

1150 Eastlake Ave E

SDCI Project # 3026536

Design Review Board Recommendation

West Design Review Board
March 13, 2019



ALEXANDRIA. **Gensler**

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1.0 GENERAL: Project Overview

Design and construction of a 12-story building with below grade parking for approximately 210 cars. This infill project will be bermed into a sloping site with a grade change between 24 to 32 feet from back (I-5) to front (Eastlake Ave. E). The project will be part of a transition area between the South Lake Union area and the Eastlake neighborhood that is becoming more office and lab-use oriented. The site allows approximately 303,119 sf of enclosed, above-grade floor area, with the development proposing primarily office and lab use with ground-level commercial (cafe/ restaurants; general retail sales). As part of the conditions to utilize bonus FAR, this project will built to achieve a USGBC LEED Gold rating.



1.0 GENERAL: Vicinity Map



2.0 SITE ANALYSIS: Traffic Patterns

The Project site is on a major arterial connecting **Downtown** and **South Lake Union** to **Eastlake, North Capitol Hill** and **University District**.

The project site is adjacent to the Interstate 5 freeway, which sits approximately 100' above the site's lowest elevation.

The site is on a major transit corridor, with bus stops accessible within one block of the site. The last South Lake Union Transit light rail stop is also within walking distance, five blocks away.

LEGEND

- INTERSTATE FREEWAY
- GREEN STREET
- MAJOR ARTERIAL
- MINOR ARTERIAL
- BICYCLE ROUTE
- SLU TROLLEY
- METRO BUS



2.0 SITE ANALYSIS: Zoning and Street Level Uses Map

The project site lies within the **SM-SLU 145** zone, inside the Local Infrastructure Project boundary area for Downtown and South Lake Union. The site is located within the South Lake Union Urban Center.

The northwestern portion of the site is within the **UC (Urban Commercial)** overlay, which is part of regulations under the Seattle Shoreline Master Program. This overlay delineates a shoreline setback, within which building height is limited to 30-feet above average grade.

The project sits immediately south of the border between SM-125 and IC-45, marking a distinct transition point between the higher density of South Lake Union and the low-rise environment of the Eastlake neighborhood.

LEGEND

SEATTLE-MIXED ZONE

SHORELINE SETBACK

NEIGHBORING ZONES



2.0 SITE ANALYSIS: Neighborhood Context

The project site sits within an area with ties to Seattle’s early industrial and manufacturing roots.

The project site is across the street from two landmarked properties: the Lake Union Steam Plant (Zymogenetics) (2) building and the adjacent Hydro House (3).

The site is adjacent to a biomedical/lab district to the southwest.

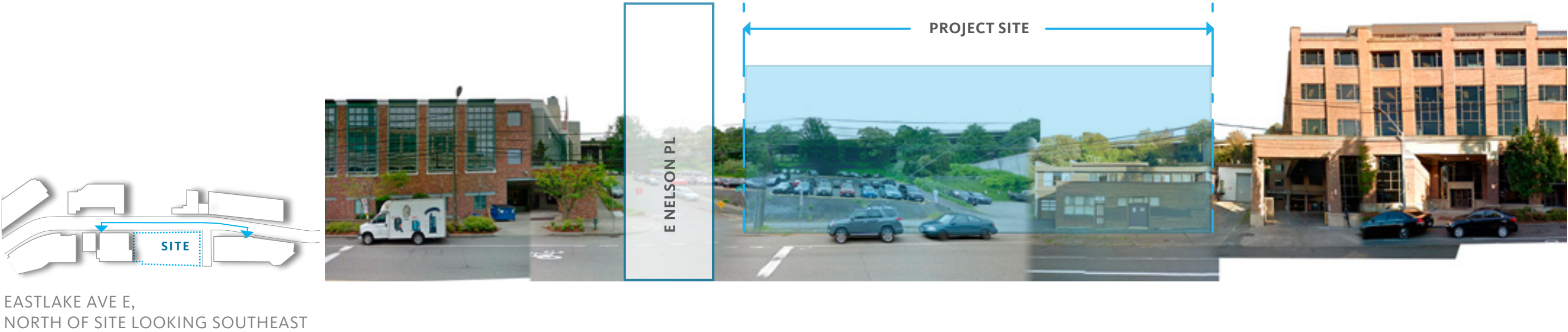
This project is part of a neighborhood that is undergoing rapid growth, with several new offices and labs planned over the next few years. This development will enhance the overall level of pedestrian activity that is projected to support an increased level of street-oriented commercial business.

LEGEND

- OFFICE & LAB
- HOTEL
- RETAIL
- PROPOSED



2.0 SITE ANALYSIS: Streetscape Photo-montage



2.0 SITE ANALYSIS: Surrounding Buildings

LEGEND

OFFICE & LAB

HOTEL

RETAIL

PROPOSED



1 Earl Davies Building
- Office & Laboratory
- 7 Floors



2 Zymogenetics (LANDMARK)
- Historic Research & Office & Laboratory
- 8 Floors



7 Buffalo Building
- Office
- 2 Floors



8 1165 Eastlake Ave E
- Office & Laboratory
- 4 Floors

2.0 SITE ANALYSIS: Surrounding Buildings



3 Hydro House (LANDMARK)
- Cafe
- 2 Floors



4 Gunn Building
- Fitness & Office
- 4 Floors



5 Silver Cloud Inn
- Hotel
- 7 Floors



6 1144 Eastlake Ave E
- Office
- 7 Floors



9 Fred Hutch Cancer Research Center
- Office & Laboratory
- 7 Floors



10 North Star Petroleum
- Office
- 2 Floors



11 Cornell Associate
- Office
- 2 Floors



12 Yachtfish Marine Inc
- Commercial
- 2 Floors

2.0 SITE ANALYSIS: Zoning Data

LAND USE CODE SECTION	TITLE	PROVISION	RESPONSE
SMC 23.48.002	SCOPE OF PROVISIONS	TABLE A 23.48.002, SEATTLE MIXED DESIGNATIONS FOR GEOGRAPHIC AREAS	PROPOSAL IS LOCATED IN THE SOUTH LAKE UNION URBAN CENTER (SM-SLU) DESIGNATED GEOGRAPHIC AREA.
SMC 23.48.005	USES	A. ALL USES AREA PERMITTED EXCEPT THOSE PROHIBITED. D. STREET LEVEL USES REQUIRED AT DESIGNATED PEDESTRIAN STREETS.	A. THE PROPOSED USES OF OFFICE, RETAIL AND ACCESSORY PARKING ARE PERMITTED. D. NOT APPLICABLE. EASTLAKE AVENUE EAST AND EAST NELSON PLACE ARE NOT DESIGNATED PEDESTRIAN
SMC 23.48.205	USES FOR SOUTH LAKE UNION	B. PRINCIPAL USE PARKING IS PROHIBITED	B. PROPOSAL DOES NOT PROVIDE PRINCIPAL USE PARKING.
SMC 23.48.020	FLOOR AREA RATIO (FAR)	B. FLOOR AREA EXEMPT FROM FAR CALCULATIONS INCLUDE: - UNDERGROUND STORIES OR PORTIONS OF STORIES: - PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4 FEET ABOVE EXISTING OR FINISHED GRADE, EXCLUDING ACCESS (SEE 23.86.007.A&B, MEASUREMENTS, FOR REFERENCE OF CEILING ABOVE GRADE);	B. SEE SHEET A0.101 FOR CHARGEABLE BUILDING AREA SUMMARY.
SMC 23.48.220	FAR IN THE SOUTH LAKE UNION URBAN CENTER	A. TABLE B FOR 23.48.220, SOUTH LAKE UNION URBAN CENTER FAR LIMITS: - BASE FAR = 5; MAX. FAR = 8.5 FOR NON-RESIDENTIAL USES THAT EXCEED 85' (35,664 * 8.5 = 303,144 SF). B2. STREET-LEVEL USES PER 23.48.005.D MEETING STANDARDS OF 23.48.240 OR 28.48.230 ARE EXEMPT	A. SEE SHEET A0.101 FOR CHARGEABLE BUILDING AREA SUMMARY. B2. THE PROPOSAL PROVIDES STREET-LEVEL USES ON EASTLAKE AVENUE EAST.
SMC 23.48.021	EXTRA FLOOR AREA IN SEATTLE MIXED ZONES	A1. DEVELOPMENT SEEKING EXTRA FLOOR AREA UNDER 23.48.02 OR 23.48.025 SHALL PROVIDE PUBLIC AMENITIES PER STANDARDS OF 23.48.021 AND 23.58A INCENTIVE PROVISIONS. IF IN LOCAL INFRASTRUCTURE PROJECT AREA, EXTRA FLOOR AREA TO BE ACHIEVED PER 23.48.021.C. C2. TO ACHIEVE EXTRA NON-RESIDENTIAL FLOOR AREA WITHIN LOCAL INFRASTRUCTURE PROJECT AREA, NON-RESIDENTIAL USE GREATER THAN 100 FEET TO: ACHIEVE 75% AREA WITH AFFORDABLE HOUSING / CHILD CARE OR HOUSING TDR; AND, ACHIEVE 25% WITH REGIONAL DEVELOPMENT CREDITS. D. DEVELOPMENTS CONTAINING ANY EXTRA FLOOR AREA ARE TO: MEET THE GREEN BUILDING	A1. THE PROPOSAL IS LOCATED WITHIN A LOCAL INFRASTRUCTURE PROJECT AREA AND SEEKS EXTRA FLOOR AREA BY PROVIDING PUBLIC AMENITIES AS REQUIRED BY 23.48.021 AND CHAPTER 23.58.A. C2. THE PROPOSAL WILL SATISFY THE BONUS NON-RESIDENTIAL FLOOR AREA FOR AFFORDABLE HOUSING AND CHILD CARE BY THE PAYMENT OPTION. D. THE PROPOSAL WILL SEEK LEED (V4) GOLD CERTIFICATION AND WILL PROVIDE A TRANSPORTATION MANAGEMENT PROGRAM.
SMC 23.48.221	EXTRA FLOOR AREA IN SOUTH LAKE UNION URBAN CENTER	A. PROVISIONS TO ACHIEVE EXTRA FLOOR AREA WHEN LOCATED OUTSIDE LOCAL INFRASTRUCTURE PROJECT AREA. C. THE PROPOSAL IS TO MEET THE GREEN BUILDING STANDARD.	A. NOT APPLICABLE. PROPOSAL IS WITHIN A LOCAL INFRASTRUCTURE PROJECT AREA FOR DOWNTOWN AND SOUTH LAKE UNION. C. THE PROPOSAL WILL SEEK LEED (V4) GOLD CERTIFICATION.
SMC 23.48.223	MANDATORY HOUSING AFFORDABILITY (MHA)	PROVISIONS OF CHAPTER 23.58B APPLY FOR COMMERCIAL DEVELOPMENT.	THE PROPOSAL WILL SATISFY THE AFFORDABLE HOUSING IMPACT MITIGATION PROGRAM FOR COMMERCIAL DEVELOPMENT WITH THE PAYMENT OPTION.
SMC 23.48.025	STRUCTURE HEIGHT	C2. OPEN RAILINGS, PLANTERS, SKYLIGHTS, CLERESTORIES, GREENHOUSES, PARAPETS AND FIREWALLS MAY EXTEND 4 FEET ABOVE MAX. HEIGHT. C4. FEATURES SUCH AS STAIR PENTHOUSES, MECHANICAL EQUIPMENT AND COVERED OR ENCLOSED COMMON AMENITY MAY EXTEND 15 FEET ABOVE MAX. HEIGHT (COVERAGE NOT TO EXCEED 20% / 25%). C5. FOR STRUCTURES GREATER THAN 85 FEET ELEVATOR PENTHOUSES MAY BE 25 FEET. PENTHOUSE MAY INCREASE TO 45 FEET WHEN ROOFTOP COMMON RECREATION AREA IS PROVIDED AND: STRUCTURE GREATER THAN 125; PROPOSAL COMPLIES WITH ROOFTOP COVERAGE LIMITATIONS. C7. FEATURES LISTED UNDER C4 AND C5 ABOVE MAY INCREASE TO 65% OF ROOF AREA IF: ALL MECHANICAL EQUIPMENT IS SCREENED; NO ROOFTOP FEATURES ARE CLOSER THAN 10 FEET TO THE ROOF EDGE. C9. MECHANICAL EQUIPMENT AND ELEVATOR PENTHOUSES TO BE SCREENED WITH FENCING WALL ENCLOSURES OR OTHER STRUCTURE.	C2. ROOFTOP OPEN RAILINGS EXTENDING ABOVE THE HEIGHT LIMIT DO NOT EXCEED 4 FEET ABOVE THE HEIGHT LIMIT.
SMC 23.48.225	STRUCTURE HEIGHT IN SOUTH LAKE UNION URBAN CENTER	A5. MAX. HEIGHT FOR SM-SLU 145 IS 145 FEET.	A5. SEE SHEET A0.103 FOR STRUCTURE HEIGHT CALCULATION AND DIAGRAM.
SMC 23.48.230	ADDITIONAL HEIGHT IN CERTAIN SM-ZONED AREA IN THE SOUTH LAKE UNION URBAN CENTER	APPLIES TO SEEKING ADDITIONAL HEIGHT.	NOT APPLICABLE
SMC 23.48.235	UPPER-LEVEL SETBACK REQUIREMENT FOR SOUTH LAKE UNION URBAN	A. APPLIES TO LOTS ABUTTING STREETS SHOWN ON MAP A FOR 23.48.235. B. APPLIES TO SM-SLU 85/65-160 ZONE.	
C. APPLIES TO SM-SLU/R 65/95 ZONE."	A. NOT APPLICABLE B. NOT APPLICABLE C. NOT APPLICABLE		
SMC 23.48.040	STREET-LEVEL DEVELOPMENT STANDARDS	B. IN THE SM-SLU ZONE, TRANSPARENCY REQUIREMENTS APPLY TO STREET-FACING FACADE BETWEEN 2 AND 8 FEET ABOVE THE SIDEWALK. B1.b. FOR NON-CLASSIFIED STREETS, MIN. 30% OF THE STREET-FACING FACADE MUST BE TRANSPARENT, EXCEPT 22% FOR STREET SLOPES EXCEEDING 7.5%. B2.b. FOR NON-CLASSIFIED STREETS, BLANK FACADES ARE LIMITED TO SEGMENTS 30 FEET WIDE. MAY BE INCREASED TO 60 FEET IF DETERMINED BY DIRECTOR. TOTAL WIDTH NOT TO EXCEED 70% OR 78% IF STREET SLOPE EXCEEDS 7.5%. BLANK SEGMENTS TO BE SEPARATED BY AT LEAST 2 FEET.	NOT APPLICABLE. SEE SECTION SMC 23.48.240.A BELOW.
SMC 23.48.240	STREET-LEVEL DEVELOPMENT STANDARDS IN SOUTH LAKE UNION URBAN CENTER	A. STANDARDS OF 23.48.040 APPLY TO CLASS 1 AND CLASS 2 PEDESTRIAN STREETS AND NEIGHBORHOOD GREEN STREETS AS SHOWN ON MAP A FOR 23.48.240.B1.b STREET FACING FACADE MAY BE SET BACK UP TO 12 FEET SUBJECT TO: LANDSCAPE PROVISIONS OF 23.48.055.A.3; ADDITIONAL 30% SETBACK ALLOWED IF NO CLOSER THAN 20 FEET FROM STREET CORNER; REQUIRED OUTDOOR AMENITY / OPEN AREA IS NOT CONSIDERED PART OF SETBACK.	NOT APPLICABLE. SITE IS NOT ON A STREET INDICATED ON MAP A FOR 23.48.240.

2.0 SITE ANALYSIS: Zoning Data

SMC.23.48.245	UPPER-LEVEL DEVELOPMENT STANDARD IN SOUTH LAKE UNION		NOT APPLICABLE
SMC.23.48.250	OPEN SPACE	B. 20 SQUARE FEET OPEN SPACE REQUIRED FOR EACH 1,000 SQUARE FEET OF GROSS OFFICE SPACE. C. OPEN SPACE MAY BE PROVIDED ON-SITE OR OFF-SITE. C1.a PRIVATE OPEN SPACE TO BE CONSISTENT WITH NEIGHBORHOOD OPEN SPACE 23.58A.040.C.4.b.2.	B. SEE SHEETS A0.103 AND L0.01 FOR OPEN SPACE AREA CALCULATION.
SMC.23.48.055	LANDSCAPING AND SCREENING STANDARD	A2. 0.30 OR GREATER LANDSCAPE GREEN FACTOR SCORE REQUIRED. C3. FOR PARKING IN STRUCTURES AT STREET LEVEL, 30% OF STREET FRONTAGE OF PARKING AREA IS TO BE SEPARATED FROM THE STREET BY OTHER USES. SEPARATING FACADE SUBJECT TO TRANSPARENCY/BLANK FACADE STANDARDS 23.48.040. D. STREET TREES REQUIRED AS DETERMINED BY THE DIRECTOR AND DIRECTOR OF TRANSPORTATION.	A2. SEE SHEET L0.10 FOR LANDSCAPE GREEN FACTOR CALCULATION . C3. NOT APPLICABLE D. SEE SHEETS L5.01, L5.02 , C1.0 FOR STREET TREES PROVIDED.
SMC.23.48.255	SCREENING AND LANDSCAPING STANDARDS IN SOUTH LAKE UNION URBAN CENTER	B. EXCEPT PER 23.48.085.A, PARKING AT OR ABOVE STREET LEVEL ON CLASS 1 AND 2 PEDESTRIAN STREETS SHALL BE SCREENED, AND IS NOT PERMITTED AT STREET LEVEL UNLESS SEPARATED FROM THE STREET BY OTHER USES.	NOT APPLICABLE
SMC.23.48.065	NOISE AND ODOR STANDARDS	A. NOISE STANDARDS SUBJECT TO 23.47A.018. B. ODOR STANDARDS SUBJECT TO 23.47A.020.	
SMC.23.48.075	LIGHT AND GLARE STANDARDS	LIGHT AND GLARE STANDARDS SUBJECT TO 23.47A.022.	
SMC.23.48.080	REQUIRED PARKING AND LOADING	A. OFF-STREET MOTOR VEHICLE PARKING SPACES AND BICYCLE PARKING ARE REQUIRED PER 23.54.015. B. LOADING BERTHS ARE REQUIRED PER 23.54.035.	A. MOTOR VEHICLE OFF-STREET PARKING PER TABLE A.II. J FOR 23.54.015, II. NON-RESIDENTIAL USE, NO MIN. PARKING REQUIREMENTS FOR URBAN CENTER. SEE SHEET A0.104 FOR BICYCLE PARKING CALCULATION. B. PROPOSAL PROVIDES 3 LOADING BERTHS (LOW DEMAND TYPE OF USE / 255,790 SF GROSS FLOOR AREA).
SMC 23.48.085	PARKING AND LOADING LOCATION, ACCESS AND CURB CUTS	B2. DUE TO PHYSICAL SITE CONDITIONS SUCH AS TOPOGRAPHIC OR GEOLOGIC CONDITIONS, PARKING PERMITTED IN STORIES THAT ARE PARTIALLY BELOW AND ABOVE STREET LEVEL WITHOUT STREET SEPARATION BY OTHER USES IF: DOES NOT ABUT A CLASS 1 PEDESTRIAN STREET; IS SCREENED FROM VIEW FROM THE STREET; AND, STREET-FACING FACADE IS ENHANCED. D. IF LOT ABUTS MORE THAN ONE R.O.W., PARKING LOCATION AND ACCESS TO BE DETERMINED BY THE DIRECTOR. IF LOT ABUTS AN ALLEY, PARKING / LOADING ACCESS TO BE FROM ALLEY. OTHERWISE MOST TO LEAST PREFERRED ACCESS AS FOLLOWS: UNDESIGNATED STREET; CLASS 2 PEDESTRIAN STREET; CLASS 1 PEDESTRIAN STREET; NEIGHBORHOOD GREEN STREET. E. ACCESS LIMITED TO ONE TWO-WAY CURB CUT, OR TWO ONE-WAY CURB CUTS.	D. THE PROPOSAL SEEKS A DIRECTOR'S DECISION TO LOCATE ONE TWO-WAY CURB CUT ON EASTLAKE AVENUE EAST.
SMC 23.48.280	REQUIRED PARKING IN SOUTH LAKE UNION URBAN CENTER	A. OFF-STREET PARKING SPACES AND BICYCLE PARKING ARE REQUIRED PER 23.54.015. B.1 NON-RESIDENTIAL PARKING LIMITED TO ONE PARKING SPACE PER EVERY 1,000 SF OF NON-RESIDENTIAL GROSS FLOOR AREA.	A. OFF-STREET PARKING NOT REQUIRED PER J / TABLE A II FOR 23.54.015. B1. SEE SHEET A1.1P1 FOR PROPOSED VEHICLE PARKING COUNT.
SMC 23.48.285	PARKING LOCATION, ACCESS AND CURB CUTS IN SOUTH LAKE UNION URBAN CENTER		NOT APPLICABLE.
SMC 23.48.290	TRANSPORTATION MANAGEMENT PROGRAMS (TMP)	A. TMP REQUIRED IF PROPOSAL IS EXPECTED TO GENERATE 50 OR MORE EMPLOYEE SOV TRIPS. E. TMP REQUIREMENTS FOR EXTRA FLOOR AREA 23.48.021.D.2 OR ADDITIONAL HEIGHT 23.48.230 TO COMPLY WITH THIS SECTION.	A. THE PROPOSAL WILL PROVIDE A TRANSPORTATION MANAGEMENT PLAN.
SMC 23.54.015	REQUIRED PARKING (BICYCLE)	K. MINIMUM REQUIRED OFF-STREET BICYCLE PARKING PER 23.54.015 TABLE D BASED ON GROSS FLOOR AREA. AFTER FIRST 50 SPACES, REQUIREMENT DROPS TO 1/2 THE RATIO OF TABLE D.. - OFFICE USE: LONG-TERM 1 PER 2,000 SF (UC) / SHORT-TERM 1 PER 40,000 SF SALES AND SERVICES: LONG-TERM 1 PER 12,000 SF / SHORT-TERM 1 PER 2,000 SF (UC)	K. SEE SHEET A0.104 LAND USE CODE - DIAGRAMS FOR BICYCLE PARKING CALCULATION.
SMC 23.54.035	LOADING BERTH REQUIREMENTS AND SPACE STANDARDS	C.1 LOADING BERTHS NOT TO BE LESS THAN 10 FEET WIDE AND PROVIDE LESS THAN 14 FEET VERTICAL CLEARANCE. C.2c. LOADING BERTH LENGTH MAY BE REDUCED TO 25 FEET FOR LOW- AND MEDIUM-DEMAND USES IF VEHICLES DO NOT EXTEND BEYOND THE PROPERTY LINE.	C.1 PROPOSED LOADING BERTHS ARE 10 FEET WIDE AND HAVE 14 FEET VERTICAL CLEARANCE. C.2c. PROPOSED LOADING BERTHS DO NOT EXTEND BEYOND THE PROPERTY LINE AND ARE 25 FEET IN LENGTH.
SMC 23.54.040	SOLID WASTE AND RECYCLABLE MATERIALS STAORAGE ACCESS	A. TABLE A 23.54.040, SHARED STORAGE SPACE REQUIRED FOR NON-RESIDENTIAL DEVELOPMENT GREATER THAN 2,000 SF IS 500 SF F.1 GRADE OF ACCESS RAMPS TO STORAGE SPACE CANNOT EXCEED 6 PERCENT FOR CONTAINERS 2 CUBIC YARDS OR SMALLER. F.2 21 FOOT OVERHEAD CLEARANCE REQUIRED FOR CONTAINERS LARGER THAN 2 CUBIC YARDS AND COMPACTED REFUSE CONTAINERS.	A. AREA OF PROPOSED SHARED STORAGE SPACE COMPLIES WITH REQUIREMENTS. SEE 3/A0.104. F.1 6 PERCENT RAMP GRADE IS NOT APPLICABLE AS SERVICING OF CONTAINERS WILL OCCUR WITHIN THE BUILDING. F.2 THE BUILDING IS BEING SERVICED BY REAR-LOADING COMPACTORS FOR CONTAINERS LARGER THAN 2 CUBIC YARDS. A MAXIMUM CLEARANCE OF 14 FEET IS REQUIRED FOR THIS OPERATION. 18 FEET OF CLEARANCE IS PROVIDED WITHIN THE LOADING/TRASH AREA.

3.0 EARLY DESIGN GUIDANCE: Priority Guidelines Summary

CS2 Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing. Identify opportunities for the project to make a strong connection to the street and public realm.

CS3 Contribute to the architectural character of the neighborhood

Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

PL2 Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL3 Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL4 Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front. Maximize the use of any interior or exterior gathering spaces. Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers. Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

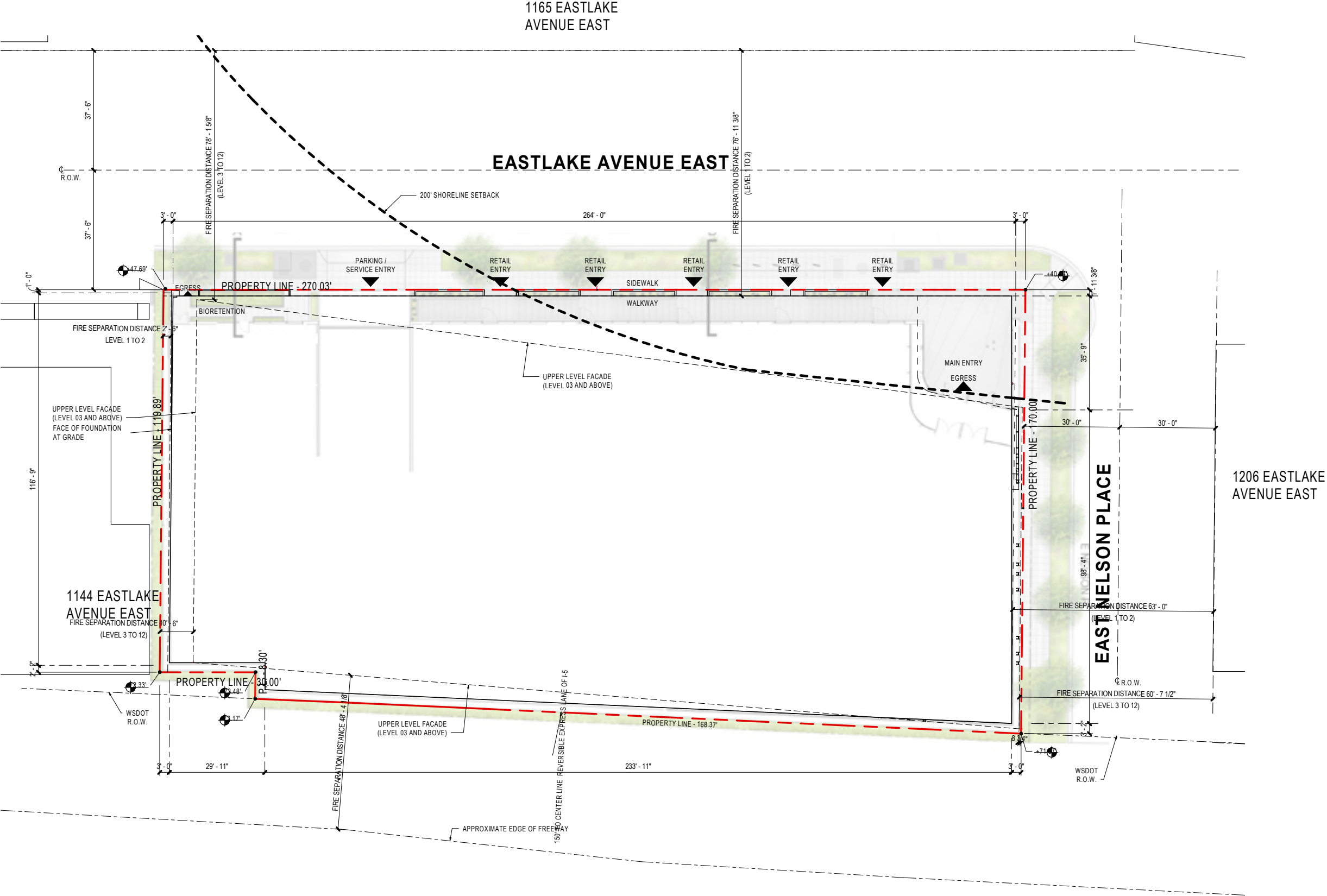
DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. Use secondary architectural elements to reduce the perceived mass of larger projects. Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

3.0 EARLY DESIGN GUIDANCE: Composite Site Plan



3.1 EARLY DESIGN GUIDANCE: Concept Development (Guidelines CS-2, CS-3, DC-1, DC-3, PL-4)

A. Building Conceptual Forms: The Forest

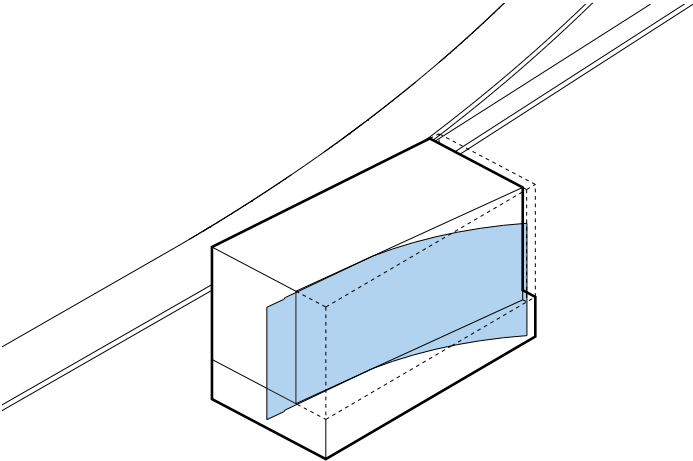
Guidance:

“The Board supported option # 3 and the evolving concepts that engender the conceptual architectural sliding forms.”

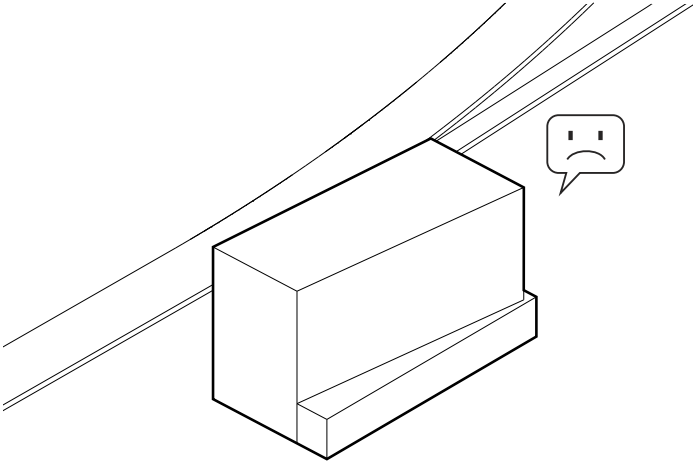
Applicant Response:

The current proposal is based on Option #3: The Forest.

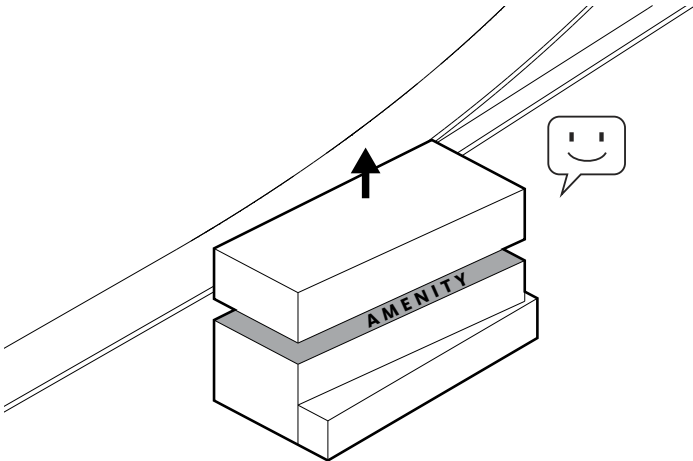
- The response to the shoreline setback sets up a wedged shaped podium fronting a wedge shaped tower.
- The tower block is split at the I-5 level to expose the Forest
- The massing within the Forest is contoured to create a refuge from noise and increase view corridors



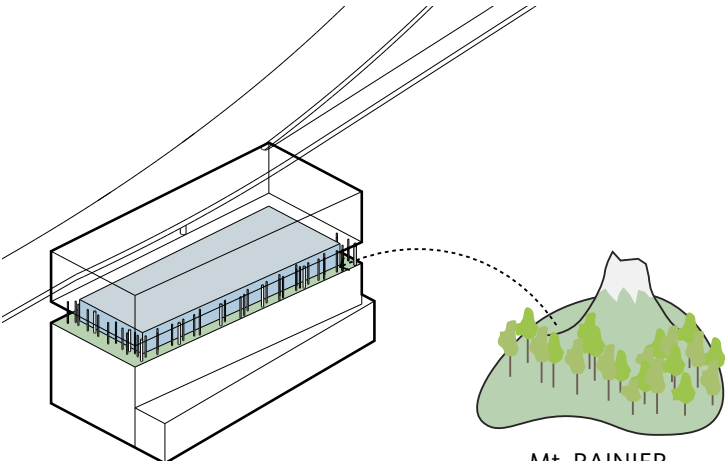
SHORELINE SETBACK



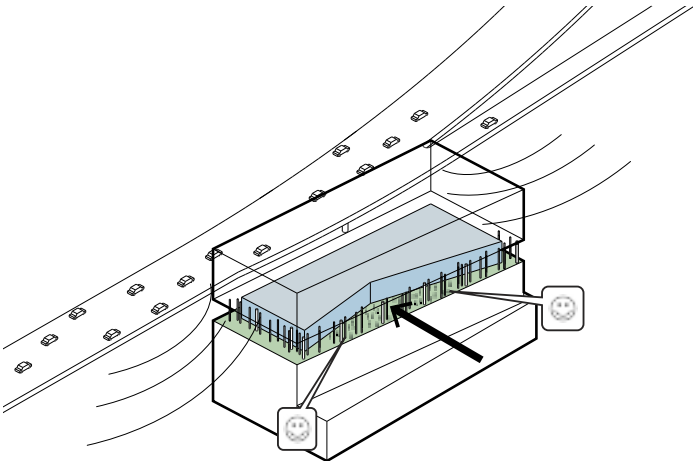
BORING OFFICE BUILDING



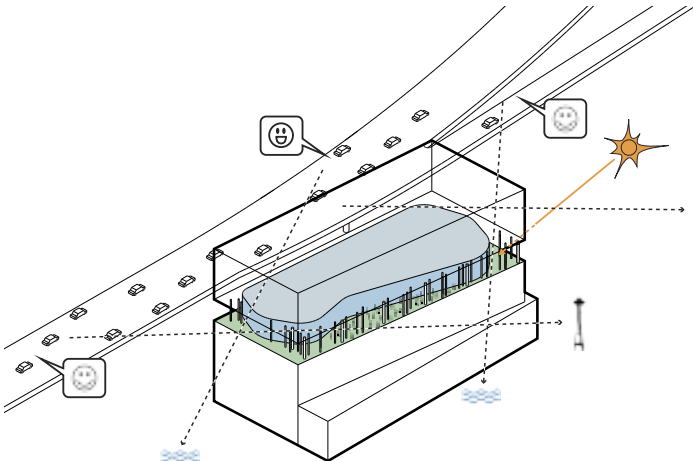
AMENITY WITH OFFICE BUILDING



REGIONAL RESPONSE



FACADE CONTOURED TO PROTECT THE OUTDOOR FOREST TERRACE FROM I-5 NOISE

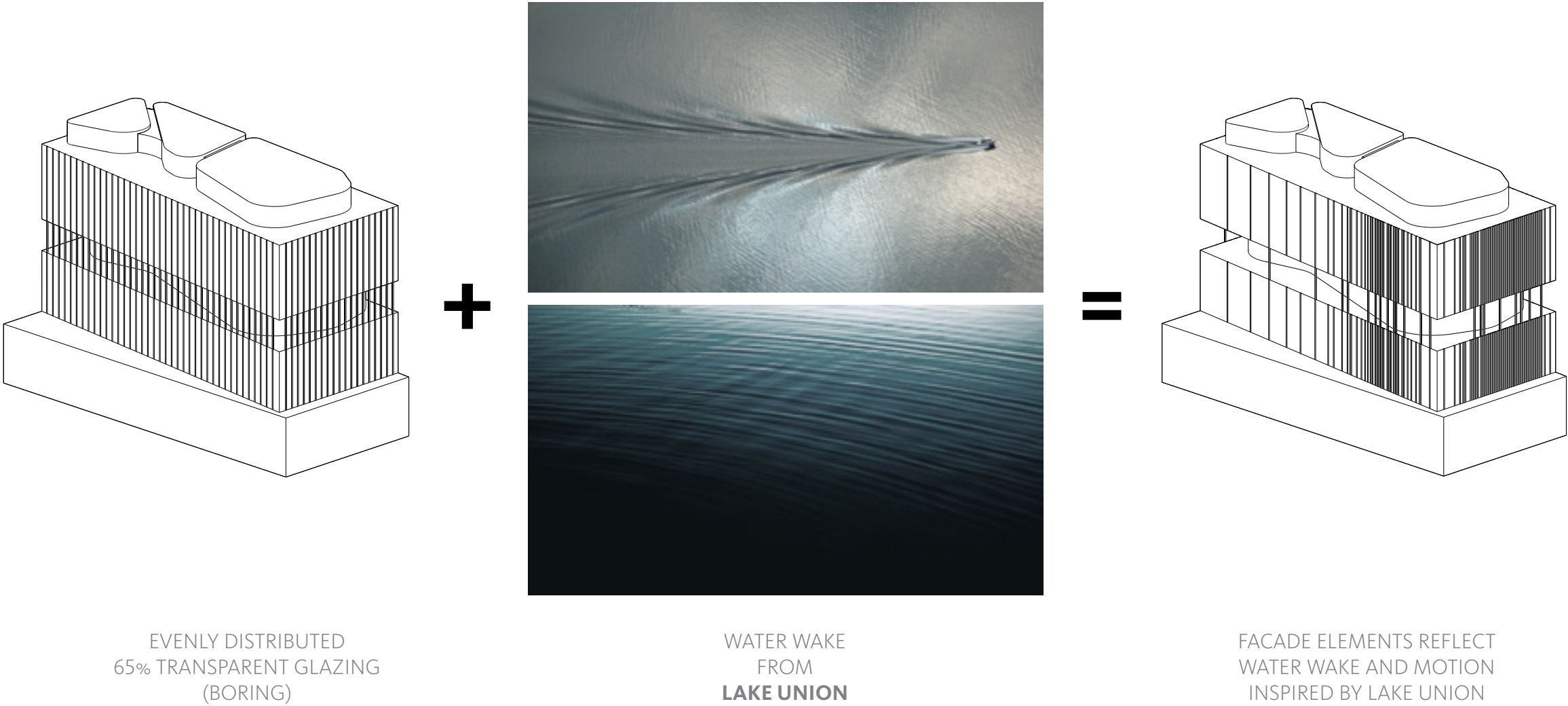


CHAMFERED CORNERS IMPROVE VIEW CORRIDOR AND SOLAR PROTECTION

3.1 EARLY DESIGN GUIDANCE: Concept Development (Guidelines CS-2, CS-3, DC-1, DC-3, PL-4)

A. Building Conceptual Forms: The Lake

Facades are articulated with sculpted panels patterned after water wakes on the Lake



3.1 EARLY DESIGN GUIDANCE: Concept Development (Guidelines CS-2, CS-3, DC-1, DC-3, PL-4)

B. Overall Massing

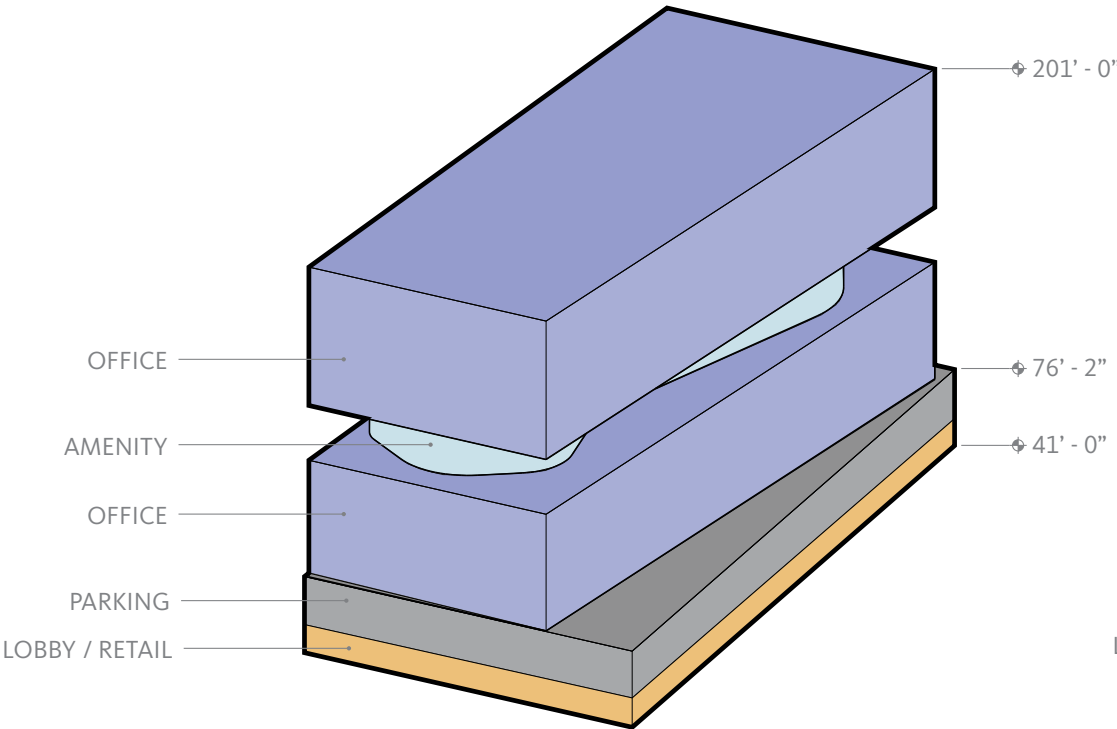
Guidance:

“The Board appreciated efforts for future flexibility that would be “built in” to the program.”

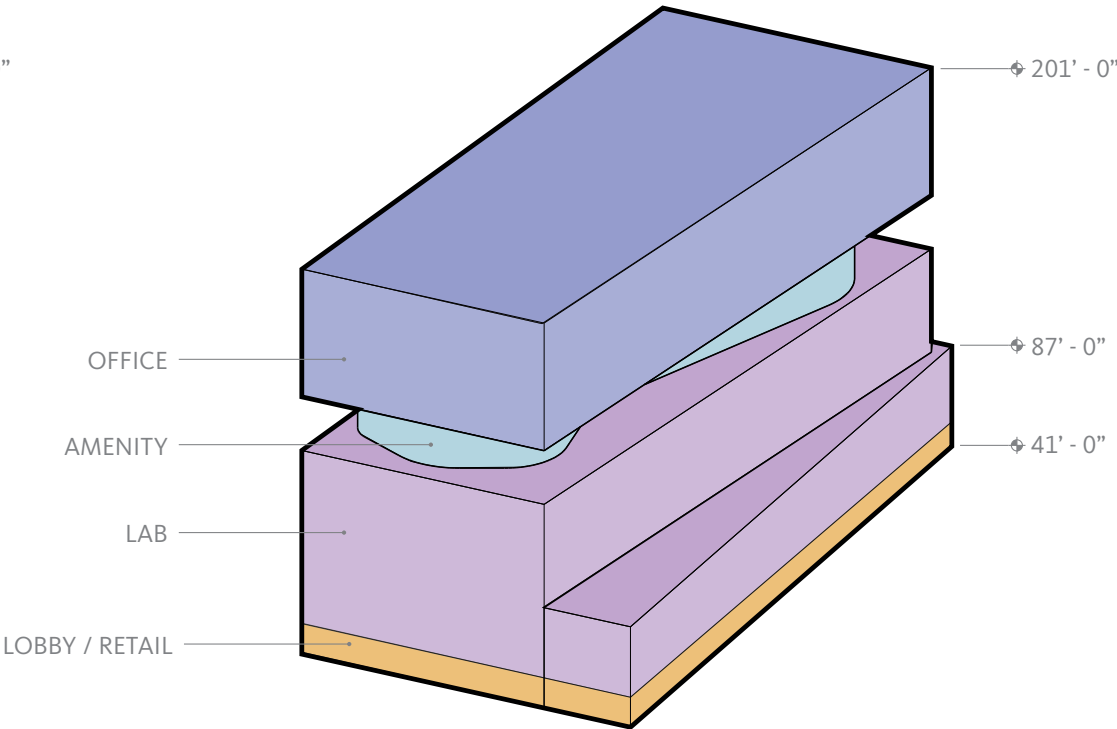
Applicant Response:

Massing of the updated proposal remains consistent with the EDG option #3.

- The planned future flexibility for program area on Level 2 is exercised by the Owner due to market demand.
- The podium height is increased to accommodate office and lab use in lieu of parking.
- People, not cars, are now the main feature at the podium level



EDG Massing & Program



Refined Massing & Program

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3.1 EARLY DESIGN GUIDANCE: Concept Development (Guidelines CS-2, CS-3, DC-1, DC-3, PL-4)

C. Fifth Facade

Guidance:

“The Board supported the importance of designing all four facades and to include the roof as a fifth façade worthy of design attention since it will be visible from some points above I-5.”

Applicant Response:

All four facades are developed to enhance the Wake theme.

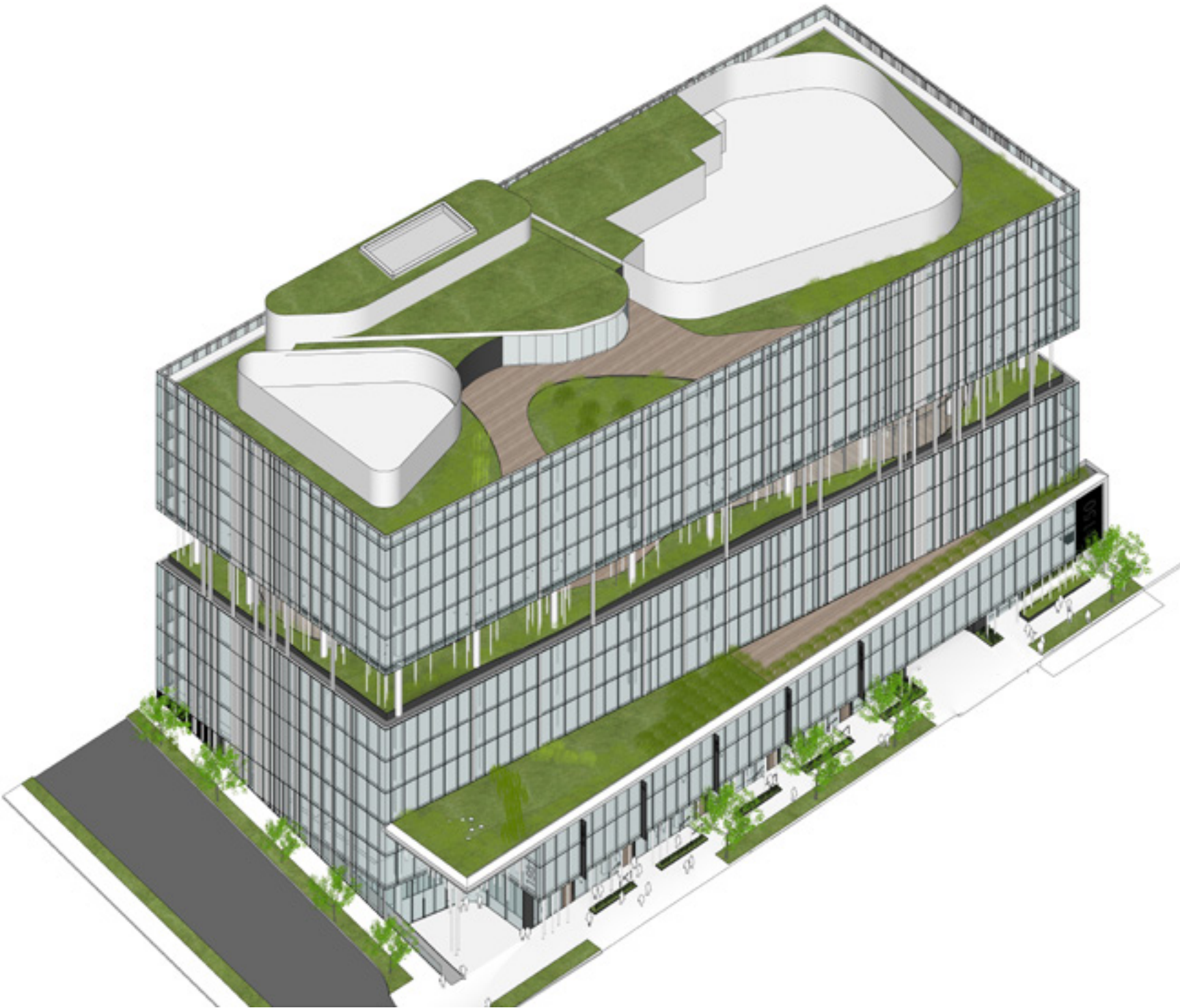
- Additional vertical elements added to the façade so that the Wake effect is amplified as the pattern expands and contracts on each façade.
- Denser portions of the Wake pattern carry across the break vertically to provide continuity

The ‘fifth façade’ on the roof is conceived as the culmination of the Forest and Lake themes.

- Mechanical screens and penthouses on the roof are organically shaped to echo the architectural forms of the “break” (Level 7) and reduce impacts to views from Capitol Hill
- Majority of the roof developed into fully-designed landscaped setting with reference to Gasworks Park and green roof



ROOF PLAN



3.1 EARLY DESIGN GUIDANCE: Concept Development (Guidelines CS-2, CS-3, DC-1, DC-3, PL-4)

C. Fifth Facade

Viewed from the residential area across of I-5, the east façade presents itself as a reflection of the wakes in the lake hovering above the tree line.

- Screens at the roof level continue the “break” forms, expressed in organic forms
- Roof top equipment not visible from residences.



View from Capitol Hill

3.1 EARLY DESIGN GUIDANCE: Concept Development (Guidelines CS-2, CS-3, DC-1, DC-3, PL-4)

D. The Break

Guidance:

“The Board was supportive of the building “break” at the I-5 level and directed the applicant to explore the concept more fully including the hanging gardens landscape context. The members expressed opinions that the building break was appropriate to opening views and added a sense of lightness to the building.”

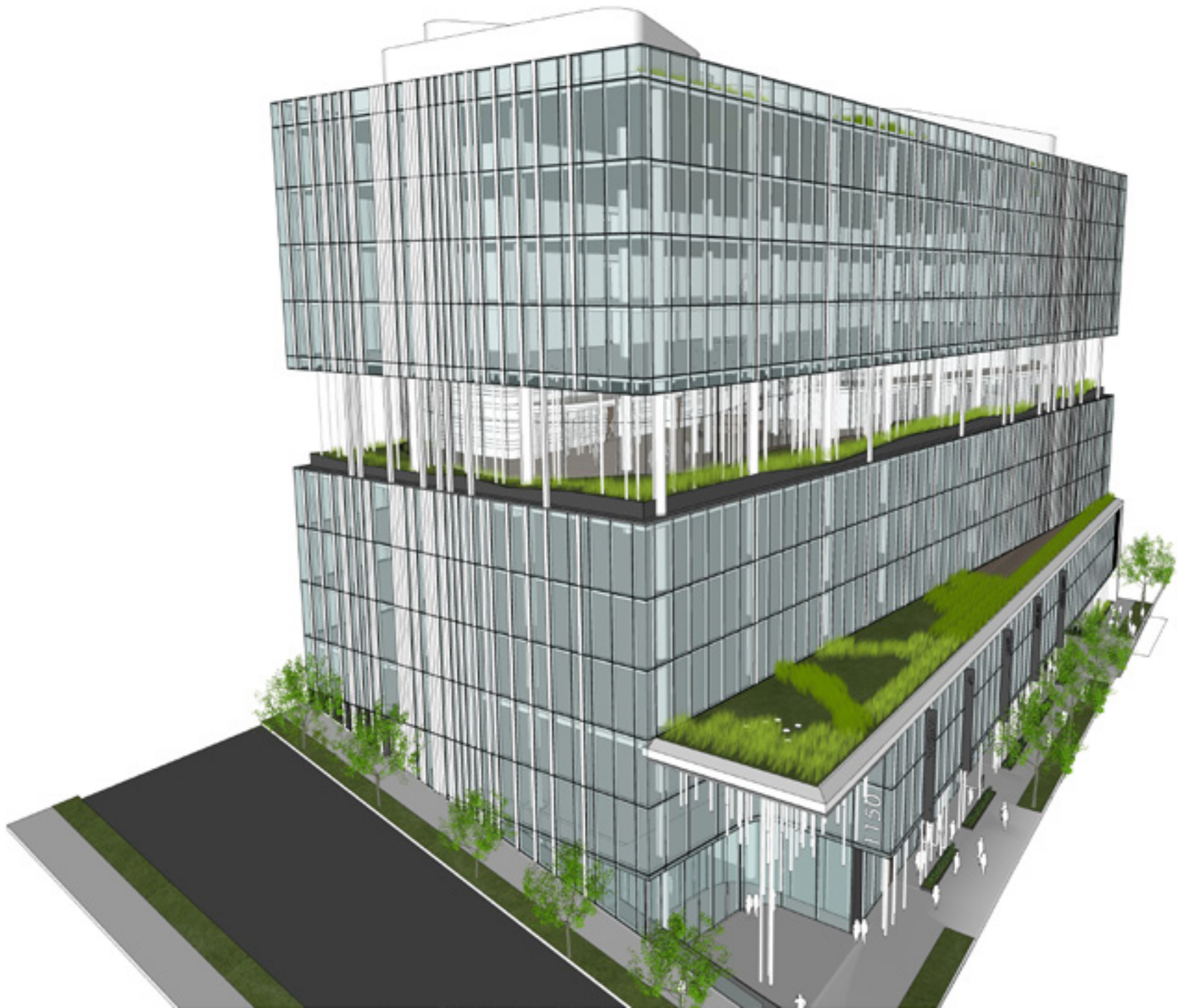
Applicant Response:

The ‘break’ at levels 7 and 8 remains a key element of the building massing and continues around the entire building.

- The Forest is developed in an abstract way, removing the literal (and unsustainable) green vertical elements.
- Landscape design incorporates lush terrain that sets the field for vertical elements evocative of the forest with a high level of visibility from all sides.
- Primary structural columns are supplemented with slender columns to invoke the varying textures of the forest and pay formal homage to the Steam Plant



HISTORIC STEAM PLANT



View from Northwest

3.1 EARLY DESIGN GUIDANCE: Concept Development (Guidelines CS-2, CS-3, DC-1, DC-3, PL-4)

E. The Break

Guidance:

“The Board commented that any opportunities to carve away the building for maximum views through the site to Lake Union and points west would be favorably received.”

Applicant Response:

Views to the lake are increased

- Vines are removed to open up views
- Careful placement of the vertical elements in the Forest create textural foreground.
- Varied column density carried across the east elevation facing I-5.
- Textural depth added by fritted glass façade system, evoking a veil allowing views into the building at critical moments.



EDG PROPOSAL



View Looking Southwest from I-5

3.2 EARLY DESIGN GUIDANCE: Pivot Point (Guidelines DC-2-A, DC-2-C, DC-2-D)

A. Southwest Corner

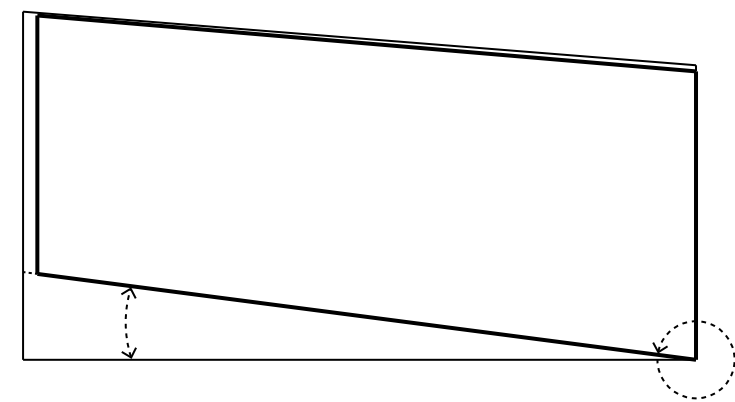
Guidance:

“The Board thought that the southwest corner of the building was evolving as a central pivot point for sliding building forms. To explore that idea, develop a vertical element at the southwest corner from top to bottom to express an organizing fulcrum or moment which energizes and collects the architectural moves of the building.”

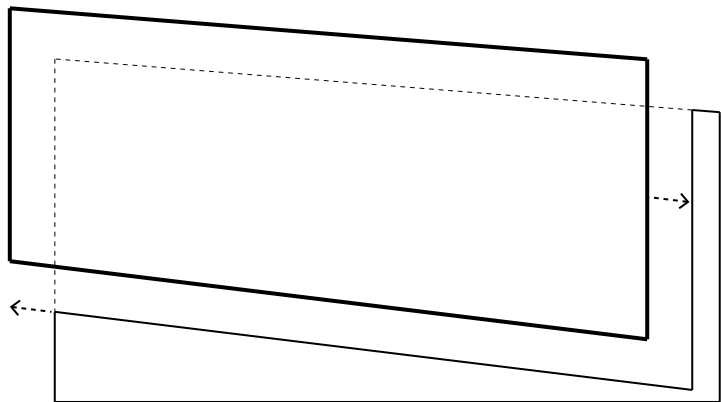
Applicant Response:

The southwest corner is developed as the corner of a ‘slice’ rather than a pivot.

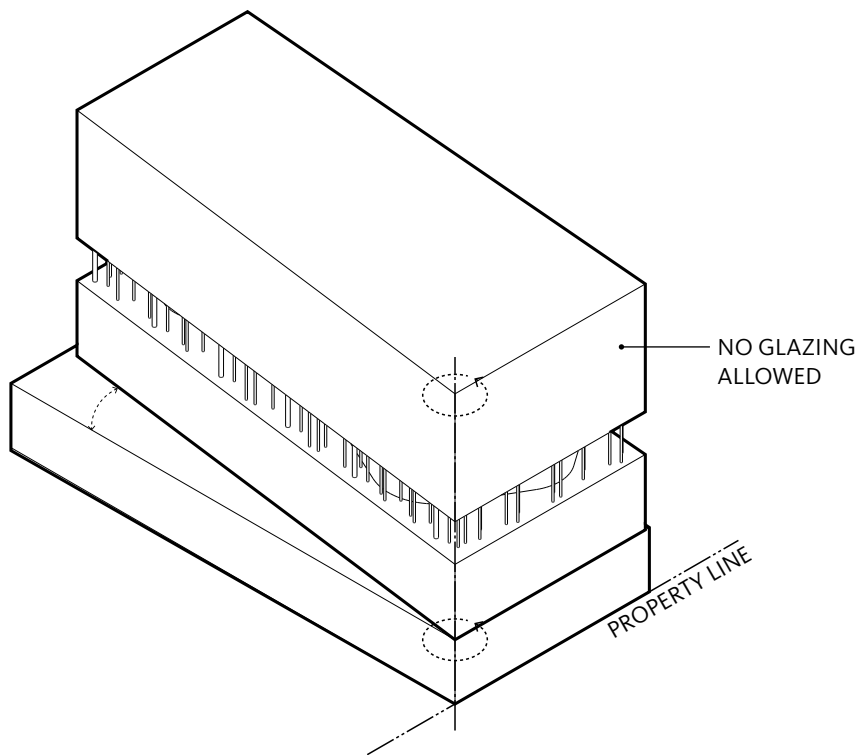
- Podium scaled to the street
- Podium as a foil to the mass and distinct materialities of the tower.
- Podium developed as a pedestrian oriented façade that respects the proportions of the adjacent buildings
- Podium introduces primary architectural features, beginning at the anchor point to the south and culminating at the main entry to the north



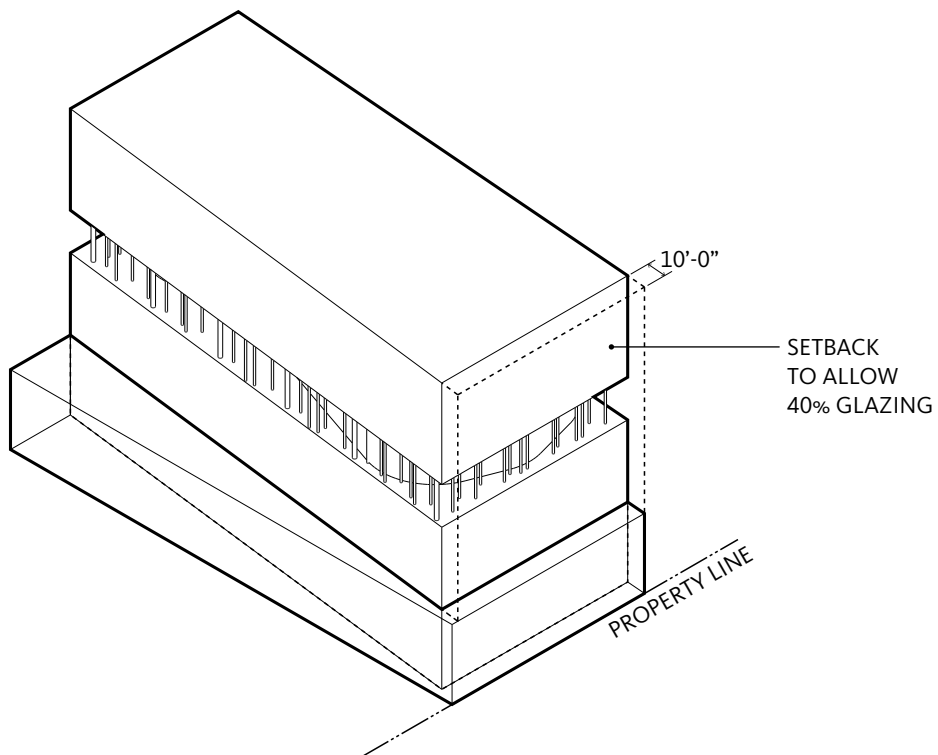
Plan Diagram / Pivot



Plan Diagram / Slice



Axon Diagram / Pivot



Axon Diagram / Slice

3.2 EARLY DESIGN GUIDANCE: Pivot Point (Guidelines DC-2-A, DC-2-C, DC-2-D)

- 1 FOREST REVEALED
- 2 TOWER FACADE AS BACKDROP
- 3 STREET LEVEL SCALED AND PROPORTION
- 4 TRANSITION ELEMENT
- 5 BASE LEVEL FOREST AND LANDSCAPE ELEMENTS



3.2 EARLY DESIGN GUIDANCE: Pivot Point (Guidelines DC-2-A, DC-2-C, DC-2-D)

B. Verticality

Guidance:

“The board thought that more verticality could be expressed on the building facades to support and organize the forest concept.”

Applicant Response:

The vertical façade fins are organized into a pattern that’s inspired by the water wakes on the lake in a manner that increases verticality as the wake progresses and recedes on each façade.

- Spacing of vertical elements drawing from proportions of Steam Plant
- Additional vertical tubes placed close to the façade on the upper level “break”, deepen and densify the forest concept
- Sculpture tubes at main entry plaza brings verticality of Wake and Forest to grade
- Vertical thrust of the Forest is carried along the galleria on Eastlake Ave. E



EDG PROPOSAL



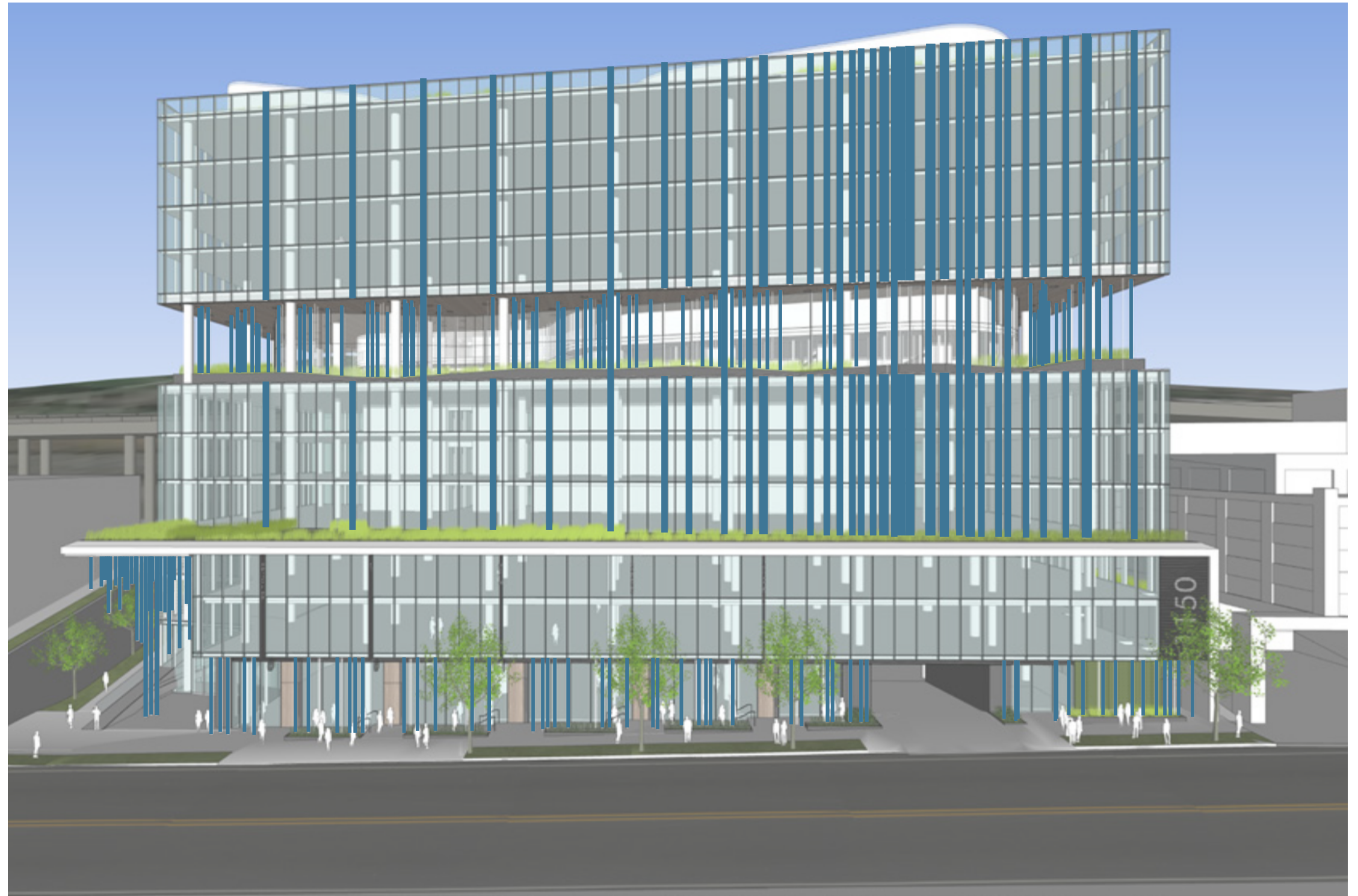
West Facade

3.2 EARLY DESIGN GUIDANCE: Pivot Point (Guidelines DC-2-A, DC-2-C, DC-2-D)

B. Verticality

The diagram at right highlights vertical façade and Forest elements that supplement the primary structure.

- North, East, and South facades are similar



West Facade

3.3 EARLY DESIGN GUIDANCE: Landscape Reinforces Connections (Guidelines DC-3, DC- 4)

A. Ground Level Connections

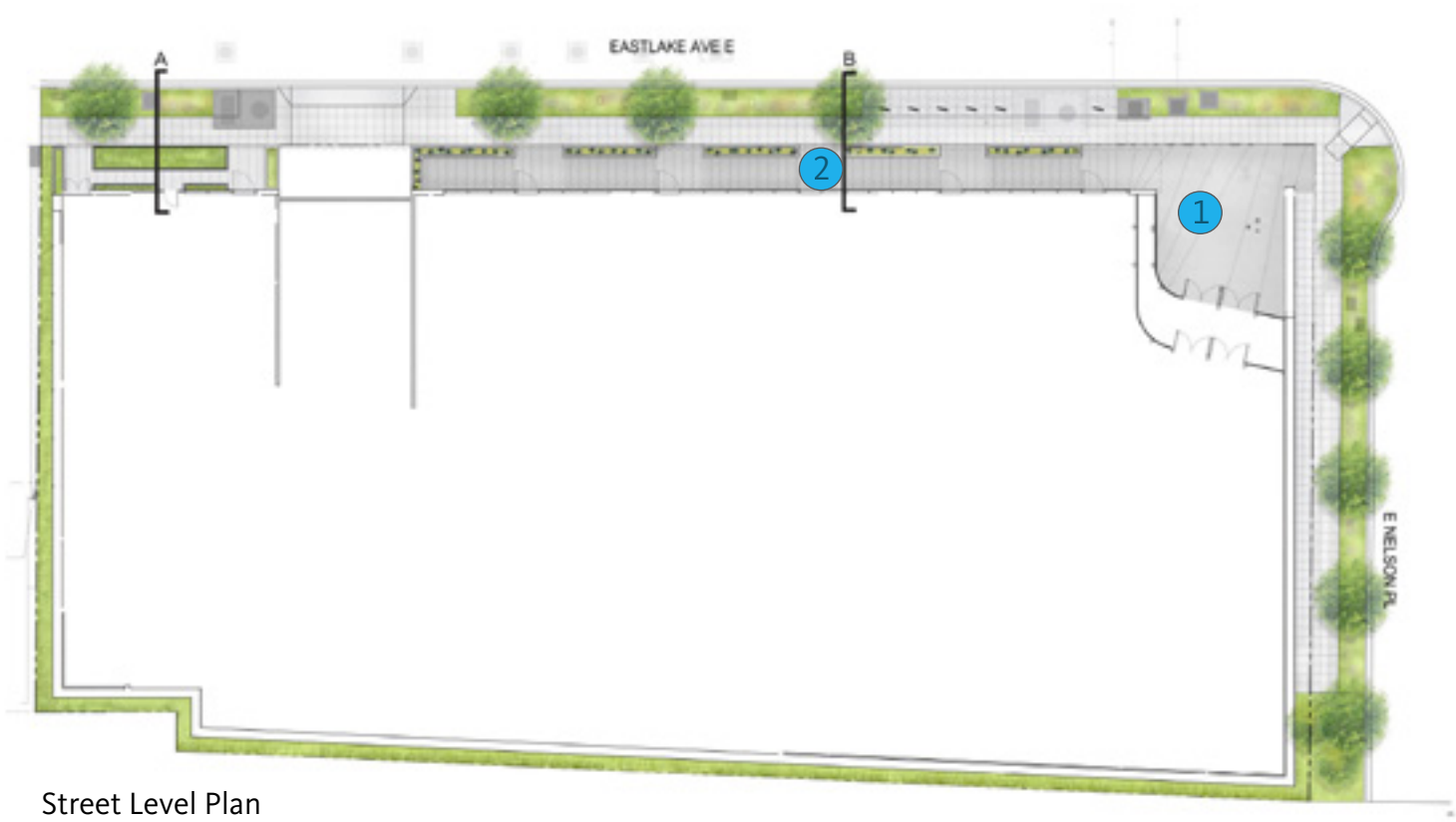
Guidance:

“The Board recognized and appreciated the landscape concepts of forest and water, and the concept should be more fully developed at the ground level and should serve to connect the sidewalk and interior spaces.”

Applicant Response:

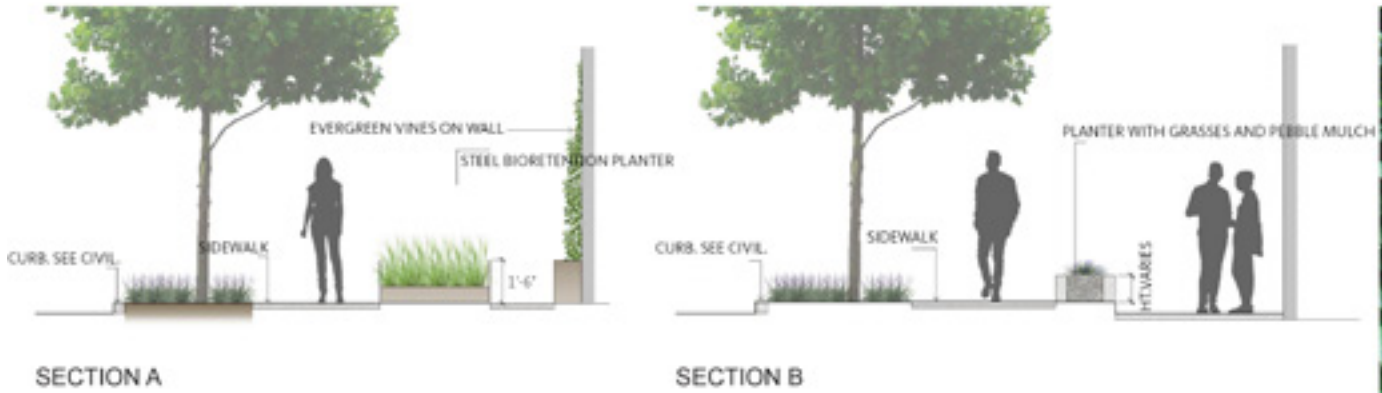
The landscape plan at ground level is developed as a highly porous connection between the public realm and the building’s entrances.

- Trees and planting bring the Forest to the street
- Planters and columns organized to ease pedestrian flow
- Paving and plants positioned for wayfinding to entries and enhancing the experience within the colonnade



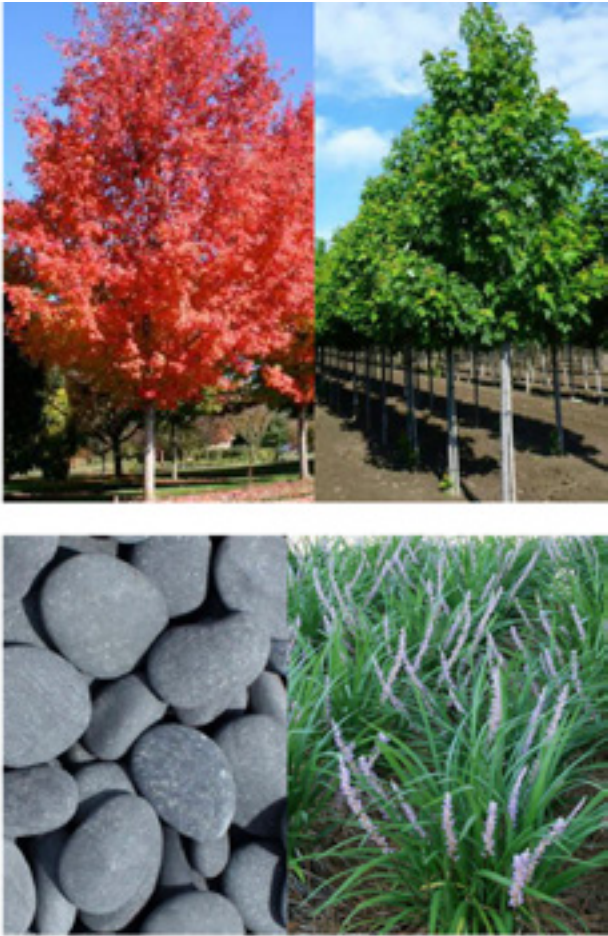
Street Level Plan

- 1 ENTRY PLAZA
- 2 GALLERIA



SECTION A

SECTION B



3.3 EARLY DESIGN GUIDANCE: Landscape Reinforces Connections (Guidelines DC-3, DC- 4)

A. Ground Level Connections

- The slender columns of the colonnade frame, define and buffer the galleria area from arterial traffic
- Slender proportions of the colonnade carry the Forest concept to the street frontage and tie back to the iconic stacks and the tall vertical bays of the Steam Plant across the street



- ① FOREST COLONNADE
- ② GALLERIA

View Looking North at Retail

3.3 EARLY DESIGN GUIDANCE: Landscape Reinforces Connections (Guidelines DC-3, DC- 4)

B. Landscape on Mid-Level

Guidance:

“The Board supported the midlevel open space where the landscape elements reinforce the forest and water concepts.”

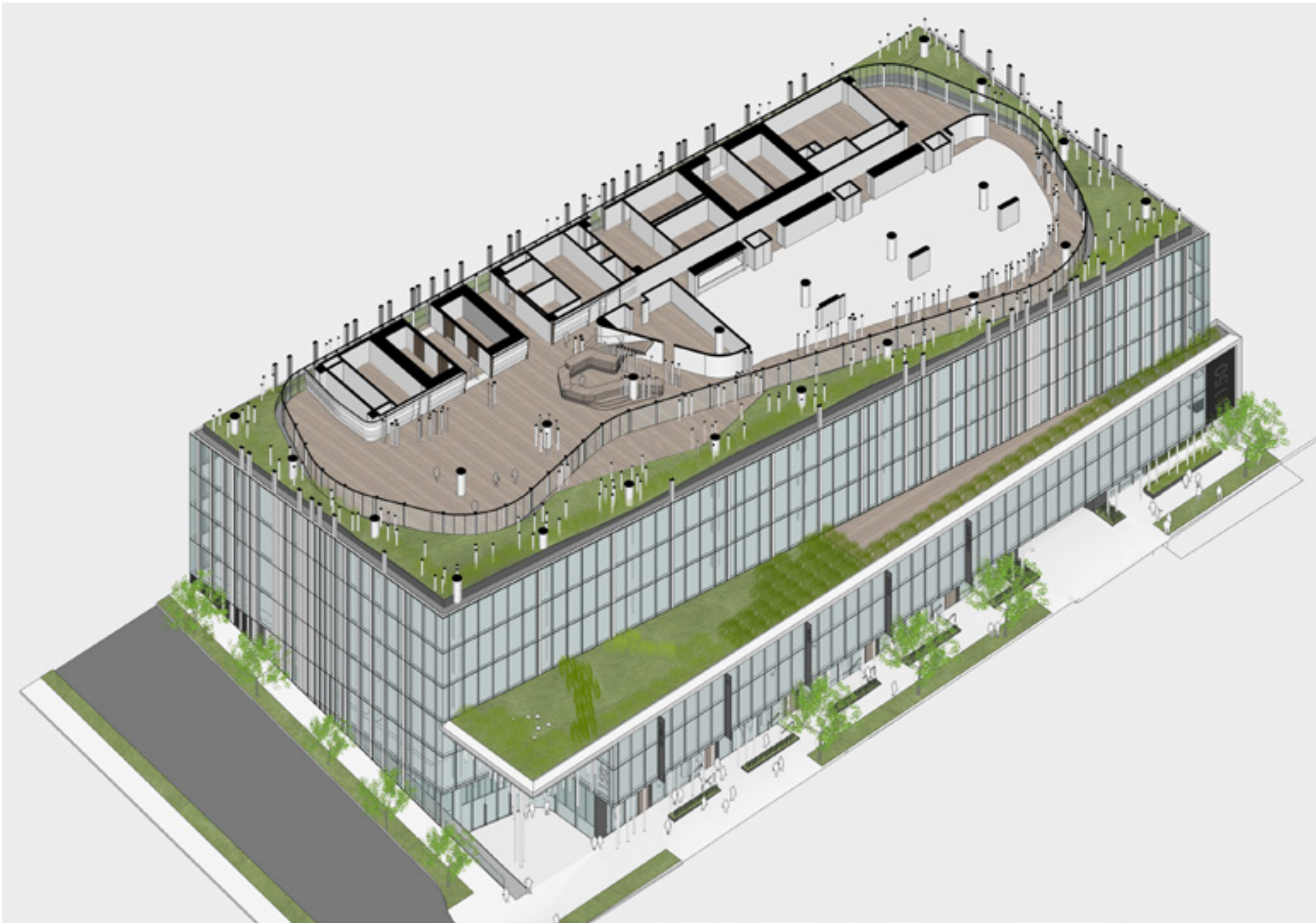
Applicant Response:

The mid-level break is where the forest is fully realized in an abstract way, combining the colonnade introduced at the grade level, the sculptural feature at the entry plaza and the greenscape from the top of the podium.

- Unsustainable green vertical elements removed
- Supplemental, more densely placed slender columns invoke varying textures of the Forest across a lushly planted and sculpted ground plane.
- Amplified in a richer, more 3 dimensional texture that casts playful shadows against the undulating glass backdrop.
- Lighting program brings Forest to life after dark



THE FOREST



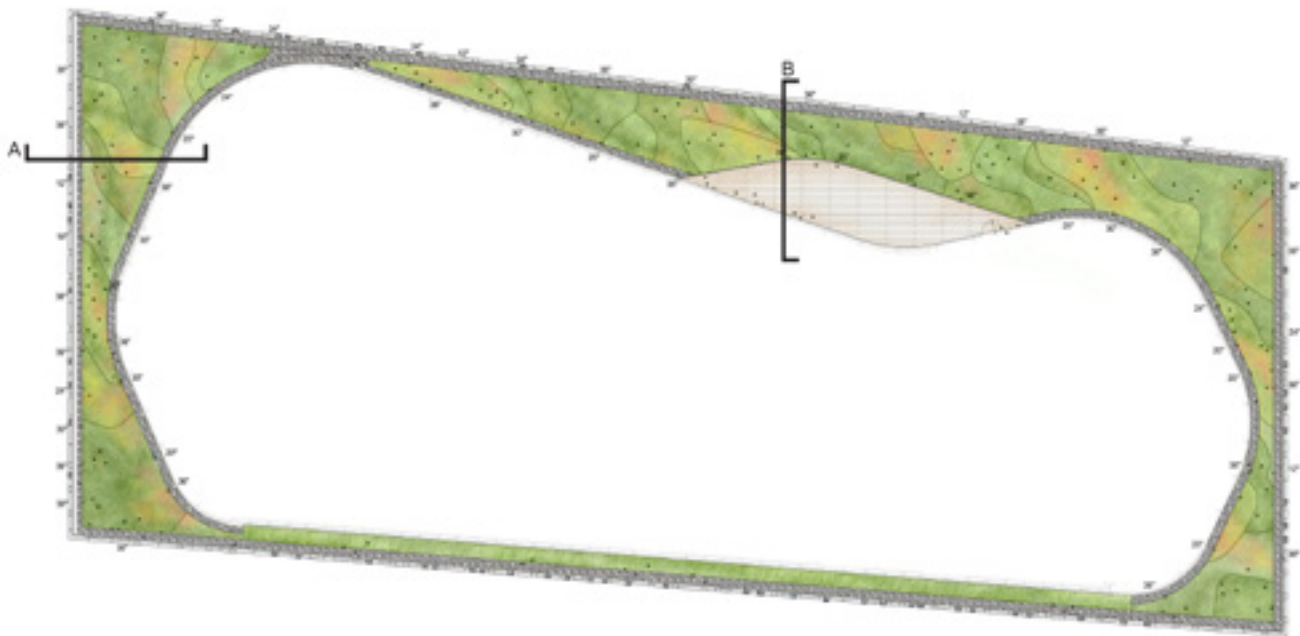
Level 7 Axon

3.3 EARLY DESIGN GUIDANCE: Landscape Reinforces Connections (Guidelines DC-3, DC- 4)

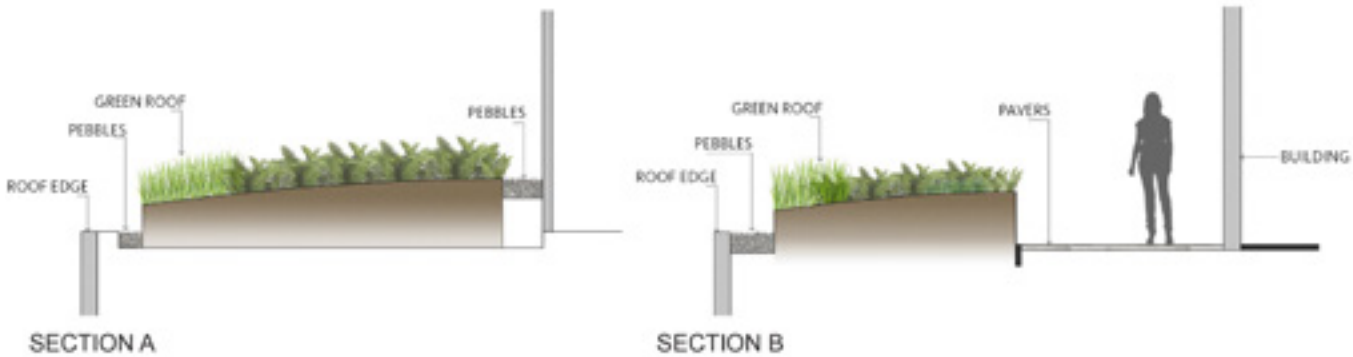
B. Landscape on Mid-Level

The terrain of the planted roof is visible from the interior spaces as well as from I-5.

- The planted edging undulates as it wraps around the landscape creating a ribbon effect of the landscape
- Plantings will be grouped and placed to accentuate that effect adding a sense of movement that is inspired by the waves on Lake Union



Level 7 Plan



3.4 EARLY DESIGN GUIDANCE: Right of Way Connections (Guidelines DC-3, PL-2, PL-3)

A. Ground Level Connections

Guidance:

“Board members agreed that pedestrian interaction with the public realm will need to be well established and fully developed at the ground plane for a successful design and they directed the applicant to study opportunities to make useable connetions. The ground level should be somewhat porous to allow easy access into and out of the retail areas of the building.”

Applicant Response:

The voluntary setback on Eastlake Ave E. provides an enhanced and improved condition with a colonnade and landscape plan that defines the outdoor public spaces.

- Galleria that activates and enlivens the street, allows engagement of human activities between business/retail spaces and the streetscape
- Enhanced character of the streetscape by creating the feeling of wider sidewalks promoting a vibrant urban experience
- Setback accommodates planters and colonnade that provide buffer to traffic along a major arterial street
- Landscape plan at ground level is developed as a highly porous connection between the public realm and the building's entrances
- Planters and columns organized to ease pedestrian flow.
- Paving and plants positioned for wayfinding to entries and enhancing the experience within the colonnade



View Looking North at Retail

3.4 EARLY DESIGN GUIDANCE: Right of Way Connections (Guidelines DC-3, PL-2, PL-3)

B. Corner Visibility

Guidance:

“The Board noted that the building and sidewalk relationships to the steep grade of Nelson Avenue should be carefully designed to avoid high walls and cumbersome grade changes. Create good transitions around the corner for visibility and ease of access.”

Applicant Response:

The refined plaza design softens the transition of the steep slopes to the entry plaza.

- Glass guard rail allows direct visibility into plaza
- Interior feature wall carried into the plaza to extend the inviting lobby out to the sidewalk.
- Sculptural entry feature visually and physically connects the entry plaza to the terraces and forest features of the tower above and diminishes the influence of the adjacent steep slopes
- Sculpture feature marks the main entry to the building and makes a memorable corner for pedestrians

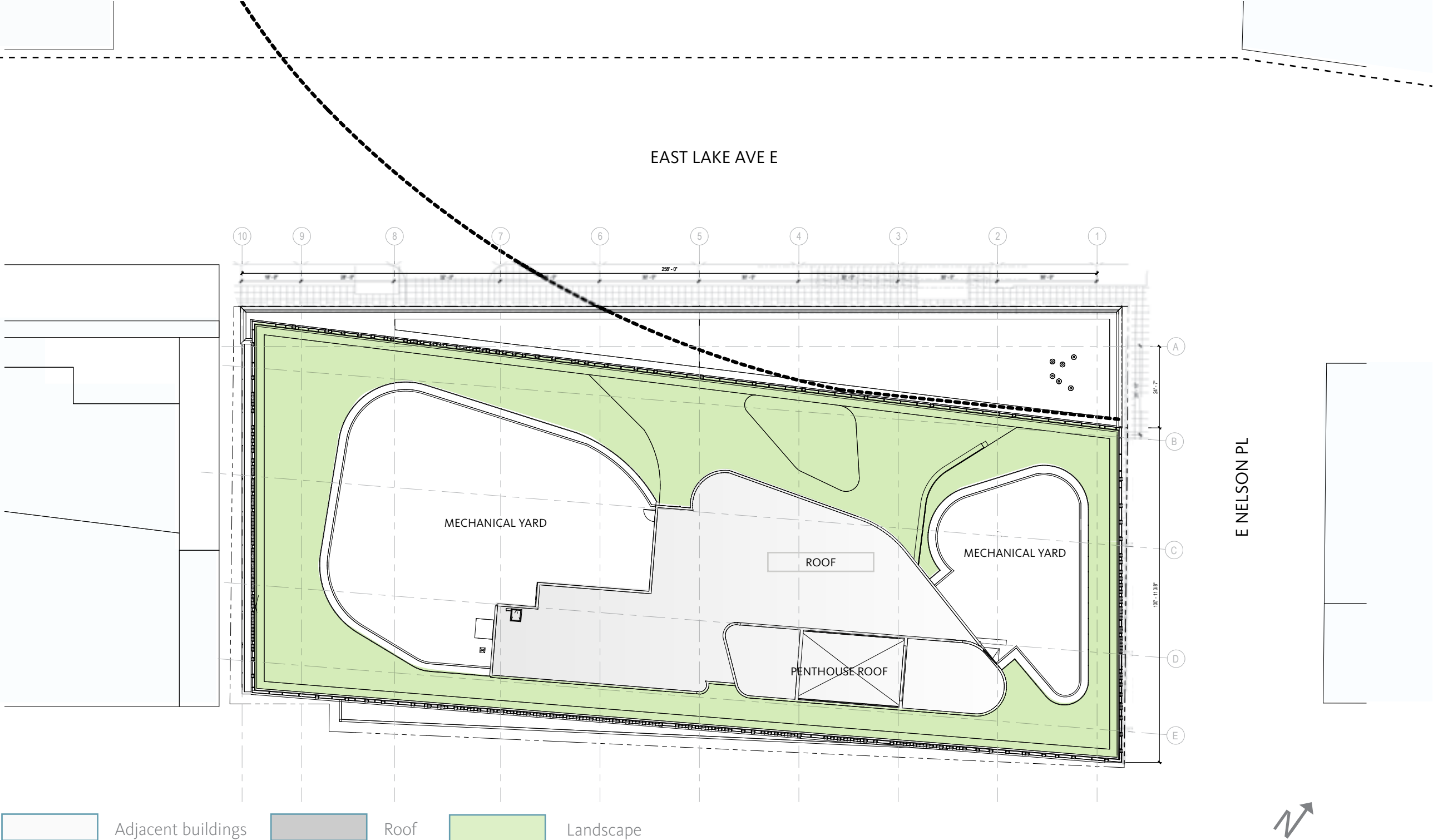


View of Main Entry



View into Main Entry Plaza

4.0 ARCHITECTURE: Site Plan



4.0 ARCHITECTURE: Typical Parking Plan



4.0 ARCHITECTURE: Level 1 Podium Plan



4.0 ARCHITECTURE: Level 2 Podium Plan



4.0 ARCHITECTURE: Level 3 Podium Plan



4.0 ARCHITECTURE: Level 4 Tower Plan



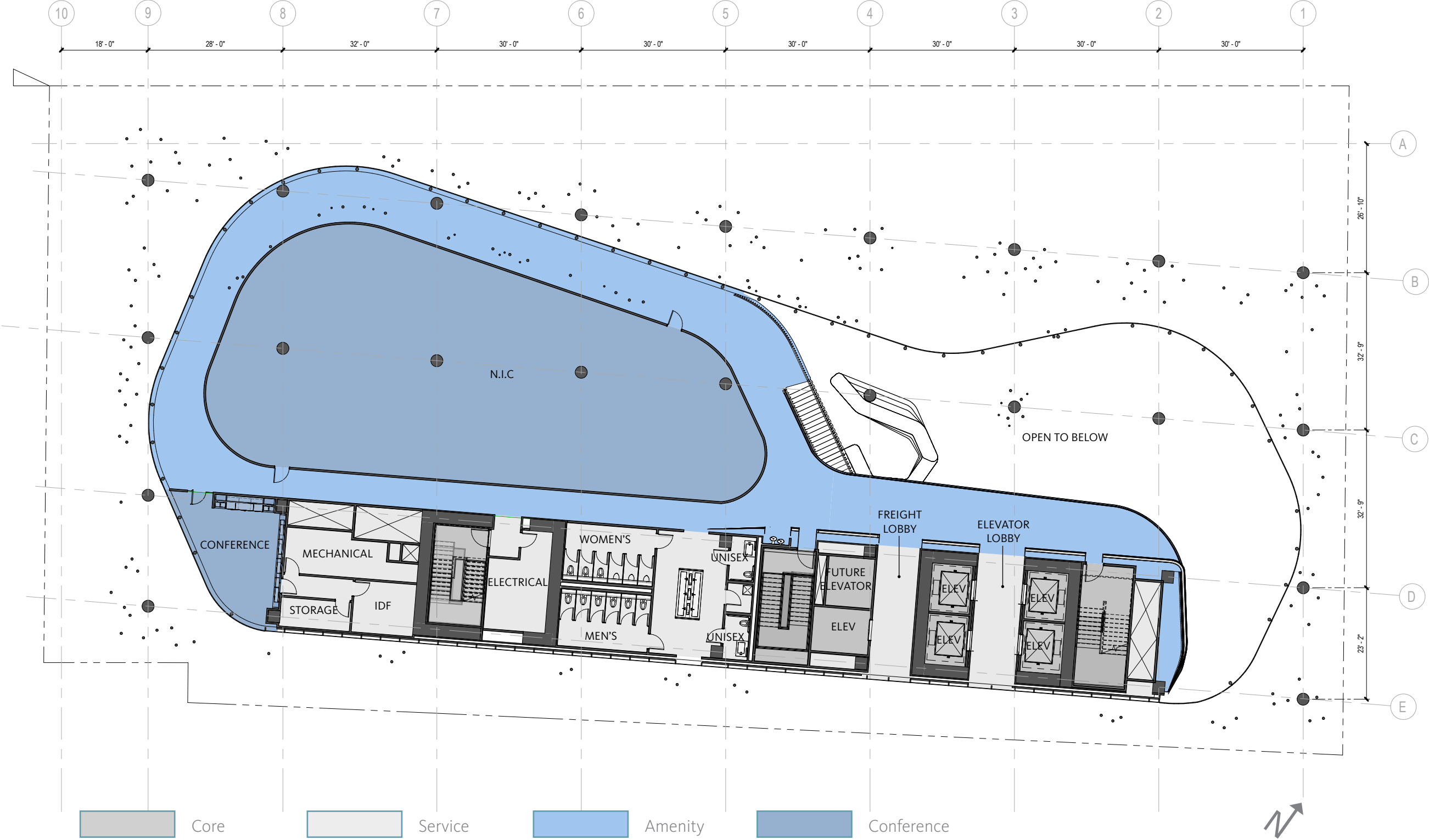
4.0 ARCHITECTURE: Level 5-6 Tower Plans



4.0 ARCHITECTURE: Level 7 Amenity Plan



4.0 ARCHITECTURE: Level 8 Amenity Plan



4.0 ARCHITECTURE: Level 9-12 Tower Plans

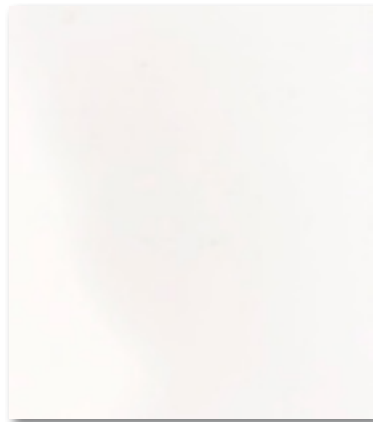


4.0 ARCHITECTURE: Level 13 Roof Plan

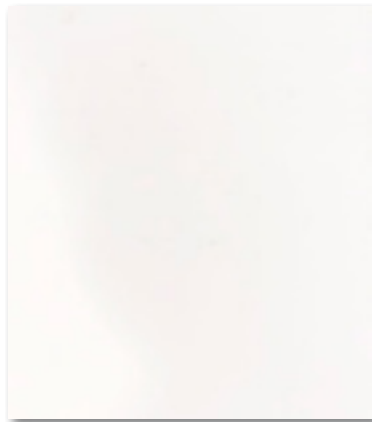


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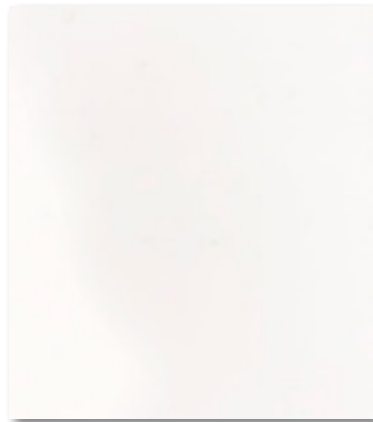
5.0 MATERIALS: Exterior Material Palette



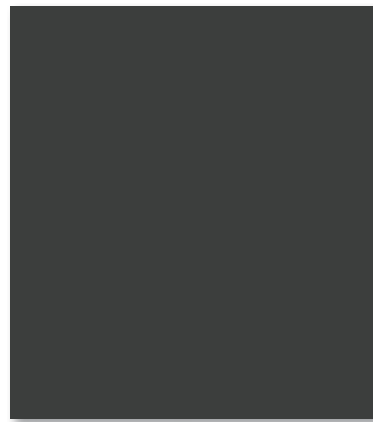
MTL-01
METAL CURVED PANEL



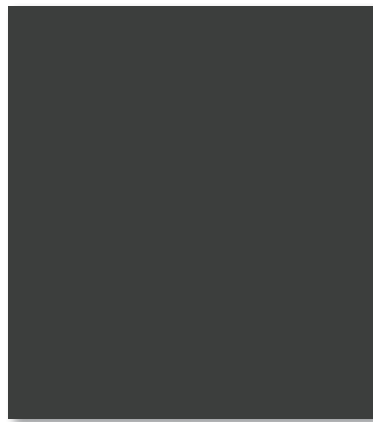
MTL-02
METAL STICKS/COLUMNS



MTL-03
METAL PANEL



MTL-04
DARK GRAY SIGNAGE & GRILLE



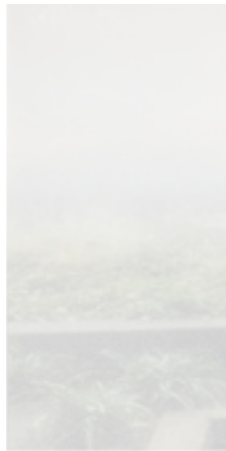
MTL-05
DARK GRAY LANDSCAPE EDGE MTL



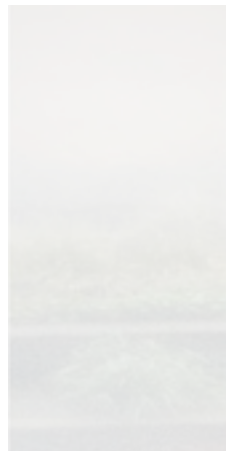
GL-01
TOWER EXTERIOR GLAZING



GL-02
AMENITY EXTERIOR GLAZING



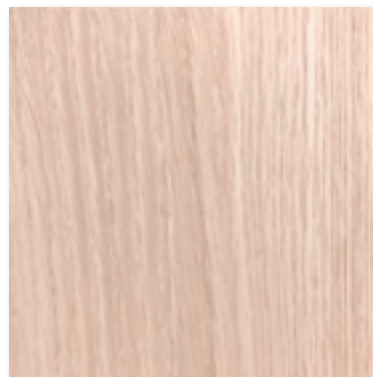
GL-03
L7/8 AMENITY FRITTED GLAZING



GL-04
PODIUM FRITTED GLAZING



GL-05
RETAIL EXTERIOR GLAZING



CLG-1
METAL WOOD CEILING



CN-01
PEBBLE ROCKS



CN-01
STAINED CONCRETE





CN-02
NATURAL CONCRETE





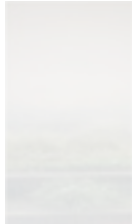
SO-01
CORIAN SOLID SURFACE

4.0 ARCHITECTURE: Building Elevation - West


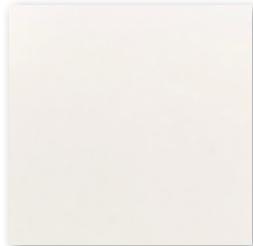
MATERIAL LEGEND




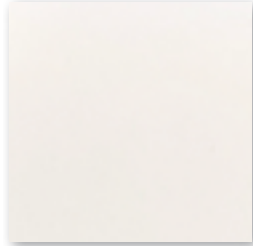
GL-01 GL-02





GL-04 GL-05 CLG-01



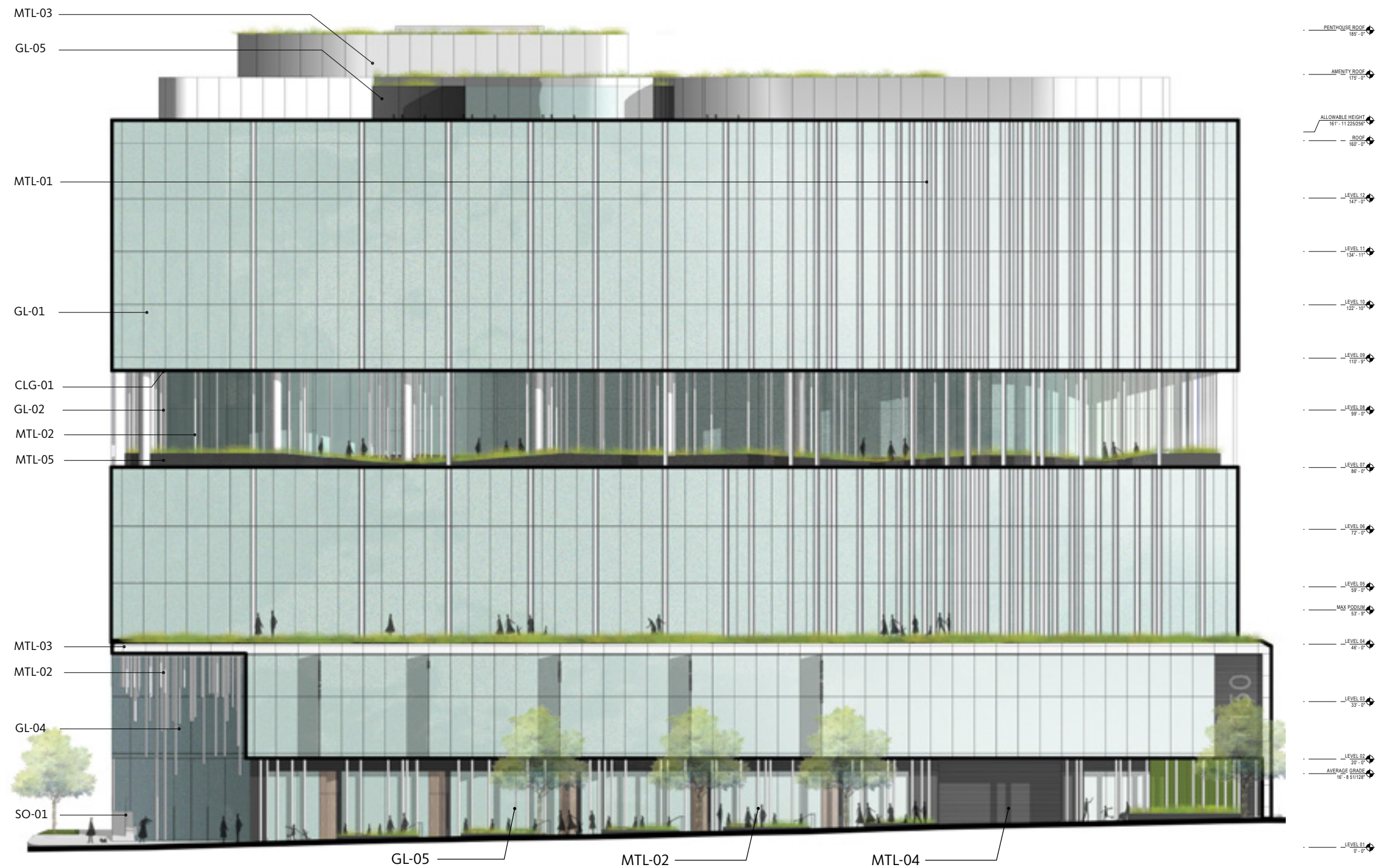
SO-01 MTL-01



MTL-02 MTL-03





MTL-04 MTL-05






4.0 ARCHITECTURE: Building Elevation - South



MATERIAL LEGEND




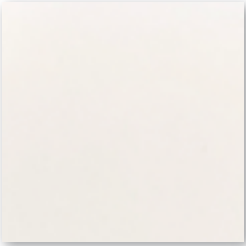
GL-01 GL-02





GL-04 GL-05 CLG-01



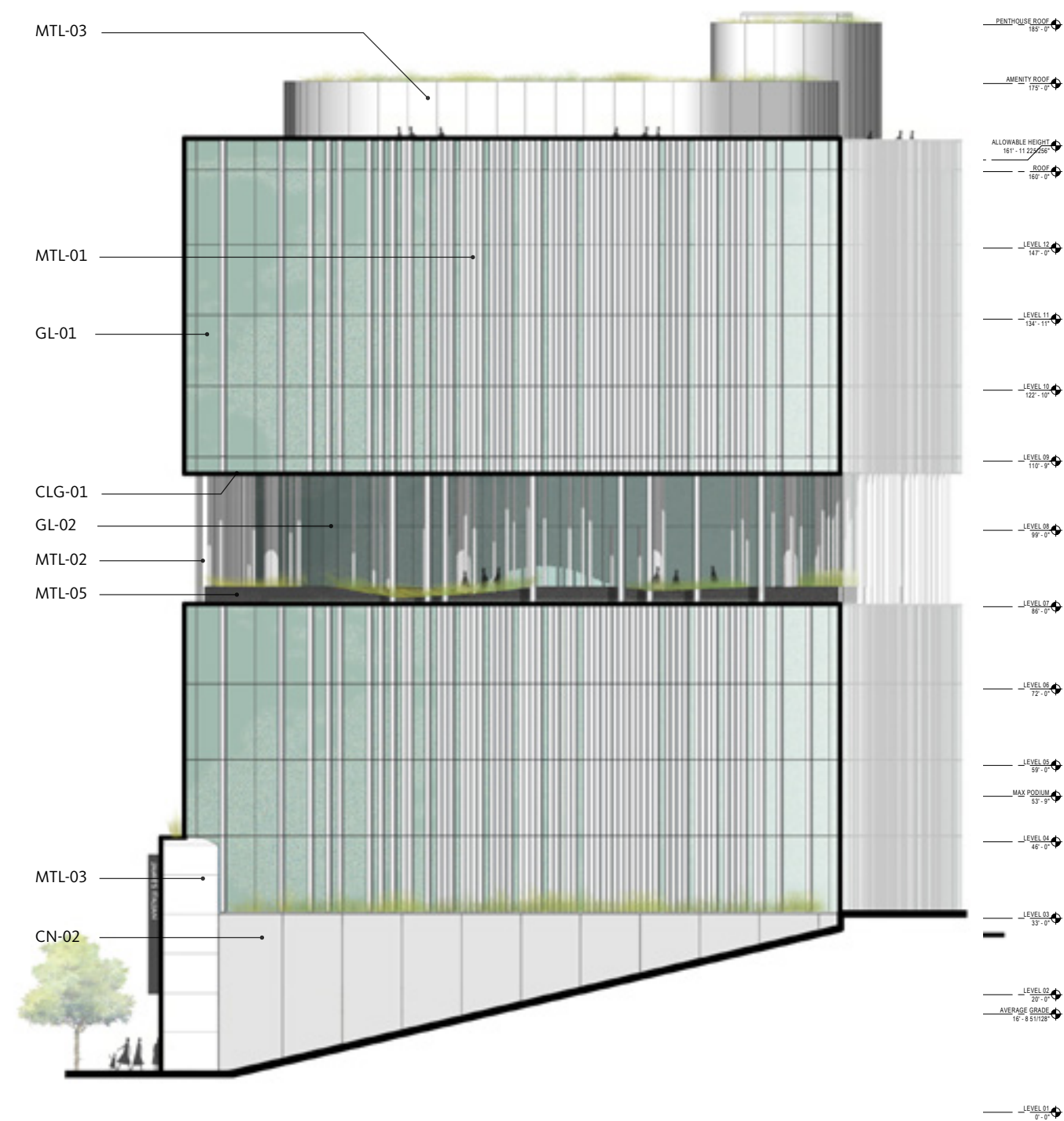
SO-01 MTL-01



MTL-02 MTL-03





MTL-04 MTL-05






4.0 ARCHITECTURE: Building Elevation - North


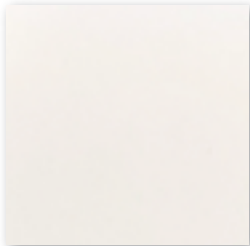
MATERIAL LEGEND



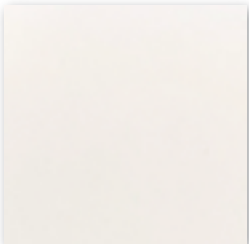
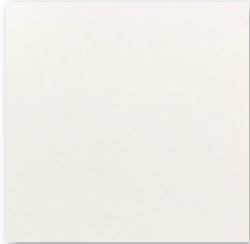
GL-01 GL-02





GL-04 GL-05 CLG-01



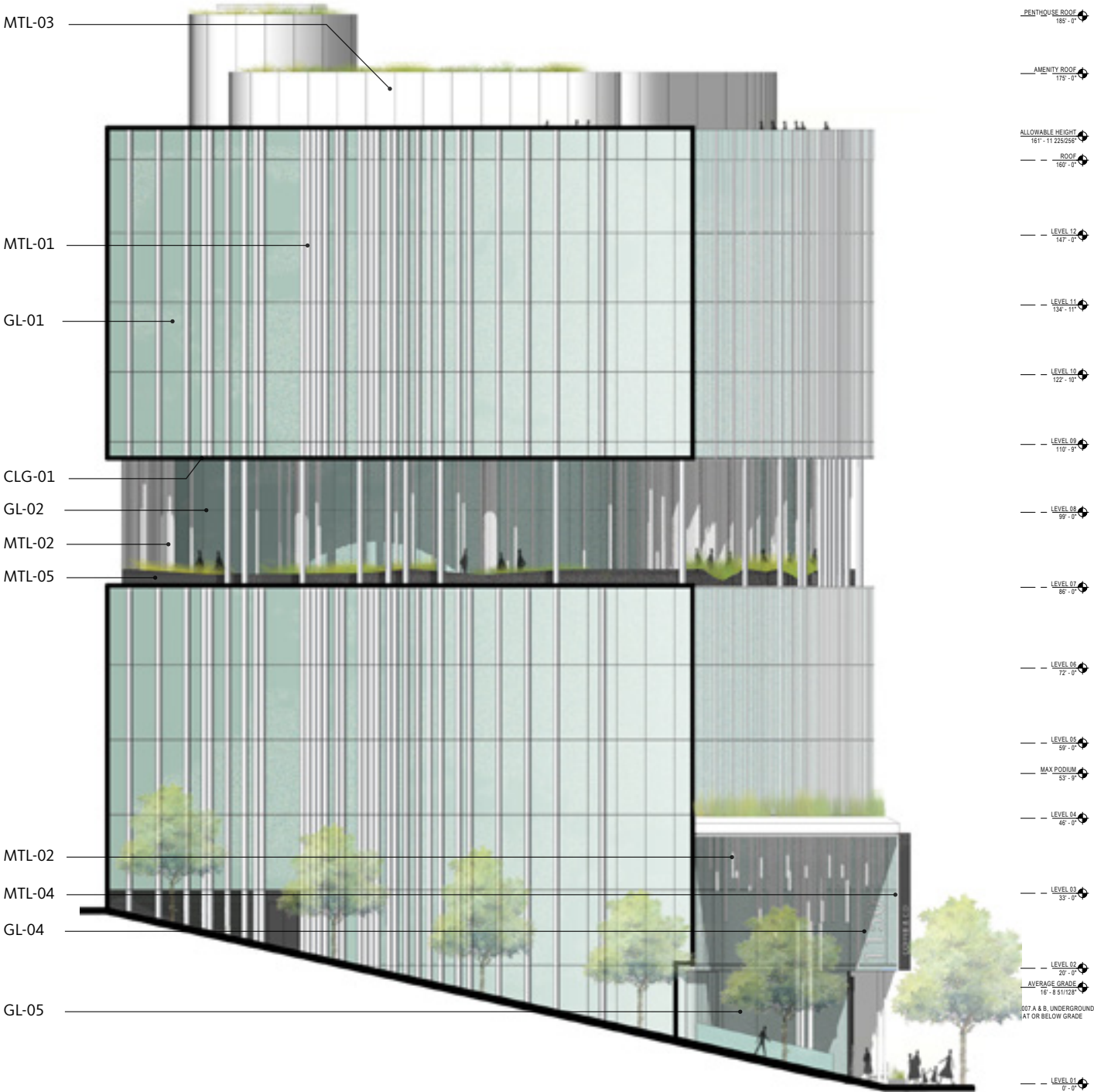
SO-01 MTL-01



MTL-02 MTL-03

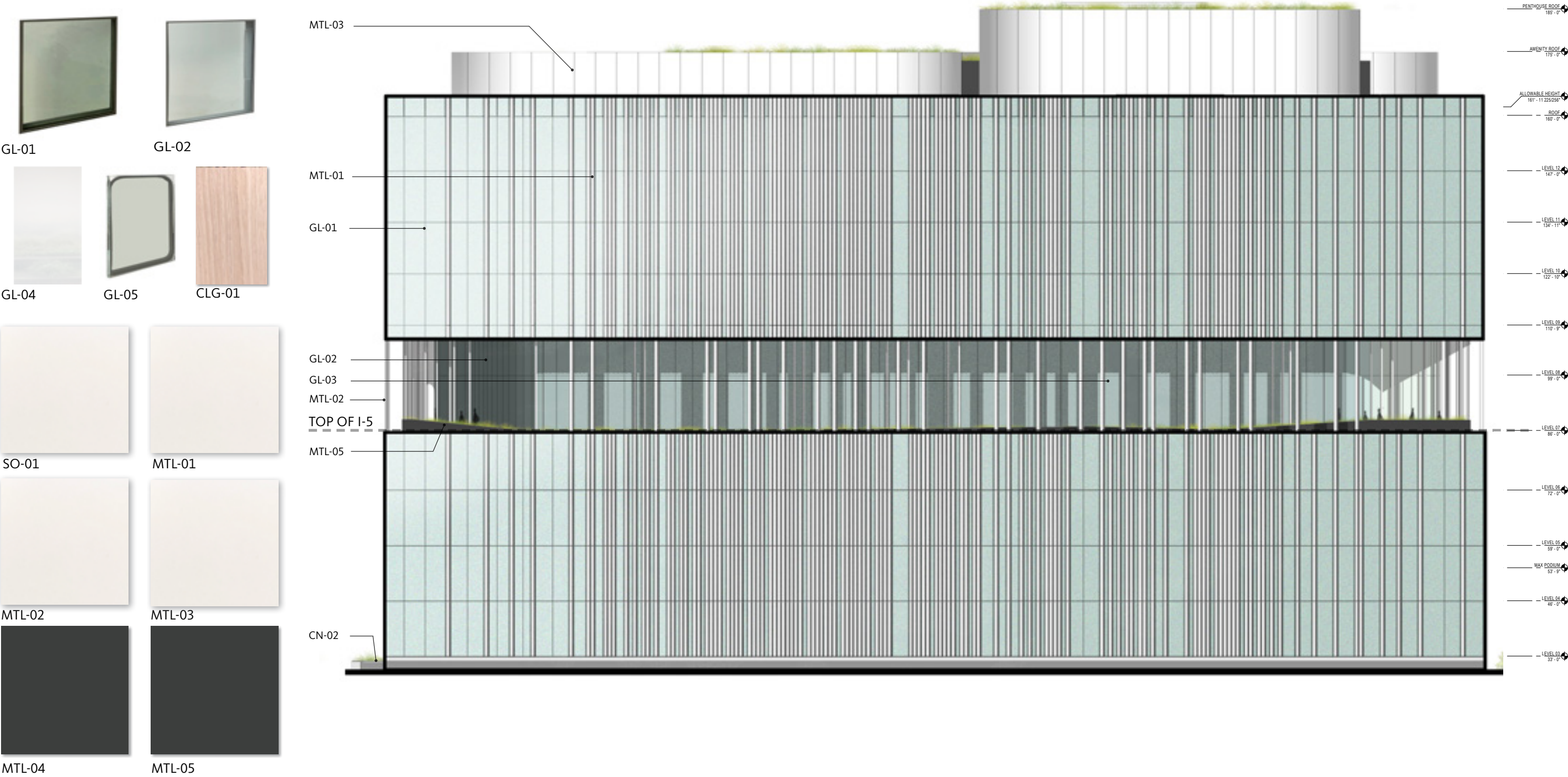


MTL-04 MTL-05

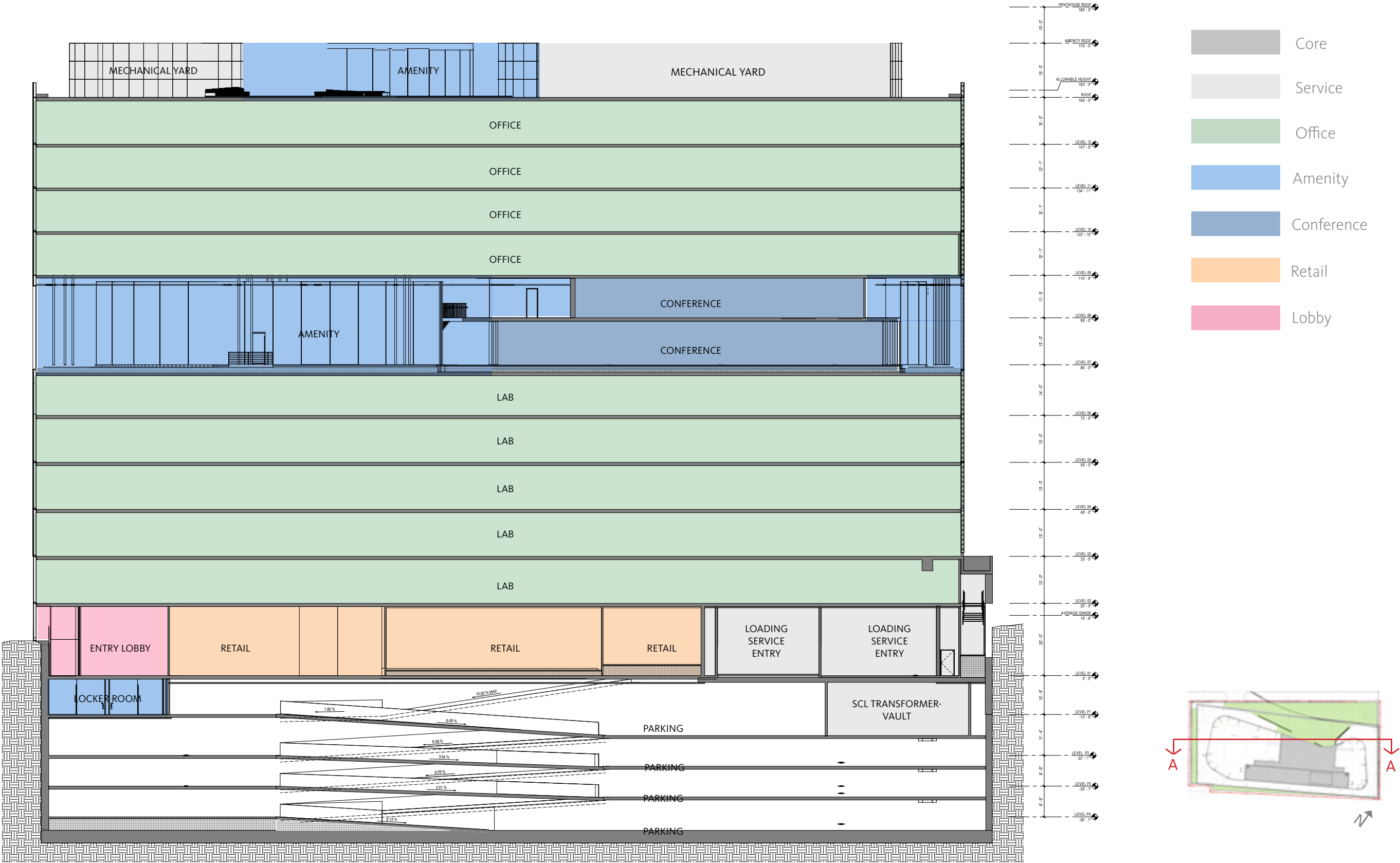


4.0 ARCHITECTURE: Building Elevation - East

MATERIAL LEGEND

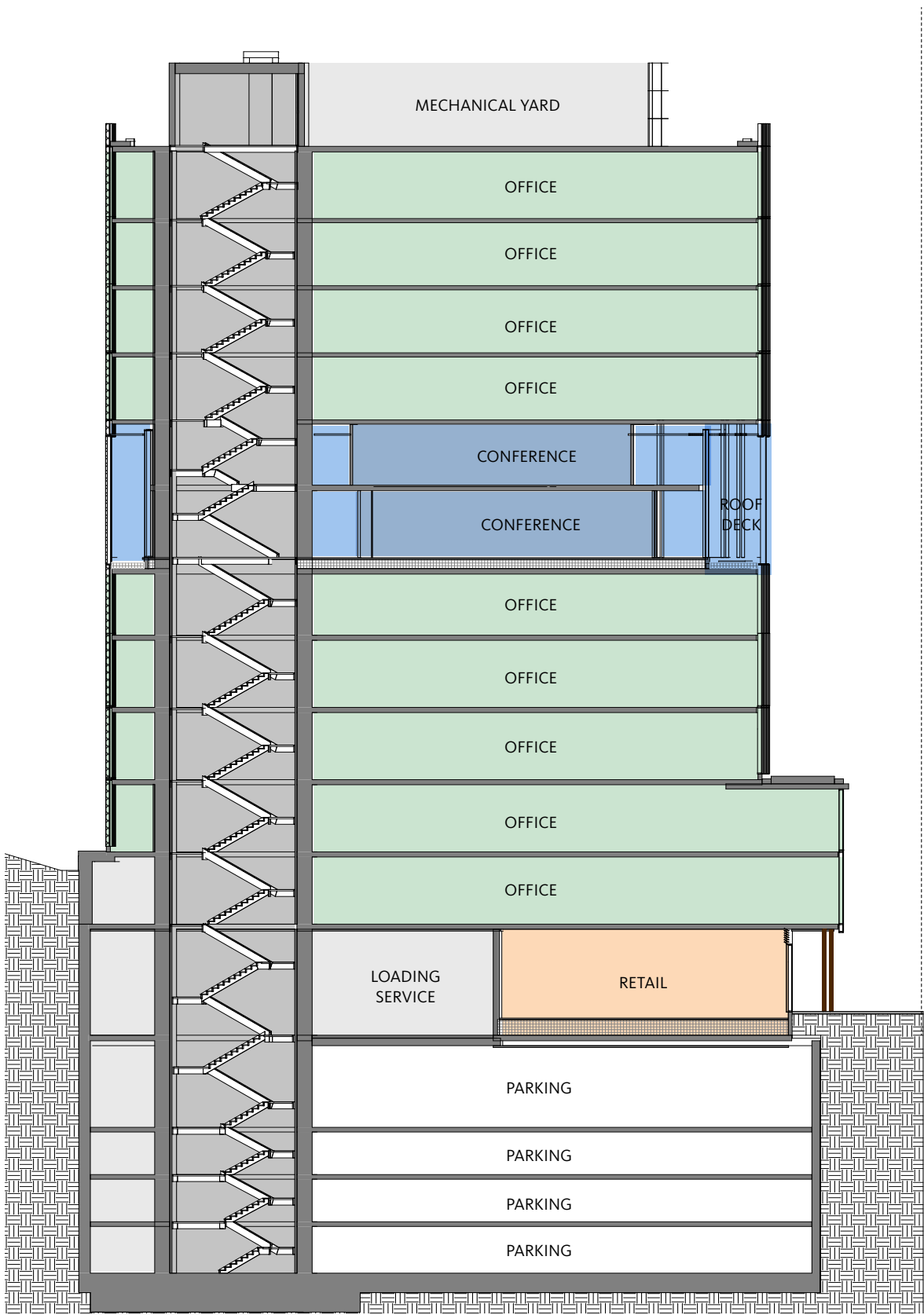


4.0 ARCHITECTURE: Building Section - North-South

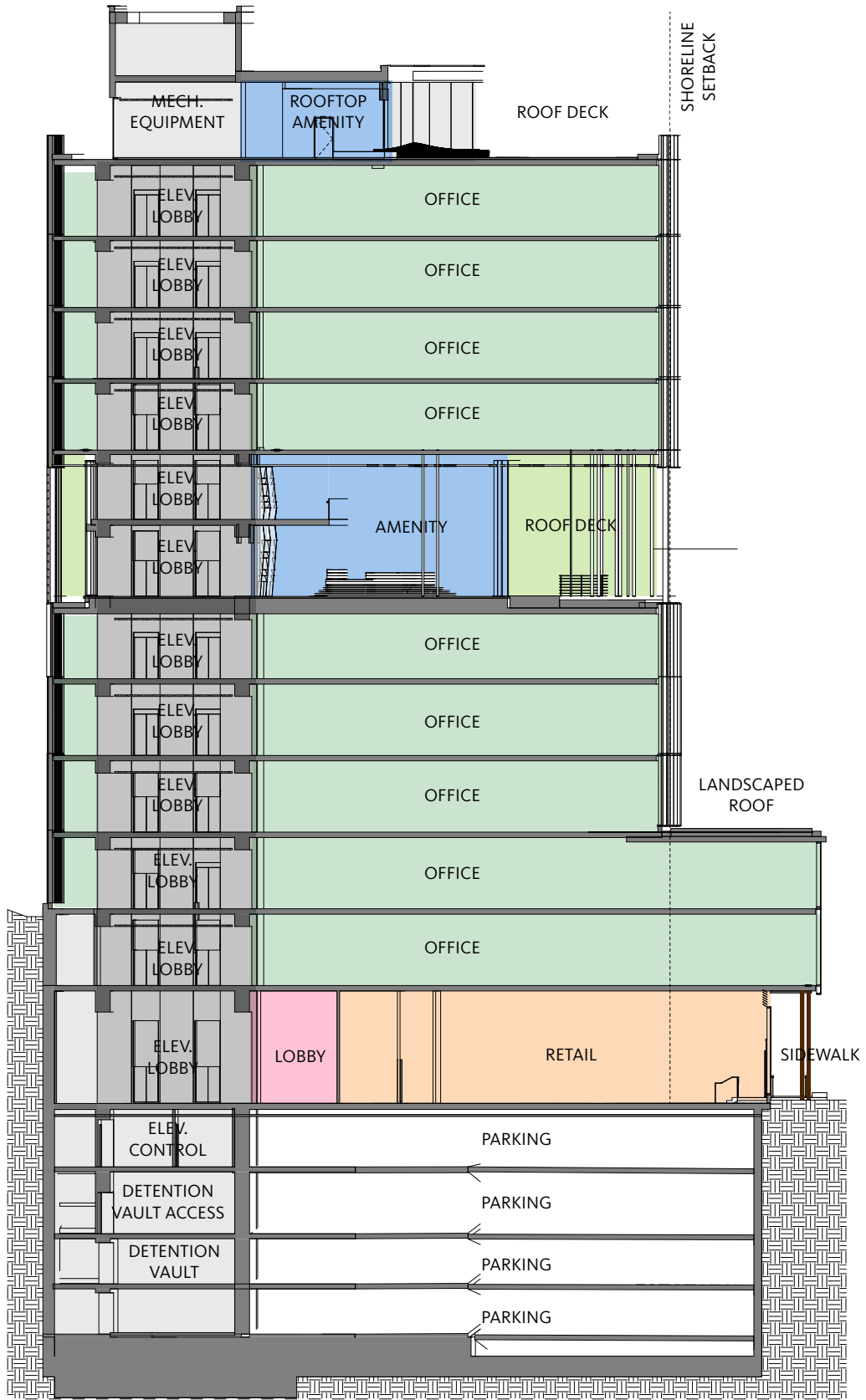


SECTION A-A

4.0 ARCHITECTURE: Building Sections - East-West

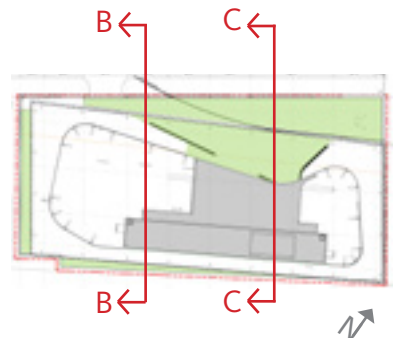


SECTION B-B

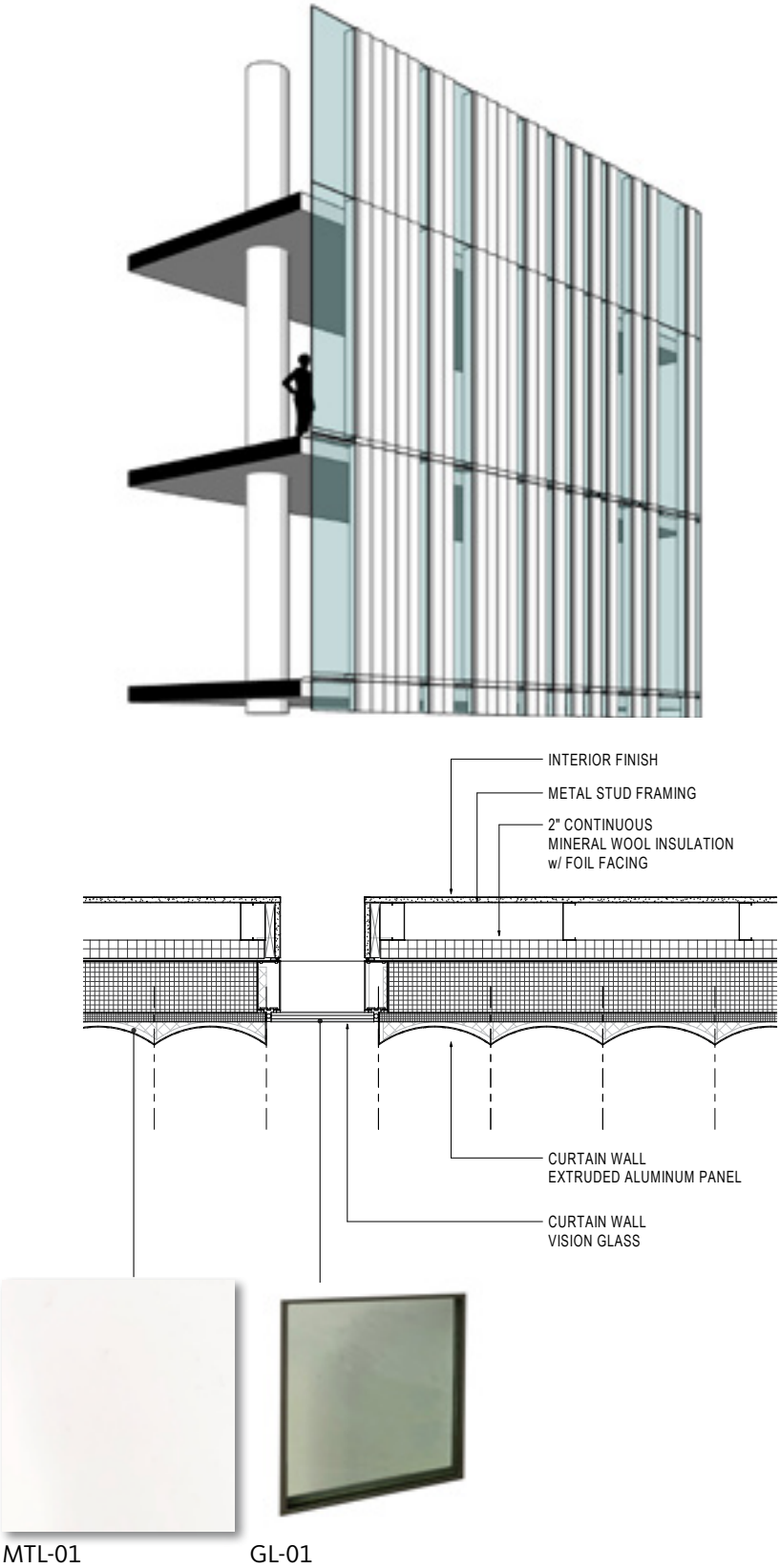


SECTION C-C

- Core
- Service
- Office
- Amenity
- Conference
- Retail
- Lobby

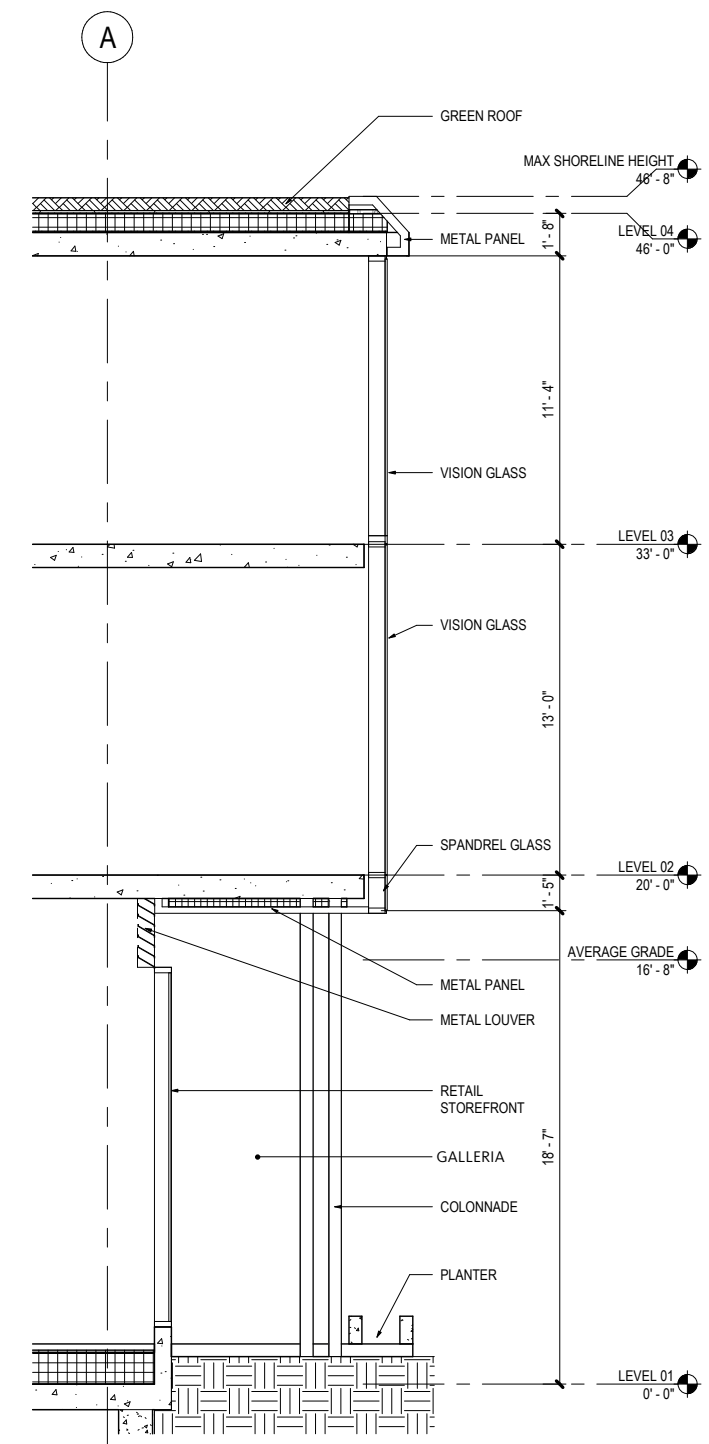
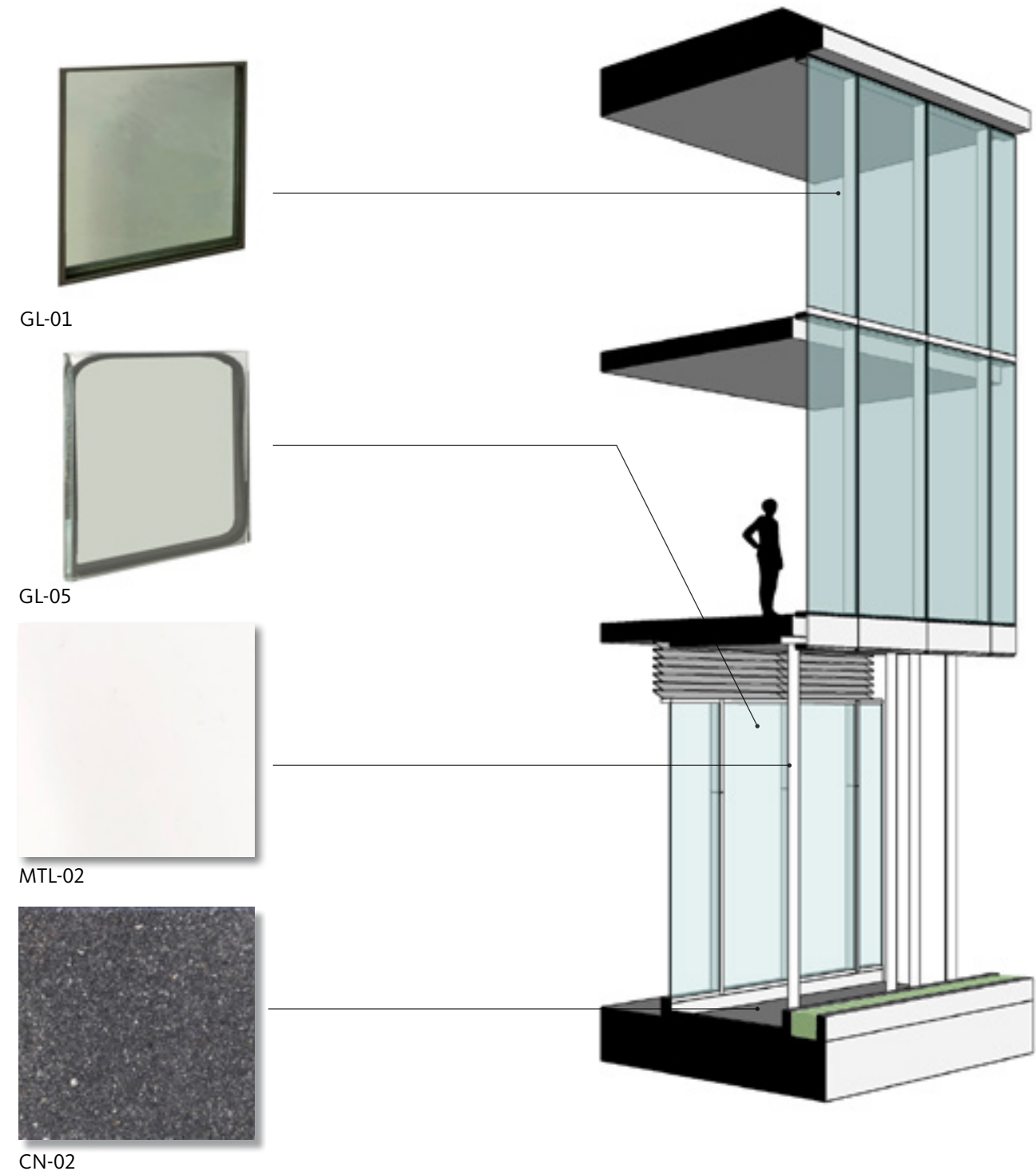


5.0 MATERIALS: Facade Elements & Design Development



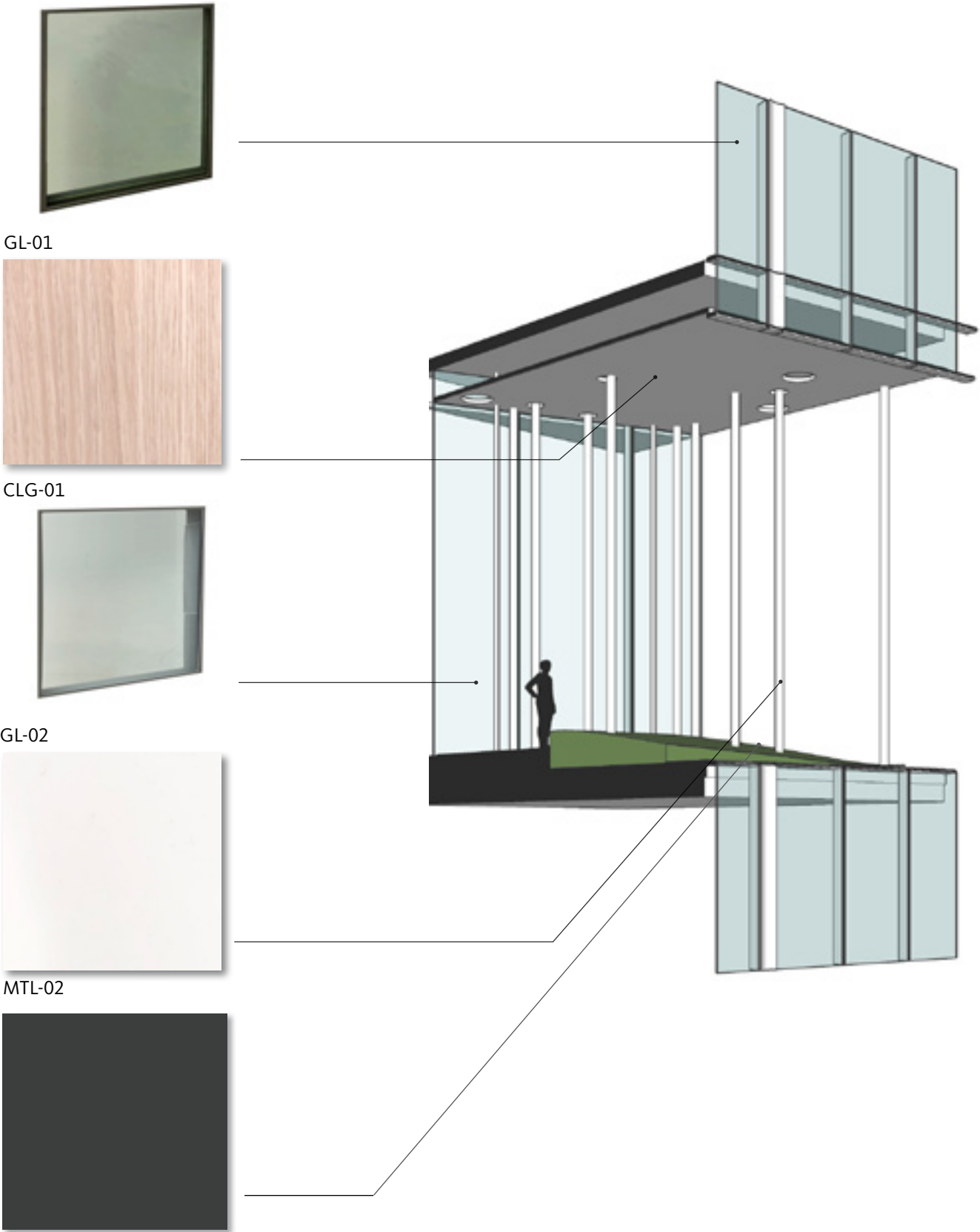
Typical Tower Facade

5.0 MATERIALS: Podium Materials



Section at Galleria

5.0 MATERIALS: “Break” & Forest Level Materials



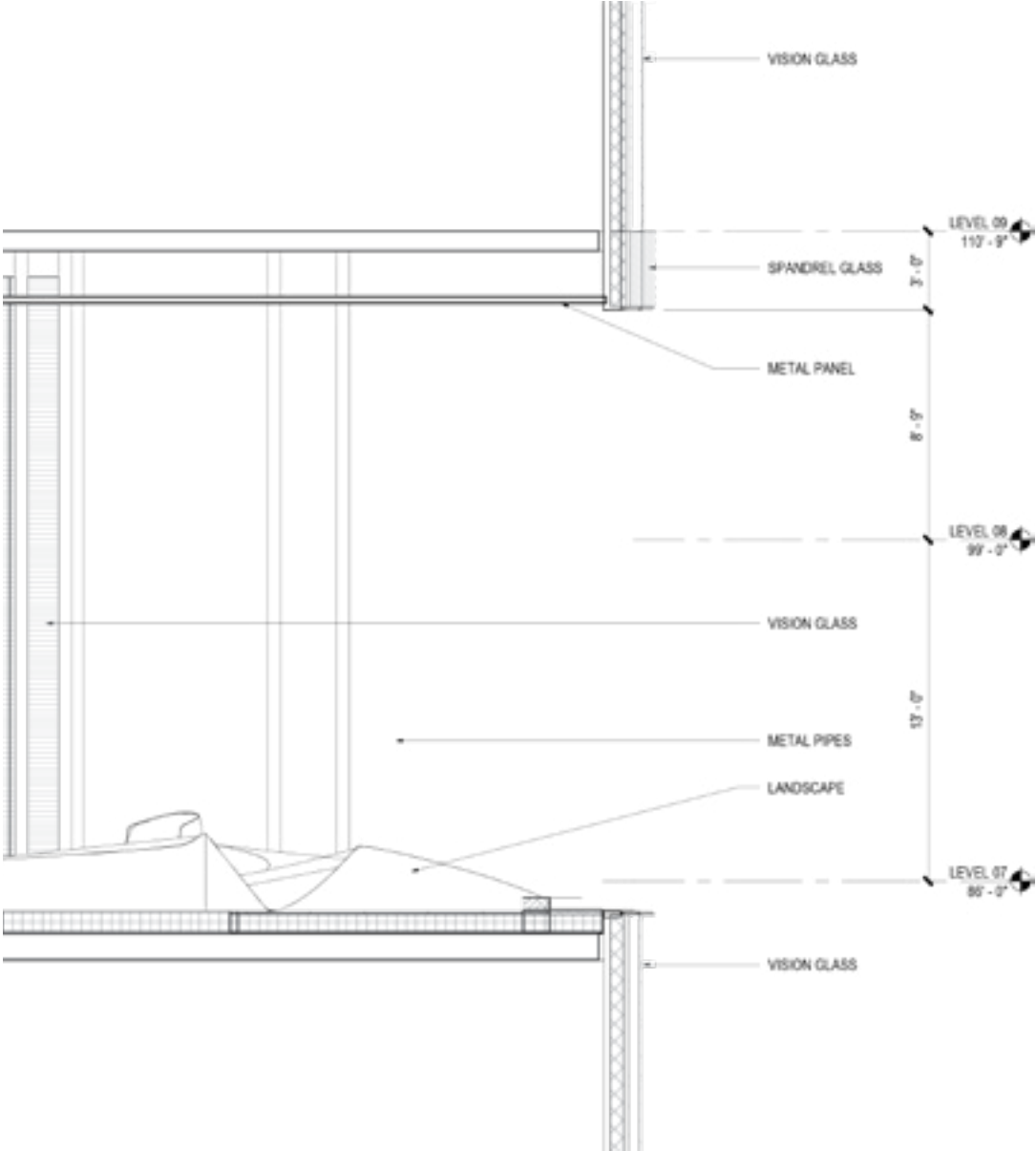
GL-01

CLG-01

GL-02

MTL-02

MTL-05
DARK GRAY LANDSCAPE EDGE MTL



Section at “Break”

6.0 RENDERINGS: View Looking South on Eastlake Ave E



6.0 RENDERINGS: View Looking North on Eastlake Ave E



6.0 RENDERINGS: View Looking Southwest from I-5



6.0 RENDERINGS: View Looking North from “Break” Level



6.0 R E N D E R I N G S : View Looking North on Eastlake Ave E at Retail



6.0 RENDERINGS: View Looking at Main Entry



6.0 RENDERINGS: View Looking Southwest from Rooftop

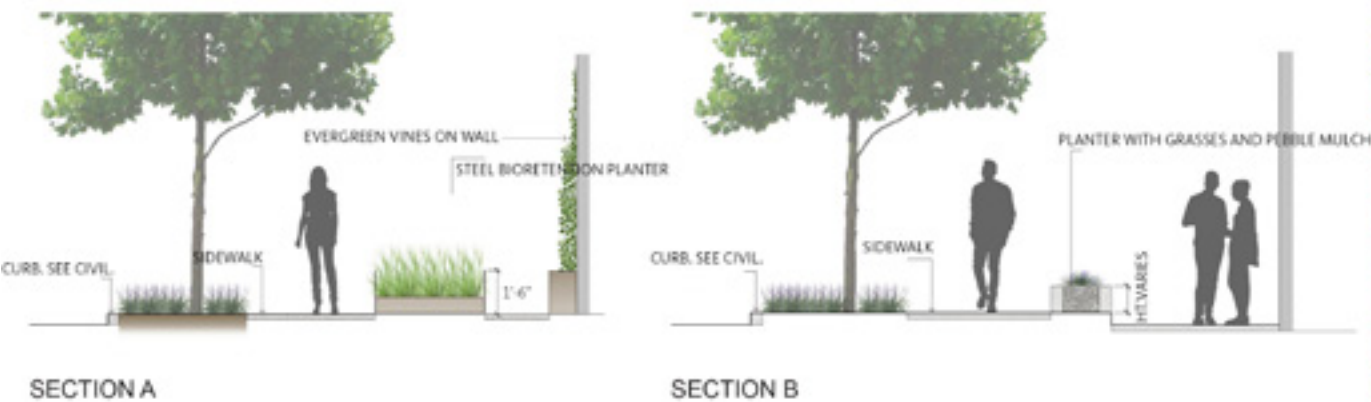
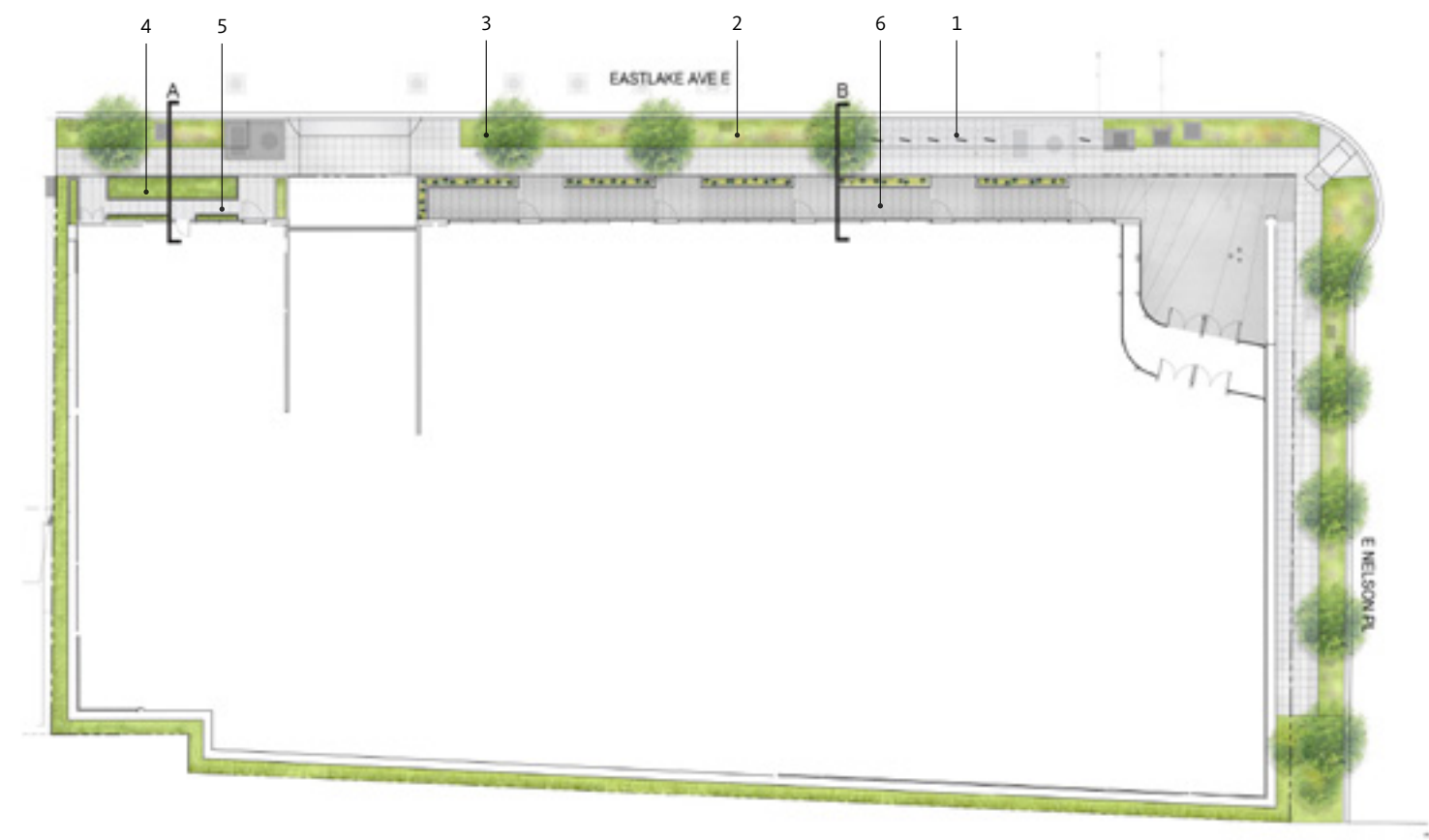


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7.0 LANDSCAPE: Level 1 Landscape

The site landscape includes planter strips along Eastlake and East Nelson with street tress to separate people from traffic.

- 1. Bike parking is provided along Eastlake
- 2. Low planters with grass-like plantings line the back of sidewalk along the retail frontage, creating usable area for seating and spill-out of retail uses
- 3. Planters flanking the garage entry are low and intended to keep pedestrians within the sidewalk zone
- 4. A bioretention planter at the south end of the building at back of walk will take rainwater from the 4th floor podium and will be planted with low dogwood and juncus
- 5. The building wall behind will be softened with evergreen vines to create a green wall on either side of service doors
- 6. The entry plaza and retail frontage will be paved with concrete in a darker gray that contrasts nicely with the white tree-like elements on the building

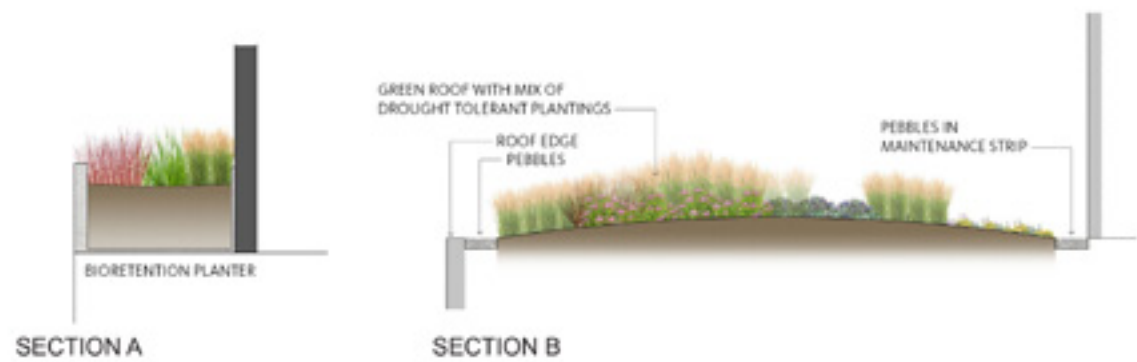


Level 1

7.0 LANDSCAPE: Level 4 Landscape

The podium level is not an occupied deck but provides a lush landscaped roof as a foreground to the views out from the interior spaces.

- A mix of drought tolerant plant materials will be included to offer seasonal interest
- The south side of the podium level is occupied by a long bioretention planter which takes rain water from the roof. Bioretention plantings include dogwood shrubs and juncus grasses which will take the wet winter conditions, as well as the drier summer conditions

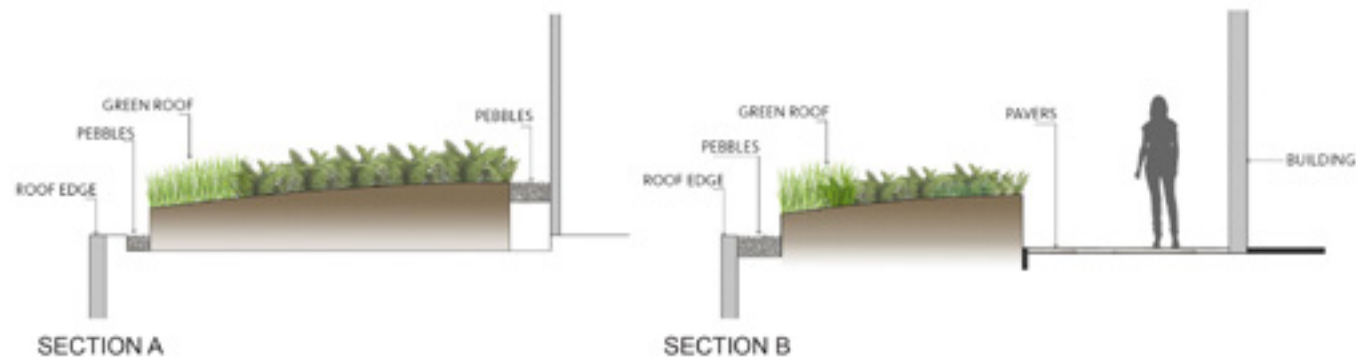
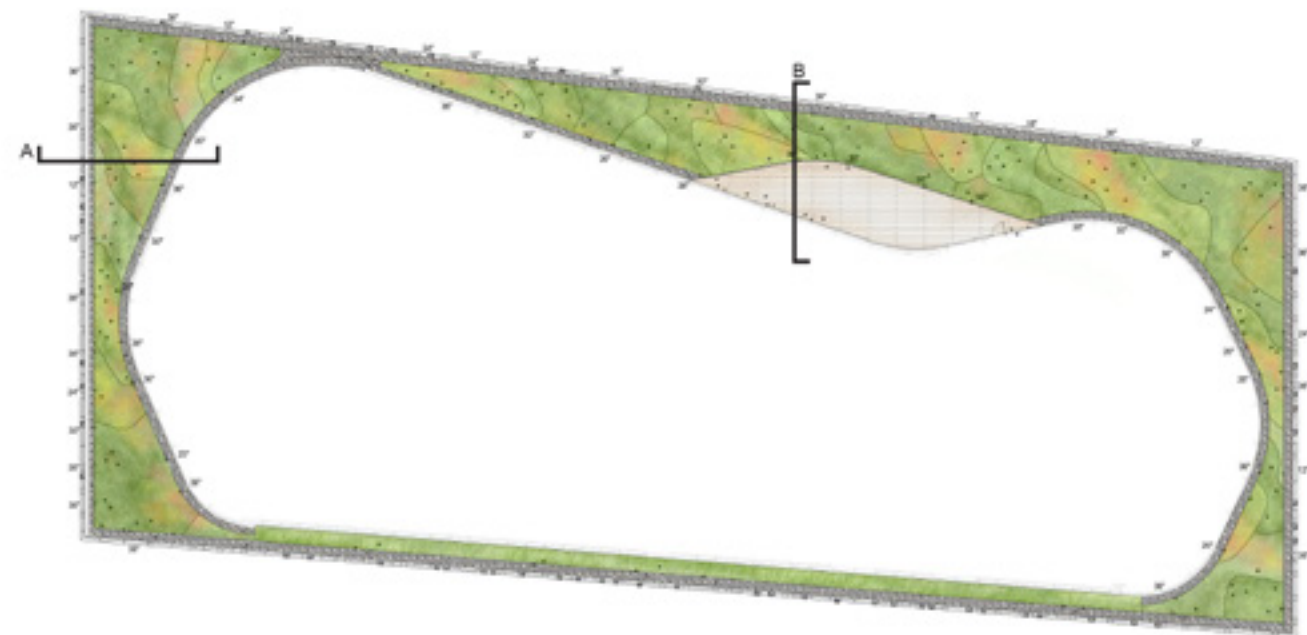


Level 4

7.0 LANDSCAPE: Level 7 Landscape

Level 7 includes a deck space and a planted roof which is visible from the interior spaces as well as from I-5.

- The planter edging undulates as it wraps around the landscape creating a ribbon effect of the landscape
- Plantings will be grouped and placed to accentuate that effect adding a sense of movement that is inspired by the waves on Lake Union
- Plant selections are chosen for the part sun, part shade conditions, as well as drought tolerance
- Winter irrigation will be provided to ensure a sustainable and healthy landscape environment



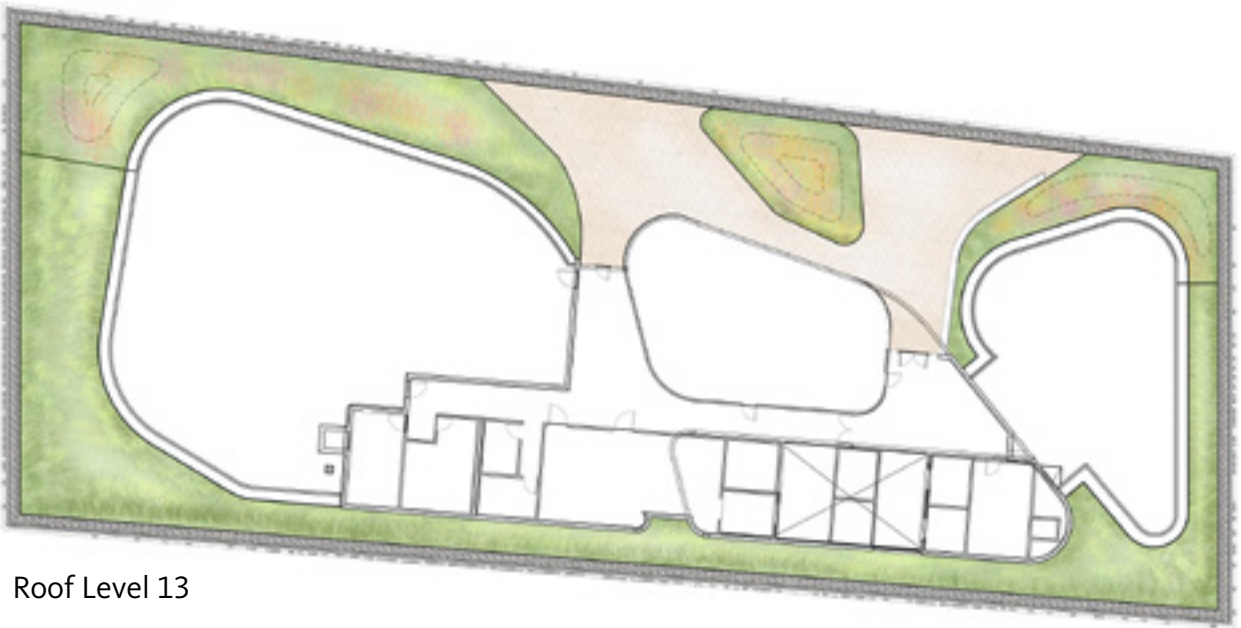
Level 7

7.0 LANDSCAPE: Roof Landscape

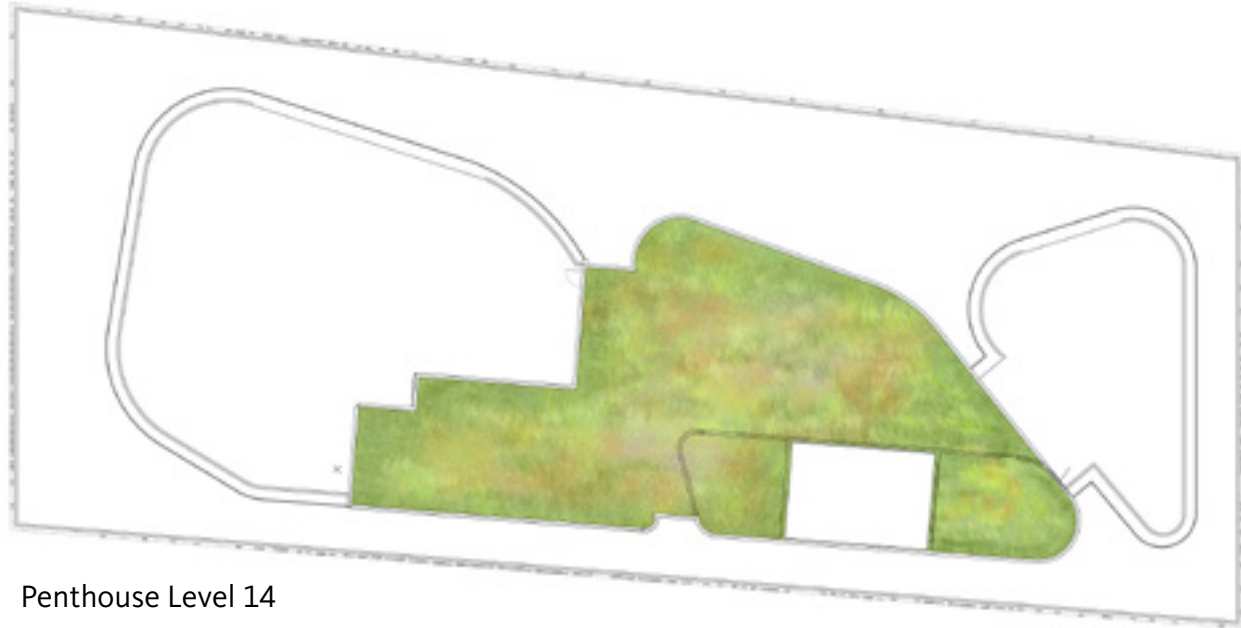
Level 13 (roof) includes an occupiable amenity deck for tenants, with areas of green roof that are bermed and planted to create a sense of height and topography on the roof, inspired by the views of Gas Works Park.

- The west side green roof will have a combination of sedums and gasses, and perennials to provide a lush and interesting landscape
- The remaining green roof will be provided with sedums selected for hardiness in our Pacific Northwest climate

Level 14 (mechanical roof) is an extensive green roof intended to mitigate storm water run-off and to soften the views of the room from off site.



Roof Level 13



Penthouse Level 14

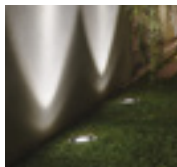


Level 13 & 14

8.0 LIGHTING: Level 1 Lighting Layout



Level 1 Lighting Layout

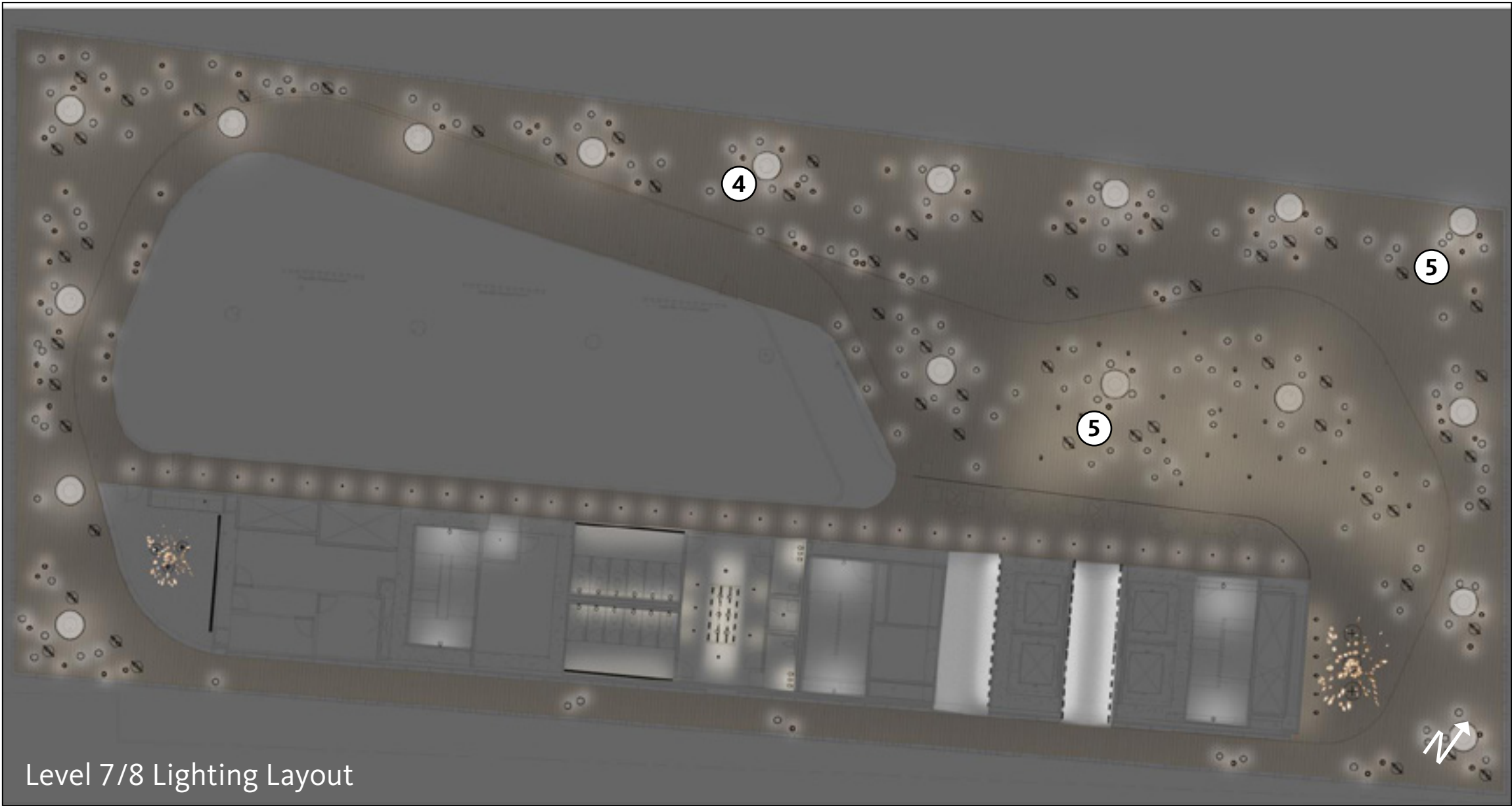


① LED downlight mounted in sculptural tubes at entry plaza

② LED recessed downlight in soffit to wash forest elements

③ LED landscape lighting at planters and green wall

8.0 LIGHTING: Level 7/8 Lighting Layout



④ LED light alcove at column heads to wash down the vertical surface

⑤ LED uplight to wash columns and forest elements

9.0 BUILDING SIGNAGE

1 Bicycle/Auto Wayfinding



Environmental graphic design elements identifying bicycle and auto wayfinding will be integrated with the architectural design and branding of the building

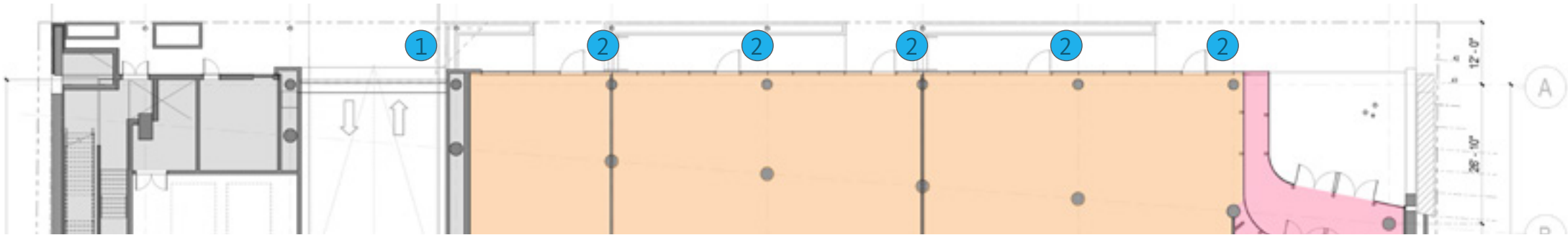
2 Retail



Building-mounted blade signs, powder coated metal. (Note: final retail signange is subject to retailer's requirments and will be reviewed by owner for consintency with building design.



- 1 Bicycle/Auto Wayfinding
- 2 Retail
- 3 Building Identity
- 4 Building Identity



9.0 BUILDING SIGNAGE

3 Building Identity



Glass adhered, three-dimensional relief letters in powder-coated metal.

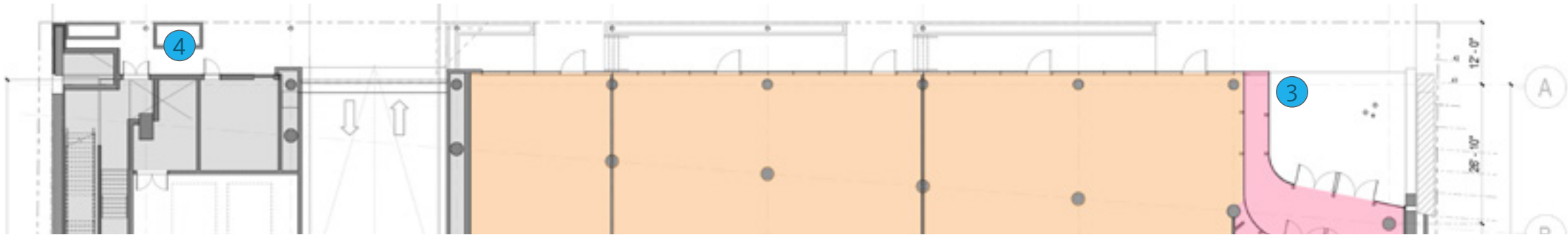
4 Building Identity



Three-dimensional relief letters in powder-coated metal integrated with linear louver elements.



- 1 Bicycle/Auto Wayfinding
- 2 Retail
- 3 Building Identity
- 4 Building Identity



10.0 DEVELOPMENT STANDARD DEPARTURE: Curb Cut/ Access (Guidelines CS-1, CS-2)

SMC REFERENCE AND TITLE	REQUIRED OR ALLOWED	PROPOSED	DEPARTURE	RELATED GUIDELINES FROM	HOW DEPARTURE MEETS GUIDELINES
23.48.085.D - PARKING AND LOADING LOCATION, ACCESS AND CURB CUTS SEE 23.48.240 - MAP A - PEDESTRIAN STREET CLASSIFICATIONS IN SOUTH LAKE UNION 23.47A.032A1c - PARKING LOCATION AND ACCESS (FOR NC & C ZONES)	IF LOT ABUTS MORE THAN ONE R.O.W., PARKING LOCATION AND ACCESS TO BE DETERMINED BY THE DIRECTOR. IF LOT ABUTS AN ALLEY, PARKING / LOADING ACCESS TO BE FROM ALLEY. OTHERWISE MOST TO LEAST PREFERRED ACCESS AS FOLLOWS: UNDESIGNATED STREET; CLASS 2 PEDESTRIAN STREET; CLASS 1 PEDESTRIAN STREET; NEIGHBORHOOD GREEN STREET. SEE 23.48.240 - MAP A FOR STREETS AS "UNDESIGNATED" FOR EASTLAKE AVE. E. AND E. NELSON PL. SMC 23.47A.032A1c IS NOTED IN THE EDG REPORT, HOWEVER, IT IS NOT RELEVANT TO THIS SITE. THE SITE IS NOT WITHIN ANY OF THE ZONES ASSOCIATED WITH THIS SECTION OF THE CODE: NC1, NC2,NC3, C1, C2.	THE PROJECT TEAM HAS SUBMITTED A REQUEST FOR A TYPE I DECISION TO LOCATE A SINGLE CURB CUT ON EASTLAKE AVENUE EAST . THIS IS PREFERRED OVER HAVING A SECOND CURB CUT FOR PARKING ACCESS ON THE SITE'S OTHER FRONTAGE ON EAST NELSON PLACE OR A SINGLE CURB CUT FOR PARKING AND LOADING ON EAST NELSON. THIS REQUEST IS BEING MADE PER: SMC 23.54.030.F.2.A.(3): THE DIRECTOR SHALL, AS A TYPE I DECISION, DETERMINE THE NUMBER AND LOCATION OF CURB CUTS IN C1, C2	REQUESTING TO LOCATE A SINGLE 25' CURB CUT ON EASTLAKE AVE. E. - (UNDESIGNATED STREET), AS OPPOSED TO A SINGLE 25' CURB CUT ON EAST NELSON PLACE (UNDESIGNATED STREET) PER MAP A - SMC 23.48.240.	CS1-C - TOPOGRAPHY CS2-B - ADJACENT SITES, STREETS, AND OPEN SPACES CS2-C - RELATIONSHIP TO THE BLOCK	CS1-C-1 & 2 - LAND FORM & ELEVATION CHANGES - LOCATING A SINGLE CURB CUT ON EASTLAKE AVE ALLOWS FOR A CLEAR EXPRESSION OF THE BUILDINGS VERTICAL AND HORIZONTAL DISTINCTION BETWEEN TOWER AND PODIUM AND AVOIDS UNDESIREABLE BLANK FACADES AND DISPROPORTIONATE MASSING. CS2-B-1,2,3&C-1 - SITE CHARACTERISTICS, CONNECTION TO THE STREET, CHARACTER OF OPEN SPACE & CORNER SITES - LOCATING A SINGLE CURB CUT ON EASTLAKE AVE ALLOWS FOR A CLEAR BUILDING ENTRY POINT WITH A MORE DRAMATICALLY PROPORTIONED ENTRY PLAZA AND SCULPTURAL ELEMENT THAT DRAWS THE FOREST CONCEPT DOWN TO PEDESTRIAN LEVEL AT THE STREET CORNER. THIS AVOIDS A COMPRESSED AND DISCONNECTED ENTRY AND ALSO AVOIDS HAVING A LOADING DOCK AT THE BUILDING'S PRIMARY FOCAL POINT.

Access to Site (SMC 23.48.240.B.1b and 23.48.085D): The Code allows one access to the site from a side street. The request is for two curb cuts/access one on E Nelson and one on Eastlake Ave. (CS1C,I, CS2BC).

Guidance:

“The Board discussed the departure and were supportive of the second curb cut for access with more information from the applicant on how transportation, parking and bicycles will work at the site. They thought the proposed departure could fit into the building façade language, but wanted more information at the next meeting. The Board asked the applicant to research design rationale for the request and to provide more building ground level information.”

Applicant Response:

The request is revised to a single curb cut **on the arterial**.
The departure request to locate the curb cut on Eastlake Ave E in lieu of E Nelson Place is in response to guidelines CS1 and CS2, as well as DC2 and PL2.

- The intersection of E. Nelson and Eastlake Ave E provides a critical pedestrian connection to the historic Steam Plant building, other local buildings within the developer’s emerging campus and the transit that flanks the lake beyond. It is therefore the natural entry point for this project.
- The design provides a visually engaging focal point that draws the forest concept to a pedestrian scale but also provides opportunities to attract pedestrians from throughout the corridor.
- Varying the scale and proportions of the podium facade at E. Nelson



Loading Dock Access on E. Nelson Pl.

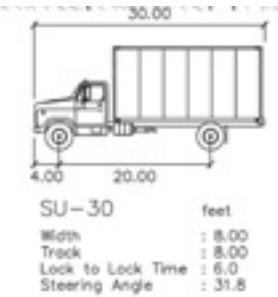


Preferred Main Entry Plaza

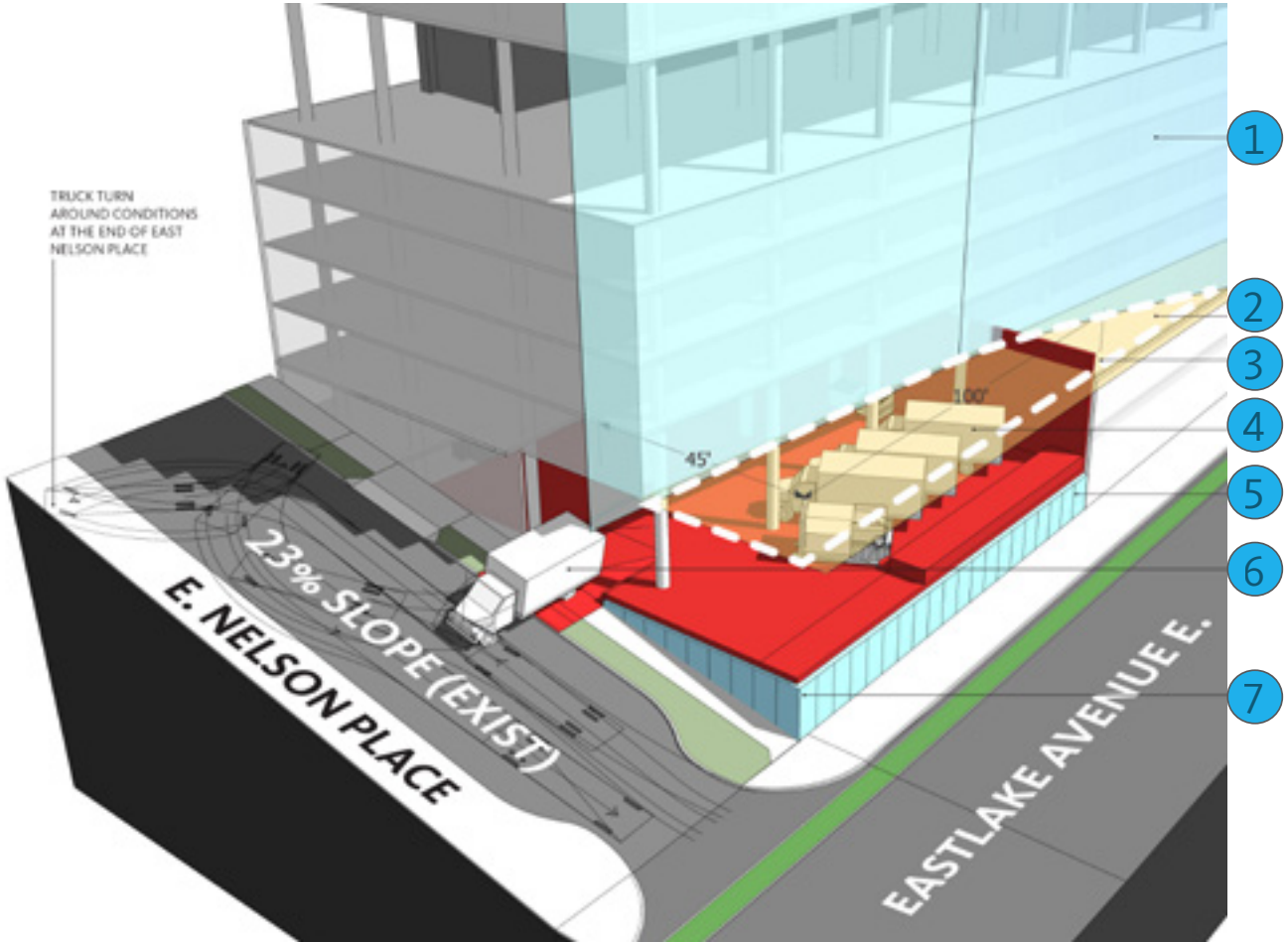
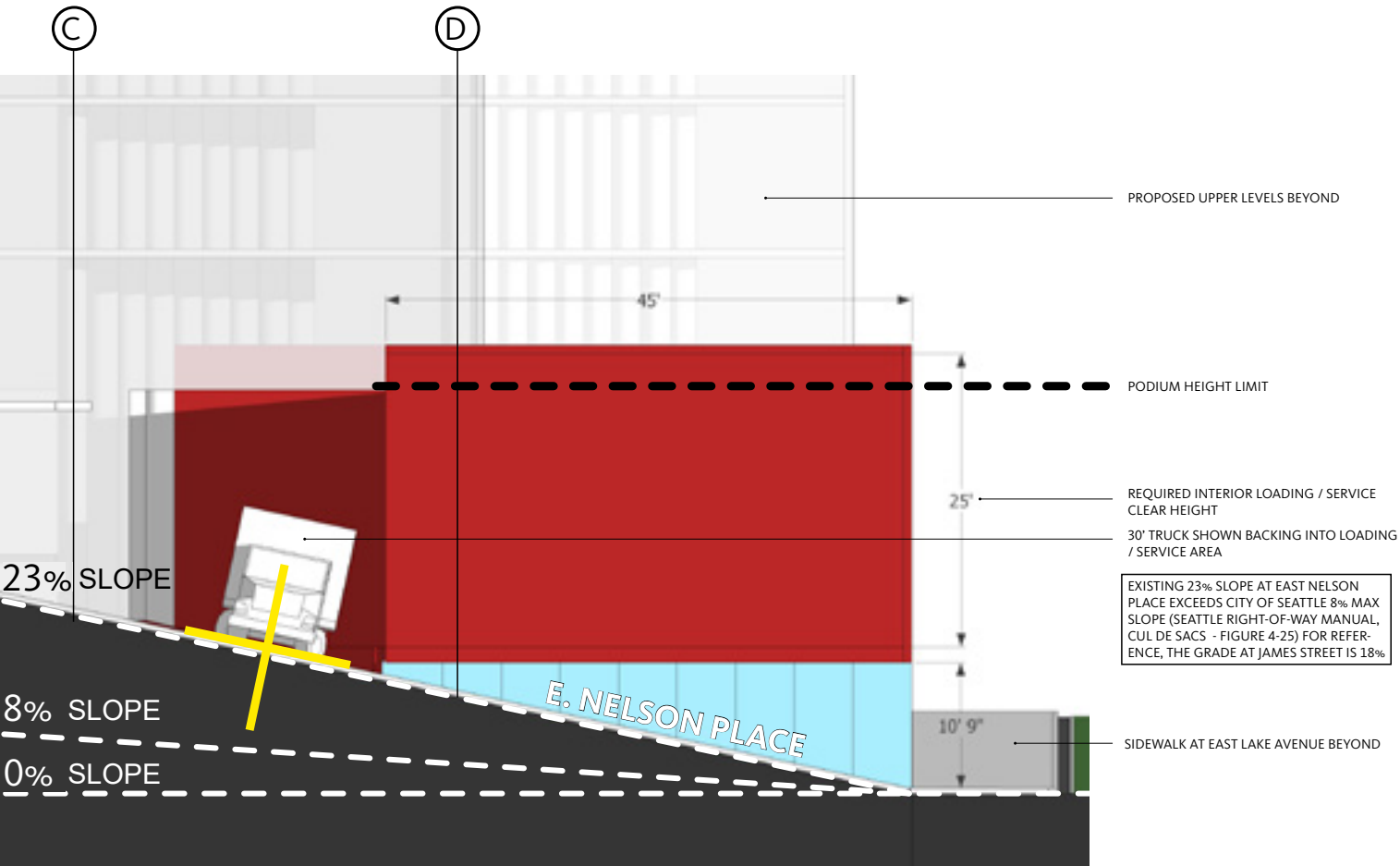
10.0 DEVELOPMENT STANDARD DEPARTURE: Curb Cut/ Access (Guidelines CS-1, CS-2)

and Eastlake Ave E defines pedestrian circulation at the building entrance.

- The preferred main entry plaza at E. Nelson and Eastlake Ave E provides a seamless connection to the pedestrian scale experience along Eastlake Ave E, while distinguishing the building entrance at a street space scale.
- Locating the loading dock on the second level would have seriously adverse effects on the main entry plaza at the intersection of Eastlake Avenue E and E. Nelson Plaza. Locating access to loading and parking as implied by SDOT code on E. Nelson creates an undesirable blank façade and disproportionate massing at the primary pedestrian access point as illustrated on the previous page.
- Additionally, several site factors present challenges to the feasibility of locating the loading dock and parking access on E. Nelson as illustrated in the graphics below.



- 1 SHORELINE SETBACK
- 2 PODIUM HEIGHT LIMIT
- 3 LOADING ZONE HEIGHT REQUIREMENT EXCEEDS PODIUM HEIGHT LIMIT
- 4 LOADING AND SERVICE: (3) TRUCK BAYS (1) TRASH COMPACTOR
- 5 RETAIL CLEAR HEIGHT BELOW LOADING/SERVICE AREA 8'-10" TO UNDERSIDE OF SLAB
- 6 LOADING AND GARAGE ENTRY AND EXIT WITH SHARED CURB CUT, LOCATED LOWEST POSSIBLE LOCATION.
- 7 RETAIL CLEAR HEIGHT BELOW LOADING/SERVICE AREA 10'-9" TO UNDERSIDE OF SLAB



10.0 DEVELOPMENT STANDARD DEPARTURE: Curb Cut/ Access (Guidelines CS-1, CS-2)

- The proposed refinement locates parking underground, accessed from a single curb cut on Eastlake Ave E. that also serves the loading dock. This approach simplifies site access and allows the above grade facades to be activated by people and not cars.
- The podium level façade is now transformed into a direct complement to the street punctuated by a more dramatically proportioned entry plaza and sculptural element that draws the forest concept down to street level.



- ① Main entry, Plaza
- ② Podium occupied by Lab & office uses (Not parked cars)
- ③ Single entry point for parking and loading dock (Similar to adjacent buildings)
- ④ Internal truck and trash dock with head-in access.



Eastlake Ave E. Elevation

10.0 DEVELOPMENT STANDARD DEPARTURE: Curb Cut/ Access (Guidelines CS-1, CS-2)

- Several measures will be taken to entrance pedestrian and bicycle safety at the garage entry.

- 1 PROPOSED LANDSCAPING LOCATED TO NOT IMPEDE SIGHT LINES BETWEEN STREET AND BUILDING ACCESS
- 2 INTERIOR GARAGE SIGNAGE CAUTIONING DRIVERS OF PEDESTRIAN AND BICYCLE TRAFFIC.
- 3 CAR EXIT STROBE AND ANNUNCIATOR
- 4 PROPOSED RETAIL FRONTAGE
- 5 PARKING HELD BACK ON SOUTH SIDE FROM CURB CUT TO ENHANCE CLEAR VIEW ANGLES TO AND FROM EASTLAKE AVE E.
- 6 BIKE LANE INDICATED AND STRIPED AT BUILDING ENTRY/ EXIT LOCATION PER SDOT STANDARDS

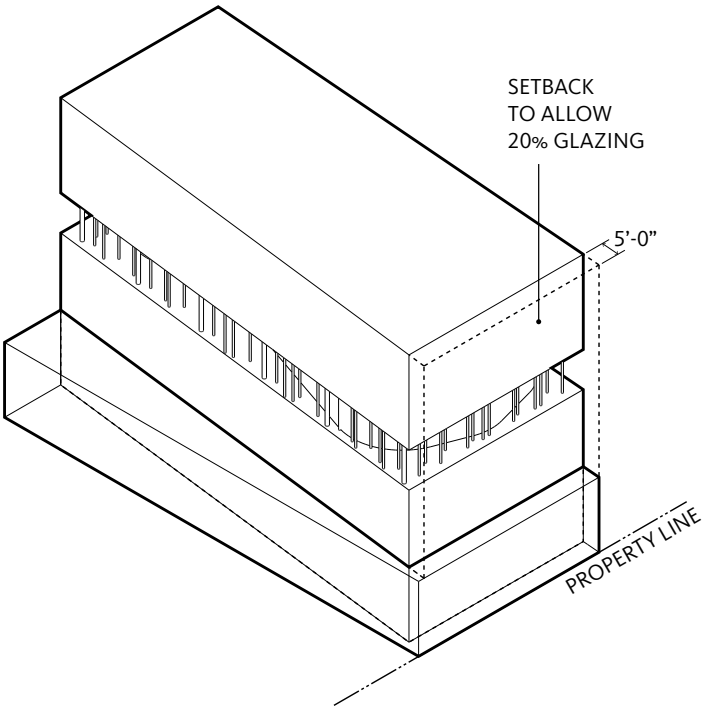


View of Vehicular Access Point from Eastlake Ave E.

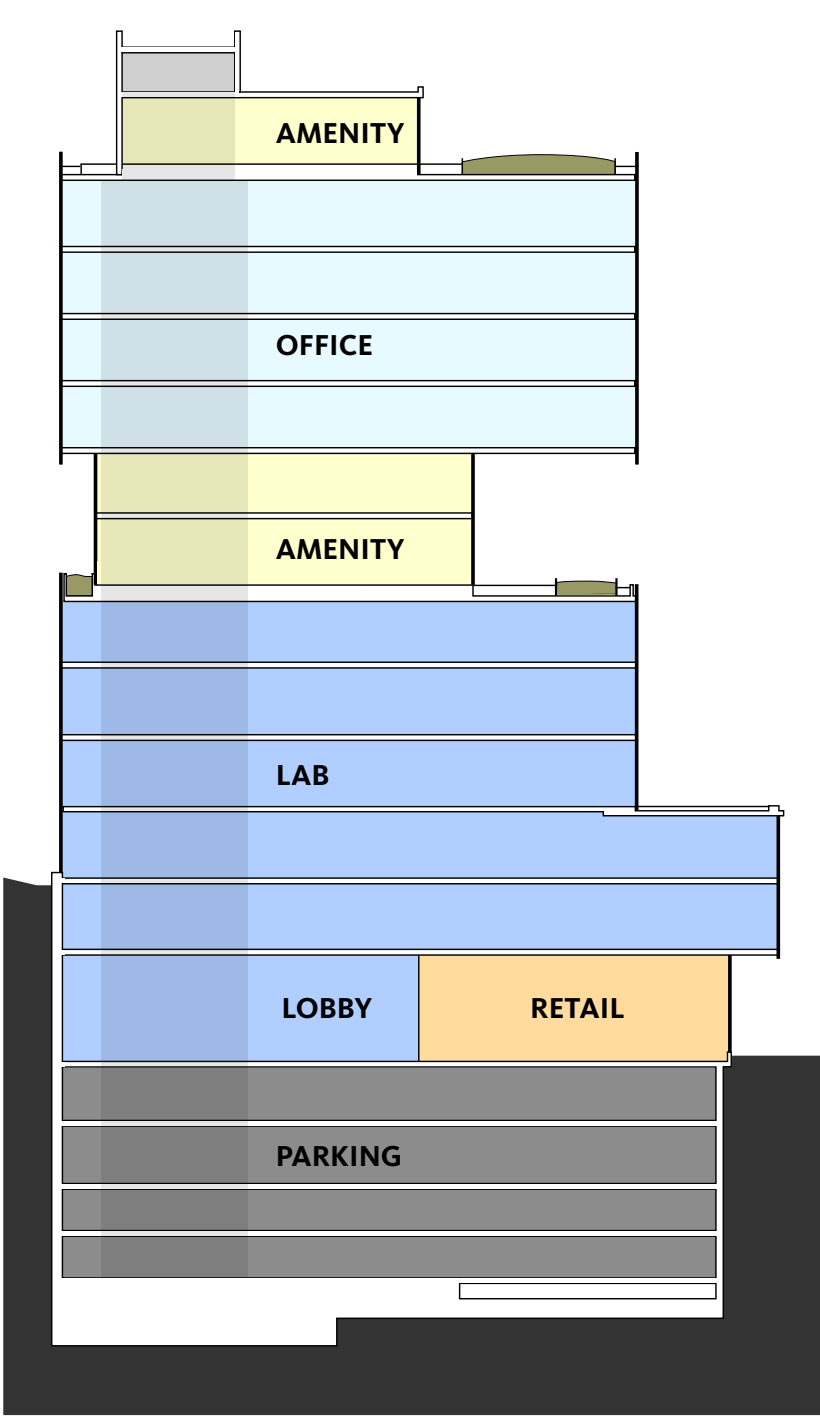
11.0 ALTERNATE: All Lab Scenario

Applicant Request:

The applicant is seeking approval for an alternate that reduces the voluntary setback of the south facade from 10'-0" to 5'-0" and eliminates a floor level to provide lab-ready spaces on the upper floors. The alternate presents minor differences from the office/ lab configuration relative to all cited guidelines as illustrated in the following section and elevation studies.

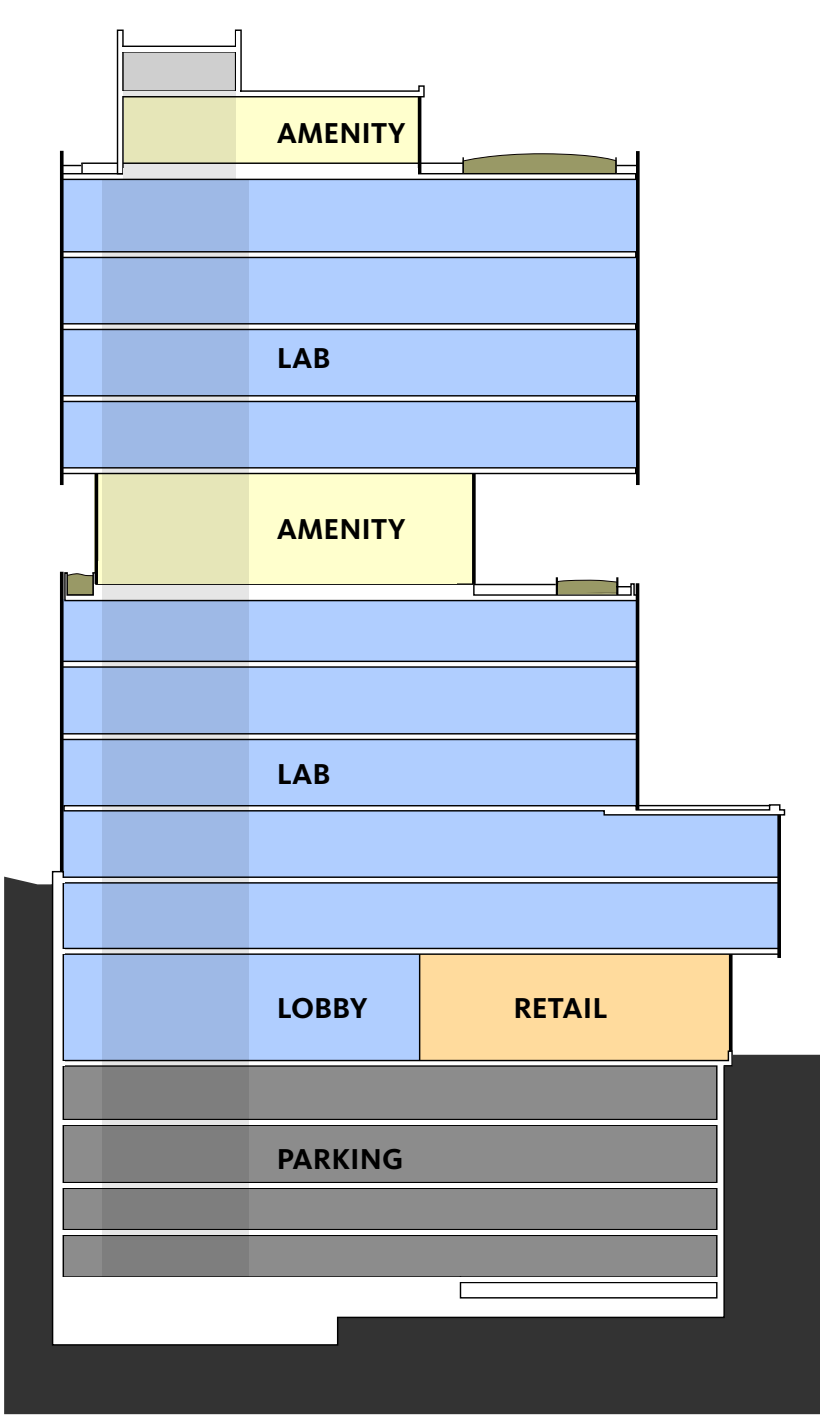


Axon Diagram / 5' SETBACK IN LIEU OF 10'



Office & Lab

PENTHOUSE ROOF	185'-0"
10'-0"	185'-0"
AMENITY ROOF	
15'-0"	175'-0"
ROOF	
13'-0"	160'-0"
LEVEL 12	
12'-1"	147'-0"
LEVEL 11	
12'-1"	134'-11"
LEVEL 10	
12'-1"	122'-10"
LEVEL 09	
11'-9"	110'-9"
LEVEL 08	
13'-0"	99'-0"
LEVEL 07	
14'-0"	86'-0"
LEVEL 06	
13'-0"	72'-0"
LEVEL 05	
13'-0"	59'-0"
LEVEL 04	
13'-0"	46'-0"
LEVEL 03	
13'-0"	33'-0"
LEVEL 02	
20'-0"	20'-0"
LEVEL 01	
10'-9"	0'-0"
LEVEL P1	
11'-4"	-10'-9"
LEVEL P2	
8'-6"	-22'-1"
LEVEL P3	
8'-6"	-30'-7"
LEVEL P4	
	-39'-1"



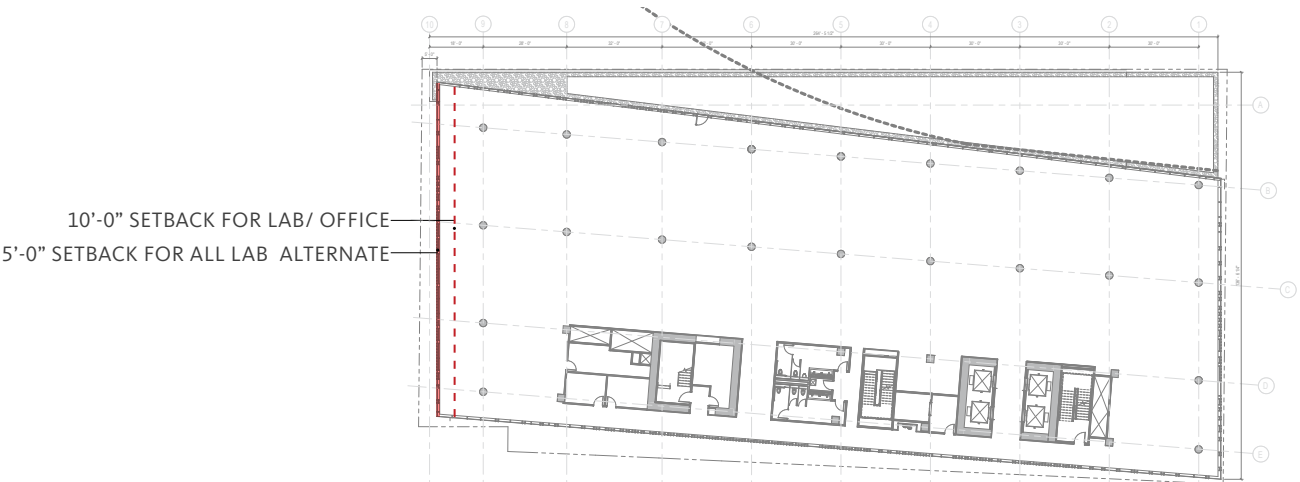
All - Lab Alternate

PENTHOUSE ROOF	185'-0"
10'-0"	185'-0"
AMENITY ROOF	
15'-0"	175'-0"
ROOF	
14'-0"	160'-0"
LEVEL 11	
13'-0"	146'-0"
LEVEL 10	
13'-0"	133'-0"
LEVEL 09	
13'-0"	120'-0"
LEVEL 08	
	107'-0"
21'-0"	
LEVEL 07	
14'-0"	86'-0"
LEVEL 06	
13'-0"	72'-0"
LEVEL 05	
13'-0"	59'-0"
LEVEL 04	
13'-0"	46'-0"
LEVEL 03	
13'-0"	33'-0"
LEVEL 02	
20'-0"	20'-0"
LEVEL 01	
10'-9"	0'-0"
LEVEL P1	
11'-4"	-10'-9"
LEVEL P2	
8'-6"	-22'-1"
LEVEL P3	
8'-6"	-30'-7"
LEVEL P4	
	-39'-1"

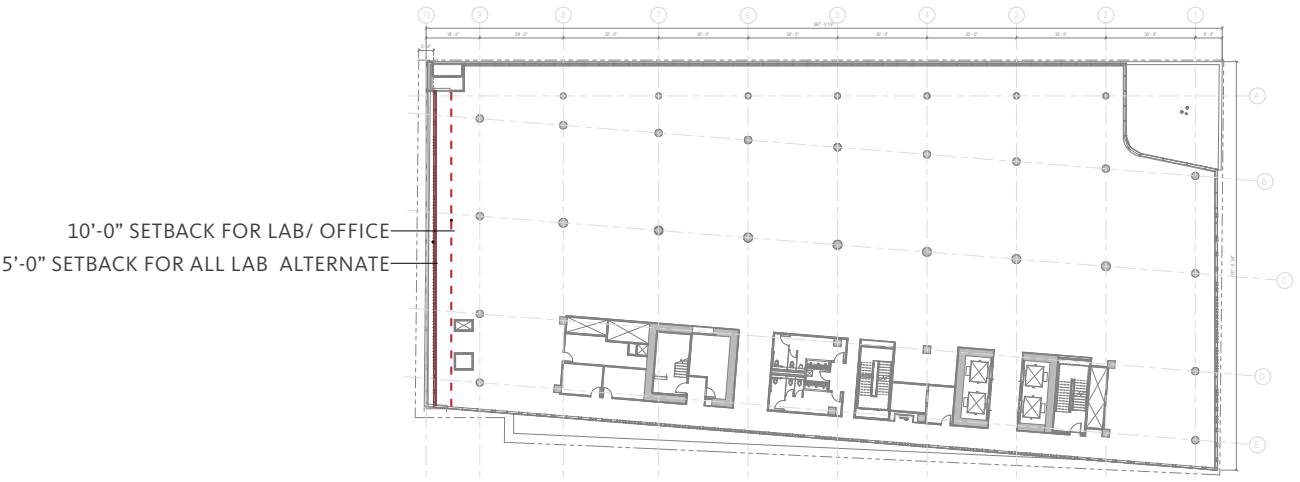
11.0 ALTERNATE: All Lab Scenario

Floor Plans

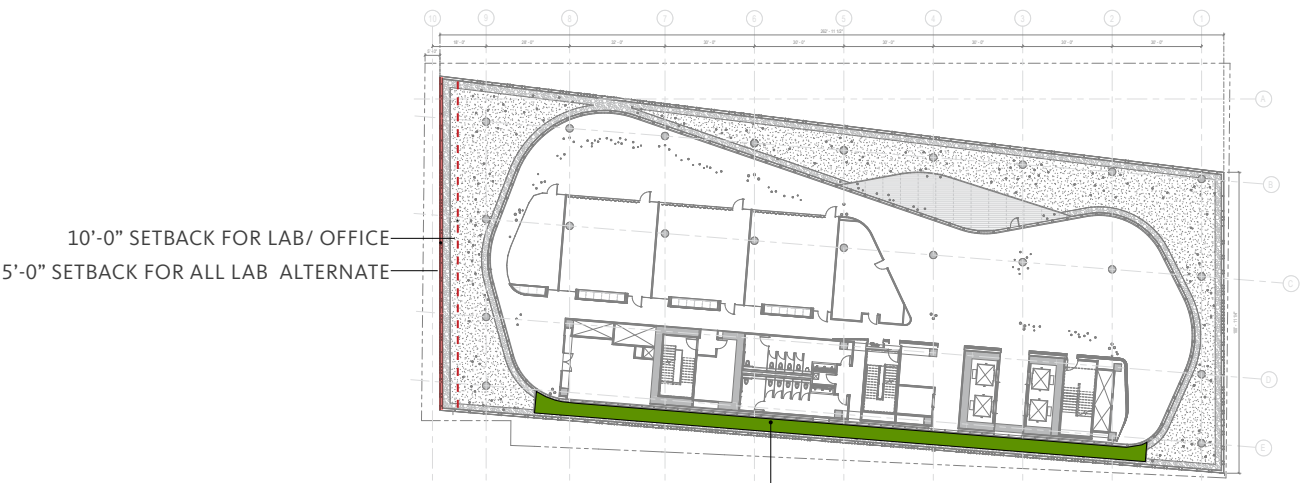
Floor areas at each level are marginally increased without exceeding floor area ratio or other zoning code criteria.



Typical Level Floor Plan




Level 3 Floor Plan




Level 7 Floor Plan

11.0 ALTERNATE: All Lab Scenario


Building Elevation - West
MATERIAL LEGEND



GL-01




GL-02




GL-06




GL-04




GL-05




CLG-01



SO-01



MTL-01




MTL-02



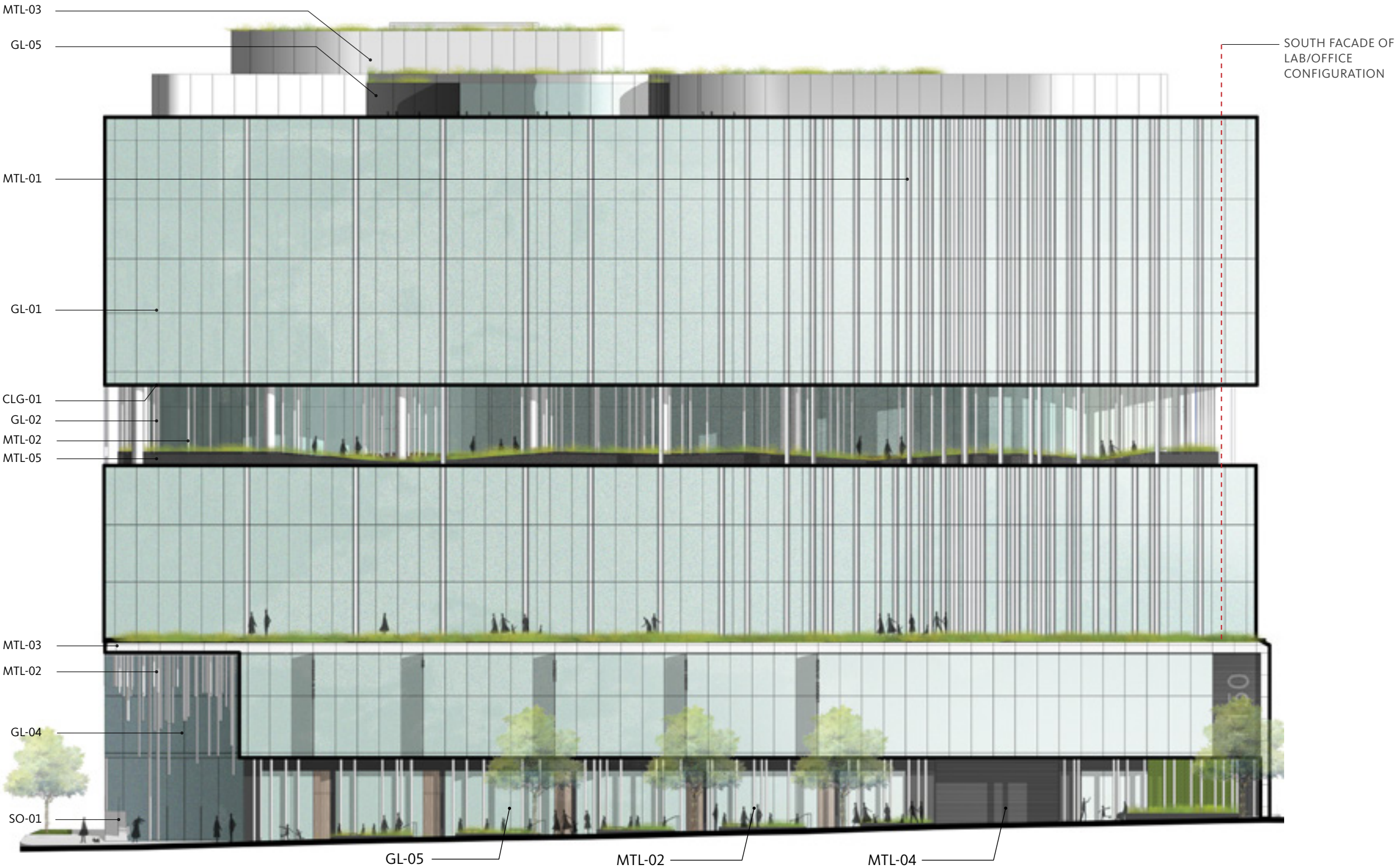
MTL-03



MTL-04

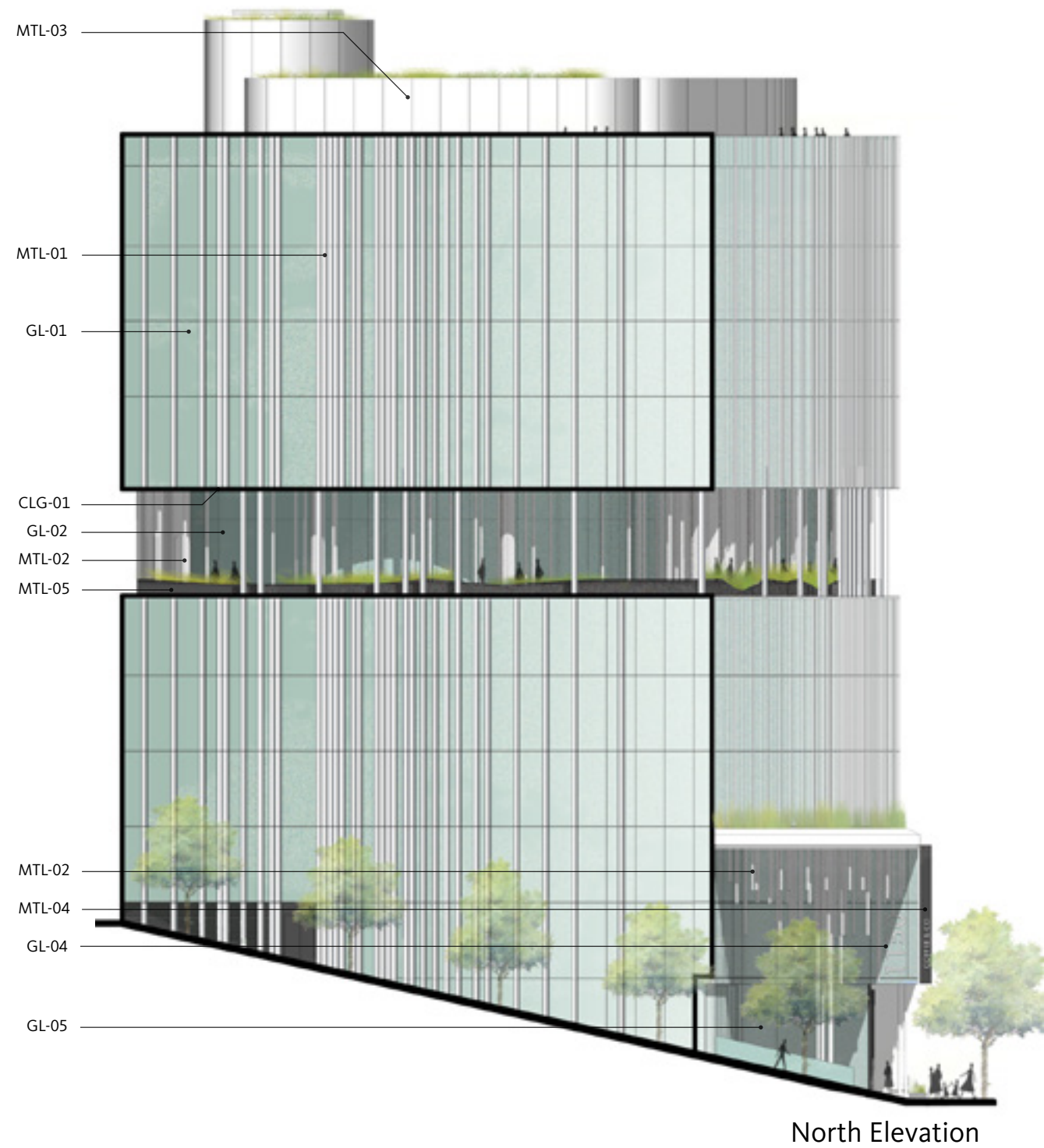
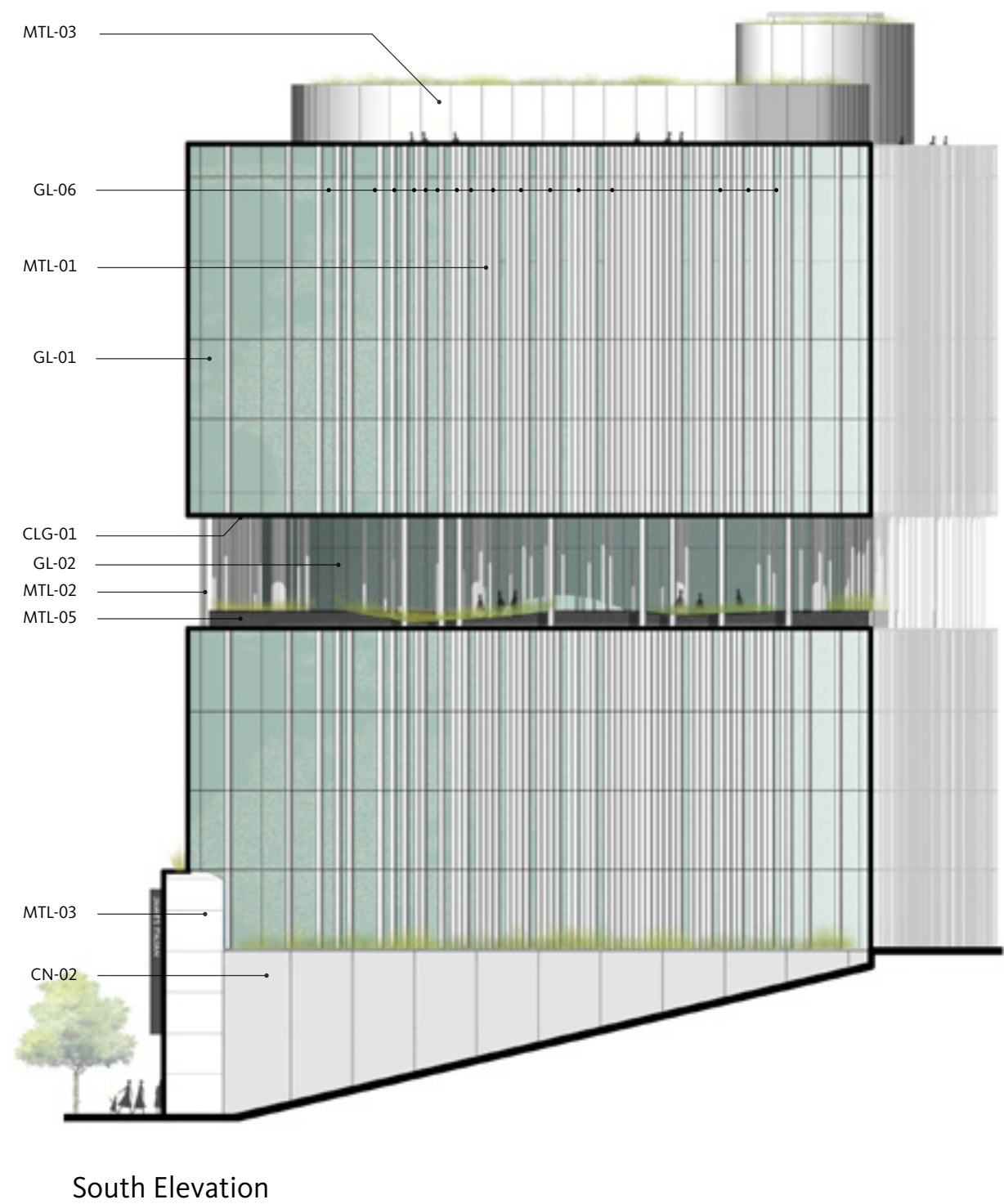


MTL-05




11.0 ALTERNATE: All Lab Scenario

Building Elevation - South & North




11.0 ALTERNATE: All Lab Scenario


Building Elevation - East
MATERIAL LEGEND




GL-01




GL-02




GL-04



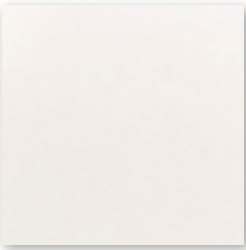
L-01




GL-05




CLG-01




SO-01



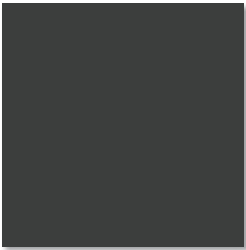
MTL-01




MTL-02



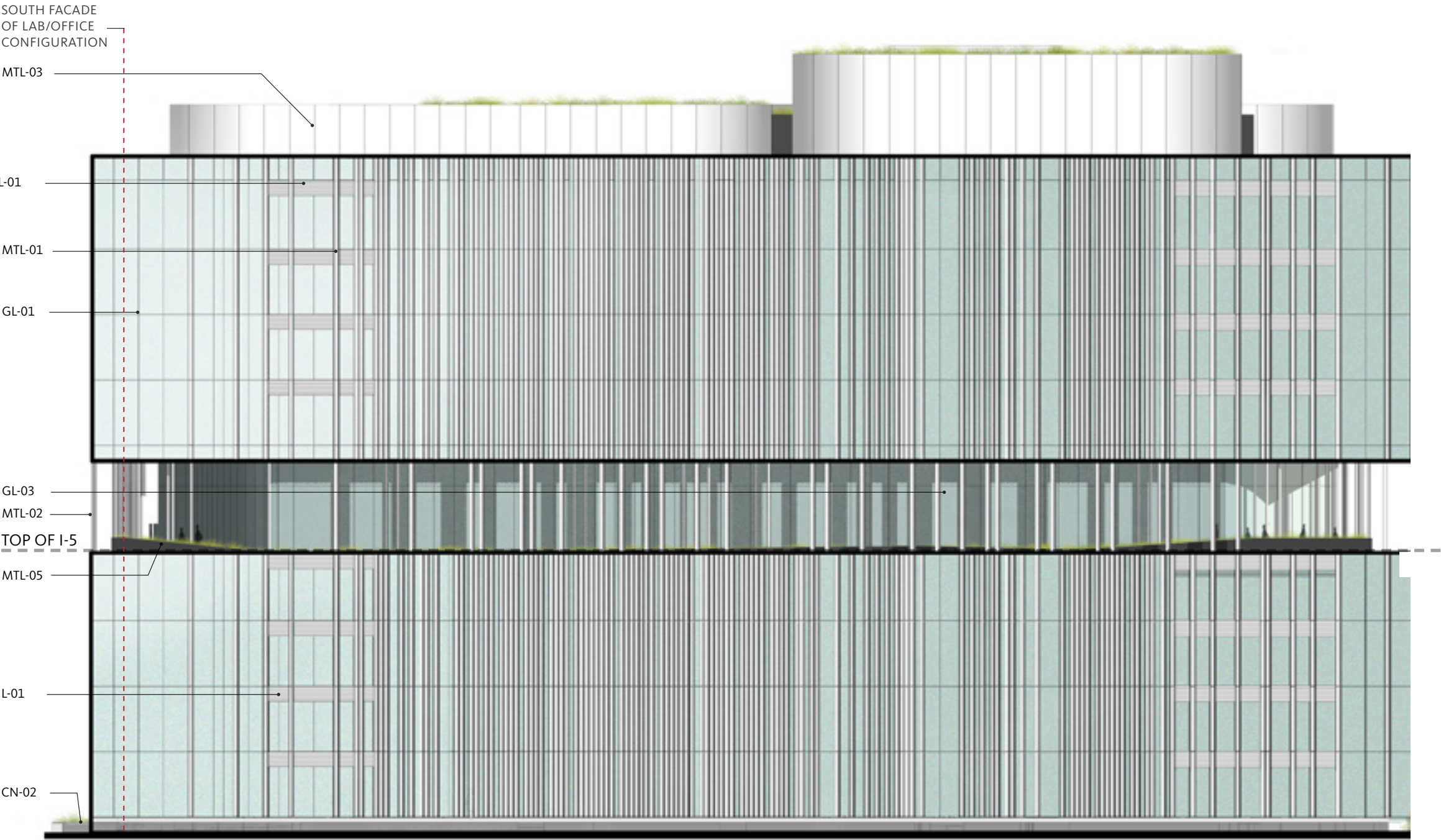
MTL-03



MTL-04



MTL-05



11.0 ALTERNATE: All Lab Scenario

South Facade Comparison

With the 5'-0" setback at the south elevation to accomodate the all-lab scenario, vision glass is allowed up to 20% of facade area (the office/lab scenario allowed 40%). The primary facade elements remain with the reduction in vision glass achieved by converting to spandrel panels. Emphasis is placed on views to and from the southwest and southeast corners of the tower.



11.0 ALTERNATE: Perspective View From I-5



11.0 ALTERNATE: Perspective View Looking Southwest



11.0 ALTERNATE: Perspective View Looking Northwest



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