



1823 EASTLAKE AVE E MIXED USE DPD NO.3014468

1903 YALE PLACE E MIXED USE DPD NO.3015480

DRB RECOMMENDATION PACKET

DRB MEETING JUNE 11, 2014

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PROJECT TEAM

Owner/Developer

Inhabit Eastlake LLC
Managed by Daly Partners

Architect/ Applicant

Bushnaq Studio Architecture + Design
Dawn Bushnaq
Peter Law
Szelyn Lim
Eric Susanto

Landscape Architect

Karen Kiest | Landscape Architects

Artist

Mike Phifer

Civil Engineer

Magnusson Klemencic Associates

Structural Engineer

MLA Engineering, PLLC

Shoring Engineer

Ground Support PLLC

Geotechnical Engineer

PanGEO

Surveyor

Bush, Roed & Hitchings, Inc.

PROJECT SITE



PROJECT DESCRIPTION

Project Goals

Pedestrian oriented mixed-use project centered around an at grade public open space in the unimproved E Howe Street ROW.

Vibrant, small-scale commercial activity at street level and maximum light, air and open space for each residential unit.

Project Site

Located at the intersection of Eastlake Avenue E, Yale Place E and the unimproved E Howe St right-of-way (ROW).

Yale Development Site ①: 10,020 SF site with approximately 200 linear feet of frontage along Yale. Address is 1903 Yale Place E.

Eastlake Development Site ②: 17,400 SF site with approximately 200 linear feet of frontage on Eastlake. Address is 1823 Eastlake Avenue E.

Unimproved Howe Street ROW ③: The unimproved ROW bisects the Yale and Eastlake development sites.

Zoning Summary

Zoning: C1-40/Eastlake Residential Urban Village.

Maximum height: 44' with 13' floor-to-floor height at commercial/live-work units.

live-work units permitted outright.

Not located in pedestrian designated zone.

No parking required.

Development Objectives

±100,000 SF mixed-use building

(2) four-story buildings

90 residential units

5 ground-level live/work spaces

2 ground-level commercial spaces

Single shared below-grade parking structure with 64 parking spaces and shared utility infrastructure.

Bike parking for each residential unit

DEVELOPMENT OBJECTIVES

BREAKDOWN BY DEVELOPMENT SITE:

① YALE SITE (1903 Yale Pl E)

±38,000 SF

1 commercial space (2,117 SF)

1 live-work unit (850 SF)

32 apartments (21,100 SF)

② EASTLAKE SITE (1823 Eastlake Ave E)

±62,000 SF

1 commercial space (1,022 SF)

4 live-work units (4,117 SF)

58 apartments (36,500 SF)

③ E HOWE ST ROW

At Grade: 4,124 SF ROW to be developed as public open space. Includes entire 30' width of ROW abutting project sites.

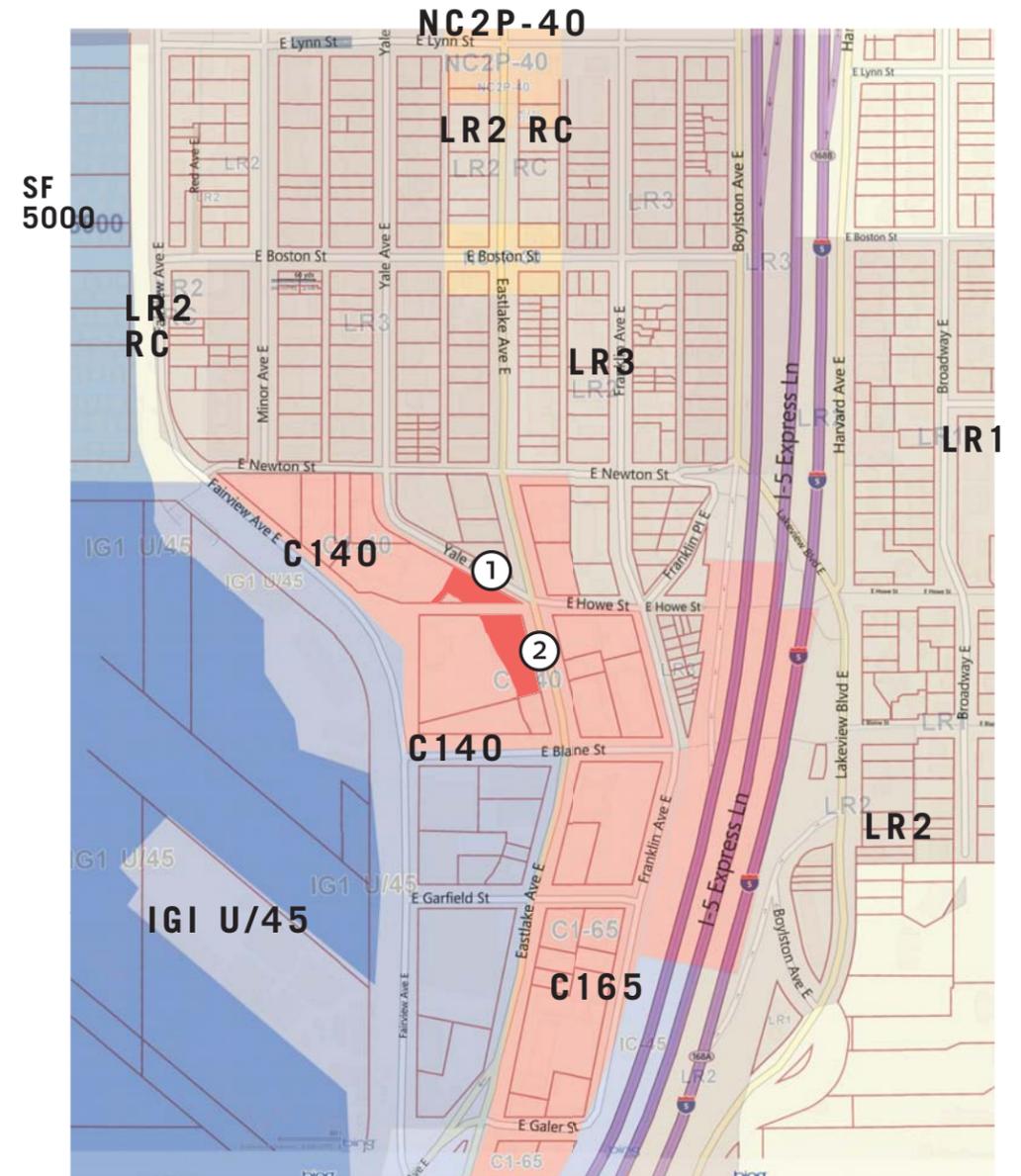
Below Grade: 3,023 SF of ROW abutting development sites to be developed as part of the project structured below grade parking.

Below Grade Street Vacation

The proposed shared below grade parking is located at the basement level of the Eastlake and Yale buildings and below the unimproved E Howe Street ROW. Because the parking extends through the ROW, it requires a below grade street vacation.

Presently, DPD views the project as two separate development sites that can be reviewed through a combined Design Review process. Pending approval of the below grade street vacation, the project will be permitted as a single project under one building permit.

Application for the below grade street vacation is in progress. The vacation is permitted through SDOT and requires Seattle Design Commission and City Council approval. See Page 11 for more information on the Below Grade Street Vacation.



Zoning Map



① 1903 Yale Place E

② 1823 Eastlake Avenue E

③ E Howe St ROW (at grade public open space and below grade street vacation)



URBAN CONTEXT

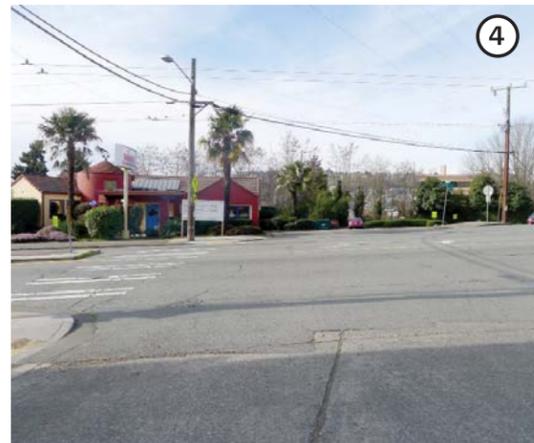
The project site is located on axis with the Howe Street Steps. The Howe Street Steps, along with the Blaine Street Steps, are a popular pedestrian route from Eastlake to Capitol Hill and part of the longest urban stairway in Seattle extends from 10th Avenue to Colonnade Park.

The proposed project and public open space at E Howe connect the last unimproved segment of E Howe St to this important urban link and creates a new view corridor to Lake Union along E Howe St.

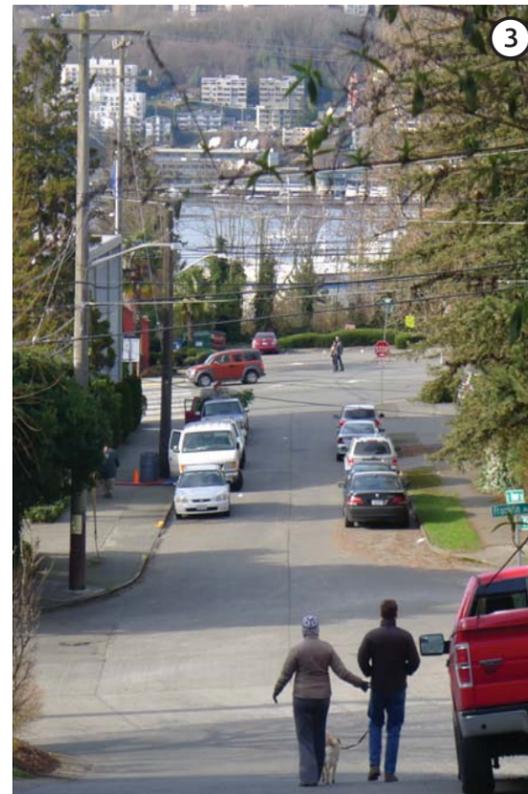
-  Howe Street Steps
-  Blaine Street Steps
-  Cheshiahud Lake Union Walking Loop
-  Popular jogging path



E Howe St ROW at Fairview



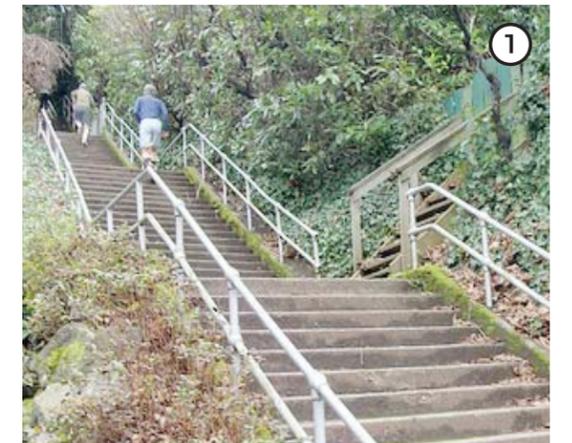
E Howe St vehicular passage ends at Eastlake Avenue E - View to existing conditions at project site along Eastlake



E Howe St west of Colonnade Park - View to Eastlake Ave E and Project Site



Howe Street Steps in Colonnade Park under I-5

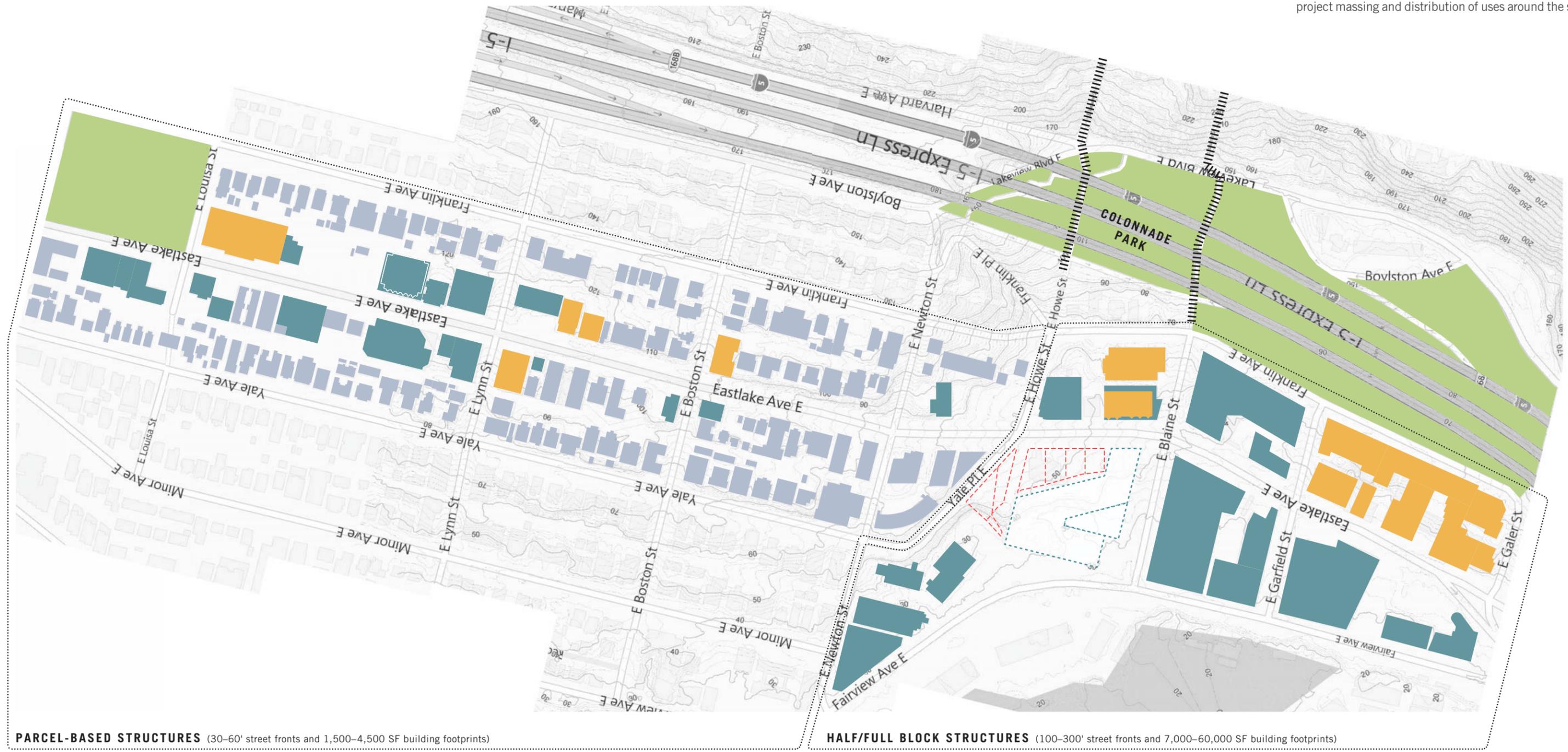


Howe Street Steps east of I-5 at the base of Lakeview Blvd looking up to Capitol Hill

NEIGHBORHOOD CONTEXT

Figure ground diagram of Eastlake shows the predominance of parcel based structures north of the site and larger half/full-block structures south of the site. The diagram also shows nodes of commercial uses at intersections. These precedents influenced the project massing and distribution of uses around the site.

- Residential building
- Commercial building (existing)
- Commercial building (future)
- Mixed-use building
- Proposed scheme
- |||| E Howe Street and E Blaine Street Hillclimbs



PARCEL-BASED STRUCTURES (30–60' street fronts and 1,500–4,500 SF building footprints)

HALF/FULL BLOCK STRUCTURES (100–300' street fronts and 7,000–60,000 SF building footprints)

EARLY DESIGN GUIDANCE

The Early Design Guidance meeting for this project took place on July 24, 2013. Below are the Design Review Guidelines cited as most relevant at the Early Design Guidance meeting. Applicant responses are noted on the drawings on the following pages.

A-1: RESPONDING TO SITE CHARACTERISTICS

A-10 CORNER LOTS

At grade public open space in the E Howe Street ROW is central to the project.

Eastlake and Yale building massing is influenced by site as a transition from parcel-based structures north of the site to larger full and half block structures south of the site.

At E Howe St, voluntary four-story and at-grade setbacks on Yale and Eastlake sites, respectively, emphasize the importance of the intersection of Eastlake, Yale and Howe.

A-2: STREETScape COMPATIBILITY

A-4: HUMAN ACTIVITY

A-6 TRANSITION BETWEEN RESIDENCE AND STREET

EDG Minutes A-2: Give careful design attention to the relationship of the buildings and the streetscapes. On Eastlake this has historically been a challenge.

EDG Minutes A-6: The Board urged DPD and the applicant to work with SDOT to augment the crosswalk to ensure improved pedestrian safety.

Each building has a strong streetwall, individualized entry conditions, generous ROW and on-site landscaping, and high degree of transparency. These conditions create a layered streetscape and multi-directional views through and around the project site that supports human activity at the street and privacy at residential units.

A-3: ENTRANCES VISIBLE FROM THE STREET

EDG Minutes: The information provided did not elucidate the location of entrances. By the Recommendation meeting, the locations of the multiple entrances will need to be clearly delineated on the plans and elevations.

Refer to Plans and Elevations for clarified entry locations.

A-5: RESPECT FOR ADJACENT SITES.

Eastlake courtyards are a privacy buffer between residential units and adjacent lab/office building. There is no direct overlap of windows at either building.

A-7: RESIDENTIAL OPEN SPACE

EDG Minutes: Provide quality designs for the courtyards as this will be an important consideration at the Recommendation meeting. Their designs should exceed mere formal characteristics and strive to create outdoor living rooms for the residents.

The Eastlake courtyards have in-ground trees and plantings and provide a garden-like setting at grade. The tree canopy also serves as a privacy buffer between L1 and the upper level units. In addition to being amenity open space, all three courtyards are visual amenities that provide landscaped views from Eastlake and E Howe through the live-work patios and the residential lobby. Refer to Landscape section on page 32.

A-8: PARKING AND VEHICLE ACCESS

EDG Minutes: Affirming this guideline, the Board endorsed the one point of vehicular access on Yale Pl. To achieve this entails the approval of the subterranean vacation of E. Howe St.

Project continues to propose one point of vehicular access on Yale Pl E. Refer to Plans.

B-1 HEIGHT, BULK AND SCALE

EDG Minutes: A notable achievement of the three schemes is how intelligently they mediate between the current and future large buildings south (and west) of the site and the smaller structures north on the Eastlake corridor.

Building massing informed by parcel-based scale. Massing and building heights step with topography.

C-1 ARCHITECTURAL ELEMENTS AND MATERIALS

EDG Minutes: By exposing the stairs and walkways to the upper units, the architect suggests that the design will relate to the mid-century modern structures of the Cortina, Villa Capri and Willis apartment buildings.

The Eastlake building has exterior balconies and one exterior stair. These circulation elements provide for additional human activity within the Eastlake courtyards.

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

EDG Minutes: The Board found the three schemes compelling and site appropriate. Discussion primarily focused on the "E" and "L" options. Only the communication of privacy by the portals in the "E" scheme raised questions. The gates at the portals to the courtyards should not read as barriers between the rights of and the courtyards. If the applicant pursues the "E" schemes with its portals, provide drawings that depict views of the portals from both the street and from within the courtyards.

The revised building massing refines "E" scheme. See page 9 for detailed summary of changes. See also plans, elevations and gate studies (page 45) for development of covered live-work patios and gates.

C-3 HUMAN SCALE

C-4 EXTERIOR FINISH MATERIALS

EDG Minutes: By MUP application, the architect will have introduced colors and materials. Bring a materials board to the Recommendation meeting.

See elevations and 3D views for design intent details, colors, materials. Materials board will be provided at recommendation meeting.

C-5 STRUCTURED PARKING ENTRANCES.

EDG Minutes: The Board preferred the one entry on Yale Place in order to avoid placing a curb cut on Eastlake Ave.

Project continues to propose one point of vehicular access on Yale Pl E. Refer to Plans.

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

EDG Comment: At the EDG meeting, the relationship of open spaces and entries was not entirely clear. The courtyards provide an opportunity to create small, social spaces for the residents.

Refer to Plans and Elevations for clarified entry locations. Refer to Landscape section on page 32 for courtyard details.

D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS

The Board expects the delineation of back of house areas and an explanation of where solid waste will be stored on pick-up days.

Back of house areas are located below grade. Solid waste is concealed from the street on both project sites. At the Yale Site, solid waste pick up will be from the garage access. On Eastlake, solid waste will be picked up from the trash room on the south side of the site.

D-12 RESIDENTIAL ENTRIES AND TRANSITIONS

On both sites, the building massing and materials articulate residential lobby entries. Both residential lobbies also have a high degree of transparency that provide through-views and distinct signage. Refer to plans, elevations and 3D views.

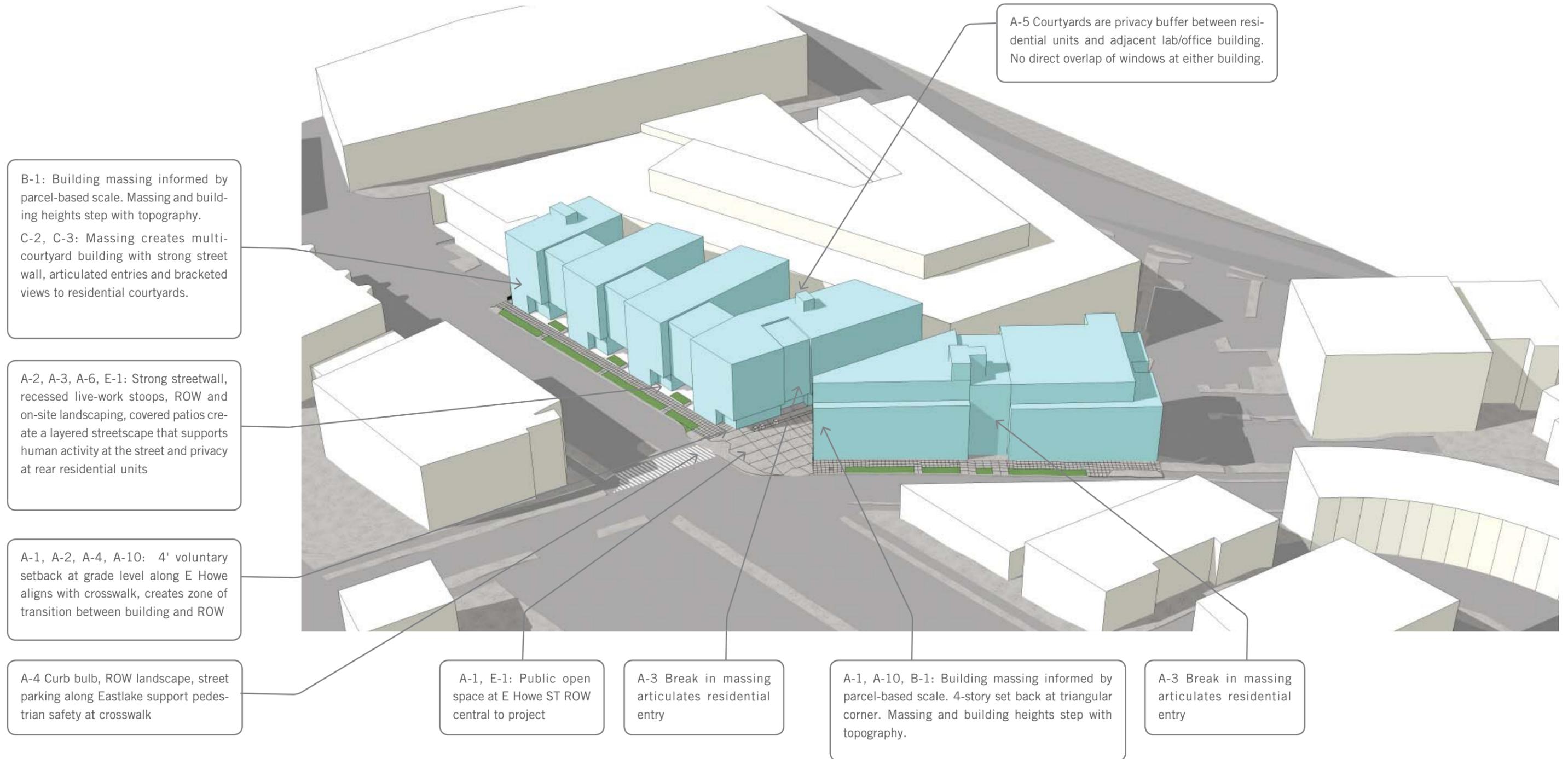
E-1 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

EDG Comment: The Board endorsed the intention to produce a Howe St. public amenity. Attributes of this public amenity should include openness to the community and robust landscaping. Due to its location sandwiched between the two development sites, the Howe St. park should not read as another courtyard for the project or in any way as a private garden between the two mostly residential structures. The design ought to have large trees and a stormwater detention system.

The E Howe Street ROW has been developed as a public open space that connects the unimproved segment of E Howe St to the Howe Street Steps. The open space is an urban plaza with public art, seating and landscaping that extends the pedestrian path and creates a new view corridor along E Howe toward Lake Union. See page 34 for ROW details.

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

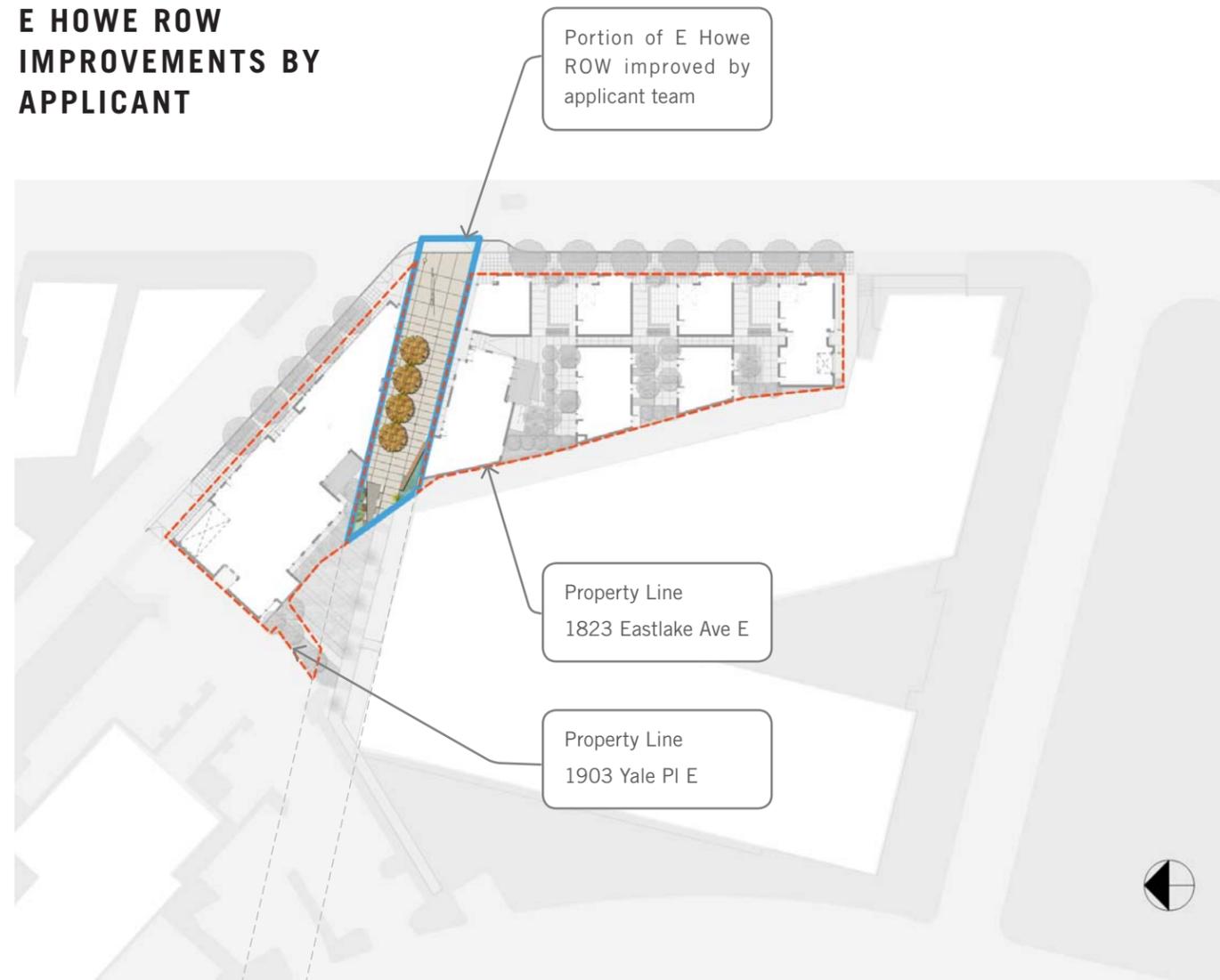
The project has generous ROW and off-site landscaping that will enhance the existing streetscape and experience within the project site. Refer to Landscape section on page 32 for details.



ANNOTATED DESIGN PROPOSAL - STREET LEVEL



E HOWE ROW IMPROVEMENTS BY APPLICANT



The E Howe St ROW is currently unimproved between Eastlake Ave E and Fairview Ave E. The proposed development includes a proposal to vacate a 3,023 SF subterranean portion of E Howe adjacent to the development sites. The proposed vacation is for below grade area only; the ROW at grade remains public.

The decision to grant the vacation lies with the City Council. As part of this process, Seattle Design Commission reviews the vacation proposal for its Urban Design Merit and a Public Benefit Proposal.

Design Commission approved the Urban Design Merit of the vacation on February 20, 2014 and the Public Benefit Proposal with conditions on April 17, 2014. The Design Commission's approval constitutes their recommendation to the SDOT Director

that the subterranean vacation be approved. The applicant team is currently working with SDOT and Design Commission on details of the Public Benefit Proposal and tentatively plans to present the vacation proposal to City Council in July.

E Howe Subterranean Vacation Public Benefit Proposal

1. 30' X 70-120' at-grade public open space in E Howe ROW
2. Public art
3. Voluntary setbacks on both sides of the E Howe ROW
4. Enhanced ROW improvements along Eastlake and Yale

E HOWE ROW IMPROVEMENTS BY OTHERS



The western portion of E Howe St ROW is slated for improvement by others. These improvements are not part of the development proposal in this packet.

1818 Fairview Avenue E/DPD 3012732

The development proposal for 1818 Fairview received DRB Recommendation on Sept 5, 2012, MUP issuance on Jan 22, 2014 and is currently in for building permit. The project is for a 197,000 SF 4-story office/lab building with below-grade parking for ±200 vehicles.

Portions of the E Howe Street ROW adjacent to 1818 Fairview will be improved as part of 1818 Fairview. Proposed improvements

include a public stairway, pedestrian-scale lighting and landscape ground cover.

The applicant team is working with the 1818 Fairview team to coordinate the alignment of the pedestrian path, landscaping and lighting along the ROW.

DNR Parcel

The DNR Site is owned by the Department of Natural Resources and leased by 1818 Fairview. No building development is slated for this parcel. As part of ongoing coordination with the 1818 Fairview team, the DNR site is proposed as a terraced lawn for passive recreational use.

LANDSCAPE PLAN - STREET LEVEL

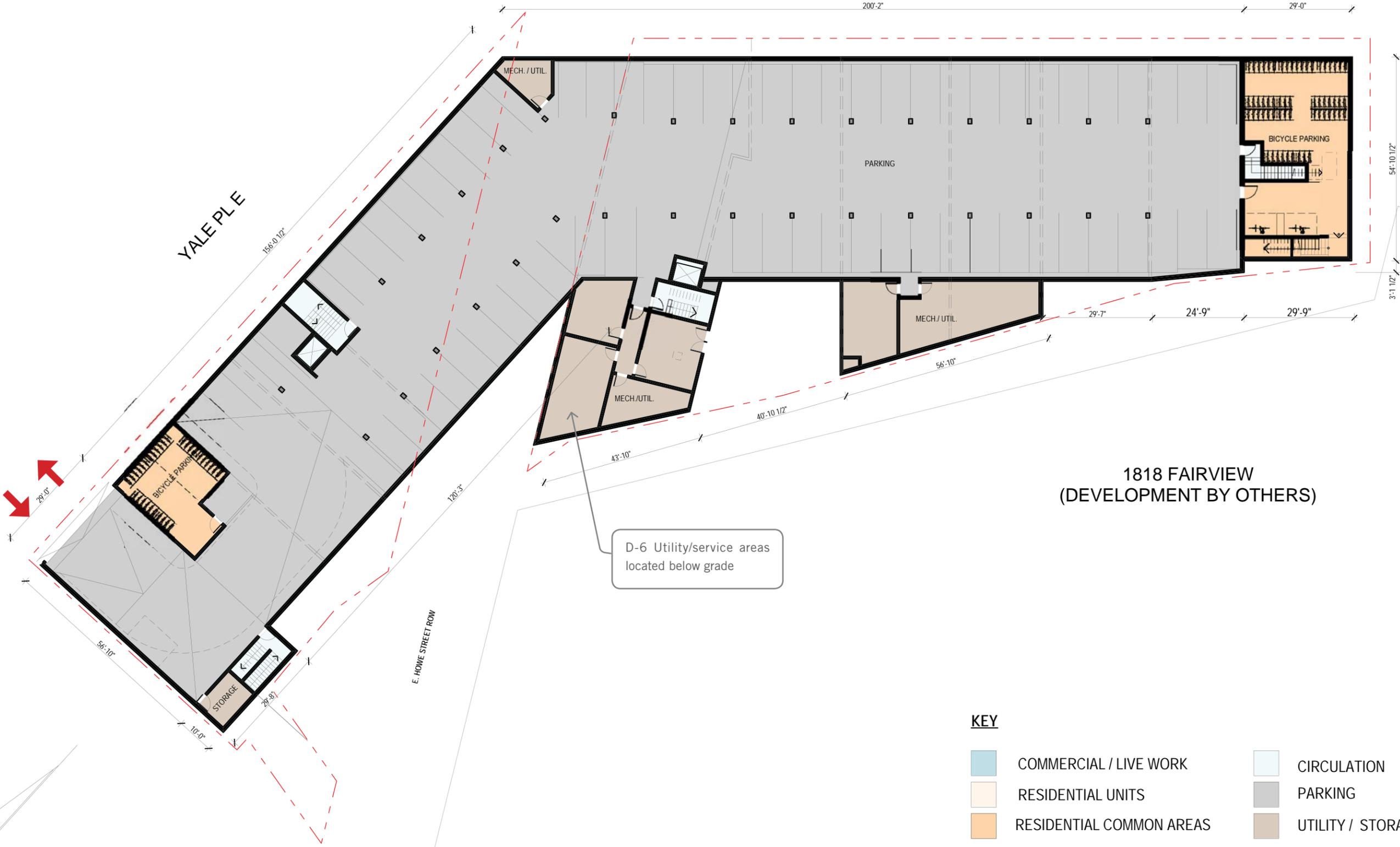
E Howe St ROW

The design team has engaged in ongoing coordination with a neighborhood steering committee focused on the E Howe St ROW. The design team held one public meeting at the TOPS Seward school and met with members of the steering committee four times since May 2013. A number of design elements have evolved out of this process including:

Generous amounts of seating, wood seating elements; durable materials and plantings; seamless connection to 1818 Fairview steps; 8' wide minimum public stairs to match the width of the Howe Street steps; signage, paving and lighting that reflect the public character of the ROW; location of commercial spaces designed to activate the ROW.



A-6, A-7, D-1, E-1, E-2: Landscaping, planted beds provide residential amenity space along ROW and create continuity with proposed ROW landscaping



1818 FAIRVIEW
(DEVELOPMENT BY OTHERS)

D-6 Utility/service areas
located below grade

KEY

- COMMERCIAL / LIVE WORK
- RESIDENTIAL UNITS
- RESIDENTIAL COMMON AREAS
- CIRCULATION
- PARKING
- UTILITY / STORAGE

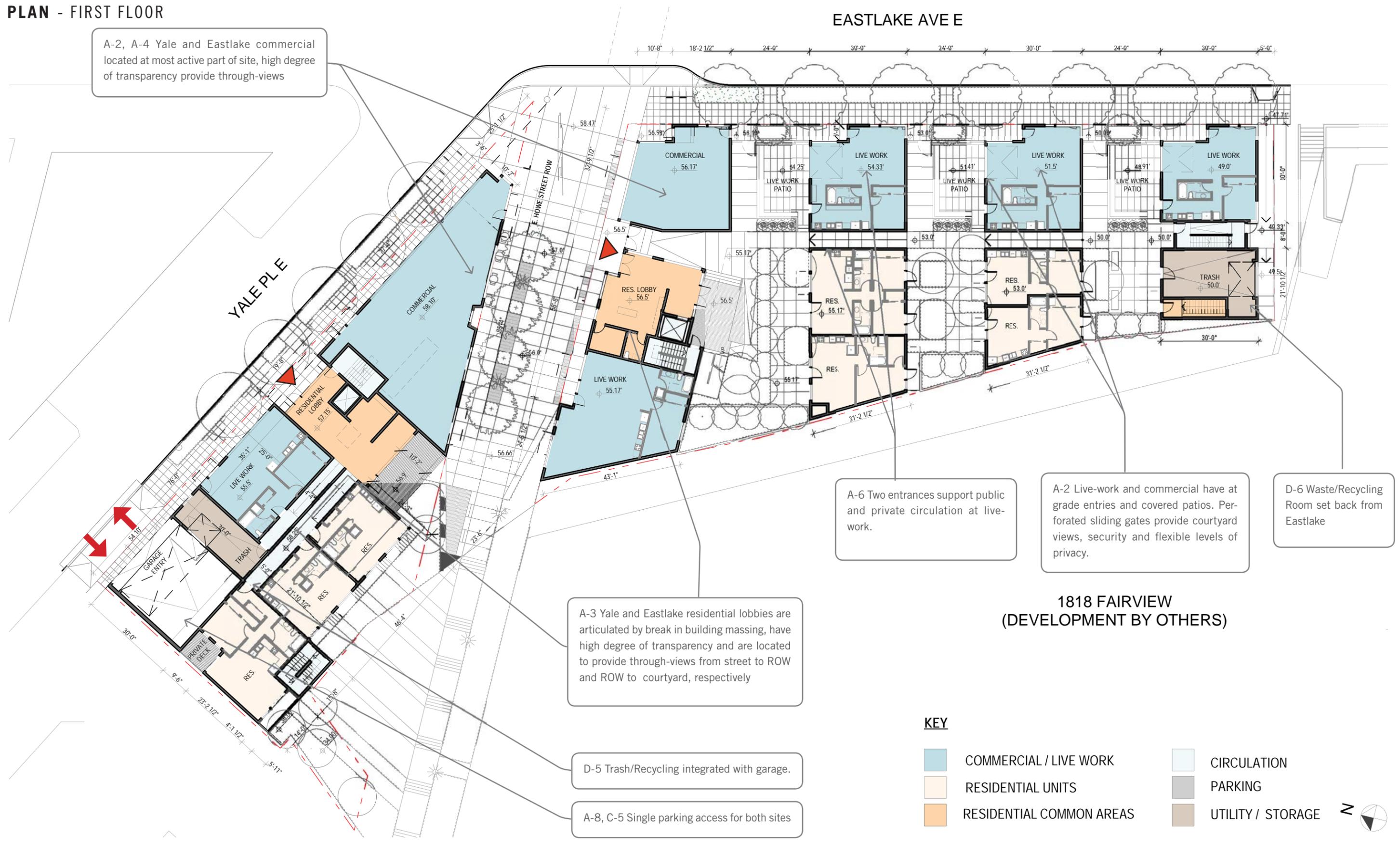


PLAN - FIRST FLOOR

A-2, A-4 Yale and Eastlake commercial located at most active part of site, high degree of transparency provide through-views

EASTLAKE AVE E

YALE PL E



A-6 Two entrances support public and private circulation at live-work.

A-2 Live-work and commercial have at grade entries and covered patios. Perforated sliding gates provide courtyard views, security and flexible levels of privacy.

D-6 Waste/Recycling Room set back from Eastlake

A-3 Yale and Eastlake residential lobbies are articulated by break in building massing, have high degree of transparency and are located to provide through-views from street to ROW and ROW to courtyard, respectively

D-5 Trash/Recycling integrated with garage.

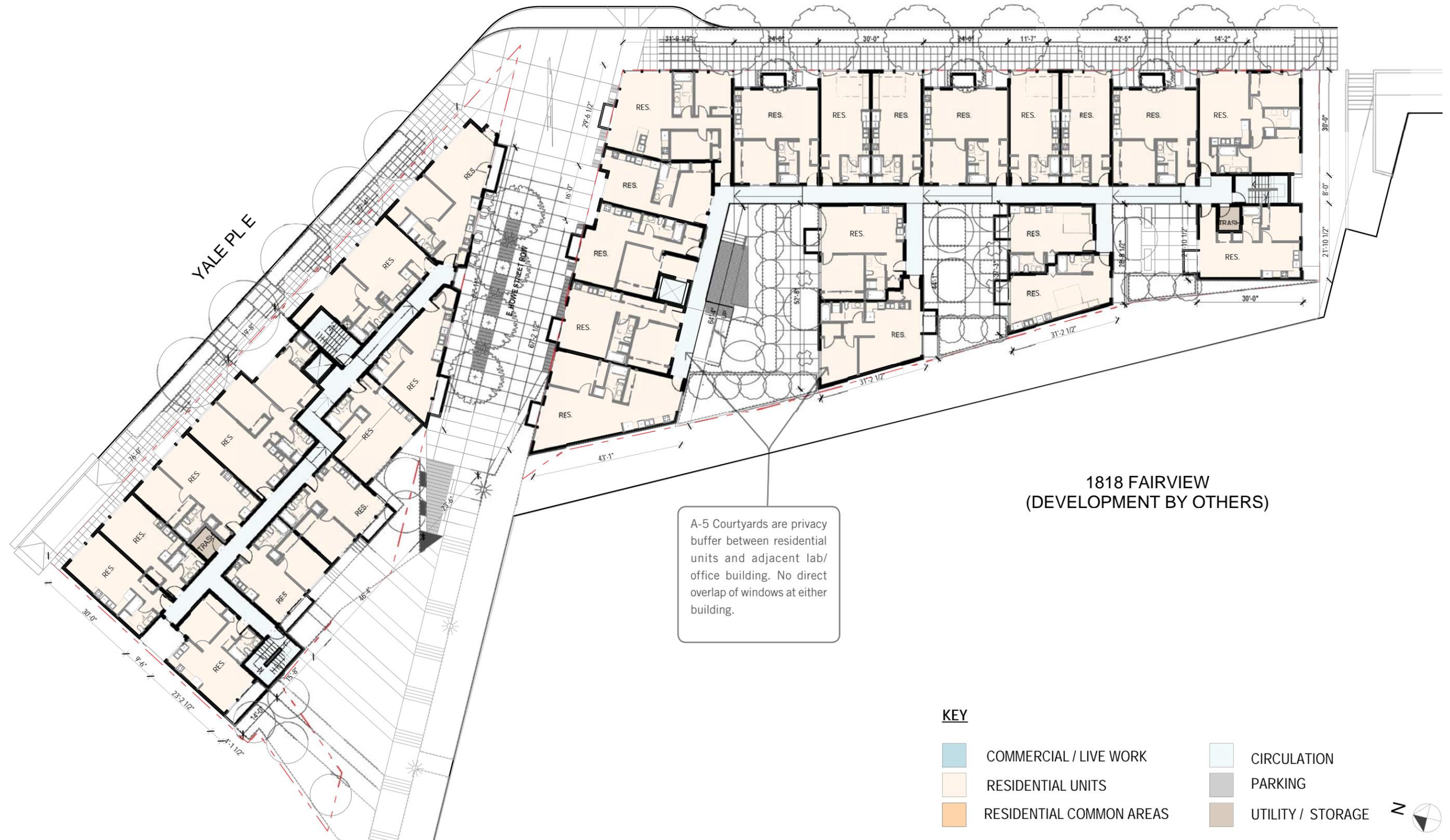
A-8, C-5 Single parking access for both sites

**1818 FAIRVIEW
(DEVELOPMENT BY OTHERS)**

KEY

- COMMERCIAL / LIVE WORK
- RESIDENTIAL UNITS
- RESIDENTIAL COMMON AREAS
- CIRCULATION
- PARKING
- UTILITY / STORAGE





YALE PLE

E. HDVIE STREET ROW

1818 FAIRVIEW
(DEVELOPMENT BY OTHERS)

A-5 Courtyards are privacy buffer between residential units and adjacent lab/office building. No direct overlap of windows at either building.

KEY

- COMMERCIAL / LIVE WORK
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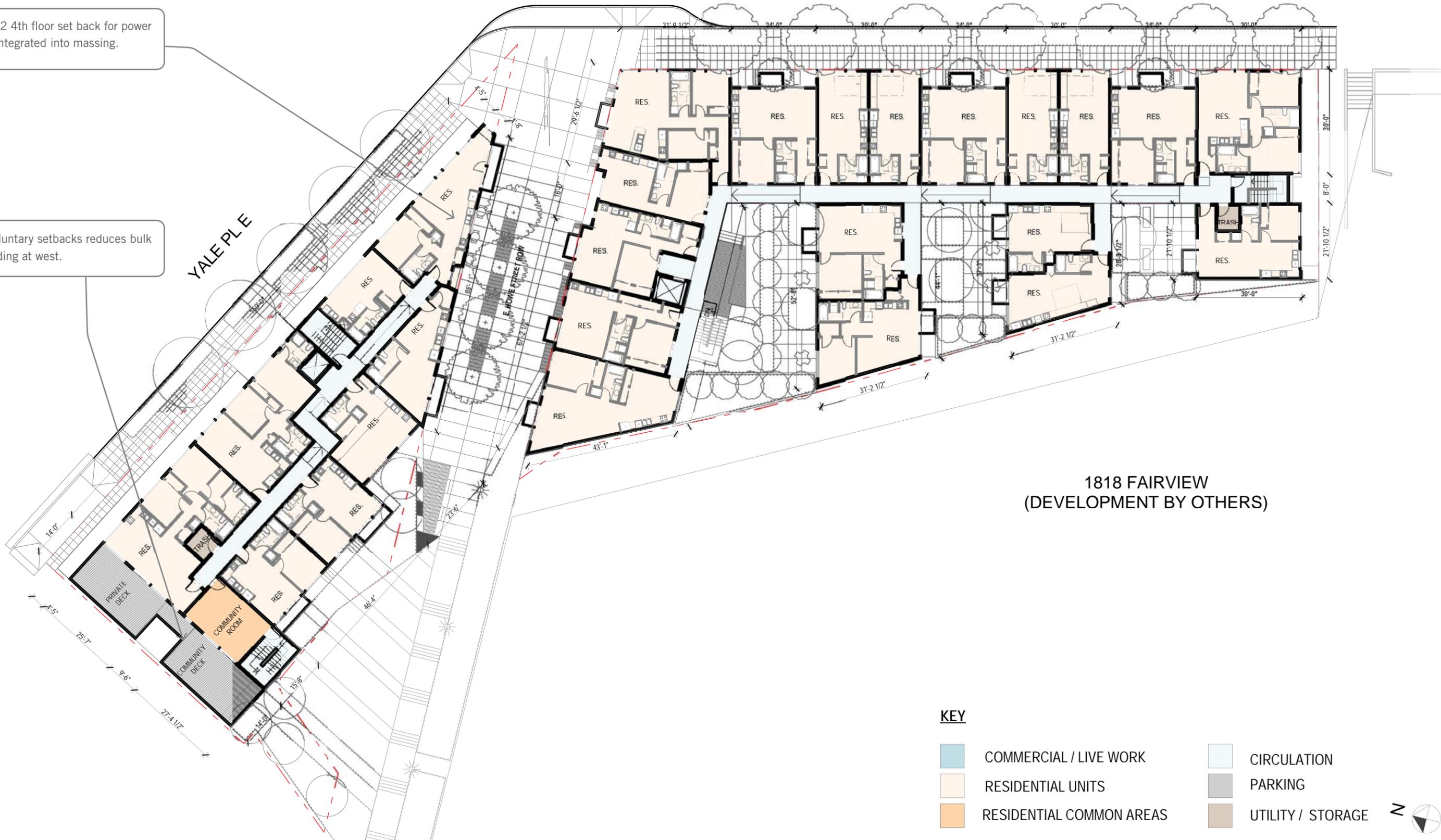


PLAN - FOURTH FLOOR

EASTLAKE AVE E

B-1, C-2 4th floor set back for power poles integrated into massing.

B-1 Voluntary setbacks reduces bulk of building at west.

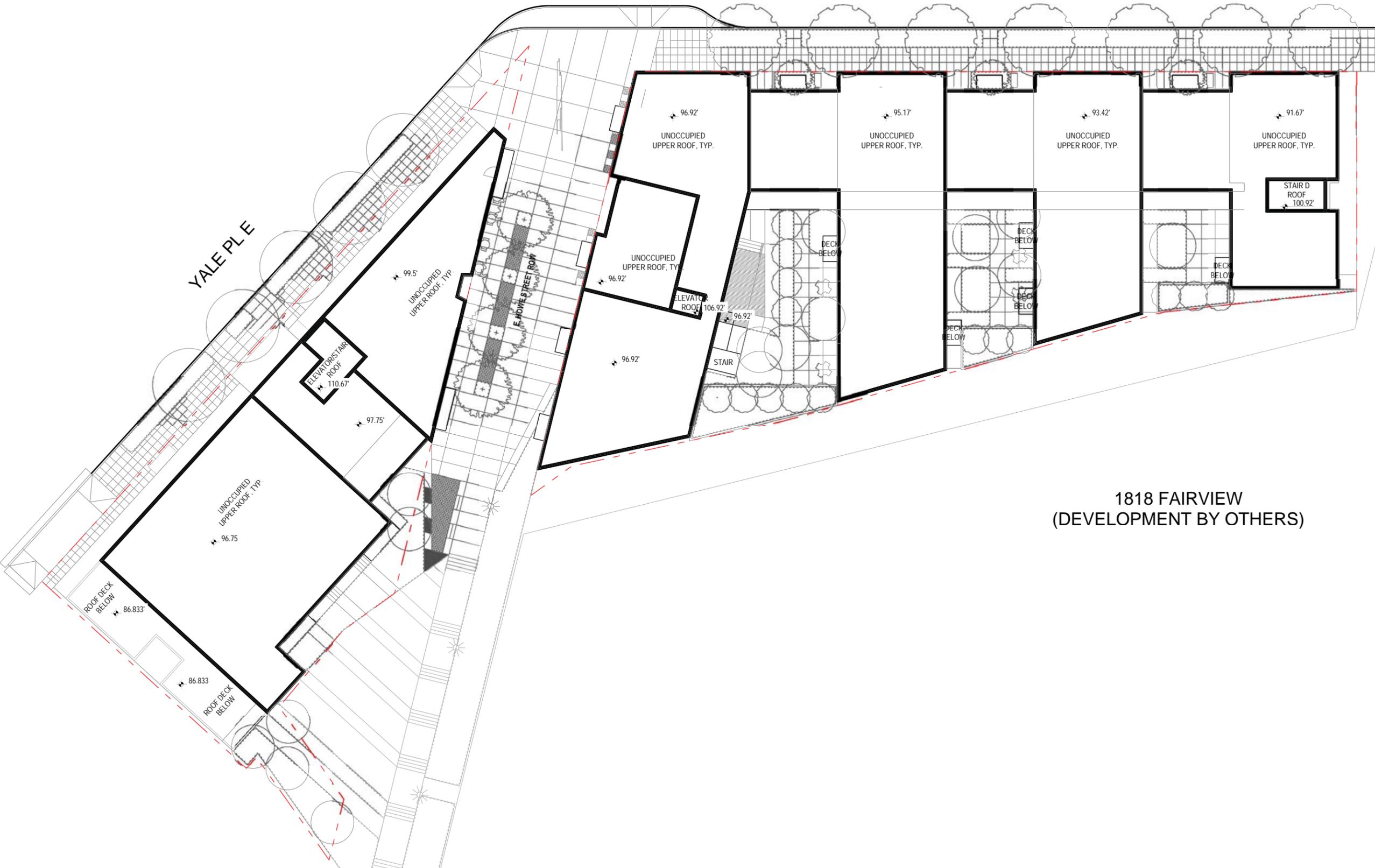


1818 FAIRVIEW
(DEVELOPMENT BY OTHERS)

KEY

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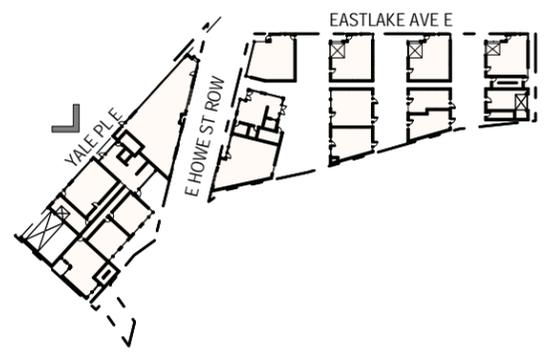




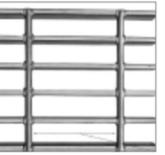
1818 FAIRVIEW
(DEVELOPMENT BY OTHERS)



ELEVATION YALE NORTH

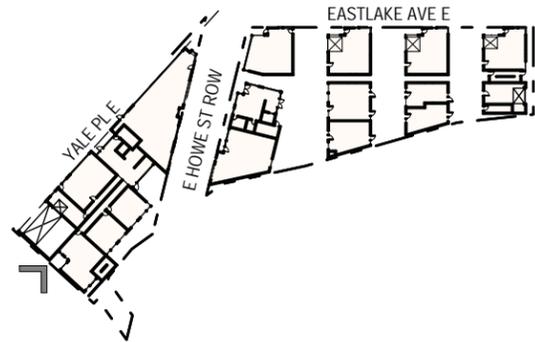


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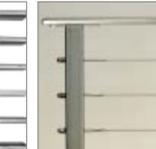
									
01 BRICK/CMU	02 FIBER CEMENT PANEL	03 FIBER CEMENT PANEL	04 CIP/PRECAST CONCRETE	05 TYP WINDOWS / TRIMMETAL ACCENT	06 WOOD SOFFIT	07 METAL GRATING DECK	08 HORIZONTAL CABLE RAIL	09 WHITE STOREFRONT WINDOWS	10 FIBER CEMENT PANEL

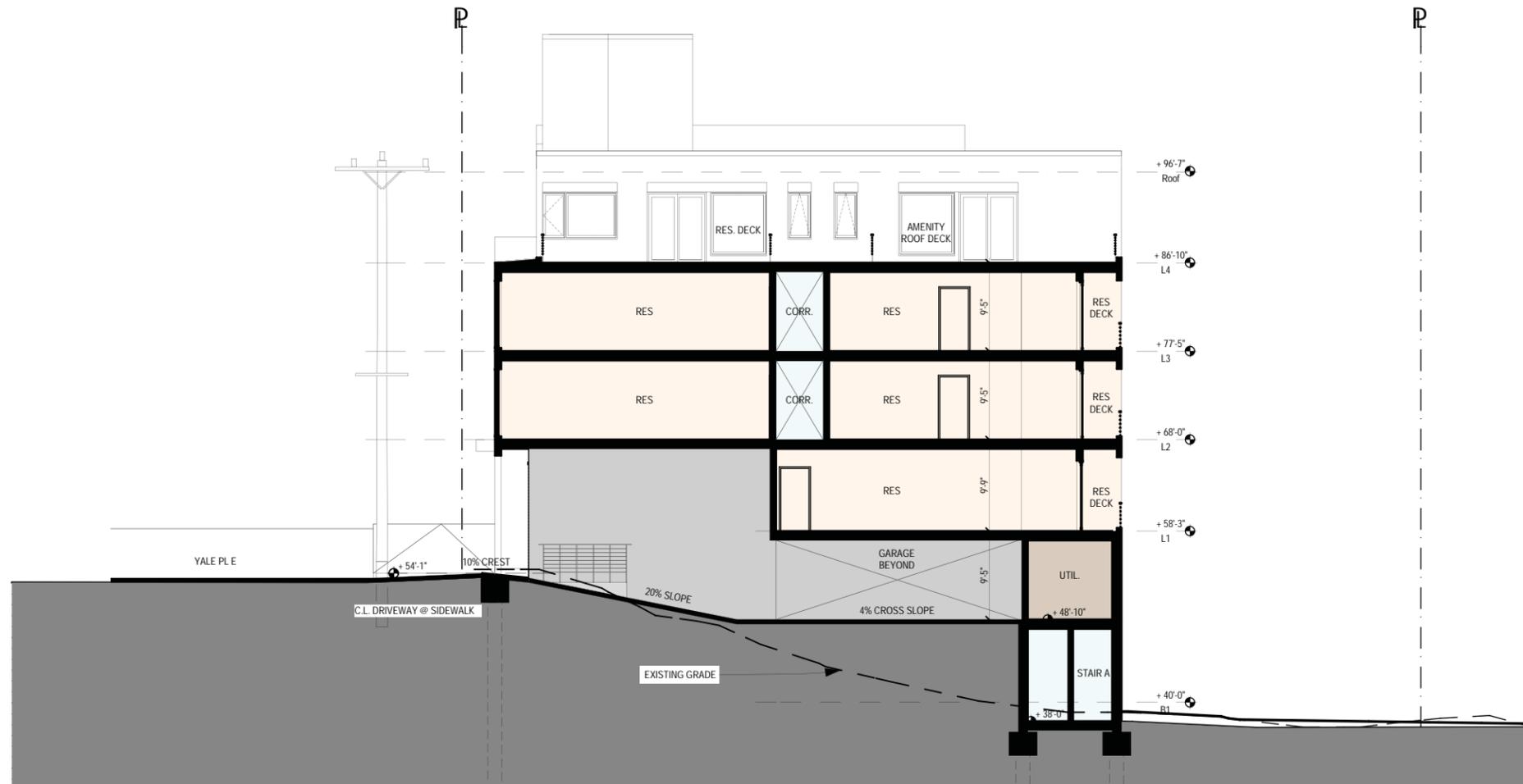
ELEVATION YALE WEST

B-1 Voluntary setbacks at Level 4 reduce bulk of building at most exposed side



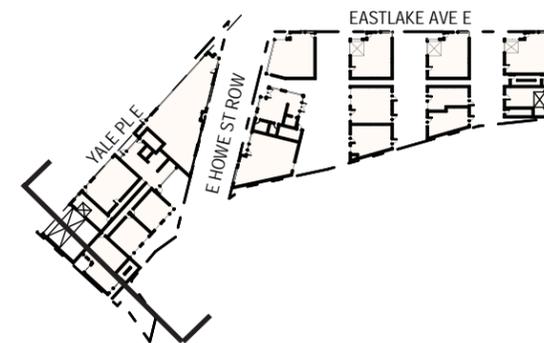
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|  | RESIDENTIAL COMMON AREAS |  | UTILITY / STORAGE |

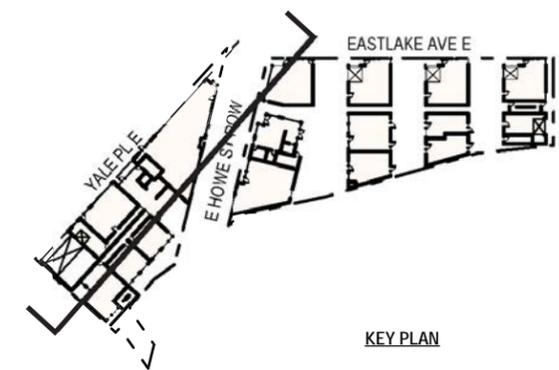


SECTION THROUGH PARKING GARAGE



COLOR KEY

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|  | RESIDENTIAL UNITS |  | PARKING |
|  | RESIDENTIAL PUBLIC SPACE |  | UTILITY / STORAGE |

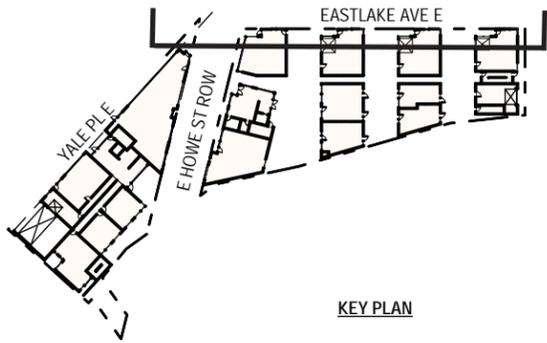


SECTION THROUGH EASTLAKE LOOKING EAST



COLOR KEY

- COMMERCIAL / LIVE WORK
- RESIDENTIAL UNITS
- RESIDENTIAL PUBLIC SPACE
- CIRCULATION
- PARKING
- UTILITY / STORAGE

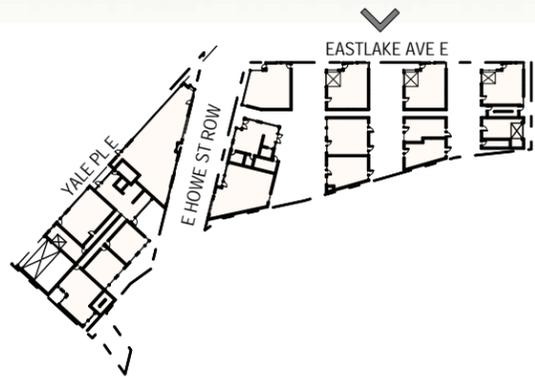


KEY PLAN

ELEVATION EASTLAKE EAST

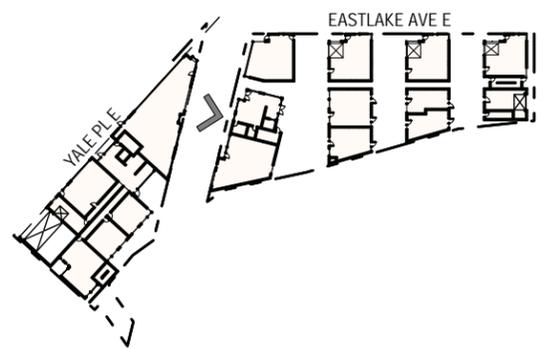


TREES/LANDSCAPING OMITTED FOR CLARITY

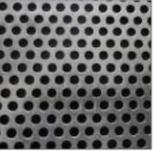


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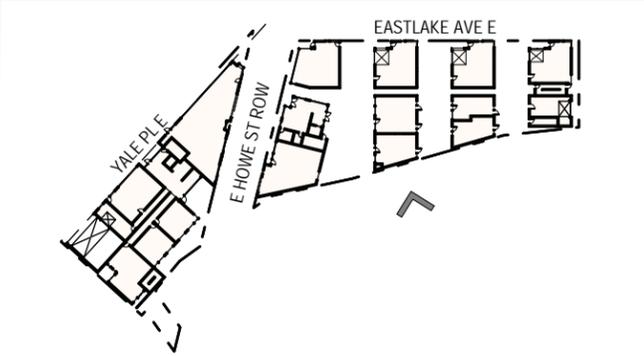
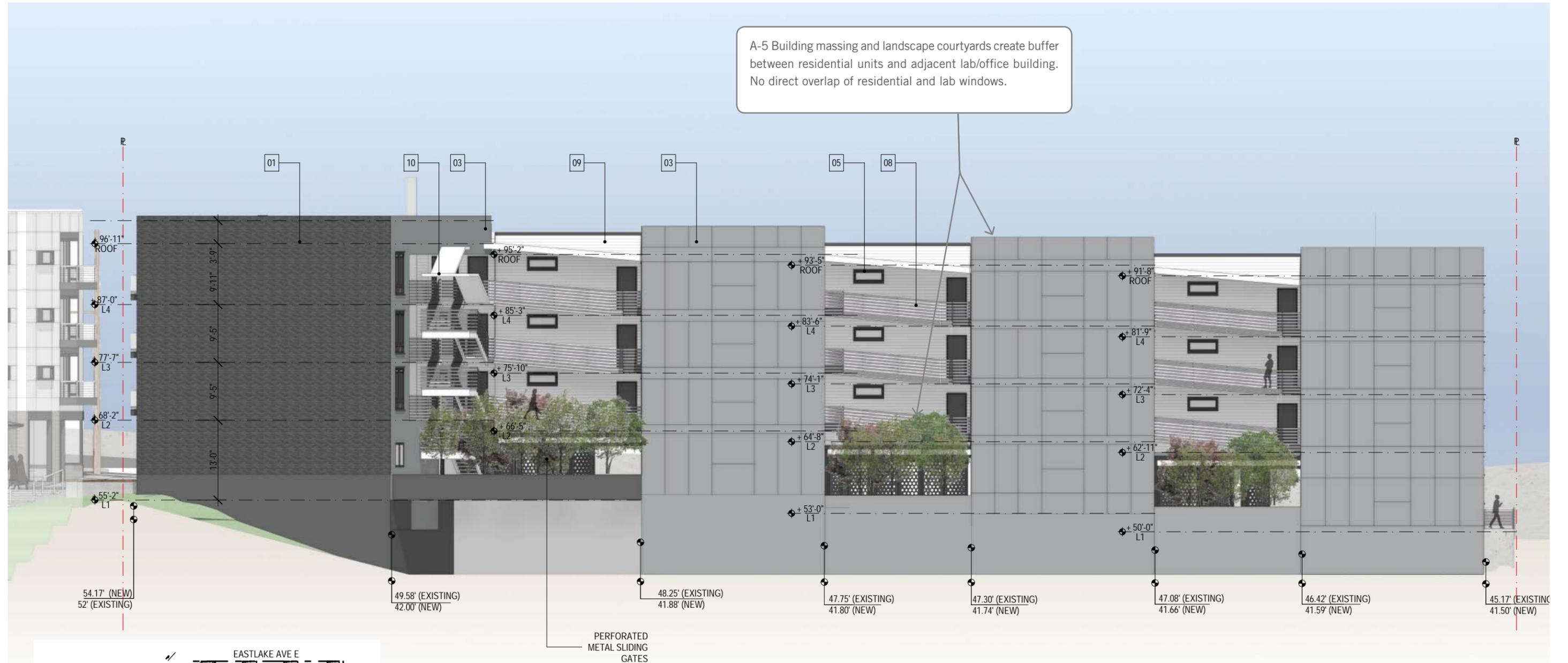
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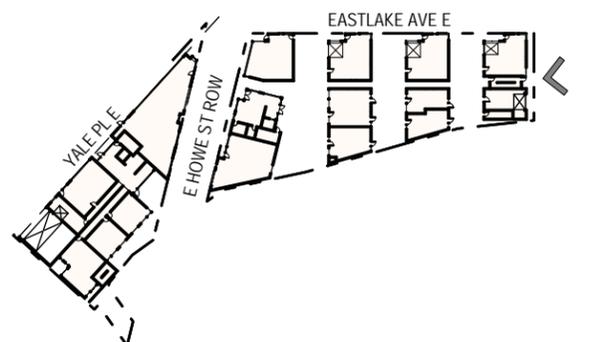
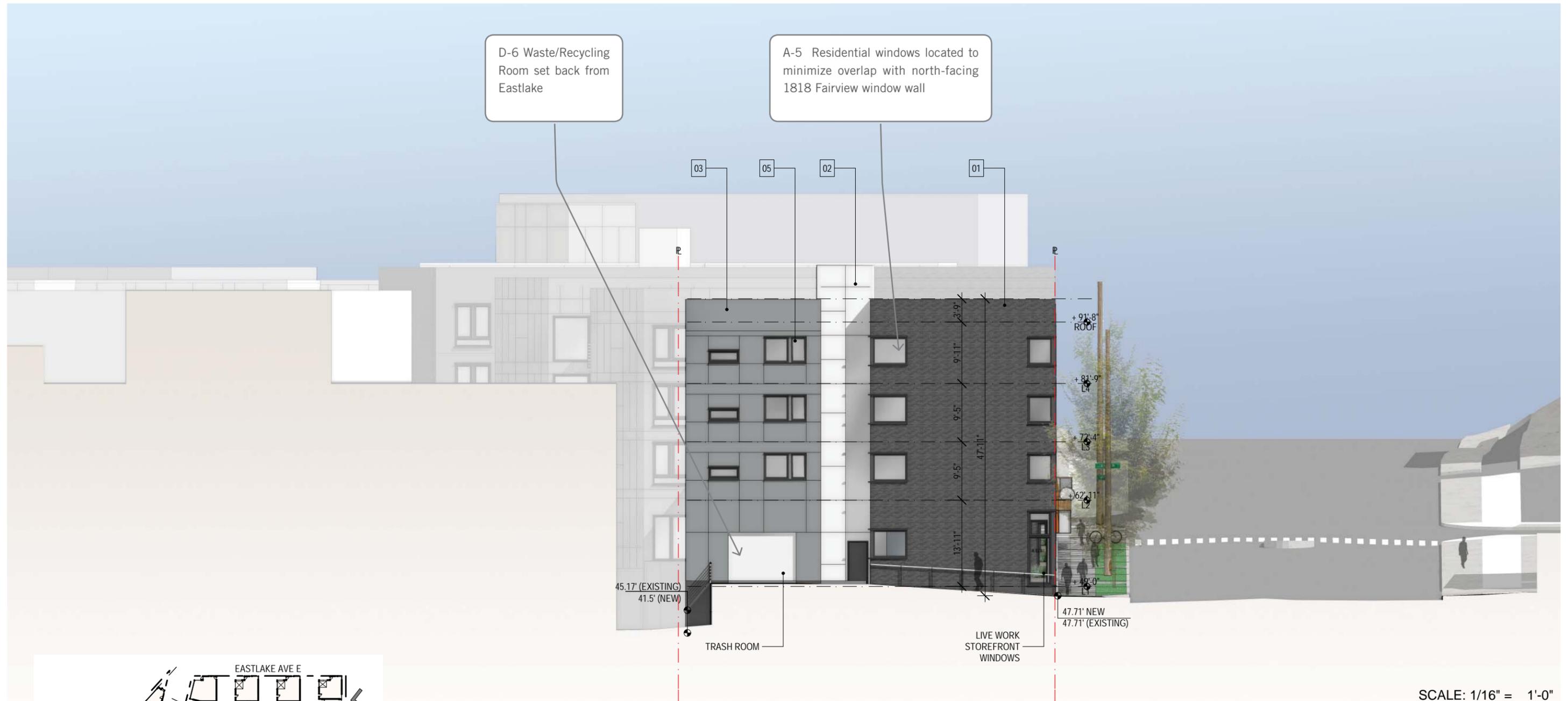
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ELEVATION EASTLAKE WEST



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 - 02 FIBER CEMENT PANEL
 - 03 FIBER CEMENT PANEL
 - 04 METAL SIDING
 - 05 TYP WINDOWS / TRIM/METAL ACCENT
 - 06 WOOD ACCENT/ SOFFIT
 - 07 PERFORATED METAL RAILS
 - 08 PAINTED HORIZONTAL RAILS
 - 09 FIBER CEMENT LAP SIDING
 - 10 PAINTED METAL STAIR

ELEVATIONS EASTLAKE NORTH COURTYARD

North courtyard is a gathering space at the intersection of egress paths in and out of the building. Includes raised wood patio and seat wall. trees - dogwoods, vine maple, Japanese maple, in-ground mix of grasses and bio-retention planter at the rear of the courtyard.



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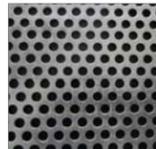
01 BRICK (COAL CREEK OR SIM)
- 

02 FIBER CEMENT PANEL
- 

03 FIBER CEMENT PANEL
- 

04 METAL SIDING
- 

05 TYP WINDOWS / TRIM/METAL ACCENT
- 

06 WOOD ACCENT / SOFFIT
- 

07 PERFORATED METAL RAILS
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08 PAINTED HORIZONTAL RAILS
- 

09 FIBER CEMENT LAP SIDING
- 

10 PAINTED METAL STAIR



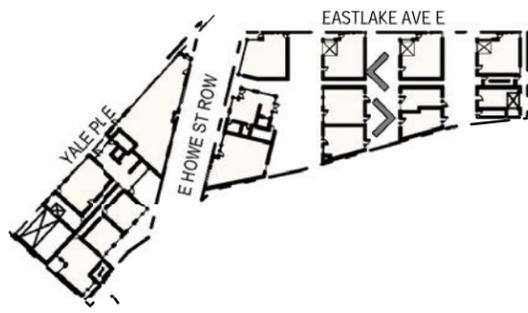
View from rear of North Courtyard looking east toward Eastlake Ave E



View from Eastlake Ave E to Central Courtyard

ELEVATIONS EASTLAKE CENTRAL COURTYARD

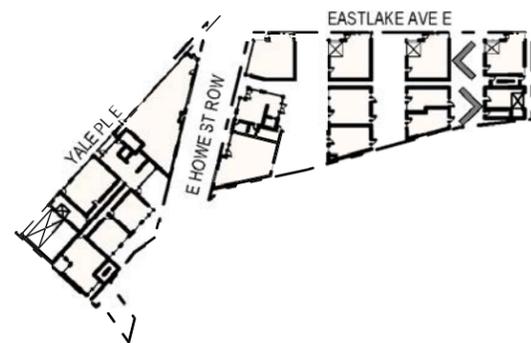
Central courtyard is the most private courtyard. Includes trees - vine maple, Japanese maple, in-ground mix of grasses and bio-retention planter at the rear of the courtyard.



- 
01 BRICK (COAL CREEK OR SIM)
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02 FIBER CEMENT PANEL
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03 FIBER CEMENT PANEL
- 
04 METAL SIDING
- 
05 TYP WINDOWS / TRIM METAL
- 
06 WOOD ACCENT / SOFFIT
- 
07 PERFORATED METAL RAILS
- 
08 PAINTED HORIZONTAL
- 
09 FIBER CEMENT LAP SIDING
- 
10 PAINTED METAL STAIR

ELEVATIONS EASTLAKE SOUTH COURTYARD

South courtyard is adjacent to the bike room and trash room. More private than the north courtyard and more public than the central courtyard, it is flexible space for group exercise, outdoor projects, and smaller gatherings. Includes benches, trees - Japanese maple, Persian ironwood, in-ground mix of planted herbs including lavender and rosemary and bio-retention planter at the rear of the courtyard.



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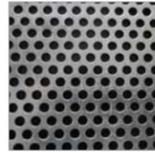
01 BRICK (COAL CREEK OR SIM)
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02 FIBER CEMENT PANEL
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03 FIBER CEMENT PANEL
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04 METAL SIDING
- 

05 TYP WINDOWS / TRIM/METAL ACCENT
- 

06 WOOD ACCENT / SOFFIT
- 

07 PERFORATED METAL RAILS
- 

08 PAINTED HORIZONTAL RAILS
- 

09 FIBER CEMENT LAP SIDING
- 

10 PAINTED METAL STAIR

LANDSCAPE PLANTS

PLANT LIST * LOW OR MODERATE WATER USAGE PER SUNSET WESTERN GARDEN GUIDE	
SYM.BOTANICAL NAME	COMMON NAME
STREET TREE (SPECIES APPROVED BY SDOT ARBORIST BILL AMES 12.10.2013)	
ULMUS PROPINQUA 'JFS-BIEBERICH' *	EMERALD SUNSHINE ELM
CARPINUS CAROLINIANA 'JFS-KW6'	'NATIVE FLAME' AMERICAN HORNBEAM
TREES	
ACER CIRCINATUM *	VINE MAPLE
ACER PALMATUM (GREEN)	JAPANESE MAPLE (GREEN)
AMELANCHIER X GRANDIFOLIA 'AUTUMN BRILLIANCE' *	'AUTUMN BRILLIANCE' SERVICEBERRY
CORNUS 'EDDIE'S' WHITE WONDER	'EDDIE'S WHITE WONDER' DOGWOOD
CERCIDIPHYLLUM JAPONICUM	KATSURA
MAGNOLIA SOULANGEANA	MAGNOLIA
PARROTIA PERSICA *	PERSIAN IRONWOOD
CHAMAECYPARIS LAWSONIANA 'GOLDEN KING'	'GOLDEN KING' PORT ORFORD CEDAR
SHRUBS	
>2' HT. BUXUS MICROPHYLLA 'WINTER GEM'	WINTER GEM BOXWOOD
>2' HT. LONICERA PILEATA *	PRIVET HONEYSUCKLE
>2' HT. PIERIS JAPONICA 'CAVATINE'	'CAVATINE' COMPACT PIERIS
>2' HT. VIBURNUM DAVIDII	DAVID'S VIBURNUM
>2' HT. NANDINA 'MOON BAY' *	'MOON BAY' NANDINA
>2' HT. PHYLLOSTACHYS AUREA *	GOLDEN BAMBOO
>2' HT. SPIRAEA JAPONICA 'LITTLE PRINCESS'	'LITTLE PRINCESS' SPIRAEA
>2' HT. ILEX CRENATA 'NORTHERN BEAUTY'	'NORTHERN BEAUTY' JAPANESE HOLLY
STORMWATER PLANT MIX	
JUNCUS PATENS 'CARMEN'S GRAY'	JAPANESE BULL RUSH
SALIX PURPUREA 'NANA'	DWARF BLUE ARCTIC WILLOW
SYMPHORICARPOS ALBUS *	SNOWBERRY
LOW PLANT MIX	
HAKONECHLOA MACRA	JAPANESE FOREST GRASS
EPIMEDIUM ALPINUM *	EPIMEDIUM
GROUNDCOVERS	
OPHIOPOGON PLANISCAPUS 'NIGRESCENS'	BLACK MONDO GRASS
LIRIOPE SPICATA *	LIRIOPE
HERB MIX	
LAVANDULA ANGUSTIFOLIA *	ENGLISH LAVENDER
ROSMARINUS OFFICINALIS *	ROSEMARY
VACCINIUM OVATUM *	EVERGREEN HUCKLEBERRY
LAVANDULA ANGUSTIFOLIA 'ALBA' *	'ALBA' LAVANDER
SALVIA OFFICINALIS	SAGE



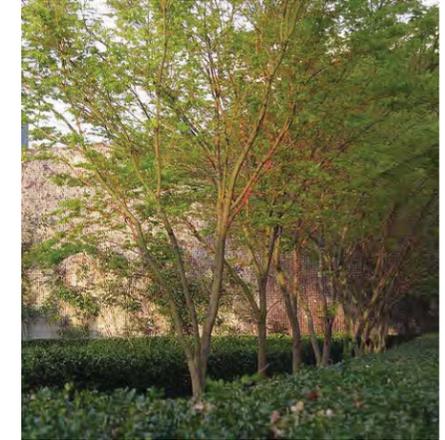
Emerald Sunshine Elm
Ulmus propinqua



American Hornbeam
Carpinus caroliniana



Vine Maple
Acer circinatum



Japanese Maple
Acer palmatum



'Eddie's White Wonder' Dogwood
Cornus 'Eddie's White Wonder'



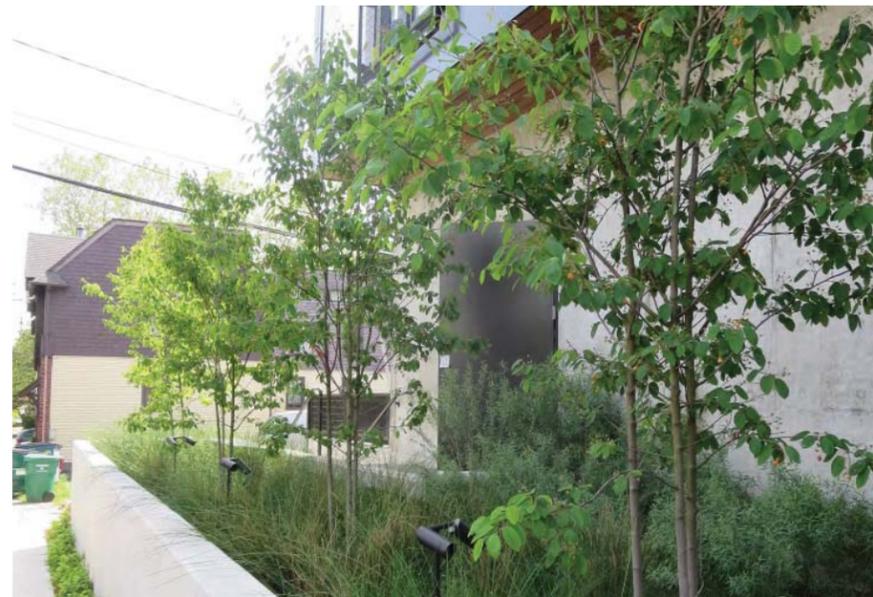
Katsura
Cercidiphyllum japonicum



Saucer Magnolia
Magnolia soulangeana



Persian Ironwood
Parrotia persica

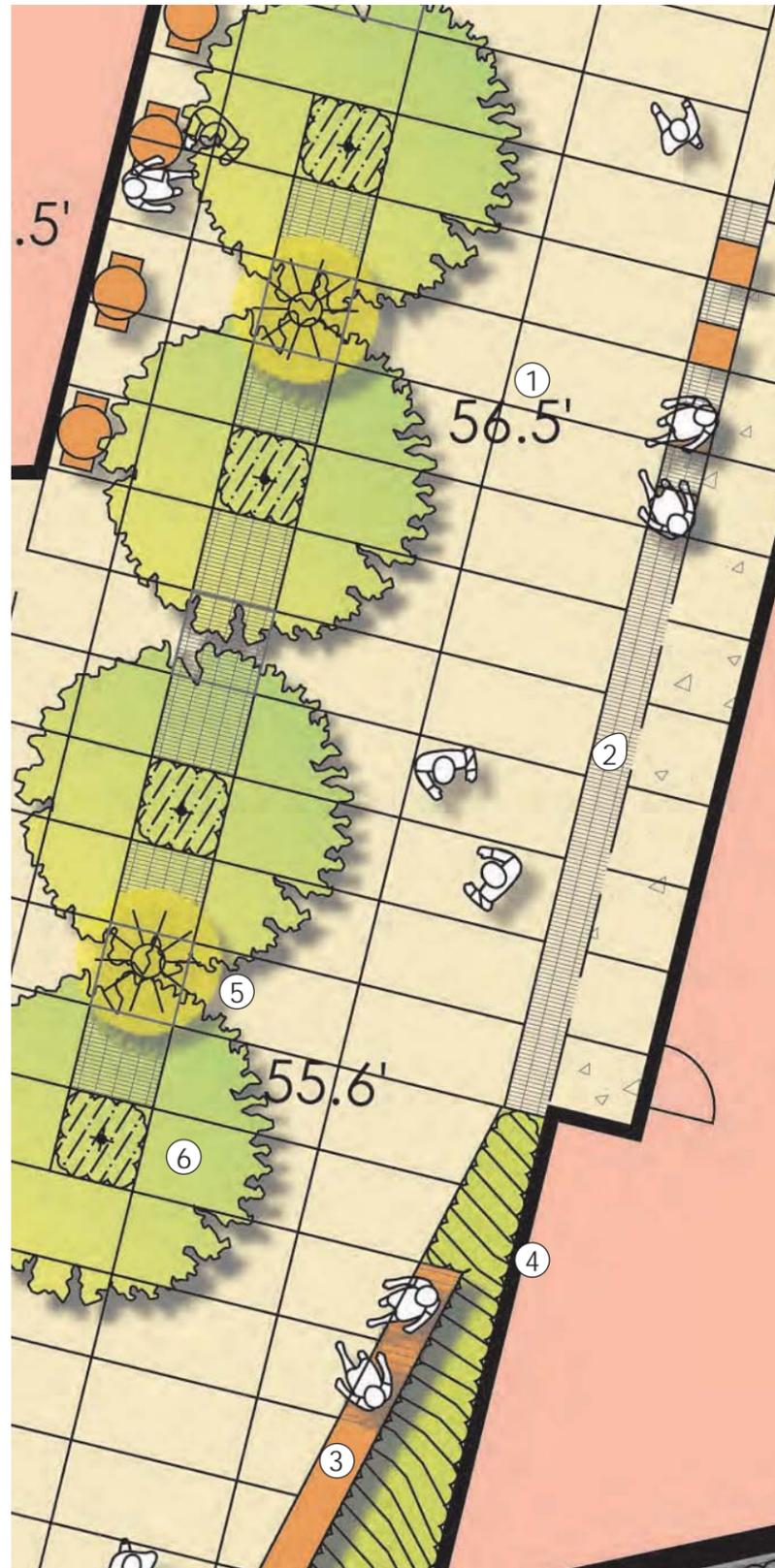


Stormwater Planter: Amelanchier, Juncus, Salix (Mercer + 19th)



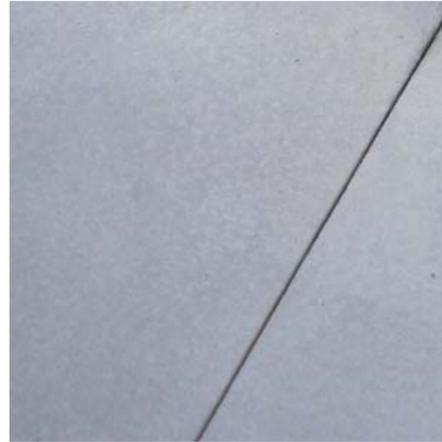
Herb Garden: Lavender, Rosemary, Sage





Scale 1:100

① STANDARD



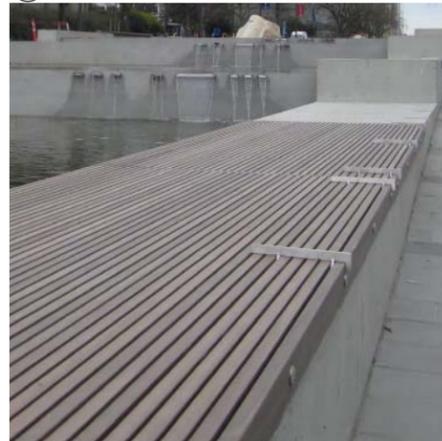
- 2x2, 4x4, 4x8, 8x8 Panels
- Lt. Sandblast/Broom Fin.
- Saw-cut Joints

② PAVERS



- Sand set (permeable) pavers
- 3"x12" x 4" thick, stack bond
- Vehicular rated

③ SEATWALLS



- Concrete seat wall
- Resysta top
- Anti-skate boarding hardware

④ SEAT CUBES



- Lt. Sandblast
- Optional top: Resysta/Polycarbonate

BIKE PARKING



- Inverted U, Galvanized, SDOT

⑤ LIGHTING



- SDOT Pole Light Options

FLEXIBLE SEATING



- Flexible Seating

⑥ TREES INSET



- Trees inset in Permeable Pavers (Morcor - 10th)

Pavements

Standard SDOT concrete pavements, natural grey concrete, with light sandblast finish and 2x2, 4x4, 4x8, 8x8 scoring pattern, reference the standard City sidewalk.

Site Furnishings/Programming

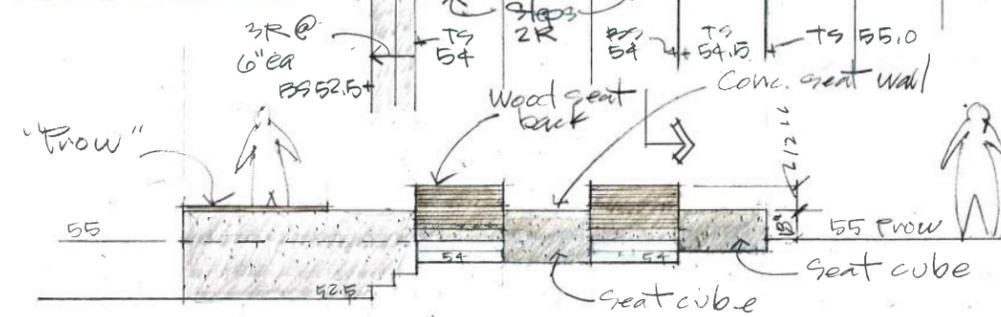
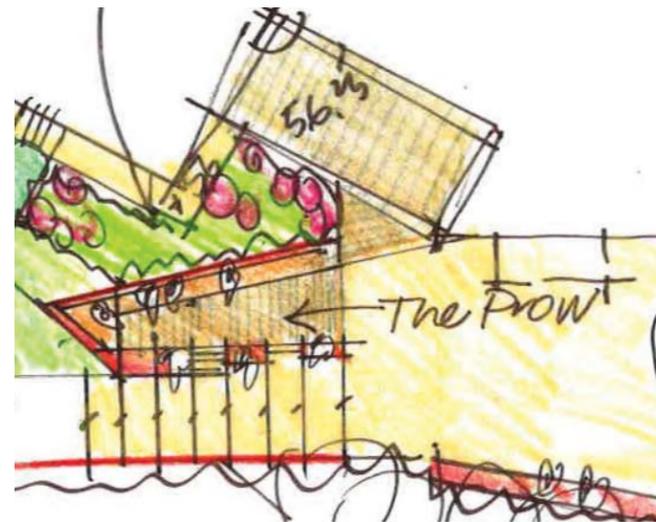
Programming is a flexible overlay. Seat cubes and seatwalls with sustainable Resysta reinforce the east-west primary movement axes. Movable seating provides a complement of seating with sun/shade options.

Safety And Security - Lighting

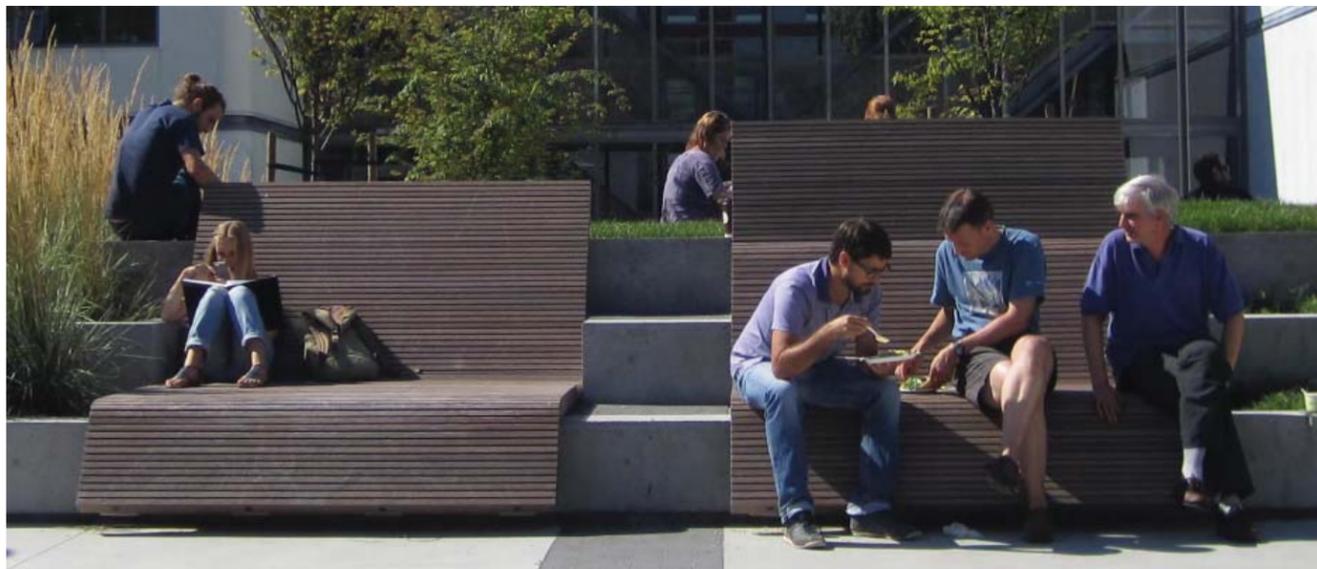
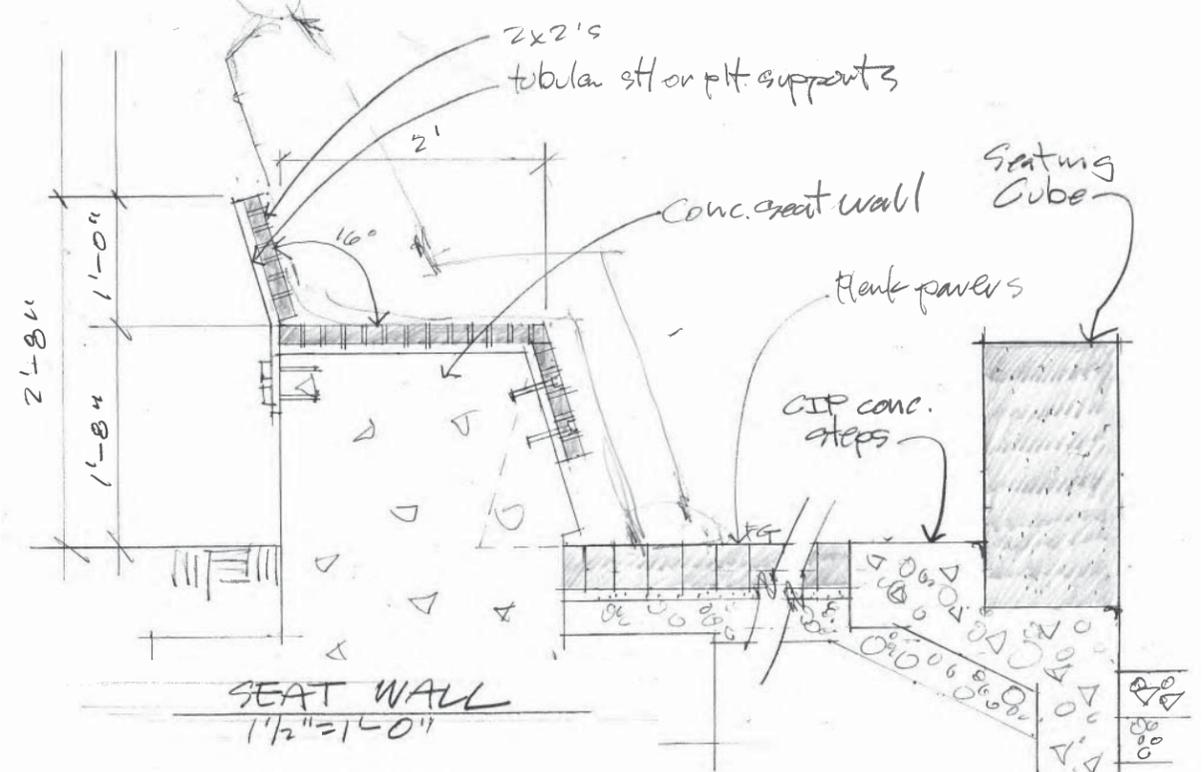
Careful attention is taken to keep circulation routes easily visible from multiple viewpoints, and to maximize and diversify use of Howe in all seasons to keep more eyes on the spaces, applying CPTED principles. Lighting is to be selected from SDOT updated fixtures list.



LANDSCAPE - PROW SEAT WALL DETAILS



SECTION/ELEVATION
1/4" = 1'-0"



Seat Wall (Resysta decking, UBC)



AERIAL VIEW OF PROJECT LOOKING WEST





VIEW WEST THROUGH E HOWE ST ROW





VIEW OF 1823 EASTLAKE AVE E FROM SOUTHEAST





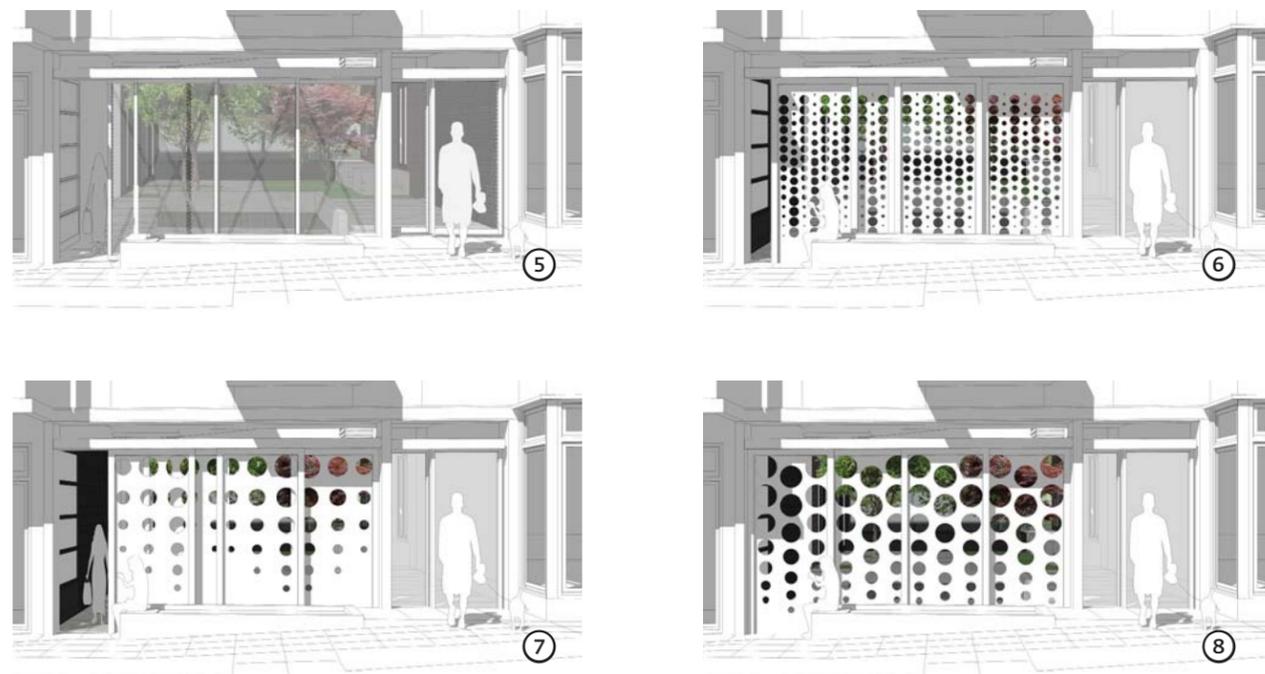
VIEW NORTH ALONG EASTLAKE AVE E





GATE OPERATION DIAGRAMS

Each pair of two doors is to operate on a separate track. Proposed variable-sized hole pattern balances openness and security. The hole pattern creates opportunities for varying levels of privacy and dynamic patterns of light and view as the doors are used in different configurations.

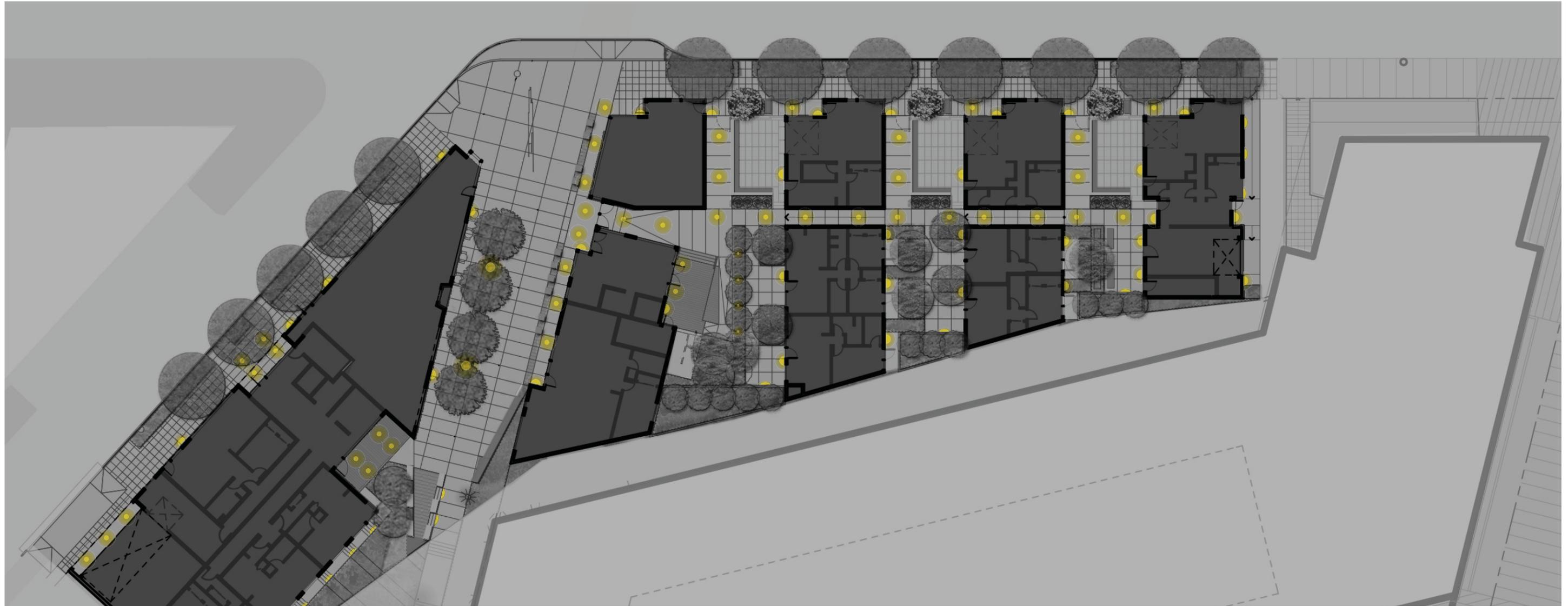


GATE STUDIES

Gate studies explore different hole patterns for varied visibility through the gate. Large hole patterns present security and design issues. Small hole patterns present privacy and opacity issues.



EXTERIOR LIGHTING CONCEPT PLAN



Fixture selections are conceptual. Final color/style tbd.



● Pedestrian Scale Streetlight



● Recessed Can Light



● Step Light



● Wall-mounted Sconce (commercial/live-work)



● Wall-mounted Sconce (Residential)



EASTLAKE LIVE WORK / COMMERCIAL SIGNAGE - BLADE SIGNS

YALE COMMERCIAL SIGNAGE - MOUNTED



EASTLAKE RESIDENTIAL ENTRY - CAST CONCRETE

YALE RESIDENTIAL ENTRY - CUT METAL

ZONING SUMMARIES

ZONING SUMMARY

Project Site Zoning	1903 Yale Place E	C1-40
Zoning Adjacent to Project Site	North	LR3 (Across Yale Place E)
	East	C1-40
	South	C1-40
	West	C1-40

Permitted Uses	23.47A.004	Residential Commercial Live/work	Permitted Permitted Permitted	32 Units 1 space 1 Unit
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Street Level Use	23.47.005.C	Residential uses are not limited at street-level because the project is not in a pedestrian designated zone.
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Street Level Development Standards	23.47A.008.A.2.b	Blank segments of street-facing façade between 2' & 8' may not exceed 20' in width	COMPLIANT
	23.47A.008.A.2.c	Total blank façade segments may not exceed 40% of the width of the street-facing façade	COMPLIANT
	23.47A.008.B.2.a	60% of the street-facing façade between 2' & 8" above the sidewalk shall be transparent	COMPLIANT
	23.47A.008.B.3	Nonres. uses shall be 30' and min. depth of 15' from the street-level, street-facing façade.	DEPARTURE REQUESTED
	23.47.008.B.3.b	Nonresidential uses at street level shall have a floor-to-floor height of at least 13'. 27.99' Average, 10.17' Min Provided 13' Floor to Floor Min. Provided	COMPLIANT

Structure Height	23.47A.012	Allowable structure height = 40'	
	23.47A.012.A.1.a DR 4-2012	44' structure height allowed if 13' provided @ street level nonresidential uses Height measurement based on "Option for calculating average grade level to measure height" per SMC 23.86.006.A.2.	43.45' Max Provided COMPLIANT

FAR	23.47A.013, Table A	FAR = 3.25 x 10,020 = 32,565 S.F. Max.	3.16 FAR Provided	COMPLIANT
	23.47A.013.D	Gross floor area below grade is not counted towards FAR.		

Setback Reqs.	23.47A.014	
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Landscape and Screening Standards	23.47A.016.A.2	With more than 4 units, landscaping must achieve a Green Factor score of .30 or greater	.308 Green Factor Provided	COMPLIANT
	23.47.A.016.B	Street trees are required.		COMPLIANT

Amenity Area	23.47A.024.A	5% of total gross residential floor area, excluding area used for mechanical equipment	1653 SF Provided	COMPLIANT
	23.47A.024.B1	All residents shall have access to at least one common or private amenity area		
	23.47A.024.B.4	Common amenity area shall be 250 s.f. min and no horiz. dimension shall be less than 10'.		
	23.47A.024.B.5	Private balconies/decks shall be 60 s.f. min and no horiz. dimension shall be less than 6'.		

Parking Location & Access	23.47A.032.A.1	Access is permitted across one of the side street lot lines pursuant to 23.47A.032.C; curb cuts per 23.54.030.F.2.a.1.	Parking access provided from Yale Place E	COMPLIANT
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Required Parking	23.54.015, Table B Residential	No residential parking required Urban residential village, located within 1230 feet of street with frequent transit service	22 residential spaces provided	COMPLIANT
	23.54.015, Table A Non-residential	No non-residential parking required Urban residential village, located within 1230 feet of street with frequent transit service	No non-residential parking provided	
	23.54.015, Table A Live-work	No live-work parking required: all live work units less than 1,500 SF	No live-work parking provided	

Parking Space Standards	23.54.030	Parking for residential uses provided in excess of the quantity required by Section 23.54.015 is exempt from the requirements of subsections 23.54.030.A and 23.54.030.B.		COMPLIANT
	23.54.030.D.1.c Residential uses	Two-way traffic driveways shall be 20' min.	22' driveway provided	COMPLIANT
	23.54.030.D.3	Max. driveway slope is 15%. Director may permit a driveway slope greater than 15% if: a. topography or special characteristics make 15% max slope in feasible. b. additional amount of slope is least permitted to accommodate lot conditions c. driveway is still usable to access lot.	20% Slope Max Provided	DIRECTOR APPROVED
	23.54.030.G.2	For two-way driveways 22' wide, a sight triangle on the side of the driveway used as an exit shall be provided.	Sight Triangle Provided	COMPLIANT

Bike Parking	23.54.015, Table E	Residential	1 stall/4 dwelling units	32 dwelling units/4= 8 Spaces Required	32 Stalls Provided	COMPLIANT
	23.54.015 Table E	Eating/ Drinking	Long Term	1/12,000 SF	1 stall required	1 Stall Provided
	23.54.015 Table E	Live/work	Short Term	1/4000 SF	1 stall required	1 Stall Provided

Solid Waste	23.54.040.B	Mixed use development that contains both residential and nonresidential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development plus 50 percent of the requirement for nonresidential development. Storage space for garbage may be shared between residential and nonresidential uses, but separate spaces for recycling shall be provided.		
	23.54.040.D	For 9 dwelling units or more, the min. horiz. dimension of required storage space is 12'.		
	From Table 23.54.040 Table A	Required (26-50 dwelling units) Required (0 - 5,000 SF commercial)	375 SF 82 SF x 50% = 41 SF	
	23.54.040.F	Total required storage space	416 SF	363 SF Provided

Structural Building	23.53.035	Vert. Clr. 8' min. above sidewalk		COMPLIANT
		Balconies	3' horizontal projection max.	COMPLIANT
			Open portions of balcony > 50% sum of areas of vertical surface	COMPLIANT
			9' max. length @ 3' from line establishing open area	DEPARTURE REQUESTED
			Min. separation between balconies 2'-8"	COMPLIANT
			Min. separation from interior lot line 1'-4".	COMPLIANT

ZONING SUMMARY

Project Site Zoning	1823 Eastlake Ave E	C1-40
Zoning Adjacent to Project Site	North	C1-40
	East	C1-40
	South	C1-40
	West	C1-40

Permitted Uses	23.47A.004	Residential Commercial Live/work	Permitted Permitted Permitted	58 Units 1 Space 4 Units
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Street Level Use	23.47.005.C	Residential uses are not limited at street-level because the project is not in a pedestrian designated zone.
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Street Level Development Standards	23.47A.008.A.2.b	Blank segments of street-facing façade between 2' & 8' may not exceed 20' in width	COMPLIANT
	23.47A.008.A.2.c	Total blank façade segments may not exceed 40% of the width of the street-facing façade	COMPLIANT
	23.47A.008.B.2.a	60% of the street-facing façade between 2' & 8" above the sidewalk shall be transparent	COMPLIANT
	23.47A.008.B.3	Nonres. uses shall be 30' avg depth	30.8' Min Avg Provided
	23.47.008.B.3.b	Nonresidential uses at street level shall have a floor-to-floor height of at least 13'. 0.00' Min. 12'-0" Min	DEPARTURE REQUESTED

Structure Height	23.47A.012	Allowable structure height = 40'	
	23.47A.012.A.1.a DR 4-2012	44' structure height allowed if 13' provided @ street level nonresidential uses Height measurement based on "Option for calculating average grade level to measure height" per SMC 23.86.006.A.2.	44'-0" Max Provided COMPLIANT

FAR	23.47A.013, Table A	FAR = 3.25 x 17,400 = 56,550 S.F. Max.	3.07 FAR Provided	COMPLIANT
	23.47A.013.D	Gross floor area below grade is not counted towards FAR.		

Setback Reqs.	23.47A.014	No setbacks required	N/A
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Landscape and Screening Standards	23.47A.016.A.2	With more than 4 units, landscaping must achieve a Green Factor score of .30 or greater	.341 Green Factor Provided	COMPLIANT
	23.47.A.016.B	Street trees are required.		COMPLIANT

Amenity Area	23.47A.024.A	5% of total gross residential floor area, excluding area used for mechanical equipment	2528 SF Provided	COMPLIANT
	23.47A.024.B1	All residents shall have access to at least one common or private amenity area		
	23.47A.024.B.4	Common amenity area shall be 250 s.f. min and no horiz. dimension shall be less than 10'.		
	23.47A.024.B.5	Private balconies/decks shall be 60 s.f. min and no horiz. dimension shall be less than 6'.		

Parking Location & Access	23.47A.032.A.1	Access is permitted across one of the side street lot lines pursuant to 23.47A.032.C; curb cuts per 23.54.030.F.2.a.1.	Parking access provided from Yale Place E (DPD #3015480)	
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Required Parking	23.54.015, Table B Residential	No residential parking required Urban residential village, located within 1230 feet of street with frequent transit service	42 residential spaces provided in garage shared with DPD #3015480	
	23.54.015, Table A Non-residential	No non-residential parking required Urban residential village, located within 1230 feet of street with frequent transit service	No non-residential parking provided	
	23.54.015, Table B Live-work	No live-work parking required: all live work units less than 1,500 SF	No live-work parking provided	

Parking Space Standards	23.54.030	Parking for residential uses provided in excess of the quantity required by Section 23.54.015 is exempt from the requirements of subsections 23.54.030.A and 23.54.030.B.
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Bike Parking	23.54.015, Table E	Residential	1 stall/4 dwelling units	58 apartment units/4= 15 Spaces Required	60 Spaces Provided	COMPLIANT
	23.54.015 Table E	Sales	Long Term	1/12,000 SF	1 stall required	1 Stall Provided
		Sales	Short Term	1/4000 SF	1 stall required	1 Stall Provided

Solid Waste	23.54.040.B	Mixed use development that contains both residential and nonresidential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development plus 50 percent of the requirement for nonresidential development. Storage space for garbage may be shared between residential and nonresidential uses, but separate spaces for recycling shall be provided.		
	23.54.040.D	For 9 dwelling units or more, the min. horiz. dimension of required storage space is 12'.		
	From Table 23.54.040 Table A	Required (51-100 dwelling units) Required (5000 - 15,000 SF commercial)	375 SF + 32 (4 SF / qly units above 50) = 407 SF 125 SF x 50% = 62.5 SF	
	23.54.040.F	Total required storage space	470 SF	503 SF Provided All containers 2 cubic yards or smaller

Structural Building Overhangs	23.53.035	Vert. Clr. 8' min. above sidewalk	Provided	COMPLIANT
		Balconies	3' horizontal projection max.	COMPLIANT
			Open portions of balcony > 50% sum of areas of vertical surface	COMPLIANT
			9' max. length @ 3' from line establishing open area	COMPLIANT
			Min. separation between balconies 2'-8"	COMPLIANT
			Min. separation from interior lot line 1'-4".	COMPLIANT

DEPARTURE 1 : COMMERCIAL SPACE MINIMUM DEPTH

CODE CITATION:

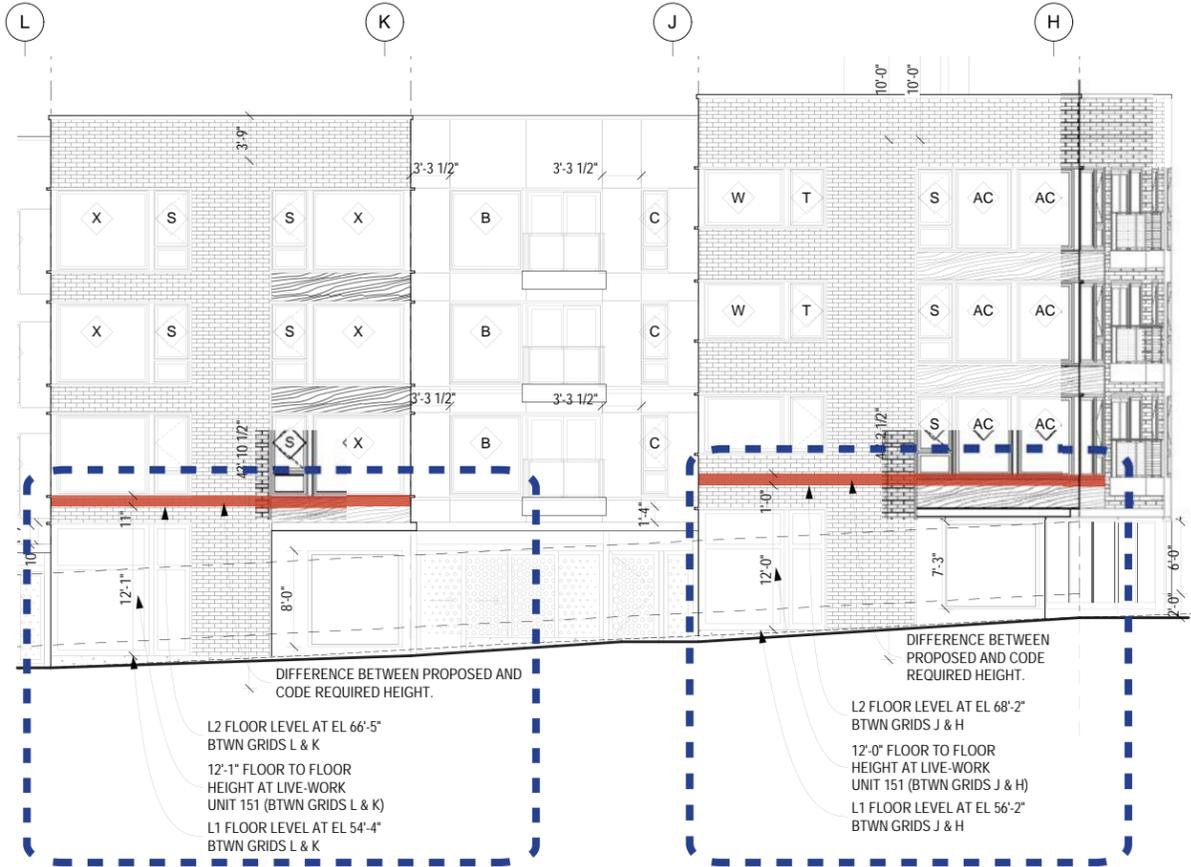
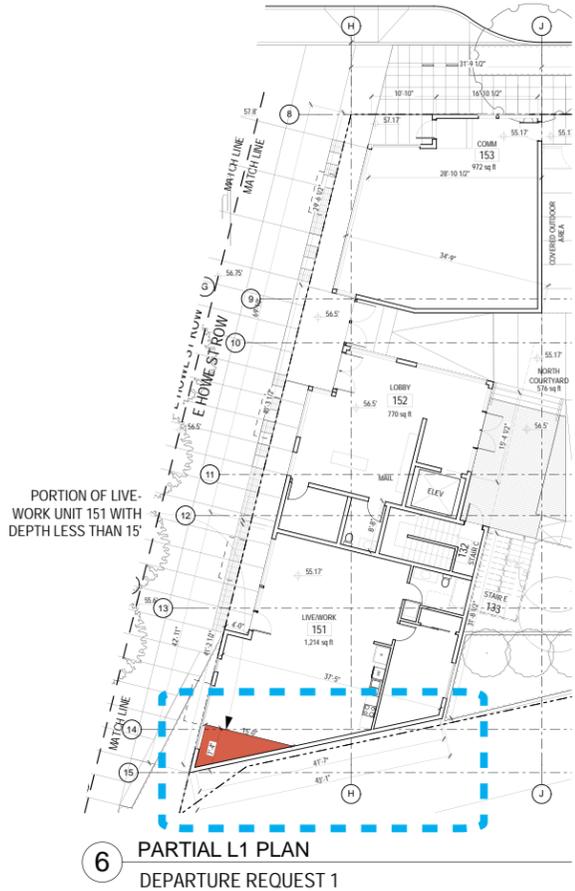
Street Level Development Standards 23.47A.008.B.3: Height and depth provisions for new structures or new additions to existing structures. Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

PROPOSED DEPARTURE :

Allow 0' min depth at live-work Unit 151 fronting E Howe St ROW

JUSTIFICATION :

Live-work unit 151 has an area that does not meet the minimum 15' perpendicular depth required from the E Howe St ROW. The depth of the unit measured along the exterior wall is 41'7" and the average depth of live-work/commercial along E Howe is 30.2'. This departure request is due to the irregular shape of the site. Allowing the departure permits the building to maintain simple massing from ground to sky (C-2 Architectural Concept and Consistency).



DEPARTURE 2 : COMMERCIAL FLOOR TO FLOOR HEIGHT

CODE CITATION:

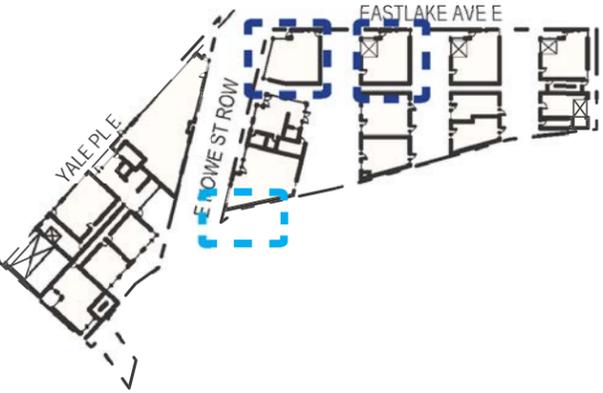
Street Level Development Standards 23.47A.008.B.3: Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

PROPOSED DEPARTURE :

Allow 12' floor to floor height at live-work Unit 154 and commercial space 153.

JUSTIFICATION :

On the Eastlake site, each massing segment to steps with grades and each live-work/commercial unit has entry at grade. Due to the rate the sidewalk slope and building height limits, the 12'-0" floor to floor allows the floor level of Units 153 and 154 to be at grade. All of the other live-work and commercial spaces in the project have 13' floor to floor or greater. Without the departure, the floor level of these two units would be 1' below grade. While this is doable it will not create as good a commercial/live-work environment at the street. Both units are small-scale. As a result they will not likely have large HVAC or similar requirements that would encroach on ceiling height - this is one reason often cited for taller floor to floor heights at commercial spaces. Permitting the departure will allow the project to step with grades and to create the most hospitable pedestrian and commercial environment along Eastlake. (A-1 Responding to Site Characteristics, Streetscape Compatibility).



Key Plan - First Floor Plan

DEPARTURES YALE

DEPARTURE 1 : COMMERCIAL SPACE MINIMUM DEPTH

CODE CITATION:

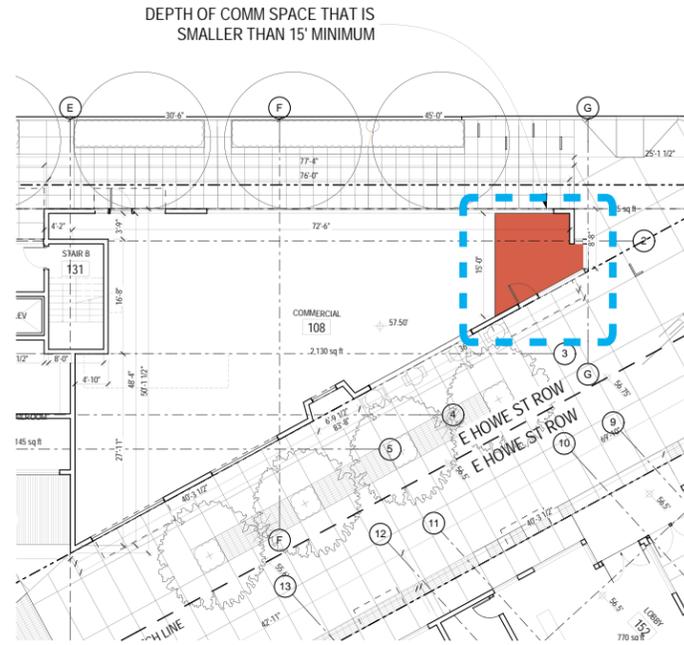
Street Level Development Standards 23.47A.008.B.3: Height and depth provisions for new structures or new additions to existing structures. Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

PROPOSED DEPARTURE:

Allow 10'-2" minimum depth at the commercial space on Yale Place E

JUSTIFICATION:

The commercial space has a minimum depth of 10'-2" and maximum depth of 48'-4". The substandard minimum depth is a result of the triangular shape of the site. Permitting the substandard depth allows for better response to the triangular shape of the site (A-1 Responding to Site Characteristics) and for stronger architectural massing (C-2 Architectural Concept and Consistency) with a defined corner (A-10 Corner Lots). Locating the commercial space at the corner supports a vibrant streetscape (A-4 Human Activity) and commercial transparency (D-11 Commercial Transparency).



Departure 1: Partial Yale First Floor Plan

DEPARTURE 3 : COMMERCIAL SPACE AVERAGE DEPTH

CODE CITATION:

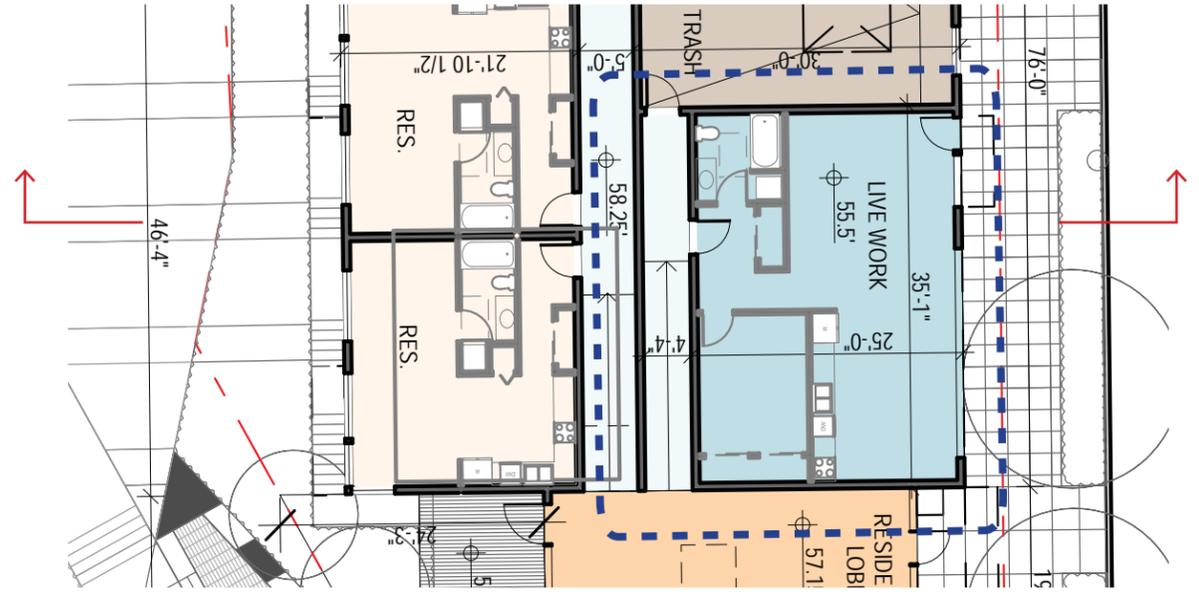
Street Level Development Standards 23.47A.008.B.3: Height and depth provisions for new structures or new additions to existing structures. Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

PROPOSED DEPARTURE:

Allow 27.92' average depth for livework and commercial space on Yale Place E.

JUSTIFICATION:

The substandard average depth is the result of the live-work depth. The site is relatively narrow at this point. The applicant team feels it is desirable to have active uses on Yale and Howe. Permitting the proposed live-work depth allows for active uses on both sides of the building and internal circulation necessary for the building to function well. Without the departure, the residential use on E Howe St would be eliminated. Because most of the wall area at this location is not technically on E Howe St, there are minimal street level use requirements for this segment of facade. Permitting the departure supports active uses and eyes on the street on both sides of the building. (A-4 Human Activity) and minimizes blank walls on E Howe St.

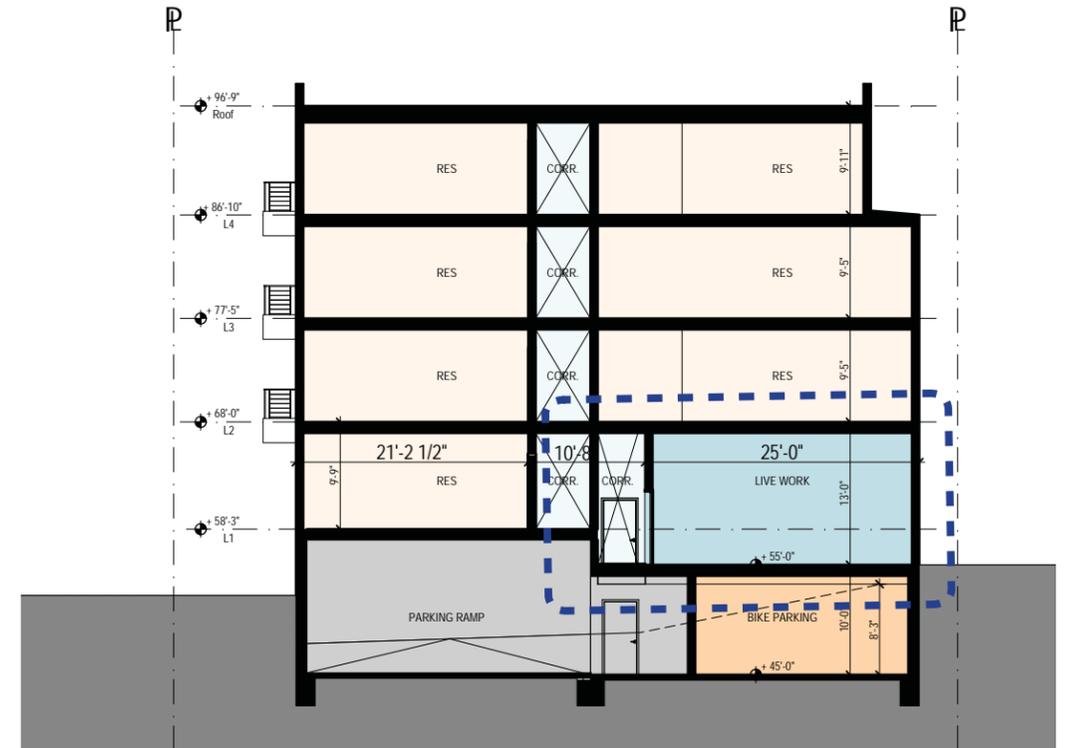


Departure 3: Partial Yale First Floor Plan



Key Plan - First Floor Plan

Departure 2: Yale South Elevation



Departure 3: Yale Section through Live-work

DEPARTURE 2 : STRUCTURAL BUILDING OVERHANGS

CODE CITATION:

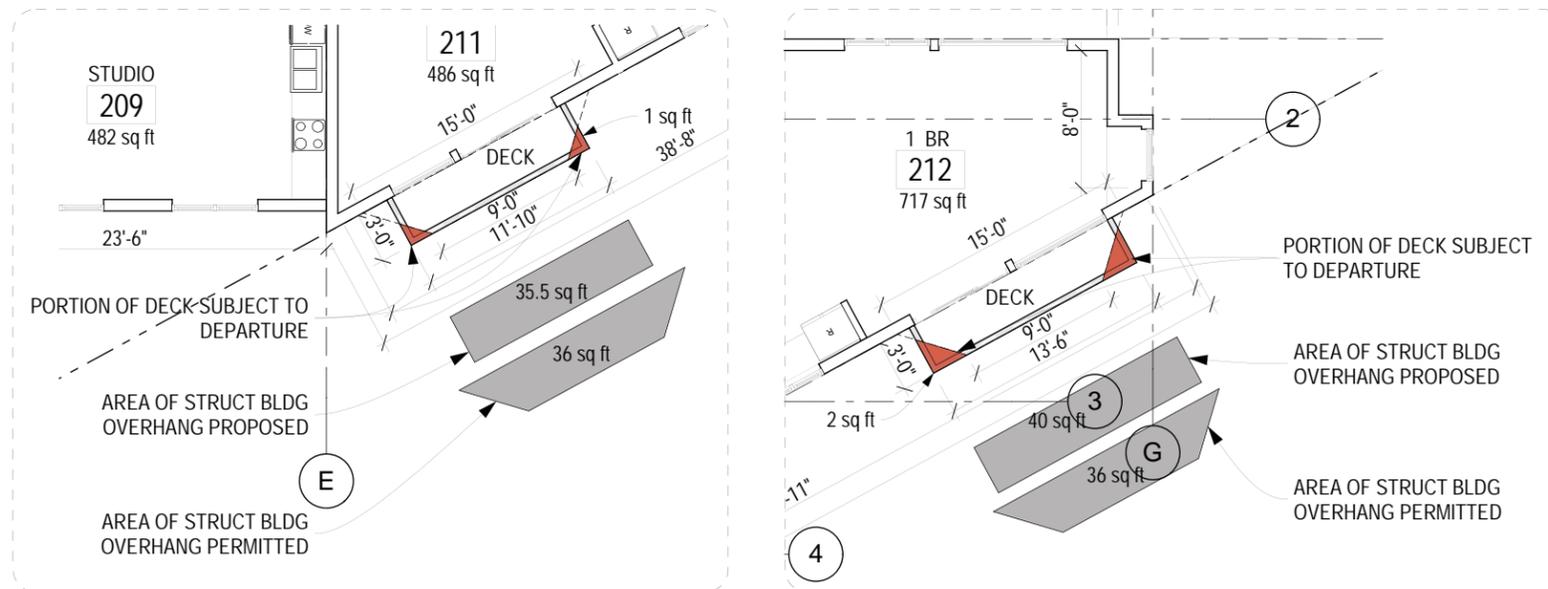
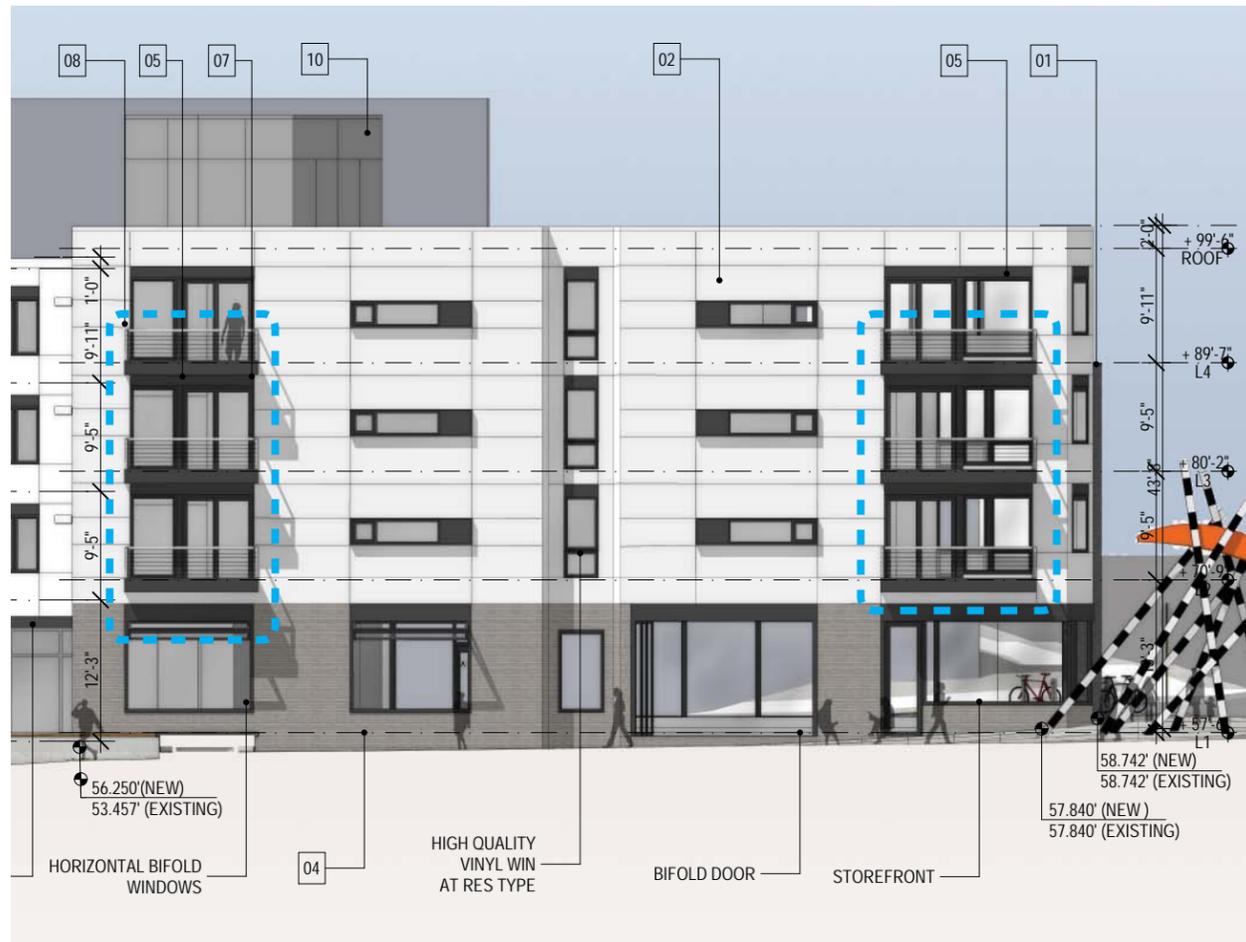
Structural Building Overhang 23.53.035: The maximum length of each balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15 foot dimension, reaching a maximum of 9 feet along a line parallel to and at a distance of 3 feet from the line establishing the open area

PROPOSED DEPARTURE:

Allow 14' length @ outside edge of structural building overhang along E Howe St ROW.

JUSTIFICATION:

The size and shape of the decks that overhang the ROW on E Howe St support the design logic of the building. The decks extend the length of the windows and help reinforce the vertical expression of the building massing. By code a 36 SF deck is permitted. At one overhang, there is no increase in area. At the other, there is an 4 SF increase. Permitting the departure helps support the overall building expression (C-2 Architectural Concept and Consistency).



4 DEPARTURE 3: STRUCTURAL BUILDING OVERHANG ON SOUTH ELEVATION

Key Plan - First Floor Plan

DIAGRAMS SETBACKS

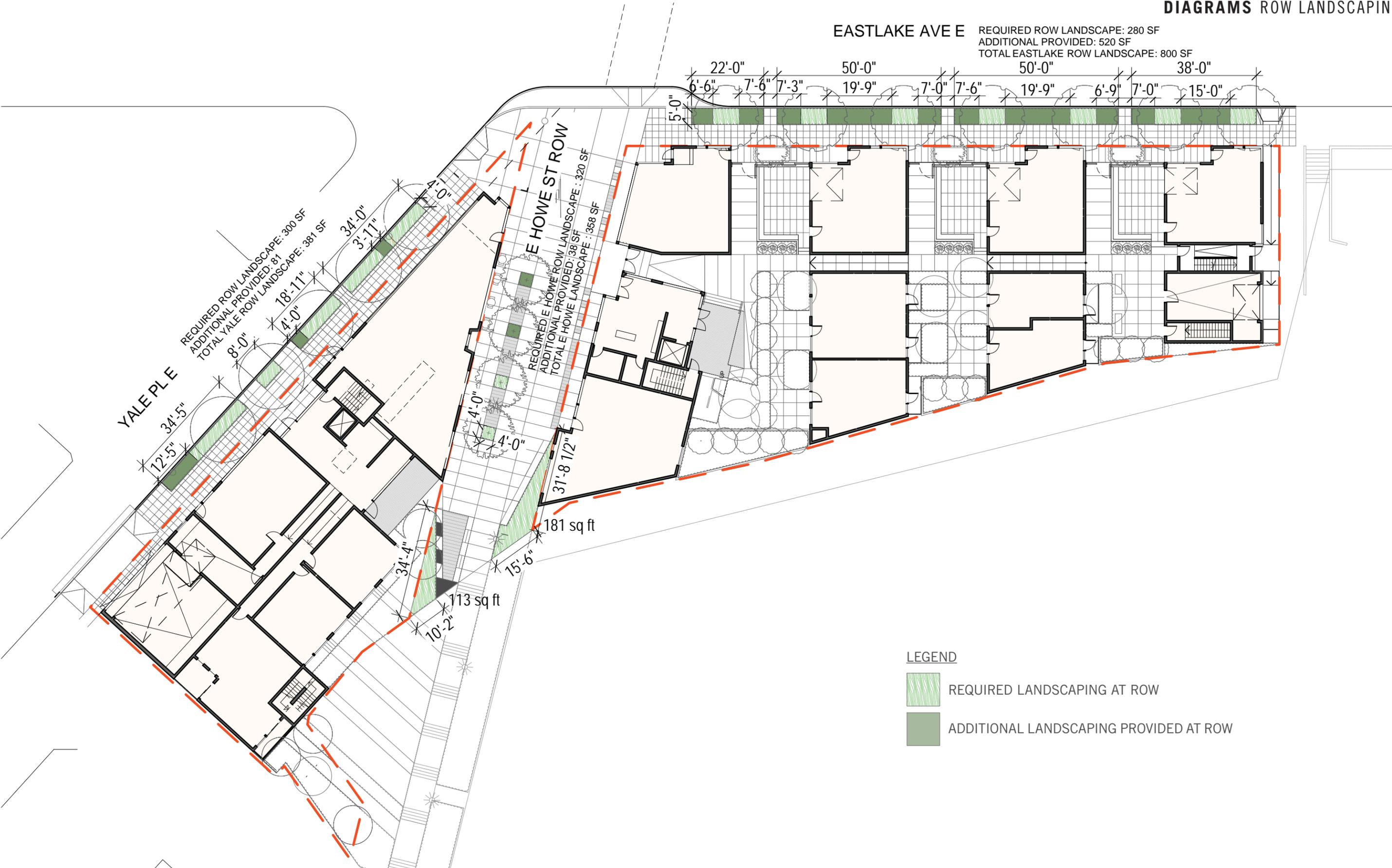
Diagram on the following pages shows voluntary and required building setbacks, ROW landscaping in excess of required ROW landscaping and quantity of proposed public seating at E Howe St ROW.



LEGEND

-  REQUIRED SETBACK
-  FULL HEIGHT VOLUNTARY SETBACK
-  GROUND LEVEL VOLUNTARY SETBACK
(8'-6" MINIMUM HEIGHT)

EASTLAKE AVE E
REQUIRED ROW LANDSCAPE: 280 SF
ADDITIONAL PROVIDED: 520 SF
TOTAL EASTLAKE ROW LANDSCAPE: 800 SF

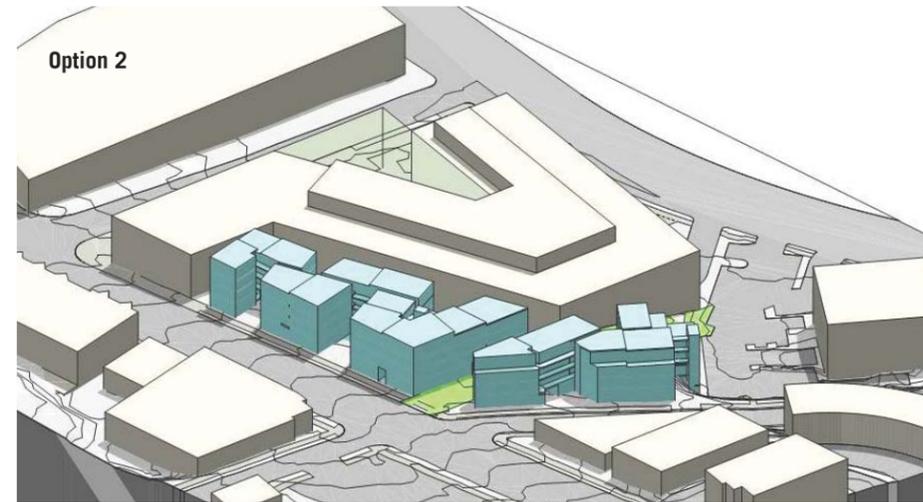


DIAGRAMS SEATWALLS



LEGEND

-  PUBLIC SEATING
-  2' X 2' SEAT CUBES (QTY 8)
-  SEAT WALLS AT PROW (77 LINEAR FEET)



PROS

Staggered "L-shaped" building elements have street-facing courtyards and single loaded corridors - opportunities for solar access, views and for passive ventilation.

Rhythm of building elements and intermediary courtyard spaces reduces scale along street front

Residential entries are visible in courtyard, close to Eastlake Ave. E.

PROS

Massing creates ±60' street frontages and street level public and semi-public courtyards at the front and back of the site. ±60' street facing massing is in keeping with width of adjacent parcel-based apartment buildings.

West facing interior courtyards for west units

PROS

Rhythm of massing and open space creates building scale portals with views to landscape courtyards. All courtyards are visible from street.

Inverse "E" diagram breaks down scale along street front and offers best access to sun, open space, passive ventilation for largest number of units.

East-west orientation of courtyards allows for solar access, open space, passive ventilation while minimizing privacy issues with 1818 Fairview project.

"E" massing has least construction challenges for stepping all floor levels with site.

Combined parking structure with two-way parking access from Yale Pl E minimizes intrusion of car on pedestrian environment.

CONS

Massing is focused at back of Eastlake site. Many units face the future 1818 Fairview project directly. This creates privacy/view issues.

"L" shaped diagram breaks down at Yale site.

Of all schemes "L" shaped diagram also has most challenges for stepping massing with the site.

Rhythm of building elements on Eastlake may feel too small in scale compared to adjacent buildings.

Below grade street vacation required for parking.

CONS

Angled, stepped building forms are more complicated from a construction standpoint without commensurate gain in livability/features.

Option presents challenges for ramping residential horizontal circulation.

Units at back of Eastlake site have privacy/view issues with 1818 Fairview project.

Portions of open space concealed from street views.

Below grade street vacation required for parking.

CONS

Below grade street vacation required for parking.

DESIGN GUIDELINES REFLECTED IN OPTION 1

- A-1 Alphabet massing responds to site conditions
- A-2 Option has small scale rhythm of open space and building massing
- A-3 Street level live work offer opportunities for active, transparent streetscape
- A-4 Live-work, ROW park, building courtyards create framework for human activity
- A-6 Courtyards allow for layered path to residential entries
- A-7 Building courtyards, park provide generous residential open space
- B-1 Massing diagram breaks down building scale
- D-1 ROW park, building courtyards provide street level pedestrian open space
- E-2 Landscape concentrated at ROW street frontage and building courtyards
- E-3 Landscaped ROW is central to project

PROJECT DATA

EASTLAKE SITE

(no dedicated commercial spaces)
 ±9 live-work units (±7100 SF)
 ±55 residential units (±35,300 SF)
 ±33 below grade parking spaces
 ±3700 SF ground level open space (does not include E
 13' floor-to-floor height at live-work
 56,500 SF Total FAR

YALE SITE

1 commercial space (±750 SF)
 ±4 live-work units (±2700 SF)
 ±26 residential units (±17,500 SF)
 ±12 below grade parking spaces
 ±1,100 SF ground level open space (does not include E
 13' floor-to-floor height at live-work
 ±30,000 SF Total FAR



Option 1 from west

PROS

Staggered "L-shaped" building elements have street-facing courtyards and single loaded corridors - opportunities for solar access, views and for passive ventilation.

Rhythm of building elements and intermediary courtyard spaces reduces scale along street front

Residential entries is visible in courtyard, close to Eastlake Ave. E.

CONS

Massing is focused at back of Eastlake site. Many units face the future 1818 Fairview project directly. This creates privacy/view issues.

"L" shaped diagram breaks down at Yale site.

Of all schemes "L" shaped diagram also has most challenges for stepping massing with the site.

Separated parking structures under each building require two separate parking entries - impact on Eastlake streetscape.

Rhythm of building elements on Eastlake may feel too small in scale compared to adjacent buildings.



- 1 Residential Entry
- Proposed building at grade
- Covered open space
- Structure above
- Frequent transit
- ↔ Vehicular access
- ↔ Pedestrian access
- Pedestrian access to hillclimb

DESIGN GUIDELINES REFLECTED IN OPTION 2

- A-1 "W" shaped massing creates ±60' street frontages and street level public and semi-public courtyards at the front and back of the site.
- A-2 Option has street level rhythm of open space and building massing
- A-3 Street level live work offer opportunities for active, transparent streetscape
- A-4 Live-work, ROW park, building courtyards create framework for human activity
- A-6 Residential entry fronts directly on Eastlake.
- A-7 Building courtyards, park provide generous residential open space
- B-1 Massing diagram breaks down building scale
- D-1 ROW park, building courtyards provide street level pedestrian open space
- E-2 Landscape concentrated at ROW street frontage and building courtyards
- E-3 Landscaped ROW is central to project

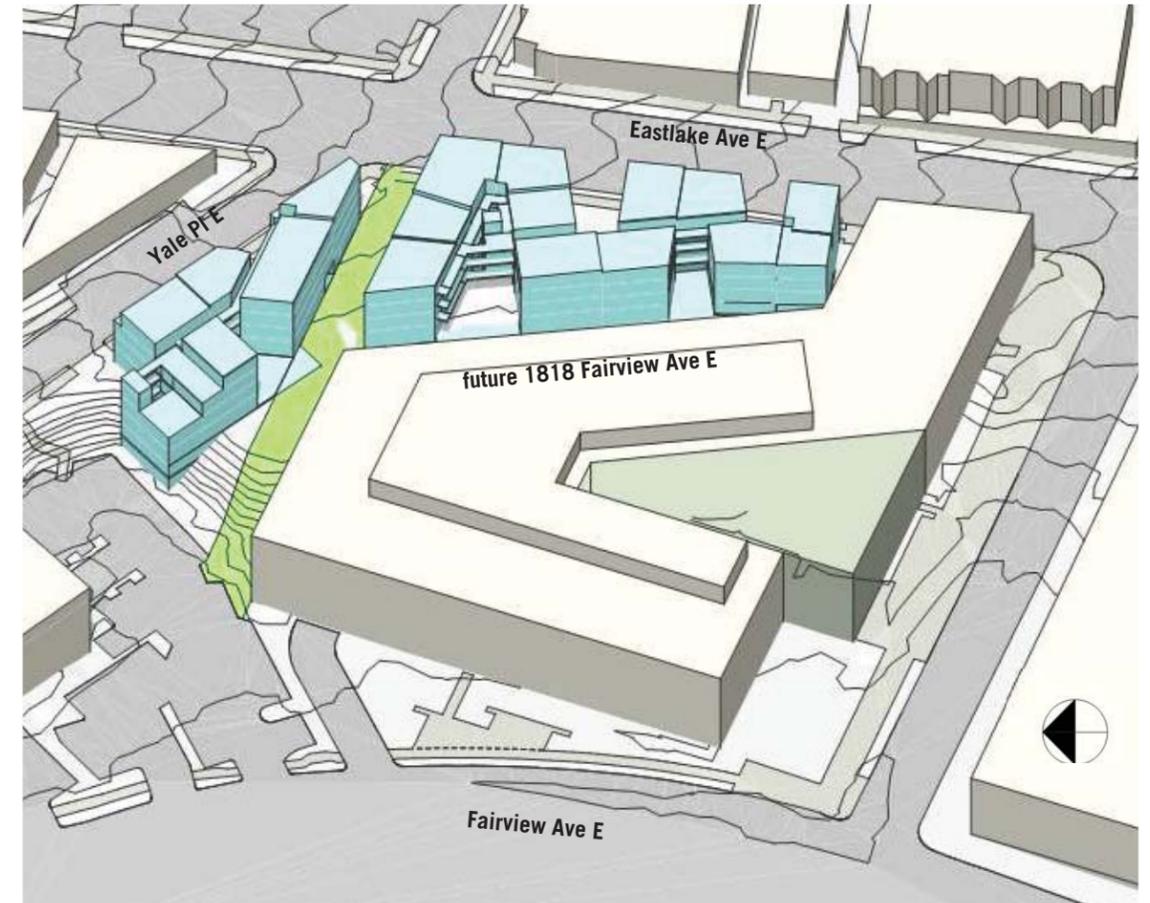
PROJECT DATA

EASTLAKE SITE

(no dedicated commercial spaces)
 ±8 live-work units (±6000 SF)
 ±52 residential units (±35,200 SF)
 ±60 below grade parking spaces (combined with Yale)
 ±4400 SF ground level open space
 ±500 SF woonerf
 13' floor-to-floor height at live-work
 56,500 SF Total FAR

YALE SITE

1 commercial space (±750 SF)
 ±2 live-work units (±2100 SF)
 ±31 residential units (±18,800 SF)
 Parking included in Eastlake data
 ±1,900 SF ground level open space
 13' floor-to-floor height at live-work
 ±31,700 SF Total FAR



View of Option 2 from west

PROS

Massing creates ±60' street frontages and street level public and semi-public courtyards at the front and back of the site. ±60' street facing massing is in keeping with width of adjacent parcel-based apartment buildings.

West facing interior courtyards for west units

Garage access can be two-way from Yale or "one-way-in" from Yale and "one-way-out" from Eastlake.

CONS

Angled, stepped building forms are more complicated from a construction standpoint without commensurate gain in livability/features.

Option presents challenges for ramping residential horizontal circulation. Ramping is necessary to step building elements with site.

Units at back of Eastlake site have privacy/view issues with 1818 Fairview project.

Portions of open space concealed from street views.

Below grade street vacation required for parking.



- 1** Residential Entry
- Proposed building at grade
- Covered open space
- Structure above
- Frequent transit
- Vehicular access
- Pedestrian access
- Pedestrian access to hillclimb

PRIORITY DESIGN GUIDELINES

- A-1** Linear “bar” building elements, single loaded corridors and open-ended courtyards create opportunities for solar access, views and for passive ventilation.
- A-2** Option has streetscape scale rhythm of open space and building massing
- A-3** Street level live work offer opportunities for active uses and highly transparent facade
- A-4** Live-work, ROW park, building courtyards create framework for human activity
- A-6** Courtyards allow for layered path to residential entries
- A-7** Building courtyards, park provide generous residential open space
- B-1** Inverse "E" massing breaks down building scale
- D-1** ROW park, building courtyards provide street level pedestrian open space
- A-8** The preferred parking option is a single below grade parking structure that extends below the Howe Street ROW and connects the two development sites. Approach allows for one parking entry off Yale Place E and removal of curb cuts from Eastlake. This approach also requires a below grade street vacation (see page 35).
- E-2** Landscape concentrated at ROW street frontage and building courtyards
- E-3** Landscaped ROW is central to project

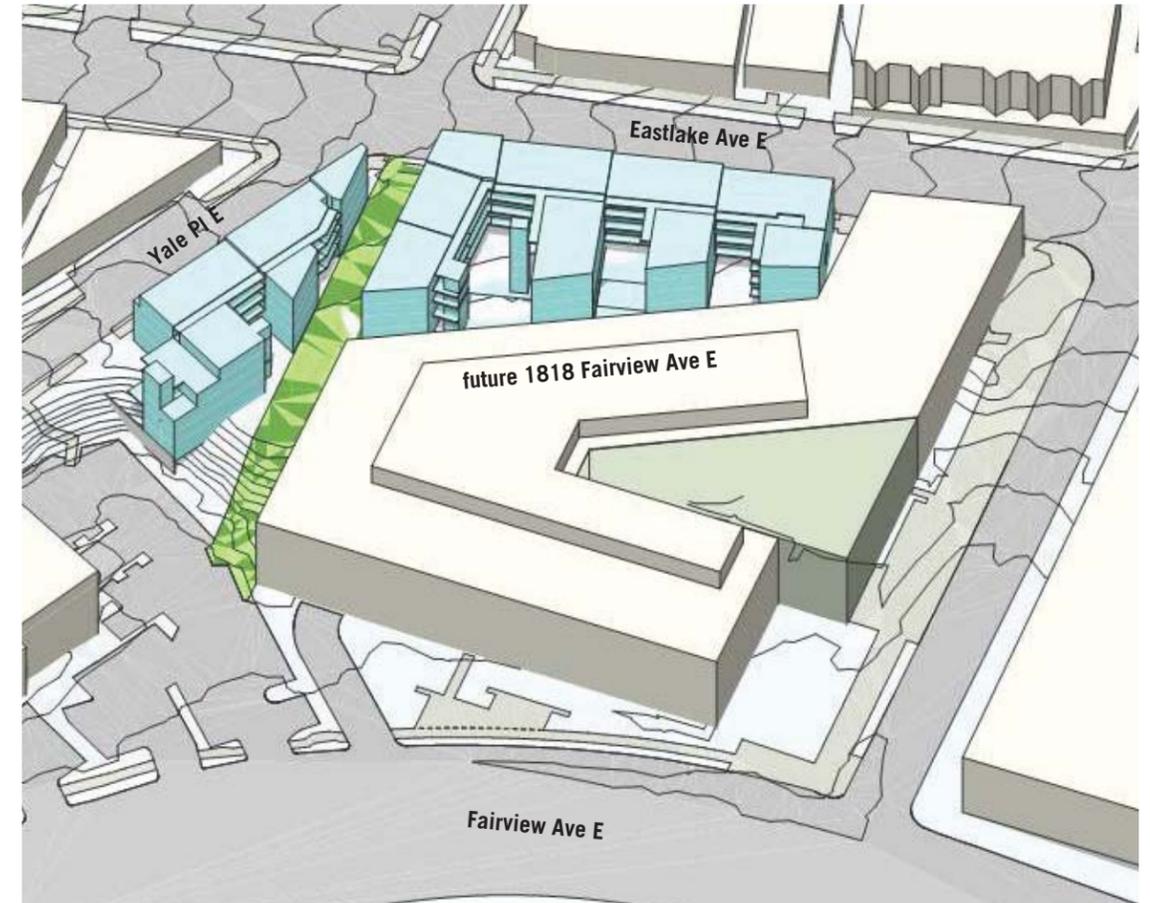
PROJECT DATA

EASTLAKE SITE

(no dedicated commercial spaces)
 ±5 live-work units (±6200 SF)
 ±56 residential units (±35,200 SF)
 ±64 below grade parking spaces (combined with Yale)
 ±6400 SF ground level open space
 ±1500 SF woonerf
 13' floor-to-floor height at live-work
 56,500 SF Total FAR

YALE SITE

1 commercial space (±750 SF)
 ±2 live-work units (±2200 SF)
 ±35 residential units (±17,400 SF)
 Parking included in Eastlake data
 ±1,100 SF ground level open space
 13' floor-to-floor height at live-work
 ±31,700 SF Total FAR



Option 3 from west

PROS

Rhythm of massing and open space creates building scale portals with views to landscape courtyards. All courtyards are visible from street.

Inverse "E" diagram breaks down scale along street front and offers best access to sun, open space, passive ventilation for largest number of units.

East-west orientation of courtyards allows for solar access, open space, passive ventilation while minimizing privacy issues with 1818 Fairview project.

"E" massing has least construction challenges for stepping all floor levels with site.

Option presents good opportunities for non-flat roof forms (see preliminary streetscape sketches).

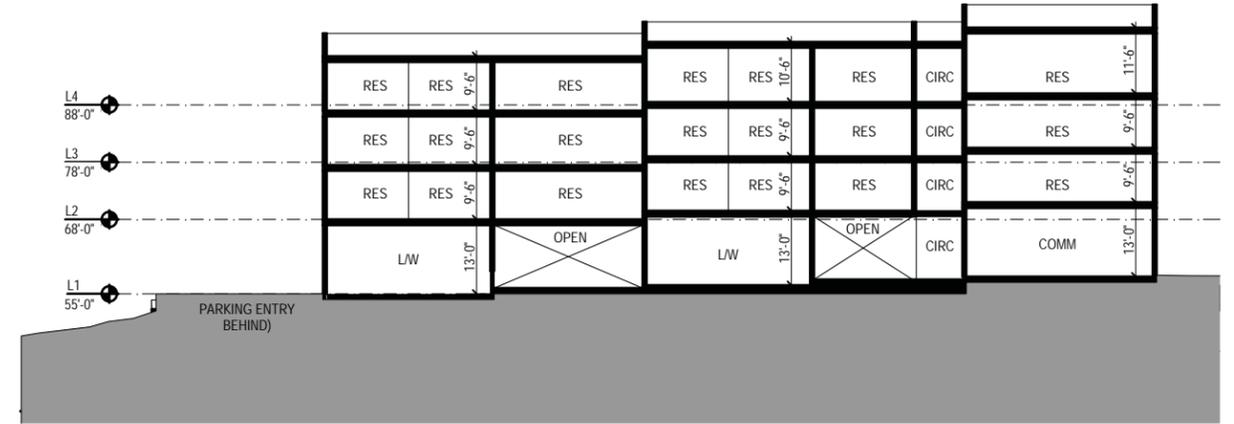
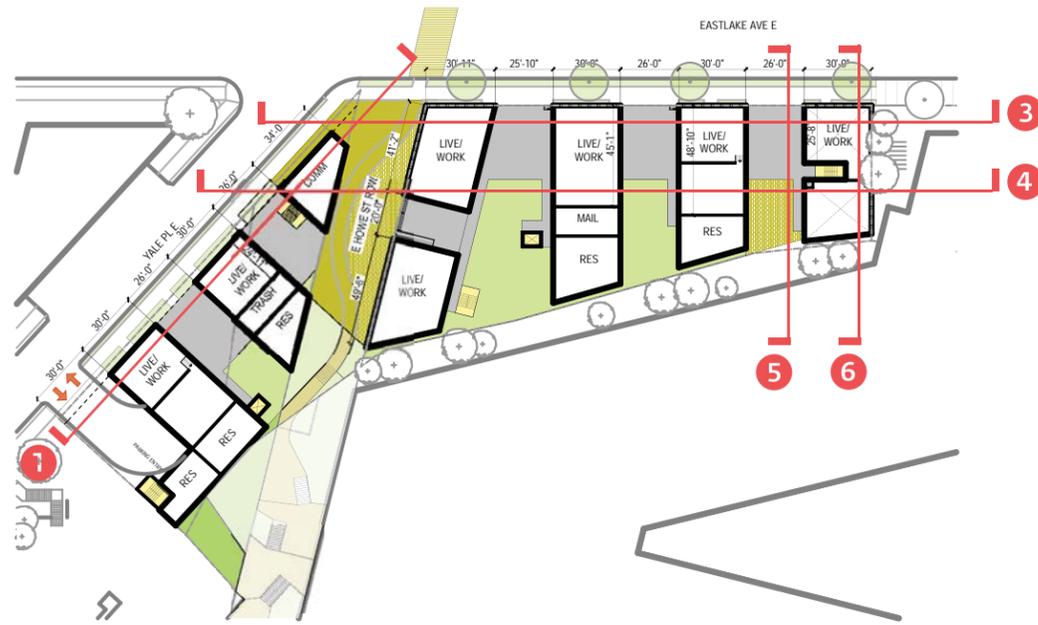
Combined parking structure with two-way parking access from Yale Pl E minimizes intrusion of car on pedestrian environment.

CONS

Below grade street vacation required for parking.

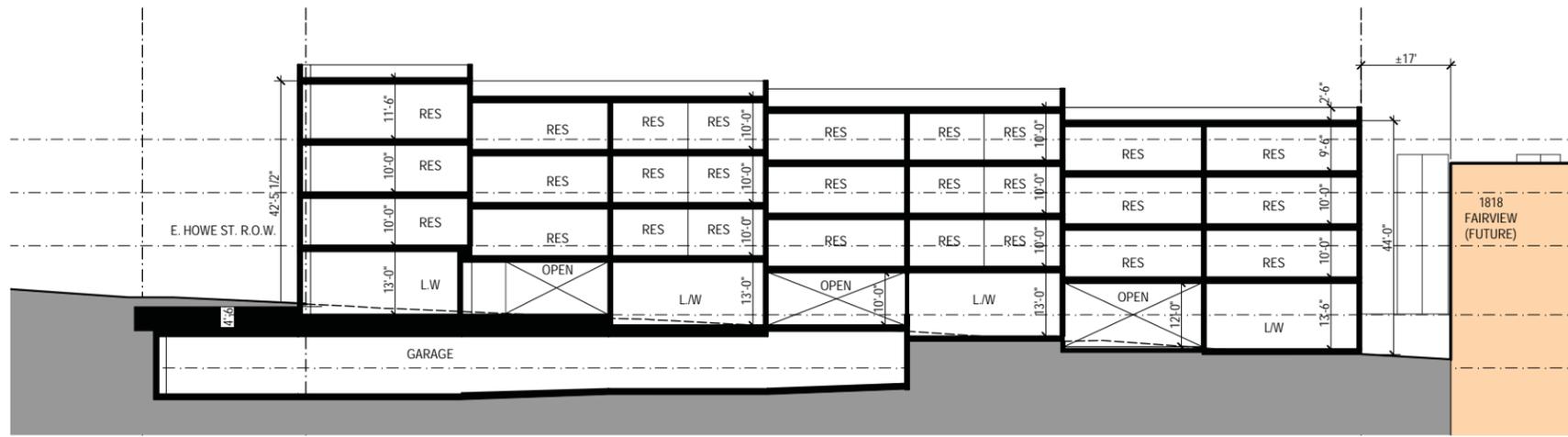


- 1 Residential Entry
- Proposed building at grade
- Covered open space
- Structure above
- Frequent transit
- ↔ Vehicular access
- ↔ Pedestrian access
- Pedestrian access to hillclimb



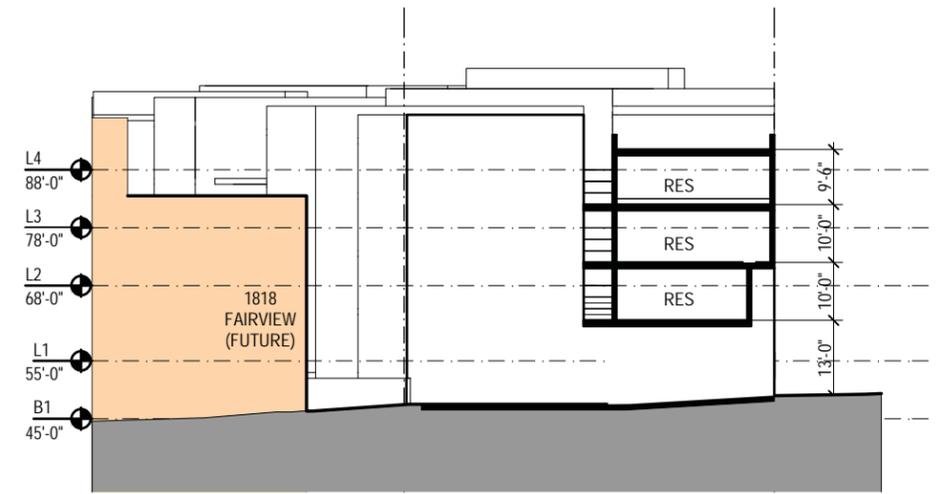
1 SECTION AT YALE LOOKING NORTH

SCALE: 1/32" = 1'-0"



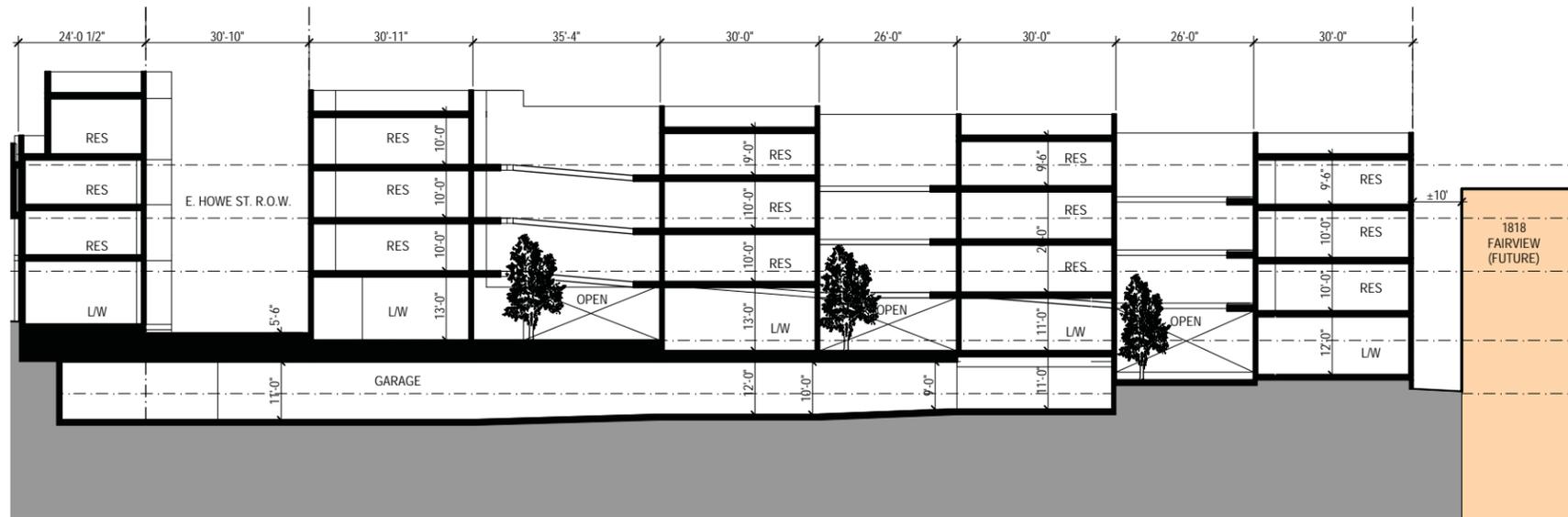
3 SECTION AT EASTLAKE LOOKING EAST

SCALE: 1/32" = 1'-0"

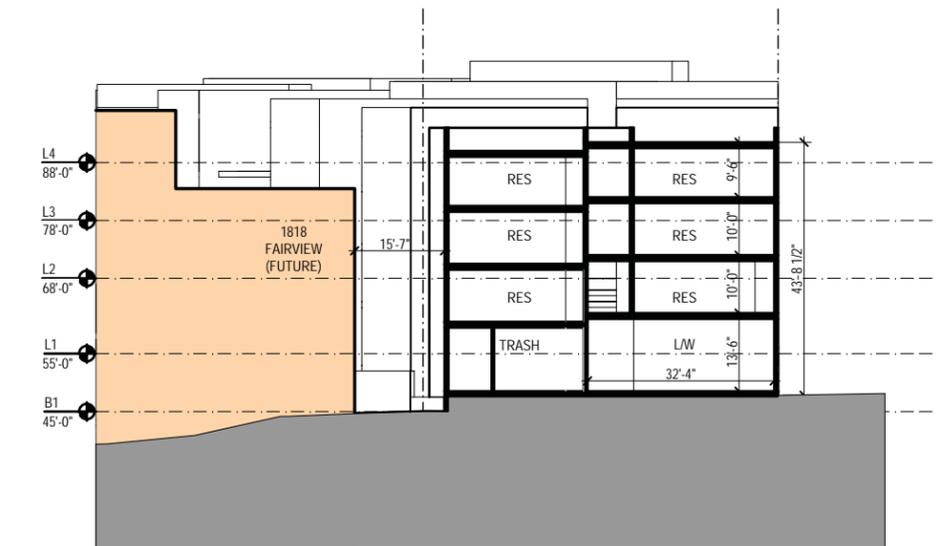


5 SECTION AT EASTLAKE WOONERF

SCALE: 1/32" = 1'-0"



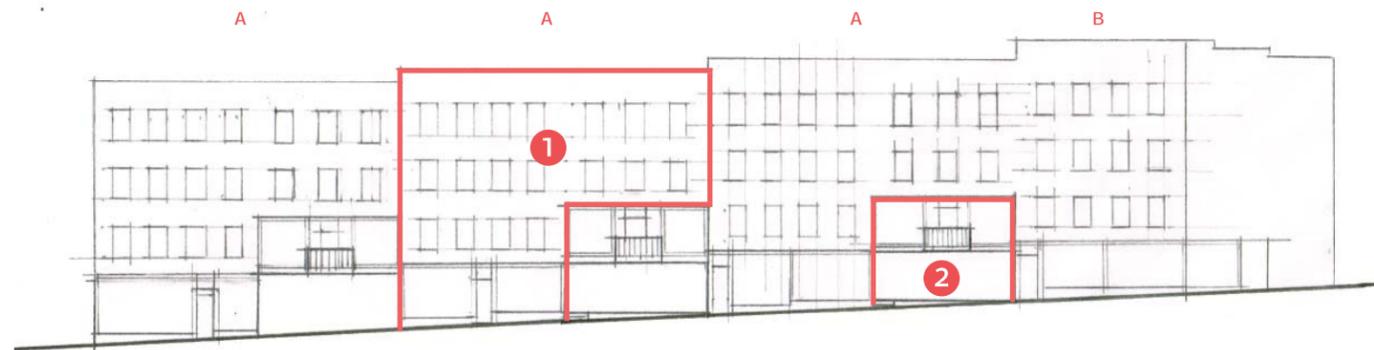
4 SECTION AT EASTLAKE COURTYARDS



6 SECTION AT EASTLAKE SOUTH END



Eastlake streetscape study 2a: street level live work units and building courtyards step with grade. Courtyards at grade or within 30". Upper building stories frame courtyard views. Landscape concentrated at streetscape and in courtyards. Live work units turn corner at future E Howe Street Park.



Eastlake streetscape study 1:

- ① "A, A, A, B" rhythm - facade divisions at upper levels based on steps in building massing, turns corner at E Howe St Park.
- ② Recessed 2nd floor at courtyards - 2-story portal.



Eastlake streetscape study 2: "A, B" rhythm at streetscape - building steps with grade and sets back at courtyard entries



Eastlake streetscape study 2a: "A, B" rhythm at streetscape reinforced by sawtooth roof forms on "A" bays.

APPENDIX

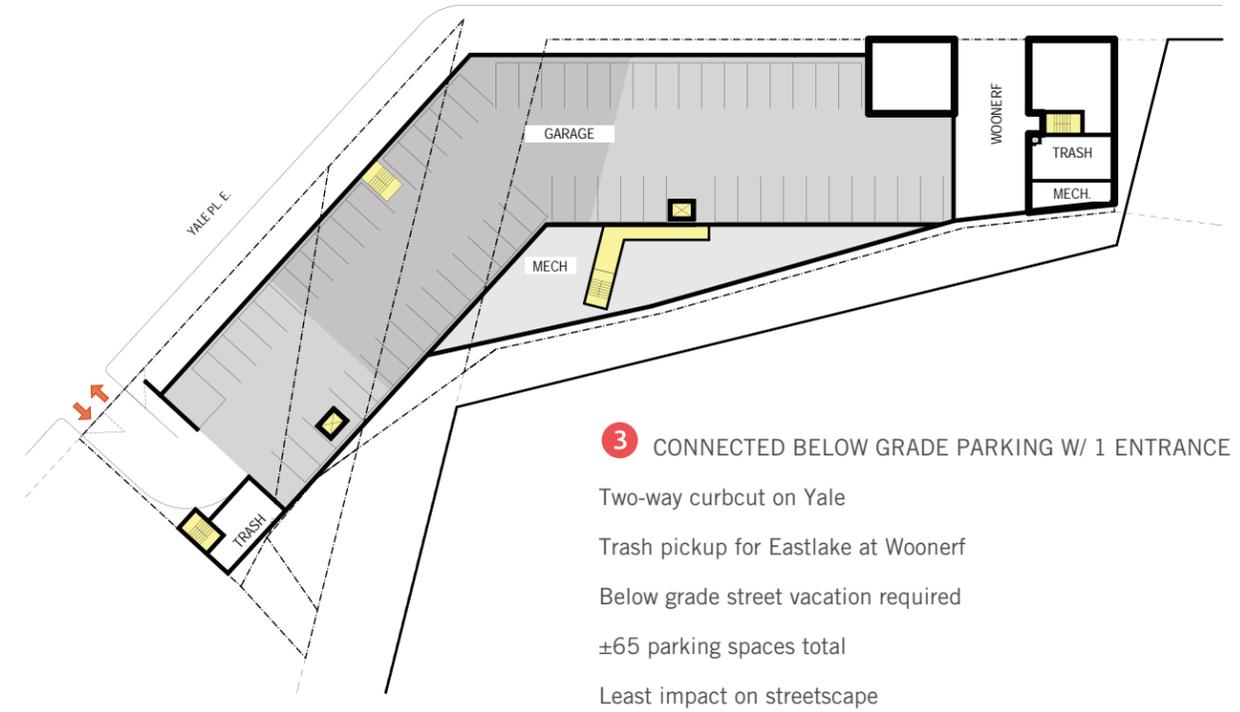
SUMMARY OF PARKING OPTIONS

Preferred Parking (Option 3) The preferred parking approach consists of a single subterranean level of parking below both development sites and the future E Howe Street Park. Vehicular access is from Yale Place E. This approach allows for a single parking entry for both sites and minimizes car activity on Eastlake. It also requires a below grade street vacation.

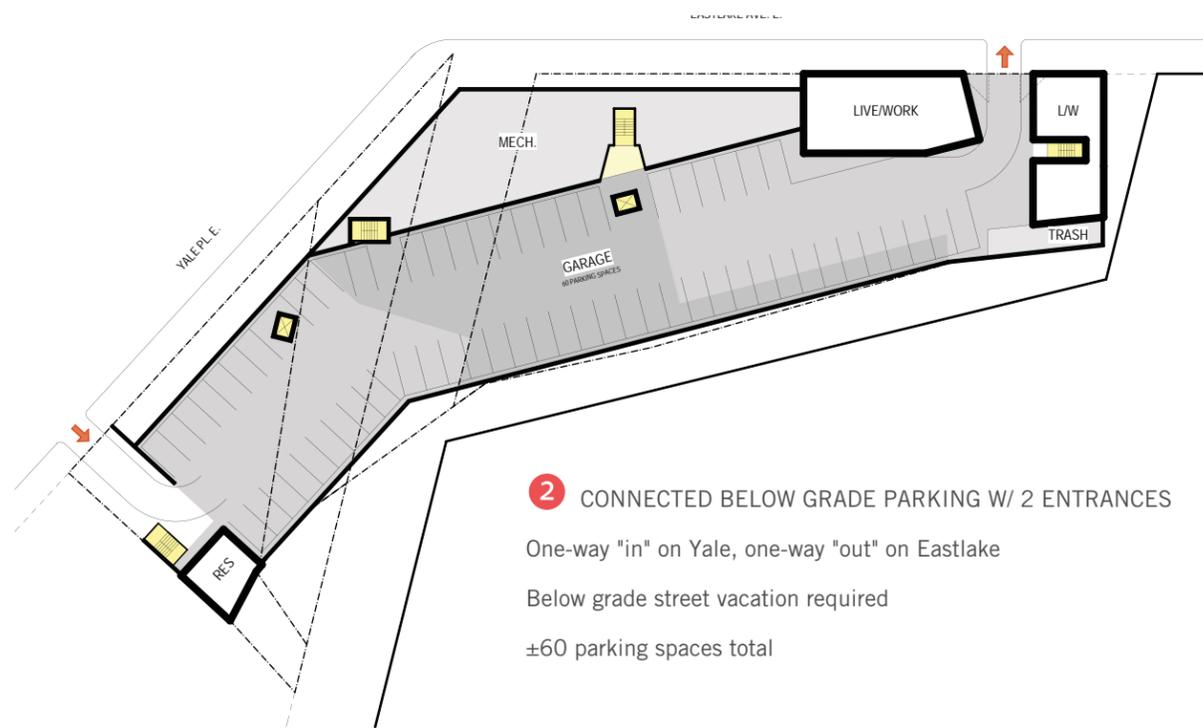
Parking is not required for the project, but the neighborhood has parking deficits and both the applicant team and community members have an interest in parking associated with the project. With the preferred parking, the project will provide 60-65% parking ratio.

A curbcut on Eastlake may still be required but it would only be used for trash pickup at the woonerf.

SDOT Below Grade Street Vacation: In the preferred scheme, the connected below grade parking requires a below grade street vacation. The applicant team met with SDOT on June 25 to assess the viability of the below grade street vacation. At the meeting, SDOT was receptive to the below grade street vacation and encouraged the applicant to continue to with the street vacation process which includes City Council and Design Commission approval.



- 3** CONNECTED BELOW GRADE PARKING W/ 1 ENTRANCE
- Two-way curbcut on Yale
- Trash pickup for Eastlake at Woonerf
- Below grade street vacation required
- ±65 parking spaces total
- Least impact on streetscape



- 2** CONNECTED BELOW GRADE PARKING W/ 2 ENTRANCES
- One-way "in" on Yale, one-way "out" on Eastlake
- Below grade street vacation required
- ±60 parking spaces total



- 1** SEPARATED BELOW GRADE PARKING AT EACH ADDRESS
- Two-way curbut on Yale
- Two-way curbcut on Eastlake
- No below grade street vacation required
- ±45 parking spaces total (both sites)
- Fewest number of parking spaces, biggest impact on streetscape

The neighborhood building fabric maps closely to current zoning heights. North of site, buildings are primarily 2–3 stories; at the project site, they are 3–4 stories, south of the site, 4–6 stories.

Neighborhood Buildings (existing)

North and east on Eastlake Ave E are 3-story residential and commercial structures (KIRO TV, Lake Union Terrace Apartments 1, Arts Conservation Service 2, Abbey Park Apts, Villa Capri Apartments 3) and a surface parking lot.

South on Eastlake Ave E, the buildings are larger scaled biotech and mixed use buildings 5.

To the northwest on Yale Place E are 3-story commercial structures (Hart Crowser 6, WCI Voice and Data Service).

Across Yale Place E are 3 and 4-story apartments (Delta Vista Apartments, Villa Capri Apartments 3).

1818 Fairview - Adjacent Building (future)

South/southwest of project site 4, the remainder of the block is slated for future development. DPD approved a MUP for a biotech building on this site on XX. The adjacent project address is 1818 Fairview Avenue E and the approved MUP is DPD 3012732. 1818 Fairview received its Design Review recommendation in September 2012.



“Parcel-based” structures north of site. Includes typical examples of eclectic architecture that reflects the era in which it was designed and built.



“Half-block” structures south and west of site.



Eastlake Avenue E

Eastlake Avenue E is an arterial with frequent transit, heavy vehicular traffic and a cycle track (protected bike lane).

Yale Place E

Yale Place E is a 2-way side street.

Unimproved E Howe Street ROW

Currently, the unimproved E Howe Street ROW is used for surface parking (Don Eduardo's, Hart Crowser) and has a steep slope.

Fairview Ave E

Fairview Avenue E is also called the Cheshiahud Lake Union Loop. It is a shared car/bike/pedestrian loop around Lake Union that provides public access to the lake and connects the lakefront parks.

- ① 1903 Yale Place E
- ② 1823 Eastlake Avenue E
- ③ E Howe St ROW @ 1818 Fairview Ave E (by others)
- ④ E Howe St ROW @ Project Site / Location of Below Grade Street Vacation
- ③ 1818 Fairview Ave E building footprint (by others)

KEYPLAN

-  Bus Stop
-  Cycle Track (protected bike lane)
-  Neighborhood Greenway Bike Route
-  Cheshiahud Lake Union Walking Loop
-  Popular jogging path

Existing Conditions

The sites are currently occupied by a single story restaurant structure and a surface parking lot. The restaurant structure and parking lot will be demolished as part of the proposed project.

The site has two ECAs: steep slope at the northwest corner of Yale site 6 and liquefaction on Yale site.

Topography

The high point of the site is at the northeast site corner (±58.5' above sea level) 1. The site slopes radially down 6'-11' to the west and south with the lowest elevation along Eastlake Ave E at ±48.5' 2. The lowest point along Yale Pl E is ±52.5 feet 3.

Eastlake Avenue E

Eastlake Ave E has 12' sidewalks 4, a 50' roadway and three curbcuts along the site frontage. High voltage power lines on Eastlake Ave E are located on the opposite side of the street and will not impact the proposed buildings.

Yale Place E

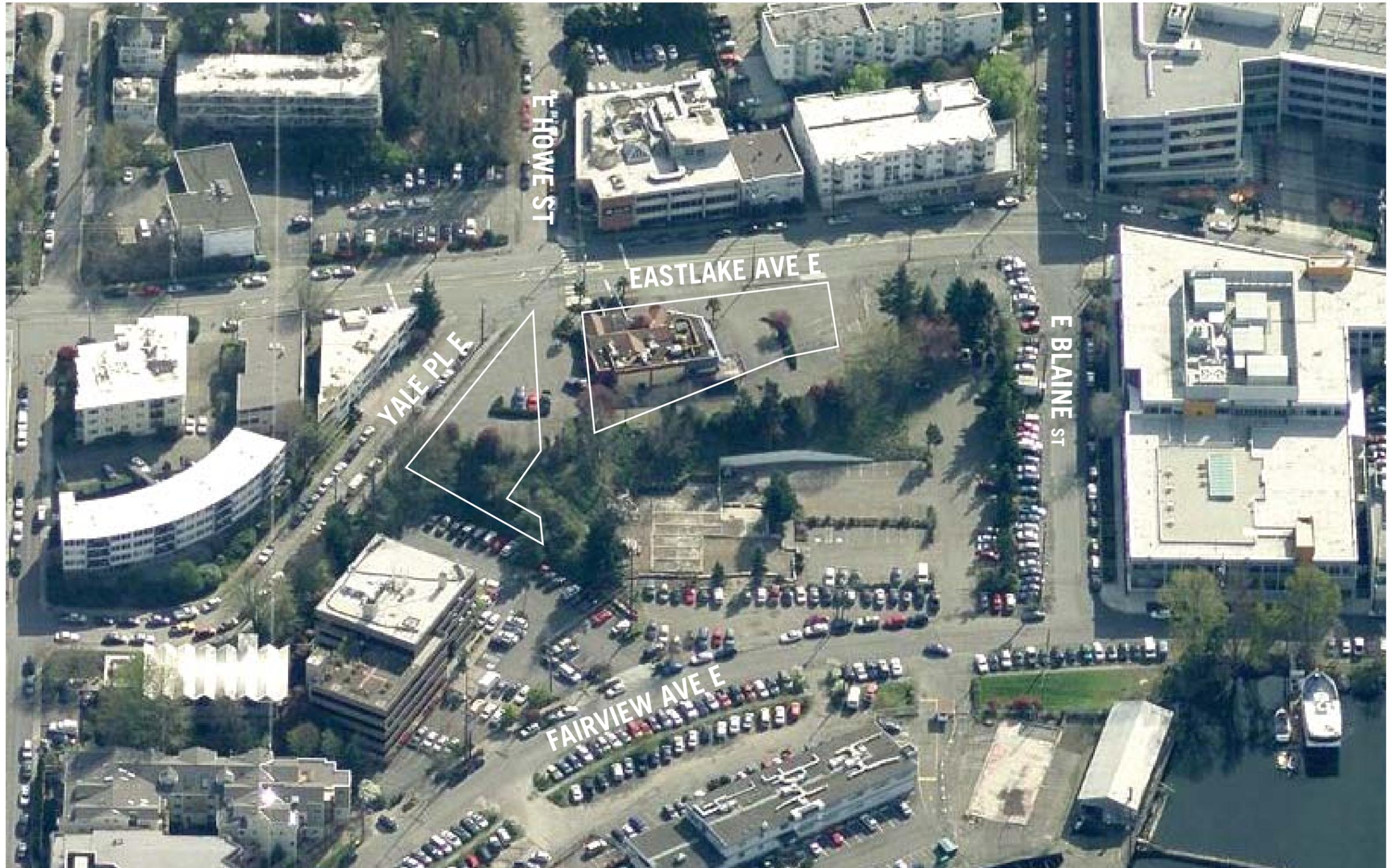
Yale Place E is a 2-way side street with street parking permitted on both sides of the street. It has 9-10' sidewalks 5 and ±25' roadway. A 3.5' setback from the Yale property line is required. Power poles along Yale require an additional 3-4' set back at Level 4.

Directly across from the site is a 70' curbcut for parking at the apartment across the street.

Access

Current vehicular access to both sites is from curbcuts on Eastlake Ave E.

An existing crosswalk at Eastlake connect the sites to E Howe Street and the Hillclimb beyond across Eastlake Ave E.



Solar/Wind/Views

The Yale site has good solar access to the south, east and west. The Eastlake site has good solar access to the east. The 1818 Fairview project will obstruct solar access to the south and west.

Prevailing winds come from the south.

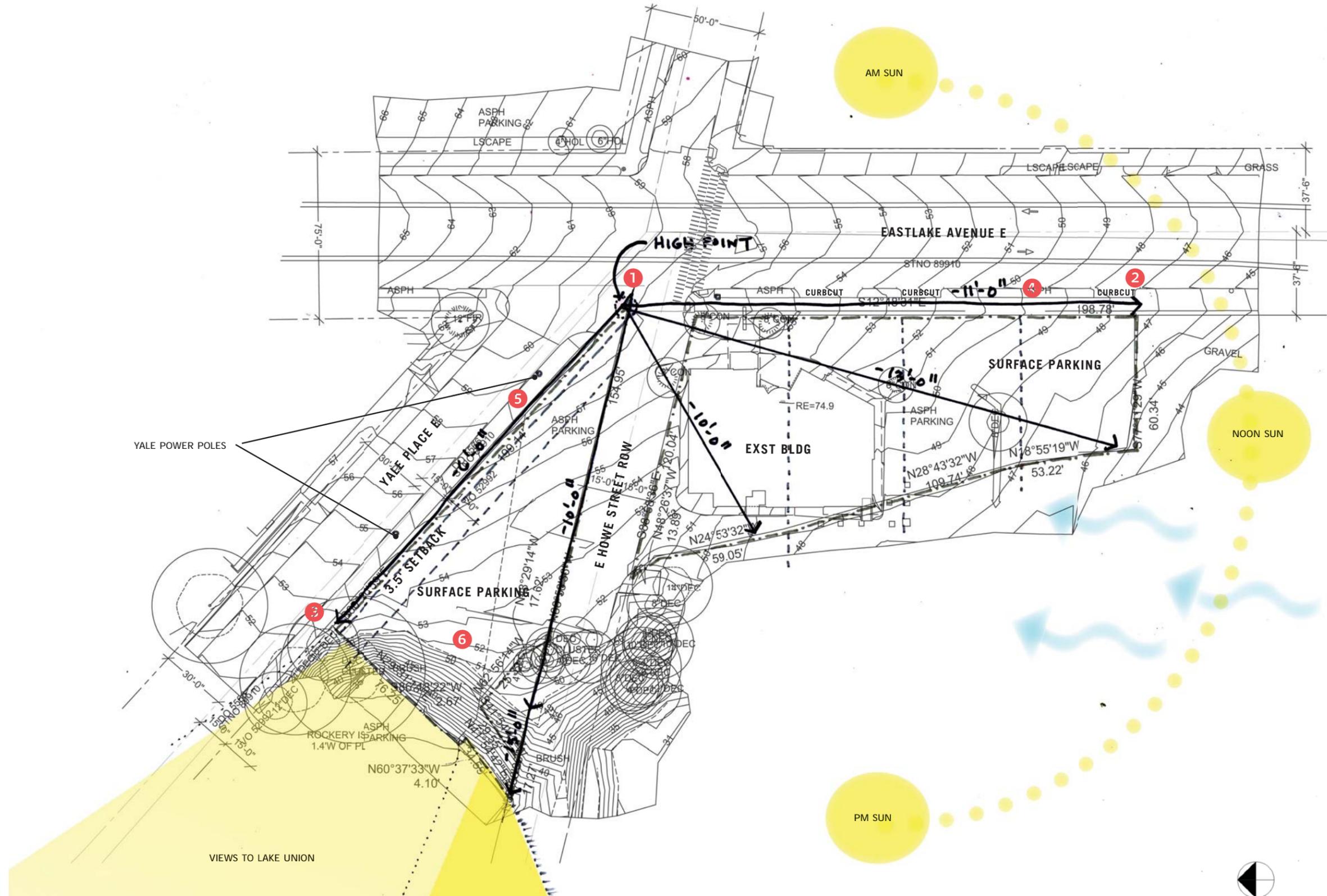
The Yale Site has Lake Union views southwest and northwest. The Eastlake site has oblique views to the northwest along E Howe Street. The 1818 Fairview project will obstruct Lake Union views from the Eastlake Site.

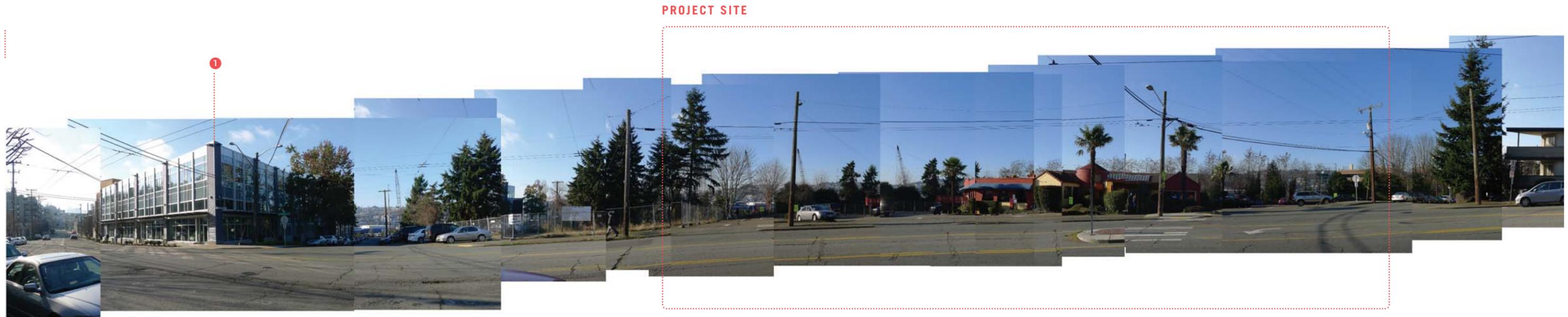
Site Constraints

No alleys: Neither project site has an alley. Parking and services will be located to prioritize pedestrian, commercial streetscapes and future E Howe Street Park.

Irregular site shape and topography: Parcel shapes, length of street frontages and topography are a challenge for an efficient building that addresses appropriate scale, massing and street-level development.

1818 Fairview: Eastlake development site needs to allow for light and air to all units without counting on south and west exposure.



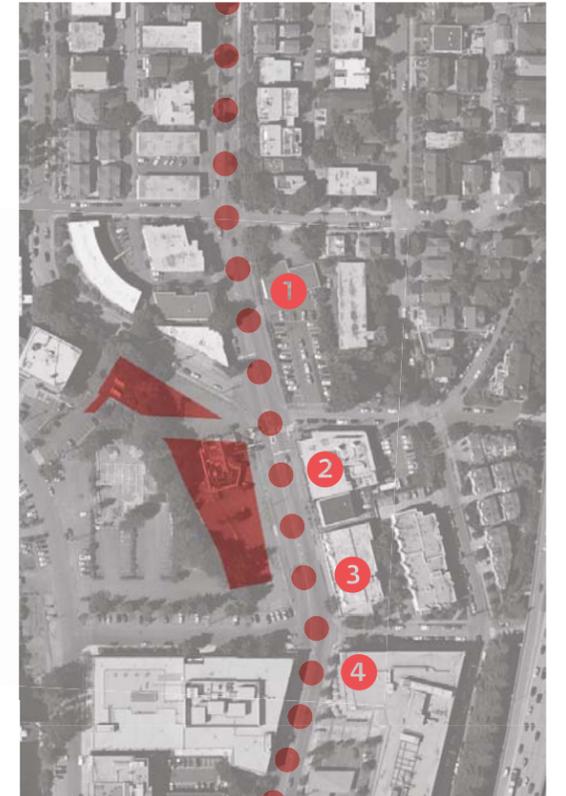


Eastlake Avenue E looking west





Eastlake Avenue E looking east

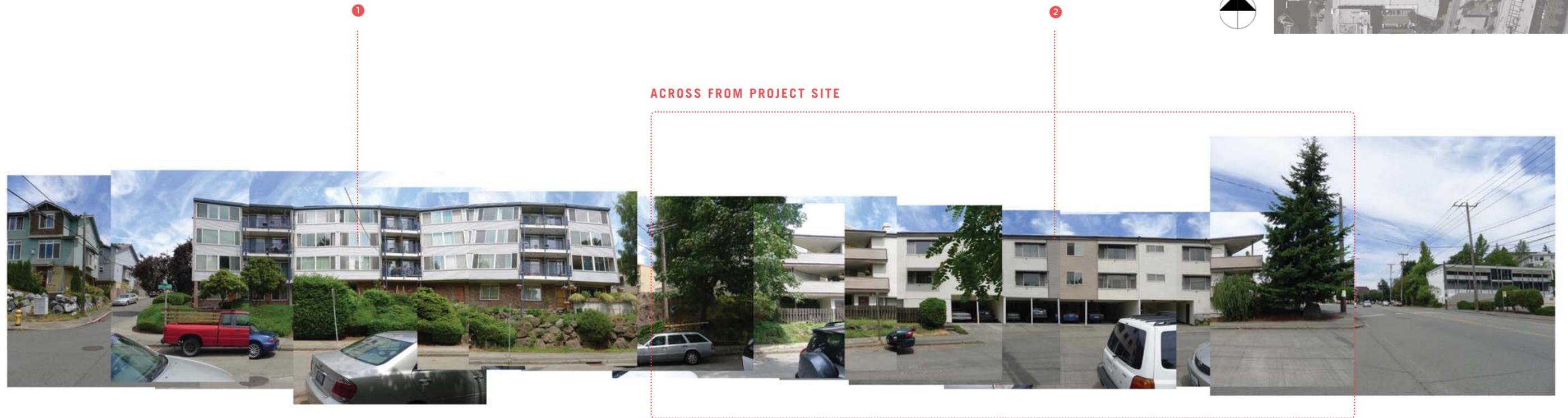




PROJECT SITE



E Yale Place looking south



E Yale Place looking north