

8th & HOWELL

DESIGN RECOMMENDATION SUBMITTAL 2: 9.16.2014

PROJECT INFORMATION:

Property Address: 808 Howell Street
Seattle, WA 98101

DPD Project #: 3016917

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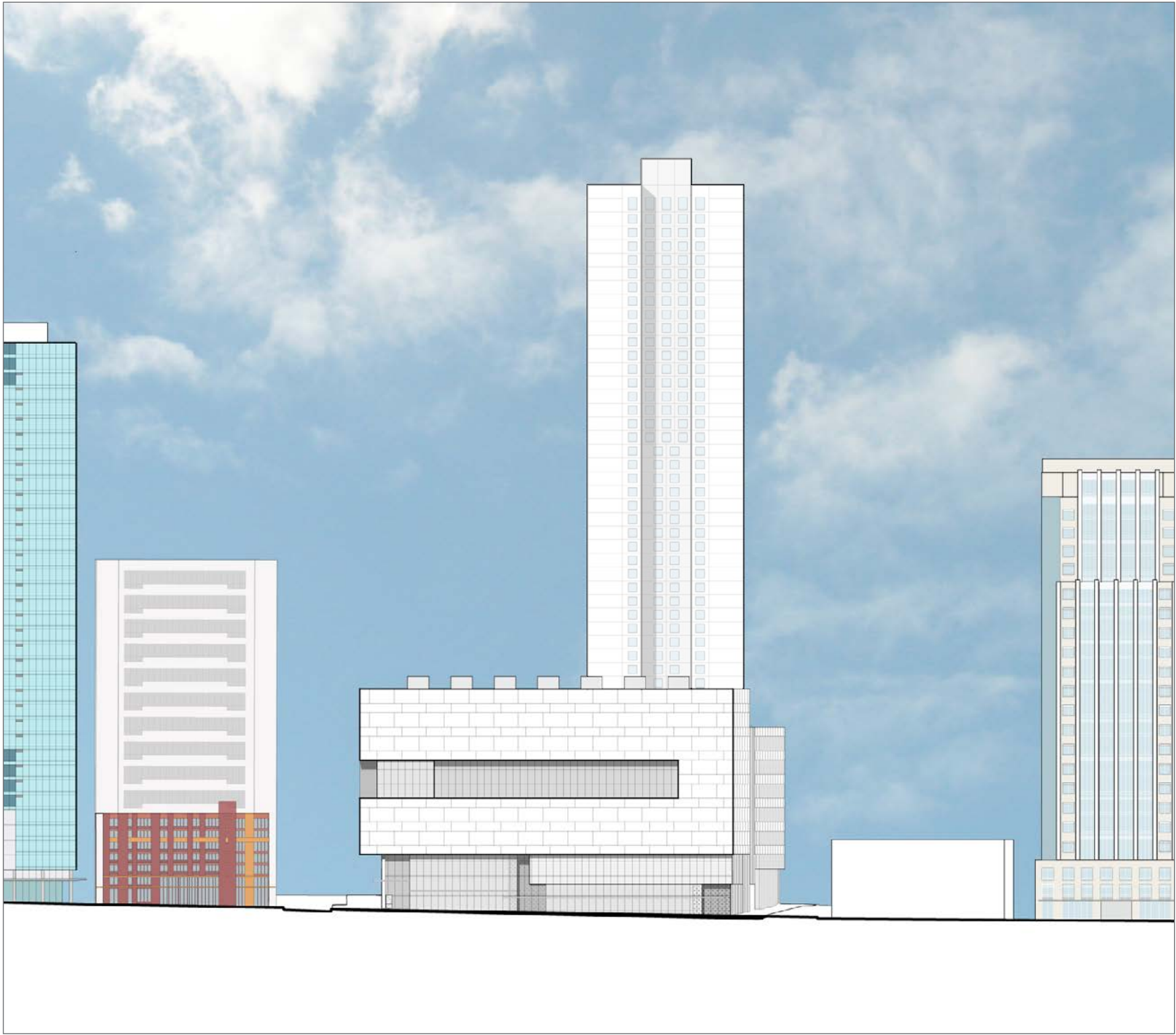
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PREVIOUS NORTH ELEVATION ON STEWART STREET
AS SHOWN AT DESIGN RECOMMENDATION MEETING 1, JULY 15, 2014



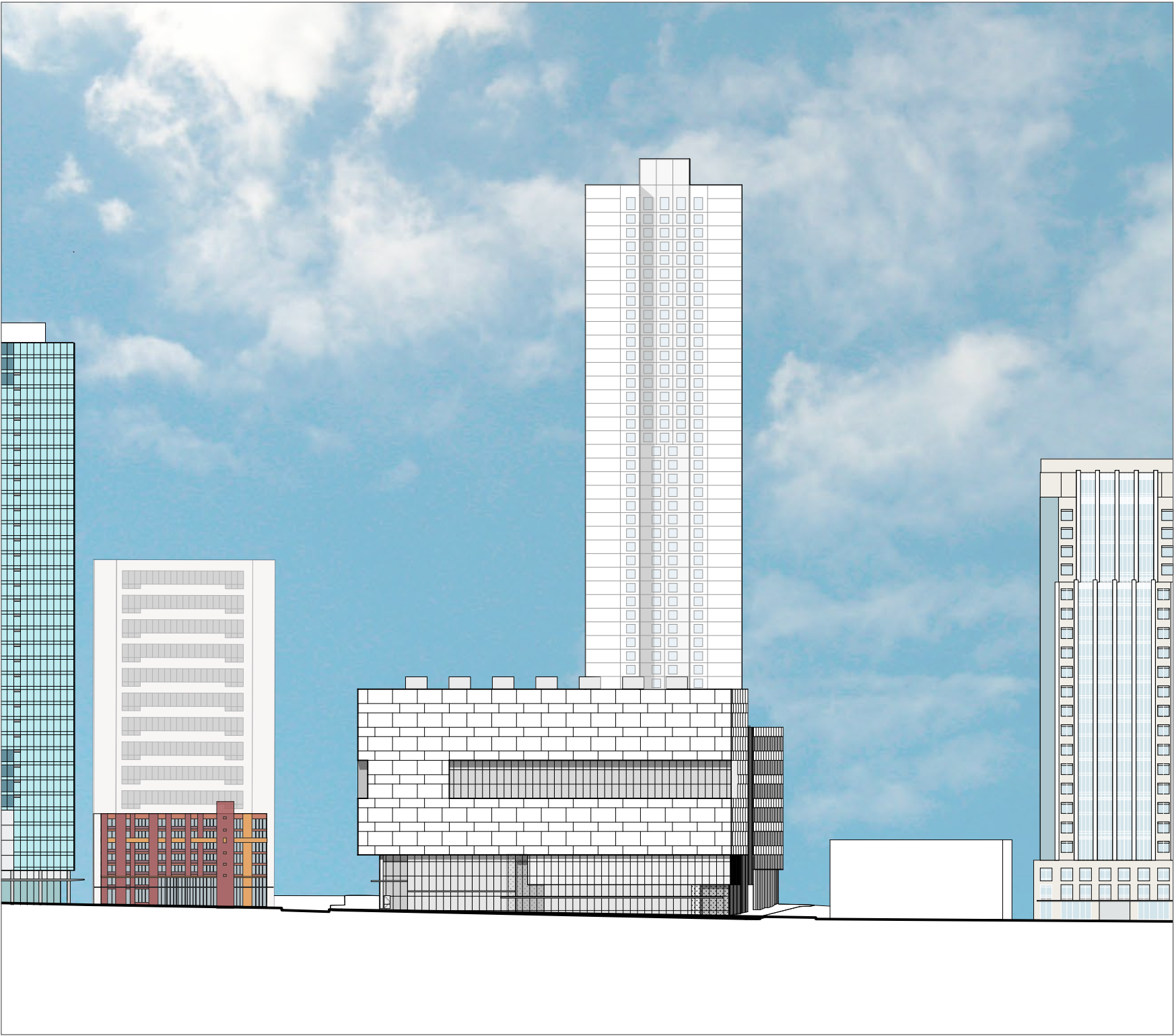
UPDATED NORTH ELEVATION ON STEWART STREET



DESCRIPTION OF REVISION - NORTH ELEVATION

This submittal represents a design development of the glazed slot element that wraps the podium block along Stewart Street.

Following the first DRB meeting we have developed the program for the pre-function and meeting room space behind this glazed slot, and in seeking to maintain a clear expression of the cut, the precast façade now ends the slot at the corner of Stewart Street & 9th Avenue. To maintain modulation and visual intrigue at the corner of the green street, we have set back the edge of the precast to reinforce the window as a carved element within the building volume.



PREVIOUS WEST ELEVATION ON 8TH AVENUE
AS SHOWN AT DESIGN RECOMMENDATION MEETING 1, JULY 15, 2014

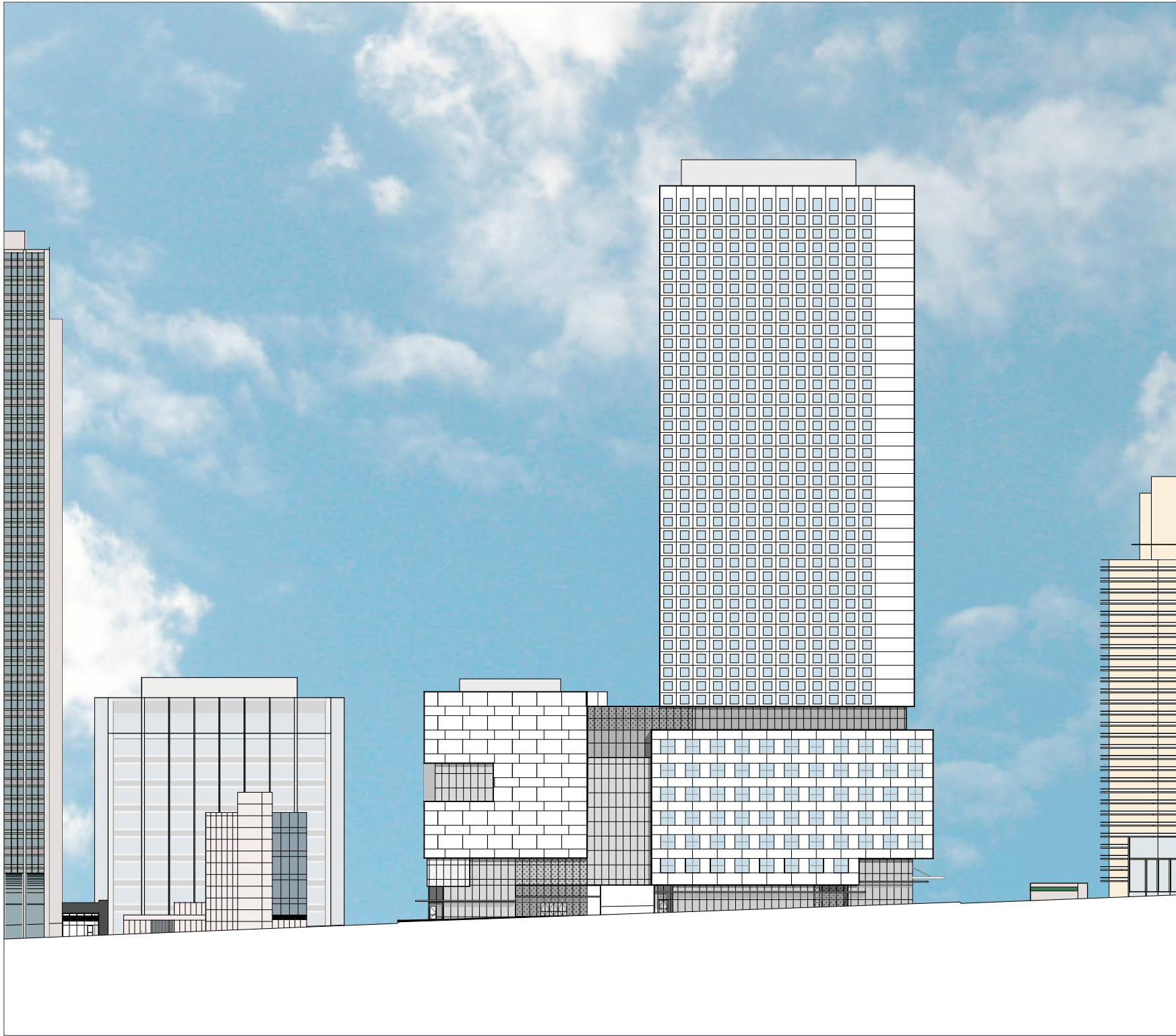




DESCRIPTION OF REVISION - WEST ELEVATION

This submittal represents a design development of the glazed slot element that wraps the podium block along Stewart Street.

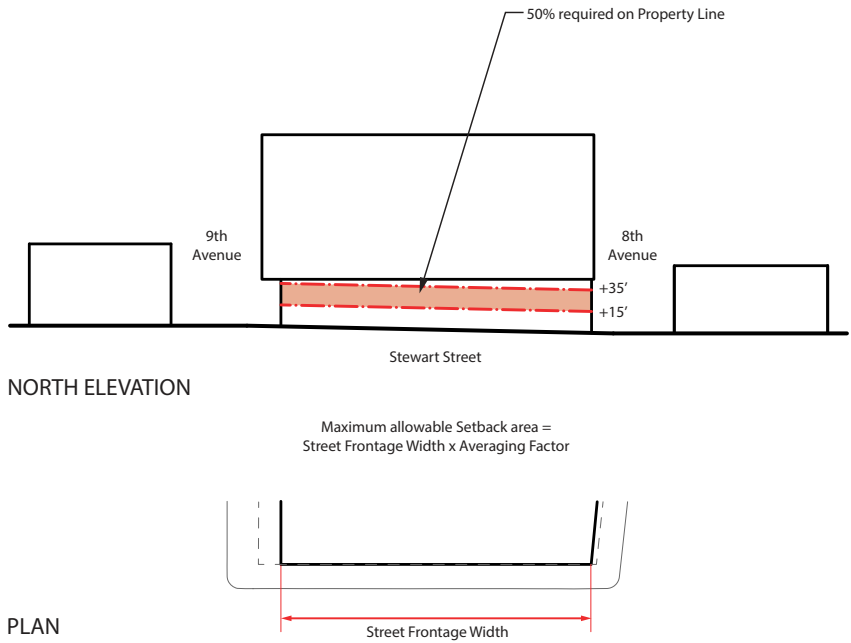
In line with the programmatic development of the interior, and updated expression at the North façade, the glazed slot now wraps the corner at Stewart Street & 8th Avenue, providing daylighting and views from the pre-function space, and additional visual modulation on the façade of 8th Avenue.



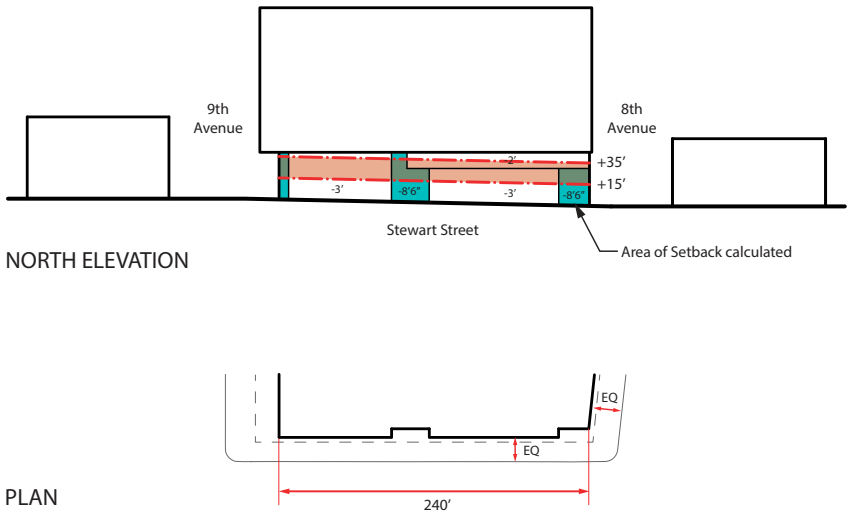
2 DEPARTURE REQUESTS

Stewart Street Façade Setback

ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
5	23.49.056.B Facade Setback Limits	<p>The maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street (see Exhibit D for 23.49.056). The averaging factor is five on Class I pedestrian streets and ten on Class II pedestrian streets and designated green streets.</p> <p>If a sidewalk is widened into the lot as a condition to development, setback standards shall be measured to the line established by the new sidewalk width rather than the street property line.</p>	<p>The proposed scheme seeks to create a consistent expression at the street level, with glass façades stepped back from the building edge above. At Stewart Street, the existing setback varies from the requirements on 8th & 9th Avenues, and to create a unified street level expression, we are proposing to voluntarily widen the sidewalk at Stewart by 3'. This wider sidewalk also helps to avoid conflicts with existing street canopy and the required weather protection elements on the street. The widening of the sidewalk on Stewart Street also creates equity to the other sidewalks around the property.</p>	<p>A-1 Respond to the physical environment</p> <p>B-1 Respond to the neighborhood context</p> <p>B-2 Create a transition in bulk and scale</p> <p>B-3 Reinforce the positive urban form & architectural attributes of the immediate area</p> <p>B-4 Design a well-proportioned and unified building</p> <p>C-1 Promote pedestrian interaction</p> <p>C-2 Design Facades of many scales</p> <p>C-4 Reinforce building entries</p> <p>D-2 Enhance the building with landscaping</p>



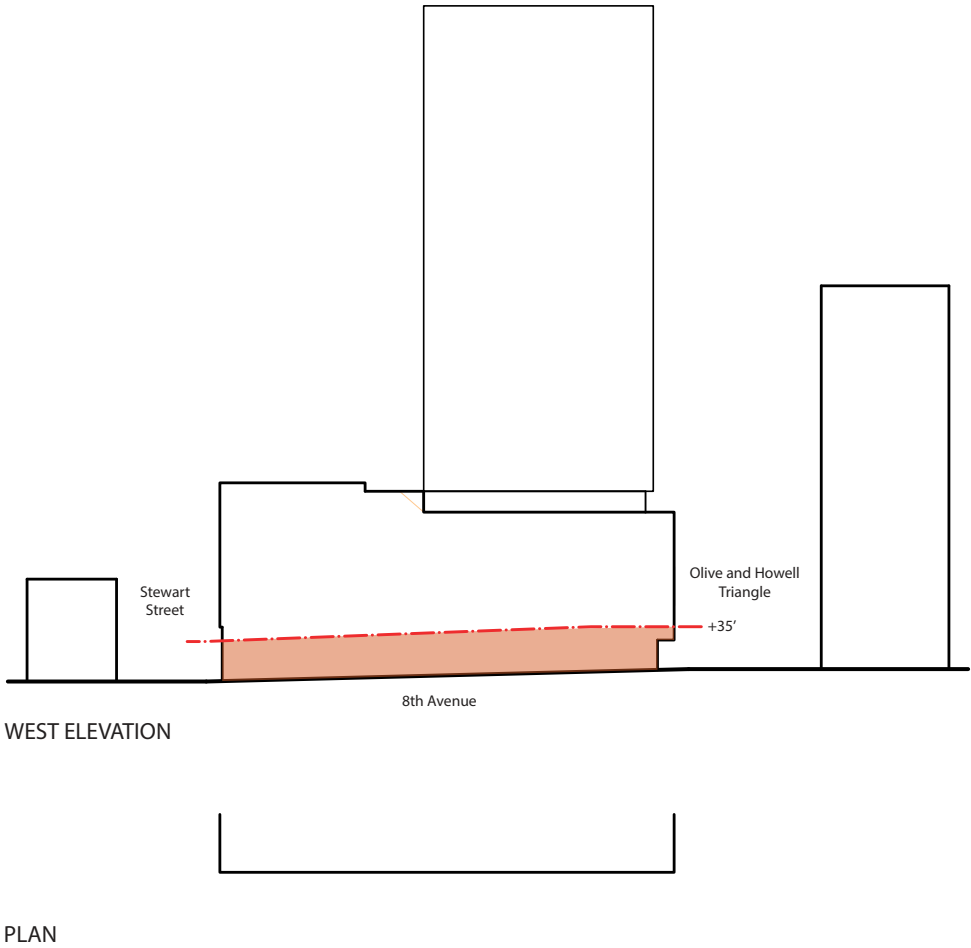
MAXIMUM ALLOWABLE SETBACK AREA



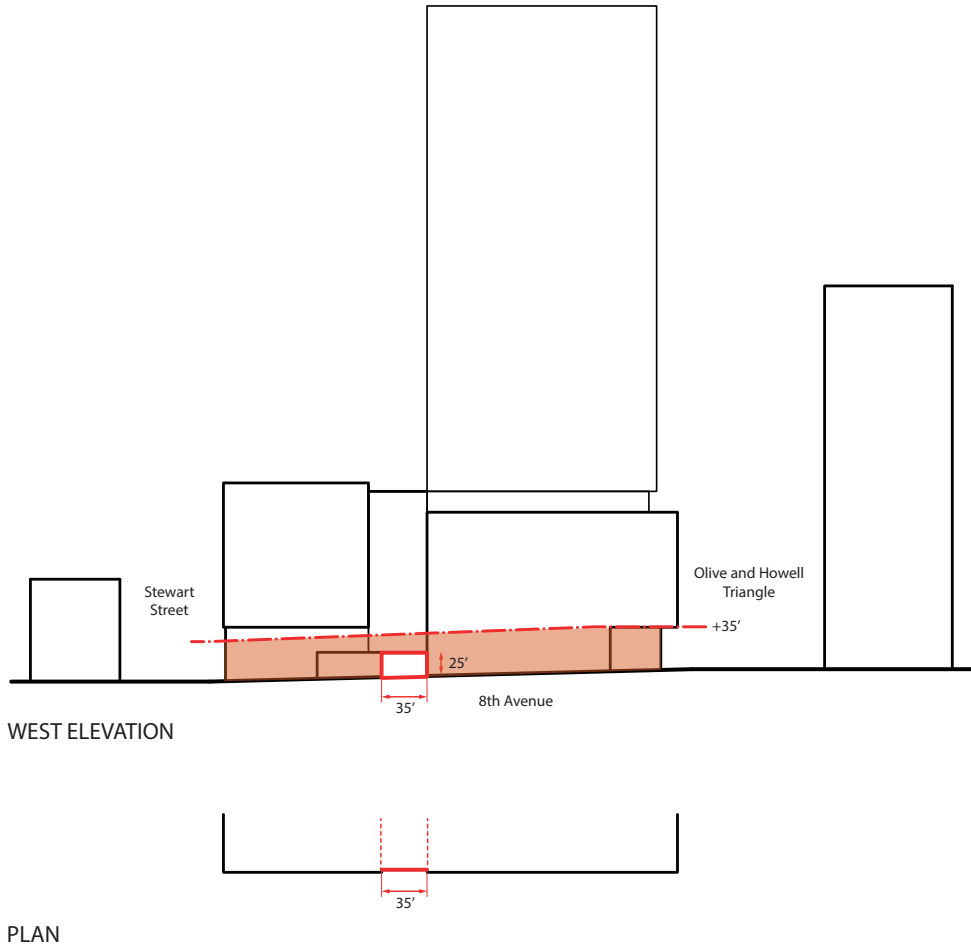
PROPOSED DEPARTURE

8th Avenue Minimum Façade Height

ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
6	23.49.056.A Street Façade Height	8th Avenue is a designated Class 1 pedestrian street and requires a minimum continuous facade height of 35 feet.	The proposed scheme incorporates a service drive to access parking garage and loading dock entries away from the street façade rather than having them directly facing 8th Avenue. The height of the service drive however does not comply with the technical requirements for the continuity of façade height along 8th Avenue. The design proposal supports the intent of the code requirement by enhancing the pedestrian experience with a glazed façade returning into the service drive and an improved access connection. By adding the service drive entrance at 8th Avenue, we allow service traffic to turn and be managed within the site which improves the traffic connections and flow into the complicated one-way system around the block.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-3 Reinforce the positive urban form & architectural attributes of the immediate area C-1 Promote pedestrian interaction C-3 Provide active-not blank-facades C-4 Reinforce building entries E-2 Integrate parking facilities E-3 Minimize the presence of service areas



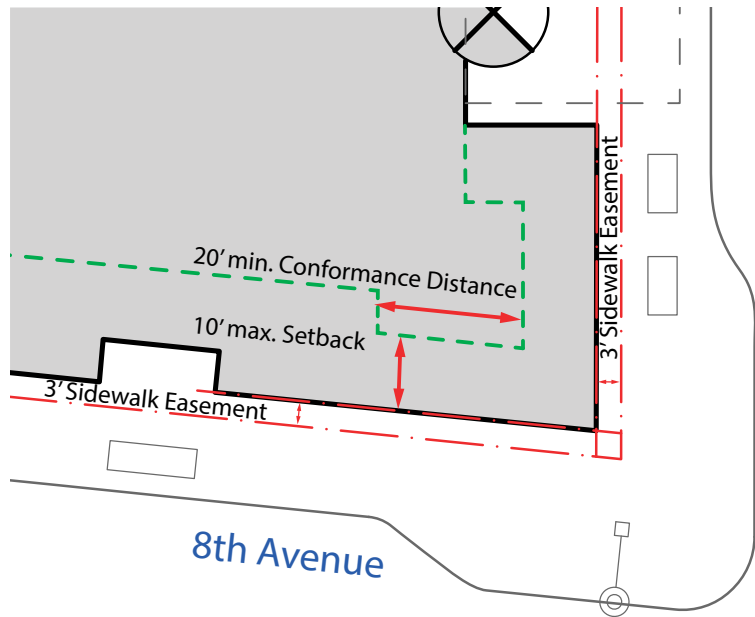
PRESCRIBED MINIMUM FACADE HEIGHT



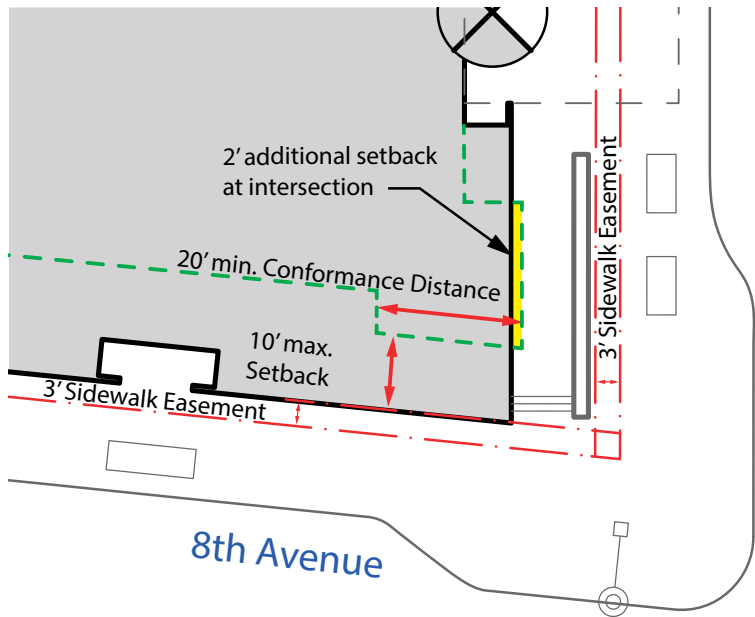
PROPOSED DEPARTURE

Maximum Setback at Intersections

ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
7	23.49.056.B.2.d Maximum facade set-back at intersections	<p>The maximum setback of the facade from street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street.</p> <p>If a sidewalk is widened into the lot as a condition to development, setback standards shall be measured to the line established by the new sidewalk width rather than the street property line.</p>	<p>The proposed scheme articulates the building corners at street level with simple volumetric moves to clearly define building entries and add visual character within the larger building massing. This approach, as previously presented and confirmed to DRB, requires the following departure at the intersection of Howell Street at 8th Ave.</p> <p>At Howell Street the entire building façade is setback at street level as part of the overall building massing. This singular setback is at 12' from the Howell lot line which is 2' larger than the 10' maximum. At 8th Avenue this setback ensures a continuous and consistent architectural expression in support of the downtown design guidelines.</p>	<p>B-1 Respond to the neighborhood context</p> <p>B-2 Create a transition in bulk and scale</p> <p>B-3 Reinforce the positive urban form & architectural attributes of the immediate area</p> <p>B-4 Design a well-proportioned and unified building</p> <p>C-1 Promote pedestrian interaction</p> <p>C-2 Design Facades of many scales</p> <p>C-4 Reinforce building entries</p> <p>D-1 Provide inviting and useable open space</p> <p>D-3 Provide elements that define the place</p>



MAXIMUM ALLOWABLE SETBACK



PROPOSED DEPARTURE

Proposed Landscape Buffer

ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
8	23.49.056.F.3 Landscaping in Setbacks	Within the Denny Triangle Urban Center Village area, 20% of setback area (not covered by structure) is to be landscaped.	The existing surface parking lot will become an accessory surface parking use for the 8th & Howell project. As such, the lot has no structured building to use for calculating setback area as described in the development standard. Future development of the lot will require landscaping within setbacks to meet the development standard. The proposed landscaping and screening meets the required standards for surface parking areas. The project is asking for approval of the amount of landscaping proposed.	D-2 Enhance the building with landscaping E-2 Integrate parking facilities

