

**EARLY DESIGN  
GUIDANCE PACKAGE**

APRIL 1, 2014

DPD PROJECT #  
**3016574**

PROPERTY ADDRESS  
**1812 BOREN AVENUE**

OWNER  
**TOUCHSTONE CORPORATION**

**ZGF**  
ZIMMER GUNSUL FRASCA ARCHITECTS LLP

 **touchstone**

**SWIFT** COMPANY LLC



# TABLE OF CONTENTS

## 1 STATEMENT OF DEVELOPMENT OBJECTIVES

- 1 Project Information
- 2 Zoning Overview

## 2 SITE CONTEXT AND URBAN DESIGN ANALYSIS

- 4 Site Context
- 6 Urban Design Analysis

## 3 DESIGN GUIDELINES

- 19 Design Guidelines

## 4 SITE ANALYSIS

- 22 Site Analysis
- 24 Sidewalk
- 26 Existing Tree Survey
- 27 Zoning Envelope

## 5 ARCHITECTURAL CONCEPTS

- 29 Architectural Concepts
- 30 Concepts
- 32 Preferred Massing Concept
- 33 Modulation Studies
- 36 Landscape Concepts

## 6 THREE DIMENSIONAL STUDIES

- 39 Three Dimensional Studies

## 7 POTENTIAL DEPARTURES

- 41 Potential Departures

## 8 GROUNDPLANE EXPLORATIONS

- 43 Groundplane Explorations

## 9 CONTEXT ANALYSIS

- 47 Context Analysis

## 10 MASSING EXPLORATIONS

- 49 Massing Explorations



# 1 STATEMENT OF DEVELOPMENT OBJECTIVES

## LEGAL DESCRIPTION

Lots 1-6 of Block 51 second addition to the town of Seattle as laid off by heirs' of Sarah A. Bell. Vol.1 Pg. 121

## KING COUNTY ASSESSOR PARCEL NO

#066000-2085 / #066000-2095 / #066000-2094 / #066000-2100 / #066000-2105

## LOT AREA

42,363 SF

## OFFICE BUILDING 11 LEVELS

307,296 GSF

## RESIDENTIAL 36 LEVELS; 372 UNITS

387,500 GSF

## BELOW GRADE PARKING 5 LEVELS

587 SPACES

## DEVELOPMENT SUMMARY

Stewart and Boren is a mixed use development on the half block bordered by Stewart Street, Boren Avenue, Howell Street, and the Alley. The project will include approximately 300,000 gsf of office space and 390,000 gsf of residential. Approximately 600 parking spaces will be provided below grade.

## PROJECT GOALS

- To achieve a dynamic and cohesive development: shared program, form and architectural vocabulary
- To achieve clarity and coherence: simple, volumetric buildings which reveal function
- To elevate the streetscape experience: active on all street edges and protected from traffic
- To create identity for Boren Avenue: a gateway between South Lake Union and Capitol Hill
- To feature the corner of Stewart and Boren: arrival to the city and arrival to the site



9th + Stewart



West 8th

# ZONING OVERVIEW

## PROPERTY ADDRESS

1812 Boren Avenue

## KING COUNTY ASSESSOR PARCEL NO.

#066000-2085 / #066000-2095 / #066000-2094 /  
#066000-2100 / #066000-2105

## ZONING

DMC 240/290-400

Downtown Mixed Commercial

Downtown Fire District

Denny Triangle Urban Center Village

## SITE DIMENSIONS

$[(119.97' + 120.07')/2] \times [(352.98' + 352.95')/2] = 42,363 \text{ sf}$

## DESIGN REVIEW SMC 23.41

Required

## STRUCTURE HEIGHT SMC 23.49.008

### NONRESIDENTIAL MAXIMUM HEIGHT

240 feet

### RESIDENTIAL BASE HEIGHT

290 feet

### RESIDENTIAL MAXIMUM HEIGHT

400 feet (Requires Voluntary Agreement for  
Housing per SMC 23.49.015)

### ROOF FEATURES MAXIMUM HEIGHT

40 feet (10% of maximum structure height) above  
the applicable height limit SMC 23.49.008.9.B

### STAIR PENTHOUSES AND MECHANICAL EQUIPMENT MAXIMUM HEIGHT

15 feet above the applicable height limit

Maximum Height measured from existing grade  
elevation at the midpoint of the major street (Boren  
Avenue) property line SMC 23.86.006.E.3.a

## STREET-LEVEL USE REQUIREMENTS SMC 23.49.009 MAP 1G

Stewart Street—not required

Boren Avenue—not required

Howell Street—not required

## GENERAL REQUIREMENTS FOR RESIDENTIAL USES SMC 23.49.010-B

### COMMON RECREATION AREA FOR DEVELOPMENTS WITH MORE THAN 20 DWELLING UNITS

5% of the residential floor area, exclusive of area gained through voluntary agreement for housing per  
SMC 23.49.015

$.05 \times (249,375 \text{ sf}) = 12,468.75 \text{ sf}$  required

Maximum of 50% of the area may be enclosed

Minimum dimension = 15'

## BASE AND MAXIMUM FLOOR AREA RATIOS (FAR) SMC-CHART 23.49.011.A1

### DMC 240/290-400 FAR

Base: 5

Maximum: 7

### SITE AREA

42,363 sf

### NON-RESIDENTIAL

Chargeable

Maximum: 296,541 sf

### RESIDENTIAL

Exempt / no limit

*\*Minimum floor to floor height is 13, Minimum depth of 15', overhead weather protection provided*

## BONUS FLOOR AREA FOR VOLUNTARY AGREEMENT SMC 23.49.012

Not executed

## OFFICE OPEN SPACE REQUIREMENTS SMC 23.49.016B

20 sf per 1000 sf gross office floor area

$20 \times 306,919/1000 = 6138.38 \text{ sf}$

## OVERHEAD WEATHER PROTECTION AND LIGHTING SMC 23.49.018

Required along the entire street frontage except facade located 5 feet from street property line or at  
driveways into structures.

Lower edge of weather protection to be a minimum of 10' and maximum of 15' above sidewalk height.

### MECHANICAL EQUIPMENT ALLOWANCE

3.5% of chargeable area exempt

### TOTAL

307,296 sf

### BELOW GRADE PARKING

Exempt

### STREET LEVEL USE (RETAIL)

Exempt\*

**PARKING QUANTITY** SMC 23.49.019-A.1

**MINIMUM REQUIRED**

None

**NON-RESIDENTIAL MAXIMUM ALLOWED**

1 per 1,000 sf or 307 stalls  
(Existing surface 100 stalls)

**BICYCLE PARKING** CHART 23.49.019

**OFFICE**

1 space per 5,000sf for the first 50 spaces  
1 space per 10,000sf thereafter

**RESIDENTIAL**

1 space for every 2 dwelling units for the first 50 spaces  
1 space for every 4 dwelling units thereafter

**CURB CUT LOCATION** SMC 23.49.019-H.1.A

Alley access to parking required for lot abutting alley.

**MINIMUM SIDEWALK AND ALLEY WIDTH** SMC 23.49.022 AND MAP 1C.1

**REQUIRED SIDEWALK WIDTH**

Boren 12'

Stewart 15'\*

Howell 15'\*

*\*18' on transit side for one-way street, 15' on other side*

**RESIDENTIAL MAXIMUM ALLOWED**

No Limit

**PROPOSED**

587 stalls total

**RETAIL**

1 space per 5,000 sf of gross retail floor area

**BICYCLE COMMUTER SHOWER FACILITIES**

Not Required

**STREET FACADE AND SETBACK REQUIREMENTS** SMC 23.49.056

Howell Street, Stewart Street and Boren Avenue are Class II pedestrian streets (Map 1F)

**FACADE TRANSPARENCY** SMC 23.49.056C

Class II Pedestrian Street, Min 30% Transparent

**BLANK FACADE** SMC.49.056D

Class II Pedestrian Street, Max 30', total must be less than 70% of the Facade length  
Blank Facade measured between 2 and 8' above finished grade.

**FACADE MODULATION** SMC 23.49.059B

Between 0 to 85', no modulation required

Between 85' and 160', Max unmodulated facade length is 155'

When required, minimum facade setback is 15' from Property Line for a min distance of 60'.

**UPPER-LEVEL DEVELOPMENT STANDARDS** SMC 23.49.058

**NON-RESIDENTIAL USE ABOVE 160 FEET IN**

**HEIGHT** SMC 23.49.058.B&C

Maximum facade length within 15 feet of property line  
125 feet

**Maximum facade width**

145' north/south above 240'

**RESIDENTIAL USE** SMC 23.49.058D

Maximum Average Residential  
Gross Floor Area per Story above 290 feet  
10,700 sf

Maximum Residential Gross  
Floor Area of Any Story in Tower  
11,500 sf

Maximum Tower Width above  
85 feet parallel with Boren Avenue  
120 feet

**TOWER SEPARATION** SMC 23.49.058E

If Tower exceeds 160', then all portions of the Tower that exceed 125' must be at least 60' from any other Tower that is over 125' in height.

**QUANTITY OF LOADING SPACES** SMC 23.54.035

Proposed uses are 'low demand'

**REQUIRED NUMBER OF LOADING BERTHS**

2 for < 160,000 sf

3 for 160,000 to 264,000 sf

4 for 264,001 to 388,000 sf

Each berth must be 10 feet x 35 feet minimum

**WASTE AND RECYCLING STORAGE REQUIRED AREA** SMC 23.54.040

**REQUIRED AREA**

**Residential**

575 sf plus 4 sf for each additional unit above 100

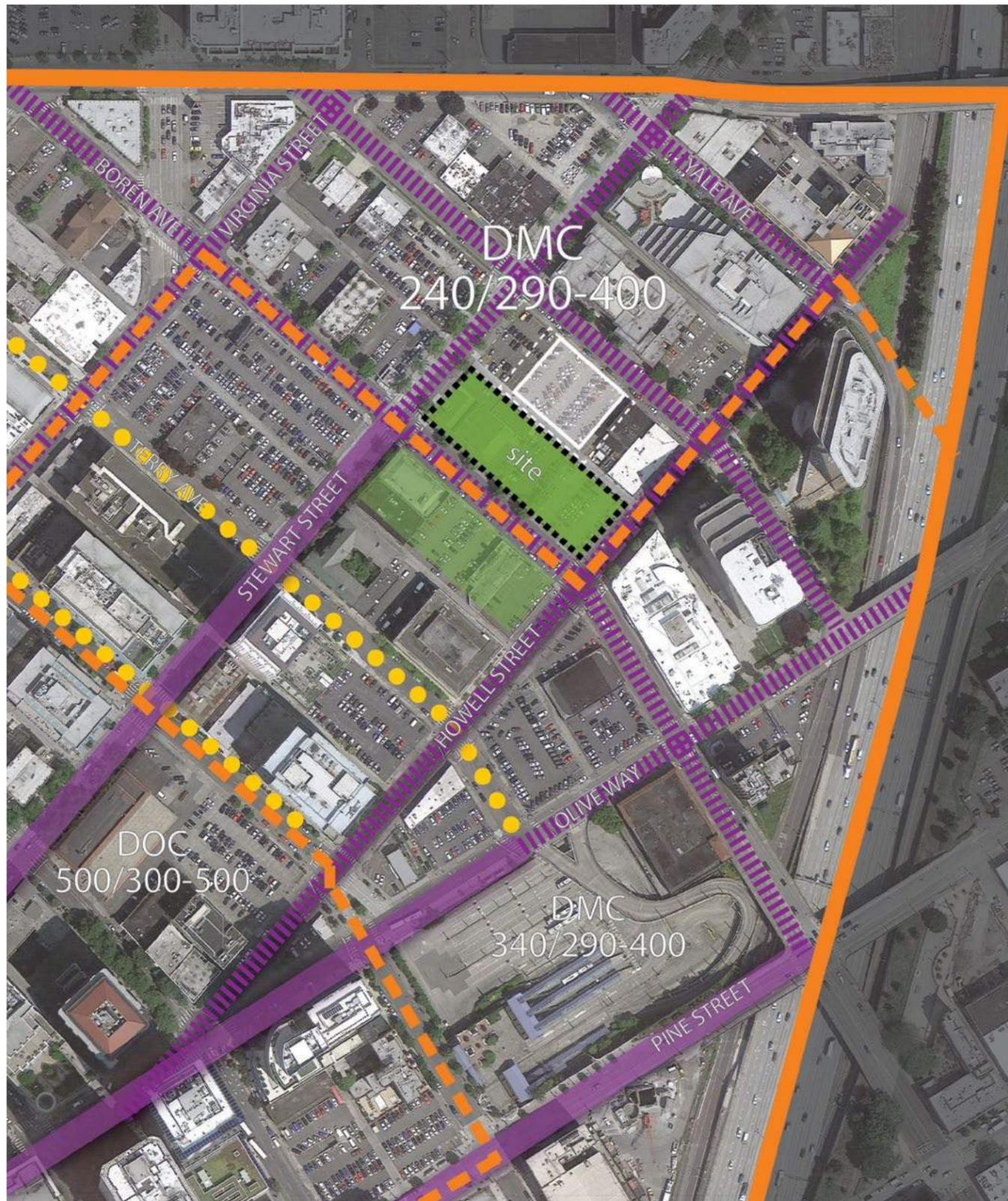
**Non-residential**

275 sf @ 50% (mixed use development) = 138 sf

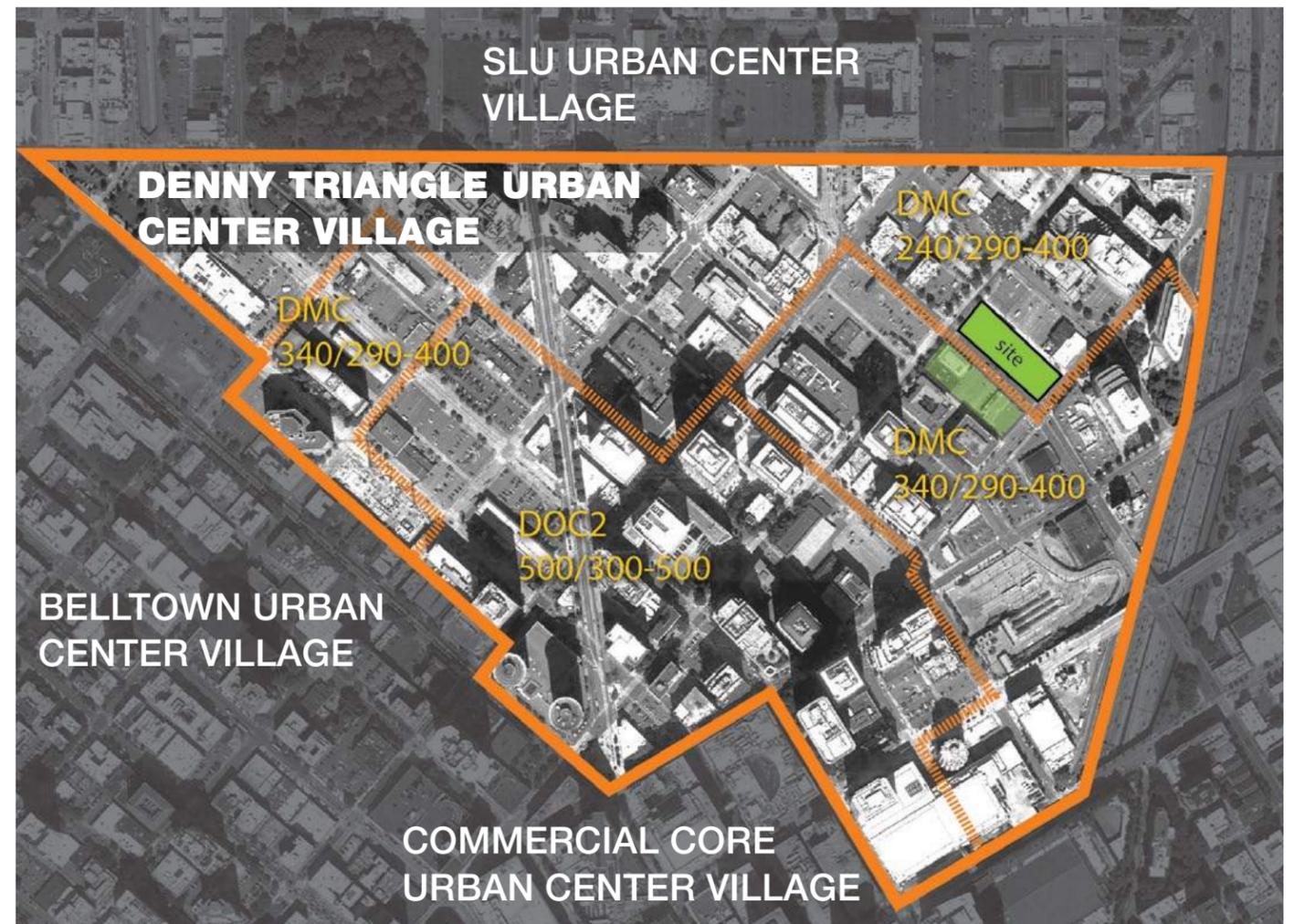
# SITE CONTEXT VICINITY MAP



## 2 SITE CONTEXT AND URBAN DESIGN ANALYSIS



- URBAN CENTER VILLAGE BOUNDARY
- ZONING BOUNDARY
- CLASS I PEDESTRIAN STREET
- CLASS II PEDESTRIAN STREET
- GREEN STREET



# URBAN DESIGN ANALYSIS DISTRICT + CONNECTIONS



source: South Lake Union Urban Design Framework, City of Seattle Parks Department

- major connections █
- corridors + landmarks + districts █
- future corridor █
- parks + open space █



## OBSERVATIONS AND OPPORTUNITIES

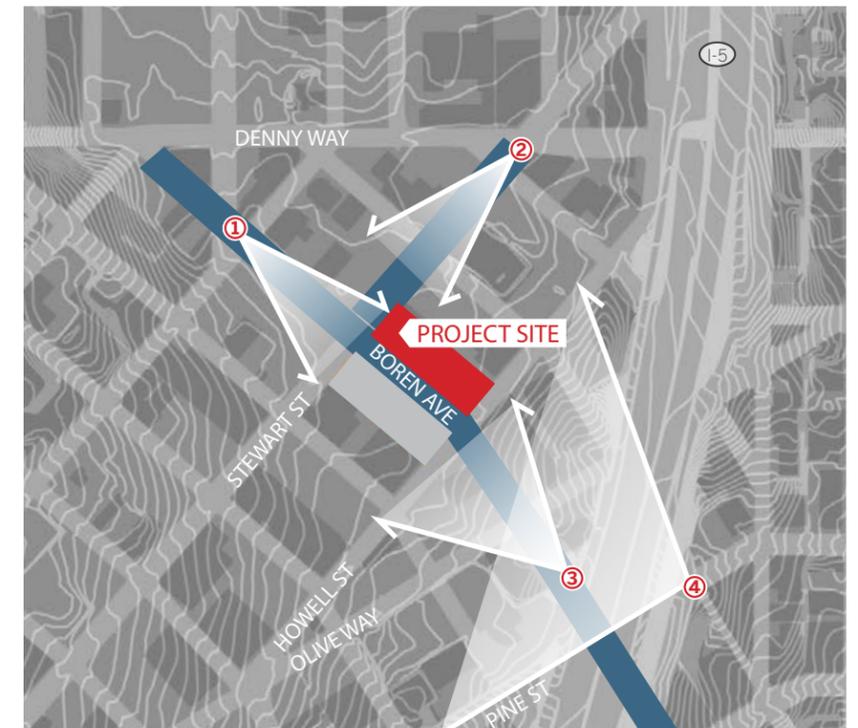
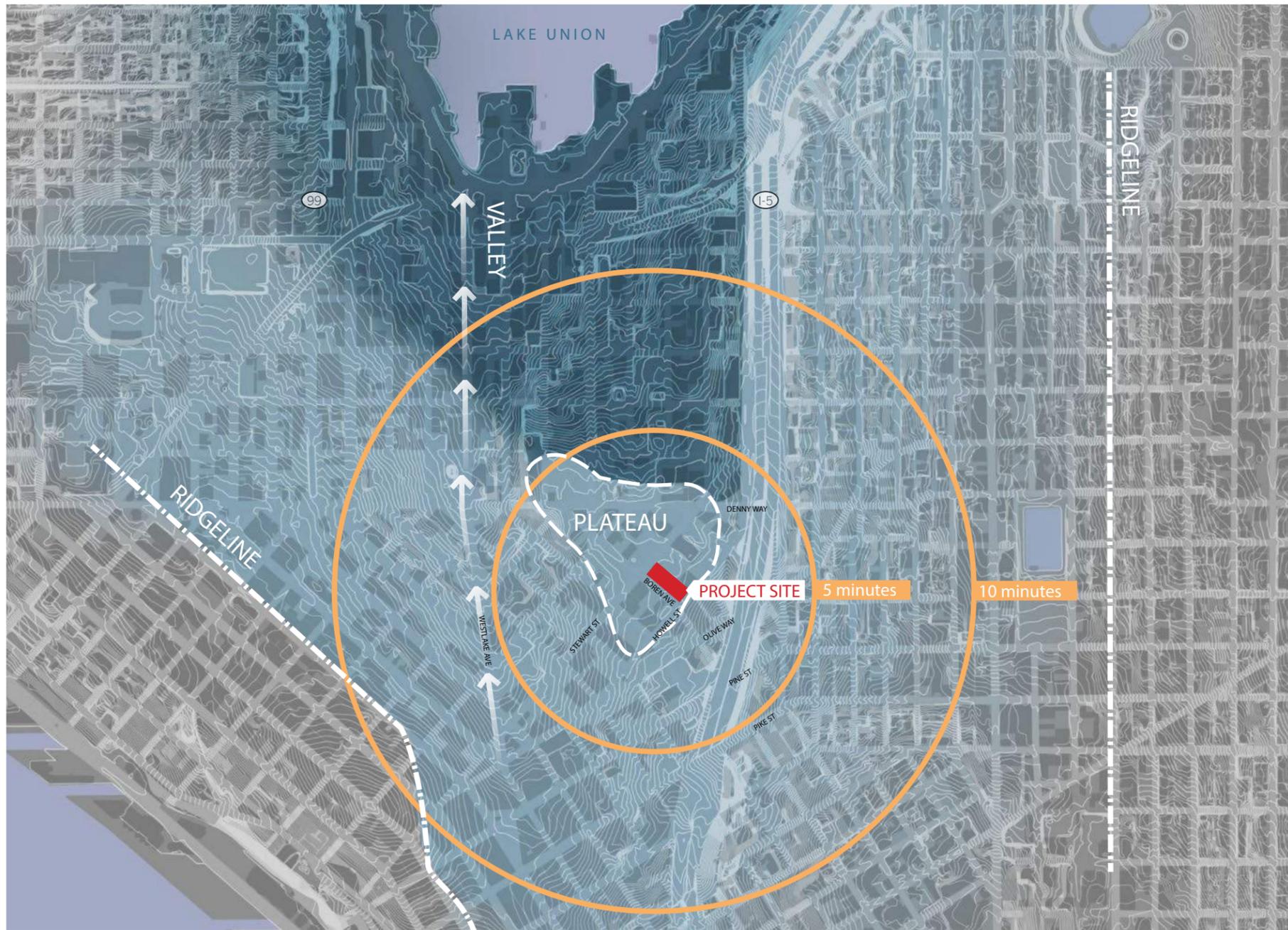
In the future Boren Avenue / Fairview Avenue North should be a distinctive urban corridor.

- + Establish a strong walkable urban spine between the Pike/Pine Corridor, First Hill, Downtown, South Lake Union, and the east side of Lake Union.
- + Provide a positive precedent in the Denny Triangle neighborhood for new development along Boren Avenue that connects to the burgeoning pedestrian environment along Fairview Avenue North to the First Hill and Capitol Hill neighborhoods.

Denny Triangle provides multiple points of connection to major neighborhood districts and destinations.

- + The project is positioned to be a significant place for the neighborhood.
- + Healthy development mix in Denny Triangle can make the neighborhood a destination - this project continues to set the tone and quality for future development along Boren Avenue.
- + Builds on the strong urban relationships established by Phase 1 on the west side of Boren Avenue.

# URBAN DESIGN ANALYSIS LANDFORM + TOPOGRAPHY



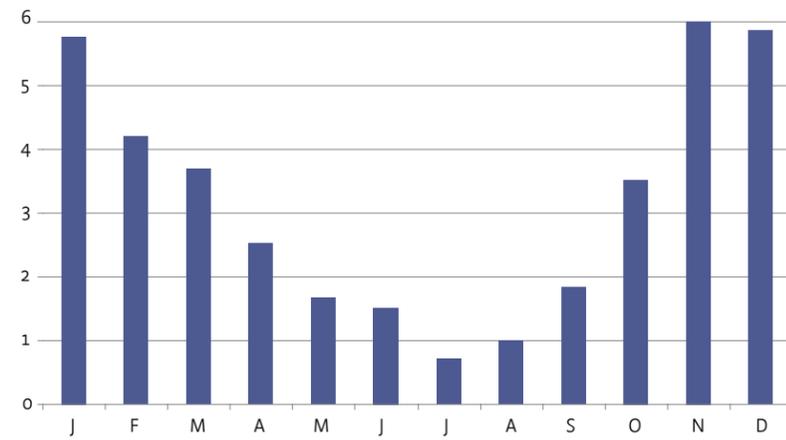
## OBSERVATIONS AND OPPORTUNITIES

view sequence  
view point

- The prominent building site is seen from surrounding hills.
- + Create an important contribution to the sweeping city views from Capitol Hill, First Hill, and Queen Anne.
- + Create a place in the Denny Triangle that excites at all scales.
- Currently constrained views along Boren Avenue and Stewart Street focus attention at street-level.
- + Continue to build a bold streetscape design to communicate a neighborhood destination/arrival area and sense of place.
- + Further develop the framework for strong pedestrian corridors along Boren Avenue, Stewart Street, and Howell Street.
- + Define the district character.
- + Design a generous pedestrian zone which buffers pedestrians from traffic noise and speeds on all frontages.
- Dramatic change in topography at Boren Avenue and Howell Street signals entry/exit to/from the neighborhood.
- + Complete Boren streetscape on east side to form a strong identity and gateway to the neighborhood.

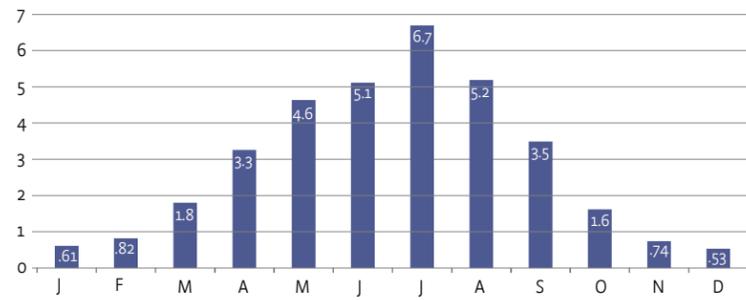


# URBAN DESIGN ANALYSIS CLIMATE

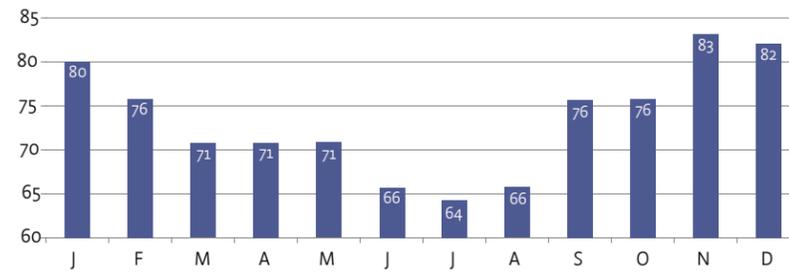


AVERAGE ANNUAL PRECIPITATION

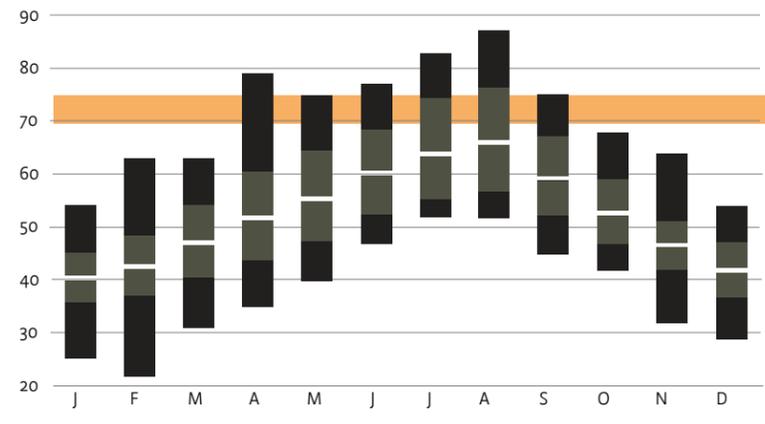
in inches



EVAPOTRANSPIRATION

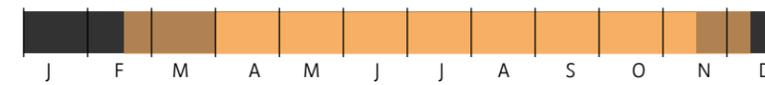


AVERAGE HUMIDITY

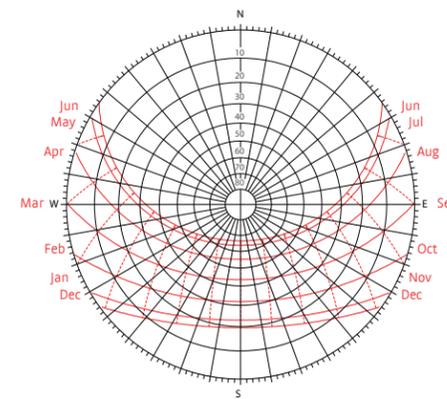


TEMPERATURE RANGE

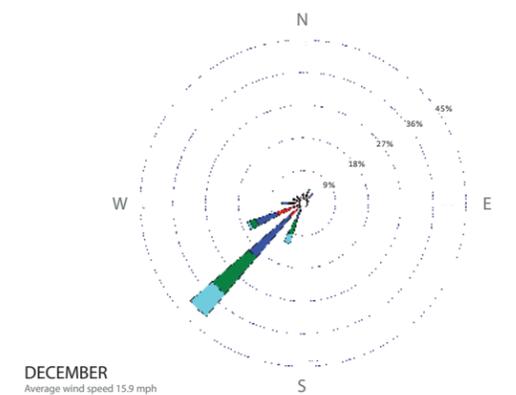
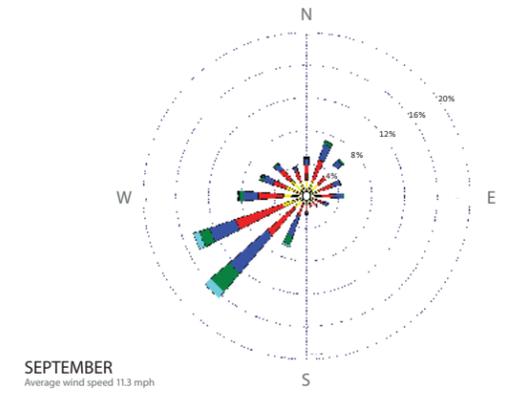
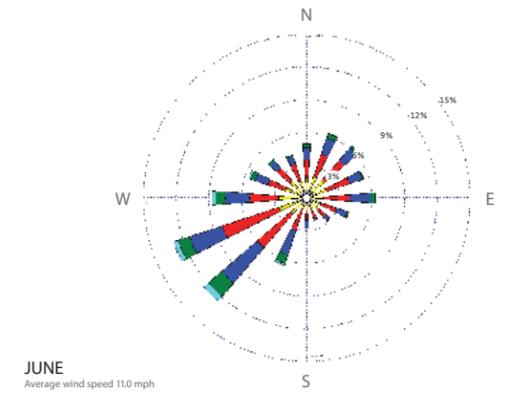
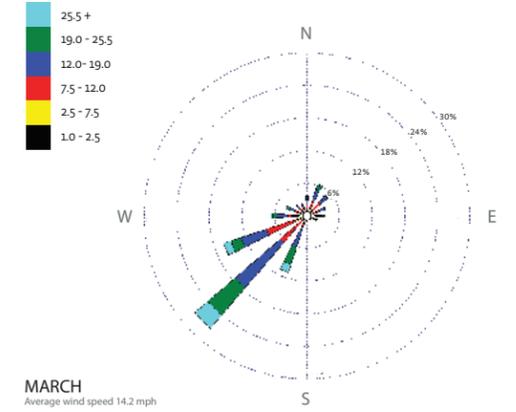
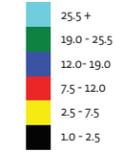
records averages comfort zone



ZONE 5 CLIMATE PROFILE



## WIND PATTERNS



## CORPORATION

# URBAN DESIGN ANALYSIS MOVEMENT PATTERNS



source: Seattle Bicycle Master Plan, South Lake Union Urban Design Framework, Seattle 2010 Bicycle Map

- |                              |  |                               |  |                    |  |                    |  |
|------------------------------|--|-------------------------------|--|--------------------|--|--------------------|--|
| city designated green street |  | proposed bike lane or sharrow |  | metro bus          |  | proposed streetcar |  |
| future corridor              |  | proposed pedestrian routes    |  | proposed metro bus |  | streetcar shed     |  |
| bike trail or ped path       |  | proposed pedestrian routes    |  | streetcar route    |  |                    |  |
| bike lane or sharrow         |  | proposed transit hub          |  | streetcar stations |  |                    |  |

## OBSERVATIONS AND OPPORTUNITIES

Currently bike, pedestrian, and bus routes are concentrated on Stewart Street and Howell Street. Boren Avenue is dominated by car use.

- + Continue to build a strong streetscape design for access to the established multi-modal connections on Stewart Street and Howell Street.
- + Complete a positive, welcoming pedestrian environment started on west side of Boren Avenue.
- + Continue to create a precedent for a strong multi-modal corridor from First Hill to south edge of Lake Union.

Currently multiple City designated Green Streets are adjacent to Boren Ave. and Fairview Ave. N.

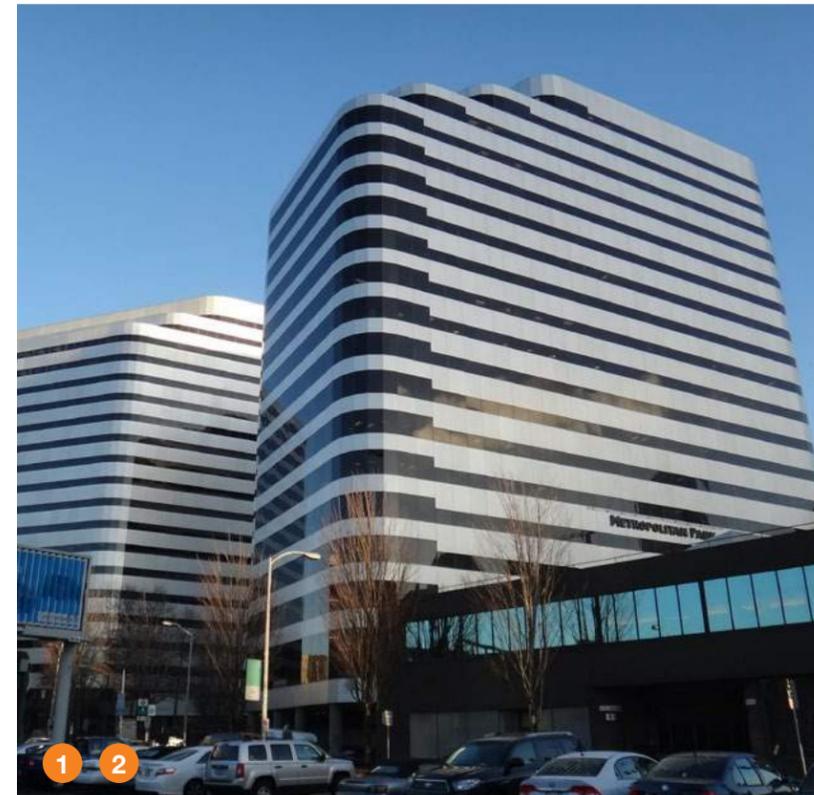
- + Establish a sustainable landscape and stormwater design in the project's ROWs that support connection to City's Green Street grid.
- + Set a precedent for future development of sustainable, enhanced streetscape corridors along Boren Avenue and Fairview Avenue North.

# URBAN DESIGN ANALYSIS NINE BLOCK AXONOMETRIC



- 1 Office, 19 Story Met Park 1
- 2 Office, 19 Story Met Park 2
- 3 Research, 2 Story SCRI—Olive Lab
- 4 Auto Retail, 1 Story Honda of Seattle
- 5 Self Storage, 5 Story
- 6 Future Office, 11 Story Hill 7—Under Construction
- 7 Future Hotel, 14 Story Hill 7—Under Construction
- 8 Future Office, 22 Story - Currently Residential 3 Story
- 9 Office, 1 Story
- 10 Billboard
- 11 Car Rental, 1 Story
- 12 Office, 3 Story
- 13 Social Service, 2 Story
- 14 Office, 1 Story
- 15 City Motor Pool Service, 1 Story
- 16 Retail, 1 Story Emerald City Smoothie
- 17 Retail, 1 Story Salsa N' Seattle
- 18 Retail, 1 Story Da Spot
- 19 Retail, 1 Story Kroesen's Uniforms
- 20 Office/Research, 11 Story Met Park North
- 21 Residential, 6 Story / Retail at Ground Level
- 22 Office/Research, 6 Story Met Park N / Retail LA Fitness
- 23 Retail, 1 Story Market House
- 24 Retail, 1 Story Re-Bar
- 25 Retail/Office, 2 Story
- 26 Future Residential, 39 Story 1823 Minor

# URBAN DESIGN ANALYSIS **CONTEXT IMAGERY**



## **6 7 HILL 7**

The future 160' tall Office and Hotel towers are currently under construction and will be located directly across from the proposed site. The office tower expresses its function and distinguishes itself from the hotel tower by a continuous, yet articulated glass curtainwall facade facing the streets. The hotel tower windows relate directly to the individual rooms and are set in a metal panel system that gives the facade texture and complexity. At the ground level, a continuous colonnade along Boren Ave gives the buildings a pedestrian scale and softens the harsh pedestrian environment of Boren Ave.

## **1 2 METROPOLITAN PARK**

Simple, volumetric buildings from the recent past. Reflective skin with distinctive contrast. Window geometry emphasizes views to the north. Positive integration of landscape.



## **26 KINECTS**

The future 400' tall Residential tower is currently in the permitting process and will be located on the same block and across the alley from the proposed site. The tapered form of the tower allows for larger units on the upper floors and is clad in a glass curtainwall assembly. The lower floors are built out to the property lines and give the tower a pedestrian scale by relating to the other 5-6 story buildings in the area.

## **21 STEWART STREET RESIDENTIAL**

Punched window articulation reflects residential function. Repetitive storefront window articulation at ground level; holds the street edge with minimal transparency. Dark and muted material palette.

# URBAN DESIGN ANALYSIS **CONTEXT IMAGERY**



22



23

24



12

## 22 **LA FITNESS**

Combination of metallic, reflective skin and beige paneling creates visual interest on an otherwise blank facade.

## 23 24 **TERIYAKI AND MARKET HOUSE**

Colorful, single story facades; a remnant of the past.

## 12 **HISTORIC 3 STORY OFFICE**

Simple, geometric facade relates to pedestrian scale through textural brick work and harmonious proportions.

## 3 **SEATTLE CHILDREN'S RESEARCH**

Graphic treatment of facade along Boren Avenue creates visual interest on an otherwise nondescript streetscape.



3



8

## 8 **1007 STEWART OFFICE TOWER**

Plans for a new 22-story office tower show a rich pedestrian design, with warm soffits and an abundance of ground-level transparency. Upper tower is clad in curtainwall. Modulation at the corners breaks down the scale of the tower.

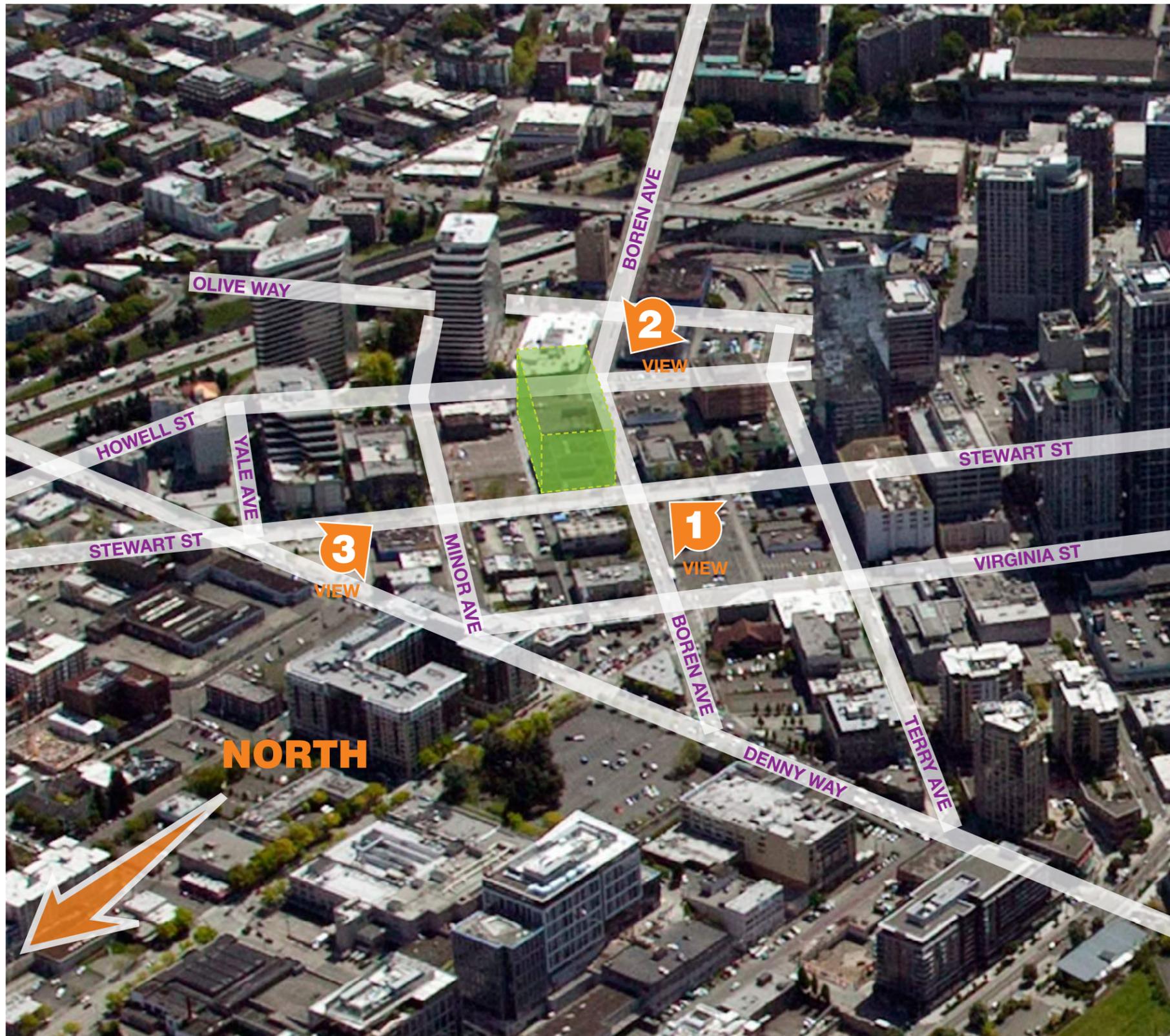
## **ATTRIBUTES TO BE CARRIED FORWARD**

Simple geometric volumes with emphasis on detail. Separation between streetscape and tower. High level of transparency at the streetscape. Emphasis on the corners...emphasis toward the views. Light and reflective surfaces appealing in wet and gray conditions. Creative integration of building and landscape.

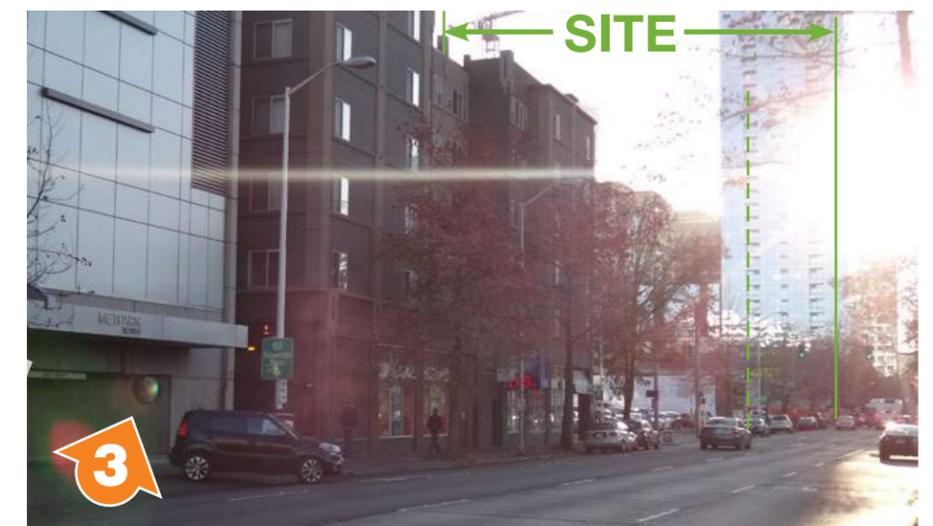
## **ATTRIBUTES TO BE LEFT BEHIND**

Over-complicated geometry; dark glass; blank facades/lack of transparency; minimal landscaping/lack of street trees.

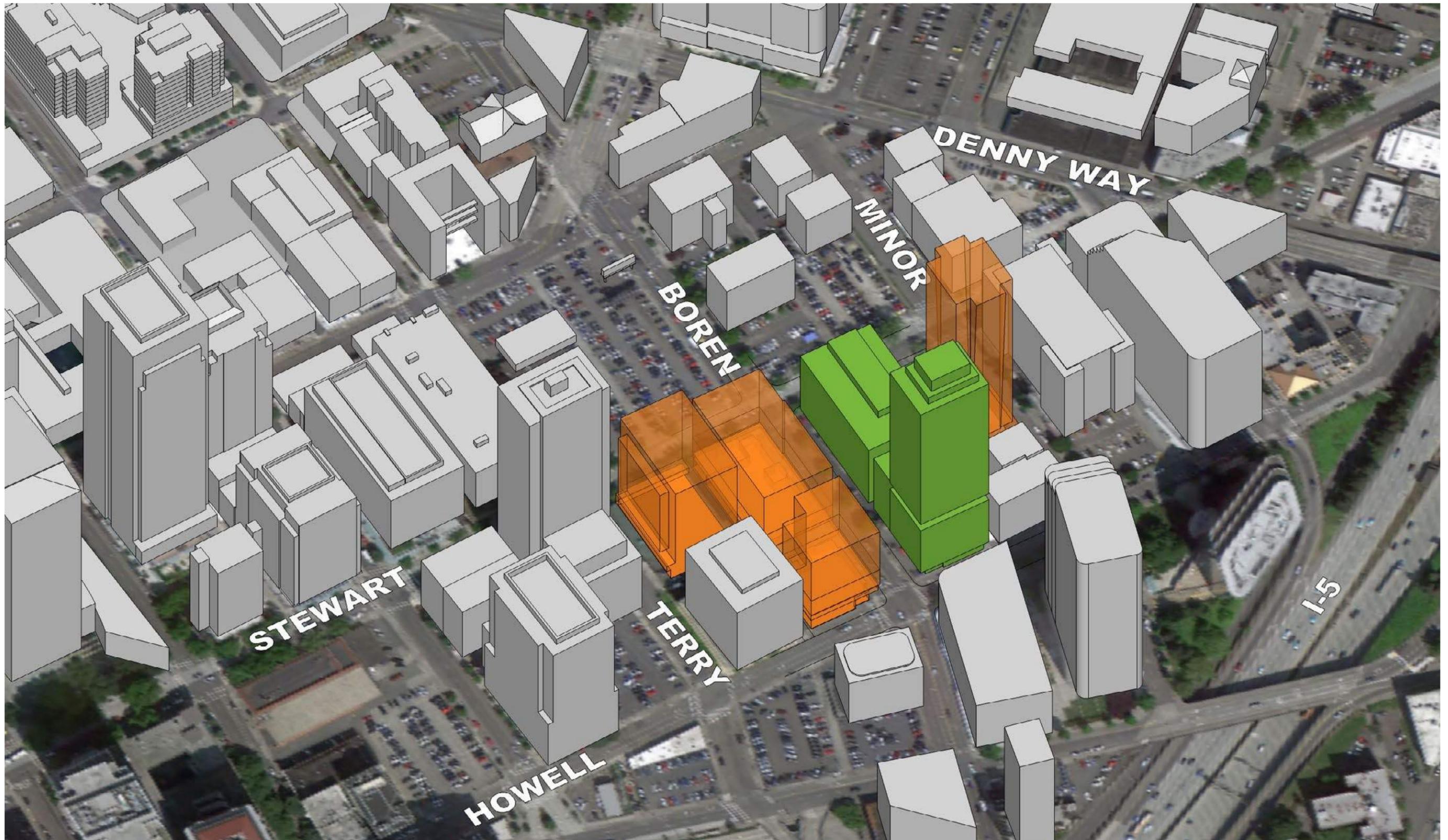
# URBAN DESIGN ANALYSIS SITE PHOTOS



## VIEWS



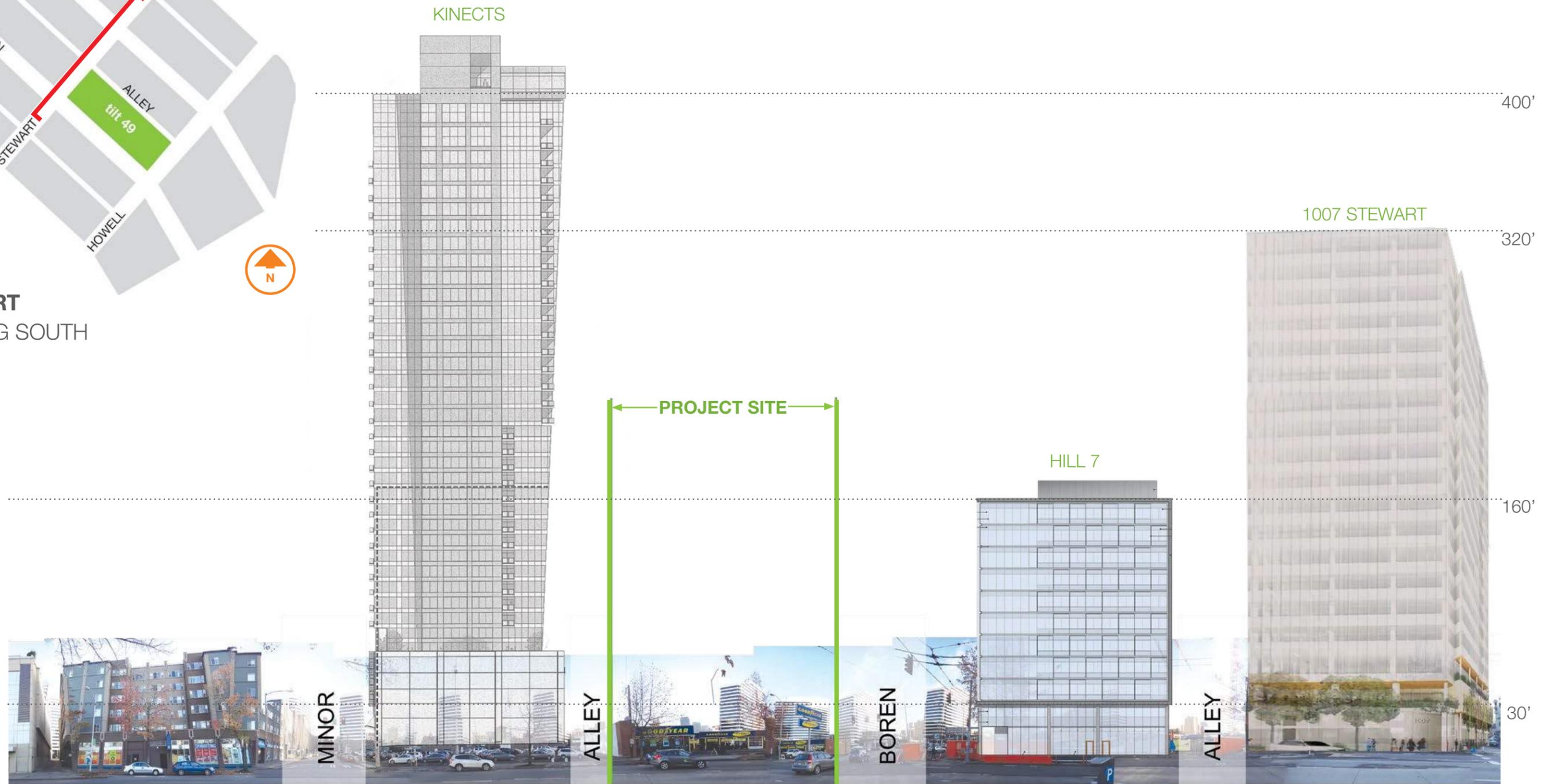
# URBAN DESIGN ANALYSIS **CONTEXT**



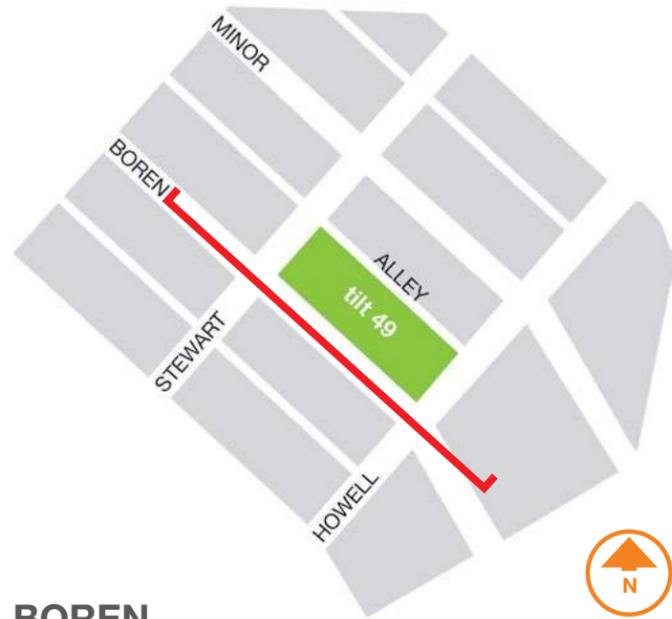
# URBAN DESIGN ANALYSIS STREETScape MONTAGE



**STEWART**  
LOOKING SOUTH



# URBAN DESIGN ANALYSIS STREETScape MONTAGE



**BOREN**  
LOOKING EAST

KINECTS

400'

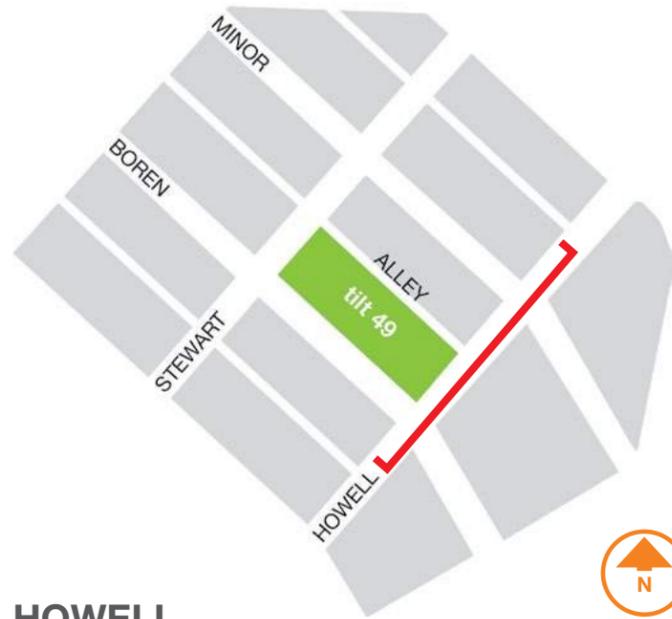
PROJECT SITE

SEATTLE CHILDREN'S

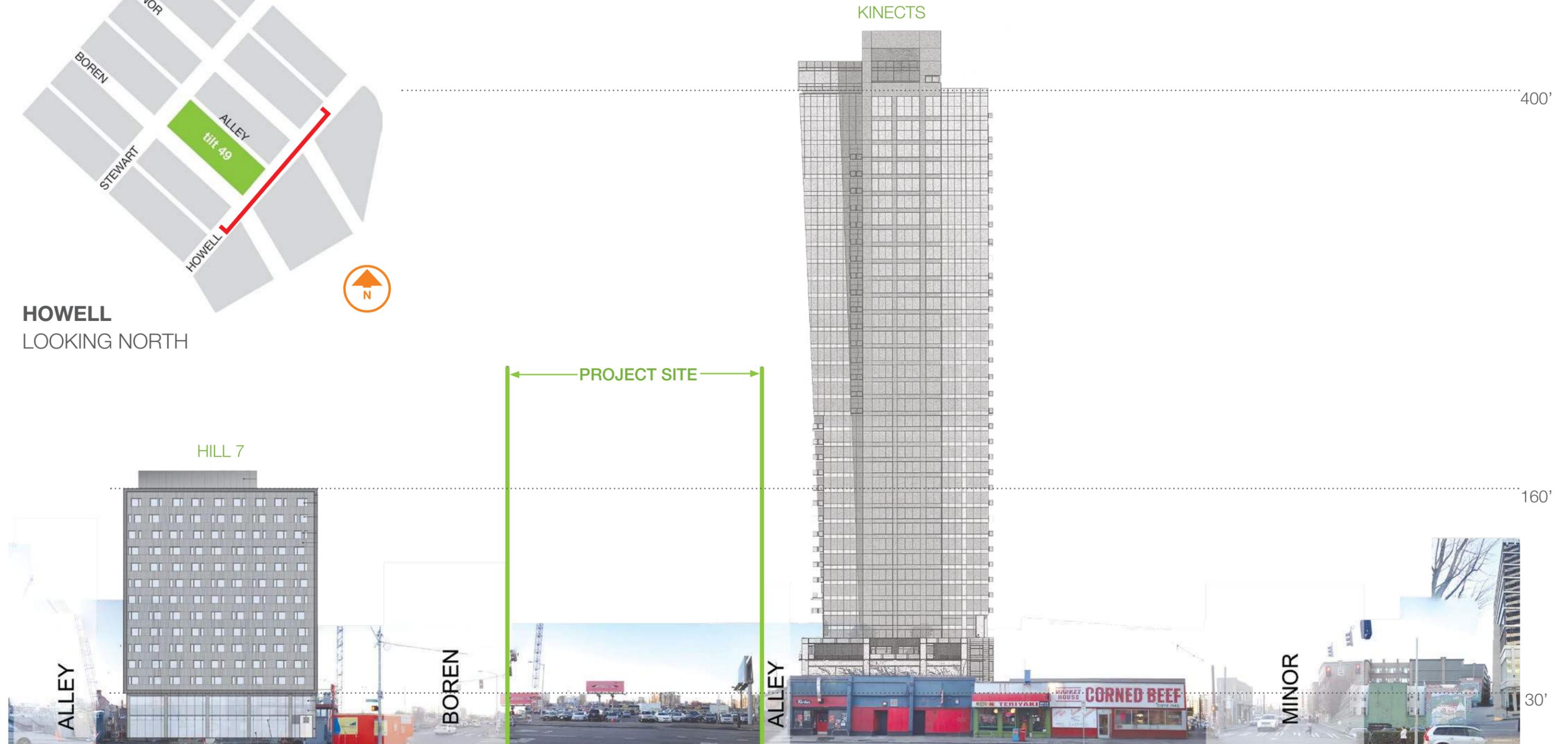
60'



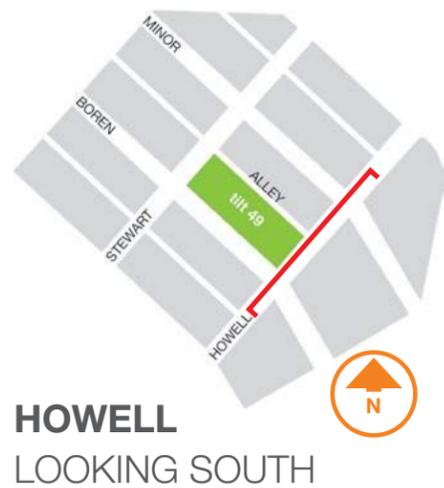
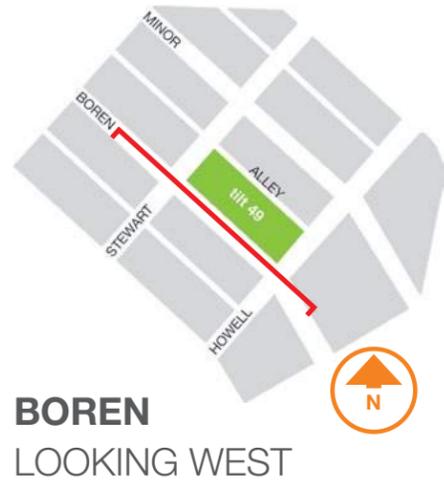
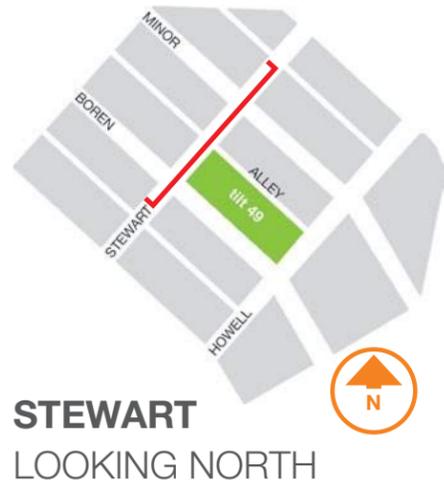
# URBAN DESIGN ANALYSIS STREETScape MONTAGE



**HOWELL**  
LOOKING NORTH



# URBAN DESIGN ANALYSIS **STREETSCAPE MONTAGE**



# 3 DESIGN GUIDELINES

## A Site Planning & Massing



**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.*

The project will emphasize the intersection of Stewart and Boren, and will feature streetscape development along Boren in support of a dynamic pedestrian corridor between South Lake Union and Capitol Hill.



**A-2 ENHANCE THE SKYLINE**  
*Design the upper portion of the building to promote visual interest and variety in the downtown skyline.*

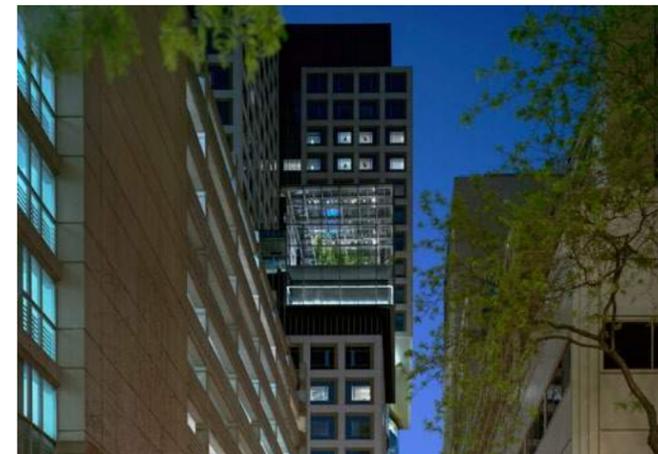
The project will maintain street edges at both corners of the site, allowing the upper portion of the project to contribute to the downtown skyline.

## B Architectural Expression



**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.*

The project will enhance security and human activity along Boren Street through the development of a colonnade to create a pedestrian connection between South Lake Union and Capitol Hill.



**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.*

Boren Street demarcates the change between DMC 340 / 240-400 (FAR 10) and DMC 240 / 240-400 (FAR 7). The project, in its distribution of FAR, scale and massing will create a transition between the two zones.



**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.*

The project will distinguish between the office building and residential tower through form and fenestration; yet the project will be perceived as a unified whole, through materials and consistent level of detail.

## C The Streetscape



### 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.*

**The proposed colonnade at the sidewalks along Boren, Stewart, and Howell will create a safe and inviting place for pedestrians.**



### C-2 DESIGN FACADES OF MANY SCALES

*Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.*

**The project will utilize multiple scales in its architectural expression, arranged in such a way that creates a cohesive whole.**



### C-3 PROVIDE ACTIVE—NOT BLANK—FACADES

*Buildings should not have large blank walls facing the street, especially near sidewalks*

**The project will provide active facades, especially at the streetscape. The proposed colonnade will also work to activate the facades near sidewalks.**



### C-4 REINFORCE BUILDING ENTRIES

*To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.*

**Entries will be clearly marked to create a sense of place and allow for ease of way finding. The entries will be located under the colonnade for pedestrian comfort and safety.**

## D Public Amenities



### 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.*

The proposed rooftop terrace will be a safe and inviting location for the open space. The ground level will also benefit from expanded sidewalks under and adjacent to the colonnade.



### D-2 ENHANCE THE BUILDING WITH LANDSCAPING

*Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.*

The project will use street trees, plantings and furnishings that complement the landscaping in the vicinity. The rooftop terrace may also contain significant landscaping.



### 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.*

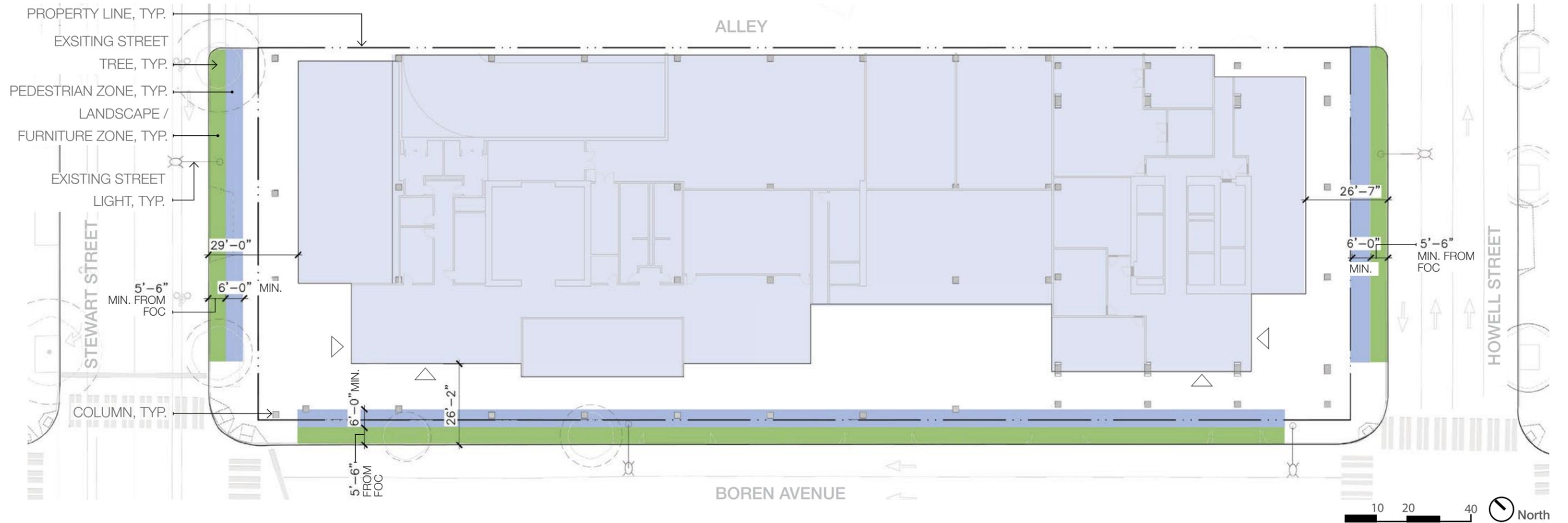
The proposed colonnade along Boren, along with the colonnade across the street on the Hill7 development will work together to create a sense of place, particularly as perceived by pedestrians.





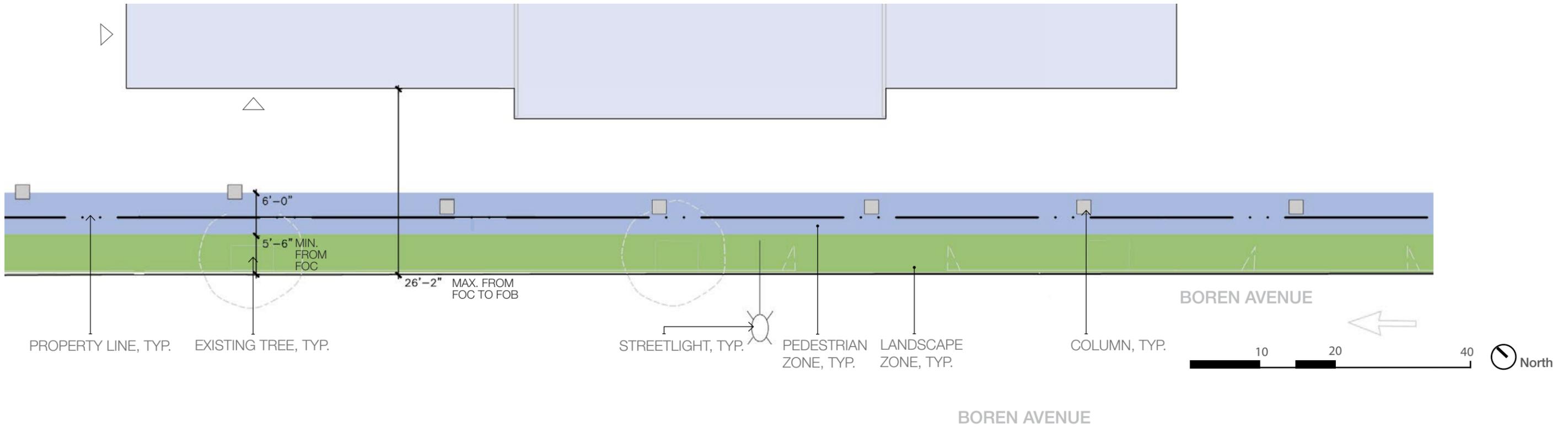
# SITE ANALYSIS SIDEWALKS

## CODE REQUIRED SIDEWALKS

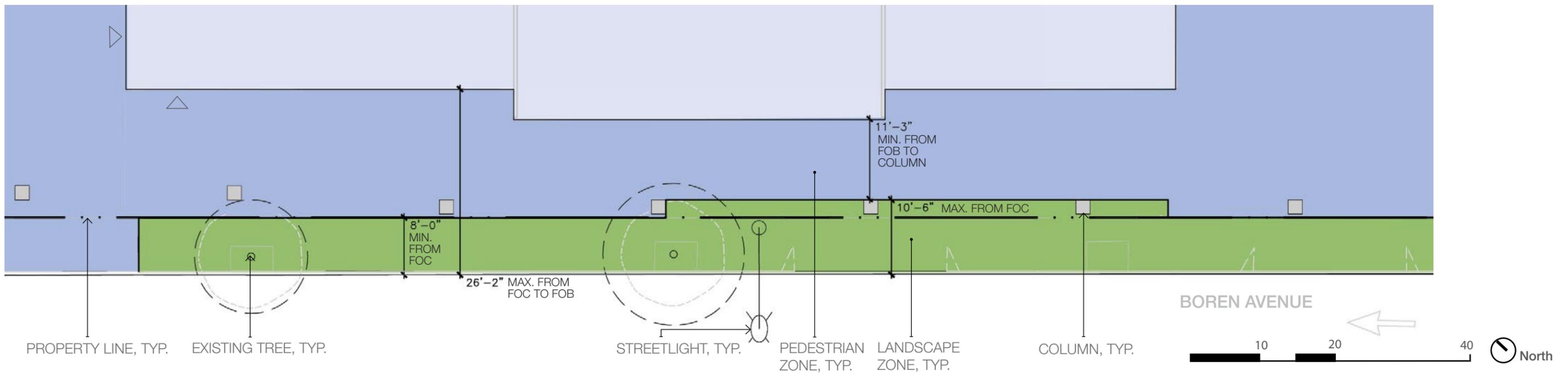


# SITE ANALYSIS SIDEWALKS

## BOREN AVENUE- CODE REQUIRED SIDEWALKS



## BOREN AVENUE- PROPOSED SIDEWALKS



# SITE ANALYSIS EXISTING TREE SURVEY



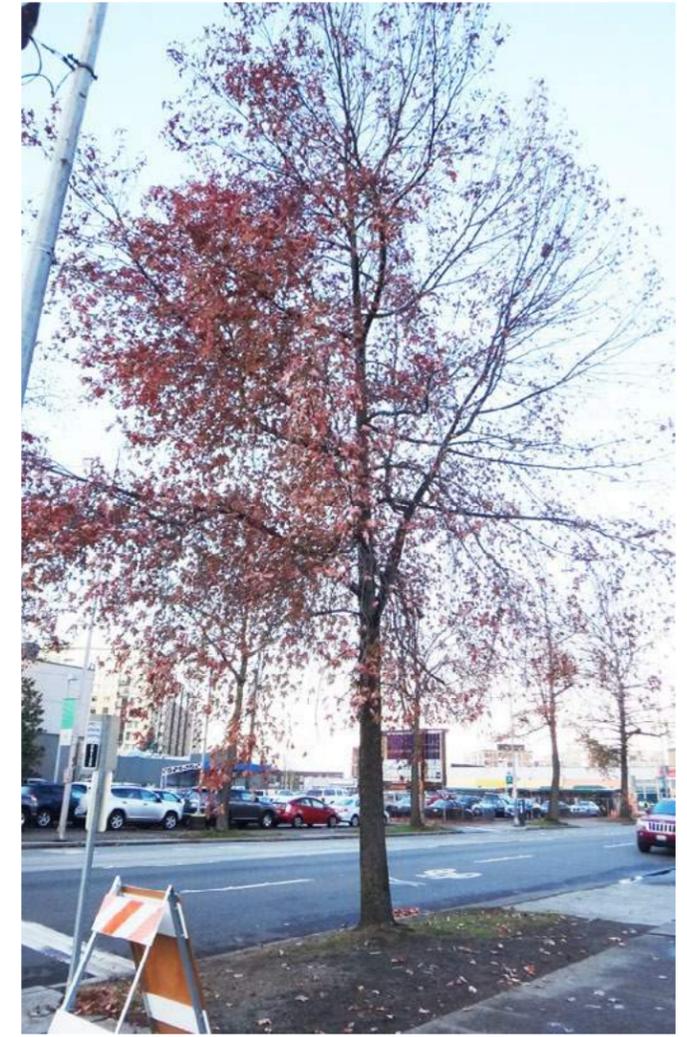
BOREN AVENUE NORTH



BOREN AVENUE MID-BLOCK



STEWART STREET AT ALLEY



STEWART AT NORTHWEST CORNER

## EXISTING TREE CONDITIONS:

FOUR (4) EXISTING STREET TREES ARE ADJACENT TO THE SITE - TWO (2) TREES ON BOREN AVENUE NEAR THE CORNER OF STEWART AND TWO (2) TREES ON STEWART STREET. ALL TREES ARE AMERICAN SWEETGUM (LIQUIDAMBAR STYRACIFLUA).

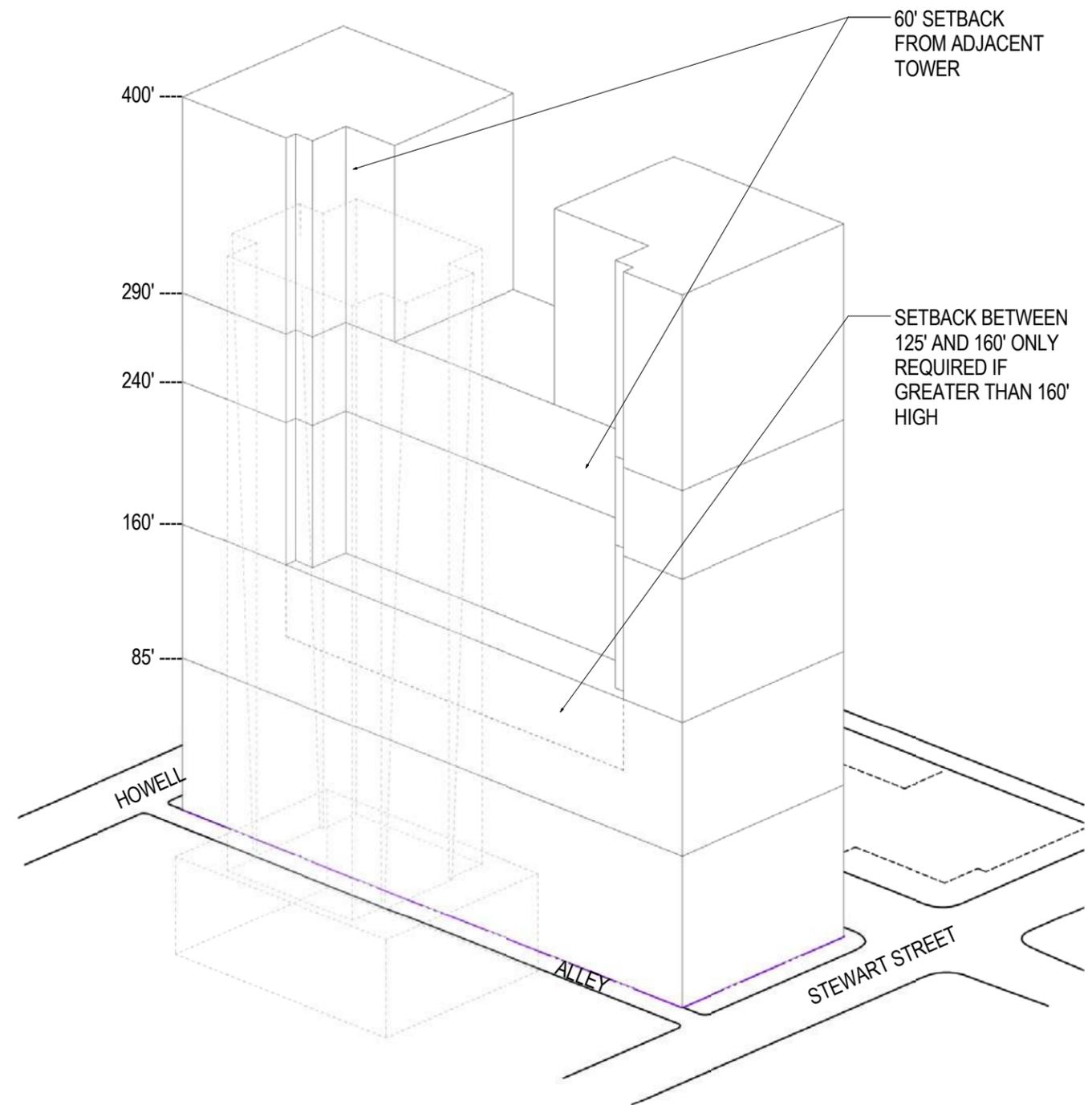
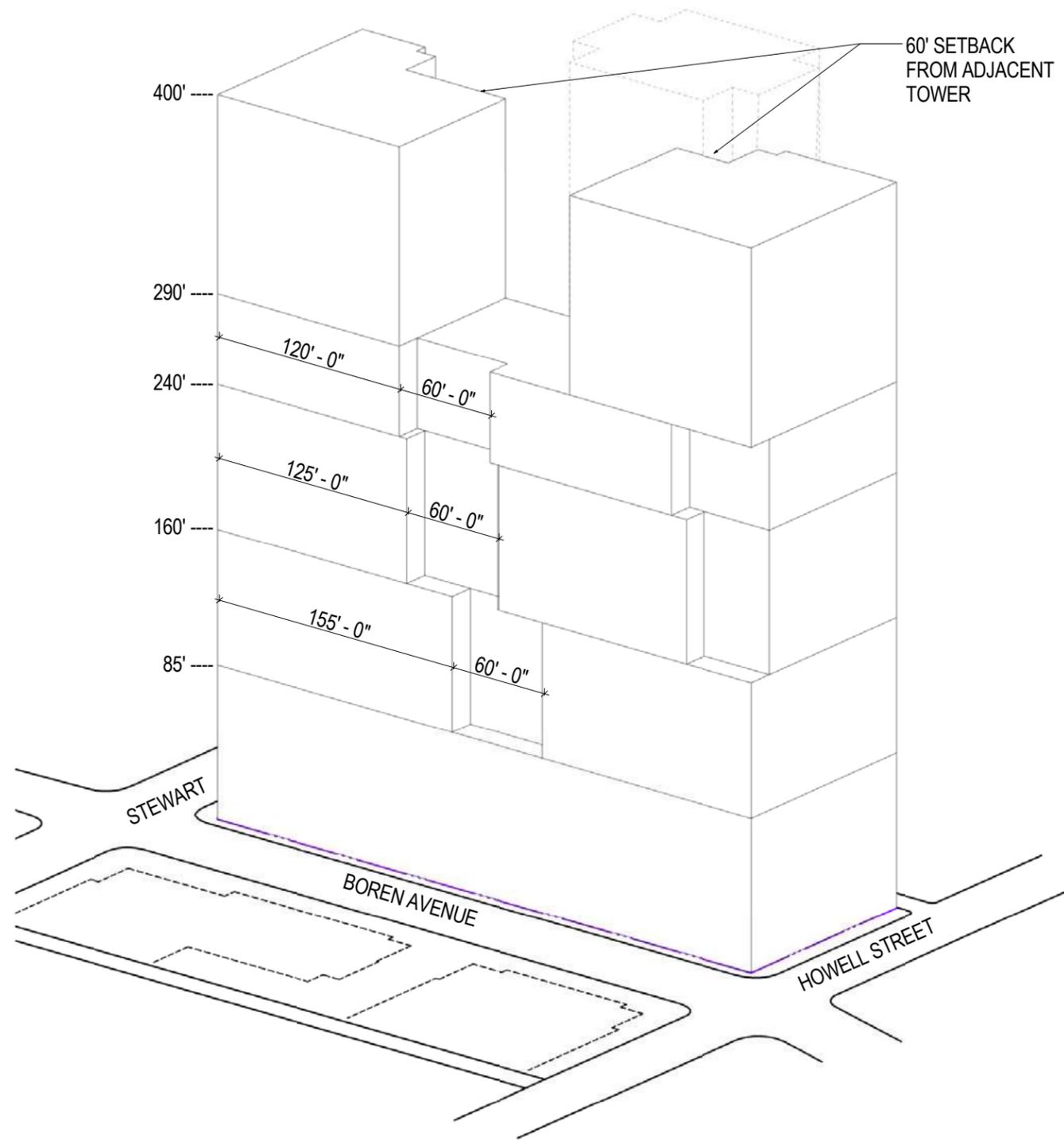
SDOT URBAN FORESTRY HAS CONDUCTED A PRELIMINARY REVIEW OF EXISTING TREE HEALTH AND PROPOSED TREE SPECIES FOR THE PROJECT. ALL TREES ARE TO REMAIN EXCEPT THE TREE ON STEWART ADJACENT TO THE ALLEY. THIS TREE IS APPROVED FOR REMOVAL DUE TO THE REQUIRED EXPANSION OF THE ALLEY DRIVE WHICH WILL DAMAGE THE TREE'S ROOT SYSTEM. REPLACEMENT TREES AND PROPOSED NEW STREET TREES ARE AS FOLLOWS:

STEWART STREET: SCARLET OAK

BOREN AVENUE: COLUMNAR SCARLET SENTINEL MAPLE AND COLUMNAR TULIP TREE

HOWELL STREET: SCARLET OAK

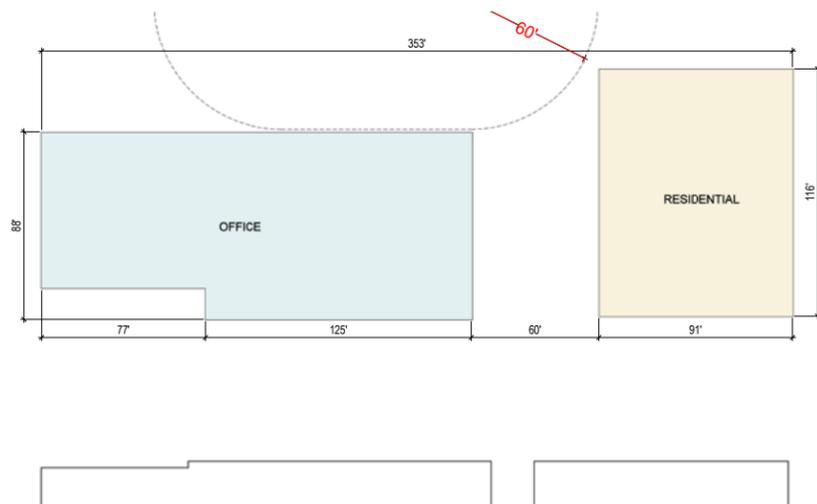
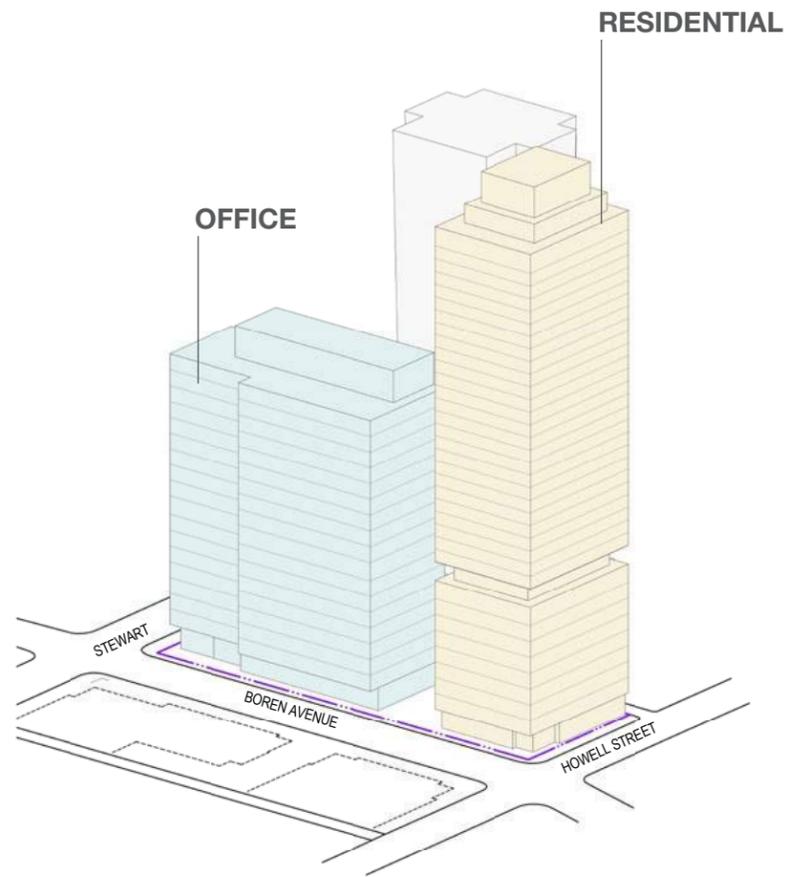
# SITE ANALYSIS ZONING ENVELOPE



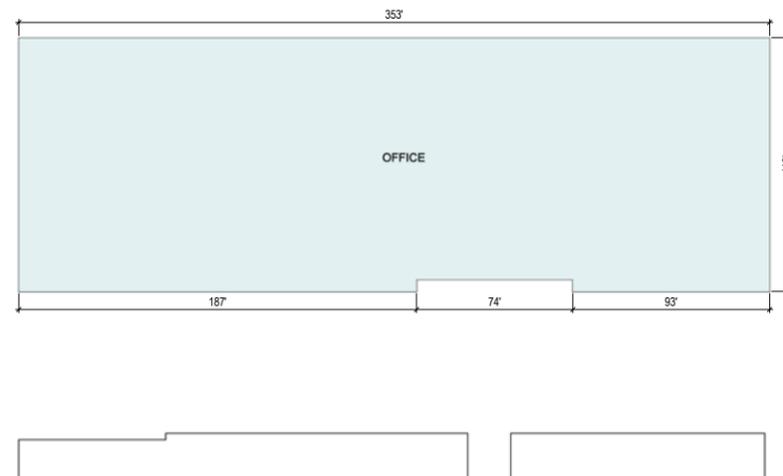
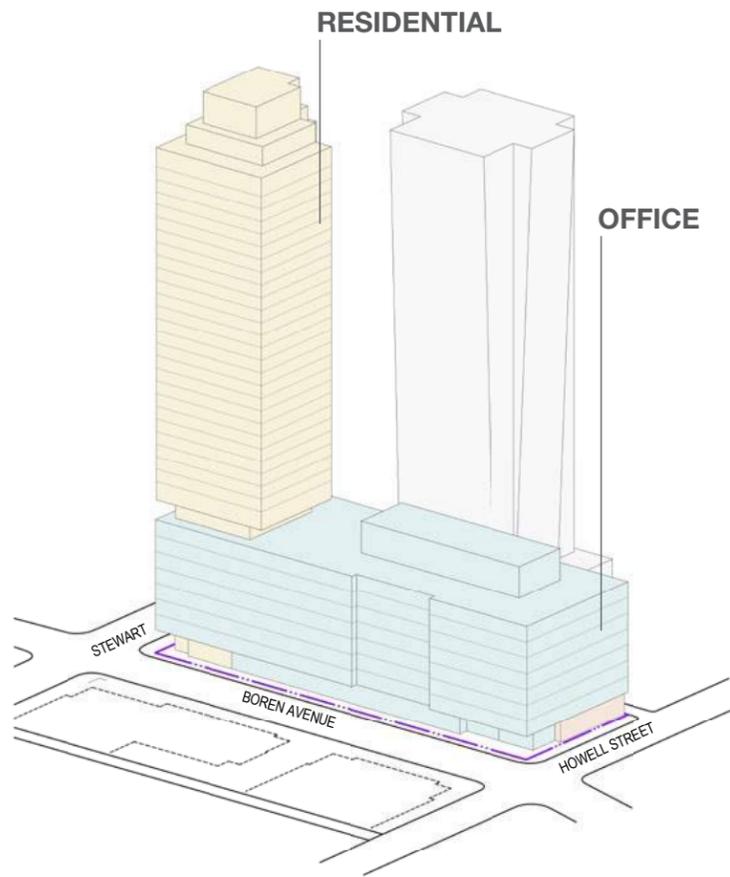


# 5 ARCHITECTURAL CONCEPTS

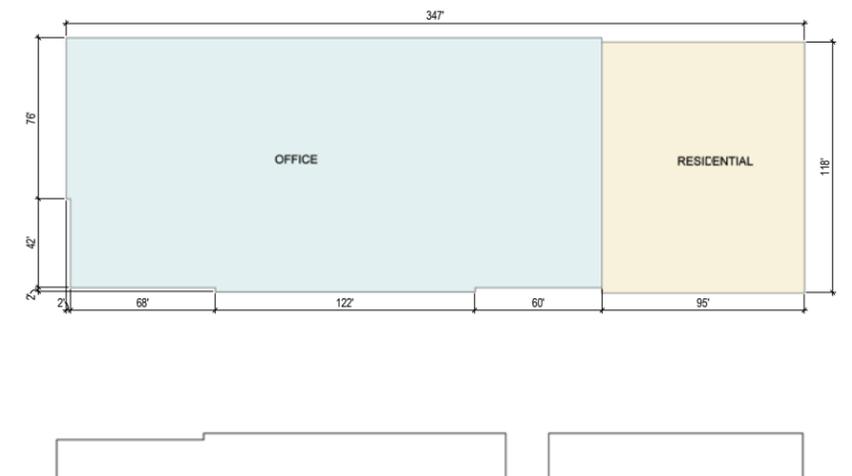
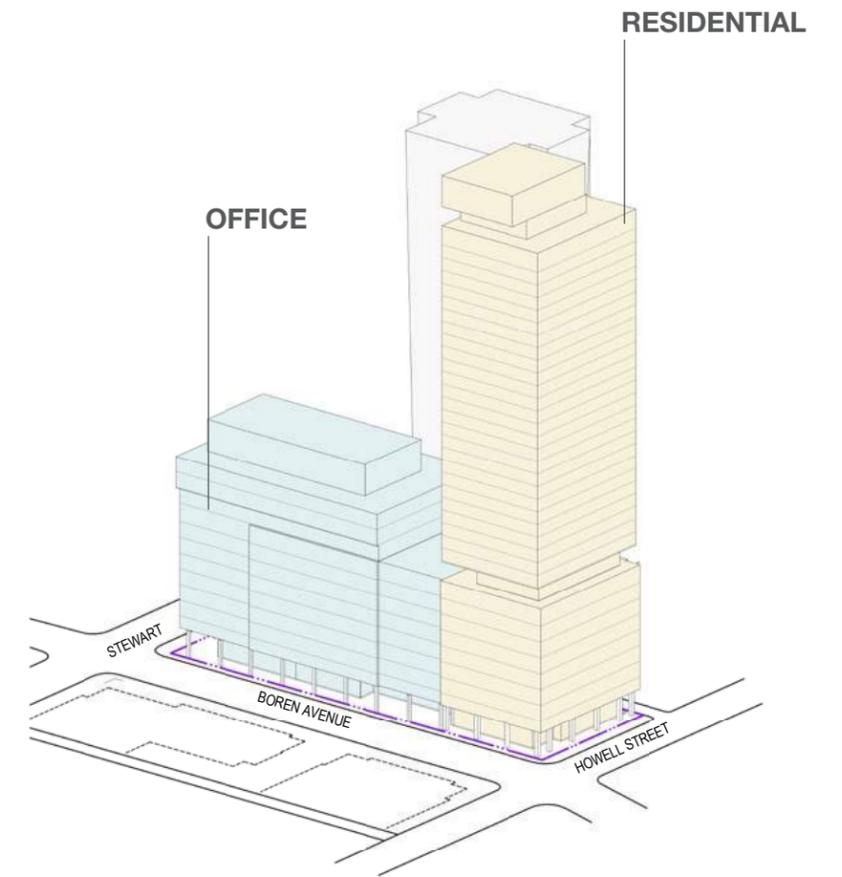
## 1. TWO TOWERS



## 2. PODIUM TOWER



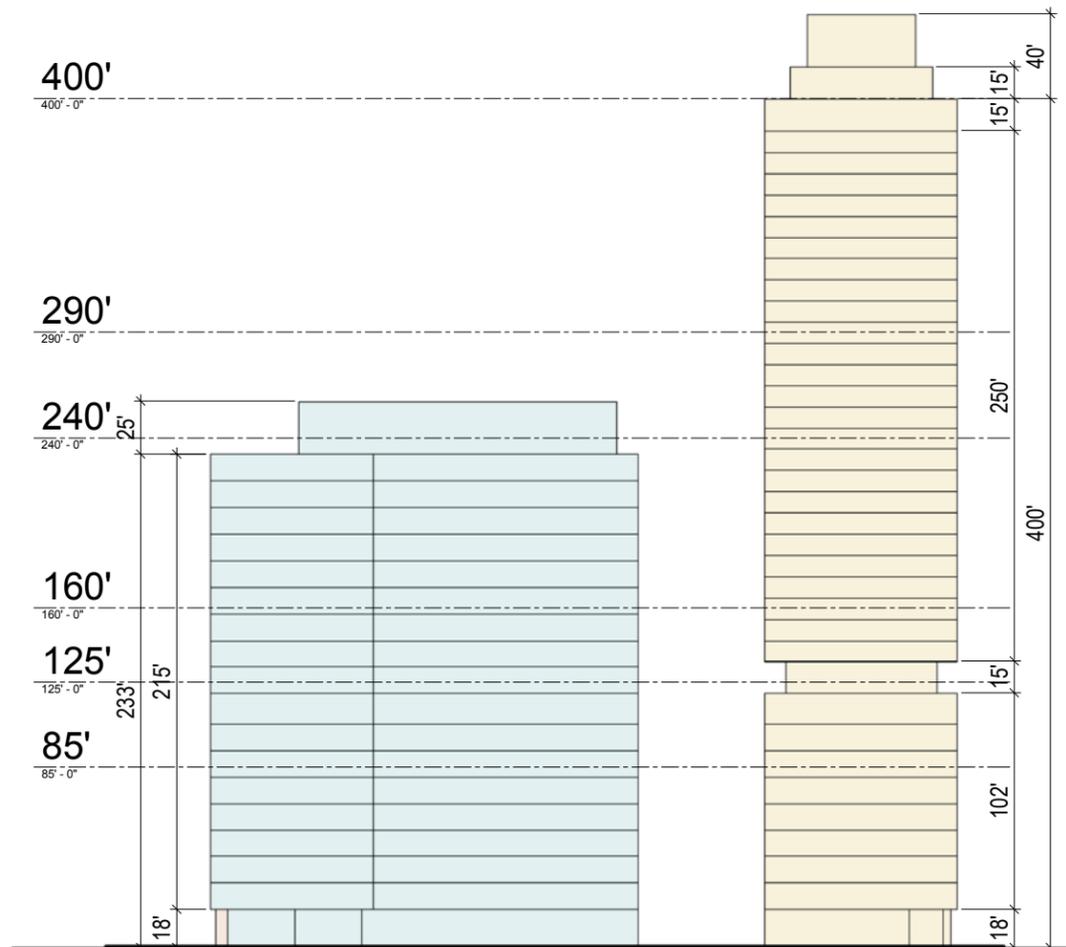
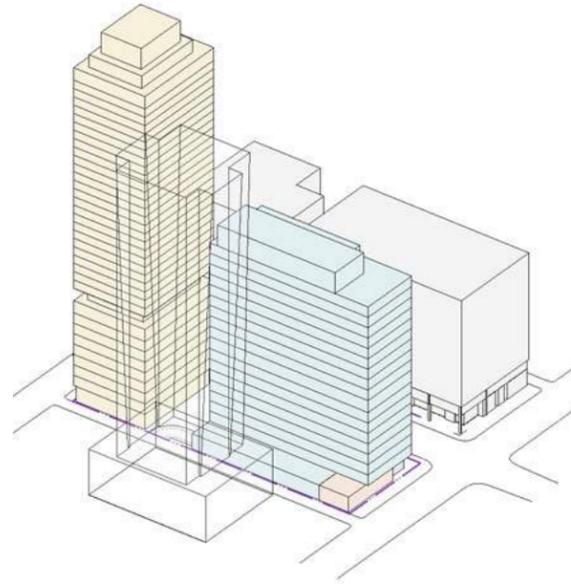
## 3. INTEGRATED TOWERS



# TWO TOWERS— **NOT PREFERRED**

## CONCEPT ATTRIBUTES

- 2 tall towers on this half block.
- Too much height on one block. Office at 240'; residential at 400' and another planned 400' residential tower across the alley.
- Clear and distinct massing expressions of office and residential use.
- Possible ground plane open space between 2 uses.
- Office plate may be too small (approx. 17,900sf) for current/future tech office tenants.
- Ease of phased construction for office and residential.
- Reduced daylight/privacy for residential units at 60' slot.
- No departures required.

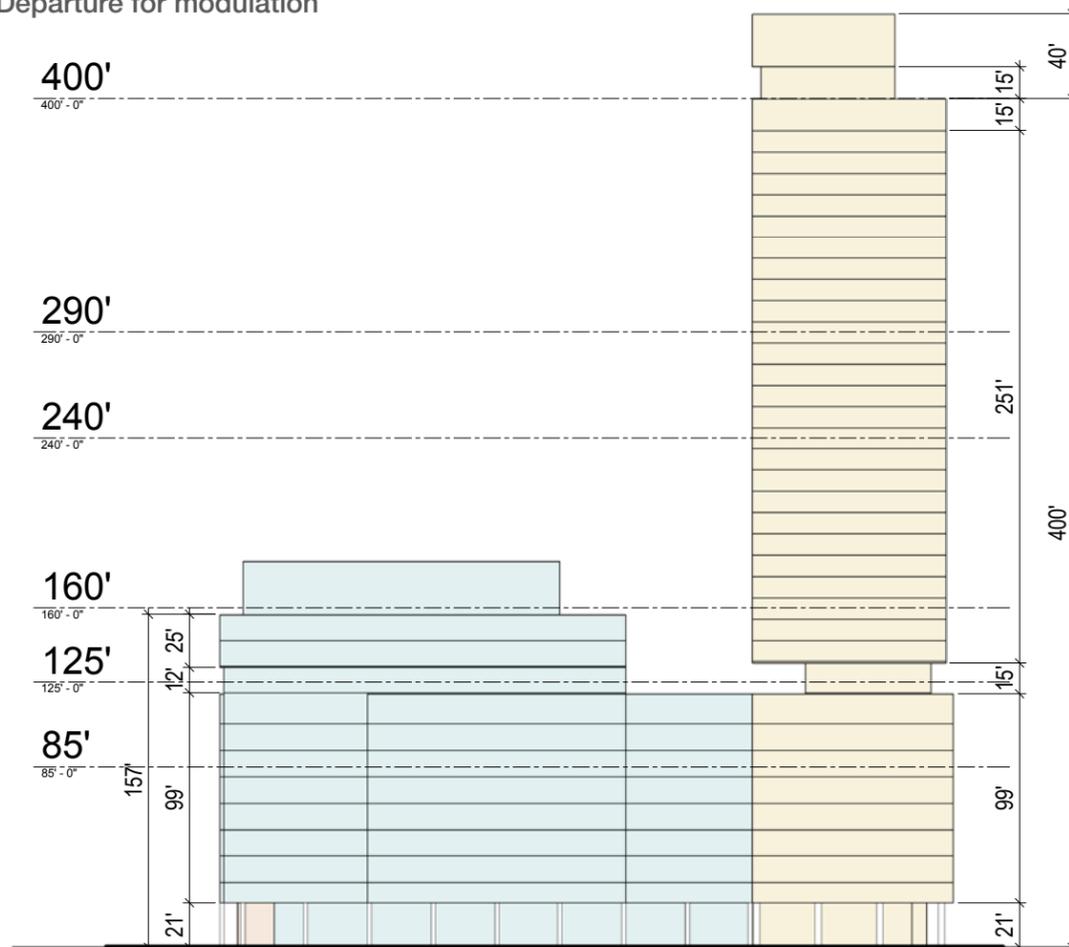
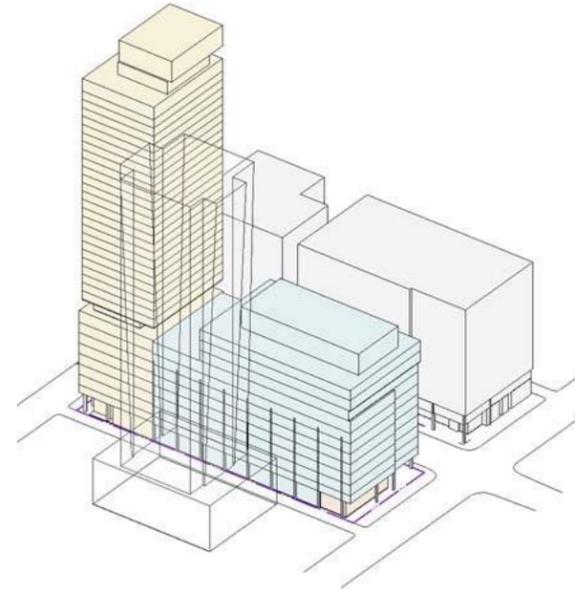




# INTEGRATED TOWERS — **PREFERRED**

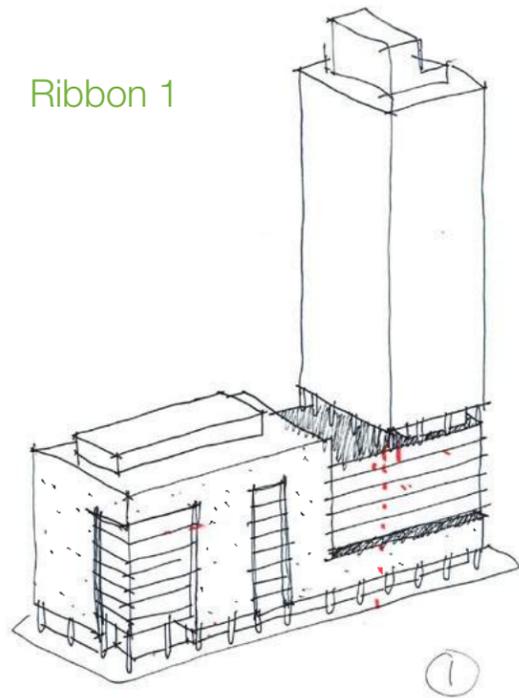
## CONCEPT ATTRIBUTES

- One tall tower on this half block.
- Ease of phased construction for office and residential.
- Possible clear and distinct massing expressions for office and residential use.
- Upper level open space for office tenants— separated from mechanical penthouse level.
- Synergies between upper level office open space and mid-level residential amenity space.
- Uniform Residential tower expression.
- Residential floor plate is not compromised by planned residential tower across the alley.
- Large office plate (approx. 30,660sf) is desirable to current/future tech office tenants.
- Differentiation of upper office levels.
- Departure for modulation

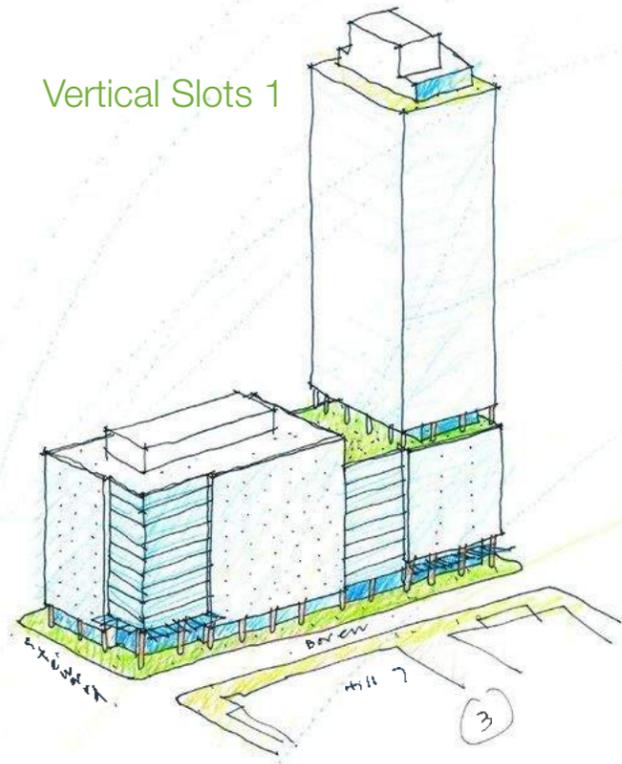


# CONCEPT 3 MODULATION STUDIES

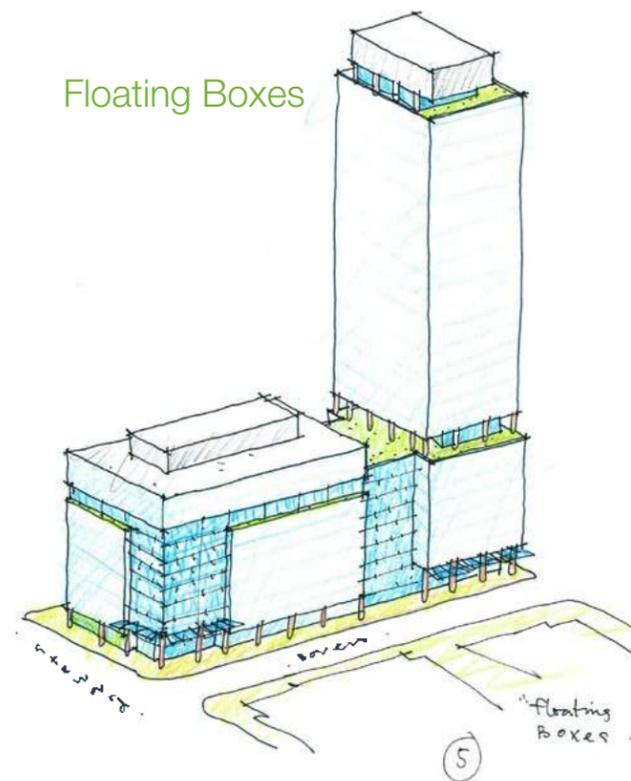
Ribbon 1



Vertical Slots 1



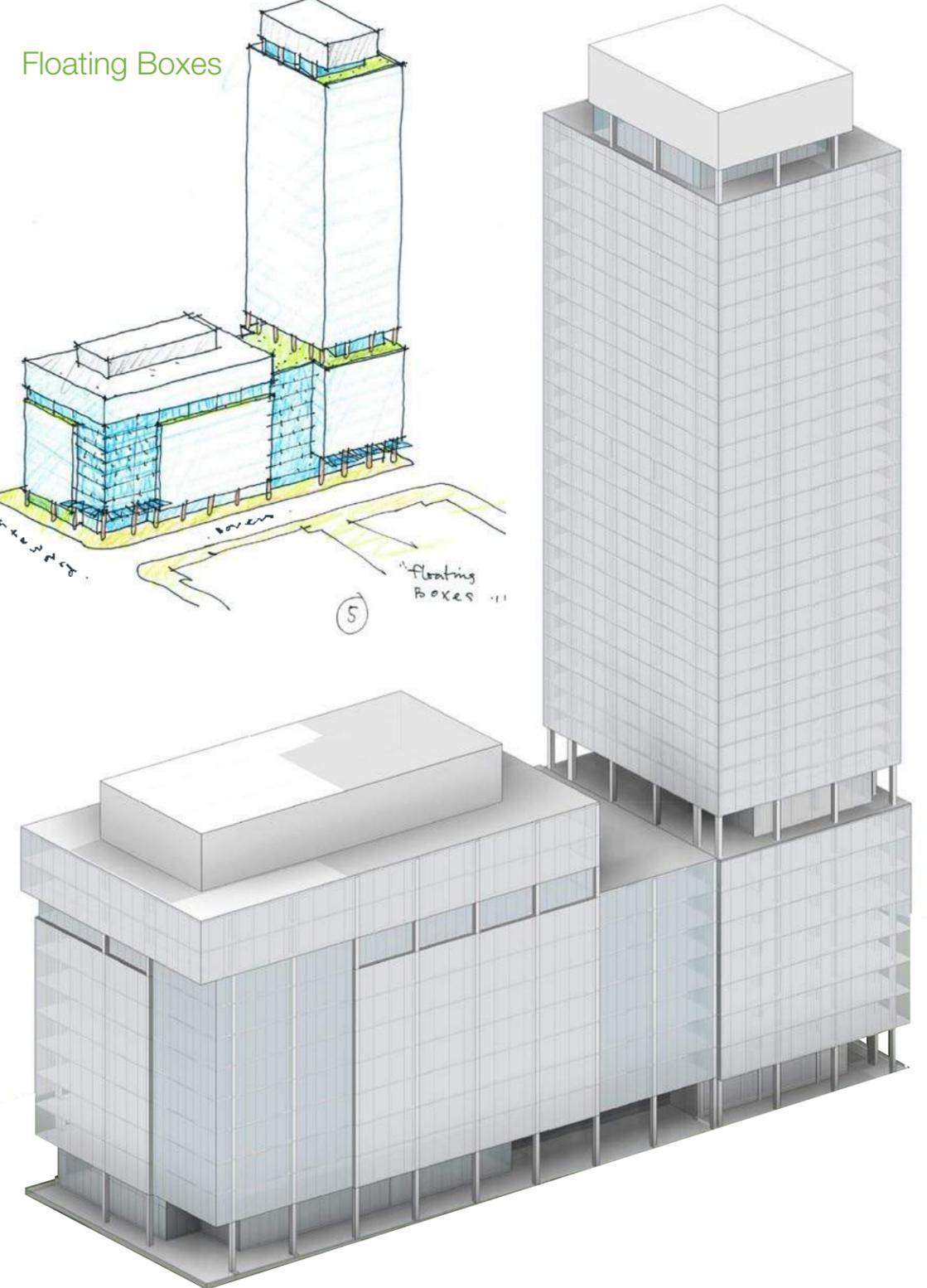
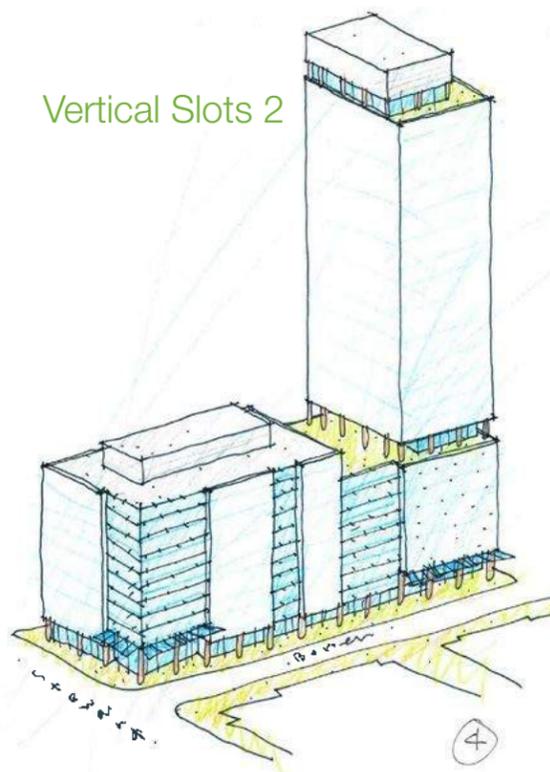
Floating Boxes



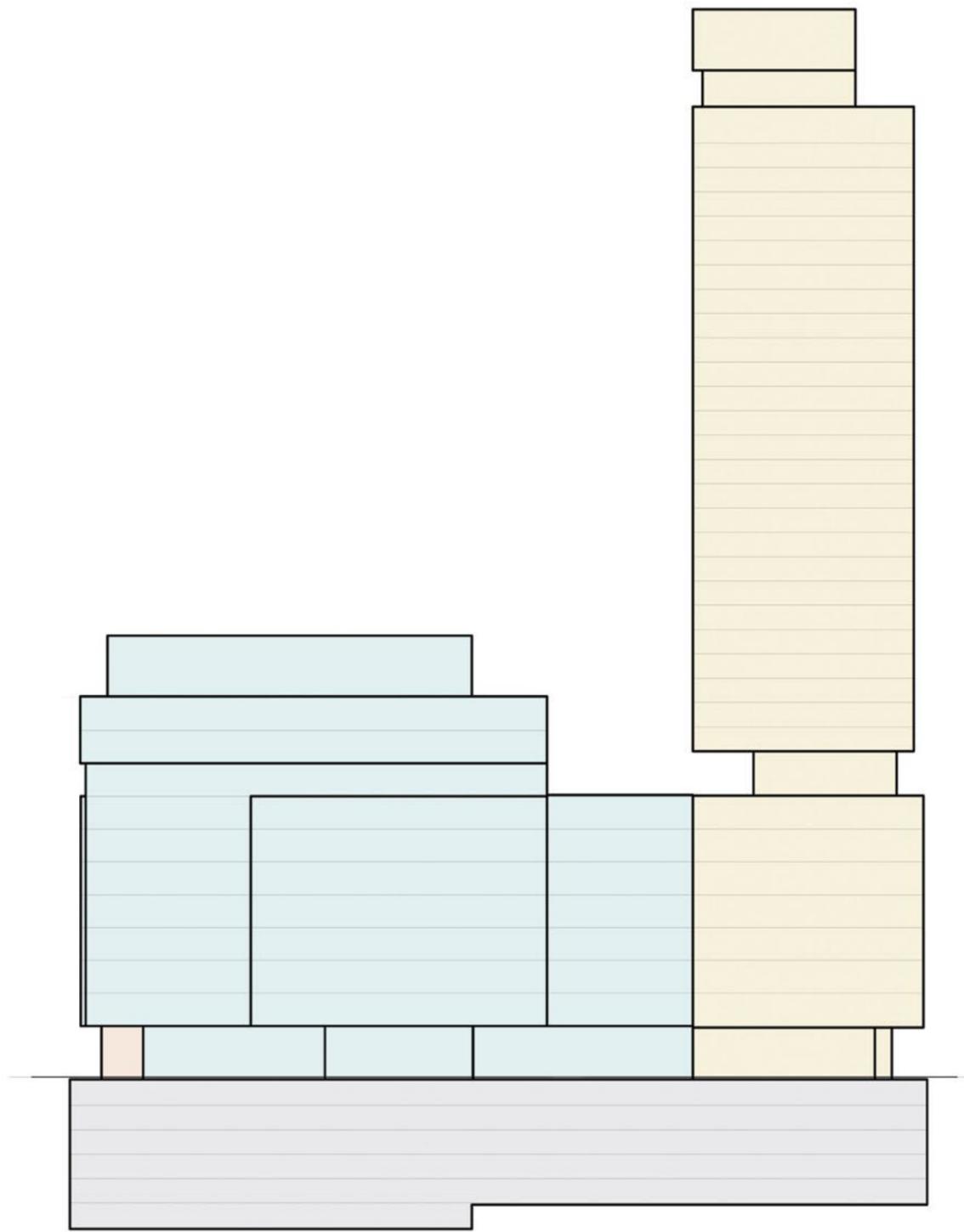
Ribbon 2



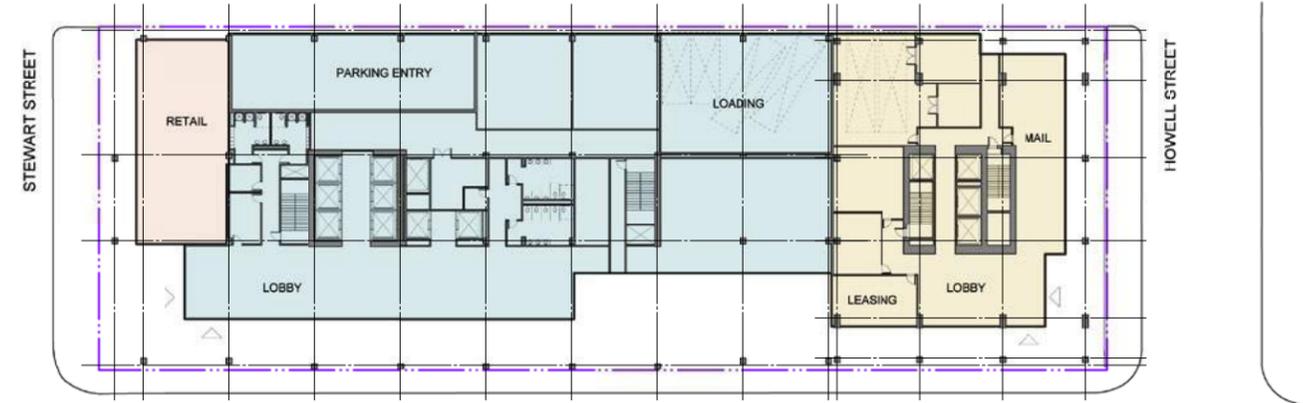
Vertical Slots 2



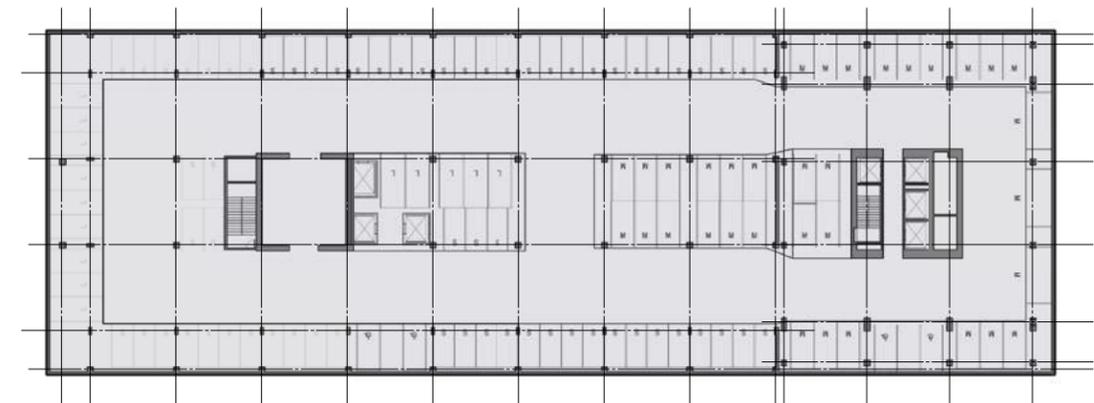
# CONCEPT 3 DRAWINGS



ELEVATION



LEVEL 1 PLAN

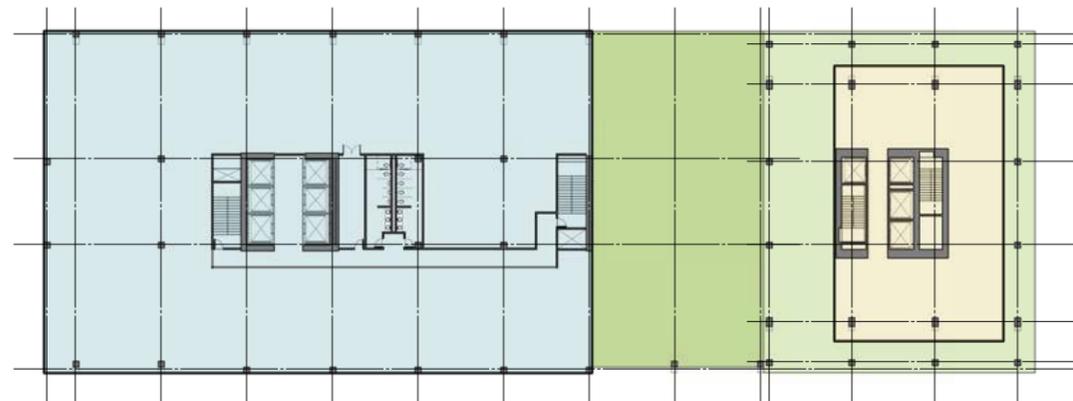


TYPICAL PARKING PLAN

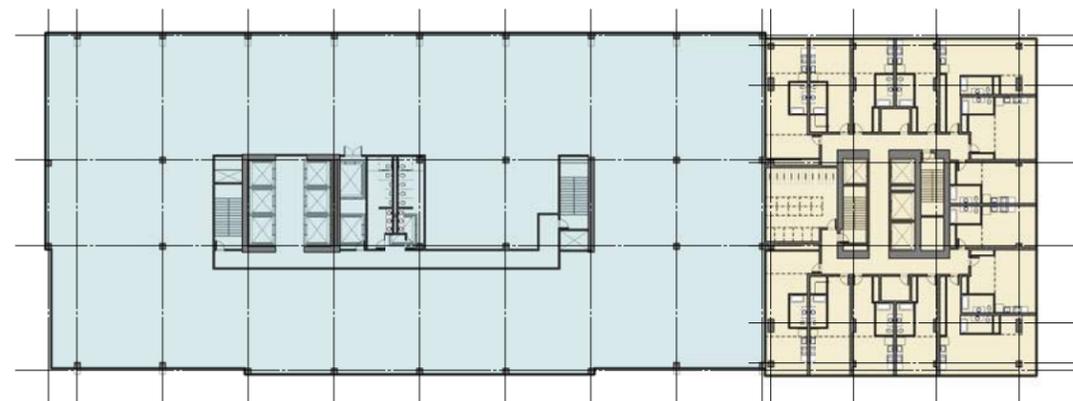
# CONCEPT 3 DRAWINGS



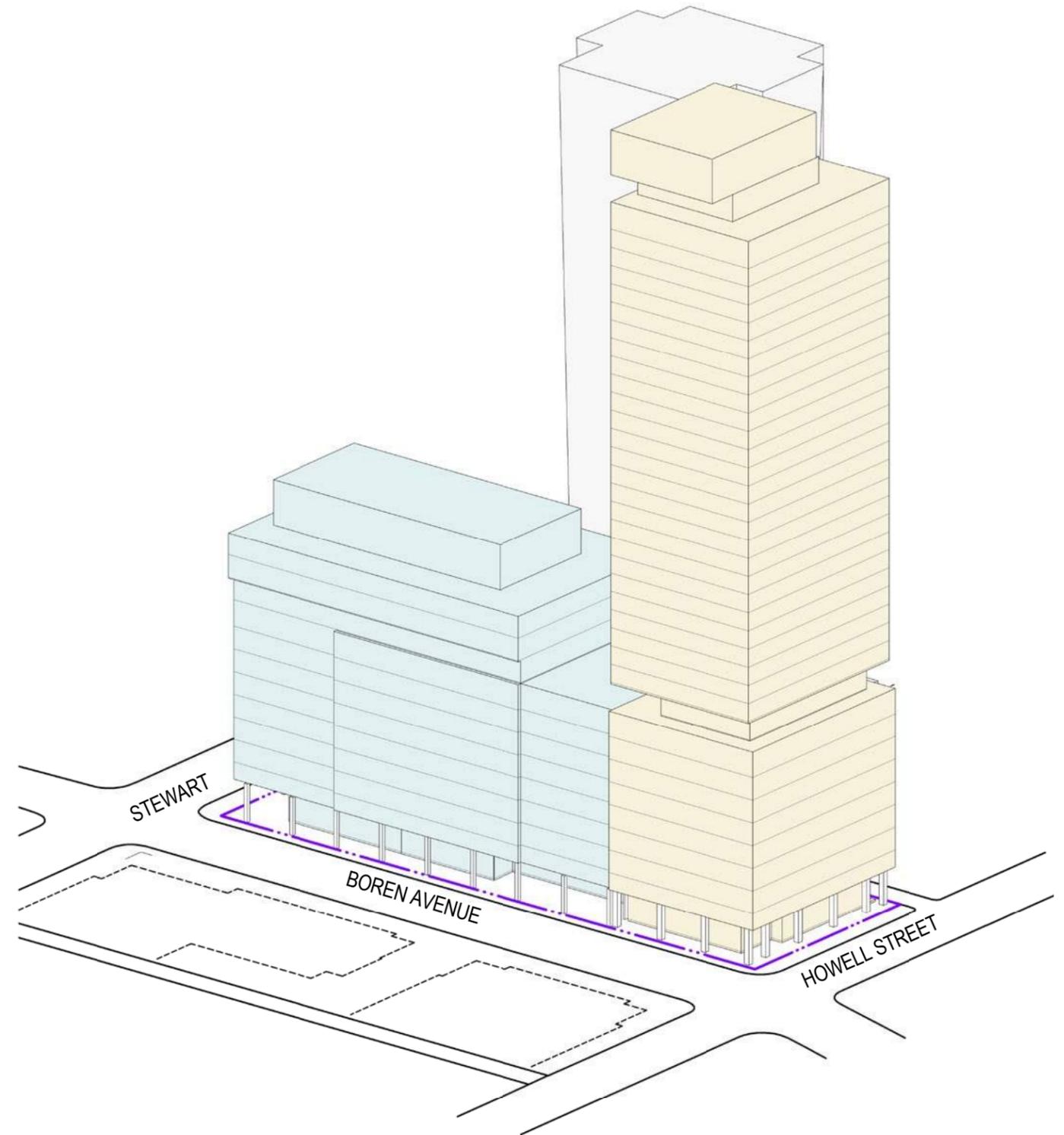
TYPICAL TOWER PLAN



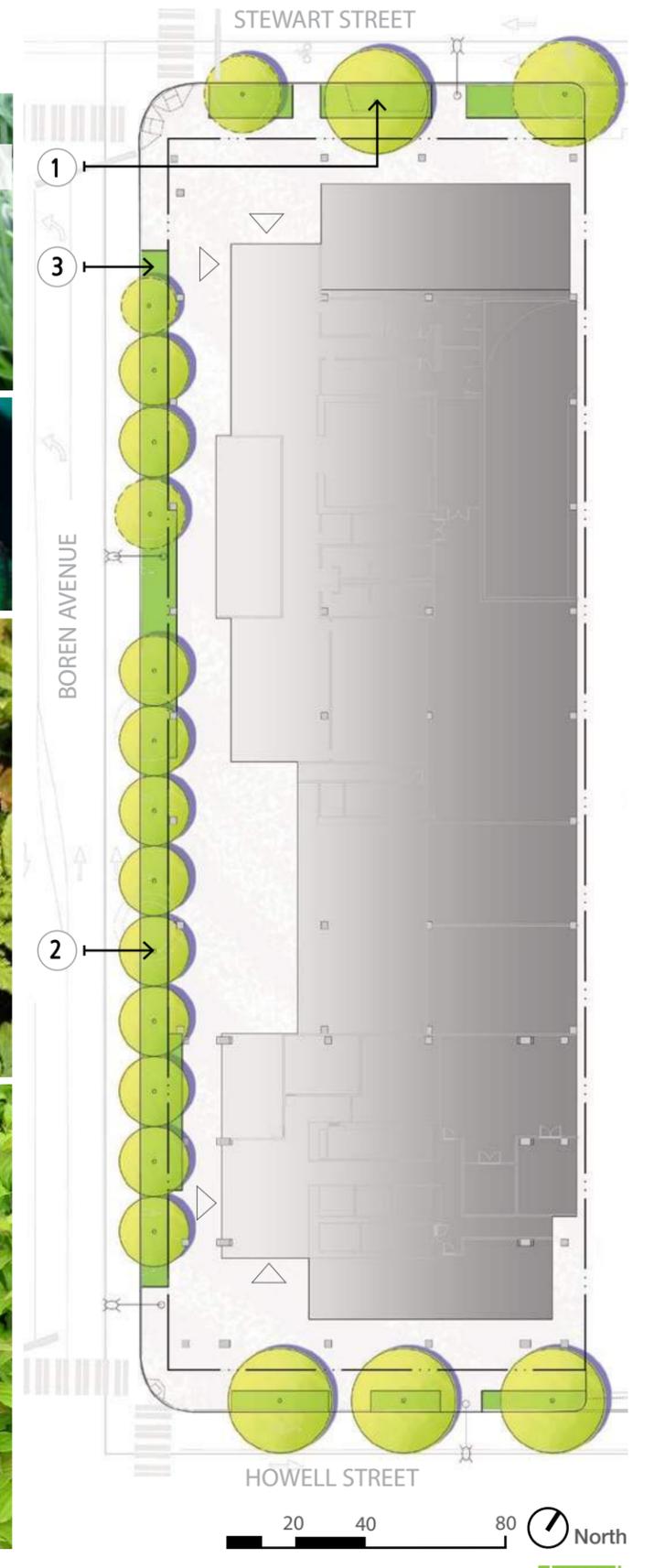
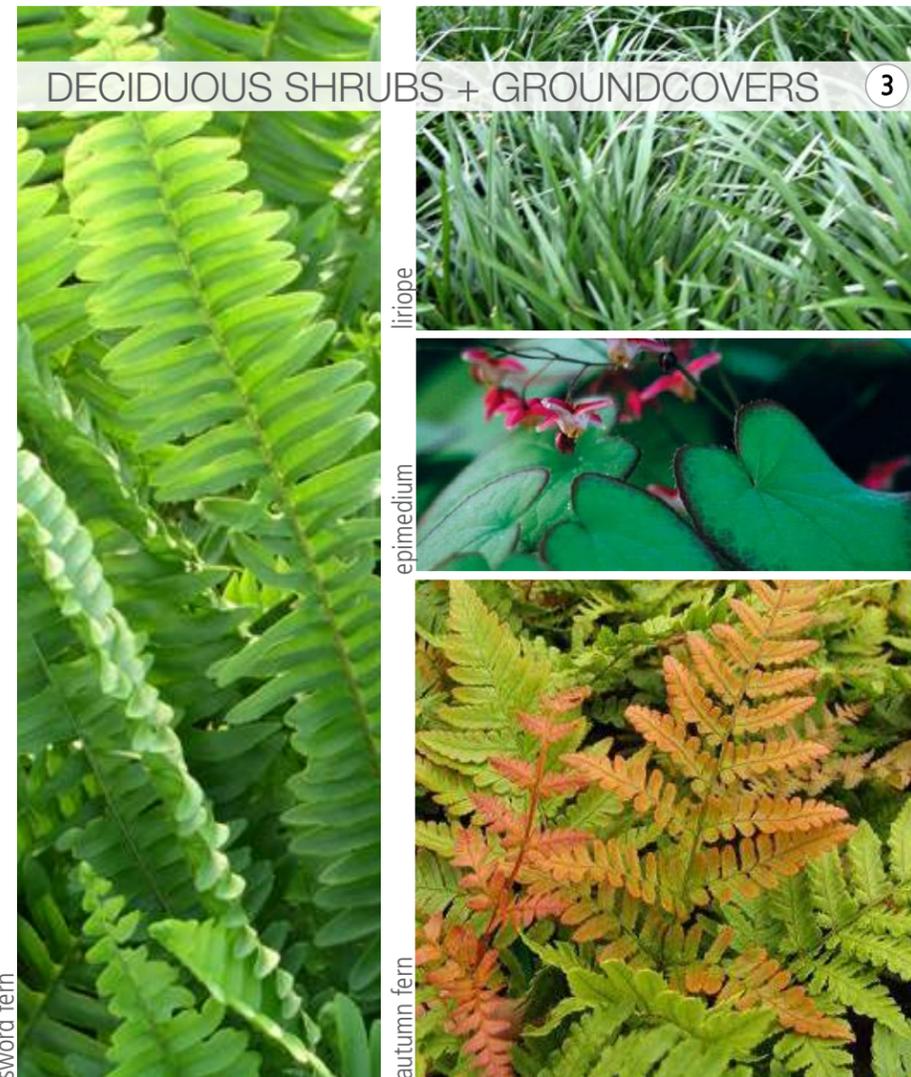
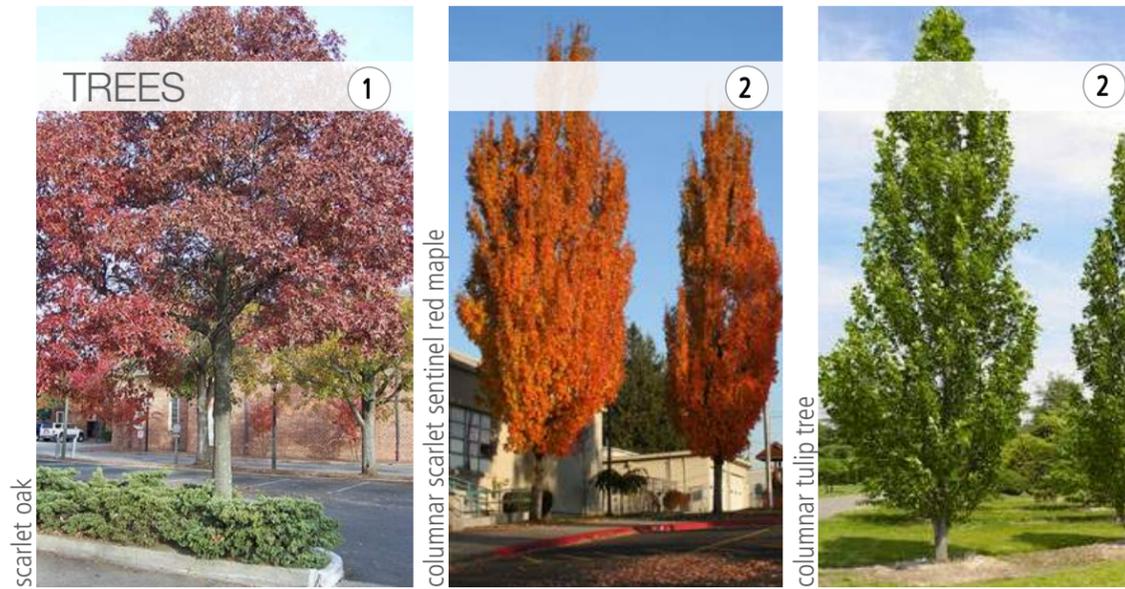
AMENITY LEVEL PLAN



TYPICAL OFFICE PLAN



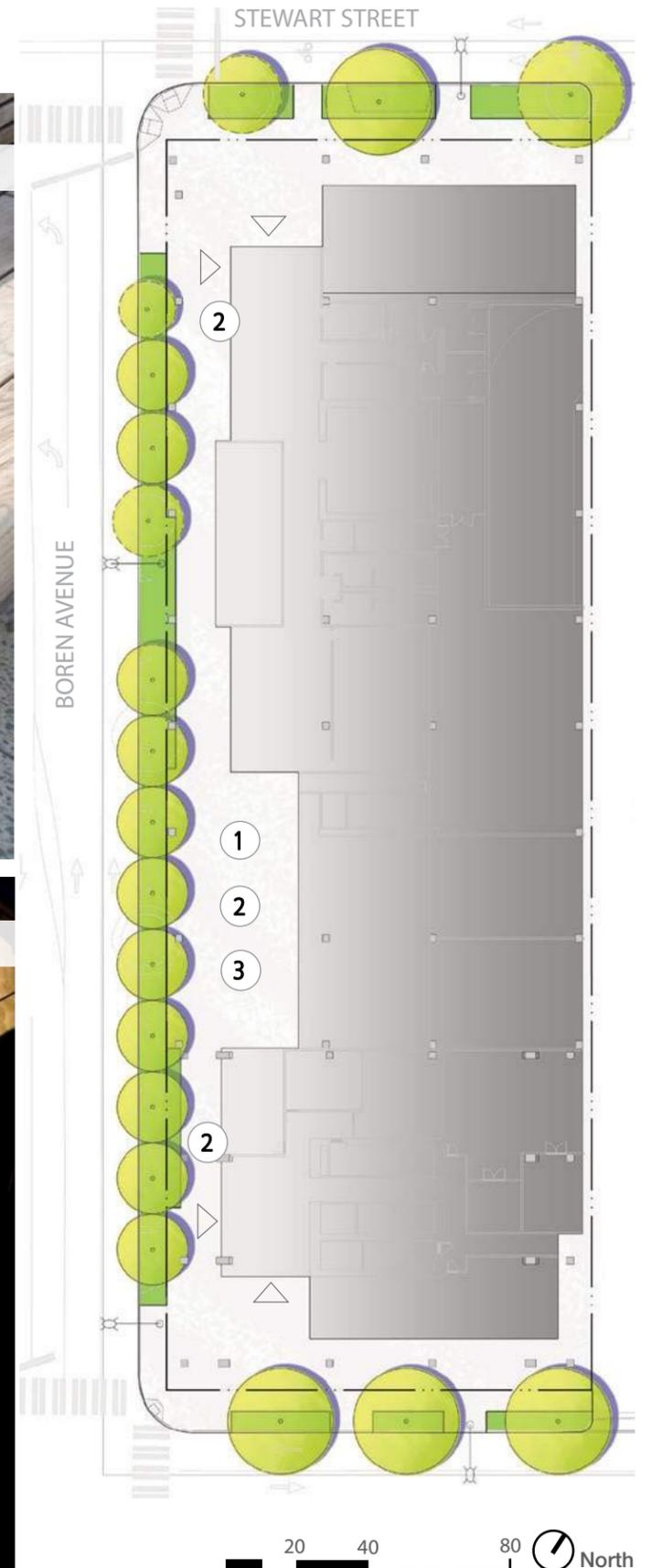
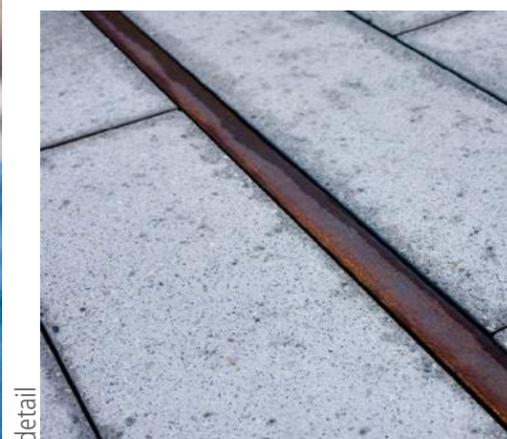
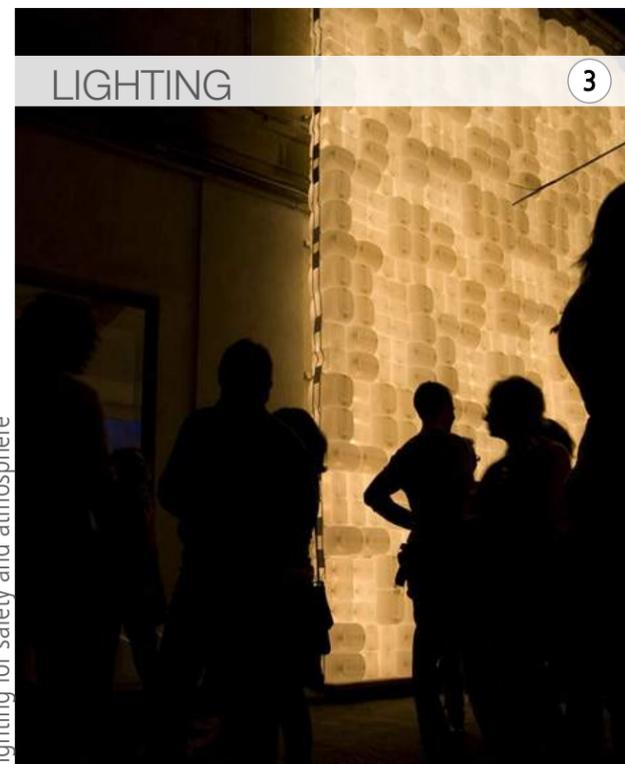
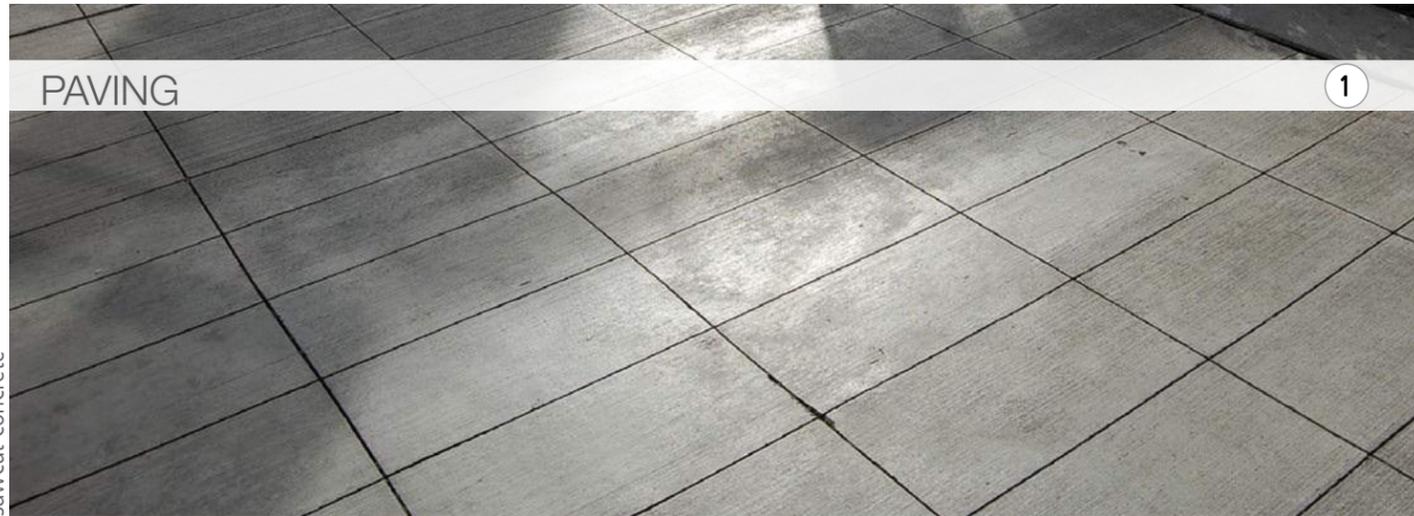
# LANDSCAPE CONCEPTS **STREETSCAPE EXPERIENCE**



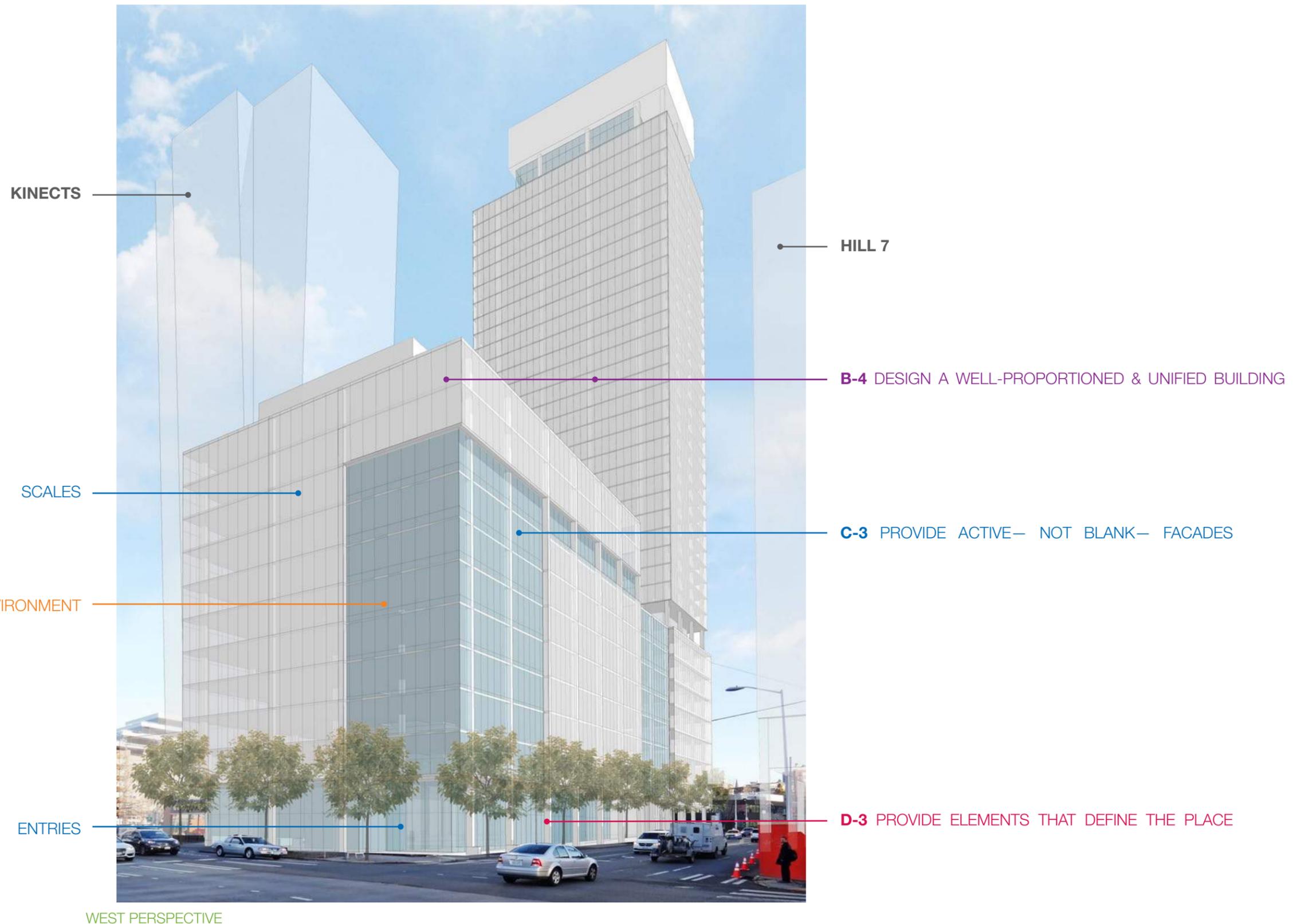
# LANDSCAPE CONCEPTS STREETScape EXPERIENCE

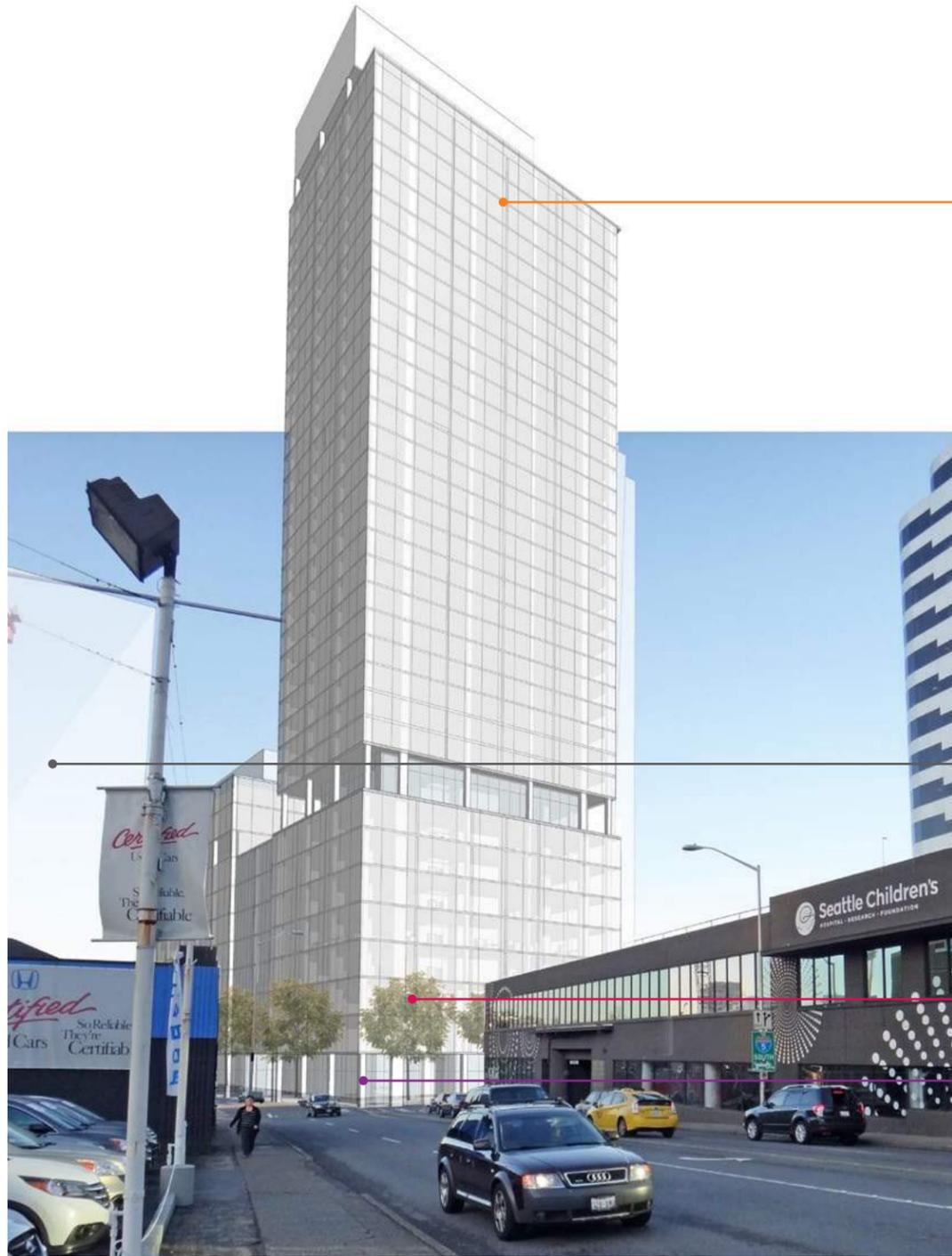


# LANDSCAPE CONCEPTS **STREETSCAPE EXPERIENCE**

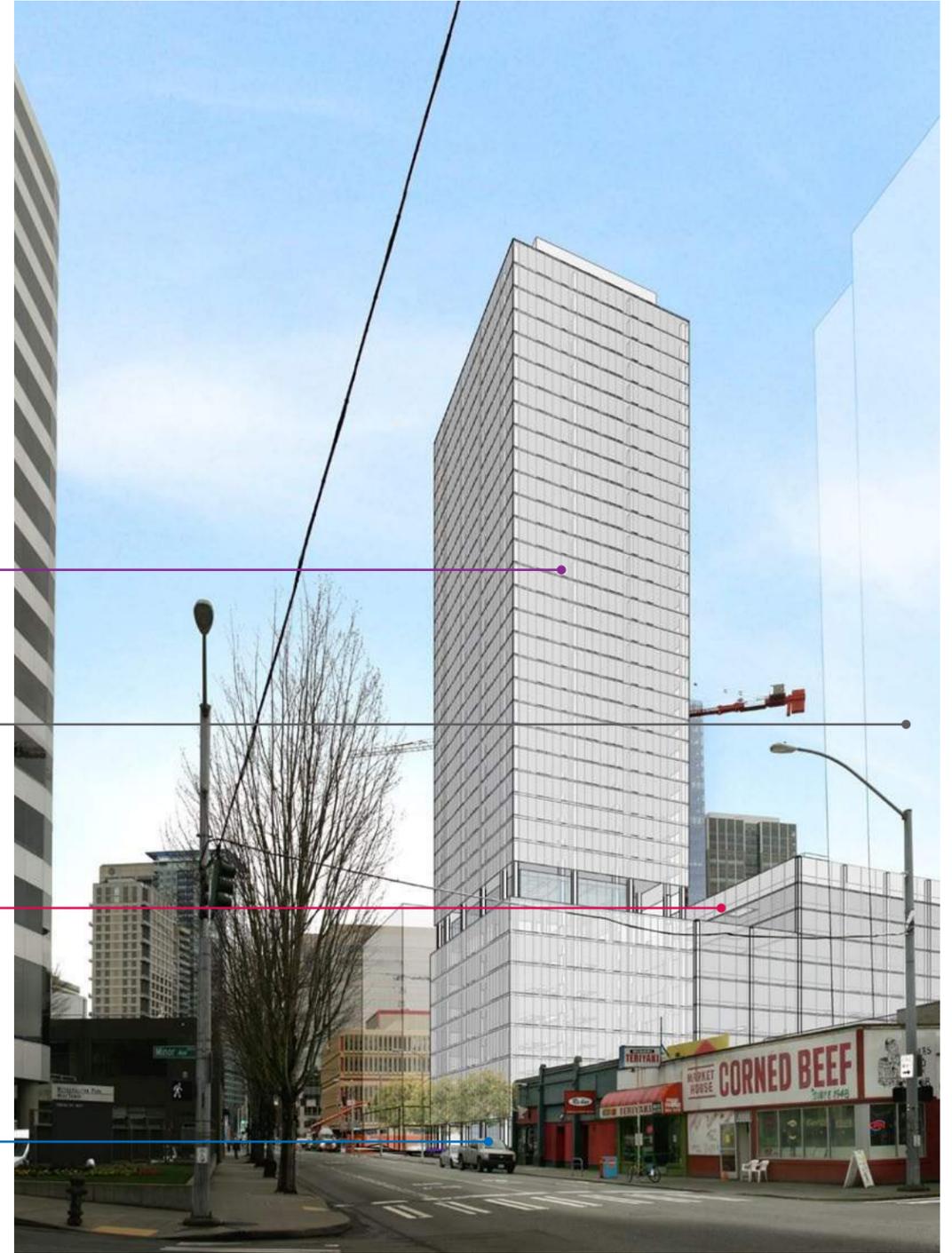


# 6 THREE DIMENSIONAL STUDIES





SOUTH PERSPECTIVE



EAST PERSPECTIVE

**A-2** ENHANCE THE SKYLINE

**B-2** CREATE A TRANSITION IN BULK & SCALE

**HILL 7**

**KINECTS**

**D-1** PROVIDE INVITING & USABLE OPEN SPACE

**D-2** ENHANCE THE BUILDING WITH LANDSCAPING

**B-1** RESPOND TO THE NEIGHBORHOOD CONTEXT

**C-1** PROMOTE PEDESTRIAN INTERACTION

# 7 POTENTIAL DEPARTURES

## FACADE MODULATION

### REQUIREMENT

23.49.058 B, Table 23.49.058 A

Facade modulation is required above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of the street property line.

The maximum length of a facade without modulation is 155 feet between 85 and 160 feet in height and 125 feet between 161 and 240 feet in height.

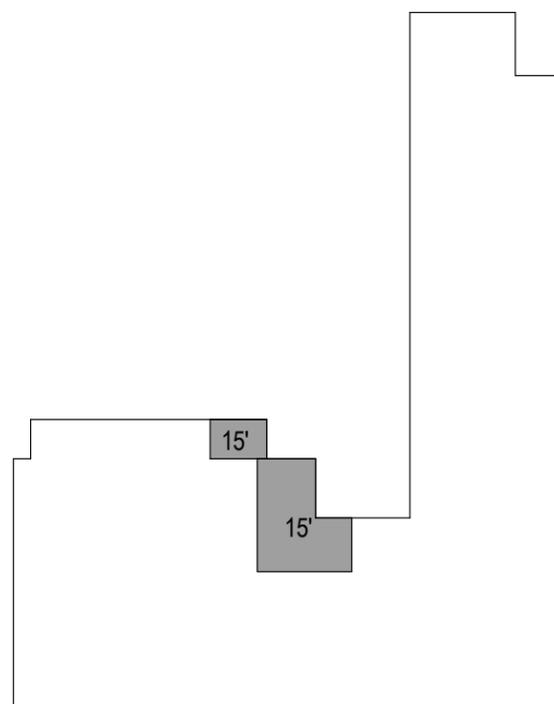
Any portion of a facade exceeding the maximum length of facade.... Shall be set back a minimum of 15 feet from the property line for a minimum distance of 60 feet....

### DEPARTURE

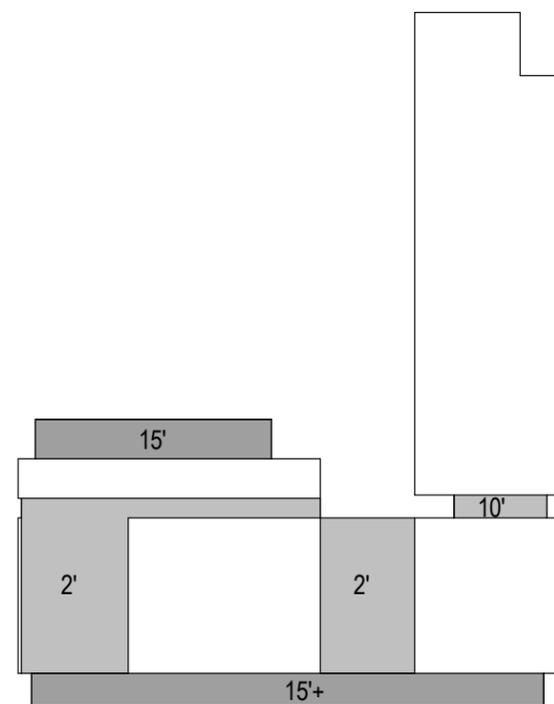
Maximum unmodulated facade may be greater than 155 feet. Width and depth of modulation many not meet requirements.

### JUSTIFICATION

Facade modulation is provided beginning at 20 feet in height. Grade level facades have been set back along the colonnade to provide additional width for pedestrians. The proposed modulation provides for shorter spans of unmodulated facade widths, and more visual interest.



REQUIRED MODULATION



PROPOSED MODULATION

## OVERHEAD WEATHER PROTECTION

### REQUIREMENT

23.49.018

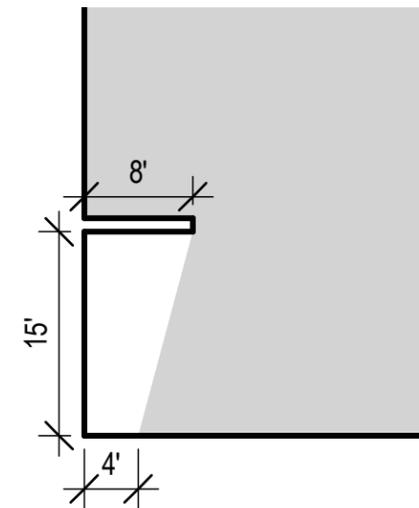
Lower edge of weather protection to be a minimum of 10 feet and a maximum of 15 feet above the sidewalk.

### DEPARTURE

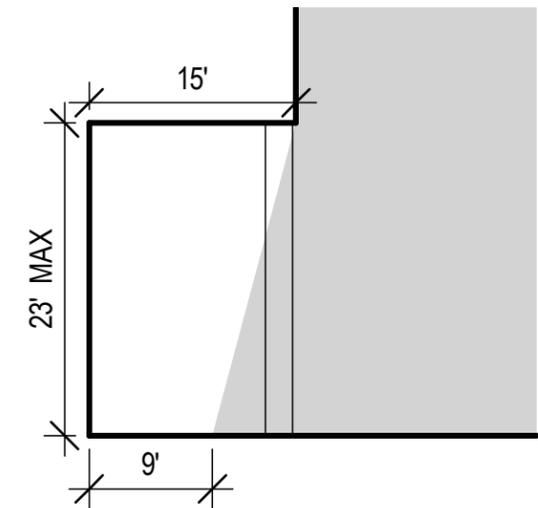
Weather protection will be up to 25 feet above the sidewalk.

### JUSTIFICATION

Depth of weather protection at colonnade should allow for adequate protection from the elements. The height of the proposed colonnade relates to the HILL 7 project across Boren.



REQUIRED WEATHER PROTECTION



PROPOSED WEATHER PROTECTION

## LOADING DOCK SIZE

### REQUIREMENT

23.54.035 A, C

264,001 square feet to 388,000 square feet of aggregate gross floor area of low demand use requires 4 loading berths of 10 feet in width, 14 feet in height and 35 feet in length.

### DEPARTURE

4 loading berths proposed, two to be 35 feet in length, and two to be 25 feet in length.

### JUSTIFICATION

Projected demand for loading should be adequately met with two 35 foot bays and two 25 foot bays.



# 8 GROUNDPLANE EXPLORATIONS

Multiple directions were studied to provide a ground plane that integrates itself with both the architecture and landscape. Providing a rich walking space that is protected from the busy street of Boren; as well as different amenities for both the public and building tenants.

## Design Guidelines Considered:

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

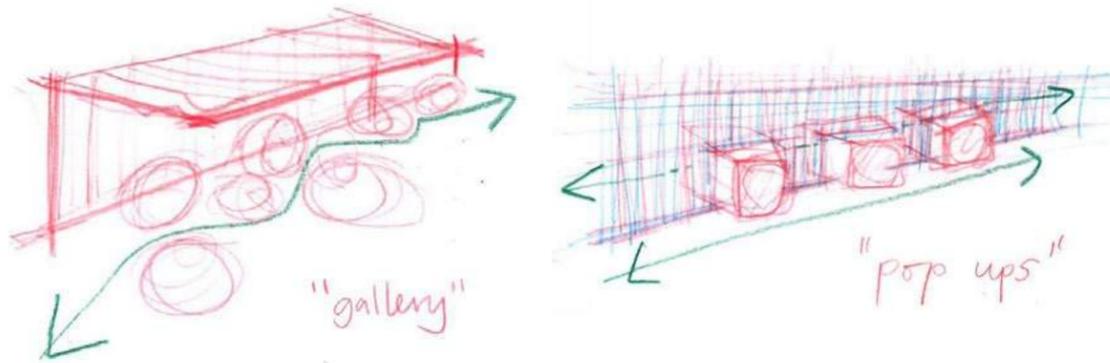
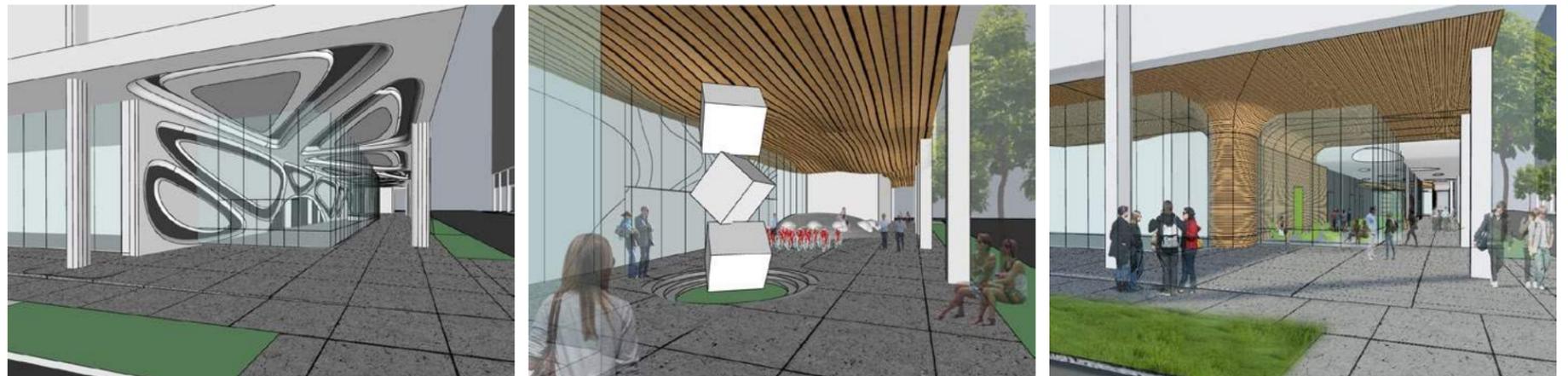
B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT

C-1 PROMOTE PEDESTRIAN INTERACTION

C-3 PROVIDE ACTIVE—NOT BLANK—FACADES

D-2 ENHANCE THE BUILDING WITH LANDSCAPING

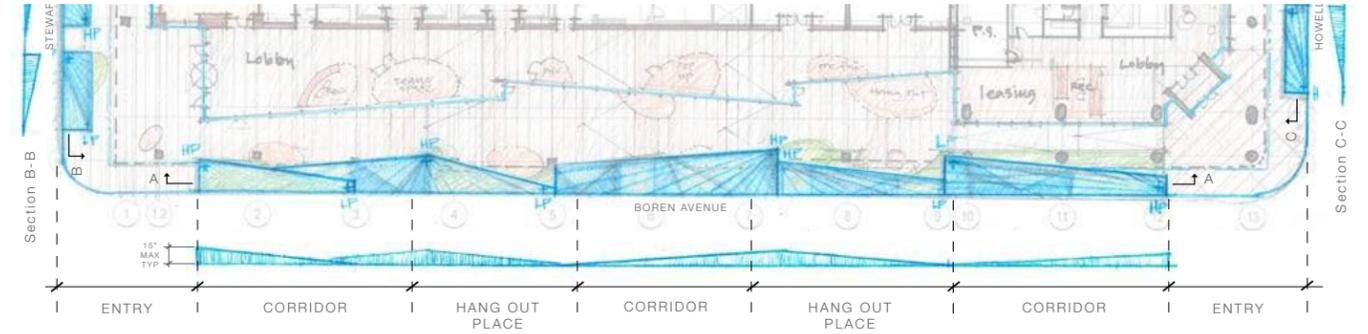
D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE



POP UPS — **NOT PREFERRED**



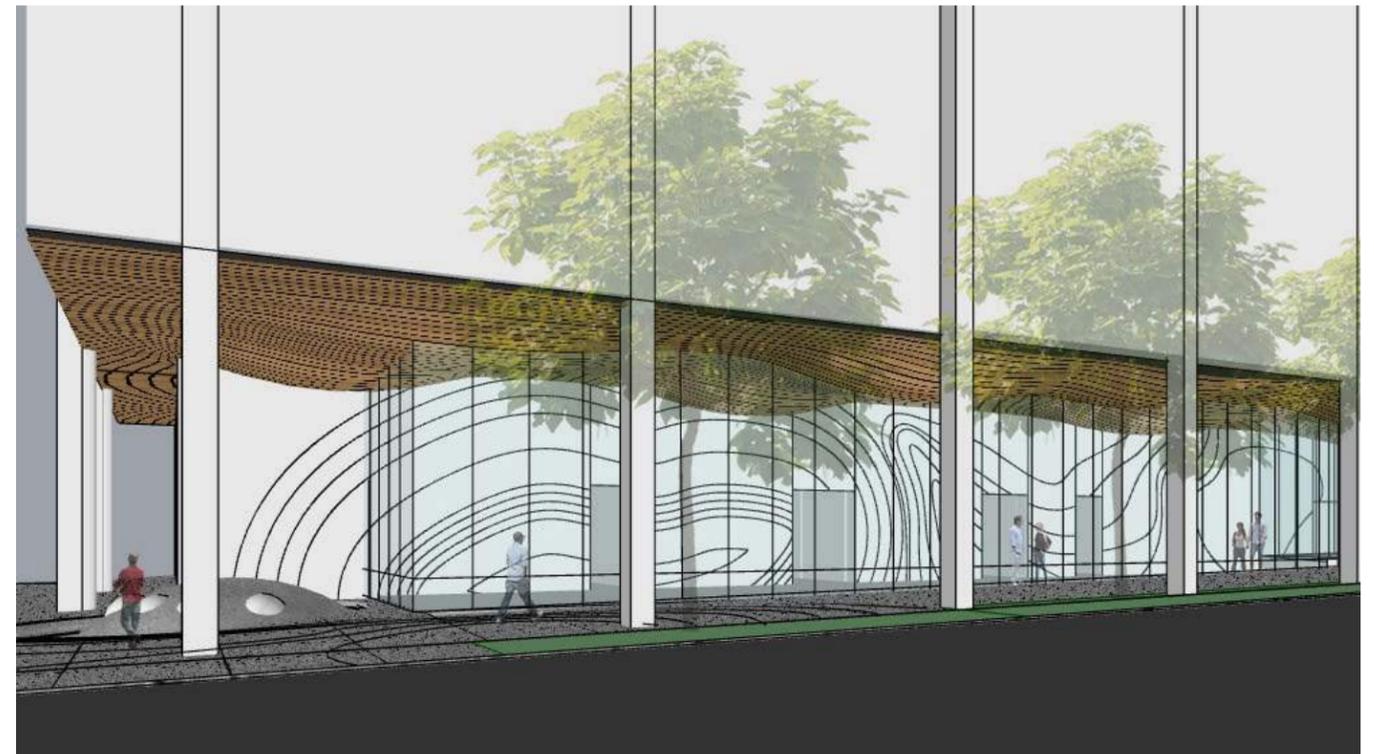
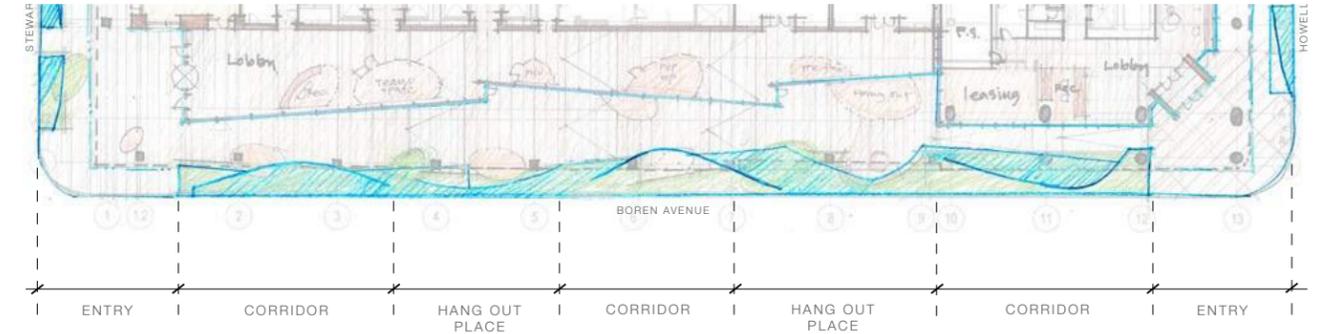
Breaking down the pedestrian space into multiple scales of wooden pavilions provides a very intriguing approach to give the space a very rich walking environment. It also provides the building tenants with private collaborative “rooms”. This study looks at integrating the bike parking along the busy street as Boren which is seen as a negative considering the significant vehicular traffic.



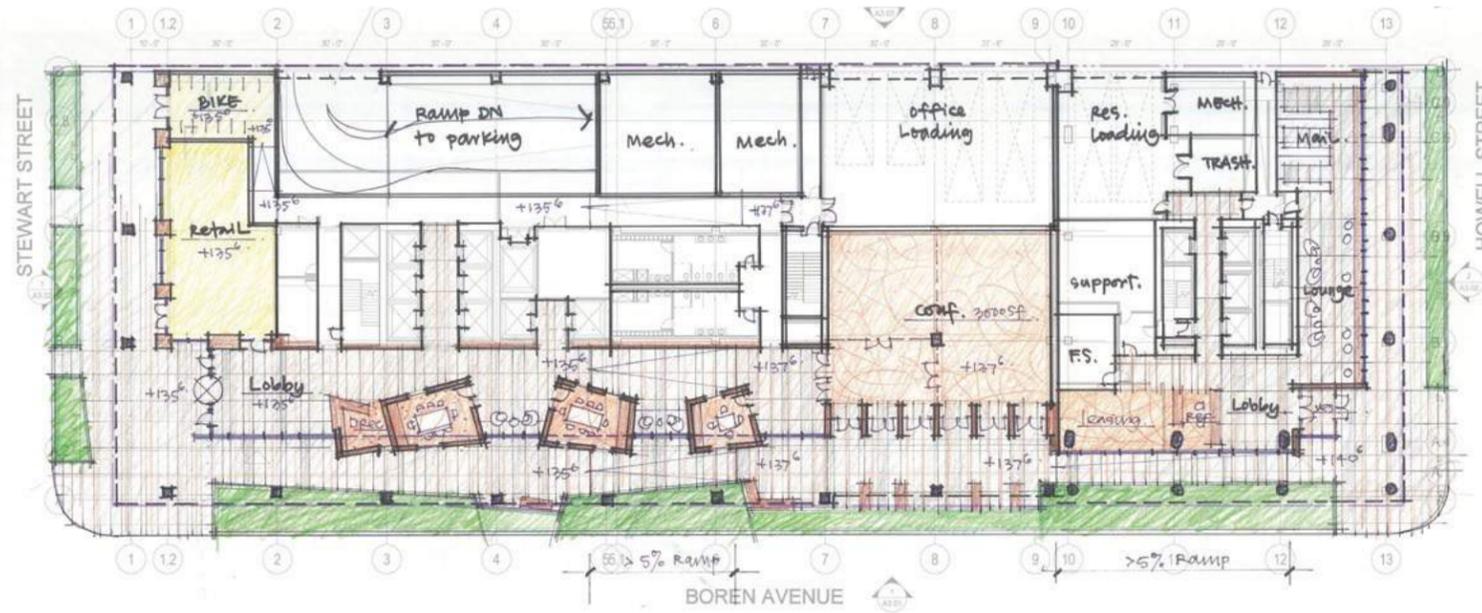
# GALLERY — NOT PREFERRED



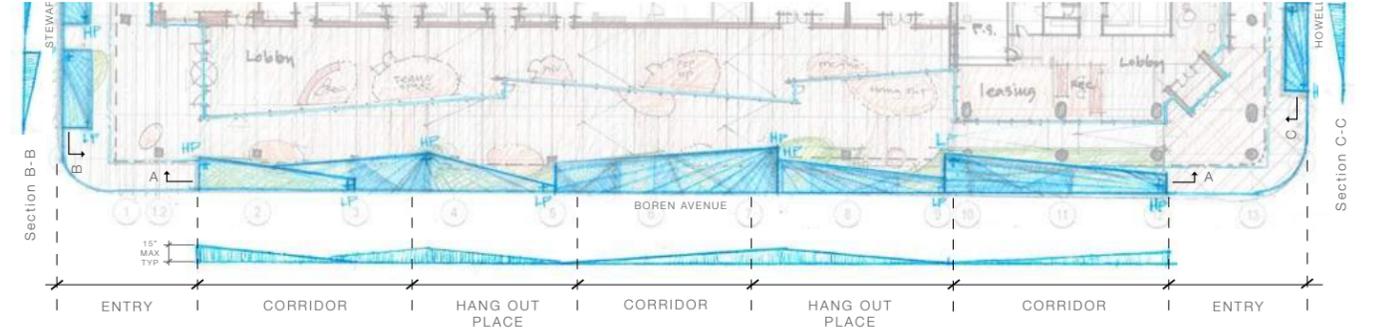
The Gallery approach looks at connecting the interior and exterior space with an articulated roof form. While providing a dynamic walking space, it also elongates the long block without providing any smaller spaces for the public or tenants. The open collaborative spaces are scattered throughout the plan and are less private than other studies.



# ASSEMBLED ROOMS — **PREFERRED**



The assembled rooms distinguishes themselves from the entry forms to create not only a rich walking space but a variety of different sized lounge spaces. This study also provides a large flexible conference room that has the opportunity to be an indoor-outdoor space, connecting the public into the building in a more controlled state. By relocating the bike storage and making it an element, it provides an integrated space where users can arrive safely without going through the lobby.



# 9 CONTEXT ANALYSIS

## 1007 STEWART

22 STORIES  
OFFICE TOWER  
NORTHWEST OF SITE

Extruded Form, Articulated Ground Plane Forms, Strong Facade Grid With Articulated Precast Elements, Precast, Metal, and Glass



## 815 PINE

40 STORIES  
APARTMENT TOWER  
SOUTHWEST OF SITE

Extruded Form, Strong Vertical voids, Expressed Vertical Material, Integrated Podium, Above Grade Parking - Blank Facade. Metal and Glass



## ASPIRA

37 STORIES  
APARTMENT TOWER  
NORTHWEST OF SITE

Extruded Form, Punched Balconies, Strong L-shaped Exterior Material Expression, Simple Podium, Above Grade Parking - Blank Facades, Metal And Glass



## NINTH & STEWART

41 STORIES  
HOTEL TOWER  
WEST OF SITE

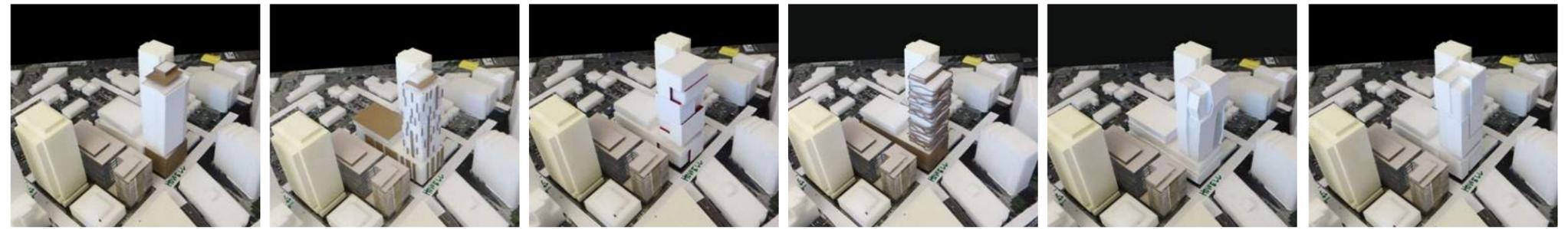
Canted Form, Punched Window Expression, Strong Vertical Void, Integrated Podium, Precast, Metal, and Glass





# 10 MASSING EXPLORATIONS

Several directions were evaluated for the potential to create a building with a unique architectural expression that works well within its context. A view obstruction/opportunities study was also used to provide information to the design team for appropriate locations of “larger” fenestration/facade expressions.



## Design Guidelines Considered:

**A-1** RESPOND TO THE PHYSICAL ENVIRONMENT

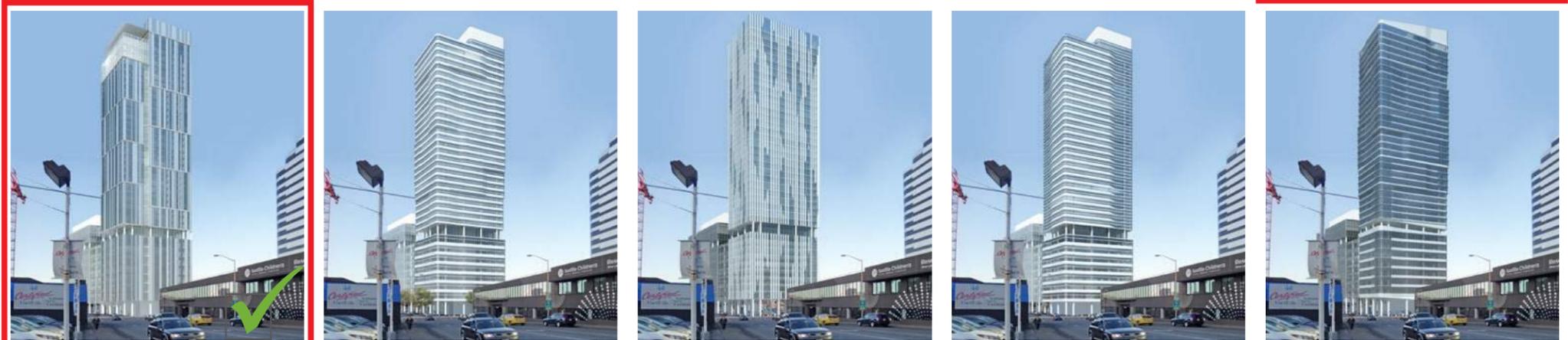
**A-2** ENHANCE THE SKYLINE

**B-1** RESPOND TO THE NEIGHBORHOOD CONTEXT

**B-2** CREATE A TRANSITION IN BULK & SCALE

**C-3** PROVIDE ACTIVE—NOT BLANK—FACADES

**D-3** PROVIDE ELEMENTS THAT DEFINE THE PLACE



# HORIZONTAL CURVE — **NOT PREFERRED**



The curvilinear expression offered an effective transition of bigger corner units and revealed an interesting approach to a fluid facade expression. While interesting, it does not provide the perception of a residential tower and is too similar to the immediate contextual architecture. Although the window wall system could be seen as an effective design solution, the rounded corners, various floor transitions, and custom curtain wall system fails to provide a design that is distinctive and adds value.

**-LACK OF DISTINCTIVE EXPRESSION**

**-COMPLICATED FACADE SYSTEM**

**-PERCEIVED MORE AS OFFICE TOWER THAN RESIDENTIAL**

**-MULTIPLE FLOOR TYPES**



WEST



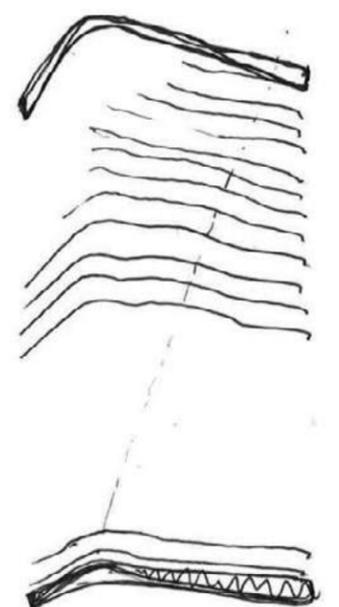
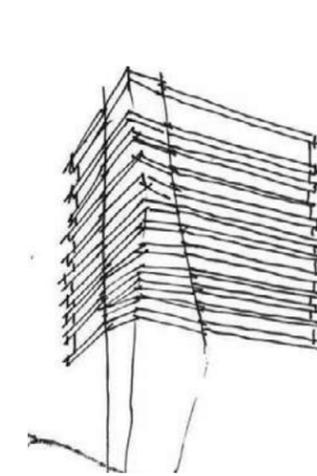
SOUTH



EAST



NORTH

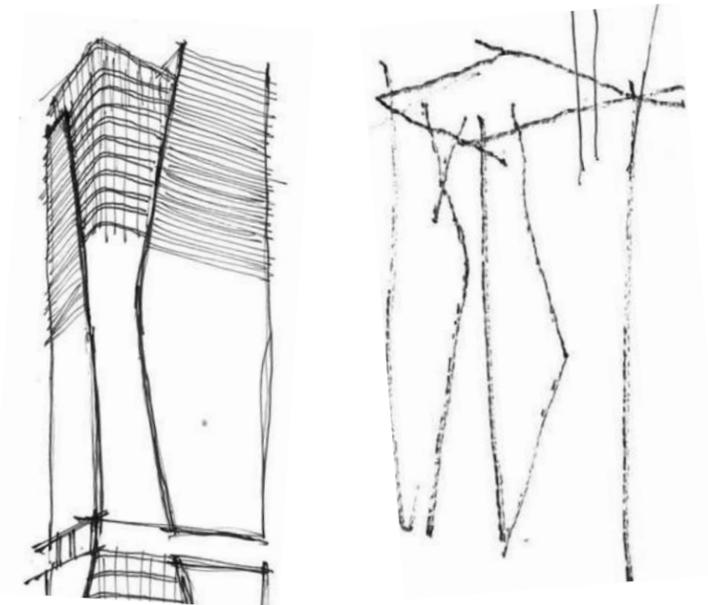
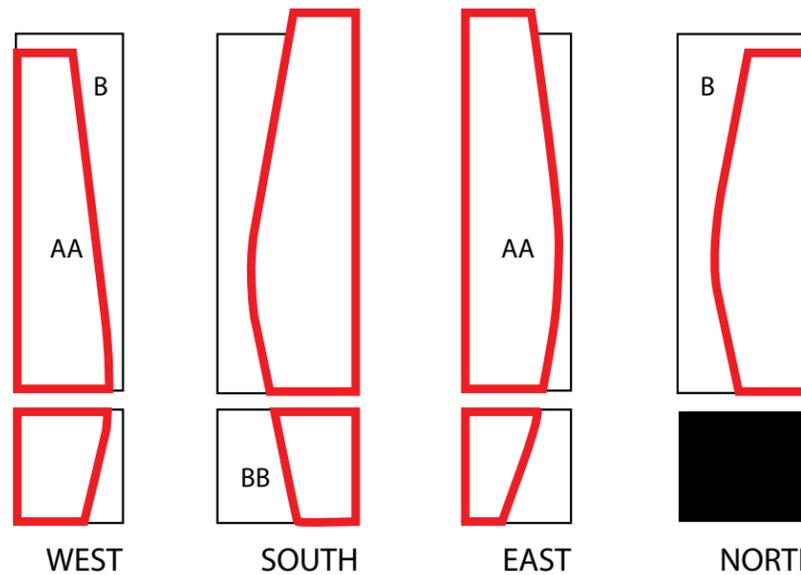


VERTICAL DIAGONAL — **NOT PREFERRED** ~~X~~



The vertical expression breaks down the longer elevations of the tower and begins to integrate both the podium and the rooftop into one simple monolithic form that relates to its immediate contextual architecture. However, this expression lends itself to the complication of having several different floor types and not reflecting the interior function at the diagonal plan change. While seen as an effective architectural approach that is distinctive, it is perceived more as an office tower than residential tower.

- COMPLICATED FACADE SYSTEM
- NOT FLEXIBLE TO INTERIOR FUNCTION
- PERCEIVED MORE AS OFFICE TOWER THAN RESIDENTIAL
- MULTIPLE FLOOR TYPES



# PATTERNED FORMS — **PREFERRED**



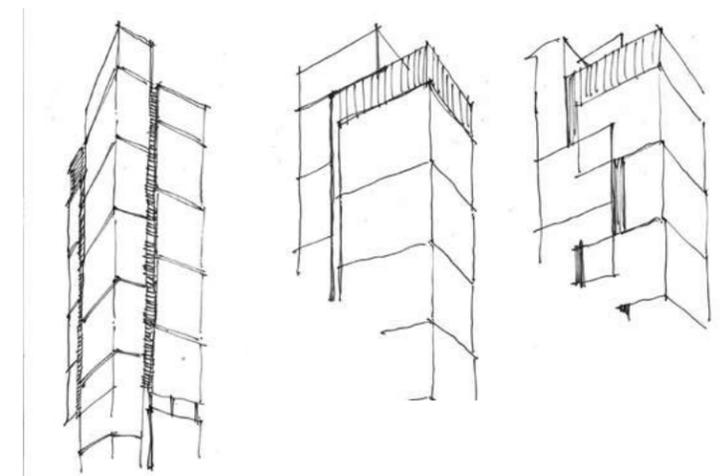
The simple expression of patterned boxes provides a distinctive expression that relates to its immediate contextual architecture nicely and breaks down the long elevations. The vertical shift of the two forms integrates both the podium and rooftop, providing varying patterns and floor transitions that give definition to the form. Its simple floorplates and play of spandrel glass provides a flexible skin system that works well with the interior function and provides a value.

**-IDENTIFIES WITH IMMEDIATE CONTEXT WHILE BEING DISTINCTIVE**

**- FLEXIBLE EXTERIOR SKIN PROVIDING OPPORTUNITIES FOR DIFFERENT UNIT TYPES.**

**-VALUABLE DESIGN SOLUTION**

**-PERCEIVED AS RESIDENTIAL TOWER**



PATTERNED FORMS — **PREFERRED**



SWIFT COMPANY | TOUCHSTONE CORPORATION | ZGF ARCHITECTS



04.01.2014 | EARLY DESIGN GUIDANCE | **1812 BOREN AVENUE**







925 Fourth Avenue, Suite 2400  
Seattle, Washington 98104  
T 206.623.9414  
[www.zgf.com](http://www.zgf.com)



2025 First Avenue, Suite 1212  
Seattle, Washington 98121  
T 206.727.2393  
[www.touchstonecorp.com](http://www.touchstonecorp.com)