City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

DESIGN REVIEW

EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number:	3025239
Address:	825 Eastlake Avenue E
Applicant:	ZGF Architects, for Seattle Cancer Care Alliance (SCCA)
Date of Meeting:	Wednesday, October 26, 2016
Board Members Present:	Christine Harrington (Acting Chair) Homero Nishiwaki Boyd Pickrell
Board Members Absent:	Katie Idziorek Janet Stephenson
SDCI Staff Present:	Garry Papers, RA, Senior Land Use Planner

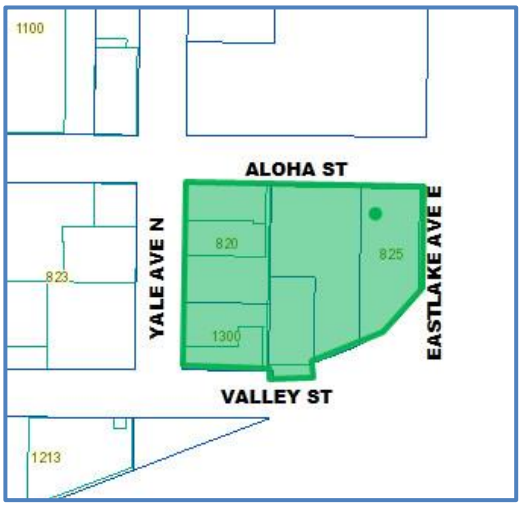
SITE & VICINITY

Site Zone: Seattle Mixed: SM-125

Nearby Zones: (North) SM-125
(South) SM-125
(East) SM-125
(West) SM-125

Lot Area: Existing Site: 45,760 sq ft
Expansion Site: 31,640 sq ft

NOTE: This is a revised version of the original report, with revisions to just section 2b on page 4.



Current Development:

The full site contains the 7 story SCCA patient care facility on the east half of the block, and the expansion site. The expansion site is a 121 x 260 ft rectangular site fronting onto Yale Avenue N, between Aloha and Valley Streets. It is occupied by a surface parking lot flanked by two 2-story structures.

Surrounding Development and Neighborhood Character:

The expansion would connect to the west side of the existing 7 story patient care building and fill out the rest of the block. That building is characterized by brick walls with horizontal window strips, and a semi-circular lobby and vehicular drop off at the northwest corner. The site is at the southeast corner of the Fred Hutch cancer research campus. Most of the recent buildings on that campus are similar to the description above, and they define numerous and generous open spaces that are well-landscaped. The site is confined on the east and south sides by the I-5 freeway and Mercer off-ramp barriers, and is highly visible from both, as well as internally to the campus at the end of the Yale Avenue pedestrian pathway.

Access:

Pedestrian access to the expansion site is from the three surrounding sidewalks on Yale Avenue E, Aloha and Valley streets. Since the alley was previously vacated, vehicular access is from one of the street frontages. The existing building has a car access ramp off Aloha Street, and a truck loading zone off the dead end of Valley Street.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

A 250,000 sq. ft., 9-story addition to an existing building (Seattle Cancer Care Alliance). Parking for an additional 500 vehicles to be provided below grade.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000

P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE October 26, 2016

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Stated the project should provide more open space and amenity areas for the public and pedestrians, like the rest of the Fred Hutch campus provides.
- Supported the existing circular drop off and lobby as an attractive respite, and intuitive for visitors to navigate.
- Strongly concerned the existing vehicle ramp off Aloha is difficult for drivers and unsafe for pedestrians, and it should be de-commissioned in that sloped location.
- Any new vehicle ramp(s) should be wide and flat for generous sight lines.
- Supported the curved corner form as it opens up views and daylight for the circular entry.
- Not supportive of the requested departure, as it significantly increases the roof parapets which would block light to Aloha Street and the courtyard.
- Stated there are many staff circulating on the adjacent sidewalks and concerned the building walls crowd the inside of sidewalks, leaving no room for benches, plantings and other pedestrian amenities.

There were no design related comments received in writing prior to the meeting:

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. (South Lake Union Design Guidelines citations)

The following [page numbers] reference the 10/26/16 EDG Booklet.

1. **Massing & Context Response:**
    a. The Board agreed the 3 massing options were minimally different and all displayed bulky, tall and unmodulated facades to the Fred Hutch campus and the context. The Board slightly preferred Option 3 simply because it created the largest public space on the north side. Aspects of Option 3 that concerned the Board were generally: the height and unmodulated south and west facades; the ground floor uses and lack of setback along Yale; and the weak public realm along the Aloha street-edge. (CS2-C)

b. The Board noted this expansion site should function at three scales: a contributing part of an identifiable campus; a compatible addition to the existing building; and a new focal point visible from the south, east and 'on top of the hill' from the west [pg 18, views 2-4]. (CS2-A)

c. The Board agreed the existing campus has many positive attributes to learn from, and those should better inform the proposed building and site. Although this site is on the edge of the campus, it should fit in, and the highly visible, taller south façade should provide a representative signature to that campus, not a wholly new, foreign form. (CS2)

d. The Board recommended the design team do a systematic assessment of the existing Fred Hutch campus buildings and open spaces [more than shown on pg 20/21], including but not limited to: landscape and amenity integration; sidewalk/building relationships; buildings framing useful open space; rectilinear forms; fenestration and materiality; proportions; rooftop setbacks/screening; special architectural 'accents' (like the semi-circular entry); etc. Study how positive precedents can be incorporated into the proposed building and site design to address all the Board guidance herein.(CS3-A)

e. The Board supported the curved corner form at the northwest, as a gesture that integrates with the existing semi-circular entry, providing relief to the boxy volume, and because it creates an open space amenity on the north. This feature should be retained and possibly be a reverse curve or pushed beyond the current 45 degree angle, to improve daylight to the entry, views out from the entry, and to increase the usable pedestrian open space along Aloha Street. (DC2-A)

f. The Board agreed the project character should be grounded in the language and planning of the existing campus, but be an expression of its own time, using contemporary forms and materials at certain, justifiable 'focal points' (such as the existing semi-circular entrance). The Board recommended a design that is neither emulating the existing nor total contrast, but lands in the middle of that spectrum. The Board agreed the curving form on the south side of Option 3 [53] was not compelling, and recommended a stepped-plan, rectilinear form there might create better compatibility with the existing building to the east [see 55]. (CS2-A.1; DC2-A.2)

2. Street Level Activation & Amenity:

a. Aloha Frontage: The Board strongly supported the diagonal pedestrian link from the Yale/Aloha corner uphill to the existing circular lobby [52], and agreed that link should be generous, gradual and welcoming to all users [not the narrowing, bunched steps on 58]. Concurring with public comments, the Board agreed more open space area should occur along Aloha, and the spaces should be designed as true usable amenities, places not just paths. (CS2-B; PL1)

b. Parking Access: The Board heard the desire for a second parking access ramp. The Board understood that the existing ramp at Aloha was already there and that the

design team has come up with some designs to possibly mitigate it if retained in that location. One of the three Board members felt that the design teams argument for retention of the existing ramp was persuasive. Concurring with public comments, the remainder of the Board had concerns about the existing ramp condition, that it is difficult to navigate, presents pedestrian safety issues, and that it compromises the entrance to the building. All three Board members agreed that a parking ramp should not be in that location if this was a brand new, full block project. The Board encouraged the applicant to study different locations for the parking access, including design alternatives without a ramp at that challenging location.

Staff Note: This ramp and all access curb cuts are included as an administrative Type 1 review for the entire block (SMC 23.48.085), as it is considered one development site. (DC1-B.1; DC1-C.2)

c. Lobbies and Amenity Places: The Board supported the parallel steps and escalators shown on pg 52, and the transparent walls connecting the existing and new lobbies, as verbally described by the applicants. These provide positive integration between phases and intuitive wayfinding. The project should connect indoor and outdoor places on different levels along this path, and consider other techniques to enhance daylight and night-lighting along this shaded, north façade. (DC3-A.1)

d. Yale Frontage: The Board agreed the ground level frontage along Yale should be transparent and contain active people uses, as was verbally described by the applicants. The Board supported the 2-story setback on the lower levels [53] as a modulation device, and it provides additional pedestrian/landscape dimension at the sidewalks; but the lower levels should have secondary scale and texture for pedestrian interest, both in the architecture and landscape in the setback. (DC1-A)

3. Entrances, Wayfinding & Sustainability:

a. Northwest Corner: The Board agreed the curved form connotes an entrance, and although the actual doors may be offset down Yale [52], the design of the ground level curve and the entry doors should flow together and have a legible, identifiable expression of entrance to visitors. (PL3-A.1)

b. The Board agreed the primary new pedestrian entrance, the parking entrance, and the lobby linkage should all have legible wayfinding cues that do not rely on signage, but rather integrate with architectural modulations and other secondary design elements. (DC2-D)

c. The Board was disappointed the sustainable goal was only LEED Silver, and encouraged the applicants to aim higher, and integrate other sustainable daylighting and energy strategies besides the typical ‘invisible ones’. The Board identified the proposed courtyard as a possible winter garden for patients and staff, and/or a night air-flush or flue. More details on sustainable strategies should be integrated into the MUP documents and at future meetings. (CS1)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance the following departure was identified [61]:

1. **Rooftop Features (SMC 23.48.025.C.7):** If the applicant elects to increase the coverage of qualifying rooftop features to 65% maximum of roof area, the Code requires those features to be a) screened, and b) no closer than 10 ft to the roof edge. The applicant proposes to screen all features and A) to increase the maximum coverage on both buildings to 81% (41,584 sq ft), and B) to reduce the 10 ft setback requirement on the new building to 0 ft in all locations.

   The Board indicated no support for the departure as presented. The applicants cited technical constraints and not design guidelines. Additionally, the Board did not accept the "continuous, simple, iconic" building form rationale. The Board was unanimously concerned the screen walls as extensions of all exterior walls would increase the height and bulk of a building already taller than those adjacent and nearby. The Board requested a code-compliant version at subsequent meetings, with the 10 ft setback enforced, and depending on architectural treatment, they might be receptive to increasing the 65% area, or selective decreases in the 10 ft dimension. The Board also referenced the campus precedent analysis cited in guidance 1c and 1d; the rooftop of the entire building will be visible from slopes above, so the screening is important, but not at the expense of all height, bulk and massing considerations. (DC2-B.1)

   Staff Note: Departures #1 and #2 shown on page 60 are likely SDCI Type 1 administrative Director decisions, and therefore were not discussed by the Board at this meeting.

DESIGN REVIEW GUIDELINES

The priority Citywide and South Lake Union Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-C Topography

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

South Lake Union Supplemental Guidance:

PL1-I Human Activity

PL1-I-i. Open Connections: Keep neighborhood connections open, and discourage closed campuses.

PL1-I-ii. Pedestrian Network: Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.

PL1-I-iii. Lighting: Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

South Lake Union Supplemental Guidance:

PL2-I Streetscape Compatibility

PL2-I-i. Street Level Uses: Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

PL1-I-ii. Streetscape Amenities: Provide pedestrian-friendly streetscape amenities

a. tree grates;
b. benches;
c. lighting.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 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.

DC2-A Massing

DC2-A-1. 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.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

South Lake Union Supplemental Guidance:

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board unanimously recommended moving forward to MUP application, with responses to all the guidance herein.