



# 3800 LATONA

3800 LATONA AVENUE NE  
DESIGN REVIEW RECOMMENDATION,  
1/25/2021

SDCI PROJECT #3036154-LU

LATONA STATION, LLC

WEBER THOMPSON



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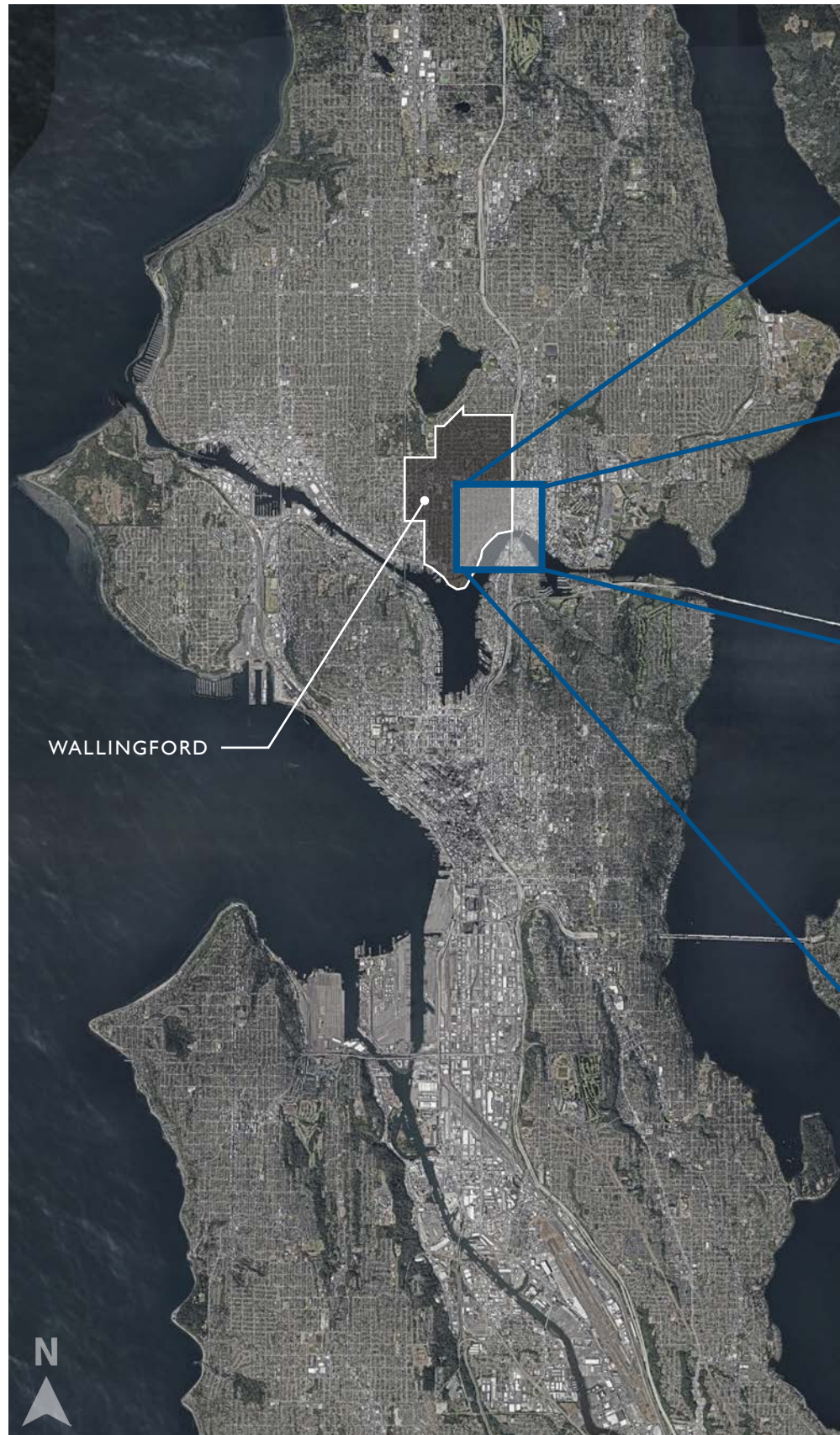
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PROJECT INTENTION  
LOCATION





PROJECT INTENTION

# INTRODUCTION

SITE INFORMATION

Address: 3800 Latona Avenue NE, Seattle WA 98105

Site Area: 62,978 SF

Zone: IC-65 (M), Partially in the Urban Maritime Shoreline Environment

DEVELOPMENT GOALS

- 158,000 SF Commercial Office
- 27,000 SF Dunn Lumber Warehouse
- 9,500 SF Retail
- 61,500 Parking with 167 parking stalls
- 200 bicycle stalls

DEVELOPMENT STANDARD DEPARTURES

Please see page 40 for blank facade departure requests.

DUNN LUMBER: A SEATTLE INSTITUTION & FAMILY BUSINESS



The project includes an expansion of the existing Dunn Lumber headquarters.

Dunn Lumber is a family-owned and operated business with deep Seattle roots. Founded in 1907 by Albert Dunn (pictured above on left), the Dunn Lumber Company has operated their headquarters and retail lumber store at Latona Avenue NE and NE Northlake Way since 1931. Thousands of Seattle homes have been built with lumber and building materials from Dunn. The company has survived fires, the Great Depression, the Boeing Bust, the Great Recession – and the biggest and continuing threat: industry consolidation by giant chain operators. With nine stores in the greater Seattle area, operations continue today with fourth and fifth generation family members under the leadership of president, Mike Dunn. The current headquarters location employs more than 100 people. Many of these employees have been with the company for 30 plus years, some more than 45 years.

COU LATONA

COU Latona is a partnership between local developers Mike Hess, Mark Grey, and Joanna Callahan. The team brings a depth of experience in commercial development totaling 65 years and dozens of projects.

Their focus is on innovative sustainability and keeping each building’s character consistent with its community. Within the last 4 years, they have developed the following award winning projects in the neighborhood: Data I (NAIOP’s 2017 Office Building of the Year), Watershed (NAIOP’s 2020 Sustainable Commercial Development of the Year), and the all-timber Cedar Speedster (NAIOP 2020 Nominee for Office Building of the Year.)



CEDAR SPEEDSTER



WATERSHED



PROJECT INTENTION

# DESIGN CONCEPT

PLACE AS A FOREST.

The project draws inspiration from the experience of being within a forest. The design reflects on the distinct layers of a forest: a forest floor, an understory, and a canopy.

The experience of moving through the project’s public spaces speaks to the experience of walking through a forest. Moving along a meandering path through columnar trees, looking up at a dense canopy above, and looking down at the lush forest floor. At the edge of the forest there is a distinct threshold where one meets the edge of the trees and is greeted by a widening of views and an overlook vantage point.

FOREST FLOOR



UNDERSTORY



CANOPY



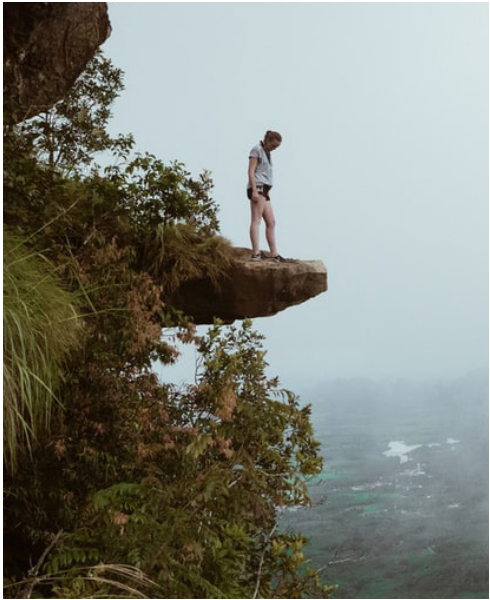
MEANDERING PATH



DISCOVERY



VANTAGE





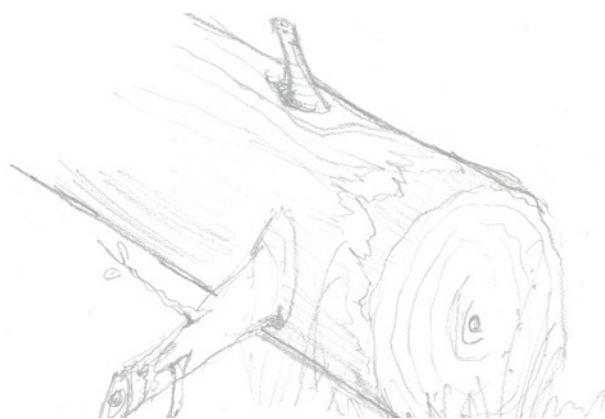
## EARLY DESIGN GUIDANCE SUMMARY

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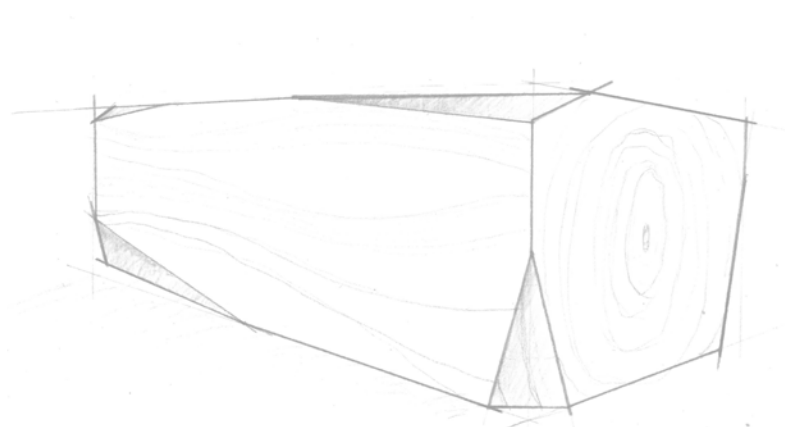
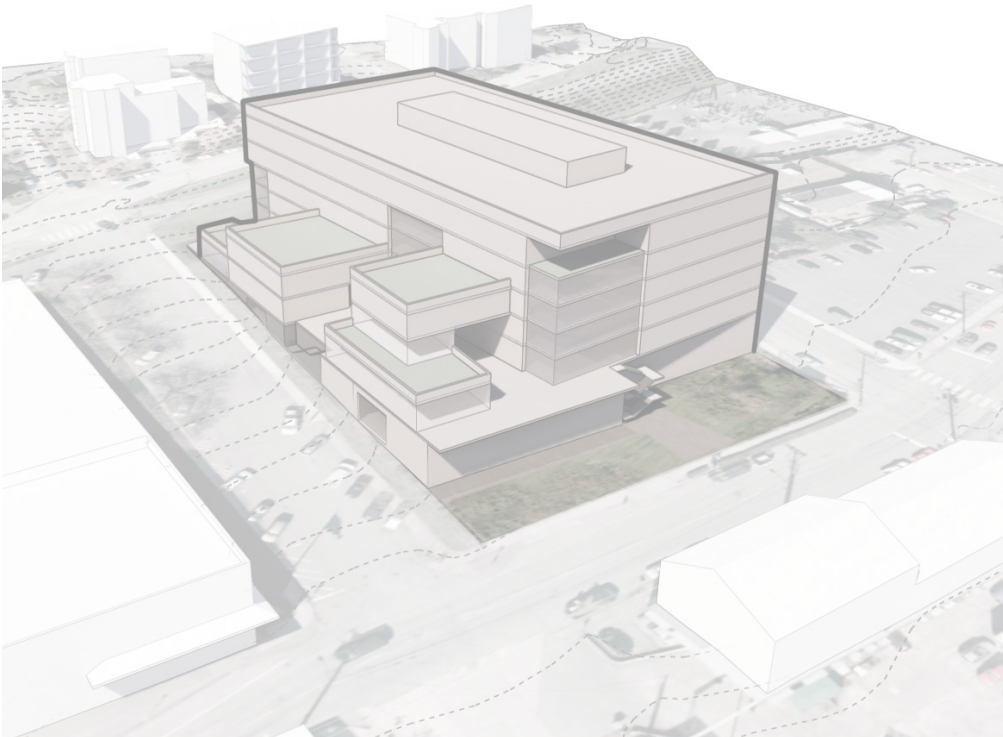


EARLY DESIGN GUIDANCE SUMMARY

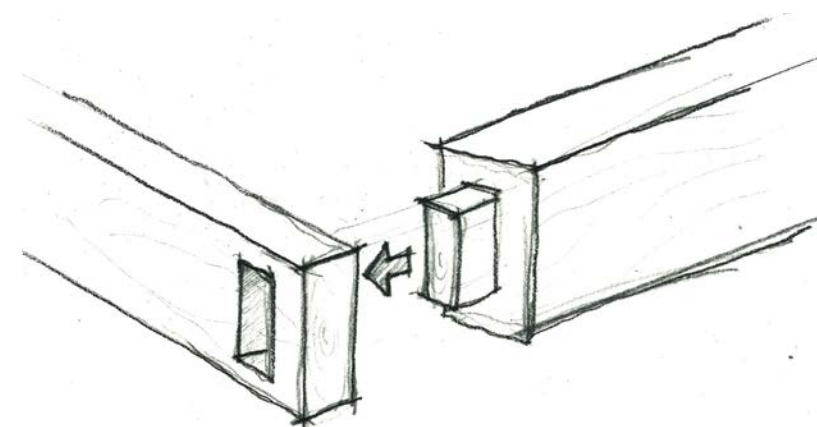
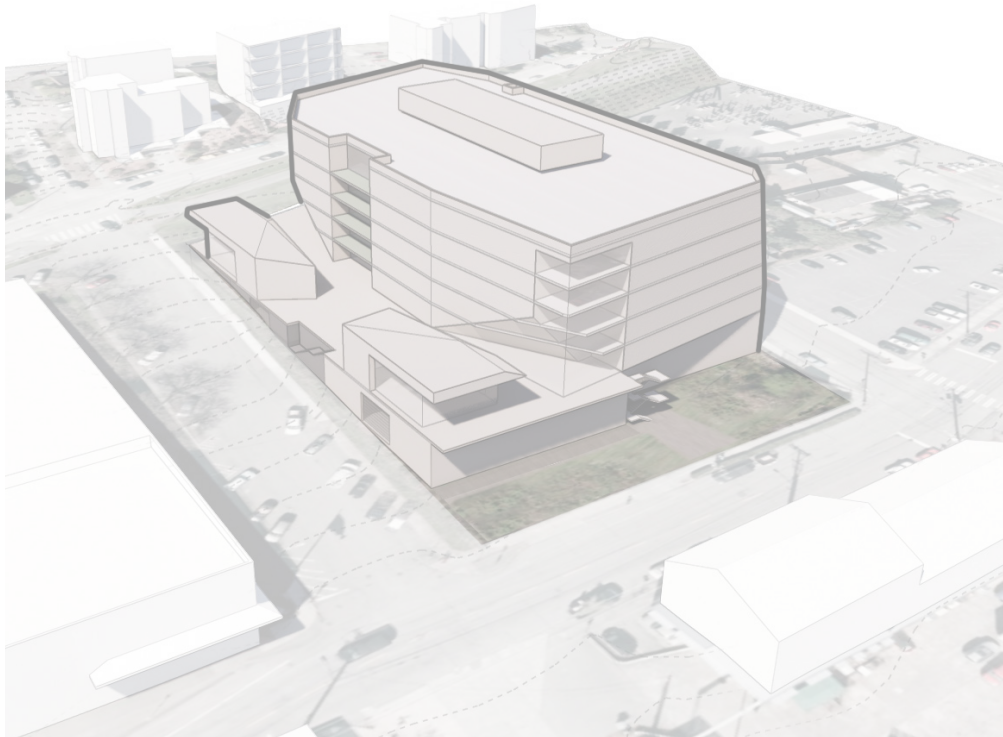
# MASSING RECAP



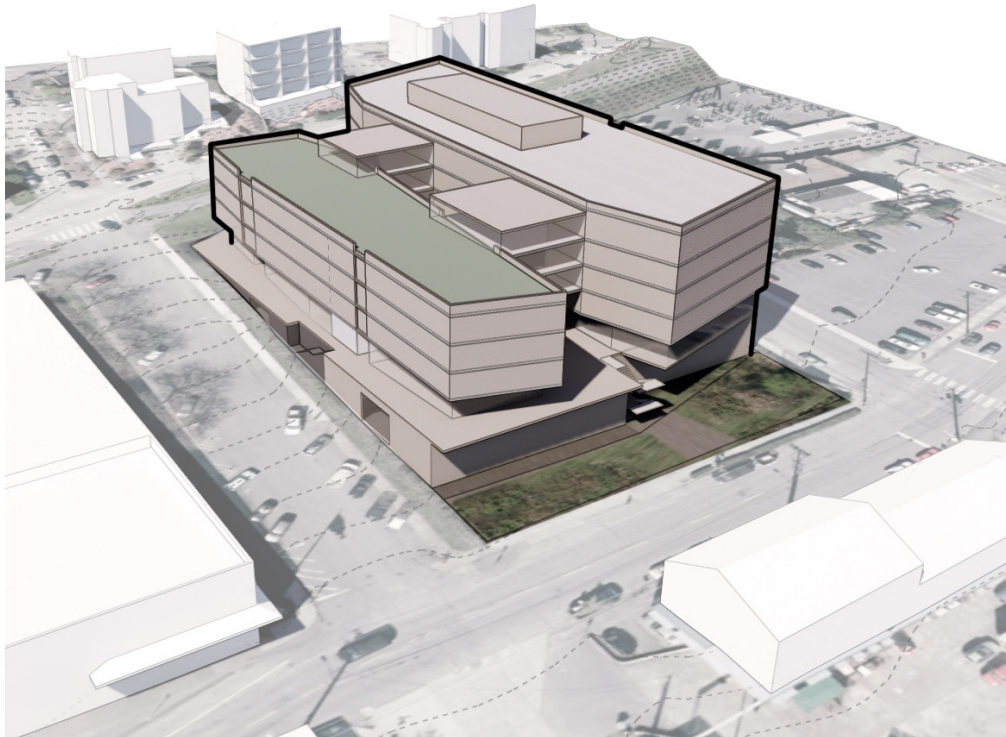
A  
OFFSHOOT



B  
WHITTLE



C  
MORTISE AND TENON  
(PREFERRED)



**BOARD SELECTION**

“The Board acknowledged that the project is a very complex proposal. Option C does a better job of addressing the challenges, given the different adjacencies and programming goals.”

“The Board stated that while Option C has a better scale to the block relationship, Option B from an urban planning standpoint allows for a greater plaza.”



EARLY DESIGN GUIDANCE SUMMARY

# PROJECT EVOLUTION

**PROGRESSION SINCE EDG**

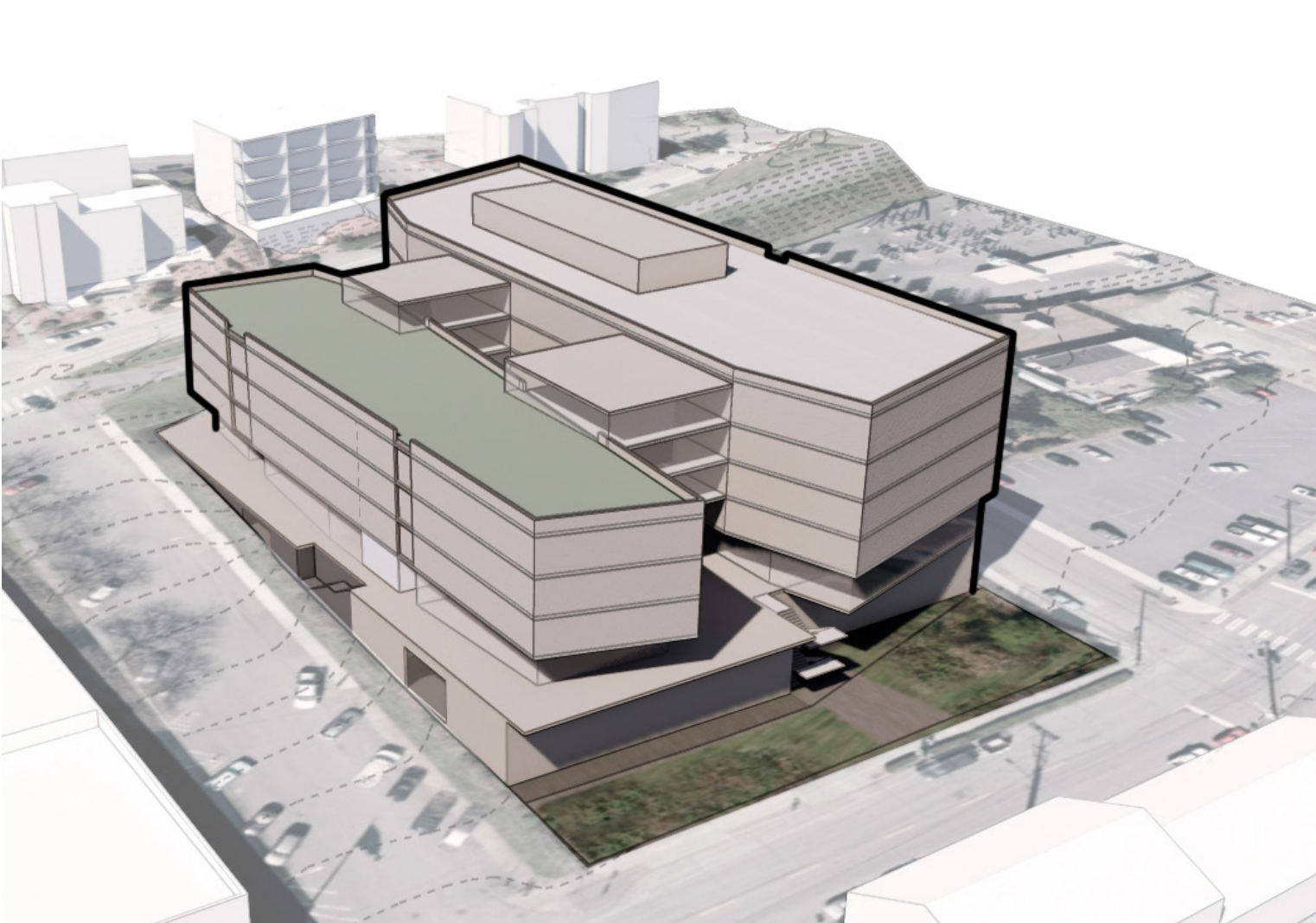
Since this project’s Early Design Guidance meeting on January 6th, 2020, the Project Team has decided not to pursue the Living Building Pilot Program. This is due to a new project goal of providing in-demand “laboratory-ready” office space to the market. This pivot to a lab-ready building made the LBPP infeasible for the project.

**REDUCTION IN HEIGHT AND AREA**

The building has reduced in both height and area due to no longer taking utilizing the incentives of the Living Building Pilot Program. The design was previously four stories on the east wing and three stories on the west wing. Additionally, the project is no longer strictly adhering to setbacks that kept structure out of the south shoreline environment. This has allowed the project a more expressive south facade and still maintains the southern setback as a stormwater bioswale and open space.

**RETAINED AND EVOLVED PROJECT GOALS**

- Mass Timber Construction
- Commitment to Health & Wellness
- Regional Stormwater Treatment
- Seattle Parks Department Coordinated Park and Burke Gilman Trail Connection



DESIGN AT EDG



DESIGN TODAY

# I. MASSING

## GUIDANCE

- a. The Board recognizes that the site is still in an industrial zone transitioning between a residential area and a working waterfront and that all three options do a good job supporting the transition from these areas down to the waterfront.
- b. The Board suggested that while the Public Plaza in Option C is designed as a public open access way, spatially or architecturally *it is not as open* as scheme B which features pavilion type objects on a podium that would allow users to move along a more opened edge.
- c. The Board stated that while Option C has a better scale to the block relationship, Option B from an urban planning standpoint allows for a greater plaza.
- d. The Board verbalized great support for the Option C but stated that *they would support pushing the building masses out further to the edges and opening the central plaza even more.*
- e. The Board noted that the Latona street edge would be difficult to make into a good pedestrian level environment due to the garage entry, proposed stairs and double height entry which are all challenging. *The Board stated that they would like to see more focus placed on the central space* rather than attempting to provide more open space along Latona.

## RESPONSE

The project team heard the Board’s feedback about opening up and widening the plaza. To achieve this, the west wing of the building was moved further west to the Latona Avenue building edge. This added approximately 10 Feet of width between the building edges at the south end and 5 Feet of width at the north end. The middle of the plaza grew by 5-15 Feet.

## RELEVANT GUIDELINES

- CS1-B-1: Sunlight & Natural Ventilation

CS2-B-2: Daylight and Shading

CS1-E-1: Natural Water Features

CS2-D-1: Existing Dev. and Zoning

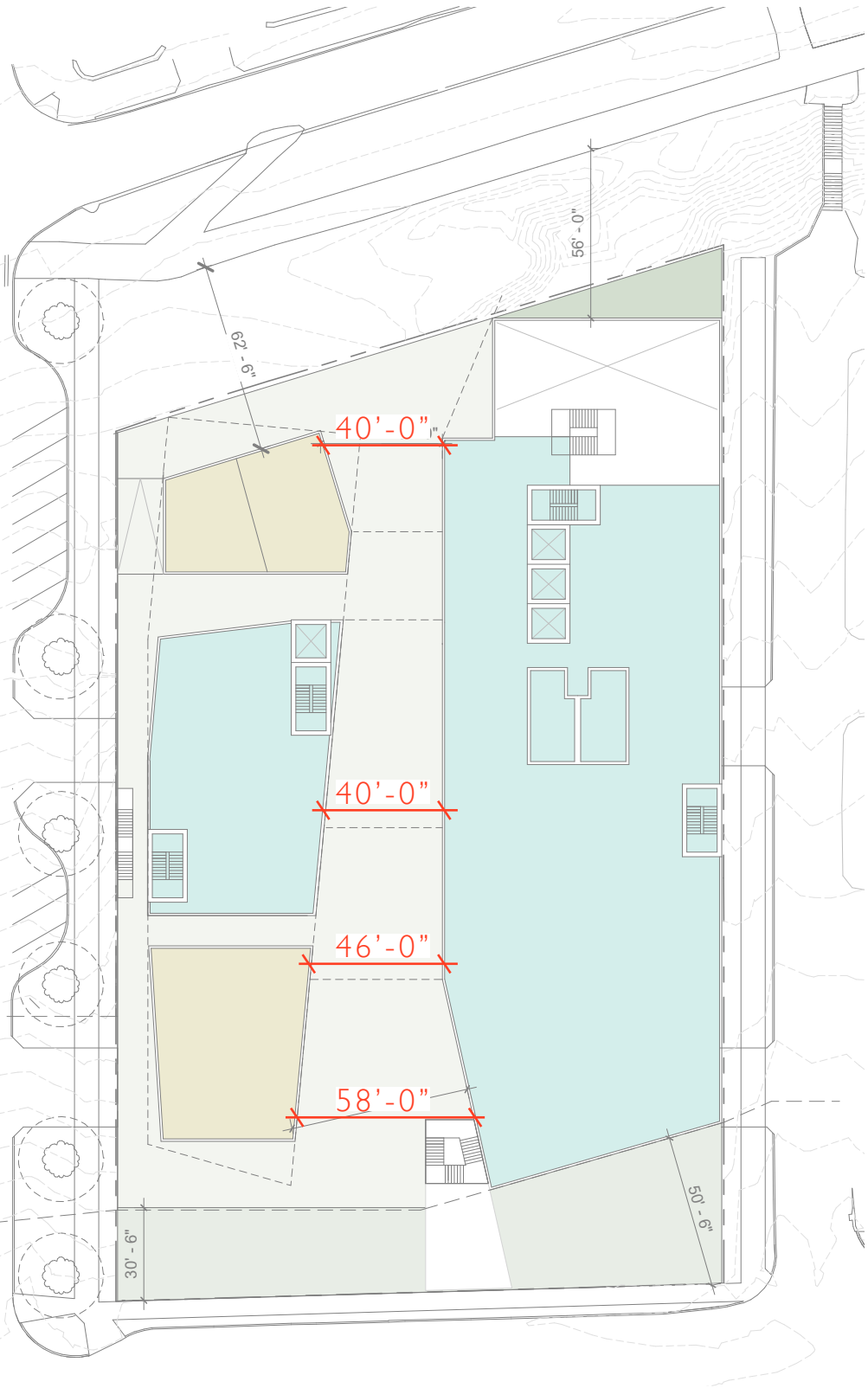
CS2-D-2: Off-Site Features
- CS2-D-3: Zone Transitions

CS2-D-5: Respect for Adjacent Sites

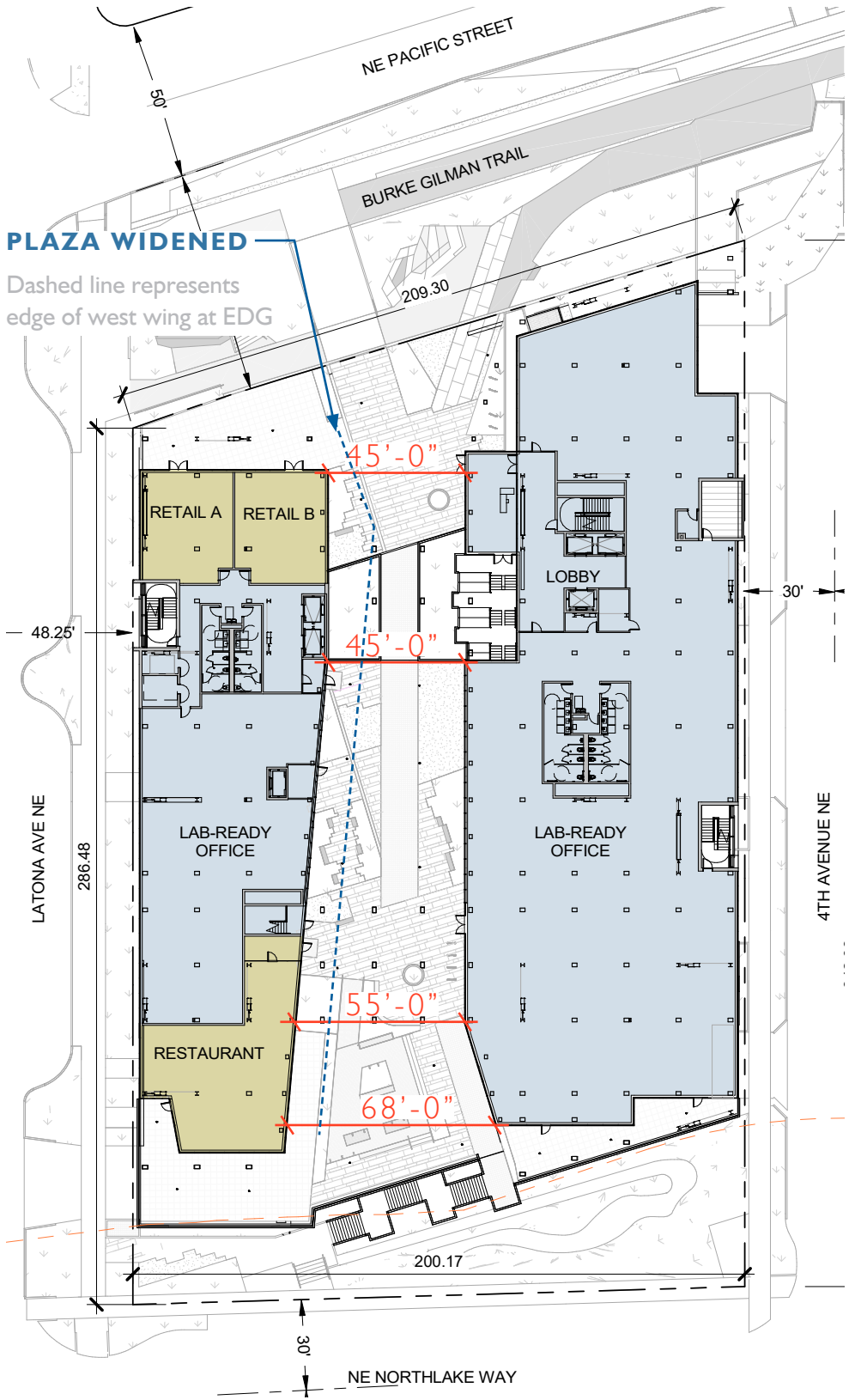
CS3-B-1: Placemaking

PL1-A: Network of Open Spaces

DC2-I-i: Building Massing



DESIGN AT EDG



DESIGN TODAY



EARLY DESIGN GUIDANCE SUMMARY

# 2. RESPONSE TO CONTEXT

**GUIDANCE**

- a. The Board appreciated the thorough site analysis that included traffic patterns, view and daylight analysis for each of the edges, as well as the context, for all three massing options.
- b. The Board applauded the design team on their level of analysis that included digging into the neighboring context and area history.
- c. The Board suggested that the proposal is challenging as it includes a number of diverse uses and functional requirements including a warehouse use that is encapsulated by other uses. The Board noted that these varied uses also make the development very interesting.

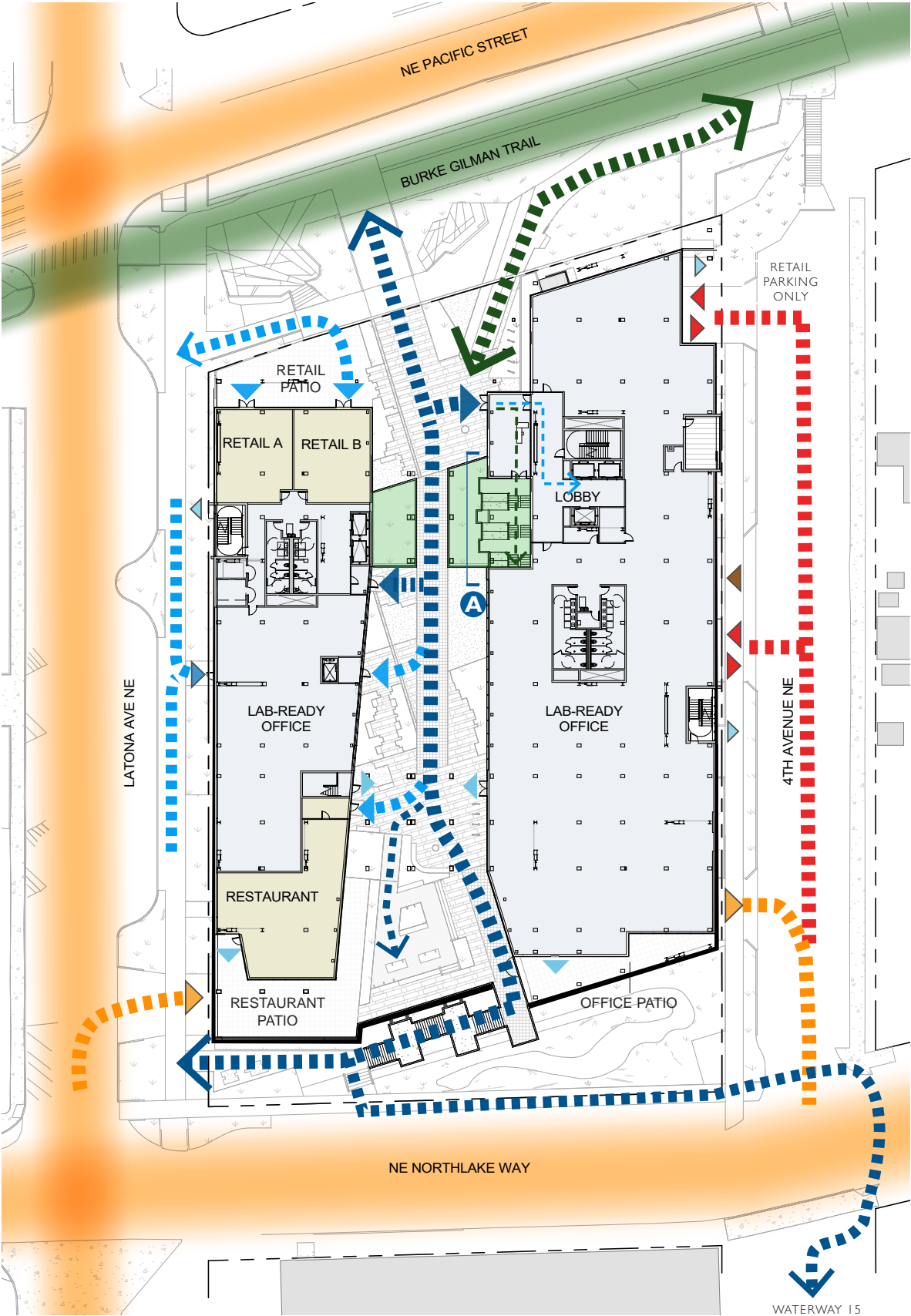
**RESPONSE**

The project team developed the adjacent diagram to capture how the site access has evolved and improved. At EDG the project was proposing a garage entry on Latona Avenue and has since worked to consolidate all garage entries and loading to 4th Avenue for both entry and exit. This simplifies the pedestrian experience on Latona Ave and improves concerns about vehicular congestion at the corner of Latona Ave and Pacific Way. The only exception being the required warehouse vendor truck entry at the south corner of Latona Avenue and Northlake Way.

Bicycle culture and the cycling experience on this site is prioritized and celebrated. There is a unique experience (dashed green line) where a bicyclist wishing to park their bike within the building’s long term storage is able to enter through the main building entry vestibule, check in with reception, and then to an exterior grand feature stair that leads you down to Level P1 where a generous bike storage, locker room, and shower room facility are located. The feature stair also contains seating steps for office users to sit and have lunch in a unique sheltered location.

**RELEVANT GUIDELINES**

- CS3-B-1: Placemaking
- CS3-B-2: Historical/Cultural References
- PL1-A-1: Enhancing Open Space
- PL1-C-2: Informal Community Uses



**SECTION A**

BIKE RUNNEL  
AND STAIR

SUNKEN GARDEN

TENANT BIKE  
FACILITIES

**PLAZA LEVEL ACCESS**

- MAIN BUILDING ENTRY/EXIT
- SECONDARY PUBLIC ENTRY/EXIT
- TERTIARY BUILDING ENTRY/EXIT
- OPEN TO SUNKEN GARDEN AND BIKE FACILITIES BELOW
- PRIMARY PEDESTRIAN CIRCULATION PATH
- OFFICE VISITORS ARRIVING BY FOOT
- TENANTS ARRIVING BY BIKE

**AT GRADE ACCESS**

- WAREHOUSE VEHICULAR/VENDOR TRUCK ENTRY/EXIT
- VEHICULAR GARAGE ENTRY/EXIT
- VEHICULAR LOADING AND TRASH ENTRY/EXIT
- SECONDARY PEDESTRIAN PUBLIC ENTRY/EXIT
- TERTIARY PEDESTRIAN BUILDING ENTRY/EXIT



# 3. DESIGN CONCEPT

## GUIDANCE

- a. The Board acknowledged that the project is a very complex proposal. Option C does a better job of addressing the challenges, given the different adjacencies and programming goals.
- b. The Board suggested that the western portion of Option C is more interesting with its smaller scale but acknowledged the reasoning behind shifting the open space to the center of the site to take advantage of views and stepping down toward the lake.
- c. The Board stated that they would *like to see more development of the plaza area and retail commercial element.*
- d. The Board stated that they would *like to see the bridging elements in Option C become more transparent and feel more open to the sky.* The current configuration runs the risk of being semi-public vs. fully public. The intent is a fully public space as extolled by the applicant team.

## RESPONSE

The connectors are now fully exterior, with the exception of the L4 south connector which is enclosed. This adds interest and a variety of spatial experiences.

The Plaza design has thoughtfully evolved and remains a fully publicly accessible plaza with retail/restaurant on both the north and south ends. The Plaza is access from public park or park-like space on both the north and south edges. **Please see Pages 36-39 for more detail on the Landscape Design.**

## RELEVANT GUIDELINES

CS2-D-3: Zone Transitions

CS2-D-5: Respect for Adjacent Sites

PL1-A-1: Enhancing Open Space

PL2-A-1: Access for All

PL3-C-1: Porous Edge

DC2-A-1: Site Characteristics and Uses

DC2-I-i: Building Massing

DC3-B-3: Connections to Other Open Spaces

DC3-C-1: Reinforce Existing Open Space

## EXTERIOR CONNECTORS

The previously enclosed connectors between the two wings have been converted into exterior space that is meant to function as outdoor workspace. The north connectors are two stories above the Plaza to allow for increased views through to the south end of the Plaza.



## SOUTH ENCLOSED CONNECTOR

The upper connector on the south end is enclosed to allow for a variety of spaces and create indoor office space that captures the views to the south.

## SHALLOW CONNECTOR

The Level 2 Connector on the south end is half as wide as others to create interest and allow for double height open space similar to the north end.



# 4. STREETSCAPE AND LANDSCAPE

## GUIDANCE

- a. The Board suggested that the design team is heading in the right direction with their approach to the four unique building edges. *The Board noted the northwest corner will require careful attention as the design evolves. The Board also acknowledged the south edge is complicated due to the targeted setbacks and programming and need for transparency along the edge of warehouse.*
- b. The Board was supportive of the exterior stair feature along the south edge and landscaped edge. *The Board looked forward to seeing the relationship with landscaping and sculptural elements, the transparency into the working warehouse, and opportunities for users to pause and take in some of the views to the south.*
- c. The Board acknowledged the public concern about *creating 'safer mixing' of users along the Burke Gilman Trail by reducing the number of entry points.*
- d. The Board suggested that the design team is heading in the right direction in terms of their approach to creating a deliberate on-site circulation but *encouraged the team to develop fewer points of entry along the Burke and to make those more visible.*

## RESPONSE

The Project Team heard the feedback about fewer direct connections to the busy Burke Gilman Trail and has reduced and refined the way the paths integrate with the trail. The current proposed design has been recommended by and carefully coordinated with the Seattle Parks Department. **See Pages 36-39 for more details on the Landscape Design.**

The south end of the building provides transparency into the warehouse through a double story metal mesh grating at both the west and east corners. A steel stair connects the south Latona Ave and Northlake Way right-of-ways with a direct access to the Plaza and vice versa.

## RELEVANT GUIDELINES

- CS3-B-1: Placemaking
- CS1-E-1: Natural Water Features
- PL2-A-1: Access for All
- PL2-D: Wayfinding
- PL2-D-1: Design as Wayfinding

- PL3-C-1: Porous Edge
- PL4-B: Planning Ahead for Bicyclists
- DC2-I-iv: Signage
- DC3-B-3: Connections to Other Open Spaces
- DC3-C-2: Amenities/Features

### WAREHOUSE TRANSPARENCY

Metal grating spans large openings in the south warehouse wall on both the east and west corners. This allows for a view into the interior and creates a glowing source of light in the evenings.

### RAISED TERMINUS

The plaza terminates with a raised deck and publicly accessible seating area that looks south out to Lake Union views.

### SOUTH FEATURE STAIR

A steel stair made of three staggered runs imitates a meandering path through a forest as it climbs up to the Plaza while allowing views down into the southern swale.





# 5. RETAIL SPACE

**GUIDANCE**

- a. The Board was concerned that the broad faced retail space seen in Option C, a calming use adjacent to the Burke, *could become a less attractive and very narrow space* indicative of Option B, if the widening of the public plaza and the moving of the western mass is not carefully orchestrated.
- b. While the Board was enthusiastic about further opening the public plaza as seen in Option C, they did not specifically request that the retail space be moved further to the west as the ultimate solution.

**RESPONSE**

The project team was able to achieve the Board’s recommendation of widening the plaza without negatively affecting the retail spaces at the north of the site. The retail frontage is 61 Feet and is accompanied by a gracious outdoor seating area.

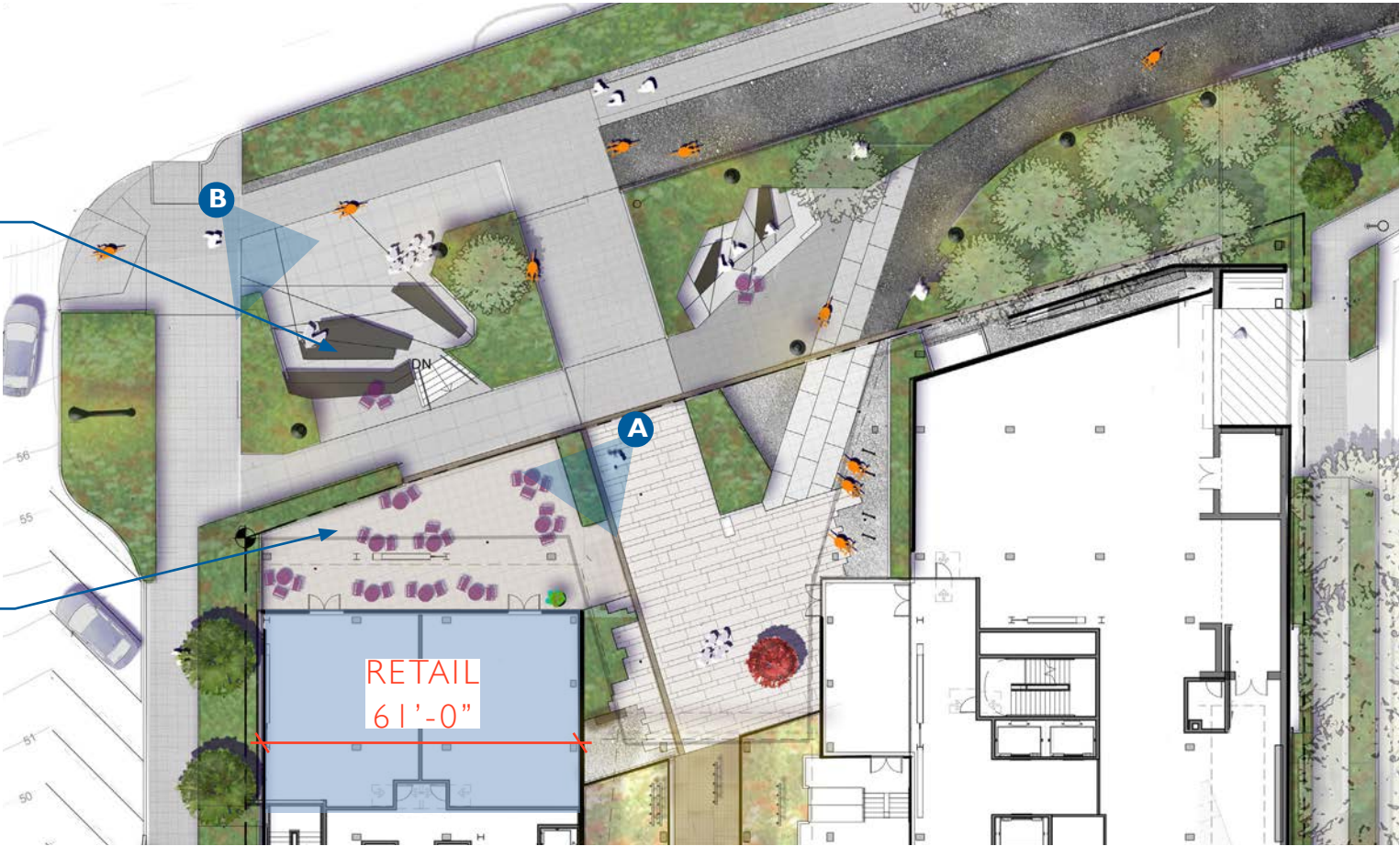
Please see Pages 36-39 for more detail on the Landscape Design.

**PARK SCULPTURAL SEATING ELEMENT**

In order to maintain visual access from the north right-of-way to the Retail, a low-laying but engaging sculptural seating area is located north of the retail seating.

**RETAIL SEATING**

A partially covered, partially uncovered seating area accompanies both retail spaces.



**RELEVANT GUIDELINES**

PL3-C-I: Porous Edge

DC2-I-iv: Signage

DC3-A-I: Interior/Exterior Fit

DC3-B-3: connections to Other Open Spaces

DC3-C-2: Amenities/Features





## 6. LIVING BUILDING PILOT PROGRAM

### GUIDANCE

- a. The Board applauded the design team’s initial effort in discussing historical references in terms of their strategy for achieving the Place petal requirements. The Board encouraged greater inclusion of native cultures in their strategy for meeting this requirement.

### RESPONSE

As previously discussed on Page 7, the Project is no longer pursuing the Living Building Pilot Program but has retained many of the same design intentions that would have satisfied the Place and Beauty petals, as well as a continuing focus on health and wellness.

We are exploring opportunities for informational signage about the site’s history in the lumber industry, the history of railways in Seattle, and the Latona Neighborhood.

### RELEVANT GUIDELINES

- CS3-B-2: Historical/Cultural References
- DC2-B: Architectural and Facade Composition
- DC2-E: Form and Function

## 7. MATERIALS

### GUIDANCE

- a. The Board applauded the design team’s deliberate effort in creating a high degree of transparency at ground level as seen in the preferred alternative.
- b. The Board stated that the EDG packet also expresses several different ideas as seen in precedent imagery. The Board understood that the different ideas and materials need to be responsive to the different programs and exposures.
- c. The Board advocated choosing a singular material language or approach and to not mix too many approaches together as it creates confusion about whether the design intent is industrial or another approach.

### RESPONSE

Please see pages 27-28 for more information on materials.

### RELEVANT GUIDELINES

- PL3-C-1: Porous Edge
- DC2-B-1: Facade Composition
- DC2-D: Scale and Texture
- DC2-E: Form and Function
- DC4-A: Exterior Elements and Finishes



# DESIGN PROPOSAL

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DESIGN PROPOSAL  
RENDERINGS





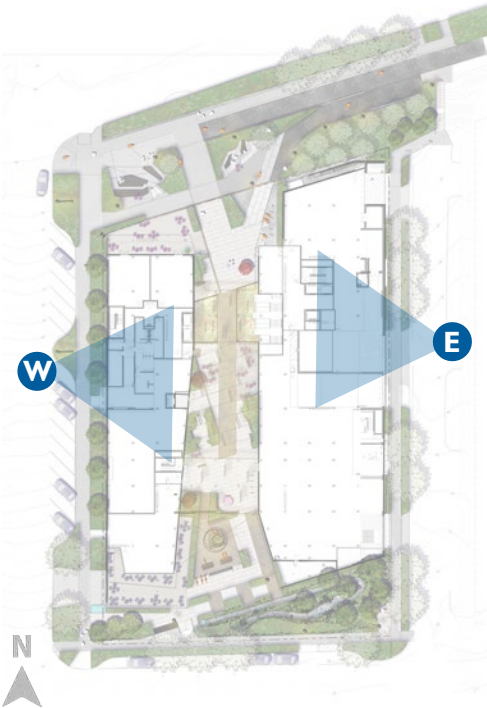
DESIGN PROPOSAL  
RENDERINGS



BIRDS EYE VIEW, NW CORNER



DESIGN PROPOSAL  
RENDERINGS





DESIGN PROPOSAL  
RENDERINGS





DESIGN PROPOSAL  
RENDERINGS

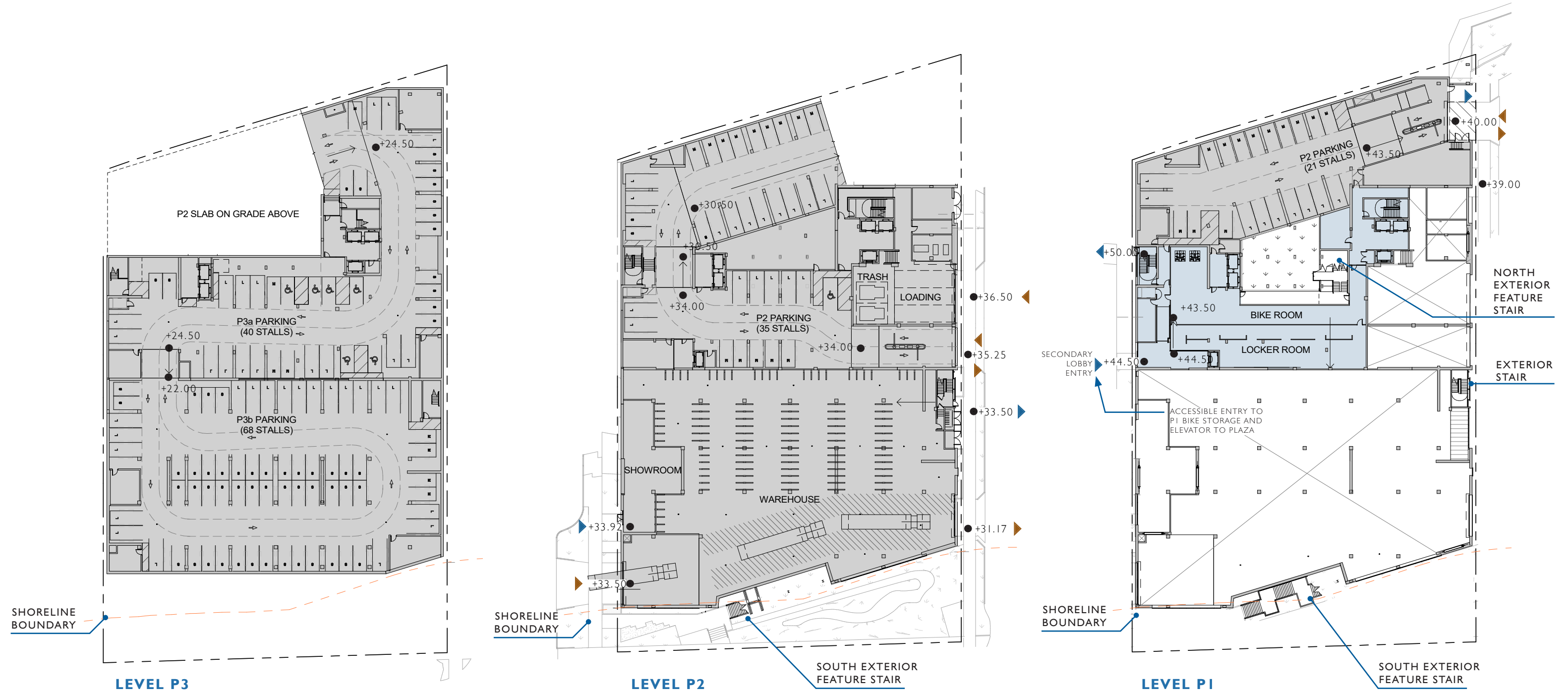


BIRDS EYE VIEW, SE CORNER



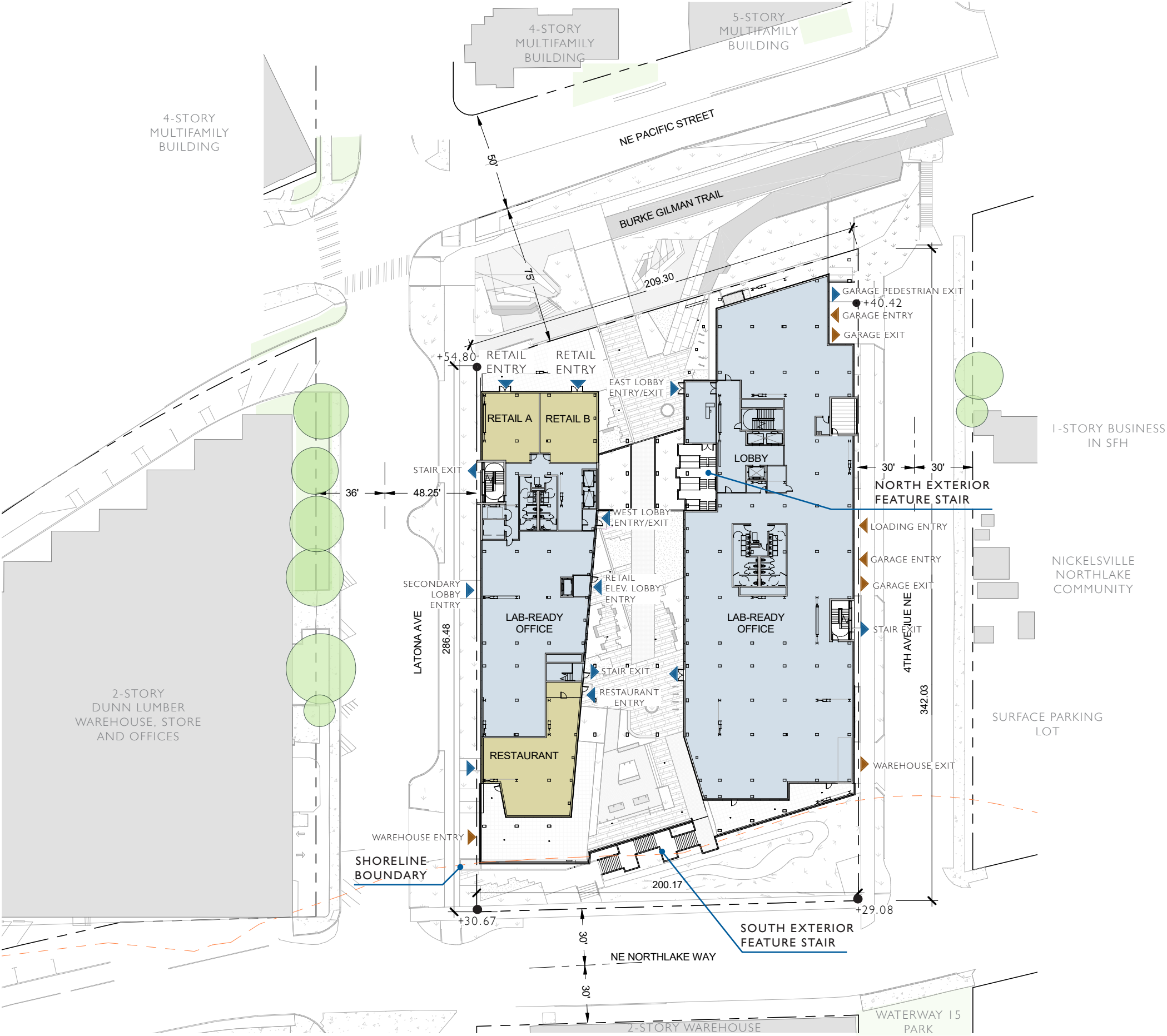
DESIGN PROPOSAL

# GARAGE PLANS





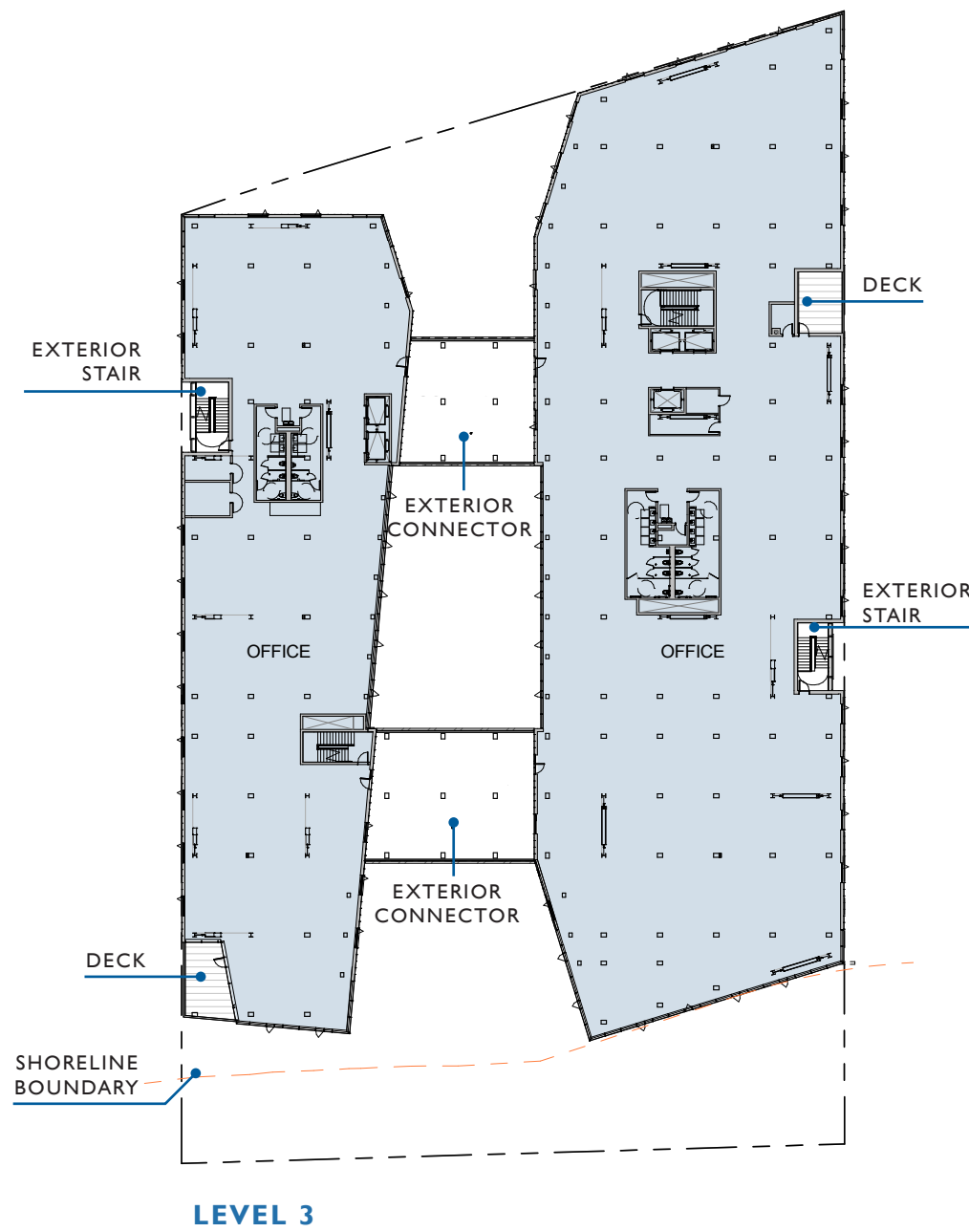
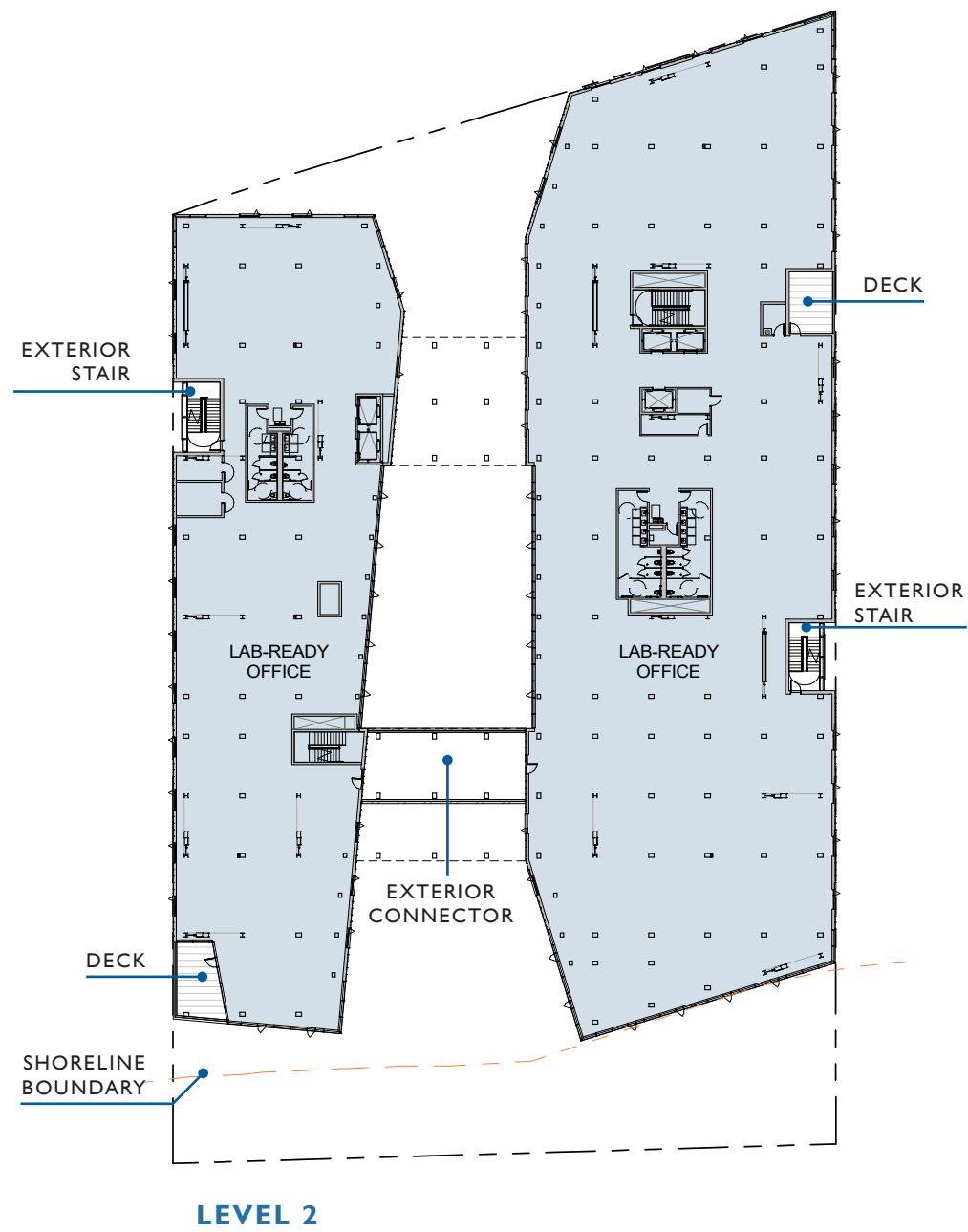
DESIGN PROPOSAL  
SITE PLAN





DESIGN PROPOSAL

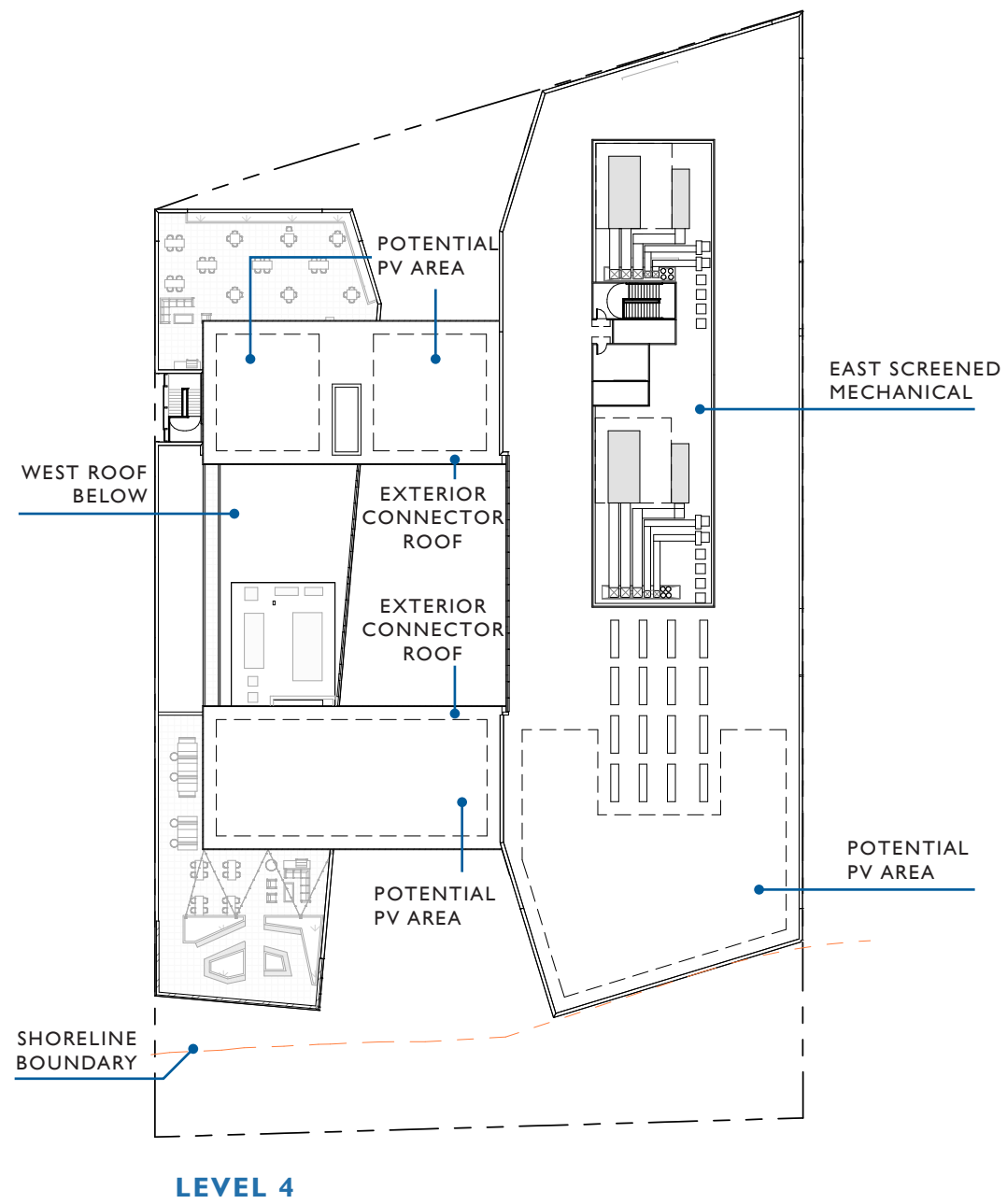
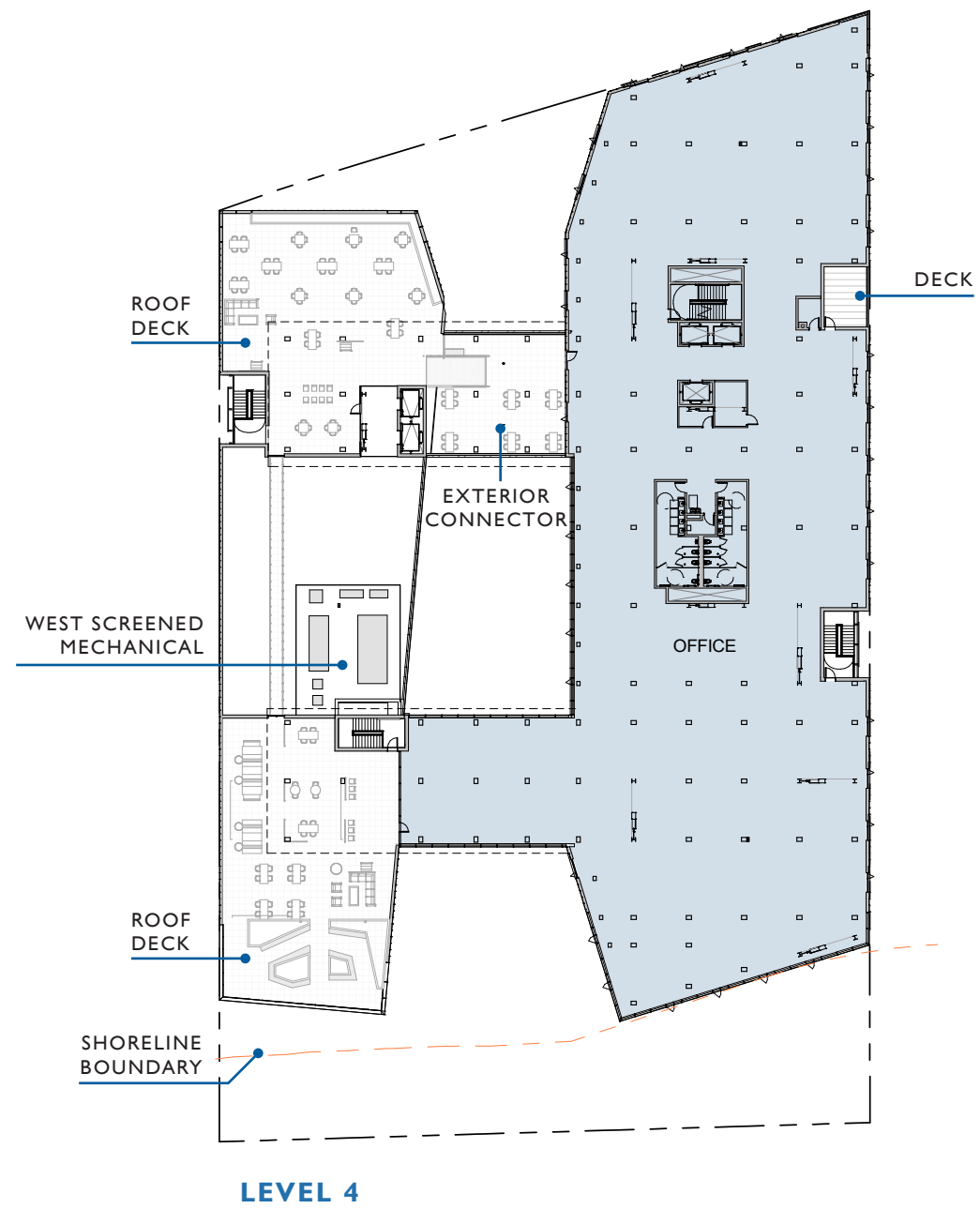
# OFFICE PLANS





DESIGN PROPOSAL

# ROOF PLANS

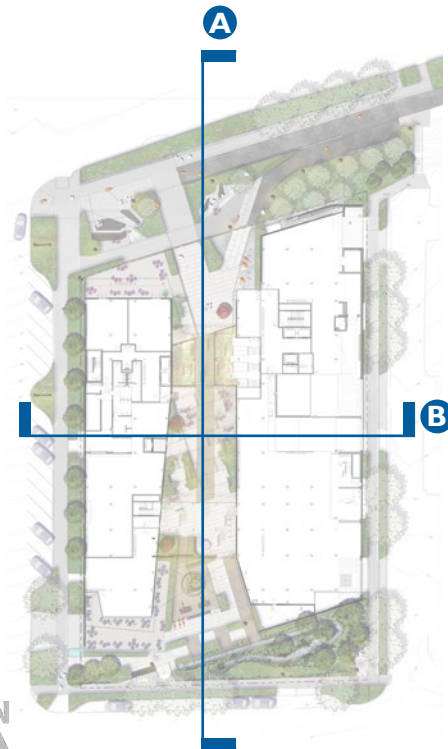




DESIGN PROPOSAL  
SECTIONS



SECTION A



SECTION B



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DESIGN PROPOSAL

# PEDESTRIAN EXPERIENCE RENDERINGS



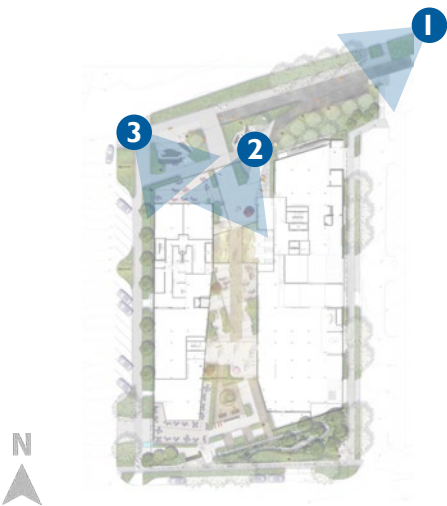
1: NORTHEAST CORNER



2: NORTH PLAZA ENTRANCE



3: NORTHWEST CORNER





DESIGN PROPOSAL

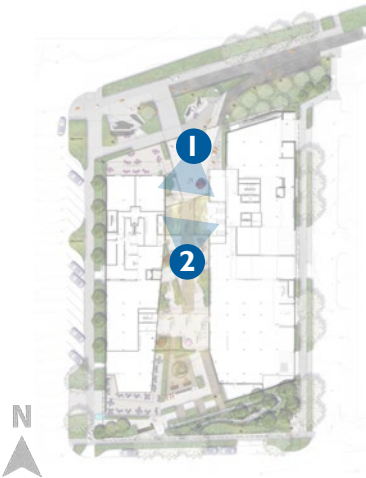
# PEDESTRIAN EXPERIENCE RENDERINGS



1: NORTH PLAZA ENTRY CLOSEUP



2: WALKING UNDER NORTH CONNECTOR, LOOKING NORTH





DESIGN PROPOSAL

# PEDESTRIAN EXPERIENCE RENDERINGS



1: WALKING UNDER SOUTH CONNECTOR, LOOKING SOUTH



2: TOP OF SOUTH FEATURE STAIR





DESIGN PROPOSAL

# PEDESTRIAN EXPERIENCE RENDERINGS



1: SOUTHWEST CORNER PLAZA



2: SOUTHEAST CORNER PLAZA





DESIGN PROPOSAL

# MATERIAL COMPOSITION

GUIDANCE

- a. The Board applauded the design team’s deliberate effort in creating a high degree of transparency at ground level as seen in the preferred alternative.
- b. The Board stated that the EDG packet also expresses several different ideas as seen in precedent imagery. The Board understood that the different ideas and materials need to be responsive to the different programs and exposures.
- c. The Board advocated choosing a singular material language or approach and to not mix too many approaches together as it creates confusion about whether the design intent is industrial or another approach.

RESPONSE

While the site is in an industrial zone and serves an industrial use below the plaza, the primary use and character of the project is that of a high performance, lab-ready office building that celebrates its timber history.

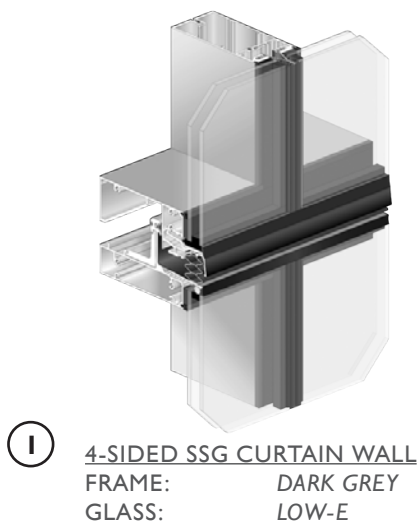
The materialty of the podium must support the industrial warehouse and parking uses, but the concrete facades have been eroded with storefront glazing and open metal grating - providing a view into and from the warehouse spaces.

The transparency at the plaza level is maintained to support the concept of forest sightlines with a canopy of office use above. This provides more visibility and activity for retail uses and public entries at the plaza level.

The predominant material of the project is the mass timber structure. It not only references the history of the timber industry on and near the site, but also sheds light on the legacy of the Dunn family business in the neighborhood. For those reasons, it is celebrated and exposed where possible. Glue-laminated timber columns are anchored throughout the plaza level on steel pedestals. Large expanses of curtain wall glass in the courtyard and at major view corners invite views to the internal timber structure.

Subtle wood accents such as vertical board formed concrete, soffits and shiplap cladding tie together a story of the site’s timber history.

A clean, modern industrial expression of architectural metal work throughout the project honors the industrial context and history of the site while complementing the contemporary envelope detailing typical of a high performance lab/office use.



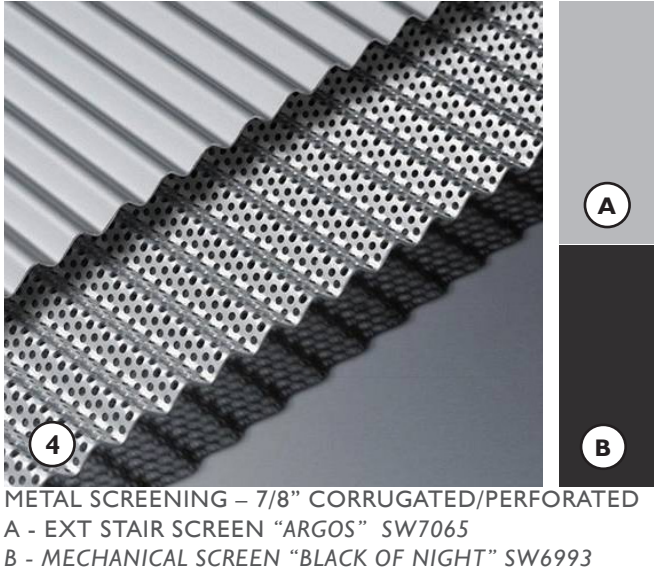
1 4-SIDED SSG CURTAIN WALL  
FRAME: DARK GREY  
GLASS: LOW-E



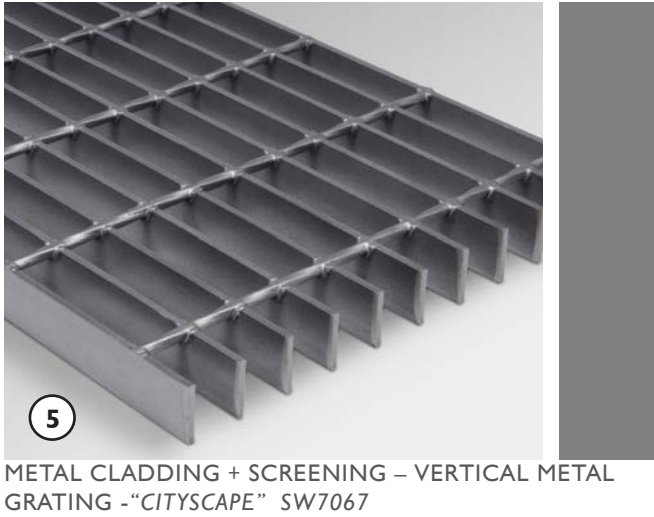
2 CAPTURED CURTAIN WALL  
FRAME+CAP: DARK GREY  
GLASS: LOW-E (OFFICE)  
CLEAR (RETAIL)



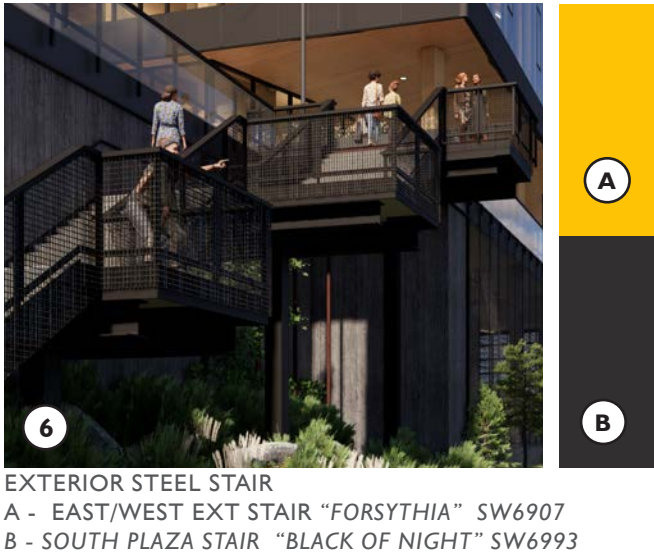
3 ALUMINUM LOUVER - DARK GREY



4 METAL SCREENING – 7/8" CORRUGATED/PERFORATED  
A - EXT STAIR SCREEN "ARGOS" SW7065  
B - MECHANICAL SCREEN "BLACK OF NIGHT" SW6993



5 METAL CLADDING + SCREENING – VERTICAL METAL GRATING - "CITYSCAPE" SW7067



6 EXTERIOR STEEL STAIR  
A - EAST/WEST EXT STAIR "FORSYTHIA" SW6907  
B - SOUTH PLAZA STAIR "BLACK OF NIGHT" SW6993



7 CONCRETE – BOARD FORMED (VERTICAL)



8 CONCRETE – ARCHITECTURAL



DESIGN PROPOSAL

# MATERIAL COMPOSITION



9  
THERMALLY MODIFIED WOOD CLADDING / SCREENING  
1x6 SHIPLAP (KEBONY OR SIMILAR MFR)



11  
METAL PANEL CLADDING (TRIM/FASCIA)  
A - "PEPPERCORN" SW7674  
B - "BLACK OF NIGHT" SW6993



10  
MASS TIMBER STRUCTURE



12  
FIBER CEMENT – HIGH DENSITY, THROUGH COLOR  
A - CEMBRIT SOLID "PLUTO" S101  
B - CEMBRIT TRANSPARENT "SAHARA" T262





DESIGN PROPOSAL

# MATERIAL COMPOSITION



**CEDAR SOFFIT**

**9 - THERMALLY MODIFIED WOOD  
CLADDING (WILL LIGHTEN TO  
SILVER/GRAY OVER TIME)**

**EXAMPLE PRODUCT:  
[HTTPS://US.KEBONY.COM/](https://us.kebony.com/)**

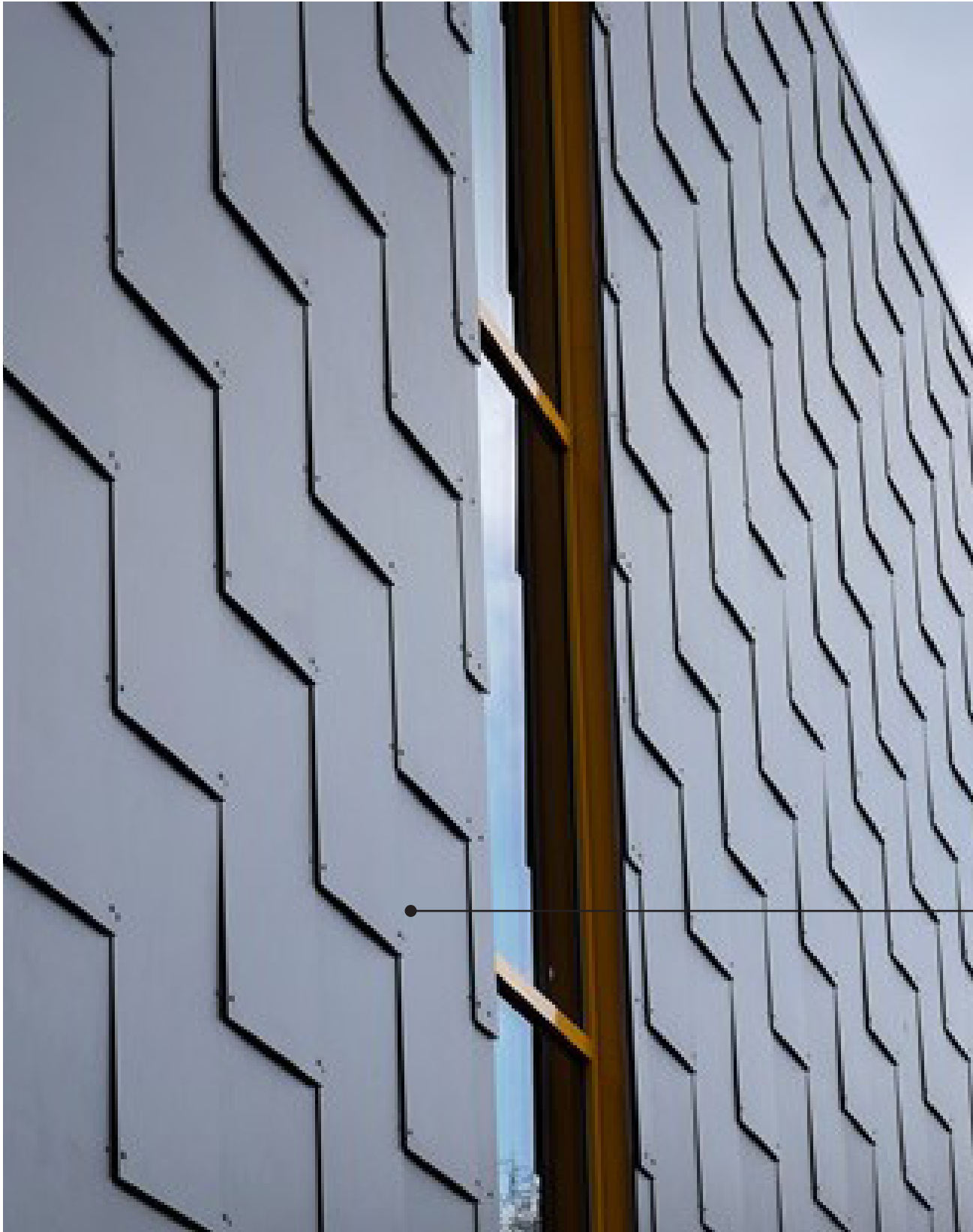
**12A + 12B - CEMBRIT CLADDING:  
[HTTPS://WWW.CEMBRIT.US/](https://www.cembrit.us/)**

**CLADDING INSPIRATION/EXAMPLE:  
[HTTPS://WWW.CEMBRIT.COM/  
PROJECTS/?PROJECT=26182](https://www.cembrit.com/projects/?project=26182)  
ARCHITECT: TENGBOM ARKITEKTER AB**



DESIGN PROPOSAL

# MATERIAL COMPOSITION

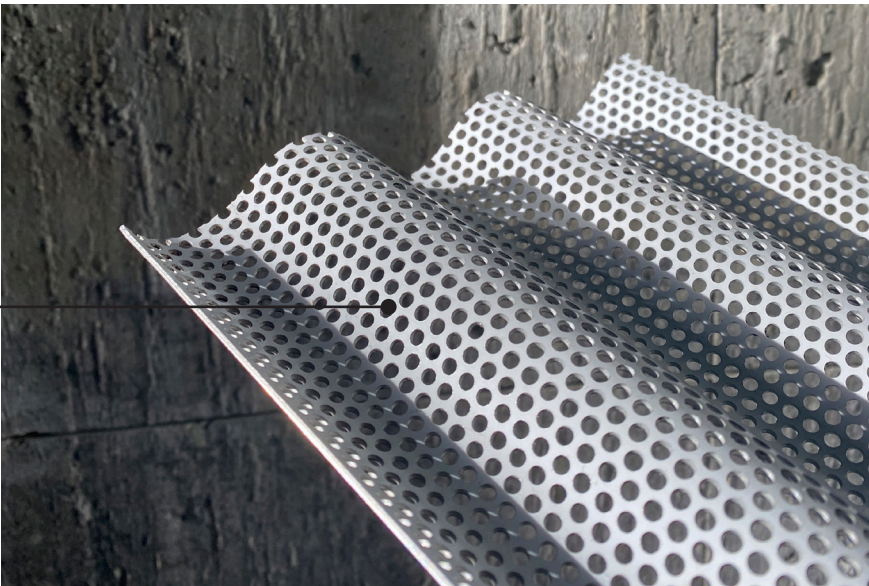


**MATERIALITY IN DETAIL**

To support the design concept of the canopy above the forest, the fiber cement cladding is designed in such a way as to create a vertical shingle pattern. This subtle nod to a traditional cedar cladding approach pays homage to the timber industry and the history of the site.

Additionally, this shingle pattern creates shadow patterns that change with the angle of the sun and the perspective of the viewer.

In a similar approach at a different scale, the corrugated, perforated metal screens protecting the east and west exterior stairs will also take a cue from this shingle detail with an overlapping horizontal joint.



**12A (CEMBRIT SOLID)**

**4A (PERFORATED,  
CORRUGATED STAIR SCREEN)**



DESIGN PROPOSAL

# ELEVATIONS

WEST FACADE



EAST FACADE



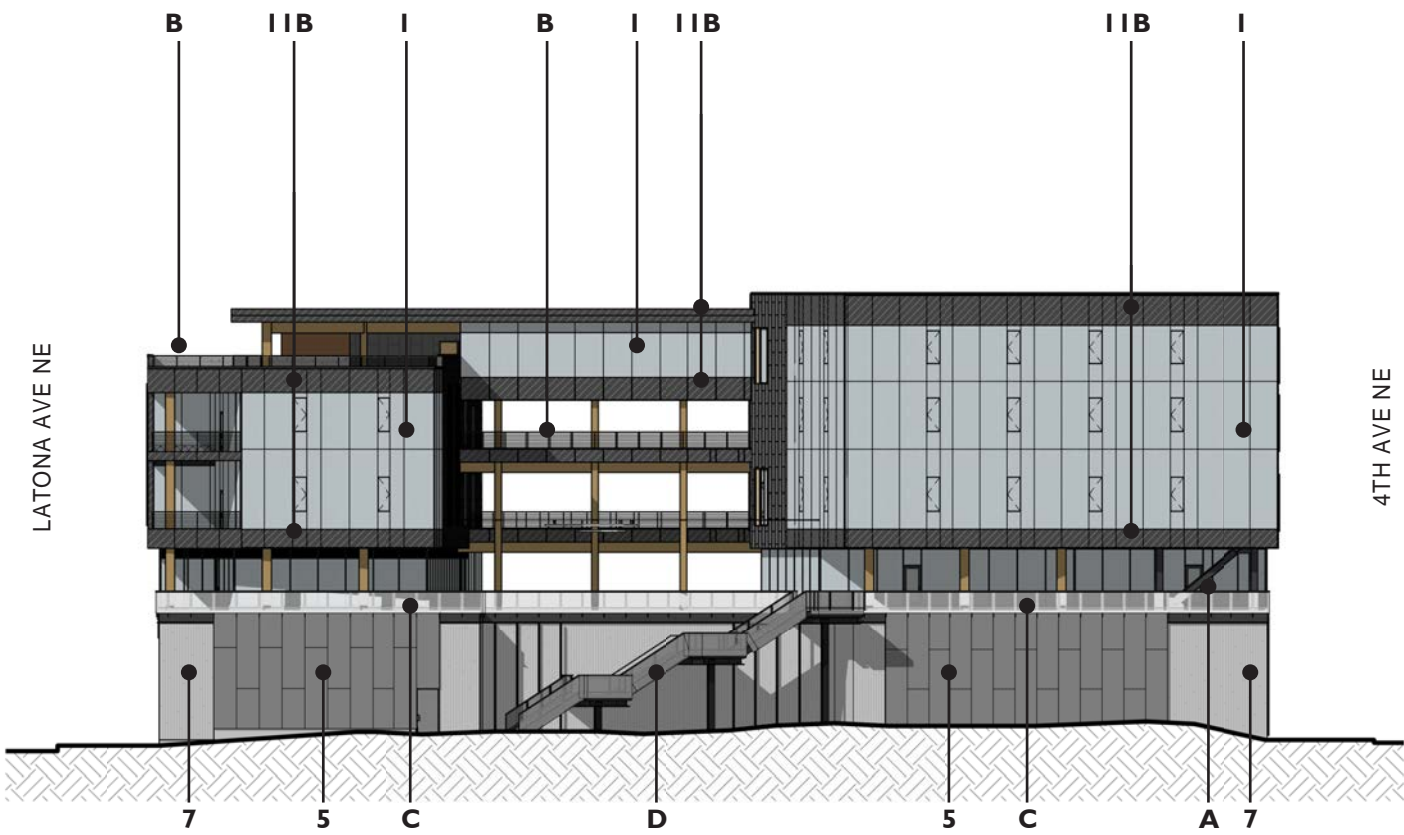
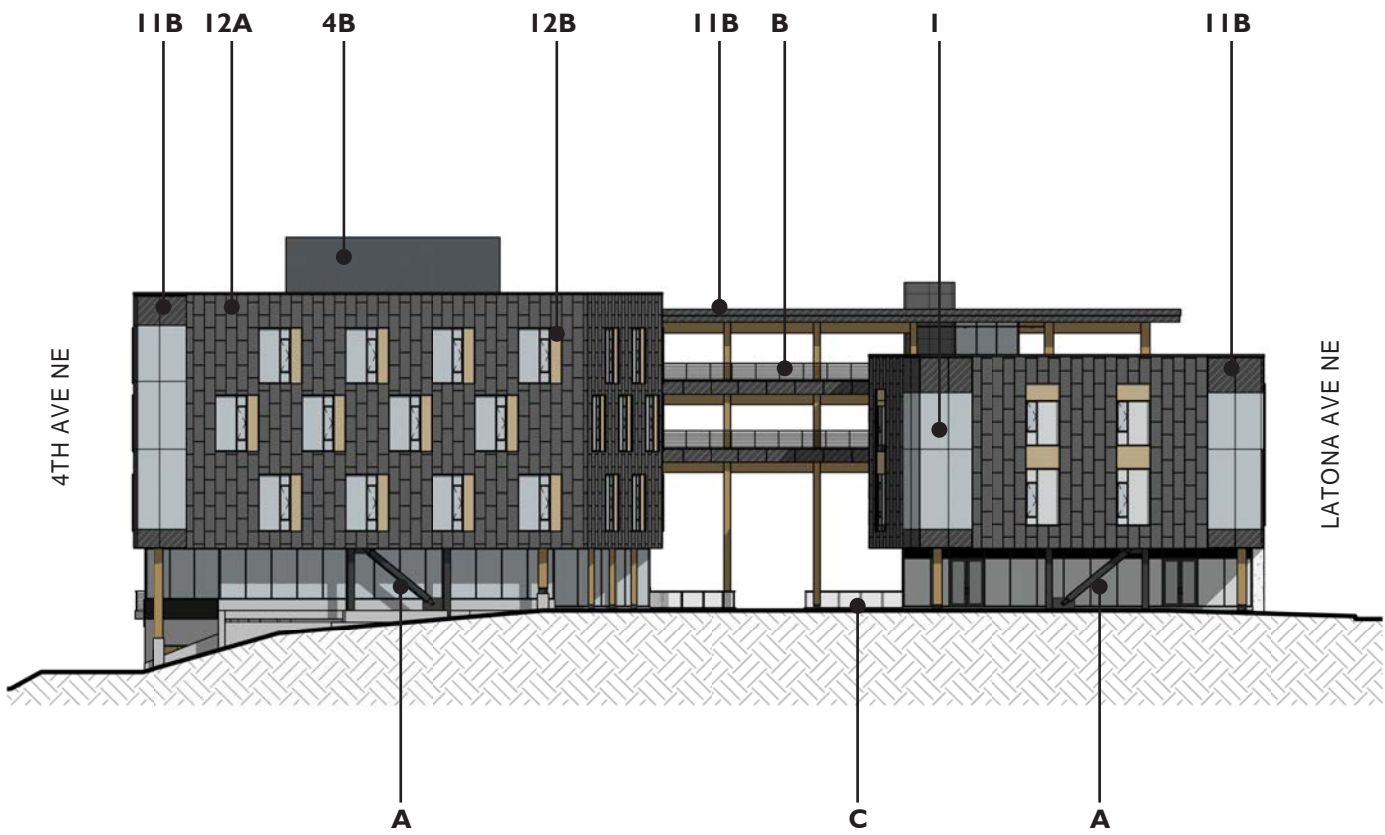


DESIGN PROPOSAL

# ELEVATIONS

NORTH FACADE

SOUTH FACADE



- A - STEEL BRACE FRAME
- B - CABLE GUARDRAIL
- C - GLASS GUARDRAIL
- D - WIRE MESH GUARDRAIL



DESIGN PROPOSAL

# SIGNAGE IMAGERY



SOFFIT MOUNTED SIGNAGE

WINDOW SIGNAGE



DESIGN PROPOSAL

# SIGNAGE IMAGERY



WAYFINDING SIGNAGE



EXTERIOR DESIGN PROPOSAL PLAN

# EXTERIOR LIGHTING: PLAZA



SN1 & SB1

BOLLARDS



SH1 & SC1, SC2

SPECIALTY CATENARY FIXTURES  
MOUNTED UNDERNEATH THE BUILDING  
CONNECTORS



SL1

LINEAR ACCENT LIGHTING INTEGRATED  
WITHIN SITE FURNITURE



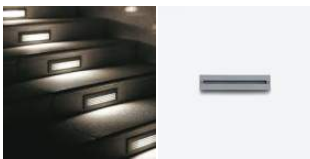
SP1

CITY OF SEATTLE STANDARD PEDESTRIAN  
POLE LIGHTS



SK1

INTEGRAL HANDRAIL LIGHTING



ST1

RECESSED STEPLIGHTS



SW1

LINEAR GRAZER TO HIGHLIGHT  
TOP OF LANDSCAPING



SA1

RECESSED GRAZER



SJ1

WALL SCONCE



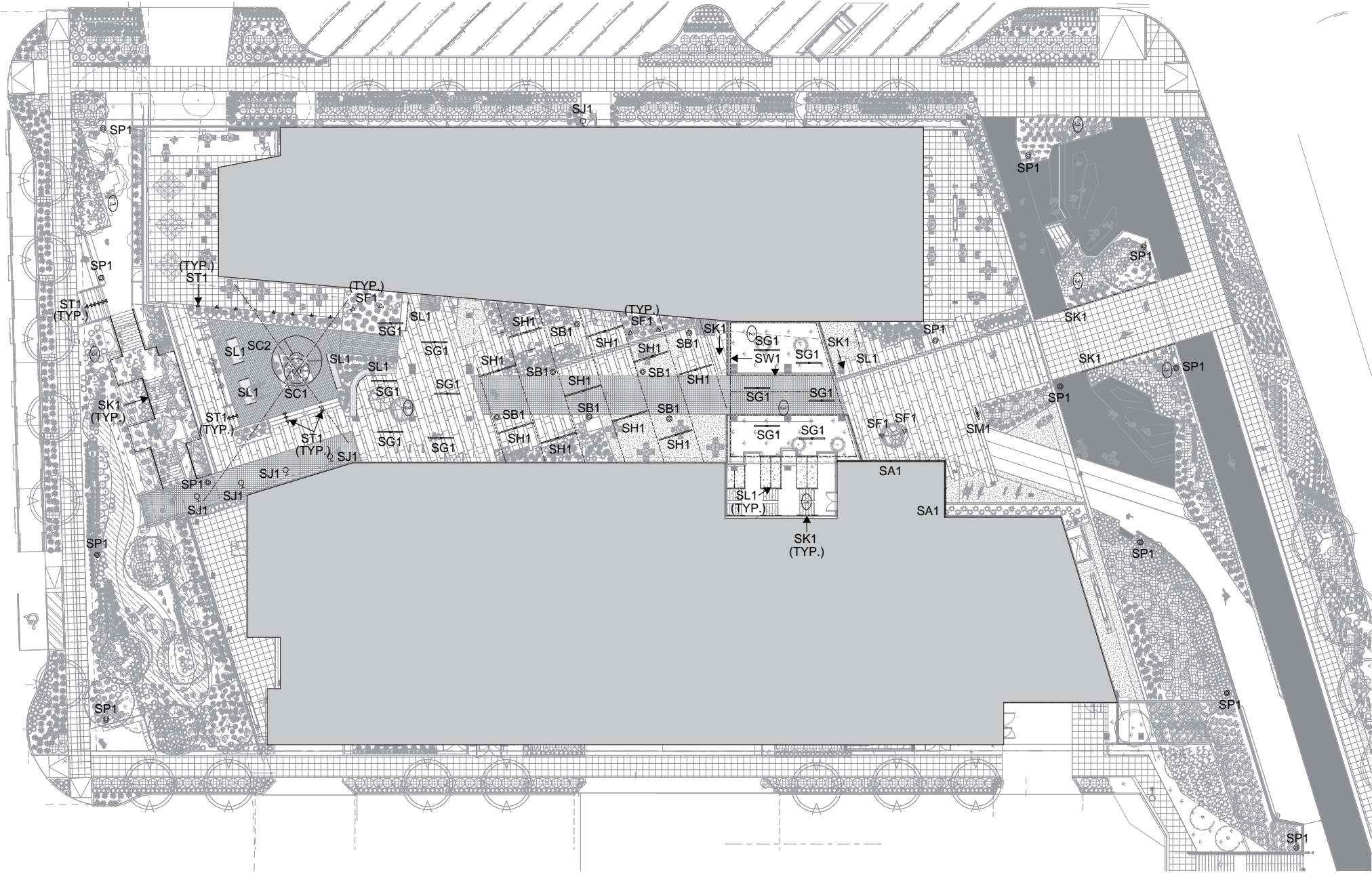
SF1

TREE UPLIGHT



SM1

LINEAR TO  
ILLUMINATE KIOSK



GLUMAC  
lightingstudio



DESIGN PROPOSAL

# EXTERIOR LIGHTING: PLAZA GLOW PLAN



SN1 & SB1

BOLLARDS



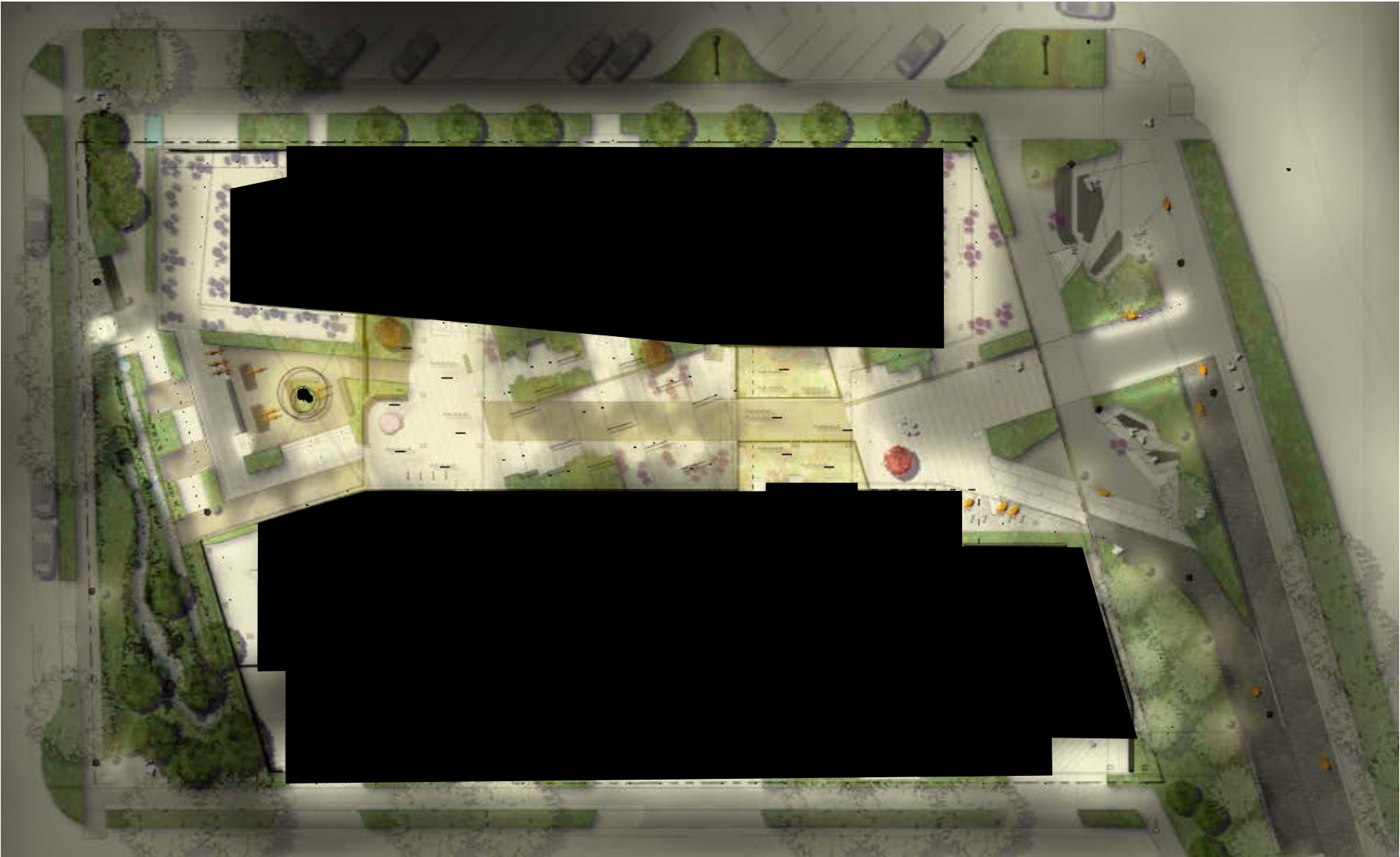
SH1 & SC1, SC2

SPECIALTY CATENARY FIXTURES  
MOUNTED UNDERNEATH THE BUILDING  
CONNECTORS



SL1

LINEAR ACCENT LIGHTING INTEGRATED  
WITHIN SITE FURNITURE



SP1

CITY OF SEATTLE STANDARD PEDESTRIAN  
POLE LIGHTS



SK1

INTEGRAL HANDRAIL LIGHTING



ST1

RECESSED STEPLIGHTS



SW1

LINEAR GRAZER TO HIGHLIGHT  
TOP OF LANDSCAPING



SA1

RECESSED  
GRAZER



SJ1

WALL SCONCE



SF1

TREE UPLIGHT



SM1

LINEAR TO  
ILLUMINATE KIOSK





DESIGN PROPOSAL

# EXTERIOR LIGHTING: ROOF



SB1

PATHWAY BOLLARDS



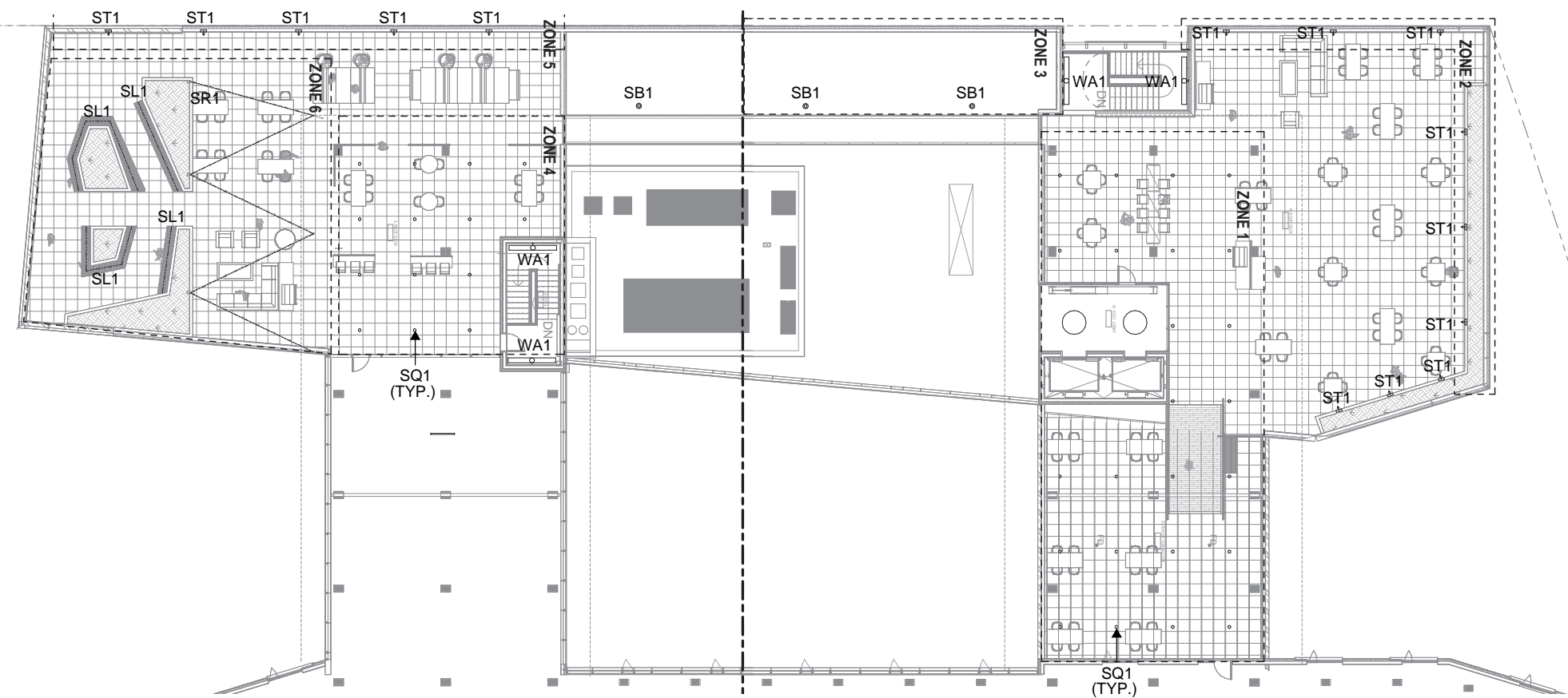
SR1

SHIELDED CATENARY LIGHTING OVER SEATING AREAS



SL1

LINEAR ACCENT LIGHTING INTEGRATED WITHIN SITE FURNITURE



ST1

RECESSED STEPLIGHTS



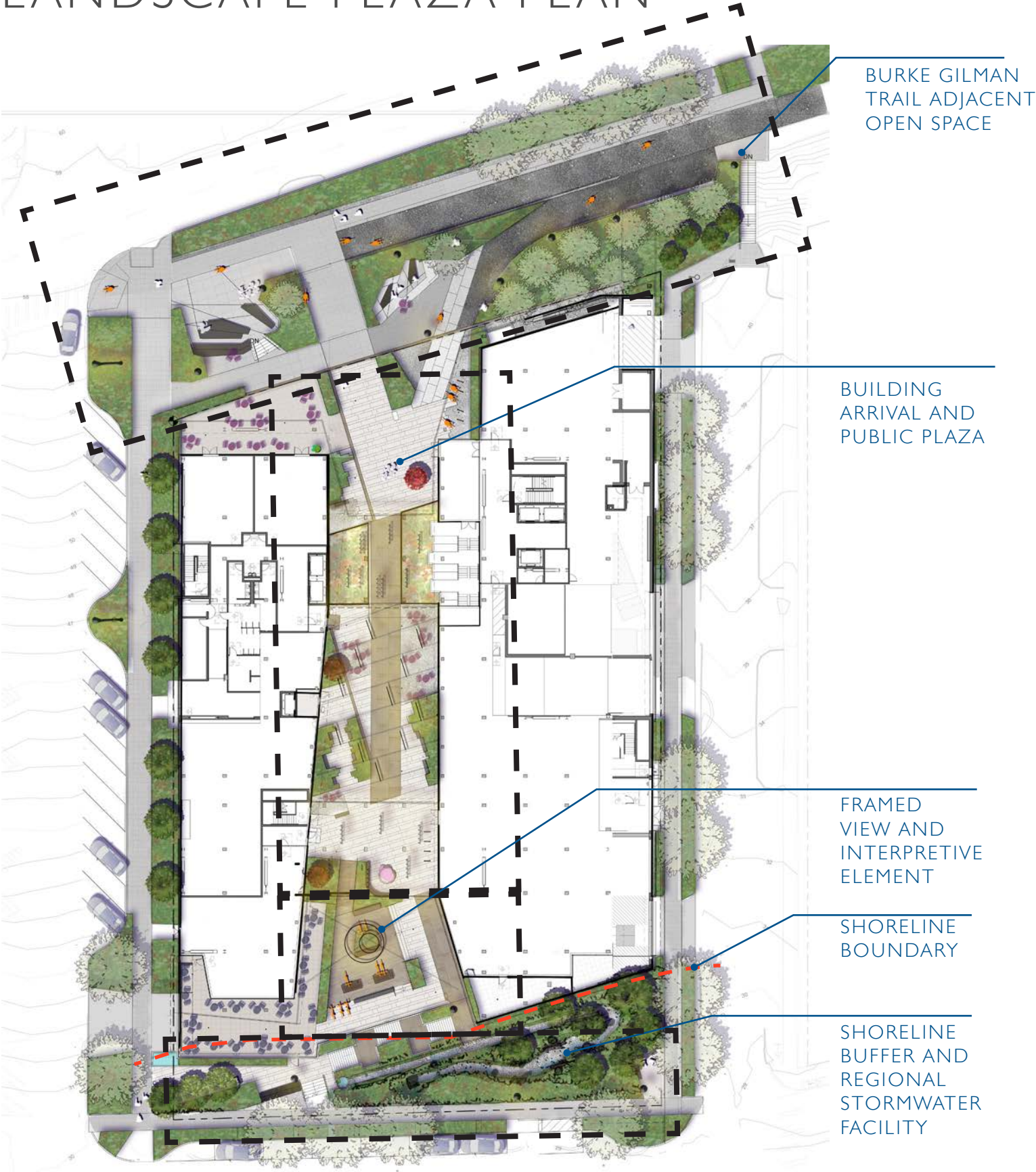
SQ1

SOFFIT DOWNLIGHTS



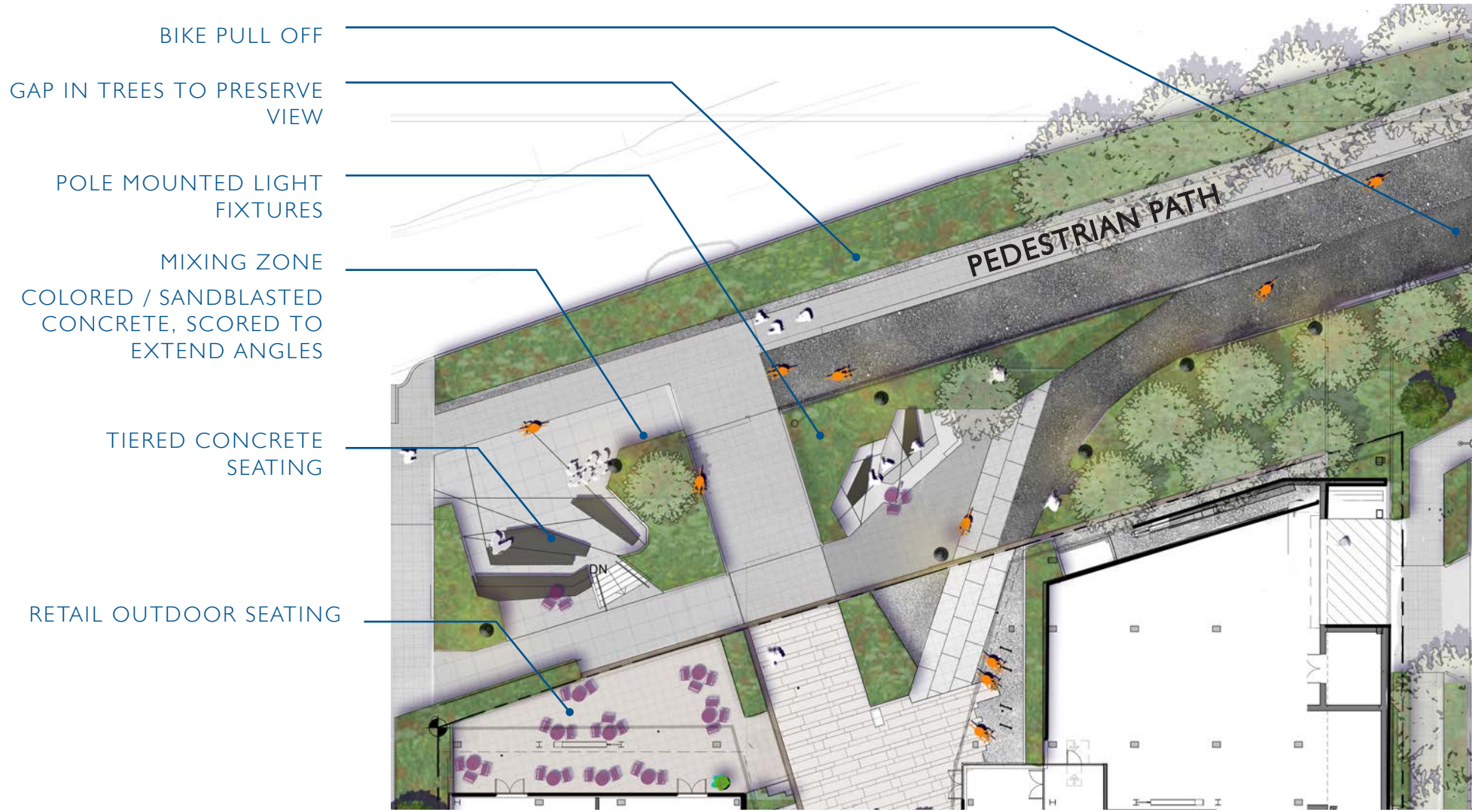
DESIGN PROPOSAL

# LANDSCAPE PLAZA PLAN





# LOG JAM – BURKE GILMAN ADJACENT OPEN SPACE





DESIGN PROPOSAL

# PLAZA LANDSCAPE PLAN



STONE  
BENCH

CRUSHED  
OYSTER  
SHELL PAVING

METAL  
GRATING  
WALKWAY/  
BRIDGE

SPECIMEN  
TREE IN  
CONTAINER





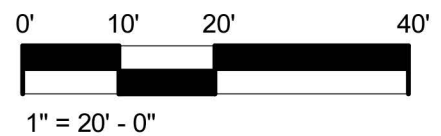
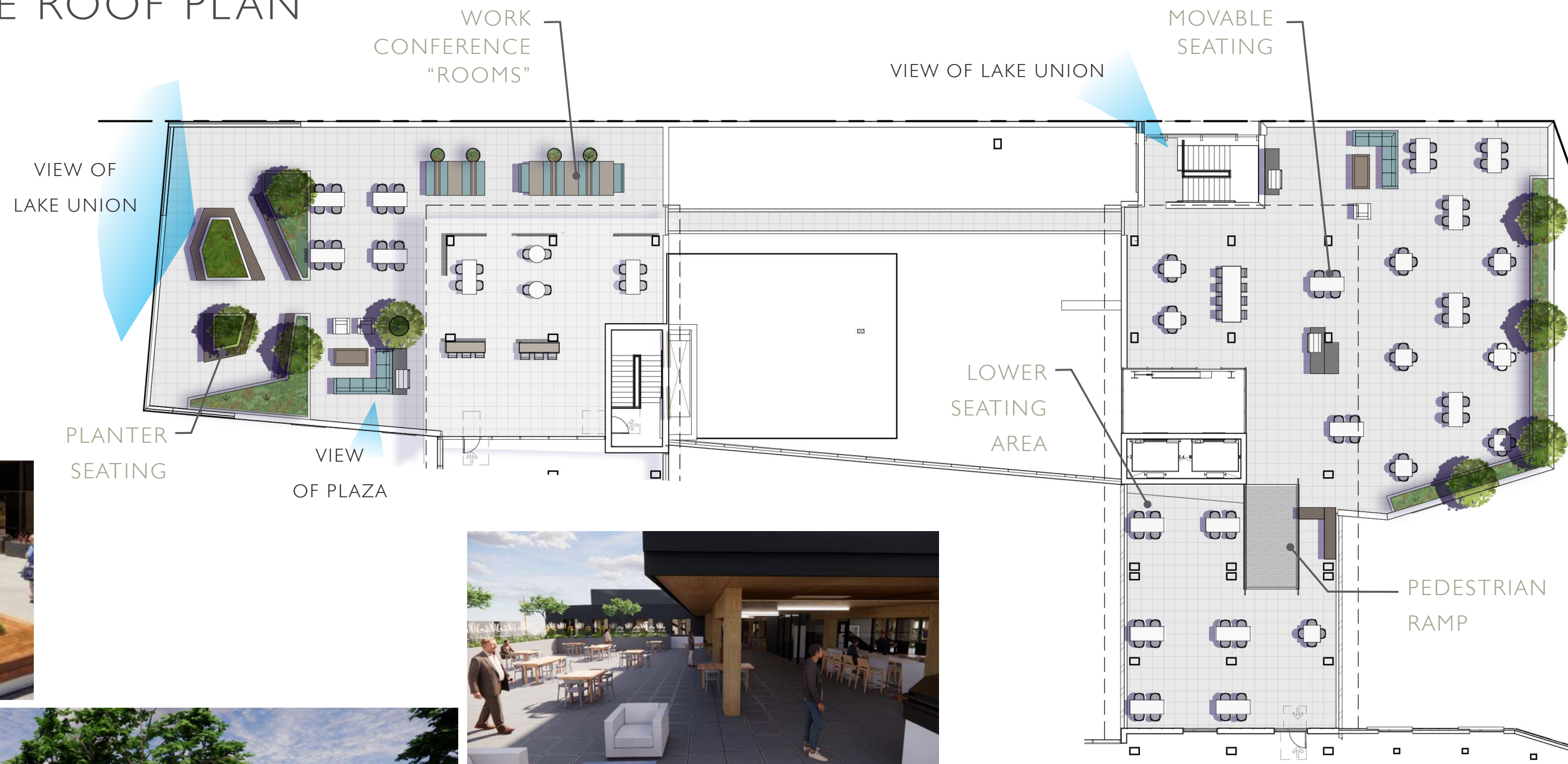
# SOUTH PLAZA AND REGIONAL STORMWATER FACILITY





DESIGN PROPOSAL

# LANDSCAPE ROOF PLAN





DESIGN PROPOSAL

# LANDSCAPE MATERIALS



IRON GRATING



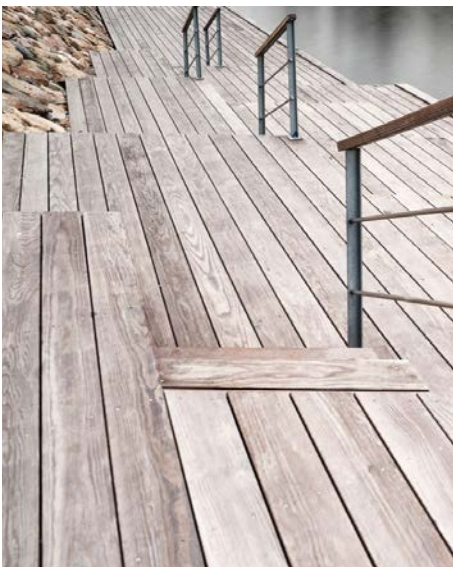
SCORED CONCRETE



VARIED CONCRETE TEXTURES, LAYERS AND COLORS



CRUSHED OYSTER SHELLS



KEBONY WOOD DECKING



STONE BENCH





DESIGN PROPOSAL

LANDSCAPE SPECIES SELECTION

TREES



PINUS CONTORTA

SHORE PINE



CHAMAECYPARIS OBTUSA 'GRACILIS'

HINOKI FALSE CYPRESS



CORNUS 'EDDIE'S WHITE WONDER'

FLOWERING DOGWOOD



ACER PALMATUM

JAPANESE MAPLE



AMELANCHIER x 'AUTUMN BRILLIANCE'

SERVICEBERRY



TSUGA MERTENSIANA

MOUNTAIN HEMLOCK

BURK GILMAN TRAIL TREES



FAGUS GRANDIFOLIA

AMERICAN BEECH



RHAMNUS PURSHIANA

CASCARA

UNDERSTORY



BLECHNUM SPICANT

DEER FERN



VACCINUM OVATUM

EVERGREEN HUCKLEBERRY



PHILADELPHUS 'MINIATURE SNOWFLAKE'

MOCK ORANGE



ROSA NUTKANA

NUTKANA ROSE



RIBES SANGUINEUM

FLOWERING CURRANT



GAULTEHRIA SHALLON

SALAL

BURKE GILMAN PLANTING



RUDBECKIA HIRTA 'GOLDSTURM'

BLACK EYED SUSAN



PEROVSKIA 'LITTLE SPIRE'

RUSSIAN SAGE



GAURA LINDHEIMERI

WHIRLING BUTTERFLIES



PENNISETUM 'HAMELN'

DWARF FOUNTAIN GRASS



HEBE 'RED EDGE'

HEBE



PINUS MUGO VAR. PUMILLO

DWARF MUGO PINE



DESIGN PROPOSAL

# BIOPHILIA

The project design evokes the experience of a forest to restore the human connection with nature in the built environment by adopting biophilic design. The project draws from evidence based research, and effectively integrates biophilic design principles into the building design strategies to foster human health and well-being.

The following are principles of biophilic design addressed in the project design:

- VISUAL CONNECTION TO NATURE**

The Visual Connection with Nature pattern shows reduced stress, more positive emotional functioning, and improved concentration and recovery rates. Stress recovery includes lowered blood pressure and heart rate; reduced attention fatigue, sadness, anger, and aggression; improved mental engagement/attentiveness, attitude and overall happiness.
- NON-RHYTHMIC SENSORY STIMULI**

Studies of the human response to stochastic movement of objects in nature and momentary exposure to natural sounds and scents have shown to support physiological restoration.
- PRESENCE OF WATER**

Research indicates presence of water evokes positive emotional response; reduced stress, increased feelings of tranquility, and lower heart rate and blood pressure from exposure to water features; improved concentration and memory restoration induced by complex, naturally fluctuating visual stimuli.
- CONNECTION WITH NATURAL SYSTEMS**

The pattern is associated with deeper awareness of functioning ecosystem and enhances positive health responses.
- MATERIAL CONNECTION WITH NATURE**

The researchers observed that a room with a moderate ratio of wood (i.e., 45% coverage), with a more subjective “comfortable” feeling, exhibited significant decreases in diastolic blood pressure and significant increases in pulse rate in occupants evoking a restorative feeling.
- PROSPECT**

Health benefits include reductions in stress, boredom, irritation, fatigue and perceived vulnerability, as well as improved comfort.



Browning, W. D., C. O. Ryan, and J. Clancy. “14 Patterns of Biophilic Design” Terrapin Bright Green llc (2014)



DESIGN PROPOSAL

# BIOPHILIA DESIGN STRATEGIES

**1. Mass Timber**  
The exposed mass timber structure at all the office levels creates a visually nourishing environment and imparts a soothing, rich, warm and authentic connection to natural materials to occupants. Columns that grow out of the Plaza and up into the office levels resemble trees in a forest.

**2. Landscaped Public Spaces**  
Public amenity spaces are distinct but connected leading visitors from the Burke Gilman Trail to the north, through a Park, through a Plaza and Courtyard, to a southern Plaza and Swale at grade. The southern end of the Plaza is open and freeing, acting as a vantage point with a high depth prospect from an elevated position looking towards Lake Union. The perspective heightens user awareness and lets them see themselves as part of a the larger whole. The walkways and seating elements provide opportunities for users to experience sensory stimulation including foliage colors, scents, weather, and birds chirping that vary with seasons.



MASS TIMBER STRUCTURE



VEGETATED INTERIOR COURTYARD WITH MASS TIMBER



PROSPECT & VIEWS AT SOUTHERN TERMINUS



SEATING ELEMENTS

**3. Exterior Office Connectors**  
The north and south connectors span between the east and west building wings and provide office occupants with a unique restorative viewpoint out to the northern park, down to the Plaza, or south towards Lake Union. Because they are open-air the occupant is able to enjoy weather patterns and natural sensory stimuli form a sheltered vantage point.

**4. Quality Views on All Sides**  
Employees at office levels have access to daylight and quality views from all facades. Interior office space is provided with views to the landscaped Plaza via peripheral courtyard glazing. The north and south facades have the grandest views of the Burke Gilman Trail Park and Lake Union. Glazing towards the east and west provides city views and natural daylight.



NORTH/SOUTH SECTION THROUGH LENGTH OF PLAZA



EAST/WEST SECTION LOOKING TOWARDS NORTH CONNECTOR

**5. South Feature Stair**  
A gracious steel stair provides a meandering path from the Plaza to the corner of Northlake Way and Latona Avenue. It rises out of the landscape, and allows users to stop and look out at wide landings that offer views out to Lake Union and down to the southern stormwater swale.

**6. Stormwater Swale**  
A storm water swale - part of a regional storm water facility - is located at the South Plaza and is integrated into the larger landscape design making rainwater infrastructure evident to all visitors.

**7. Diverse Planting Palette**  
The landscape planting palette includes diverse plantings comprising of seasonal and flowering plants that are likely to attract birds, bees, butterflies, and other pollinators.



SOUTH STAIR OVERLOOKS SWALE & LAKE



DIVERSE PLANTINGS

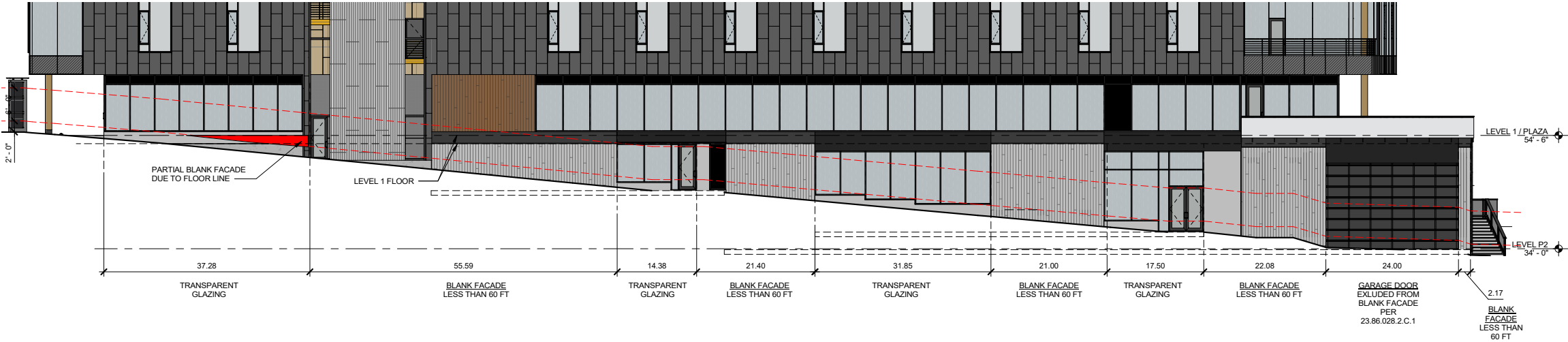


STORMWATER SWALE



DESIGN PROPOSAL

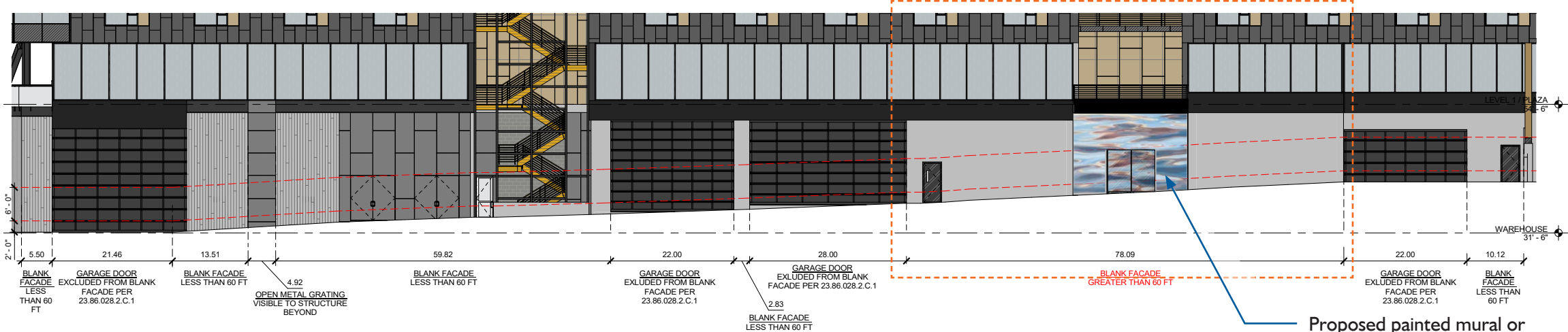
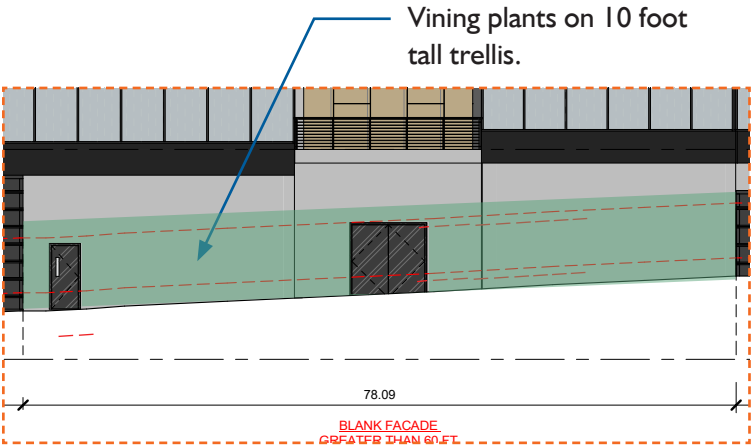
# DEPARTURE REQUESTS



## WEST FACADE – LATONA AVENUE

### DEPARTURE REQUEST: BLANK FACADES PER SMC 23.86.028

The area in red indicates a partial blank facade caused by the existence of a floor line along the west facade. The floor line, which meets grade at the north end of the site, makes it impossible to provide transparent glazing as the grade slopes down along Latona Avenue. To improve this condition, the facade directly adjacent is a feature exterior stair with a perforated screen that provides visual interest and activates the street frontage.



## EAST FACADE – 4TH AVENUE

### DEPARTURE REQUEST: BLANK FACADES PER SMC 23.86.02

A portion of this opaque facade exceeds 60 feet due to the building utility uses behind the wall (a rated transformer and electrical room) that do not allow for transparency. Full blank facade mitigation, per 23.50.038.C, is not achievable due to doors located on this wall. Instead, the blank facade is partially mitigated by a painted mural or art piece that aligns with recessed balconies above. The blank facade length that exceeds 60 feet is also screened from 4th Avenue by new street trees. This 4th Avenue facade is additionally activated by an exterior stair, open grille screening, textured concrete, and perforated metal garage doors.

Proposed painted mural or art piece provides mitigation of blank facade.

### DIAGRAM OF CODE COMPLIANCE

SMC 23.50.038.C states that blank facades greater than 60 feet wide must be mitigated for the length of the facade by a trellis and vining plants attached to the wall up to a minimum height of 10 feet.

In order to provide vining plants on a trellis along the entire length of the blank facade, two mandatory doors would need to be removed. The doors are a required egress door and a required transformer service door. Transparency cannot be provided into this wall because the uses behind the wall are a rated transformer & electrical room, a hazardous material storage room, a telecommunications room and trash bin storage room.







# APPENDIX

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DESIGN INSPIRATION

# ARCHITECT & CLIENT PORTFOLIO



CEDAR SPEEDSTER

TIMBER OFFICE AND RETAIL BUILDING IN FREMONT



DATA I

FIVE STORY, LEED GOLD CORE & SHELL OFFICE BUILDING IN FREMONT - CLEANS AURORA BRIDGE RUNOFF WITH ON-SITE BIOSWALES.



TERRY THOMAS

DAYLIGHT AND NATURALLY VENTILATED, LEED GOLD CORE & SHELL OFFICE BUILDING IN SOUTH LAKE UNION



WATERSHED

LIVING BUILDING PILOT OFFICE BUILDING IN FREMONT - CLEANS AURORA BRIDGE RUNOFF WITH ON-SITE BIOSWALES



PROJECT INTENTION

# COMMUNITY OUTREACH SUMMARY



## OUTREACH TIMELINE

### FEBRUARY 16<sup>TH</sup>, 2016

Meeting with Cascade Bicycle Club.

### MAY 9<sup>TH</sup>, 2016

Meeting with Fleet Feet.

### JULY 6<sup>TH</sup>, 2016

Meeting with Wallingford Community Council.

### OCTOBER 4<sup>TH</sup>, 2016

Meeting with University of Washington.

### FEBRUARY 7<sup>TH</sup>, 2017

Dunn Lumber Neighborhood Open House.

### MAY 9<sup>TH</sup>, 2017

Digital outreach. DunnLumberExpansion.com website launched.

### APRIL 20<sup>TH</sup>, 2017

In-person outreach to neighboring businesses. Includes Northlake Tavern, Ivar's, B&N Fisheries, and Voula's Offshore Cafe.

### JANUARY 18<sup>TH</sup>, 2018

Presentation to Wallingford Chamber of Commerce.

### FEBRUARY 22<sup>ND</sup>, 2018

Meeting with Seattle Public Schools.

### APRIL 17<sup>TH</sup>, 2019

Print outreach. One page mailer sent to all neighbors within 500 feet of site.

### MAY 22<sup>ND</sup>, 2019

In-person outreach. An hour-long site walk with members of the public.



## TAKEAWAYS FROM OUTREACH DISCUSSIONS

### “BE CAUTIOUS OF TRAFFIC.”

**Public comment:** Neighbors expressed the need to be cautious of the Latona Ave NE and NE Pacific Street intersection, which is complex as it is. There were also reminders that Latona is “one of the only places to park in the area.”

**Effects on design:** Site circulation of vehicles and pedestrians is a key design and program concern. The design team is making efforts to mitigate times when a pedestrian path and vehicular path would intersect.

### “WHERE WILL THE SEMI-TRUCKS DRIVE?”

**Public comment:** There were questions about large delivery vehicles and their driving routes around the site.

**Effects on design:** The design team is prioritizing truck circulation through the warehouse space to move any and all loading into the building.

### “HOW TALL WILL IT BE?”

**Public comment:** There were questions about how the building height is calculated due to the change in grade and the allowable height limits.

**Effects on design:** The design team has provided documentation of the allowable building height limits and included incentive height bonuses in drawings within this packet. Efforts were made to mitigate building height, bulk and scale with plaza space and open space on site.

### “ENCOURAGE BICYCLE TRAFFIC.”

**Public comment:** Many comments expressed excitement in engaging with the Burke Gilman Trail and were happy to see the pedestrian access on-site. There were additional comments about cleaning up adjacent public spaces.

**Effects on design:** Bicycle traffic and use activity is a source of inspiration and major consideration for the design team. There are intentions to pursue clean-up of the adjacent Waterway 15 park with relevant agencies.

### “NEIGHBORHOOD AMENITY.”

**Public comment:** Neighbors were excited about the idea of an up-scale market and were happy to hear about retail engaging the Trail. There were also comments in favor of the below grade parking.

**Effects on design:** Retail accessible from the Trail is being maintained and is a large program driver. Existing on-street parking and the designed parking garage also remain.



SITE ANALYSIS

# ZONING SUMMARY



**ZONE & OVERLAYS**

IC-65 (M), Partially within Shoreline Environment UM, Within Frequent Transit Area

**23.50.012 TABLE A, PERMITTED USES**

All proposed uses permitted outright.

**23.50.020 STRUCTURE HEIGHT EXCEPTIONS**

Parapets, fire walls, etc. may extend an additional 4 feet. Solar collectors may extend an additional 7 feet with unlimited roof coverage. Stair, elevator, and mechanical penthouses may extend an additional 15 feet. The combined total coverage of all features is limited to 20% of the roof area or 25% of the roof area if the total includes screened mechanical equipment.

**23.50.024 INDUSTRIAL BUFFER - STRUCTURE HEIGHT**

Only required for industrial zones that are across from residential zones with a right-of-way buffer of less than 80 feet or less. The north right-of-way is 125 feet.

**23.50.027 TABLE A, MAX. SIZE OF NONINDUSTRIAL USE**

Restaurants, Drinking establishments, Office: No Limit. Retail: 75,000 SF Max.

**23.50.032 INDUSTRIAL COMMERCIAL SETBACK REQ.**

Might require a 5 foot setback for street trees if they cannot be accommodated in the right-of-way.

**23.50.034 SCREENING AND LANDSCAPING**

The following may be required: 3 foot high screening that may be either a fence, wall or landscaped area with vegetation 3 feet tall measured from grade.

View-obstructing screening: a 6 foot high fence or wall, a landscaped area with vegetation at least 5 feet in height.

**23.50.038 IC SCREENING AND LANDSCAPING**

Green factor of 0.30 or greater required. All uses shall provide street trees in 5 foot deep landscaped area along street lot lines. Blank facades of 60 feet wide or more, and within 20 feet of the street lot line shall be screened.

**23.54.015 REQUIRED PARKING**

Off-street parking shall be provided for all fleet vehicles and parking spaces for fleet vehicles will not be counted toward the parking requirements.

Table A requires the following:

Offices:	1 space per 1,000 SF
General Sales:	1 space per 500 SF
Eating and drinking establishments:	1 space per 250 SF

**23.54.020 PARKING QUANTITY EXCEPTIONS**

The site is located in a frequent transit area, meaning up to a 50% reduction in vehicle parking spaces is possible. Industrial zones may reduce their parking minimum by 15% if in frequent transit service area.

Parking Calculation:

194,000 SF of Office =	194 req. spaces
3,000 SF General Sales =	6 req. spaces
3,000 SF Eating Establishment =	12 req. spaces
212 total req. spaces >	180 req. spaces b/c of frequent transit
	106 total req. spaces with max reductions

**23.54.015 REQUIRED BICYCLE PARKING**

Table D requires the following:

Offices:	1 Long-term stall per 2,000 SF
	1 Short-term stall per 10,000 SF
General Sales:	1 Long-term stall per 4,000 SF
	1 Short-term stall per 2,000 SF
Eating and drinking establishments:	1 Long-term stall per 5,000 SF
	1 Short-term stall per 1,000 SF

Bike Parking Calculation:

194,000 SF of Office =	97 Long-term	20 Short-term
3,000 SF General Sales =	1 Long-term	2 Short-term
3,000 SF Eating Establishment =	1 Long-term	3 Short-term
	99 Total Long-term	25 Total Short-term

**23.60A.022 APPLICATION WHEN DEVELOPMENT IS PARTLY OUT OF SHORELINE DISTRICT**

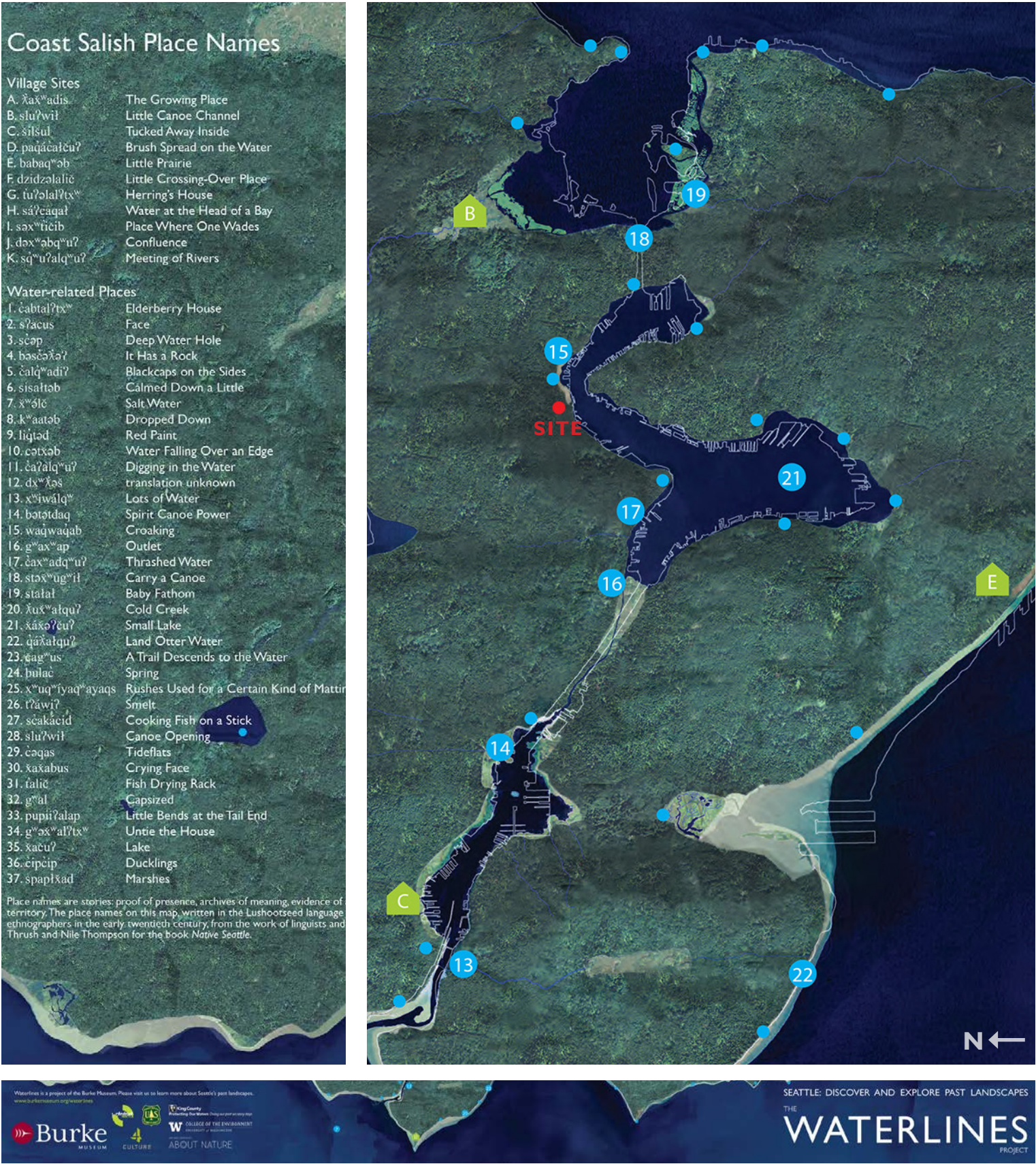
The use and development standards, including measurement techniques, for that portion of the development outside of the Shoreline District are to be determined by the underlying zone.

This south edge of this site within the Shoreline District, however new construction is only proposed within the base zone of IC-65. No new construction is proposed within the Shoreline District, only landscaping.



HISTORIC CONTEXT

# ECOLOGICAL & CULTURAL HISTORY



SEATTLE: DISCOVER AND EXPLORE PAST LANDSCAPES

## THE WATERLINES PROJECT

### “SMALL LAKE”

Before Lake Union was a hub for Seattle’s industrial uses, it was a waterway that facilitated transit between settlements on the east and west sides of the lake. The lake was created during the last glaciation. In the last 150 years, the lakes have been significantly impacted by the construction of the canals, industrial development and intense urban use, but it is still possible to get a sense of the lakes before 1850, especially while travelling the water’s edge in a canoe, boat or on a bicycle.



### WAQEEQAB “CROAKING”

Near today’s Freeway Bridge, on the north shore of Lake Union was a small creek called waQeeQab, which translates to ‘frog’, ‘croaking’, or ‘doing like a frog’. Perhaps it was known for its amphibious inhabitants, or perhaps it burbled in a way that reminded local people of frogs. The site might also have had religious significance; Frog was a minor spirit power that helped even the most common folk sing during winter ceremonies.



### MONTLAKE ISTHMUS

People have been crossing this isthmus (i.e. land bridge) for centuries, aptly called “Carry a Canoe.” For a time there was a small log flume here. In 1916, the ‘cut’ was dug to connect the two lakes for the ship canal, dropping Lake Washington’s level by nine feet to meet the existing level of Lake Union.



### DOCTOR JAMES ZAKUSE [1880]

Zakuse was known as a doctor for his status as a shaman. He had a homestead in the area and his family were some of a few remaining Coast Salish people living in the Lake region when the University of Washington campus was built beginning in 1894. They later moved to the Lake Sammamish Area. His descendants include many members of the modern Snoqualmie Tribe.



### CHESHIAHUD “LAKE JOHN” [1880]

Cheshiahud, also known as Lake John Cheshiahud, or Chudups John, in the 1880s with Princess Angeline, among the few late 19th century Duwamish tribe about whom a little is known. His family were among the few of the Duwamish people who did not move from Seattle to the Port Madison Reservation or other reservations. They lived in the Portage Bay part of Lake Union. Today the trail loop around the lake is called the Cheshiahud Lake Union Loop.





HISTORIC CONTEXT

HISTORY OF LATONA

SHORELINE LOGGING [1885]

The harvest of the old growth forest surrounding Lake Union began in earnest after the Western Mill was built on the south shore of the lake in 1882. In 1885, future Seattle Mayor George Cotterill described the north shore of Lake Union as a “maze of undergrowth and stumps.”

RAILWAY ON THE NORTH SHORE [1887]

When the Seattle, Lake Shore & Eastern Railroad reached the north shore of Lake Union in 1887, it stimulated growth all along the line, and it was soon extended well into the hinterlands of King County and as far north as the Canadian Border at Sumas. It later reorganized and became the Northern Pacific’s Seattle & International Railway. There was even a Latona Station directly at the intersection of what is now Latona and Pacific.

LATONA ADDITION TO SEATTLE [1889]

The Latona Addition was platted by James Moore (of the theater) (1861-1929), for many years Seattle’s super-developer. The property stretches west from what was then Bismark Avenue (now First Avenue NE) to Clough Street (now Fifth Avenue NE), and south from Lincoln Avenue (now NE 42nd Street) to Spokane Avenue (now NE Northlake Way). Latona remains the only original street name of those adjacent to the project site.

Moore named the Latona Addition after a slim boat that was squeezed into Lake Union from Lake Washington by way of the narrow log canal and locks built at the Montlake isthmus in 1883. In the late 1880s, the Latona was one of the few powered vessels on Lake Union, and an important server to the north end before electric trolleys were extended to both Fremont and Latona in the early 1890s. In classical mythology, Latona is the Roman name of the goddess Leto, mother to Apollo and Artemis. The adjacent photo is of a vessel named the Cyrene, it is very similar in appearance to the Latona, of which no known photographs exist.

LAKE UNION’S FIRST BRIDGE [1891]

Seattle’s first substantial bridge to cross Lake Union was the Latona Bridge, a pile-driven, fixed-span bridge linking Eastlake neighborhood to the University District at Portage Bay. Constructed in 1891 for David T. Denny as an extension of his Rainier Power & Railway Co., the bridge was rebuilt in 1902 to allow for pedestrians, street cars, and vehicles. When the Lake Washington Ship Canal opened in 1917, linking Lake Washington, Lake Union, and the Puget Sound, the Latona Bridge was remodeled again and later replaced by the University Bridge in 1919.



DUNN FAMILY BUYS LUMBER YARD [1931]

Founder, Albert L. Dunn formed Dunn Lumber Company in his hometown of Rhinelander, Wisconsin in 1907. In 1910, he decided to relocate to Seattle, Washington, a boomtown with abundant timber and numerous sawmills. In later years, Albert represented the Phoenix Shingle Company, located in Ballard, and he sold their output across the country. Their first location was in an old barn east of what is now University Village Shopping Center. In 1931, they purchased the Holmes Lumber and Fuel building on the north end of Lake Union. After many additions and modifications to the building, it continues to operate as the busiest Dunn Lumber branch.



POCOCK RACING SHELLS FACTORY [1969]

George Pocock and his brother Dick came to America after finishing apprenticeships building boats and racing sculls on the River Thames in England. While possessing no education beyond age fourteen, George embraced all aspects of collegiate rowing and was instrumental in the foundation of the University of Washington’s early rowing years. Considered a master boat-builder, he continued boat-building for fifty years, providing shells for most racing colleges in the country and many overseas as well. Their factory was located in what is now the Dale Chihuly “Boathouse”. The business continues today in Everett, Washington.



IVAR’S INDIAN SALMON HOUSE [1969]

Ivar’s Indian Salmon House is one of 31 fish bars and full-service-restaurants founded by beloved Seattle showman and restaurateur Ivar Haglund. Mr. Haglund commissioned Seattle architect John W. Adams to create the Salmon House’s interior and exterior, loosely based on a Tlingit longhouse. The restaurant opened in 1969 on NE Northlake Way and is still in business.



RAILWAY BECOMES BURKE GILMAN TRAIL [1971]

The Burke Gilman trail follows the path of the Lake Shore and Eastern Railroad established in 1885 by Judge Thomas Burke and Daniel Gilman. The railroad used to extend from Downtown Seattle north to Arlington and east to Snoqualmie Falls. Today the longest unbroken segment of trail extends 42 miles from Ballard, following along the Lake Washington Ship Canal and north along Lake Washington, until it reaches Bothell.





NEIGHBORHOOD CONTEXT

# LATONA NEIGHBORHOOD

LAYERS OF IDENTITY

WALLINGFORD

Wallingford, Seattle’s north end community lays on a hill above the north shore of Lake Union about four miles from the downtown core. It is a thriving commercial and residential neighborhood with commercial development primarily concentrated on 45th Street. The southern border of Wallingford is the north shore of Lake Union, which has historically been an industrial and commercial business strip.

NORTHLAKE

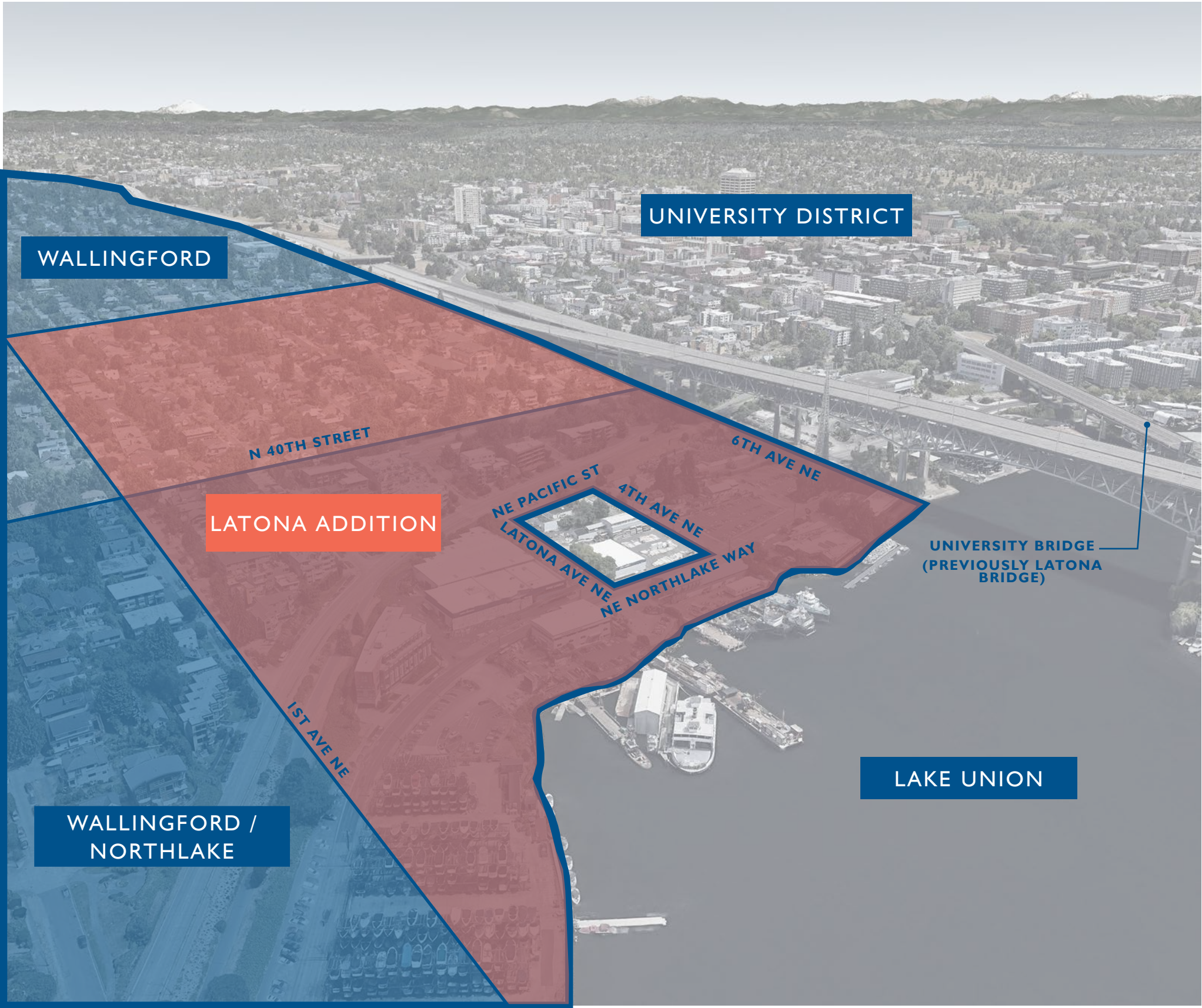
South of N 40th Street is considered the Northlake sub-neighborhood of Wallingford. Landmarks include Northlake Shipyard, Gas Works Park, and Ivar’s Salmon House. In 1900, the eastern part of this neighborhood was known as Latona. The name Latona is still recognizable by the primary school that survives in that pioneer northshore community.

LATONA

Long before the establishment of the Wallingford neighborhood, as early as the 1880s, the part of the shoreline between 1st Avenue and 6th Avenue and below 42nd Street was known as Latona. When the Northern Pacific railroad was running (in the same location as today’s Burke Gilman Trail) there was even a Latona Station at the corner of Latona Avenue and today’s Pacific Street. The business district was located along the rail line at 6th Avenue, which is now covered by today’s I-5 Freeway bridge. This was a robust neighborhood and one of the first north of Lake Union. The University Bridge was originally the Latona Bridge. The neighborhood is named after a boat that was named after the Roman name for the goddess Leto, mother to Apollo and Artemis.

Today’s this is a maritime industrial area, with a partial Urban Maritime Shoreline Environment overlay. To the north the buildings transition to mid rise multifamily buildings and then beyond are the single family homes of Wallingford. To the east it transitions into the mid-to-high-rise buildings of the University District. To the west, the maritime industrial use continues until it reaches Gas Works Park.

There is an opportunity to revitalize this area while providing the neighborhood with a retail destination in an area that is otherwise lacking. Activating the Burke Gilman Trail, which is the footprint of the railway that originally allowed this area to be developed, is also an opportunity. The long standing relationship with Seattle’s industrious waterfront will also be incorporated into the design by maintaining the existing warehouse use but activating it with public amenity space that connects to the Trail.





NEIGHBORHOOD CONTEXT

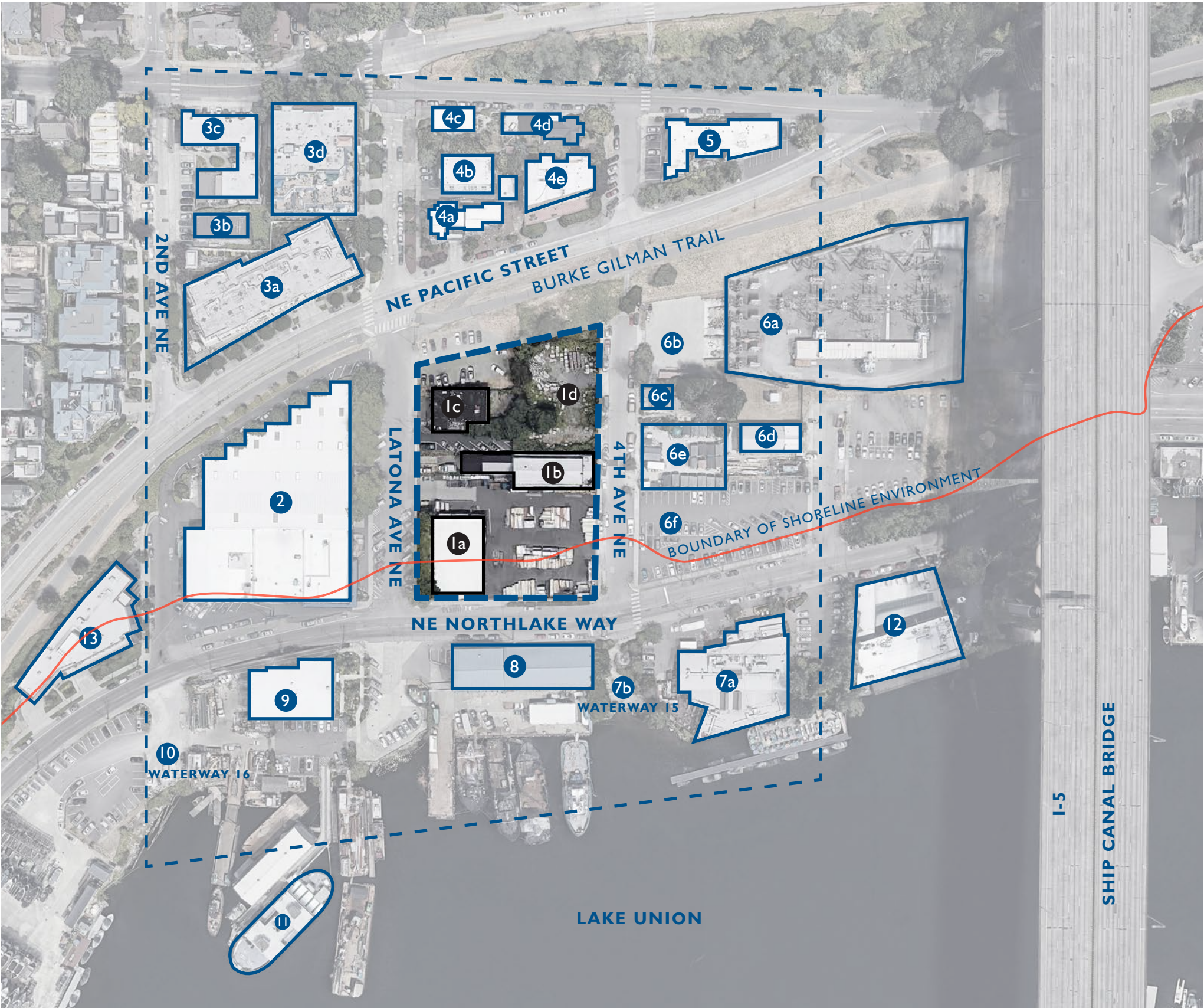
# NEIGHBORING BUILDINGS

EXISTING BUILDINGS ON SITE

- 1a Dunn Ancillary Warehouse + Yard
- 1b Gasworks Gallery (workspace)
- 1c Former Queen Anne Painting (offices)
- 1d Former SDOT Storage Yard

BUILDINGS WITHIN 3X3 BLOCK PERIMETER

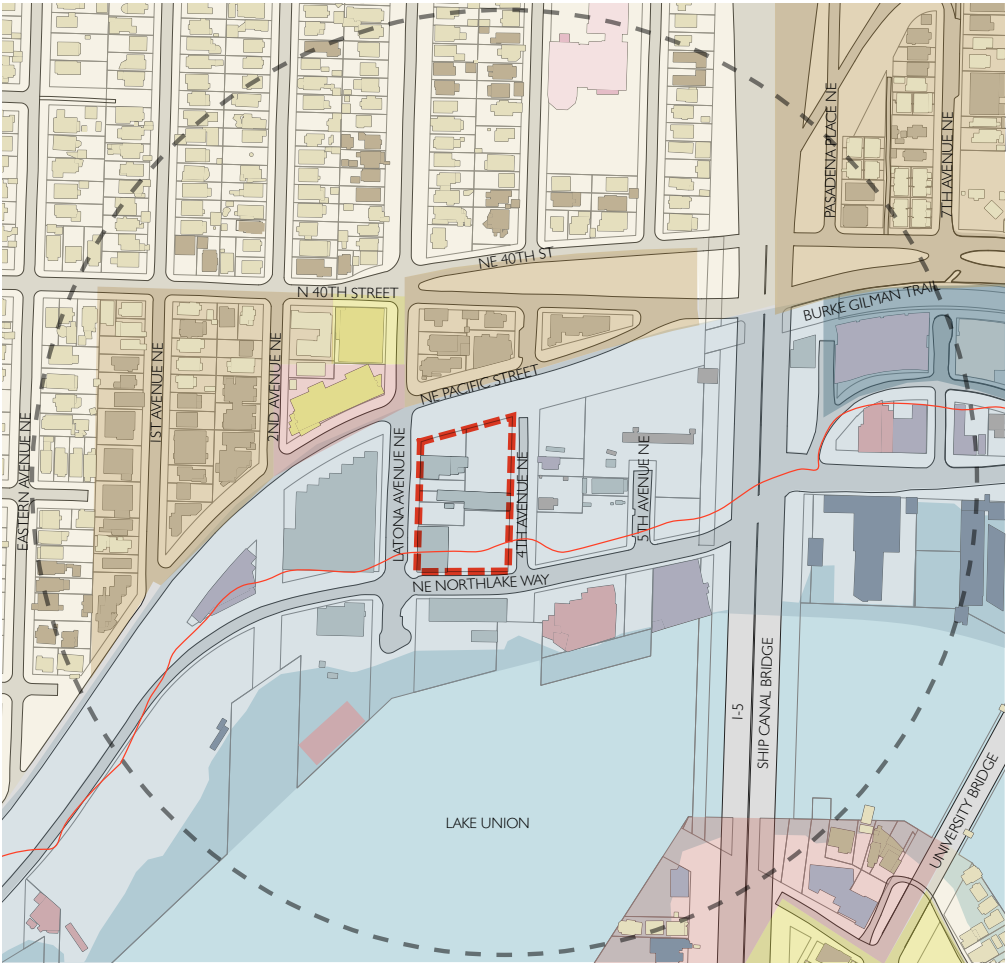
- 2 Dunn Lumber Headquarters + Main Warehouse
- 3a Residential, 4 Story Multifamily, Pacific Palisades Condominium
- 3b Residential, 3 Story Multifamily Apartments
- 3c Residential, 3 Story Multifamily Apartments
- 3d Residential, 5 Story Multifamily, Landings Lake Union Condominium
- 4a Residential, 3 Story Multifamily Apartments
- 4b Residential, 3 Story Multifamily Apartments
- 4c Residential, 3 Story Multifamily Apartments
- 4d Residential, 3 Story Multifamily Apartments
- 4e Residential, 3 Story Multifamily, The Seville Condominium
- 5 Residential, 4 Story Multifamily Apartments
- 6a University Substation
- 6b Seattle City Light Yard
- 6c Alexander-Buckingham Landscape Design
- 6d JAS Design Build
- 6e Nickelsville Northlake Tiny House Community
- 6f Ivar's Parking Lot – Dunn Lumber Loading Area
- 7a Ivar's Salmon House and Fish Bar
- 7b Waterway 15
- 8 B&N Fisheries
- 9 Waterfront Construction, Inc.
- 10 Waterway 16 (Proposed)
- 11 MV Skansonia
- 12 Chihuly Boathouse (Formerly Pocock Racing Shell Factory)
- 13 100 Northlake Way Office Building





NEIGHBORHOOD CONTEXT

# URBAN FABRIC

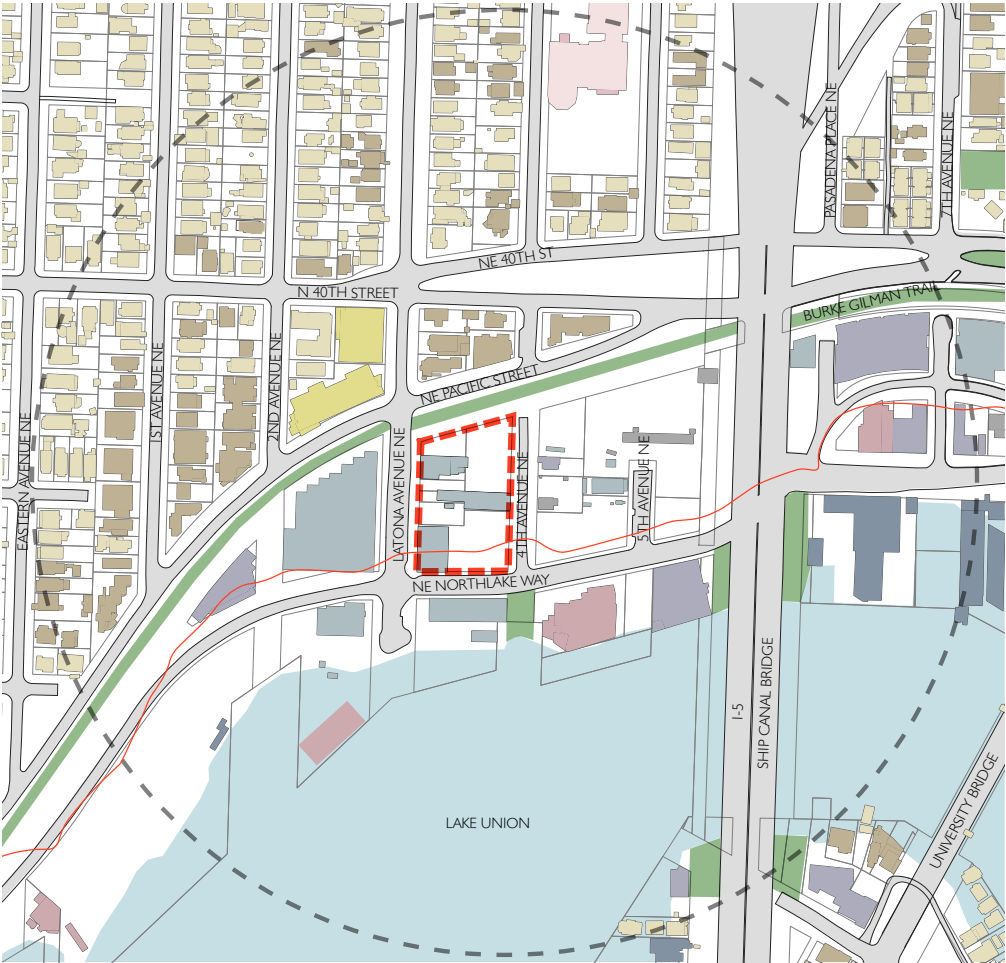


1. ZONING

- Single Family
- Multi-Family
- Commercial
- Neighborhood Commercial
- Manufacturing / Industrial
- Major Institutions

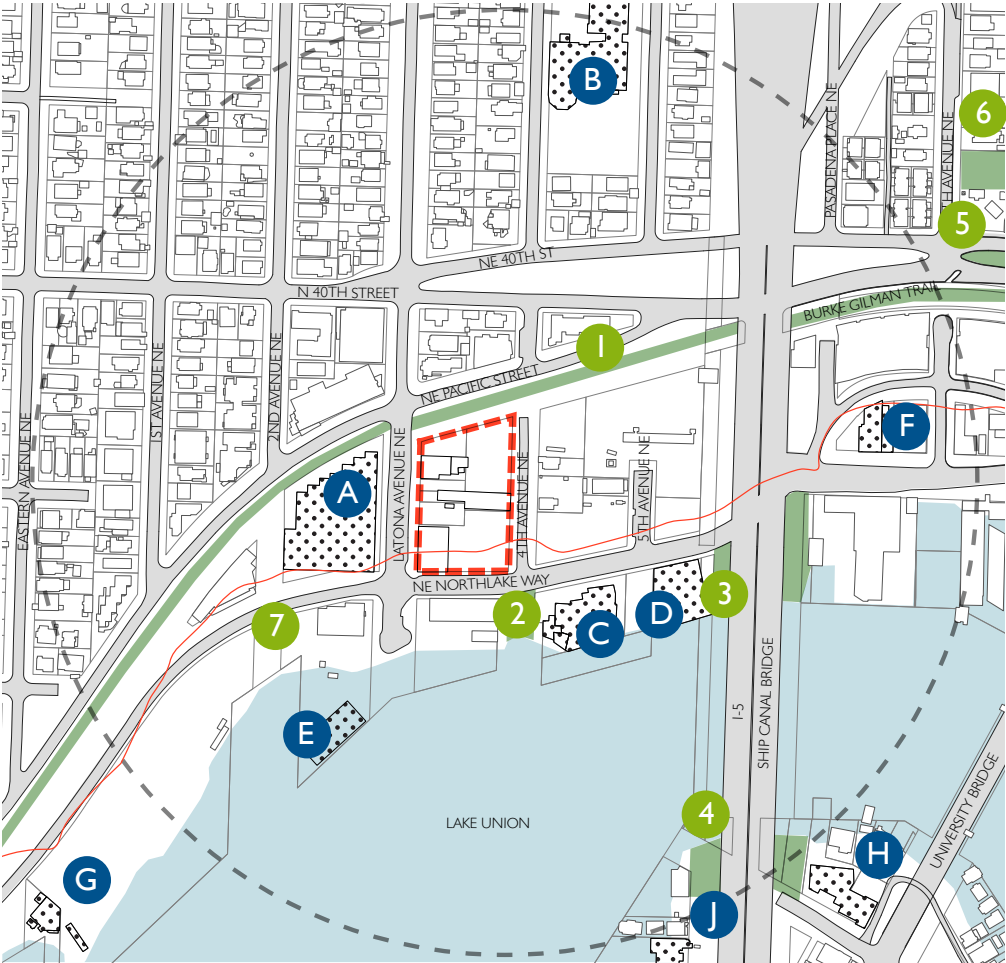
Common Legend

- 5 Minute Walking Radius
- Shoreline Environment
- Site



2. EXISTING USES

- Single Family
- Multi-Family
- Restaurant
- Office
- School
- Mixed Use
- Manufacturing / Industrial
- Marina



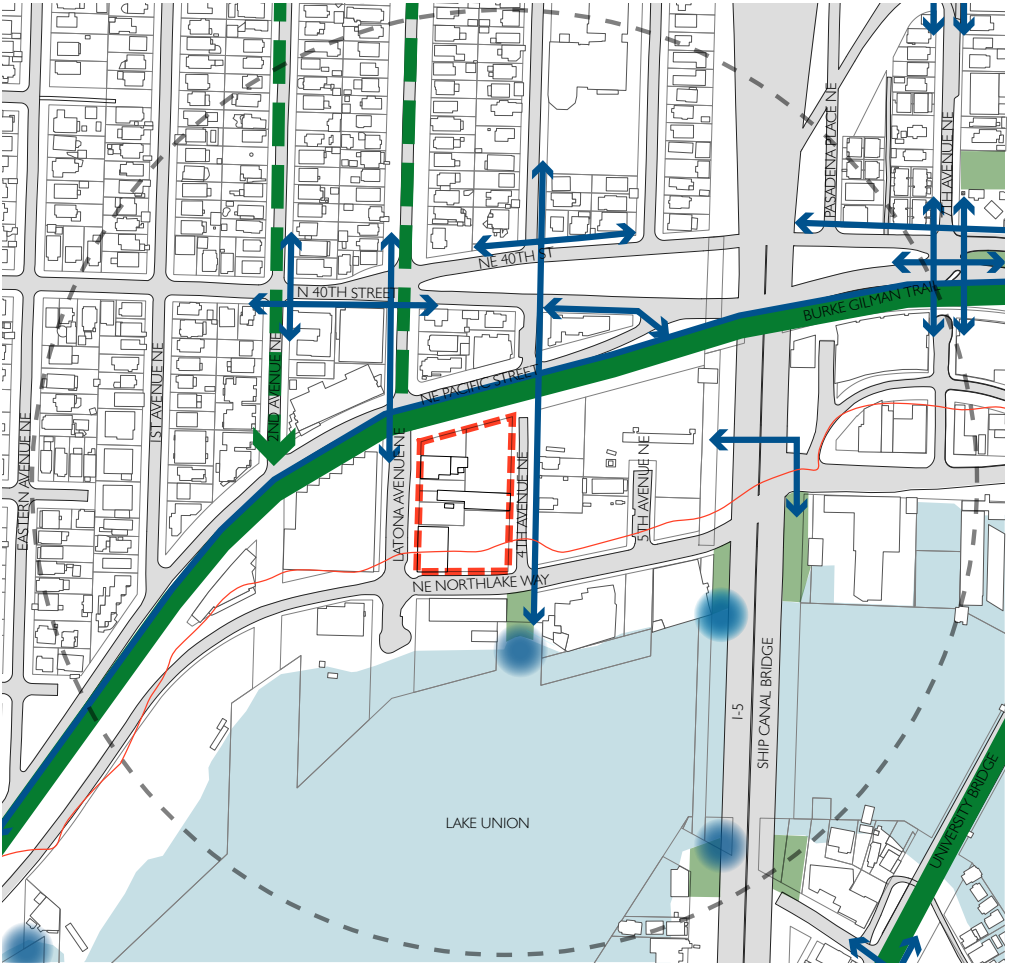
3. NEIGHBORHOOD DESTINATIONS

- Dunn Lumber Warehouse
- Latona School
- Ivar's Salmon House & Fish Bar
- Chihuly Boathouse, Formerly Pocock Racing Shell Factory
- Skansonia Ferry / Event Venue
- Voula's Offshore Cafe
- Westward Restaurant
- Pocock Rowing Center
- Tyee Yacht Club
- Burke Gilman Trail
- Waterway I5
- North Passage Park
- South Passage Park
- Peace Park
- University District P-Patch Community
- Waterway I6 (Proposed)



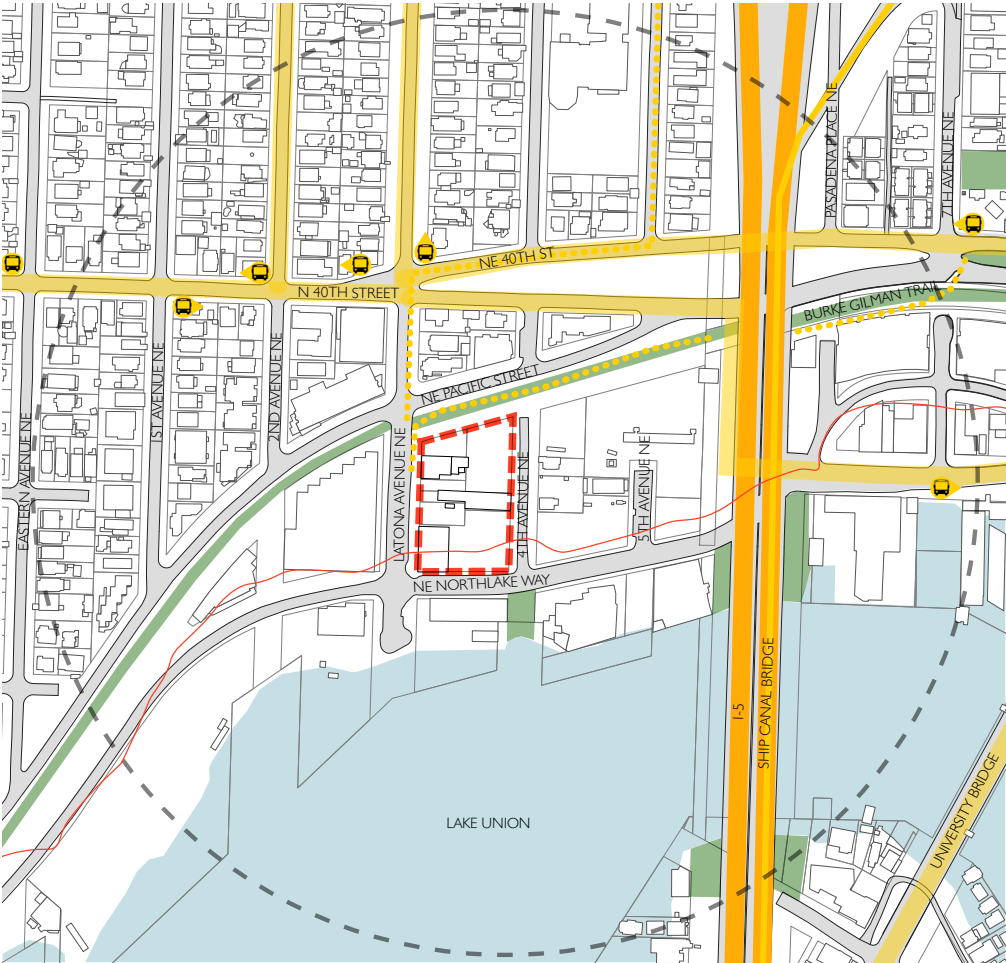
# NEIGHBORHOOD CONTEXT

## CIRCULATION NETWORKS



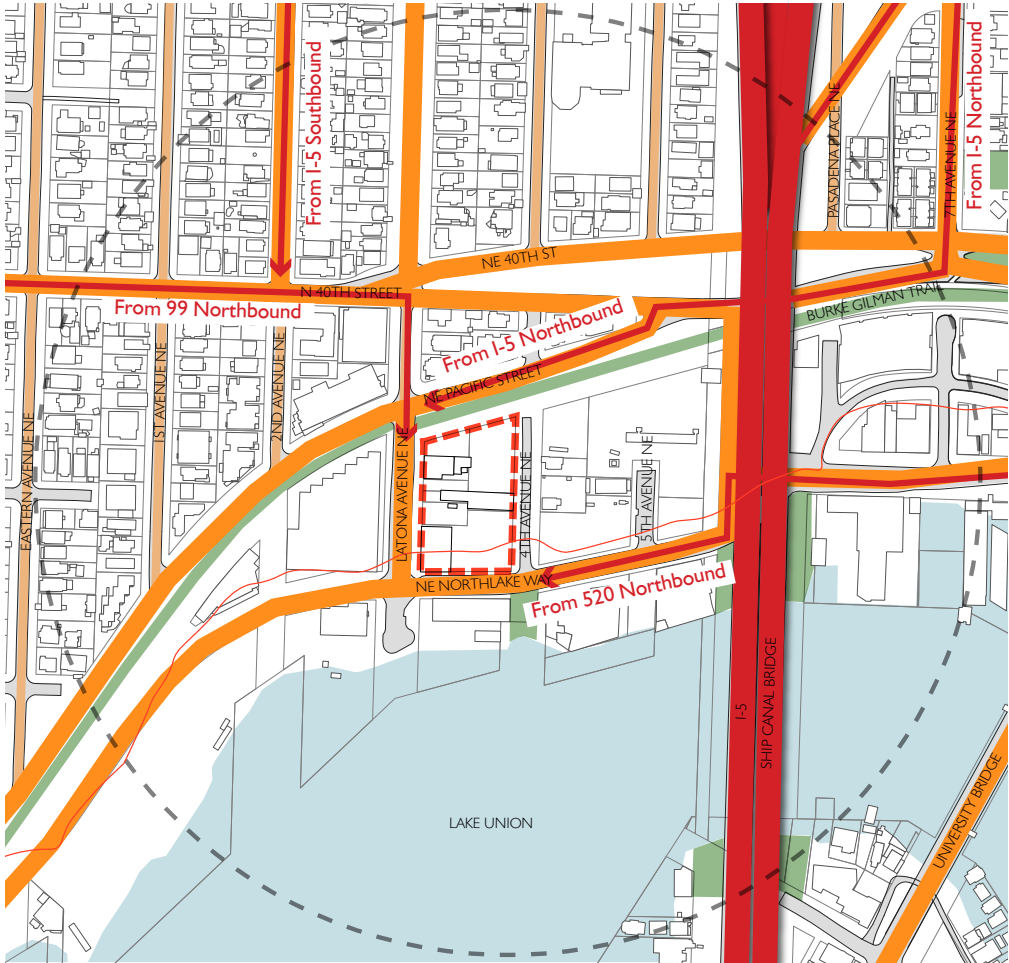
1. BIKE AND PEDESTRIAN NETWORK

- Separated Bike Path
- Bike Lane
- Pedestrian Path / Crosswalk
- Water Access Point



2. TRANSIT NETWORK

- Bus Stop
- Local Bus Route
- Commuter Bus Route



3. AUTO NETWORK

- Local / Residential Street
- Arterial
- Freeway
- Truck Traffic

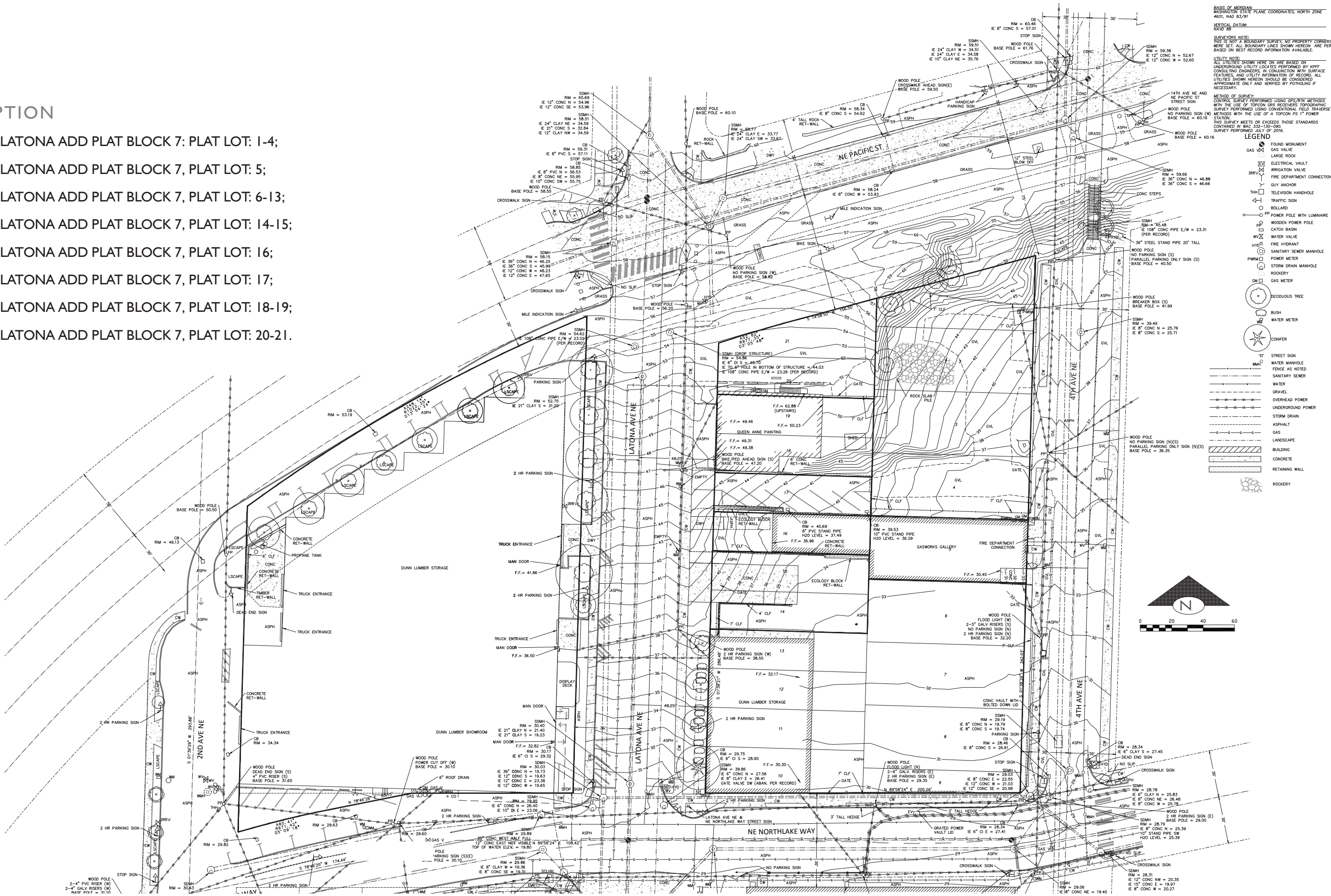
- Common Legend
- 5 Minute Walking Radius
  - Shoreline Environment
  - Site



SURVEY

LEGAL DESCRIPTION

- PARCEL# 420690-0290, LATONA ADD PLAT BLOCK 7: PLAT LOT: 1-4;
- PARCEL# 420690-0310, LATONA ADD PLAT BLOCK 7, PLAT LOT: 5;
- PARCEL# 420690-0380, LATONA ADD PLAT BLOCK 7, PLAT LOT: 6-13;
- PARCEL# 420690-0370, LATONA ADD PLAT BLOCK 7, PLAT LOT: 14-15;
- PARCEL# 420690-0380, LATONA ADD PLAT BLOCK 7, PLAT LOT: 16;
- PARCEL# 420690-0385, LATONA ADD PLAT BLOCK 7, PLAT LOT: 17;
- PARCEL# 420690-0390, LATONA ADD PLAT BLOCK 7, PLAT LOT: 18-19;
- PARCEL# 420690-0295, LATONA ADD PLAT BLOCK 7, PLAT LOT: 20-21.





SITE ANALYSIS

# EXISTING SITE PLAN



FORMER QUEEN ANNE PAINTING (OFFICE)



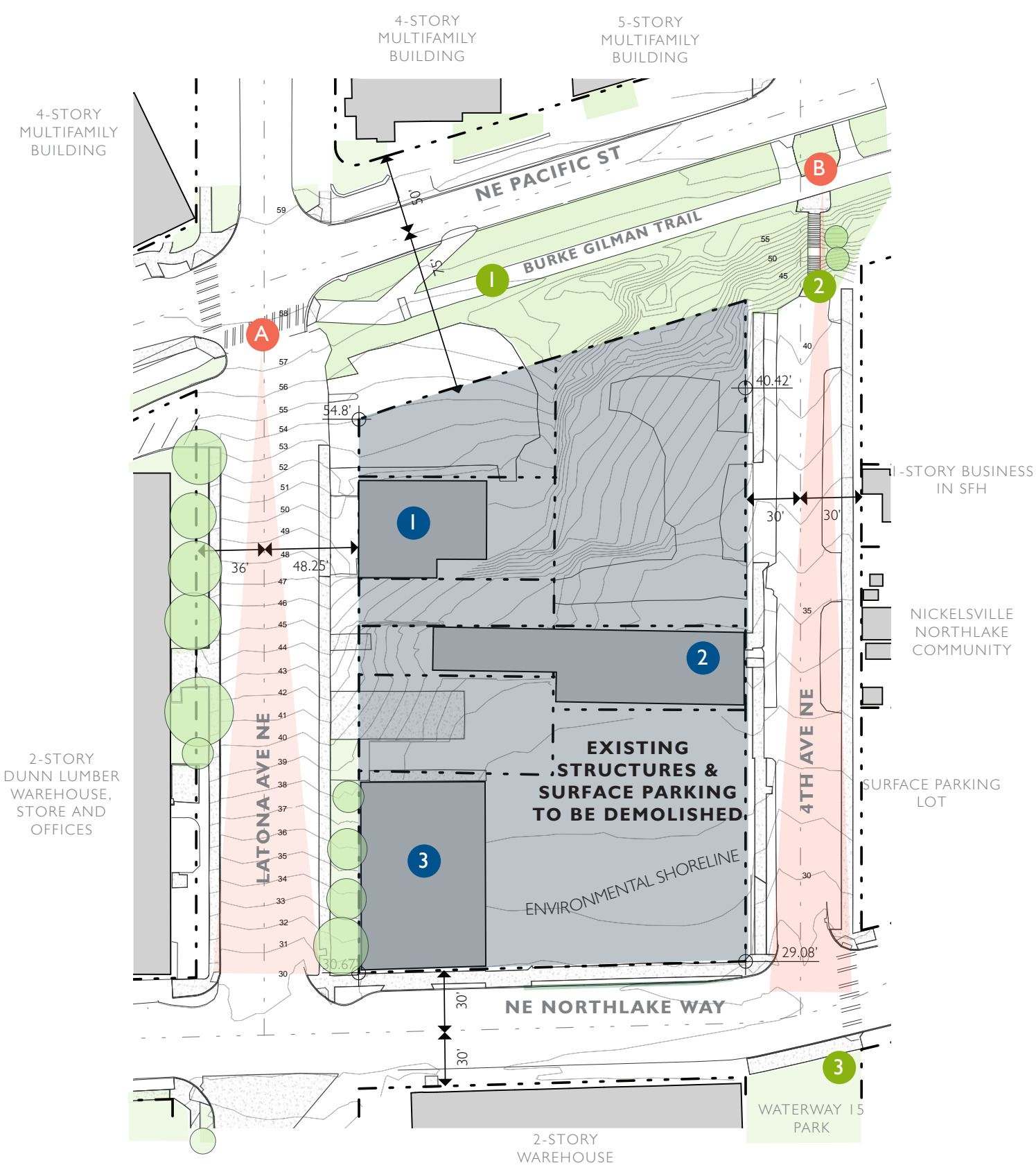
GASWORKS GALLERY (WORKSPACE)



DUNN LUMBER YARD SHELTER



VIEW DOWN LATONA AVENUE



BURKE GILMAN TRAIL



EXISTING 4TH AVENUE STAIR



WATERWAY 15 (PARK)



VIEW DOWN 4TH AVENUE



# IMAGINED USER EXPERIENCES



DUNN CUSTOMER

I email my order earlier in the week. I get an email back telling me when my order will be ready. I head to the warehouse, and have a clear route to pick up my order. I'm protected from the weather, which is great for my lumber order and my peace of mind. It's all just so efficient now – easy in, easy out. My time is precious – less time out here means more time on my job site. They really knew what they were doing when they built this facility; it feels like they had me in mind. And, it looks pretty cool, too.

What customer service! Last week I bought 2x4s, and when I cut one too short, I brought it back and they replaced it; no questions asked. I feel like one of the family. That's why I will be a customer for life.



DUNN EMPLOYEE

I arrive to the Dunn Lumber Northlake site after driving along Northlake Way and parking in the garage. It's so nice to have parking close to work since I used to have to park down in the Ivar's lot two blocks away. It's early morning and light is starting to come into the warehouse through the eastern clerestory windows. The heavy timber structure around me warms up the warehouse and makes me feel like I am inside of a forest. Historical imagery along the edges of the warehouse makes me proud to work for this family business that has been a Seattle institution since 1907. The new headquarters reminds me that Dunn Lumber is built on quality, consistency, and trust.



OFFICE EMPLOYEE

Coming in off the Burke Gilman trail, I use my keycard to access the bike entrance, walk to the heated bike storage area, lock up my bike, get showered and changed in the luxurious locker room, with the TV catching me up on the morning news.

I head up the stairs to the main lobby. I notice comfortable couches and homey seating areas, warm lighting and soft materials. The space is packed with colleagues, clients, and visitors – coming, going, and meeting.

Out of the corner of my eye is a huge green wall contributing to my feeling sheltered in a forest. Big timbers. Momentary glimpses of water through carefully placed windows.



RESTAURANT PATRON

I walk down the hill from my house in the center of Wallingford, and I'm amazed at all the new activity as I cross over the Burke Gilman Trail. People sitting, standing, chatting. I heard that Monorail Espresso opened up another location, but didn't realize they branched out so far north from their original bike messenger hangout downtown.

My entry to the retail plaza is a layered experience. The feature wall and glow from a fire pit draws me in, I meander my way past what looks like an office building entry lobby, and, a ways down, I find a great spot on a stool at some bar called "The Perch." I order a drink and an appetizer. Here while I wait for friends to join up, I continue my favorite pastime – watching the seaplanes take off and land at Kenmore Air across Lake Union.



TRAIL BIKERS & PEDESTRIANS

My number one priority is for a safe space. Thankfully this place has good lighting, people around, eyes on the site from the surrounding buildings, and no hidden corners. And, good visibility onto and off the trail – I don't want a bike coming around the corner and colliding with me.

I'm excited by the arrival and sense of place. The site is a natural extension of the Burke Gilman Trail. It's easy to access, as a final destination or just a pit stop. There's a water fountain to fill up my water bottle, a bench to rest with shelter for the rain, and a rest room. I can lock up my bike outside, and I can hitch up my dog next to a water bowl. I can even get a latte at the walk up espresso window. Occasionally, my running group will start and end our 6.5 mile loop around Lake Union here.

The building just beyond this plaza is eye catching, with enough space in front of it to feel special. My field of view is deep – I can see the water, and bursts of nature, and I intuitively know how to get access to them.



LAKE UNION RECREATIONIST

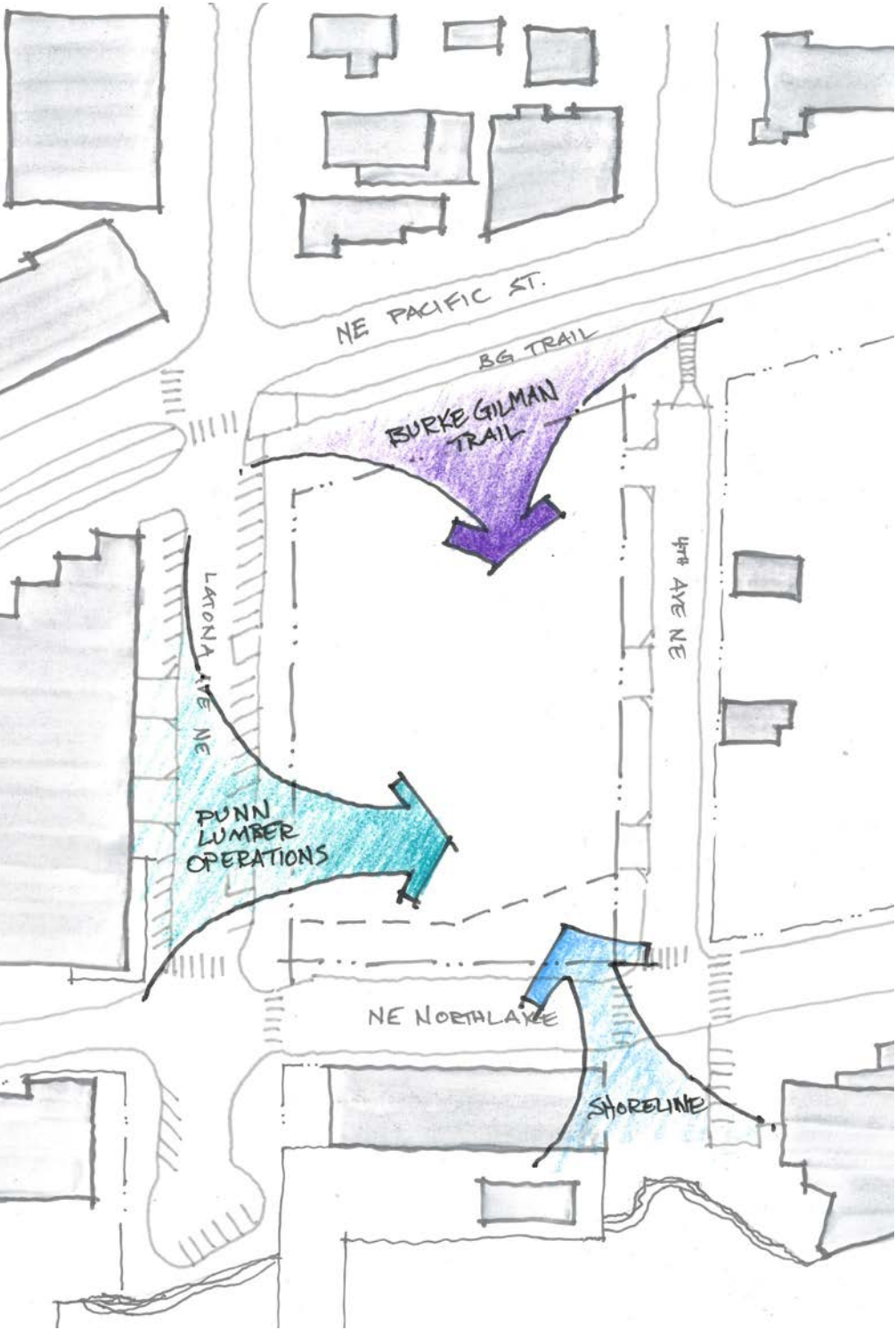
I rent a paddle board from Agua Verde and head west toward Gas Works. There's a new park on the shore that I'd never noticed before. I see people there, and beyond, up on a sort of "perch" a block away. Intrigued, and a little hungry (it's getting later in the afternoon), I pull my paddle board onto shore and notice there's a place to lock it up – handy! Still in my wetsuit, I walk across the road, noticing Ubers and Lyfts dropping off people who look like they are headed to the same destination.

Through a lush park, and up some fun, well-lit stairs, I walk past a few weekend office workers having a happy hour; I decide it's a good time for a beer. There's a reggae band setting up for their set tonight. It's all so unexpected.

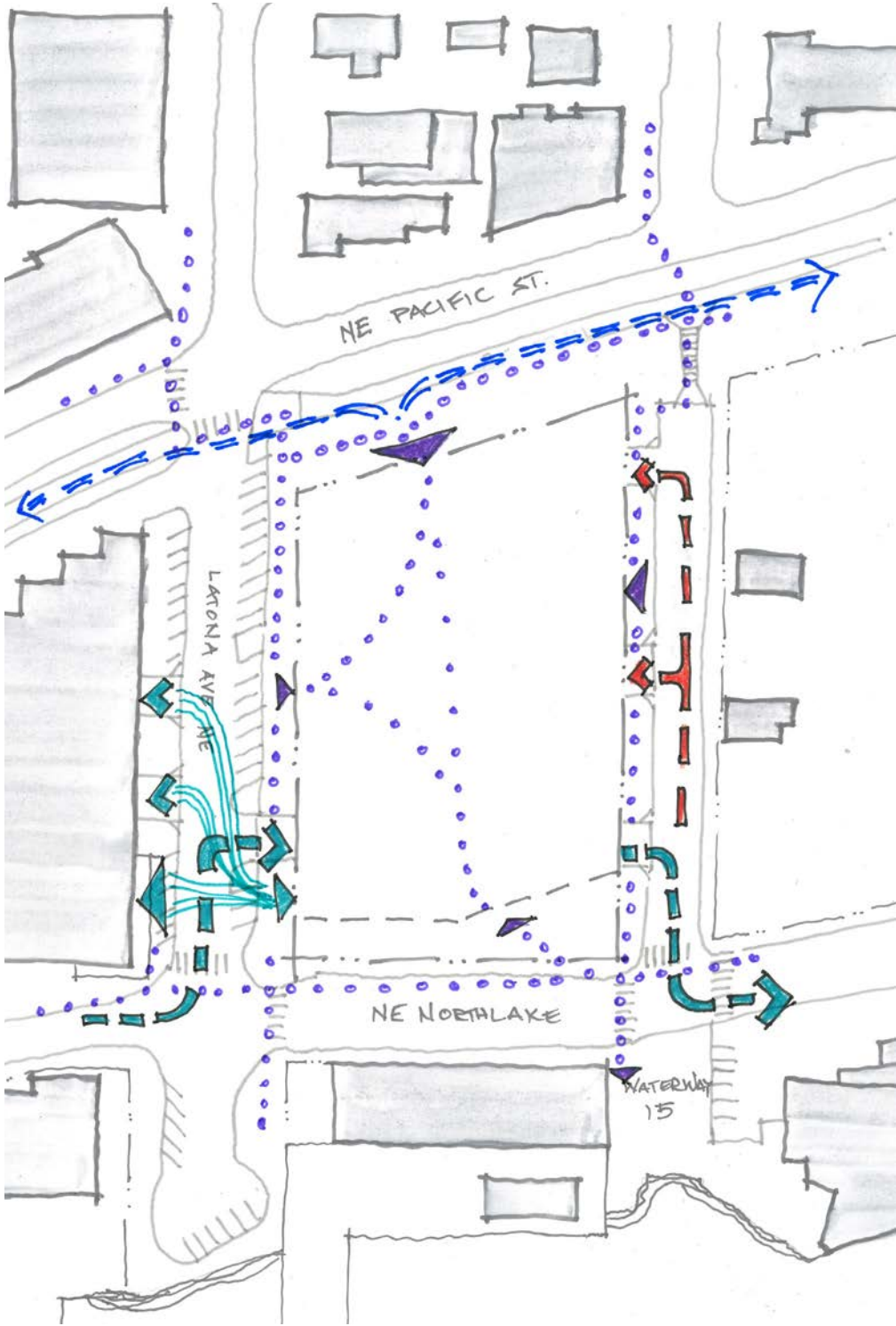


SITE ANALYSIS

# SITE ANALYSIS DIAGRAMS

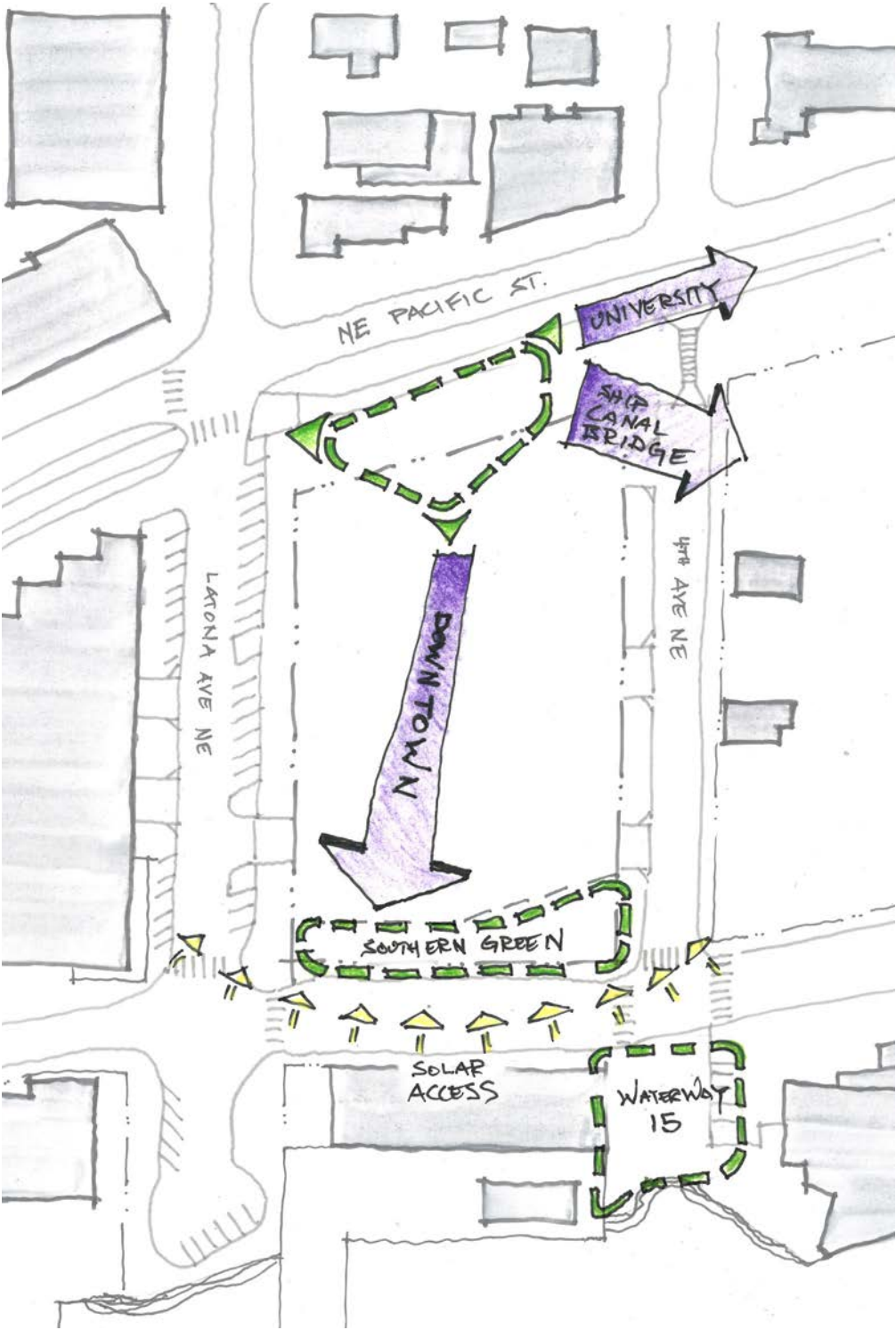


MAJOR SITE INFLUENCES



SITE ACCESS & FLOWS

- == BIKE FLOWS
- ..... PEDESTRIAN FLOWS
- OFFICE/RETAIL VEHICULAR FLOWS
- PUNN LUMBER OPERATIONS
- VEHICULAR ACCESS
- PEDESTRIAN ACCESS



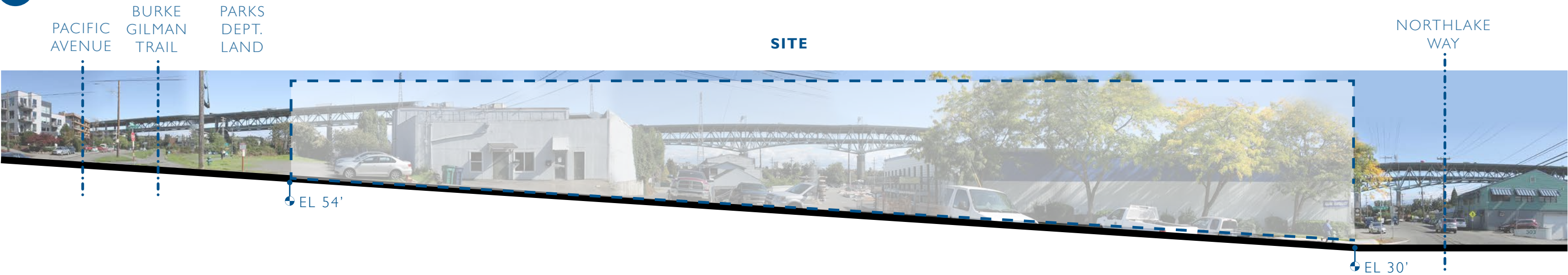
OPEN SPACES & VIEW OPPORTUNITIES



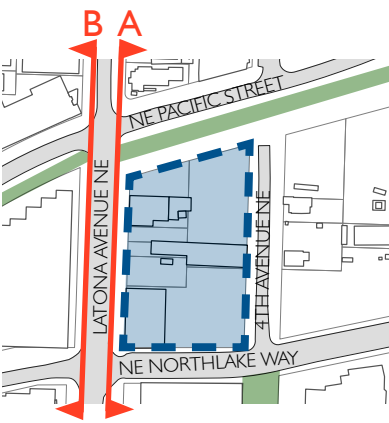
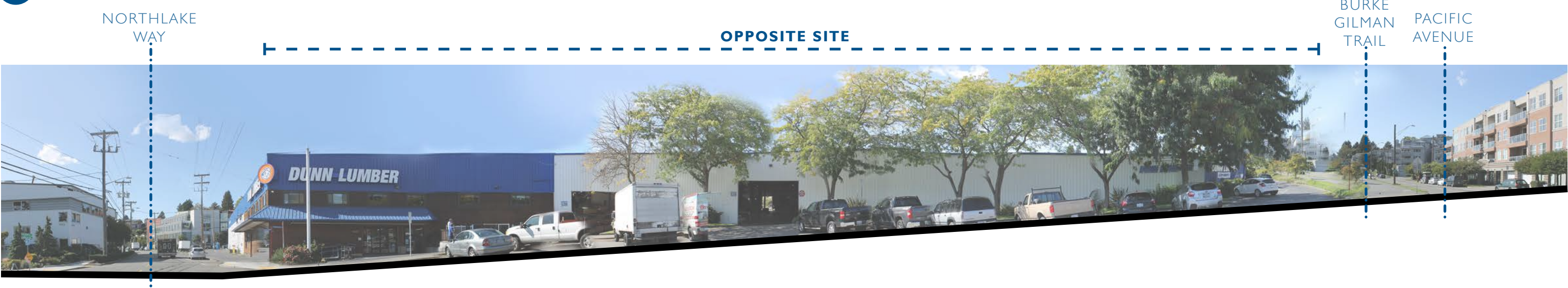
NEIGHBORHOOD CONTEXT

# STREETSCAPE MONTAGE

**A** LATONA AVENUE NE – EAST SIDE (SITE)



**B** LATONA AVENUE NE – WEST SIDE





NEIGHBORHOOD CONTEXT

# STREETSCAPE MONTAGE

**A** NE NORTHLAKE WAY – NORTH SIDE (SITE)



**B** NE NORTHLAKE WAY – SOUTH SIDE





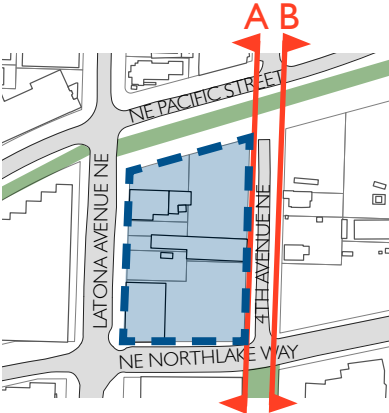
NEIGHBORHOOD CONTEXT

# STREETSCAPE MONTAGE

**A** 4TH AVENUE NE – WEST SIDE (SITE)



**B** 4TH AVENUE NE – EAST SIDE





NEIGHBORHOOD CONTEXT

# STREETSCAPE MONTAGE

**A** NE PACIFIC STREET – SOUTH SIDE (SITE)



**B** NE PACIFIC STREET – NORTH SIDE

