

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

Design Review Board Recommendation Meeting
4 DECEMBER 2012



 touchstone

Aedas

JOHNSON BRAUND INC.

SWIFT COMPANY LLC

MAGNUSSON
KLEMENCIC
ASSOCIATES



Hilton
Garden Inn



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01. SUMMARY OF DEVELOPMENT OBJECTIVES



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 Capitol 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
the pedestrian experience

To limit the buildings to 160' in height
reduce setbacks which challenge efficiency

Development Objectives by the numbers:

Lot Area	42,360 sf
Technology Office Building (11 Story)	~ 300,000 gsf
Hotel (13 story / 222 key)	~ 145,000 gsf
Below grade (3 levels / ~300 Vehicles)	~ 127,000 gsf
Required Street Use (Stewart)	~ 2,600 gsf





A. SET A POSITIVE CONTEXT

EDG items F, G ; MUP comment #10

The proposal will set the context for positive future development of Boren Avenue. Foremost is the consideration of the pedestrian experience. The colonnade along Boren provides a more generous, well protected, and experientially unique pedestrian environment which also allows for a higher degree of landscaped surface than typical. Along the Streets (Stewart & Howell), there is less traffic than Boren, with a generous sidewalk already in place. Here the proportion and rhythm of the colonnade is echoed in the exposed columns and weather protection is provided by glass and steel canopy.

Above the pedestrian realm, the buildings are unique and cohesive while emphasizing exquisite, textured detail relating to the function.

B. TWO BUILDINGS CONCEPT

EDG items A, D & E; MUP comment #8

By nature of the program, the needs of a technology office building are quite different from a hotel, so the individual expression responds accordingly. The technology office building employs nearly continuous horizontal glazing to allow for freedom of internal planning while the hotel windows relate directly to the individual guest rooms.

With this as the basic functional driver, the two buildings take on character unique to their function. The office building is composed of three façade elements. The corner at Boren and Stewart is the most open to the views of Lake Union with floor to ceiling glass. The verticality of the corner element is expressed with a fin blade mullion extension. The remaining portions of the Boren and Stewart façades compliment the corner expression while adding texture, depth, and pattern through a combination of vision and spandrel glass. The foil to those highly textured and varied façades are the south and west elevations, where textured precast concrete is introduced in a rational pattern.

The hotel is also composed of three elements. The principal faces use a system of 4 window configurations set in a metal panel system which create a highly textured and visually complex façade. The sides of the guest rooms have limited area for window, which reveal this through a change of material to textured precast concrete. The planning of the hotel places the rooms to primarily face the public ROW and internally to provide the greatest distance to another building.

C. COLONNADE SCALE

EDG item C; MUP Comment #6

The proportion of the colonnade has been carefully considered to maximize light and air and to provide a human scaled experience. While the building columns are exposed through the second level to provide a strong vertical element to the streetscape, the occupiable space in the colonnade is at its tallest to the north (at Stewart) with a finished clear height of 17'-6" and diminishes as grade rises to the south (Howell) to 13'-6". The nominal width is 8'-0" clear to the inside face of column and ~19' to the curb line. The width increases at the corners and porte-cochere to emphasize and facilitate entries.

The soffit will be designed to enhance the quality of ambient and reflected light providing a light, airy experience that is sure to delight.

D. COLONNADE TRANSITION AT THE CORNERS

EDG item B ; MUP comment #5

The colonnade is primarily a design response to the harsh pedestrian environment on Boren Avenue and does not turn the corner to the Howell or Stewart Streets which are more typical urban pedestrian environments. A graceful

transition is achieved through greater facade setbacks at the corner. The proportion, rhythm and detail on the streets compliments the colonnade by way of exposed concrete columns the same height as those on Boren. Pedestrian weather protection on the streets is from a metal and glass canopy.

E. THE CURB CUT, PORTE-COCHERE, & PEDESTRIANS

EDG item A ; MUP comment #3, 7

There are a number of devices that give visual indication of the pedestrian and vehicle interaction zone.

Traffic Flow: The porte-cochere is proposed as a one-way, right turn in only. This is the optimal scenario to reduce pedestrian/vehicle conflicts.

Façade stepping: The grade level façade steps back to provide greater sightlines into the porte-cochere, revealing its function from further back on the sidewalk.

Ground Plane: Increased pavement scoring and material change alerts pedestrians.

Ceiling / Soffit: A lighted metal and glass canopy sits below the colonnade soffit line in the line of sight of pedestrians, extending the length of the porte-cochere.

F. ENTRIES

MUP comment #9

The building entries are clearly defined by facade modulation which relates to the building scale. Human scale is addressed by the portal and threshold elements of the doors themselves.

G. THE ALLEY

MUP comment #10

At grade, the window wall extends around the corner into the alley to create an appealing transition from the street experience. The loading and parking areas will be screened with roll up doors and metal screens.

H. THE SKYLINE AND ROOF

EDG items E, H; MUP comment #4

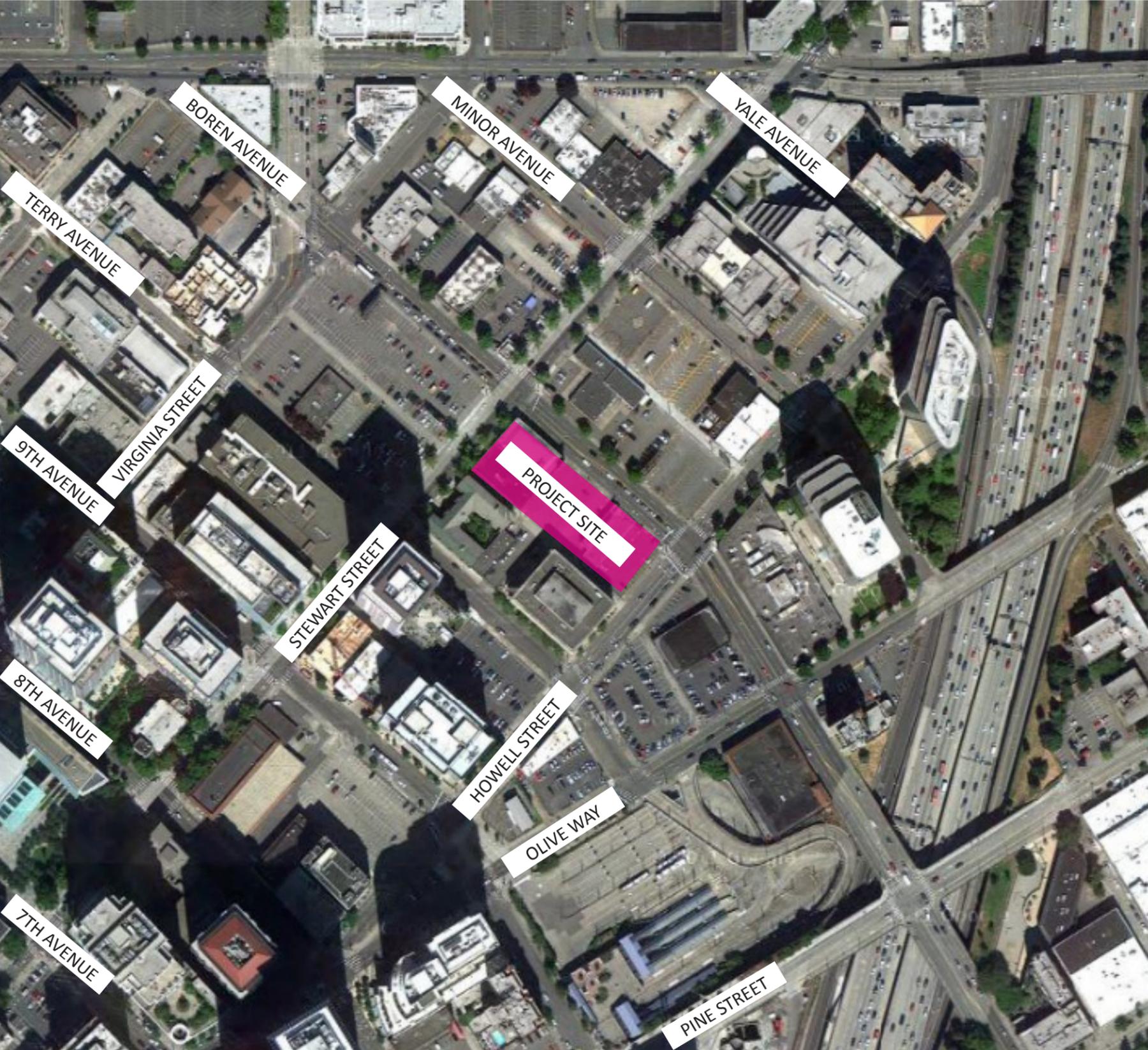
The board noted that the proposal should endeavor to have vertical difference between the buildings. Per zoning, the buildings must stay under 160' in height or be subject to tower separation which would make the project unfeasible. Therefore, when grade change, optimal floor to floor height for the program type, FAR, and zoning are taken into account, the vertical height of the buildings is 18 inches. This is not enough difference to create a stepped roofline that is proportional and elegant. The buildings do provide a well defined edge at the roofline which is a distinctive top to the building. The roof surface is a high albedo to minimize heat island and the mechanical areas are screened from view by perforated metal screens.

I. IMAGERY AND MATERIALS

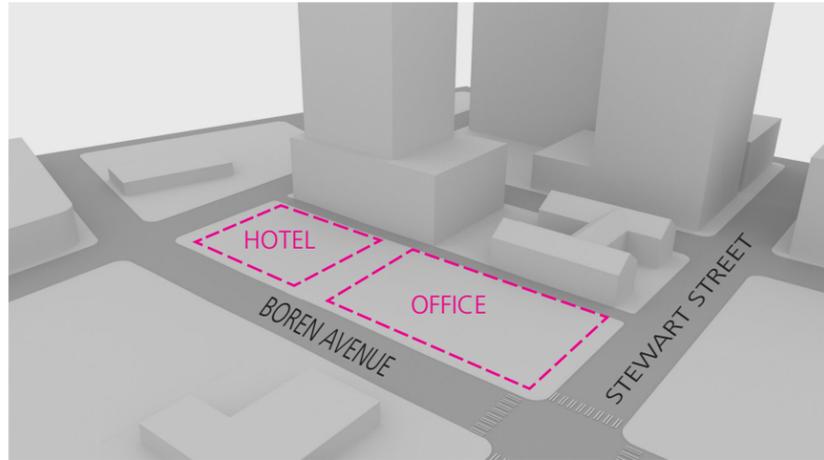
EDG items D ; MUP comment #11, 12

The imagery and materials will be prominently displayed in the subsequent pages of this proposal.

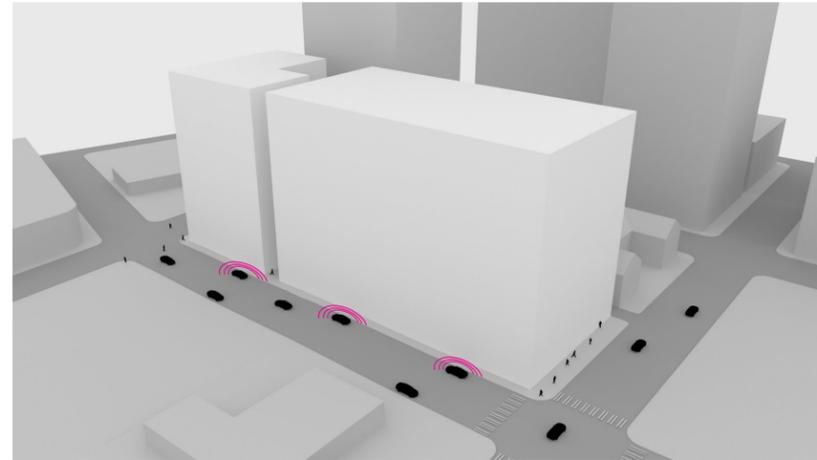




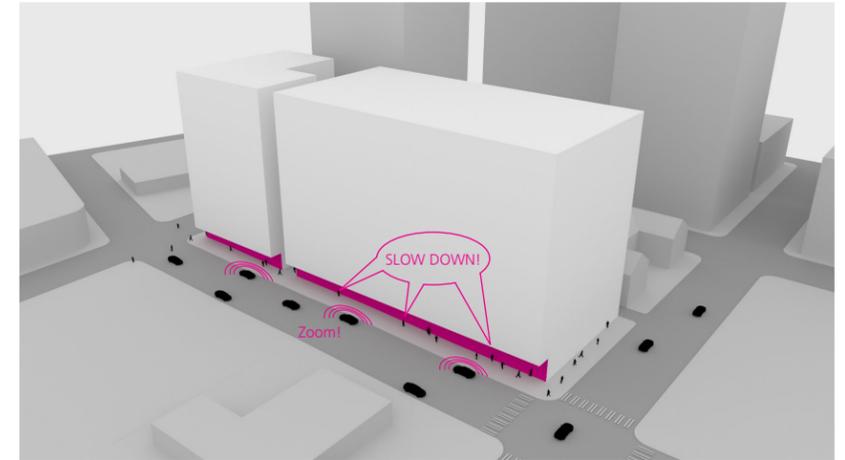
02. CONCEPT - MASSING DIAGRAMS



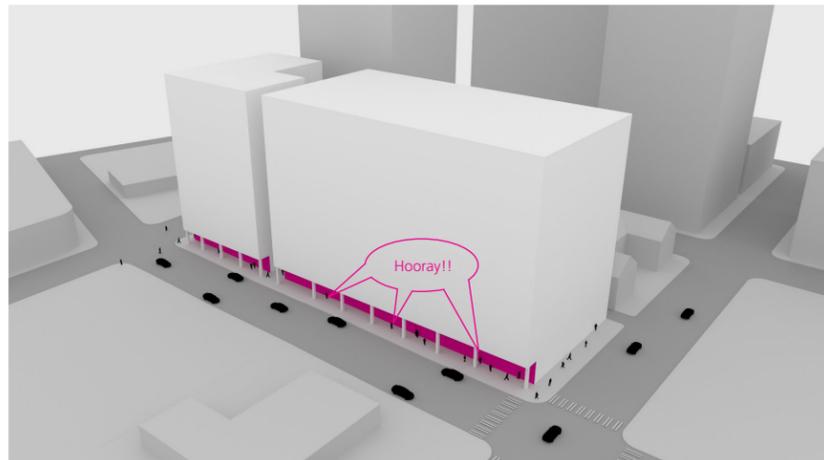
STEP 1: THE PROGRAM
Hotel on Howell, Office on Stewart



STEP 2: EXTRUDE
Keep the towers below 160' to preclude tower separation.
The Boren Avenue sidewalk is too narrow!



STEP 3: SET BACK
Set back the grade level 11 feet from the property line, 19 feet from the curb!



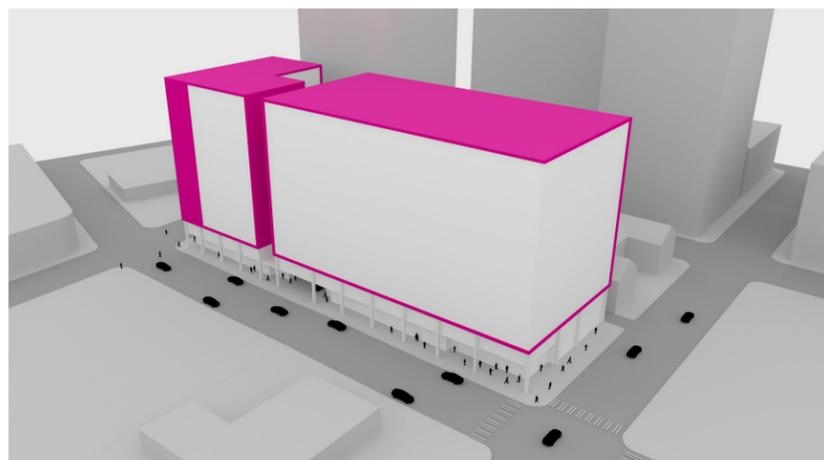
STEP 4: PROTECT
Add a line of columns to create space and protect pedestrians.



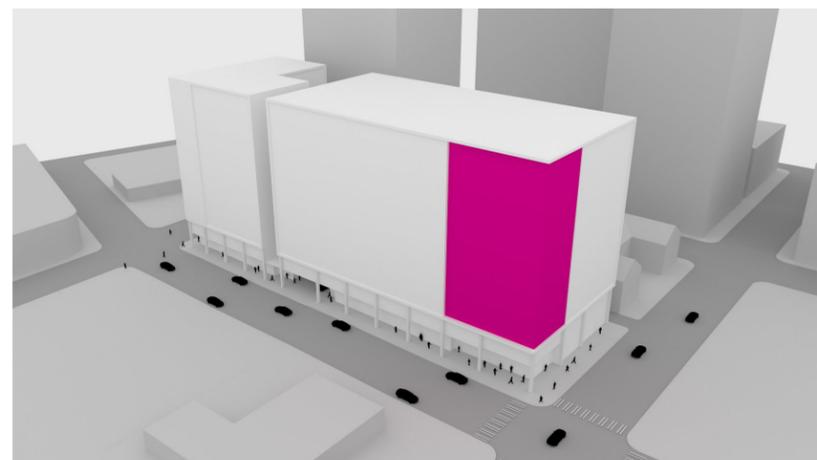
STEP 5: STREETScape
Set back level 1 & 2 to create a complimentary streetscape and relate column scale to tower.



STEP 6: ENTRY
Provide even greater setback to reinforce building entries.



STEP 7: WRAP IT
Creates a strong base to relate to human scale, enhances the skyline, forms a well-proportioned & unified building.



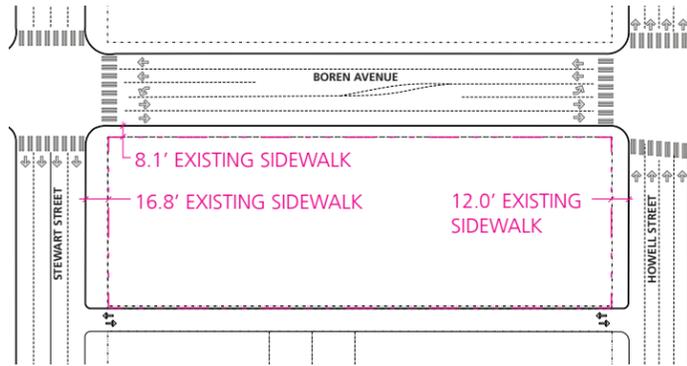
STEP 8: ENHANCE THE CORNER / MODULATE
Upper level setback at the corner provides well proportioned modulation.



STEP 9: ARTICULATE
Highly textured facades of many scales transition bulk and scale and respond to use and the physical environment.

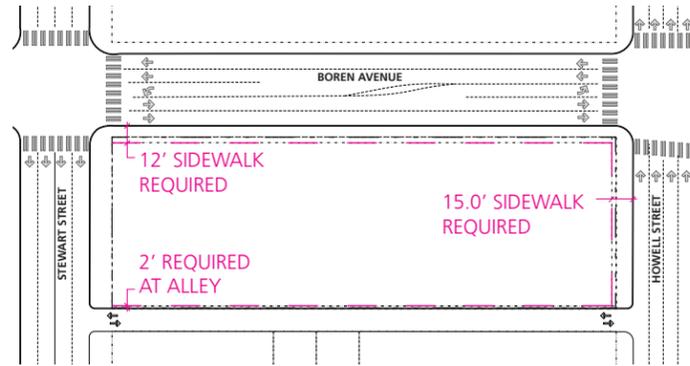


02. CONCEPT - STREETSCAPE DIAGRAMS



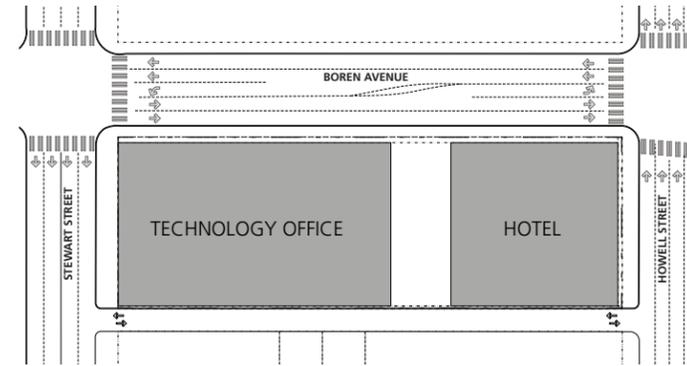
STEP 1: EXISTING CONDITIONS

The existing sidewalks on Boren and Howell are inadequate.



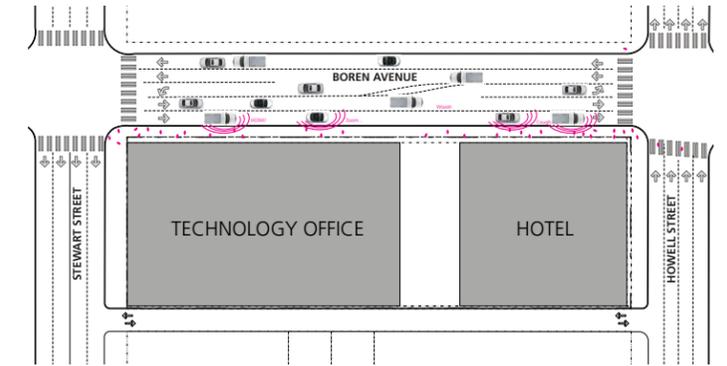
STEP 2: SETBACKS

Provide minimum setbacks per code.



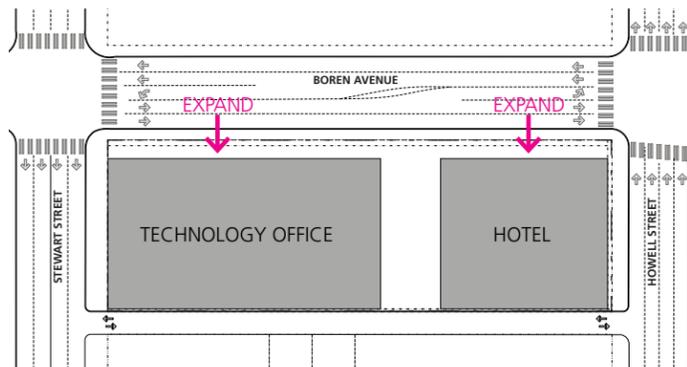
STEP 3: PLACE PROGRAM

Technology Office toward Stewart, the Hotel toward Howell.



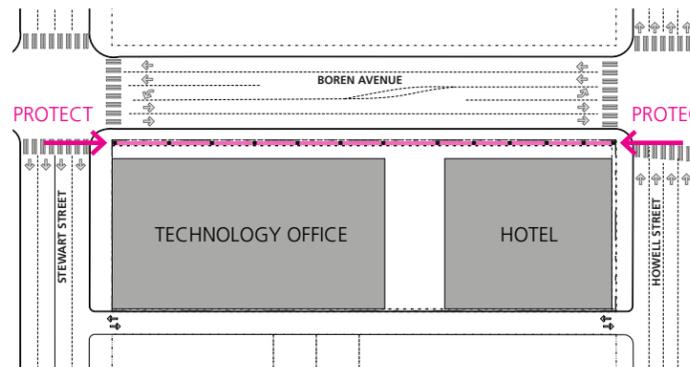
STEP 4: THE BOREN PROBLEM

Boren Avenue is a caustic environment for pedestrians, even with sidewalks at code minimums.



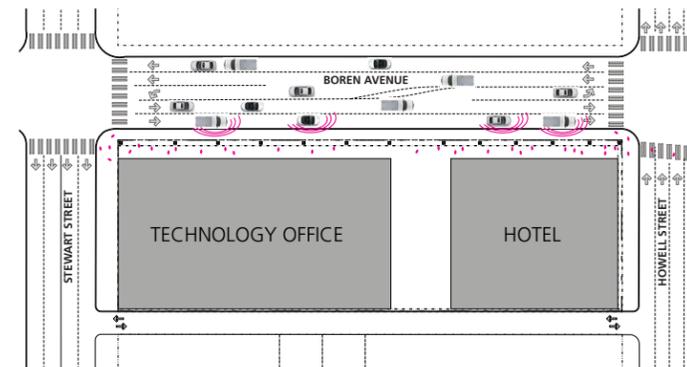
STEP 5: EXPAND

Expand the sidewalk to give the pedestrians more space.



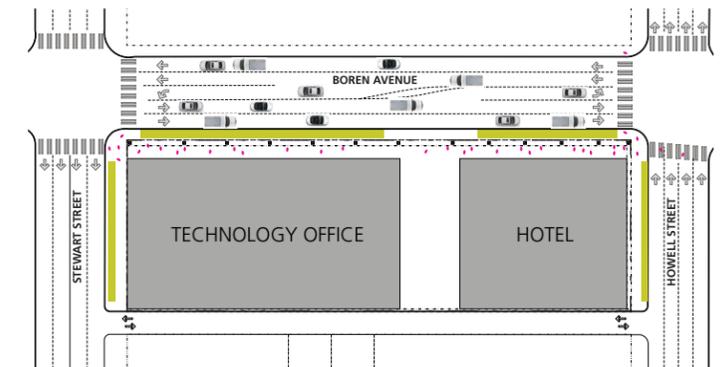
STEP 6: PROTECT

Bring the building structure down, creating a colonnade to protect pedestrians.



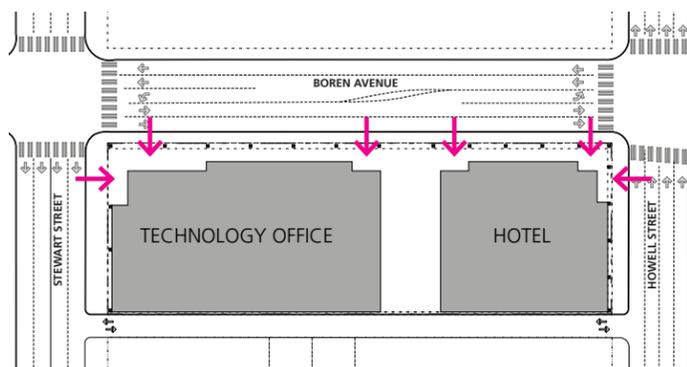
STEP 7: THE NOISE PROBLEM

The traffic on Boren creates significant noise.



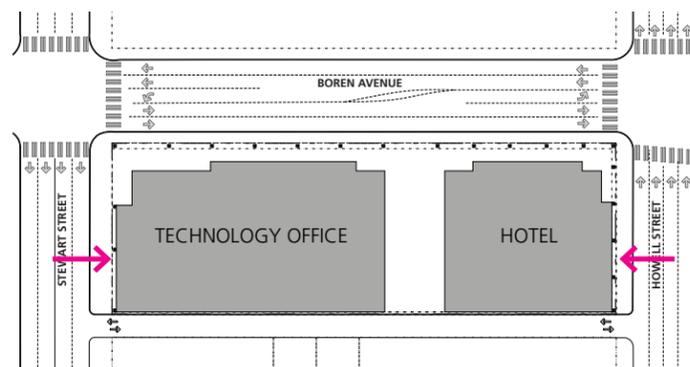
STEP 8: BUFFER

An unprecedented 8-foot wide, nearly continuous planted area buffers pedestrians from the traffic and noise of Boren Avenue.



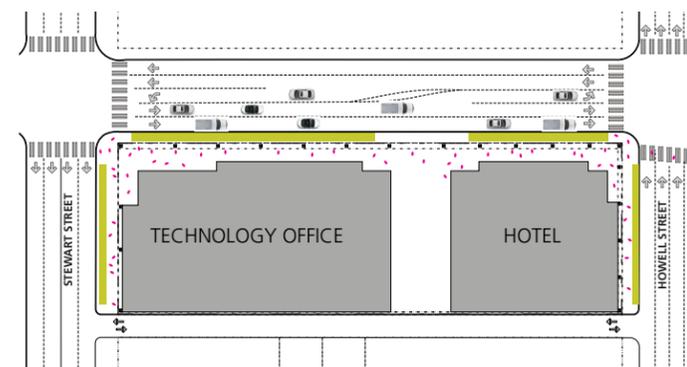
STEP 9: ENTER

Articulate the corners to emphasize building entries and gracefully transition the colonnade.



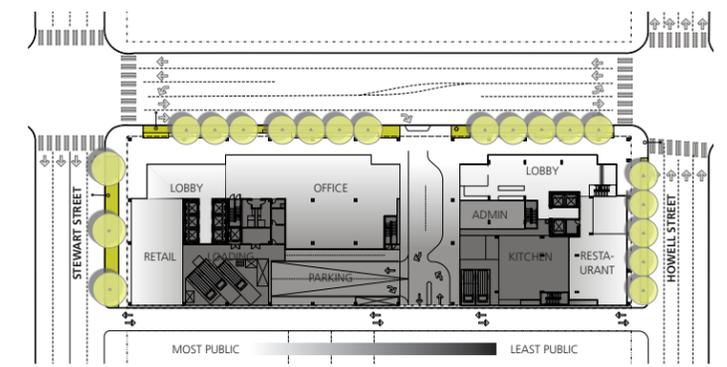
STEP 10: UNIFY

Expose the columns on Stewart and Howell to unify the streetscape.



STEP 11: THE STREETSCAPE

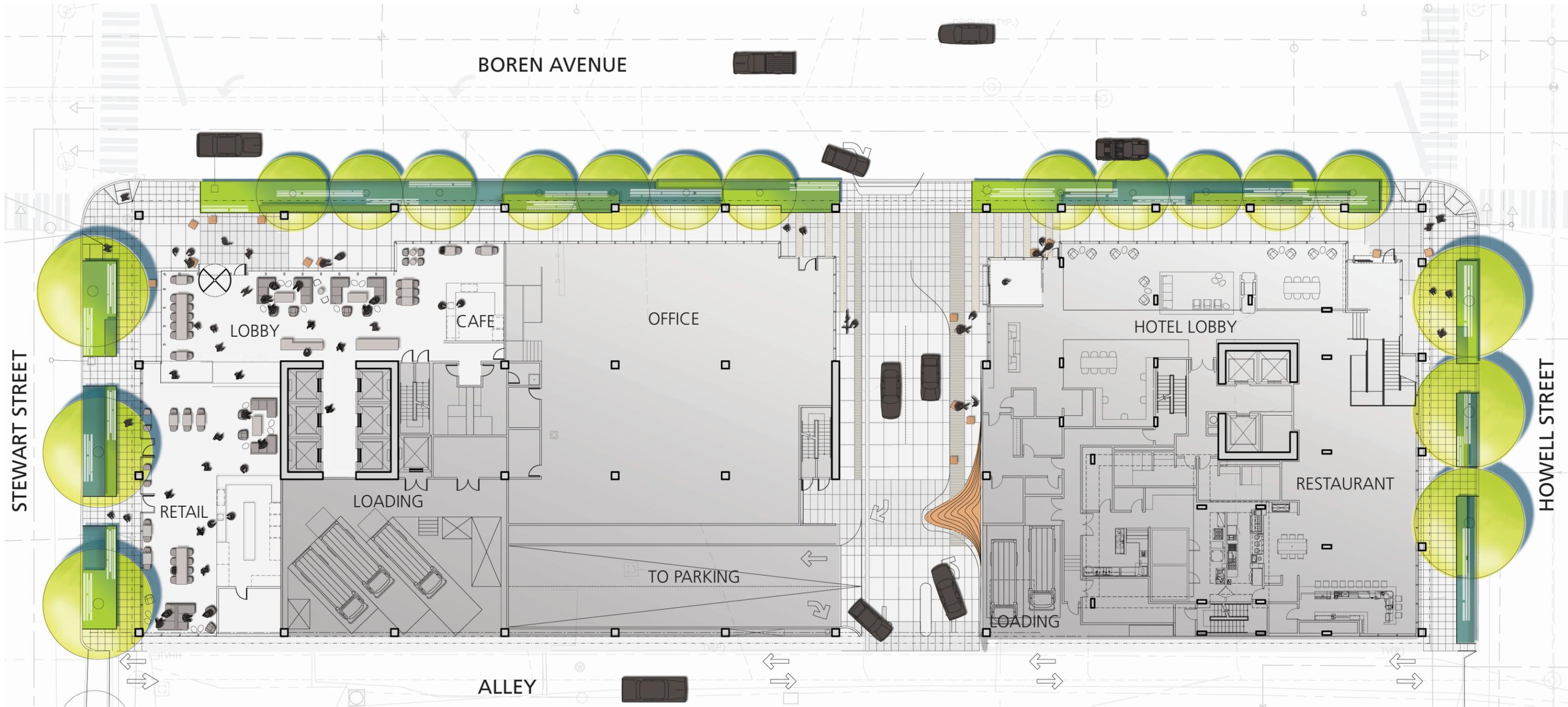
The architecture and landscape combine to create a one of a kind streetscape experience.

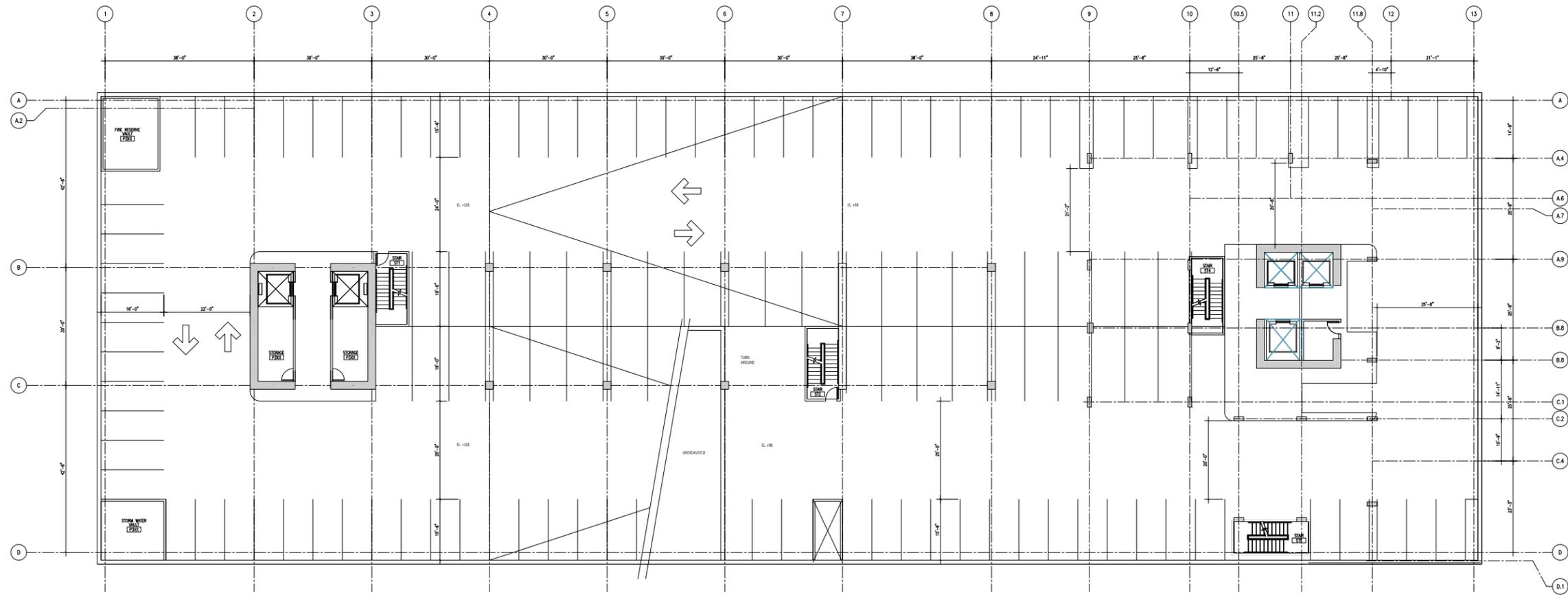


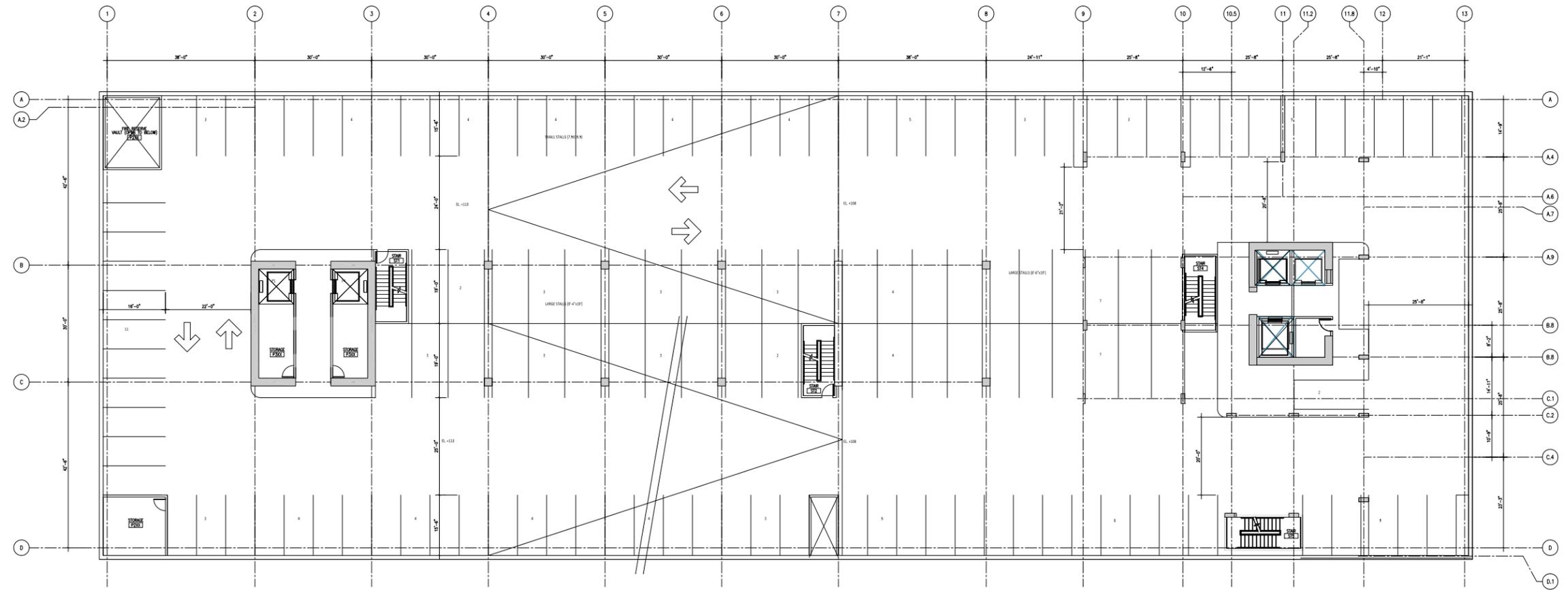
STEP 12: THE PROGRAM

Grade level program is located where it has the best opportunity to activate the streetscape.

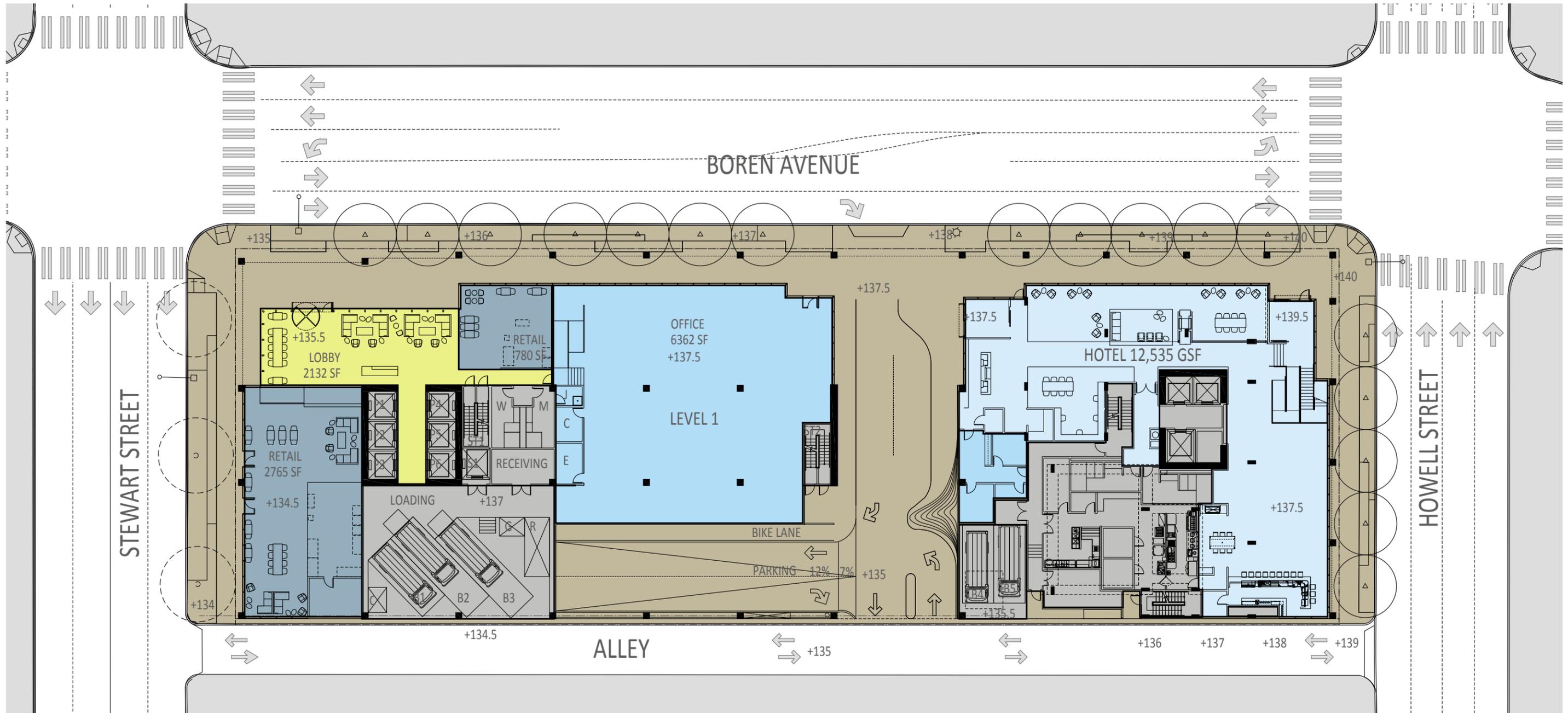
02. CONCEPT - STREETScape PLAN

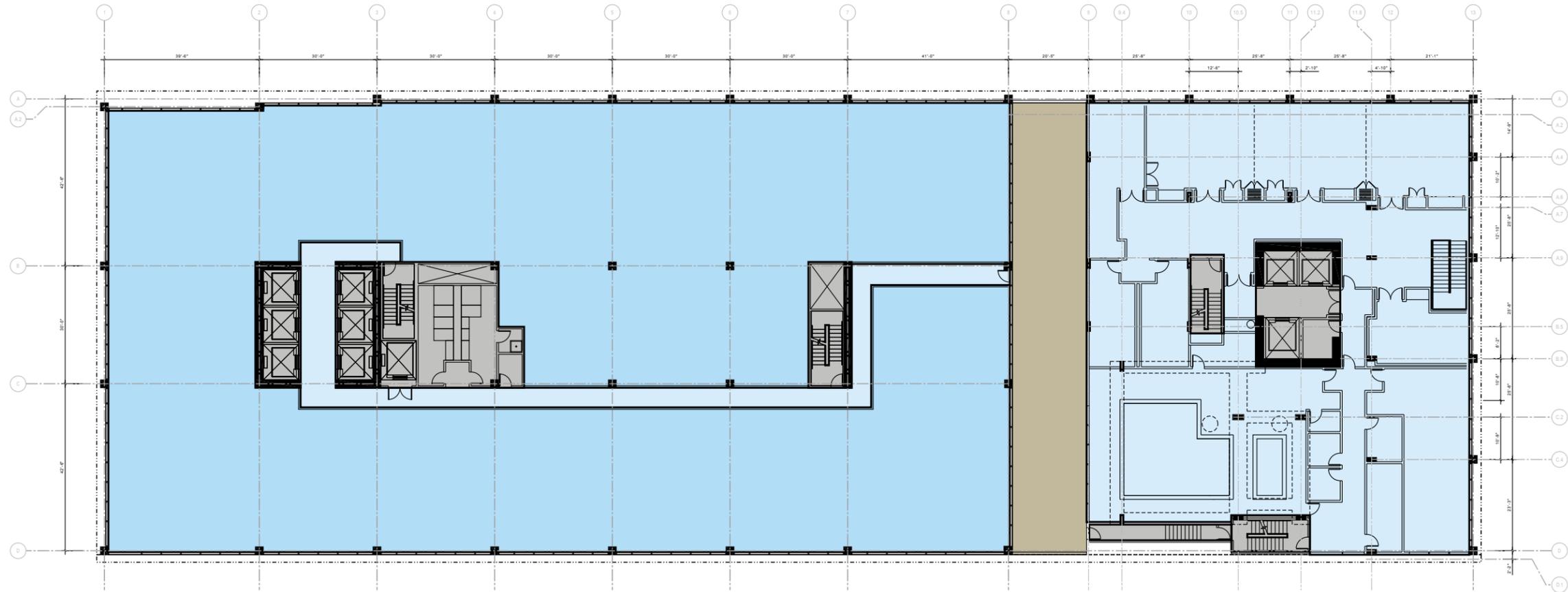


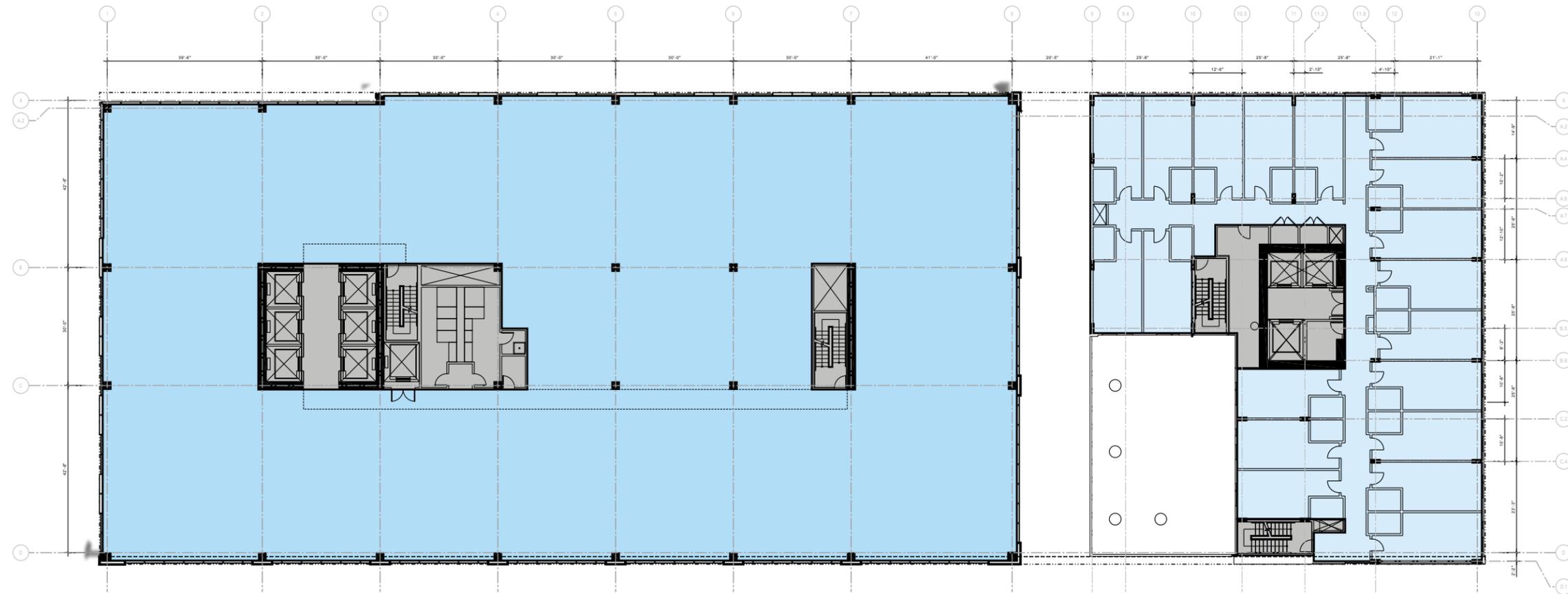




03. USE - FLOOR PLAN L1

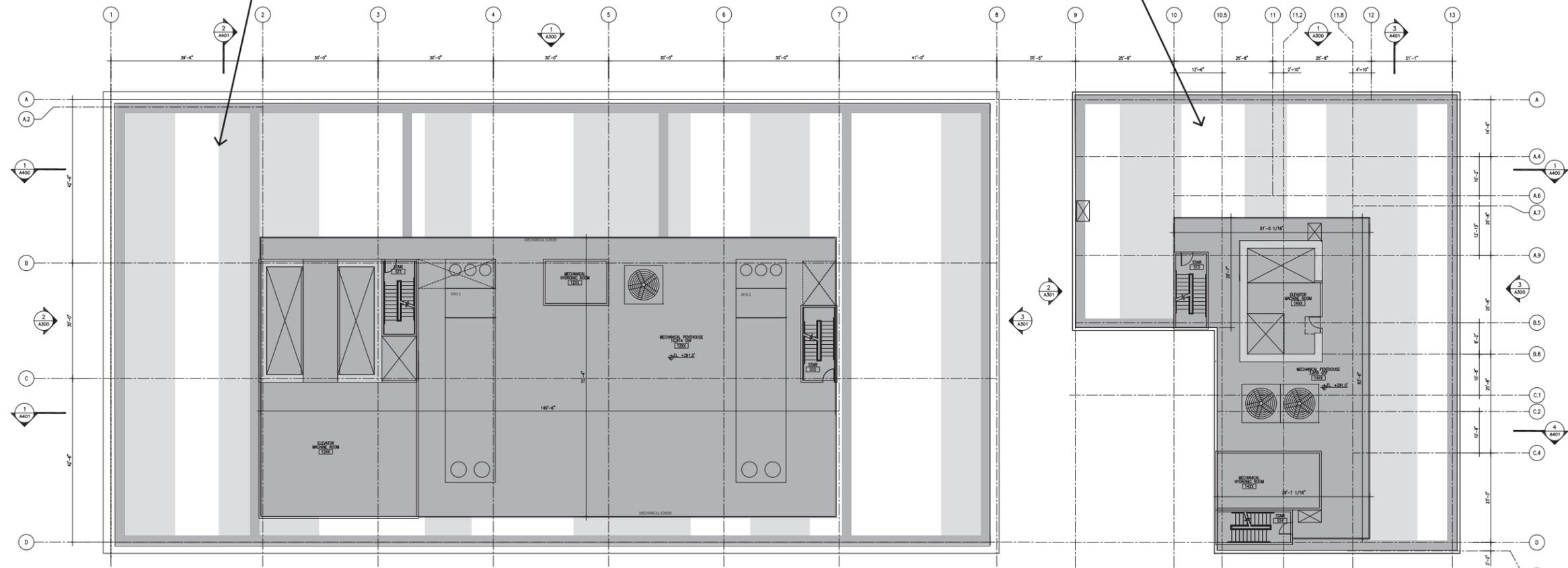








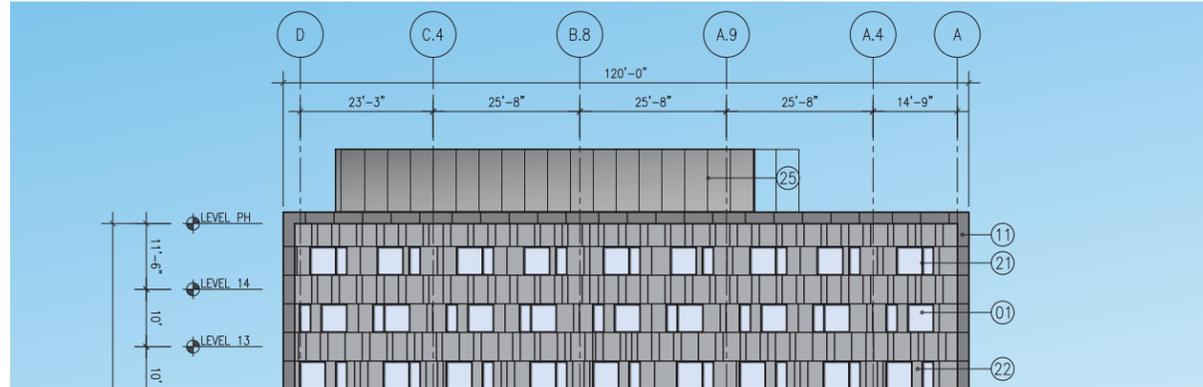
The high albedo roof surface is composed with bands of either membrane or rock ballast. The subtle variation of gray scales along with the compact, screened mechanical areas provide a roof that is clean and composed.



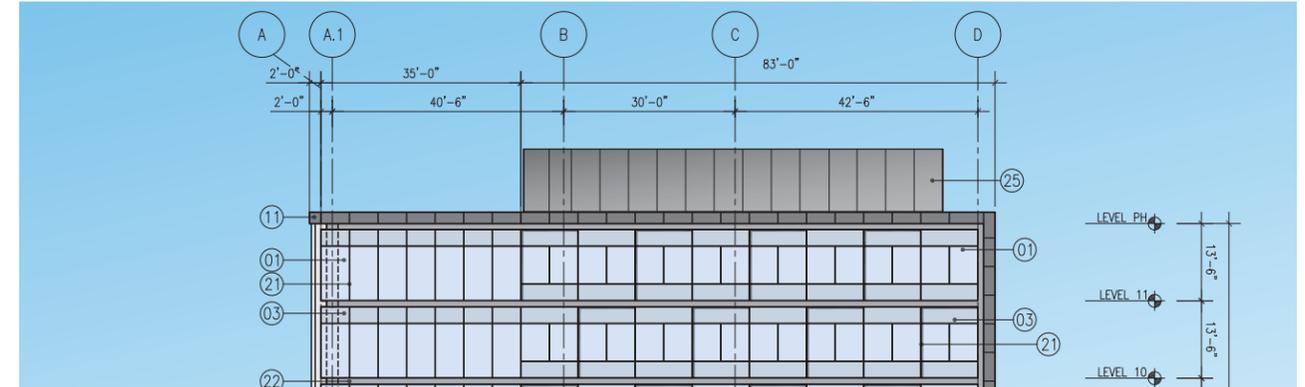
04. DESIGN - THE ROOF AND SKYLINE



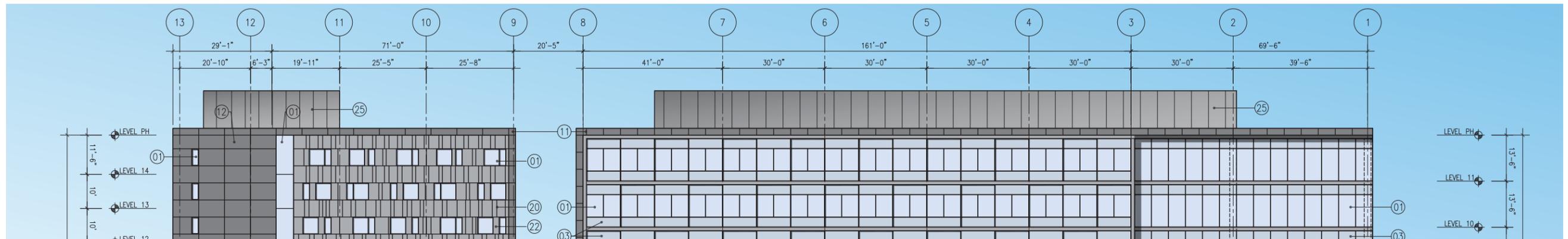
HOTEL FACADE FROM HOWELL



OFFICE FACADE FROM STEWART



HOTEL + OFFICE FACADE FROM BOREN



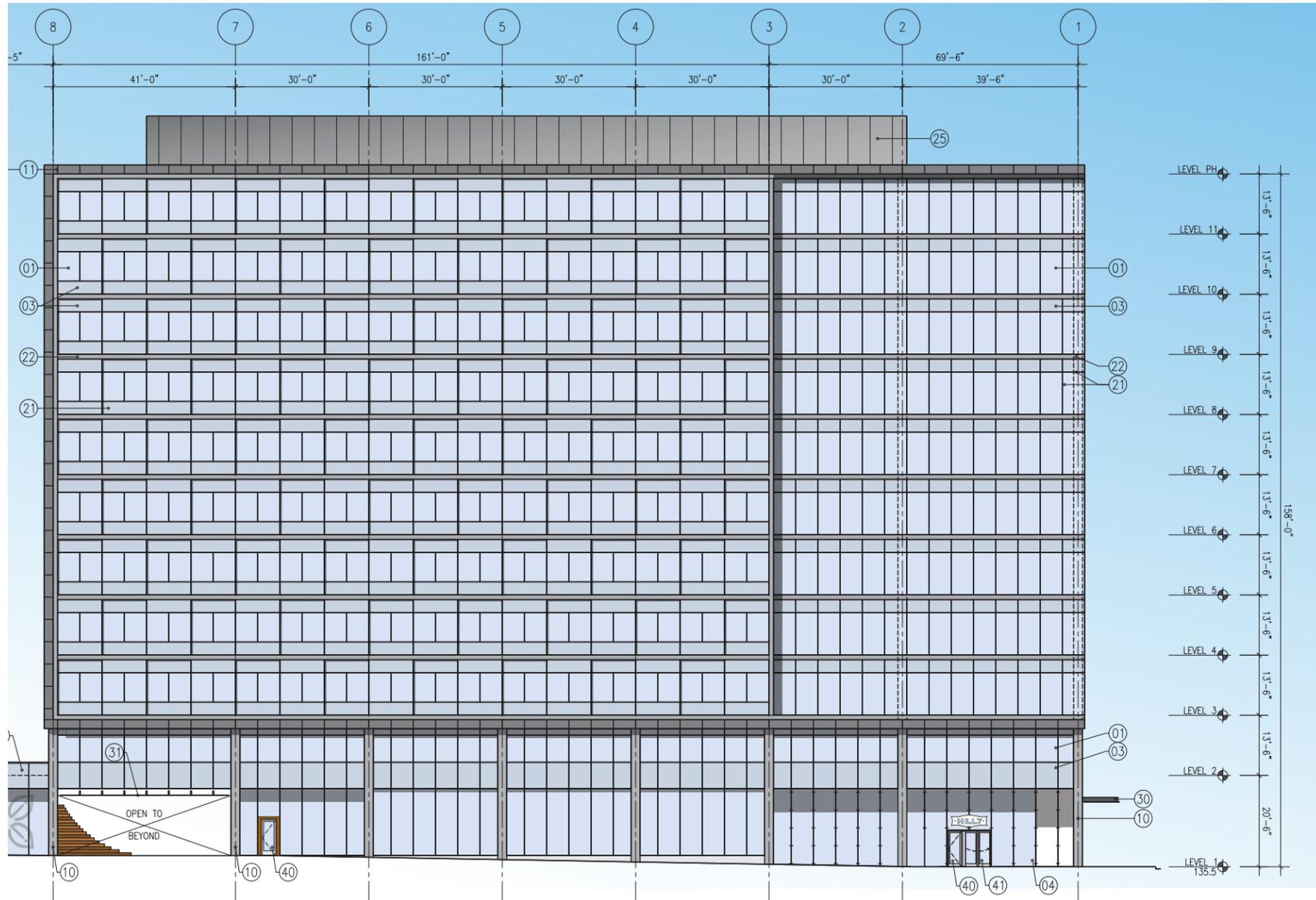
DESIGN GUIDELINE HIGHLIGHTS

- A-1 Respond to the physical environment.
The roof will have a high albedo surface to help mitigate heat island effect. The metal panels will respond to environmental and light changes throughout the day.

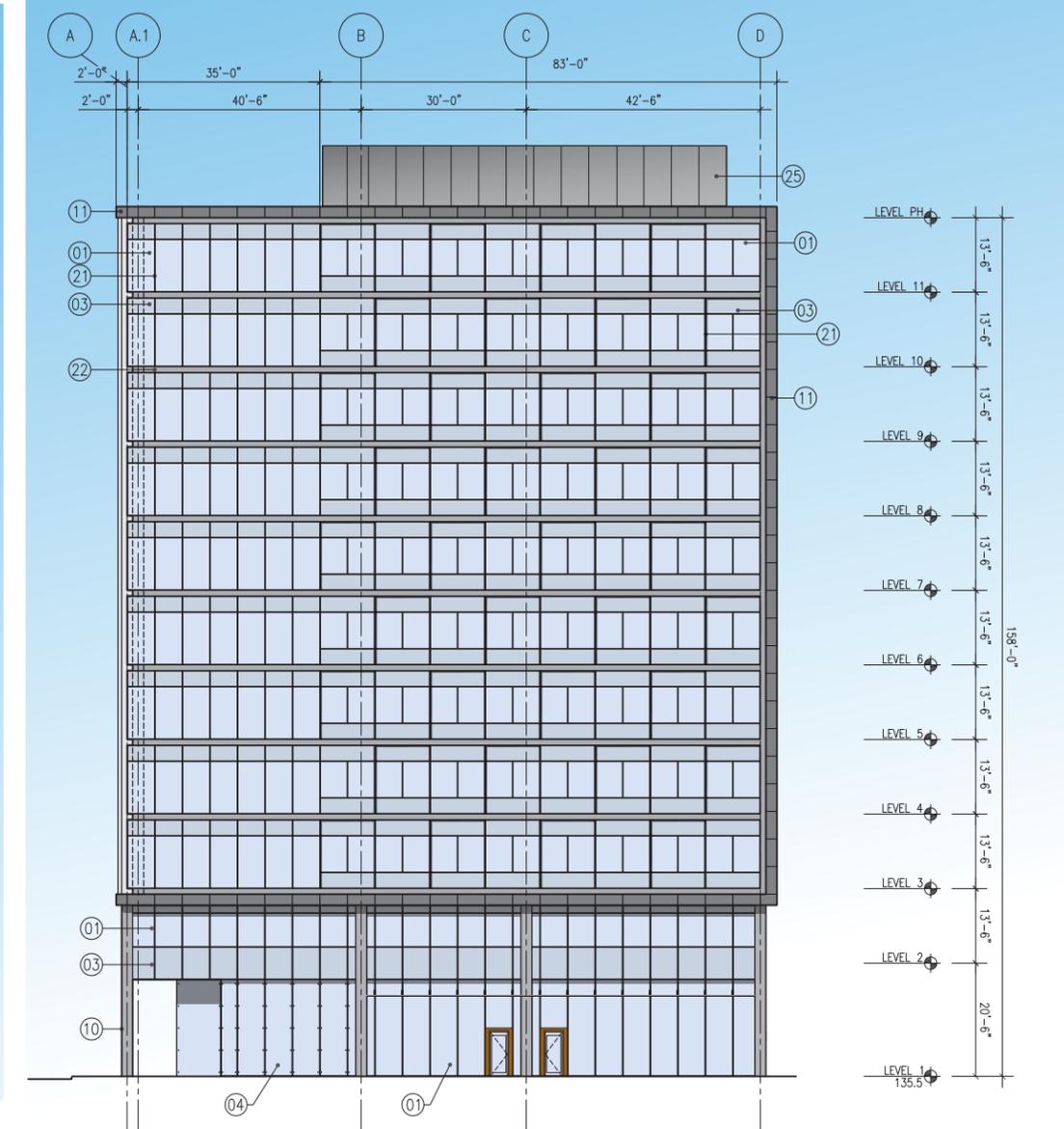
- A-2 Enhance the skyline.
The precast concrete wrap creates a prominent architectural feature which defines the roof edge. The metal panels screen the mechanical equipment from view



04. DESIGN - TECHNOLOGY OFFICE BUILDING ELEVATIONS



**BOREN AVENUE OFFICE ELEVATION
NORTHEAST**



**STEWART STREET OFFICE ELEVATION
NORTHWEST**

DESIGN GUIDELINE HIGHLIGHTS

B-1 Respond to the neighborhood context

The building columns and wrap define a base to the buildings that is consistent with the older 2-3 story buildings in the neighborhood

B-2 Create a transition in bulk & scale.

Bulk and scale are transitioned from city to human scale through the use of large scale composition of highly textural elements.

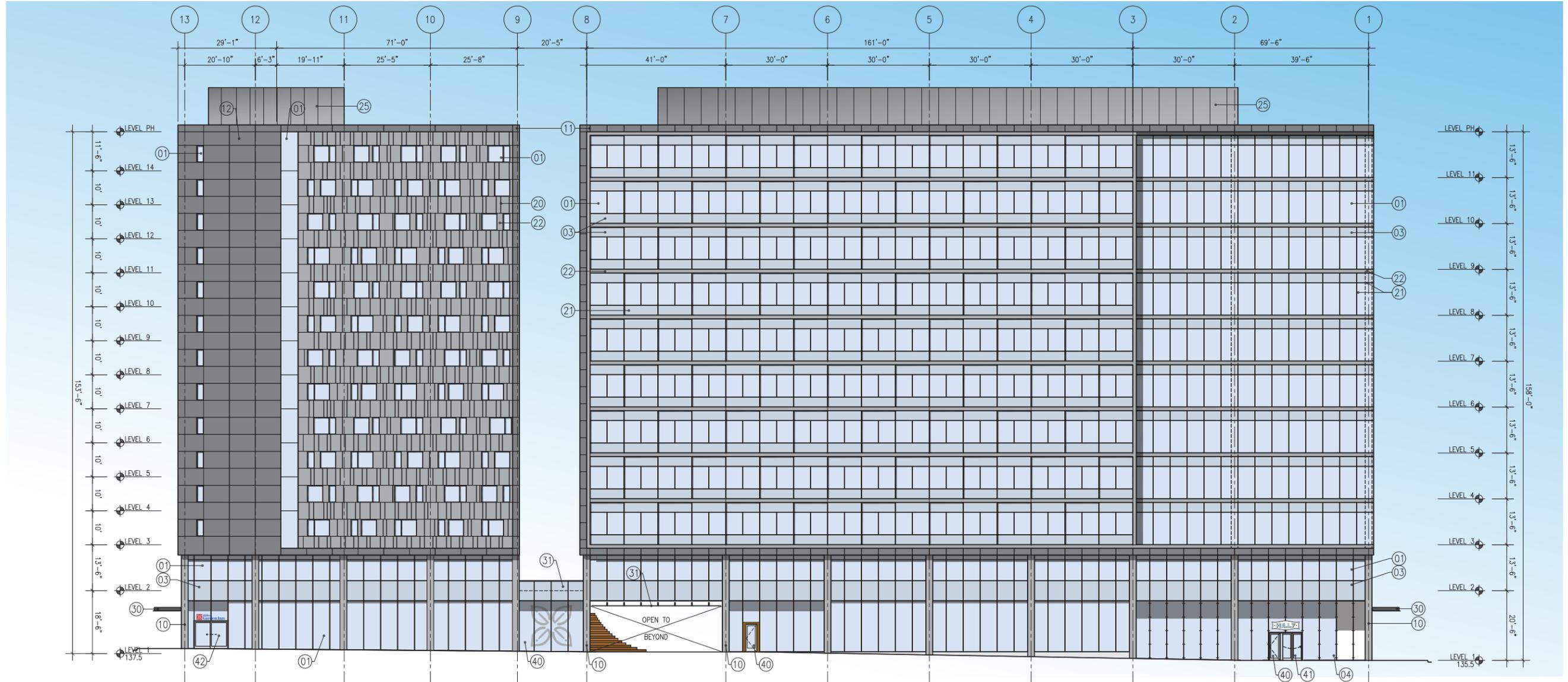
B-4 Design a well-proportioned & unified building.

The building has a 2-story base with tower above. The proportions are carefully considered and composed of large scale elements that relate to use and orientation.

04. DESIGN - BOREN AVENUE



04. DESIGN - BOREN AVENUE ELEVATION



BOREN AVENUE ELEVATION NORTHEAST

DESIGN GUIDELINE HIGHLIGHTS

B-1 Respond to the neighborhood context

The board cited the Aspira Tower as positive context. The proposal takes cues from the straight forward geometry but adds more textural interest in the facades.

B-2 Create a transition in bulk & scale.

By adhering to the height limitations that preclude tower separation, the buildings sit at a lower scale than the potential development, thereby creating a good transition of bulk and scale to adjacent, less intensive zones.

B-3 Reinforce the positive urban form & architectural attributes of the immediate area.

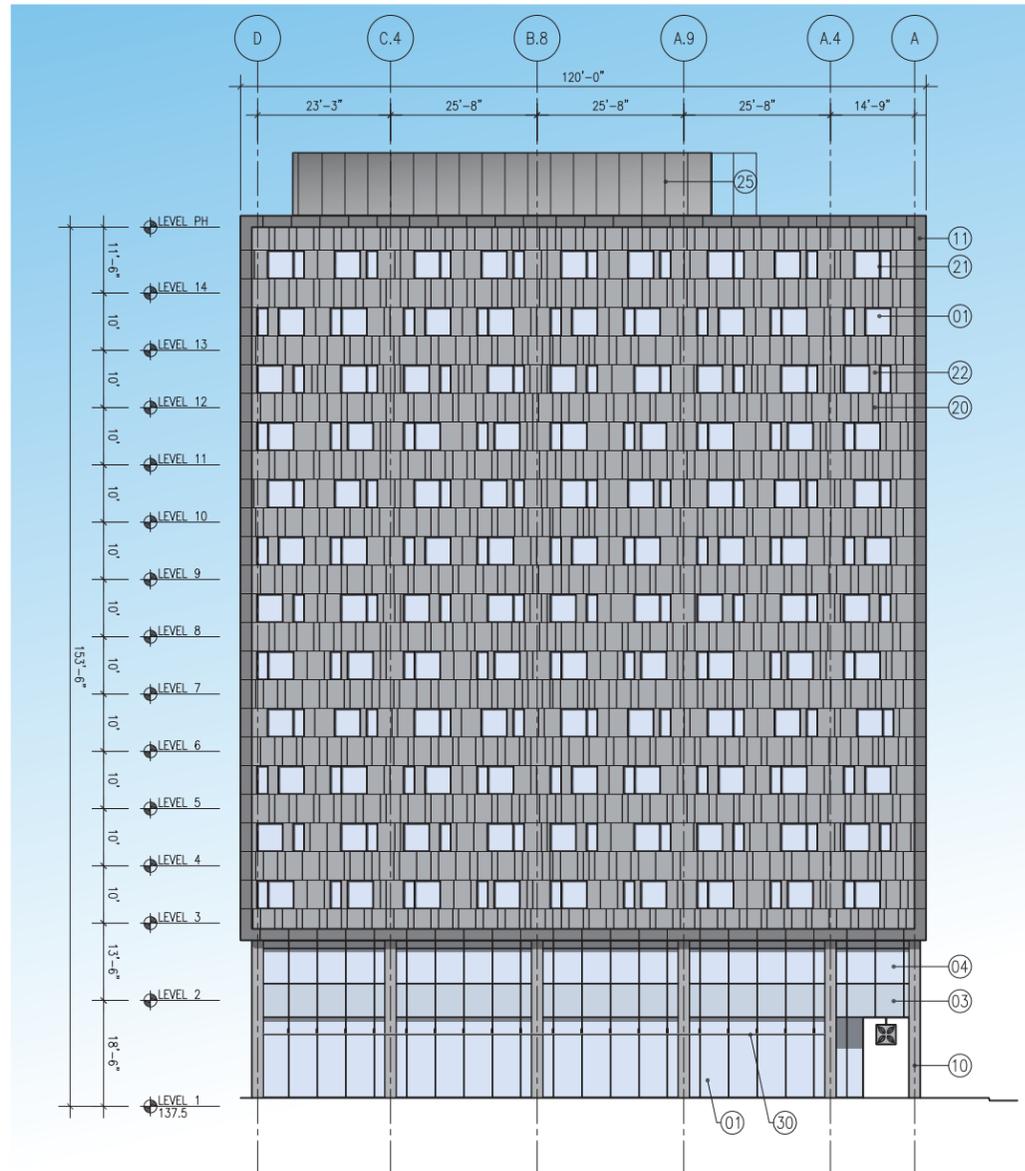
As the board noted, this project strives to set the context and define the positive attributes of an underdeveloped area.

B-4 Design a well-proportioned & unified building.

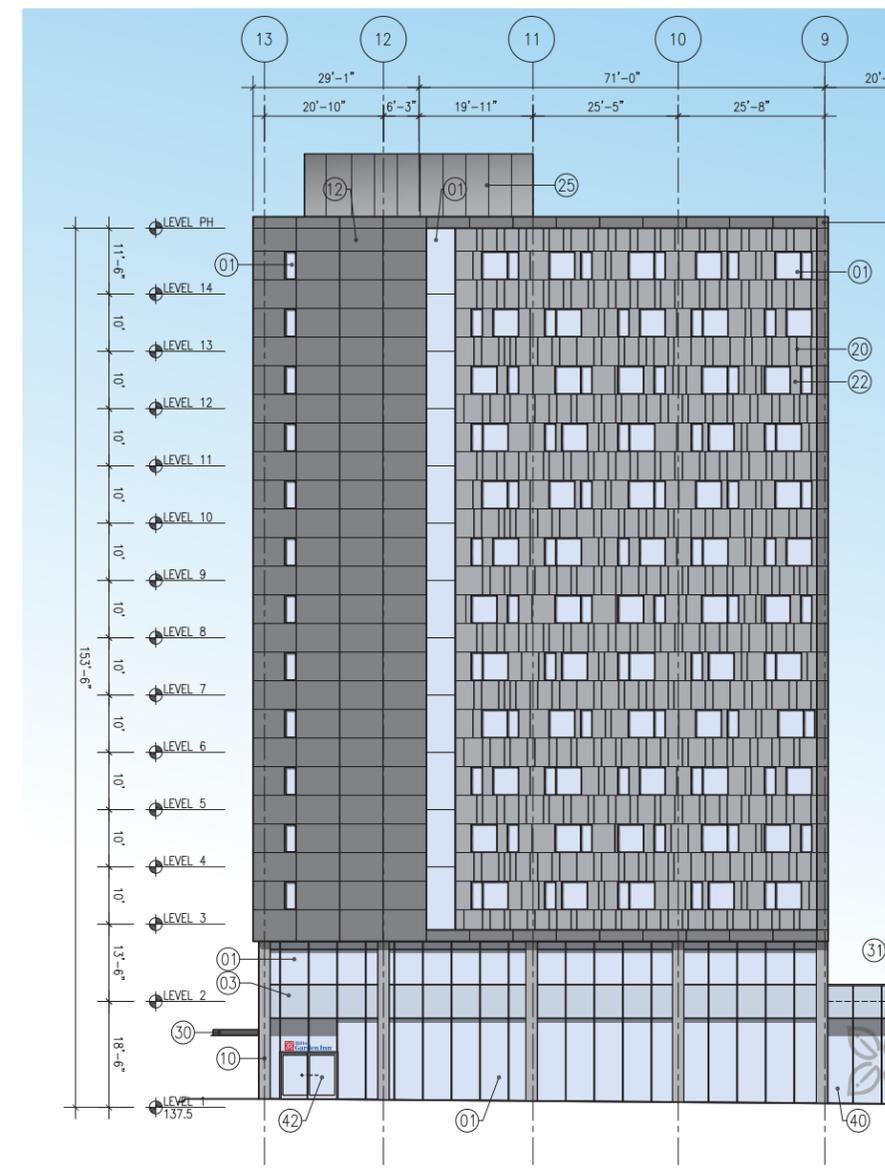
The two buildings have been composed and organized such that the use defines the building character. The mass is well-proportioned and exhibits a coherent architectural concept through similar detail threads. The proposed zoning departure better suits the intent of this guideline by highlighting the Boren + Stewart corner the entire height of the building. (Departure 1 - Facade Modulation)



04. DESIGN - HOTEL ELEVATIONS



**HOWELL STREET HOTEL ELEVATION
SOUTHEAST**



**BOREN AVENUE HOTEL ELEVATION
NORTHEAST**

DESIGN GUIDELINE HIGHLIGHTS

B-1 Respond to the neighborhood context

The building columns and wrap define a base to the buildings that is consistent with the older 2-3 story buildings in the neighborhood. The form is simple and clear with use defining the character.

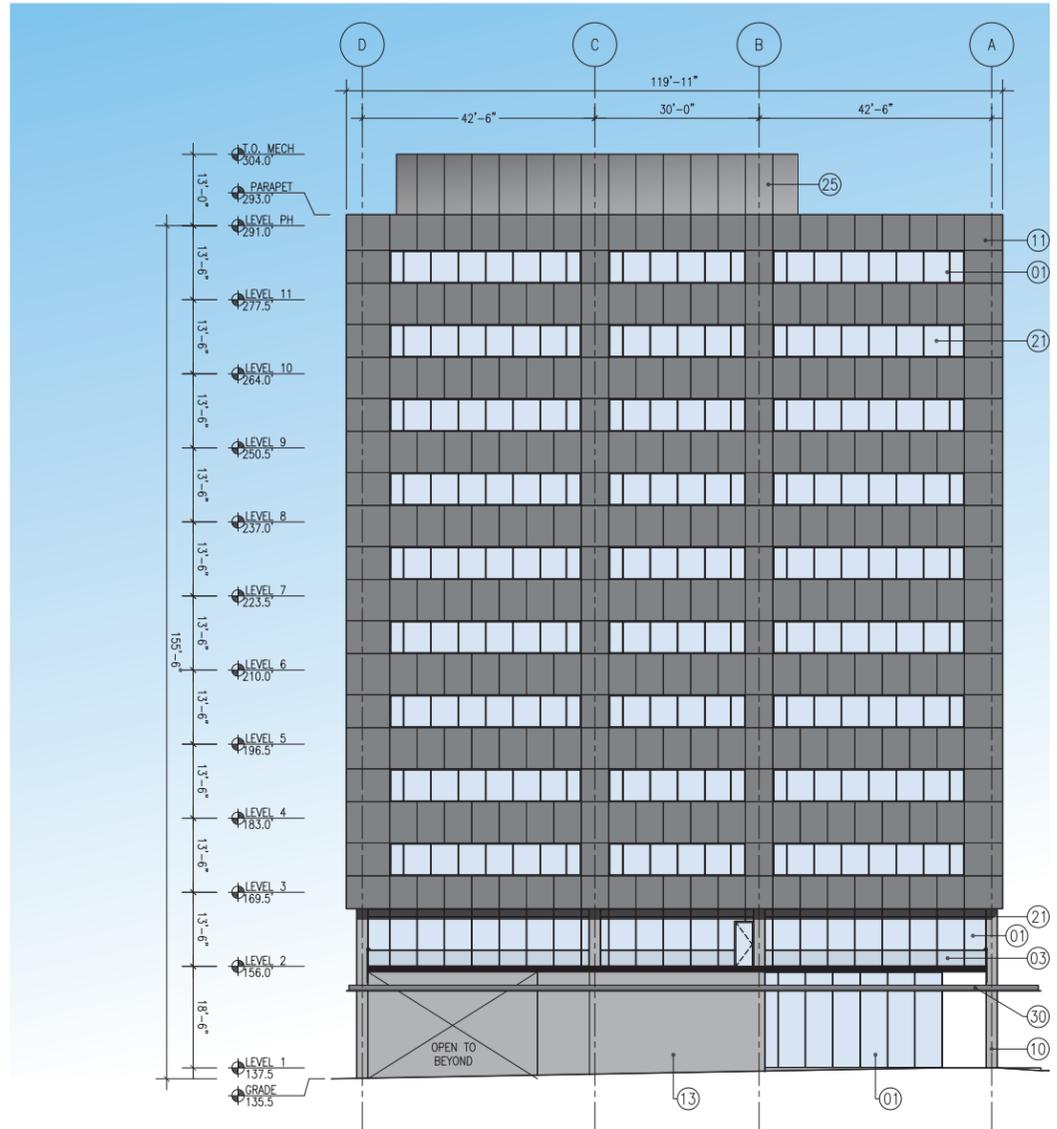
B-2 Create a transition in bulk & scale.

Bulk and scale are transitioned from city to human scale through the use of large scale composition of highly textural elements.

B-4 Design a well-proportioned & unified building.

The building has a 2-story base with tower above. The proportions are carefully considered and composed of large scale elements that relate to use. The metal panel and glass facades are located at the room faces, while the precast concrete is at the room ends where large windows are not preferred.

04. DESIGN - TECHNOLOGY OFFICE BUILDING ELEVATIONS



**ALLEY OFFICE ELEVATION
SOUTHWEST**

SOUTHEAST OFFICE ELEVATION

DESIGN GUIDELINE HIGHLIGHTS

B-1 Respond to the neighborhood context

As the wrap which defined the top, base, and edge transitions to the southwest and southeast facades, the expression responds to this new orientation with punched windows and vertical glass fins to provide shade to the interior spaces and activate the facade.

B-2 Create a transition in bulk & scale.

Bulk and scale are transitioned from city to human scale through the use of large scale composition of highly textural elements.

B-3 Reinforce the positive urban form & architectural attributes of the immediate area.

The SW and SE facades are composed of precast concrete with punched windows which is complimentary to the warehouse buildings nearby.

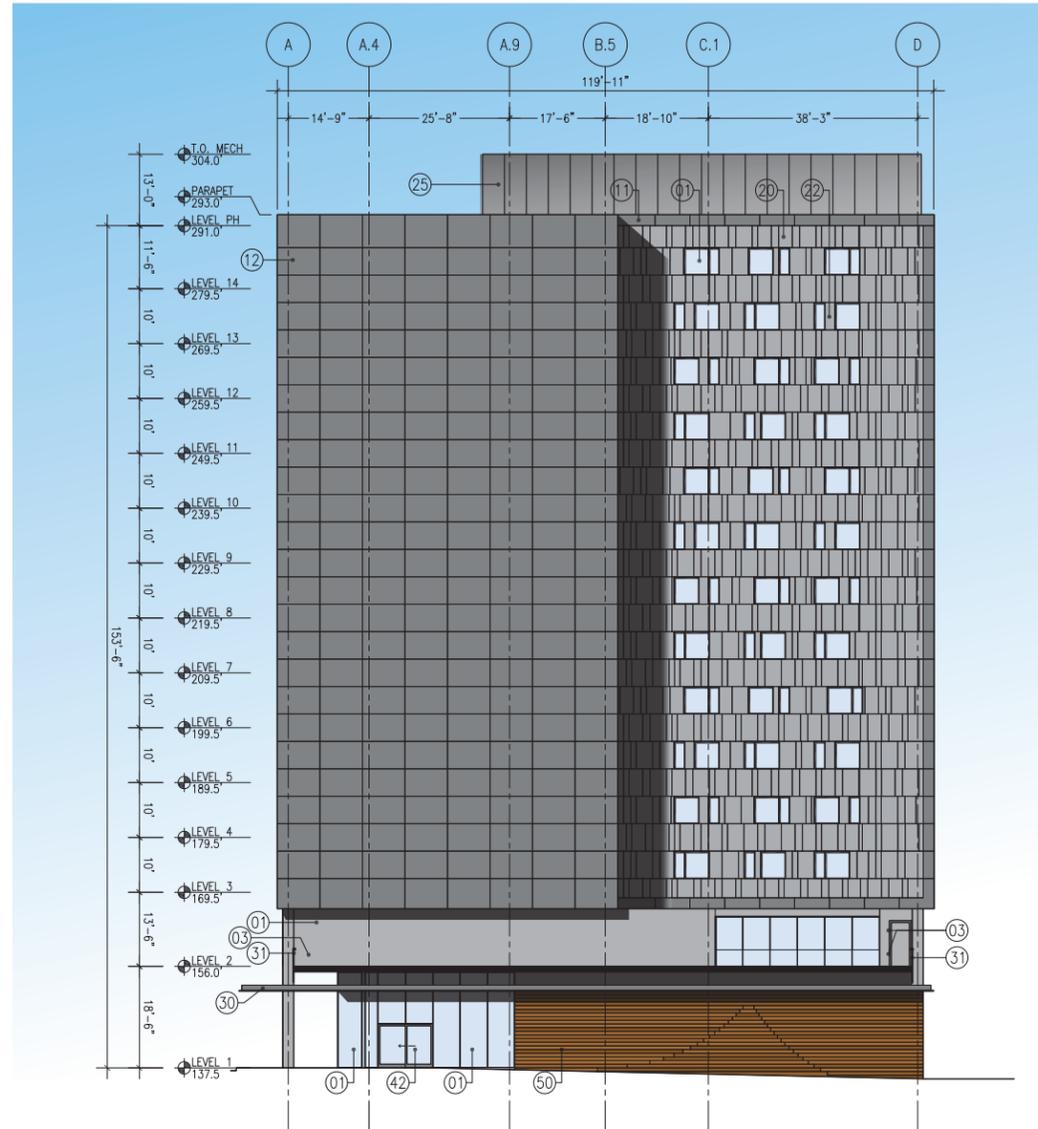
B-4 Design a well-proportioned & unified building.

The wrap concept is a device to organize facade elements that respond differently to use and the environment.

C-6 Develop the alley facade.

The upper level facade that faces the alley has the same detail and characteristic of the remaining facades. The street level program wraps the corner to reveal glass for the first 20' into the alley. The more service oriented functions have been composed and screened from direct view.

04. DESIGN - HOTEL ELEVATIONS



**HOTEL INSIDE ELEVATION
NORTHWEST**

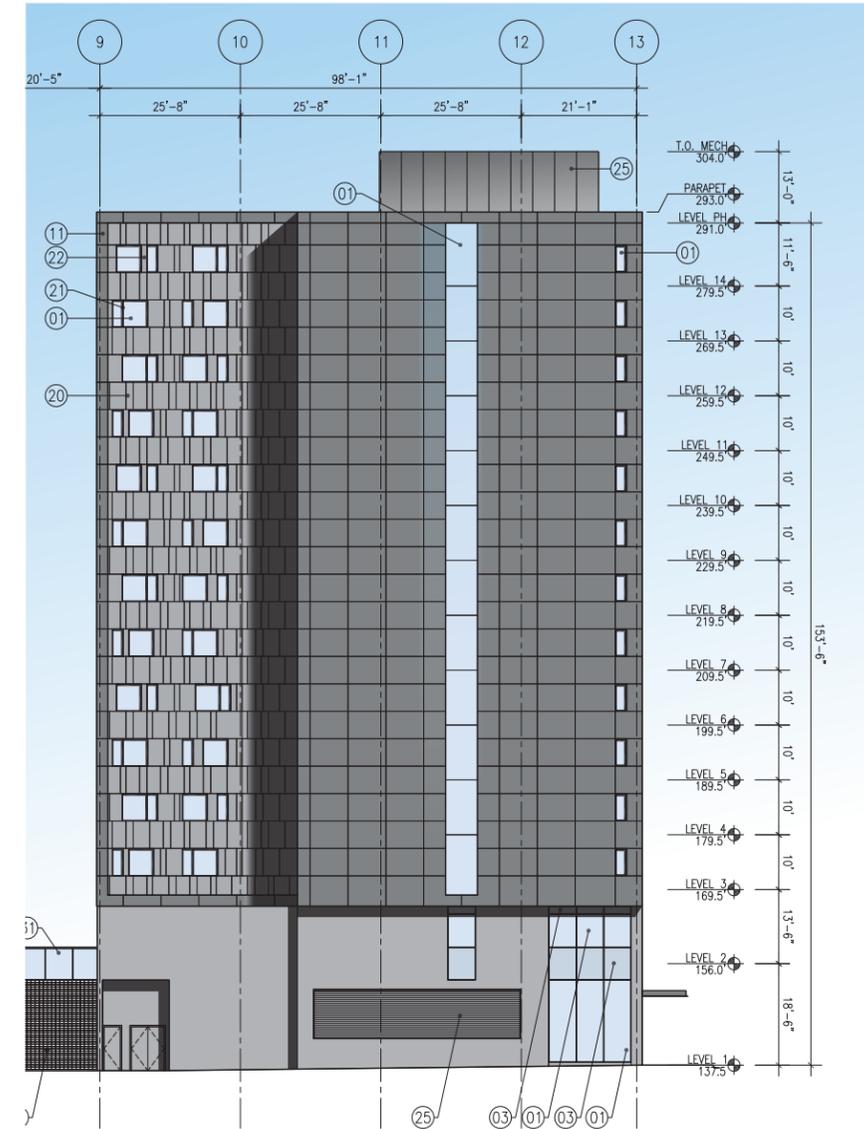
DESIGN GUIDELINE HIGHLIGHTS

B-2 Create a transition in bulk & scale.

Bulk and scale are transitioned from city to human scale through the use of large scale composition of highly textural elements.

B-4 Design a well-proportioned & unified building.

The wrap concept is a device to organize facade elements that respond differently to use and the environment. The proportions are defined by the use of the spaces contained.

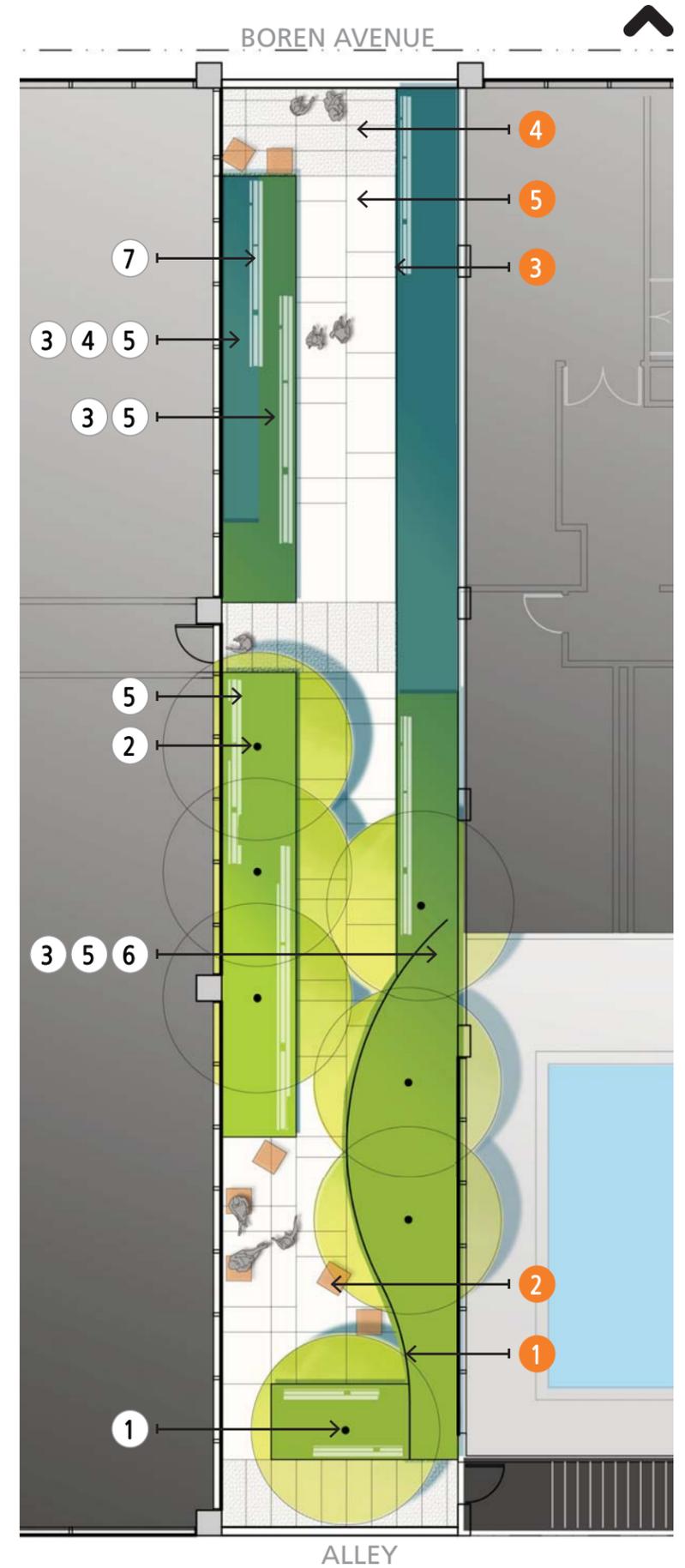
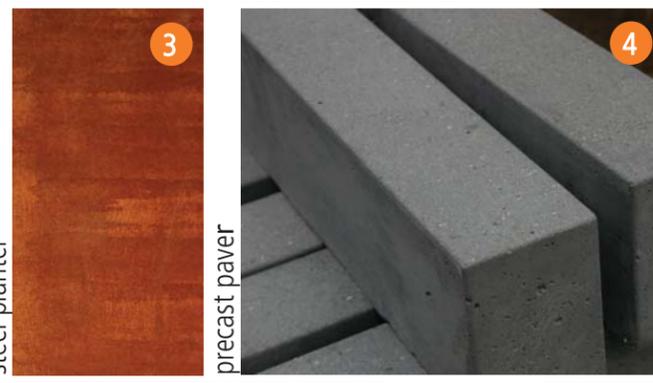
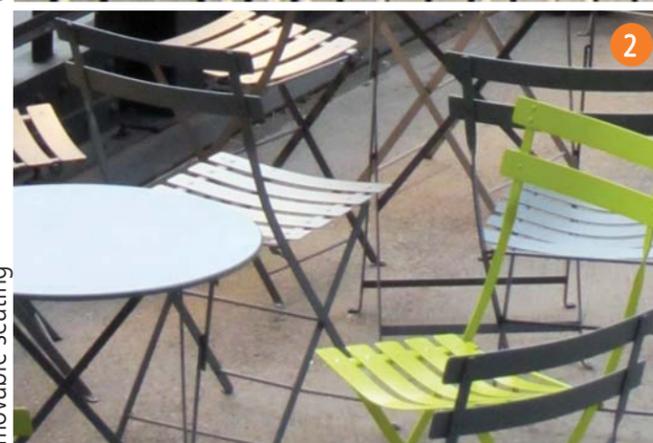
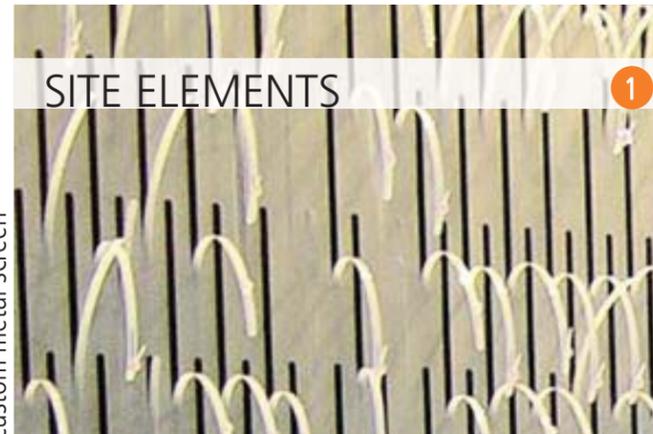
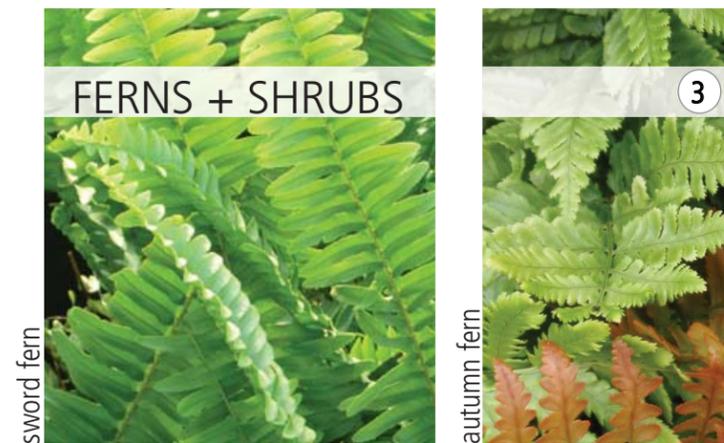


**HOTEL ALLEY ELEVATION
SOUTHWEST**

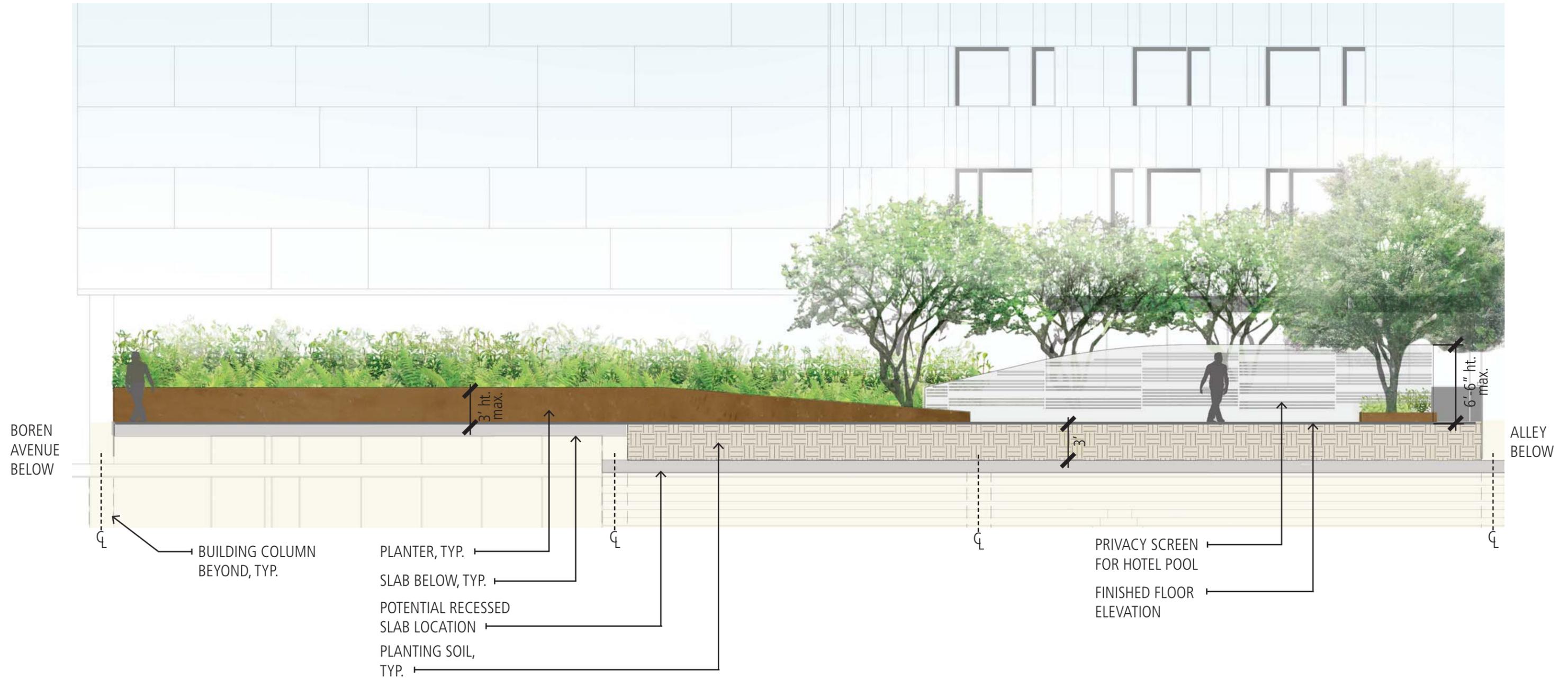
C-6 Develop the alley facade.

The upper level facade that faces the alley has the same detail and characteristic of the remaining facades. The street level program wraps the corner to reveal glass for the first 20' into the alley. The more service oriented functions have been composed and screened from direct view.

04. LEVEL 2 OPEN SPACE



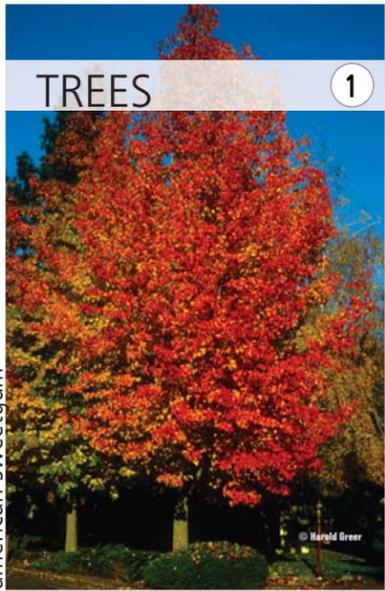
04. LEVEL 2 OPEN SPACE - SECTION



DESIGN GUIDELINE HIGHLIGHTS

- D-1 Provide inviting & usable open space.
- D-2 Enhance the building with landscaping.
- D-3 Provide elements that define the place.

05. STREETScape EXPERIENCE | PLANTING



TREES 1

american sweetgum



2

columnar american ash



2

columnar tulip tree



DECIDUOUS SHRUBS + GROUNDCOVERS 5

sword fern



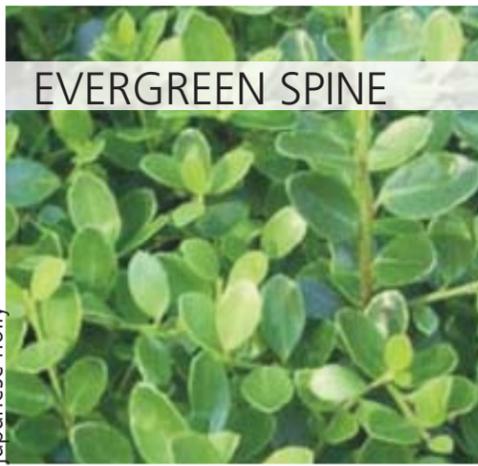
liriope



aromatic sumac



autumn fern



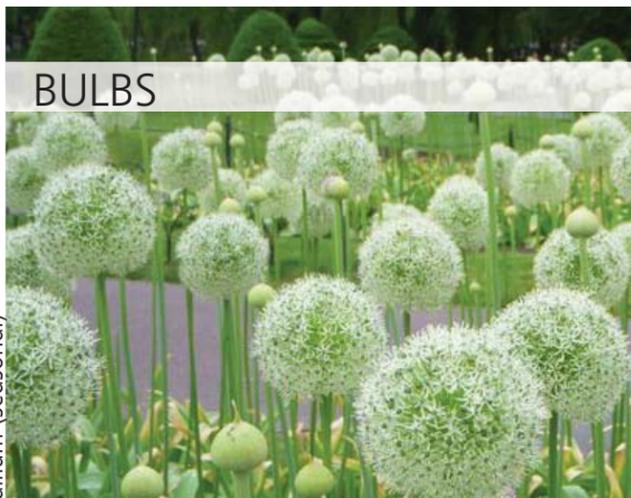
EVERGREEN SPINE

japanese holly



3

boxleaf euonymus



BULBS

allium (seasonal)

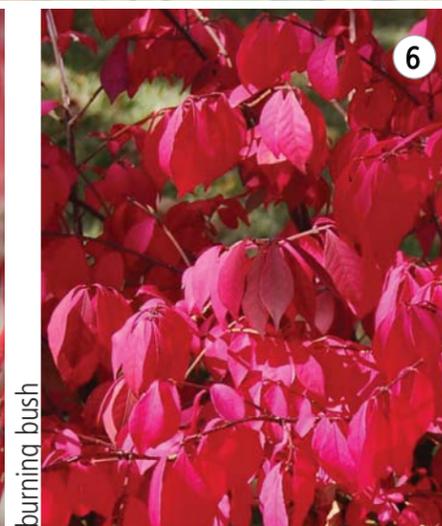


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kelsey dogwood

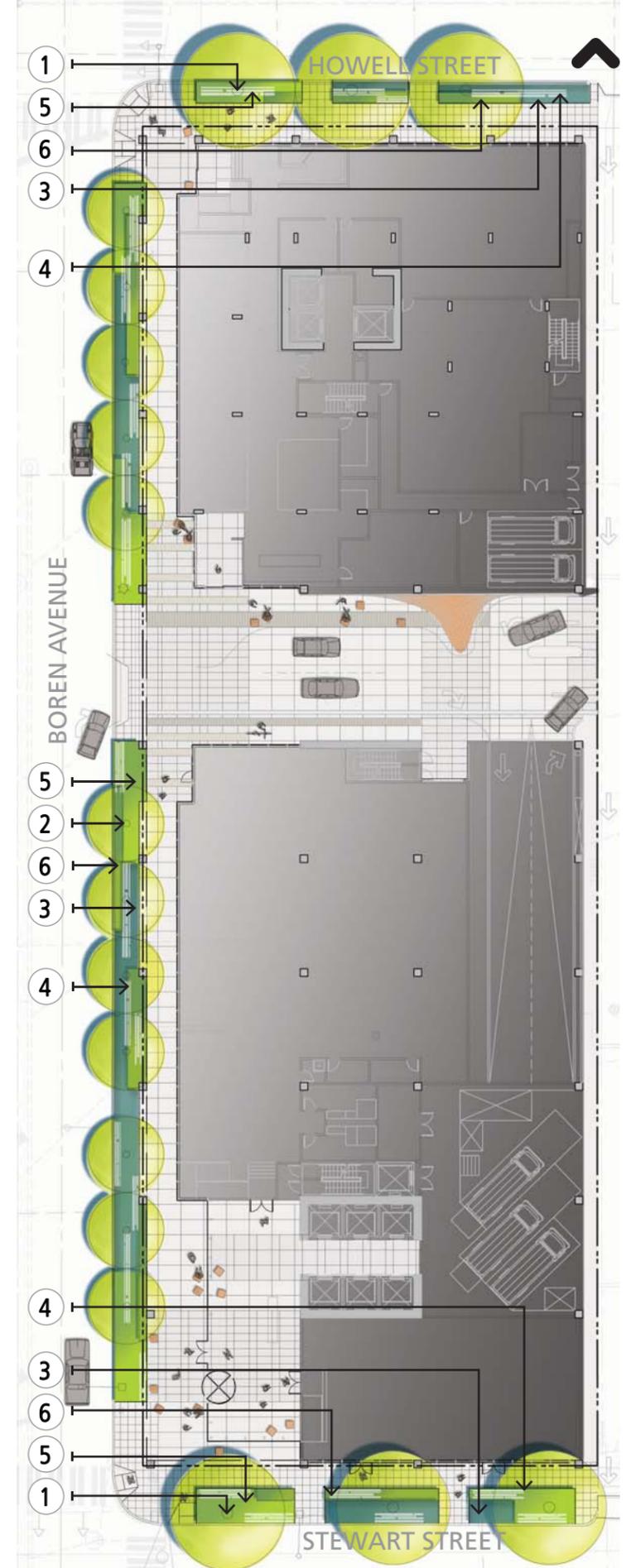


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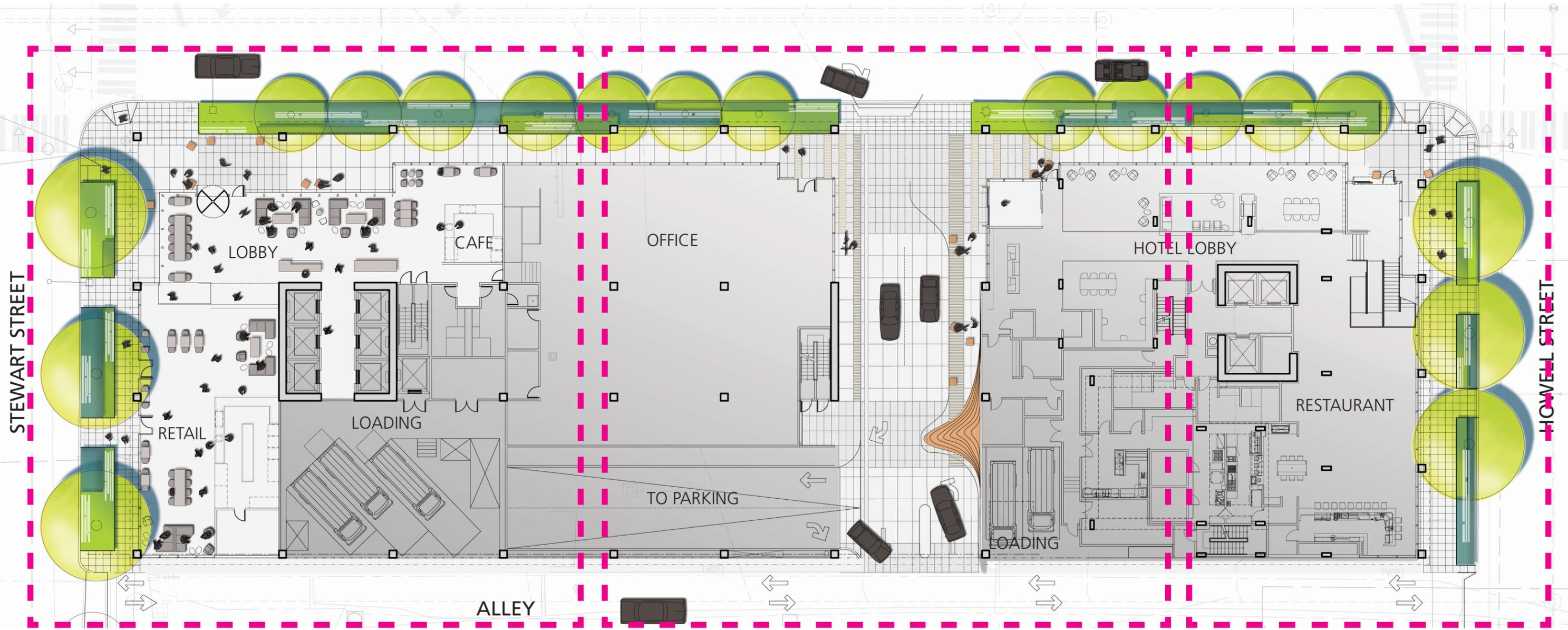


6

burning bush



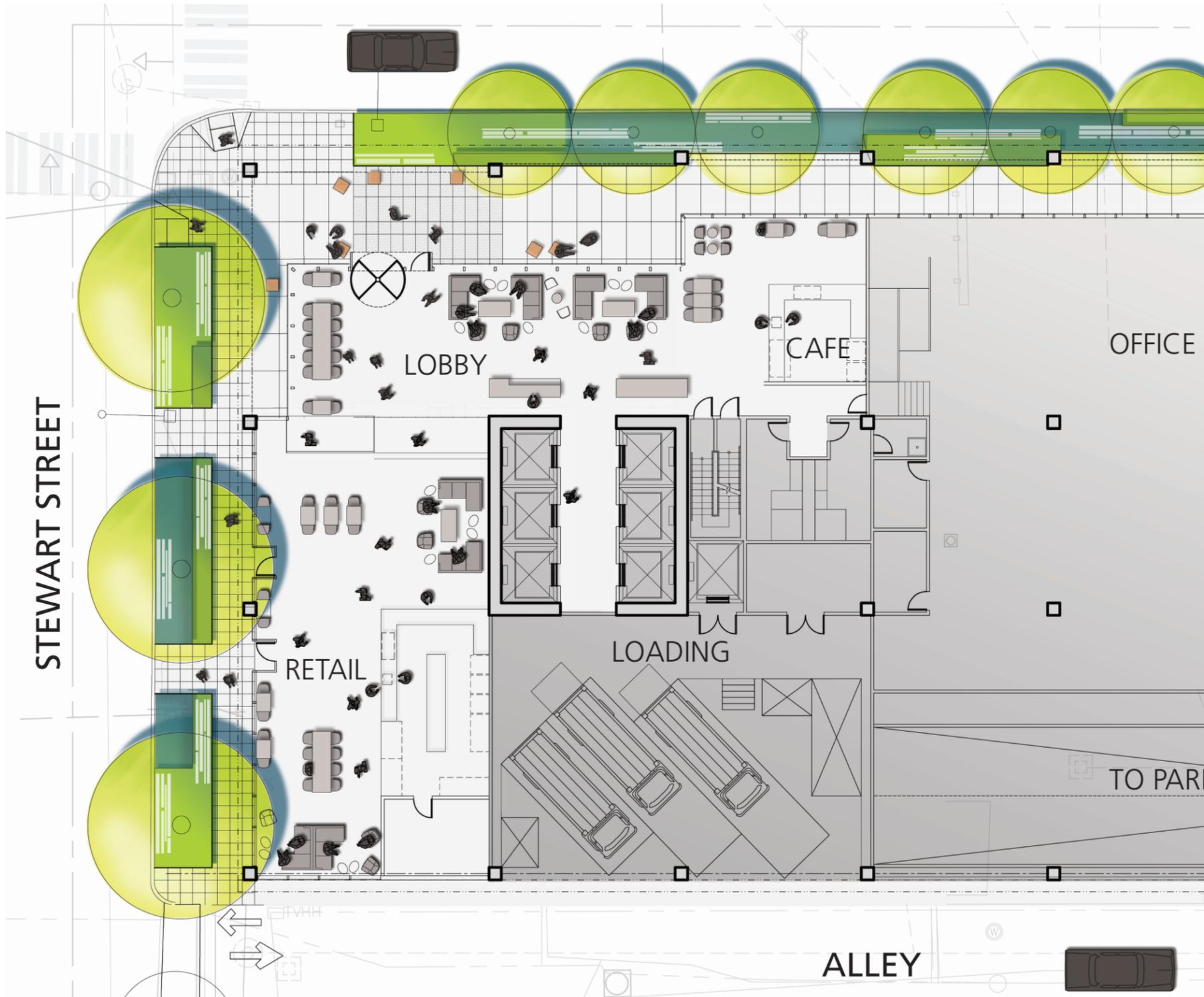
05. STREETScape PLAN



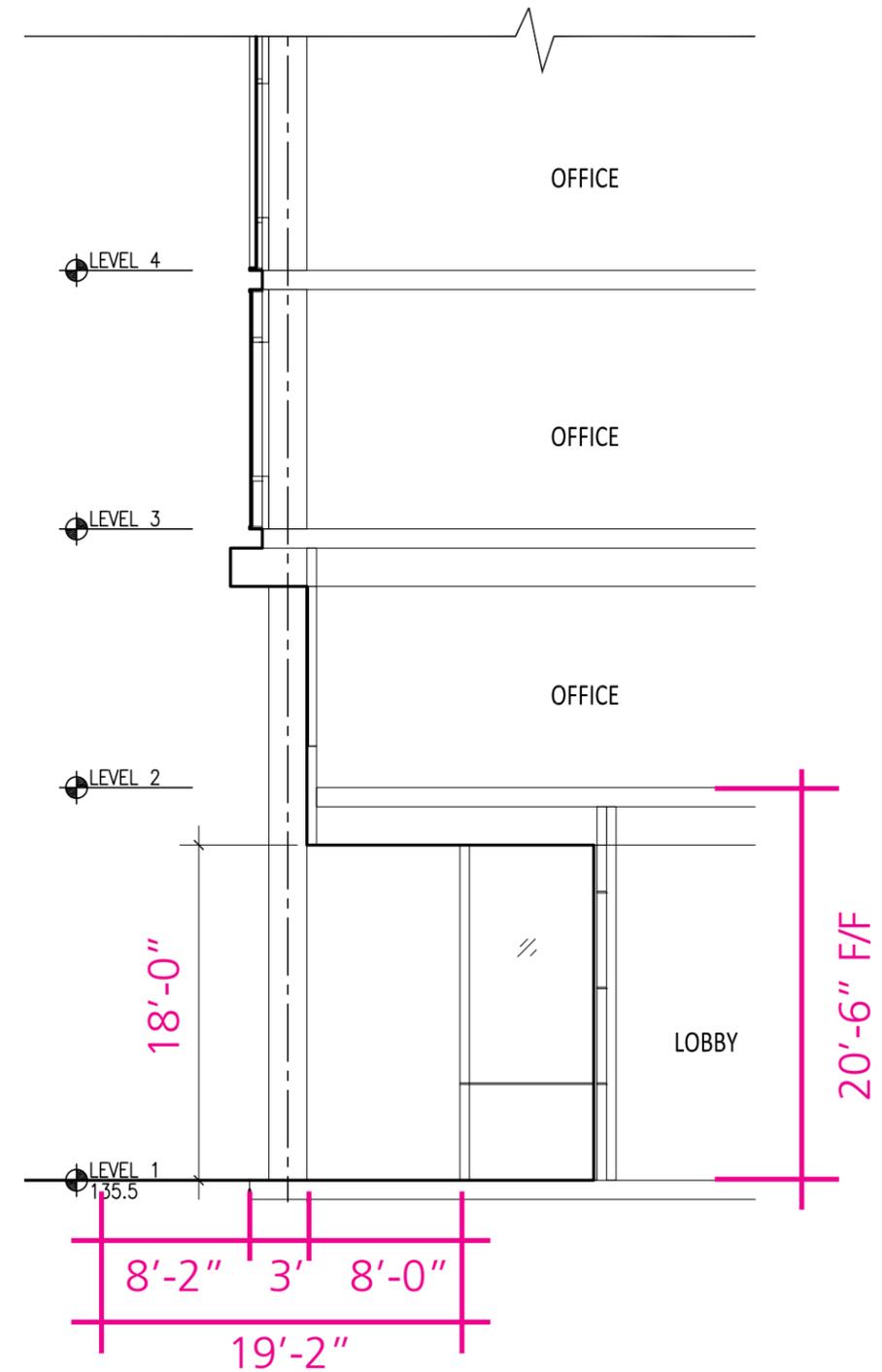
STEWART AND BOREN

THE PORTE-COCHERE

HOWELL AND BOREN



COLONNADE SCALE @ STEWART





DESIGN GUIDELINE HIGHLIGHTS

C-1 Promote pedestrian interaction. - Maximized transparency at the corner with generous setbacks to accommodate street furnishings and landscape.

C-2 Design facades of many scales - building scale transitions down to the street level with the aid of the colonnade, the wrap and building setbacks.

C-3 Provide active facades - The grade level is highly transparent revealing the activity within.

C-4 Reinforce building entries - The generous facade setback highlights the building entry and relates to the larger composition at the corner.

C-5 Encourage overhead weather protection - Overhead cover is nearly continuous with metal and glass canopy at the Streets and the colonnade on Boren.

D-1 Provide inviting & usable open space. - Increased setbacks at grade add to the public realm.

D-2 Enhance the building with landscaping - unprecedented landscape area at grade

D-3 Provide elements that define the place - the colonnade, the unique site furnishings.

D-4 Provide appropriate signage - A unified signage package will reinforce the building identity.

D-5 Provide adequate lighting - the lighting is theatrical in nature, illuminating the surfaces and objects

D-6 Design for personal safety & security - CPTED principles throughout with a highly transparent grade level, tactile transitions at areas of potential vehicle / pedestrian interaction.



DESIGN GUIDELINE HIGHLIGHTS

C-1 Promote pedestrian interaction. - In addition to the widened sidewalks, setbacks and transparency, the colonnade soffit is design to become an interactive element. The soffit is designed to create fractal reflections to delight and bring light deep into the building and colonnade.

C-2 Design facades of many scales - The lobby facade is a layered experience. Glass, structure and and furnishings create a one of a kind urban experience.

C-3 Provide active facades - The complete transparency links the street to the active lobby.

C-4 Reinforce building entries - The portal of steel and glass frames the entry. The generous setbacks define the corner.

C-5 Encourage overhead weather protection - full protection is provided by the colonnade.

D-1 Provide inviting & usable open space - The setback along Boren creates nearly 30 feet of usable space from curb to building.

D-3 Provide elements that define the place - The lobby and reflective soffit create an unmistakable sense of place like none other in the city.

D-4 Provide appropriate signage - A building signage package that reinforces the identity is planned.

D-5 Provide adequate lighting - all lighting sources are hidden. surfaces and objects will be lit.

D-6 Design for personal safety & security - Bright, highly transparent spaces and protection from traffic.



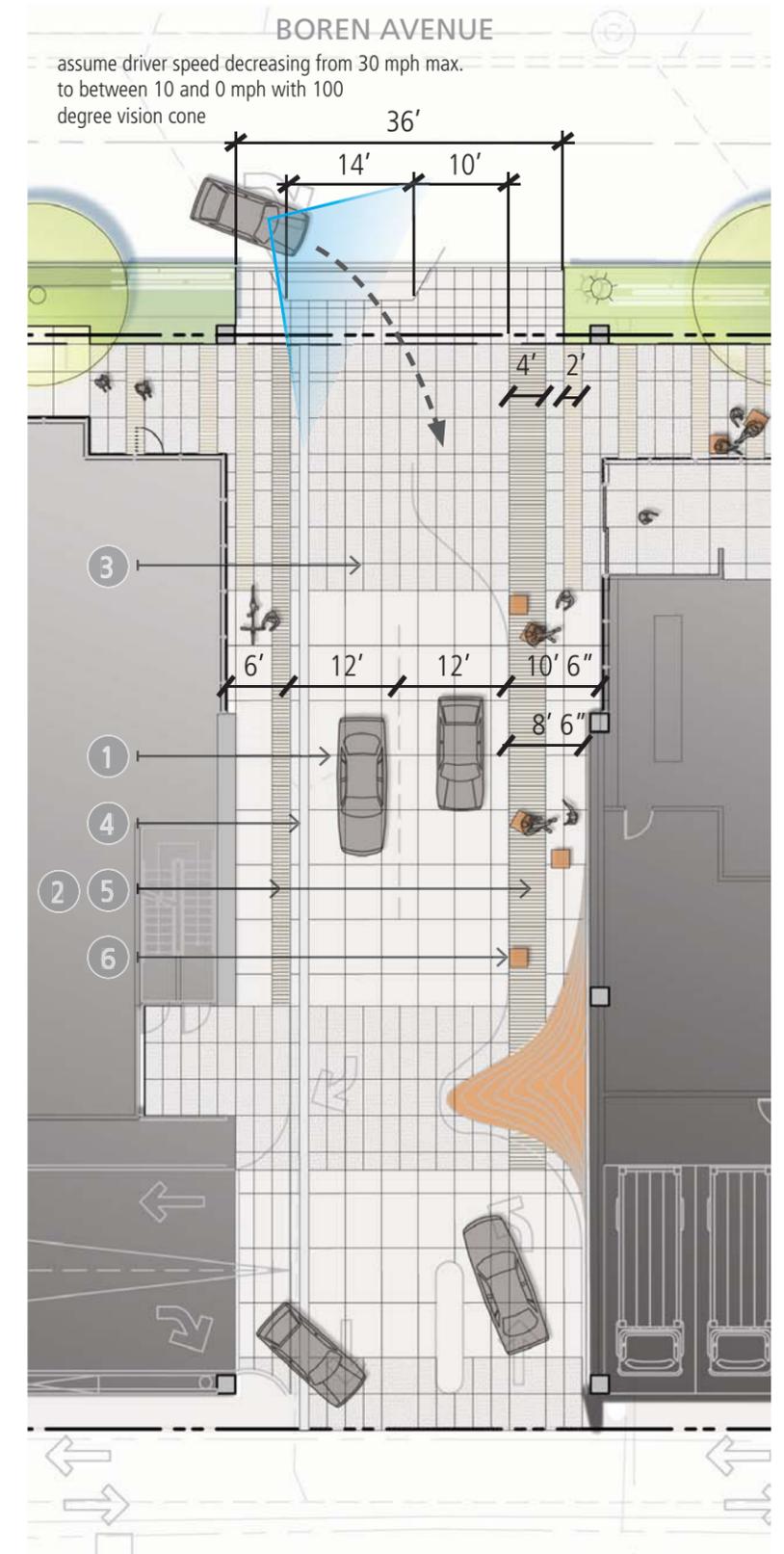
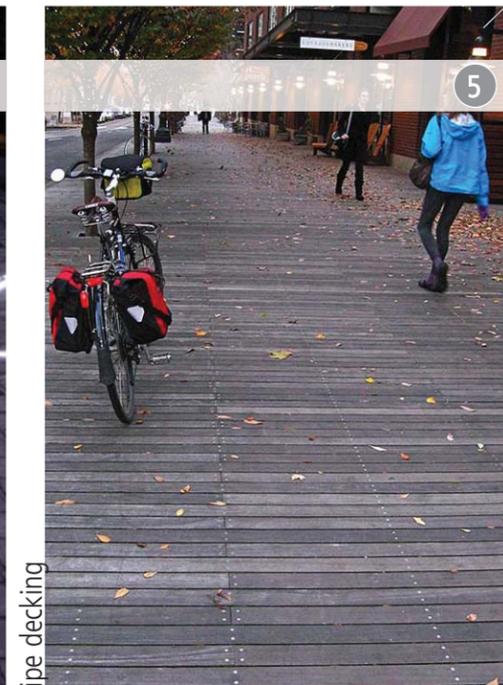
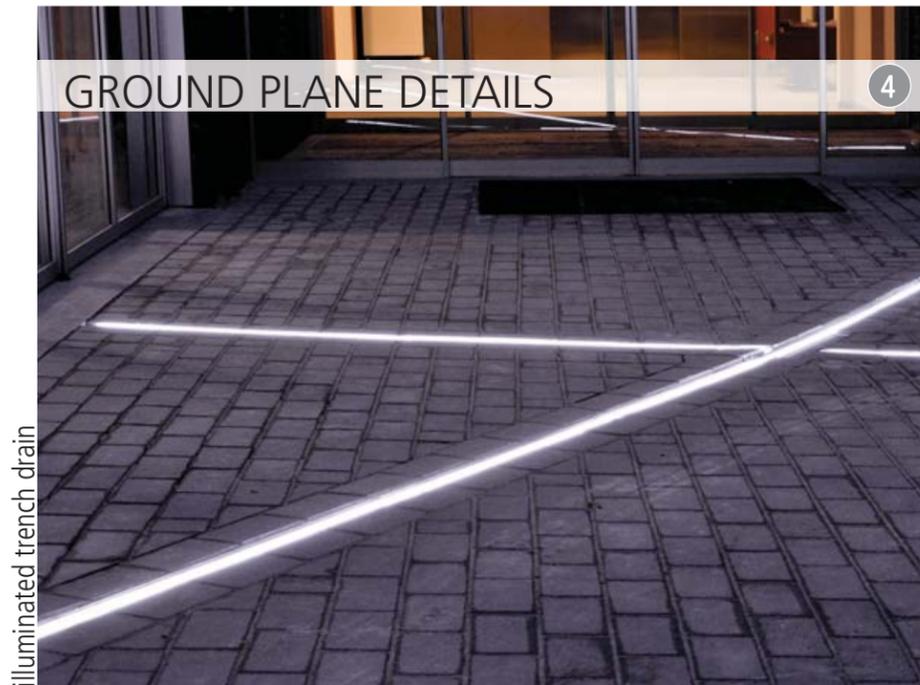
DESIGN GUIDELINE HIGHLIGHTS

- C-1 Promote pedestrian interaction. - The sidewalks are widened beyond minimums and the street level facades are highly transparent.
- C-2 Design facades of many scales - The facades are highly textural and transition from the city to human scale through the detail.
- C-3 Provide active facades - Highly transparent to allow the activity within to be seen.
- C-4 Reinforce building entries - The entries have a portal of contrasting material.
- C-5 Encourage overhead weather protection - Overhead cover is nearly continuous with metal and glass canopy.

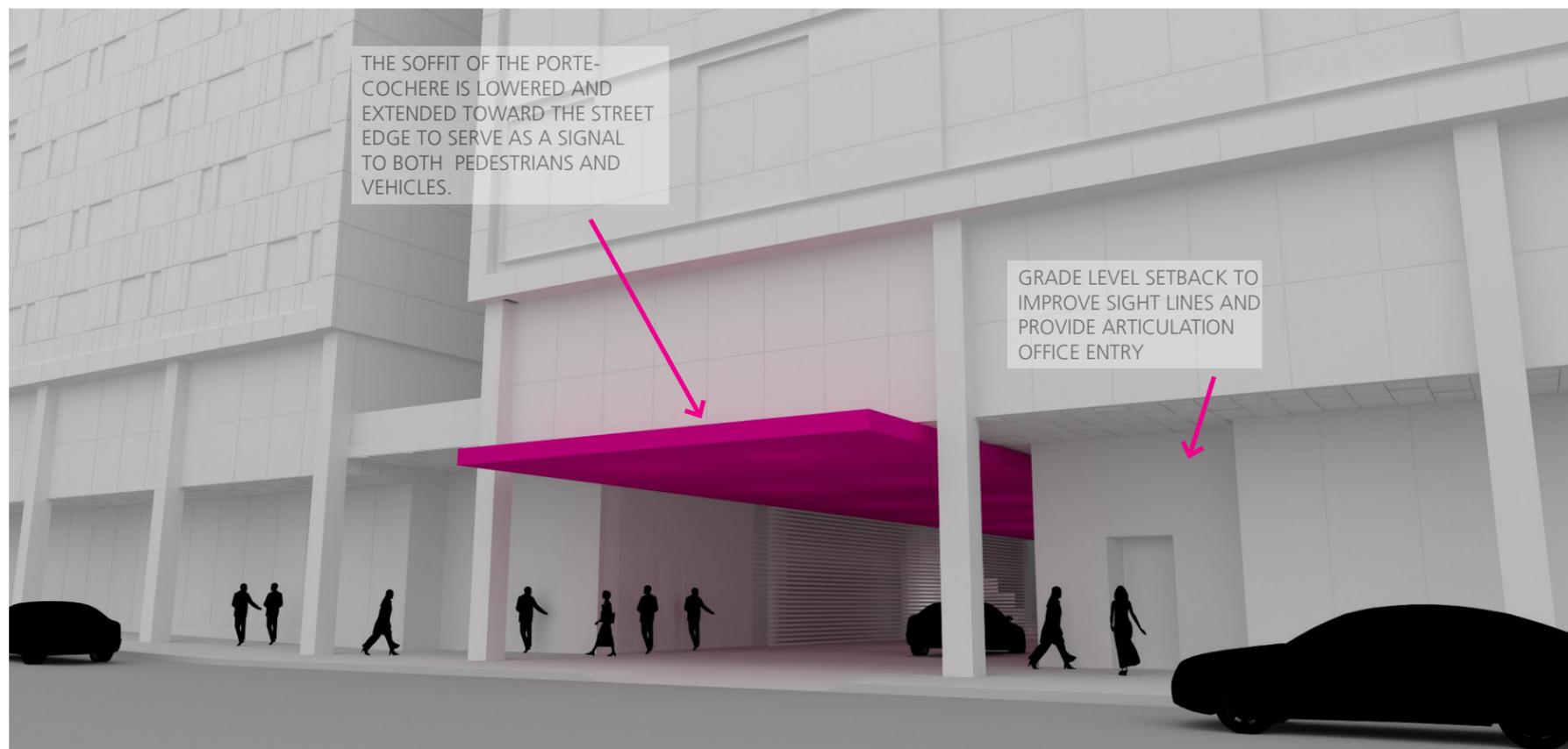
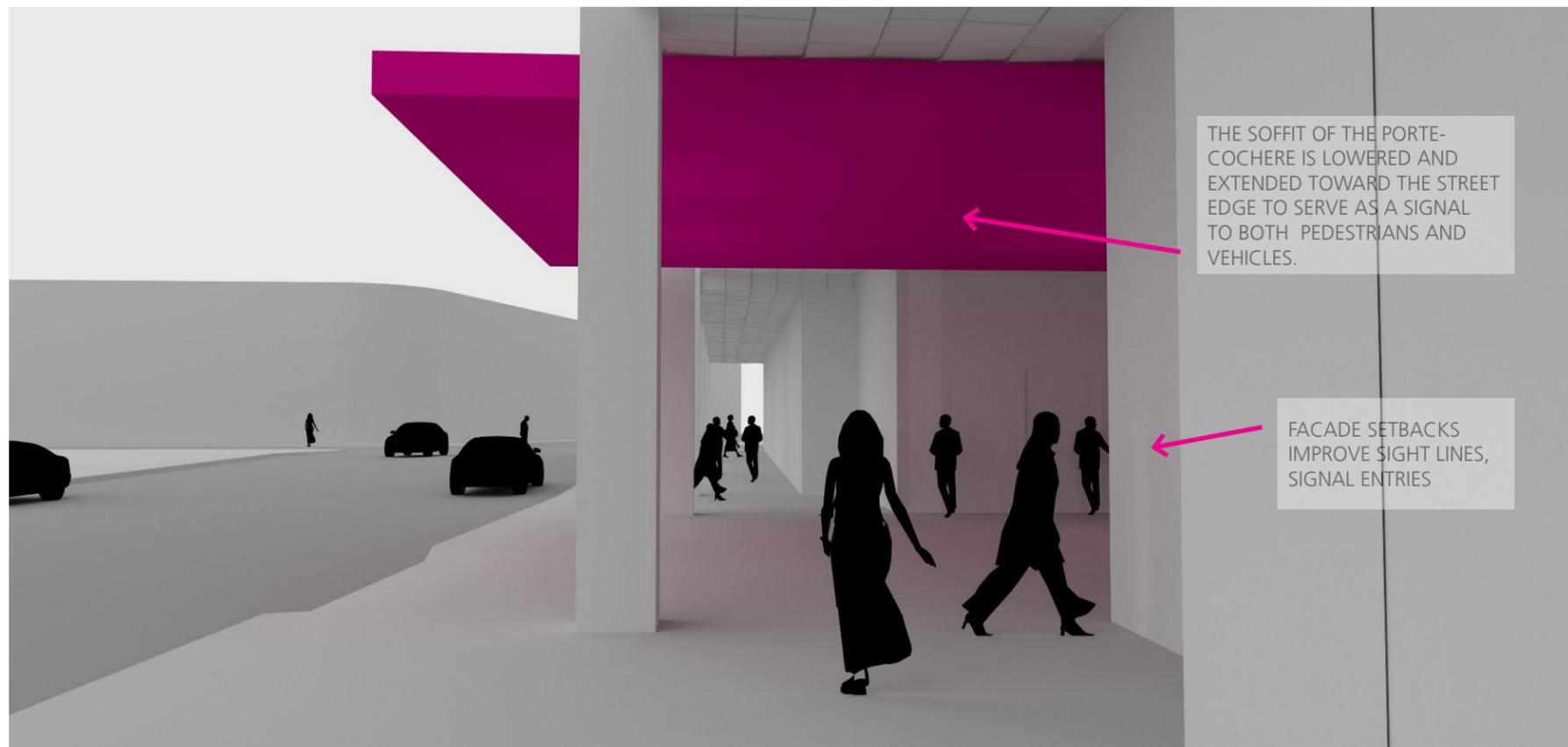
- D-1 Provide inviting & usable open space. - Increased setbacks at grade allows for street furnishings.
- D-2 Enhance the building with landscaping - unprecedented landscape area at grade
- D-3 Provide elements that define the place - the colonnade, the unique site furnishings.
- D-4 Provide appropriate signage - Signage will reinforce the building identity.
- D-5 Provide adequate lighting - Sidewalk lighting will come from above, integrated with the canopy.
- D-6 Design for personal safety & security - CPTED principles throughout with a highly transparent grade level.

05. STREETScape / SITE MATERIAL PALETTE - THE PORTE-COCHERE

Design Guidelines Addressed: B-1, B-4, C-1, C-4, D-2, D-3, E-1



05. STREETScape - THE PORTE-COCHERE / PEDESTRIAN SAFETY



05. STREETScape - THE PORTE-COCHERE



DESIGN GUIDELINE HIGHLIGHTS

- C-1 Promote pedestrian interaction. - Highly transparent facades.
- C-4 Reinforce building entries - building entries recessed, relate to the architecture above.
- C-5 Encourage overhead weather protection - the colonnade create continuous weather and physical protection the length of Boren.
- D-1 Provide inviting & usable open space. - Increased setbacks at grade
- D-2 Enhance the building with landscaping - unprecedented landscape area at grade
- D-3 Provide elements that define the place - The Porte-Cochere provides a wonderful, designed experience at mid block. An illuminated wood activates the porte-cochere while serving as a traffic control device.
- D-4 Provide appropriate signage - the office, hotel, and retail have ample signage opportunity
- D-5 Provide adequate lighting - Lighting is from many sources. The colonnade is lit from recessed fixtures to illuminate the occupants and the ground plane. The soffit is light and reflective to capture and emit light from additional light sources in the ground.
- D-6 Design for personal safety & security - great care is taken to provide a safe environment. CPTED principals are employed to improve sightlines and eliminate dark spaces.
- E-1 Minimize curb cut impacts - a right in only curb cut is proposed to access the porte-cochere. There are several devices including ground surface change, facade setback, and soffit change, to alert pedestrians and mitigate potential impacts.

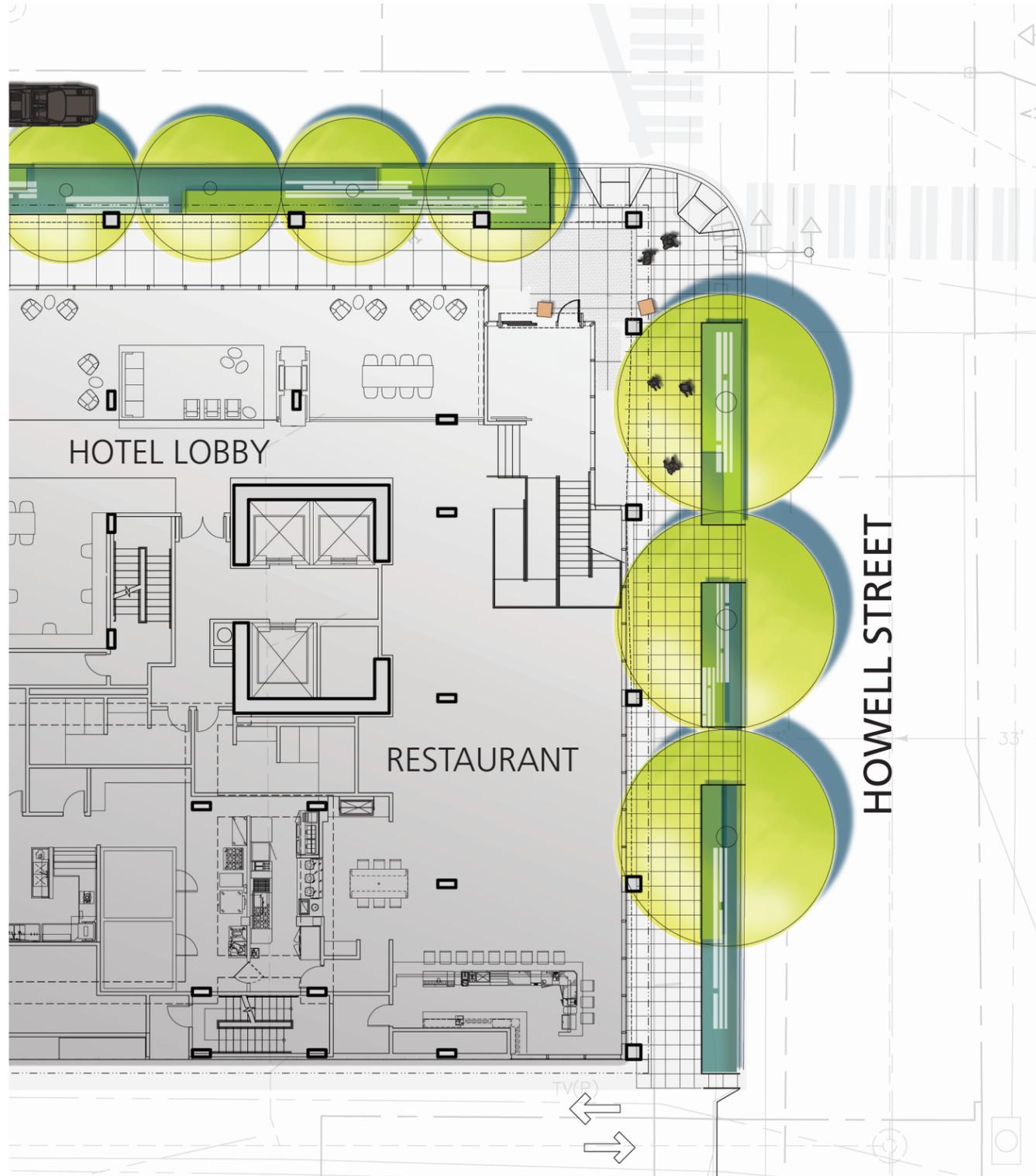


DESIGN GUIDELINE HIGHLIGHTS

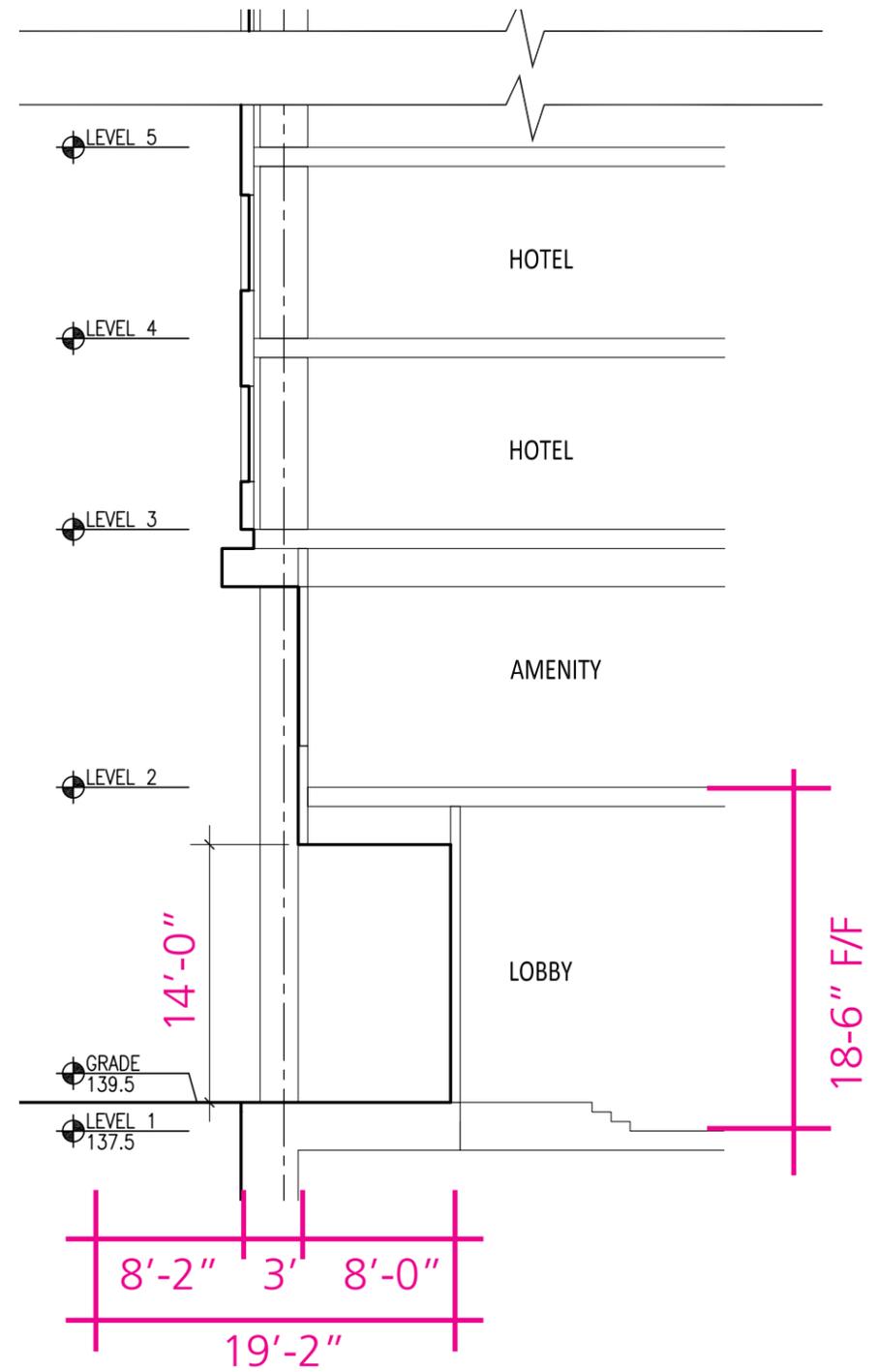
- C-1 **Promote pedestrian interaction.** - Highly transparent facades, the colonnade
- C-4 Reinforce building entries - building entries recessed and placed at corners.
- C-5 Encourage overhead weather protection - the colonnade create continuous weather and physical protection the length of Boren.

- D-1 **Provide inviting & usable open space.** - The Porte-Cochere opens up the middle of the block to expand the public realm.
- D-2 **Enhance the building with landscaping** - unprecedented landscape areas and a highly detailed Porte-Cochere.

- D-4 Provide appropriate signage - the office, hotel, and retail have ample signage opportunity
- D-5 Provide adequate lighting - Lighting is from many sources. The colonnade is lit from recessed fixtures to illuminate the occupants and the ground plane. The soffit is light and reflective to capture and emit light from additional light sources in the ground.
- D-6 Design for personal safety & security - great care is taken to provide a safe environment. CPTED principals are employed to improve sightlines and eliminate dark spaces.
- E-1 Minimize curb cut impacts - a right in only curb cut is proposed to access the porte-cochere. There are several devices including ground surface change, facade setback, and soffit change, to alert pedestrians and mitigate potential impacts.



COLONNADE SCALE @ HOWELL





DESIGN GUIDELINE HIGHLIGHTS

C-1 Promote pedestrian interaction. - The sidewalks are widened beyond minimums and the street level facades are highly transparent.

C-2 Design facades of many scales - The facades are highly textural and transition from the city to human scale through the detail.

C-4 Reinforce building entries - The generous facade setback highlights the building entry and relates to the larger composition at the corner.

C-5 Encourage overhead weather protection - Overhead cover is nearly continuous with metal and glass canopy on Howell and the colonnade on Boren.

D-1 Provide inviting & usable open space. - Increased setbacks allow for congregation of hotel guests.

D-4 Provide appropriate signage - Hotel signage will be highly visible and well integrated with the architecture.

D-5 Provide adequate lighting - the lighting is theatrical in nature, illuminating the surfaces and objects in the space from above through the colonnade soffit or canopy.

D-6 Design for personal safety & security - CPTED principles throughout with a highly transparent grade level, tactile transitions at areas of potential vehicle / pedestrian interaction.

06. MATERIALS - RENDERED MATERIAL VIGNETTES



HOTEL - UPPER LEVEL MATERIALS



OFFICE BUILDING - UPPER LEVEL GLAZING



OFFICE BUILDING - UPPER LEVEL PRECAST



HOTEL - STREETScape

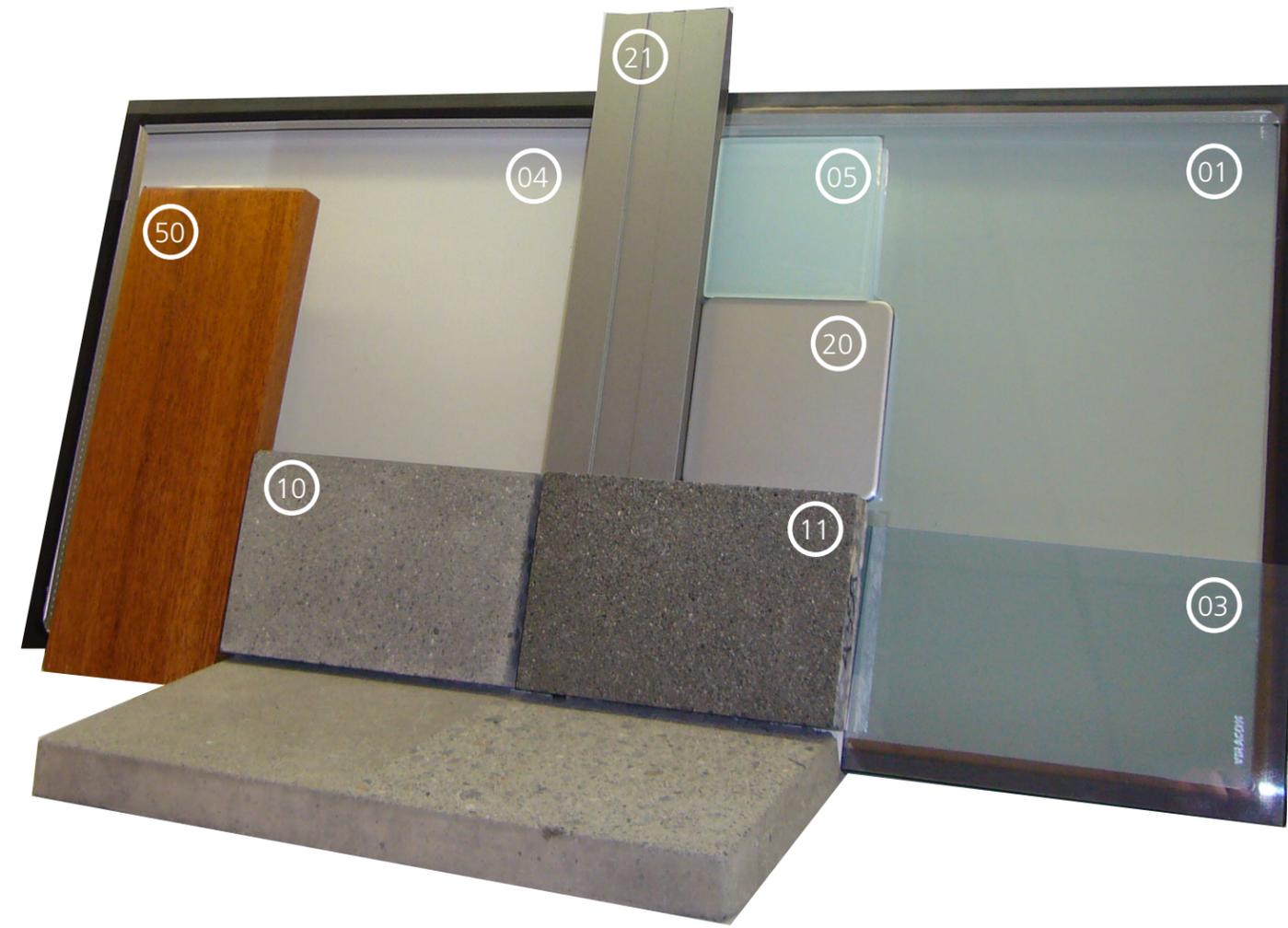


PORTE-COCHERE - STREETScape



OFFICE BUILDING - STREETScape

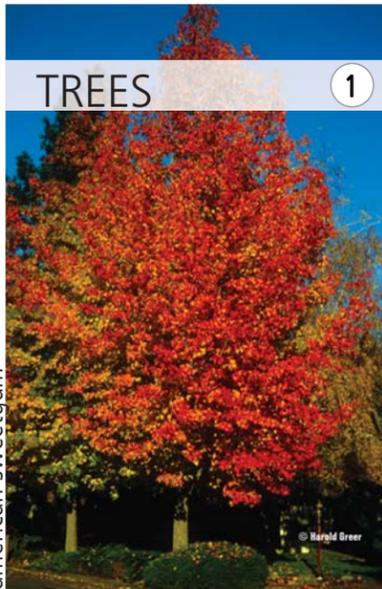




MATERIALS KEY

- | | | | |
|----|------------------------|----|----------------------------|
| 01 | VISION GLASS | 20 | METAL PANEL |
| 03 | SPANDREL GLASS | 21 | METAL MULLION CAP OR BLADE |
| 04 | GRADE LEVEL GLASS | | |
| 05 | TRANSLUCENT GLASS | 50 | WOOD SLAT WALL |
| 10 | CAST IN PLACE CONCRETE | | |
| 11 | PRECAST CONCRETE | | |

06. LANDSCAPE / PLANT MATERIALS



american sweetgum

TREES 1



columnar american ash

2



columnar tulip tree

2



sword fern

DECIDUOUS SHRUBS + GROUNDCOVERS 5



liriope



aromatic sumac



autumn fern



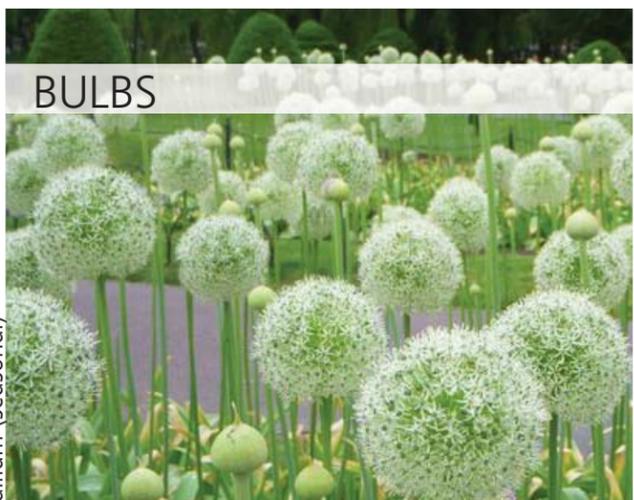
japanese holly

EVERGREEN SPINE



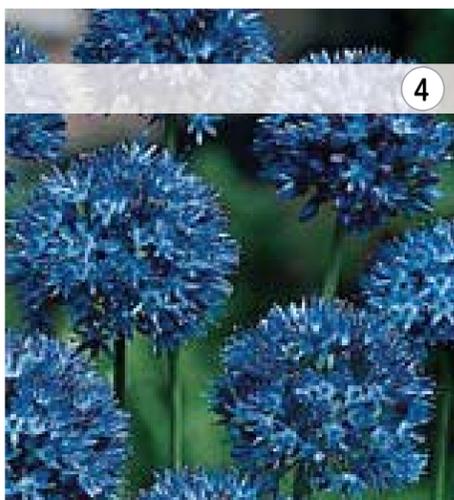
boxleaf euonymus

3



allium (seasonal)

BULBS

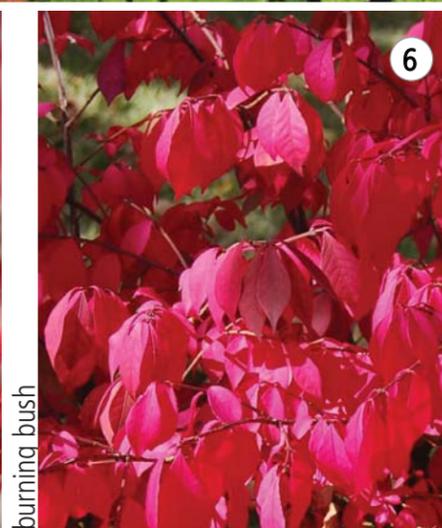


kelsey dogwood

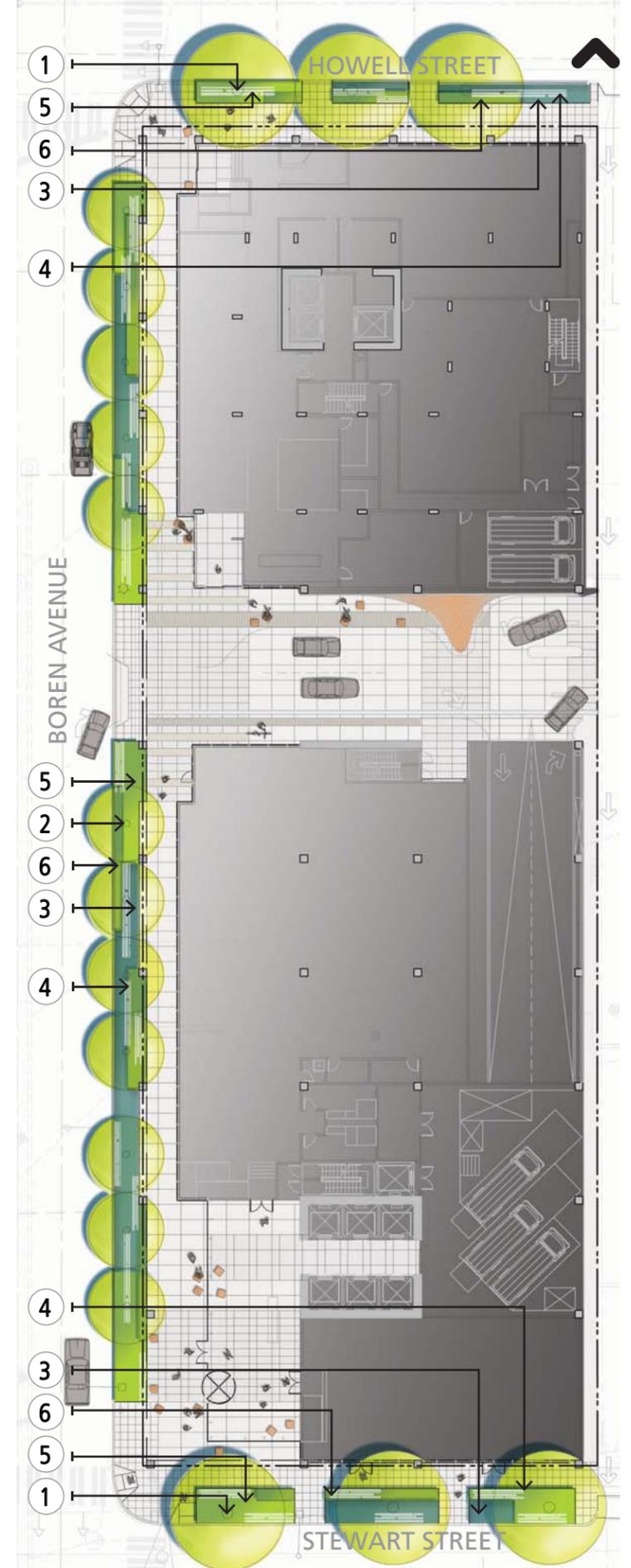
4



6



6



06. LANDSCAPE / MATERIALS



sawcut concrete



precast concrete paver

2



precast concrete paver

3



custom seating



illuminated trench drain

GROUND PLANE DETAILS

4

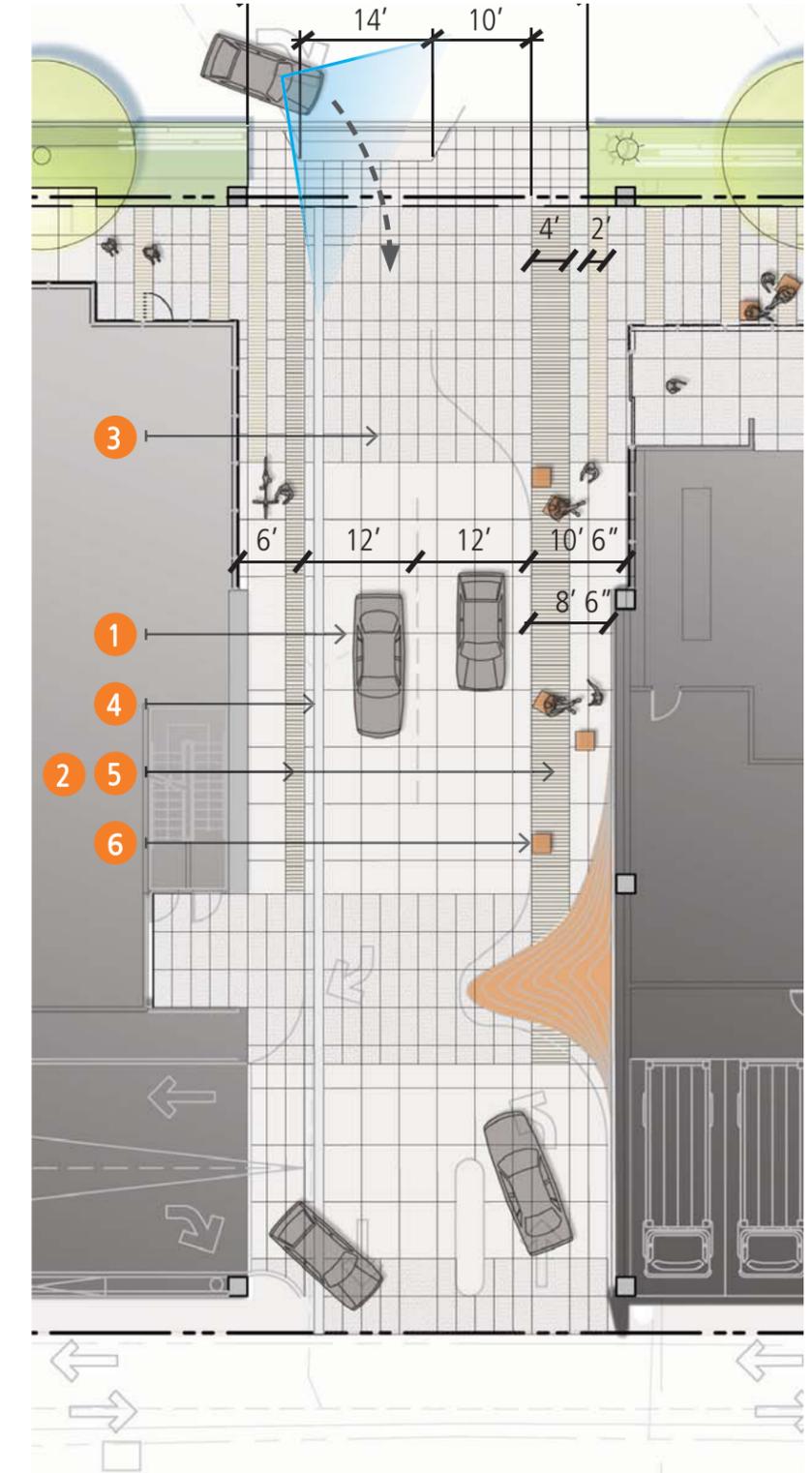


ipe decking

5



ipe wood



North NOT TO SCALE

06. DEPARTURE 1 - FACADE MODULATION

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.

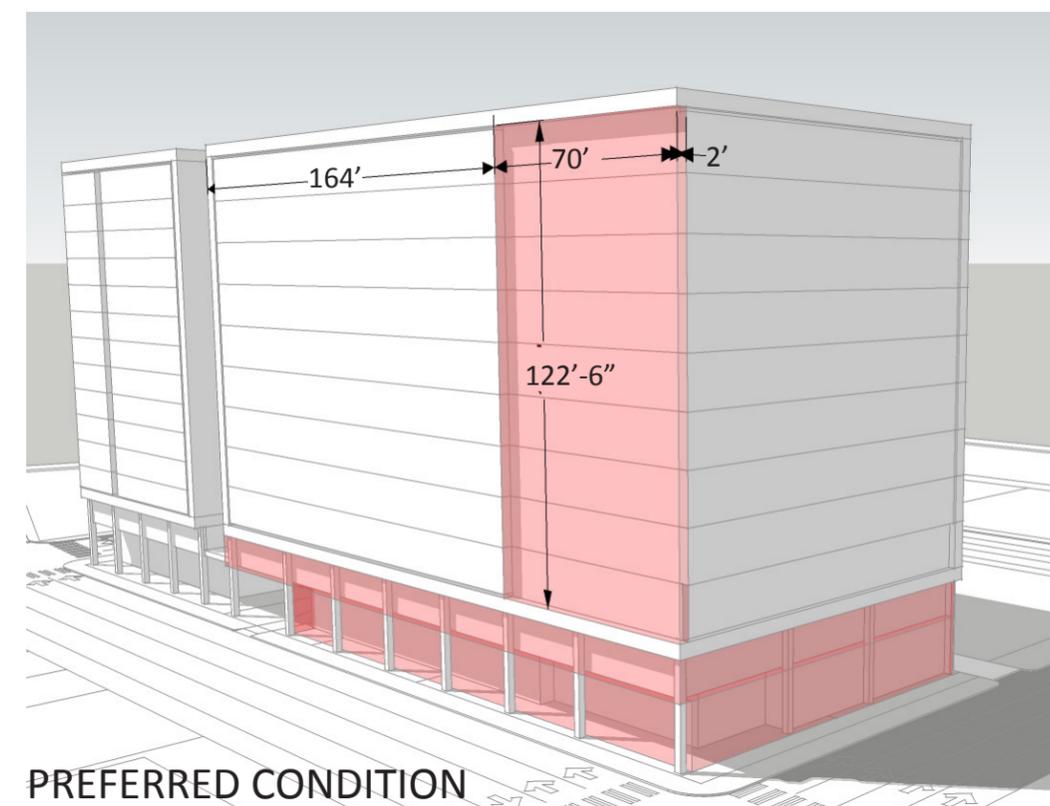
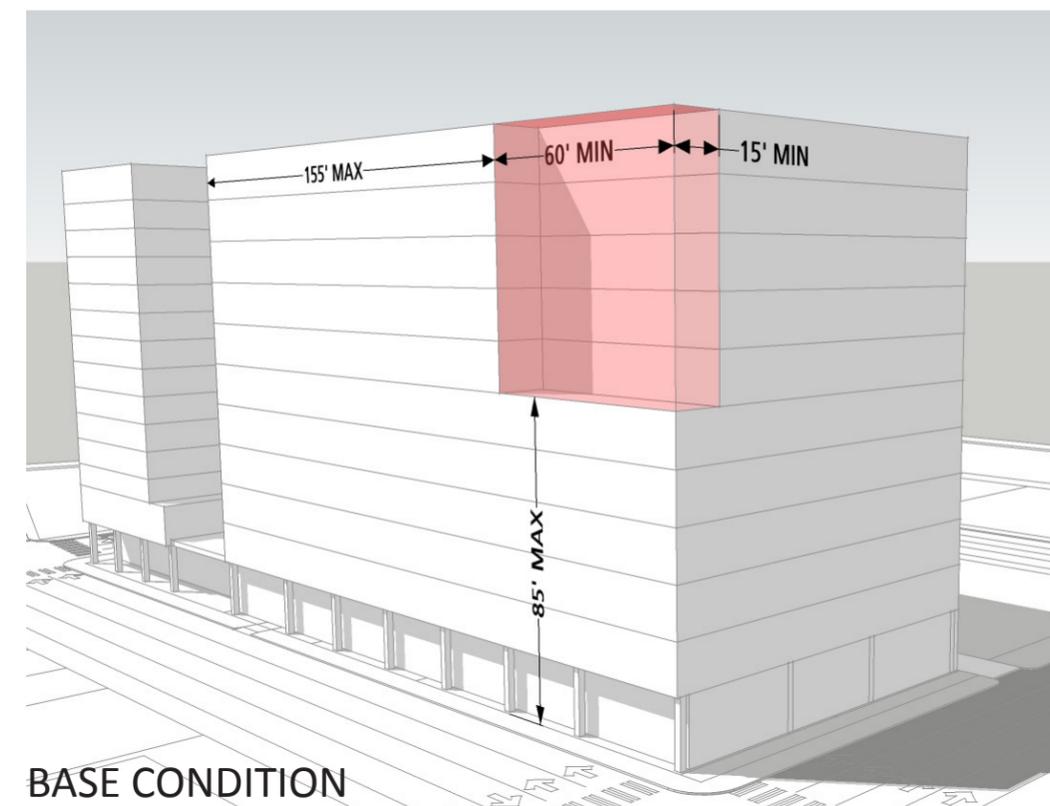
3. Any portion of a facade exceeding the maximum length of facade prescribed on Table 23.49.058A shall be set back a minimum of fifteen (15) feet from the street property line for a minimum distance of sixty (60) feet before any other portion may be within fifteen (15) feet of the street property line.

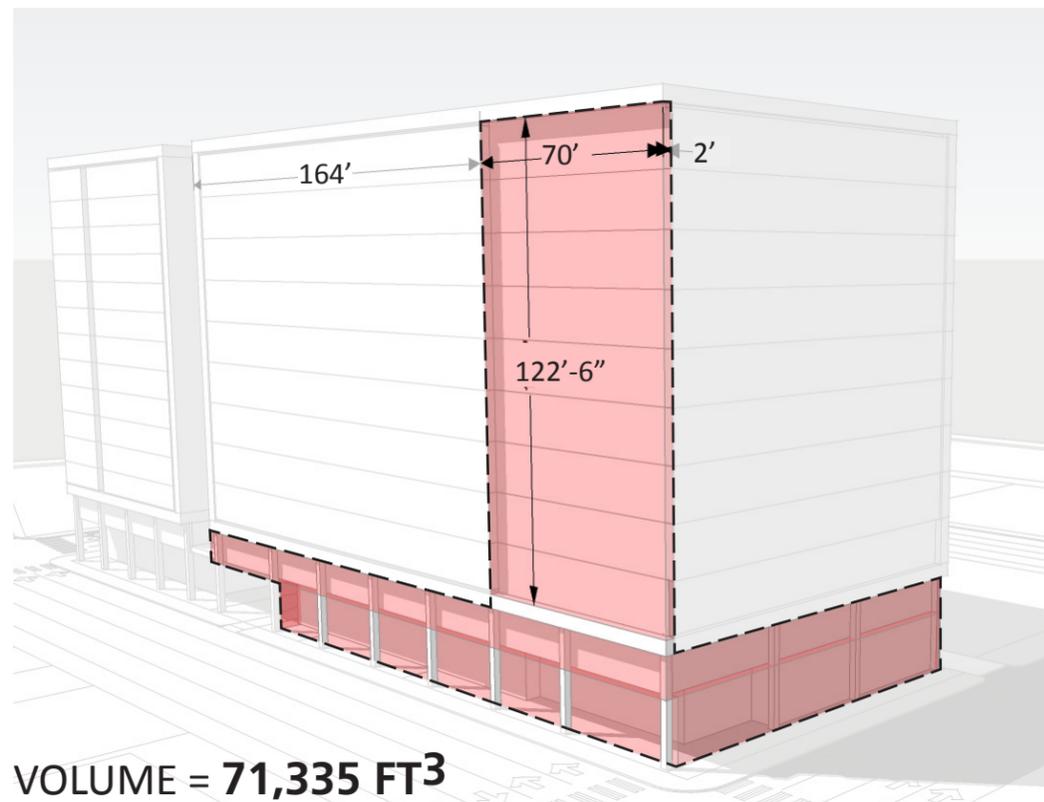
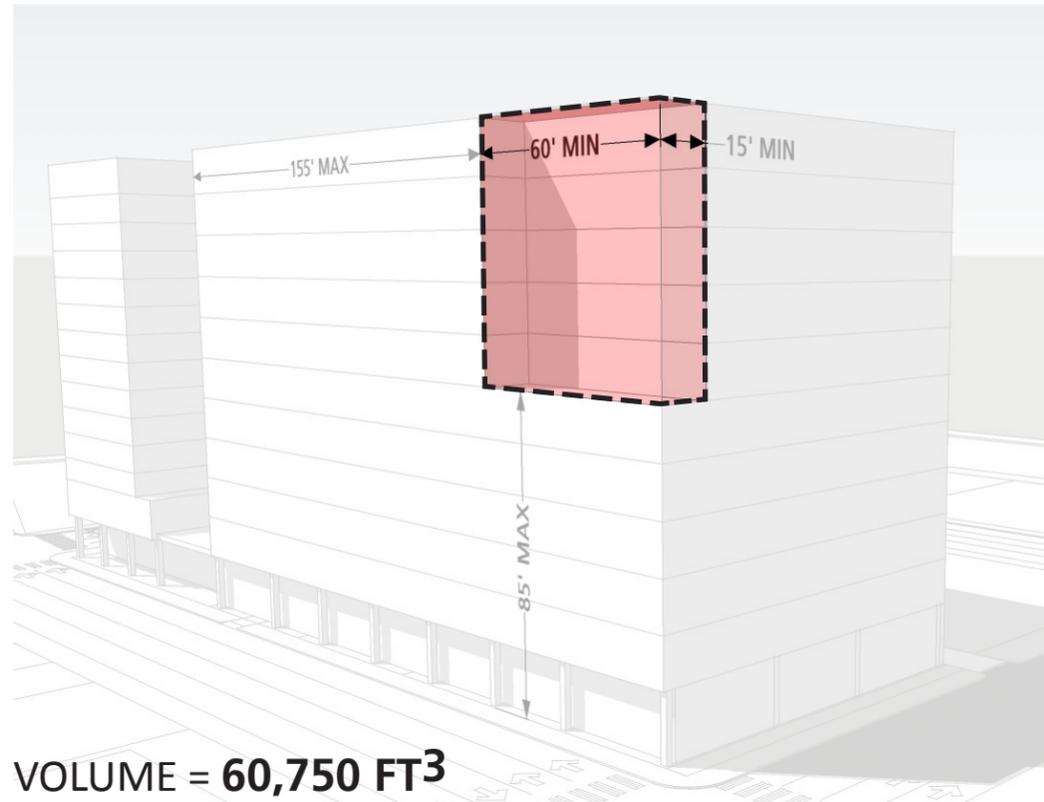
DEPARTURE:

Maximum length of un-modulated facade is 164' on Boren St, Setback is 2'

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 8-16' for increased public benefit and relief from heavy Boren Avenue traffic.





ADVANTAGES

- The modulation on the tower portion extends the full length of the facade, connecting it to the street and relating more appropriately to the scale of the city. (B-2, B-4, C-4)
- Allows for increased grade level setbacks for increased public benefit, comfort and safety. C-1, C-2, D-1, D-6)
- Better emphasis of the corner (B-1, B-3, C-2, C-4)

06. DEPARTURE 2 - LOADING

SMC 23.54.035 Loading berth requirements and space standards

REQUIREMENT:

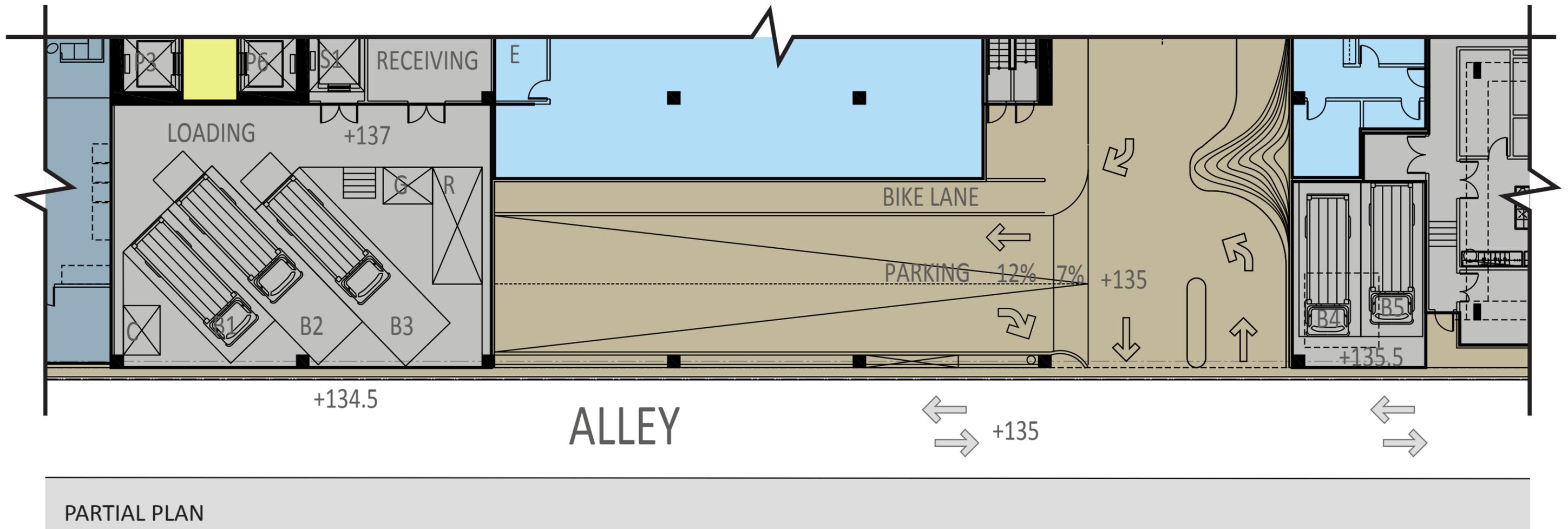
Low Demand Use **388,002 TO 520,000 SF** **5 Loading Berths**
Required @ 35'

JUSTIFICATION:

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

DEPARTURE:

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





06. CONCLUSIONS

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 Capitol 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
the pedestrian experience

To limit the buildings to 160' in height
reduce setbacks which challenge efficiency







1 Green House Gas Emissions Worksheet is attached.

2 SEPA, landmarks – A full nomination of the Avalon building was submitted to Department of Neighborhoods and it was presented to the Landmarks Preservation Board on August 1st. The Board voted against the nomination.

3 SEPA, Traffic/Parking Study and Design Review:

Comment: It appears that the traffic/parking study does not address the proposed curb cut request, subject to criteria in SMC 23.49.019.H1.c. Please provide a response to this criteria.

Response: The Seattle Municipal Code (SMC) 23.49.019.H.1.c states:

“The Director may allow or require access from a right-of-way other than one indicated by subsection 23.49.019.H.1.a or 23.49.019.H.1.b if, after consulting with the Director of Transportation on whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards, the Director finds that an exception to the general policy is warranted. Curb cut controls on designated green streets shall be evaluated on a case-by-case basis, but generally access from green streets is not allowed if access from any other right-of-way is possible.”

The Traffic Impact Analysis prepared for the project stated the following:

“A full access driveway would be located on the alley, with access to and from both Stewart Street and Howell Street. An entrance-only driveway to the hotel’s porte-cochere would be provided from Boren Avenue, and would be restricted to right-turn in-only movements. The additional hotel access is proposed to prevent taxis and visitors unfamiliar with Seattle’s street network from stopping on Boren Avenue adjacent to the hotel’s front entrance. This type of behavior has been observed at other downtown hotels (e.g., the Alexis) that do not have direct driveway access near the lobby. The grid of streets in this area of downtown is complicated by Interstate 5. Mapping programs such as Google Maps or in-car navigation systems are likely to direct a hotel patron to Boren Avenue, and if the driveway does not exist, the one way streets could hinder the ability to locate the alley access. For this reason, traffic operations and safety are expected to be improved by the addition of this driveway.”

Response:

The proposed driveway on Boren Avenue would reduce on-street queuing that could otherwise occur on Boren Avenue with curb-side loading/unloading. In addition, disruptions to the pedestrian environment would occur if hotel patrons had to cross the sidewalk with luggage to reach taxis and other vehicles. The right-in-only access would have minimal vehicle conflicts (less than existing conditions) with the vehicles using Boren Avenue. The porte-cochere will provide a lighted and covered comfortable area for loading/unloading patrons.

Therefore, the proposed driveway on Boren Avenue would meet the criteria in SMC 23.49.019.H.1.c by enhancing pedestrian safety and comfort, facilitating the movement of vehicles, minimizing on-street queuing of vehicles, and enhancing vehicular safety.

Comment: Please also provide a response to EDG direction for Guidelines C-1 and E-1, demonstrating how the proposed Porte-Cochère and curb cut design will maximize safety for pedestrians, create a design transition between the office and hotel portions of the development, and how the colonnade will relate to this design.

Response:

See response to comment above. In addition, the entrance on Boren Avenue along with the porte-cochere would provide street-front features and landscaping to provide an engaging pedestrian experience. The number of curb cuts on Boren Avenue is being reduced from three to one, with the remaining curb cut located nearly mid-way between the two adjacent intersections as desired per the Guidelines. A different type of pattern or paving surface will be used at the site driveway across the sidewalk to notify pedestrians that vehicles could be using this area.

Design Review Board Recommendation Meeting Packet pages 36-39, 44-45.

4 Design Review, Roof Surface.

The proposed building will be visible from nearby taller structures and future development that could be built to the maximum zoned height in this area. The design of the roof surface should therefore be treated as a “fifth facade.” The Board gave this guidance in relation to Guidelines A-1 and A-2. Please demonstrate how the rooftop design will provide visual interest and fully screen all mechanical equipment from above.

Response:

The project team has developed a visually interesting screen to surround the mechanical equipment in a well organized and minimized enclosure. The enclosure is composed of overlapping metal panels, resulting in a pattern which changes with the angle of view. The panels are at the height of the mechanical equipment, but do not extend horizontally over the equipment. The remainder of the roof surface is a high albedo membrane or rock ballast.

Design Review Board Recommendation Meeting Packet pages 18-19.

5 Design Review, colonnade architectural transition at the corners (B-2, C-4, C-5):

The Board directed that the design of the colonnade at the corners should include a graceful architectural transition, and relate well to the pedestrian experience on each street frontage. It is unclear how the proposed design responds to this guidance, aside from the written EDG response explaining why there is no architectural transition at the corners. This does not respond sufficiently to EDG direction.

Response:

The project team recognizes that the required elevation drawings for the MUP Application may not adequately demonstrate the design of the colonnade. We have developed renderings of the colonnade, from several vantage points which describe in detail, the corners of the development and the transition from the colonnade to the street wall.

Design Review Board Recommendation Meeting Packet pages 8-11, 32-35, 40-41.

It should be emphasized that the colonnade is specific to Boren as a both a direct response to the inadequate depth of the sidewalk required by zoning and as a unified pedestrian experience along Boren. Stewart and Howell Streets, by zoning and design, are vital pedestrian streets, with distinct character. The design emphasizes that difference. The transition is emphasized at the corner with greater depth to the colonnade, complimenting the activity at the entries to the office building and hotel.

6 Design review, colonnade scale (B-2, B-4, C-1).

Since EDG, it appears that the proposed colonnade has been greatly reduced in width and height. The Board stated that the proposed colonnade height and width were needed to provide sufficient light and air at the east-facing facade, and directed that the colonnade should be treated for human scale. The current proposed colonnade dimensions now appear to be out of scale with the facade of the development. The colonnade height also appears to be unrelated to the proposed facade design(the colonnade roof appears to occur in the middle of a curtain wall of fenestration, rather than a location that relates to a change in materials such as the precast concrete framing above).

Please demonstrate a proposed design that responds to the Board direction for sufficient light and air, relates to the overall architectural concept, and uses architectural treatments to provide human scale at the street level. The soffit treatment and lighting described in the EDG response may be some of the strategies used to achieve human scale, but please provide graphics to demonstrate the appearance of any proposed strategies.

**Response:**

The specific colonnade height was not identified in the graphics of the EDG meeting, however it was stated that the height varies from Stewart to Boren from 14 to 18 feet. The section of the colonnade is the same as proposed in the EDG, with the second level of the office and hotel extending to the back face of the columns. As a result, the height of the columns relate proportionally to the scale of the building above – the columns terminate at the precast concrete frame. The height of the colonnade below relates appropriately to human scale.

The depth of the colonnade has actually increased, particularly at the corners. It is important to the design that the colonnade is not a single depth, but one with variance related to areas of greater activity, and to provide a visual cue at the porte cochere.

Design Review Board Recommendation Meeting Packet pages 8-9, 32-35, 38-41.

7 Design Review, colonnade and proposed curb cut. (C-1, C-6, C-1)

The Board gave guidance to provide a significant visual design cue to divide the two towers on site and provide visual cues to vehicles and pedestrians about the point of interaction at the proposed curb cut. The Board suggested breaking the colonnade, or pushing the colonnade to the west at the porte cochere to bring light into the area as two options. The proposed development does not appear to include options to create this significant visual break in the colonnade or offer options to enhance pedestrian safety in the area of the proposed curb cut.

Response:

It should be noted that the colonnade is intended to be a coherent and unbroken experience, modulated by the different uses at the ground level – office, porte cochere, and hotel. The team has demonstrated in diagram, that breaking the colonnade at the tower separation does little to differentiate the uses or character of the towers, and negatively affects the experience of the colonnade. Significantly, the project team has developed a dropped ceiling plane at the porte cochere to signal the change in activity.

Design Review Board Recommendation Meeting Packet pages 36-39.

8 Design, two buildings design concept. (B-4)

At EDG, the Board directed that the two buildings should include vertical differences as well as facade modulation. The EDG response notes that an 18' difference is possible but not employed. The apparent height of the two buildings is the same. Please demonstrate how the proposed design responds to EDG for this item.

Response:

The two uses are designed to have the maximum floor to floor heights for their respective functions, and as a result are 18 inches apart in overall height, not 18 feet. A stepped transition of 18 inches would be imperceptible. Given the apparent similarity in the height, the project team focused attention on the vertical and horizontal expression of the materials and fenestration which respond uniquely to the hotel and office building.

Design Review Board Recommendation Meeting Packet pages 8-11, 20-27.

9 Design, Entries. (B-4, C-4).

The proposed entries appear miniscule in relation to the overall streetscape and scale of the building. The southeast entry appears not to have any overhead weather protection. The restaurant appears not to have an entry to the sidewalk, which suggests it is a use accessory to the hotel rather than a separate business.

Response:

The entries are one of the easiest devices to achieve human scale. As such they may seem miniscule in relation to the building, but they are appropriately scaled for the pedestrian experience. There are not entries shown at the hotel restaurant, in direct response to the requirements of the operator. It is accessory to the hotel, and is not a required street use. AS the project is developed the design team will encourage entries at the street, but the ultimate decision will be made by the operator. The southeast entry is protected overhead by the colonnade.

Design Review Board Recommendation Meeting Packet pages 8-11, 31-41.

10 Design Review, alley.

The alley is shared with a residential building with units facing the alley. The proposed exhaust vents, metal doors, and blank wall require some treatment for visual interest. Please demonstrate a material palette, decorative metal, scoring pattern, and any othertechniques used to create visual interest in this area. (C-6)

Response:

The project team has developed greater detail in the drawings to add visual interest to the alley functions. It should be noted that the window wall extends around the corner into the alley to create an appealing transition from street.

Design Review Board Recommendation Meeting Packet pages 26-27, 42-43.

11 Design Review, graphics required.

Please provide pedestrian level perspective graphics at all three street frontages and the proposed porte cochere. The graphics should demonstrate the pedestrian realm, the proposed colonnade, the appearance of the proposed porte cochere, and the design of the upper buildings levels (including 'fin blade mullion extensions') as viewed from the pedestrian realm.

Response:

The renderings developed to date describe all of these conditions.

Design Review Board Recommendation Meeting Packet pages 20, 24, 33-41.

12 Design Review, required item at Recommendation meeting.

At the Design Recommendation meeting, provide a colors and materials board. The colors should be represented by actual paint chips or other true representation of the proposed materials, rather than a printed graphic.

Response:

The project team is developing a materials board, along with actual material samples, for the Design Recommendation Meeting.

Design Review Board Recommendation Meeting Packet pages 42-43.



Aedas

13 JUNE 2012

Re: Attachment B - Response to Guidelines: MUP Application for Design Review

1. Edison is a mixed use development with new 11-level, class 'A' technology office building on Boren and Stewart with grade level retail along Stewart; new 14-level, 222 key hotel on Boren and Howell; and 3-levels below grade for parking & services. The project proposes a one-way-in curb cut on Boren Avenue for hotel drop-off and pick-up. All parking access is from the alley to the below grade parking structure.
2. Development departures listed on sheet A000
Rendered Elevations on sheets A350 – A351
Rendered Landscape Plan on sheets L250, L251, L254
3. Early Design Guidance response:
 - a. *The Board noted that the design needs to include clear separation between towers, with a visual and physical change in the colonnade to express that separation. The Board discussed stopping the colonnade above the proposed porte-cochere, or pushing the colonnade back into the porte-cochere as two possible solutions. Any proposed design solution should emphasize the separation between the two portions of the building and give a visual indication of the zone of interaction between pedestrians and vehicles. (B-4, C-1, C-6, E-1)*

The towers are distinctly detailed and clearly separated by an open terrace on level 2. At grade, there are a number of devices that give visual indication of the pedestrian and vehicle interaction zone.

Traffic Flow: The porte-cochere is proposed as a one-way, right turn in only. This is the optimal scenario to reduce pedestrian/vehicle conflicts.

Façade stepping: The grade level façade steps back to provide greater sightlines into the porte-cochere, revealing its function from further back on the sidewalk.

Ground Plane: Increased pavement scoring alerts pedestrians.

Ceiling / Soffit: A metal and glass canopy sits below the colonnade soffit line in the line of sight of pedestrians, extending the length of the porte-cochere.

- b. *The design of the colonnade may be a challenge as related to the building corners and the street front facades at Howell St and Stewart St. The design was unclear in showing whether the colonnade might wrap the corners and continue on these streets. The Board clarified that if it stops at the corner, a graceful architectural transition will be required. The colonnade design should relate well to pedestrian experience on each street frontage. (B-2, C-4, C-5)*

The colonnade is primarily a design response to the harsh pedestrian environment on Boren Avenue and does not turn the corner to the Howell or Stewart Streets which are more normative urban pedestrian environments. The proportion, rhythm and detail on the streets compliments the colonnade by way of exposed concrete columns the same height as those on Boren. Pedestrian weather protection on the streets is from a metal and glass canopy. The transition from the Boren experience to the normative Street experience is facilitated by façade setback at the corners and location of building entry.

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- c. *The colonnade scale of 25-35' will need careful treatment for human scale. The Board noted the height will help to maximize light and air, but the height will also present a challenge in creating a human scaled space. (B-2, B-4, C-1)*

The proportion of the colonnade has been carefully considered to both maximize light and air and provide a human scaled experience. While the building columns are exposed through the second level to provide a strong vertical element to the streetscape, the occupiable space in the colonnade is at its tallest to the north (at Stewart) with a finished clear height of 17'-6" and diminishes as grade rises to the south (Howell) to 13'-6". The nominal width is 8'-0" clear to the inside face of column and ~19' to the curb line. The width increases at the corners and porte-cochere where the entries are located.

The soffit will be designed to enhance the quality of ambient and reflected light providing a light, airy experience that is sure to delight.

- d. *The two uses (hotel and office) need to be expressed individually in the building skin, landscaping, lighting, etc. (B-4, C-2, C-3)*

By nature of the program, the needs of a technology office building are very different from a hotel, so the individual expression is inherent. To emphasize this, the technology office building employs nearly continuous horizontal glazing to allow for freedom of internal planning while the hotel windows relate directly to the individual rooms.

With that as the basic functional driver, the two buildings take on character unique to their function. The office building is composed of three façade elements. The corner at Boren and Stewart is the most open to the views of Lake Union with floor to ceiling glass. The verticality of the corner element is expressed with a fin blade mullion extension. The remaining portions of the Boren and Stewart façades compliment the corner expression while adding texture, depth, and pattern through a combination of vision and spandrel glass. The foil to those highly textured and varied façades are the south and west elevations, where textured precast concrete is introduced in a rational pattern. Visual interest is added by vertical glass fins extending from the glass face in random placement. These will primarily be seen from the oblique and are designed to capture and emit light.

The hotel is also composed of three elements. The principal faces use a system of 4 window types set in a metal panel system that create a highly textured and visually complex façade. The sides of the guest rooms have limited area for window and reveal this through a change of material to textured precast concrete. The planning of the hotel places the rooms to primarily face out to the public ROW and internally to provide the greatest distance to another building.

- e. *The office use and the hotel use should include vertical differences as well as façade modulation. The Board noted that the two portions of the structure are shown at the same height, but a stepped roofline may emphasize the modulation better. The massing should create a transition between the taller structures to the southwest and the lower structures to the north and east. (B-4)*

Based on the program, the desired floor to floor heights, the desire to stay below 160' in height for tower separation, and the site grade the buildings mass out to be very similar in height (within 18"). This is not enough difference to create a stepped roofline that is proportional and elegant.

- f. *The overall design concept should express Downtown urban character, in spite of the lower height and wider mass. (B-1)*

See response to (g) below.

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- g. *The applicant should work to design a building to set a positive context for this area. There are few examples of nearby context that provide design direction for newer development, aside from the Aspira building. (B-1,D-2,D-3,D-4,D-5)*

In many ways the proposal will set the context for positive future development of Boren Avenue. Foremost is the consideration of the pedestrian experience. The colonnade along Boren provides a more generous, well protected, and experientially unique pedestrian environment which allows for a higher degree of landscaped surface than typical. Along the Streets (Stewart & Howell), the traffic is much calmer than Boren, more typical of a city street. Here the proportion and rhythm of the colonnade is echoed in the exposed columns and weather protection is provided by glass and steel canopy.

Above the pedestrian realm, as noted earlier, the buildings are unique and cohesive while emphasizing exquisite, textured detail relating to the function.

- h. *The design of the rooftop and top of the building in the skyline is important, because it is on the leading edge of taller buildings to the west and southwest. The rooftop will be visible from the taller buildings, and the proposed building will be visible as the edge of this skyline. (A-1,A-2)*

The buildings provide a well defined edge at the roofline which is a distinctive top to the building. The mechanical areas on the roof will be concealed with metal screens.

A Site Planning & Massing - *Responding to the Larger Context*

- A-1 Respond to the physical environment.
- A-2 Enhance the skyline.

B Architectural Expression - *Relating to the Neighborhood Context*

- B-1 Respond to the neighborhood context.
- B-2 Create a transition in bulk & scale.
- B-3 Reinforce the positive urban form & architectural attributes of the immediate area.
- B-4 Design a well-proportioned & unified building.

C The Streetscape - *Creating the Pedestrian Environment*

- C-1 Promote pedestrian interaction.
- C-2 Design facades of many scales.
- C-3 Provide active—not blank—facades.
- C-4 Reinforce building entries.
- C-5 Encourage overhead weather protection.
- C-6 Develop the alley facade.

D Public Amenities - *Enhancing the Streetscape & Open Space*

- D-1 Provide inviting & usable open space.
- D-2 Enhance the building with landscaping.
- D-3 Provide elements that define the place.
- D-4 Provide appropriate signage.
- D-5 Provide adequate lighting.
- D-6 Design for personal safety & security.

E Vehicular Access & Parking - *Minimizing the Adverse Impacts*

- E-1 Minimize curb cut impacts.
- E-2 Integrate parking facilities.
- E-3 Minimize the presence of service areas.