

1305 STEWART



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00. PROJECT INFORMATION

PROJECT NUMBER
3034882-EG

PROJECT ADDRESS
1305 Stewart Street
Seattle, WA 98109

PARCEL NUMBERS
684970-0305
684970-0325
684970-0326
684790-0340

SITE AREA
36,776 SF

ZONE
SM-SLU 240/125-440

Development Summary

- » Total Area: 414,725 GSF
- » Total Retail Space: +/- 6,600 GSF
- » 15 stories above grade
- » 4 stories below grade
- » 249 below grade parking stalls
- » 186 bike stalls

Development Objectives

Contribute to the evolving development of South Lake Union and meet the demand for lab buildings. Strengthen a major entry to the city from the highway and to the neighborhood from adjacent districts.

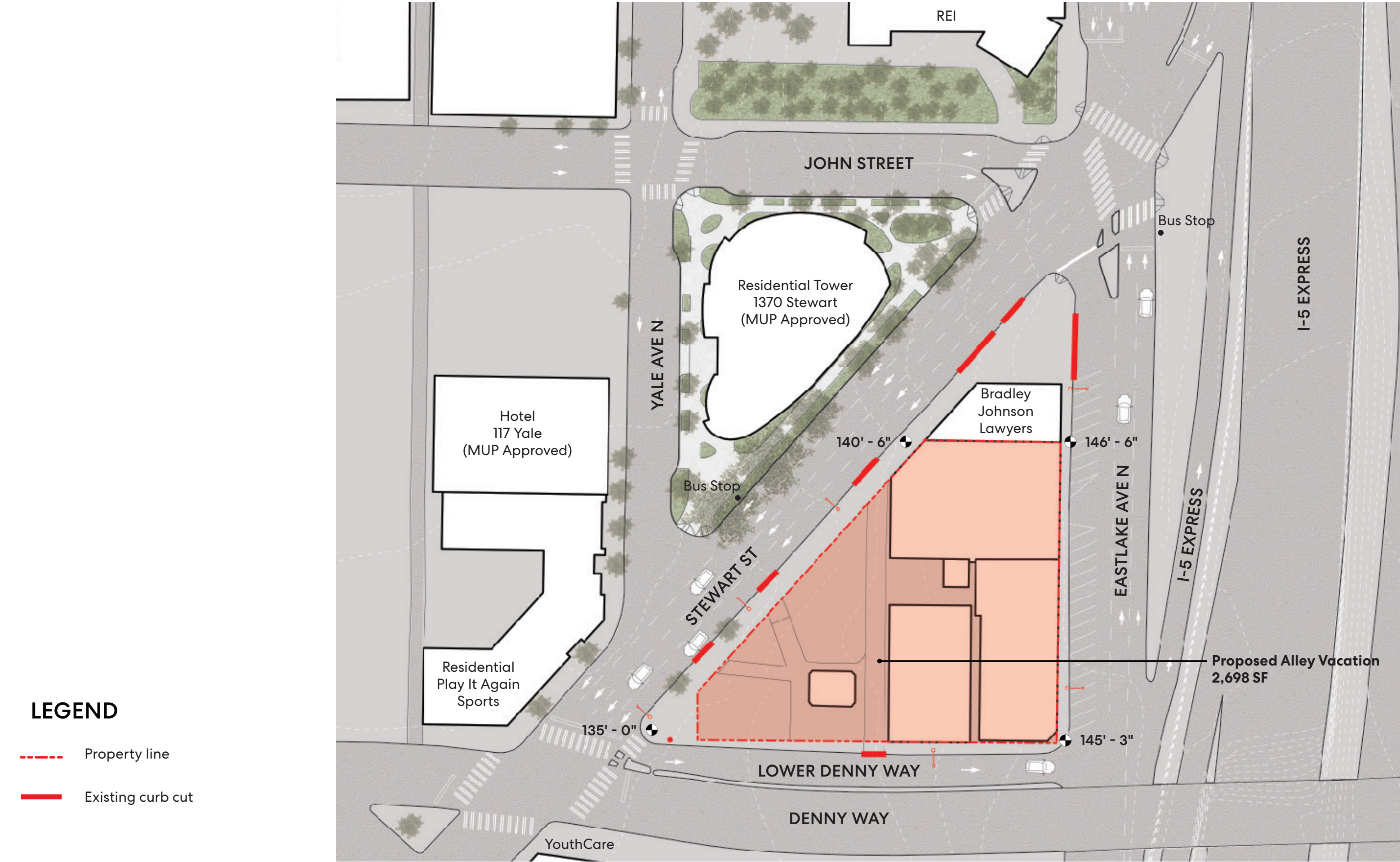
Targeting LEED Gold.

APPLICANT
PMB
3394 Carmel Mountain Road
Suite 200
San Diego, CA 92121

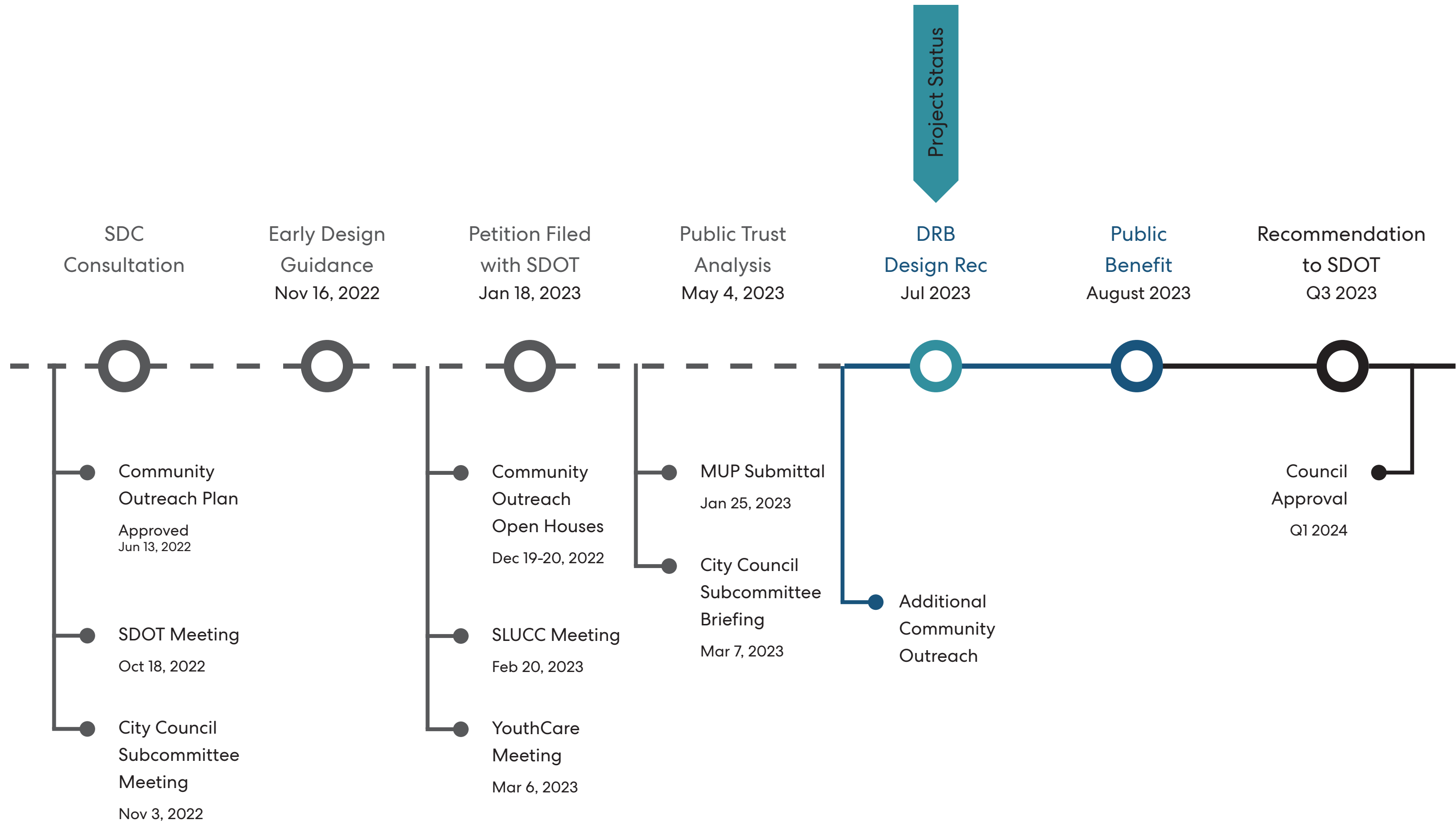
ARCHITECT
Perkins&Will
1301 Fifth Avenue
Suite 2300
Seattle, WA 98101

LANDSCAPE ARCHITECT
Site Workshop
3800 Woodland Park Ave N
Seattle, WA 98103





PROJECT TIMELINE



PUBLIC OUTREACH

South Lake Union Community Council

February 21, 2023, virtual meeting:

- Highly supportive of improving a major gateway into the city and improving pedestrian and bike safety and connections
- Confirmed all loading/trash/recycle is happening at a single access point off Eastlake inside the building

Outcome: Confirmed project design and direction.

YouthCare

February 6, and June 29, 2023, virtual meeting with staff and board members.

- Lighting is important, as many of their clients use nearby transit and Eastlake feels unsafe at night
- YouthCare is expanding in Capitol Hill at Broadway and Pine, they are currently working with Urban Artworks on this project

Outcome: Agreed to a working session with young adult clients and staff to review concept design and integrate feedback. Pursuing engagement with Urban Artworks program and engaging YouthCare clients in development of murals at lower Denny Way.

Seattle Neighborhood Greenways

Correspondence with Gordon Padelford and Mark Ostrow:

- Advocated for supporting Thomas Street improvements
- Do not think improvement to lower Denny Way will be utilized

Outcome: Continue to focus on improving public safety and developing connections to adjacent facilities and corridors.

Cascade Neighborhood Coalition

June 21, 2023, in person meeting at the CNC monthly meeting hosted by co-chairs Kim Johnson and Candi Wilvang.

- CNC lacks consistent space for outdoor seasonal events.
- Offered ideas such as an Art Walk, Ping Pong, Mini Golf, Concerts, Solar Power Cell Phone Charger, Methane Dog Poo Light at the new proposed site.
- Offered CNC sustainable guidelines developed in 1997 for consideration.

Outcome: Agreed to meet again late summer and before SDC Public Benefits meeting.

PUBLIC OUTREACH

Transportation Choices Coalition

April 20, 2023, virtual meeting with Alex Hudson in her personal capacity:

- Curbless streets have not been done well to date, supports a more pedestrian focused type of street.
- Lighting is very important to transit users in the neighborhood (Alex Hudson uses the bus stop fronting 1370 Stewart)
- Consider better lighting along Eastlake, Lower Denny and under bridge
- Supportive of safety improvements for pedestrians

Outcome: Focus on transit riders needs to include well-lit sidewalks and safe crossings of arterial streets.

Lutheran Immanuel Church

June 15, 2023, virtual meeting with Pastor Priscilla Paris-Austin and Candi Olson.

- Asked for developer's support for Cascade neighborhood initiative for Tiny Houses on vacant property at John Street and Yale Ave.
- Highly supportive of programming Lower Denny with food trucks, noting lack of food trucks west of Fairview.
- Advised that programming be child-friendly, but not child-focused; lean more towards young adult / adult community building.
- Noted that Lower Denny offers a paved, flexible space with power and water that does not exist elsewhere in the neighborhood; potential to be used occasionally in summer for outdoor worship.

Outcome: Project to support Lutheran Immanuel's Food Bank with periodic food drives from tenants. Lutheran Immanuel to share deck with council members for additional feedback and follow-up with project team for an ongoing relationship.

Mirabella

June 16, 2023, virtual meeting with Travis Duncan, Ruth Benfeild, and John Pehrson

- Highly supportive of the project.
- YouthCare is very important to them, as they are a top partner in the neighborhood.

Outcome: Continue to work with Youth Care.

PUBLIC TRUST COMMENTS

Comments from SDC Public Trust Meeting (5/04/2023)

- Include more substantial engagement with neighbors and emphasize safety measures for children and seniors.
- Coordinate with DSA (Downtown Seattle Association) and ranger staff.
- Consider including funding and support for active programming to encourage and ensure the activation of the space.
- Continue to prioritize lighting considerations for the project.
- Activate the facade along Eastlake to enhance the streetscape.
- Review truck circulation and make necessary adjustments.
- Optimize the parking entry to be as small as possible.
- Ensure that the public realm maintains a distinct and inclusive identity, separate from the private open space.
- Explore opportunities to lighten the massing of the buildings to create a more open and inviting atmosphere.
- Collaborate with SDOT on the design of the south crossing of Stewart.
- Incorporate equity considerations into the design of public space as a policy tool.
- Address fire department access requirements to ensure safety and compliance.

Comments from SDOT Public Space Management & Downtown Seattle Association Meeting (5/31/2023)

- The conversation largely revolved around the use of lower Denny Way, proposed to be a pedestrian street closed to vehicles (with exception of emergency and maintenance vehicles)
- Need realistic site programming for this location to attract people on a regular basis.
- For the foundation of a good public space the most consistent thing is a space for daily life, like eating lunch outside, non-mandatory meetings, passive activities. This doesn't require a dedicated staff. Of primary importance is the foundational quality of the space and that it is a predictable / reliable amenity.
- Consider sound mitigation due to the proximity to the overpass and freeway b/c people don't linger as long next to arterials.
- Need a flat(ish) site for pickleball and flat enough for movable seating. Scrabble, chess could work. Foodtrucks require electricity and water.
- Other ideas: charging needs for micro-mobility, weather protection, welcoming lights, furniture

EDG 3 GUIDANCE

1. Process and Massing Options:

- a. The Board noted that although changes in site and program prevented seeing the current design as an evolution of the previous in response to guidance, the wide range of options explored around the preferred scheme allowed evaluation of other alternatives as required in the Early Design Guidance process.
- b. The Board agreed that the current design met or had the potential to meet the intent of the Citywide and Neighborhood Design Guidelines and unanimously recommended the project move forward to the Master Use Permit phase with the following guidance.

2. Site Planning

- a. The Board unanimously supported the inclusion of a large open space at the corner of Stewart Street and Denny Avenue and requested complete details for this area be provided at the Recommendation phase, including landscape, hardscape, site furnishings, grading, retaining walls and structured planters. (PL1, PL1-1, DC3)
- b. The Board encouraged the applicant to see this site and landscape design as an element within the existing and emerging neighborhood context (per page 20 in the EDG packet) and supported the intent to coordinate and connect this new landscape design with those of Yale Avenue, the planned project to the north and the existing REI landscape. (PL1-A, PL1-1, PL1-B, PL1-C, DC3-A, DC3-B, DC3-C)
- c. The Board had questions about pedestrian use of open space and asked that the recommendation packet include clear identification of accessible routes of travel, as well as anticipated pedestrian patterns and public use of the open space. (PL4-A-1, PL2-A.1, PL1, DC3)

3. Podium Massing and Expression

- a. The Board expressed general support for the articulation of the base as a distinct compositional element, shown as inset at Stewart Street and projecting at Eastlake Avenue, as a response to context and the Design Guidelines. (CS2-3, CS2-4, CS3-A, DC2-3, DC2-4)
- b. The Board agreed that the expression of the base at the southeast corner and at Lower Denny was unresolved, particularly where it appeared to become coplanar with the tower above. The Board agreed that the solution need not be the same strong horizontal delineation used elsewhere and that this could be resolved in a number of ways, including with materials and with areas where the tower expression could be carried down to grade. (DC2, DC2-3, DC2-4)
- c. The Board noted what appeared to be a gasket between the base and tower on page 47 and agreed that if this were well executed it would have the potential to help resolve the transition between base and tower at that corner. (DC2, DC2-3, DC2-4)

4. Street Edges

- a. The Board supported the ground level setback and distinction created by the colonnade marking the principal building entry. The Board asked that complete ground level details and pedestrian perspective drawings be provided for the recommendation review showing how interest, activity and connection are created.

This should include programming, glazing, materials, human-scale and secondary architectural detail, and critical horizontal and vertical dimensions for pedestrian areas. (PL3-1, PL2-2, PL3-A, PL3-C, PL2-B.3, CS2-B)
- b. The Board supported the intent of significant glazing shown at the street edge on Stewart Street and agreed that although this section of Stewart St is not a primary draw for pedestrians, the inclusion of glazing and active uses would help create a safer and more engaging pedestrian environment. (CS2-B, PL2-B, PL2-2, PL1-B)
- c. The Board supported the rounded corner at Lower Denny and Eastlake Avenue and encouraged the applicant to further round this corner, as it shortened the visual distance between Eastlake Avenue and Stewart Street and created clearer sightlines for pedestrian safety. (PL1-B)

5. Design Development

- a. The Board supported the proposed massing, particularly the carved corner at northeast that helps define the two volumes and the large upper level setback on the east facade that has the potential to provide intermediate scale. (DC2, DC2-3, DC2-4)
- b. The Board strongly supported the architectural character of the precedent images provided on page 53 and appreciated the intent demonstrated in the accompanying sketches. The Board agreed that a similar level of depth, shadow and texture would be required in these large facades to create legible scale elements as called for in the Design Guidelines. (DC2-B, DC2-C, DC2-D, DC2-4, DC2-5, DC2-6)
- c. The Board emphasized the importance of including complete exterior details to allow the Board a full understanding of the intended design at the Recommendation meeting, and noted with regret previous projects that they were unable to recommend due to lack of detail. (DC2-D, DC2-4, DC2-5, DC2-6, DC2-C, DC2-B)

01. DESIGN RESPONSE/ MASSING

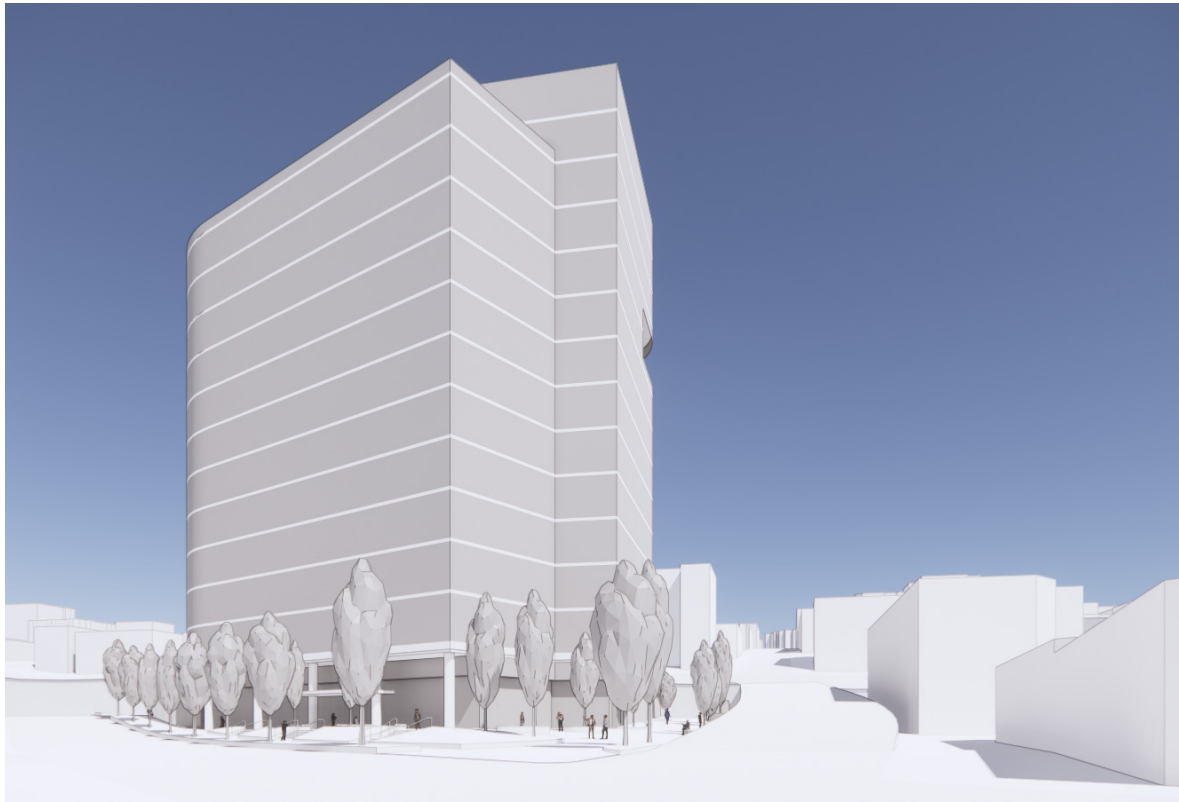
EDG3 Priorities & Board Recommendations /

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- b. The Board agreed that the current design met or had the potential to meet the intent of the Citywide and Neighborhood Design Guidelines and unanimously recommended the project move forward to the Master Use Permit phase with the following guidance.

Design Response:

The preferred scheme has been developed in response to Board guidance as detailed in this Recommendation submittal.



EDG 3



REC 1

01: DESIGN RESPONSE / MASSING

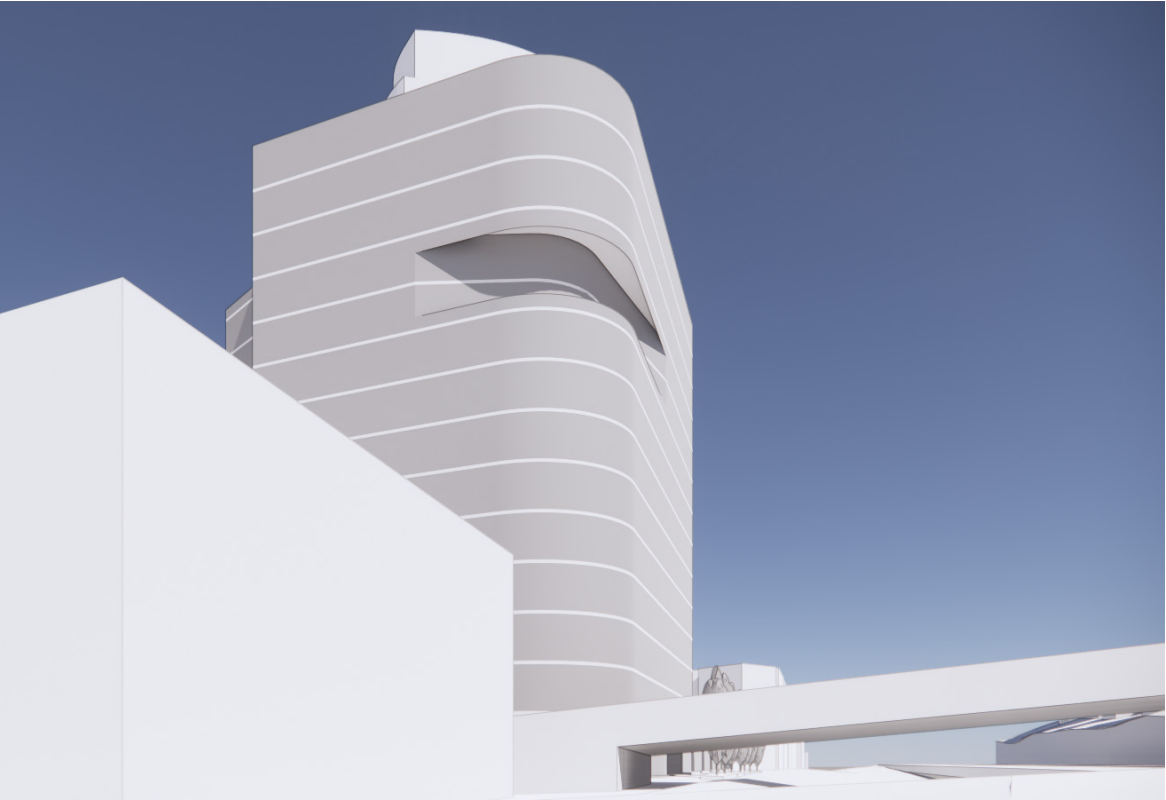
EDG3 Priorities & Board Recommendations /
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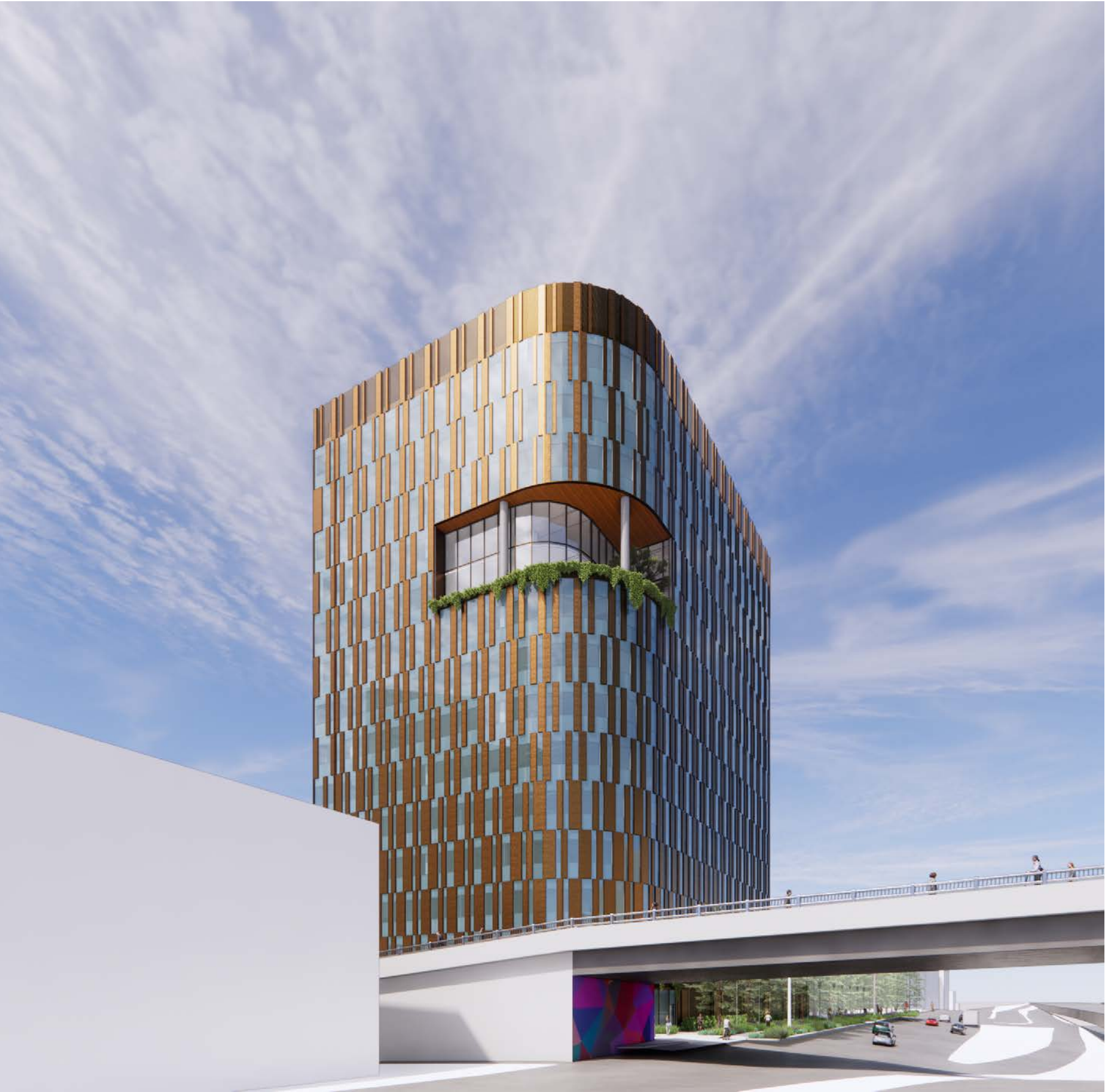
b. The Board agreed that the current design met or had the potential to meet the intent of the Citywide and Neighborhood Design Guidelines and unanimously recommended the project move forward to the Master Use Permit phase with the following guidance.

Design Response:

The preferred scheme has been developed in response to Board guidance as detailed in this Recommendation submittal. The southeast inset has been developed with structural, mechanical, and enclosure engineering input, and has been modified to meet technical requirements - the depth has been increased twofold to accommodate more plantings, gathering space.



EDG 3



REC 1

02. DESIGN RESPONSE: SITE PLANNING

SITE PLAN UPDATES



EDG 3

Summary of Changes

- SDC & SDOT requested that the design distinguish between publicly accessible private space and public open space / ROW areas.
Response: The revised plan reflects this with changes to surfacing materials and changes in elevation.
- SDOT requested that the design restrict access to lower Denny to emergency and maintenance vehicles only to improve public safety.
Response: Lower Denny has been revised to include restricted access with bollards, driveway relocated further north along Stewart to increase pedestrian queuing areas, and planter was enlarged to accommodate an existing utility pole with overhead power lines that are not able to be moved.
- The EDG plan did not account for the existing ~5% east-west slope along Lower Denny Way. Response:
Response: The current design provides for a direct, accessible route to from the public sidewalk to the retail plaza and lobby.



REC 1

EDG3 Priorities & Board Recommendations /
2. Site Planning

a. The Board unanimously supported the inclusion of a large open space at the corner of Stewart Street and Denny Avenue and requested complete details for this area be provided at the Recommendation phase, including landscape, hardscape, site furnishings, aradina. retainina walls and structured planters. (PL1. PL1-1. DC3)

Design Response:

a. Complete details for the open space at the corner of Stewart Street and Denny Avenue are provided in this Recommendation submittal, including landscape, hardscape, site furnishings, grading, retaining walls and structured planters.

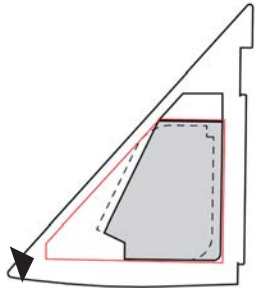
LEGEND

- Property line
- ① Retail terrace
- ② Lobby entry
- ③ Community Storage Room
- ④ Pedestrian street
- ⑤ Bridge mural
- ⑥ New curb ramps and crosswalk
- ⑦ Stewart St planting and site furnishings
- ⑧ Eastlake Ave plantings, site furnishings, and protected bike lane
- ⑨ Drive way for parking / loading / waste
- ⑩ Driveway bollards
- ⑪ Stormwater rain garden



02: DESIGN RESPONSE / SITE PLANNING

LOWER DENNY WAY / STEWART ST - EXISTING



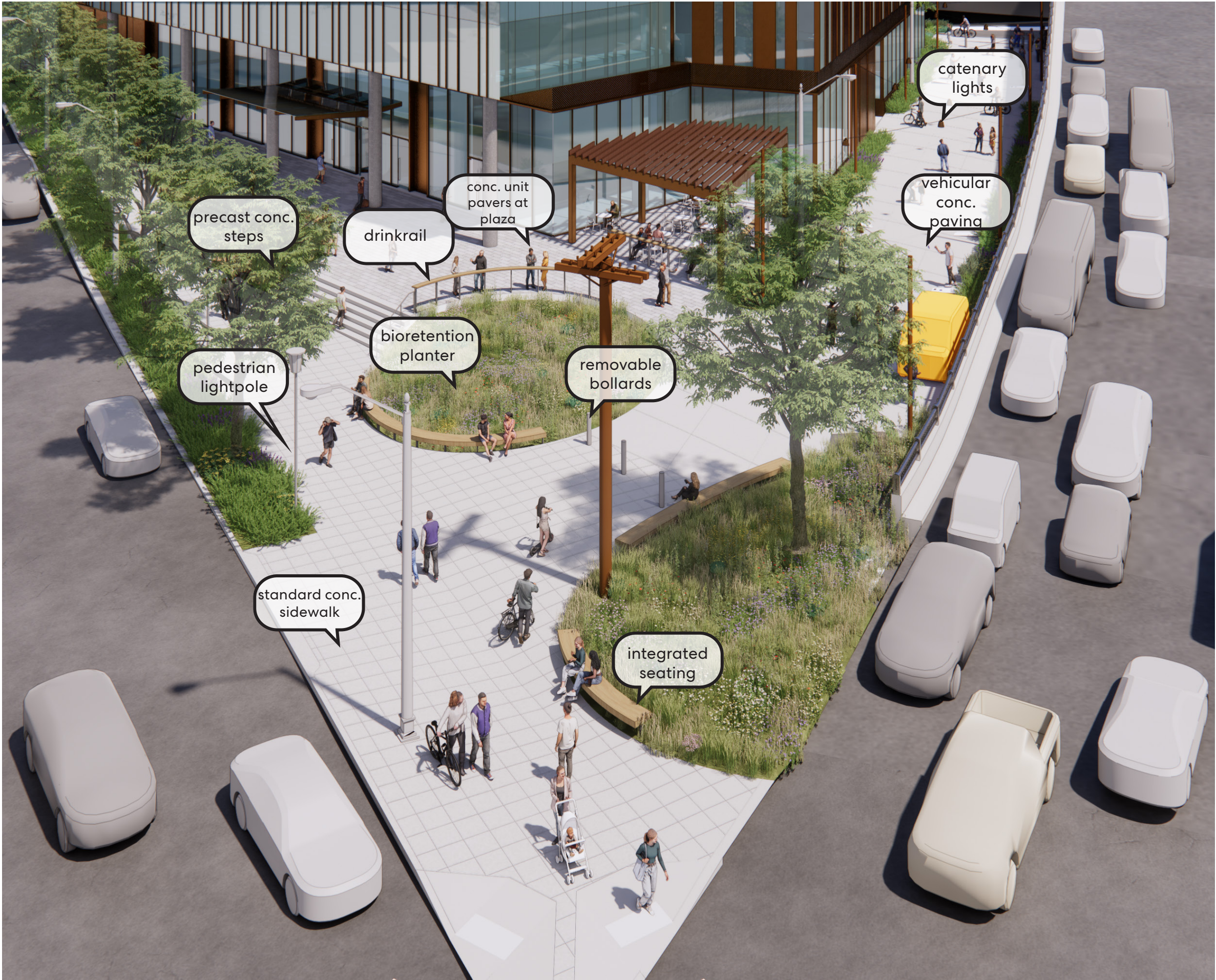
LOWER DENNY WAY / STEWART ST - PROPOSED



LOWER DENNY WAY /
STEWART ST -
EXISTING



LOWER DENNY WAY /
STEWART ST -
PROPOSED








EDG3 Priorities & Board Recommendations /
2. Site Planning

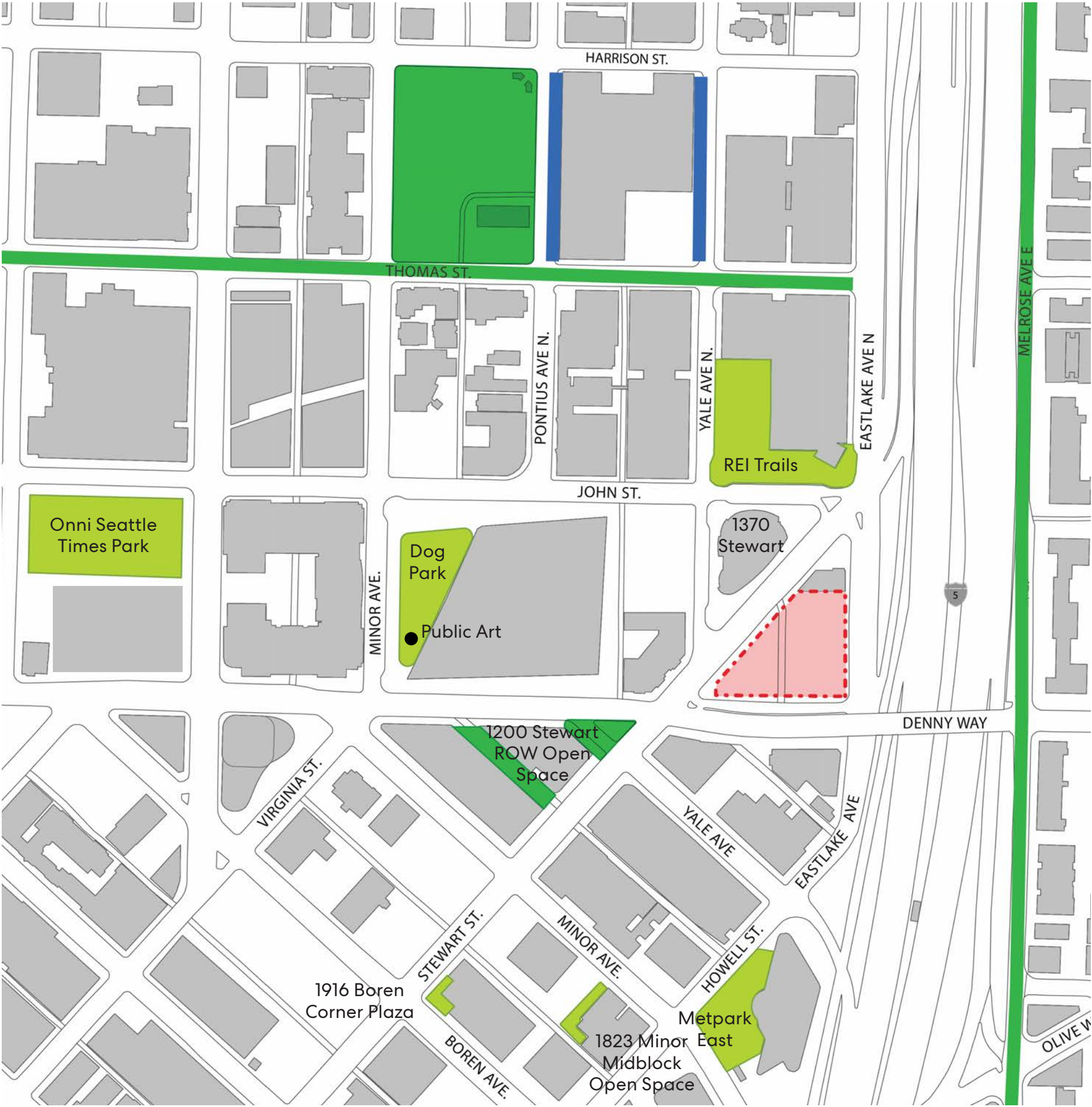
b. The Board encouraged the applicant to see this site and landscape design as an element within the existing and emerging neighborhood context (per page 20 in the EDG packet) and supported the intent to coordinate and connect this new landscape design with those of Yale Avenue, the planned project to the north and the existing REI landscape. (PL1-A, PL1-I, PL1-B, PL1-C, DC3-A, DC3-B, DC3-C)

Design Response:

b. The site and landscape design is understood as an element within the existing and emerging neighborhood context. The design connects with those of Yale Avenue, the planned project to the north, and the existing REI landscape.

LEGEND

-  Property line
-  Privately owned, publicly accessible green space
-  Public open space
-  Neighborhood greenway and Green Street
-  Swale on Yale



02: DESIGN RESPONSE / SITE PLANNING



REI Trail System



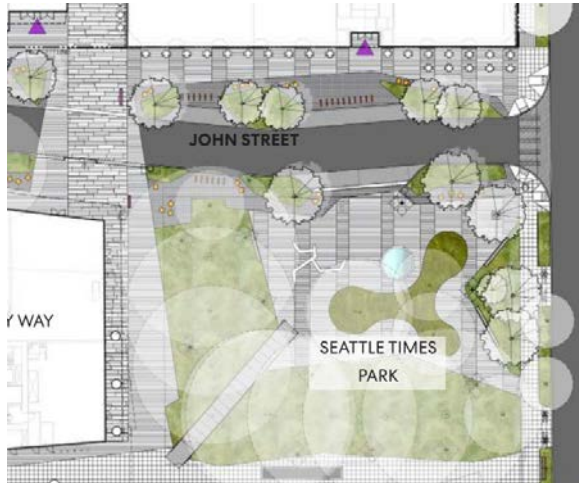
Denny Substation Dog Park



Cascade Park and Pea Patch



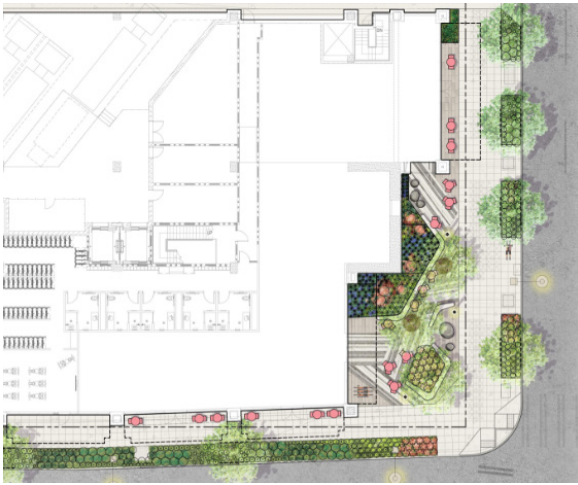
Metpark E



Onni - Seattle Times Park



1200 Stewart ROW Open Space



1916 Boren Ave Corner Plaza



1823 Minor Midblock Open Space



Thomas Street



Denny Substation Public Art



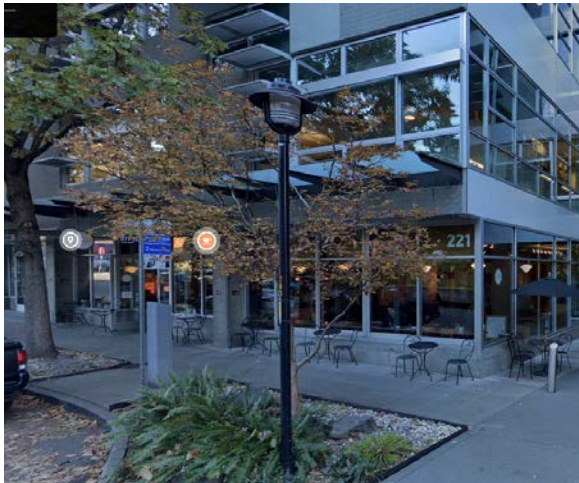
Swale on Yale



Cafe & Corner Plaza at Thomas & Pontius

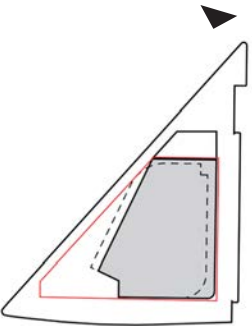


Activated Alley



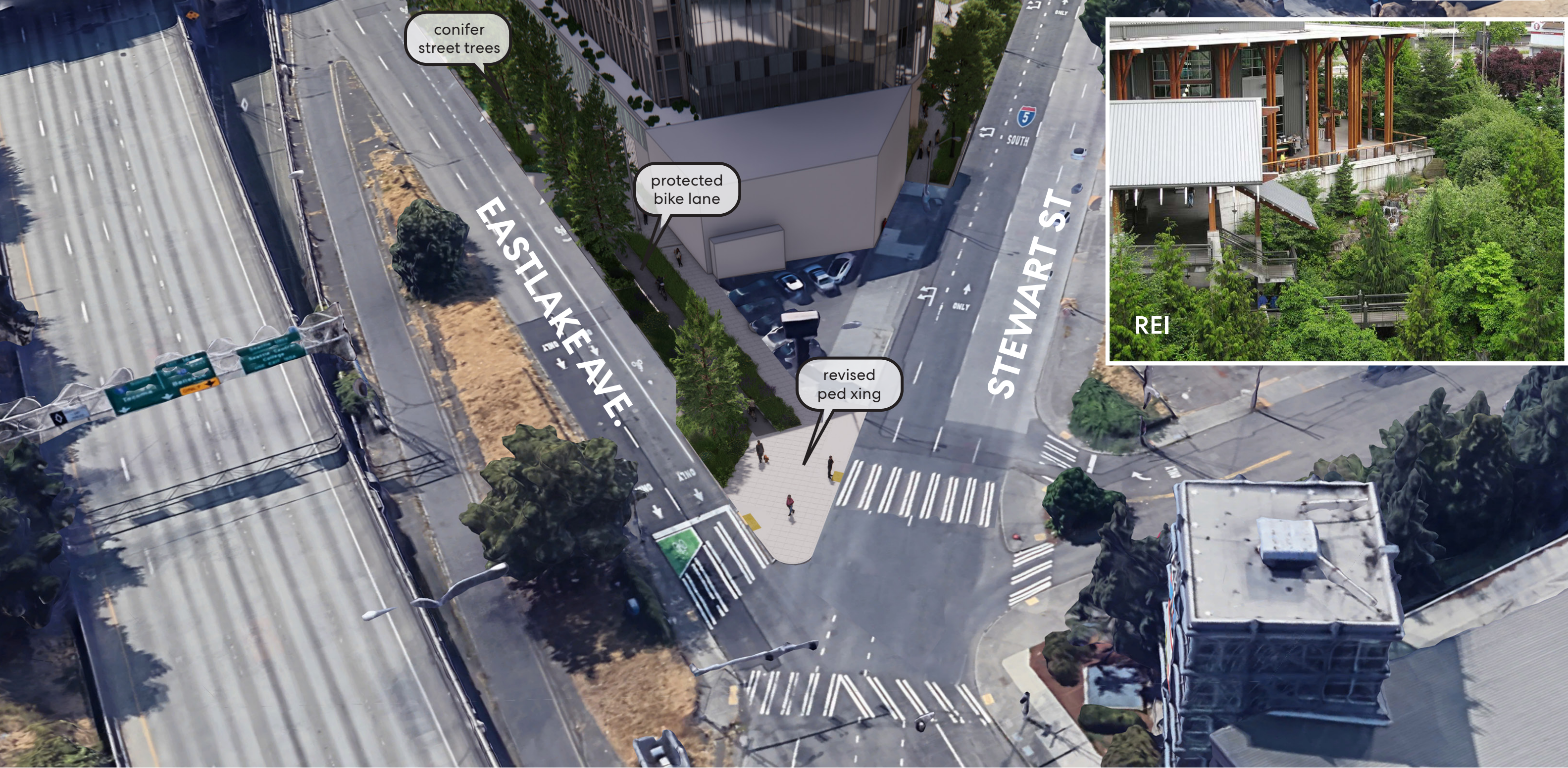
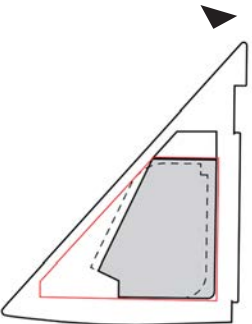
Yale Ave Retail

EASTLAKE AVE / STEWART ST CROSSINGS - EXISTING



02: DESIGN RESPONSE / SITE PLANNING

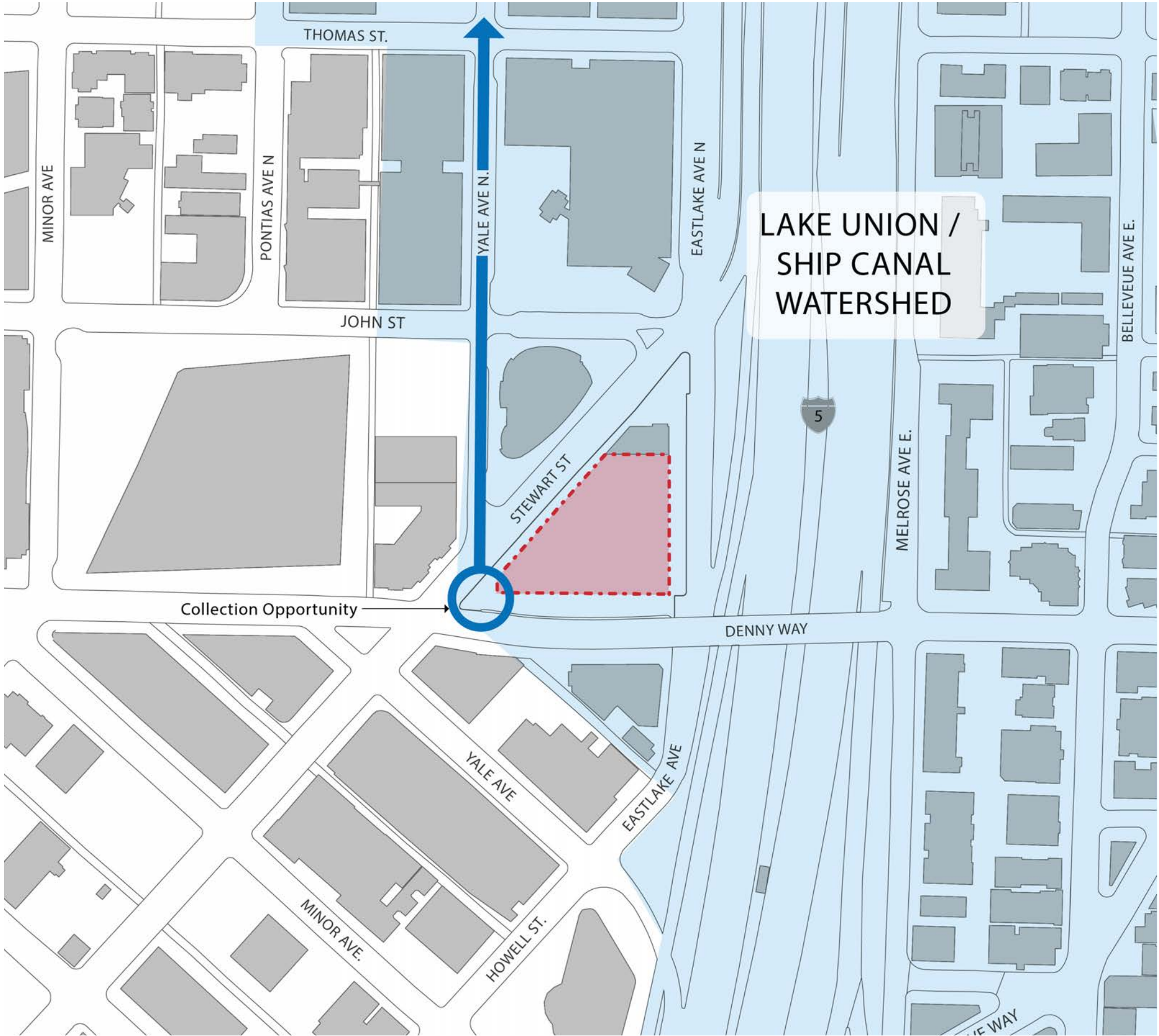
EASTLAKE AVE / STEWART ST CROSSINGS - PROPOSED





02: DESIGN RESPONSE / SITE PLANNING

CONNECTION TO SWALE ON YALE



LEGEND

- Property line
- Lake Union / Ship Canal Watershed
- 48" storm mainline
- Opportunity for collection and treatment

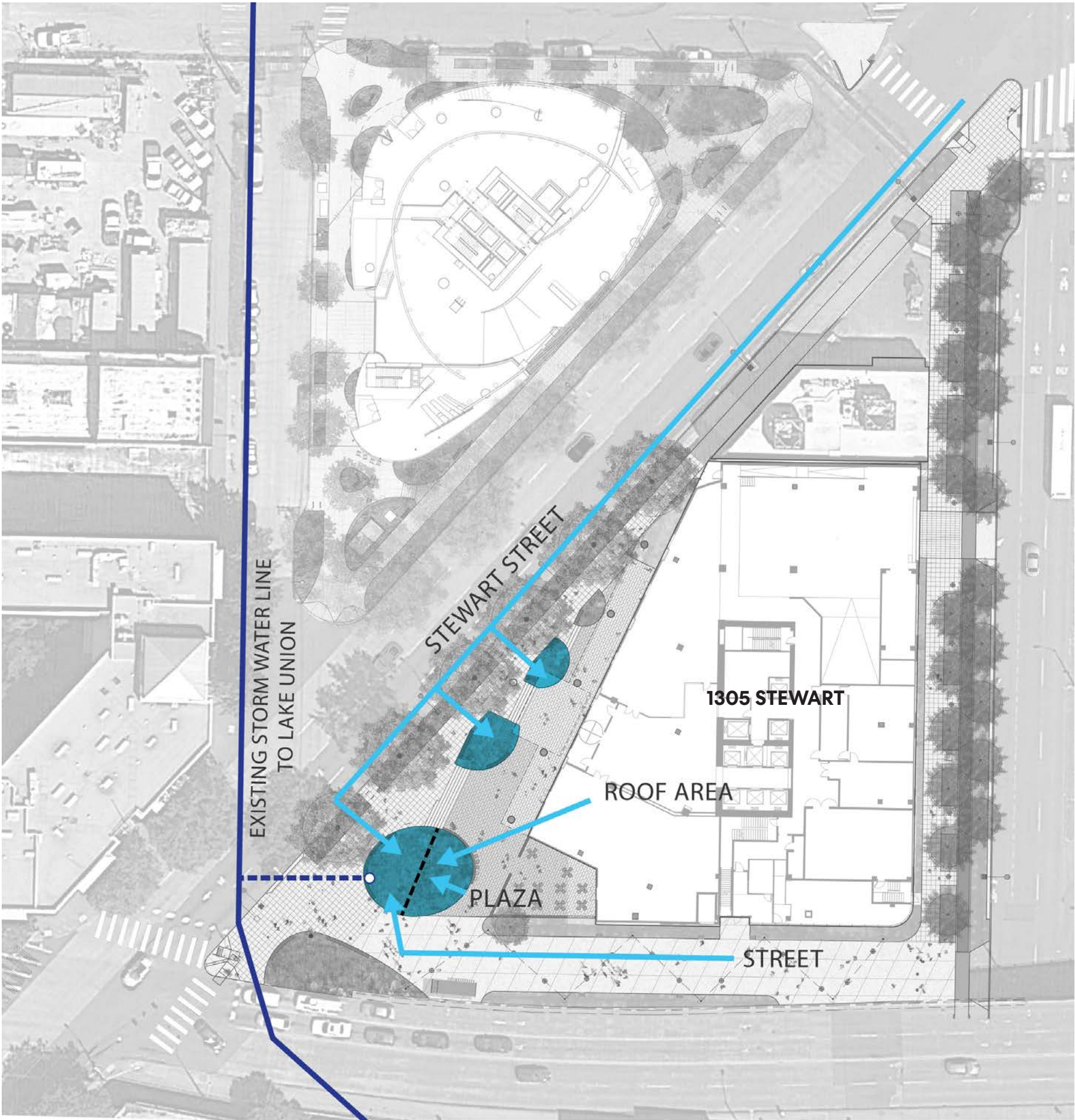
02: DESIGN RESPONSE / SITE PLANNING

CONNECTION TO SWALE ON YALE

SWALE ON YALE



REFERENCE IMAGE FOR PROPOSED DESIGN



02: DESIGN RESPONSE / SITE PLANNING

EDG3 Priorities & Board Recommendations /
2. Site Planning

c. The Board had questions about pedestrian use of open space and asked that the recommendation packet include clear identification of accessible routes of travel, as well as anticipated pedestrian patterns and public use of the open space. (PL4-A-1, PL2-A.1. PL1. DC3)

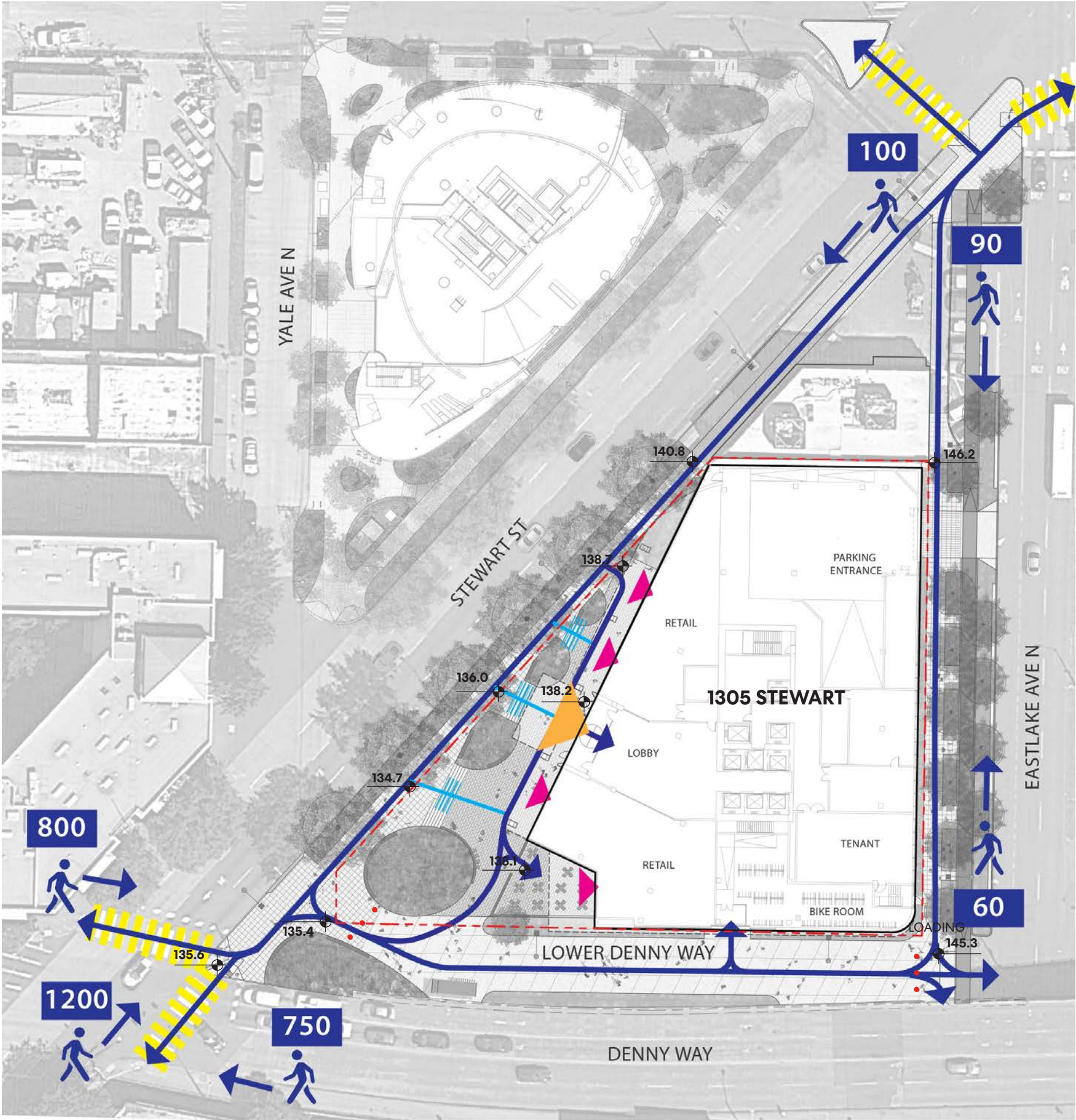
Design Response:

c. Clear identification of accessible routes of travel, as well as anticipated pedestrian patterns and public use of the open space, are diagrammed in the adjacent plan.

LEGEND

- Property line
- Lobby entry
- Entry
- Pedestrian route
- Non-accessible pedestrian route
- Improved crossing
- #

of transit and pedestrian trips per day



PUBLIC USE

Safe crossing



Passage of bikes & people



Retail and seating



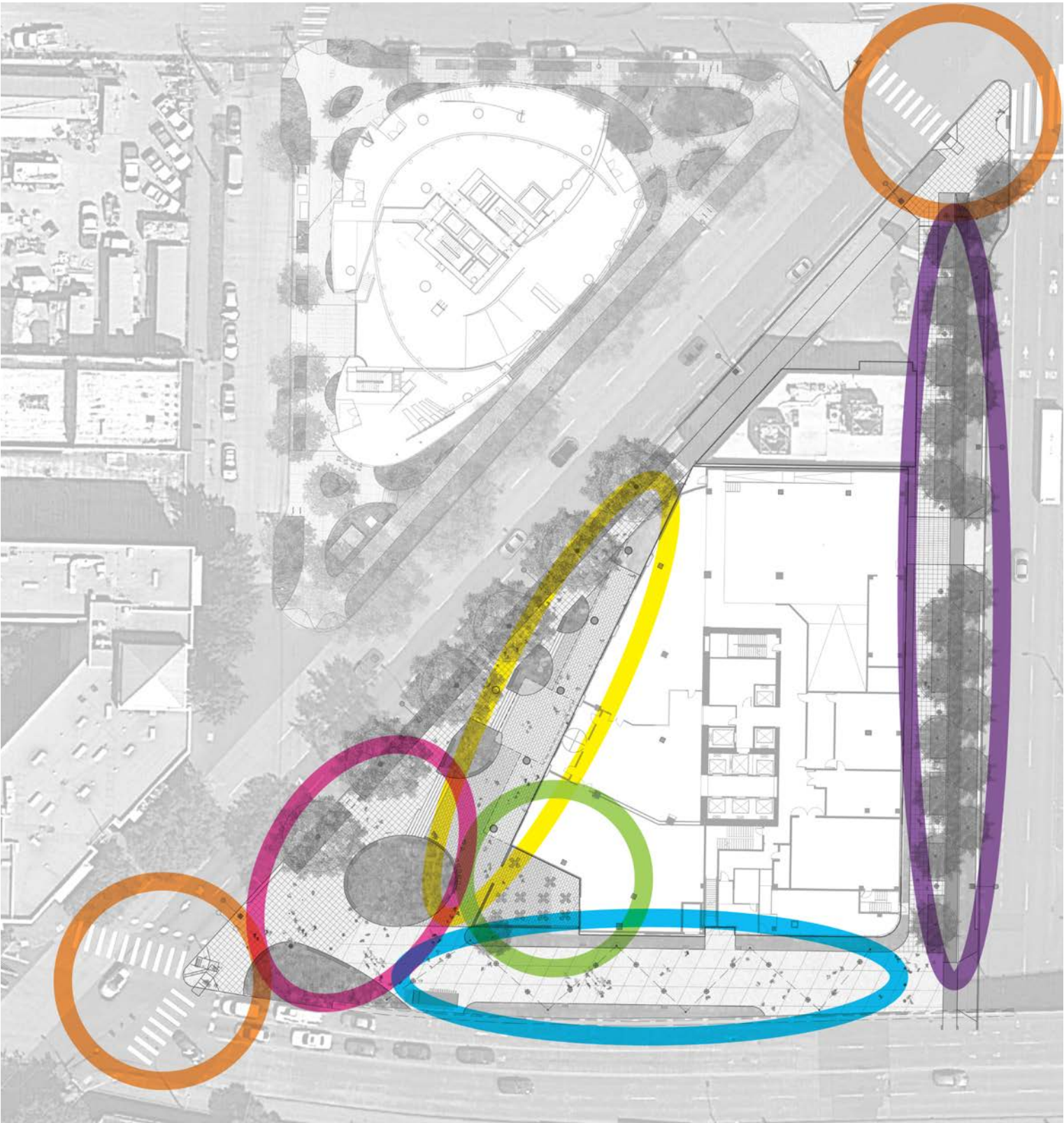
Food & Beverage seating



Public seating & gathering


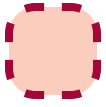
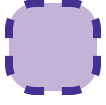


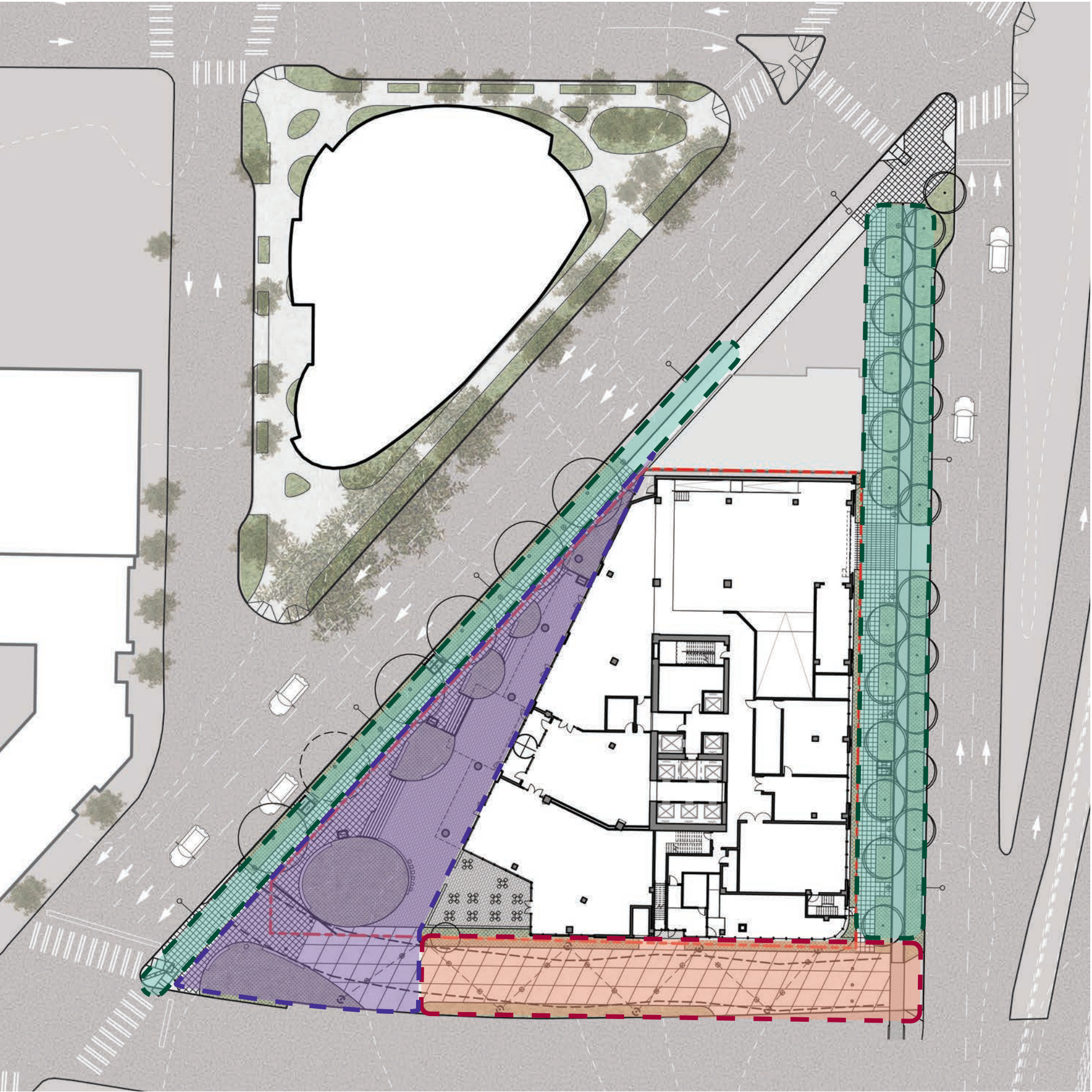
Soft programming, art



LIGHTING DESIGN CONCEPT

LEGEND

-  SCL pedestrian post-top for added illumination to sidewalk and bike path
-  Smart pole technology with catenary general lighting and aimable spotlights for mural feature
-  Feature self-lit handrails at stairs leading to linear canopy lighting and highlighted columns and pilasters under-bench and drink rail lighting with marker light edging




LIGHTING DESIGN



LEGEND

- ①

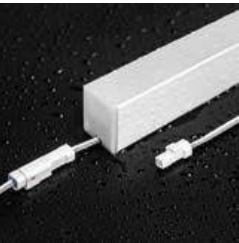

SCL STANDARD POST-TOP 'URBANSCAPE MARINA' TO PROVIDE BASE LEVEL OF PEDESTRIAN AND BIKE PATH ILLUMINATION


- ②



CATENARY POLE LIGHTING, AS WELL AS ADJUSTABLE SPOTLIGHTS FOR MURAL BENEATH UPPER DENNY WAY


- ③


WALL-MOUNT UP/DOWN FIXTURES ON COLUMNS AND MATCHING PILASTERS TO CREATE PATTERN AND RHYTHM; LINEAR DOWNLIGHT INTEGRATED INTO GLASS CANOPY STRUCTURE TO CREATE 'WELCOME MAT' AT MAIN ENTRY

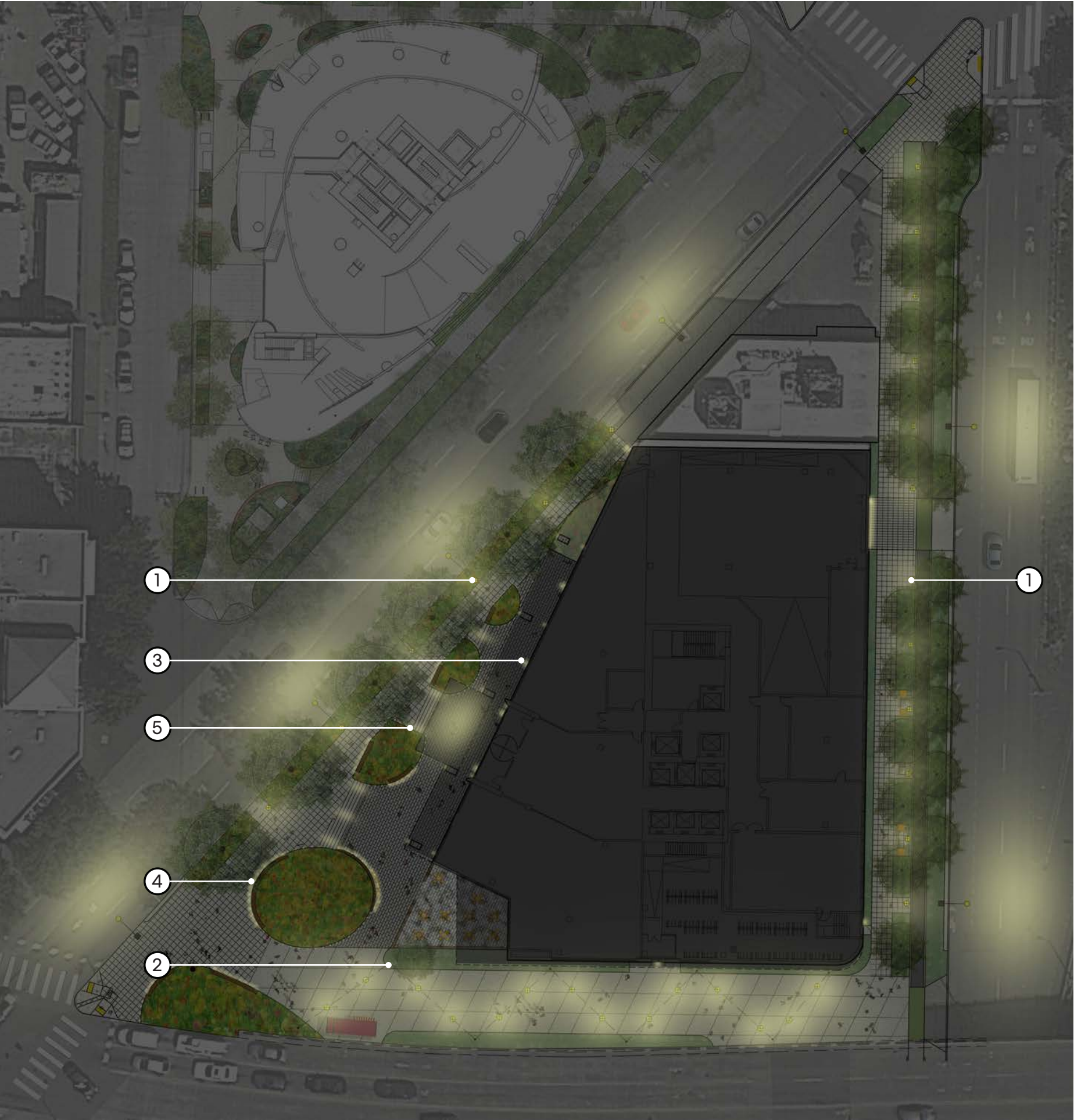

- ④

OUTDOOR RATED LED TAPE LIGHT USED TO CREATE HALO BENEATH BENCHES AND DRINK RAIL


- ⑤

SELF-ILLUMINATED HANDRAILS AT STEPS UP TO PLAZA LEVEL ENSURE WELL-LIT ACCESS





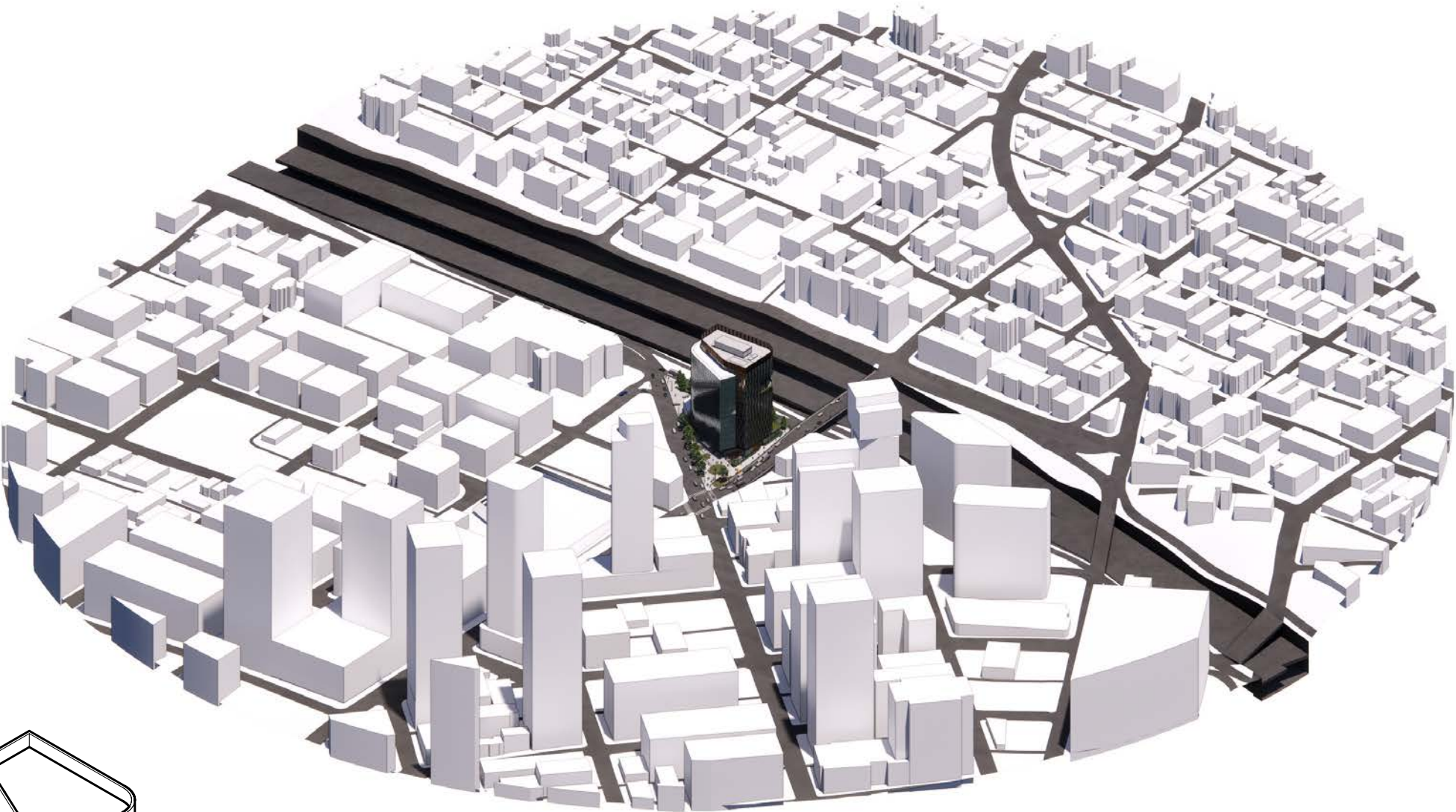
03. DESIGN RESPONSE: PODIUM MASSING AND EXPRESSION

EDG3 Priorities & Board Recommendations /
3. Podium Massing and Expression

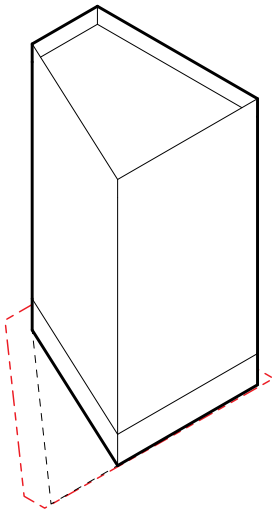
a. The Board expressed general support for the articulation of the base as a distinct compositional element, shown as inset at Stewart Street and projecting at Eastlake Avenue, as a response to context and the Design Guidelines. (CS2-4. CS3-A. DC2-3. DC2-4)

Design Response:

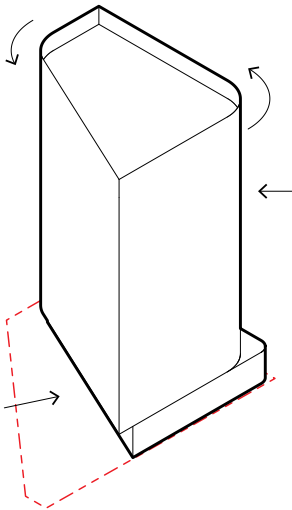
a. The base remains articulated as a distinct compositional element, shown as inset at Stewart Street and projecting at Eastlake Avenue. A high level of transparency is detailed on Stewart and Denny. Landscape is incorporated. The planning and programming of Denny have been revised since EDG3 to feature active uses by relocating the SCL vault to Eastlake.



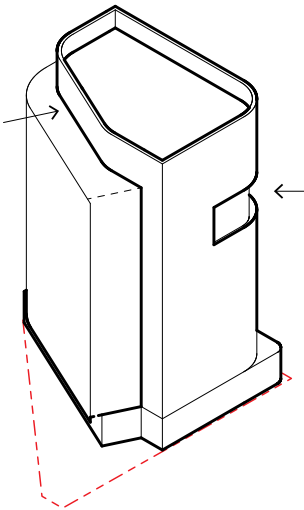
↑ Podium and tower geometry work together harmoniously to express design response to context at different scales.



↑ Stewart Street setback creates an active open space



↑ Shift between podium and tower creates distinction and scale. Tower and podium forms respond to context.



↑ Additional carving further reduces mass and defines human scale at inhabited areas.

03: DESIGN RESPONSE / PODIUM MASSING AND EXPRESSION

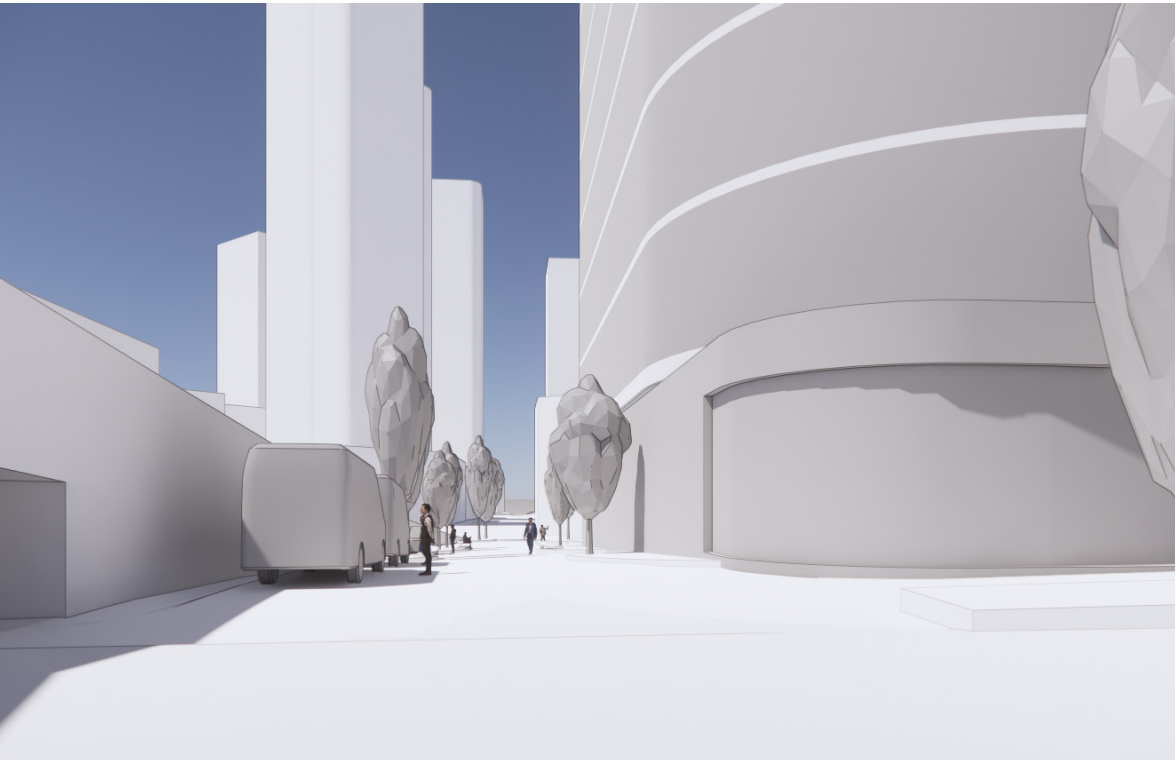
EDG3 Priorities & Board Recommendations /

3. Podium Massing and Expression

b. The Board agreed that the expression of the base at the southeast corner and at Lower Denny was unresolved, particularly where it appeared to become coplanar with the tower above. The Board agreed that the solution need not be the same strong horizontal delineation used elsewhere and that this could be resolved in a number of ways, including with materials and with areas where the tower expression could be carried down to grade. (DC2. DC2-3. DC2-4)

Design Response:

b. The base and tower relationship where the two are coplanar is resolved in a number of ways, including with changes in material expression, a clear horizontal element that reads as both "gasket" and "plane". The tower material also carries through in this zone, creating a "both/and" design that differentiates tower and podium within a unified overall design expression. The programming, detailing, and material treatments on each frontage create a human and civic scale appropriate to the character and improvements proposed for each street edge.



EDG 3

REC 1



















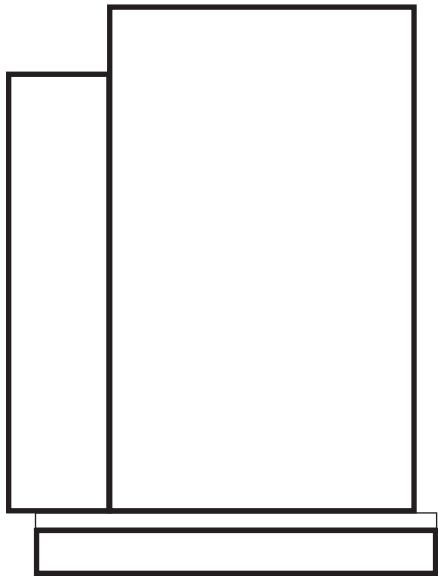
03: DESIGN RESPONSE / PODIUM MASSING AND EXPRESSION

EDG3 Priorities & Board Recommendations /
3. Podium Massing and Expression

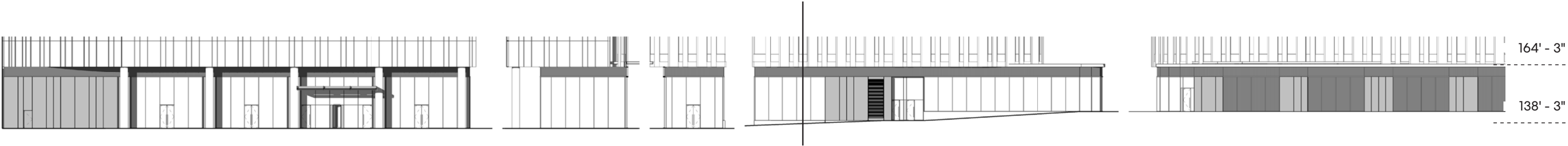
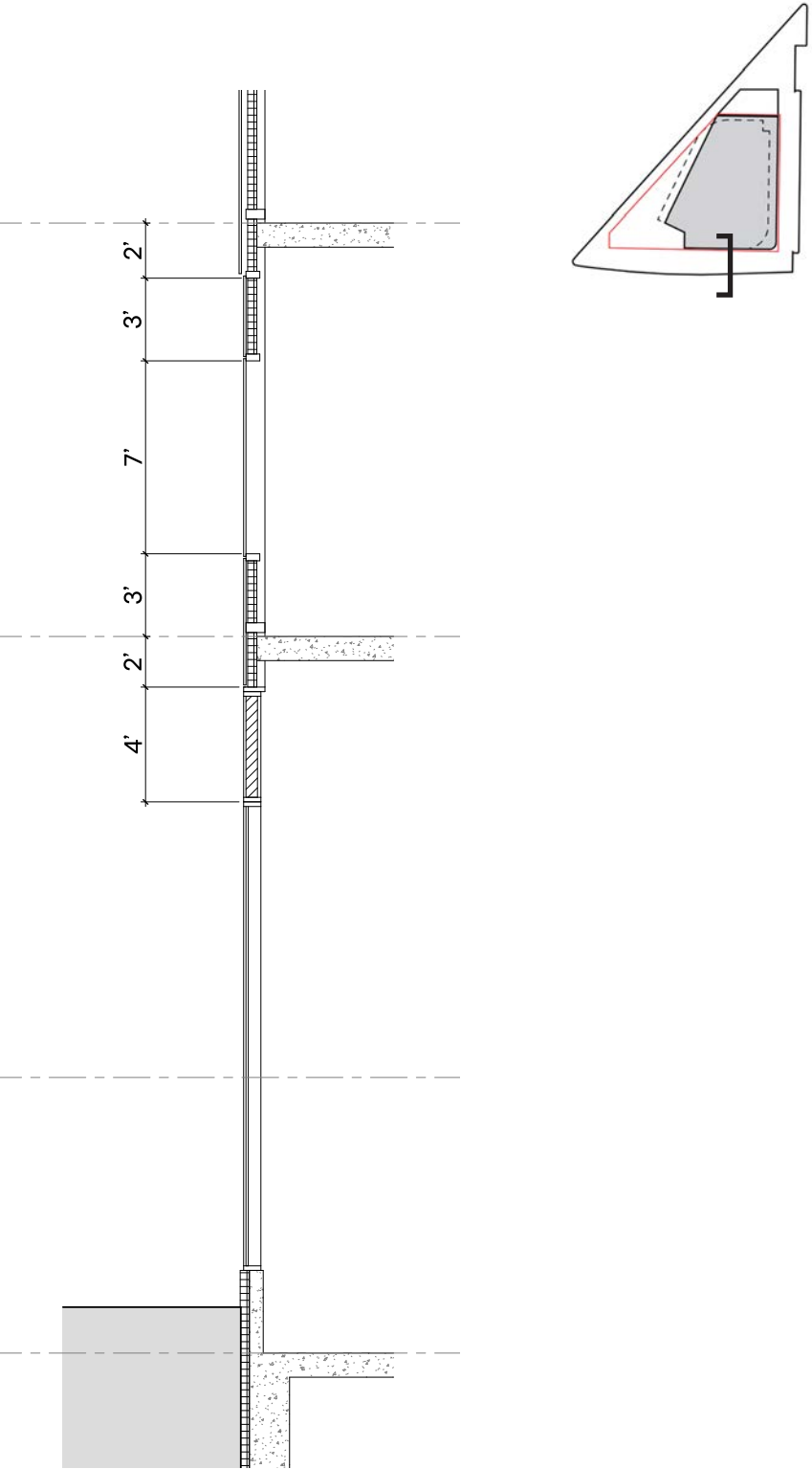
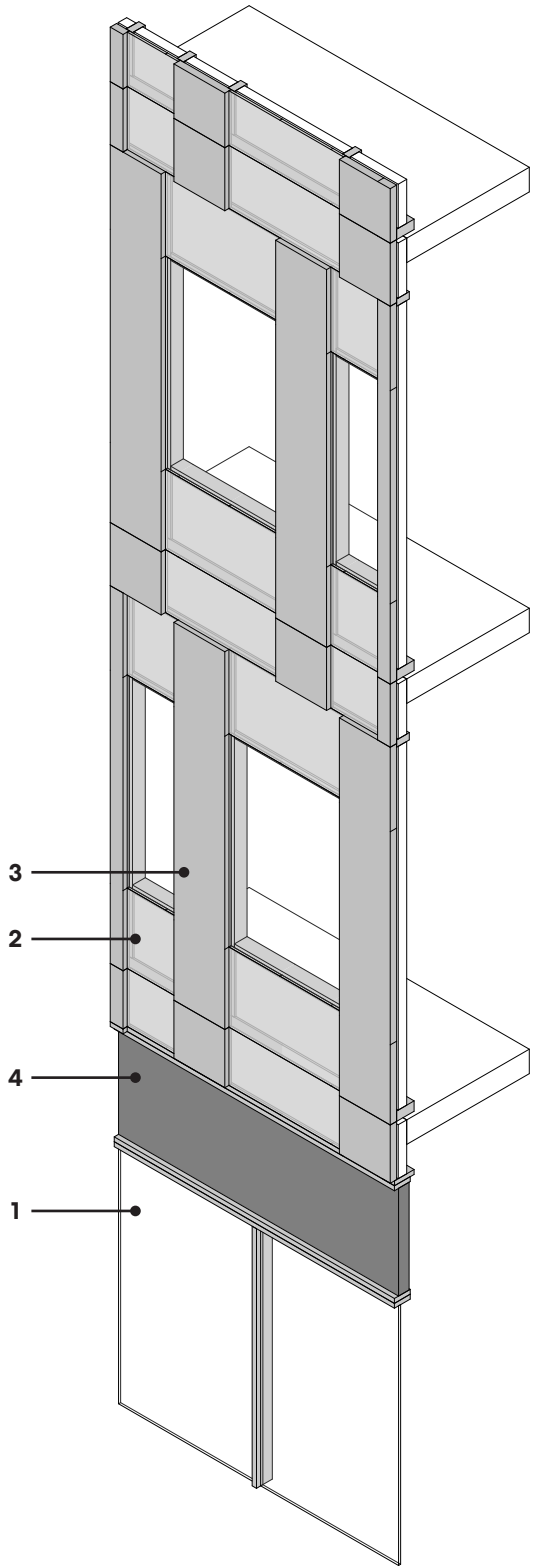
c. The Board noted what appeared to be a gasket between the base and tower on page 47 and agreed that if this were well executed it would have the potential to help resolve the transition between base and tower at that corner. (DC2, DC2-3, DC2-4)

Design Response:

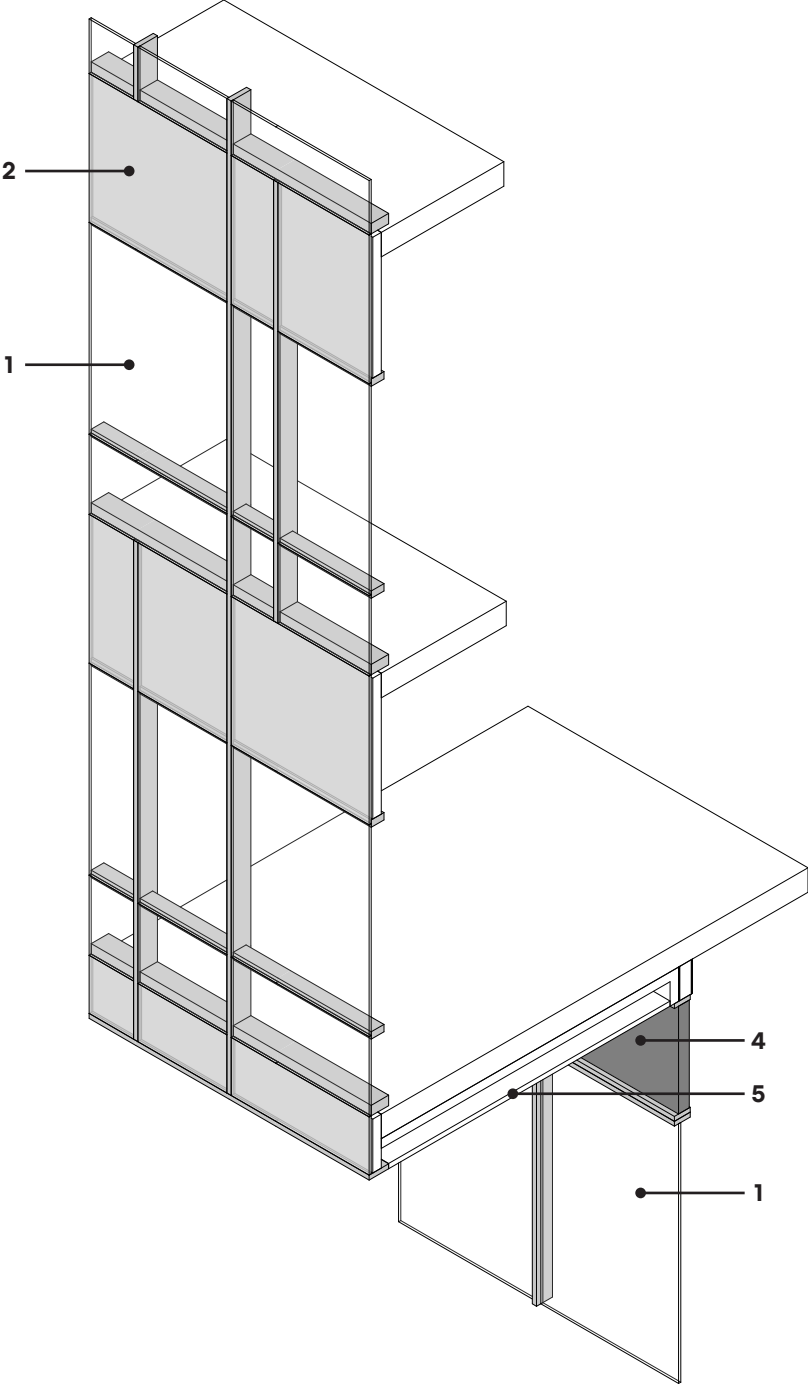
c. The gasket between the base and tower is executed as a key concept to resolve the transition between base and tower.



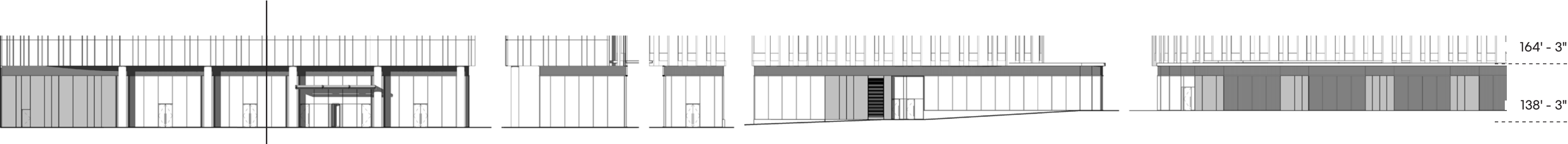
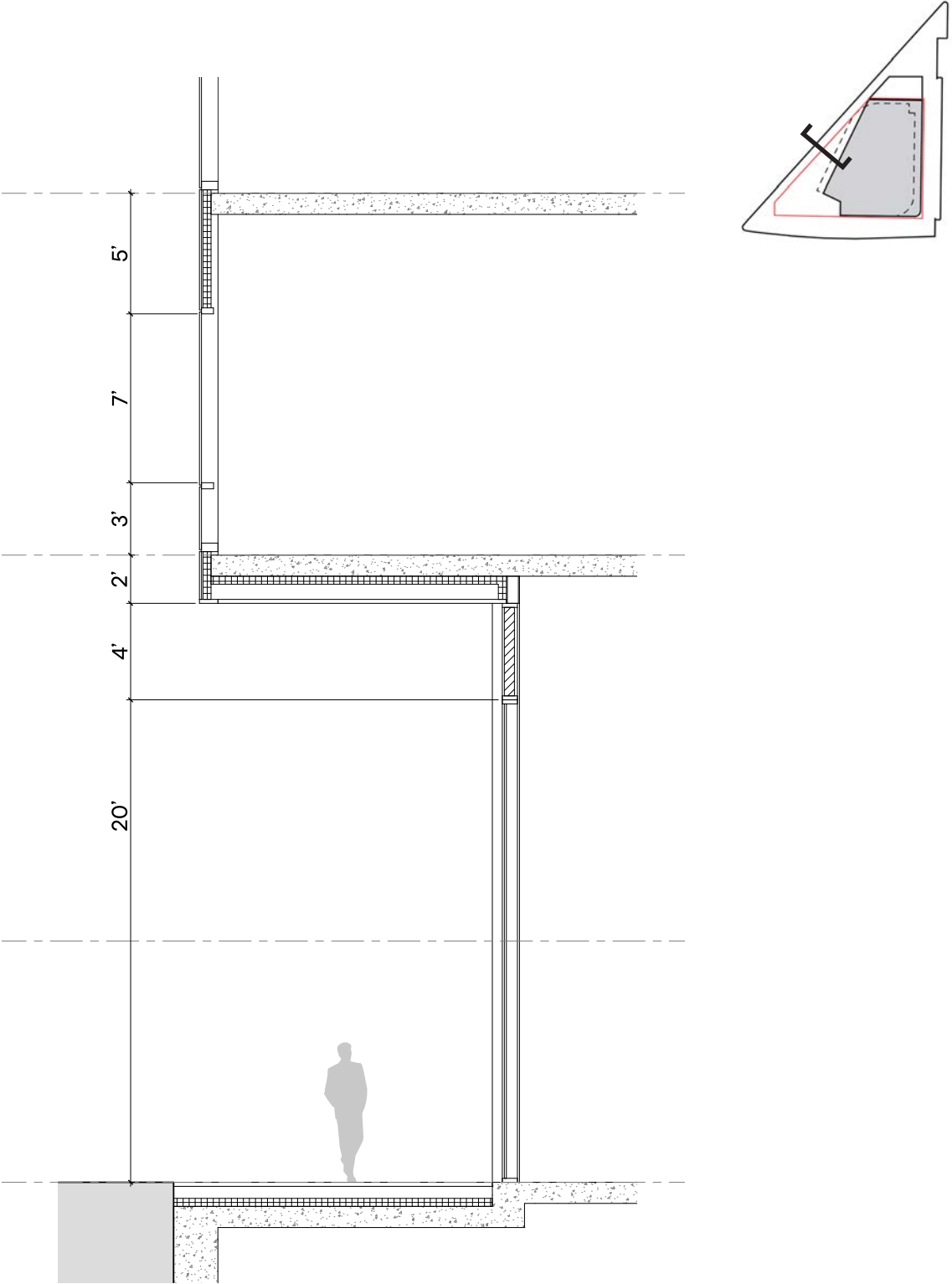
- 1. Vision glass
- 2. Spandrel
- 3. Metal panel
- 4. Perforated metal panel
- 5. 5. Wood soffit

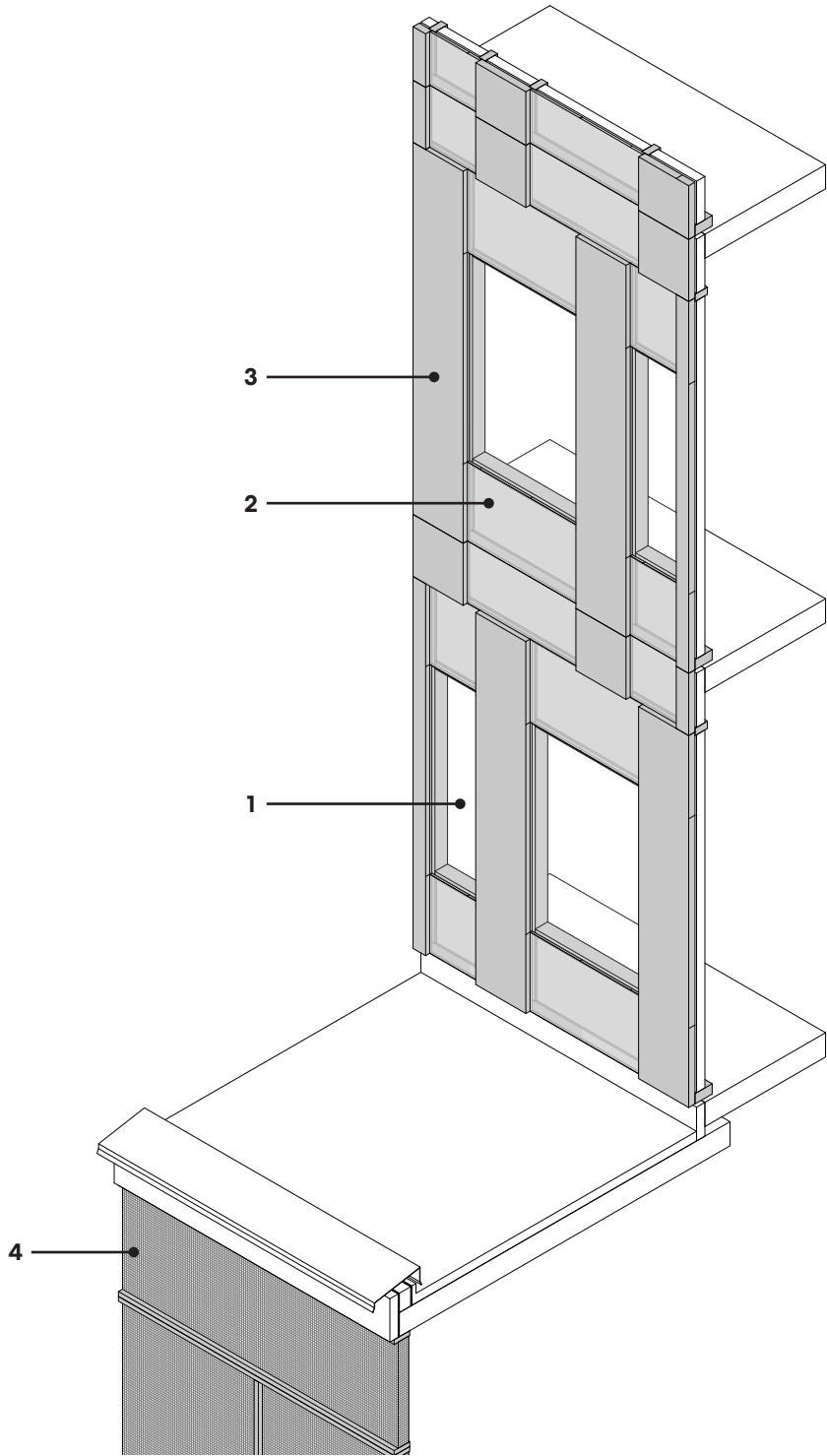


03: DESIGN RESPONSE / PODIUM MASSING AND EXPRESSION

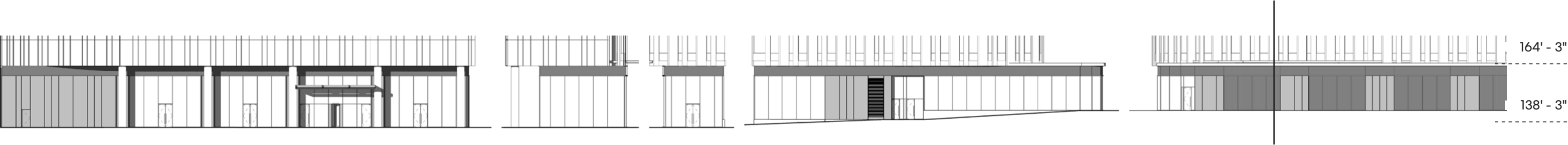
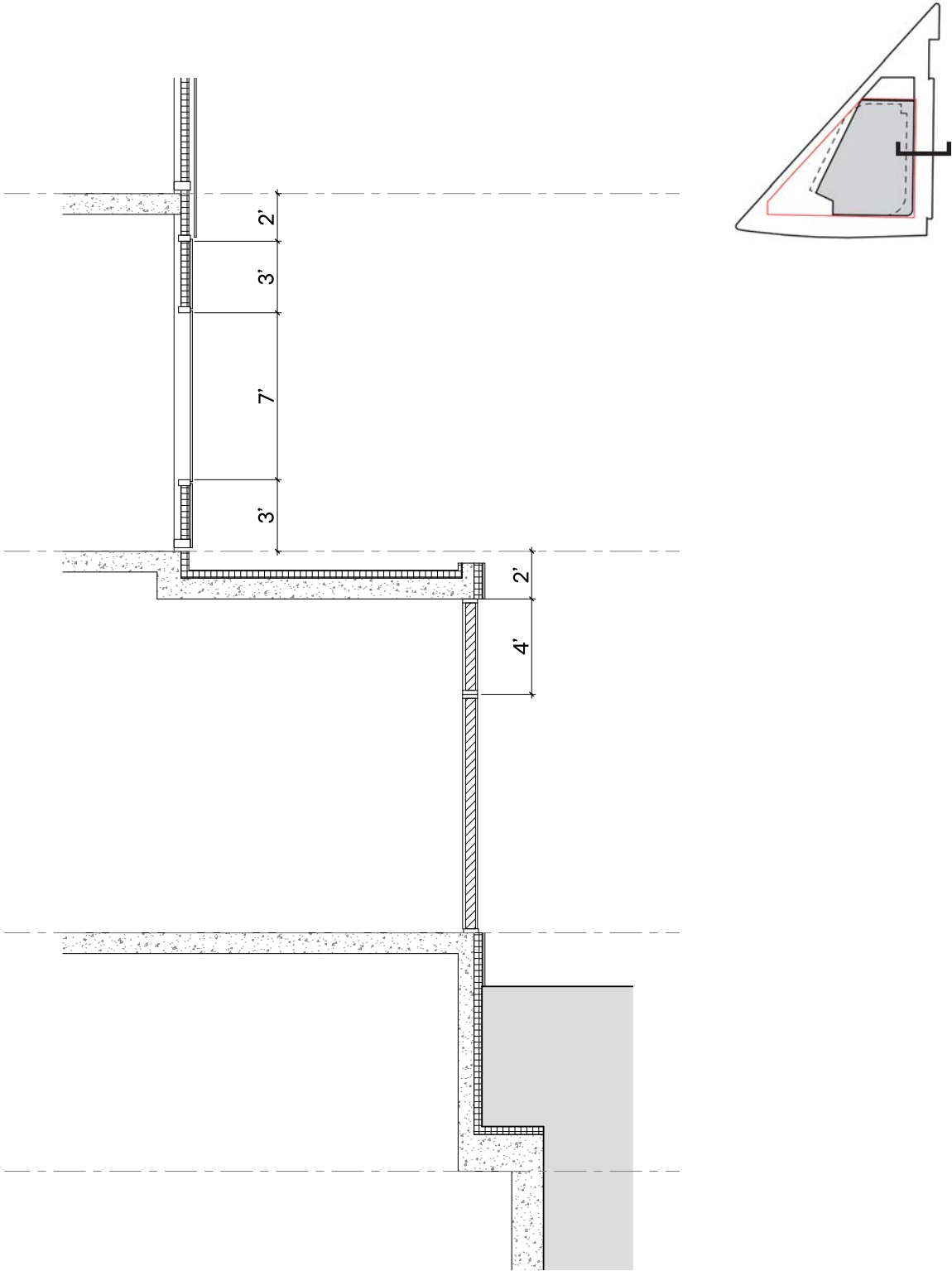


- 1. Vision glass
- 2. Spandrel
- 3. Metal panel
- 4. Perforated metal panel
- 5. Wood soffit



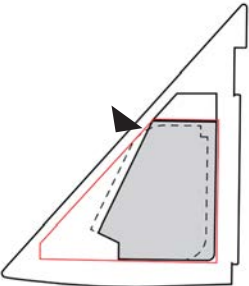


- 1. Vision glass
- 2. Spandrel
- 3. Metal panel
- 4. Perforated metal panel
- 5. Wood soffit



04. DESIGN RESPONSE: STREET EDGES

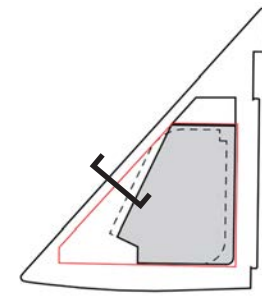
STEWART STREET - EXISTING



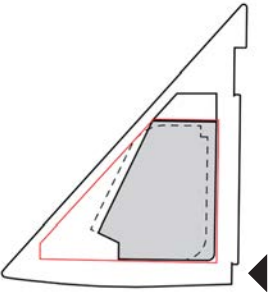
STEWART STREET - PROPOSED



STEWART STREET SECTION - PROPOSED



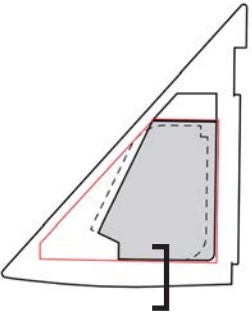
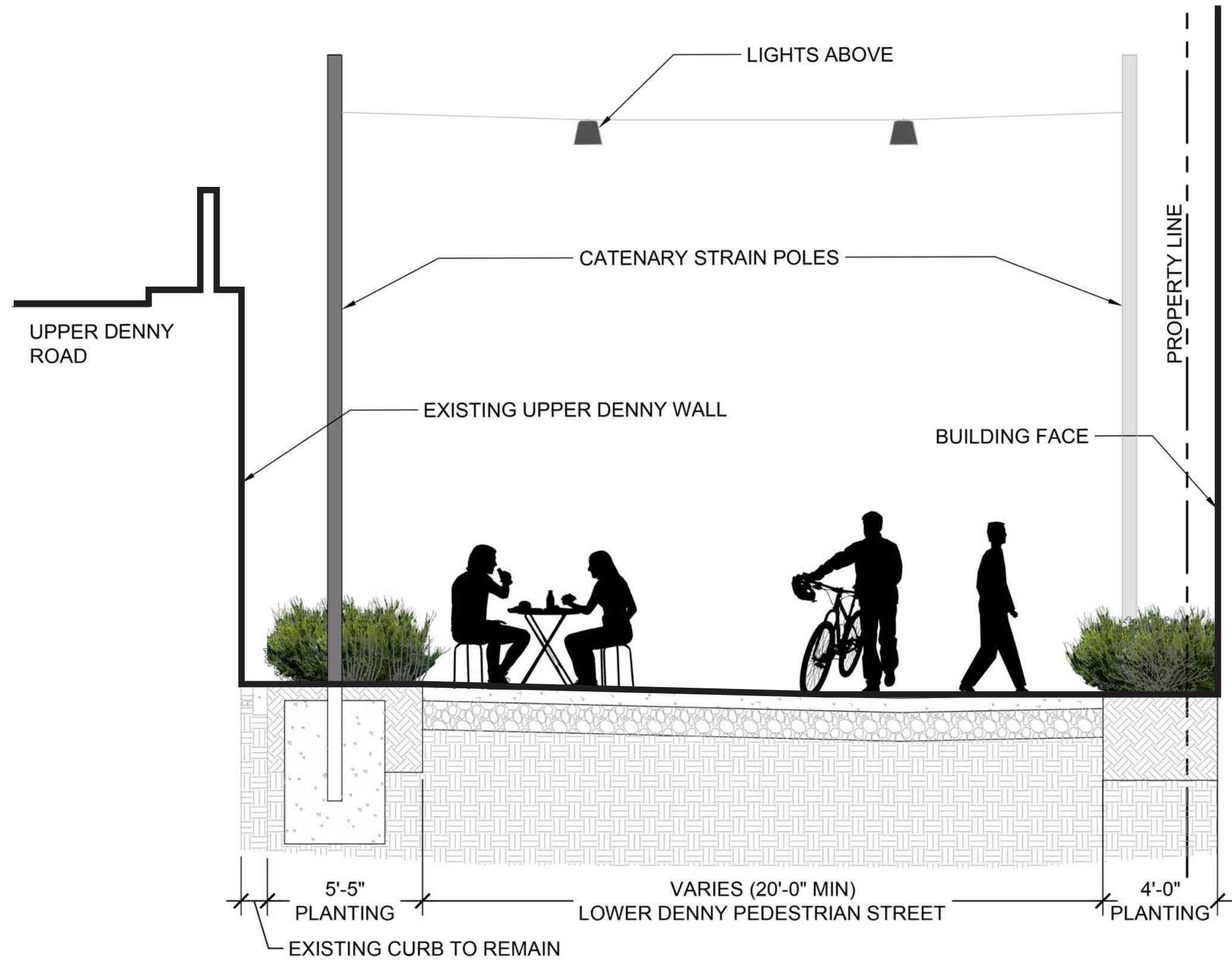
LOWER DENNY - EXISTING (LOOKING WEST)



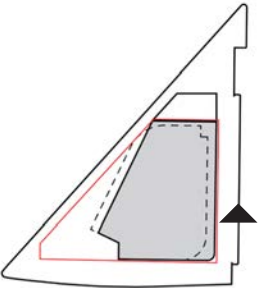
LOWER DENNY - PROPOSED PEDESTRIAN STREET
(LOOKING WEST)



LOWER DENNY WAY SECTION - PROPOSED



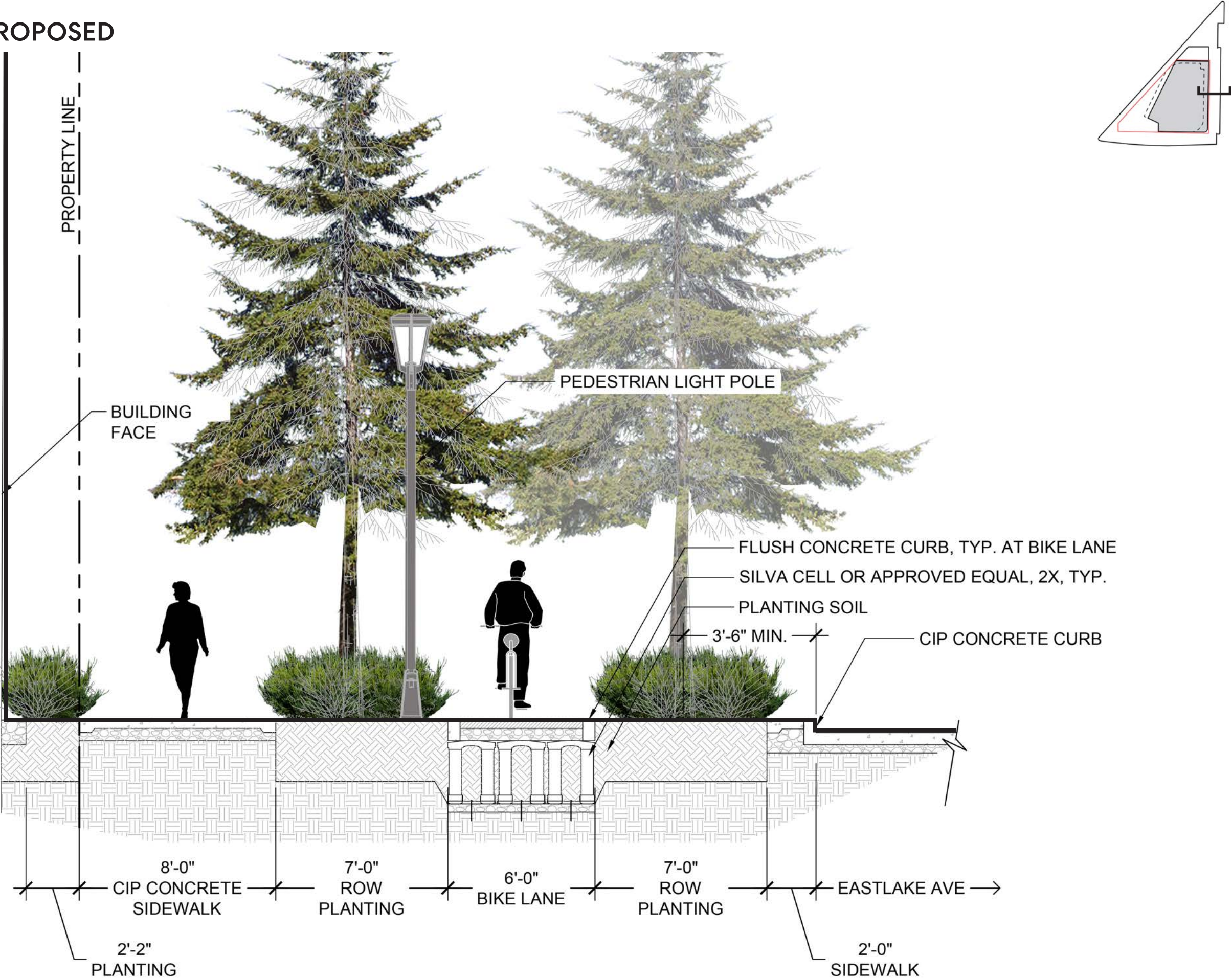
EASTLAKE AVE - EXISTING



EASTLAKE AVE - PROPOSED



EASTLAKE AVE SECTION - PROPOSED



04: DESIGN RESPONSE / STREET EDGES

HARDSCAPE & FURNITURE PALETTE



Sidewalks: SDOT Standard ROW Concrete Paving, Sandblast Finish



Stairs: Precast Concrete Stair Treads



Podium Paving: 2' x 1' Concrete Unit Paver



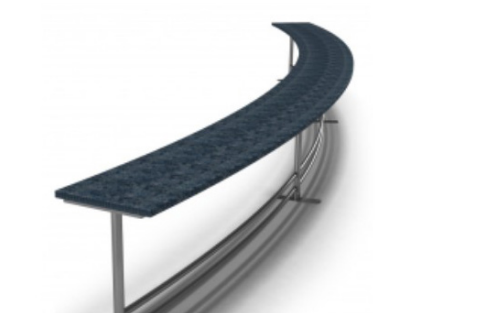
Bike Lane: Asphalt with 6" Flush Concrete Curb either side



Lower Denny Way: Concrete Paving, Integral Color, Saw-cut Joints, Sandblast Finish



Fixed Linear Benches: Precast Concrete Seat, Painted Steel Supports w/ Integrated Lighting



Fixed Linear Drink Rails: Precast Concrete Top Rail, Painted Steel Supports w/ Integrated Lighting



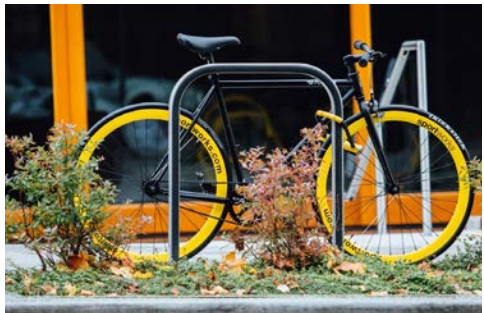
Painted Steel Handrail with Integrated Lighting



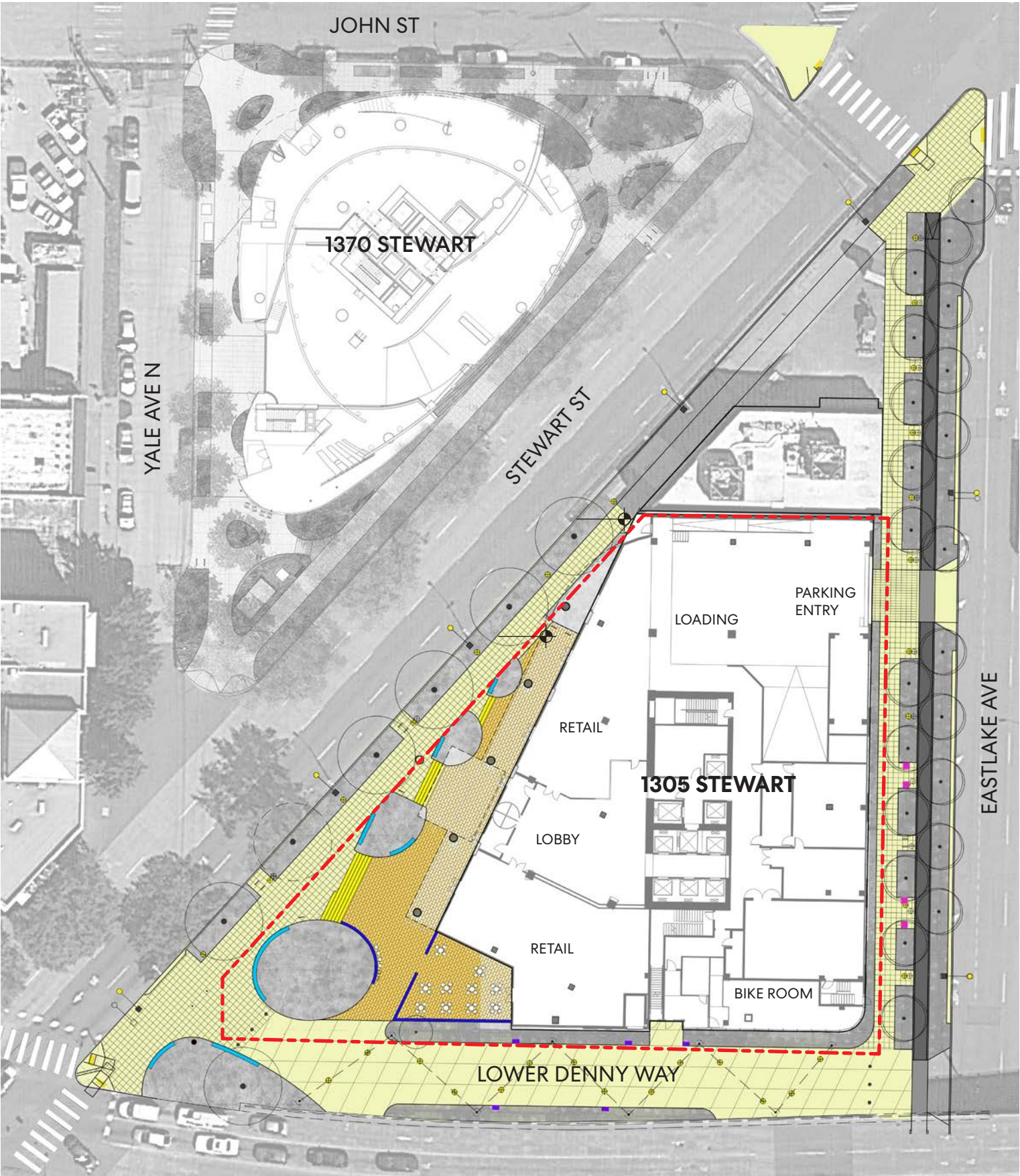
Fixed Bench: Strata Beam Bench by Landscape Forms, 31" length



Fixed Bench: Fortunato by Landscape Forms, 30" length



Bike Racks: Tofino by Sportworks



PLANTING PALETTE



Stewart Street Tree
Liquidambar styraciflua



Stewart Street Tree
Taxodium distichum var. imbricarium

Stewart Street Mix



Baccharis pilularis
'Pidgeon Point'



Lonicera pileata



Phlomis russeliana



Sesleria autumnalis



Iris tenax



Spirea betulifolia 'Lucida'

Bioretention Planting Mix



Deschampsia cespitosa



Carex densa



Deschampsia cespitosa



Myrica gale



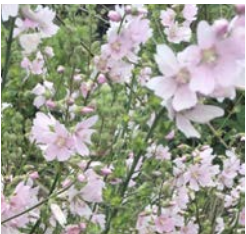
Artemisia douglasiana



Anaphalis margaritacea



Zauschneria 'Bowman's Hybrid'



Sidalcea campestris



Penstemon rydbergii



Geranium oreganum



Solidago lepida

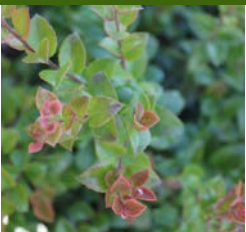


Eriophyllum lanatum

Eastlake Ave & Denny Way Mix



Polystichum munitum



Vaccinium ovatum



Mahonia nervosa



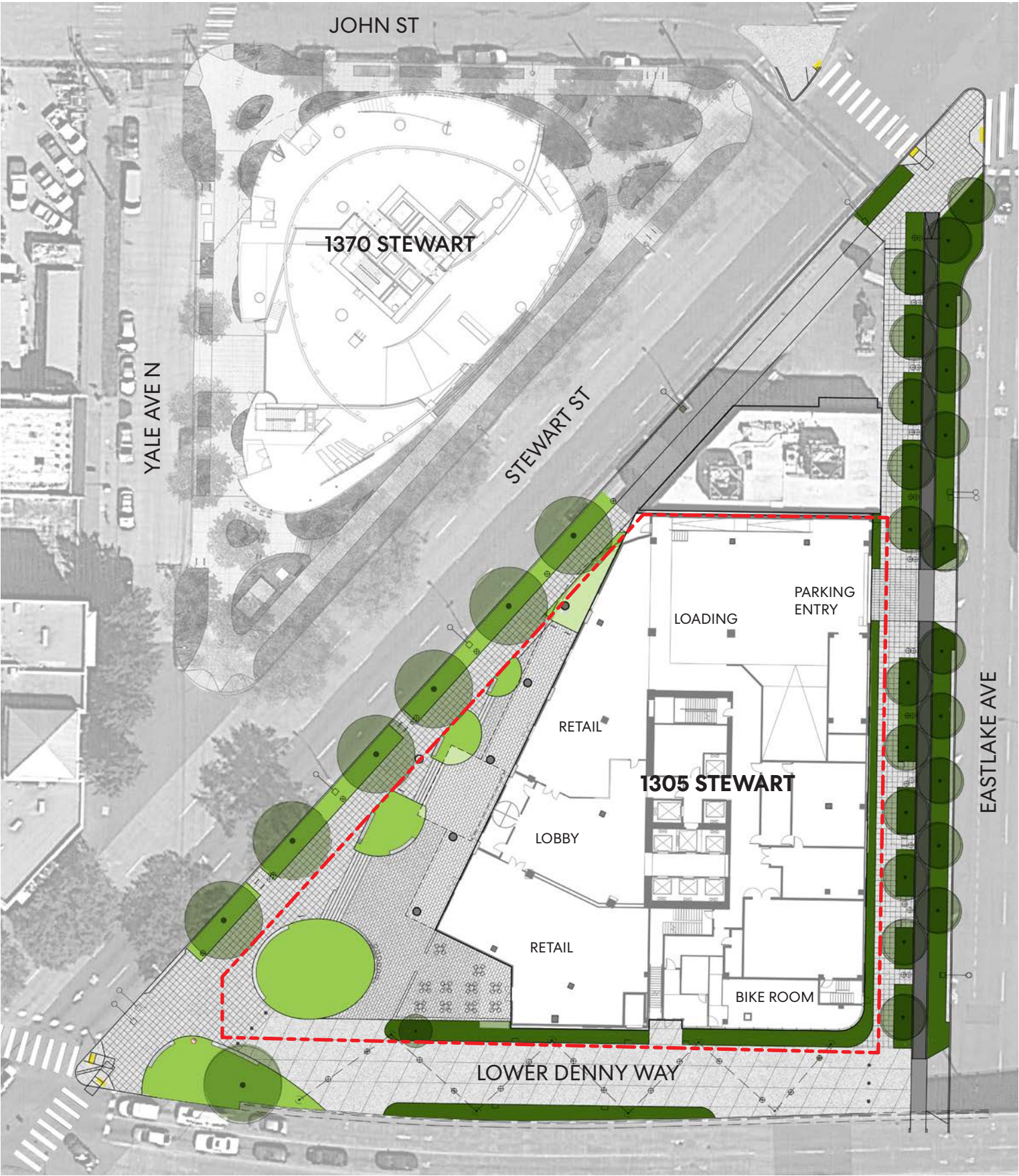
Geum 'Totally Tangerine'



Epimedium 'Thunderbolt'



Lonicera pileata



SIGNAGE



① Building name



② Building number



③ Retail



SIGNAGE

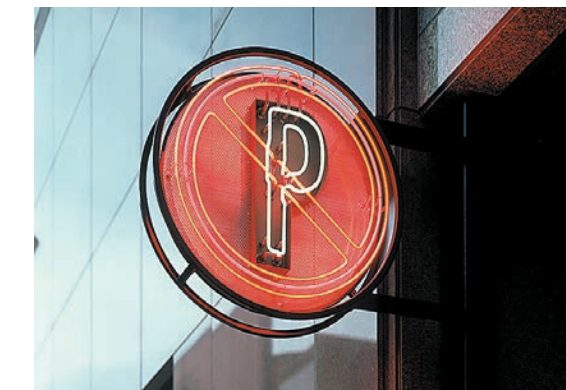
① Building number



② Retail signage



③ Parking and loading



④ Bicycle parking

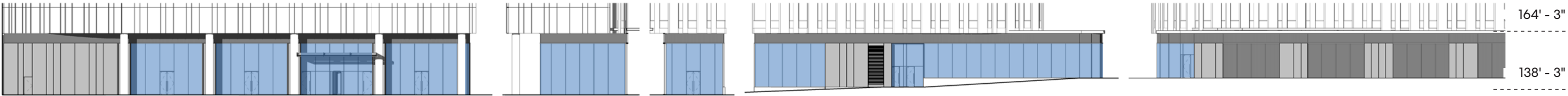
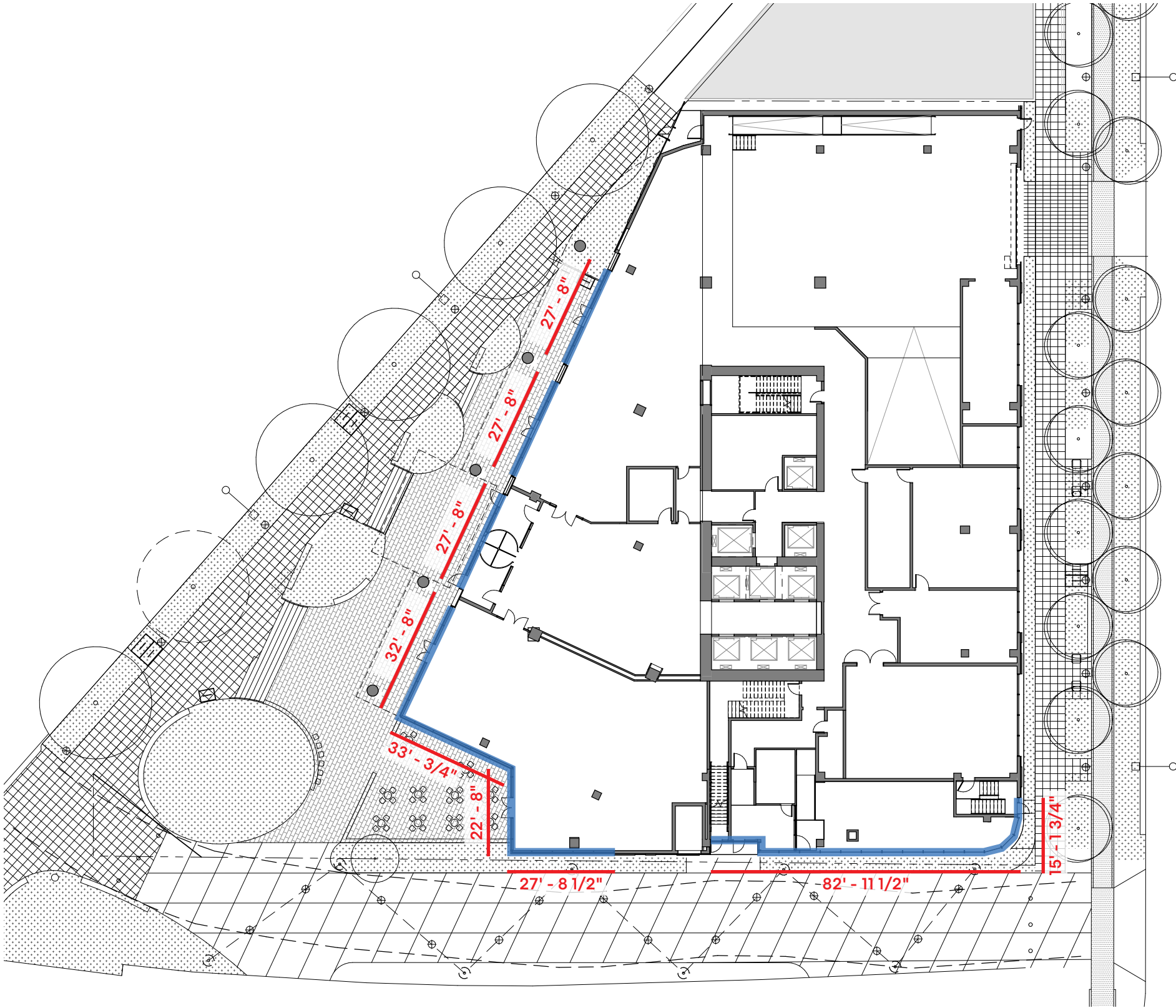


EDG3 Priorities & Board Recommendations /
4. Street Edges

b. The Board supported the intent of significant glazing shown at the street edge on Stewart Street and agreed that although this section of Stewart St is not a primary draw for pedestrians, the inclusion of glazing and active uses would help create a safer and more engaging pedestrian environment. (CS2-B, PL2-B, PL2-2, PL1-B)

Design Response:

b. Significant glazing at the street edge on Stewart Street has been developed to support active uses to help create a safer and more engaging pedestrian environment.



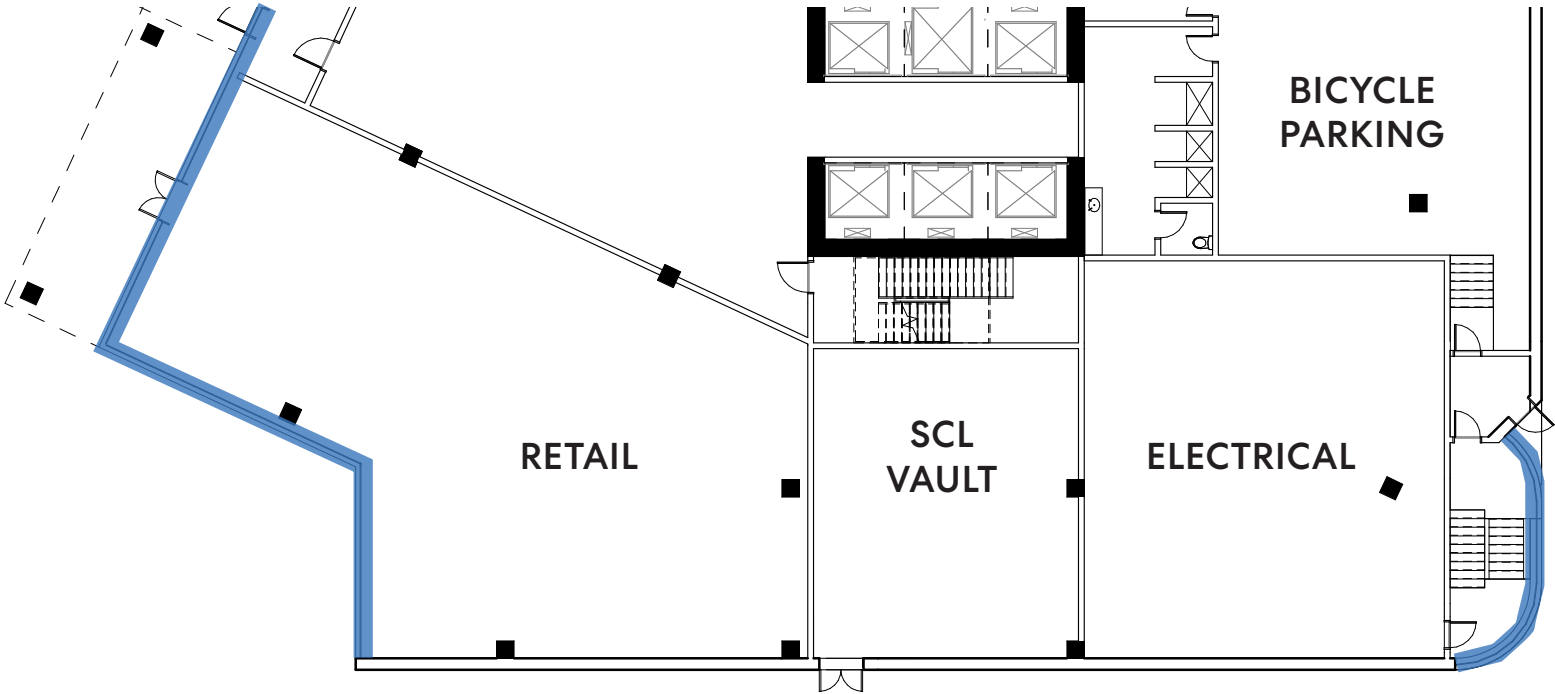
04: DESIGN RESPONSE / STREET EDGES

EDG3 Priorities & Board Recommendations /
4. Street Edges

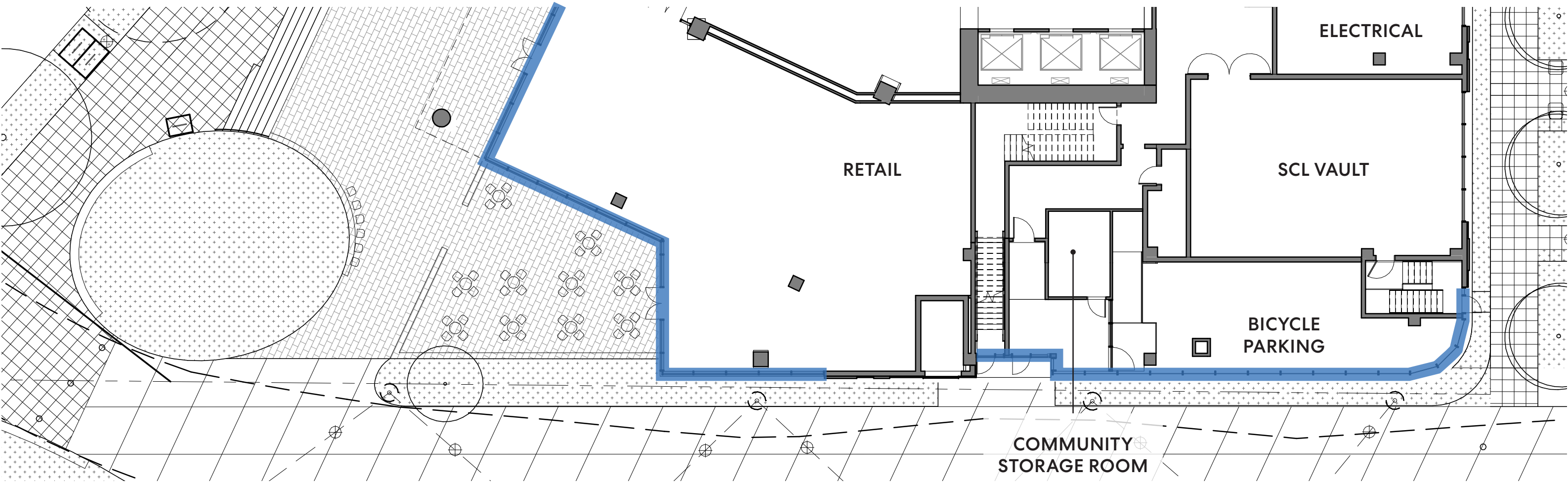
c. The Board supported the rounded corner at Lower Denny and Eastlake Avenue and encouraged the applicant to further round this corner, as it shortened the visual distance between Eastlake Avenue and Stewart Street and created clearer sightlines for pedestrian safety. (PL1-B)

Design Response:

c. The rounded corner at Lower Denny and Eastlake Avenue has been developed and enhanced through programming, planning, and design to create a welcoming feature at this corner.



EDG 3



REC 1



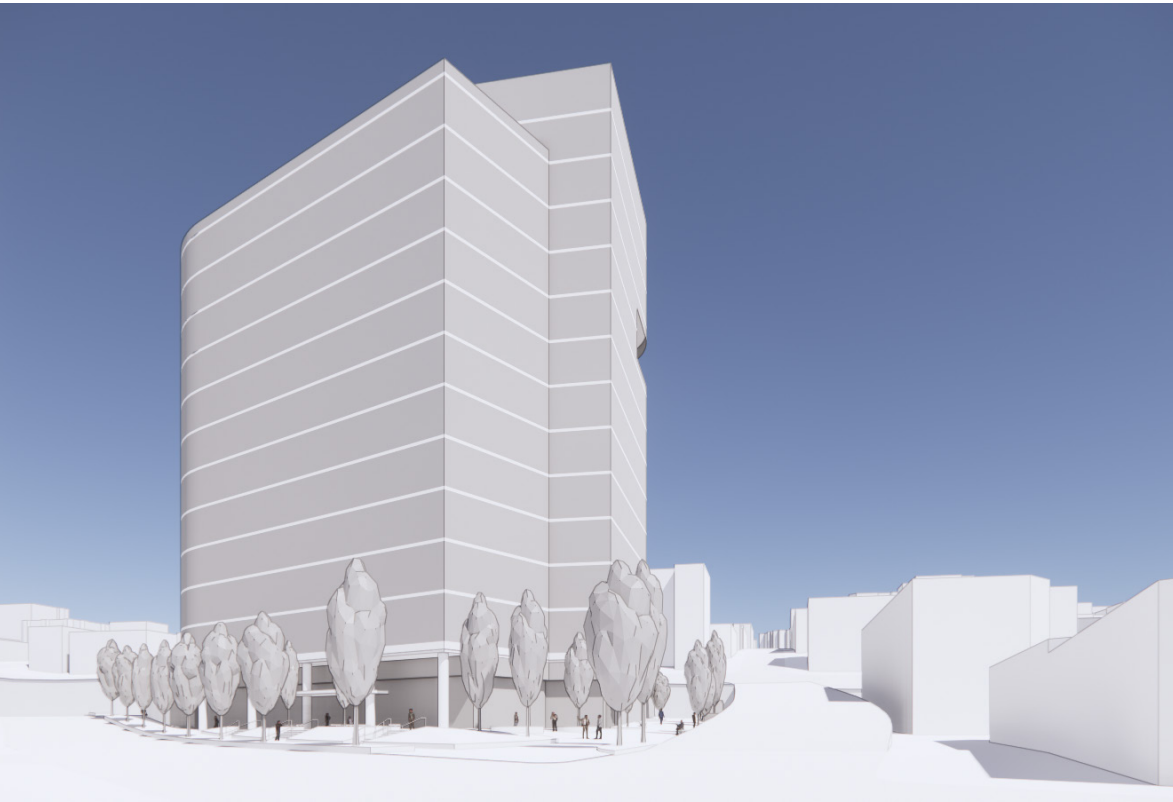
05. DESIGN RESPONSE: DESIGN DEVELOPMENT

EDG3 Priorities & Board Recommendations /
5. Design Development

a. The Board supported the proposed massing, particularly the carved corner at northeast that helps define the two volumes and the large upper level setback on the east facade that has the potential to provide intermediate scale. (DC2, DC2-3, DC2-4)

Design Response:

a. The proposed massing has been maintained and refined. Materials and details reinforce a cohesive architectural expression that is composed at many scales and responds to its context.



EDG 3



REC 1



EDG 3



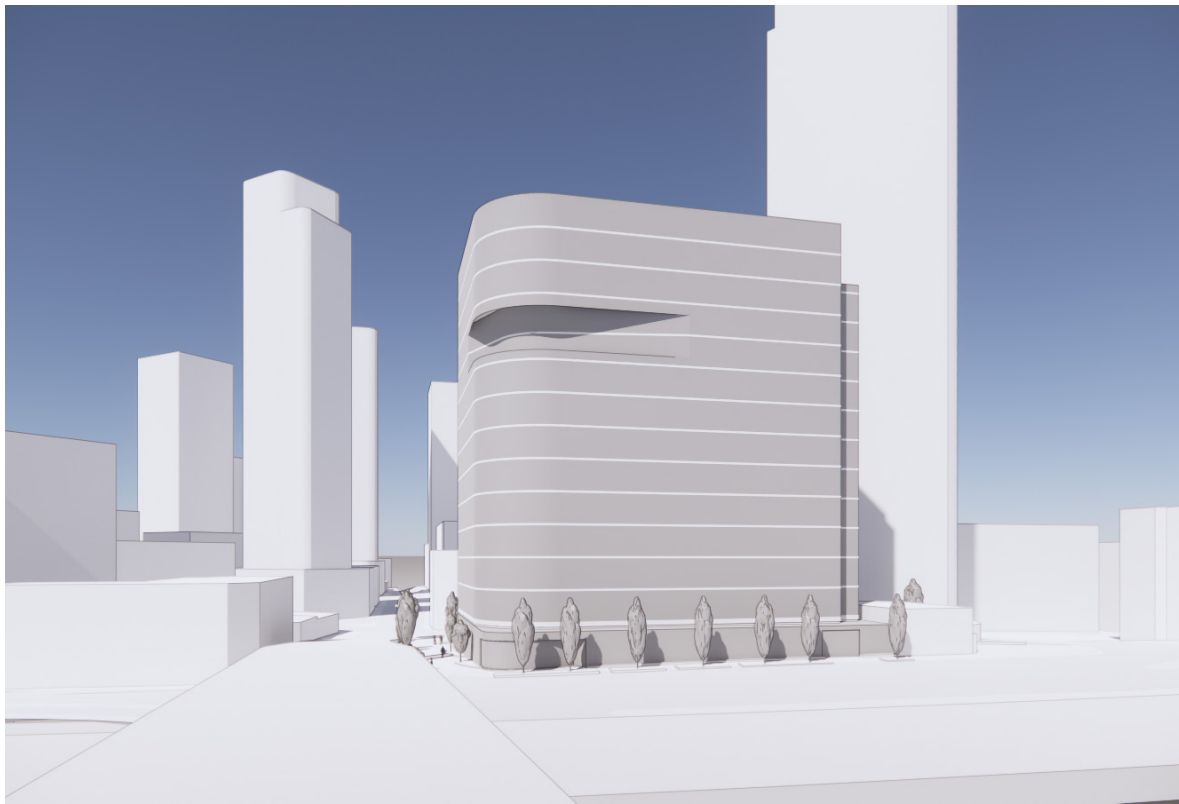
REC 1

EDG3 Priorities & Board Recommendations /
5. Design Development

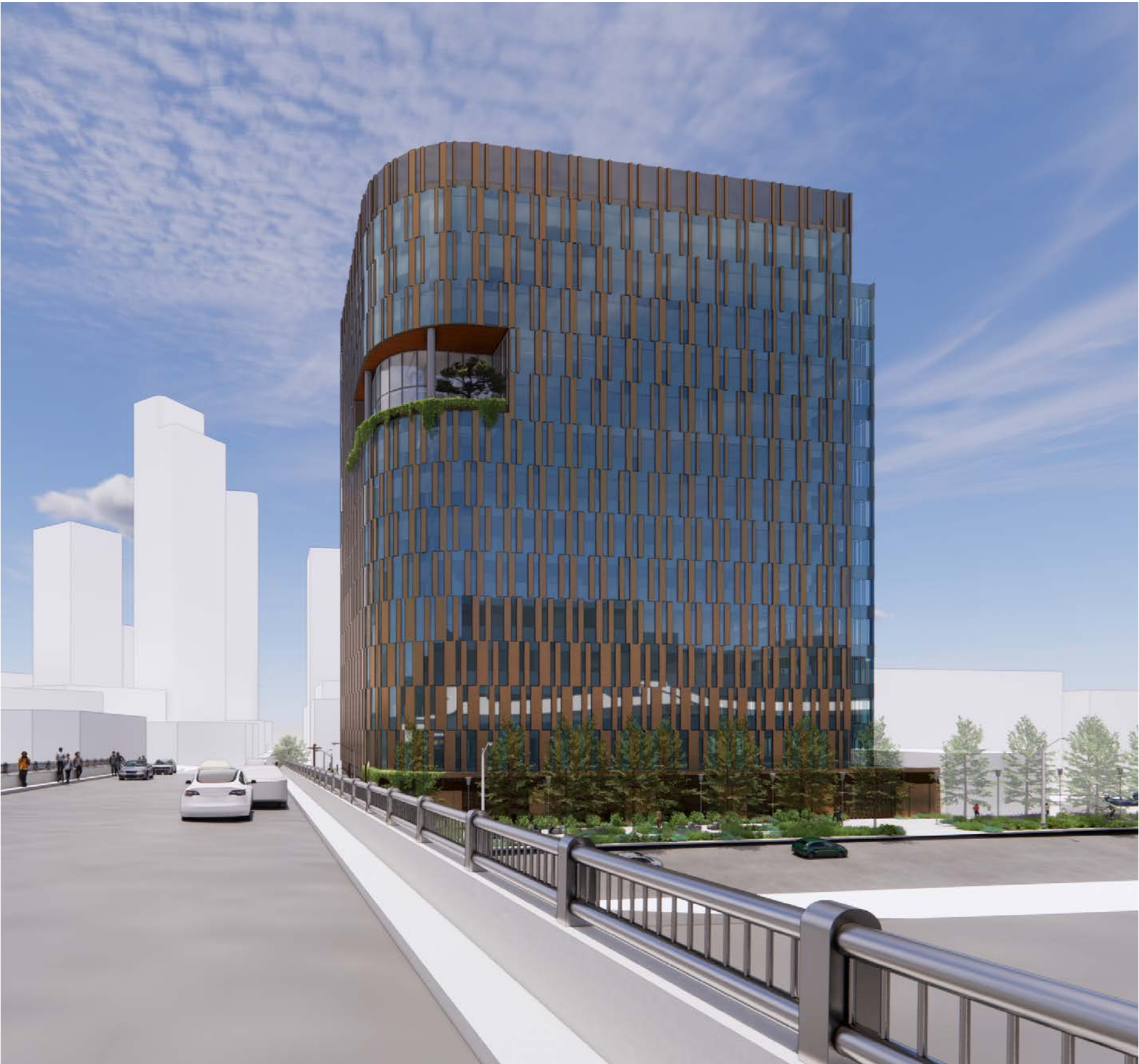
b. The Board strongly supported the architectural character of the precedent images provided on page 53 and appreciated the intent demonstrated in the accompanying sketches. The Board agreed that a similar level of depth, shadow and texture would be required in these large facades to create legible scale elements as called for in the Design Guidelines. (DC2-B, DC2-C, DC2-D, DC2-4, DC2-5, DC2-6)

Design Response:

b. The design incorporates depth, shadow, texture, and composition to create a legible scale design statement that responds to the physical and natural environment. The exterior materials have been selected to create a sense of warmth and distinction and to react with light and shadow to accentuate the building forms. The palette is meant to evoke a crafted northwest feel.



EDG 3

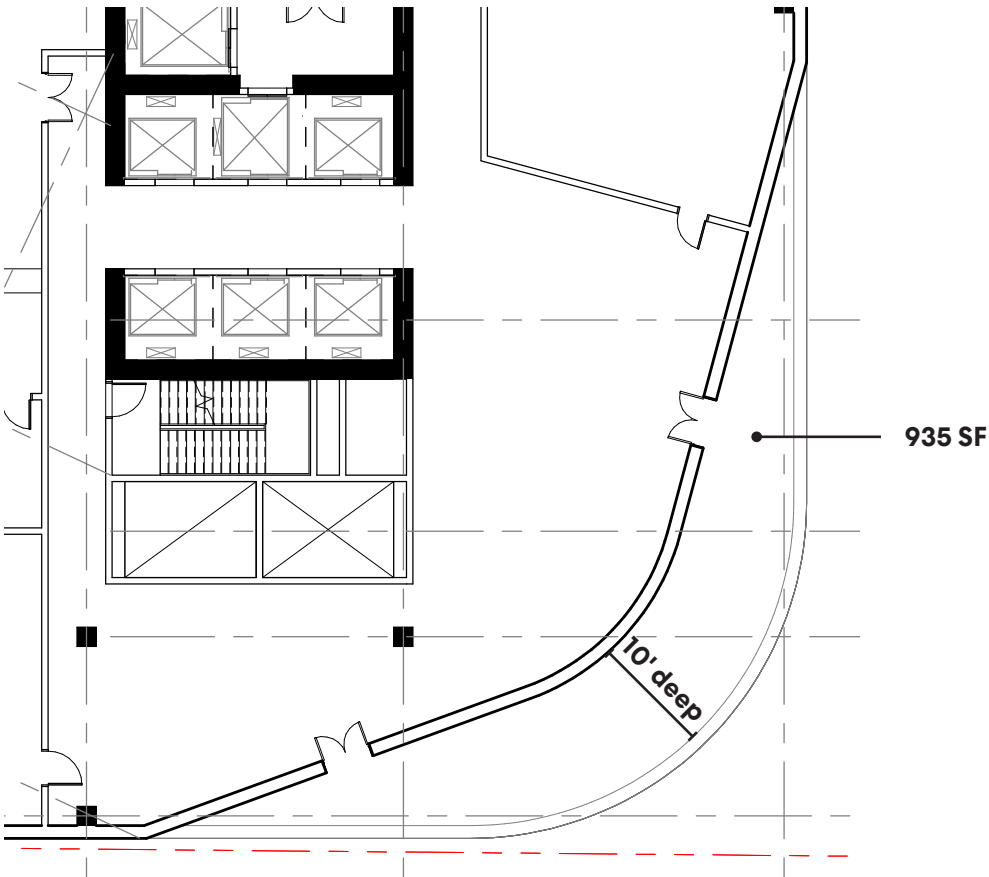
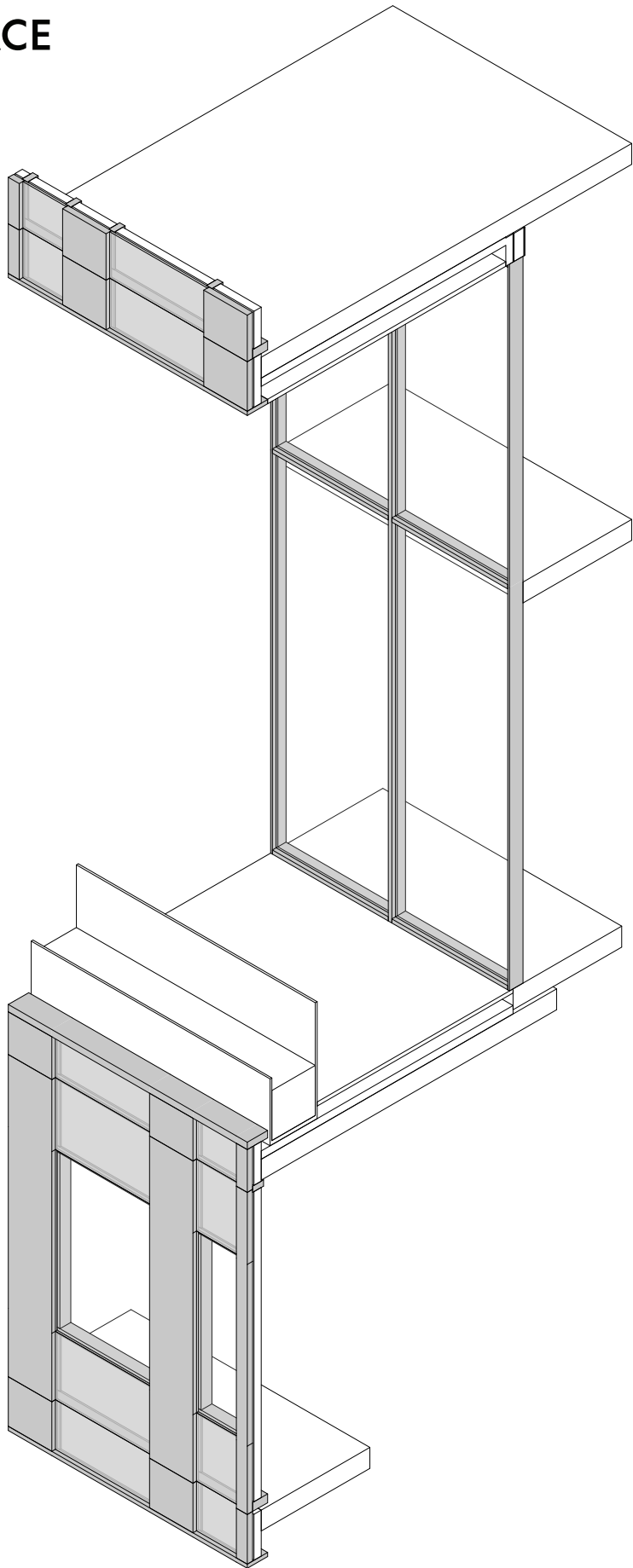


REC 1

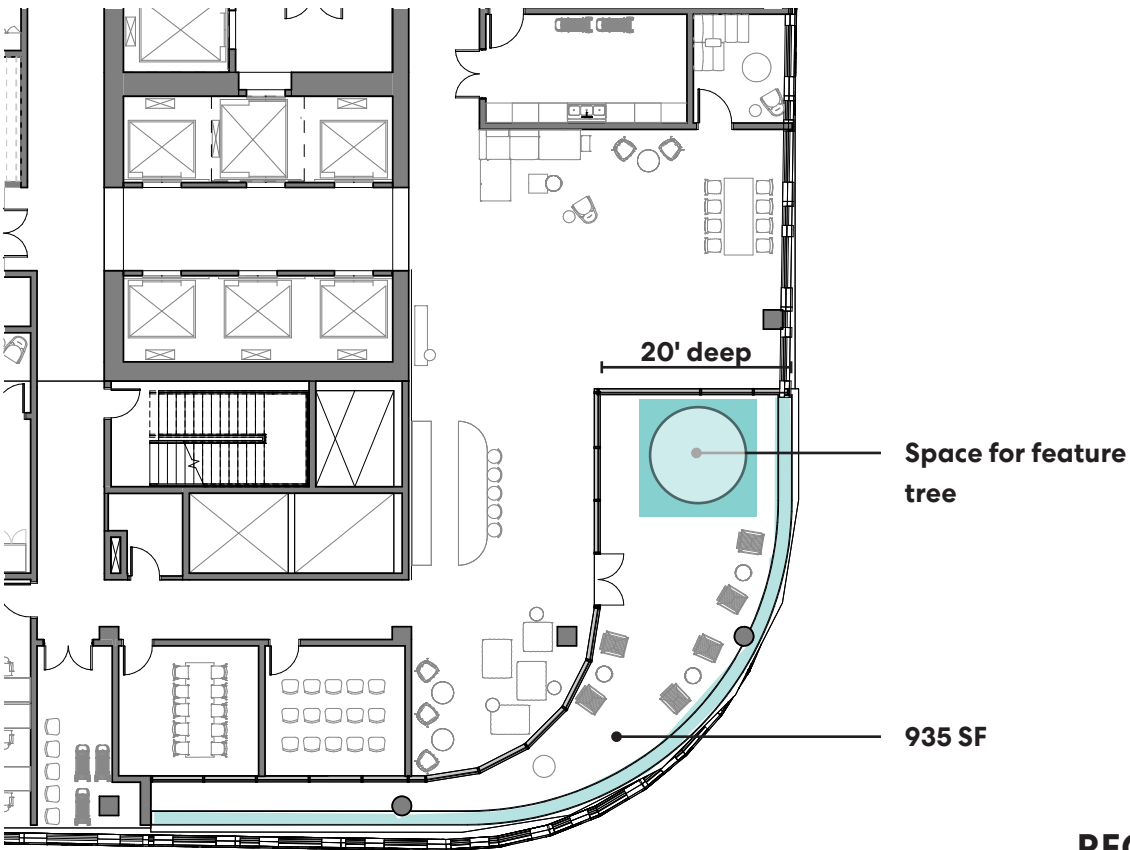
LEVEL 11 TERRACE : VIEW FROM INTERIOR



LEVEL 11 TERRACE



EDG 3



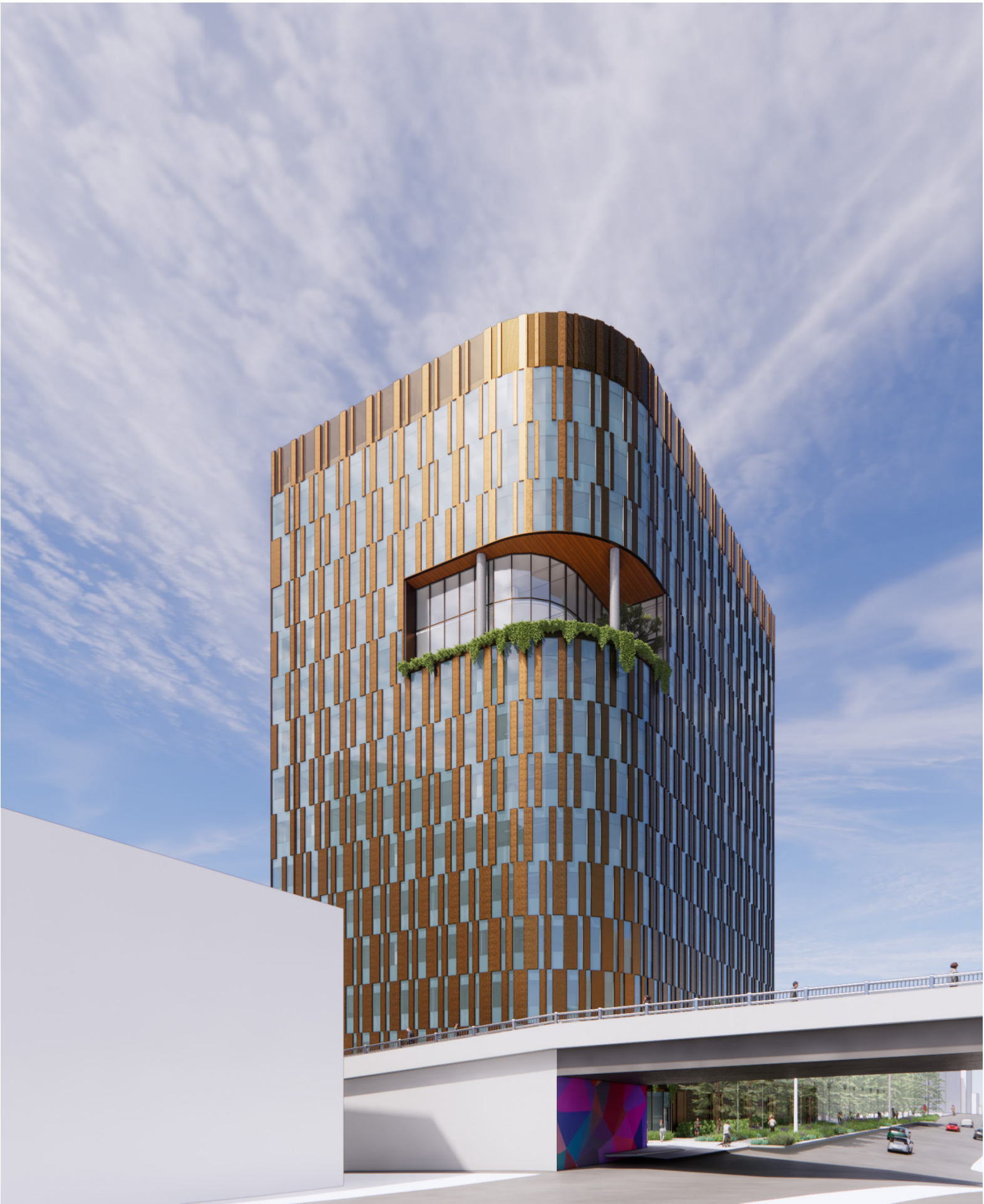
REC 1

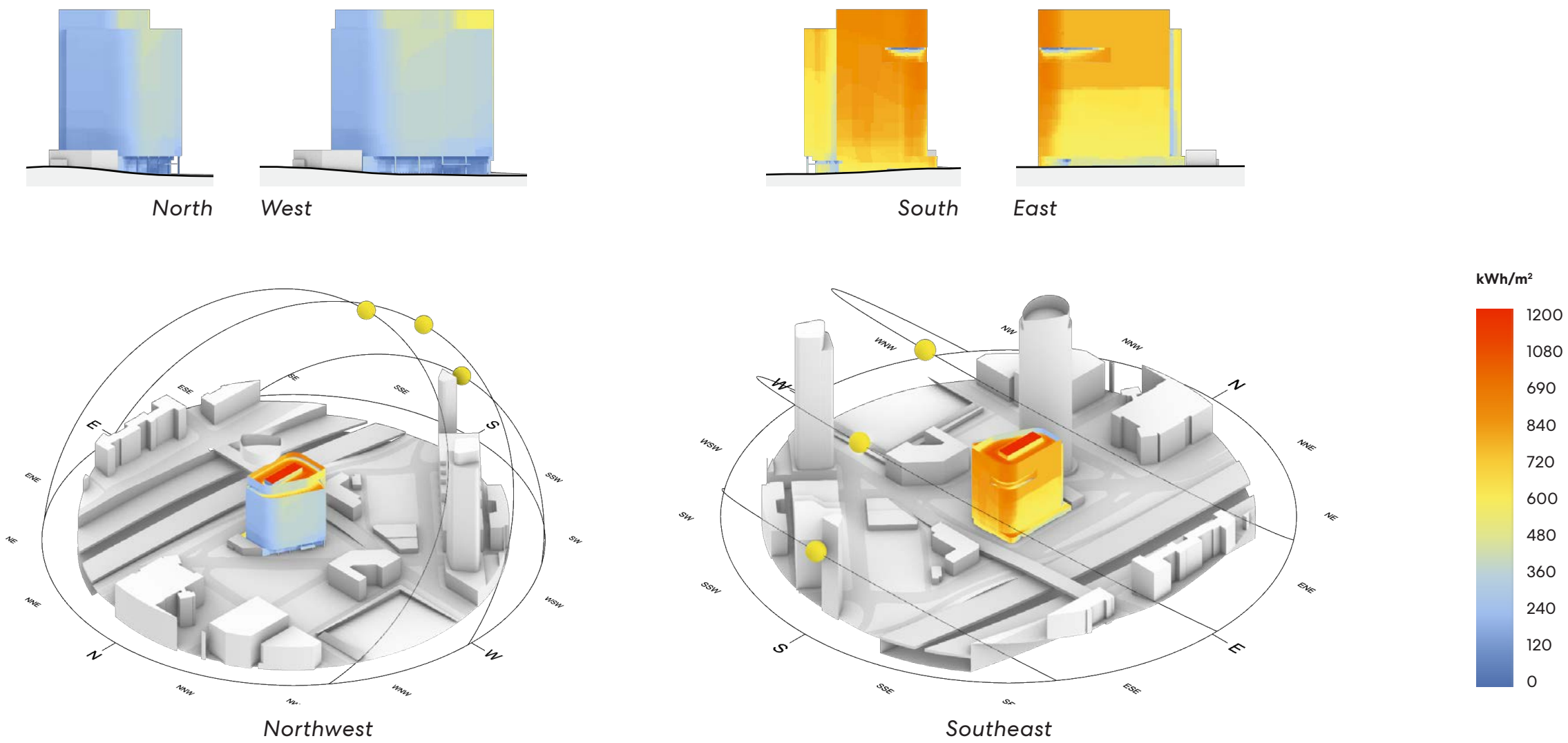
EDG3 Priorities & Board Recommendations /
5. Design Development

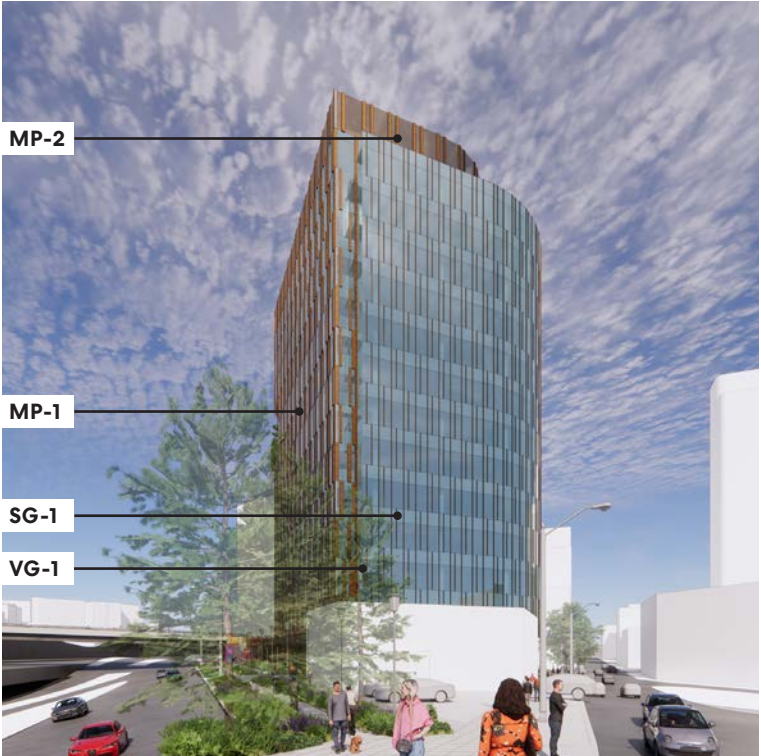
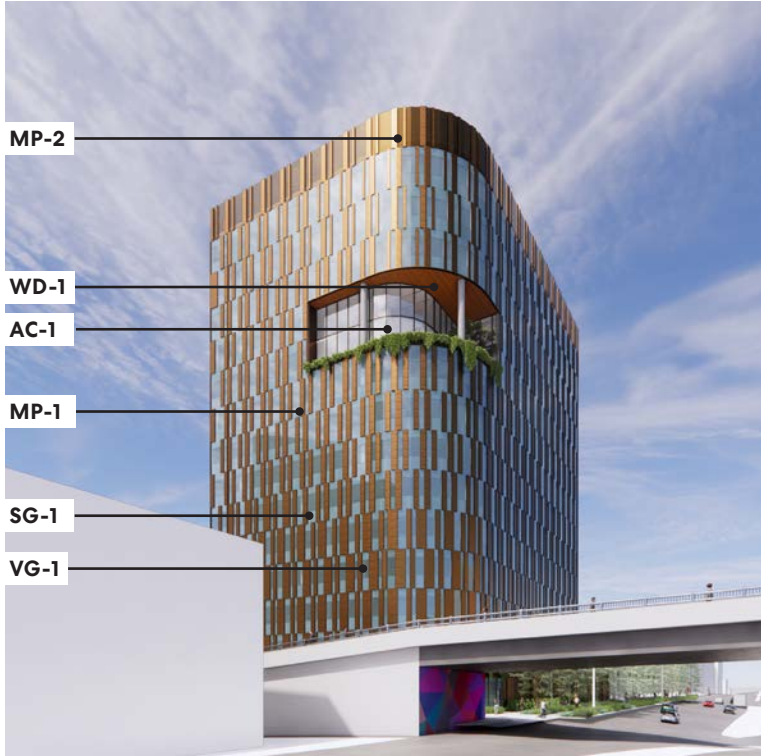
b. The Board strongly supported the architectural character of the precedent images provided on page 53 and appreciated the intent demonstrated in the accompanying sketches. The Board agreed that a similar level of depth, shadow and texture would be required in these large facades to create legible scale elements as called for in the Design Guidelines. (DC2-B, DC2-C, DC2-D, DC2-4, DC2-5, DC2-6)

Design Response:

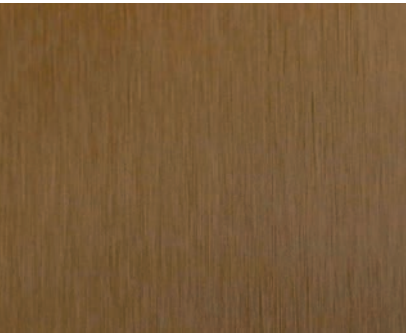
b. The design incorporates depth, shadow, texture, and composition to create a legible scale design statement that responds to the physical and natural environment. The exterior materials have been selected to create a sense of warmth and distinction and to react with light and shadow to accentuate the building forms. The palette is meant to evoke a crafted northwest feel.







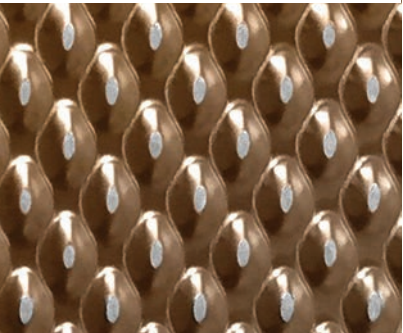
MP-1
(Metal Panel, Mullion to match)



WD-1
("wood look"Sublimated Aluminum)



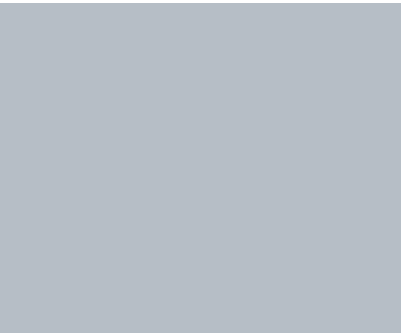
MP-2
(Perforated Metal Panel)



AC-1
(Architectural Concrete)



VG-1
(Vision Glass)

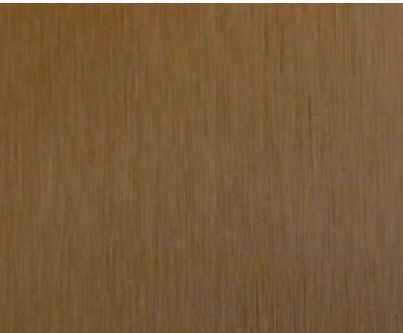


SG-1
(Spandrel, opaque color match VG-1)





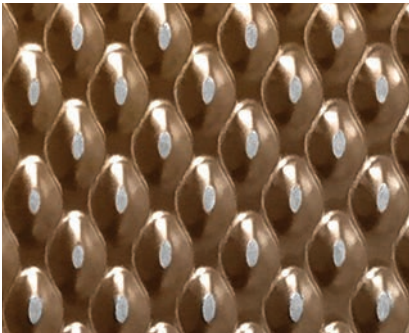
MP-1
(Metal Panel, Mullion to match)



WD-1
("wood look" Sublimated Aluminum)



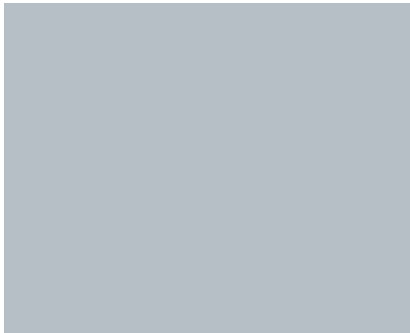
MP-2
(Perforated Metal Panel)



AC-1
(Architectural Concrete)



VG-1
(Vision Glass)



SG-1
(Spandrel, opaque color match VG-1)





Ulven Terrasse Oslo
LÉVA Urban Design
www.ruukki.com



Folk Art Museum
Tod Williams and Billy Tsien



Bowdoin Museum of Art
Machado & Silvetti
www.azahner.com



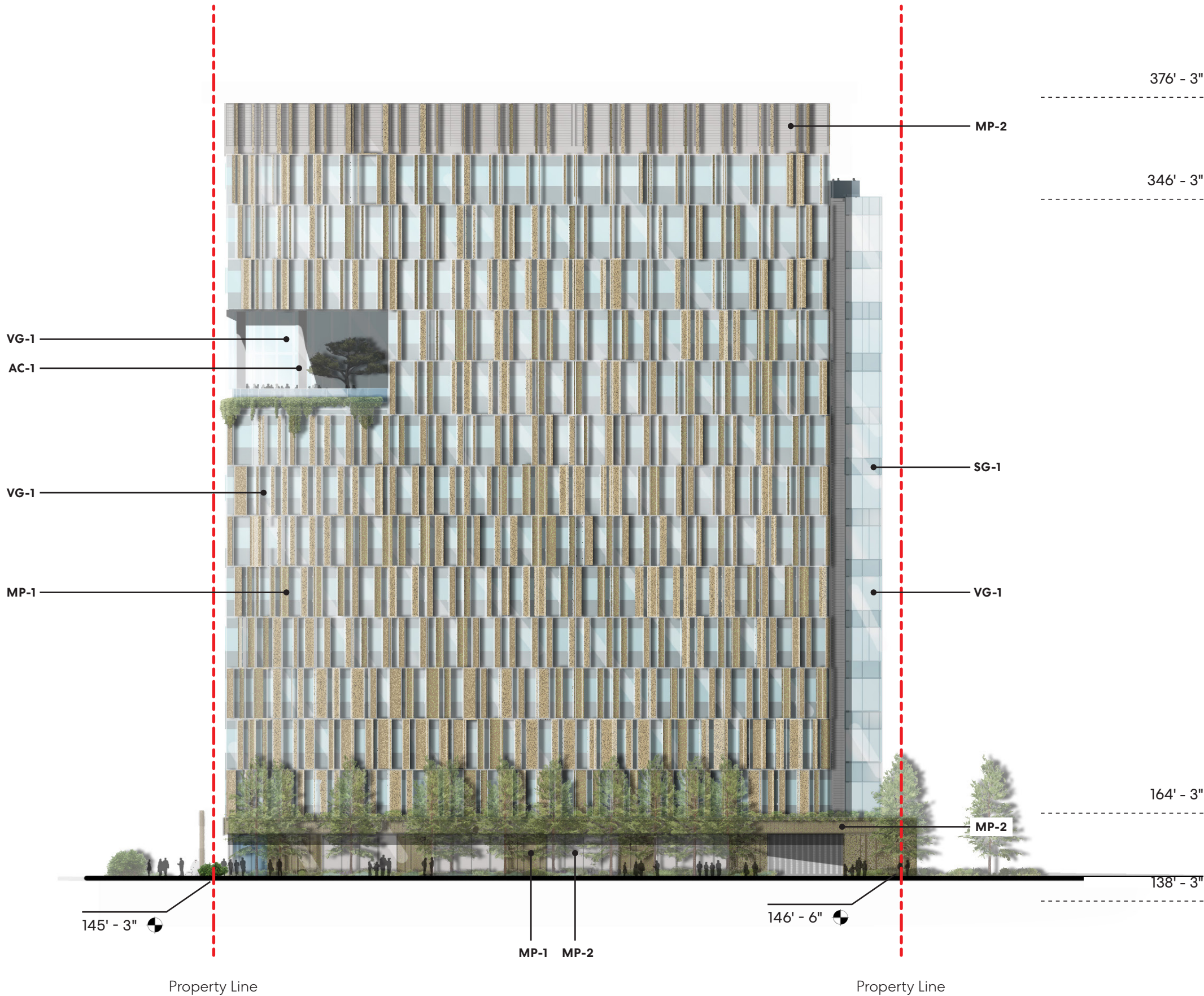
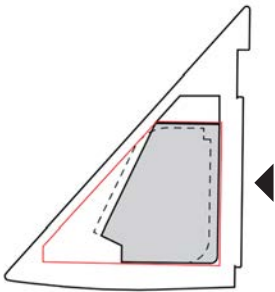
Summerfiel High School,
Oxford Architects
www.proteusfacades.com



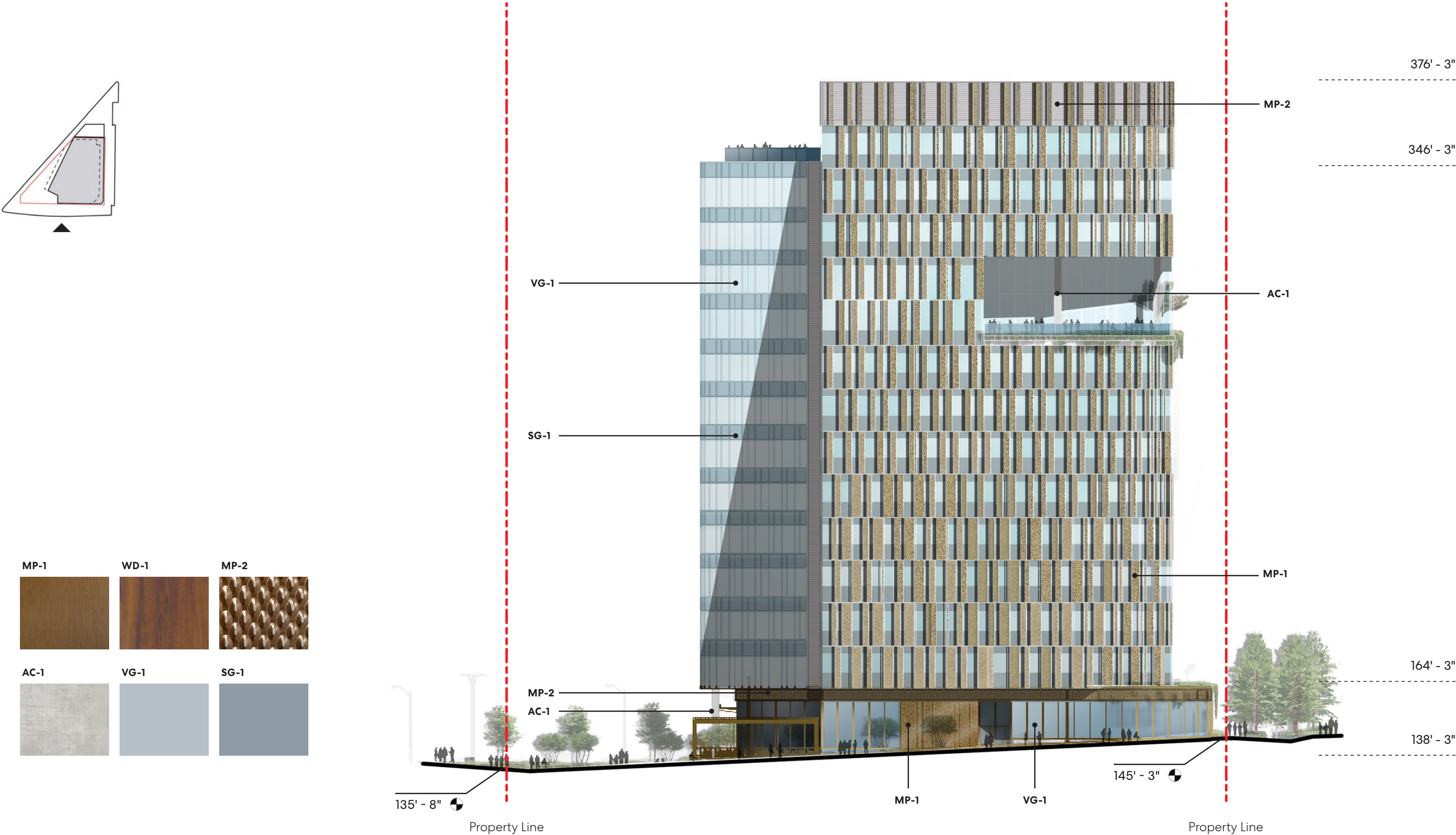
Stilwerk Berlino
Studio & Partners srl, Novotny & Mähner Assoziierte
www.astec.it

↑
A range of built work depicting the material intent to achieve a warm natural bronze/copper color tone with subtle variations and a crafted feel. Website and project references are for aesthetic reference, and not proprietary or exact specification.

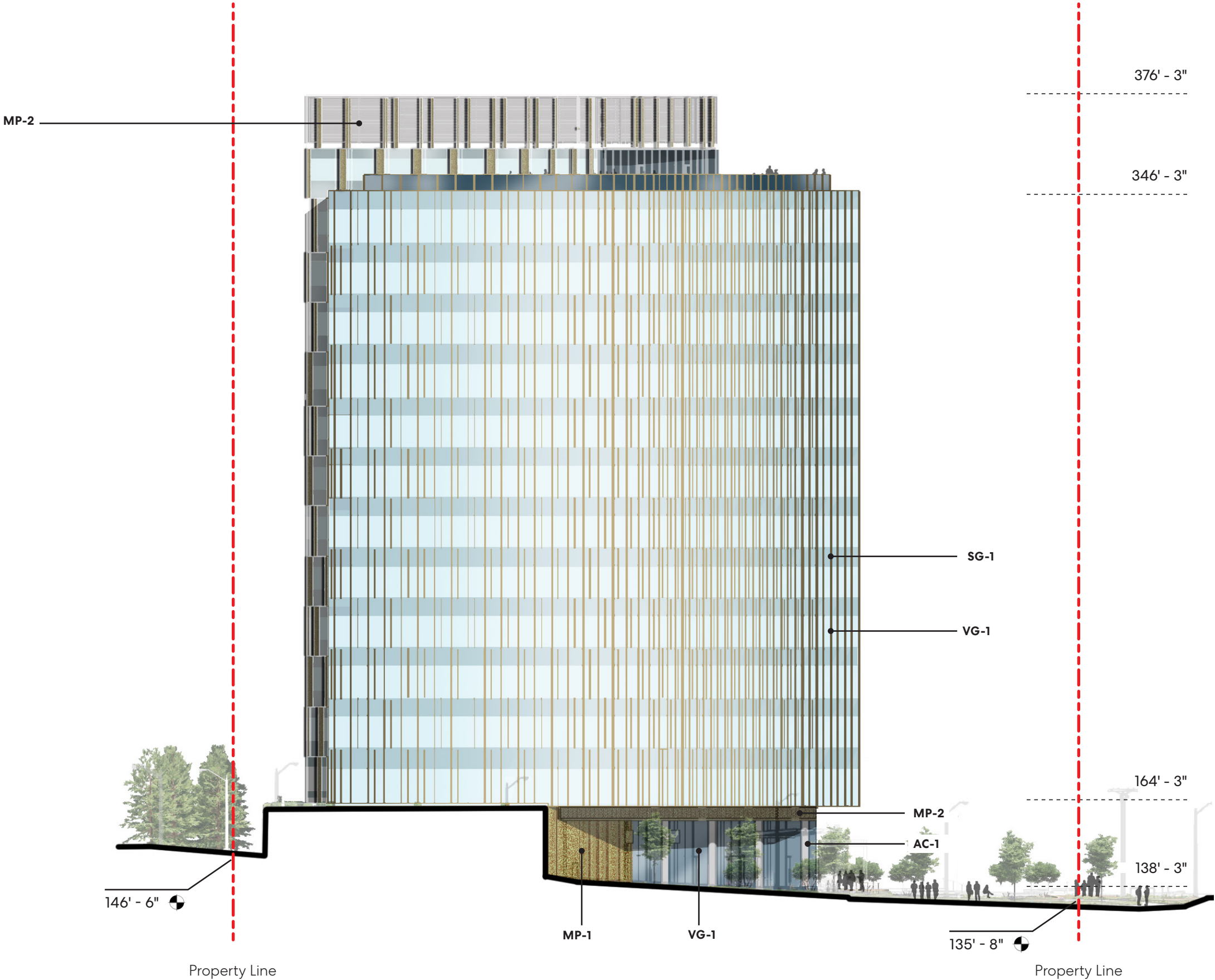
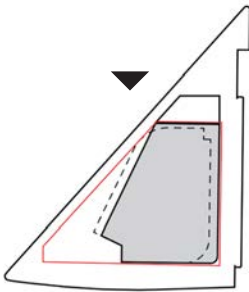
EAST ELEVATION



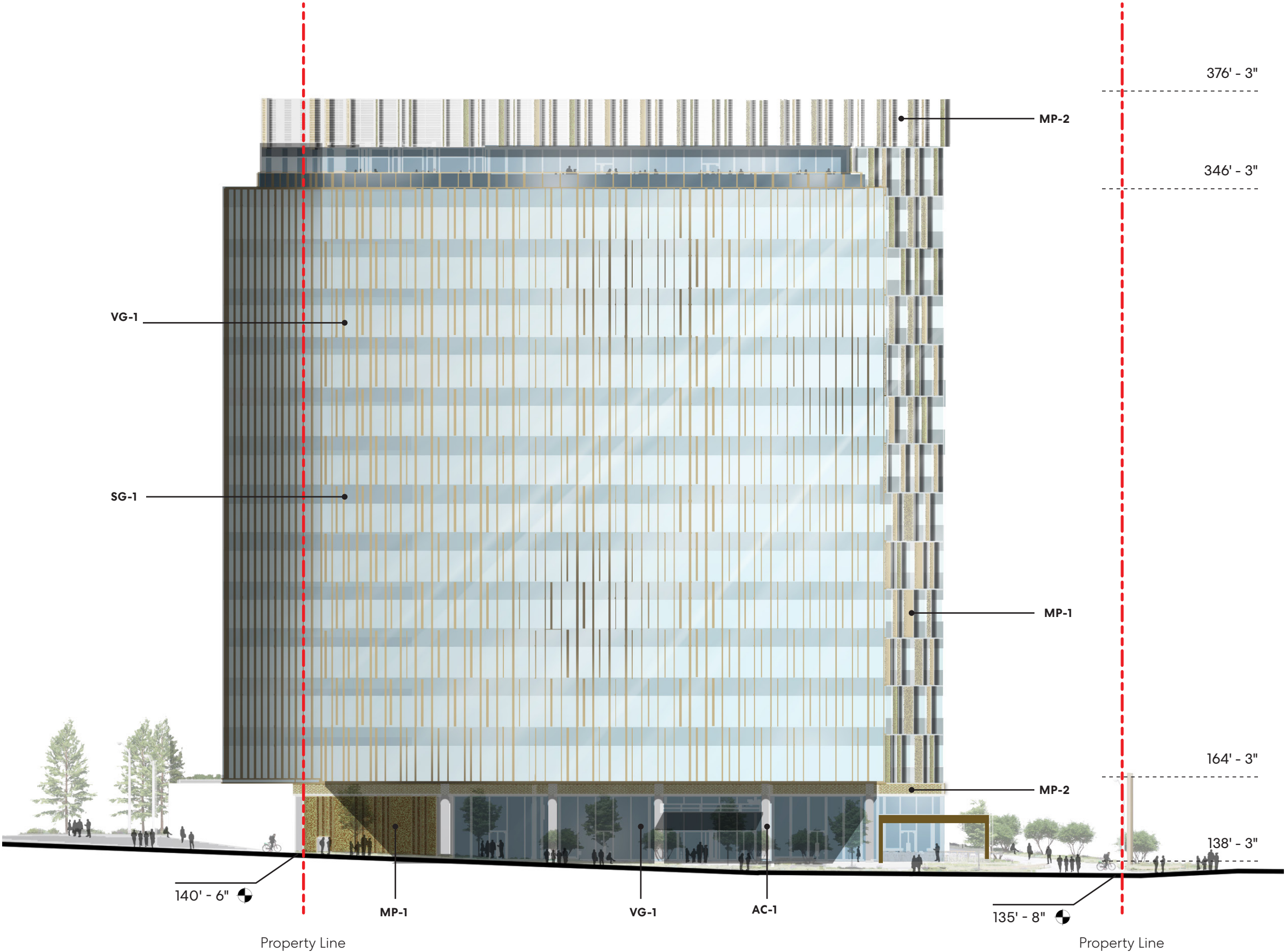
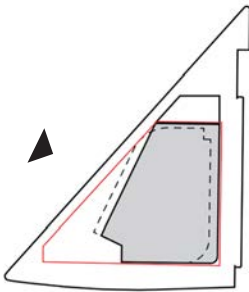
SOUTH ELEVATION



NORTH ELEVATION



WEST ELEVATION



EDG3 Priorities & Board Recommendations /
5. Design Development

c. The Board emphasized the importance of including complete exterior details to allow the Board a full understanding of the intended design at the Recommendation meeting, and noted with regret previous projects that they were unable to recommend due to lack of detail. (DC2-D, DC2-4, DC2-5, DC2-6, DC2-C, DC2-B)

Design Response:

c. Complete exterior details are provided throughout this submittal to provide a full understanding of the proposed design.

DEPARTURES

DEPARTURE 1

SMC 24.48.240.B.1.b PERMITTED SETBACKS FROM STREET LOT LINES

Except on Class 1 Pedestrian Streets, 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):

- 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

To set back the street-facing facades at the corner of Stewart Street and Denny Way more than 20 feet from the lot lines and in excess of 30 percent of the lot lines to create publicly accessible open space.

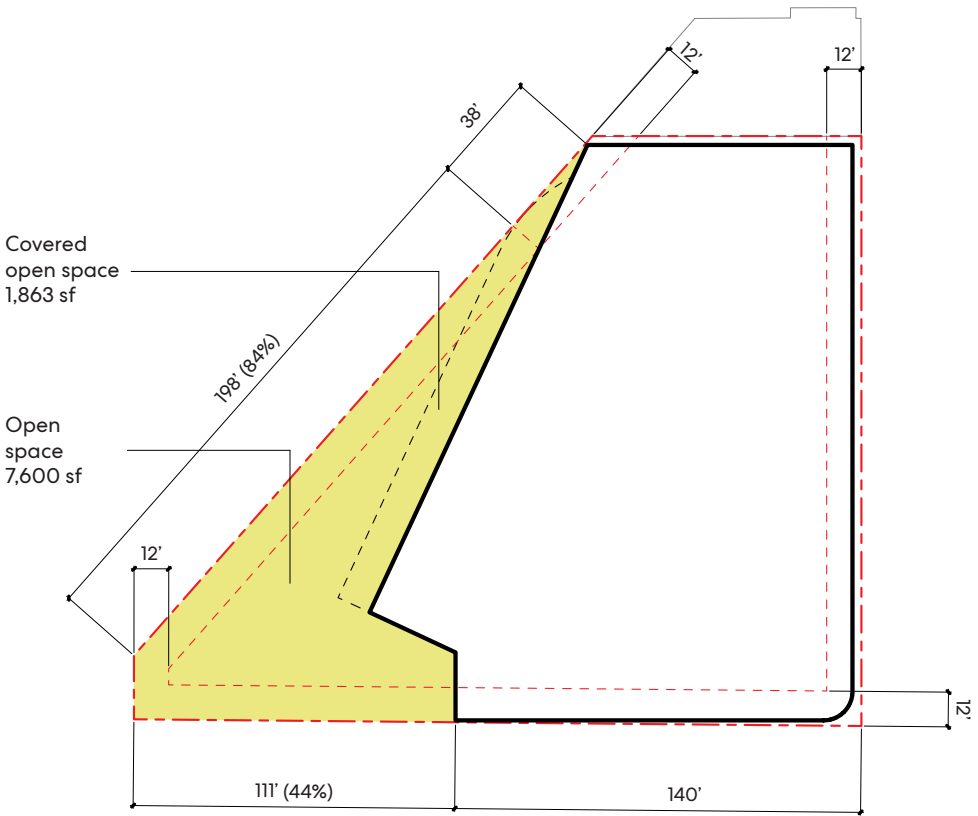
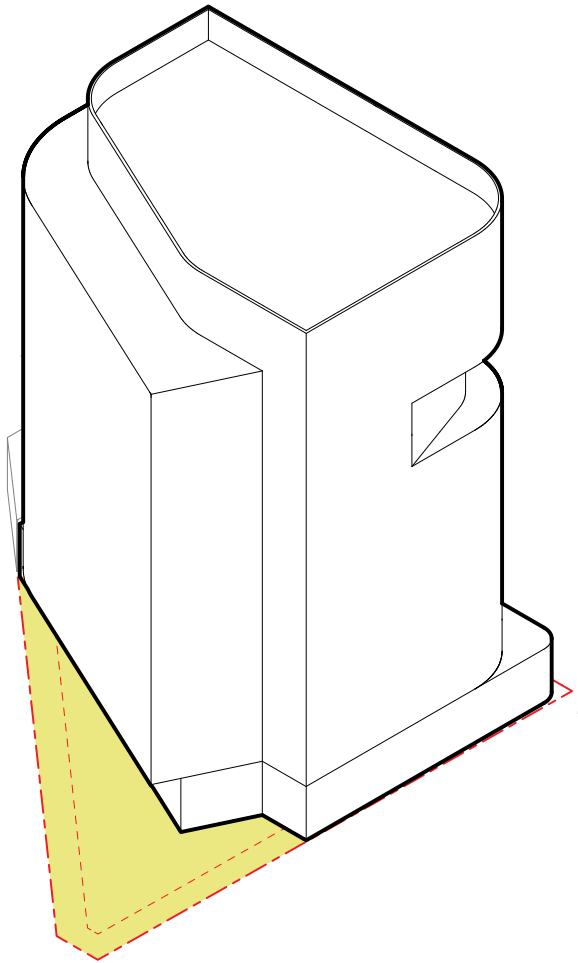
RATIONALE

The proposed design seeks to improve the pedestrian experience at the corner of Stewart Street and Denny Way. The concept of significant open space at this prominent corner has been encouraged and supported by the Design Review Board at Early Design Guidance, the Design Commission in several reviews, and the community as a compelling response to the irregularly shaped site.

(DRB supported at EDG3)

Supporting Design Guidelines:

- CS2. Urban Pattern and Form
- CS3. Architectural Context and Character
- PL1. Connectivity
- PL2. Walkability
- PL3. Street-Level Interaction
- DC3. Open Space Concept



DEPARTURE 2 AND
TYPE I DECISION 3

SMC 24.48.040.B.2 PERMITTED SETBACKS
FROM STREET LOT LINES

In the SM-SLU zone, on Class 2 Pedestrian Streets, the following apply:

- 1) Blank facades are limited to segments 15 feet wide. Blank facade width may be increased to 30 feet if the Director determines as a Type I decision that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest.
- 2) The total width of all blank facade segments shall not exceed 40 percent of the width of the street-facing facade of the structure on each street frontage.

DEPARTURE REQUEST

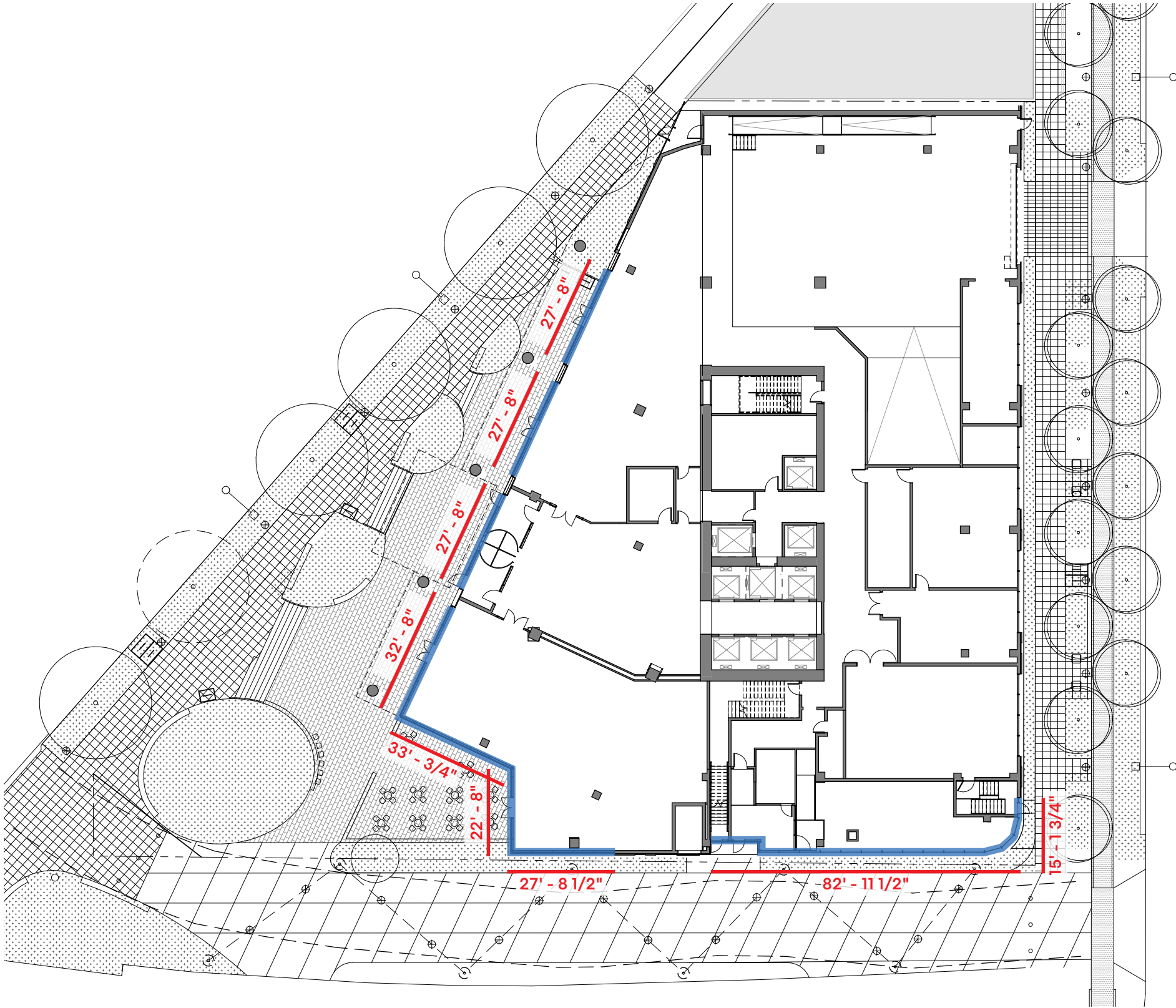
To allow for a blank facade segment greater than 30' on the east facade on Eastlake Avenue.

RATIONALE

Transparency is maximized at Stewart Street and lower Denny Way. These concentrated locations were selected for their increased potential to enhance the pedestrian experience and reveal parts of the program that will most benefit from views in and out. The concentration and enhanced glazing on Stewart and Denny is consistent with Board guidance and allows the Eastlake frontage to host SCL and service functions and to be a quiet backdrop to enhanced landscaping and cyclist lane.

Supporting Design Guidelines:

- CS2. Urban Pattern and Form
- CS3. Architectural Context and Character
- PL3. Street-Level Interaction
- DC3. Open Space Concept



TYPE I DECISION 1

SMC 24.54.030.D.3 DRIVEWAY SLOPE FOR ALL USES

No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, scept as provided in this subsection 23.64.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The Director may permit a driveway slope of more than 15 percent if it is found that:

- a. The topography or other special charateristic of the lot makes a 15 percent maximum driveway slope infeasible;
- b. The additional amount of slop epermitted is the least amount necessary to accommodate the conditions of the lot; and
- c. The driveway is still usable as access to the lot.

TYPE I REQUEST

To allow for a slope greater than 15% for the parking entry ramp.

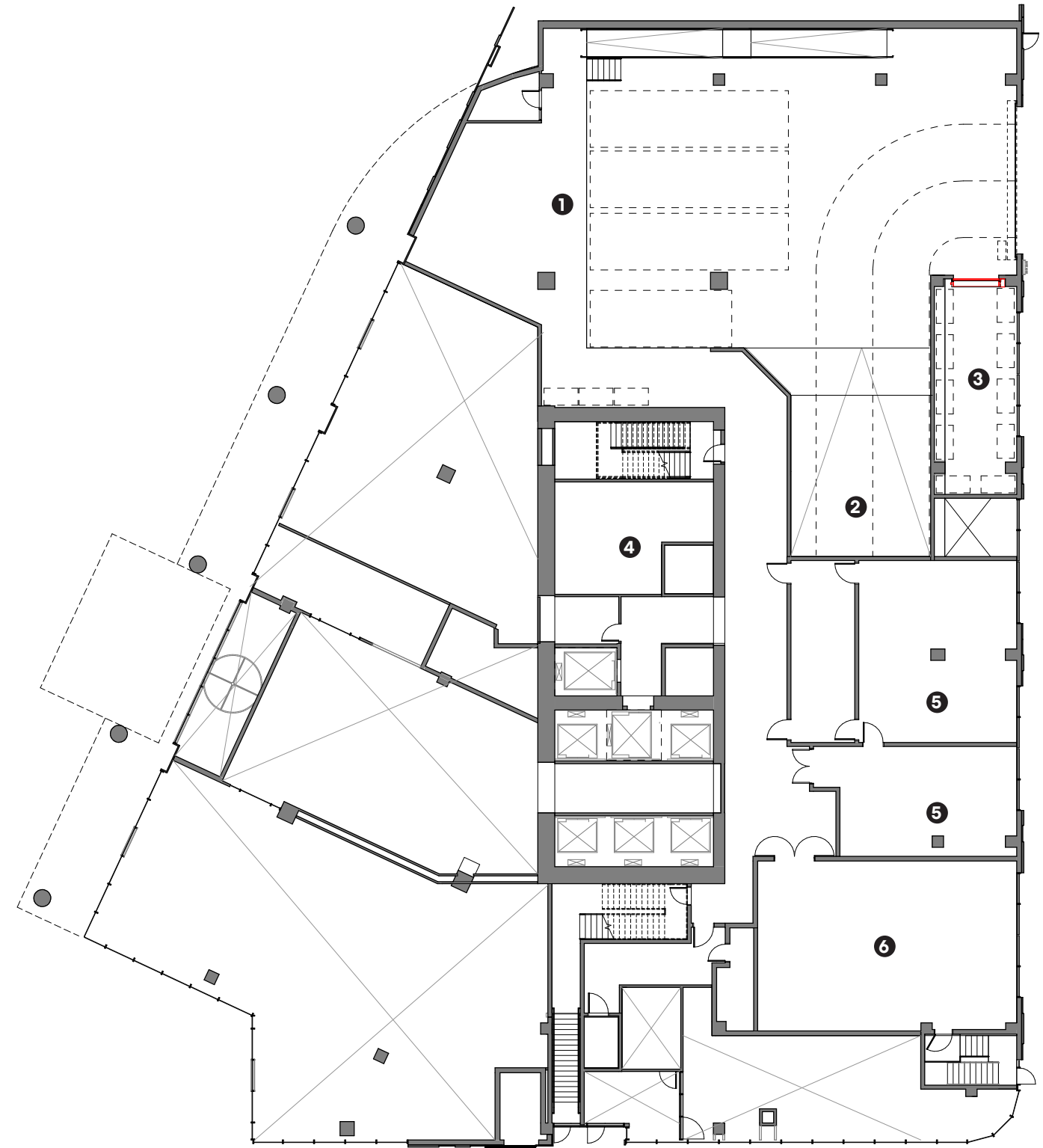
RATIONALE

Due to site and topographical constraints, a parking entry drive ramp with a slope greater than 15% is requested. The consolidated loading and parking entry is located on Eastlake Avenue East, in accordance with early input from SDOT, preserving the pedestrian focus at the corner of Stewart Street and lower Denny Way. The existing difference in grade between these two corners is 7'-6".

Supporting Design Guidelines:

- CS2. Urban Pattern and Form
- CS3. Architectural Context and Character
- PL3. Street-Level Interaction
- DC3. Open Space Concept

- 1. Loading Dock
- 2. Parking Ramo
- 3. Waste Storage
- 4. Tenant Storage
- 5. Service
- 6. SCL Vault



TYPE I DECISION 2

SMC 24.54.035.C.2.c. EXCEPTIONS TO LOADING BERTH LENGTH

Where the Director finds, after consulting with the property user, that site design and use of the property will not result in vehicles extending beyond the property line, loading berth lengths may be reduced to not less than the following:

- 2) Low- and Medium-demand Uses. Twenty-five (25) feet.

TYPE I REQUEST

To allow for three berths at 25' and one at 35'.

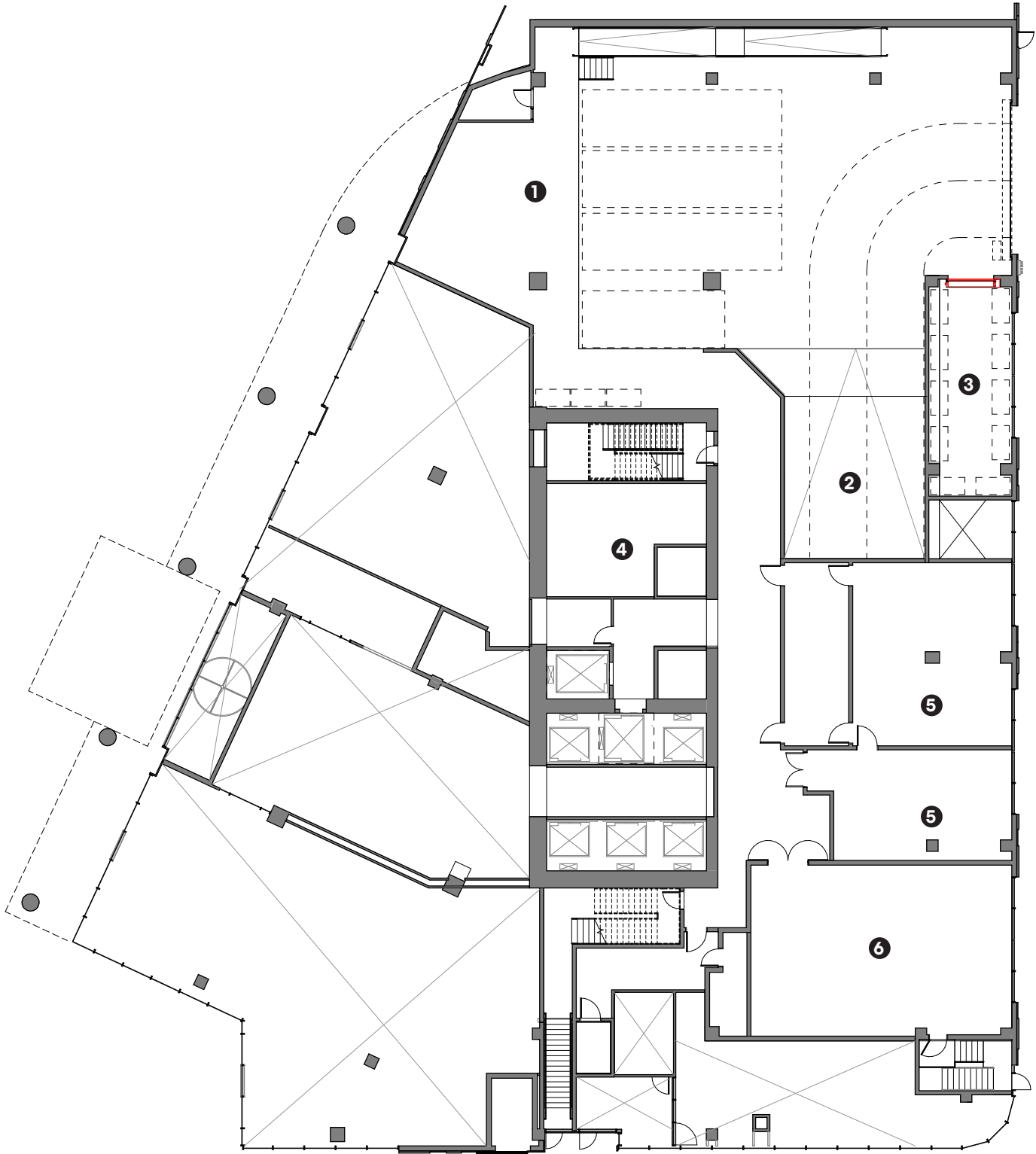
RATIONALE

Smaller trucks are supported by TIA. Vehicle access is at narrow end of parcel, limiting truck turning within the project. Project topography limits depth of loading area on parcel while maintaining adequate slopes for vehicle access.

Supporting Design Guidelines:

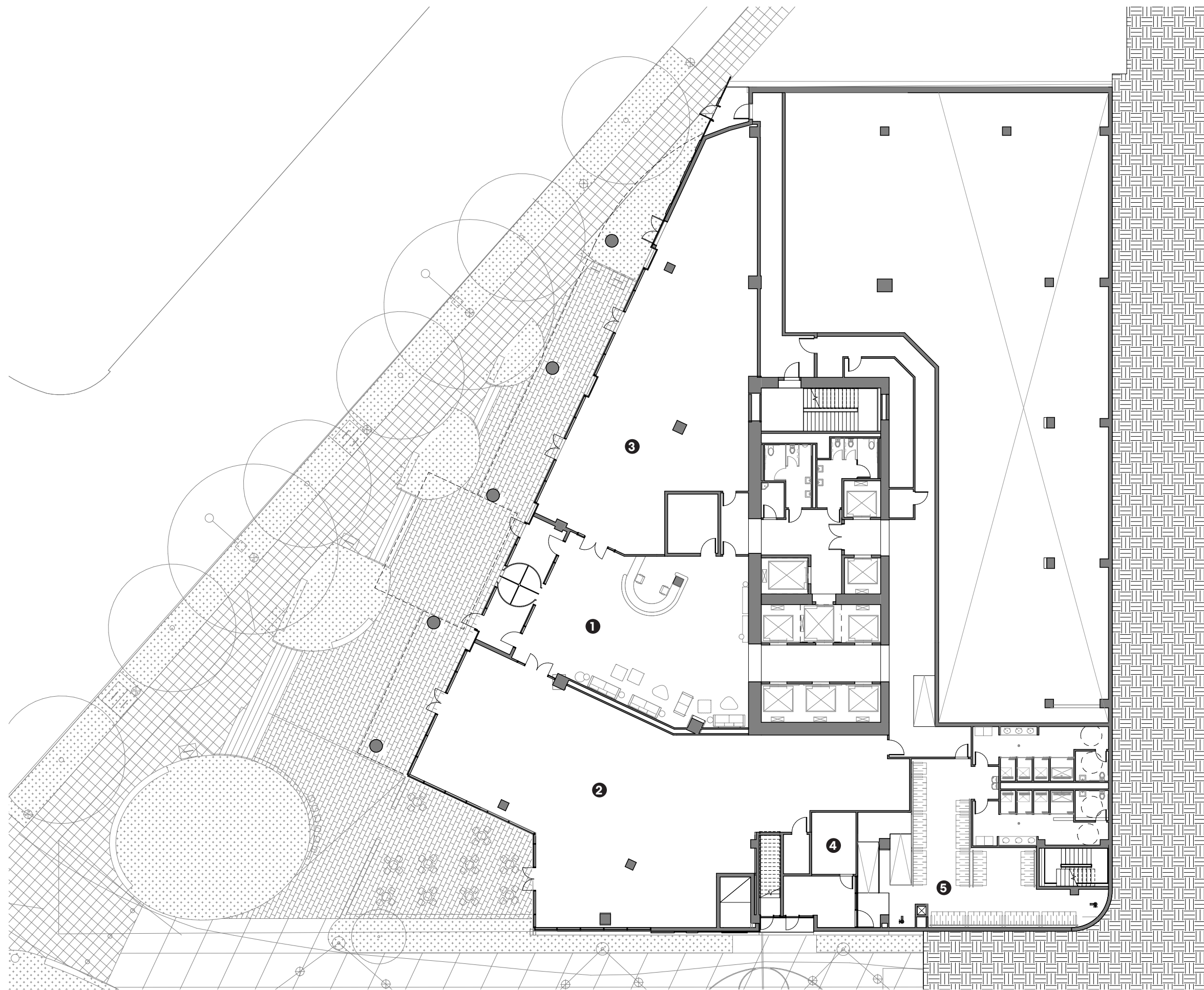
- CS2. Urban Pattern and Form
- CS3. Architectural Context and Character
- PL3. Street-Level Interaction
- DC3. Open Space Concept

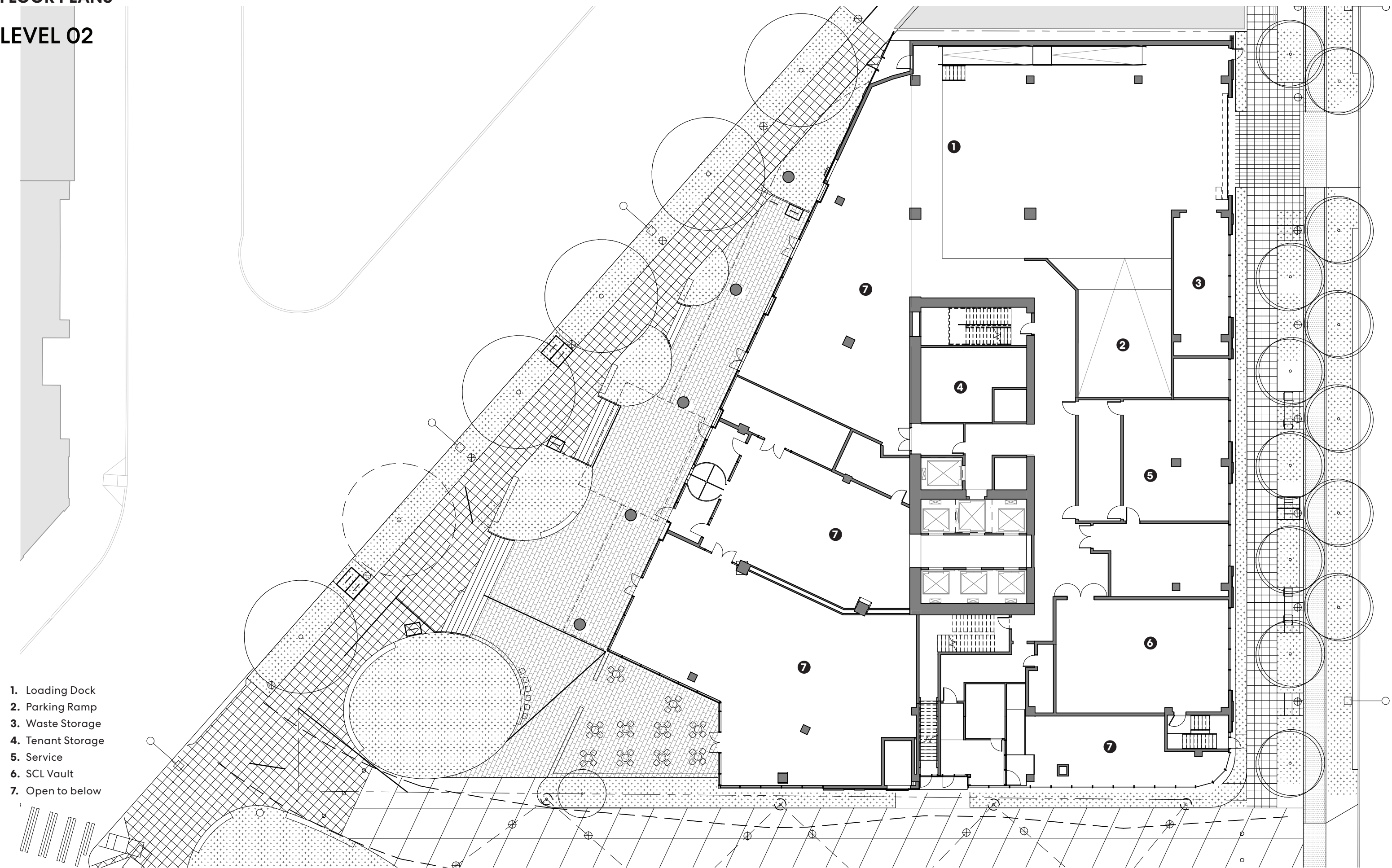
- 1. Loading Dock
- 2. Parking Ramp
- 3. Waste Storage
- 4. Tenant Storage
- 5. Service
- 6. SCL Vault



APPENDIX

- 1. Lobby
- 2. Retail / Restaurant
- 3. Retail
- 4. Community Storage Room
- 5. Bike Room

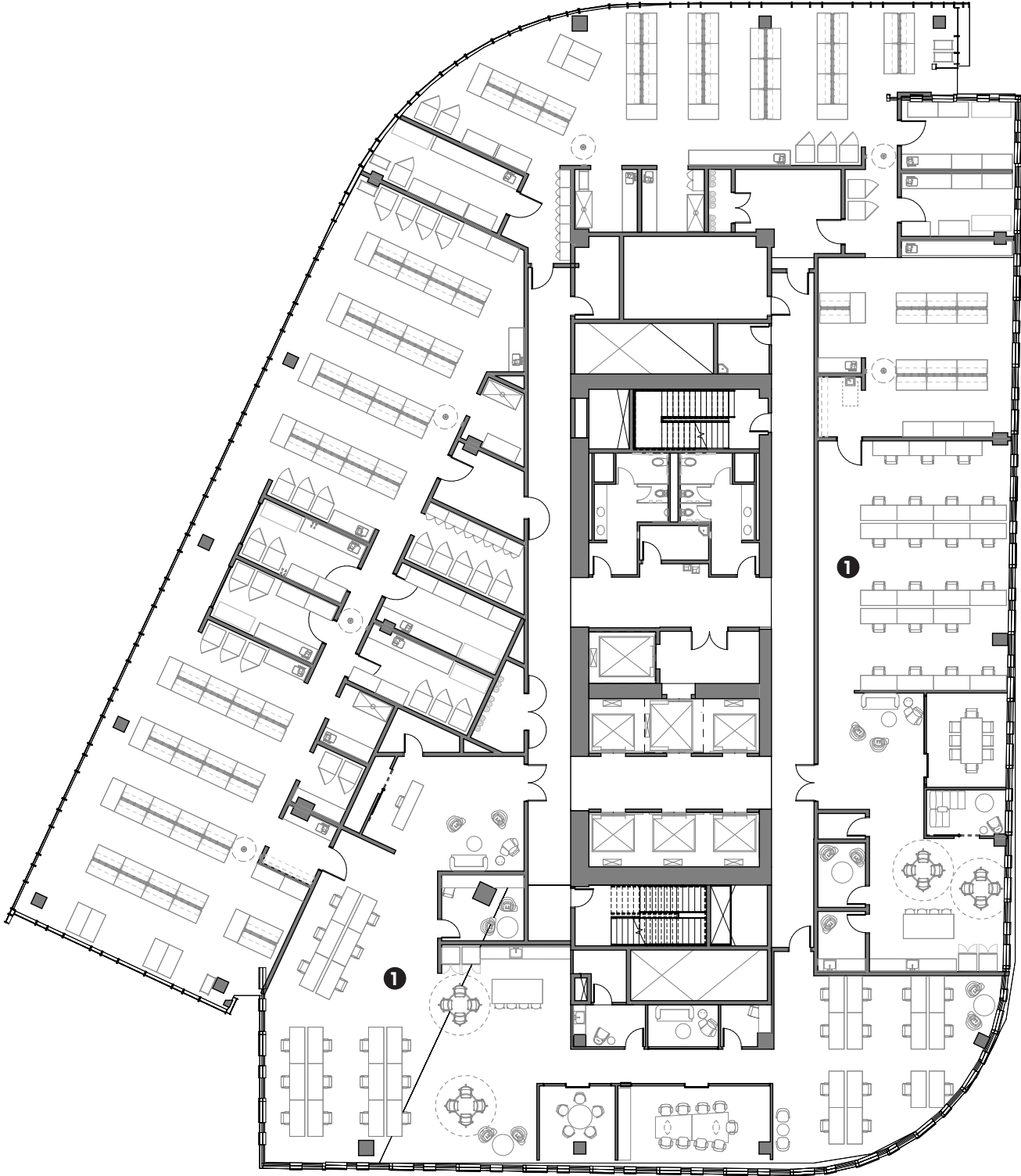




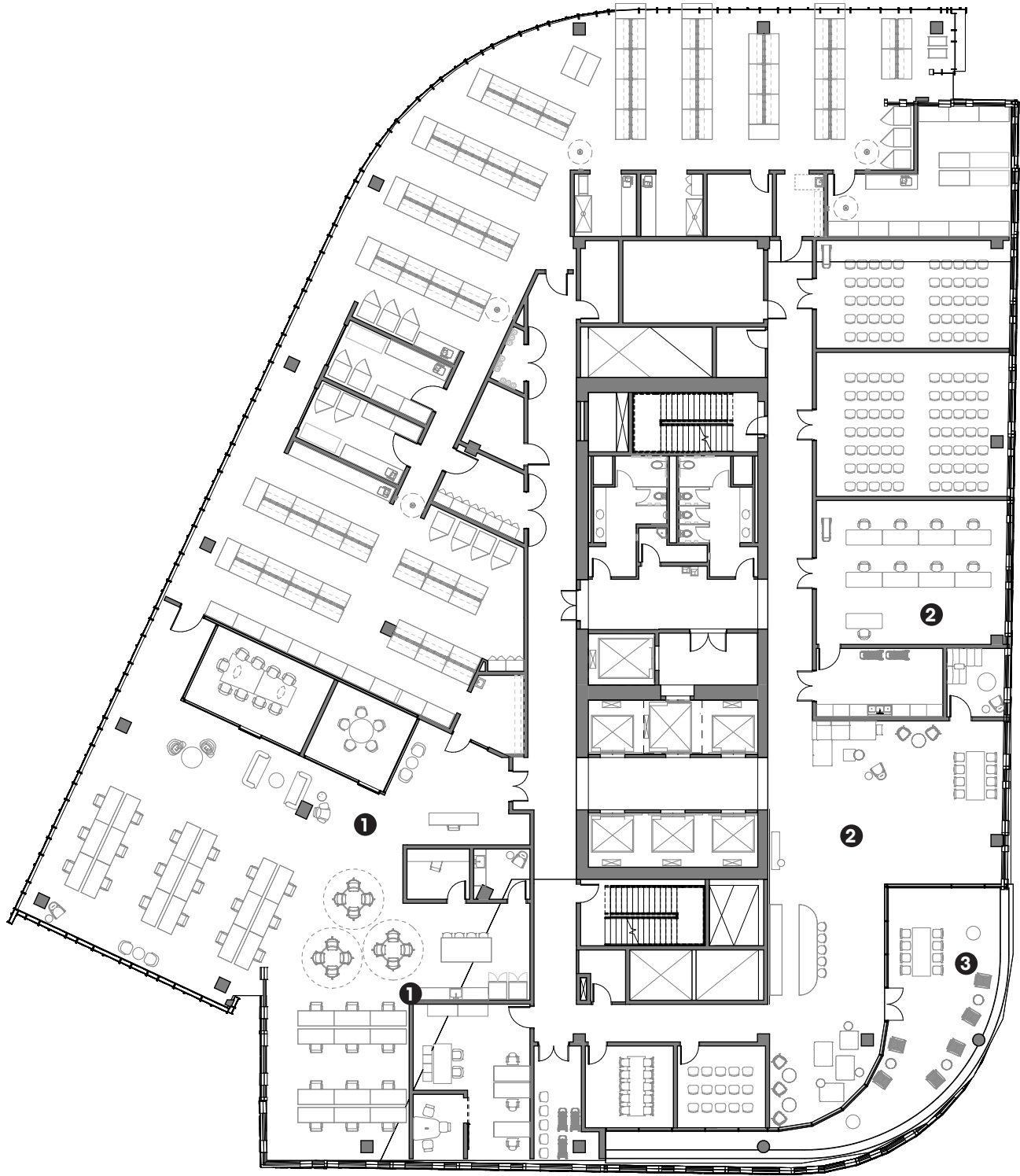
- 1. Loading Dock
- 2. Parking Ramp
- 3. Waste Storage
- 4. Tenant Storage
- 5. Service
- 6. SCL Vault
- 7. Open to below

LEVEL 03 (TYPICAL)

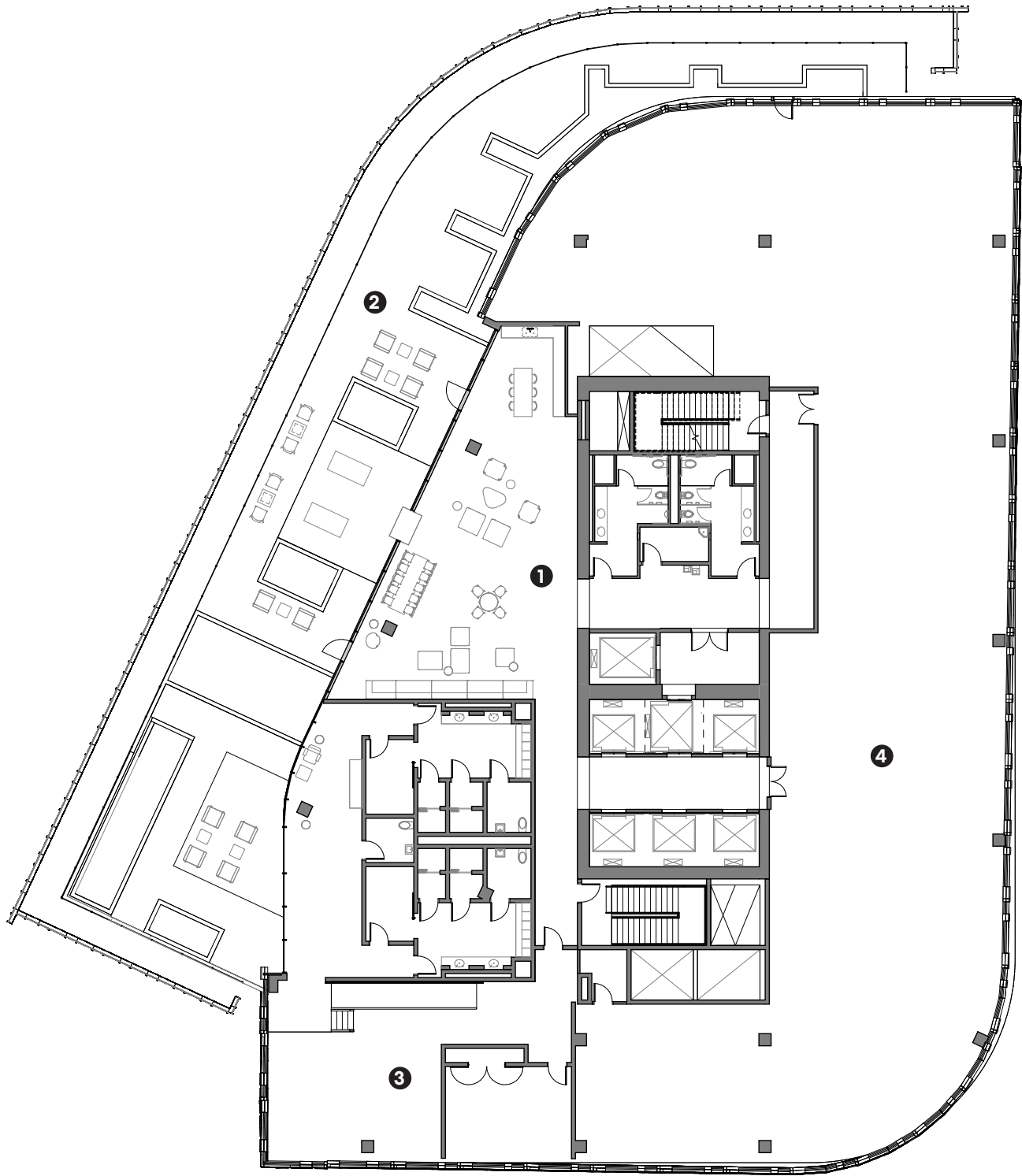
1. Tenant Space



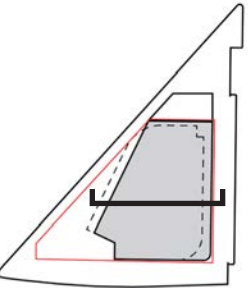
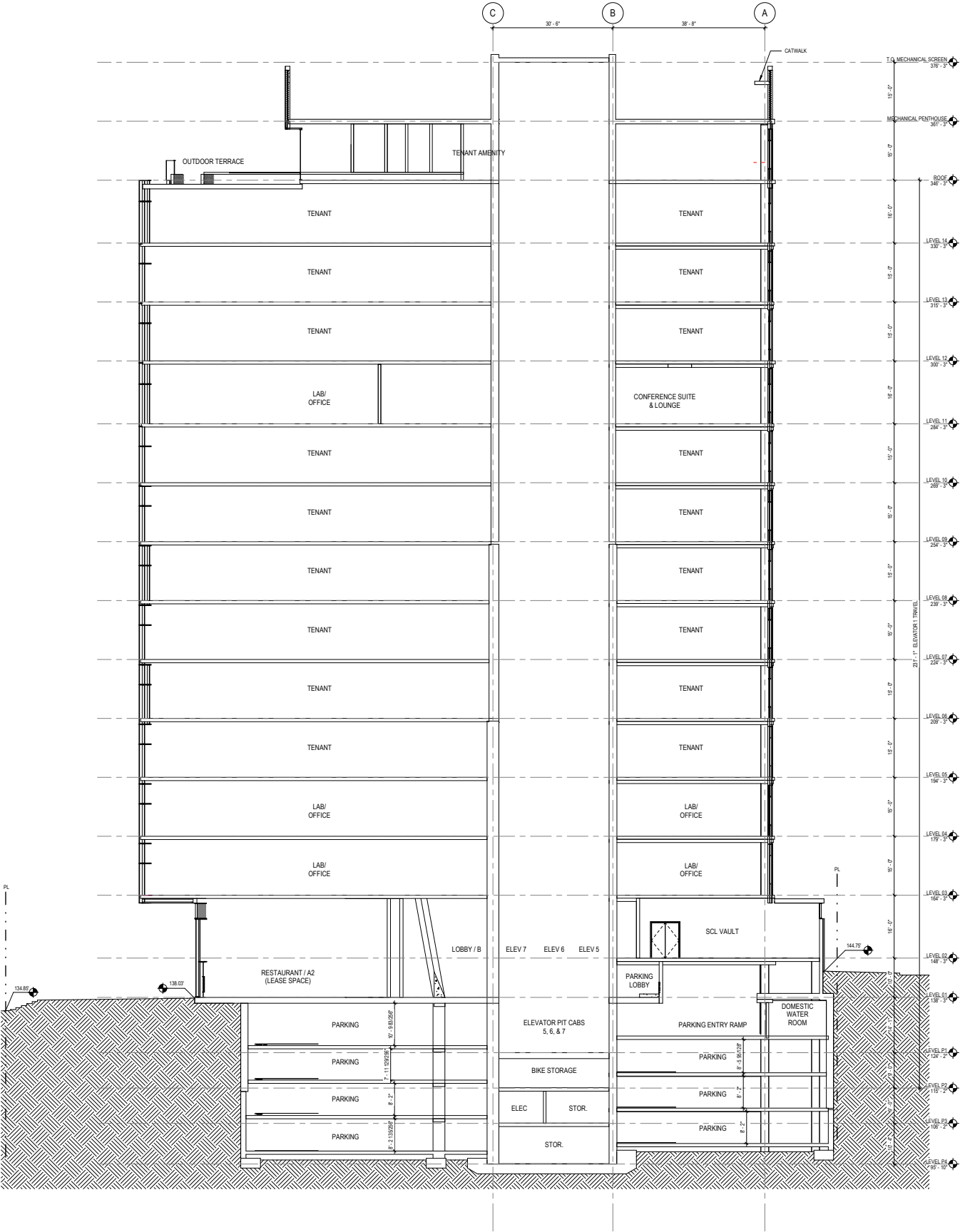
- 1. Tenant Space
- 2. Conference Center
- 3. Outdoor Terrace



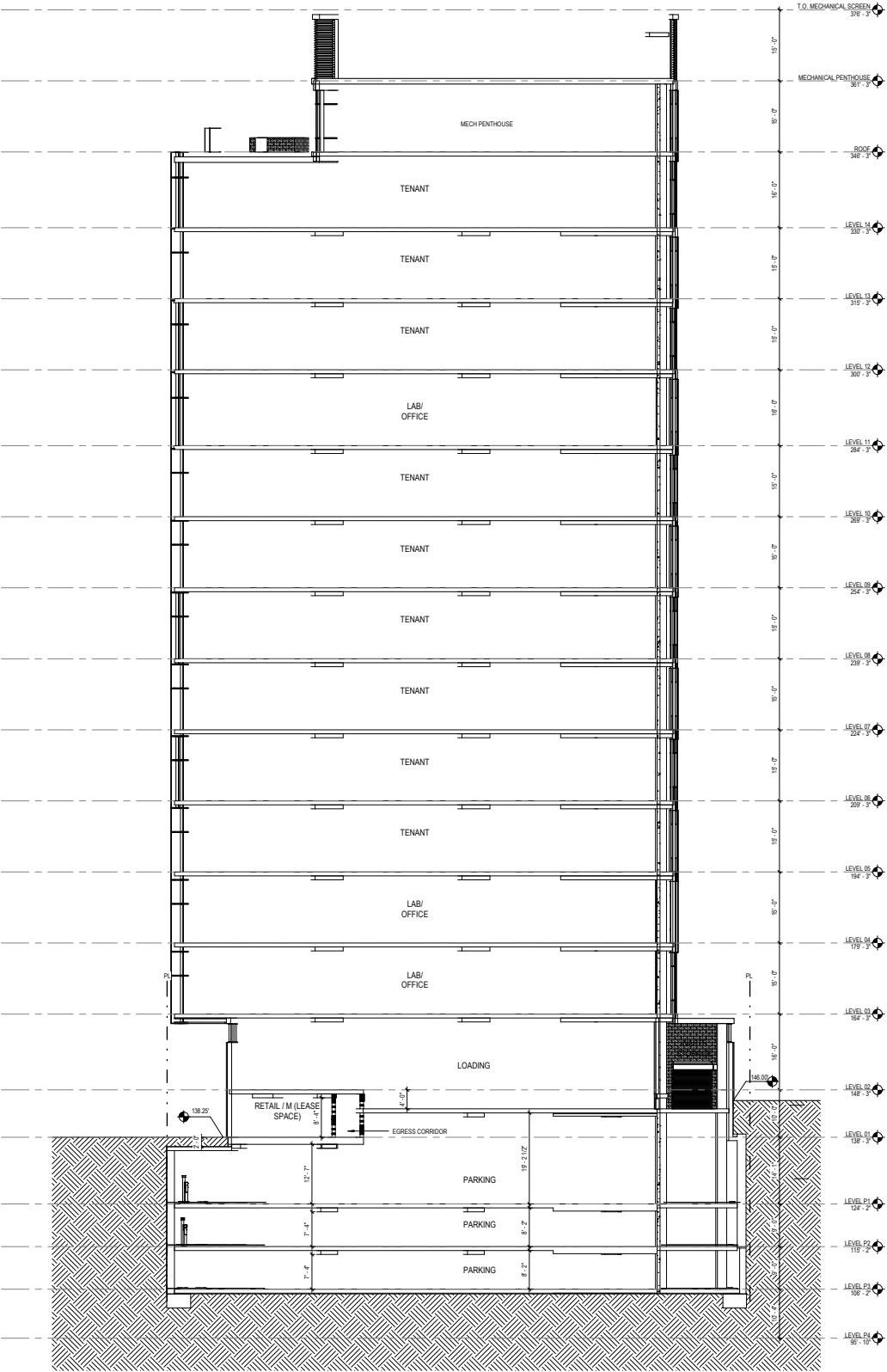
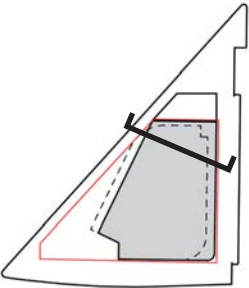
- 1. Lounge
- 2. Outdoor Terrace
- 3. Fitness & Spa
- 4. Mechanical Equipment

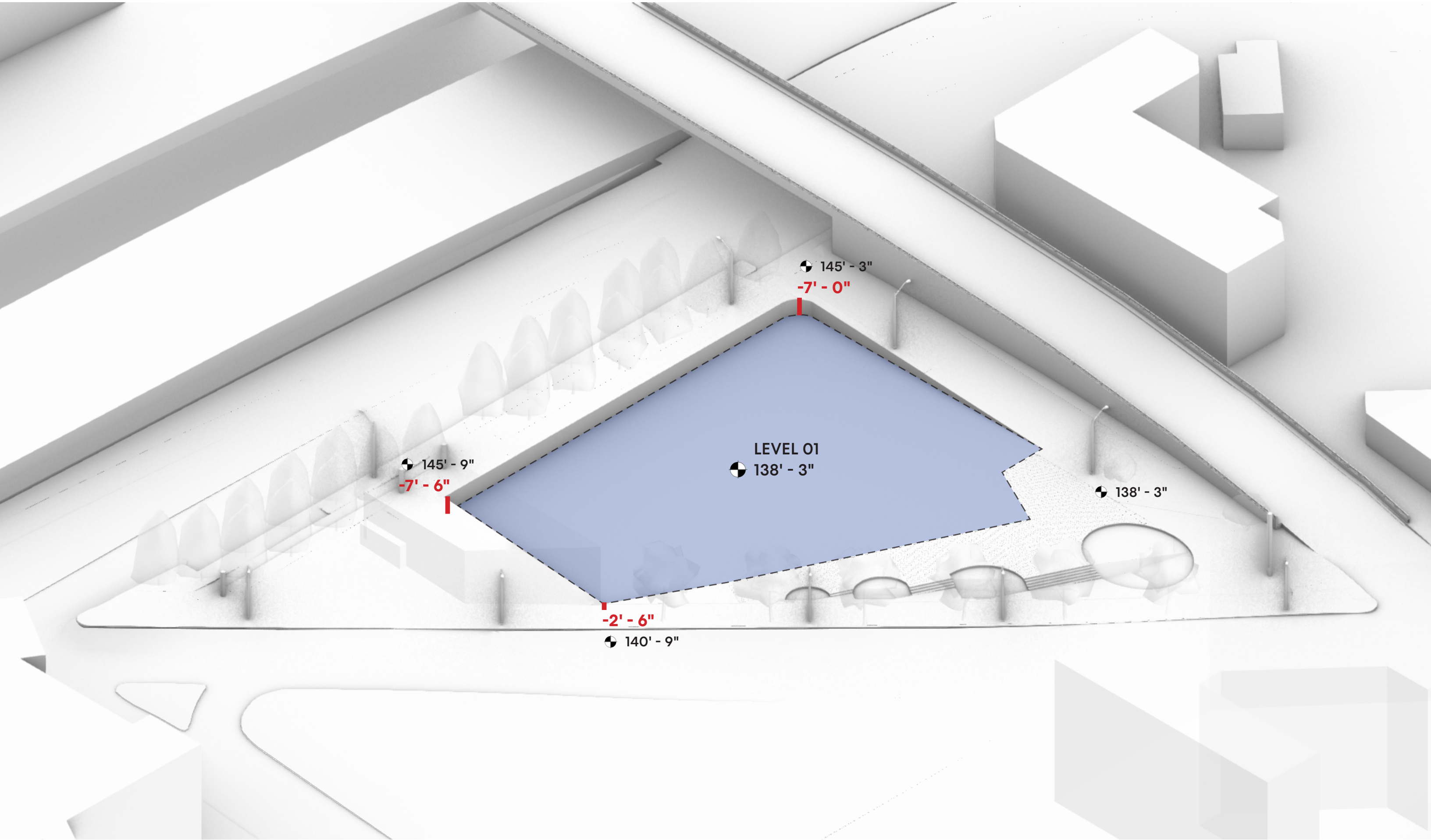


Section A



Section B





9 BLOCK ANALYSIS

SOUTH LAKE UNION
AND CASCADE

9 block area

CAPITOL HILL

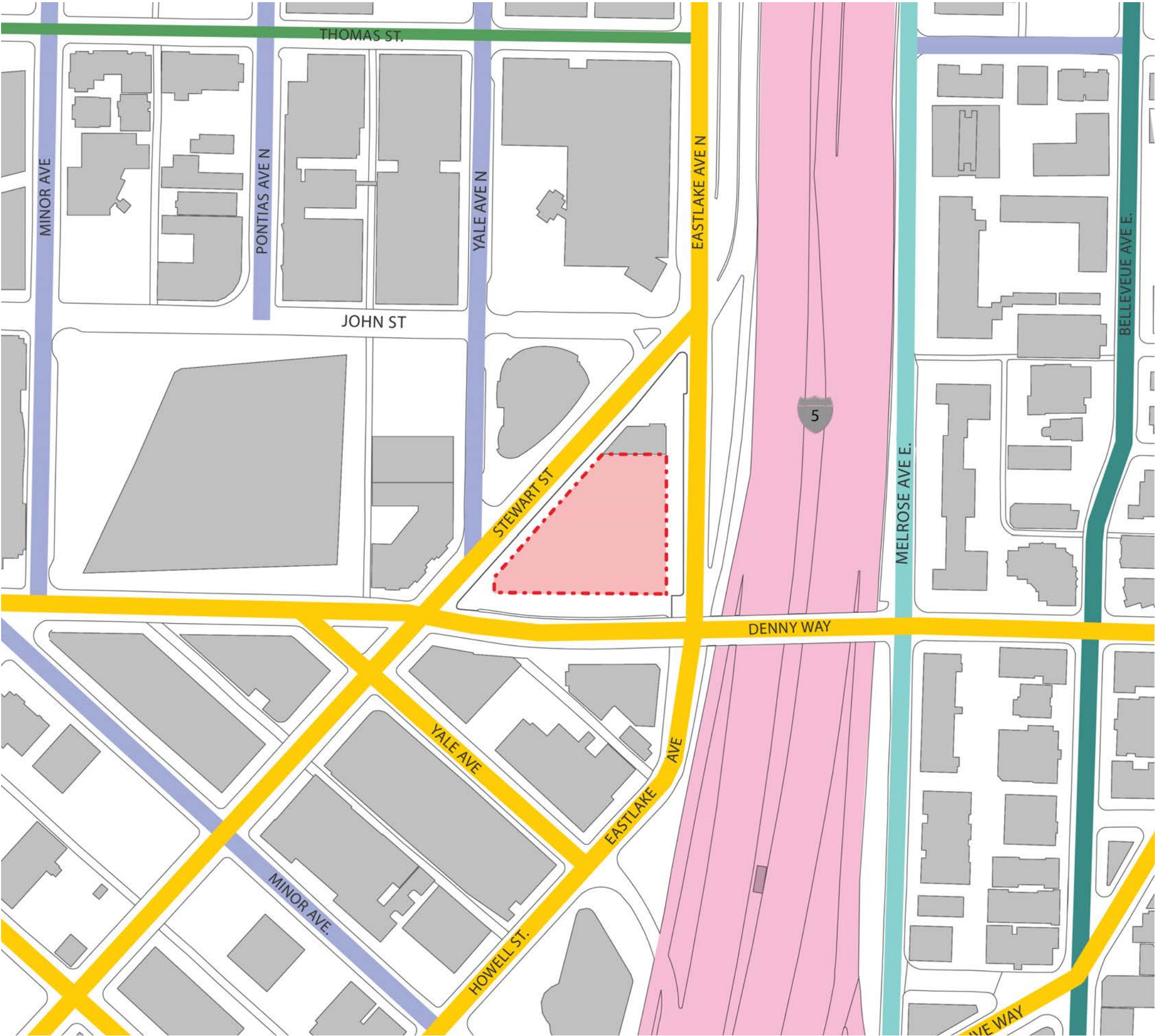


DOWNTOWN

9 BLOCK ANALYSIS
STREET CLASSIFICATIONS

LEGEND

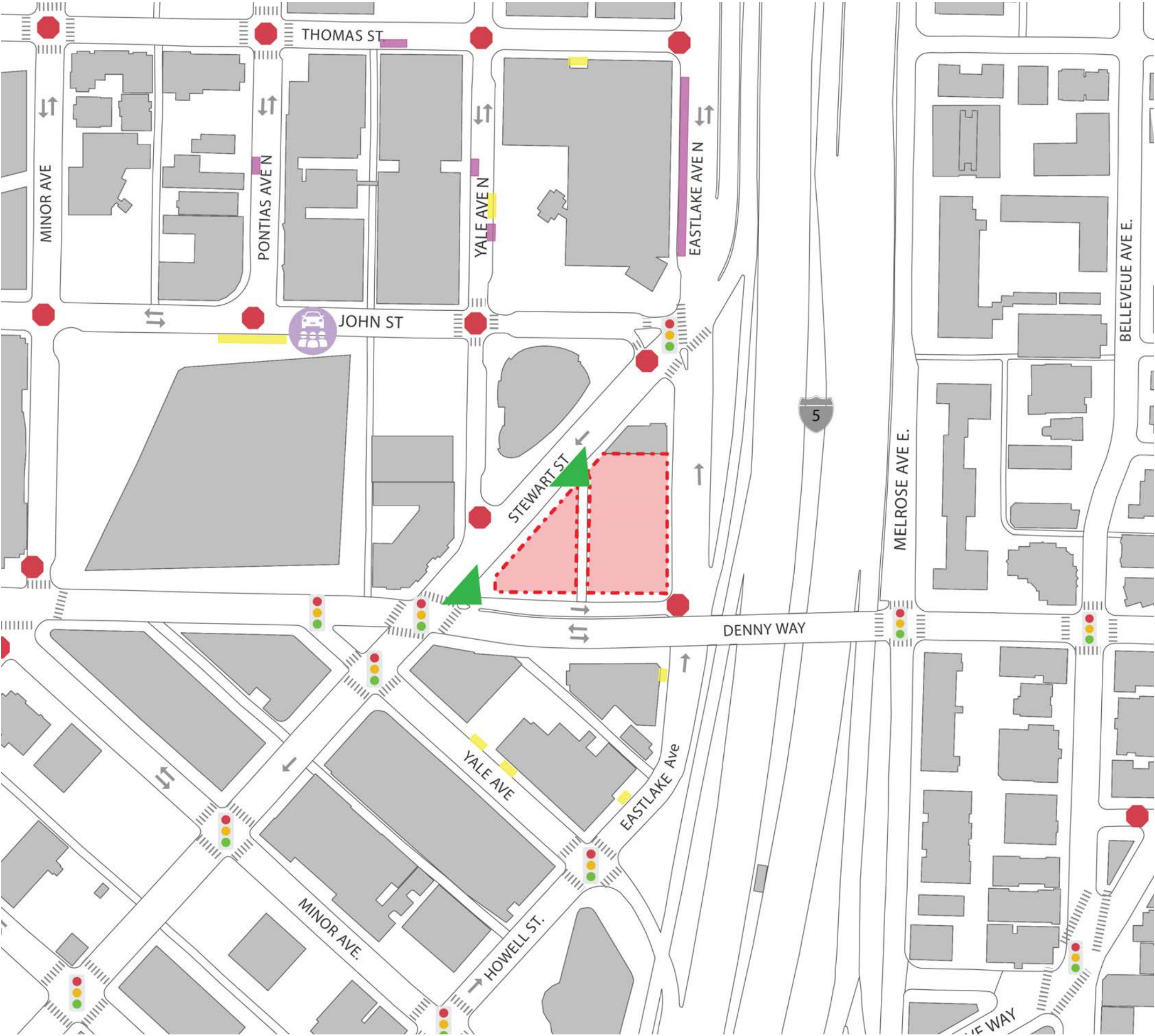
- - - Property line
- Interstate
- Principal arterial
- Collector arterial
- Minor arterial
- Green street
- Urban village neighborhood access



9 BLOCK ANALYSIS
TRAFFIC PATTERNS

LEGEND

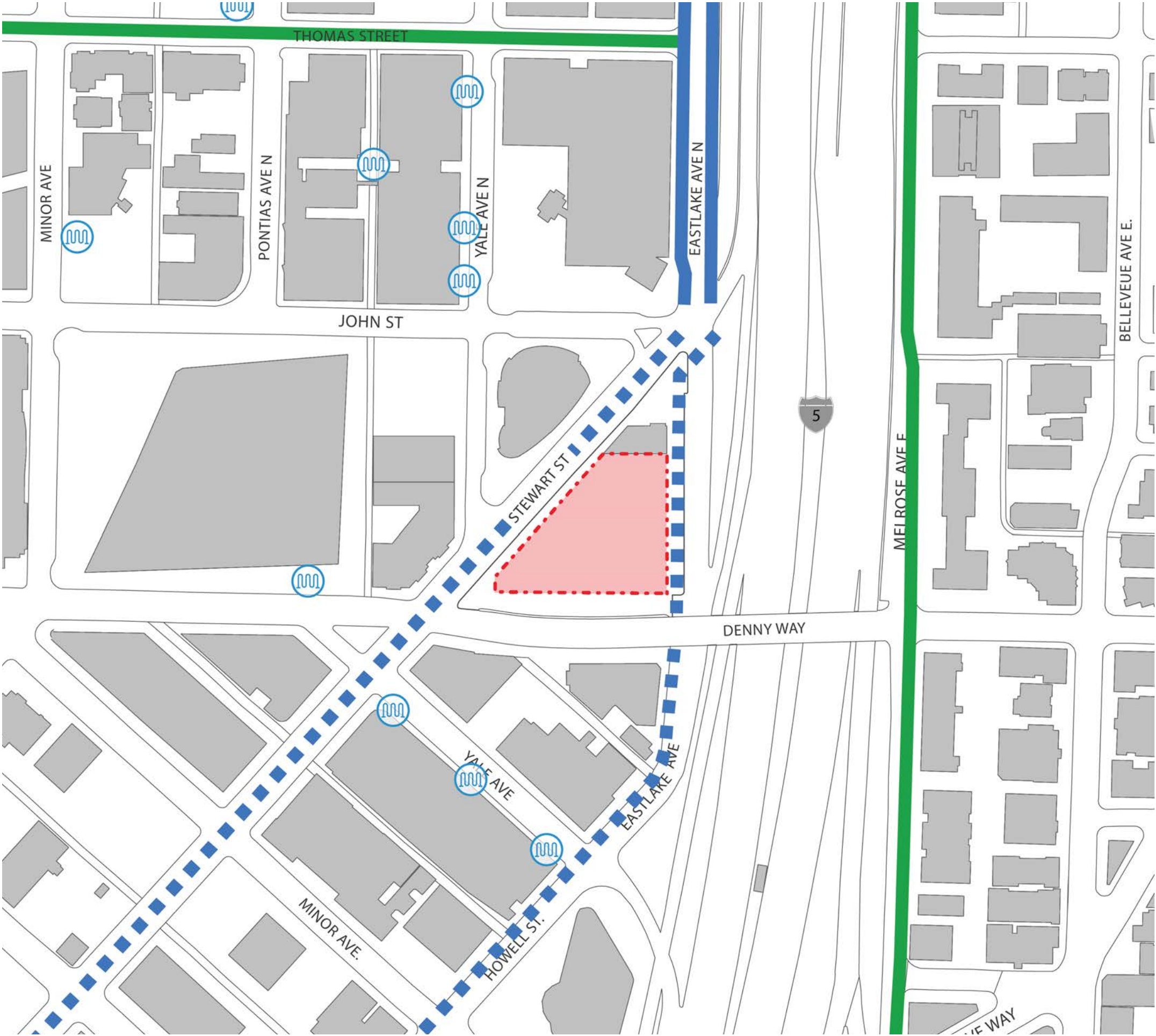
- site
- site driveway
- existing driveway
- existing loading / drop-off zone
- traffic direction
- stop-controlled intersection
- signalized intersection
- car-share parking only



9 BLOCK ANALYSIS
BICYCLE INFRASTRUCTURE

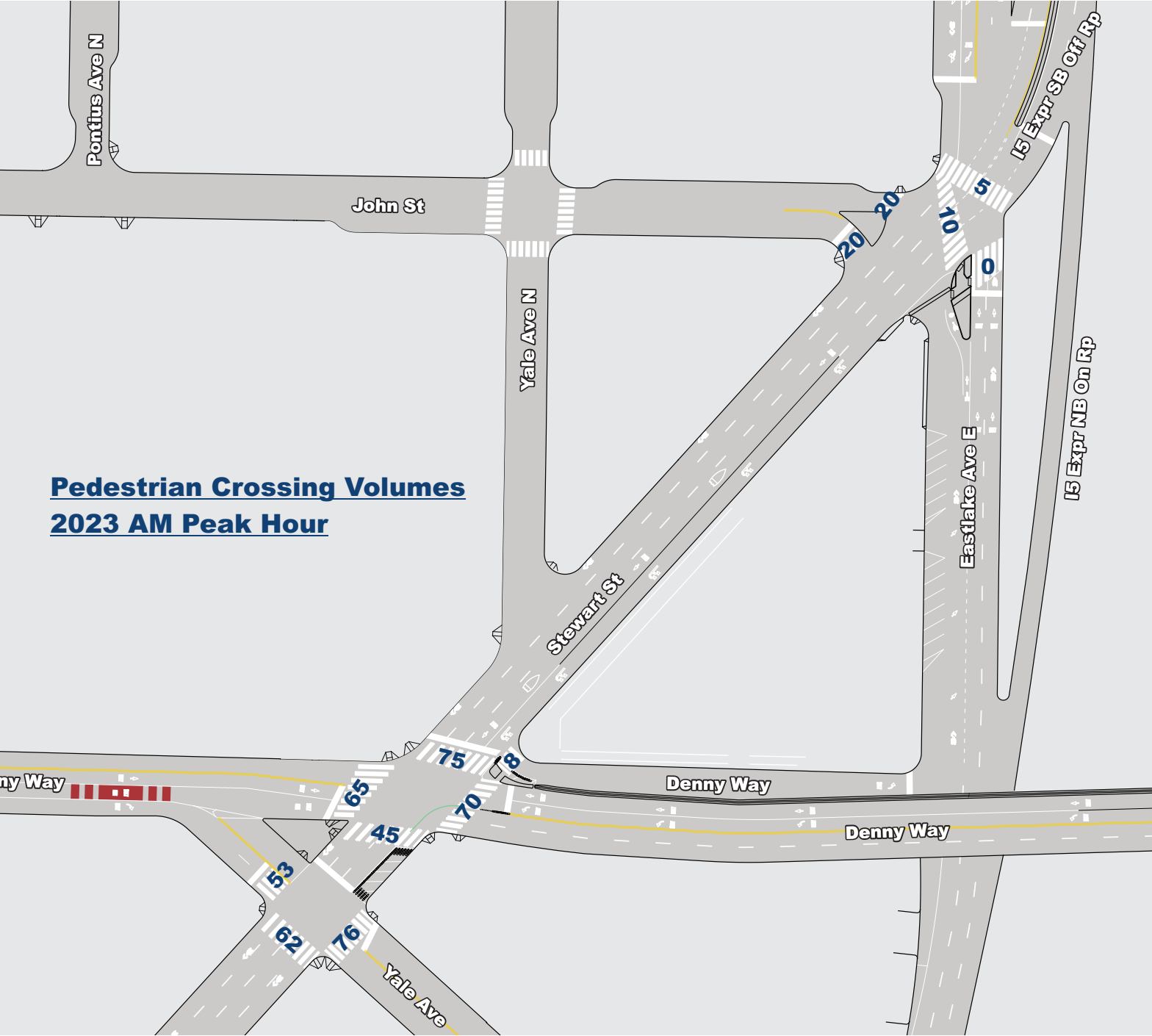
LEGEND

- site
- King County bike facility (planned)
- City of Seattle bike facility (planned)
- Greenway
- existing bike rack

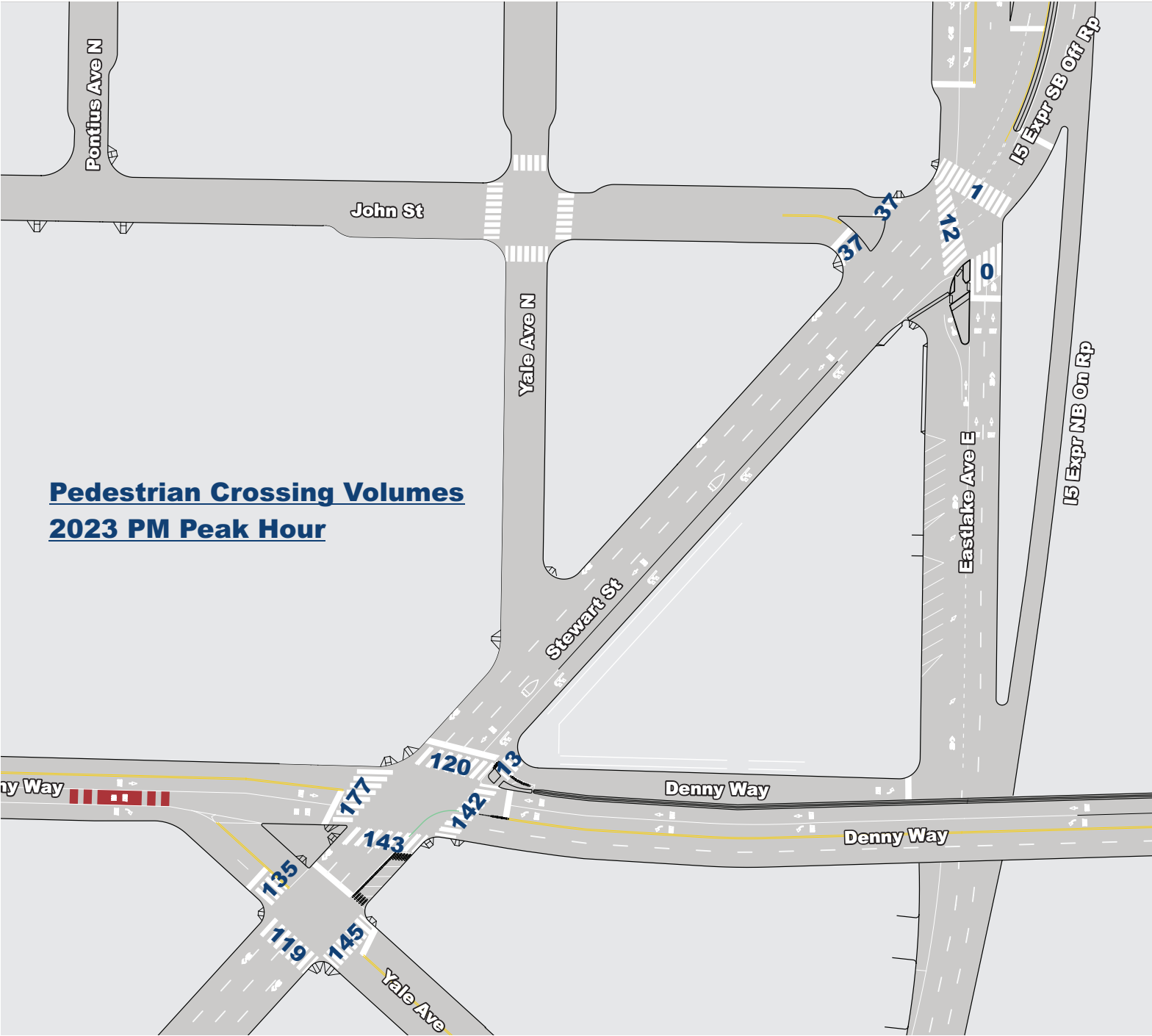


PEDESTRIAN CROSSING VOLUMES

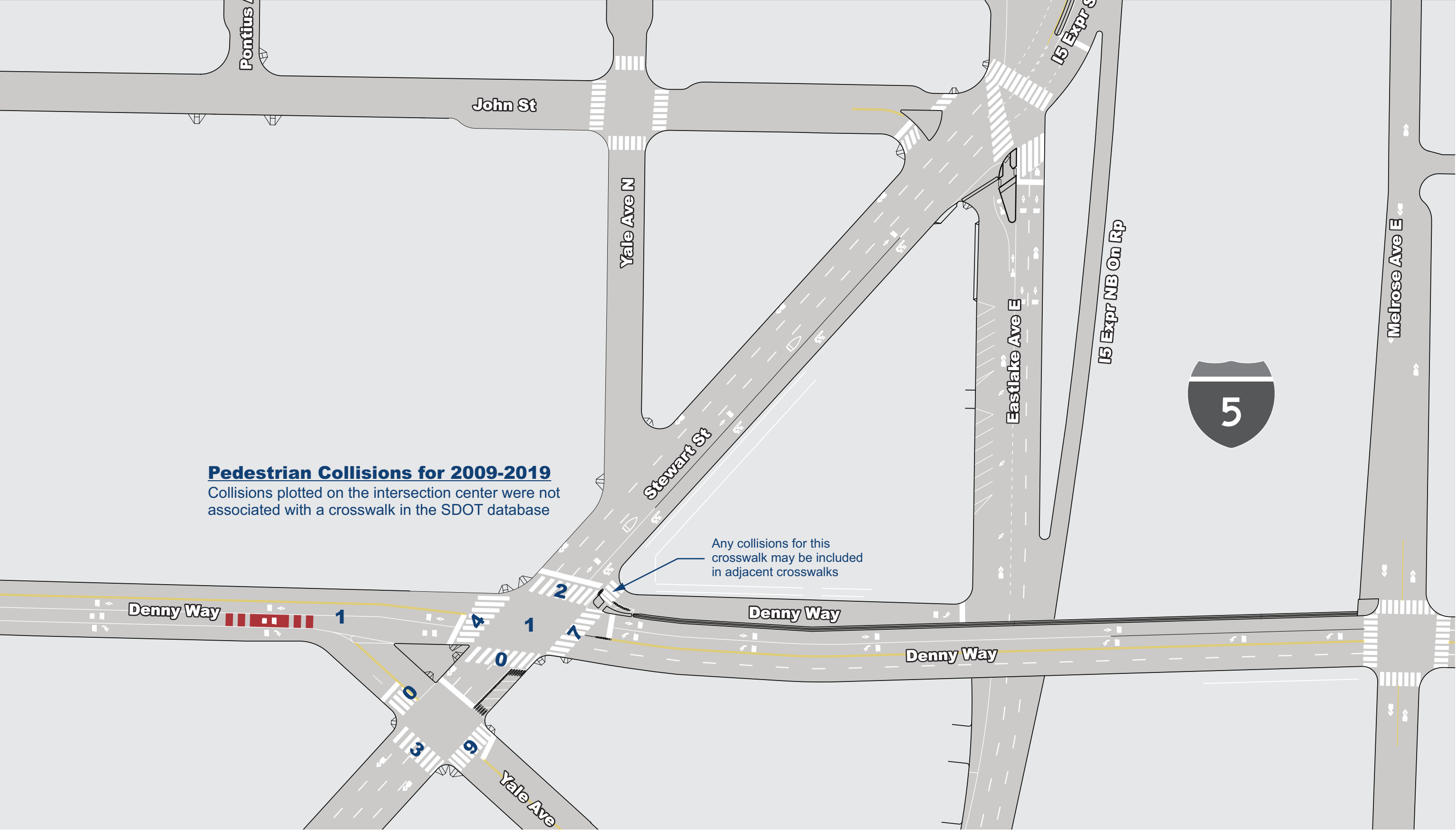
AM PEAK HOUR



PM PEAK HOUR



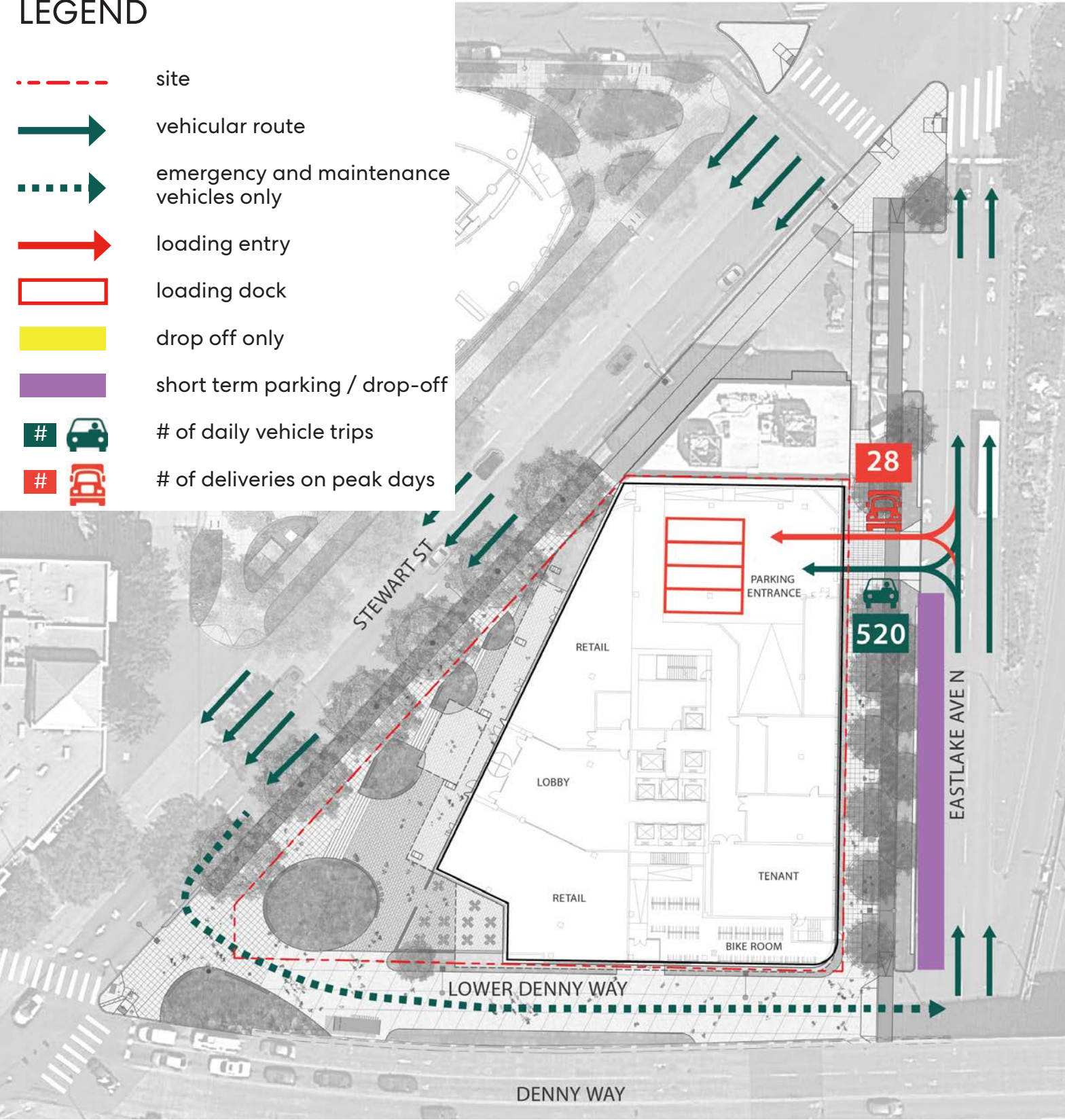
PEDESTRIAN COLLISIONS OVER 10 YEARS



VEHICULAR ACCESS

LEGEND

- site
- vehicular route
- emergency and maintenance vehicles only
- loading entry
- loading dock
- drop off only
- short term parking / drop-off
- # of daily vehicle trips
- # of deliveries on peak days



BICYCLE ACCESS

LEGEND

- site
- protected bike lane
- sharrow
- bike room
- bike room access
- bike parking
- scooter parking zone
- bike box

