



G|I|D

9th & LENORA

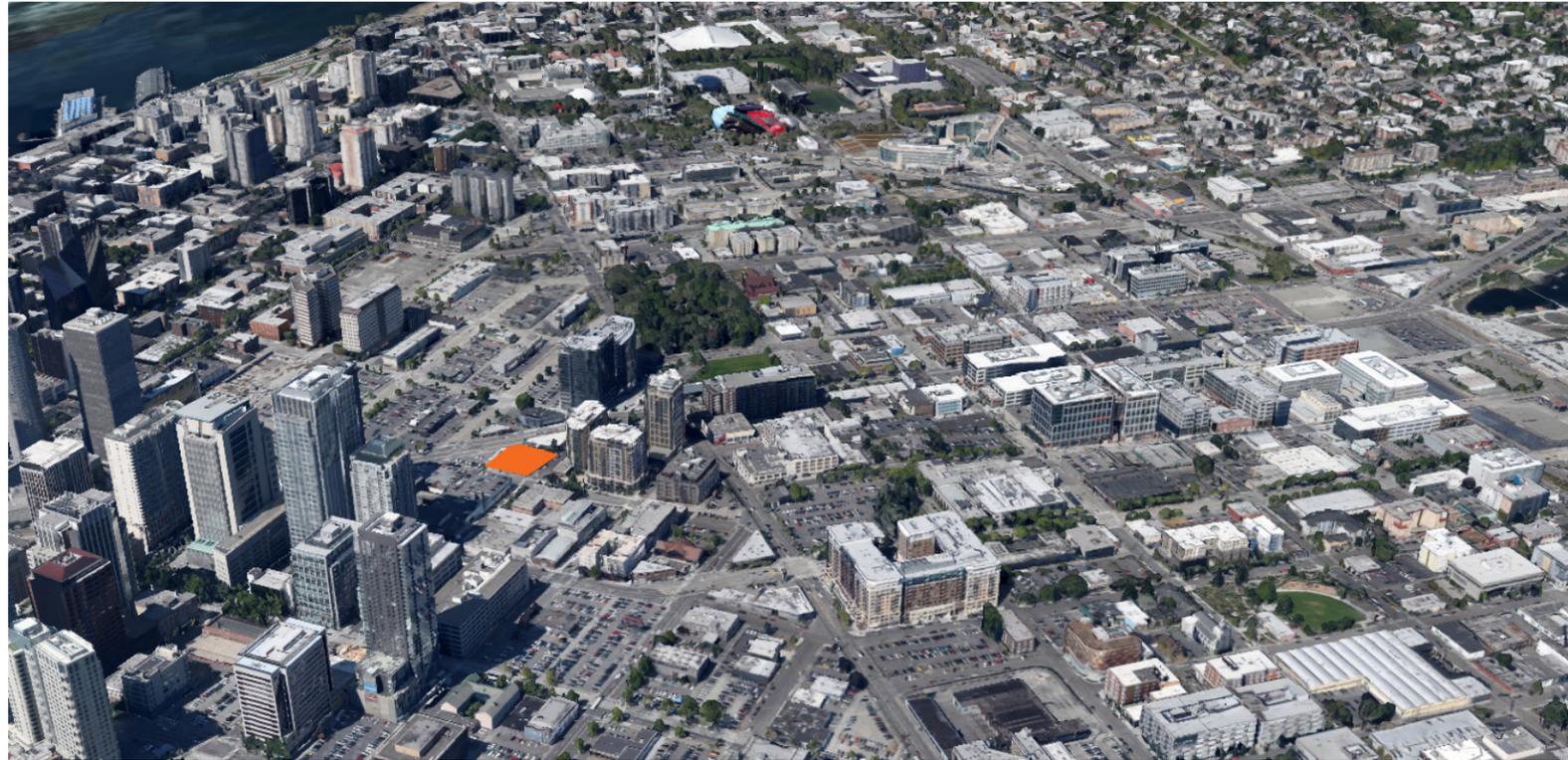
RECOMMENDATION MEETING

DOWNTOWN DESIGN REVIEW BOARD MEETING

AUGUST 19, 2014 | DPD #3016305 | 13-019



WEBER THOMPSON



VISION STATEMENT

The 9th and Lenora project is located in the heart of the Denny Triangle neighborhood, at the confluence of two Green Streets (9th Avenue and Lenora St.), one of only four locations in downtown Seattle where this condition exists. Within close proximity of the downtown office core, major employers in South Lake Union, and easy access to transit linking employers farther afield, 9th and Lenora is positioned to enhance the walkability and transit friendliness of Seattle’s downtown.

The project sits to the east of an unused alley which separates the site from a wedge of land proposed to be a future City of Seattle park. The relationship between the two sites offers a unique opportunity to work with the City to design 9th and Lenora as an integrated and activating neighbor rather than an isolated project with little relationship to the park edge. Through our design process, the 9th and Lenora design team has worked interactively with the Parks Department as it has designed preliminary concepts for the park. Both parties emphasized the importance of how the two projects interact along the grade challenged property line, treating it as a porous / interactive edge.

9th and Lenora is being developed as rental apartments, offering a mix of unit sizes and configurations that meet potential resident needs. Amenities will be located at two levels, the 6th floor and the rooftop, providing spaces for residents to relax at the immediate neighborhood scale and in the larger context of the city and its surroundings, capturing the spectacular regional views surrounding the site. Retail locations have been chosen to enhance the primary project corner, as well as the City of Seattle proposed park.

Our careful study of the existing building stock in the neighborhood, including proposed projects under construction, shows examples of many different architectural styles and a wide variety of materials. Generally, many of the buildings exemplify the prevalent character and styles of their time. We propose to continue that established pattern; 9th and Lenora will be detailed as a unique, contemporary expression of a high-rise residential building. As indicated in the following pages, the design has taken cues from the existing context to provide guidance to the massing of the building, materiality, and contextual response.

CONTENTS

Site Analysis and EDG Design.....	2 - 13
Design Guidance.....	15 - 21
Design.....	23 - 60
Landscape.....	61 - 71
Park Design.....	73 - 76
Departures.....	77 - 101
Appendix.....	102 - 117



PROJECT STATISTICS

(ALL APPROXIMATE)

PROGRAM	FLOORS	AREA
BELOW GRADE PARKING	6.5	124,500 SF
LOBBY / RETAIL / BOH	1.5	28,300 SF
RESIDENTIAL	38	439,600 SF
AMENITY AND ROOF DECK	2	17,300 SF

RESIDENTIAL UNITS

396 UNITS

PARKING STALLS

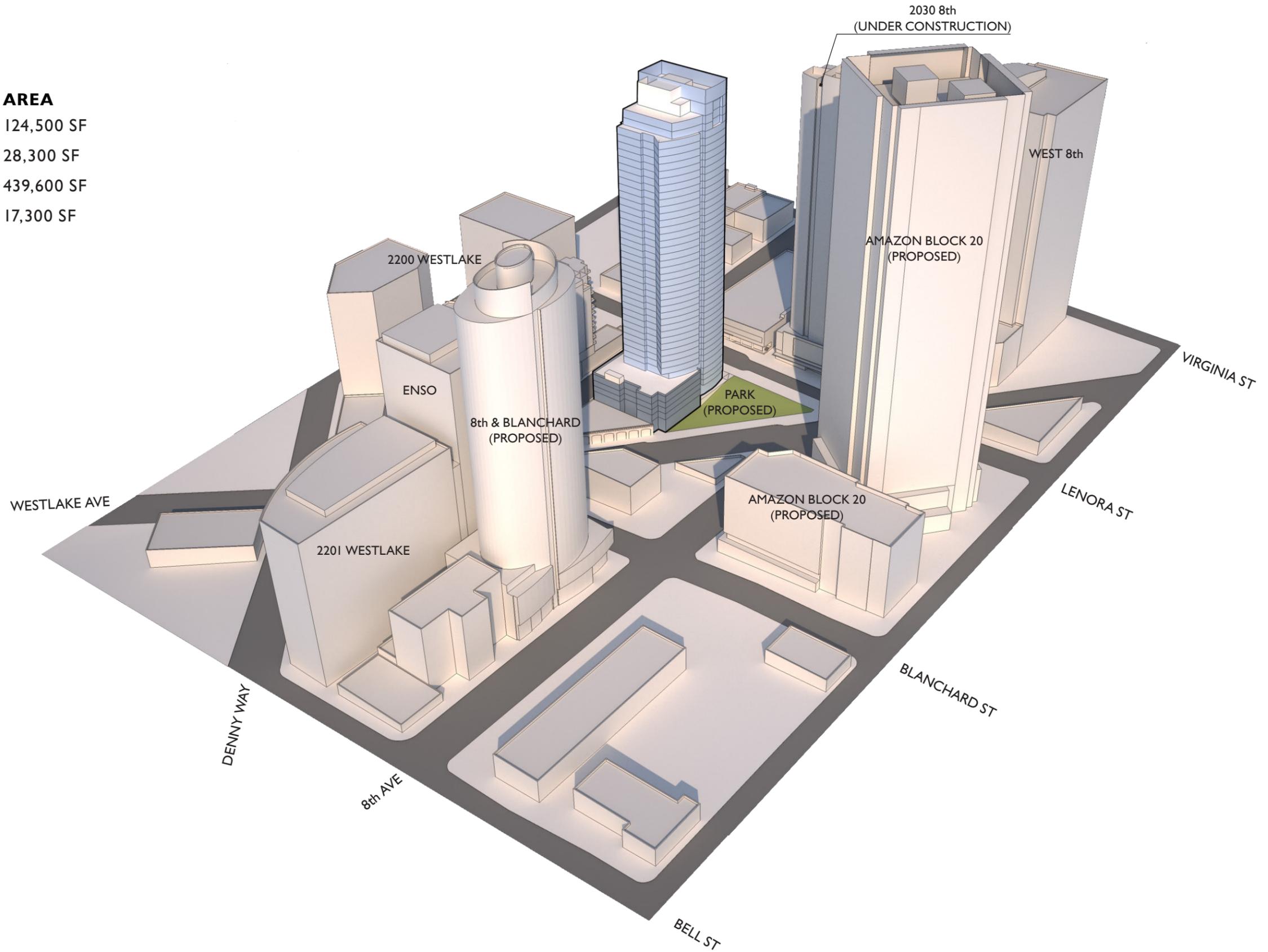
234 STALLS (0.59/UNIT)

RETAIL

7,760 SF

HEIGHT

400' HEIGHT
(+40' FOR MECHANICAL AND AMENITY)



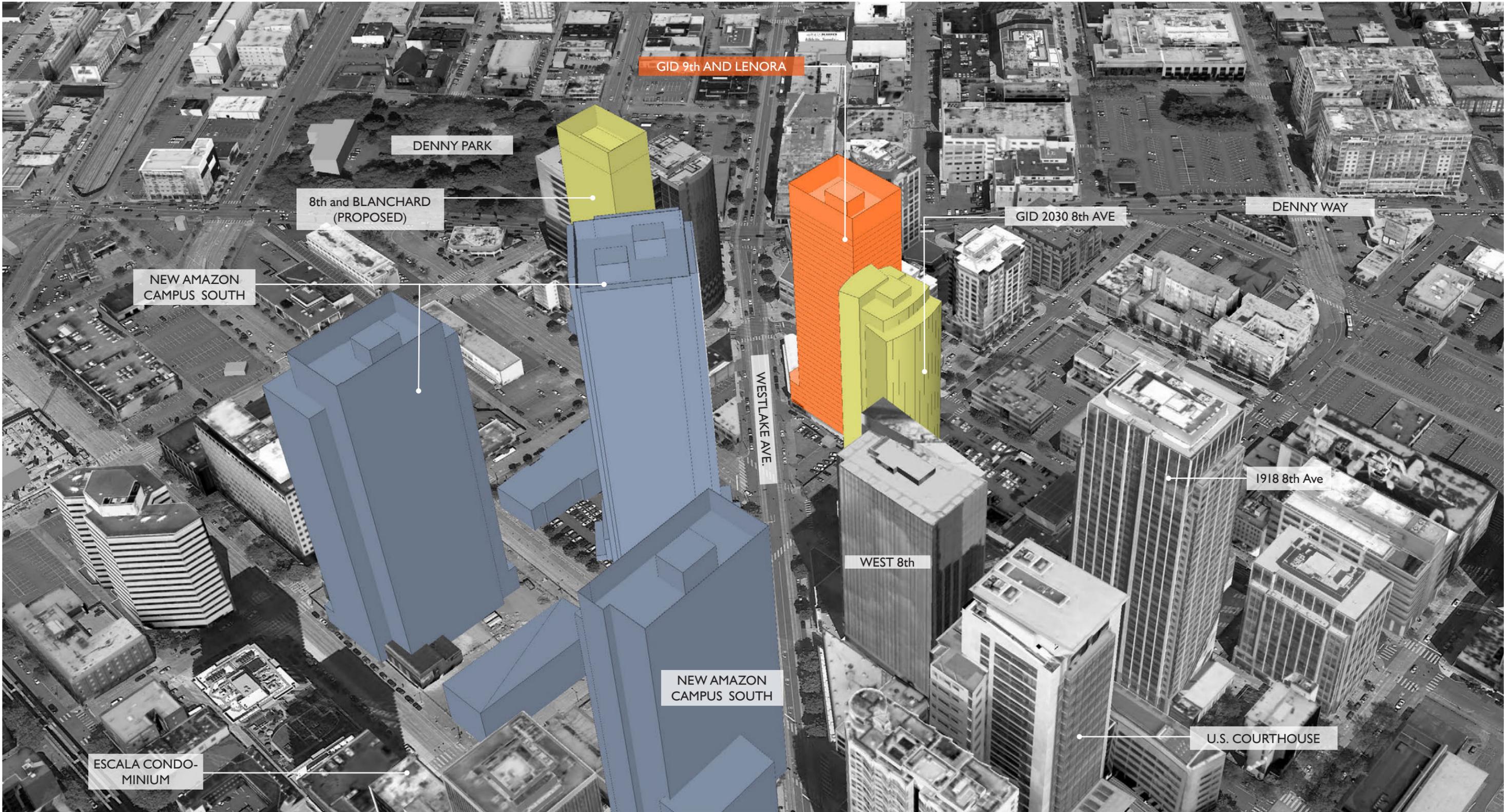
SITE ANALYSIS



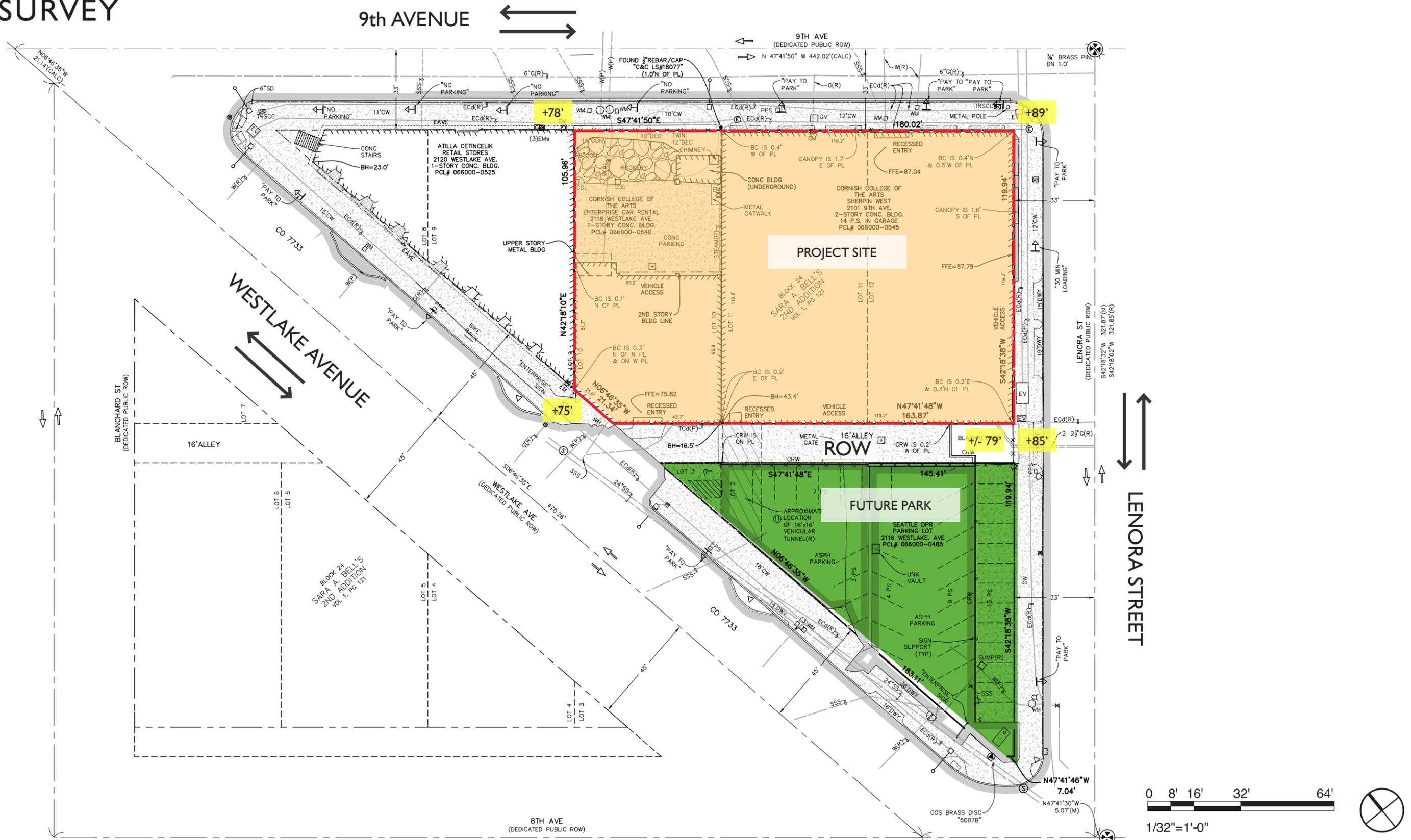
AERIAL CONTEXT ANALYSIS



AERIAL CONTEXT ANALYSIS



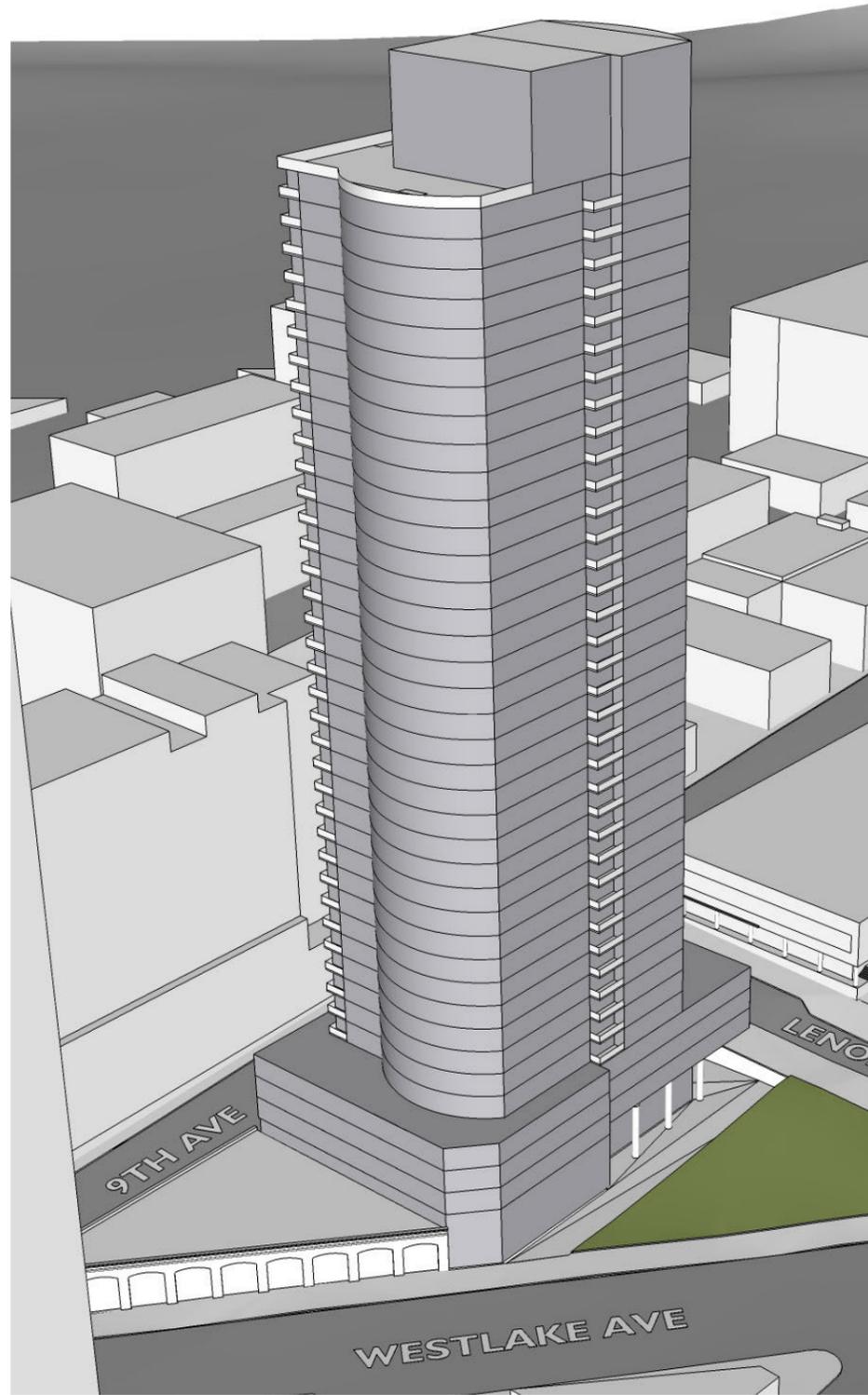
SITE SURVEY



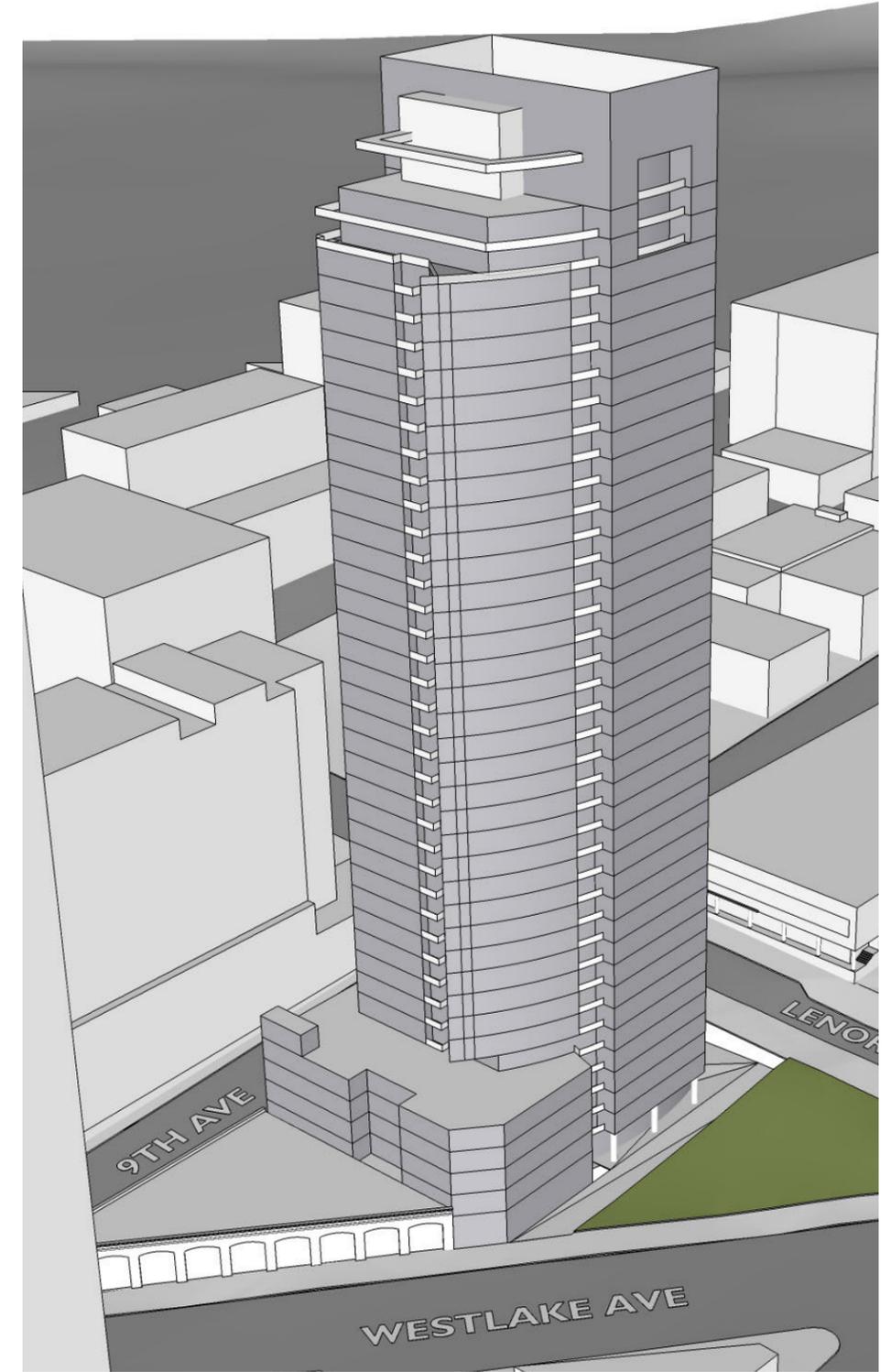
EDG MASSING OPTIONS COMPARATIVE



SCHEME A

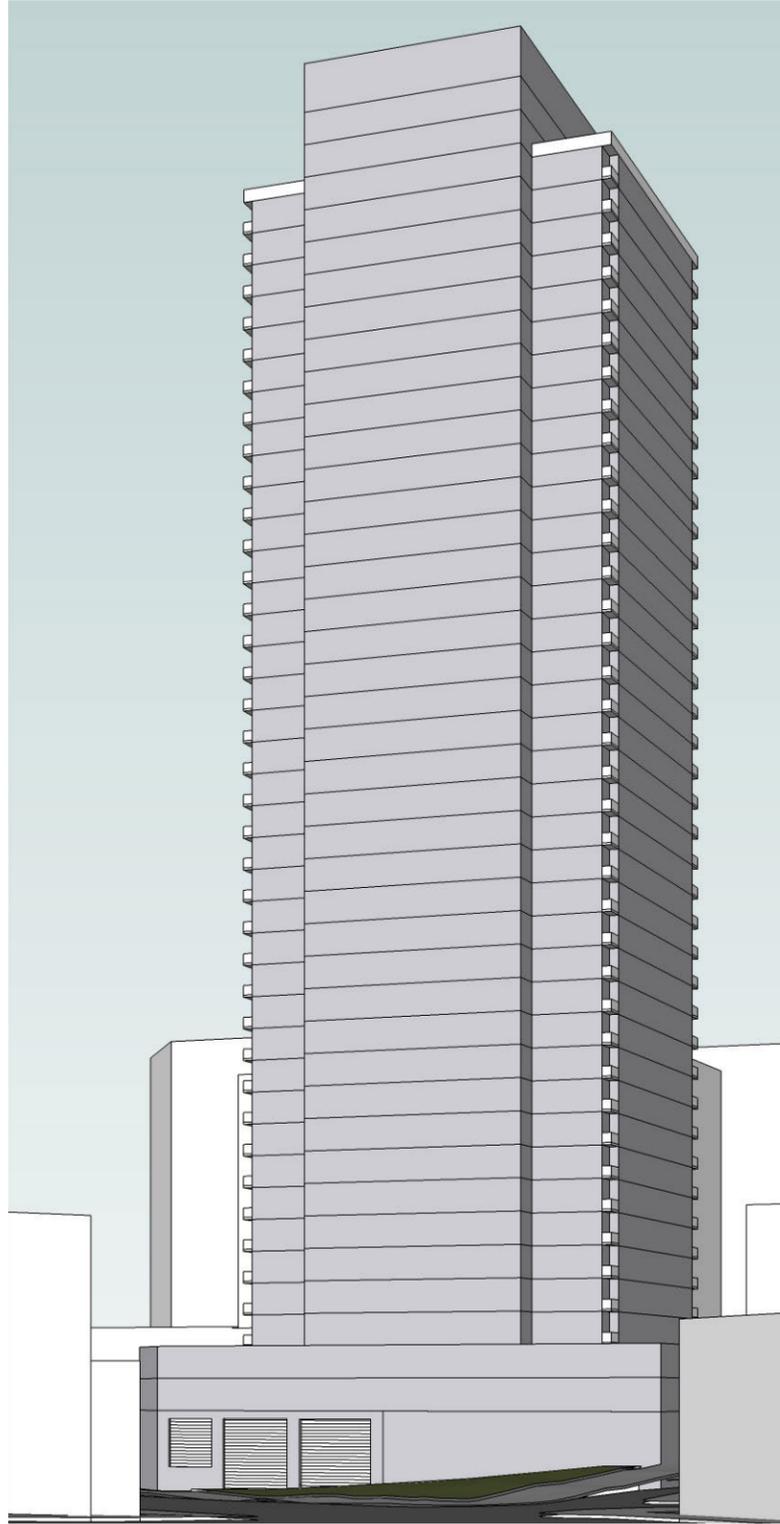


SCHEME B

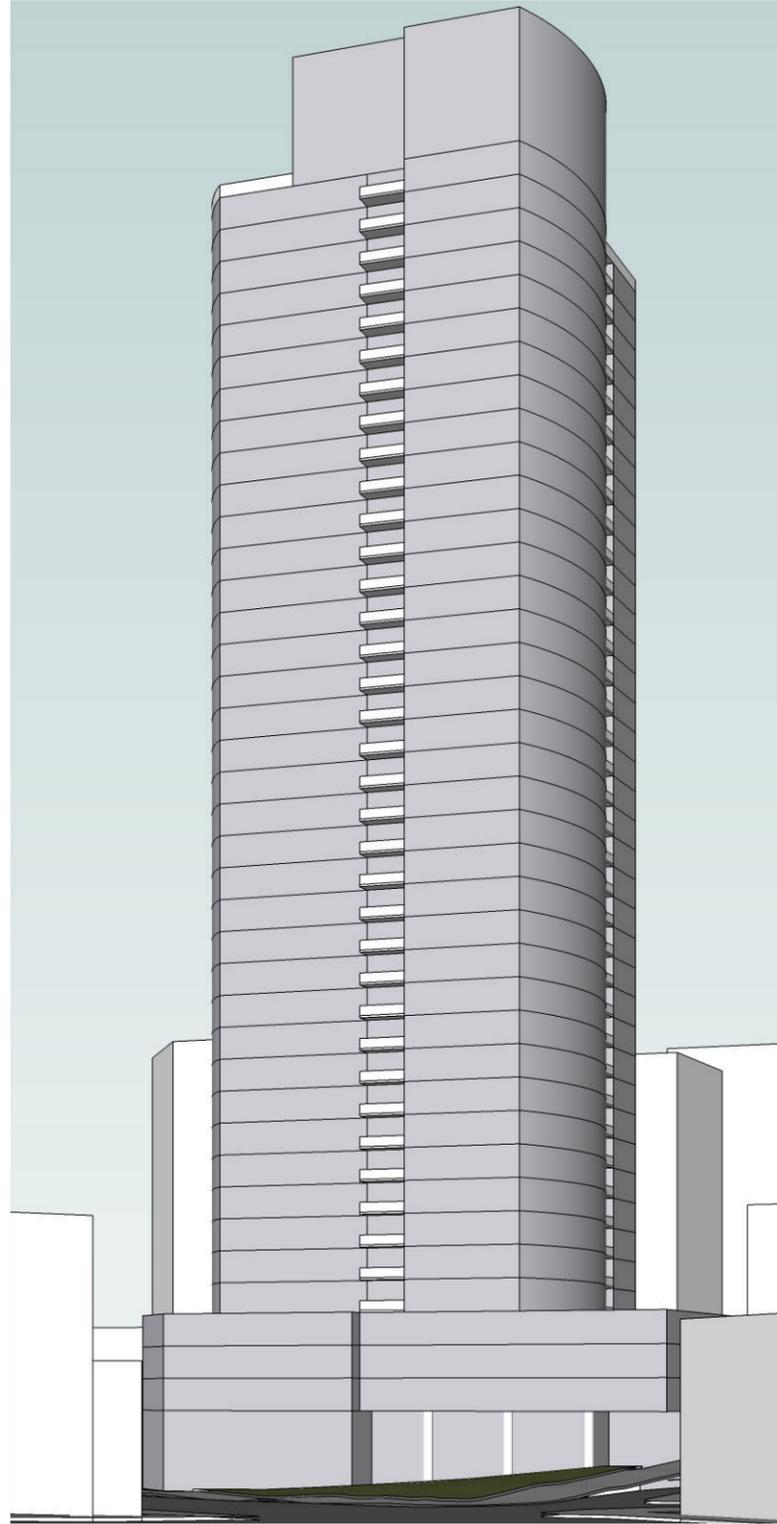


SCHEME C – PREFERRED

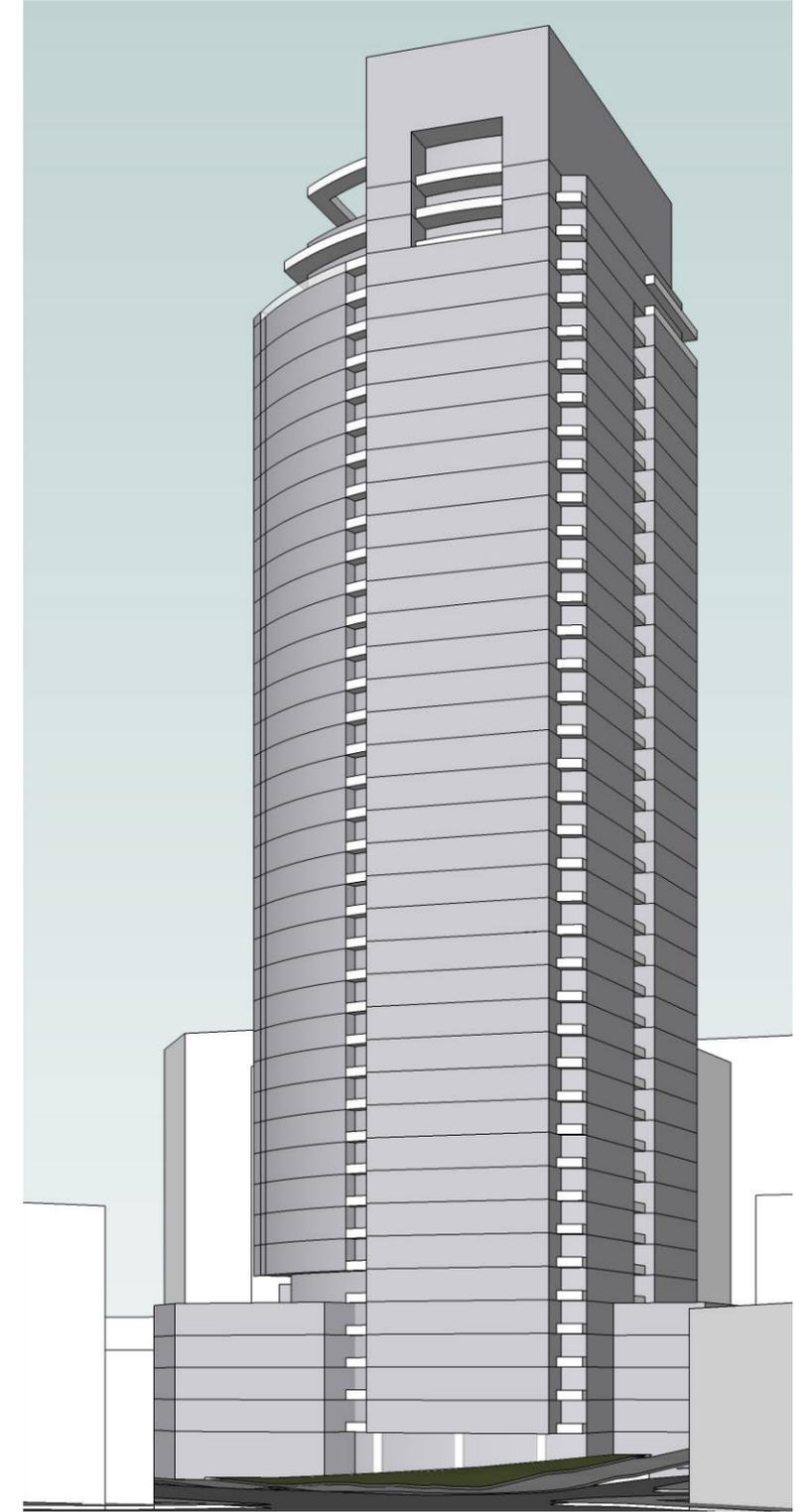
EDG MASSING OPTIONS COMPARATIVE



SCHEME A



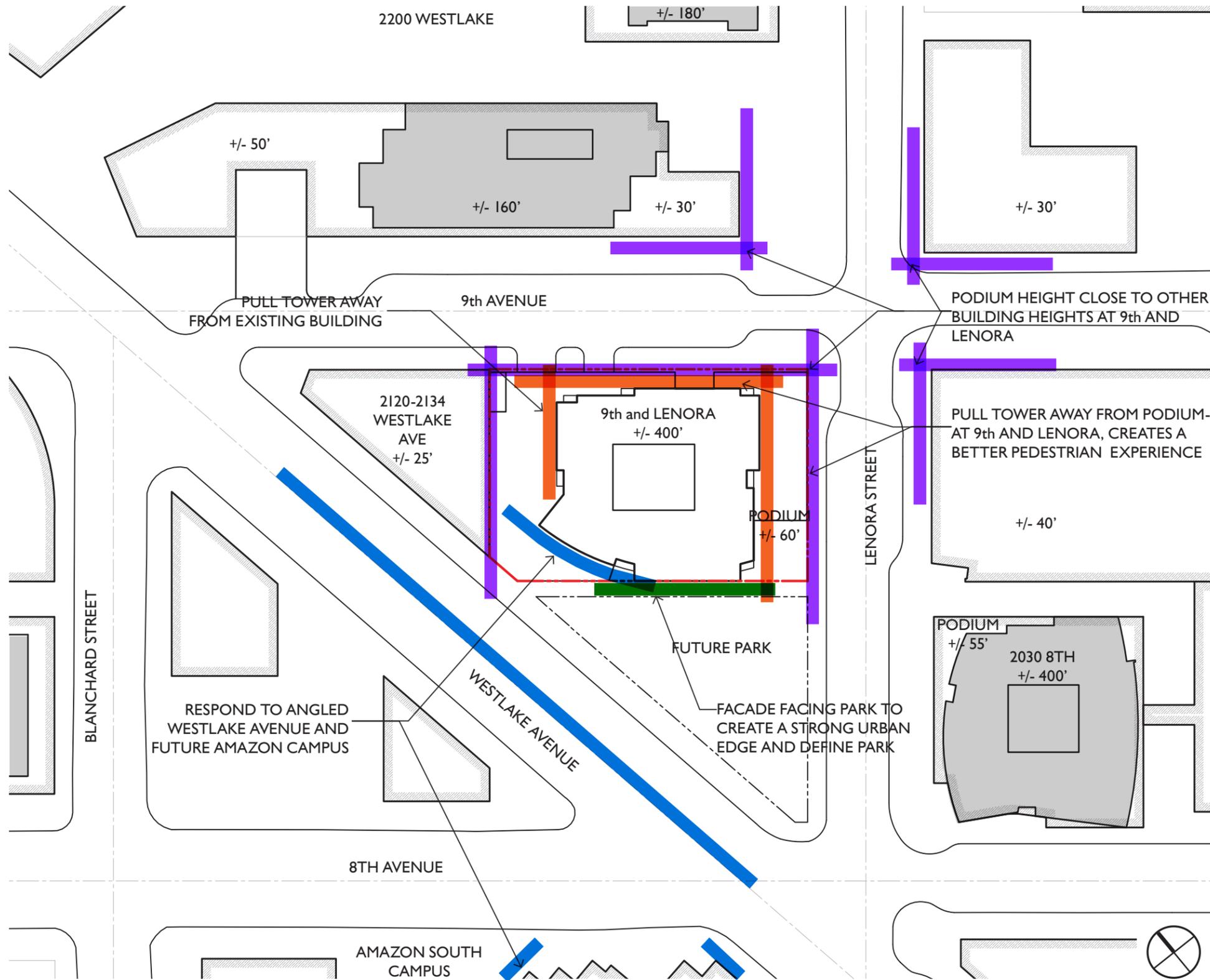
SCHEME B



SCHEME C – PREFERRED

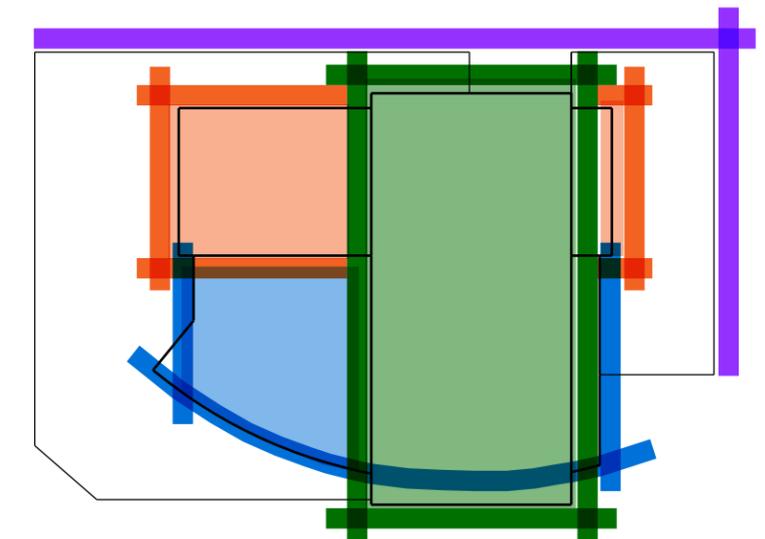


EDG PARTI DIAGRAMS AND DESIGN ELEMENTS



CONTEXTUAL DESIGN RESPONSE:

- » Place tower sensitively to maximize light and air to neighbors
- » Reinforce corner of 9th and Lenora as pedestrian friendly confluence of two Green Streets
- » Provide interesting facade massing unique to the site, which contextually relates to urban context and cues from neighboring projects: 2030 8th, 2200 Westlake, ENSO

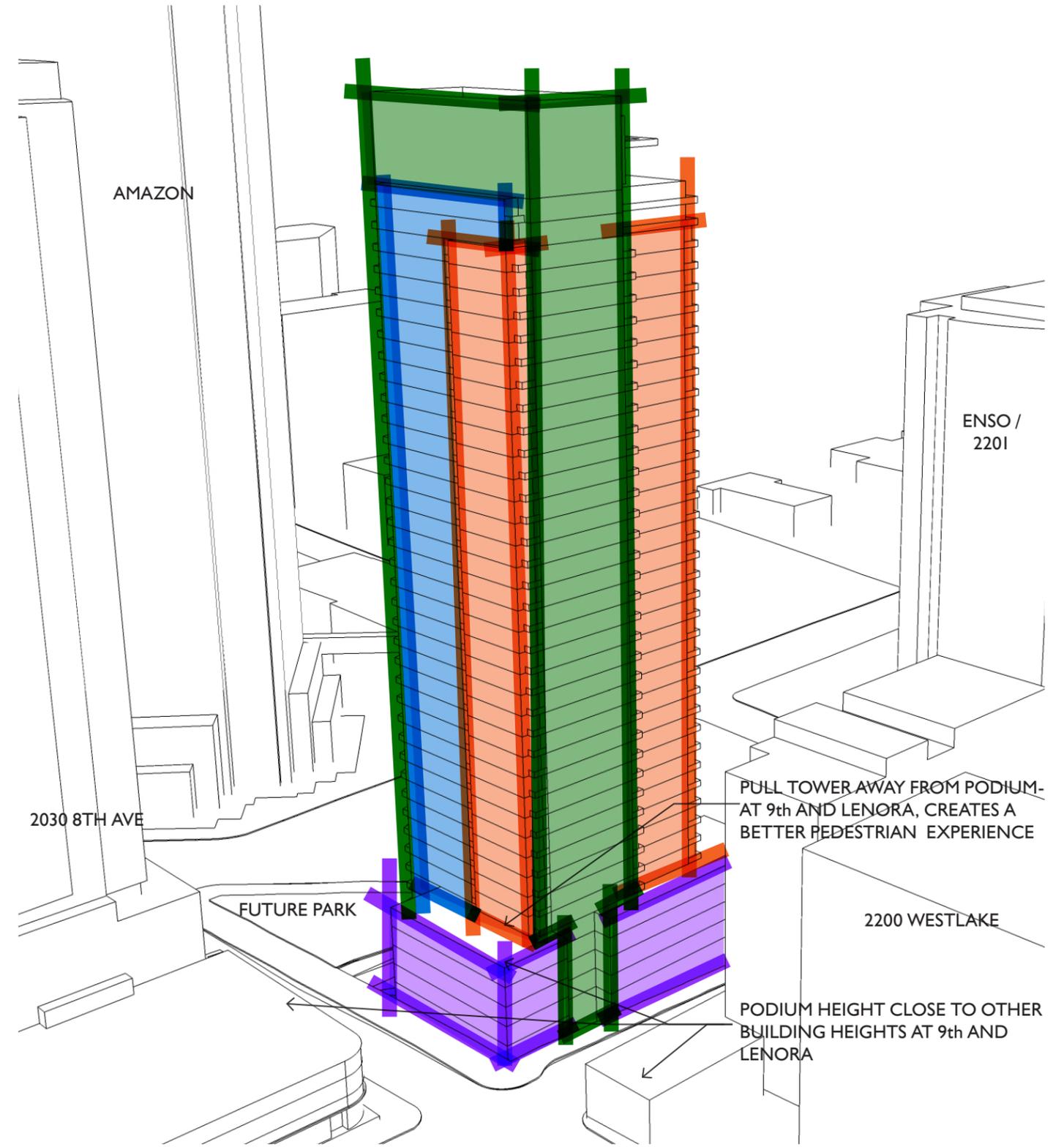
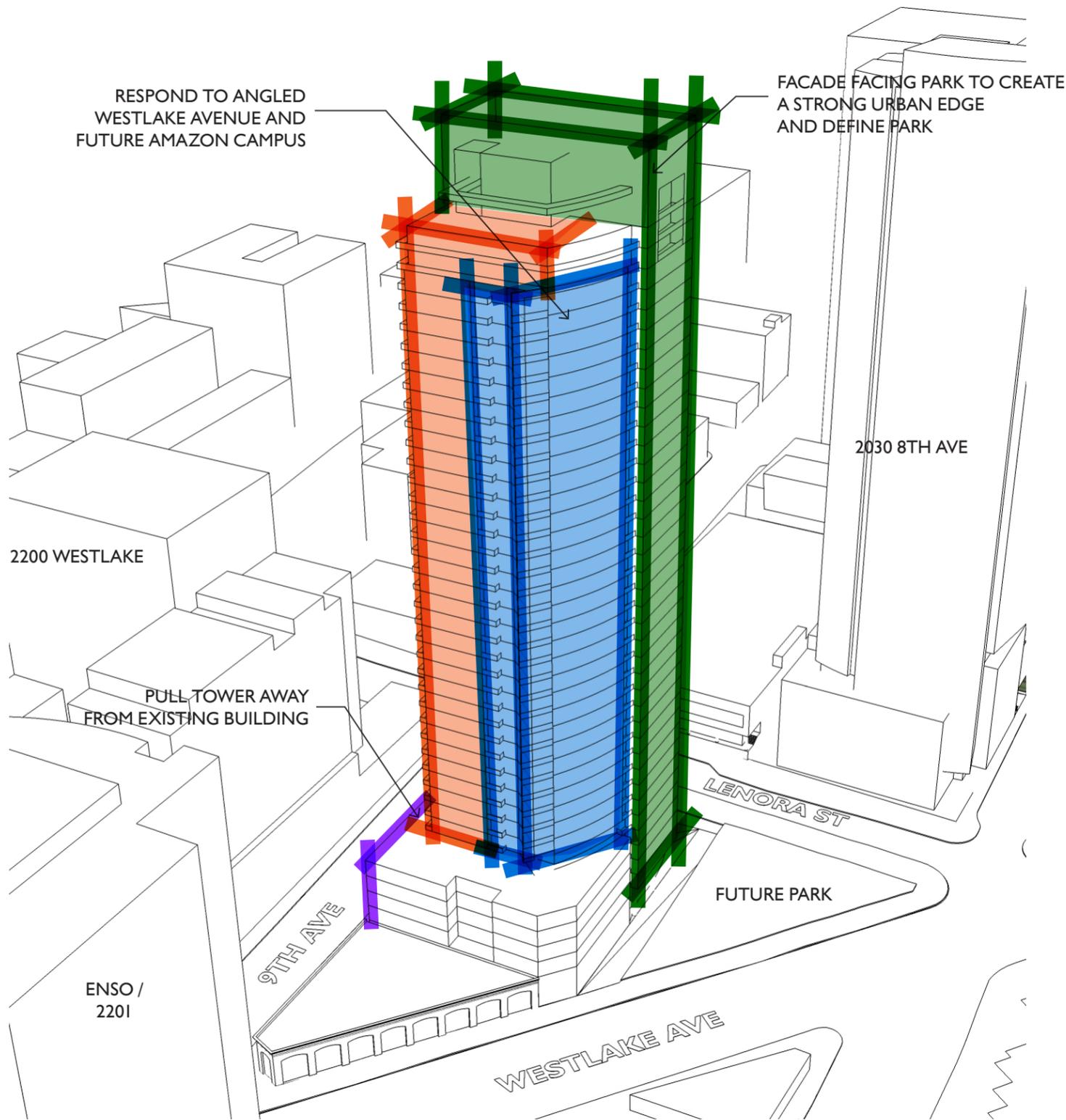


TOWER PARTI DIAGRAM:

- » Orthogonal purple forms respond to urban grid, pedestrian scale, streetscape and defines street edges
- » Orthogonal orange form responds to urban grid, setbacks and 2200 Westlake
- » Orthogonal green form responds to urban grid, reinforces park edge, provides signature vertical element and announces the primary residential entry
- » Curved blue form responds to the transition from grid to the off-grid alignment of Westlake, and relates to the curvilinear facades of 2030 8th and 2201 Westlake



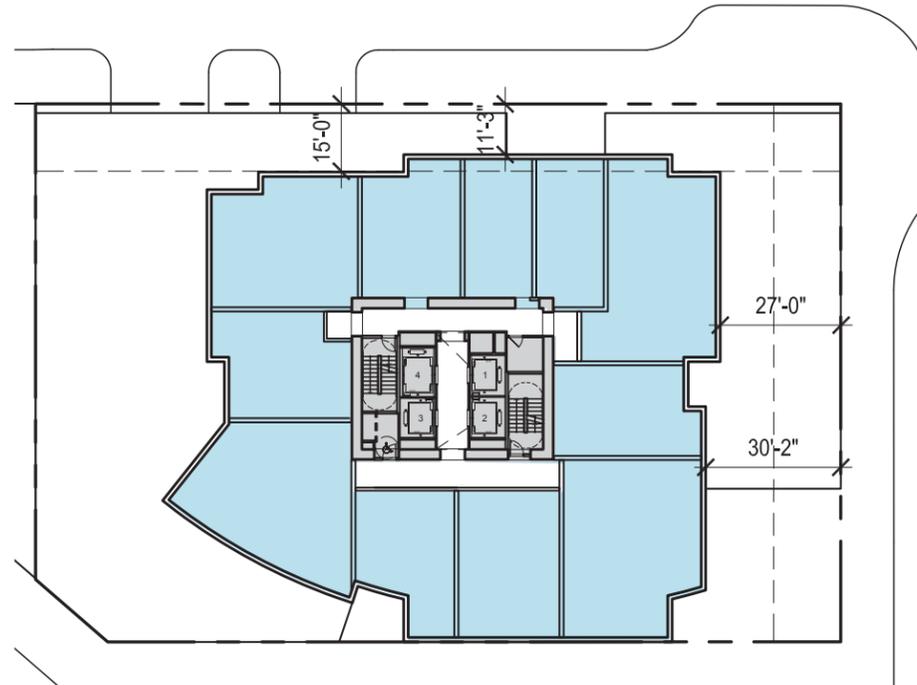
EDG PARTI DIAGRAMS AND DESIGN



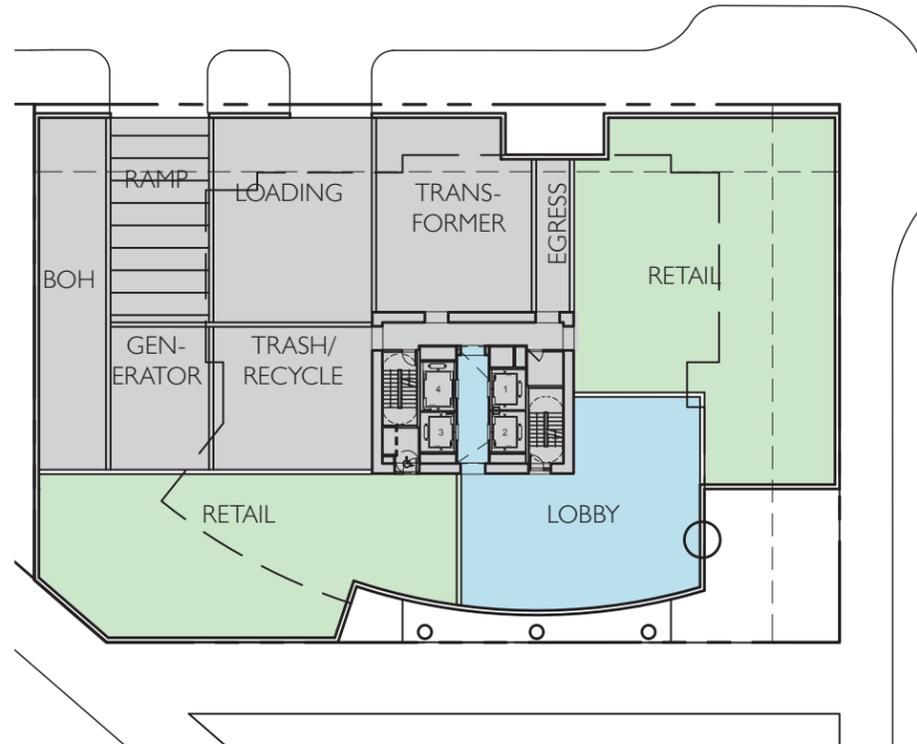
EDG MASSING OPTION C – PREFERRED



VIEW FROM NORTHWEST



TYPICAL TOWER PLAN



GROUND LEVEL PLAN

PROS:

- » Building forms based on specific contextual responses
- » Placement of retail use provides direct connection to proposed park, will provide pedestrian interest and activation
- » “Wedding Cake” massing is eliminated as tower forms blend with base and roof forms to create cohesive identifiable forms
- » Most slender profile from multiple angles
- » Roof form is unique, and adds to character of city skyline

CONS:

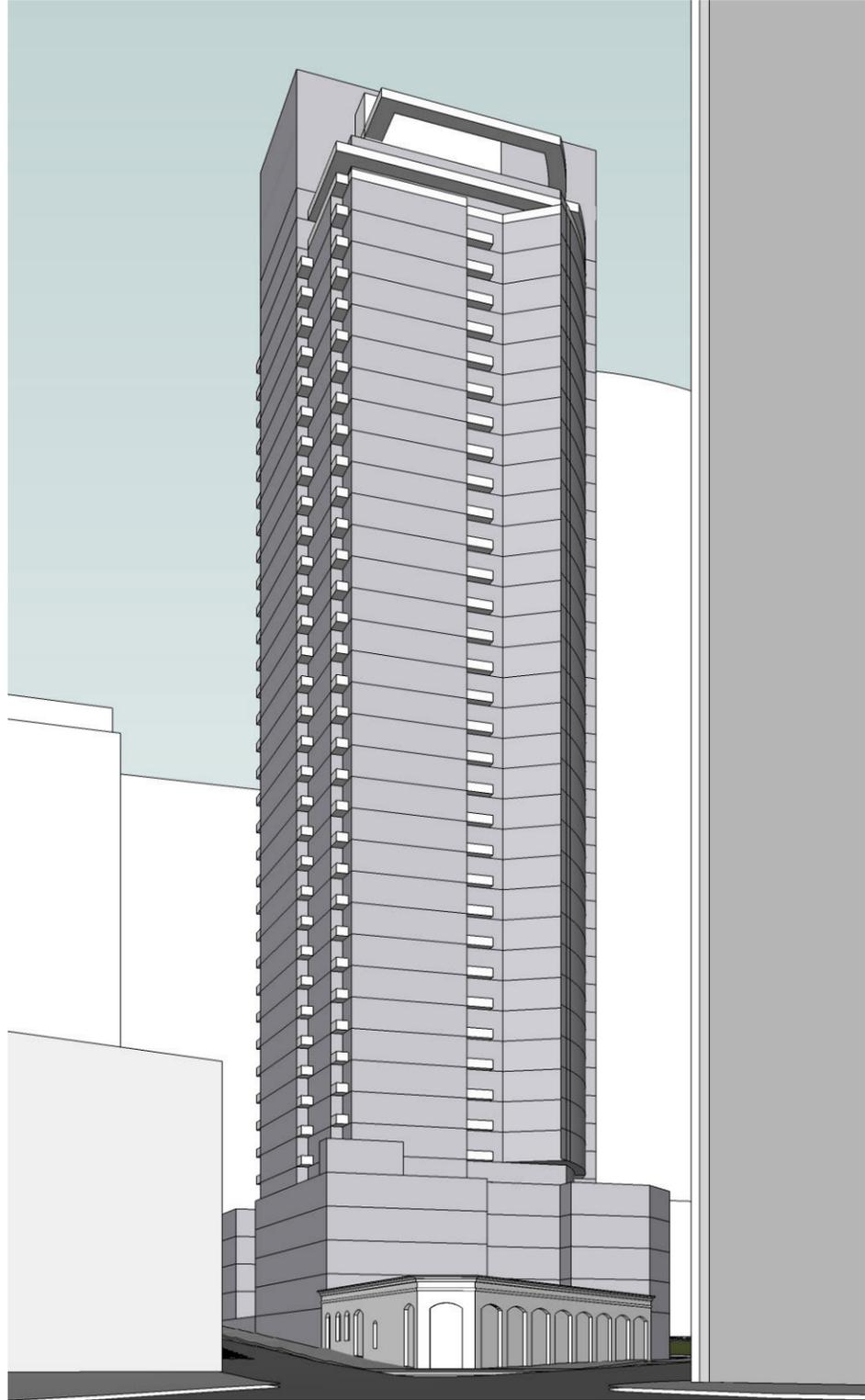
- » BOH uses shifted to 9th Ave in order to make retail connection to park and Westlake Avenue



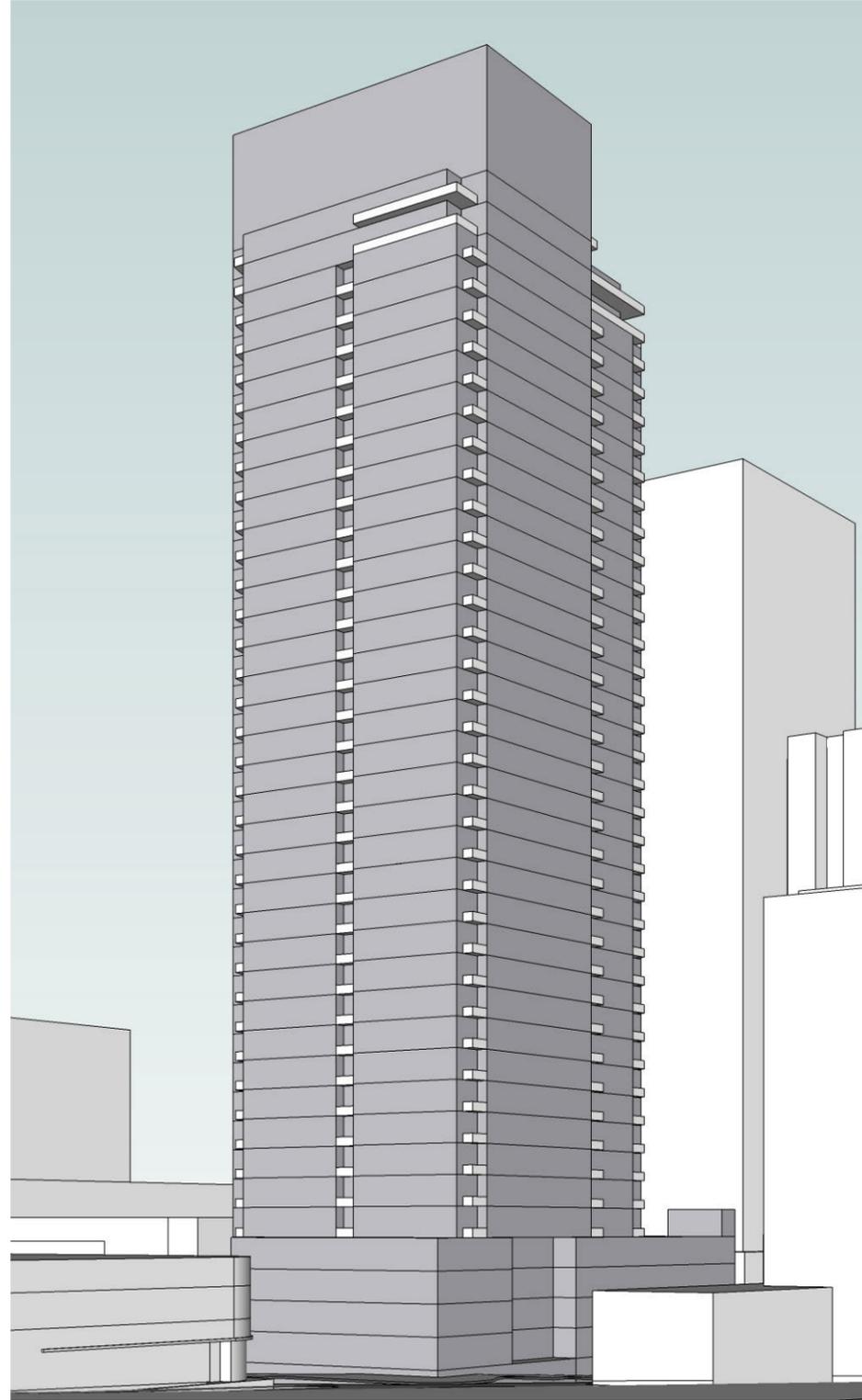
VIEW FROM WEST



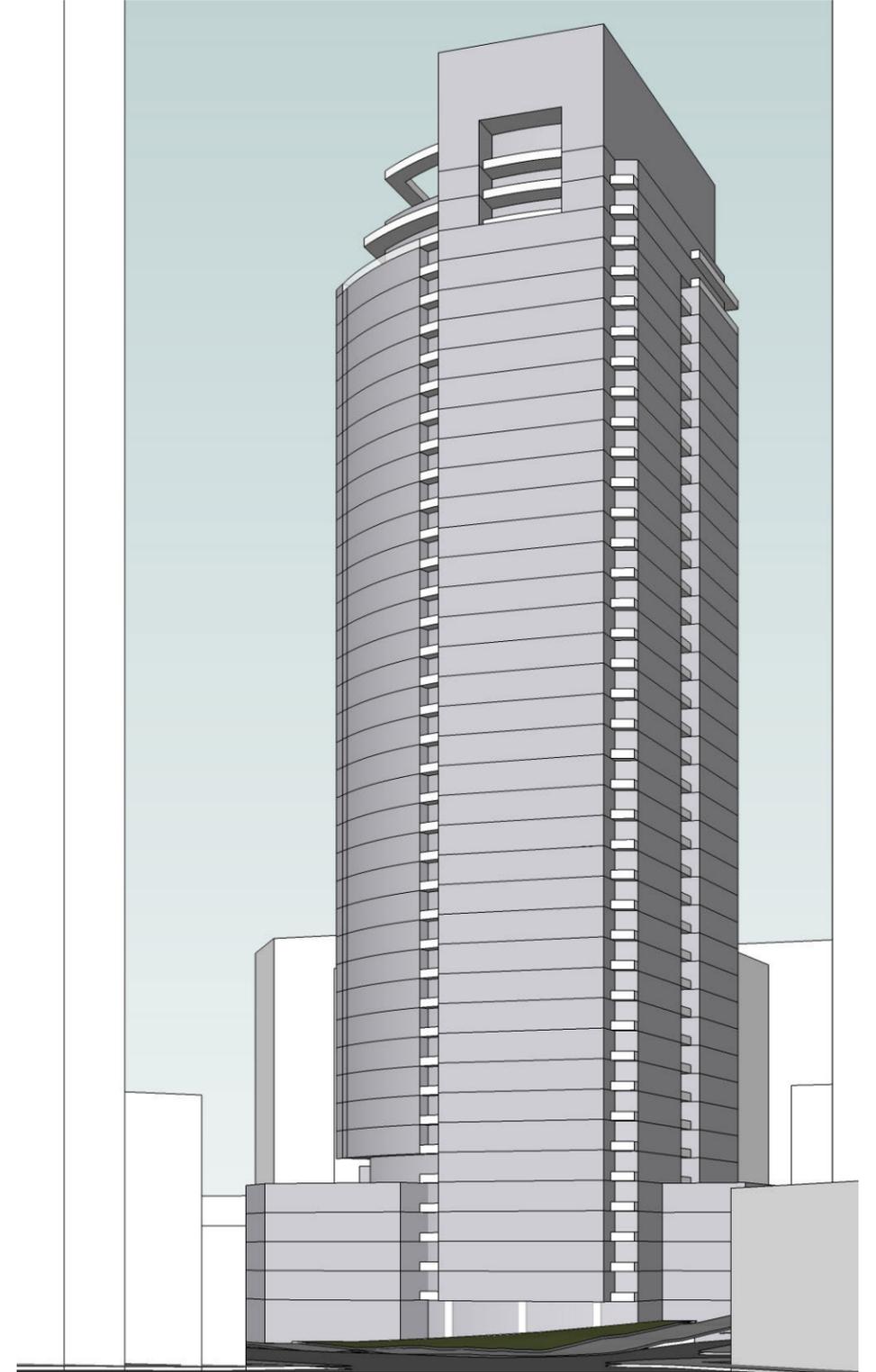
EDG MASSING OPTION C – PREFERRED



STREET VIEW FROM NORTHWEST



STREET VIEW FROM SOUTHEAST



STREET VIEW FROM NORTHWEST STREET VIEW FROM WEST



DESIGN GUIDANCE

EDG DESIGN GUIDANCE SYNOPSIS

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

A-2 ENHANCE THE SKYLINE

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT

B-2 CREATE A TRANSITION IN BULK & SCALE

B-3 REINFORCE THE POSITIVE URBAN FORM

B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING

C-1 PROMOTE PEDESTRIAN INTERACTION

C-3 PROVIDE ACTIVE FACADES

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

C-6 DEVELOP THE ALLEY FACADE

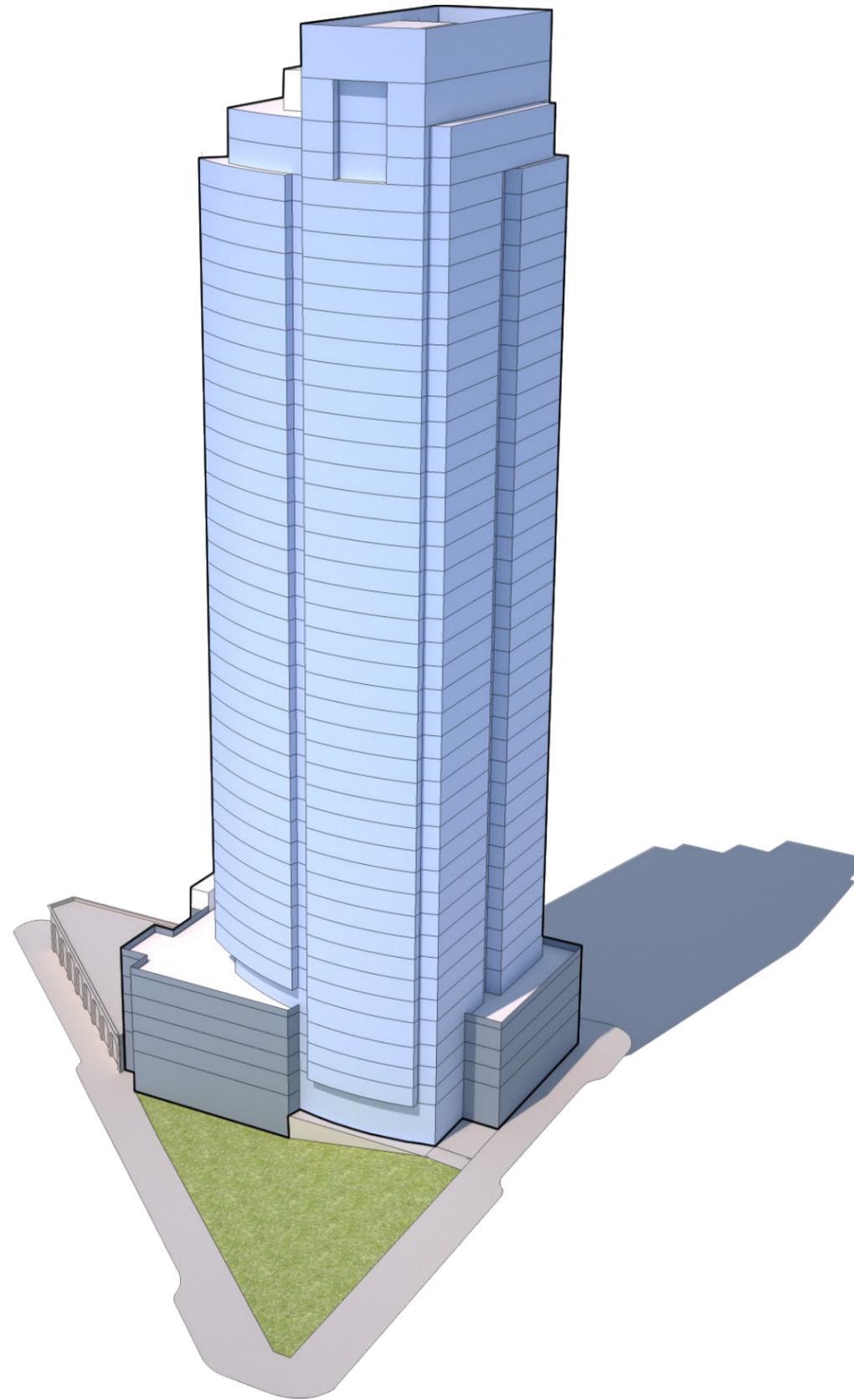
D-1 PROVIDE INVITING OPEN SPACE

D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

E-1 MINIMIZE CURB CUT IMPACTS

E-2 INTEGRATE PARKING FACILITIES

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS



EDG DESIGN GUIDANCE

SITE PLANNING & MASSING: RESPONDING TO THE LARGER CONTEXT

ITEM	TITLE	DESCRIPTION	EDG MEETING	RESPONSE
A-1	Respond to the Physical Environment	Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.	At the Early Design Guidance Meeting, the Board applauded the complete context analysis and how it informed the three-part form of the preferred tower. The Board was less convinced the podium form was as sensitive, describing it as a blunt and simplistic box to the property lines; the Board agreed that more refinement and an intentional fit to context was needed (also see Board comments under guideline B-2 and departure # 2).	<p>The project team has further developed the 3 part form of the base and tower, including the way the tower slips through the base and engages the ground plane. In response to the comments the board made about the base of the building, the design team responded in the following ways...</p> <p>1) Lowered the entire base height by 1 floor. This base height responds to the Braille Library and 2200 Westlake project base datums much better than the EDG massing scheme. Likewise, the height of the base is much more friendly to the park side, and responds to the "urban room" datums created by 2030 8th Avenue and the Amazon tower across Westlake from the project site.</p> <p>2) The podium base has been broken down into 4 zones, the 9th and Lenora corner, 9th Avenue, Park frontage, northern façade. All but the northern façade use similar language and materiality, but each has slight variations so that there is visual connection and relationship without monotony. The bay structure is carefully crafted to create similar massing elements, and to work seamlessly with the units. The northern façade uses a different material and window pattern to respond to a "party wall condition" that may be covered up by future development, this material wraps both the east and west facades to give the material shift meaning and depth whether it is covered in the future or not.</p> <p>3) Addition of decks to activate the park, corner of 9th and Lenora and differentiate the facades.</p>
A-2	Enhance the Skyline	Design the upper portion of the building to promote visual interest and variety in the downtown skyline.	At the Early Design Guidance Meeting, the Board supported the preferred option C, and the preliminary rooftop design described on page 32/right, including the stepped forms, shared amenity decks, and canopy forms shown. These elements provide residential scale and a more gracious transition to the sky than the blocky forms of the other two options.	The project team worked to refine the top of the tower to maintain the desired elements of the EDG massing. We have also worked to emphasize the verticality of the "A" wall element which projects from grade to the highest point of the mechanical screen. Further refinement of the rooftop canopy allows for 3 rooftop zones, a sheltered area, a sun screened trellis, and wide open landscaped zone. Louvers required for cross ventilation and mechanical exhaust are artfully placed to help emphasize the crown and make a transition from tower to the sky.



A-1 RESPOND TO THE PHYSICAL ENVIRONMENT



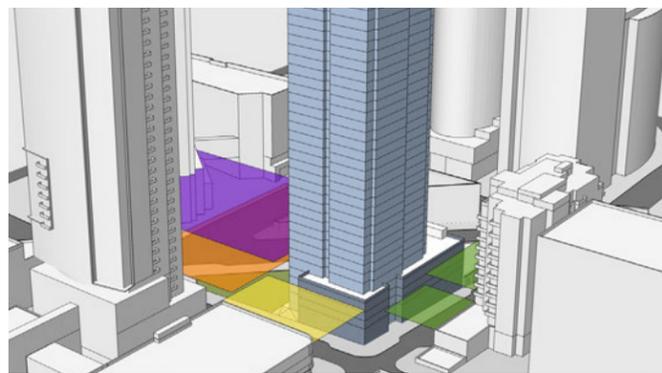
A-2 ENHANCE THE SKYLINE



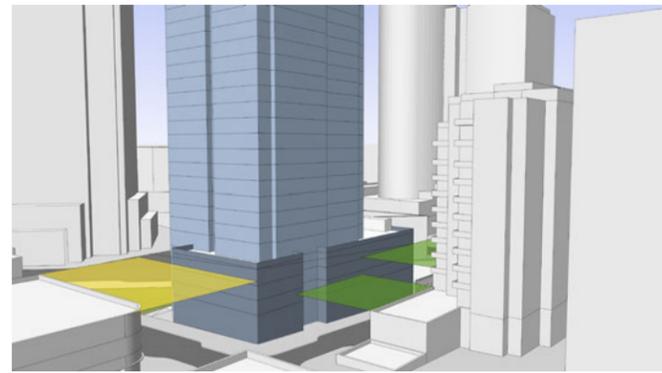
EDG DESIGN GUIDANCE

ARCHITECTURAL EXPRESSION: RELATING TO THE NEIGHBORHOOD CONTEXT

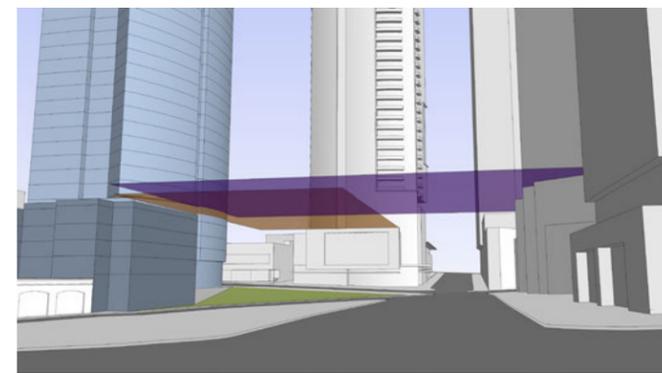
ITEM	TITLE	DESCRIPTION	EDG MEETING	RESPONSE
B-1	Respond to the Neighborhood Context	Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.	At the Early Design Guidance Meeting, the Board applauded the applicants for providing extensive, true commercial uses on the ground floor, for being sensitive to the future park, and for desiring to activate that park edge with appropriate uses. The Board supported the mailroom being internalized, and requested more careful stepping of forms and pedestrian scale along that edge, as discussed under C-6.	In response to the EDG comments, the retail presence along 9th Avenue has been increased, and the BOH uses have largely been internalized. Retail frontage now approaches 60% of the 9th Avenue façade, vs. 40% at EDG. The mailroom has been internalized, the transformer and switchgear located in the basement, and the garage entry and loading dock combined with a single entry point. To achieve these moves, the tower was shifted south in order to provide blocks of space below grade that could accommodate these BOH uses.
B-2	Create a Transition in Bulk & Scale.	Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.	At the Early Design Guidance Meeting, the Board discussed Westlake and 9th Avenues and their distinct street edge scales which the podium should respond to, especially as seen from viewpoints along Westlake, and from Denny and Westlake plaza (pg 36). The Board was not comfortable with the assumption that the podium should be 70- 85 ft on Westlake, taller than the code maximum 45 ft along the two Green Streets, or that the podium should have a uniform height (also see departure # 2).	In response to the board's direction from EDG, the design team lowered the base by a full floor of height. This improved the contextual relationship on both 9th Avenue and Lenora street. It also improved the height relationship of the building to the park, reducing in height from approximately 75' to 62' in relation to the park (or 53'-2" from the project's baseline zoning height datum, a full floor less than the 65' height which is allowed by zoning code). This height corresponds to the 2030 8th project and Amazon Tower base heights to create an appropriately scaled urban room.
B-3	Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.	Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.	At the Early Design Guidance Meeting, the Board agreed the façade facing the future park should be studied and designed in conjunction with the Lenora façade of the 2030 8th project (which the Board commended), to create two complementary and human scaled backdrops defining the park.	The façade facing the park and the Lenora street design have been designed as complimentary facades in mass and scale. Using similar materials and scale elements (piers, window bays), the two facades are tied together aesthetically, yet the differing heights relating to topography and the number of floors captured by the façade provide distinct character for both. The two façades respond to a datum first established by the 2030 8th Avenue project across Lenora, and second by the base of the RUFUS 2.0 Block 20 project across Westlake. Together the three form an urban room, which the future park space will inhabit.
B-4	Design a Well-Proportioned & Unified Building.	Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.	At the Early Design Guidance Meeting, the Board supported the lobby location at the southeast corner and its associated plaza engaging the park, and the tall (about 16 ft) lobby and commercial spaces. The Board was concerned that the tall proportion be maintained and well integrated into the podium at the Lenora corners, as well as along the park/alley frontage (the dis-engaged columns shown on option C, pg 33 of EDG book appear overly squat).	The tall first floor expression of the lobby is carried over to the 9th and Lenora corner base retail expression. The retail running along the north edge of the park also has a high retail bay. The columns have been elongated, as the massing of the façade element above was pulled up to fully express the height of the first floor.



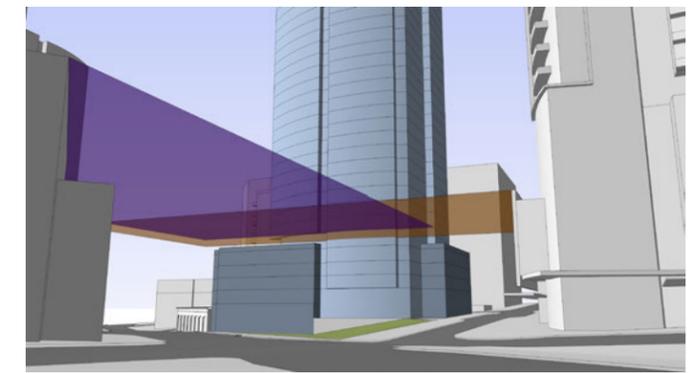
A-1 RESPOND TO THE PHYSICAL ENVIRONMENT



B-2 CREATE A TRANSITION IN BULK AND SCALE



B-3 REINFORCE THE POSITIVE URBAN FORM



B-3 REINFORCE THE POSITIVE URBAN FORM



EDG DESIGN GUIDANCE

THE STREETScape: CREATING THE PEDESTRIAN ENVIRONMENT

ITEM	TITLE	DESCRIPTION	EDG MEETING	RESPONSE
C-1	Promote Pedestrian Interaction.	Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.	At the Early Design Guidance Meeting, the Board supported the tall, highly transparent commercial façade portions shown along Lenora, part of 9th, Westlake and the west portion of the alley. Commercial spillover to the southeast entry plaza was mentioned (despite no doors being shown), which the Board supported, and future ground floor drawings should show multiple doors from commercial uses to the plazas and sidewalks, anticipating a range of tenant demising over the life of the building.	Tall retail areas surround the project on all sides. The floor elevations of those retail locations have been designed to accommodate multiple door locations over the lifetime of the project. Set to the low point of the adjacent sidewalk, the floors can be built up to accommodate an alternate door location. The residential plaza entry also enhances the pedestrian experience by integrating the entry to the park as a seamless pedestrian area.
C-3	Provide Active—Not Blank—Façades.	Buildings should not have large blank walls facing the street, especially near sidewalks.	At the Early Design Guidance Meeting, the Board discussed the 9th Avenue façade at length, and agreed the approximate 61% blank façade shown (parking, loading and transformer/utilities) was unacceptable on any street, especially a Green Street. The Board’s support for a Green Street access exception is contingent on a superior resolution of the vehicle and service functions and blank wall impacts on this street (also see departure #4).	The revised design has increased the retail frontage along 9th Avenue, and the BOH uses have largely been internalized. The retail presence along 9th Avenue now approaches 60% of the 9th Avenue façade, vs. 40% at EDG. The transformer and switchgear have been relocated to the basement, and the garage entry and loading dock have been combined with a single entry point. The 9th Avenue façade has also been very carefully designed to provide composed solutions for the remaining BOH uses which front the street. The gas meters and fuel fill station which are required to be accessed from the street are screened with an artistically designed screen element that compliments the green street and building façade.
C-5	Encourage Overhead Weather Protection.	Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.	At the Early Design Guidance Meeting, the Board was encouraged by the canopy strategy shown at the meeting, that was continuous along all street façades (even if raised height in necessary portions), and advised that canopies also wrap the corner at the Westlake and future park façade, as well as along any southwest facing patio near the lobby.	The canopy strategy remains at the retail facades along 9th and Lenora, and has been refined to show 2 distinct canopy types, “main entries” and “retail”. Main entries have solid canopies with warmer “wood” undersides and internal can lights. Retail canopies are glass at the windows, and solid at the terra cotta columns with the same “wood” material on the underside. Both canopies use similar gunmetal grey color for the steel supports or metal trim. We have shown a canopy even over the garage entry, although the additional height departure request remains. There is no canopy required at the park fronting retail façade, but a canopy has been provided. We are requesting a departure for the canopy at the Westlake “notch” so that the canopy can relate to the building massing and not the property line.
C-6	Develop the Alley Façade.	To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project.	At the Early Design Guidance Meeting, the Board strongly supported the intention to engage and activate the future park, and agreed the west ‘retail’ half shown on pg 51 (of EDG book) is much more successful than the blank wall middle portion (also see comments under C-5 and D-1).	The park façade was developed in conjunction with the schematic park design process so that there was maximum interaction between the building and the park. The building wall along the “transition zone”, where the park has stairs and terraces between the lower Westlake elevation and the higher Lenora elevation, is provided as a backdrop for the park to design. Some terraces use this as a place to sit against, others as planted edges, but the intent is that our foundation wall becomes a backdrop park element.



C-1 PROMOTE PEDESTRIAN INTERACTION



C-6 DEVELOP THE ALLEY FACADE



EDG DESIGN GUIDANCE

PUBLIC AMENITIES: ENHANCING THE STREETScape & OPEN SPACE

ITEM	TITLE	DESCRIPTION	EDG MEETING	RESPONSE
D-1	Provide Inviting & Usable Open Space.	Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.	At the Early Design Guidance Meeting, the Board agreed the narrow patio overlook and its blank wall below (shown on pg 51) were not a successful transition to the park, nor a usable, gracious public space, and suggested a stepped plaza and /or a lobby space recessed under the tower. This wall and associated public patio spaces requires careful redesign. The Board strongly supported the relocation of the mailroom off this critical frontage, as mentioned by the applicants.	The patio overlook was not originally presented as a public open space or porch, rather it was conceived as an extension of the private lobby space. As currently proposed, this space is a planter area that helps tie the project to the landscaped park design. Below this landscaped terrace is the park's "transition zone" where the stairs rise from the lower (Westlake elevation of 75') to the upper (Lenora elevation of 85.5') park plaza level. Our foundation wall becomes a stone backdrop to these stairs and terraces, and was developed with the park design in mind. The project does provide a gracious plaza at the front entry which has been positioned to seamlessly work with the upper entrance plaza of the park, even though it is on private property. We have also provided a building setback along 9th that can be used for café spill-out supporting the retail and / or as an entry court to a 3rd retail space if the 9th and Lenora retail space is subdivided. The 9th Avenue green street sidewalk width has been increased to 18'-0" from 13'-10", and the Lenora street sidewalk width has been increased to 15'-0" from 12'-0". More importantly, the entire building has been designed to enhance the pedestrian experience on all three sides, maximizing retail frontage on the park and the two green streets where the open spaces are public spaces.
D-3	Provide Elements that Define the Place.	Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.	At the Early Design Guidance Meeting, the Board discussed how the podium roof provides an excellent opportunity for shared amenity spaces that overlook and activate the future park. These spaces also afford an opportunity to enliven this highly visible façade with balconies, vegetation and/or other features beyond a generic podium wall of windows. The Board advised the amenity spaces be lower than shown on pg 30 and/or occur at several levels, and not employ the typical high, solid parapets that discourage eyes-on-the-park engagement.	With the move of the tower massing south to accommodate internalizing the BOH uses, the L6 north terrace has increased in size, and provides even more uses for residents, thus more activity, and more eyes on the park. We have also reduced the height of the podium by a single floor, thus putting the residents in closer relationship to the park. All except one park facing unit has a balcony, maximizing the interaction between residents and the park. A fully landscaped plan for outdoor amenities on the L6 terrace has been developed.



D-1 PROVIDE INVITING & USABLE OPEN SPACE



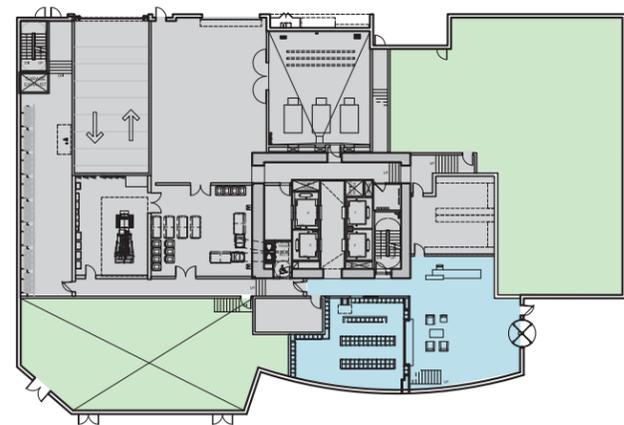
D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE



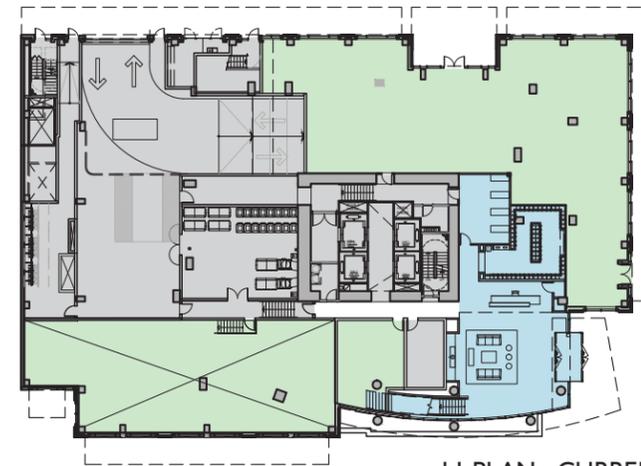
EDG DESIGN GUIDANCE

VEHICULAR ACCESS & PARKING: MINIMIZING THE ADVERSE IMPACTS

ITEM	TITLE	DESCRIPTION	EDG MEETING	RESPONSE
E-1	Minimize Curb Cut Impacts	Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.	See E-3.	See E-3
E-2	Integrate Parking Facilities.	Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.	See E-3.	See E-3
E-3	Minimize the Presence of Service Areas	Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.	<p>At the EDG Meeting, the Board grouped these three guidelines (E-1, E-2, E-3) and stated they all concern an integrated approach and detailed handling of the proposed parking ramp, loading and service functions along 9th, a designated Green Street.</p> <p>Although vehicle access is typically prohibited on Green Streets, the Board agreed the desire for a park frontage without vehicle access and service entries outweighed this, as long as every effort is made to reduce the physical presence and impacts of parking, loading and other service functions on the pedestrian and landscape continuity of the 9th Avenue Green Street (the Board did not support access off Lenora Street).</p> <p>The Board was not convinced this has been sufficiently accomplished to date, and required the following complete and detailed studies be presented at the next meeting (also see Departures #3,4 and 5 discussion):</p> <ol style="list-style-type: none"> 1) Relocate transformer and minimize blank wall; any required ventilation can be a transom above a more transparent ground level. Better conceal meters and other utilitarian components. 2) Reduce the 33 ft loading zone width and/or consolidate the loading access point with the parking portal (Note: residential loading is not code required, and only if commercial exceeds 10,000 gsf); provide detailed ramp studies of how consolidation could work, even if increasing ramp slope more than 20% shown. 3) Bike storage door/frontage: while supporting the direct access off the sidewalk, make this door and adjacent exit door (if required) read as a transparent storefront, rather than solid doors in a blank wall. 	<p>Our responses to the three detailed studies requested by the board are as follows...</p> <ol style="list-style-type: none"> 1) The transformer and switchgear were relocated internally to the first two below grade parking levels. This required moving the entire tower south as far as possible in order to provide the room needed for these program elements. Gas meters and fuel fill locations will be concealed behind an artist crafted screen element. 2) The loading zone and parking entry have been consolidated and reduced to an absolute minimum size. The ramp has been completely reconfigured in order to make this work. 3) The bike storage access door, two egress stair doors, and loading dock egress door all have a glass component, and have been integrated into the facade's bay spacing, which makes them appear as storefront.



LI PLAN - FROM EDG



LI PLAN - CURRENT

C-3 PROVIDE ACTIVE-NOT BLANK-FACADES.
E-1, E-2, E-3



PUBLIC COMMENT RESPONSE

NEIGHBORS AND COMMUNITY MEMBER LETTERS SUBMITTED TO CITY

As of 7/28 13 separate people provided comments on the proposed 9th and Lenora project. Of those 13, two people represented the same unit (husband and wife), and 3 others appeared to represent the same family (same last name / same email text), and one was an adjacent property owner. Potentially of those 13 unique names, as few as 10-11, but no more than 12 unique units / properties were represented.

Of those who commented with concerns, 14 unique concerns relevant to Design Review (i.e. zoning issues) were voiced. Other concerns such as private view blockage and property values were raised, but are not a consideration under the design review guidelines.

Those 14 concerns were then grouped into five themes:

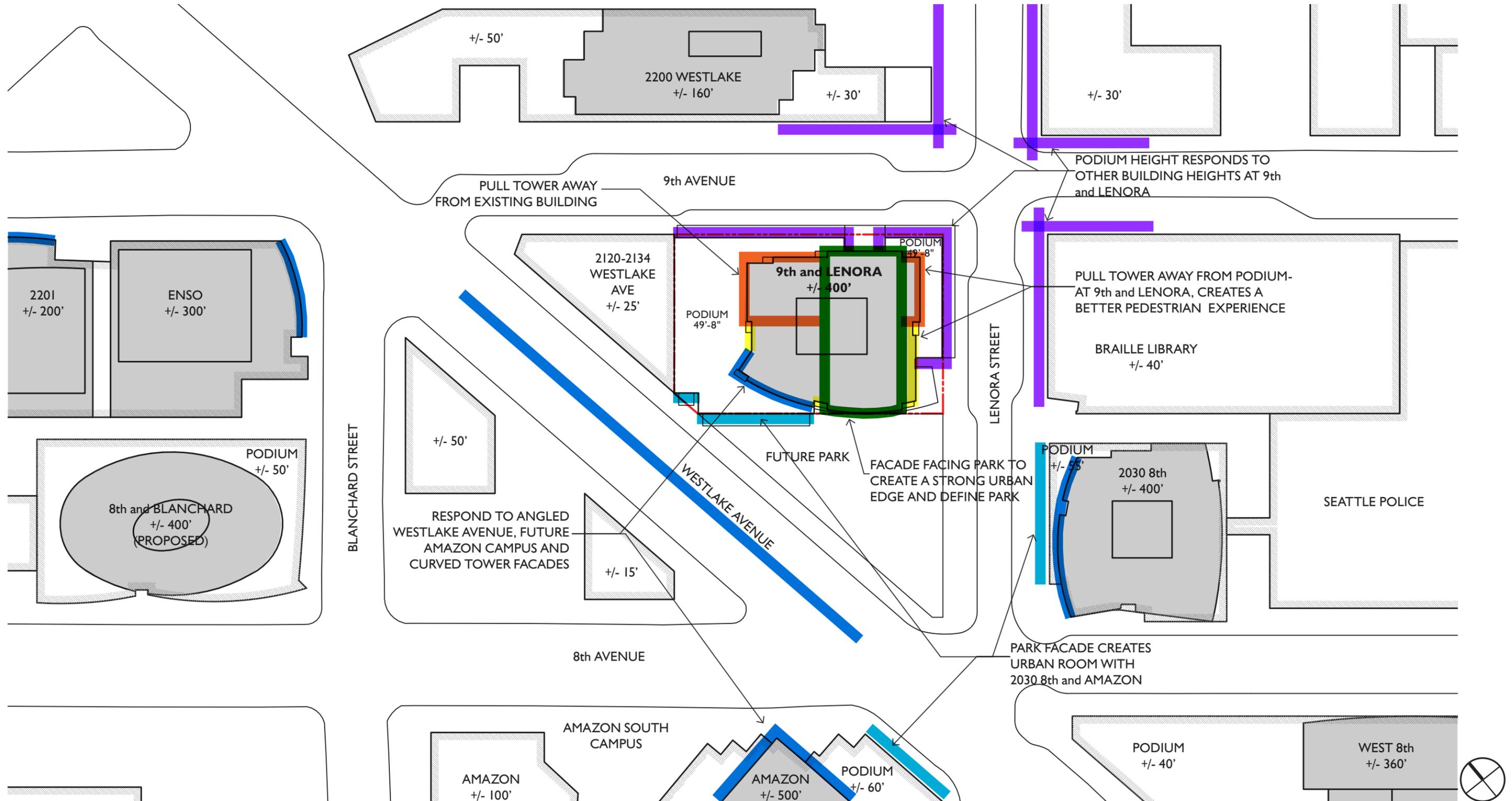
THEME	COMMUNITY MEMBER CONCERN	DESIGN RESPONSE
Perceived loss / reduction of required landscaping	<ul style="list-style-type: none"> -Four people voiced concerns about this theme. The general focus of this theme seemed to be a misconception that the project proposed to drastically reduce or eliminate the green street landscaping. -One person wrote: "We need to preserve the very, very little green street that exists" -Three others wrote: "Don't void the requirement for landscaping ... on their streetscapes" 	<p>A careful review of the proposal shows that the exact opposite is true, the project proposes to increase the amount of landscaping for the streetscape significantly by widening the sidewalk and bulbing the 9th and Lenora corner for pedestrian safety. The misconception probably stems from departures 10 and 11 which actually aim to improve the connection between the project retail and the sidewalk, and the entry plaza and the proposed park.</p>
Effects of development on personal environment	<ul style="list-style-type: none"> -Two people representing one unit voiced concerns about this theme. The concern was about loss of "Light and air" and the creation of wind tunnels. 	<p>The project team has worked hard to address the concerns about light and air, and the graphics prepared for departure #2, 3 demonstrate that the proposed base height actually improves access to light, air, and views (even though they are not protected) in comparison to the code compliant version.</p>
Relating to access along 9th	<ul style="list-style-type: none"> -Three people (2 units) expressed concern about allowing access and BOH uses along 9th, and the possibility for noise. Two people (one unit) voiced concern about pollution. -One person expressed concern over the loss of street parking along 9th for his business. The same person was also concerned about 9th Avenue traffic -One person was concerned about truck movement on 9th and trucks backing up into the loading dock 	<p>The Design Review board favored 9th Avenue access at the EDG, with the caveat that the design team do everything we could to reduce the frontage of BOH uses. We have eliminated a curb cut, consolidated the loading dock and garage entry, relocated the transformer and switchgear room below grade, and raised the generator to stack over the trash room. The target was to provide approximately 60% active uses along the 9th avenue frontage, and we have achieved that.</p> <p>A traffic study was generated that demonstrates minimal traffic generation caused by the project along 9th Avenue. The street's Level of Service also remains steady (same designation w/o project as with project).</p> <p>The site current provides 6 parking spaces along 9th Avenue, but only one along Lenora (due to 2 curb cuts, there is room only for a 30 minute load / unload zone servicing the building). The proposed project proposes 4 parking spaces along 9th Avenue, and 4 along Lenora (one of these will be 30 min. load / unload) for a net gain of a one stall gain for the neighborhood.</p> <p>Code doesn't allow for trucks to back into or out of the loading dock from the public ROW (except an alley). The project team has designed a Ninth Avenue interior loading dock that accommodates a typical delivery / moving trucks entering head first, then 3-point turning around inside in order to exit head first.</p> <p>If the loading docks were located off the current alley, (facing the future park), the truck would be allowed to back into the loading dock, with the requisite back-up warning beeps interrupting the calm of the park. The Ninth Avenue loading dock entry location actually reduces the impact of trucks backing up.</p>
Urban Design and Pedestrian Experience	<ul style="list-style-type: none"> -One person wrote: "...it should be designed in consideration of the surrounding neighborhood and the effect on people enjoying and working in SLU" -Two people wrote: [Don't] "void the requirement for landscaping and a set-back on their streetscapes". However it was unclear whether this was in reference to the podium height setback or the setback at grade which requires a 2' strip of landscaping along 9th Avenue. -One person was concerned about the building setback specifically in the context of property values. -Only one comment raised a concern directly about the height of the building in context with urban design and pedestrian experience. They wrote, "A high imposing podium block would negatively impact the pedestrian experience when walking down Westlake, and present a visual when viewed from SLU (down Westlake). First, the podium height should be less than 85 feet (at that grade) and have some facade details to break up the flat plane." 	<p>Our proposed podium height is approximately 53' to the top of the railing from the project elevation baseline. This is approximately 61' from the extreme lowpoint of the Westlake façade. The code compliant option would be 15'-5" taller than our proposal. We think that the visual image presented when walking south along Westlake would be more imposing with the code compliant option, and that our proposal significantly reduces the visual impact of the party wall along the property line. It also significantly reduces the impact of the residential and active retail wall along the park.</p>
Form Letter / General Concern	<ul style="list-style-type: none"> -Four people wrote: "I am totally against the possibility that city may change the green street zoning code just to accommodate the newly proposed 9th and Lenora 40 story apartment building..." 	<p>The project team does not propose that the Design Review Board change the green street zoning requirements to accommodate the project. Rather, we feel that requested departures allow us to actually provide more planting along the green street, make the project a better building with a better urban design response, and ultimately be a better neighbor.</p>



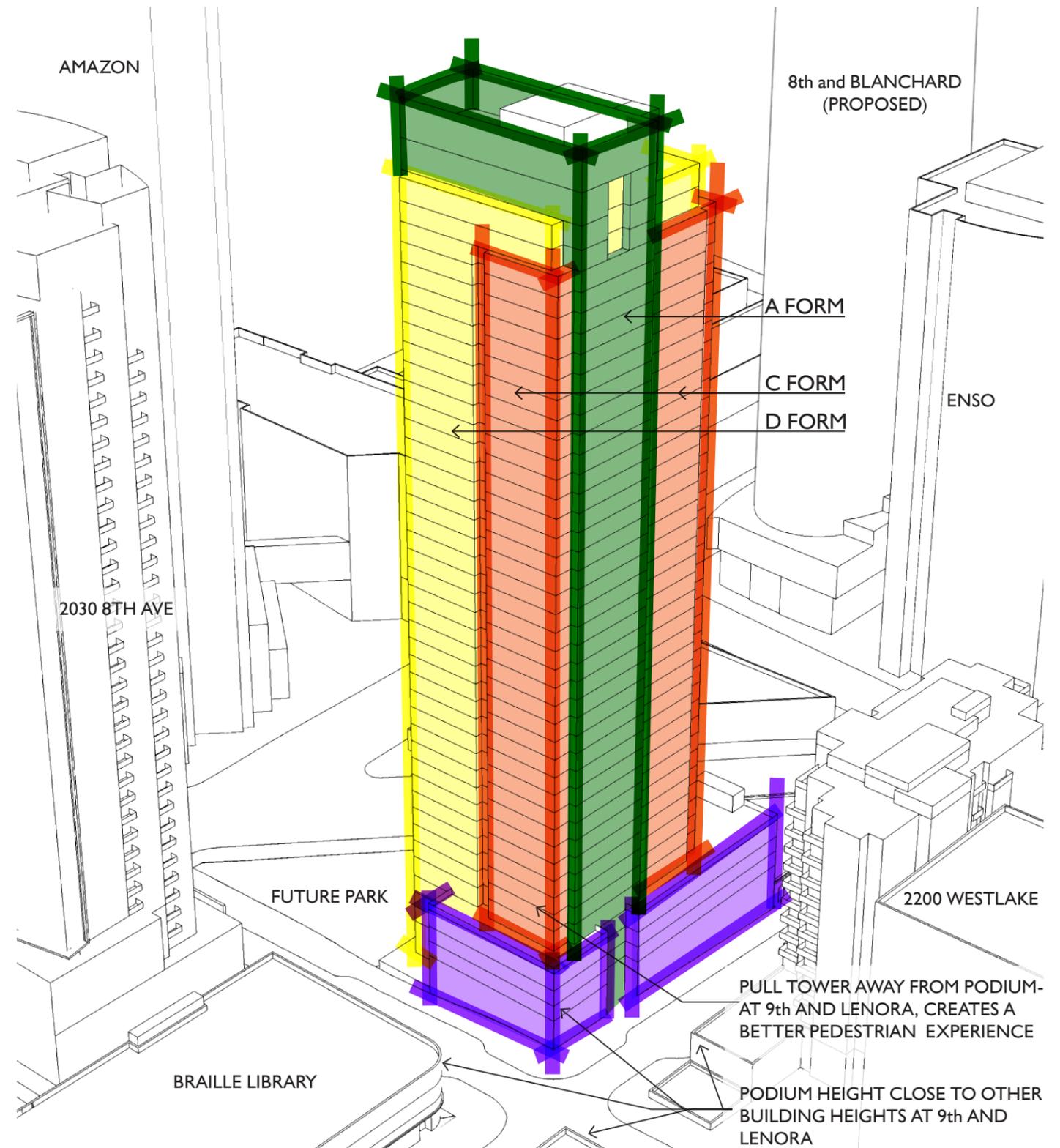
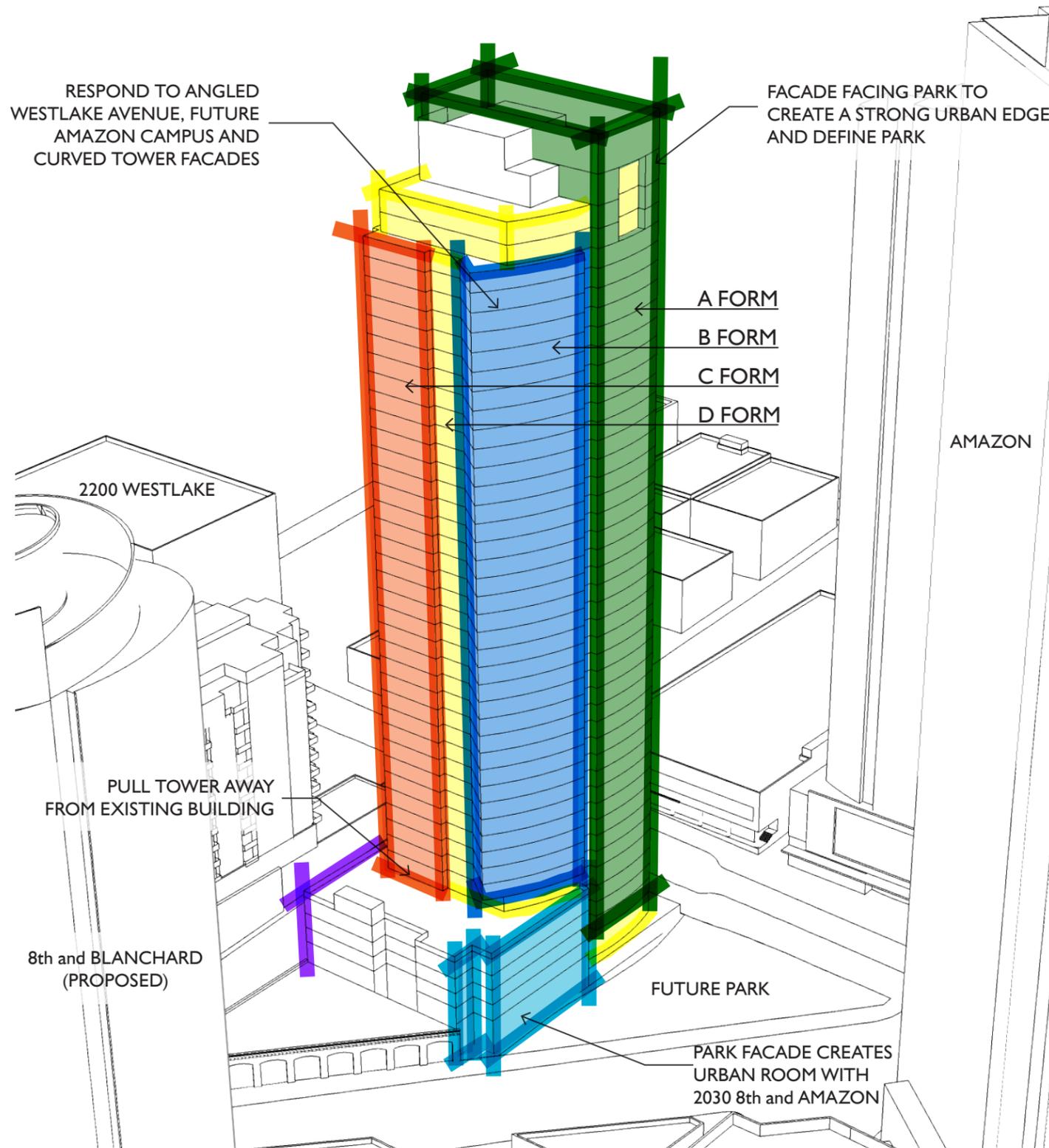
DESIGN



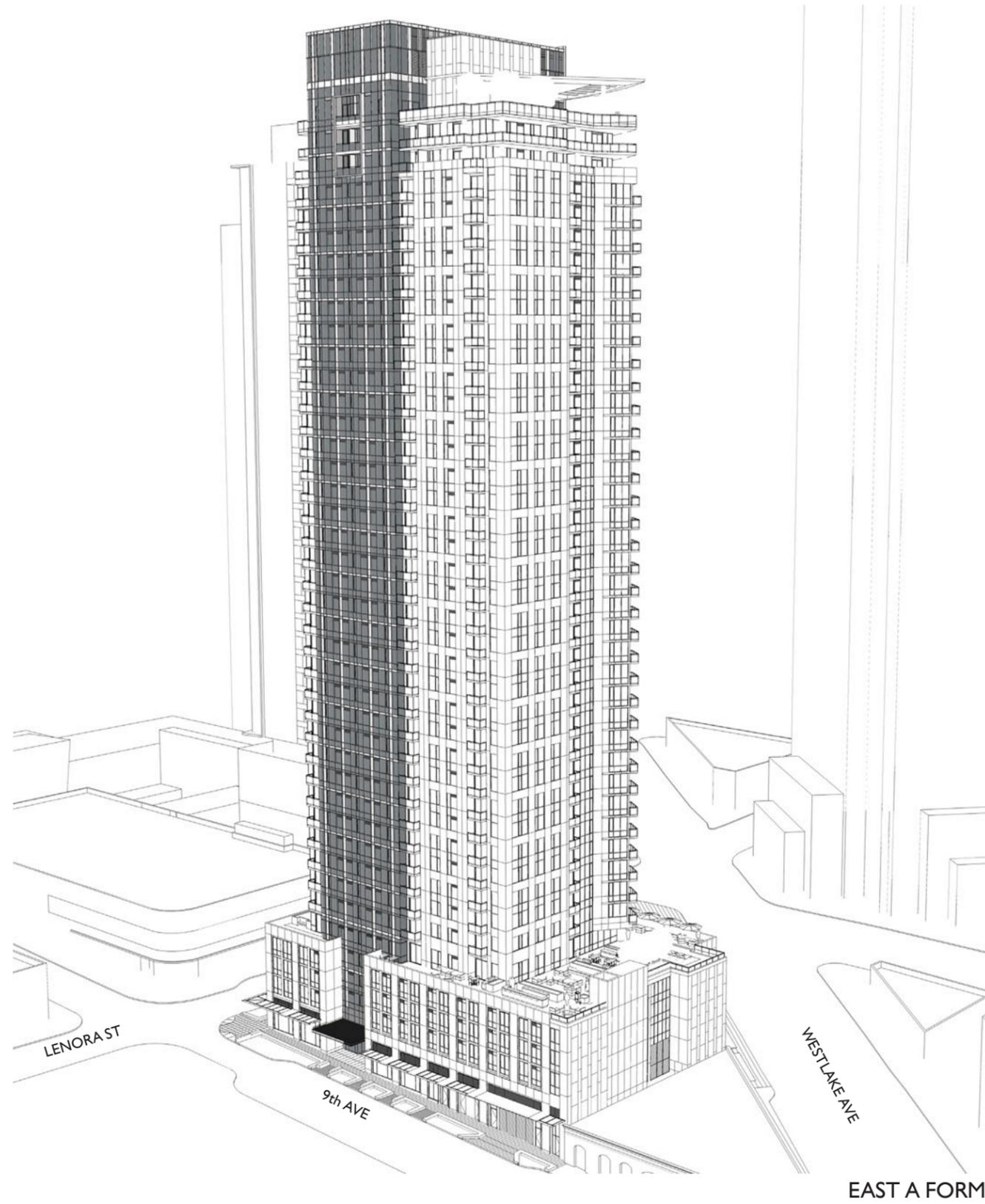
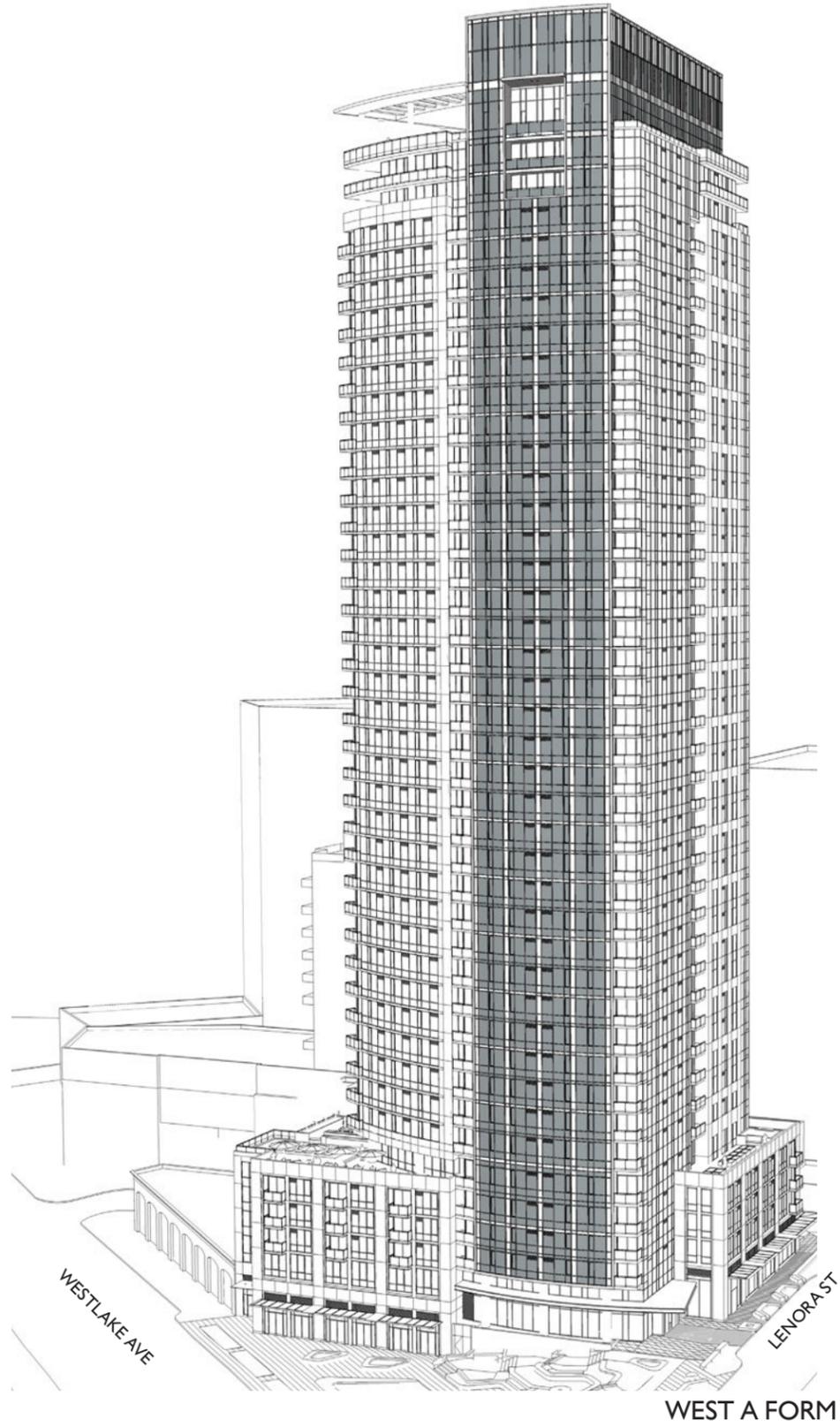
PARTI DIAGRAMS AND DESIGN ELEMENTS



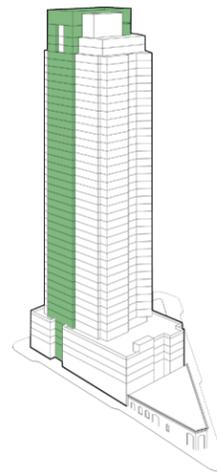
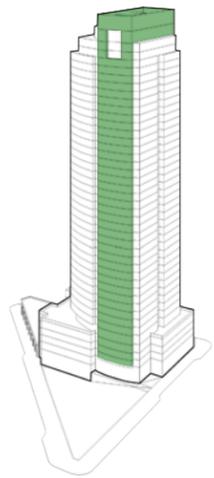
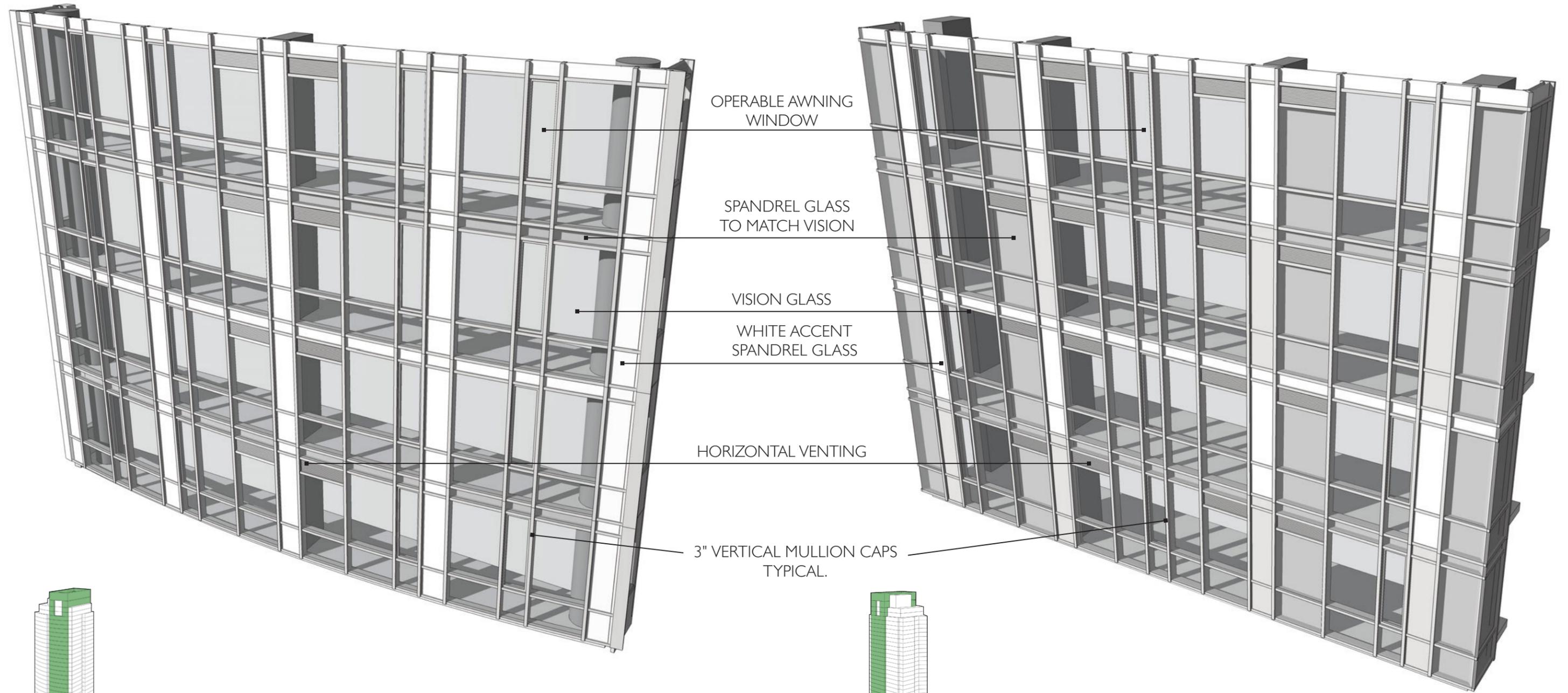
PARTI DIAGRAMS AND DESIGN ELEMENTS



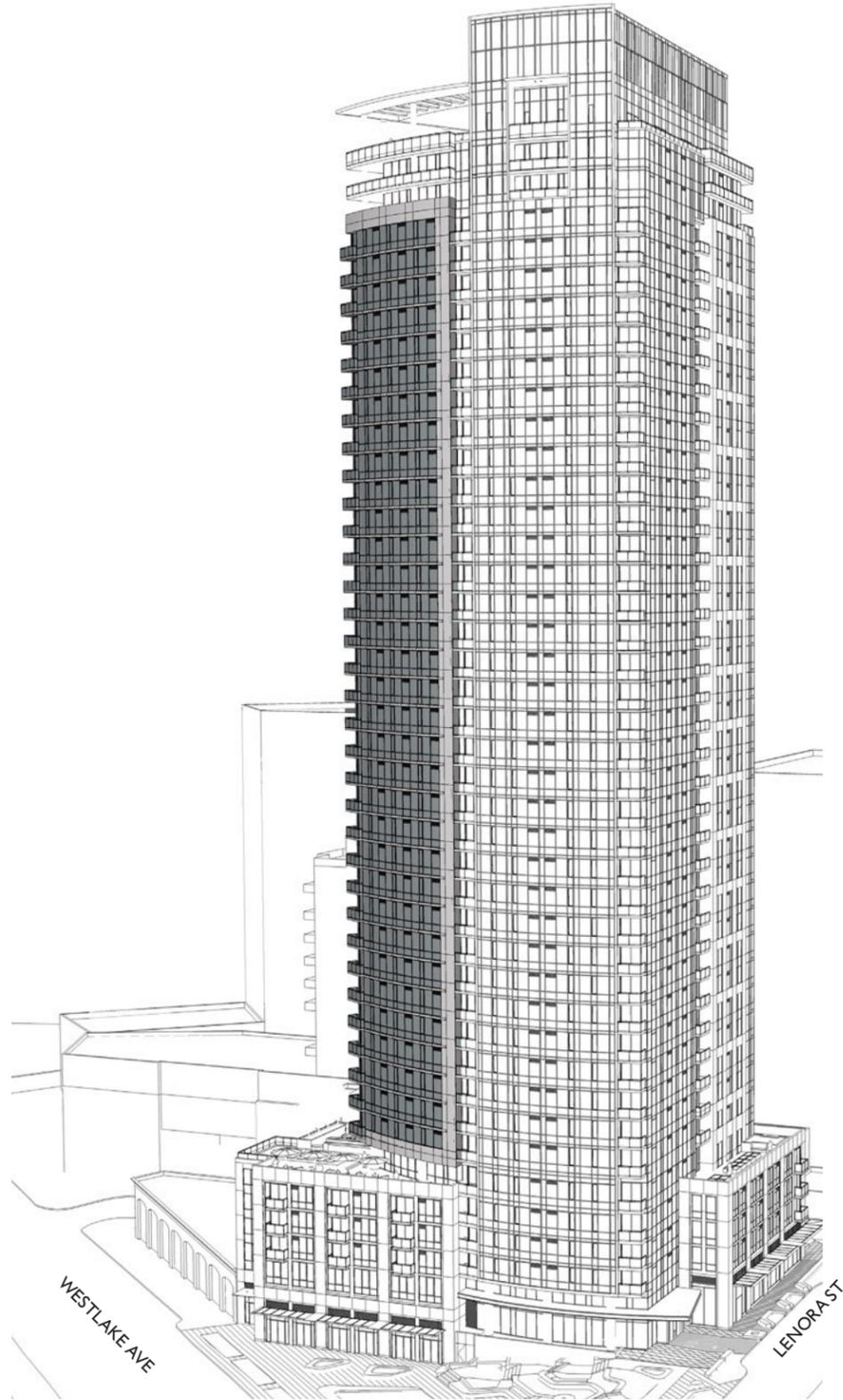
DESIGN ELEMENTS - A FORM



DESIGN ELEMENTS - A FORM



DESIGN ELEMENTS - B FORM



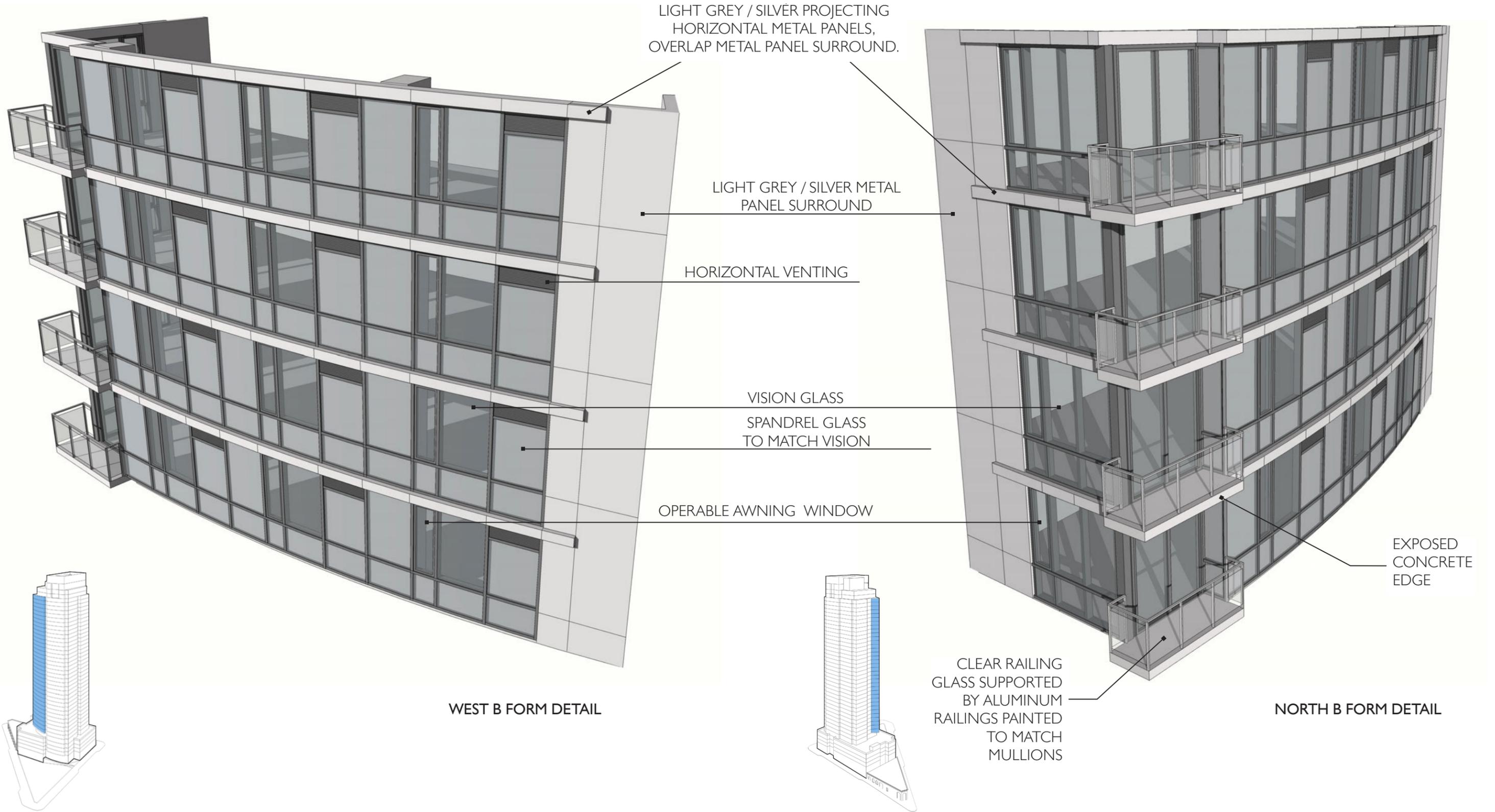
WEST B FORM



NORTH B FORM



DESIGN ELEMENTS - B FORM

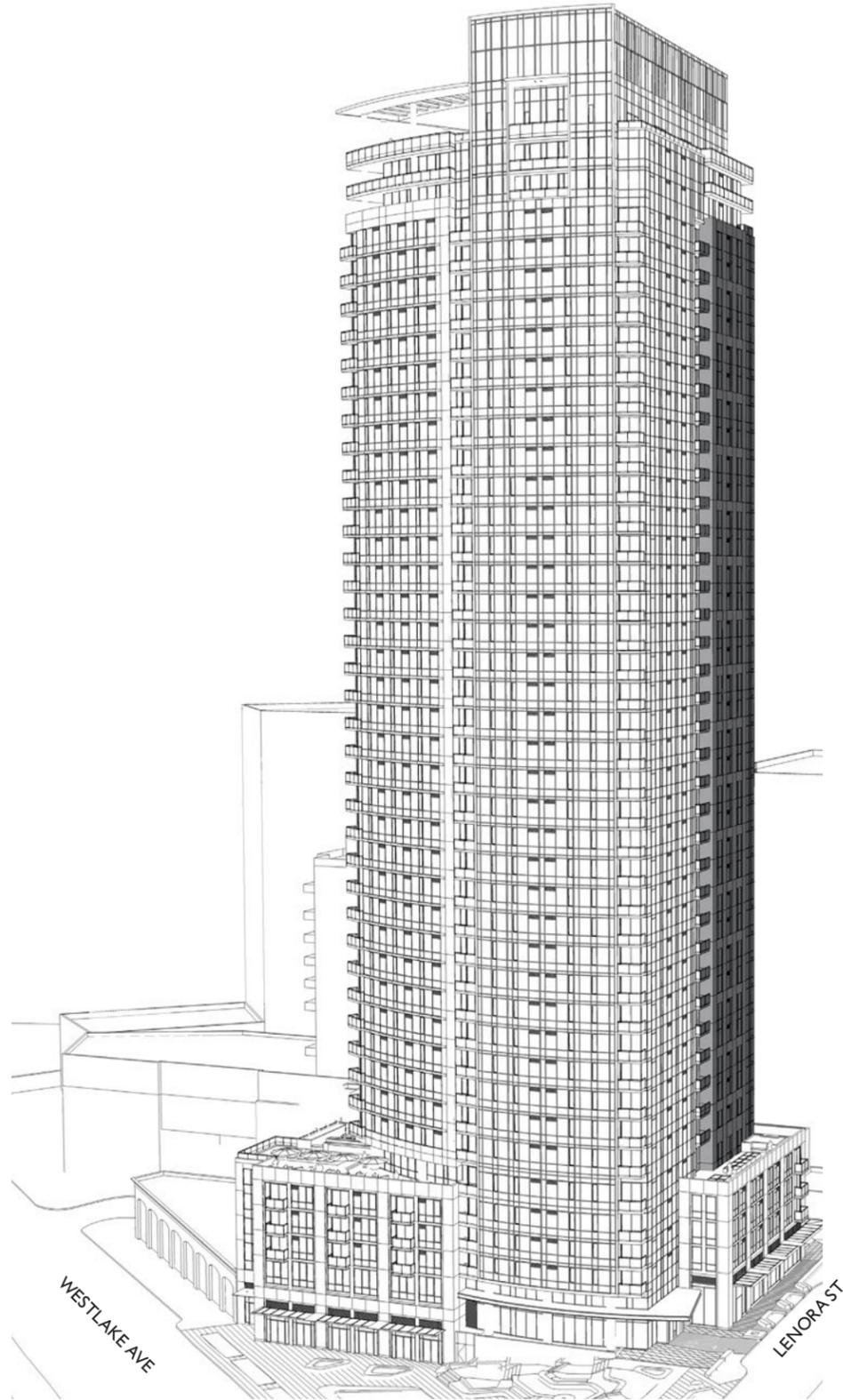


WEST B FORM DETAIL

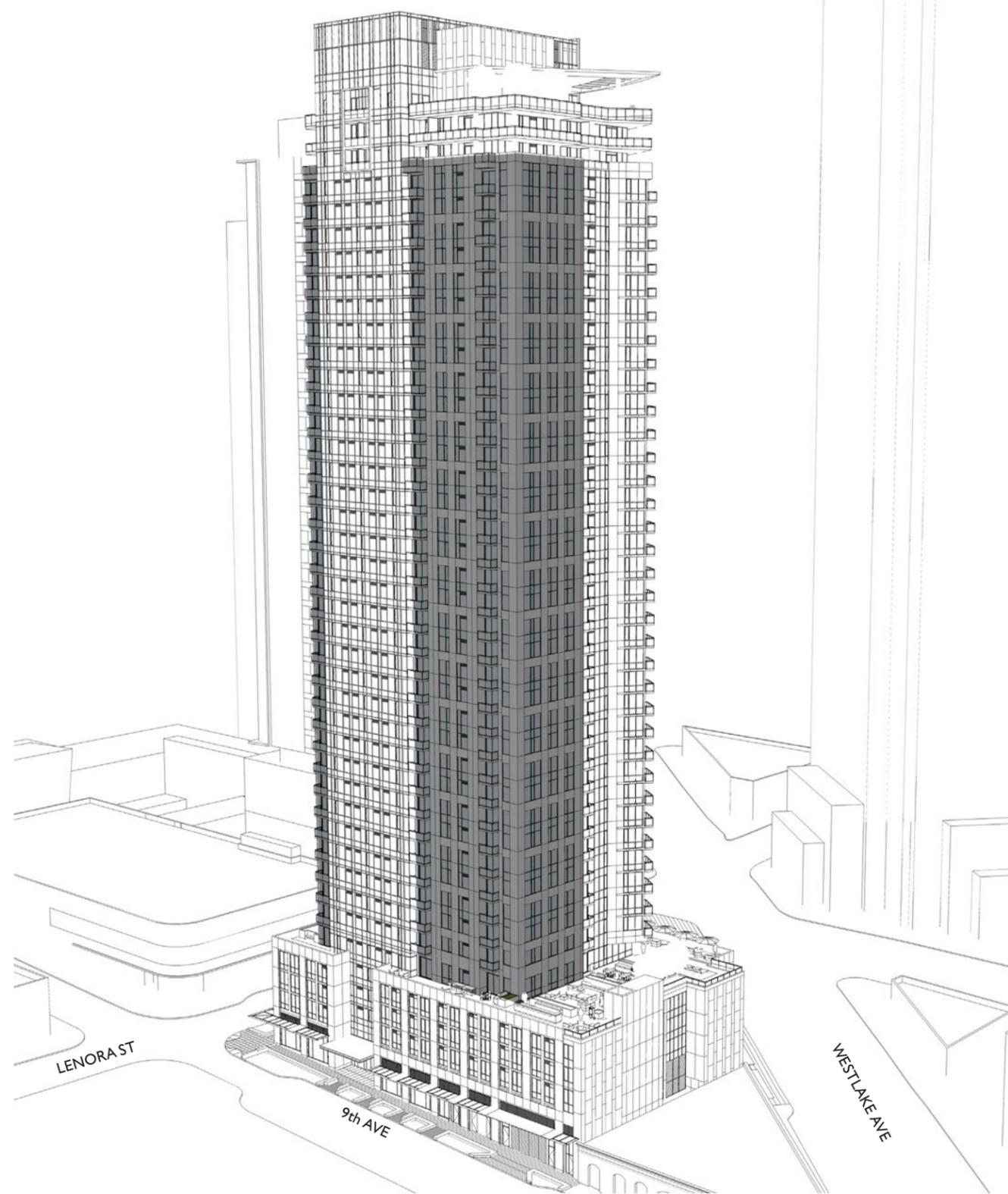
NORTH B FORM DETAIL



DESIGN ELEMENTS - C FORM



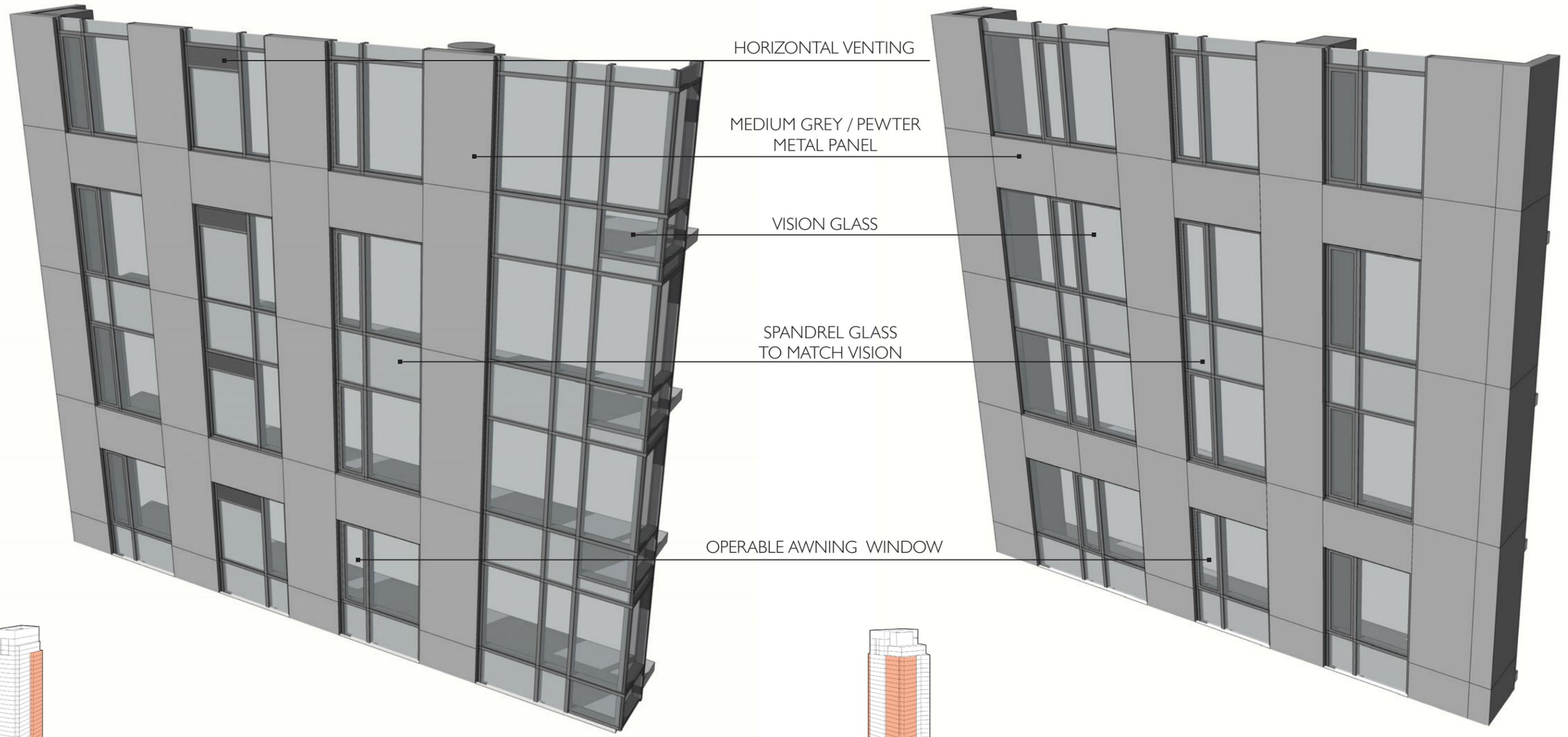
SOUTH C FORM



NORTH C FORM

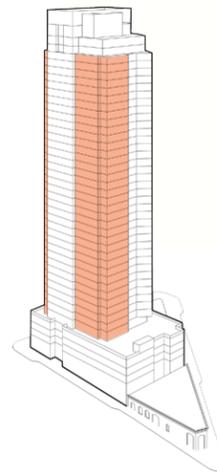
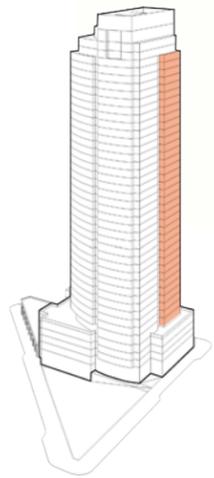


DESIGN ELEMENTS - C FORM

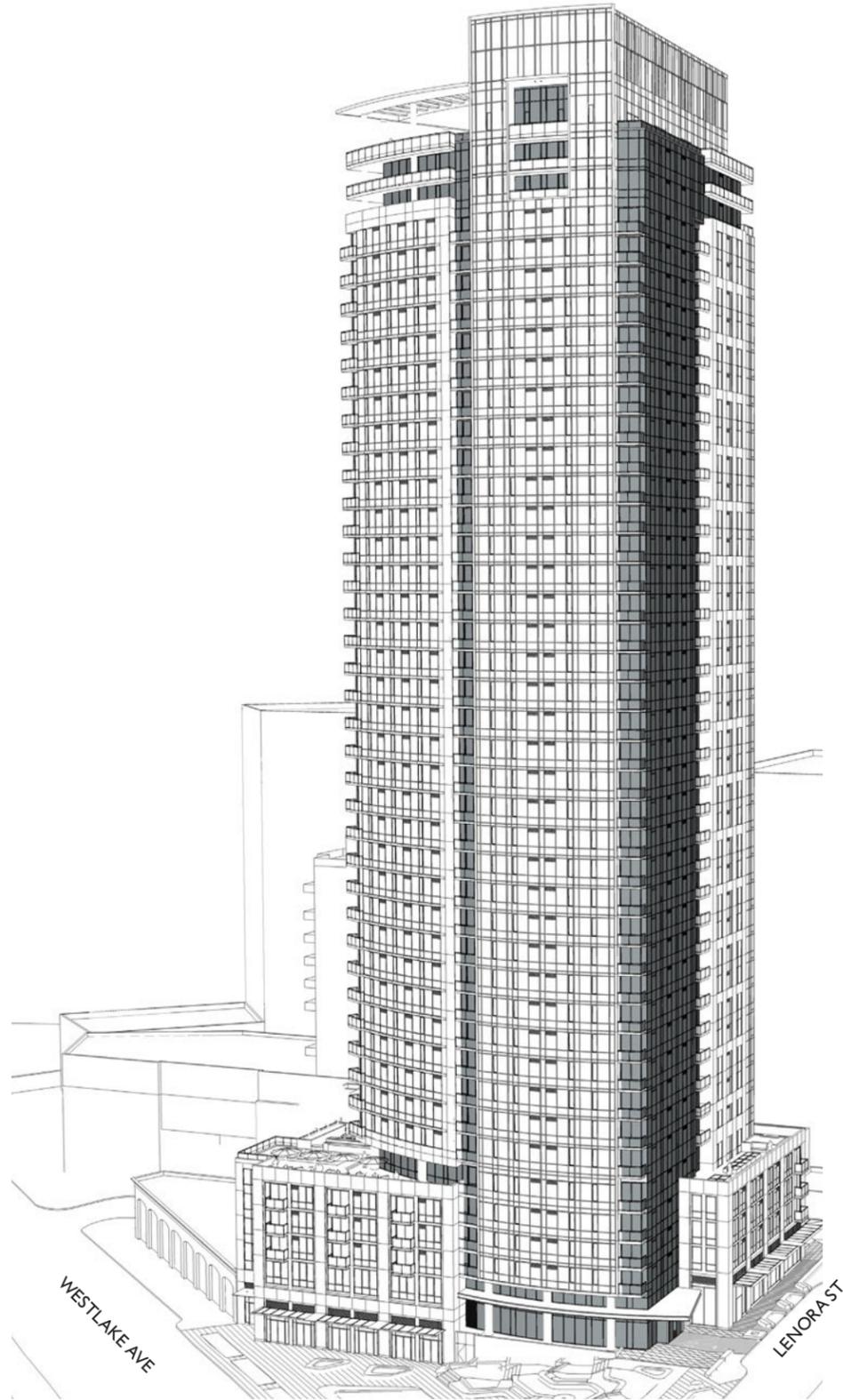


SOUTH C FORM DETAIL

NORTH C FORM DETAIL



DESIGN ELEMENTS - D FORM



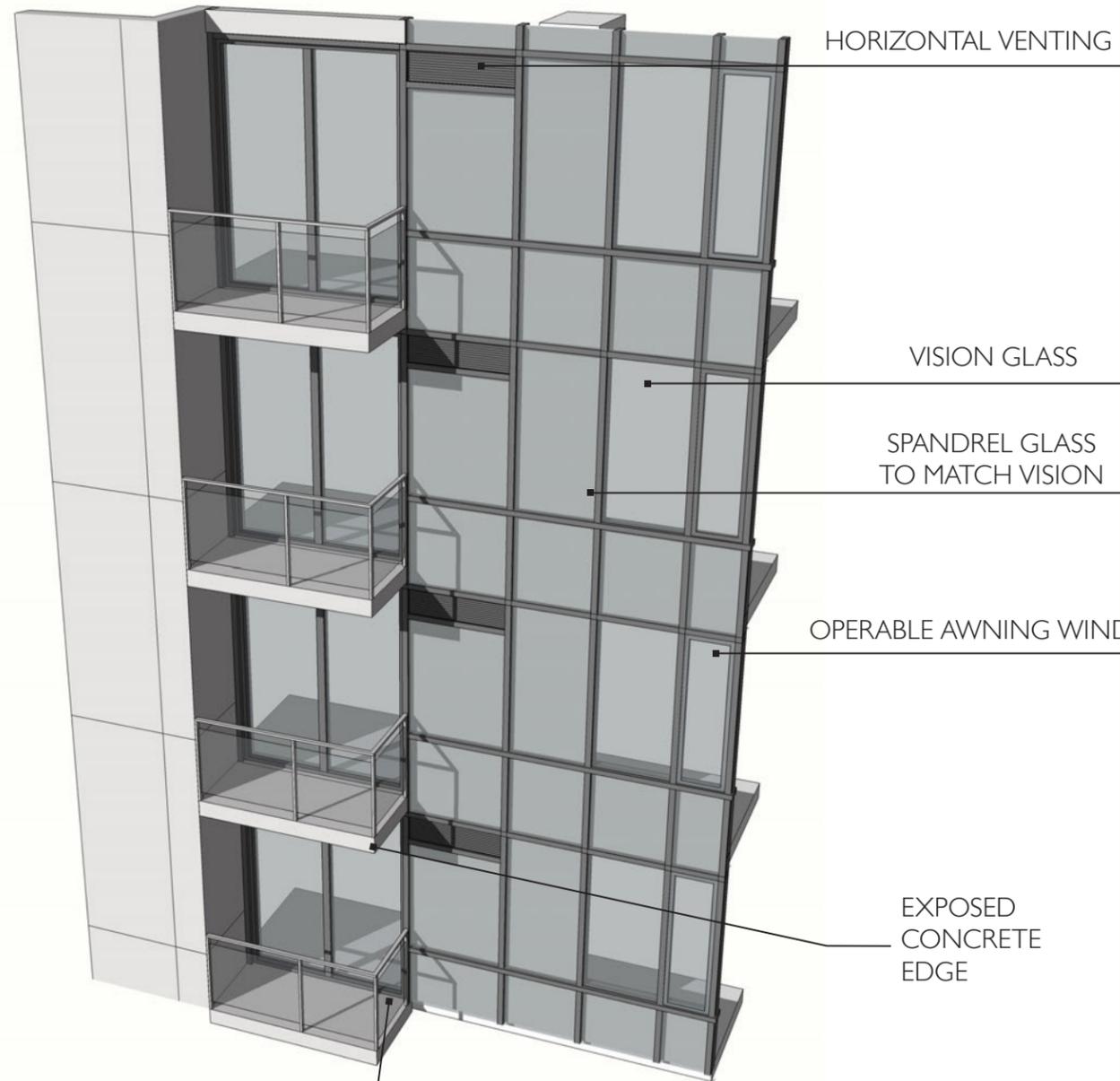
SOUTH D FORM



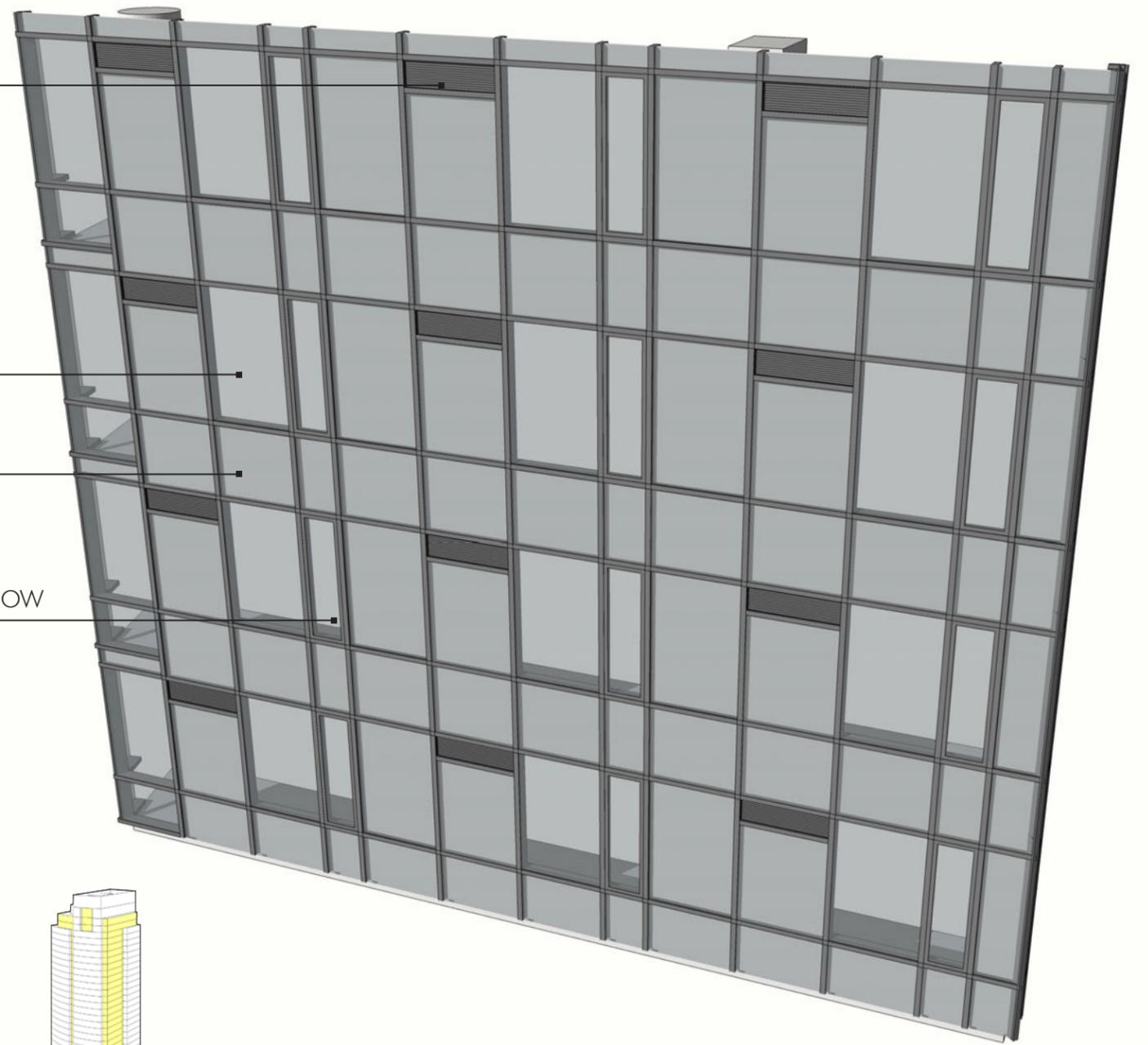
NORTH D FORM



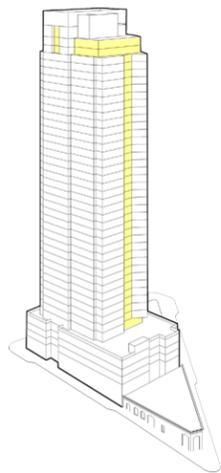
DESIGN ELEMENTS - D FORM



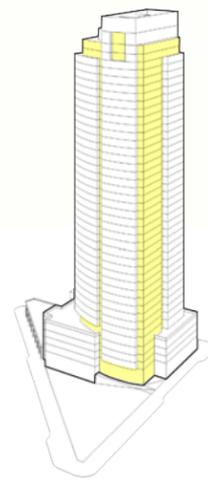
NORTH D FORM DETAIL



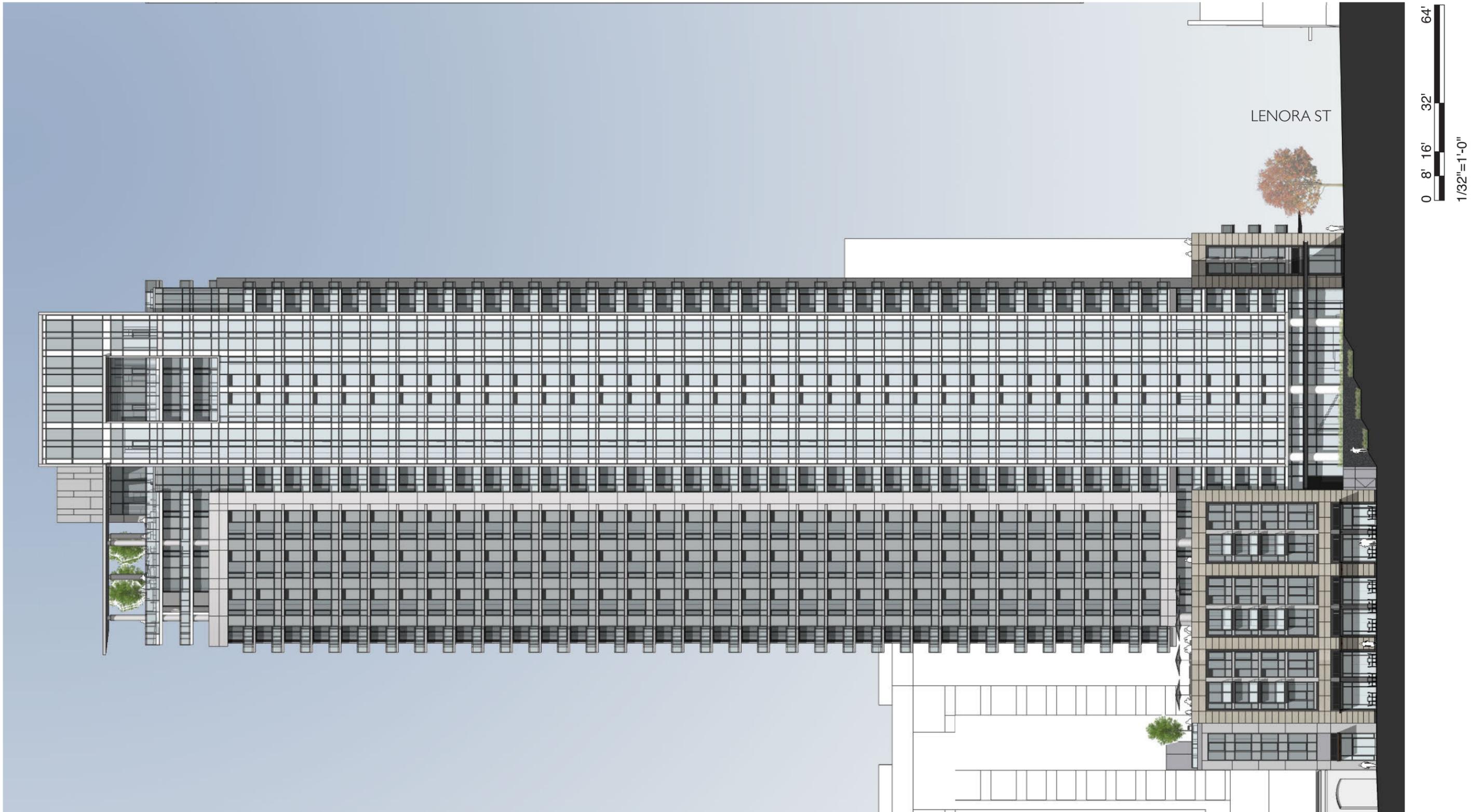
SOUTH D FORM DETAIL



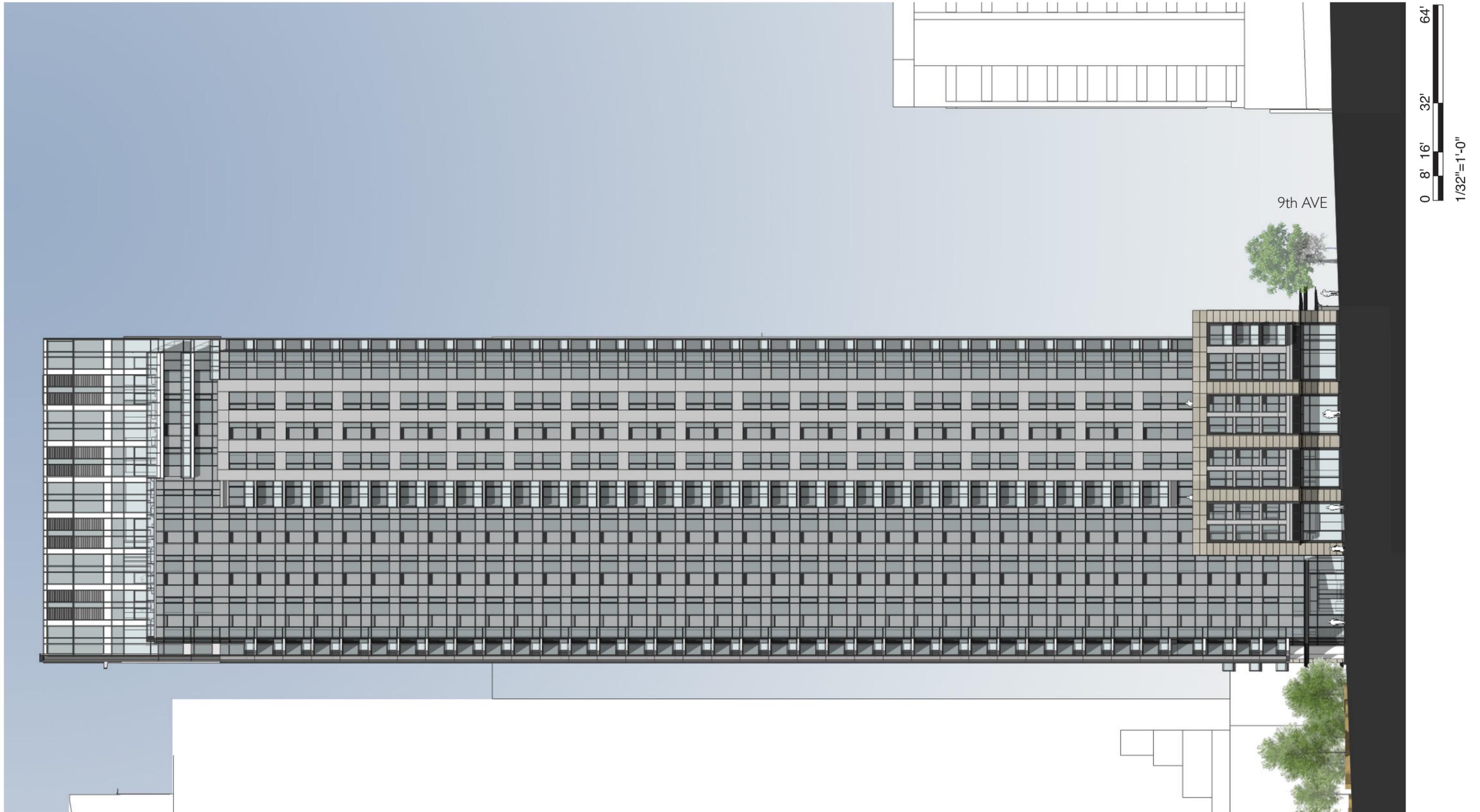
CLEAR RAILING
GLASS SUPPORTED BY
ALUMINUM RAILINGS
PAINTED TO MATCH
MULLIONS



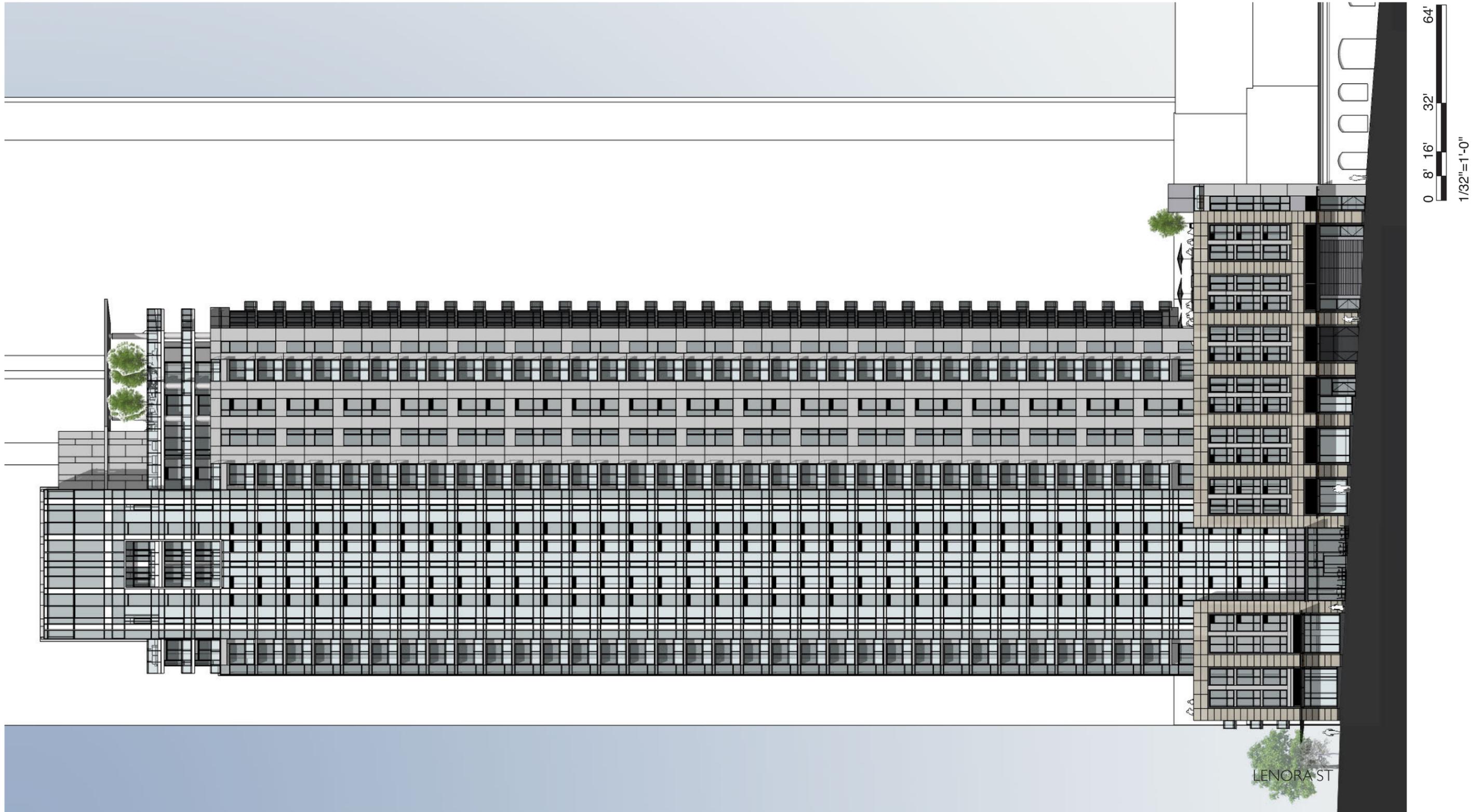
BUILDING ELEVATION - WEST



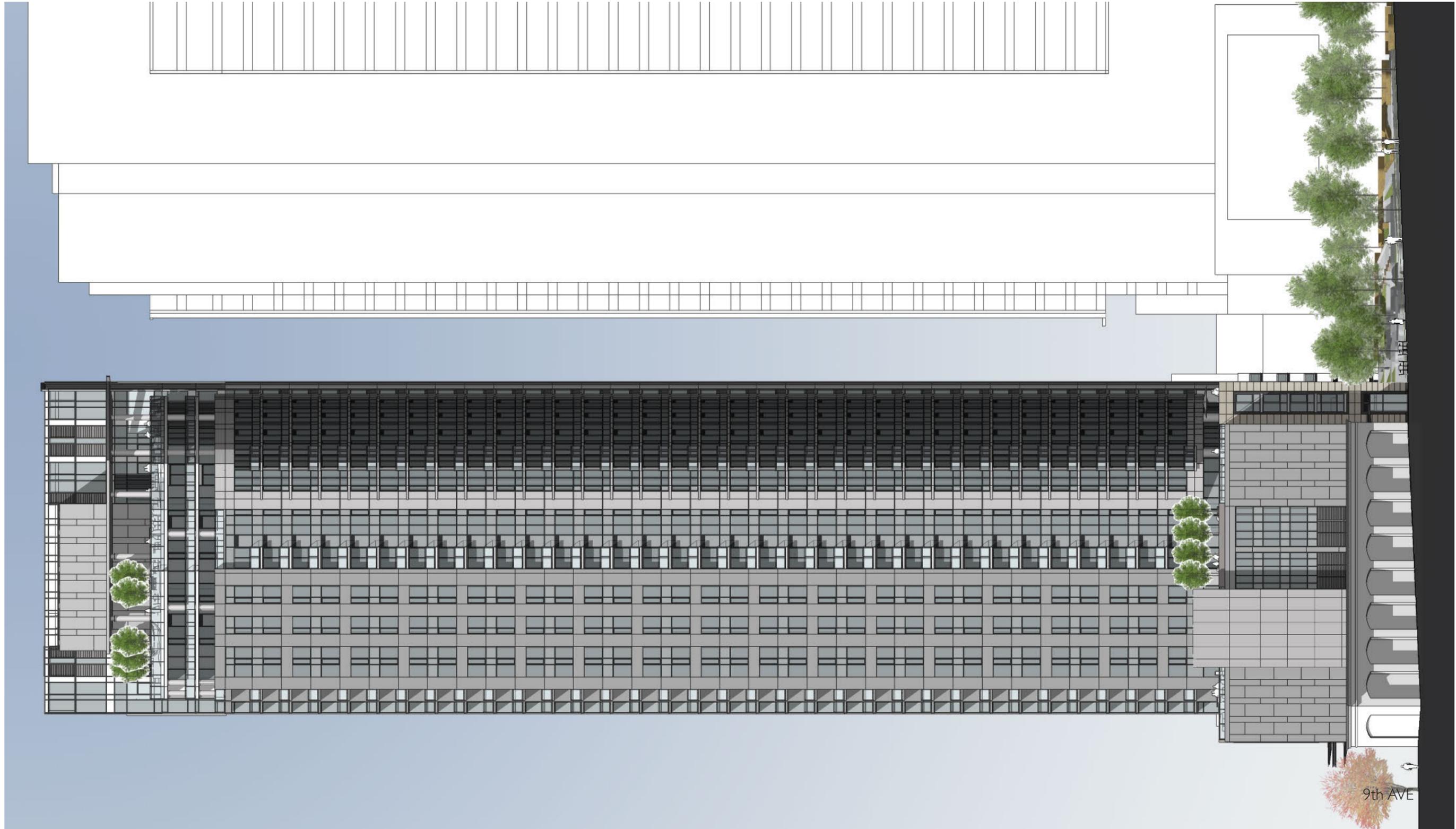
BUILDING ELEVATION - SOUTH



BUILDING ELEVATION - EAST



BUILDING ELEVATION - NORTH



0 8' 16' 32' 64'
1/32"=1'-0"



DESIGN ELEMENTS - PODIUM



PODIUM FORM 1 - NORTH



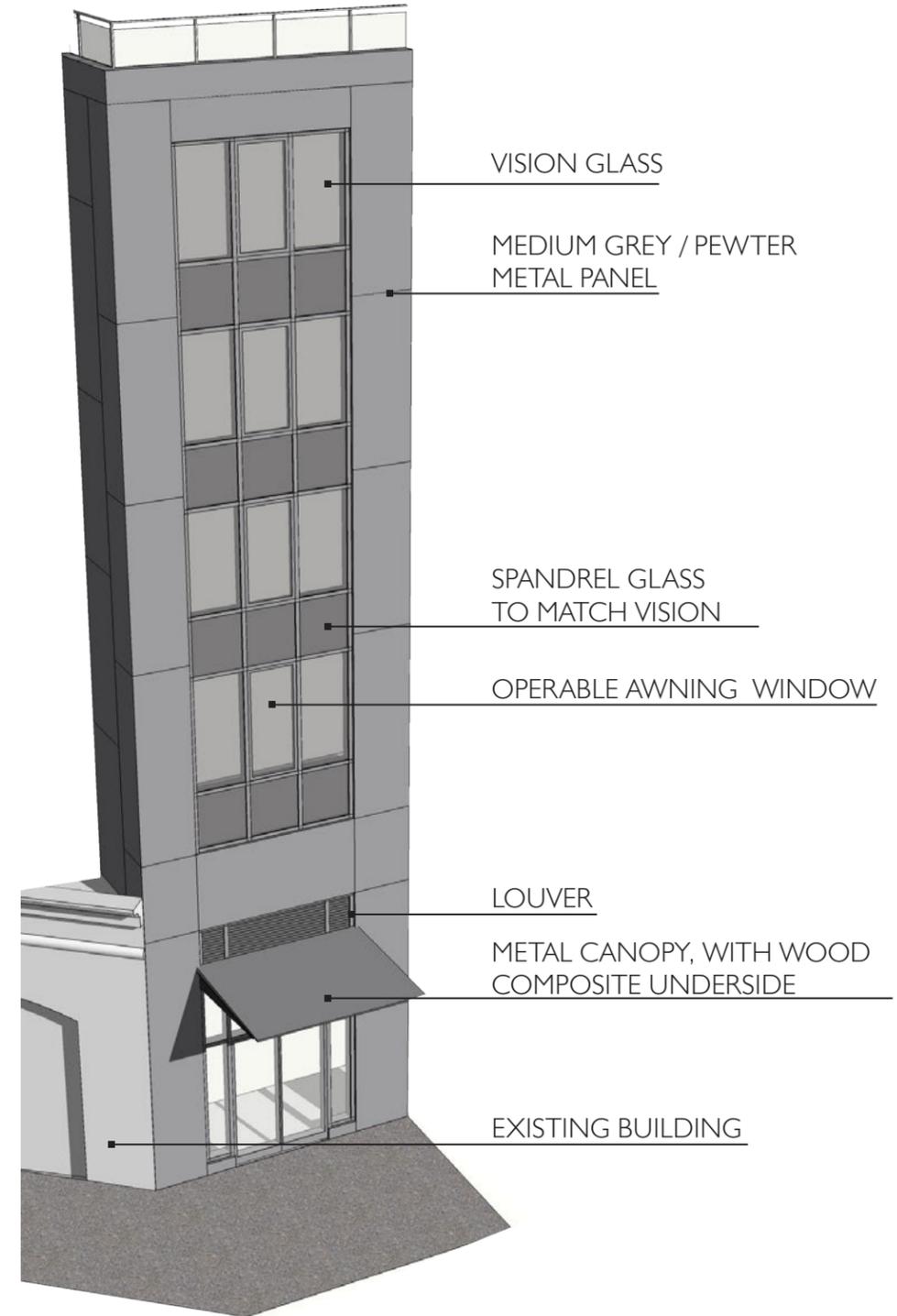
PODIUM FORM 2 - PARK



PODIUM FORM 3 - 9th & LENORA



PODIUM FORM 4 - 9th



VISION GLASS

MEDIUM GREY / PEWTER METAL PANEL

SPANDREL GLASS TO MATCH VISION

OPERABLE AWNING WINDOW

LOUVER

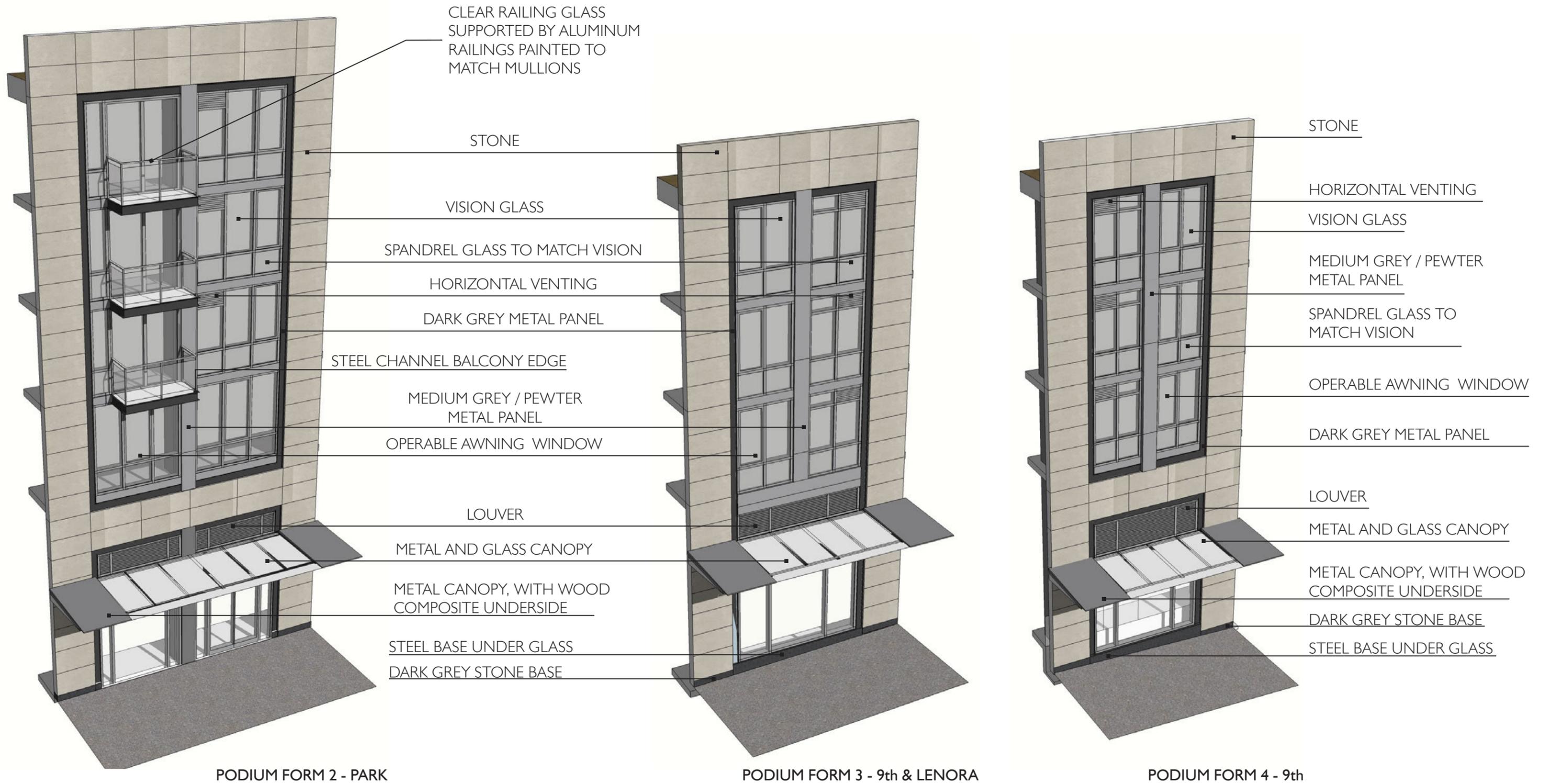
METAL CANOPY, WITH WOOD COMPOSITE UNDERSIDE

EXISTING BUILDING

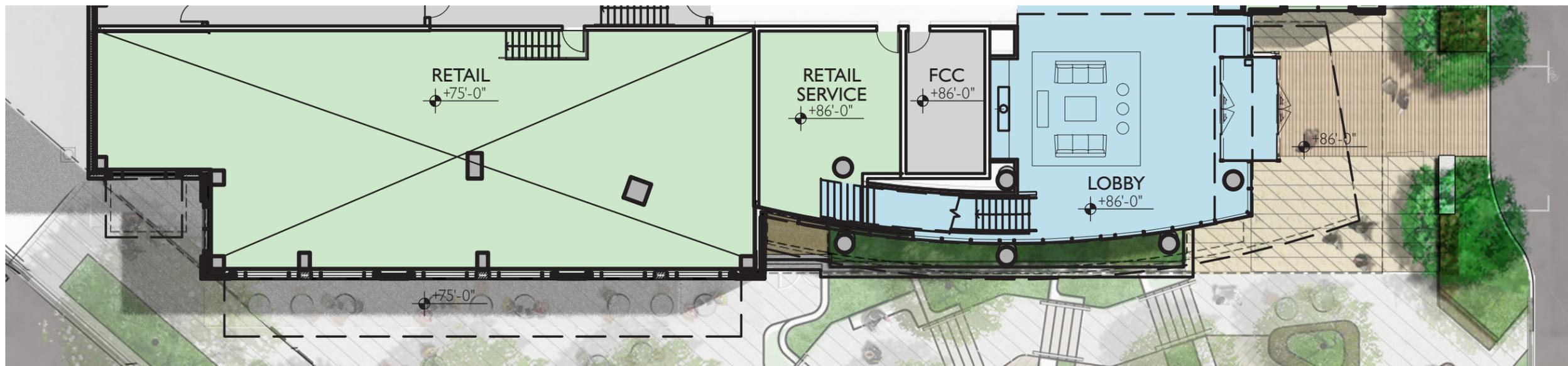
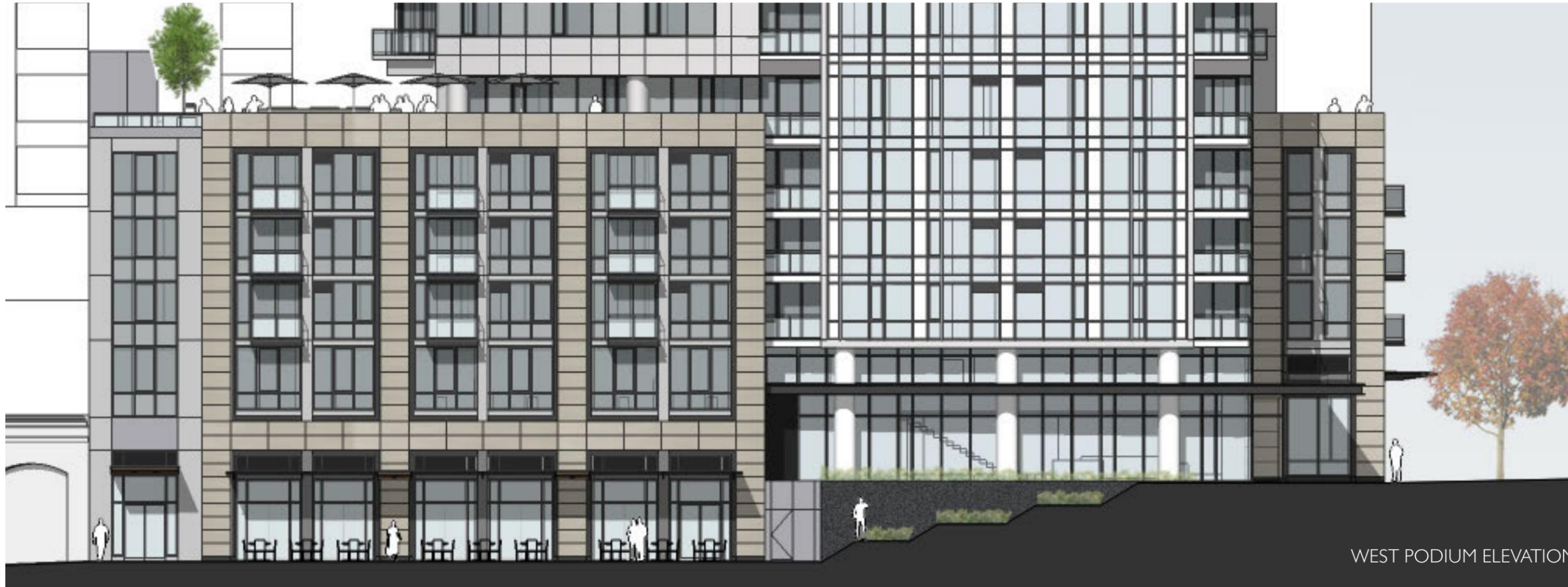
PODIUM FORM 1 - NORTH



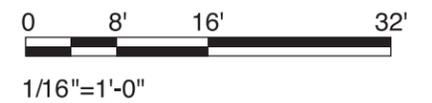
DESIGN ELEMENTS - PODIUM



PODIUM ELEVATIONS



- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE



LI PLAN



PODIUM ELEVATIONS



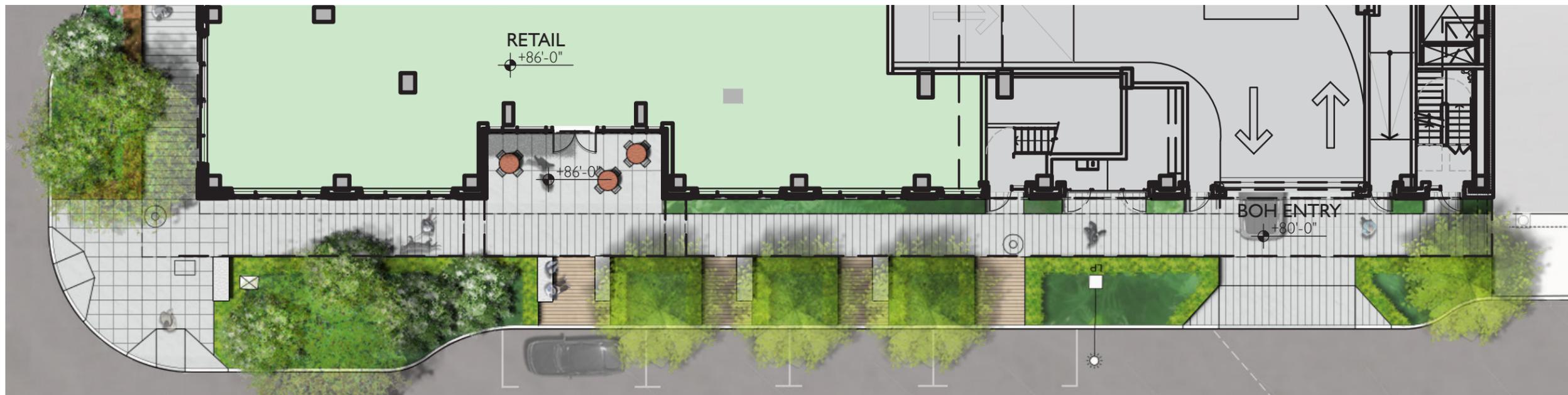
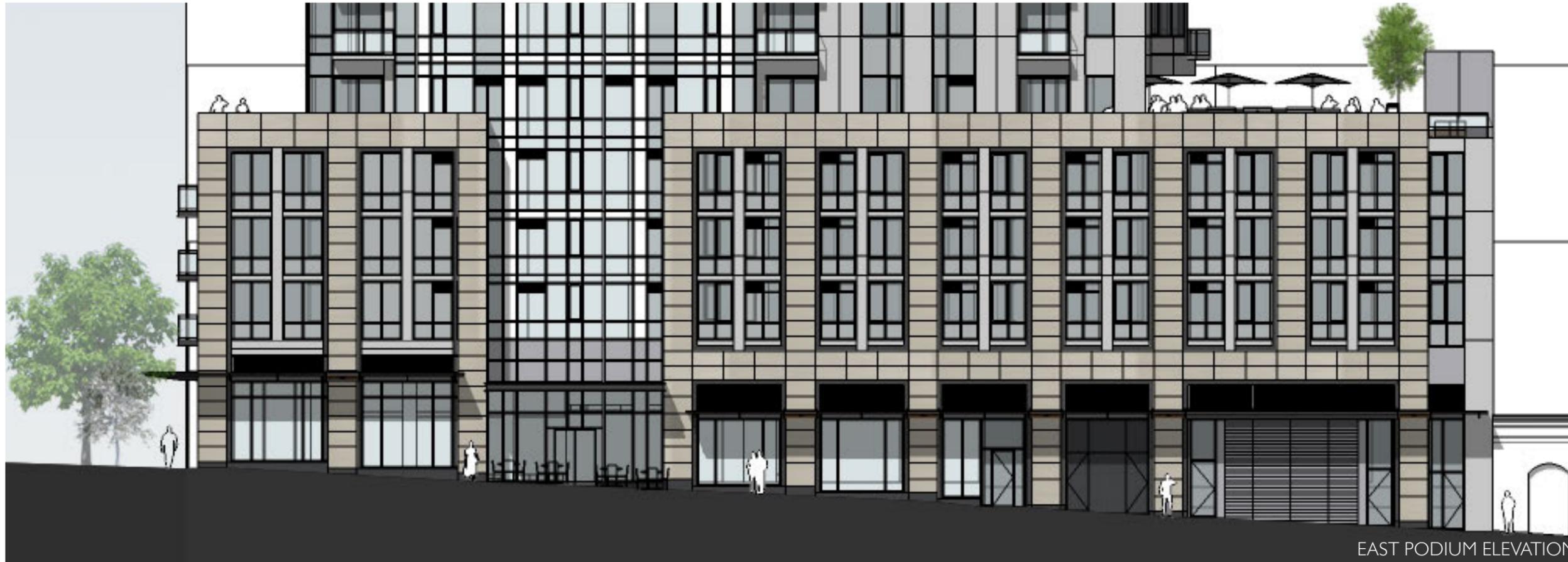
- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

0 8' 16' 32'
1/16"=1'-0"

LI PLAN



PODIUM ELEVATIONS

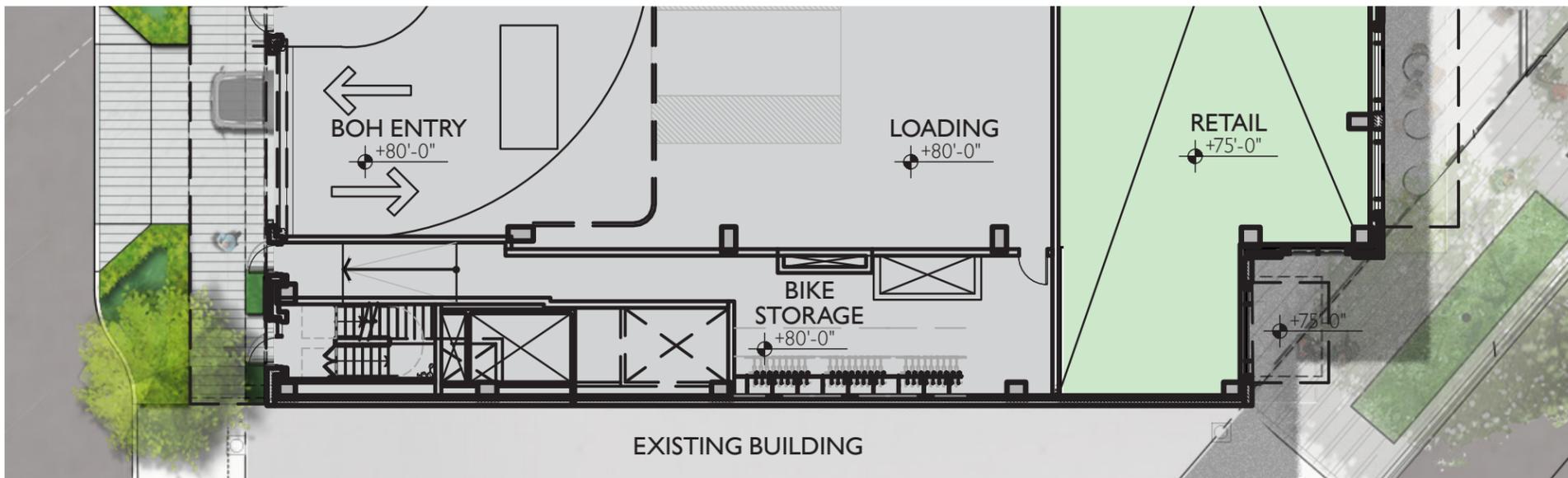


- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

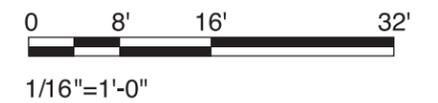
0 8' 16' 32'
1/16"=1'-0"



PODIUM ELEVATIONS

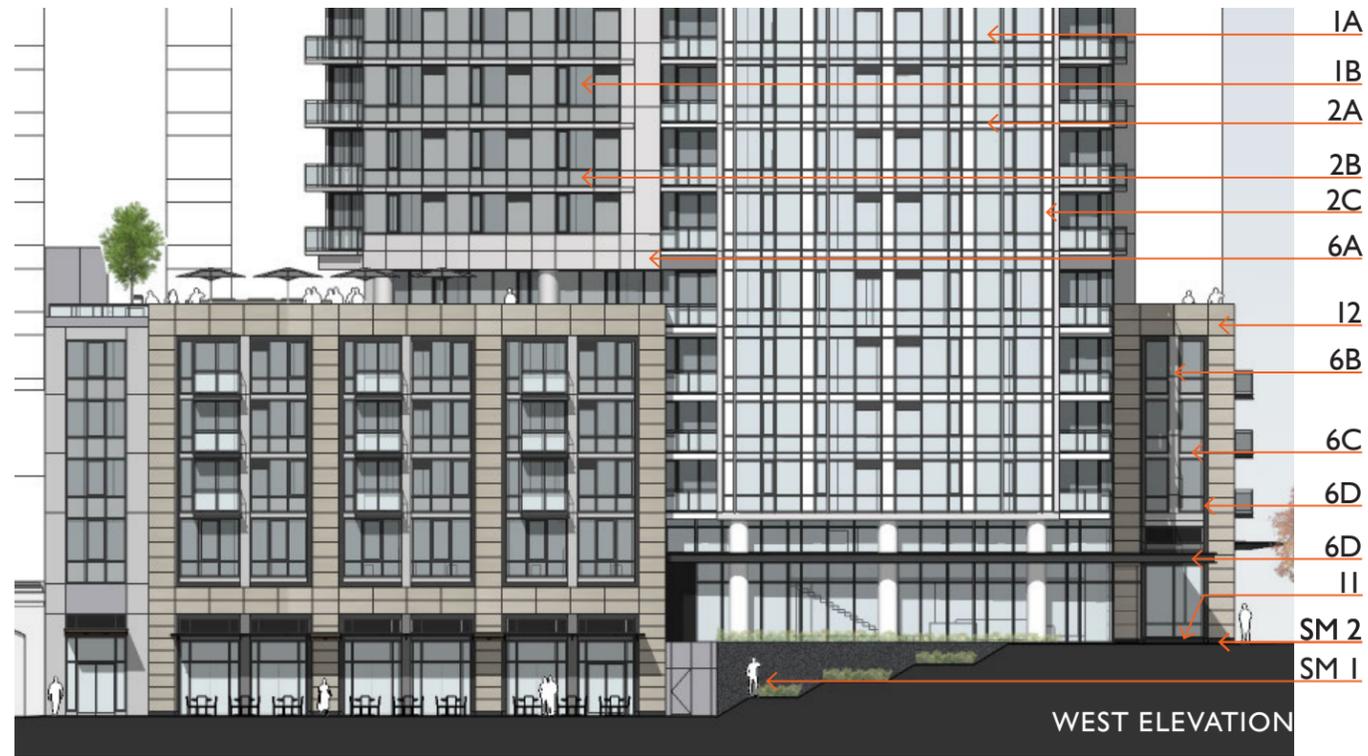


- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

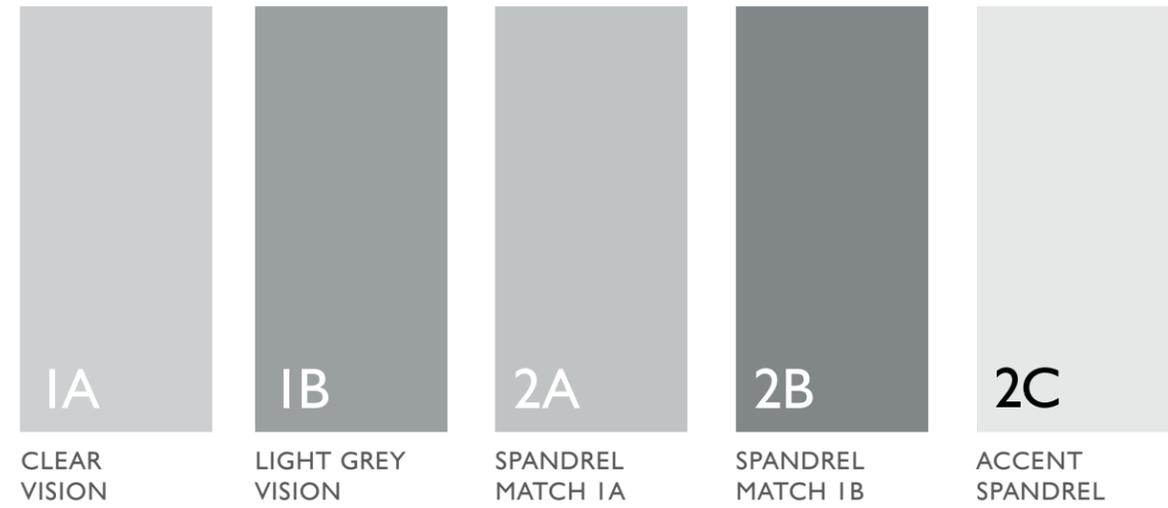


LI PLAN

DESIGN ELEMENTS - MATERIALS



GLASS



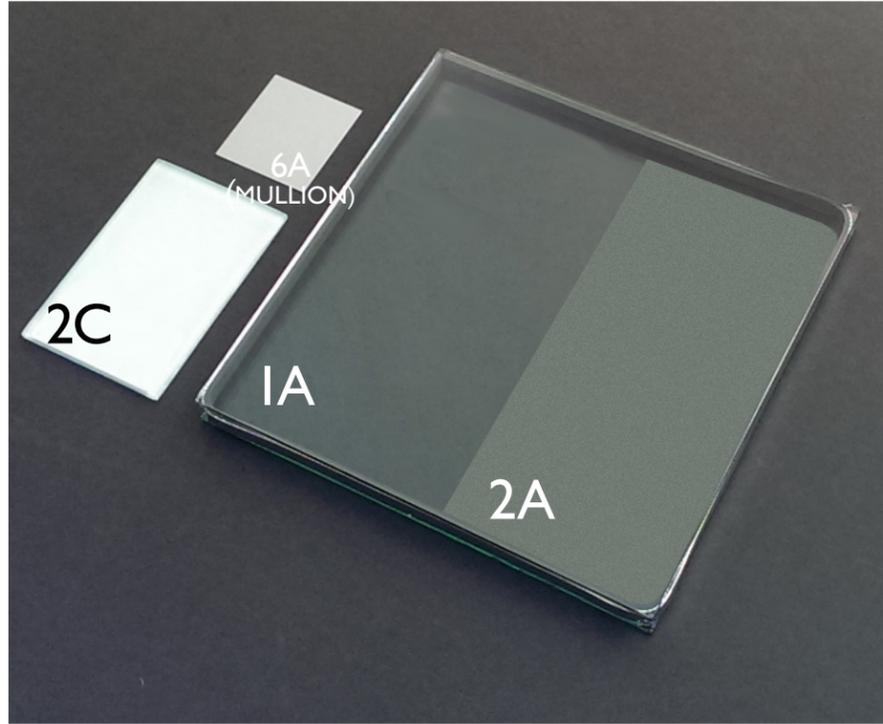
METAL PANEL



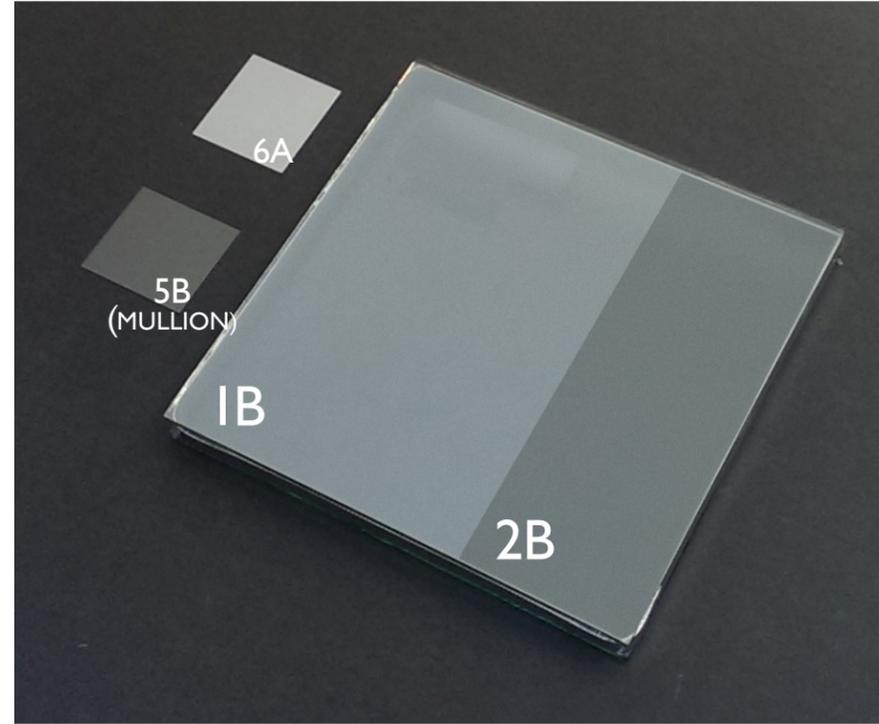
STONE



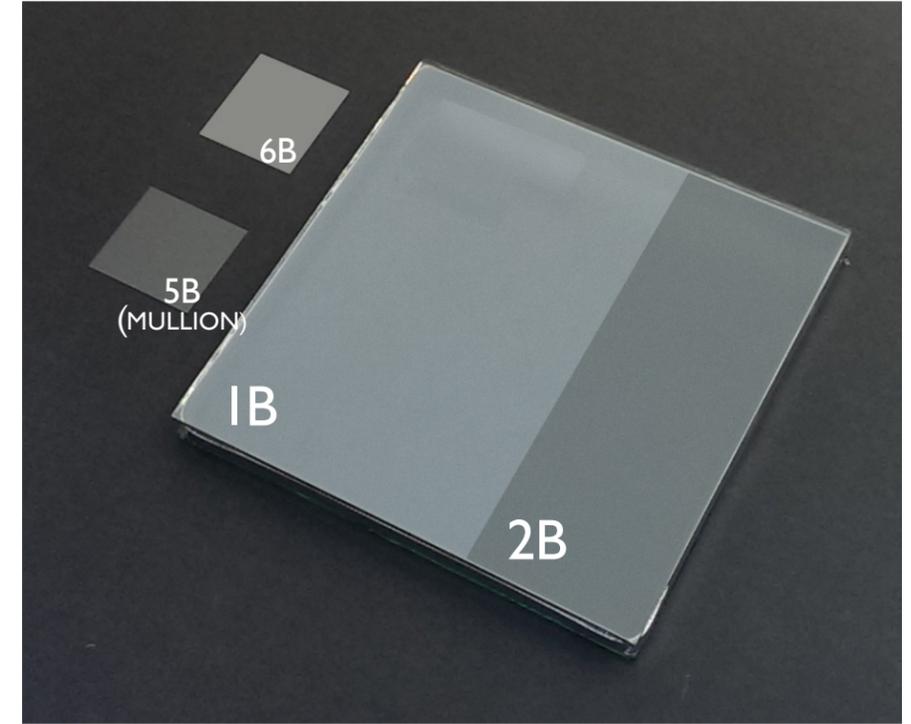
DESIGN ELEMENTS - MATERIALS



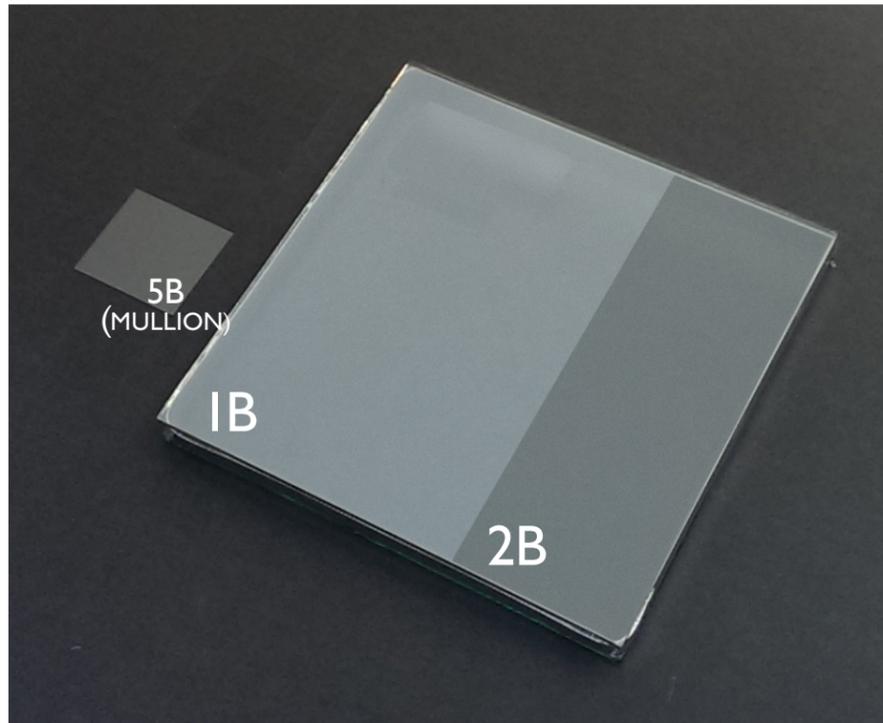
A FORM



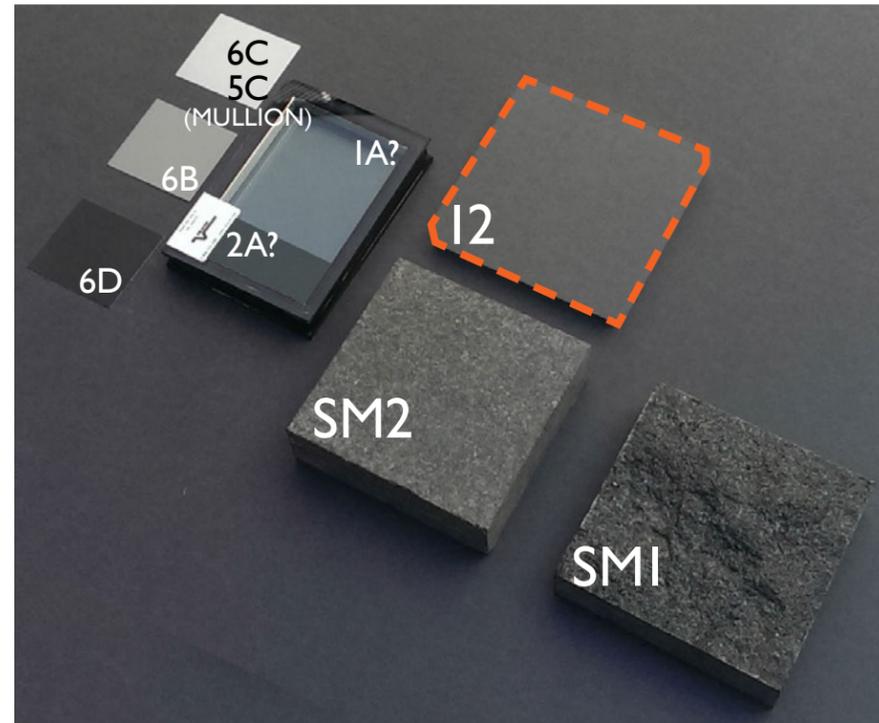
B FORM



C FORM



D FORM



PODIUM



STREETSCAPE

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

A-2 ENHANCE THE SKYLINE

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT

B-2 CREATE A TRANSITION IN BULK & SCALE

B-3 REINFORCE THE POSITIVE URBAN FORM

B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING

C-1 PROMOTE PEDESTRIAN INTERACTION

C-3 PROVIDE ACTIVE FACADES

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

C-6 DEVELOP THE ALLEY FACADE

D-1 PROVIDE INVITING OPEN SPACE

D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

E-1 MINIMIZE CURB CUT IMPACTS

E-2 INTEGRATE PARKING FACILITIES

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS

C-6: Transition wall is a background wall for the park to build against. Can be used for seating, planting, art, or lighting backdrop (by others).

B-1: Internalized mailroom, lobby stair to L-2 leasing office expressed

B-4, C-3: Tall lobby volume is also expressed at retail along Lenora

C-1, D-1: Pedestrian plaza emphasizes entry to the building, but also reinforces the entry to the park.

B-3

VIEW FROM WESTLAKE AND LENORA

A-1: Decks help activate and place eyes on the park

C-5

A-1: Decks at corner of 9th and Lenora differentiate facade, and activate the intersection of 2 green streets



STREETSCAPE

A-1: Decks at corner of 9th and Lenora differentiate façade, and activate the intersection of two green streets

B-2: The base is broken up by the tower which reaches to the ground. The podium height was also reduced by a floor.

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

A-2 ENHANCE THE SKYLINE

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT

B-2 CREATE A TRANSITION IN BULK & SCALE

B-3 REINFORCE THE POSITIVE URBAN FORM

B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING

C-1 PROMOTE PEDESTRIAN INTERACTION

C-3 PROVIDE ACTIVE FACADES

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

C-6 DEVELOP THE ALLEY FACADE

D-1 PROVIDE INVITING OPEN SPACE

D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

E-1 MINIMIZE CURB CUT IMPACTS

E-2 INTEGRATE PARKING FACILITIES

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS



C-5

B-4, C-1: Tall retail bay, bay articulation and size of columns unify the three different bay podium elements.

B-3: All three base façades are developed with similar elements but each is unique.

B-1, C-3, E-1, E-2, E-3: Retail presence approaches 60% along 9th Avenue, while the BOH presence has been minimized, and designed as a positive façade element.

VIEW FROM 9th and LENORA



STREETSCAPE

A-1, B-2, D-3 : Reduced height of podium by 1 floor, bringing height of podium to 62' from park level. This emulates the scale of a typical 5 over 1 apartment building.

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

A-2 ENHANCE THE SKYLINE

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT

B-2 CREATE A TRANSITION IN BULK & SCALE

B-3 REINFORCE THE POSITIVE URBAN FORM

B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING

C-1 PROMOTE PEDESTRIAN INTERACTION

C-3 PROVIDE ACTIVE FACADES

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

C-6 DEVELOP THE ALLEY FACADE

D-1 PROVIDE INVITING OPEN SPACE

D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

E-1 MINIMIZE CURB CUT IMPACTS

E-2 INTEGRATE PARKING FACILITIES

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS



C-5

B-3, B-4, C-1, C-3, C-6, D-1: All three terra cotta base façades are developed with similar elements but each is unique. The park and Lenora Street retail façades emphasize tall retail bays. The retail presence on the park will be interactive, offering cafe spill out areas to activate the park day and night.



STREETSCAPE

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

A-2 ENHANCE THE SKYLINE

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT

B-2 CREATE A TRANSITION IN BULK & SCALE

B-3 REINFORCE THE POSITIVE URBAN FORM

B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING

C-1 PROMOTE PEDESTRIAN INTERACTION

C-3 PROVIDE ACTIVE FACADES

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

C-6 DEVELOP THE ALLEY FACADE

D-1 PROVIDE INVITING OPEN SPACE

D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

E-1 MINIMIZE CURB CUT IMPACTS

E-2 INTEGRATE PARKING FACILITIES

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS

A-1: Four zones of podium façade response, each unique to different condition, yet tied together with common elements.



B-2: Reduced height of podium by 1 floor

C-5: Canopy height departure allows for canopy to run above the loading dock, but also align with neighboring building's cornice element.

B-1, C-3, E-1, E-2, E-3: Retail presence approaches 60% along 9th Avenue, while the BOH presence has been minimized, and designed as a positive facade element.

VIEW FROM WESTLAKE AND DENNY



STREETSCAPE



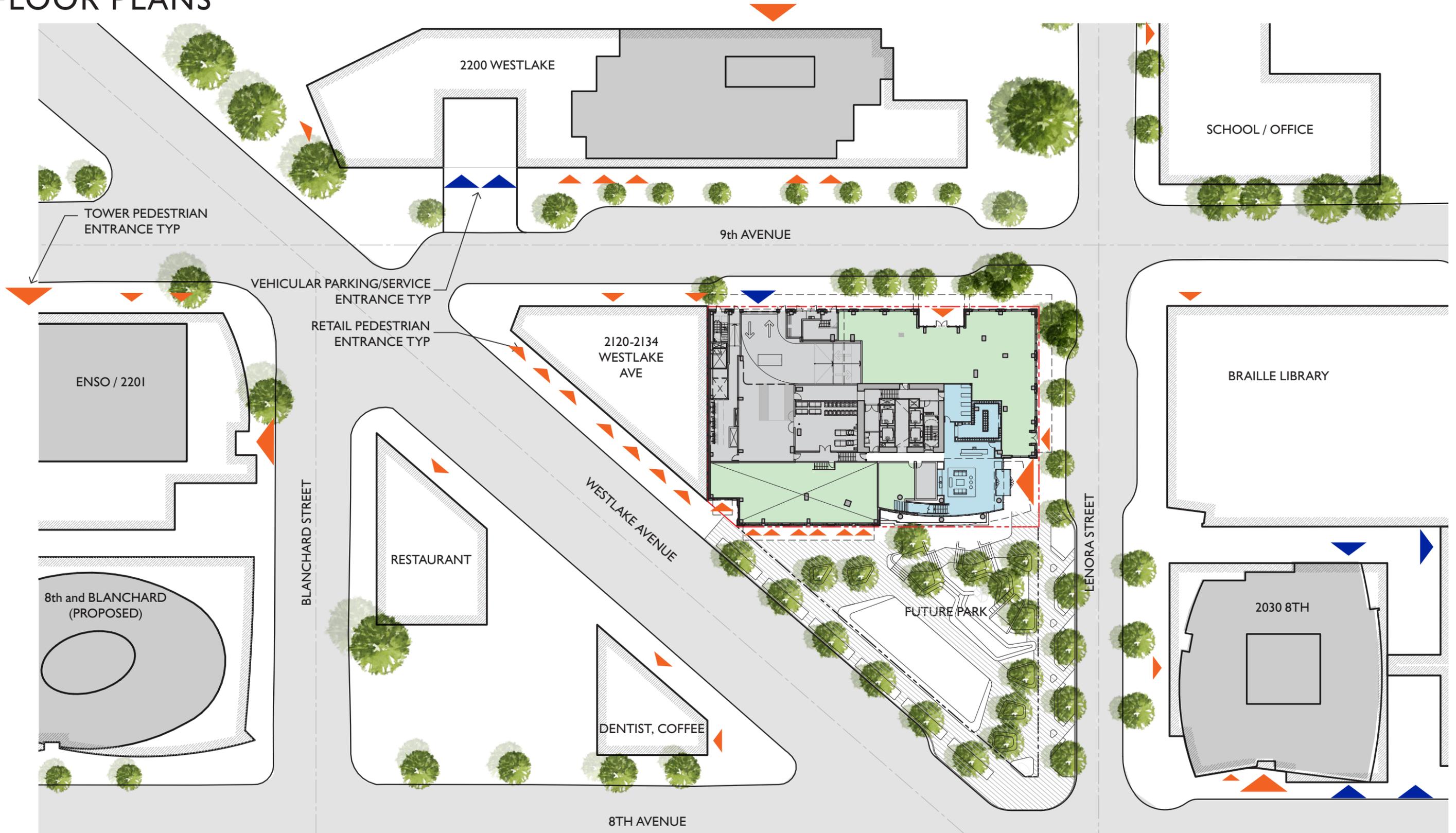
VIEW LOOKING WEST ON LENORA STREET



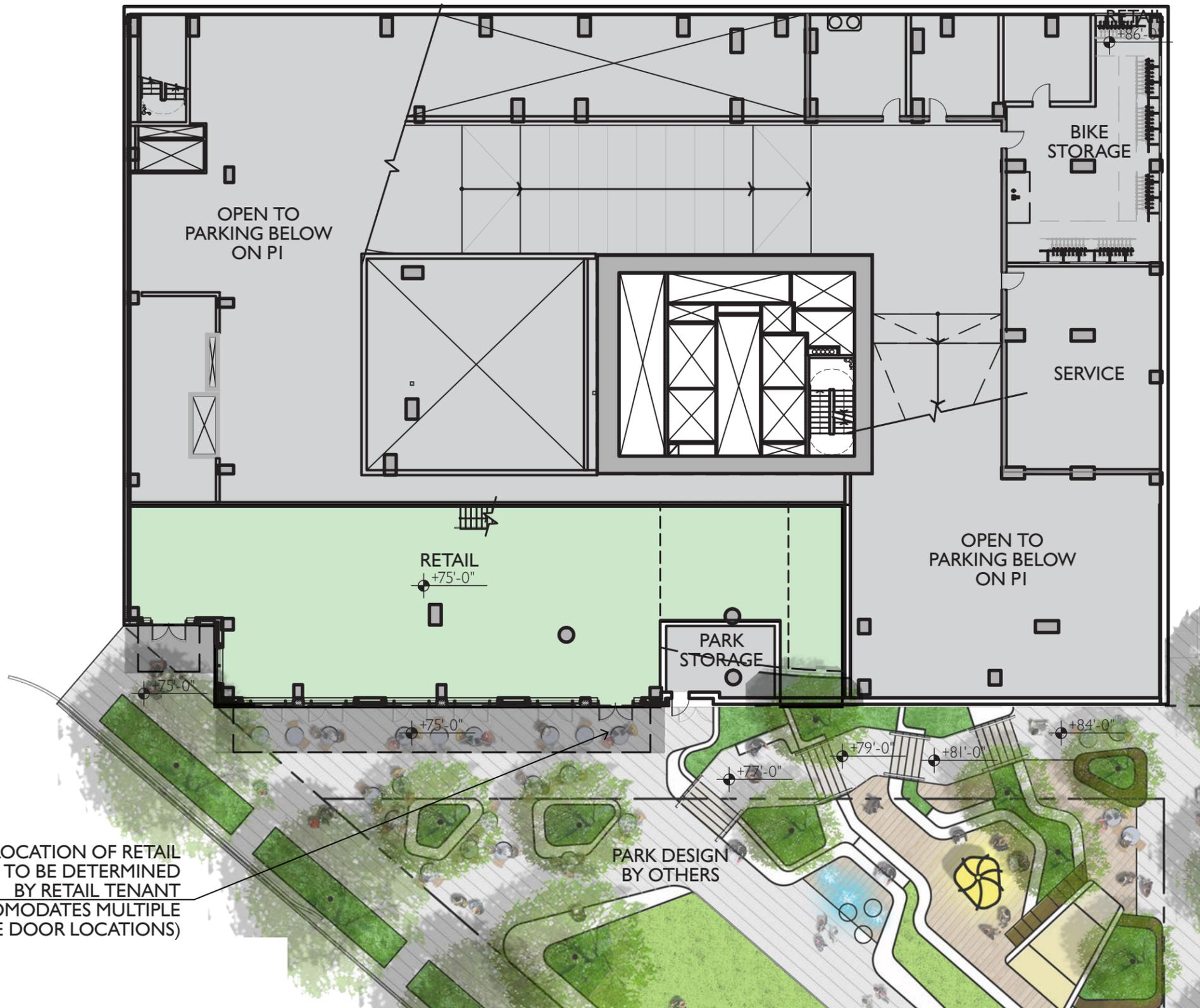
VIEW LOOKING NORTH ON 9th AVE



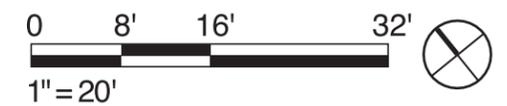
FLOOR PLANS



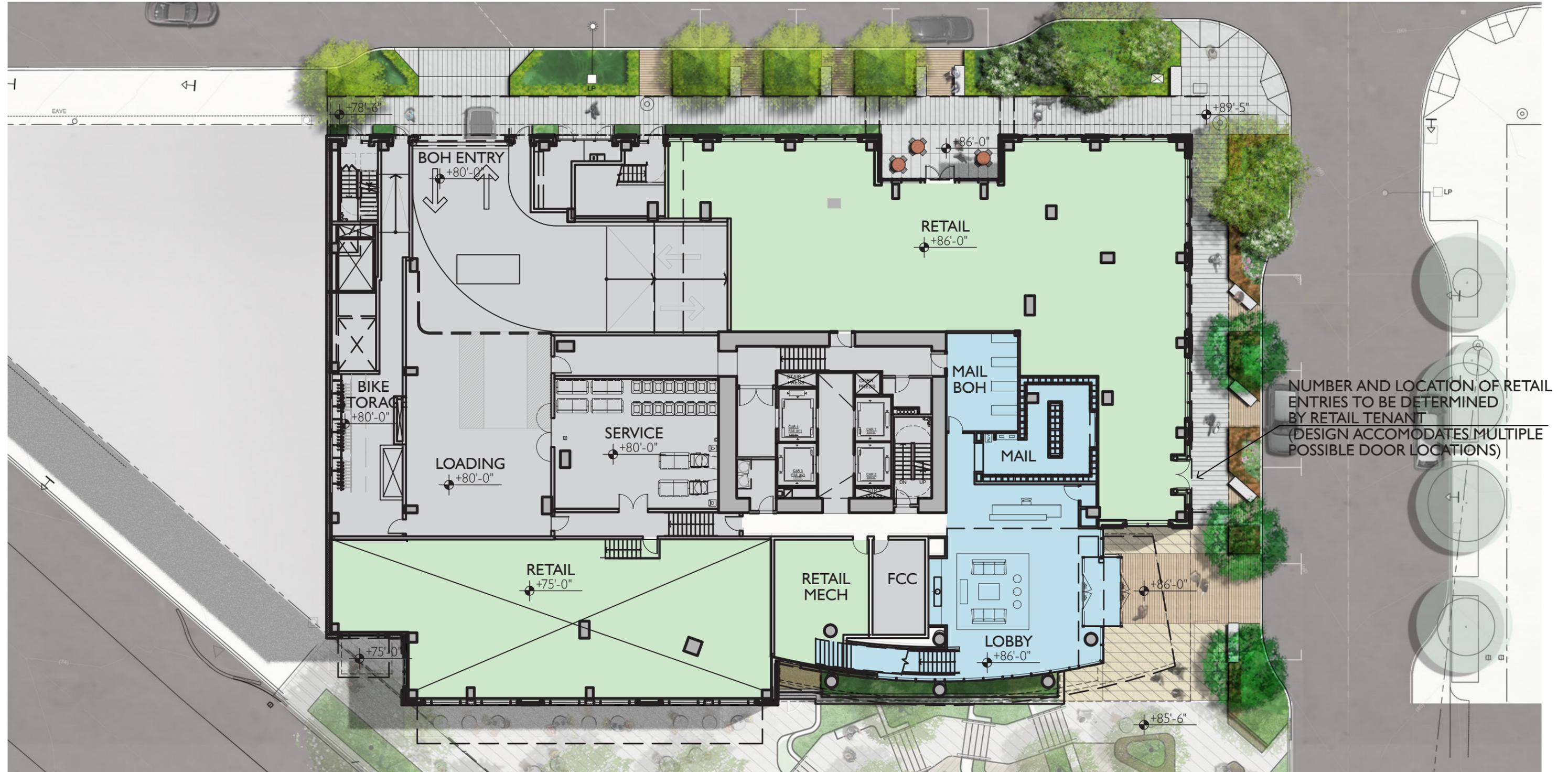
FLOOR PLANS



NUMBER AND LOCATION OF RETAIL ENTRIES TO BE DETERMINED BY RETAIL TENANT (DESIGN ACCOMODATES MULTIPLE POSSIBLE DOOR LOCATIONS)



FLOOR PLANS

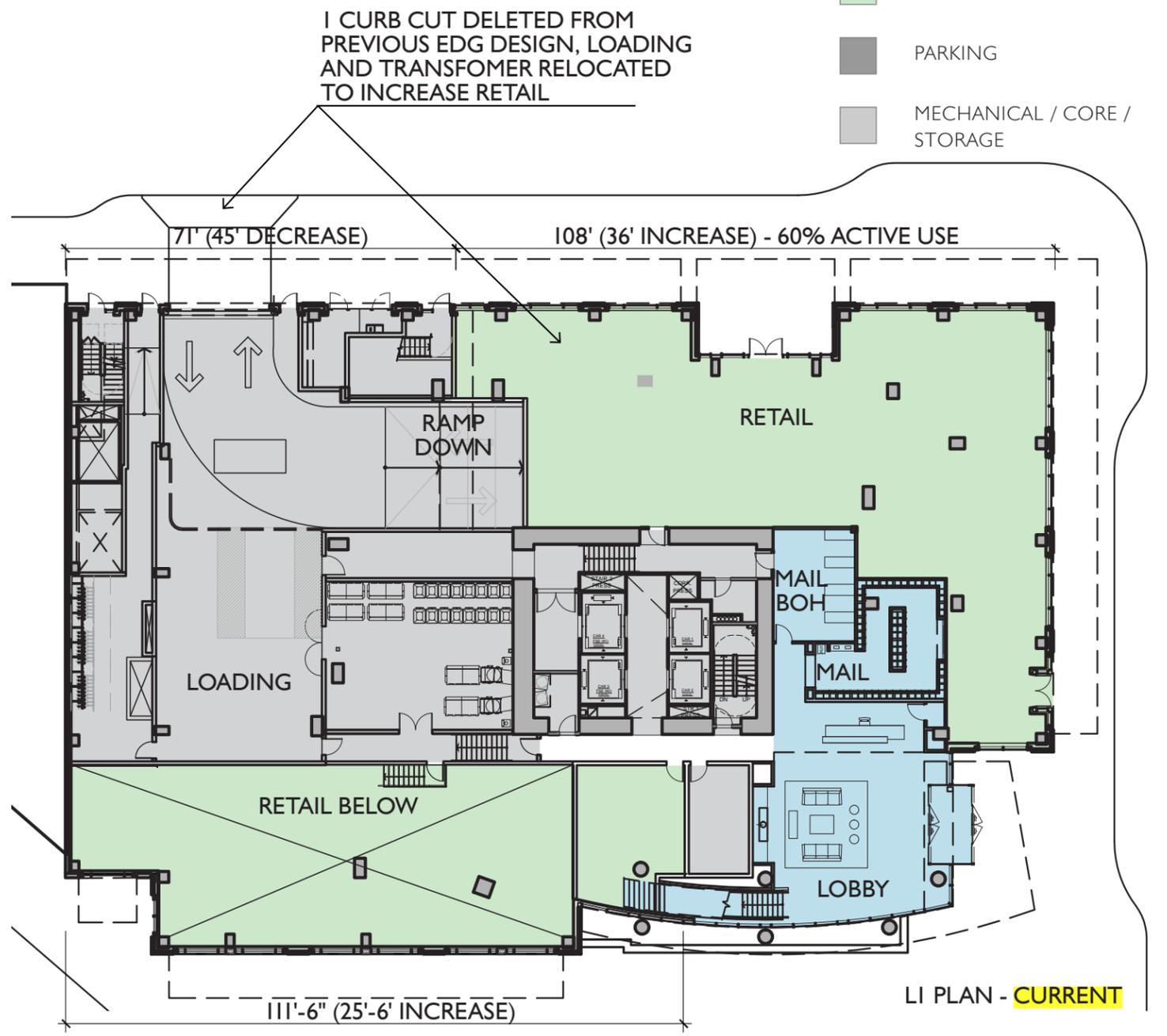
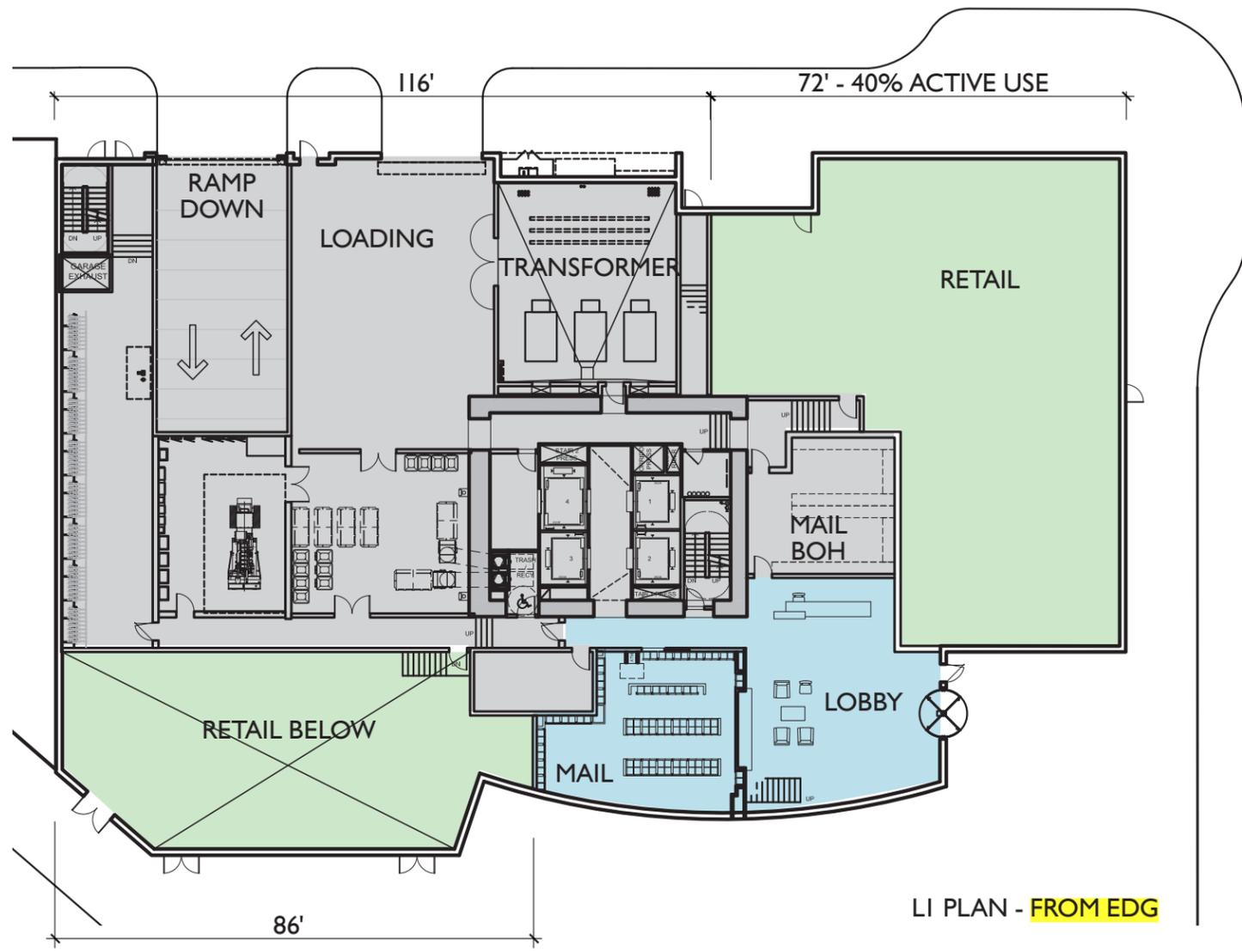


NUMBER AND LOCATION OF RETAIL ENTRIES TO BE DETERMINED BY RETAIL TENANT (DESIGN ACCOMODATES MULTIPLE POSSIBLE DOOR LOCATIONS)

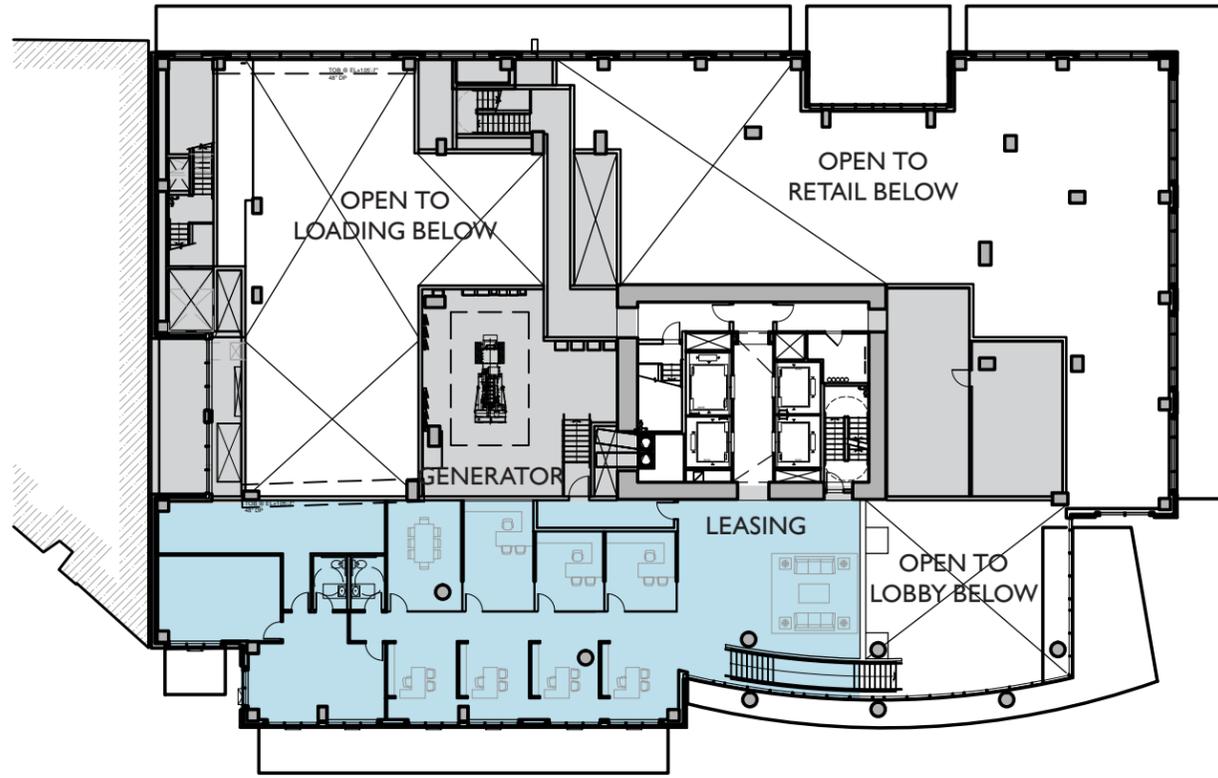


FLOOR PLANS

- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE



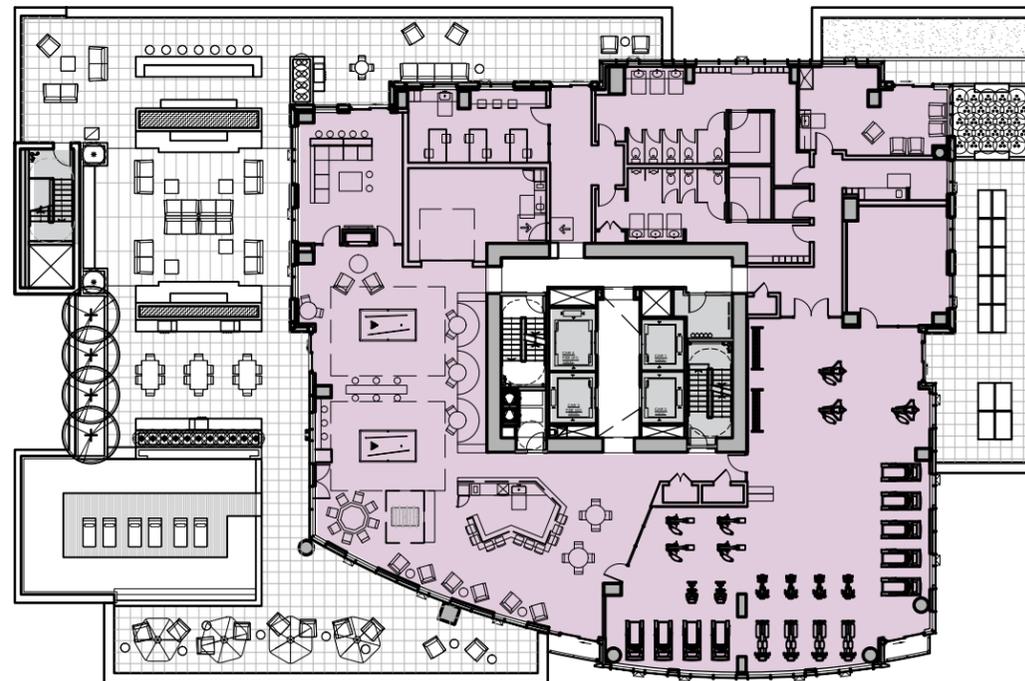
FLOOR PLANS



LEVEL 2



LEVEL 3-5



LEVEL 6 - AMENITY

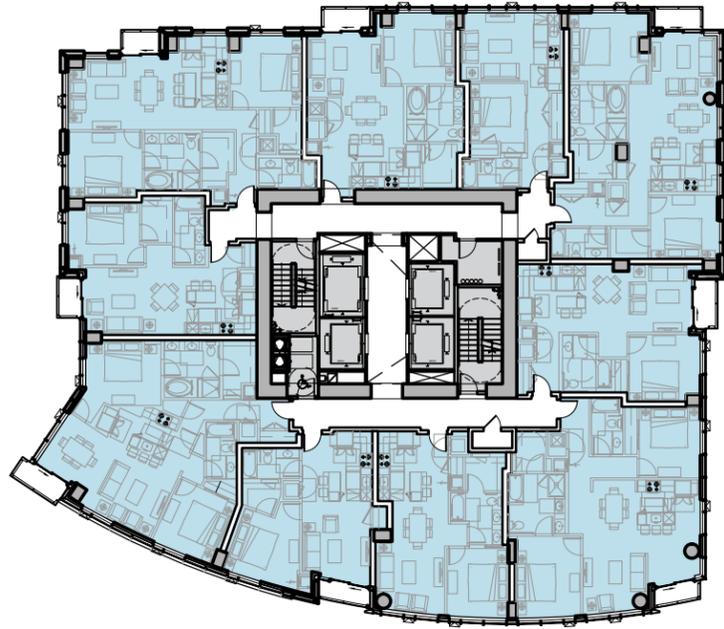
- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

0 8' 16' 32' 64'

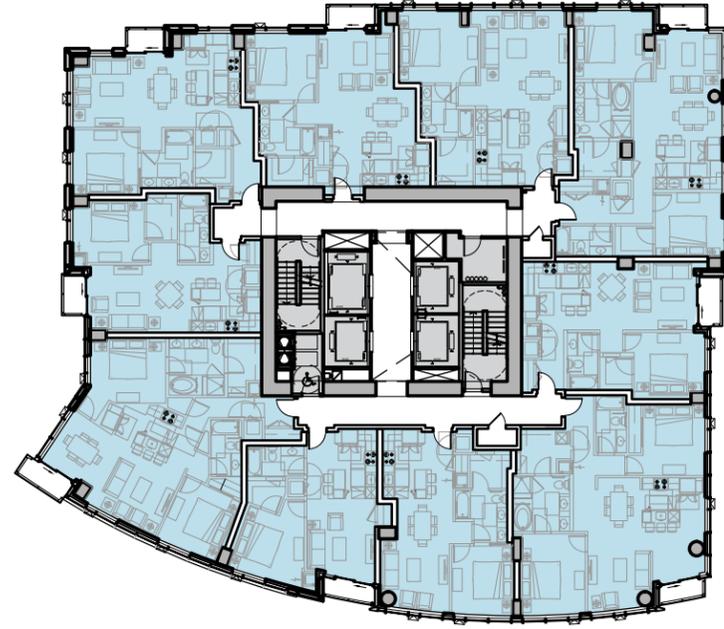
1/32"=1'-0"



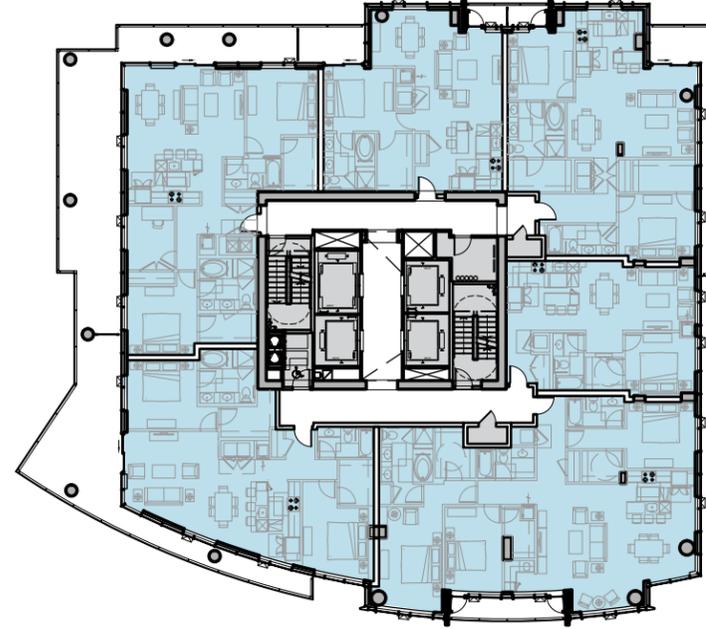
FLOOR PLANS



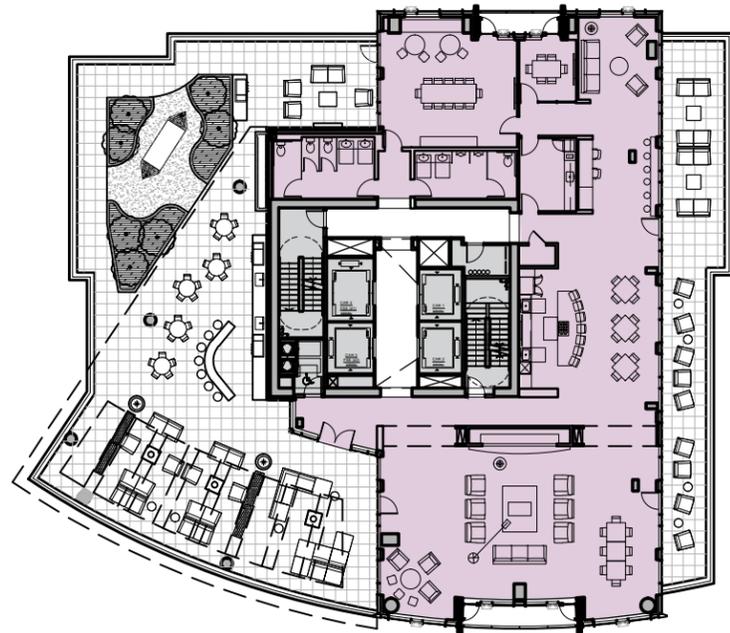
LEVEL 7-21



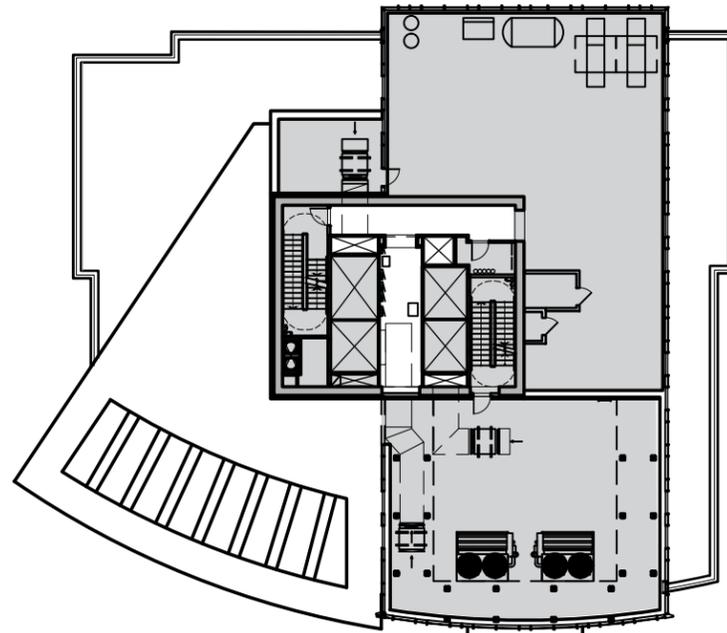
LEVEL 22-40



LEVEL 41-42



ROOF LEVEL AMENITY



ROOF LEVEL 2

- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

0 8' 16' 32' 64'
1/32"=1'-0"



ROOF DESIGN

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

A-2 ENHANCE THE SKYLINE

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT

B-2 CREATE A TRANSITION IN BULK & SCALE

B-3 REINFORCE THE POSITIVE URBAN FORM

B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING

C-1 PROMOTE PEDESTRIAN INTERACTION

C-3 PROVIDE ACTIVE FACADES

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

C-6 DEVELOP THE ALLEY FACADE

D-1 PROVIDE INVITING OPEN SPACE

D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

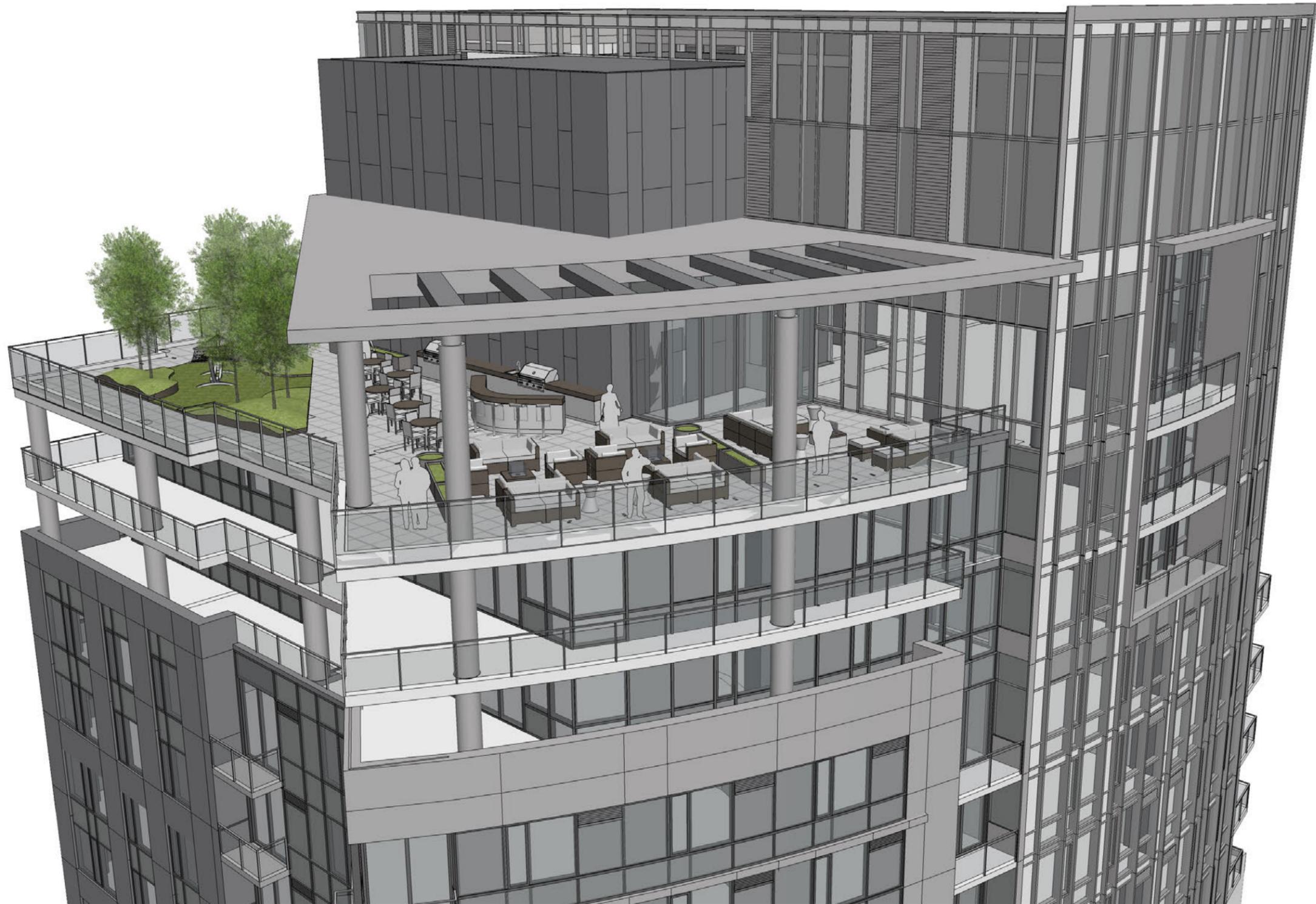
E-1 MINIMIZE CURB CUT IMPACTS

E-2 INTEGRATE PARKING FACILITIES

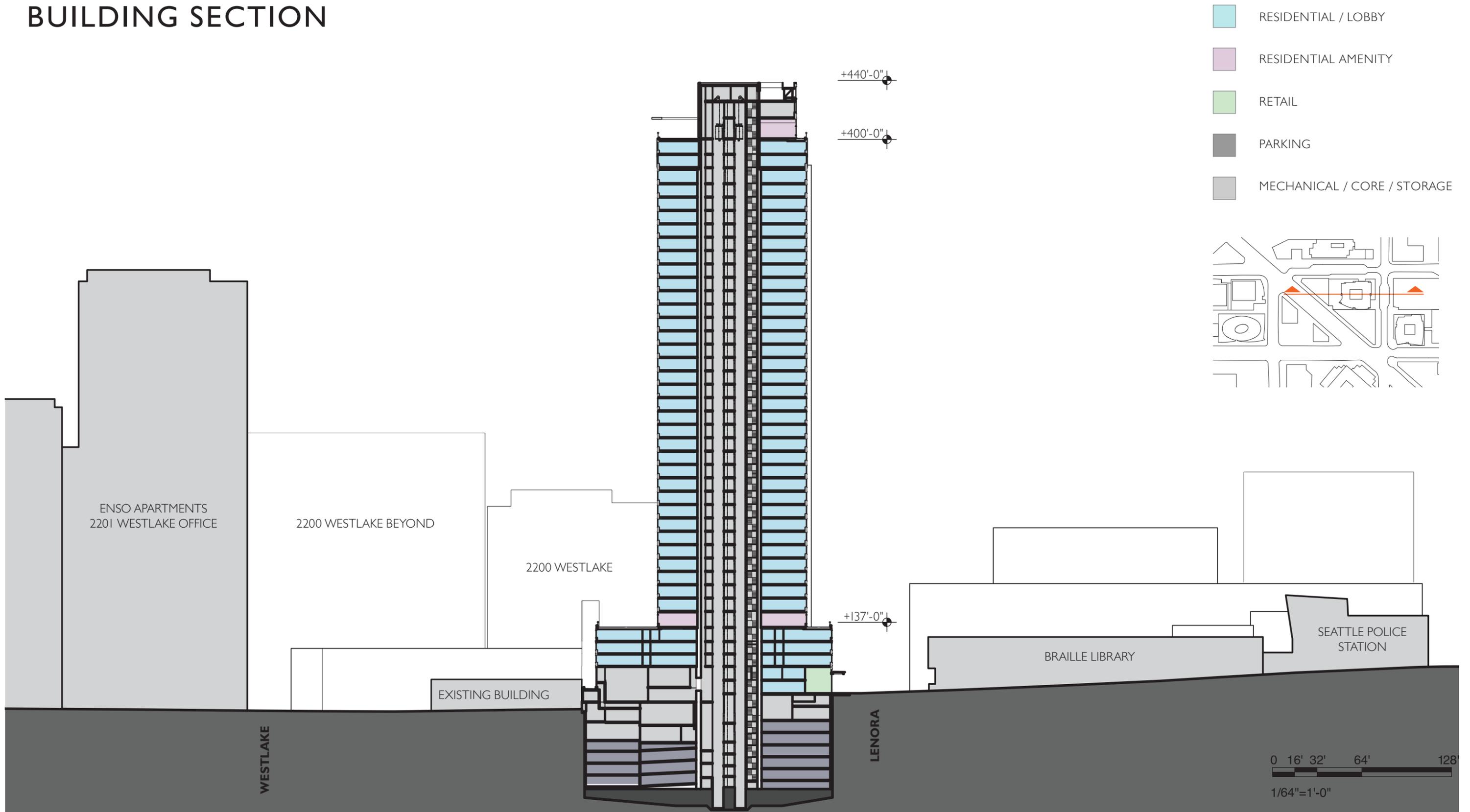
E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS



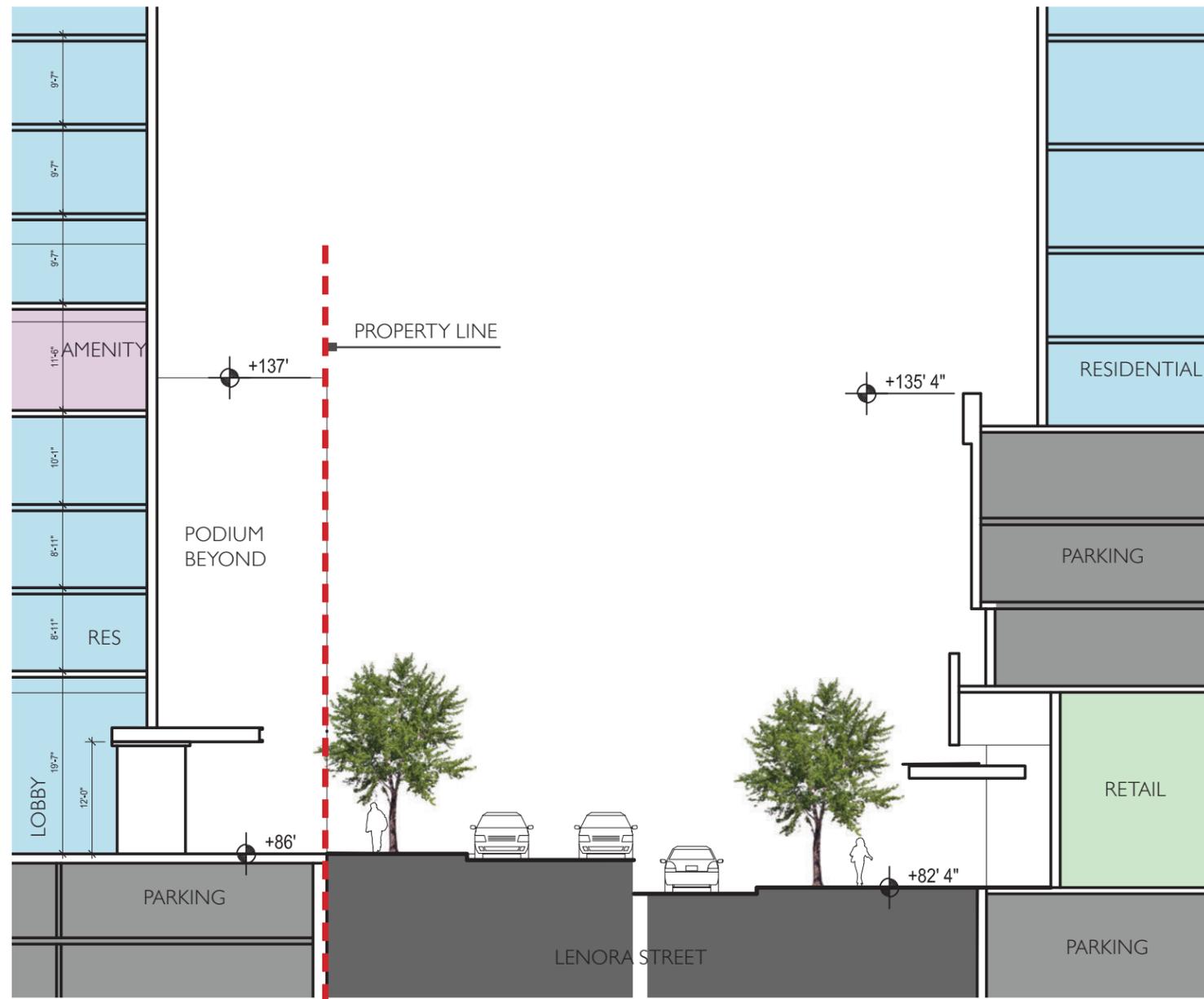
ROOF AMENITY



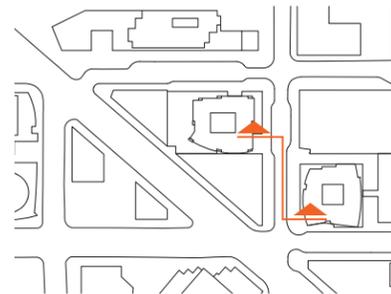
BUILDING SECTION



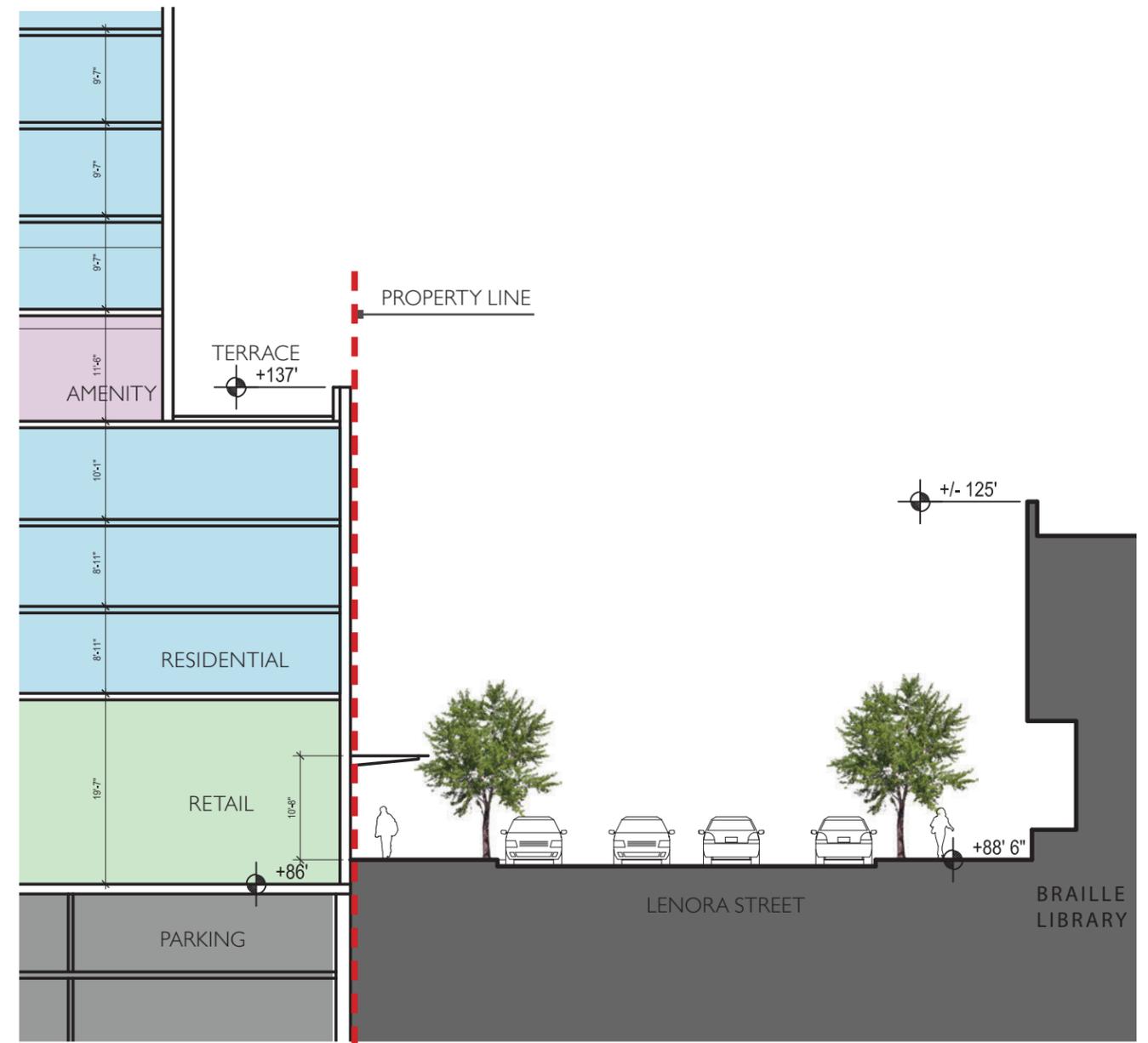
STREET SECTIONS



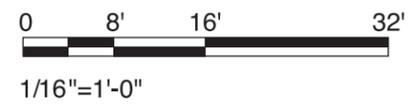
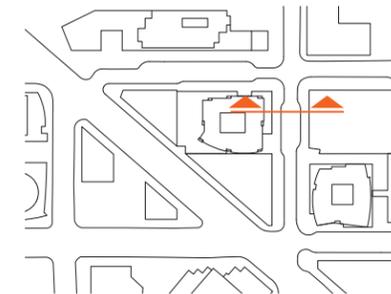
9th & LENORA



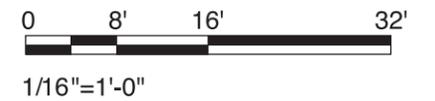
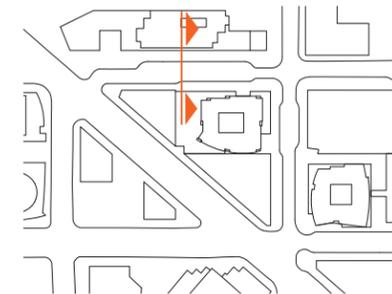
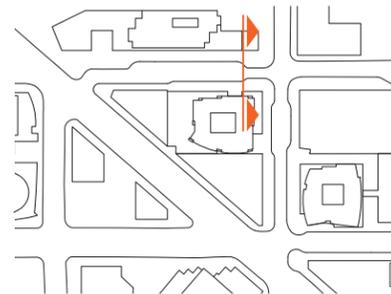
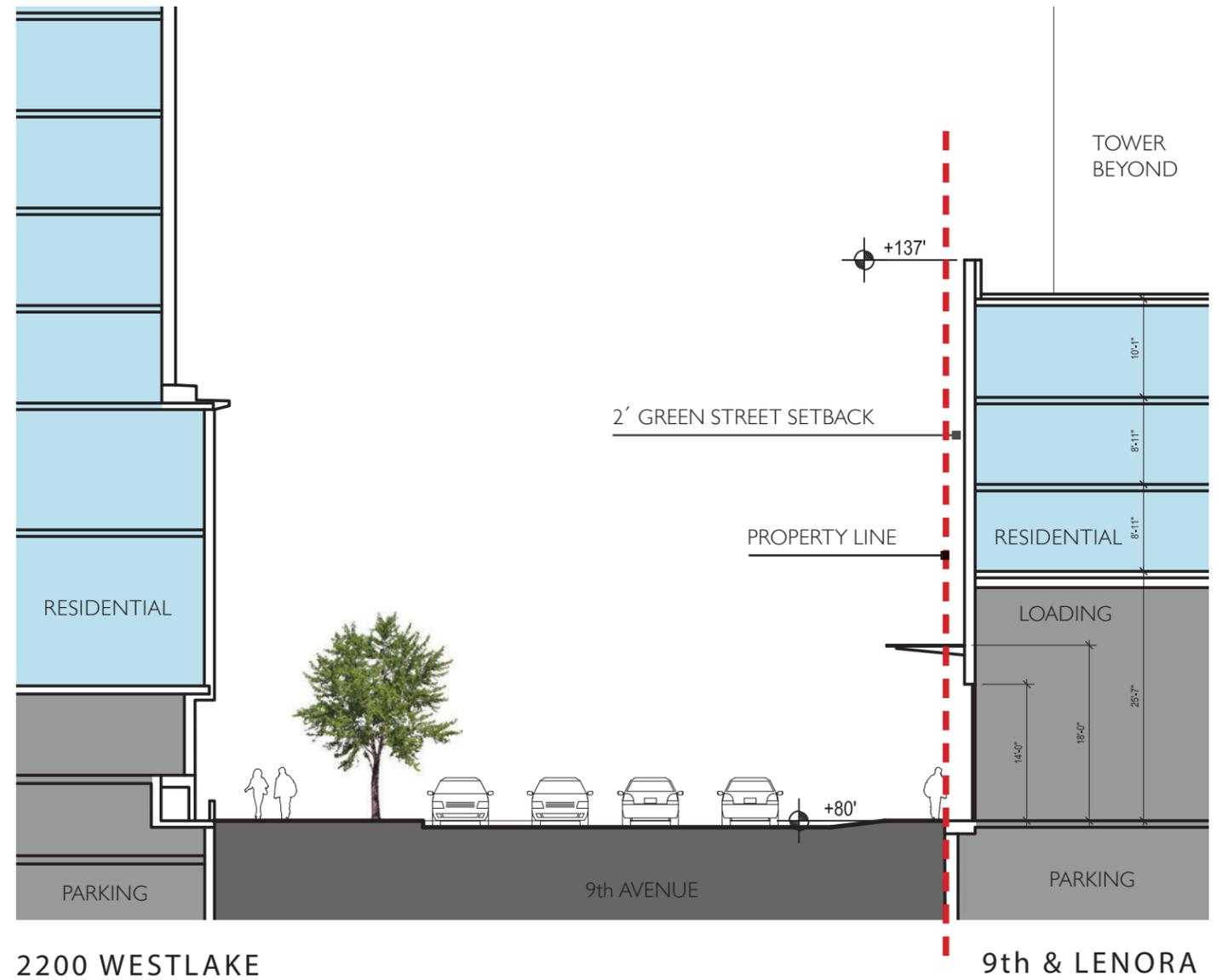
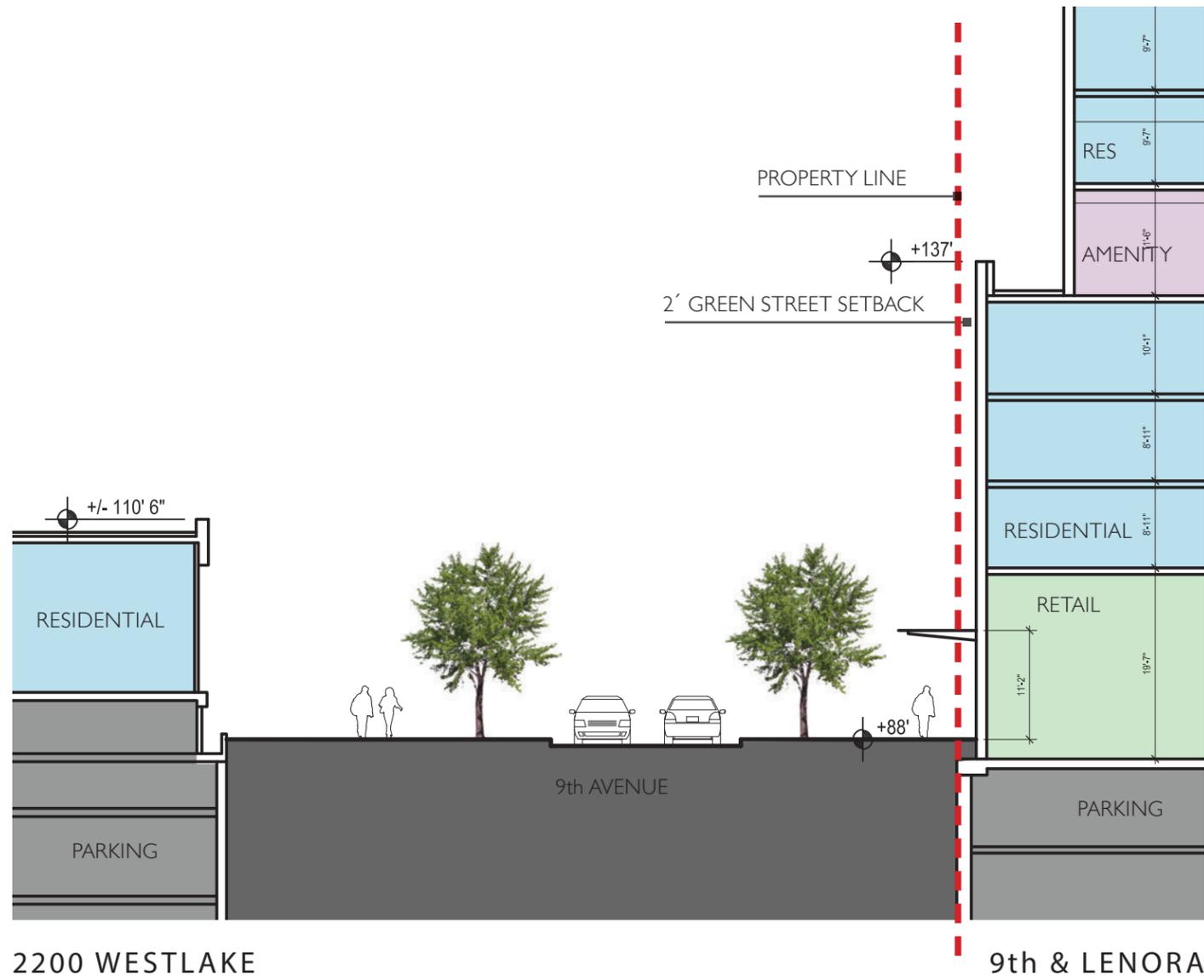
2030 8th AVENUE



9th & LENORA



STREET SECTIONS



LANDSCAPE

SITE PLAN

SEATTLE MUNICIPAL CODE - LANDSCAPE REQUIREMENTS

9TH AVENUE R.O.W.

SMC 23.49.056.F1 & SMC 23.49.056.F1a

Required Landscape Area: **270 SF (MIN.)**

1.5 x 180' (Length of the Street Lot Line)

Required Width and Length for Landscape Area:

(MIN.) 18" W & 90'-0" L (L: 50% of the Street Lot Line)

9TH AVENUE - 2 FOOT SETBACK

SMC 23.49.056.F4b

Required Landscape Area: **180 SF (MIN.)**

270 x 0.5 (50% of 2 foot Setback Area)

LENORA STREET R.O.W.

SMC 23.49.056.F1 & SMC 23.49.056.F1a

Required Landscape Area: **180 SF (MIN.)**

1.5 x 120' (Length of the Street Lot Line)

Required Width and Length for Landscape Area:

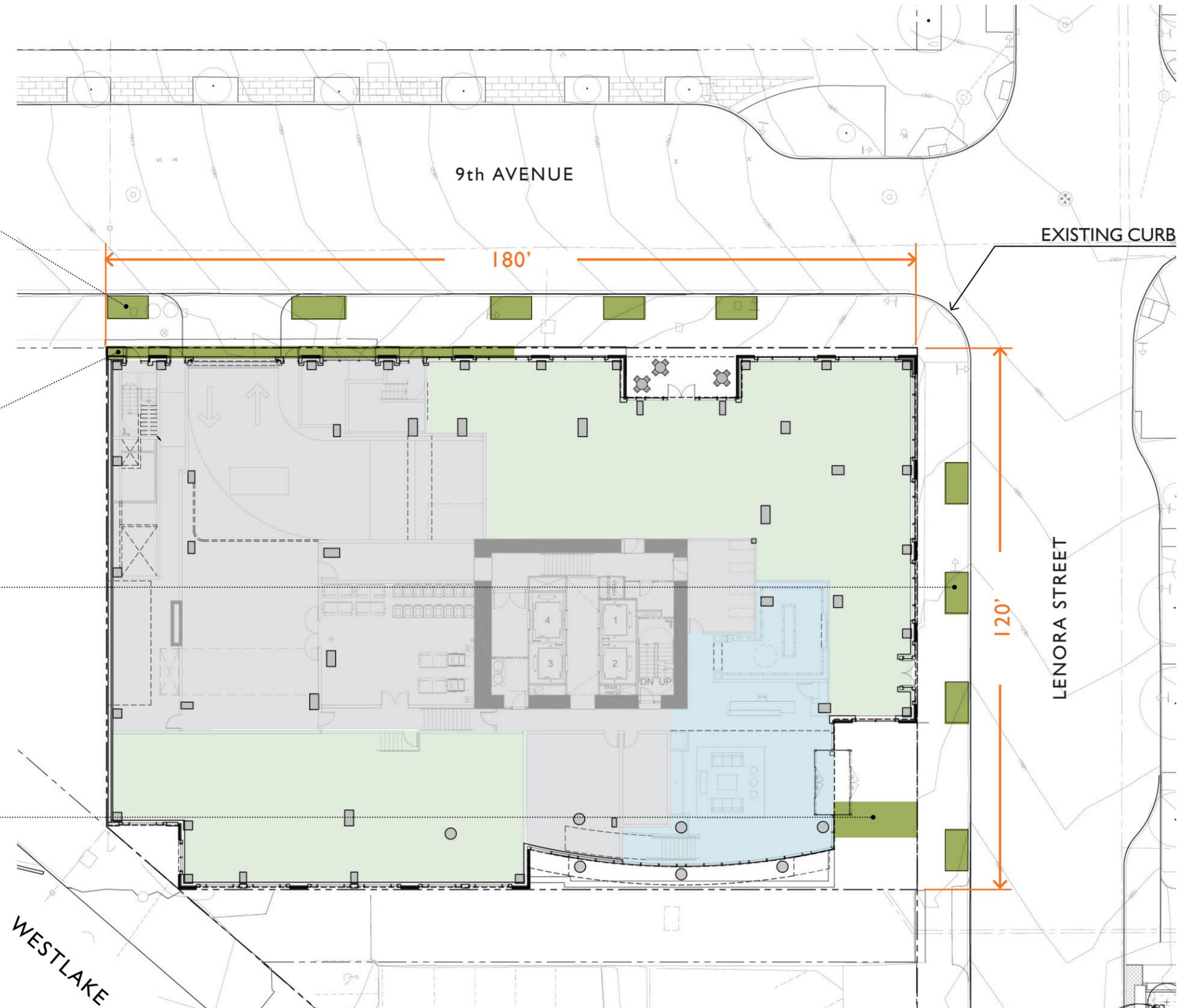
(MIN.) 18" W & 60'-0" L (L: 50% of the Street Lot Line)

BUILDING ENTRY SETBACK

SMC 23.49.056.F3a

Total Area: 613.5 SF (required 20% of total area)

Required Landscape Area: 613.5 x 20% = **122.7 SF (MIN.)**



NOT TO SCALE



STREETSCAPE ACROSS STREET

9TH AVENUE



LENORA STREET



BIOSWALE ALONG 9th AT LENORA



EXISTING STREETScape

9TH AVENUE



LENORA STREET



DESIGN

STREETSCAPE PLAN

- A. Precast Concrete Brick
- B. Scored and Colored Concrete Paving
- C. 2 x 2 Grid Scored Natural Color Concrete Paving
- D. 1' Wide Scored Natural Color Concrete Paving
- E. Benches
- F. Moveable Tables & Chairs
- G. Existing Light Pole

9TH AVENUE R.O.W.

Provided Area: 1227.3 SF

Width & Length: 9'-6" W & 128'-0" L

9TH AVENUE - 2 FOOT SETBACK

Provided: 128.5 SF (Departure Needed)

LENORA STREET R.O.W.

Provided Area: 682.9 SF

Width & Length: 6'-6" W & 64'-3" L

BUILDING ENTRY SETBACK

Provided = 0 SF (Departure Needed)



DESIGN

STREETSCAPE VIEW



STREET TREE SELECTIONS

9TH AVENUE



Cercidiphyllum japonicum
Katsura Tree

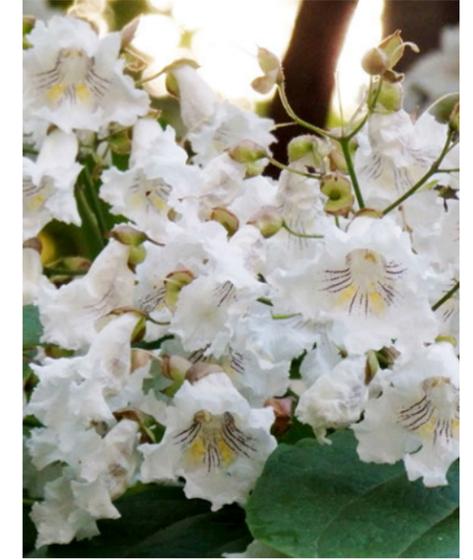


Fraxinus americana 'Autumn Purple'
Autumn Purple Ash

INTERSECTION (FEATURE TREE)



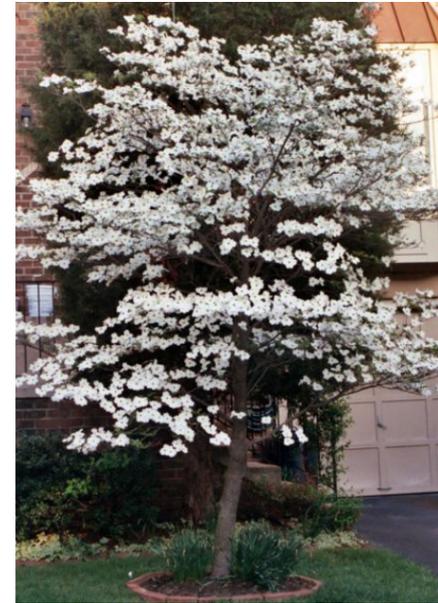
Catalpa speciosa
Northern Catalpa



LENORA STREET



INTERSECTION (UNDERSTORY)

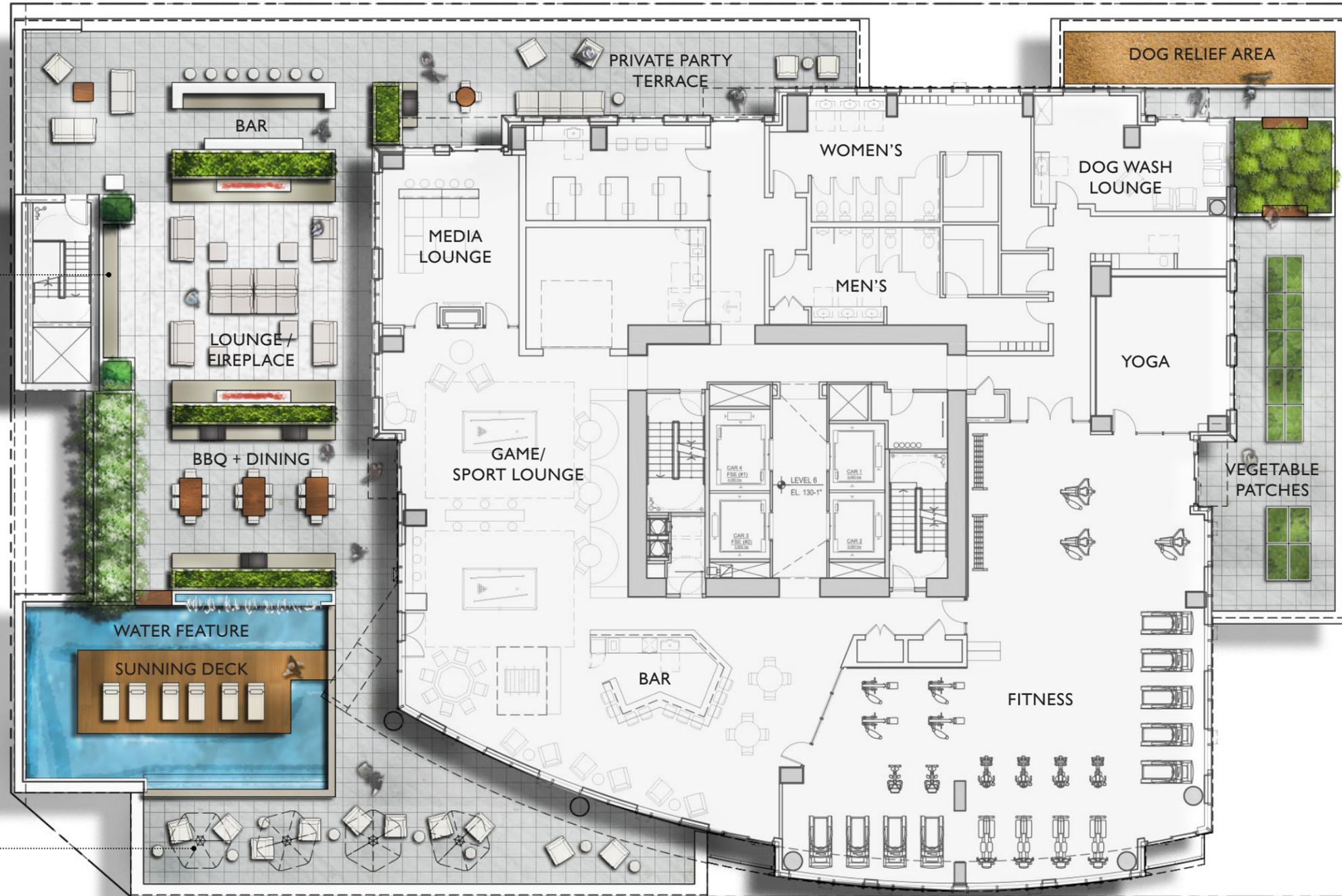


Cornus nuttallii 'Eddie White Wonder'
Eddie's White Wonder Dogwood



DESIGN

L6 AMENITY TERRACE PLAN



MOVIE AND
DECORATED SCREEN

GATHERING AREA W/
MOVEABLE SUNSHADES



DESIGN

R1 ROOF TERRACE PLAN



RI AMENITY

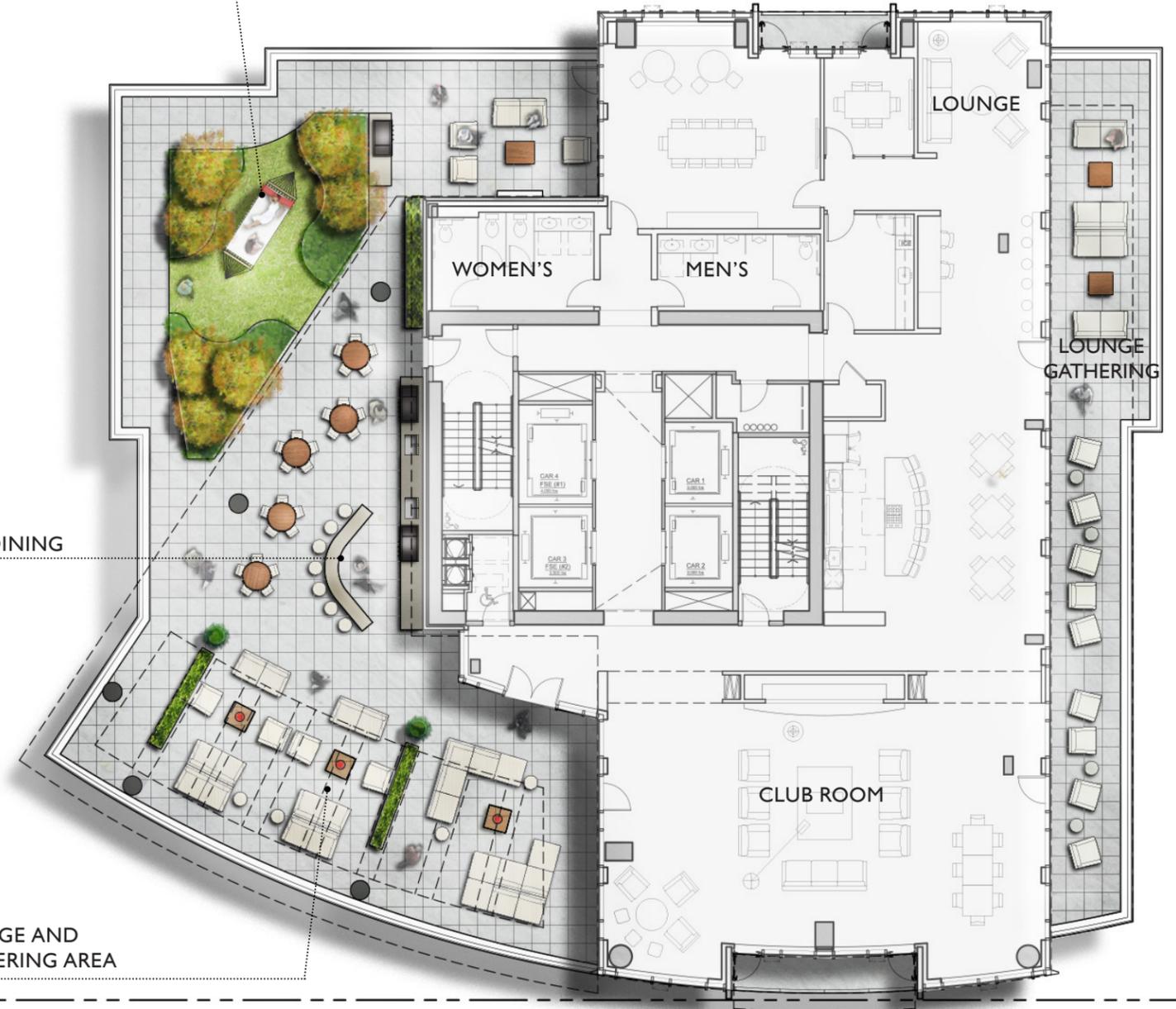


L6 AMENITY

LARGE HAMMOCK WITHIN
LANDSCAPE GROVE

BAR &
BBQ DINING

LOUNGE AND
GATHERING AREA



LIGHTING DESIGN

1 RECESSED LED ADJUSTABLE DOWNLIGHT

Recessed adjustable downlights located in select canopy panels to wash architectural walls, highlight key landscape features and increase visibility at building entrances.



2 LED UP/DOWN WALL SCONCE

Wall Mounted LED sconce located to highlight architectural walls and provide ambient/security lighting for pedestrian walk.



3 RECESSED LED STEPLIGHT

LED Steplights recessed into benches to provide low level wayfinding light and increase ambient feel of exterior landscaping.



4 MINIATURE RECESSED LED ADJUSTABLE DOWNLIGHT

Recessed LED down lights located to highlight architectural columns and create sense of presence near main building entrance.



5 FLUORESCENT WALL SCONCE

Fluorescent wall sconces located at parking and secondary/utility entries for enhanced safety and security.



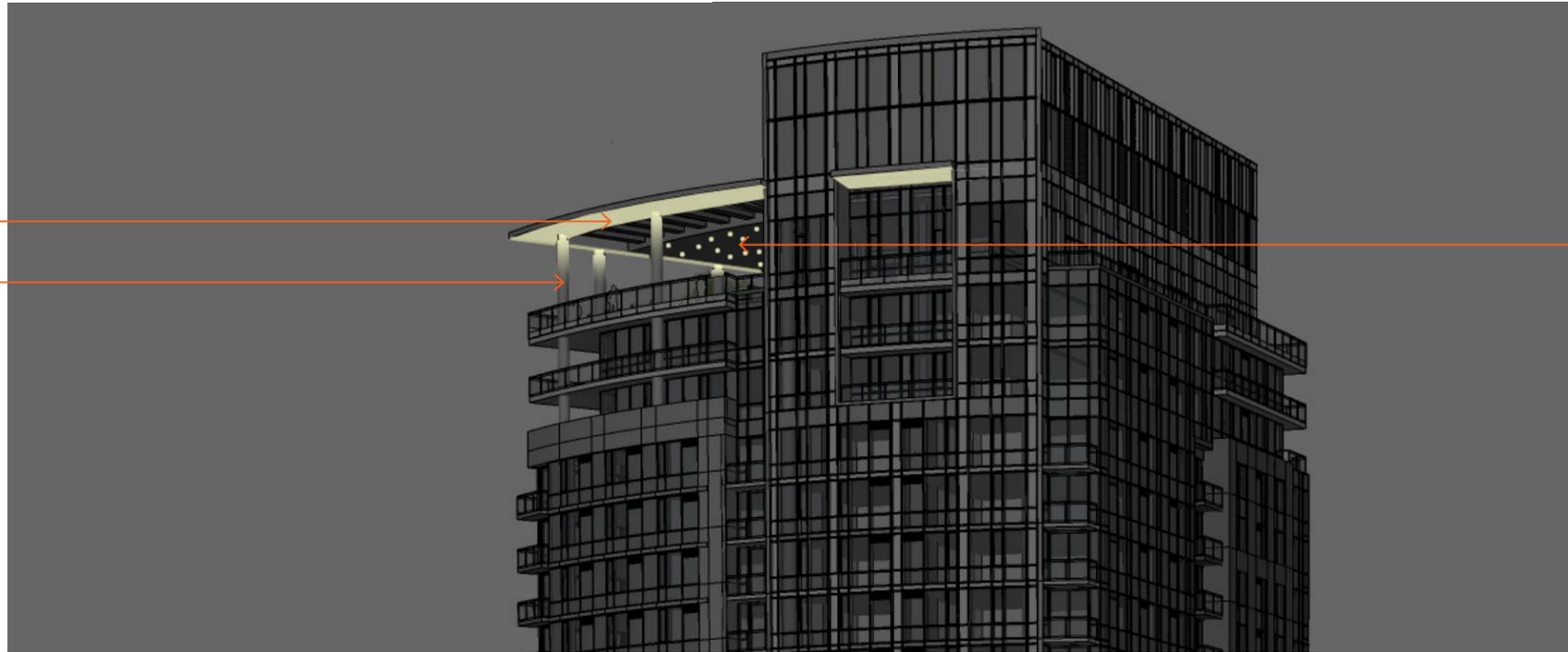
6 LED SPOT LIGHT

Canopy mounted LED spotlight to illuminate signage.



LIGHTING DESIGN

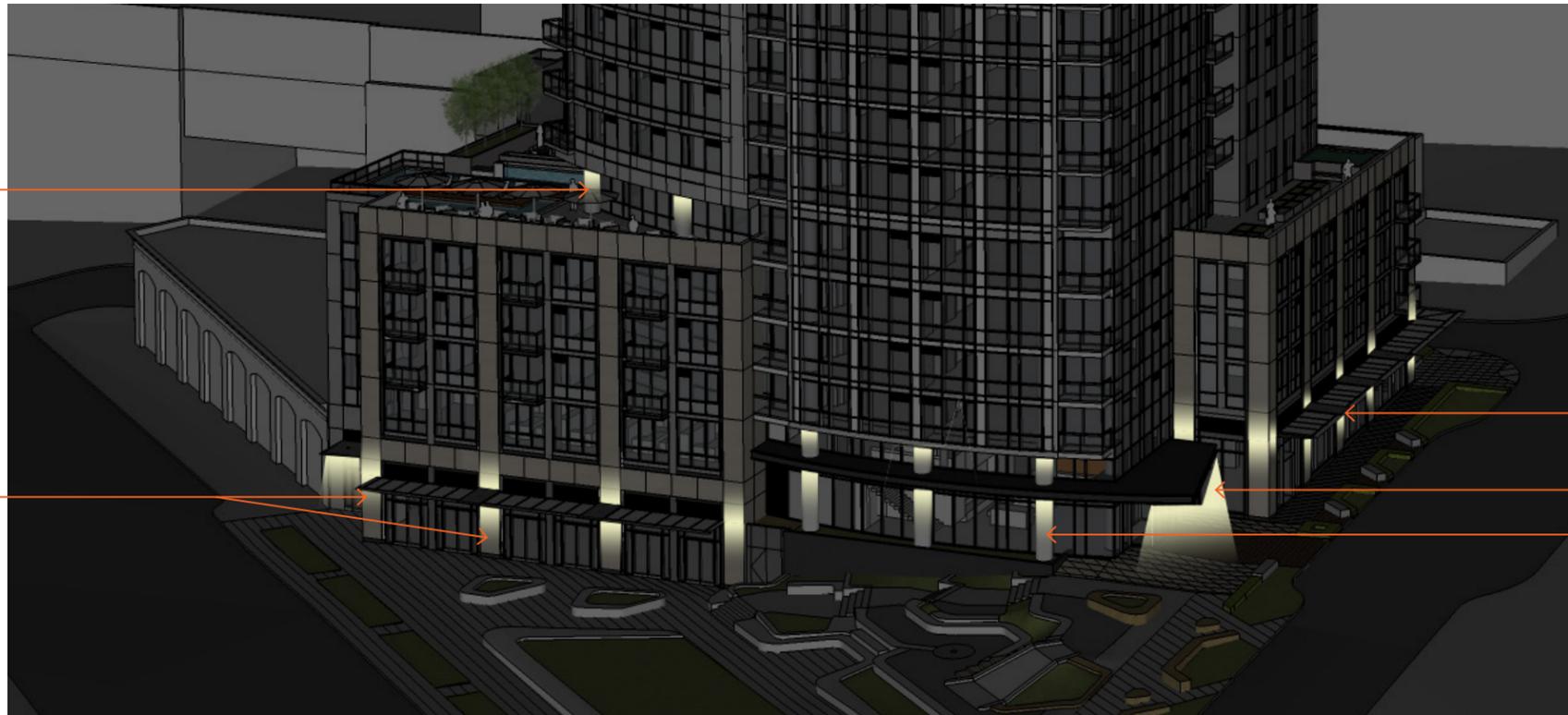
ROOF CANOPY LIGHTING
EXPOSED COLUMN LIGHTING



“STARRY NIGHT”
CANOPY LIGHTING

EXPOSED COLUMN LIGHTING

CANOPY AND
BUILDING LIGHTING



CANOPY AND
BUILDING LIGHTING

ENTRY CANOPY LIGHTING

EXPOSED COLUMN LIGHTING



SIGNAGE DESIGN

POSSIBLE BUILDING SIGNAGE ZONES



SIGNAGE OVER CANOPY



SIGNAGE ON CANOPY



SIGNAGE ON BUILDING



RETAIL WINDOW SIGNAGE



RETAIL BLADE SIGNAGE



PARTIAL SOUTH PODIUM ELEVATION

TYPICAL BLADE
SIGNAGE LOCATION

TYPICAL WINDOW
SIGNAGE LOCATION

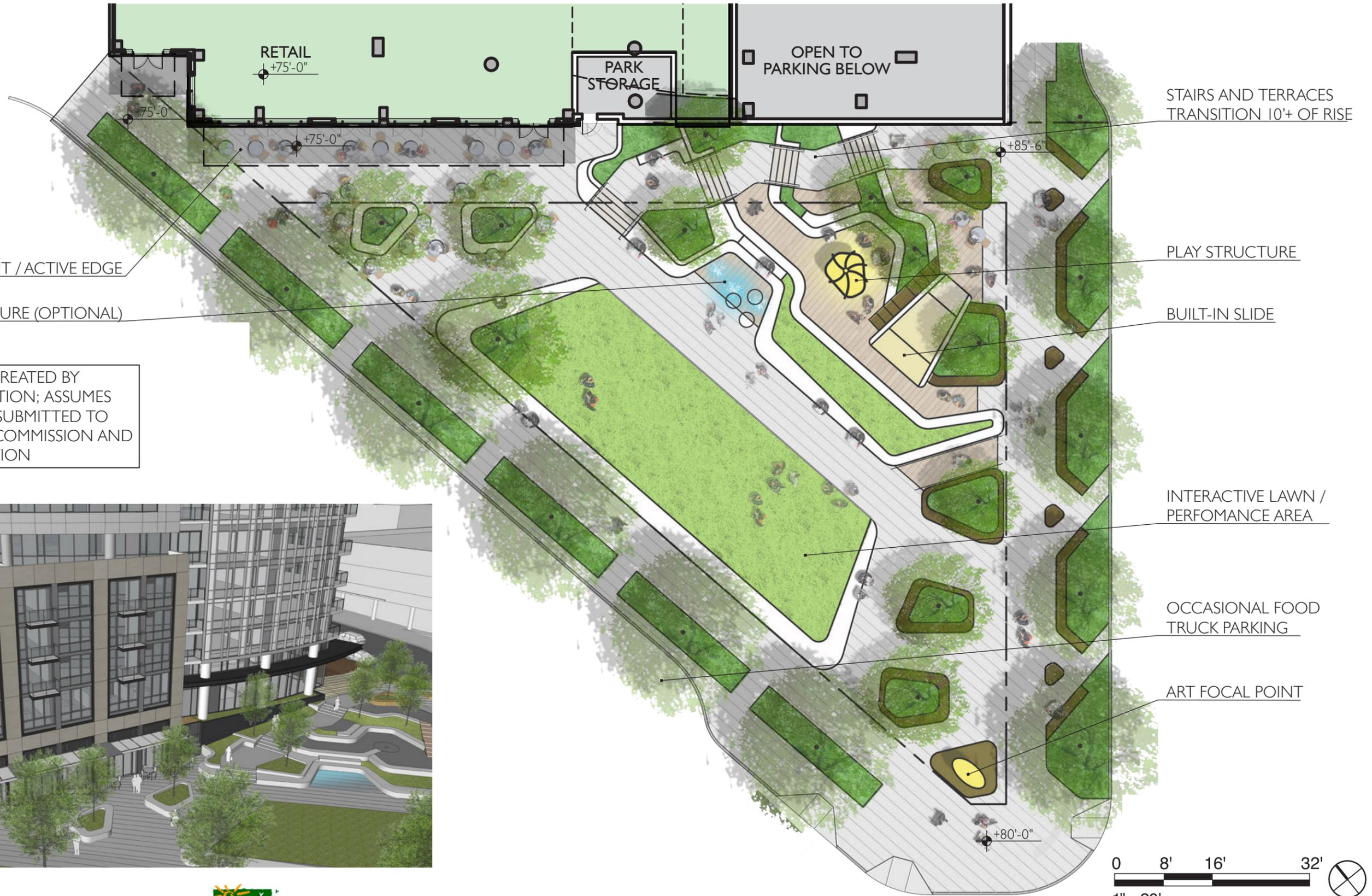


PARTIAL WEST PODIUM ELEVATION



PARK DESIGN

PARK DESIGN



PRELIMINARY PARK DESIGN CREATED BY SEATTLE PARKS AND RECREATION; ASSUMES ALLEY VACATION; PETITION SUBMITTED TO SDOT FOR FUTURE DESIGN COMMISSION AND CITY COUNCIL CONSIDERATION



PARK DESIGN



AERIAL VIEW FROM WEST

PARK DESIGN



VIEW FROM NORTHWEST

PARK DESIGN



VIEW TOWARDS PARK FROM SOUTH



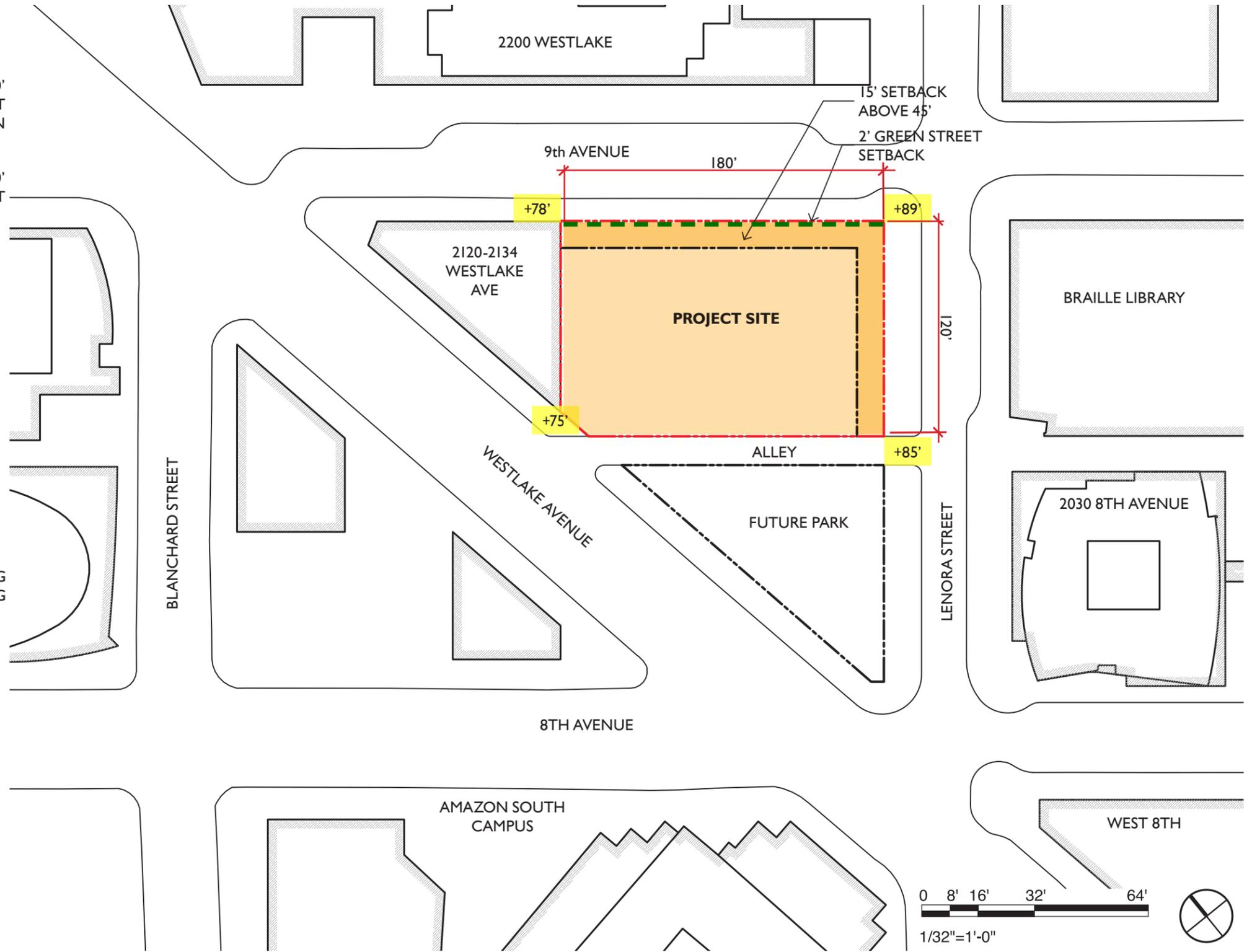
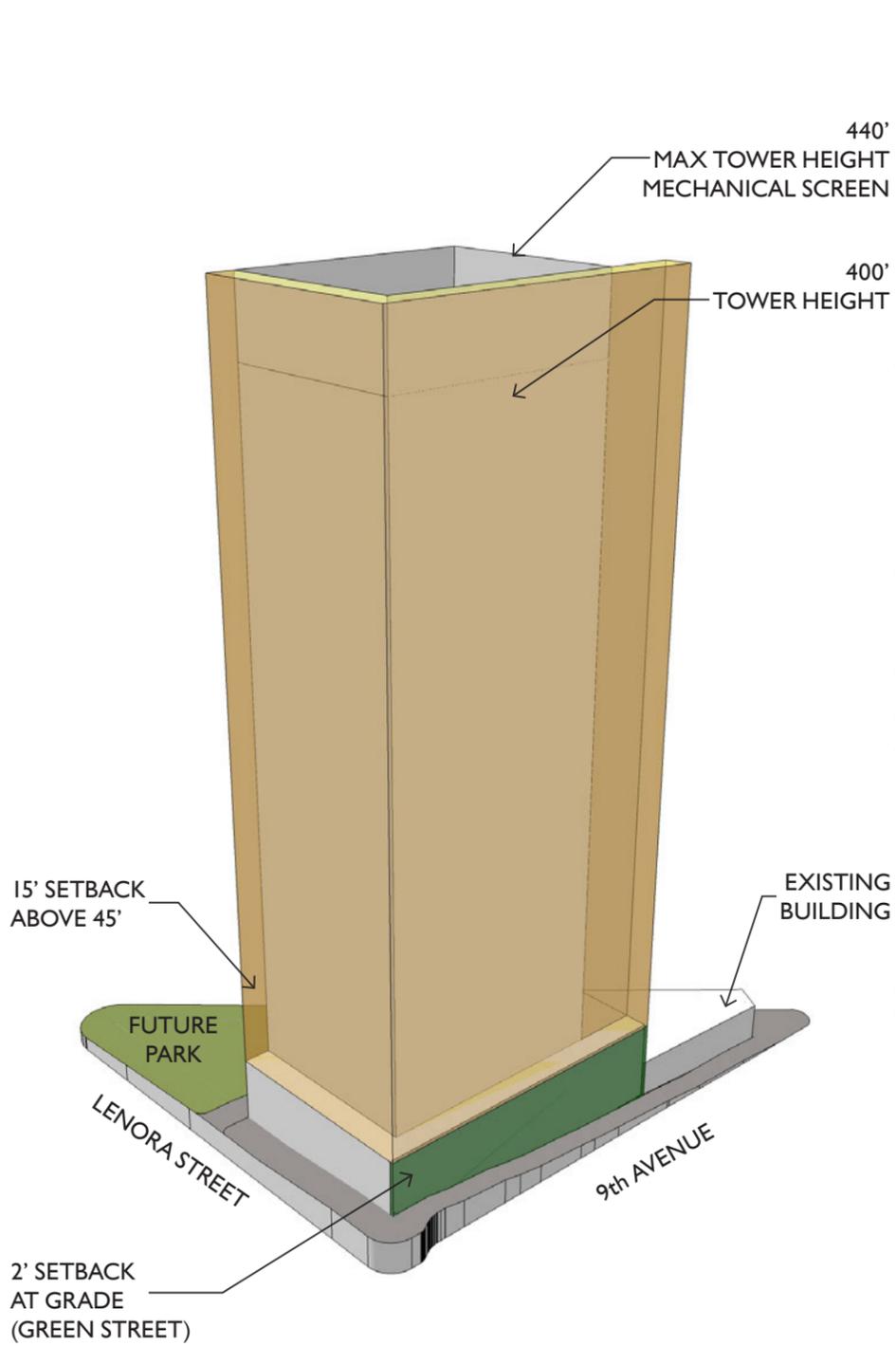
VIEW TOWARDS PARK FROM NORTHWEST



VIEW TOWARDS PARK FROM EAST

DEPARTURES

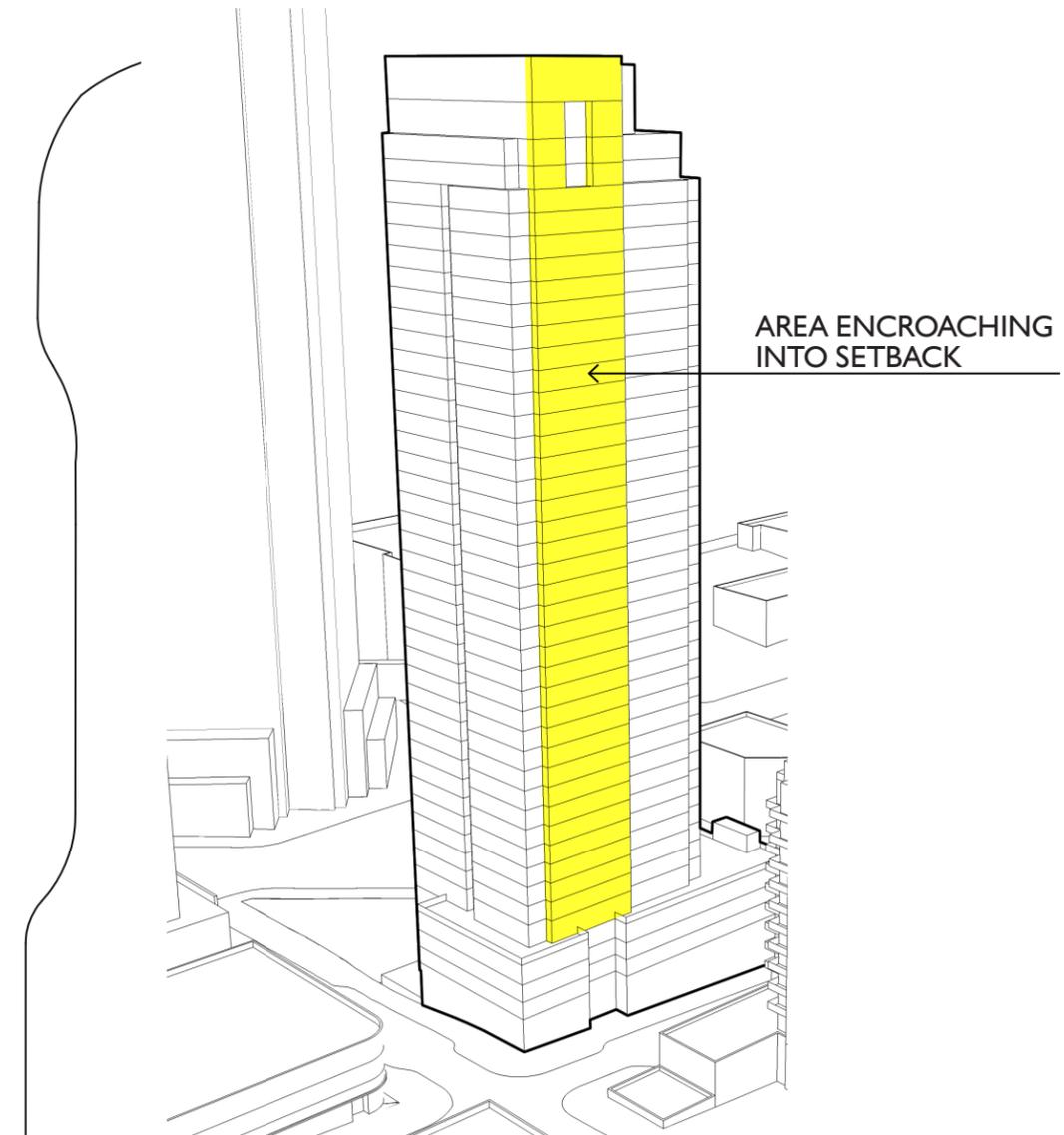
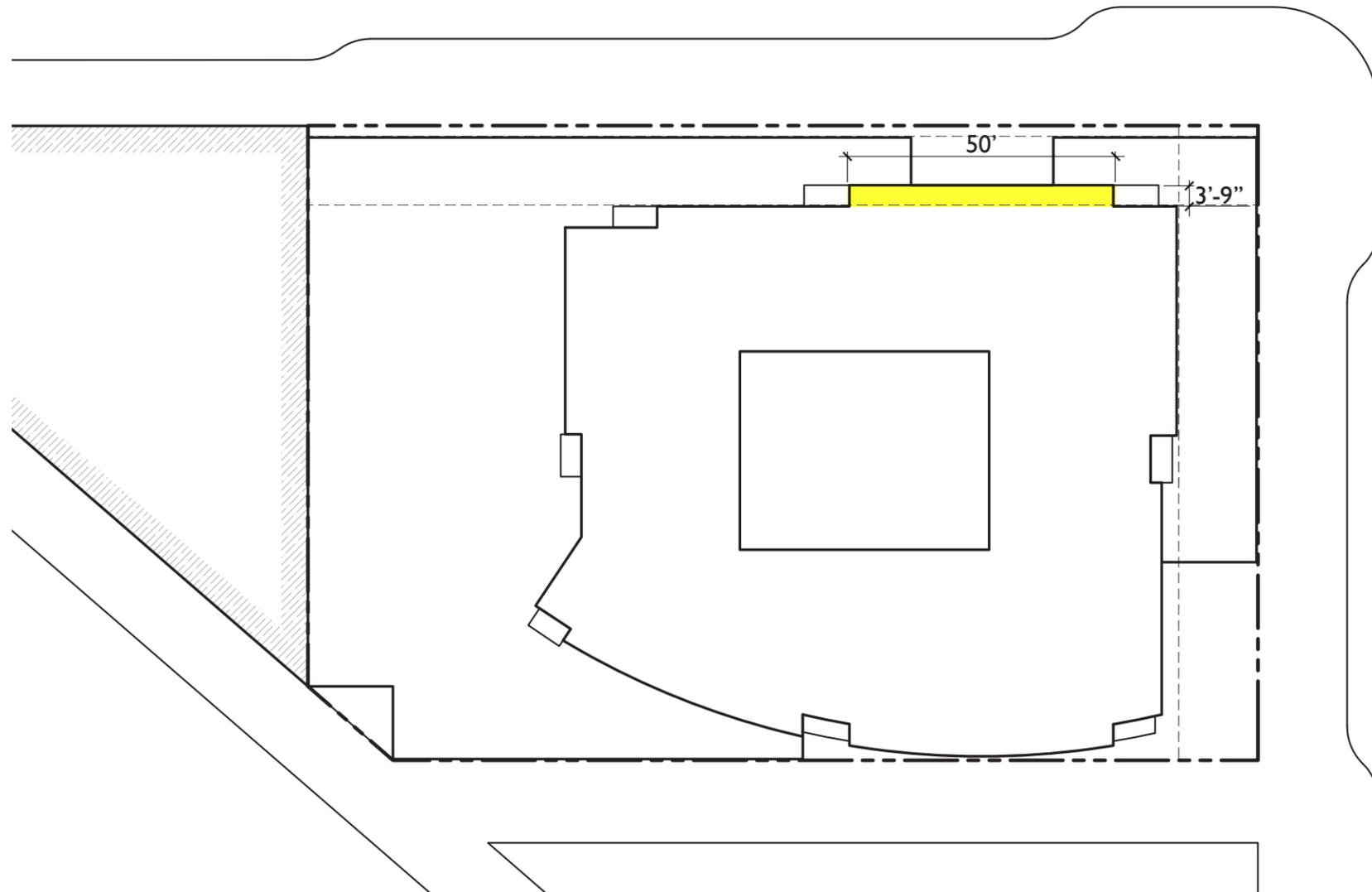
GREEN STREET SETBACK ANALYSIS



REQUESTED DEPARTURE I

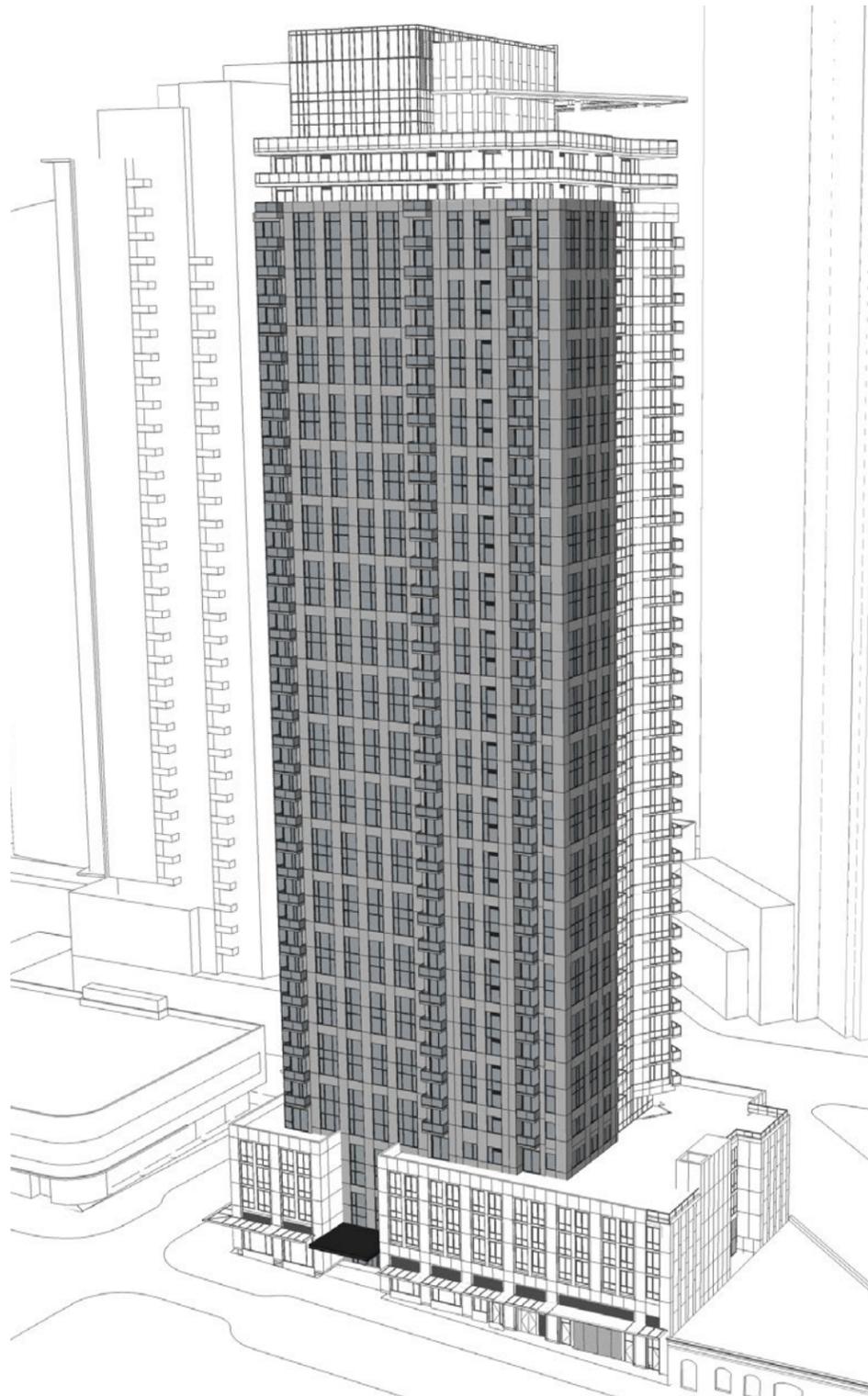
TOWER SETBACK

CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.058.F.2 Upper Level Setbacks	When a lot in a DMC or DOC2 zone is located on a designated Green Street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the Green Street at a height of forty-five (45) feet.	Along 9th Avenue, a 50' wide length of façade encroaches into the setback by 3'-9" for the full height of the building.	3-9" of depth for 50'-0" of façade length	The project team has pushed the tower to the west to try to provide more of a buffer to our neighbors to the east; in doing so, the depth of units along the east façade are constrained to the minimum practical at the 15'-0" setback. The façade articulation this 3'-9" deep facade element creates helps break down the mass / bulk of the facade facing our east neighbors instead of providing a flat façade, adds more visual interest, allows the primary massing element to be expressed on both the east and west facades, and better integrates the tower and podium by extending it to grade.

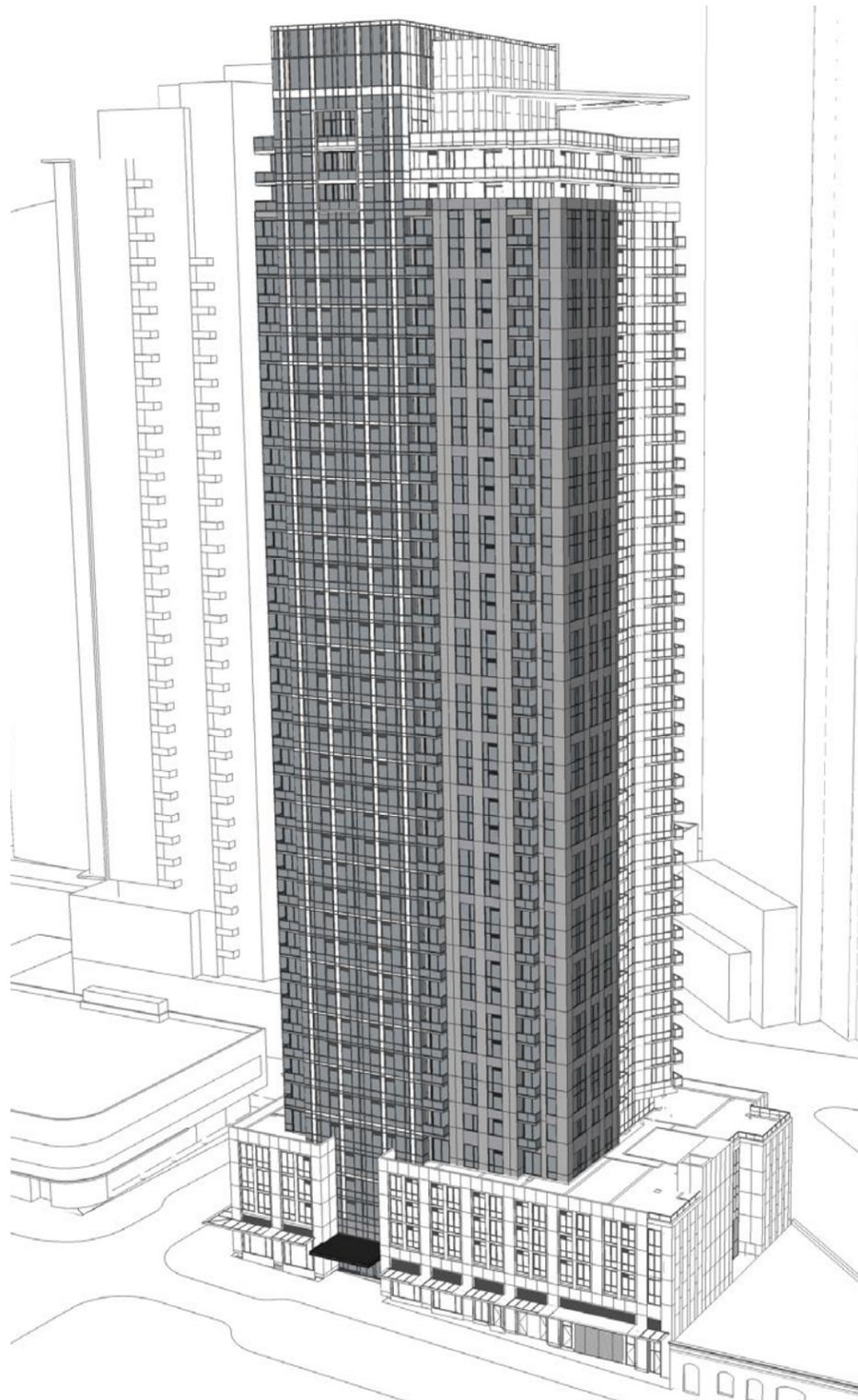


REQUESTED DEPARTURE I

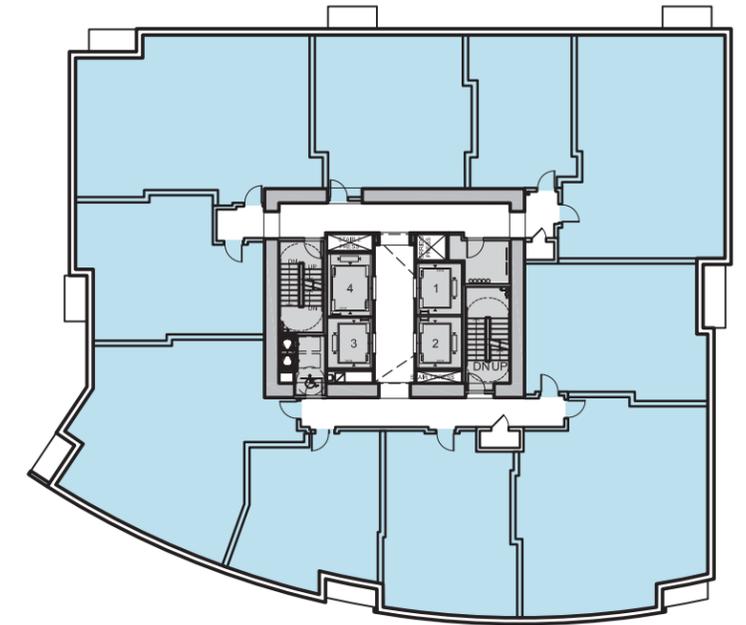
TOWER SETBACK



EAST TOWER FACADE- **CODE COMPLIANT**

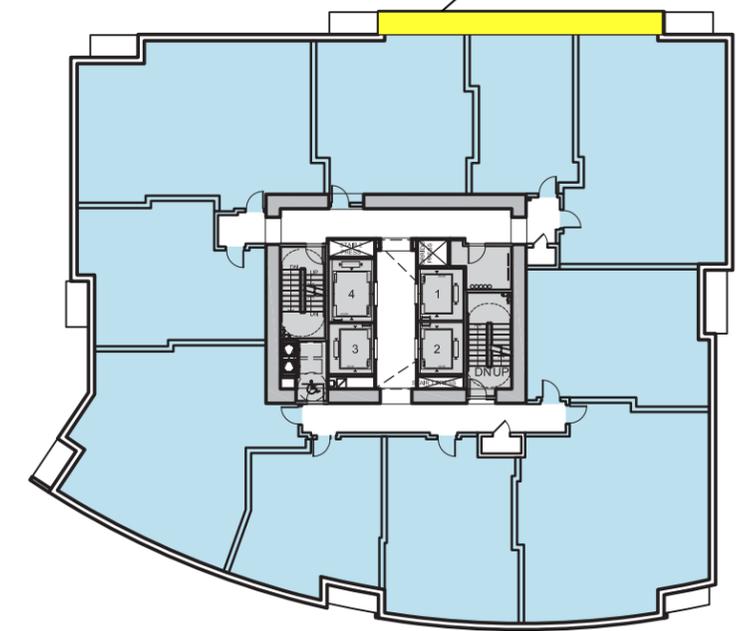


EAST TOWER FACADE- **PREFERRED**



TYPICAL PLAN - **CODE COMPLIANT**

AREA ENCROACHING INTO SETBACK



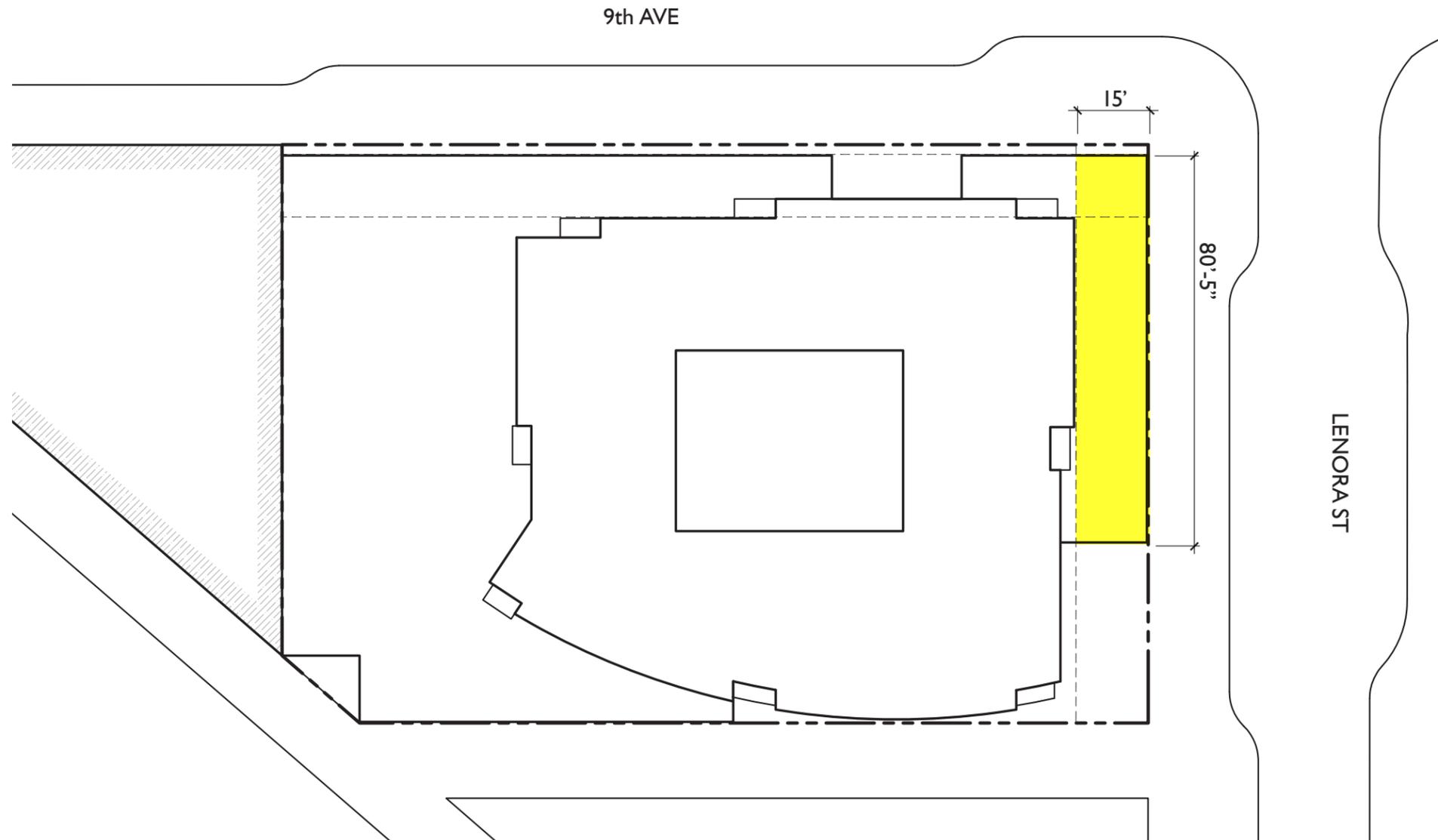
TYPICAL PLAN - **PREFERRED**



REQUESTED DEPARTURE 2

PODIUM HEIGHT - LENORA STREET

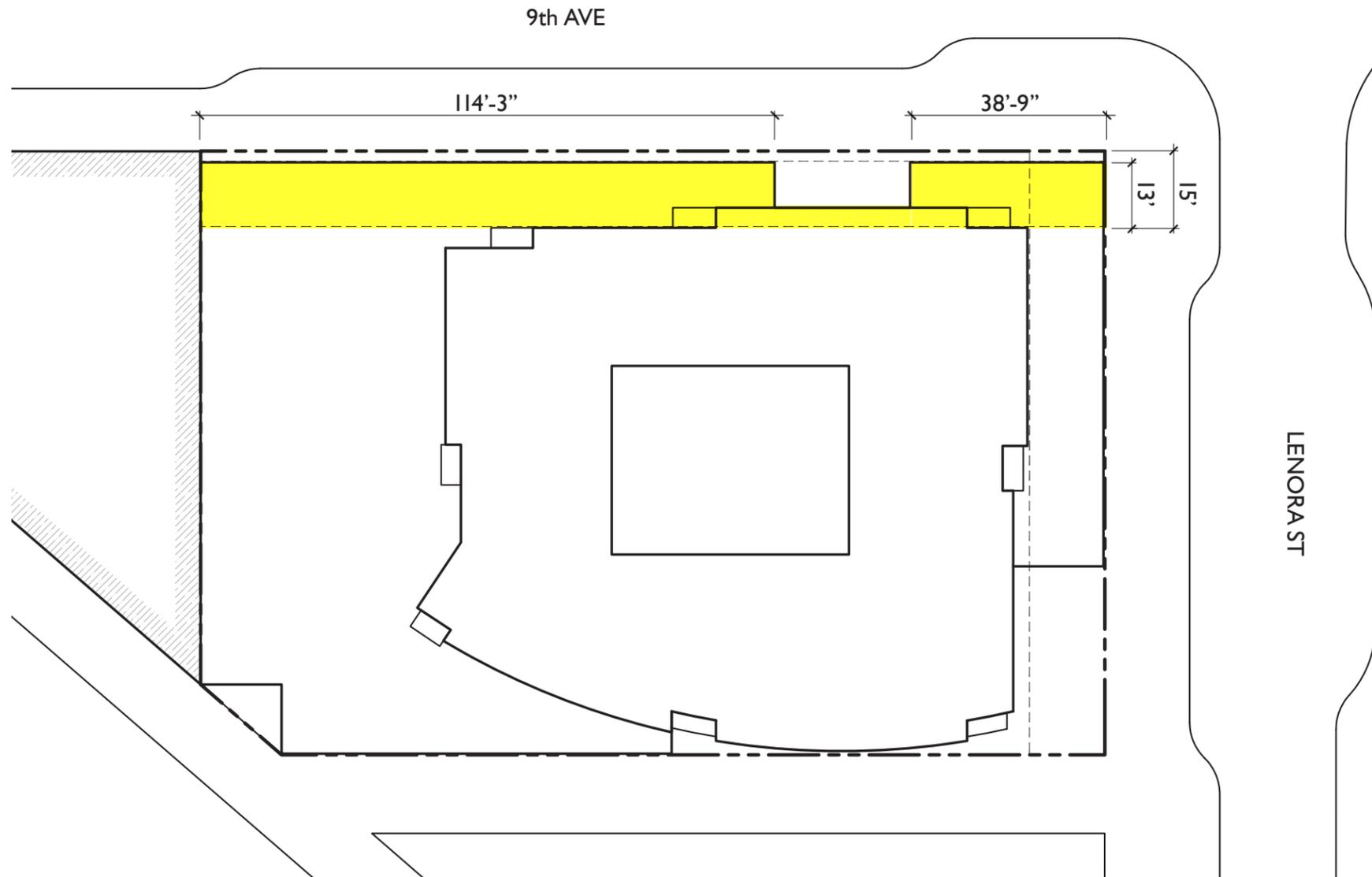
CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.058.F.2 Upper Level Setbacks along Lenora Street	When a lot in a DMC or DOC2 zone is located on a designated Green Street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the Green Street at a height of forty-five (45) feet.	We are proposing a podium height of 53' to the top of the railing as measured from the project's base elevation datum (mid point of 9th Avenue). Because the green street datum is measured along the slope of the site, this means that the project is closer to compliance at the corner of 9th and Lenora (high point) than at the western edge of the Lenora street facade (low point).	Corner of 9th and Lenora = 2'-7" over the 45' datum. West end of Lenora street facade = 5'-6" over the 45' datum.	The primary reason for the 45'-0" setback is to increase the amount of light and air to the street, and to emphasize the pedestrian nature of the street. The tower has been positioned to be set back 15'-0" from the Lenora Street property line. The Lenora street facade is only minimally out of compliance. Being on the north side of Lenora street, there is no demonstrable negative affect to light and air, and the percieved height by pedestrians is negligible. Keeping this podium element at the same level as the northern podium element allows for the entire 6th floor to be residential amenities, inside and out. This allows for the roof top terrace to be utilized by residents and provide more eyes on the street and activation of the street itself with uses at many levels.



REQUESTED DEPARTURE 3

PODIUM HEIGHT - 9th AVENUE

CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.058.F.2 Upper Level Setbacks along 9th Avenue	When a lot in a DMC or DOC2 zone is located on a designated Green Street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the Green Street at a height of forty-five (45) feet.	We are proposing a podium height of 53' to the top of the railing as measured from the project's base elevation datum (mid point of 9th Avenue). Because the green street datum is measured along the slope of the site, this means that the project is closer to compliance at the corner of 9th and Lenora (high point) than at the western edge of the Lenora street facade (low point).	Varies; for the northern mass along 9th ave, 20.83' at the north corner & 12.96' at the south corner. For the southern mass along 9th ave, 3.32' at the north corner & 1.32' at the south corner.	The primary reason for the 45'-0" setback is to increase the amount of light to, and emphasize the pedestrian nature of the street. The tower has been positioned to be significantly set back from the 9th Avenue podium façade, creating a strong podium datum that is contextual to neighboring structures. The proposed podium is approximately 1 floor lower than a typical 5 over 1 building. It is 15'-5" (a floor and a half) lower than a code compliant podium , 65' above the project's base elevation datum Per SMC 23.49.058.(2), but would require an awkward stepped facade to accomplish this.

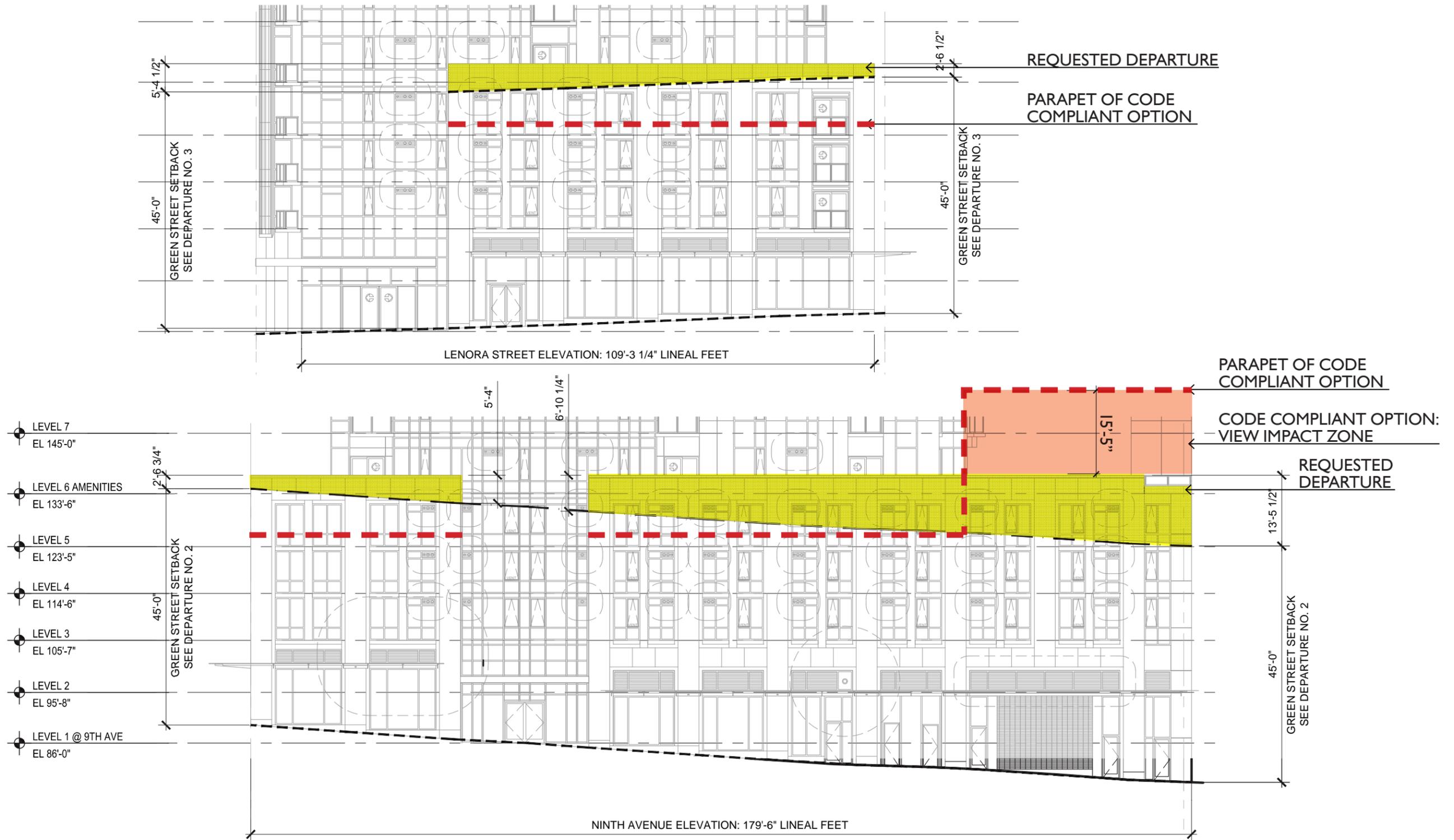


The code compliant stepped facade is completely out of context with the neighborhood, and appears to be an arbitrary response to code rather than an elegant solution based on design rationale, and site contextual and environmental response. The shadow studies provided in this proposal actually demonstrate that the proposed option is either the same or better in terms of impact to the streetscape. Likewise, even though private views are not protected, in terms of view blockage to our neighbors, **the proposed base height is less impactful than the code complaint option**. The code compliant option also creates 2 roof levels instead of one, the lower roof could not be used for terrace uses because of the already constrained floor to floor heights, so it would be a standard roof, and unpleasant to look down upon by both our project and neighbors. In turn, this second roof eliminates useable square footage from the upper level and therefore impacts the ability to provide a robust amenity terrace that would reinforce multiple levels of activity and provide eyes on the street and park.

We propose to reduce the overall height of the code compliant podium, while eliminating the arbitrary step. This creates a single flat podium form, and maximizes the landscaped and activated amenity terrace both over the northern half of the site, but also at the south end of the site, which will improve eyes on the street / park on 3 sides, not just one (the code compliant option). It will place these eyes 15' closer to the street / park. **The proposed design will improve territorial views from neighboring buildings because it is a full floor and a half lower than the code compliant base. The proposed base height relates the best to all of the context surrounding the site, not just the 9th Avenue and Lenora Street corridors.** The base massing relates to the Braille library to the south, and to the approximately 45' high datum (a 4' setback) on the 2200 Westlake building (which is actually 160' tall), but also reinforces the "urban room" of the park formed by 9th and Lenora, 2030 8th Avenue, and the Amazon tower base across Westlake. The board asked us to reduce the height of the base fronting the park in order to better relate to it, which is the response our proposal takes. The code compliant option would be taller than our original EDG proposal along the park at Westlake.

REQUESTED DEPARTURE 2,3

PODIUM HEIGHT - PREFERRED OPTION

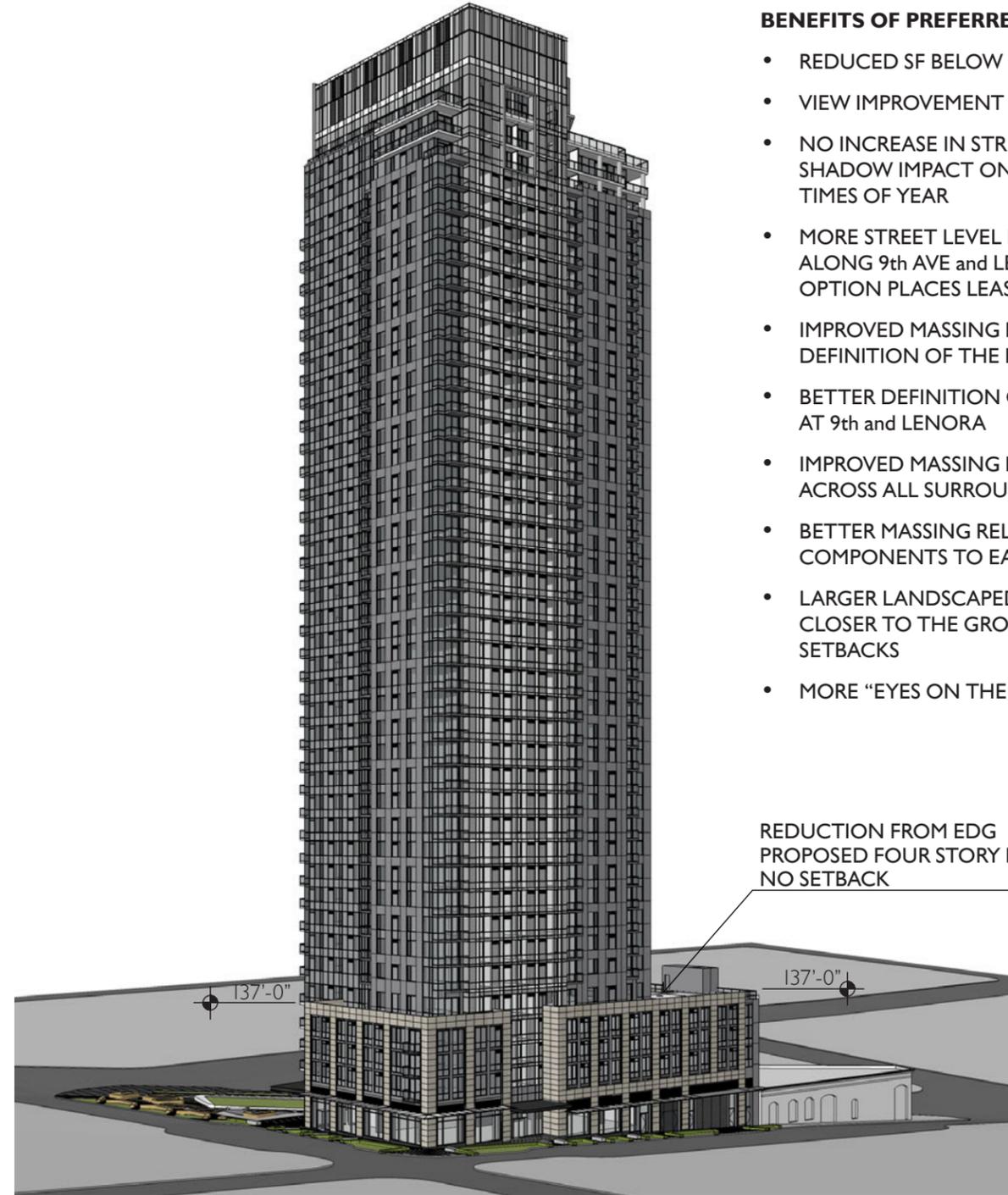


REQUESTED DEPARTURE 2,3

PODIUM HEIGHT - COMPARATIVE



OVERALL VIEW FROM SOUTHEAST- **CODE COMPLIANT**



OVERALL VIEW FROM SOUTHEAST- **PREFERRED**

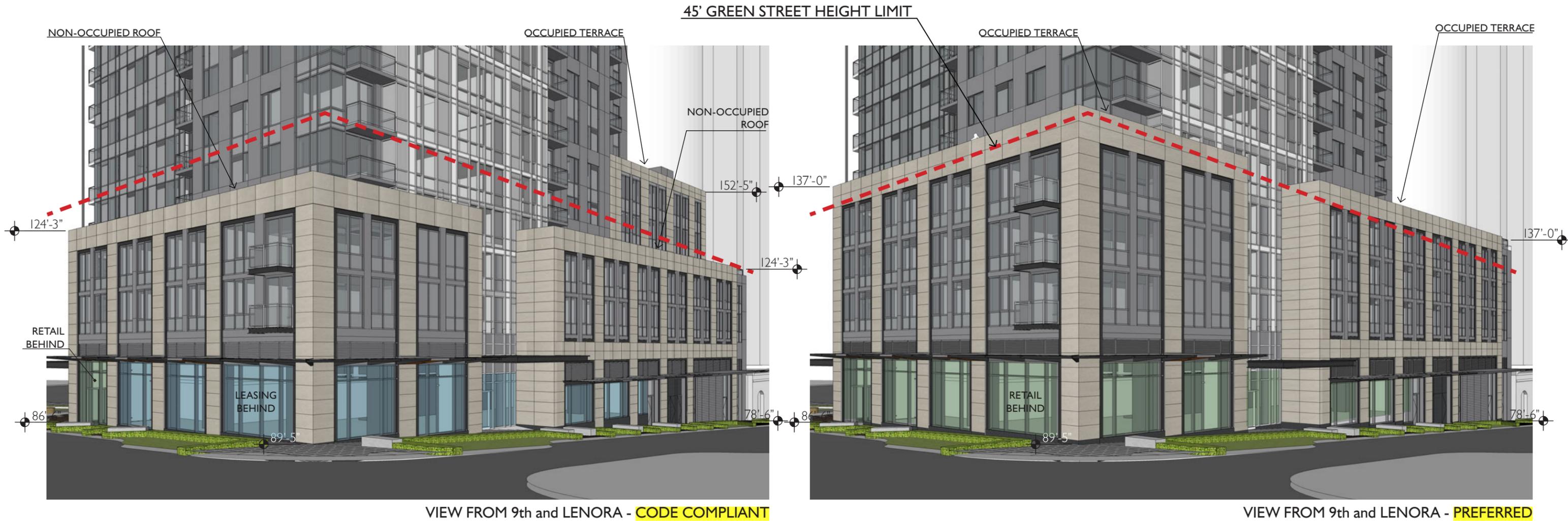
BENEFITS OF PREFERRED OVER CODE COMPLIANT:

- REDUCED SF BELOW L7
- VIEW IMPROVEMENT FOR 2200 WESTLAKE
- NO INCREASE IN STREET SHADOWING, IMPROVES SHADOW IMPACT ON 2200 WESTLAKE FOR CERTAIN TIMES OF YEAR
- MORE STREET LEVEL RETAIL FRONTAGE POSSIBLE ALONG 9th AVE and LENORA - CODE COMPLIANT OPTION PLACES LEASING OFFICE ON LI
- IMPROVED MASSING RELATIONSHIP TO THE PARK, AND DEFINITION OF THE PUBLIC "URBAN ROOM"
- BETTER DEFINITION OF THE URBAN STREET CORNER AT 9th and LENORA
- IMPROVED MASSING RELATIONSHIP TO NEIGHBORS ACROSS ALL SURROUNDING STREETS
- BETTER MASSING RELATIONSHIP OF PODIUM COMPONENTS TO EACH OTHER AND TO THE TOWER
- LARGER LANDSCAPED AMENITY TERRACES ON LEVELS CLOSER TO THE GROUND PLANE; NO DEAD ROOF SETBACKS
- MORE "EYES ON THE STREET"



REQUESTED DEPARTURE 2,3

PODIUM HEIGHT - COMPARATIVE



THE CODE COMPLIANT OPTION APPEARS EXTREMELY SQUAT AT THE CORNER OF 9th AND LENORA, OUT OF PROPORTION WITH THE 400' TOWER ABOVE. IT FEELS TOO WEAK TO BE THE BASE ELEMENT FOR SUCH A STRUCTURE, AND TOO WEAK TO DEFINE AN URBAN STREET CORNER

THE PREFERRED OPTION IS PROPORTIONALLY COMFORTABLE BOTH IN CONTEXT WITH ADJACENT BUILDINGS AND PEDESTRIANS. THE ADDITIONAL STORY PUTS MORE EYES ON THE STREET FROM BOTH UNITS AND AN OCCUPIABLE ROOF TERRACE WHICH THE CODE COMPLIANT OPTION WILL NOT HAVE



REQUESTED DEPARTURE 2,3

PODIUM HEIGHT - COMPARATIVE



VIEW FROM WESTLAKE and LENORA - **CODE COMPLIANT**

THE CODE COMPLIANT OPTION IS TWO FLOORS TALLER ON THE PARK FACING FACADE, YET IT FEELS MUCH TALLER, PROPORTIONALLY SQUARE AND OUT OF SCALE WITH THE SIZE OF THE PARK. THE THREE-STORY DIFFERENCE BETWEEN THE HEIGHT OF THE PARK PODIUM AND THE LENORA PODIUM ROB THEM OF THE ABILITY TO DIRECTLY RELATE



VIEW FROM WESTLAKE and LENORA - **PREFERRED**

THE CORNER OF 9th and LENORA IS ONE FLOOR TALLER IN THE PREFERRED OPTION, YET FEELS MORE PROPORTIONAL TO THE CONTEXT AND THE OTHER BASE ELEMENTS

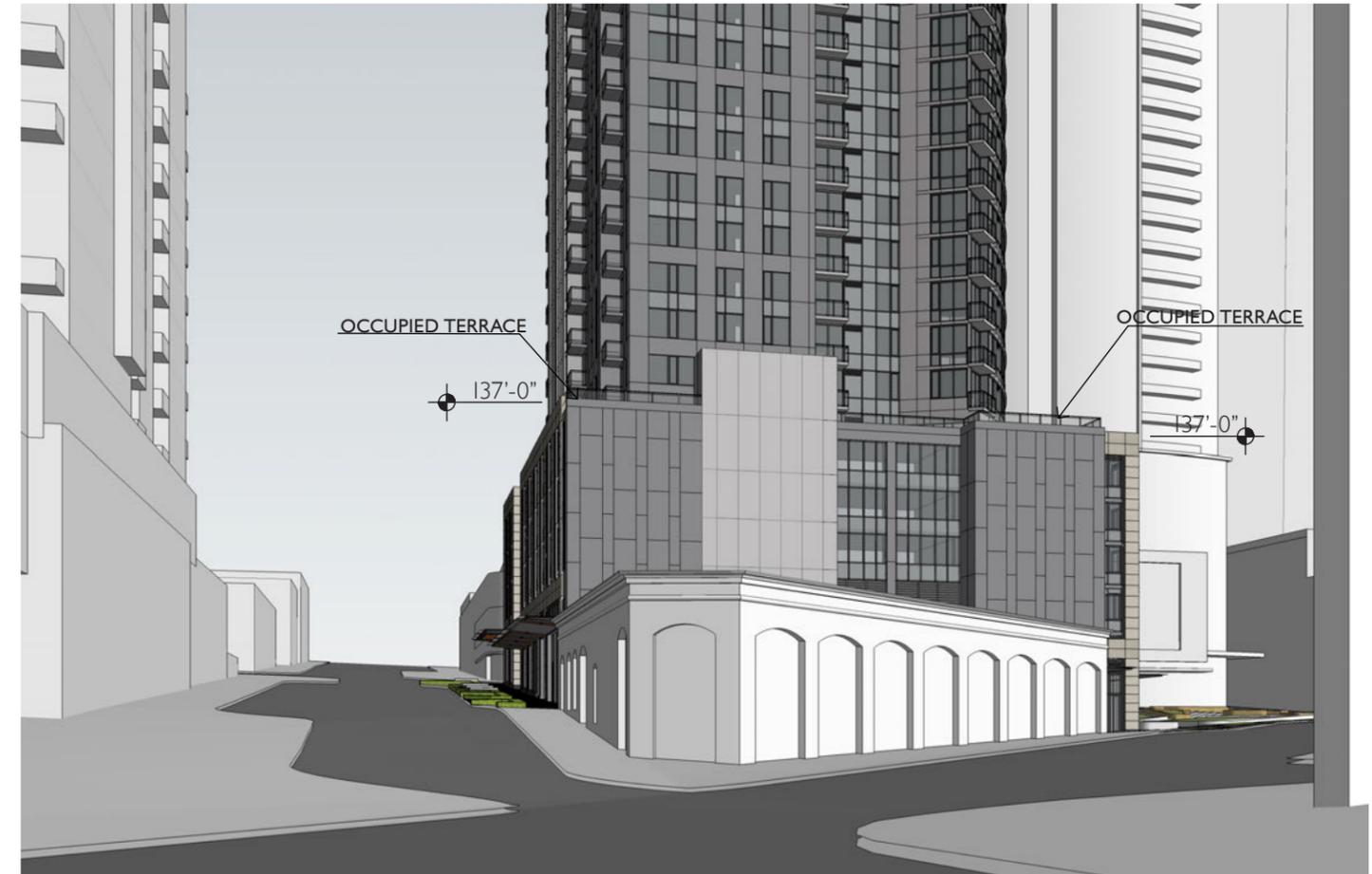
REQUESTED DEPARTURE 3

PODIUM HEIGHT - COMPARATIVE



VIEW FROM WESTLAKE and LENORA - **CODE COMPLIANT**

THE CODE COMPLIANT OPTION HAS A 15' SETBACK AT THE 45' PODIUM HEIGHT LIMIT, WHICH CREATES AN AWKWARD MASSING ALONG 9th AVENUE. AT THE 15' SETBACK THE PODIUM CONTINUES UP TO THE 65' MAX PODIUM HEIGHT ALONG 9th AVENUE. THE EXTRA FLOORS LOOM OVER THE SINGLE STORY TRIANGULAR BUILDING TO THE NORTH, ELIMINATES VIEWS FROM 2200 WESTLAKE, AND THE BLANK FACADE IS VERY VISIBLE FROM THE PROMINENT CORNER OF WESTLAKE AND DENNY



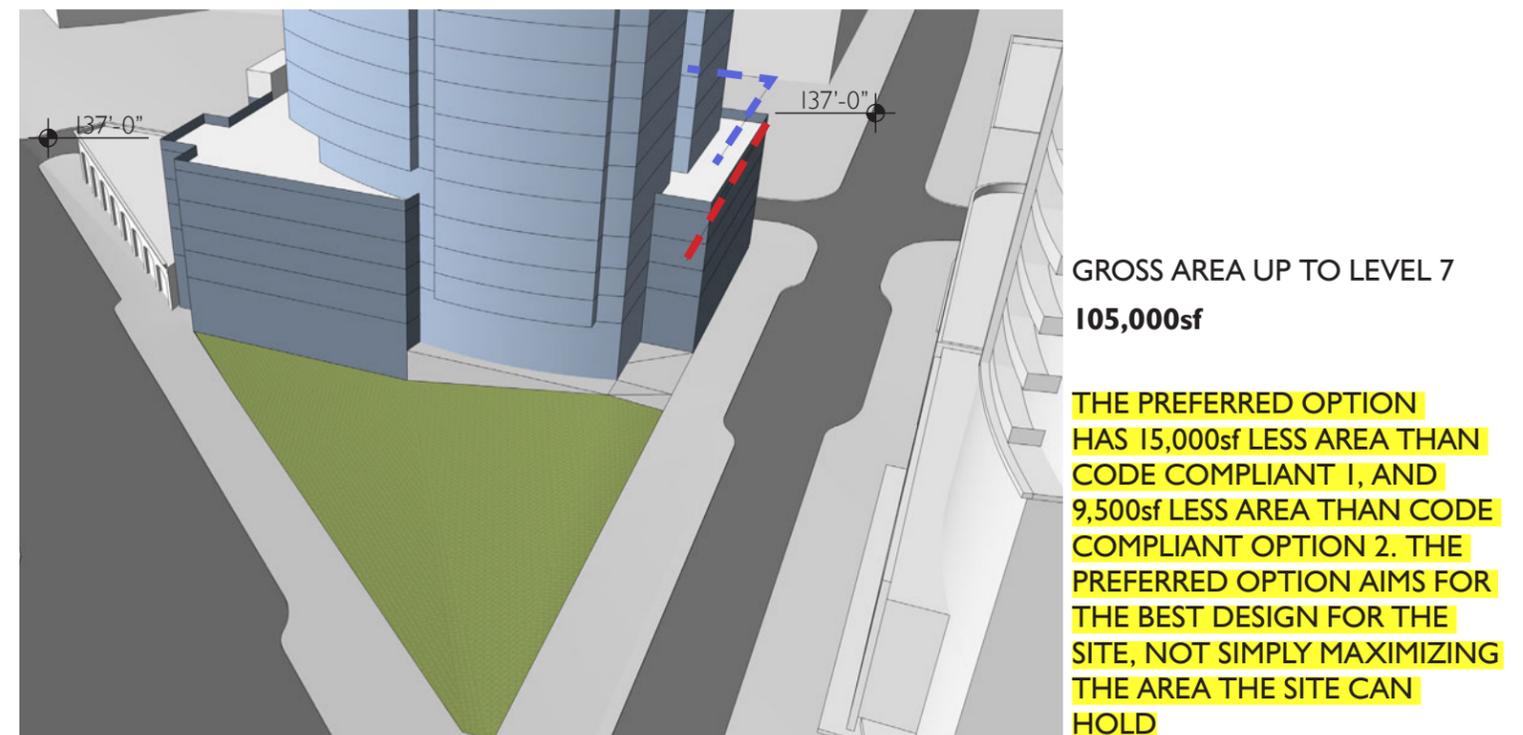
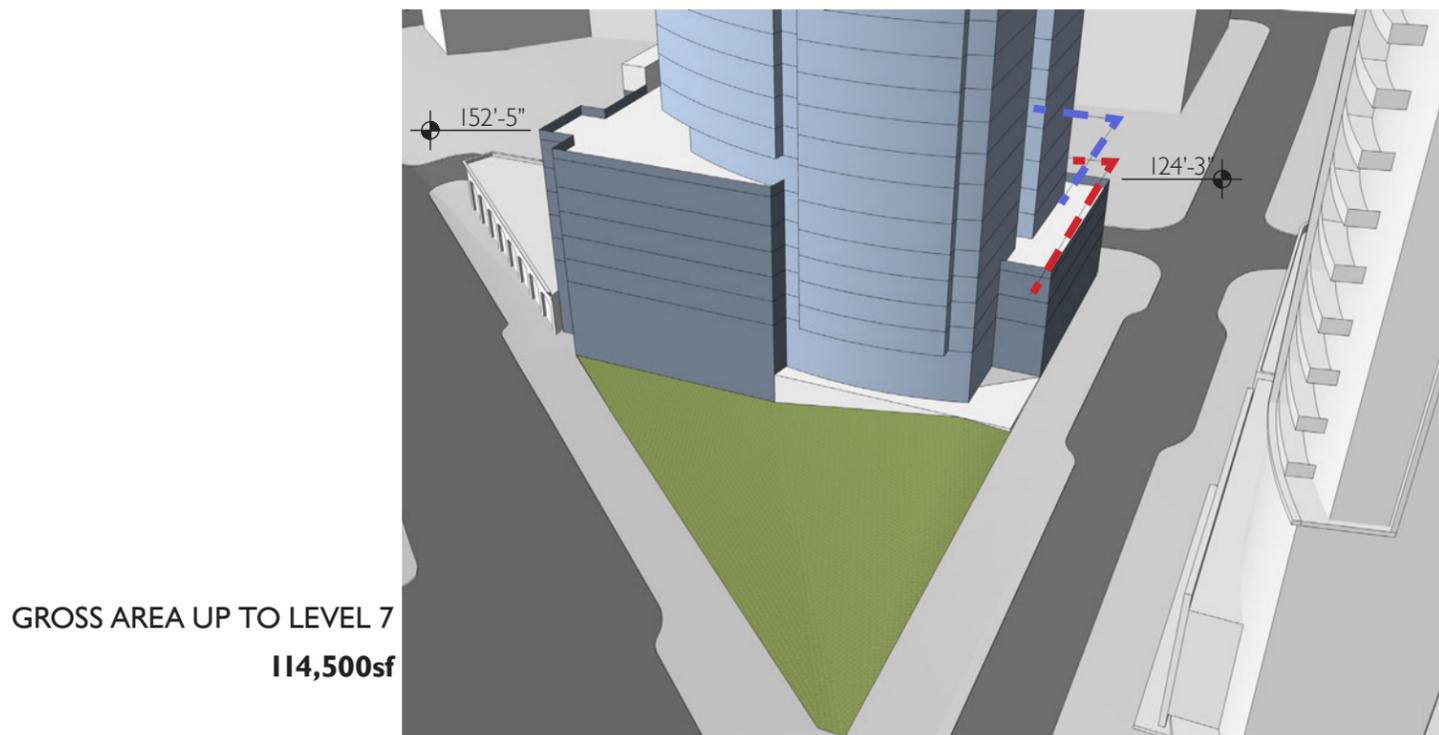
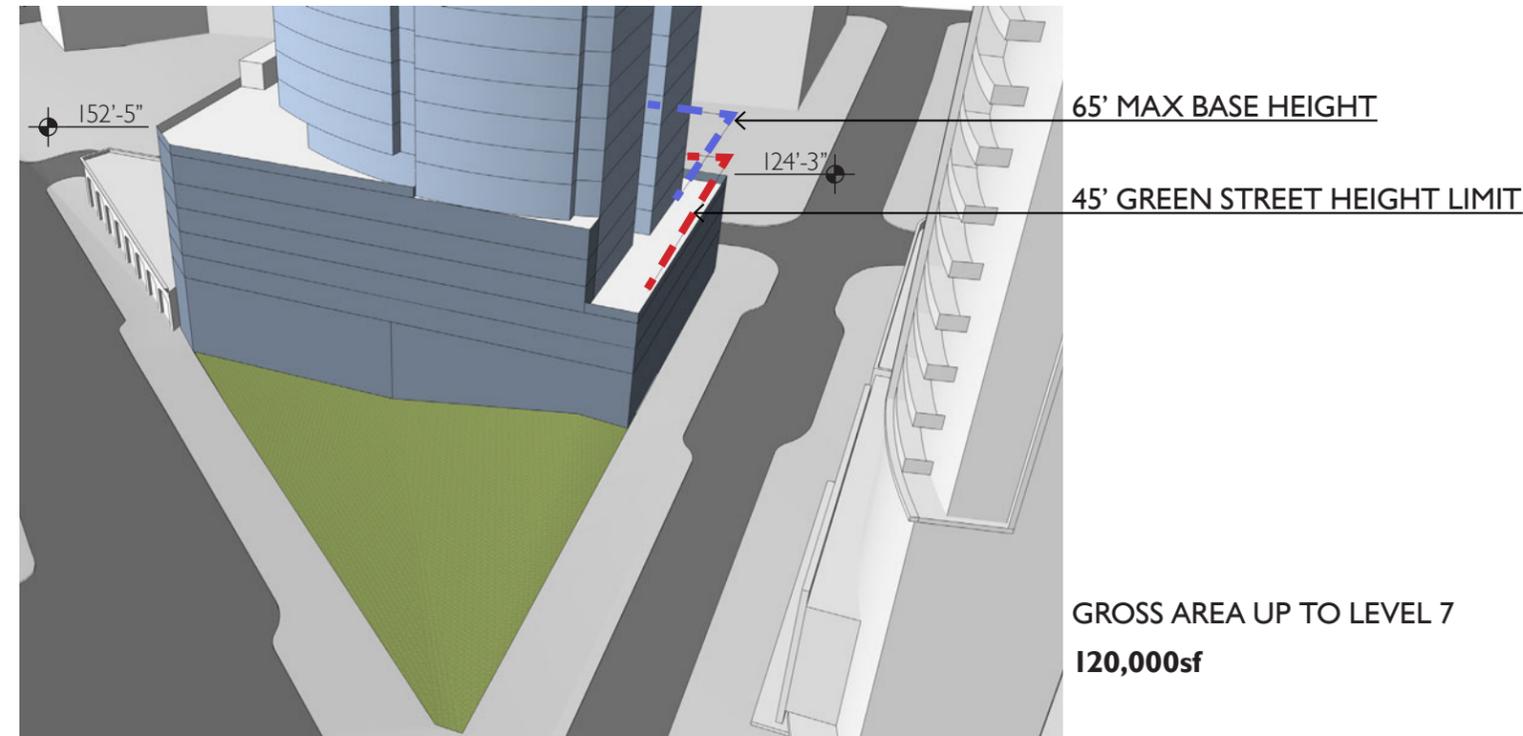
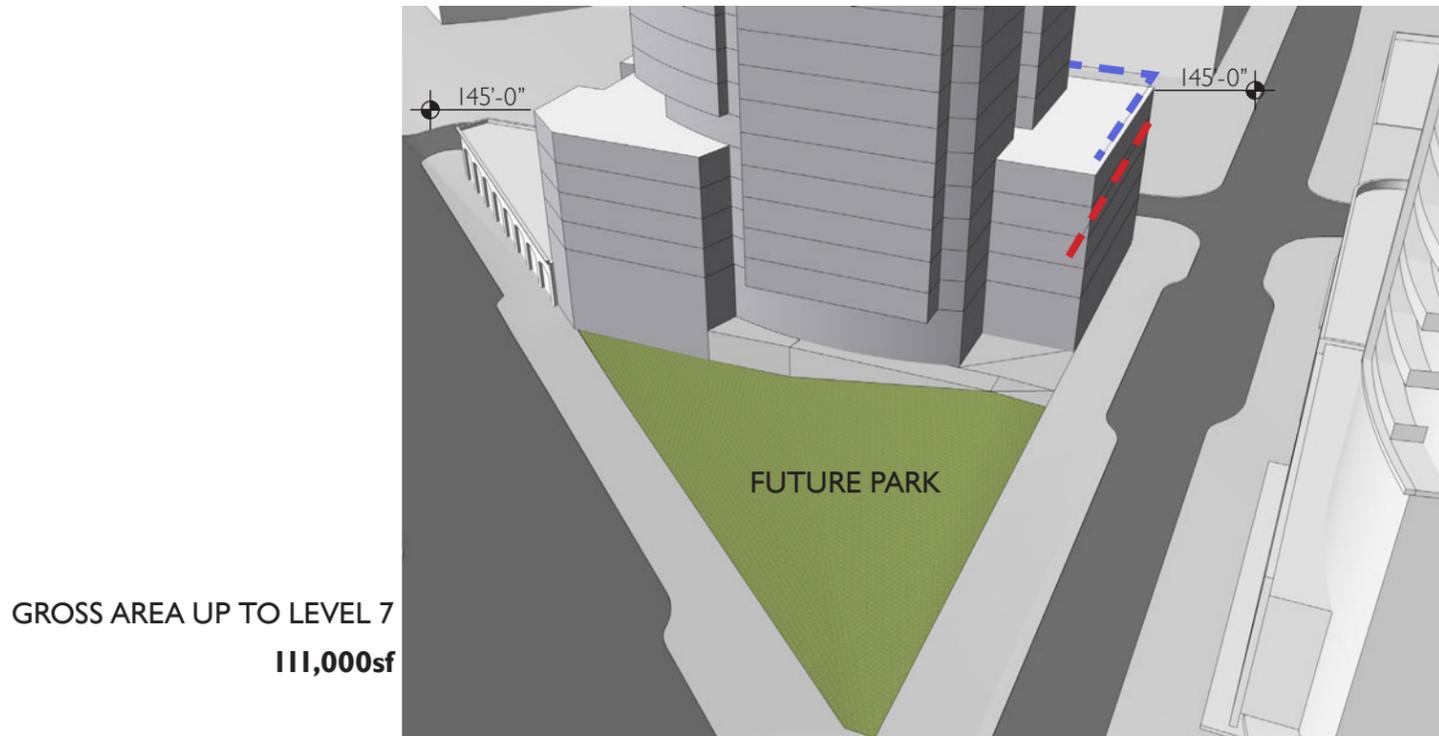
VIEW FROM WESTLAKE and LENORA - **PREFERRED**

THE PREFERRED OPTION KEEPS A LOWER PROFILE ALONG 9th, PRESERVING OTHERWISE UNPROTECTED VIEWS FROM 2200 WESTLAKE. THE SIMPLIFIED MASSING REDUCES THE HEIGHT AND BULK VISIBLE TO THE NORTH AND THE PARK SIDE OF THE PROJECT



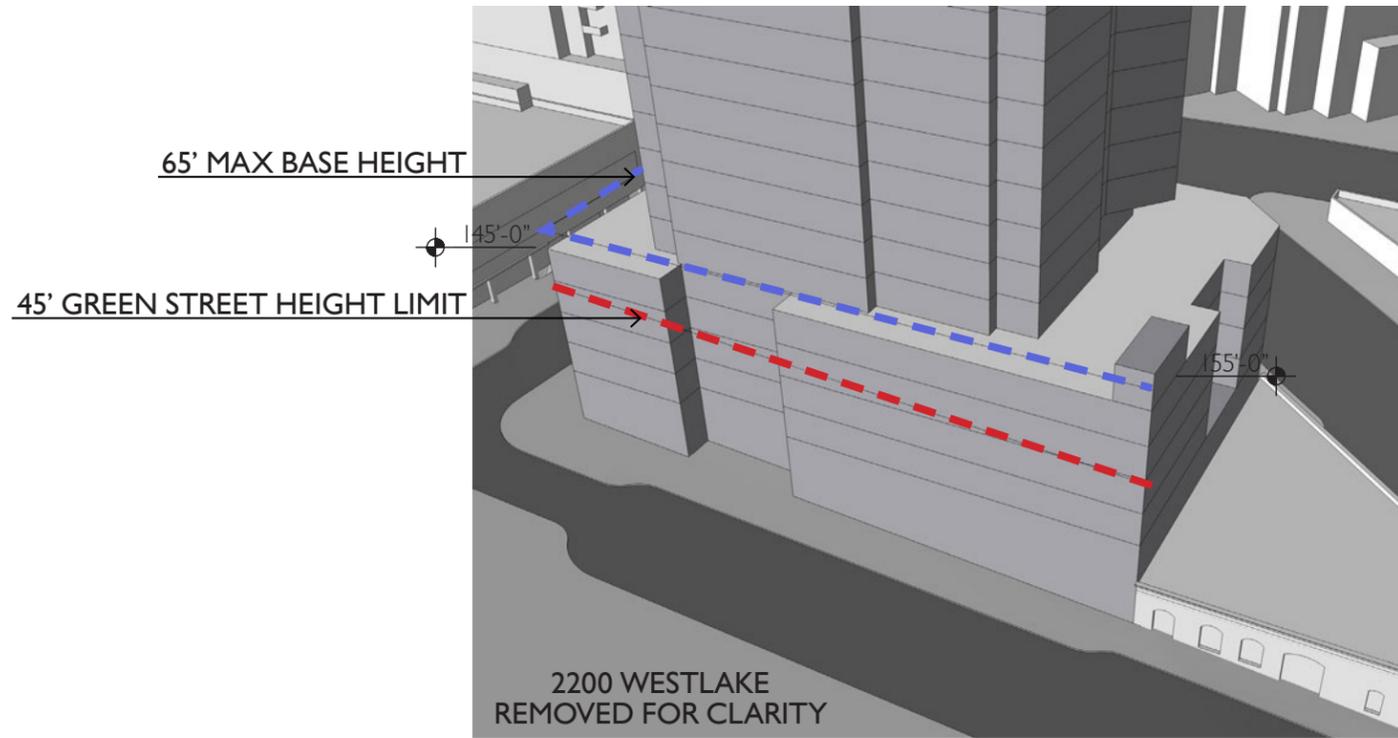
REQUESTED DEPARTURE 2,3

PODIUM HEIGHT - COMPARATIVE

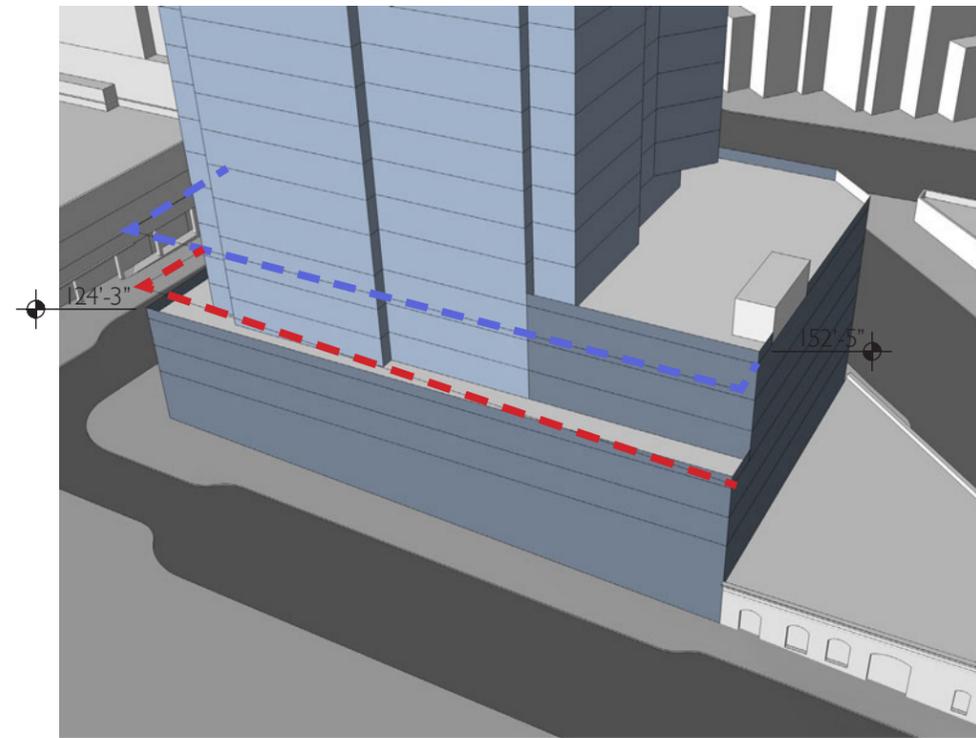


REQUESTED DEPARTURE 2,3

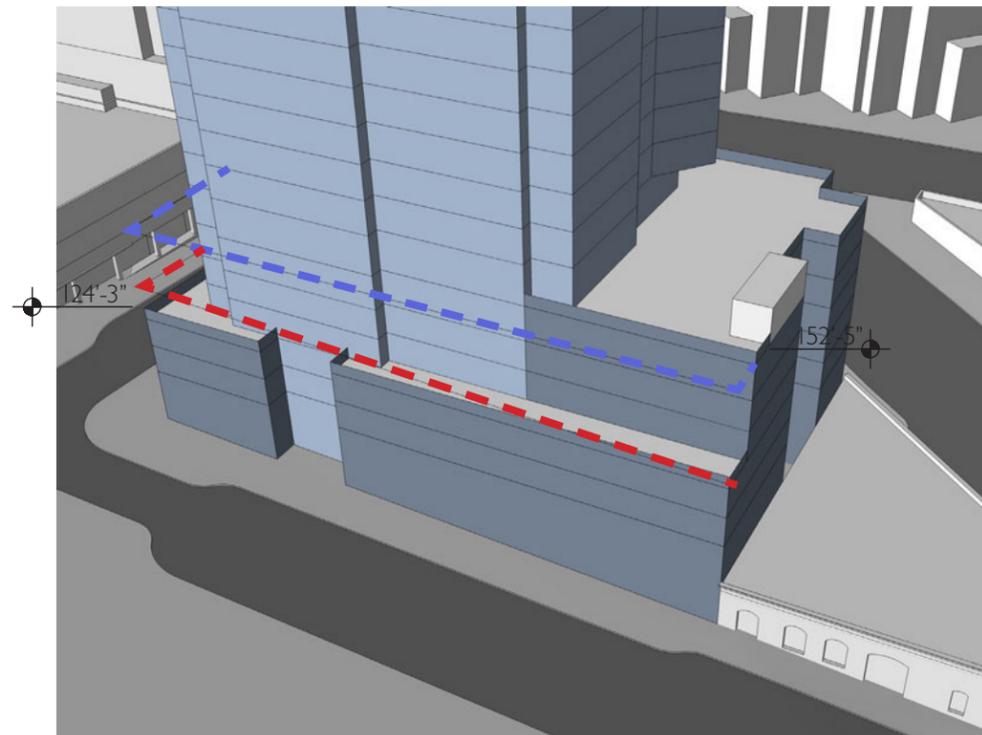
PODIUM HEIGHT - COMPARATIVE



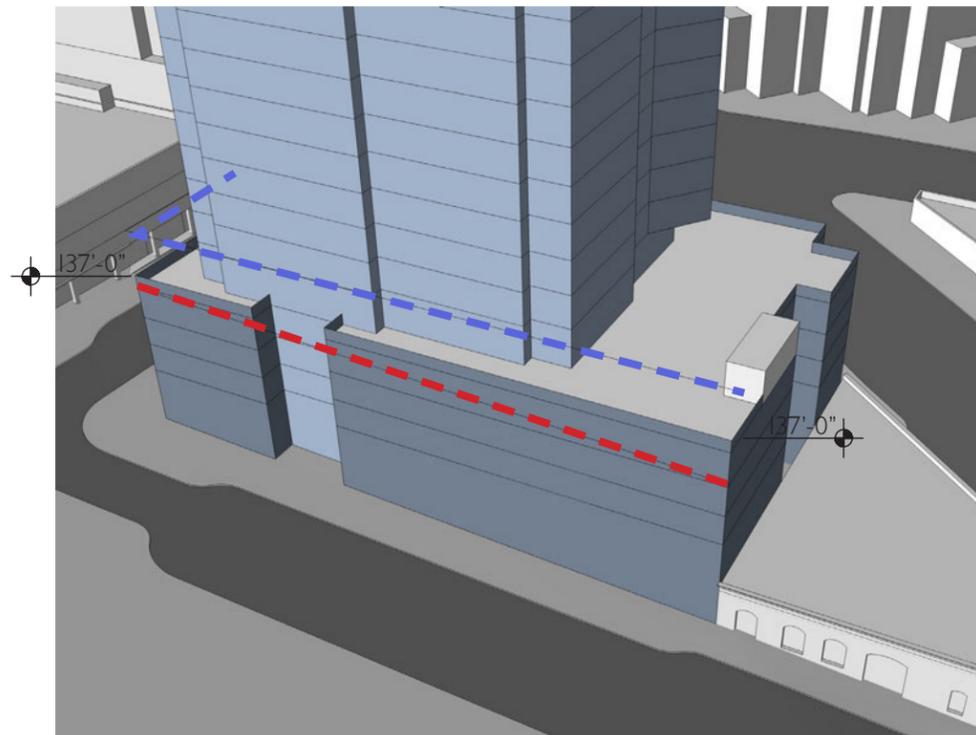
EDG



CODE COMPLIANT 1 - MAXIMUM ENVELOPE



CODE COMPLIANT 2 - TOWER ARTICULATED AT GRADE

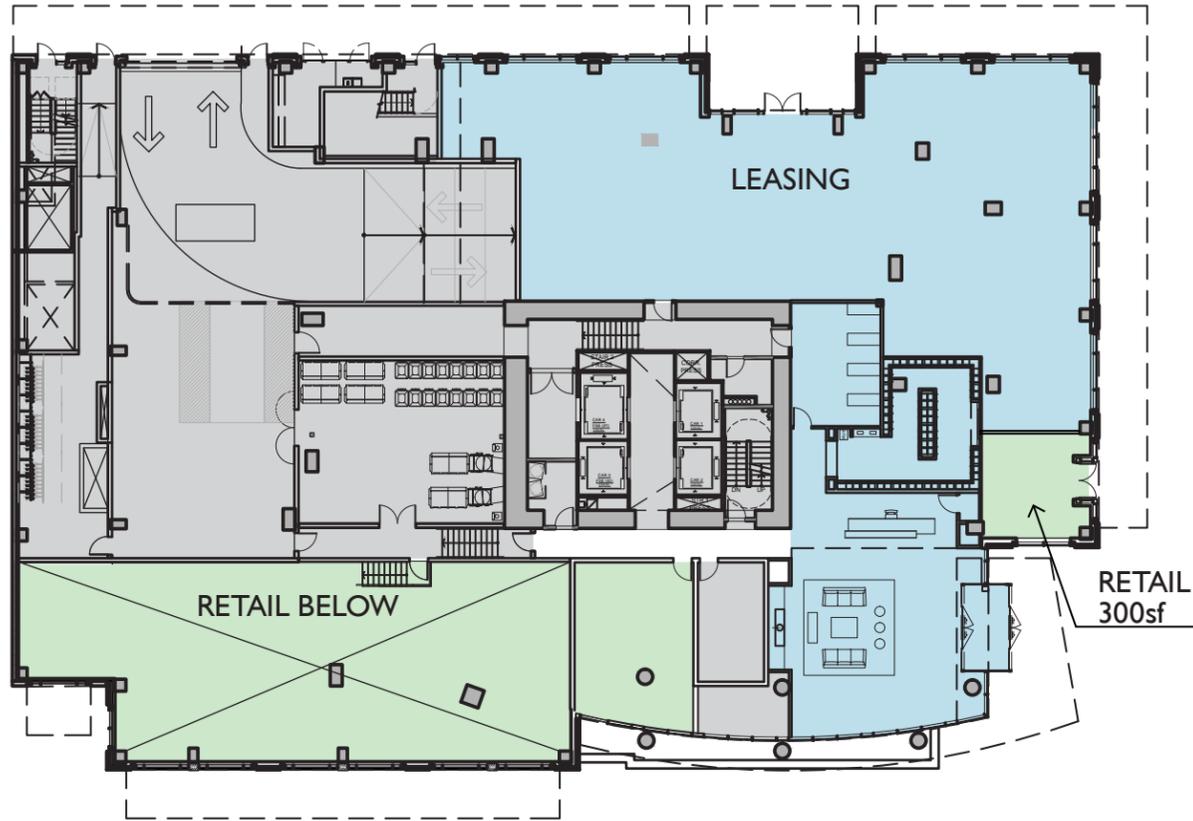


PREFERRED

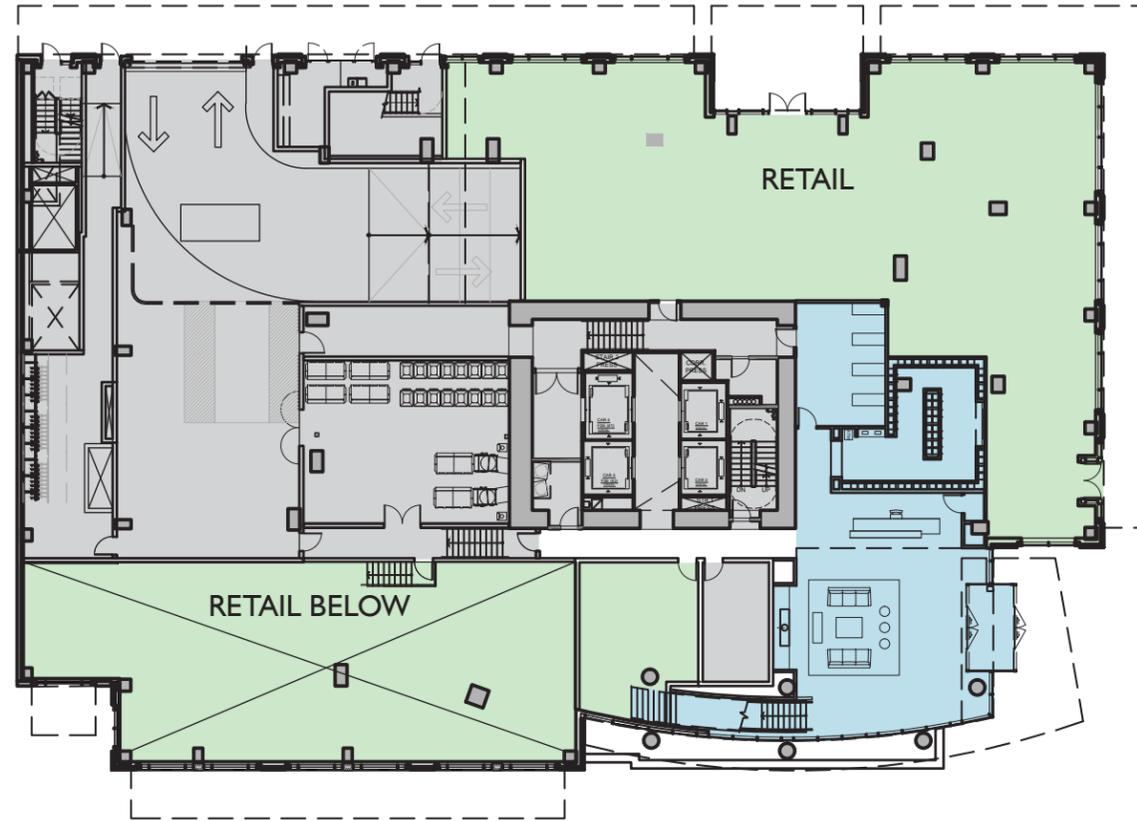


REQUESTED DEPARTURE 2,3

PODIUM HEIGHT - LEVEL 1 COMPARATIVE



LI PLAN - **CODE COMPLIANT**

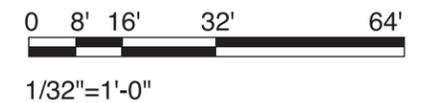


LI PLAN - **PREFERRED**

- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

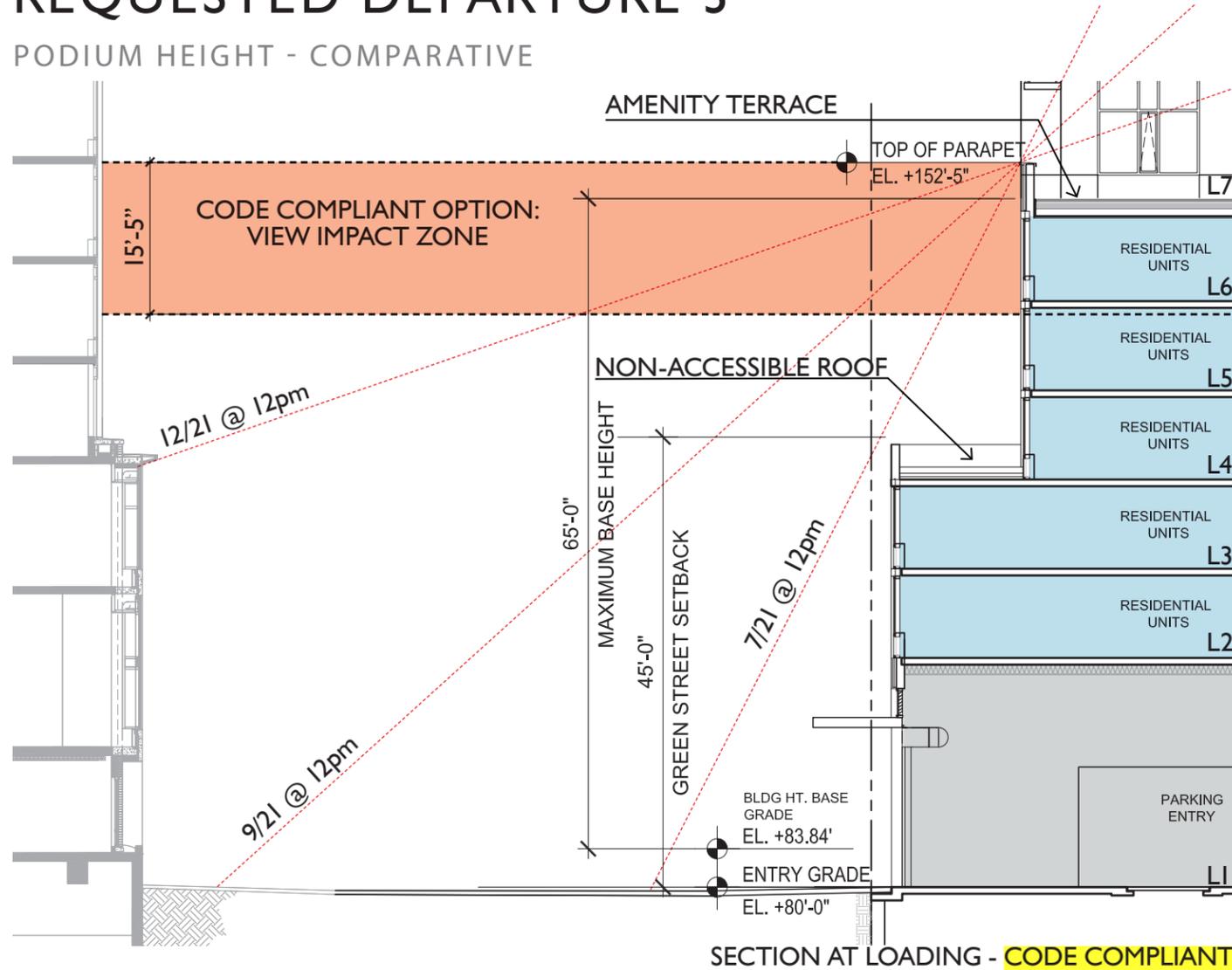
DUE TO SECTIONAL, STRUCTURAL, AND MECHANICAL REQUIREMENTS IMPARTED BY THE STEPPED BASE, **THE CODE COMPLIANT OPTION REQUIRES THE LEASING OFFICE TO BE PLACED ON GRADE LEVEL** BECAUSE IT CAN NO LONGER BE SERVED BY AN ELEVATOR DUE TO HEAD HEIGHT CONFLICTS BETWEEN THE LOBBY ELEVATOR LOBBY AND LEASING. **THE LEASING OFFICE, RELATED STAFF ROOMS AND STORAGE REPLACE ALL BUT 300 SF OF RETAIL ALONG LENORA** WHICH IS QUESTIONABLY VIABLE AT BEST. THIS ELIMINATES THE POSSIBILITY FOR ENLIVENING THE CORNER OF 9th AND LENORA, AND MOST OF 9th AVENUE WITH A RESTAURANT / SIDEWALK CAFÉ OR OTHER ACTIVE USE DURING THE EVENING HOURS

THE PREFERRED OPTION PLACES THE LEASING OFFICE ON A MEZZANINE ABOVE THE PARK ORIENTED RETAIL SPACE, **PROVIDING NEARLY 4500 SF OF FLEXIBLE, PROMINENT RETAIL AT THE CORNER OF 9th AND LENORA**



REQUESTED DEPARTURE 3

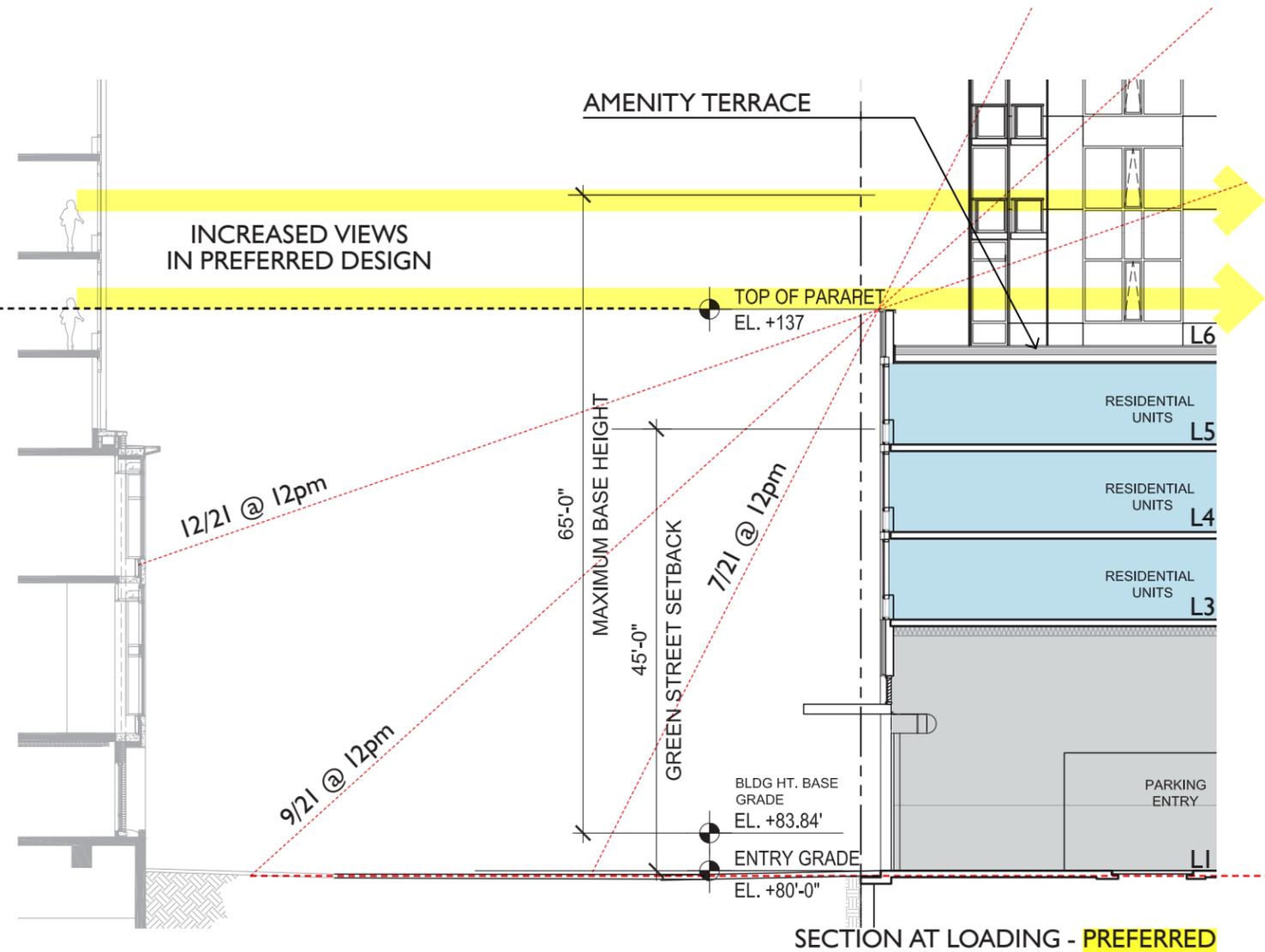
PODIUM HEIGHT - COMPARATIVE



SECTION AT LOADING - **CODE COMPLIANT**

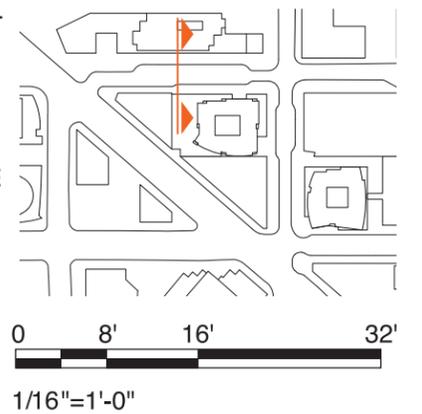
THE CODE COMPLIANT OPTION HAS A 15' SETBACK FROM PROPERTY LINE AT THE 45' GREEN STREET SETBACK, THEN CONTINUES UP TO THE 65' MAXIMUM BASE HEIGHT LIMIT, PLUS THE PARAPET, WHICH IS ALLOWED BY ZONING CODE TO EXCEED THE BUILDING HEIGHT LIMIT. AT L4, THE SETBACK ROOF WOULD BE NOT BE ABLE TO BE UTILIZED AS AN AMENITY TERRACE BECAUSE THAT FLOOR WOULD CONTAIN PRIVATE RESIDENCES. CONVERSELY, THE ROOFTOP COULD NOT BE USED AS PRIVATE TERRACE DUE ACCESSIBILITY ISSUES, THIS WOULD BE THE SAME FOR THE ROOF AT THE CORNER OF 9th AND LENORA.

THE AMENITY LEVEL WOULD BE LOCATED AT L7, AND STEPPED BACK FROM 9th AVENUE, MAKING THE RELATIONSHIP BETWEEN TERRACE USER AND STREET IS A REMOTE, AND DISCONNECTED ONE. FURTHER, THE ADDITIONAL HEIGHT ALLOWED BY CODE WOULD BLOCK ADDITIONAL VIEWS FROM THE NEIGHBORING BUILDING. WHILE PRIVATE VIEWS ARE NOT PROTECTED, IT IS NOTABLE THAT THE PREFERRED MASSING SCHEME REDUCES THIS IMPACT SIGNIFICANTLY. FROM AN URBAN DESIGN STANDPOINT, THE STREETWALL BECOMES BROKEN AND FRAGMENTED IN AN ARBITRARY MANNER CAUSED BY A "CODE SOLUTION" RATHER THAN A RATIONAL DESIGN STUDY OF AFFECT / IMPACT / AND BENEFIT OF THE PROPOSAL



SECTION AT LOADING - **PREFERRED**

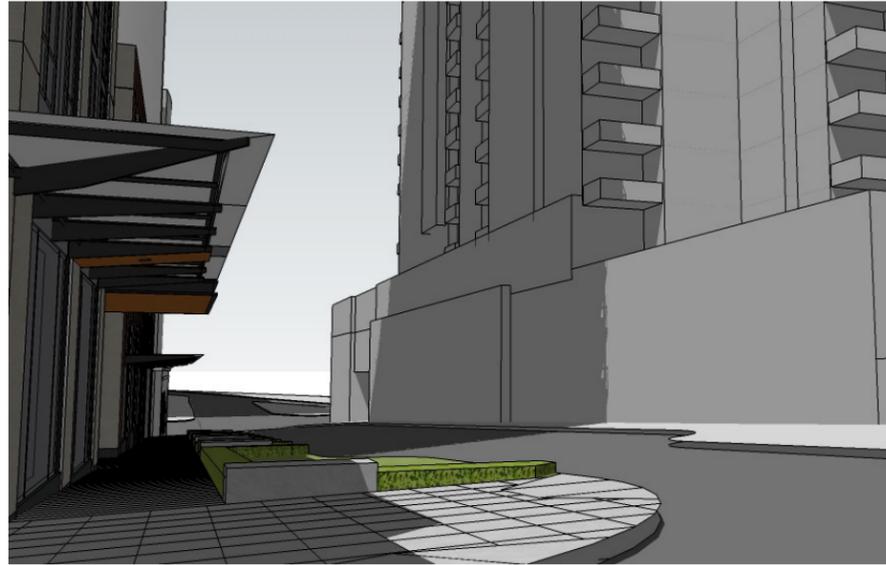
THE PREFERRED OPTION EXCEEDS THE 45' GREEN STREET HEIGHT / SETBACK LIMIT, BUT IS 15'-5" LOWER IN OVERALL HEIGHT. THE AMENITY SPACE ON L6 WOULD BE WELL CONNECTED TO THE STREET, AND THE FULL FLOOR OF AMENITIES THAT COULD BE AFFORDED TO THE TENANT WOULD ENSURE THAT ALL SIDES EAST / WEST / AND SOUTH WOULD BE ACTIVE SPACES SHARING GOOD RELATIONSHIP TO THE STREET LEVEL. THE BASE MASSING IS IN BETTER PROPORTION TO NEIGHBORING BUILDINGS, AND RESPONDS POSITIVELY TO THE "URBAN ROOM" CREATED BY THE WESTLAKE PARK. THE ARCHITECTURAL MOVES HAVE PURPOSE AND A HUMAN SCALE THAT REINFORCES THE URBAN CONTEXT, AND MINIMIZE THE IMPACT TO THE STREET OR ADJACENT BUILDINGS



REQUESTED DEPARTURE 2,3

PODIUM HEIGHT - SUMMER

CODE COMPLIANT



VIEW LOOKING NORTHWEST AT 12pm



VIEW LOOKING NORTHWEST AT 3pm



CODE COMPLIANT 9am



CODE COMPLIANT 12pm



CODE COMPLIANT 3pm



PREFERRED 9am



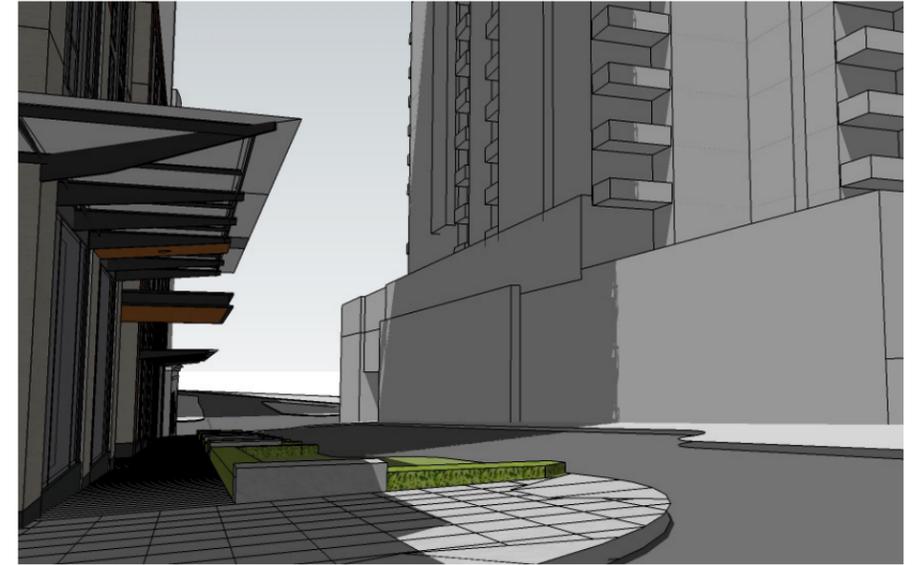
PREFERRED 12pm



PREFERRED 3pm

THERE IS **NO DEMONSTRABLE SHADE / SHADOW IMPACT** TO 9th AVENUE, OR ADJACENT BUILDINGS DUE TO THE PROPOSED BASE HEIGHT OVER A CODE COMPLIANT OPTION DURING THE SUMMER WINTER SEASONS

PREFERRED



VIEW LOOKING NORTHWEST AT 12pm



VIEW LOOKING NORTHWEST AT 3pm



REQUESTED DEPARTURE 2,3

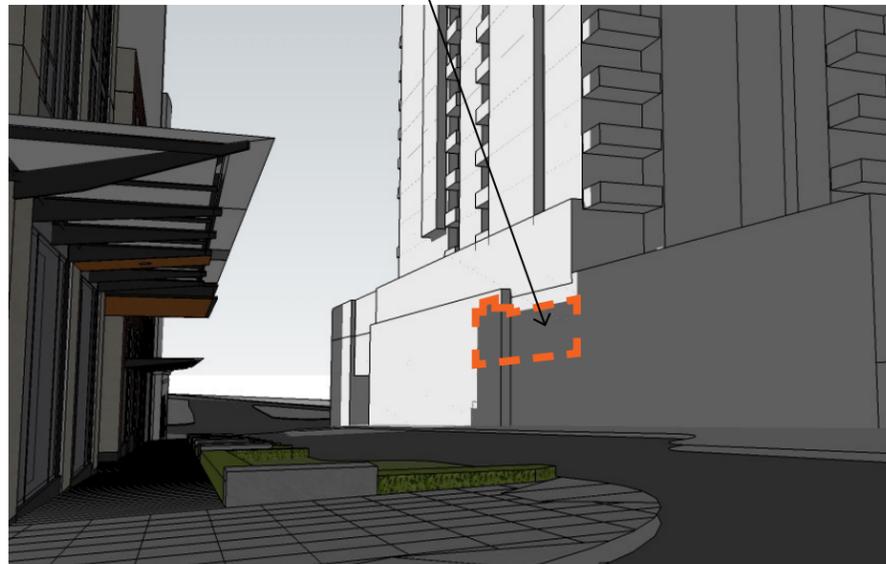
PODIUM HEIGHT - EQUINOX

CODE COMPLIANT



VIEW LOOKING NORTHWEST AT 12pm

INCREASED SHADOW OVER
PREFERRED OPTION



VIEW LOOKING NORTHWEST AT 3pm



CODE COMPLIANT 9am



CODE COMPLIANT 12pm



CODE COMPLIANT 3pm



PREFERRED 9am



PREFERRED 12pm



PREFERRED 3pm

**IT IS DEMONSTRABLE THAT THE CODE COMPLIANT OPTION
WILL IMPACT 2200 WESTLAKE MORE THAN THE PROPOSED
BASE HEIGHT DURING THE EQUINOX SEASON**

PREFERRED



VIEW LOOKING NORTHWEST AT 12pm



VIEW LOOKING NORTHWEST AT 3pm



REQUESTED DEPARTURE 2,3

PODIUM HEIGHT - WINTER

CODE COMPLIANT



VIEW LOOKING NORTHWEST AT 12pm



VIEW LOOKING NORTHWEST AT 3pm



CODE COMPLIANT 9am



CODE COMPLIANT 12pm



CODE COMPLIANT 3pm



PREFERRED 9am



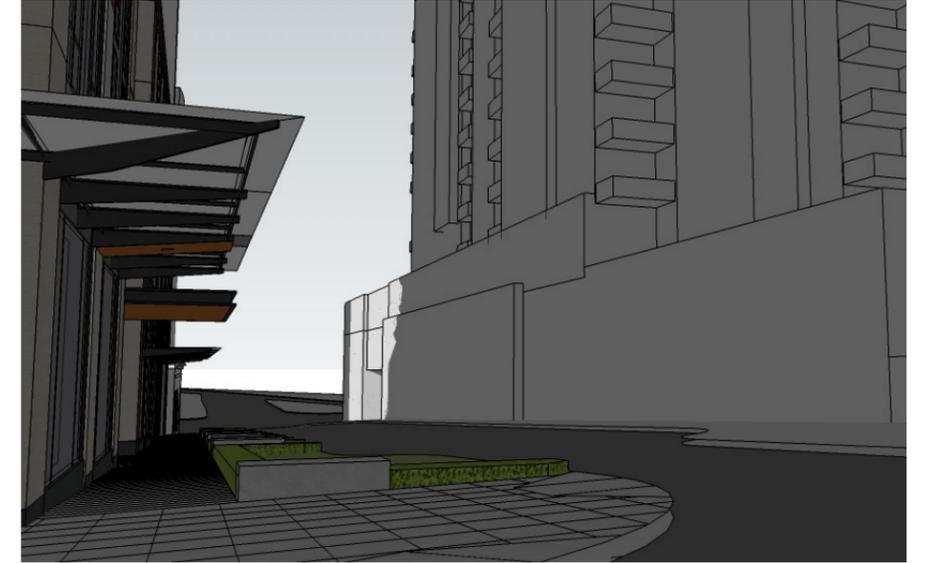
PREFERRED 12pm



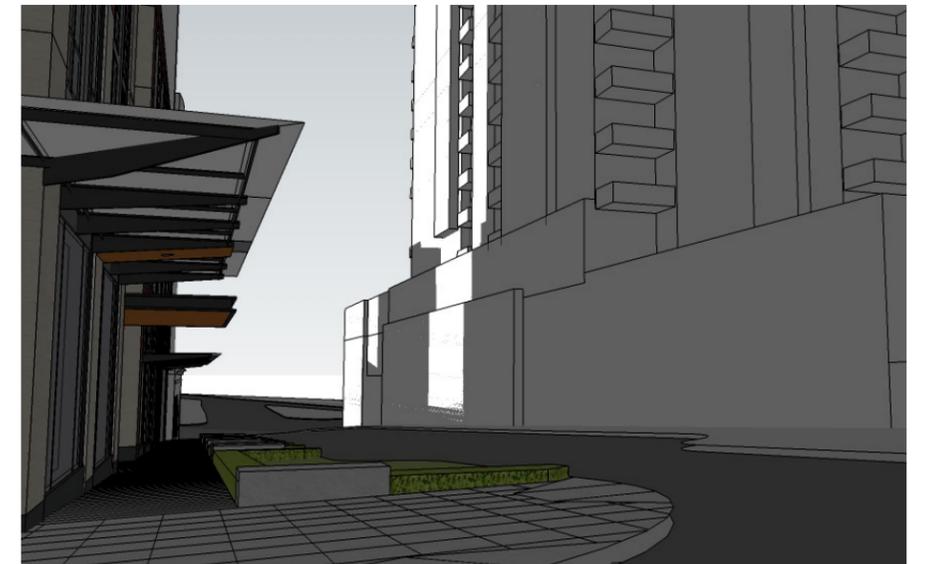
PREFERRED 3pm

THERE IS **NO DEMONSTRABLE SHADE / SHADOW IMPACT** TO 9th AVENUE, OR ADJACENT BUILDINGS DUE TO THE PROPOSED BASE HEIGHT OVER A CODE COMPLIANT OPTION DURING THE SUMMER OR WINTER SEASONS

PREFERRED



VIEW LOOKING NORTHWEST AT 12pm



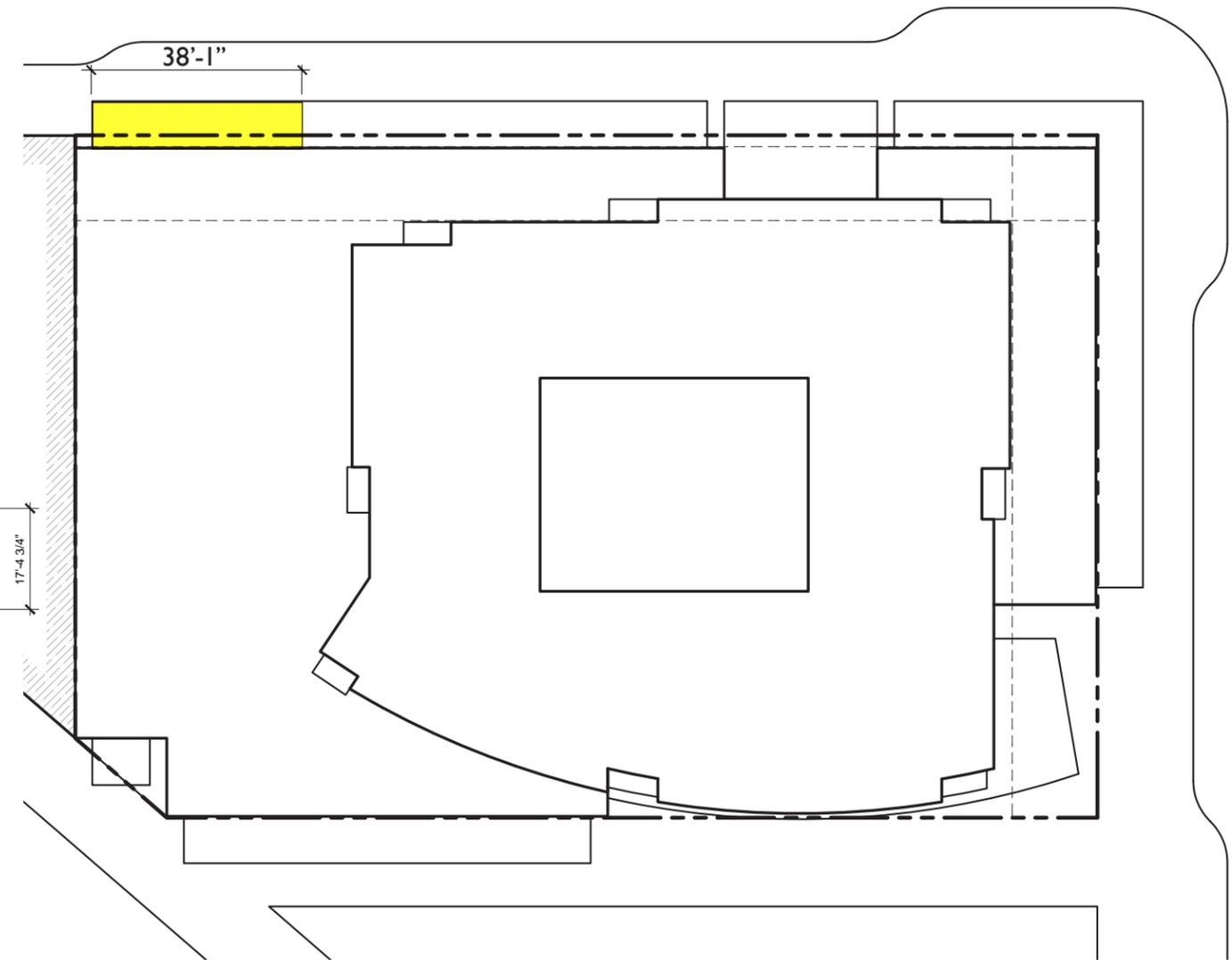
VIEW LOOKING NORTHWEST AT 3pm



REQUESTED DEPARTURE 4

CANOPY HEIGHT

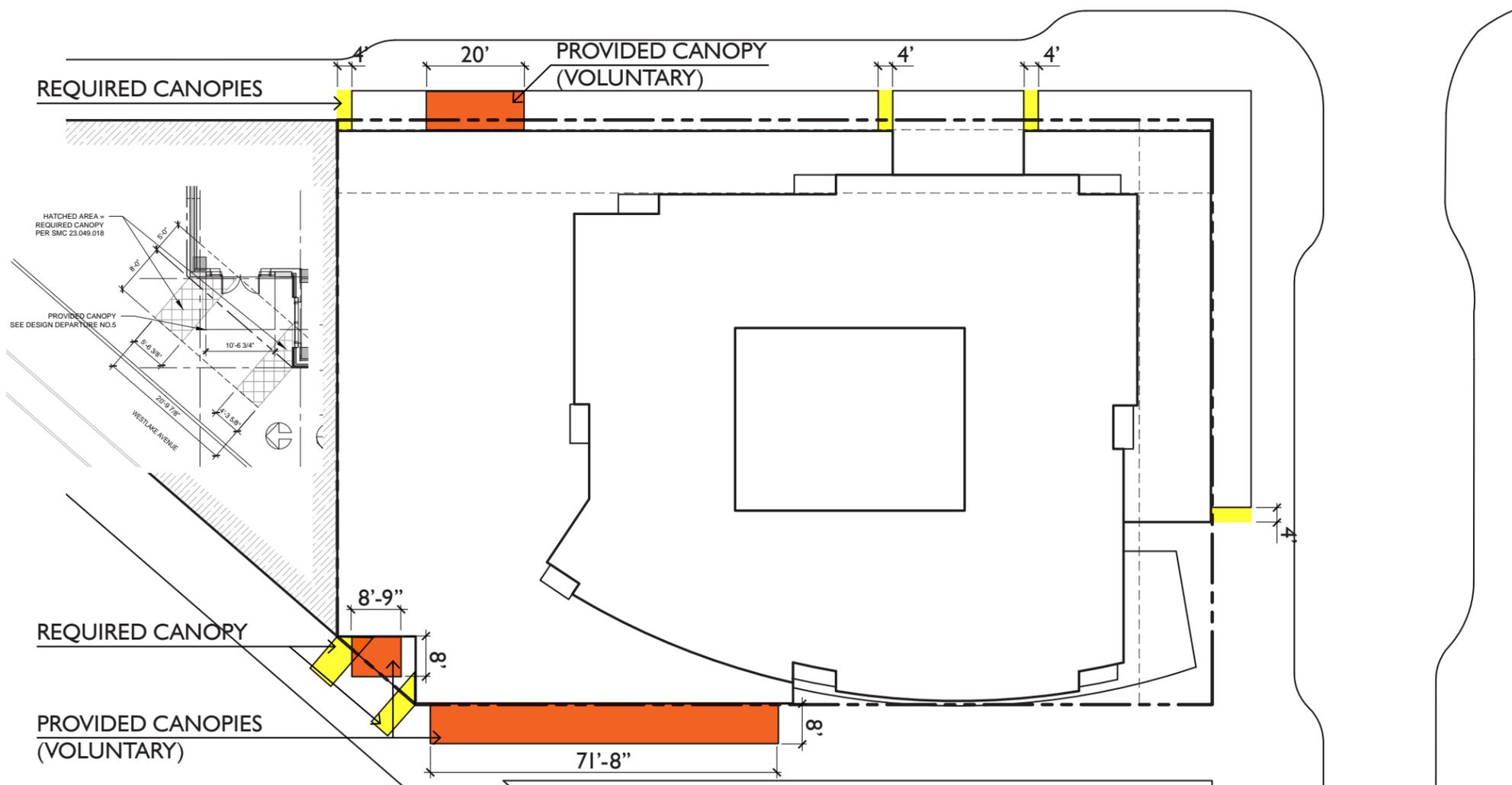
CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.018.A.4	Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot, at a minimum of 10' and a maximum of 15' above the sidewalk.	Driveways into structures and loading docks are already exempt, we propose to place a canopy at this location with additional height to allow for trucks access, while providing pedestrian weather protection.	A portion of the canopy 38.07' in length will exceed the maximum 15' height requirement. This segment will have a maximum height of 17.39' above the sidewalk grade.	Placing the canopy over the driveway/ loading dock entry requires additional height for oversized vehicles. The desired aesthetic is to keep a constant canopy height to prevent multiple steps in canopies. To do so puts either end of the northern canopy along 9th Avenue out of compliance with either the low or high end of the canopy height range.



REQUESTED DEPARTURE 5

OVERHEAD PROTECTION

CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.018.A.1	Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot, at a minimum of 10' and a maximum of 15' above the sidewalk.	The structure along Westlake avenue is not parallel to the street lot line, nor is it all 5' back from the property line (which would exempt it from the canopy requirement). The proposed canopy is 8'-0" in depth, but is not continuous with the canopy along the property frontage. Likewise, due to the bay structure along 9th and Lenora, the canopies stop at the inside face of the last vertical terra cotta pilaster to express the pilaster. At 9th and Lenora, the canopy starts and stops within the bay structure provided. This means 4 locations where there is a 4'-0" gap in canopy to express the pilaster to grade, and end the canopy elegantly within the podium bay structure.	At Westlake, approximately 9'-10" linear feet of canopy parallel to the property line, however, 8'-9" of canopy is provided at the building face. Difference of 13", and orientation to the property line is shifted. Along 9th and Lenora 11' where the canopies stop short of the corner. 16'-0" of reduced canopy, 4 locations of 4'-0". However, this is more than offset by the addition of the 20'-0" of canopy proposed over the loading dock / garage entry (which is typically exempt from canopy).	For this site, at the Westlake notch, the best architectural solution is to have the canopy be oriented to the building and not the street. Because the building notches in at the corner, creating a primary entry to the retail establishment, it makes sense for this canopy to relate to the building and not the property line. This means the canopy begins the transition and relationship to the proposed park, rather than the street. Along 9th and Lenora, where the canopies stop short of the end of the podiums, we feel architecturally, this avoids unsightly detailing at the stone corner, and allows for a strong, unbroken corner of masonry to ground the base. Nearly 72'-0" of additional canopy is provided at the park (not required by code).



VIEW OF REQUIRED CANOPY



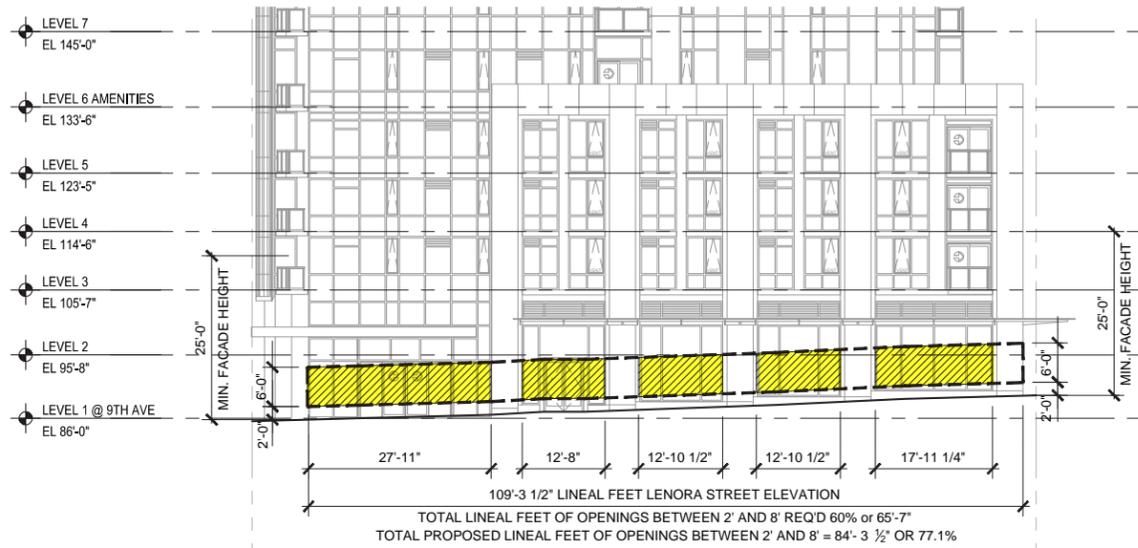
VIEW OF PROVIDED CANOPY



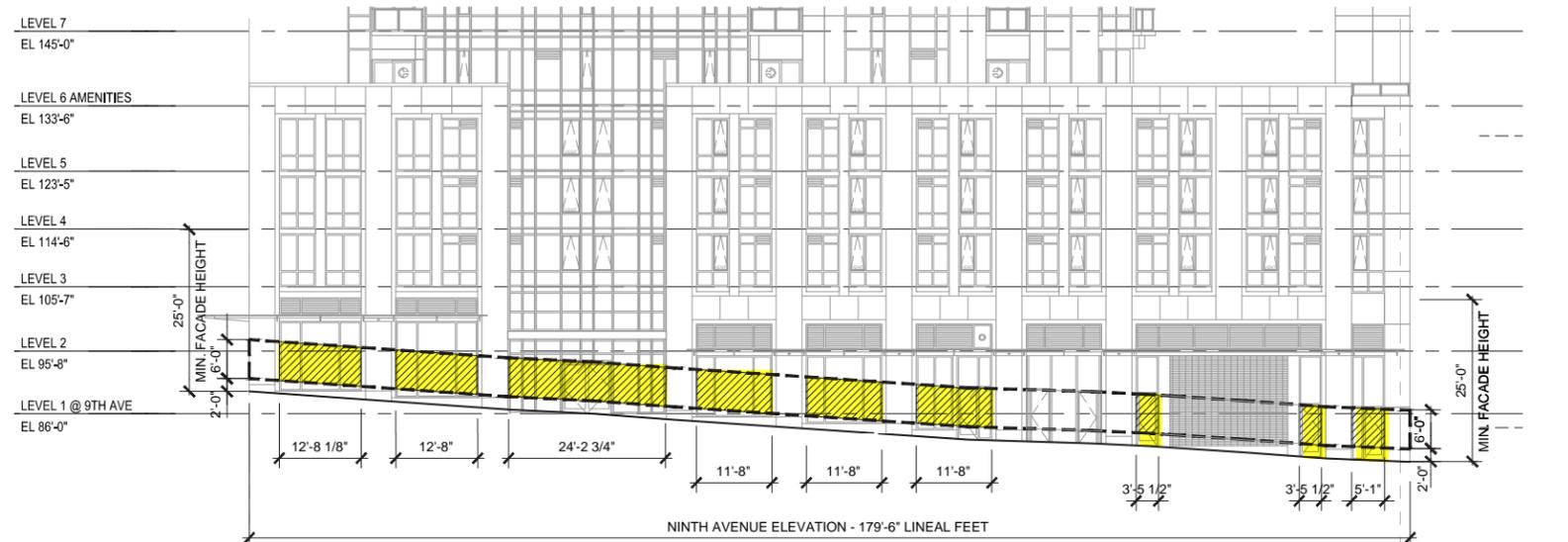
REQUESTED DEPARTURE 6

FACADE TRANSPARENCY

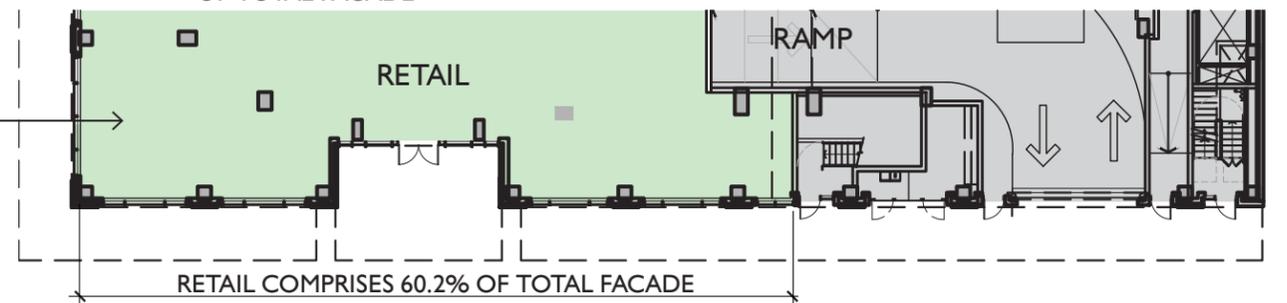
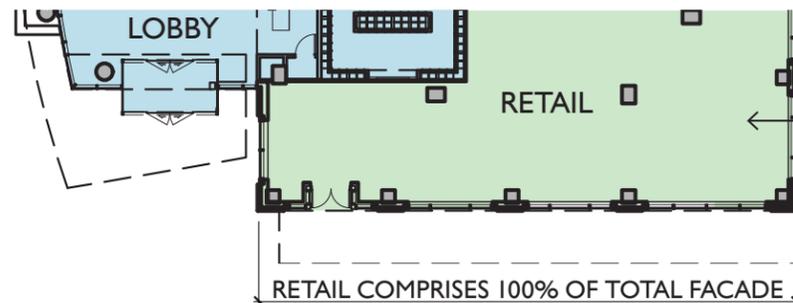
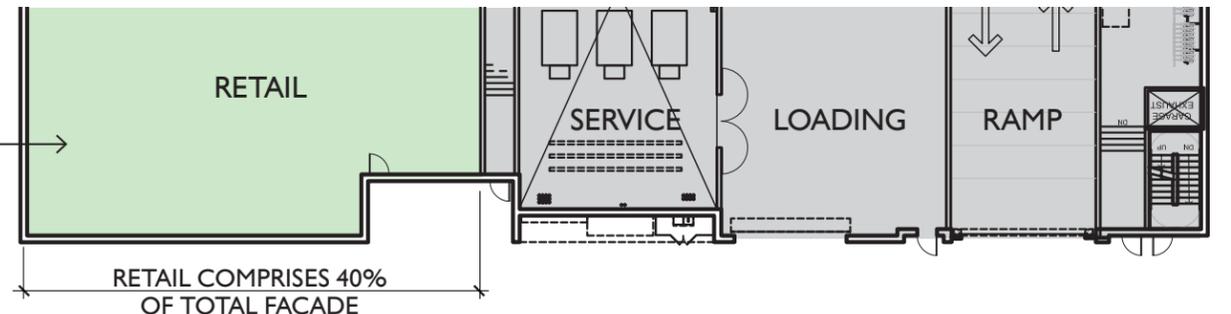
CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.056.C.4.a Façade Transparency	Class I pedestrian streets and designated Green Streets: A minimum of 60 percent of the street level street-facing façade shall be transparent.	Lenora Street façade complies with this section. 9th Ave façade is proposing 53.8% transparency.	6.2% under 60% required	There is an unprecedented opportunity to create a park space (by others) and front it with active retail uses (proposed) which will help activate and provide eyes onto the public space. To do this we need to move the BOH functions to 9th Avenue, which reduces the ability to provide facade transparency. We have minimized the amount of BOH function to about 40% of the facade, with retail uses using approximately 60% of the street frontage. However, we also plan to utilize a systems of bays at the retail uses, which require solid piers. This reduces the amount of transparent facade, putting the facade slightly out of compliance. We feel the bay system is much more desirable for pedestrian experience and comfort than a solid glass facade to meet the 60% mark.



LENORA ST ELEVATION



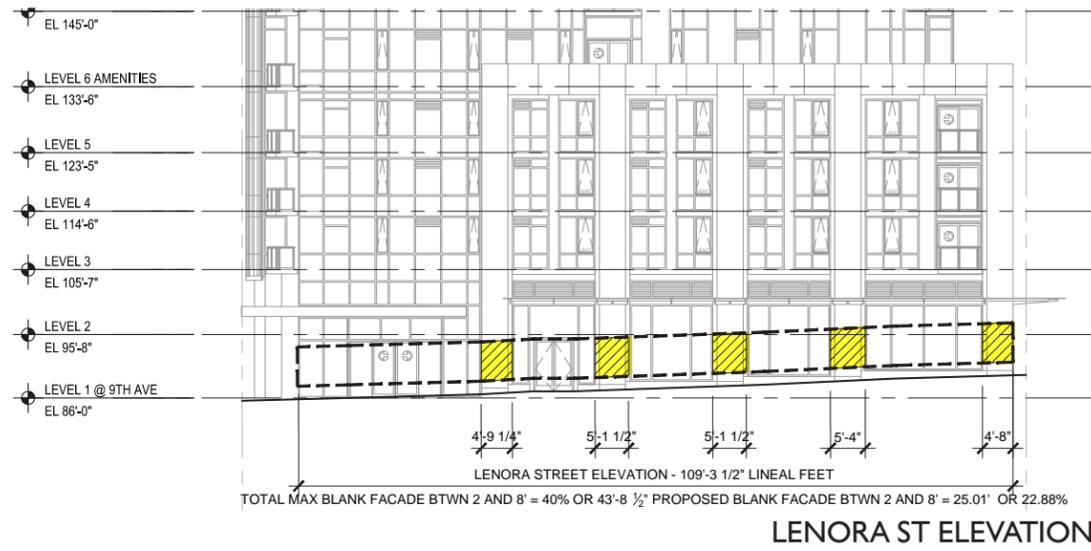
9th AVE ELEVATION



REQUESTED DEPARTURE 7

BLANK FACADES

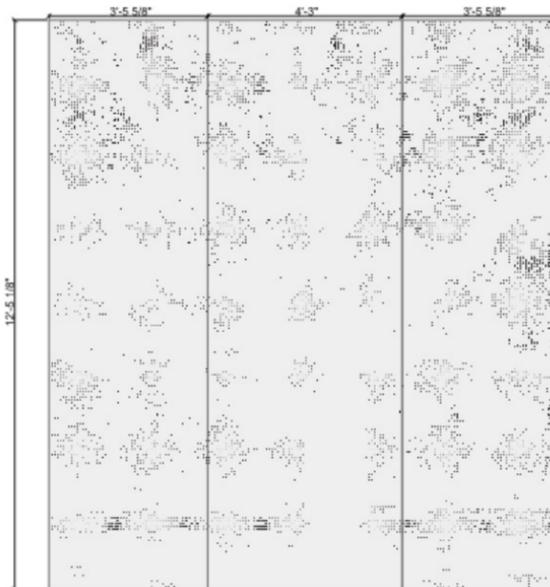
CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.056.D.2.c	The total width of all blank facade segments, including garage doors, shall not exceed 40% of the street-facing facade of the structure on each street frontage, or 50% if the slope of the street frontage of the facade exceeds 7.5%. (72 lineal feet of blank facade allowed to meet 40% max)	Lenora Street facade complies with this section. The 9th Ave facade it is proposing 82'-11" total lineal feet of blank façade (46.2% of the total façade) with one segment being 22'-4" in length. Seeking Director's Decision to approve a decorative gate that is 11'-8" in length (within the 22'-4" segment mentioned above). This would allow for a segment of blank facade in excess of the maximum, it does not eliminate the need to request a departure.	6.20% over 40% maximum.	In order to create good park frontage, location of BOH functions on 9th Ave requires that gas meters and a fuel fill station occupy one bay of the façade and be open to free air. We have recessed these functions within a regular architectural bay and we propose to screen them with a decorative panel system that will allow free air and service access while providing an interesting and artistic element along the streetscape.



LENORA ST ELEVATION



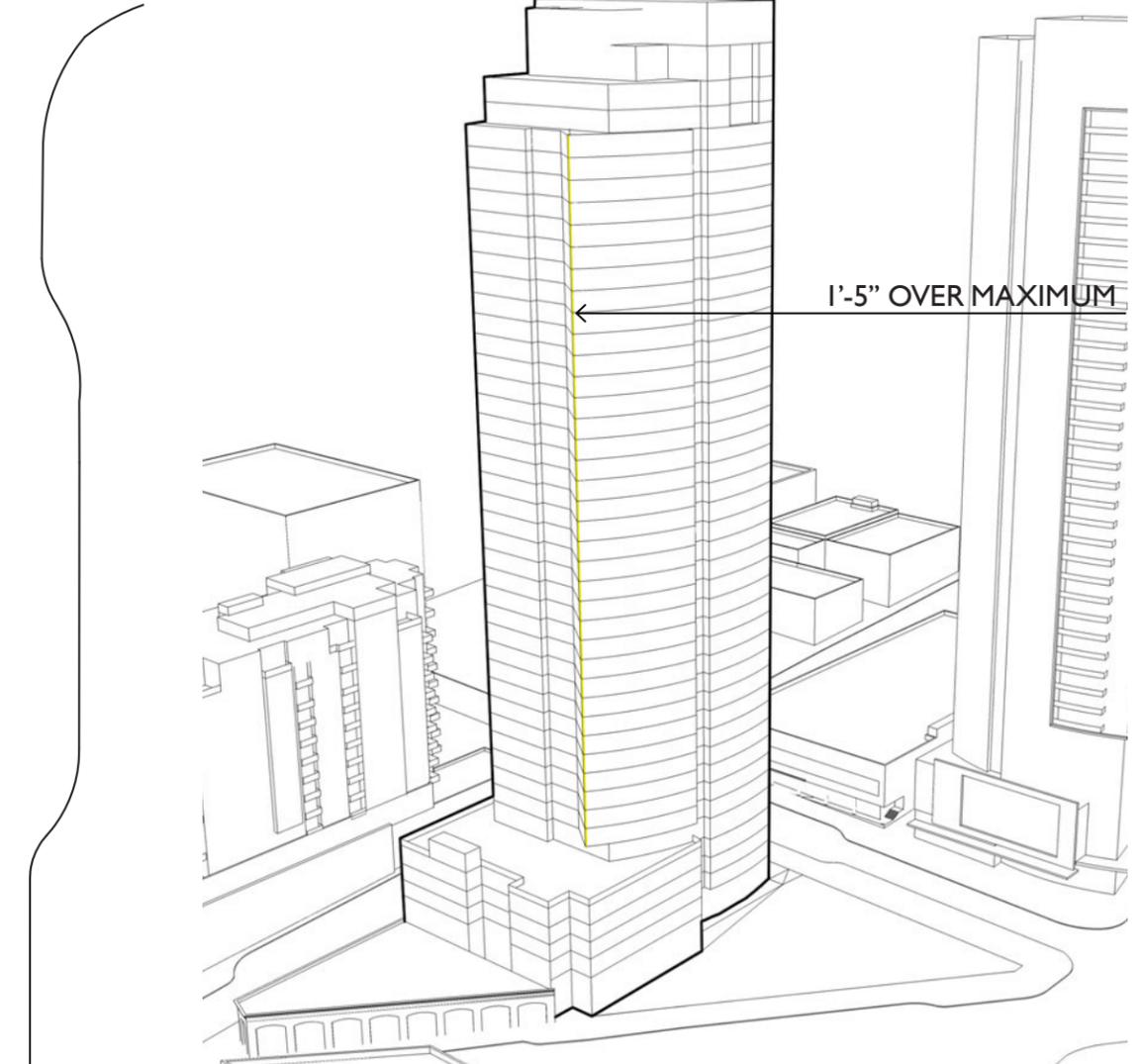
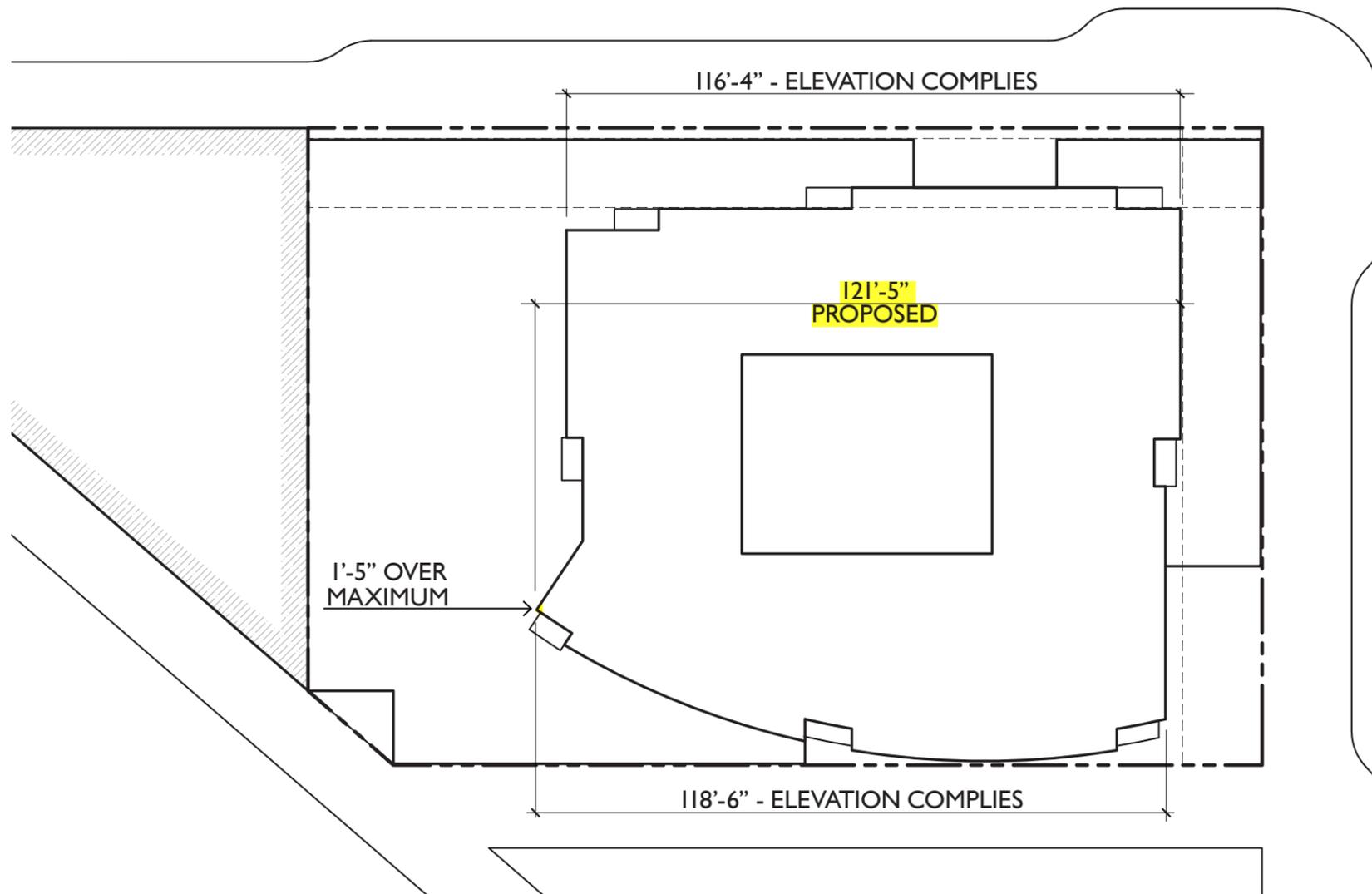
9th AVE ELEVATION



REQUESTED DEPARTURE 8

TOWER WIDTH

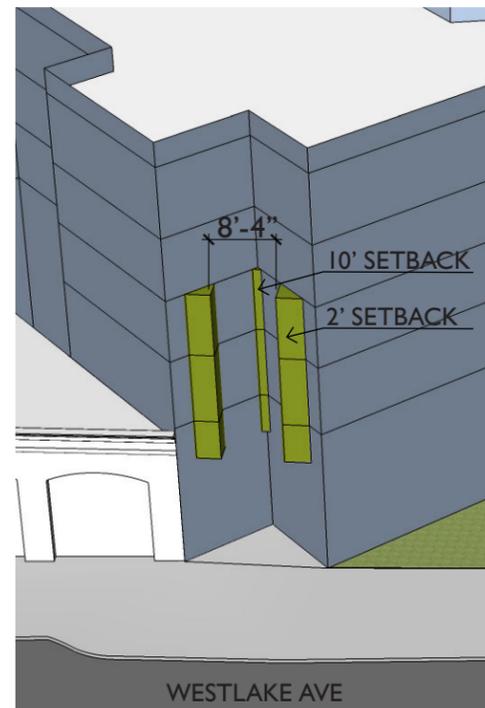
CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.058.D.2.a; D2c Maximum Tower Width	<p>a. In DMC zones, the maximum façade width for portions of a building above eighty-five (85) feet along the general north / south axis of a site (parallel to the Avenues) shall be one hundred twenty (120) feet or eighty (80) percent of the width of the lot measured on the Avenue, which ever is less.</p> <p>c. The projection of unenclosed decks and balconies, and architectural features such as cornices, shall be disregarded in calculating the maximum width of a facade</p>	Based on the extreme North (NW corner) and South (SE) points of the Tower, the overall tower width measures at 121'-5".	1'-5"	Currently both facades along the north south axis are at or under the required maximum of 120'-0" wide, as illustrated on the plans, but when the building is measured to the extremes of of tower width, meaning the NW corner and the SE corner, when viewed in perfect elevation, the project exceeds tower width by 1.5'. This view of the tower width will never be realized by a pedestrian, and the amount of tower modulation will make the tower appear even slimmer from multiple views.



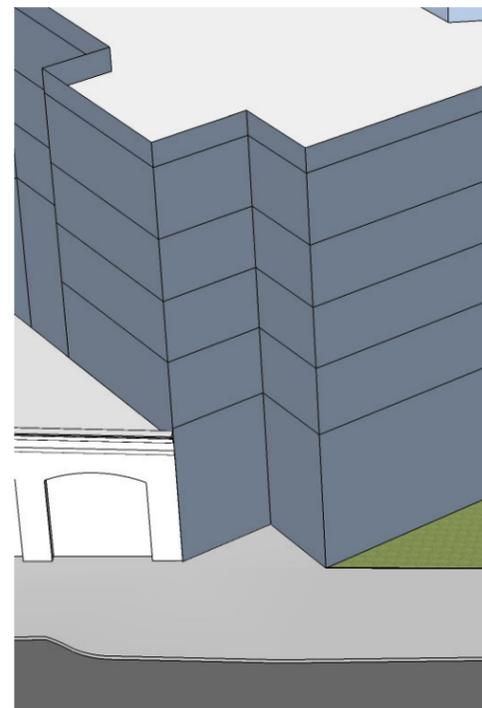
REQUESTED DEPARTURE 9

FACADE SETBACK LIMITS

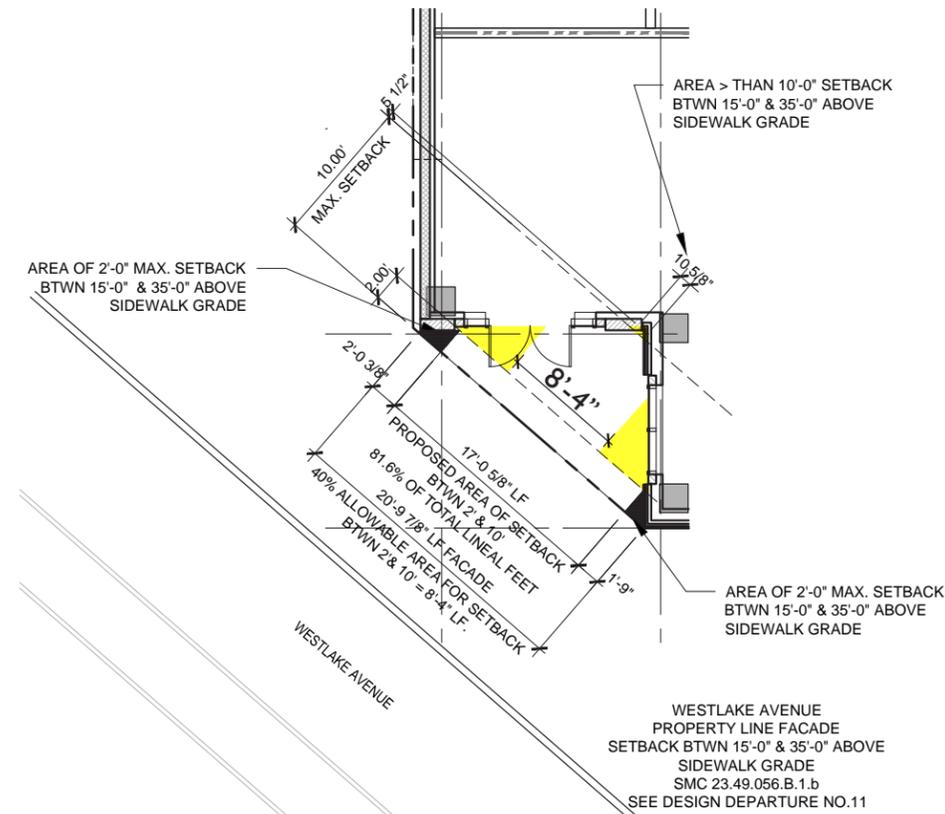
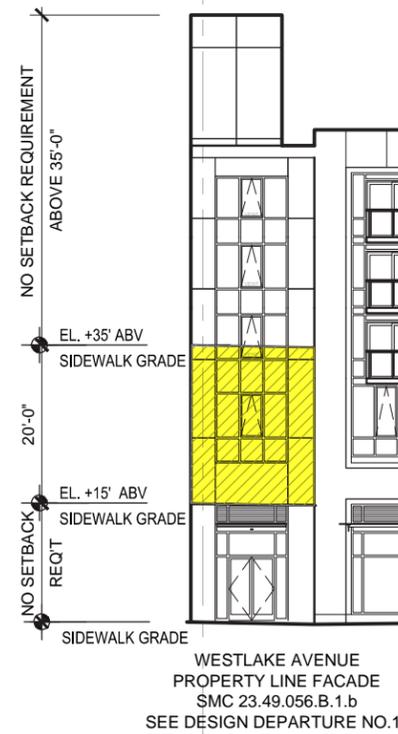
CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.056.B.1.b Façade Setback Limits (Property Line Facades)	Structures greater than 15 feet in height are governed by the following criteria: 1) No setback limits apply up to an elevation of 15 feet above sidewalk grade. 2) Between the elevations of 15 and 35 feet above sidewalk grade, the façade shall be located within 2 feet of the street lot line, except that: b) Setbacks between the elevations of 15 and 35 feet above sidewalk grade at the street lot line are permitted according to the following standards, as depicted in Exhibit B for 23.49.056: i. The maximum setback is 10 feet. ii. The total area of a façade that is setback more than 2 feet from the street lot line shall not exceed 40 percent of the total façade area between the elevations of 15 and 35 feet. iii. No setback deeper than 2 feet shall be wider than 20 feet, measured parallel to the street lot line. iv. The façade of the structure shall return to within 2 feet of the street lot line between each setback area for a minimum of 10 feet. Balcony railings and other nonstructural features or walls are not considered the façade of the structure.	At Westlake Avenue, only 40% of the façade is allowed to setback between 2' and 10' from the property line between 15' and 35' of height. For our proposal 20'-10" LF of property line façade is being proposed at elevations 15'-0" to 35'-0" above sidewalk grade. Of that, approximately 3'-10" LF is located within 2'-0" of the property line and 16'-1" LF is setback between 2'-0" and the maximum allowed 10'-0" from the property line. Almost 11" of façade exceeds the maximum 10'-0" setback by only 5.5". 40% of the total façade is allowed to be between 2'-0" and 10'-0" from the property line; for 20'-10" façade length, the max allowed length for this depth is 8'-4".	For façade setback depth between 2'-0" and 10'-0", 8'-4" is allowed, the proposed façade area is 17'-0" for a difference of +8'-8" (or 81.6% of the façade is setback; difference of 41.6% over the allowed). .89LF of façade exceeds the maximum allowed 10'-0" setback from the property line by 5.5" in depth.	This site is unique in that we have a sliver of frontage along Westlake, and due to the future addition of the park, the street façade will not run continuous along Westlake. Therefore, the architectural response is to transition the base façade from a street fronting façade to a park fronting façade. To do this we have provided a stepped façade (in plan), reminiscent of the Amazon project across Westlake, in order to turn the corner towards the park. After studying a compliant frontage wall along Westlake the faceted wall condition it created seemed awkward, and not responsive to the context. Our proposal helps break down the massing of the façade, improves the proportion of the podium, creates an entry point for the retail, and addresses the park with a strong independent façade, while the facet becomes the gasket between the park and the neighbor.



SETBACK MASSING - **CODE COMPLIANT**



SETBACK MASSING - **PREFERRED**



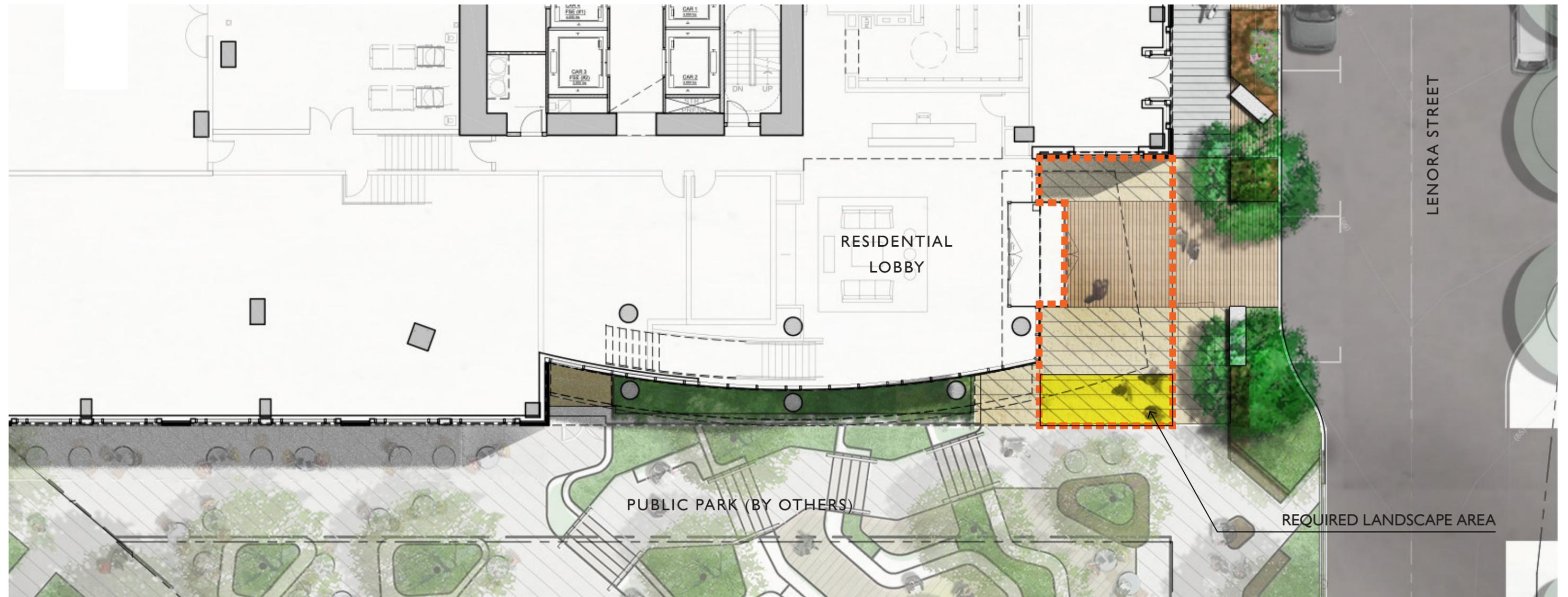
PREFERRED SETBACK CONDITION

REQUESTED DEPARTURE 10

LANDSCAPING IN SETBACKS

CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.056.F3a	At least 20% of the total square footage of all areas abutting the street lot line that are not covered by a structure, have a depth of 10'-0" or more from the street lot line and are larger than 200 sq ft, shall be landscaped	0 sq ft is being proposed (122.7 sq ft required)	122.7 sq ft.	This departure request applies to the residential entry plaza off of Lenora Street. The project proposes to have a pedestrian oriented entry plaza that seamlessly integrates with the design of the park stair plaza connecting the retail and residential entries to the southeast corner of the adjacent park. Planting here would either block that pedestrian flow, block access to the residential entry, or block the retail from connecting to the plaza. The Lenora sidewalk is proposed to be widened, which provides over 550sf of additional sidewalk (both landscaping and hardscaping). We are required to provide 180 sf of landscaping in the Lenora ROW, however we are providing approximately 683 sf, which means we are exceeding the requirement by 503sf of landscaped area.

See Landscape Sheet LI.00 for further information





APPENDIX

ZONING SUMMARY

DOWNTOWN SEATTLE / WESTLAKE TRIANGLE



ZONING SYNOPSIS

KING COUNTY PARCEL #	066000-0540 & 066000-0545
ZONING CLASSIFICATION (MAP IA)	DMC 240/290-400 DENNY TRIANGLE UCV
SITE AREA	21,420 SF
STREET CLASSIFICATION (MAP IB)	LENORA STREET: GREEN STREET WESTLAKE AVENUE: PRINCIPAL ARTERIAL 9th AVENUE: GREEN STREET
SIDEWALK WIDENING (MAP IC)	LENORA STREET & 9th AVENUE: VARIABLE WESTLAKE AVENUE: 18'
VIEW CORRIDORS (MAP ID)	N/A
PUBLIC BENEFIT (MAP IE)	N/A
PEDESTRIAN STREET CLASSIFICATION (MAP IF)	WESTLAKE AVENUE: CLASS I LENORA STREET & 9th AVENUE: GREEN STREET
STREET LEVEL USE MAP	WESTLAKE AVENUE: STREET LEVEL USE REQUIRED/PROPERTY LINE FACADE REQUIRED
PERMITTED USES (23.49.042)	OFFICE, HOTEL, RETAIL, RESIDENTIAL, ETC.
STRUCTURE HEIGHT (23.49.008)	400' + 10% FOR MECHANICAL SCREENING
FLOOR PLATE SIZE (23.49.008)	AVERAGE RESIDENTIAL FLOOR AREA LIMIT PER STORY = 10,700 GROSS SF MAX RESIDENTIAL FLOOR AREA LIMIT PER STORY = 11,500 GROSS SF
MAX. TOWER WIDTH (23.49.58)	120' MAXIMUM ALONG 9th AVENUE
FAÇADE REQUIREMENTS (23.49.056)	MIN. 60% OF STREET LEVEL FAÇADE SHALL BE TRANSPARENT. BLANK FACADES SHALL NOT BE MORE THAN 15' WIDE.
SETBACKS (23.49.056)	MIN. FAÇADE HEIGHT 25' FOR STREETS REQUIRING STREET LEVEL USES. 9th AVENUE/GREEN STREET: 2'
FAÇADE MODULATION (23.49.058)	MAX. FAÇADE LENGTH FROM +86' TO +160' = 155' ; FROM +161' TO +240' = 125' ; FROM +241' TO +500' = 100'
FLOOR AREA RATIO (23.49.011)	BASE: 5 MAX: 7 (FAR DOES NOT APPLY TO RESIDENTIAL)
MAX ALLOWABLE AREA (SITE AREA X FAR)	[21,420 X 7] = 149,940 SF MAX; FAR DOES NOT APPLY TO RESIDENTIAL.
UPPER LEVEL DEVELOPMENT STD'S (23.49.058)	AT GREEN STREET SETBACK OF 15' ABOVE 45' (CONTINUOUS)
COMMON RECREATION AREA (23.49.010)	PROVIDE 5% PERCENT OF TOTAL GROSS FLOOR AREA. 50% MUST BE EXTERIOR.
TDR (23.49.014)	TRANSFER OF DEVELOPMENT RIGHTS IS ALLOWED PER TABLE 23.49.014A
PARKING REQUIREMENTS (23.49.019)	[SEE TABLE 23.49.019A] NO PARKING IS REQUIRED FOR RESIDENTIAL, IF NEXT TO ALLEY, MUST ACCESS PARKING FROM ALLEY.
ALLEY IMPROVEMENTS (23.53.030)	20' ALLEY WIDTH IN ALL DOWNTOWN ZONES



SITE IMAGES



VIEW OF SITE FROM WEST SIDE OF WESTLAKE AVENUE



VIEW OF SITE FROM NORTHEAST SIDE OF 9th AVENUE



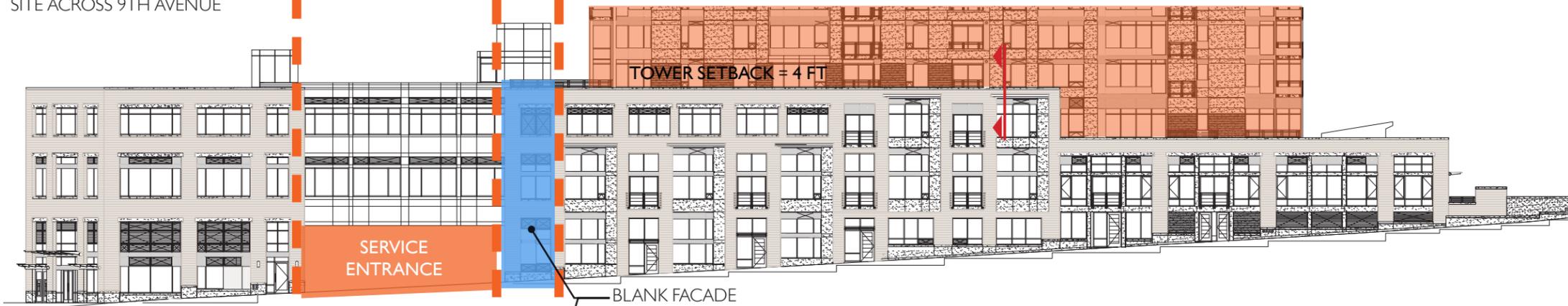
VIEW OF SITE FROM SOUTHEAST SIDE OF LENORA STREET



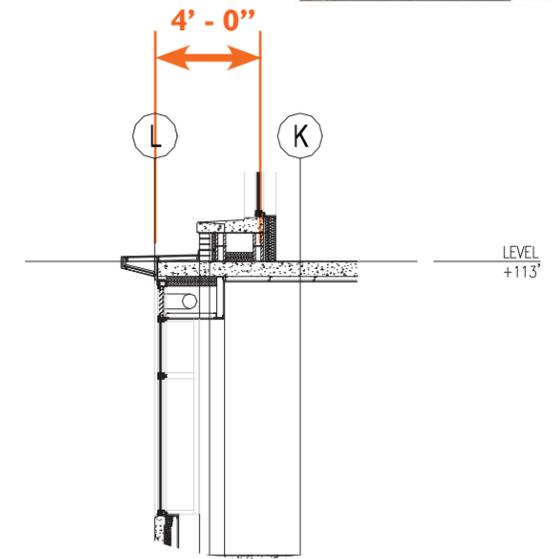
CONTEXT ANALYSIS - 2200 WESTLAKE



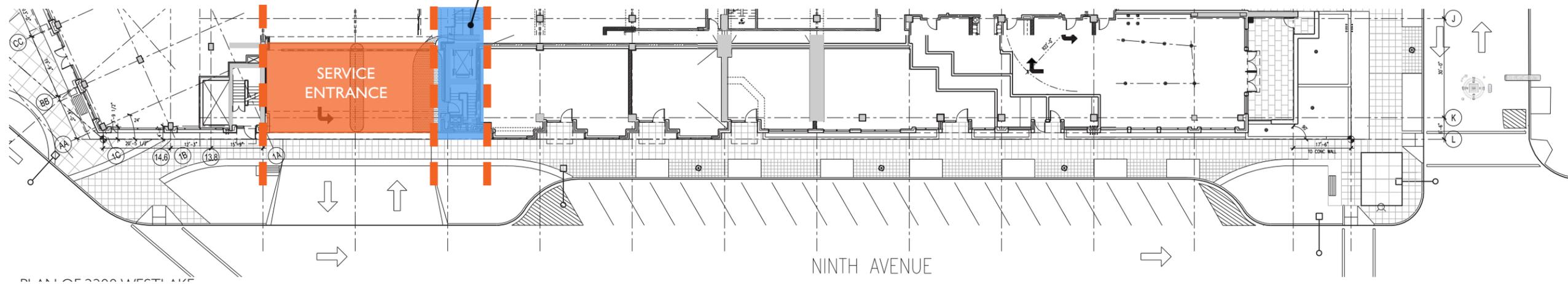
LOOKING NORTHEAST FROM SITE ACROSS 9TH AVENUE



ELEVATION OF 2200 WESTLAKE (NORTH SIDE OF 9TH AVENUE)



PARTIAL SECTION OF 2200 WESTLAKE (NORTH SIDE OF 9TH AVENUE)



PLAN OF 2200 WESTLAKE



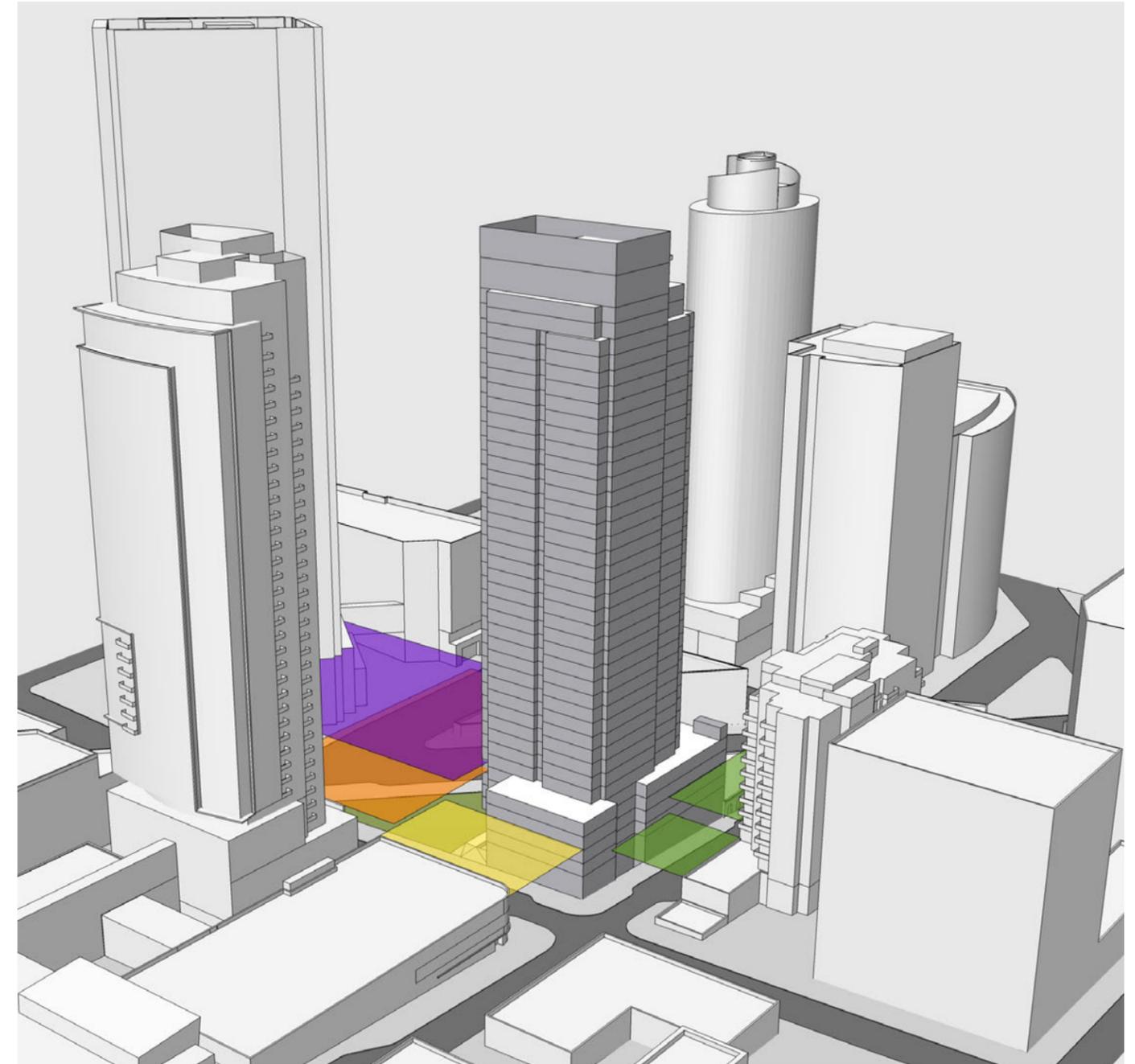
REQUESTED DEPARTURE

PODIUM HEIGHT - FROM EDG

The EDG option placed four levels of residential use over one level of retail along 9th Avenue and Lenora St. At the park side, four levels of residential was placed over one level of leasing office over one level of retail. The board was concerned about the scale of this option, especially at the corner of 9th and Lenora (the intersection of two green streets) and the height of the façade in relation to the park.

Context analysis:

- Braille Library Massing Scale: **Poor (more than 1 floor)**
- 45' height datum of 2200 Westlake: **Poor**
- 65' height datum related to 2200 Westlake: **Poor (increased view loss)**
- 2030 8th Avenue Massing Scale: **Good (1 floor or less)**
- Amazon Base Massing Scale: **Good**
- Triangle Bldg (north of site): **Poor, but better than Code Compliant Options**
- Proposed Park "Urban Room" Scale: **Good**
- Base / Tower articulation at street Grade: **Good urban Design response**

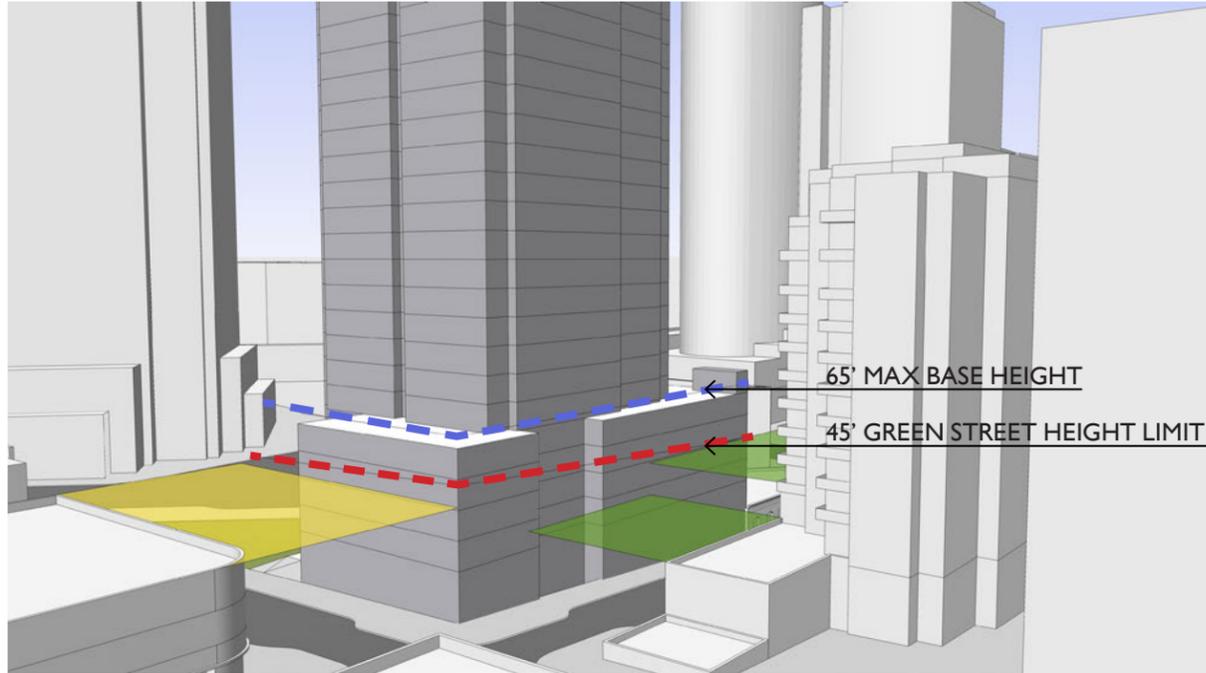


AERIAL VIEW OF CONTEXTUAL PODIUM HEIGHTS



REQUESTED DEPARTURE

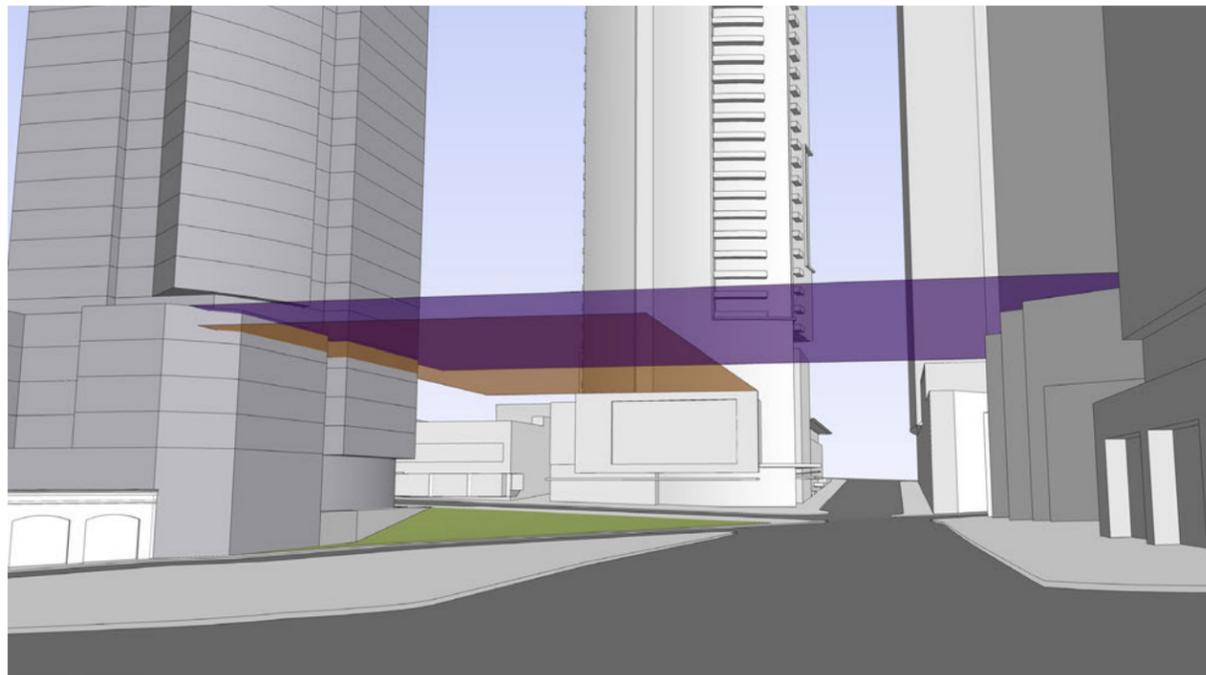
PODIUM HEIGHT - FROM EDG



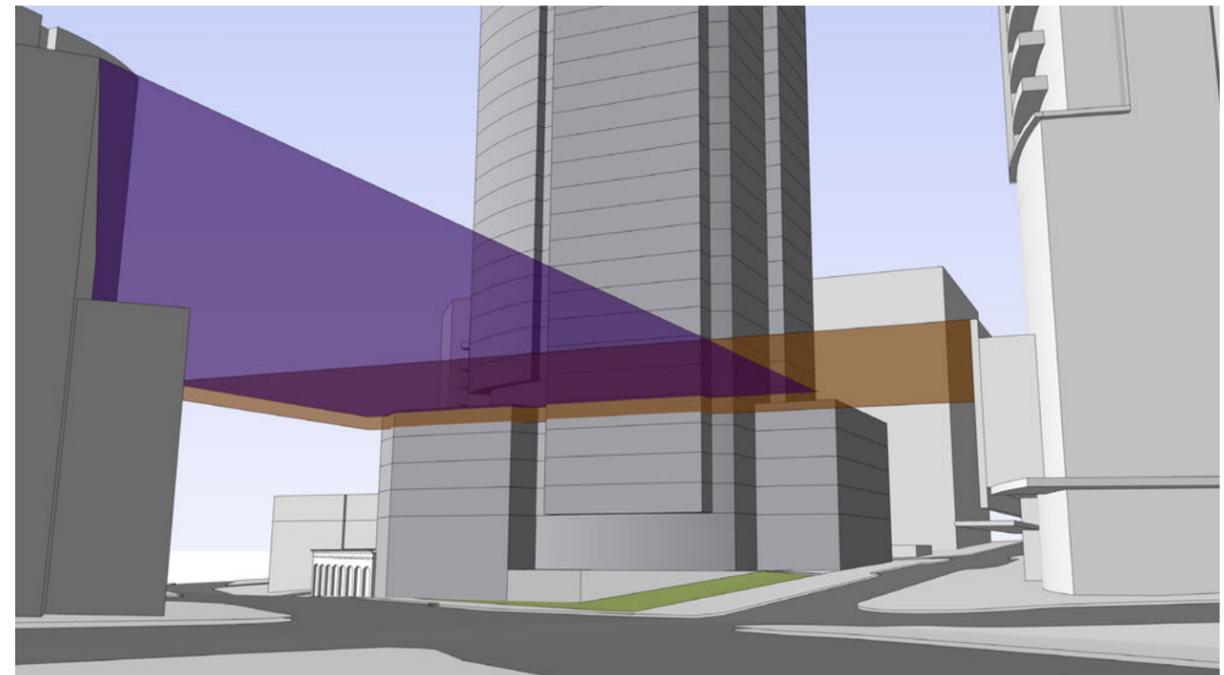
VIEW OF BRAILLE LIBRARY and 2200 WESTLAKE PODIUM HEIGHT



VIEW OF AMAZON and 2200 WESTLAKE PODIUM HEIGHT



VIEW OF AMAZON and 2030 8th PODIUM HEIGHT



VIEW OF AMAZON and 2030 8th PODIUM HEIGHT



REQUESTED DEPARTURE

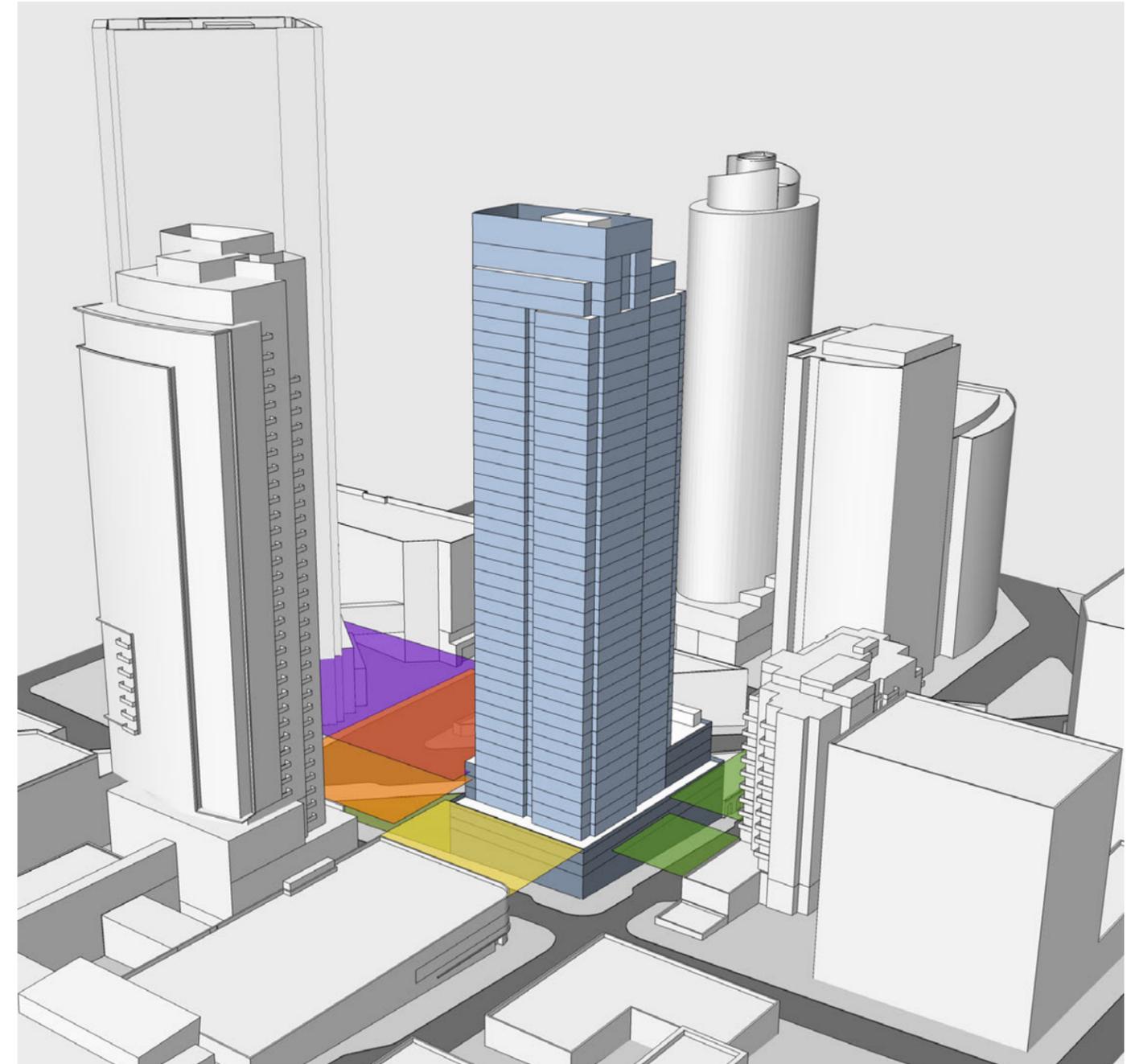
PODIUM HEIGHT - CODE COMPLIANT OPTION I - MAXIMUM ENVELOPE

The CC Opt I scheme places two levels of residential use over one level of retail at the corner of 9th Avenue and Lenora St. Along 9th Avenue, four levels (upper two set back 15' from the property line to comply with the green street setback) sit above one level of retail / BOH services. At the park side, four levels of residential use is placed over one level of leasing office over one level of retail. The board was concerned about the scale of this massing at EDG, emphasizing the height of the façade in relation to the park. This option maximizes the base taking the full size of the site and height (65') as allowed by code to demonstrate the maximum "Code Compliant" base.

The two tier base splits the roof into two levels, the lower level at 9th and Lenora within the 15' setback would be inaccessible because the depth it takes to implement an accessible terrace which would reduce the head height in the units below to a height that doesn't meet code or allow for horizontal ventilation. This "wasted" roof sf can no longer be used by residents as amenity space, which means the amount of interaction between the amenity level and the street / park is significantly reduced. This reduces the eyes on the street from these terraces to only the park side, not 9th Avenue or Lenora Street.

Context analysis:

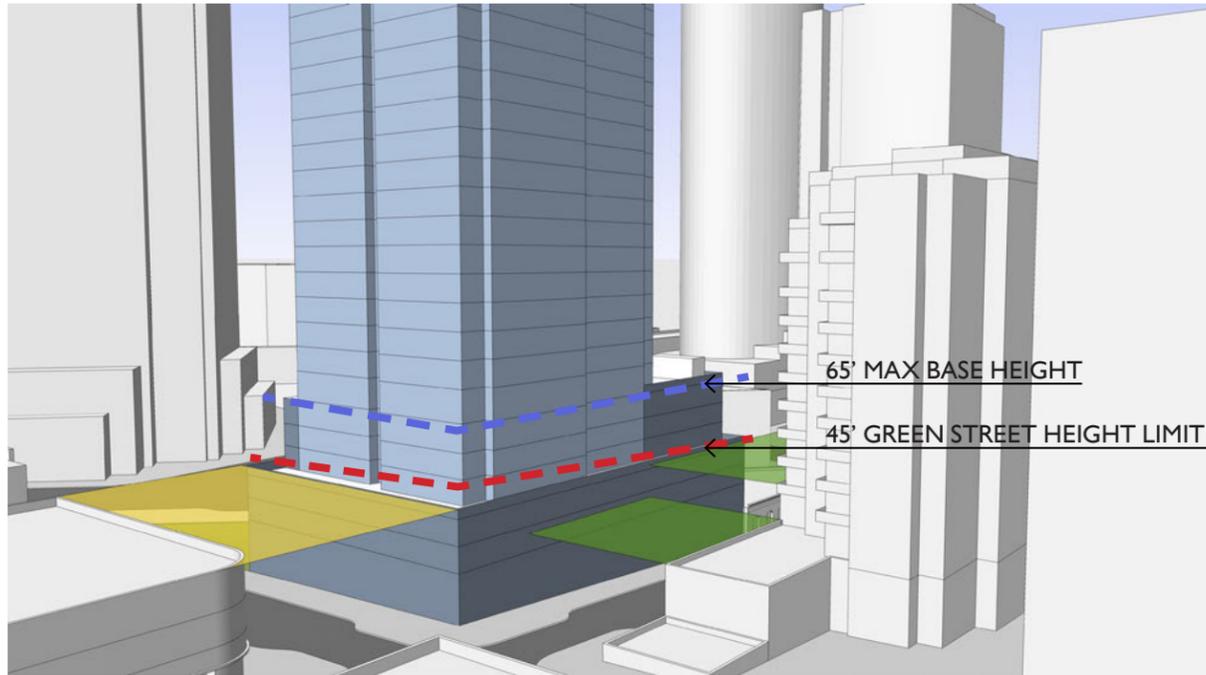
- Braille Library Massing Scale: **Good**
- 45' height datum of 2200 Westlake: **Good**
- 65' height datum related to 2200 Westlake: **Poor (increased view loss)**
- 2030 8th Avenue Massing Scale: **Good**
- Amazon Base Massing Scale: **Good**
- Triangle Bldg (north of site): **Poorest**
- Proposed Park "Urban Room" Scale: **Poor Based on EDG comments**
- Awkward / Arbitrary setback along 9th Avenue: **Poor Urban Design Response**
- Full site coverage / maximized base: **Poor Urban Design Response**



AERIAL VIEW OF CONTEXTUAL PODIUM HEIGHTS

REQUESTED DEPARTURE

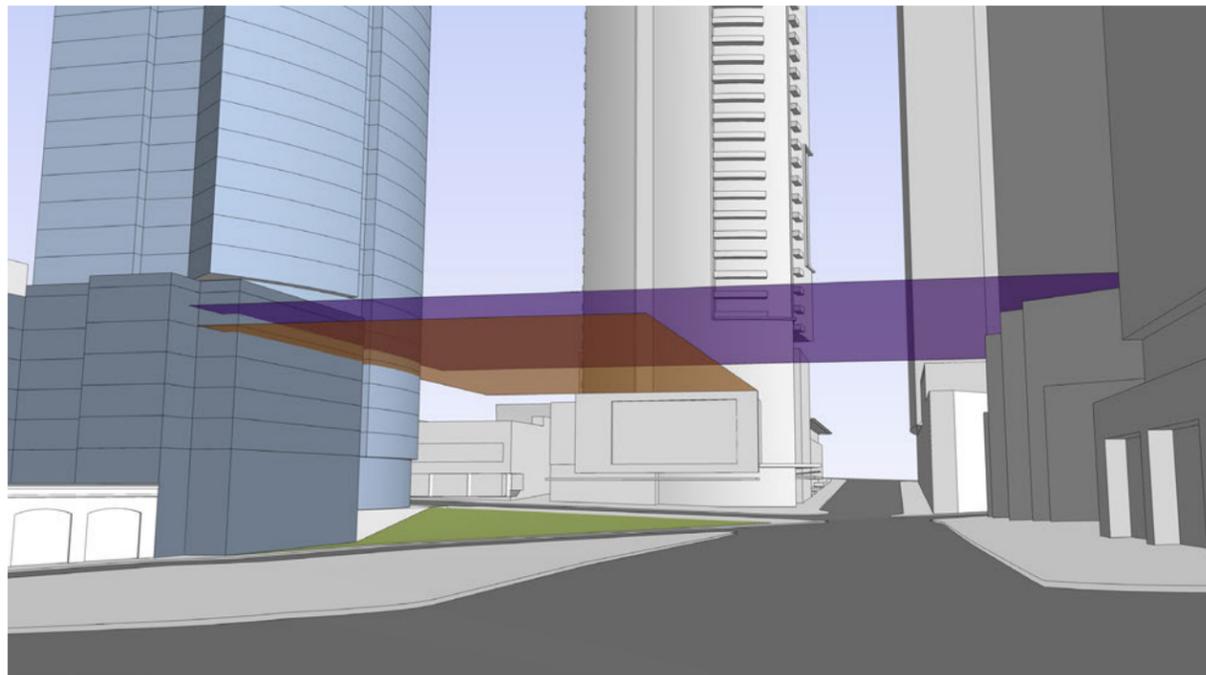
PODIUM HEIGHT - CODE COMPLIANT OPTION I - MAXIMUM ENVELOPE



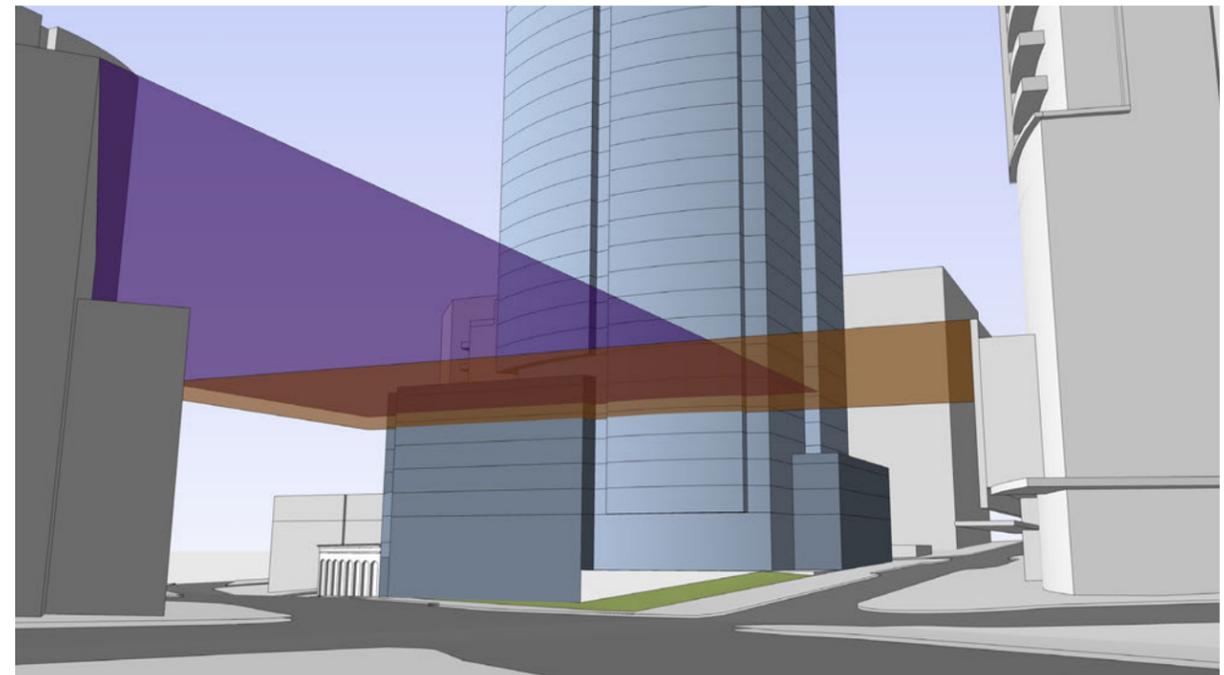
VIEW OF BRAILLE LIBRARY and 2200 WESTLAKE PODIUM HEIGHT



VIEW OF AMAZON and 2200 WESTLAKE PODIUM HEIGHT



VIEW OF AMAZON and 2030 8th PODIUM HEIGHT



VIEW OF AMAZON and 2030 8th PODIUM HEIGHT



REQUESTED DEPARTURE

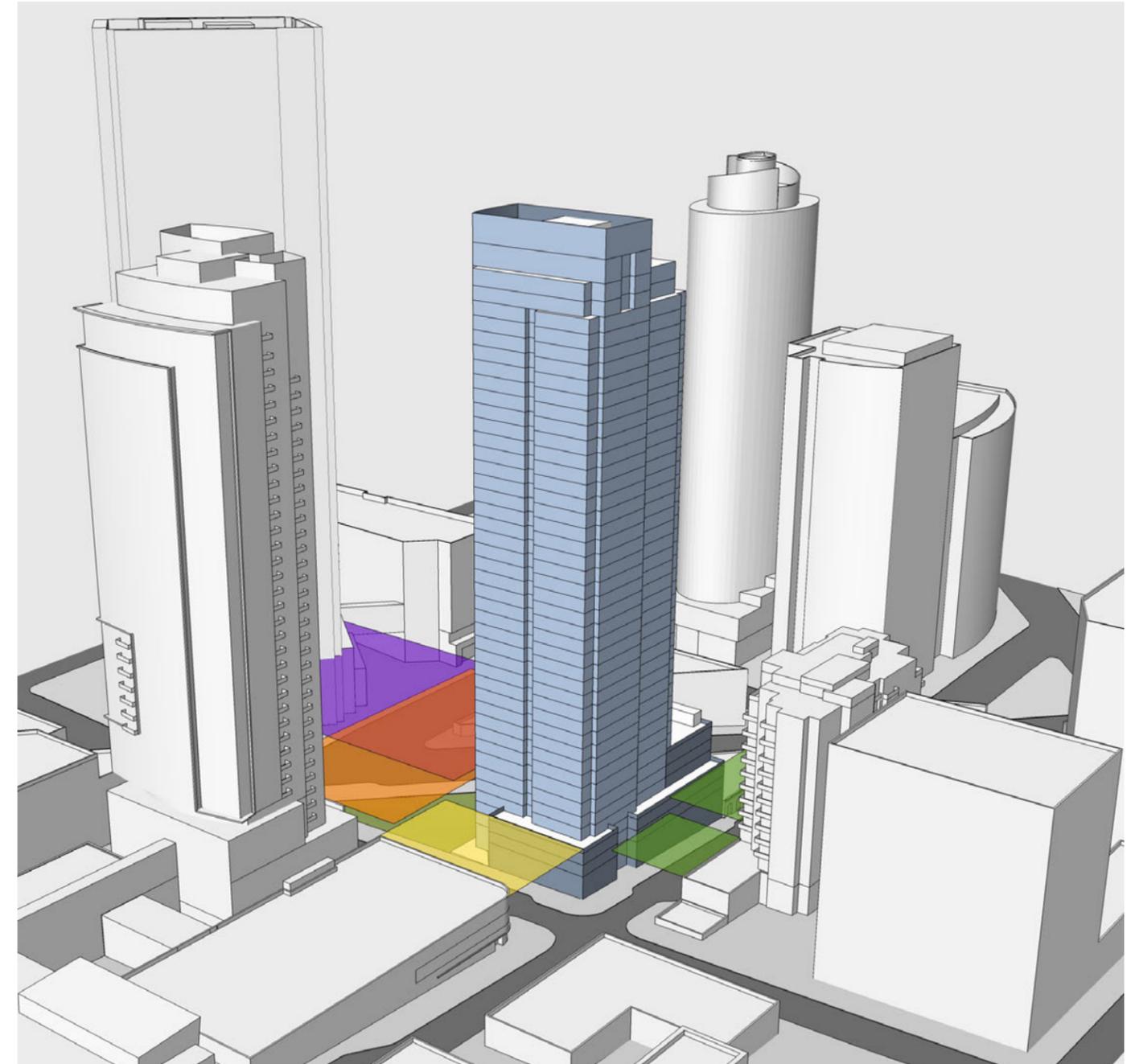
PODIUM HEIGHT - CODE COMPLIANT OPTION 2 - TOWER ARTICULATED AT GRADE

The CC Opt 2 scheme places two levels of residential use over one level of retail at the corner of 9th Avenue and Lenora St. Along 9th Avenue, four levels (upper two set back 15' from the property line to comply with the green street setback) sit above one level of retail / BOH services. At the park side, four levels of residential use is placed over one level of leasing office over one level of retail. The board was concerned about the scale of this massing at EDG, emphasizing the height of the façade in relation to the park. This option integrates the tower and base so that the tower is expressed to grade similarly to the EDG and current proposed options. It does maximize height (65') as allowed by code to demonstrate the maximum "Code Compliant" base with a similar tower / base relationship as the preferred option.

The two tier base again splits the roof into two levels, the lower level at 9th and Lenora within the 15' setback would be inaccessible because the depth it takes to implement an accessible terrace would reduce the head height in the units below to a height that doesn't meet code or allow for horizontal ventilation. This "wasted" roof sf can no longer be used by residents as amenity space, which means the amount of interaction between the amenity level and the street / park is significantly reduced. This reduces the eyes on the street from these terraces to only the park side, not 9th Avenue or Lenora Street.

Context analysis:

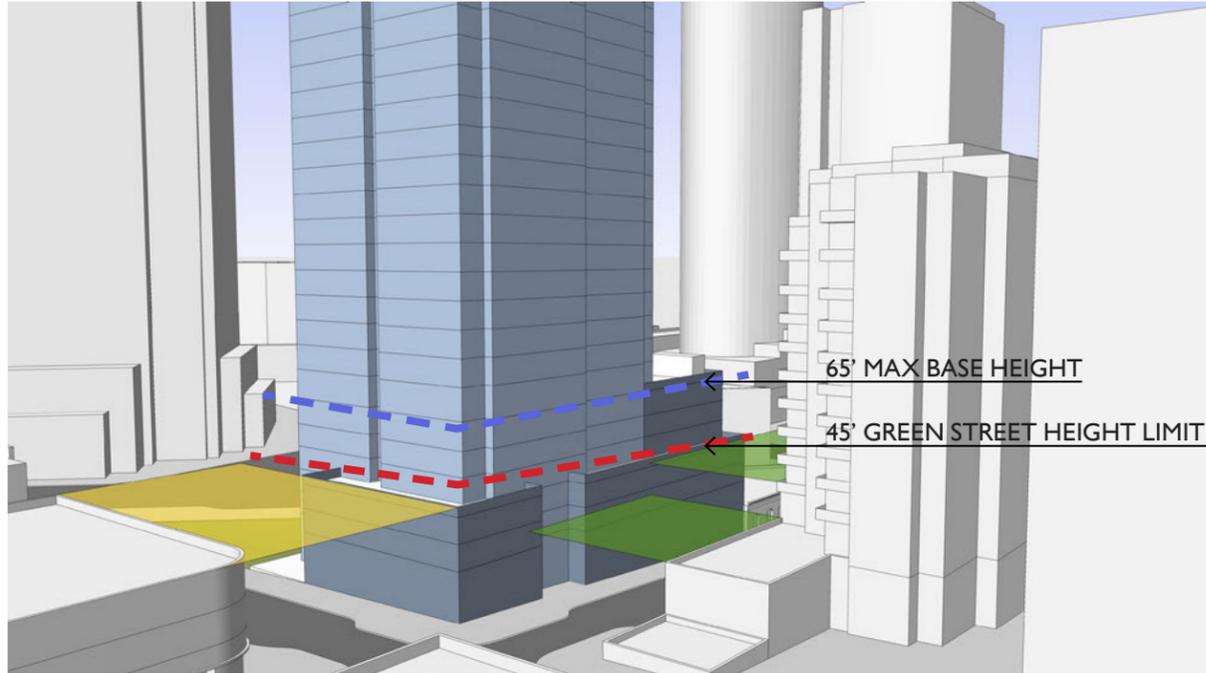
- Braille Library Massing Scale: **Good**
- 45' height datum of 2200 Westlake: **Good**
- 65' height datum related to 2200 Westlake: **Poor (increased view loss)**
- 2030 8th Avenue Massing Scale: **Good**
- Amazon Base Massing Scale: **Good**
- Triangle Bldg (north of site): **Poorest**
- Proposed Park "Urban Room" Scale: **Poor Based on EDG comments**
- Awkward / Arbitrary setback along 9th Avenue: **Poor Urban Design Response**
- Base / Tower articulation at street Grade: **Good urban Design response**



AERIAL VIEW OF CONTEXTUAL PODIUM HEIGHTS

REQUESTED DEPARTURE

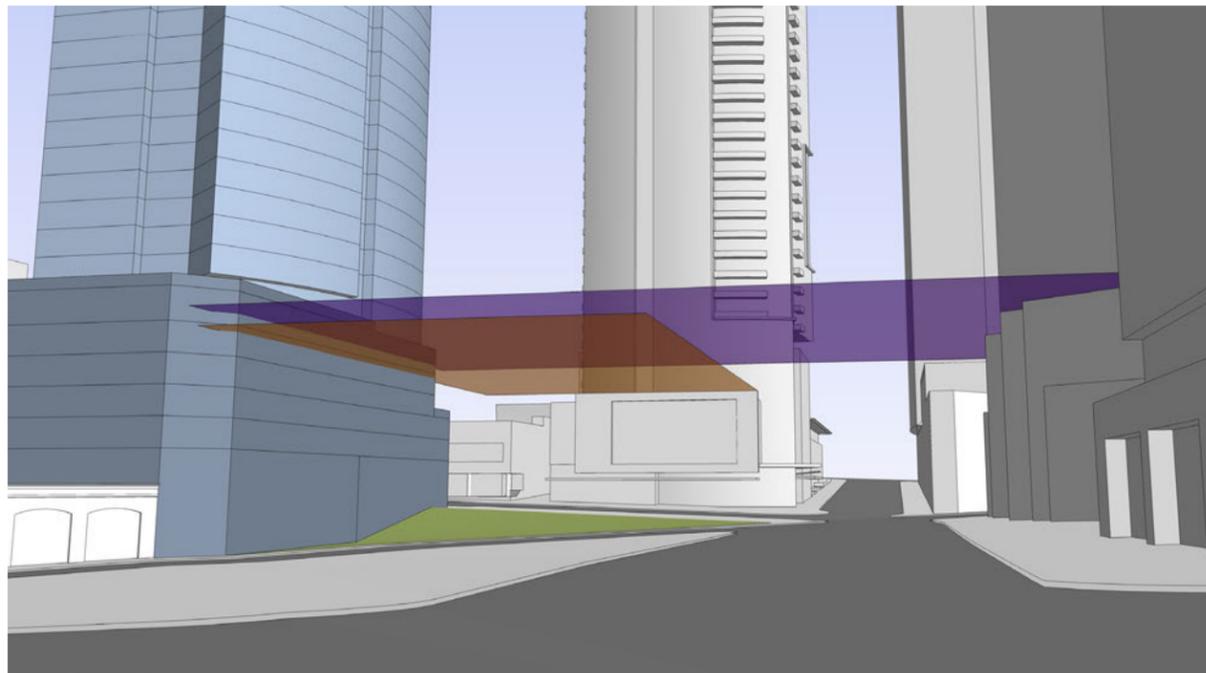
PODIUM HEIGHT - CODE COMPLIANT OPTION 2 - TOWER ARTICULATED AT GRADE



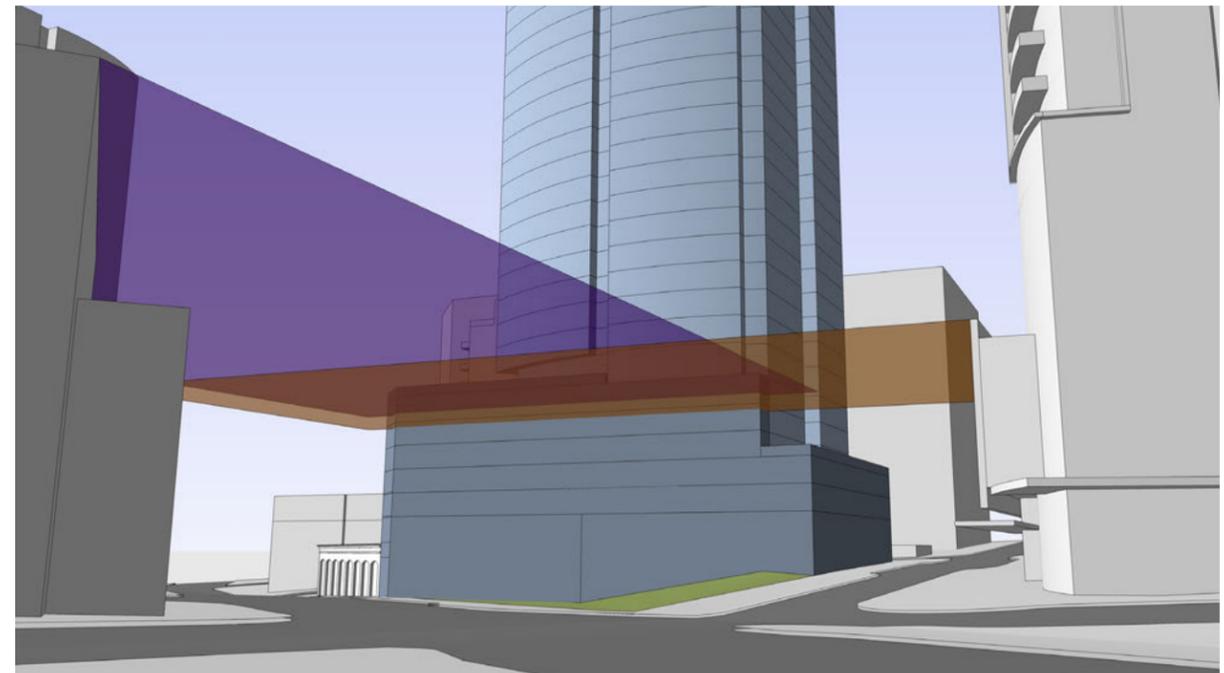
VIEW OF BRAILLE LIBRARY and 2200 WESTLAKE PODIUM HEIGHT



VIEW OF AMAZON and 2200 WESTLAKE PODIUM HEIGHT



VIEW OF AMAZON and 2030 8th PODIUM HEIGHT



VIEW OF AMAZON and 2030 8th PODIUM HEIGHT



REQUESTED DEPARTURE

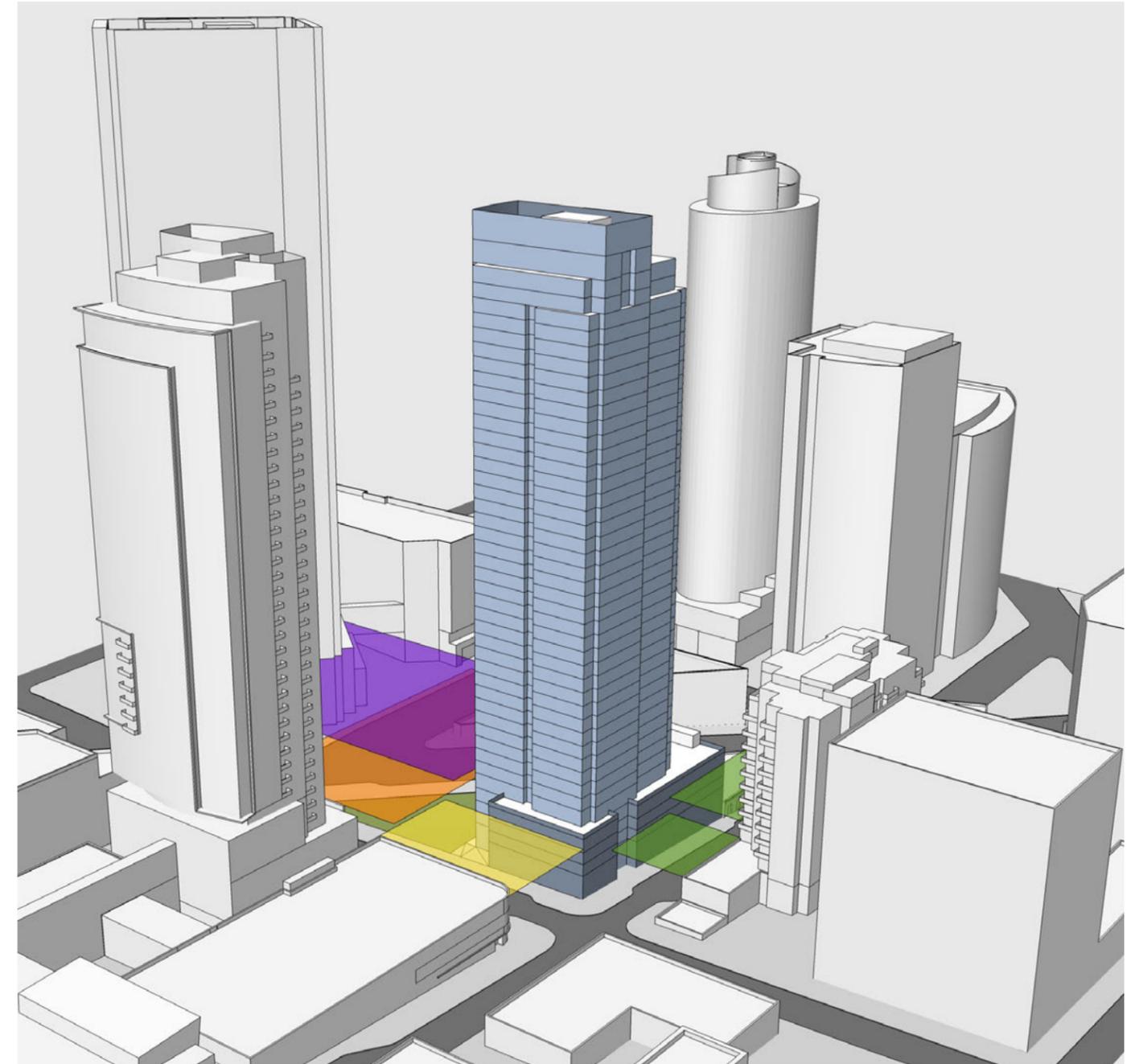
PODIUM HEIGHT - PREFERRED OPTION

The Preferred option places three levels of residential use over one level of retail along 9th Avenue and Lenora St. At the park side, three levels of residential is placed over one level of leasing office over one level of retail. This option creates a single floor of amenity terrace at L6 maximizing the uses that can be offered to the tenants, and thus maximizing the tenant use. This puts eyes on the street along Lenora St., 9th Avenue and over the park.

The base height is therefore reduced in height by one floor from the EDG scheme. This is in direct response to the concern about the façade height and scale along the park wall. The park wall was also elongated, so its proportions are improved, and the retail relationship along the park edge is expanded.

Context analysis:

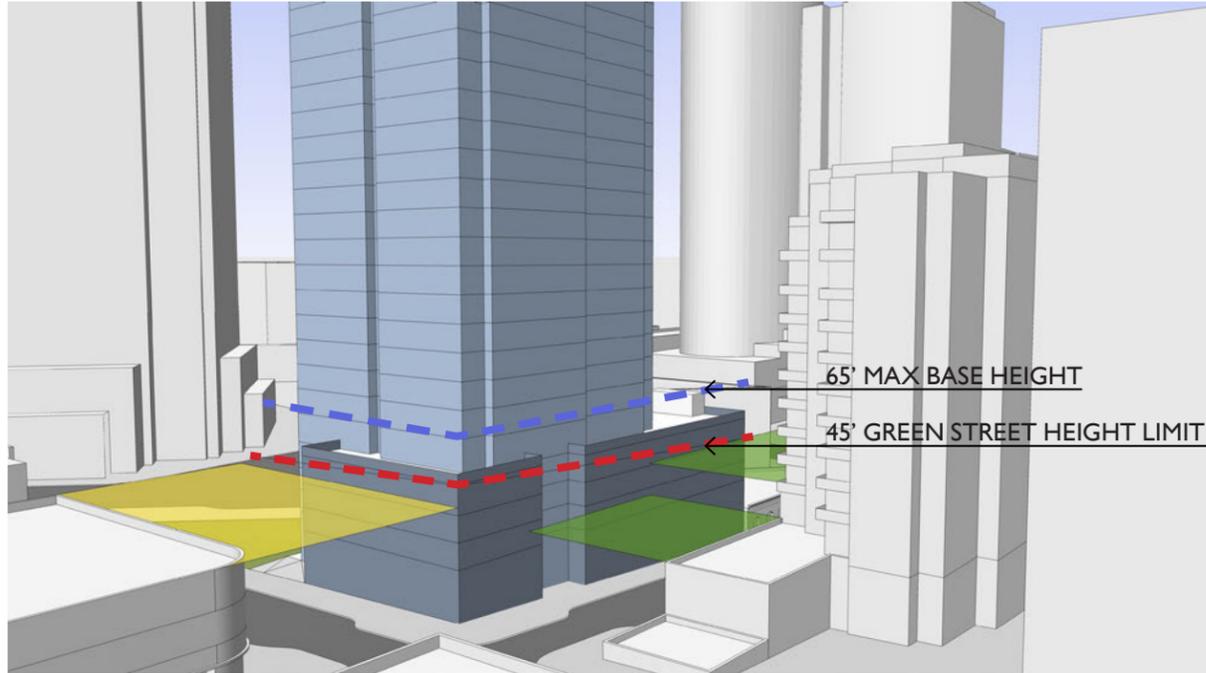
- Braille Library Massing Scale: **Good**
- 45' height datum of 2200 Westlake: **Good**
- 65' height datum related to 2200 Westlake: **Good (no increased view loss)**
- 2030 8th Avenue Massing Scale: **Good**
- Amazon Base Massing Scale: **Good**
- Triangle Bldg (north of site): **Good (best of 4 options)**
- Proposed Park "Urban Room" Scale: **Good Based on EDG comments to reduce height by a floor**
- Base / Tower articulation at street Grade: **Good urban Design response**



AERIAL VIEW OF CONTEXTUAL PODIUM HEIGHTS

REQUESTED DEPARTURE

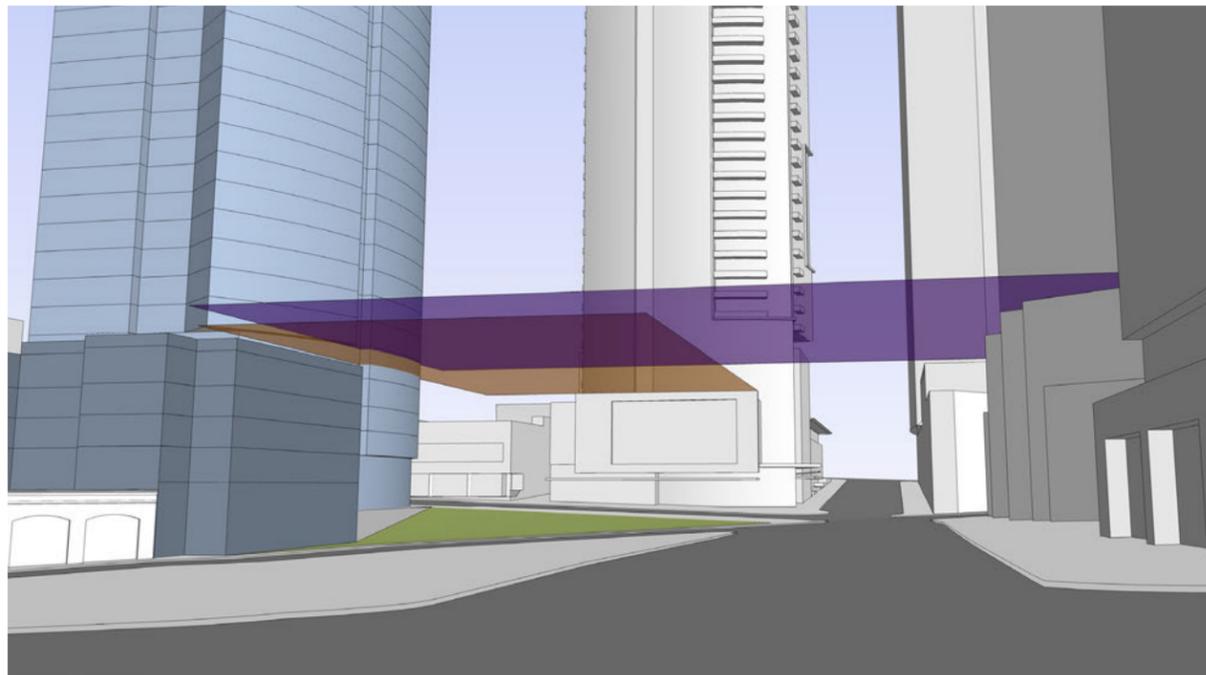
PODIUM HEIGHT - PREFERRED OPTION



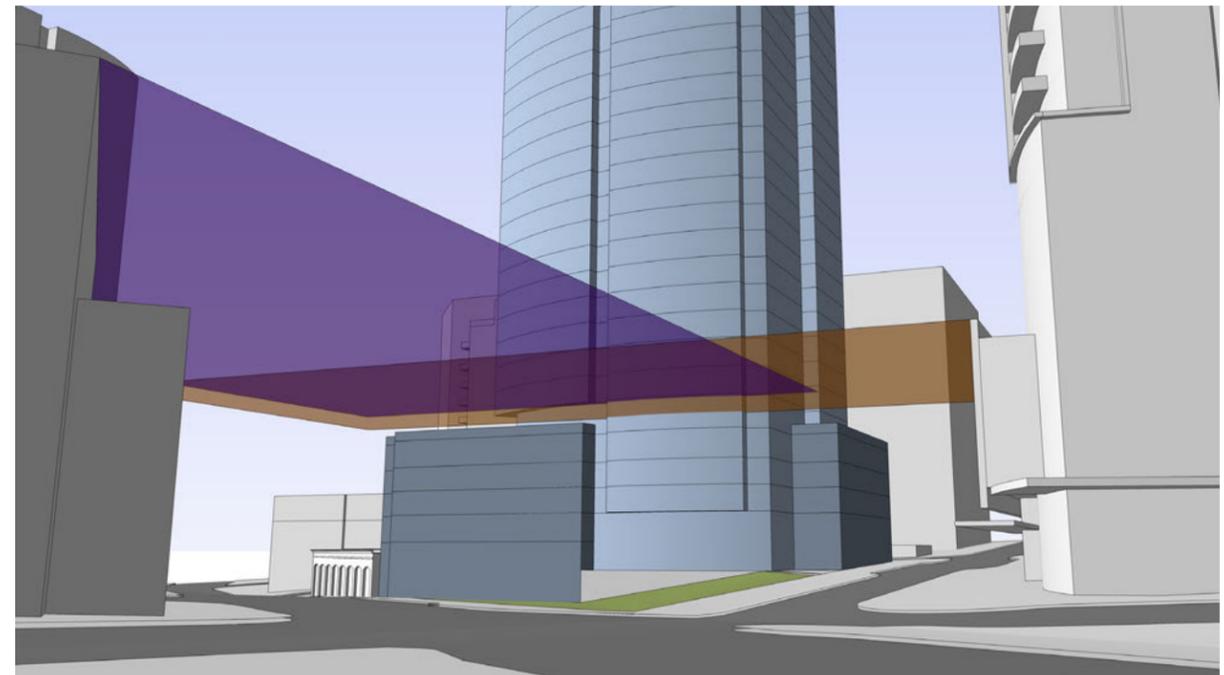
VIEW OF BRAILLE LIBRARY and 2200 WESTLAKE PODIUM HEIGHT



VIEW OF AMAZON and 2200 WESTLAKE PODIUM HEIGHT



VIEW OF AMAZON and 2030 8th PODIUM HEIGHT

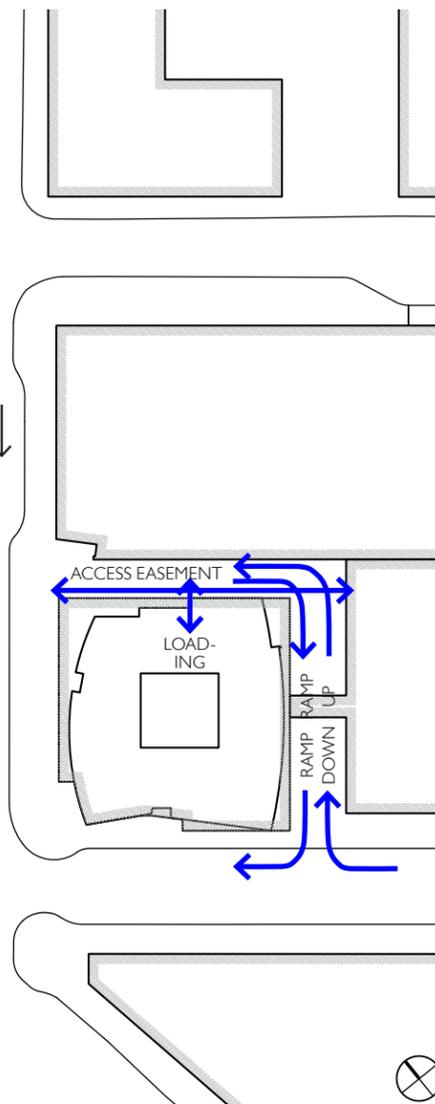
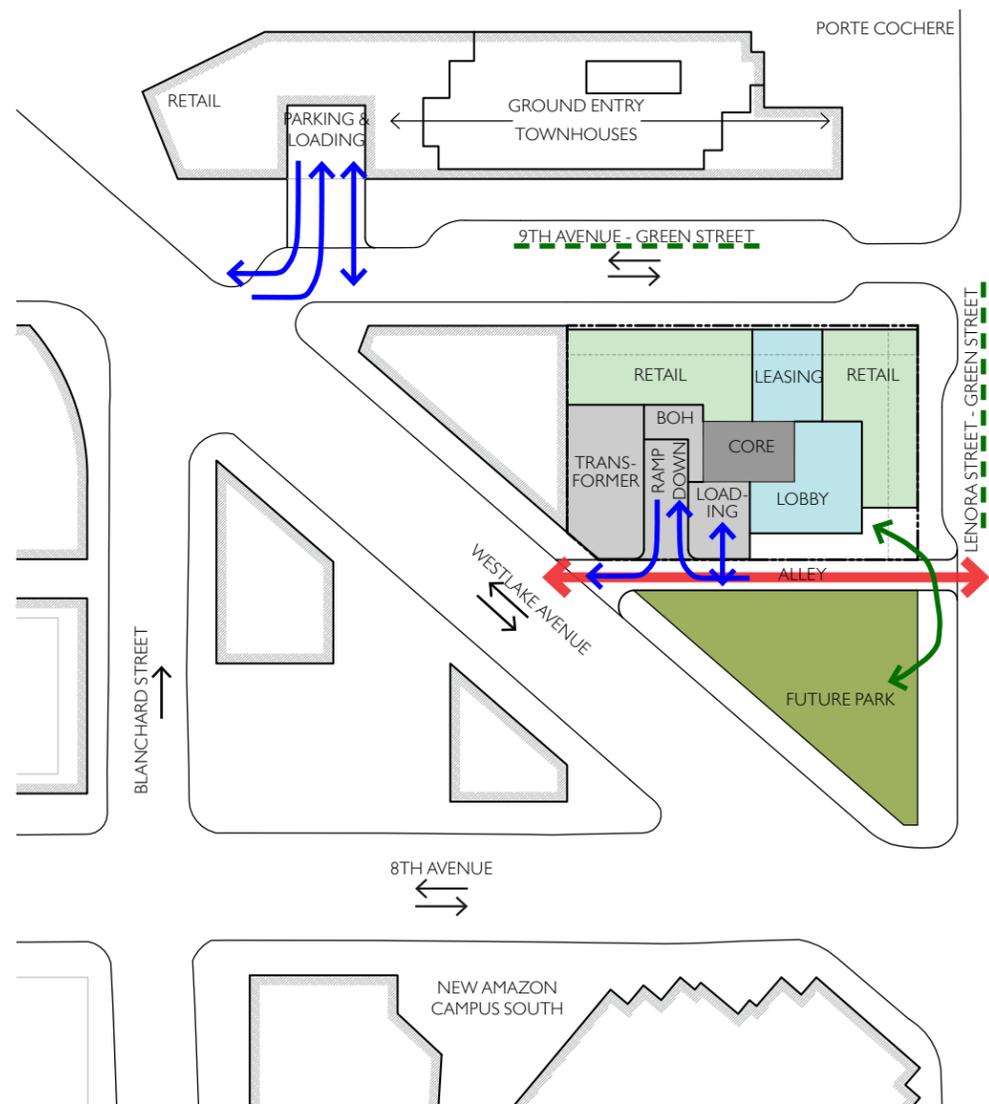


VIEW OF AMAZON and 2030 8th PODIUM HEIGHT

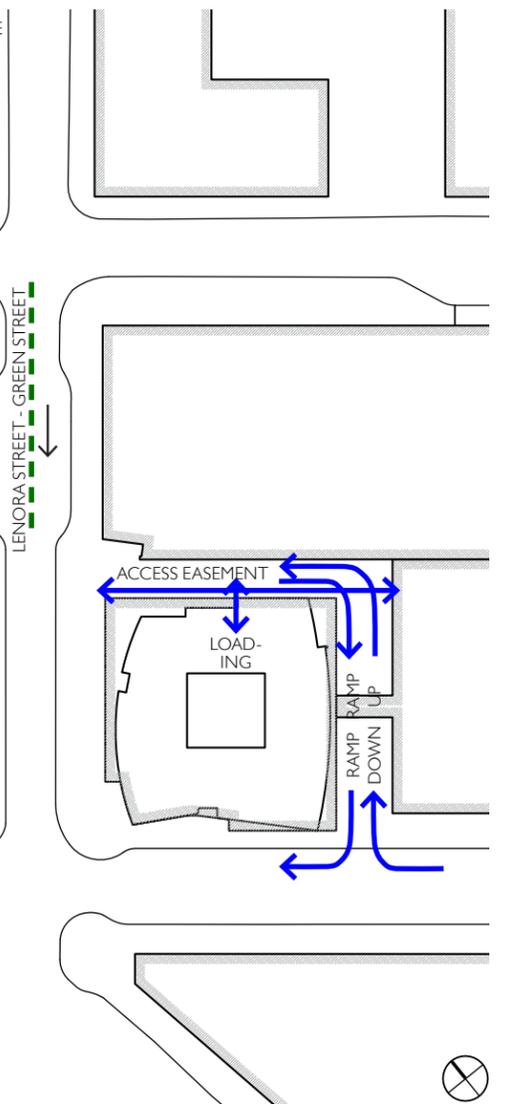
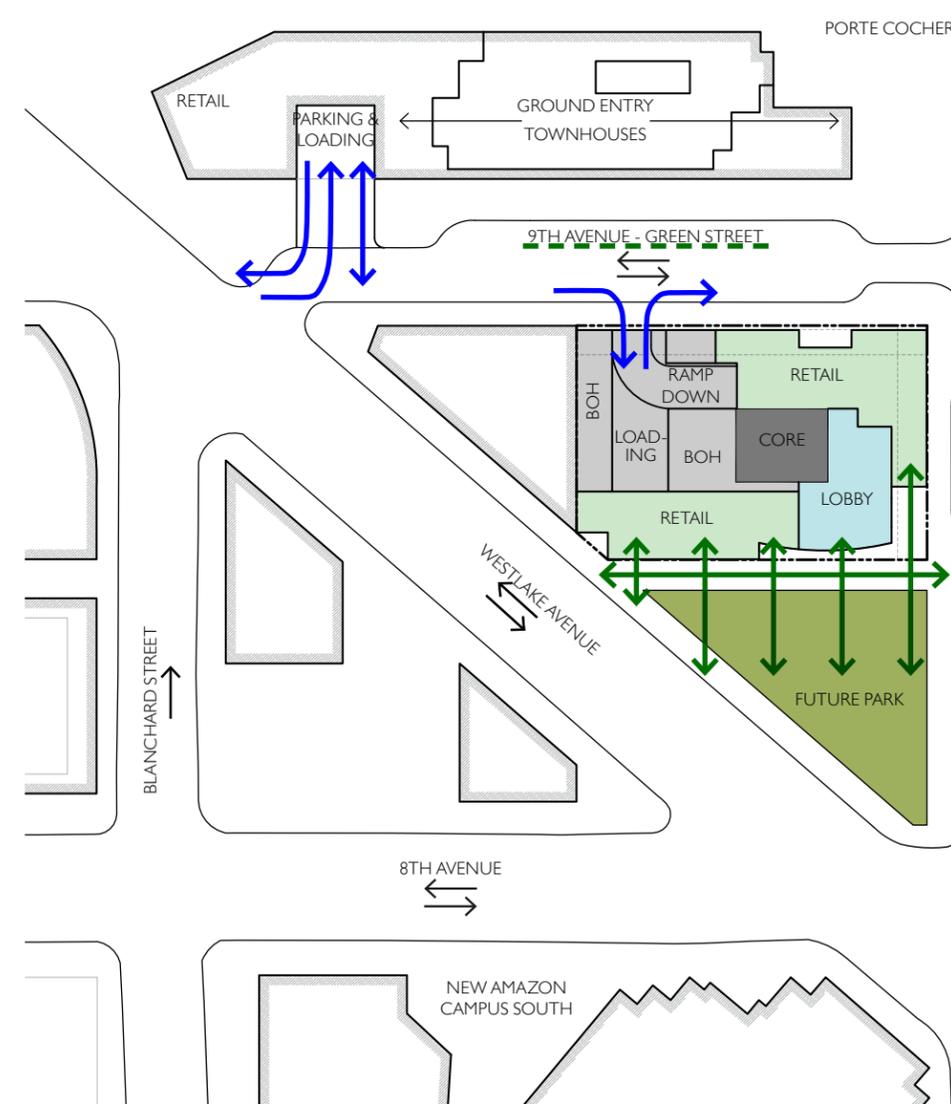
REQUEST FOR SUPPORT

SERVICE/PARKING ACCESS OFF 9TH AVENUE

CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
I SMC 23.49.019.H.1.c Parking Space Standards: Driveways	If a lot abuts an alley, alley access is required, unless the Director otherwise determines under subsection 23.49.019.H.1.c	Access from 9th Avenue (Green Street)	Access street is preferred. Green Street is least preferred.	The existing alley is non-typical because it is 1) not part of the a continuous alley system, 2) does not serve the hidden backside of two opposing buildings, 3) outlets onto a Green Street (Lenora) and a major thorough fare (Westlake). The site has a unique opportunity to work with and activate a proposed city park. In this case, we feel the unique character of the city park, and the alley's exposure to it, and to Westlake, equals, if not exceeds the importance of the Green Street in the access location hierarchy illustrated in 23.49.019.H.1.b. This solution provides a better future condition for the park design to respond to, rather than having to react to back of house functions immediately adjacent to the park.



CODE COMPLIANT PLAN



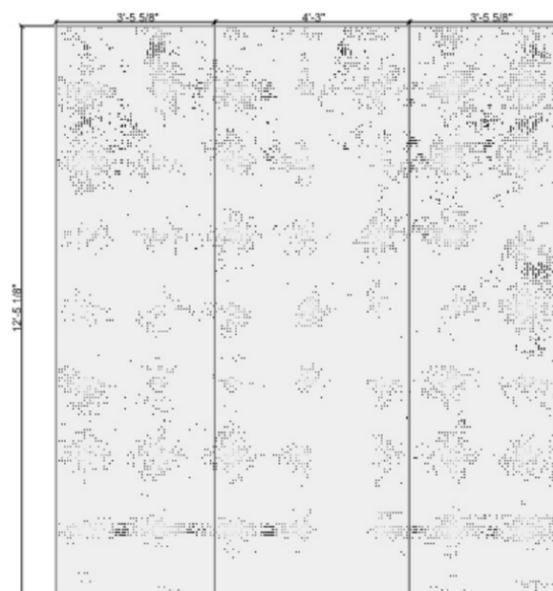
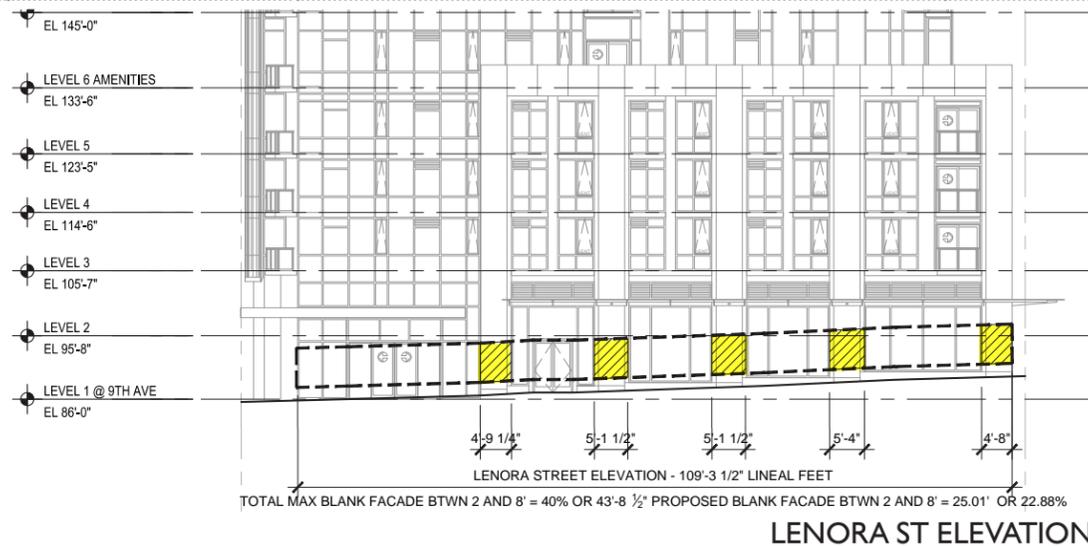
PREFERRED PLAN



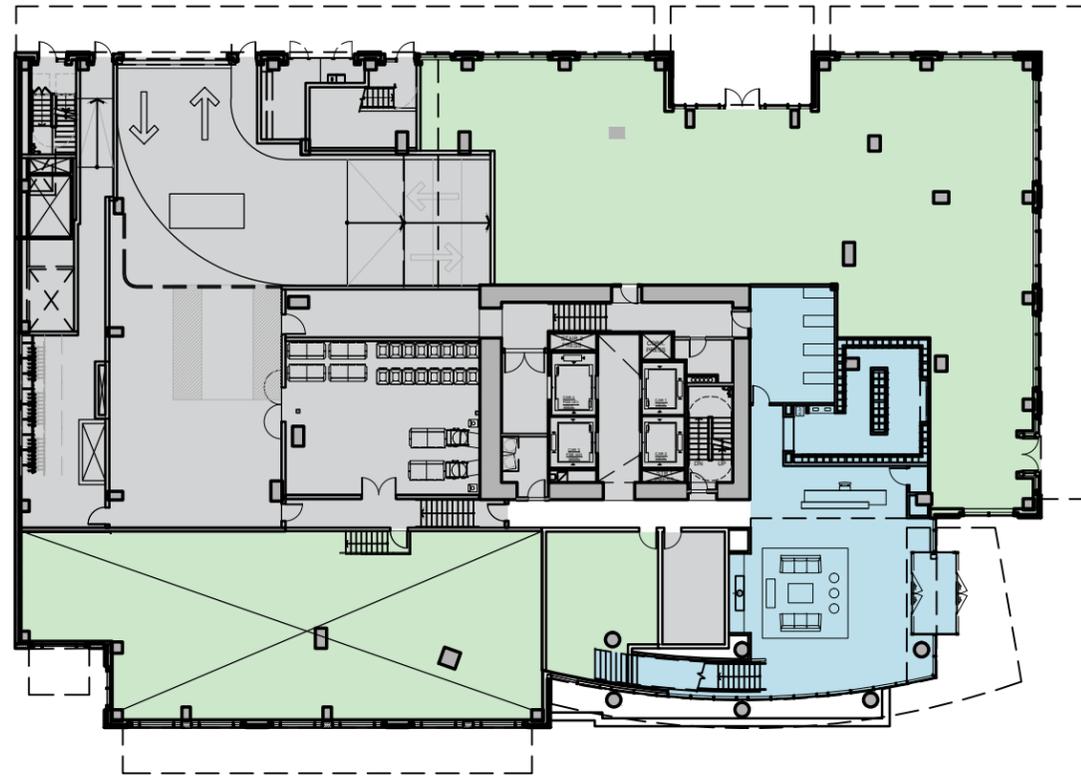
REQUEST FOR SUPPORT

BLANK FACADES

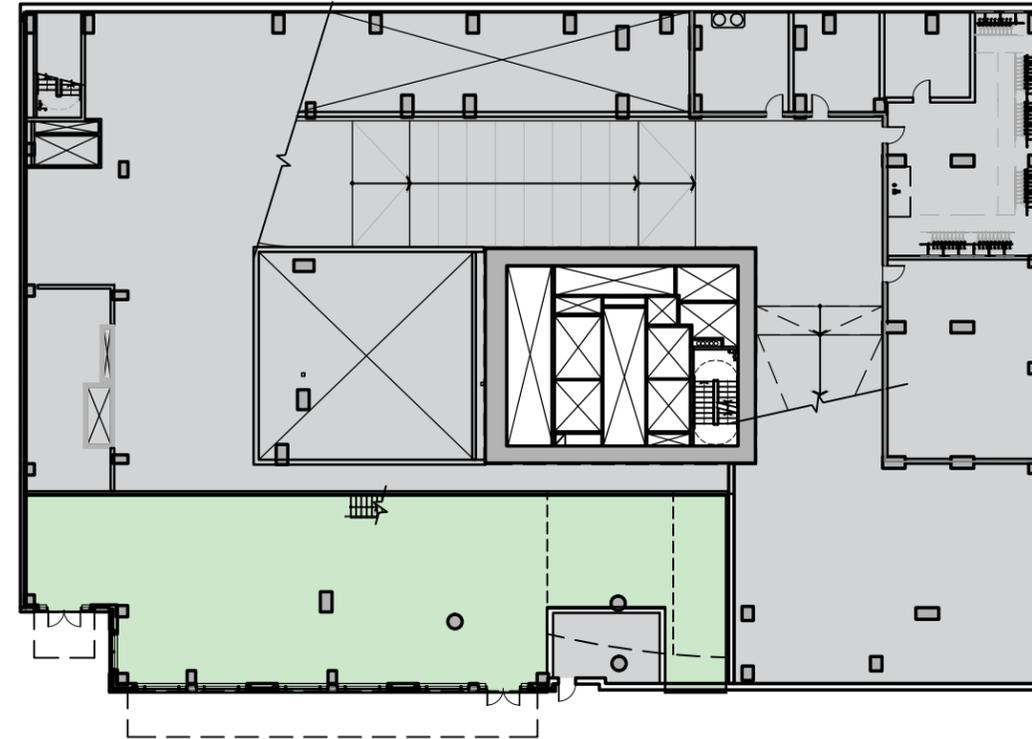
CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
2 SMC 23.49.056.D.2.a Blank Facades	Blank facades shall be no more than 15 feet wide except segments with garage doors may exceed a width of 15 feet and may be as wide as the driveway plus 5 feet. Blank façade segment may be increased to 30 feet if the Director in a Type I decision determines that the facade segment is enhanced by features with visual interest such as architectural detailing, artwork, landscaping or similar features.	22'-9 1/2"	7'-4"	There is an unprecedented opportunity to create a park space (by others) and front it with active retail uses (proposed) which will help activate and provide eyes onto the public space. To do this we need to move the BOH functions to 9th Avenue, which increases the area of blank facade. The transformer room is prescribed to be 30'-0" clear interior dimension by SLC, with blast proof concrete walls. Add the minimal dimension to the loading dock door, and you have 33'-8" of blank facade. Our plan is to provide a decorative gate / screen wall which will obscure the gas meters on the exterior of the wall, as well as the wall itself.



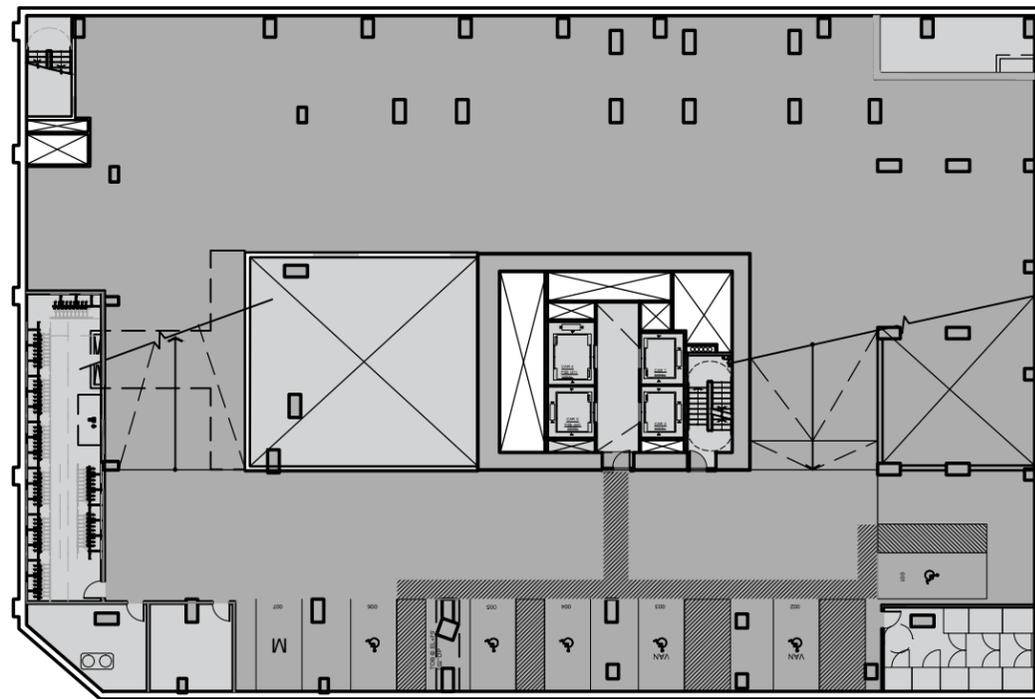
FLOOR PLANS



LEVEL I



LEVEL IA



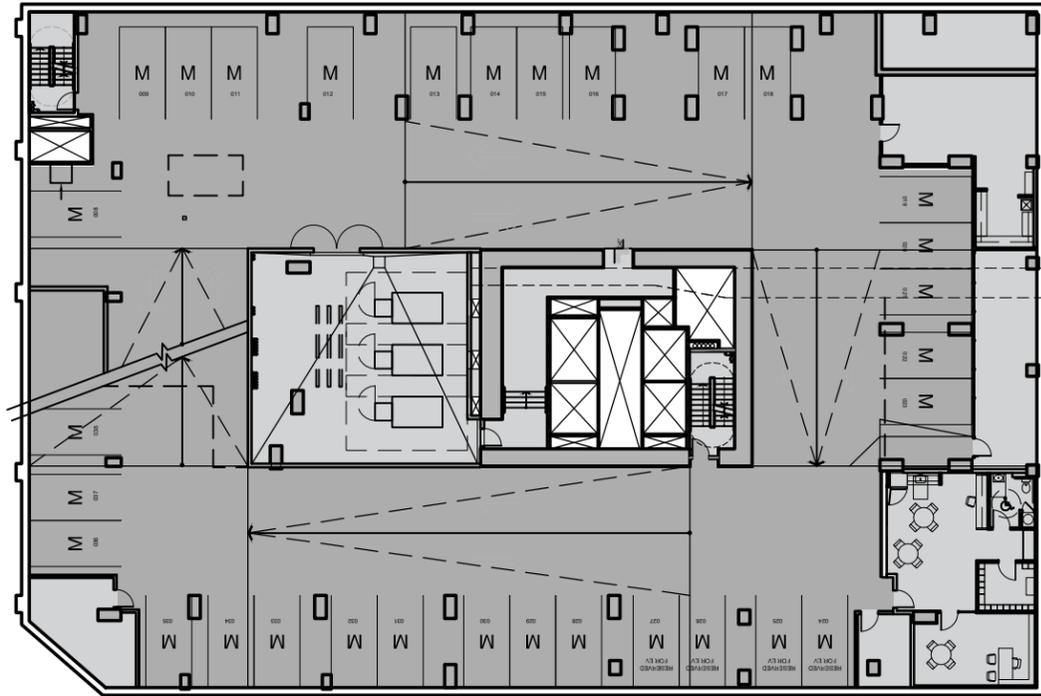
LEVEL PIA

- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

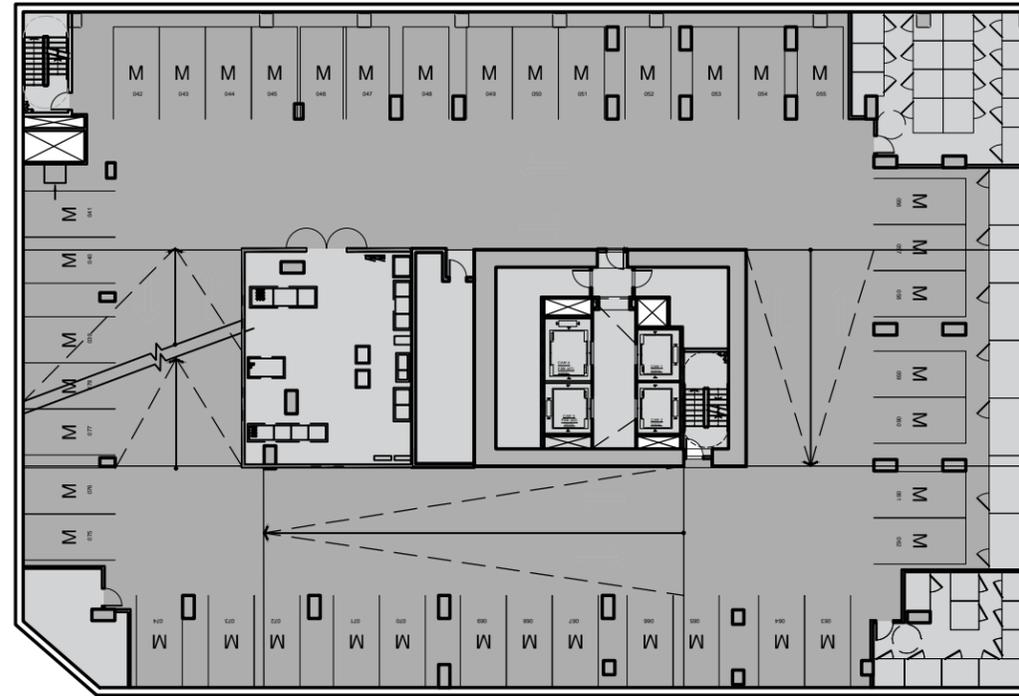
0 8' 16' 32' 64'
 1/32"=1'-0"



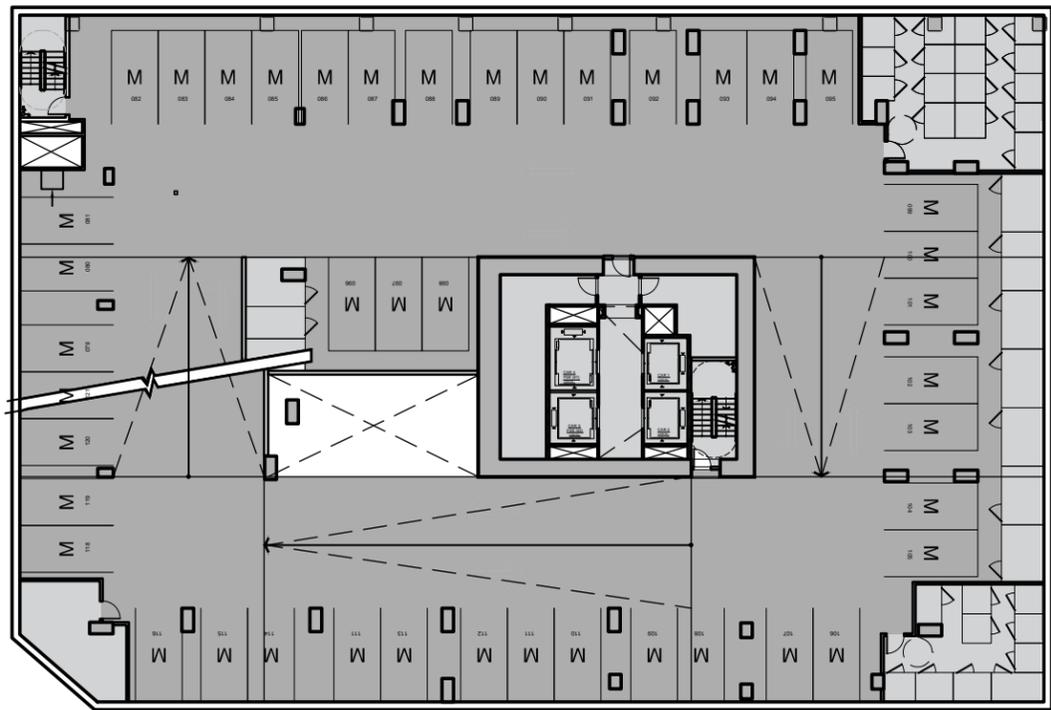
FLOOR PLANS



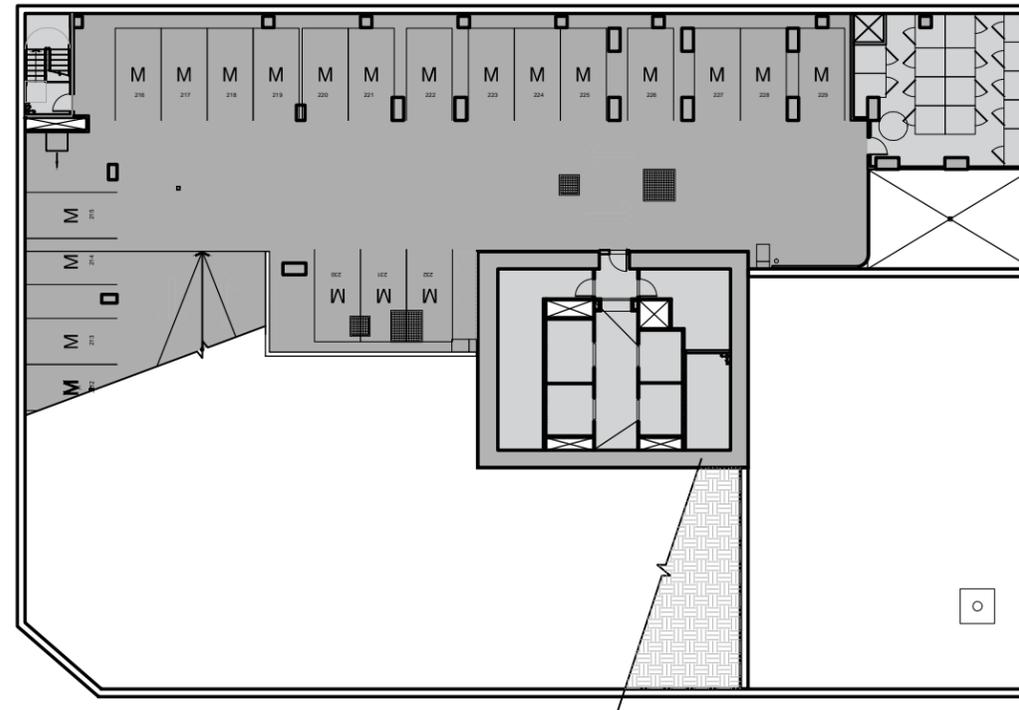
LEVEL P1



LEVEL P2

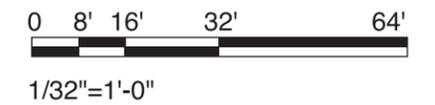


LEVEL P3-4

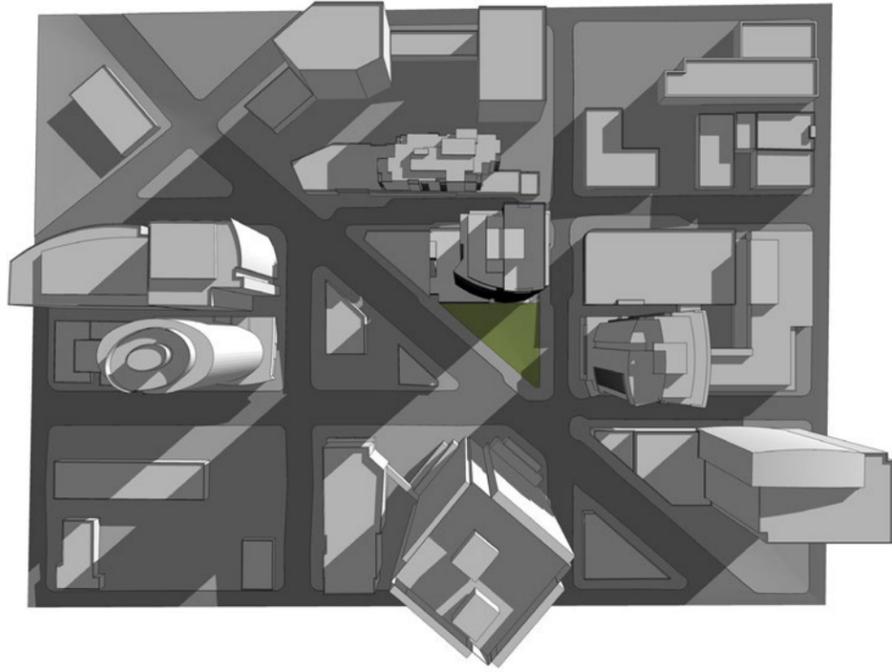


LEVEL P6

- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE



SHADOW STUDIES



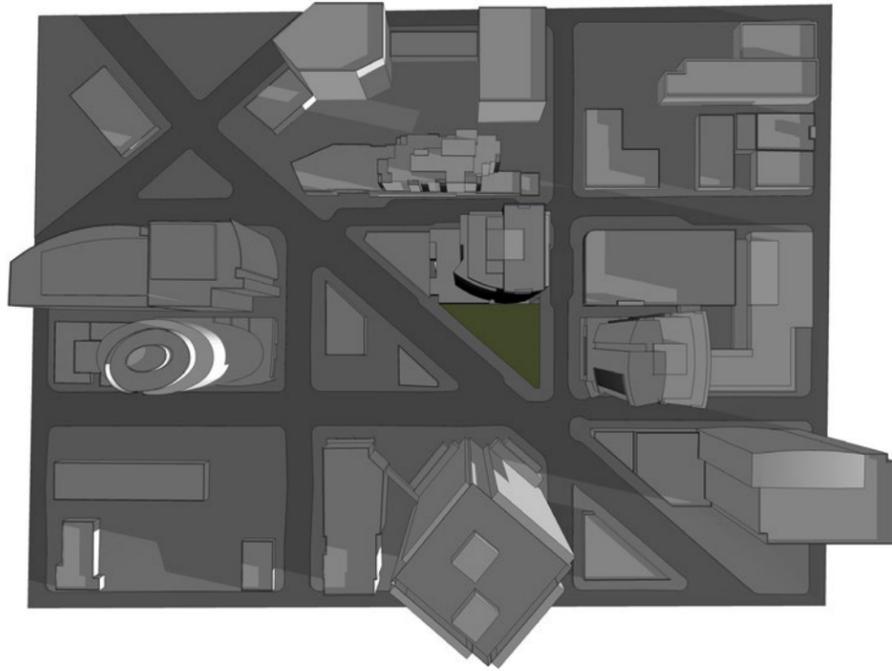
SUMMER 7:00 AM



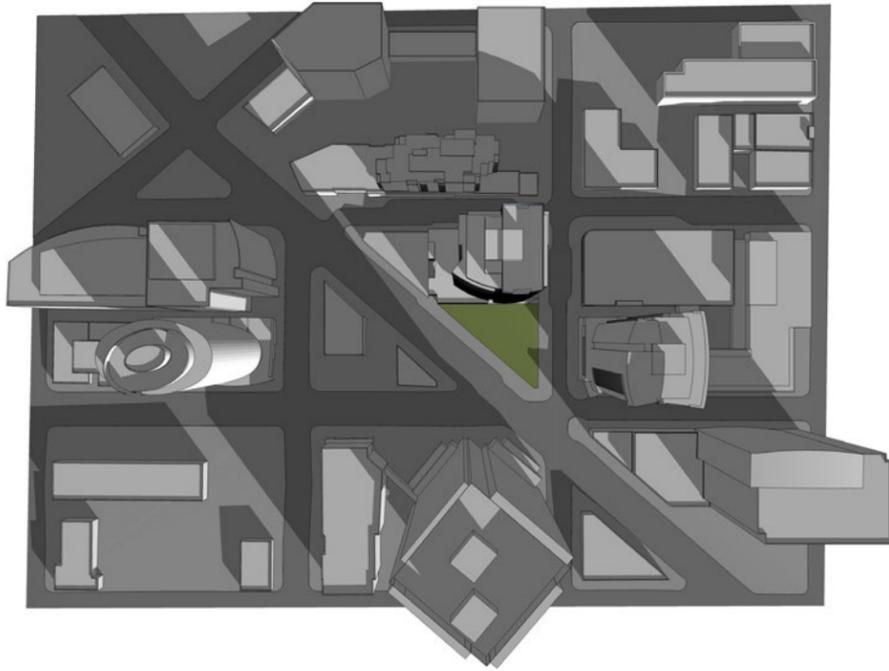
SUMMER 12:00 NOON



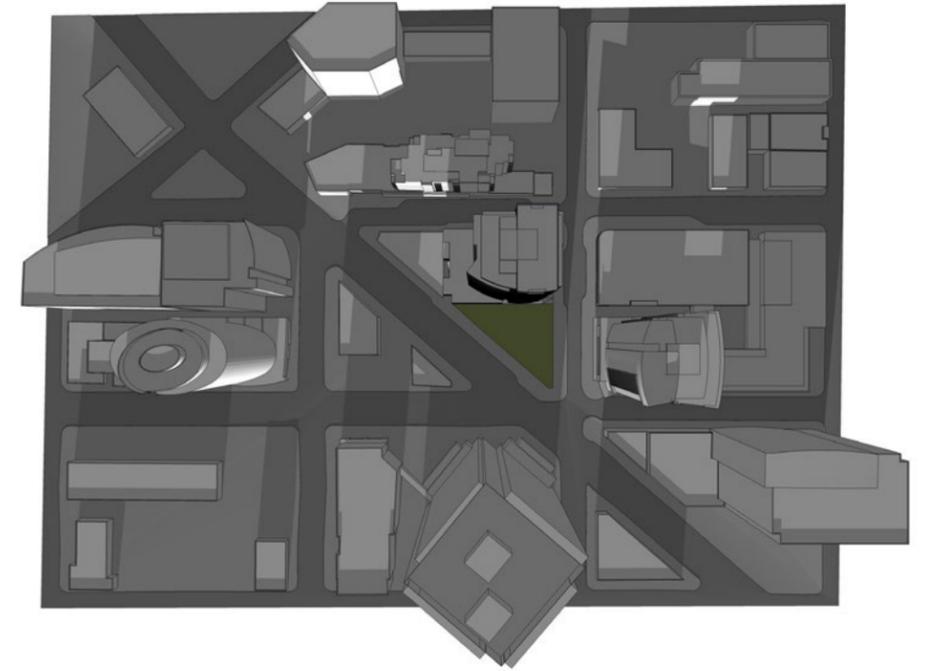
SUMMER 7:00 PM



WINTER 9:00 AM



WINTER 12:00 NOON



WINTER 3:00 PM

