



1370 STEWART ST

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. The Three Schemes:

- a. The Board expressed their overall appreciation for the three schemes developed on this difficult site. Each was distinct and represented logical steps in a progression that led to the preferred massing scheme.
- b. The Board supported the scale and dynamic form of the preferred scheme and provided further guidance for its development. (CS2-D, DC2)

2. Site Planning

- a. The Board supported the gesture at the northeast corner to the existing REI landscape but questioned apportioning the limited open space available to the least active corner. (DC3)
 - i. The Board agreed that the current site plan could work but asked the applicant to explore the possibility moving that open space from the northeast to the northwest corner.
- b. The Board neither supported nor opposed the ‘glass box’ expression of the podium. The Board agreed that although there is no context precedent that would support this choice, the unique location at this unusual triangular site adjacent to I-5 would support a wide variety of solutions, including one not directly connected to context. (CS2-A, CS2-4, CS3-A-2)
- c. Regardless of the direction the podium design takes, the Board asked to see a clear design connection between the materiality of the base and the tower. The design should express a logical scheme for human scale elements in the pedestrian zones. (DC2-2, DC2-3)

3. The Tower

- a. The Board expressed their appreciation for the conceptual thinking behind the tower form and found the preferred scheme to be logical, simple and elegant. (DC2- A, DC2-1)
- b. The Board pointed out how the change in cladding and strong horizontal banding on the east facade had created intermediate scale elements (as called for in the SLU guidelines) and asked that the other two (north and west) elevations also include intermediate scaling elements (though not necessarily the same). (DC2-4-d., DC2-1, DC2-B, DC2-C)
- c. The Board was concerned that the contrast between the east-facing façade and the two west-facing facades was so strong as to seem disconnected and asked that this contrast be resolved as the design evolves. (DC2-B, CS3)

4. The Podium and the Tower

- a. The Board agreed that the northwest corner of the site will be the locus of pedestrian activity and expressed concern both that the mass of the tower is concentrated at this corner and that the podium-tower relationship is weakest here. (CS2-4, DC2-4)
 - i. The Board did not support the tower coming to grade at this corner as the important scaling element of the podium would be lost. (DC2-3-a)

5. The Podium and the Street

- a. The Board pointed out what appeared to be a concentration of ‘support’ areas at the north west corner and asked that these programming choices be revisited or explained in light of the corner’s importance in the pedestrian realm. (DC2-4-g)
- b. The Board was frustrated by the limited number of design drawings and lack of analysis around pedestrian-level conditions on Yale and John Streets and agreed that they were struggling to see a design rationale for the podium. (DC2-3, DC2-1)
 - i. As such, The Board found that they were unable to evaluate the design of the podium either as a response to context or in relation to the tower.
- c. For the next meeting the Board emphasized a request for diagrams of street relationships with the podium and section cuts that show the street and podium at multiple locations. (DC2-2, DC2-3)

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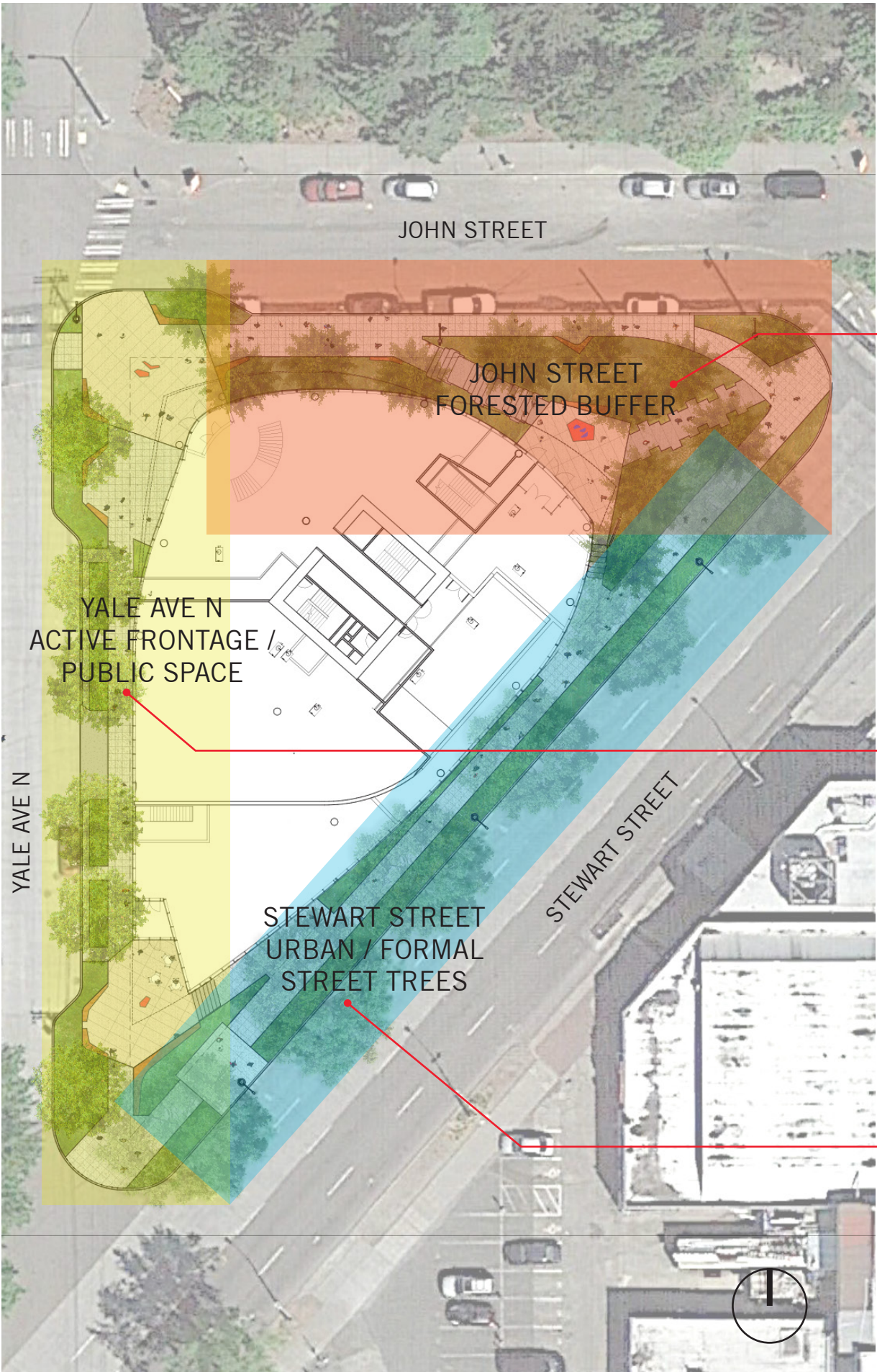


4A. The Board pointed out what appeared to be a concentration of ‘support’ areas at the north west corner and asked that these programming choices be revisited or explained in light of the corner’s importance in the pedestrian realm. (DC2-4-g)

GUIDANCE - SITE PLANNING

5A. The Board supported the gesture at the northeast corner to the existing REI landscape but questioned apportioning the limited open space available to the least active corner. (DC3)

- i. The Board agreed that the current site plan could work but asked the applicant to explore the possibility moving that open space from the northeast to the northwest corner.



JOHN STREET

A forest buffer is proposed on the NE corner of the site and extends the landscape typology from REI across John Street, strengthening the evergreen gateway concept as an approach from I-5 and Capitol Hill. The proposed tower emerges from the evergreen foreground.

YALE AVENUE

Active frontages and seating pockets along Yale Ave create a people oriented street. Curb bulbs at each corner with building setbacks increase opportunities for larger public gathering spaces, retail seating and plantings.

STEWART STREET

The existing American Sweetgum street tree language is reinforced with additional trees and a wide and continuous planting strip to buffer pedestrians from the busy arterial street. Planting is used along the building’s edge to soften the transition between the sidewalk and the building.

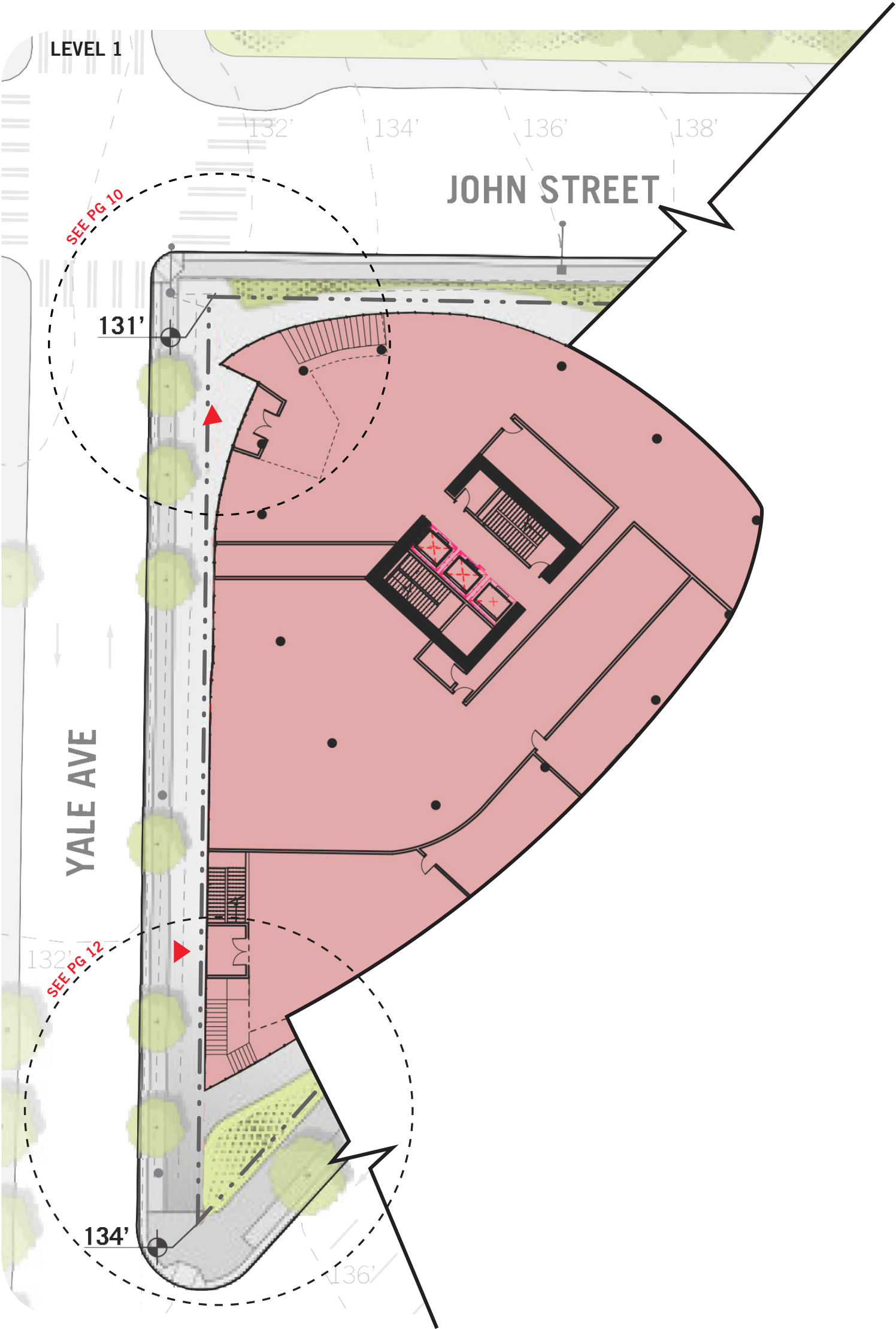
GUIDANCE - THE PODIUM + THE STREET

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LANDSCAPE RESPONSES

The Yale Ave frontage is proposed as an extension of the streetscape found to the north and adjacent to the Alley 24 development. This section of Yale is characterized by active frontages (lobby and retail), seating, curbside parking and passenger loading and street tree plantings.

Additional setbacks and curb bulbs at each corner of Yale have been included in the revised plans. The additional area creates opportunities for public amenities including seating, additional landscape and potential feature elements such as water or art. The setback also allows for spill out of retail seating at the active frontage.

Pocket seating areas and street tree are also included between the corners to extend the streetscape language.

1. CURB BULB

2. CORNER GATHERING SPACE WITH FEATURE ELEMENT

3. ON-STREET PARKING

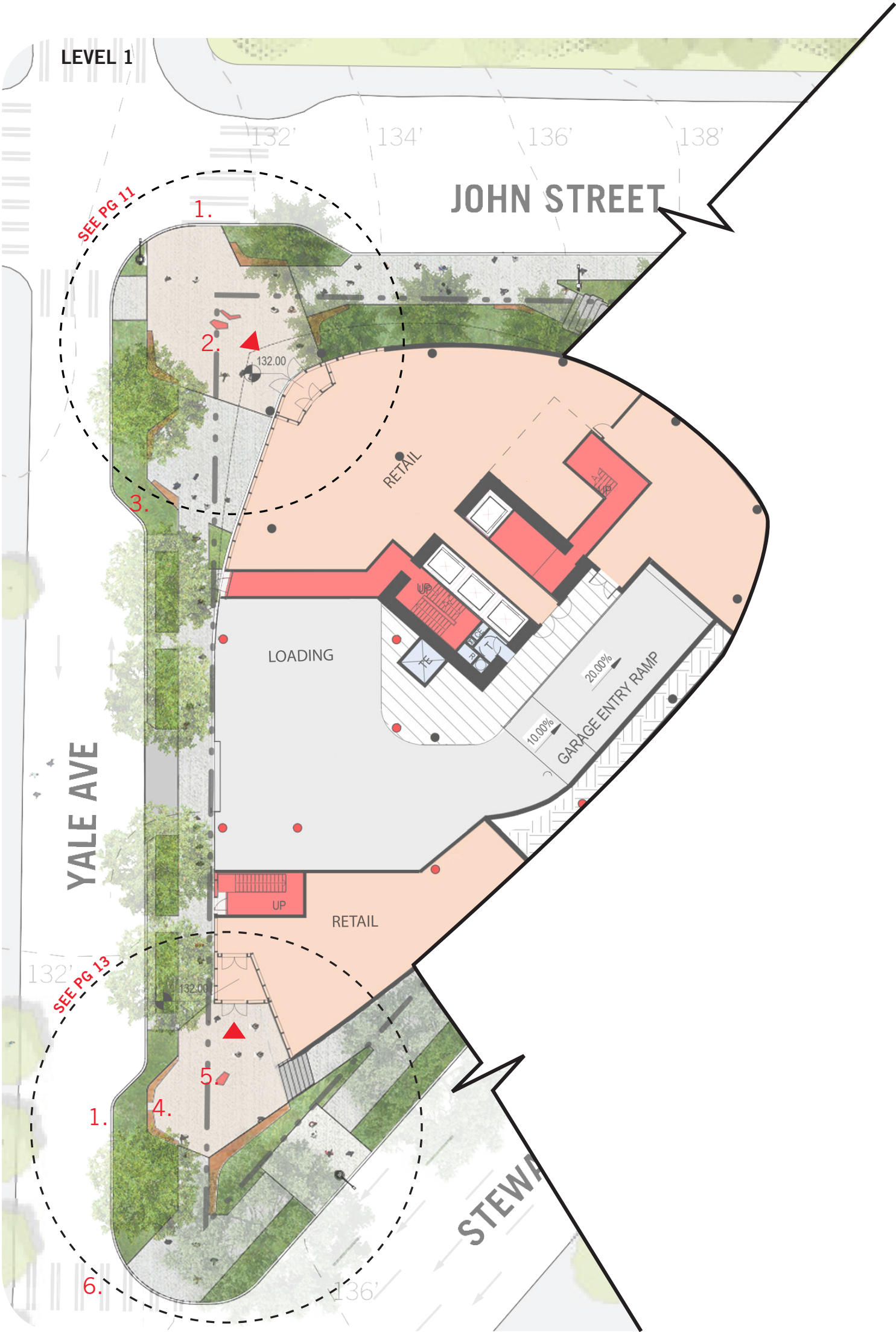
4. SEATING POCKETS
5. CORNER GATHERING SPACE

6. CROSSWALK

7. RESIDENT ENTRY COURT

8. EXISTING SWEETGUM TREES

9. BUS STOP



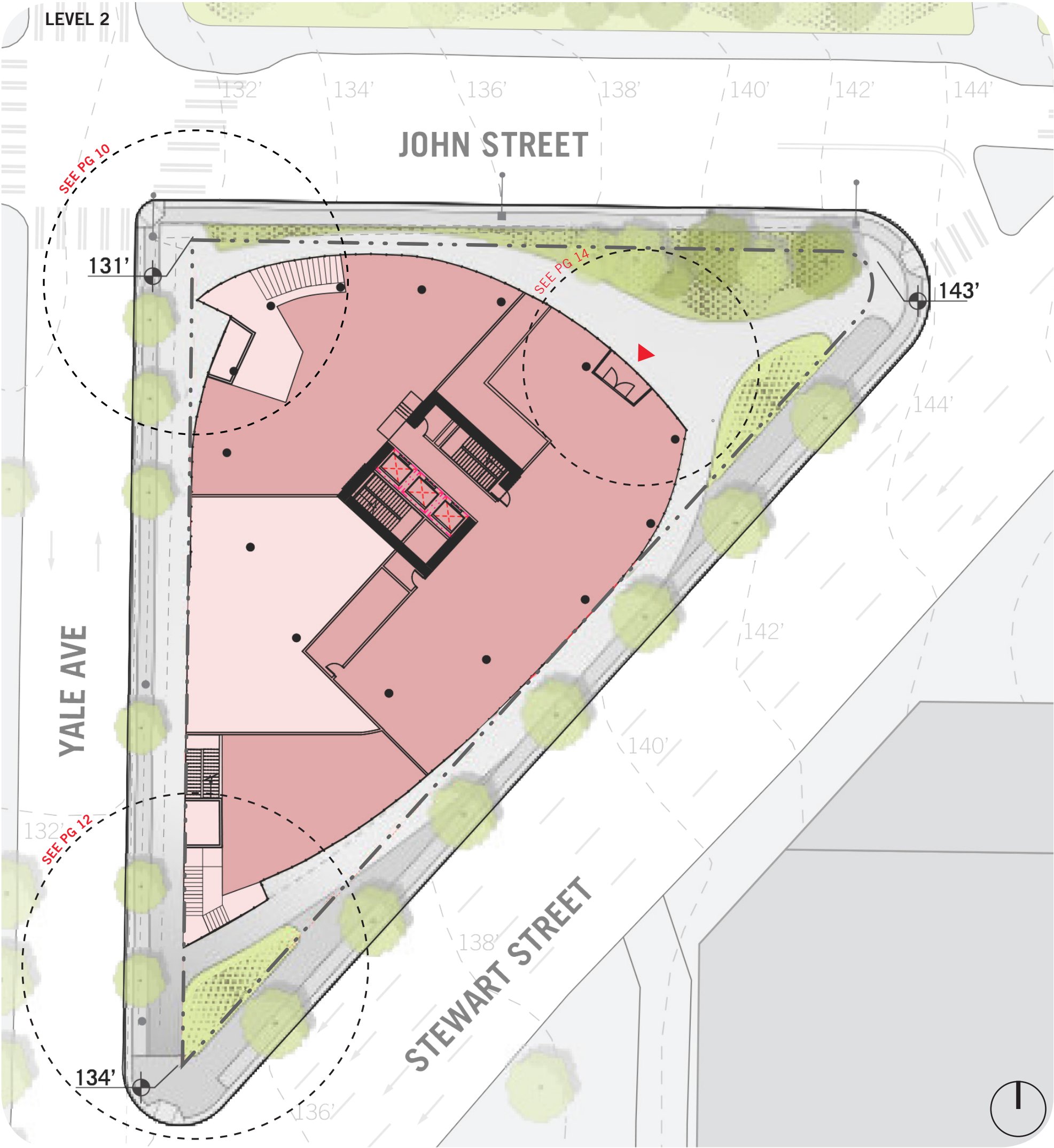
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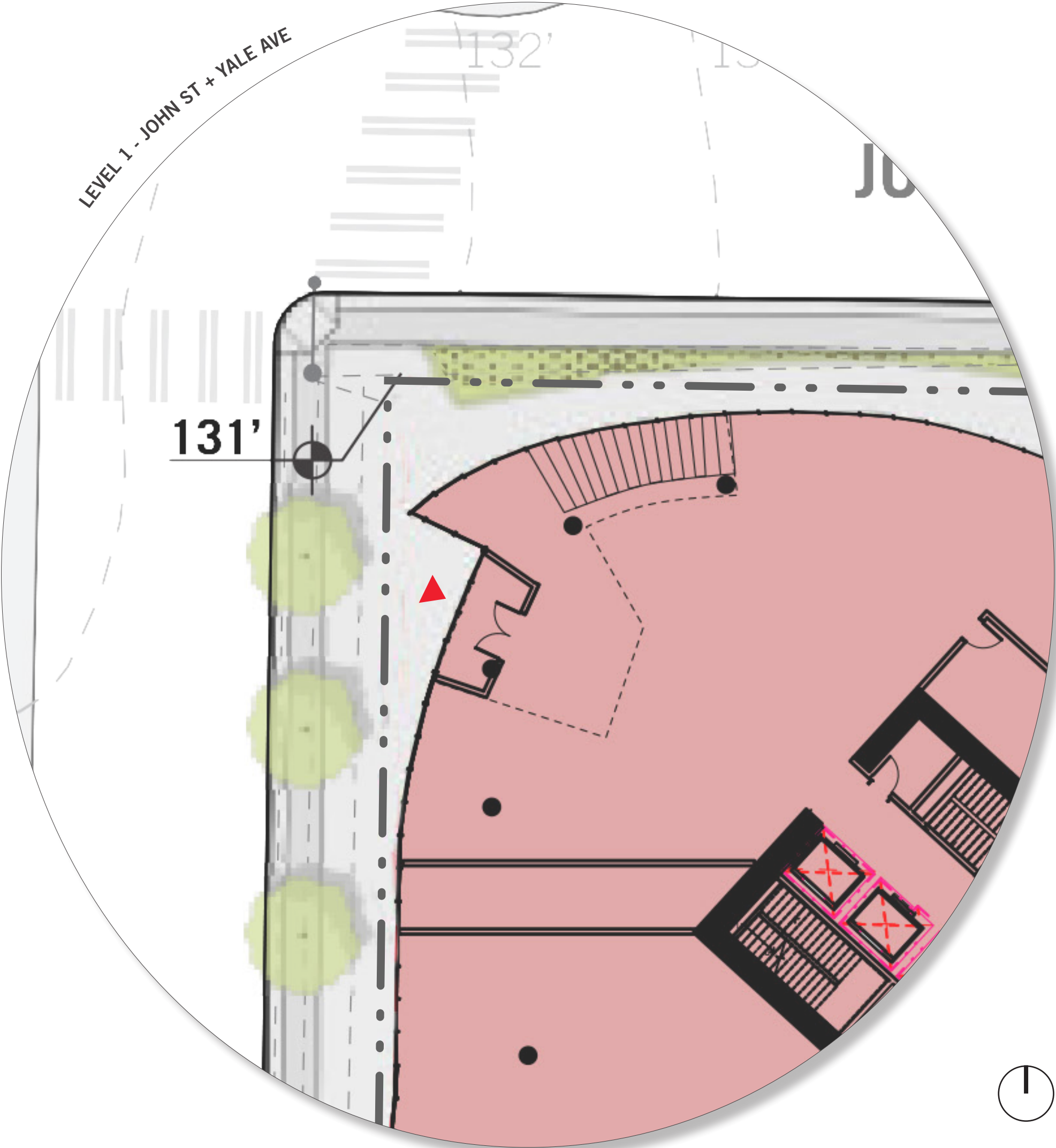
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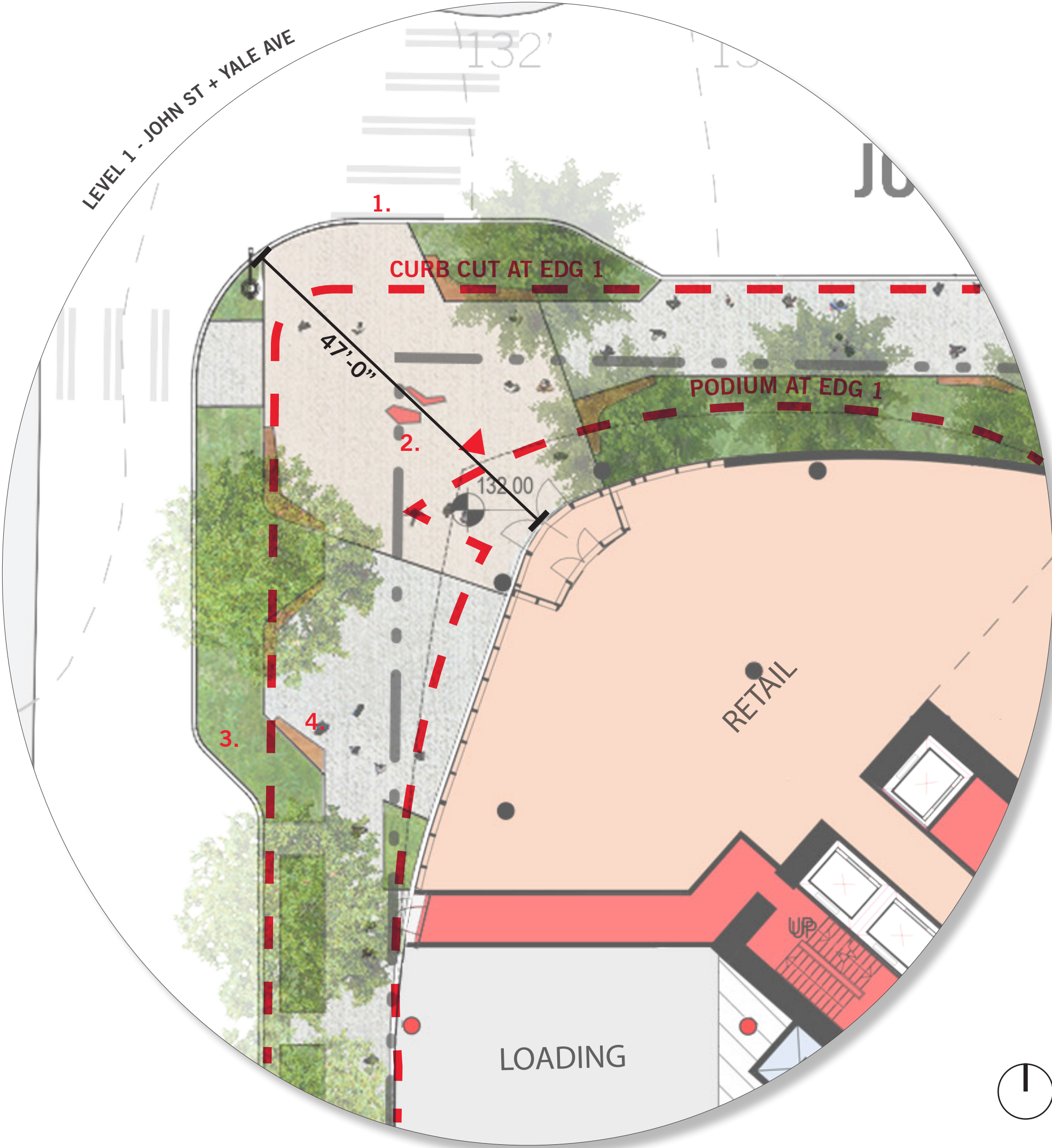
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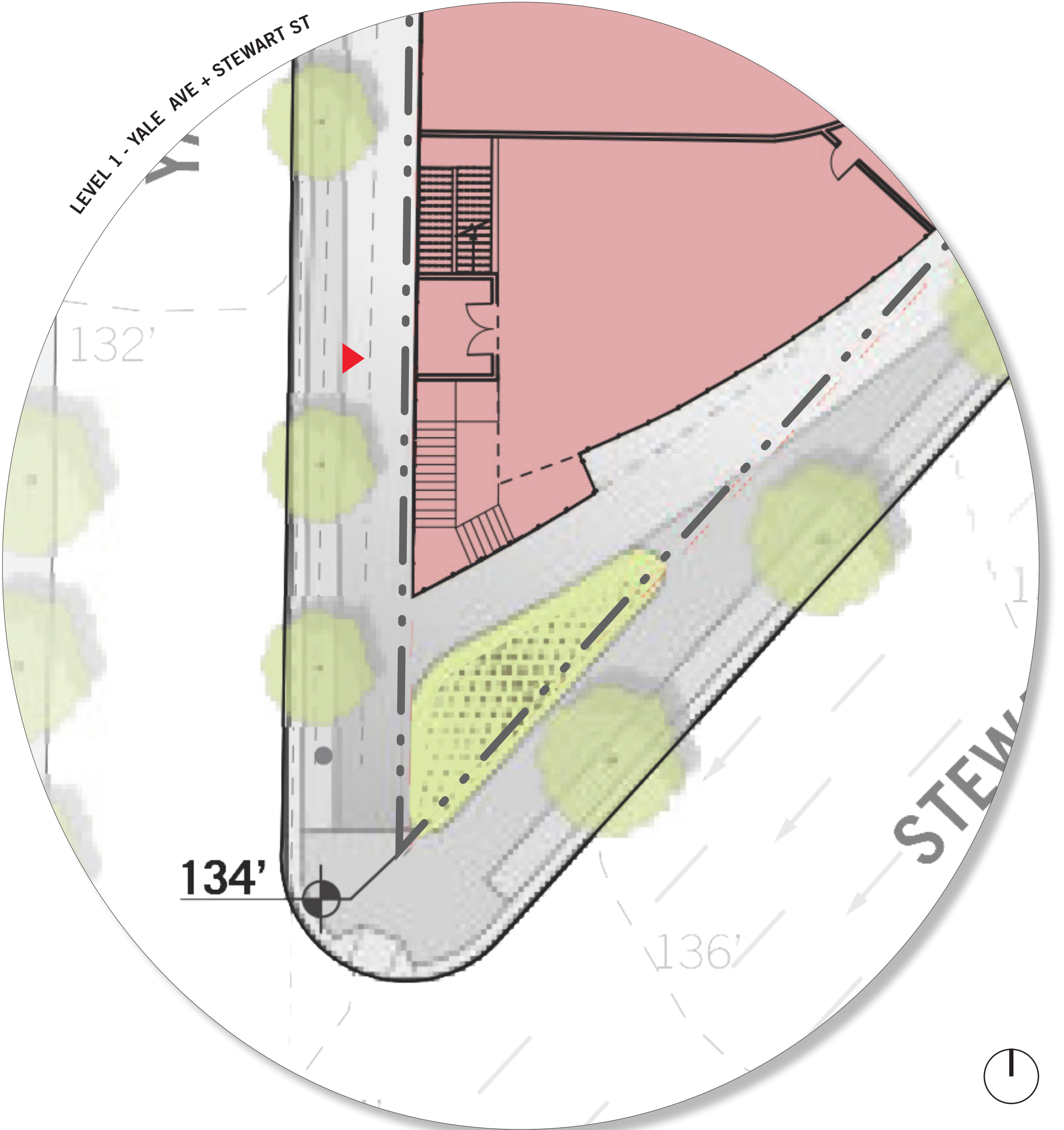
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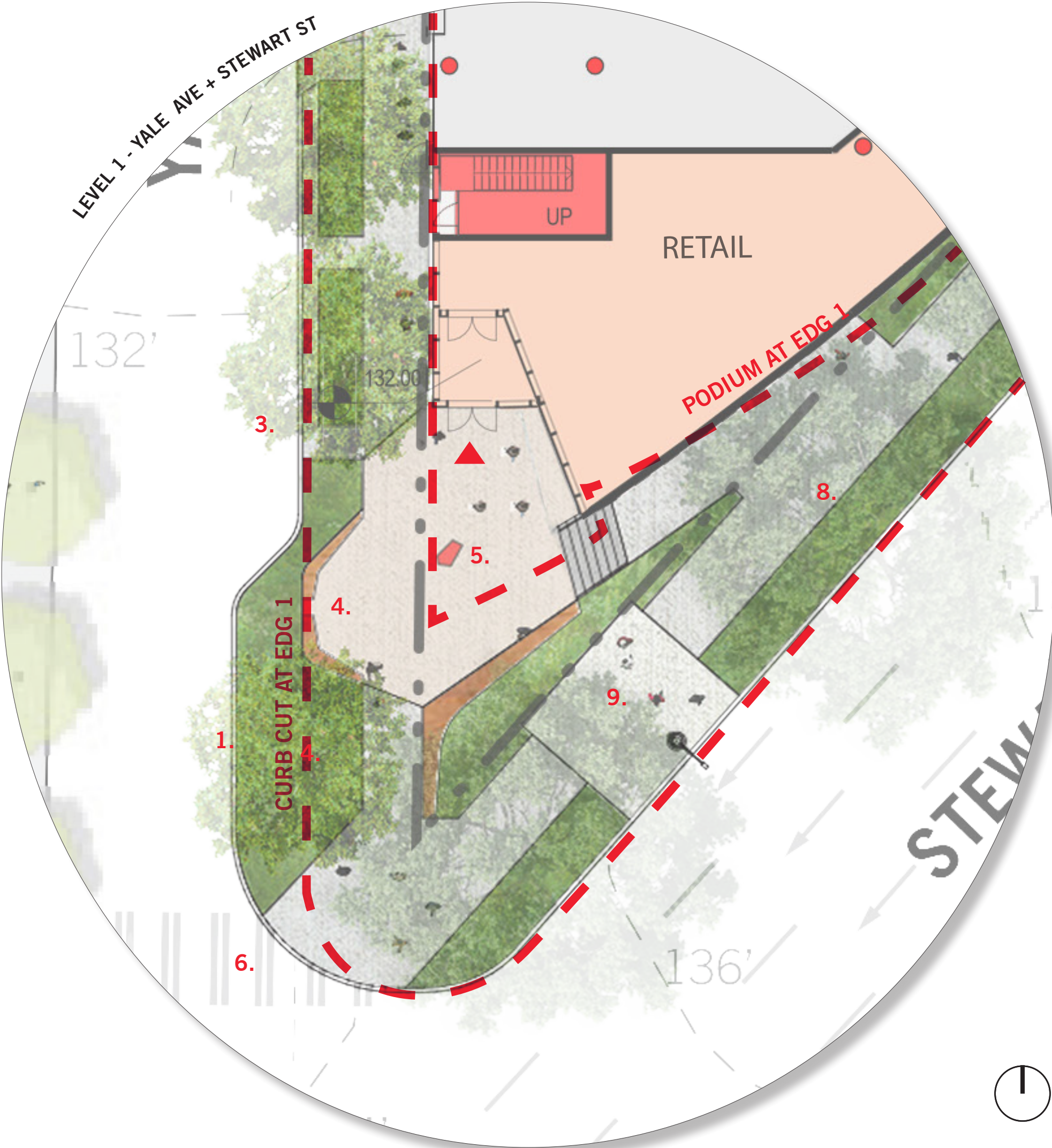
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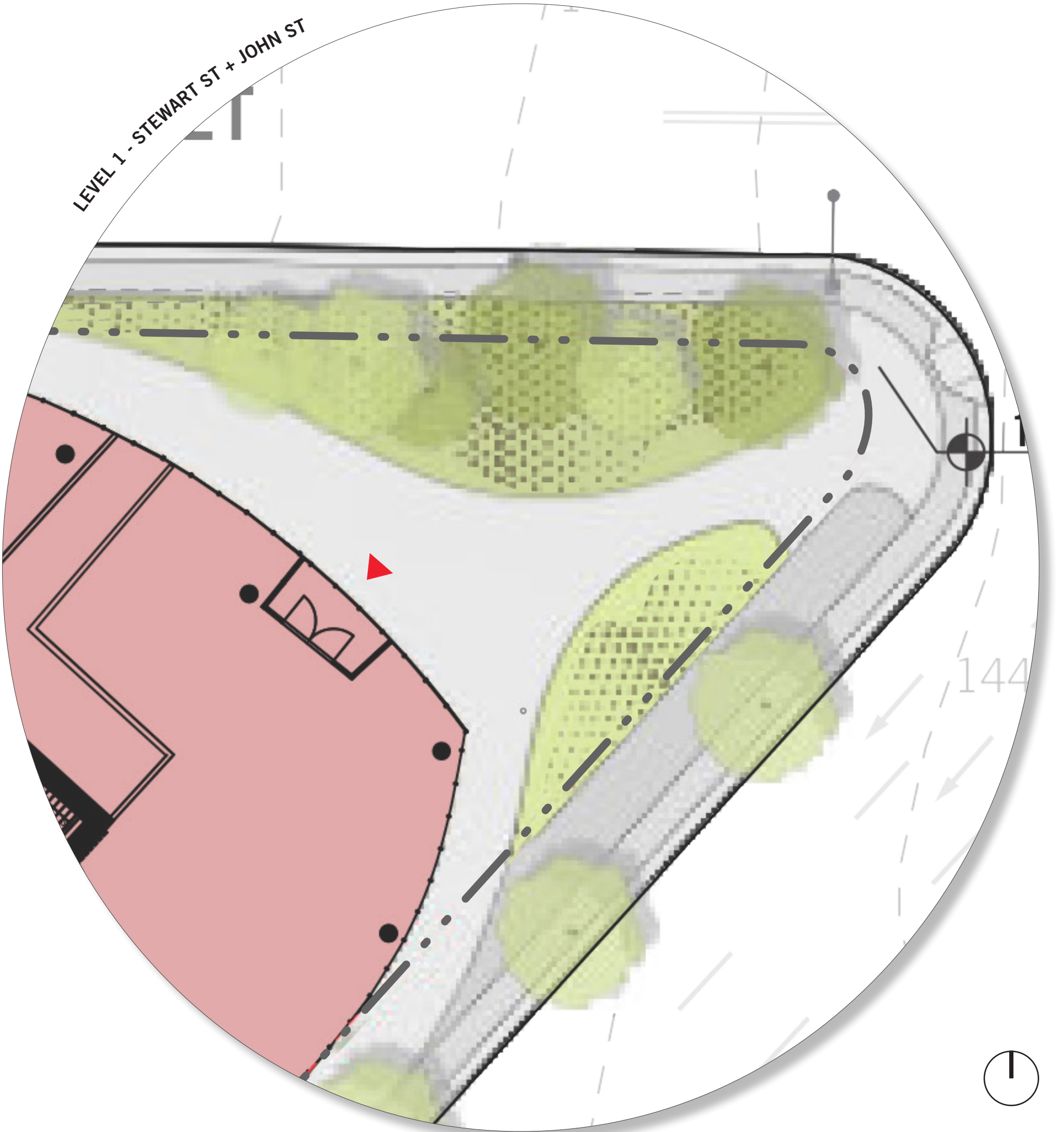
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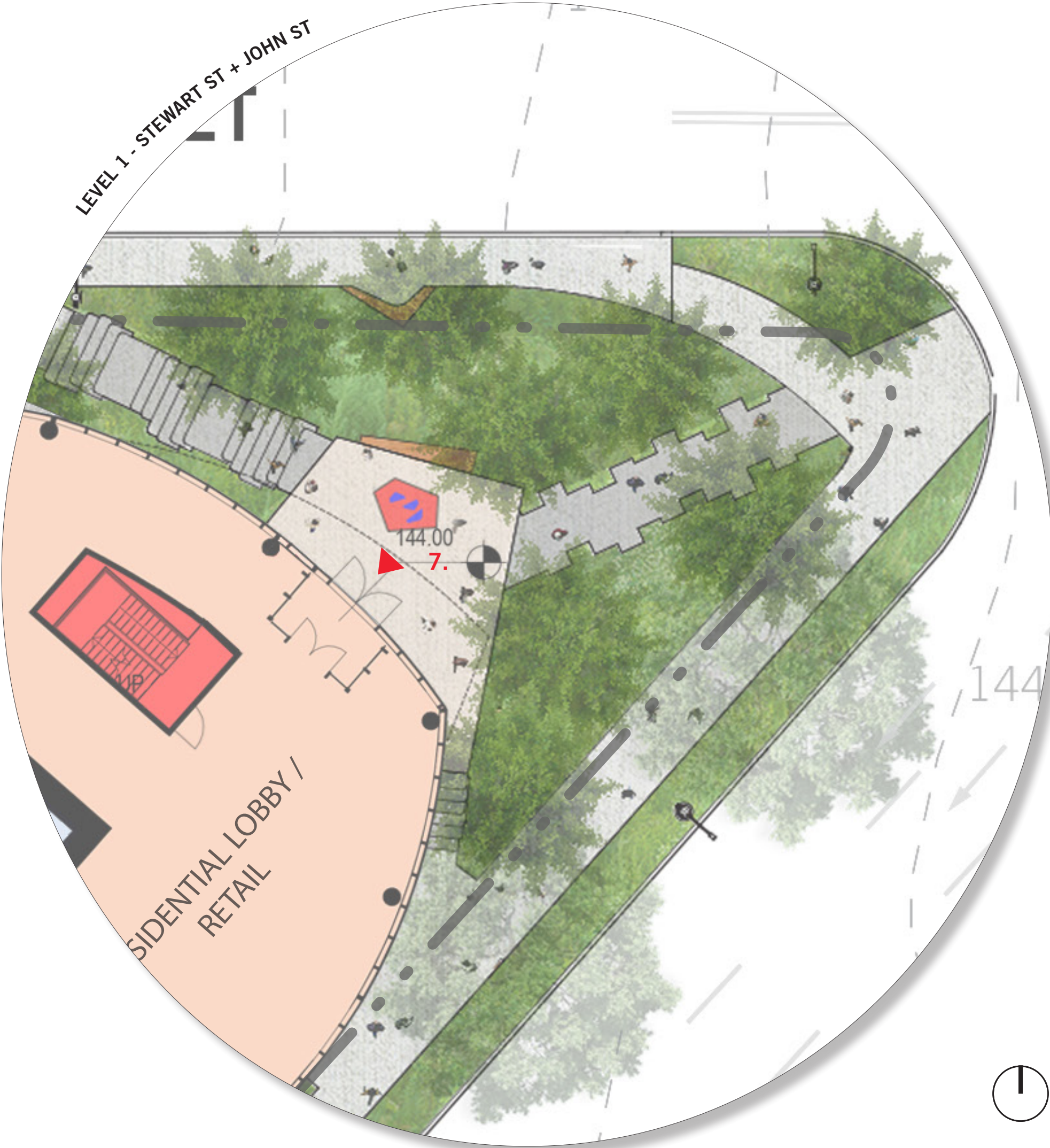
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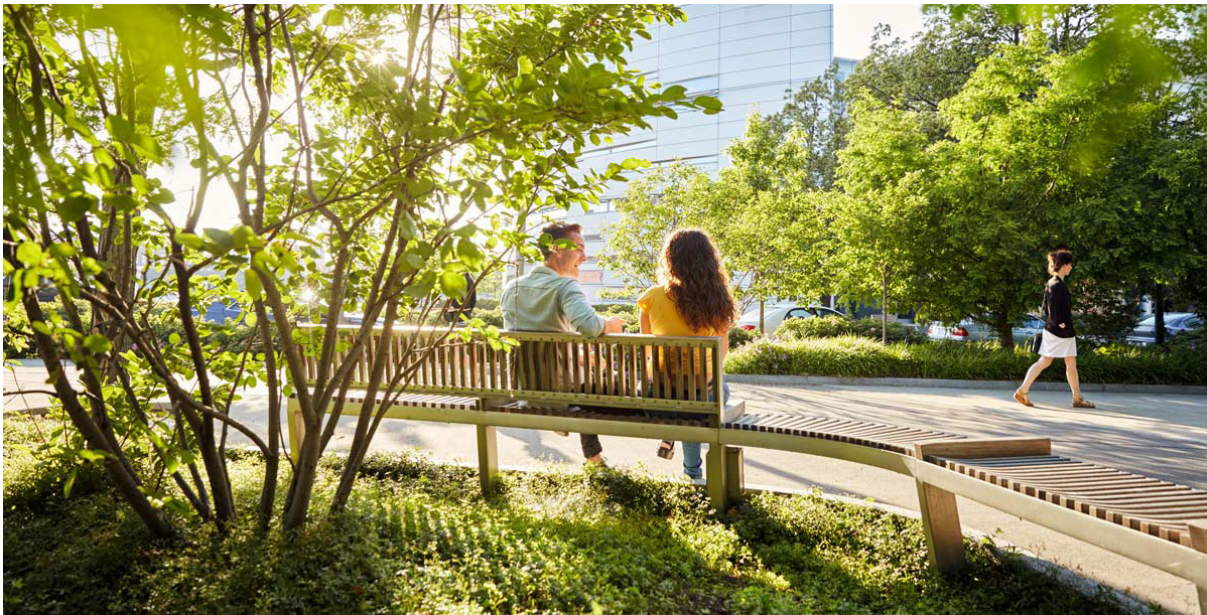
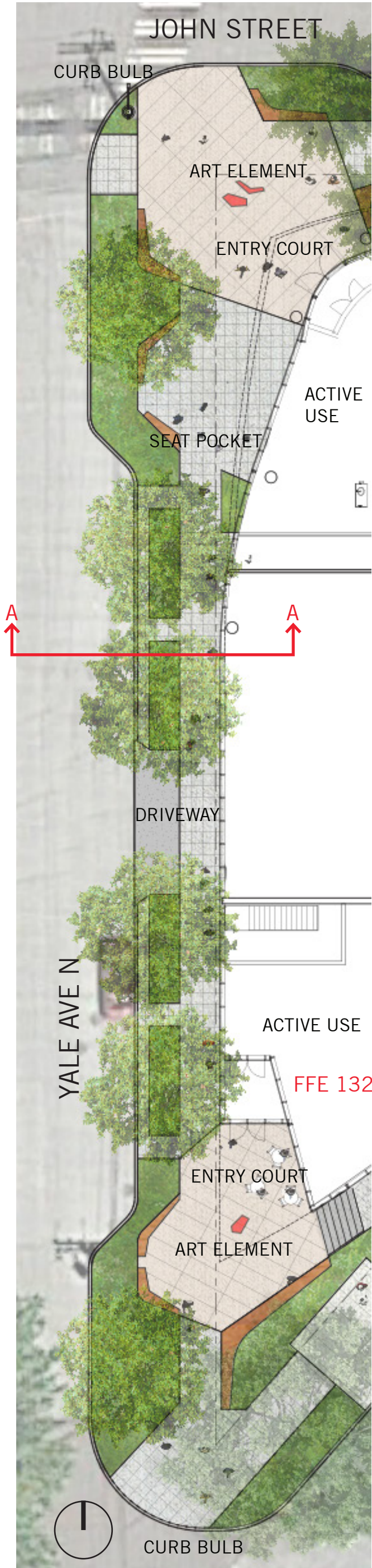
8. EXISTING SWEETGUM TREES

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SECTION 1

LANDSCAPE - STREET PRECEDENTS

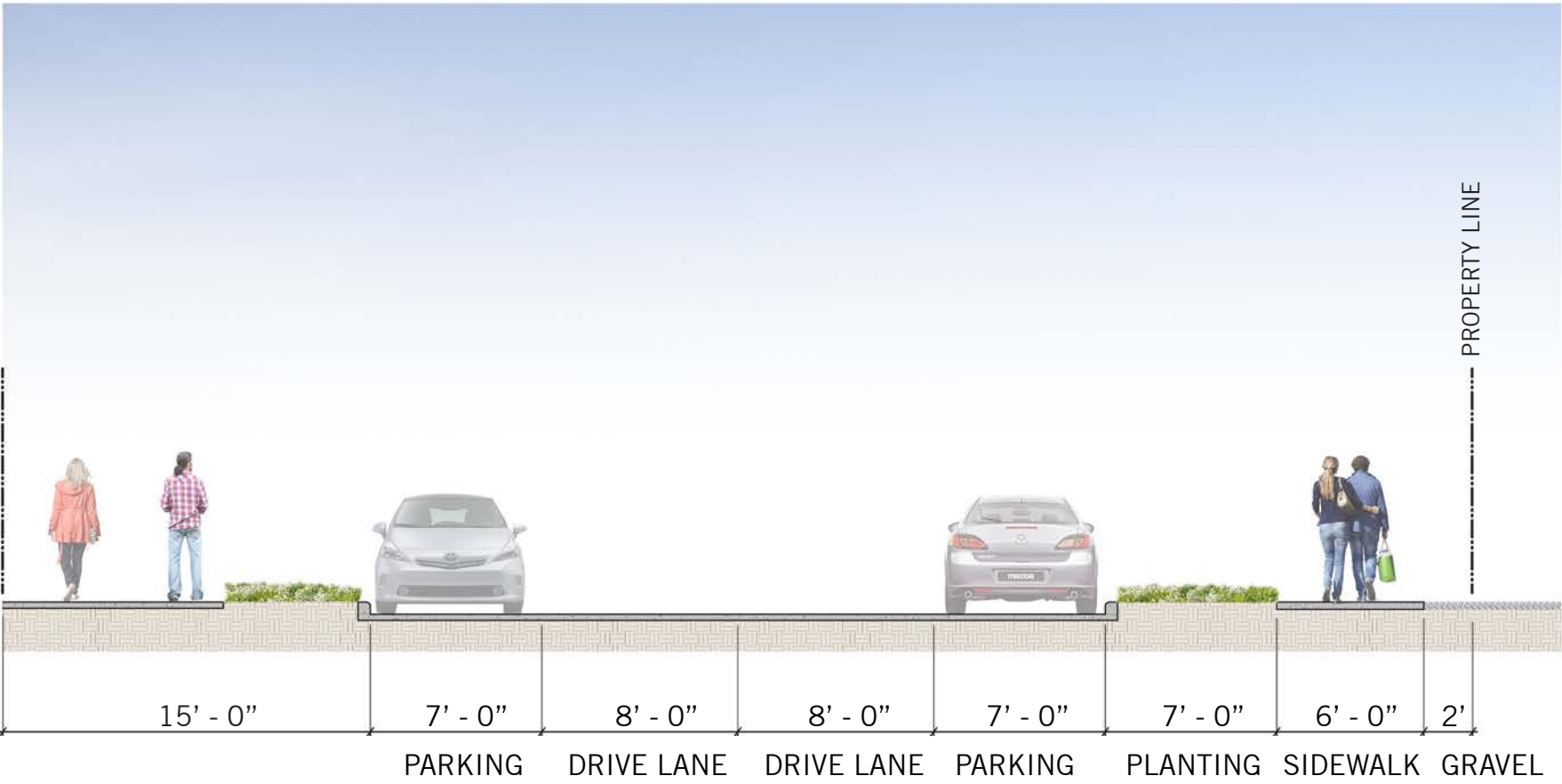


EXISTING YALE AVENUE STREETSCAPE LANGUAGE

A - A

YALE AVE N - EXISTING CONDITION

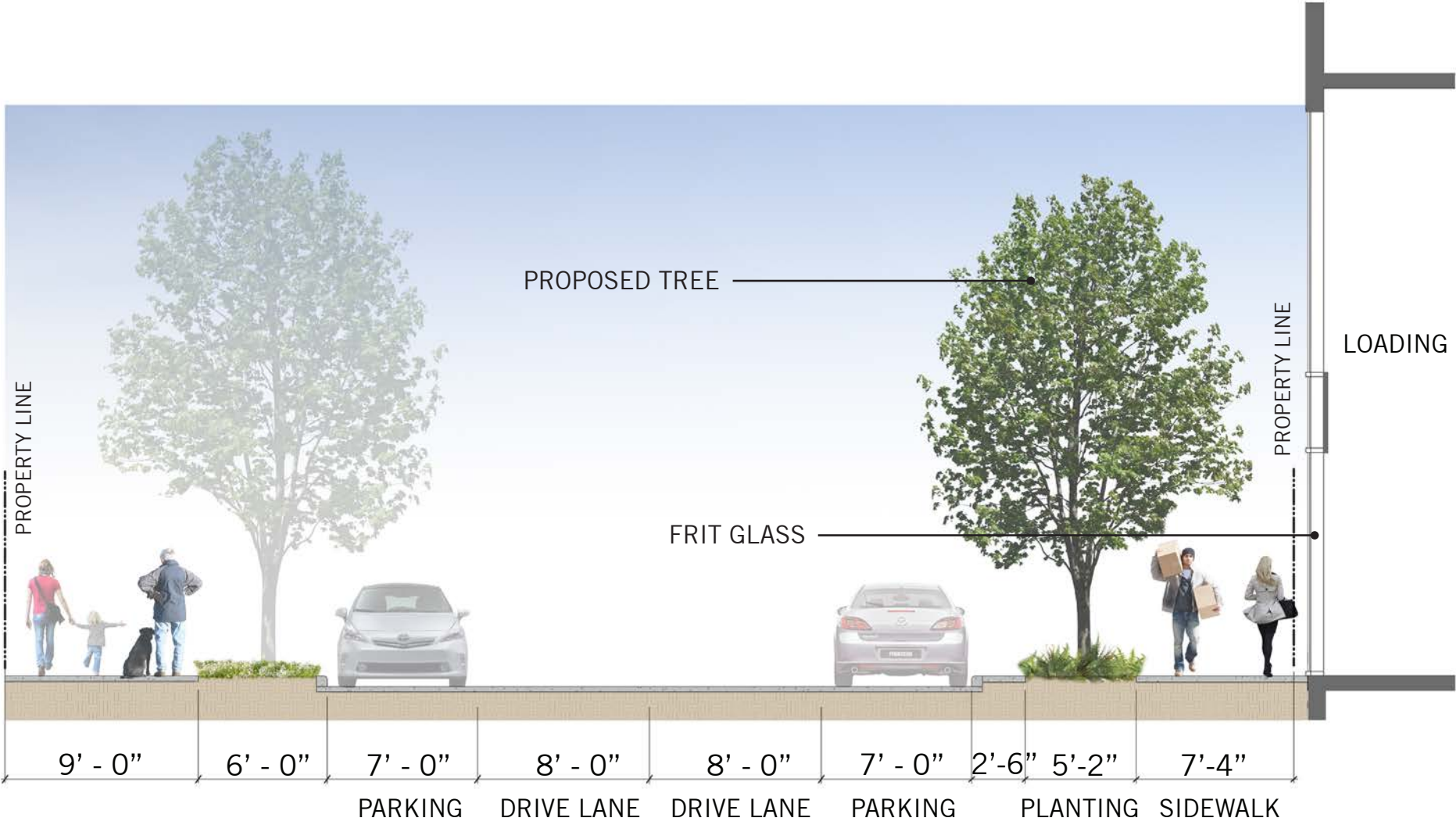
60' ROW



A - A

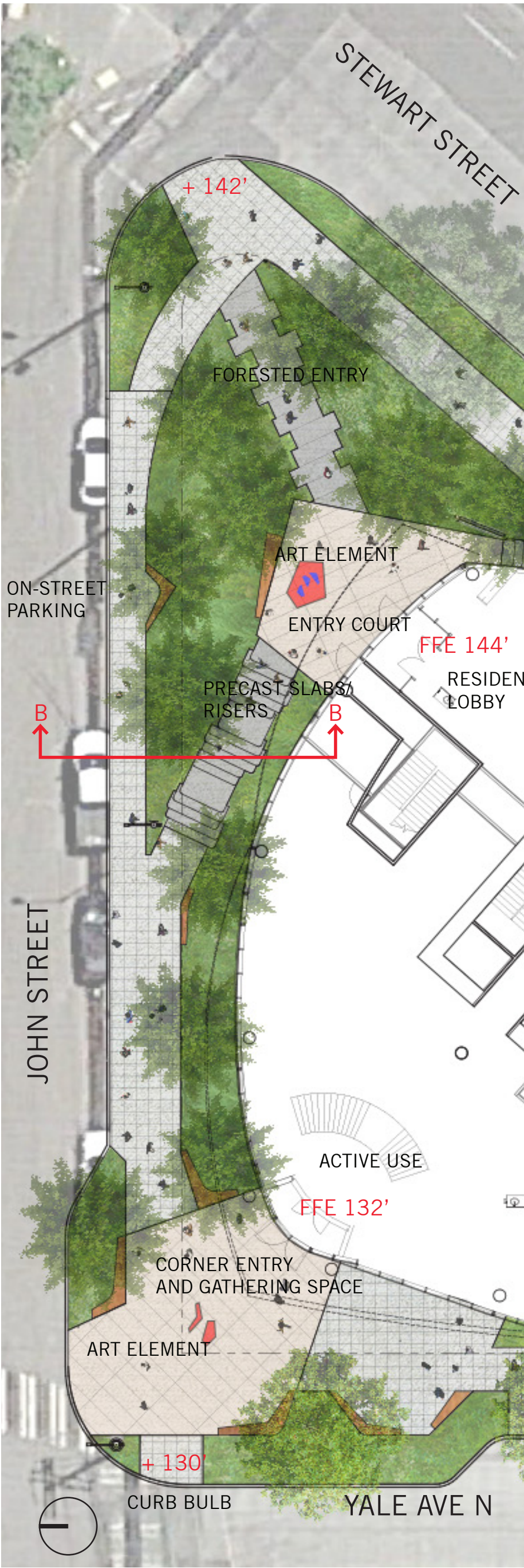
YALE AVE N - PROPOSED CONDITION

60' ROW



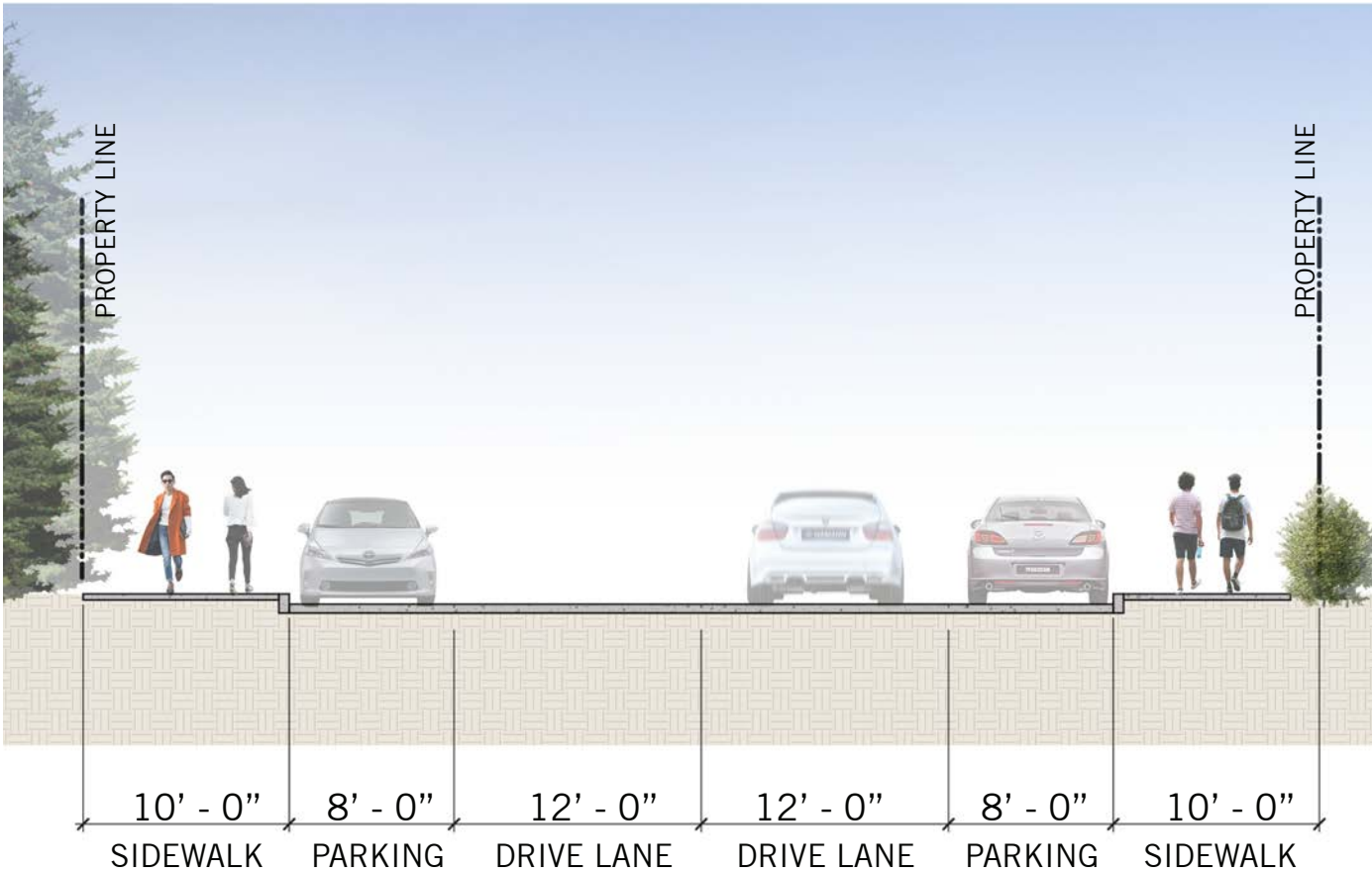
SECTION 1

LANDSCAPE - STREET PRECEDENTS

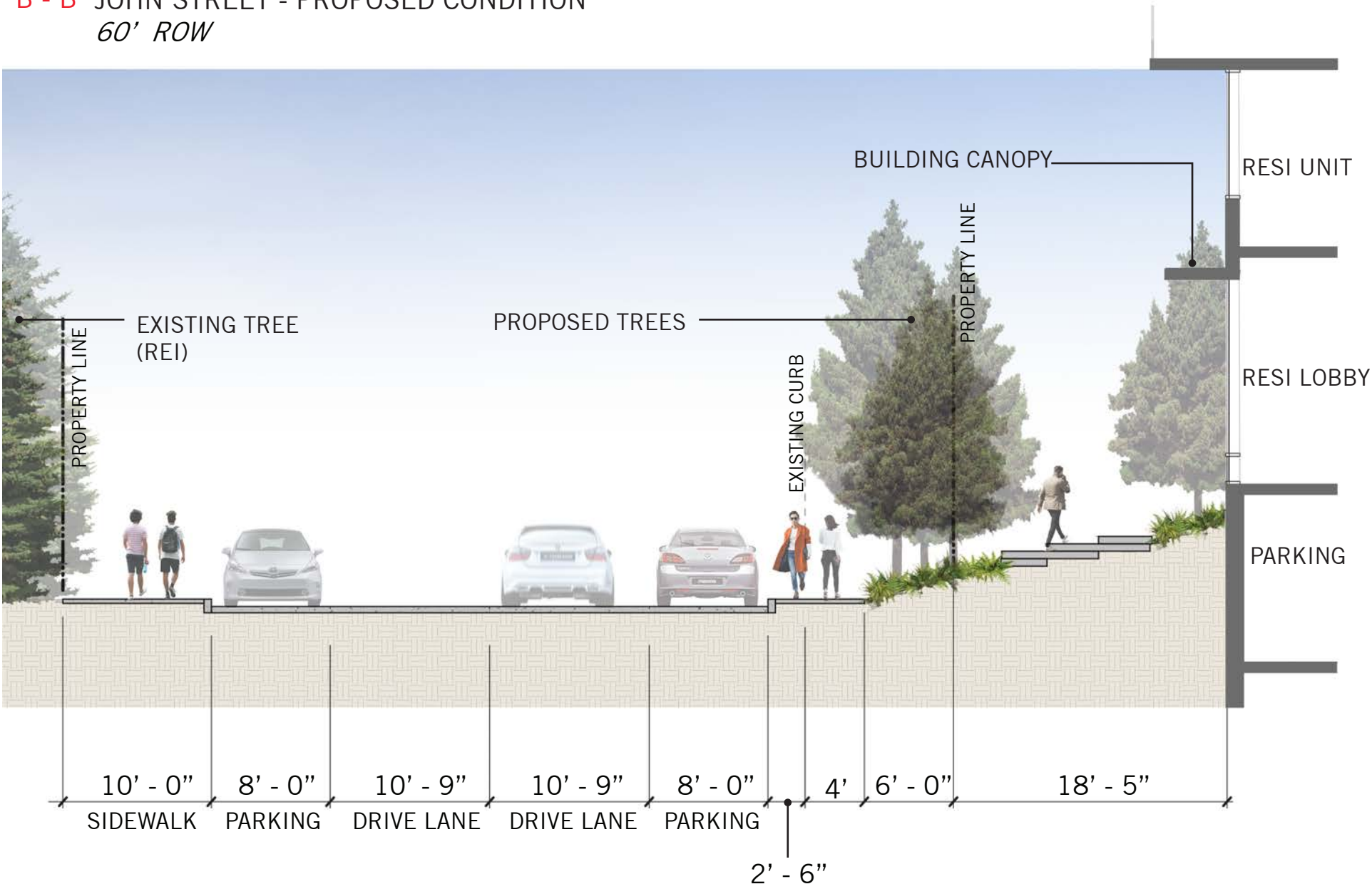


EXISTING JOHN STREET STREETSCAPE LANGUAGE

B - B JOHN STREET - EXISTING CONDITION
60' ROW



B - B JOHN STREET - PROPOSED CONDITION
60' ROW



SECTION 1

LANDSCAPE - STREET PRECEDENTS



GREEN WALL

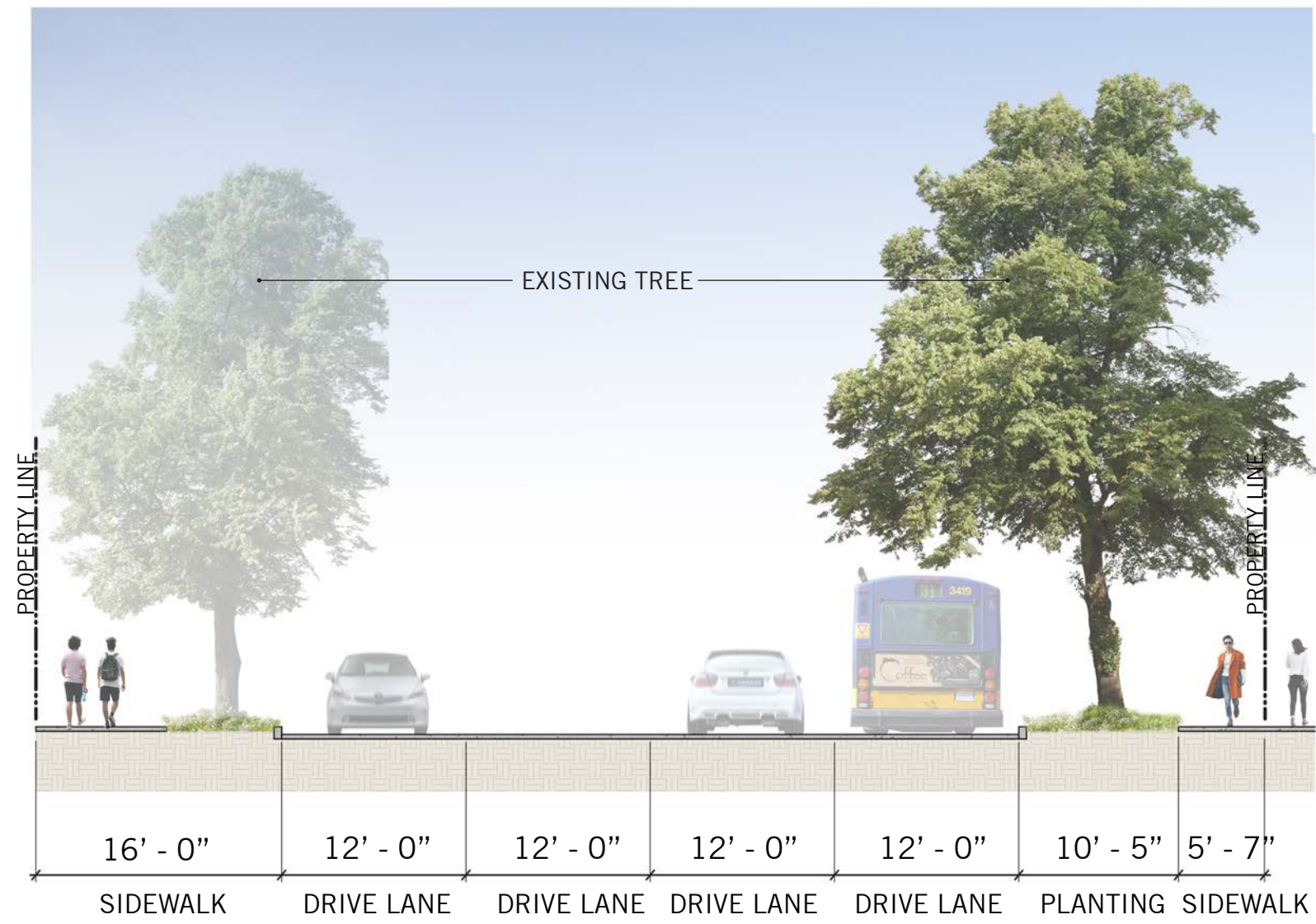


EXISTING STEWART STREET STREEETSCAPE LANGUAGE

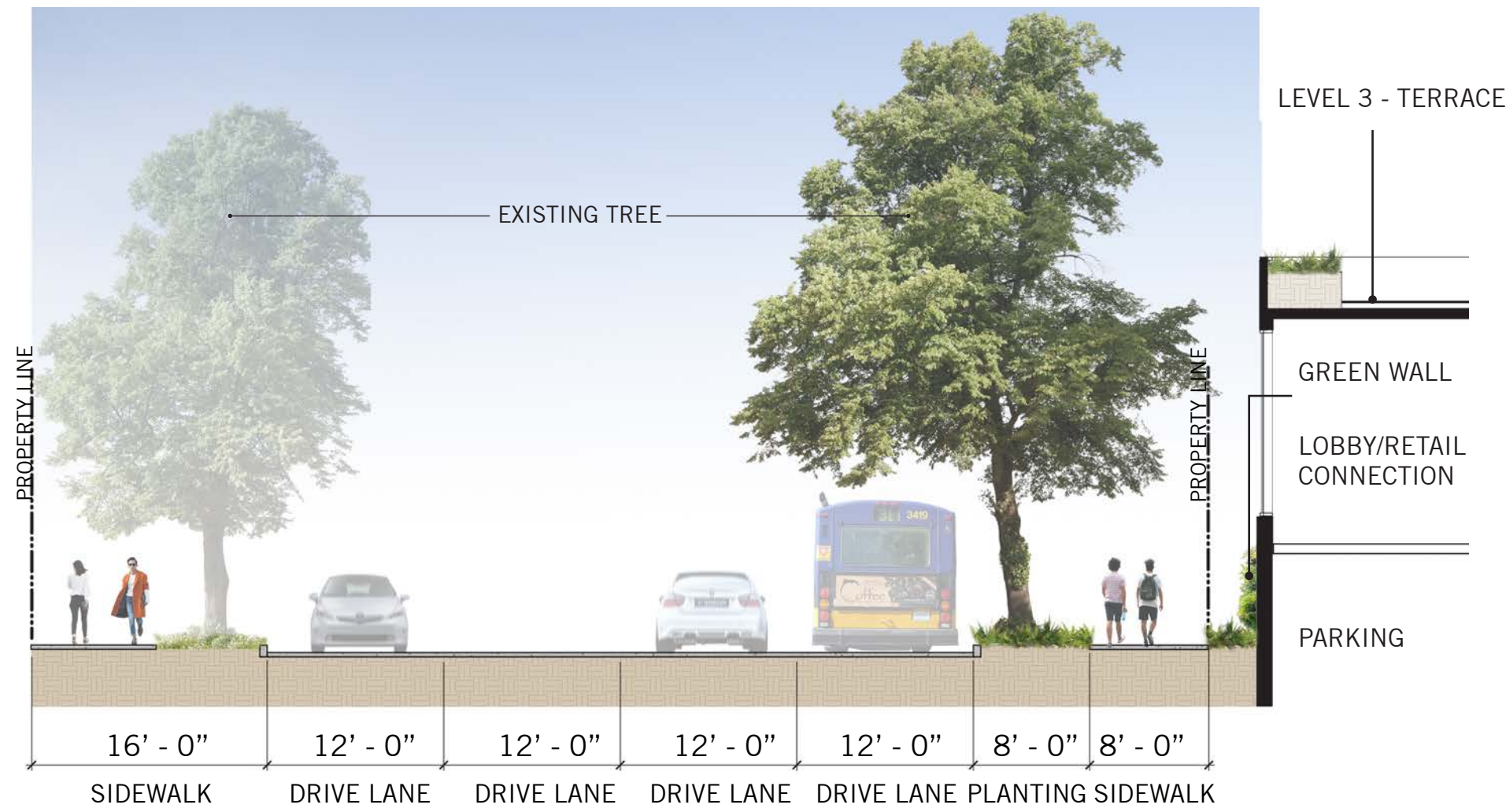


SWEETGUM STREET TREES ALONG STEWART

C - C STEWART STREET - EXISTING CONDITION
80' ROW



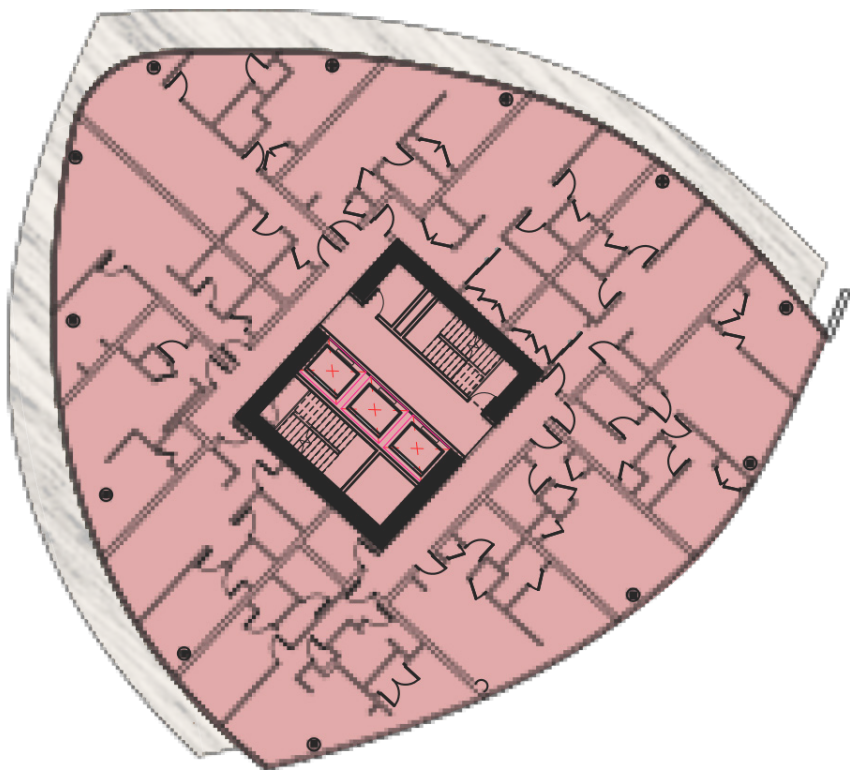
C - C STEWART STREET - PROPOSED CONDITION
80' ROW



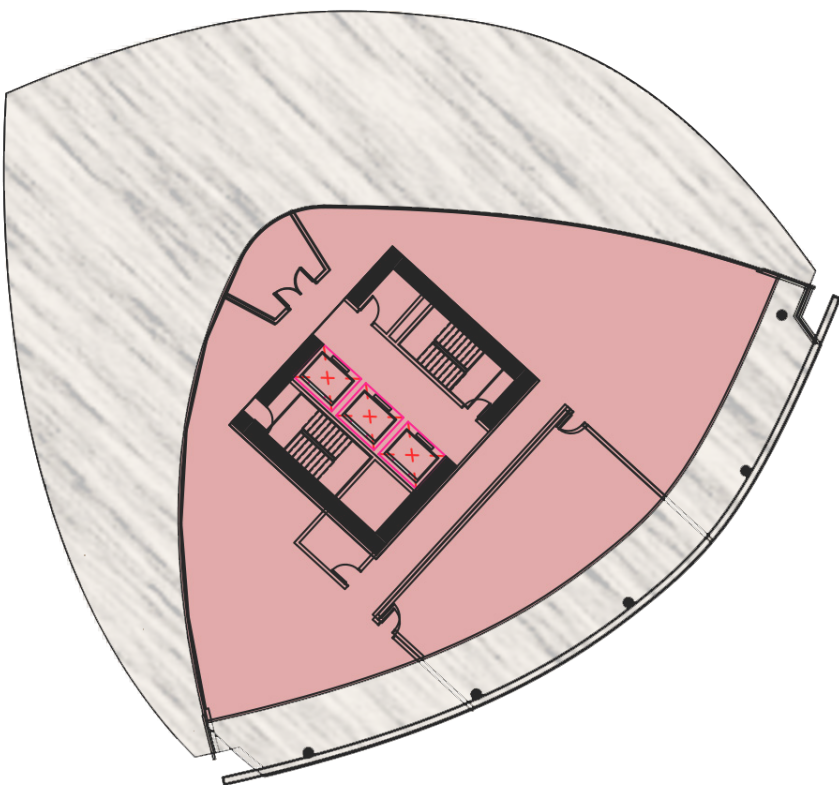
LEVEL 3



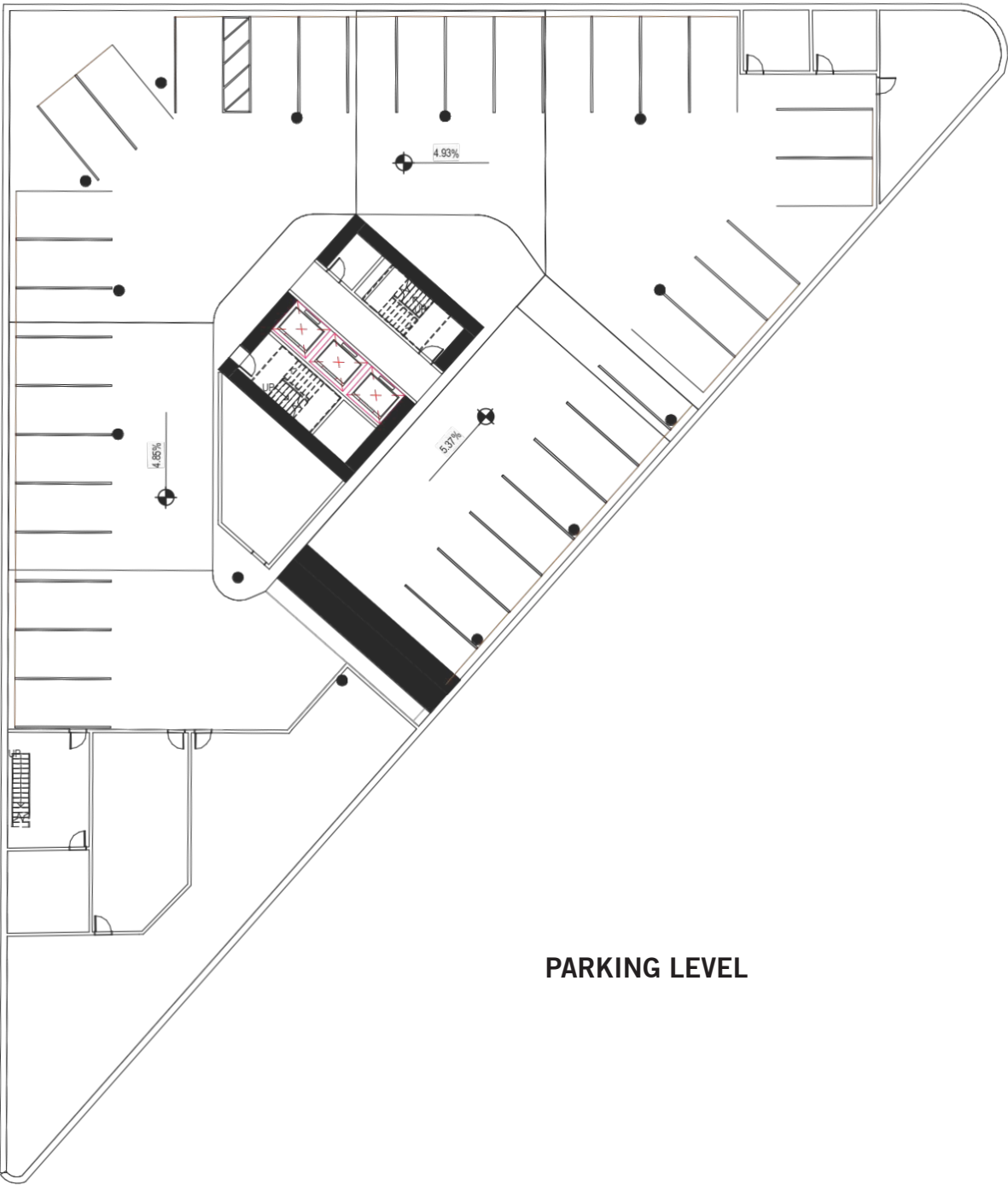




TYPICAL LEVEL

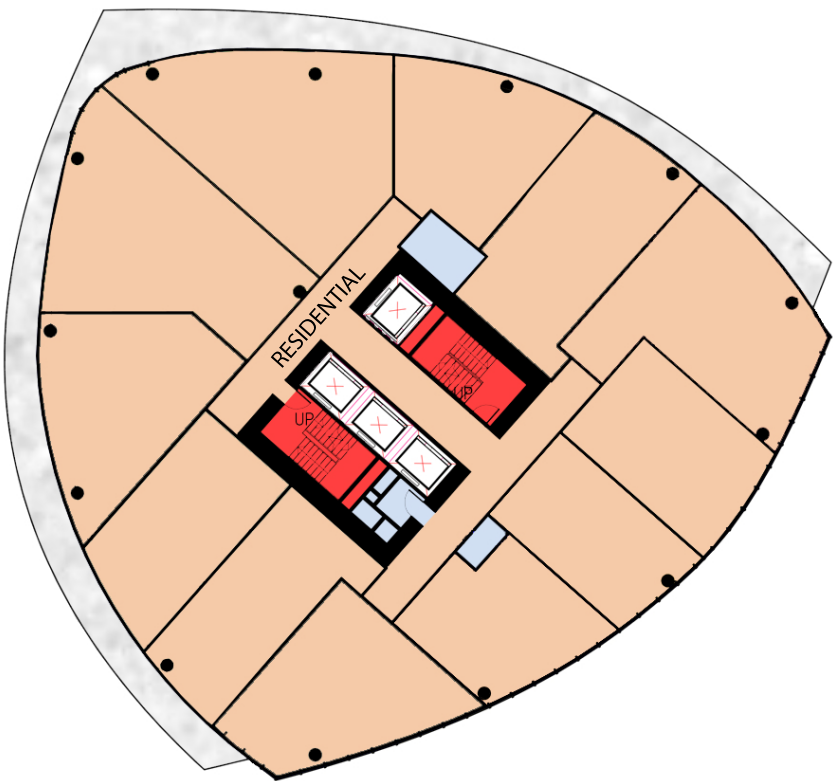


ROOF LEVEL

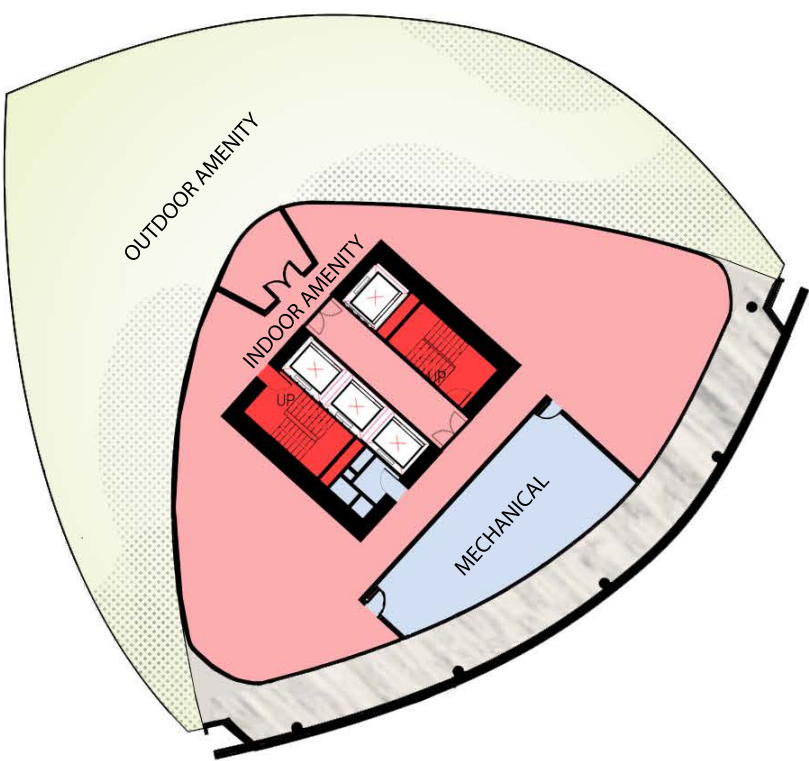


PARKING LEVEL

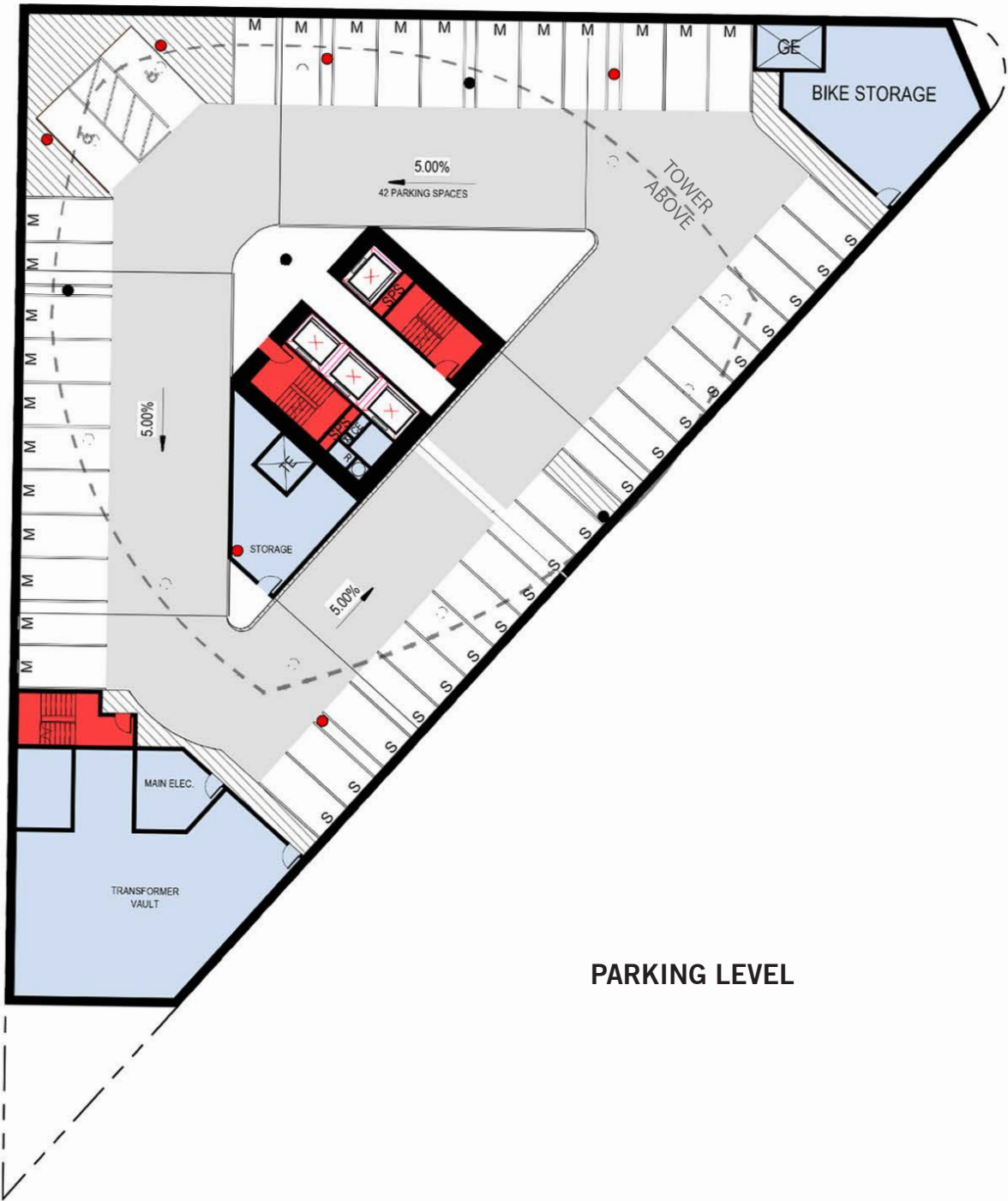




TYPICAL LEVEL



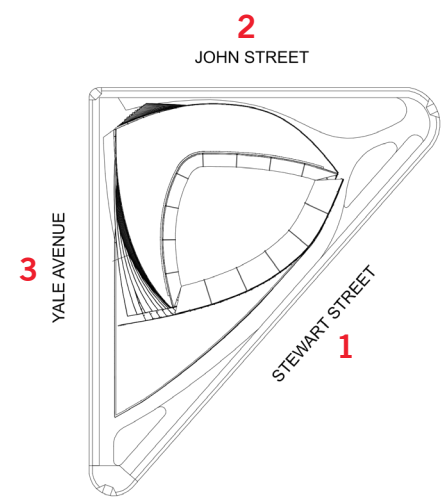
ROOF LEVEL



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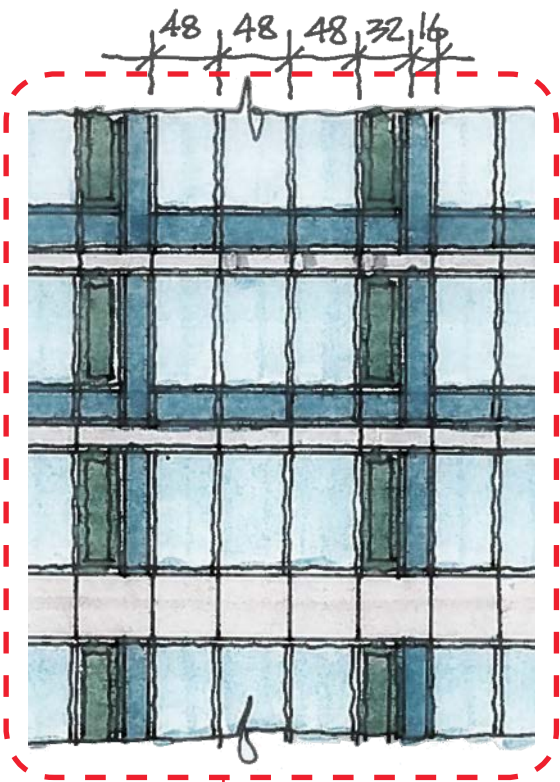
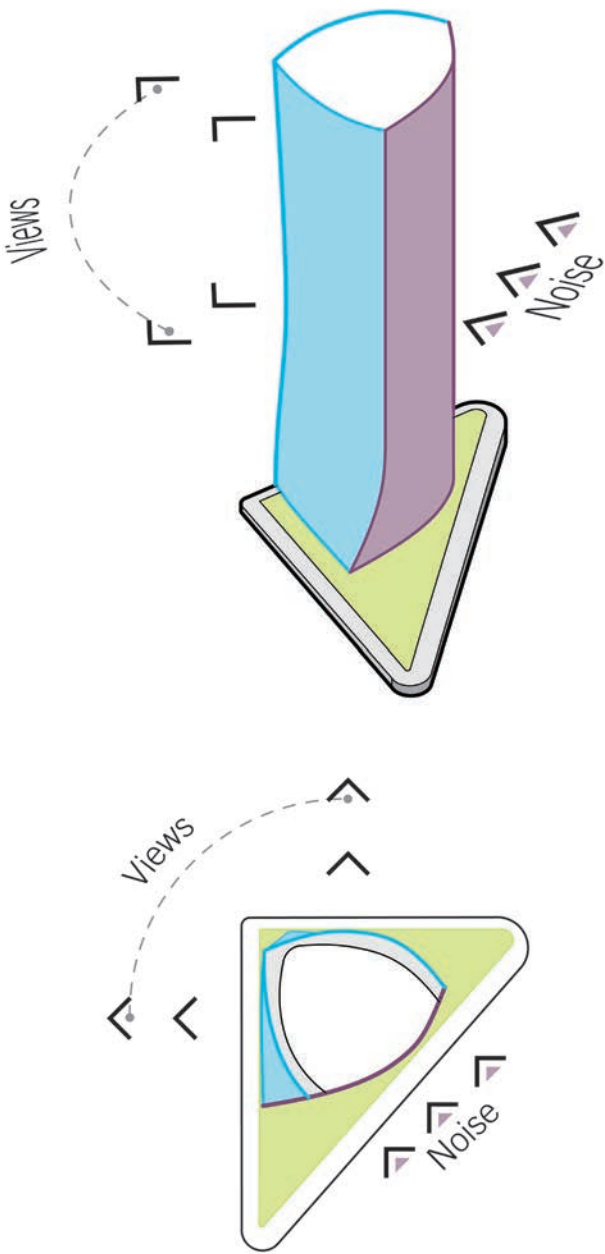


SECTION 2
THE TOWER



GUIDANCE - THE TOWER

- 2A.** The Board expressed their appreciation for the conceptual thinking behind the tower form and found the preferred scheme to be logical, simple and elegant. (DC2- A, DC2-1)
- 2B.** The Board pointed out how the change in cladding and strong horizontal banding on the east facade had created intermediate scale elements (as called for in the SLU guidelines) and asked that the other two (north and west) elevations also include intermediate scaling elements (though not necessarily the same). (DC2-4-d., DC2-1, DC2-B, DC2-C)
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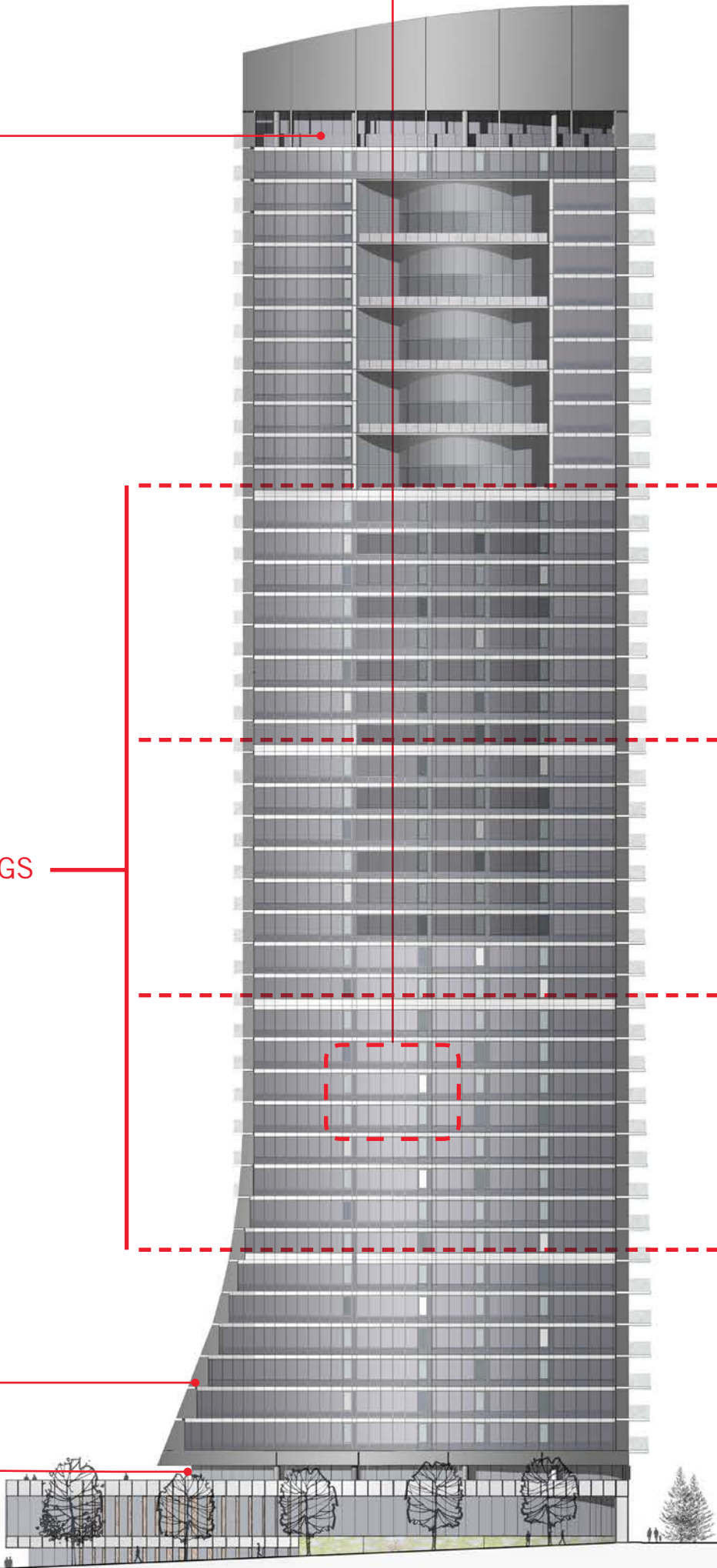


SKY TERRACE

FLOOR GROUPINGS

PROJECTIONS

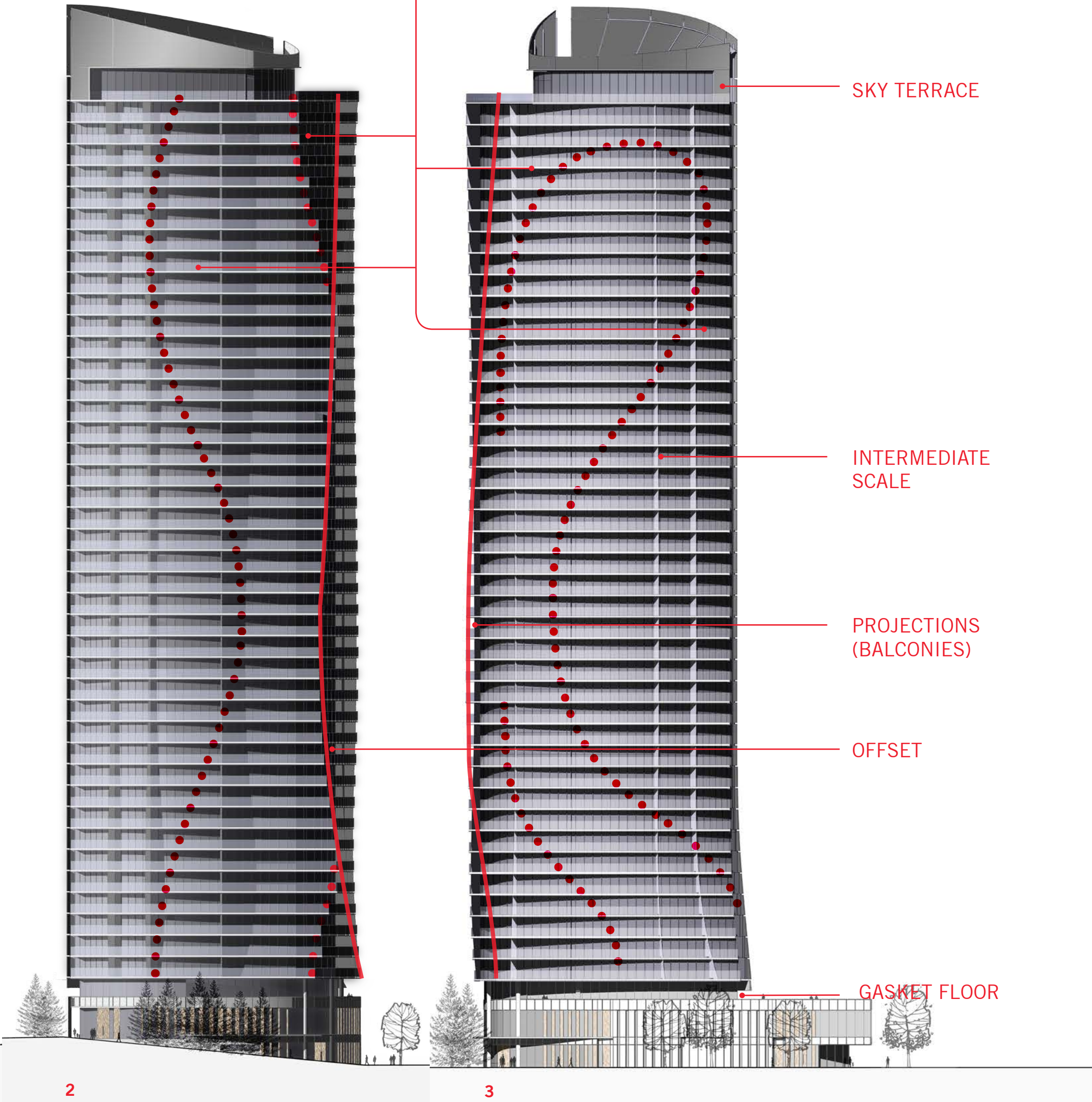
GASKET FLOOR



RESPONSE

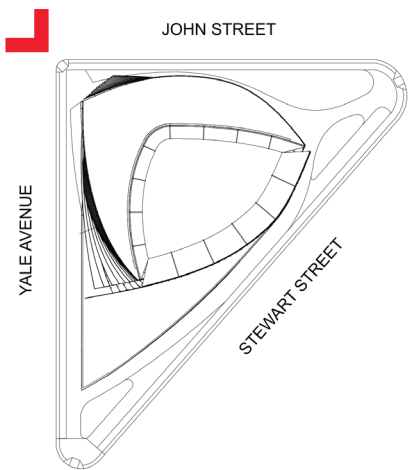
Undulating projections and offsets form a dynamic massing. An intermediate scale is organically created through floors which are grouped together from the shadows produced.

Continuity between the facades is created through the overall contemporary design language, more specifically the continuity is maintained through complementary geometry and materials.



SECTION 3

THE PODIUM + THE TOWER

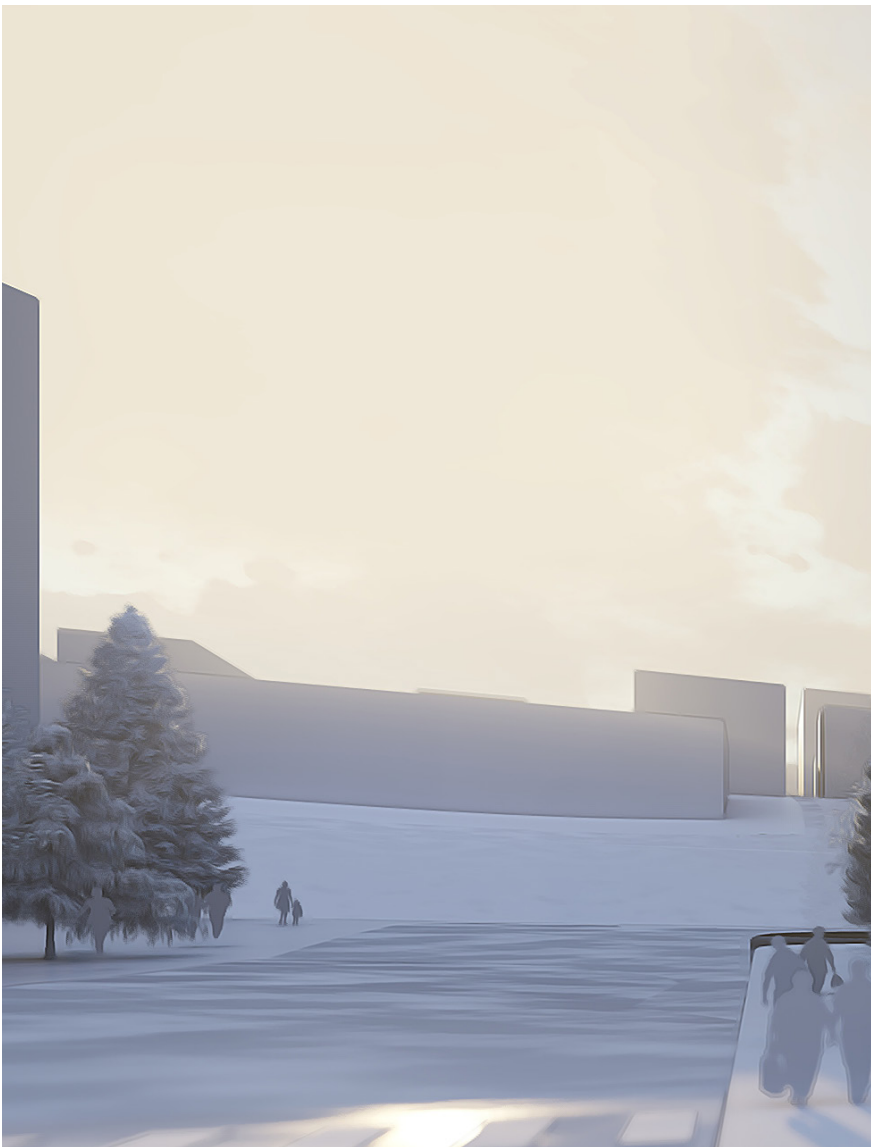


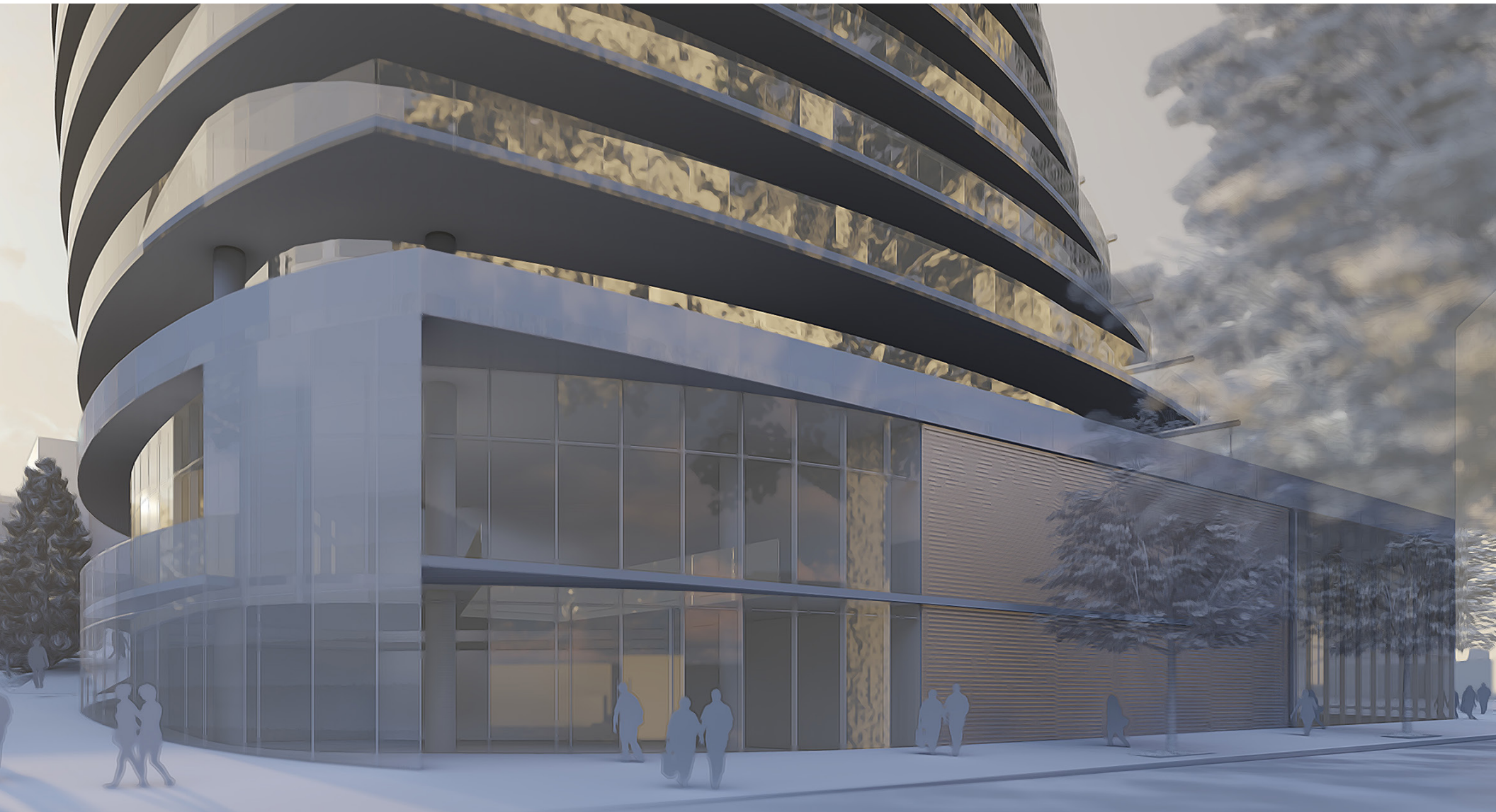
GUIDANCE - THE PODIUM + THE TOWER

3A. The Board agreed that the northwest corner of the site will be the locus of pedestrian activity and expressed concern both that the mass of the tower is concentrated at this corner and that the podium-tower relationship is weakest here.(CS2-4, DC2-4)

- i. The Board did not support the tower coming to grade at this corner as the important scaling element of the podium would be lost. (DC2-3-a)

- 1. Express Podium / Response to Context
- 2. Facade Depth & Articulation
- 3. Exposed Columns
- 4. Canopy - Human Scale Elements
- 5. Pedestrian Oriented / Building Open Space Relationship
- 6. Intermediate Scales





EDG 1



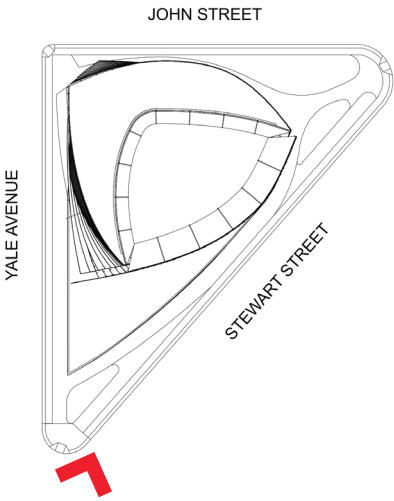
EDG 2

SECTION 3
THE PODIUM + THE TOWER





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GUIDANCE - THE PODIUM + THE TOWER

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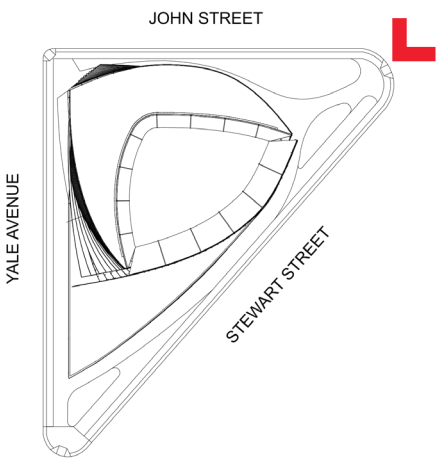
EDG 2

1. Express Podium
2. Facade Depth & Articulation
3. Covered Entry - Human Scale Elements
4. Intermediate Scale

SECTION 3

THE PODIUM + THE TOWER





GUIDANCE - THE PODIUM + THE TOWER

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EDG 1



EDG 2

1. Express Podium
2. Facade Depth & Articulation
3. Canopy - Human Scale Elements
4. Pedestrian Oriented
5. Intermediate Scales

SECTION 4

THE PODIUM + THE STREET

GUIDANCE - THE PODIUM + THE STREET

4B. The Board was frustrated by the limited number of design drawings and lack of analysis around pedestrian-level conditions on Yale and John Streets and agreed that they were struggling to see a design rationale for the podium. (DC2-3, DC2-1)

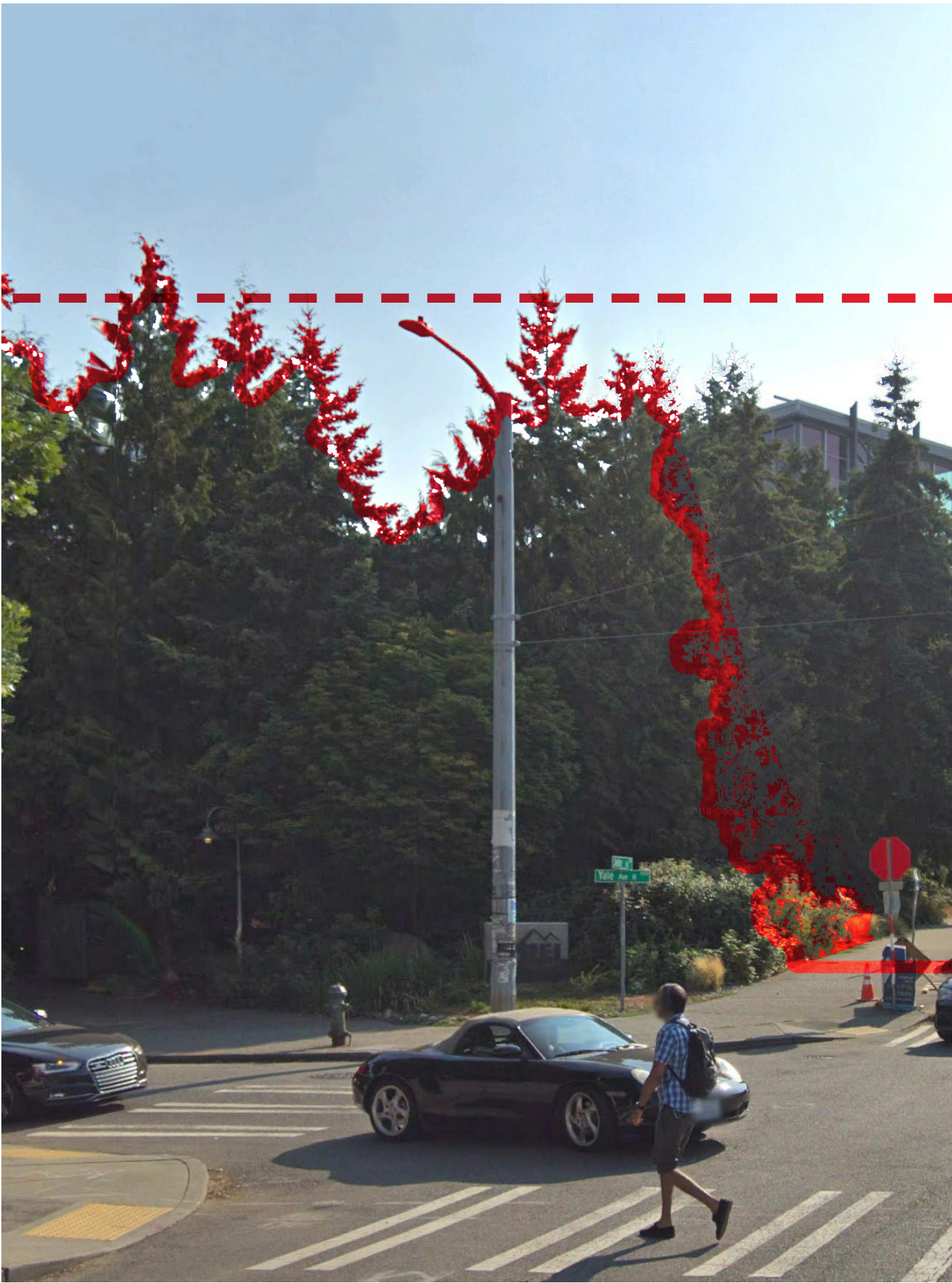
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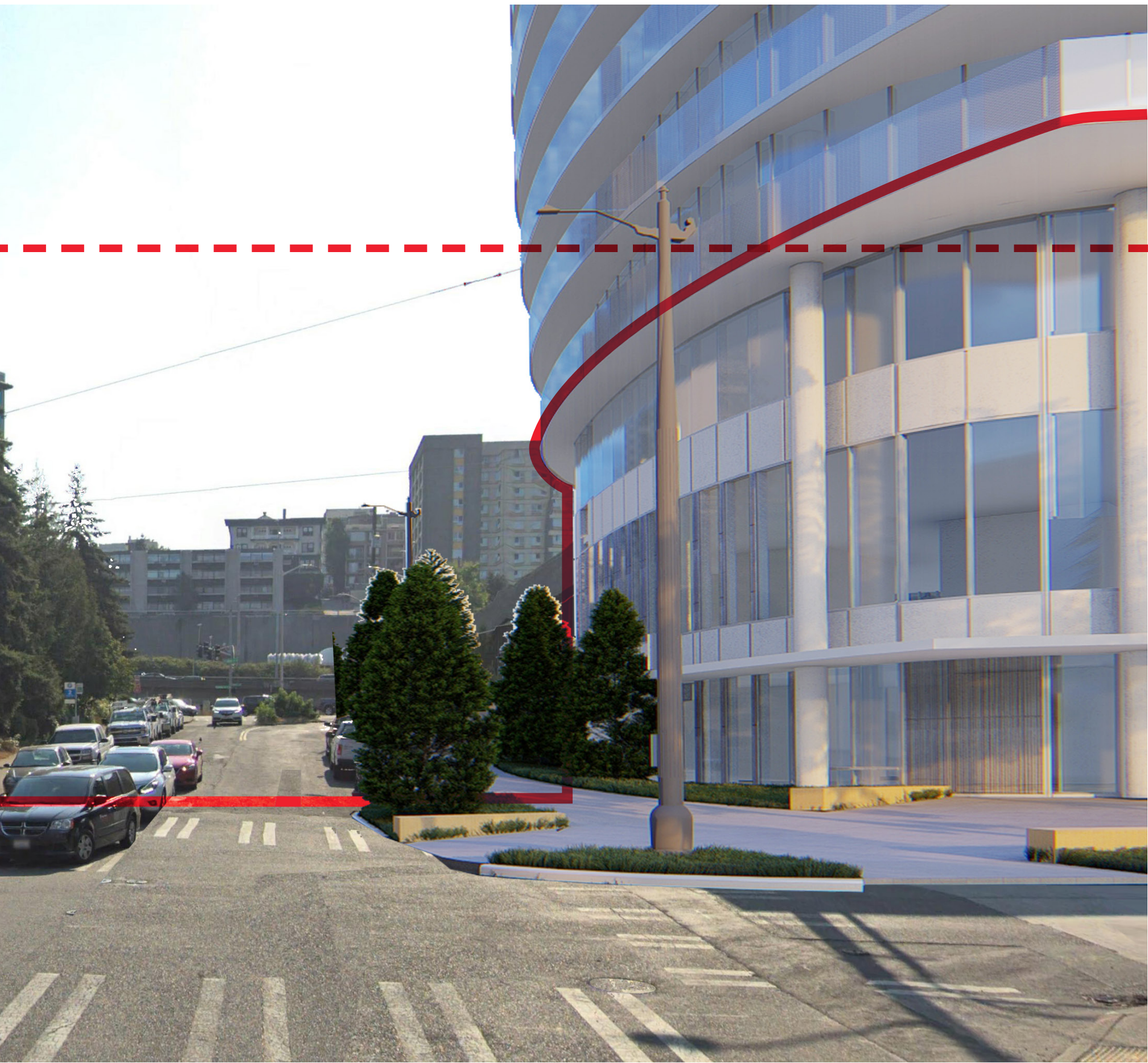
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DATUM PLANE

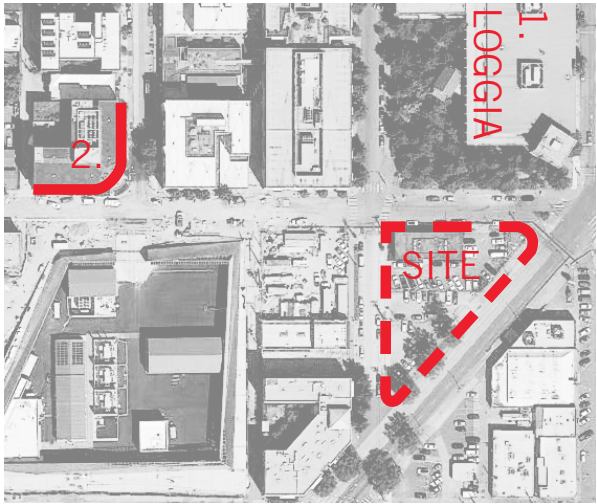
163 FEET FROM SEA LEVEL





SECTION 4

THE PODIUM + THE STREET



GUIDANCE - THE PODIUM + THE STREET

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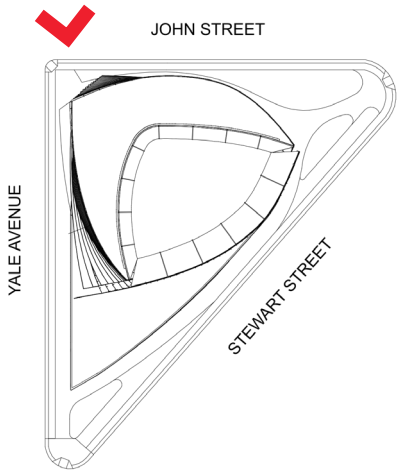
2. CURVED FORM AND BASE, MIDDLE, TOP





SECTION 4

THE PODIUM + THE STREET



GUIDANCE - THE PODIUM + THE STREET

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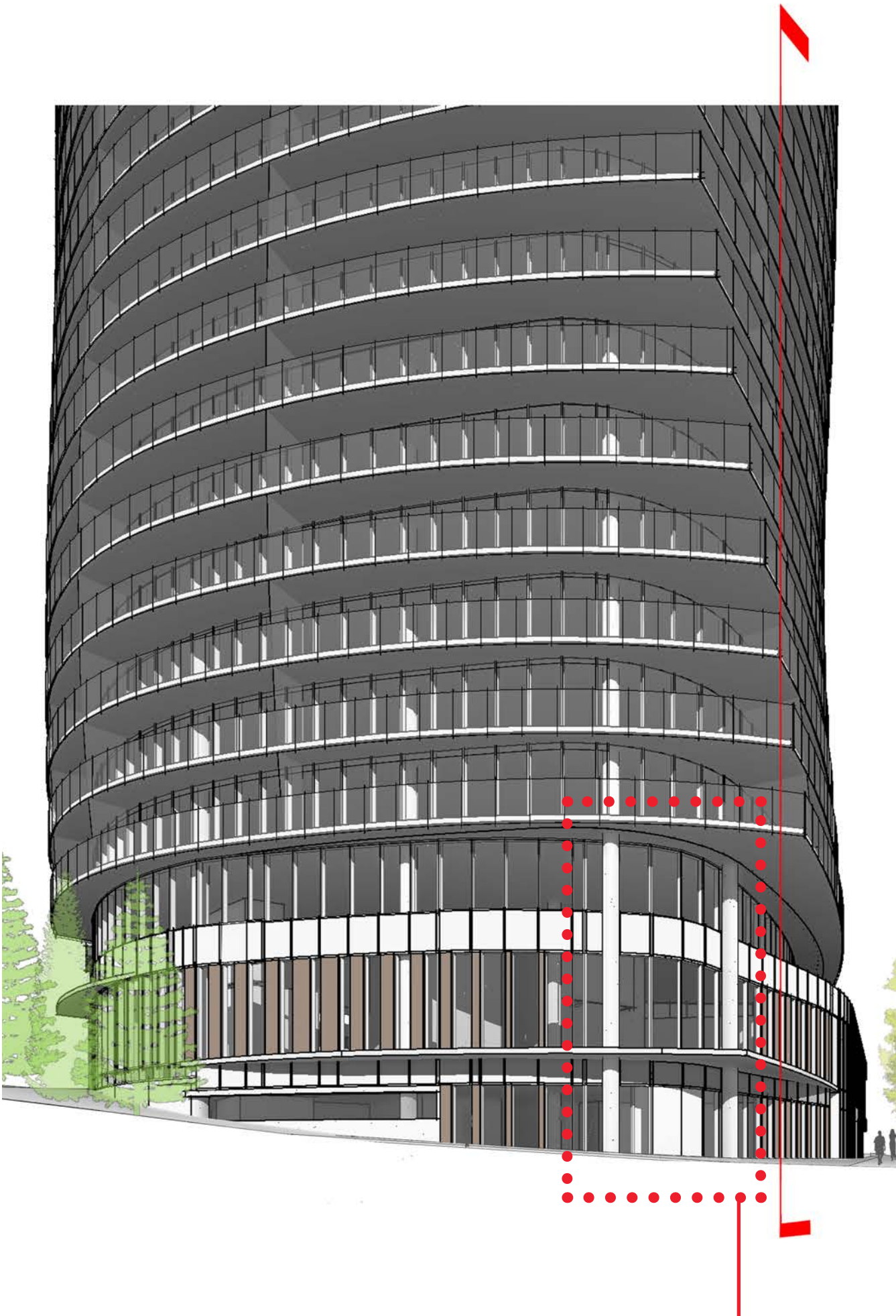
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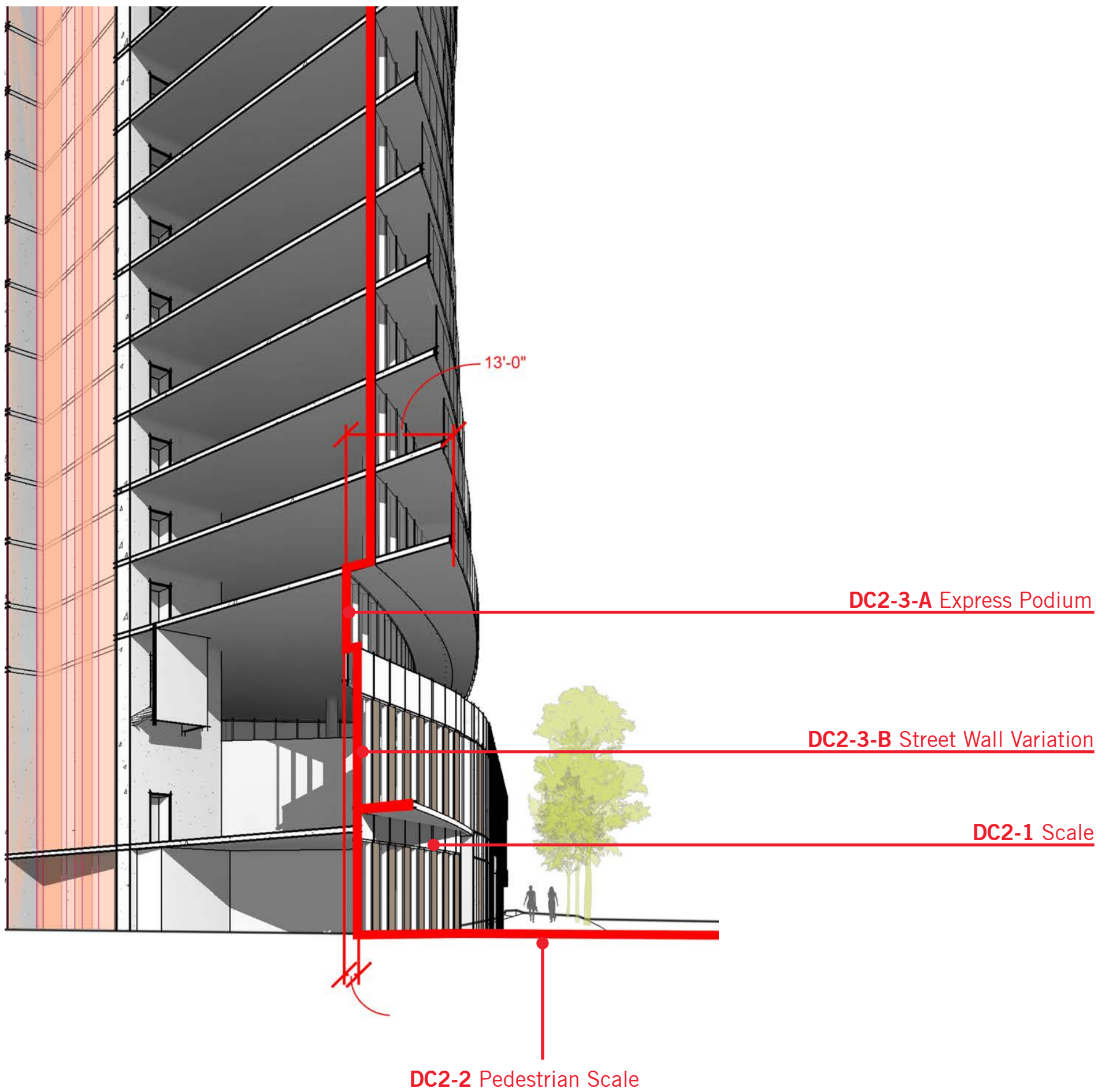
GUIDANCE - SITE PLANNING

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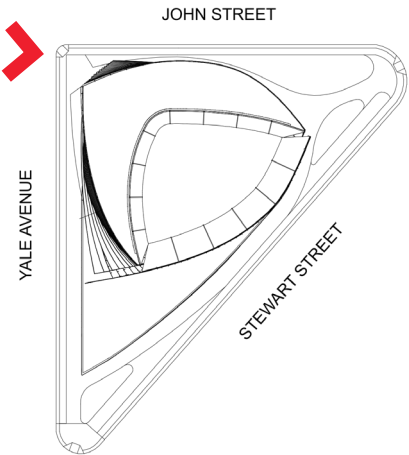


CS2 A + B
Architectural Presence and Place Making



SECTION 4

THE PODIUM + THE STREET

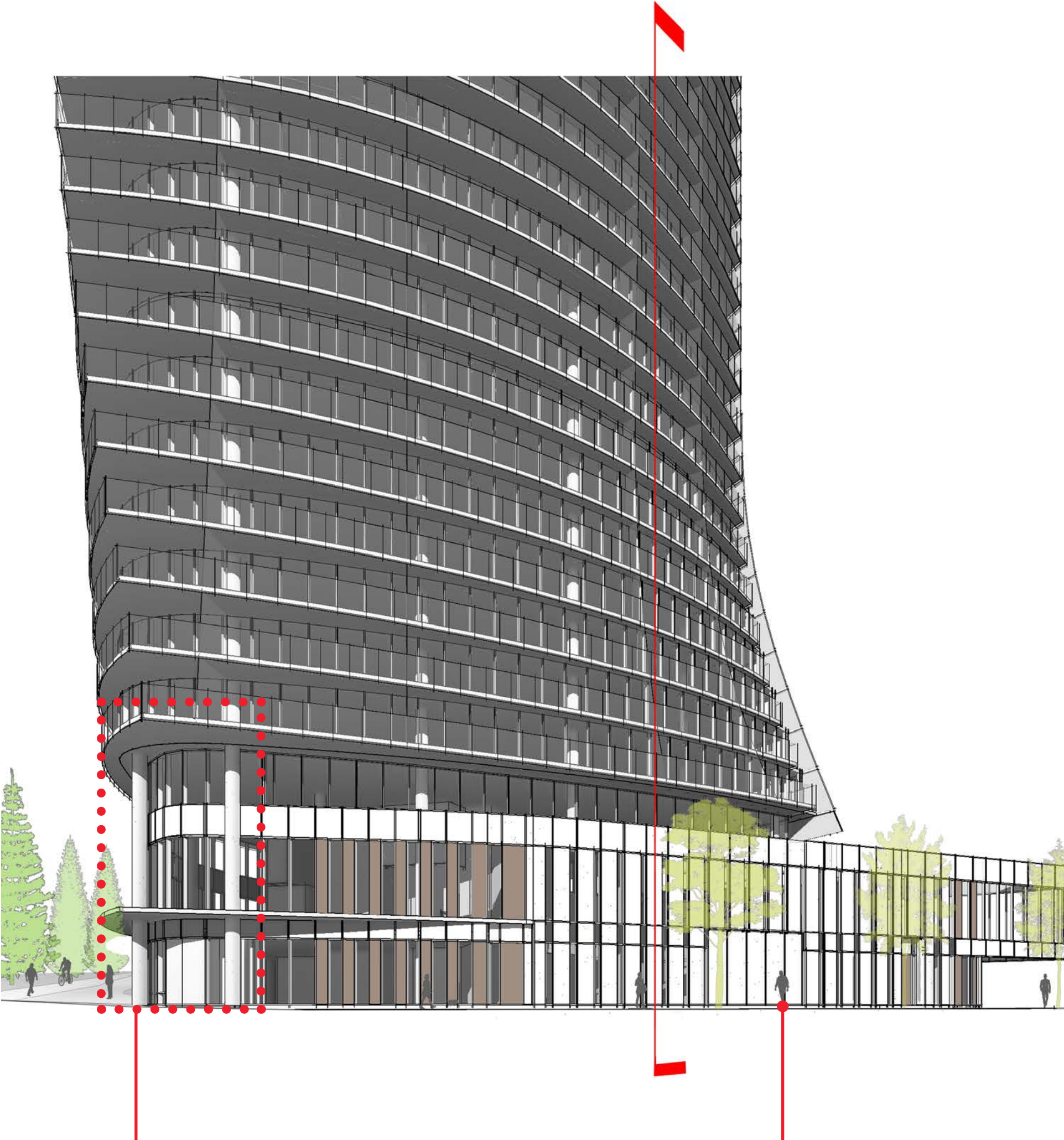


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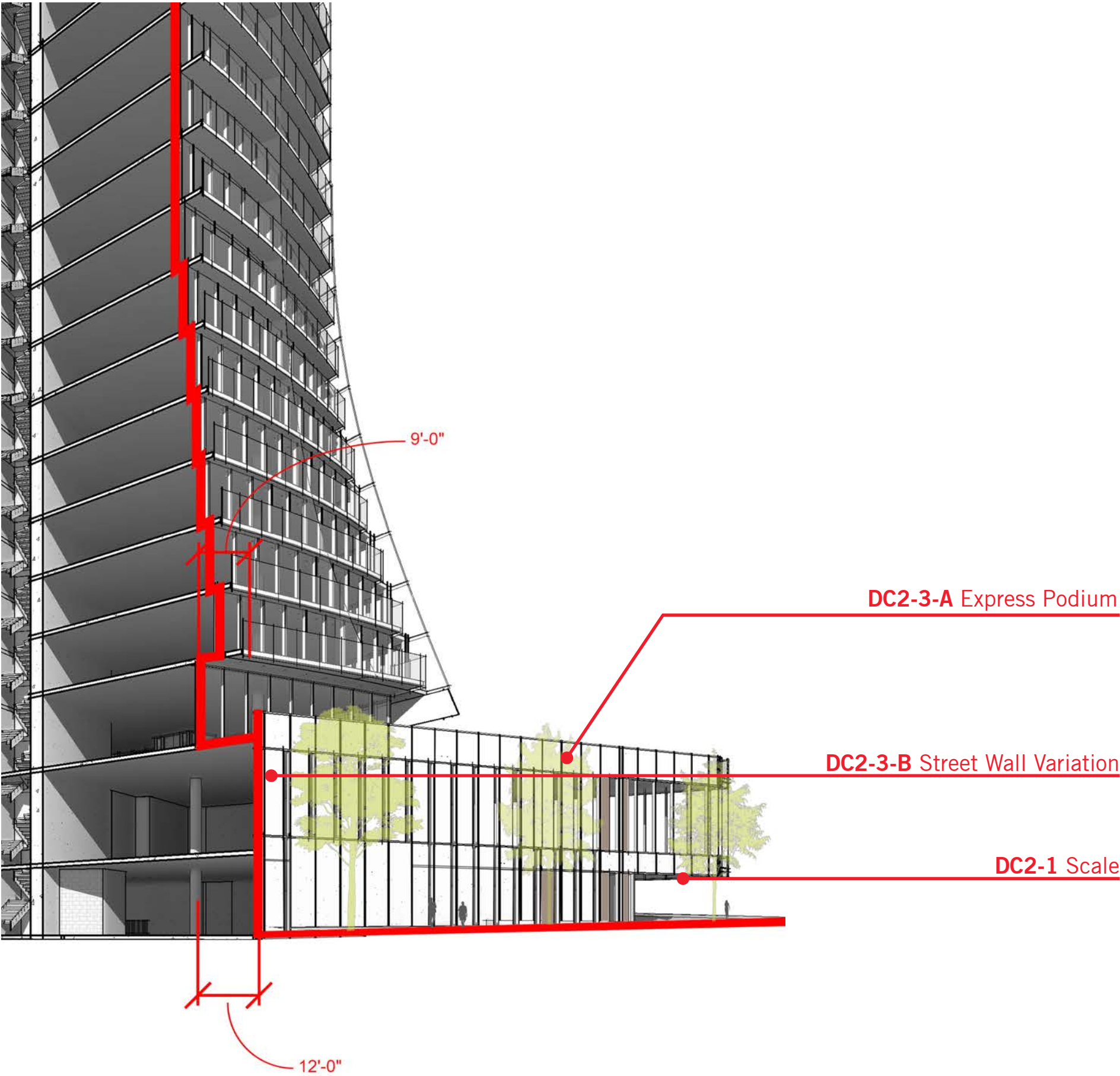
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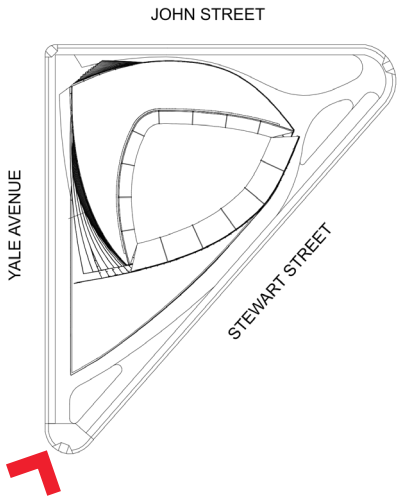
CS2 A + B
Architectural Presence and Place Making

DC2-2 Pedestrian Scale



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THE PODIUM + THE STREET



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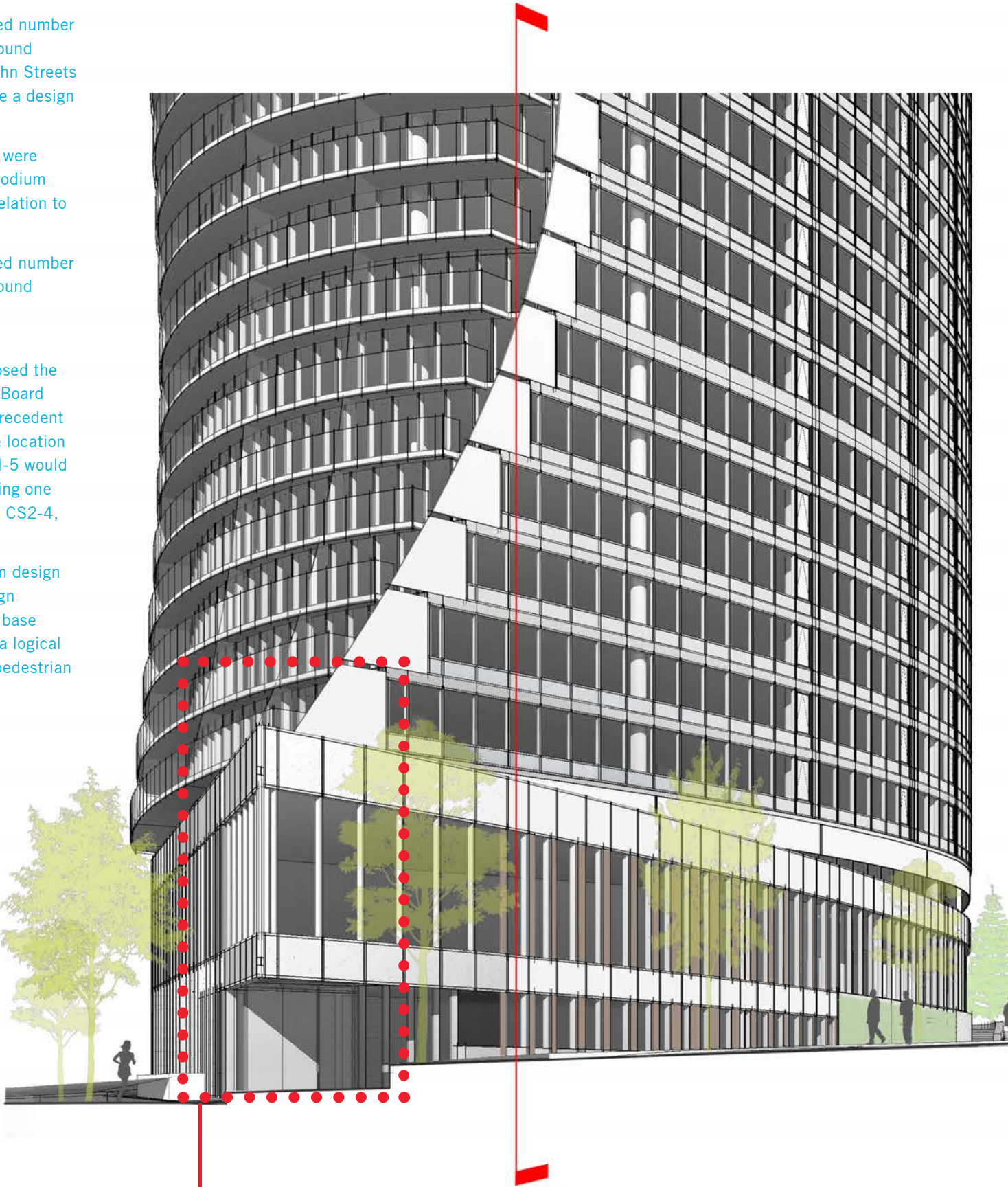
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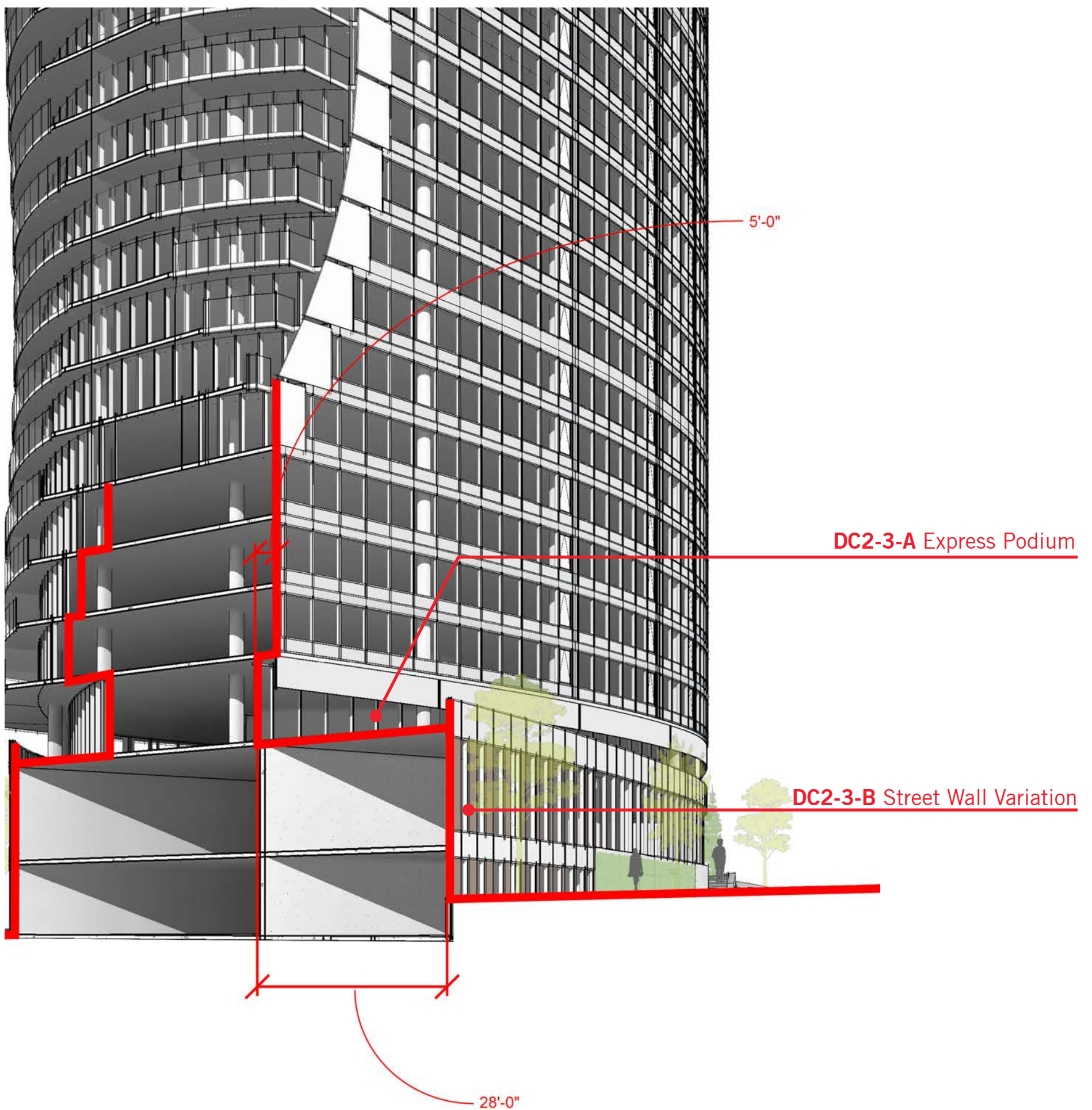
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CS2 A + B
Architectural Presence and Place Making

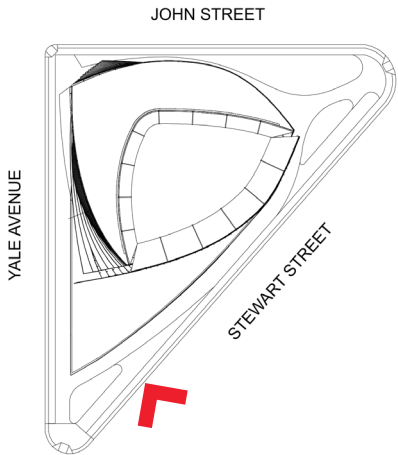
SECTION 4

THE PODIUM + THE STREET



SECTION 4

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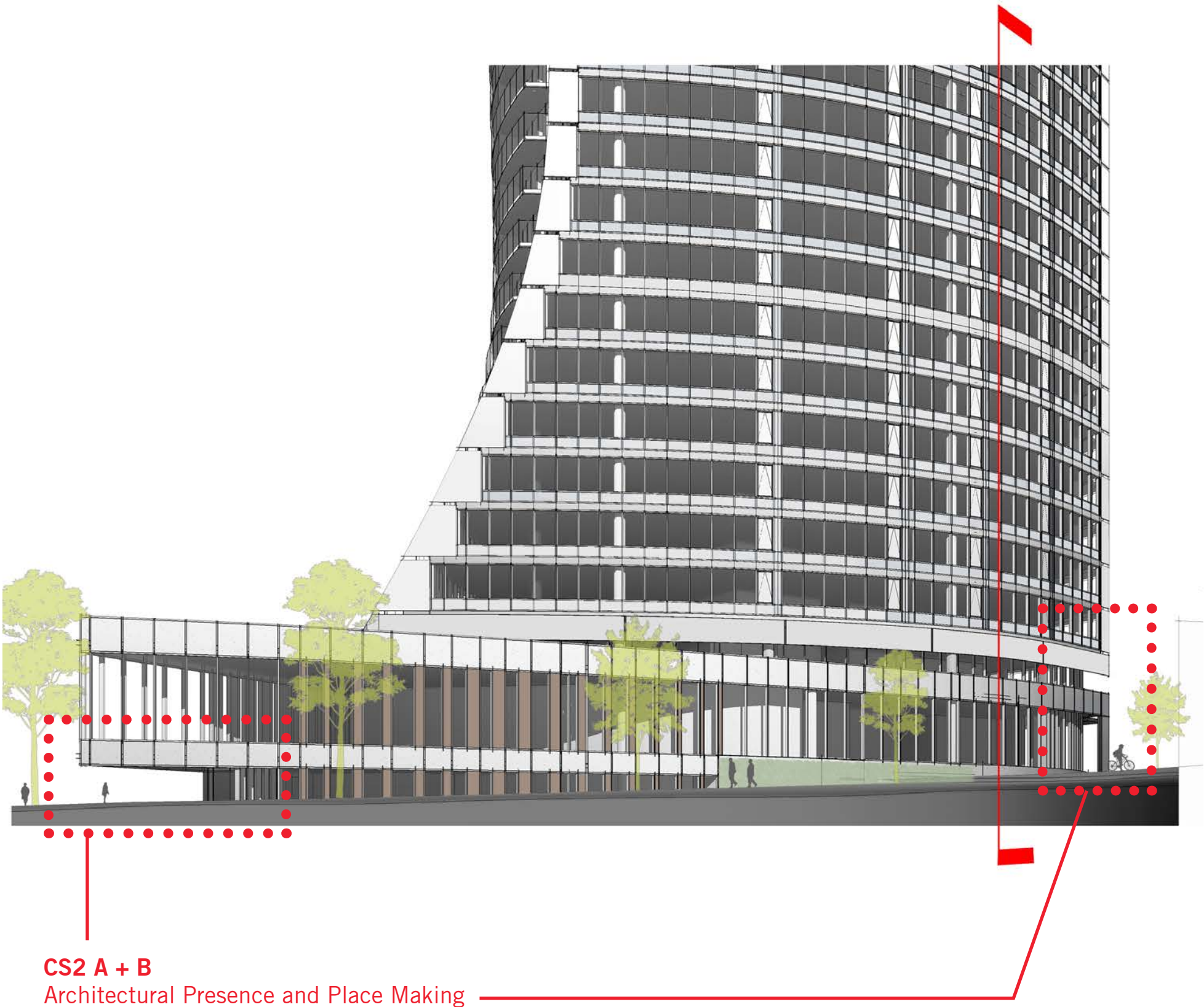


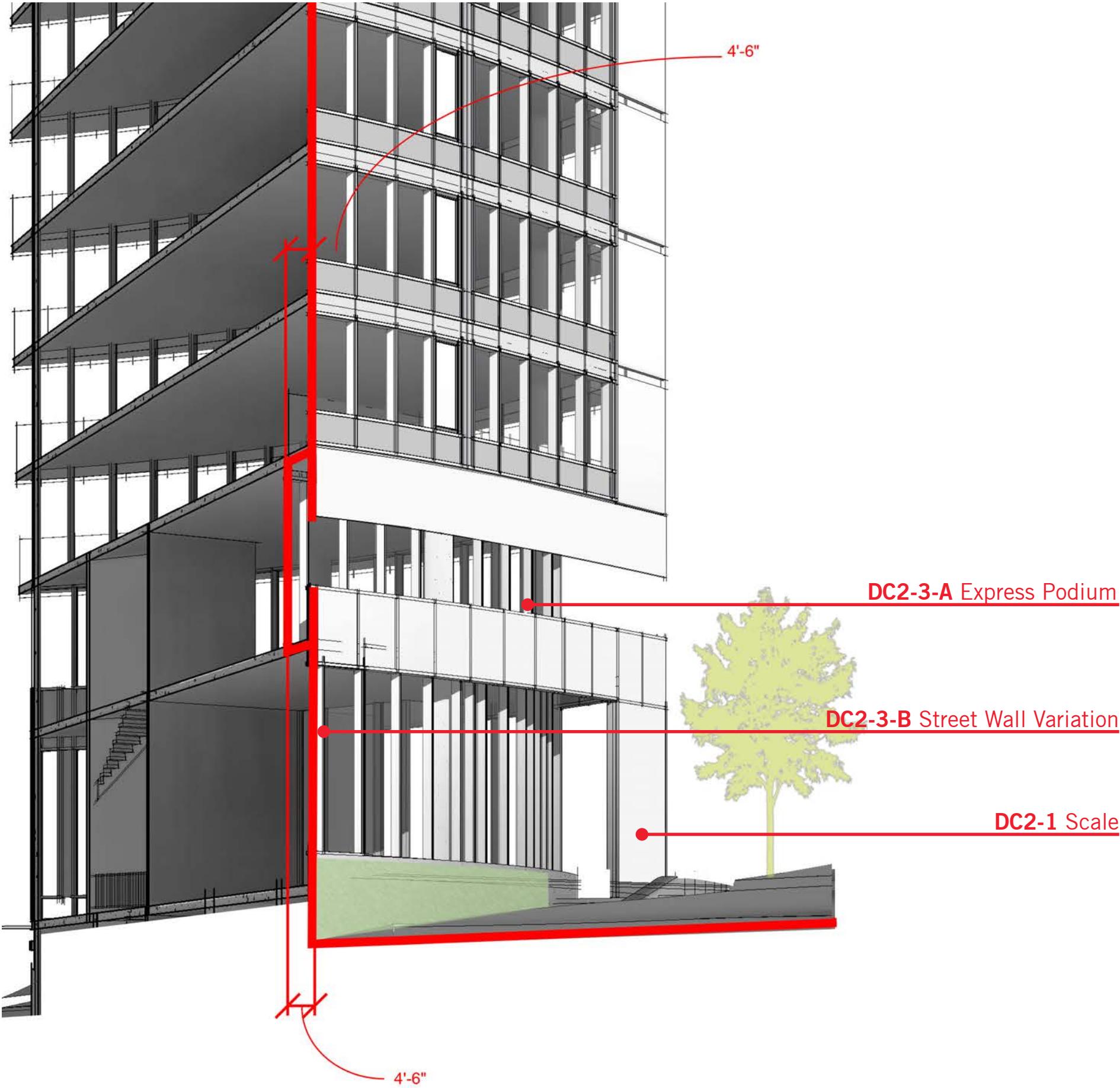
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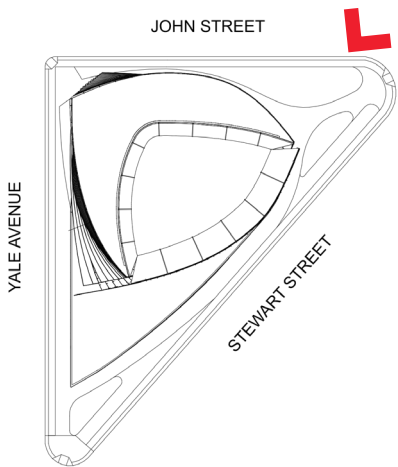
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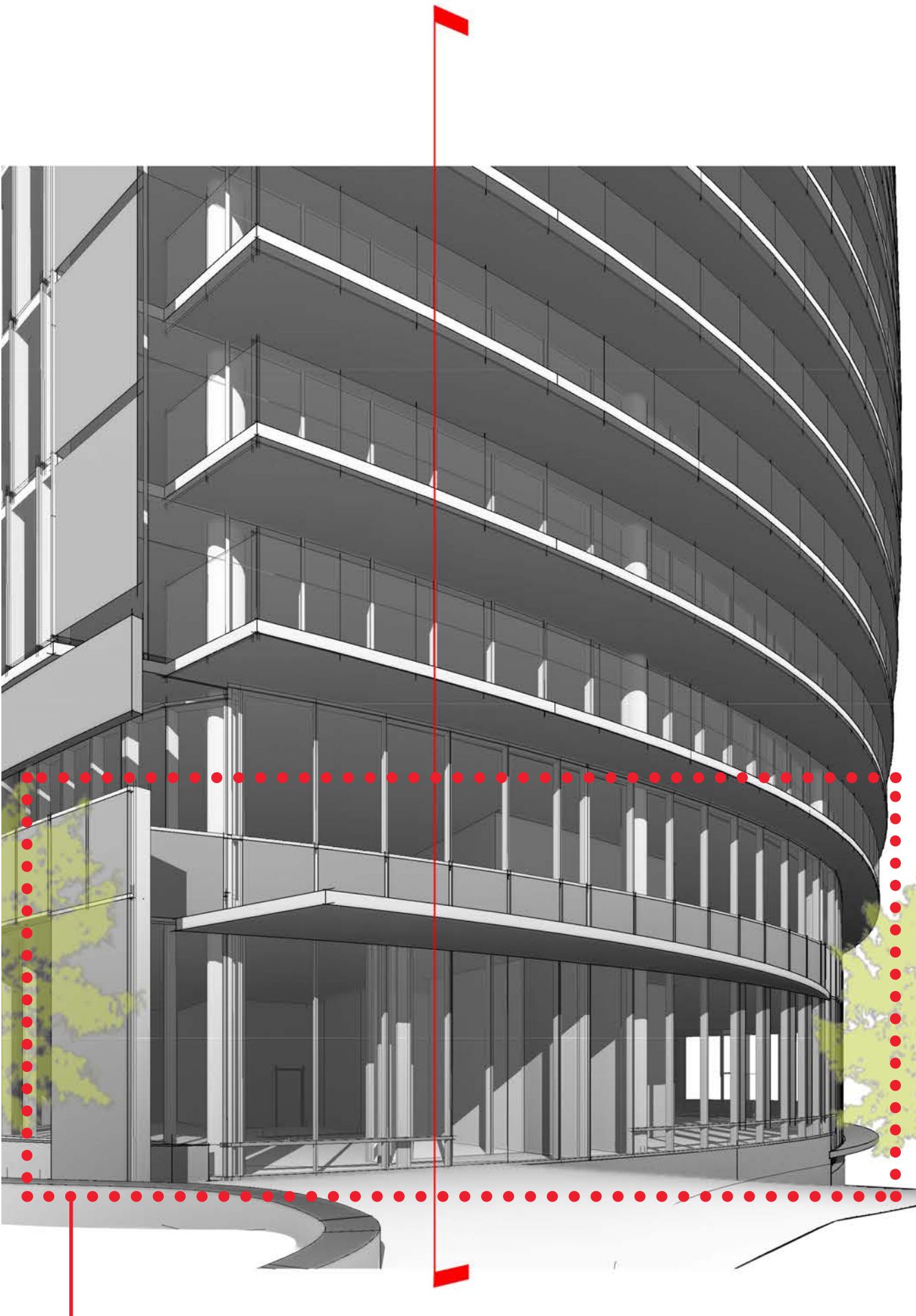
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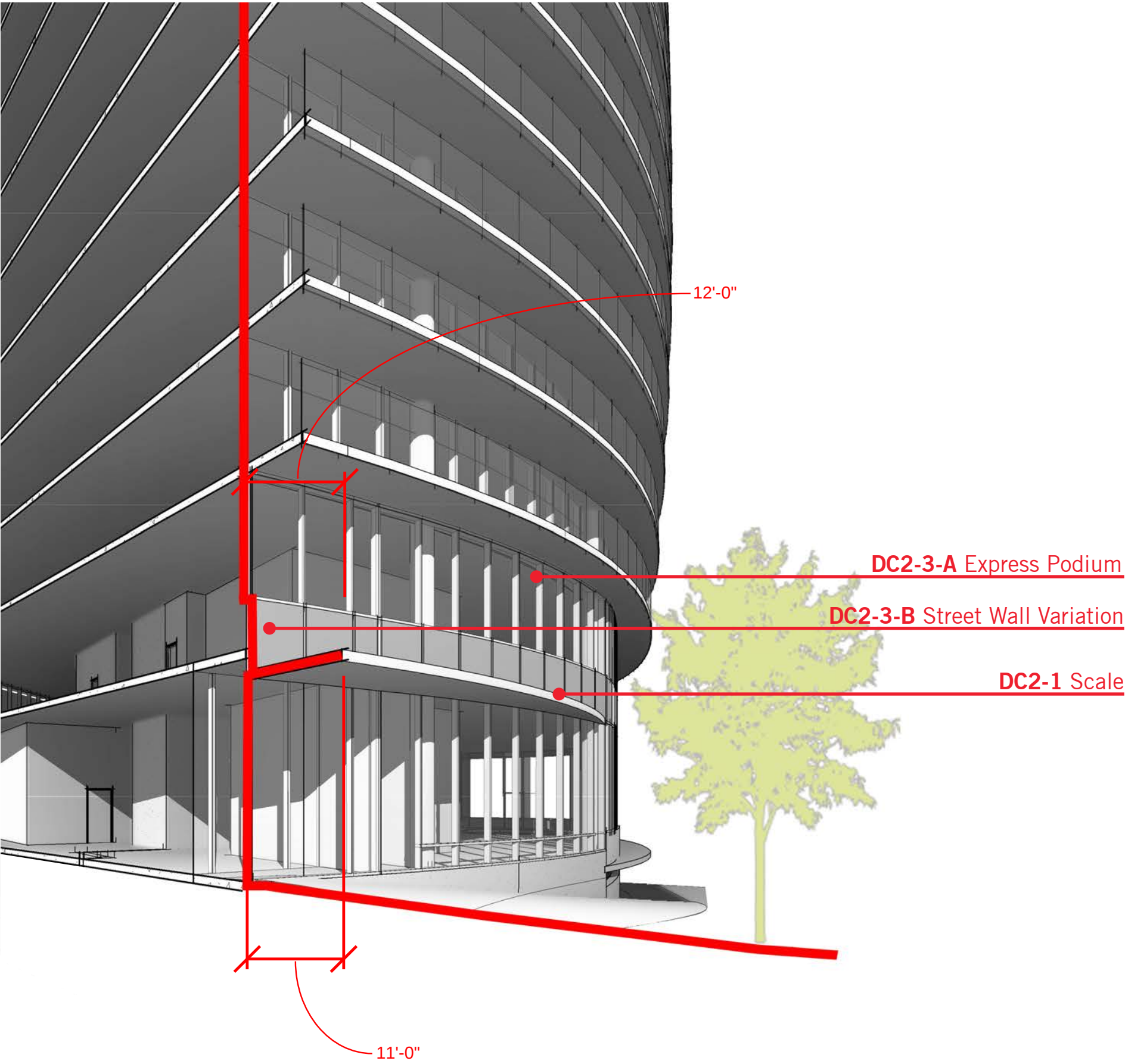
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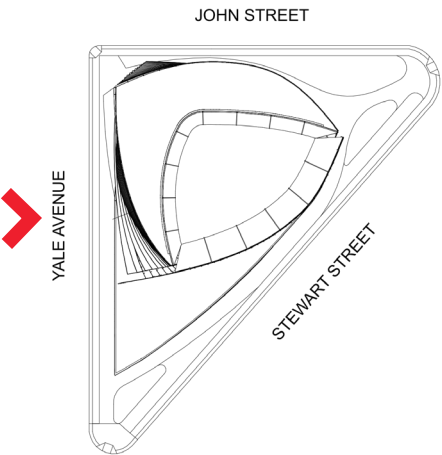


CS2 A + B
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SCALING ELEMENTS
Skin recess and material change
differentiate podium from tower.

TOWER

PODIUM

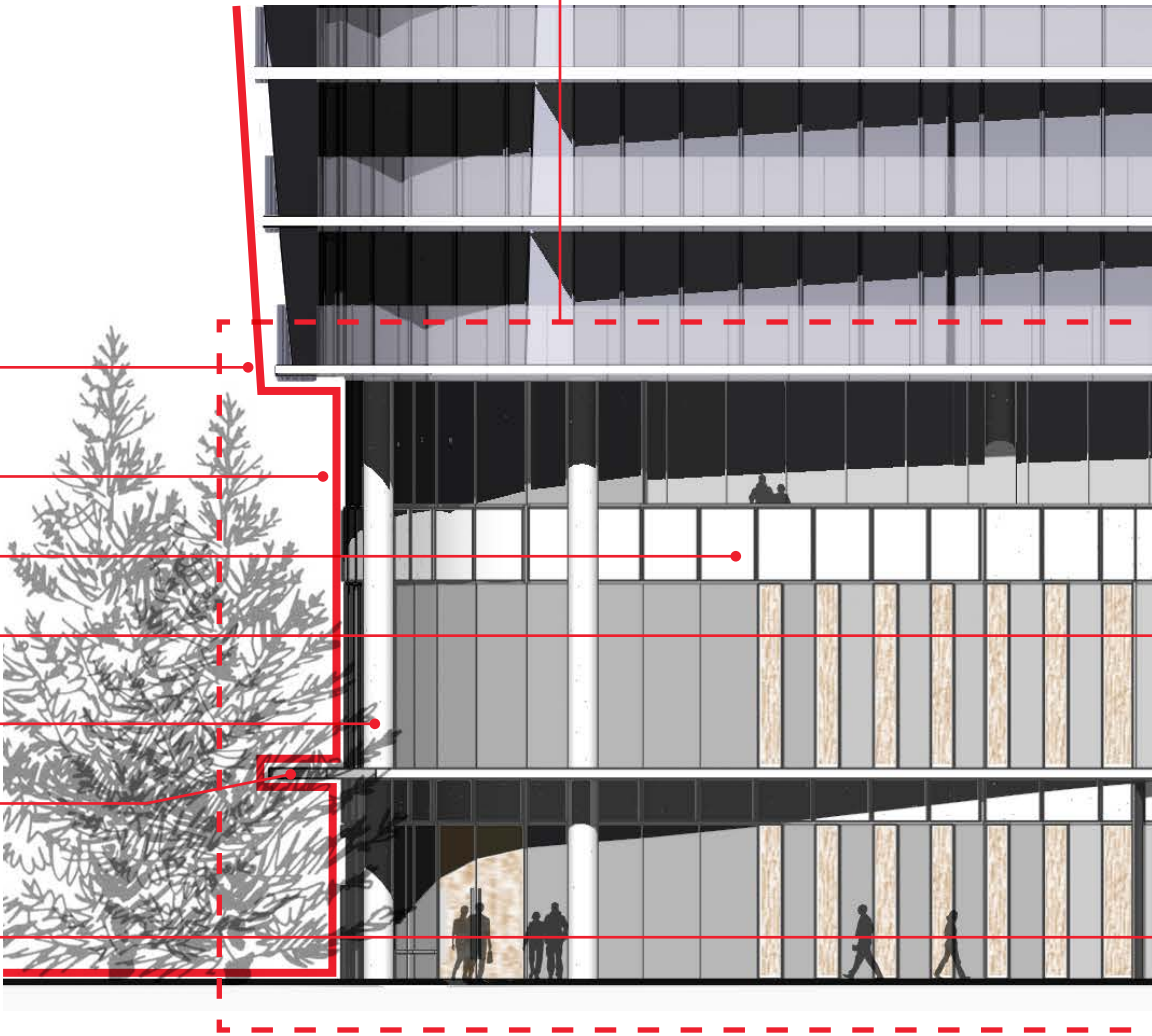
PRECAST CONCRETE

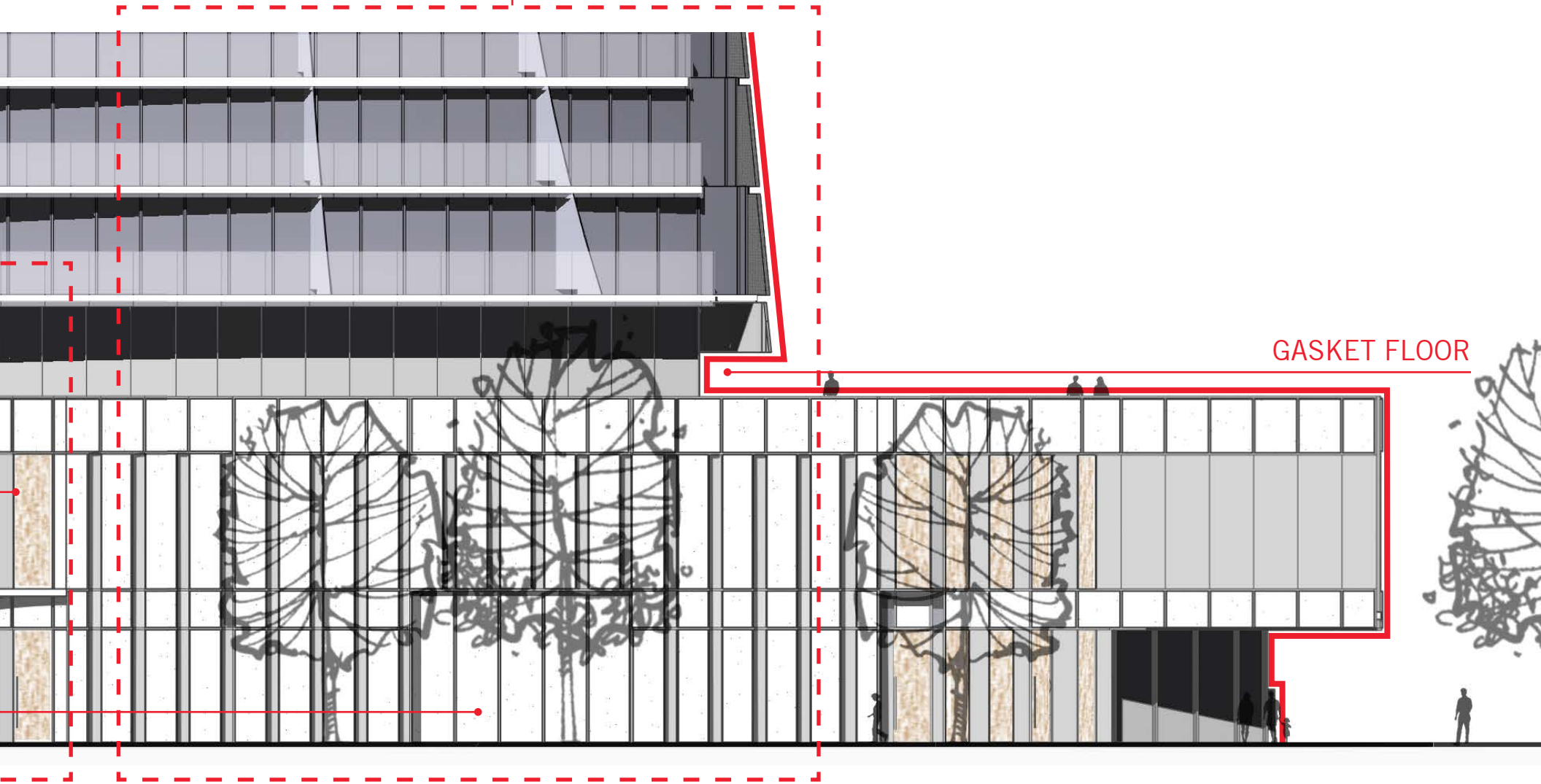
GLASS WITH INTERLAYER

EXPOSED COLUMNS

ENTRANCE CANOPY

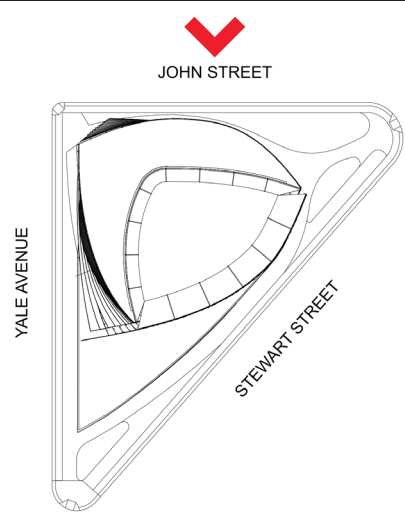
SLIDING GARAGE DOOR
WITH PRECAST FINISH





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THE PODIUM + THE STREET



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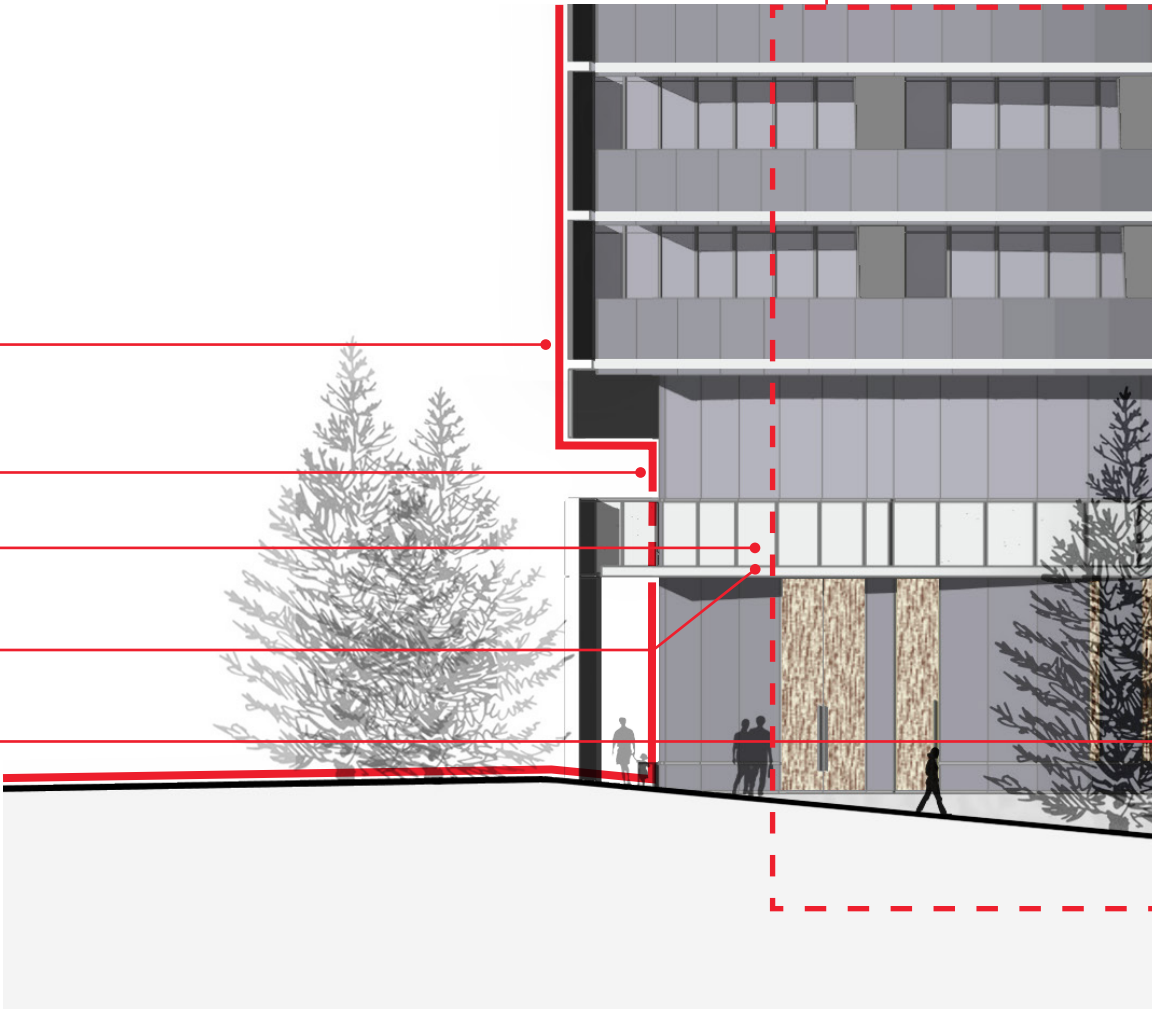
TOWER

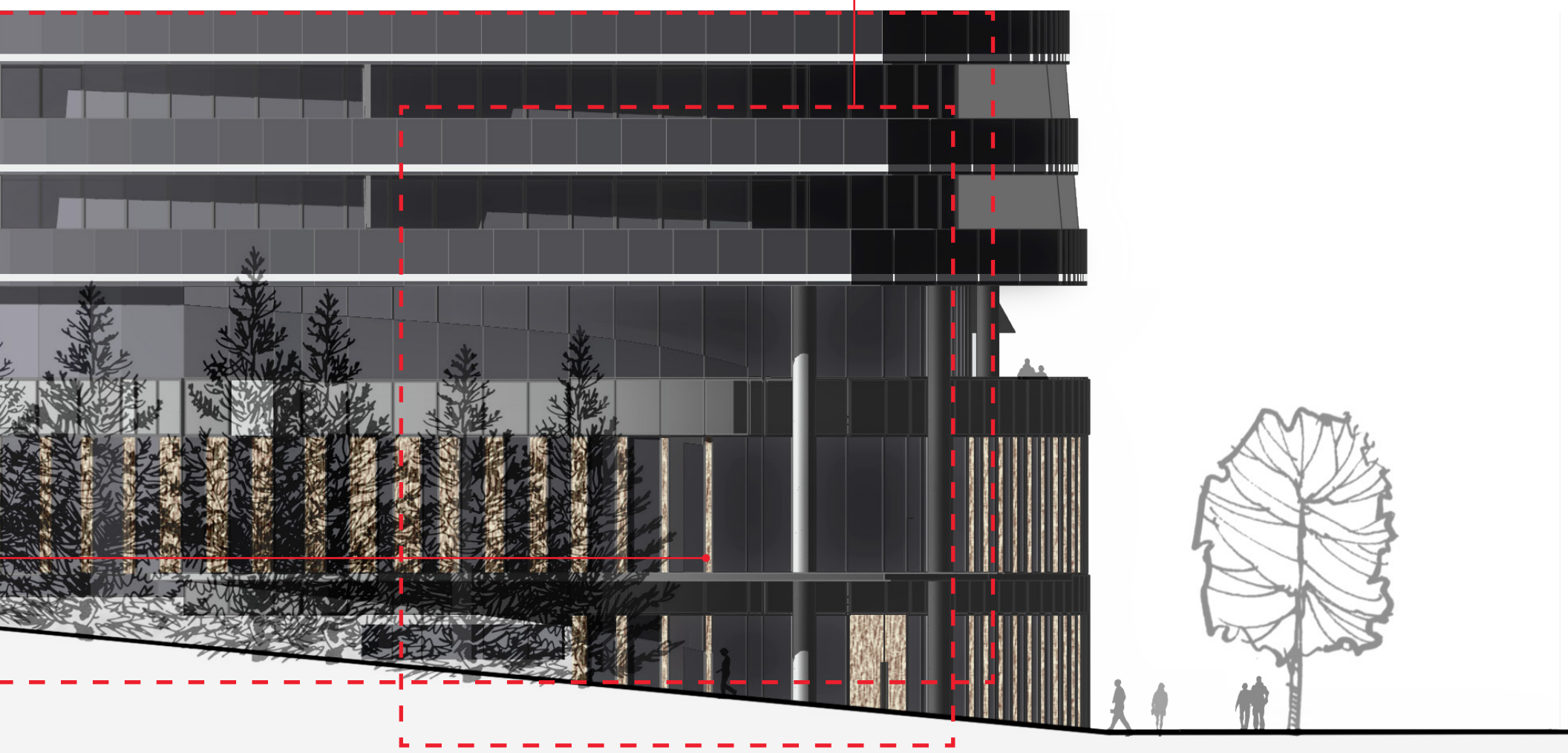
PODIUM

PRECAST CONCRETE

ENTRANCE CANOPY

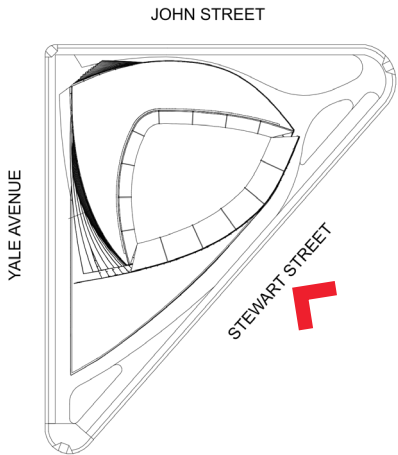
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SCALING ELEMENTS
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TOWER

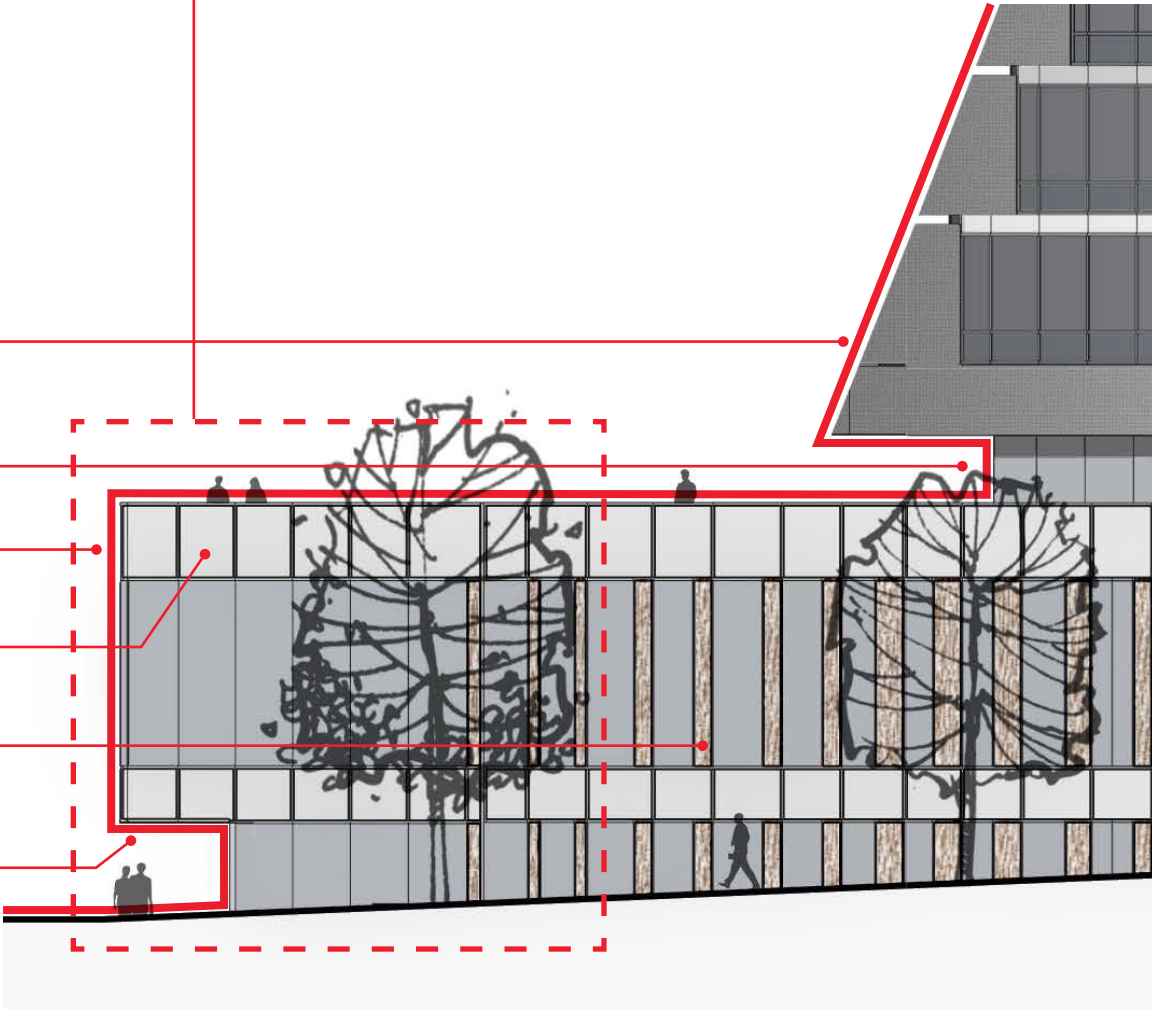
GASKET FLOOR

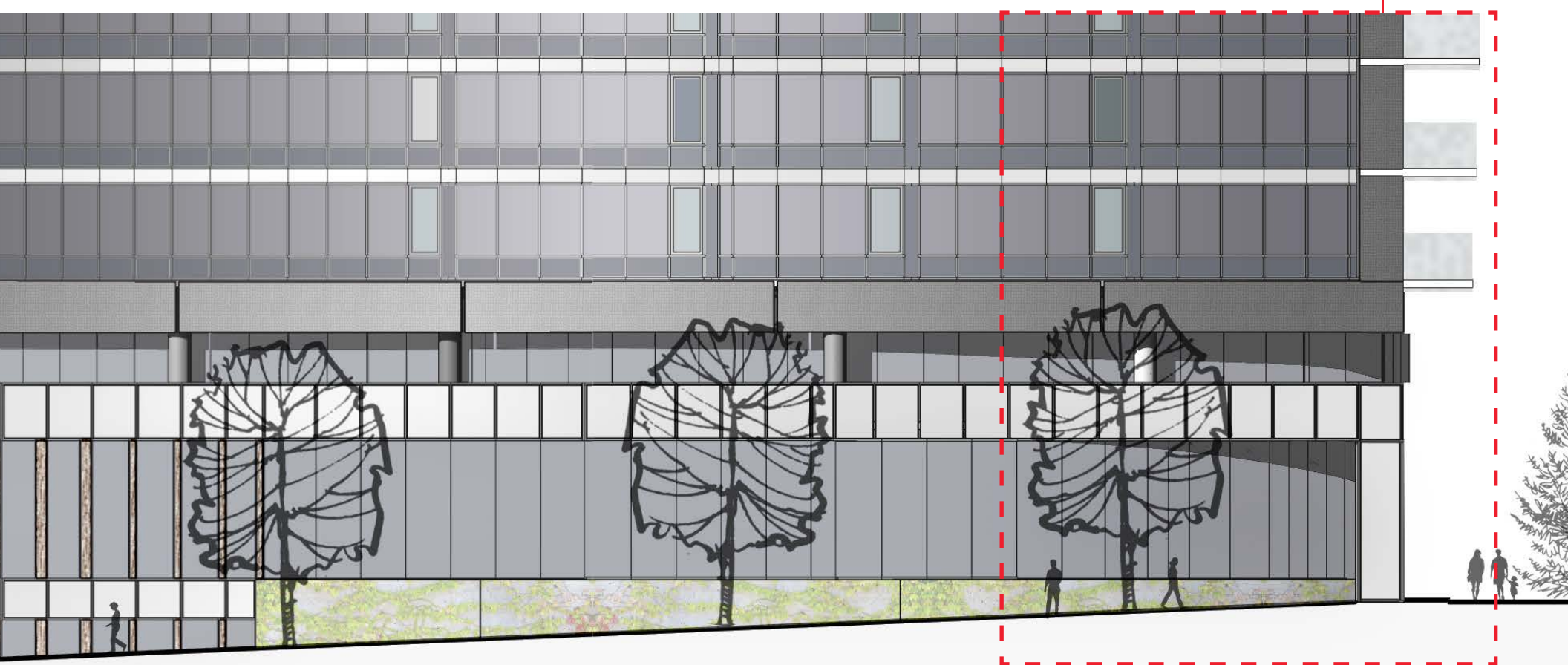
PODIUM

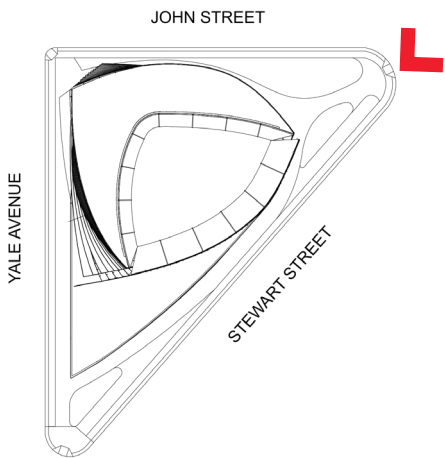
PRECAST CONCRETE

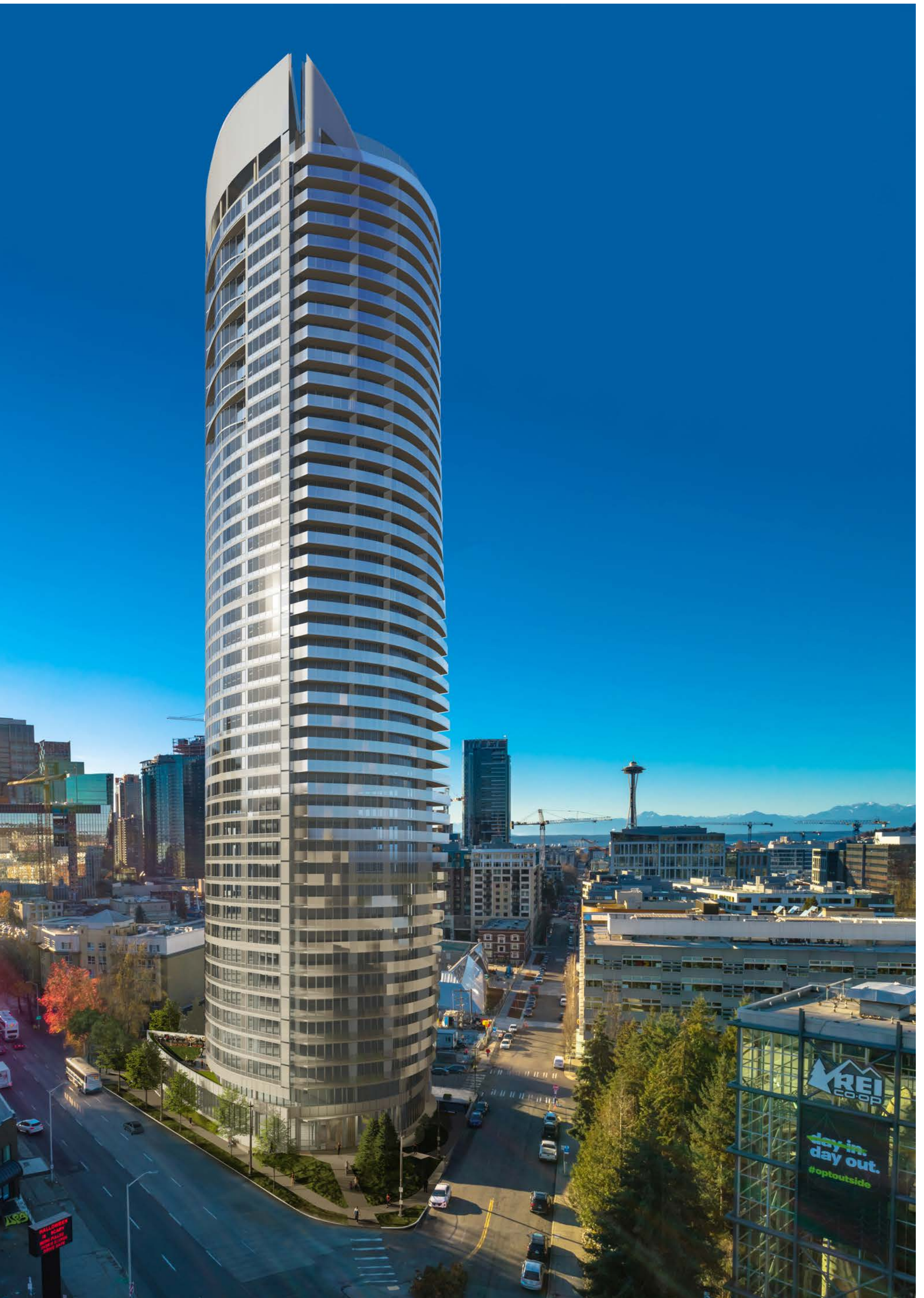
GLASS WITH INTERLAYER

COVERED ENTRY

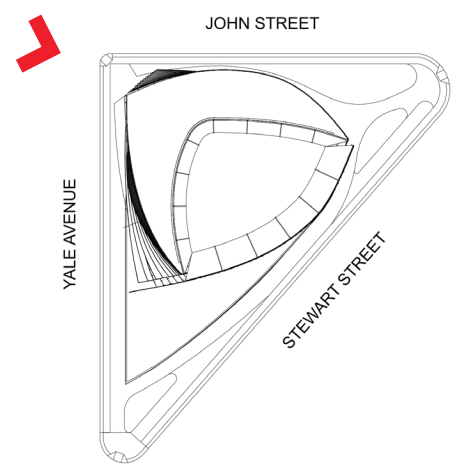


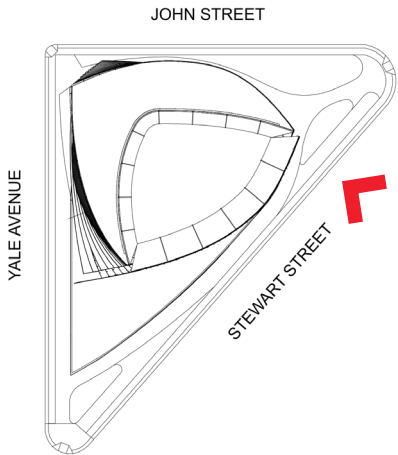






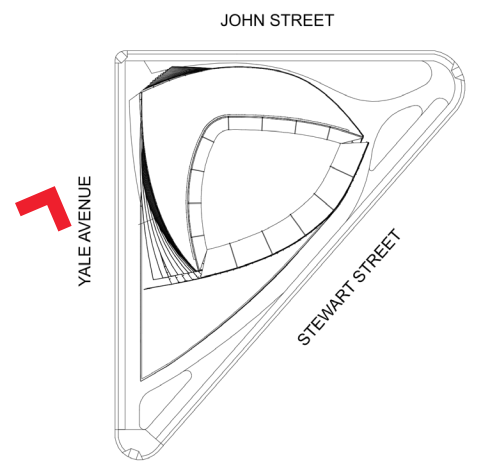












SECTION 6

DEPARTURE - SETBACK

ZONING STANDARD:

SMC 23.48.240 - STREET-LEVEL
DEVELOPMENT STANDARDS IN SOUTH
LAKE UNION URBAN CENTER:

B.1.b

“The street-facing facade of a structure may be set back up to 12 feet from the street lot line subject to the following (Exhibit B for 23.48.240)

1) The setback area shall be landscaped according to the provisions of subsection 23.48.055.A.3;

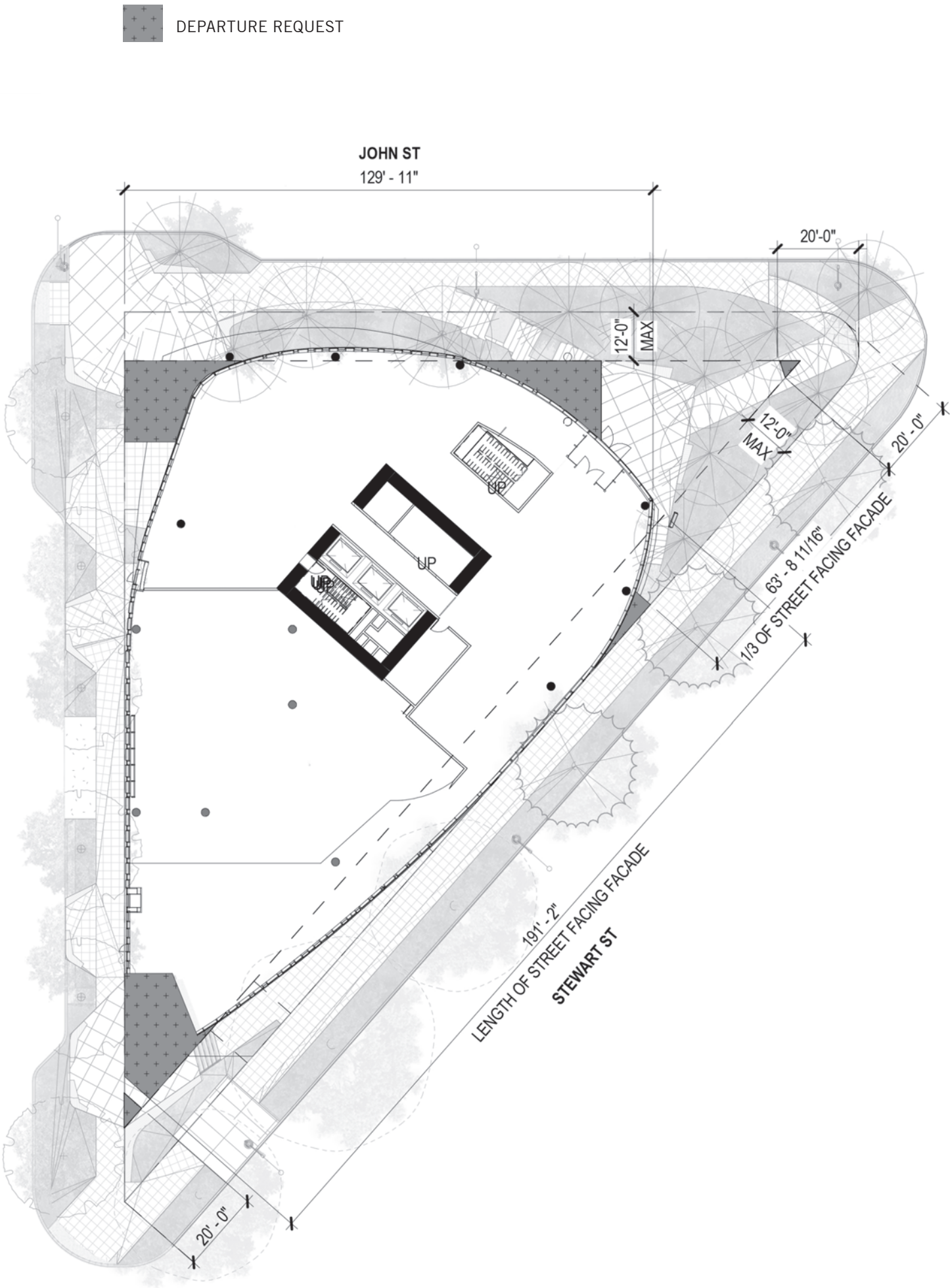
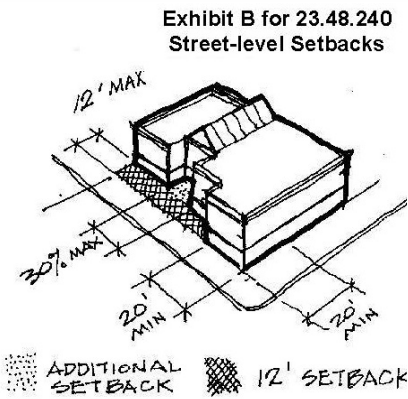
2) Additional setbacks are permitted for up to 30 percent of the length of portions of the street-facing facade that are set back from the street lot line, provided that the additional setback is located 20 feet or more from any street corner

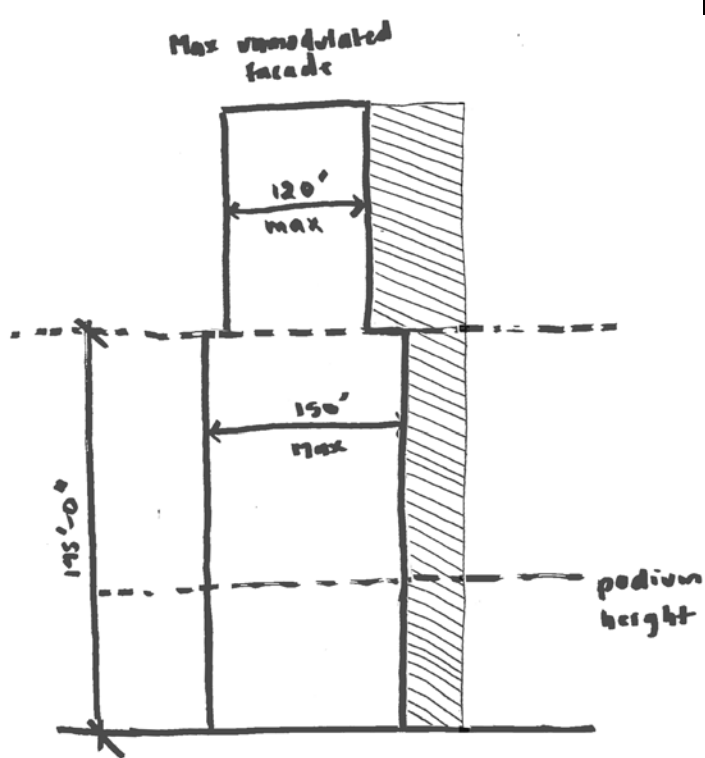
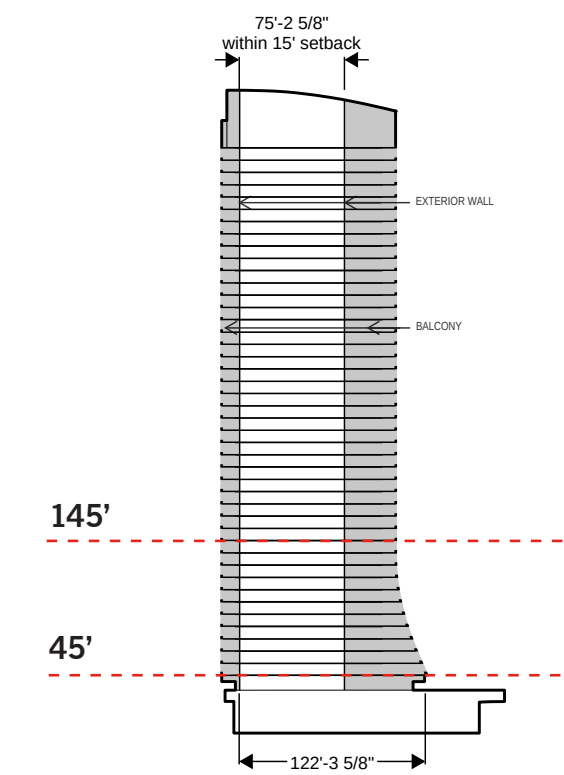
DEPARTURE REQUEST:

The preferred podium plan sets back further from the corners (per the adjacent diagram) than specified in SMC 23.48.240; this would require a departure from the setback limits indicated in gray.

RATIONALE:

The preferred podium plan creates an enhanced pedestrian environment. Additional open space and plantings are accommodated in the increased space. The building at grade is set back from the busiest arterial street. Pedestrian safety is enhanced, and a sense of place and gateway is created by the sculptural engagement of the building with the site.





MODULATION COMPLIANCE
VERIFICAITON:

In our pre-submittal conference with SDCI planning staff, it had not yet been verified if the preferred massing would conform to the facade modulation standard. Subsequent review and analysis has concluded that the preferred alternative massing does not require a departure from this standard.

