

Design Review Board Materials



EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3017320/ 3017321 (3017687 /3017686 for no-vacation options)

Address: 111 Westlake Ave N/ 110 9th Ave N

Applicant: Tobin Thompson of ZGF Architects, for Vulcan

Date of Meeting: Wednesday, July 02, 2014

Board Members Present: Mindy Black (Chair)
Katie Idziorek
Christine Harrington
Boyd Pickrell
Janet Stephenson *

Board Members Absent: None

DPD Staff Present: Garry Papers, MArch, Senior Land Use Planner

* J Stephenson disclosed at beginning of meeting that the firm she works for is bidding on work for the project developer, but has no financial stake in the current proposal and believes it does not influence her objective commentary on this project.

SITE & VICINITY

Site Zone: SM 240/125-400

Nearby Zones: (North) SM 160/85-240
(South) DMC 240/290-400
(East) SM 240/125-400
(West) SM 240/125-400 (public park)

Lot Area: West half block: 40,379 sf
East half block: 38,887 sf



Current Development:

The east half block is occupied by a temporary showroom structure and surface parking lot. The west half block is currently occupied by an interim private sports court and field. An unimproved public alley right of way bisects the block north-south. A triangular parcel at the southwest corner is public right of way with below grade utilities.

Surrounding Development and Neighborhood Character:

The 4.5 acre Denny public park is to the west across 9th Ave N. A newer mixed-use block (Enso/2201 Westlake) with a 12 story office and 19 story residential tower is located to the south, across Denny Way; a small public plaza is at the Denny/Westlake intersection. Another mixed use block with hotel, 261 residential units and ground level commercial is to the southeast across Denny. A newer 11 story residential structure with 208 units and ground level commercial is across Westlake Ave to the east. 6-8 story residential and office structures, existing and proposed, are located across John Street and elsewhere north of the site. The block is located at a highly visible and pivotal intersection between Downtown and the rapidly transforming South Lake Union (SLU) neighborhood.

Access:

Pedestrian and vehicular access is from the four surrounding streets. The SLU streetcar runs along Westlake Ave and many bus routes run along Denny Way. John Street to the north is a designated Green Street. Although there is no existing paved alley, per code all vehicle and loading access should be from the anticipated mid-block alley.

Environmentally Critical Areas:

None.

PROJECT DESCRIPTION

The project comprises two half block proposals with two distinct Master Use Permit (MUP) numbers, separated by a public alley right of way. Since both projects have the same applicant, development time schedule and design team, the entire block is being reviewed holistically by the Design Review Board (DRB).

The DRB considered the 2 distinct use options (3 massing options for each), an all-commercial full block (240 ft maximum height), and a mixed use block (including a 400 ft residential tower). Most of the comments below focused on the mixed use concept, but the east half block massing and use is essentially the same for both options, and many of the issues and comments regarding the pedestrian and ground plane development are transferable to any concept. See the reports last page for the DRB conclusion about next steps for each use.

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#3017320 (east half block):

Mixed use option: 18 story office tower of approximately 420,000 sf; about 15,000 sf of ground level commercial; about 400 spaces of below grade parking.

All-commercial option: (same as above)

#3017321 (west half block):

Mixed use option: 41 story residential tower with about 500 units; 1 story commercial structure of about 15,000 sf; about 400 spaces of below grade parking.

All-commercial option: 7 story office structure of approximately 150,000 sf; 1 story commercial structure of about 15,000 sf; about 200 spaces of below grade parking.

The design proposal assumes a Subterranean Alley Vacation by the applicant, which allows for one unified parking structure below grade. A Vacation follows a separate, parallel review process by SDOT and the Design Commission. Two additional MUP numbers 3017686 and 3017687 are attached to this review, for the possibility of a No-subterranean alley vacation, in which case each half block would proceed with independent parking and attendant access ramps.

EARLY DESIGN GUIDANCE July 2, 2014

DESIGN PROPOSAL

The Early Design Guidance (EDG) design proposal booklet includes materials presented at the meeting, and is available online by entering the project number 3017320 at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp. The booklet is also available to view, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

During public comment, the following comments and concerns were raised:

- Strongly preferred the mixed use option as it generates 24 hour life for the block and the remaining 4th corner of a designated neighborhood heart.
- Concerned the large and singular ramp will have heavy vehicle movements that will interrupt the Green Street continuity of John Street.
- Suggested that vehicle ramp should be moved west of the alley or to the typical alley location, to not impact the important pedestrian character of Westlake.
- Concerned that large and frequent trucks exiting the proposed ramp, will congest John Street and negatively impact that designated Green Street, and surrounding traffic patterns.

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PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following siting and design guidance. The Board identified the following **citywide 2013 Seattle Design Guidelines and South Lake Union (SLU) Neighborhood specific guidelines** as Priority Guidelines for this specific project, while all guidelines remain applicable.

The Priority Guidelines are summarized below; for the full text please visit the [Design Review website](#).

All page references below are to the EDG booklet dated July 02, 2014.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

At the Early Design Guidance Meeting, the Board discussed how this sizable project with large expanses of cladding and glazing, deserves an advanced sustainability and energy strategy, and this should inform the project at fundamental massing and program levels. As a LEED compliant project, sustainability should inform the concept from initial stages and not consist solely of technical fixes or tacked-on elements to minimally meet code. Office daylighting, shading and solar gain are particularly of focus (especially since the office forms have long east and west facades), including balconies, light shelves and other façade elements. This guidance also addresses guideline CS1-I, especially regarding sun access to public spaces, and shadow impacts from the proposed massing.

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

CS2-A Location in the City and Neighborhood

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- CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.
- CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

At the Early Design Guidance Meeting, the Board discussed the urban design opportunities and context at length, as this block is located at a strategic intersection in SLU and the city at large. It is at the kink in the Westlake Avenue alignment, where 2 street grids meet, and an identified ‘gateway’ in the SLU neighborhood plan. In addition, the block is fronted by two major transit arterials, and Denny Park on the west side. The Board agreed this block has a primary role to carefully complete this intersection, as the other 3 corners are recently built and recede back from the intersection, affording good south light to the block.

The Denny Way Streetscape Concept Plan was adopted by City Council in October 2013, (JOINT Directors Rules: DPD 10-2013; SDOT 02-2013) and includes a “concept detail” plan for the Westlake/Denny vicinity. Implementation of the Concept Plan recommendations are encouraged but compliance is voluntary.

This block should establish and reinforce a unique sense of place, as described in the Streetscape Concept Plan: “...make the intersection of Westlake Ave. and Denny Way one of Seattle’s great urban places”. The ground plan and public realm should not resemble a generic block with mid-block connector found elsewhere within the SLU fabric. Because of relatively diminutive neighbors, the ‘architectural presence’ will be assured, so massing, materiality and composition must be superior; see comments under CS2-I, DC2-B, and DC4-A for more comments about these topics.

CS2-B Adjacent Sites, Streets, and Open Spaces

- CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.
- CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.
- CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

At the Early Design Guidance Meeting, the Board agreed this block has distinct and exciting adjacencies on all sides, and has multiple pedestrian and public space obligations to respond to; standard design approaches are simply not appropriate at this pivotal location. South: Denny Way is a busy bus arterial and deserves an extra wide sidewalk per the Council-adopted Street Concept Plan (more than the 18 ft shown in the section (pg 19), but possibly less than the 40 ft shown on the page 18 plan). East: Westlake is a streetcar street stitching SLU into downtown

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and it deserves a continuously activated and permeable commercial ground floor. West: The ground floor should graciously frame the park frontage and provide eyes on the street/park security. North: the designated Green Street of John should have maximum landscape continuity for the 'quieter' east-west connector. The Board supported the residential building and entrance on the west side of the block as reinforcing the open space across the street, however, see comments under PL2-II regarding the specific uses and street frontage there.

CS2-C Relationship to the Block

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

At the Early Design Guidance Meeting, the Board supported the holistic full block design approach to this strategic block, and applauded the applicants for treating the public alley ROW as more than an asphalt service road, which would inhibit pedestrian movements.

NOTE: The applicants are pursuing a subterranean-only Alley Vacation through the SDOT/Design Commission process, in order to create more efficient full block below grade parking levels, and to minimize ramp apertures at the ground level. The Board supported the subterranean vacation option shown on page 33 and 59, because while it maintains public use of the alley alignment, it reduces the amount of private vehicle movements through the middle of the block, reduces ramps and maybe eliminates loading docks at the ground level, and creates a more seamless pedestrian environment.

All of this conceptual support is qualified by the specific cautions listed under DC1-B, and is pending the Vacation Review, and the city review of any required Type 1 Directors decisions, in particular the location and size of the singular loading/parking ramp shown on page 59 (and implied elsewhere).

South Lake Union Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Views: Encourage provision of "outlooks and overlooks" for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

CS2-I-iii. Gateways: [NOTE; per the SLU Neighborhood Guidelines pg 2, Westlake & Denny is a designated 'Gateway'.] Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or

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departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site's characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

- a. setbacks to allow for pedestrian friendly spaces;
- b. signage;
- c. landscaping;
- d. artwork;
- e. facade treatments.

CS2-I-iv. Heart Locations: Several areas have been identified as "heart locations." [NOTE; per the SLU Neighborhood Guidelines pg 3, Westlake Avenue North, and Denny Park are both designated 'Hearts'.] Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building's primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. See full guidelines for Heart Locations.

At the Early Design Guidance Meeting, the Board strongly agreed this block occupies a pivotal location between the designated Neighborhood Hearts of Denny Park and Westlake Avenue, as well as framing a Neighborhood Gateway at the Westlake/Denny intersection. This reinforces the text in the Street Concept Plan "to preserve a generous open space linkage from Denny Park to Westlake Avenue", and amplifies that any through block patterns on this block should be more permeable, welcoming and intuitive than a typical SLU mid-block connector (also see PL1-B and PL2-D).

The Board supported all the items a-e under 'CS2-I-iii Gateways' as strongly relevant at the southeast corner location, and all should be evident at the next meeting. The Board supported the lower massing response (and distinctive character implied) to the diagonal Bell Street view corridor shown at the southwest corner of the site (options 5 & 6, page 37). However, the Board requested a more assertive integration of public 'outlooks and overlooks' and roofdecks, at this ideal southwest and park facing prospect- and several more elsewhere throughout this uniquely situated project - including public overlooks of the vital intersection itself.

CS2-II Height, Bulk, and Scale Compatibility

CS2-II-i. Corridor Experience: Address both the pedestrian and auto experience through
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building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

CS2-II-ii. Upper-level Setbacks: Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.

CS2-II-iii. Width Ratios: Relate proportions of buildings to the width and scale of the street.

At the Early Design Guidance Meeting, the Board supported the applicant preferred massing option 6 (pg 48/49) for the mixed use program, because it places only the narrow side of the residential tower adjacent to the park, and provides both towers with minimal proximity overlaps. The Board then discussed the pros and cons of the strong office tower mass marking or 'holding' the southeast corner of the block at this pivotal location. They agreed the other 3 corners of this important urban room recede, so a strong vertical form at the project corner can be explored, but with three essential qualifiers:

- a) The tower will occupy a valuable portion of 'open sky', therefore the upper level articulation must be interesting and intentionally transition to the sky, not be a minimalist cut off (as office buildings often presume).
- b) All sides of the existing urban room must be studied for datums and other design cues to inform the medium scale composition and materiality of the proposed corner mass.
- c) The ground plane at the corner must be deeply recessed to accommodate pedestrian clusters and desire lines, along Denny, Westlake and perhaps others, and the 2-4 floors above must be carved back for sun penetration and to set a proper scale, also informed by context. This subtractive volume or 'super-porch' (suggested by the sketch, page 63 upper left) is a critical part of the urban design interlock, and should be retained.

The Board agreed the residential tower should be set back from the northwest property corner as shown on page 67, but cautioned that the dramatic gasket/podium expression shown, and the entire west elevation of the block, deserves study as an important backdrop to the Denny Park public space, and visibility to Denny Way traffic. This block is not buried in fabric, so requires multiple perspective views to test composition and various urban design relationships.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and
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existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

At the Early Design Guidance Meeting, the Board agreed the immediate context is ‘established’ with predominantly new and contemporary design, which the new block should continue but not mimic, and exceed in material quality and expression. As a larger, taller contributor to the ‘evolving neighborhood’, the new block should be carefully scaled-down and acknowledge the grain and patterns of each orientation, such as the scale and zone change to the north/John Street. This block and location deserves a strong and clear identity, not overtly contextual or deferential, but certain historical/cultural references (CS3-B) should be woven into the materials, paving, landscape and or storefronts of the public spaces to ground them in this specific Seattle place. Also see DC3-II.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

At the Early Design Guidance Meeting, the Board agreed this block is a crucial cross-roads of an open space network, comprised of adjacent parks, plazas and streets. Thus, this location deserves a generous and exceptional ground plane design, yet the ‘preferred’ one shown on page 59 appears little different than a typical SLU infill block with through block connector. The Board found the study diagrams on pages 56/57 as more promising. The site design and pedestrian amenity should better enhance open space and contribute more to the public life of the block, the urban room, the SLU neighborhood, and ultimately the city. For example, is there any place where the general public is invited to raise above the ground plane, to a public

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‘outlook’ (CS2-I-i), to the park, south to downtown views, or north to the lake?

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

At the Early Design Guidance Meeting, the Board acknowledged that an east-west, through-block pedestrian connector is code-required, and agreed it should not be covered by buildings at all (as suggested by massing option #3). Although code may allow some percentage of solid cover, the Board did not agree this particular site should not include overhead coverage. The Board also reiterated the validity of the widened Denny sidewalk shown in the Street Concept Plan, and advised the Westlake frontage also be variegated and wider than typical (see departures). See comments under CS2-II(c) above, for comments about pedestrian needs at the Denny/Westlake corner. The Board agreed the through-block connector shown on 58/59 was too narrow, contorted and cluttered with steps/platforms and other privatizing cues. All mid-block pedestrian paths should be intuitive, visually continuous, relatively step/ramp free, and welcoming to the general public without signage. This is especially true for the first 50-100 ft at the street openings, while any steps or ‘intimacy platforms’ should be fully inboard, near the alley. This guidance also reinforces PL2-D.

South Lake Union Supplemental Guidance:

PL1-I Human Activity

PL1-I-i. Open Connections: Keep neighborhood connections open, and discourage closed campuses.

PL1-I-ii. Pedestrian Network: Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.

PL1-I-iii. Lighting: Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

At the Early Design Guidance Meeting, the Board agreed these SLU specific guidelines strongly reinforce the comments under PL1-B above.

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

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

At the Early Design Guidance Meeting, the Board discussed the importance that all grade changes on primary mid-block paths be gradual slopes and gracious for all users (crutches, strollers, wheelchairs, etc) and not shift users off desire lines to inconvenient ramps or elevators. Grade transitions from sidewalks to commercial uses should be flat and logically placed entrance doors should dictate floor slab elevations, not the avoidance of stepped floors. The mid block paths should reinforce pedestrian desire lines, be easily legible, and clearly delineate pedestrian safe zones on the alley portion.

South Lake Union Supplemental Guidance:

PL2-I Streetscape Compatibility

PL2-I-i. Street Level Uses: Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

PL2-I-ii. Streetscape Amenities: Provide pedestrian-friendly streetscape amenities

- a. tree grates;
- b. benches;
- c. lighting.

PL2-I-iii. Sidewalk Retail: Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

At the Early Design Guidance Meeting, the Board commended the applicants ground floor schemes for placing continuous commercial uses along the perimeter streets of Westlake and Denny, and turning corners on 9th and John; this is essential for such a strategic location. The Board was less supportive of the high percentage of valuable Westlake frontage devoted to a ‘secure’ office lobby (see Departures). This risks becoming a dead storefront after-hours and such use/ frontage would be better placed mid block, perhaps sharing a through-block connector frontage. All street front commercial spaces should be true commercial, with doors to the street and serving the general public; tenant cafeterias and similar ‘faux commercial’ should

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be located in a less prominent location, above grade or possibly along the alley.

PL2-II Personal Safety and Security

PL2-II-i. All-Day Activity: Enhance public safety throughout the neighborhood to foster 18- hour public activity. Methods to consider are:

- a. enhanced pedestrian and street lighting;
- b. well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street.

At the Early Design Guidance Meeting, the Board supported the primary residential lobby entrance on 9th Avenue, addressing Denny Park, but was unanimously opposed to the high square footage amount and non-activating street frontage effecting almost 300 lineal feet of the northwest corner. The Board does not agree that tenant lounges, media rooms or training rooms are consistently active enough to provide adequate security, especially across from a park that has no commercial activation. The project should reduce the lounge frontage onto 9th, and include true commercial uses on the 9th/John corner and south facing onto the mid-block connector, accessed from the street and/or plaza.

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

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.

At the Early Design Guidance Meeting, the Board supported the prominent diagonal entrance on axis with Bell street, and the verbal description of this as a transparent 'market hall' pavilion; this location, use and massing appears very promising and specific view corridor simulations are expected at the next meeting. The Board suggested a similar context-based location and hierarchy/ensemble of primary entries: Office and residential lobbies; corner/anchor commercial 'front doors'; secondary commercial doors. The door locations on page 59 appear equal, random and/or purely program-driven, and do not support an activated street presence.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible

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and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

At the Early Design Guidance Meeting, the Board commended the applicants for showing porous, visible commercial frontages along the connector and many alley frontages, which will improve the mid-block pedestrian experience. The challenge is to strike the correct balance of interior and street-facing doors and destinations, with the street activation taking priority. Interior doors and/or cafes should correspond with sunlit spaces, logically adjacent to pedestrian flows.

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: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

At the Early Design Guidance Meeting, the Board commented that the block is adjacent to streetcar, bus stops, and a bike lane on 9th (and the bike commuter route on Dexter, 2 blocks west); intermodal active transport options abound despite the large parking count proposed. The project should integrate highly visible and accommodating bike lanes to the bike parking, and the site design should graciously integrate any bus stops.

DESIGN CONCEPT

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

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

At the Early Design Guidance Meeting, the Board discussed the preferred singular parking/loading ramp (shown on page 59) at length, including the size and location. While generally supporting the notion of all parking and all loading below grade (rather than multiple loading docks on the alley), the following DRB concerns must be carefully studied, integrated with any DPD technical evaluations, and brought back to the DRB at the next meeting:

- a) The ramp location east of the alley and the proposed reduction in Green Street plantings for a right-turn lane (pg 72) appear to break the green street continuity too much, and crowd the pedestrian realm at the Westlake intersection; study shifting the ramp west of the alley, into the currently expansive residential ground floor.
- b) The proposed 40 ft curb cut (with or without the city required alley curb cut adjacent) presents pedestrian obstacles and breaks the green street, and the pedestrian experience along the ramp is poor; demonstrate why 3 lanes are needed when similar building densities use 1-2 (alley). Provide additional zoom in plans, sections and eye level perspectives of this open ramp, showing materials and all pedestrian views of it.
- c) Provide plans and perspectives of the singular ramp scheme which uses a standard alley curb cut, then 'goosenecks' into a parallel ramp to below. It is understood that the through-block connector may need to shift and consequently create departures; the DRB wishes to see that trade off.
- d) None of the above is an implied endorsement of only one vehicle access point; the DRB respects the need for DPD analysis of traffic flows and non-compliant curb cut locations, and remains open to the prospect that other street access points may be warranted. These comments also reinforce guideline DC1-C.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

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DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

At the Early Design Guidance Meeting, the Board discussed how the proposed parking/loading ramp will be highly visible from a Green Street, and the edge immediately adjacent to the alley will also be visible to pedestrians on John Street (compared to typical docks and ramps located inboard from street edges). Any ramp edges should be fully enclosed and have exterior walls with pedestrian interest, and all vehicle portals should be as low and narrow as possible, and visible interior wall returns should have quality materials.

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

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Façade Composition

DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

At the Early Design Guidance Meeting, the Board agreed the project will be highly visible from distance, from angled street-axis views, and from the proximate vicinity which was built under ‘shorter’ zoning. Façade composition will be critical, and mid-scale responses to specific conditions in the context should be emphasized. For example, the large, long east façade along Westlake will be seen obliquely from downtown, because of the Westlake ‘kink’; that corner and/or elevation might incorporate an angled divot or gesture acknowledging the street view. Although preliminary, the sketches shown on pages 66/67 show façade plane shifts and reveals that appear arbitrary and skin-deep, with no apparent context based reason. The larger sky-porch indent on the south side of the residential tower is a more substantial gesture.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building façades, entries, retaining walls, courtyards, and exterior

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spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

At the Early Design Guidance Meeting, the Board commented that human scale and texture will be critical, especially at the lower levels and throughout the extensive pedestrian public realm. Because of this heart/gateway location and role in defining an urban room, facades and design features should express something more refined and civic than a typical infill or ‘fabric’ block, and architectural character distinct from the assemblage of existing residential and office blocks in SLU. The Board supported this distinctive site deserves deviation from the cubic/rectilinear massing forms, and gray/brown color tones commonly found in recent projects in the vicinity.

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

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

At the Early Design Guidance Meeting, the Board discussed how this site should link existing parks, plazas and streetscapes at the ground plane, plus provide sunny and generous outdoor spaces for tenants and residents. Balancing those private spaces, the Board encouraged

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exploration of several fully public spaces located at upper levels, on podium roofs and other locations, noting that the northeast corner mentioned, is likely in perpetual shade from the preferred massing (see pg 53). Also see comments at CS2-I and PL1-A.

South Lake Union Supplemental Guidance:

DC3-II Landscaping To Enhance The Building and/or Site

DC3-II-i. Integrated Artwork: Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

At the Early Design Guidance Meeting, the Board agreed that more softscape than shown should be provided to balance with hardscape in the mid-block connector, as well as on roof decks and upper levels (also reinforces DC4-D). The Board supported fully integrated and site specific artwork, which reinforces the comments under both guideline DC2-D, and CS3-A. Rather than generic ‘plop-art’ with a tenuous local link, the artwork could incorporate landscape and/or sustainability features, for example: a digital reader board of energy saved, or how much O2 the sites plants are creating.

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: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

At the Early Design Guidance Meeting, the Board noted that since the buildings will be relatively large, and occupy a site with 4 distinct street context influences (plus others more distant), the materiality of separate structures or facades might be distinctly different, yet harmonious. The block should not be one uniform material palette or architectural language; the early sketches on 66/67 (although monotone) suggest the 2 lower pavilions are distinct, but the two larger towers appear too similar. All materials, detailing and execution should be of superior quality for this pivotal site.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of
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architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

At the Early Design Guidance Meeting, the Board strongly discouraged large, over-scaled signage. The site is already prominent and will not need oversized graphics, addressing or identifiers. This gateway site should resist the temptation to maximize signage, and deserves to be identified by a superior fit-to-context, architectural excellence, and a precedent setting public realm.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

At the Early Design Guidance Meeting, the Board agreed the preliminary ground plan on page 59 indicates many large expanses of unrelieved paving, and encouraged more integration of plantings, soft-scape and possibly water features. These could reinforce historic/cultural themes, similar to the boat forms found in the plaza across Denny way. The Board supported the applicant’s verbal notion of the Denny Park green infiltrating this block from the west, but agreed the site plans on pages 58/59 did not express any of that intent. The Board agreed the integration of the diagonal southwest entrance with the landscape design of the adjacent publically owned triangle, will be critical to the success of that commercial pavilion, and the public access to the entire block from the west.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Early Design Guidance meeting, the following departures were requested. The Board determination of all departures is not finalized until the last DRB meeting. NOTE: the diagrams provided did not always include precise graphic or dimensioned indications of the magnitude of the departure, thus they are completely preliminary.

1. **Rooftop Features (SMC 23.48.010.H):** The Code requires all rooftop features to be 10 ft minimum from the roof edge, and to not exceed 65% of the roof plan area. The applicant proposes some features to be integrated into side façade treatments and thus less than 10 ft from the roof edge, and proposes the rooftop uses on the residential tower to exceed 65%.

The Board indicated receptivity to reducing or selectively eliminating the 10 ft requirement, in view of superior overall architectural resolution, but the departed sides should be facing mid-block, and not full-length on all sides. The Board was very hesitant to support more than the already sizable 65% allowance, and certainly not the 80% suggested.

2. **Façade Modulation (SMC 23.48.013):** The Code requires the maximum unmodulated façade length of any structure over 125 ft and within 15 ft of a street property line to be 120 ft, and required modulations must be a minimum of 15 ft deep and 40 ft long. The applicant proposes modulations “other than the prescribed” and a façade about 240 ft long.

The Board indicated high caution to this departure, especially since the alternative design was not specific, and the rationale emphasized irrelevant modulation strategies below 125 ft.

3. **Class 1 Pedestrian Street level Setbacks (SMC 23.48.014):** The Code requires facades at the property line along a minimum of 70% of the Westlake frontage, with some provisions for required open spaces such as the through-block connector. The applicant proposes 5-15 ft setbacks along 100% of the Westlake frontage.

The Board indicated receptivity to setbacks in this approximate range, given the special location and the variegated façade shown, but it also depends on a detailed paving and streetscape design including all storefronts, entries and other details.

4. **Street Level Uses (SMC 23.48.014):** The Code requires certain commercial type uses along a minimum of 75% of the Westlake Avenue frontage. The applicant proposes the non-qualifying office lobby of about 100 ft length, resulting in about 72% of that frontage being compliant.

The Board had no inclination to support this departure, regardless of being only 3% difference, because this vital location deserves richly commercial activation at or larger than the 75% requirement.

5. **Curb Cut Width (SMC 23.54.030):** The Code requires two way traffic curb cuts for combined cars and trucks, to be 30 ft maximum width. The applicant proposes a 40 ft wide curb cut for 3 lanes, with one 3-5 ft wide pedestrian refuge spacer.

The Board indicated no opinion at this time as it needs more information on this sensitive aspect, including the DPD analysis of alternative curb cut locations and traffic flows, plus the eye level perspective studies mentioned under guideline DC1-B.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving **the mixed use option** and the preferred massing option #6 forward to MUP application. The Board recommended any all-commercial use/form concept (options 1-3) to return for another Early Design Guidance meeting.

SOUTH LAKE UNION BLOCK 48 EARLY DESIGN GUIDANCE

WEST DESIGN REVIEW BOARD

JULY 2, 2014 DRB MEETING

DPD MUP (SUBTERRANEAN ALLEY VACATION)

#3017320 (111 WESTLAKE AVE. N)

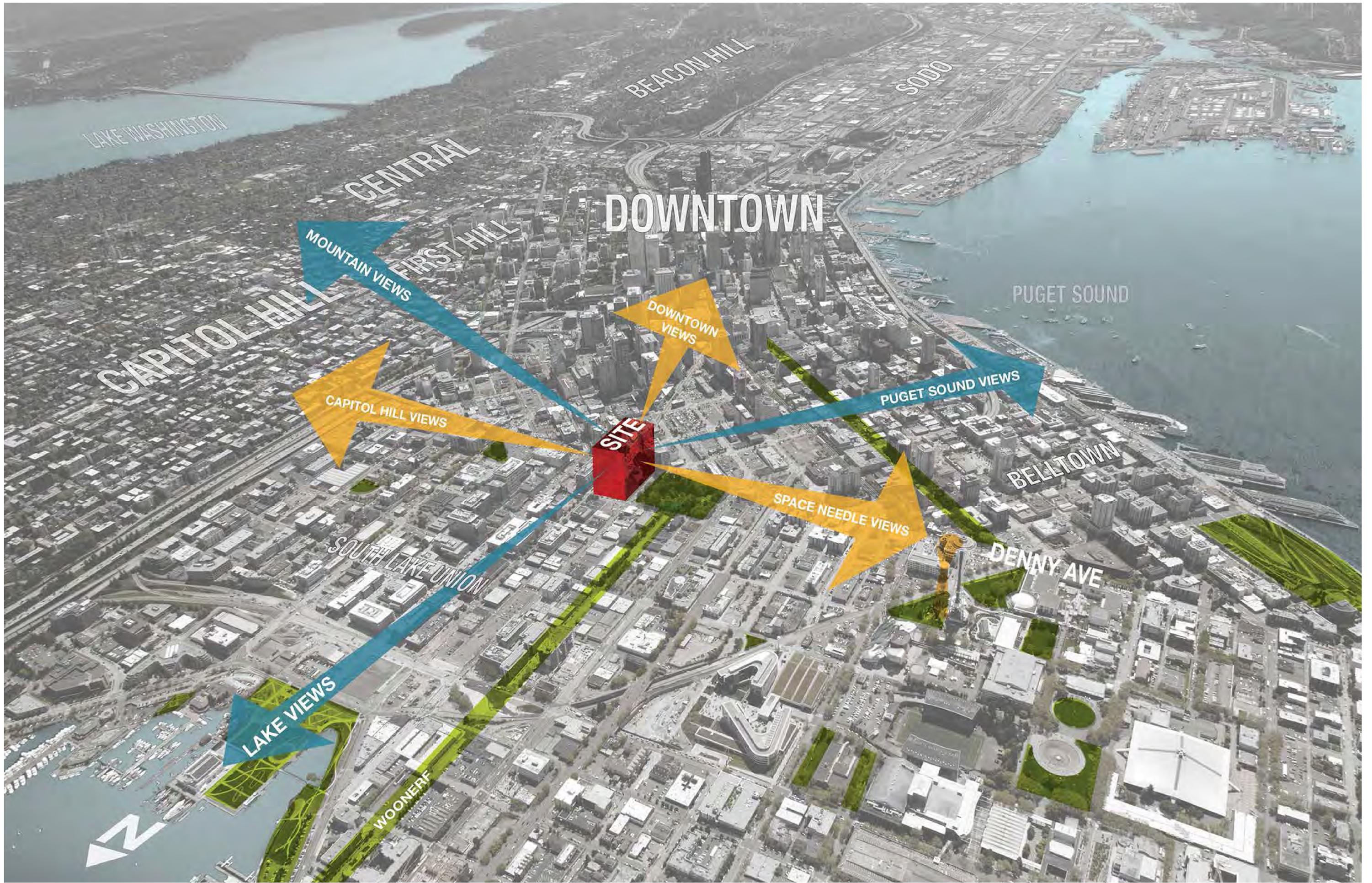
#3017321 (110 9TH AVE. N)

DPD MUP (NO ALLEY VACATION)

#3017687 (111 WESTLAKE AVE. N)

#3017686 (110 9TH AVE. N)





DOWNTOWN

SITE

MOUNTAIN VIEWS

CAPITOL HILL VIEWS

LAKE VIEWS

DOWNTOWN VIEWS

SPACE NEEDLE VIEWS

PUGET SOUND VIEWS

BELLTOWN

DENNY AVE

BEACON HILL

SODO

CENTRAL

FIRST HILL

LAKE WASHINGTON

PUGET SOUND

SOUTH LAKE UNION

WOODNERF



1 STATEMENT OF DEVELOPMENT OBJECTIVES

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DEVELOPMENT OBJECTIVES

LOT AREA

WEST LOT AREA = 40,379 (FAR BASE: 5 MAX: 7)
 EAST LOT AREA = 38,887 (FAR BASE: 5 MAX: 7)
 ALLEY AREA = 5,760

ALL-COMMERCIAL SCHEME

OFFICE BUILDING (17 LEVELS)
420,000 GSF 24,000 GSF *MAX FLOOR PLATE*

OFFICE BUILDING
150,000 GSF FILL OUT *MAXIMUM FAR* ON SITE

RETAIL (GROUND LEVEL)
30,000 GSF

TOTAL **600,000** GSF

PARKING (4-6 LEVELS)
600 STALLS

NOTE:

TOTAL FAR FOR BOTH THE ALL-COMMERCIAL AND MIXED-USE OPTIONS REMAINS THE SAME UNDER THE ALLEY VACATION AND NON-ALLEY VACATION SCENARIOS.

LEGAL DESCRIPTION

LOTS 1 THROUGH 12, INCLUSIVE, BLOCK 89, D.T. DENNY'S FIFTH ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 202, IN KING COUNTY, WASHINGTON;

EXCEPT THE EAST 12 FEET OF LOTS 1 THROUGH 6, INCLUSIVE, OF SAID BLOCK 89, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 47549 FOR STREET PURPOSES, AS PROVIDED BY ORDINANCE NO. 12023 OF THE CITY OF SEATTLE;

AND EXCEPT THAT PORTION OF LOTS 7 AND 8 OF SAID BLOCK 89, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 80626 FOR STREET PURPOSES, AS PROVIDED BY ORDINANCE NO. 26592 OF THE CITY OF SEATTLE; AND EXCEPT ANY UNDERGROUND STORAGE TANKS AND ASSOCIATED EQUIPMENT LOCATED WITHIN THE STREET RIGHT-OF-WAY FOR NINTH AVENUE NORTH (INCLUDING THE DIAGONAL STREET CONNECTING NINTH AVENUE AND DENNY WAY) AND ADJACENT SIDEWALKS.

MIXED-USE SCHEME

OFFICE BUILDING (17 LEVELS)
420,000 GSF 24,000 GSF *MAX FLOOR PLATE*

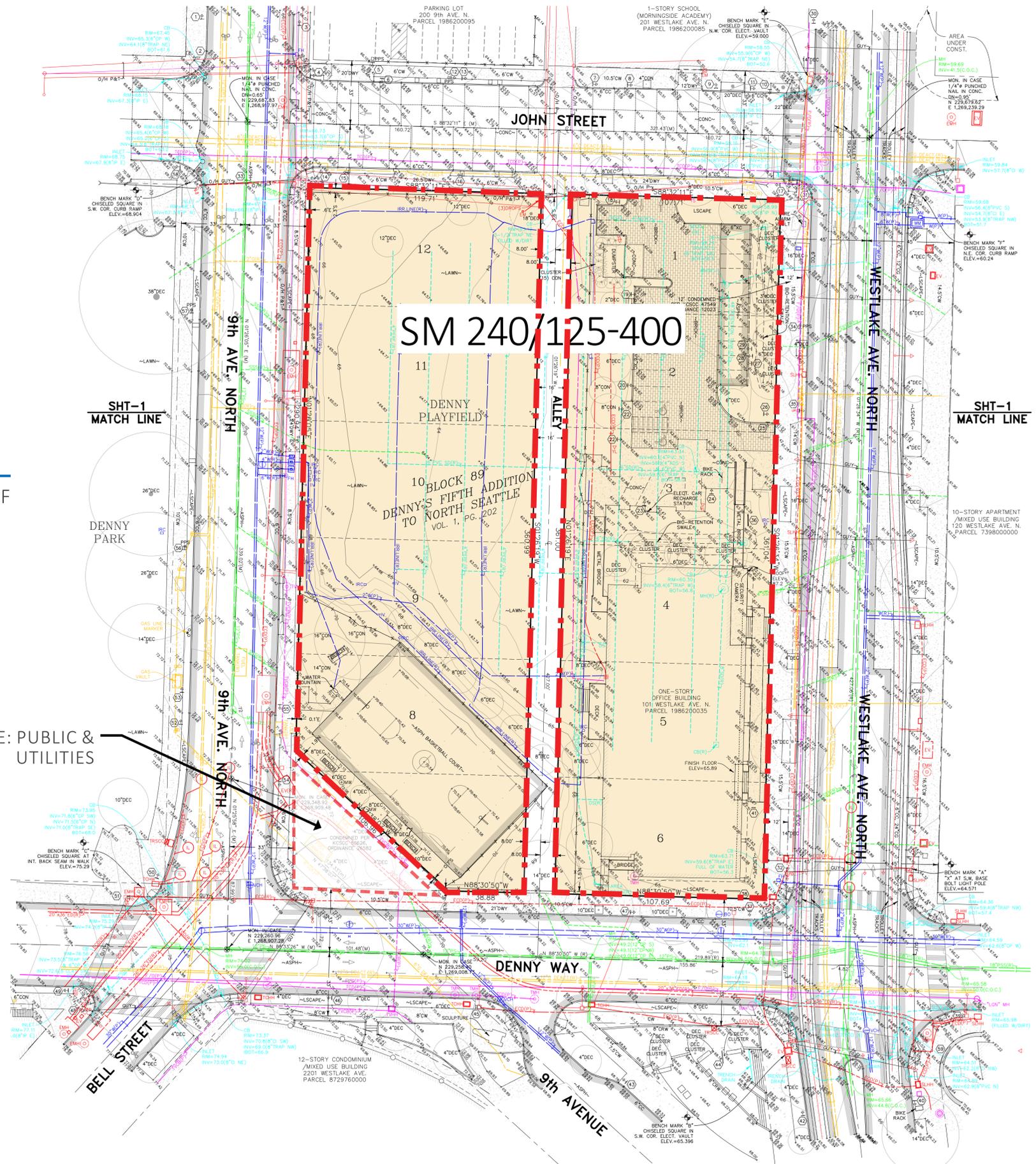
RESIDENTIAL BUILDING
460,000 GSF 10,500 GSF *MAX FLOOR PLATE*

RETAIL (GROUND LEVEL)
30,000 GSF

TOTAL **910,000** GSF

PARKING (4-6 LEVELS)
800 STALLS

NOTE: PUBLIC & UTILITIES



ZONING OVERVIEW

CODE: Seattle Municipal Code, Title 23, Chapter 48, Seattle Mixed

ADDRESS: 101 Westlake Avenue North

ZONING: Seattle Mixed SM-240/125 – 400 (adjacent to DMC 240/290-400 across Denny Way)

DESIGN GUIDELINES: City of Seattle Design Guidelines; South Lake Union Design Guidelines

SLU Guidelines identifies the intersection of Westlake and Denny as a “Gateway” and “Denny Park” as a heart location

STREET DESIGNATIONS:

Westlake Ave N is a Class 1 Pedestrian Street

Denny Way is a Class 2 Pedestrian Street

John Street is a Green Street

9th Ave North

SUSTAINABILITY: Target LEED Gold

DIRECTORS RULES:

SMC 23.48.014 Street Level Development Standards:

- Type I Directors Decision to meet through block standards

SMC 23.48.032 Required parking and loading:

- Type II Directors Decision on a special exception to increase the retail parking
- Type I Directors Decision for shorter loading stalls

SMC 23.48.034 Parking and loading location, access and curbcuts

- Type I Directors Decision for our curb cut location on John Street

SMC 23.48.004 Permitted Uses:

- A. All uses are permitted outright, either as principal or accessory uses, except those specifically prohibited by subsection 23.48.004.B
- All proposed uses are allowed (Residential, Office, Retail and Below Grade Parking)
- D. Required street-level uses for Class I Pedestrian Streets (Westlake)
- Required street level uses will be provided along Westlake

SMC 23.48.009 FAR:

Table B Non-residential has a base FAR of 5, max FAR of 7.

- B.7 On lots with multiple structures, that include a residential tower exempt from FAR calculations, the applicable FAR limits for all other structures shall be based on the total lot area minus the area of the lot required for the podium and residential tower development in order to meet the coverage limit of subsection 23.48.013.A. For the portion of the lot with the residential tower, the FAR limit for permitted nonresidential uses in a residential tower that is also a mixed use structure shall be based on the area of the portion of the lot occupied by the residential tower.

23.48.013.A limits the average gross floor area above the podium to 50% of lot area for residential towers.

23.48.013.B limits the average gross floor area to 10,500 sf.

Thus the minimum residential lot area that could accommodate the maximum residential tower floor area is 21,000 sf.

D. Exempt from FAR:

- All gross floor area underground
- Portions of a story that extend no more than 4 feet above existing or finished grade
- As an allowance for mechanical equipment, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations.
- Street level Retail
- All residential use in a residential tower

SMC 23.48.010 Structure Height:

240' for nonresidential uses/ 125' base height for residential uses, 400' max height for residential uses. Bonus height gained by meeting the standards of 23.48.11 and Chapter 23.58A.

H. Rooftop features including amenities areas can extend 15 feet above the maximum height and the elevator penthouse up to 35 feet if serving the amenities space

7. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that all of the following are satisfied:

- a. All mechanical equipment is screened; and
- b. No rooftop features are located closer than 10 feet to the roof edge. (asking for a departure)

8. In order to protect solar access for property to the north, the applicant shall either locate the rooftop features listed in this subsection 23.48.010. H.8 at least 10 feet from the north edge of the roof, or provide shadow diagrams to demonstrate that the proposed location of such rooftop features would shade property to the north on January 21st at noon no more than would a structure built to maximum permitted bulk:

- a. Solar collectors;
- b. Planters;
- c. Clerestories;
- d. Atriums, greenhouses and solariums;
- e. Minor communication utilities and accessory communication devices according to the provisions of Section 23.57.012;
- f. Nonfirewall parapets;
- g. Play equipment.

9. Screening. Rooftop mechanical equipment and elevator penthouses shall be screened with fencing, wall enclosures, or other structures.

SMC 23.48.011 Extra floor area in Seattle Mixed Zones:

Additional FAR gained for residential uses (from 125' to 400'):

- achieve 60 percent of the extra residential floor area on the lot by using bonus residential floor area for affordable housing pursuant to Section 23.58A.014;
- achieve 40 percent of extra residential floor area by acquiring regional development credits pursuant to Section 23.58A.044

Additional FAR gained for non-residential uses:

- achieve 75 percent of the extra nonresidential floor area on the lot by using bonus nonresidential floor area for affordable housing and child care pursuant to Section 23.58A.024, or housing transferable development rights pursuant to subsection 23.48.011D and Section 23.58A.042, or both
- achieve 25 percent of extra nonresidential floor area by acquiring regional development credits pursuant to Section 23.88A.004

Minimum requirement: Developments containing any extra floor area shall meet the following requirements:

1. Office building will need to be LEED Gold.
2. Transportation Management Program:
3. Energy management plans:

All required additional FAR will be achieved through provision of required housing or other amenity off site.

ZONING OVERVIEW

23.48.012 Upper-level setback requirements (Not Applicable since we are building over our base height)

SMC 23.48.013 Upper Level Development Standards

- A. Upper-level coverage limit. For residential towers, the average gross floor area above the podium height is limited to 50% of lot area.
- B. Floor area limits for towers and podium heights
- B.1.d. Floor area limits for towers with nonresidential uses are a maximum gross floor area of 24,000 square feet per story.
- B.2.b. For residential towers
- 1) The average gross floor area is 10,500 square feet
 - 2) The gross floor area of any single residential story is 11,500 square feet.
- B.4 Podium Standards
- B.4.a. Height limit for podiums per Map A 23.48.013
Podium height: 65' on east half along Westlake and at corner of Denny Way and 9th Avenue. 45' for majority of west half along 9th Ave.
- B.4.b. Area limit for podiums.
Podium area limits, for our site will be determined by 23.48.014.G required usable open space will dictate the area limits for the podium.
- B.4.d. Additional height for podiums abutting Class 1 Pedestrian Streets (Westlake).
Additional height of 5' along Westlake with a ground level floor to ceiling clearance of 15'
- C.2. The required upper-level setbacks for development specified in subsection 23.48.013.C.1 shall be provided per table A 23.48.013
Along John Street there is a set back of 30 feet above 45'
- D. Façade Modulation (applies to non-residential only):
On Westlake and 9th Avenue N, if the non-residential building is within 15' of the property line, then the maximum façade length without modulation is 150' up to 125' and 125' over 125'.
- E. Façade Width (applies to residential only) and along the east west axis:
Our longest east west property line is 120' so this is not applicable
- F.1 Limit on tower structures per block: only one tower allowed per block front.
- G.1 Tower Separation is not required between residential and nonresidential towers

SMC 23.48.014 Street Level Development Standards:

Street Classifications

- Westlake Avenue North – Class I Pedestrian Street
- Denny Way – Class II Pedestrian Street
- 9th Avenue North – Non-classified Street
- John Street – Green Street

- A. General Façade Requirements: A primary building entrance for pedestrians shall be required from the street or street-oriented courtyards and shall be no more than three (3) feet above or below the sidewalk grade.

2: Min Façade height:

- Westlake Avenue: 45 feet (Class I Pedestrian)
- Denny Way: 25 feet (Class II Pedestrian)
- John Street: 25 feet (Green)
- 9th Avenue North: 15 feet

3: Permitted Setbacks:

- Westlake Avenue: (Class I Pedestrian) 70% of the façade built to lot line excluding required open space.
- Denny, 9th Avenue, and John Street: Façade can be setback 12 feet from lot line, 30% additional setbacks are permitted if 20 feet from street corner, the required open space is not part of the setback

D. Transparency and blank facade requirements:

1. Transparency requirements apply to all street-facing, street level facades, except for portions of structures in residential use, as follow:
 - a. For Class 1 and Class 2 Pedestrian Streets and Neighborhood Green Streets, a minimum of 60 percent of the street facing facade must be transparent.
 - b. For all other streets a minimum of 30 percent of the street facing facade must be transparent.
2. Blank facade limits. Any portion of the facade that is not transparent is considered to be a blank facade.
 - a. Blank facade limits for Class 1 and Class 2 Pedestrian Streets and Neighborhood Green Streets.
 - 1) Blank facades shall be limited to segments 15 feet wide, except for garage doors, which may be wider than 15 feet. Blank facade width may be increased to 30 feet if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus 5 feet.
 - 2) Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.
 - 3) The total of all blank facade segments, including garage doors, shall not exceed 40 percent of the street facade of the structure on each street frontage.
 - b. Blank facade limits for all other streets not specified in subsection 23.48.014.B.2.a.
 - 1) Blank facades are limited to segments 30 feet wide, except for garage doors which may be wider than 30 feet.
 - 3) The total of all blank facade segments, including garage doors, shall not exceed 70 percent of the street facade of the structure on each street frontage.
 - c. Blank facade limits do not apply to portions of structures in residential use.

E. Development Standards for required street level uses:

1. A minimum of 75 percent of each street frontage where street-level uses are required shall be occupied by uses listed in subsection 23.48.004.D. or located on a designated neighborhood green street the minimum street frontage of required street-level uses is 10 percent of that street-facing facade. The remaining street frontage at street-level may contain other permitted uses and/or pedestrian or vehicular entrances. The frontage of any outdoor common amenity area required for residential uses or other required open space shall not be counted in street frontage.
2. The space occupied by required street-level uses shall have a minimum floor-to-floor height of 13 feet and extend at least 30 feet in depth at street-level from the street front facade.
3. Required street-level uses shall be located within 10 feet of the street lot line, except that if outdoor amenity area required in subsection 23.48.020.B, or other required open space, abuts the applicable street lot line and separates the street-facing facade from the street, the required street-level use may abut the amenity area or open space.
4. Pedestrian access to required street-level uses shall be provided directly from the street, permitted outdoor common amenity area, or abutting required open space. Pedestrian entrances shall be located no more than 3 feet above or below sidewalk grade or at the same elevation as the abutting permitted outdoor common amenity area or required open space.

G. Required Usable Open Space:

- The minimum amount of required usable open space shall be equal to 15% of the lot area.
- A minimum of 45 percent of the required usable open space shall be exterior space open to the sky and shall abut a street along at least one street frontage and provide both visual and physical access from the street to pedestrians, including persons with disabilities

H. Through block pedestrian connection will be provided.

2. Through-block development standards (Type I Directors Decision will be required to meet standards)
 - The opening to the through block connection will be closer than 100' to the corner, requiring a Type I Directors Decision. **(We are proposing 80 feet to an abutting east-west street.)**
 - More than 35% of the length of the through block connection will not be open to the sky requiring a Type I Directors Decision. **(We are proposing 60% of the length be enclosed)**

ZONING OVERVIEW

4. For development providing a through-block pedestrian connection on blocks with an alley, the allowed FAR from any lot included in the development may be transferred to any other lot of the development across the alley

SMC 23.48.020 Amenity Area for residential uses:

Residential projects shall provide amenity area on the lot in an amount equivalent to 5 percent of the total gross floor area

- A maximum of 50 percent of the amenity area may be enclosed.
- The through block connection can double as part or all of this requirement

SMC 23.48.022 Open space requirement for office uses:

This project requires 20 sf for each 1,000 gsf of office floor area. The through block connection can double as part or all of this requirement

SMC 23.48.024 Screening and landscaping standards

- Green factor of .3 is required.
- Street trees are required and existing street trees will need to be protected

SMC 24.48.025 Demonstration of LEED rating

- This project needs to target LEED Gold to receive bonus FAR.

SMC 23.48.026 Noise standards:

- All permitted uses are subject to the noise standards of Section 23.47A.018.

SMC 23.48.028 Odor standards:

- All permitted uses are subject to the odor standards of Section 23.47A.020.

SMC 23.48.030 Light and glare:

- All permitted uses are subject to the light and glare standards of Section 23.47A.022.

SMC 23.48.032 Required parking and loading:

Residential Parking

- Project is in an urban center, so no minimum parking required.
- Approximate parking will be .7 stalls per unit (500 units x .7 = 350 stalls)

Office Parking

- Maximum parking is one space per 1,000 gsf of office use.
- Nonresidential space is approximately 420,000 gsf for a max of 420 stalls

Retail Parking (*Asking for a Type II Directors Decision on a special exception to increase the parking*)

- Maximum parking is one space per 1,000 gsf for non residential use
 - *Asking for one space per 500 gsf of sales and services (Per table A 23.54.015)*
- Retail space is approximately 30,000 gsf for a max of 60 stalls

Loading (*Asking for a Type I Directors Decision for shorter loading stalls*)

- Residential loading is not required
- Office loading, "Low Demand" will be 5 stalls (preferred option is centrally located below grade with (5) stalls dedicated to office. *Proposing these stalls have a dimensions of 10x25 rather than 10x35.*
- Retail loading, "Medium Demand" will be 1 stall (preferred option is centrally located below grade with (1) stall dedicated to retail. *Proposing this stall be 10 x 25 rather than 10x35*

SMC 23.54.015 Required Parking

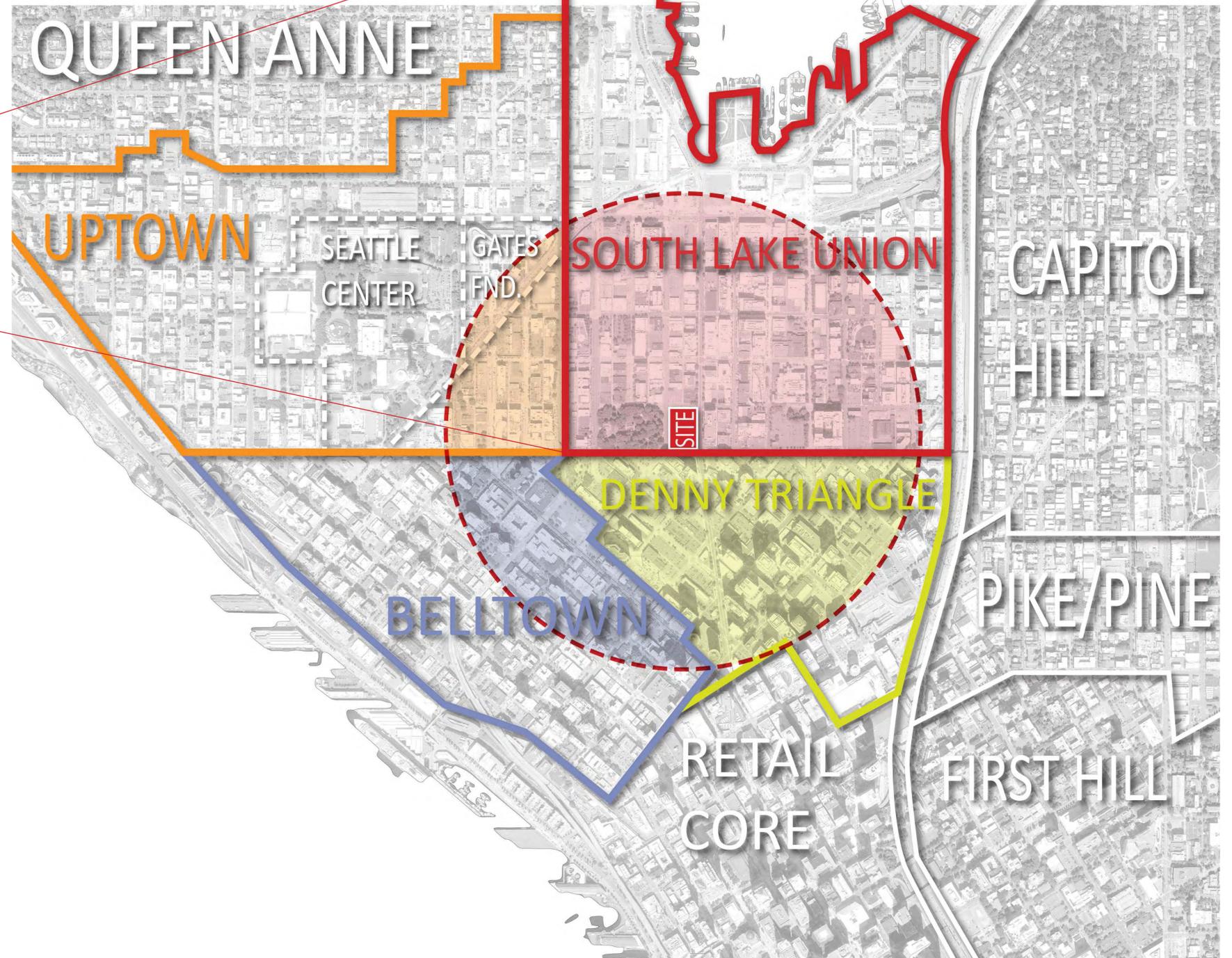
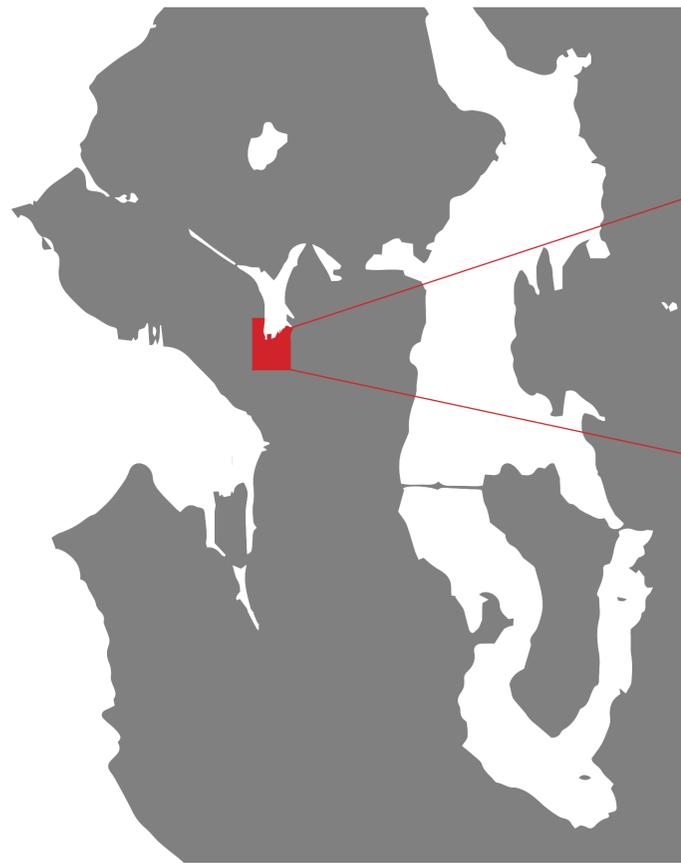
- Bicycle parking for nonresidential and residential use will be provided
-

SMC 23.48.034 Parking and loading location, access and curbcuts (*Asking for a Type I Directors Decision for our curb cut location on John Street*)

D. Parking and Loading Access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director, depending on the classification of rights-of-way, as shown on Map A for 23.48.014, according to the following:

1. Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.C and use of the alley for parking and loading access would not create a significant safety hazard as determined by the Director.
2. If the lot does not abut an improved alley, or use of the alley for parking and loading access would create a significant safety hazard as determined by the Director, parking and loading access may be permitted from the street. If the lot abuts more than one street, the location of access is determined by the Director, as a Type I decision, after consulting with the Director of Transportation. Unless the Director otherwise determines under subsection 23.48.034.D.3.c, access is allowed only from a right-of-way in the category, determined by the classifications shown on Map A for 23.48.014, that is most preferred among the categories of rights-of-way abutting the lot, according to the ranking set forth below, from most to least preferred (a portion of a street that is included in more than one category is considered as belonging only to the least preferred of the categories in which it is included).
 - a. An undesignated street;
 - b. Class 2 Pedestrian Street;
 - c. Class 1 Pedestrian Street;
 - d. Designated neighborhood green street.
3. The Director may allow or require access from a right-of-way other than one indicated by subsection 23.48.034.D.1 or subsection 23.48.034.D.2 if, after consulting with the Director of Transportation on whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards, the Director finds that an exception to the access requirement is warranted. Curb cut controls on designated green streets shall be evaluated on a case-by-case basis, but generally access from green streets is not allowed if access from any other right-of-way is possible.

2 SITE CONTEXT & URBAN DESIGN ANALYSIS



SITE CONTEXT VICINITY MAP

SITE CONTEXT ZONING AND NEIGHBORHOOD PLANS



SOUTH LAKE UNION/DENNY TRIANGLE ZONING AND USE TYPES



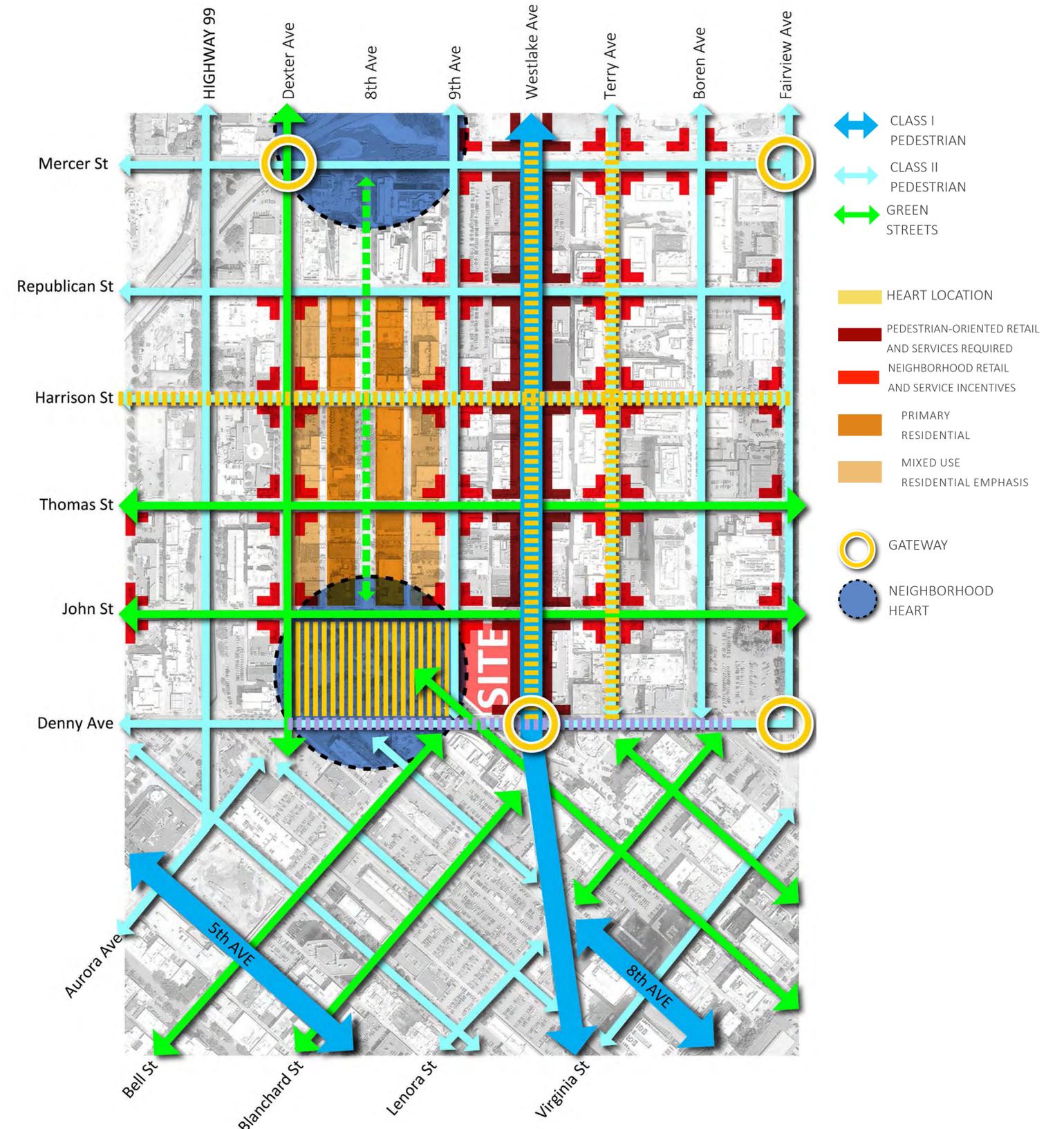
LOCATION OF BLOCK 48 WITHIN SOUTH LAKE UNION



URBAN DESIGN ANALYSIS PATTERN AND FORM



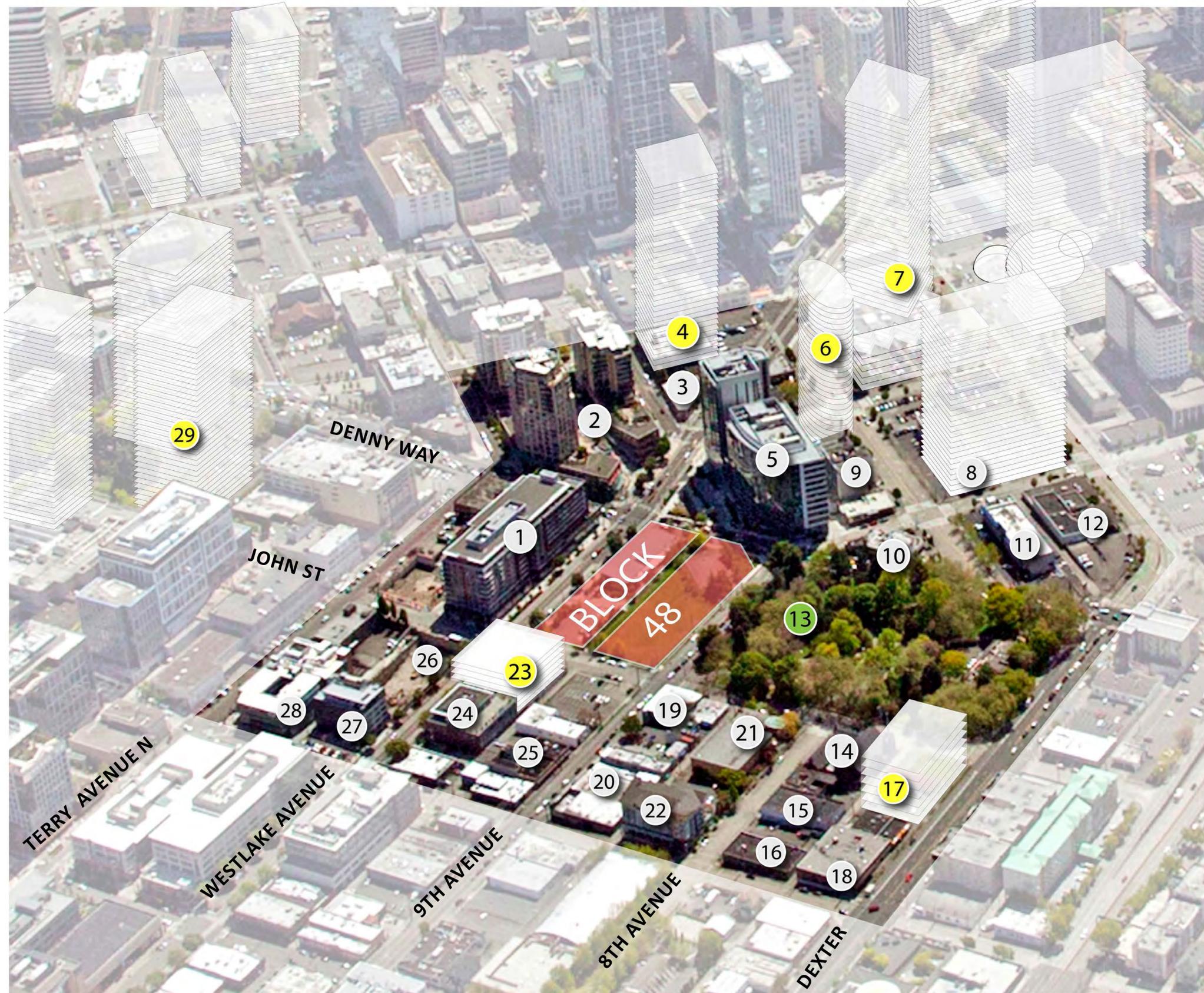
TRANSPORTATION ANALYSIS



GATEWAYS, HEARTS, AND EDGES

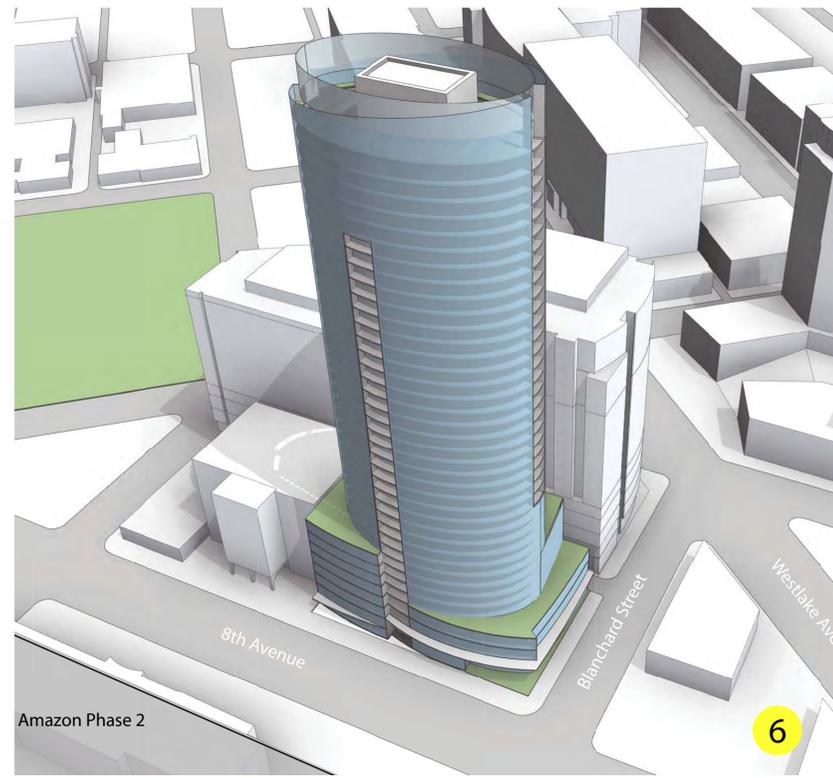


URBAN DESIGN ANALYSIS NINE BLOCK AERIAL



- ① Residential, 11 Story Rollin Street Apartments
- ② Residential/Hotel/Retail, 15 Story 2200 Westlake
- ③ Retail, 1 Story
- ④ Residential/Retail, 40 Story 9th & Lenora
- ⑤ Office/Residential/Retail, 19 Story 2201 Westlake
- ⑥ Residential, 40 Story 2220 8th Avenue
- ⑦ Office/Retail, (3) 38 Story Rufus 2.0
- ⑧ Office/Retail, future 26 Story Block 21
- ⑨ Office, 7 Story
- ⑩ Retail, 1 Story Shilla Korean BBQ
- ⑪ Hotel, 2 Story
- ⑫ Office/Retail, 1 Story
- ⑬ Denny Park
- ⑭ Religious, 2 Story Denny Park Lutheran Church
- ⑮ Office/Retail, 2 Story
- ⑯ Office/Retail, 2 Story
- ⑰ Residential, 6 Story Compass on Dexter
- ⑱ Office/Retail, 2 Story
- ⑲ Office, 2 Story
- ⑳ Retail, 1 Story
- ㉑ Religious, 2 Story Unity Church of Truth
- ㉒ Residential, 6 Story Denny Park Apartments
- ㉓ Residential/Retail, 7 Story
- ㉔ Office/Retail, 4 Story Sellen Construction
- ㉕ Office/Retail, 1 Story
- ㉖ Office/Retail, 6 Story Umpqua Bank, Homegrown
- ㉗ Office/Retail, 5 Story
- ㉘ Office/Retail, 4 Story Weber Marketing Group
- ㉙ Mixed-Use/Residential, 30 Story Seattle Times

URBAN DESIGN ANALYSIS CONTEXT IMAGERY



1 ROLLIN STREET FLATS

An 11 story residential building with 208 rental units and 25,000 SF of ground floor retail responding to the streetcar and the significant pedestrian traffic at Westlake and Denny. The mass is a series of larger forms with deep balconies at the residential levels to break down the scale of the half block building. Varied sizes of warm brick give the building texture and allude to the industrial past of the neighborhood.

2 2200 WESTLAKE

This multi tower, mixed-use development includes 261 residential units, the Pan Pacific Hotel, and retail. Multiple plaza levels integrate the retail on the site across significant grade changes with covered vertical circulation. Public art enlivens the plazas.

5 2201 WESTLAKE

A mixed-use project with a 12 story office tower and a 19 story, 135 unit residential tower. The 24,000 sf of retail space sits on a public plaza. This plaza was designed to create a sense of commons at the streetcar stop and mirror the plaza at 2200 Westlake across Westlake Ave. Pedestrian entry to the retail facing Denny is recessed compared to the sidewalk due to the grade change along Denny.

6 2220 8TH AVENUE

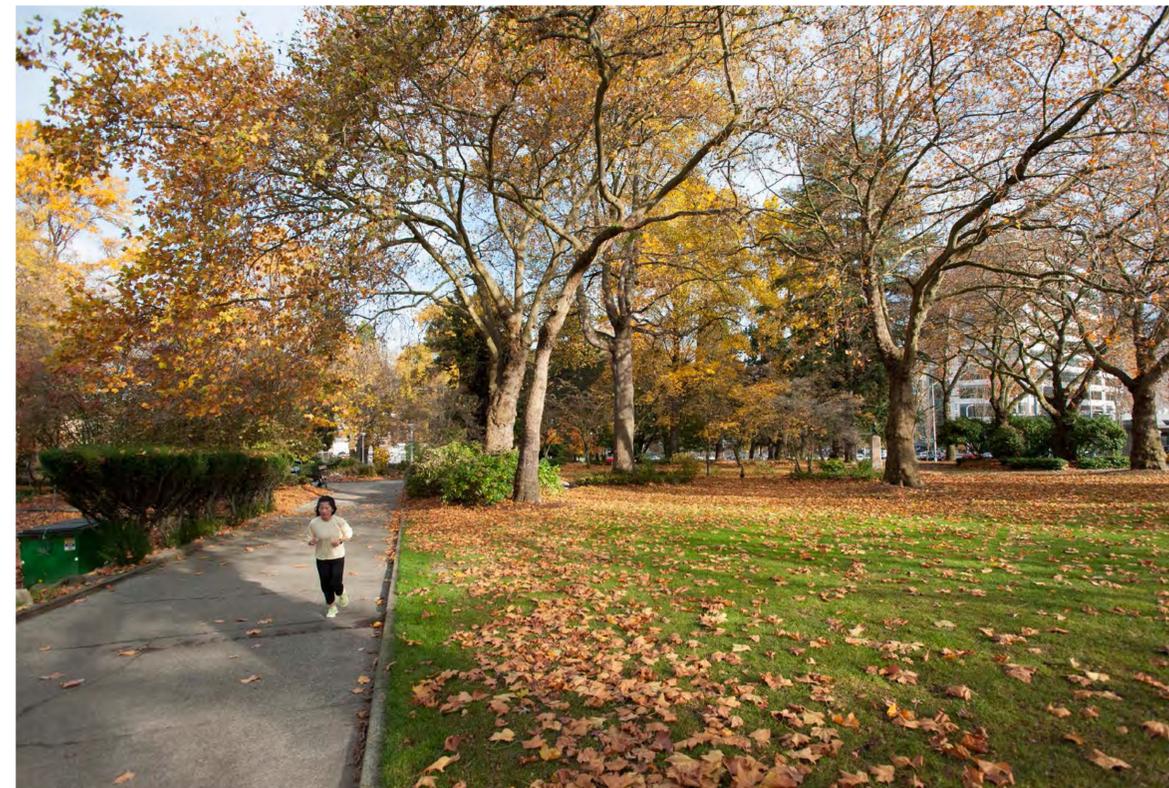
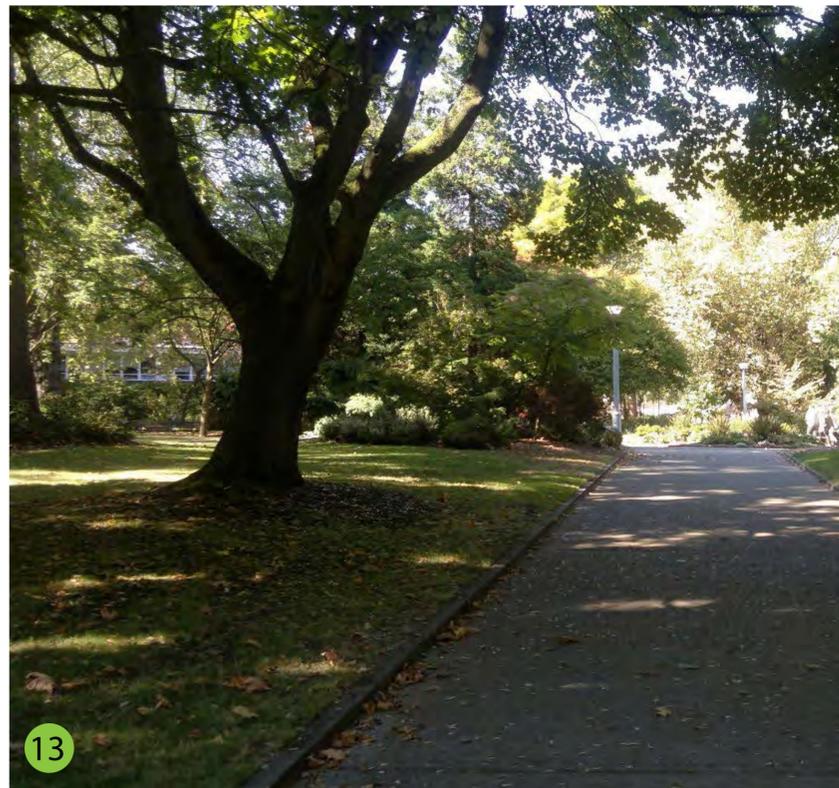
The future 40 story 390 unit apartment tower is shaped to minimize impact of views to existing buildings. Setbacks from the property line at multiple levels creates a pedestrian scale podium.

URBAN DESIGN ANALYSIS CONTEXT IMAGERY



7 RUFUS 2.0

The future 3 block development (blocks 14, 19, and 20) will have three 38 story Office towers. Geared toward creating a vibrant public plaza and retail spaces, the project is focused on the three iconic spheres grounding the Lenora Street side of the site. The plan optimizes airflow and solar orientation on the public plaza.



13 DENNY PARK

The 1883 park features a thick canopy of maples, pines and other trees along with broad pathways planted with dense rhododendrons. A recently added temporary dog park, play area, and updated lighting are all part of a larger effort to improve the connectivity across Denny by creating useful open spaces, improving bike and pedestrian connectivity, and improving streetscapes.

URBAN DESIGN ANALYSIS CONTEXT IMAGERY



17



23



26



29

17 COMPASS ON DEXTER

The future mid-rise residential building will provide 72 low income units for the SLU neighborhood. Service related office space and tenant common space on the ground floor provides services for the tenants. Simple, planar facades serve as a backdrop to the park. A strong corner element acts as an identifying element of the building and pedestrian entry.

23 201 WESTLAKE AVENUE N

The future 7 story residential building will provide a mix of residential unit types with retail at the ground level. Color and textural variations in masonry cladding provide nice texture at street level. Warm accents and soffits provide contrast to the cool material palette and designate public entry points.

26 202 WESTLAKE AVENUE N

This newly completed building nods to the old character of the neighborhood by the classical rhythmic window bays and decorative molding and brickwork. The dark tinted glass limits transparency and visibility into street level retail.

29 SEATTLE TIMES PROJECT

The future development of four residential towers over a mixed-use podium. The centerpiece of this development be the restored 1931 Seattle Times office building. This project will introduce a pedestrian plaza and mid-block connection with an internal courtyard.

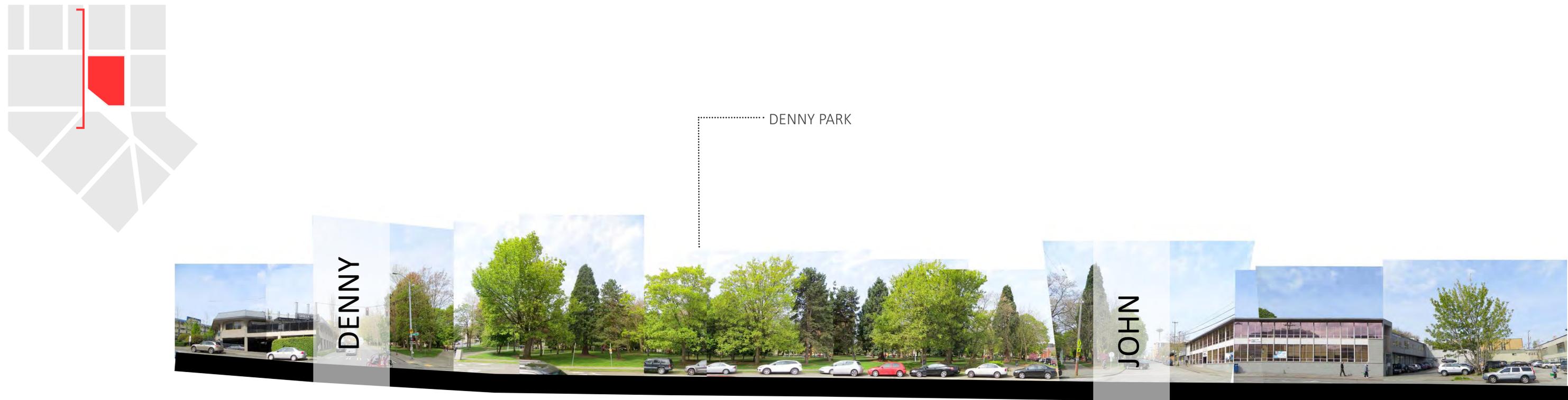
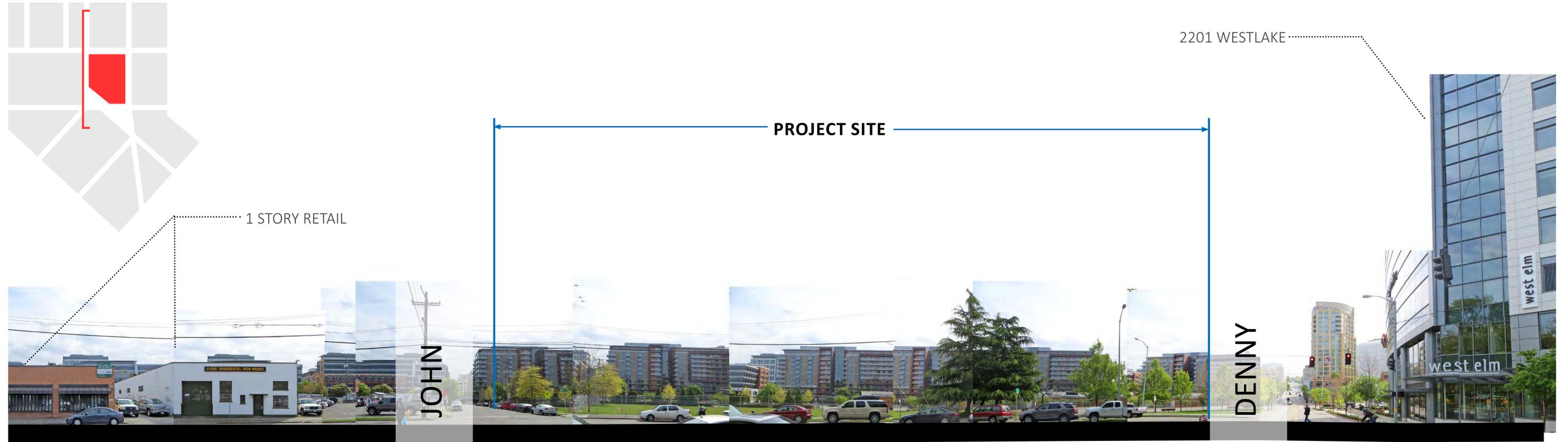
URBAN DESIGN ANALYSIS WESTLAKE AVENUE



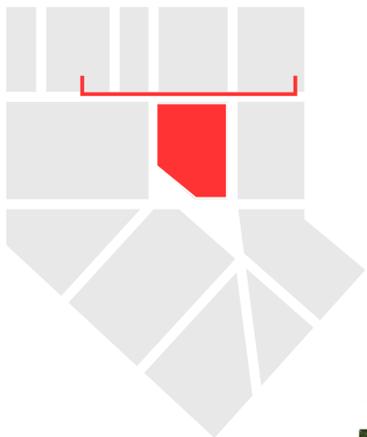
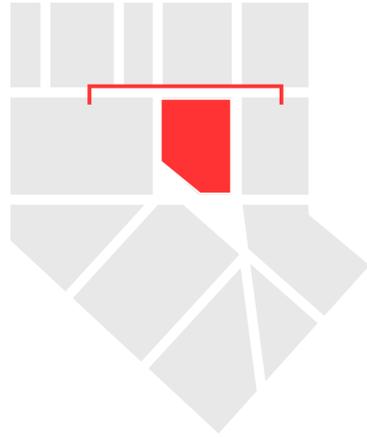
URBAN DESIGN ANALYSIS DENNY WAY



URBAN DESIGN ANALYSIS 9TH AVENUE



URBAN DESIGN ANALYSIS JOHN STREET



Westlake Ave. Concept Detail

The proposed Westlake Ave. Concept Detail focuses on making the intersection of Westlake Ave. and Denny Way one of Seattle's great urban places. The concept explores a strong linkage between the streetcar line at 2200 Westlake to Denny Park, with a series of publicly accessible open spaces.

See Actions: C3, E2, E3, E4, G5

- Existing Building or Under Construction.
- Potential Building Form With Future Infill Development.
(For study and discussion purposes only)

With future redevelopment of the 101 Westlake Ave. N. block a preferred urban design solution would be to preserve a generous open space linkage from Denny Park to Westlake Ave. The concept suggests an increased building setback which could accommodate outdoor seating terraces, activities, and a double row of trees. The greenspace would provide a visual connection and band of green stretching from the Park to the 2200 Westlake development. Providing the additional setback could also be an amenity that would allow for bonuses under an incentive zoning system.

Consider preserving the small triangle at the foot of the Enso building as plaza space. A preferred urban design solution is to preserve a plaza that would enhance the linkage of public space to Denny Park. The plaza would provide the sense of a commons at the streetcar stop. A small kiosk or retail stand as a secondary element, would help to activate the plaza.

Enhanced crosswalk treatment such as colored or scored concrete would improve the intersection and help create a special urban place that connects across Denny Way. Stop bars should be included for visibility.

The intersection of Westlake and Denny, with Denny Park and the 101 Westlake Ave. N. infill site in the background.



Bumgardner Architecture Interiors Planning

11

URBAN DESIGN ANALYSIS COUNCIL ADOPTED STREET CONCEPT PLAN

Preferred Denny Way Street Section

Sidewalks

Sidewalks on the south side, where sites are constrained, should total 15' in width. (3' setback increase from base standard.) Sidewalks on the north side, where sites are less constrained and sun angle is favorable should total 18' in width. (6' setback increase from base standard.)

Landscape / Furnishing Zone

The Landscape / Furnishing zone adjacent to travel lanes should be 8' in width (including the required 3' clear zone at the roadway edge). No tree pit should be smaller than 6' x 8'. Landscaping should include buffering elements, such as thick evergreen planting or other features to a height of 18" - 36" inches. The buffer is meant to provide a sense of safety for pedestrians. Periodic breaks in the buffer

must be included for sidewalk access, and access to bus zones must be accommodated. Consistent street trees should be placed in the landscape/furnishing zone. Pedestrian scaled lighting in the 12' - 20' height range should be located at corners and intersections. Improved pedestrian 'eddies' at angled intersections should receive more generous landscaping improvements.

Pedestrian Zone

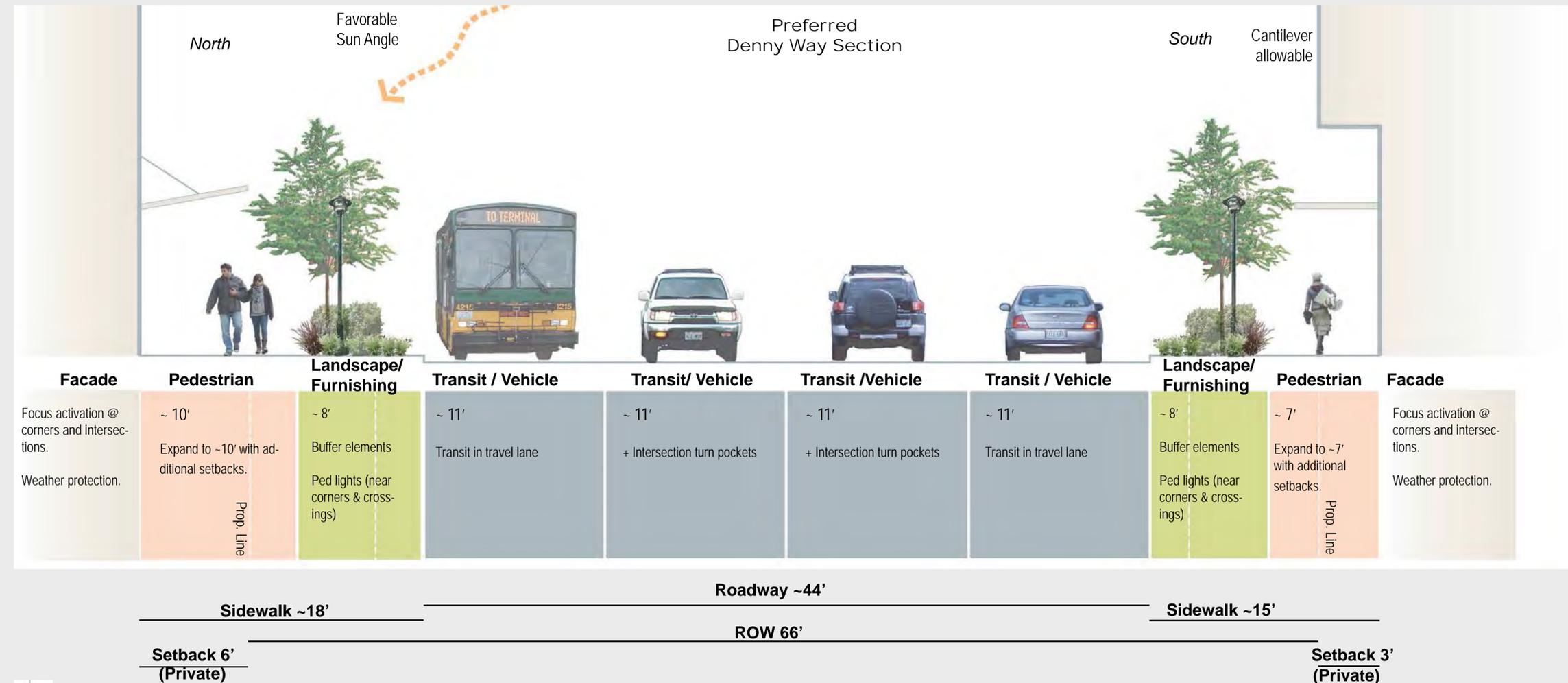
The pedestrian zone should total 10' in width on the north side, and 7' in width on the south side. The larger, north sidewalk accommodates a more direct east-west walking path not encumbered by angled intersections.

Bus Zones

Bus zones should be integrated with the building facade where possible. Canopy overhead weather protection attached to the building is preferred, allowing bus shelter removal. Lean rails, benches and under-canopy lighting as consistent with Metro standards should be included. Since Denny Way sidewalk space is limited, explore opportunities to expand bus waiting areas through use of cross-street Right of Way.

Facade Activation

Facade activation should be focused at corners and intersections. Facade activation such as retail, and entrances should be placed at these key locations. Mid-block frontages onto Denny Way should include building transparency and careful selection of quality materials.



Bumgardner Architecture Interiors Planning

3 DESIGN GUIDELINES

DESIGN GUIDELINES

CS1 NATURAL SYSTEMS AND SITE FEATURES



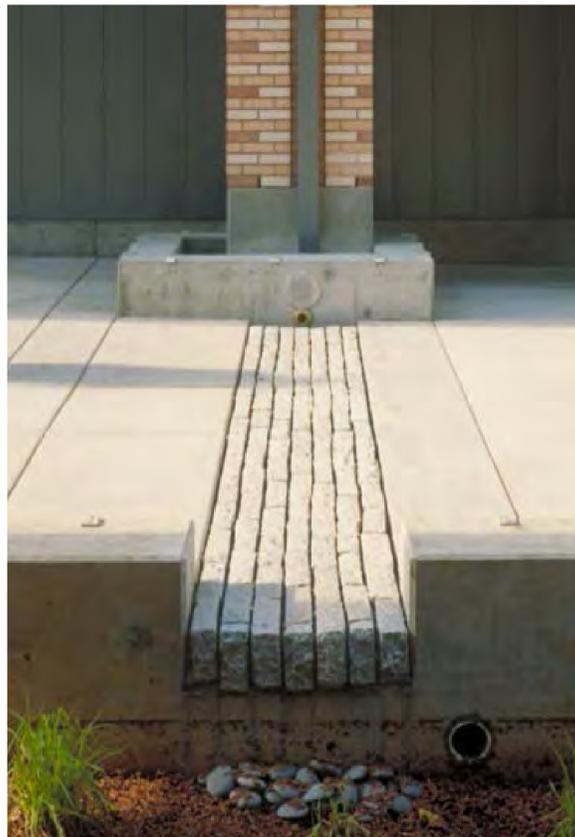
USE NATURAL SYSTEMS AND FEATURES OF THE SITE AND ITS SURROUNDINGS AS A STARTING POINT FOR PROJECT DESIGN.

I. RESPONDING TO SITE CHARACTERISTICS

New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design* (LEED) manual which provides additional information.

Examples include:

- i. Solar orientation
- ii. Storm water run-off, detention and filtration systems
- iii. Sustainable landscaping
- iv. Versatile building design for entire building life cycle



RESPONSE

The through-block connection increases the pedestrian connection through the site and emphasizes the network of cross-block spaces within the neighborhood. The topography of the site will be used to create a series of spaces geared toward varied activities and programs – amphitheater, market spaces, public performance spaces, passive respite, active engagement, garden spaces, etc. Locating the largest portion of the plaza at the south west corner of the site takes advantage of the solar access that the wide Denny Avenue provides.

CS2 URBAN PATTERN AND FORM



STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.

I. RESPONDING TO SITE CHARACTERISTICS

- i. Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes.

III. GATEWAYS

Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place.

IV. HEART LOCATIONS

Several areas have been identified as “heart locations.” Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building’s primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity.



RESPONSE

The two southern corners of the property will be defined with pedestrian open areas to highlight connections to the neighborhood. A larger, market focused plaza on the west side responds to Denny Park and the Bell Street termination. A more intimate, partially-covered plaza is proposed at the Westlake intersection to provide relief from the busy pedestrian and automobile gateway to SLU.

DESIGN GUIDELINES

CS3 ARCHITECTURAL CONTEXT AND CHARACTER



CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.

I. HEIGHT, BULK, AND SCALE

- i. Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- ii. Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; accent trim.

II. ARCHITECTURAL CONTEXT

- i. Support the existing fine-grained character of the neighborhood with a mix of building styles.
- ii. Re-use and preserve important buildings and landmarks when possible.
- iii. Expose historic signs and vintage advertising on buildings where possible.
- iv. Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.
- v. Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas.
- vi. Respond to the unique, grass roots, sustainable character of the Cascade neighborhood.

RESPONSE

The proposed cross-block public space will integrate the retail and lobby entrances of the buildings in a manner that blurs the lines between public and private realms. The public realm is visually expanded by incorporating views through the tower lobbies. The inner block faces of the podiums offer an opportunity for finer level detailing and texture particularly at the set back of the lower two levels to create a double height loggia. The tower locations, orientations and shaping will all be geared toward preventing a canyon experience on the site while encouraging tenants of the tower to have active engagement at various levels with the public plane.

PL1 CONNECTIVITY



COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.

I. HUMAN ACTIVITY

- i. Keep neighborhood connections open, and discourage closed campuses.
- ii. Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- iii. Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

II. LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

- i. Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.

III. PEDESTRIAN OPEN SPACES AND ENTRANCES

New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way.

RESPONSE

In addition to the pedestrian through block connection connecting Westlake and 9th, the existing alley is used to connect through the site from John, a proposed green street, to Denny. This connection encourages an open feel and pedestrian access to the site from all sides of the block to better activate the plazas. It will also link higher activity areas and streets with lower activity areas and streets. Podium level amenities will allow for a visual and physical connection to Denny Park on the west side and views down Westlake on the east side.

DESIGN GUIDELINES

PL2 WALKABILITY



CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.

I. STREETScape COMPATIBILITY

The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.

- i. Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- ii. Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.
- iii. Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

II. PERSONAL SAFETY AND SECURITY

Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are:

- i. enhanced pedestrian and street lighting;
- ii. well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street;
- iii. police horse tie-up locations for routine patrols and larger event assistance.

RESPONSE

Permeable retail frontage and larger sidewalks at the ground level retail will allow for an activated pedestrian realm featuring built-in seating integrated with the landscape and the potential for movable tables and seating throughout.



DC3 OPEN SPACE CONCEPT



INTEGRATE OPEN SPACE DESIGN WITH THE DESIGN OF THE BUILDING SO THAT EACH COMPLEMENTS THE OTHER.

I. LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

- i. Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
- ii. Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- iii. Retain existing, non-intrusive mature trees or replace with large caliper trees.
- iv. Water features are encouraged including natural marsh-like installations.
- v. Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

II. LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

III. LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

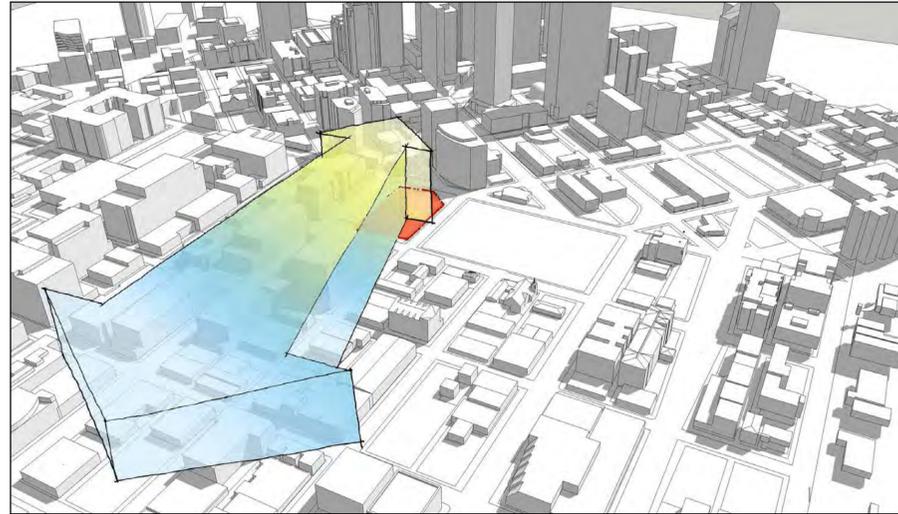


RESPONSE

Landscaping, and lighting will be used throughout the site to define the plazas at a more pedestrian scale. The continuity of the pedestrian plazas and through block connections provides opportunities for weaving a broader story that connects the busy retail of Westlake Ave. N and Denny Way with Denny Park and the John Street green street. This includes modulation of the inner block tower podiums to soften and scale the pedestrian experience.

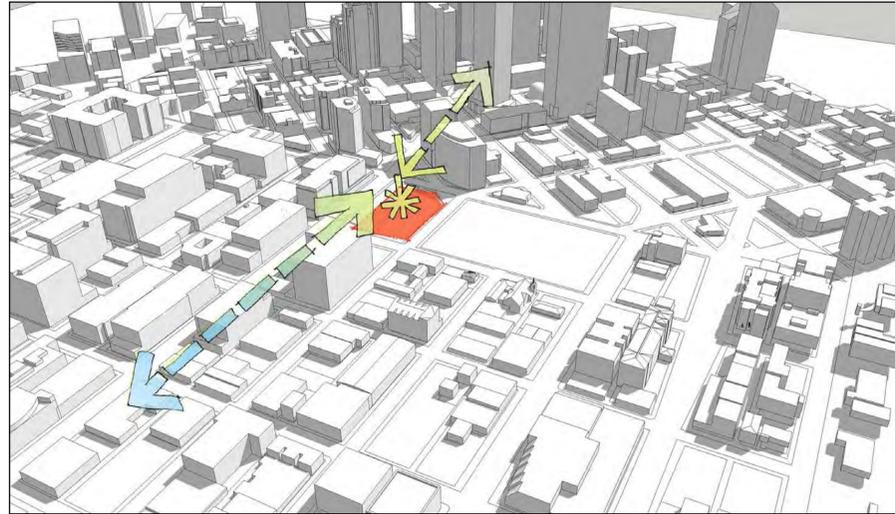
4 SITE ANALYSIS

SITE ANALYSIS URBAN CONTEXT



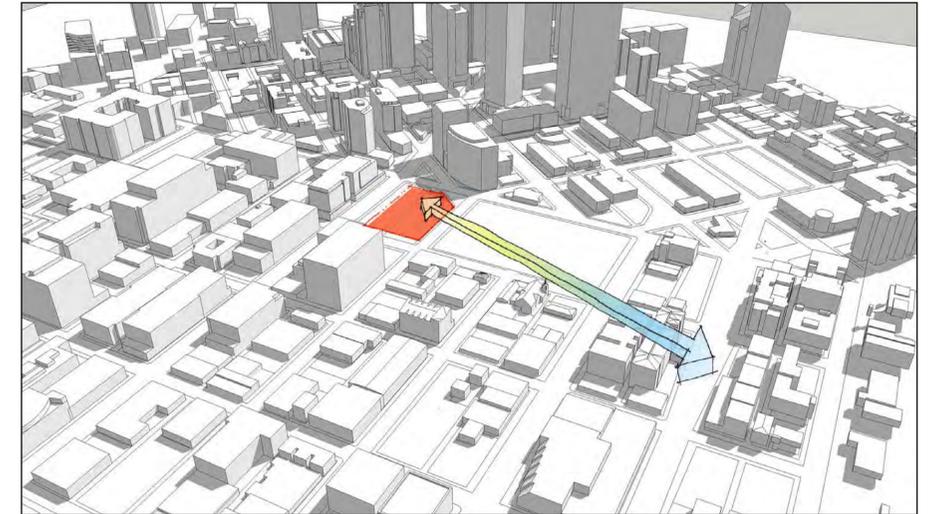
JOHN STREET TO LAKE UNION

Maximizing the allowable FAR will provide the freedom to explore design with dramatic presence creating visual linkages between the Denny Triangle, Downtown and South Lake Union



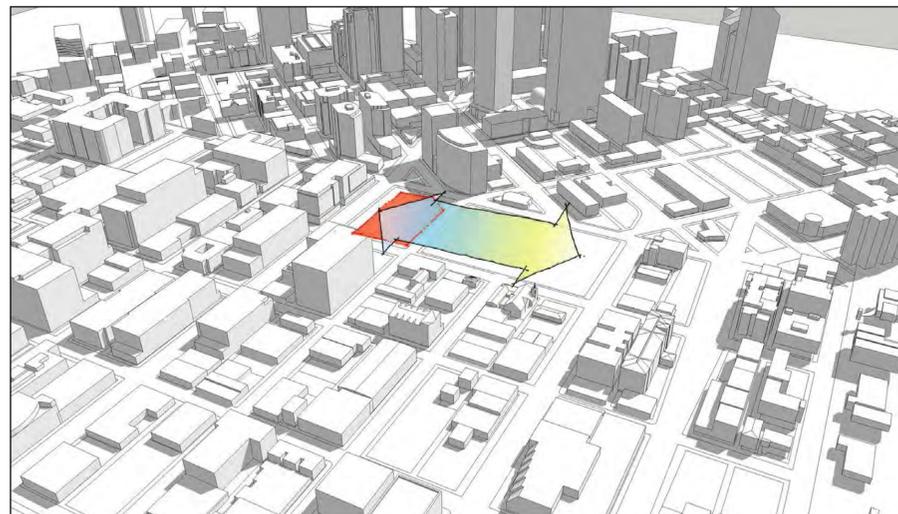
ENHANCE THE BOULEVARD

Establish Westlake as 'the boulevard that serves as a Gateway to South Lake Union providing enhanced access to public transportation solidifying the street's identity as a prominent neighborhood thoroughfare



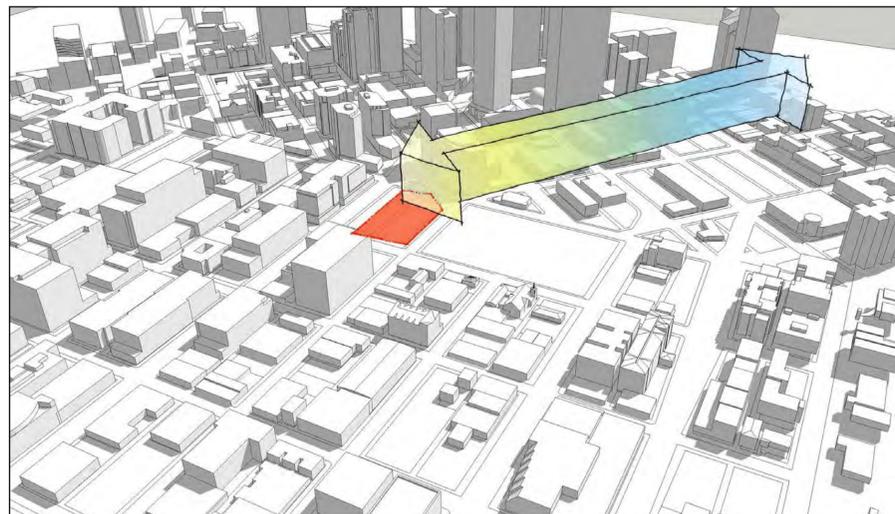
ENHANCE NEIGHBORHOOD FABRIC

Take advantage of visual connection to Seattle Center and downtown while investing in pedestrian scaled public spaces and continued place-making helping to complete the intersection identity initiated by 2200 Westlake, 2201 Westlake, and Rollin Street Flats.



OWN THE PARK

Utilizing Denny Park as a project amenity presents an extraordinary opportunity to incorporate intrinsic elements of nature and public gathering into the fabric of the design.



BELL STREET TO ELLIOT BAY

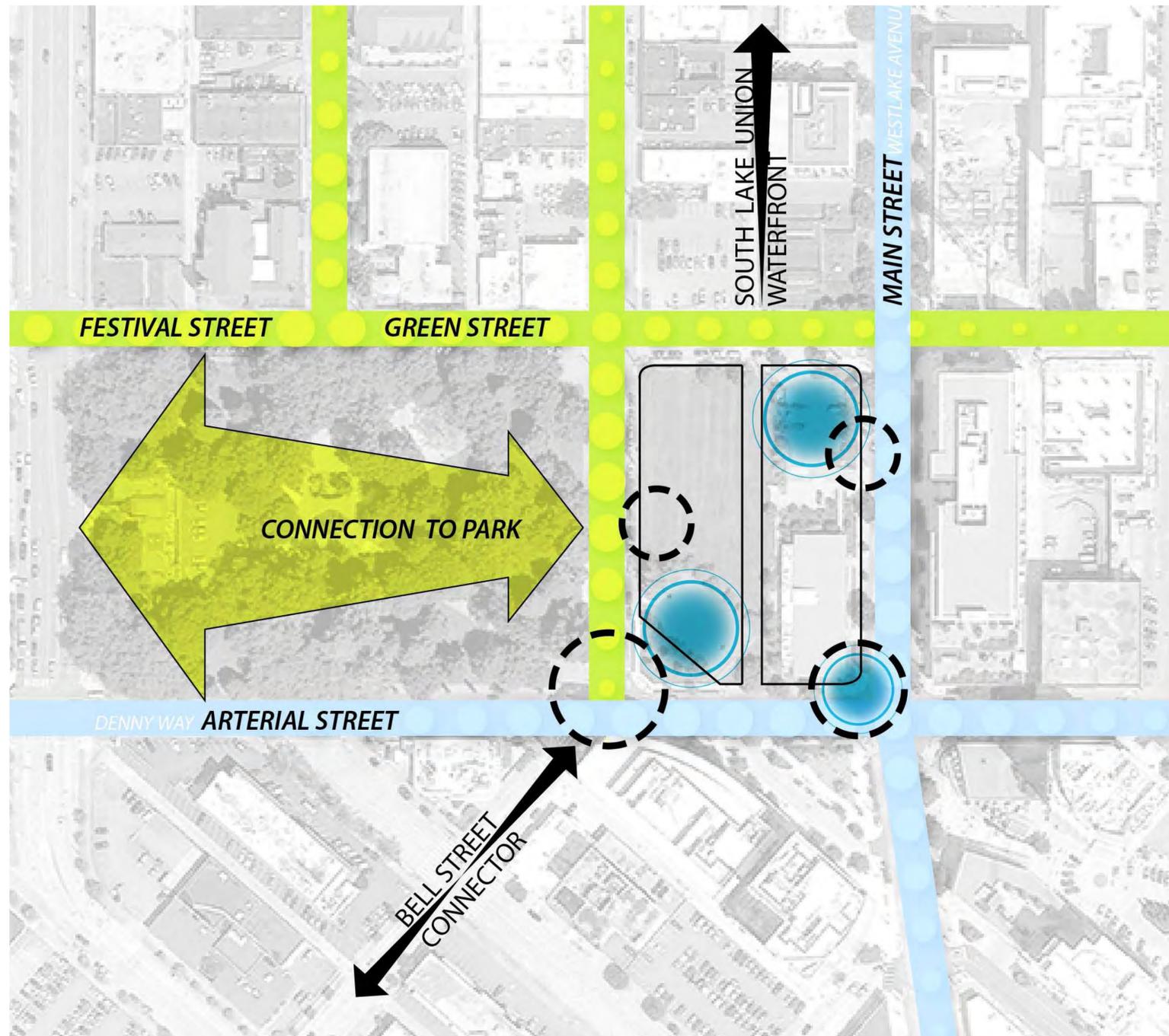
Linking two important residential and commercial areas, this site is at a prime intersection poised to become a retail destination that will promote a strong and vibrant identity at street level. Exploring ideas of connection will promote an undeniable sense of place.



GREEN CONNECTIVITY

A vital archipelago of existing open spaces, gateway and heart locations, site strategy seeks to enhance the language of connectivity and public experience through a strategic site response.

SITE ANALYSIS URBAN CONTEXT



GREEN STREETS:

- Create “soft” pedestrian bike friendly street connecting main arterials
- Bike friendly corridors
- Festival streets become green venues and destinations
- Connect to open space

OPEN SPACE

1. Corner to corner retail display
2. Sidewalk dining on John and Westlake
3. Mixed social destinations with covered outdoor seating: Beer Garden Plaza, Coffee, Public House, etc.
4. Mid-block coffee plaza
5. Denny Park Portal to Westlake
6. “Eyes on the Park and Street”: Visual connection , character, and transparency between live/work, and residential-serving retail
7. Bell Street Portal: Landscape and art connection

SHOPPING STREETS

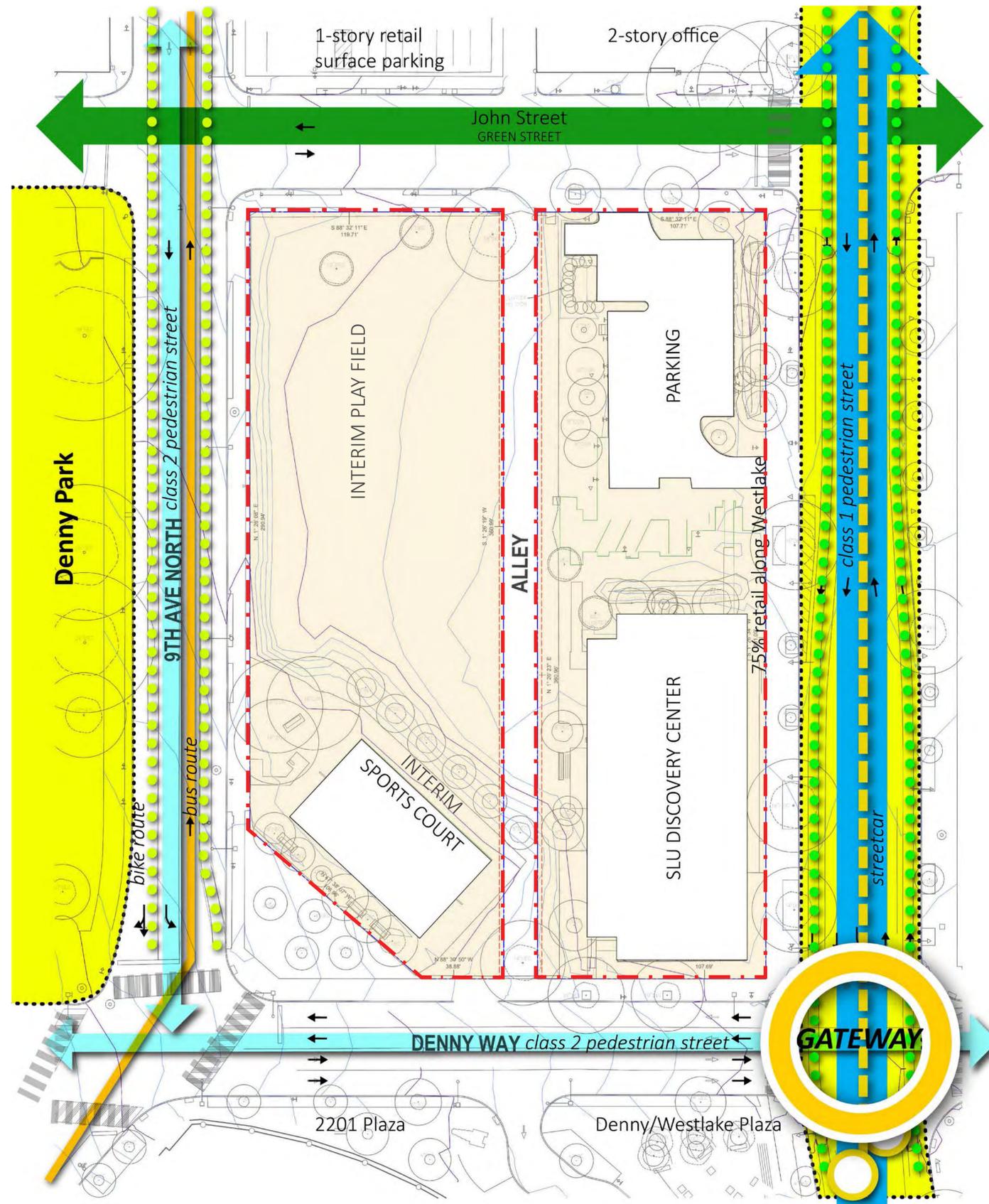
- Corner to corner retail display
- Sidewalk dining on John and Westlake
- Mixed social destinations with covered outdoor seating: Beer Garden Plaza, Coffee, Public House

SEATTLE CONNECTORS

- Connect to Seattle
- Connect to waterfront
- Serve as catalyst corridor for redevelopment
- Vital bike and pedestrian connector between Downtown/SLU

-  site identity gateways
-  primary retail opportunity
-  bike lanes and green streets
-  primary arterials

SITE ANALYSIS EXISTING USES & STRUCTURES



- CLASS I PEDESTRIAN
- CLASS II PEDESTRIAN
- GREEN STREET
- BIKE
- BUS ROUTE
- SOUTH LAKE UNION STREETCAR
- GATEWAY LOCATION*
- HEART LOCATION*

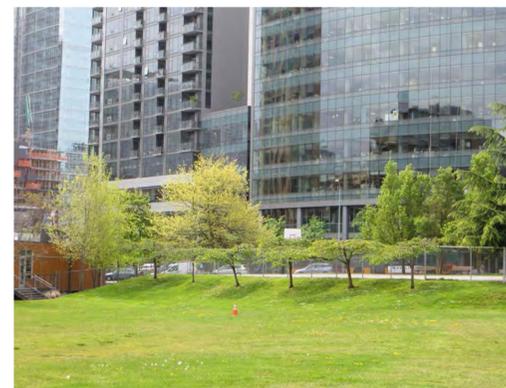
*adopted by the city per SLU Neighborhood Design Guidelines



SLU DISCOVERY CENTER



SPORTS COURT

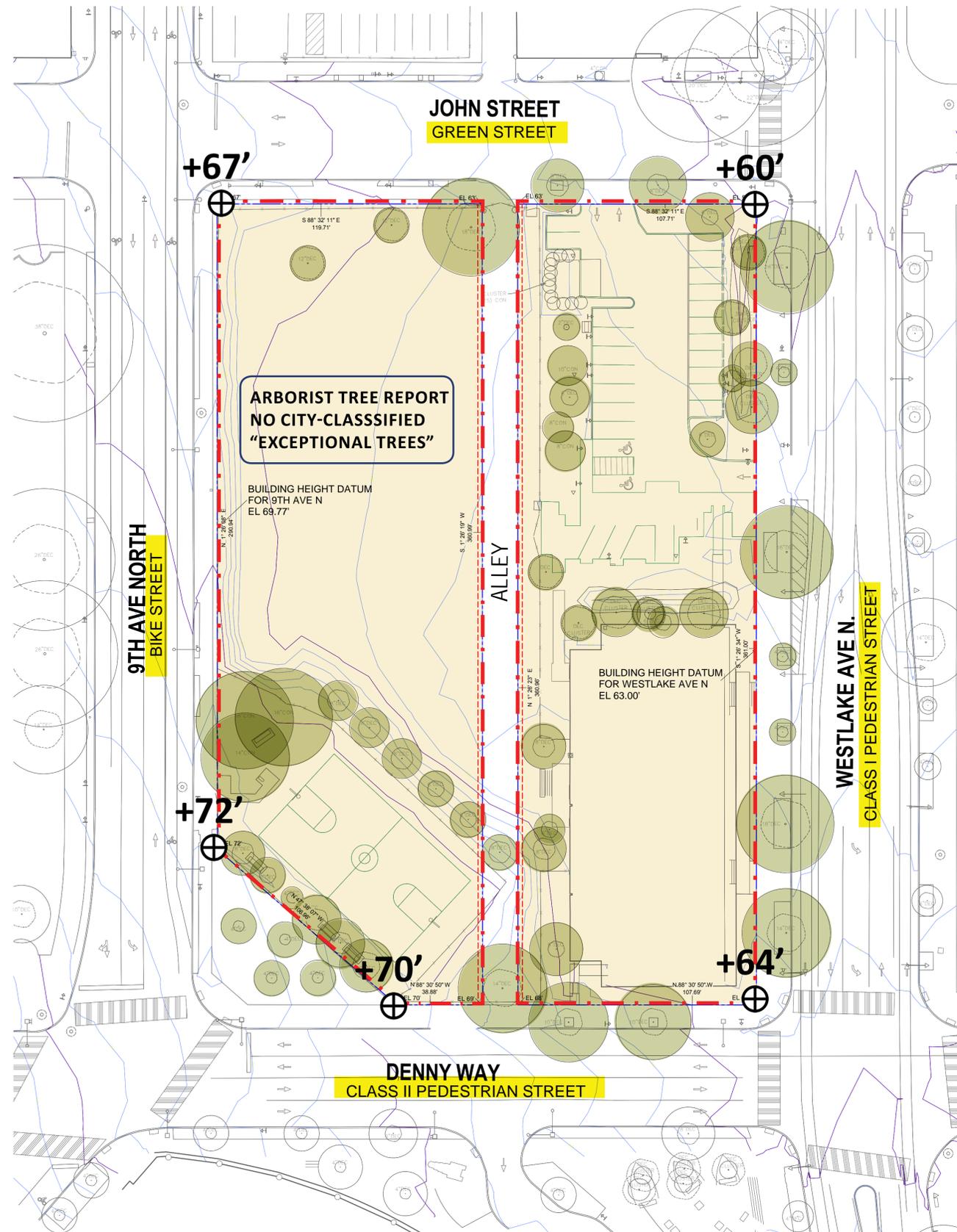


PLAY FIELD



PARKING LOT

SITE ANALYSIS TOPOGRAPHY & TREE SURVEY



WESTLAKE STREET TREES



JOHN STREET TREES



DENNY WAY STREET TREES

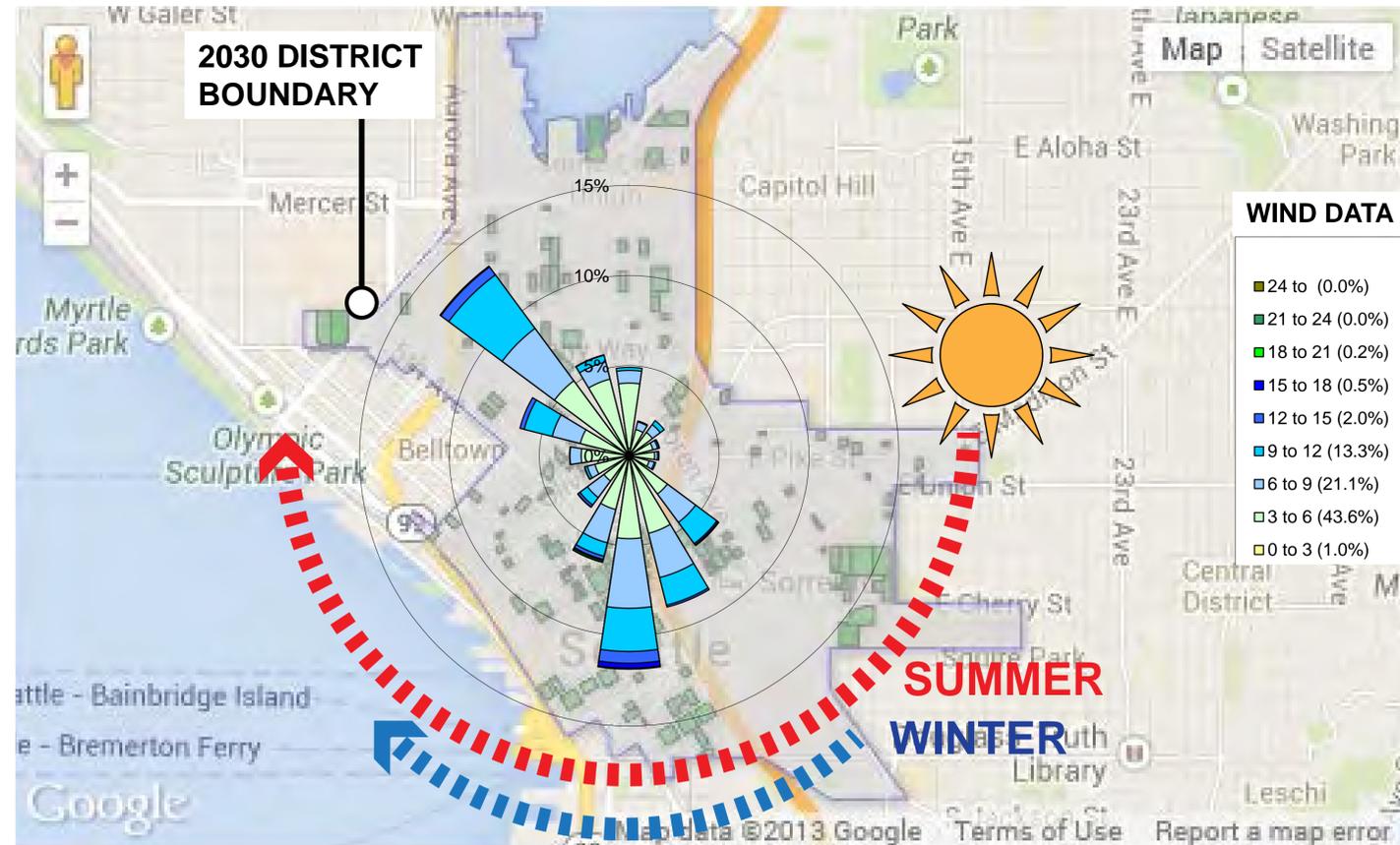


9th AVENUE STREET TREES

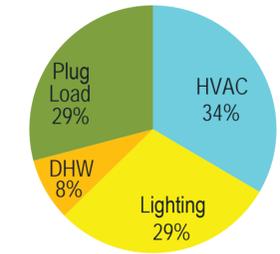
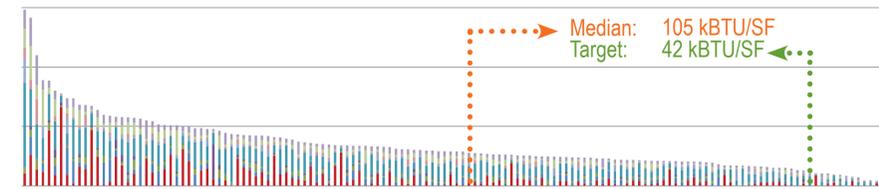
SITE ANALYSIS CLIMATE

Seattle has a mild climate perfectly suited for natural ventilation strategies for most of the cooling season. Summers tend to be mild and sunny with few hours above 80°F and low relative humidity. Furthermore, even on the hottest days, the temperature drops back down to below 70 degrees at night, making the use of thermal mass and phase change materials with night flush ventilation a viable design strategy.

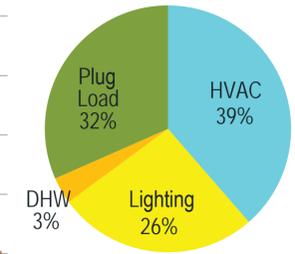
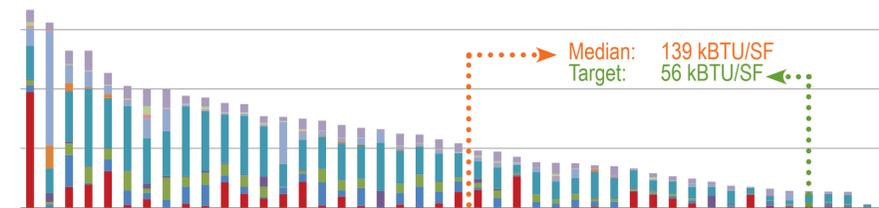
The map below shows the extent of the 2030 district in Seattle—which includes Block 48. There is a predominant regional headwind coming from the south going up towards Lake Union, and a secondary wind from the north-northwest. Westlake Avenue is a primary wind corridor while the open space of Denny Park pulls wind across the site. Locating the office building in this corridor creates the opportunity to take advantage of natural air currents already prevalent across the site. The site sits on the east side of Denny Park, and so it makes sense to pull the taller tower as far north as possible to avoid shading the park. Orienting the residences to the south will allow for some winter solar heat gain in the south facing units.



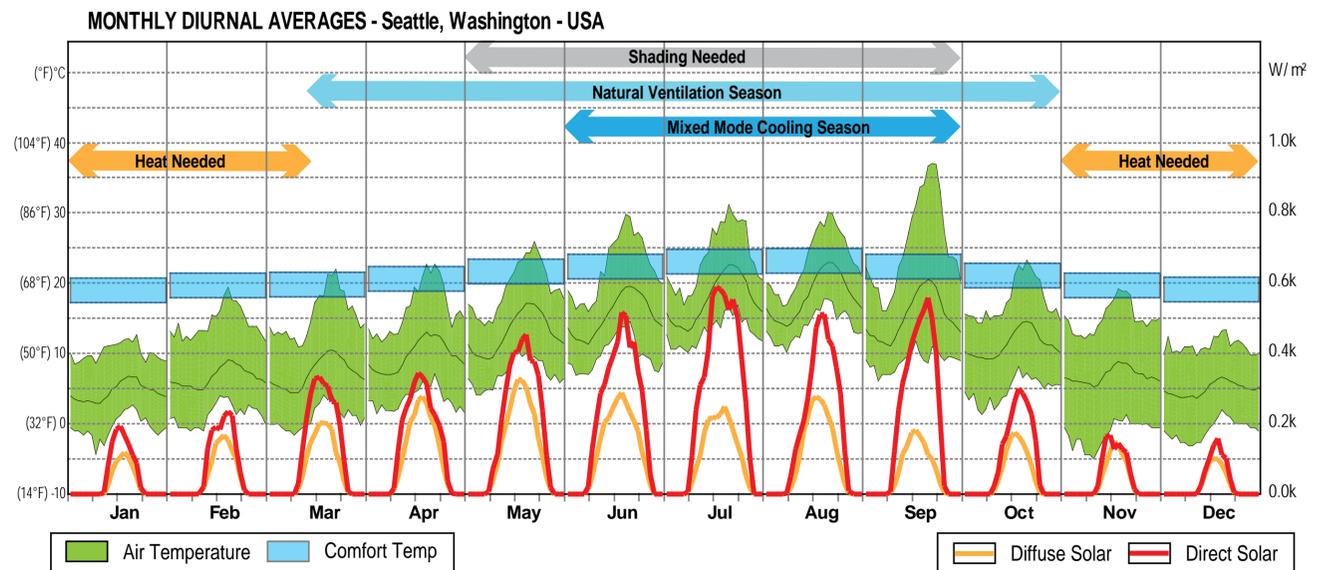
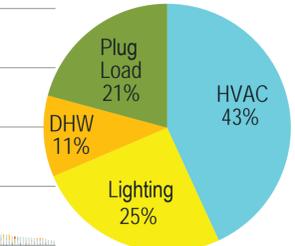
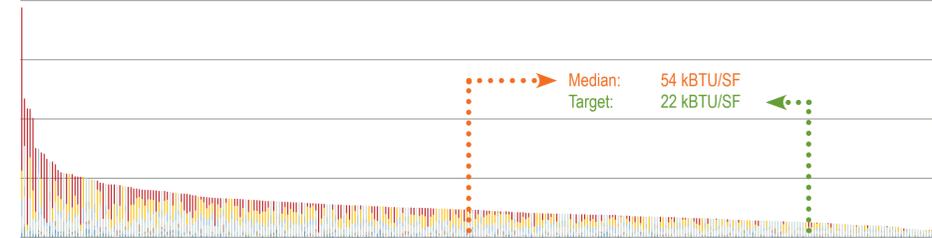
Office Energy Use Intensities



Retail Energy Use Intensities



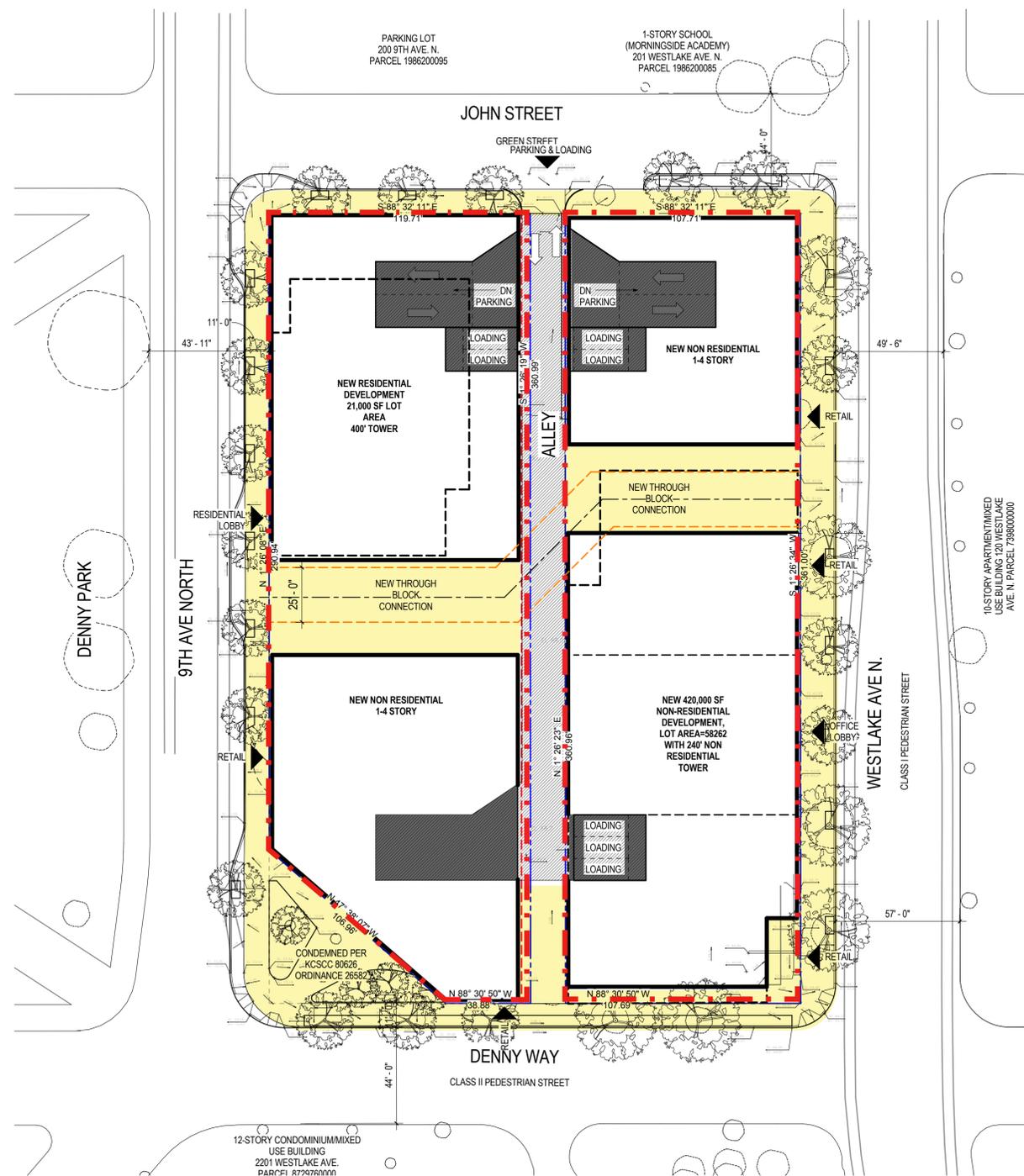
Residential Energy Use Intensities



5 SITE/MASSING OPTIONS

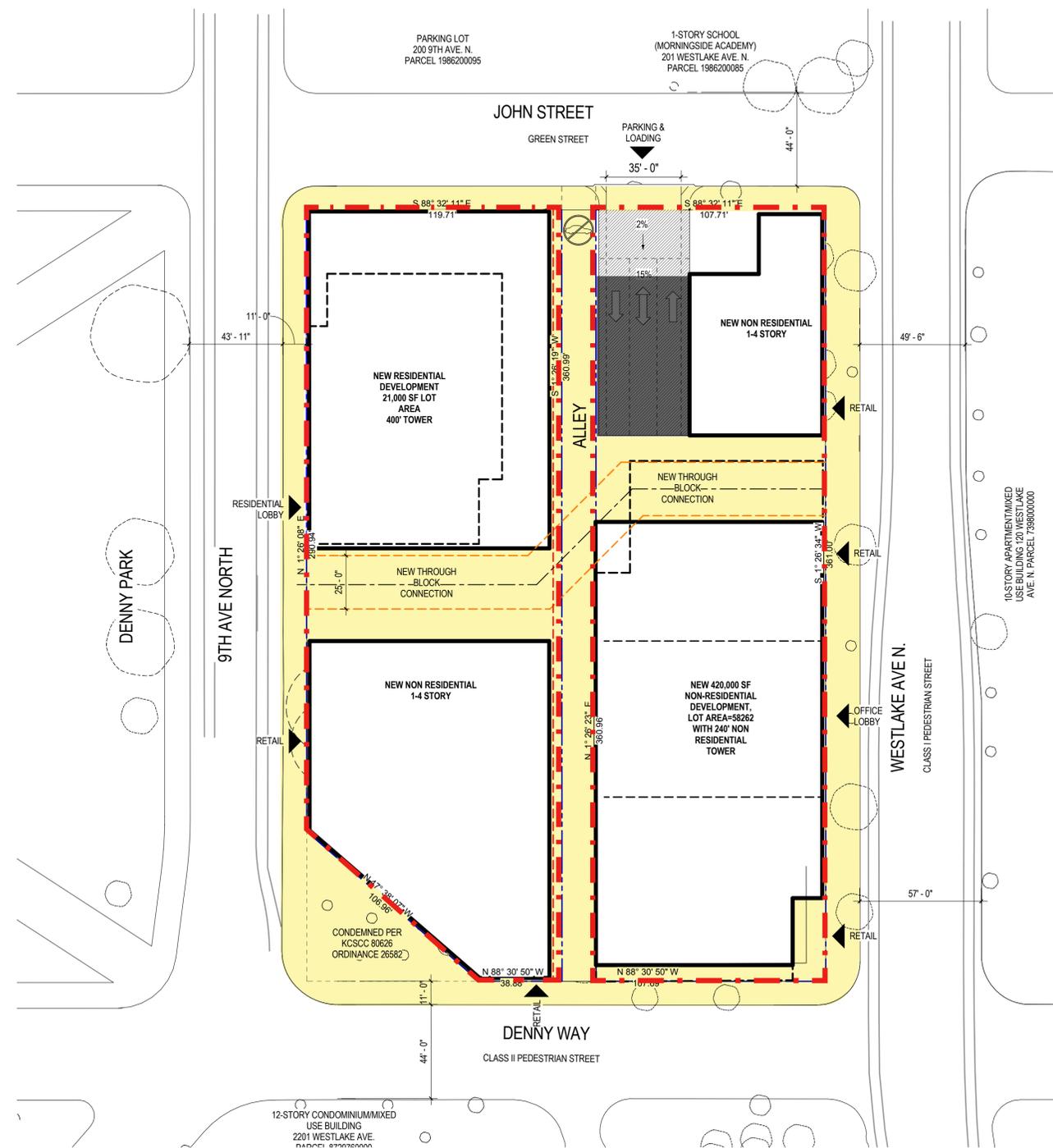
SITE/MASSING OPTIONS CODE COMPLIANT ALLEY VACATION OPTIONS

A SEPARATE BELOW-GRADE PARKING
WITHOUT SUBTERRANEAN ALLEY VACATION



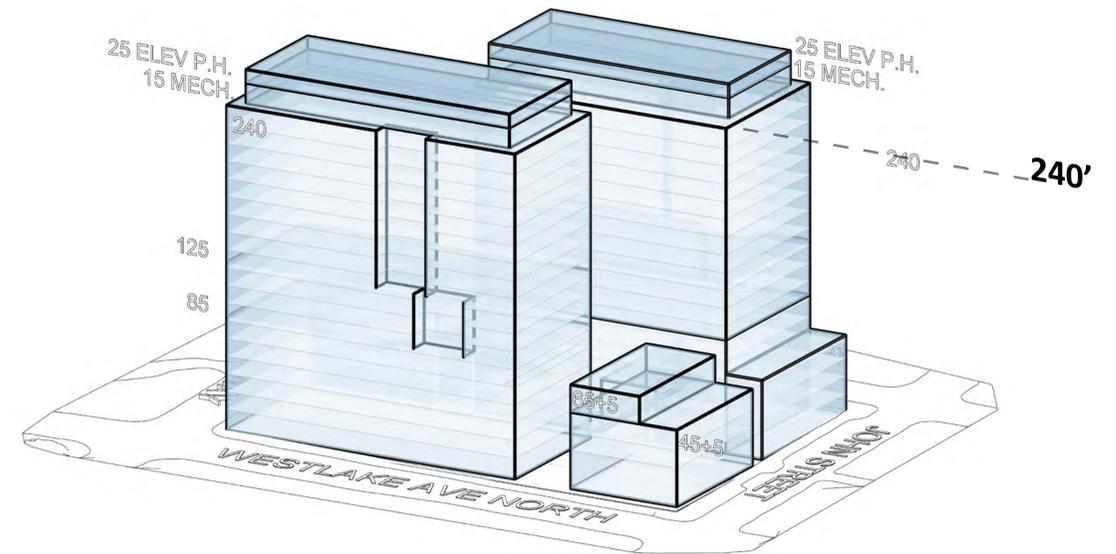
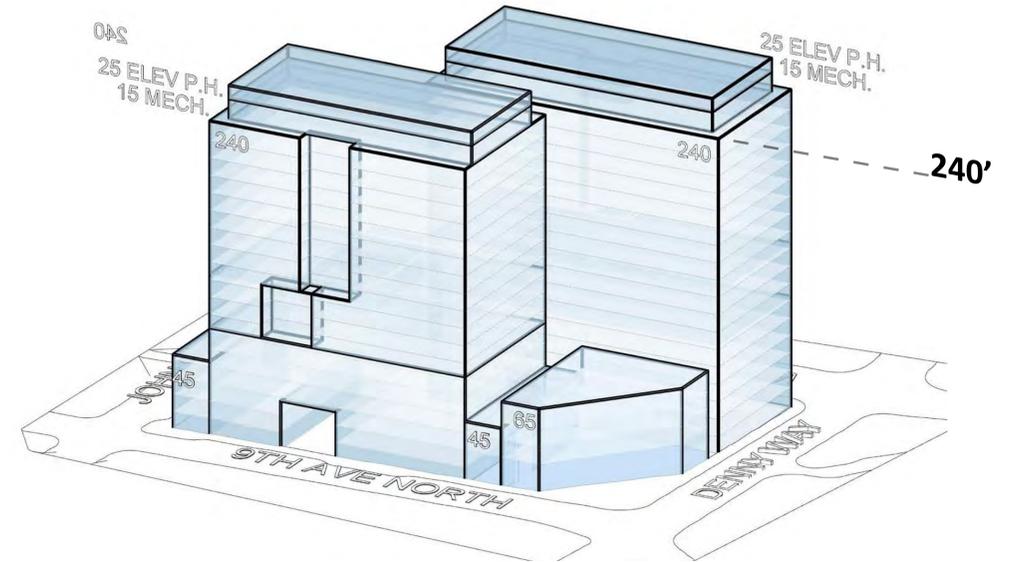
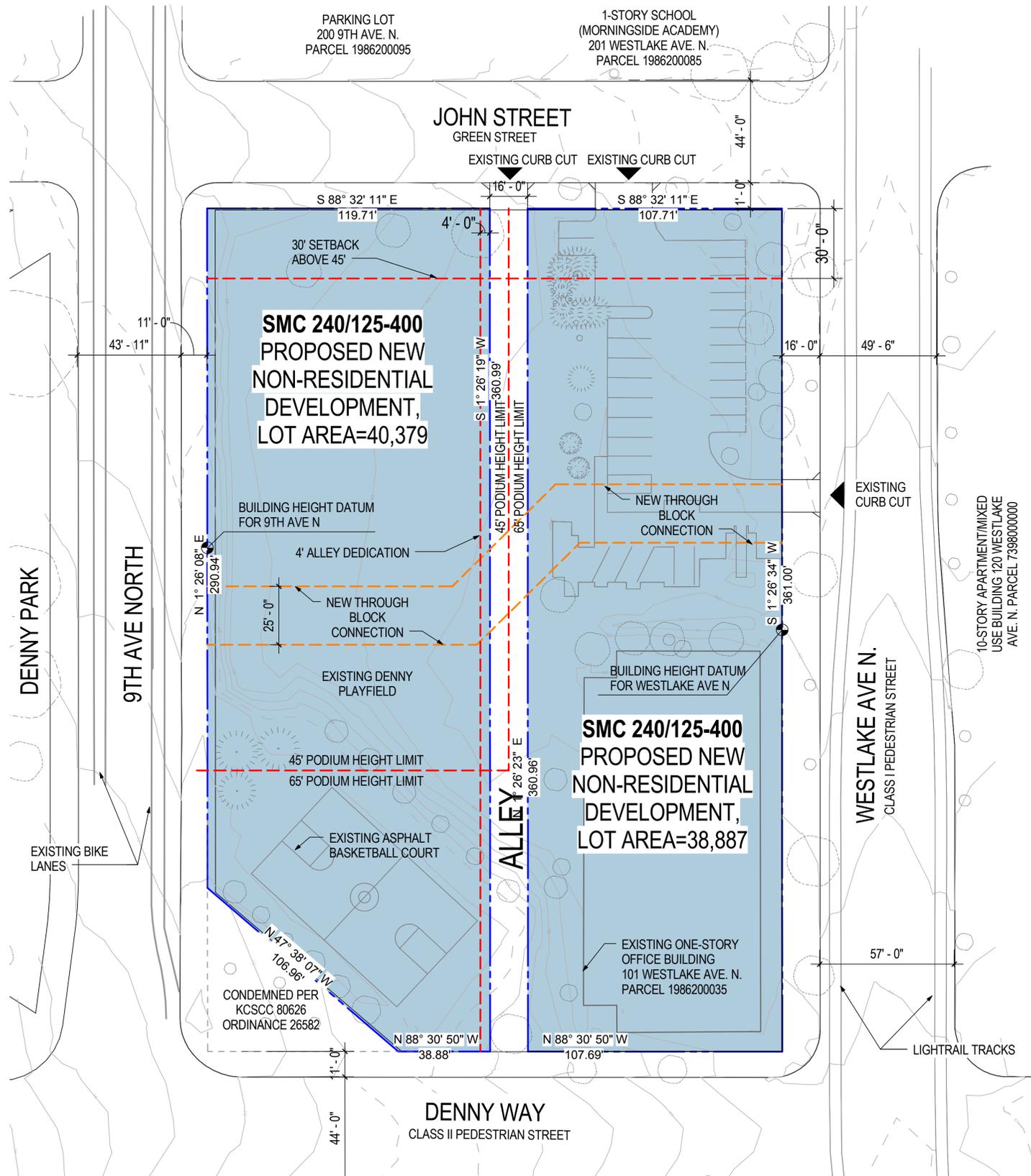
B PREFERRED
SHARED BELOW GRADE PARKING & LOADING
WITH SUBTERRANEAN ALLEY VACATION

NOTE: NO VEHICULAR ACCESS TO ALLEY RIGHT-OF-WAY SUBJECT TO SDOT APPROVAL



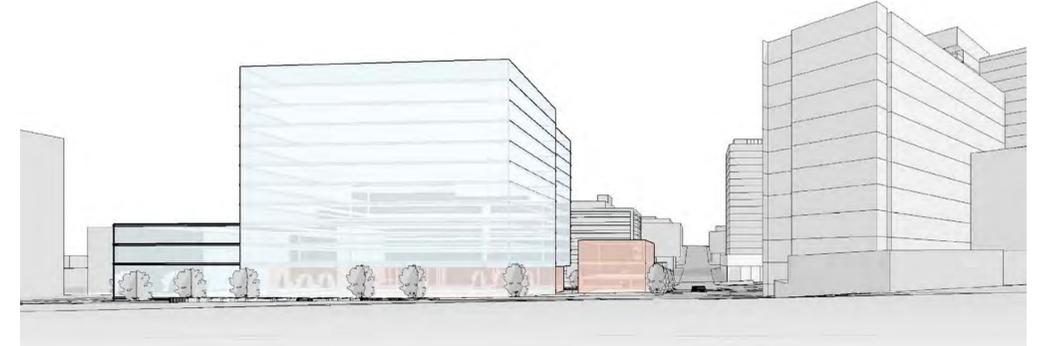
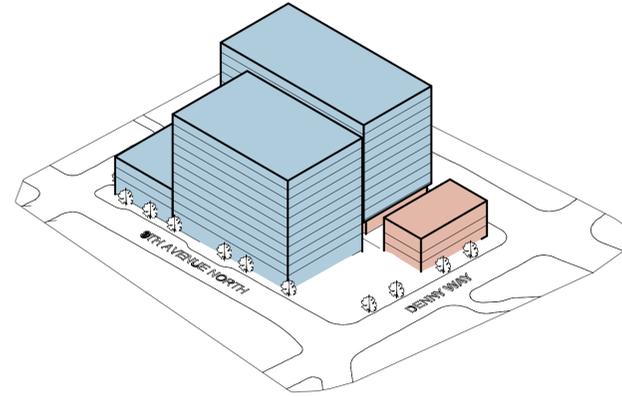
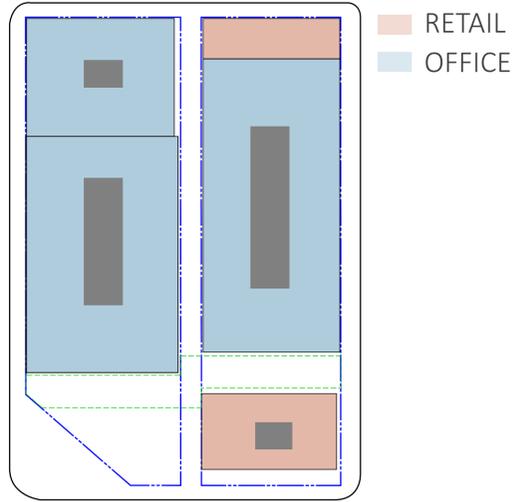
***MORE DETAILED SITE
PLANS BEGIN ON PG. 56**

SITE/MASSING OPTIONS ALL-COMMERCIAL MAX ZONING ENVELOPE

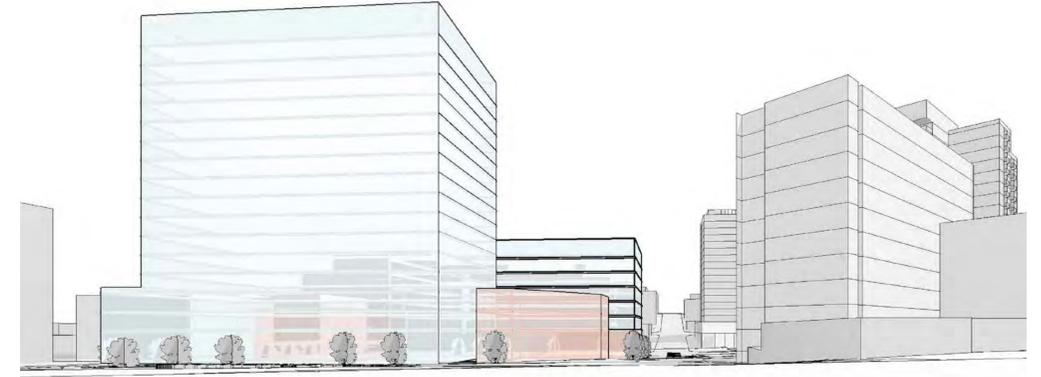
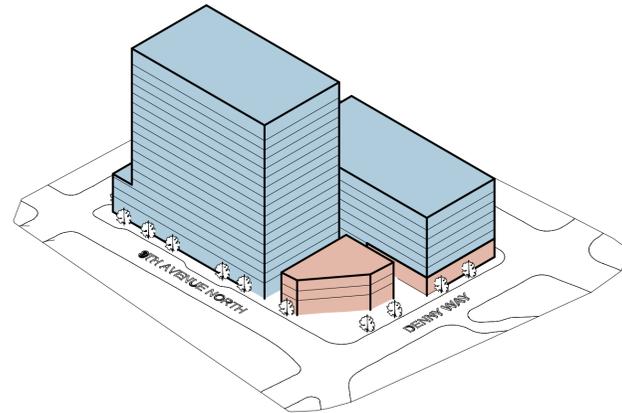
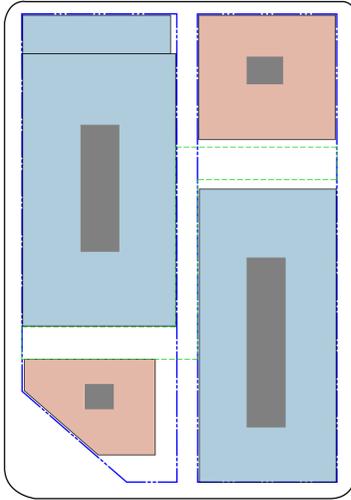


SITE/MASSING OPTIONS **ALL-COMMERCIAL**

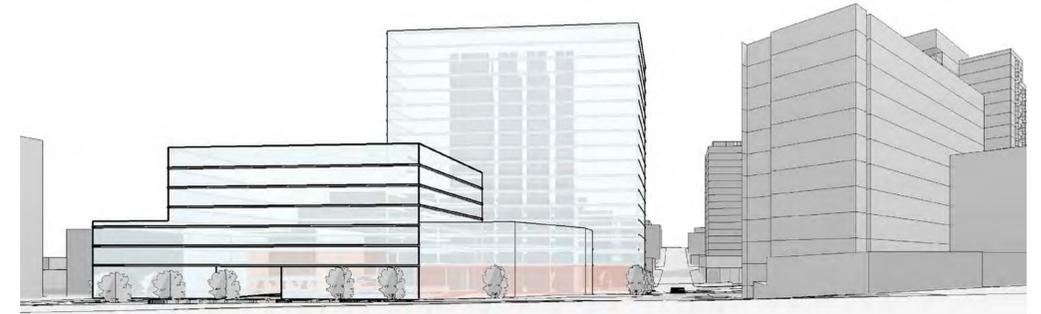
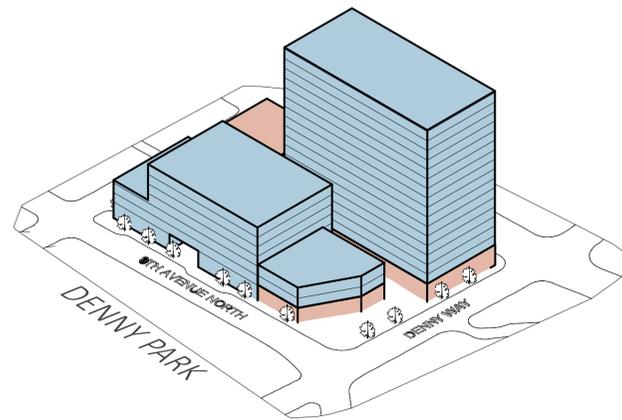
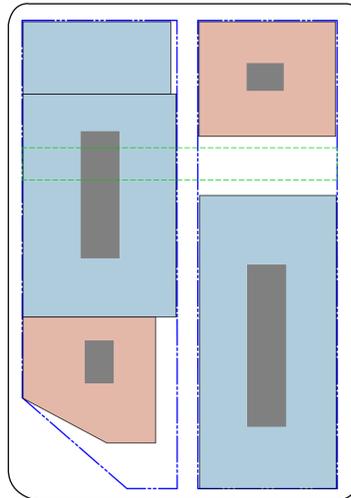
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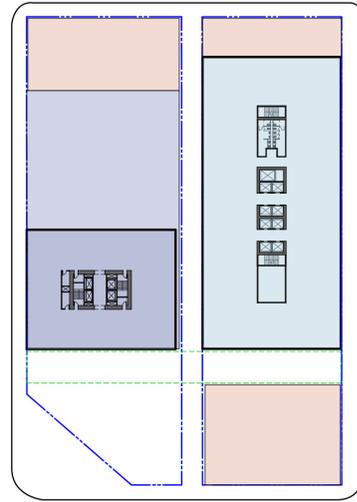


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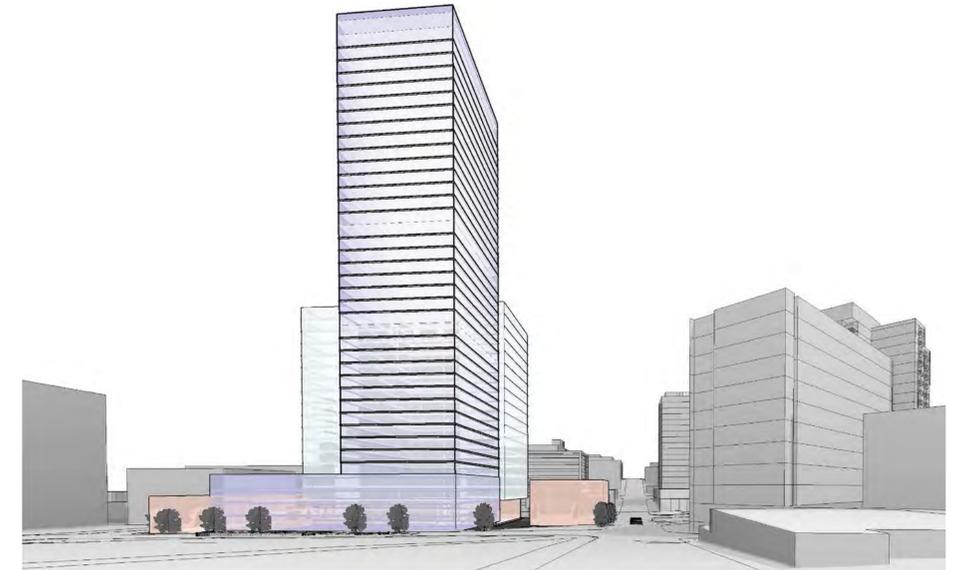
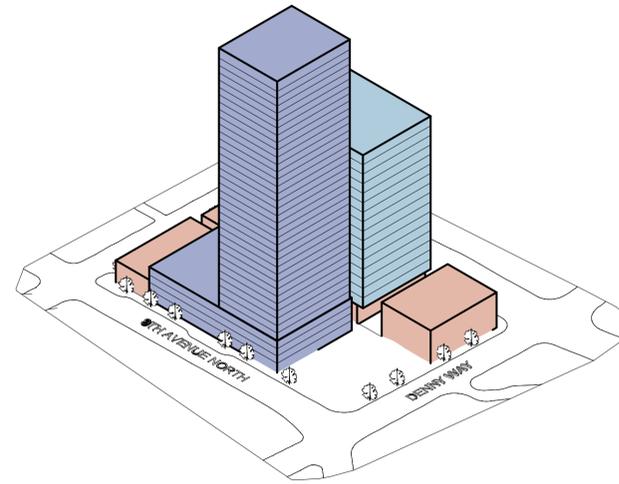


SITE/MASSING OPTIONS **MIXED-USE**

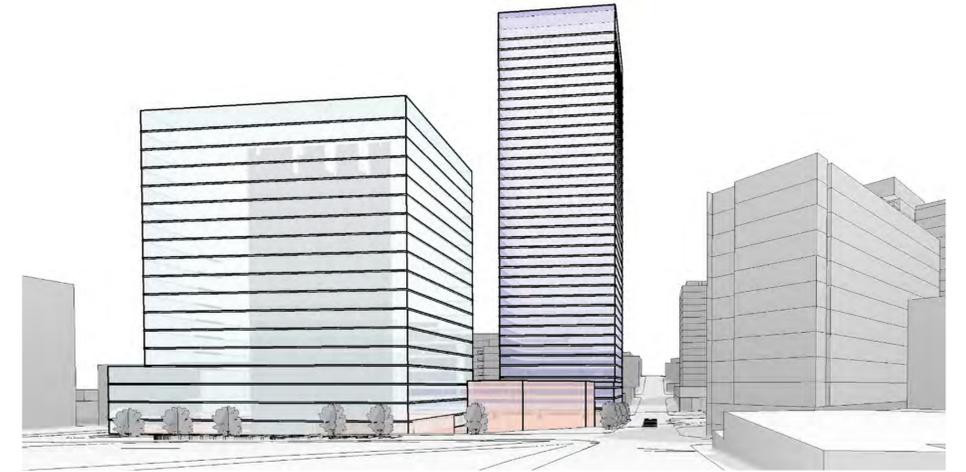
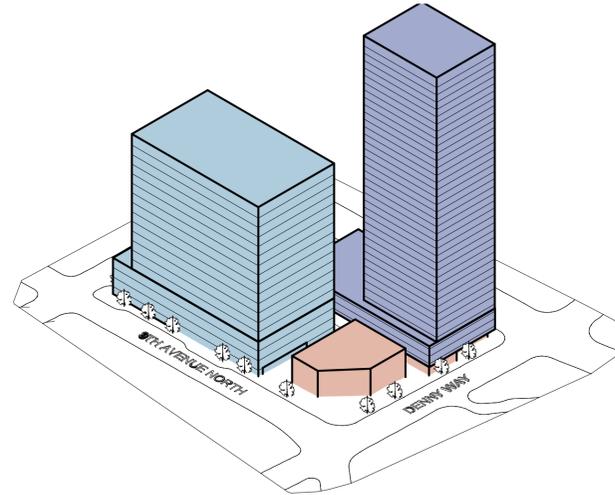
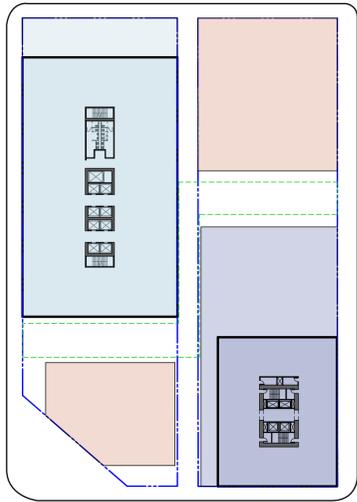
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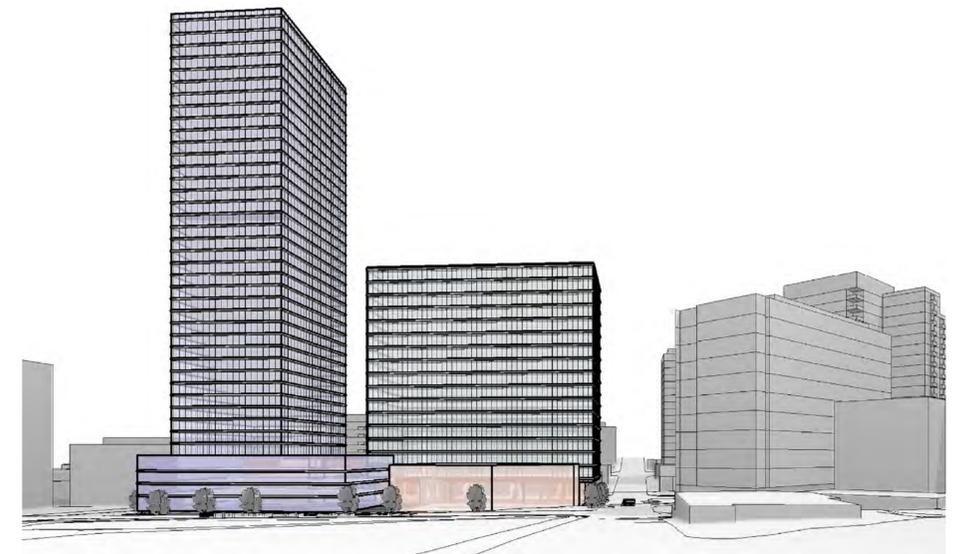
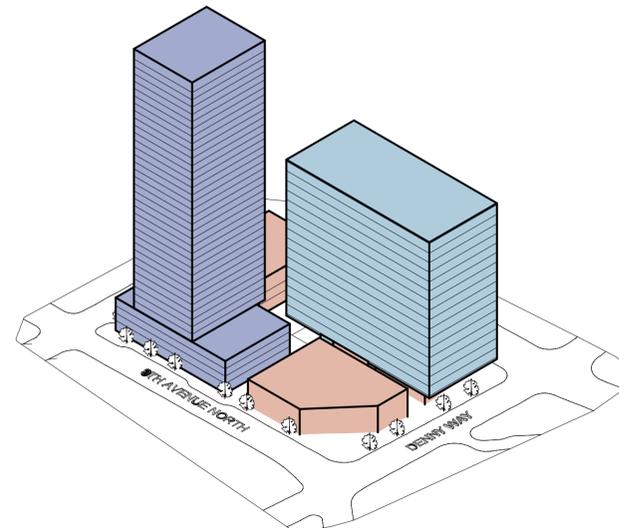
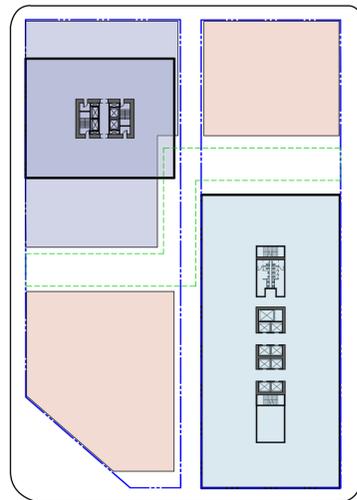
- RETAIL
- RESIDENTIAL
- OFFICE



5



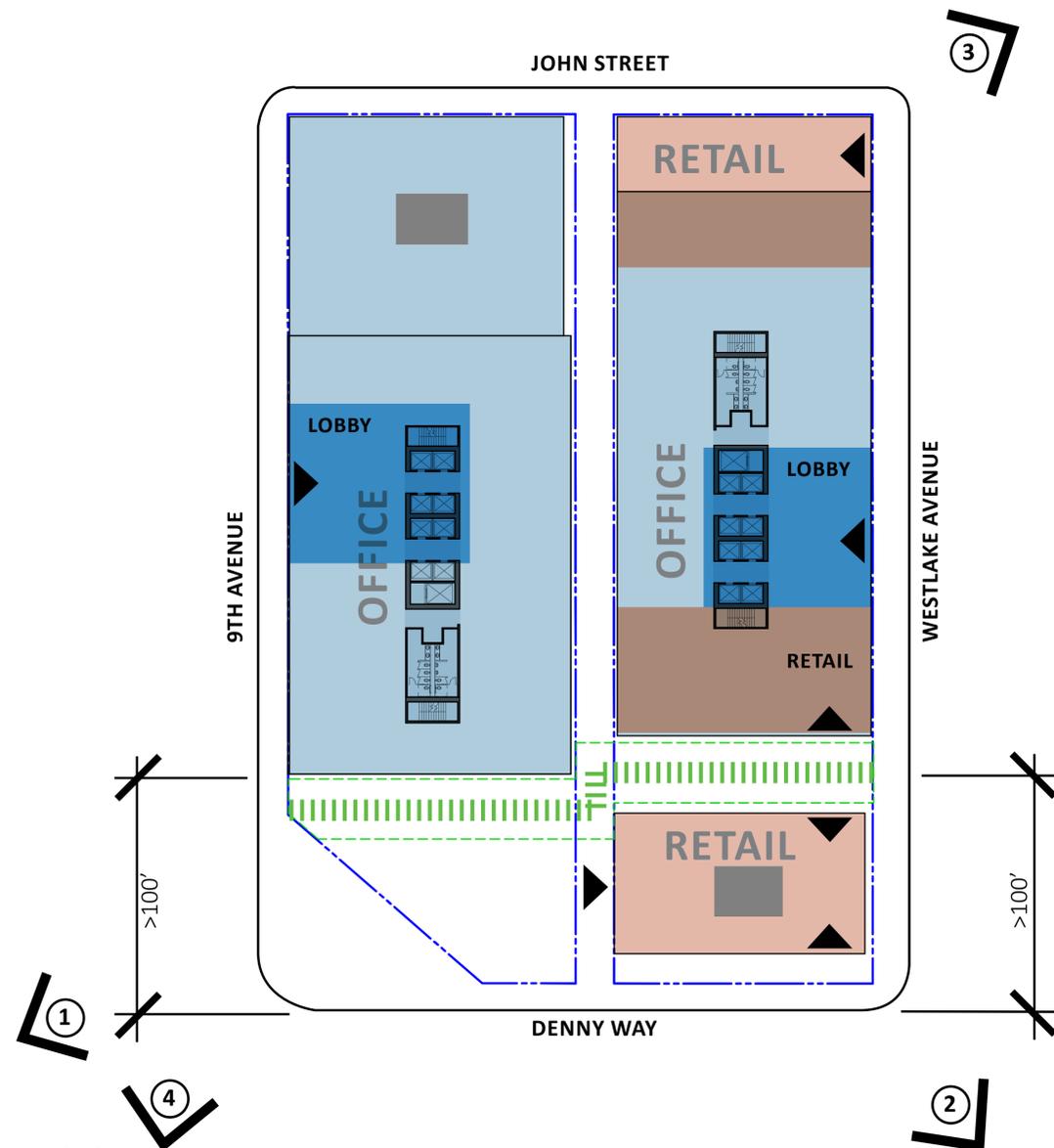
6



SITE/MASSING OPTIONS **ALL-COMMERCIAL** (CODE COMPLIANT WITH DEPARTURES)

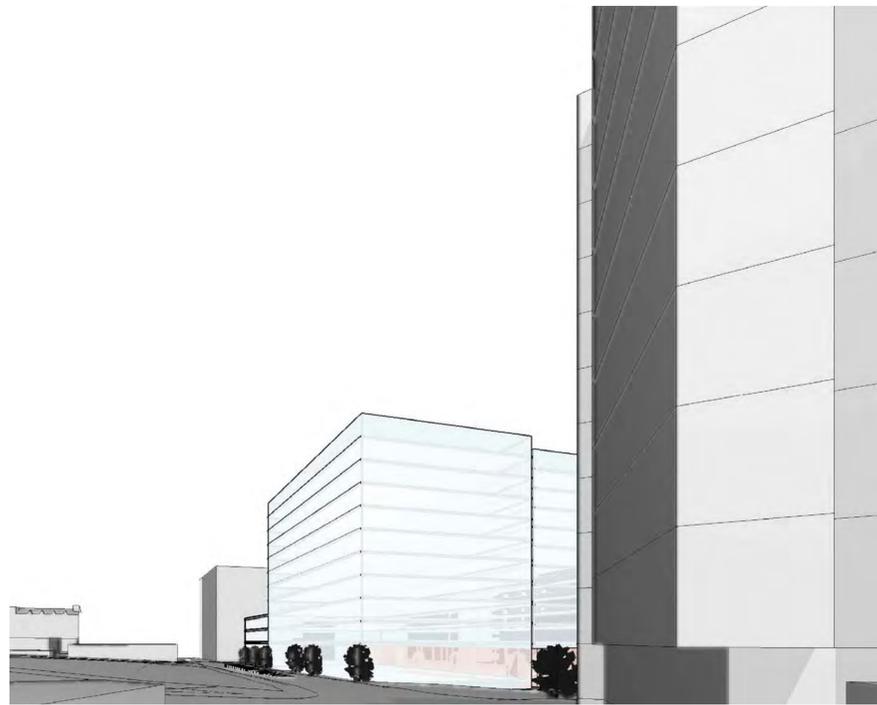
1

- + Complementary open space facing Park
- + Fully complements Denny Streetscape Plan with open space along Denny
- + Stand-alone retail at Gateway location of Denny and Westlake
- Compromised views and daylight due to tower overlap and proximity
- Shadows on Denny Park in morning hours
- May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th

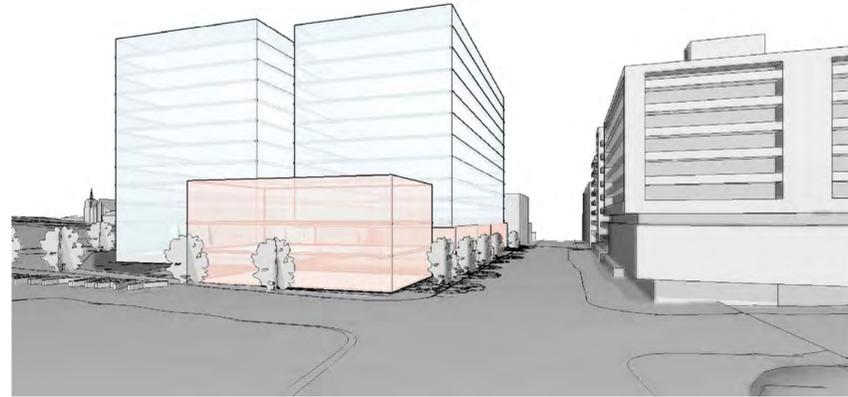


**EQUINOX (MARCH/SEPTEMBER)
12:00PM**

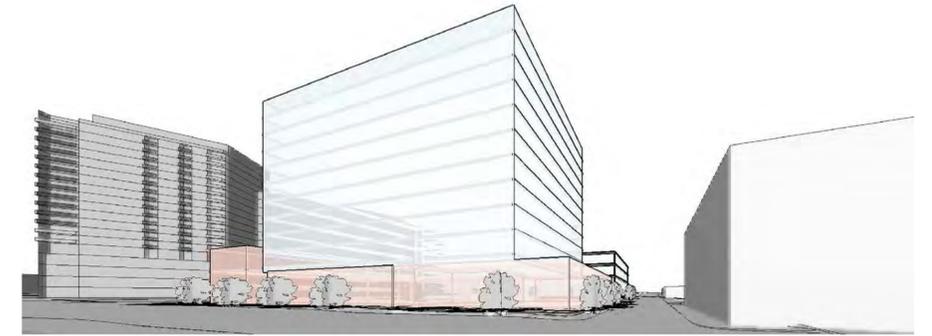
- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- THROUGH BLOCK PEDESTRIAN CONNECTION



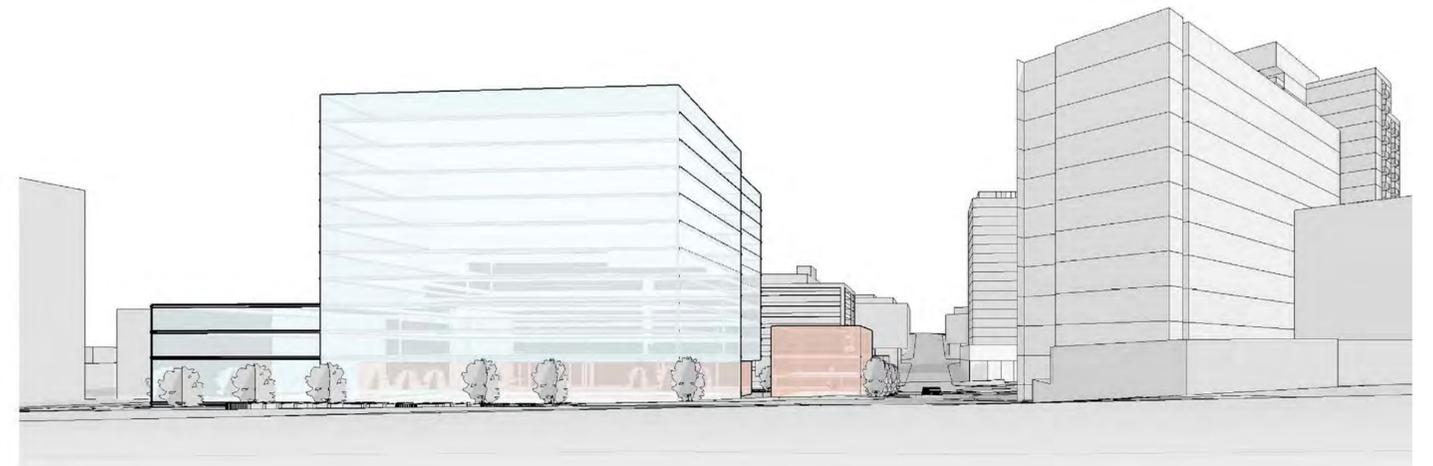
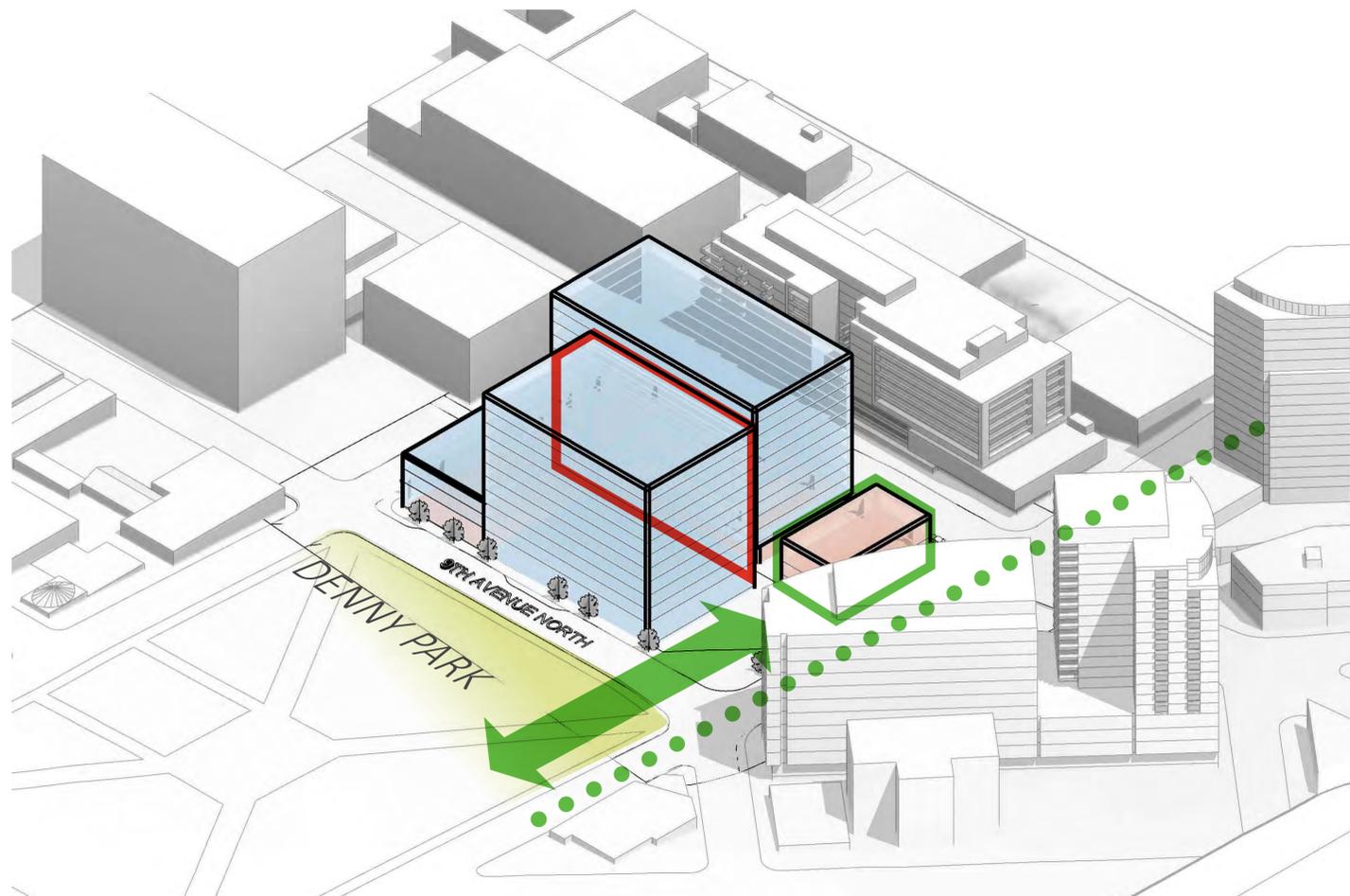
① VIEW ALONG 9TH AVENUE



② VIEW ALONG WESTLAKE AVENUE



③ VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY

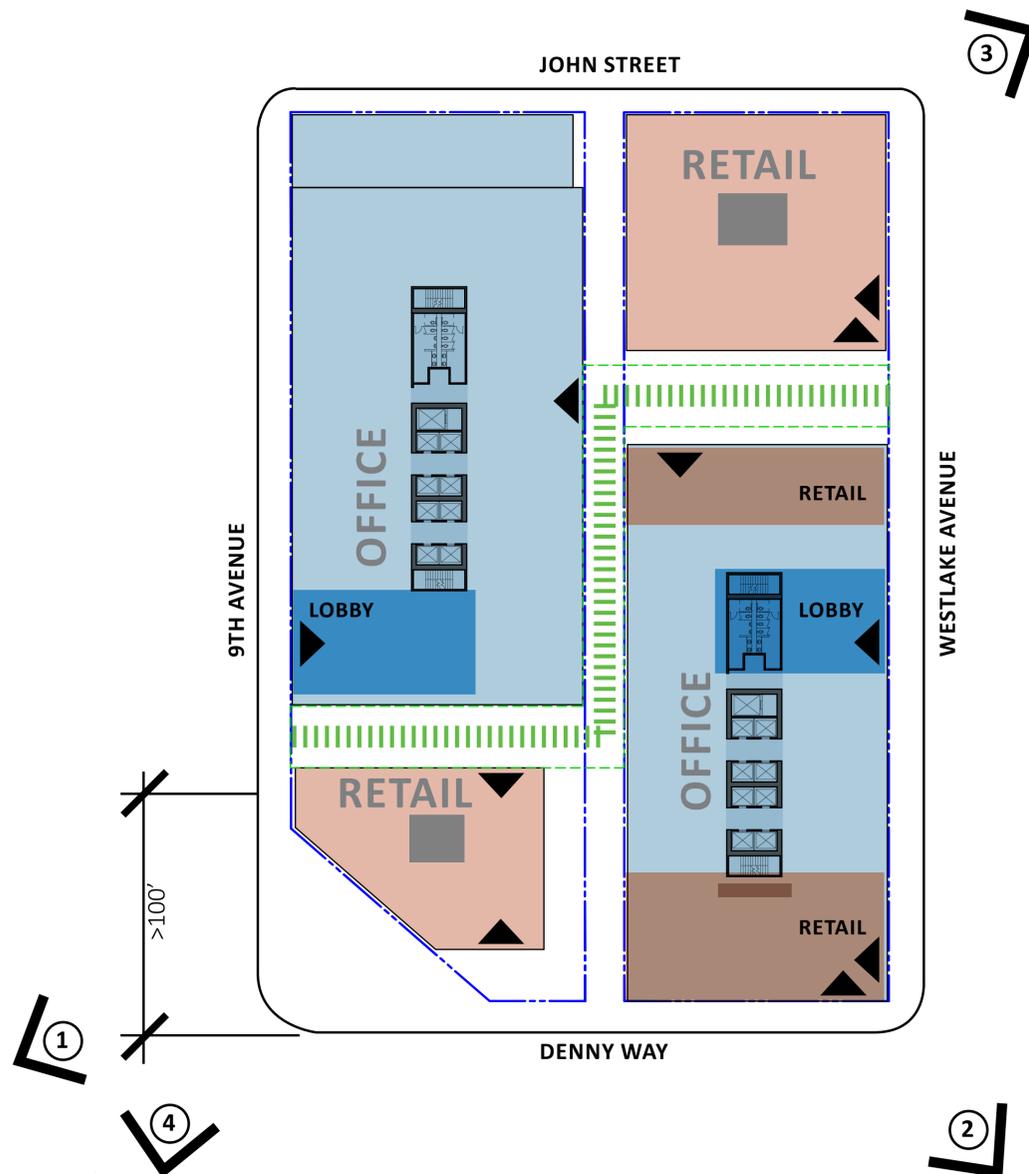


④ VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **ALL-COMMERCIAL** (CODE COMPLIANT WITH DEPARTURES)

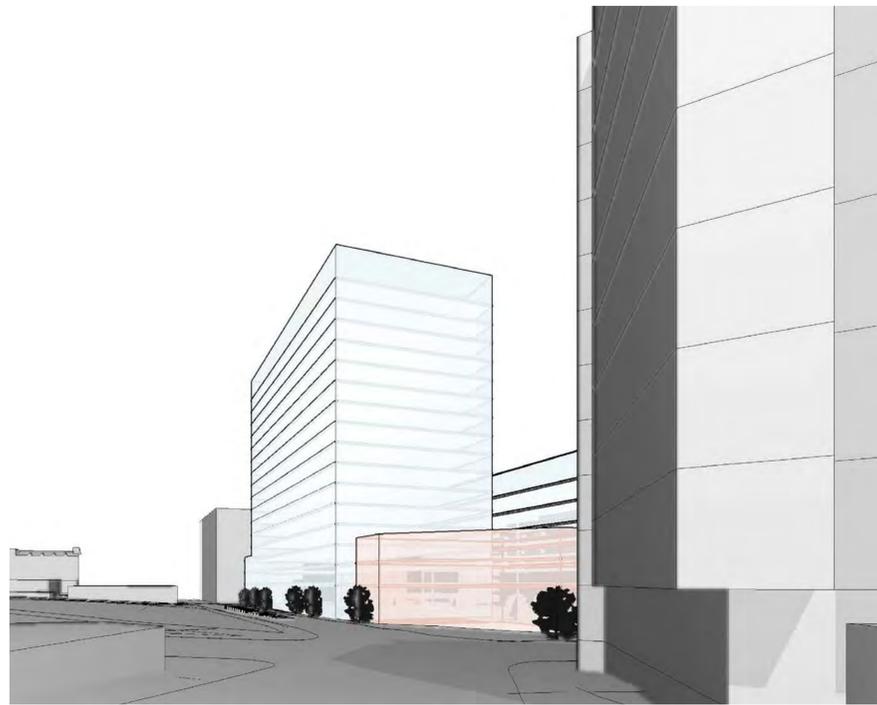
2

- + Complements Denny Streetscape plan with open space along Denny
- + Opportunity for a signature retail space at the corner of Westlake and John
- + Massing diversity with shared FAR, strong Office presence along 9th and providing a through block connection
- + Smaller scale building at Gateway location
- Compromised views and daylight due to tower overlap and proximity
- Shadows on Denny Park in morning hours
- Least amount of daylight into the site
- May require Type I Directors Decision for through-block dimension to corner (less than 100') on 9th Ave.

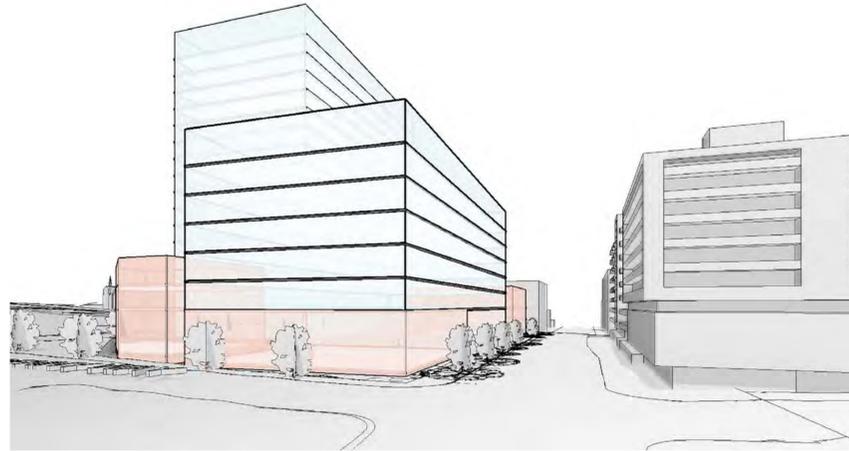


EQUINOX (MARCH/SEPTEMBER)
12:00PM

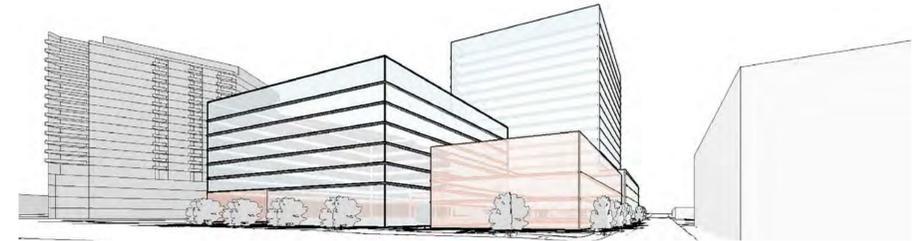
- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- THROUGH BLOCK PEDESTRIAN CONNECTION



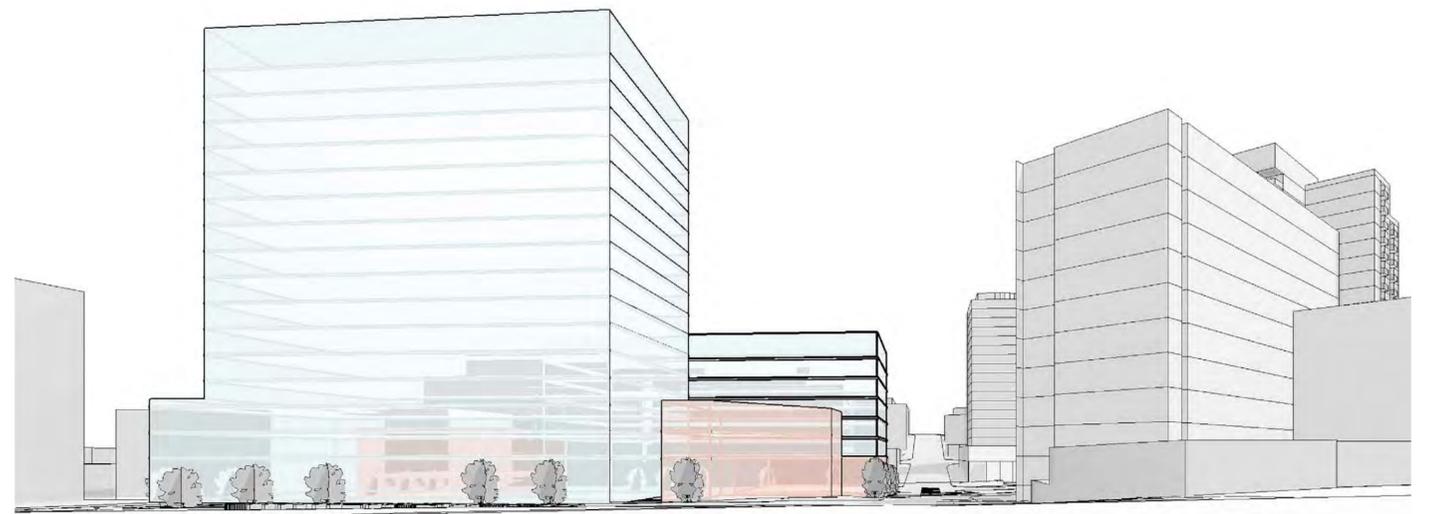
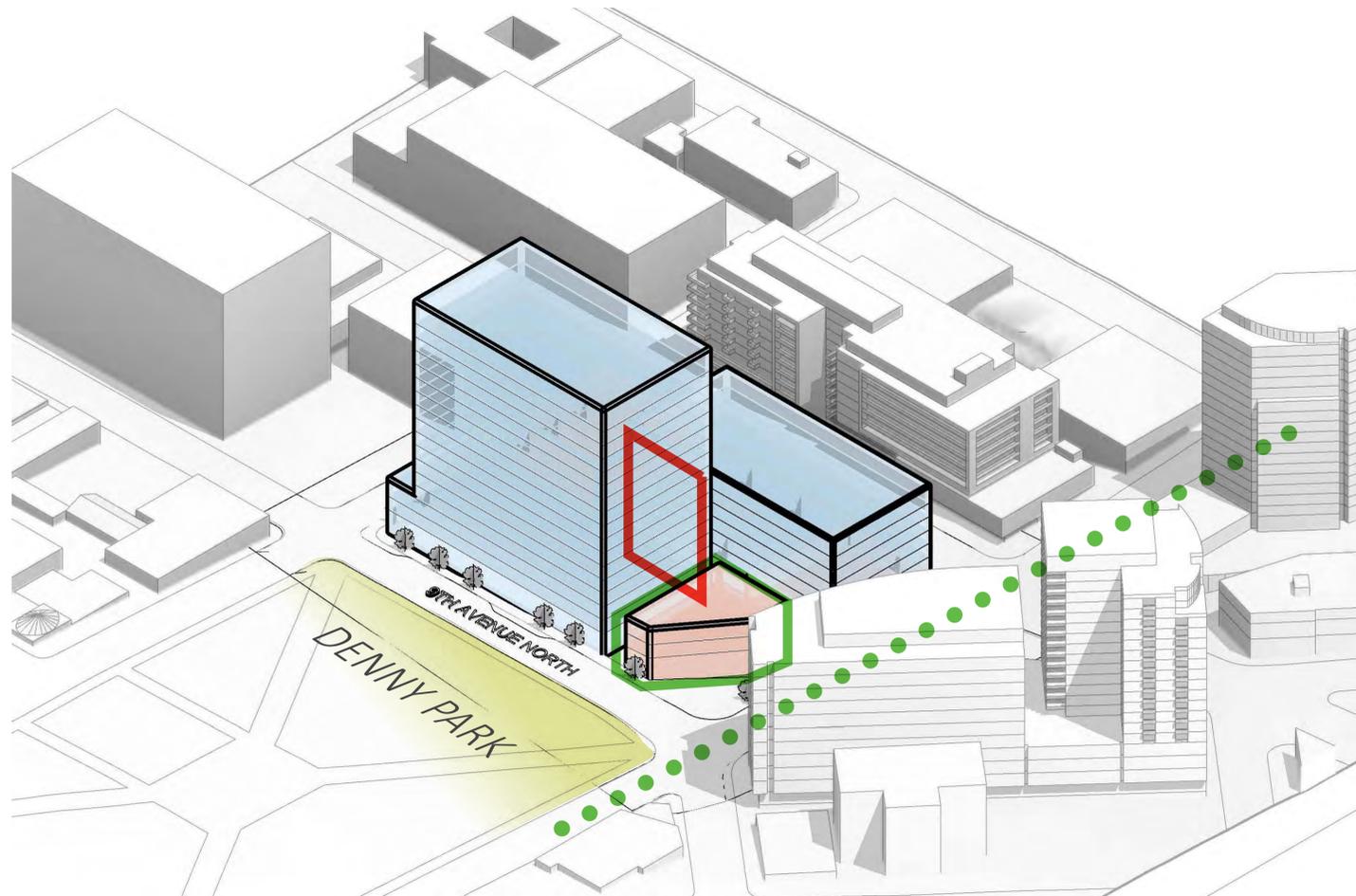
① VIEW ALONG 9TH AVENUE



② VIEW ALONG WESTLAKE AVENUE



③ VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY

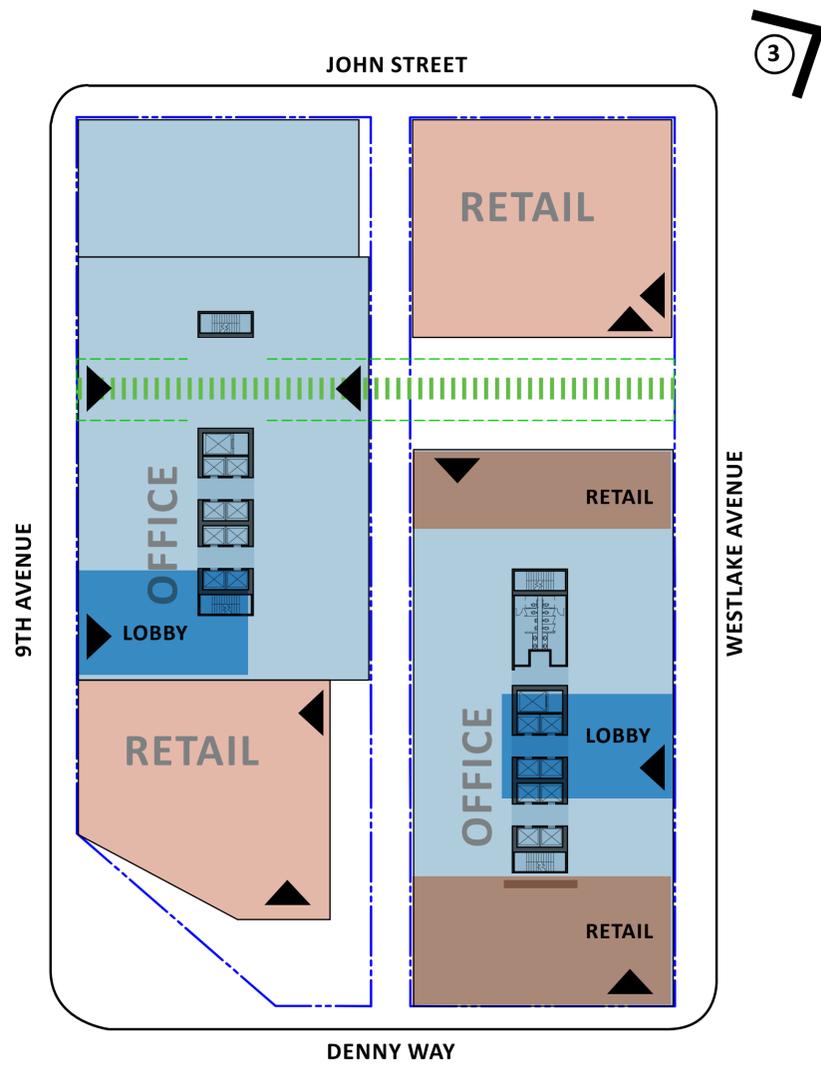


④ VIEW ALONG DENNY WAY

3

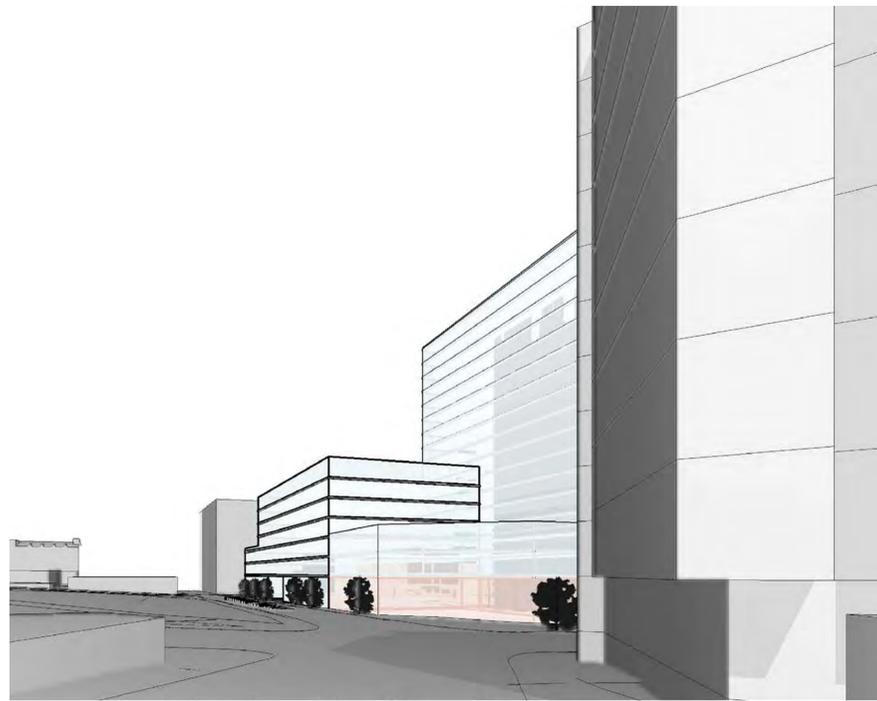
PREFERRED SCHEME

- ✚ Complementary open space facing Park
- ✚ Fully complements Denny Streetscape Plan with open space along Denny
- ✚ Massing diversity with shared FAR, creating strong Office presence along Westlake and providing a through block connection
- ✚ Shorter building along 9th allows for least amount of shadowing on the Park
- ✚ Maximizes western views and daylight into site
- ✚ May require Type I Directors Decision for through-block dimension to corner (less than 100') on 9th Ave and percentage coverage of through block pedestrian connection.



EQUINOX (MARCH/SEPTEMBER)
12:00PM

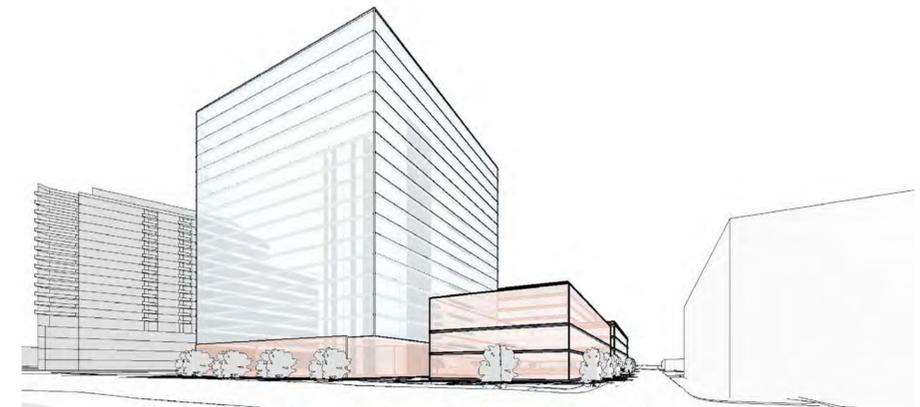
- ◀ STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- ▬ THROUGH BLOCK PEDESTRIAN CONNECTION



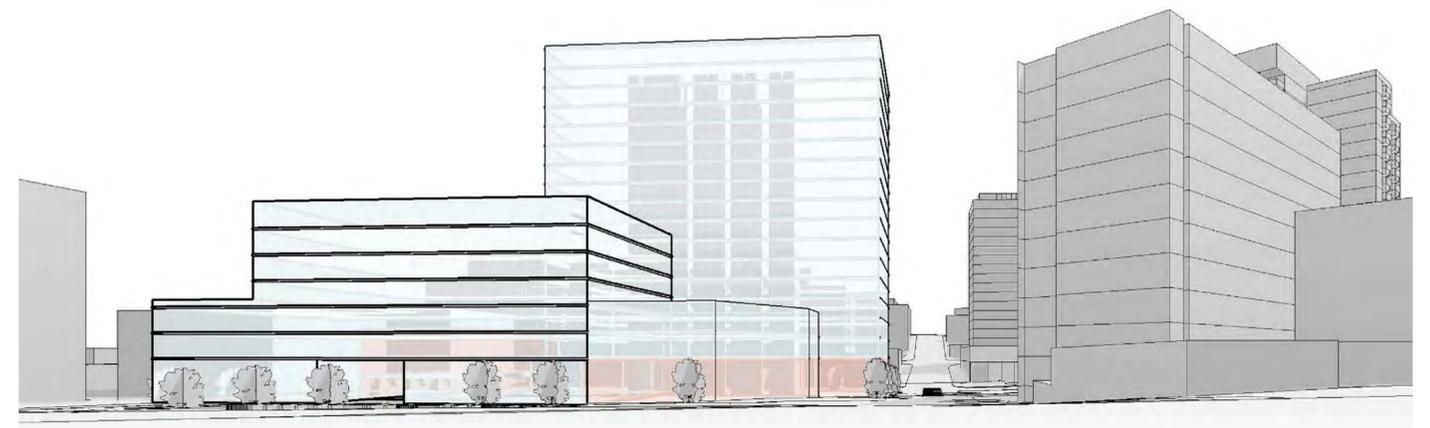
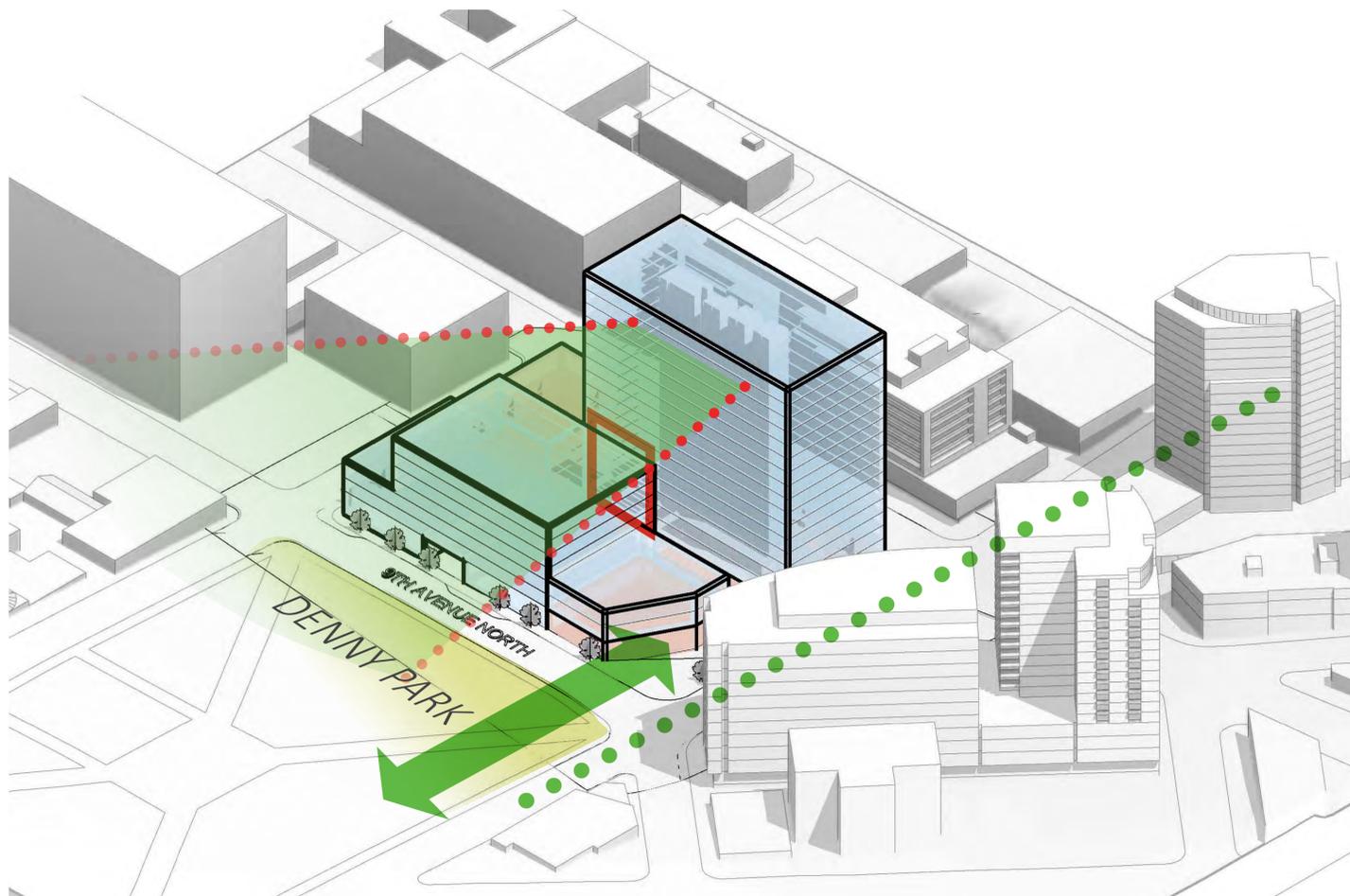
① VIEW ALONG 9TH AVENUE



② VIEW ALONG WESTLAKE AVENUE



③ VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY

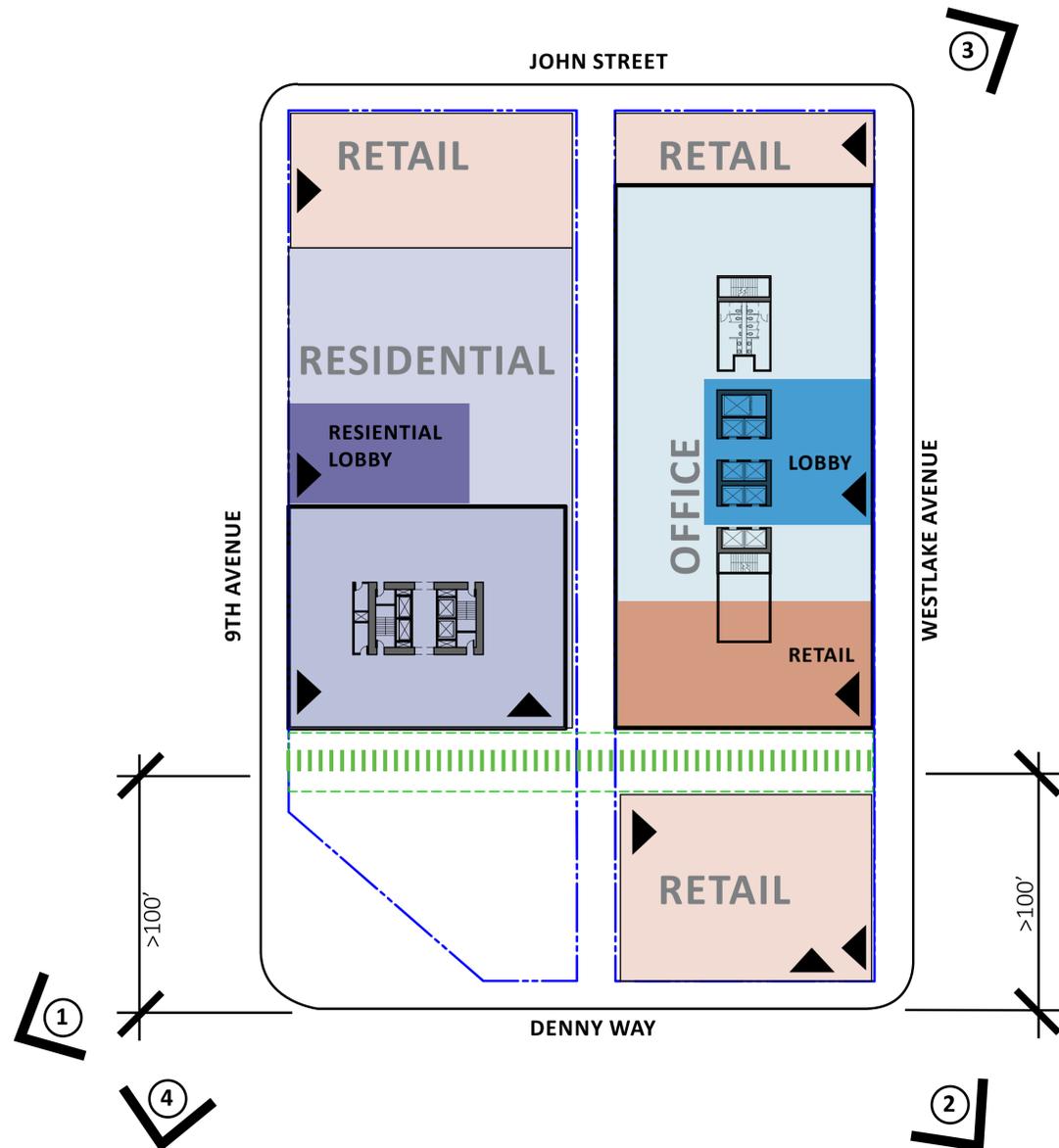


④ VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **MIXED-USE** (CODE COMPLIANT WITH DEPARTURES)

4

- + Residential frontage on Denny Park- 'Eyes on Park'
- + Complementary open space facing Park
- + Stand-alone retail at Heart location
- + Office address and frontage appropriate to commercial hub of Westlake Ave
- Compromised views and daylight due to tower overlap and proximity
- Shadows on Denny Park in morning hours
- May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th Ave.

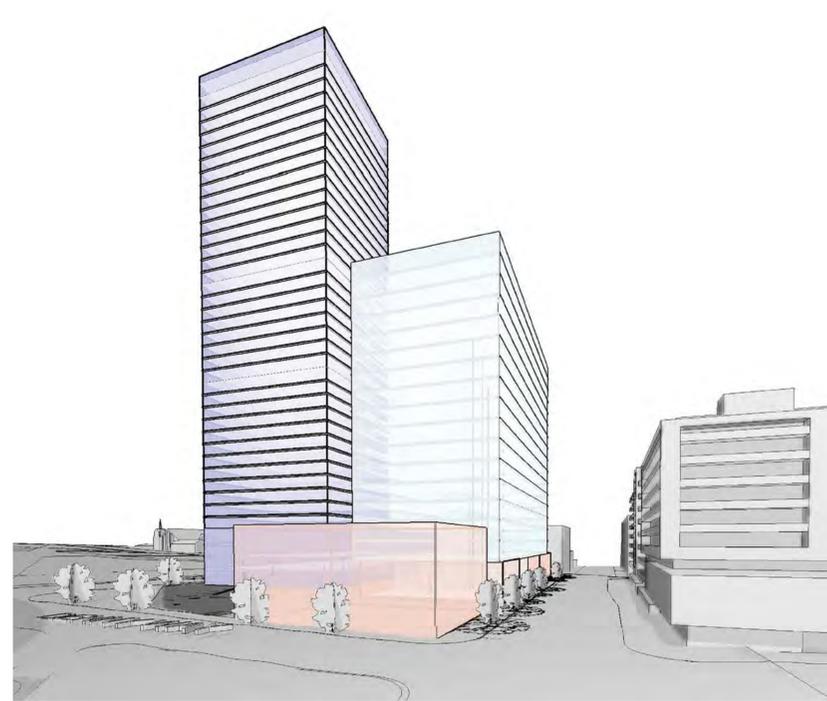


EQUINOX (MARCH/SEPTEMBER)
12:00PM

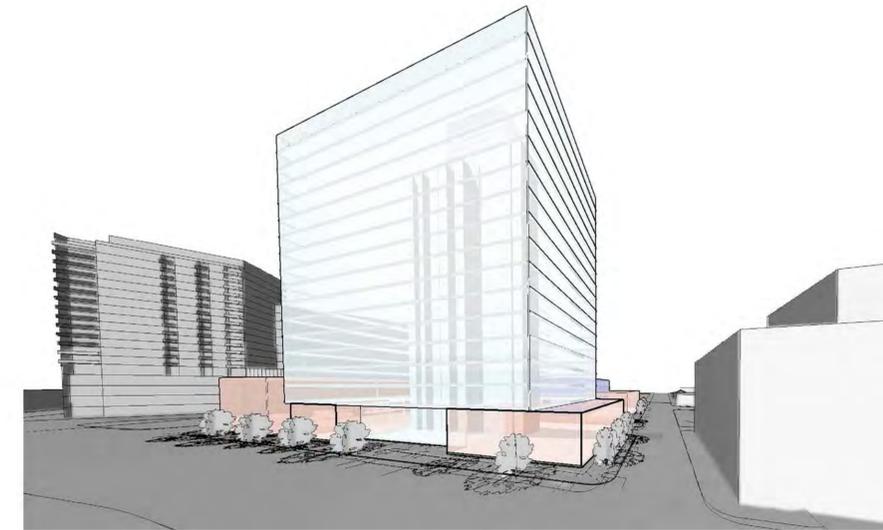
- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- ▨ THROUGH BLOCK PEDESTRIAN CONNECTION



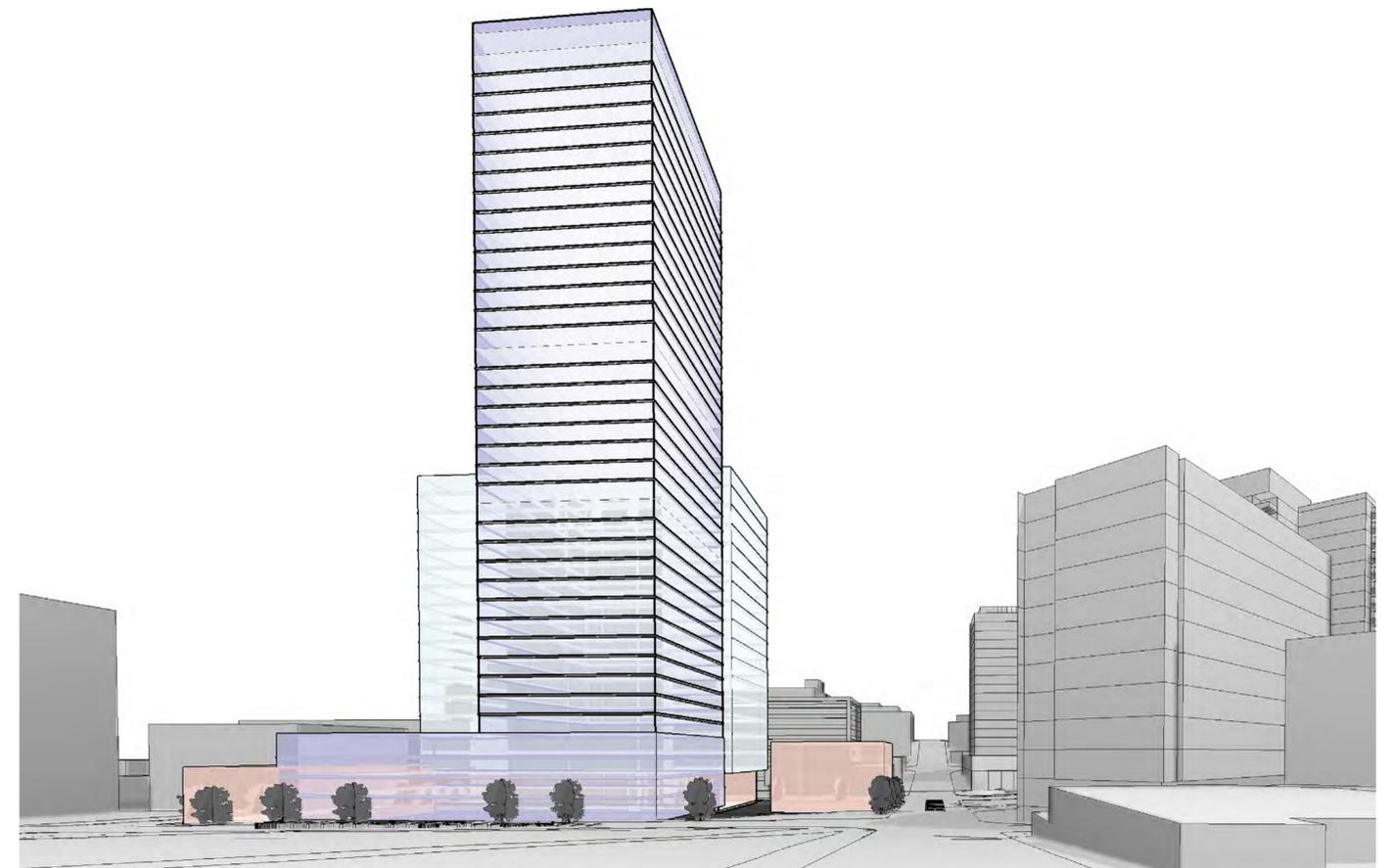
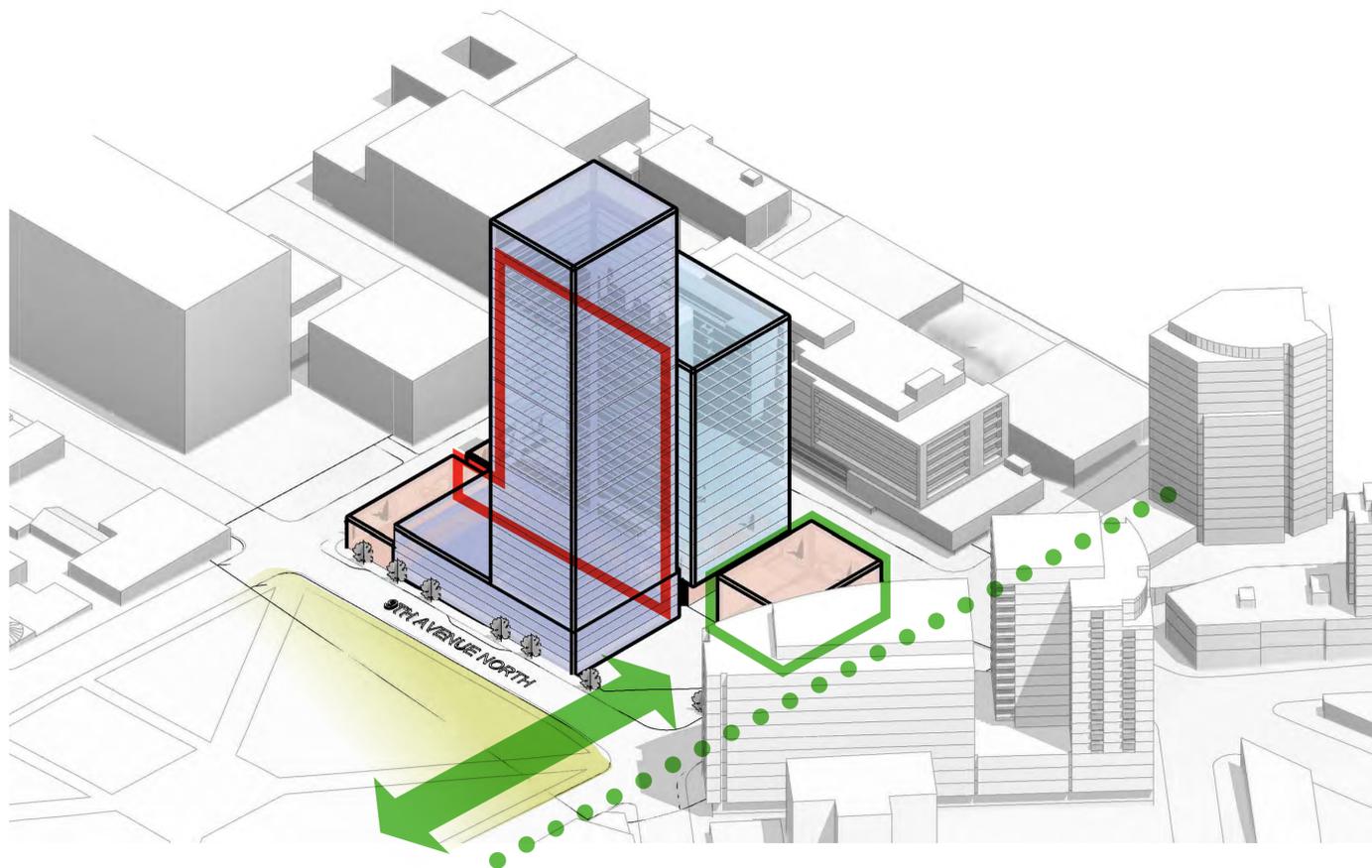
① VIEW ALONG 9TH AVENUE



② VIEW ALONG WESTLAKE AVENUE



③ VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY

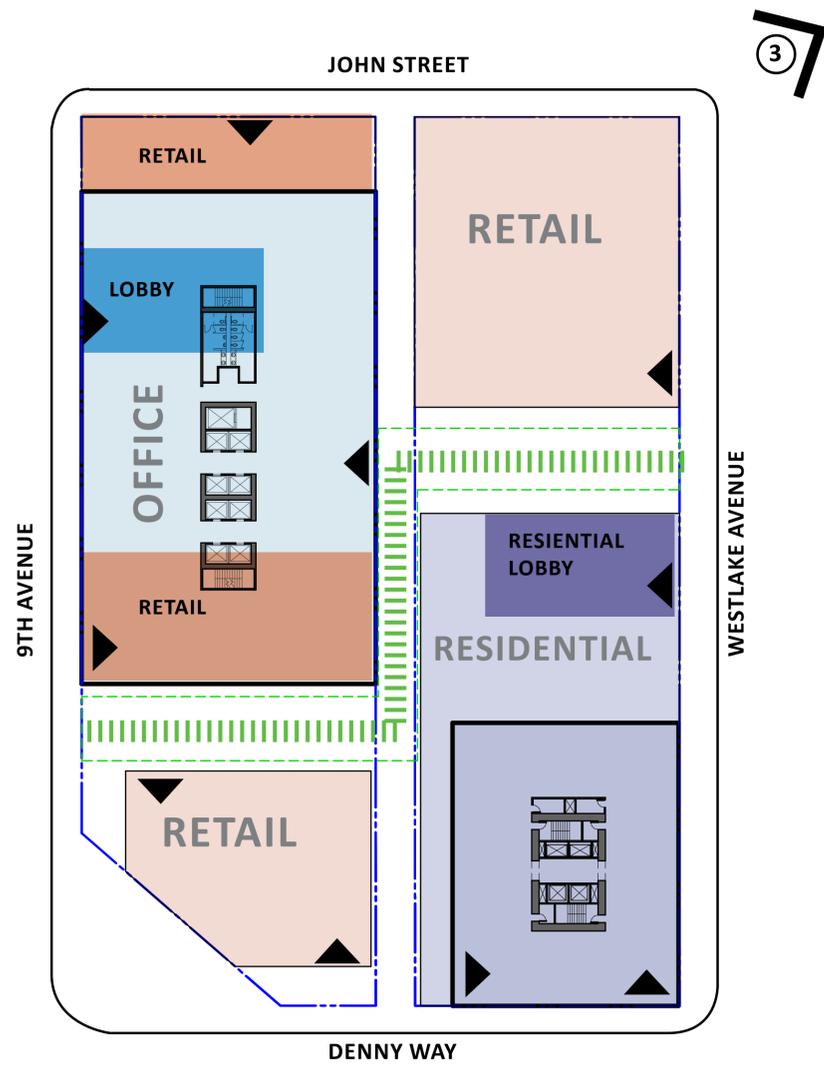


④ VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **MIXED-USE** (CODE COMPLIANT WITH DEPARTURES)

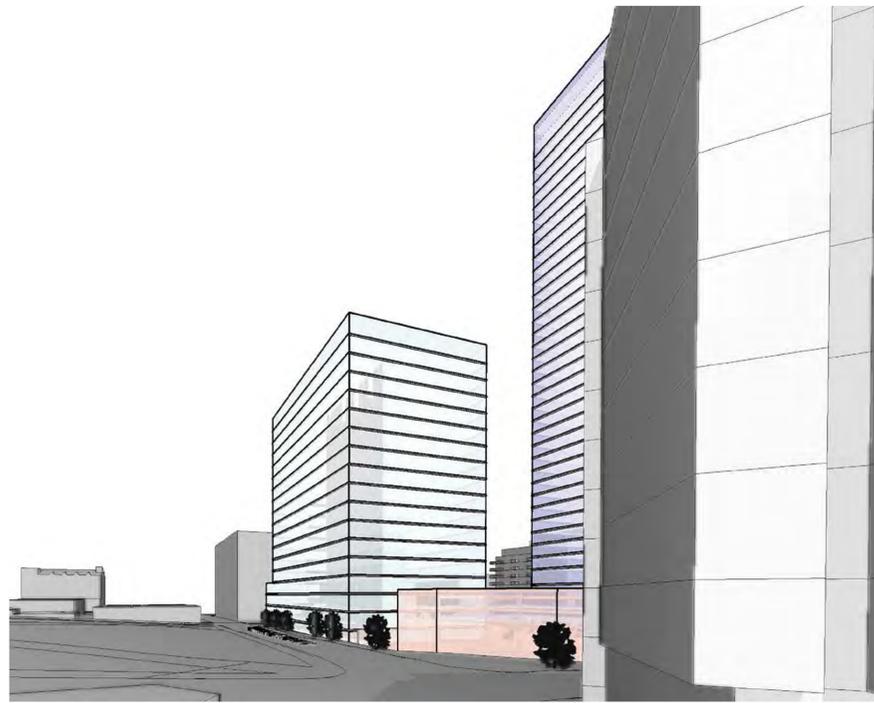
5

- + Complementary open space facing Park
- + Stand-alone retail at NE corner contributes to scale and vitality of Westlake Ave
- + Minimal tower overlap maximizes views and daylight for both office and residential
- No residential frontage or association with Denny Park
- Office address and frontage does not benefit from commercial hub of Westlake Ave
- Residential tower shades office bldg. during morning hours
- May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th Ave.



**EQUINOX (MARCH/SEPTEMBER)
12:00PM**

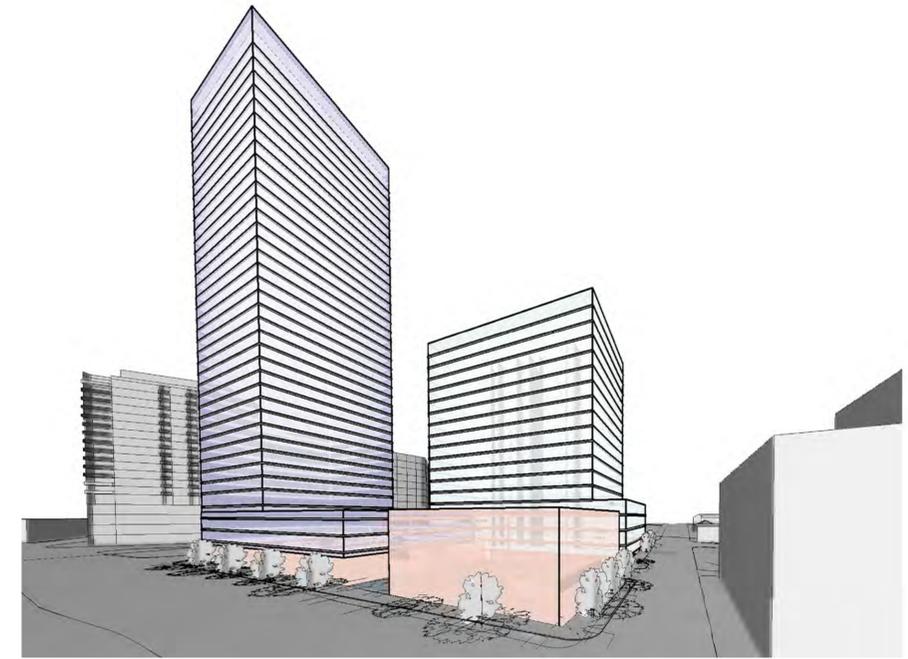
- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- ▤ THROUGH BLOCK PEDESTRIAN CONNECTION



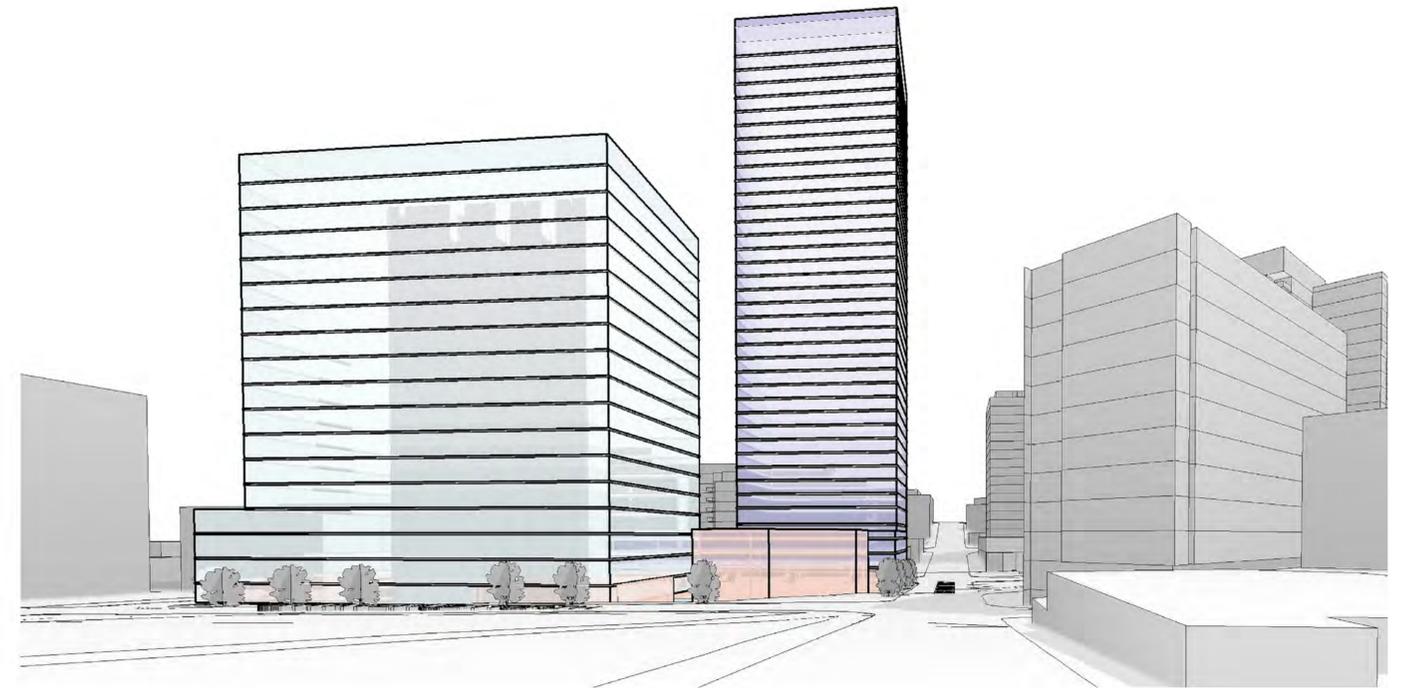
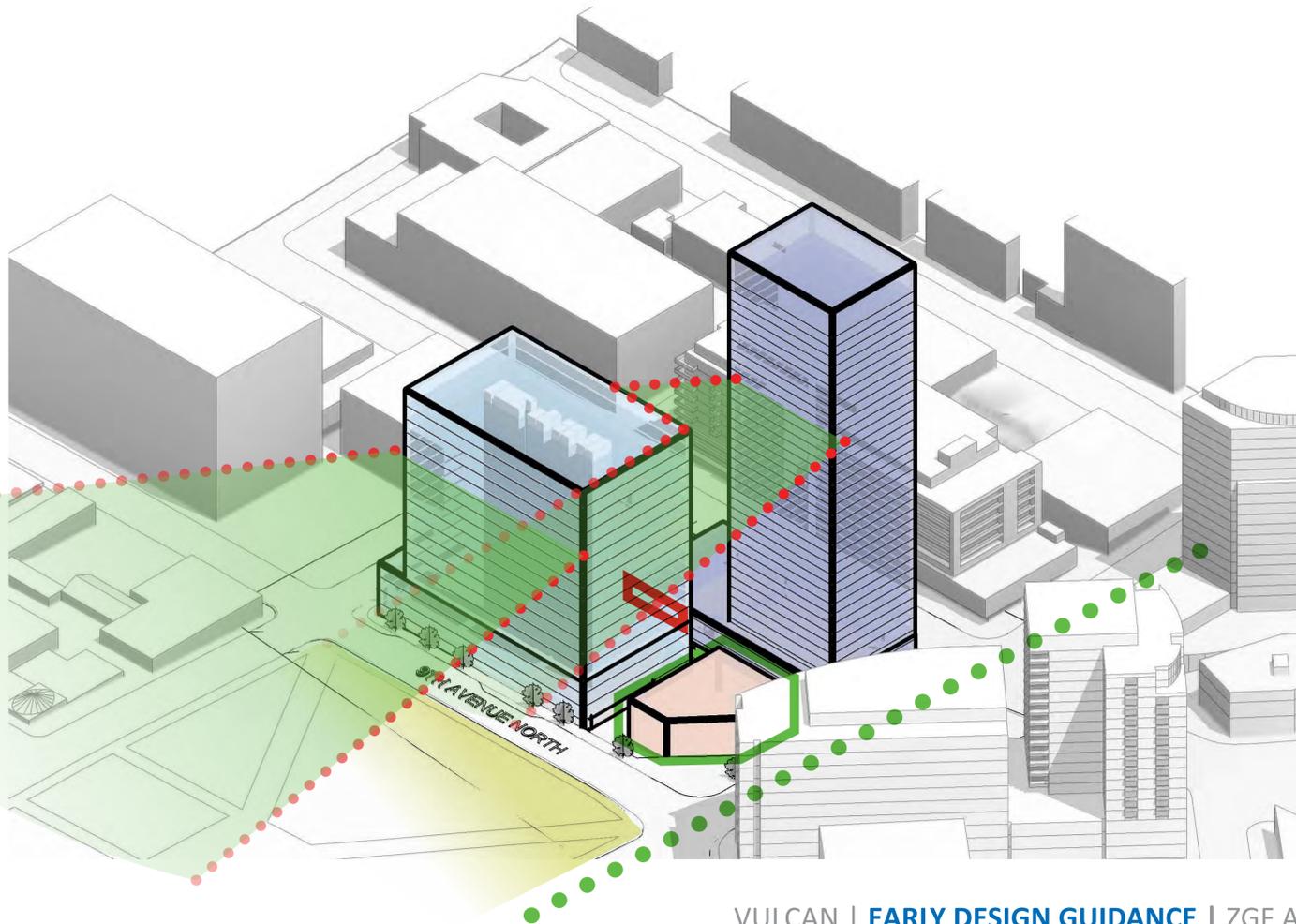
① VIEW ALONG 9TH AVENUE



② VIEW ALONG WESTLAKE AVENUE



③ VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY



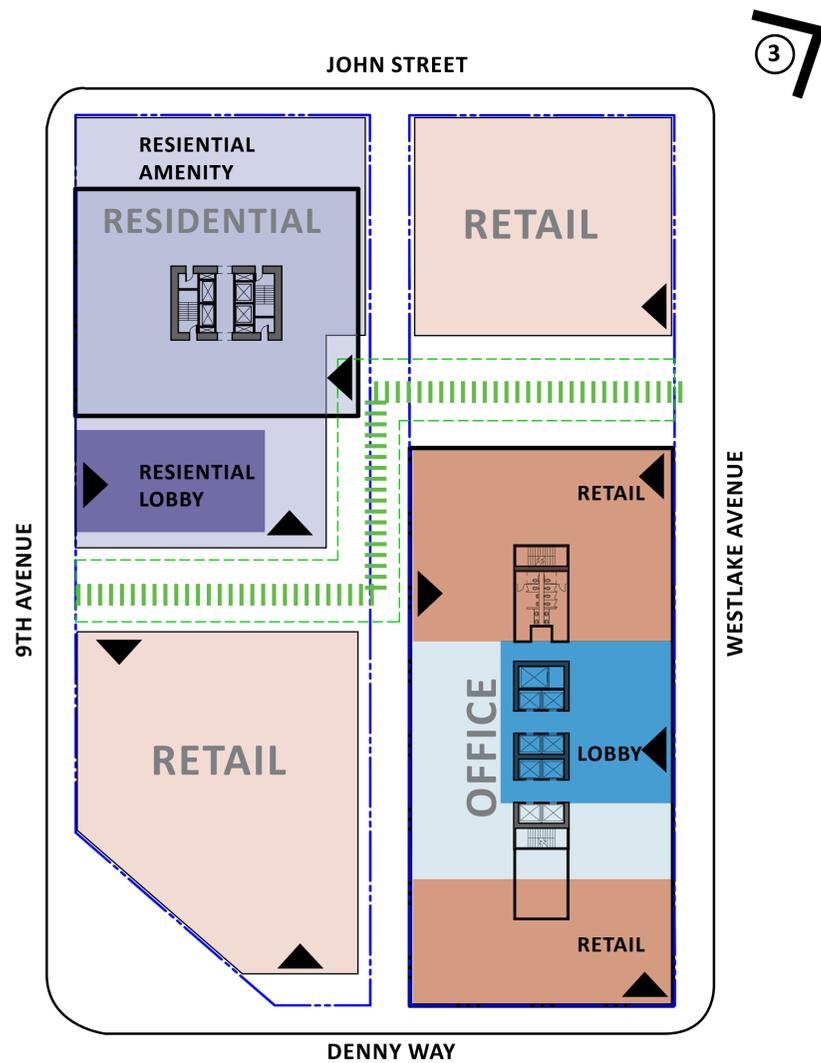
④ VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **MIXED-USE** (CODE COMPLIANT WITH DEPARTURES)

6

PREFERRED

- Residential frontage on Denny Park-‘Eyes on Park’
- Complementary open space facing Park
- Stand-alone retail at NE corner contributes to scale and vitality of Westlake Ave
- Minimal tower overlap maximizes views and daylight for both office and residential
- Placement of Residential tower minimizes shadows on the Park in the morning hours
- Placement of Residential tower minimizes shadows on the Park in the morning hours
- Office address and frontage appropriate to commercial hub of Westlake Ave
- Does not require Type I Directors Decision for through-block dimension to corner on Westlake/9th Ave.



EQUINOX (MARCH/SEPTEMBER)
12:00PM

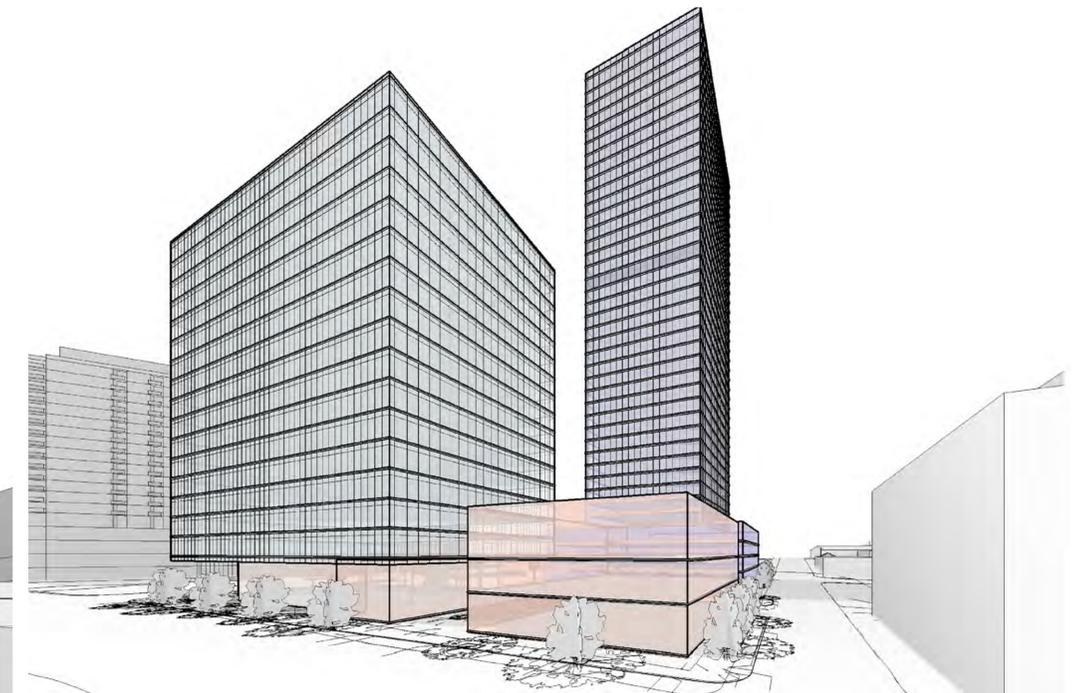
- ◀ STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- ▬ THROUGH BLOCK PEDESTRIAN CONNECTION



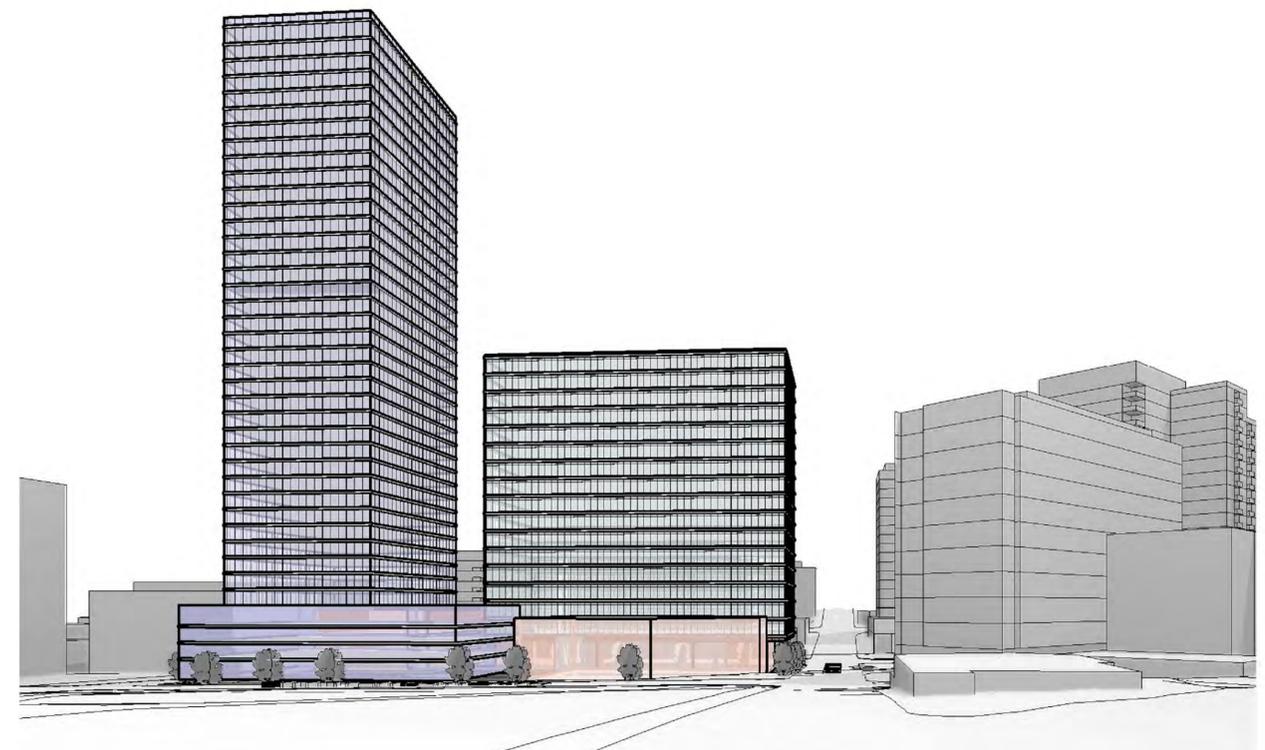
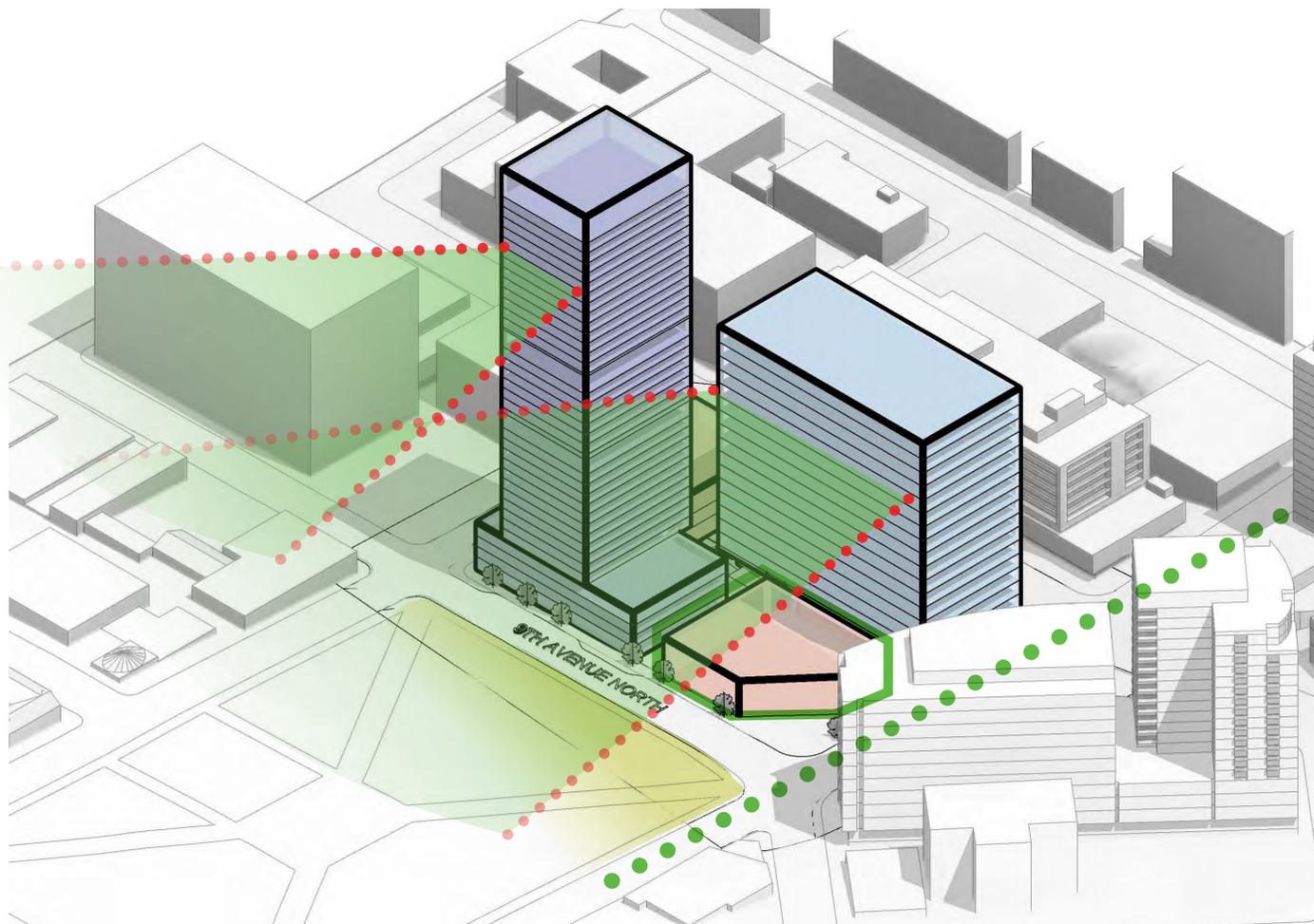
① VIEW ALONG 9TH AVENUE



② VIEW ALONG WESTLAKE AVENUE



③ VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY

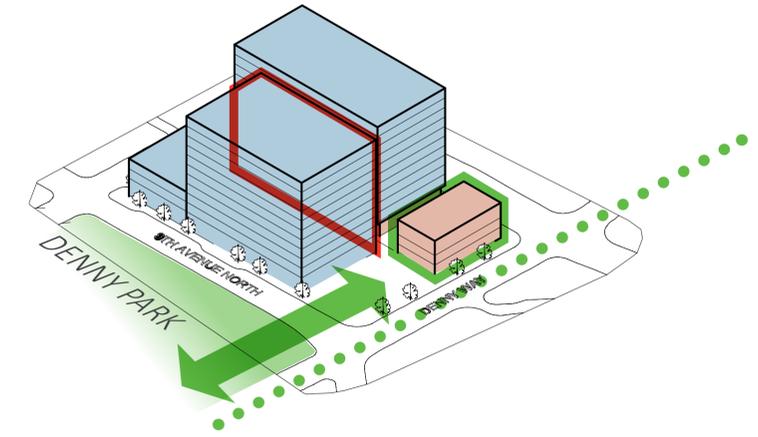
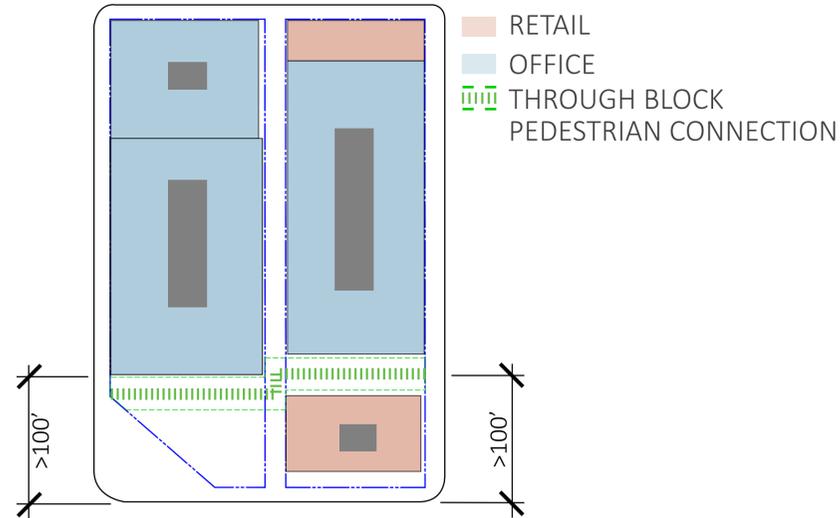


④ VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS ALL-COMMERCIAL COMPARISON

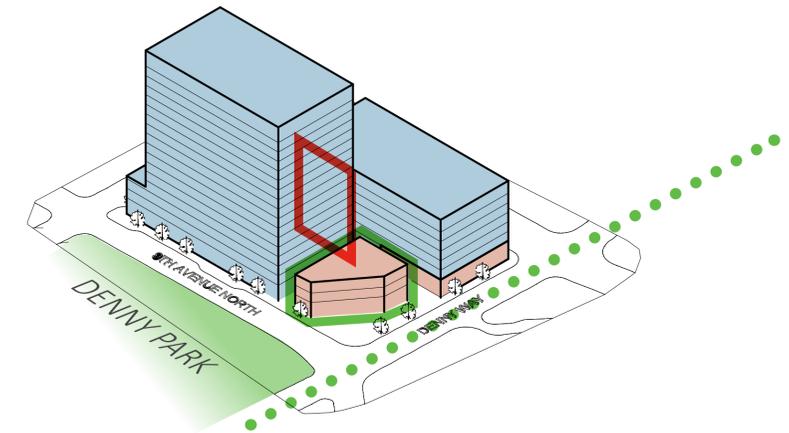
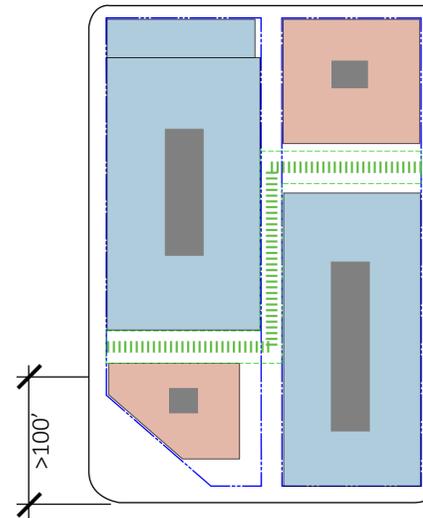
1

- ✚ Complementary open space facing Park
- ✚ Fully complements Denny Streetscape Plan with open space along Denny
- ✚ Stand-alone retail at Gateway location of Denny and Westlake
- ✖ Compromised views and daylight due to tower overlap and proximity
- ✖ Shadows on Denny Park in morning hours
- ✖ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th



2

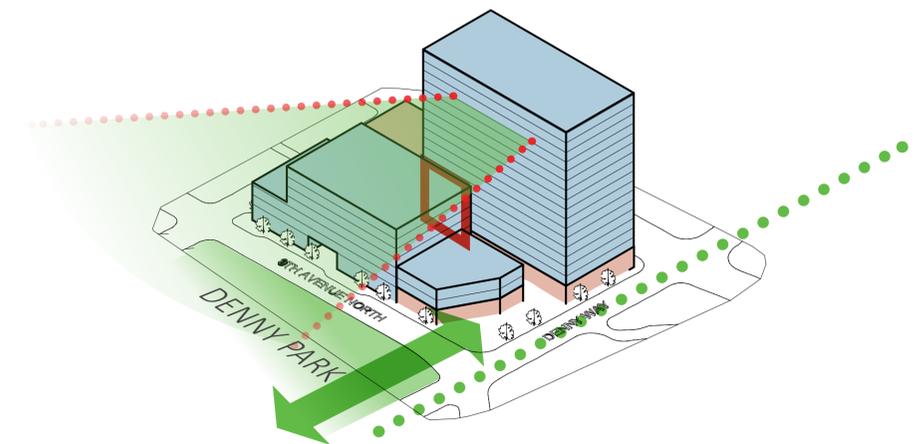
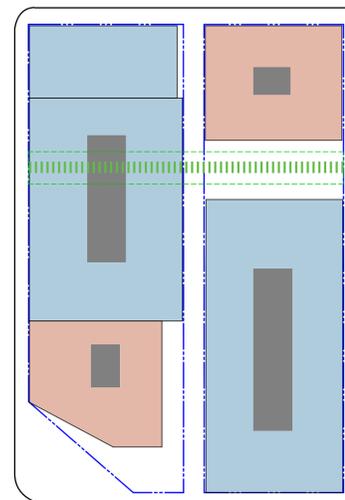
- ✚ Complements Denny Streetscape plan with open space along Denny
- ✚ Opportunity for a signature retail space at the corner of Westlake and John
- ✚ Massing diversity with shared FAR, strong Office presence along 9th and providing a through block connection
- ✚ Smaller scale building at Gateway location
- ✖ Compromised views and daylight due to tower overlap and proximity
- ✖ Shadows on Denny Park in morning hours
- ✖ Least amount of daylight into the site
- ✖ May require Type I Directors Decision for through-block dimension to corner (less than 100') on 9th Ave.



3

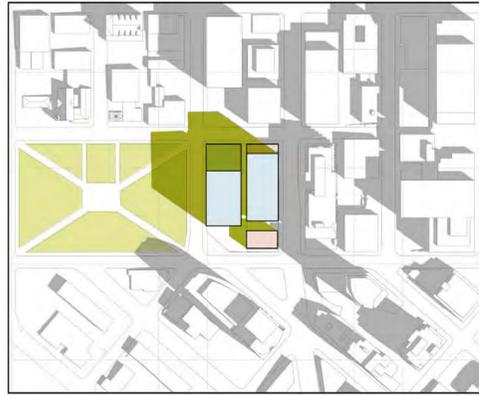
PREFERRED

- ✚ Complementary open space facing Park
- ✚ Fully complements Denny Streetscape Plan with open space along Denny
- ✚ Massing diversity with shared FAR, creating strong Office presence along Westlake and providing a through block connection
- ✚ Shorter building along 9th allows for least amount of shadowing on the Park
- ✚ Maximizes western views and daylight into site
- ✖ May require Type I Directors Decision for through-block dimension to corner (less than 100') on 9th Ave and percentage coverage of TBPC.



SITE/MASSING OPTIONS **ALL-COMMERCIAL** SHADOW STUDIES

EQUINOX (MARCH / SEPTEMBER)
9:00am



SUMMER SOLSTICE (JUNE)
9:00am



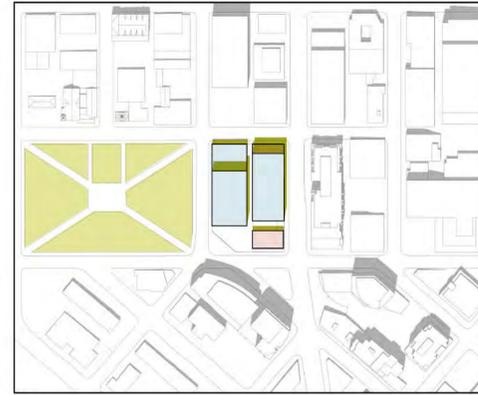
WINTER SOLSTICE (DECEMBER)
9:00am



EQUINOX (MARCH / SEPTEMBER)
12:00pm



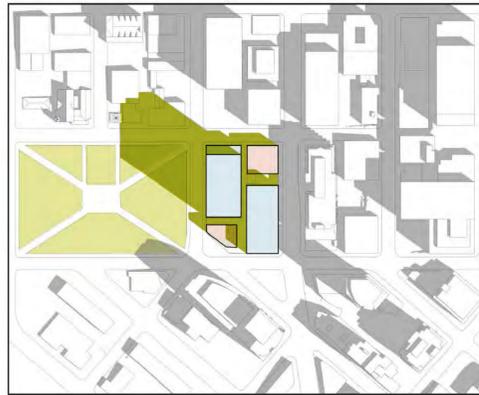
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12:00pm



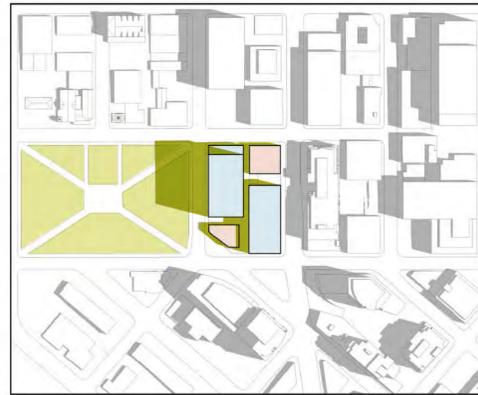
WINTER SOLSTICE (DECEMBER)
12:00pm



EQUINOX (MARCH / SEPTEMBER)
9:00am



SUMMER SOLSTICE (JUNE)
9:00am



WINTER SOLSTICE (DECEMBER)
9:00am



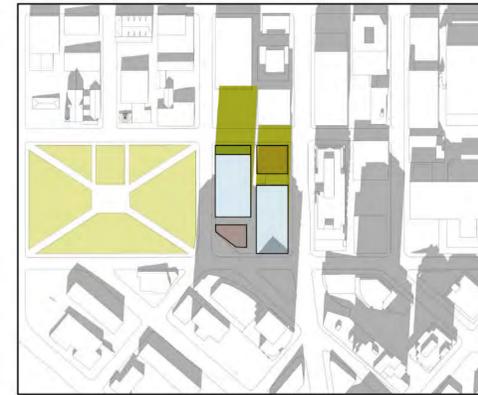
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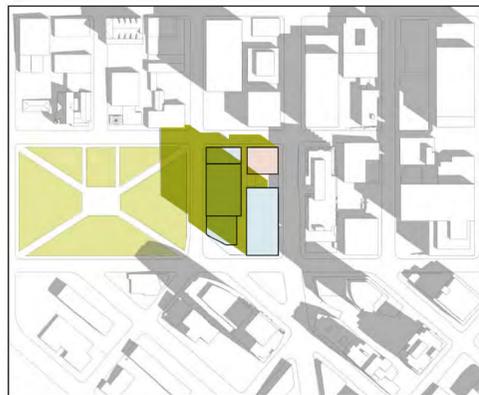
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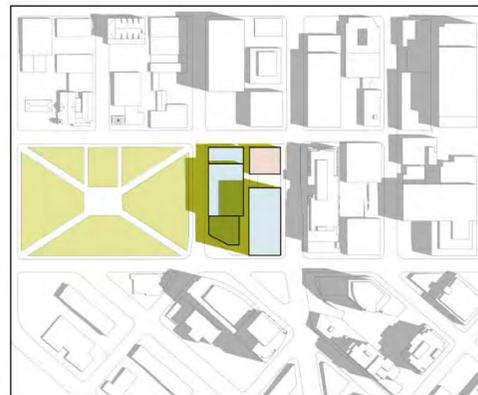
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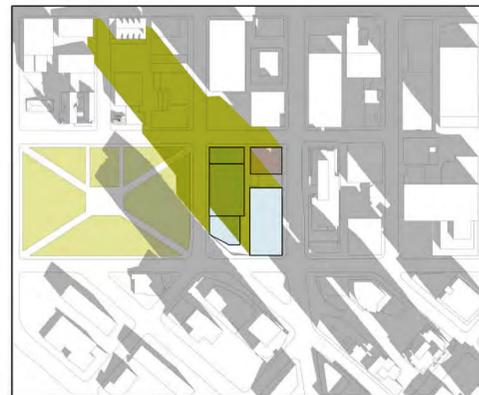
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9:00am



SUMMER SOLSTICE (JUNE)
9:00am



WINTER SOLSTICE (DECEMBER)
9:00am



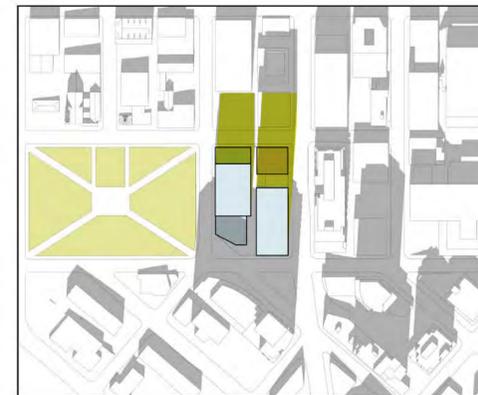
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12:00pm



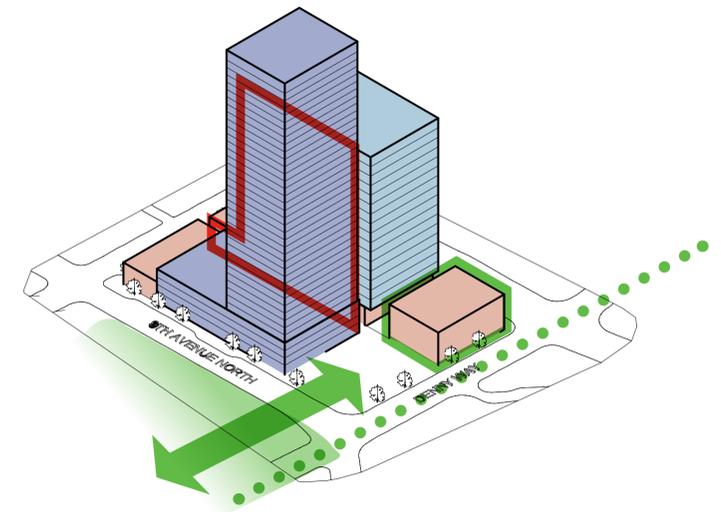
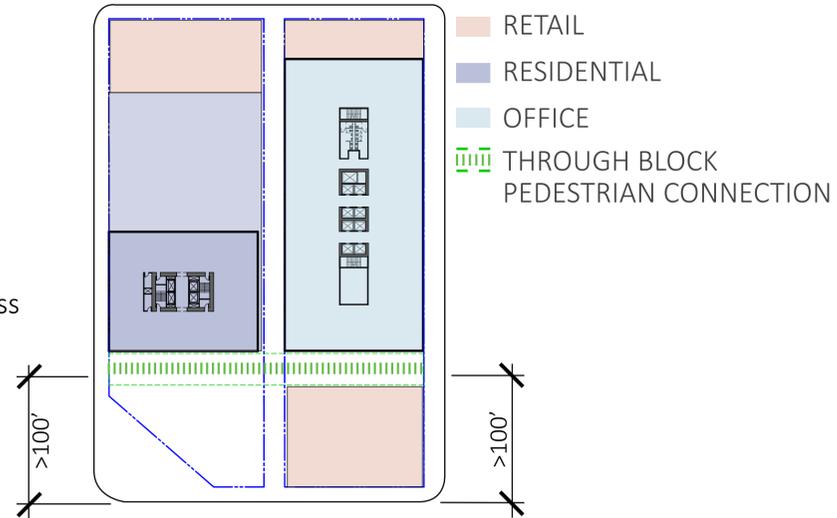
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12:00pm



SITE/MASSING OPTIONS MIXED-USE COMPARISON

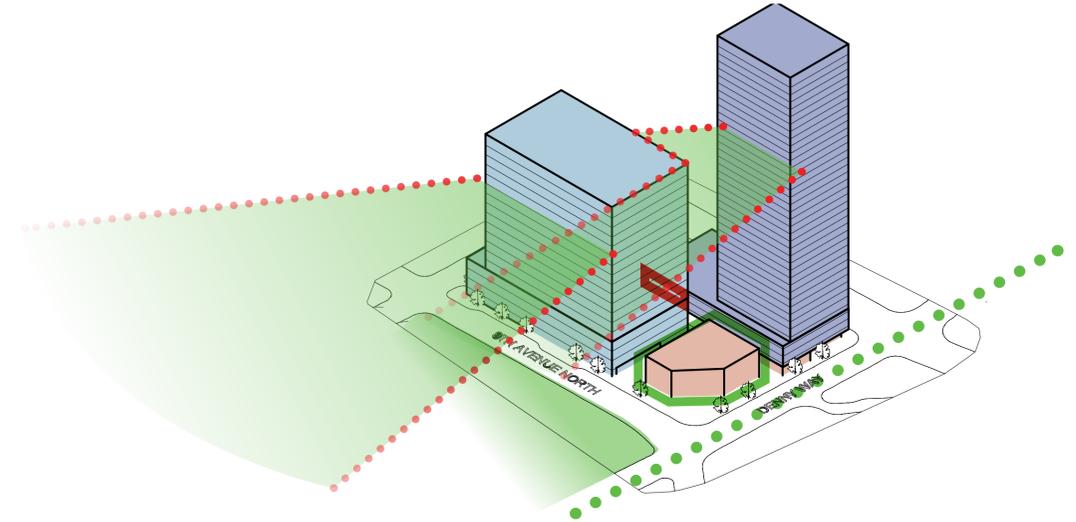
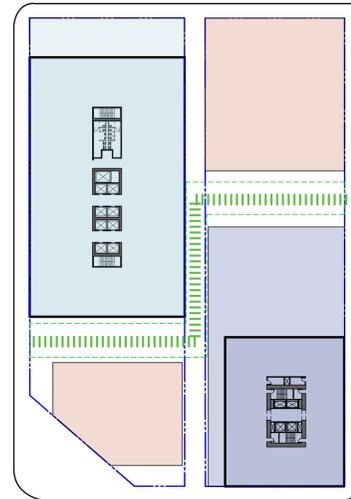
4

- ✦ Residential frontage on Denny Park- 'Eyes on Park'
- ✦ Complementary open space facing Park
- ✦ Stand-alone retail at Heart location
- ✦ Office address and frontage appropriate to commercial hub of Westlake Ave
- ✖ Compromised views and daylight due to tower overlap and proximity
- ✖ Shadows on Denny Park in morning hours
- ✖ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th Ave.



5

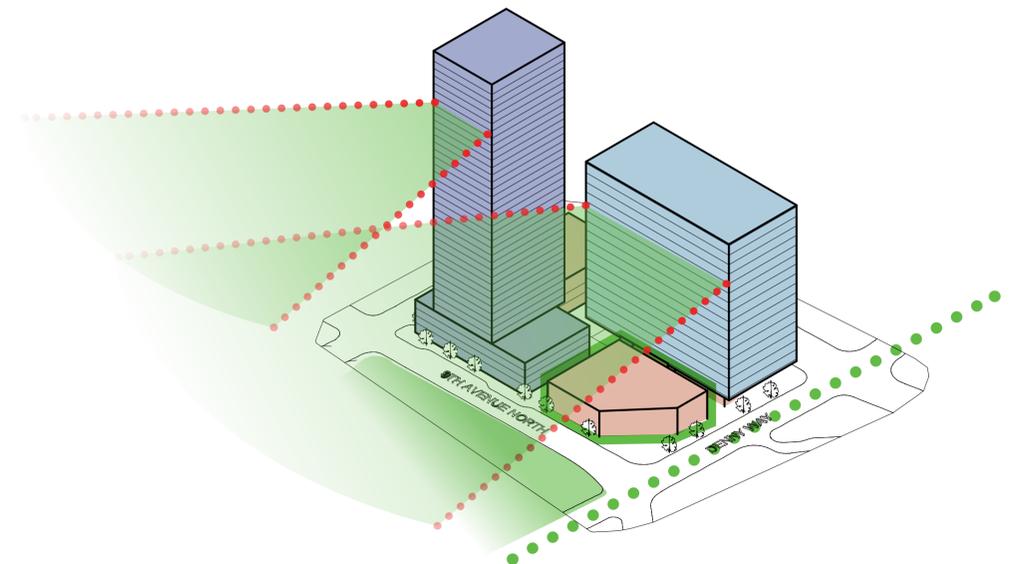
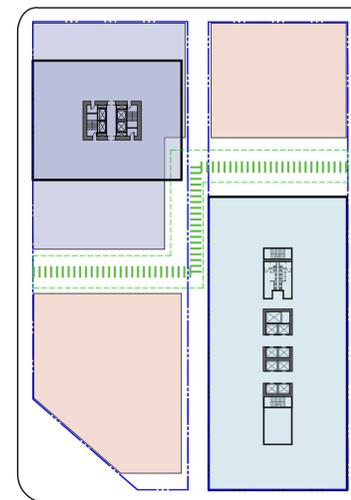
- ✦ Complementary open space facing Park
- ✦ Stand-alone retail at NE corner contributes to scale and vitality of Westlake Ave
- ✦ Minimal tower overlap maximizes views and daylight for both office and residential
- ✖ No residential frontage or association with Denny Park
- ✖ Office address and frontage does not benefit from commercial hub of Westlake Ave
- ✖ Residential tower shades office bldg during morning hours
- ✖ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th Ave.



6

PREFERRED

- ✦ Residential frontage on Denny Park-'Eyes on Park'
- ✦ Complementary open space facing Park
- ✦ Stand-alone retail at NE corner contributes to scale and vitality of Westlake Ave
- ✦ Minimal tower overlap maximizes views and daylight for both office and residential
- ✦ Placement of Residential tower minimizes shadows on the Park in the morning hours
- ✦ Office address and frontage appropriate to commercial hub of Westlake Ave
- ✦ Does not require Type I Directors Decision for through-block dimension to corner on Westlake/9th Ave.



SITE/MASSING OPTIONS **MIXED-USE** SHADOW STUDIES

EQUINOX (MARCH / SEPTEMBER)
9:00am



SUMMER SOLSTICE (JUNE)
9:00am



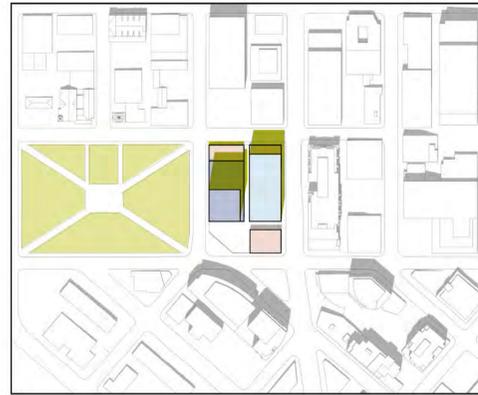
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9:00am



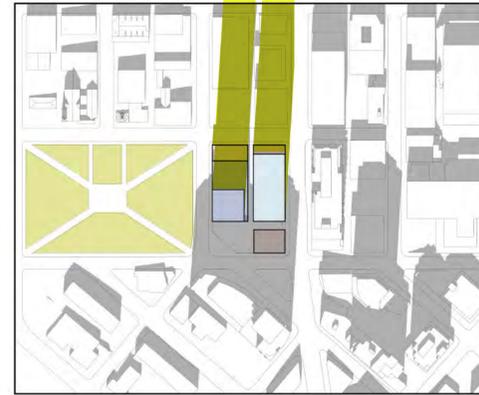
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12:00pm



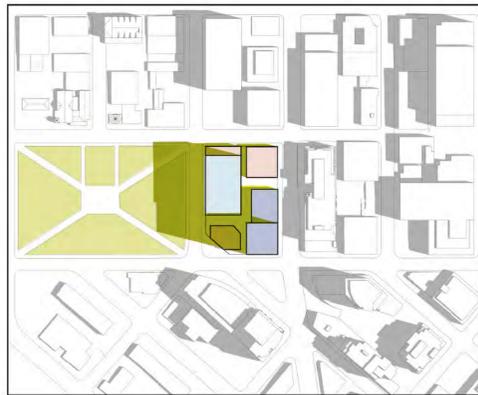
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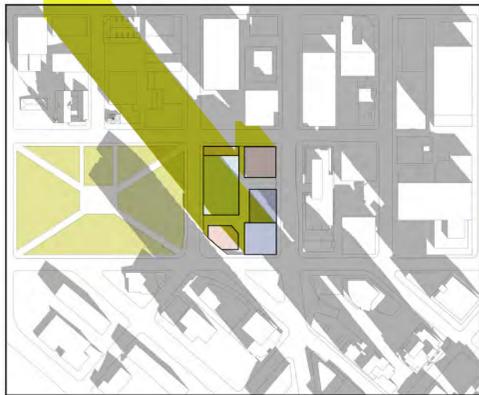
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SUMMER SOLSTICE (JUNE)
9:00am



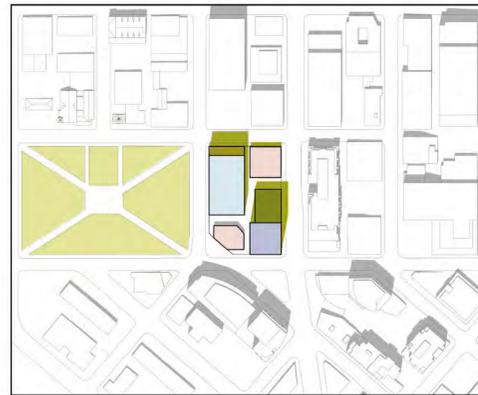
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9:00am



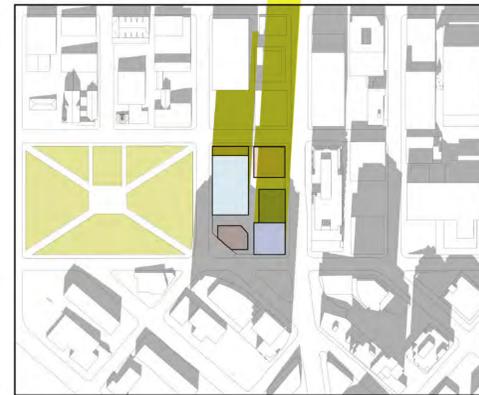
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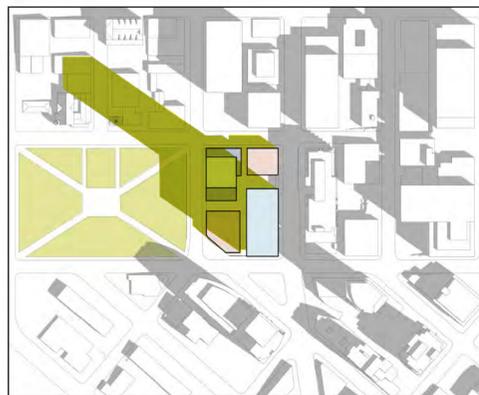
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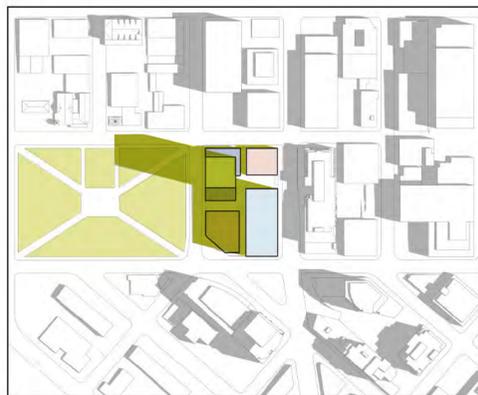
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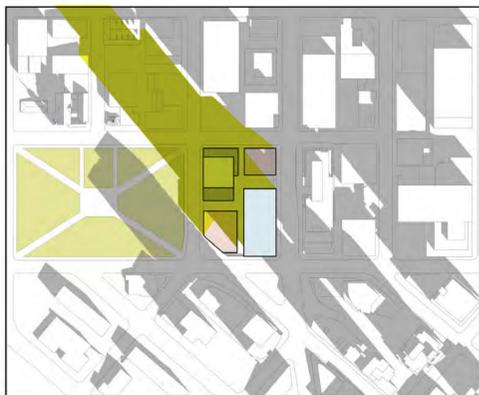
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SUMMER SOLSTICE (JUNE)
9:00am



WINTER SOLSTICE (DECEMBER)
9:00am



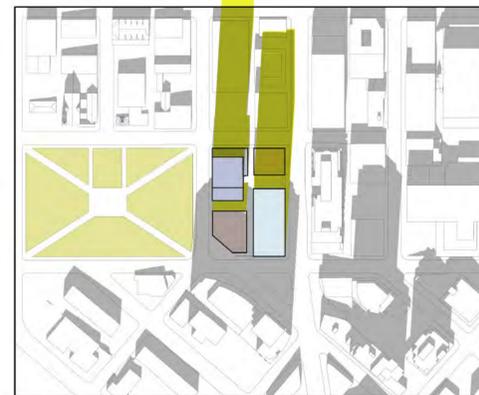
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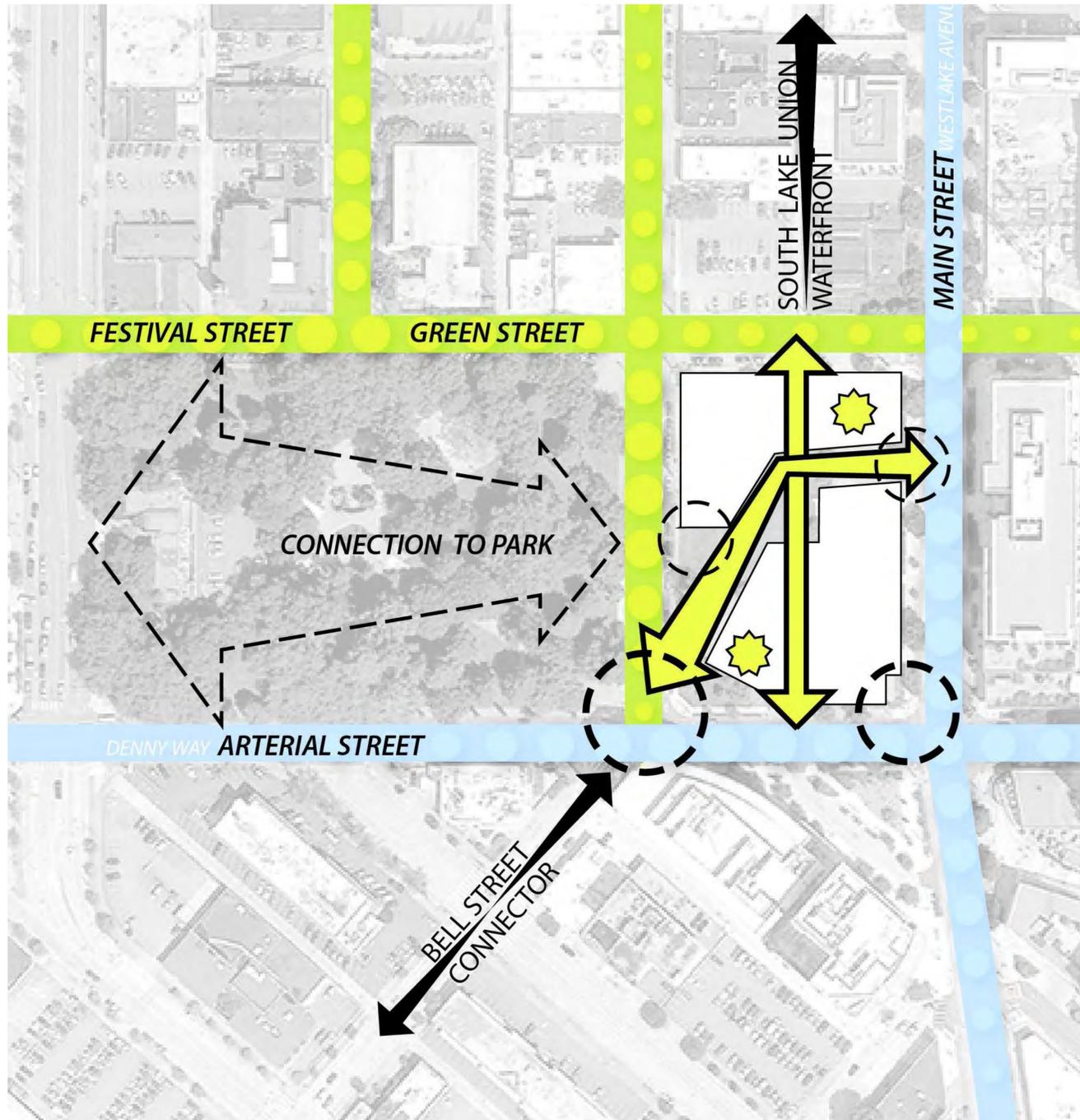
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WINTER SOLSTICE (DECEMBER)
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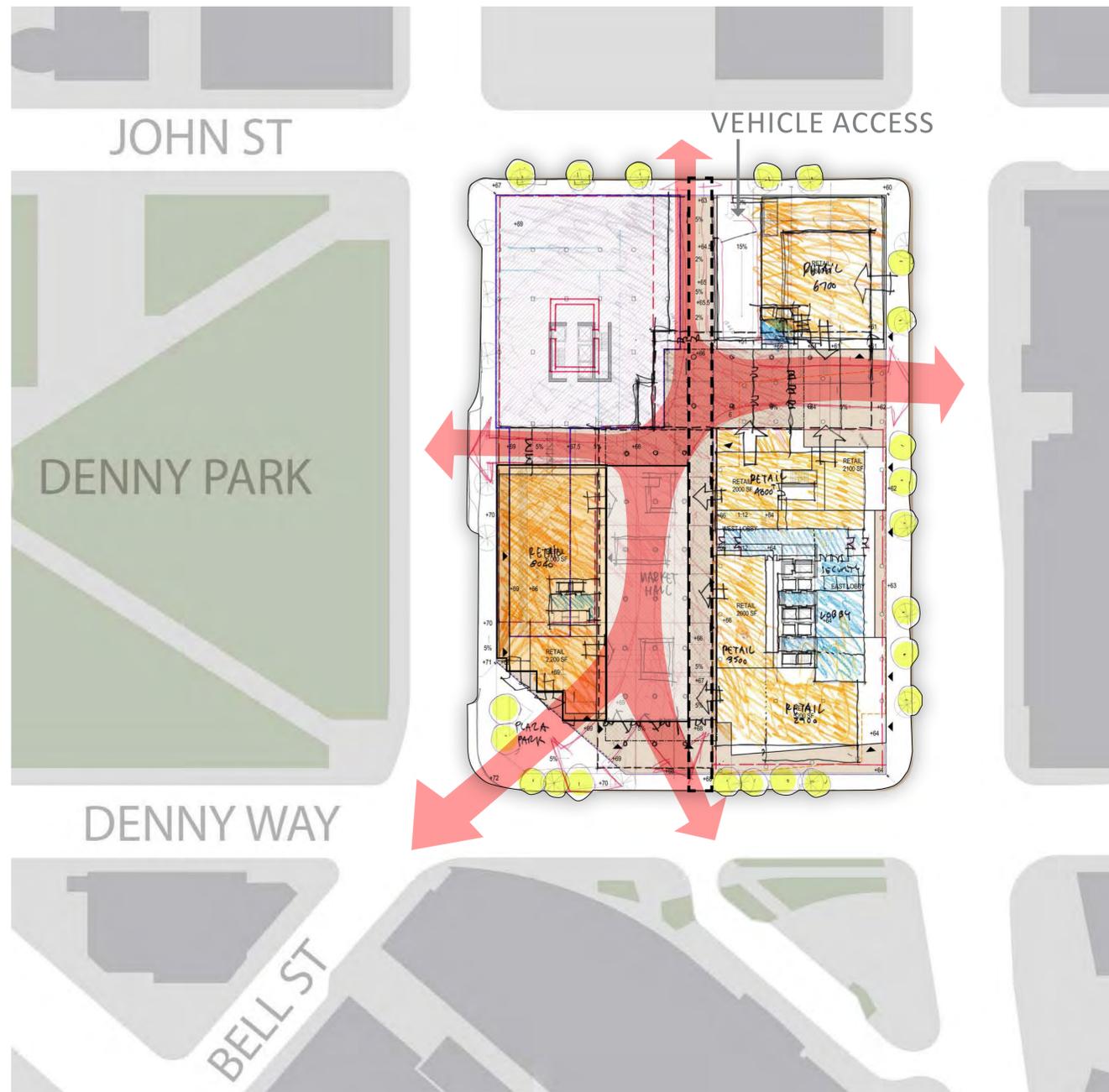


6 SITE DEVELOPMENT



-  site identity gateways
-  primary retail response
-  bike lanes and green streets
-  primary arterials

SITE DEVELOPMENT GROUND LEVEL DEVELOPMENT STUDIES



1 CONCOURSE MARKET



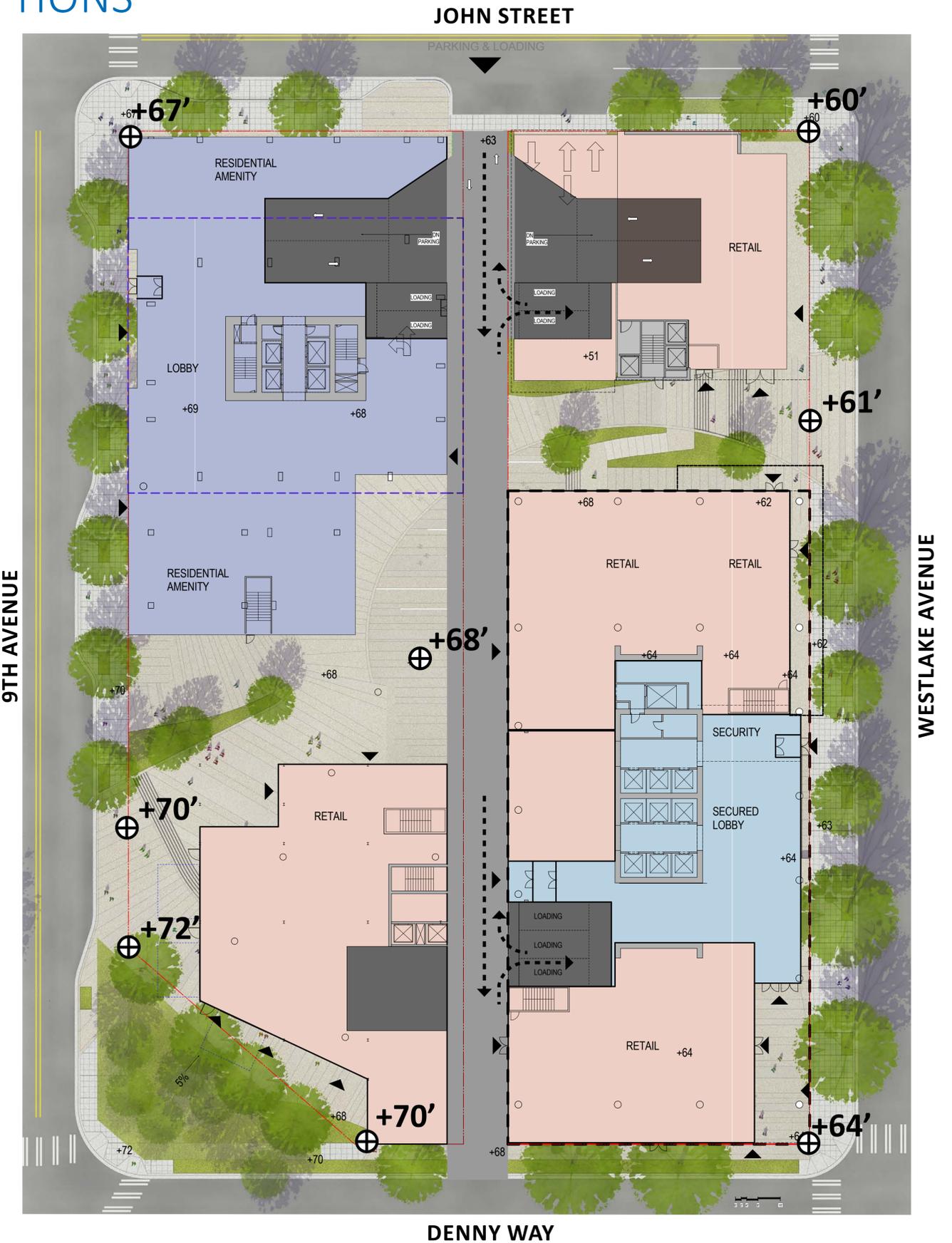
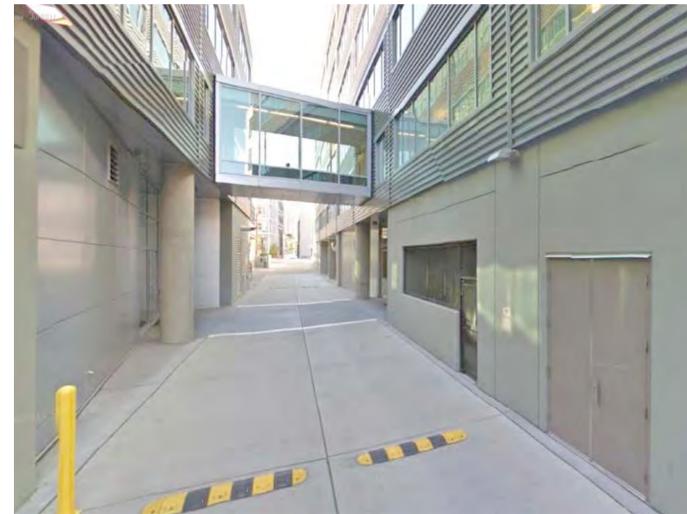
2 CRESCENT

SITE DEVELOPMENT GROUND LEVEL DEVELOPMENT OPTIONS

NO ALLEY VACATION

1

SEPARATE BELOW-GRADE PARKING / SURFACE LOADING



SITE DEVELOPMENT GROUND LEVEL DEVELOPMENT OPTIONS

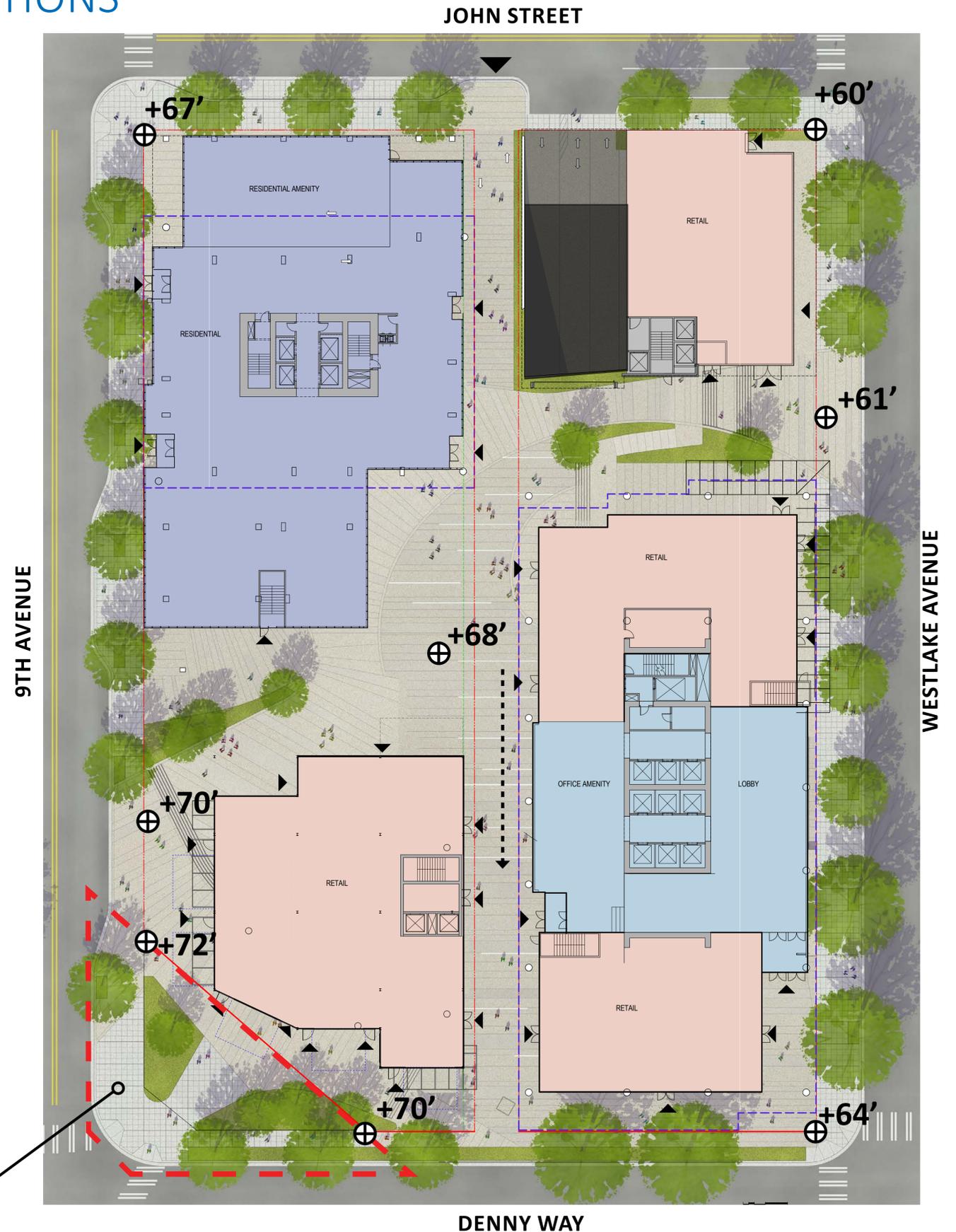
WITH SUBTERRANEAN ALLEY VACATION

2

PREFERRED

SHARED BELOW GRADE PARKING & LOADING

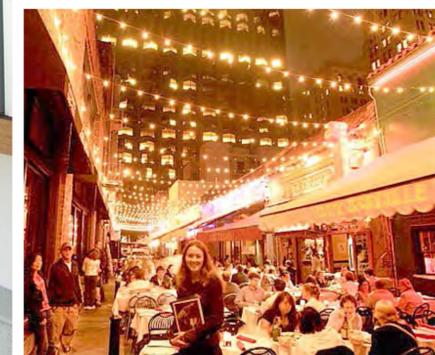
NOTE: NO VEHICULAR ACCESS TO ALLEY RIGHT-OF-WAY SUBJECT TO SDOT APPROVAL



POTENTIAL FUTURE PUBLIC IMPROVEMENTS INTEGRATED WITH ADJACENT DEVELOPMENT

7 THREE DIMENSIONAL STUDIES

THREE DIMENSIONAL STUDIES PRECEDENT IMAGES



THREE DIMENSIONAL STUDIES



RETAIL CORNER @ DENNY WAY AND WESTLAKE AVE

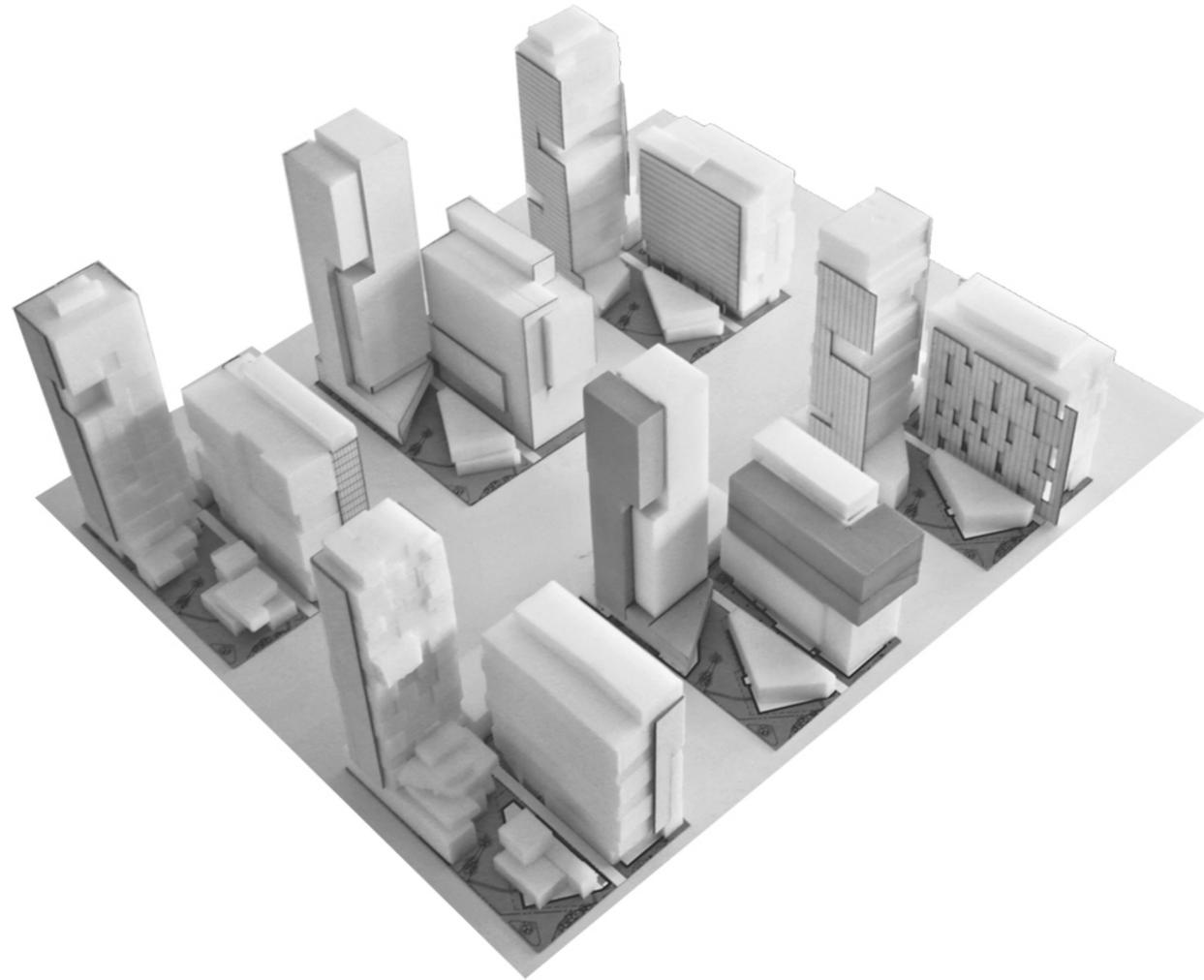


MID-BLOCK CONNECTOR AT 9TH AVENUE



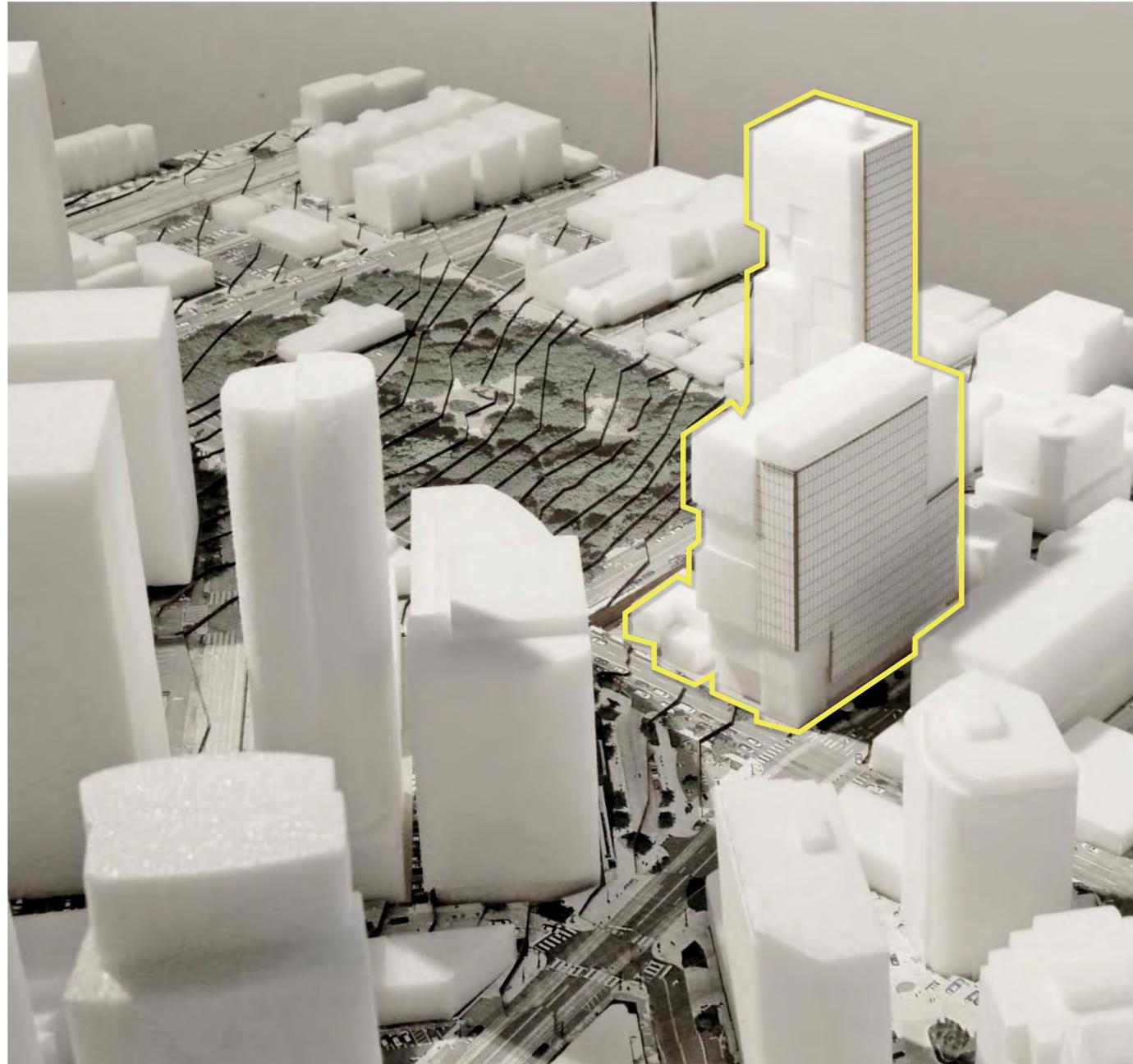
WEST VIEW @ MID-BLOCK

THREE DIMENSIONAL STUDIES **MIXED-USE** MODULATION STUDIES



A

THREE DIMENSIONAL STUDIES **MIXED-USE** MODULATION STUDIES

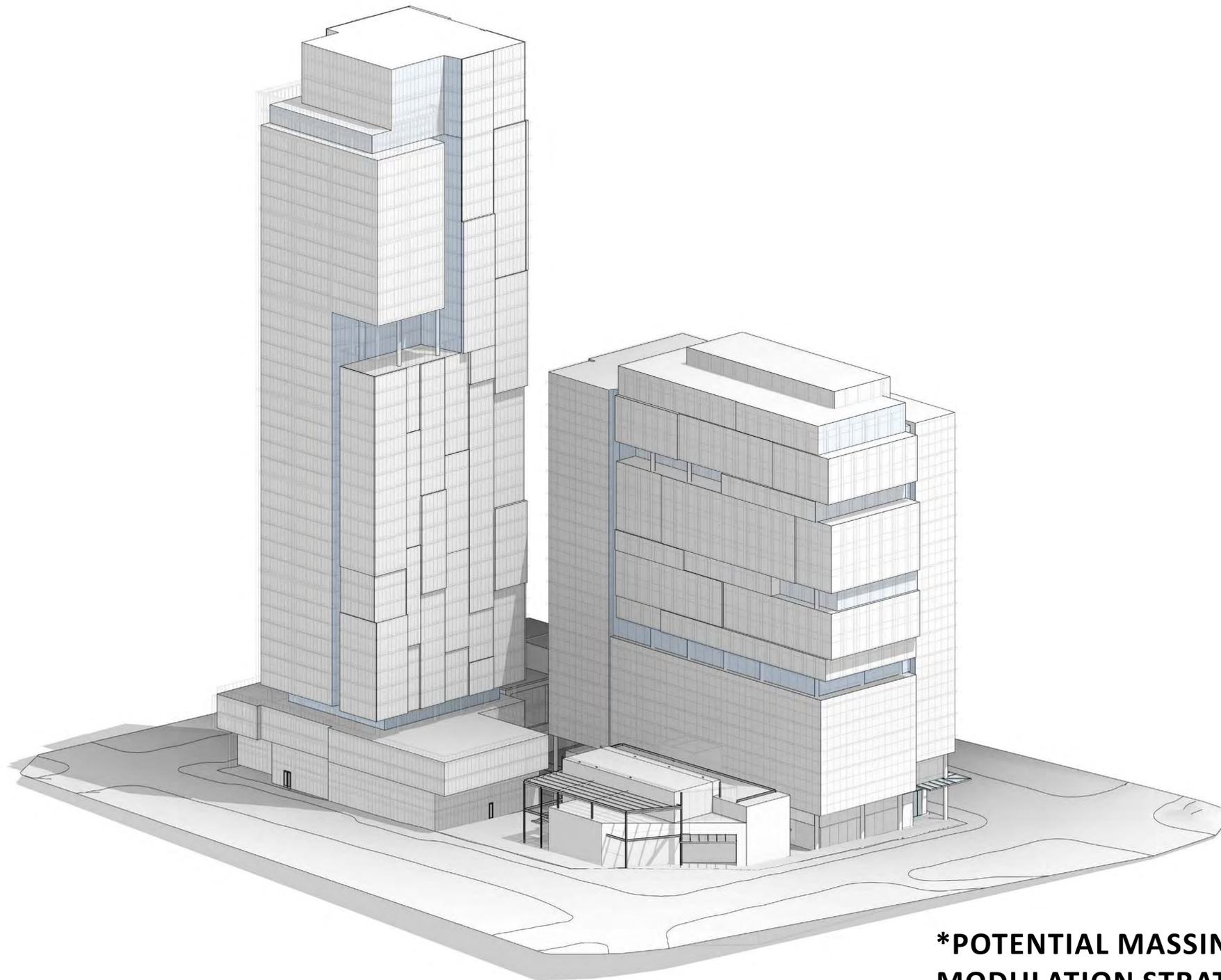


B



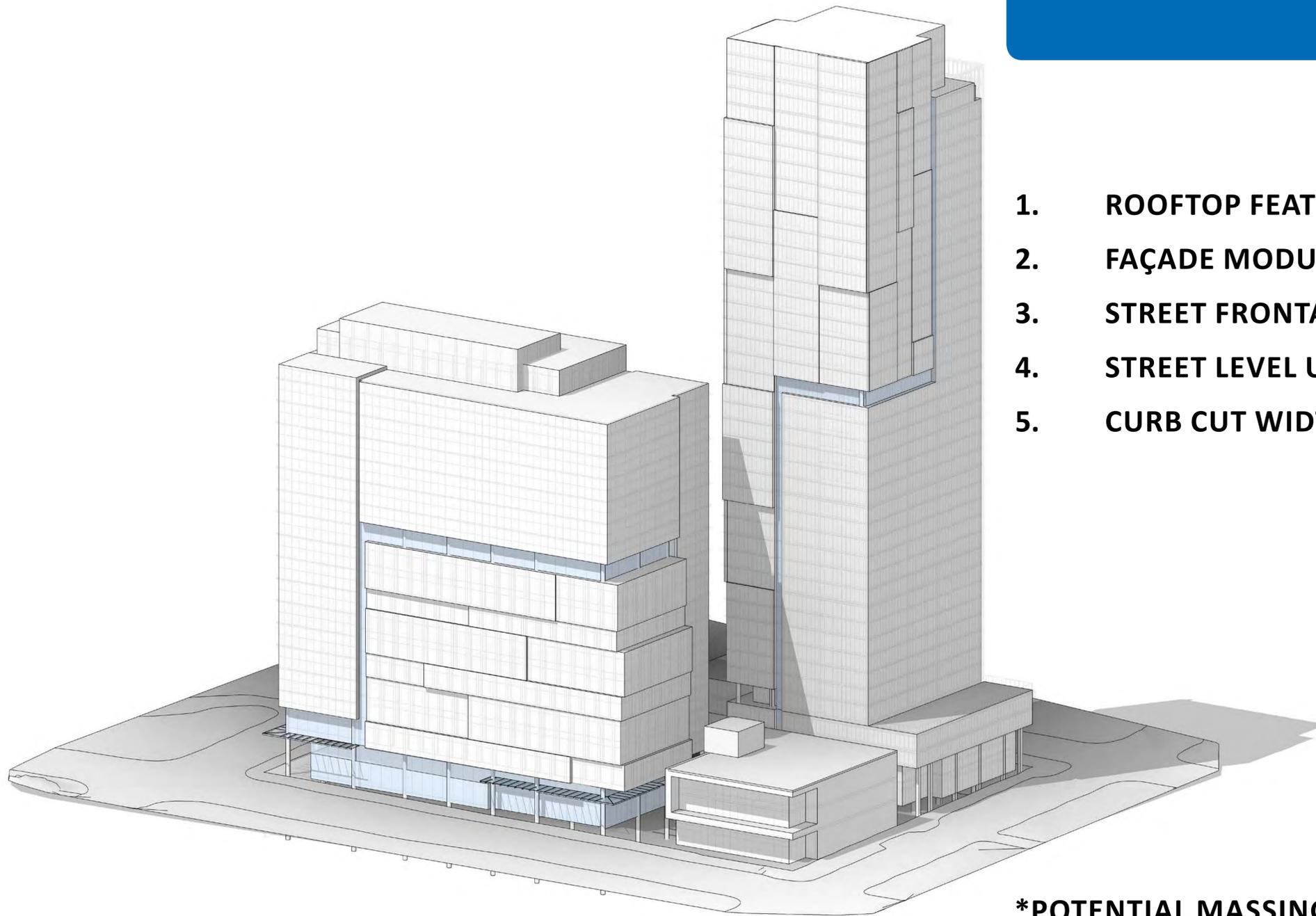
C

THREE DIMENSIONAL STUDIES **MIXED-USE** POTENTIAL MASSING/FACADE MODULATION STRATEGY



***POTENTIAL MASSING/FACADE
MODULATION STRATEGY**

8 POTENTIAL DEPARTURES



1. ROOFTOP FEATURES SETBACK
2. FAÇADE MODULATION
3. STREET FRONTAGE
4. STREET LEVEL USE
5. CURB CUT WIDTH

***POTENTIAL MASSING/FACADE
MODULATION STRATEGY**

POTENTIAL DEPARTURES: ROOFTOP FEATURES

1. ROOFTOP FEATURES

23.48.010 Structure height, H. Rooftop features.

H.4. The following rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.010.H.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment:

- a. Solar collectors;
- b. Stair penthouses;
- c. Mechanical equipment;
- d. Atriums, greenhouses, and solariums;
- e. Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15 feet from the roof edge;
- f. Minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of Section 23.57.012; and
- g. Covered or enclosed common amenity area for structures exceeding a height of 125 feet.

H.5. For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted. If the elevator provides access to a rooftop designed to provide usable open space, elevator penthouses up to 35 feet above the height limit are permitted.

H.7. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to **65 percent** of the roof area, provided that all of the following are satisfied:

- a. All mechanical equipment is screened; and
- b. No rooftop features are located closer than 10 feet to the roof edge.**

Departures:

Nonresidential Tower **Departure:**

The penthouse will be closer than 10' to roof edge along the alley property line (west side of tower)

Nonresidential Tower **Justification:**

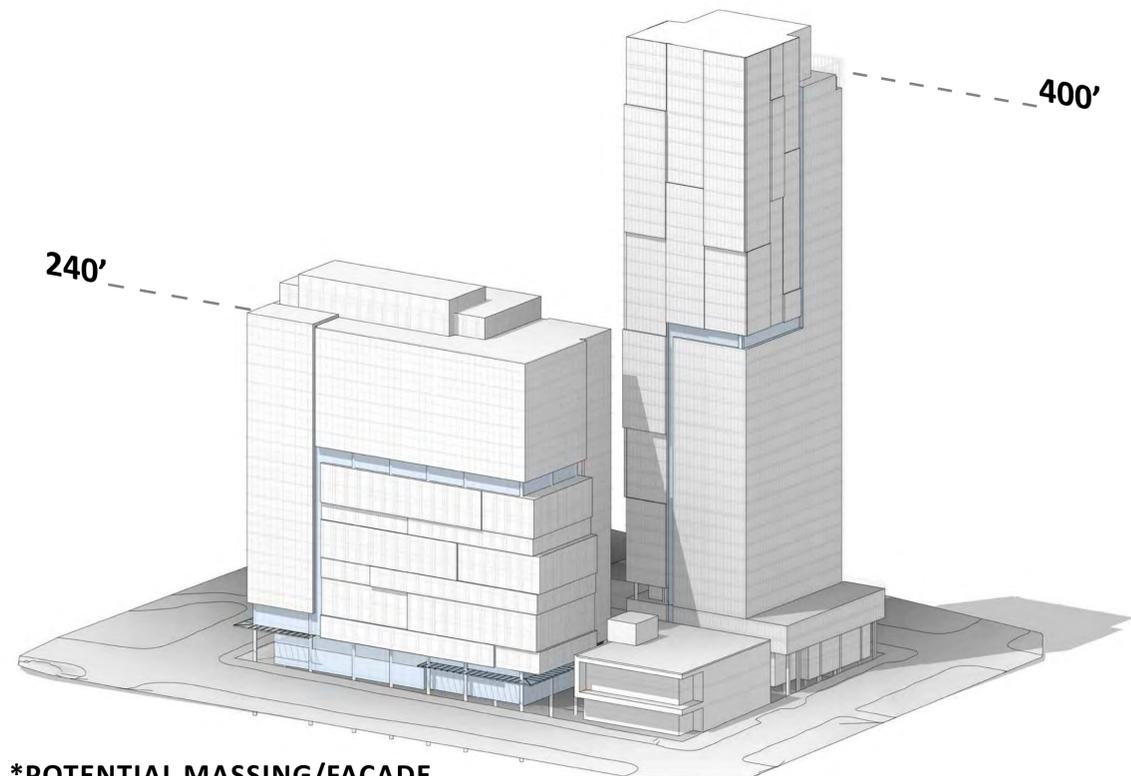
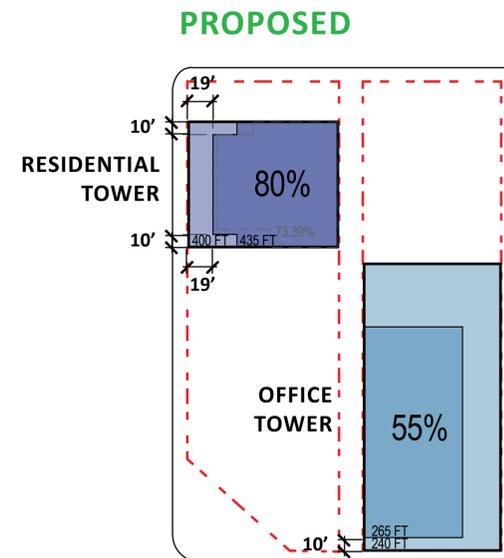
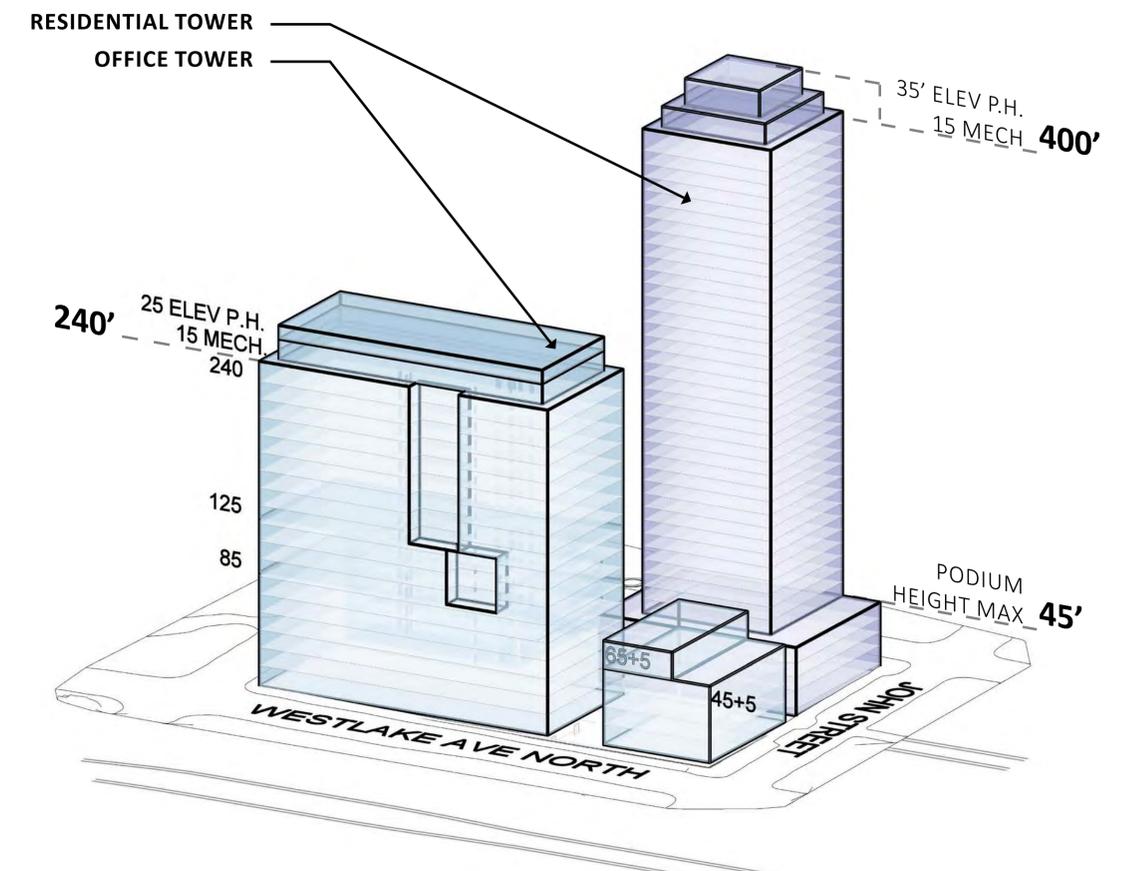
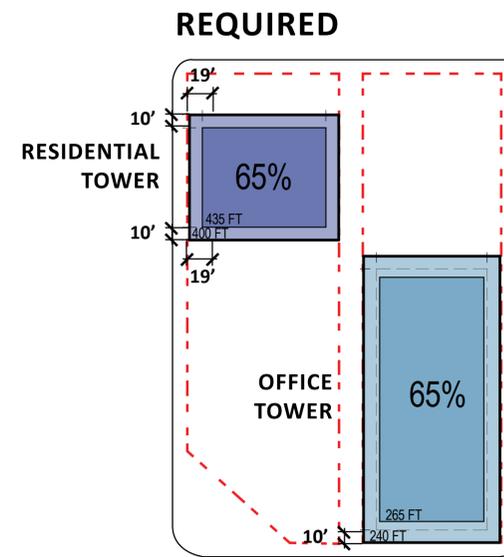
1. Rooftops are treated as an integral part of the massing articulation
2. Total Coverage will be less than 65%
3. The penthouse will be set back more than 10' from the roof edge on both the east and north sides

Residential Tower **Departures:**

1. The penthouse will be closer than 10' to the roof edge on all sides except the west.
2. The coverage limit will be greater than 65%

Residential Tower **Justification:**

1. Rooftops are treated as an integral part of the massing articulation
2. The penthouse will be set back more than 10' from the roof edge on the west side
3. The desire for rooftop amenities space and the need for mechanical equipment is larger than 65% of the average floor area of 10,500.



***POTENTIAL MASSING/FACADE MODULATION STRATEGY**

POTENTIAL DEPARTURES: **FACADE MODULATION**

1. FACADE MODULATION

23.48.013 Upper-level development standards for specific building types in SM zones in the South Lake Union Urban Center

- D. Facade modulation. For all structures with non-residential uses exceeding 85 feet in height, facade modulation is required for the street-facing portions of a structure located within 15 feet of a street lot line and exceeding the podium height specified for the lot on Map A for 23.48.013. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.
1. The maximum length of a facade without modulation is prescribed in Table B for 23.48.013, Facade Modulation. This maximum length shall be measured parallel to each street lot line, and shall apply to any portion of a facade, including projections such as balconies, that is located within 15 feet of street lot lines.

**Table B for 23.48.013
Facade Modulation**

Height of street facing portion of structure	Maximum length of un-modulated facade within 15 feet of street lot line
For stories above the podium height specified on Map A for 23.48.013 up to 125 feet	150 feet
For stories above 125 feet	120 feet

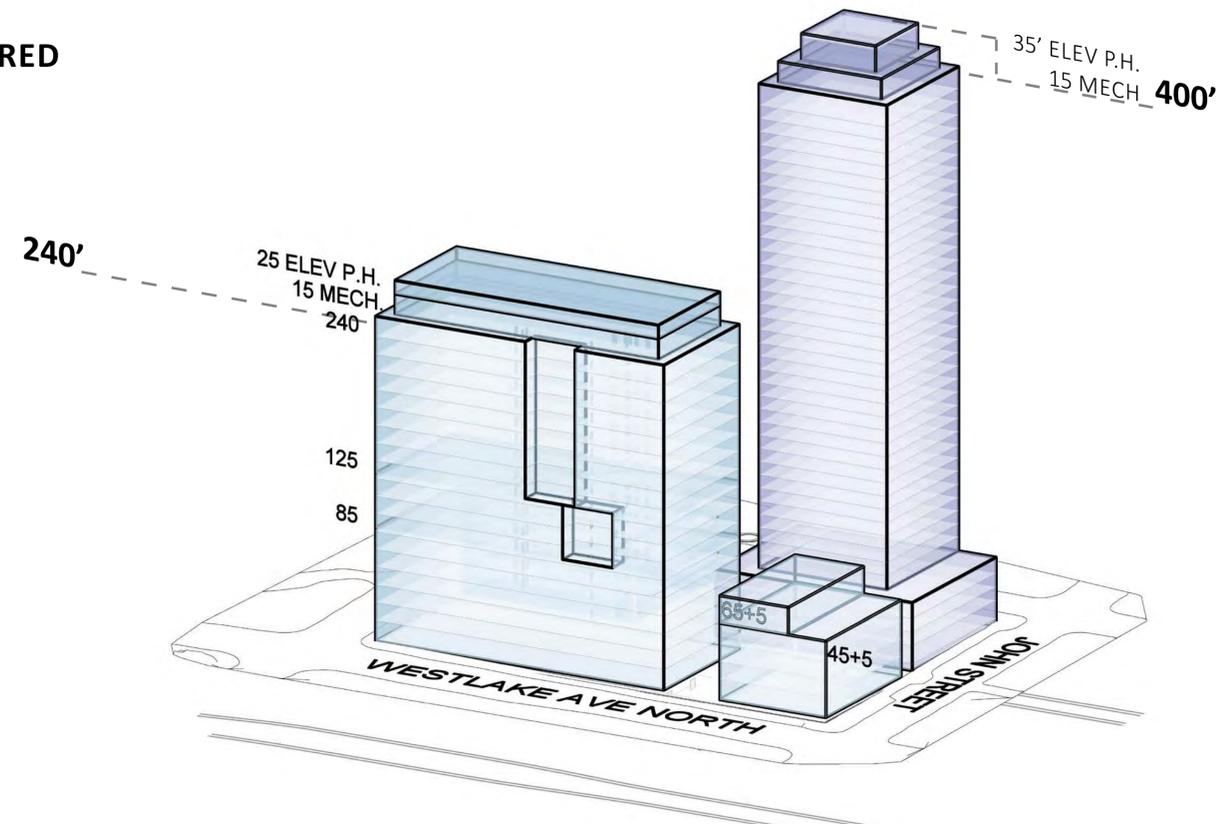
Departure

Along Westlake Ave North the **unmodulated facade will be longer than** prescribed by Table B and the depth and width of the modulation will be other than the prescribed 40' wide by 15' deep.

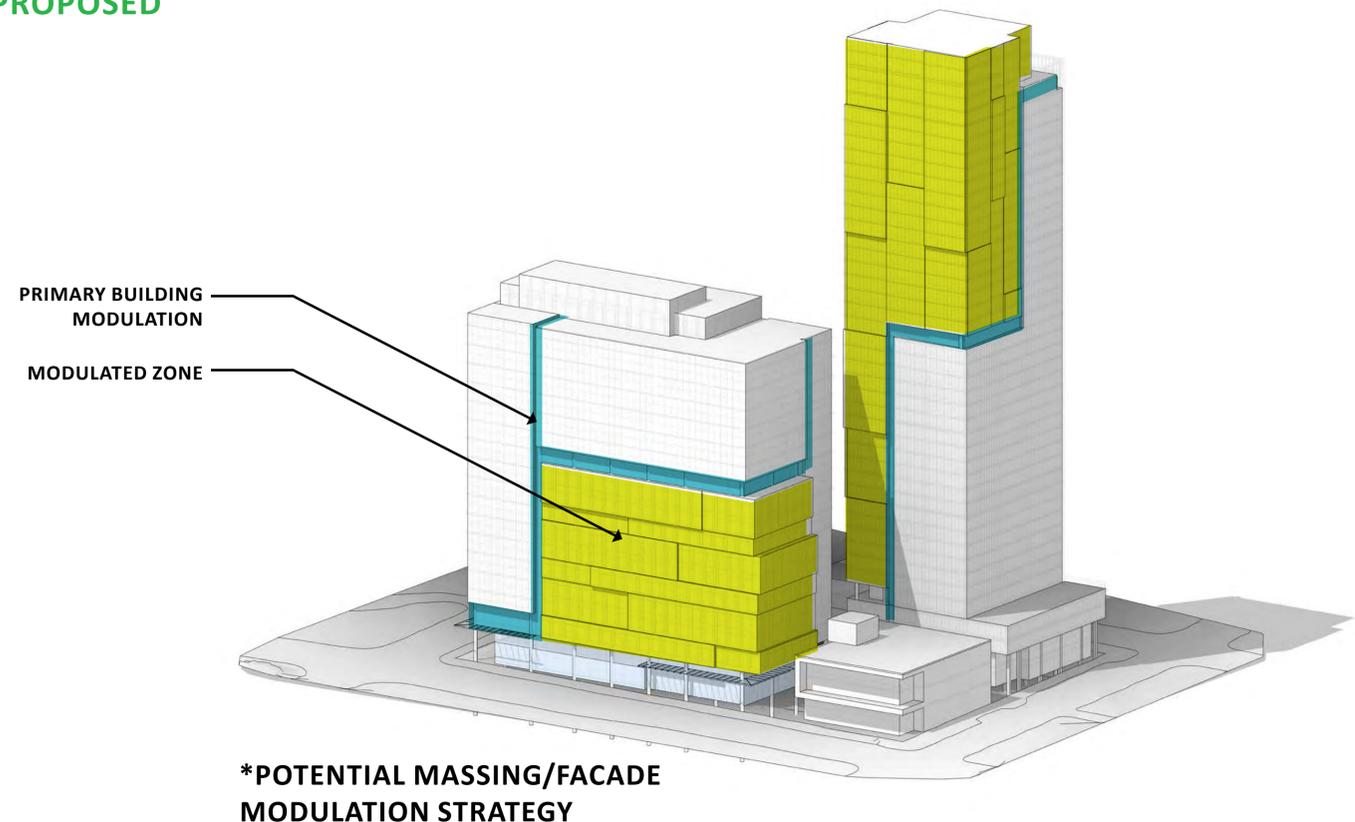
Justification

1. Façade modulation is treated as a holistic approach across the whole site for all buildings, not just the office tower façade along Westlake as required.
2. Modulation is being provided at grade to allow for greater setbacks for pedestrians.
3. Modulation is being provided at the south east corner to emphasize the "Gateway" identified in the South Lake Union Guidelines. And to accommodate the widening of the Denny Way sidewalk and open space as desired in the Denny Way Streetscape Improvement Plan.

REQUIRED



PROPOSED



POTENTIAL DEPARTURES: % STREET FRONTAGE

3. STREET FRONTAGE

23.48.014 Street-level development standards

A. General facade requirements

3. Permitted setbacks from street lot lines. Except on lots subject to the provisions of subsection 23.48.014.B, the street-facing facades of a structure are permitted to set back from the street lot line as follows:
 - a. The street-facing facades of structures abutting Class 1 Pedestrian Streets, as shown on Map A for 23.48.014, shall be built to the street lot line for a minimum of 70 percent of the facade length, provided that the street frontage of any required outdoor amenity area, or other required open space, or usable open space provided in accordance with subsections 23.48.013.B.4.c, 23.48.014.F, or 23.48.014.G is excluded from the total amount of frontage required to be built to the street lot line.

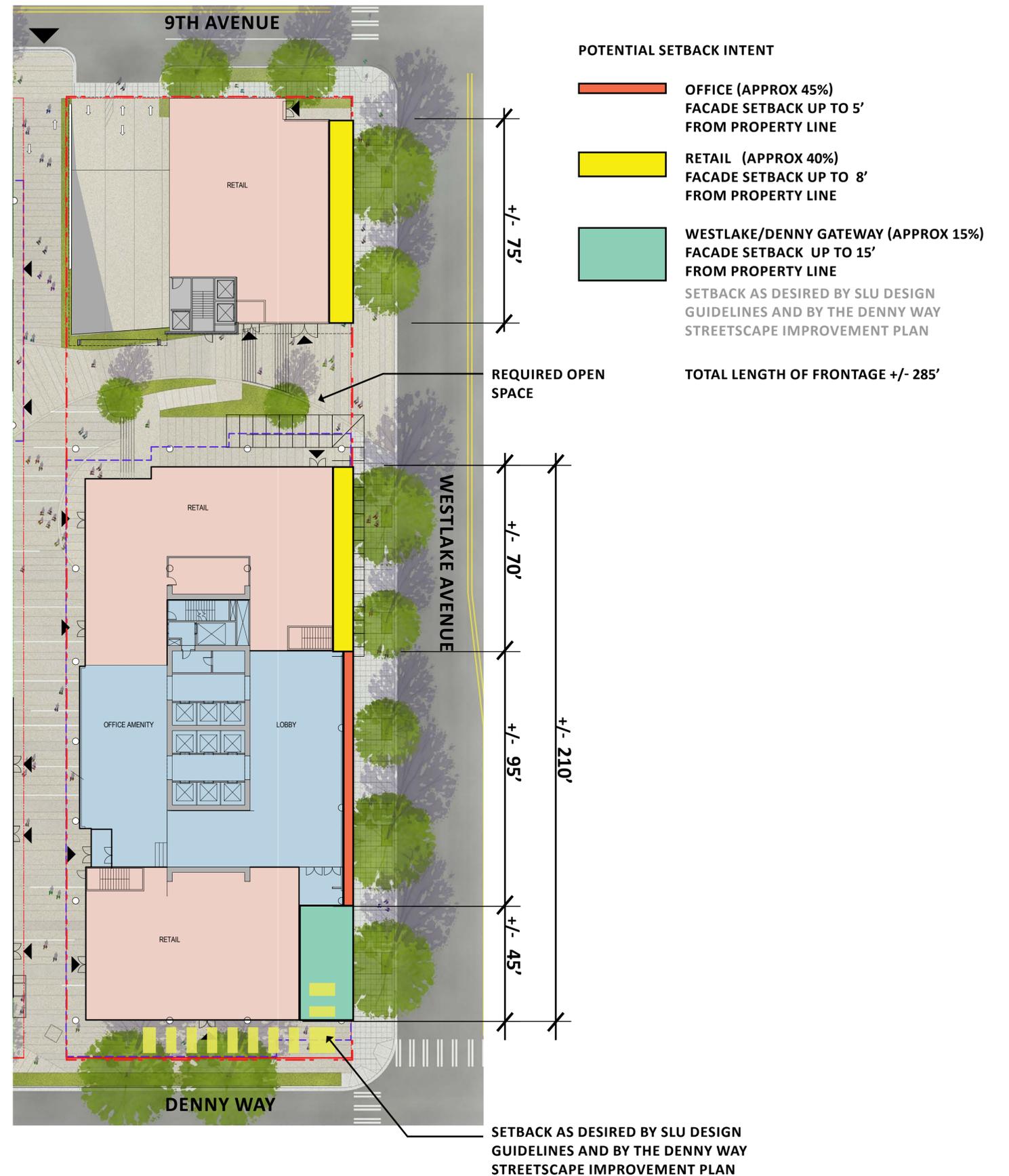
Departure

We are providing less than 70% of the street facing façade to the street lot line along Westlake Avenue, a Class I Pedestrian street. **0% of the street facing façade will be on the lot line.**

Justification

1. To improve the pedestrian experience and integration of the open spaces at corners and mid block
2. The façade holds the lot line more than 70% just not at the street level.
3. The retail frontage is encouraged by the SLU Design Guidelines to spill out onto the sidewalk, this is better accomplished with a setback to help with entries, grade transitions, access, and pedestrian circulation.

PROPOSED



POTENTIAL DEPARTURES: % OF STREET LEVEL USE

4. STREET LEVEL USES

23.48.014 Street-level development standards

E. Development standards for required street-level uses. Street-level uses required by subsection 23.48.004.D, and street-level uses exempt from FAR calculations under the provisions of subsection 23.48.009.D.6, whether required or not, shall meet the following development standards:

1. A minimum of 75 percent of each street frontage where street-level uses are required shall be occupied by uses listed in subsection 23.48.004.D. For structures with a street-facing facade along 8th Avenue N., located on blocks identified pursuant to subsection 23.48.017.B, or located on a designated neighborhood green street the minimum street frontage of required street-level uses is 10 percent of that street-facing facade. The remaining street frontage at street-level may contain other permitted uses and/or pedestrian or vehicular entrances. The frontage of any outdoor common amenity area required for residential uses or other required open space shall not be counted in street frontage.

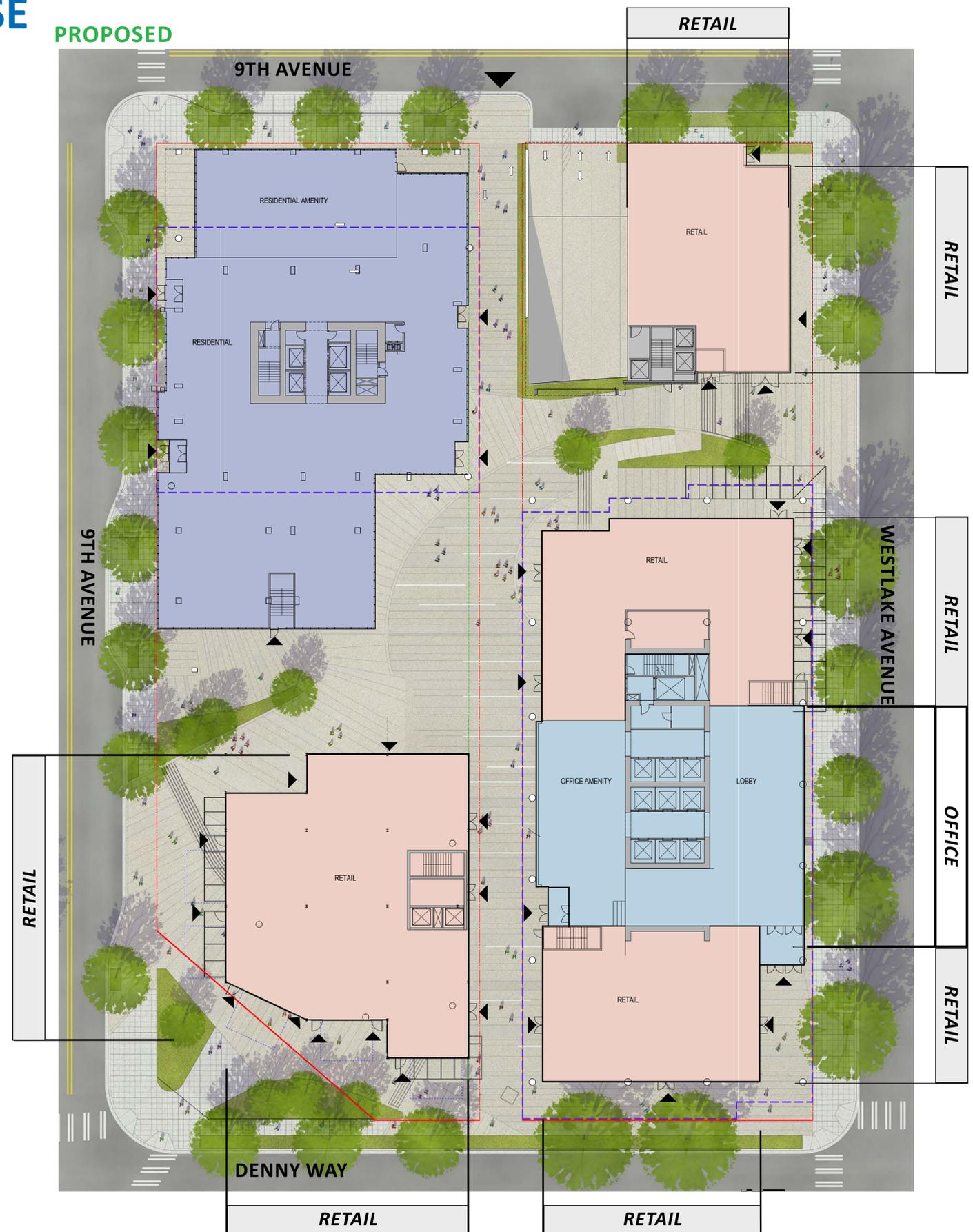
Departure

The project is providing less than the 75% qualified street uses along Westlake Ave North. The office lobby is not a qualified street level use and makes up more than 25% of the street frontage.

Justification

The project is taking a holistic approach and providing as many corner retail opportunities as possible

1. Corner of Denny Way and Westlake Ave North with open space to address the "gateway"
2. Corners of through block connection
3. Corner of Westlake Ave North and John Street
4. Corner of Denny Way and 9th Ave.



POTENTIAL DEPARTURES: CURB CUT WIDTH

5. CURB CUT WIDTH

23.54.030 Parking space standards.

F.2.non-residential uses in all zones except industrial zones.

b. Curb cut widths.

b. Curb cut widths.

- 1) For one way traffic, the minimum width of curb cuts is 12 feet, and the maximum width is 15 feet.
- 2) For two way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined.
- 3) For public schools, the maximum width of a curb cut is 25 feet. Development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79.
- 4) For fire and police stations, the Director may allow curb cuts up to, and no wider than, the minimum width necessary to provide access for official emergency vehicles that have limited maneuverability and that must rapidly respond to emergencies. Curb cuts for fire and police stations are considered curb cuts for two-way traffic.
- 5) If one of the following conditions applies, the Director may require a curb cut of up to 30 feet in width, if it is found that a wider curb cut is necessary for safe access:
 - i. The abutting street has a single lane on the side that abuts the lot;
 - ii. The curb lane abutting the lot is less than 11 feet wide; or
 - iii. The proposed development is located on an arterial with an average daily traffic volume of over 7,000 vehicles; or
 - iv. Off-street loading berths are required according to subsection G of Section 23.54.035.

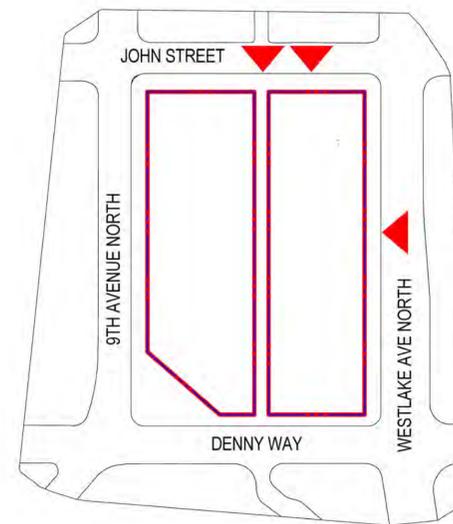
Departure

The project is proposing having only one curb cut, but that one curb cut needs to be wider than 30'. **The proposed curb cut is 40' wide.**

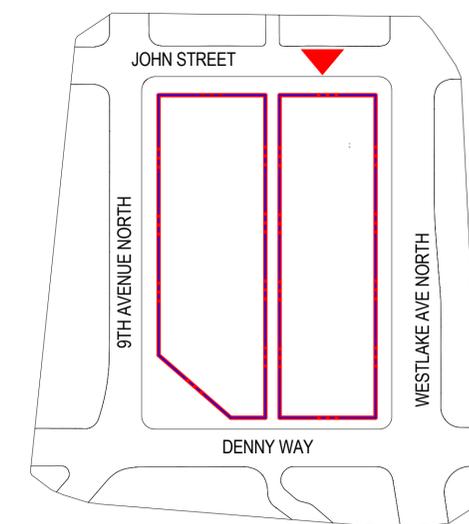
Justification

1. To enhance the pedestrian experience and safety
2. We are reducing the number of curb cuts from 3 existing to 1 new curb cut.
3. Allows for all parking and loading access to occur below grade, giving the alley back to pedestrians

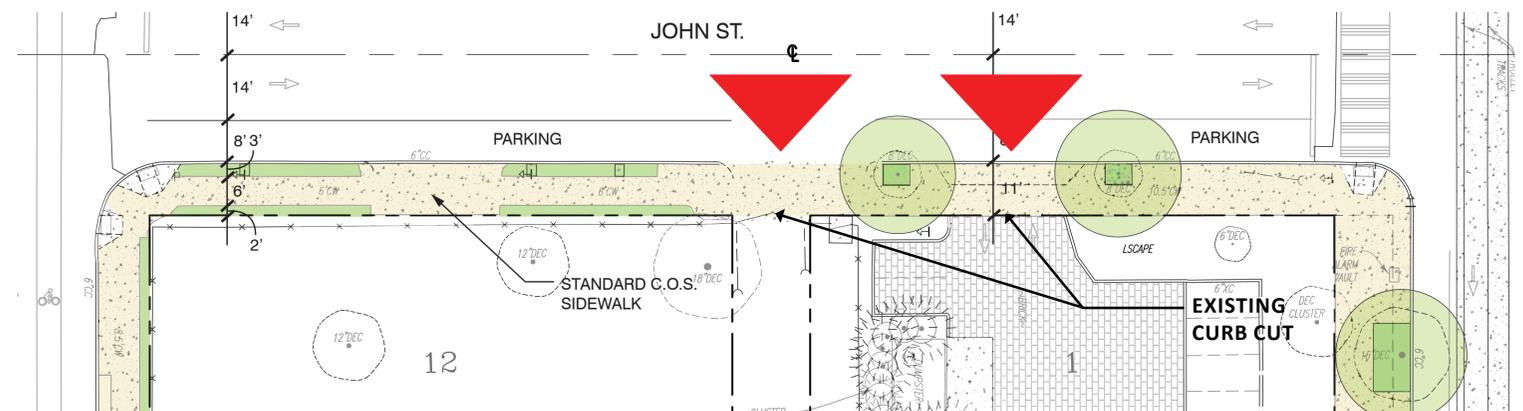
EXISTING



PROPOSED



EXISTING



PROPOSED

