

DPD PROJECT No: 3013130
1099 STEWART STREET + 1050 HOWELL STREET

Early Design Guidance Package
24 APRIL 2012

B O R E N O N E

 touchstone

Aedas

JOHNSON BRAUND INC.

SWIFT COMPANY LLC

MAGNUSSON
KLEMENCIC
ASSOCIATES

1. DEVELOPMENT OBJECTIVES

The Stewart and Boren Project is a mixed use development on the half block bordered by Stewart and Howell Streets, Boren Avenue and the Alley. The project will include an 11 level Class A technology office building of approximately 300,000 gsf and a 13 level 222 key hotel of approximately 145,000 gsf. Required street level use will occupy the street frontage of Stewart Street. Additional street level program, not required, will occupy the first level of the hotel on Howell Street and Boren Avenue. Three levels of below grade area, 127,000 gsf, will accommodate hotel services, utility services for the technology office building and the hotel, bicycle storage, locker rooms and parking for approximately 300 vehicles, including van accessible parking.

To achieve a dynamic and cohesive development

shared program, form and architectural vocabulary

To achieve clarity and coherence

simple, volumetric buildings which reveal function

To maximize efficiency and flexibility

consistent geometry and logical planning modules

To elevate the streetscape experience

active on all street edges...protected from traffic

To integrate building and landscape

creative and sustainable materials...emphasis on daylight

To create identity for Boren Avenue

a new corridor between South Lake Union and Capital Hill

To feature the corner of Stewart and Boren

arrival to the city...arrival to the site

To ensure views to Lake Union

highest transparency and visibility along Stewart and Boren

To maximize FAR

achieve full development potential and elevate pedestrian experience

To limit the buildings to 160' in height

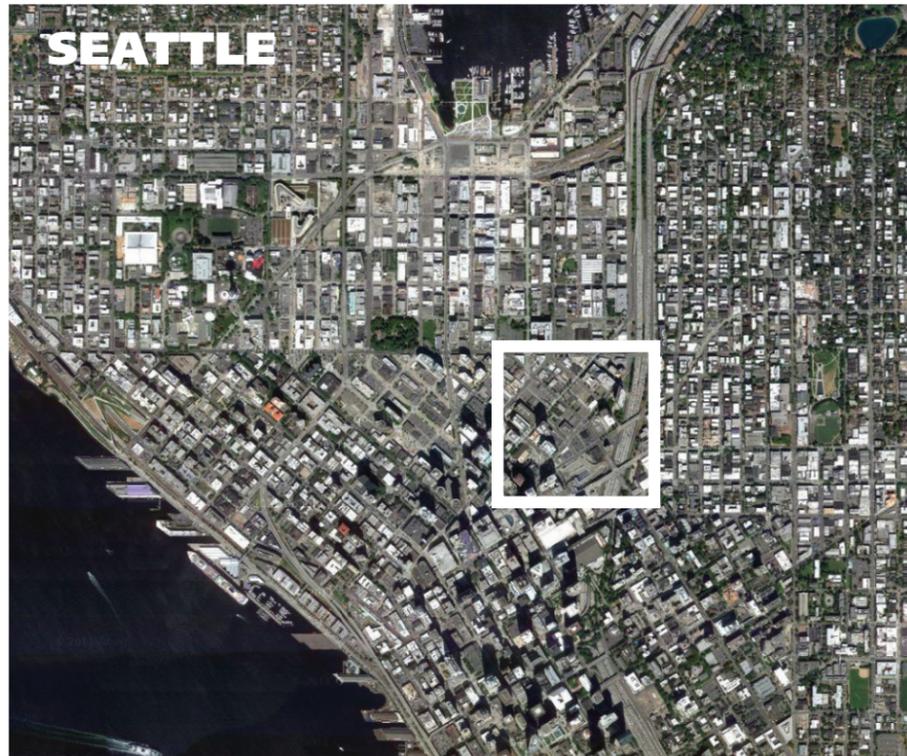
reduce setbacks which challenge efficiency



Recent Touchstone Developments

Development Objectives by the numbers:	
Lot Area	42,360 sf
Technology Office Building (11 Story)	~300,000 gsf
Hotel (14 story / 222 key)	~145,000 gsf
Below grade (3 levels / ~300 Vehicles)	~127,000 gsf
Required Street Use (Stewart)	~ 2,700 gsf
Hotel Restaurant	~ 3,100 gsf

2. URBAN DESIGN ANALYSIS: VICINITY MAP + AERIAL PHOTOGRAPH



ZONING OVERVIEW:

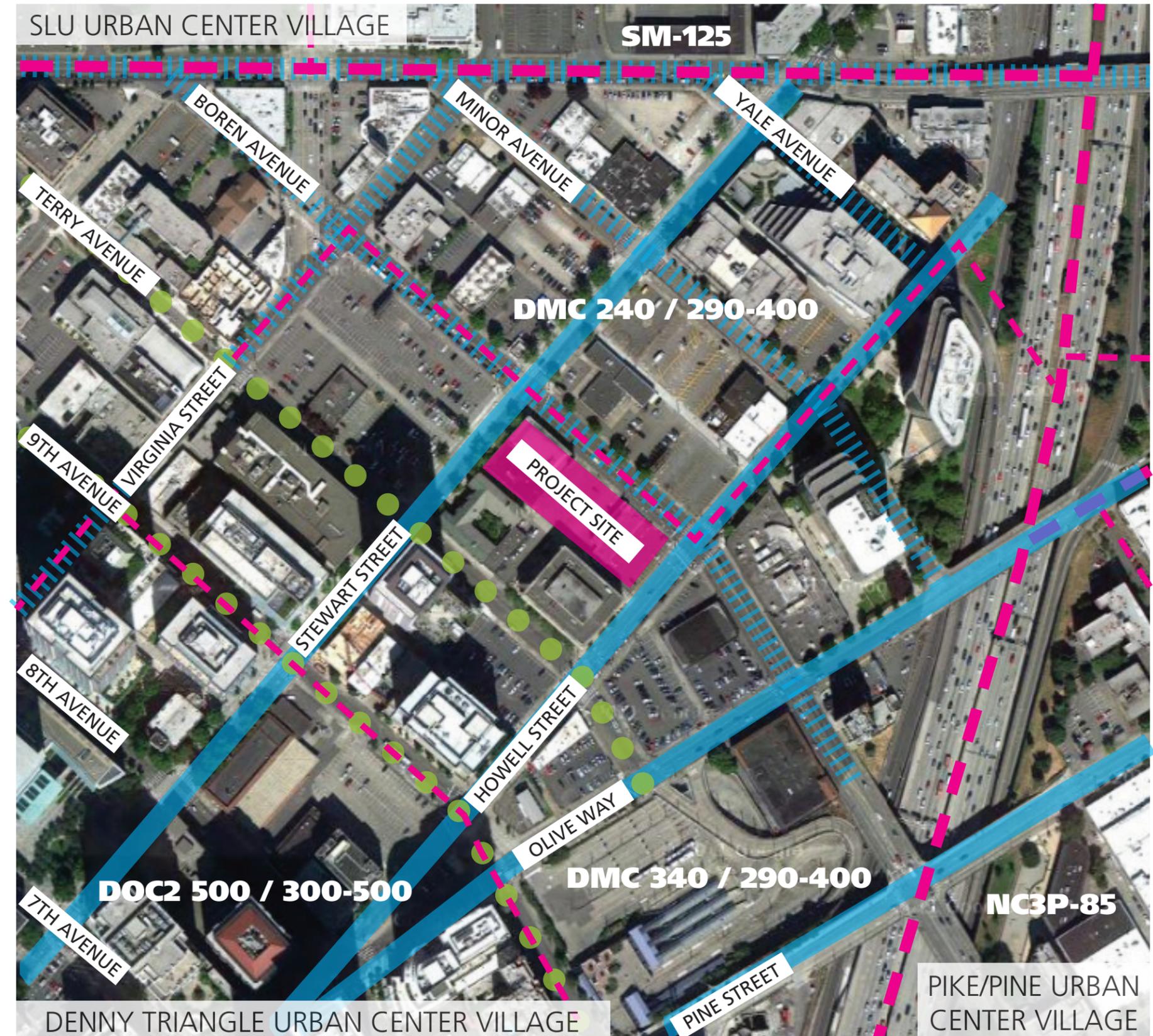
SITE: The half block bound by Howell Street, Boren Avenue, Stewart Street, and the alley.

ZONING: DMC-340/290-400
Denny Triangle Urban Center Village

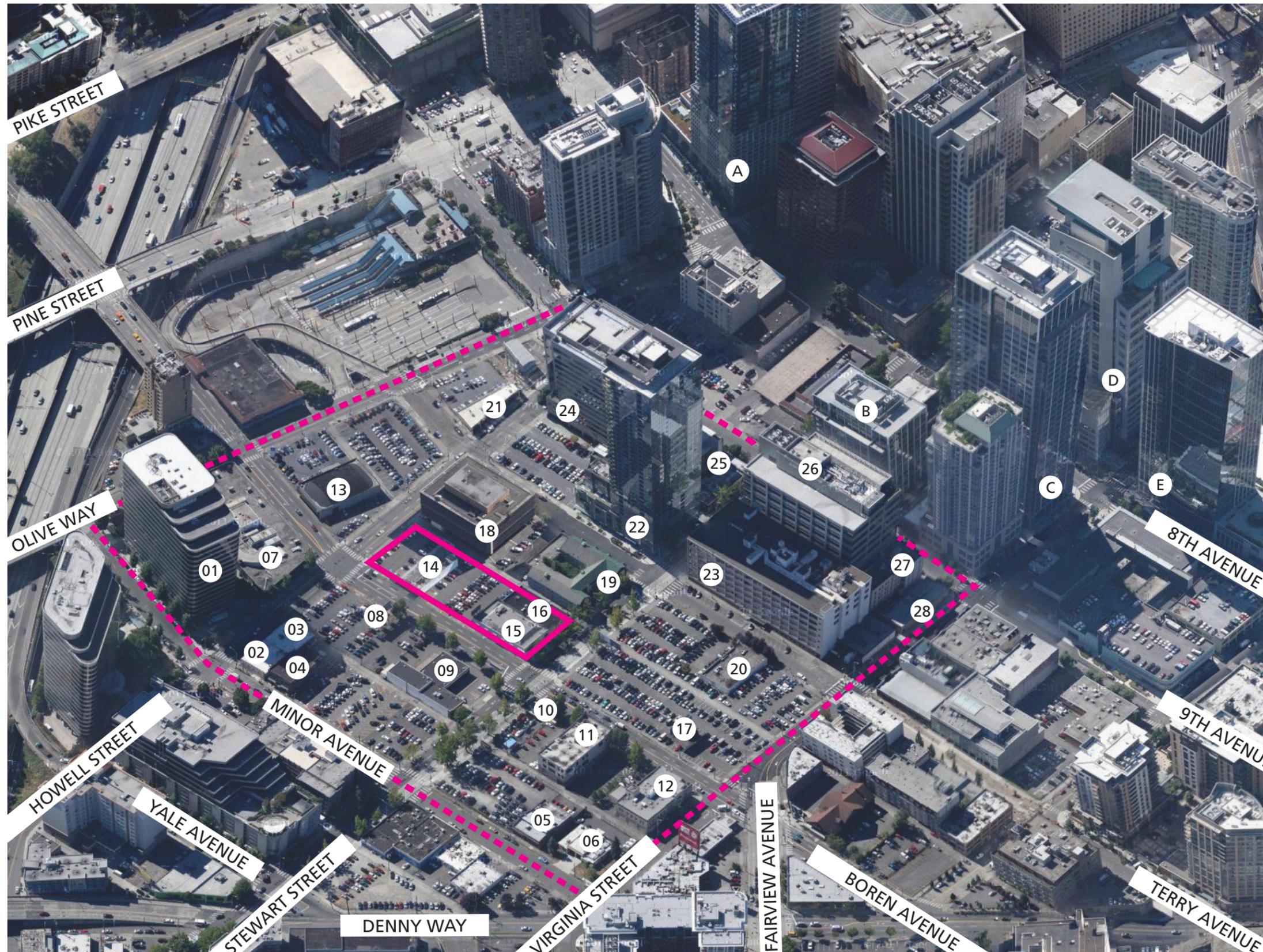
SITE DIMENSIONS: 120' x 353'
SITE AREA: 42,360 SF
BASE FAR (5): 211,800 SF
FAR MAX (10): 423,600 SF

KEY:

-  Zoning Boundary
-  Urban Center Village Boundary
-  Class I Pedestrian Street
-  Class II Pedestrian Street
-  Green Street



2. URBAN DESIGN ANALYSIS: NINE (+) BLOCK AXONOMETRIC



1. Office, 19 Story (Met Park 2)
2. Retail, 1 story (Re-Bar)
3. Retail, 1 story (Market House)
4. Retail/Office, 2 story
5. Office, 1 story
6. City Motor Pool Service, 1 story
7. Research, 2 story (SCRI - Olive Lab)
8. Billboard
9. Automotive Retail, 1 story (Goodyear)
10. Car Rental, 1 story
11. Office, 3 story
12. Social Service, 2 story
13. Auto Retail, 1 story (Honda of Seattle)
14. Garage/Billboards, 1 story (Vacant)
15. Retail, 2 story (Dance Club)
16. Retail, 1 story
17. Billboard
18. Self Storage, 5 story
- 18a. Planned Residential, 30 story (MUP 07)
19. Residential, 3 story
20. Office, 1 story
21. Retail, 1 story
22. Retail/Residential, 38 story (Aspira)
23. Office, 7 story (Vacant)
24. Retail/Office, 15 story (Regence)
25. Religious/Residential, 7 story
26. Research/Retail, 11 story (SCRI)
27. Social Services, 5 story
28. Retail, 1 story

Recent development near the site.

- A. Retail, Hotel, Residential (Olive 8)
- B. Retail, Office (818 Stewart)
- C. Retail, Office (1918 8th)
- D. Federal Courthouse
- E. Retail, Office (West 8th)

KEY

- PROJECT SITE
- - - - - 9 BLOCK ANALYSIS AREA

2. URBAN DESIGN ANALYSIS: NINE BLOCK AREA - CONTEXT IMAGERY



1800 Terry



1800 Terry



1800 Terry

The former Regence Blue Shield Building is currently the site of Seattle Vault Self Storage Building, with a Master Use Permit for a 30 story residential tower. Status of the project is unclear. Available images suggest a small floor plate atop a broad parking base with retail development at the street level.

Metropolitan Park

Simple, volumetric buildings from the recent past. Reflective skin with distinctive contrast. Window geometry emphasizes views to the north. Positive integration of landscape.

Williamsburg Apartments

A distinctive remnant of the past.

Olive 8

A strong volumetric building with emphasis on glass surface detail and reflectivity. Streetscape is distinguished by exaggerated columns and transparency.

Terry and Stewart

Aspira tower presents a simple, volumetric form, with program driven recesses rather than additive geometry. Lighter toned reflective vision glass and well coordinated spandrel. Distinctive separation of streetscape and tower. Creative integration of landscape and building.

Metropolitan Park



Metropolitan Park



Williamsburg Apartments



2. URBAN DESIGN ANALYSIS: NINE BLOCK AREA - CONTEXT IMAGERY



Ninth and Stewart (Right)

The scale and character of the neighborhood is well defined along 9th Avenue at Stewart. Newer buildings – 818 Stewart and Seattle Childrens Research Institute add more detail, reflective contrast, and lighter glass than previous generations. (Seattle Childrens Research) Distinctive separation of streetscape and tower. Emphasis of the corner.

Attributes to be carried forward:

- Simple geometric volumes with emphasis on detail
- Separation between streetscape and tower
- High level of transparency at the streetscape
- Emphasis on the corners...emphasis toward the views
- Light and reflective surfaces appealing in wet and gray conditions
- Creative integration of building and landscape

Attributes to be left behind:

- Over complicated geometry
- Dark glass
- Beige



2. URBAN DESIGN ANALYSIS - STREETScape MONTAGE



HOWELL STREET LOOKING NORTHWEST

← PROJECT SITE ON HOWELL →



Beginning at Howell and Terry, the site is bracketed by the former Regence Blue Shield Building, currently the site of Seattle Vault Self Storage Building. The waffle slab structure has a cast in place concrete exterior. The status of an existing Master Use Permit for a 30 story residential tower is unclear, however available images suggest a small floor plate atop a parking base, with retail at the streetscape and automobile drop off for the project is located on the alley.

East of the alley the site is defined by a surface parking lot at the corner of Howell and Boren. Moving North away from Howell, a partially subterranean, former service station is now used as a parking deck. Another surface parking lot occupies the middle of the block. An older two-story building occupies the corner of Stewart and Boren, which includes a printing shop on the street level and a dance studio on the second level. Between this corner and the alley a single story retail building houses a former fitness facility.

At the corner of Stewart and Terry, the site is bracketed by The Williamsburg Apartments, an older three level building.

← PROJECT SITE ON STEWART →



STEWART STREET LOOKING SOUTHEAST

2. URBAN DESIGN ANALYSIS - STREETScape MONTAGE



BOREN AVENUE LOOKING SOUTHWEST

← PROJECT SITE ON BOREN →



← PROJECT SITE →



CORNER OF HOWELL + BOREN

← PROJECT SITE →



CORNER OF STEWART + BOREN

2. URBAN DESIGN ANALYSIS - DISTRICTS + CONNECTIONS



source: South Lake Union Urban Design Framework, City of Seattle Parks Department

- major connections
- corridors + landmarks + districts
- future corridor
- parks + open space



OBSERVATIONS AND OPPORTUNITIES

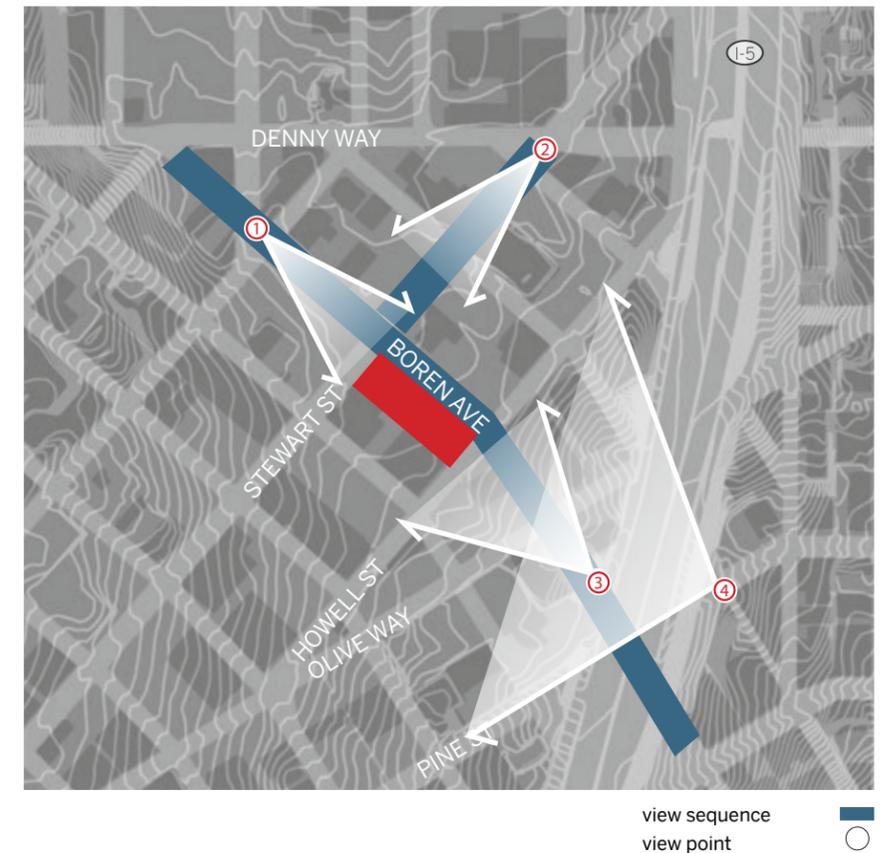
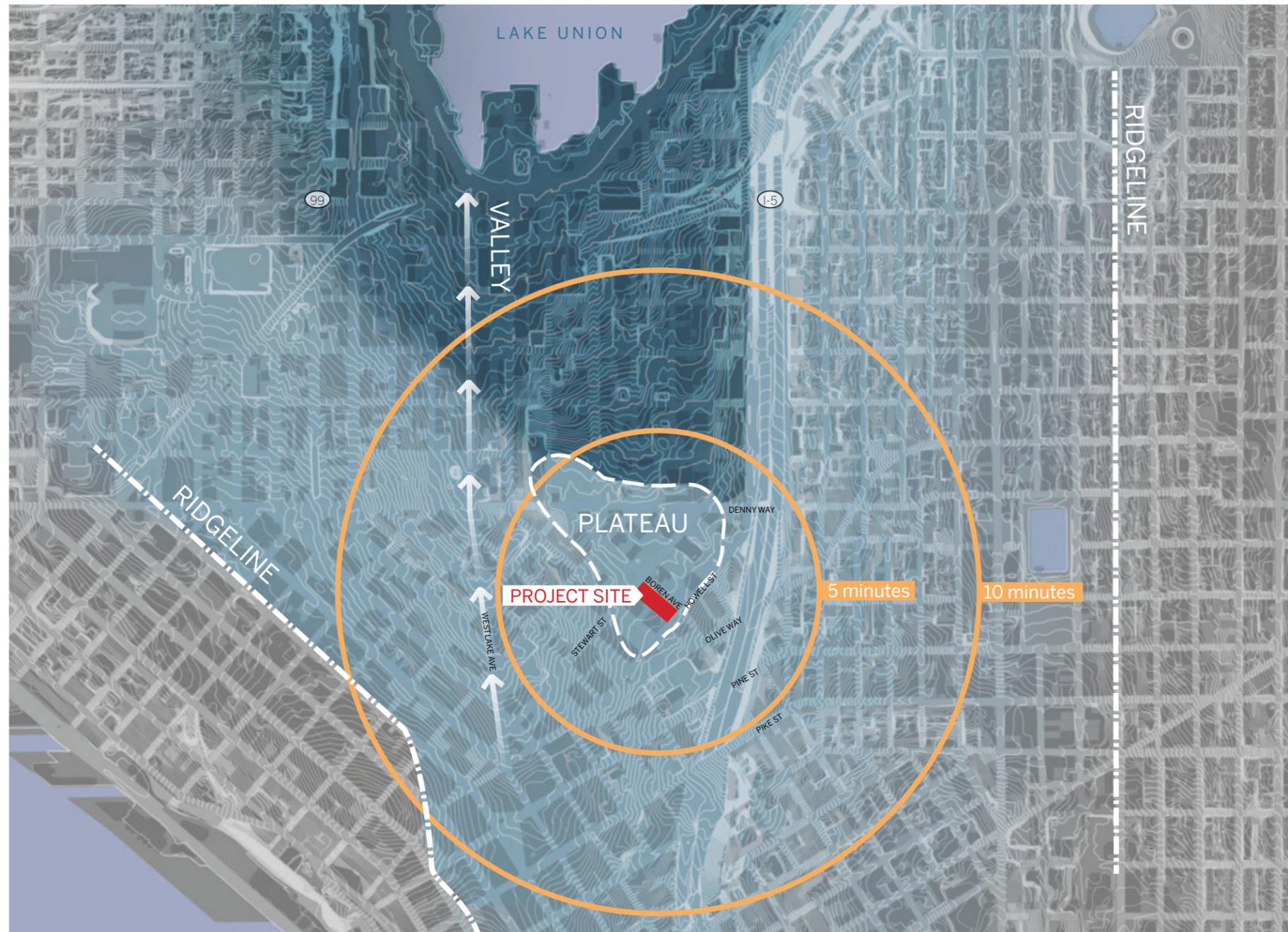
In the future Boren Avenue / Fairview Avenue North should be a distinctive urban corridor.

- + Establish a strong walkable urban spine between the Pike/Pine Corridor, First Hill, Downtown, South Lake Union, and the east side of Lake Union.
- + Provide a positive precedent in the Denny Triangle neighborhood for new development along Boren Avenue that connects to the burgeoning pedestrian environment along Fairview Avenue North to the First Hill and Capitol Hill neighborhoods.

Denny Triangle provides multiple points of connection to major neighborhood districts and destinations.

- + The project is positioned to be a significant place for the neighborhood.
- + Healthy development mix in Denny Triangle can make the neighborhood a destination - this project can set the tone and quality for future development along Boren Avenue.

2. URBAN DESIGN ANALYSIS - LANDFORM + TOPOGRAPHY



OBSERVATIONS AND OPPORTUNITIES

The prominent building site is seen from surrounding hills.

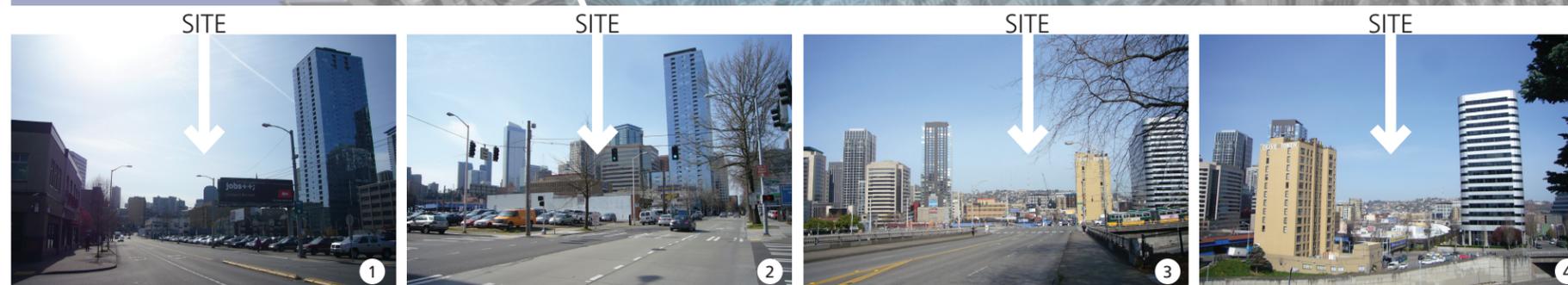
- + Create an important contribution to the sweeping city views from Capitol Hill, First Hill, and Queen Anne.
- + Create a place in the Denny Triangle that excites at all scales.

Currently constrained views along Boren Avenue and Stewart Street focus attention at street-level.

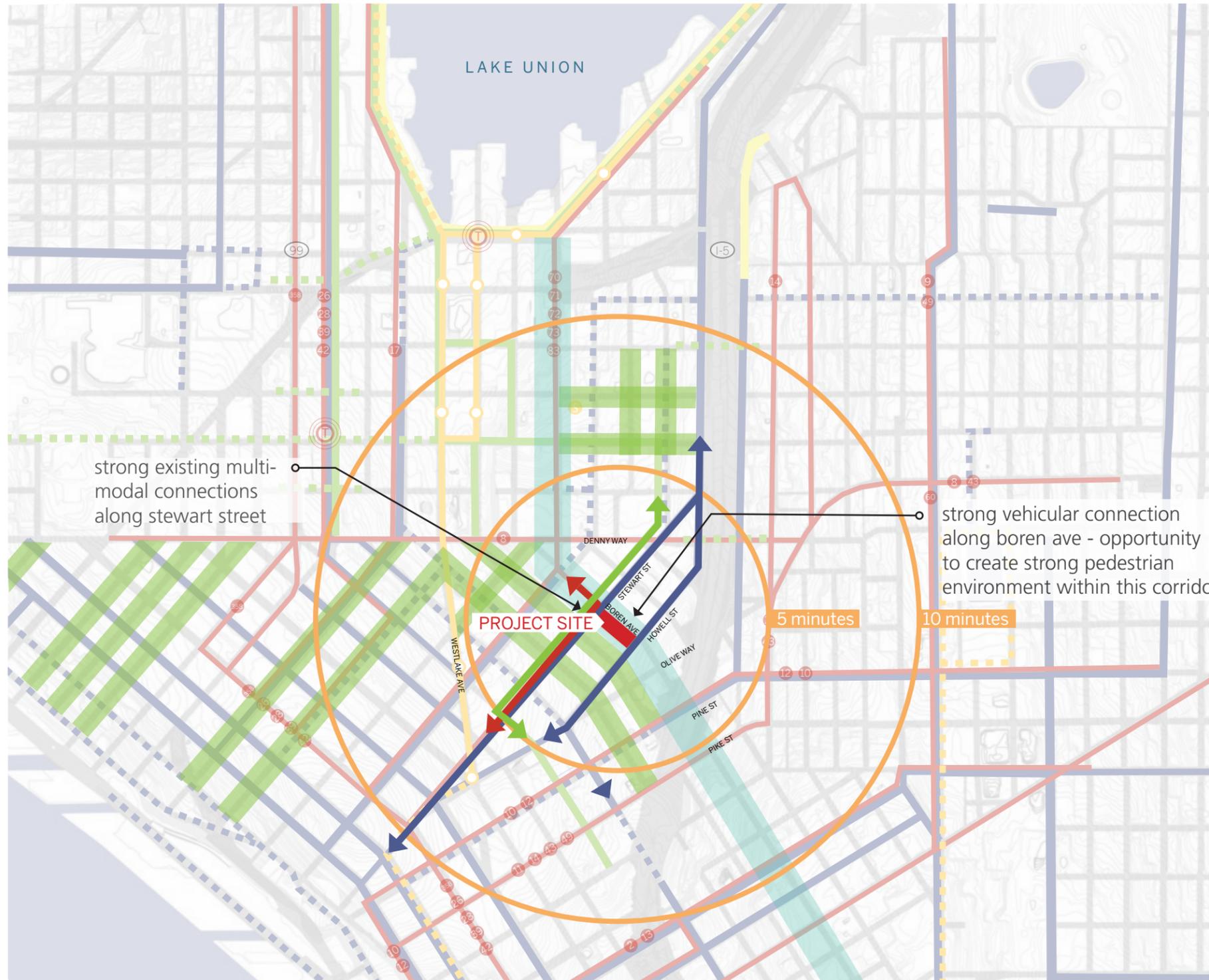
- + Create a bold streetscape design to communicate a neighborhood destination/arrival area and sense of place.
- + Establish framework for strong pedestrian corridors along Boren Avenue, Stewart Street, and Howell Street.
- + Define the district character.

Dramatic change in topography at Boren Avenue and Howell Street signals entry/exit to/from the neighborhood.

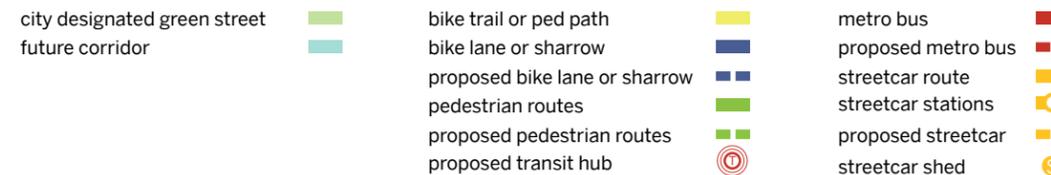
- + Set precedent for the streetscape to form a strong identity and gateway to the neighborhood.



2. URBAN DESIGN ANALYSIS - MOVEMENT PATTERNS



source: Seattle Bicycle Master Plan, South Lake Union Urban Design Framework, Seattle 2010 Bicycle Map



OBSERVATIONS AND OPPORTUNITIES

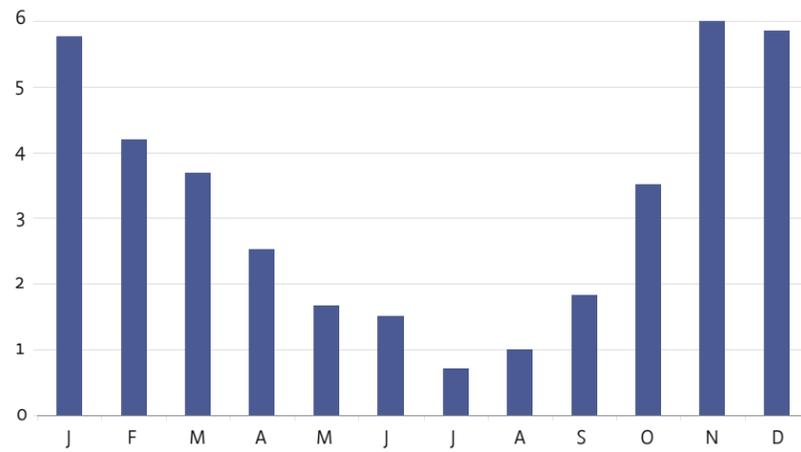
Currently bike, pedestrian, and bus routes are concentrated on Stewart Street and Howell Street. Boren Avenue is dominated by car use.

- + Create a strong streetscape design for access to the established multi-modal connections on Stewart Street and Howell Street.
- + Create a positive, welcoming pedestrian environment on Boren Avenue to set precedent for a strong multi-modal corridor from First Hill to south edge of Lake Union.

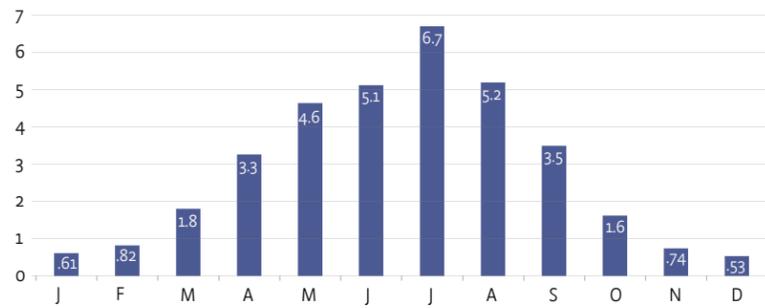
Currently multiple City designated Green Streets are adjacent to Boren Ave. and Fairview Ave. N.

- + Creation of sustainable landscape and stormwater design in the project's ROWs that support connection to City's Green Street grid.
- + The treatment of ROWs can set a precedent for future development of sustainable, enhanced streetscape along Boren Avenue and Fairview Avenue North.

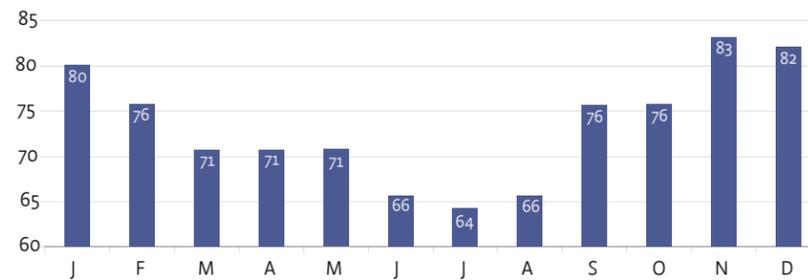
2. URBAN DESIGN ANALYSIS - CLIMATE



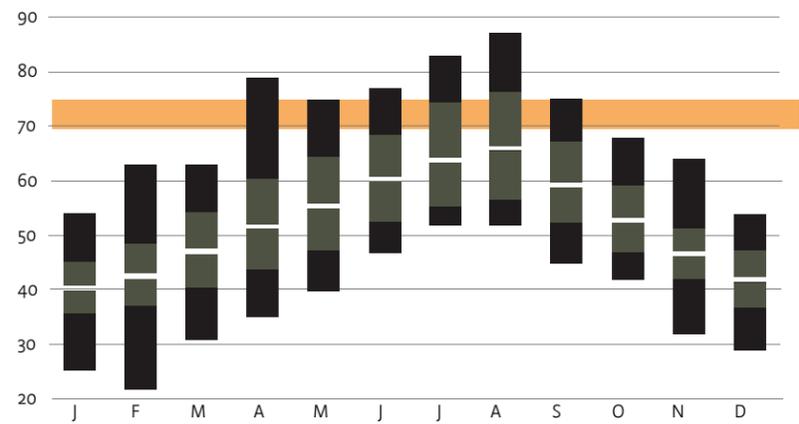
AVERAGE ANNUAL PRECIPITATION
in inches
US Department of Energy



EVAPOTRANSPIRATION
in inches
Western Regional Climate Center



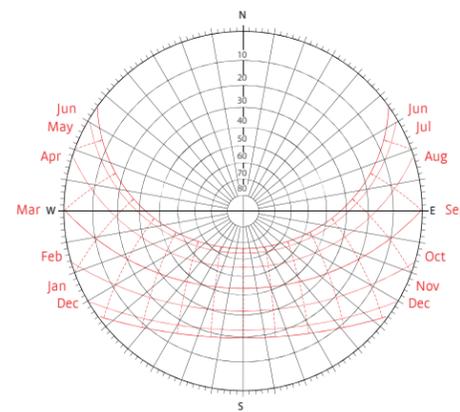
AVERAGE HUMIDITY
in percent
US Department of Energy



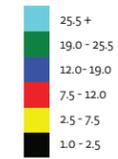
TEMPERATURE RANGE
US Department of Energy



ZONE 5 CLIMATE PROFILE
Sunset Western Garden Book, 2001



WIND PATTERNS
in miles/hour
USDA Natural Resource and Conservation Service



MARCH
Average wind speed 14.2 mph

JUNE
Average wind speed 11.0 mph

SEPTEMBER
Average wind speed 11.3 mph

DECEMBER
Average wind speed 15.9 mph

3. DESIGN GUIDELINES



A. SITE DESIGN

A-1 Responding to Site Characteristics

The siting of the buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location of prominent intersections, unusual topography, significant vegetation and views or other natural features.

The project will emphasize the intersection of Stewart and Boren, and will feature streetscape development along Boren in support of a dynamic pedestrian corridor between South Lake Union and Capitol Hill. The technology office building will emphasize views to the Lake, while the hotel will emphasize visibility from I-5 and connection to the Convention Center.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The project will maintain sidewalk standards on Stewart and increase sidewalk width on Howell to meet the standard. The project will increase the sidewalk, beyond minimum standards on Boren, improving safety and establishing a rich layered approach to the streetscape.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

The project will meet the standard of required streetscape use along Stewart Street, and mirror this with active streetscape use on Howell, although not required. The project will dramatically enhance security and human activity along Boren Street through the development of a colonnade the length of the site.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The hotel orients the majority of its rooms to the public street front, with all level one program providing streetscape use. The technology office building emphasizes its entry, massing and a higher degree of transparency toward the corner of Stewart and Boren.



B. HEIGHT, BULK, AND SCALE

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential in adjacent zones.

Boren Street demarcates the change between DMC 340 / 240-400 (FAR 10) and DMC 240 / 240-400 (FAR 7). The project, in its distribution of FAR, scale and massing will compliment future development across Boren, creating a prominent and coherent portal along Boren at Stewart.



C. ARCHITECTURAL ELEMENTS AND MATERIALS

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

The project will distinguish between the technology office building and hotel through common form and fenestration that reveals function; yet the project will be perceived as a unified whole, though materials and consistent level of detail.



C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

The project will emphasize human scale throughout its architectural expression and in particular at the streetscape.





C-4 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.

The project will use materials that are sensible, well detailed, appropriate for the climate, and consistent across both the hotel and technology office building

D. PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open spaces should be considered.

The entry to the technology office building will be emphasized at the corner of Stewart and Boren, well protected from the weather by the colonnade and dramatically lighted. The hotel will have protected and well-lighted entries both on Howell and from the porte-cochère.

D-10 Commercial Lighting

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or signage.

Unique, dramatic and effective lighting is a driving goal for the design.



D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

Most, if not all street frontage is intended to be transparent.



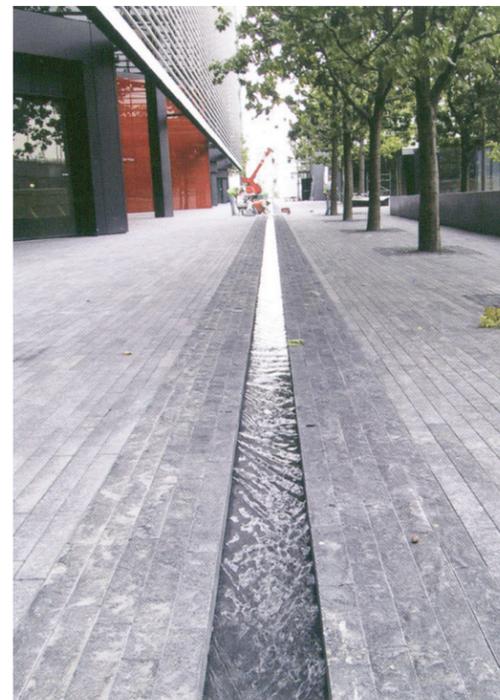
E. LANDSCAPING

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

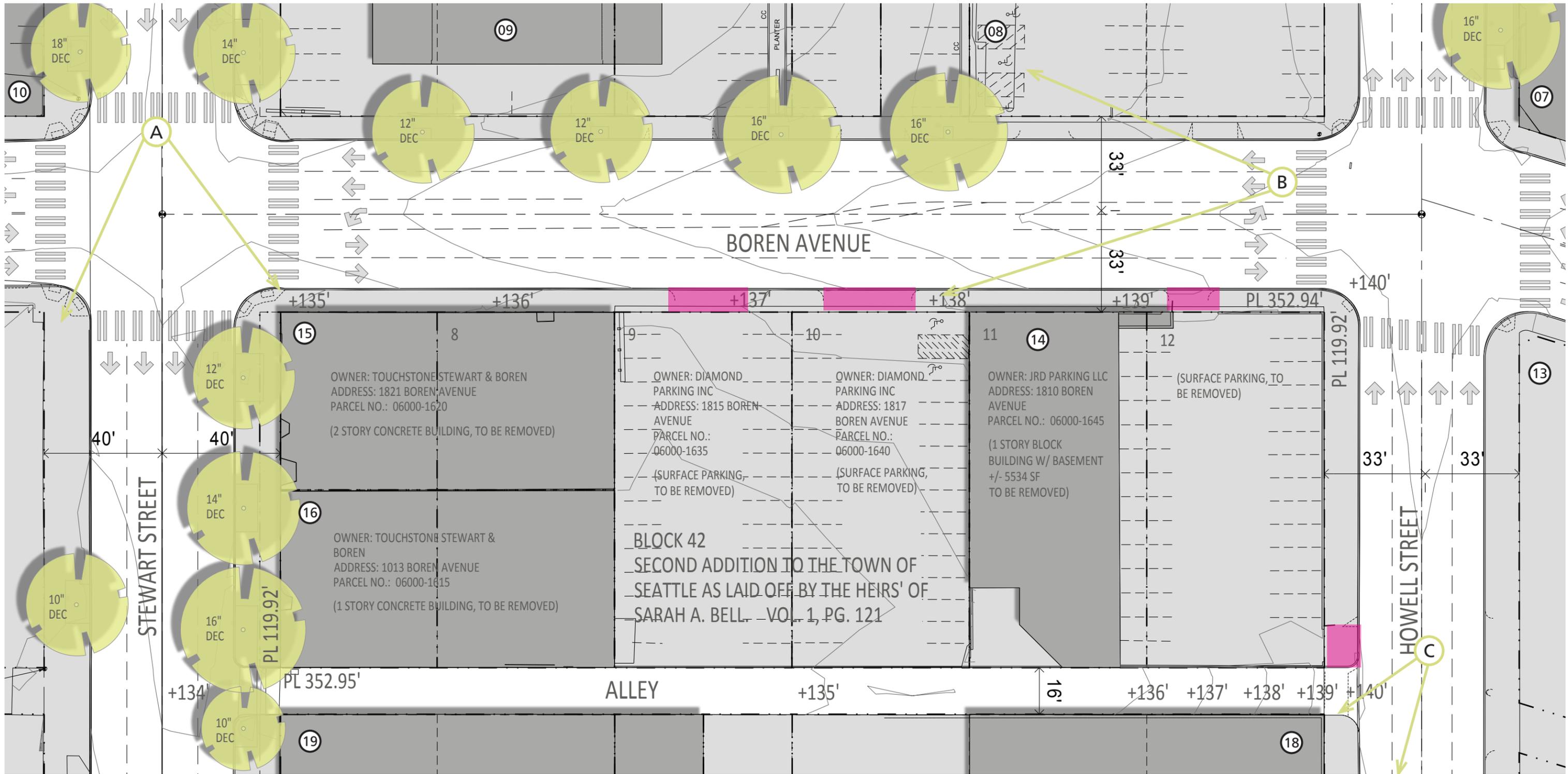
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The project will use street trees, plantings, paving and furnishings to establish a strong cohesive pedestrian experience on all streets and establish the beginnings of a district.

Distinct landscape courtyard will provide a unique open space integrated into the architecture and open space will be provided on the roof. Attention to detail, texture, movement and light will increase unique characteristics.



4. SITE ANALYSIS - EXISTING USES / TOPOGRAPHY / ACCESS / FLOW



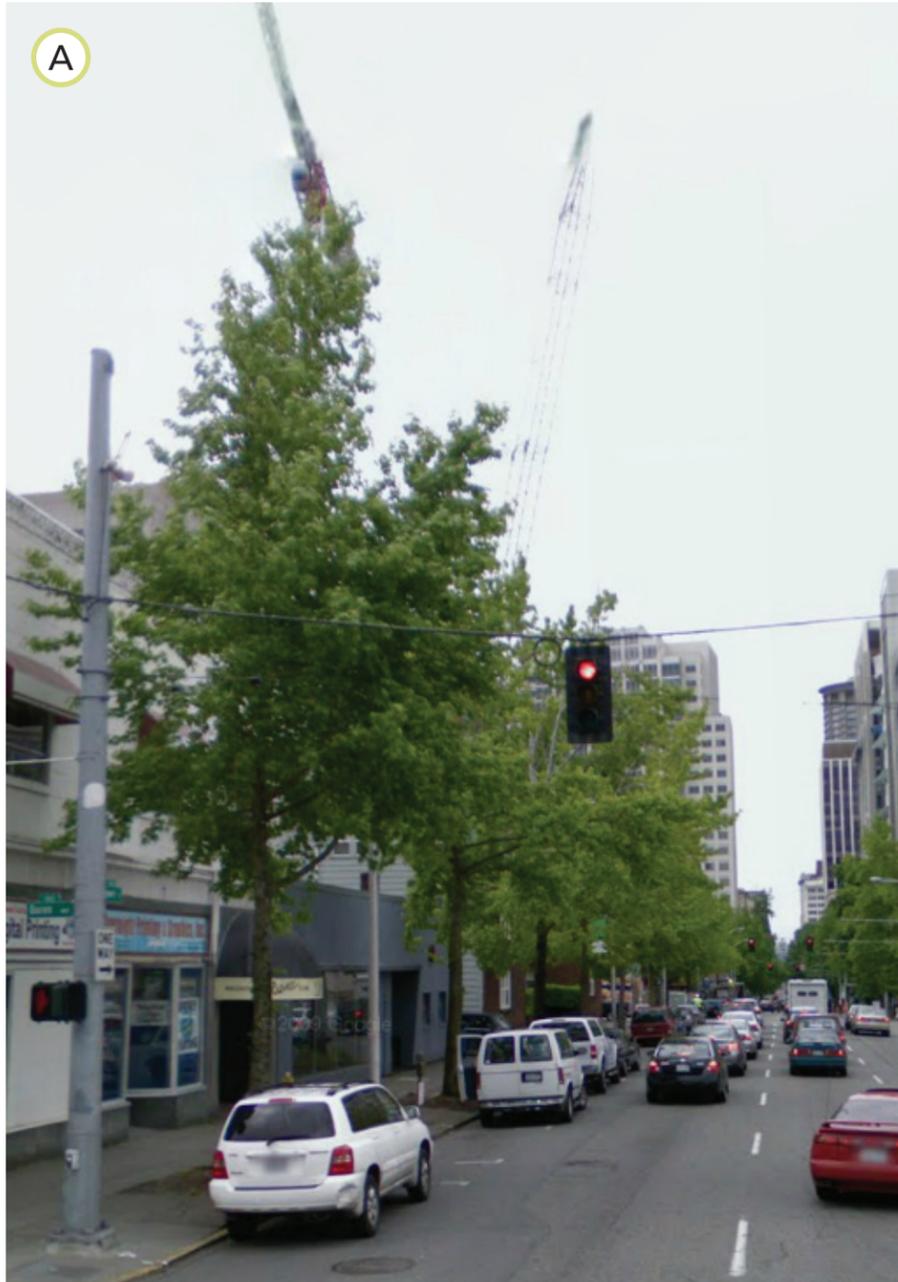
KEY:
 7. Research, 2 story (SCRI - Olive Lab)
 8. Billboard
 9. Automotive Retail, 1 story (Goodyear)

10. Car Rental, 1 story
 11. Office, 3 story
 13. Automotive Retail, 1 story (Honda of Seattle)
 14. Garage/Billboards, 1 story (Vacant)

15. Retail, 2 story (Dance Club)
 16. Retail, 1 story
 18. Self Storage, 5 story
 19. Residential, 3 story

Existing Structure
 Existing Curb Cut
 Existing Street Tree

4. SITE ANALYSIS - EXISTING TREE SURVEY

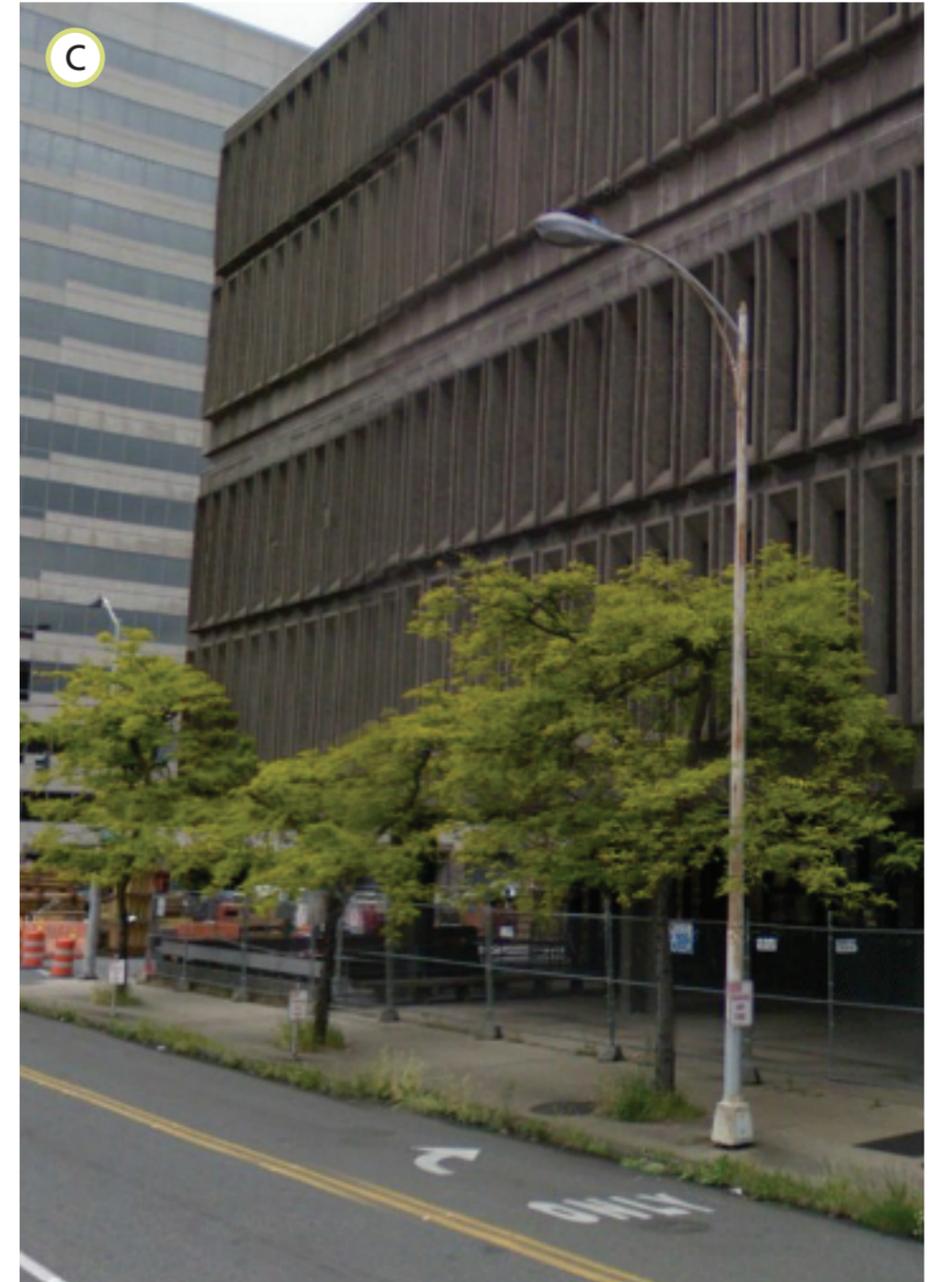


STEWART STREET: There are three (3) existing street trees on the South East side of Stewart Street. The trees are Liquidambar styraciflua (Sweetgum). Their health has not been assessed at this time.



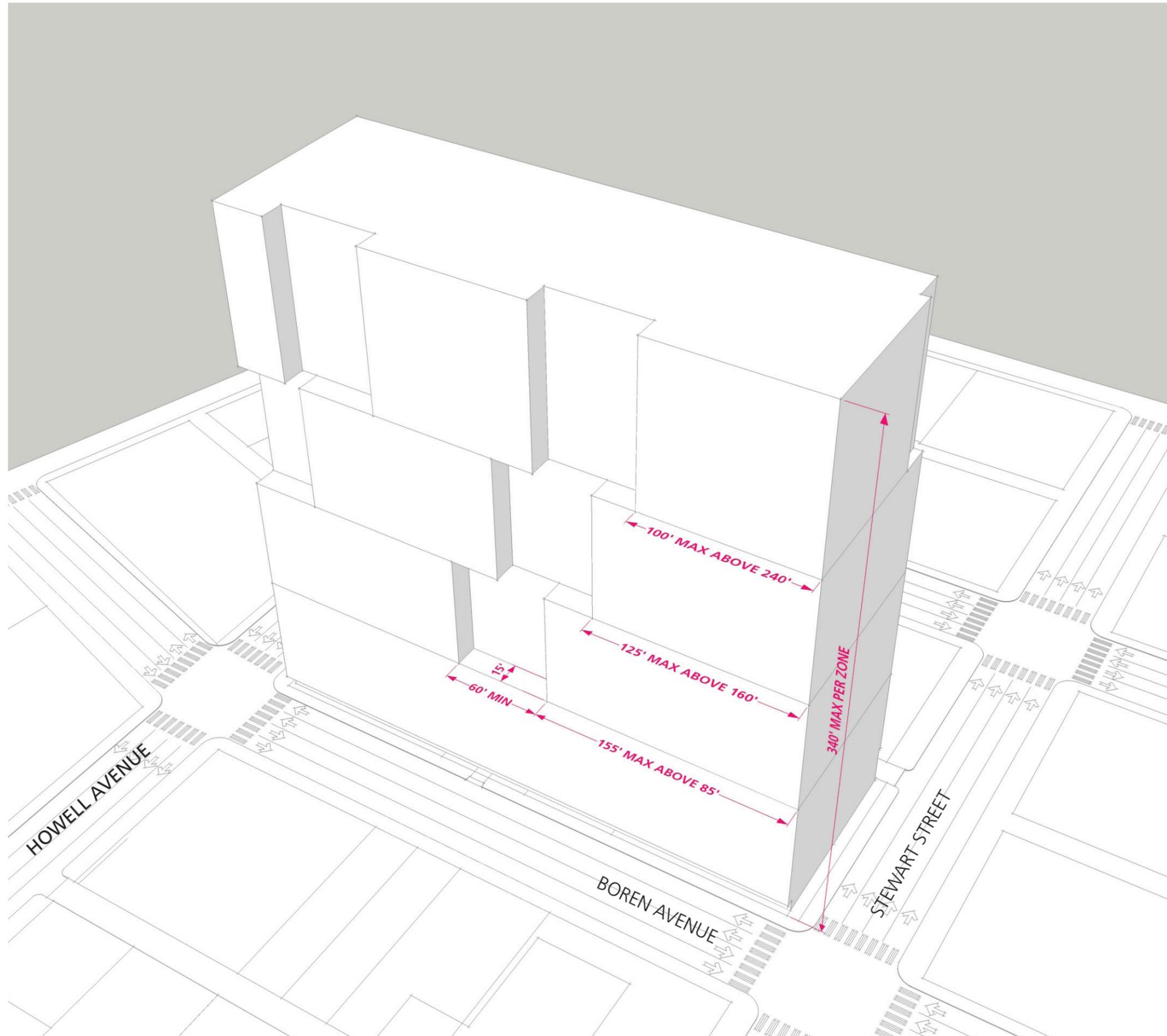
BOREN AVENUE: There are NO street trees abutting our property on Boren, but there are four (4) existing street trees on the North East side of Boren Avenue. The trees are Liquidambar styraciflua (Sweetgum).

City Arborist has suggested: *Acer saccharum* 'Green Column' – Green Column Sugar Maple, *Acer rubrum* 'Scarsen' – Scarlet Sentinel Maple, *Ginkgo biloba* 'Magyar' – Magyar Ginkgo due to the tight ROW.



HOWELL STREET: There are NO street trees abutting our property on Boren, but there are four (3) existing street trees on the South West side of Howell on an adjacent block. The trees are Honey Locusts and are not deemed acceptable as street trees.

4. SITE ANALYSIS - ZONING ENVELOPE



ZONING ENVELOPE

MAXIMUM ALLOWABLE HEIGHT: 340'

FACADE MODULATION:

Facades must be modulated above 85' to a depth of 15' from the property line for a minimum of 60' in length.

The length of unmodulated facade decreases as height increases.

0-85'	No Modulation
86-160'	155' MAX
161-240'	125' MAX
241-340'	100' MAX

UPPER LEVEL SETBACKS

None. Proposed residential tower at 1600 Terry was entitled prior to adoption of tower separation rules.

MINIMUM ALLEY WIDTH:

To achieve a minimum 20' alley, a 2' wide by 26' tall dedication is required

MINIMUM SIDEWALK WIDTH:

The minimum sidewalk width to a height of 8' above finished grade is 15' ON Stewart Street + Howell Street, 12' on Boren Avenue.

DIAGRAM REPRESENTS ZONING ENVELOPE AND DOES NOT REPRESENT PROPOSED BUILDING MASSING OR DESIGN.

5. GUIDING PRINCIPLES + DESIGN TYPOLOGIES



GUIDING PRINCIPLES:

HOTEL

- + Locate Hotel on Howell, closer to convention center & Downtown core
- + 220 key minimum
- + MAXIMIZE number of rooms per level

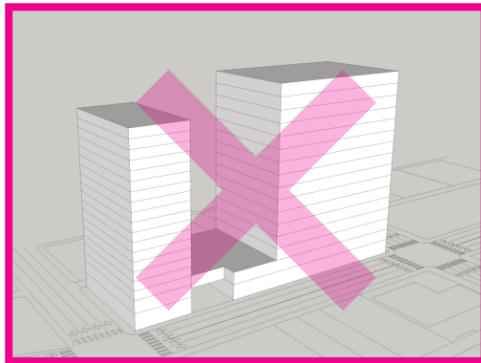
OFFICE

- + Locate office entry on Stewart toward other recent office developments
- + Maximize views to Lake Union
- + Idealize floor plate for technology user at no less than 27,000 SF

STREETSCAPE

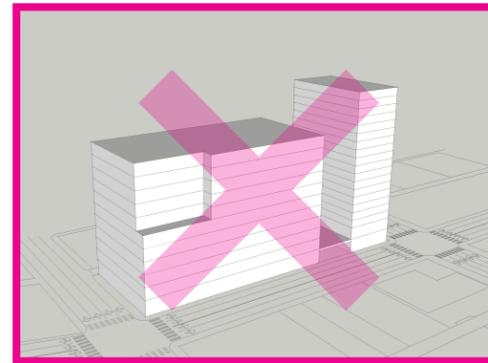
- + Active street fronts along Stewart + Howell (Class I Pedestrian Streets)
- + Enhance Boren sidewalk to protect pedestrians from heavy traffic
- + Clear and appropriate access to the buildings for both pedestrians and vehicles

MASSING TYPOLOGIES:



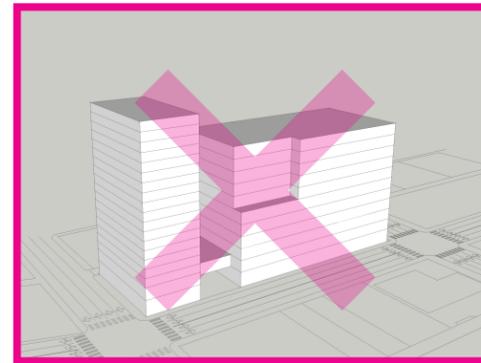
2 TOWERS

- + Maximum light and air.
- Office floor plate too small



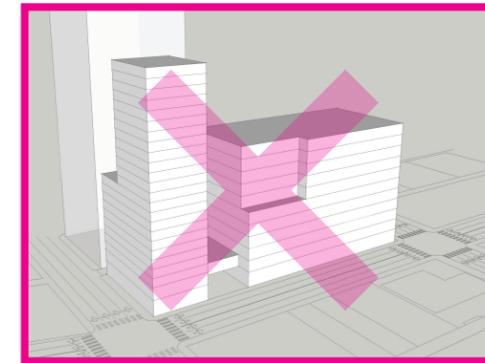
HOTEL ON STEWART

- + Office right sized
- Hotel to be closer to convention and retail core



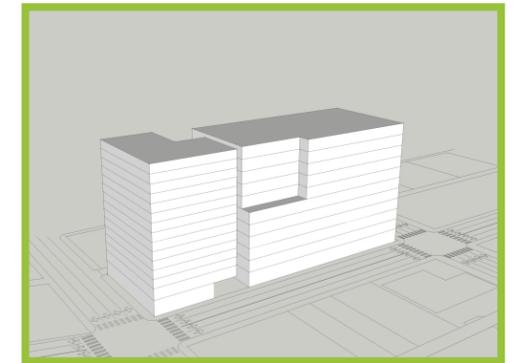
HOTEL ON HOWELL

- + Correct building orientation
- Inefficient hotel floor plates



TALL/SLENDER HOTEL

- + Increased light and air
- Very inefficient hotel plan

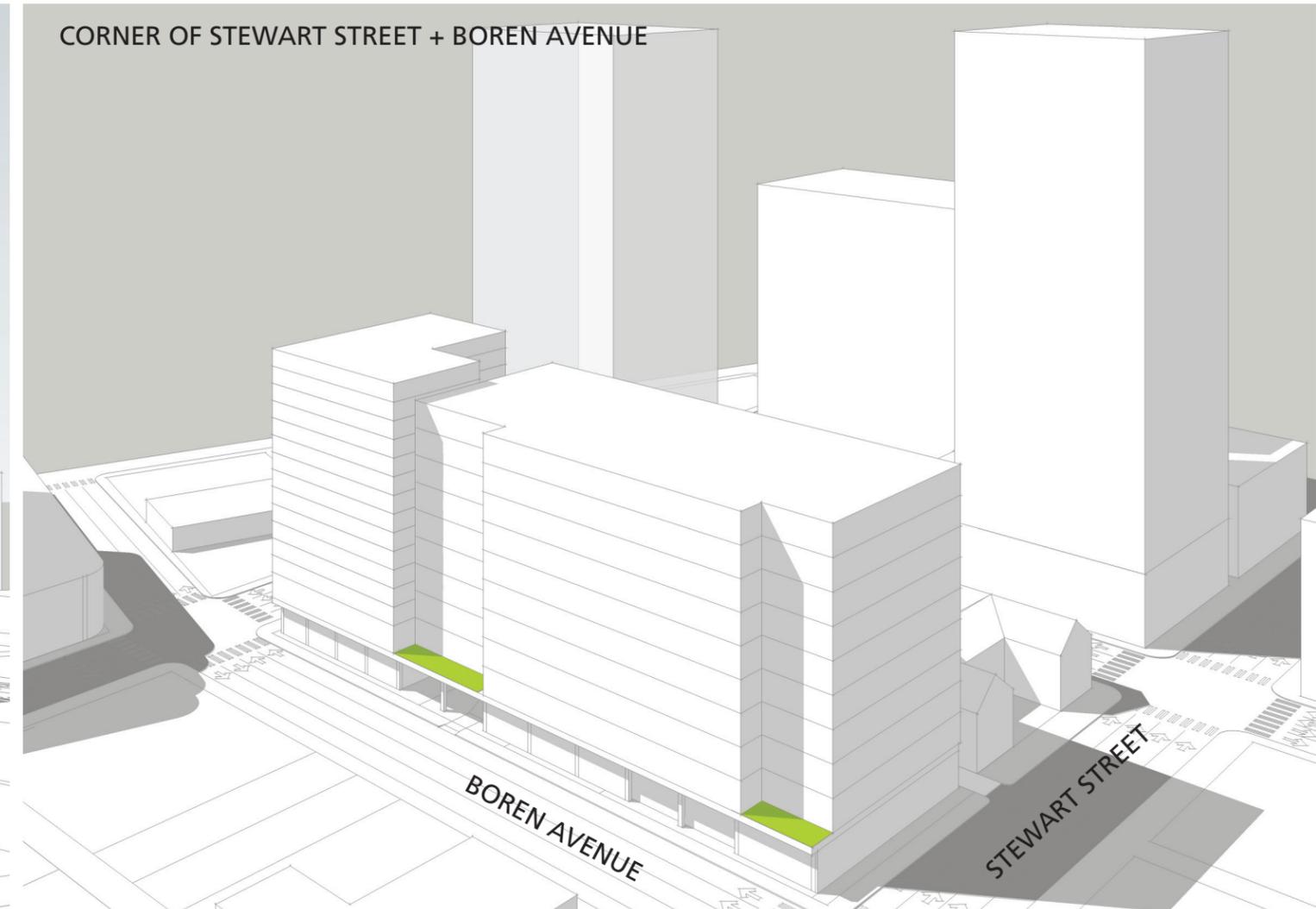


MID-RISE BUILDINGS

- + Efficient hotel plan
- + Right sized office floor

The Owner and design team have reviewed several massing typologies, including others not depicted here and have determined that the mid-rise building solution with hotel toward Howell Street and technology office toward Stewart Street best meets the development objectives and guiding principles. The subsequent pages will illustrate three massing alternatives of the mid-rise typology.

5. ARCHITECTURAL MASSING - ALTERNATIVE #1



DESIGN GUIDELINES

A-1 Responding to Site Characteristics - This alternative creates a projecting street wall on Boren, with emphasis on the prominent intersection of Stewart and Boren.

A-10 Corner Lots - The technology office building emphasizes its entry and a higher degree of transparency toward the corner of Stewart and Boren.

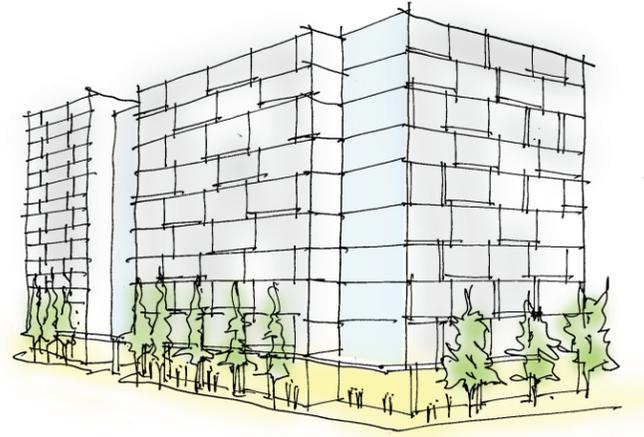
B-1 Height, Bulk and Scale Compatibility - By emphasizing mid-rise buildings this alternative creates a sensitive transition to nearby, less intensive zones.

D-1 Pedestrian Open Spaces and Entrances - The entry to the technology office building is emphasized at the corner of Stewart and Boren, hotel at Howell and Boren.

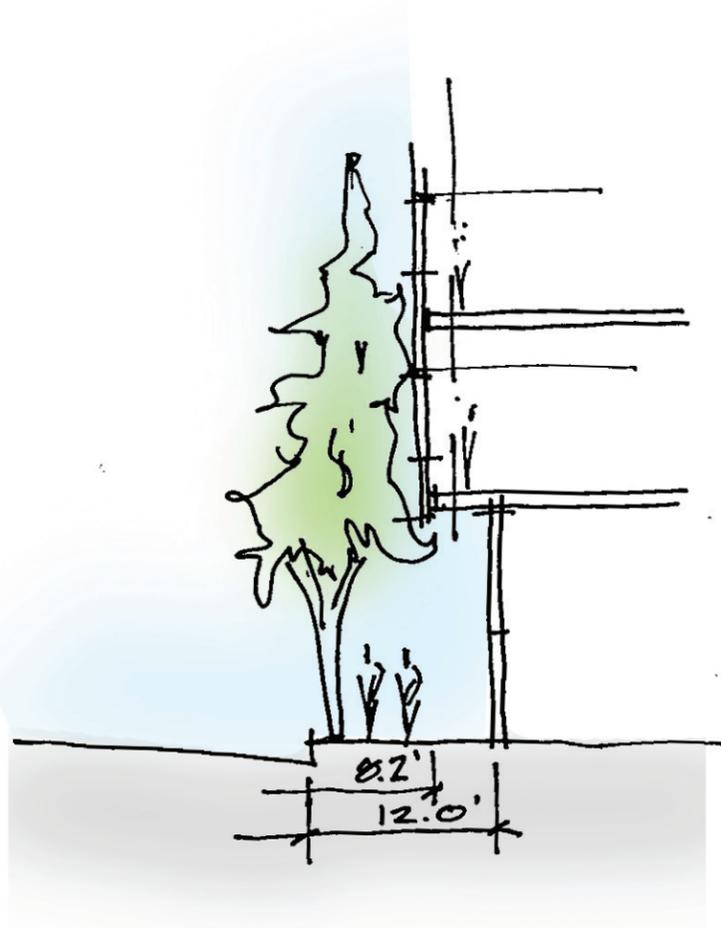
5. ARCHITECTURAL MASSING - ALTERNATIVE #1



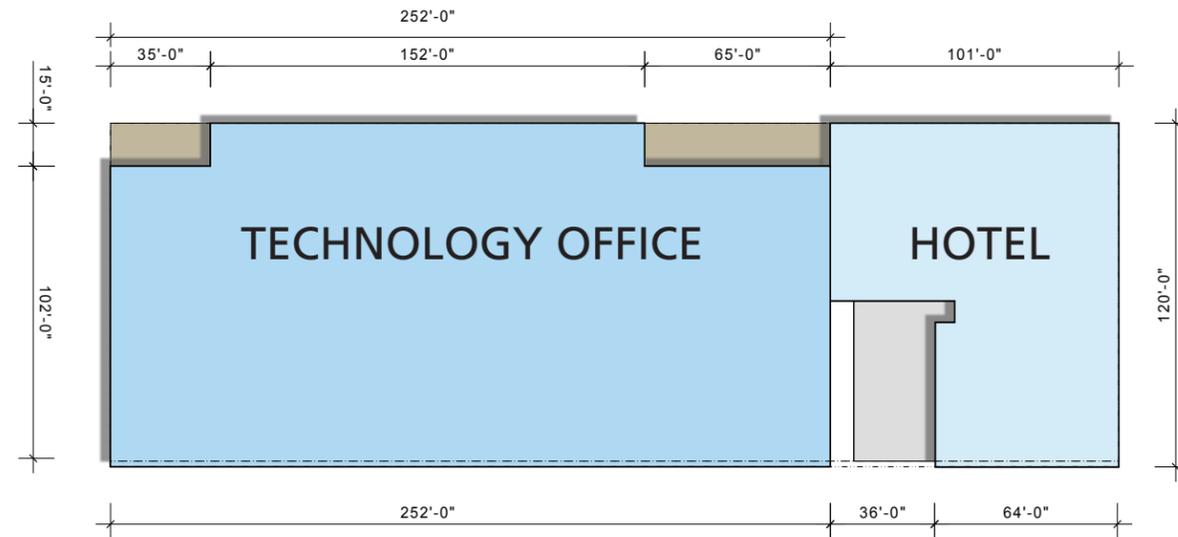
STREETSCAPE SKETCH



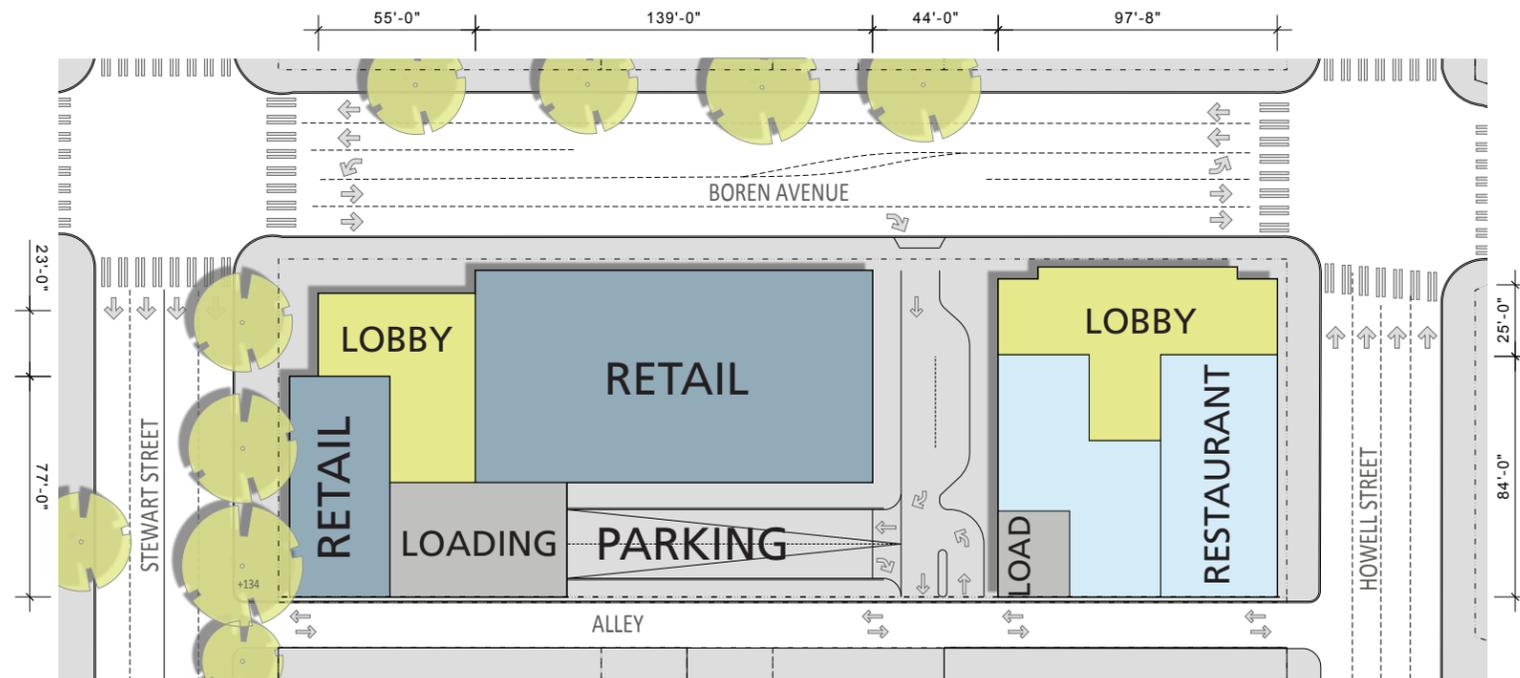
STREETSCAPE SECTION (NTS)



PLAN DIAGRAM - UPPER LEVEL



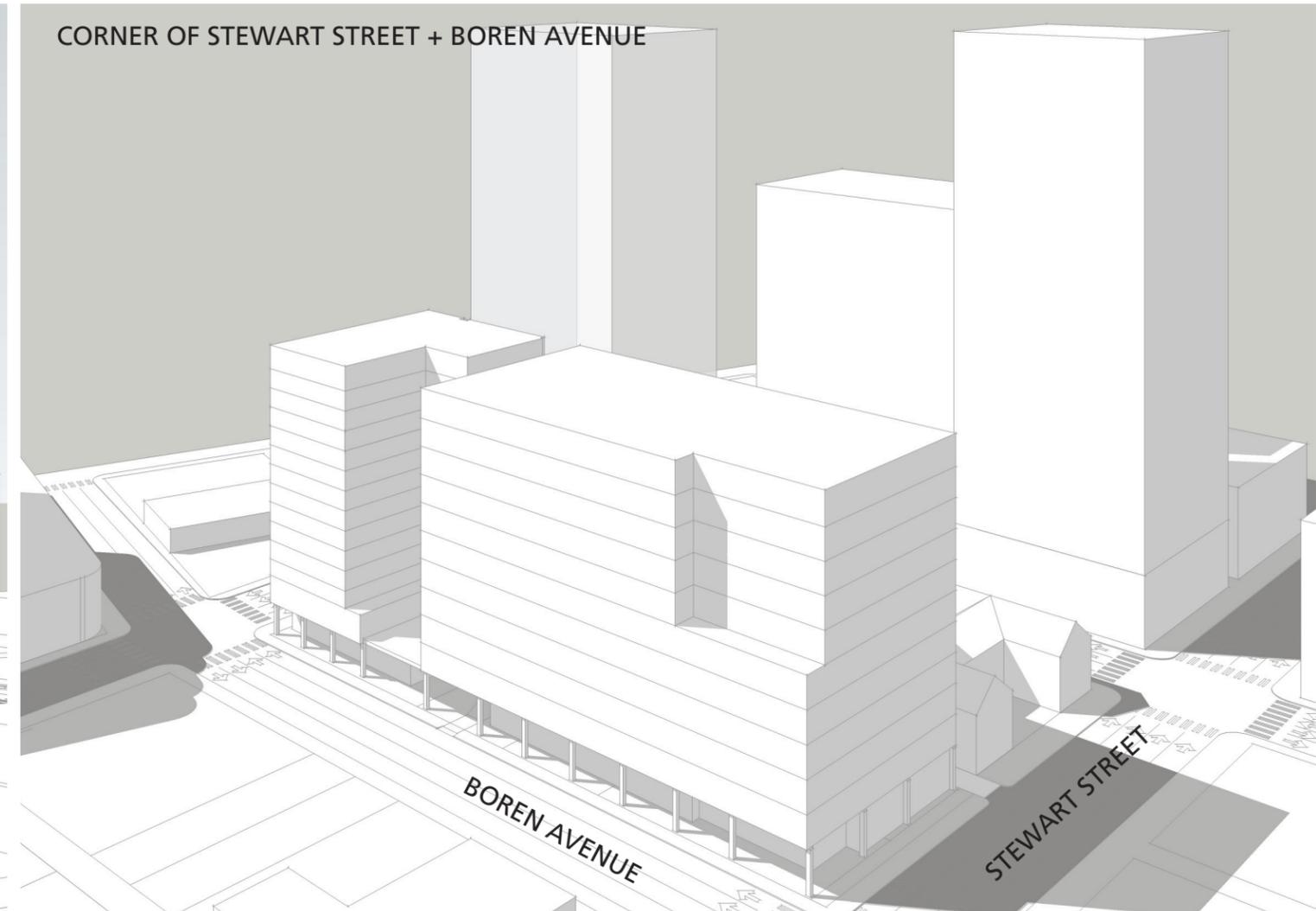
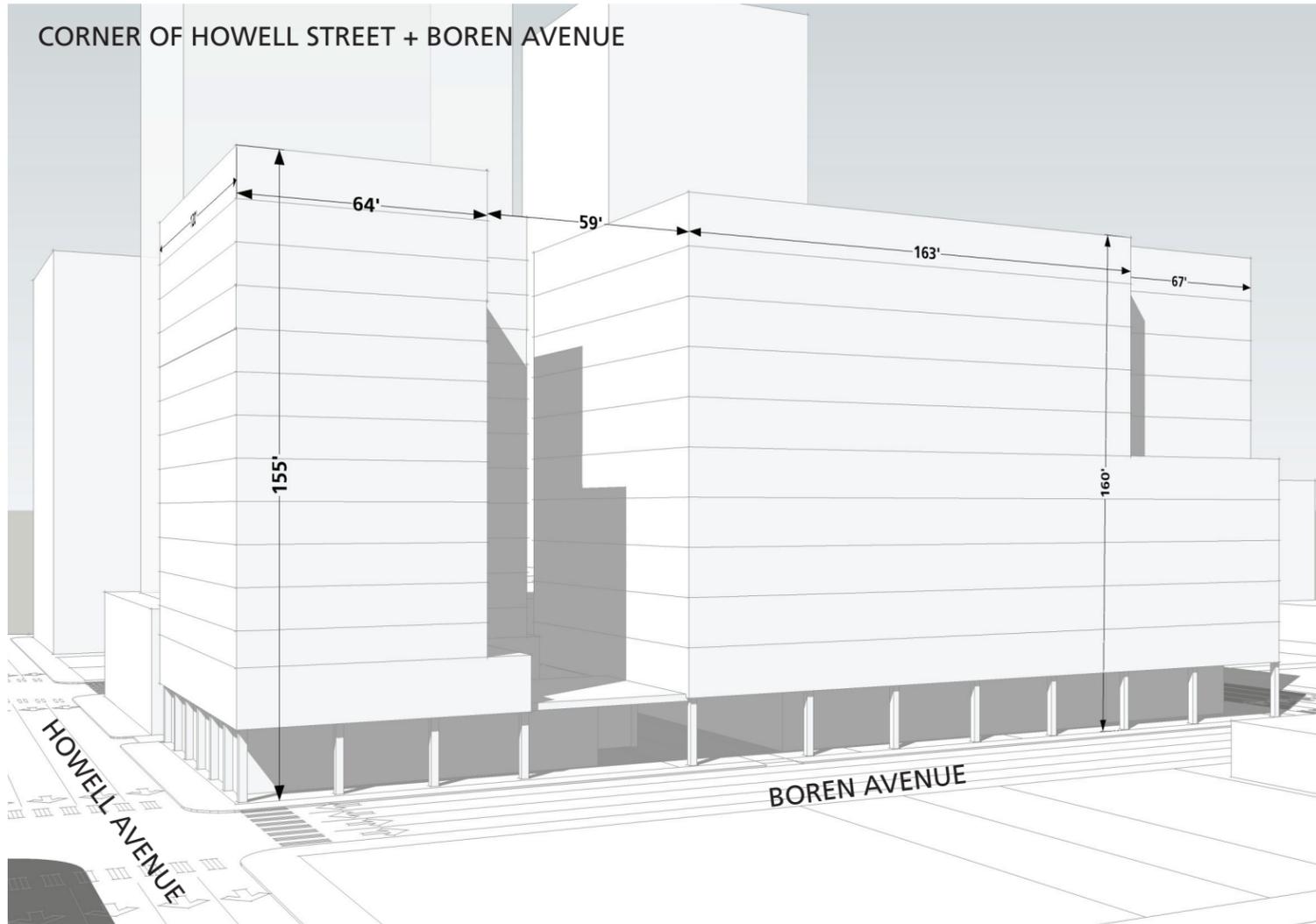
PLAN DIAGRAM - GRADE LEVEL



ATTRIBUTES

- + MEETS ZONING / NO DEPARTURES
- + EMPHASIS AT STEWART + BOREN CORNER
- SIDEWALK WIDTH AT CODE MINIMUM
- INCONSISTENT GRADE LEVEL EXPERIENCE
- NO SEPARATION BETWEEN BUILDINGS
- REQUIRED OPEN SPACE

5. ARCHITECTURAL MASSING - ALTERNATIVE #2



DESIGN GUIDELINES

A-1 Responding to Site Characteristics - This alternative introduces a colonnade the length of Boren as a unifying streetscape concept.

A-2 Streetscape Compatibility - This alternative improves upon the spatial characteristics of the right-of-way, increasing the sidewalk, beyond minimum standards on Boren.

A-4 Human Activity - The colonnade encourages human activity and improves pedestrian safety by establishing a rich layered approach to the streetscape

A-10 Corner Lots - The technology office building emphasizes its entry and a higher degree of transparency toward the corner of Stewart and Boren.

B-1 Height, Bulk and Scale Compatibility - By emphasizing mid-rise buildings this alternative creates a sensitive transition to nearby, less intensive zones.

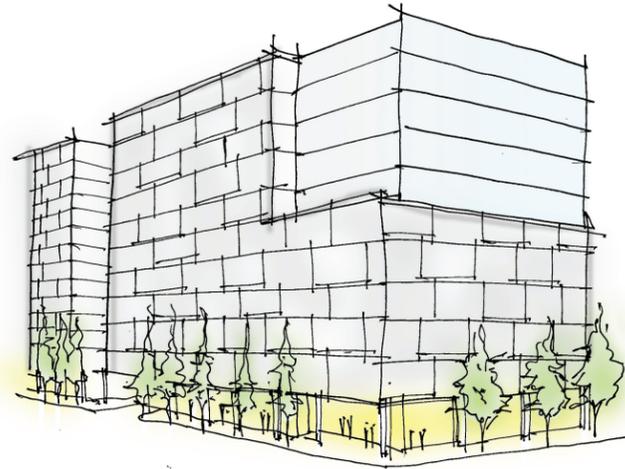
C-3 Human Scale - The colonnade provides a consistently scaled environment the length of the site.

D-1 Pedestrian Open Spaces and Entrances - The entry to the technology office building is emphasized at the corner of Stewart and Boren.

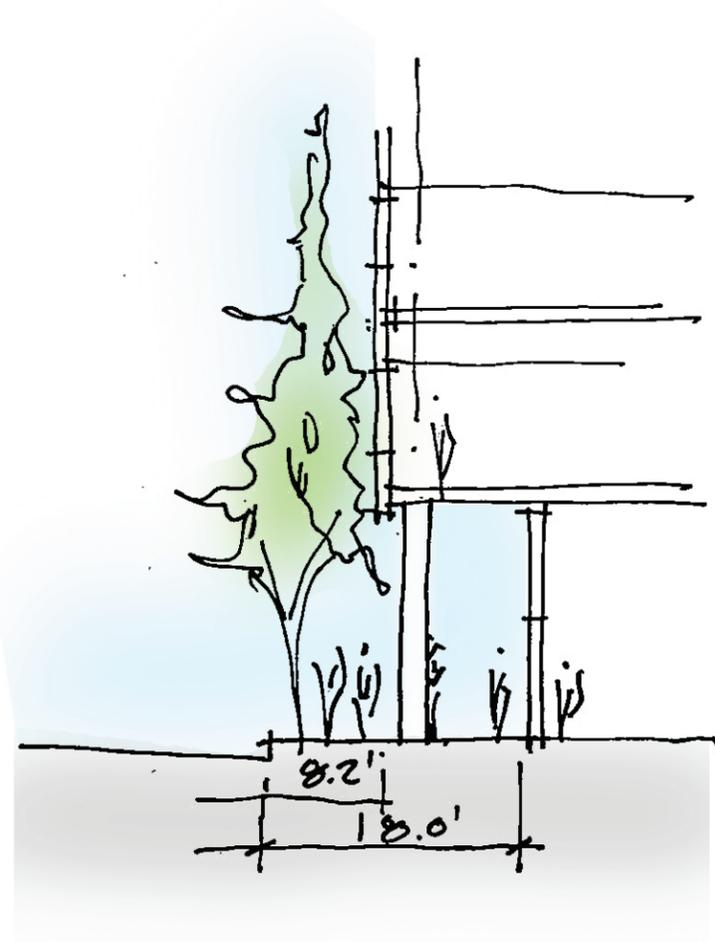
5. ARCHITECTURAL MASSING - ALTERNATIVE #2



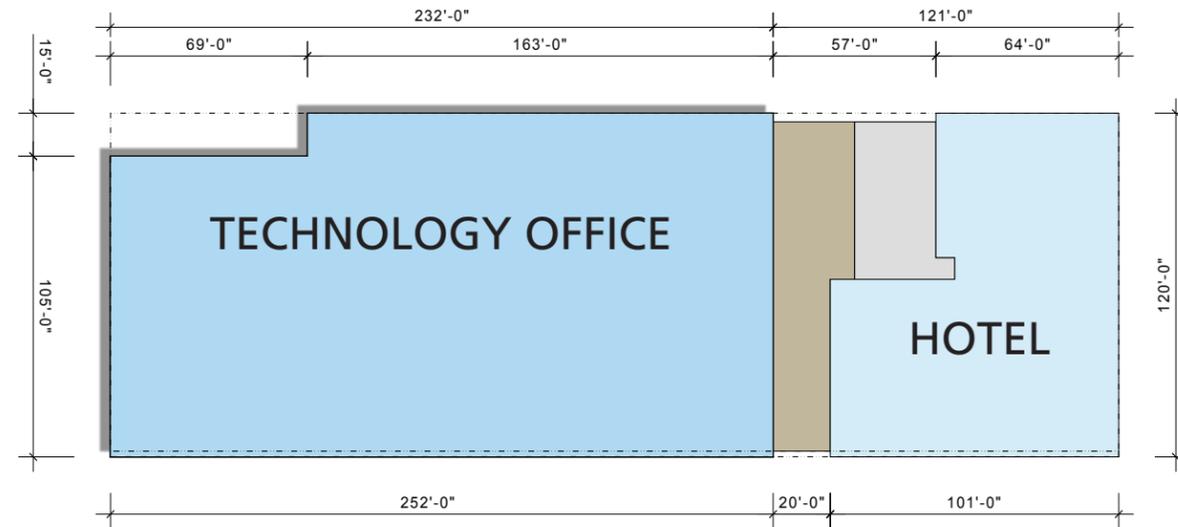
STREETSCAPE SKETCH



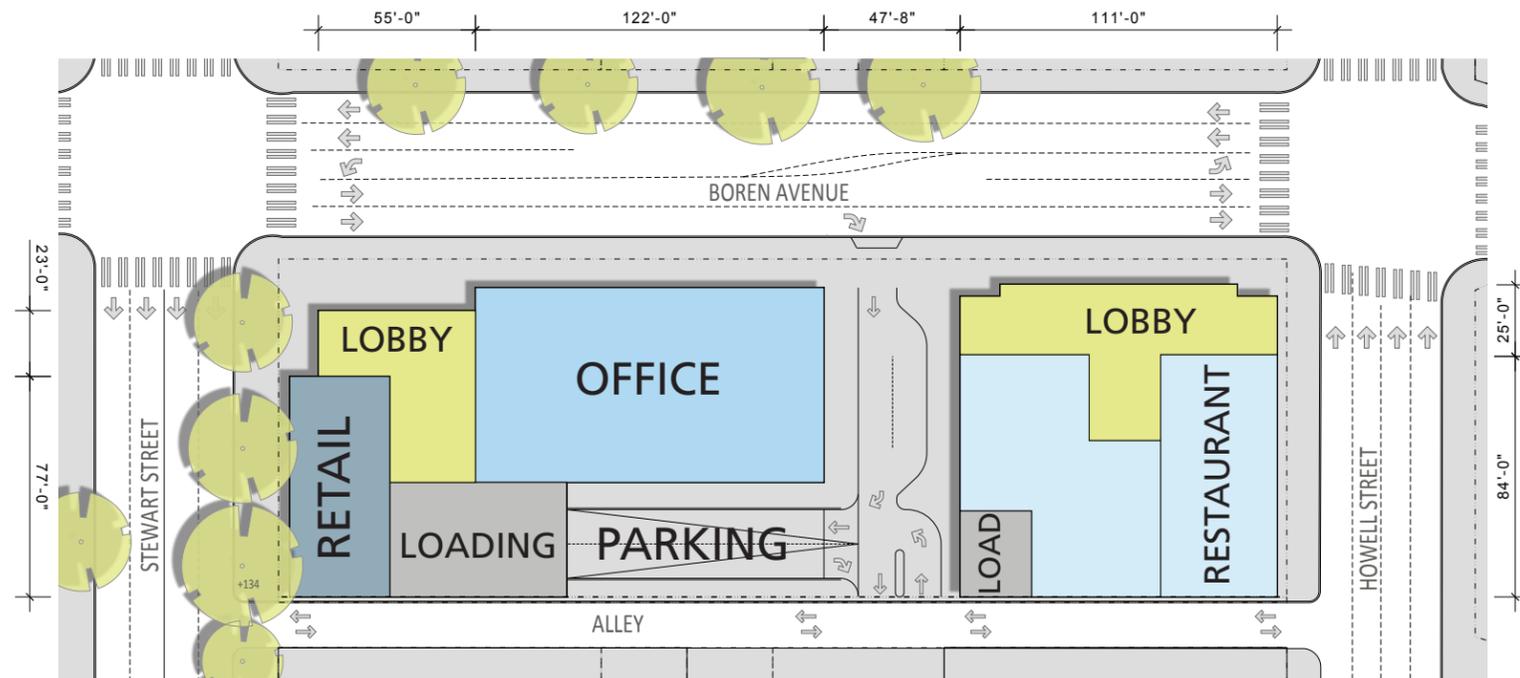
STREETSCAPE SECTION (NTS)



PLAN DIAGRAM - UPPER LEVEL



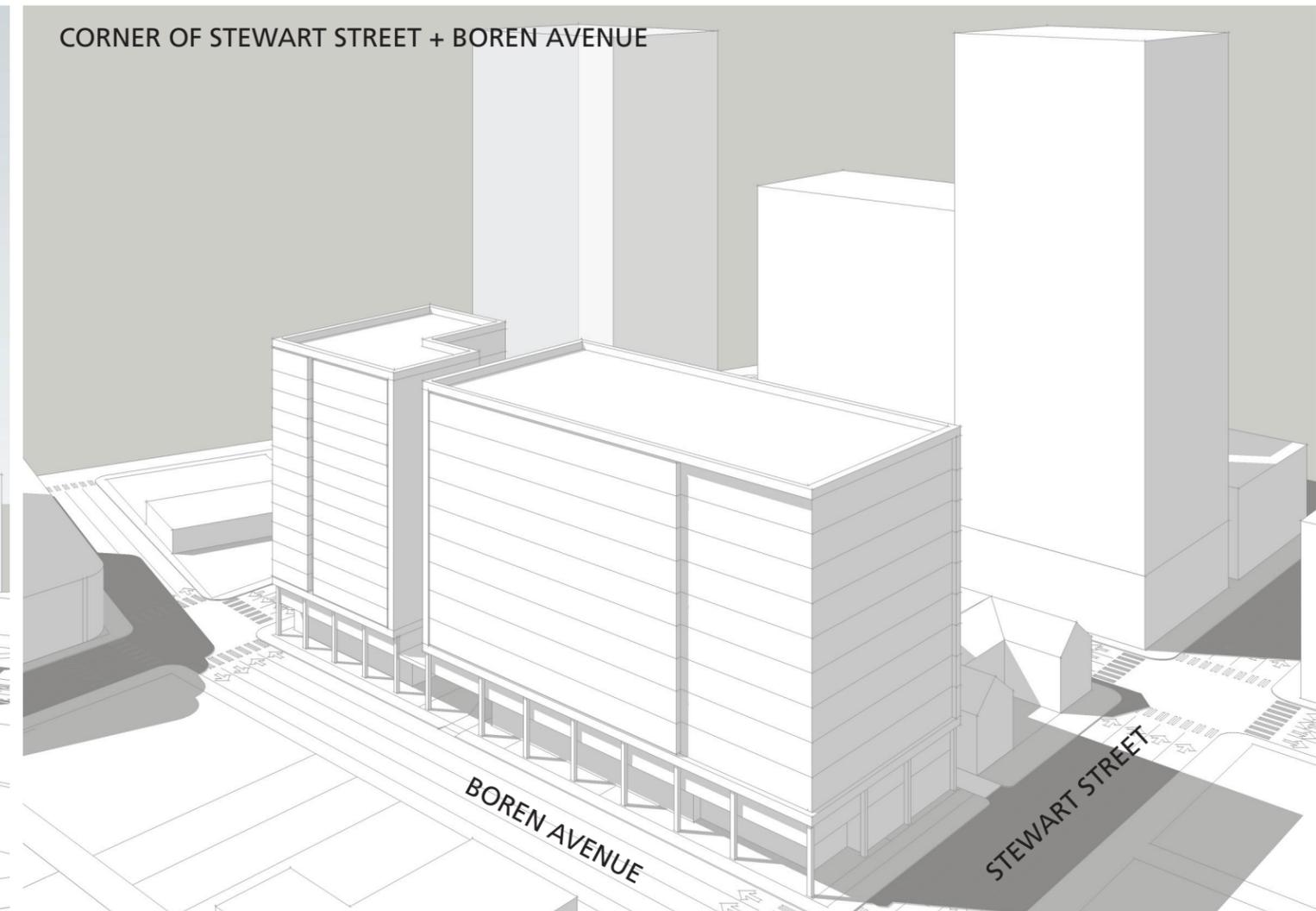
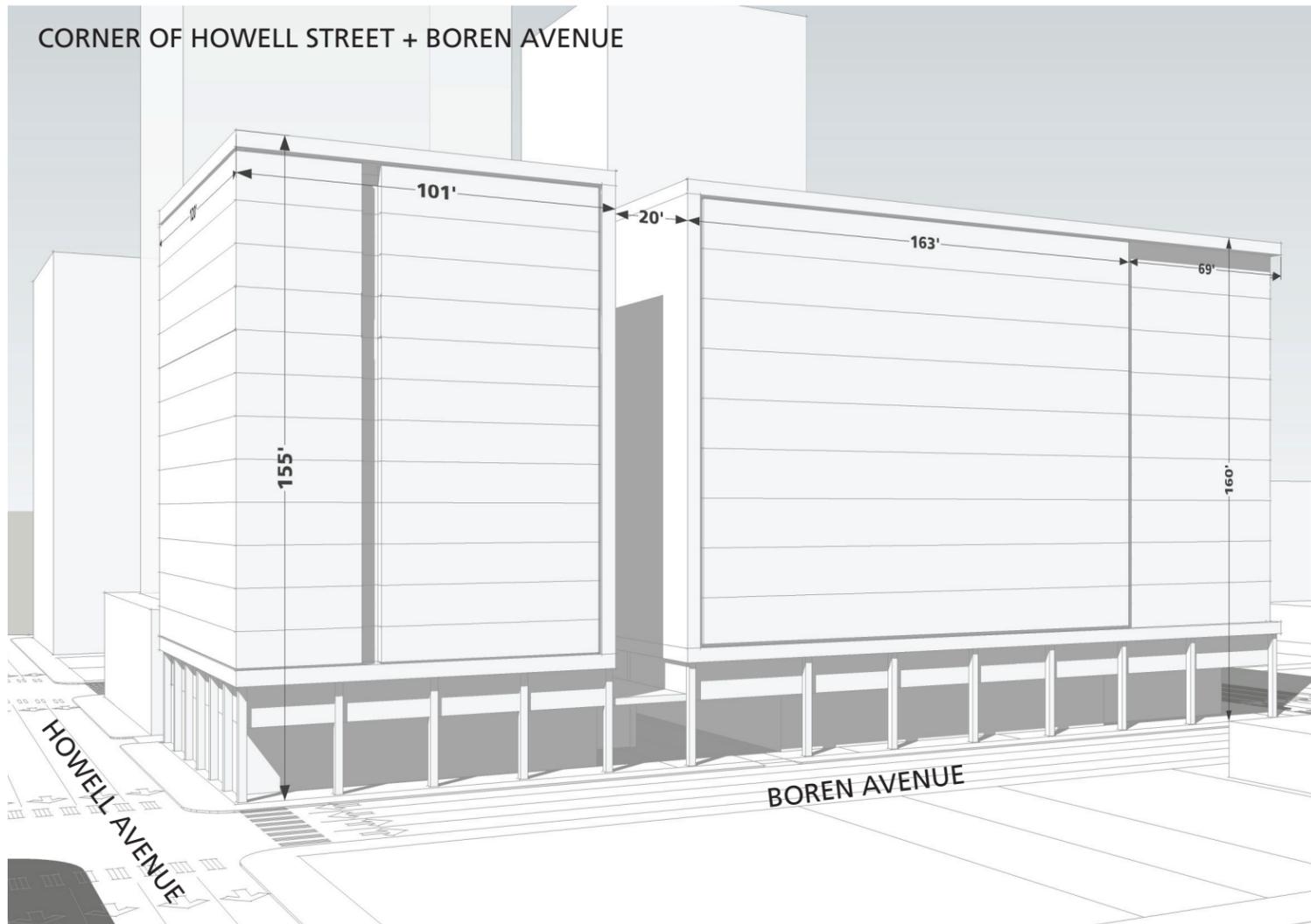
PLAN DIAGRAM - GRADE LEVEL



ATTRIBUTES

- + SIDEWALK INCREASED TO 18' ON BOREN AVENUE
- + COLONNADE ALONG ENTIRE LENGTH OF BOREN
- + ENHANCED GRADE LEVEL EXPERIENCE
- + ENHANCED SEPARATION BETWEEN BUILDINGS (59')
- + EMPHASIS AT CORNERS
- HOTEL GUEST ROOMS FACE THE ALLEY
- MODEST DEPARTURE FOR MODULATION
- REQUIRED OPEN SPACE

5. ARCHITECTURAL MASSING - PREFERRED ALTERNATIVE (#3)



DESIGN GUIDELINES

A-1 Responding to Site Characteristics - The preferred alternative increases the colonnade vertically to create greater proportional balance with the office block, further reinforcing a unified streetscape concept.

A-2 Streetscape Compatibility - The preferred alternative improves upon the spatial characteristics of the right-of-way, increasing the sidewalk, beyond minimum standards on Boren.

A-4 Human Activity - The colonnade encourages human activity and improves pedestrian safety by establishing a rich layered approach to the streetscape.

A-10 Corner Lots - The technology office building emphasizes its entry and a higher degree of transparency toward the corner of Stewart and Boren, both at the streetscape and vertically in the office block.

B-1 Height, Bulk and Scale Compatibility - By emphasizing mid-rise buildings this alternative creates a sensitive transition to nearby, less intensive zones.

C-2 Architectural Concept and Consistency - The preferred alternative introduces architectural detail which separates streetscape and office block, defines function, and creates a distinguished profile at the roofline.

C-3 Human Scale - The colonnade provides a consistently scaled environment the length of the site.

D-1 Pedestrian Open Spaces and Entrances - The entry to the technology office building is emphasized at the corner of Stewart and Boren.

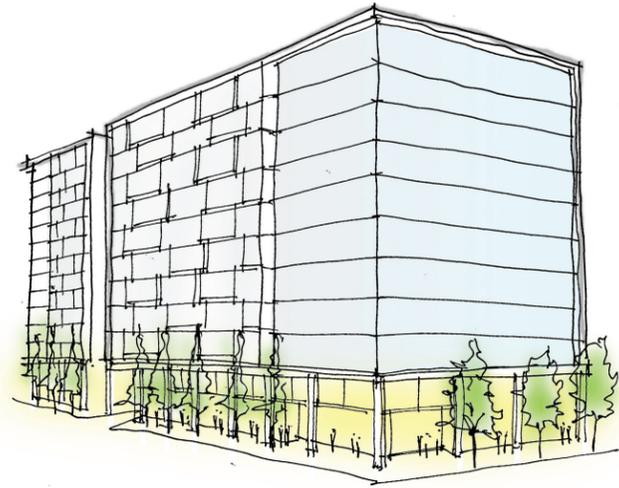
D-10 Commercial Lighting - The preferred alternative will introduce architectural lighting concepts which individually address the soffit, street frontage and the ground plane.

D-11 Commercial Transparency - The preferred alternative will introduce transparent street frontage in both the technology office building and the hotel, creating direct visual connection to the activities on the interior.

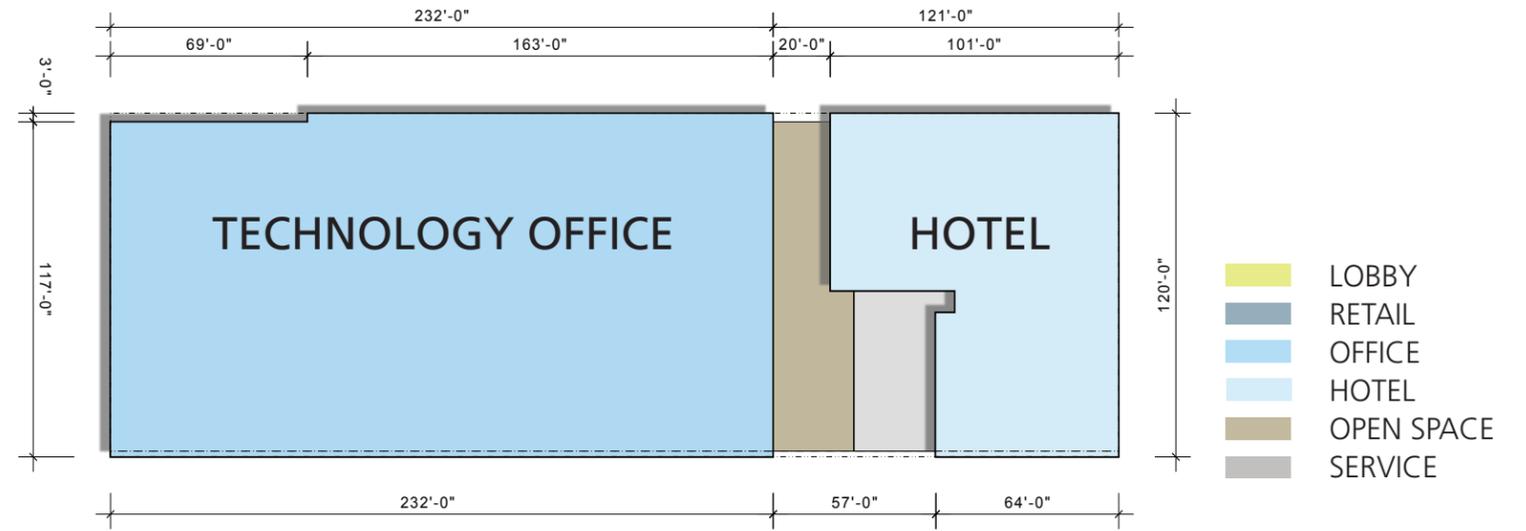
5. ARCHITECTURAL MASSING - PREFERRED ALTERNATIVE (#3)



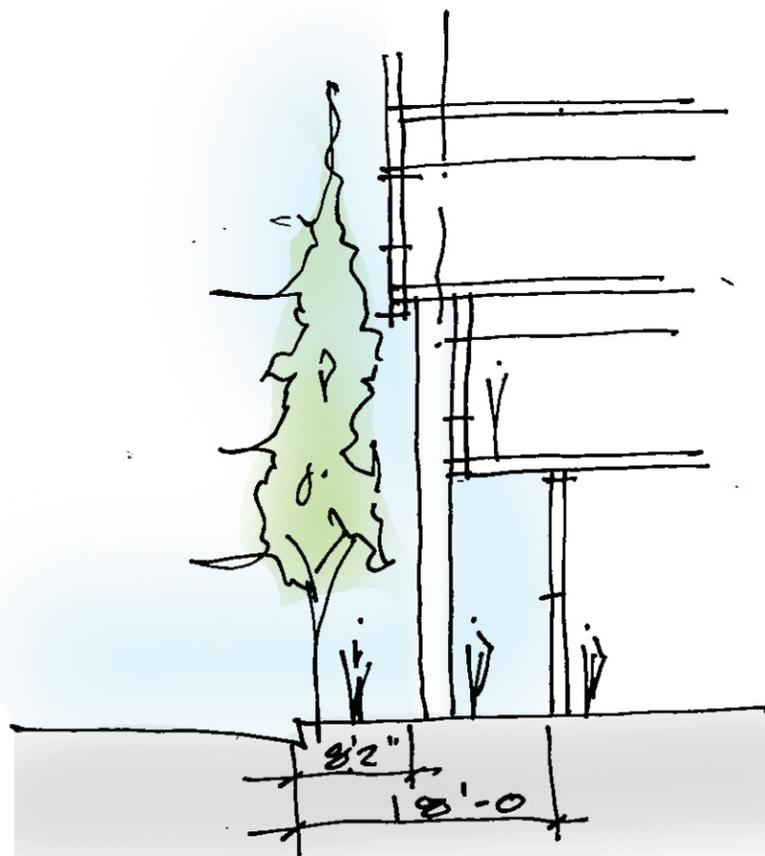
STREETSCAPE SKETCH



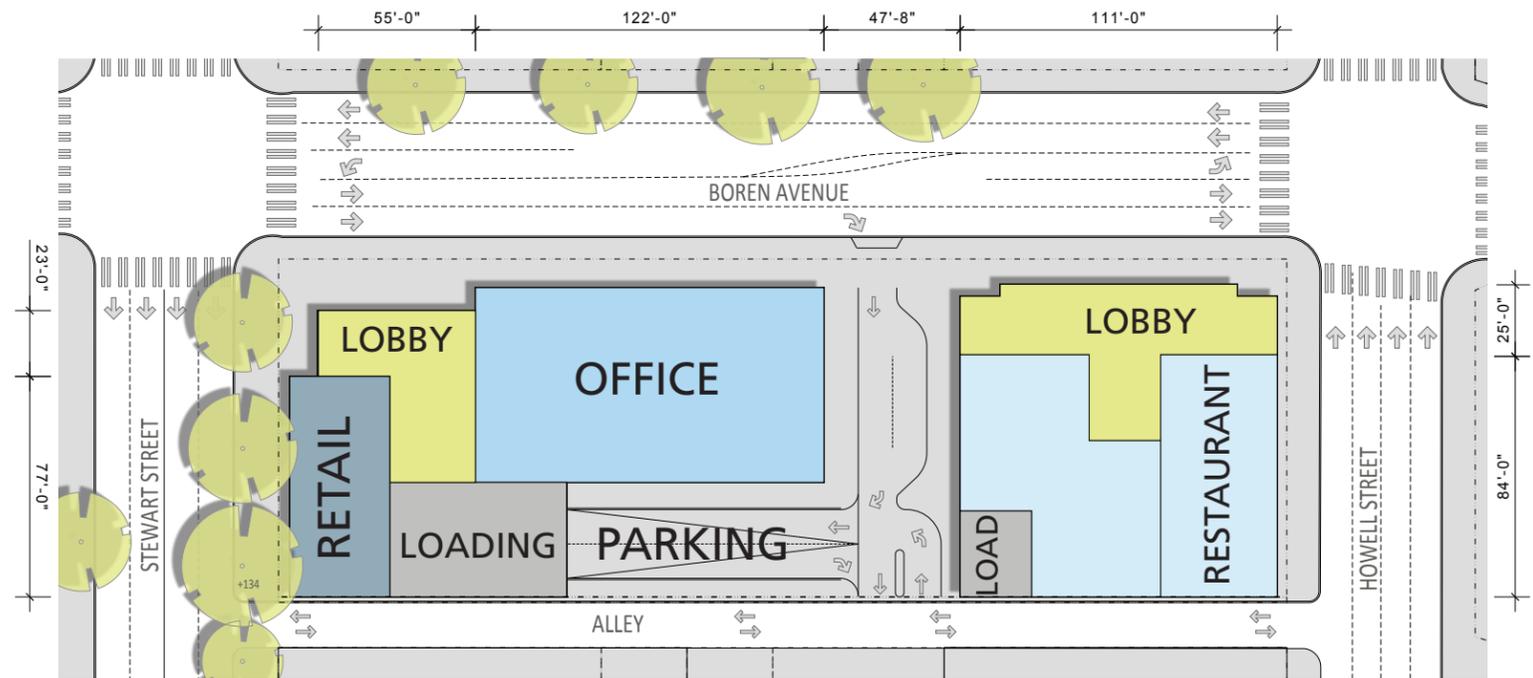
PLAN DIAGRAM - UPPER LEVEL



STREETSCAPE SECTION (NTS)



PLAN DIAGRAM - GRADE LEVEL

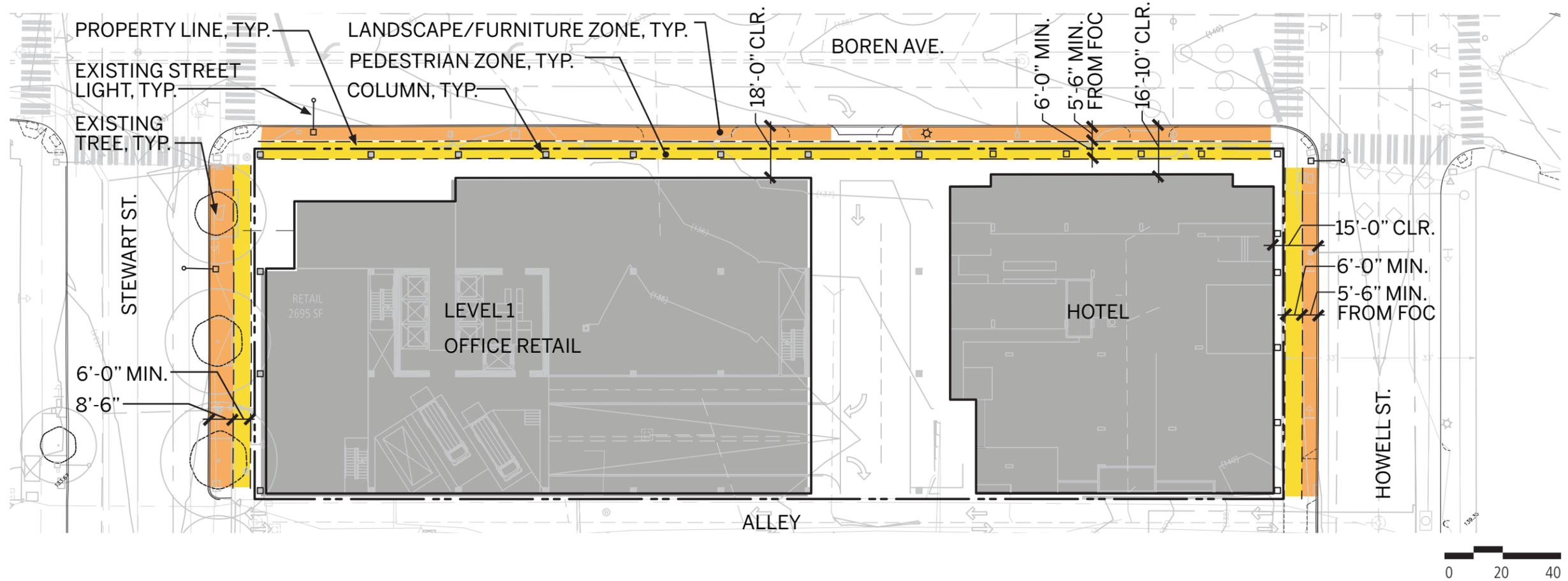


ATTRIBUTES

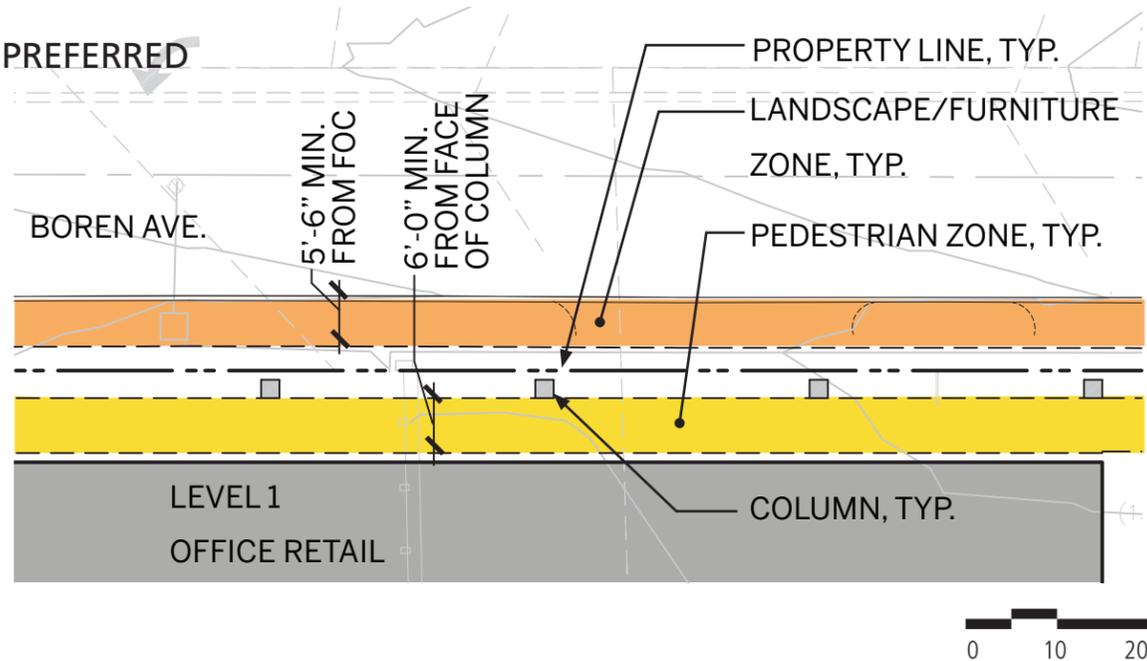
- + SIDEWALK ENHANCED TO 18' ON BOREN AVENUE
- + EXTENDED COLONNADE ALONG ENTIRE LENGTH OF BOREN AVENUE
- + ENHANCED GRADE LEVEL EXPERIENCE
- + SEPARATION BETWEEN BUILDINGS (20')
- + MOST HOTEL ROOMS FACE MAIN STREETS
- + IMPROVED EMPHASIS AT CORNERS
- MODEST DEPARTURE FOR FACADE MODULATION
- REQUIRED OPEN SPACE

6. STREETScape EXPERIENCE - SIDEWALKS

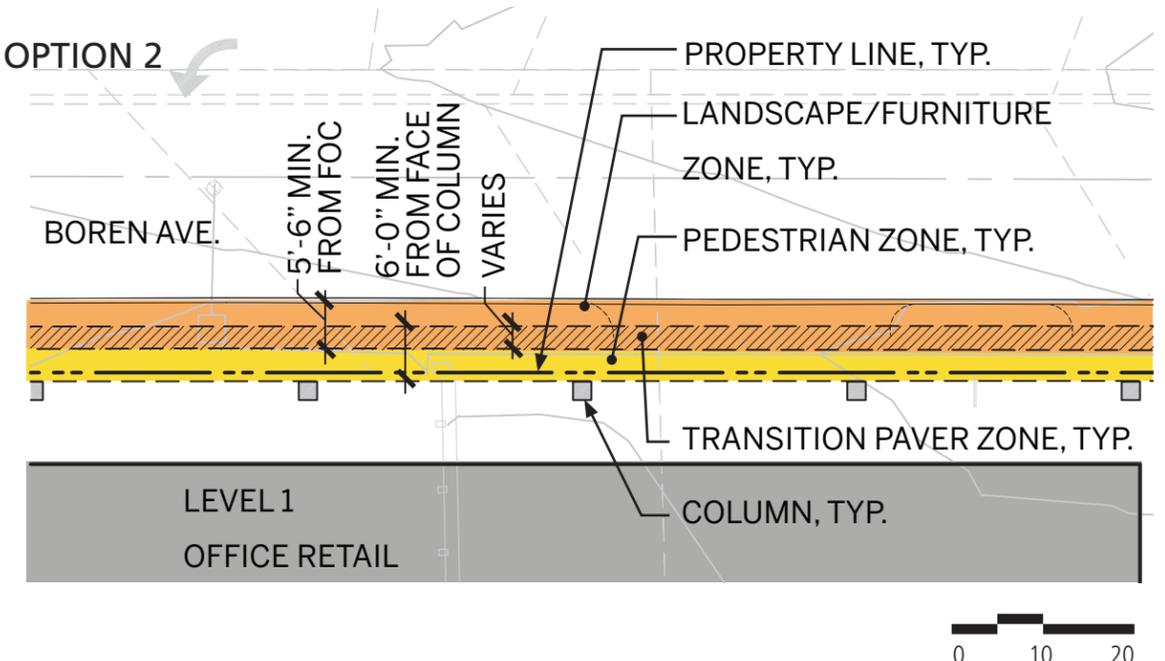
EXISTING CODE EVALUATION



OPTION 1 - PREFERRED



OPTION 2



6. STREETScape EXPERIENCE - VIGNETTE SKETCHES



STREETScape EXPERIENCE AT STEWART+BOREN

6. STREETScape EXPERIENCE - VIGNETTE SKETCHES



ATTRIBUTES

- + Two Story Colonnade the entire length of Boren Street
- + Unified streetscape character and experience for both the technology office and the hotel
- + Nearly 6,000 sf of additional streetscape, beyond the requirement
- + Layered zones of safety from the congestion of Boren
- + New columnar tree canopy at the street edge
- + Prominent corner entry at Stewart and Boren
- + High degree of transparency at corners



7. DEVELOPMENT STANDARDS - DEPARTURES



SMC 23.49.058 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed Commercial upper-level development standards

REQUIREMENT:

B. Facade Modulation.

1. Facade modulation is required above a height of eighty-five (85) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line.

Table 23.49.058A - Maximum length of un-modulated facade within 15' of street property line for structures 86 to 160 feet is 155 feet.

3. Any portion of a facade exceeding the maximum length of facade prescribed on Table 23.49.058A shall be set back a minimum of fifteen (15) feet from the street property line for a minimum distance of sixty (60) feet before any other portion may be within fifteen (15) feet of the street property line.

DEPARTURE:

Alternative 3 Maximum length of un-modulated facade is 163' on Boren St, Setback is 3'

JUSTIFICATION:

Facade modulation has been provided the at the upper level beginning at 34'. Additional upper level setback will adversely effect future planning of the technology office use AND decrease the separation between the two buildings. Additionally, the grade level facades have been held back at the Boren Avenue property line by 10' for increased public benefit and relief from heavy Boren Avenue traffic.

SMC 23.54.035 Loading berth requirements and space standards

REQUIREMENT:

Low Demand Use 388,002 TO 520,000 SF 5 Loading Berths Required @ 35'

DEPARTURE:

Alternative 3 provides (2) loading berths of 35' in length and (3) loading berths of 25' in length.

JUSTIFICATION:

The two 35' bays and three 25' bays provided are adequate to meet projected demand.