



Amazon.com Phase V Design Recommendation



Project: Amazon.com Phase V
Seattle, Washington
DPD Project #3008520

Phase V Design Recommendation
October 15, 2008
Permit #: 3008520
Callison Project #: 207393.00



EXISTING SITE



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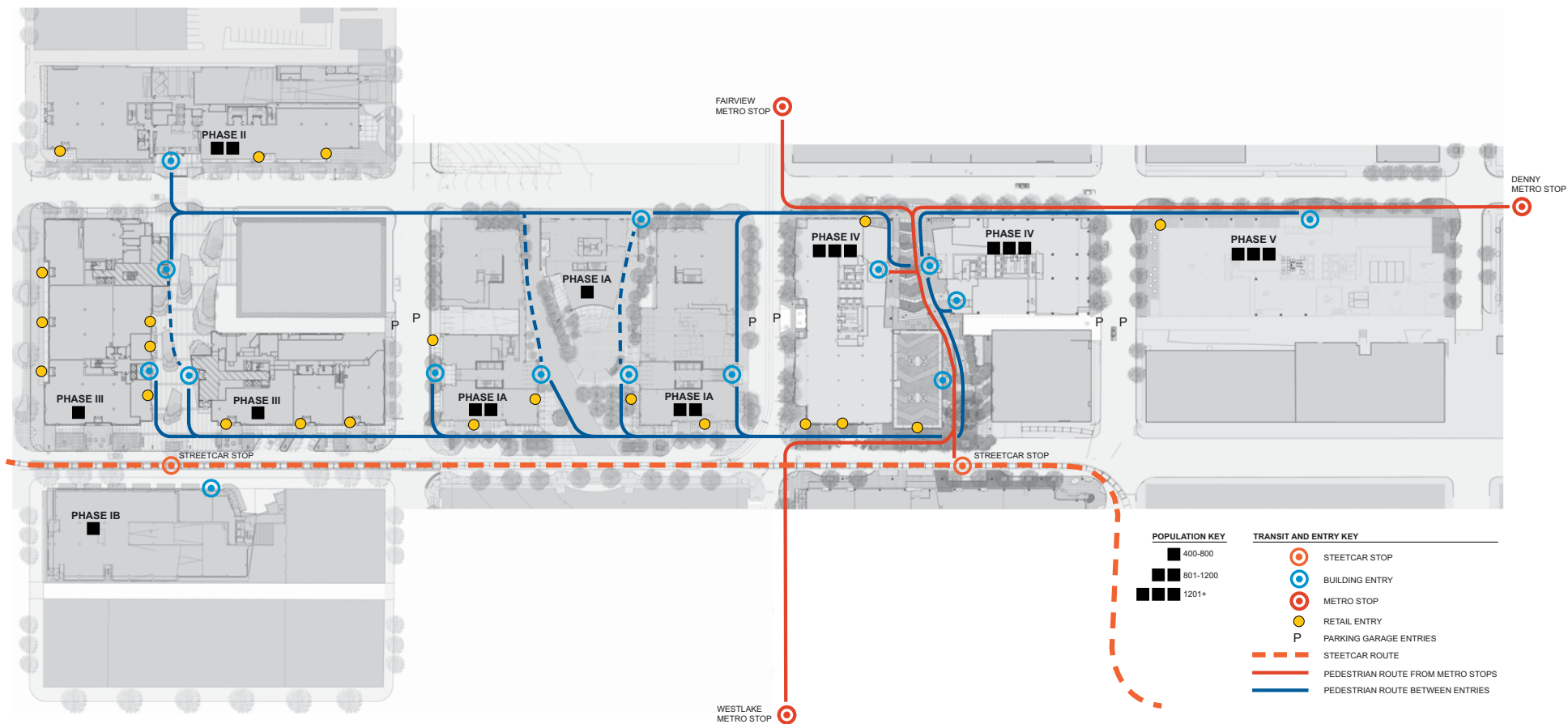
AERIAL VIEW



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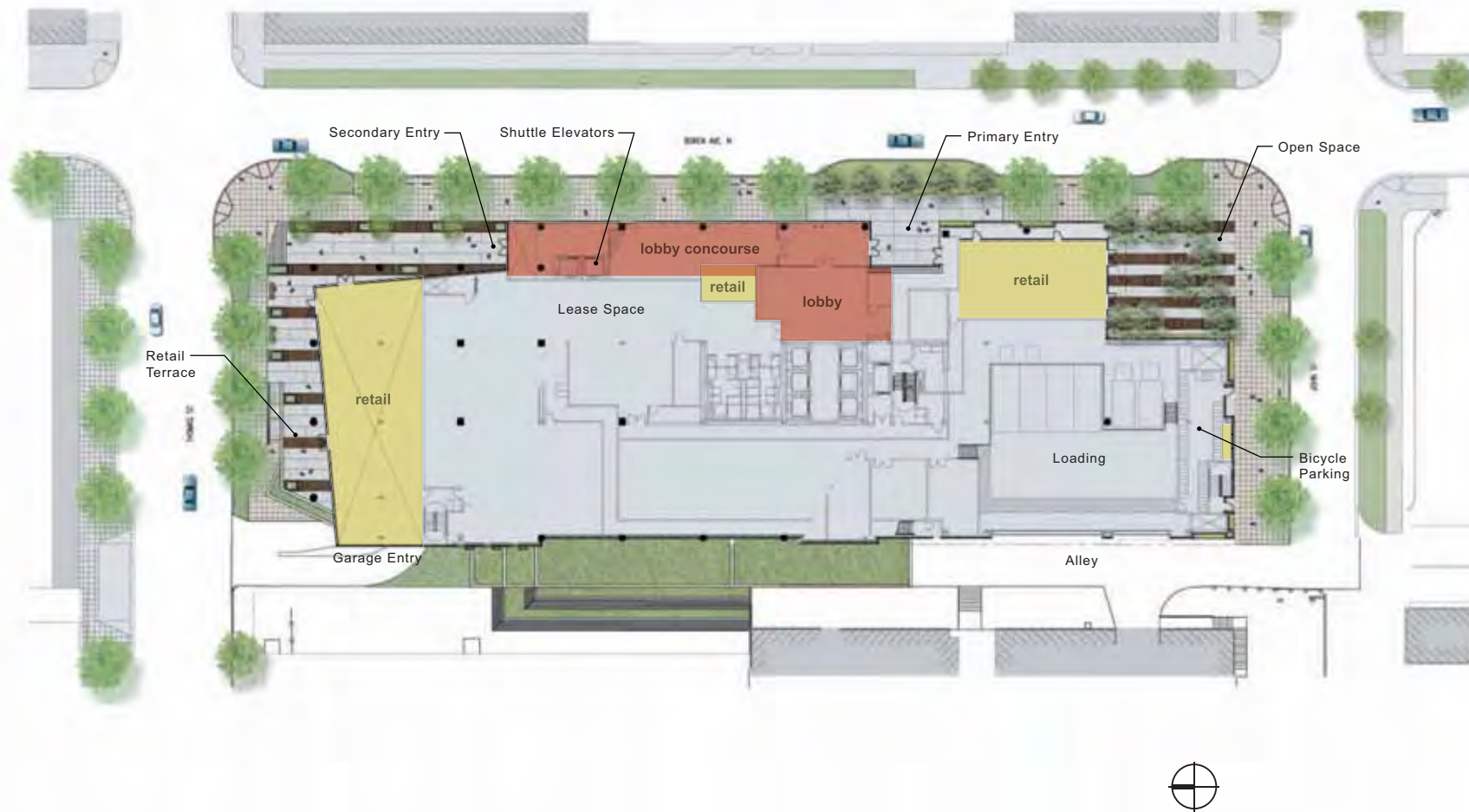
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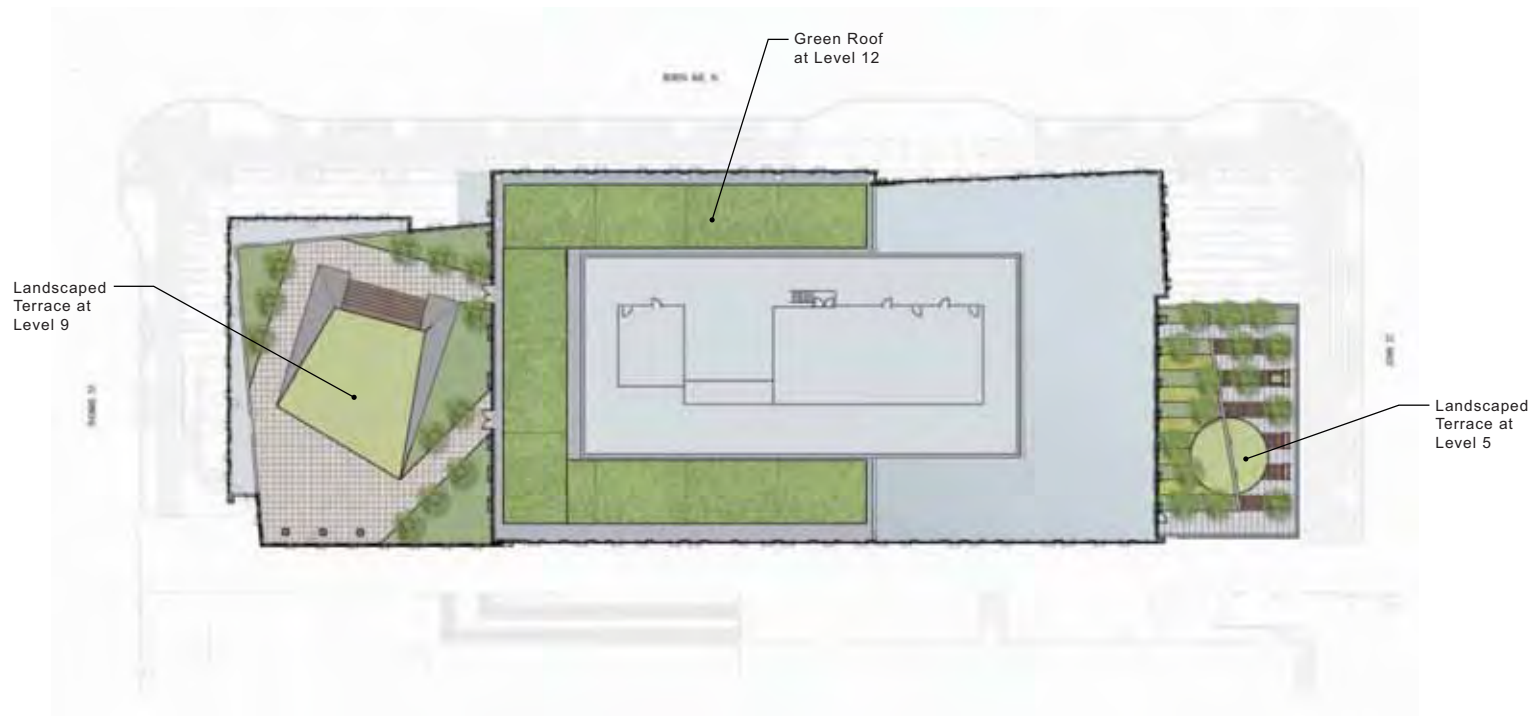
**VICINITY PLAN:
 PHASES I-V**



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**LANDSCAPE SITE PLAN
 & GROUND FLOOR PLAN**



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LANDSCAPE ROOF PLAN



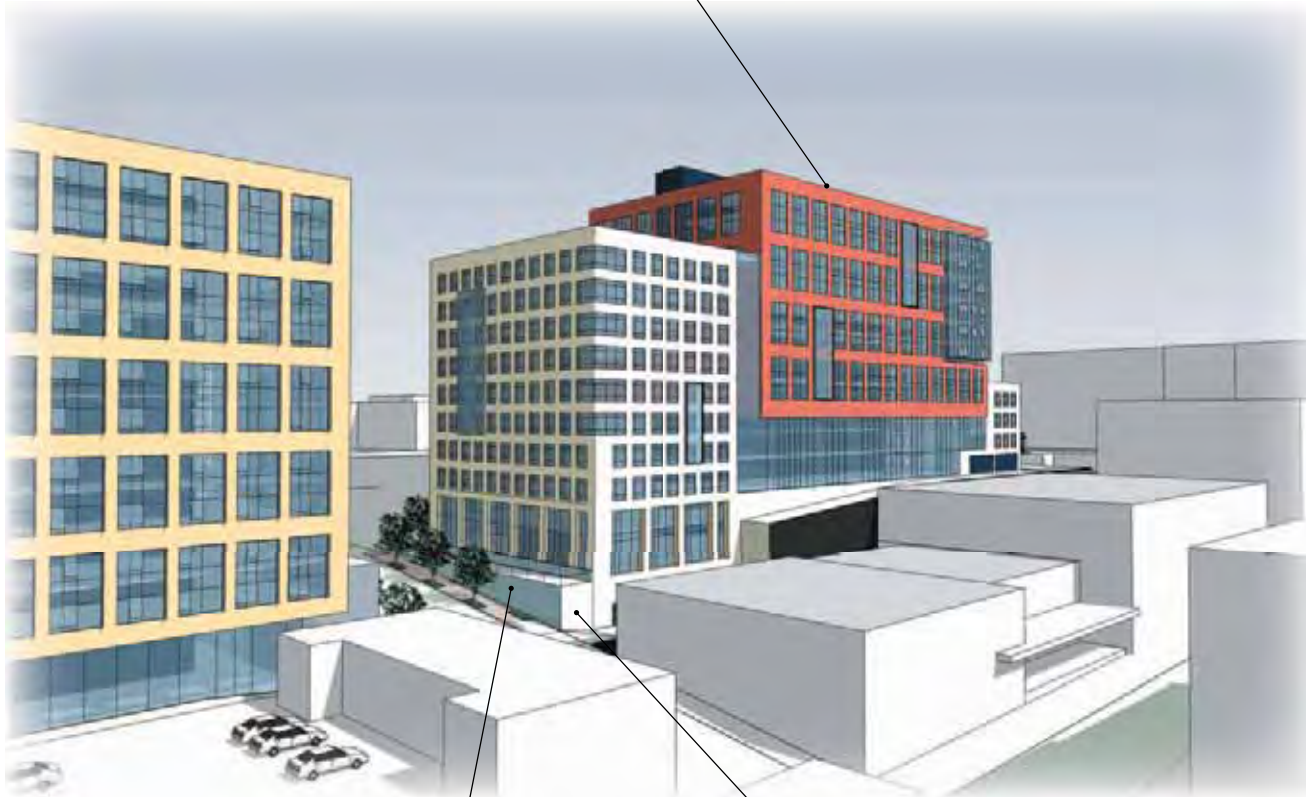
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ARCHITECTURAL CONCEPT:
Modern Warehouse

Consider an expressed top at roof line of the larger building - a unique cap of some kind (C-2)

Building masses should be differentiated from one another and from Amazon.com buildings on nearby blocks (C-1, C-2)



Special care should be taken to provide human scaled spaces adjacent to sidewalk areas which are connected to retail shops and entrances (A-3, 4; C-3; D-1)

Building materials and expression should wrap into the alley so it looks "finished" (C-1, C-2)

SOUTH LAKE UNION DESIGN GUIDELINES

- A SITE PLANNING**
 - A-1 Respond to Site Characteristics
 - A-2 Streetscape Compatibility
 - A-3 Entrances Visible from the Street
 - A-4 Human Activity
- B HEIGHT, BULK AND SCALE**
 - B-1 Height, Bulk and Scale Compatibility
- C ARCHITECTURAL ELEMENTS AND MATERIALS**
 - C-1 Architectural Context
 - C-2 Architectural Concept and Consistency
 - C-3 Human Scale
- D PEDESTRIAN ENVIRONMENT**
 - D-1 Pedestrian Open Spaces and Entrances
 - D-7 Personal Safety and Security
- E LANDSCAPING**
 - E-1 Reinforce Existing Landscape Character of Neighborhood
 - E-2 Landscaping to Enhance the Building and/or Site
 - E-3 Landscape Design to Address Special Site Conditions



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Phase V Design Recommendation ISSUES FROM EDG

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Consider an expressed top at roof line of the larger building - a unique cap of some kind (C-2)

Building masses should be differentiated from one another and from Amazon.com buildings on nearby blocks (C-1, C-2)



Continue with building massing and differentiation between elements to break down the appearance of bulk and scale (B-1)

Building should interact with pedestrians and engage with uses along the facade (A-1,2,3,4; D-7)

The arcade on the east side should be tall and end in an experience, like an entry (A-1,2,3,4; C-3; D-1)

SOUTH LAKE UNION DESIGN GUIDELINES

A SITE PLANNING

- A-1 Respond to Site Characteristics
- A-2 Streetscape Compatibility
- A-3 Entrances Visible from the Street
- A-4 Human Activity

B HEIGHT, BULK AND SCALE

- B-1 Height, Bulk and Scale Compatibility

C ARCHITECTURAL ELEMENTS AND MATERIALS

- C-1 Architectural Context
- C-2 Architectural Concept and Consistency
- C-3 Human Scale

D PEDESTRIAN ENVIRONMENT

- D-1 Pedestrian Open Spaces and Entrances
- D-7 Personal Safety and Security

E LANDSCAPING

- E-1 Reinforce Existing Landscape Character of Neighborhood
- E-2 Landscaping to Enhance the Building and/or Site
- E-3 Landscape Design to Address Special Site Conditions



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**OVERALL VIEW
 LOOKING NORTHWEST**



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**OVERALL VIEW
LOOKING SOUTHWEST**



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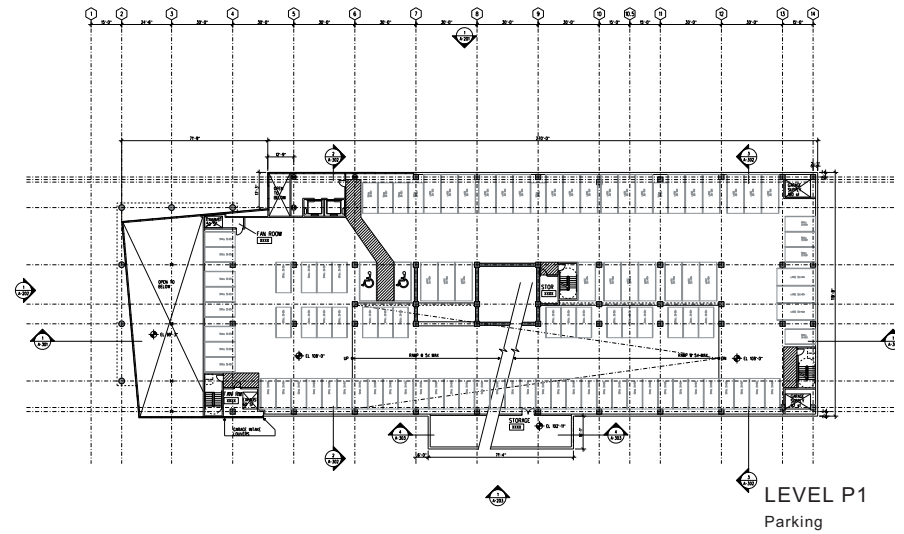
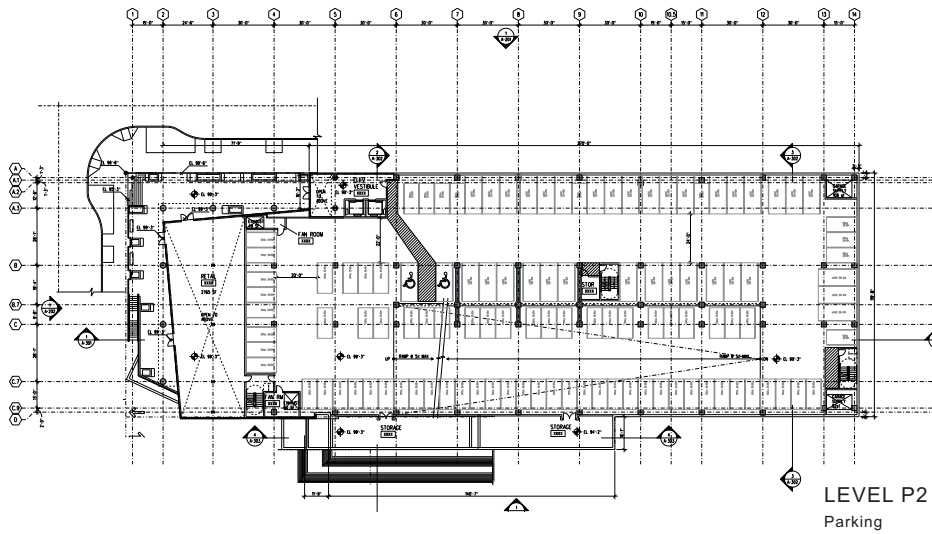
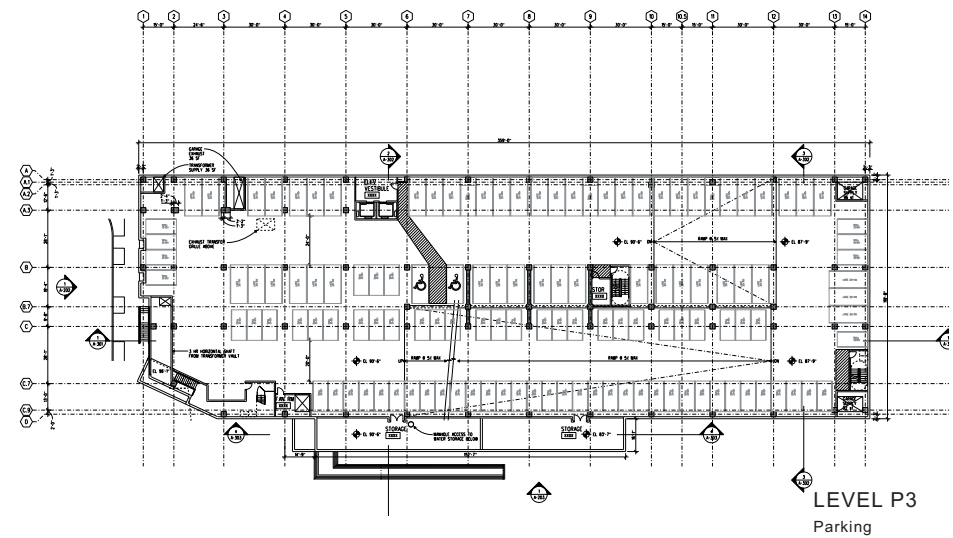
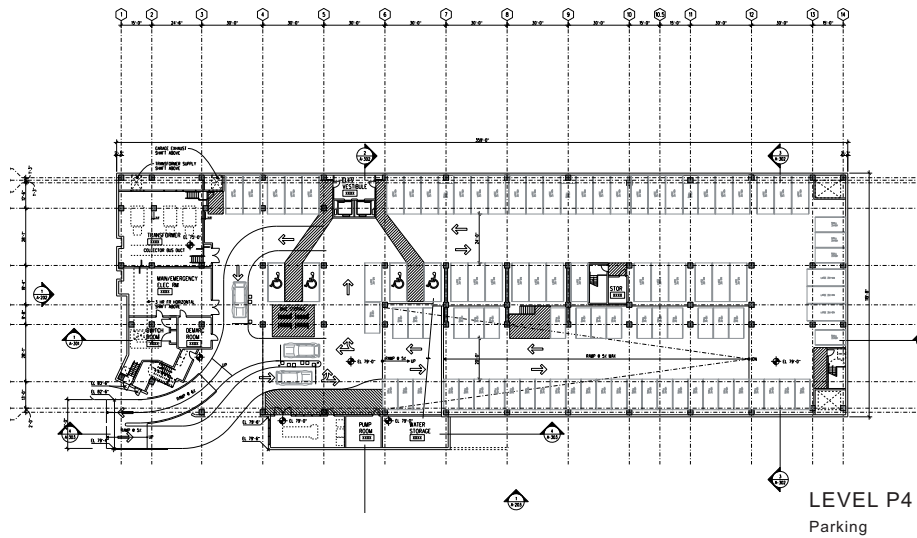
**OVERALL VIEW
 LOOKING SOUTHEAST**

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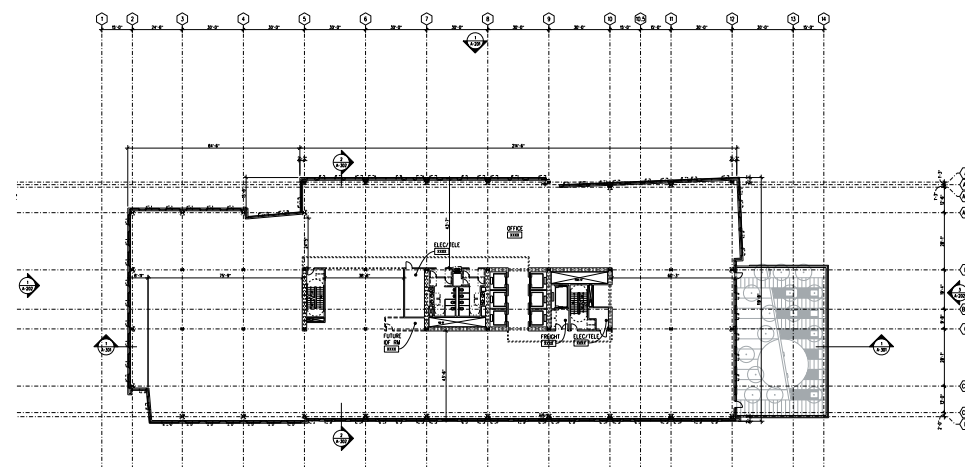
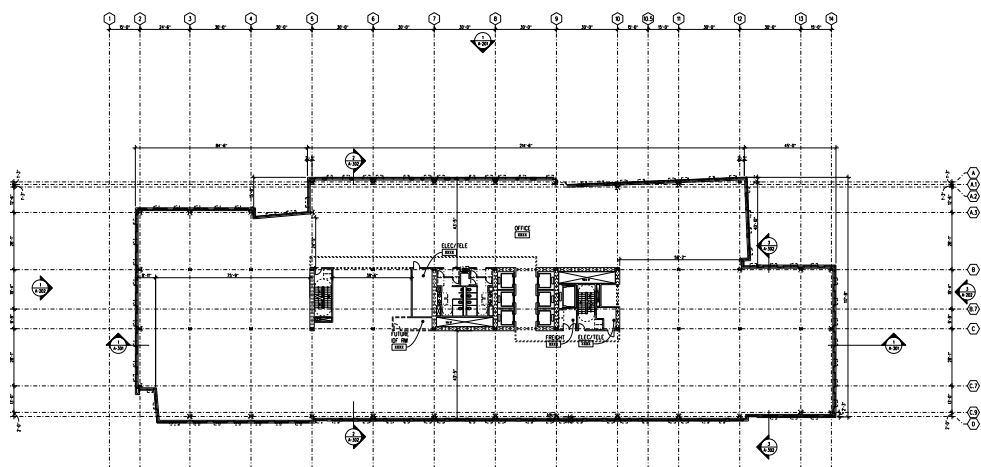
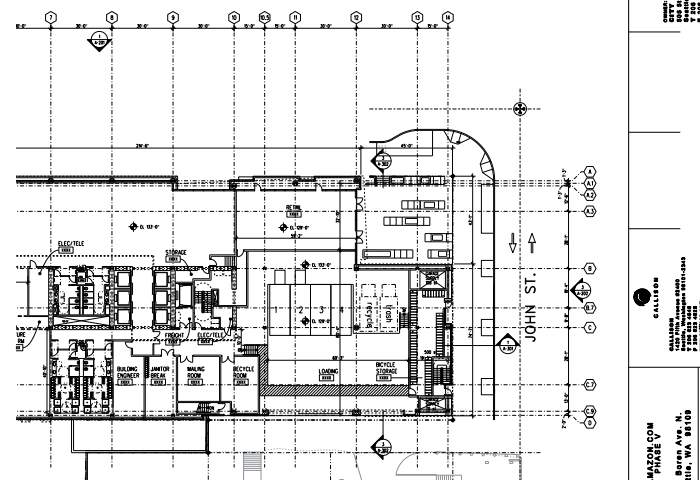
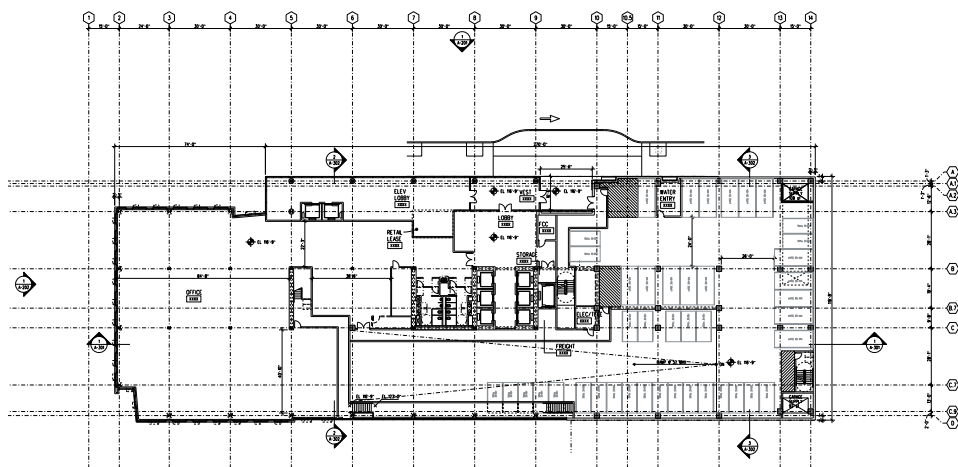
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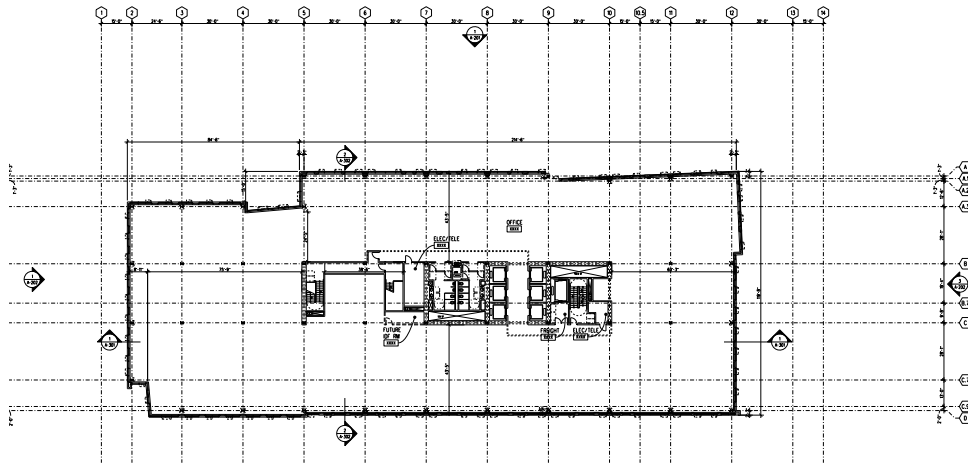


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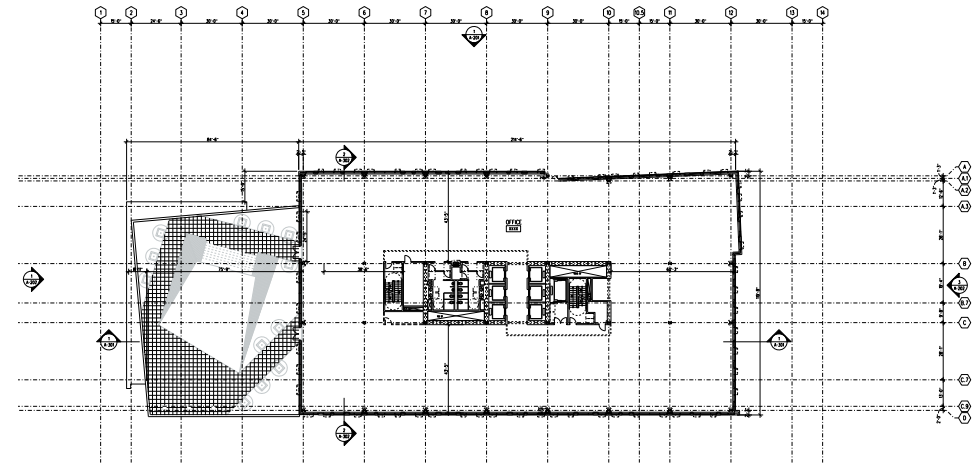
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BUILDING FLOOR PLANS

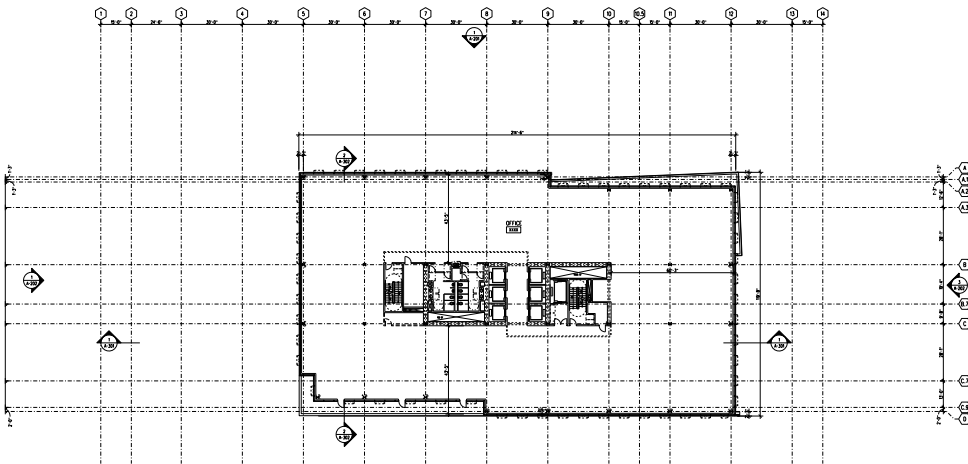




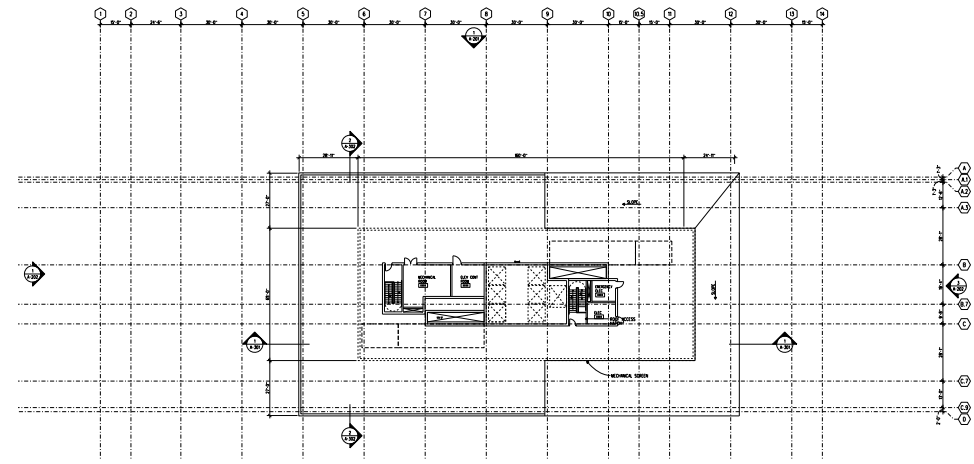
LEVEL 3
Office



LEVEL 6
Office



LEVEL 11
Office, Terrace



ROOF



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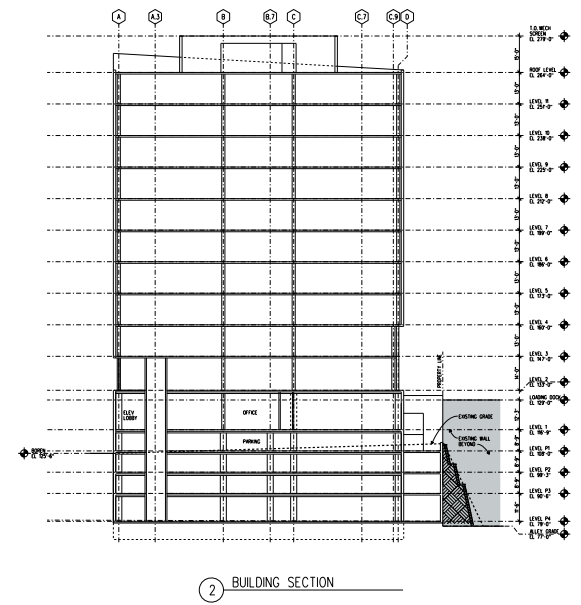
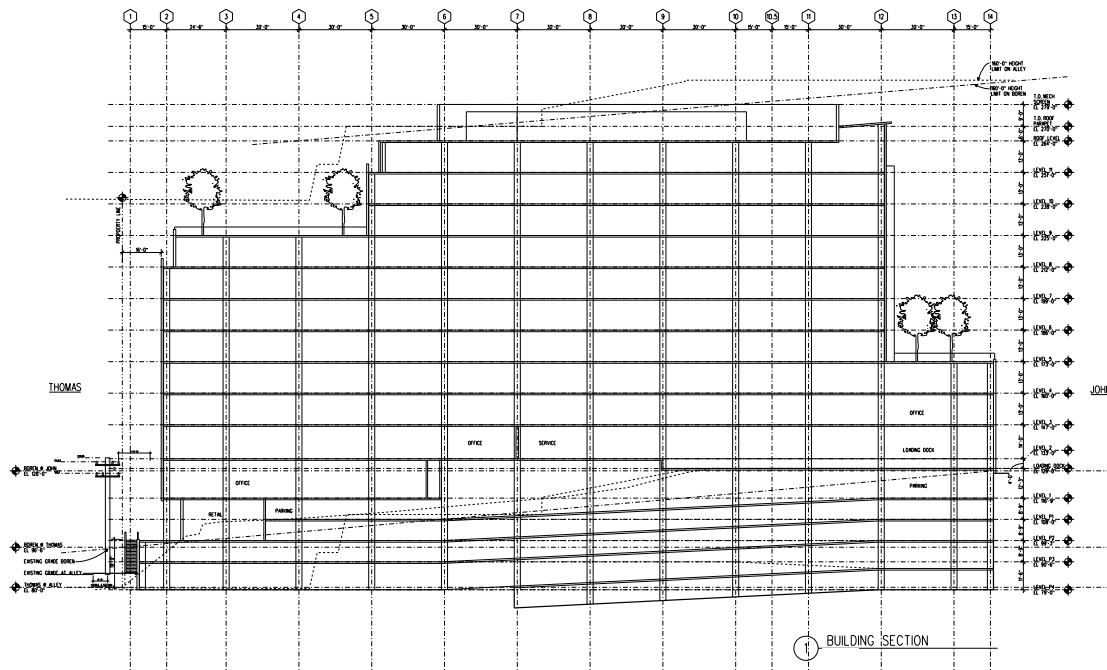
BUILDING FLOOR PLANS



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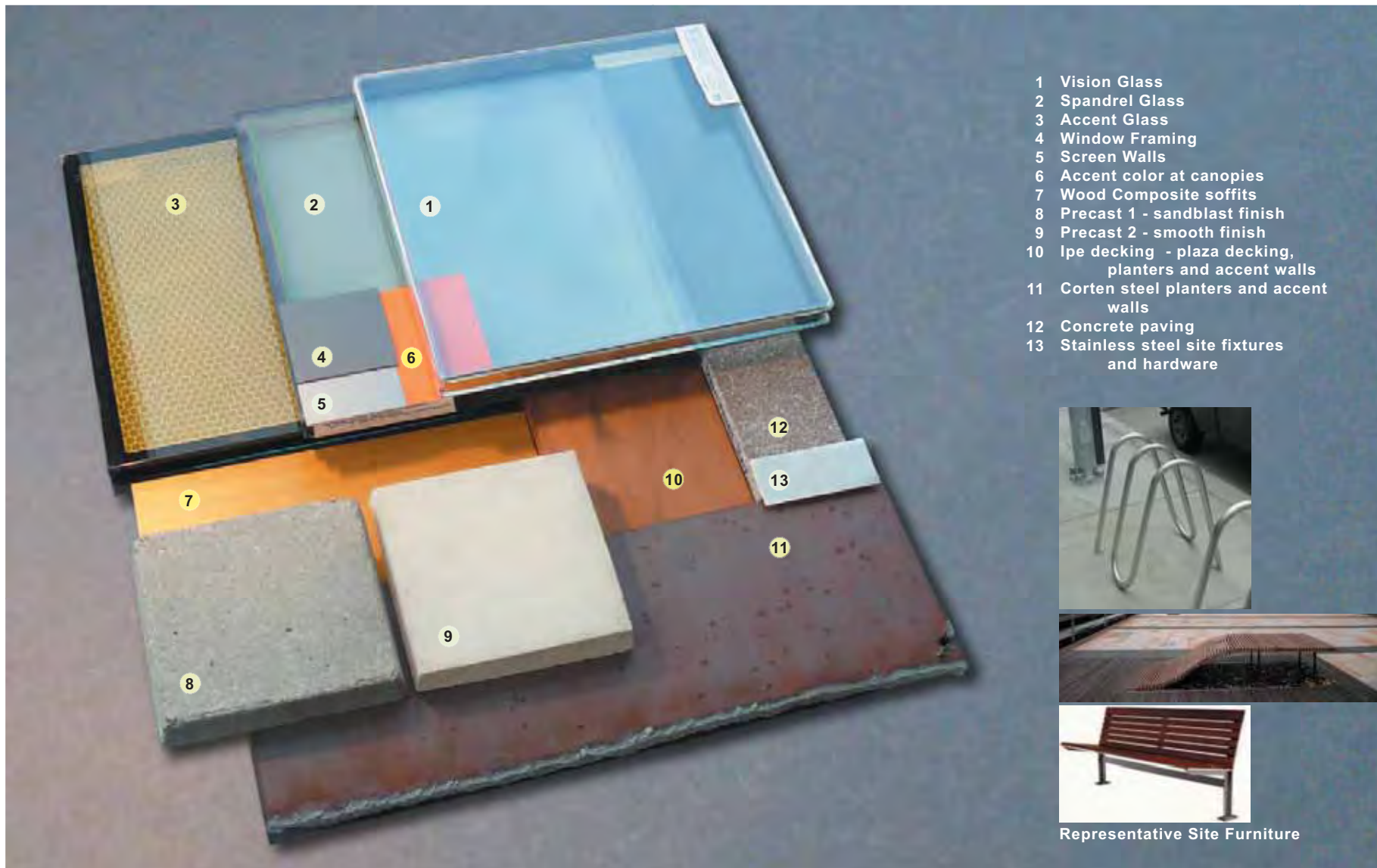
BUILDING ELEVATIONS



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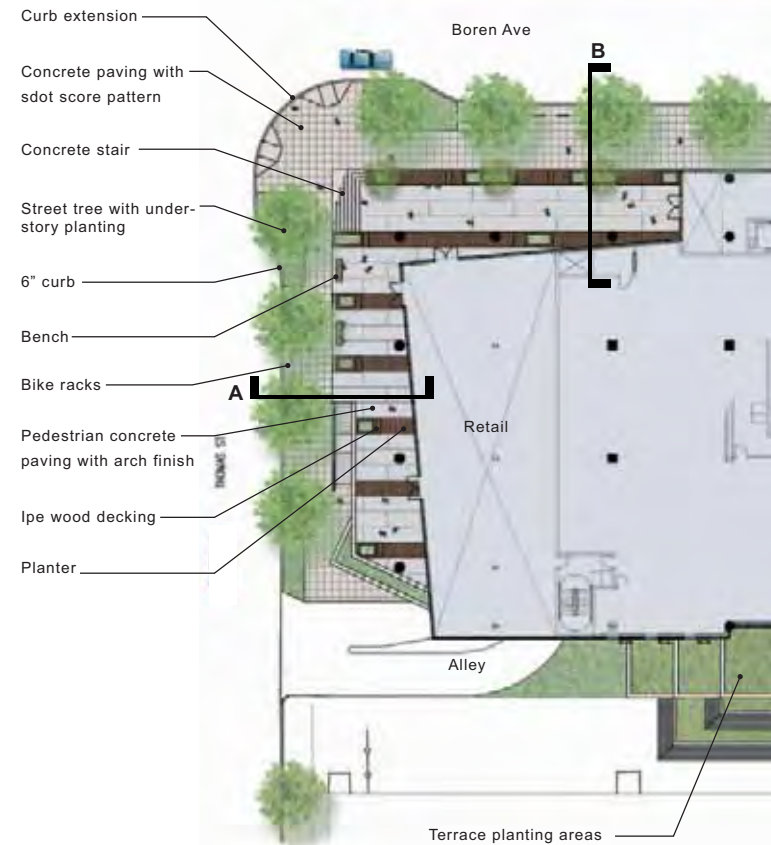
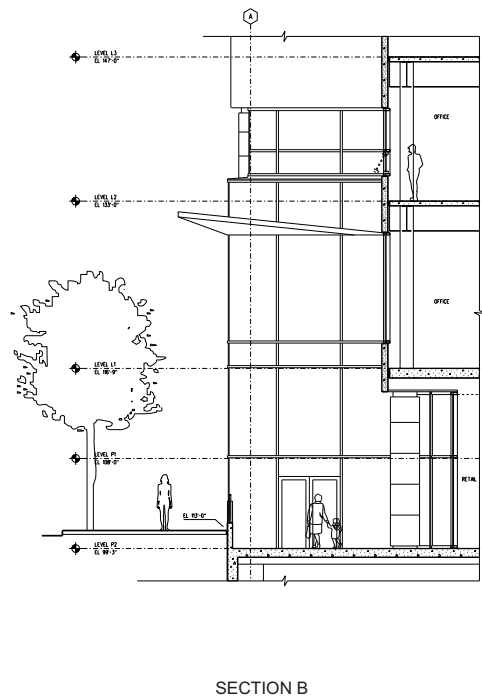
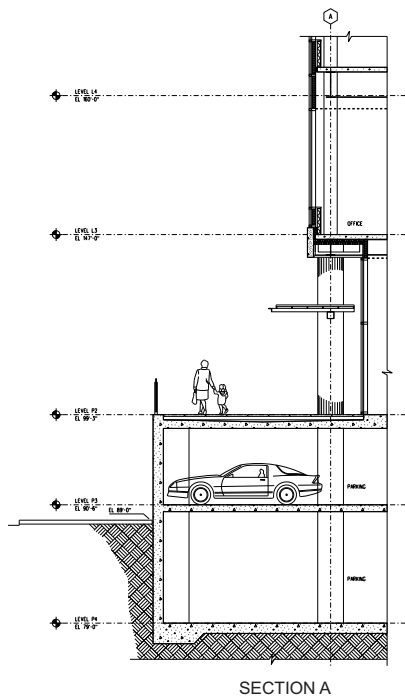
BUILDING SECTIONS



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MATERIALS



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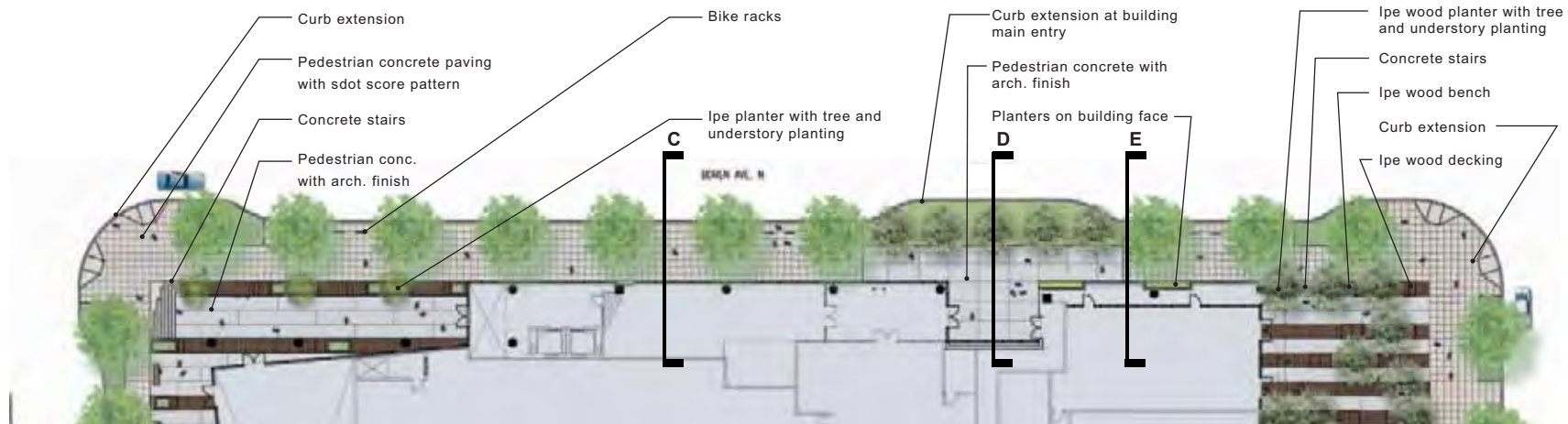
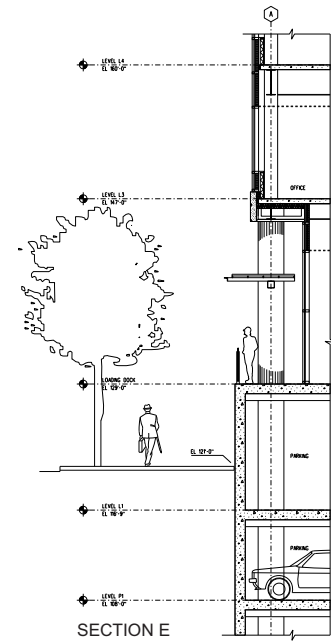
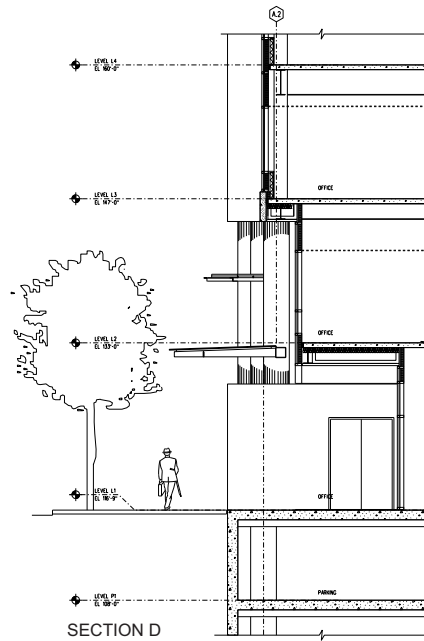
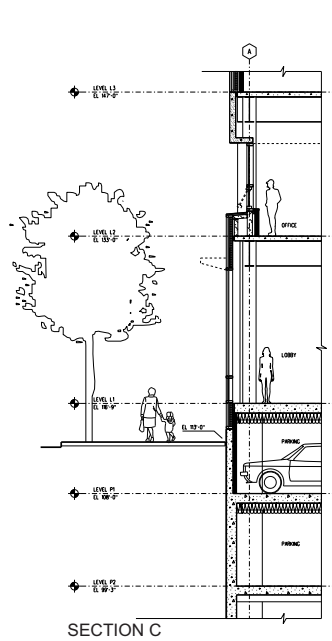
**THOMAS STREET
ENLARGED LANDSCAPE &
ARCHITECTURAL PLAN**



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**THOMAS STREET
 PERSPECTIVE VIEW**



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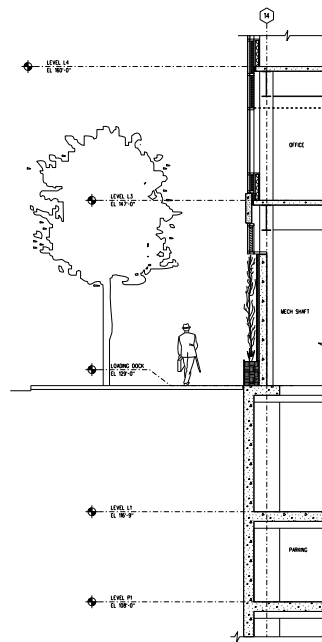
**BOREN AVENUE
ENLARGED LANDSCAPE &
ARCHITECTURAL PLAN**



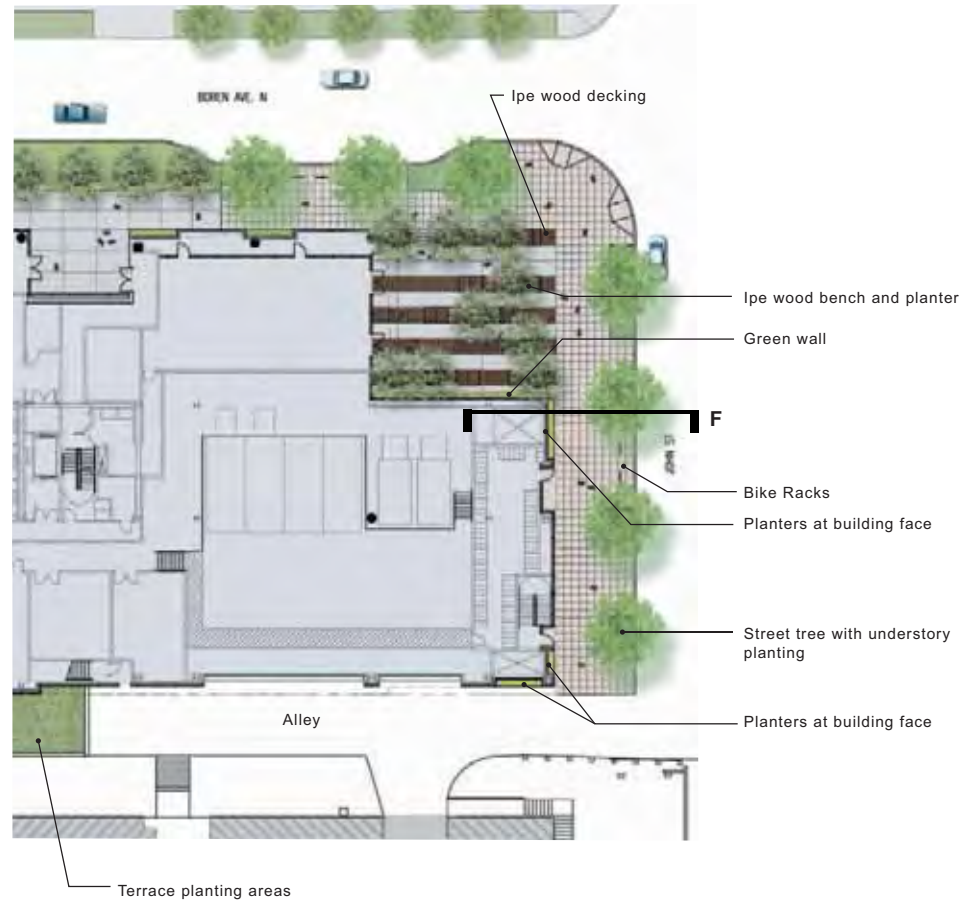
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**BOREN AVENUE
 PERSPECTIVE VIEW**



SECTION F



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**BOREN AVENUE
ENLARGED LANDSCAPE &
ARCHITECTURAL PLAN**



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**JOHN STREET AND
BOREN AVENUE
PERSPECTIVE VIEW**



SECTION A



SECTION B



OPEN SPACE PLAN



BENCH DETAIL



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OPEN SPACE DETAILS



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GREEN WALL EXAMPLES

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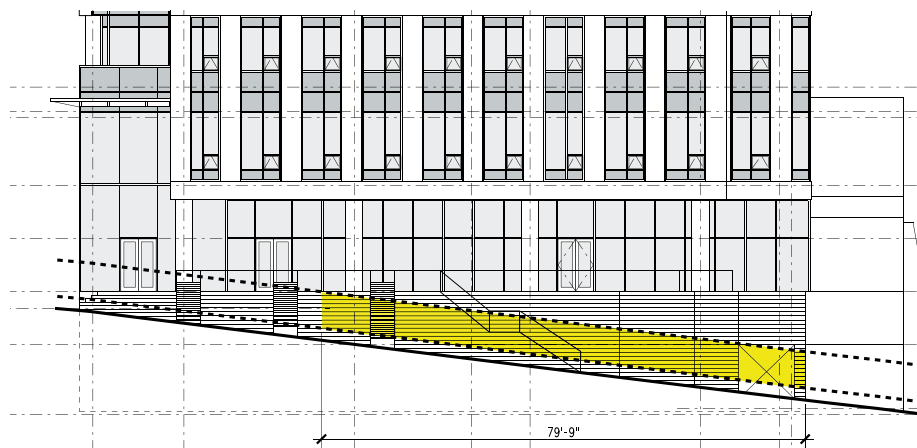


View at Intersection of Boren and Thomas Looking SW

**Design Departure Requests: Transparency at Thomas Street
(class 2 pedestrian street)
SMC 23.48.018-1-a**

The applicant is requesting a departure that would modify the requirement for transparency into the program of the building for a minimum of 60% of façade length along Class 2 Pedestrian Streets.

The steep grades along Thomas Street are not conducive to retail use nor visual connection to interior program, much of which is parking at grade level. The applicant proposes as an alternative to create a retail terrace at the same level as the elevation of the Thomas and Boren Intersection. This allows retail use along the majority of the north facade. The terrace element itself incorporates planters, wood-clad feature walls and a stair element to give variety and architectural interest.



Area not complying with transparency requirement

Thomas Street Elevation

Plan at retail terrace



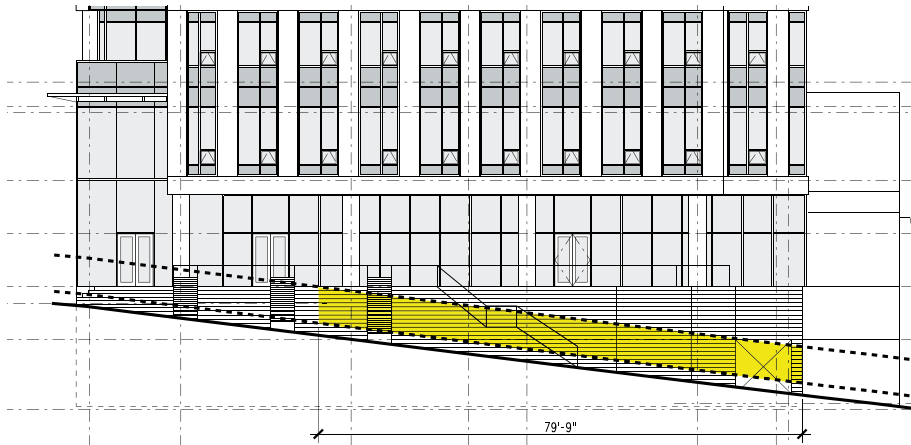
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**DESIGN DEPARTURE
REQUEST:
Transparency Requirement**



View at Intersection of Boren and Thomas Looking SW



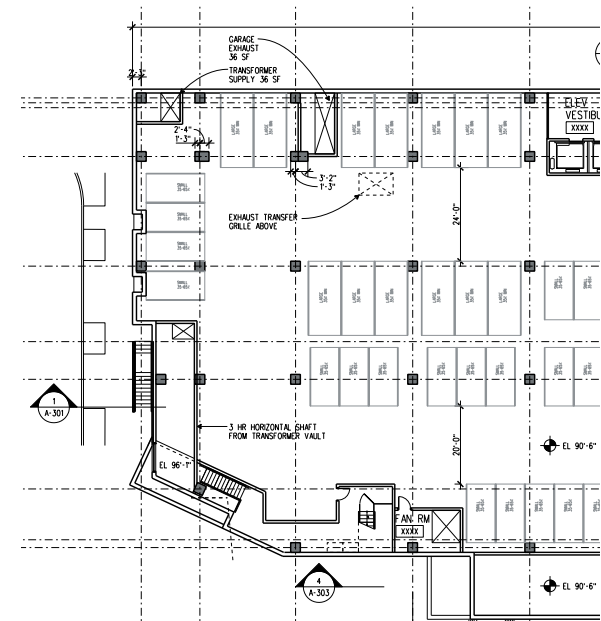
Area not complying with blank facade requirement

Thomas Street Elevation

Design Departure Requests: Blank Facade at Thomas Street (class 2 pedestrian street) SMC 23.48.018-B-2

The applicant is requesting a departure that would modify the requirement that limits blank facades to segments 15 feet wide along Class 2 Pedestrian Streets.

As with the requested transparency departure, the applicant believes the proposed retail terrace meets the intent of adding activity to the street facade while not following the strict letter of the standard. Additionally, the face of the terrace is treated with facade embellishments that the applicant believes add sufficient visual interest to mitigate the negative affects of the non-transparent walls.



Plan at level P3



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DESIGN DEPARTURE REQUEST:
Blank Facade Requirement

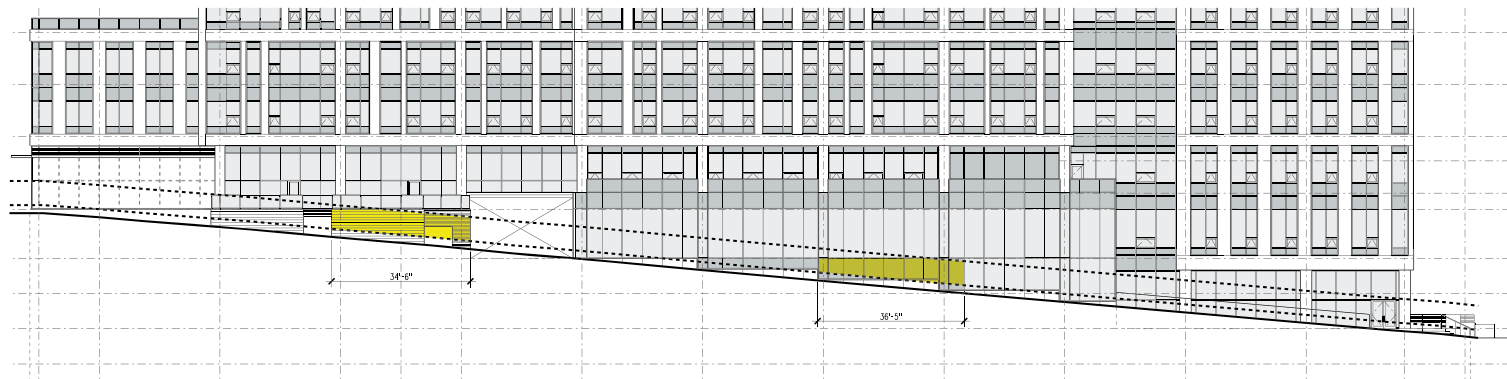


View at Intersection of Boren and John Looking NW

**Design Departure Requests: Blank Facade at Boren Avenue
SMC 23.48.018-B-3**

The applicant is requesting a departure that would modify the requirement that limits blank facades to segments 30 feet wide. Blank facade width may be increased to 60' if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping or other similar features that have visual interest

The applicant proposes two sections of the facade that are wider than the 30' base threshold yet within the 60' provisional threshold. The areas in question are treated with facade embellishments that the applicant believes add sufficient visual interest to mitigate the negative affects of the non-transparent walls.



Area not complying with
30' blank facade standard

Boren Street Elevation



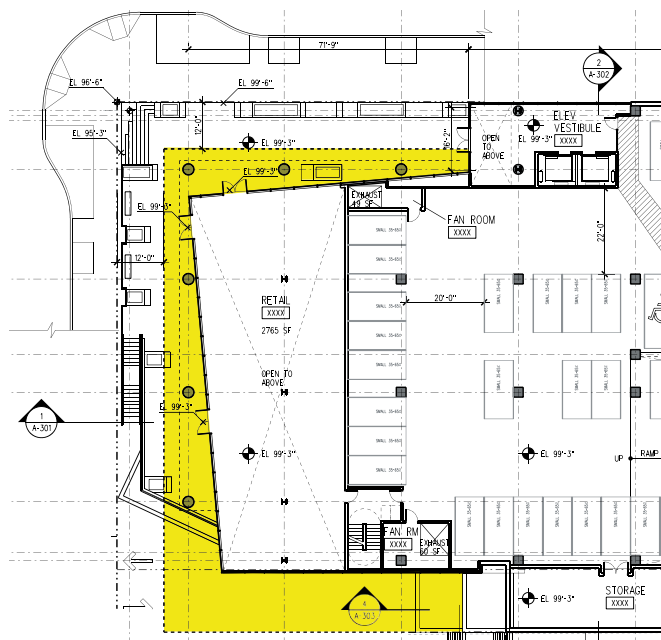
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**DESIGN DEPARTURE
REQUEST:
Blank Facade Requirement**



View at Intersection of Boren and Thomas Looking SW



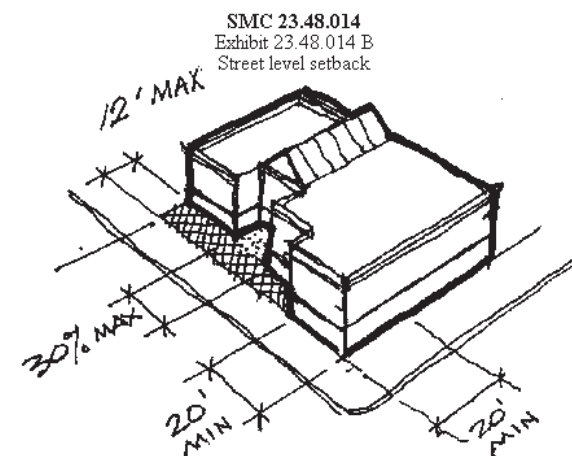
Plan at Retail Terrace

Area not complying with 12' maximum setback requirement

**Design Departure Requests: Street-Level Setbacks at Boren Avenue and Thomas Street
SMC 23.48.014-D**

The applicant is requesting a departure that would modify the requirement that states that structures may be set back up to 12 feet from the property line. Additional setbacks shall be permitted for up to 30% of the length of the set-back street wall, provided that the additional setback is 20' or greater from any street corner

The steep grades along Thomas Street are not conducive to retail use nor visual connection to interior program, much of which is parking at grade level. The applicant proposes as an alternative to create a retail terrace at the same level as the elevation of the Thomas and Boren Intersection. This allows retail use along the majority of the north facade. The terrace element itself incorporates planters, wood-clad landscape walls and a stair element to give variety and architectural interest.



SMC 23.48.014
Exhibit 23.48.014 B
Street level setback



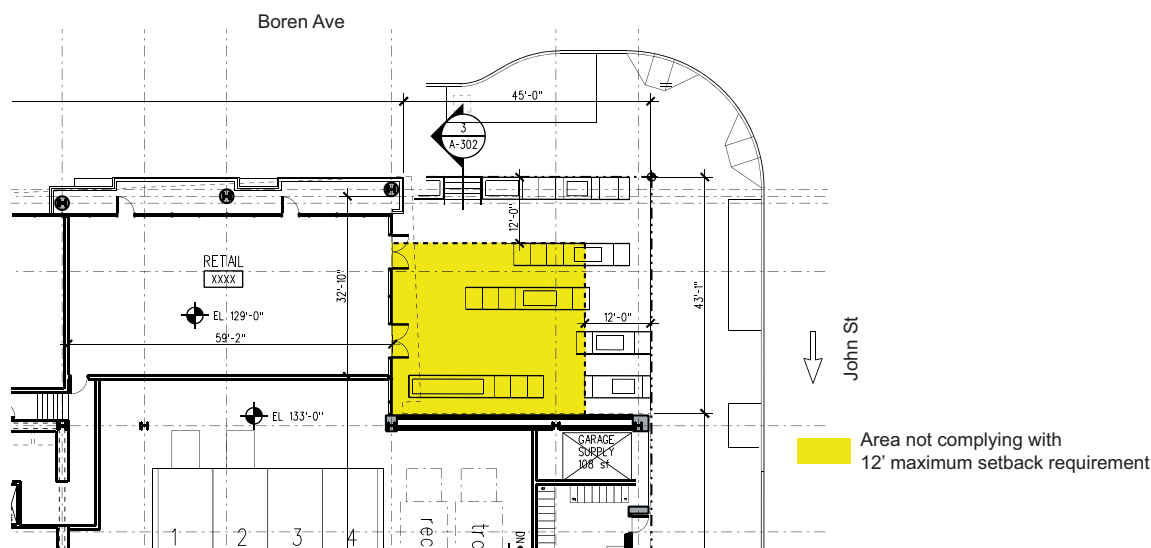
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**DESIGN DEPARTURE
REQUEST:
Setback Requirement**



View of Proposed Open Space at Intersection of Boren and John SW

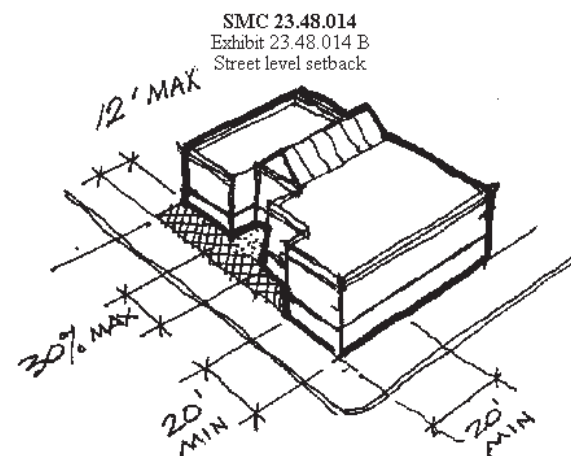


Plan at Open Space

**Design Departure Requests: Street-Level Setbacks at Boren Avenue and John Streets
SMC 23.48.014-D**

The applicant is requesting a departure that would modify the requirement that states that structures may be set back up to 12 feet from the property line. Additional setbacks shall be permitted for up to 30% of the length of the set-back street wall, provided that the additional setback is 20' or greater from any street corner.

The applicant proposes to set back the building at the intersection of John and Boren. This setback enhances the design in two ways: It provides a landscaped open space for building users and the public. It also affords access to a proposed retail space that is adjacent to Boren Avenue yet not directly accessible from Boren due to the significant grade difference. Thus the applicant believes that this departure helps the project better meet the goals of an active street presence with a variety of uses.



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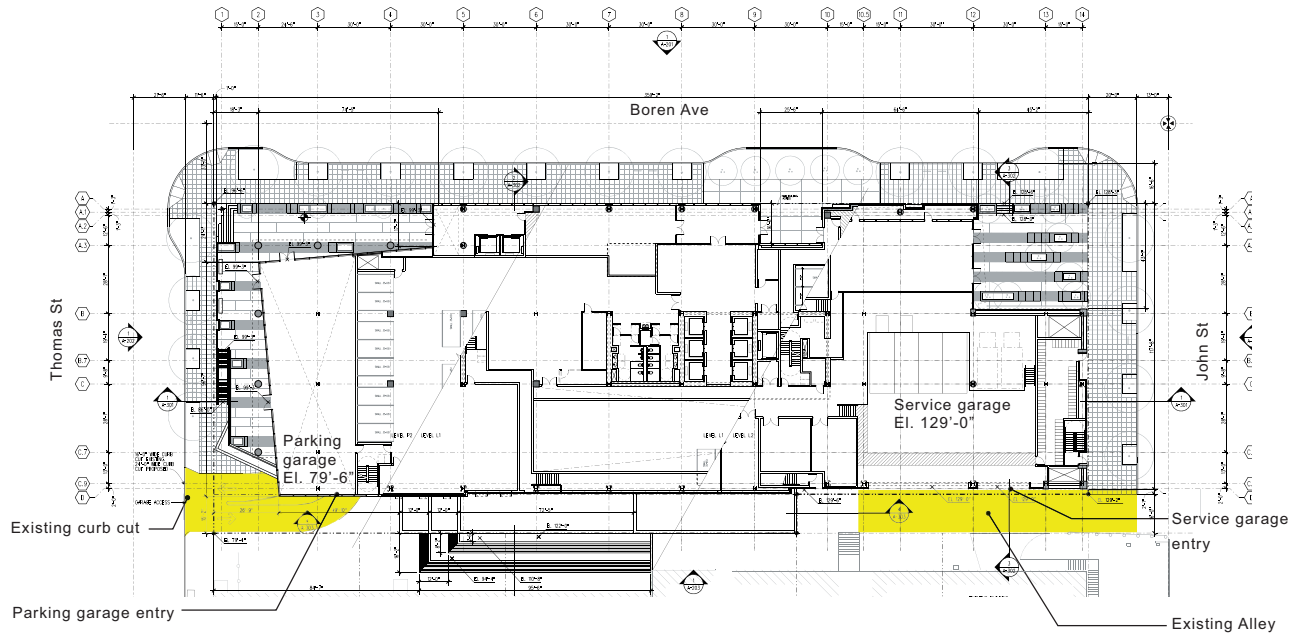
**DESIGN DEPARTURE
REQUEST:
Setback Requirement**

**Design Departure Request: Parking Entry Modification
SMC 23.48.034**

The applicant is requesting a departure request that would modify the requirement for limiting garage access from either a street frontage or an alley, but not both.

Two separate garage structures that function independently are proposed. One is entered off of the alley that is to remain connected to John Street. This garage contains loading, service and bicycle parking only. The second, larger garage is accessed from the mid-block curb cut along Harrison. This curb-cut is directly opposite the alley on Block 34 to the north. This garage contains parking exclusively, with no loading or service use.

Connecting the two garages is not preferred by the applicant due to the extraordinary elevation change across the site. Connecting the two garage structures would necessitate a significant amount of internal ramping that would displace retail and office program. No new curb cuts from primary streets are proposed.



Garage Entry
Plan



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**DESIGN DEPARTURE
REQUEST:
Parking Entry Modification**

Summary of Requested Departures				
Description	Development Standard	Requirement	Proposed	Rationale
Transparency on Thomas Street (Class 2 pedestrian st.)	SMC 23.48.018-1-a	A minimum of 60% of the width of the street-level façade must be transparent.	Applicant proposes a portion of non-transparent façade of 79'-9" width - or approximately 58% of the overall façade - to facilitate the creation of a retail terrace at the north end of the block.	Applicant feels that the blank façade is a reasonable compromise for creating an active, accessible retail terrace along Thomas Street. The subject "façade" reads architecturally more as a site feature than a blank portion of the building façade.
Blank Façade on Thomas Street (class 2 pedestrian st.)	SMC 23.48.018-B-2	Blank facades shall be limited to segments 15 feet wide.	Applicant proposes a portion of blank façade of 79'-9" width to facilitate the creation of a retail terrace at the north end of the block.	Applicant feels that the blank façade is a reasonable compromise for creating an active, accessible retail terrace along Thomas Street. The subject "façade" reads architecturally more as a site feature than a blank portion of the building façade.
Blank Façade on Boren Avenue	SMC 23.48.018-B-3	Blank facades shall be limited to segments 30 feet wide.	Applicant proposes two portions of blank façade in excess of 30' due to the significant grade change on the site. These areas are less than 60 in width and have architectural embellishment.	The proposed design responds to the EDG request for a tall, visible entry lobby along Boren Street. The architectural detailing mitigates the adverse affects of the blank facades.
Street-level setback on Thomas Street	SMC 23.48.014-D	Structures may be set back up to 12 feet from the property line. Additional setbacks shall be permitted for up to 30% of the length of the set-back street wall, provided that the additional setback is 20' or greater from any street corner	Applicant requests additional setbacks from John Street to create a retail terrace and secondary building entry. Maximum total setback dimension is 77' at garage entry condition.	Applicant feels that the setbacks allow for greater pedestrian amenities and opportunities to interact with building entries and retail spaces.
Street-level setback on Boren Avenue	SMC 23.48.014-D	Structures may be set back up to 12 feet from the property line. Additional setbacks shall be permitted for up to 30% of the length of the set-back street wall, provided that the additional setback is 20' or greater from any street corner	Applicant requests additional setbacks from Boren Avenue to create landscaped open space at the south end of the block and a retail terrace at the north end of the block. Maximum total setback dimension is 43'-1"	Applicant feels that the setbacks allow for greater pedestrian amenities and opportunities to interact with building entries and retail spaces.
Street-level setback on John Street	SMC 23.48.014-D	Structures may be set back up to 12 feet from the property line. Additional setbacks shall be permitted for up to 30% of the length of the set-back street wall, provided that the additional setback is 20' or greater from any street corner	Applicant requests additional setbacks from John Street to create landscaped open space. Maximum total setback dimension is 45'-0"	Applicant feels that the setbacks allow for greater pedestrian amenities and opportunities to interact with building entries and retail spaces.
Parking Entry Modification	SMC 23.48.034	Access to parking is allowed from an ally or a street, but not both.	Applicant proposes two independently accessed parking structures: One from the existing curb cut mid-block on Thomas Street that is automobile parking only. The second is accessed from the existing alley adjacent to John Street, which is loading, service and bicycle parking only.	Segregated parking and leading/service structures allow greater flexibility for internal building program and enhanced street-level interaction as the grade transition between Thomas Street and John Street does not need to be accommodated within the building structure.



Project: Amazon.com Phase V
Seattle, Washington
DPD Project #3008520

Phase V Design Recommendation
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**SUMMARY OF REQUESTED
DEPARTURES**