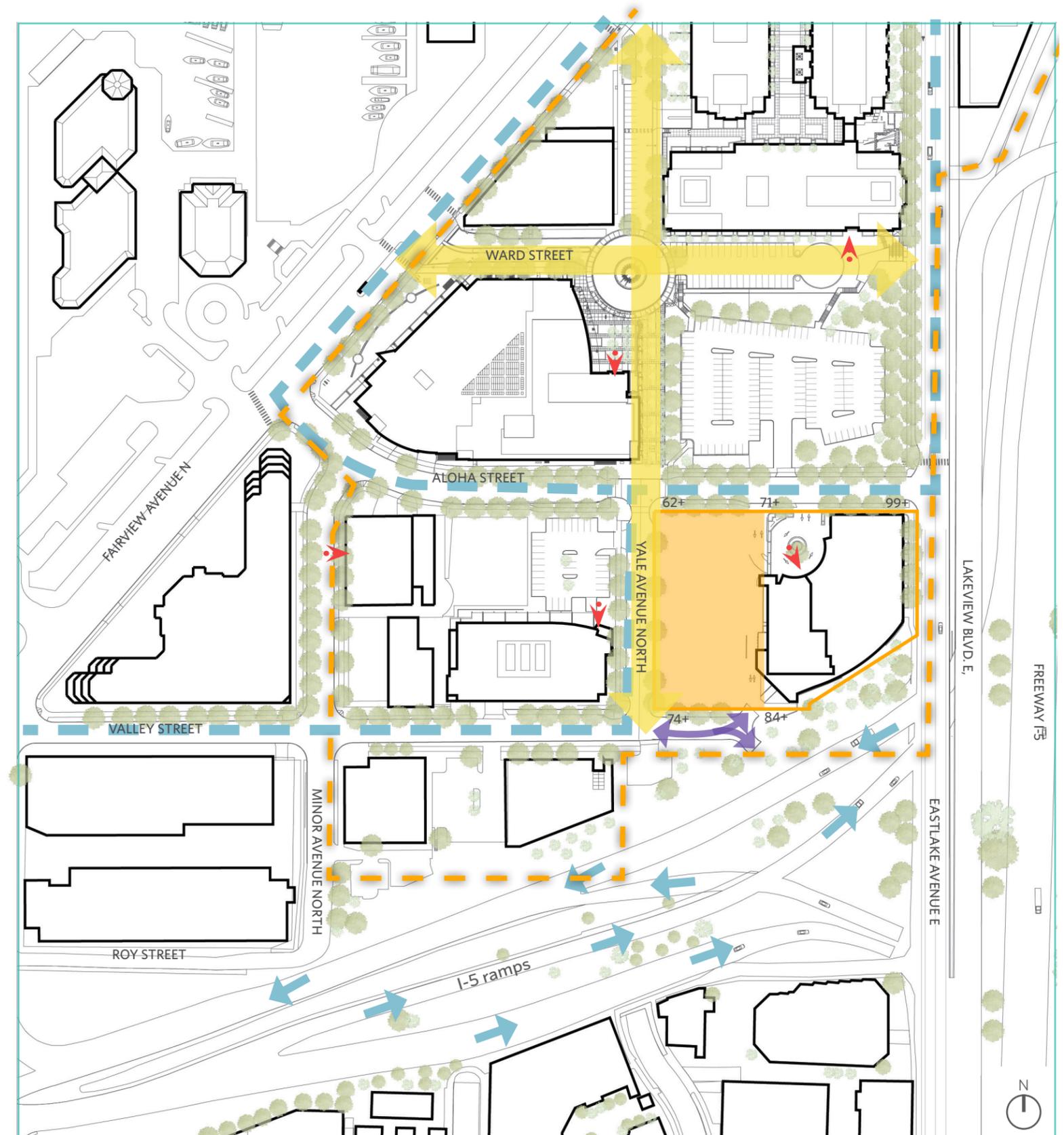
Opportunities:

- Surrounding views of Lake Union and Space Needle
- Connect with Fred Hutchinson Campus by extending existing pedestrian path and connect to new architecture
- Growing high-tech / biomedical hub
- Public transportation
- Access to I-5

Constraints:

- Steep Topography for access
- Connection to existing building
- Access to loading

-  Building Main Entrance
-  Pedestrian Route
-  Future Shuttle Route
-  Service/Loading
-  Fred Hutchinson Cancer Research Center



02 URBAN DESIGN ANALYSIS

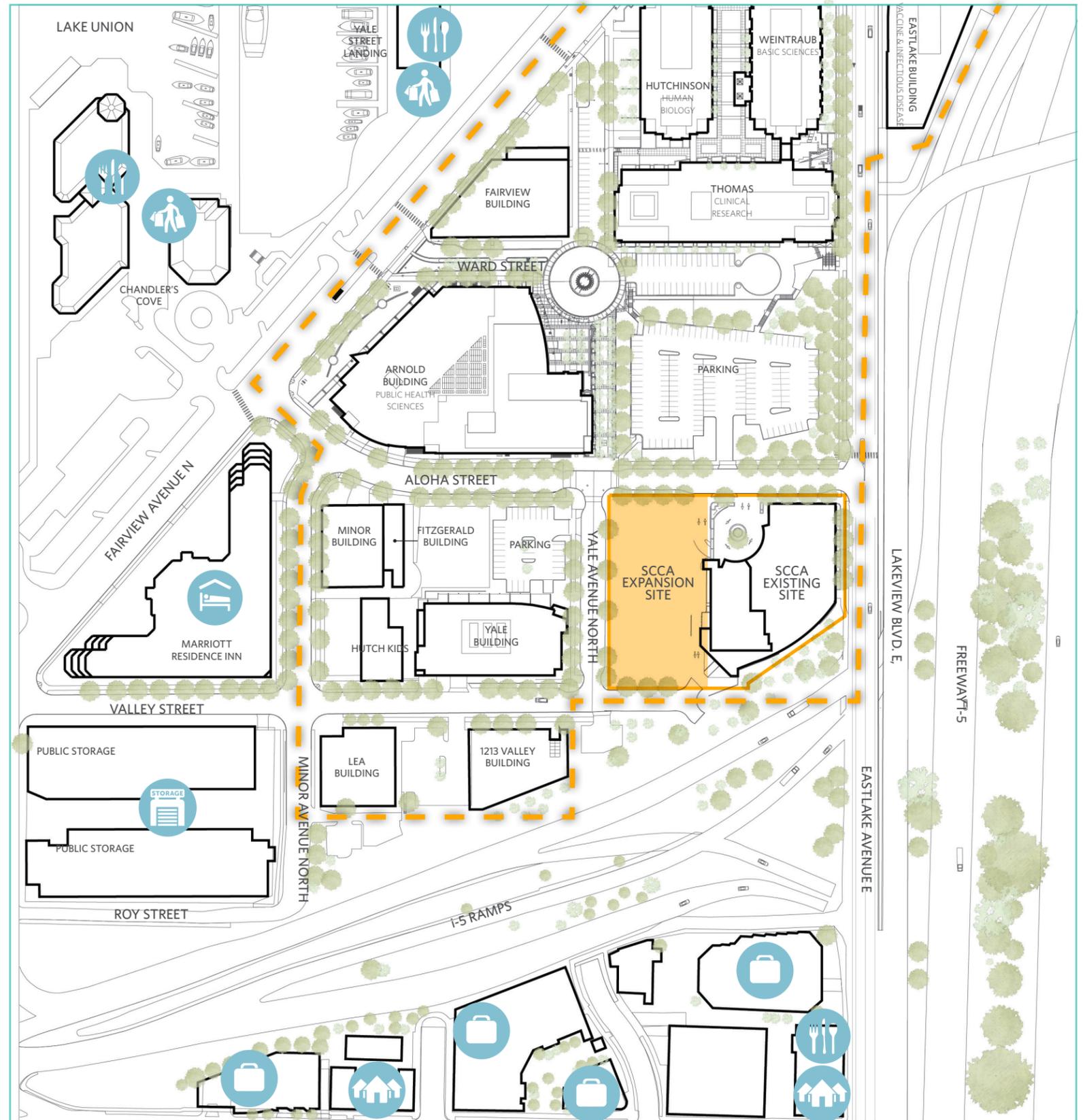
Program Use

The buildings nearby are apart of the Fred Hutchinson Cancer Research Center. Just outside of campus are shops and restaurants as well as a couple hotels, and Public Storage facilities.

The project site in located within walking distance to dining, lodging and Seattle destinations including:

- Lake Union and Lake Union Park
- Stix Pizza & Brewing Co.
- Daniel's Broiler
- I Love Sushi
- Novilhos Brazilian Steak House
- Duke's Chowderhouse Lake Union
- Chandler's Crabhouse
- Residence Inn

 Hotel	 Restaurants	 Office
 Storage	 Shopping	 Residential
 Fred Hutchinson Cancer Research Center		



02 URBAN DESIGN ANALYSIS

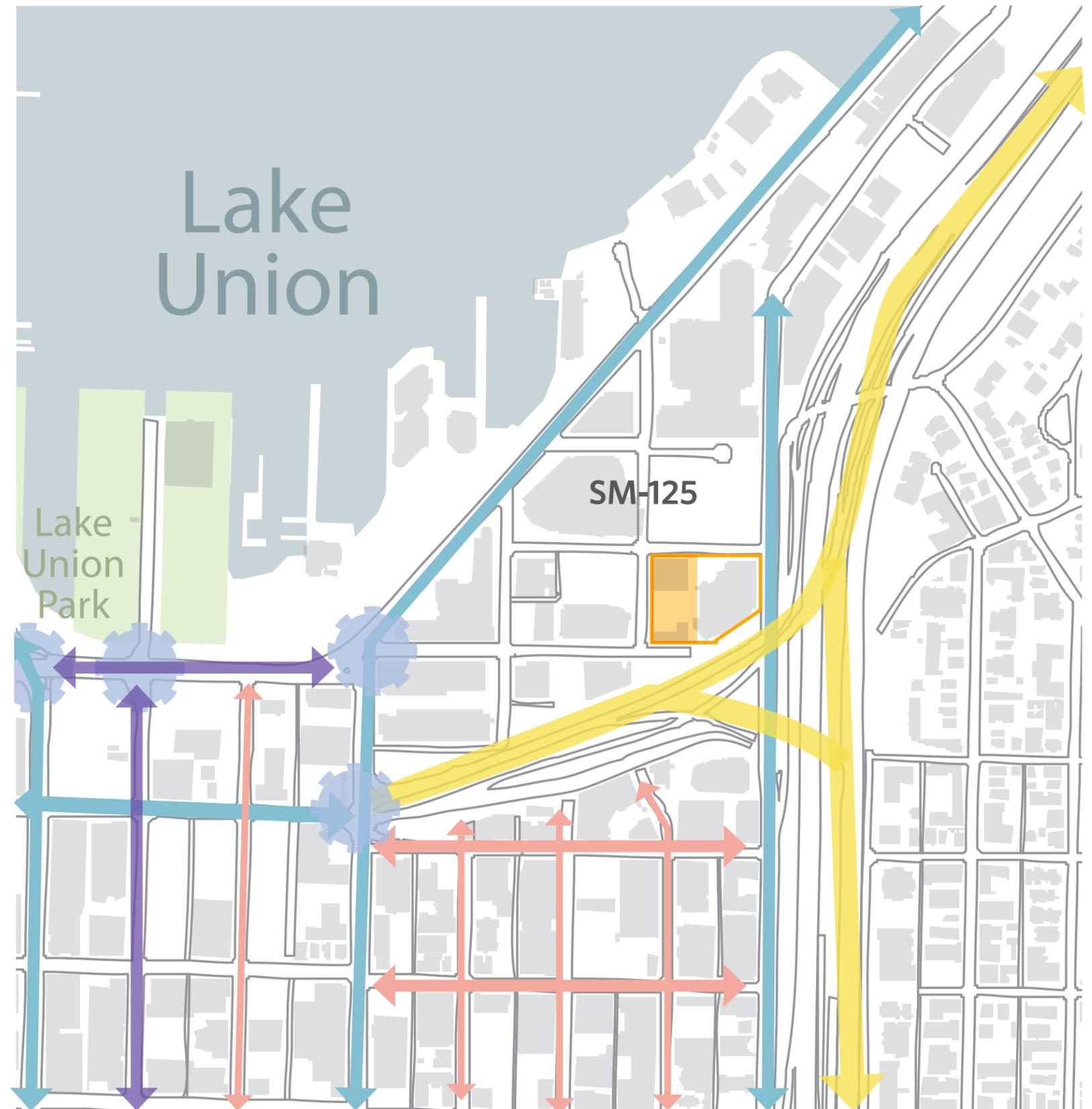
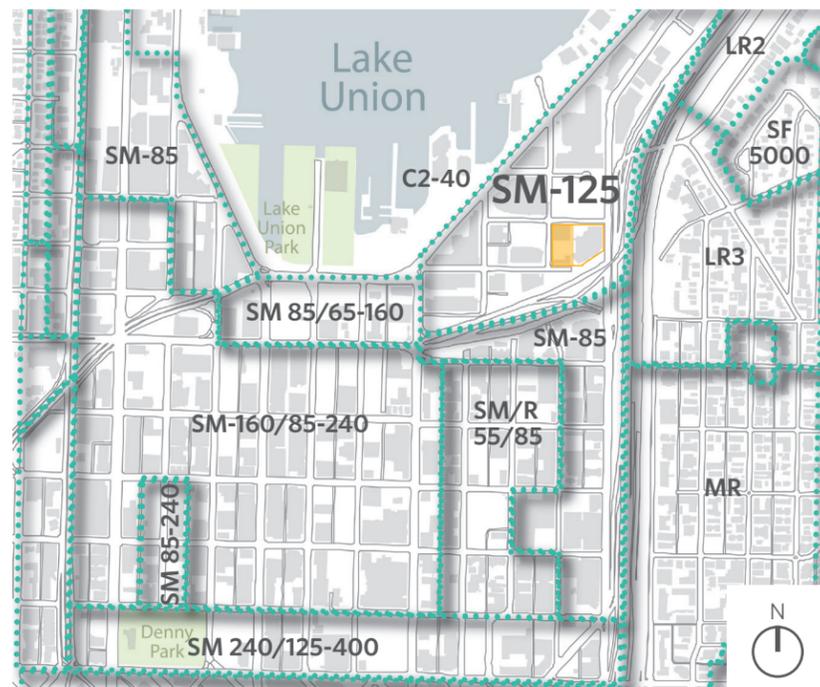
Zoning and Street Level Uses Map

The site is located within SM-125 (Seattle Mixed Use).

-  Boulevard/Great Street
-  Freeway
-  Neighborhood Street
-  Festival Street (Mixed Use)
-  Gateway
-  Zoning Boundary

** as indicated in South Lake Union Design Framework 2010

** Zoning below as indicated in the approved South Lake Union Rezone Map



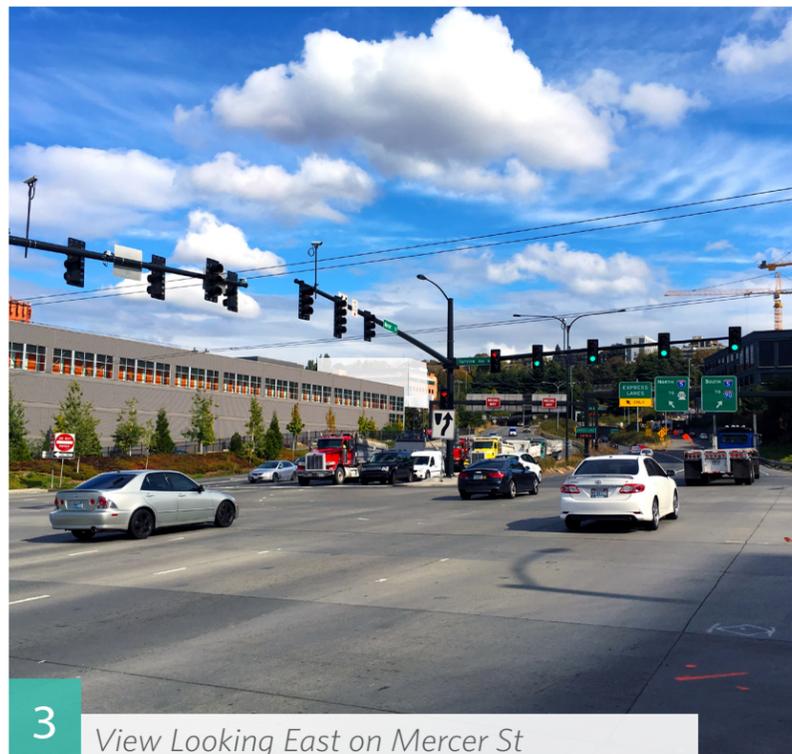
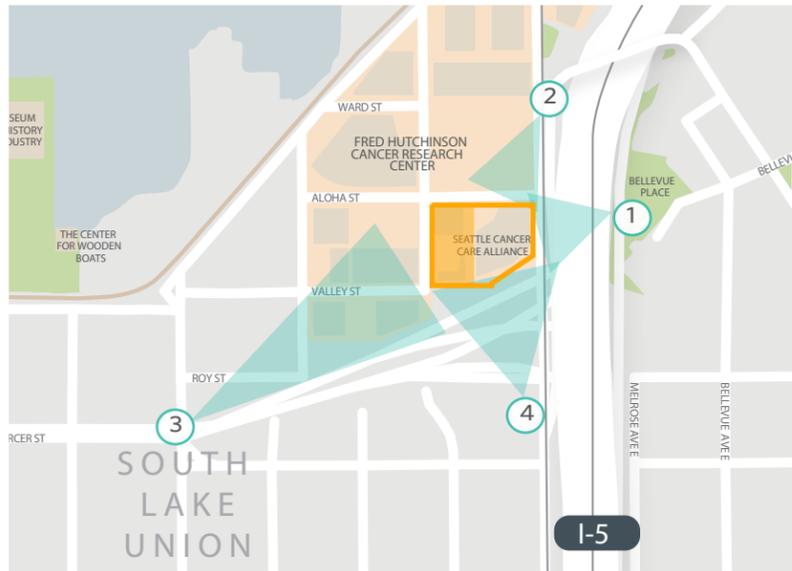
02 URBAN DESIGN ANALYSIS

Open Spaces



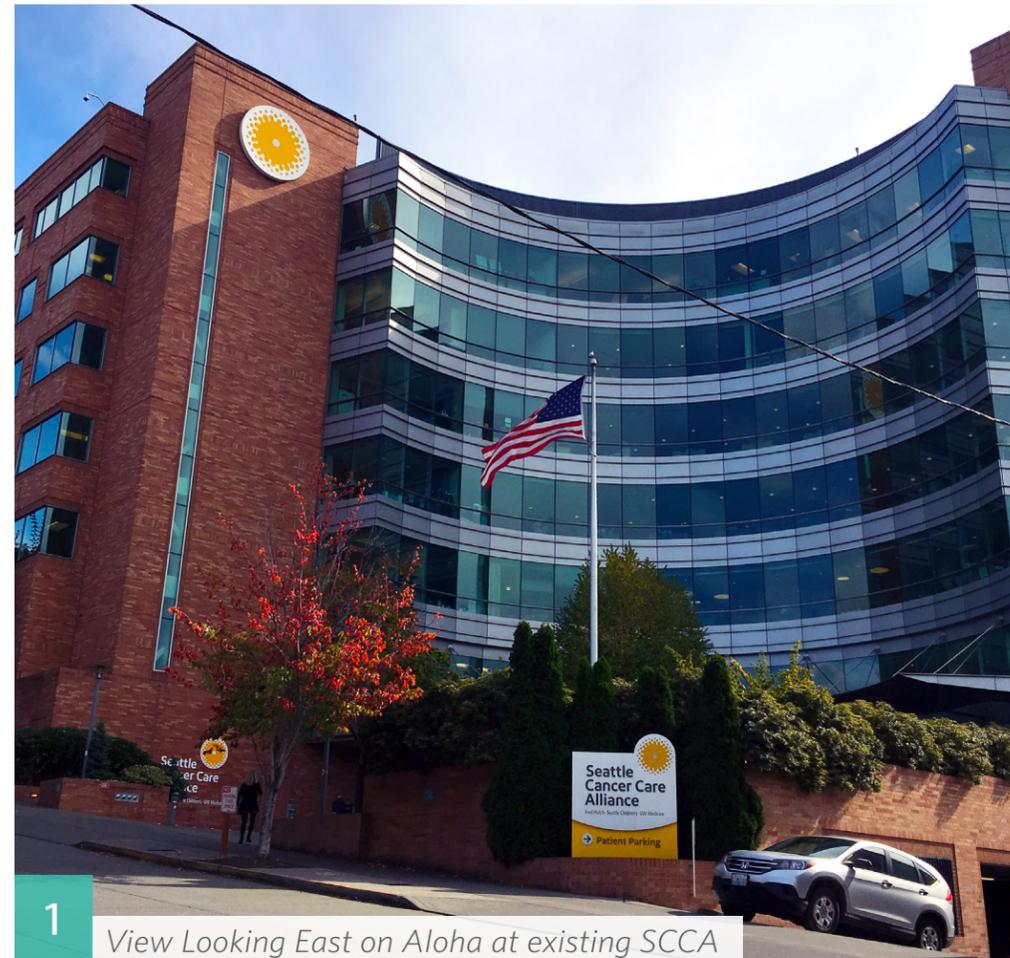
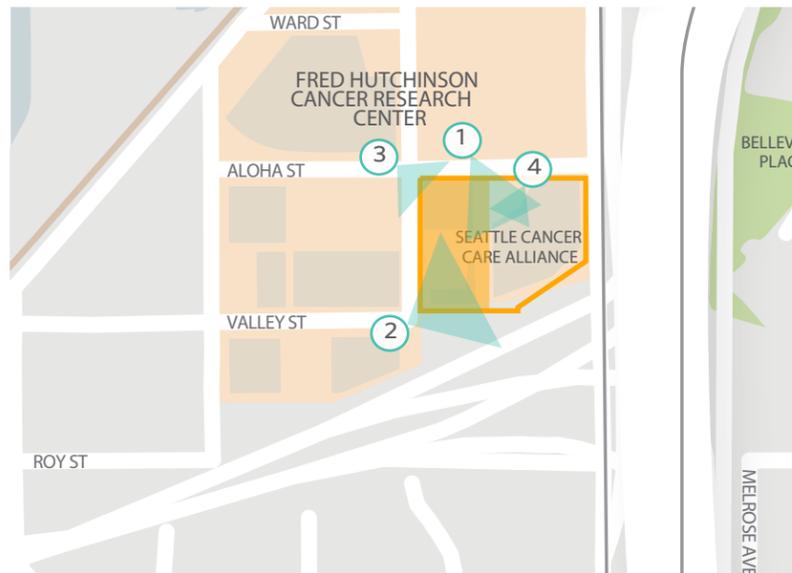
02 URBAN DESIGN ANALYSIS

Visibility Photos

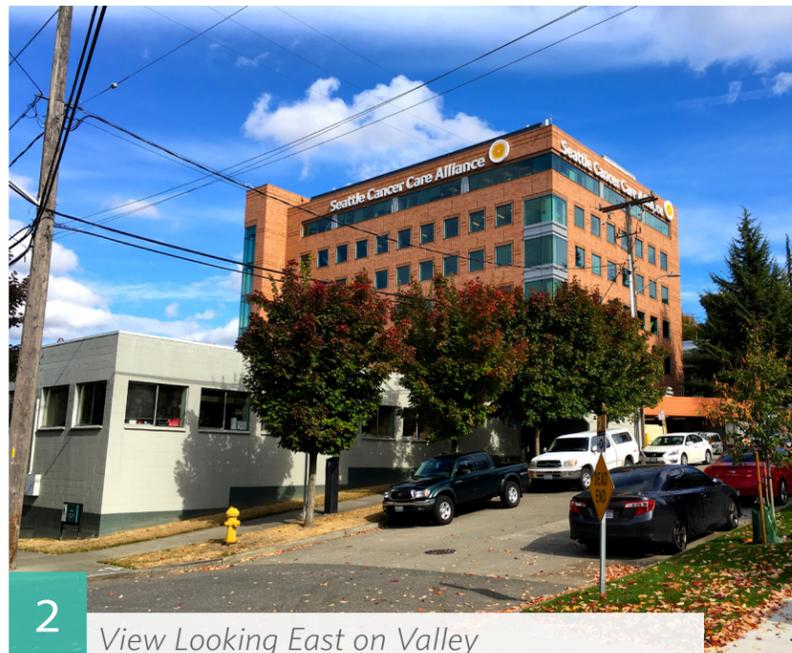


02 URBAN DESIGN ANALYSIS

Site Photos



1 View Looking East on Aloha at existing SCCA



2 View Looking East on Valley



3 View Looking East on Aloha

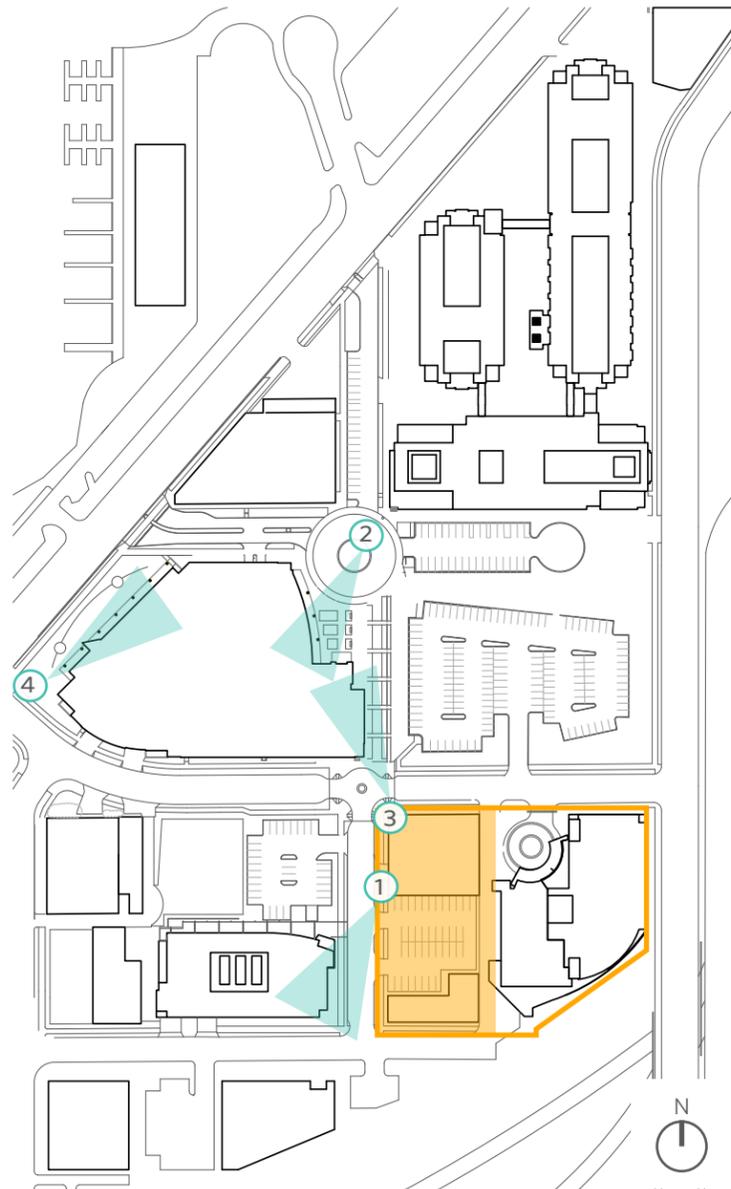


4 View Looking at Existing SCCA entrance

02 URBAN DESIGN ANALYSIS

Surrounding Buildings

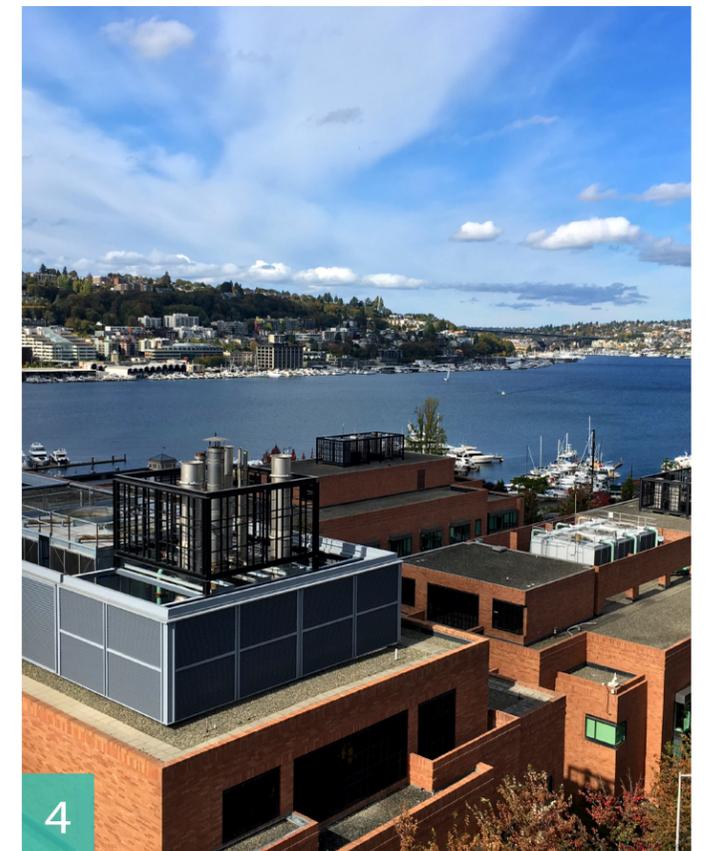
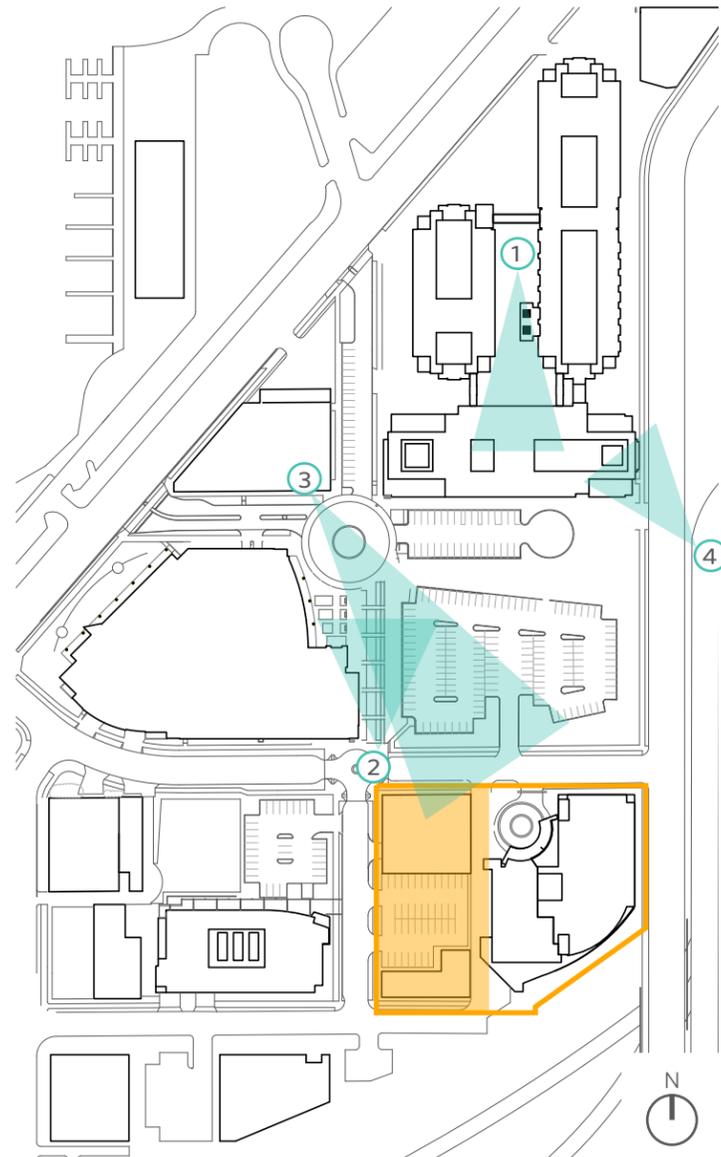
1. Yale Building
2. Vessel Sculpture and Arnold Building
3. Pedestrian Path and Arnold Building
4. Arnold Building



02 URBAN DESIGN ANALYSIS

Surrounding Buildings

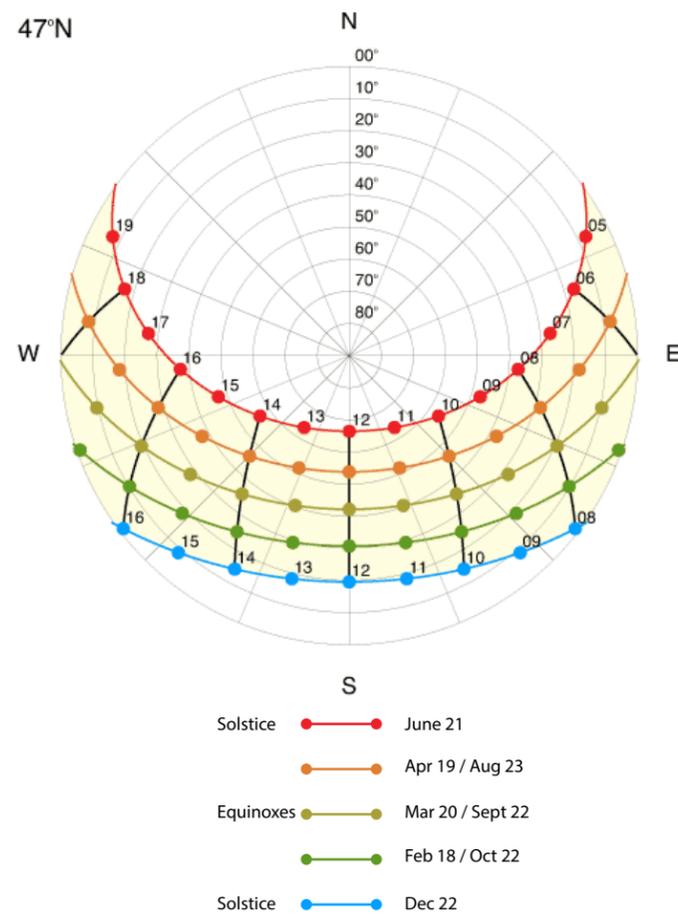
1. Thomas Clinical Research
2. Yale Ave North Pedestrian Path/ Arnold Building
3. Ward Street and Yale Ave N. intersection
4. Roofscapes of Thomas, Hutchinson, Weintraub



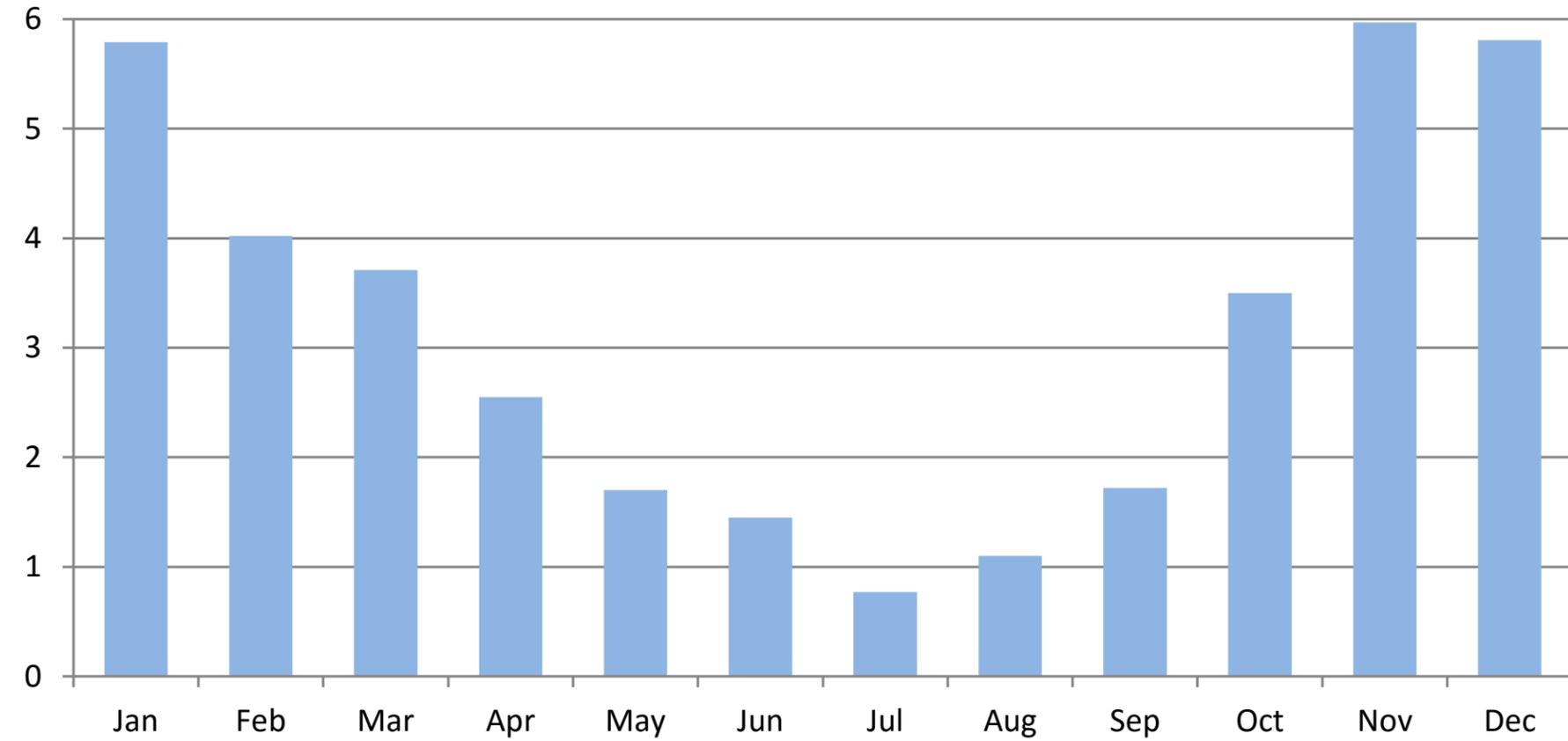
02 URBAN DESIGN ANALYSIS

Climate Analysis

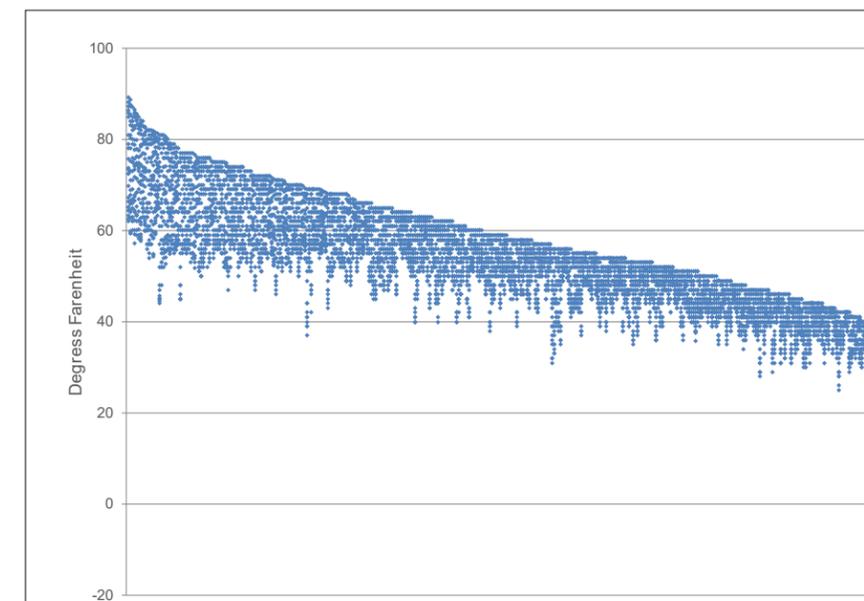
- Seattle is a fairly forgiving climate, where winters and summers are moderate and shoulder season are quite comfortable, providing the opportunity for a large percentage of time for conditioning demands to be met with modest tempering of outside air.



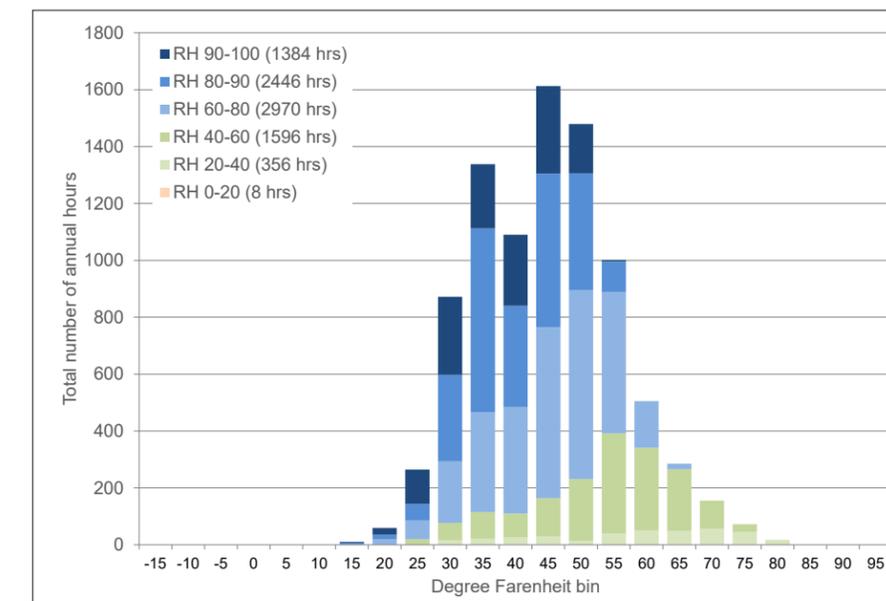
Average Monthly Precipitation (inches)



Nighttime Temperature Depression



Annual Relative Humidity

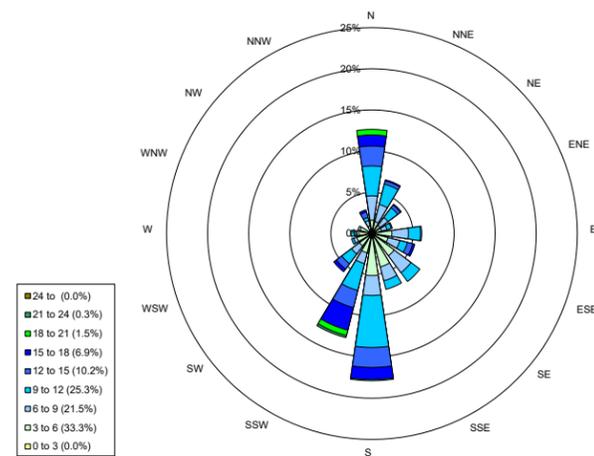
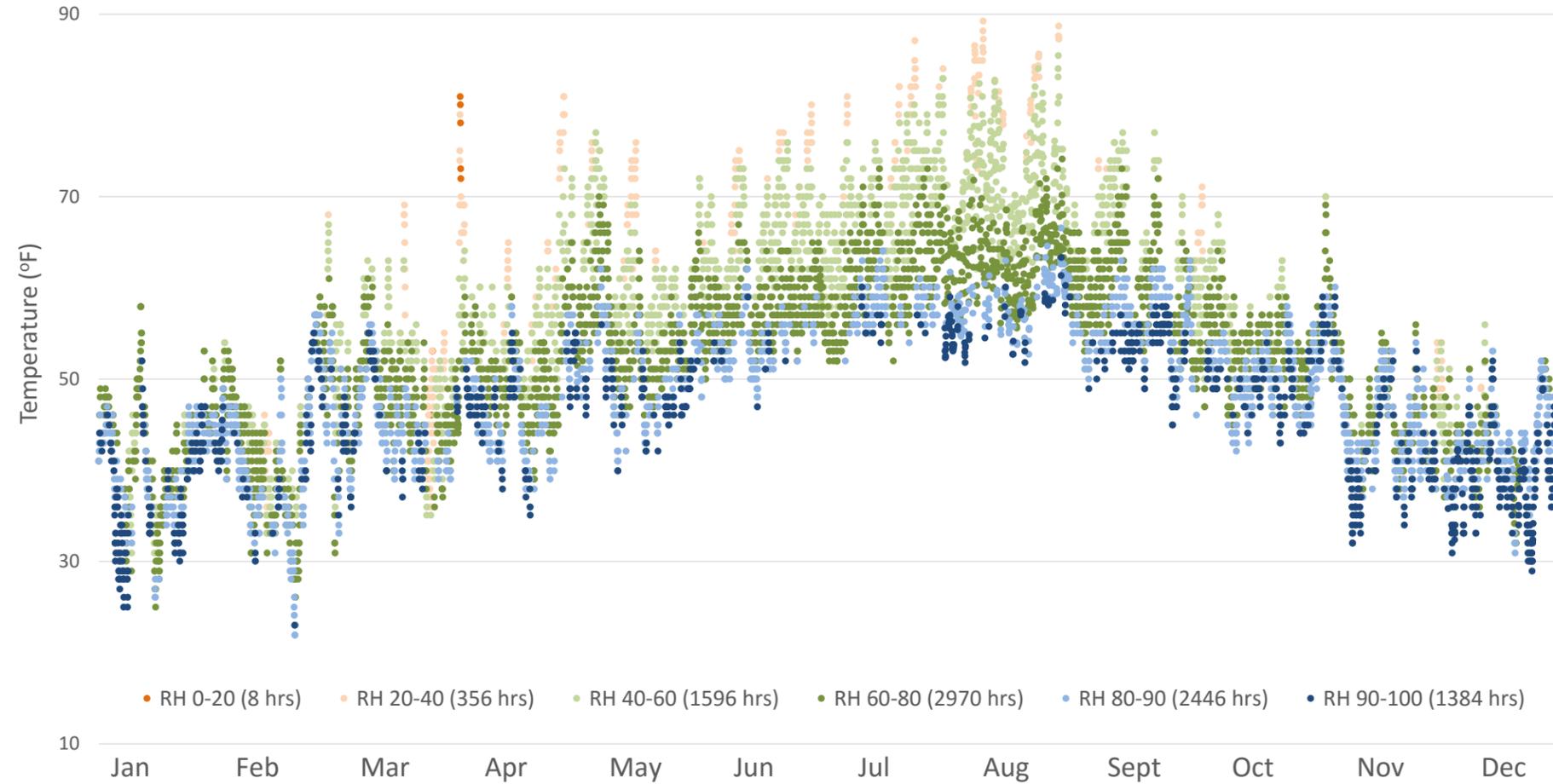


02 URBAN DESIGN ANALYSIS

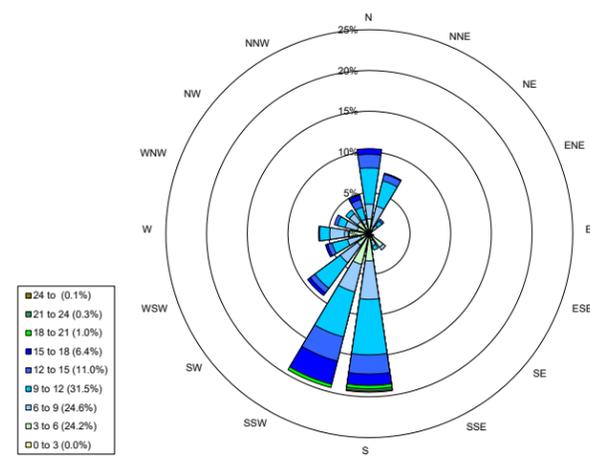
Climate Analysis

- Nighttime temperature depressions allow the use of cool night air for conditioning the following day through the use of thermal storage, either within the space or as a component of the mechanical systems solutions.
- Precipitation patterns make storage and reuse for landscaping challenging, as the volumes of rain needed for the growing season are sparse. Capture and reuses of storm-water for toilet flushing is feasible.
- While Seattle is known for overcast skies, the clear skies can pose both a visual and thermal comfort concerns if not mediated.
- Low altitude sun angles in the morning and evening can pose challenges whenever clear skies are present, especially in the longer summer days.

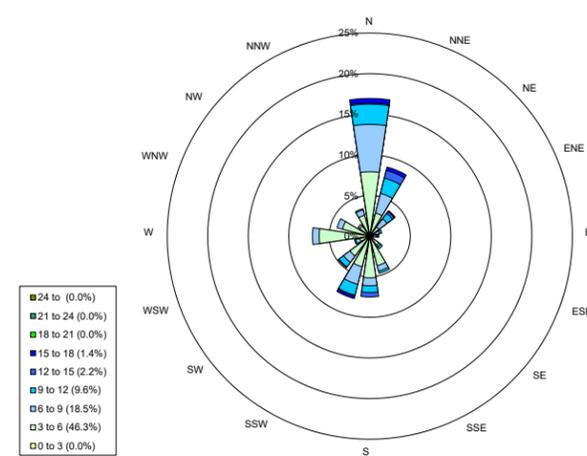
Annual Temperature/ Relative Humidity Trends



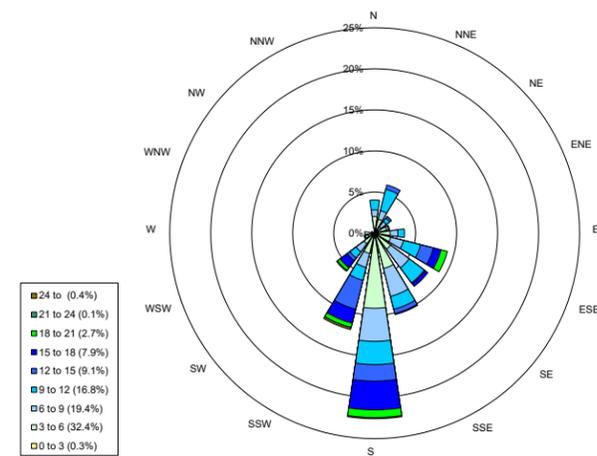
MARCH
Average wind speed: 8.6 MPH



JUNE
Average wind speed: 9 MPH



SEPTEMBER
Average wind speed: 5 MPH

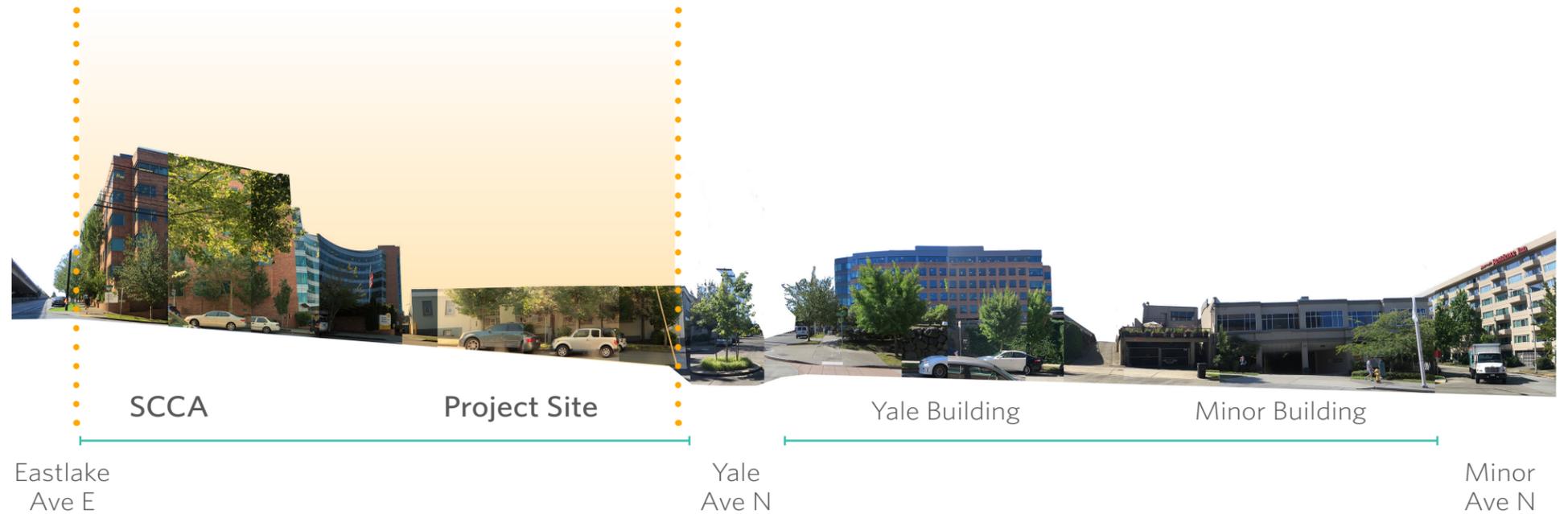
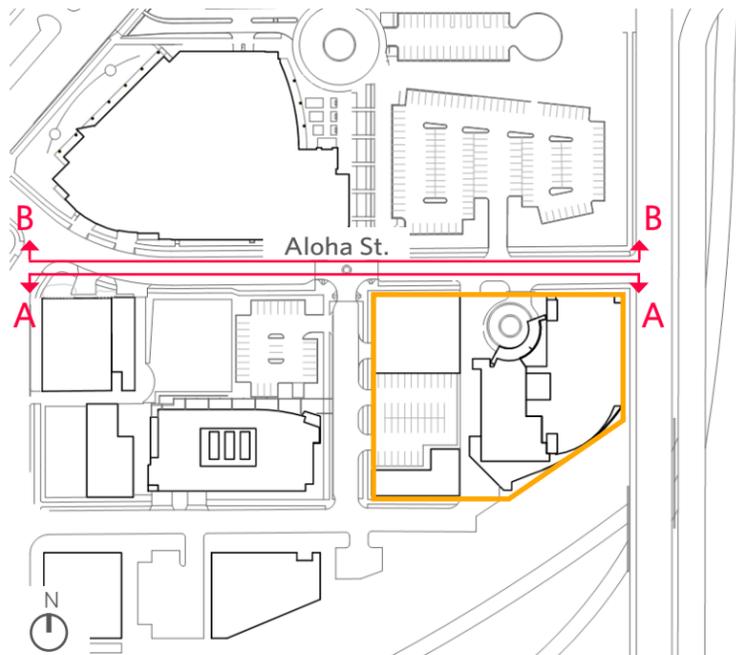


DECEMBER
Average wind speed: 7.9 MPH

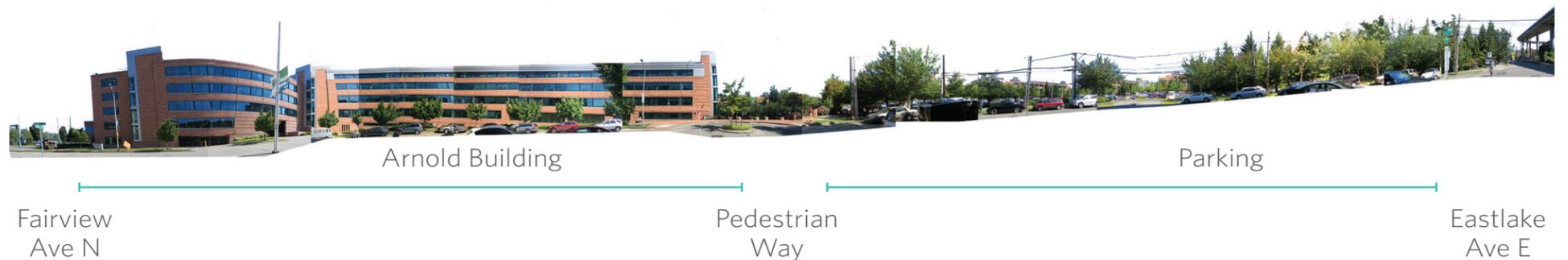
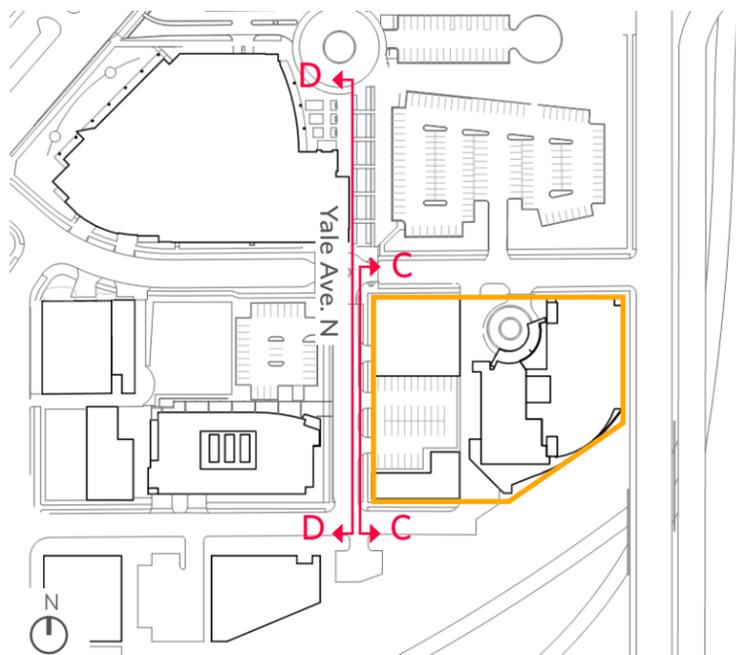
02 URBAN DESIGN ANALYSIS

Streetscape Photomontage

A - View looking South on Aloha St - A



B - View looking North on Aloha St - B



02 URBAN DESIGN ANALYSIS

Streetscape Photomontage

C - View Looking East on Yale Ave N - C



Project Site

Aloha Street

Valley Street

D - View Looking West on Yale Ave N - D



Yale Building

Parking

Arnold Building

Pedestrian Way

Valley Street

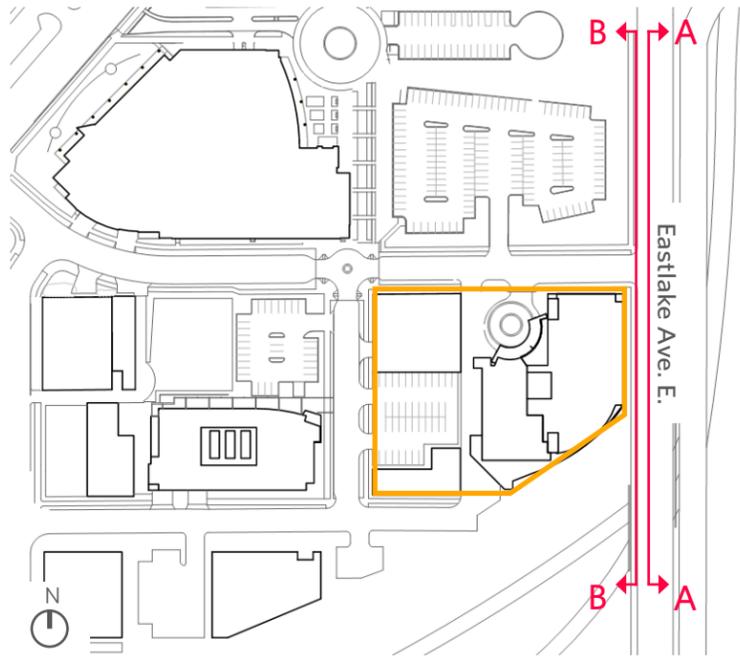
Aloha Street

Campus Drive

02 URBAN DESIGN ANALYSIS

Streetscape Photomontage

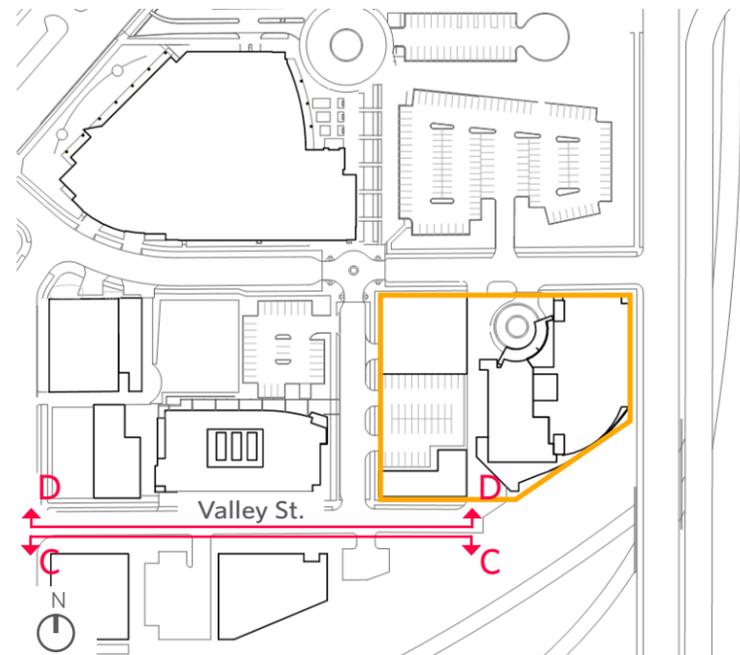
A - View Looking East on Eastlake Ave E. - A



I-5

Eastlake Ave E.

B - View Looking West on Eastlake Ave E. - B



Space
Needle

Existing SCCA

Parking

Thomas Building

Aloha
Street

02 URBAN DESIGN ANALYSIS

Streetscape Photomontage

C - View looking South on Valley Street - C



Loading Dock

Valley Building

Parking

Lea Building

Minor Ave N.

D - View looking North on Valley Street - D



Hutch Kids Care Center

Yale Building

Project Site and Existing SCCA

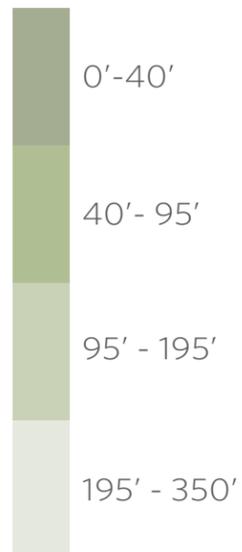
Minor Ave N.

Yale Ave N.

02 URBAN DESIGN ANALYSIS

Topography Observations

- *The building site is seen from surrounding hills. There are opportunities to improve the aerial view of this valley as well as enhance existing views from the site.*
- *Site slopes upwards from West to East as well as from North to South*
- *Building site is at the highest elevation of the Hutch Campus; emphasizes the importance of image and identity.*



02 URBAN DESIGN ANALYSIS

Site Plan - Survey & Legal Info

Parcel Number:

10136130-0010, 136130-0020 & 136130-0055

Legal Description:

POR OF LOTS 1-4& 9-12, T.J. CARLES SUPL PLAT OF BLOCK 8 OF D T DENNY'S SECOND ADDTION TO NORTH SEATTLE, & VAC ALLEY (VAC #119285) LYG BTW SD LOTS 2,3,10 & 11, LYG NW OF SR5 & W OF EASTLAKE AVE. E. TGW POR OF VALLEY ST. VAC UNDER VO 108756

Parcel Number:

136130-0025

Legal Description:

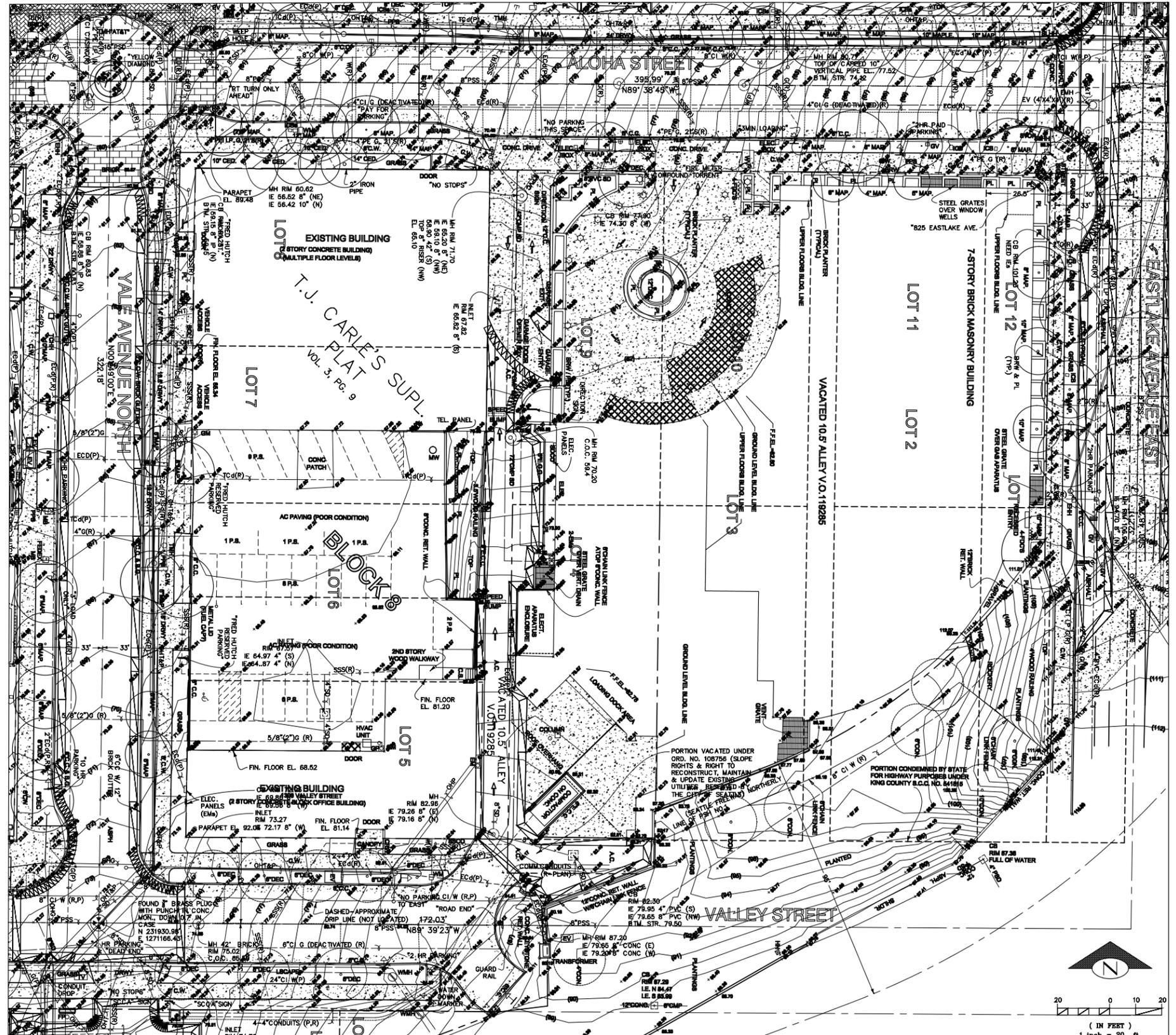
CARLES SUPL BLK 8 DT DENNYS 2ND ALL 5 TGW 6 LESS N 36 FT TGW POR VAC ALLEY ADJ PER VAC ORD NO 119285 POR TAXABLE

Parcel Number:

136130-0028

Legal Description:

CARLES SUPL BLK 8 DT DENNYS 2ND N 36 FT OF LOT 6 TGW ALL LOTS 7 & 8 TGW POR VAC ALLEY ADJ PER VAC ORD NO 119285

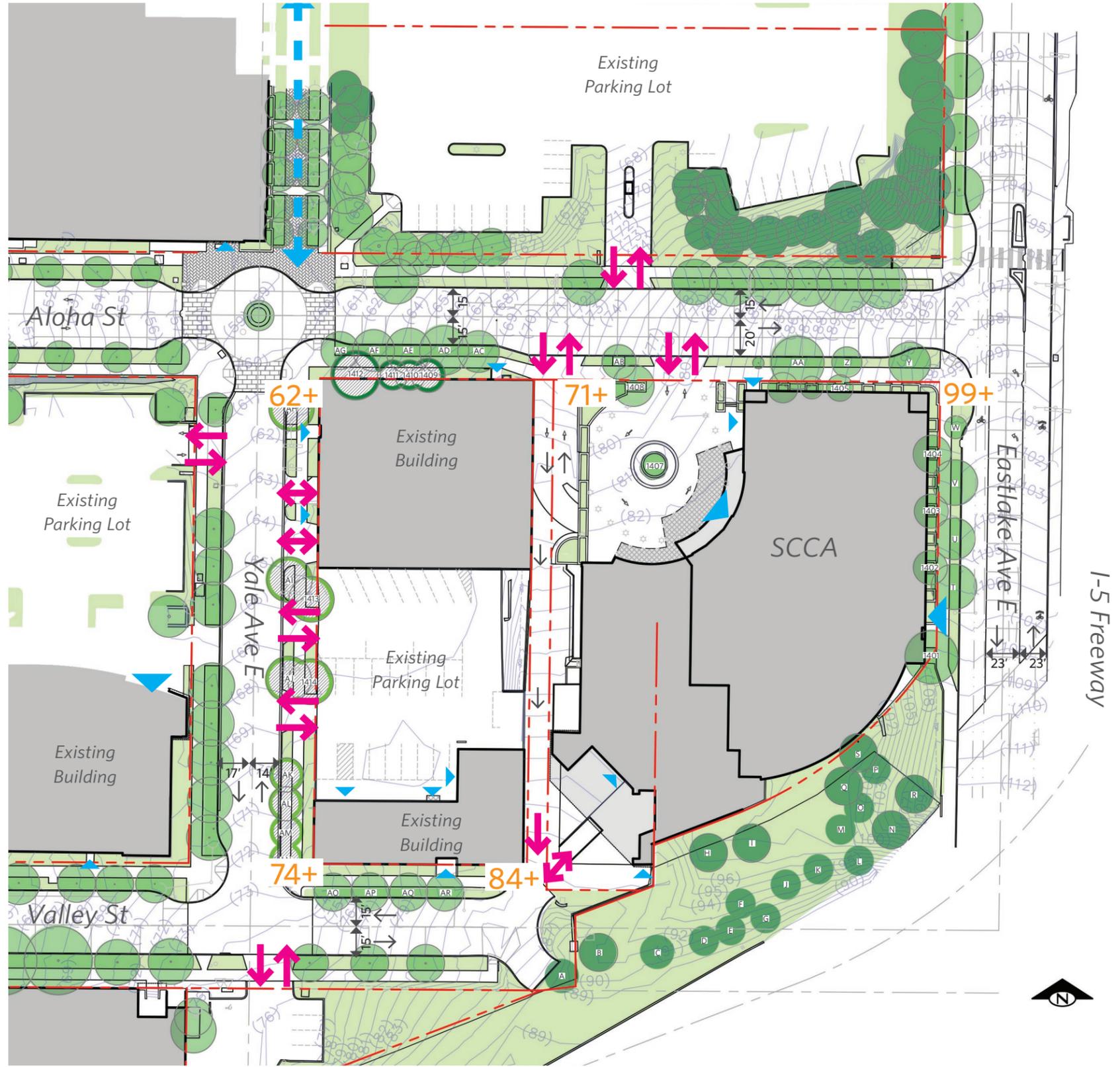


02 URBAN DESIGN ANALYSIS

Existing Condition Plan

-  Property Line
-  Vehicular Access
-  Pedestrian Access (Major)
-  Pedestrian Access (Minor)
-  Pedestrian Route
-  Deciduous Tree to Remain
-  Coniferous Tree to Remain
-  Deciduous Tree to be Removed
-  Coniferous Tree to be Removed

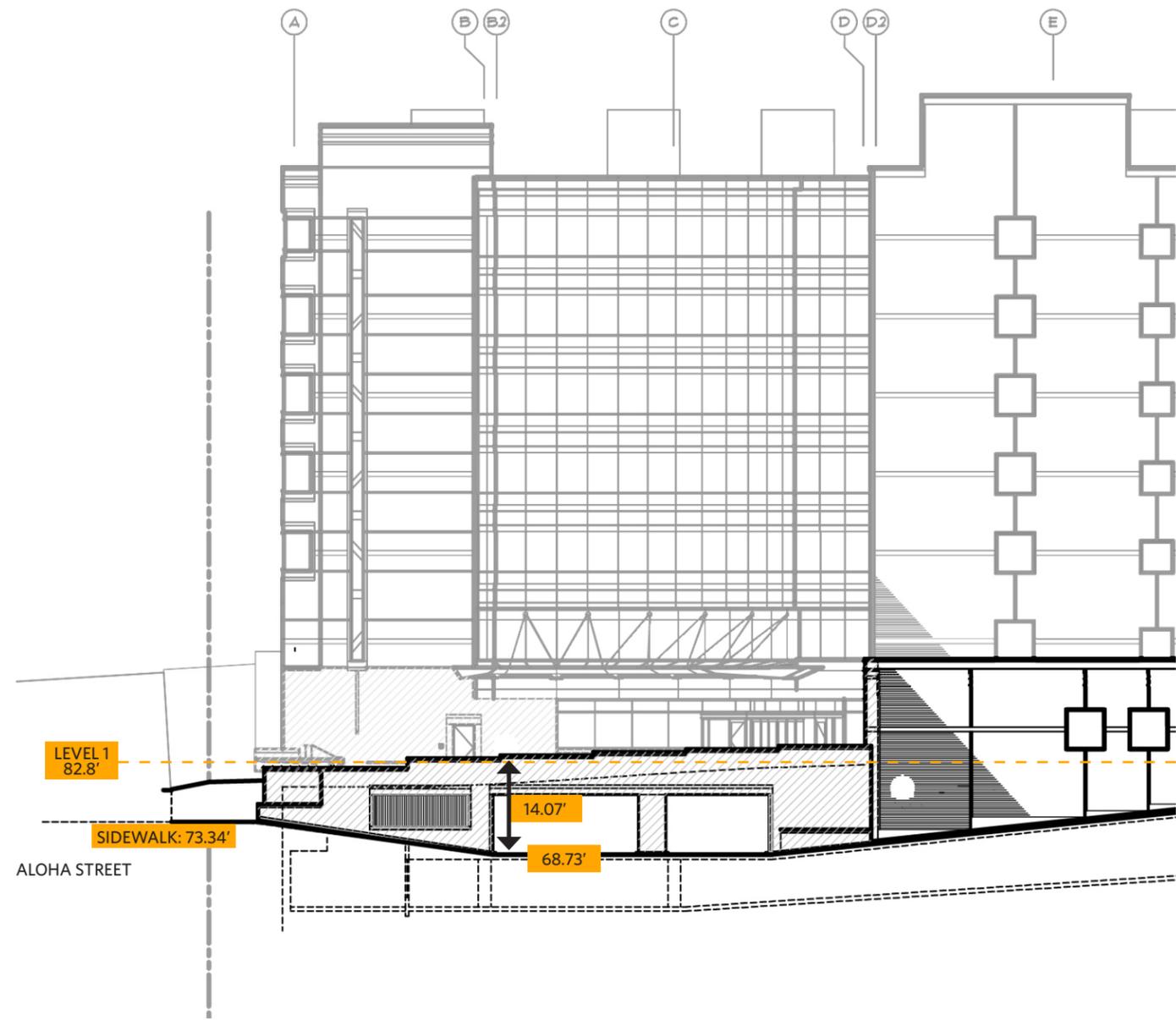
(reference Arborist Report for additional information on existing trees)



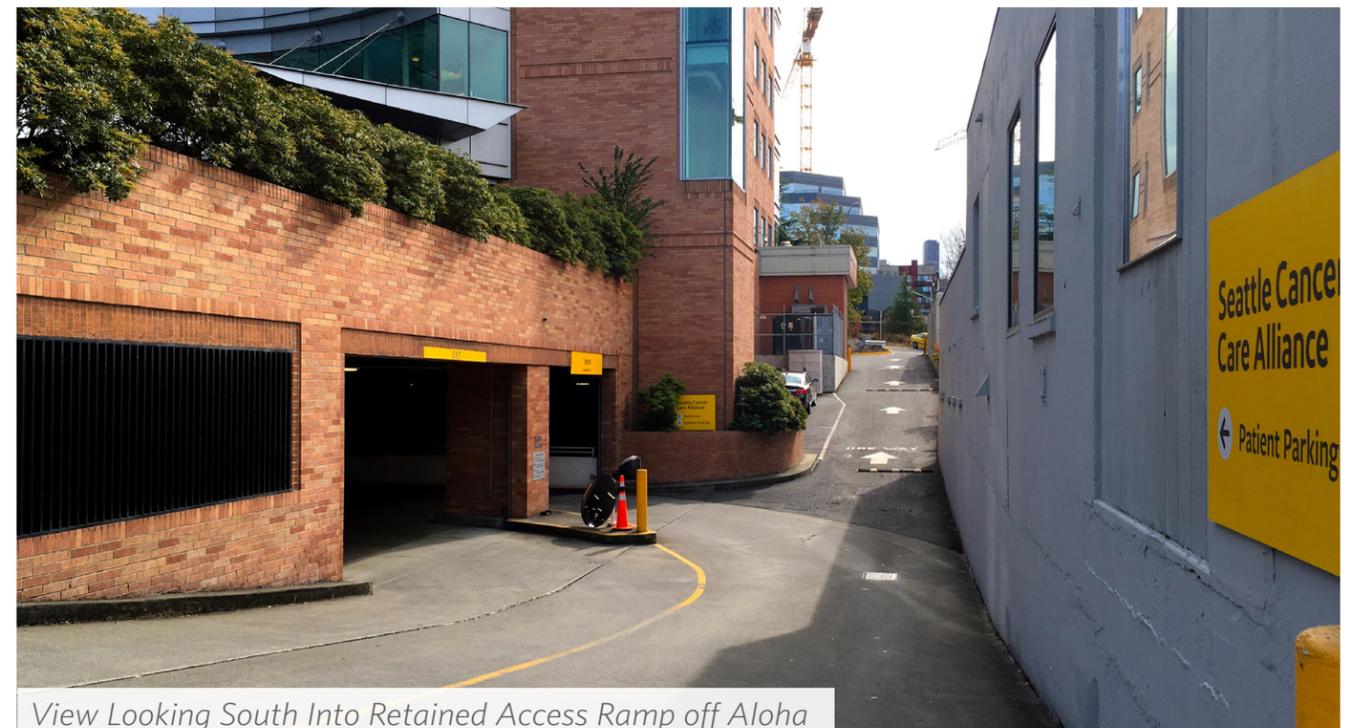
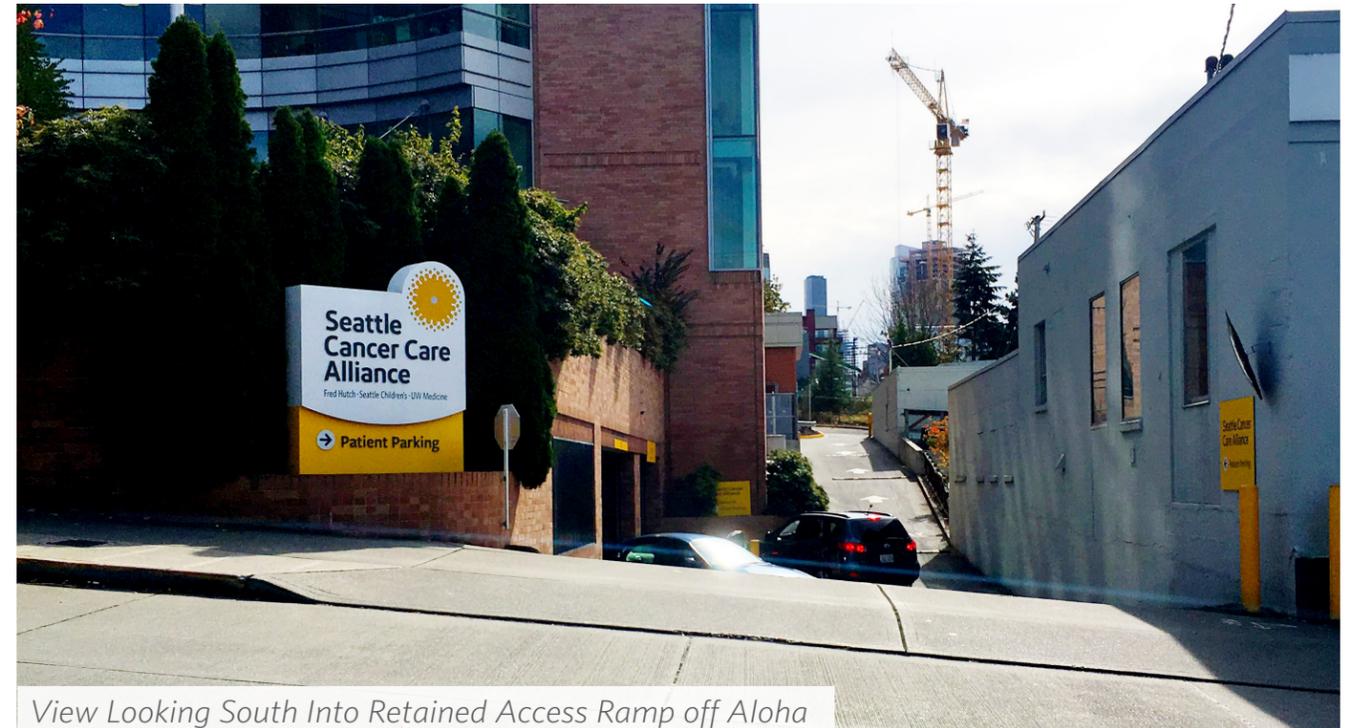
02 URBAN DESIGN ANALYSIS

Garage Access Section

- This existing patient parking access to be retained interim and permanently.



Section Through Access Drive



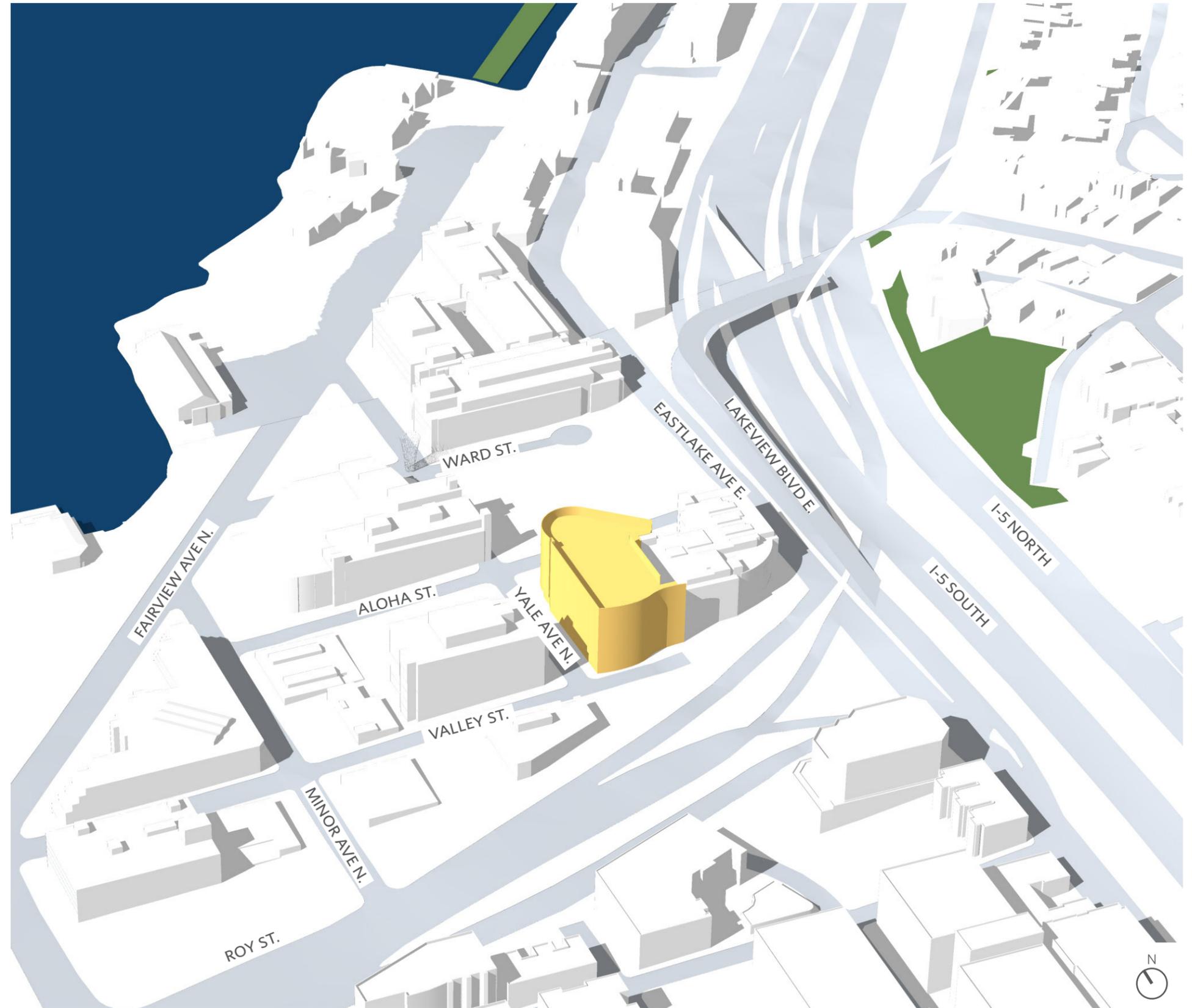
02 URBAN DESIGN ANALYSIS

3 Block x 3 Block Axonometric

- 1 Thomas Building
- 2 Weistraub Building
- 3 Hutchinson Building
- 4 Arnold Building
- 5 Yale Building
- 6 1213 Valley Building
- 7 Minor/ Fitzgerald Building
- 8 Hutch Kids
- 9 Lea Building
- 10 Marriott Residence Inn
- 11 Public Storage
- 12 Public Storage
- 13 Offices
- 14 Offices
- 15 Residential
- 16 Offices



02 URBAN DESIGN ANALYSIS With Proposed Building



02 URBAN DESIGN ANALYSIS

Future

- 1 Residential, 9 story
- 2 Residential, 5 story
- 3 Residential, 7 story
- 4 Potential Future Hutch Massings



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03 RELEVANT DESIGN GUIDELINES

Seattle Design Guideline 2013 and South Lake Union Design Guideline (Revised 2013)

Urban Pattern and Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

A-2 Architectural Presence

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

The project will visually connect to the existing building by extending the sweep of the existing north facade. The project also aims to serve as an iconic terminus to the pedestrian axis from the north. Also, the south facade of the building will function at the greater urban scale as an icon read from Interstate 5.

B-iii Height, Bulk, and Scale*

Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

Relocating the currently crowded shuttle drop off at Aloha Street to Yale Avenue N will alleviate congestion on Aloha Street. Furthermore, locating a double-height entrance lobby at the corner of Yale Avenue N and Aloha that connects to the existing lobby enhances the pedestrian experience by emphasizing continuity of interest along the streetscape.

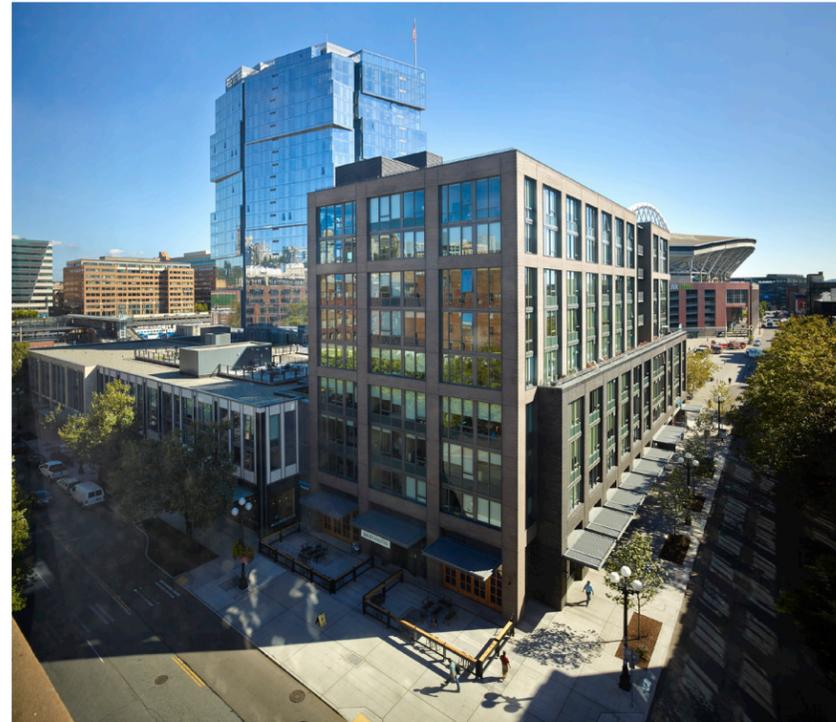
Connectivity

Complement and contribute to the network of open spaces around the site and the connections among them

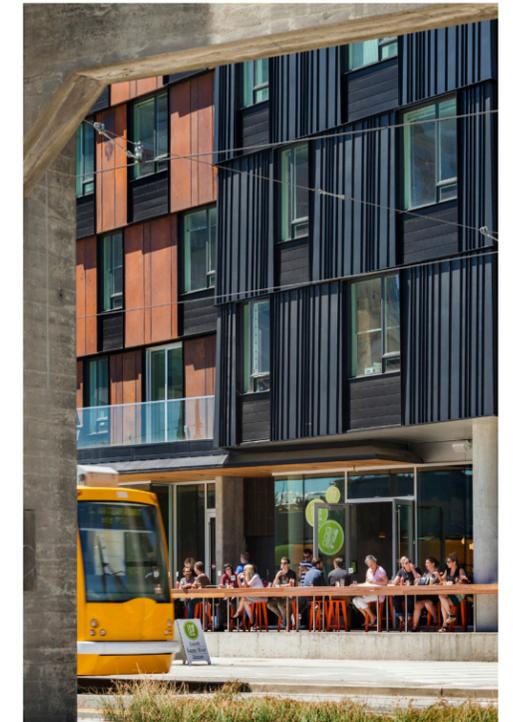
PL1-III Pedestrian Open Spaces and Entrances*

New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way.

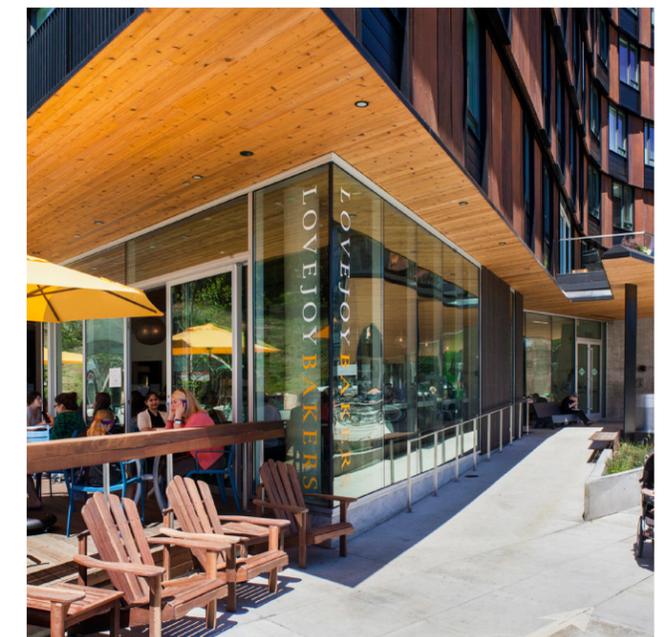
Complimentary landscape elements along Yale Avenue North will provide a visual connection to the north campus.



Stadium Place. Seattle. ZGF



The Emery. Portland. ZGF



The Emery. Portland. ZGF

03 RELEVANT DESIGN GUIDELINES

Seattle Design Guideline 2013 and South Lake Union Design Guideline (Revised 2013)

Walkability

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-I Streetscape Compatibility*

Sidewalk-related spaces should appear safe, welcoming and open to the general public.

Landscape and hardscape elements will tie the Valley Street, Yale Avenue N and Aloha Street streetscapes together to create visual unity between the new and existing SCCA clinic. Walkability along Aloha Street will be enhanced by alleviated congestion from moving the shuttle drop off to Yale Ave N.

Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings

A1 Site Characteristics and Uses

Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

The massing of the building results from the goals to maximize flexibility of program for the SCCA clinic, create the iconic forms along the north and south facades, and respond to the pedestrian streetscape experience along Aloha Street and Yale Avenue N.

A2 Reducing Perceived Mass

Use secondary architectural elements to reduce the perceived mass of larger projects.

A continuous, transparent, recessed facade at groundplane lobby lighten the perception of the mass above. Reveals in the facade at transitions from curvilinear to rectilinear geometry divide the mass horizontally to create visual interest.

B-1 Facade Composition

Design all building facades-including alleys and visible roofs- considering the composition and architectural expression of the building as a whole

The north building facade formally connects to the existing north facade with an echoing curve. The south facade, highly visible from the roadways to the south, serves as a simple iconic billboard. All facades will incorporate the material vocabulary of that of the campus.



University of Washington. Molecular Engineering Seattle. ZGF



Fred Hutchinson Cancer Research Center. Seattle. ZGF



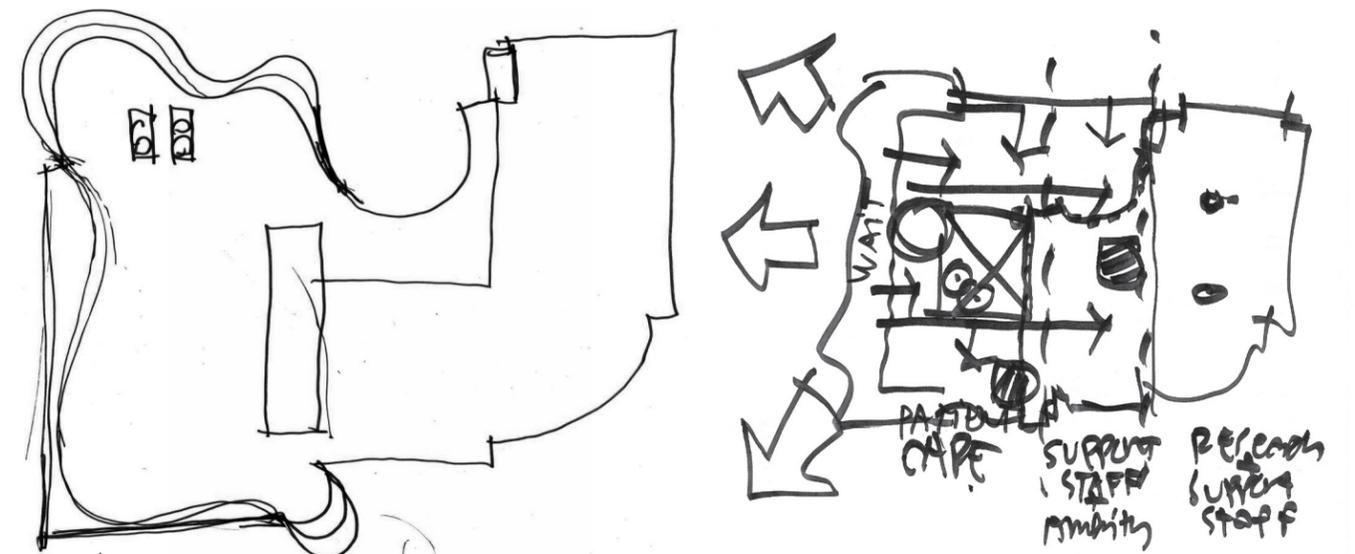
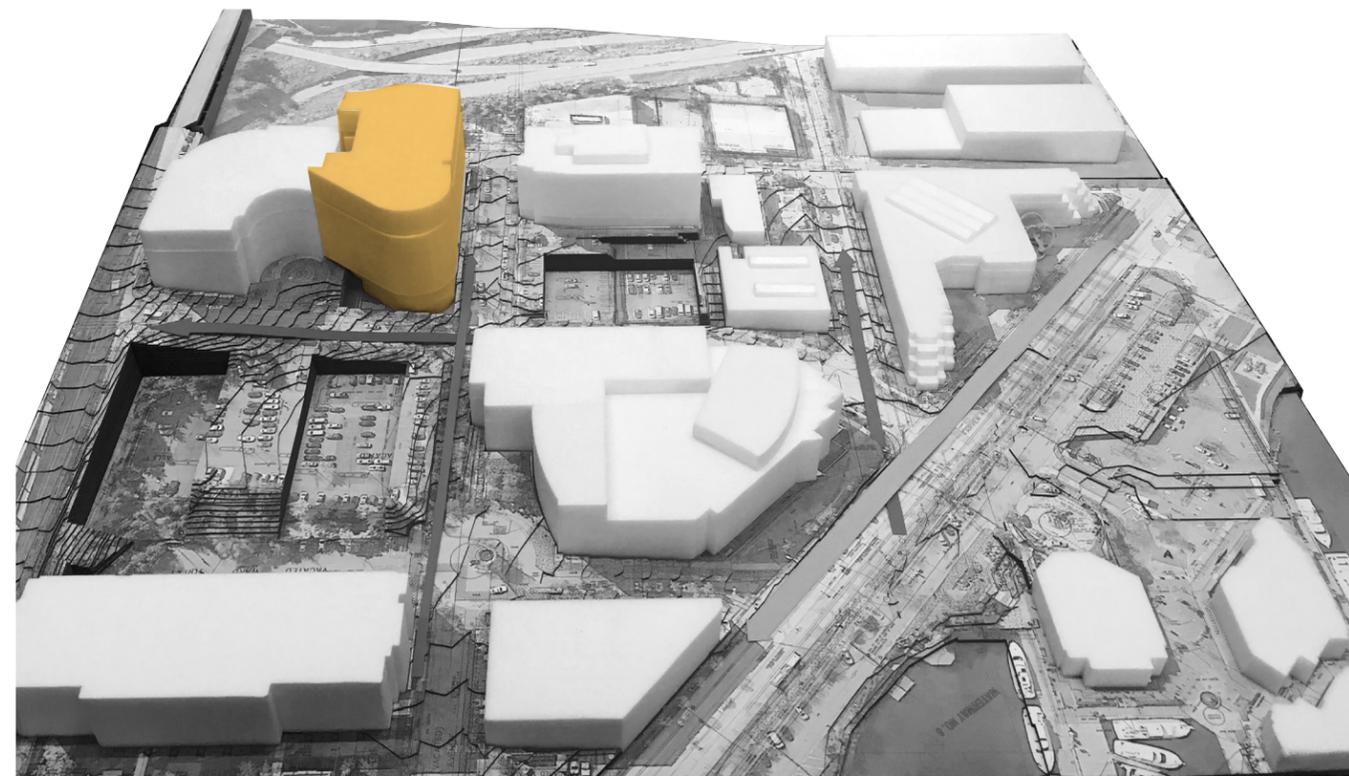
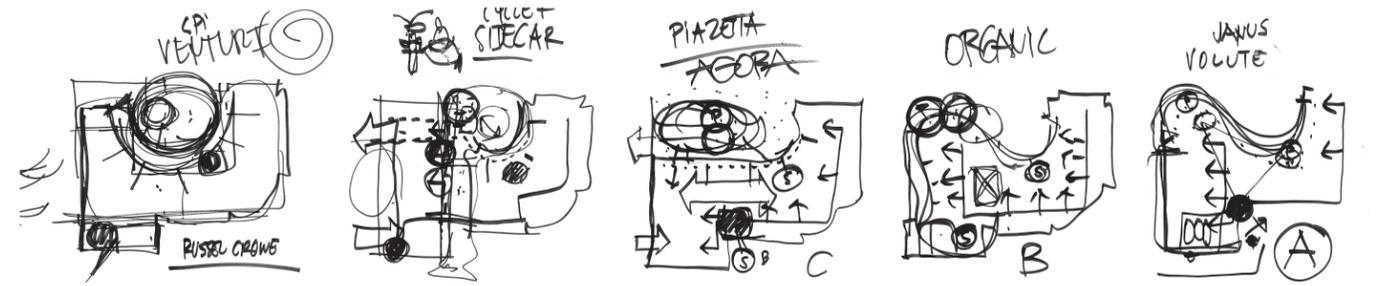
Stadium Place. Seattle. ZGF

* South Lake Union Design Guideline

04 ARCHITECTURAL CONCEPTS

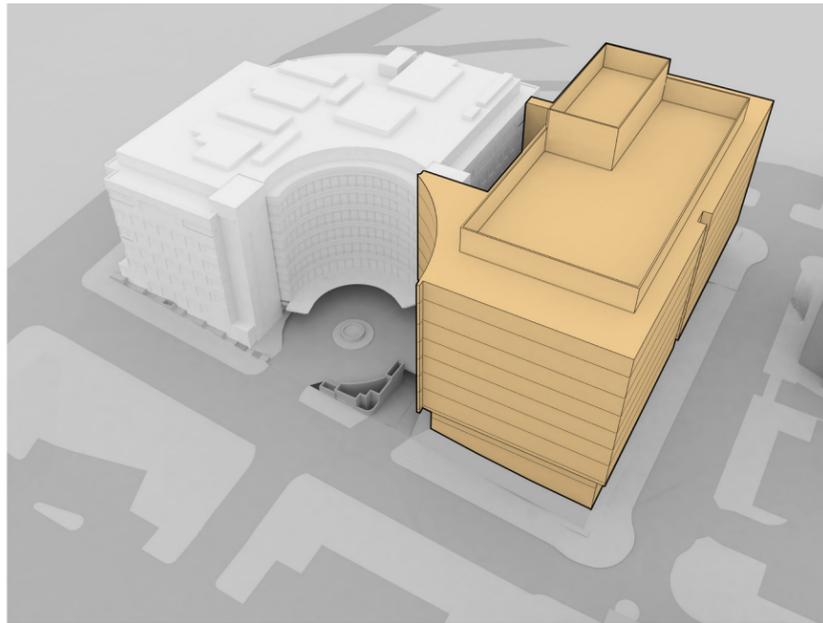
Models and Sketches / Process

- **Sketches:** The sketches generated for this project primarily studied the overall form and the relationship of the building to the existing building
- **Sketch Models:** Several Sketch models were produced to three dimensionally explore the concepts of form and efficiency. Additionally, a site model was built to better understand the building in relation to the campus and the site's steep slope.
- **Studies:** Using the 2D and 3D studies (and our urban analysis) our team decided to focus our 3 design proposals on exploring:
 - The proposal's relationship to the existing building's curved facade
 - Enhancing the pedestrian experience at grade level
 - Planning for future flexibility and optimizing the patient experience



04 ARCHITECTURAL CONCEPTS

Summary of Alternatives



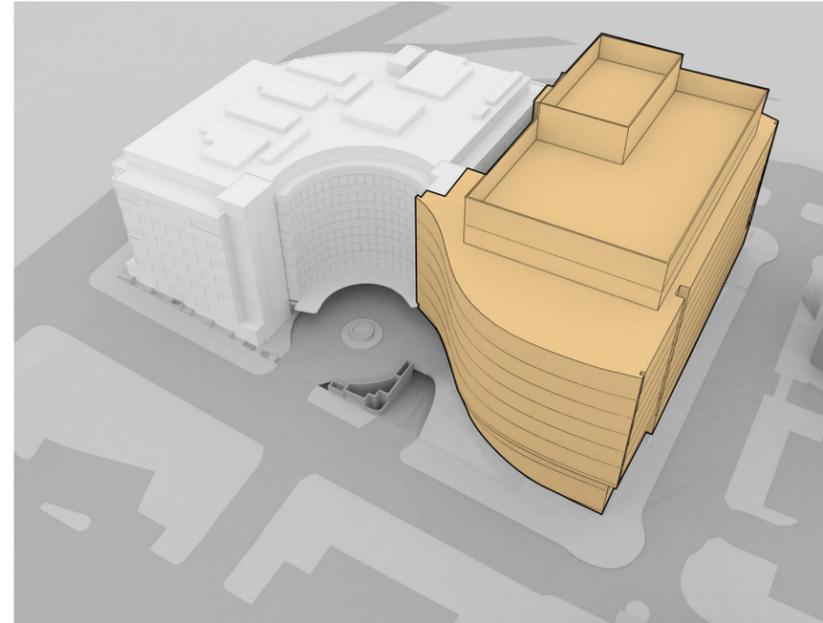
Scheme 1 :

Opportunities:

- Meets zoning/ No departures
- Maximum Flexibility of interior space
- Continues expression of main facade
- Maximum Build Out

Constraints

- Blocks views from existing building
- Minimal Sidewalk around building
- Does not address the Yale/Aloha intersection



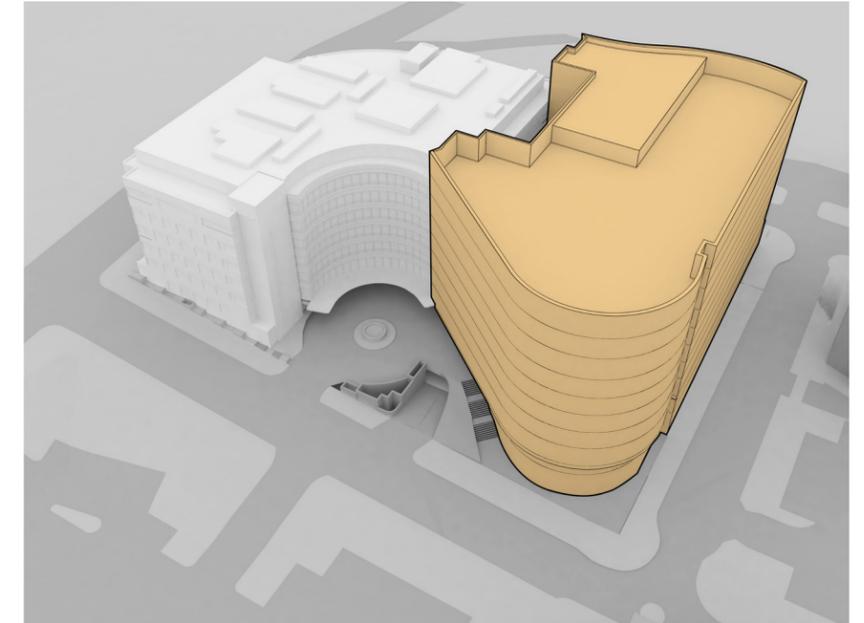
Scheme 2 :

Opportunities:

- Meets zoning/ No departures
- Opens up views to lake
- Visual connection from I-5
- Massing responds formally to the existing building

Constraints

- Not a distinct new front door
- Does not address the Yale/Aloha intersection well



Scheme 3 : Preferred Scheme

Opportunities:

- Massing responds formally to the existing building
- Enhanced grade level experience
- Visual connection from I-5 enhanced
- Visual connection to Yale pedestrian path
- Distinctive new front door
- Harmonious blend between new and old

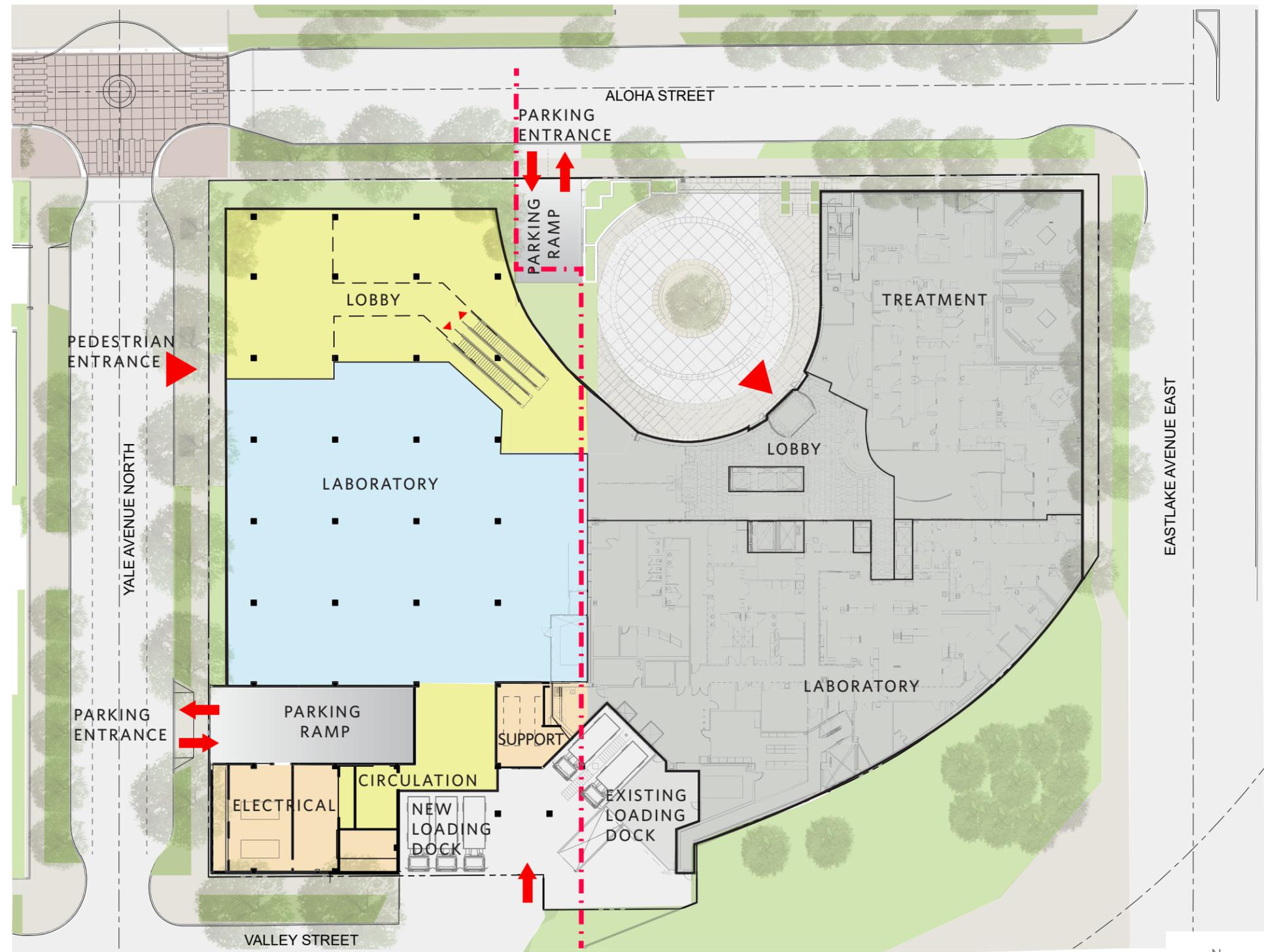
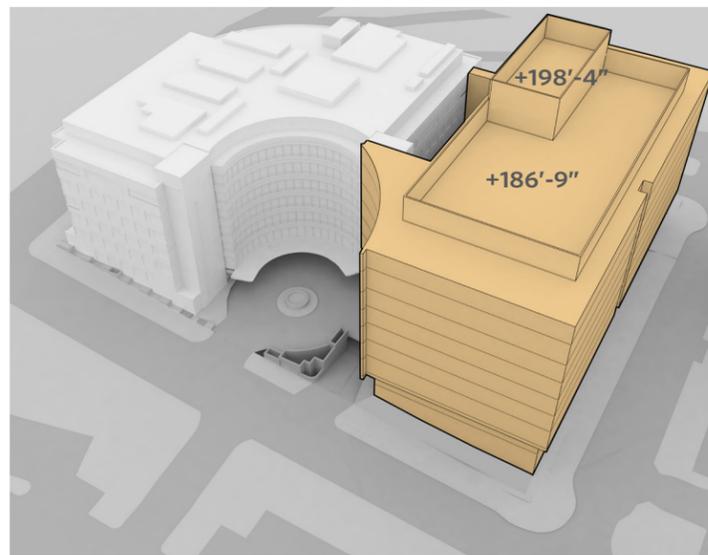
Constraints

- Departure for extending facade up

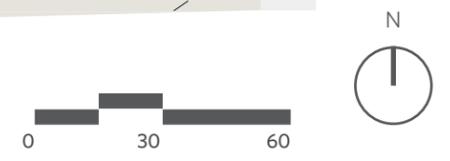
04 SCHEME 1

Ground Floor Plan

- Floors : 9 Floors
- Entrances : Existing Lobby Entrance to remain, additional entrance to combined lobby on Northwest Corner on Yale Ave. E.
- Loading : Remains on South side of building- expanded
- Garage Access : Aloha and Yale

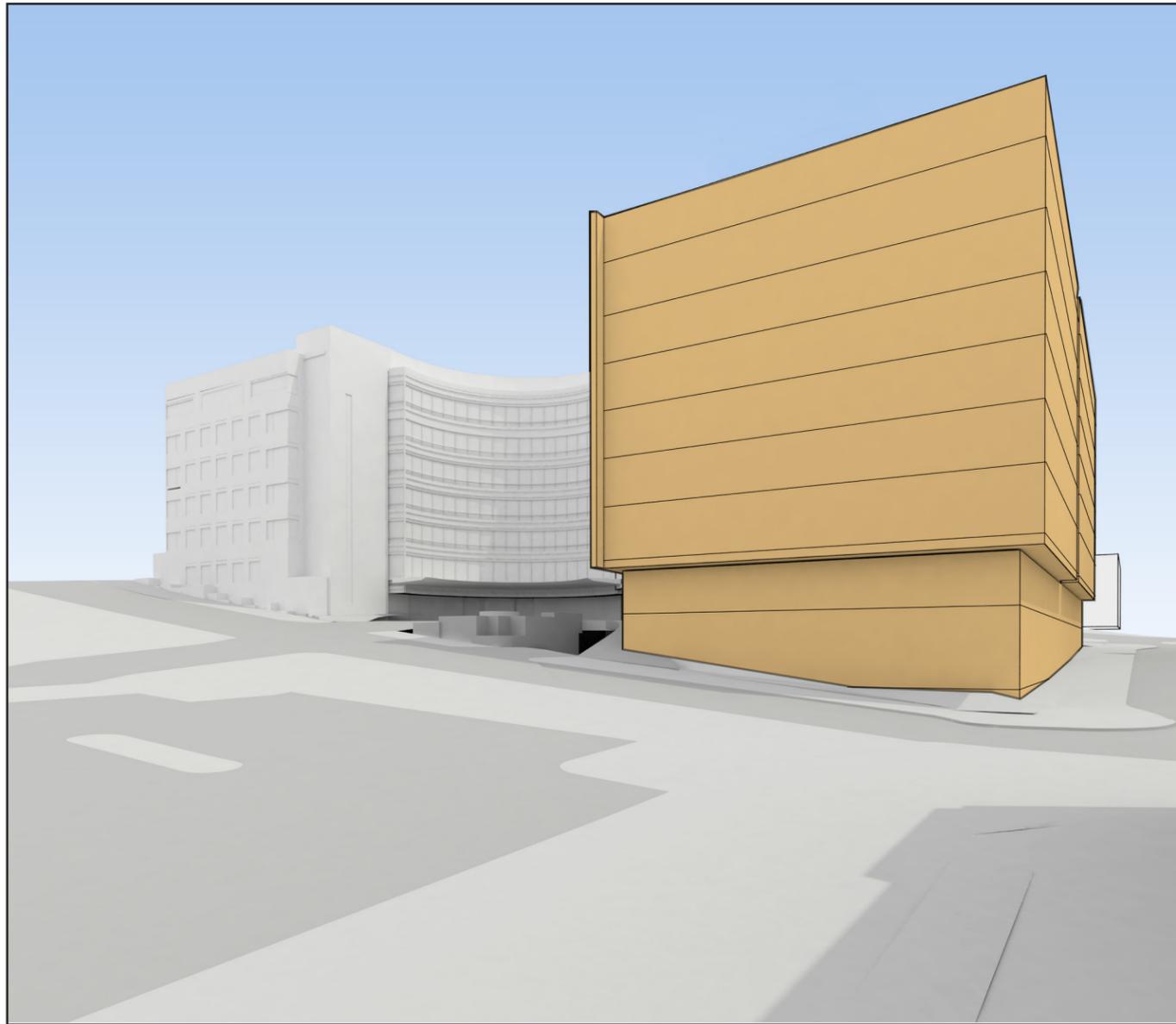


LEGEND	 LOBBY/PUBLIC/CIRCULATION	 ELECTRICAL / SUPPORT
	 TREATMENT / LABORATORY	 EXISTING

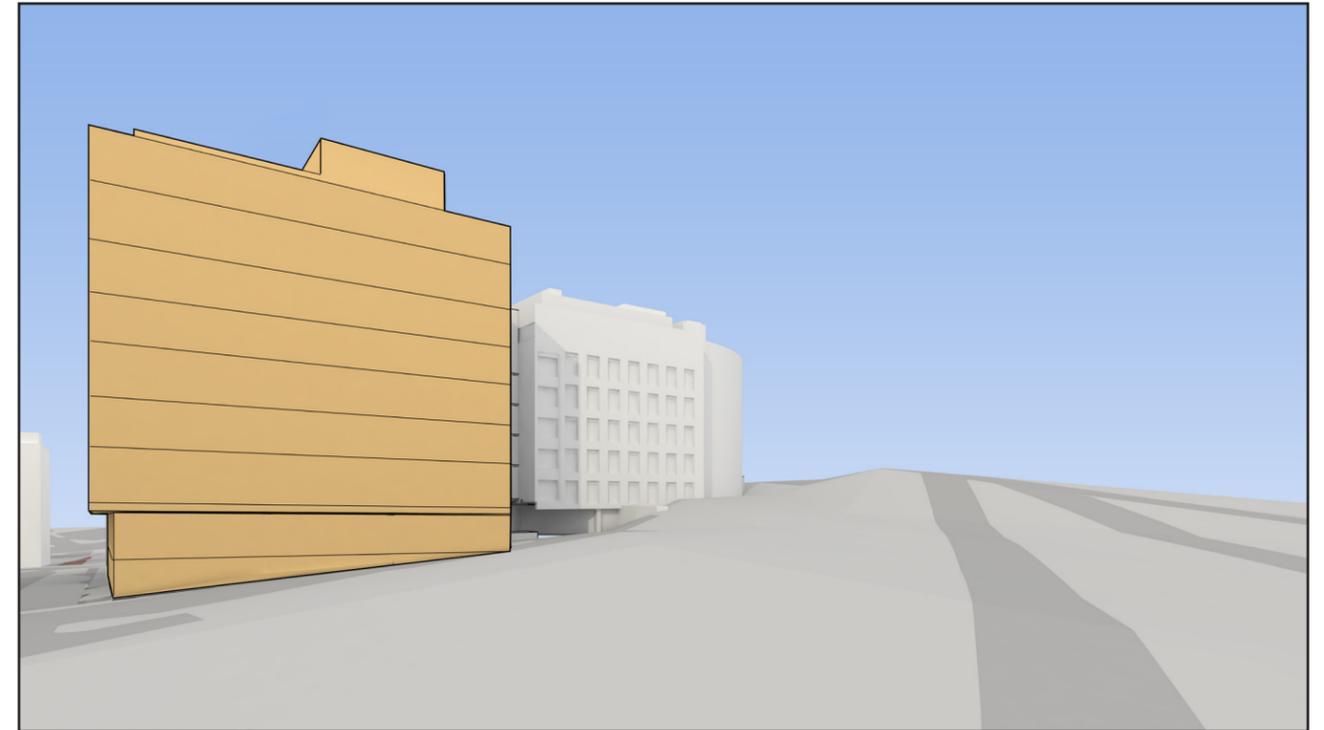


04 SCHEME 1

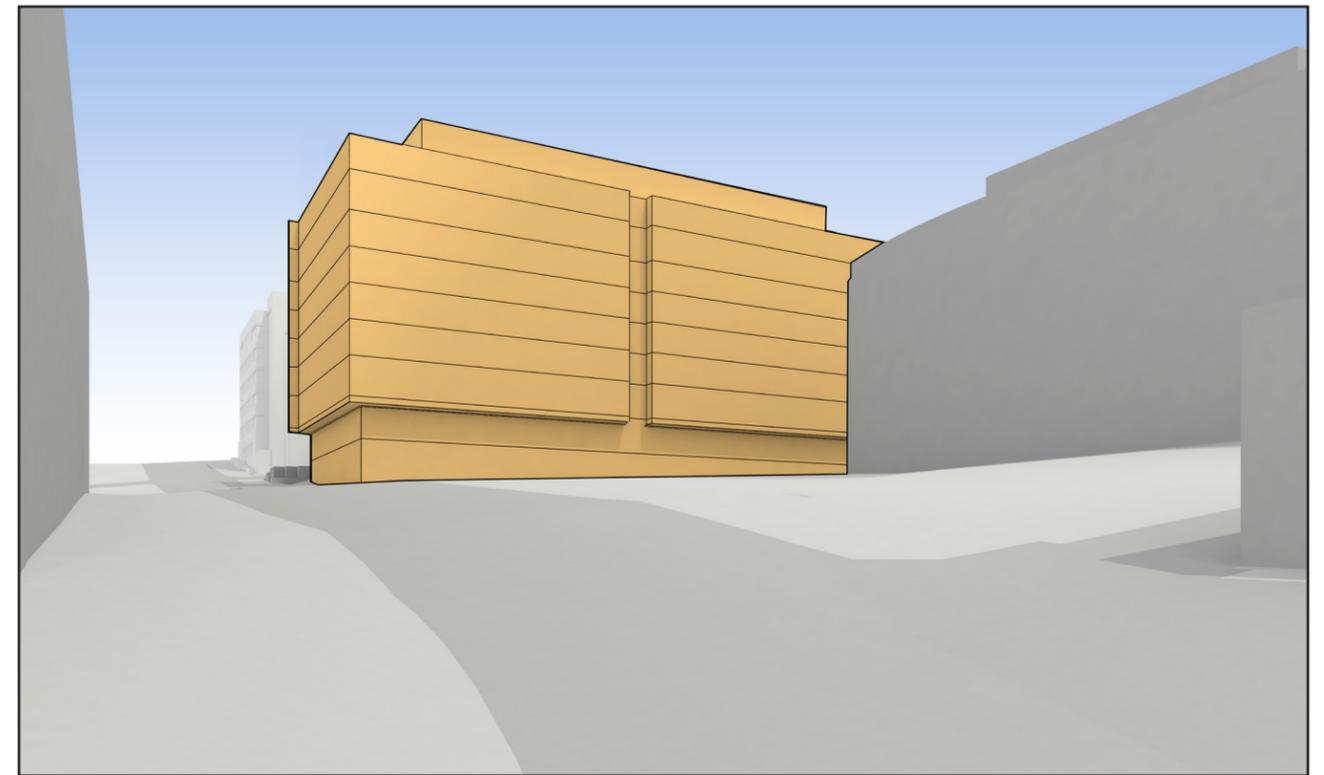
Street View Perspectives



View Looking South



View Looking North from On Ramp



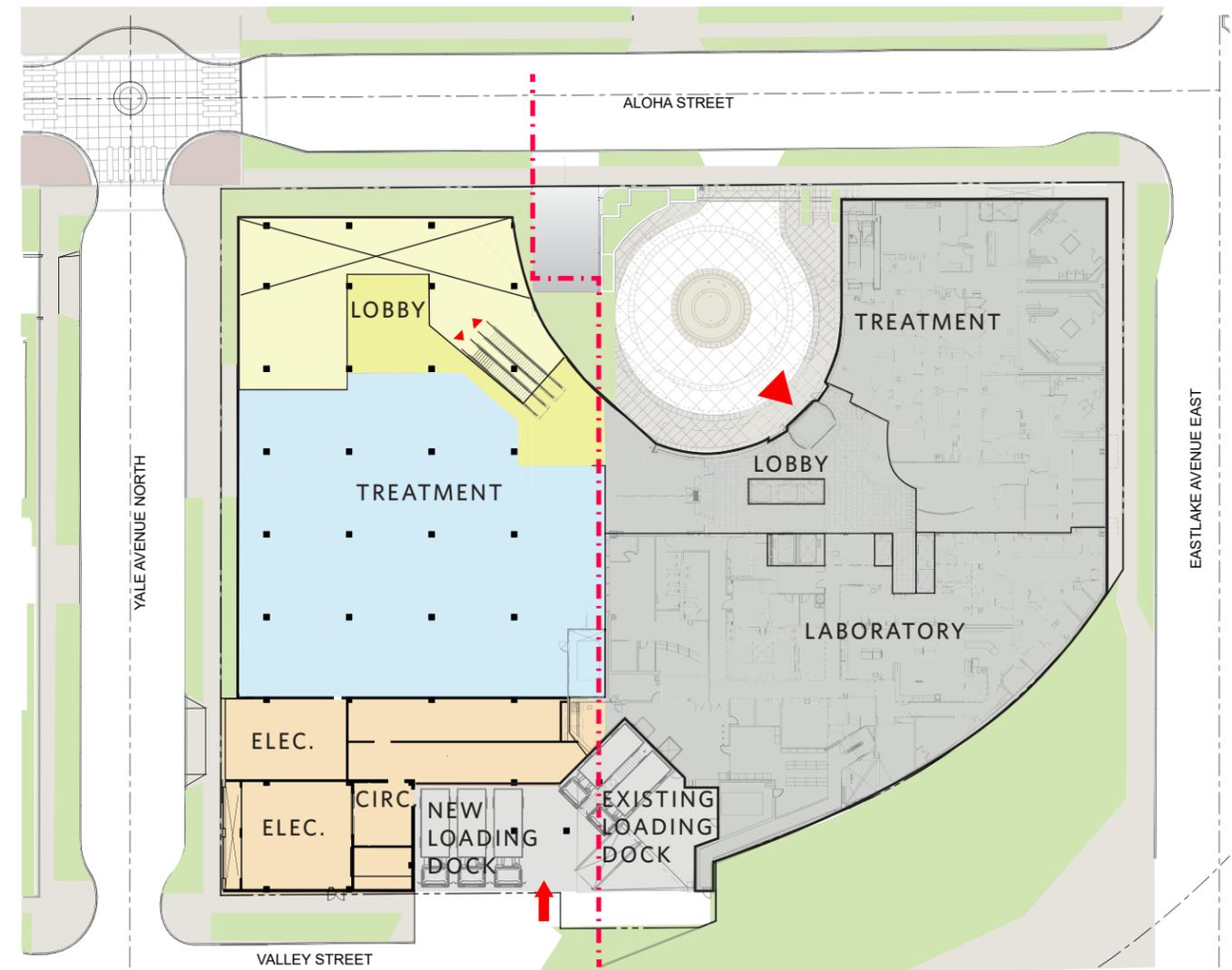
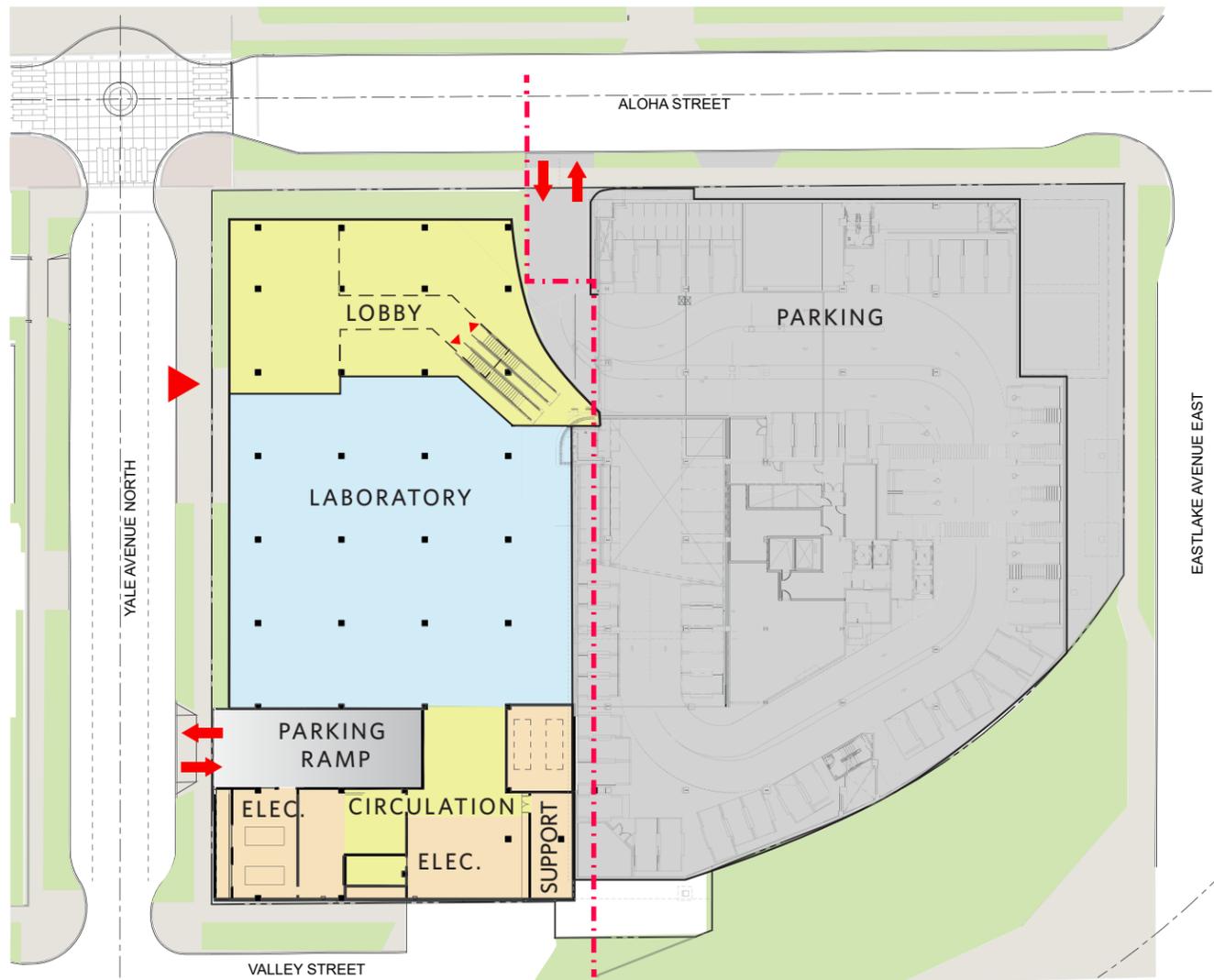
View Looking East Up Aloha

04 SCHEME 1

Conceptual Plans

LEGEND

- LOBBY/PUBLIC/CIRCULATION
- TREATMENT / LABORATORY
- ELECTRICAL / SUPPORT
- EXISTING



Level A

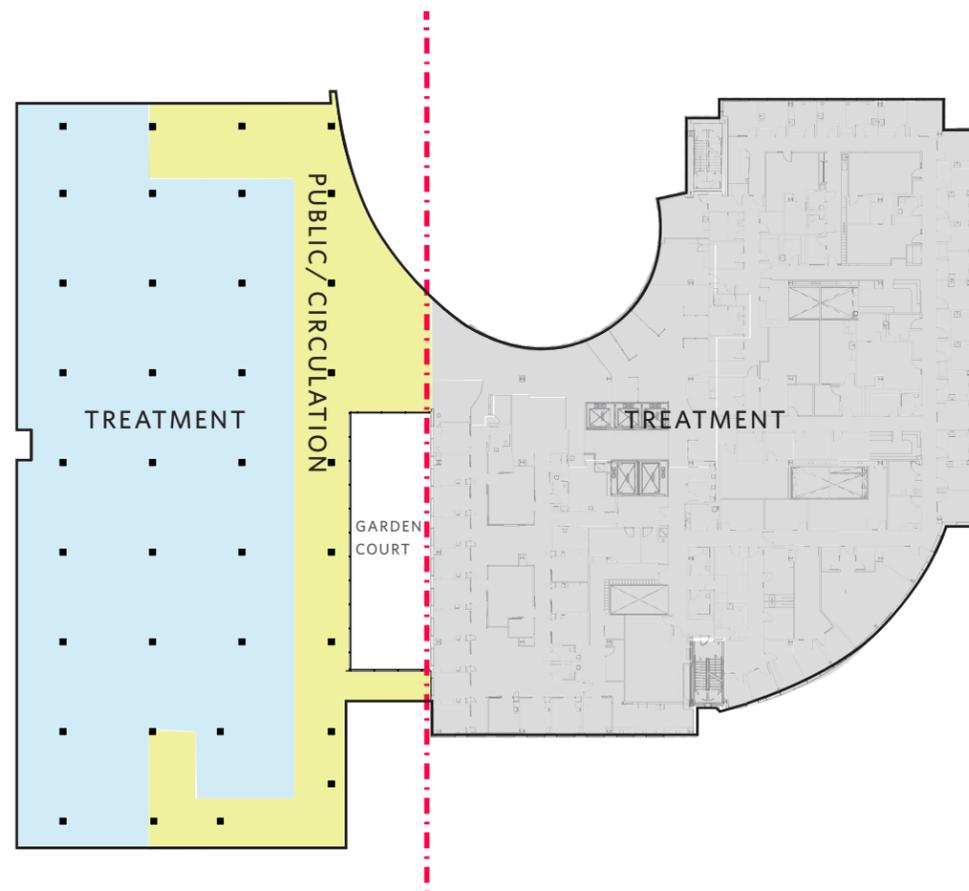
Level 1

04 SCHEME 1

Conceptual Plans

LEGEND

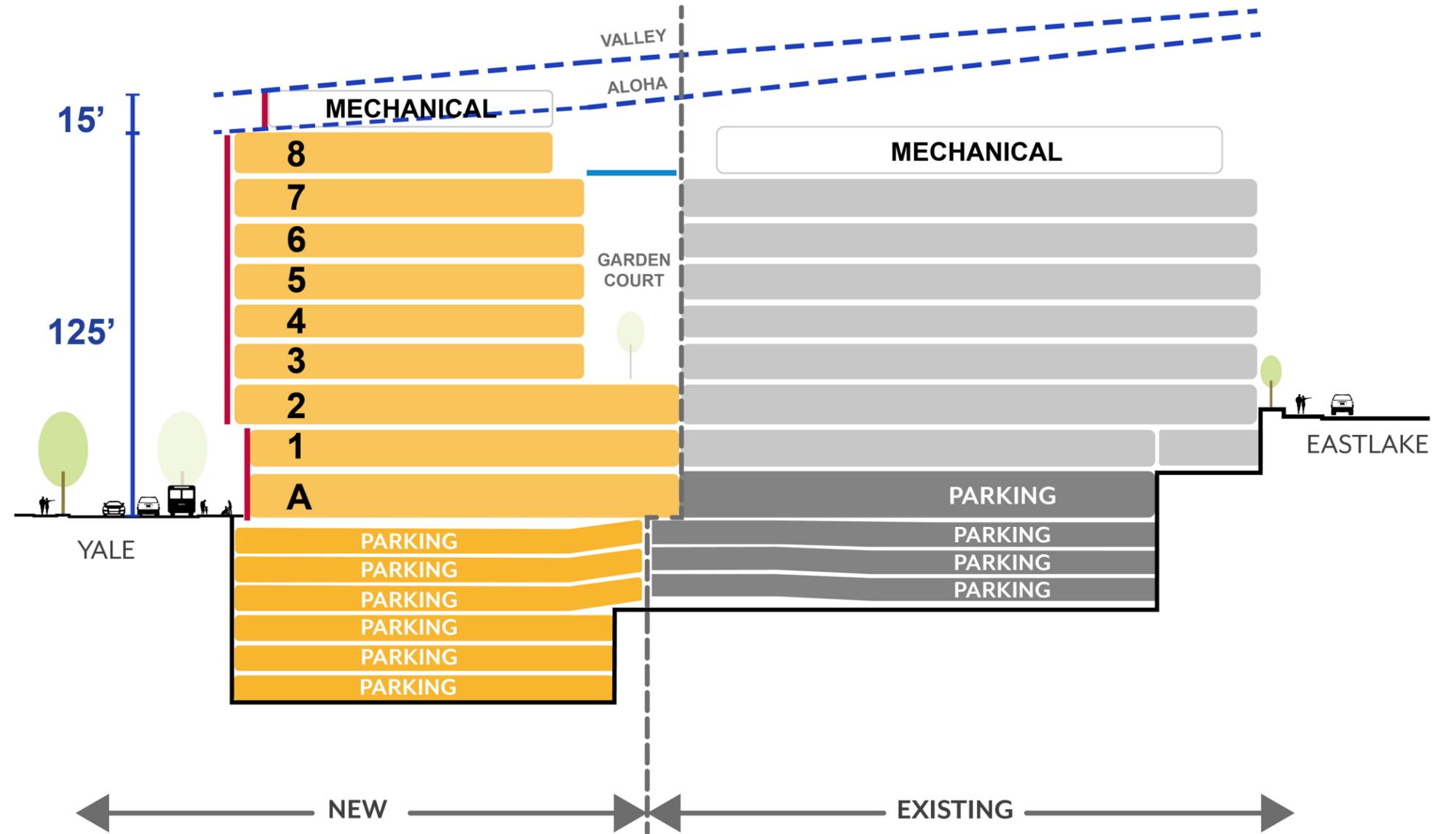
- LOBBY/PUBLIC/CIRCULATION
- TREATMENT / LABORATORY
- ELECTRICAL / SUPPORT
- EXISTING



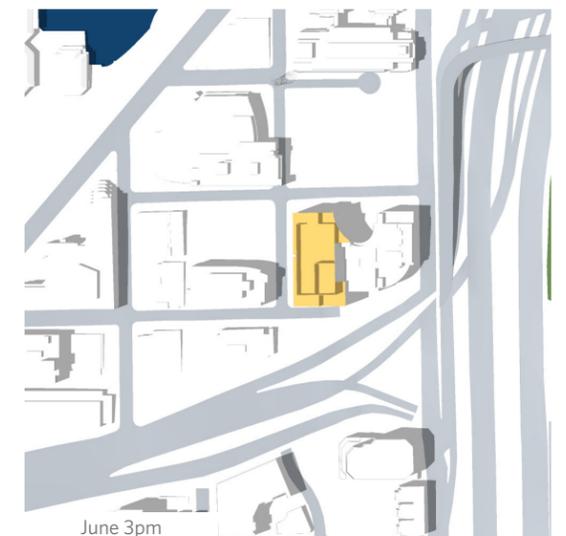
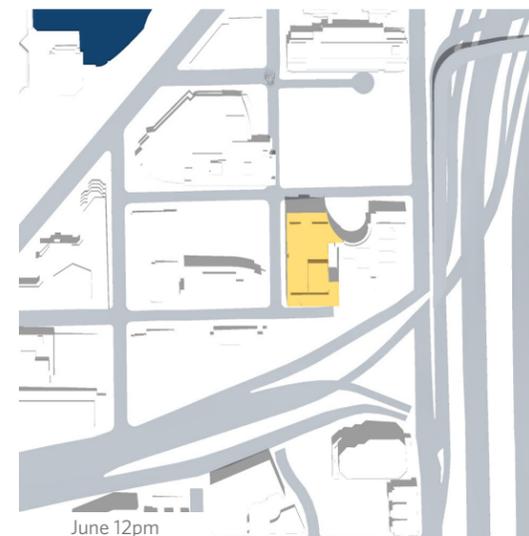
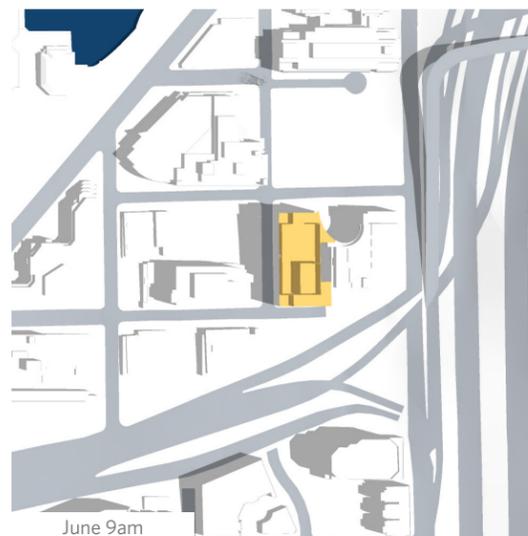
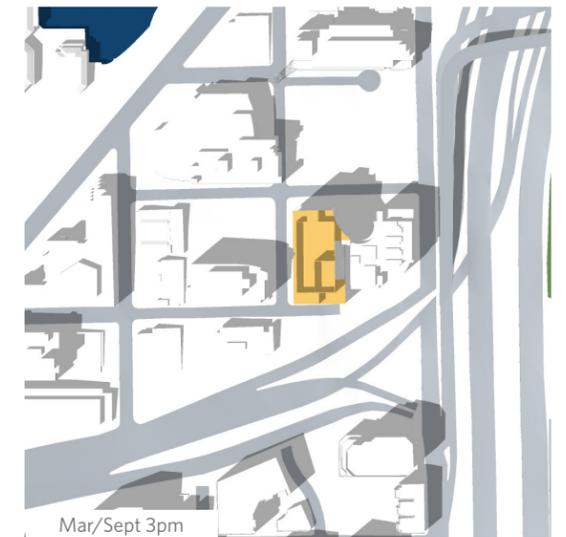
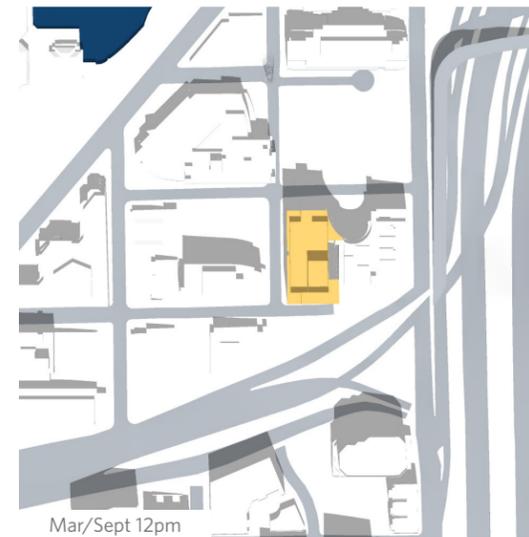
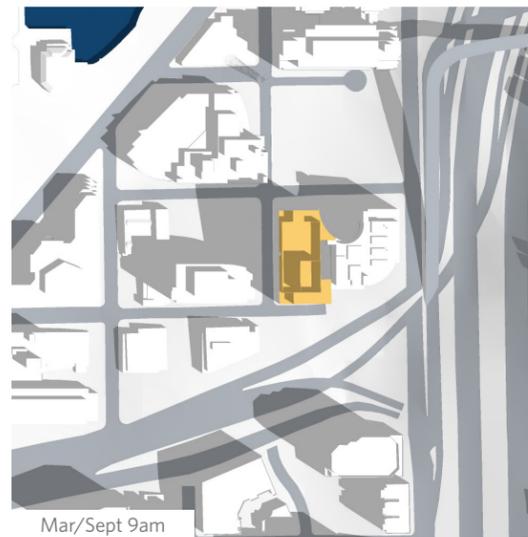
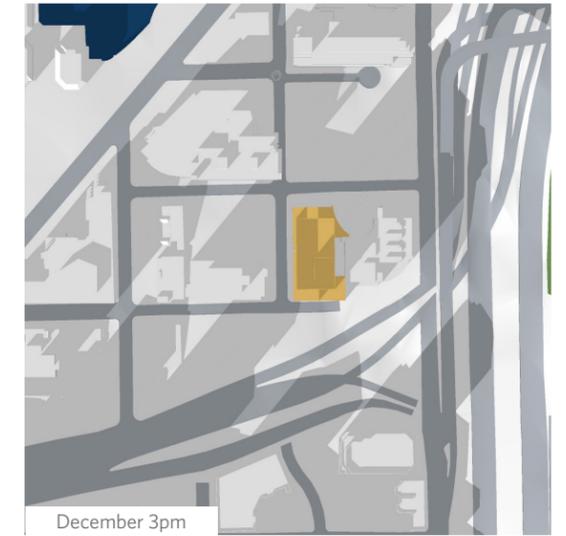
Level Typical



04 SCHEME 1
Building Section
Scheme 1



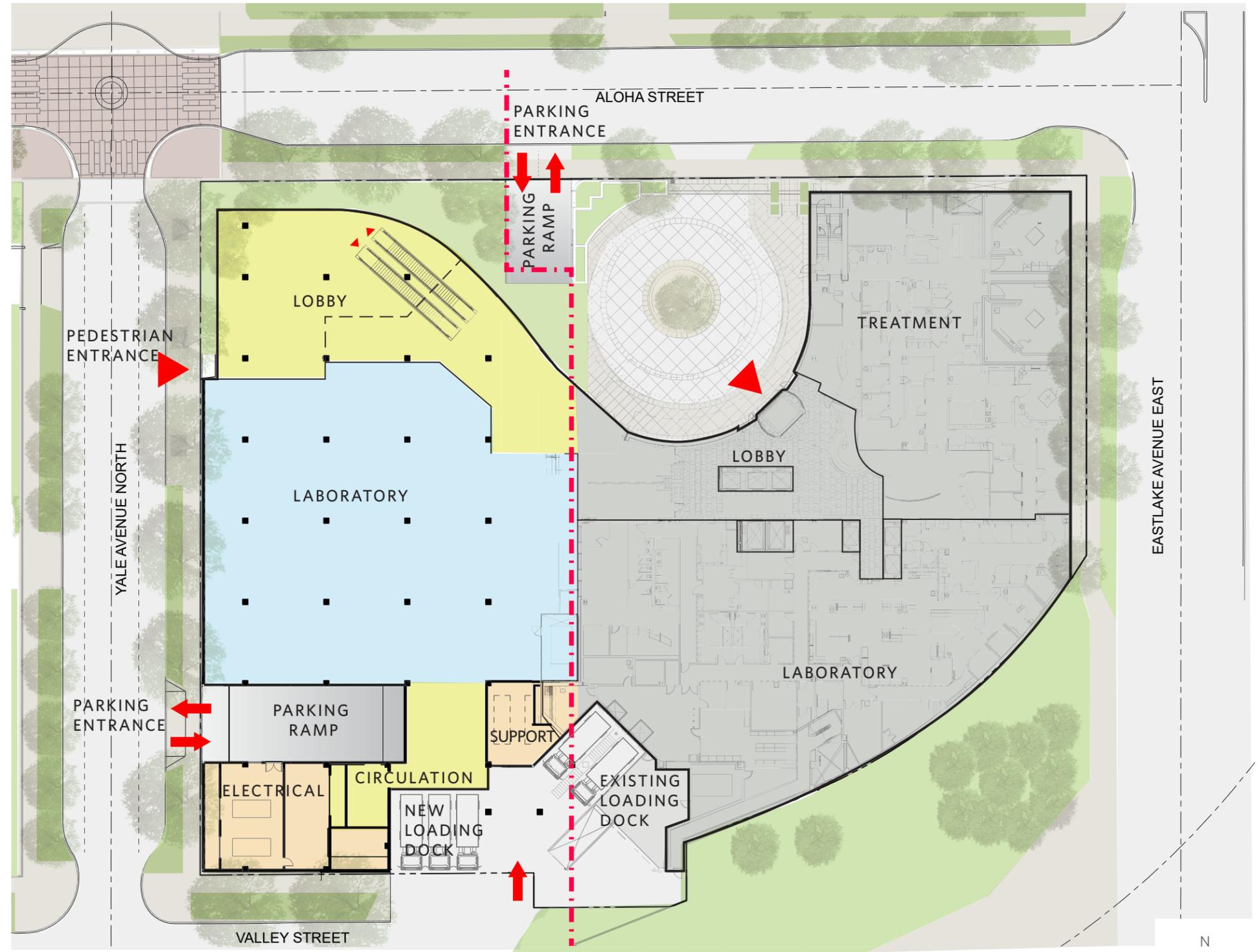
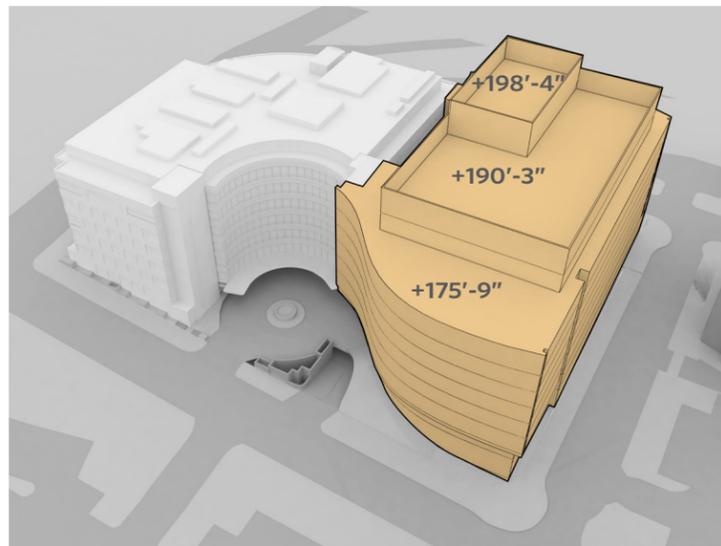
04 SCHEME 1
Shadow Study
Scheme 1



04 SCHEME 2

Ground Floor Plan

- Floors : 9 Floors
- Entrance : Existing Lobby Entrance to remain, addition entrance to combined lobby on Northwest Corner on Yale Ave. E.
- Loading : Remains on South side of building- expanded
- Garage Access : Aloha and Yale



LEGEND

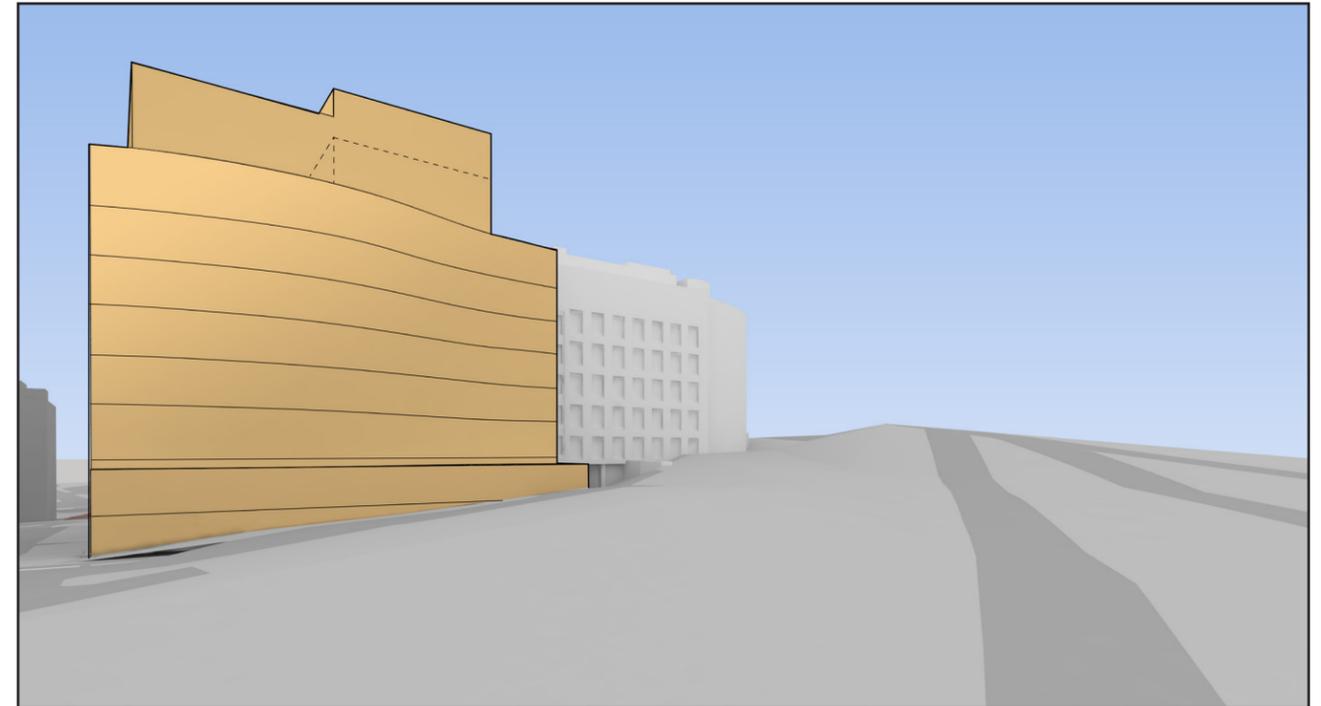
 LOBBY/PUBLIC/CIRCULATION	 ELECTRICAL / SUPPORT
 TREATMENT / LABORATORY	 EXISTING

04 SCHEME 2

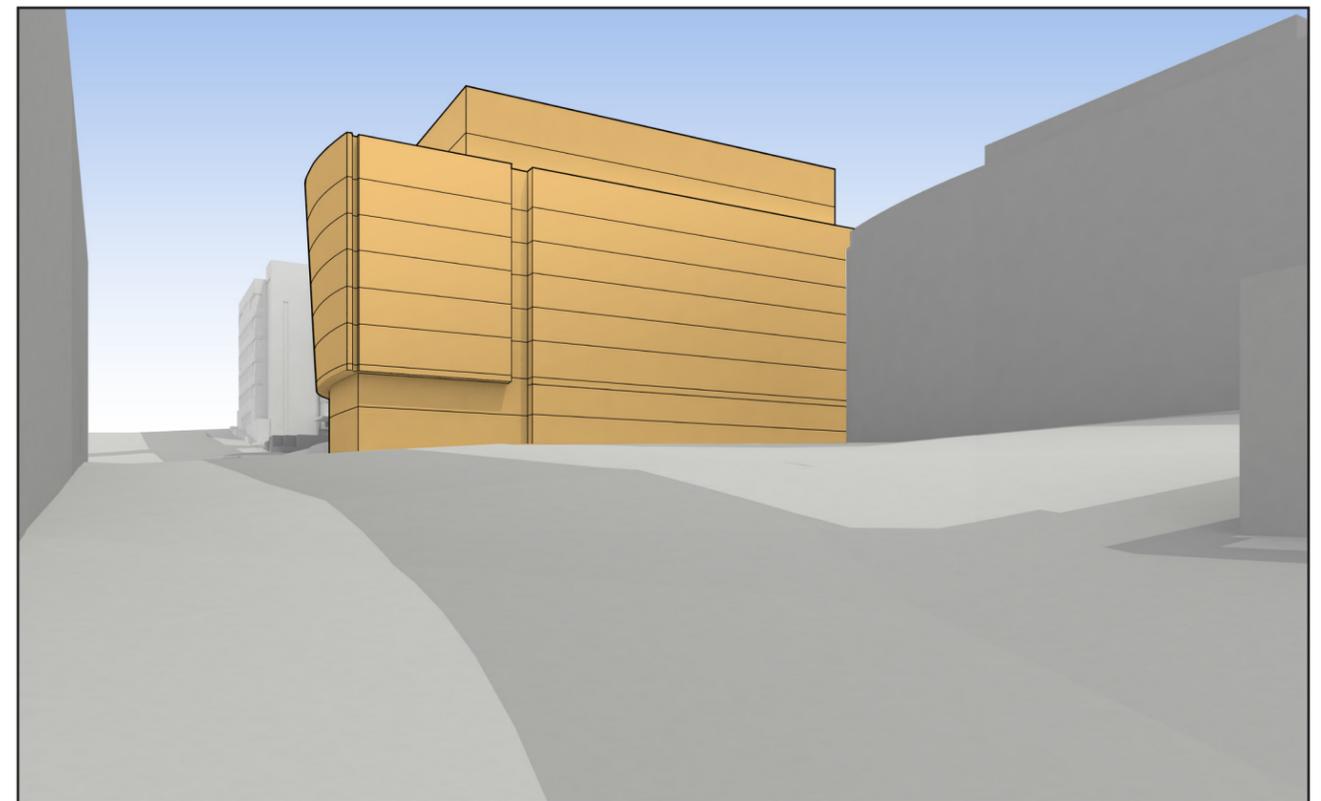
Renderings



View Looking South



View Looking North from On Ramp



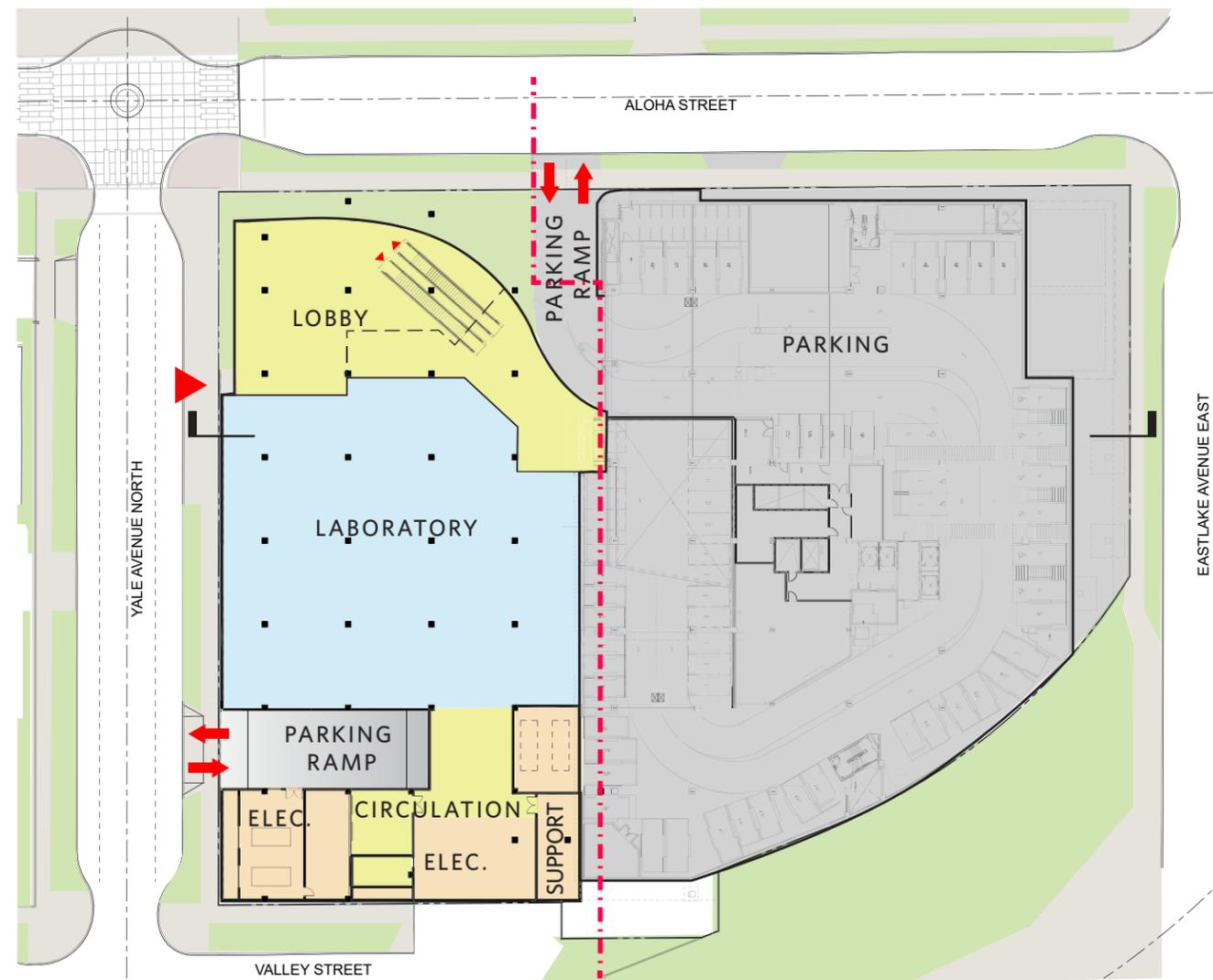
View Looking East Up Aloha

04 SCHEME 2

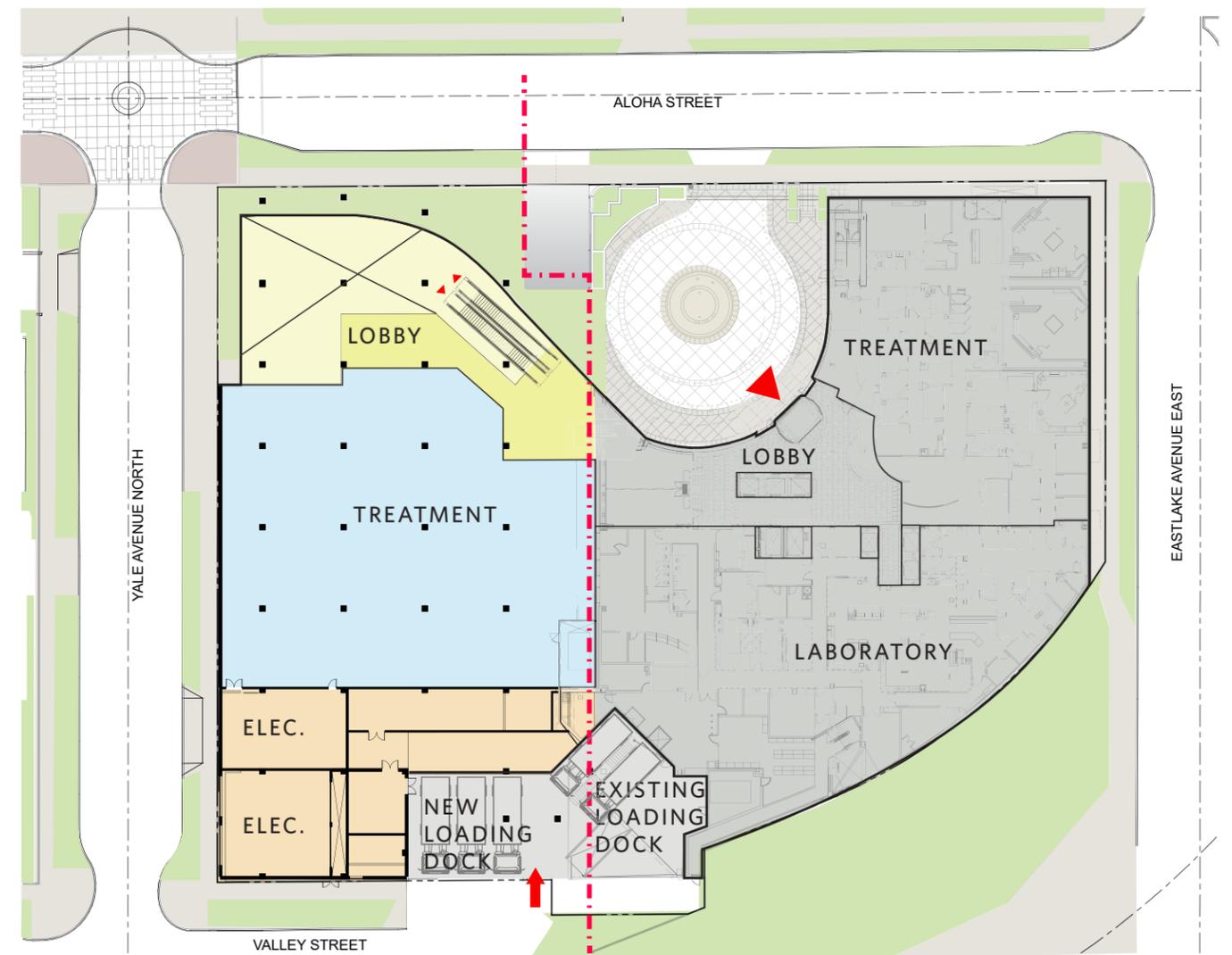
Conceptual Plans

LEGEND

LOBBY/PUBLIC/CIRCULATION
 TREATMENT / LABORATORY
 ELECTRICAL / SUPPORT
 EXISTING



Level A



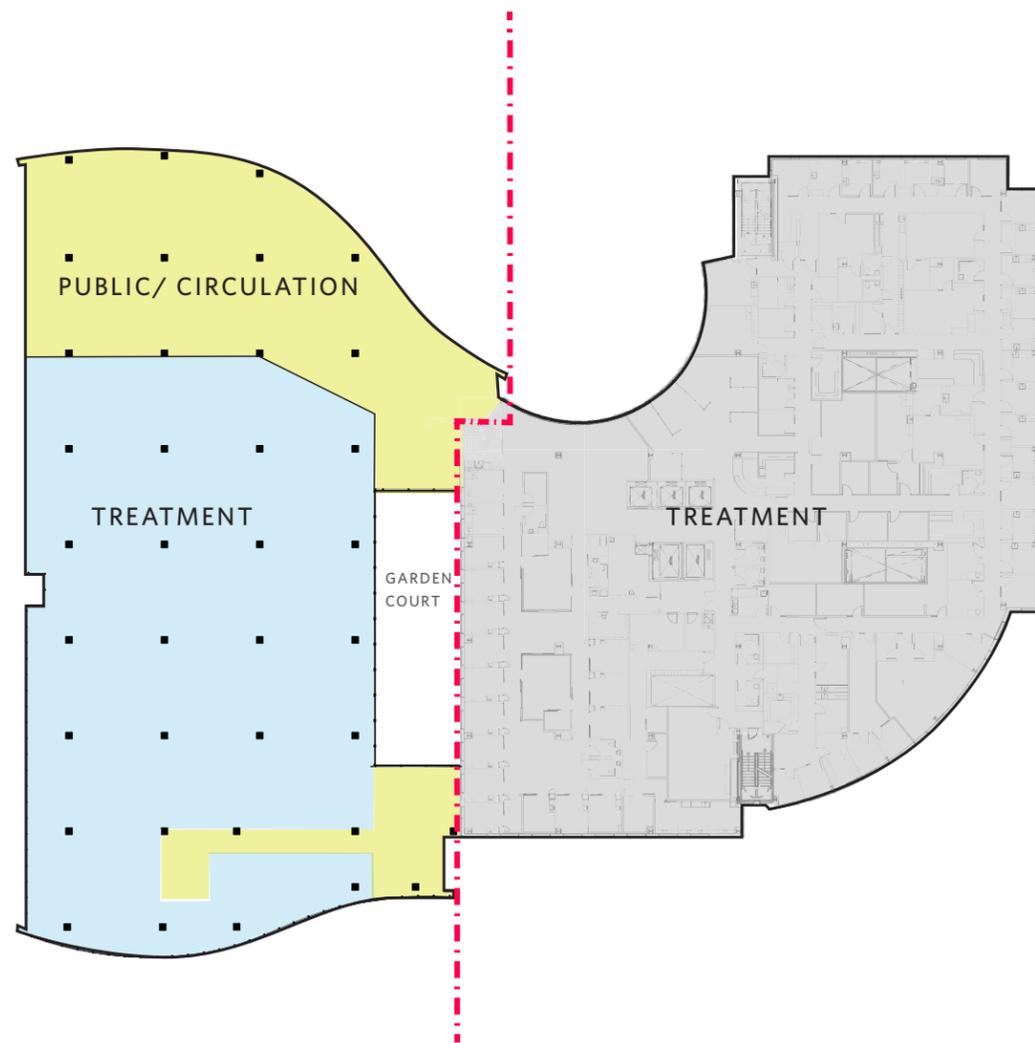
Level 1

04 SCHEME 2

Conceptual Plans

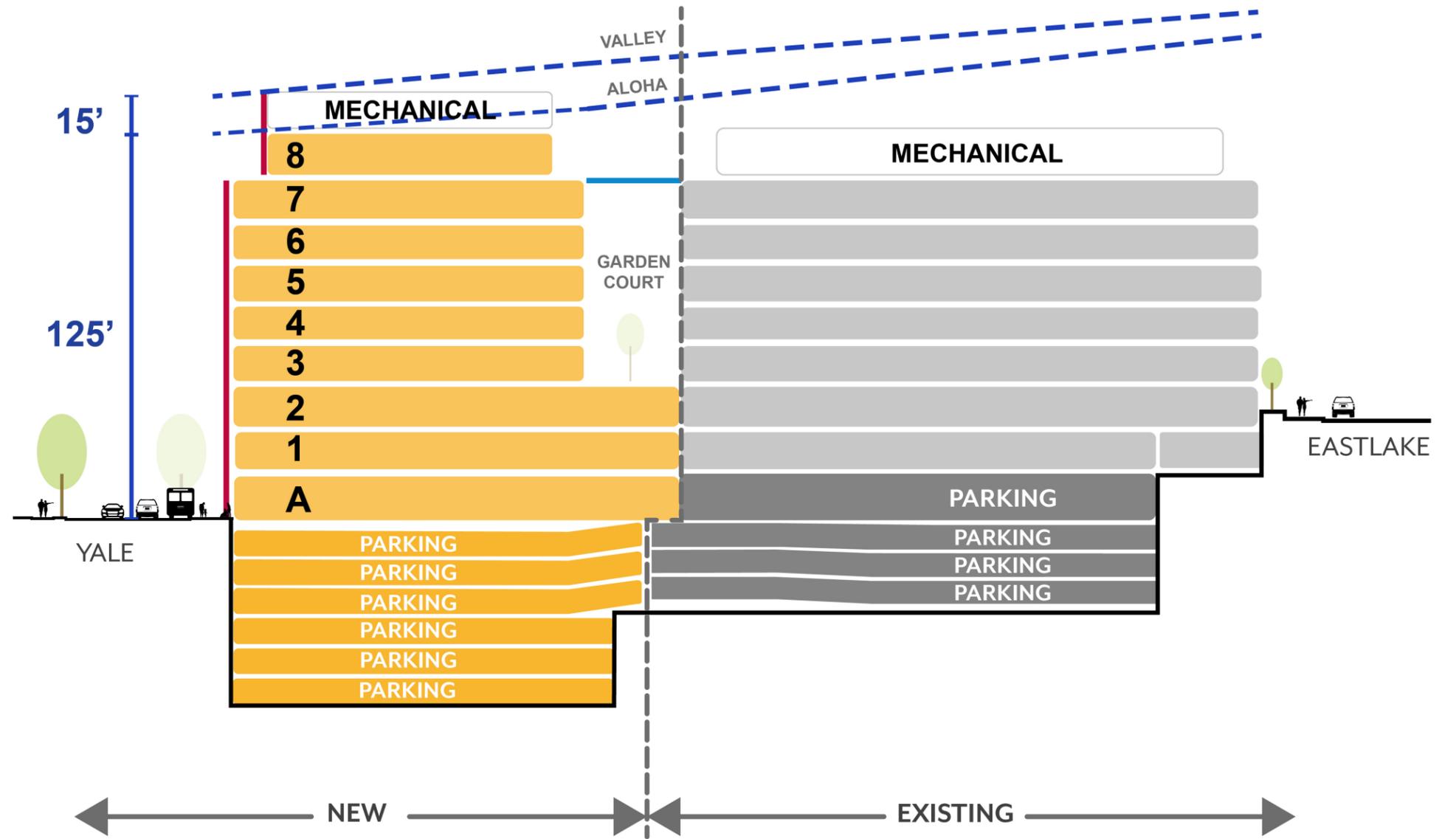
LEGEND

- LOBBY/PUBLIC/CIRCULATION
- TREATMENT / LABORATORY
- ELECTRICAL / SUPPORT
- EXISTING

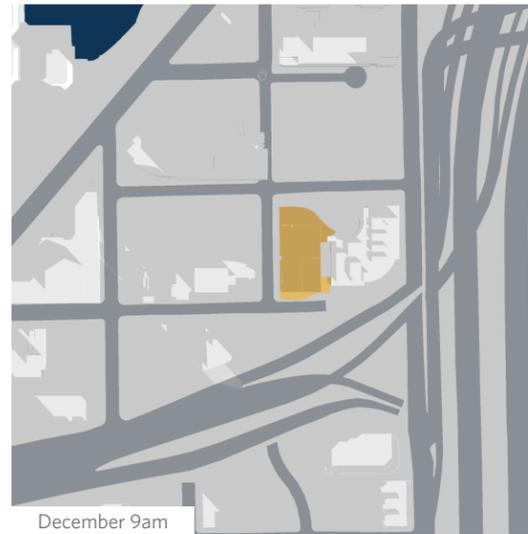


Level Typical

04 SCHEME 2 Building Section



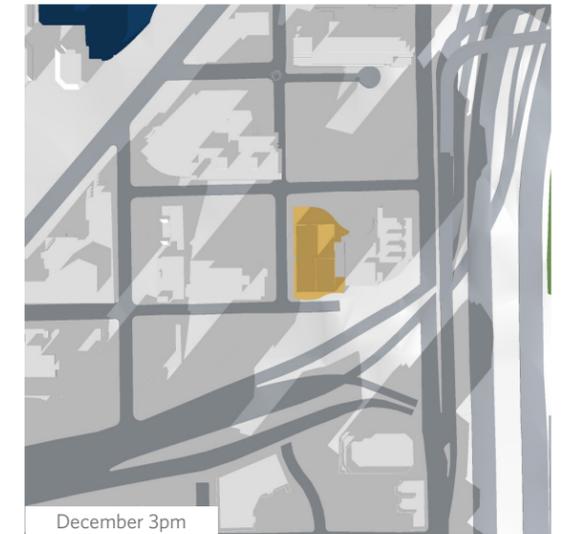
04 SCHEME 2 Shadow Study



December 9am



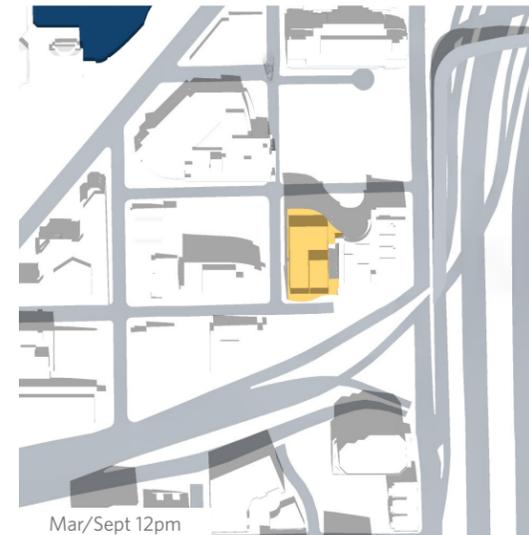
December 12pm



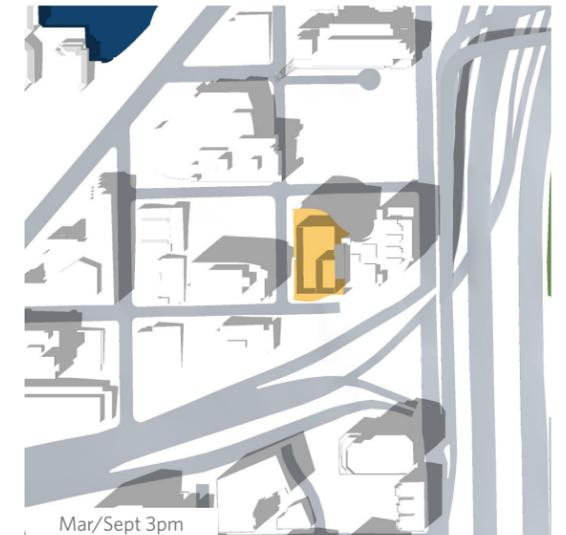
December 3pm



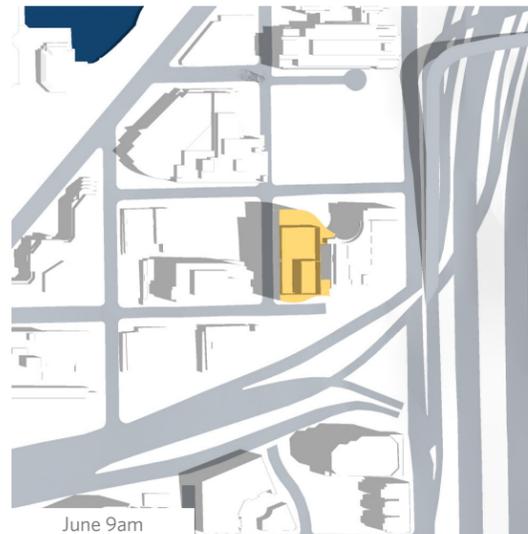
Mar/Sept 9am



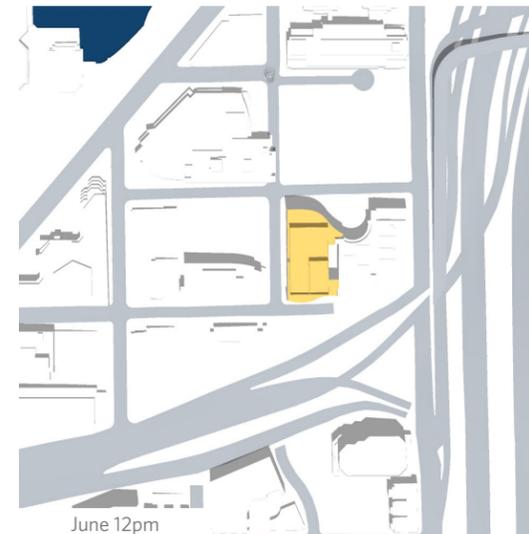
Mar/Sept 12pm



Mar/Sept 3pm



June 9am



June 12pm

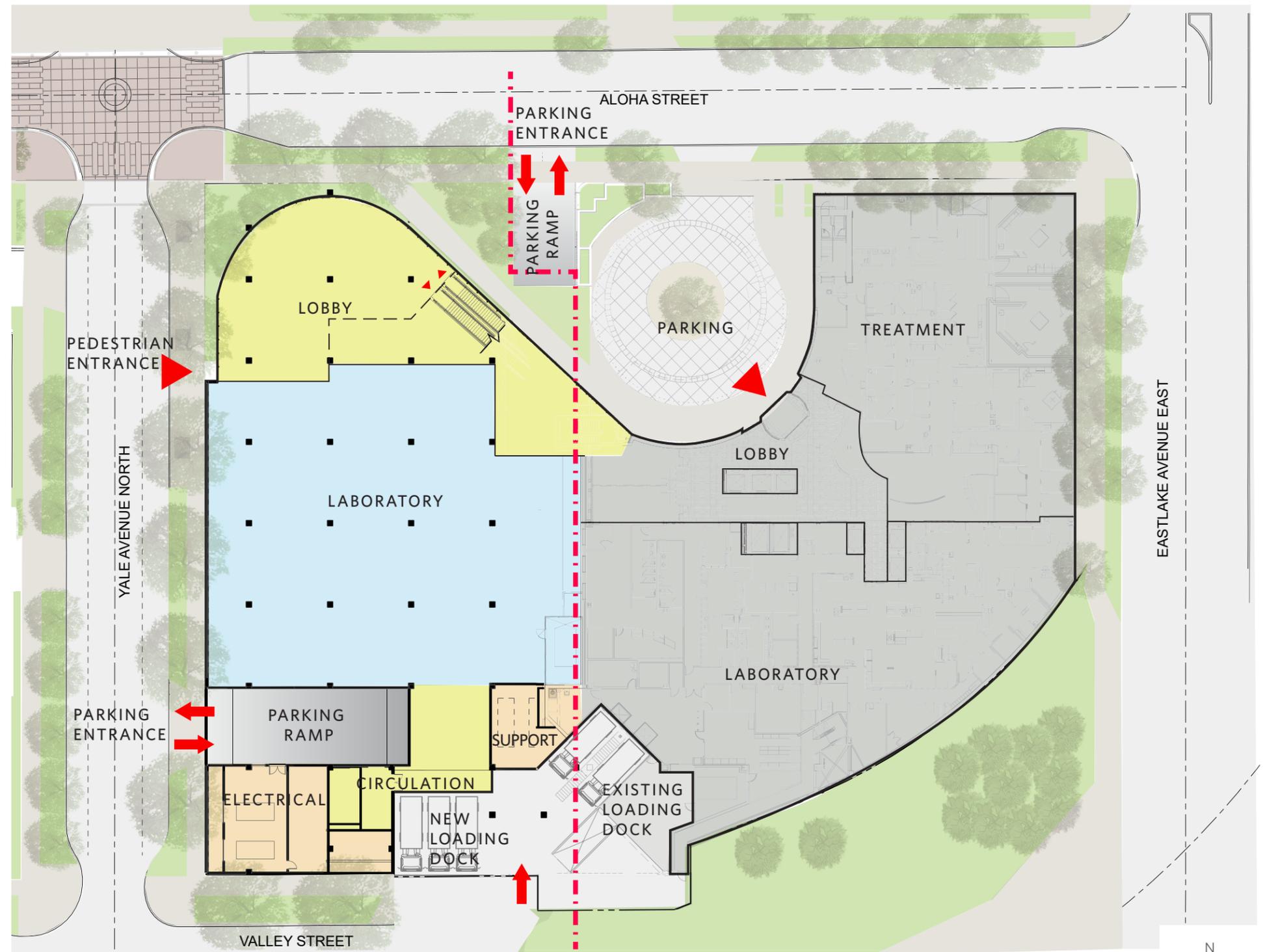
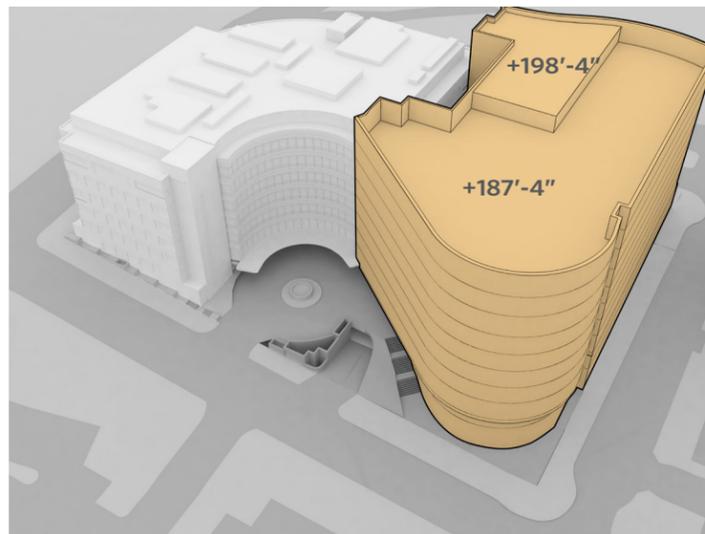


June 3pm

04 SCHEME 3 / PREFERRED

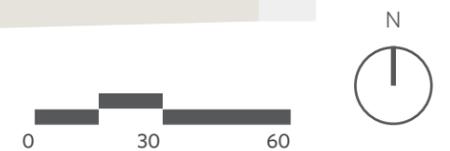
Ground Floor Plan

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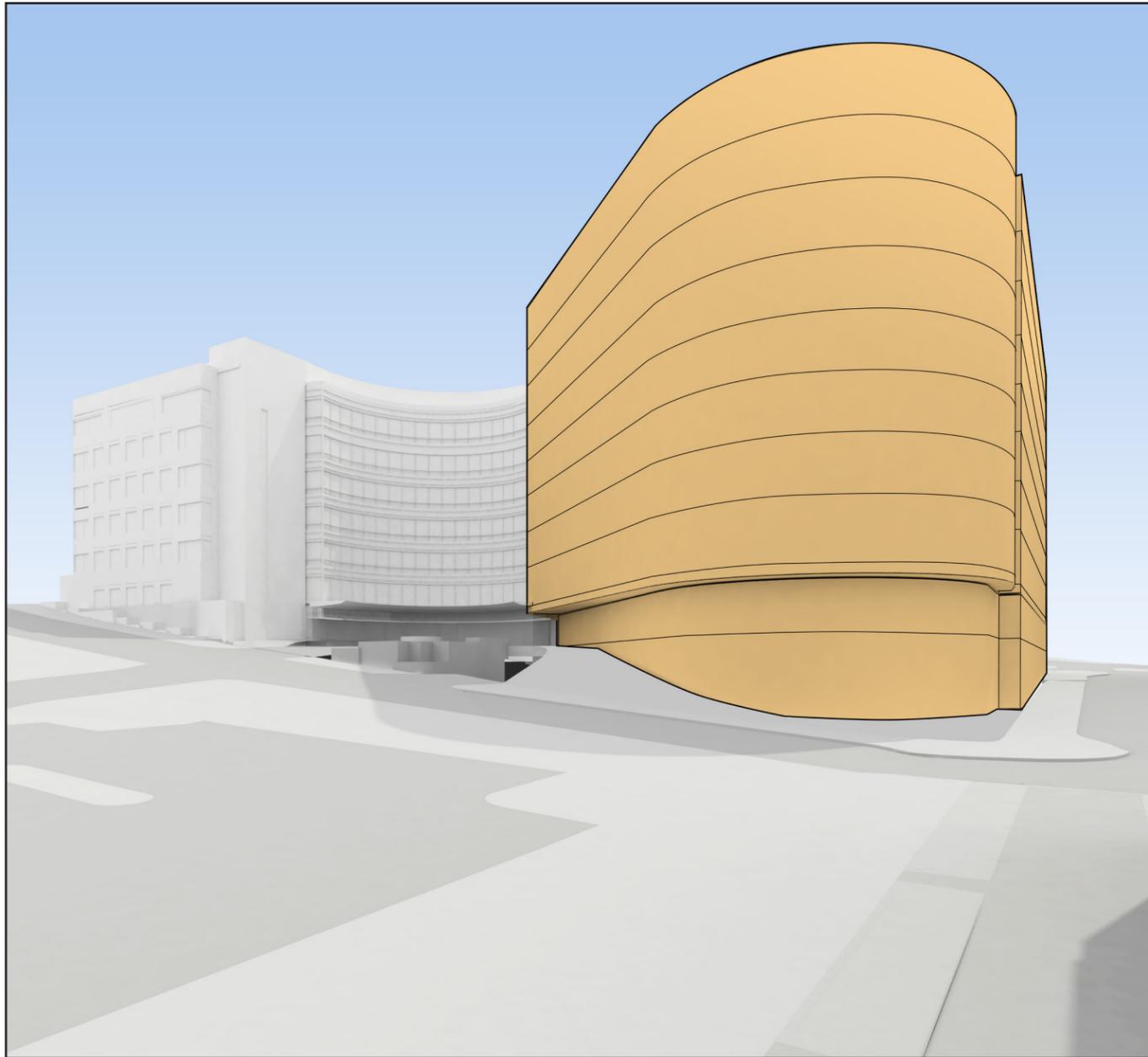
LEGEND

 LOBBY/PUBLIC/CIRCULATION	 ELECTRICAL / SUPPORT
 TREATMENT / LABORATORY	 EXISTING

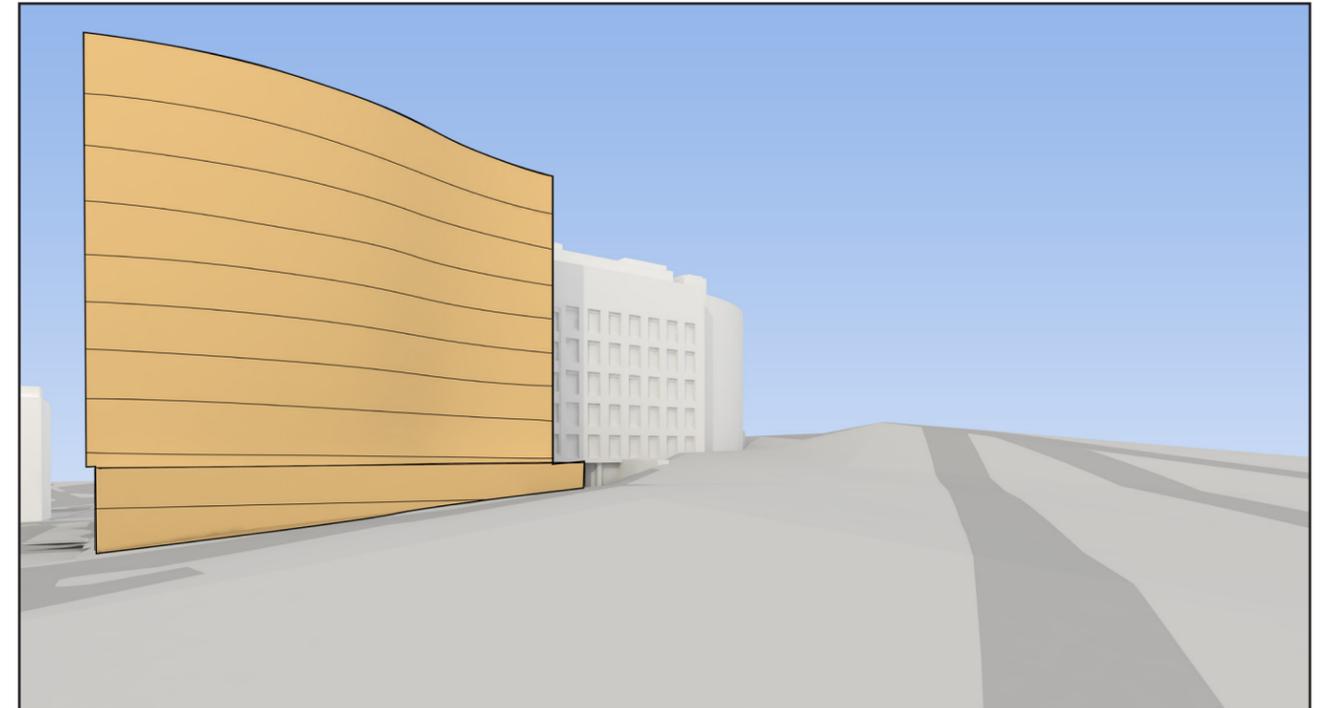


04 SCHEME 3 / PREFERRED

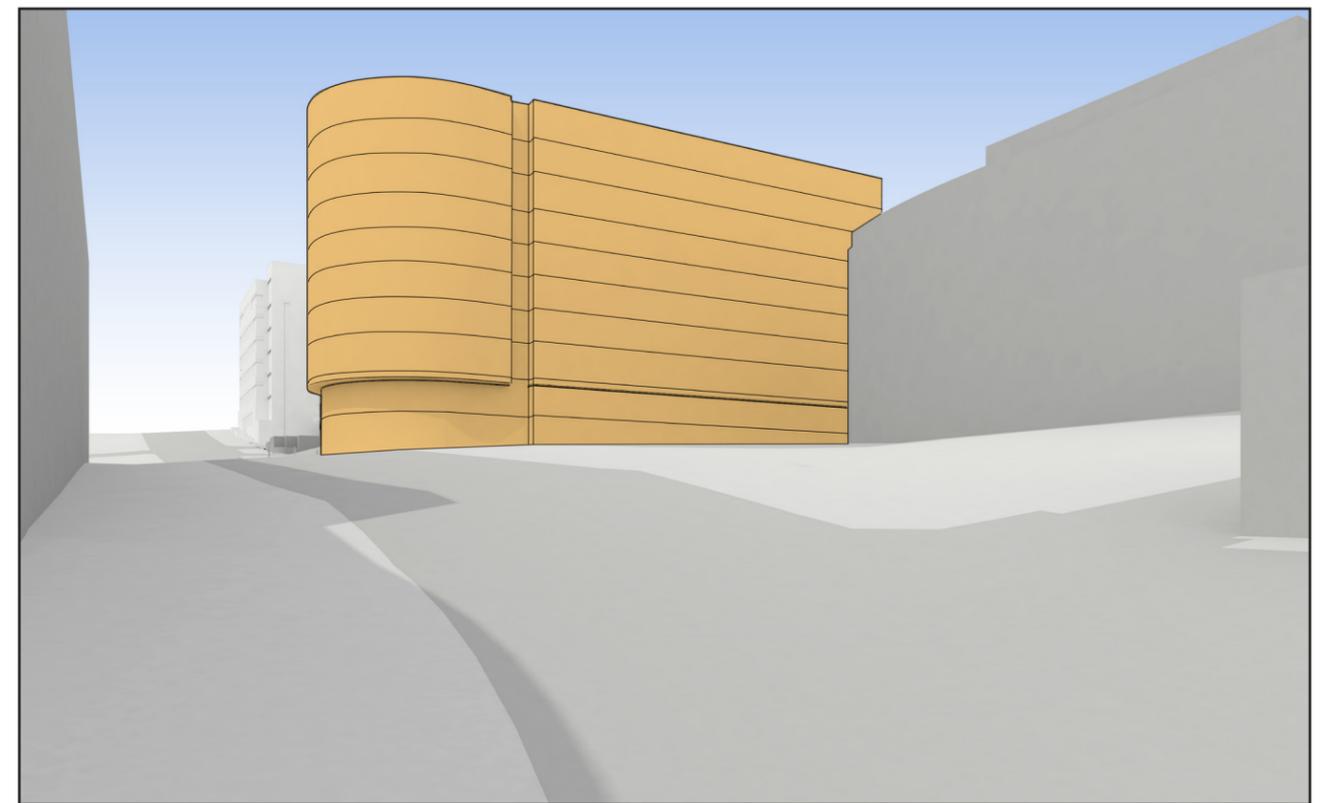
Street View Perspectives



View Looking South



View Looking North from On Ramp



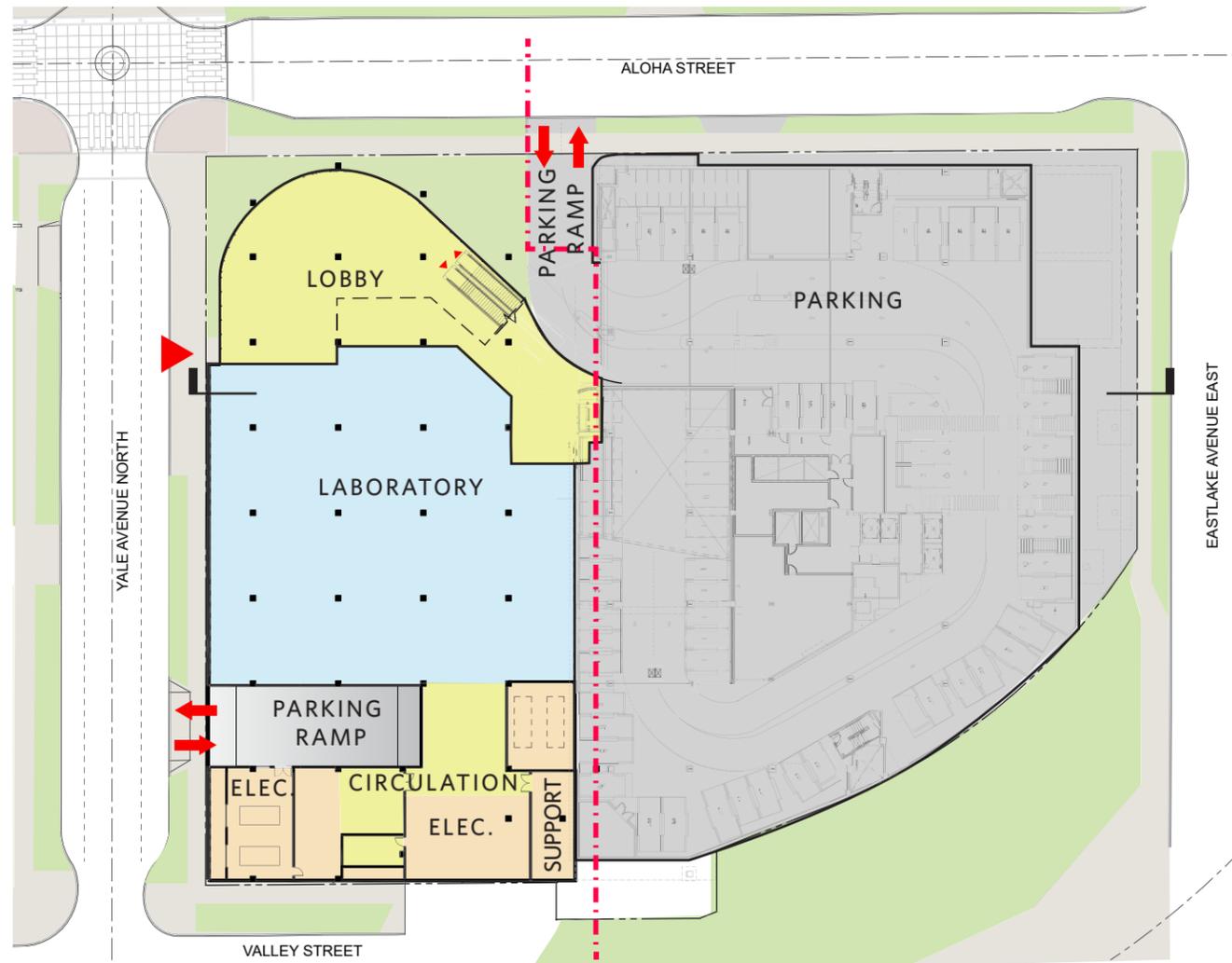
View Looking East Up Aloha

04 SCHEME 3 / PREFERRED

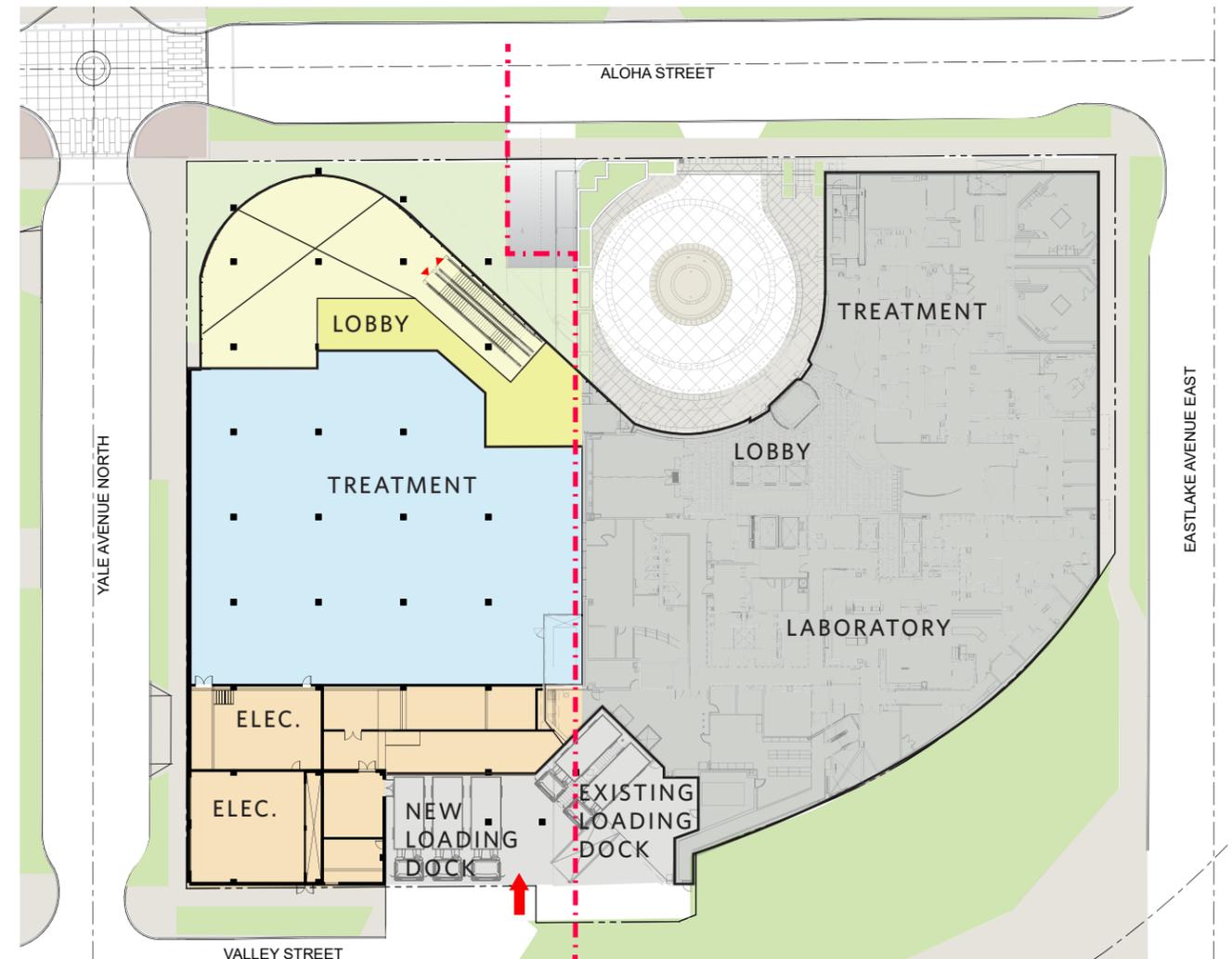
Conceptual Plans

LEGEND

- LOBBY/PUBLIC/CIRCULATION
- TREATMENT / LABORATORY
- ELECTRICAL / SUPPORT
- EXISTING



Level A



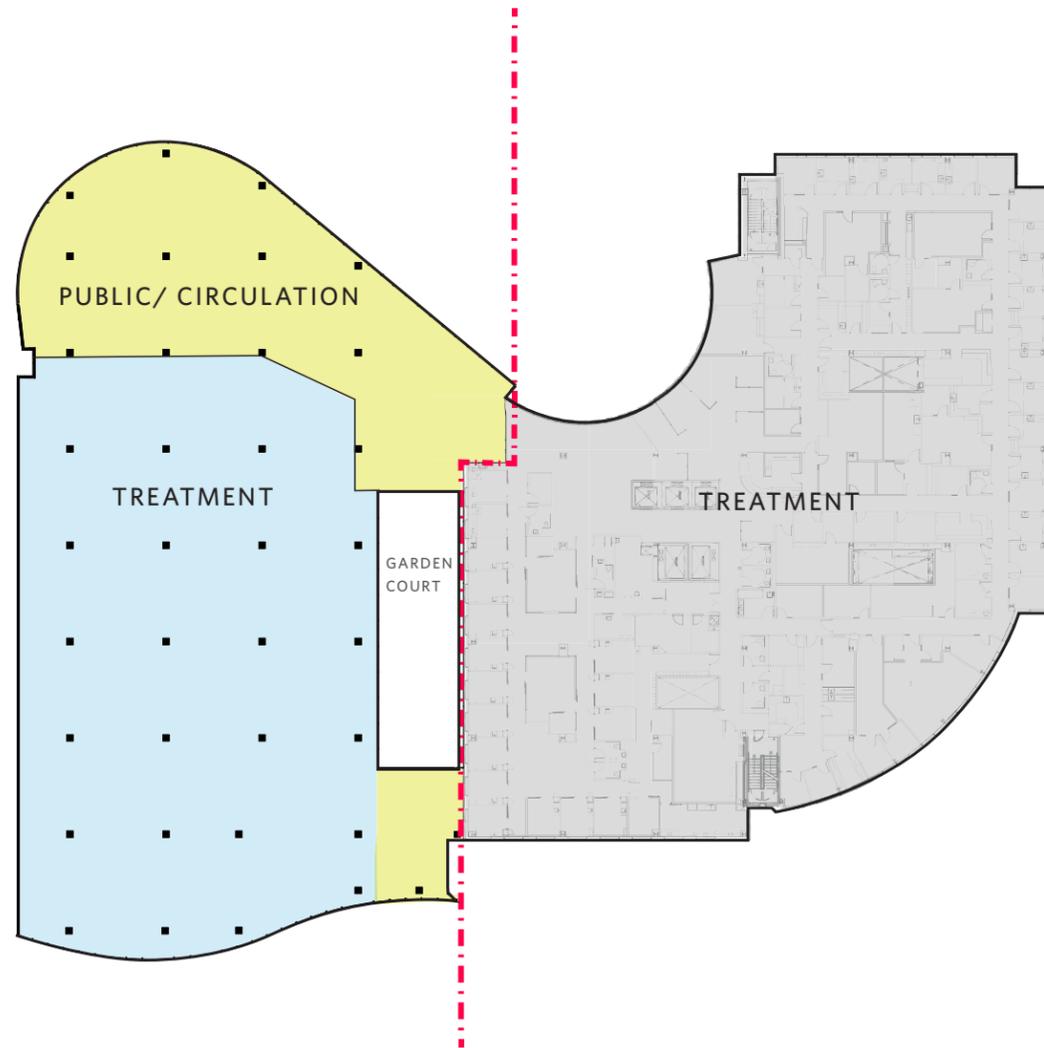
Level 1

04 SCHEME 3 / PREFERRED

Conceptual Plans

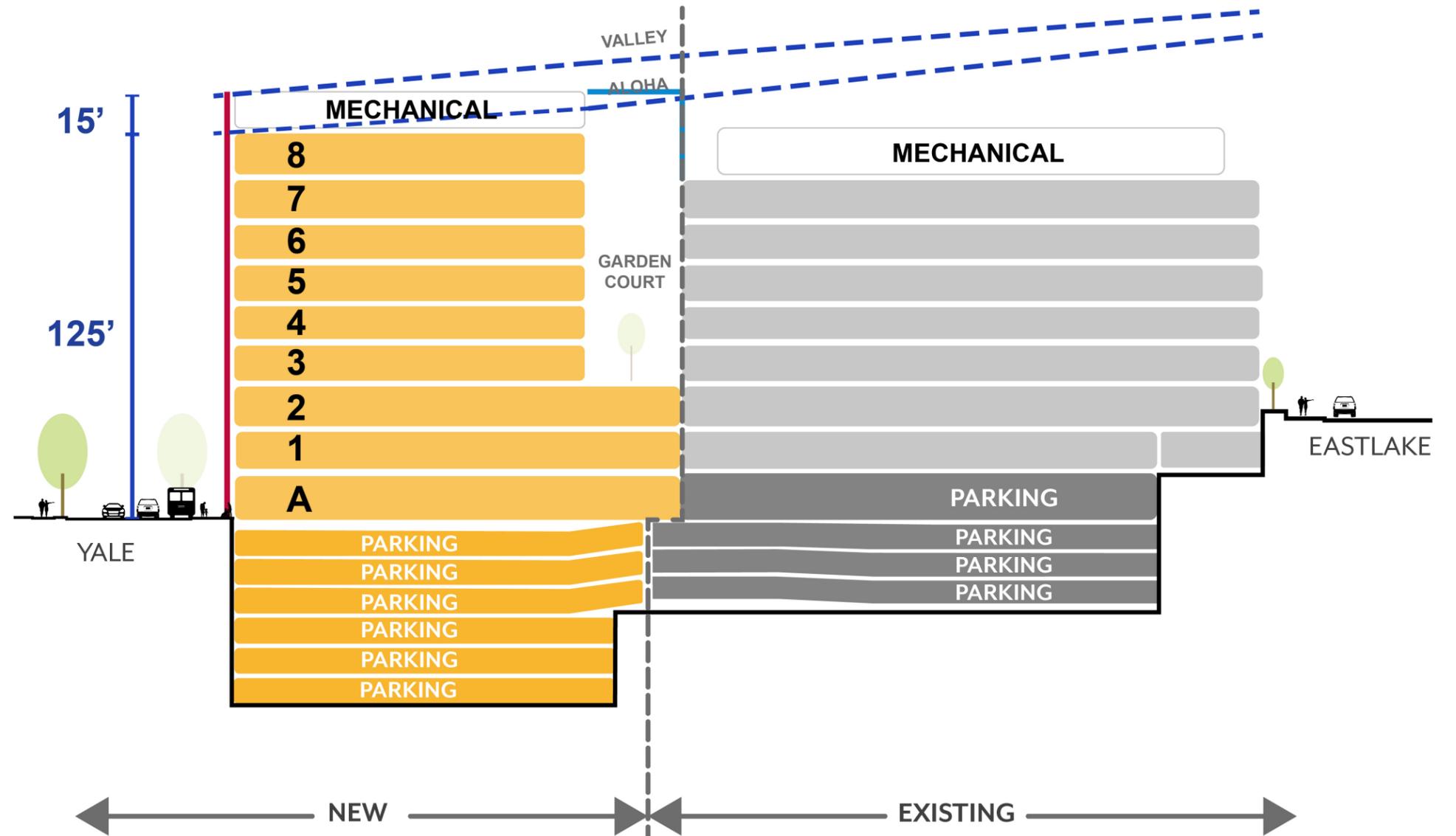
LEGEND

- LOBBY/PUBLIC/CIRCULATION
- TREATMENT / LABORATORY
- ELECTRICAL / SUPPORT
- EXISTING

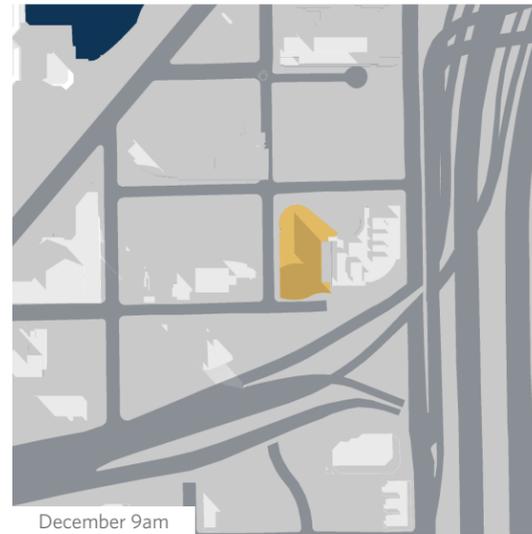


Typical Plan  

04 SCHEME 3 / PREFERRED Building Section



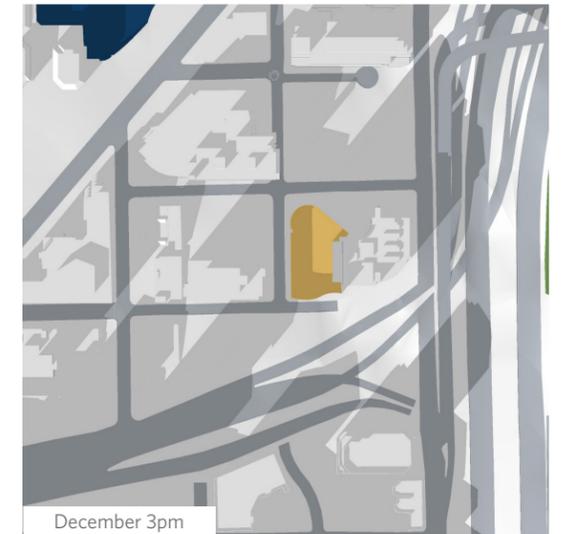
04 SCHEME 3 / PREFERRED Shadow Study



December 9am



December 12pm



December 3pm



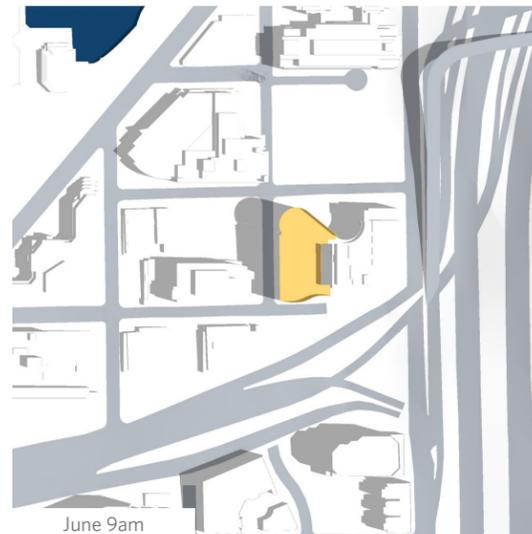
Mar/Sept 9am



Mar/Sept 12pm



Mar/Sept 3pm



June 9am



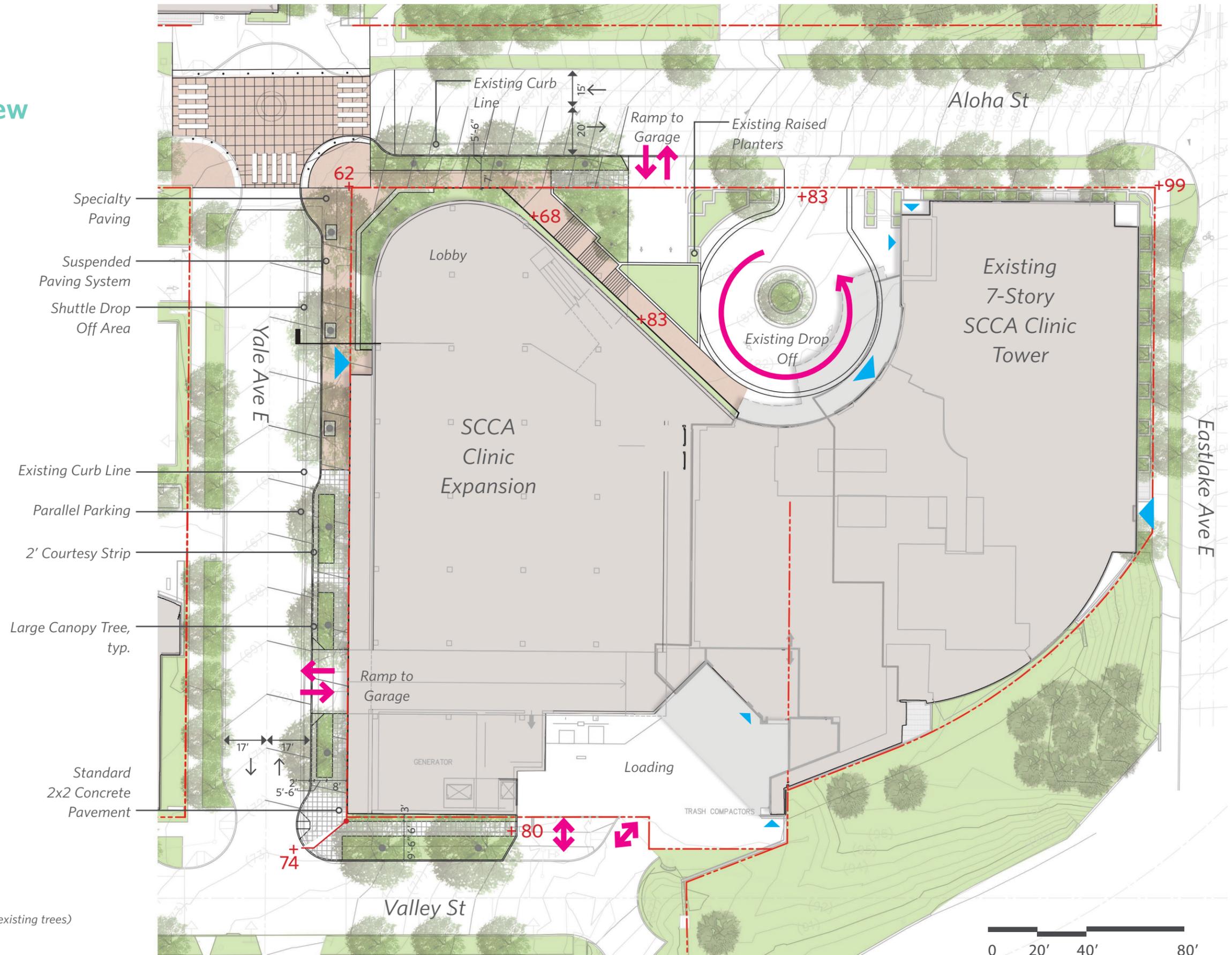
June 12pm



June 3pm

05 LANDSCAPE

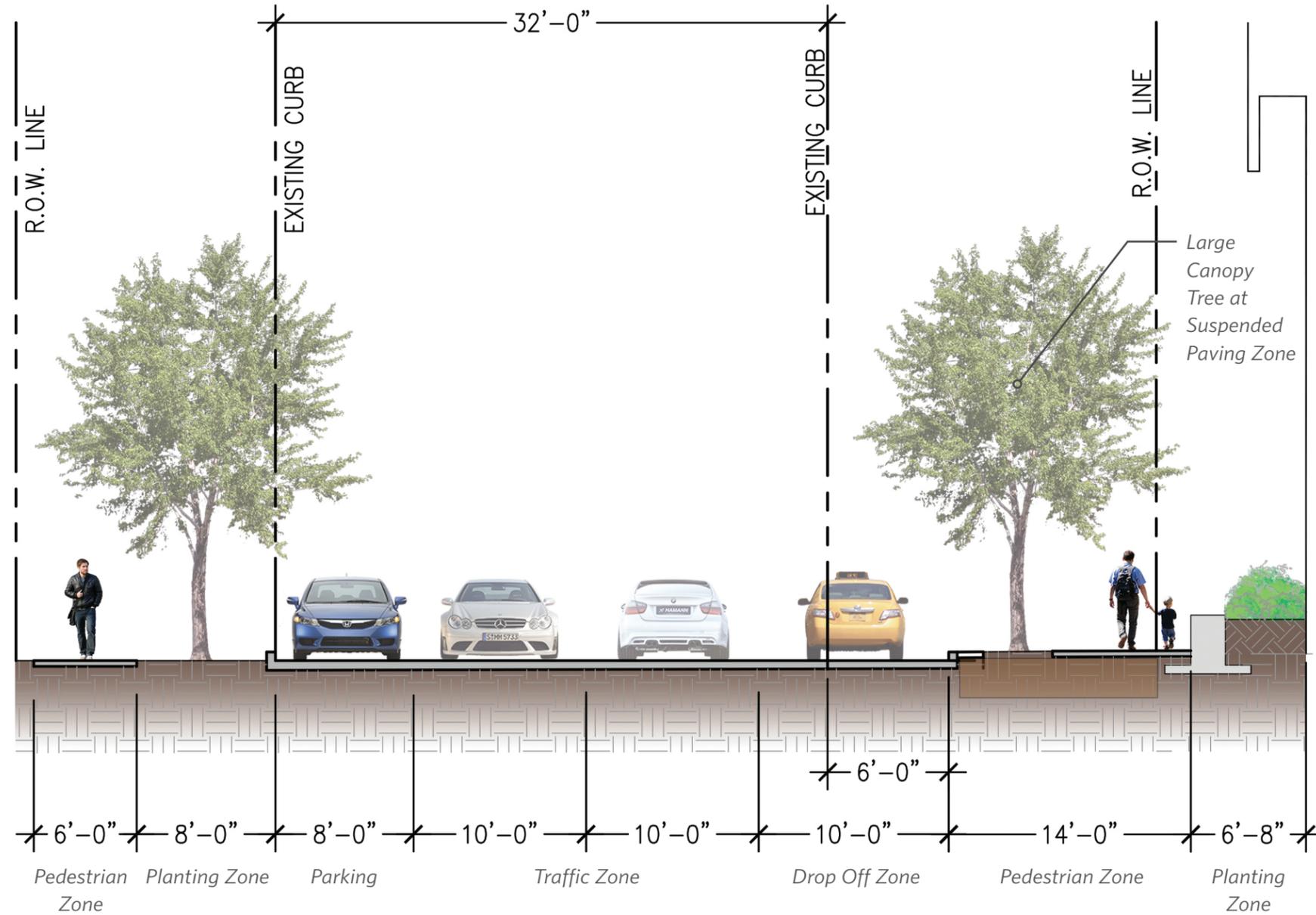
Landscape Overview



(reference Arborist Report for information on existing trees)

05 LANDSCAPE

Site Section



06 DEPARTURES & DIRECTOR DECISIONS

1 23.54.030 - Parking Space Standards

F. Curb Cuts

2. Nonresidential uses in all zones except industrial zones

b. Curb cut widths.

5) If one of the following conditions applies, the Director may require a curb cut of up to 30 feet in width, if it is found that a wider curb cut is necessary for safe access:

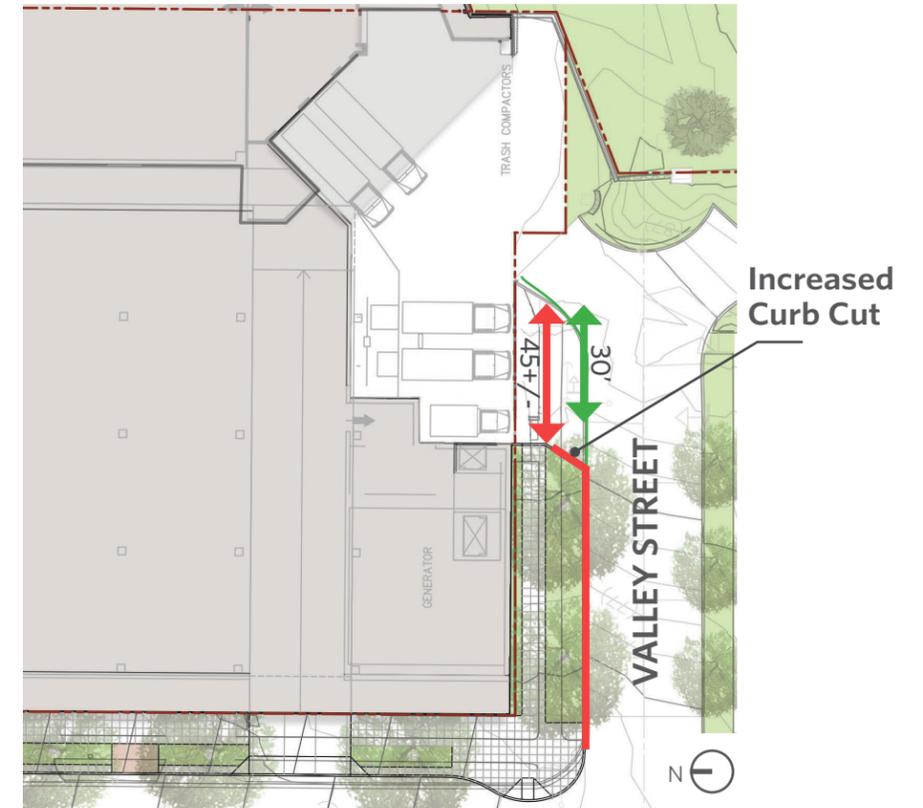
- The abutting street has a single lane on the side that abuts the lot; or
- The curb lane abutting the lot is less than 11 feet wide; or
- The proposed development is located on an arterial with an average daily traffic volume of over 7,000 vehicles; or
- Off-street loading berths are required according to subsection G of Section 23.54.035.

Requested Departure:

To accommodate the required increase in loading dock berths the project requires a curb cut wider than 30 feet as noted in item iv. The project requests a departure from the maximum dimension of 30' to about 45'.

Rationale:

- To best serve the Seattle Cancer Care Alliance facility, materials management is an important factor. Allowing multiple trucks to provide deliveries will provide the best service to the facility and ultimately the patients.
- It will reduce the number trucks needing to wait in the adjacent streets to make their deliveries.
- The location of the loading dock and corresponding curb cut is at the end of a short dead-end street -Valley Street- that terminates at the Mercer off-ramp, which is a perfect location for deliveries as it minimizes interference with the pedestrian and vehicular traffic around the site.



2 23.54.035 - Loading berth requirements and space standards

C. Standards for Loading Berths

4. Maneuvering Space for Loading Berths. In addition to the length of the loading berth, additional maneuvering space may be required by the Director in the following cases:

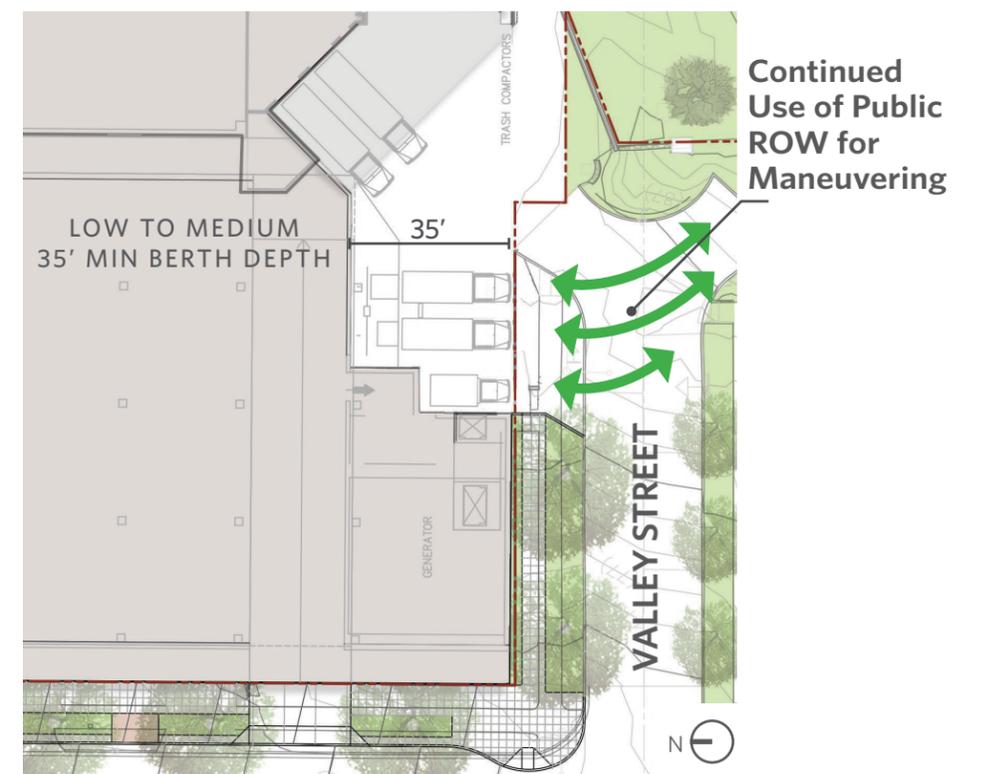
- For any uses with over ten thousand (10,000) square feet of gross floor area with loading berth access from a principal or minor arterial street;
- For high-demand uses with over ten thousand (10,000) square feet of gross floor area with loading berth access from a collector arterial or local access street, especially if located across the street from another high-demand use. When required, the additional maneuvering space shall be designed and arranged to allow the most efficient use of all required loading berths by motor vehicles of the types typically employed by the activities served.

Requested Departure:

To accommodate the required expansion of the loading dock, the project requires continued use of the existing maneuvering space in the local access street. Due to the number of required loading berths additional maneuvering space will be needed. The project requests a departure to allow for increased maneuvering space on the local access street.

Rationale:

- To best serve the Seattle Cancer Care Alliance facility, materials management is an important factor. Allowing multiple trucks to provide deliveries will provide the best service to the facility and ultimately the patients.
- It will reduce the number trucks needing to wait in the adjacent streets to make their deliveries.
- The location of the loading dock is at the end of a short dead-end street -Valley Street- that terminates at the Mercer off-ramp, which is a perfect location for deliveries as it minimizes interference with the pedestrian and vehicular traffic around the site.



06 DEPARTURES & DIRECTOR DECISIONS

3 23.48.025 - Structure height C. Rooftop features

7. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.025.C.4 and 23.48.025.C.5 may be increased to 65 percent of the roof area, provided that all of the following are satisfied:

- a. All mechanical equipment is screened; and
- b. No rooftop features are located closer than 10 feet to the roof edge.

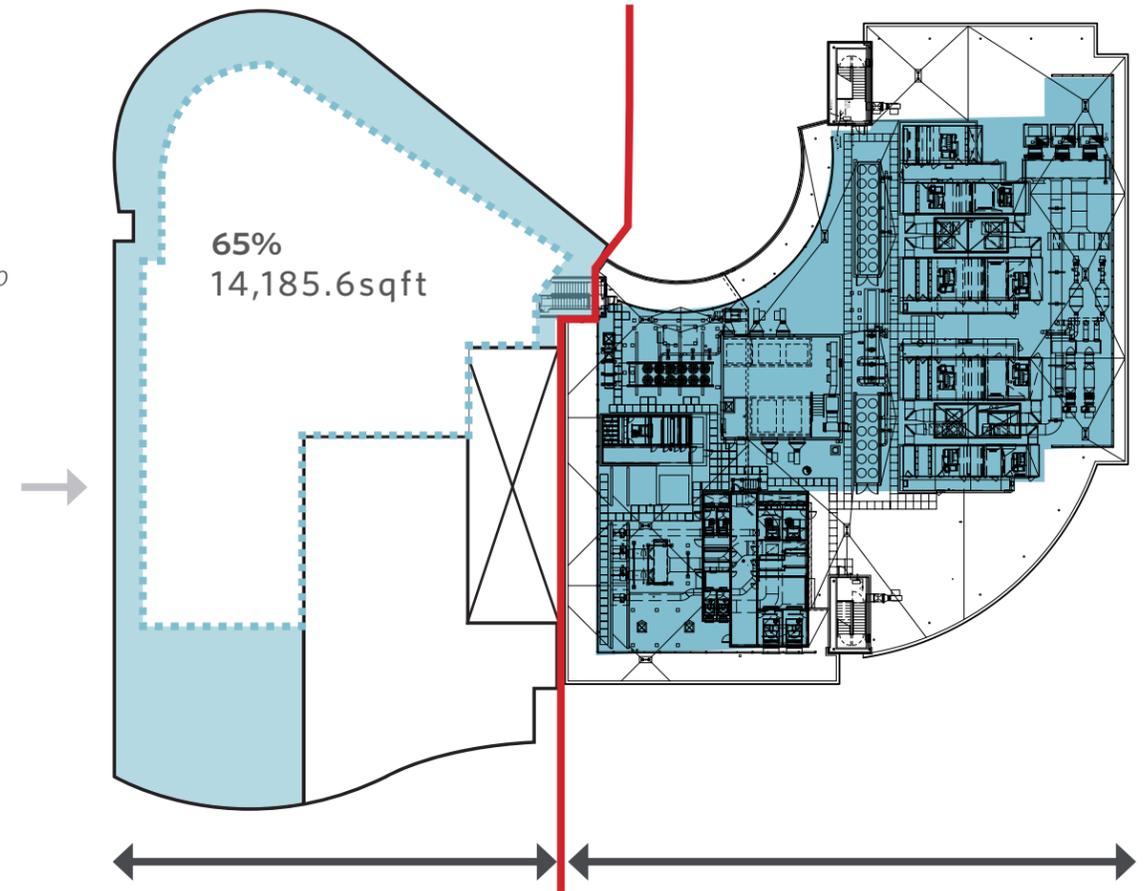
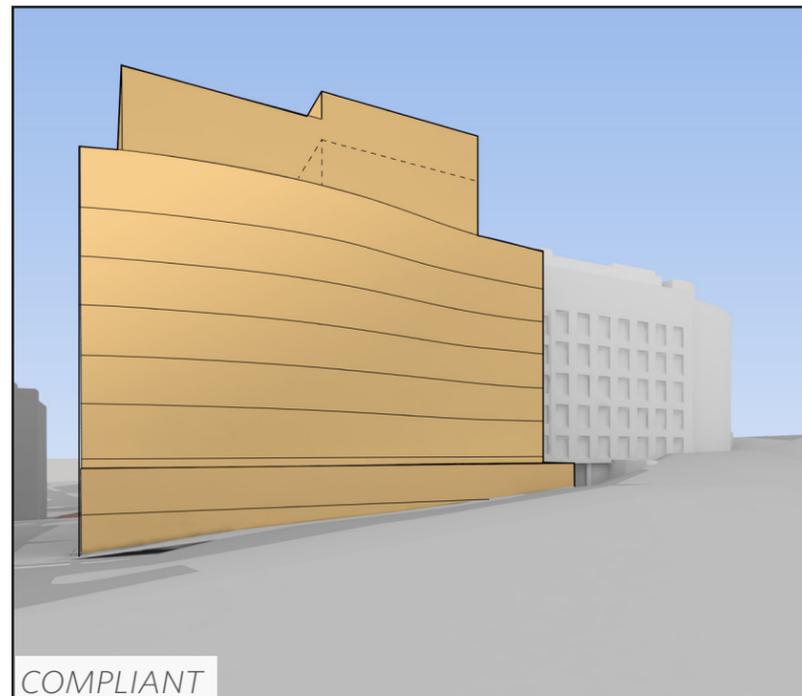
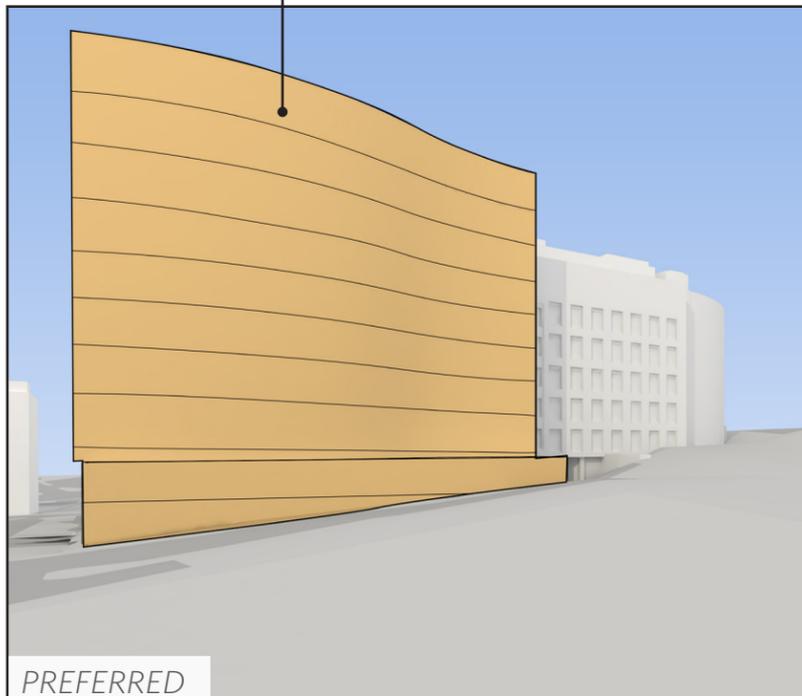
Requested Departure:

In order to respond to requirements of a cancer care clinic, an architectural rooftop element will be closer than 10 feet to the roof edge. The project requests a departure from the 10 feet minimum setback for rooftop features while maintaining the increased total roof coverage of 65 percent.

Rationale:

- Based on the square footage of mechanical space on the existing clinic, we expect that for a larger building of similar needs in addition to more intensive equipment, 65% of roof area may not be sufficient for the mechanical requirements of the new cancer care clinic.
- Furthermore, the resultant continuity of the facade creates a simple, iconic building form expression. The south facade reads as a singular form from the southern freeway views.

Continuous, Simple, Iconic Building Form



NEW	EXISTING
New Roof Total Area 21,824 sq. ft.	Existing Roof Total Area 29,823 sq. ft.
New Roof Mechanical 14,185 sq.ft. (65%)	Existing Roof Mechanical 19,760 sq. ft.
<p>14,185.6 sqft (65%) will not meet the anticipated required mechanical needs</p> <p>Departure Requested 100% of Roof for Mechanical 21,824sqft</p>	

