

LAUNDRY BLOCK - DPD PROJECT: EAST # 3009586 / WEST #3009632



Early Design Guidance - Intake Date: October 8, 2008



Owner:
Vulcan | City Investors XVIII, LLC
505 Fifth Avenue, Suite 900
Seattle, WA 98104

Contact:
Brandon Morgan



Architect:
Runberg Architecture Group, PLLC
One Yesler Way, Suite 200
Seattle, WA 98104

Contact:
Michele Wang

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A.0 APPLICATION FORM

Attachment A
City of Seattle
Application for Early Design Guidance

PART I: CONTACT INFO

1. Property Address:1265 Republican Street and 420 Pontius Avenue N
2. Project number:East #3009632 / West #3009586

Additional related project number(s):

4. Owner/Lessee NameCity Investors XVIII LLC
5. Contact Person* NameMichele Wang
FirmRunberg Architecture Group
Mailing Address1 Yesler Way Suite 200
City State ZipSeattle, WA 98104
Phone(206) 956-1970
E-mail addressmichelew@runberg.com

6. Applicant's NameBrandon Morgan
Relationship to ProjectOwner's Representative

7. Design Professional's NameBrian Runberg, AIA
Runberg Architecture Group PLLC
Address1 Yesler Way Suite 200, Seattle, WA 98104
Phone(206) 956-1970
Email addressbrianr@runberg.com

8. Applicant's Signature_____Date _____
- *Only the contact person will receive notice of the meeting. The contact person is responsible for informing other pertinent parties.

PART II: SITE AND DEVELOPMENT INFO

Attach additional sheets as needed.

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site is located in the South Lake Union Hub Urban Village (in the Cascade "Sub Area" per the South Lake Union Design Guidelines). The two sites measure 120' x 360' each, separated across an alley that runs north/south. The site is bounded by Republican and Harrison Streets and Yale and Pontius Avenues. The site is slopes gently +/- 3 feet, except for a rolling slope in the alley at the south

end. The site is currently occupied by a City of Seattle historic landmark (Supply Laundry Building) that will be maintained and renovated (a mid-century addition to the structure is not landmarked and will be removed). Other structures on the site include one- and two-story light industrial structures of brick, CMU, and wood framing.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The site zoning is SM/R 55'/75' (Seattle Mixed/Residential). It is located within the SLU Hub Urban Village, which is an Urban Center. Harrison is a Neighborhood Green Street along which upper level setbacks are required per "Map A". Harrison and Republican Streets are also both Class 2 Pedestrian Streets. Please refer to EDG packet for relevant Design Review Guidelines.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

Adjacent zoning to the north and west is also SM/R 55'/75'. Adjacent zoning to the south and east is SM 75'. The neighborhood slopes down to the west and north, creating a trough towards Lake Union. Neighborhood landmarks include St. Spirodon Russian Orthodox Cathedral across the street to the east and the Cascade Park and People's Center to the southwest. The neighborhood offers views to the Space Needle and upper floor may capture views of Lake Union. Existing surrounding uses include market-rate housing, affordable housing, as well as underutilized light industrial and light commercial uses. The REI flagship store is located a few blocks to the south and there are a few restaurants in the neighborhood. New office development is planned for the properties to the north at 505 Yale Avenue (Blume Campus) and 500 Yale Avenue (Weiss Jenkins). The neighborhood is well-served by buses and also the South Lake Union Streetcar.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The applicant proposes a 7-story (approx. 70 ft high) mixed-use development consisting of approximately 330 residential units, 10,000 sf of retail, and underground parking for 330 - 400 vehicles in new construction, as well as an adaptive reuse of the historic landmark Supply Laundry Building into retail and/or office space (approximately 20,000 sf). The project will be pursuing LEED certification (level to be determined).

The site is constrained by ROW improvement plans along Pontius and Yale Avenues; at this time a departure for driveway location is anticipated. Other possible departures include: upper level setbacks at the alley and upper level setbacks along Harrison.

- The Owner’s programmatic goals include:
- approximately 320 new residential units, including 2-story lofts and live/work units and amenity spaces
 - 10,000 ground floor retail
 - code-compliant parking for approx. 300 - 400 vehicles (residential and commercial)
 - adaptive reuse of landmark Supply Laundry Building

- Qualitative design goals for the project include:
- establish a sense of place
 - create a street presence
 - respect the neighborhood
 - accommodate open space in a thoughtful manner
 - secure LEED certification

Project Data (for new construction - preferred scheme “K”):

	West Phase	East Phase	total
total number of stories	7 stories	7 stories	7 stories
basement parking levels	2 basement levels	3 basement levels	2-3 basements
approx. # vehicles	220 vehicles	140 vehicles	360 vehicles +/-
retail SF	7340 sf	1585 sf	8925 sf
total building sf	285,150 gsf	154,400 gsf	439,550 gsf

Supply Laundry Adaptive Reuse:

approx. 27,000 gsf commercial (retail and/or office) on 2 stories
approx. 9,000 gsf commercial at basement
vehicle parking to be accommodated in East Phase

C.0 SITE CONTEXT



Vicinity Map



Zone: SM/R 55' / 75'
Overlay: SLU Hub Urban Village
Class 2 Pedestrian Streets: Republican & Harrison

2.0 ZONING DATA

- 2.1 Height:SLUC 23.48.010Max. Allowed:55'/75' mixed use or residential 75'Can be up to 85' if:
1. 2 floors have a floor-to-floor height of 14'
2. Additional height used to accommodate mechanical equipment.
3. Does not allow more than 7 floors.
slope bonus to be determined70' max Type VA sprinklered
- 2.2 Upper Level Setbacks:SLUC 23.48.012Upper level setback required at Harrison above 45'
Structures on lots abutting alley in SM/R shall provide setback above 25'
(1:2 to a maximum of 15' & 4' of balconies, decks, eaves, etc. may project into setback.)
- 2.3 General Façade Requirements:SLUC 23.48.014A primary building entrance shall be required from the street +/- 3' from sidewalk grade.
Minimum Façade Height 25' on Class 2 pedestrian streets (Harrison & Republican)
Street Level Setback: SLUC 23.48.014.D
1. may have setback 12' max. from property line
2. additional setbacks for 30% of the setback area located 20' min. from street corner.
Parking: SLUC 23.48.024.3.a
parking in structures must be separated from street by other uses along Class 2 Pedestrian streets
- 2.4 Transparency and blank façade:SLUC 23.48.018Transparency: SLUC 23.48.018.A.1
No transparency at residential use.
a. Class 2 pedestrian streets minimum 60% of façade width must be transparent
b. Other streets: minimum 30% of façade width must be transparent
c. When slope of street > 7.5%, transparency may be reduced to 45% on Class 2 streets.

Blank Facades: SLUC 23.48.018.B.3
a. Class 2 pedestrian streets - maximum 15' wide (except garage doors), total <40%
b. Other streets - maximum 30' wide (except garage doors), total < 70%
- 2.5 Street Level Uses:SLUC 23.48.019Only apply to Class 1 pedestrian streets. - None on this project.
- 2.6 Residential Amenity AreaSLUC 23.48.020Required: 5% gross resid. space =
up to 50% of residential amenity may be enclosed (greenhouses, solariums)
minimum dimensions: 15 feet, not less than 225 feet
- 2.7 Screening and Landscaping Standards:SLUC 23.48.024Required: street trees per SDOT

- 2.8 Solid Waste & Recyclables:SLUC 23.48.031Required: 100+units = 200 s.f. + 2 s.f. for each additional unit.
Access: 1. front-loading dumpsters shall have direct access from alley or street
2. gates and access way shall be a minimum of 10' wide.
3. 21' overhead clearance required.

- 2.9 Required Parking and Loading:SLUC 23.48.034parking: 23.54.015.B applies:
"In commercial zones in urban centers, no parking is required, except for fleet vehicles."
It was confirmed that the project is in the South Lake Union Urban Center, and that the SM zone is a "commercial zone" according to the definitions section 23.84.048, "zone, commercial."
loading berth: none required per SMC 23.54.035.B.2



C.2 SURROUNDING USES



A Casa Pacifica / Affordable Housing



B Home Deli & Apt. Bldg.



C Cascade Senior Housing



D Pontius Building / City Center Council



F Cascade Park Walk



G Cascade Park & Center



H Alcione Building (mixed-use)



I Affordable Housing



J Alley 24



T Amli 535 Building



S 505 Yale Ave. N



Q Supply Laundry Building



R 500 Yale Ave. N



P The Cairns



O St. Spiridon Cathedral



N Pemco Insurance Building



K Florist Building



L Lutheran Church



M REI Shopping Center

HISTORIC LANDMARKS IN THE CASCADE NEIGHBORHOOD



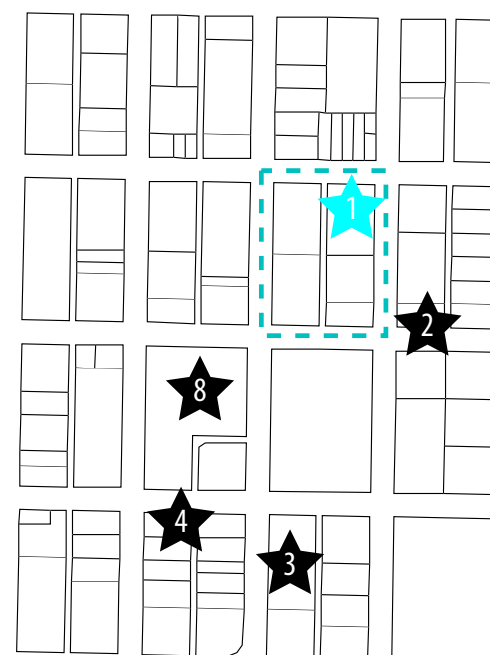
1 Supply Laundry Building
1265 Republican Street



2 St. Spiridon Orthodox Cathedral
400 Yale Avenue N



4 Immanuel Lutheran Church
1215 Thomas Street



- 1** Supply Laundry Building
- 2** St. Spiridon Russian Orthodox Cathedral
- 3** New Richmond Laundry Building
- 4** Immanuel Lutheran Church
- 5** Old Norway Hall
- 6** Seattle Times Building
- 7** Troy Laundry Building
- 8** Cascade Park
- 9** Van Vorst Building
- 10** St. Clocks: West Earth Co.
- 11** Pacific-Ford McKay Building
- 12** Ford Assembly Plant
- 13** Schooner Wawona



3 New Richmond Laundry Building
224 Pontius N



8 Cascade Playground
333 Pontius Avenue N



C.4 REPUBLICAN ST. FACADES

PROJECT SITE

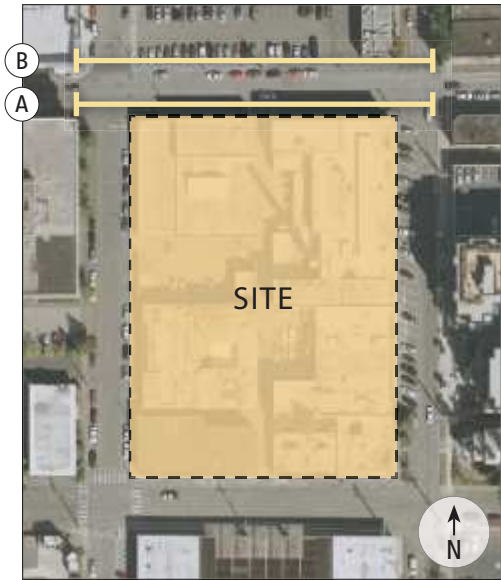


Republican St. - Looking South (toward site)

ACROSS FROM PROJECT SITE



Republican St. - Looking North (away from site)



PROJECT SITE



Yale Ave. N - Looking West (toward site)

ACROSS FROM PROJECT SITE



Yale Ave. N - Looking East (away from site)



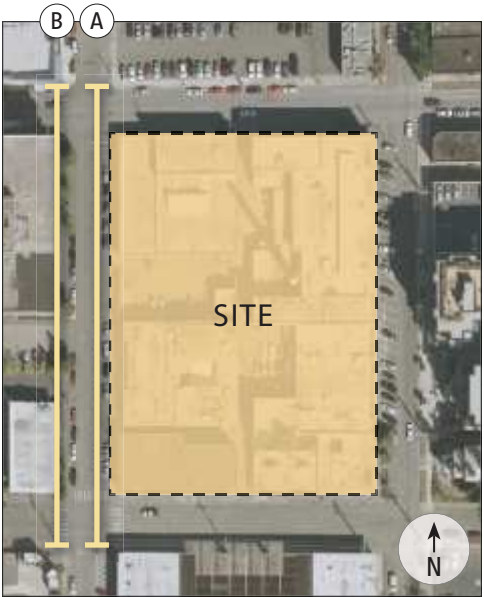
C.6 PONTIUS AVE. N FACADES



Pontius Ave. N - Looking East (toward site)



Pontius Ave. N - Looking West (away from site)



PROJECT SITE

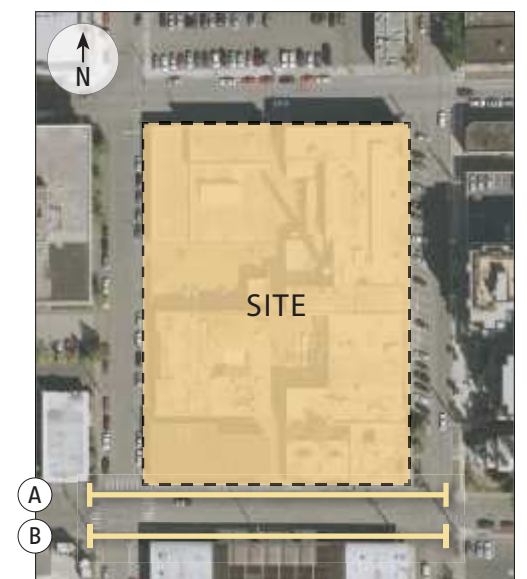


Harrison St. - Looking North (toward site)

ACROSS FROM PROJECT SITE



Harrison St. - Looking South (away from site)



C.8 SITE ANALYSIS: FIGURE GROUND

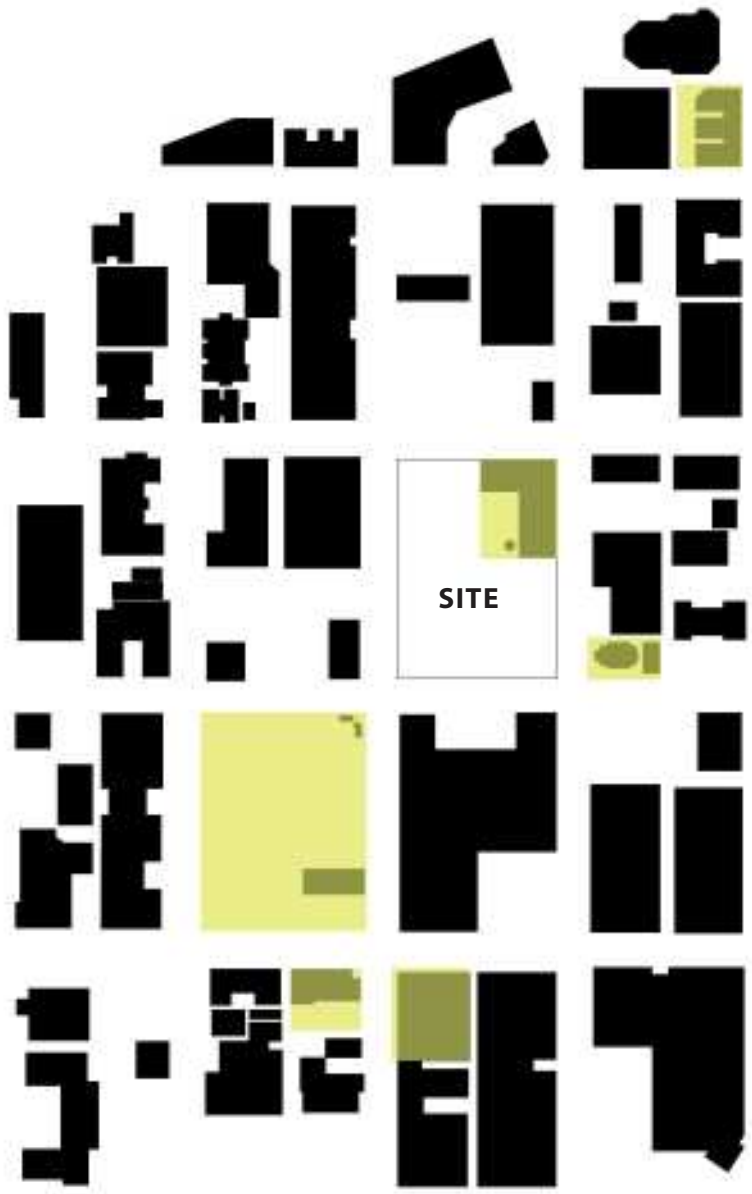


Figure Ground - Relevant Landmarks

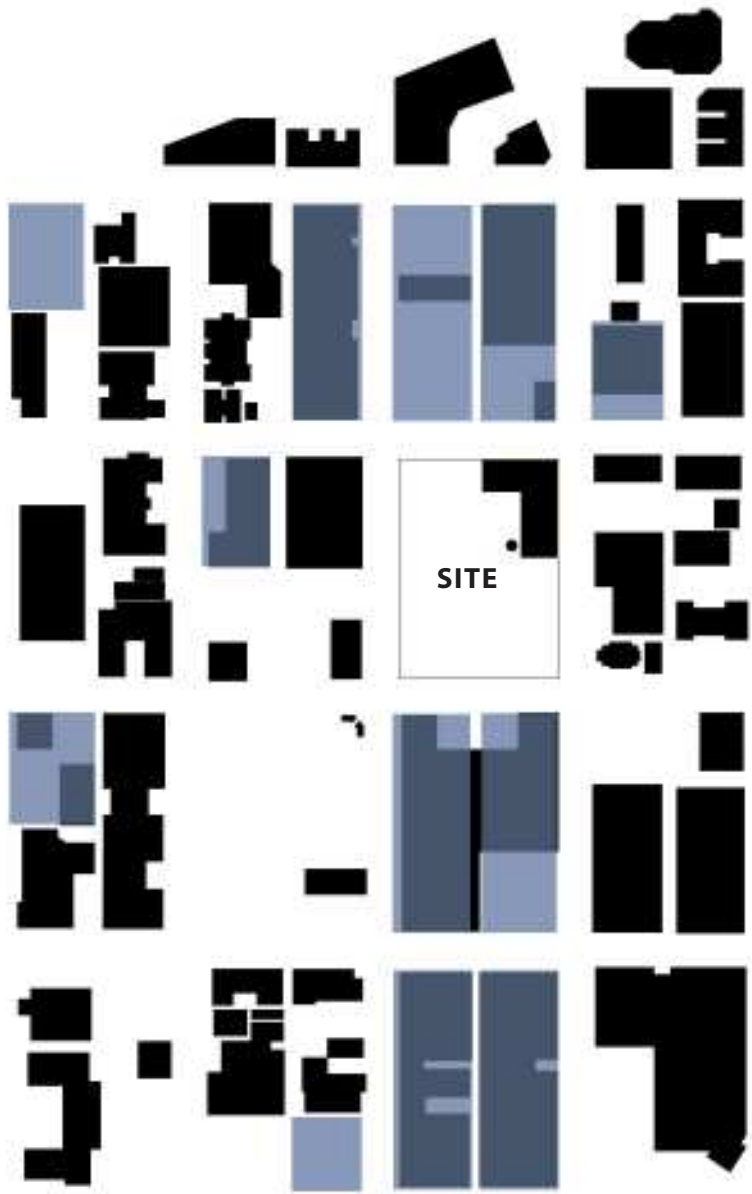
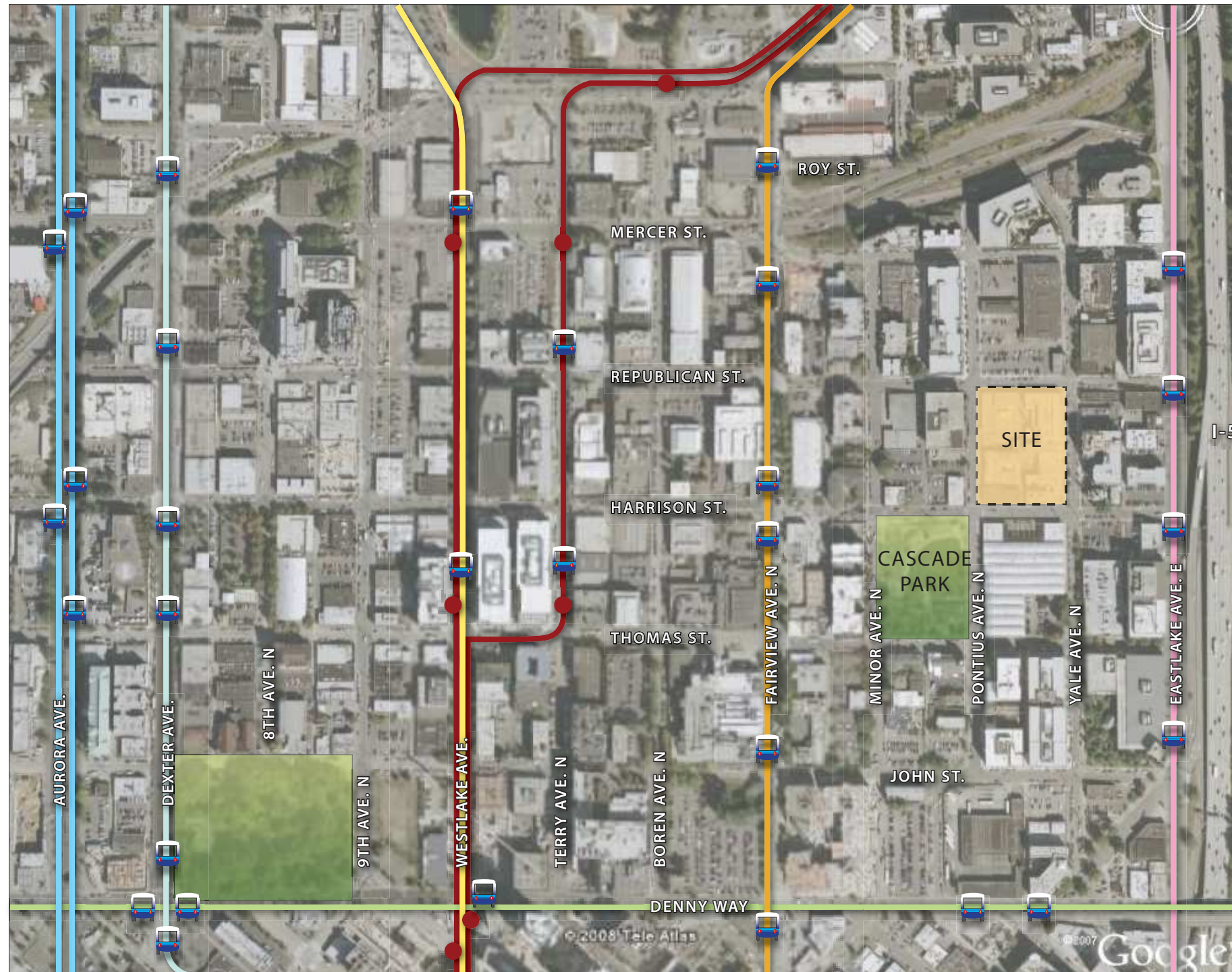










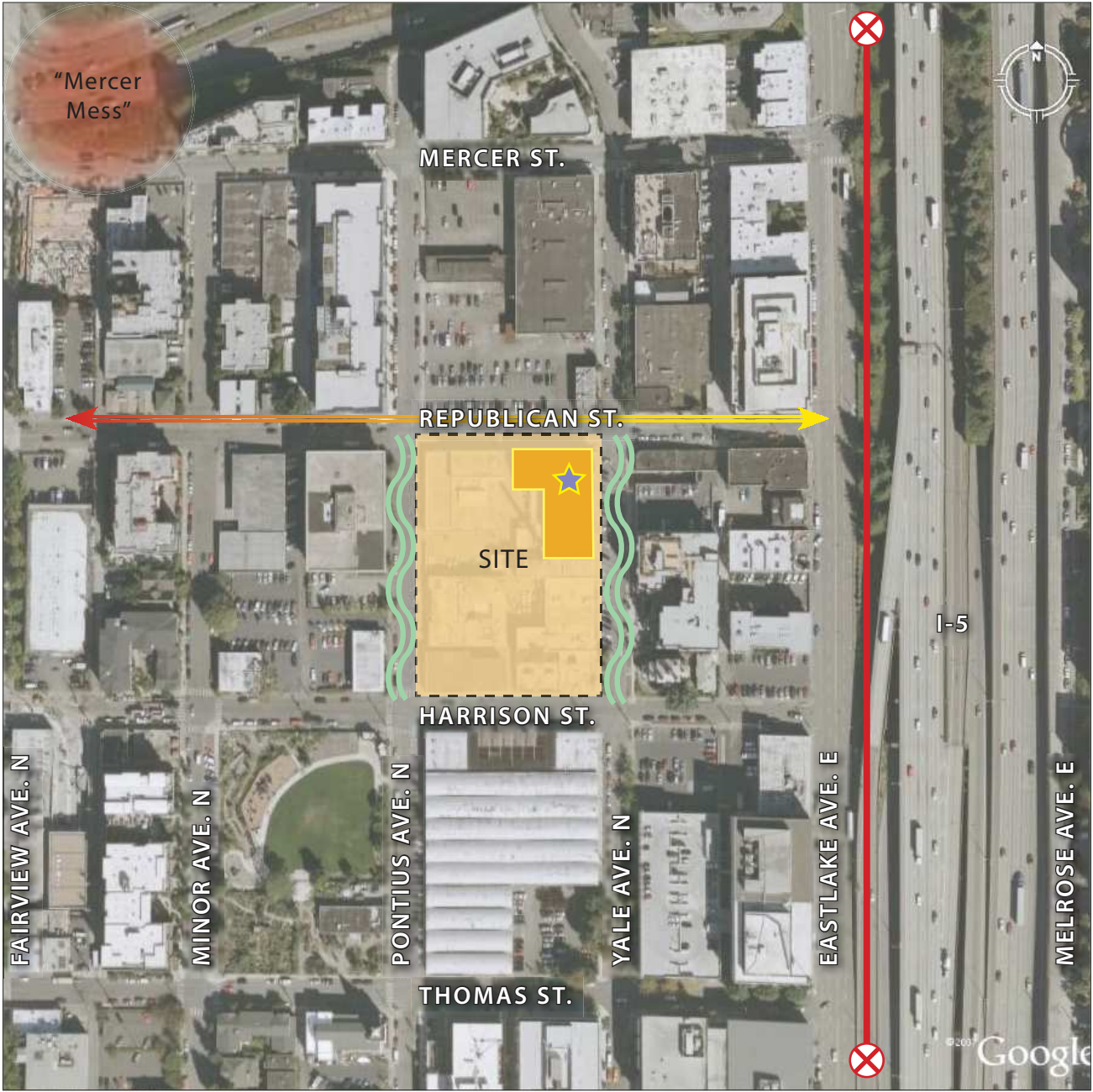


Figure Ground - A neighborhood in transition - new and recent construction



-  Bus Stops
-  South Lake Union Transit
-  Bus Routes 5, 358
-  Bus Routes 16, 26, 28
-  Bus Routes 17, 98
-  Bus Routes 70, 71, 72, 73, 83
-  Site
-  Bus Routes 25, 66, 76, 77, 79, 304, 355
-  Bus Route 8
-  Parks

C.10 SITE ANALYSIS: SITE CONSTRAINTS



- “Mercer Mess” - heavy traffic Isolates neighborhood.
- I-5 Cut off pedestrian connection to Capitol Hill
- Maintain existing landmark
- Swales:
 - Limited ability to bridge across for retail access
 - Road narrowed & parking limited along Pontius & Yale
- Brisk traffic along Republican St.

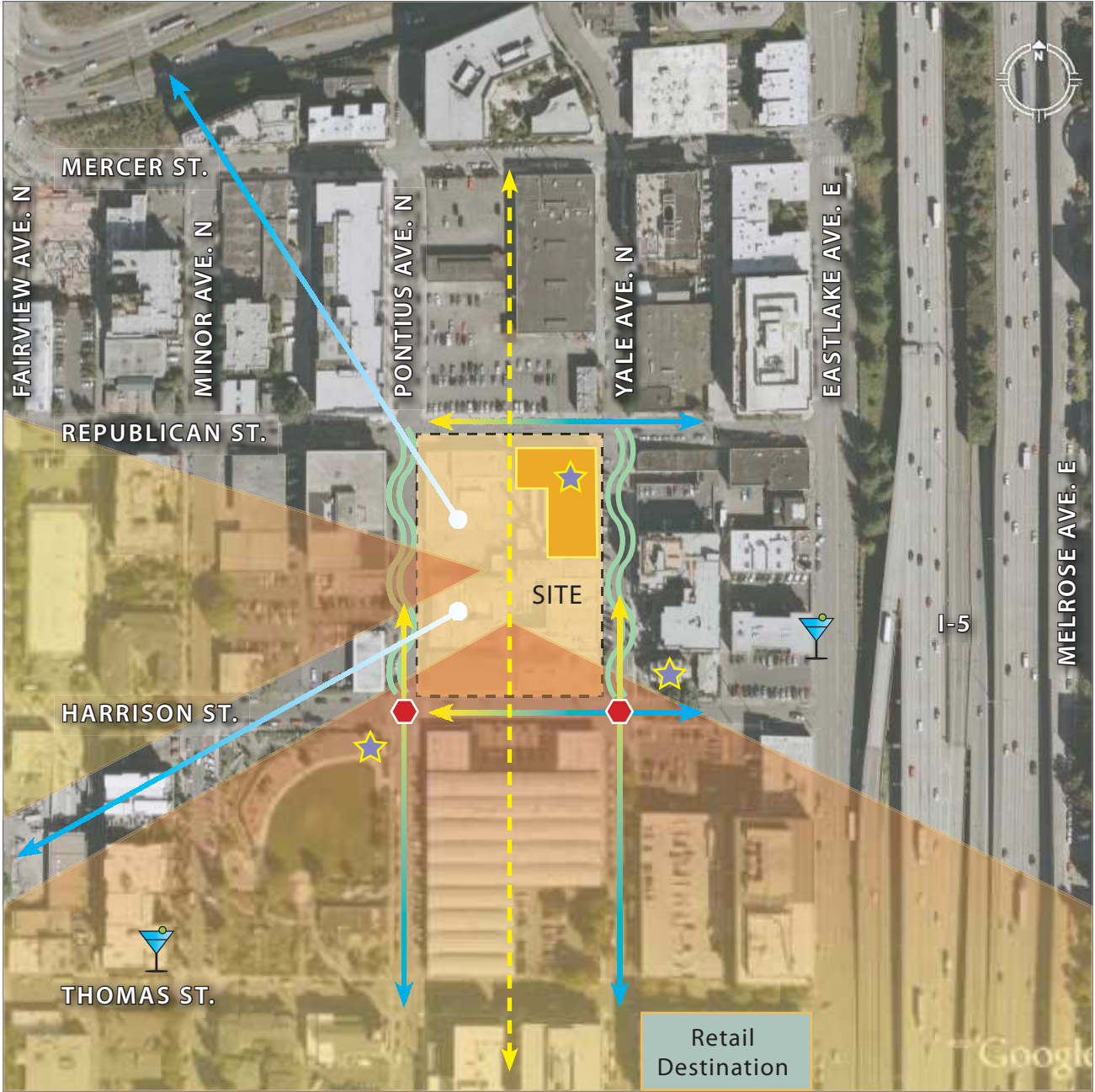
Seattle's Blue Ring Concept:



The Center City consists of 10 neighborhoods that originally were the commercial and industrial core of Seattle.

The Center City lacks open space usable by visitors and residents.

- GOAL:
- To activate public spaces and use existing assets such as water, public parks, private plazas and the street right-of-way.
 - To use the Blue Ring to connect existing assets and “strategically add new open spaces to create a more unified public realm and a wonderful walking experience.



- Swales:
 - Appropriate environment for Live/Work or residential stoops
- North/South - Pedestrian connection to future re-development
- East/West - Pedestrian connections to park and transportation
- Traffic calmed by 4-way stop signs
- Landmarks:
 - Supply Laundry Building
 - St. Spiridon Orthodox Cathedral
 - UPA-era park restrooms
- Pedestrian access to Blue Ring Connection
- Solar access
- Enhanced Pedestrian Alley experience through future re-development
- Close Retail destinations
- Potential views to Space Needle & Lake Union
- Neighborhood Entertainment:
 - Victory Lounge (Eastlake Ave. N)
 - Paddy Coyne's (Thomas St. & Minor Ave. N)

D.0 URBAN PRECEDENTS: MEWS

MEWS

Mews originally described a row of stables, usually with carriage houses below and living quarters above, built around a paved yard or court, or along a street, behind large London houses of the 17th and 18th centuries. The word may also refer to the lane, alley or back street onto which such stables open. It is sometimes applied to rows or groups of garages or, more broadly, to a narrow passage or a confined place. Today most mews stables have been converted into dwellings, some greatly modernized and considered highly desirable residences.

The idea behind the mews is to bring a closer connection between people, integrating pedestrian and car traffic, and creating a space with qualities inviting, functional and interesting.





ALLEYS

These images show alleyways from European cities that range in character from more service oriented (image 1) to more active and commercial (image 4). All of these examples achieve a sense of human scale through their small-scale proportions and placement of doors and windows at the level of a pedestrian (image 2 in particular). Images 3&4 show how commercial uses active the alley spaces and create transitions from the alleys into larger open spaces (note how the retail wraps the corner in image 3). This helps draw people into and through the alley, creating a vibrant space.



Image 1



Image 2



Image 3



Image 4

D.2 URBAN PRECEDENTS: SIDEWALKS & STOOPS



SIDEWALKS & STOOPS

These images show a few examples of streetscapes that could be appropriate for Block 10. Images 1&2 show residential uses at street level, which could be appropriate for the quiet character of some of the streets in the Cascade neighborhood. The raised stoops allow for privacy in the residences without having to setback very far. Images 3&4 show commercial uses along the sidewalk. These are smaller-scaled streetscapes that have the character of a side street rather than a major commercial street. These would be fitting for Block 10's low-traffic streets, or along the alleys within the site.



Image 1



Image 2



Image3



Image 4

OPEN SPACES

The use of open space and having a center focus for pedestrian access provides a common ground to enjoy the community space.



From Street Improvement Manual:

- G

“Green Streets are designated on a number of non-arterial streets within Downtown Seattle. Landscaping, historic character elements, traffic calming, and other unique features distinguish Green Streets from other Street Types. Green Streets are designed to emphasize pedestrian amenities and landscaping in areas that have dense, residential land uses. Each Green Street has its own unique character and design. The street right-of-way dimensions can vary significantly from street to street and from segment to segment.”

 - Enhance pedestrian circulation and create open space opportunities in medium to high density residential areas lacking adequate public open space.
 - Create a vibrant pedestrian environment in the street right-of-way that attracts pedestrians.
 - Strengthen connections between residential enclaves and other Downtown amenities by improving the streetscape for pedestrians, bicycles and transit patrons.
 - Support economic activity in Downtown neighborhoods by creating an attractive and welcoming “front door” for pedestrians.
 - Maximize opportunities for trees and other landscaping to create a high quality open space.

A.1 Responding to Site Characteristics

SLU-specific supplemental guidance

- Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.
- Minimize shadow impacts to Cascade Park.
- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design* (LEED) manual which provides additional information. Examples include:
 - Solar orientation
 - Storm water run-off, detention and filtration systems
 - Sustainable landscaping
 - Versatile building design for entire building life cycle

Heart locations:

Several areas have been identified as “heart locations.” Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building’s primary entry and facade

should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.

Cascade Park and Harrison Streets have been identified as Heart locations.

A.2 Streetscape Compatibility

SLU-specific supplemental guidance

The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.

- Provide pedestrian-friendly streetscape amenities, such as:
 - tree grates;
 - benches;
 - lighting.
- 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. Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

A.4 Human Activity

SLU-specific supplemental guidance

- Create graceful transitions at the streetscape level between the public and private uses.
- Keep neighborhood connections open, and discourage closed campuses.
- Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.
- 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.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

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

A.6 Transition between residence and street

SLU-specific supplemental guidance

Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

B.1 Height, Bulk, and Scale

SLU-specific supplemental guidance

- 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.
- Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.
- Relate proportions of buildings to the width and scale of the street.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- Consider using architectural features to reduce building scale such as:
 - landscaping;
 - trellis;
 - complementary materials;
 - detailing;
 - accent trim.

C.1 Architectural Context

SLU-specific supplemental guidance

- Support the existing fine-grained character of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.

- Expose historic signs and vintage advertising on buildings where possible.
- Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.
- Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include:
 - window detail patterns;
 - open bay doors;
 - sloped roofs.
- Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include:
 - community artwork;
 - edible gardens;
 - water filtration systems that serve as pedestrian amenities;
 - gutters that support greenery.

C.2 Architectural Concept and Consistency

SLU-specific supplemental guidance

Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

D.1 Pedestrian Open Spaces and Entrances

SLU-specific supplemental guidance

- 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. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as:
 - curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;
 - pedestrian-oriented street lighting;
 - street furniture.

E.2 DESIGN GUIDELINES

D.7 Personal Safety and Security

SLU-specific supplemental guidance

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are:
 - enhanced pedestrian and street lighting;
 - well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street;
 - police horse tie-up locations for routine patrols and larger event assistance.

E.1 Reinforce existing landscape character of neighborhood

SLU-specific supplemental guidance

- Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.
- Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.
- Water features are encouraged including natural marsh-like installations.
- Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

E.2 Landscaping to Enhance the Building and/or Site

SLU-specific supplemental guidance

- Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.



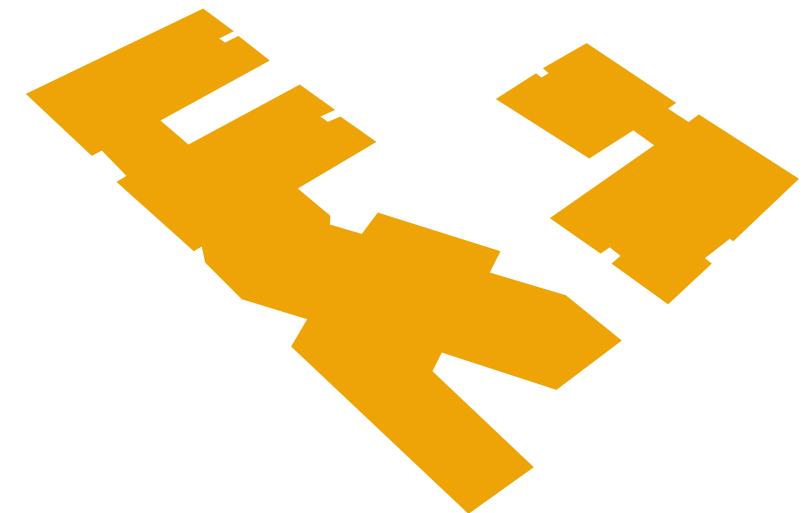
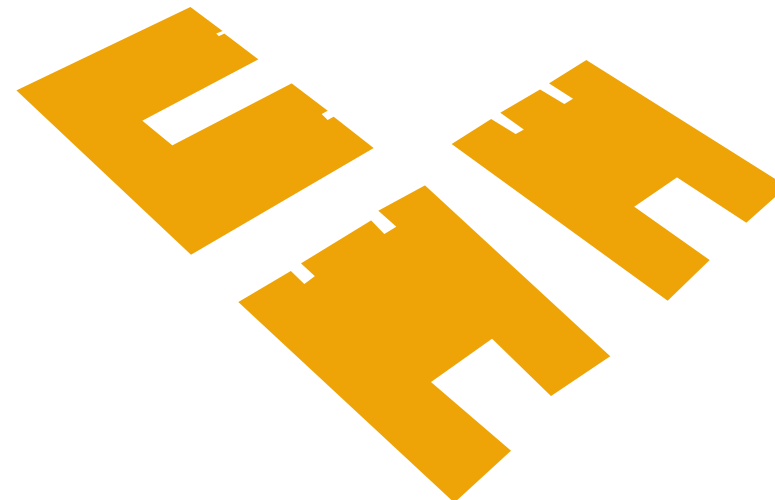
Concept M



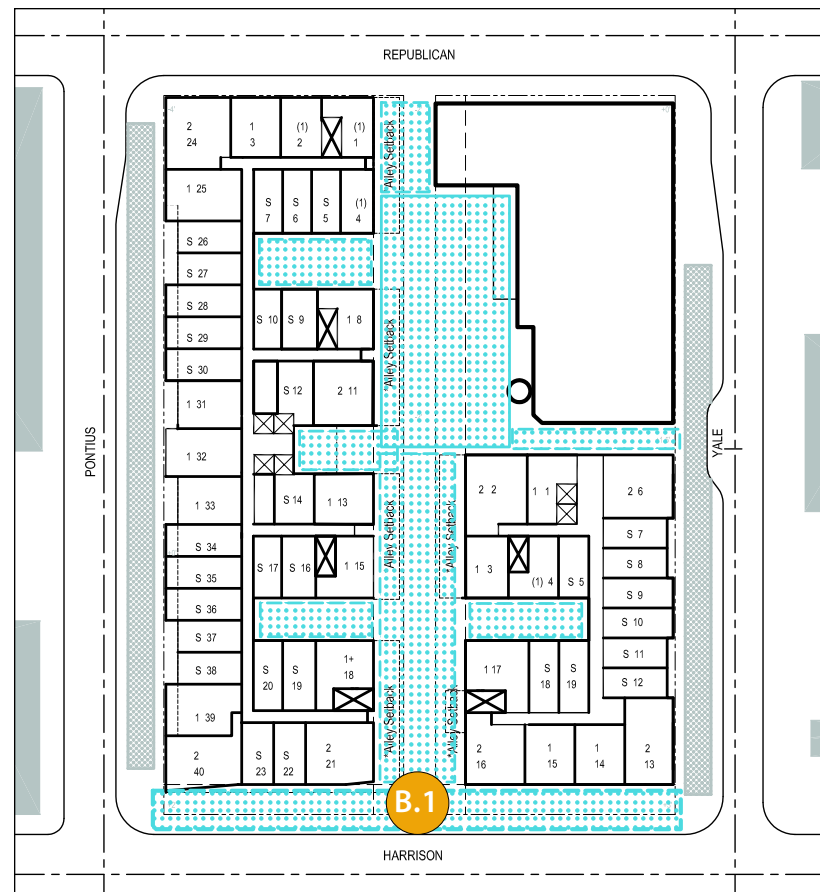
Concept Q



Concept K: Preferred Scheme



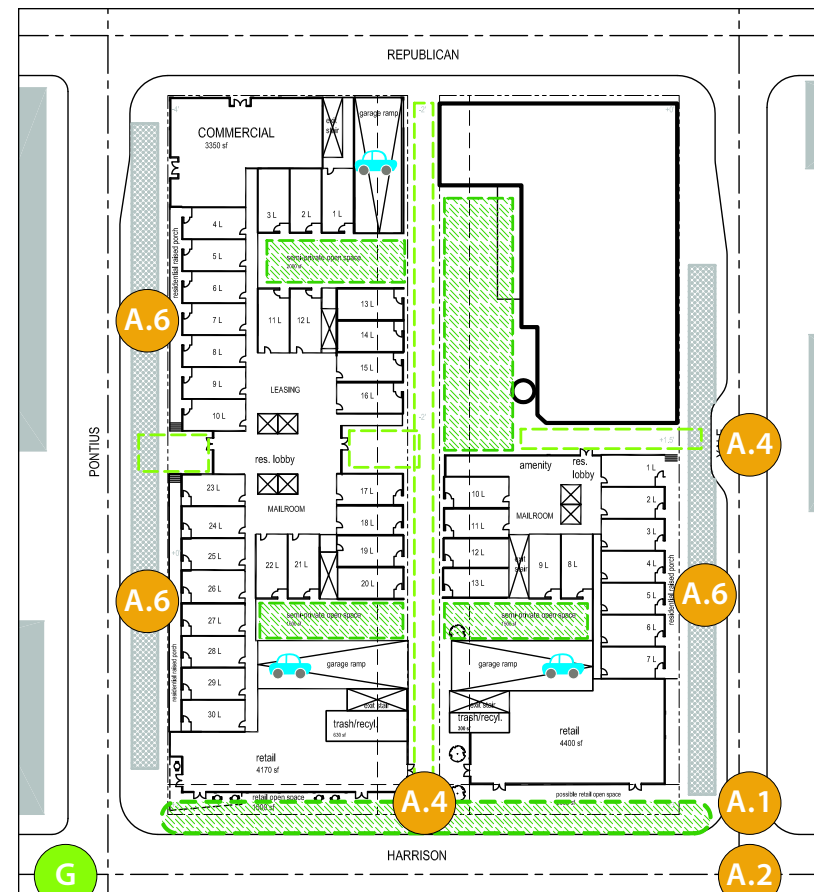
TYP. UPPER FLOORS



MASSING MODULATION ABOVE GRADE

Concept M is a straightforward examination of the development envelope of the site. The alley forms a natural organizing principle, dividing the project into east and west sites. The site is clearly understandable as a single large project with modulation to break down the scale of the building.

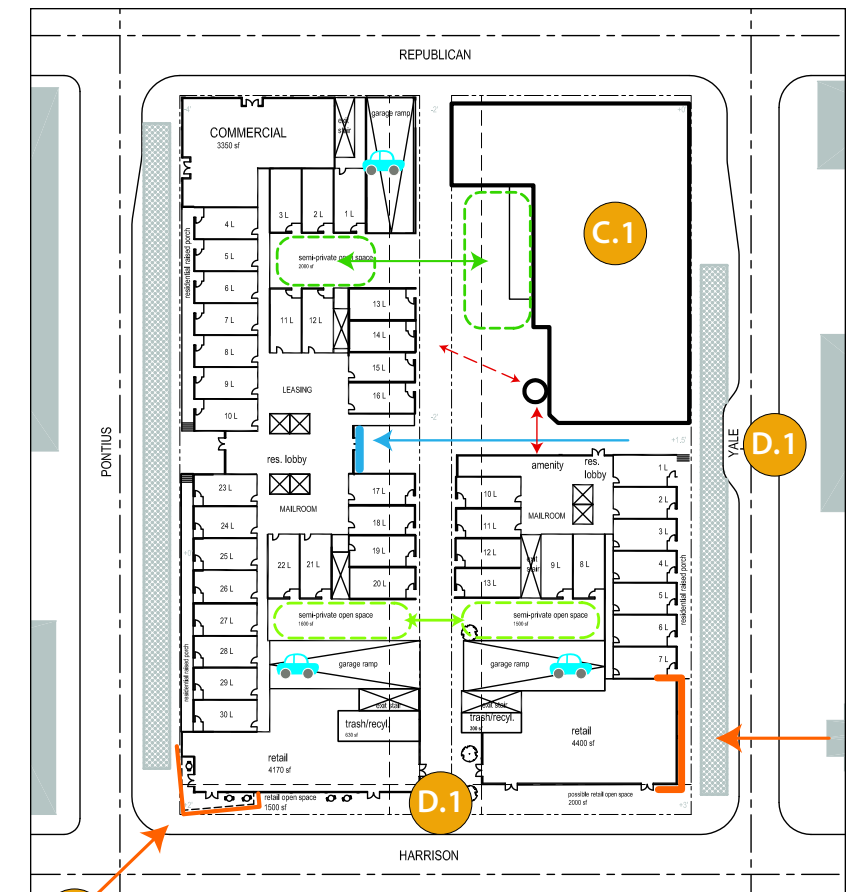
LEVEL 1



PEDESTRIAN-ORIENTED OPEN SPACE AT GRADE

This concept is strongly driven by internal forces. Pedestrian-oriented open spaces are the left-over spaces of the massing. The scheme treats the local landmarks as incidental neighbors, forming relationships where convenient but not drawing on their power to create unique spaces.

LEVEL 1



RELATIONSHIPS

F.2 ARCHITECTURAL MASSING DIAGRAMS: CONCEPT M



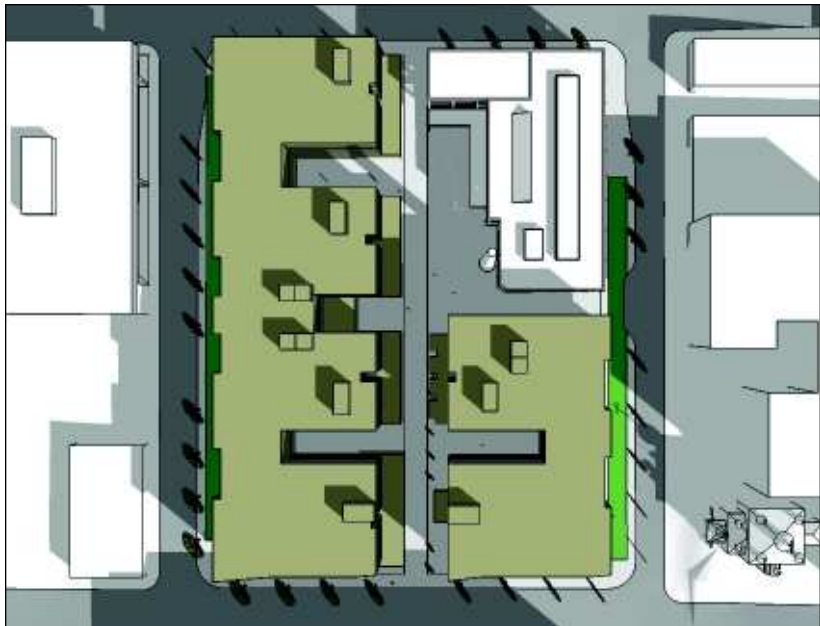
VIEW LOOKING TOWARDS THE NORTH-EAST



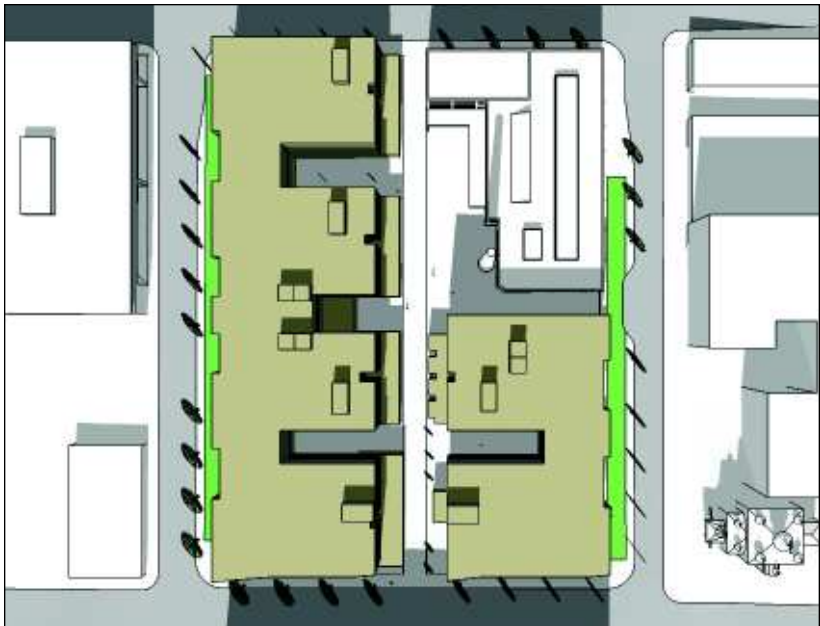
VIEW LOOKING TOWARDS THE SOUTH OF THE ALLEY / OPENSOURCE



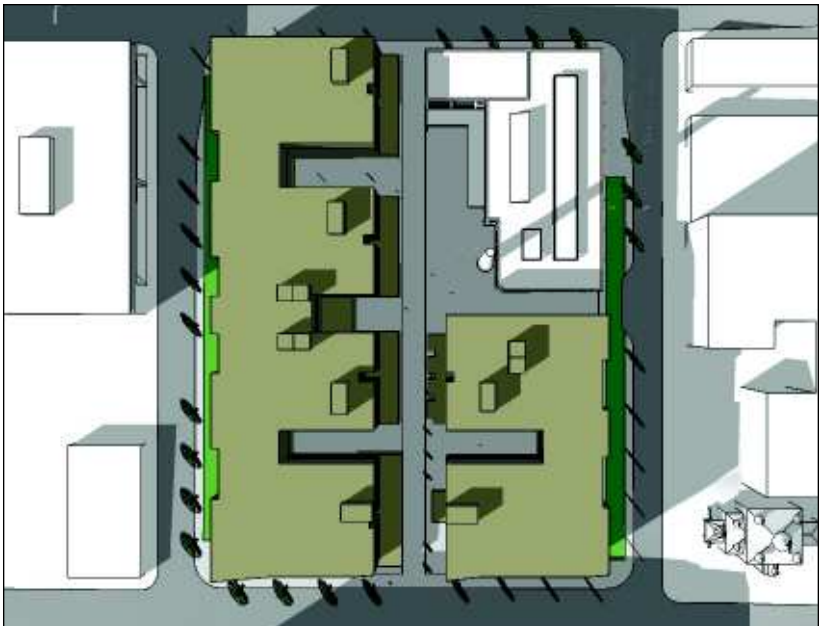
VIEW LOOKING TOWARDS THE NORTH-EAST FROM THE PARK



Spring / Fall Equinox: 9:30 am



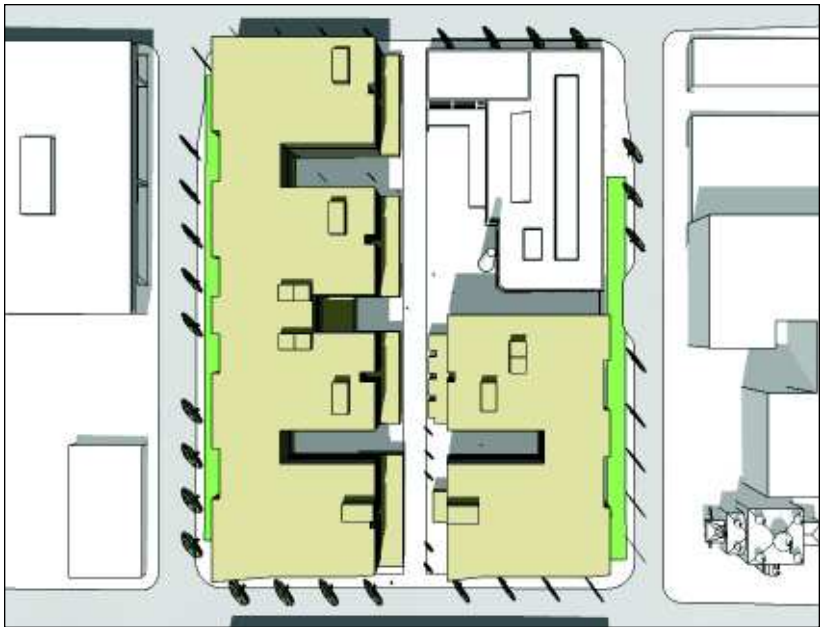
Spring / Fall Equinox: 12:30 pm



Spring / Fall Equinox: 3:30 pm



Summer Solstice: 9:30 am

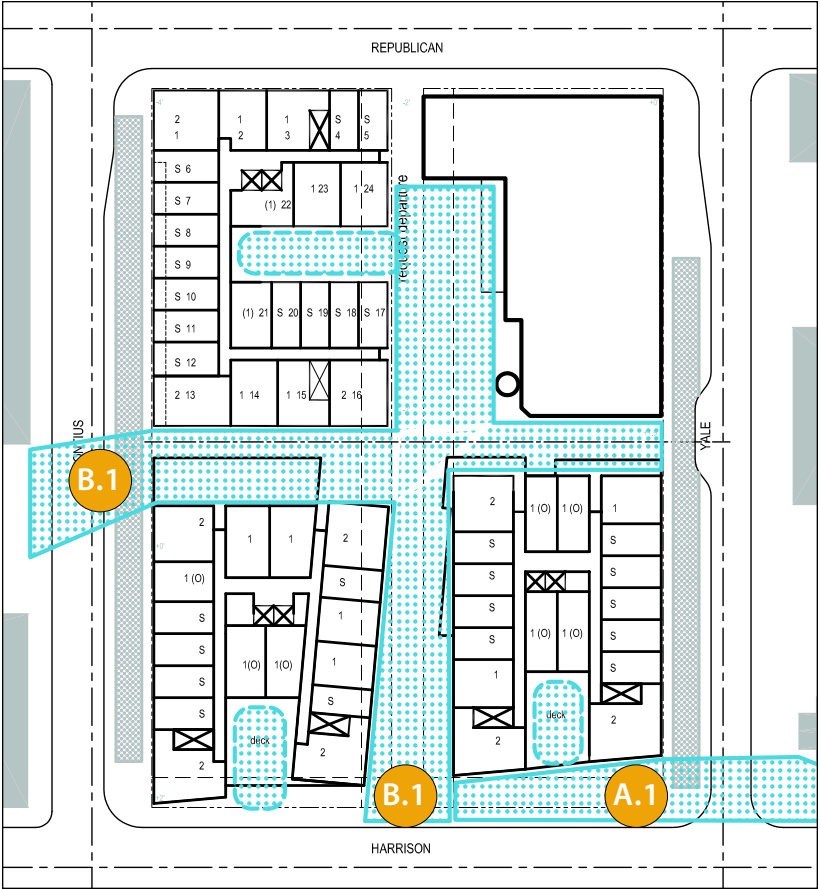


Summer Solstice: 12:30 pm



Summer Solstice: 3:30 pm

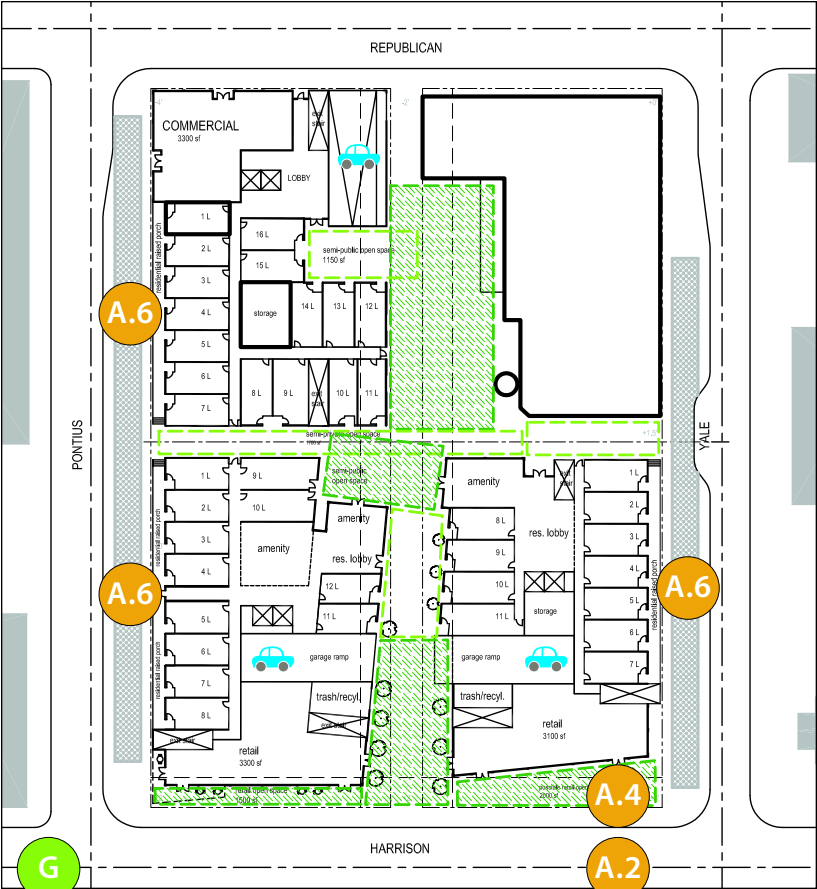
TYP. UPPER FLOORS



MASSING MODULATION ABOVE GRADE

Concept Q seeks to express the unique qualities of the site and maximize light and air into the center courtyard. The alley is maintained as a natural organizing principle, and the space is widened to encourage a multitude of uses. A minor east-west connection is also developed. The scheme takes advantage of the “missing tooth” to the south of the Pontius Building, which will afford more light and air into the heart of the site.

LEVEL 1

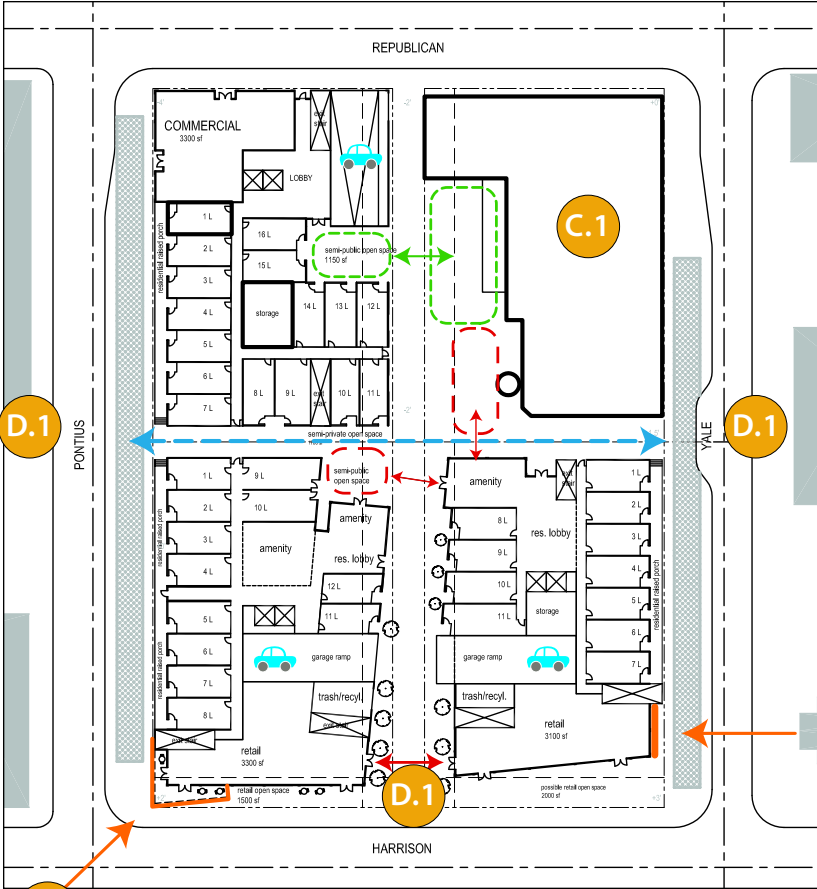


PEDESTRIAN-ORIENTED OPEN SPACE AT GRADE

This scheme is a quadrant scheme, with generous open space at grade that is clear and simple. The outdoor rooms created are simple volumes allowing a variety of uses. A setback along Harrison makes a gesture to St. Spirodon’s Cathedral as well as provides generous open space for the Green Street.

A cohesive identity among the various buildings on the site would be developed for this scheme -- the buildings would visually relate but not be the same, a “campus” approach to an identity for the site.

LEVEL 1

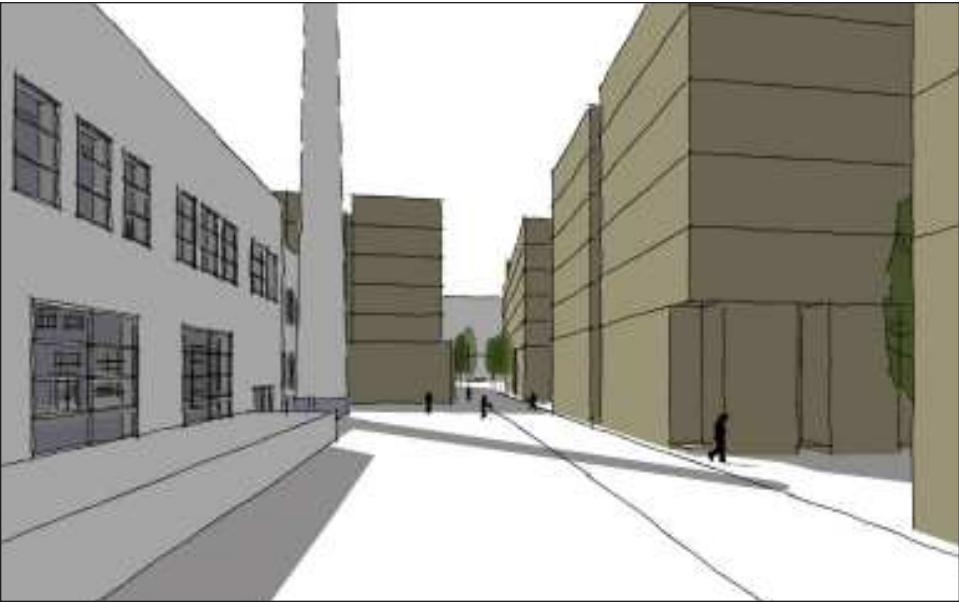


RELATIONSHIPS

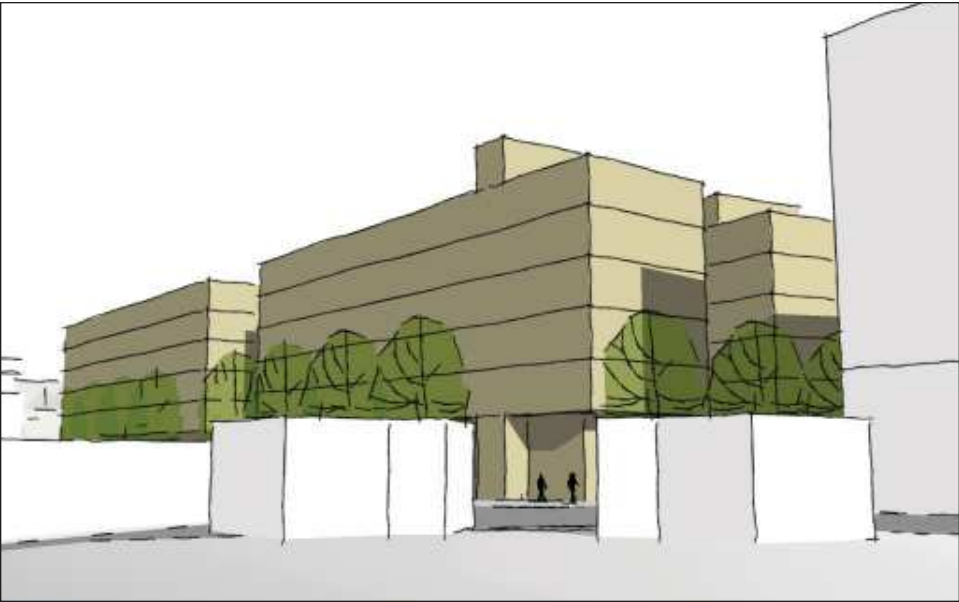
F.5 ARCHITECTURAL MASSING DIAGRAMS: CONCEPT Q



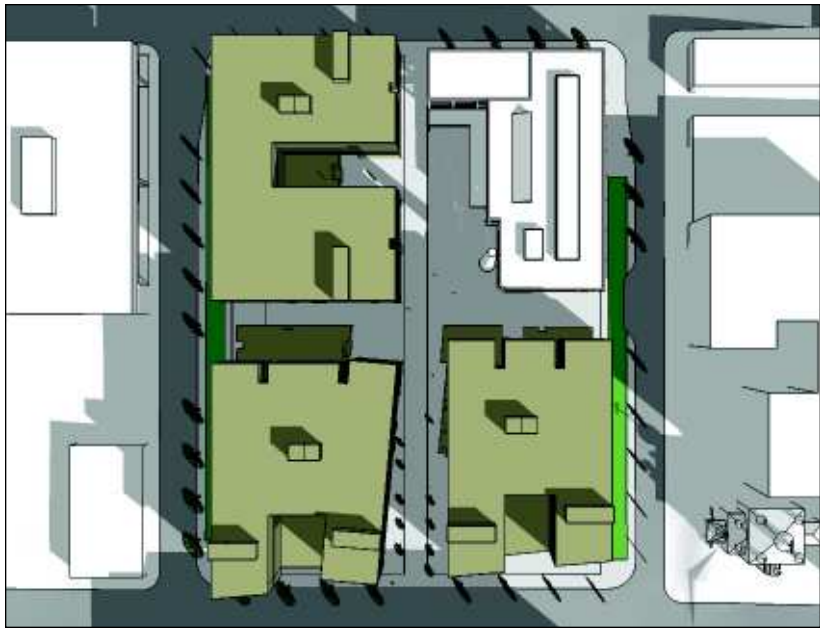
VIEW LOOKING TOWARDS THE NORTH-EAST



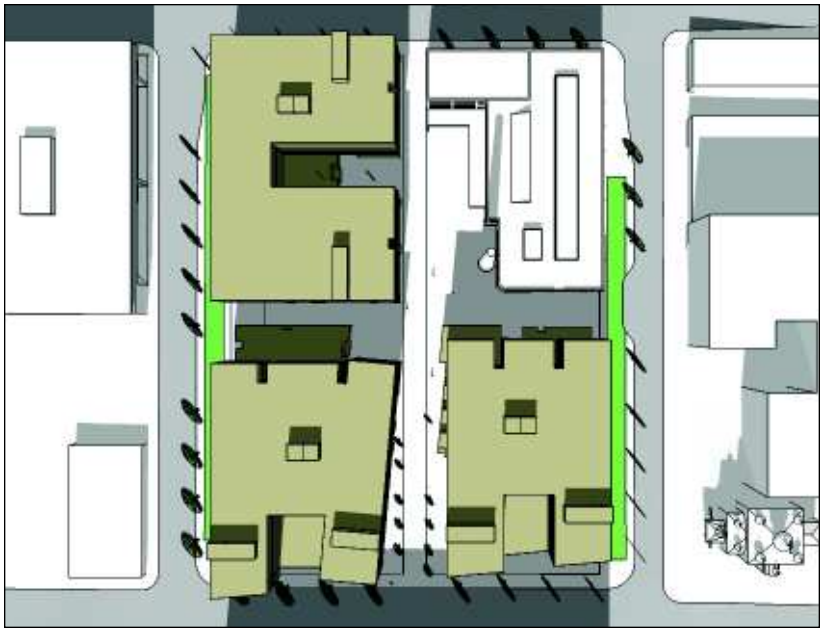
VIEW LOOKING TOWARDS THE SOUTH OF THE ALLEY / OPENSOURCE



VIEW LOOKING TOWARDS THE NORTH-EAST FROM THE PARK



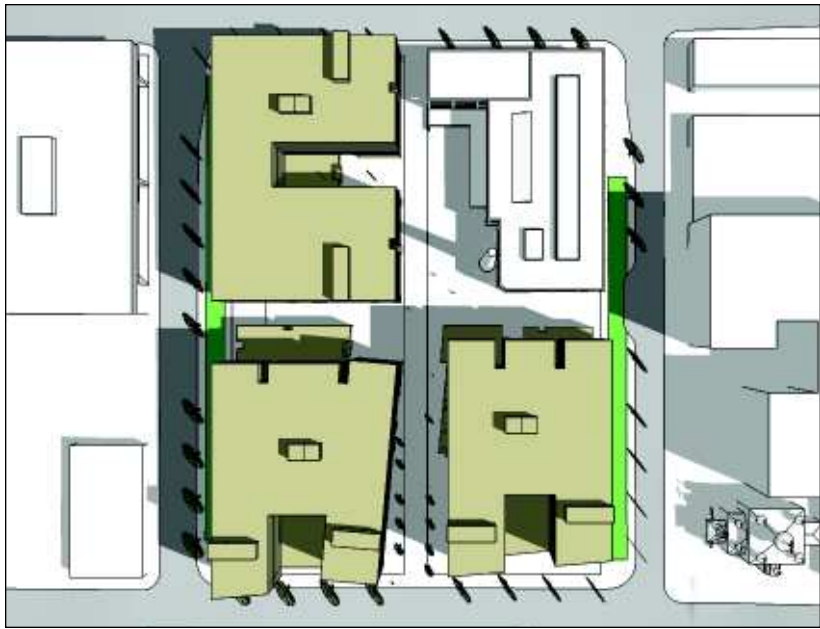
Spring / Fall Equinox: 9:30 am



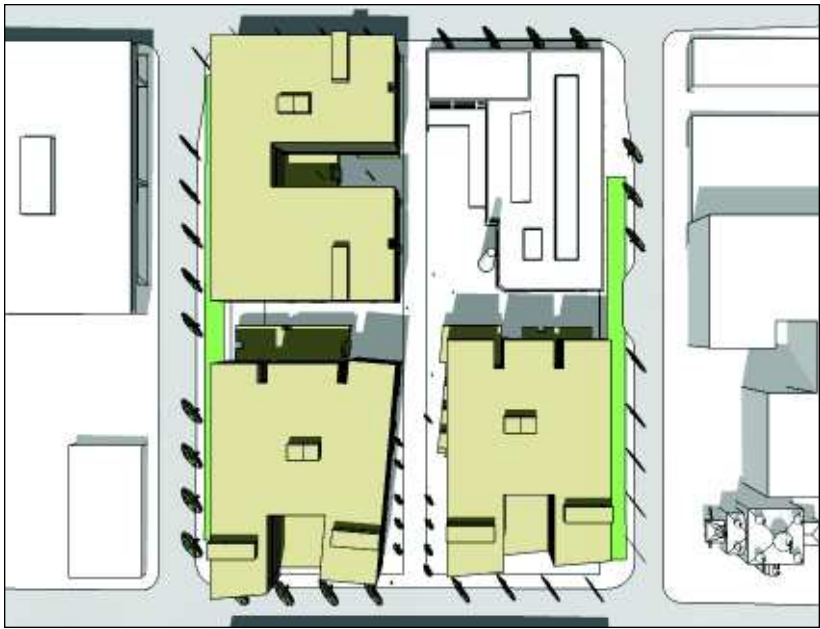
Spring / Fall Equinox: 12:30 pm



Spring / Fall Equinox: 3:30 pm



Summer Solstice: 9:30 am



Summer Solstice: 12:30 pm



Summer Solstice: 3:30 pm

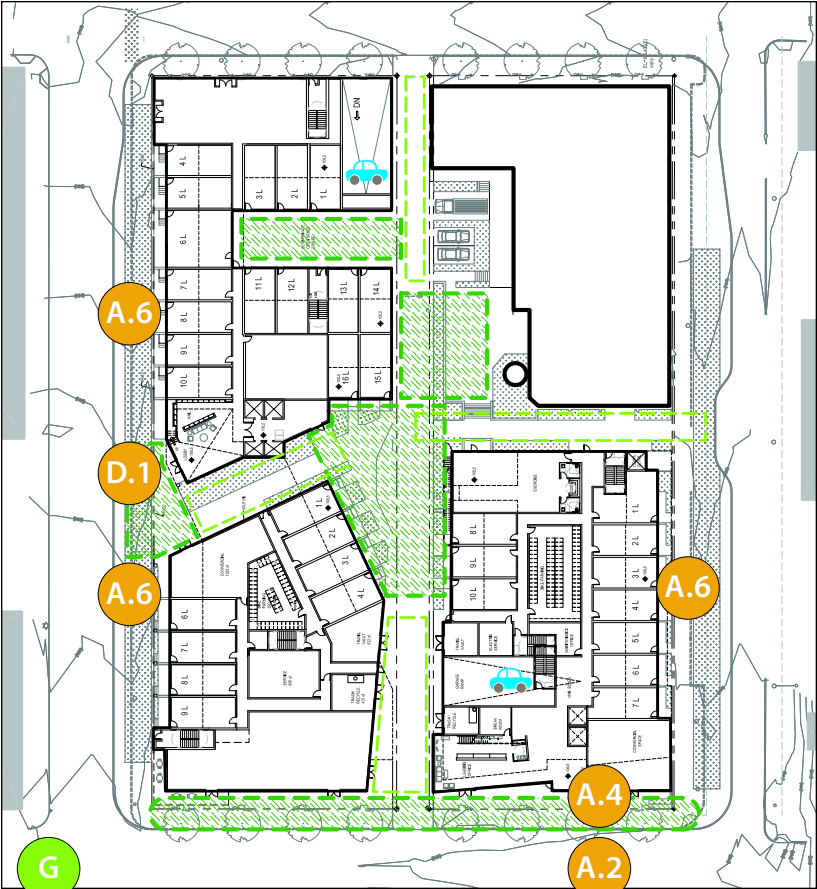
TYP. UPPER FLOORS



MASSING MODULATION ABOVE GRADE

Concept K seeks to maximize the unique qualities of the site and take advantage of the landmark smokestack to orient facades, planes, and open spaces. The alley is maintained as a natural organizing principle, but the space is widened to encourage multiple uses.

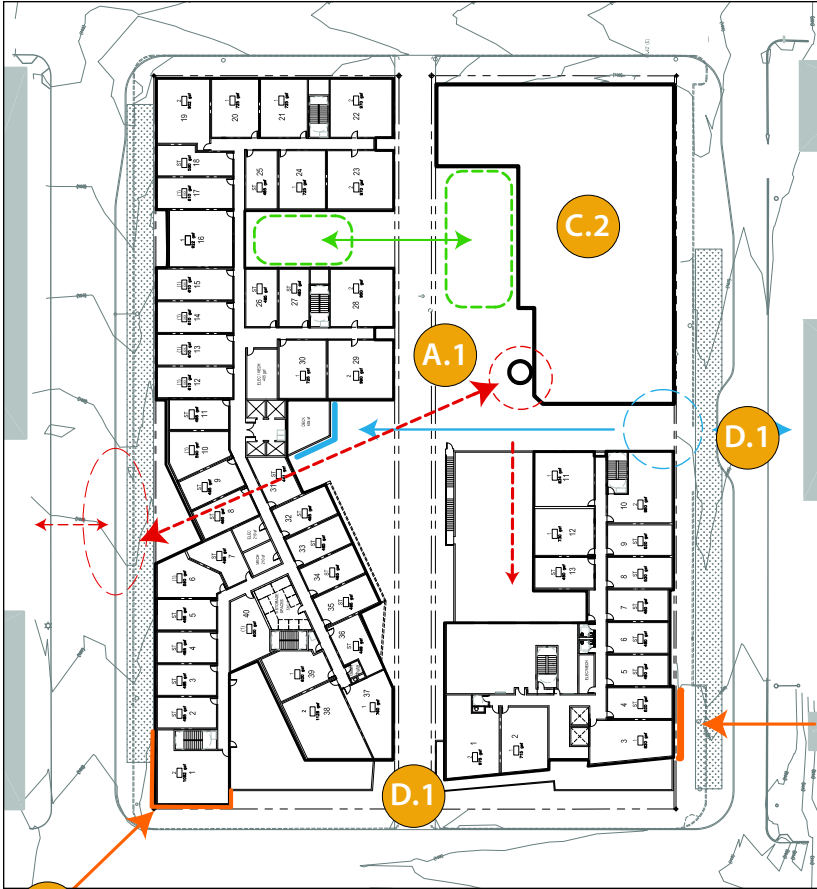
LEVEL 1



PEDESTRIAN-ORIENTED OPEN SPACE AT GRADE

The heart of this concept is the open space around the smokestack and the relationship of common spaces to this open space. A setback along Harrison makes a gesture to St. Spiridon's Cathedral as well as provides generous open space for the Green Street.

LEVEL 1



RELATIONSHIPS

The angles of the scheme draw pedestrians into the site from multiple directions and provide a rich variety of spaces and potential architectural relationships.

F.8 ARCHITECTURAL MASSING DIAGRAMS: CONCEPT K - PREFERRED SCHEME



VIEW LOOKING TOWARDS THE NORTH-EAST



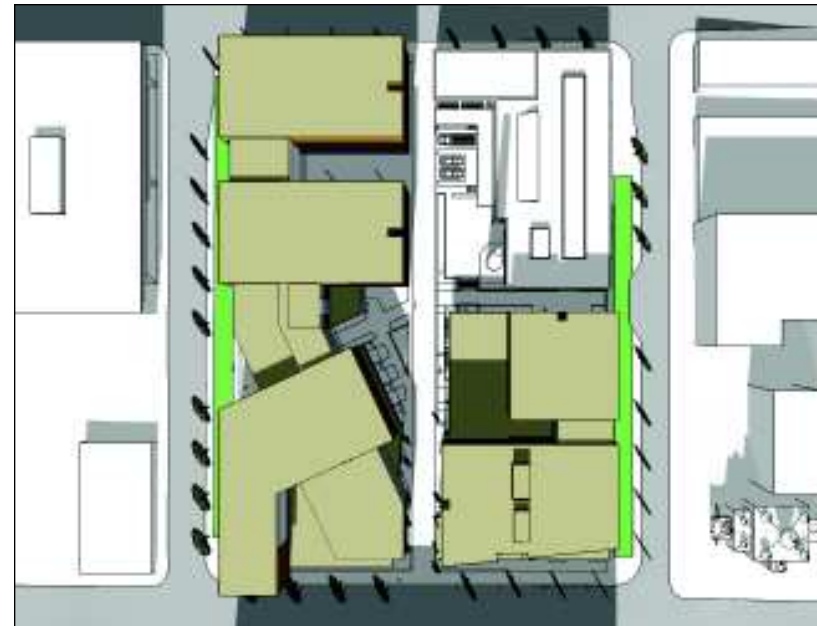
VIEW LOOKING TOWARDS THE SOUTH OF THE ALLEY / OPENSOURCE



VIEW LOOKING TOWARDS THE NORTH-EAST FROM THE PARK



Spring / Fall Equinox: 9:30 am



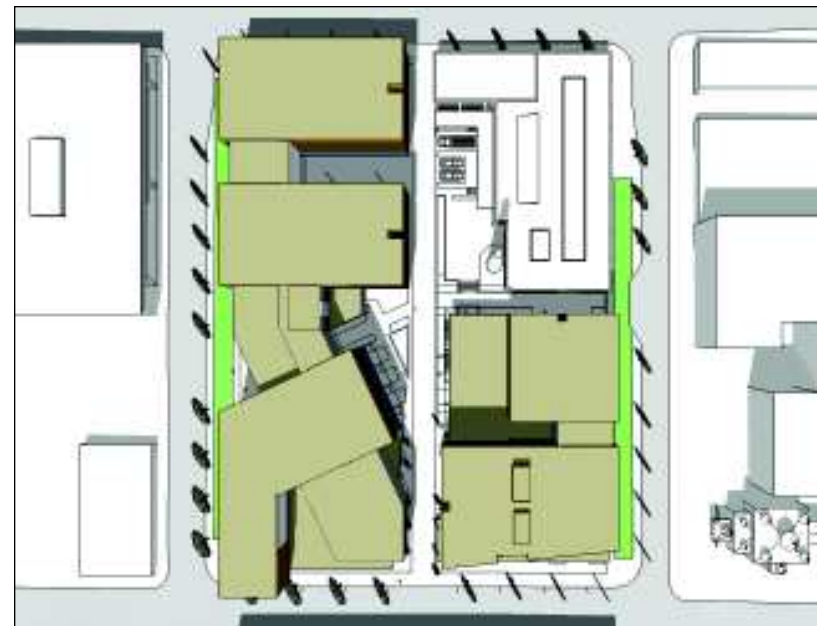
Spring / Fall Equinox: 12:30 pm



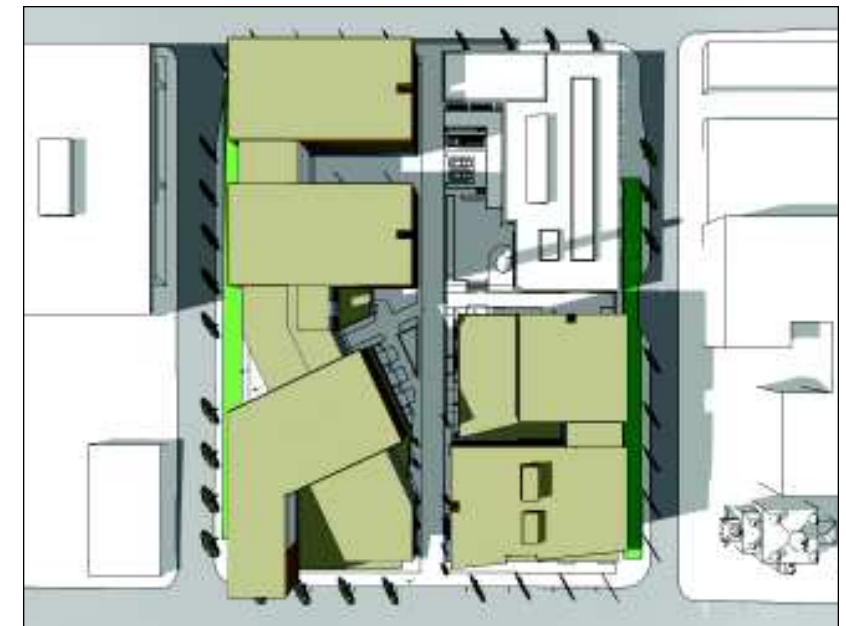
Spring / Fall Equinox: 3:30 pm



Summer Solstice: 9:30 am

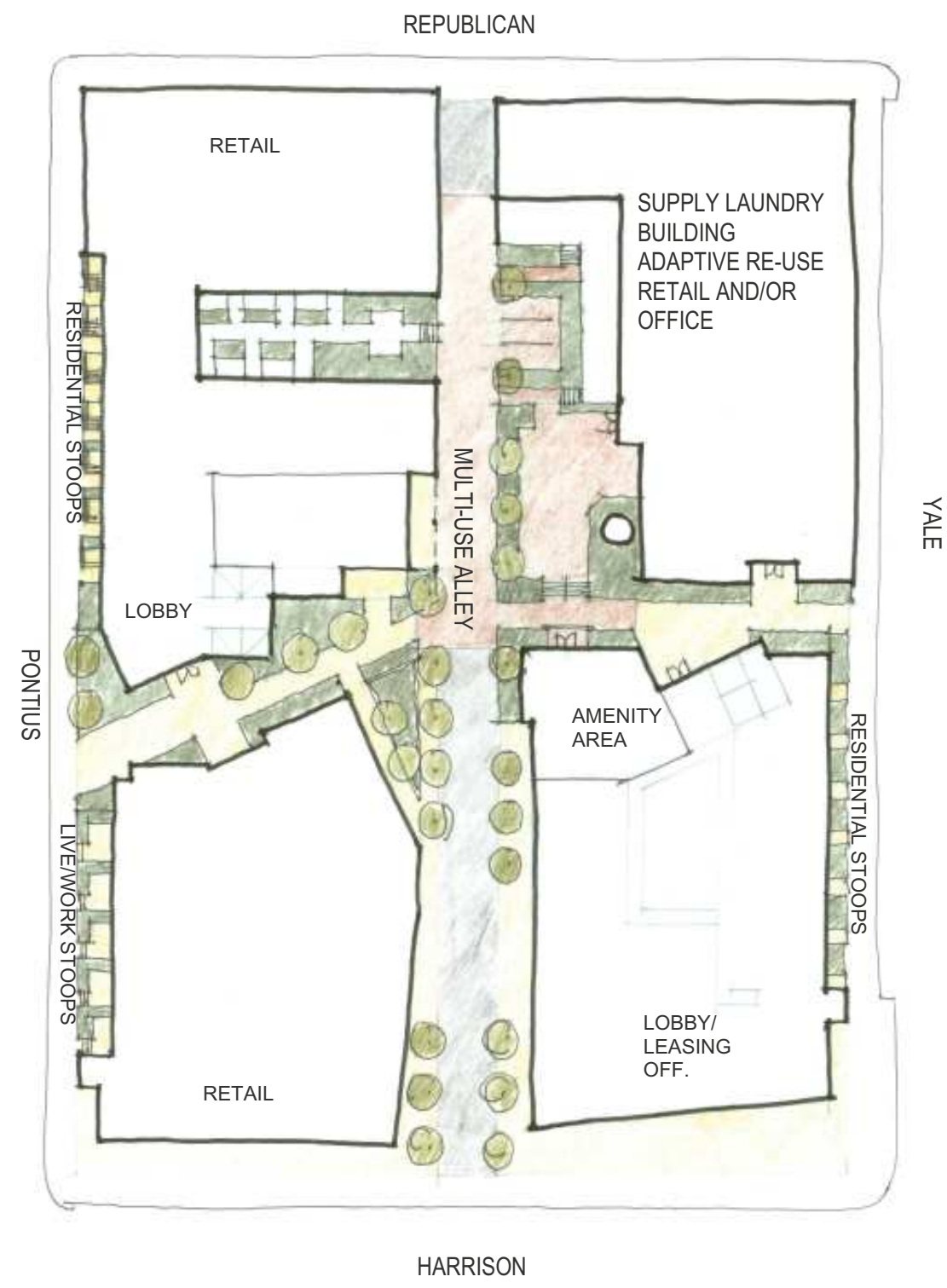


Summer Solstice: 12:30 pm



Summer Solstice: 3:30 pm

F.10 ARCHITECTURAL SITE CONCEPT: CONCEPT K - PREFERRED SCHEME

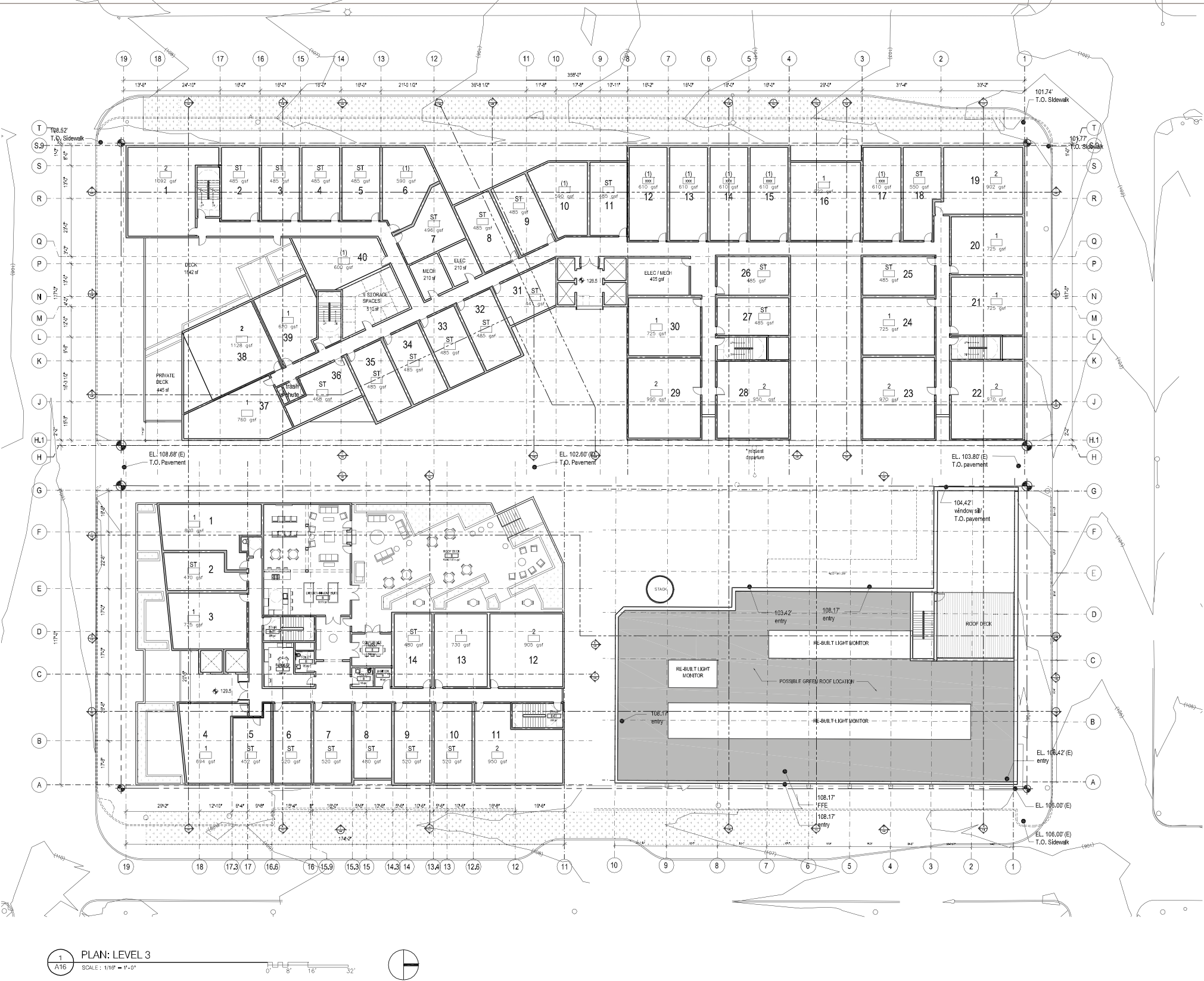


EARLY CONCEPT SKETCH OF SITE PLAN

F.12 PREFERRED SCHEME - SCHEMATIC DESIGN PLANS



PREFERRED SCHEME - SCHEMATIC DESIGN PLANS F.13



Upper Level Setbacks (SMC 23.48.012)

Requirement: Upper level setback required at Harrison above 45 ft

Goals / rationale:

- project intends to set back at sidewalk level to allow activity to spill out to sidewalk
- project intends to provide larger than the required setback at portions of the building in order to respond to local landmark St. Spiridon Cathedral but requests flexibility in providing less than the required setback as the project is further away from the corner of Yale and Harrison

Requirement: Upper level setback required along alley above 25 ft

Goals / rationale:

- project intends to set back at grade to allow activity to spill out to the sidewalk and accommodate a variety of uses (woonerf-style)
- project intends to provide modulation along the alley, with areas providing setback that is greater than required in order to allow light into heart of project but requests flexibility to provide less than the required setback at portions of the project
- orientation of building massing along east-west axis allows for better passive cooling site planning

Street Level Setback (SMC 23.48.014)

Requirement: Except on Class I pedestrian streets, structures may be set back up to 12 feet from the property line...

Goals / rationale:

- project seeks to provide pedestrian through-block passage, with attractive landscaping and hardscaping to improve pedestrian environment and break up long block
- project seeks to measure “street level setback” as an average setback of massing footprint (since at street level there is a through-connection (average setback 12’-3” to property line)
- project is providing 1 foot easement along Pontius and Yale for SPU swale

Vehicle Access (SMC 23.48.034)

Requirement: When lot abuts on an improved alley, access to parking and loading shall be from alley.

Goals / rationale:

- project intends to avoid “closed campus” feeling per SLU Design Guidelines and seeks to encourage pedestrian use of the alley (as is encouraged in the SM/R zone)
- project proposes one garage entrance from Republican rather than alley to prioritize pedestrian use of alley
- bioswales along Pontius and Yale limit possible driveway and entry locations
- no garage access is proposed along Harrison Street (green street and heart location)

Residential Amenity Area (SMC 23.48.020)

Requirement: amenity area equal to 5% of gross building area in residential use is required

Goals / rationale:

- project intends to encourage residents to interact with different portions of the building in order to encourage a lively pedestrian streetscape
- project requests permission to allow overall project to meet amenity requirements for overall project, rather than the each phase meeting each requirement as a stand-alone calculation

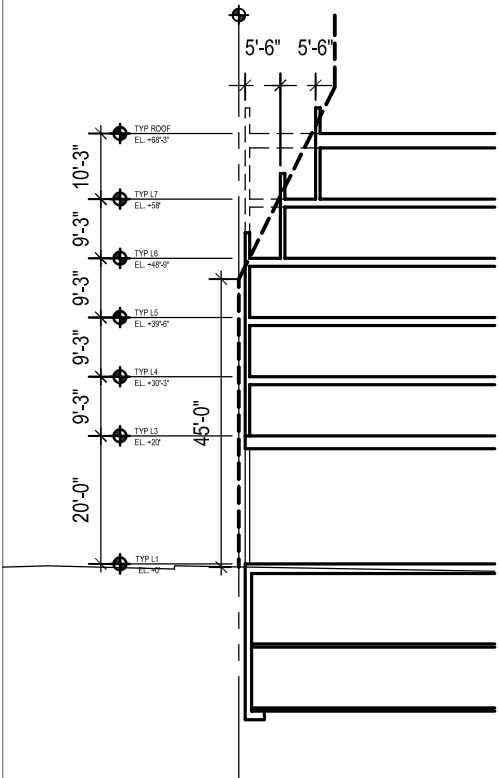
G.1 POTENTIAL DEPARTURES REQUESTED

Upper Level Setbacks (SMC 23.48.012)

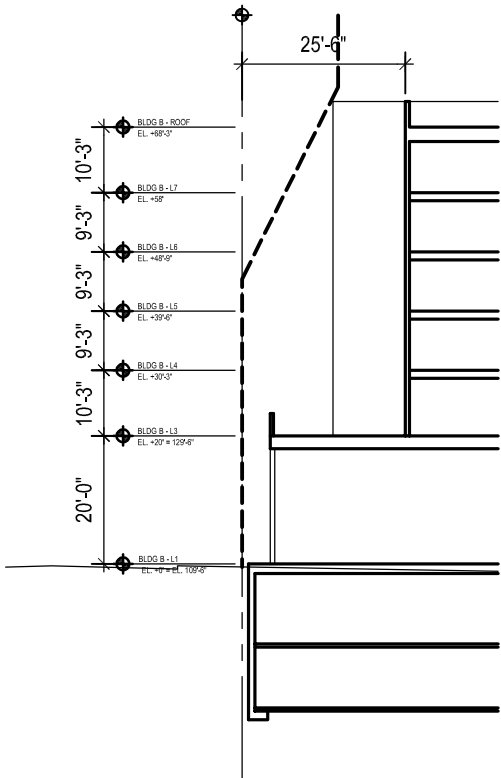
Requirement: Upper level setback required at Harrison above 45 ft

Goals / rationale:

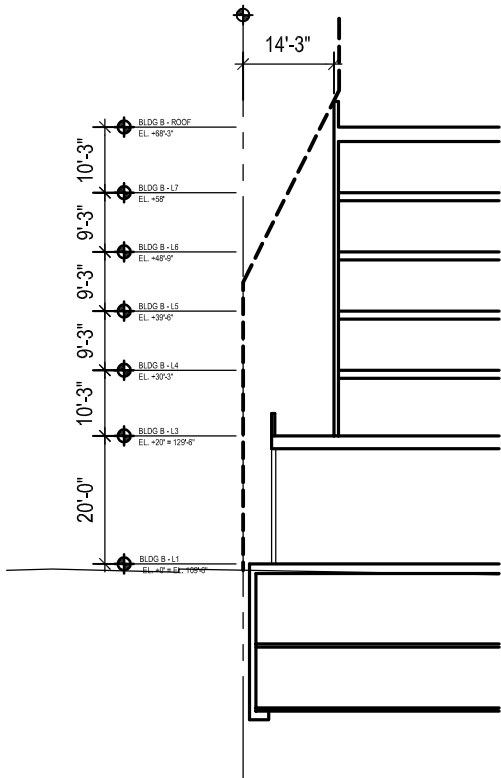
- project intends to set back at sidewalk level to allow activity to spill out to sidewalk
- project intends to provide larger than the required setback at portions of the building in order to respond to local landmark St. Spiridon Cathedral but requests flexibility in providing less than the required setback as the project is further away from the corner of Yale and Harrison



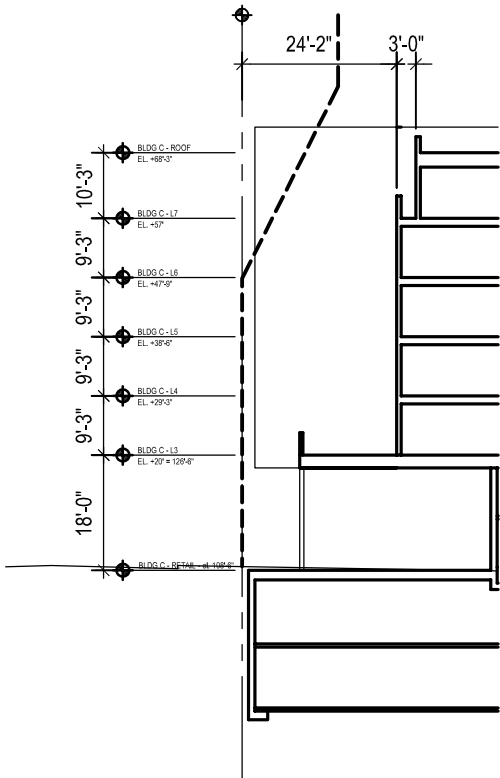
required setback



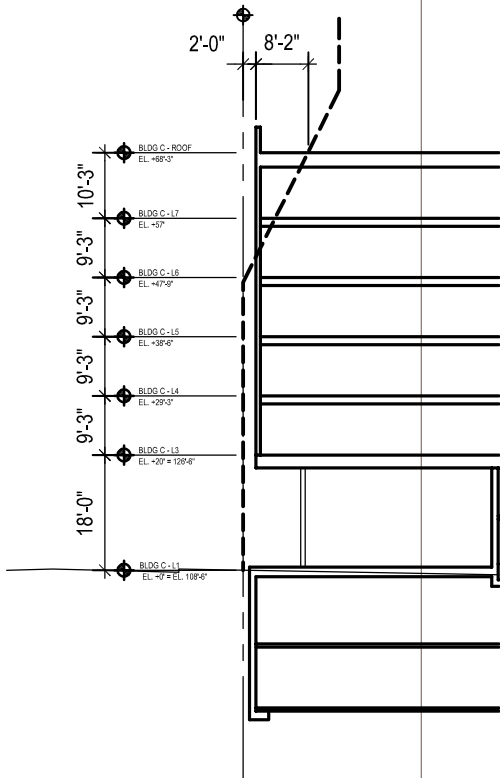
provided setback
SE corner, east block



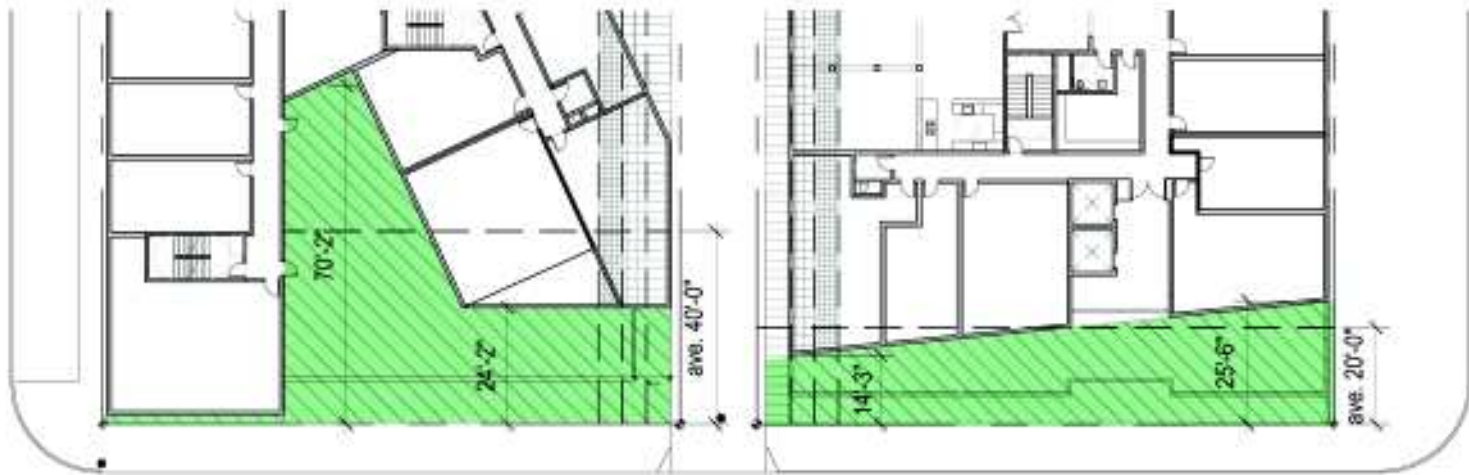
provided setback
SW corner, east block



provided setback
SE corner, west block



provided setback
SW corner, west block



West Block
average setback 40 ft

West Block

	req. setback (ft)	x 120 ft = area (sf)	provided setback area (sf)
L3	0	0	3214
L4	0	0	3214
L5	0	0	3214
L6	5.5	660	3214
L7	11	1320	3214
total		1980	16070

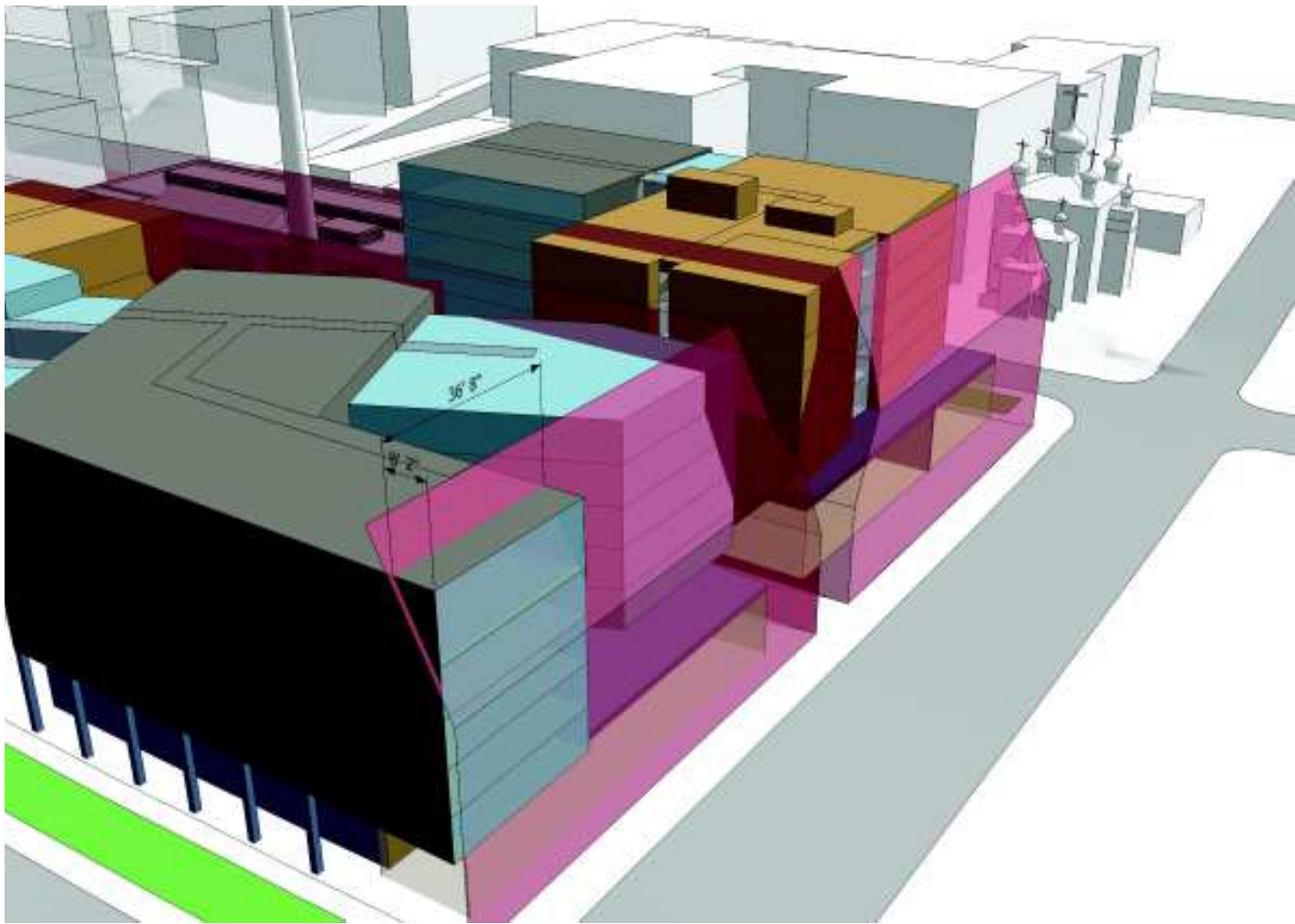
amount of building within Harrison setback

L6	36'-8"	x 5'	= 183.3 sf
L7	36'-8"	x 10'	= 366.6 sf
total			550 sf

East Block
average setback 20 ft

East Block

	req. setback (ft)	x 120 ft = area (sf)	provided setback area (sf)
L3	0	0	2226
L4	0	0	2226
L5	0	0	2226
L6	5.5	660	2226
L7	11	1320	2226
total		1980	11130



G.3 POTENTIAL DEPARTURES REQUESTED

Upper Level Setbacks (SMC 23.48.012)

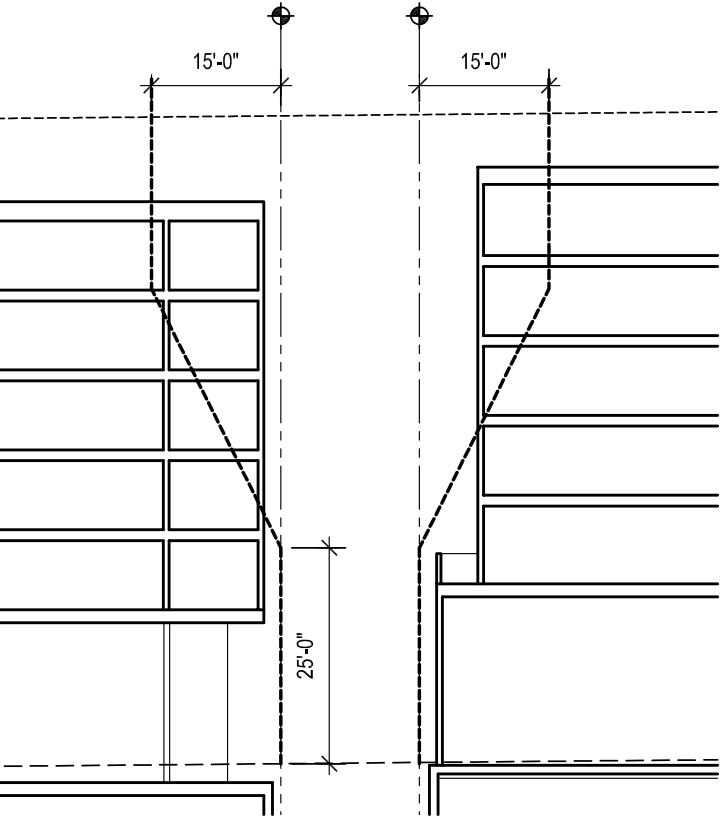
Requirement: Upper level setback required along alley above 25 ft

Goals / rationale:

- project intends to set back at grade to allow activity to spill out to the sidewalk and accommodate a variety of uses (woonerf-style)
- project intends to provide modulation along the alley, with areas providing setback that is greater than required in order to allow light into heart of project but requests flexibility to provide less than the required setback at portions of the project
- orientation of building massing along east-west axis allows for better passive cooling site planning

Other rationale:

- No addition to Supply Laundry Historic Landmark Building is proposed; maintaining existing building represents a loss of 19,560 sf in developable site area, or over 50,000 sf of potential floor plate area
- Easement for swales along Yale and Pontius Avenues represent loss of 556 sf of site area, or 3900 sf of potential floor plate area



section through alley setback
at south end of block

West Block

	req. setback (ft)	x 360 ft = area (sf)	provided setback area (sf)
L3	5	1800	8984
L4	10	3600	8984
L5	15	5400	8984
L6	15	5400	8984
L7	15	5400	8984
total			21600 44920

amount of building within alley setback

L3	784
L4	1671
L5	2658
L6	2658
L7	2658
total	
	10429

East Block - SE quad

	req. setback (ft)	x 176 ft = area (sf)	provided setback area (sf)
L3	5	880	4576
L4	10	1760	4576
L5	15	2640	4576
L6	15	2640	4576
L7	15	2640	4576
total			10560 22880

sf

amount of building within alley setback

L3	0
L4	404
L5	787
L6	787
L7	787
total	
	2765

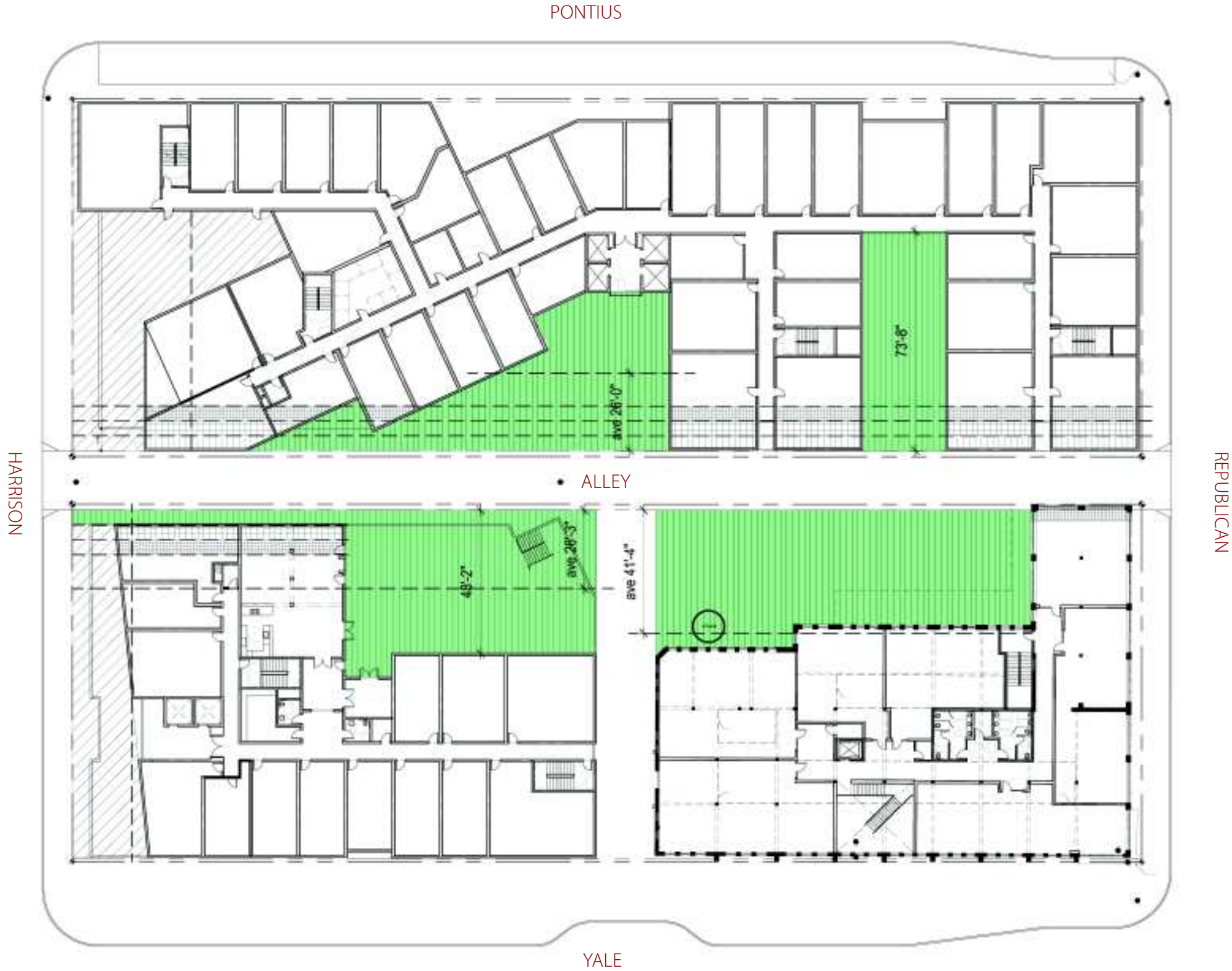
East Block - NE quad (Supply Laundry Bldg)

	req. setback (ft)	x 160 ft = area (sf)	provided setback area (sf)
L2	5	800	5231
total			800 5231

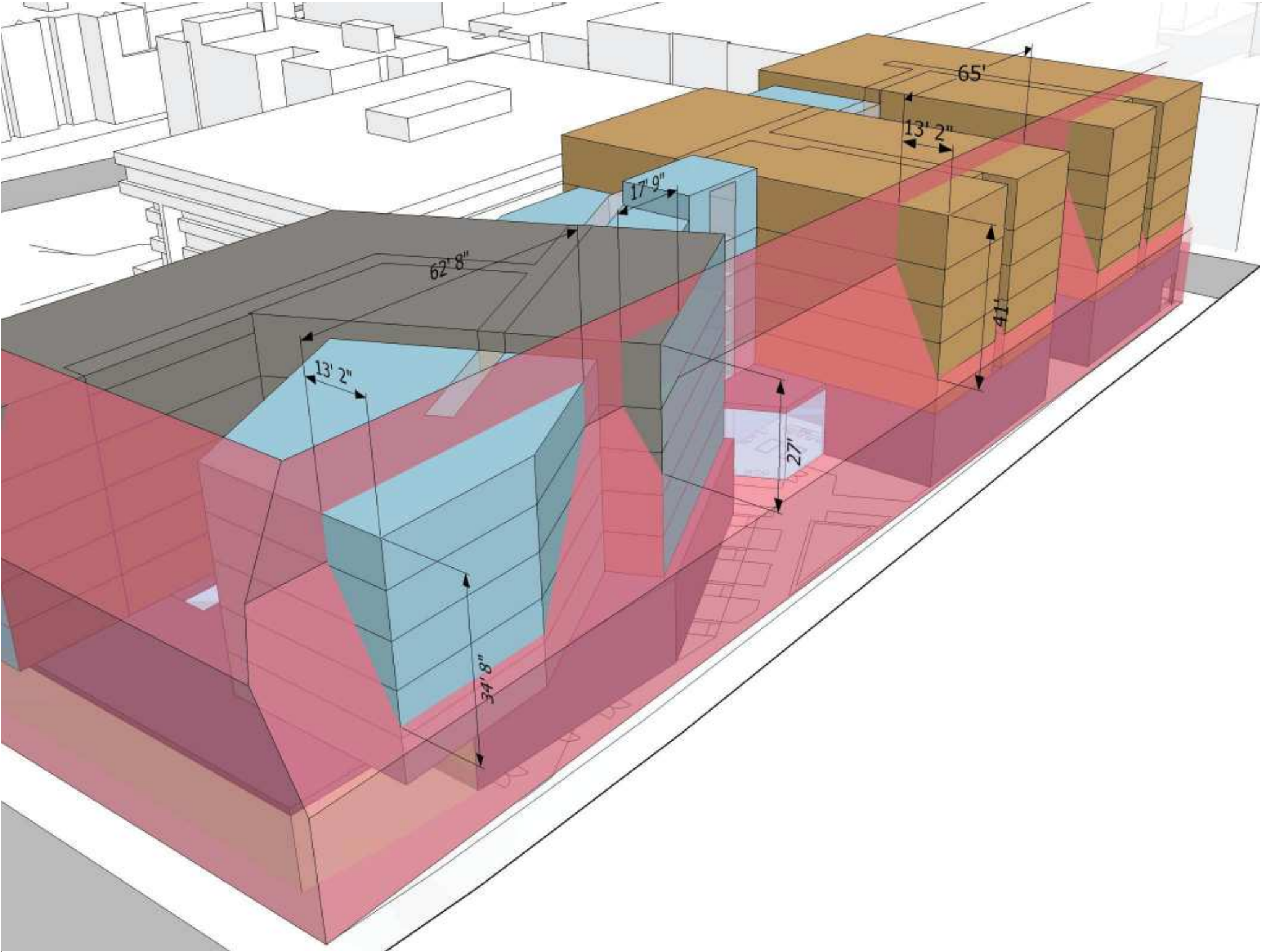
sf

amount of building within alley setback

L2	172
total	172

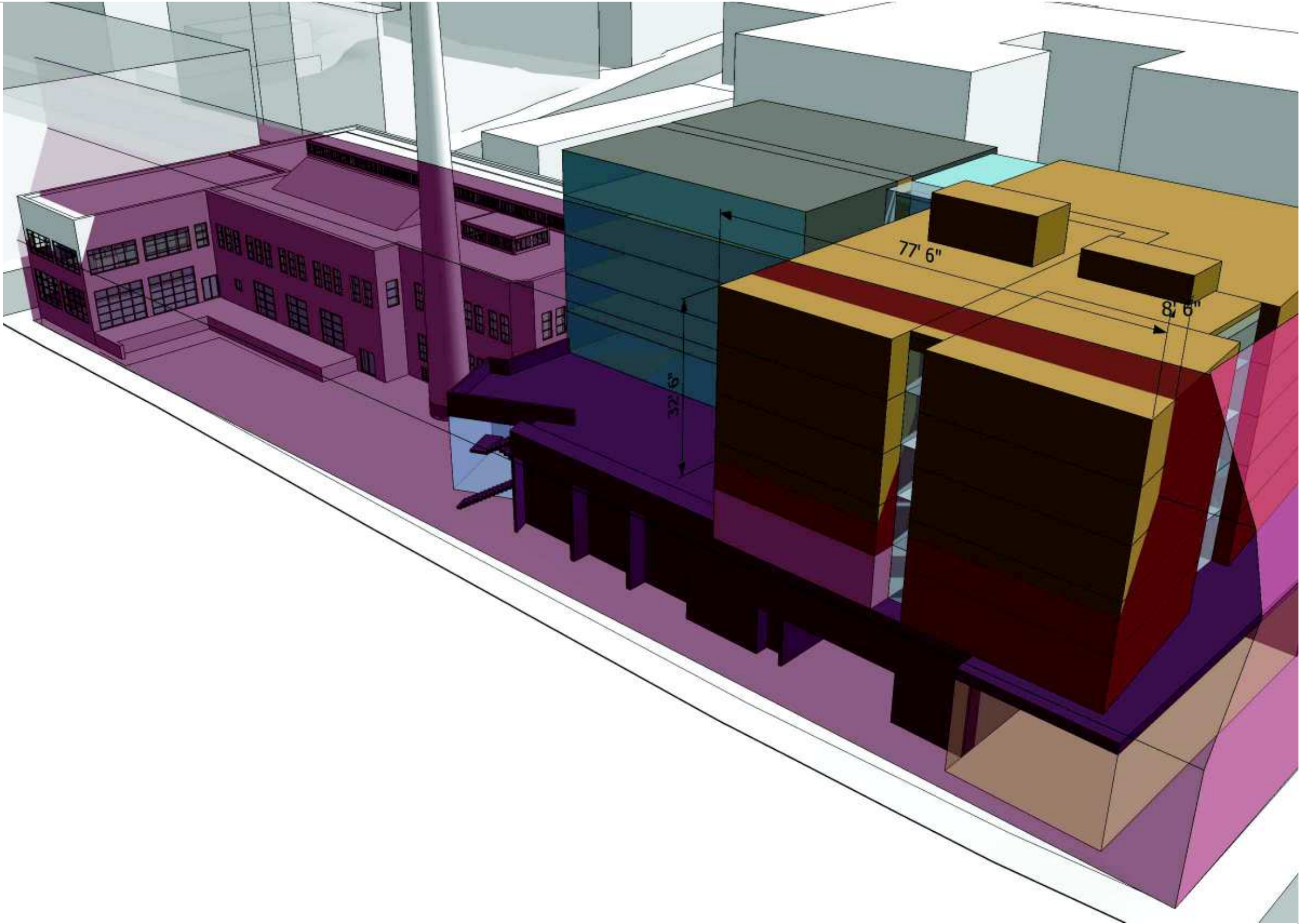


G.5 POTENTIAL DEPARTURES REQUESTED



west block
alley setbacks above 25 feet

east block
alley setbacks above 25 feet



G.7 POTENTIAL DEPARTURES REQUESTED



full block view
with alley setback and green street
setback requirements indicated

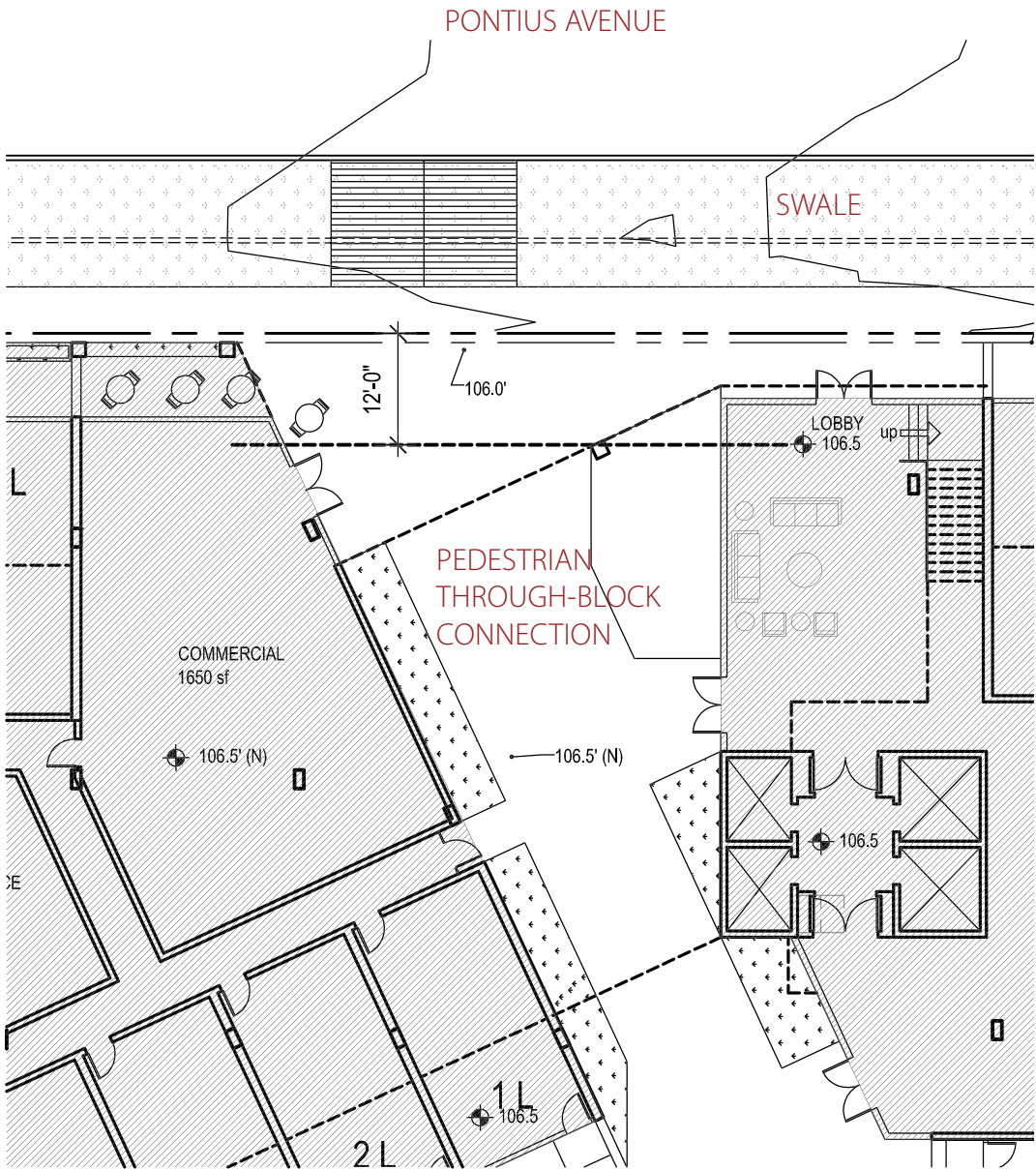
Street Level Setback (SMC 23.48.014)

Requirement: Except on Class I pedestrian streets, structures may be set back up to 12 feet from the property line...

Goals / rationale:

- project seeks to provide pedestrian through-block passage, with attractive landscaping and hardscaping to improve pedestrian environment and break up long block
- setback provides more useable hardscape at right-of-way to encourage commercial uses to spill out and makes up for useable space taken up by swale
- project seeks to measure “street level setback” as an average setback of massing footprint (since at street level there is a through-connection (average setback 12’-3” to property line)
- project is providing 1 foot easement along Pontius and Yale for SPU swale

(if setback is measured from easement, and average setback of footprint allowed, no departure is necessary)



G.9 POTENTIAL DEPARTURES REQUESTED

Vehicle Access (SMC 23.48.034)

Requirement: When lot abuts on an improved alley, access to parking and loading shall be from alley.

Goals / rationale:

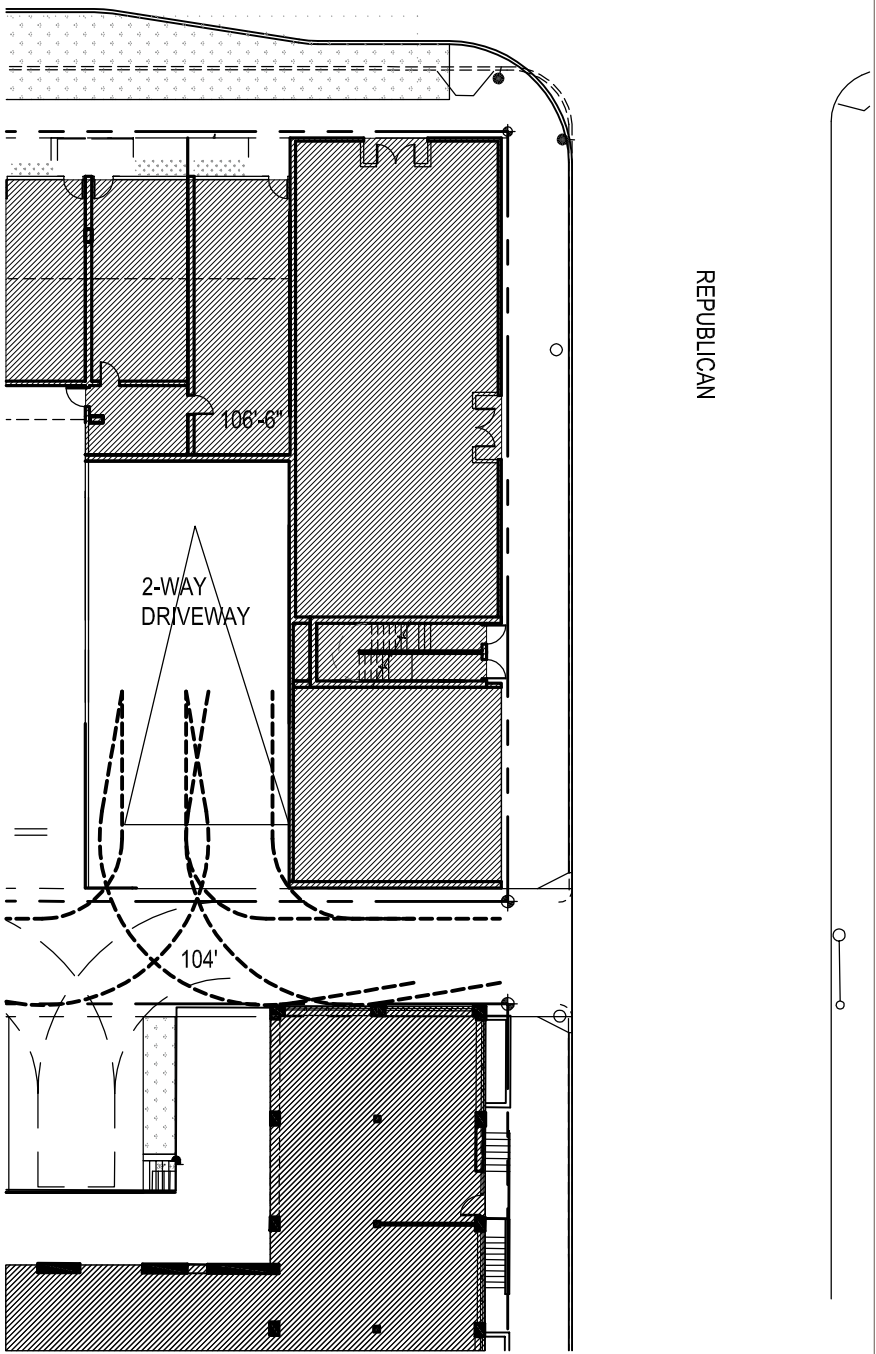
- project intends to avoid “closed campus” feeling per SLU Design Guidelines and seeks to encourage pedestrian use of the alley (as is encouraged in the SM/R zone)
- project proposes one garage entrance from Republican rather than alley to prioritize pedestrian use of alley
- bioswales along Pontius and Yale limit possible driveway and entry locations
- no garage access is proposed along Harrison Street (green street and heart location)

pros:

- complies with zoning requirement
- gain retail area and uninterrupted street facade

cons:

- introduces more vehicles into alley
- longer ramp required due to higher alley grade
- less visibility for cars entering onto Republican (sight triangle conflicts with Supply Laundry Building) and creates bottleneck for cars entering and exiting at intersection of alley and Republican
- this would encourage more cars to drive south on a regular basis, causing more disruption to pedestrian life of the alley
- loss of 3 residential units



CODE-COMPLIANT SCHEME

pros:

- shorter ramp length (works with site grades)
- cars do not intrude on alley, more interesting alley facade, especially facing the Supply Laundry building and potential outdoor plaza
- better visibility for cars entering Republican

cons:

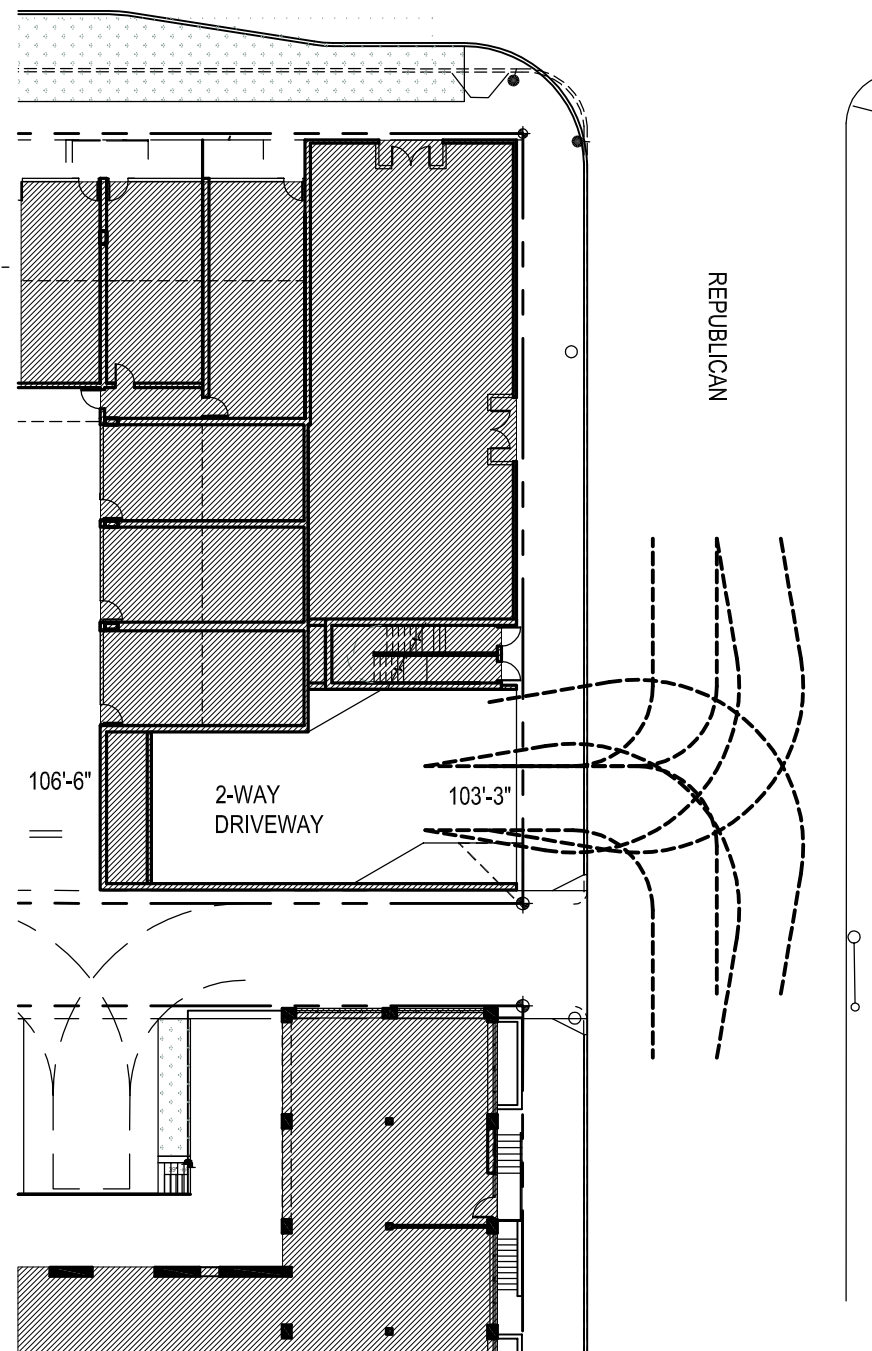
- not per zoning code

precedents:

- Alley 24 - John Street garage entrance



PREFERRED SCHEME





H.1 ARCHITECTURE: BLOCK 10: BUILDING CHARACTER DESIGN

LINK

- Connector
- Light
- Textured
- Cool
- Transparent



FABRIC

- Earth
- Grounded
- Formal
- Balanced
- Rhythm

OBJECT

- Flat
- Dark
- Smooth
- Saturated
- Horizontal
- In Motion
- Sculptural

OBJECT

- CHARACTER:**
- Saturated
 - Flat
 - Horizontal
 - Dark
 - In Motion
 - Smooth
 - Sculptural

GOALS:

- Sculptural object as seen from Cascade Park
- Open context
- Express movement: draw people into site
- Express extending energy of historic landmark outward



FABRIC

- CHARACTER:**
- Formal
 - Earth
 - Balanced
 - Grounded
 - Rhythm

GOALS:

- Express urban relationships
- Knit project into urban "fabric", acknowledge adjacencies
- Materials have richness
- Scale / Rhythm



LINK

- CHARACTER:**
- Textured
 - Connector
 - Cool
 - Light
 - Transparent

GOALS:

- Stitching
- Texture
- Connector



H.3 ARCHITECTURE: OBJECT • INSPIRATION IMAGES





View from NE from alley



View from SW (Cascade Park)



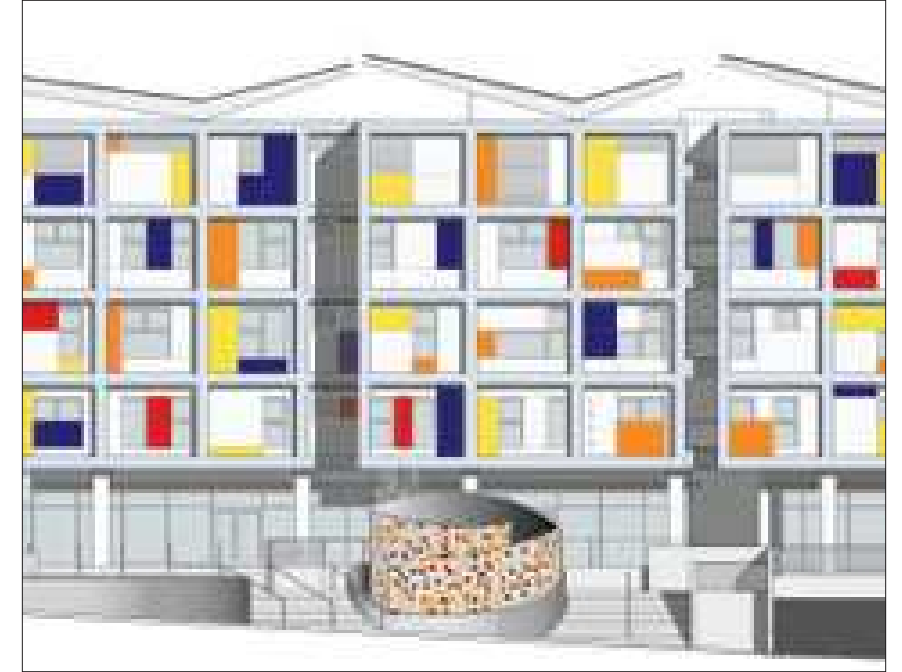


View from NW



View from SE

H.7 ARCHITECTURE: LINK • INSPIRATION IMAGES





View from south (at alley)



View from west (mid-block connection)

E N V I R O N M E N T

PURSUING LEED® GOLD

- Swale
- Winter Gardens / Pea Patch
- Rainwater Harvesting
- Adaptive Re-Use of historic landmark



Swale



Swale



Winter Gardens



Winter Gardens



Adaptive Re-use



Adaptive Re-use



Rainwater Harvest

C O M M U N I T Y

PEOPLE & PLACES

- Lively Street Presence
- Establishing a Sense of Place
- Respect for Neighborhood
- Community Connectivity
- Thoughtfully Designed Open Space
(Public, Semi-Public, Semi-Private, Private)





COMMUNITY



VIEW OF COURTYARD





VIEW OF HARRISON STREETSCAPE



VIEW OF PONTIUS STREETSCAPE