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**718 Yesler Way**  
**RECOMMENDATION PACKET**



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718 YESLER WAY

Project # 3038868-LU

1/15/24

PROJECT

CONSTRUCTION OF A 8-STORY HOTEL BUILDING WITH  
PARKING, GROUND-LEVEL LOBBY, AND GUESTROOMS

HOTEL GUESTROOMS: 194 UNITS

PARKING SPACES: 35 ON-SITE PARKING

PROJECT GROSS SF: APPROXIMATELY 148,000 SF

PROJECT GOALS

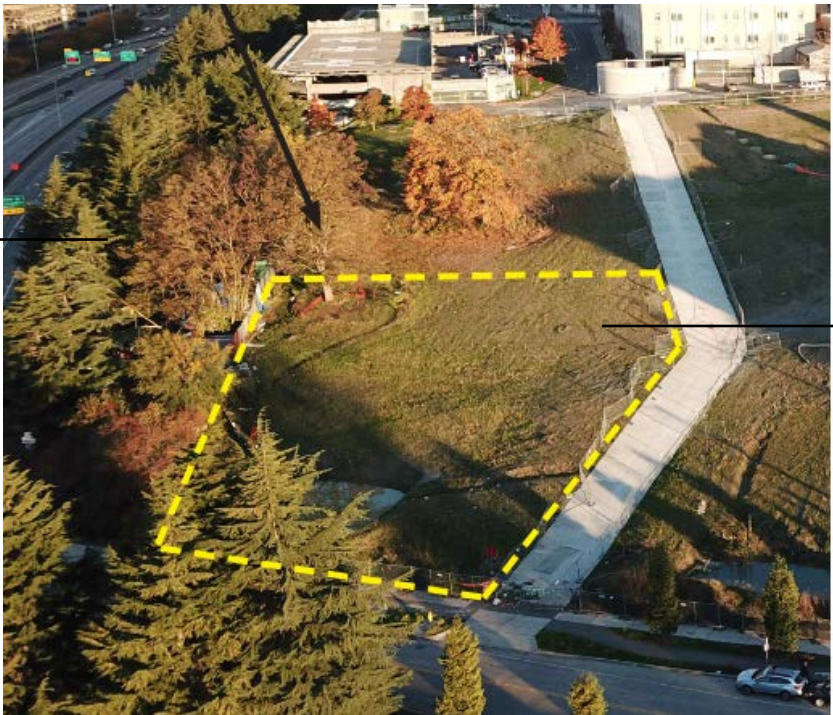
GATEWAY BUILDING TO YESLER TERRACE

BUILDING AS LANDMARK

INTRODUCE HOTEL AMENITIES TO THE YESLER TERRACE  
NEIGHBORHOOD



WSH DOT  
Easement

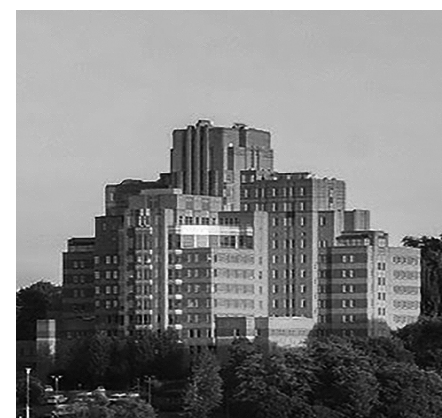


Project Site





At the conclusion of the EDG, the design review board agreed with the preferred option titled “the landmark”. The landmark massing takes its cues from buildings such as the Pacific Tower and the Harborview buildings. At these buildings, the Art Deco inspired symmetry and organization clearly demonstrated best means of establishing a massing that spoke of a landmark building for the project’s designated site. This massing worked well with buildings complicated zoning envelope, and also allowed taking cues from these precedent buildings when developing the exterior detailing.



The Pacific Tower

Southeast corner view at EDG



Yesler view at EDG

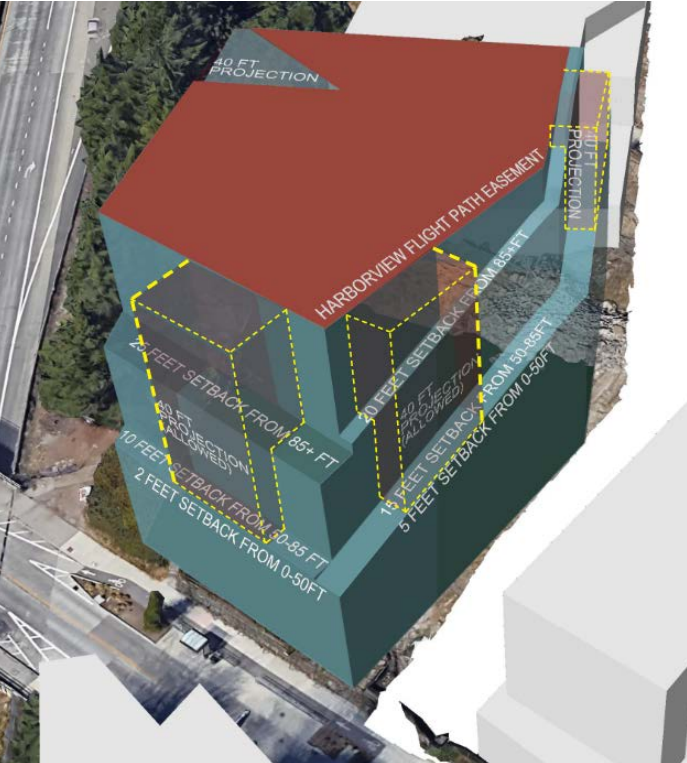




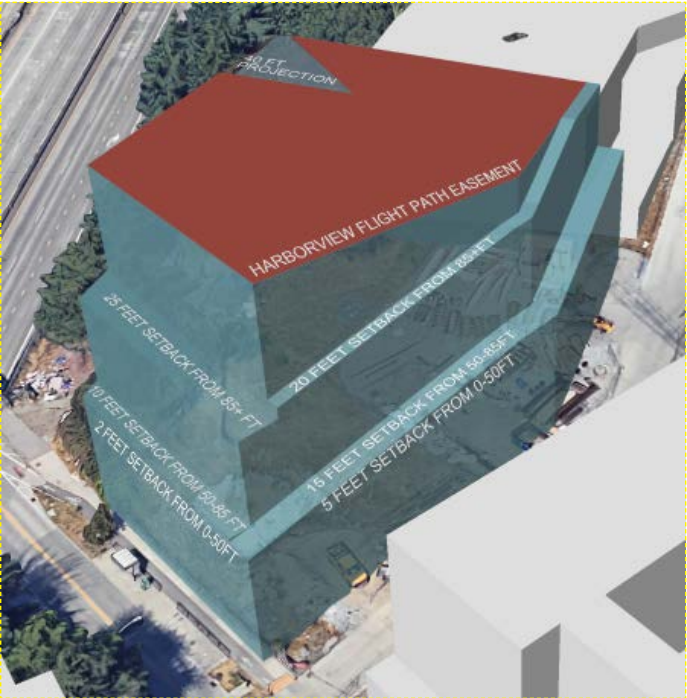
Previous project under high-rise project scope at initial MUP submittal.



Current project under type V over type I project scope.



Zoning envelope under high-rise project scope.



Zoning envelope for current type V over type I project scope.

Since the completion of the EDG meeting, the project has changed in scope. Budget and program constraints have caused the development team to revise the overall scale of the building to utilize podium-style construction (5 floors of wood framing over 3 levels of Type 1 construction). This has reduced the building's height by three floors (from 11 to 8), and has changed the top floor program from a mix of public amenity space and guestrooms, to just guestrooms. The proposed building is now no longer classified as a high-rise.

As a result, the zoning envelope portrayed in the first MUP submission (and EDG presentation) is no longer valid and has been updated. Previously, the high-rise designation allowed for 40' wide projecting bays to be added to our base envelope, but they have been removed for this new building configuration. This has the effect of reducing the building's modulation. Modulation is also tempered by the building code height limit imposed by this style of construction, allowing less variation in our roof plane. Please refer to page 8 for the new zoning envelope.

Though there are modifications to the project's overall height and specific modulation configuration, this hasn't changed the underlying analysis, design responses, and goals of the project. As a contextual response, it is still the design intent to keep the Art Deco inspired design, and the modulation typical of this style has best been preserved. The overall design direction has not changed, and the recommendations from the Early Design Guidance still are relevant and have been responded to accordingly.



The intended Yesler street interaction has changed little during the different design iterations. Below, Yesler streetscape at initial MUP submittal, and bottom, current design.



718 YESLER WAY

YT SEATTLE, LLC

The early design guidance requested a further development of the “lantern”; an elevator overrun that would take advantage of special lighting to make a nighttime design feature. As a result of changes in project scope, upper portions of the building have been removed including the top floor amenities and the lantern element. At the ground level, street interaction remained as a top priority. As a result there has been very limited change to the intended interaction with Yesler.



Yesler view of current project scope.

Design Recommendation - Project # 3038868-LU

DATE: 1/15/24



EXISTING SITE PLAN

The site has an area of 27,602 s.f. with approximately 97 feet of frontage on Yesler Way, and approximately 214 feet of frontage on the access drive. Approximately 134' along a shared interior property line with properties to the north. Approximately 145' of the site faces I-5 interstate to the west.

TOPOGRAPHY

Site slopes down N to S approximately 30.00'.

OPEN SPACE

No open space exists on the current site.

TREES AND LANDSCAPING

One (1) tier 2 tree on the Northwestern corner removed per ordinance 126403 with the exception to be replaced with 3 replacement trees. Please see MUP submission page L5.00

VEHICULAR AND PEDESTRIAN ACCESS

No vehicular and pedestrian access at this time.

LEGAL DESCRIPTION

PARCELA: LOT 9, BLOCK 7, YESLER TERRACE COMMUNITY, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 267 OF PLATS, PAGE 59 THROUGH 75, INCLUSIVE IN KING COUNTY, WASHINGTON. PARCEL B: A RECIPROCAL DRIVEWAY EASEMENT AS SET FORTH ON THE PLAT OF YESLER TERRACE COMMUNITY, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 267 OF PLATS,





PROPOSED SITE PLAN  
SITE FEATURES

SITE CONSTRAINTS

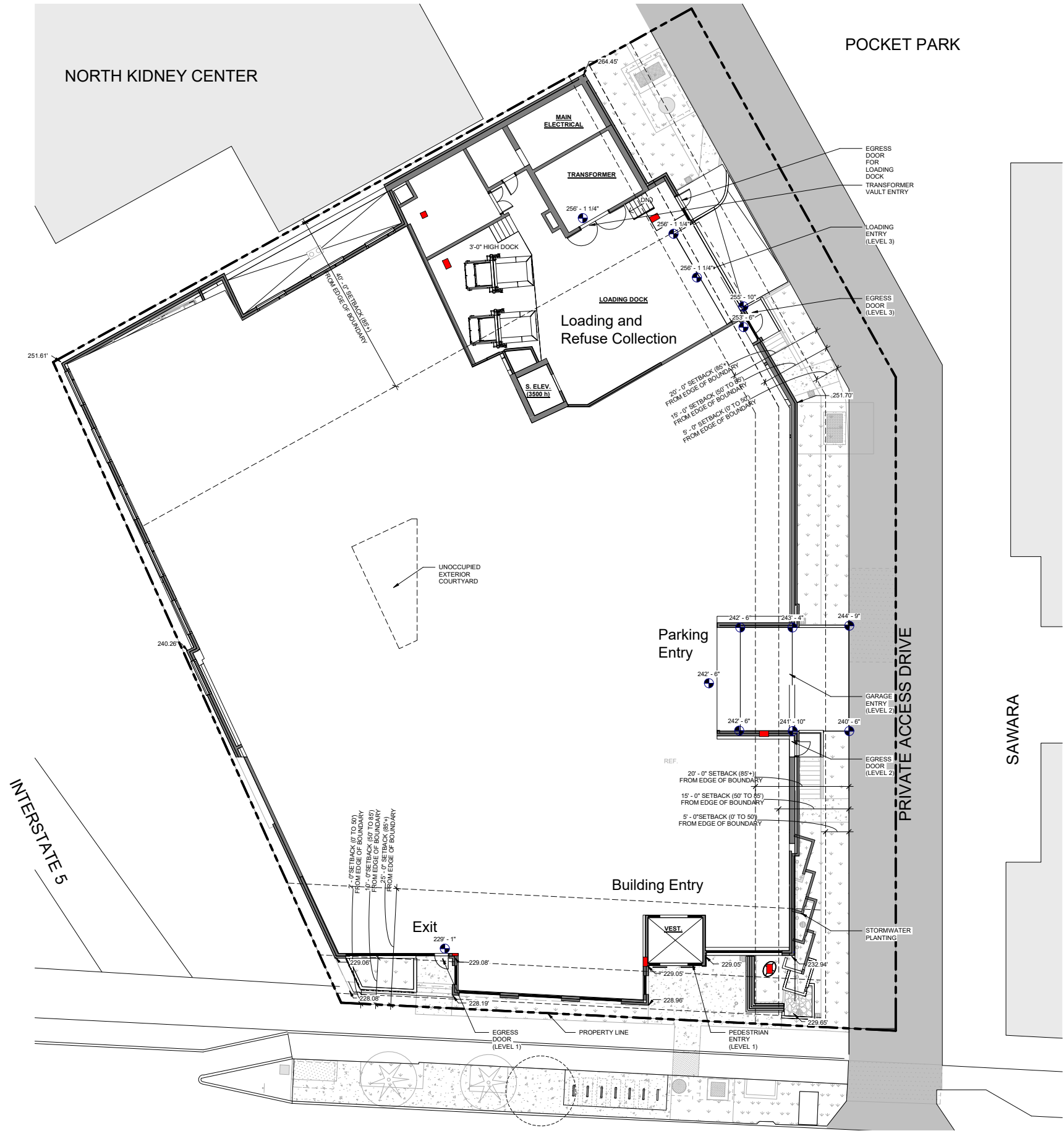
The site is located at the western portion of the Yesler Terrace Master Plan community, adjacent to I-5. Setbacks occur on 3 sides of the project. A flight approach height restriction occurs on the entire site.

SITE VISIBILITY

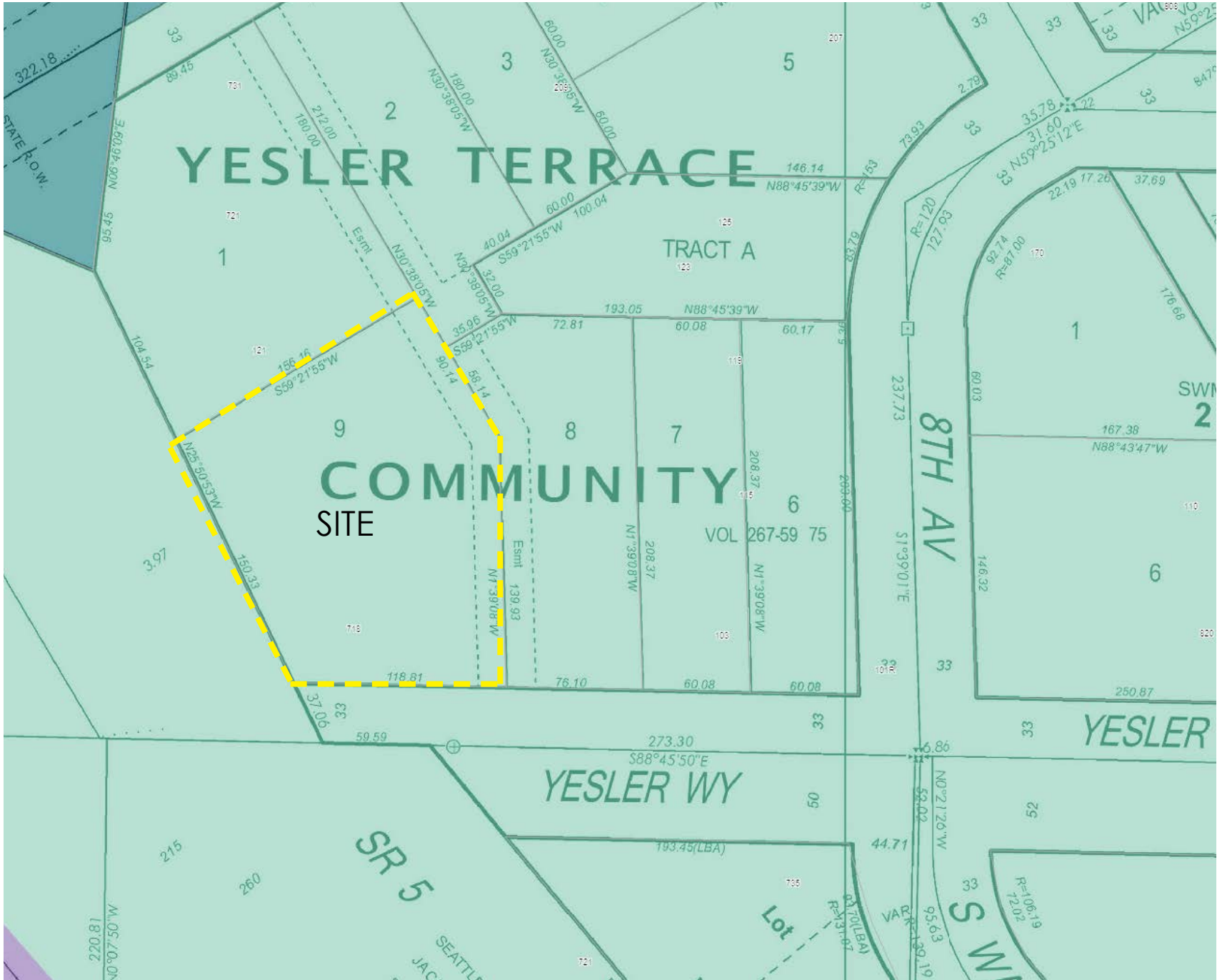
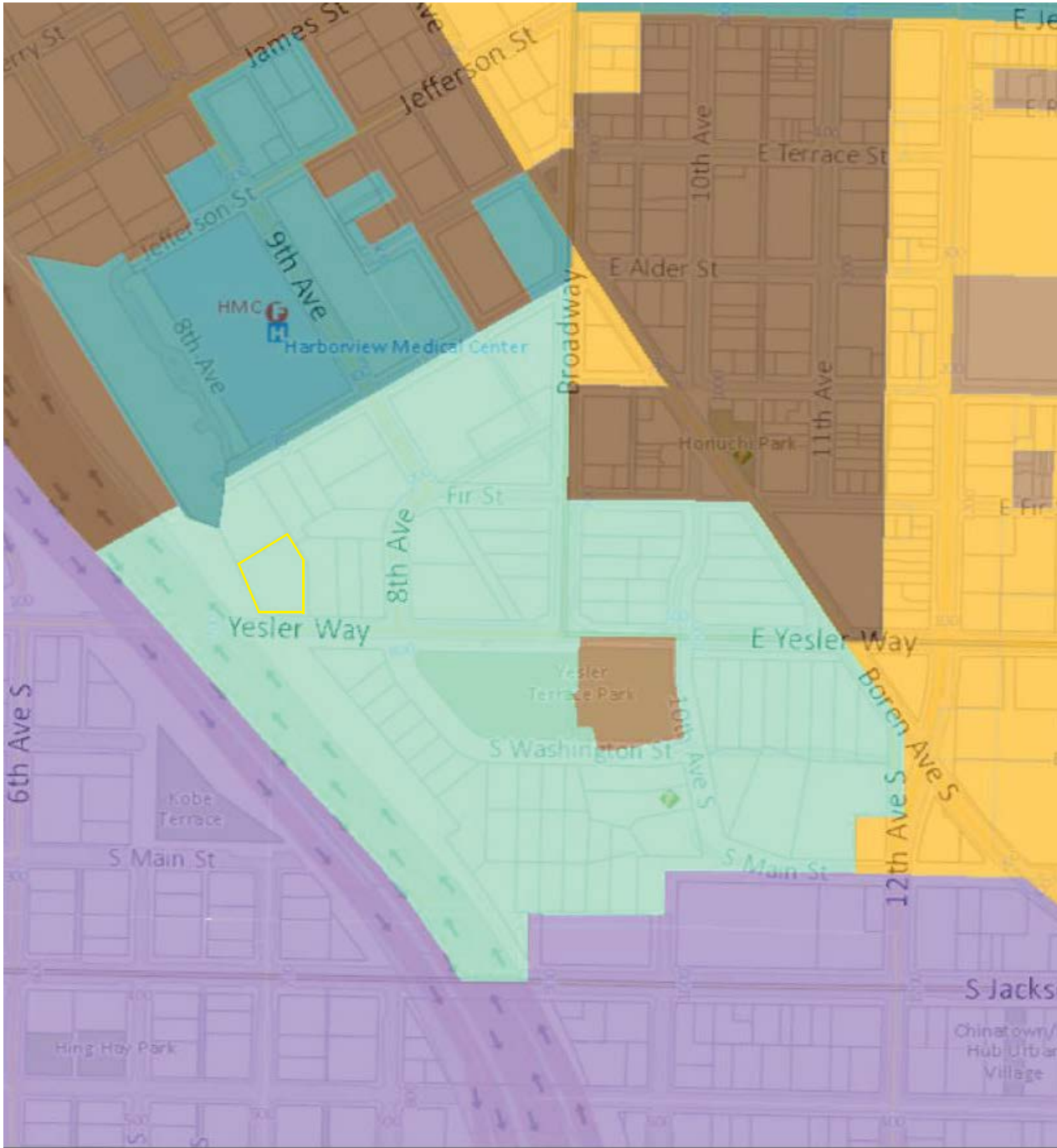
The site is highly visible from I-5 proceeding north as well as the first project seen as you approach from the west to the east on Yesler Way across I-5. The project will be the gate way to the Yesler Terrace Community.

VEHICULAR ACCESS

A garage entry will be provided along the access drive to the east. Loading and refuse access planned at the northeastern corner of the project. Pedestrian access planned on the southeast corner of the project.







- Zoning

Override 1

Override 2

Override 3

Override 4

Override 6
- Override 7

Override 8

Override 10

Override 11

SITE ZONING: MPC-YT 85/240

SITES TO THE NORTH AND SOUTH HAVE THE SAME ZONING. EAST OF THE SITE IS A 4-STORY OVER 1 MULTIFAMILY BUILDING (SAWARA), NORTH A MEDICAL BUILDING (KIDNEY CENTER), NORTHEAST ANOTHER MEDICAL BUILDING (KAISER PERMANENTE).







**SITE ADDRESS:** 718 Yesler Way

**PARCEL NUMBERS:** APN: 982200-0780  
YESLER TERRACE COMMUNITY  
PLAT BLOCK: 7  
PLAT LOT: 9

**ZONING:** MPC-YT

**OVERLAY DISTRICT:** FIRST HILL/CAPITOL HILL (URBAN CENTER)

**APPLICABLE DESIGN GUIDELINES:**

YESLER TERRACE MASTER PLANNED COMMUNITY DESIGN GUIDELINES

**LOT AREA:** 27,602 s.f.

**23.75 MASTER PLANNED COMMUNITIES**

**23.75.050** Permitted uses  
Hotels are permitted  
No required street level uses on Yesler Way at Block 7.

**23.75.90** Non-residential floor area limits  
Combined floor area for office, medical services, and lodging shall not exceed 900,000 square feet. Awaiting remaining square footage amount from SHA.

**23.75.100** Structure Height  
Per diagram on 23.75.100.D, building cannot exceed 240'-0" in height.  
Due to flight path height restriction, building will not exceed 240'-0" in height.

**23.75.130** Maximum width of regulated facade  
-Façade does not exceed 240 feet in width.

**23.75.140** Setback and projections  
**Southern Setbacks on Yesler Way:**  
Special Setback conditions apply per 23.75.140 exhibit C;  
-per 23.75.140 exhibit B, 2'-0" minimum setback from 0' to 50'  
-per 23.75.140 exhibit A, 10'-0" minimum setback from 50'-85' (clarified during EDG pre-submittal meeting by city staff), 25'-0" minimum setback from 85' and above.

**Eastern Setbacks occur on Access Drive:**  
Access drive conditions apply  
-Per 23.75.140 exhibit A, 5'-0" minimum setback from 0'-50', 15'-0" minimum setback from 50'-85', and 20'-0" setback 85' and above.

**Northern Setbacks occur on lot line:**  
All other lot lines apply  
-Per 23.75.140 exhibit A, 0'-0" minimum setback from 0'-85', and 40'-0" setback 85' and above.

**Wester Setbacks occur on I-5.**  
Per 23.75.140.I, no minimum setback is required along I-5.

**23.75.160** Landscaping, street trees, and tree protection  
-Landscape to adhere to requirements.

**23.75.170.B** Blank Façade segments (All street-level facades)  
-Blank facades are limited to 15 feet.

**23.75.170.D** Standards for non-residential uses (Applies to Yesler Way only)  
-Facades located less than 10 feet from a boundary, must contain 75 percent of the area of the façade shall consist of doors and/or transparent windows.  
-Façade located 10 feet or more from a boundary at least 50 percent of the area of the façade shall consist of doors and or transparent windows.

**23.75.180** Parking  
Parking spaces cannot exceed 1350 for the entire NW sector. Input required from other projects on the current count used.

**23.75.180.3** Underground Parking  
Parking garage is partially underground.

**23.75.180.I** Parking and loading access  
Access occurs more than 40 feet from the Yesler Way curb line. Access to the garage and loading occurs further than 20 feet from a structural corner that includes a regulated façade.

**23.54.030.A** Parking Dimensions  
-"Large Vehicle" will be 8.5 feet in width and 19 feet in length.  
-"Medium Vehicle" will be 8 feet in width and 16 feet in length.  
-"Small Vehicle" will be 7.5 feet in width and 15 feet in length.  
-Barrier-free parking shall not be less than 8 feet in width and shall have an adjacent access aisle of not less than 5 feet in width.  
-Van accessible spaces to have an aisle not less than 8 feet in width.  
-Accessible spaces to no less than 19 feet in length.

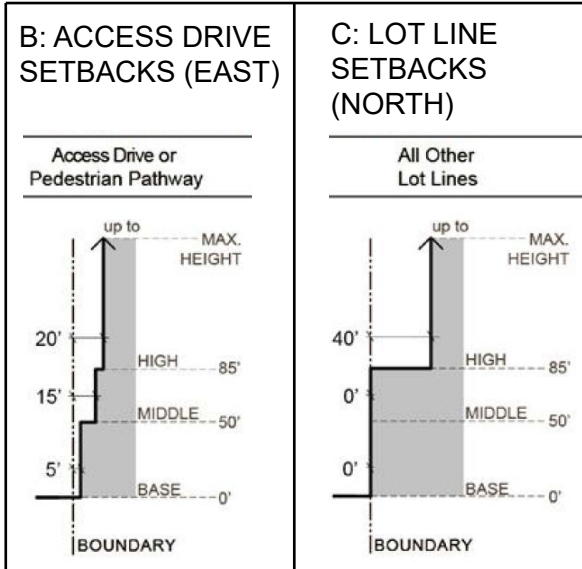
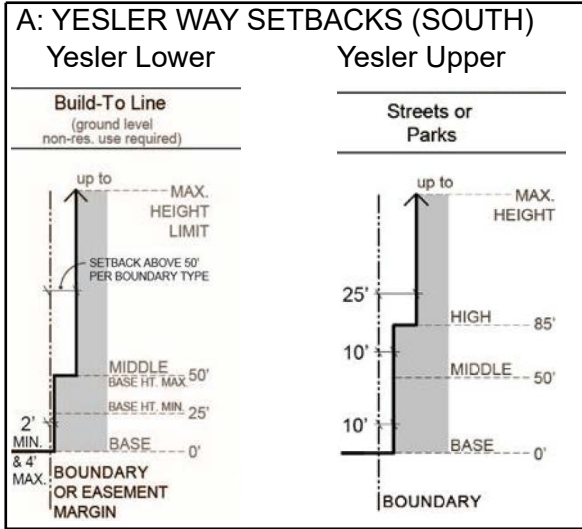
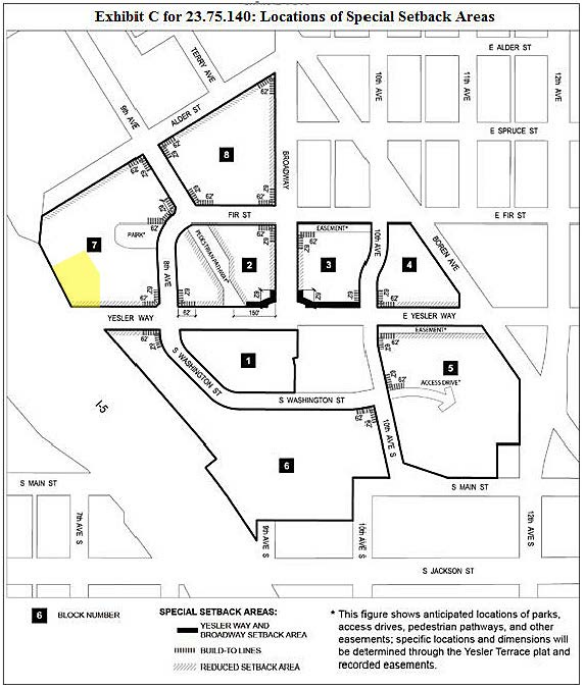
**23.54.030.B.2.c** Parking space requirements (Non-residential uses)  
Project provides more than 20 parking spaces, therefore a minimum of 35 percent of the parking spaces shall be striped for small vehicle. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

**23.54.030.B.2.d** Minimum vehicle clearance  
Vehicle clearance to not be less than 6 feet 9 inches. Majority of the garage to be 8'-2" clear to accommodate van accessible space.

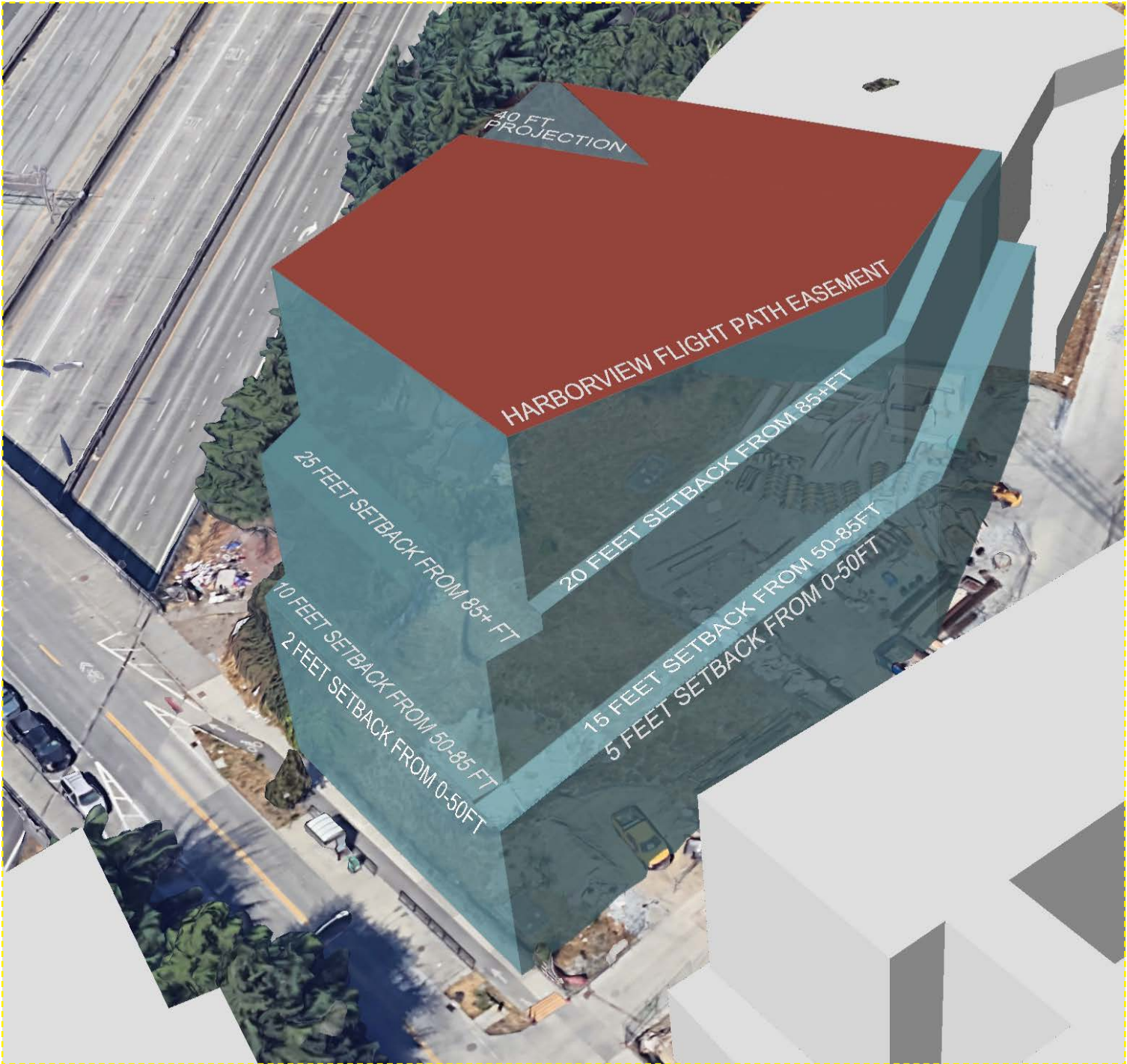
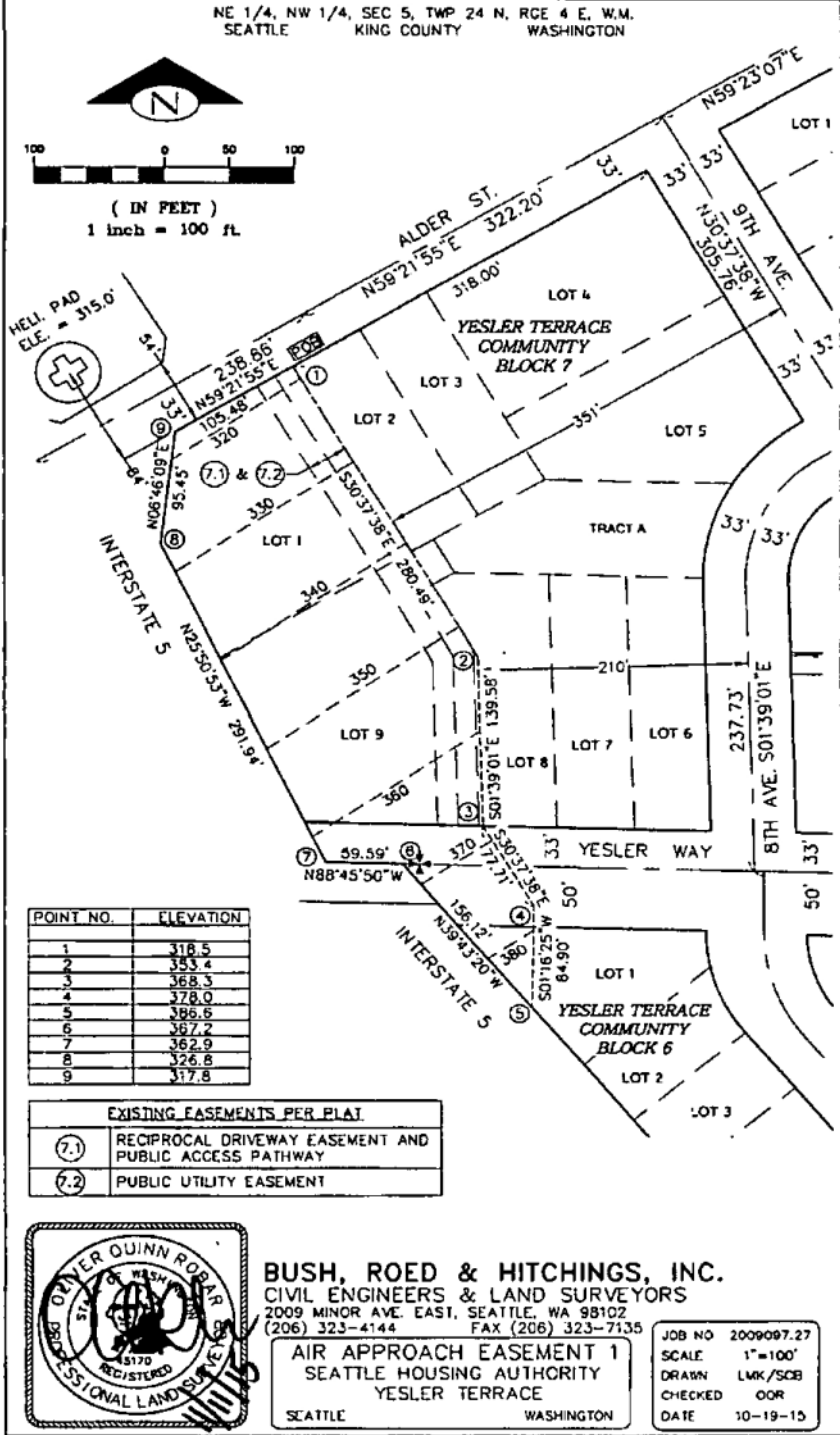
**23.54.030.2.a** Driveway Widths  
Minimum width of driveways for two way traffic shall be 22 feet and the maximum width shall be 25 feet

**23.54.030.E** Parking Aisles  
24'-0" wide aisle at large spaces, 22'-0" wide aisle at medium spaces, and 20'-0" wide aisle at small spaces.





HEIGHT RESTRICTION FOR HELICOPTER:



ZONING ENVELOPE



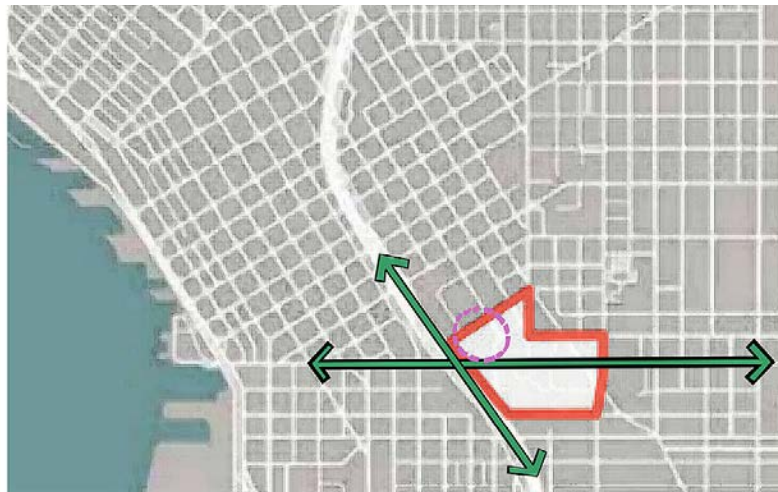


## NEIGHBORHOOD GATEWAY

Taken from "Yesler Terrace Design Guidelines CS2 Urban Pattern and Form"

"Yesler Terrace is in a prime location within the city, with easy access to downtown, freeways, transit, Puget Sound, and Lake Washington, and is surrounded by parks, medical services, and community and educational facilities. As part of the Capitol Hill/First Hill Urban Center, it is an ideal location for mixed-use, high density growth. Design of the redeveloped Yesler Terrace should consider ways to maintain and enhance a sense of neighborhood identity which can be felt within Yesler Terrace and from afar:

■ Gateways: Use signage, street banners, or other placemaking features to highlight routes in and out of the neighborhood, especially at major gateways as identified in the "Neighborhood gateways + wayfinding kiosks" diagram."

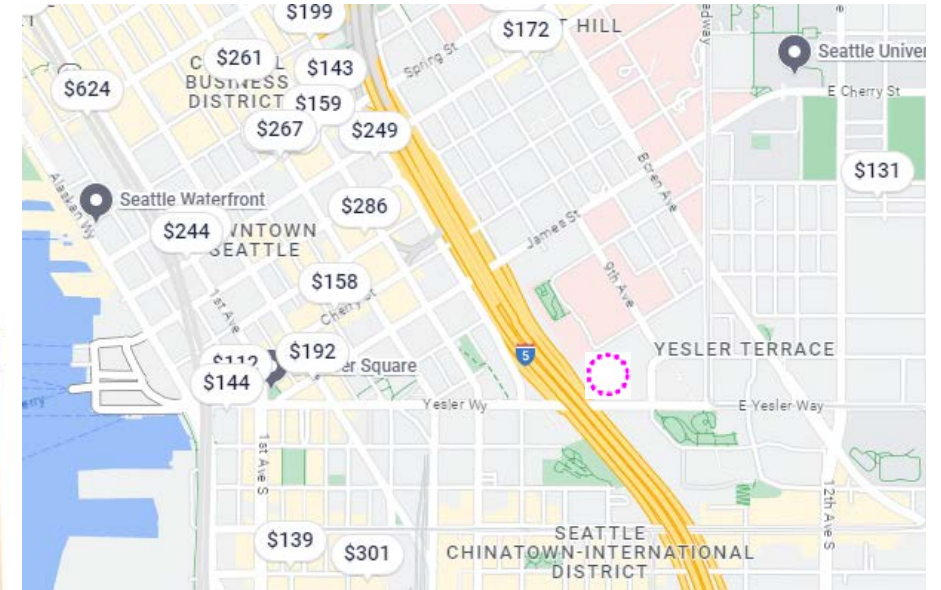


The proposed hotel places its lobby and entry on Yesler to fulfill its role as a gateway building, highlighting this route in and out of the neighborhood from downtown and the central district; a major gateway. Signage is also provided at the sidewalk on the Southwest corner.



Composite plan of adjacent and future development,

Providing a place to stay as a gateway. The proposed extended stay hotel will be the only hotel located in the Yesler Neighborhood environs. As illustrated in the map below, it will provide a interim amenity between the housing and medical facilities.



Hotel locations South Seattle.





The project is the gateway to the Yesler Terrace community with immediate access to multiple pocket parks, the Green Loop, the Hillclimb.

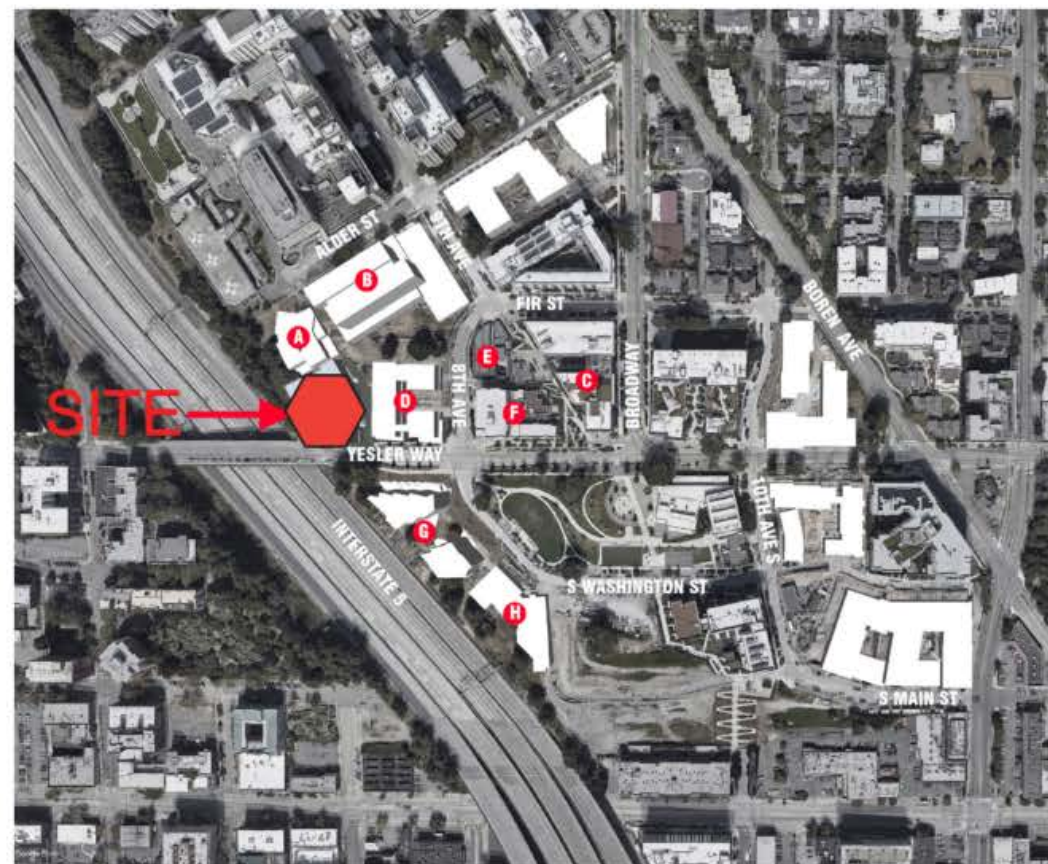
- RECREATION / OPEN SPACE
- RESIDENTIAL
- COMMERCIAL / RETAIL
- CIVIC / RELIGIOUS
- MEDICAL
- INSTITUTIONAL / EDUCATION
- YESLER NEIGHBORHOOD GATEWAY
- YESLER TERRACE MASTER PLANNED COMMUNITY



- CONNECTOR
- GREEN STREET LOOP
- ARTERIAL

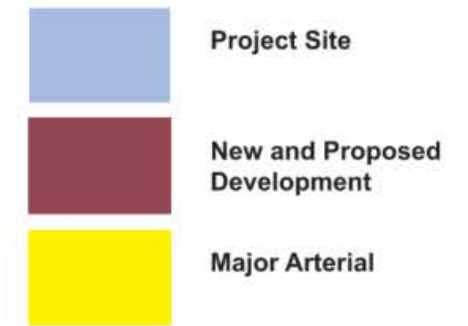
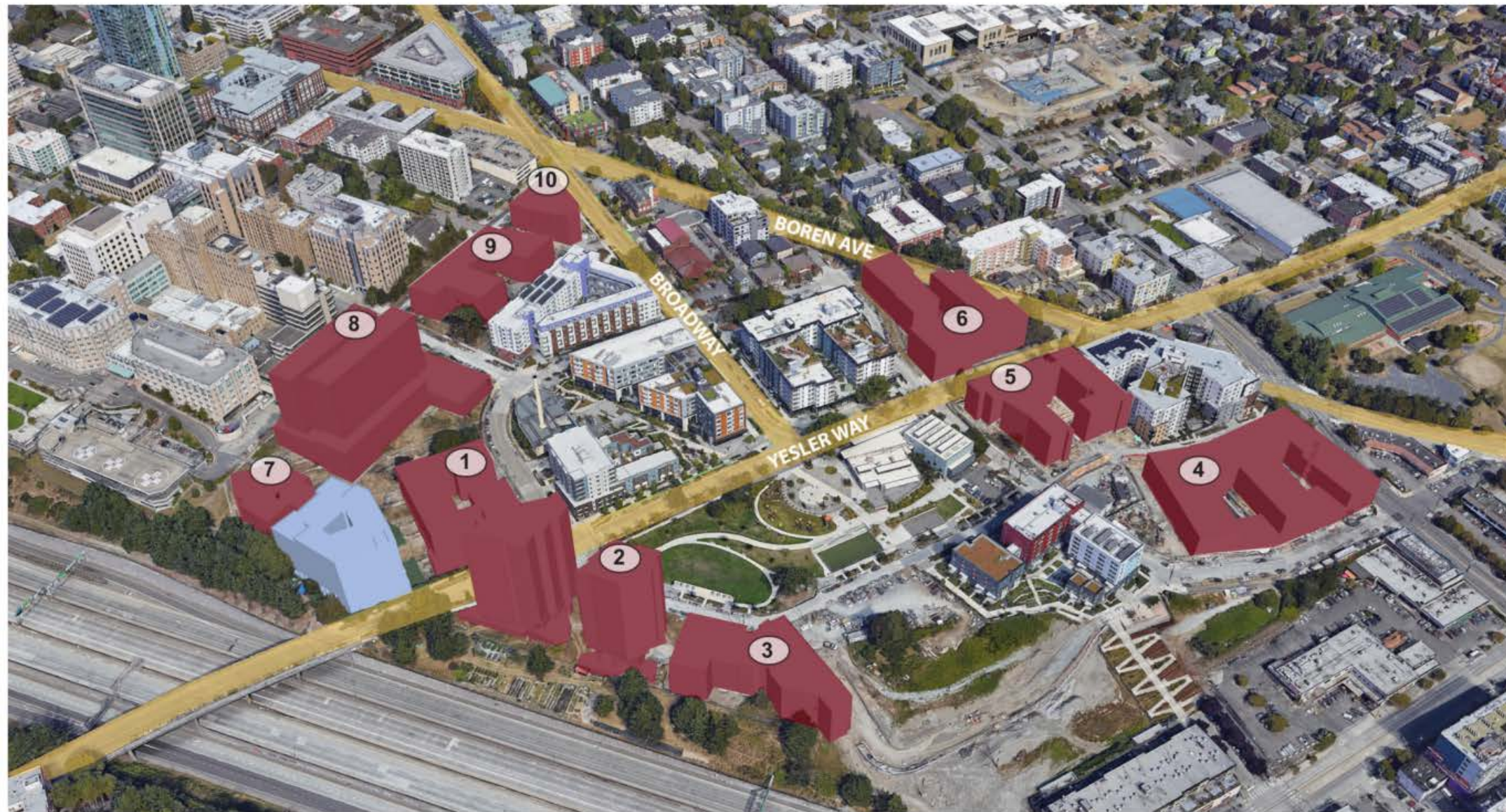


- 1: BLOCK 3 POCKET PARK
- 2: BLOCK 7 PARK
- 3: BLOCK 5 PARK
- 4: 10TH AVENUE HILLCLIMB
- 5: YESLER TERRACE PARK
- 6: BUFFER DOG PARK
- 7: THE HILLCLIMB
- 8: GREEN LOOP



- A: SEATTLE KIDNEY CENTER
- B: KAISER PERMANENTE
- C: 225 BROADWAY
- D: SAWARA
- E: EPSTEIN OPPORTUNITY CENTER
- F: 820 YESLER
- G: SU TOWERS
- H: 821 S WASHINGTON ST



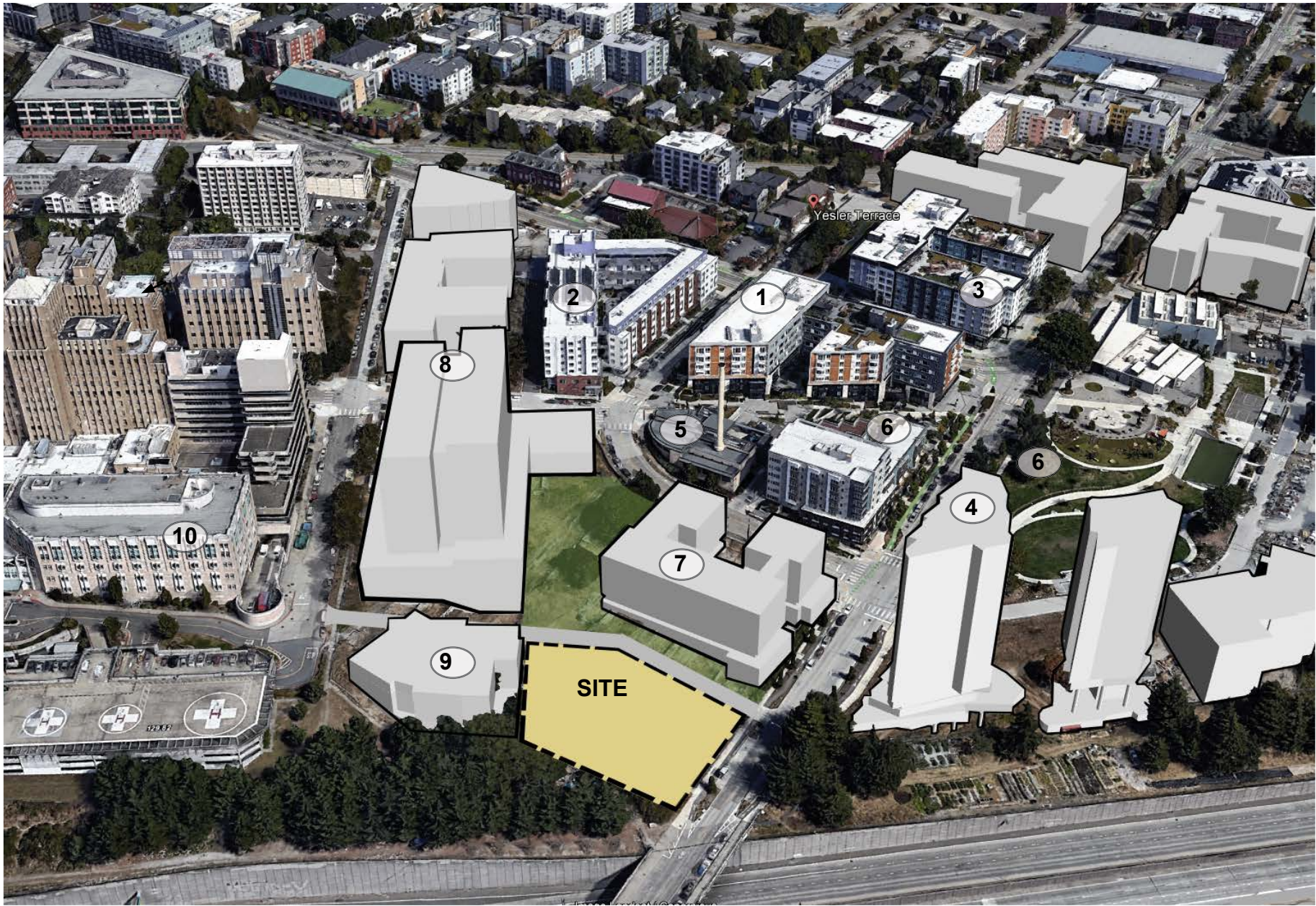


The project site is located on Yesler Way, abutting Interstate 5, with an access drive to the east. Yesler Way is the primary pedestrian connection. The neighborhood is growing quickly with multiple new multifamily and medical projects. Taking stock of this future architectural development shows common project types that varies greatly with their realization with architecture that is grounded to projects that are forward looking. Common in all of this proposed construction is a theme of rich pedestrian experiences and sensitive adaptation to their hillside setting.

Additional large multi-building proposals on the hillside South of Yesler Way will greatly increase the neighborhood size and identity bringing much needed amenities and evening activities to the Yesler Terrace neighborhood.







1 Batik Apartments



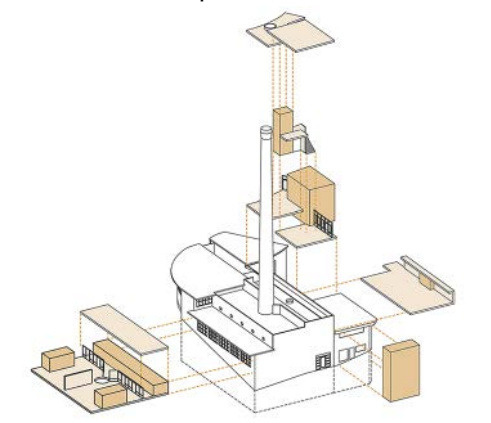
2 Red Cedar Apartments



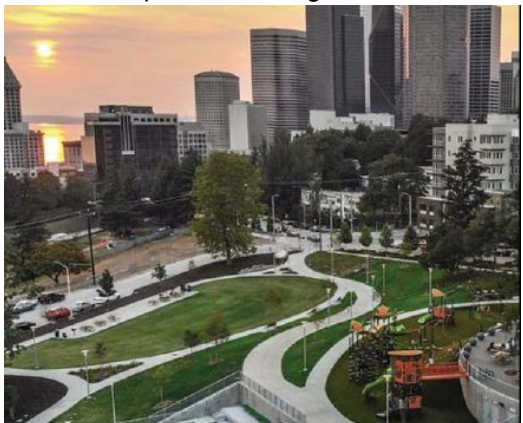
3 Raven Apartments



4 Proposed Housing



5 Epstien Community Center



6 Yesler Terrace Park



9 Proposed Kidney Center



10 Harborview Medical Center West Hospital and Clinic

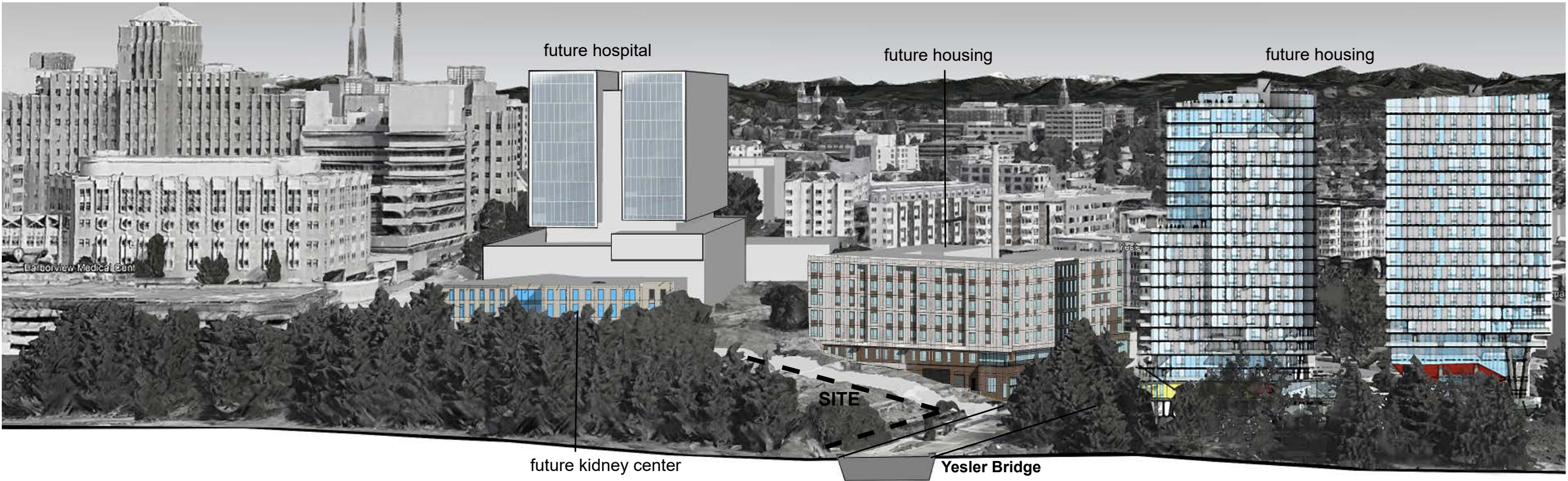


7 Proposed Housing



8 Proposed Hospital





VIEW FROM INTERSTATE 5 LOOKING EAST



VIEW FROM HARBORVIEW HOSPITAL LOOKING WEST



1. Massing: The Board discussed the 3 massing options, acknowledging the site constraints and supporting the design approach taken by the design team.

a. The Board supported the applicant's preferred option, "The Landmark," including reference to the Pacific Medical Tower's art deco style, direction of the proposed lantern element to address the gateway condition, and massing response to the topography of the site. (CS1-C Topography, CS2-A Location in the City and Neighborhood)

b. Moving forward, the Board provided the following guidance:

i. The Board acknowledged the challenge of creating a gateway moment with limited height, but would like to see the lantern element further strengthened. (CS2-A Location in the City and Neighborhood)

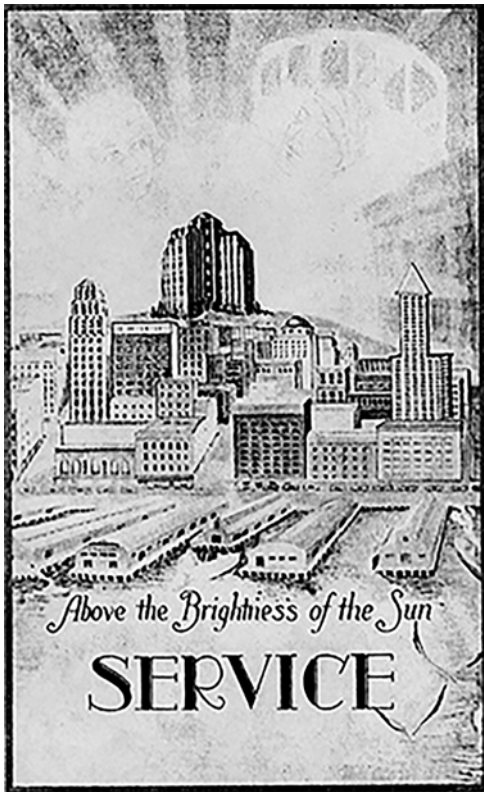
*Although reduced in scope, primarily in height, the project continues the design strategies of the Pacific Tower and Harbor View Hospital, using strong verticals and stepped massing of the Art Deco movement, to give a commanding and distinctive architecture as expected for a landmark building. The lantern element, which was an illuminated elevator penthouse, is no longer possible with the change in program and building type. We are not able to extend or design any rooftop features as we are at the height limit for a podium building.*



Proposed project as seen from I-5.



Project precedent images.



ii. The Board supported design cues taken from the Pacific Medical Tower's art deco style and would like to see the vertical and horizontal language of the façade further refined to support this concept. (CS2-A Location in the City and Neighborhood)

*The vertical and horizontal language of the Art Deco style has been further developed not only by emphasizing the vertical and horizontals, but by following all the Art Deco design strategies that give it its signature look. Those strategies are listed out and illustrated below.*

*Articulated Parapet: Top of the building is faceted with receding layers and stepped heights.*

*Articulated verticals: These building "ribs" are typically sculpted into the façade for emphasis as well as material change and run the full height of a façade.*

*Stepped Massing: Art Deco style buildings will step and recede layers of massing to celebrate their geometric influence and to give a pleasant silhouette.*

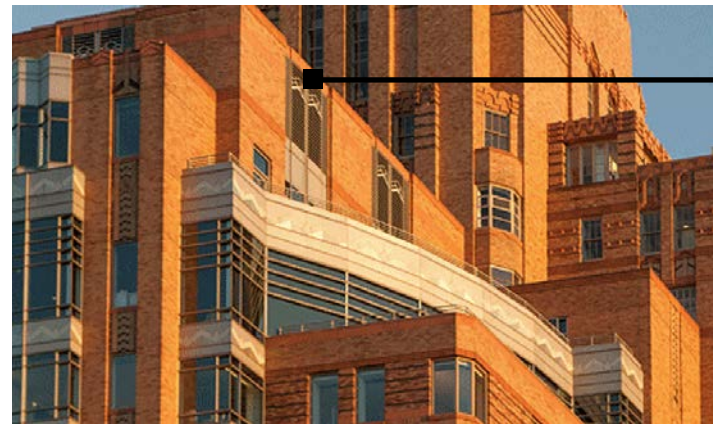
*Integrated Base: Typical of Art Deco design is to weave the buildings features into a clearly defined base. This gives the buildings architecture give more of a flowing effect vs. a stacked effect typical of other architectural styles.*



*Articulated Parapet: Top of the building is faceted with receding layers and stepped heights.*



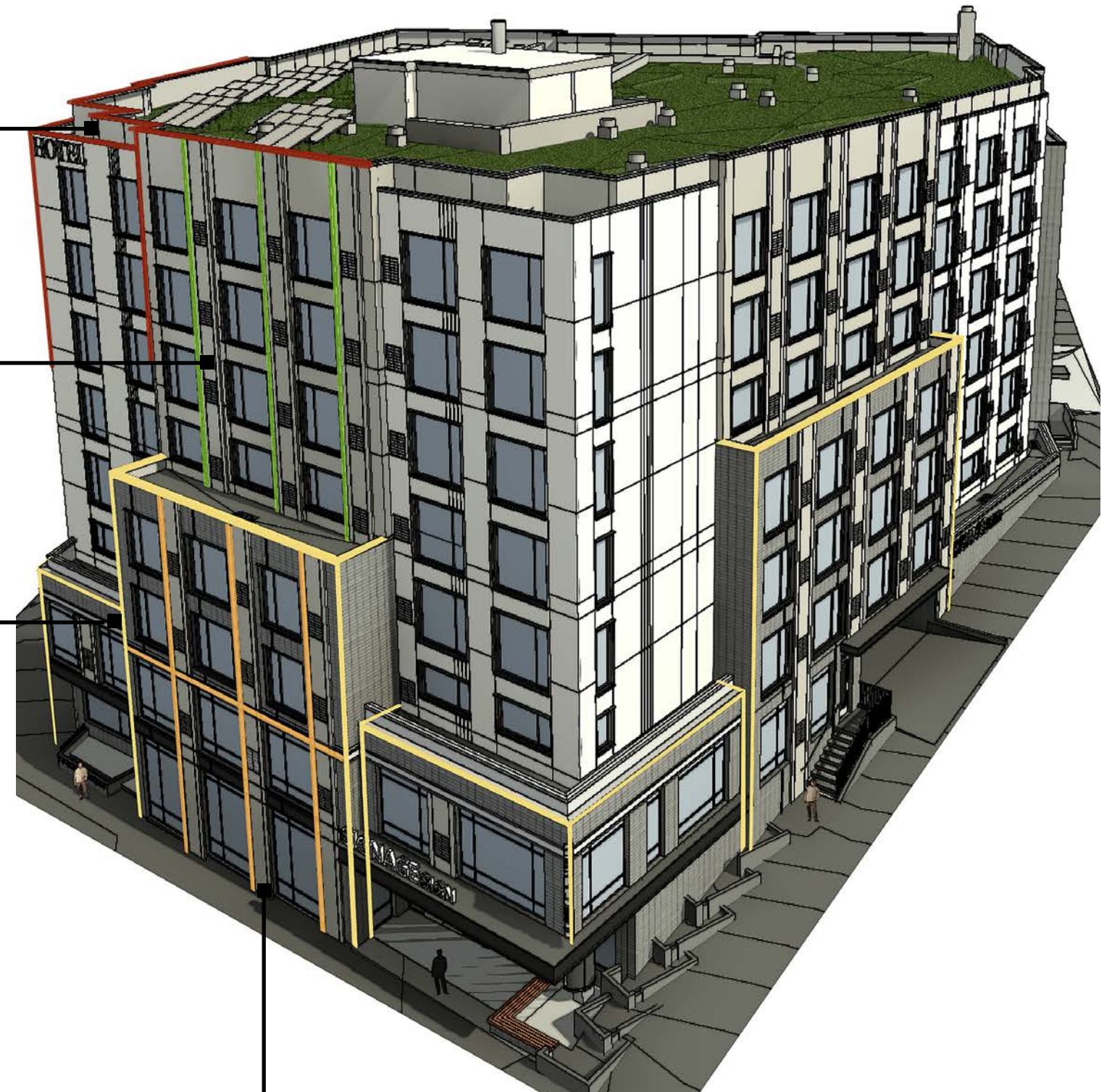
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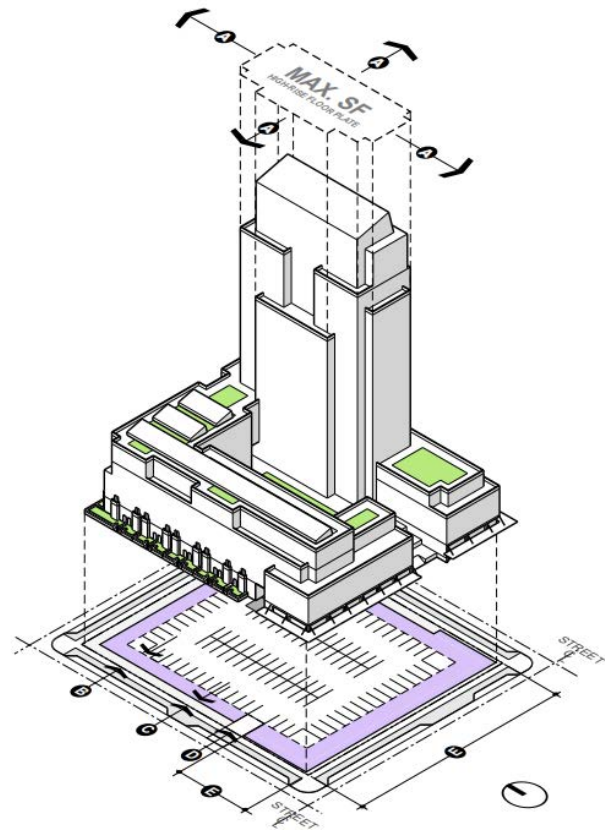
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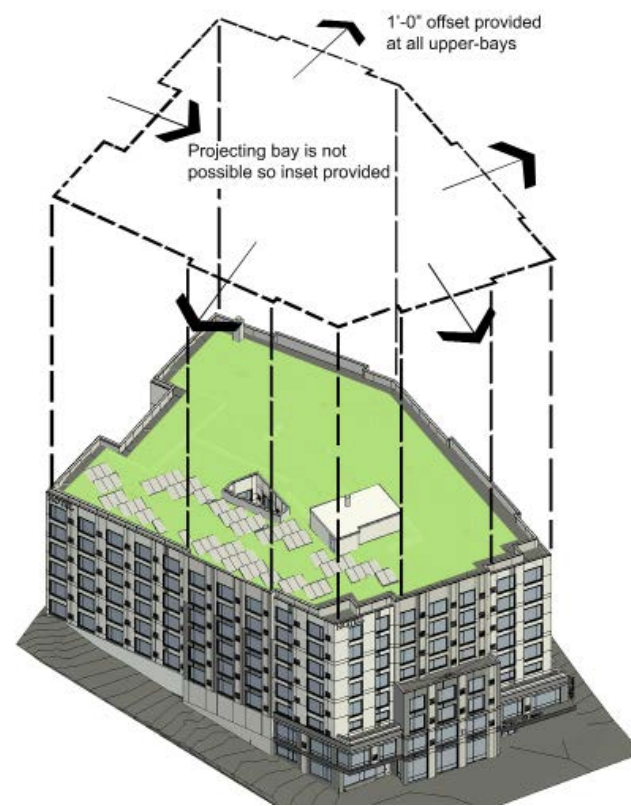




Following in the example of Art Deco designed buildings, such as this one located downtown, the hotel's facades are similar giving it its strong symmetry.



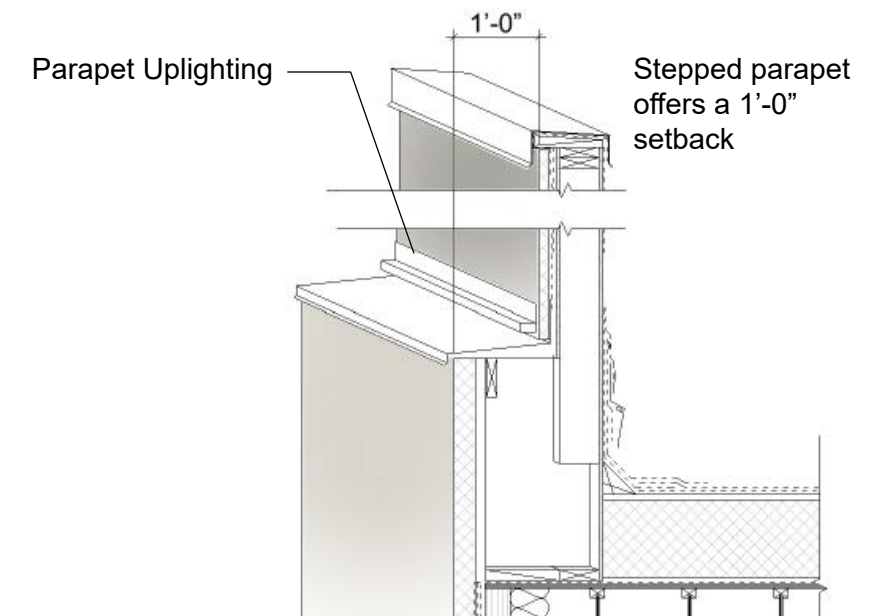
Using the Yesler Terrace design guidelines for high-rise massing, which this project originally was, The hotel next added projecting bays and stepped massing to each façade, continuing a Art Deco inspired massing as suggested from the design guidelines and as inspired from the EDG.



Recent refinements have increased the depth of the projecting bays to a consistent 1'-0" offset, as well as increasing the setback of the stepped parapets, and increasing a contrast in color between the bays and the building proper.

iii. The Board directed further refinement of the west elevation by incorporating more articulation and carrying the language of the Yesler Way and access drive facing-façades to the west elevation. (DC2-B-1 Façade Composition)

*The design of Art Deco architecture was symmetrical along a central axis with each façade the same or similar. Following in the same rigor, the architecture language of the West façade is the same as the South and Eastern facades. The West façade bay projects forward and the same stepped parapet treatment is given.*



View of proposed hotel as coming up Yesler from Downtown



The bay on the West facade is projected 1' -0" and its parapet is stepped to emphasize it height as well as an increased contrast in color given to the bays.





2. Street-level and Site Plan: Overall, the Board supported the direction of the site plan and provided the following guidance moving forward:  
Further analyze and illustrate how the project will meet grade along the access drive, as well as, how the proposed design fits into the context along the access drive. At the Recommendation phase, include additional context surrounding the site plan and elevations. (PL1-B Walkways and Connections - Pedestrian Pathways and Access Drives

*The three access points of the building, the pedestrian entry plaza, the vehicular hotel entry, and back of house services , are split into three different building levels to allow these different areas to step with the slope of the access drive. This avoids excessive ramping and other large areas of impervious surface that would be used for grade transitions. These three areas are then separated out along this Eastern façade to avoid congestion and to allow landscaping to spread out along the whole length of the access drive.*

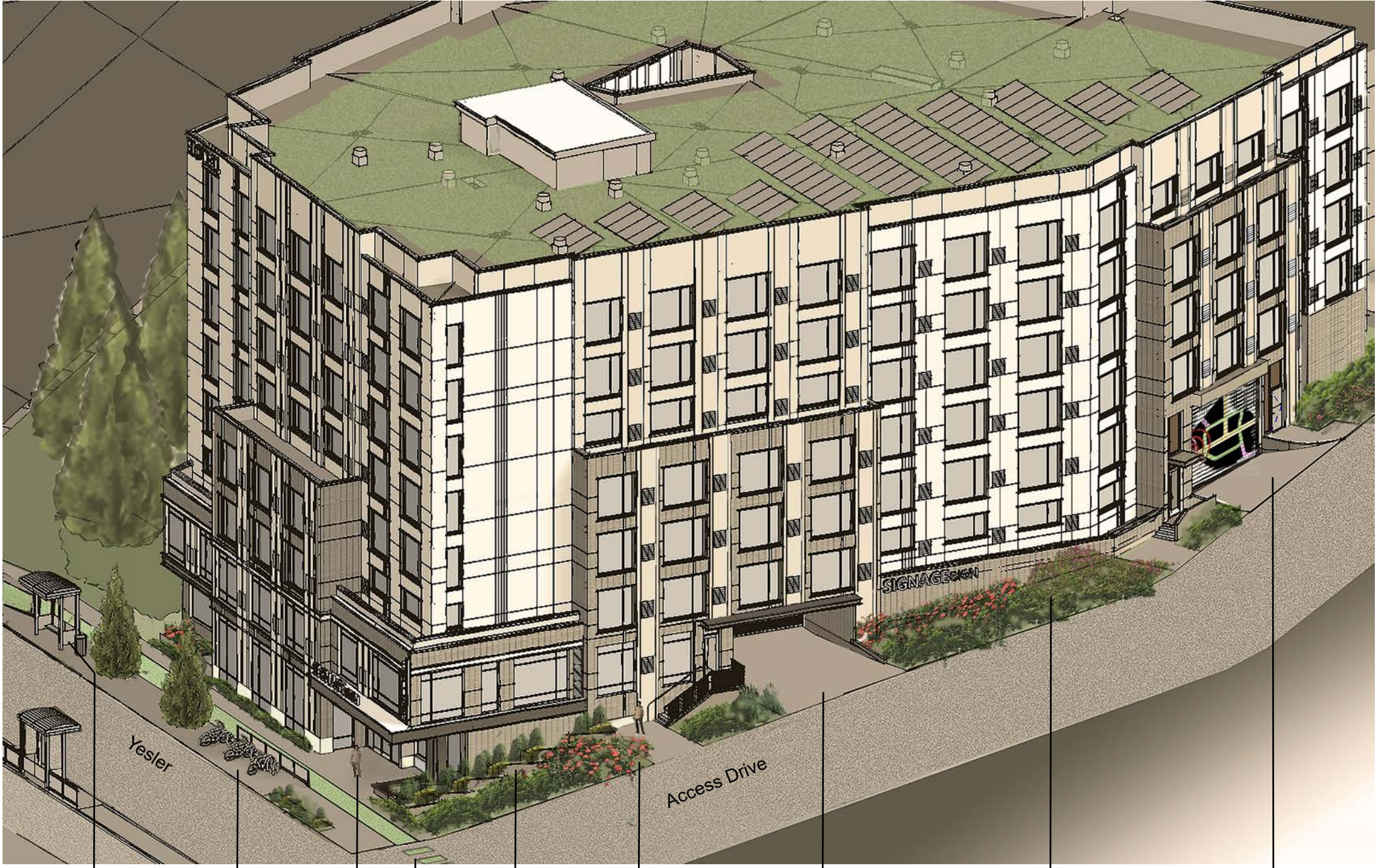
*The biggest design commitment was to bring the activity areas of these three different points into the building footprint. This eases congestion and frees significant areas for landscaping in lieu of loading areas or curbside drop off areas. Providing generous landscaping is the feedback we recieved with our community outreach. The community emphasized a desire for more street level landscaping to contrast with the built environment, and be enjoyed by the entire neighborhood, not just hotel guest.*

*Lastly, carving out program to allow the entry plaza to be placed inside the building footprint provides a South facing sheltered area for year-round use at the one public intersection of the project.*



718 YESLER WAY

YT SEATTLE, LLC



- Relocated Bus Shelter
- Short-term Bike Storage
- Entry Plaza Level 1
- Storm-water Feature
- Landscaping
- Vehicular Access Level 2
- Landscaping
- Service Access Level 3

Intersection of Yesler and Access Drive (This is the only intersection for Yesler)

A “You are here” colorful graphic is featured on the service door facing the access drive.



b. The Board supported the corner plaza, at the Recommendation phase provide more clarity regarding circulation and relationship of the plaza to the hotel lobby. (DC3-A-1 Interior/Exterior Fit)

*The lobby space sits side by side adjacent to the entry plaza along Yesler rather than residing behind the plaza. This allows the lobby or the hotel's "living room" to come right up against the sidewalk and engage the street and allows interaction with Yesler. By recessing back the building on both the West and East sides of the lobby, glazing is allowed on three sides of the lobby allowing views and interaction up and down Yesler. The lobby is placed in a central location of the floor plan interacting with all ground floor spaces and the entry plaza.*

c. The Board requested more clarity overall on how pedestrians and cyclists move through and around the site, including along the access drive. (PL1-B Walkways and Connections - Pedestrian Pathways and Access Drives)

*The entry plaza is recessed into the footprint of the building. This allows for a gathering space outside of the traffic flow but still connected to the street. Bike traffic and foot traffic is given a clear passageway. To reduce cross traffic at the plaza area, the existing bus stop has been moved further West. This reduces the possibility of congestion and allows a location for short term bike storage directly next to the bus stop.*

d. The Board directed ongoing coordination regarding bike and bus lane responses with SDOT. (PL4-B Planning Ahead for Bicyclists)

*The bus and bike lane routes have not been altered from SDOT's design. The existing bus stop has been moved West to avoid congestion with the hotel entry.*

e. The Board requested information on how stormwater design will be integrated into the landscape plan. (CS1-E Water – Yesler Terrace)

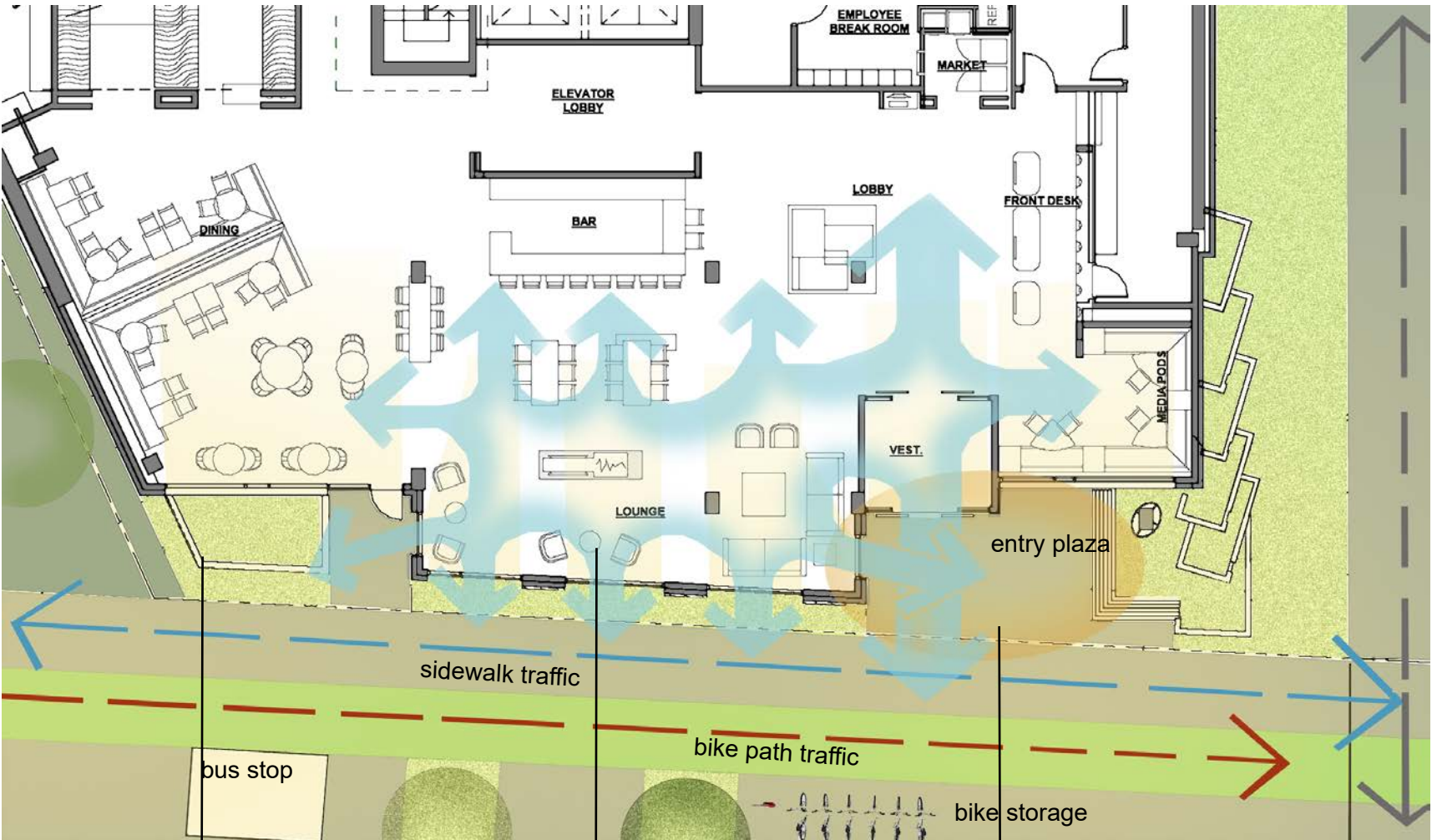
*A stepped stormwater planter will be featured along the access drive that flows into the entry plaza planting. The intersection of the access drive and Yesler is the only actual intersection of the project and the stormwater feature was placed here for the best sidewalk and entry plaza interaction.*

f. The Board encouraged publicly accessible and activating program elements such as cafes. (DC3-A-1 Interior/Exterior Fit)

*The hotel lobby provides a publicly accessible market with coffee and food items which will be located just North of the entry vestibule. Outside plaza seating is provided.*

g. The Board requested further information on how the design of the arcade will address safety and security with lighting, visibility, etc. (PL2-B Safety and Security)

*To address safety concerns, the two public spaces on the Southwest and Southeast corners, are wrapped in glazing allowing them to be well monitored by the inside activity. On the Southwest corner, planting has been introduced covering everything but the travel path to deter unwanted lingering. Both spaces are fully covered allowing ample downlighting, keeping the spaces lit without excessive light spilling onto the street.*



West plaza is the dedicated gateway marker with planting and signage.

Lobby is placed side by side to entry plaza to allow close interaction with the sidewalk.

Entry plaza is placed out of traffic flow but connected.



Welcome signage is located at the neighborhood entry corner.



Recessed parking and service entrances provide for a more continuous pedestrian experience along the access drive and ample landscaping.





Relocating the existing bus shelter West allows room for bike parking creating a intermodal entry point for the Yesler Terrace Neighborhood

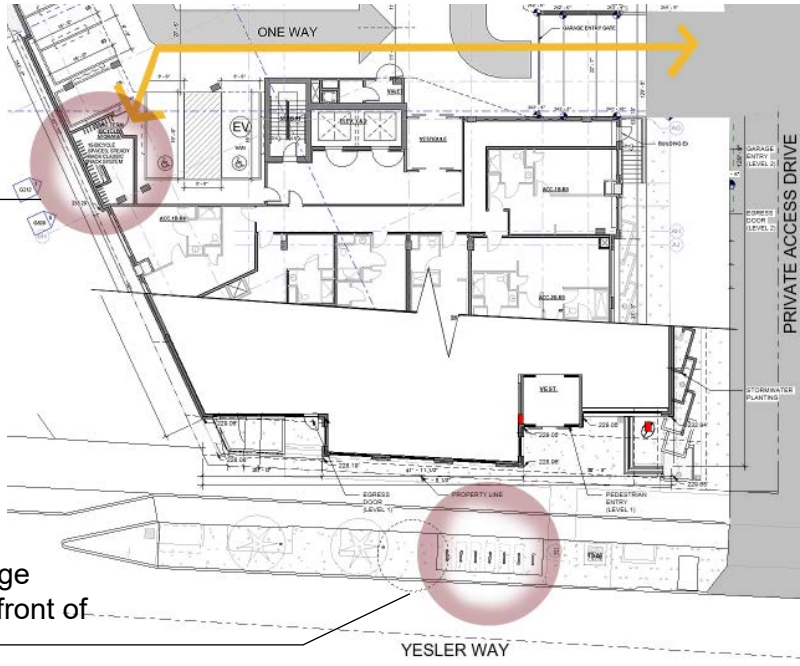
Composite site plan of adjacent context shows how the recessed plazas allow continuous flow of sidewalk and bike paths while bringing the building close to the street for this gateway location.

See full context map on page 11 of the recommendation packet.



Short and Long-term bike parking.

Long- term bike storage is found in the parking garage. Bikes are brought to the street via the parking garage entry.



Short term bike storage is found on Yesler in front of the hotel



3. Materials:
- a. The Board provided general guidance on materials moving forward, noting a minimal and simplified high-quality material palette may be most appropriate to compliment all the modulation provided by the preferred massing option. (DC4-A Exterior Elements and Finishes – Yesler Terrace)
  - b. The Board also provided guidance to consider durability and longevity of any proposed materials, especially given the location adjacent to I-5. (DC4-A Exterior Elements and Finishes – Yesler Terrace)

*For the project's palette, we are proposing a minimal two-tone off-white palette with the bays a darker tone standing out against the building proper in a lighter color using a water managed EIFS system. Grey veneer brick will be used to define the base of the building and to help call-out the building bays. The levels of brick for these portions vary in height according to grade. Clear anodized and black metal detailing will be incorporated at the lower levels. Window systems will be of dark bronze. Exterior louvers will be incorporated into the detailing as part of the facade composition.*



Exterior metal detailing will weave with the vertical facade elements.



Exterior Color:  
Greek Villa  
SW 7551  
(Lighter white)



Exterior Color:  
Colonnade Grey  
SW 7641  
(Darker white)

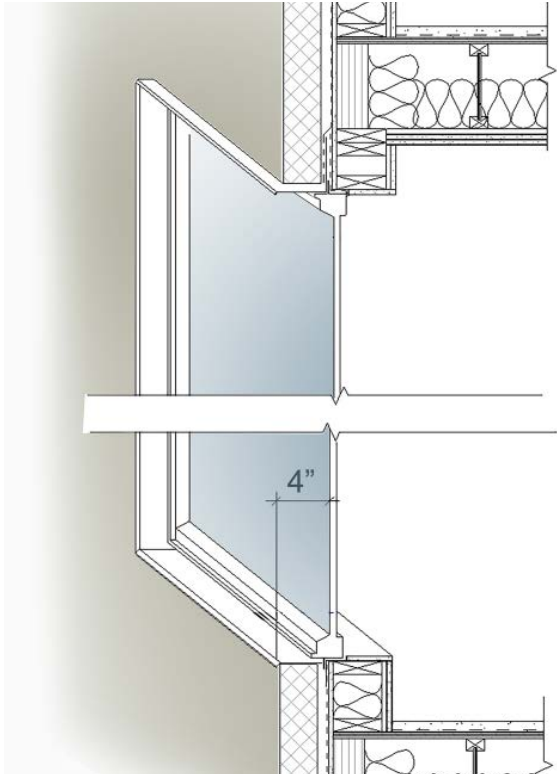


Sto Cast Brick Milwaukee  
See page 54.





Metal louvers are coordinated with reveals to emphasize the verticals of the building “ribs”



Windows are deep-set with a black metal surround.



Detail of metal louver.



The horizontal architectural details will be constructed of bent metal shapes and metallic siding.



Detailing of the entry canopies will match the horizontal architectural details.



Yesler facade looking up

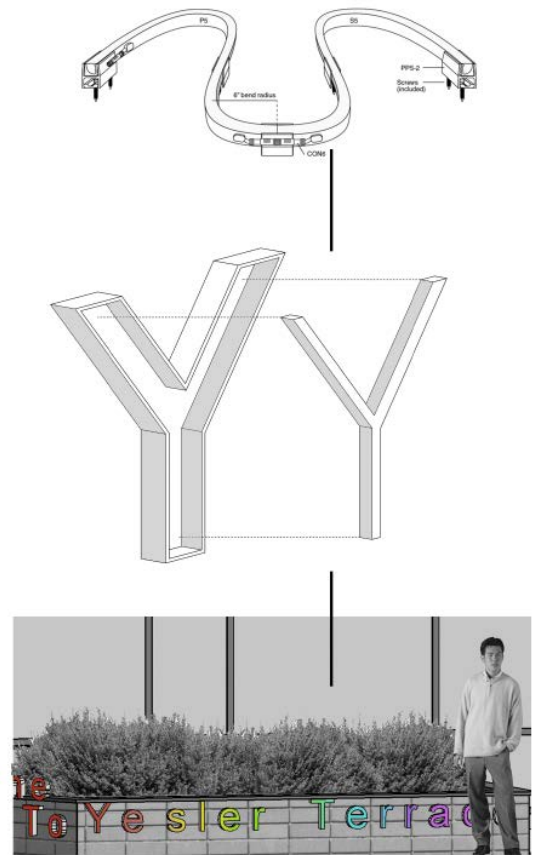


d. The Board requested to see day and night images of the lighting design in the Recommendation packet, particularly of the lantern element. (DC2-B Architectural and Facade Composition, CS2-C-1 Corner Sites, DC4-C Lighting)

Night renderings of the project provided.



Lit welcome signage will be created from LED strip light set into metal letters. The LED lighting can be programmed to be artistically themed and changed as desired.



LED lighting will highlight the building's horizontals

Architectural up-lighting will emphasize the buildings verticals

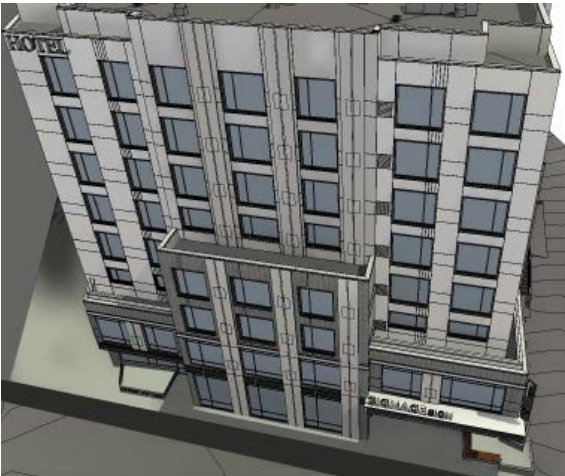


CS1 Natural Systems and Site Features:  
 CS1-A Energy Use  
 CS1-A-1. Energy Choices:  
 CS1-B Sunlight and Natural Ventilation  
 CS1-B-1. Sun and Wind:  
 CS1-B-2. Daylight and Shading:  
 CS1-B-3. Managing Solar Gain:  
 CS1-C Topography  
 CS1-C-1. Land Form:  
 CS1-C-2. Elevation Changes:

*The building takes advantage of the site's natural systems and site features by giving a South orientation for the building's primary entrance and feature façade. A central light and air courtyard brings natural light into the center of the building. In working with the site's topography, the building steps its ground level interactions of primary entry, parking entry, and service entry, among three levels to work with the slope of the site versus introducing excessive ramping or other ground disturbances.*



Ground level access points step-up in building levels to work with the site's topography.



Building has placed its design emphasis to the South and Yesler. Although the West facade is more orientated to downtown proper, it has no street access. The building's interface with the site is along Yesler.

CS2 Urban Pattern and Form:  
 CS2-A Location in the City and Neighborhood  
 CS2-A-1. Sense of Place:  
 CS2-A-2. Architectural Presence:  
 Yesler Terrace Supplemental Guidance:  
 Location in the City and Neighborhood:  
 • Gateways:  
 • Wayfinding kiosks:  
 • Consider city-wide visual impacts  
 CS2-B Adjacent Sites, Streets, and Open Spaces  
 CS2-B-1. Site Characteristics:  
 CS2-B-2. Connection to the Street:  
 CS2-B-3. Character of Open Space:  
 CS2-C Relationship to the Block  
 CS2-C-1. Corner Sites:

*In recognition of its gateway location and its high visibility from the freeway as well as downtown locations, the building seeks a landmark massing to allow it to stand-out with architectural presence. Using the precedents of the Pacific Tower and Harborview, the project will take on a commanding shape that speaks to the significant architecture of the site, giving it a sense of place. Using the precedent of the Batik Apartments, the project will use stepped massing to respond to the sloped site.*

CS2-D Height, Bulk, and Scale  
 CS2-D-1. Existing Development and Zoning:  
 CS2-D-2. Existing Site Features:  
 CS2-D-3. Zone Transitions:  
 CS2-D-4. Massing Choices:  
 CS2-D-5. Respect for Adjacent Sites:

*The building has orientated its massing in recognition of its corner location and its relationship to Yesler. The building's mass is heavily articulated with multiple step-backs giving it a more pedestrian scale to transition between the taller towers to the South and the lower scale building to the north.*

CS3-B Local History and Culture  
 CS3-B-1. Placemaking:  
 CS3-B-2. Historical/Cultural References:  
 Historic and Cultural Context  
 • Throughout the site, reference the history and unique cultural mix of Yesler

*Terrace through art and architectural features. The art deco influenced style of the project takes its cues from the prominent historical buildings of the area, Pacific tower and Harborview hospital. At the base of the building brick is used to align with material selections of adjacent buildings.*

PL1 Connectivity:  
 PL1-A Network of Open Spaces  
 PL1-A-1. Enhancing Open Space:  
 PL1-A-2. Adding to Public Life:  
 Yesler Terrace Supplemental Guidance: A Network of Public Spaces  
 • Design open spaces to serve as an outdoor stage for daily life, with designs that maximize social interaction throughout the day and year.  
 • Program open spaces for multiple functions and uses, combining social, recreational, and ecological functions.  
 • Provide a mix of passive places (e.g. sitting and watching) and active areas to support users of all ages and abilities.  
 • Highlight the intrinsic qualities of Yesler Terrace, such as its views, topography, trees, history and culture.  
 • Incorporate landscape features for visual amenity, cooling, stormwater management, and habitat for birds and insects (CS1: Natural Systems and Site Features: Water).  
 • Inspire environmental appreciation through exposure to diverse plantings, habitat areas, and community gardens (CS1: Natural Systems and Site Features: Water).  
 • Use natural surveillance principles to create safe and secure spaces.  
 • Select landscape and hardscape materials per the guidelines in DC4: Exterior Elements and Finishes.  
 PL1-B Walkways and Connections  
 PL1-B-1. Pedestrian Infrastructure:  
 PL1-B-2. Pedestrian Volumes:  
 PL1-B-3. Pedestrian Amenities:  
 PL1-C Outdoor Uses and Activities  
 PL1-C-1. Selecting Activity Areas:  
 PL1-C-2. Informal Community Uses:  
 PL1-C-3. Year-Round Activity:  
 PL3-A Entries  
 PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.  
 PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.  
 PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.  
 PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

*To maximize the best results for the project's open space, the entry plaza has been placed at the intersection of Yesler and the access drive where it will receive the most public interaction. It is recessed to provide year-round protection and from sidewalk and bike lane traffic. The space is South facing, for good sun exposure and is shielded from hard Western sun. This entry plaza is made inviting with places to sit, planting, and connection to a storm water feature. The space is in close proximity to food and beverage service.*



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

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel:

PL4-A-2. Connections to All Modes:

PL4-B Planning Ahead for Bicyclists

Yesler Terrace Supplemental Guidance:

Entry Locations and Relationships

Planning Ahead for Cyclists

- Provide visible, attractive bike racks that meet City standards at entrances to buildings and pedestrian pathways, within courtyards, next to neighborhood parks, and the retail core, as appropriate.
- Design sites to reinforce the conceptual pattern shown in the “Sitewide bicycle circulation diagram”
- Provide wayfinding signage for cyclists at major neighborhood entries and the intersection of Yesler Way and Broadway, consistent with city-wide bicycle signage standards (see “Neighborhood gateways + wayfinding kiosk locations” diagram in CS2: Location in the City and Neighborhood).

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design:

PL4-C-2. On-site Transit Stops:

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

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility:

DC1-A-2. Gathering Places:

DC1-A-3. Flexibility:

DC1-A-4. Views and Connections:

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design:

DC1-B-2. Facilities for Alternative Transportation:

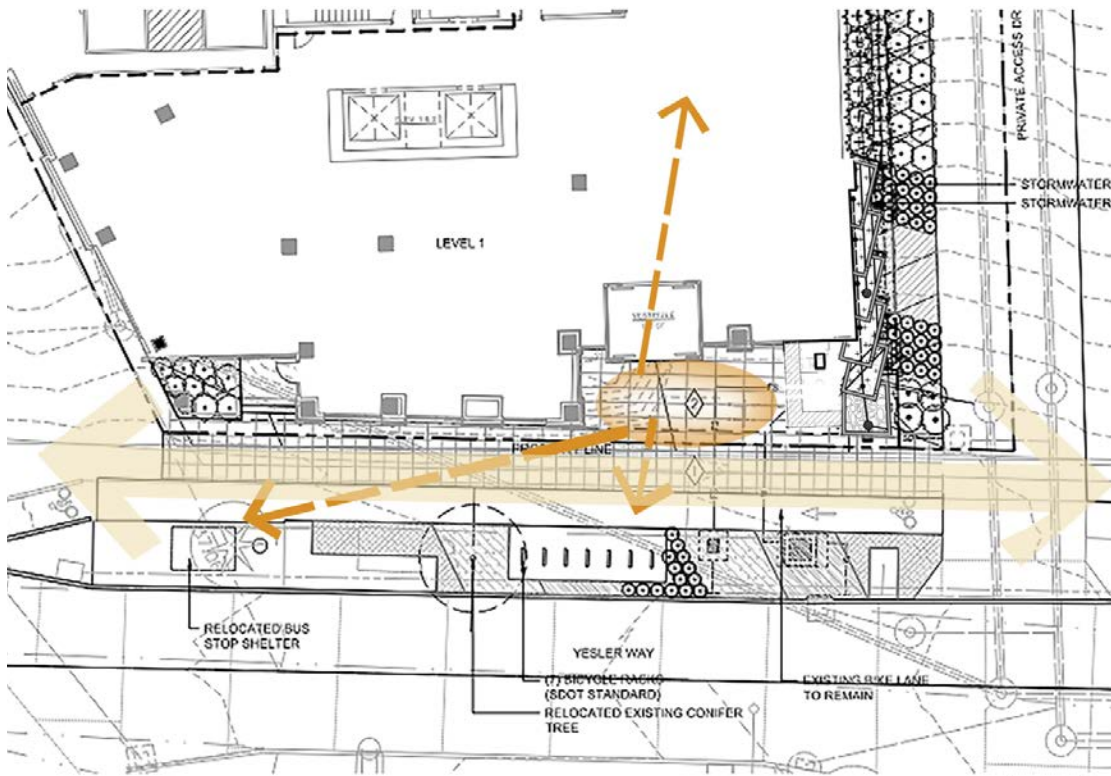
Yesler Terrace Supplemental Guidance:

Arrangement of Land Uses Vehicular Access and Circulation

- Vehicular circulation and parking access will be provided on a network of streets and access drives (CS2: Urban Pattern and Form). Allowed access points and curb cuts are regulated by SMC 23.75.180.
- In order to promote safety for pedestrians, cyclists, and drivers, minimize the size and frequency of curb cuts and vehicular access points.
- Separate parking access points by a minimum of 30’ on an access drive as measured between the two closest spaces or locate parking access points directly across from each other.

*The on-site transit stop is being re-located to the West 37 feet to allow for the addition of bike racks at this location. The covered entrance plaza is immediately adjacent to both the transit stop and the bike racks with market amenities located just inside of the building from the plaza.*

The recessed hotel plaza stays out of sidewalk and bicycle traffic. It is weather protected and South facing. It has immediate proximity to public transportation, bicycle parking, and a market.



DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking:

DC1-C-2. Visual Impacts:

DC1-C-4. Service Uses:

Parking and Loading Uses

- To reduce the visual impacts of parking, Land Use Code standards require that onsite parking be underground, or, if aboveground, concealed from streets, parks, access drives, or pedestrian pathways by space dedicated to active uses (residential units, storefronts, etc.). Specific provisions are located in SMC 23.75.180.
- Frontage that wraps structured parking should have dimensions and architectural detailing that create usable, desirable space; occupancy and activity in these frontages is key to truly concealing the parking.
- Screen and gate parking and loading access areas, concealing the opening through use of elements such as walls, louvers, fins, solid or perforated metal panels, or vegetated walls. Gates should fully enclose the area up to a minimum height of 8’, have a maximum transparency of 15%, and use materials that do not detract from the appearance of the street level facade.

*All of the project’s parking has been placed inside the building’s footprint and below grade. Curbside services such as drop-off and Uber as well as trash and other back-of house services have been placed inside the building’s footprint as well. These areas have been screened off from the street with building facade utilizing decorative metal work and planting.*



Parking and services for the building are stepped to work with the slope of the site and are recessed inside the building footprint. This allows for less interruption of the access drive as a public amenity.



DC2 Architectural Concept:

DC2-A Massing

DC2-A-1. Site Characteristics and Uses:

DC2-A-2. Reducing Perceived Mass:

Yesler Terrace Supplemental Guidance:

Site design should promote:

- A building's flexibility and adaptability over time, as owners, users, visitors, and building systems change.
- Connectivity between project sites and opportunities for human interaction in the space between buildings.
- A clear, intuitive organization of buildings on a site; a fine-grained, human-scaled development pattern; and a sense of each individual building's identity within the neighborhood.

Buildings should be designed to reduce shading to the neighborhood park and pocket parks. Any structure greater than 85' in height that will shade an existing or future park should incorporate the following measures to the extent feasible:

- Exceed minimum upper level setbacks from the park.
- Orient the floor plate configuration(s) of the highrise structure to reduce shading to the park.
- Arrange rooftop features to reduce shading to the park.

Massing

- Highly articulated building forms at all levels are desired at Yesler Terrace; development standards are written in part to achieve this variety.
- Use massing to differentiate between portions of a building with different functions.

- Foster architectural variety on a block.
- Design massing to reduce shading impacts to public open spaces and shared amenity spaces, where feasible.

DC2-B-1. Façade Composition:

DC2-B-2. Blank Walls:

Yesler Terrace Supplemental Guidance:

Scales of Architectural Composition

Building design at Yesler Terrace should pay particular attention to three scales:

- Human Scale
- Neighborhood Scale
- City Scale

*Starting with design responses for the city scale, the building's role is to be understood as the Southwestern gateway to Yesler Terrace as viewed from other parts of the city. To achieve this, it is utilizing the Art Deco massing of the adjacent landmark buildings. This unique style of massing will stand out even from a distance in the same manner as Harborview Hospital and Pacific tower do, making it a good choice for a landmark building and an understood gateway point. Stepping down to the neighborhood scale, the building has placed its primary façade and entry along Yesler, the primary route into Yesler Terrace from downtown. The buildings' massing elements, as they meet the street, step with the slope of the site as do the various building entry points, avoiding excessive ramping or grading. Stepping down even further, the building responds to the human scale by introducing a brick base for the building, with metal detailing defining the sidewalk scale of 1 to 2 stories. An amenity plaza, with planting, a storm water feature, and seating provides a sheltered place to interact.*



The building's Art Deco influence blends in with the Harborview campus architecture.



Stepped massing helps the building adjust to the slope of the site and provide human scale.



DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

Yesler Terrace Supplemental Guidance:

Integrate Modulation Elements: Where individual elements or features are repeated along a facade, vary their spacing, design, rhythm, type, or purpose to support architectural variety within the context of the overall architectural design concept.

- Arrange modulation elements and secondary architectural features on the facade to create a balanced composition integrated with the design of the building.
- Avoid bolt-on balconies and similar elements that appear “tacked-on” to the building facade.

DC2-D Scale and Texture

DC2-D-1. Human Scale:

Yesler Terrace Supplemental Guidance:

Human Scale

- Provide places to sit at the base of the building.
- Include doors and operable windows with glazing area subdivided by frames, muntins, or mullions; or curtain wall systems whose dividing elements are finely detailed with snap caps, fins, or expressed structural elements of the window system.
- Express structural elements (such as window and door lintels, colonnades and arcades, and bolt and pin connections), weather protection elements (such as sills, sunshades, canopies, rainwater leaders, downspouts, and eaves), and differentiate these elements from the primary façade through the use of materials, patterns, or ornament.
- Provide distinctive exterior lighting fixtures, window and door hardware, or other functional building elements.
- Use clear, Low E, or slightly tinted glazing to ensure the visibility of pedestrian-oriented commercial uses and to limit glare off of glazed areas.
- Relate window size, proportion, and pattern to unit types and room layouts.
- Coordinate architectural detailing of street-level shop fronts with the dimensions and proportions of building elements above to visually extend the building mass and character to the ground.
- Avoid clear glass with surface reflective coatings or reflectance ratings above .20.

DC2-D-2. Texture:

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility:

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

DC3-A Building-Open Space Relationship

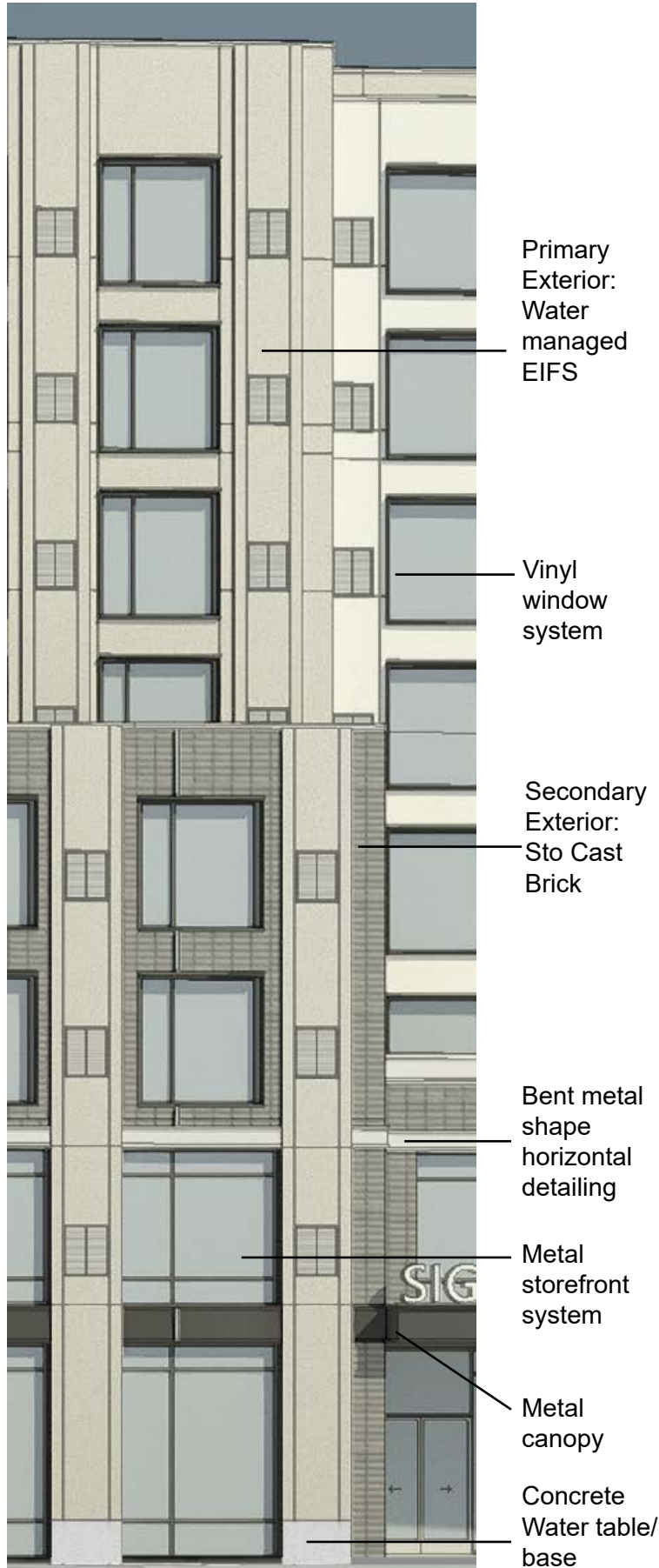
DC3-A-1. Interior/Exterior Fit:

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs:

DC3-B-2. Matching Uses to Conditions:

DC3-B-3. Connections to Other Open Space:



DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes

for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials:

DC4-A-2. Climate Appropriateness:

Yesler Terrace Supplemental Guidance:

Building Materials

Preferred Exterior Materials:

- Use materials that have a durability that is appropriate for an urban application. Masonry (such as local rock, cut stone, brick, or ground face concrete masonry units), integral color cement plaster, metal, and concrete are preferred primary façade materials.
- Where wood and heavy timber are exposed to weather, provide appropriate protection to increase their durability.
- Clad projecting ground and upper-level bays in a material that differentiates the bay from the background facade.

Street-Level Facade:

- Along streets, access drives, pedestrian pathways, and open space, use the above preferred materials for at least 50% of the street-level facade, excluding areas with glazing.
- Use the above preferred materials at all heights on facades

DC4-B Signage

DC4-B-1. Scale and Character:

DC4-B-2. Coordination with Project Design:

Yesler Terrace Supplemental Guidance:

Signage

- Permanently attach signs to the ground, building or other structure by direct attachment to a rigid wall, frame, or structure.
- Incorporate signs with the architectural design of a building where feasible; integrate the design of the sign with that of the building for a coordinated appearance; blade signs are encouraged because they enhance the pedestrian experience.

DC4-C Lighting

DC4-C-1. Functions:

DC4-C-2. Avoiding Glare:

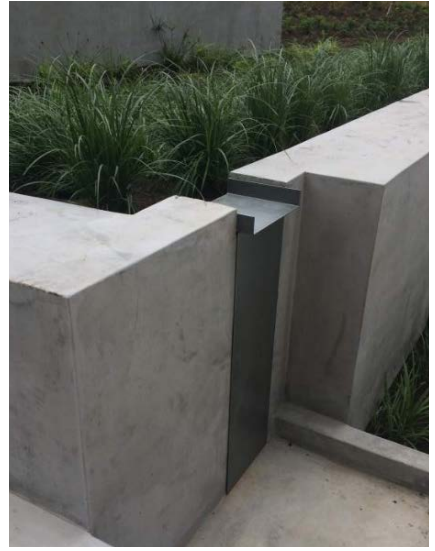
*The building's simple exterior expression will be composed of a primary exterior, set above a building base. The building's primary exterior material will be a water managed EIFS system which will have a stucco finish. This will be the primary exterior system for the building set in two shades of off-white, and it will be the only exterior system above the building's secondary exterior system of a brick veneer base. The buildings' Art Deco influence celebrates strong verticals with “ribs” that run the full height of the building facades. These “ribs” run down from the upper levels, through the brick base, until they hit a 2' tall concrete water table at grade. Metal storefront system will be used for all glazing at the first two levels and a fiberglass window system will be used for the upper levels. Metal detailing, in the form of bent metal shape horizontal bands meant to resemble structural “c” channels and parapet caps, will provide horizontal interest woven into the building's vertical “ribs” Steel detailing will also be used for the building's canopies.*





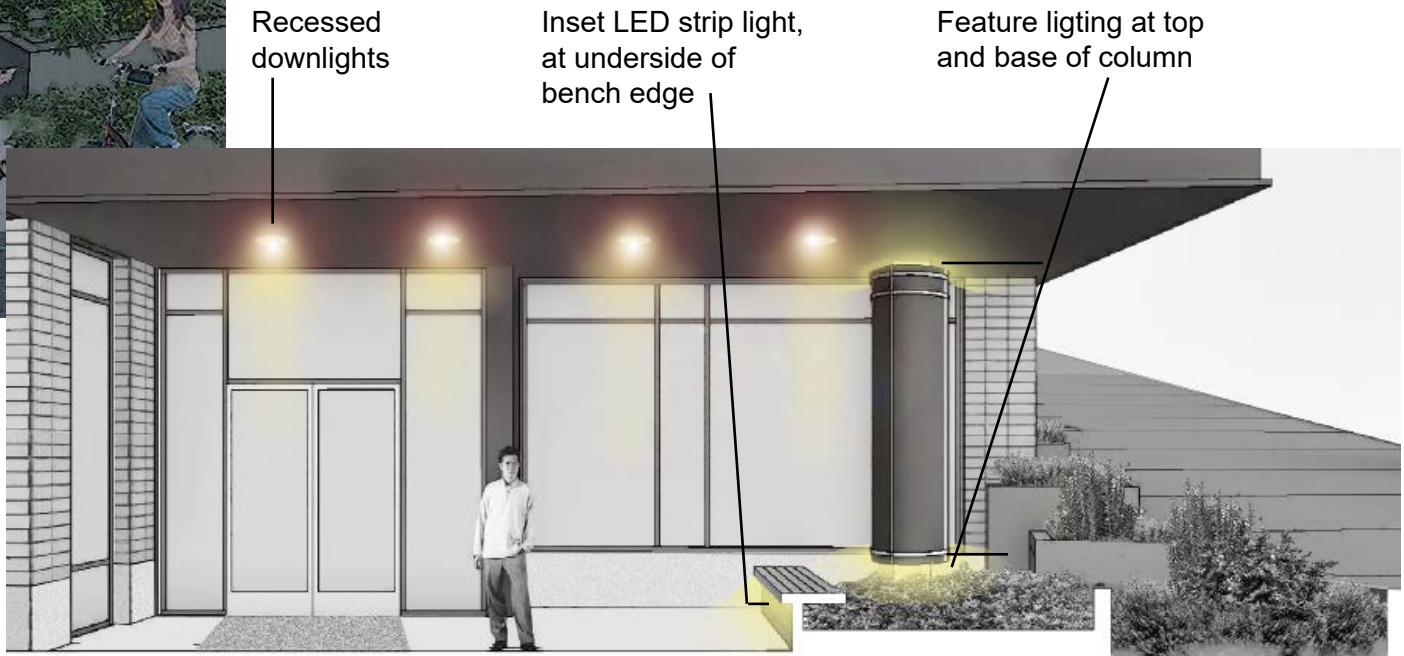
Marquee style signage will identify the building at the entry plaza. This style signage was typical for Art Deco buildings and gives the scale and detail intended for this space.

The entry plaza will feature grey brick and black storefront glazing. Plaza hardscaping calls out the building entry point and will be color matched to complement the brick. Integrated lighting will accent the plaza planting and seating. Uplighting will be used to accent the buildings verticals.



Landscaping details and materials will be coordinated with the building exterior.

Street section of entry plaza





**YT SEATTLE, LLC**







### Level 3

718 YESLER WAY

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Level 4

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Level 5



Level 6-7



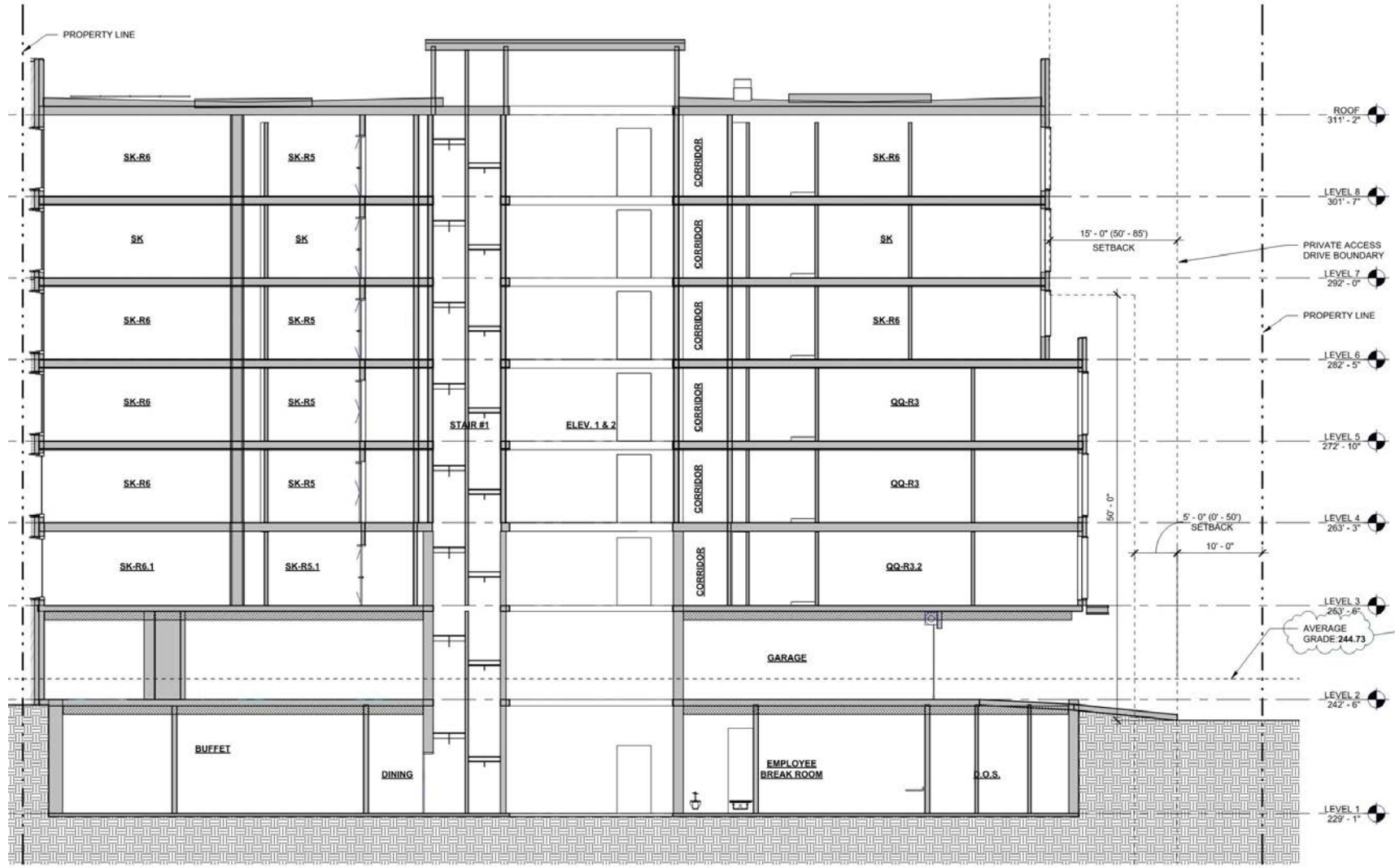


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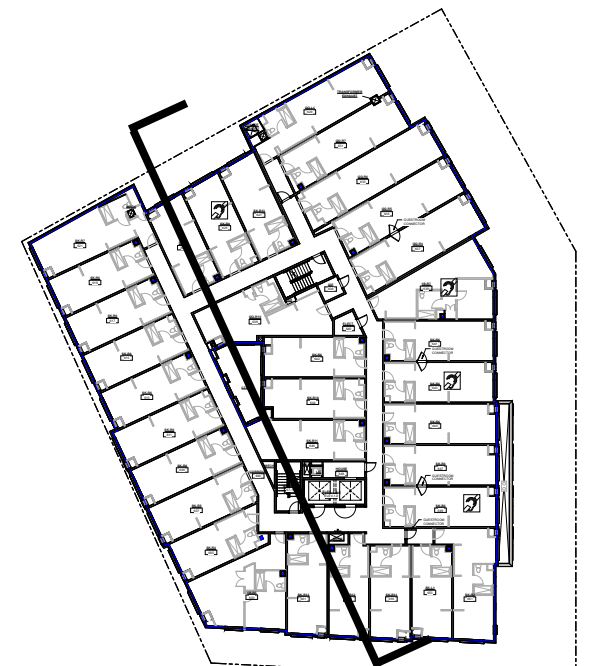
DATE: 1/15/24





Section Looking North





Section Looking East









East (Access Drive) Elevation (Lower)

718 YESLER WAY

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East (Access Drive) Elevation (Upper)





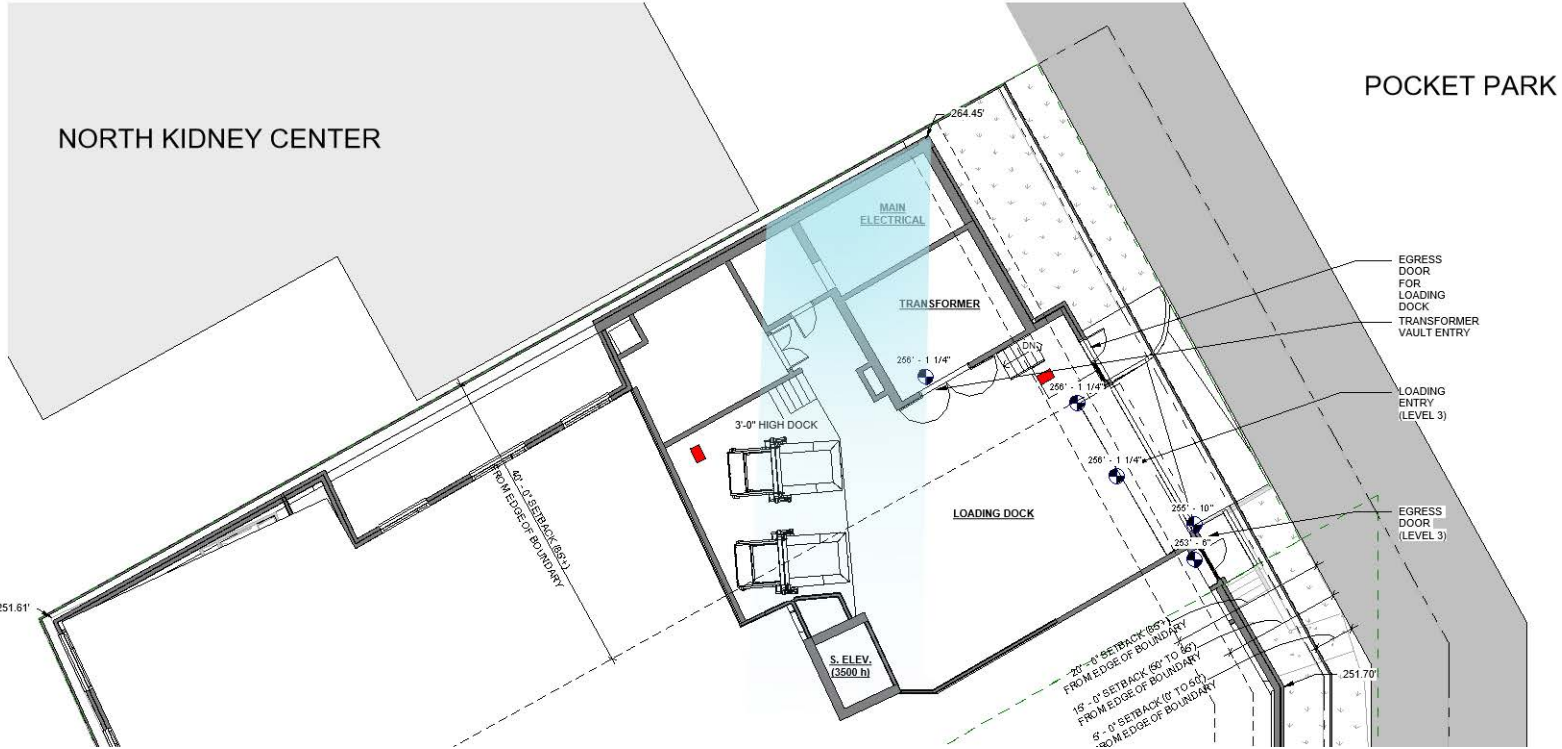
West Elevation

718 YESLER WAY

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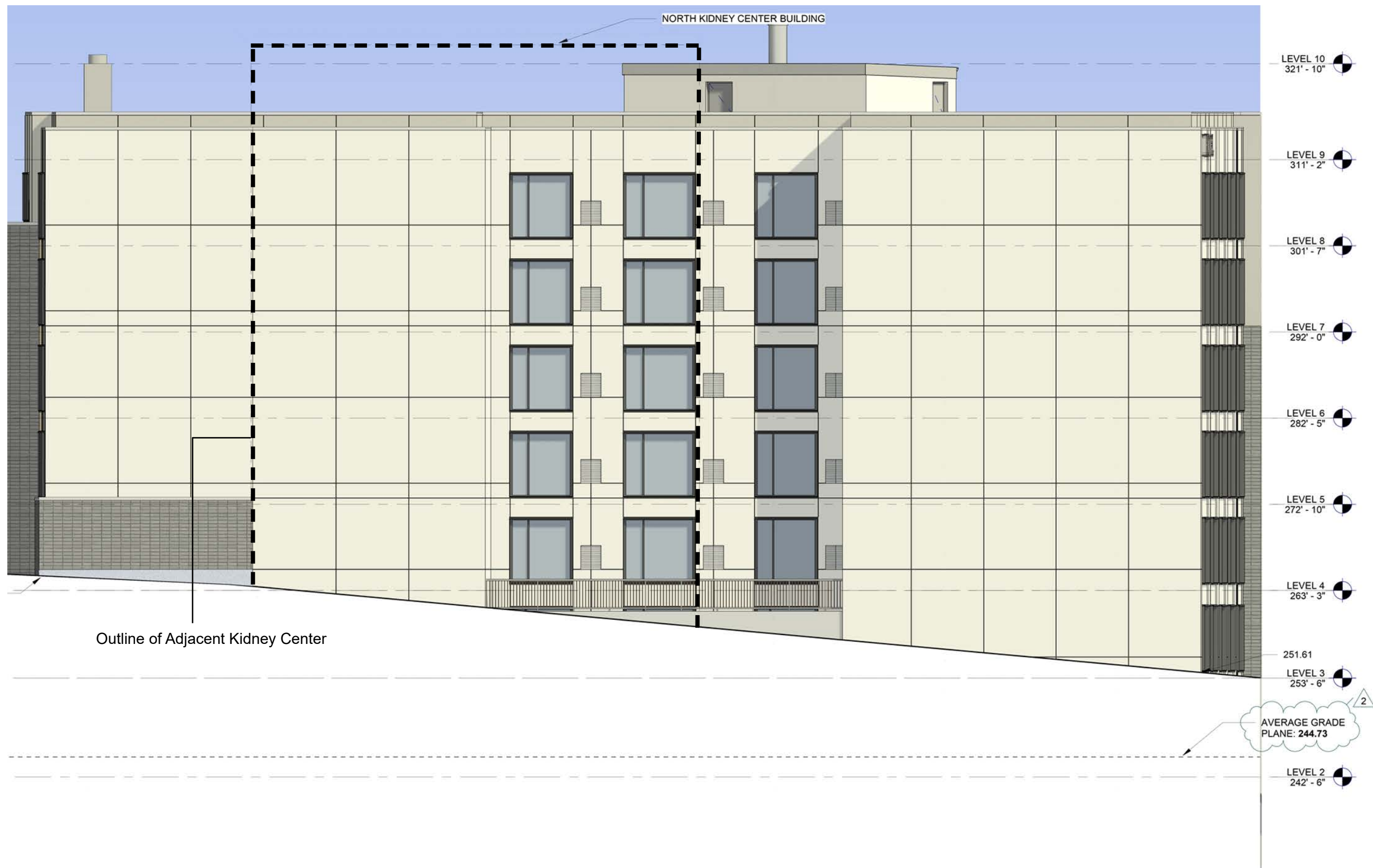


Only a small percentage of the North facade will be visible due to close proximity to the Kidney Center



View of two buildings along the Access Drive looking West









Yesler Elevation Looking North





Access Drive Elevation Looking West





View from Pocket  
Park Looking  
Northwest

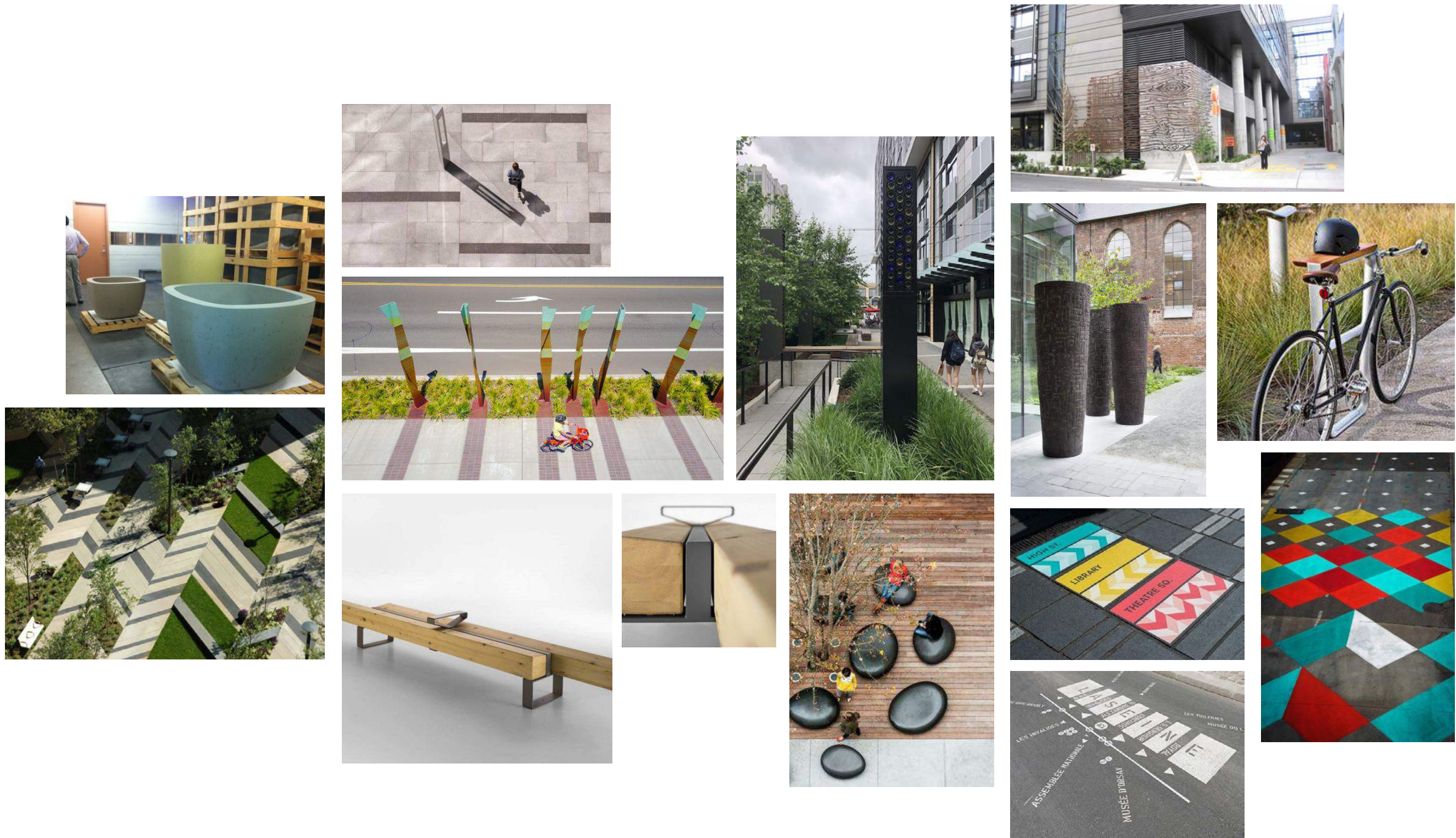




Southwest Elevation Looking East



# Character Images - Gateway at Entry

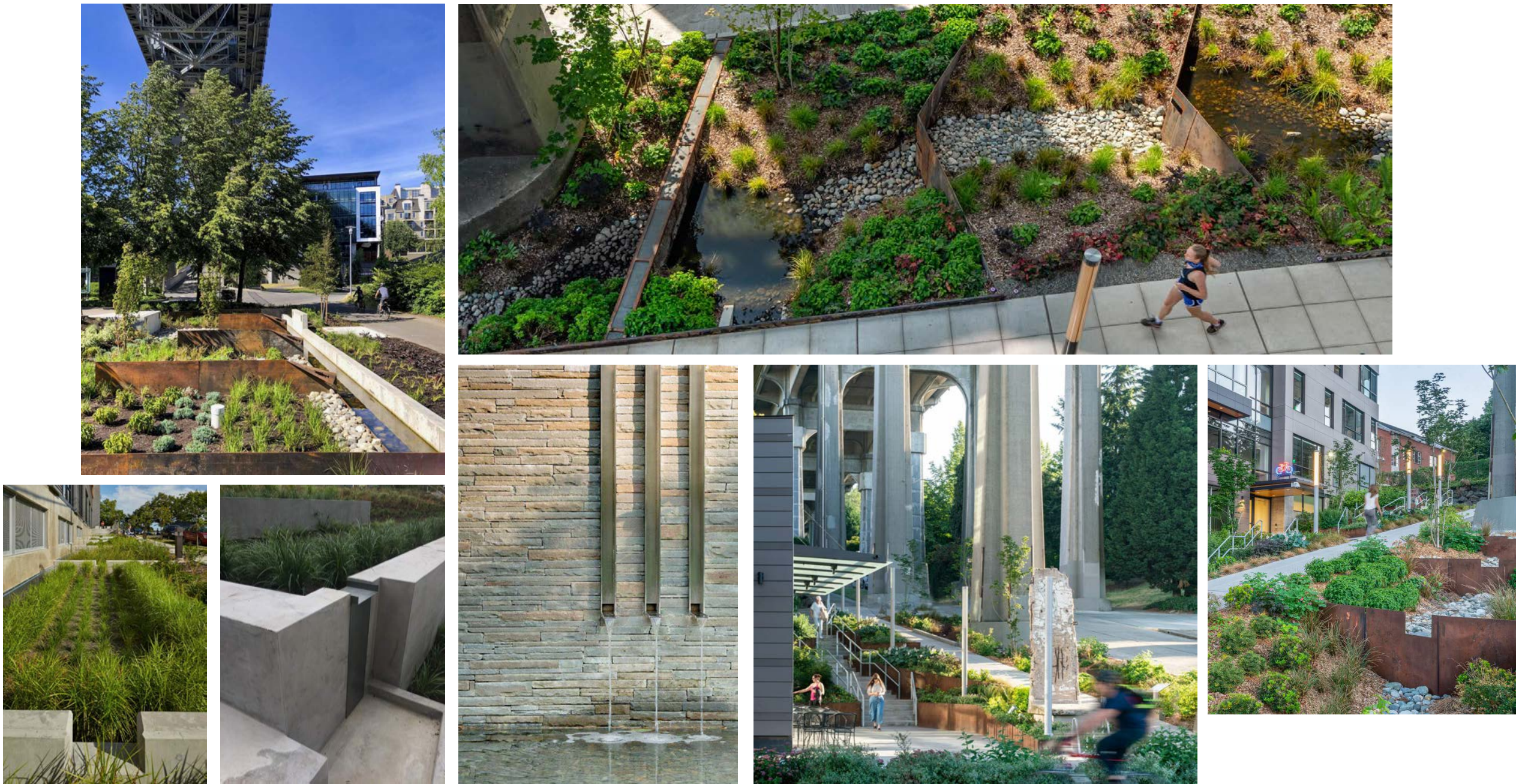


YESLER TERRACE HOTEL

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# Character Images - Stormwater



718 YESLER WAY

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YESLER TERRACE HOTEL



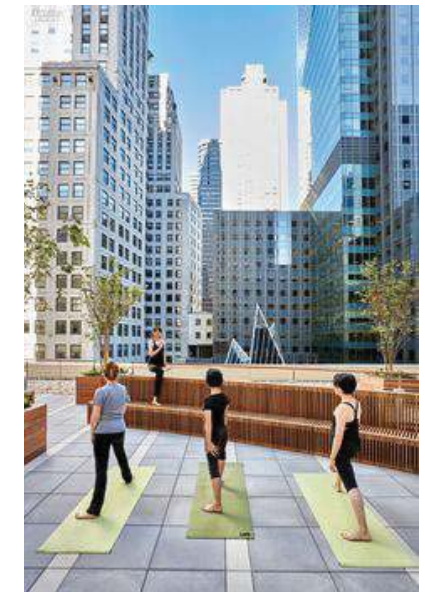
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# Character Images - Rooftop Terrace



718 YESLER WAY  
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YESLER TERRACE HOTEL



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1 COLOR PLAN AT GRADE - LEVEL 1, 2 & 3

2

CIP REINFORCED PAVING  
1X2 SCORING, SANDBLAST FINISH - DARK GRAY  
TOOL JOINTS, NO SHINERS

4


















GRAVEL

WOOD BENCH TOP SEATING

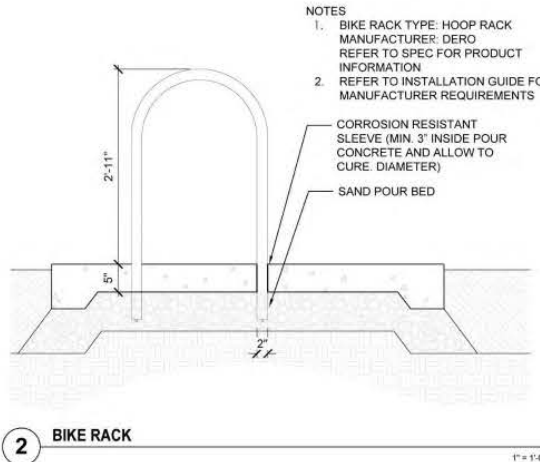
BIKE RACK  
(SDOT STANDARD)

2

L1.01

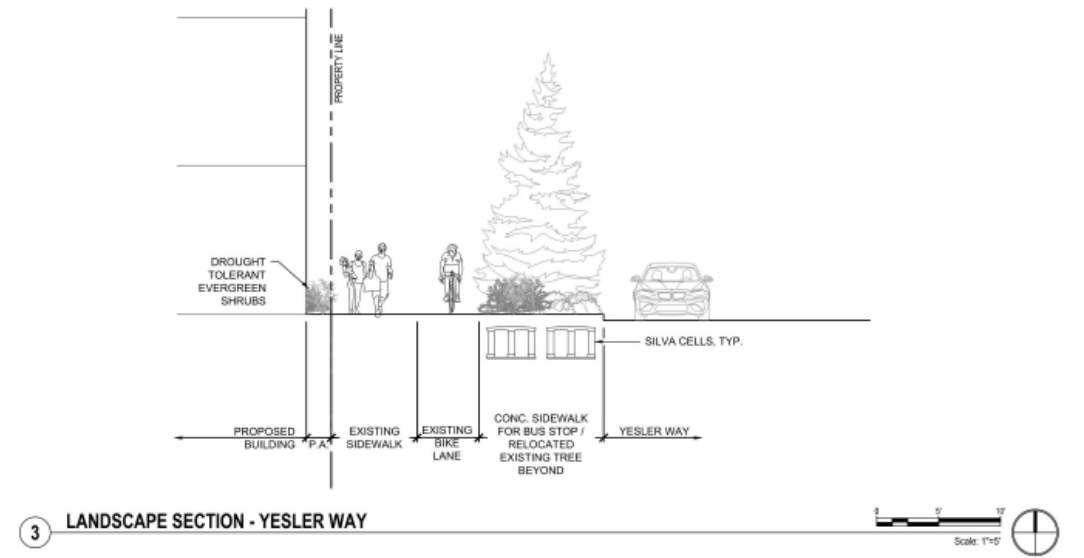
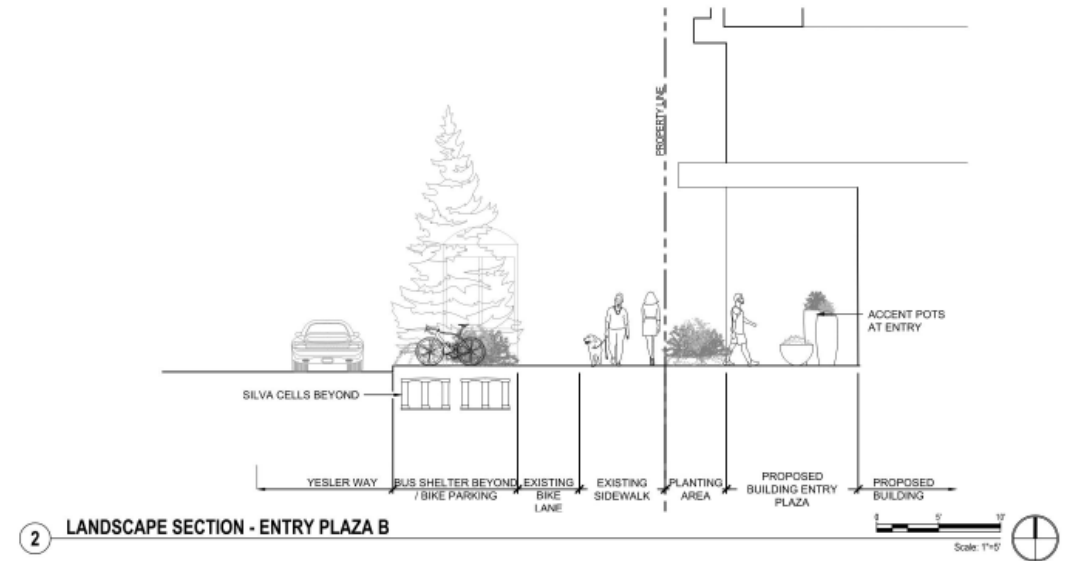
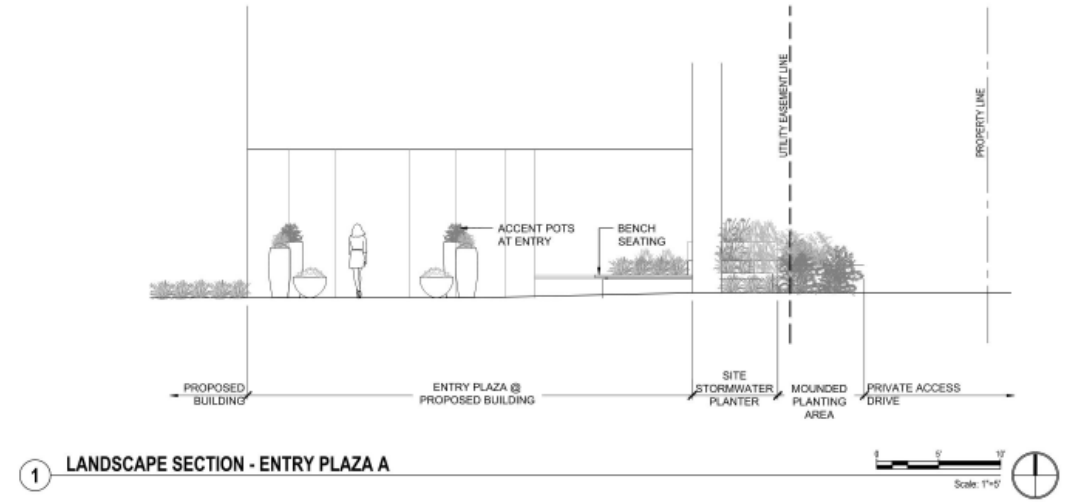
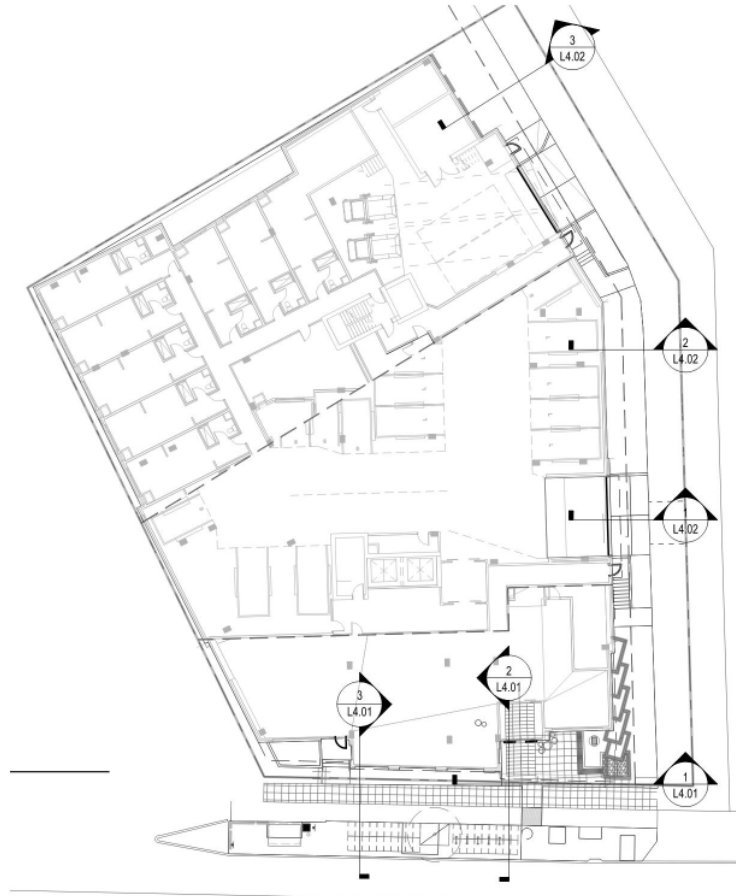
PLANT SCHEDULE ON-GRADE					
SHRUBS	CODE	BOTANICAL / COMMON NAME	SIZE	QTY	
	CO	CAREX OBNUPTA / SLOUGH SEDGE	1 GAL	51	
	CK	CISTUS X HYBRID / WHITE ROCK ROSE	1 GAL	9	
	GS	GAULTHERIA SHALLON / SALAL	2 GAL	18	
	GL	GAURA LINDHEIMERI / GAURA	1 GAL	47	
	HW	HYDRANGEA QUERCIFOLIA 'PEE WEE' / PEE WEE OAKLEAF HYDRANGEA	5 GAL	4	
	IO	IRIS TENAX / OREGON IRIS	4" POT	19	
	LP	LONICERA PILEATA / PRIVET HONEYSUCKLE	2 GAL	21	
	MI	MAHONIA EUR. 'SOFT CARESS' / MAHONIA SOFT CARESS	5 GAL	18	
	PM	POLYSTICHUM MUNITUM / WESTERN SWORD FERN	1 GAL	16	
	PL	PRUNUS L. 'MOUNT VERNON' / MOUNT VERNON ENGLISH LAUREL	1 GAL	229	
	RK	RIBES SANGUINEUM 'KING EDWARD VII' / RED FLOWERING CURRANT	1 GAL	20	
	SR3	SARCOCOCOA HOOKERIANA VAR. HUMILIS / DWARF SWEETBOX	2 GAL	12	
	VD	VIBURNUM DAVIDI / DAVID VIBURNUM	2 GAL	8	
GROUND COVERS	CODE	BOTANICAL / COMMON NAME	SIZE	SPACING	QTY
	CH	CEANOTHUS G. HORIZ. 'DIAMOND HEIGHTS' / DIAMOND HEIGHTS CARMEL CREEPER	1 GAL	60" o.c.	4
	HH2	HELIANTHEMUM N. 'HENFIELD BRILLIANT' / HENFIELD BRILLIANT SUNROSE	1 GAL	12" o.c.	48
	HT	HELIANTHEMUM N. 'THE BRIDE' / THE BRIDE SUNROSE	1 GAL	18" o.c.	46
	SC	SYMPHORICARPOS X C. 'HAWCOCK' / HAWCOCK CHENAULT CORALBERRY	1 GAL	36" o.c.	56

- NOTES
- THIS PROJECT WILL BE DESIGNED AND BUILT TO CURRENT LOCAL CITY OF SEATTLE AND STATE OF WASHINGTON CODES AND PER YESLER TERRACE MASTER PLANNED COMMUNITY DESIGN GUIDELINES
  - SEATTLE GREEN FACTOR, 0.3 MINIMUM SCORE REQUIRED PER DEVELOPMENT, 0.5 MINIMUM PER SECTOR
  - REFER TO CIVIL FOR ALL PROPOSED UTILITY LINES, POLES, METERS & VAULTS
  - ROW IMPROVEMENTS SHALL BE PER SDOT REQUIREMENTS AND TO BE COORDINATED W/ SDOT STREET IMPROVEMENT PLANS (SIP)
    - ALL STREET TREE SPECIES IN ROW TO BE APPROVED BY CITY ARBORIST
    - MINIMUM 2.5" CALIPER FOR DECIDUOUS TREES. MULTI-STEMMED DECIDUOUS MUST BE 8' TALL AND HAVE AT LEAST 3 STEMS. EVERGREEN TREES SHALL BE 6' ABOVE THE GROUND WITH ROOT BARRIERS.
    - SHRUBS SHALL BE INSTALLED AT 30" HIGH WHEN PLANTED FOR SCREENING, AND 9" HIGH WHEN PLANTED OTHERWISE. GROUND COVER INSTALLATION WILL BE A PROVIDED AT A QUANTITY AND SPACING INTENDED TO COVER 100% OF AREA WITHIN 3 YEARS. 2 1/2" POTS SHALL BE SPACED 12" O.C. MAX. 4" POTS SHALL BE SPACED 18" O.C. MAX AND 1 GAL SHALL BE SPACED 36" O.C.
    - PLANTING IN THE ROW: AMEND NATIVE SOILS IN ROW PLANTING AREA PER COS STD PLAN 142. (2020 STANDARD PLANS FOR MUNICIPAL CONSTRUCTION)
  - TREE REPLACEMENT REQUIREMENTS PER SDOT URBAN FORESTRY & PER CITY OF SEATTLE PLANNED ACTION ORDINANCE 123962
  - BIORETENTION PLANTER SHALL BE DESIGNED TO MEET GREEN FACTOR AND STORMWATER CODE REQUIREMENTS. GREEN ROOFS MUST BE A MINIMUM OF 4" OF SOIL.
  - AS PROPOSED ON GRADE & ON STRUCTURE PLANTING AREAS SHALL BE WATERED WITH AN AUTOMATIC IRRIGATION SYSTEM FOR A MINIMUM OF TWO GROWING SEASONS PER DIRECTOR RULE.
  - SEE SHEET L5.01 FOR GREEN FACTOR CALCULATIONS.
  - SEE SHEET L5.00 FOR TREE REMOVAL, RETENTION AND REPLACEMENT PLANS AND TABLES.
  - CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION IF CONFLICT ARISES BETWEEN SITE CONDITIONS AND PLANS. FAILURE TO MAKE SUCH CONFLICTS KNOWN WILL RESULT IN CONTRACTOR'S LIABILITY TO RELOCATE.



2 BIKE RACK

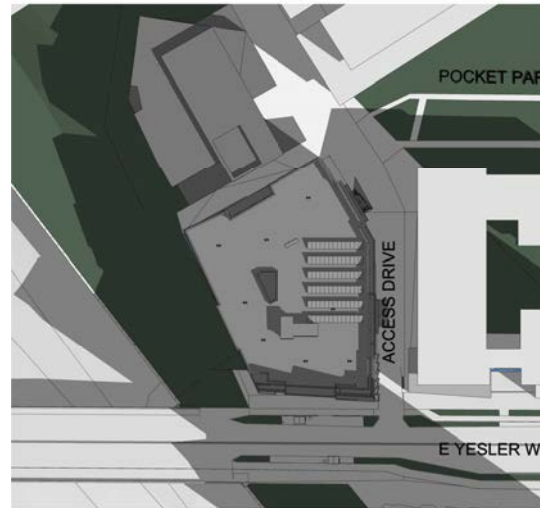




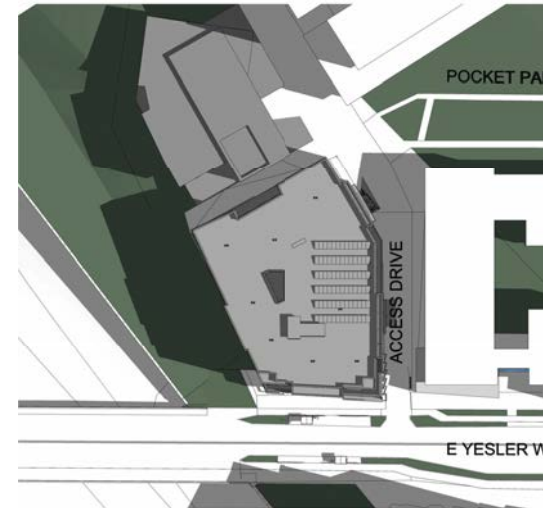




DECEMBER 21 - 9AM



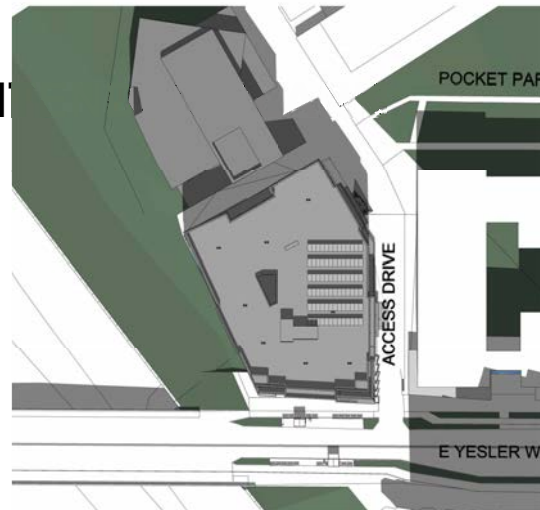
MARCH / SEPTEMBER 21 - 9AM



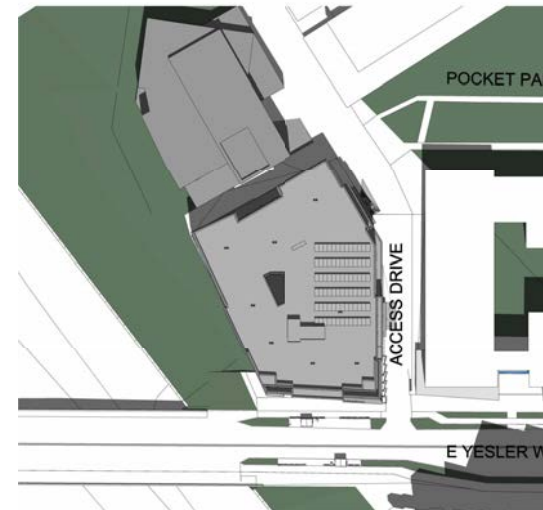
JUNE 21 - 9AM



DECEMBER 21 - NOON



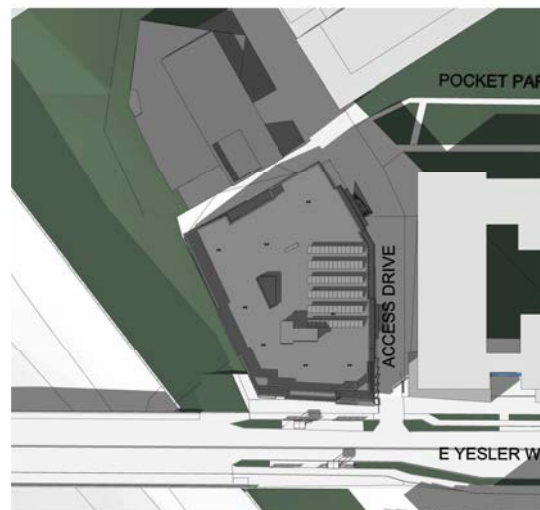
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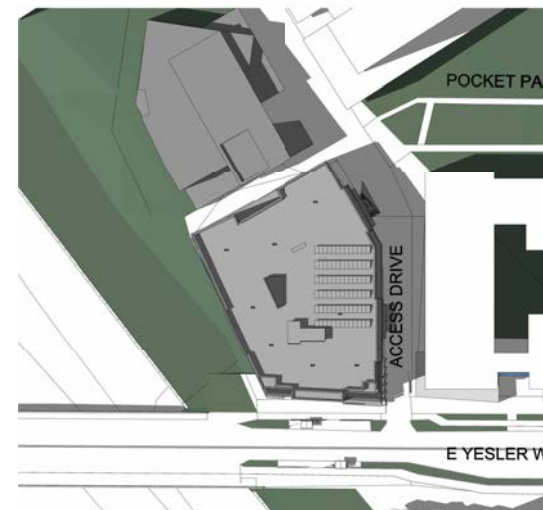
JUNE 21 - NOON



DECEMBER 21 - 3PM



MARCH / SEPTEMBER 21 - 3PM

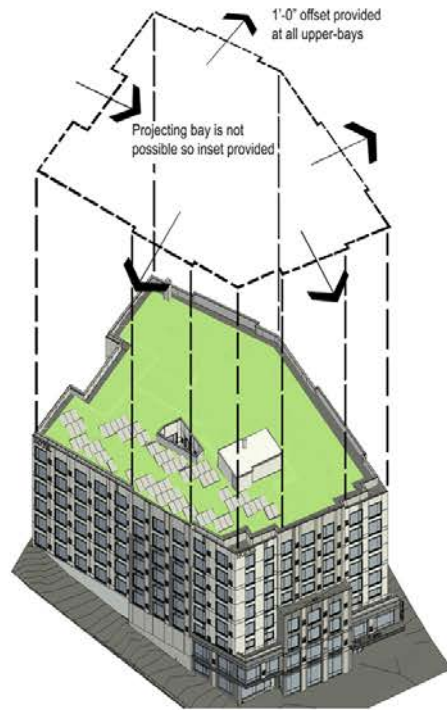
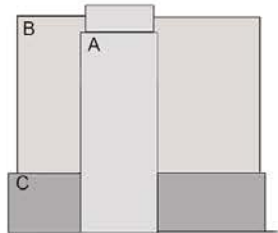


JUNE 21 - 3PM



Meeting notes from DRB turn page session with planner 12/20/23

- “The podium along Yesler has been developed nicely with fine-grained detail”
1. “The current level of modulation is OK”
  2. “The garage entry is integrated well”
  3. “Nice job meeting grade at the access drive side”
  4. “Storm water detail looks good”
  5. “Material selections respond well to the feedback”
  6. “Really good job responding to the EDG concerns”
  7. Portion of the building above the brick – need to further develop detailing and make design moves intentional. *See response this page.*
  8. Include detail information/more clarity in final packet for the following areas:
    - a. Window details and depth of recess  
*Windows will be recessed combined with a projecting black metal frame to give a +/- 4” depth after instillation. Page 23*
    - b. Transition reveals between different EIFS colors and materials  
*The projection of each building bay has been increased to a minimum 1’ depth from a previous 4”-8”. In addition, a darker color been chosen for the projecting bays. The combined result of these refinements provides a much greater transition effect of the projecting bays and stepped parapets of the building’s massing. Pages 18,22,28,36-39*
    - c. VTAC louver treatment – less successful at horizontal background areas – review and develop  
*At the background portions of the building façade, the horizontals at the VTAC louver treatment have been reduced and a new vertical, aligned with the louver’s central vertical mullion, has been added. See Revised elevations Pages 36-41 and revised renderings, Pages 42-45*
    - d. Step back of parapets at top level and lighting  
*The step back of the parapet has been increased to 1’-0” . LED lighting will be introduced at the parapet to emphasize the step back. Pages 18 and 24.*
    - e. Include a diagram to explain the massing development at the west elevation  
*Additional diagrams have been added explaining the development of the West elevation. Page18*
    - f. Explain how short and long term bike parking works  
*Locations and access to the long and short term bike parking have been indicated. Page21*
    - g. Better explain lighting at entry plaza at southeast corner  
*A street section of the entry plaza has been provided with lighting callouts. Page 29*
    - h. Look to integrate art/cultural element responding to the Yesler neighborhood at the following:
      - i. “Welcome To Yesler Terrace” at southwest corner  
*The LED welcome signage can be artistically programmed. The signage location responds the Yesler Terrace design guidelines suggestions for a gateway site. See pages 11, 20, 24*
      - ii. Art treatment for loading dock roll-up door  
*An artistic “You Are Here” graphic has been designed for the loading dock door. See pages 19,38.*



Above the podium / Refinements above the brick  
*Response to line item 7.*

Intention

Since the original EDG precedents studies, an art deco inspired massing of projecting bays, set in a A,B,C, pattern for each façade has led the design development of the project. Recent enhancements to the Art Deco sculpting, has reduced the building’s upper story footprint on each side of the projecting bay to allow a minimum 1’-0” projection for each façade. In some locations this has doubled the change in plane from projecting bays to building proper. At the top of the building, the secondary top parapets have been recessed back further which will further enhance the sculpted top.

Refinements

At the buildings “ribs”, secondary elements have been revised to enhance the verticals by flanking the VTAC louvers with reveals versus centering them doubling the verticals.. Additionally, the amount of overall horizontal reveals has been reduced to the building proper, while at the same time additional vertical reveals have been added, centered at each of the VTAC locations. Finally, the contrast of façade colors has been increased slightly, darkening the building bays, just enough to not stray from the minimal palette as directed from EDG. The combined effect of these refinements finds a building with stronger verticality, and a better understood Art Deco inspired modern building.



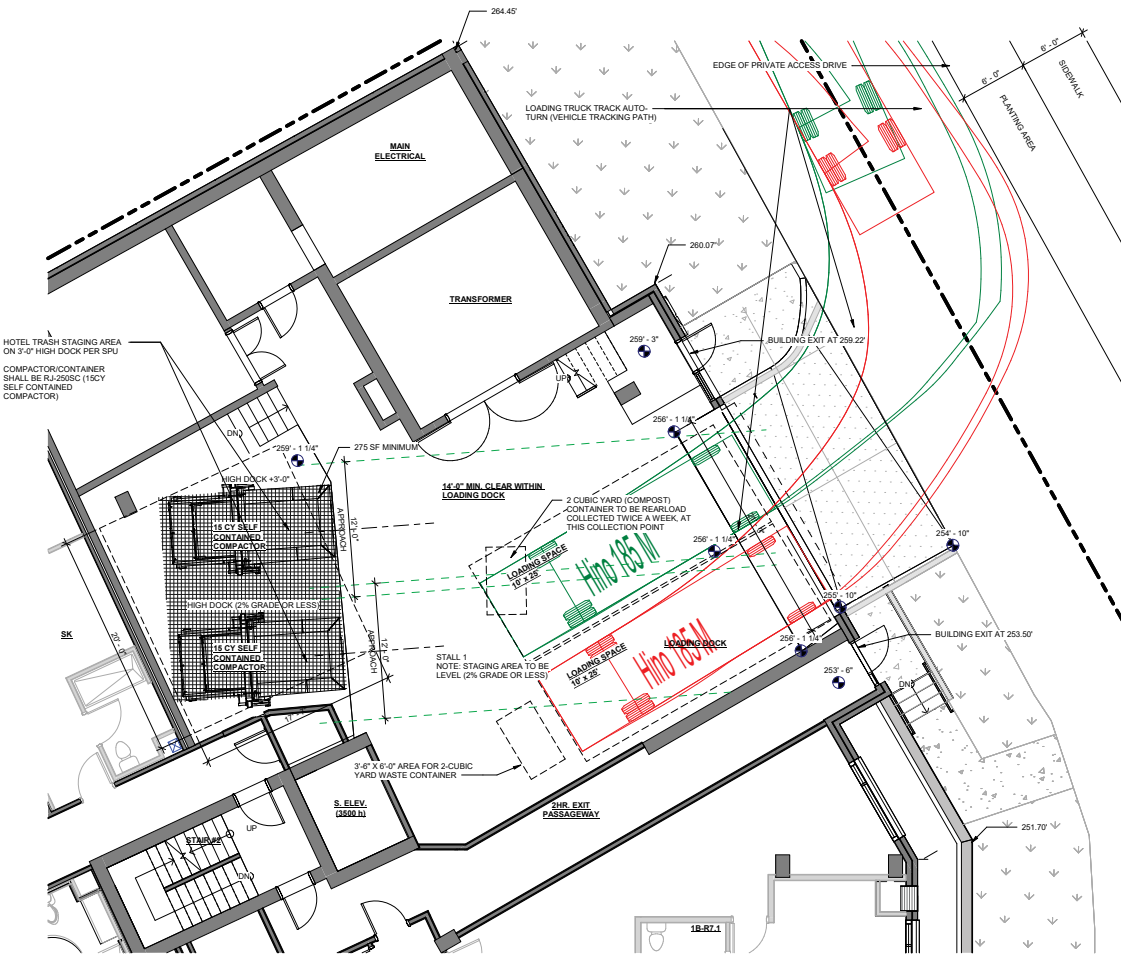
Original DRB submission



Revised submission



ZONING CODE	REQUIREMENT	WHAT IS PROPOSED	WHICH SCHEME	RATIONALE
1. SMC 23.54.035 - <u>LOADING BERTH REQUIREMENTS AND SPACE STANDARDS</u>	<p>Lodging use = low demand per table A</p> <p>Loading space size = 10'-0" wide, 14'-0" high, 35'-0" long</p> <p>60,001 to 160,000 sf (2) loading berths required</p> <p>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 following:</p> <p>-low and medium demand uses, twenty-five (25) feet.</p>	Request to allow a reduction in the loading berth length from 35' to 25' due to hotel operations expected loading needs.	All schemes	The size of delivery truck used by hotel management will work with a 25' loading berth. In addition, the delivery trucks can be scheduled by hotel management so that no more than (1) delivery truck would need the loading berth at a time. Small delivery trucks will have less traffic impact to the surrounding neighborhood





To achieve a better performing exterior envelope system, the design team is proposing using a simulated resin brick product. This product is provided by the same water managed EFIS vendor, and its substitution from the originally proposed thin brick veneer, provides a less complicated installation process giving better durability and cleaner detailing.



Sto-Cast Brick

Originally proposed thin brick veneer, Mutual Materials Pewter

Darker and Lighter white EFIS color palette above the brick.

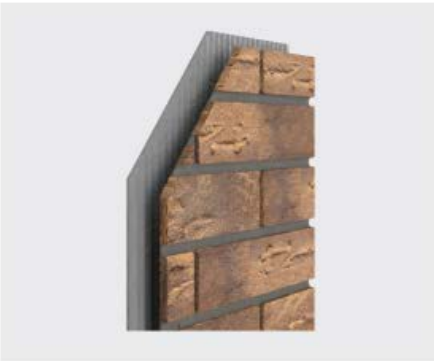


Transform any facade with StoCast Brick  
The beauty of brick in a more sustainable product

StoCast Brick offers the beauty of traditional brick while integrating functional advantages in terms of sustainability. Being thinner and more lightweight than traditional brick, they significantly reduce energy used in manufacturing and transportation, reducing waste and allowing for greater conservation of natural resources.

Bonding instead of bricklaying: the extremely lightweight StoCast Brick units are not laid like bricks, but are instead bonded to the substrate. This opens up a diverse range of design options, from recreating the appearance of brickwork to originating unique artistic designs. This versatile and highly expressive building material is compelling because of its natural characteristics and timeless appeal.

Using Sto's various engineered wall systems behind the cladding(s) will ensure the compatibility and continuity of all the building envelope's control layers (such as air/water/vapor/thermal) without any limit to the aesthetics of the structure.



**Traditional Brick**

- 15 trucks = 60k+ ft<sup>2</sup>
- L/600-L/720
- Brick style availability based on geography

**StoCast Brick**

- 1 truck = 60k+ ft<sup>2</sup>
- L/240-L/360
- No geographical limitation

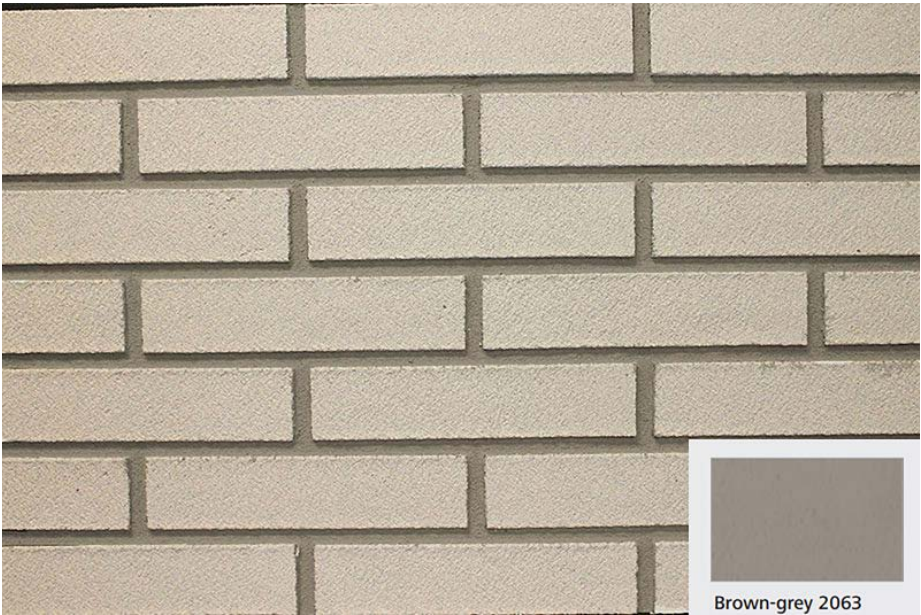
>90% mineralic

Up to 140° F drying

Lightweight

**Benefits at a glance**

- Lightweight
- Flexible
- Minimal maintenance
- Greatly reduces the risk of efflorescence
- Seamless facade design
- Sustainable
- Easy to install
- Precision fit using lintel and corner shapes
- Expert advice on color designs and overall concepts from Sto Studio
- Nearly unlimited choice of colors, textures and formats with special orders upon request



Sto Cast Milwaukee Brick will be paired with a darker mortar for an overall darker toned base situated below the lighter colored off-white palette above the brick.