



CITY OF SEATTLE DESIGN REVIEW

June 20, 2012

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Project Information

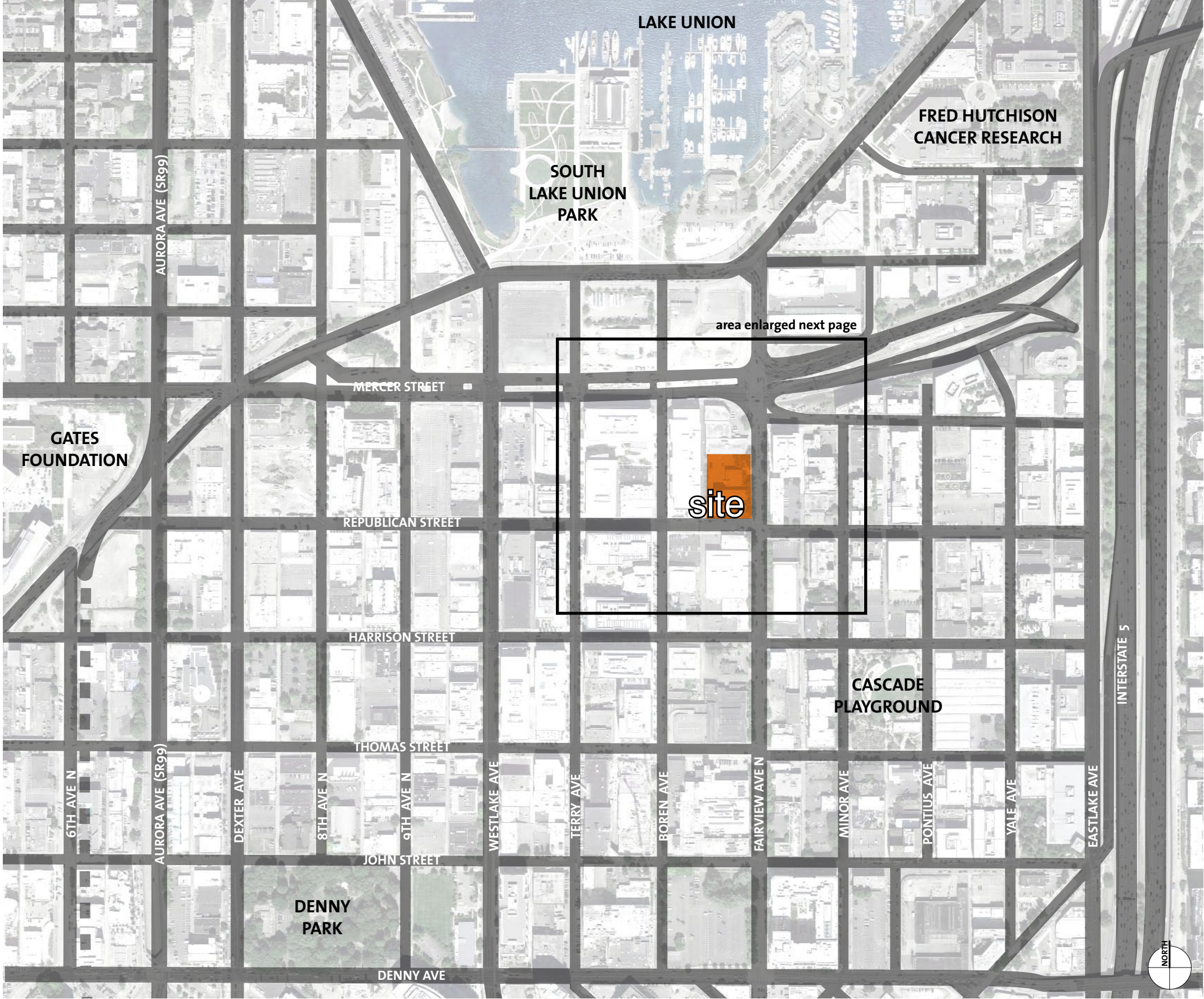
Property Address
501 Fairview Avenue North

Owner
Walsh Construction
Tom Mathews

Owner Representative
Steve Trainer

Architect
Weinstein A|U LLC
Ed Weinstein, FAIA
T 206/443-8606

Program
The proposed development includes a 270,000 square foot office building with 9,100 square feet of ground level retail on below-grade structured parking for 270 cars on three levels. Proposed retail spaces, a large public plaza, and a covered loggia along Fairview enliven the building at street level.



Existing Site Conditions

“Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.”

Location

The proposed project is located at the northwest corner of the intersection of Republican Street and Fairview Avenue North. The project site is situated in an industrial-commercial area in the South Lake Union neighborhood, adjacent to the new Amazon.com campus, and one block south of Mercer Street and the Interstate 5 access ramps.

Existing Uses & Structures

The project site is comprised of two parcels under singular ownership. The northern lot is occupied by a multi-story commercial building with an intervening asphalt paved parking lot, which is accessed by curb cuts on Fairview Avenue N, and a lower parking lot accessed from the alley to the west. The building is currently occupied by two businesses, *Walsh Construction* (the owner of the property), and *RDH Engineering*.

The southern parcel is currently occupied by four wood-frame residential buildings in poor condition. The buildings are unoccupied and secured from the exterior.

All existing structures and paved surfaces located on the project site are proposed to be demolished with the new project occupying the entirety of the site.

Physical Features

The site is characterized by a substantial grade change (25' from the high SE corner to the low NW corner) with Republican Street sloping down to the west and Fairview sloping down to the North. Previous modifications to the site topography have resulted in a 12' elevation difference between the mid-block alley and the current level of Republican Street, leaving the two disconnected.



Context: Amenities

“Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.”

Neighborhood Amenities



Public Amenities

- 1. Streetcar
- 2. Lake Union Park
- 3. Center for Wooden Boats
- 4. Cascade Park & Pea Patch



Food / Bar

- 5. Row House Cafe
- 6. Home Deli/Grocery
- 7. Inner Chapters Bookstore/Cafe
- 8. Taco Del Mar
- 9. Blue Moon Burgers
- 10. Bravehorse Tavern / Cuoco
- 11. Paddy's Pub
- 12. Indian Restaurant
- 13. Serious Pie Pizza
- 14. Jimmy John's Deli
- 15. Portage Bay Cafe
- 16. Re:public restaurant
- 17. Zaw Pizza
- 18. Cactus



Coffee

- 19. Uptown Espresso
- 20. Mokas Cafe/Coffee Shop
- 21. Coffee Shop
- 22. Nollie's Cafe
- 23. Cafe Venus
- 24. Blue Dot Cafe



Health/Fitness

- 25. Swedish Care
- 26. A-Star Center
- 27. ProSports Club
- 28. Pilates Seattle
- 29. Rain Fitness



Child Care / Schools

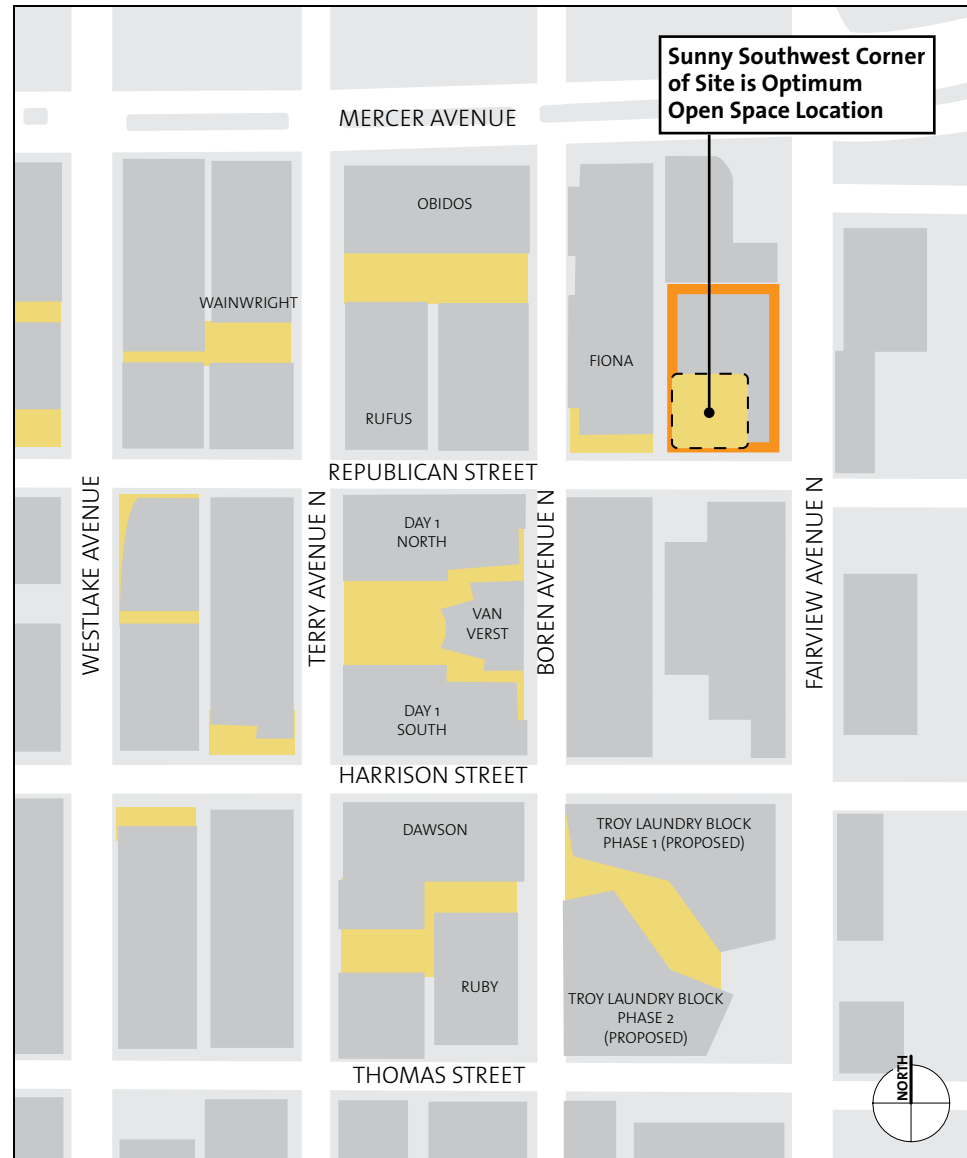
- 30. Hutch School
- 31. Hutch Kids
- 32. Whirlwind Kids
- 33. Bright Horizons
- 34. Spruce School
- 35. New Discovery School



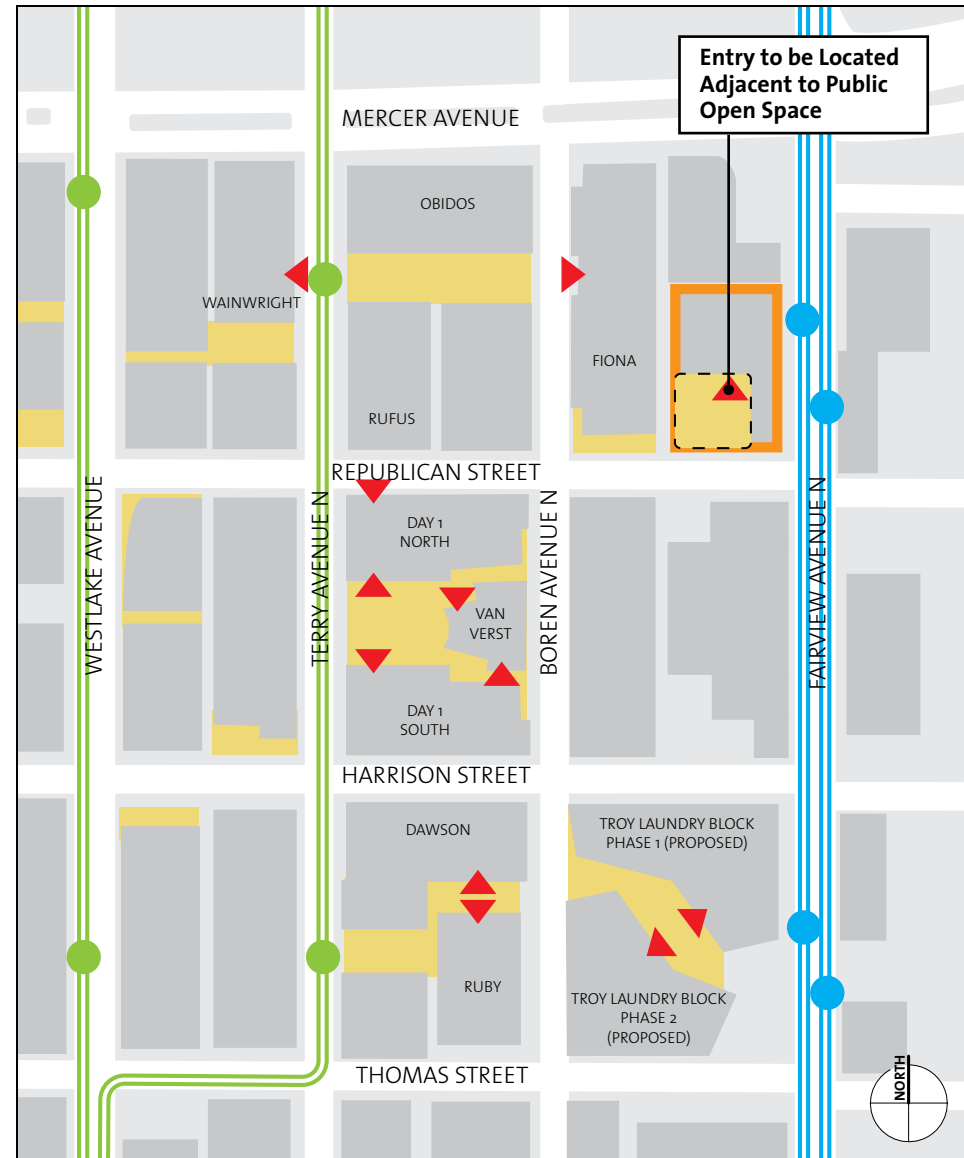
Miscellaneous

- 36. Self-Storage
- 37. Marriott Hotel
- 38. Kenmore Air
- 39. Propel Biofuel
- 40. Veterinary Clinic
- 41. Laundry
- 42. Florist
- 43. Chase Bank
- 44. Umpqua Bank
- 45. Auto Care
- 46. Foreign Auto Rebuild

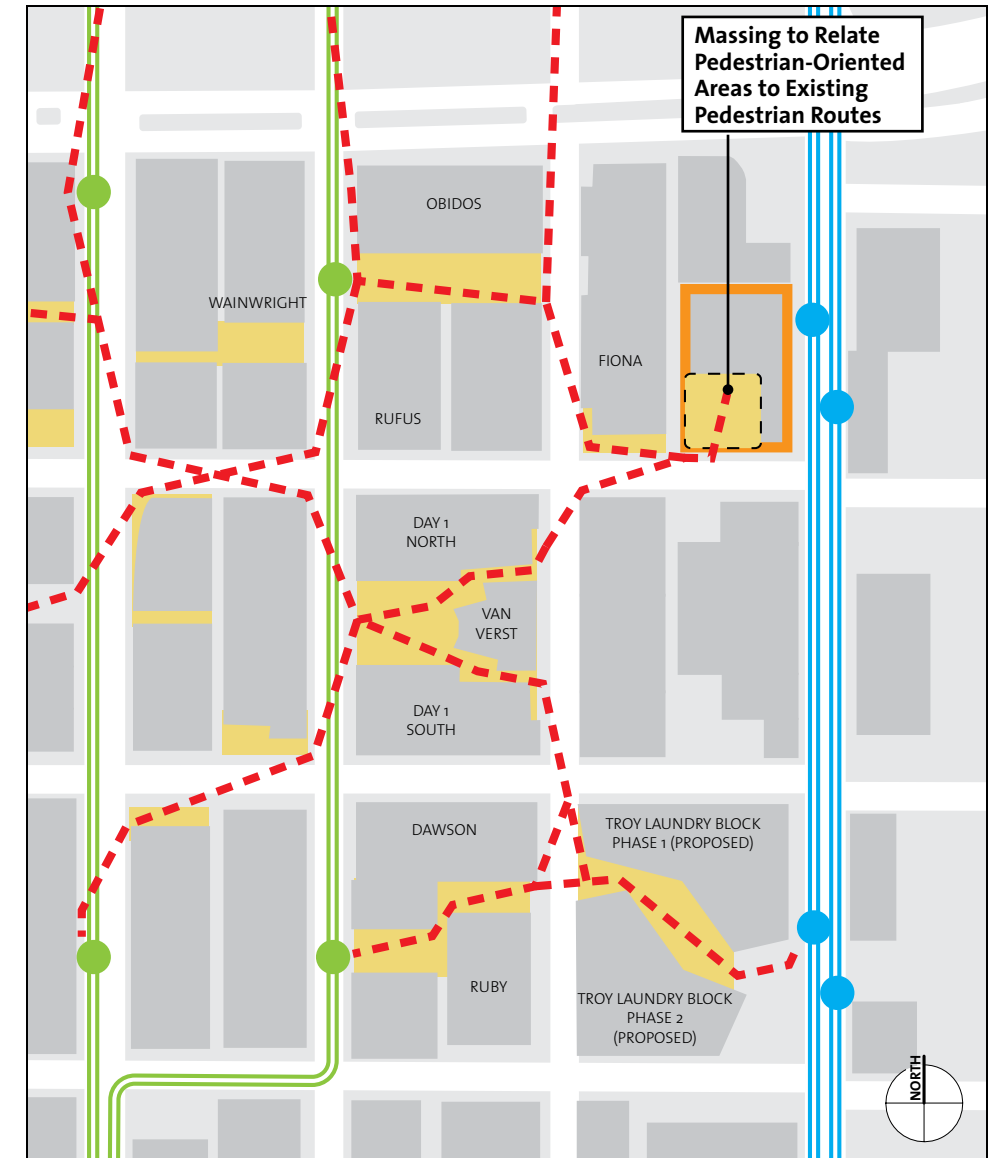




Campus Open Space



Building Entries and Transit Nodes



Pedestrian Routes

Campus Strategy

Whether the proposed office building secures a single existing local tenant, or houses several smaller ones in related businesses, this project will participate in the ‘urban campus’ that is emerging in South Lake Union. More specifically, this campus is focused in the blocks bound by Denny Avenue at the South, Westlake Avenue at the West, and Fairview Avenue along the East: all high-volume arterials with signaled crosswalks. With the Troy Laundry block office building and the

apartments at 400 Boren actively undergoing MUP review process, the centers of gravity for recent development is shifting outward from Westlake Avenue.

Recognizing that people will be traveling between buildings—if not for meetings, then for food and services—this campus configuration emphasizes strong, comfortable pedestrian connections along and through the blocks, and an even distribution of generous

public spaces that serve as nodes in the network. To this end, the optimal site configuration for this project is driven by a south-facing entry plaza with retail anchoring the quieter, pedestrian corner off Republican Street.

Massing Strategy

The optimal location for a public entry plaza is at the southwest corner of the site, off Republican Street. At the same time, this project does not turn its back on Fairview Avenue N, but rather, it engages the busy arterial by establishing a strong, permeable edge. A pedestrian loggia and extensive glazing along this edge will overlook active retail and office spaces, maintaining ‘eyes on the sidewalk’, where there is also an active bus stop.

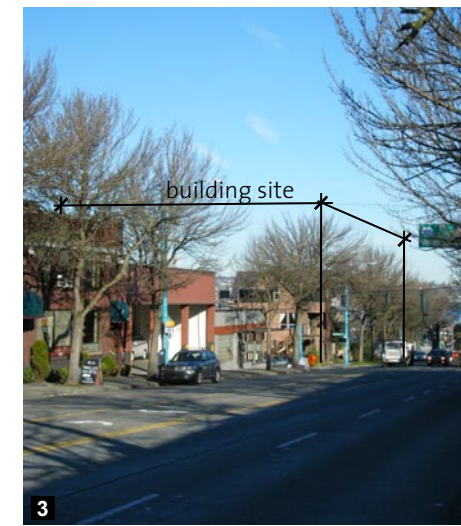
As is the case with other buildings in this neighborhood, service access will be located off the alley, which is connected to Mercer Street and potentially to Republican Street. In addition, access to parking will be off the alley. This will allow for the entire South and East edges, the public faces, to be designed with attention to the pedestrian and for the public corridors they occupy.

Context: Fairview Avenue N

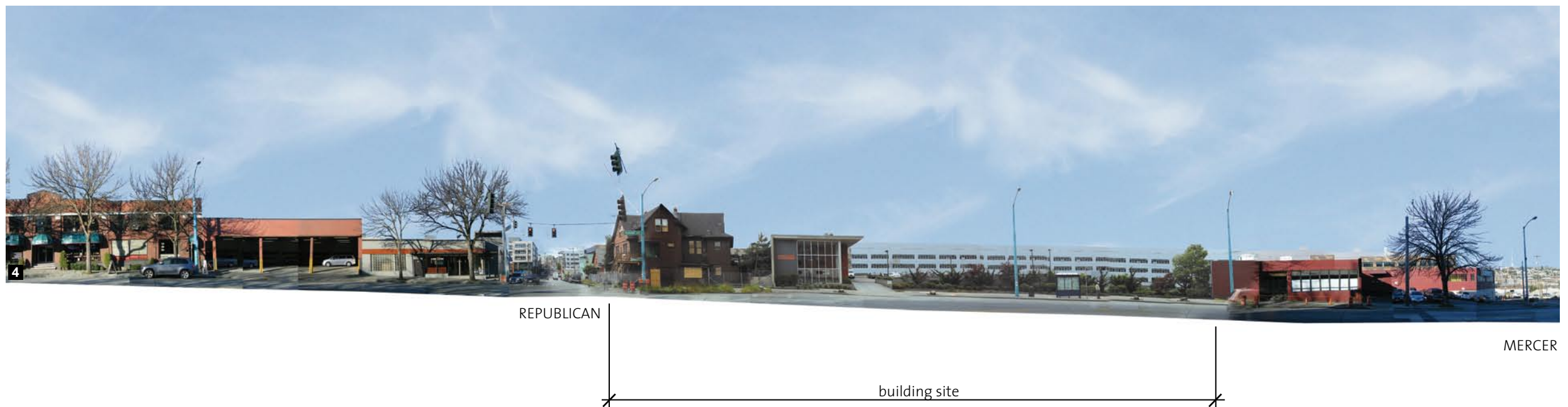
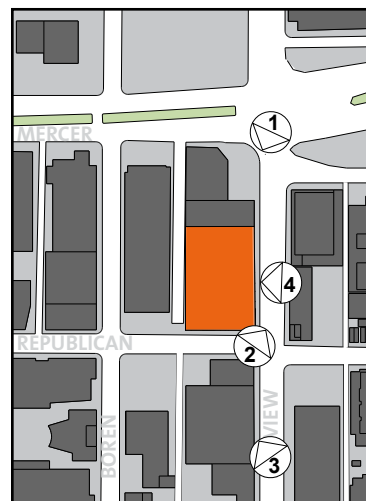
The eastern edge of the proposed site follows Fairview Avenue North. As both an arterial and a major transit corridor, Fairview Avenue North is an 85' wide, five lane street with no curbside parking permitted.

Zoning along Fairview Avenue N is largely industrial-commercial with a current proposal for higher density development under consideration. The built character on Fairview between Thomas and Mercer is currently 1-2 story buildings punctuated by interspersed surface parking lots. This is changing rapidly as there are several new construction projects proposed in the surrounding blocks.

On the east side of Fairview Avenue N and immediately opposite the site is a newer, 6-story bio-tech research office building and another one has been permitted, but not yet built, on the adjacent lot.



proposed 85' bio-tech site
 newer 6-story bio-tech research office building



REPUBLICAN

MERCER

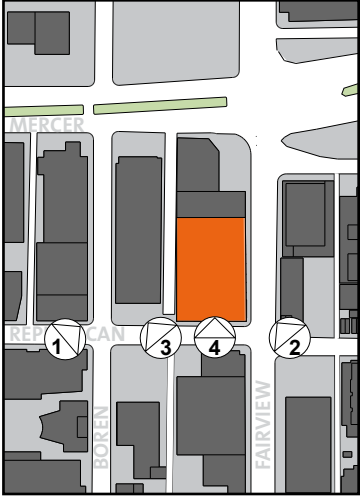
building site

Context: Republican Street

The southern edge of the site follows Republican down the hill from the intersection with Fairview. The grade slopes down at a rate of approximately 8% with 13' of grade change across the site.

The streetcar line located on Terry, two blocks west of the site, has spurred recent development either completed or planned on both sides of Republican. The buildings in this area are designed with the pedestrian in mind, and many have street-level uses ranging from restaurants to retail to commercial lobbies. Above this level, Amazon campus buildings rise to the maximum height of 65' allowed by current zoning.

Across Republican Street to the south of the proposed site is a surface parking lot, behind which stands the blank concrete wall of the Henry P. Wold building. Across Fairview Avenue and a block further to the east, the existing urban fabric drops to a residential scale, including three small wood-framed homes that have been converted to a restaurant.



Context: Pedestrian Environment

The streetscapes of Fairview Avenue N and Republican Street have very different characters. As a transportation corridor, the pedestrian realm of Fairview Avenue varies based on the use of adjacent buildings. Where vehicle access is not needed, the pedestrian space consists of a 6-foot-wide sidewalk, separated from the street by either small planting squares or a narrow planting strip. The large street trees, which had provided some buffer to the busy roadway, were recently removed as part of the Mercer Corridor work, and will need to be replaced. Fairview has five lanes of traffic, including six bus routes and queuing for the I-5 entrance ramps. Car-centric uses have resulted in multiple driveway entrances off Fairview, causing a conflict between pedestrian and auto traffic, and prohibited greenery in these areas. Regardless of program, the block has little public space that provides weather protection, and new developments, such as 530 Fairview Avenue North, are pulling back from the pedestrian realm completely.

Conversely, the streetscape along Republican Avenue is scaled for the pedestrian. Between Westlake and Fairview, the street is edged by a sidewalk with street trees where recent development has occurred. Further west into the Amazon.com campus, the street levels of buildings have glazing, landscape, and retail to create visual interest and enliven the pedestrian realm. The 66' right-of-way has only two drive lanes plus parking, facilitating pedestrian crossings. A large plaza wraps the corner of Boren and Republican to take advantage of the southwest orientation, but with no retail integrated with the space, it appears under-utilized.



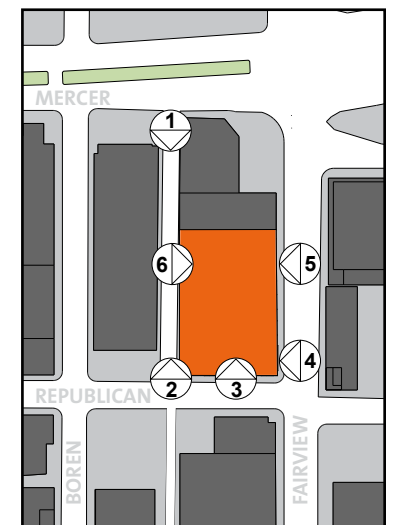
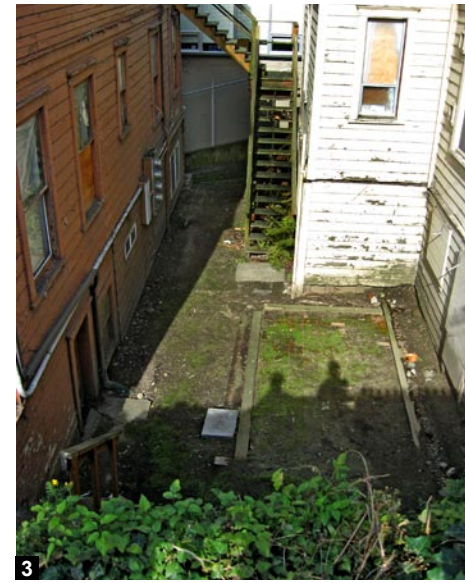
Context: Existing Site

The project site combines two previously separate parcels to form a site of roughly 160' by 240'.

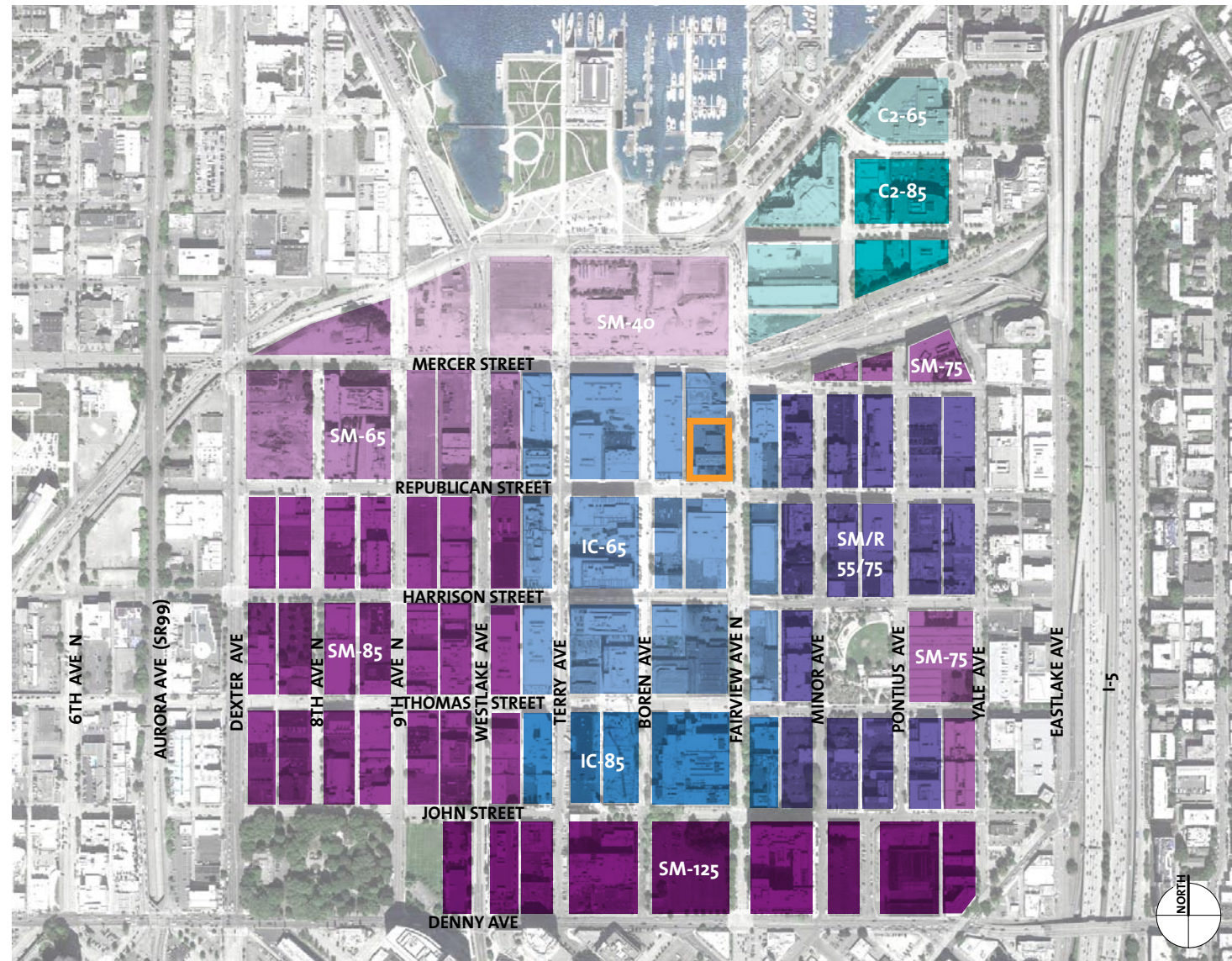
One existing curb cut on Fairview Avenue provides access to an at-grade parking area on the roof of an existing office structure. Additional parking is accessed off the alley. When the existing building is demolished, the curb cut on Fairview will be removed, and all vehicular access to the site will be from the alley.

An existing 12'-0" undeveloped elevation change blocks entry to the alley from Republican Street. As part of the redevelopment of the site, the design team will study regrading the alley to allow for through-block access, and to avoid having the only access to the site via congested Mercer Street.

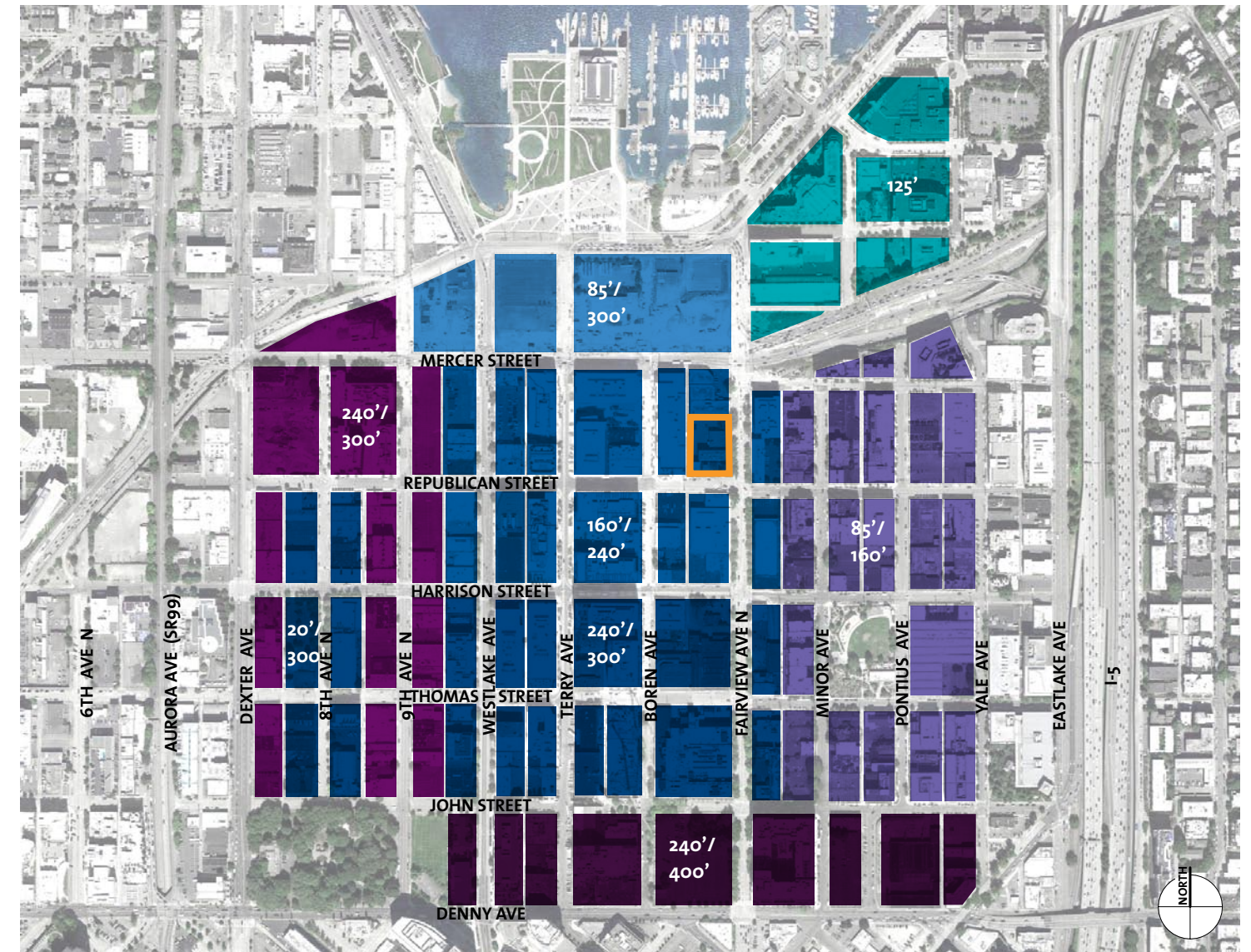
The slope of the site parking access below the level of the public streets, resulting in continuous commercial and retail space at grade along both Fairview and Republican streets.



Zoning Analysis: South Lake Union



Current Zoning



Proposed Zoning (per Revised South Lake Union Height and Density Environmental Impact Study Alternatives, 2009)

“Please indicate the site’s zoning and any other overlay designations, including applicable Neighborhood Design Guidelines.”

The proposed site (outlined in orange) is currently zoned IC with a 65-foot height limit. The neighboring properties surrounding the site are zoned the same. One block to the north, properties are zoned SM-40, while one block east is zoned SM/R-55/75.

Zoning Definition:

[IC] The intent of the Industrial Commercial zone is to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities. (City of Seattle website)

The site is located in the South Lake Union Urban Center:

Residential urban villages provide a focus of goods and services for residents and surrounding communities, but may not provide a concentration of employment.” (Seattle’s Comprehensive Plan 2008)

Pertinent zoning issues are as follows:

Permitted Uses

- SMC 23.50.012
- Office permitted outright (no maximum sf)

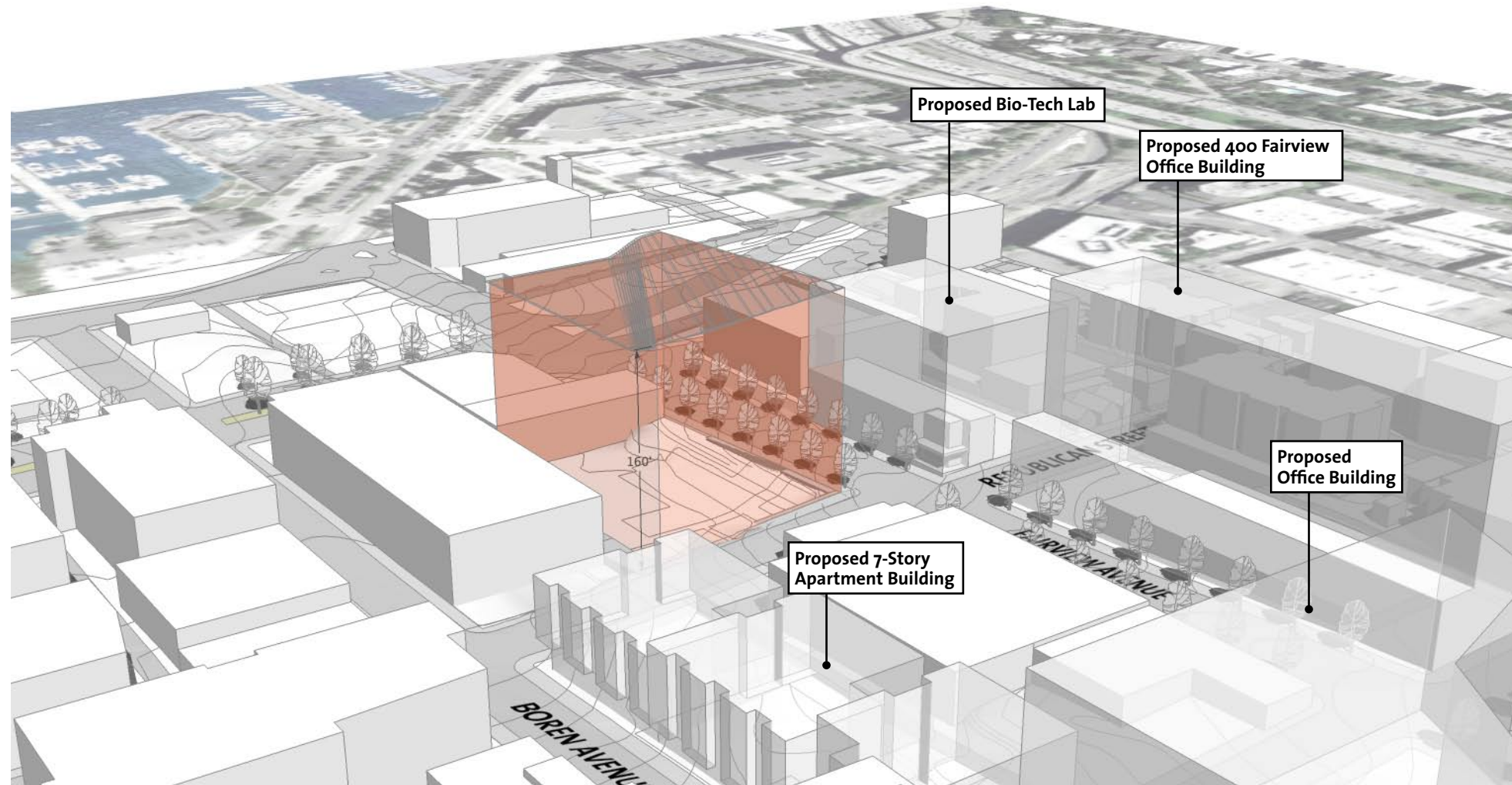
Setbacks

- SMC 23.48.010 General structure height
- portions of a structure above forty (40) feet in height must be located at least fifteen (15) feet from the street property line along Valley Street and Westlake, Terry, Boren, and Fairview Avenues North

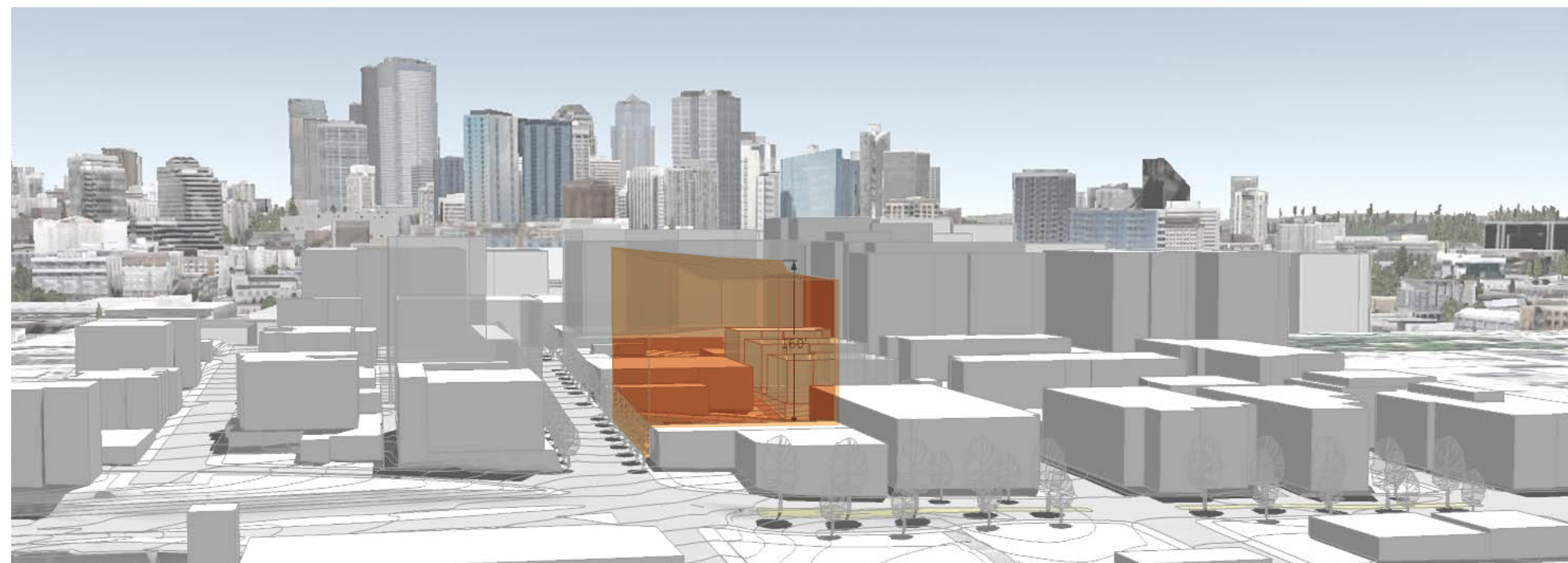
Parking

- SMC 23.47A.032 Location and Access
- Access from alley if lot abuts an alley
- SMC 23.54.015 Required Parking
- Eating: 1 space per 250 sf
 - Sales: 1 space per 500 sf
 - Office: 1 space per 1000 sf

Zoning Analysis: Allowable Envelope



Aerial Perspective Looking Northeast



Aerial Perspective Looking South

Envelope

SMC 23.50.026 Allowable Structure Height

- Per Map: 65 ft / 85 ft current
- Proposed per EIS: 160 ft / 240

SMC 23.50.020 Structure Height Exceptions

- +4ft: opening railings, skylights, parapets
- +7ft: solar collectors (unlimited roof coverage)
- +15ft: solar collectors, stair/elv penthouse, mech equip (20% roof area, or 25% if mech screened)

SMC 23.50.028 Floor area limits

- Lot Area = 38,425 sf
- Current FAR 3 = 115,275 sf
- Proposed per EIS: 38,425 x 7 = 268,975 sf

SMC 23.50.028 Exemptions from FAR

- All gross floor area below grade;
- All gross floor area used for accessory parking, except as provided in subsection 23.50.028.F;
- All gross floor area located on the rooftop of a structure and used for any of the following: mechanical equipment, stair and elevator penthouses, and communication equipment and antennas;

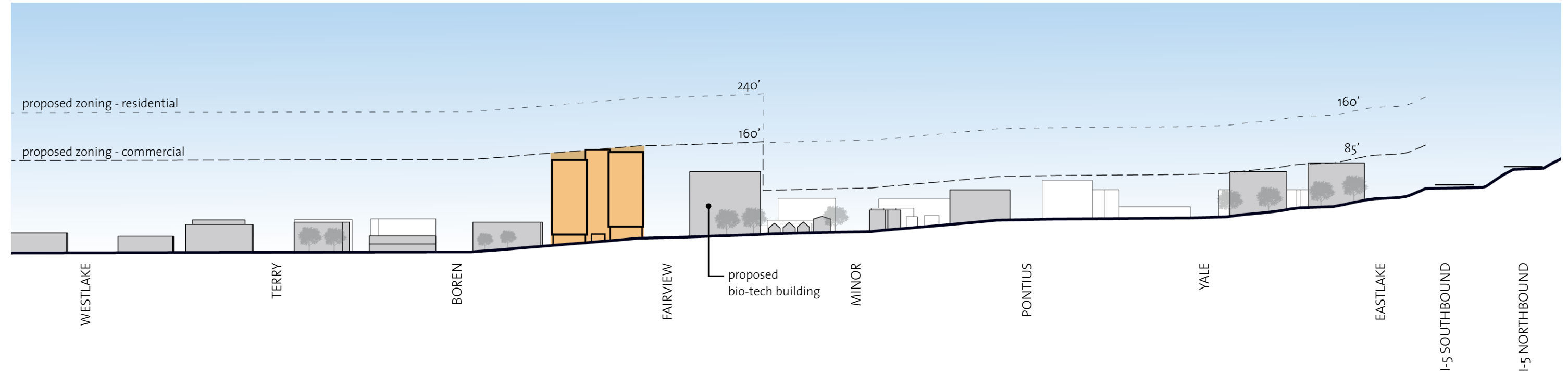
SMC 23.50.028E1 SLU Exemptions from FAR

- Gross floor area occupied by mechanical equipment, up to a maximum of 15 percent of the floor area on the lot.
- The following uses located at street level:
 - 1) General sales and service uses;
 - 2) Eating and drinking establishments;
 - 3) Entertainment uses;
 - 4) Public Libraries
- Within the South Lake Union Urban Center and IC 85-160 zones, gross floor area used for accessory parking within stories that are completely above finished grade is not exempt, except that in an IC 85-160 zone, if the Director finds, as a Type I decision, that locating all parking below grade is infeasible due to physical site conditions such as a high water table, contaminated soils conditions, or proximity to a tunnel, and that the applicant has placed or will place the maximum feasible amount of parking below or partially below grade, the Director may exempt all or a portion of accessory parking that is above finished grade. If any exemption is allowed under this subsection 23.50.028.F, all parking provided above grade shall be subject to the screening requirements of subsection 23.50.038.B.6.

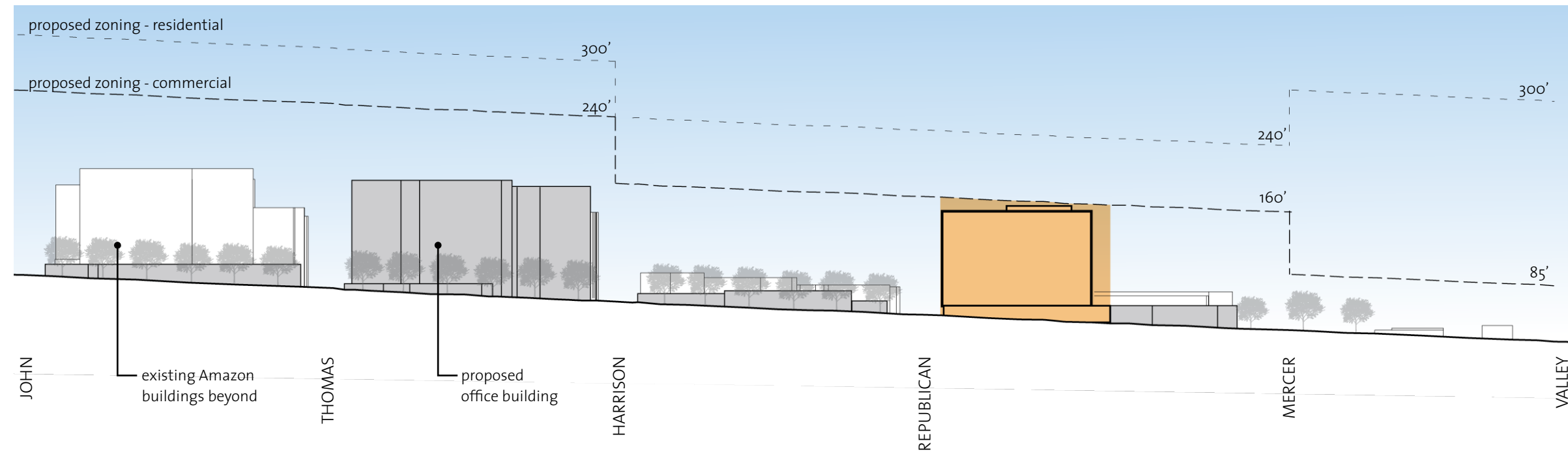
Note: Zoning envelope shown represents the outer limit of all development standard, based on proposed height limit and existing South Lake Union height measurement techniques. This envelope does not represent the allowable FAR, or tower footprint, which is less.

Zoning Analysis: Context Sections

Section Through Republican Street Looking North



Section Through Fairview Avenue North Looking West



“Please describe the proponent’s development objectives, indicating types of desired uses, approximate structure height, approximate number of residential units, approximate amount of commercial square footage, and approximate number of parking stalls. Please also include potential requests for departures from development standards.”

Objectives:

- Provide a lively pedestrian environment for the neighborhood, including accommodations for retail and restaurants
- Create a building that is sensitive to the character and scale of the neighborhood
- Be a good neighbor. This will inform the project in terms of:
 - Commercial level streetscape design
 - Landscape design & material selection
 - Exterior lighting design
 - Parking access
 - Trash & recycling storage

Desired Uses:

- Office
- Restaurant and neighborhood retail
- Parking for commercial use

Approximate Structure Size:

The proposed project is a twelve-story office building consisting of street-level retail above four levels of below-grade parking. The anticipated building area is approximately 270,000-gsf of office, 9,150 gsf of retail and 136,000 gsf of parking, for a total of 410,000 gsf.

Retail spaces will be located at street level along the primary frontage of Republican Street and the exterior open space provided.

Parking for approximately 270 cars to serve commercial needs. The parking will be located in a below-grade structure accessed from the alley.

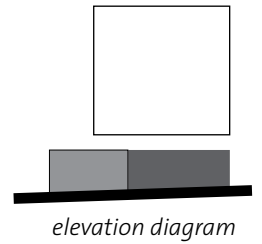
Relevant Design Guidelines:

SEATTLE DESIGN GUIDELINE	SOUTH LAKE UNION SUPPLEMENTAL GUIDANCE	DESIGN RESPONSE
A-1. Responding to Site Characteristics		
“The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.”	The board is willing to recommend departures if they are needed to achieve sustainable design.	The east tower ‘holds the corner’ at the prominent intersection of a heavily trafficked arterial, allowing the building’s entry plaza to orient towards the pedestrian neighborhood network to which it is connected. The building responds to the unusual topography by successfully locating all parking below the sidewalk levels, with all vehicular entry provided off the alley.
A-2 Streetscape Compatibility		
“The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.”	<ul style="list-style-type: none"> •Provide pedestrian-friendly streetscape amenities, such as: tree grates, benches, lighting. •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. •Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential zones. Place retail in areas that are conducive to the use and will be successful. 	•The narrow existing sidewalk along Fairview is effectively widened by the high loggia, which provides weather protection and a direct route through to the plaza.
A-4 Human Activity		
“New development should be sited and designed to encourage human activity on the street.”	<ul style="list-style-type: none"> •Create graceful transitions at the streetscape level between public and private uses. •Keep neighborhood connections open and discourage closed campuses. •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. •Create business and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities. •Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas. 	<ul style="list-style-type: none"> •The public plaza, pedestrian passage, and covered loggia with integrated bus stop all contribute to the neighborhood pedestrian network. •The existing bus stop is integrated in the base of the building, to free up space on the narrow Fairview sidewalk. •Retail is configured around an open plaza. •The southwest plaza joins a network of pedestrian open spaces in the neighborhood.
B-1 Height, Bulk, and Scale Compatibility		
“Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential of the adjacent zones.”	<ul style="list-style-type: none"> •Address both the pedestrian and auto experience through 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. •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. •Relate proportions of buildings to the width and scale of the street. •Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity. •Consider using architectural features to reduce building scale such as: landscaping; trellis; complimentary materials; detailing; accent trim. 	<ul style="list-style-type: none"> •Given the primary pedestrian frontage along Republican, the building’s primary massing is the vertical articulation of the tower masses and building core. This reduces the visual impact of the tower against the sky. And by setting back the lower levels, the building enlarges the pedestrian realm, provides weather protection, and creates a buffer from the heavily-trafficked Fairview. •The narrower facades are oriented to Republican, the narrower and more pedestrian-friendly of the two streets. •The narrow tower slabs echo the width of original development in the neighborhood.
C-2 Architectural Concept and Consistency		
“Building design elements, details and massing should create a well proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls.”	Design the “fifth elevation” --the roofscape-- in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and rooftop elements should be organized to minimize view impacts from the freeway and elevated areas.	The west tower will support a landscaped roof terrace. The building core has been designed to extend higher, concealing rooftop mechanical equipment behind an architectural screen.
D-1 Pedestrian Open Spaces and Entrances		
“Convenient and attractive access to the building’s entry should be provided to ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.”	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. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.	A double-height passageway connects the public loggia along Fairview and the public plaza.

Design Proposal: Alternate 1 – Tower East Scheme

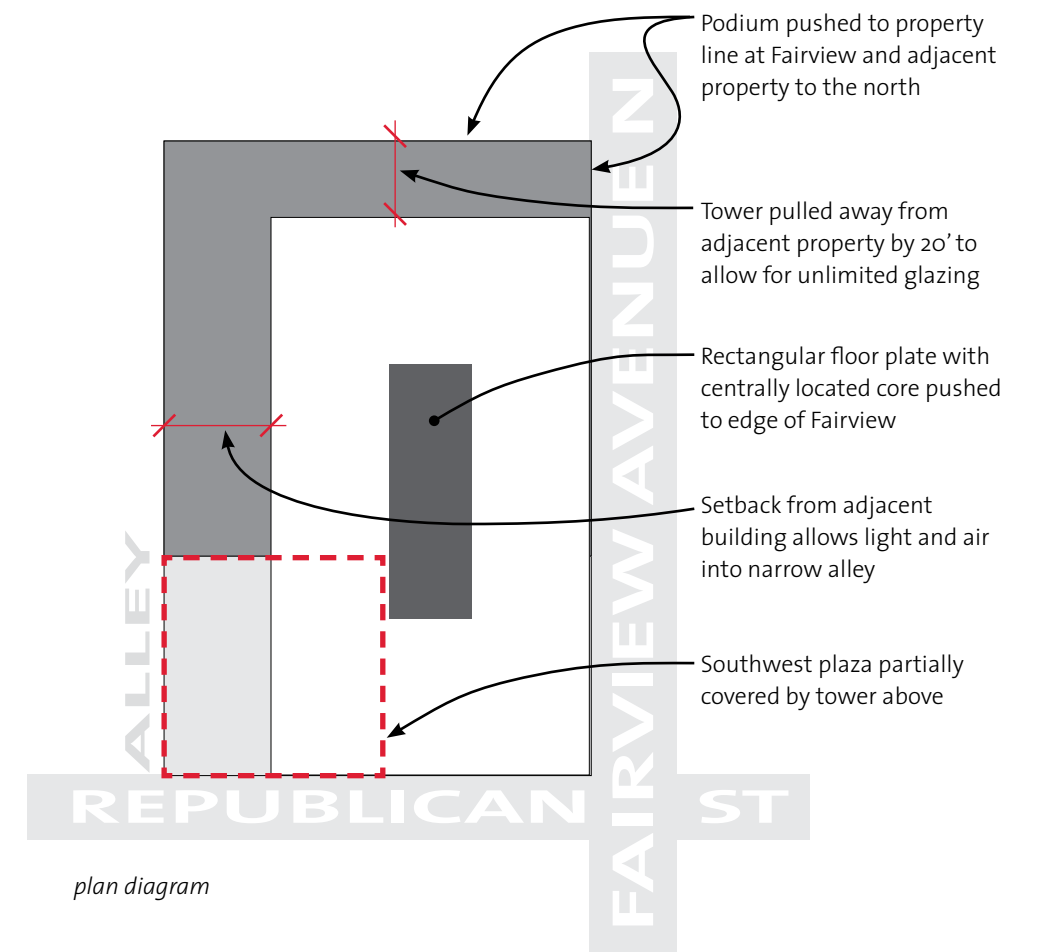


view from southwest



Features:

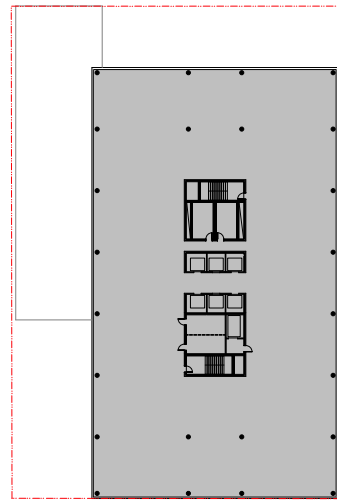
- 8 story tower floating above 3 story podium
- 7,100-sf partially covered sunlit public plaza
- 6,600-sf of retail space
- massing limits view impact on properties to the south and west
- deep plaza maximizes year-round sun penetration



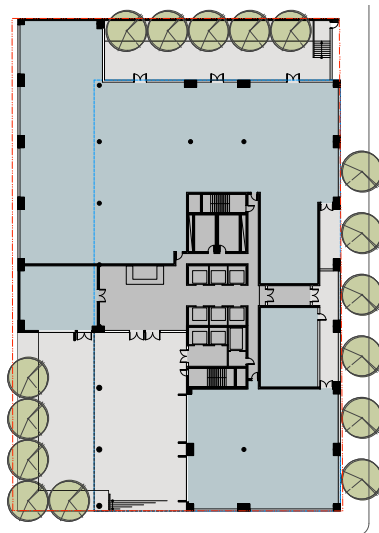
Challenges:

- Deep floor plates limits light and air penetration to tenants
- Disconnect between pedestrians on Fairview and access to plaza

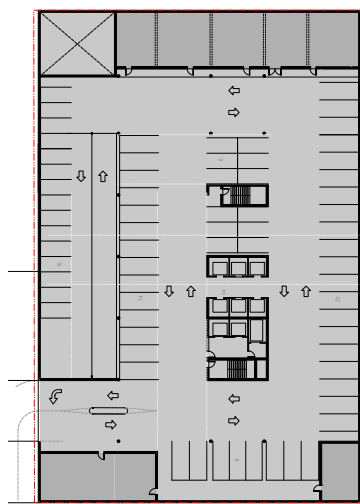
Design Proposal: Alternate 1



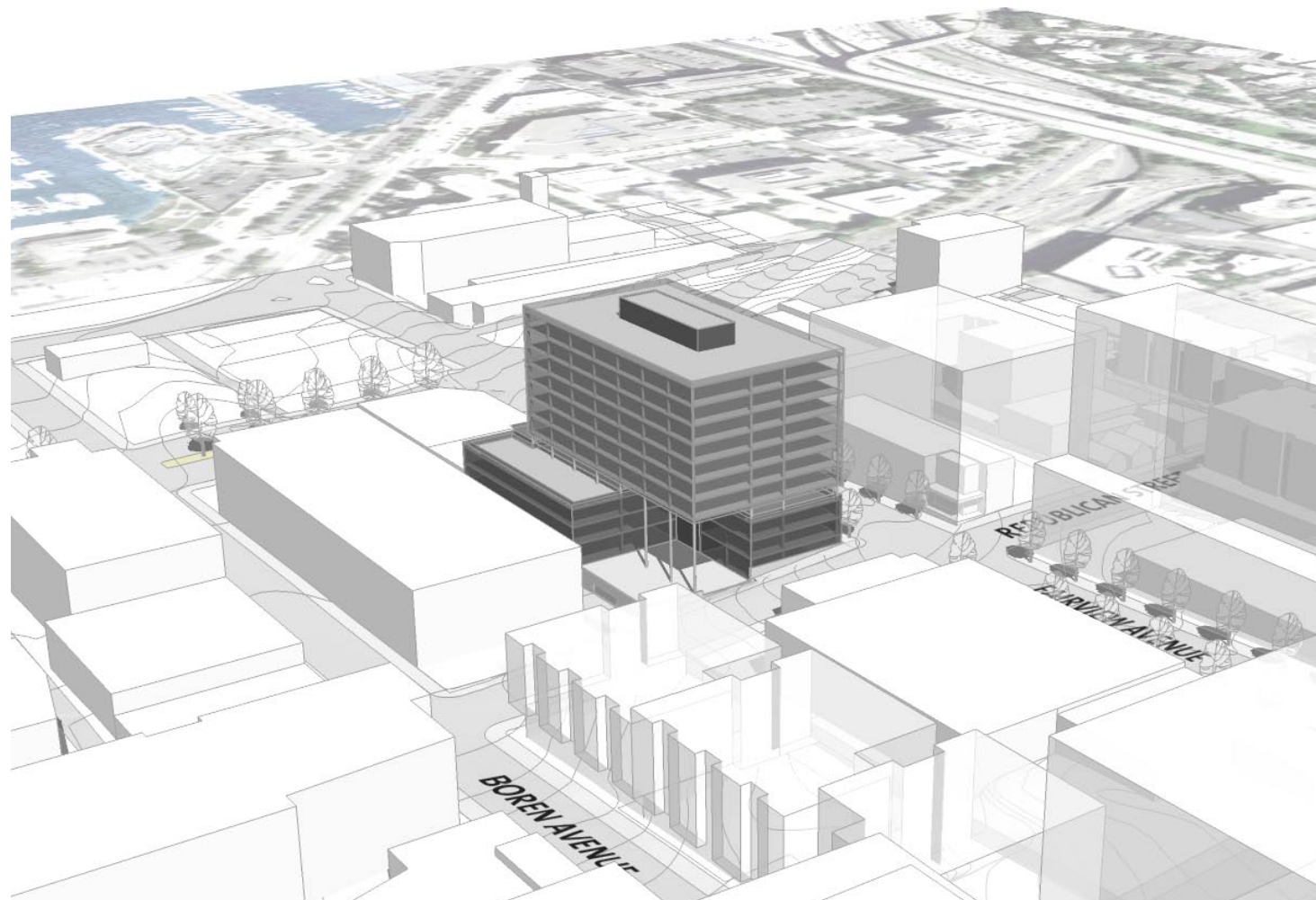
Typical Upper Level



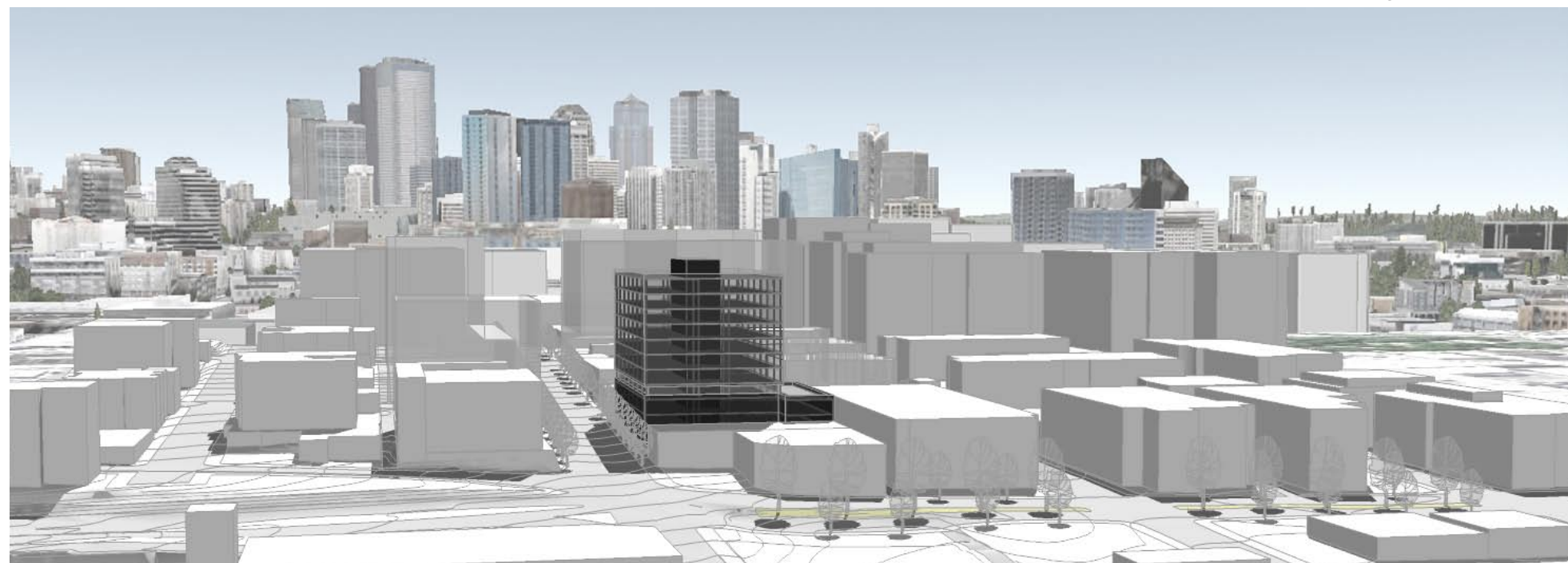
Street Level



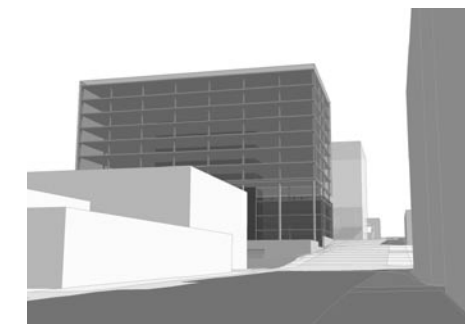
Parking Level 1



Aerial View From Southwest



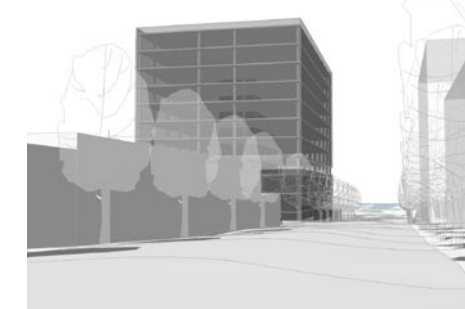
Aerial View From North



From Republican Looking East



From Republican



From Fairview Looking North

This scheme proposes a deep, partially covered pedestrian plaza at the southwest corner of the site, accessed from the sidewalk along Republican Street. The 7,100-sf sunlit plaza is supported by 6,600-sf of retail space along its edges, and provides direct access to the building lobby and parking elevators at the core. Due to the significant grade change along both Fairview and Republican, the first floor level is set by the grade at the midpoint of the block, in order to avoid a condition where the plaza and retail level is perceived either too high or too low relative to the sidewalks.

The first three office levels form the building's 'podium' after which point the tower, limited by the proposed zoning to a 24,000-sf floor plate, rises over eight levels in the southeast corner of the site. This setback allows for a private plaza close to the sidewalk grade on the north edge of the site, as well as an elevated terrace on the northwest corner of the fourth level. This second terrace will offer private outdoor space with views to the north and west.

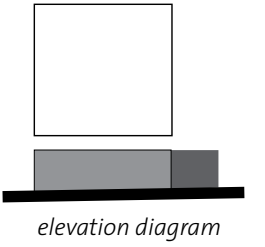
The primary massing strategy is to visually divorce the high-rise tower from the podium with an emphatic 'gasket' level. This continuous recessed glass perimeter wall at the fourth floor level allows the podium mass to register the scale and patterning of the existing buildings nearby, while permitting the tower, characterized by its own glass curtain-wall cladding, to realize the volume permitted by the new zoning changes.

A three-level parking garage at the base provides space for approximately 270 cars, mechanical rooms, and three loading berths. The elevation of the lowest parking level is set by the unusually high water table; regardless, all four parking levels, due to the existing grade change across the site, can be accessed off the alley, which is completely below the level of the entry plaza.

Design Proposal: Alternate 2 – Tower West Scheme

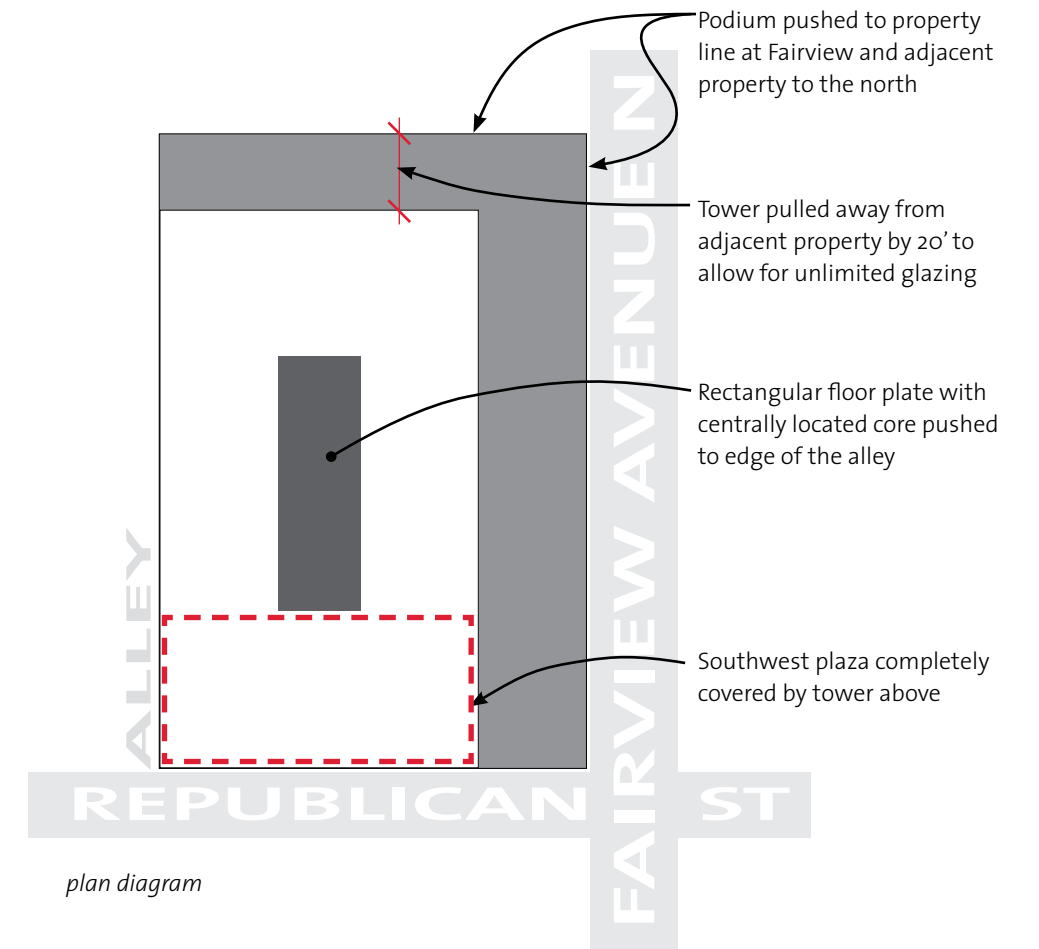


view from southwest



Features:

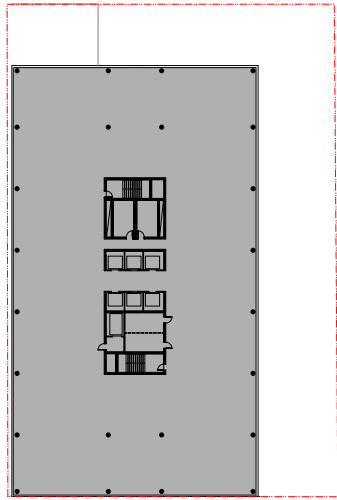
- 8 story tower floating above 3 story podium
- 6,900-sf fully covered public plaza
- 6,200-sf of retail space
- massing limits view impact on properties to the south and east



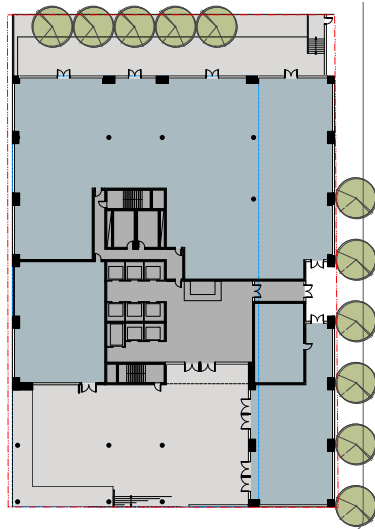
Challenges:

- Monolithic floor plate limits light and air penetration to tenants
- Disconnect between pedestrians on Fairview and access to plaza
- No uncovered plaza space
- Private terrace has limited views, on louder east side

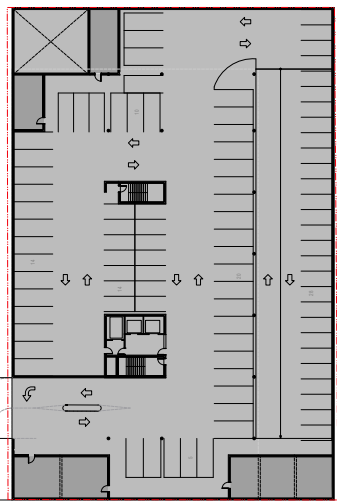
Design Proposal: Alternate 2



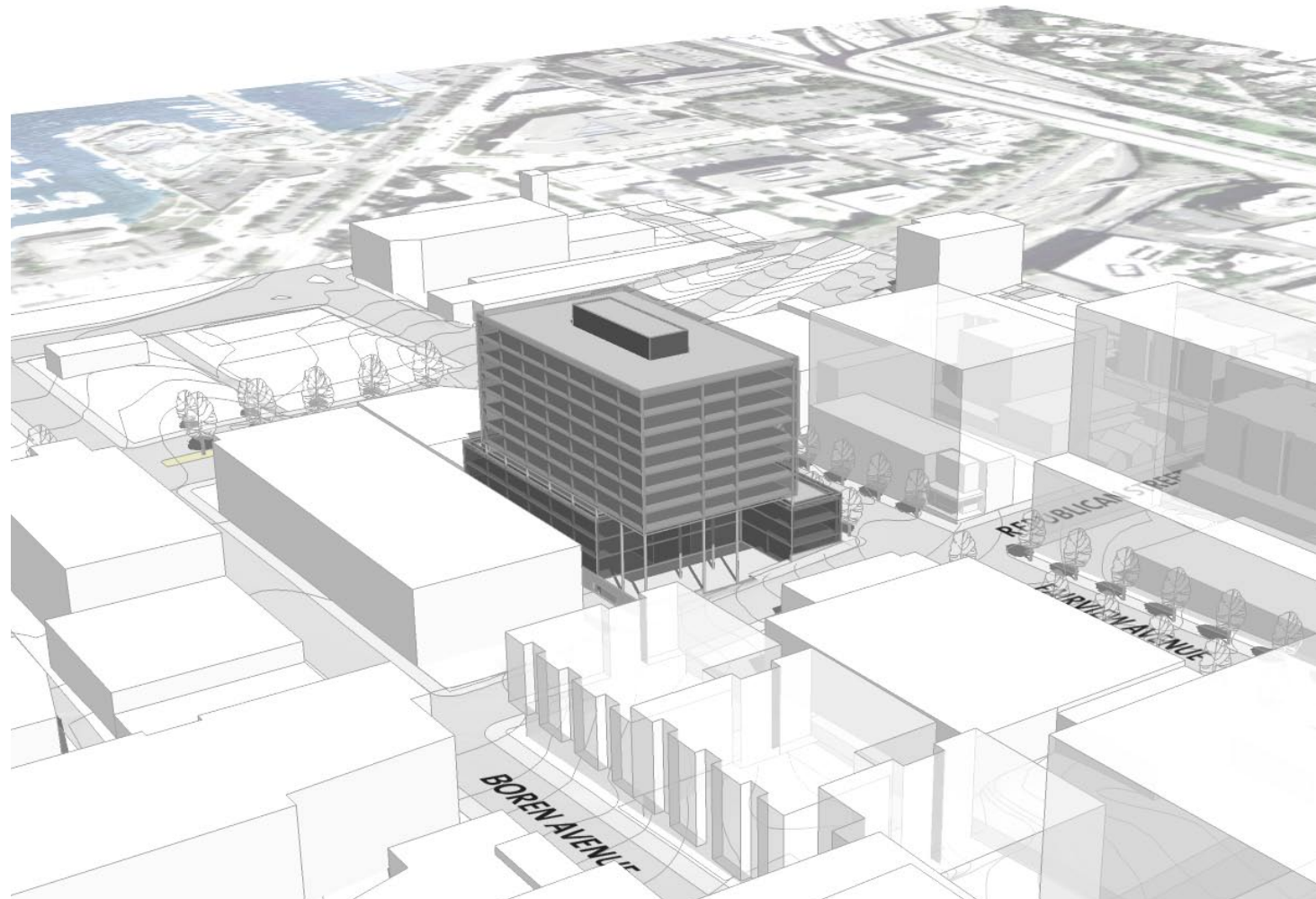
Typical Upper Level



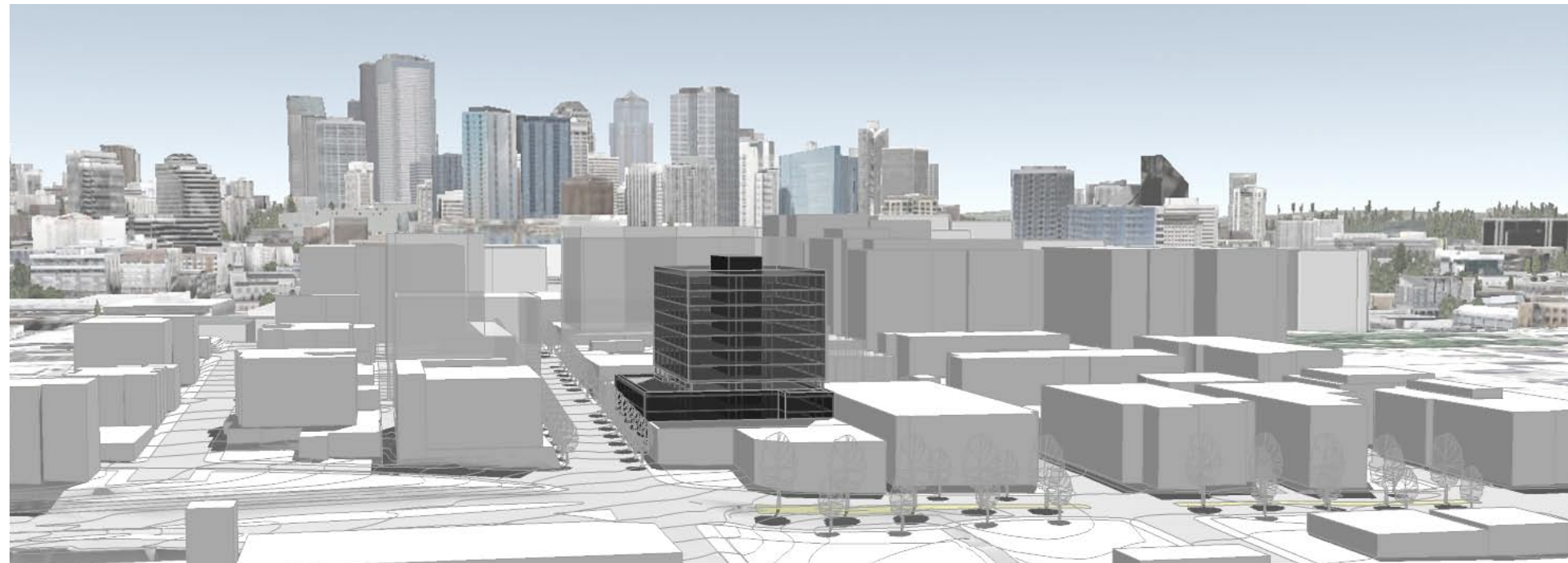
Street Level



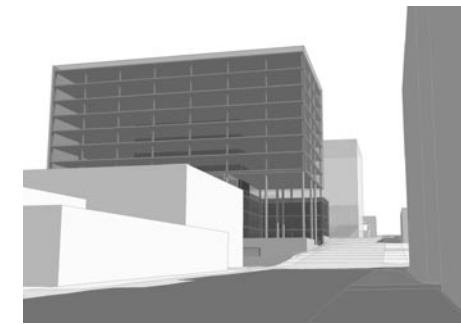
Parking Level 1



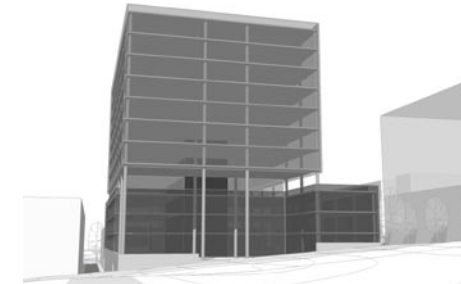
Aerial View From Southwest



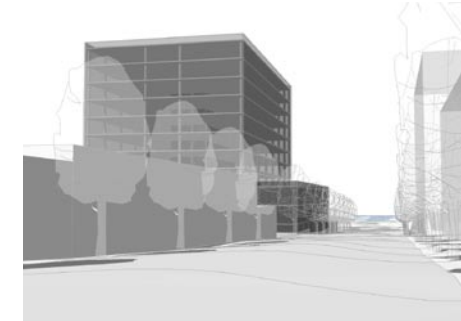
Aerial View From North



From Republican Looking East



From Republican



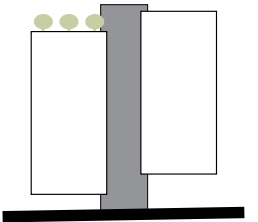
From Fairview Looking North

This scheme is very similar to Alternate 1, except that the tower above the podium has been shifted to the southwest corner of the site, and the resulting covered entry plaza is both shallower and wider, with grade access at mid block. The amount of plaza and retail provided is roughly the same: 6,900-sf and 6,200-sf respectively. The tower size and mass is identical in this scheme. However, the private terrace atop the podium overlooks Fairview Avenue with some potential views to the North.

Just as in the Alternative 1, this alternative utilizes a horizontal 'gasket' strategy to separate the mass of the high-rise tower from the base, which is scaled to the surrounding context. However, this move is less apparent in Alternative 2 due to the shifts of the mass on both the Republican Street and Fairview Avenue N elevations.

A three-level parking garage at the base provides space for approximately 270 cars, mechanical rooms, and three loading berths. The elevation of the lowest parking level is set by the unusually high water table; regardless, all four parking levels, due to the existing grade change across the site, can be accessed off the alley, which is completely below the level of the entry plaza.

Preferred Design Proposal: Alternate 3 – Split Tower Scheme



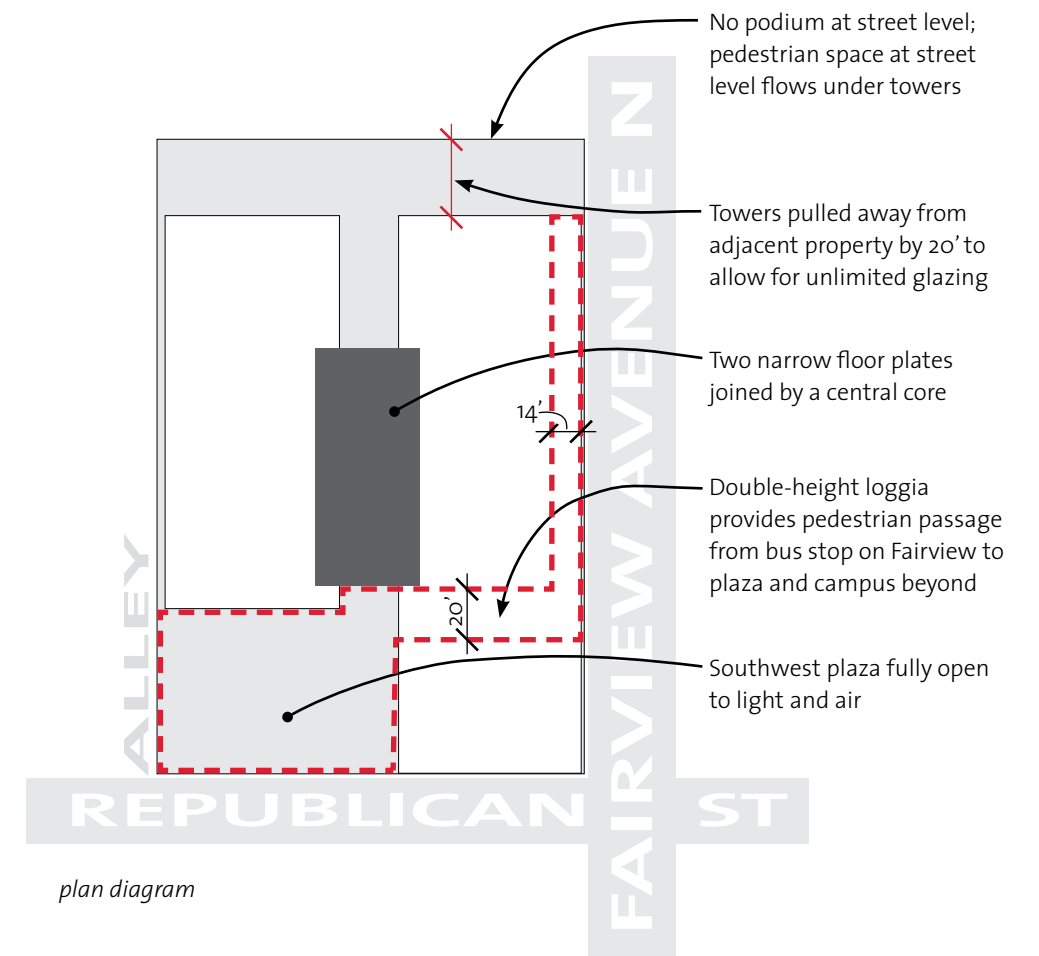
elevation diagram



view from southwest

Features:

- (1) 11 story tower and (1) 12 story tower staggered on the site and joined by an elevator core
- 7,800-sf uncovered public plaza
- 9,100-sf of retail space with double-height (26') ceilings in corner space
- more corner offices
- shallower office plate affords better access to light and air for occupants
- west tower roof terrace is directly accessible from 12th story of east tower
- covered pedestrian loggia with thru-block shortcut

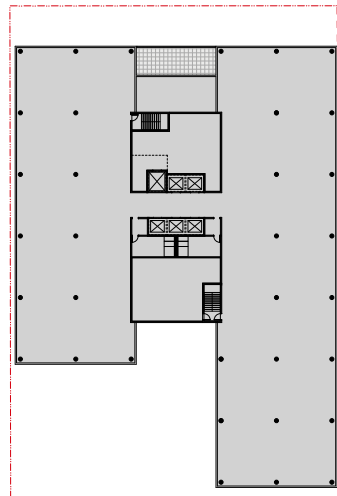


plan diagram

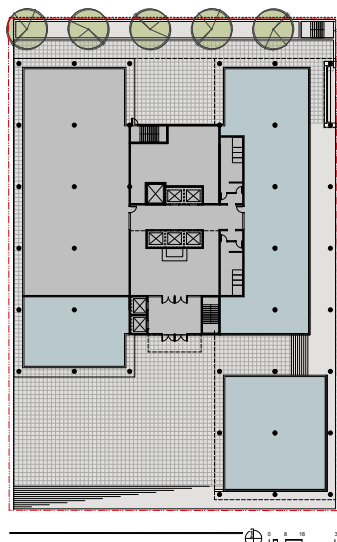
Challenges:

- No covered outdoor space at southwest plaza

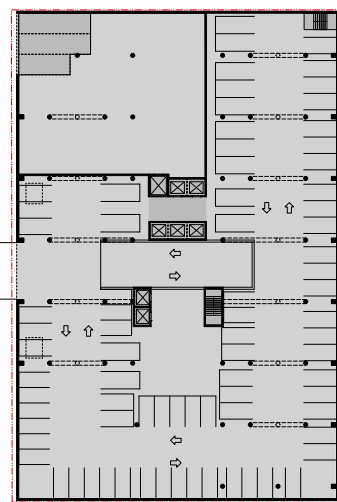
Preferred Design Proposal: Alternate 3



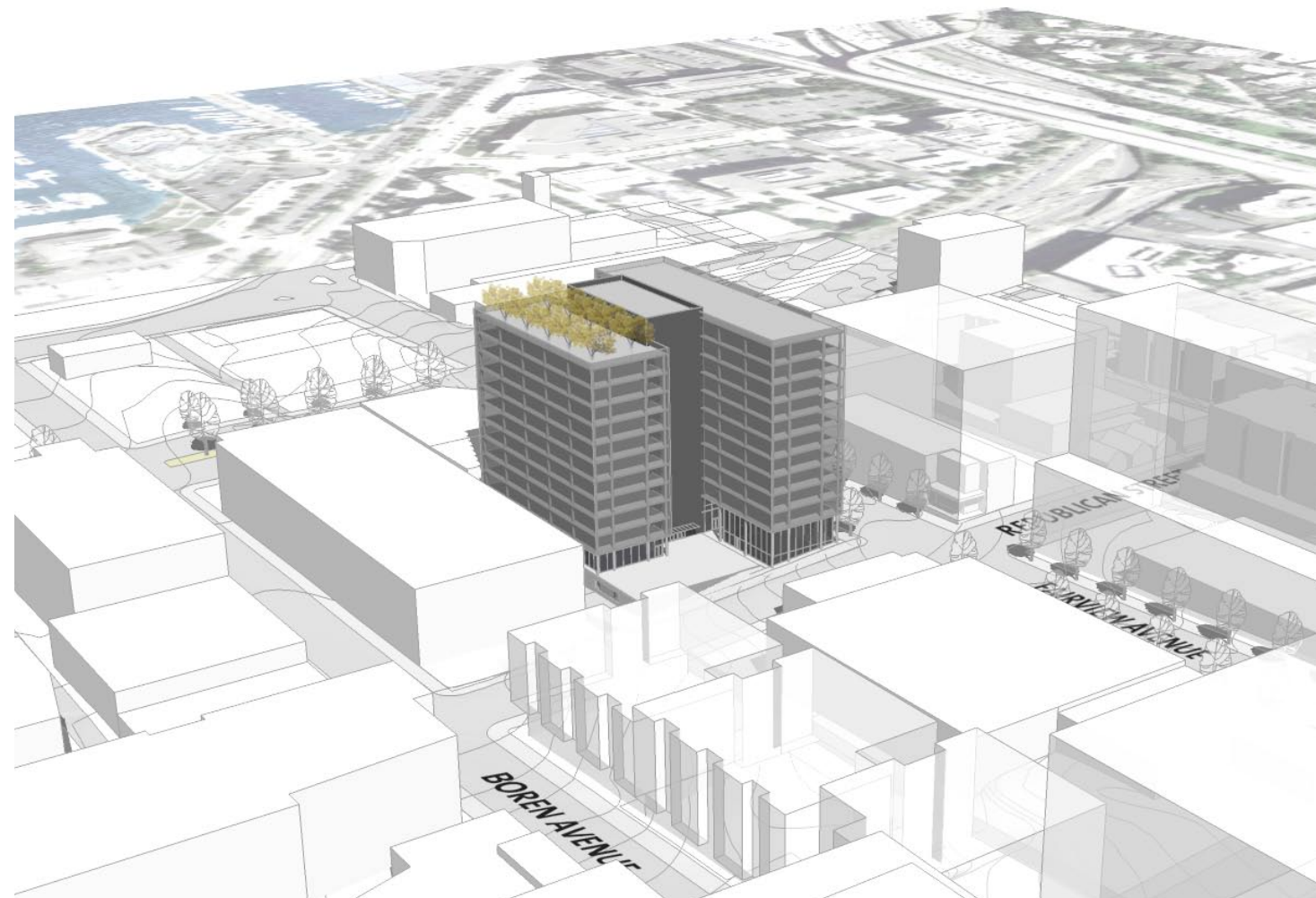
Typical Upper Level



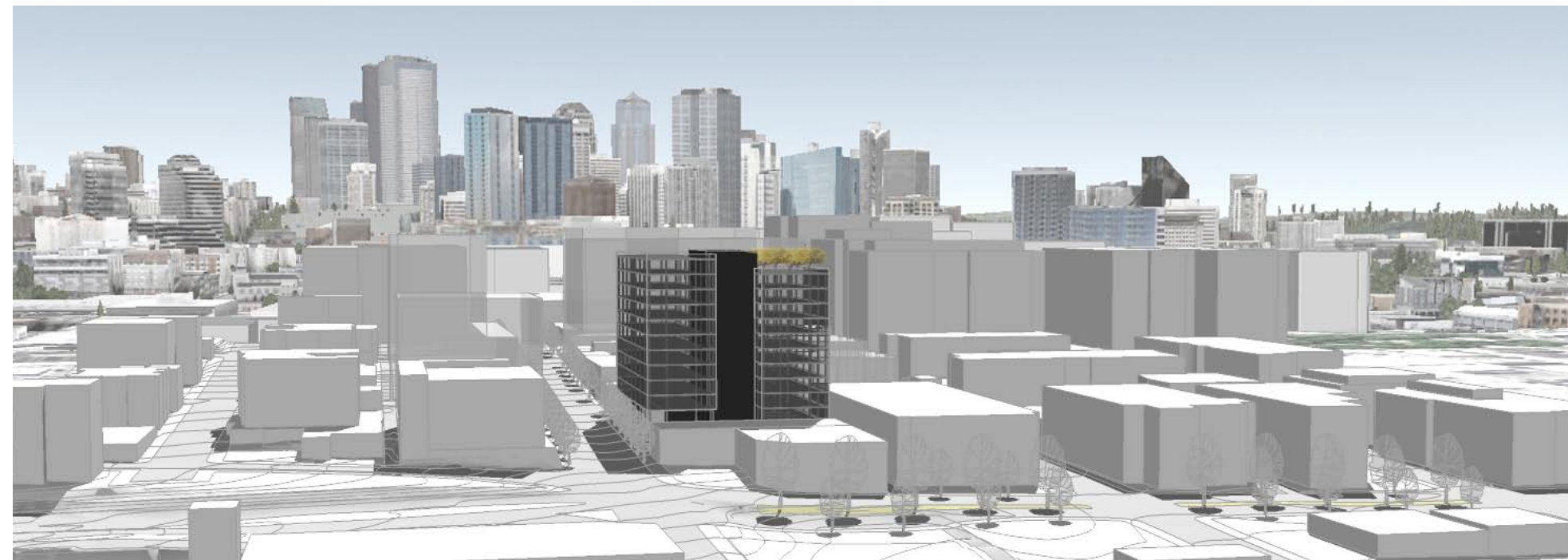
Street Level



Parking Level 1



Aerial View From Southwest



Aerial View From North



From Republican Looking East



From Republican



From Fairview Looking North

In contrast to the previous two schemes, this proposal embraces the taller zoning envelope with a massing strategy that emphasizes vertical proportions, and reduces the apparent bulk of the building by dividing the tower floor plate into two slender slabs, which are then staggered and separated on the site and joined by the elevator core. A singular cladding system expresses the uniform commercial program within. Rather than refer to the massing of buildings completed under the previous zoning rules and outdated land use, this scheme aspires to set an elegant precedent for the new zoning going forward.

Again, the amount of retail, and the size and location of the entry plaza are roughly the same as the previous two alternatives: 6,900-sf and 6,800-sf, respectively. In this alternative, the plaza is entirely uncovered. A private roof terrace with views to the north, south, and west and conference room space occupy a 12th floor.

A three-level parking garage at the base provides space for approximately 270 cars, mechanical rooms, and three loading berths. The elevation of the lowest parking level is set by the unusually high water table; regardless, all four parking levels, due to the existing grade change across the site, can be accessed off the alley, which is completely below the level of the entry plaza.

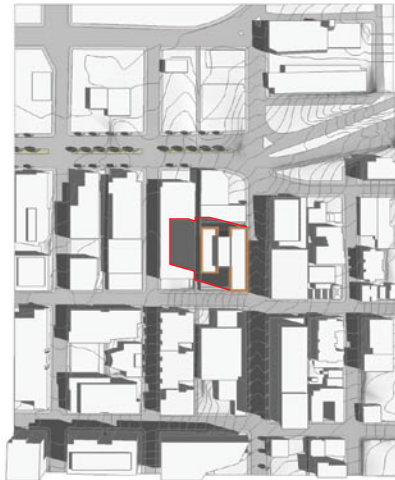
Preferred Design Proposal: Sun Studies



10:00 am



March/September 21



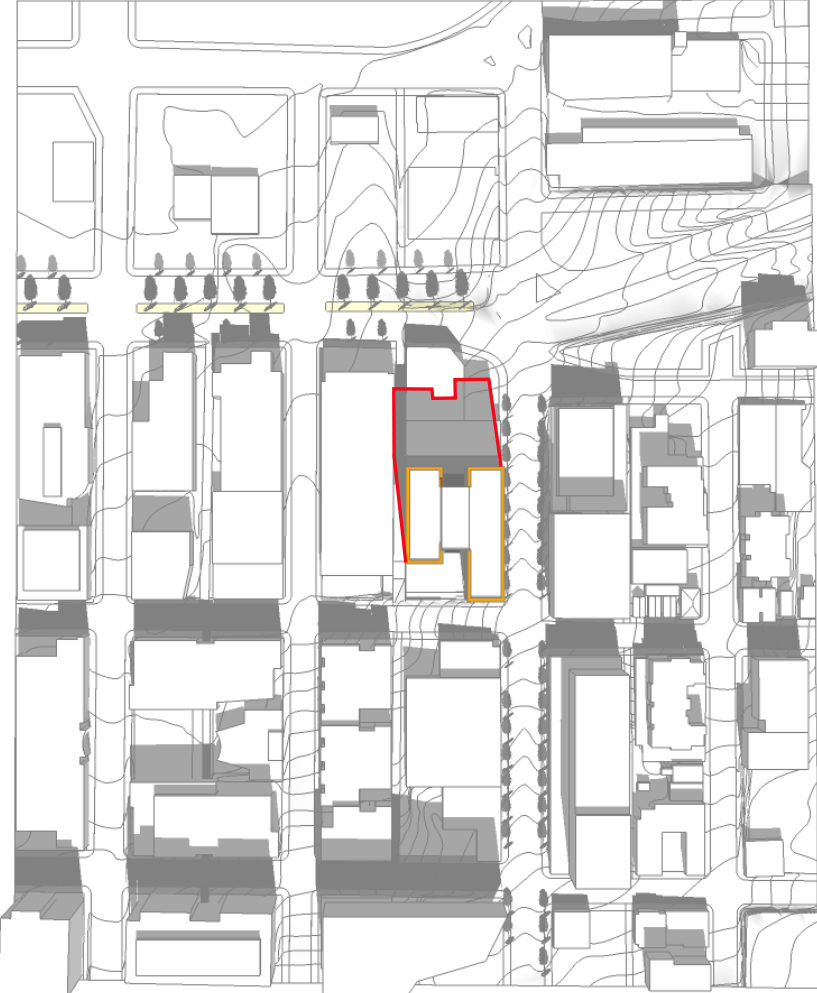
June 21



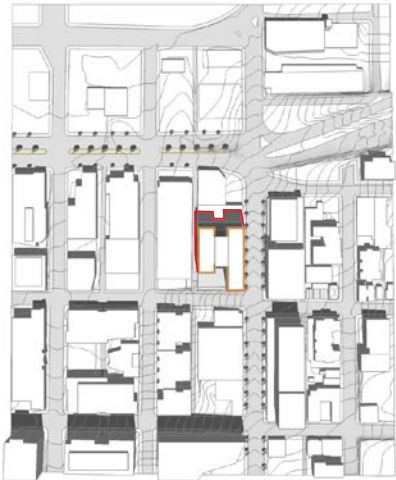
December 21



noon



March/September 21



June 21



December 21



2:00 pm



March/September 21



June 21

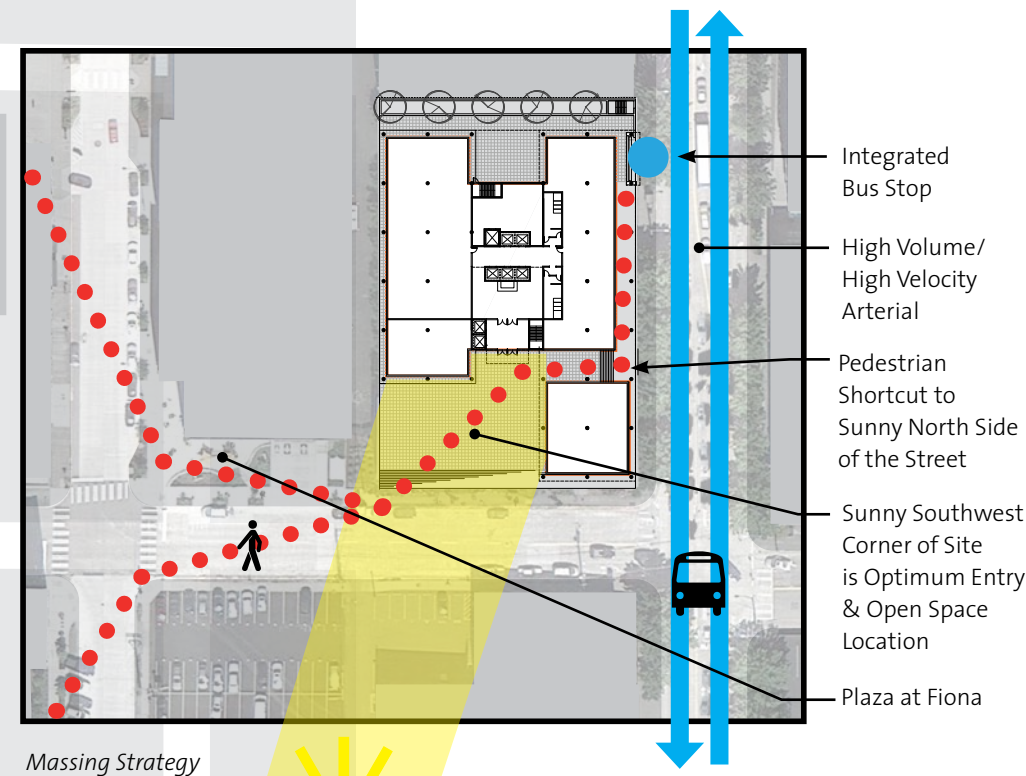


December 21

Preferred Design Proposal: Campus and Massing Strategy



Campus Strategy



Massing Strategy

Our earlier context analysis established the rationale for locating a large plaza on the southwest corner of the site. The preferred alternative maximizes the benefits of this strategy, providing sun-filled public open space that incorporates art, outdoor café seating, trees and vegetation, creating a vibrant node in the South Lake Union campus network. It also provides a generous, weather-protected loggia connecting the plaza to an integrated transit stop on Fairview.

The lobby level is approximately 6'6" above the southwest property corner. In order to mitigate the potential imposition this higher plaza level could have on the Republican pedestrian experience, the plaza employs cascading steps that follow the grade down to that corner. This maintains clear lines of sight from the southwest corner up through the plaza, and even through the tall retail spaces to Fairview. It also allows for a direct pedestrian route from the sidewalk to the open space while improving visibility at the mouth of the alley to minimize pedestrian/vehicle conflicts.

Loggia, Lighting, Busstop.

Nearly 20' feet wide, over 26' feet high, and lined with glass storefront overlooking retail spaces, the pedestrian passage is appropriately sized for an urban environment. The high ceiling offers weather protection while 24-hour lighting and clear sight lines create safe spaces for pedestrians.

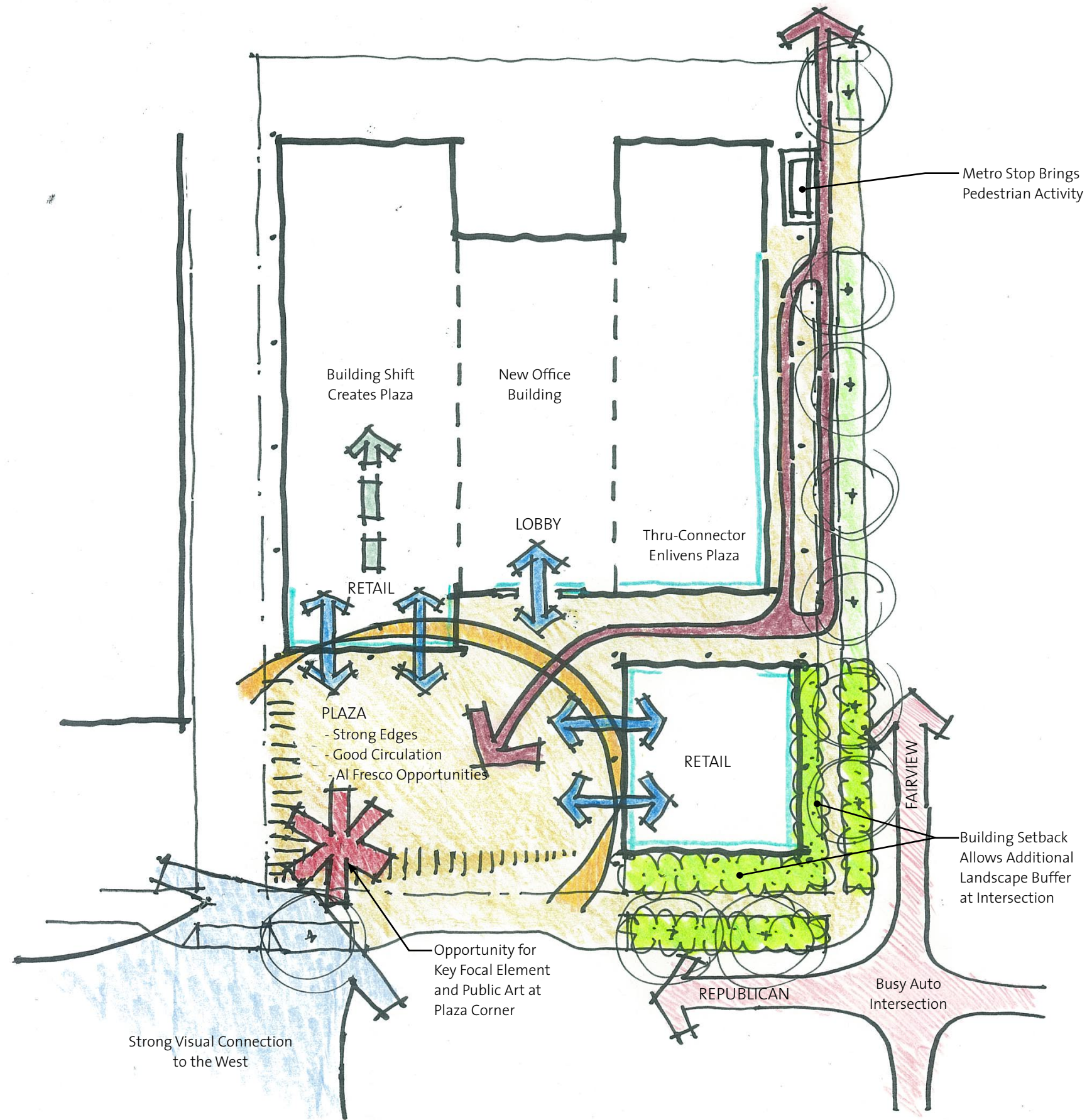
The pedestrian passage joins a covered loggia, which effectively doubles the width of the sidewalk along Fairview Avenue North. Like the passage, the loggia is a, well-lit, double-height space lined by retail, creating "eyes on the sidewalk". A relocated bus stop is proposed for this space as well, taking advantage of the space and security afforded by the building, and providing a buffer from the heavy traffic along Fairview.

Preferred Design Proposal: Landscape Strategy

The primary landscape concept with the public plaza is to create a welcoming transition, both physical and visual from the lower southwest corner of the site, while maintaining comfortable spaces at the plaza level for café seating, circulation, and casual seating. The latter is provided on a sculptural, wooden 'knoll' in the center of the plaza that is stepped to allow seating facing outward in all directions.

A continuous planting strip along Fairview creates a strong landscaped edge that serves as a buffer from the heavy vehicle traffic. Low plantings at the building perimeter preserve views through the transparent retail box, and allow easy pedestrian flow between the sidewalk and the loggia.

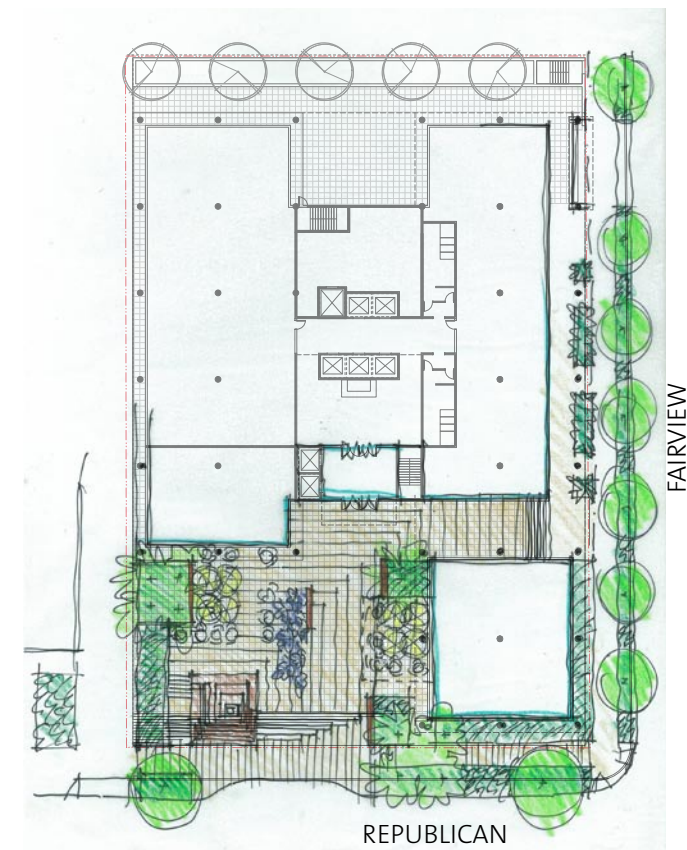
Available to building tenants, the rooftop terrace is landscaped with spreading trees that would be visible from afar. The trees will be planted in taller planters while the rest of the landscape is contained in low beds. The rooftop landscape employs different materials and stepped levels to create two zones: one more open and communal, and the other contained and personal.



Landscape Concept Diagram



Conceptual Landscape Plan - Roof Terrace



Conceptual Landscape Plan - Street Level

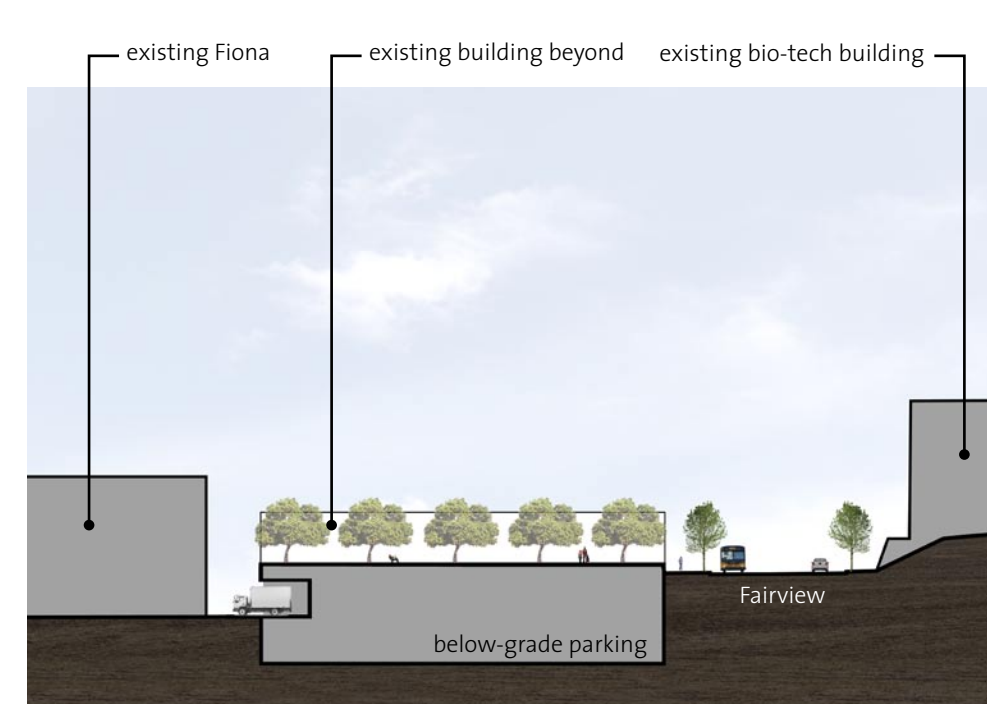
Preferred Design Proposal: Sections Through Public Space



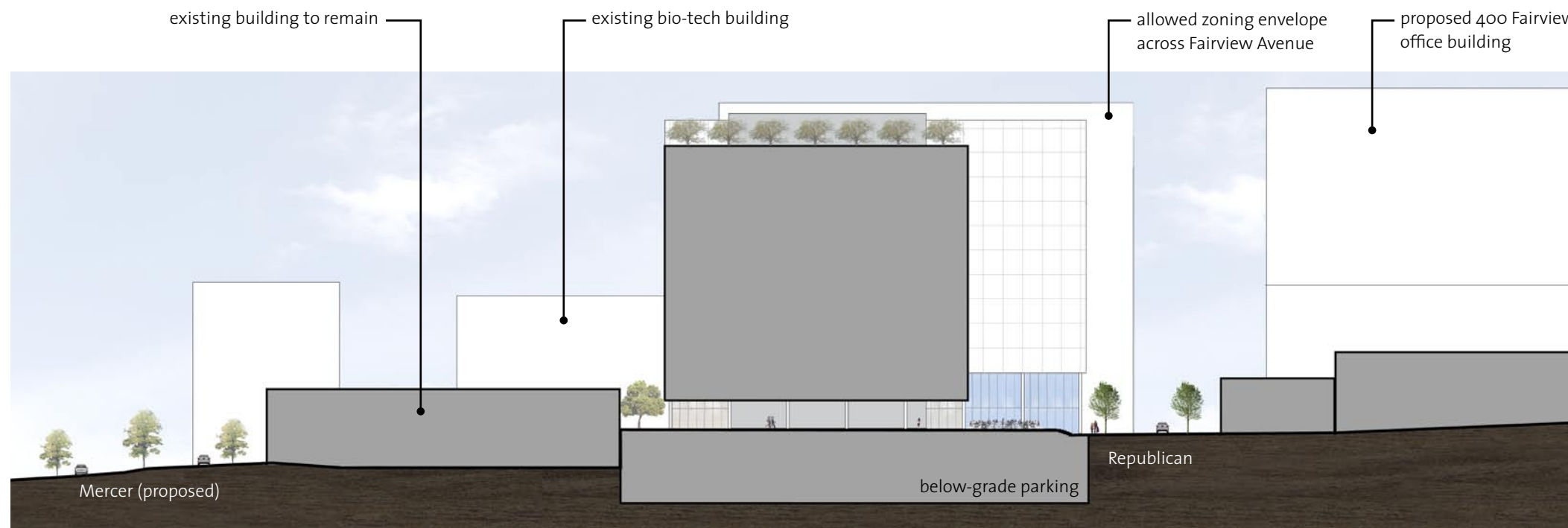
Section A - Plaza and Retail Space



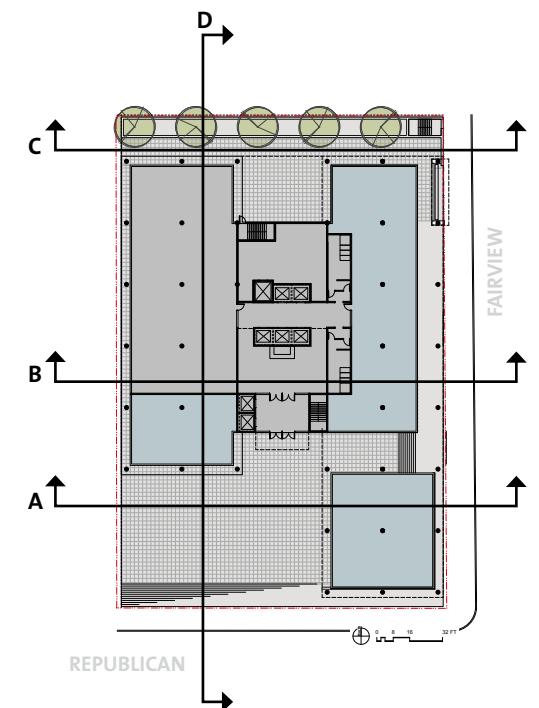
Section B - Lobby and Loggia



Section C - Private Terrace and Loading



Section D



Preferred Design Proposal: Pedestrian Experience



1 - Public Plaza from Southwest



2 - From Public Plaza looking East through Pedestrian Passage



3 - Integrated Bus Stop on Fairview Avenue North



4 - From Fairview Looking Northwest



5 - From Republican Looking East

