



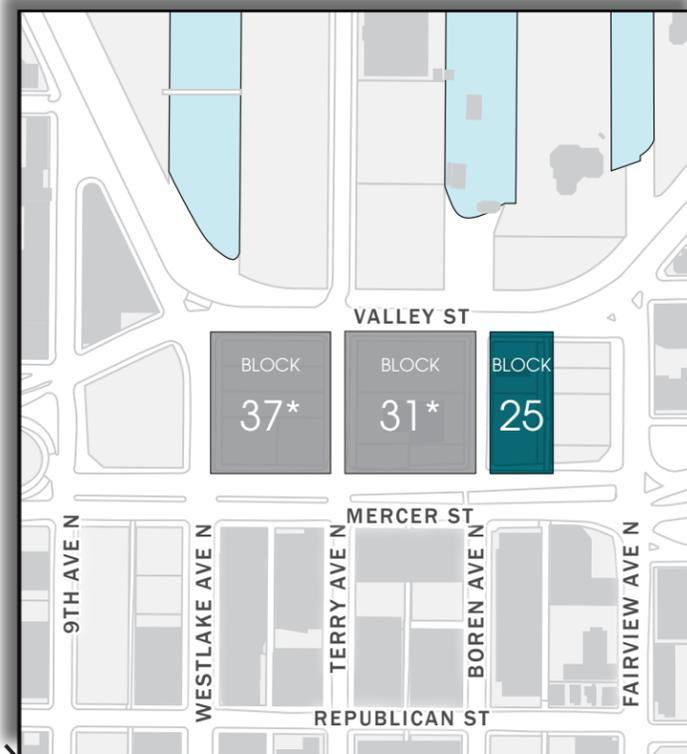
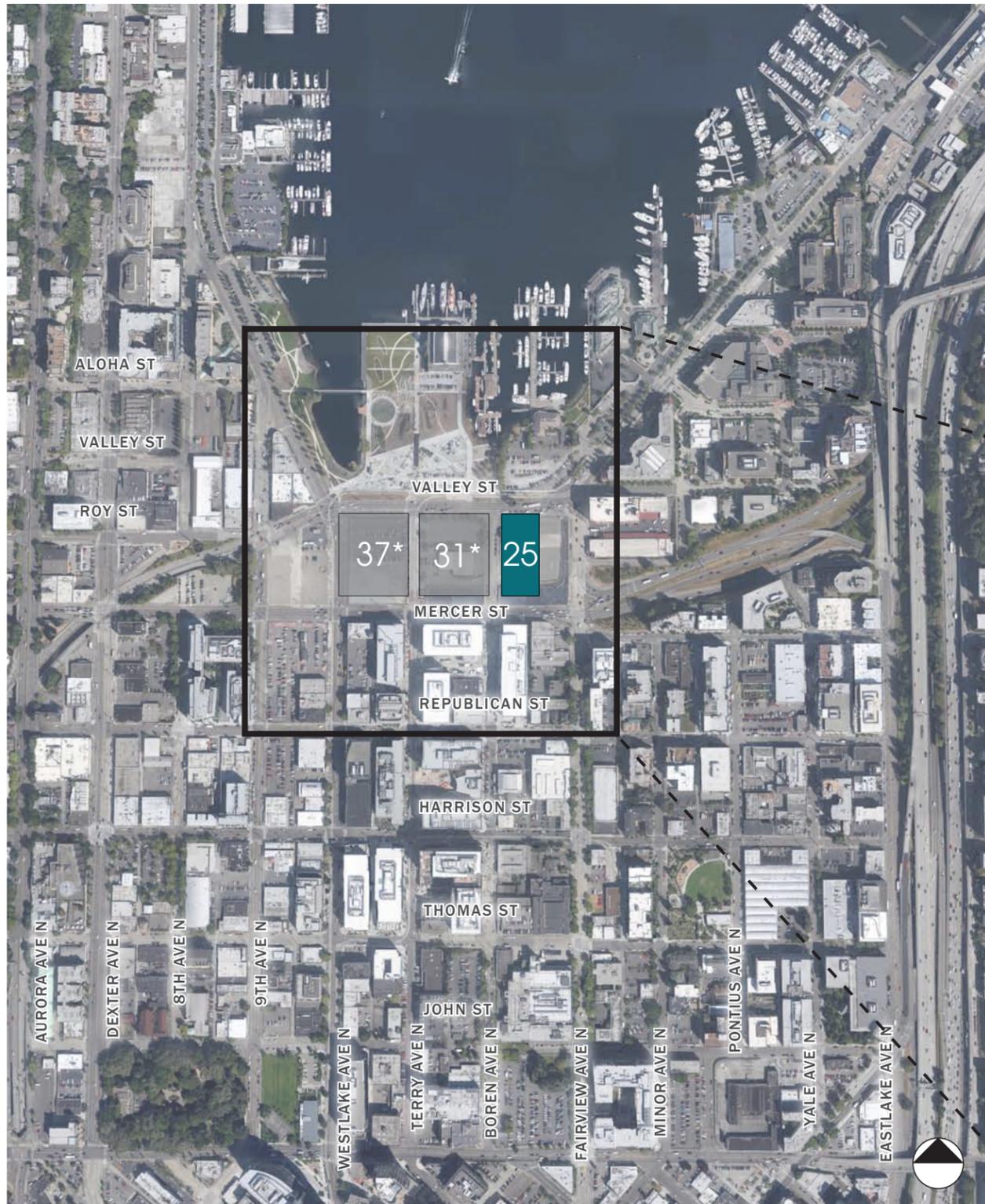
LAKEFRONT BLOCKS

BLOCK 37	BLOCK 31	BLOCK 25
MUP# 3017398	MUP# 3017484	MUP# 3017401
630 WESTLAKE AVENUE NORTH	625 BOREN AVENUE NORTH	630 BOREN AVENUE NORTH

EARLY DESIGN GUIDANCE
WEST DESIGN REVIEW BOARD
MEETING ON SEPTEMBER 17, 2014

RUNBERG ARCHITECTURE GROUP
VULCAN REAL ESTATE

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LAKEFRONT BLOCKS | 2014
MUP #: 3017401

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*Block 37 and Block 31 were presented and reviewed with the Board on 08/13/2014

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PART I: CONTACT INFO

- 1. Property Address: 630 Boren Ave N., Seattle, WA 98109
- 2. Project number: #3017401
- 3. Additional related project number(s): #3017484 (Block 37)*
#3017398 (Block 31)*
- 4. Owner/Lessee Name City Investors XI L.L.C
- 5. Contact Person* Name Jodi Patterson O'Hare
Firm Permit Consultants NW
Mailing Address 26456 Marine View Dr So
City State Zip Des Moines, WA 98198
Phone 425.681.4718
E-mail address jodi@permitcnw.com
- 6. Applicant's Name Melissa Wechsler, AIA
Relationship to Project Project Manager
- 7. Design Professional's Name Brian Runberg AIA
Runberg Architecture Group, P.L.L.C.
Address 1 Yesler Way, Suite 200
Phone (206) 956-1970
Email address brianr@runberg.com

8. Applicant's Signature _____ Date _____

*Only the contact person will receive notice of the meeting. The contact person is responsible for informing other pertinent parties.

PART II: SITE AND DEVELOPMENT INFO

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

The site is located in the South Lake Union Hub Urban Village. The site is approximately five blocks west of Interstate 5, six blocks east of Aurora Avenue and is adjacent to the south end of Lake Union. The site measures approximately 120' x 280'. The Site is bound by Boren Ave N to the west, Mercer Street to the south, an alley to the east and Valley Street to the north. Immediately to the north of the site is South Lake Union Park. The site slopes gently downward from the SE to the NW +/- 10 ft. There is one existing two-story storage building currently on the site; an appendix A report will be provided for Department of Neighborhoods review.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The site zoning is SM 85/65-160 (Seattle Mixed). It is located within the SLU Hub Urban Village, which is an Urban Center. Boren Ave N, Valley Street and Mercer Street are Class 2 pedestrian streets. South Lake Union published Neighborhood Design Guidelines in May 2005. Those Neighborhood Design Guidelines were reformatted in February 2011 to reflect the new format, organization and numbering system of the Seattle Design Guidelines adopted in 2013.

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

The site is at the center of the SM 85/65-160 zone. That zone is limited to the blocks along the south end of Lake Union Park between Fairview Ave to the east and 9th Ave N to the west, Mercer Street to the south, and Valley Street to the north. Surrounding zoning is SM 160/85-240 to the south, SM-125 to the east and SM-85 to the NW. The neighborhood slopes down towards the east and south, towards Lake Union. Existing surrounding uses include bio-medical research, market-rate housing, commercial office space as well as several underutilized light industrial and light commercial uses. Pursuant to the 2013 rezone, a number of office and residential towers in the immediate vicinity are currently under construction or in the entitlements process. Community landmarks include South Lake Union Park to the north and Denny Park to the south. The University of Washington Research Lab is to the southwest of the site. The Gates Foundation and Seattle Center are to the west and will be easily accessible by foot once the SR-99 realignment is completed to facilitate pedestrian crossing over Aurora Ave N. Restaurants and services along Westlake Ave N and Terry Ave N are just south of the site. The site currently offers views to Lake Union and Lake Union Park, the Space Needle and the north end of downtown. The neighborhood is well-served by buses and the South Lake Union Streetcar. The north bound tracks of the Streetcar pass directly along the west side of the site and stop along Valley Street to the north.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The applicant proposes a 16-story residential development consisting of approximately 250-270 residential units, and parking for approximately 270 vehicles below grade, accessed from the alley. Streetscape improvements such as curb bulbs and widened sidewalks are also proposed. Significant setbacks along Boren Ave N and Valley Street are proposed to meet open area requirements. The east side of the block will be developed with an office building at a later time as a separate project.

Departures:

1. A departure may be requested to count lake-facing open area that is greater than 40' above grade towards the open area requirements.

[23.48.014F]

*Block 37 and Block 31 were presented and reviewed with the Board on 08/13/2014

PROJECT VISION

Runberg Architecture Group has identified core values using our depth of experience. We combine community, environment, and economic values to drive the design.

conserve resources by
increasing urban density and
developing near transit



new housing contributes to a vibrant mixed commercial / residential neighborhood

residential use supports retail and helps local businesses thrive

BLOCK 25 PROJECT DATA

SCHEME A | CODE COMPLIANT

Multifamily housing project with:

- Approximately 253 residential units of housing
- Approximately 4,455 square feet of commercial/retail
- Approximately 256 structured parking stalls

SCHEME B

Multifamily housing project with:

- Approximately 244 residential units of housing
- Approximately 5,453 square feet of commercial/retail
- Approximately 235 structured parking stalls

SCHEME C | PREFERRED

Multifamily housing project with:

- Approximately 248 residential units of housing
- Approximately 5,412 square feet of commercial/retail
- Approximately 255 structured parking stalls

PHILOSOPHICAL APPROACH TO “PLACE-MAKING”

genius lo • ci: noun \-'lō-'sī, -'kē\

1. The pervading spirit of place

The term ‘genius loci’ is an ancient Roman belief. To catch the ‘genius’ of a place implies identification with it. To identify with a place primarily means to be open to its character or ‘genius loci’ and share the experience of the local character. To respect the place, finally, means to adapt new buildings to this character.” An early Pope’s verse laid the foundation for one of the most widely agreed principles of landscape architecture. This is the principle that landscape designs should always be adapted to the context in which they are located.

In contemporary usage, genius loci usually refers to a location’s distinctive atmosphere, or a “spirit of place”. In the context of modern architectural theory, genius loci has profound implications for place-making. ‘Genius loci’ is manifested as location, spatial configuration, and characterizing articulation. To preserve the genius loci, is actually respecting these factors. If the primary structural properties and characteristic motifs are respected, the general atmosphere will not get lost. It is this which first of all ties man to ‘his’ place and strikes the visitor as a particular local quality”. Although places change permanently and never have a fixed structure; their ‘genius loci’ do not necessarily change and remains the same. This implies we are capable of interpretations and respecting them is not necessarily repeating the same, but implies new interpretations and manifestations. “To respect the ‘genius loci’ does not mean to copy old models. It means to determine the identity of the place and to interpret it in ever new ways.”

The “place” is not as simple as the locality, but consists of concrete things which have material substance, shape, texture, and color, and together coalesce to form the environment’s character, or atmosphere. It is this atmosphere which allows certain spaces, with similar or even identical functions, to embody very different properties, in accord with the unique cultural and environmental conditions of the place which they exist.

EARLY LAKE UNION | PRE-1850



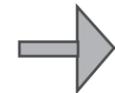
NATURAL SHORELINE



LAKE UNION AT UNIVERSITY BRIDGE



SOUTH LAKE UNION, CIRCA 1854



HISTORY & CULTURE

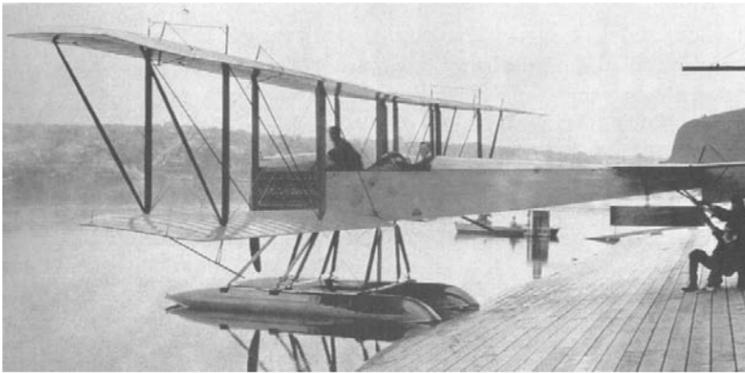
Lake Union and its shores on the southern end of the lake have historically been used for transportation, industry, military use, and recreation. Today recreational uses are the most prominent and are continuing to grow as more public green space and access are provided on the shoreline.

19TH CENTURY - MID 1800S-EARLY 1900s

Coal and Lumber industries dominate business- harnessing natural resources
Maritime industry – boatbuilding, fishing.



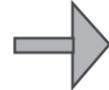
TIMBER DOMINATES INDUSTRY BUSINESS



AEROSPACE INDUSTRY



WESTLAKE TRESTLE AND PROMENADE, SEATTLE 1895



20TH CENTURY - EARLY TO MID 1900s

Commercial and light industrial use comprise most of the industry in SLU.

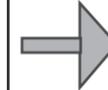
- Boeing
- Boatbuilding
- Ford
- Timber



LAKE UNION "DREAMBOAT" - SOUTH LAKE UNION BECOMES TOP BOAT BUILDING AREA.



FORD MOTOR COMPANY, NOW PUBLIC STORAGE



21ST CENTURY - LATE 1900s TO PRESENT

Clean industry / high tech dominate area and establish SLU as major employment hub.

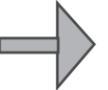
- Biotech
- Amazon
- Cancer care



SEATTLE CANCER CARE ALLIANCE



AMAZON HEADQUARTERS



*Image Sources: James Delgado via National Parks Service, MOHAI, Puget Sound Maritime Historical Society, Mimi Sheridan via historylink.org,

MAN & NATURE

Coexistence

To exist together, to live in peace with each other, seeking a state of coexistence of man with nature, rather than his influence over nature.

If we have learned anything in the past two centuries it has been largely a futile and destructive path. We need to seek new ways to harmonize our built environment with the natural environment and serve as a model for an urban ecology where nature and humanity are not estranged.

"We believe it is possible for man to build a settlement and ennoble the land rather than desecrate it,"

James Rouse

Environmental Stewards:

WATER | Solutions to infiltrate water in a more natural state. Adverse climate change, population growth and housing patterns of all placed growing burdens on water supply and quality.

- Water reuse, Waste water energy

SUN/SOLAR | Seek ways to appropriately shade harsh sun yet also capture natural light in NW climate. Many past Ignore regional design approach.

- Harness suns energy in solar Photovoltaic cells, or solar hot water, natural daylighting.

RENEWABLE ENERGY | Optimize energy performance through renewable energy sources. Energy recovery systems that capture waste heat for re-use.

- Reverse cycle chiller, Air to Water heat pump, waste energy from adjacent commercial use (eco-district), etc.

EARLY HISTORY (1850s)



COEXISTENCE IN THE MID-1800s

MID-CENTURY (1950s)



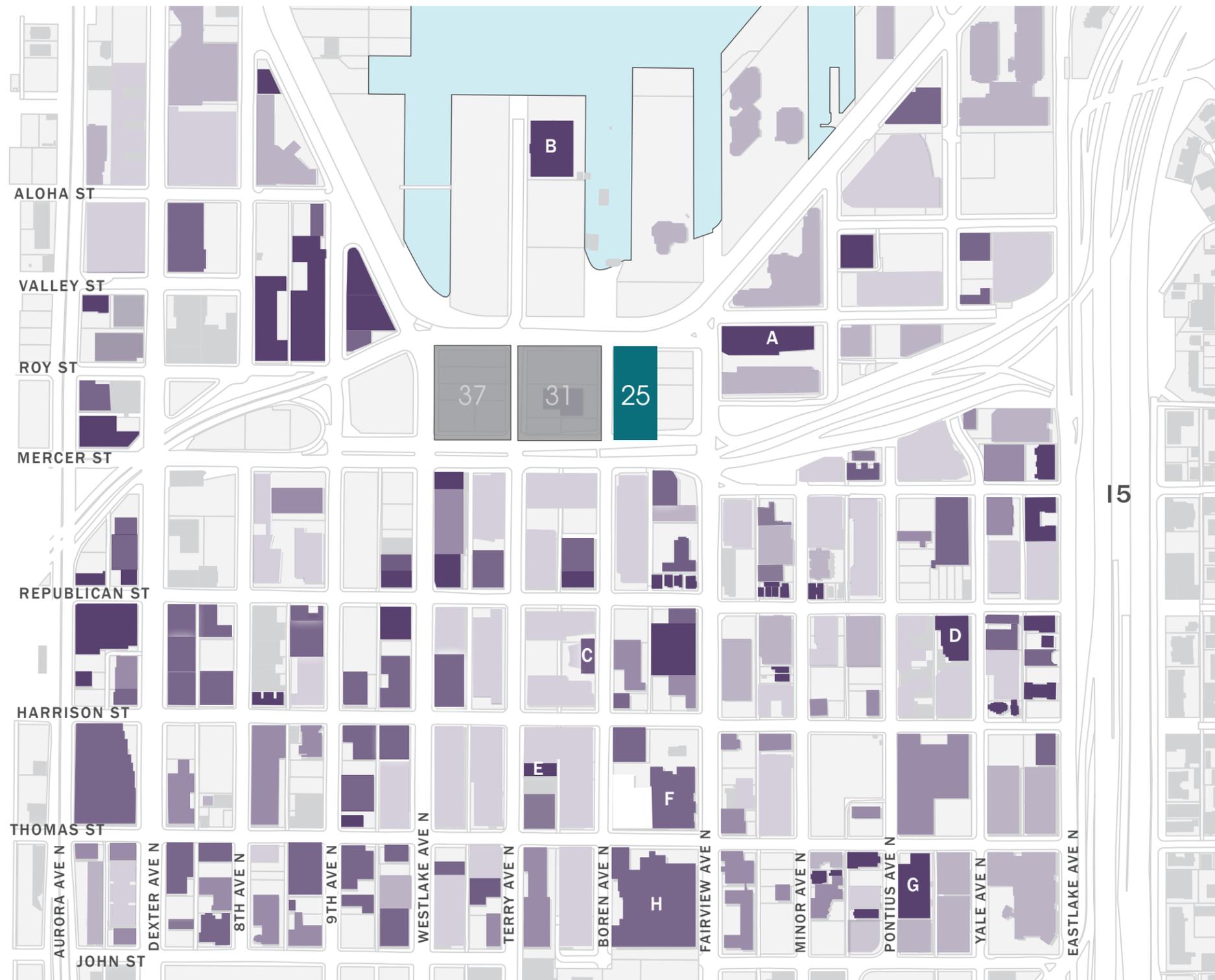
INSENSITIVE APPROACH TO INDUSTRIALIZATION

NEW CENTURY

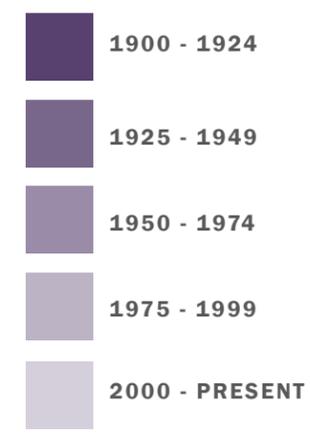


STEWARDSHIP & COEXISTENCE MOVING INTO 21ST CENTURY

HISTORIC BUILDING STOCK



- A** Ford Motor Company Building - Now Public Storage
- B** Naval Reserve Armory- Now MOHAI
- C** Van Vorst Building - Now part of Amazon campus
- D** Supply Laundry Building - Now commercial space
- E** Terry Avenue Building - Now restaurant space
- F** Troy Laundry Building
- G** New Richmond Laundry Building - Now Alley 24
- H** Seattle Times Building





A FORD MOTOR COMPANY BUILDING - NOW PUBLIC STORAGE



B NAVAL RESERVE ARMORY- NOW MOHAI



C VAN VORST BUILDING - NOW PART OF AMAZON CAMPUS



D SUPPLY LAUNDRY BUILDING



E TERRY AVENUE BUILDING



F TROY LAUNDRY BUILDING



G ALLEY 24 BUILDING



H SEATTLE TIMES BUILDING

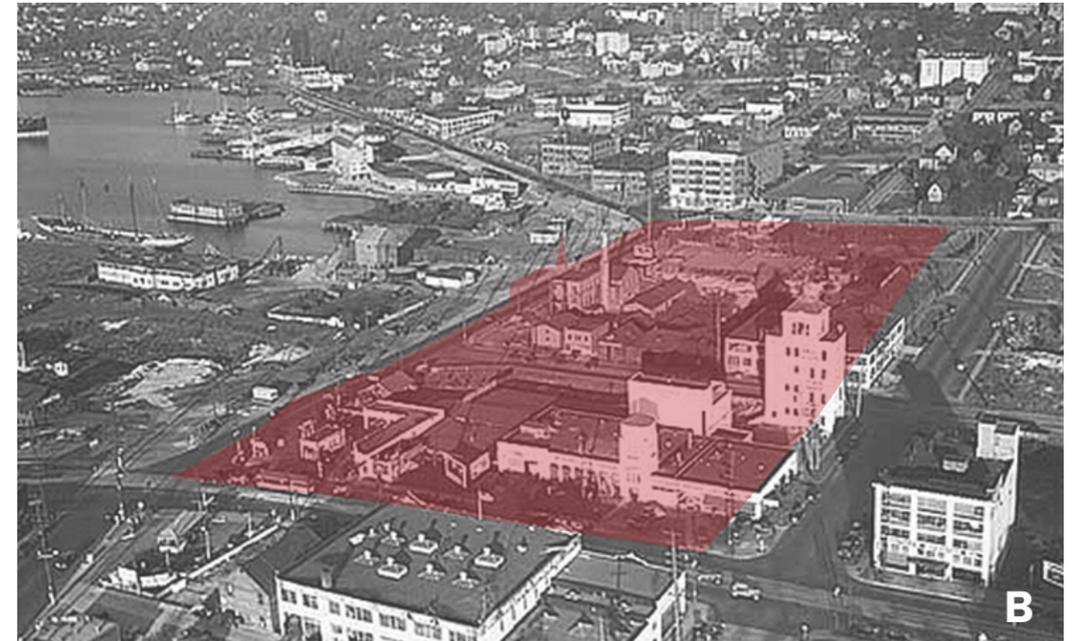


I SOUTH LAKE UNION STEAM PLANT - NOW ZYMOGENETICS

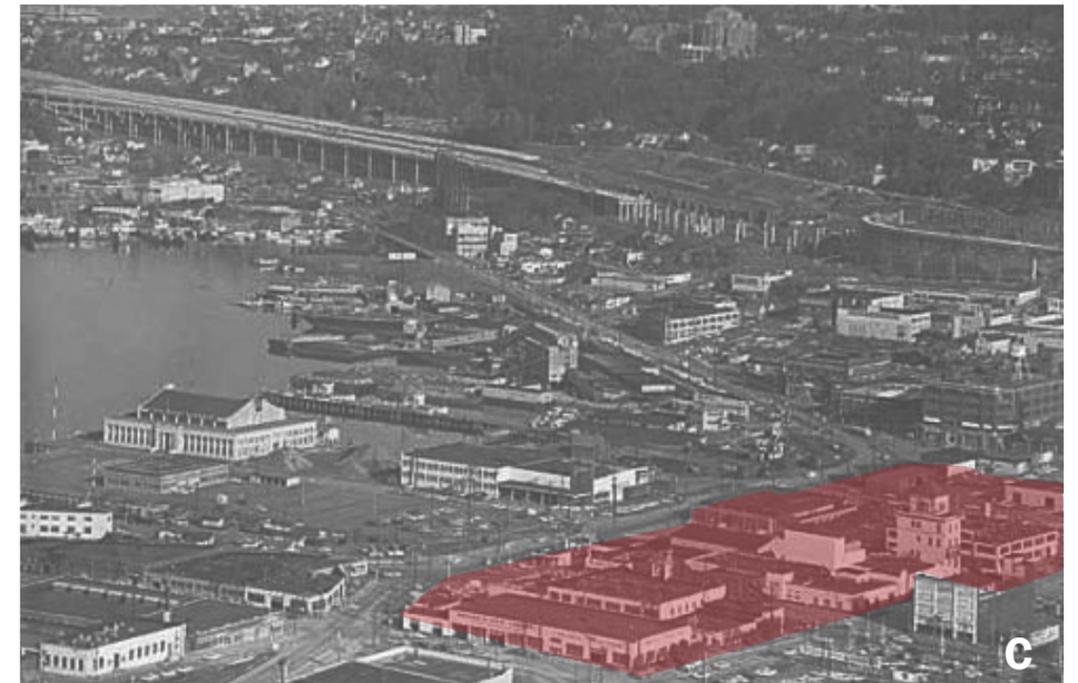
DEVELOPMENT OF SITES



1949 AERIAL OF SITES



1934 AERIAL OF SITES



1962 - AERIAL OF SITES

*Image Sources: A - Ron Edge via Pauldorpat.com, B - University of Washington, C - MOHAI



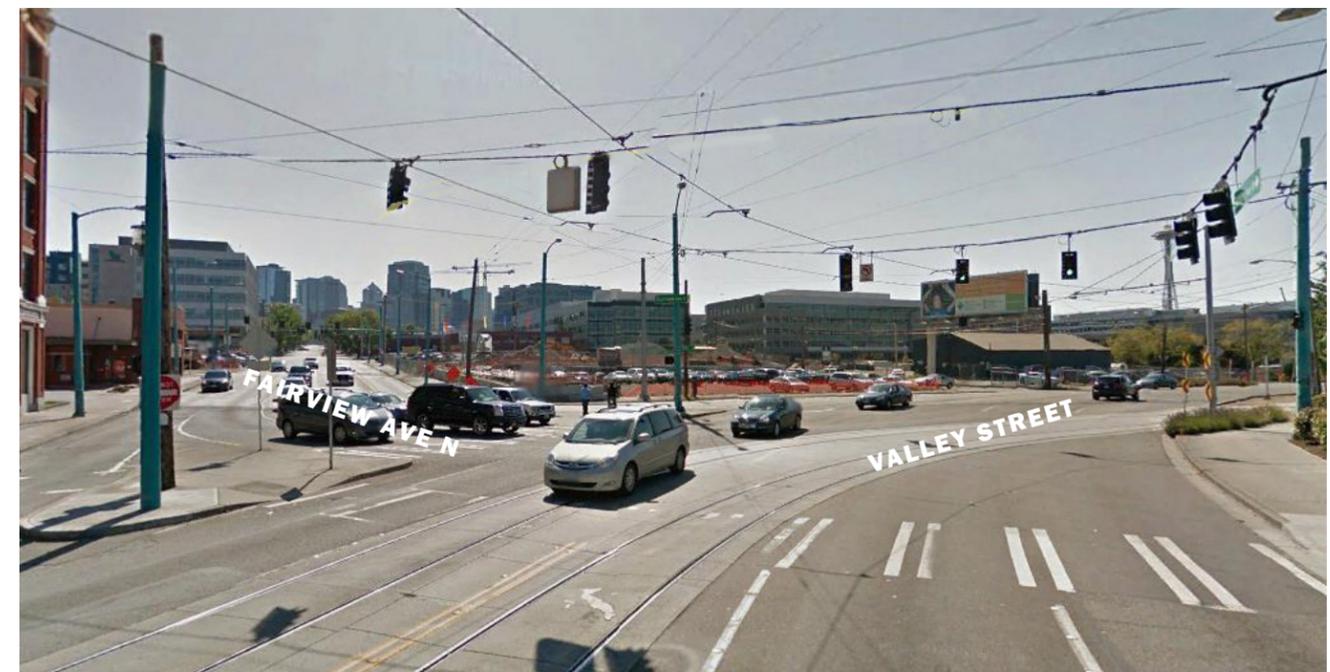
1914 SOUTH LAKE UNION REGRADE LOOKING EAST ON VALLEY FROM BOREN (SHOWING BLOCK 25 ON THE RIGHT)



1949 FAIRVIEW AVE AND VALLEY STREET LOOKING SOUTHWEST (SHOWING BLOCK 25) AND THE SICK'S BREWERY BEYOND (ON BLOCK 37)



2014 LOOKING EAST ON VALLEY FROM BOREN (SHOWING BLOCK 25 ON THE RIGHT)

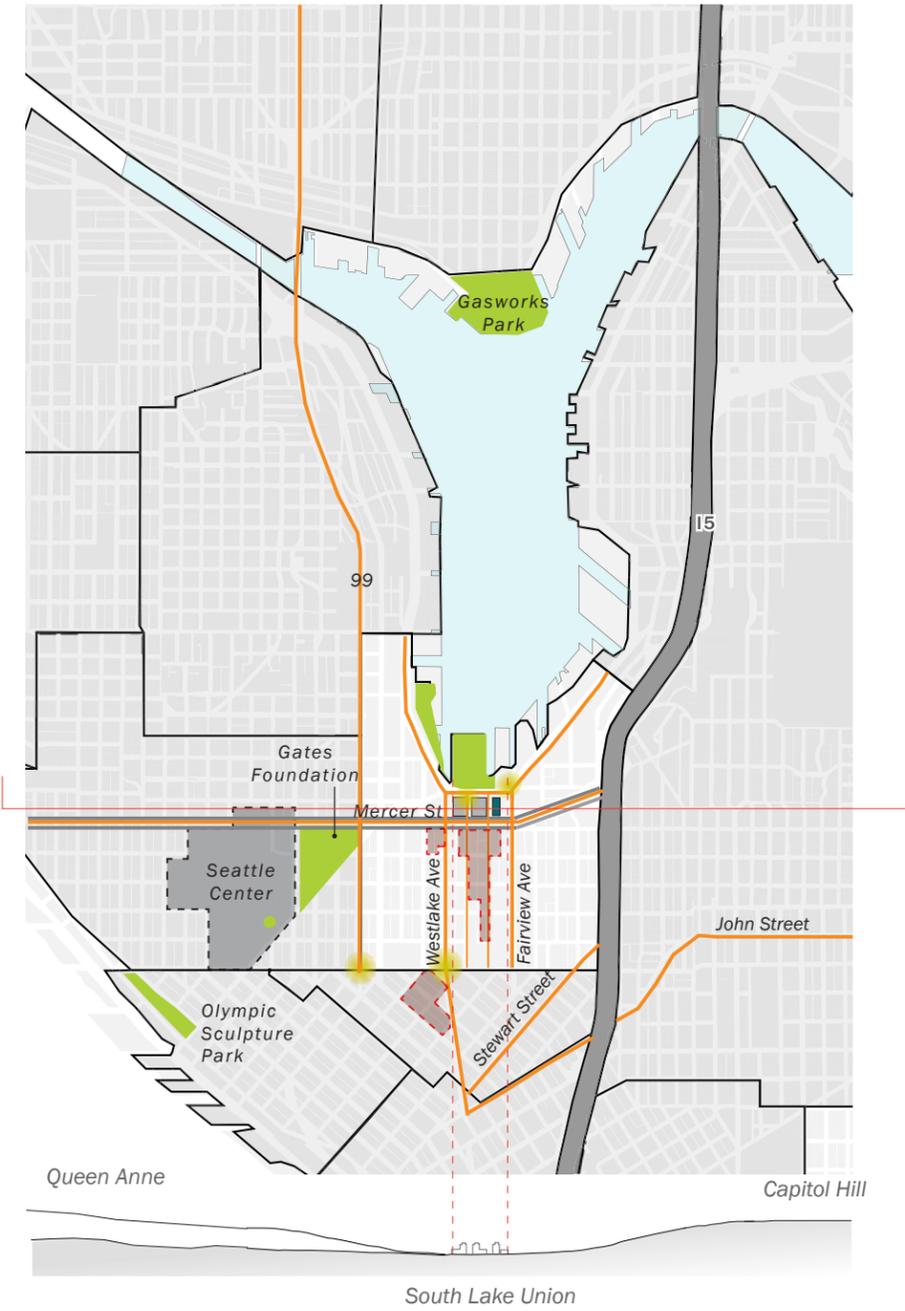
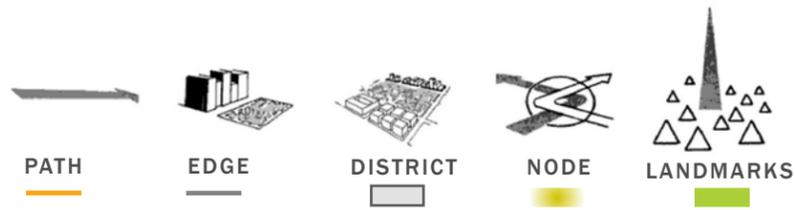


2014 FAIRVIEW AVE AND VALLEY STREET LOOKING SOUTHWEST (SHOWING BLOCK 25 AND SOME OF BLOCK 31)

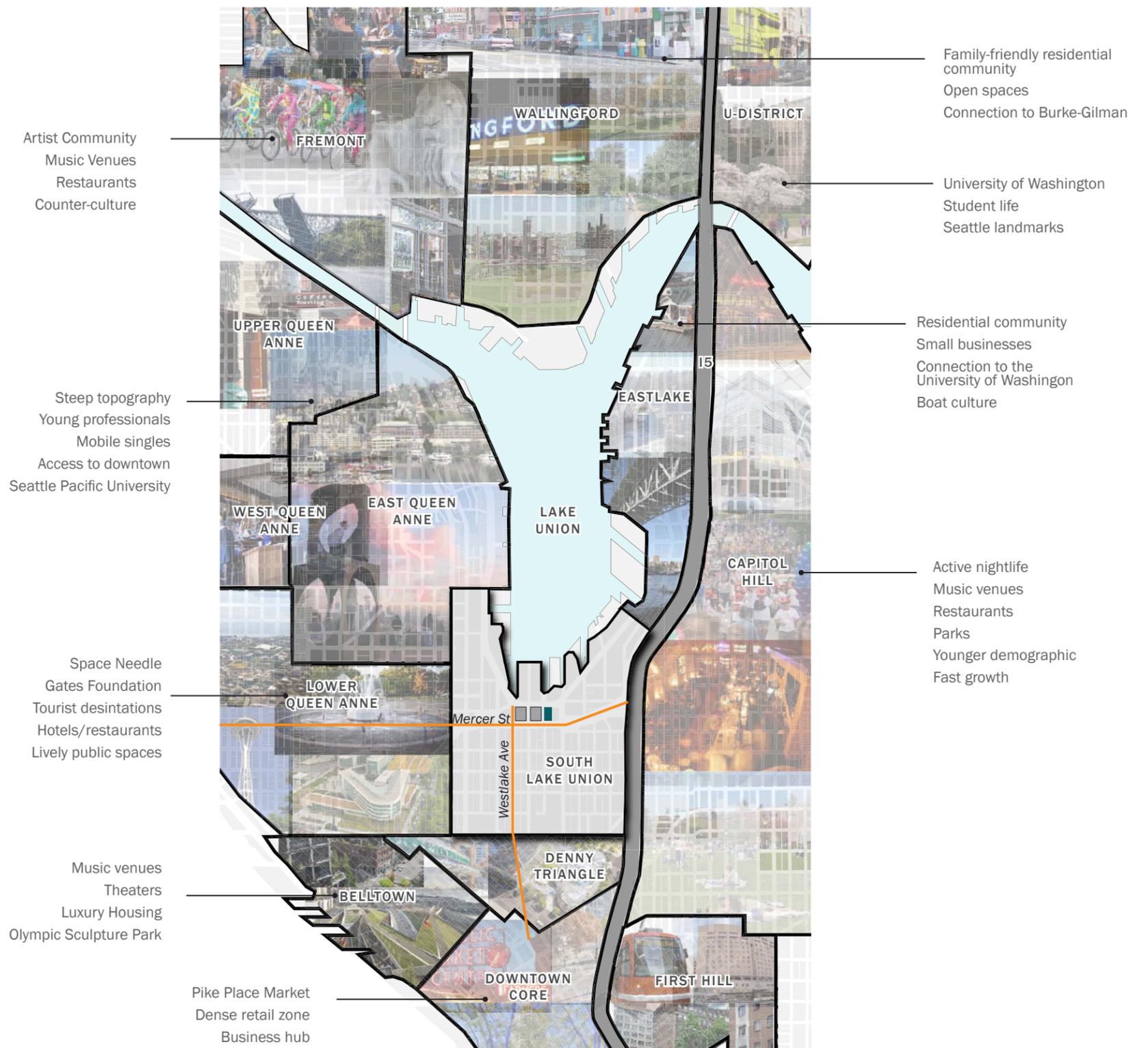
*Image Sources: A - Brewerygems.com, B & D - Seattle Municipal Archives, C - University of Washington "South Lake Union Stories"

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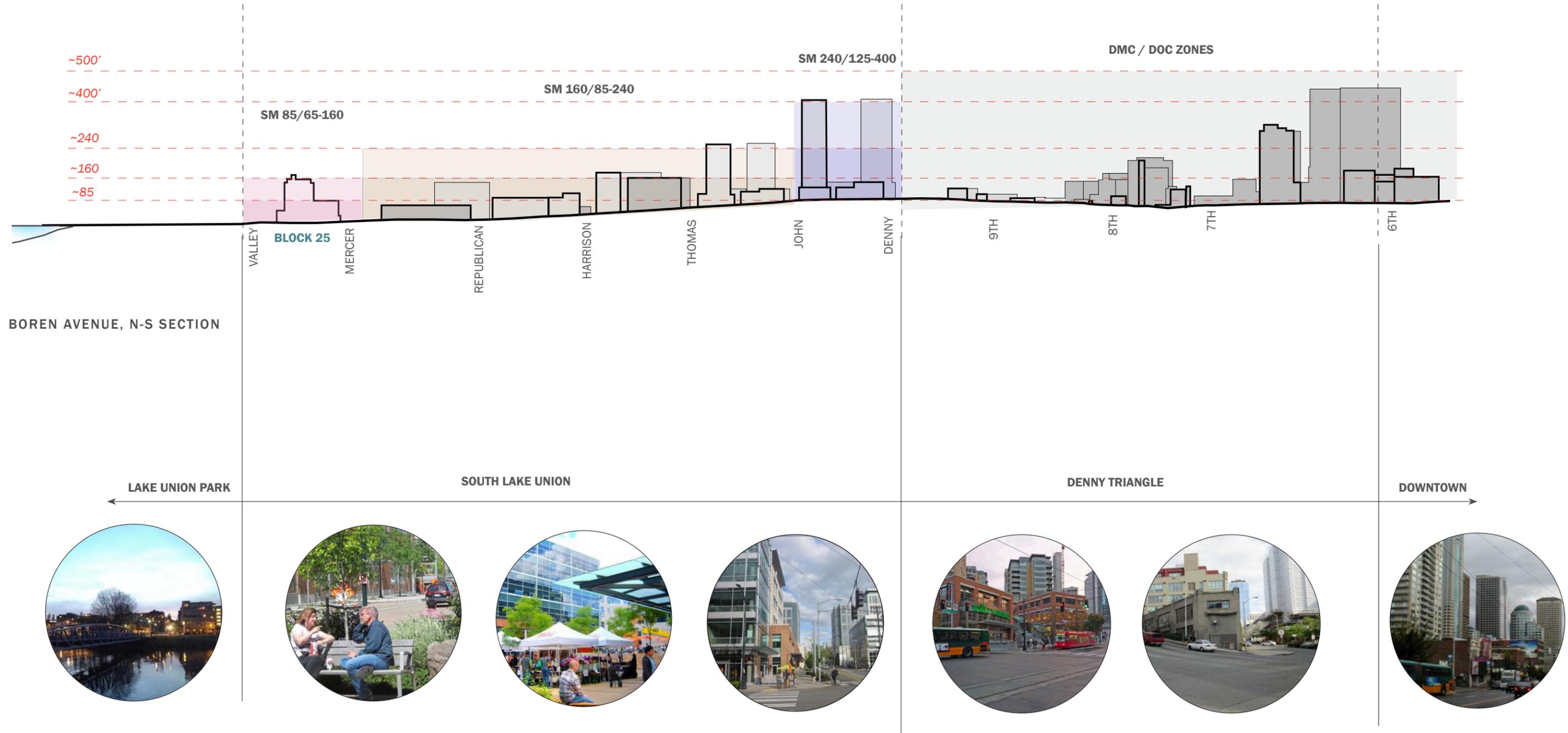
CITY CONTEXT

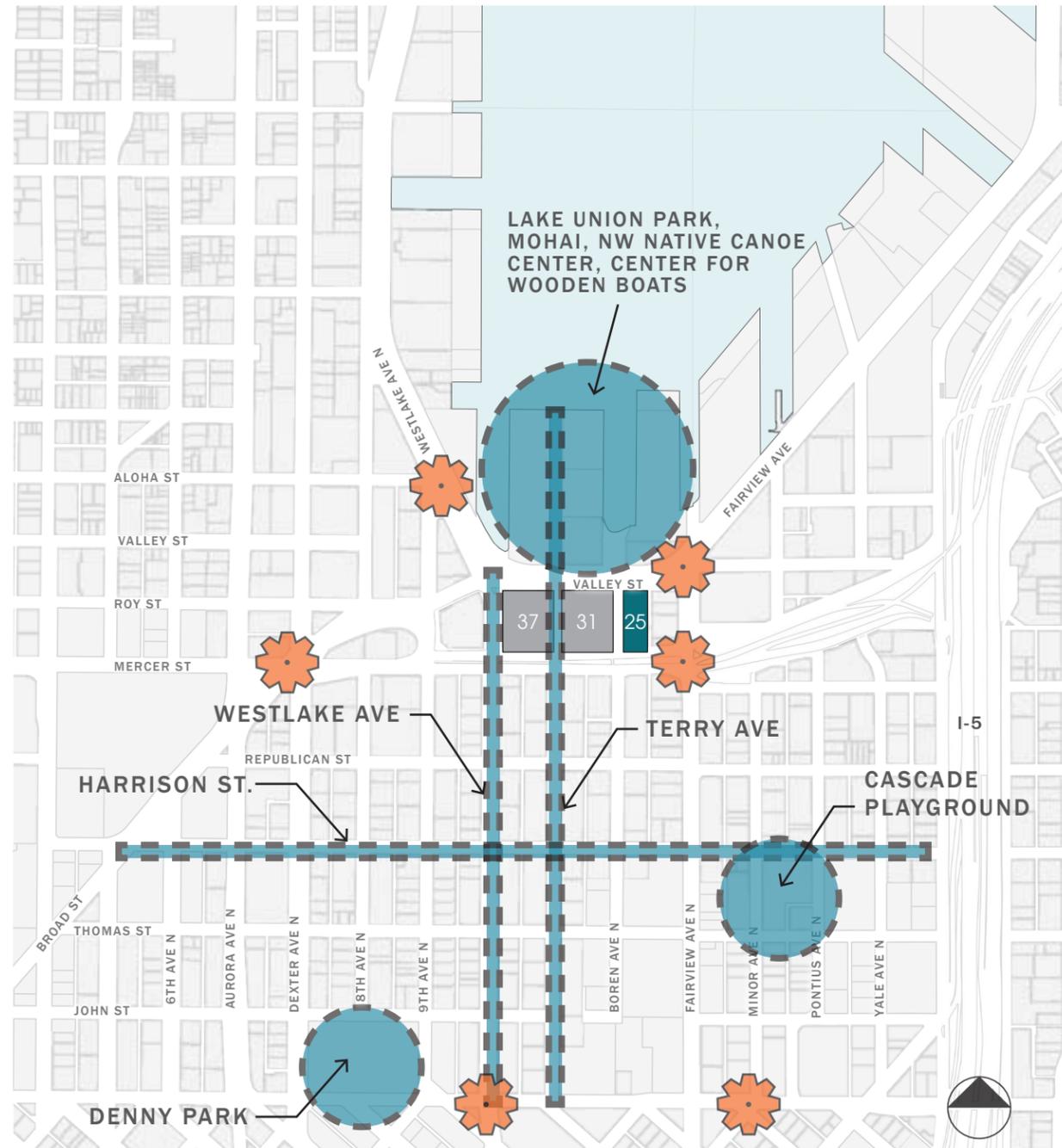


SURROUNDING MAP PLAN AND SECTION



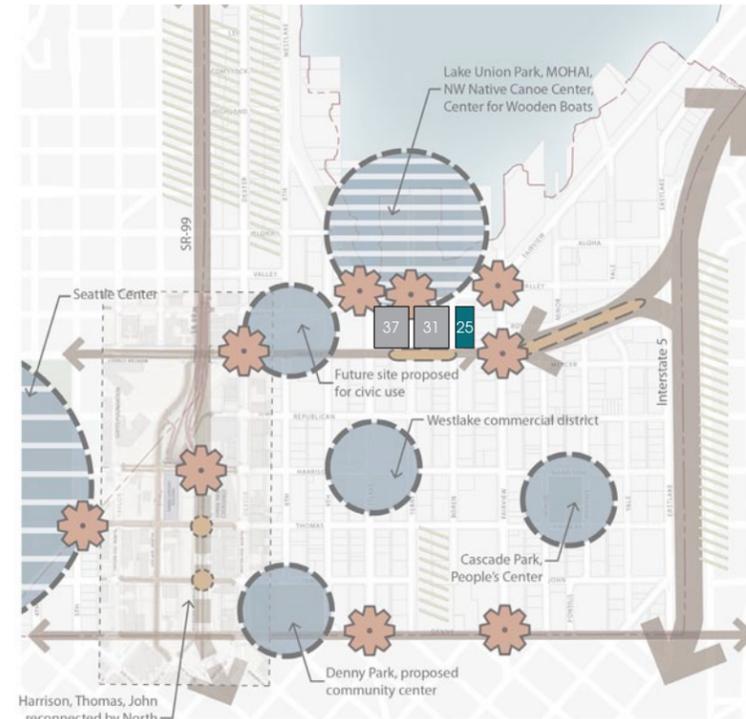
NORTH-SOUTH AVENUE | ZONING AND CHARACTER





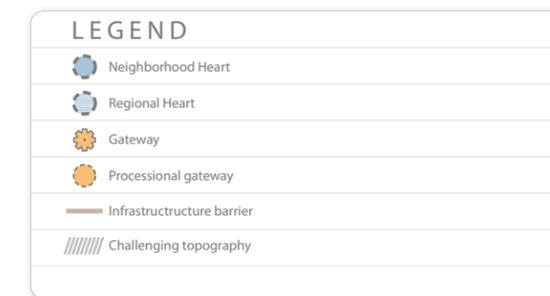
SOUTH LAKE UNION NEIGHBORHOOD DESIGN GUIDELINES

The Lakefront Blocks are located between several “heart” and gateway locations identified by the South Lake Union Neighborhood Design Guidelines. Terry Avenue, Westlake Avenue and the South Lake Union Park area are all important heart locations located adjacent to the blocks.



SOUTH LAKE UNION URBAN DESIGN FRAMEWORK

According to the SLU Urban Design Framework, gateways are the notable passages into and out of the neighborhood, hearts are the centers of community life, and edges are the boundaries that define SLU. The Lakefront Blocks are located at important gateway intersections between the regional heart at South Lake Union park and a processional gateway along Mercer Street.



SOUTH LAKE UNION
Height and Density Alternatives

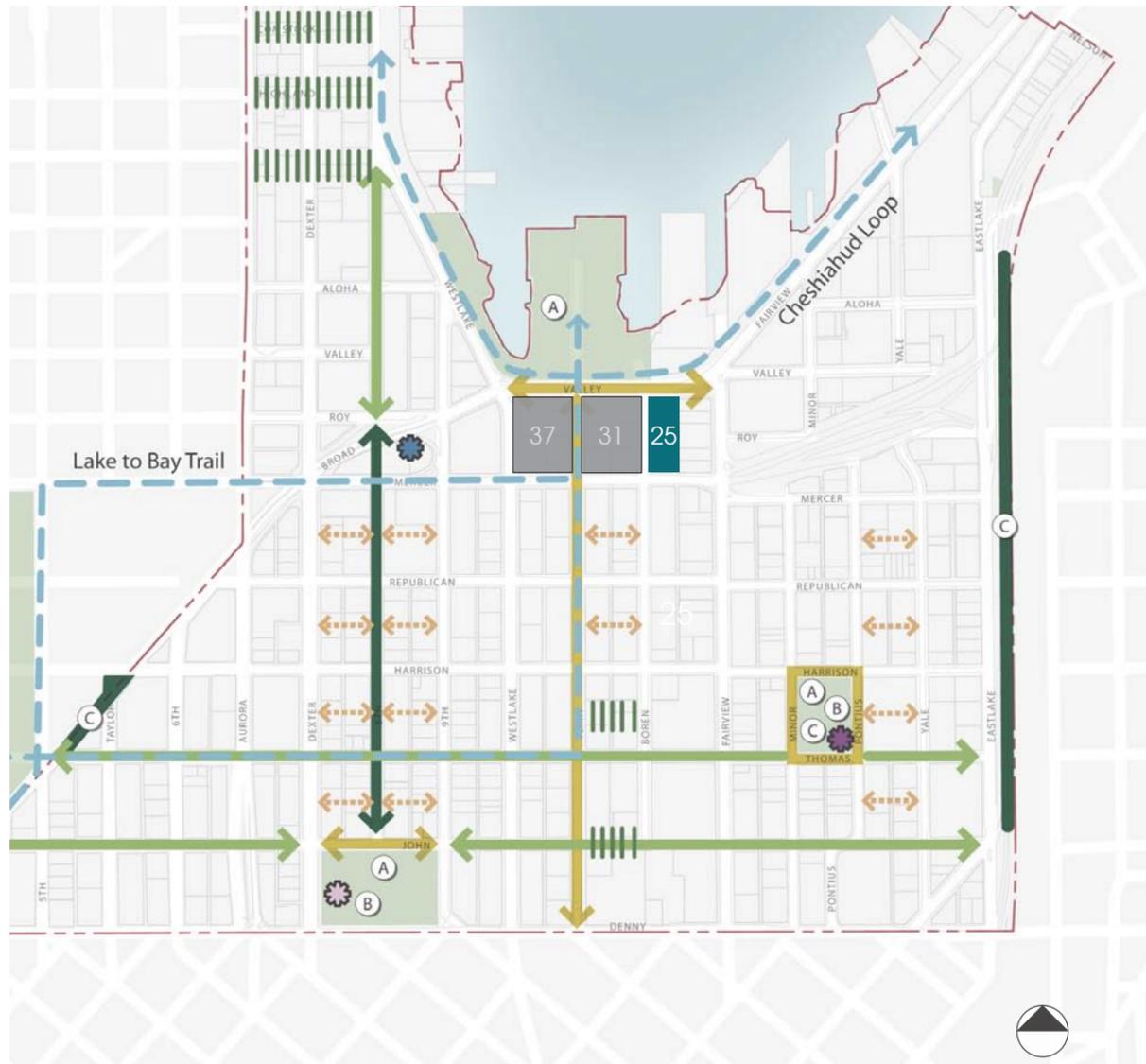


The South Lake Union Rezone EIS states the following objectives which are applicable to this project:

- Use limited land resources more efficiently, pursue a development pattern that is economically sound, and maximize the efficiency of public investment in infrastructure and services.
- Ensure capacity for long-term growth consistent with the designation of South Lake Union as one of the City’s six urban centers.
- Provide for a more diverse and attractive neighborhood character by providing a mix of housing types, uses, building types, and heights.
- Promote a land use pattern that provides for a balanced mix of residential and employment opportunities.
- Enhance the pedestrian quality at street level by providing amenities, taking into consideration light and air as well as public view corridors and providing for retail activity at key locations.

The proposal seeks to provide a mixed-use building on the site that will provide the highest and best use, providing much desired residential units and ground-floor commercial space.

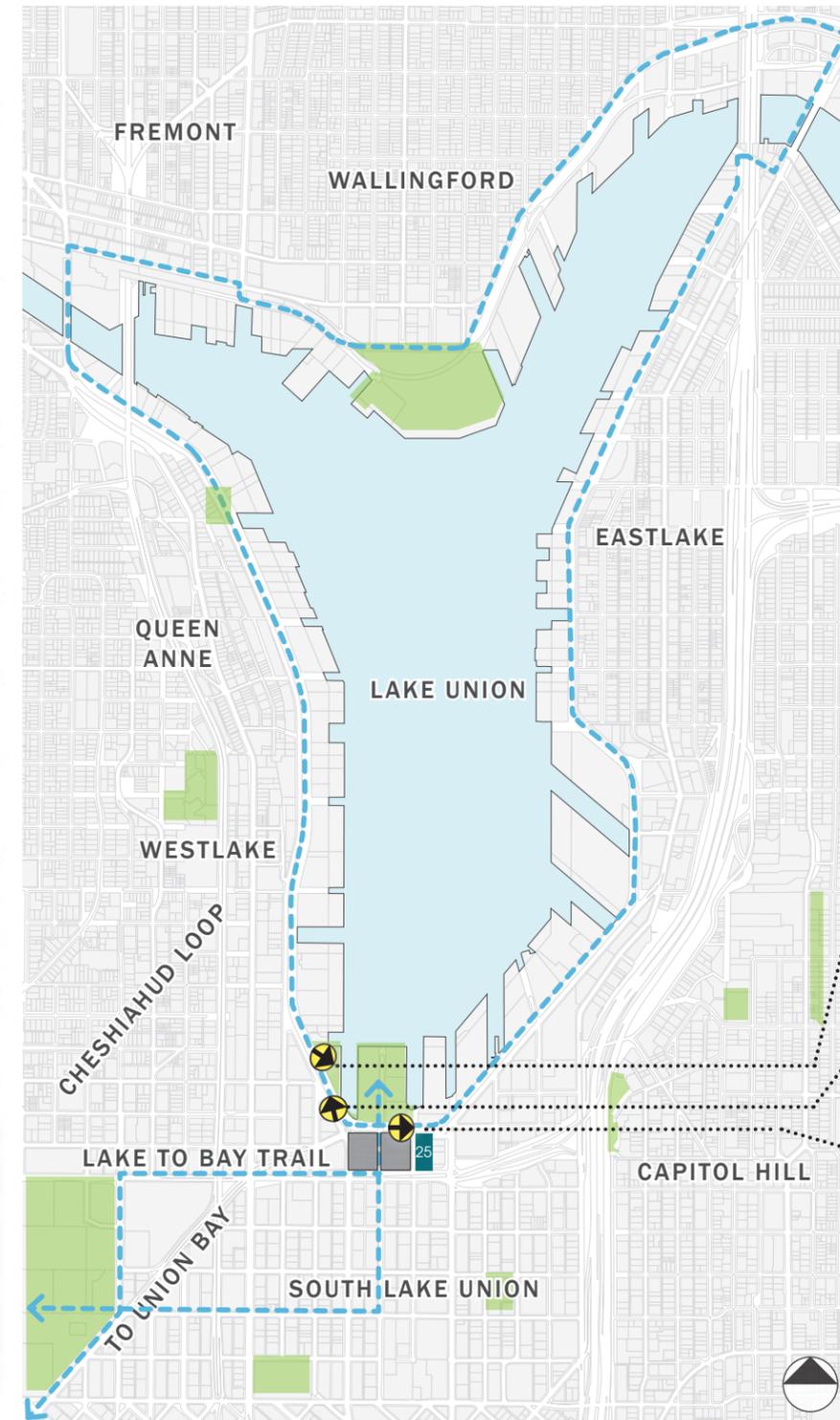
PUBLIC SPACE NETWORK



The Lakefront Blocks are located at the junction of both the Lake to Bay Trail and the Cheshiahud Loop Urban Trail.

LEGEND			
	Hill Climb		Potential Site for Civic Use
	Mid-Block Ped Connections		Community Center
	Urban Trail		Proposed Community Center
	Festival Street (Mixed Use)		Playground
	Green Street		Active Recreation
	Road Diet / Woonerf		Other Recreation: Dog Runs, Gardens

SURROUNDING TRAILS

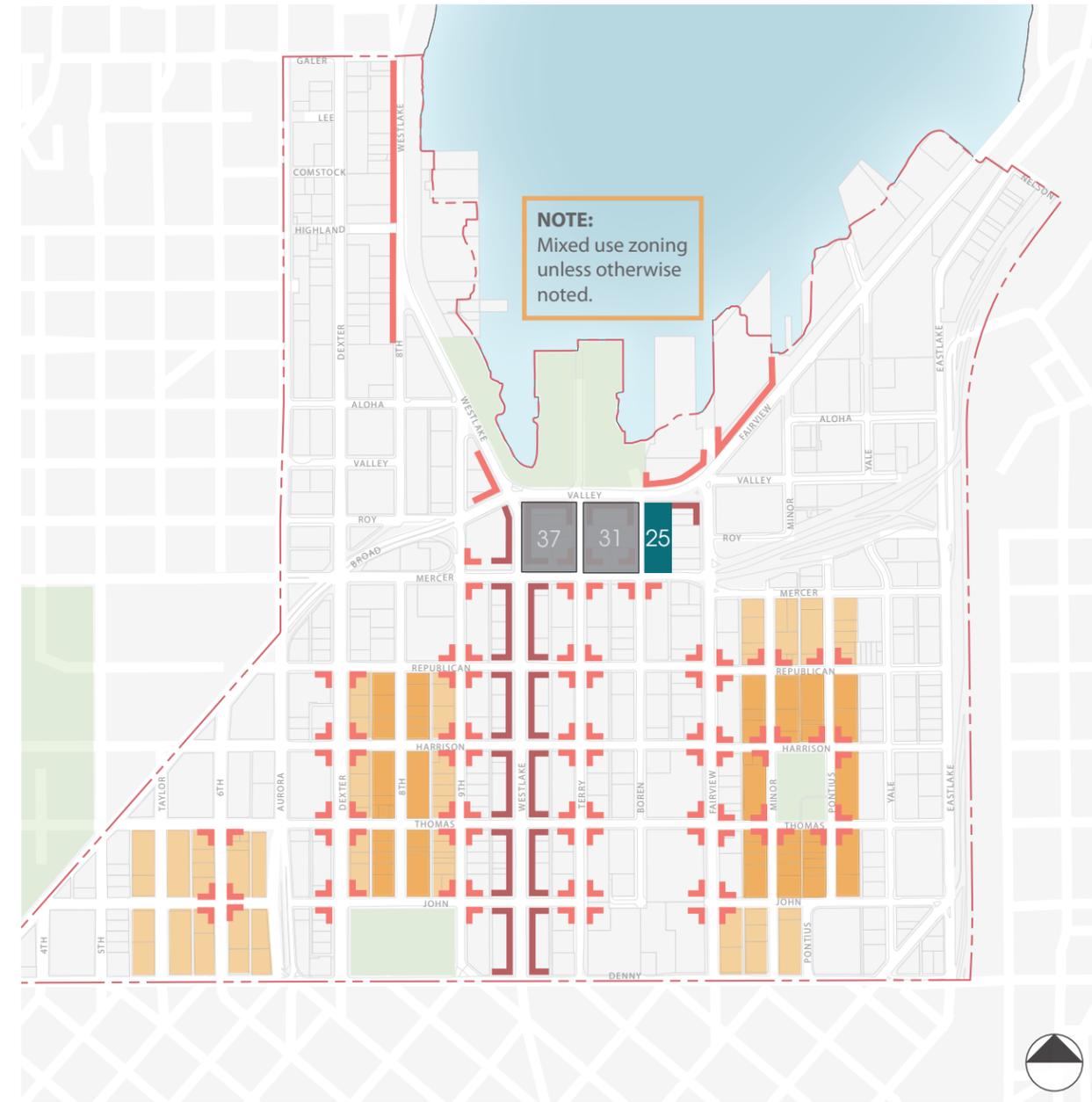
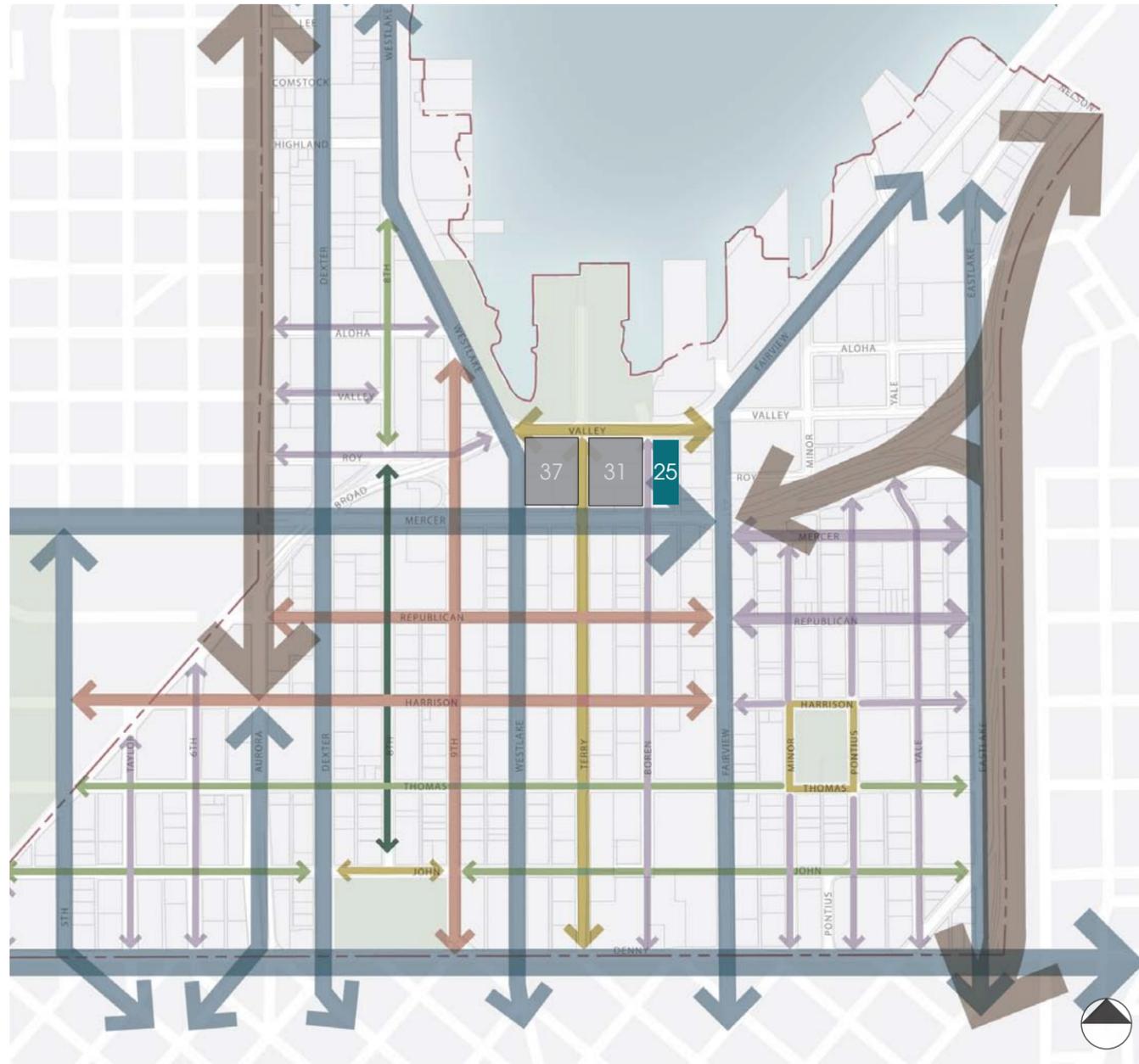


SITE MAP OF SURROUNDING TRAILS



STREET CHARACTER

RESIDENTIAL AND RETAIL AREAS



The Lakefront Blocks are located along Valley Street and Terry Avenue, which have been identified as a future Festival Streets with a focus on flexibility. The intention is to have the street be designed to allow ways to close down to auto traffic, transforming from road to open space.

LEGEND

Freeway	Neighborhood Street
Boulevard / Great Street	Green Street
Mixed Use Street	Woonerf
Festival Street (Mixed Use)	(Line weight represents traffic volume)

The Lakefront Blocks are located on blocks that require pedestrian services and neighborhood incentives, making for a lively street edge and street corners.

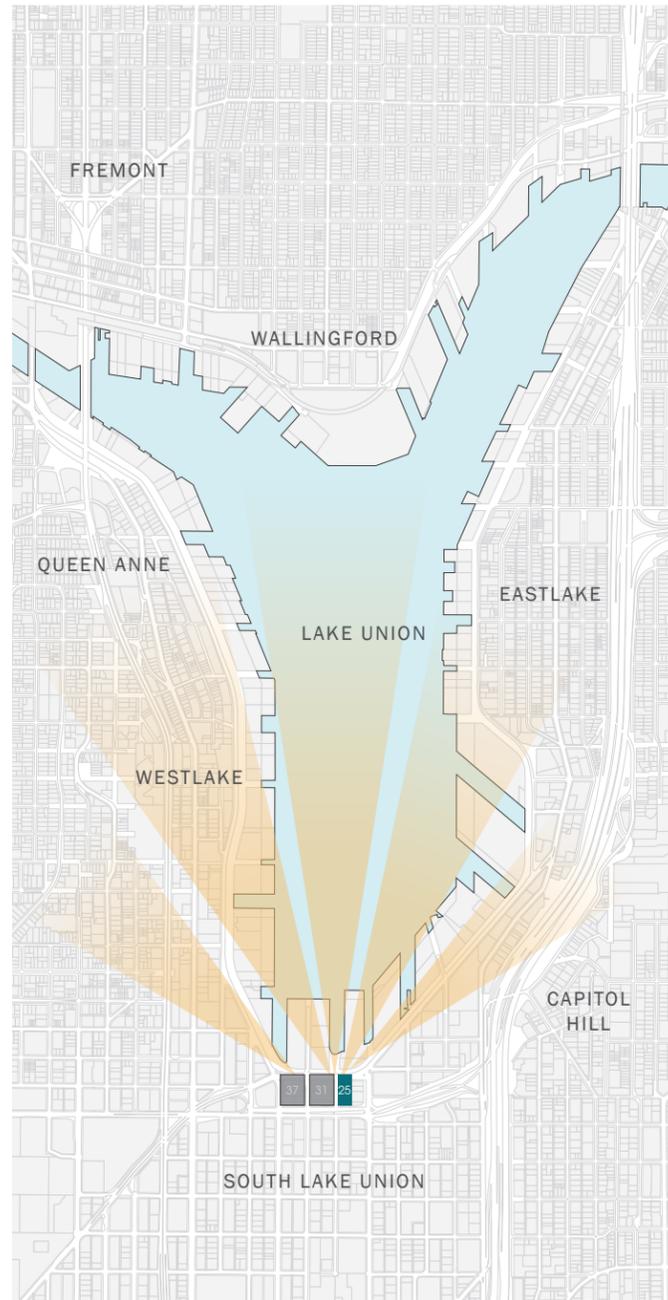
LEGEND

Primary Residential
Mixed Use - Residential Emphasis
Pedestrian-Oriented Retail & Services Required
Neighborhood Retail & Service Incentives

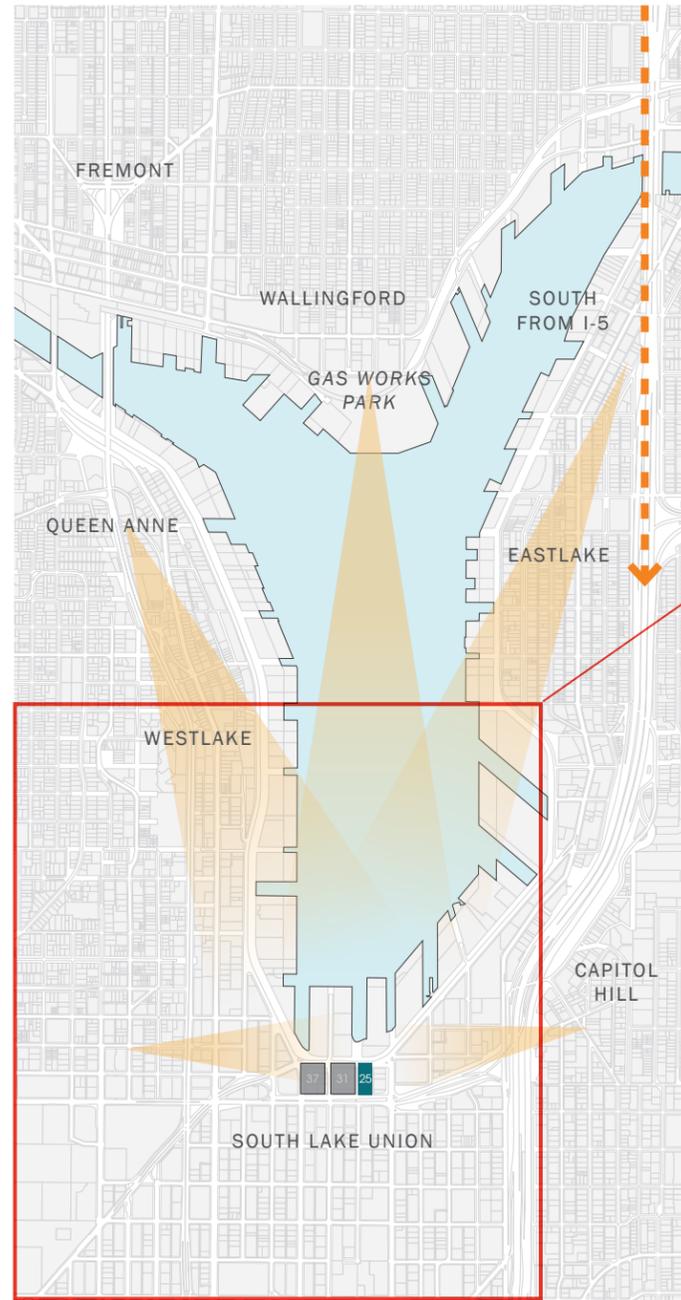
*Maps from the South Lake Union Urban Design Framework, 2010, Seattle

VIEWS

While South Lake Union is relatively flat, the sites presents notable views of the Seattle area as a whole.



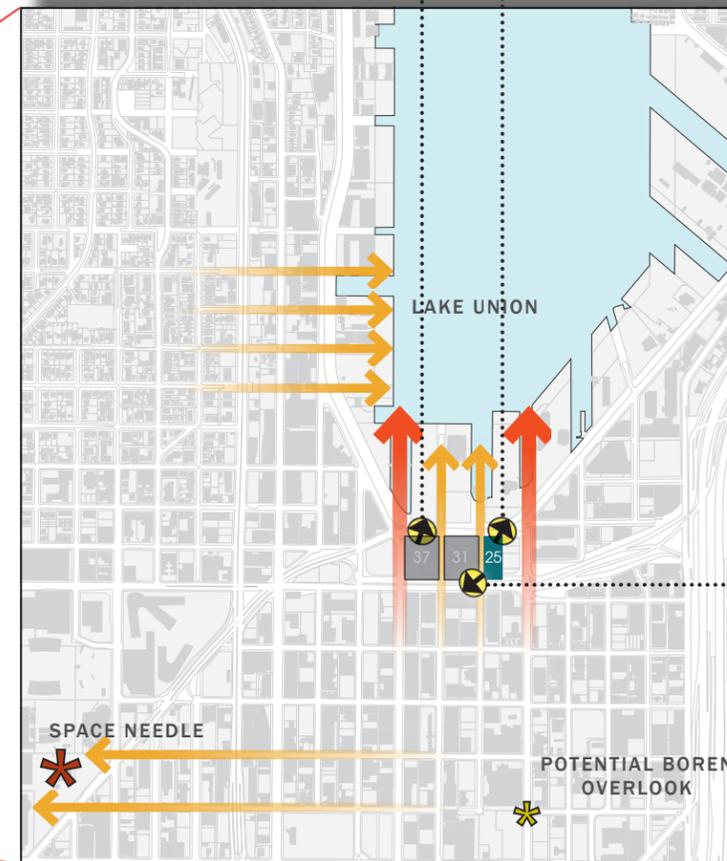
VIEW FROM SITE



VIEW TO SITE



VIEWS NORTH



- ← OTHER VIEW CORRIDORS
- ← SEPA DESIGNATED VIEWS

SURROUNDING USES



The project is located in South Lake Union near major institutional uses and technology-based companies. The following list summarizes surrounding building uses, including centers of industry, education, commerce, and research..

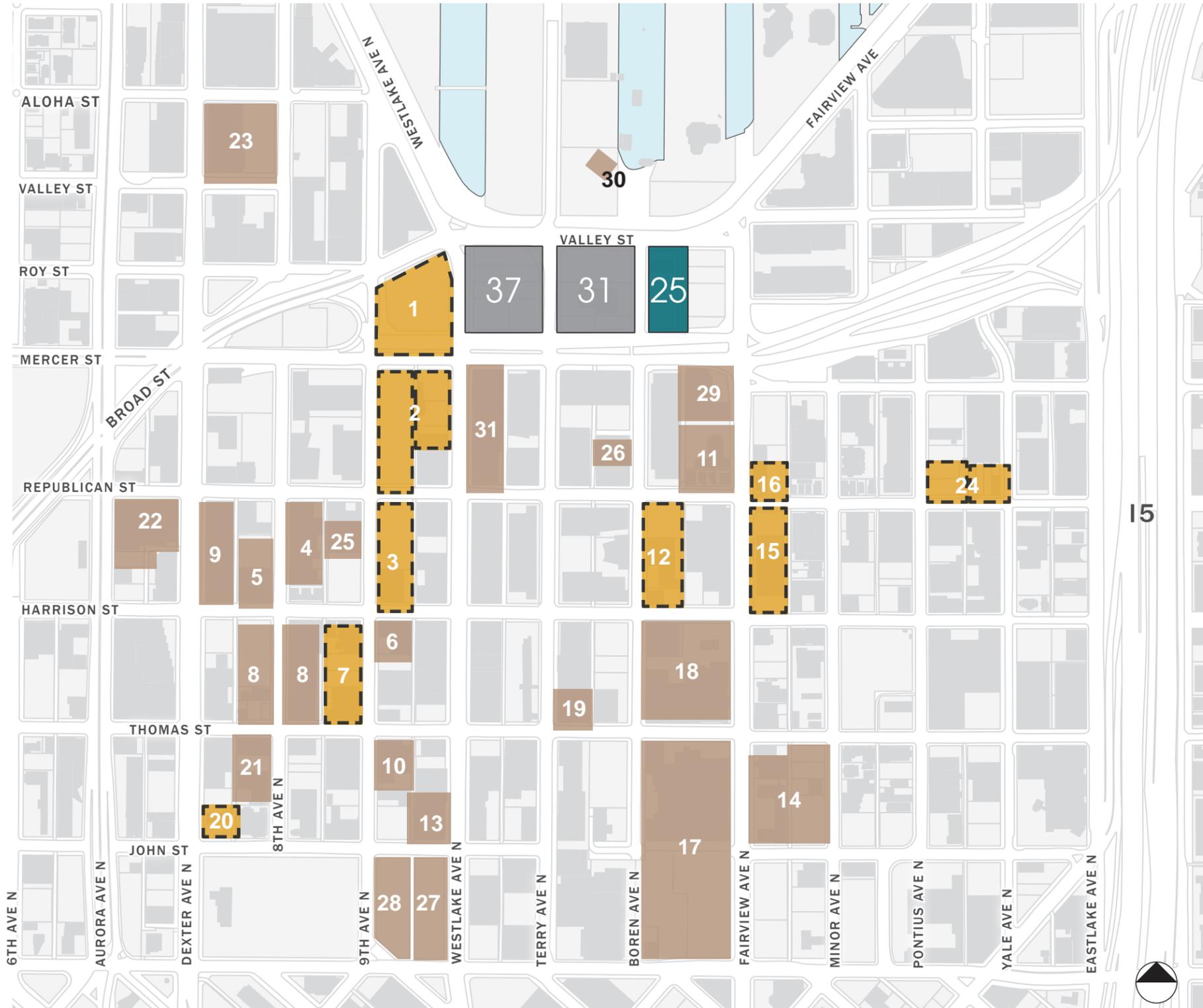
- 1 **Allen Institute for Brain Science**
- 2 **515 Westlake Avenue, Amazon Phase VI**
- 3 **Guitar Center (Future office building)**
- 4 **Amazon Campus, Building 1B**
- 5 **Amazon Campus, Phase III**
- 6 **Amazon Campus, Phase III**
- 7 **Amazon Campus, Phase II**
- 8 **501 Fairview Ave N.**
- 9 **500 Fairview Ave N.**
- 10 **Public Storage building**
- 11 **Lakefront Blocks office building**
- 12 **Lakefront Blocks mixed-use**
- 13 **Museum of History & Industry**
- 14 **Wagner Education Center (Center for Wooden Boats)**
- 15 **Lakefront Blocks mixed-use**
- 16 **Lakefront Blocks mixed-use**

**Future development indicated in red text*

- MULTIFAMILY/MIXED-USE RESIDENTIAL
- COMMERCIAL/RETAIL/OFFICE
- INDUSTRIAL/WAREHOUSE/STORAGE
- CIVIC/RELIGIOUS
- RECREATION/OPEN SPACE
- HOTEL/MOTEL
- INSTITUTION / EDUCATION

**Future development indicated in transparent colors*

SLU FUTURE DEVELOPMENT



- 1 Allen Institute for Brain Science (research)
 - 2 515 Westlake Avenue, Amazon Phase VI (office and retail)
 - 3 400 9th Avenue North, Amazon Phase VII (office and retail)
 - 4 8th and Republican (residential and retail)
 - 5 8th and Harrison (residential)
 - 6 901 Harrison Street (residential)
 - 7 Amazon Phase VIII (office and retail)
 - 8 300 + 333 8th Ave N. (office)
 - 9 400 Dexter Ave N. (office and retail)
 - 10 9th and Thomas (residential and retail)
 - 11 501 Fairview N. (office and retail)
 - 12 400 Boren Ave (residential)
 - 13 Westlake and John (residential and retail)
 - 14 Cascade I & II (residential and retail)
 - 15 400 Fairview (residential and offices)
 - 16 500 Fairview (life sciences research building)
 - 17 Seattle Times Project (residential and mixed-use)
 - 18 Boren Investment Block (office and retail)
 - 19 Hotel (hospitality and retail)
 - 20 Compass on Dexter (residential and commercial)
 - 21 777 Thomas Street (residential and retail)
 - 22 435 Dexter (residential)
 - 23 810 Dexter St. (residential and retail)
 - 24 1260 Republican Street (residential and retail)
 - 25 927 9th Avenue (residential and retail)
 - 26 525 Boren Ave (residential and retail)
 - 27 111 Westlake Ave (residential and retail)
 - 28 110 9th Ave (office and retail)
 - 29 Staybridge Hotel (hospitality)
 - 30 Wagner Education Center - new Center for Wooden Boats (education)
 - 31 530 Westlake Ave N (office and retail)
- PROJECTS IN MUP PROCESS
 PROJECTS UNDER CONSTRUCTION



1 ALLEN INSTITUTE FOR BRAIN SCIENCE
Institutional building with above grade research space, sales, and parking.



6 901 HARRISON STREET
Residential building with retail at the ground level.



19 TERRY AVENUE HOTEL
Hotel with guest rooms, conference center, and restaurant.



2 AMAZON PHASE VI
Commercial office building with retail and parking.



7 AMAZON PHASE VIII
Commercial office building with retail and parking.



29 STAYBRIDGE HOTEL
Hotel with parking.



3 AMAZON PHASE VII
Commercial office building with retail and parking.

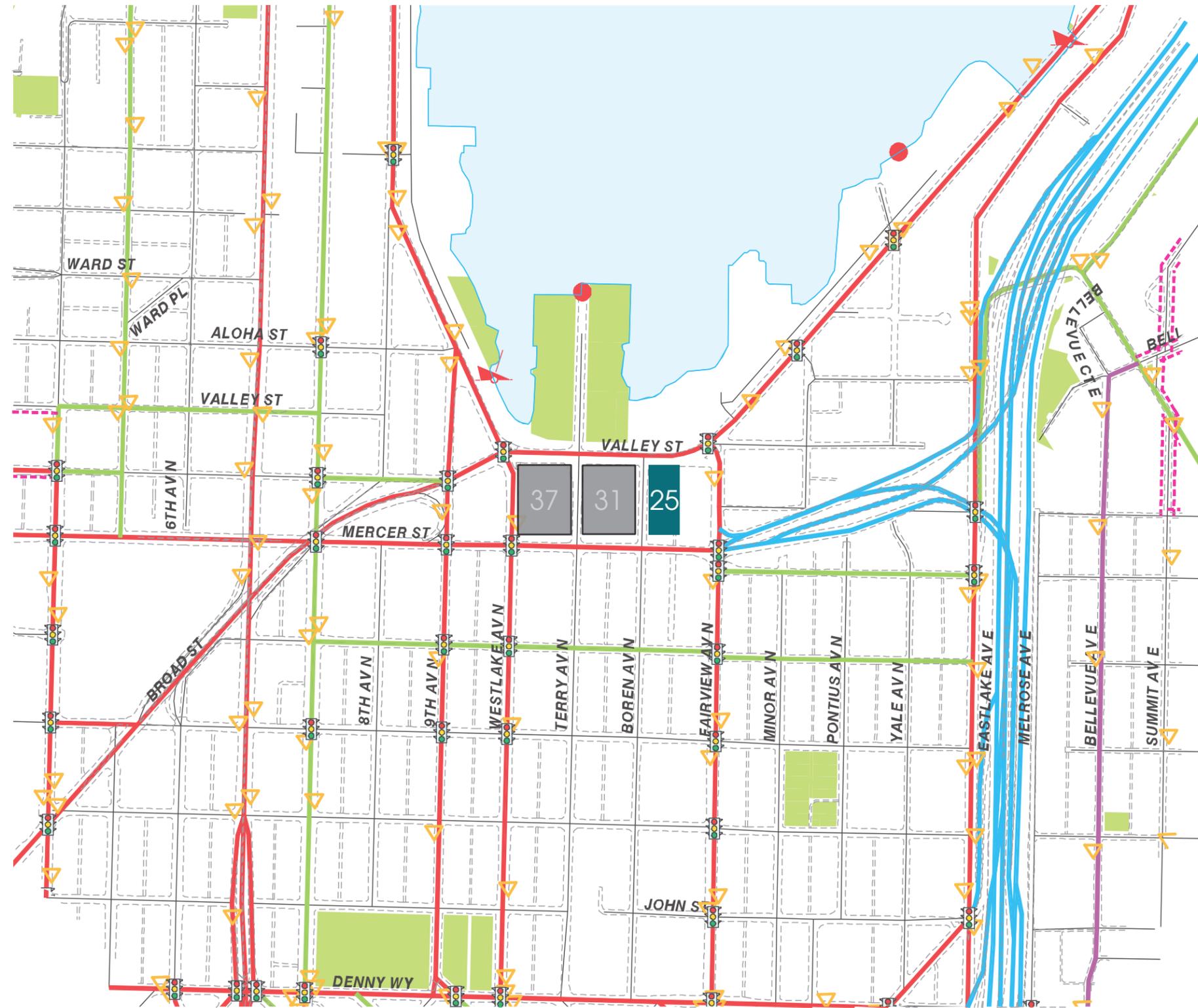


16 400 FAIRVIEW AVE
Commercial office building with retail and parking.



30 WAGNER EDUCATION CENTER
New Center for Wooden Boats – education and activities center.

TRAFFIC, TRANSPORTATION, AND MOVEMENT



- Principal Arterial
- Minor Arterial
- Collector Arterial
- State Freeway/Expressway
- Interstate Freeway
- Secondary Street
- - - Pavement Edge*
- - - Residential
- State Signal
- City Signal
- Half Signal - Ped. Actuated
- Midblock Crosswalk Signal
- Railroad Crossing Signal
- Fire Signal
- METRO Bus Stop
- Public Boat Ramp
- Street Ends

*Pavement Edge coverage within city limits only.

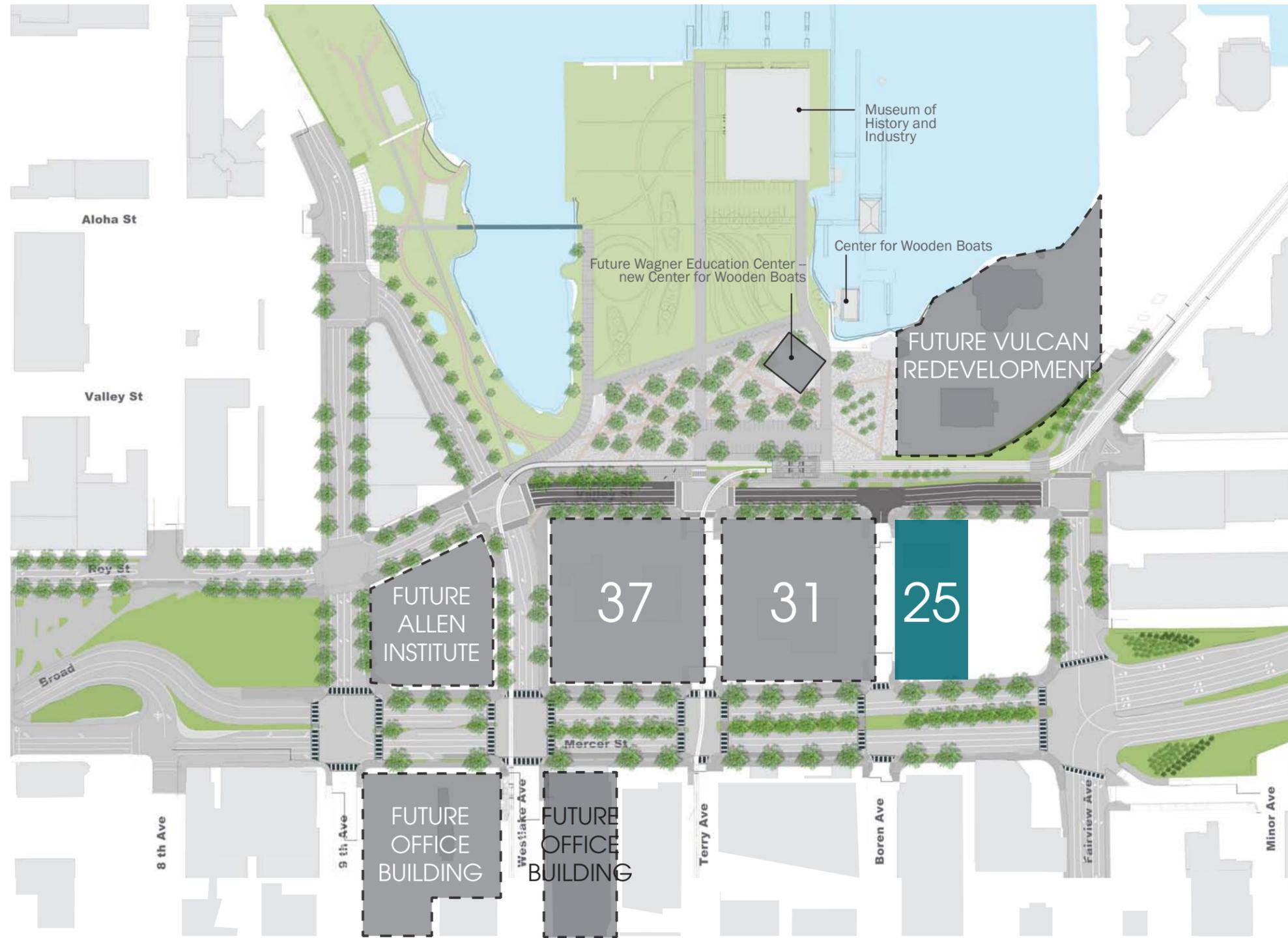
DATA SOURCES

Transportation Routes:
The City of Seattle's
Street Network Database

Parks & Playgrounds:
The City of Seattle Department
of Parks & Recreation

*as defined and mapped by the Land Use Code and/or designated by City Council Ordinance or Director's Rule.
**street designations as defined by the South Lake Union Neighborhood Design Guidelines, February 2011

THE MERCER CORRIDOR PROJECT



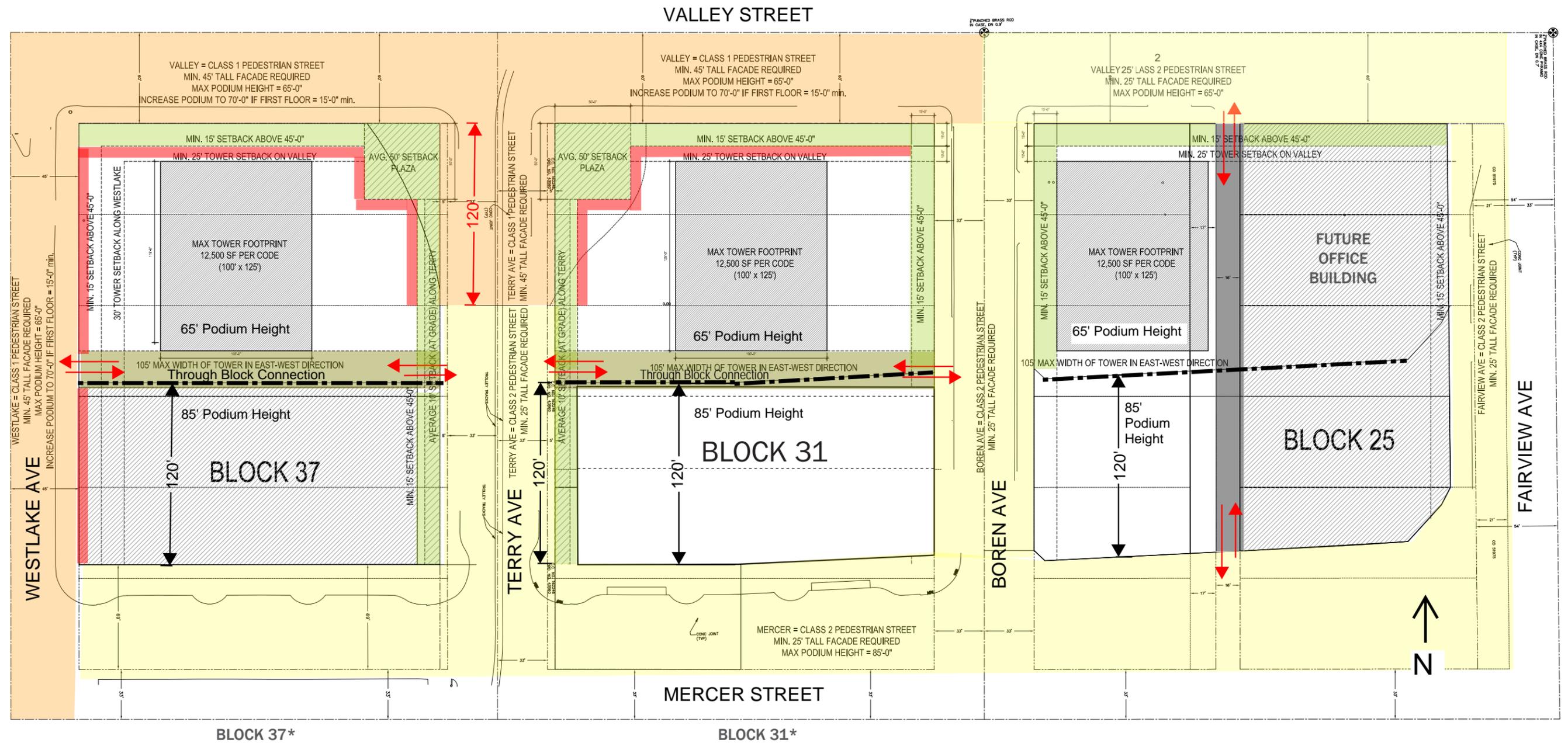
The Mercer Corridor project aims to enhance the connection between the South Lake Union Urban Center and the Uptown Urban Center, including the Seattle Center. When finished, the Mercer Corridor will carry two-way traffic between I-5 and 5th Ave W and connect Seattle neighborhoods to the north portal of the SR 99 Tunnel.

The project is split into phases/areas Mercer East (surrounding the site), Mercer West, Aurora Street Grid Connections, a new bridge over the intersection of Mercer Street and Aurora Ave N, New SR 99 Connections and Exits, and a new SR 99 Tunnel. The project also includes new bicycle and pedestrian pathways, crosswalks and landscaping. The project began construction in 2010 and is set to be completed in 2015.

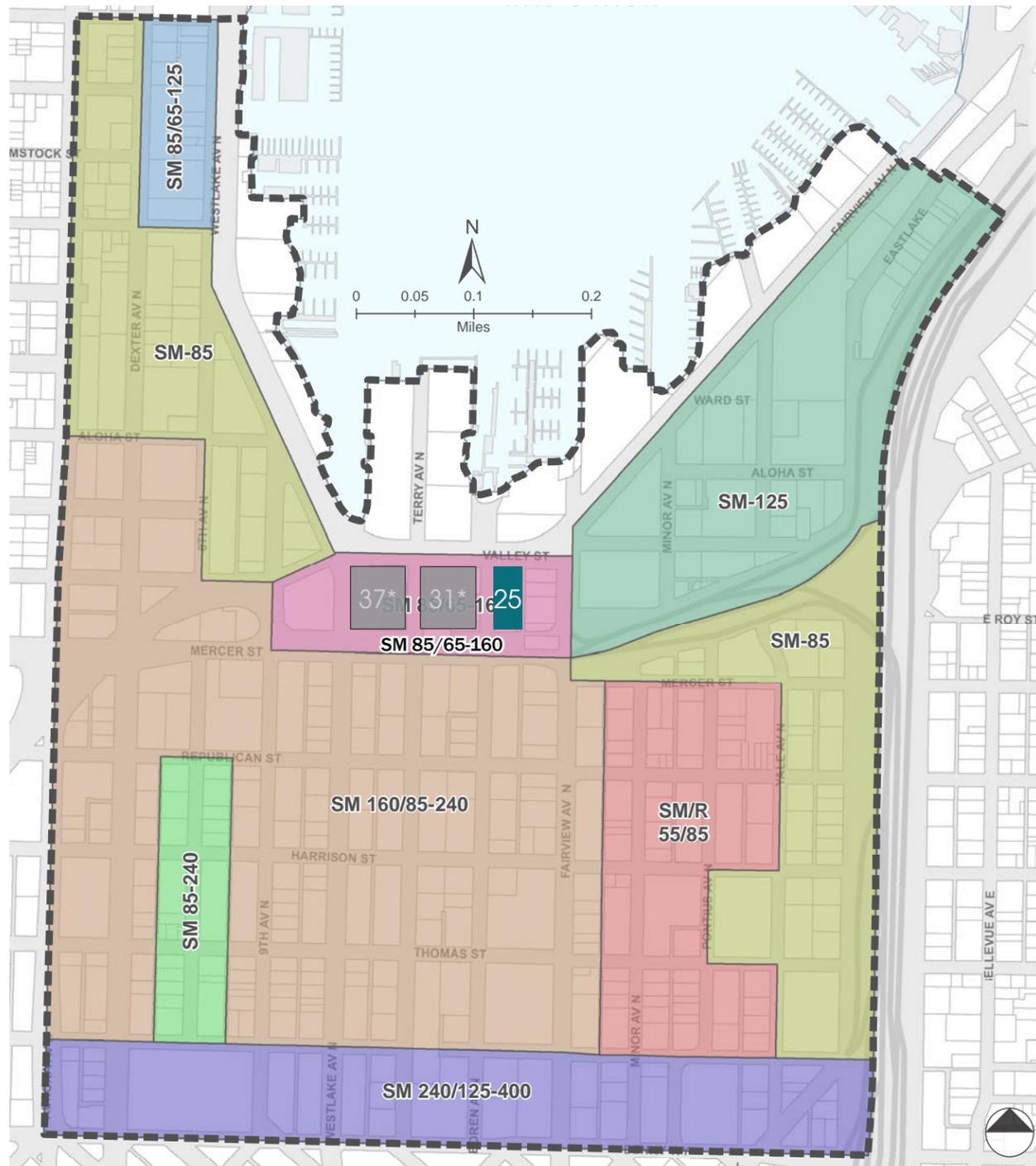
DEPICTION OF THE COMPLETED MERCER CORRIDOR PROJECT

*Information and Images from Seattle Department of Transportation via seattle.gov

BLOCK ZONING



*Block 37 and Block 31 were presented and reviewed with the Board on 08/13/2014



The site is located within the SM-85/65-160 zone and is surrounded predominantly by SM-160/85-240, SM-85, and SM-125.

ZONING SUMMARY

(23.48.009) FAR

- B) FAR Limits in Specified SM Zones - Per Table 23.48.009 B:

160' TOWER:	Base 4.5 Non-Residential;	No Max FAR for residential
85' BUILDING:	Base 4.5 Non-Residential;	Max 4.5 for Residential;
		Max 7.0 for non-residential

For Mixed-Use - 65' Buildings shall not exceed the lower of the max FAR or the max residential.

- D) Exempt Floor Areas
 - All Gross Floor Area underground; Portions of a story that extend no more than 4 feet above grade;
 - Landmark structures; Mechanical allowance of 3.5%; GFA for solar collectors.
 - In SLU Urban Center **all residential uses in a residential tower** in SM 85'/65'-160'.

(23.48.010) STRUCTURE HEIGHT

- A) Base and Maximum Height Limit:
 - Non-residential Building = 85' max height limit
 - Residential Building = 65' base height limit, 160' Max height**
- D) Additional Height in SLU Urban Center:
 - In SLU Urban Center SM 85/65-160 Zone, 20% above height limit is granted if project includes school
- H) Rooftop Features:
 - 4' above max height = railings, planters, skylights, clerestories, greenhouses, parapets
 - 7' above max height = solar collectors
 - 15' above max height = stair penthouses, mech equipment, atriums, greenhouses and solariums, covered or enclosed common amenity area for structures exceeding 125 feet (max 25%)
 - 25' above max height = elevator penthouses (35' if provides access to rooftop open space)

(23.48.011) EXTRA FLOOR AREA

- A) General:
 - Project is within the Local Infrastructure Project Area = Extra floor area per 23.48.011.C
- C.) Within Local Infrastructure Project Area:
 - Maximum height limit is greater than 85'
 - Achieve 60% bonus residential floor area for affordable housing per 23.58A.014
 - Achieve 40% bonus residential floor area for regional development credits per 23.58A.044
- E.) Minimum Requirements:
 - LEED Gold rating; Transportation and energy management plans

*Block 37 and Block 31 were presented and reviewed with the Board on 08/13/2014

ZONING REQUIREMENTS

(23.48.012) UPPER-LEVEL SETBACK REQUIREMENTS

- B.) *Upper Level setbacks in the SM 85/65-160 zone*
 1. Portions of a structure above 45 feet in height shall set back a minimum of 15 feet from street lot lines abutting Valley Street, Westlake Avenue North, Terry Avenue North, Boren Avenue North, and Fairview Avenue North.
 2. In addition to the upper-level setbacks specified in subsection 23.48.012.B.1, additional upper-level setbacks are required for tower structures that include residential use above the base height limit for residential use, or hotel use above a height of 85 feet, according to the provisions of subsection 23.48.013.C.3.

(23.48.013) UPPER LEVEL SETBACKS IN SLU URBAN CENTER

- A.) *Upper Level Coverage Limit = Average floor area max 50% of lot*
- B.) *Floor Area Limit = Average floor area max 12,500*
Podium Height Limit = Per 23.48.013 Map A = **65' along Valley Street, 85' along Mercer Street**
Average Lot Coverage Below Podium 75% max - 100% max if limited to three stories
- C.) *Upper Level Setbacks – 25' tower setback along Valley Street; 30' setback above 65' along Westlake Ave N*
- E.) *Maximum Facade Width Above Podium - 105' max width in the east-west direction*
- F.) *Limit on Tower Structures Per Block – Only one residential tower or one hotel tower permitted per block.*

(23.48.014) STREET LEVEL DEVELOPMENT STANDARDS

- A.) *General Facade Requirements - Primary pedestrian entrance required;*
 - a. Class 1 Pedestrian Streets = Min. facade height of 45'
 - b. Class 2 Pedestrian Streets = Min. facade height of 25'
- C.) *Additional Requirements in SM 85/65-160:*
For street facing facades along Terry Ave N, an average setback of 10' is required.
Street level facades on Valley Street within 50 feet of Terry Ave shall be set back an average of 50 feet from the lot line.
- D.) *Transparency and Blank Facade Requirements:*
Transparency required within 2' to 8' above sidewalk; **residential use exempt.**
Class 1 and 2 Pedestrian and Green Streets = 60% transparency required
Blank facade limited to 15' wide segments, except garage doors; separated by 2' min. transparency; **residential use exempt.**
- E.) *Development Standards for Required and FAR Exempt Street Level Uses:*
A minimum of 75% of each Class 1 street frontage shall be occupied by uses listed in subsection 23/48/004D.
Required street level uses must have a min. floor to floor height of 13'-0" and extend at least 30'-0" in depth from the façade.

- F.) *Required Open Area in the SM 85/65-160 zone:*
A minimum of 20% of the lot area shall be provided as open area that is located and configured to allow easy pedestrian access to project occupants from streets or other abutting public spaces.
 1. A minimum of 60 percent of the required open area shall be provided as usable open space that meets the following conditions:
 - a. The usable open space is open from the ground to the sky and is visible and accessible to pedestrians from an abutting street, including persons with disabilities;
 - b. The open space is substantially at street-level, although portions are permitted to be within 4 feet of street level, provided that grade changes are gradual and do not significantly disrupt the continuity of the space, and no part of the open space is significantly above or below the grade of the nearest abutting street;
 - c. The open space has a minimum horizontal dimension of 15 feet; and
 - d. The open space enhances visual and physical pedestrian connections between South Lake Union Park and development on the lot, and is accessible to the public, free of charge, during the hours of operation of South Lake Union Park.
 2. At the applicant's option, up to 40 percent of the required open area may be provided as any combination of:
 - a. A woonerf that serves as a through-block pedestrian passageway and that satisfies the following:
 - 1) The passageway is open to the sky, has a minimum width of 20 feet, and provides a direct and continuous connection between the north/south avenues abutting the lot;
 - 2) The passageway is designed to provide safe pedestrian use, including a clear pathway demarcated as a priority pedestrian zone; and
 - 3) The passageway is adequately lit and available for pedestrian use 24 hours every day
 - b. Open areas with a horizontal dimension that is less than 15 feet abutting a street lot line if one or more of the following:
 - 1) An area abutting a sidewalk that extends the pedestrian area onto the lot to accommodate additional streetscape amenities, such as landscaping, street furniture, special lighting, public art, or extensions of right-of-way green factor treatments;
 - 2) Setback areas abutting the street with a maximum depth of 10 feet that provide private usable open space, stoops, terraces, and/or landscaping for abutting ground level dwelling units that have direct access to the setback area, provided that the total amount of such setback areas does not exceed half of the 40 percent portion of the open area allowed by this subsection 23.48.014.F.2; or
 - 3) Additional sidewalk areas created by extending the curbline into the abutting street right-of-way that are improved with such streetscape amenities as landscaping, street furniture, special lighting, public art, or extensions of right-of-way green factor treatments.
 - c. Usable elevated open space up to a maximum of 40 feet above street-level, and that meets the following:
 - 1) At least 50 percent of the perimeter of the elevated open space is not enclosed by a facade and is open and oriented to provide views of South Lake Union Park;
 - 2) The minimum horizontal dimension of the open space is 15 feet, and

ZONING REQUIREMENTS

d. No more than 50 percent of the open areas allowed pursuant to this subsection 23.48.014.F.2 shall be:

- 1) Located more than 4 feet above street-level.; and
- 2) Comprised of unenclosed covered areas, such as arcades or areas beneath building overhangs or overhead weather protection attached to abutting facades that abut sidewalks or pedestrian paths across the lot, or freestanding pavilions or kiosks that provide overhead weather protection.

- H.) *Through-block pedestrian connections for large lot developments:*
Pedestrian through-block connections are required for lots over 60,000 with frontages 120' or greater along the north/south avenues. The pedestrian connection shall be no closer than 100' to an east-west street. The width of the pedestrian connection shall be minimum 15' with an average width of 25'.

(23.48.020) AMENITY AREA FOR RESIDENTIAL USES

- B.) *Quantity of Amenity Area = 5% of Total Gross Floor Area in residential use*
- C.) *Standards for Amenity Area = 50% of max enclosed; 15' wide min.; 225' min. area (Landscaped open at street level = 10' min. wide and shall be counted as twice actual area*

(23.48.024) SCREENING AND LANDSCAPING REQUIREMENTS

- A.) *Landscaping Requirements = Green Factor = .30*
- B.) *Screening for Specific Uses = Class 1 and 2 Pedestrian Streets - parking is not permitted at street level*
- C.) *Street Trees = Trees are required in all planting strips.*

(23.48.025) NOISE STANDARDS

Refuse compacting/recycling shall be conducted within an enclosed structure

(23.48.026) ODOR STANDARDS

Venting shall be 10' min. above sidewalk and away from residential uses

(23.48.030) LIGHT AND GLARE STANDARDS

Exterior lighting shall be shielded and directed away from adjacent uses
Parking garages and vehicle lights must be screened; Pole lighting 30' max.

(23.48.032) REQUIRED PARKING AND LOADING

- B.) *Max for Non-Residential 1/1000 sf*
(23.54.015 Table B; Item L) No minimum or maximum for residential uses in Urban Centers

- C.) *Loading Berth = 35' long, 10' wide, 14' clear (If along alley maintain 12' from alley center and 16' clear)*
23.54.030 - Residential 60% Medium; Commercial 10 or less 75% Large and 25% Small Bicycle Parking 1/12,000 Commercial typical; 1/4 units residential

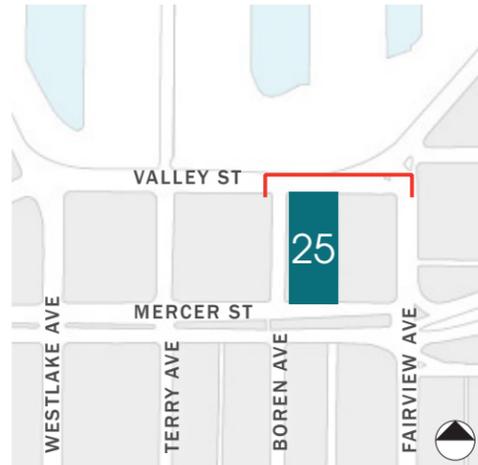
(23.48.034) PARKING AND LOADING LOCATION, ACCESS AND CURB CUTS

- B.) *Above first story parking if equal below grade parking provided*
- C.) *Surface parking provided max. 30% of lot located to rear or side and separated from all streets*
- D. and E.) *Access to parking and loading shall be from Alley or Class 2 Pedestrian Streets where no alley is present.*

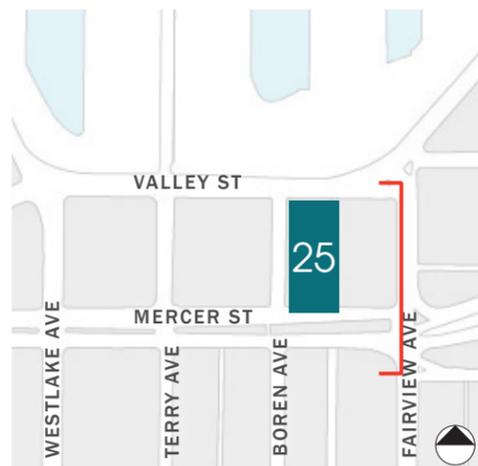
(23.54.040) SOLID WASTE AND RECYCLABLE MATERIALS

- = 575 sf + 4sf for use above 100 + 82 sf for commercial
Residential may be reduced 15% if minimal dimension of 20' is provided (General width 12' min.) 21' clear

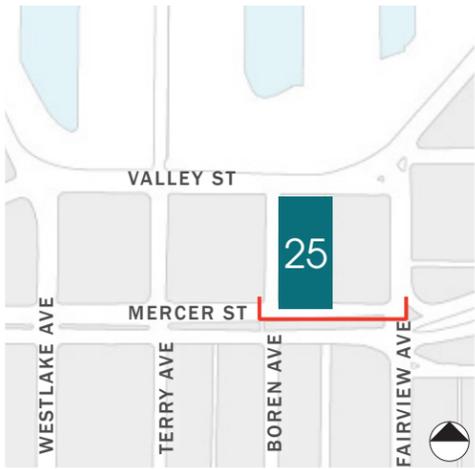
STREETScape CONTEXT | BLOCK 25



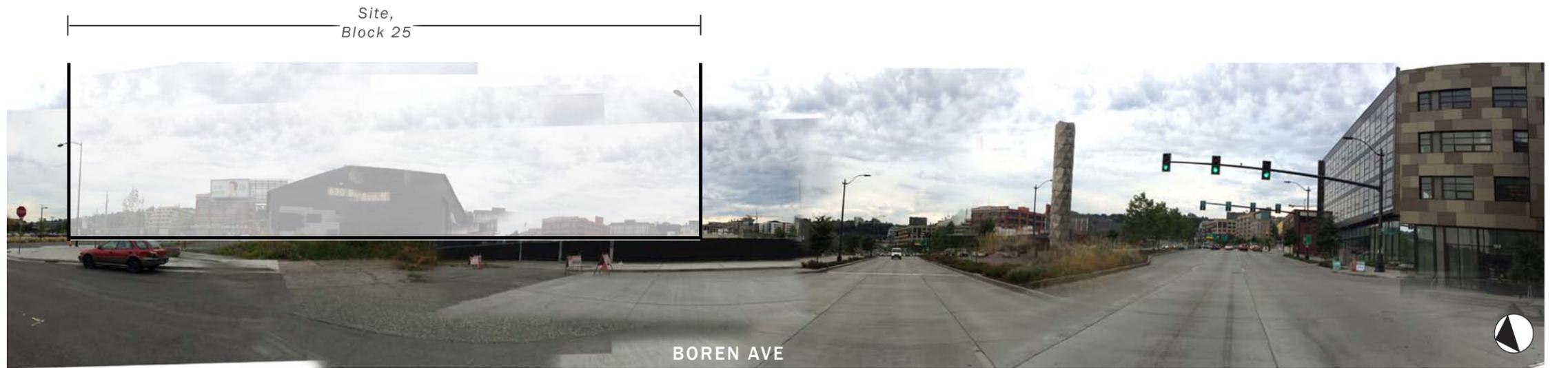
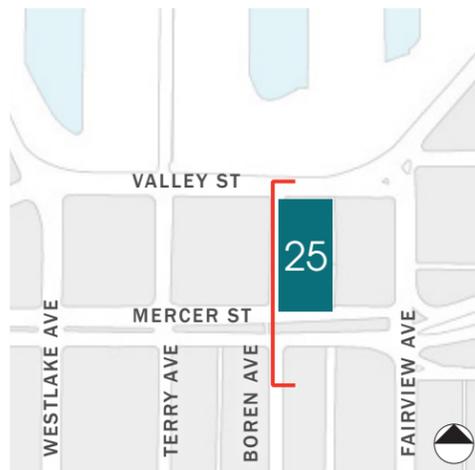
ELEVATION OF BLOCK 25 FROM NORTH



ELEVATION OF BLOCK 25 FROM EAST

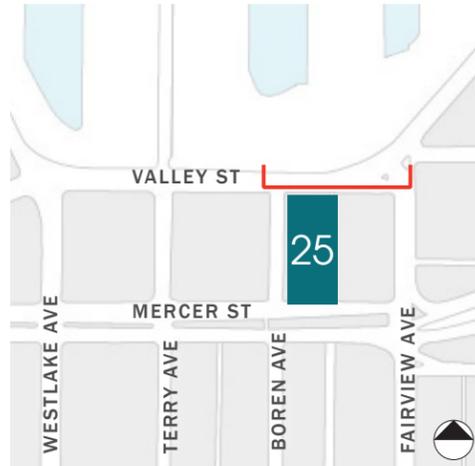


ELEVATION OF BLOCK 25 FROM SOUTH

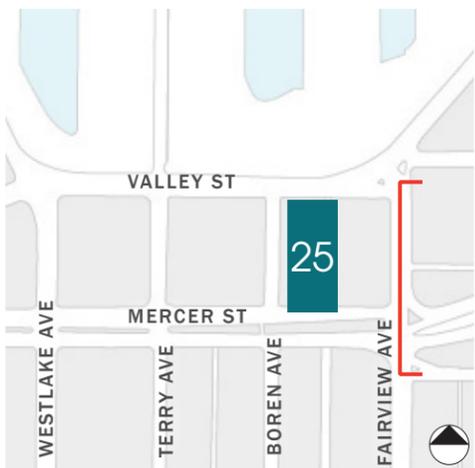


ELEVATION OF BLOCK 25 FROM WEST

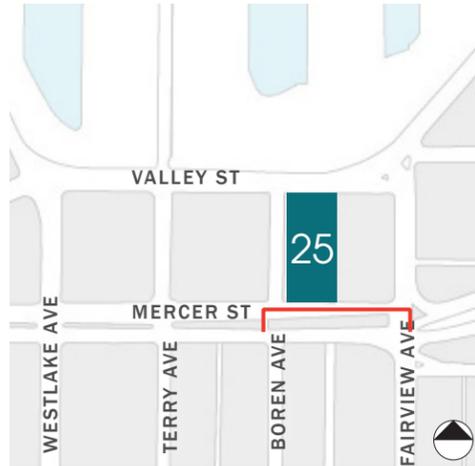
STREETSCAPE CONTEXT | BLOCK 25



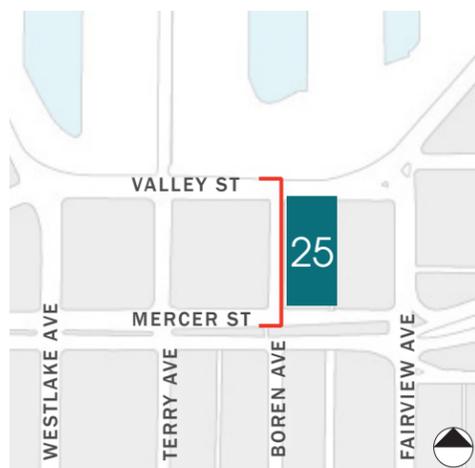
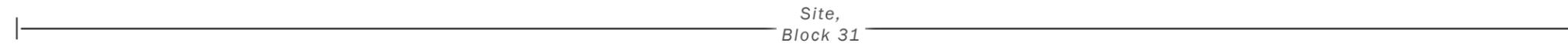
ELEVATION OF SLU PARK FROM SOUTH



ELEVATION OF BUILDINGS FROM WEST



ELEVATION OF BUILDINGS FROM NORTH

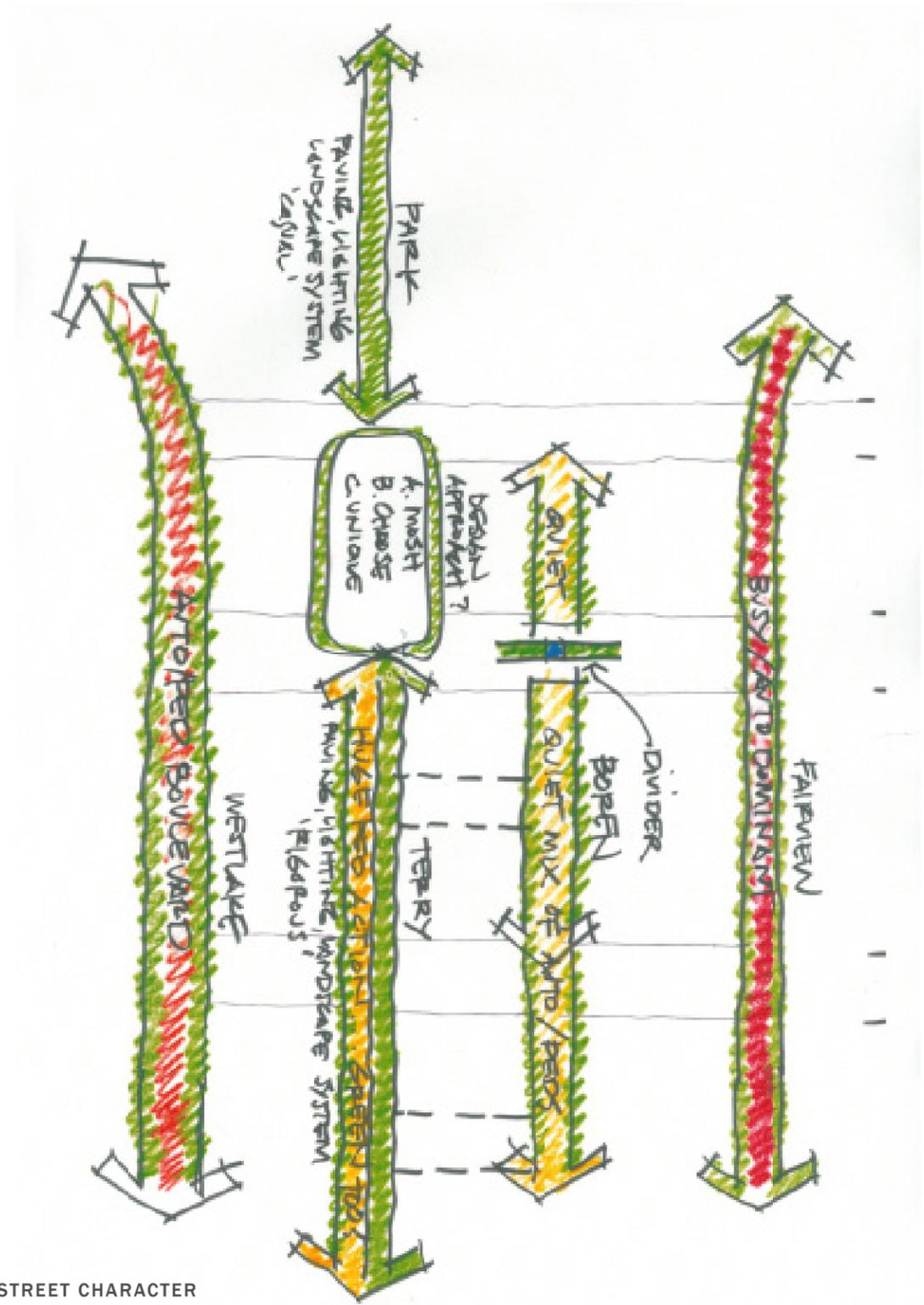


ELEVATION OF BLOCK 31 FROM EAST

STREET CONTEXT

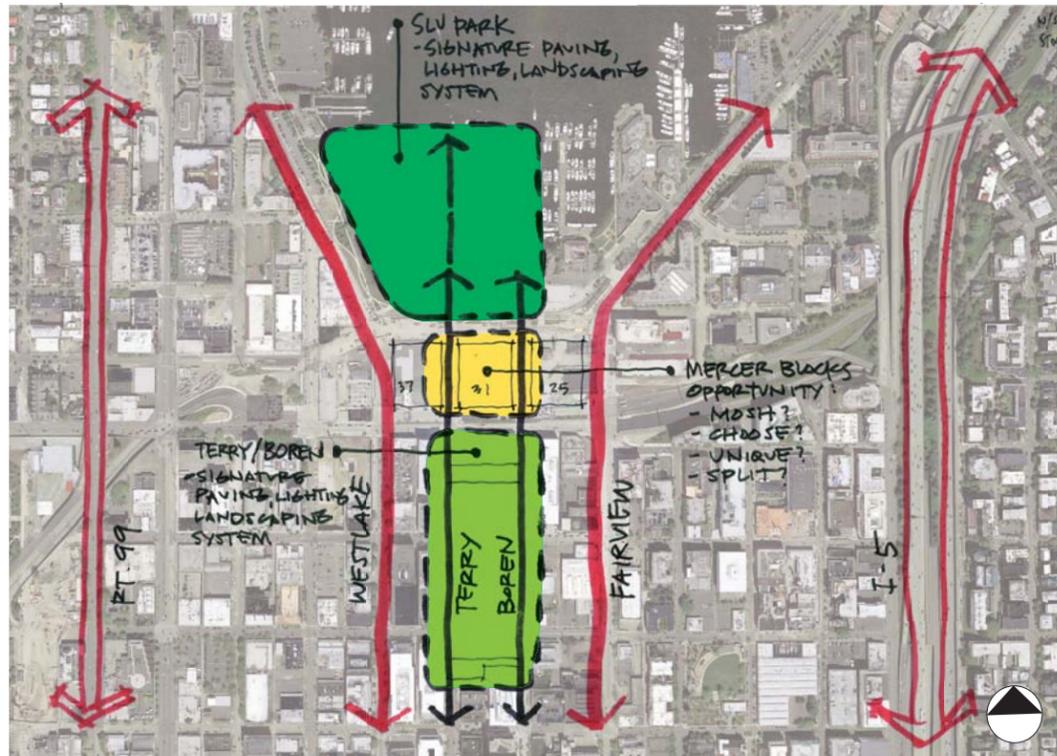


SURROUNDING BLOCKS

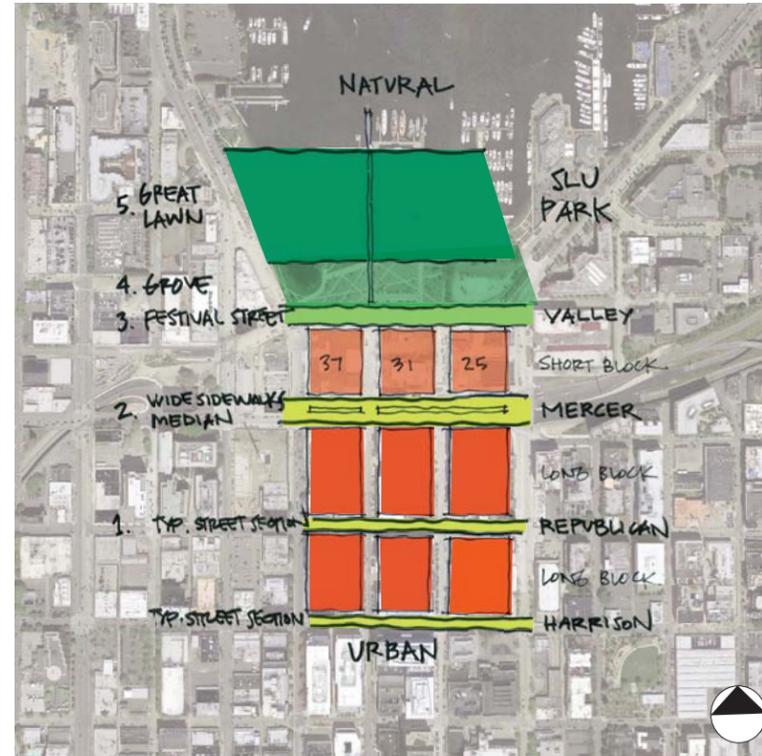


STREET CHARACTER





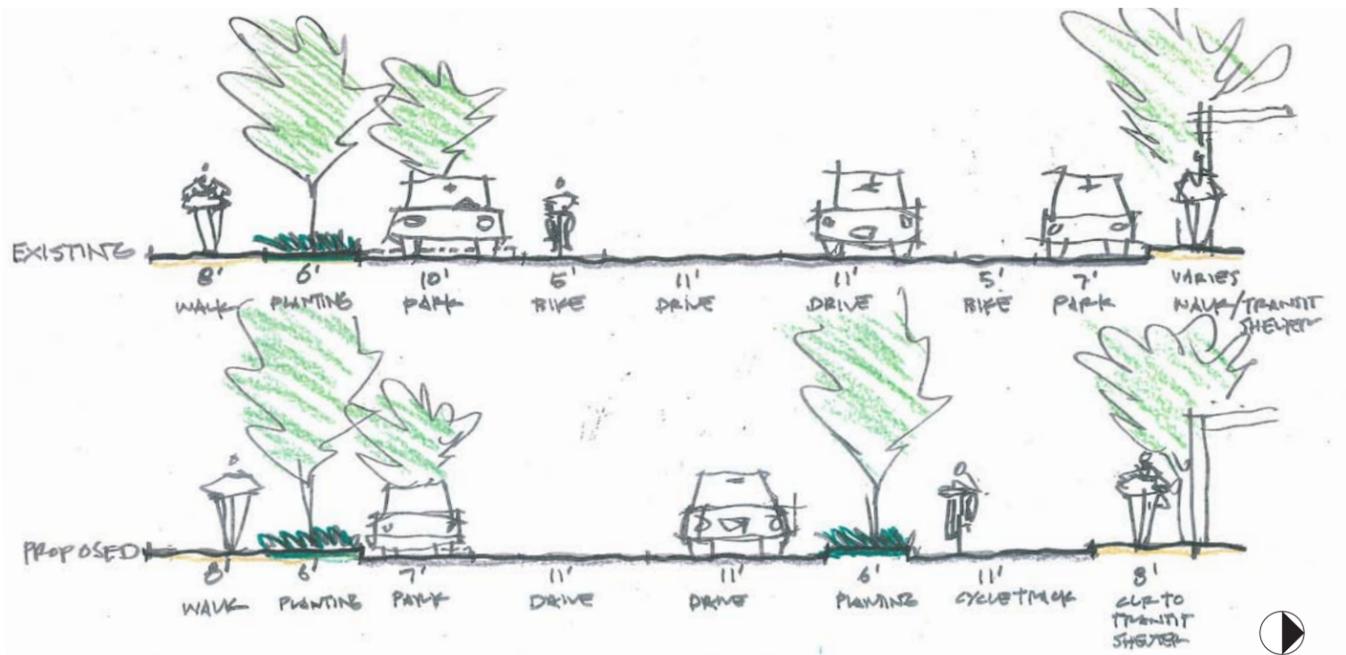
SURROUNDING STREETS



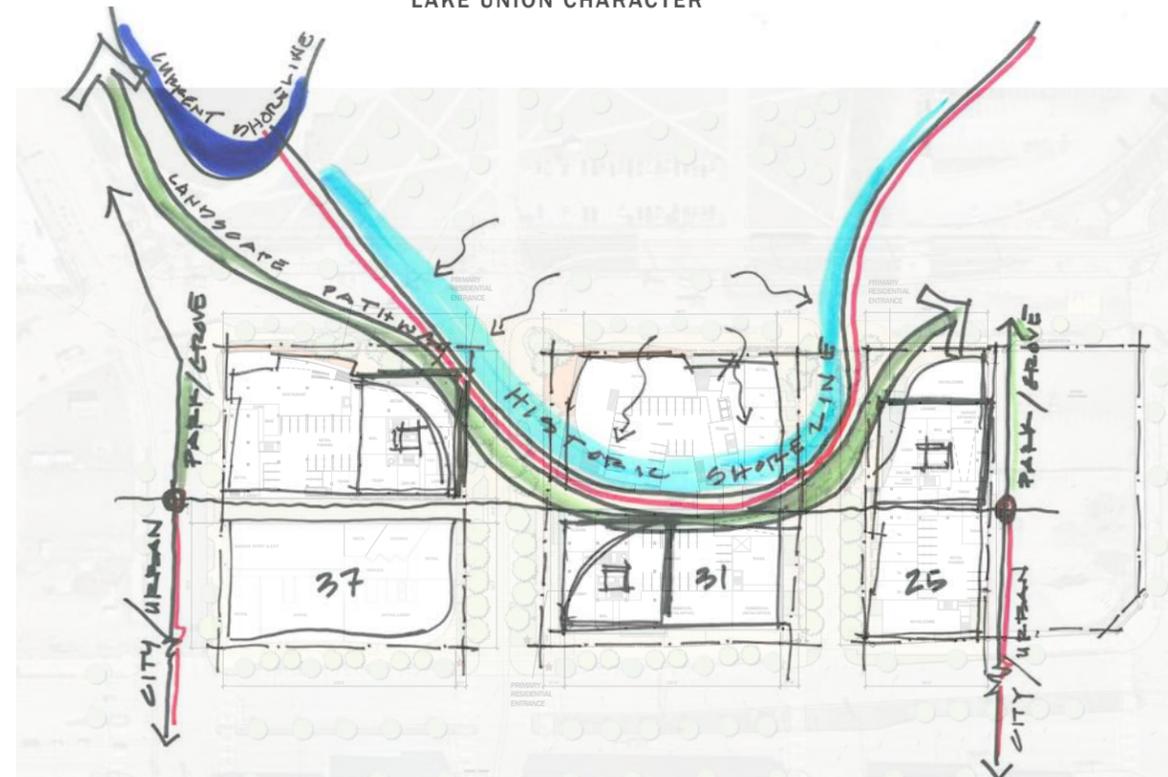
SURROUNDING BLOCKS



LAKE UNION CHARACTER



VALLEY STREET SECTION -- LOOKING WEST



HISTORIC SHORELINE

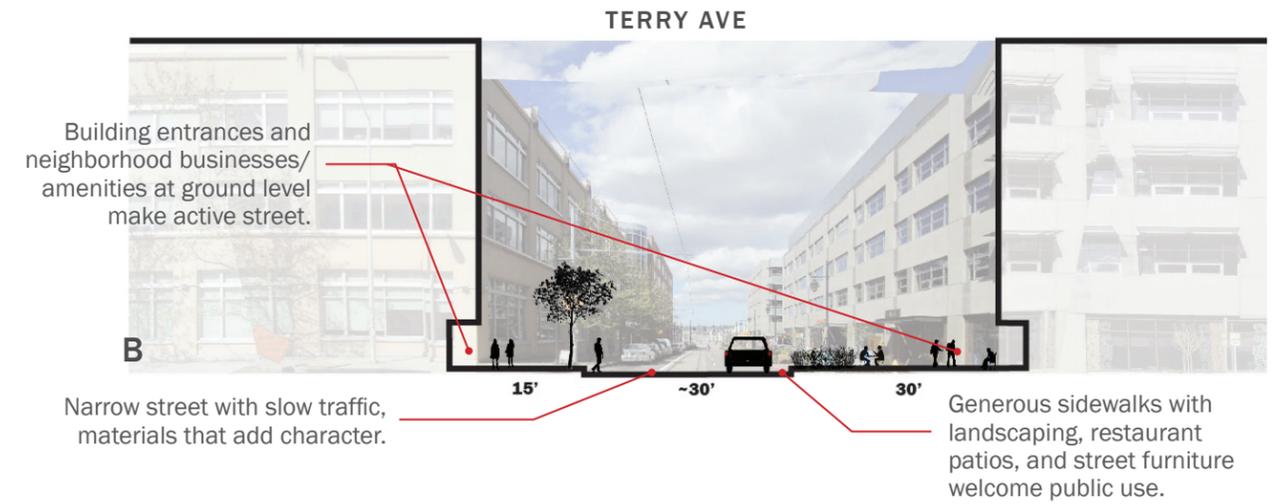
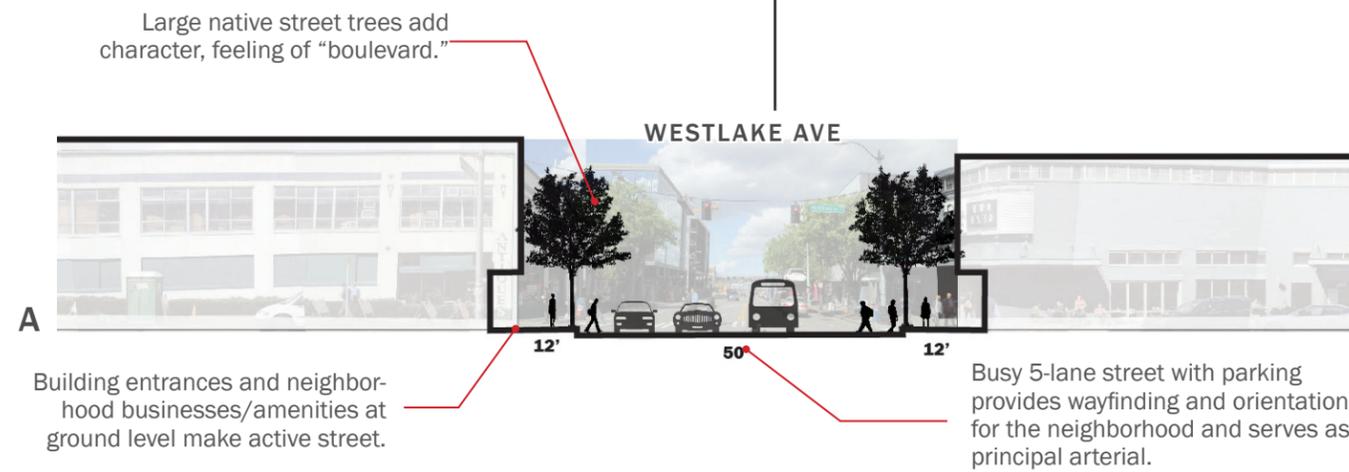
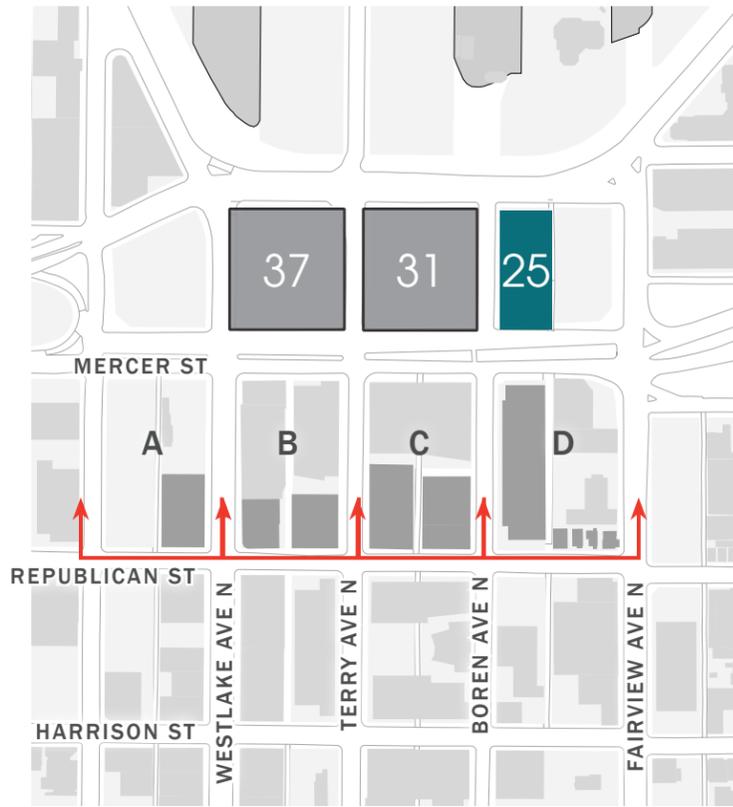
NORTH-SOUTH AVENUE ANALYSIS -- SECTIONAL STUDIES

WESTLAKE AVENUE

SLU's primary arterial street

TERRY AVENUE

Public space, public life



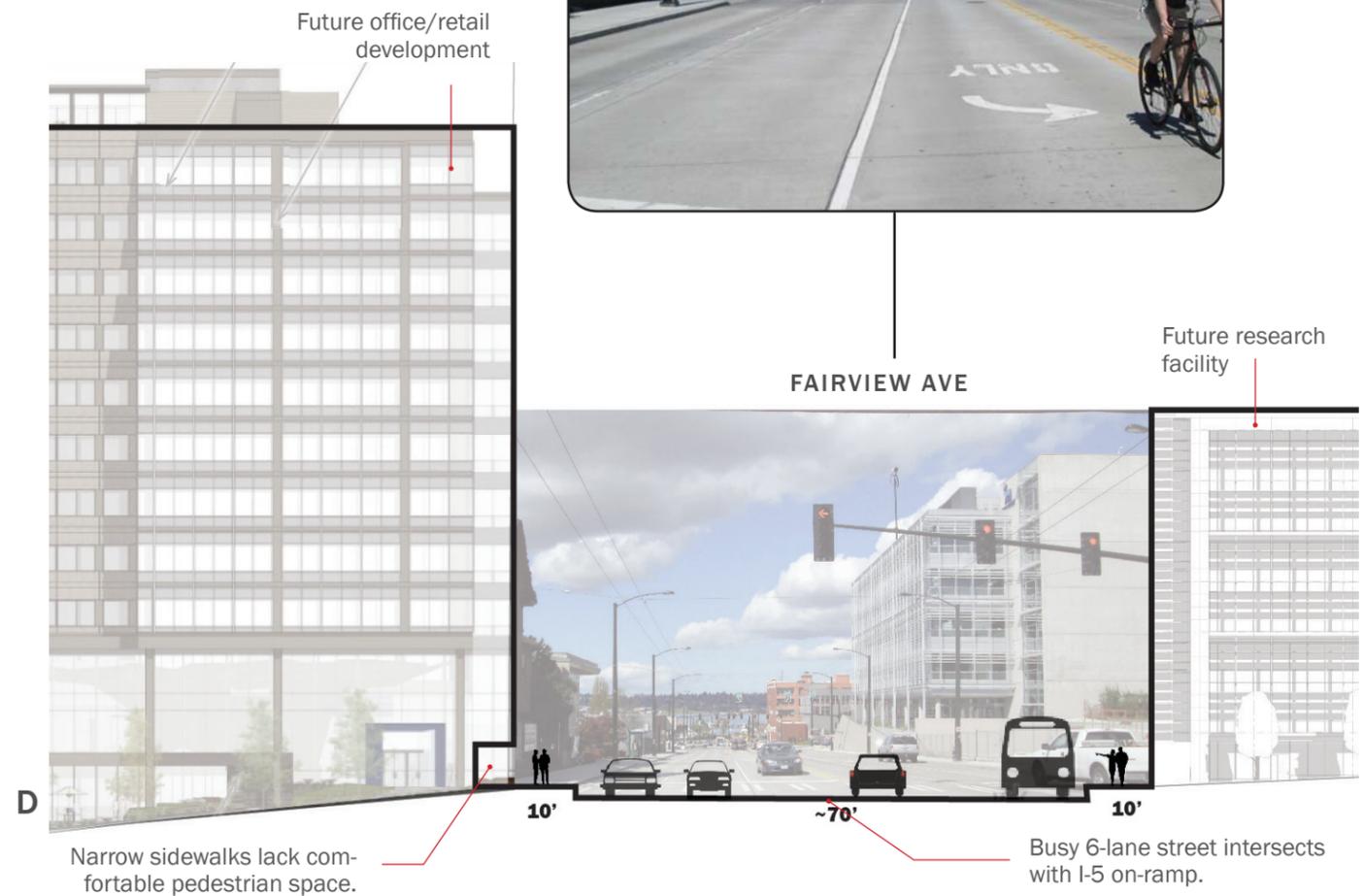
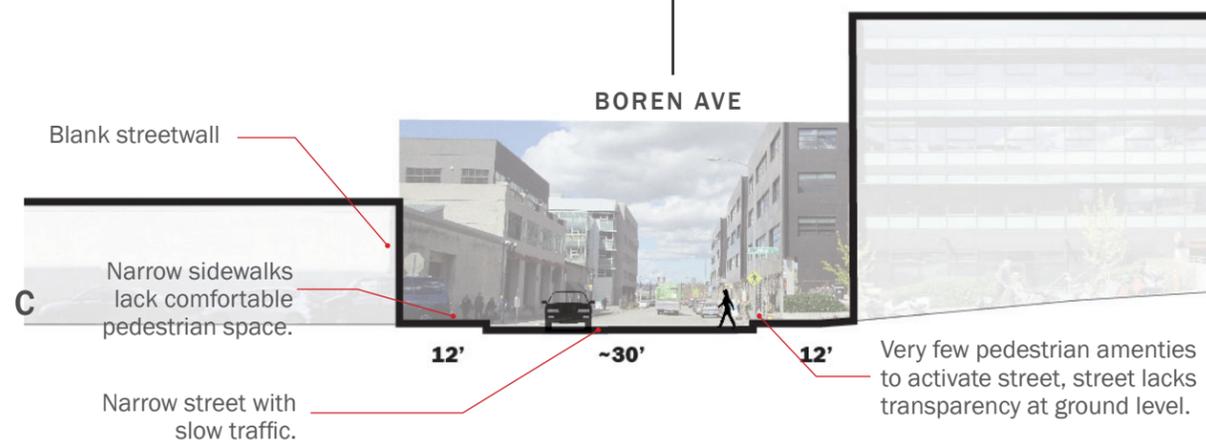
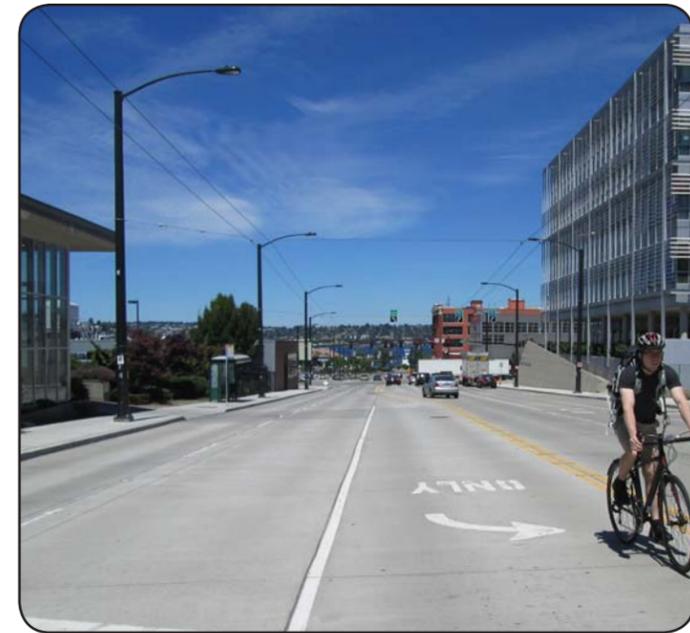
BOREN AVENUE

Future residential corridor

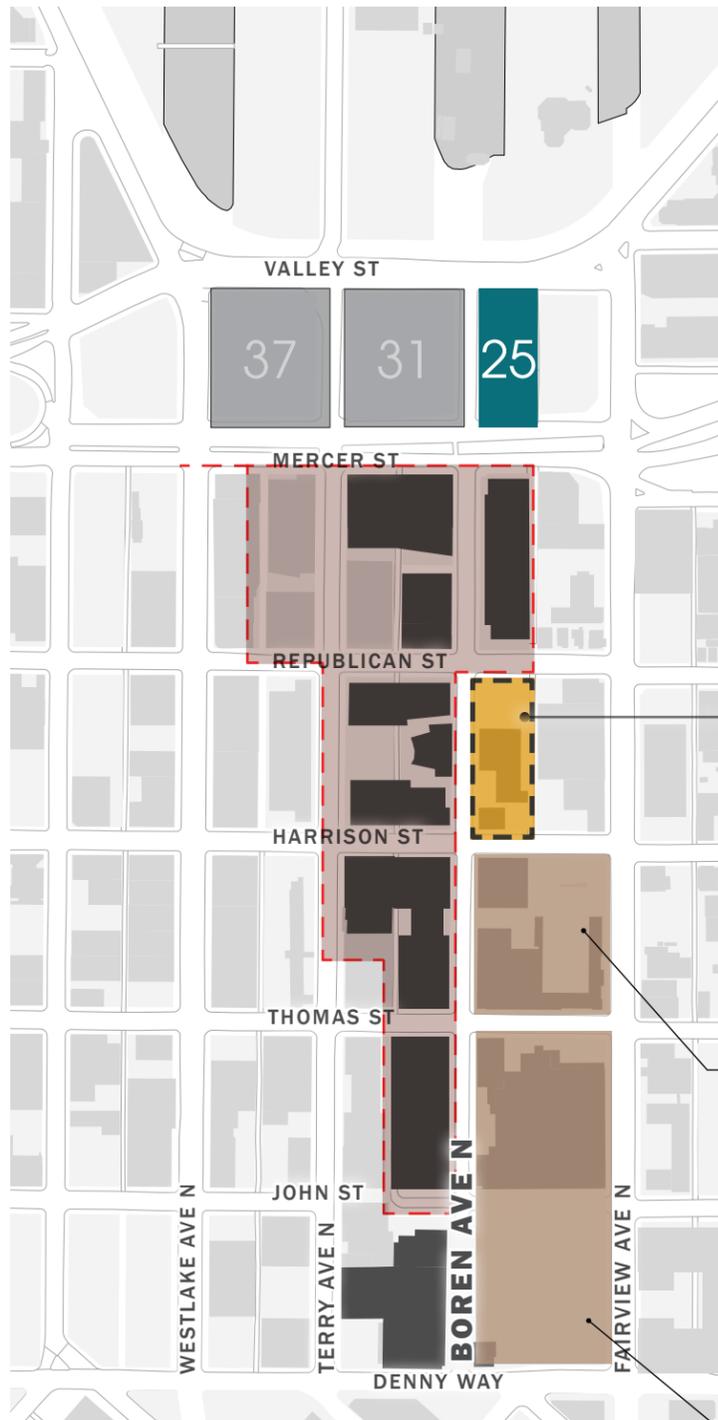


FAIRVIEW AVENUE

Office core, primary highway access



NORTH-SOUTH AVENUE ANALYSIS | BOREN AVENUE -- "BACK-OF-HOUSE"



VIEW TOWARD BLOCKS 31 AND 25



CROSSWALK WITHOUT LIGHT



400 BOREN AVE (RESIDENTIAL)



Dense street parking leaves narrow sidewalks.

Lack of transparency excludes public from buildings.



BOREN INVESTMENT BLOCK



Boren treated as service/"back-of-house" side of Amazon campus, leaving street feeling unwelcome to pedestrians.



SEATTLE TIMES PROJECT

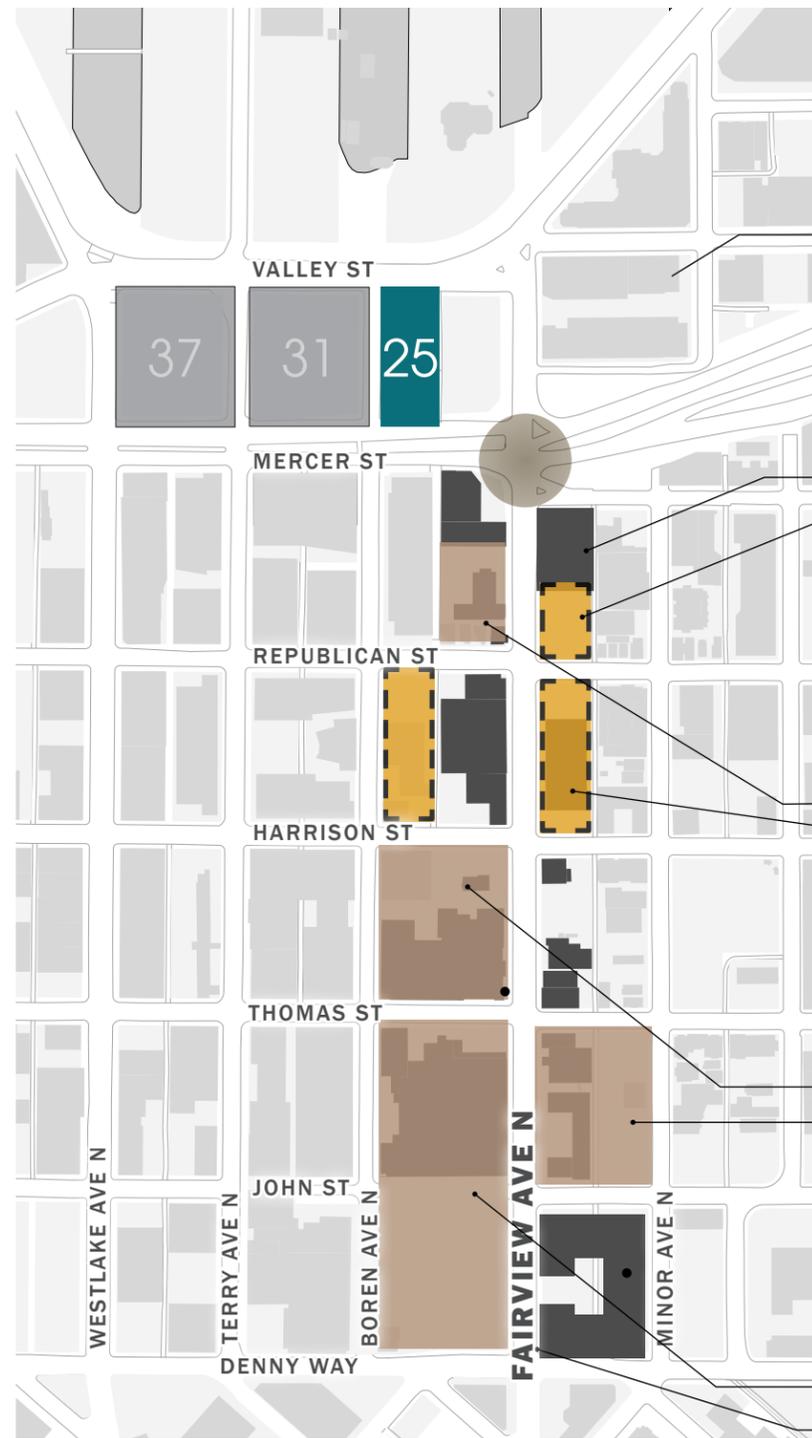
FUTURE DEVELOPMENT



Although transparent, building entrances are not located on Boren, reducing the activity on the street.

Large planters and steep topography reduce space for pedestrian uses.

STREET CHARACTER



WAREHOUSE/STORAGE FACILITIES



FAIRVIEW RESEARCH CENTER



LIFE SCIENCES/LABORATORY BUILDING



OFFICE AND RETAIL



OFFICE AND RETAIL



BOREN INVESTMENT BLOCK



CASCADE I&II



SEATTLE TIMES PROJECT



MIRABELLA

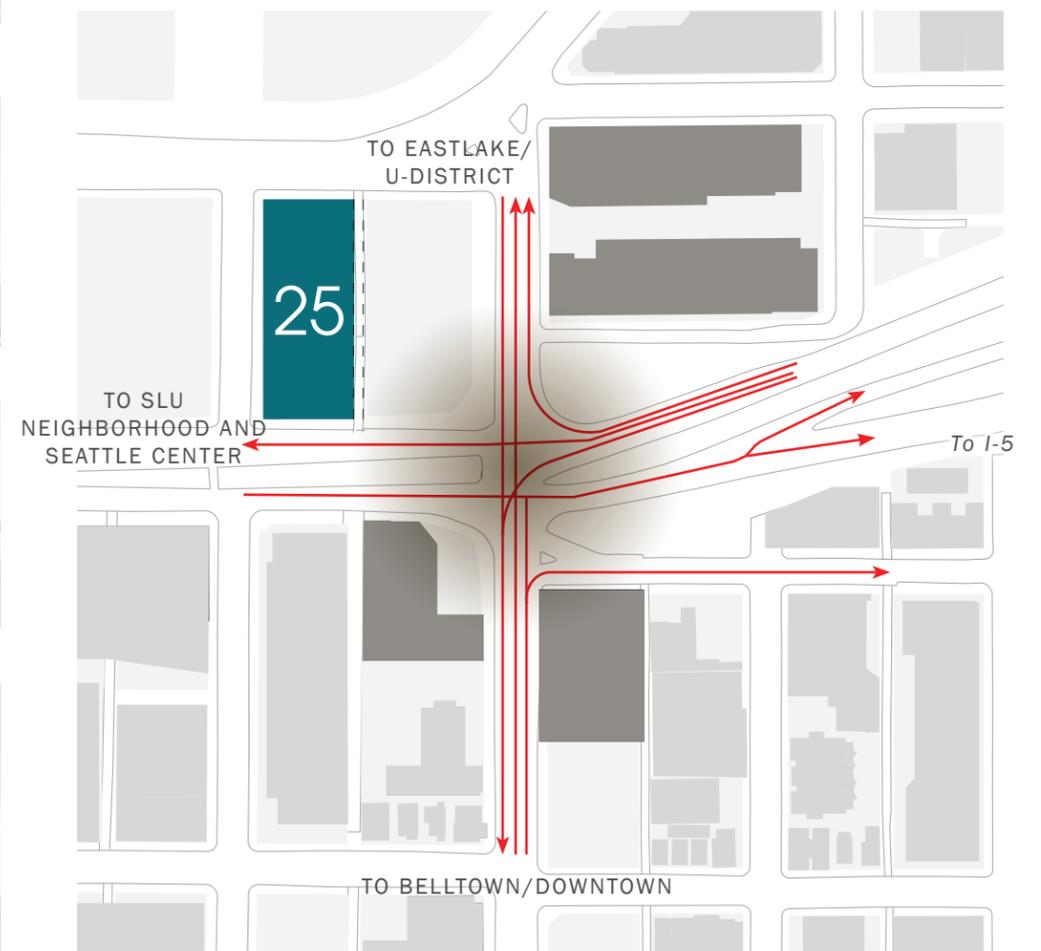
UNDER CONSTRUCTION
 MUP PROCESS

CURRENT AND FUTURE DEVELOPMENT



VIEW TOWARD BLOCK 25

Block 25



TRAFFIC DENSITY AT FAIRVIEW/MERCER INTERSECTION

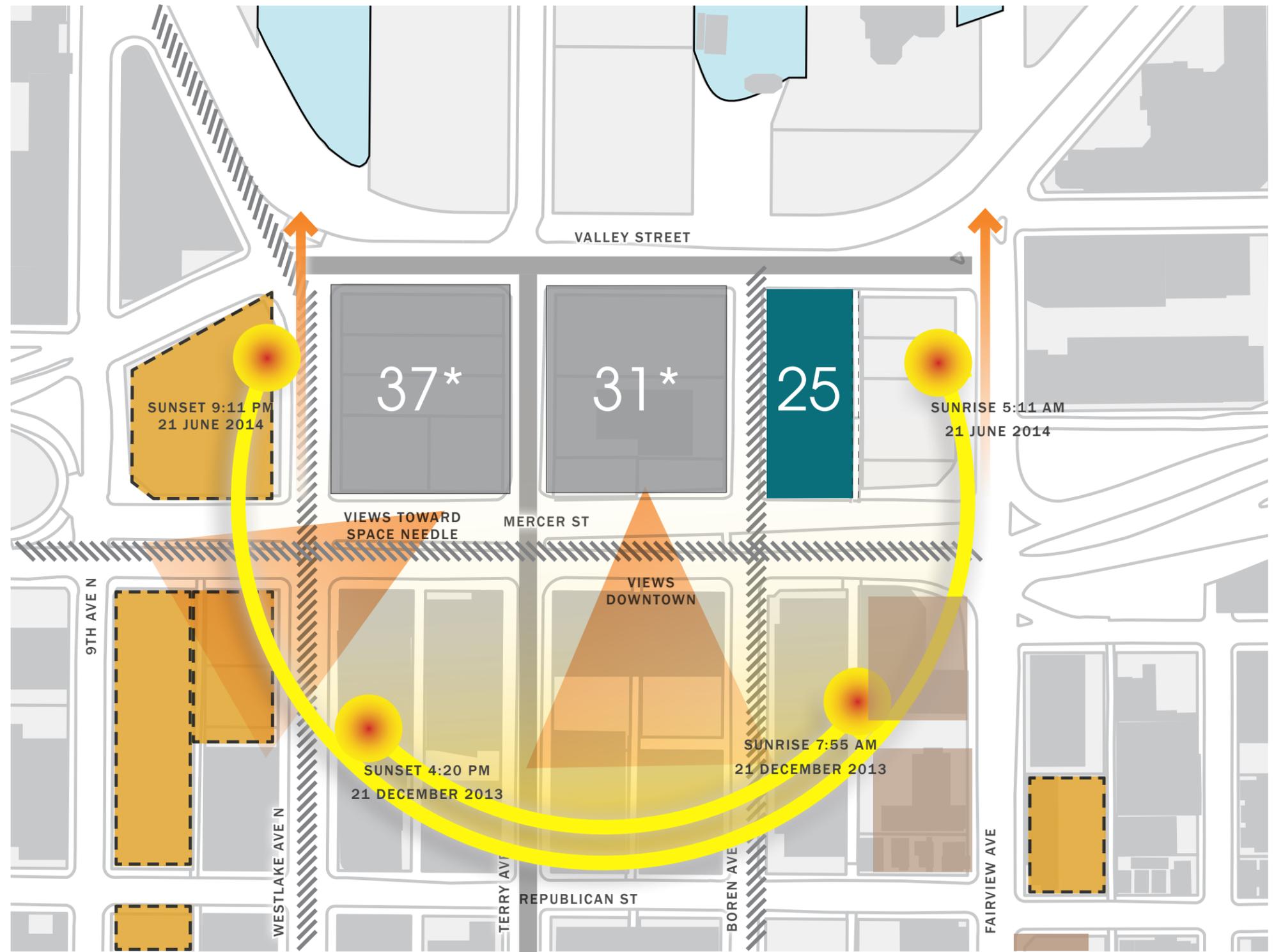
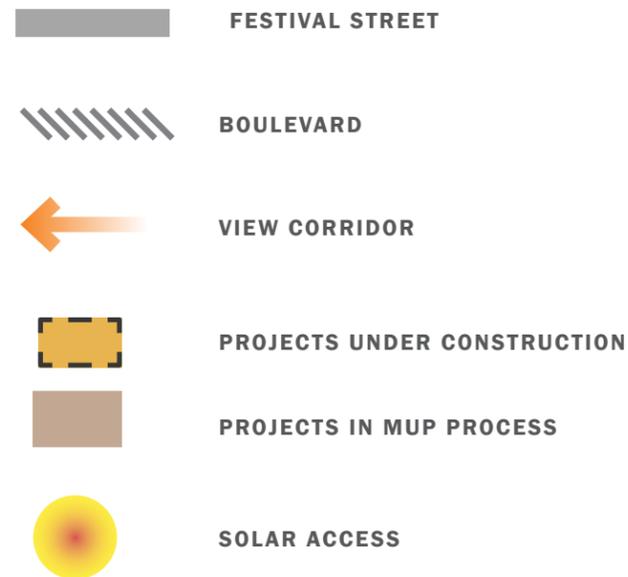
SITE OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

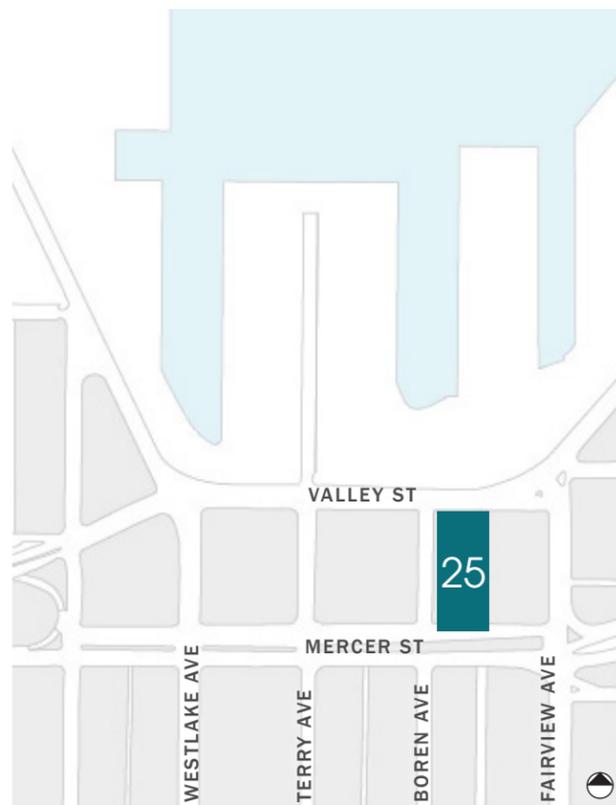
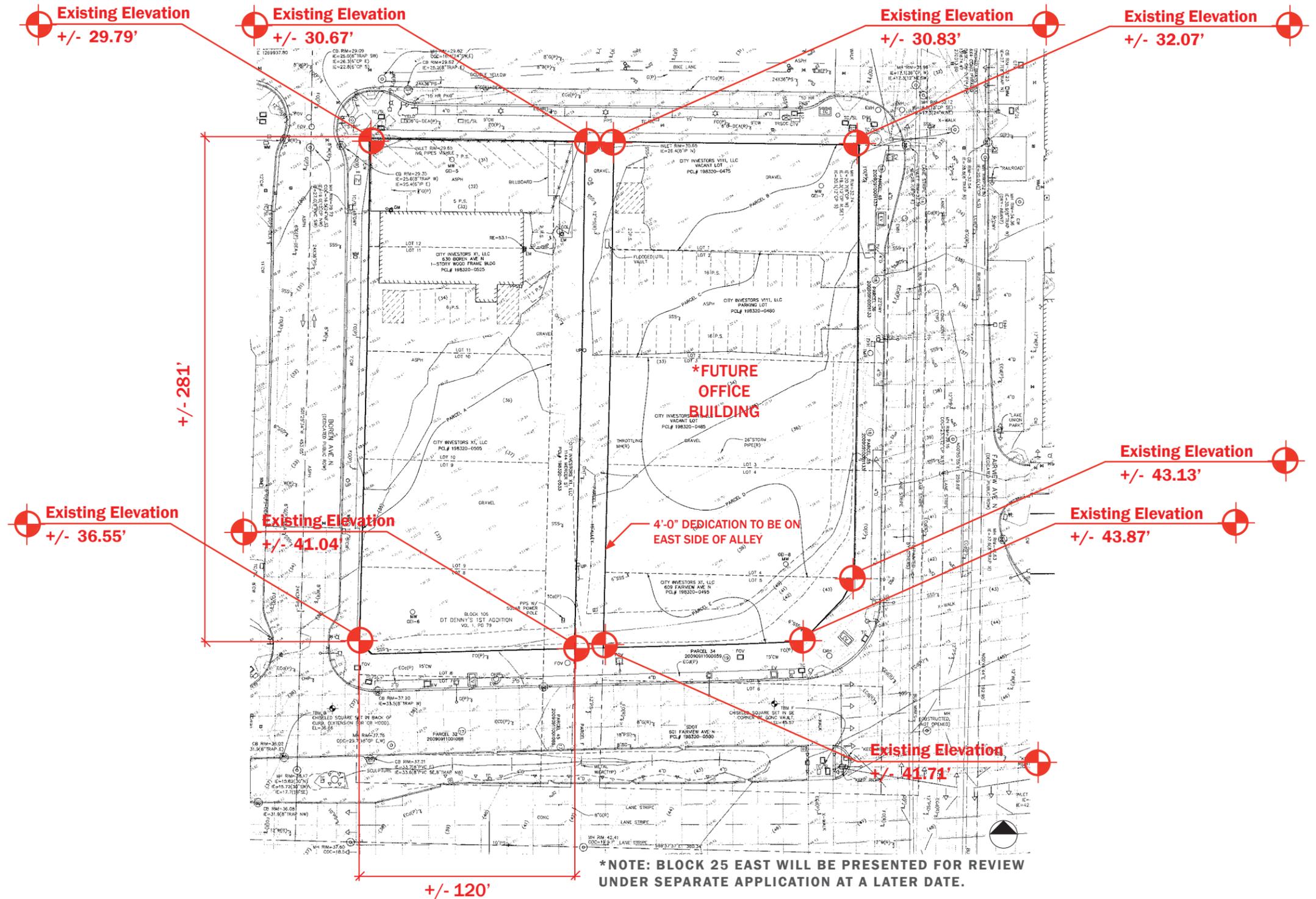
- Foster use of festival street along Valley Street. Create pedestrian friendly spaces for public use, including SLU Park.
- Design for commuters using nearby boulevards.
- Maximize views of Space Needle, Downtown and South Lake Union

CONSTRAINTS

- Views to south and west are likely to be obstructed by future development
- Boren Ave and Fairview Ave do not provide easy access to sites.
- Intersection of Mercer Street and Boren Ave is right in/right out only
- Alley connection to Mercer Street is right in/right out only
- Noise from Mercer Street and I-5 on-ramp.



*Block 37 and Block 31 were presented and reviewed with the Board on 08/13/2014



VIEWS FROM SITE



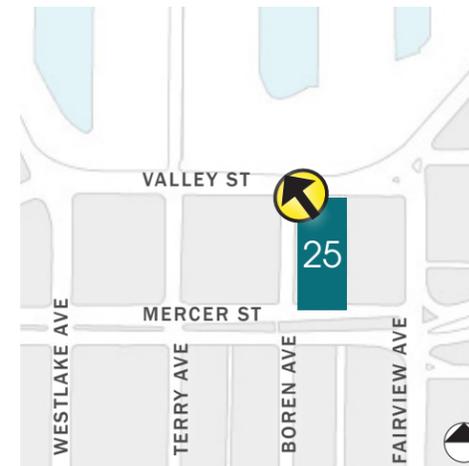
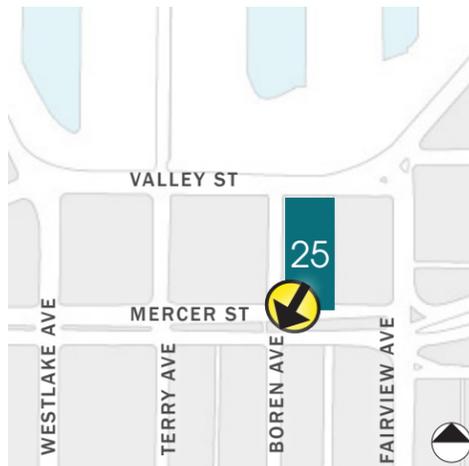
MERCER STREET

MERCER STREET AND BOREN AVE LOOKING SOUTHWEST



VALLEY STREET

VALLEY STREET AND BOREN AVE LOOKING NORTHWEST



CS2: URBAN PATTERN AND FORM

CS3: ARCHITECTURAL CONTEXT AND CHARACTER

PL1: CONNECTIVITY



CS2 - A. Location in the City and Neighborhood

1. *Sense of Place:* Design the building and open spaces to enhance a distinctive sense of place.
2. *Architectural Presence:* Evaluate the architectural presence that is appropriate for the building.

CS2 - B. Adjacent Sites, Streets, and Open Spaces

1. *Site Characteristics:* Allow characteristics of sites to inform the design.
2. *Connection to the Street:* Make a strong connection to the street and with the public realm.
3. *Character of Open Space:* Evaluate adjacent open spaces for how they function as “rooms” for public use.

CS3 - B. Local History and Culture

1. *Placemaking:* Explore the history of the site and neighborhood as a potential placemaking opportunity.

South Lake Union Supplemental Guidance:

CS2 – I. Responding to site characteristics

- i. Encourage provision of “outlooks and overlooks for the public view of the lake and cityscapes.
- iv. “Heart” locations: Westlake Avenue, Terry Avenue, Valley Street.

CS3 – II. Architectural Context

- i. Support the existing fine-grained character of the neighborhood with a mix of building styles.
- ii. Re-use and preserve important buildings and landmarks when possible.
- iii. Expose historic signs and vintage advertising on buildings where possible.

RESPONSE

To strengthen the sense of place for this unique location in the city, the project will incorporate all relevant context and character of the neighborhood, including the maritime culture and history of South Lake Union, the characteristics of the park, and the surrounding block developments and open spaces. Outlooks to the lake will be an important element of the design. The project will emphasize a strong pedestrian character, with ground-level commercial uses, widened sidewalks, and enhanced landscaping.

PL1-A. Network of Open Spaces

1. *Enhancing Open Space:* Ways that design can enhance the features and activities of off-site open spaces.
2. *Adding to Public Life:* Seek opportunities to foster human interaction and place-making elements.

South Lake Union Supplemental Guidance:

PL1 – III. Pedestrian Open Spaces and Entrances: New developments are encouraged to work with the Design Review Board and citizens to enhance the public realm, i.e. the transition between private property and the public right of way. Include features such as:

- i. Curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors;
- ii. pedestrian-oriented street lighting;
- iii. street furniture

RESPONSE

To improve the connection from the city to the lake, the project will strengthen development of outdoor “rooms” along North-South avenues and along Valley Street. Project will provide setbacks to encourage activity and security with “eyes on the street.” The project will also include a variety of commercial uses on the ground floor with amenities such as pedestrian-oriented lighting and street furniture to attract pedestrians.

PL2: WALKABILITY



South Lake Union Supplemental Guidance

PL2 – I. Streetscape Compatibility:

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

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

RESPONSE

To improve the walkability of the immediate context, the project will connect to the pedestrian networks on surrounding streets and in South Lake Union Park. It will strive to increase activity in the neighborhood by attracting pedestrians with a variety of uses, placing emphasis on pedestrian-friendly streetscape amenities. The building street fronts will vary in design, incorporate the sidewalk, and provide opportunity for activity to spill out to the sidewalk.

PL3: STREET-LEVEL INTERACTION



PL3-B. Residential Edges

- 1. Security and Privacy: use a buffer or semi-private space between the development and the street.
- 2. Ground-level Residential: Privacy and Security is important at entries and windows that overlook the street.
- 3. Buildings with Live/Work uses: Maintain active and transparent facades.
- 4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C. Retail Edges

- 1. Porous Edge: Give passerbys opportunities to interact visually with the interior using glazing and transparency.
- 2. Visibility: Maximize visibility into the building interior and merchandise displays.
- 3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur.

South Lake Union Supplemental Guidance:

PL3 – II. Human Activity:

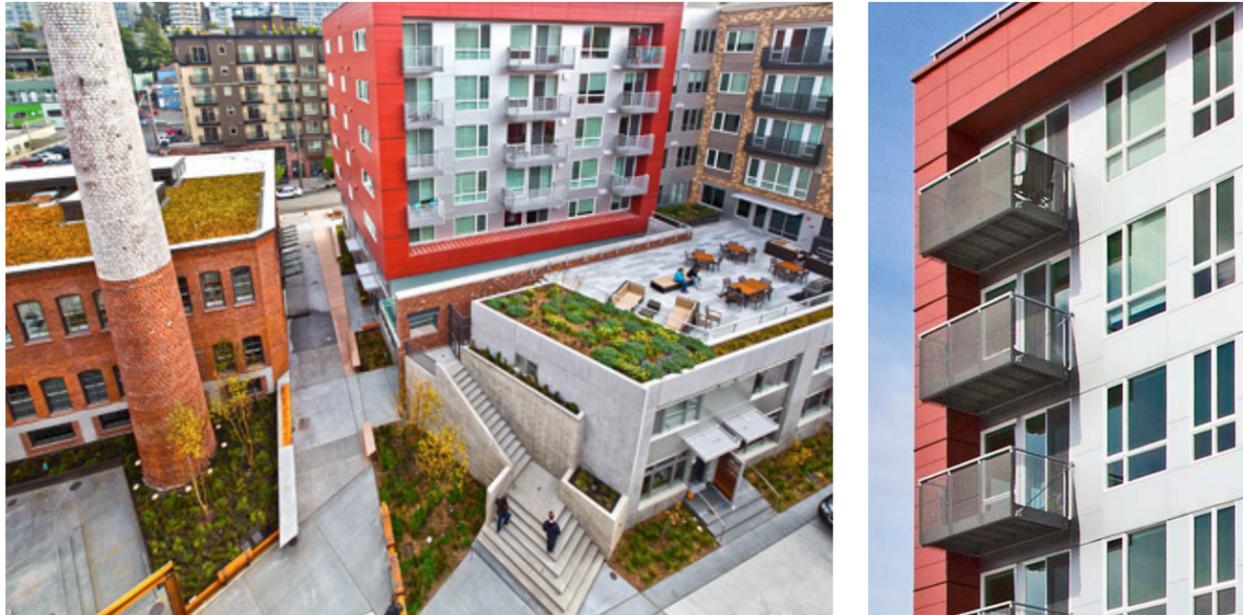
- i. Create graceful transitions at the street level between the public and private uses.
- ii. Design facades to encourage activity to spill out from business onto the sidewalk, and vice versa.
- iii. Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- iv. Create businesses and community activity through co-location of retail and pedestrian uses.

PL3 – III. Transitions Between Residences and Street: Design residential entries to enhance the character of the streetscape.

RESPONSE

To encourage human interaction at the Ground level residential uses along Boren, stoops and other architectural elements will provide thoughtful transitions between public and private areas. Ground level retail uses along Valley will be porous and transparent to attract pedestrians and will include outdoor seating for restaurants.

DC2: ARCHITECTURAL CONCEPT



DC2-A. Massing

1. *Site Characteristics and Uses:* Arrange the mass taking into consideration site characteristics and uses.
2. *Reducing Perceived Mass:* Use architectural elements to reduce the perceived mass of larger projects.

DC2-B. Architectural and Facade Composition

1. *Facade Composition:* Design all facades considering composition and architectural expression.

South Lake Union Supplemental Guidance:

DC2 – I. Architectural Concept and Consistency: Design the “fifth elevation” - the roofscape - in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

RESPONSE

The architectural concept for the three block site will endeavor to fit well in its surroundings. The design will include architectural elements that reduce the mass of the buildings and provides depth to the facade including balconies, awnings, canopies, etc. The design will also include roof decks and green roofs that provide open space for residents.

DC3: OPEN-SPACE CONCEPT



DC3-A. Building-Open Space Relationship

1. *Interior/Exterior Fit:* Develop an open space concept in conjunction with the architectural concept.

DC4-B. Open Space Uses and Activities

1. *Meeting User Needs:* Plan the features of each open space to ensure each space has a purpose and function.
2. *Matching Uses to Conditions:* Respond to light and weather shifts through open space design and/or activities.
3. *Connections to Other Open Spaces:* open spaces should connect with the uses and activities of nearby open space.
4. *Multifamily Open Space:* Design common and private open spaces for physical activity and social interaction.

South Lake Union Supplemental Guidance:

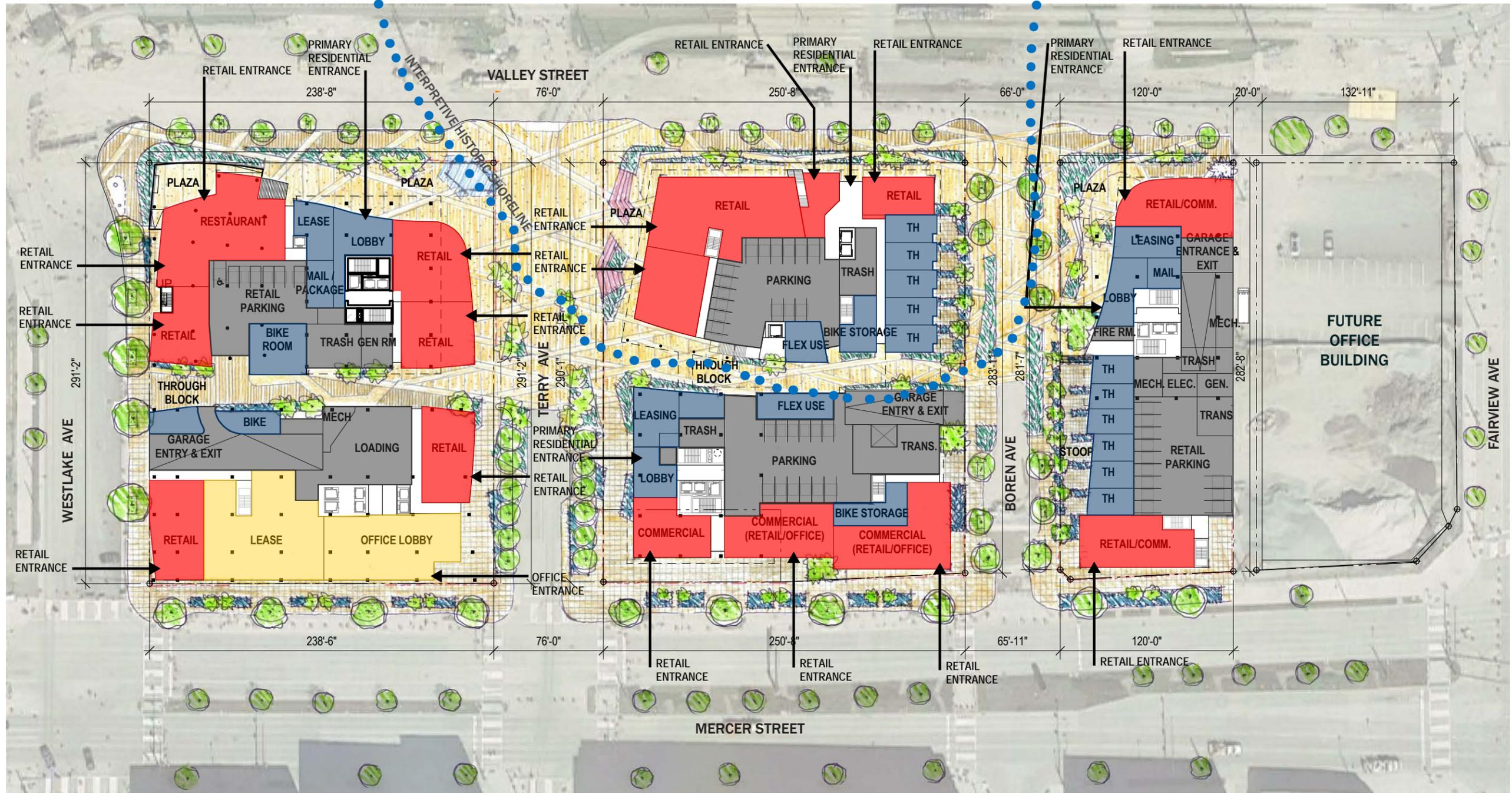
DC3 – I. Landscaping to Reinforce Design Continuity With Adjacent Sites.

DC3 – II. Landscaping To Enhance The Building and/or Site: Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area.

DC3 – III. Landscape Design to Address Special Site Conditions: Landscaping should take advantage of views to waterfront and downtown Seattle.

RESPONSE

At this critical location in the urban fabric where the city meets the waterfront park, the project design will weave building form and open spaces. Open spaces will be designed as an extensions of interior public spaces, allowing activity to spill out. The concept of outdoor rooms will be continued along Boren Ave, and along Valley Street. Landscaping will be a key element of the design of these open spaces and provide continuity with adjacent sites.





NEW ROAD PROJECT,
BRIGHTON, UK



UNIVERSITY CIRCLE PLAZA,
CLEVELAND, OH



1889 MILL BETWEEN
VALLEY AND MERCER ST.

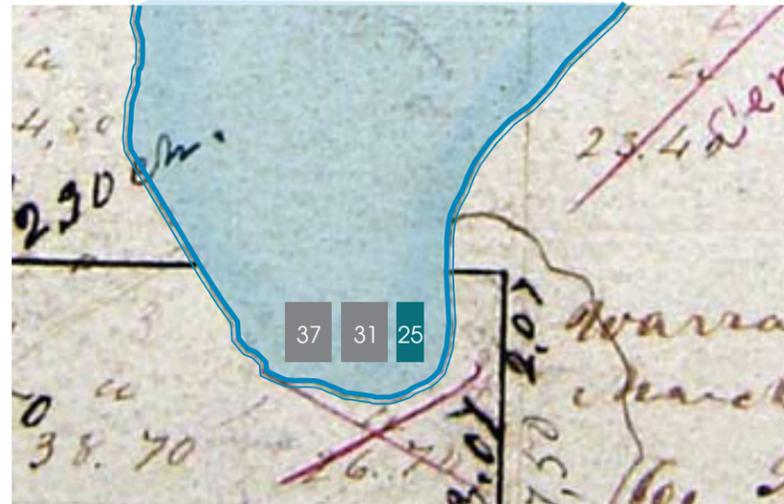


SIMCOE WAVEDECK,
TORONTO

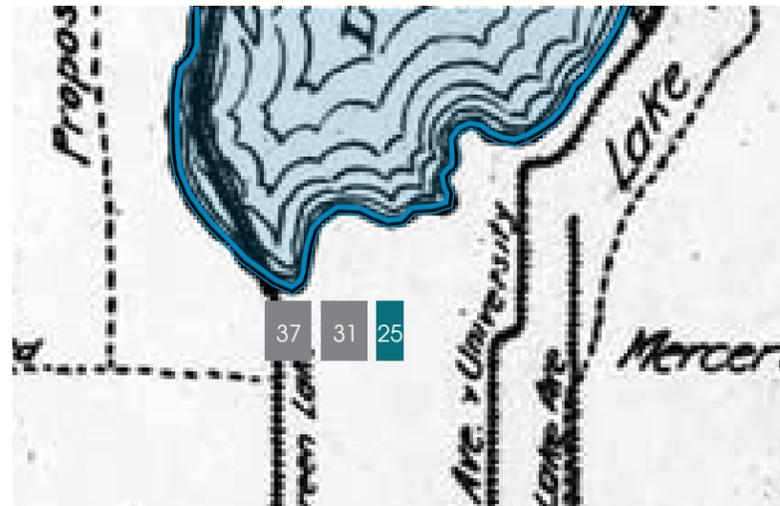


WATERGARDENS SHOPPING
CENTER, AUSTRALIA

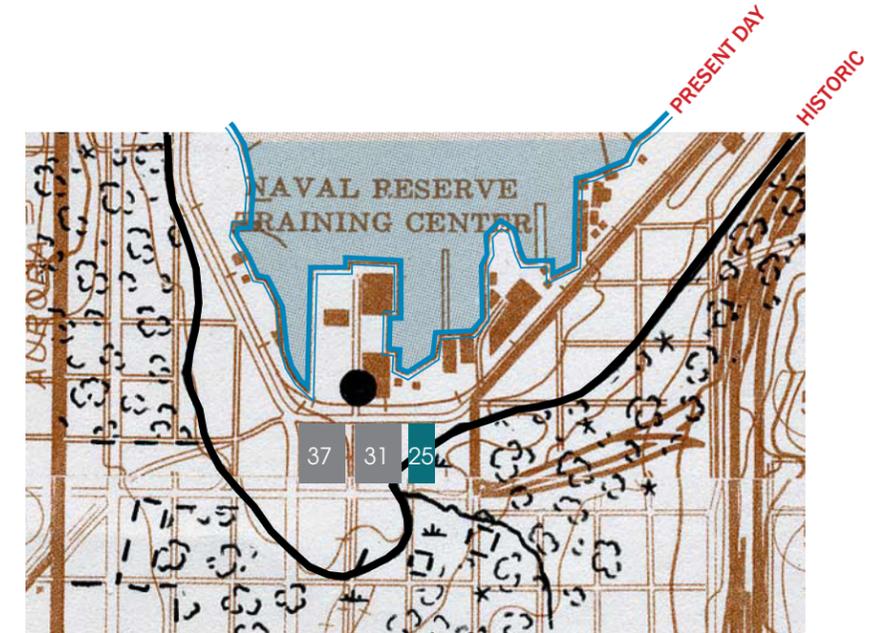
TOWER PLACEMENT | SHORELINE



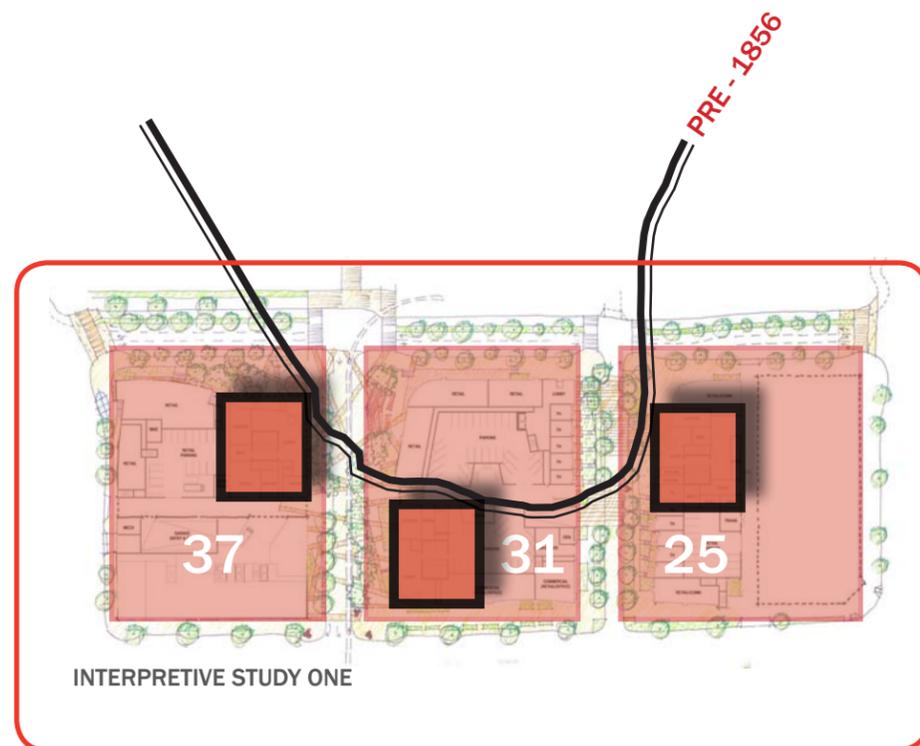
CIRCA 1855



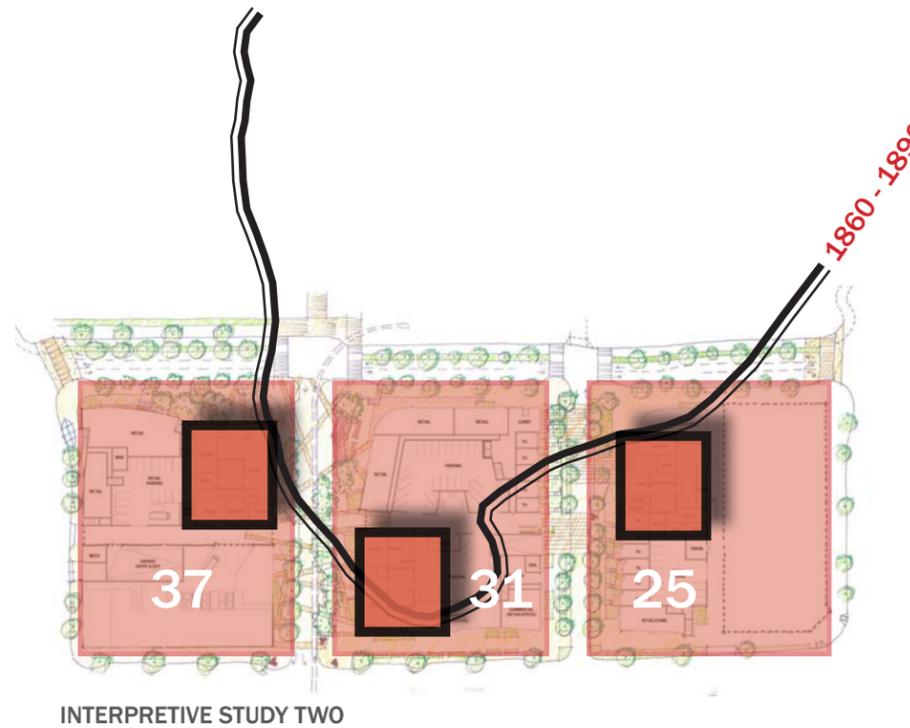
CIRCA 1900



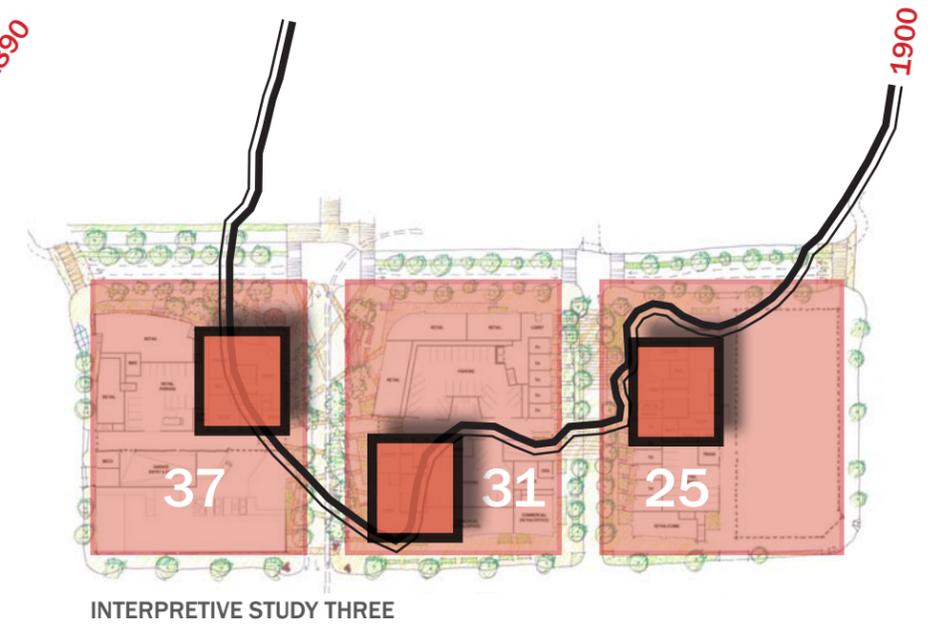
CIRCA 1965 (WITH HISTORIC SHORELINE)



INTERPRETIVE STUDY ONE



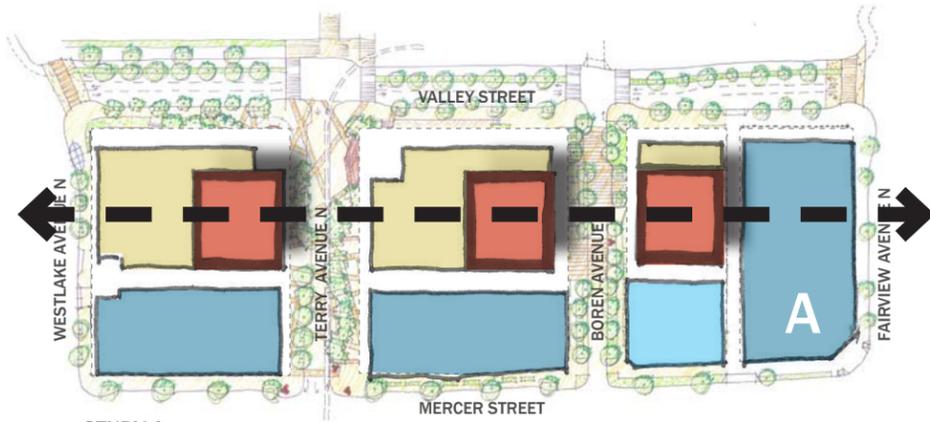
INTERPRETIVE STUDY TWO



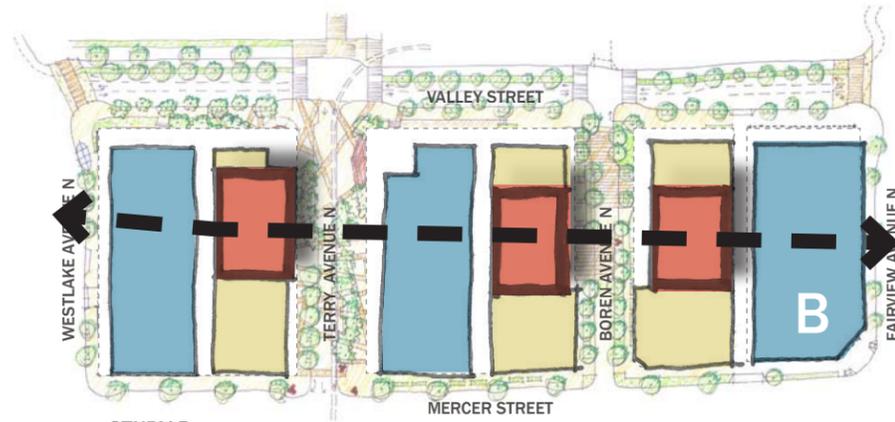
INTERPRETIVE STUDY THREE

TOWER LAYOUT/HISTORIC SHORELINE STUDY, APPROVED AT EDG 1 - AUGUST 15TH, 2014

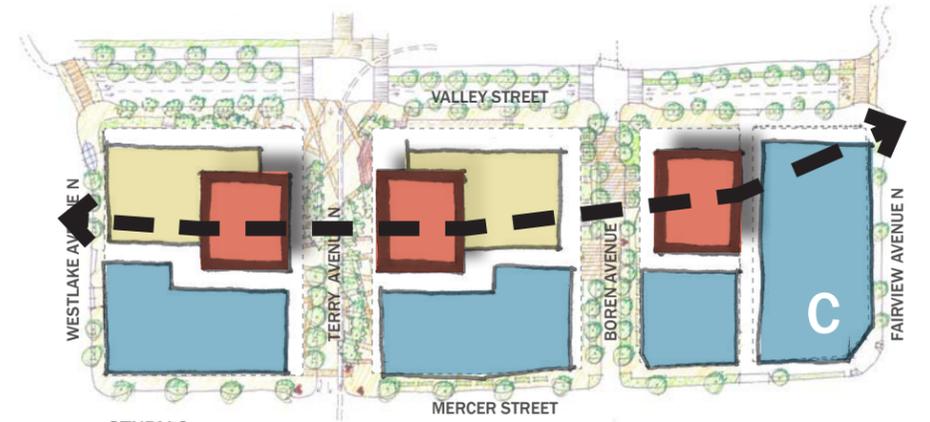
TOWER PLACEMENT STUDIES



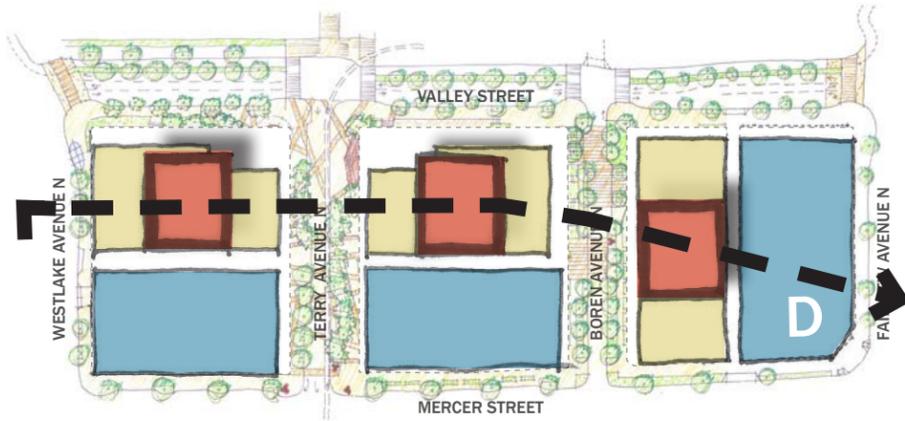
STUDY A:



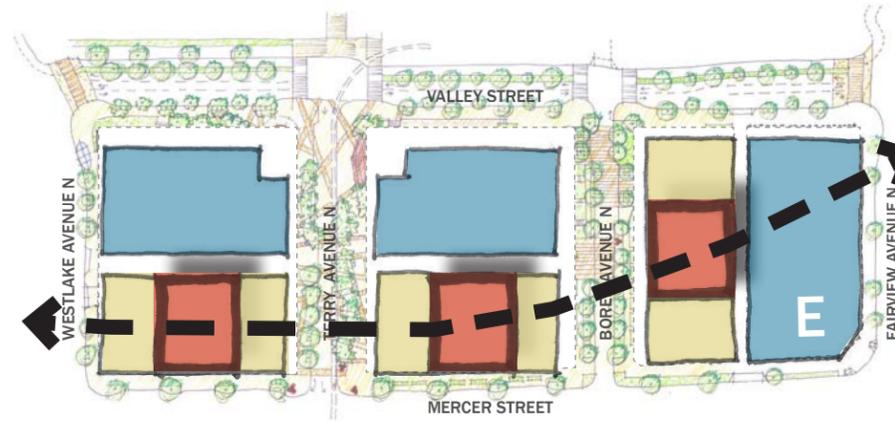
STUDY B:



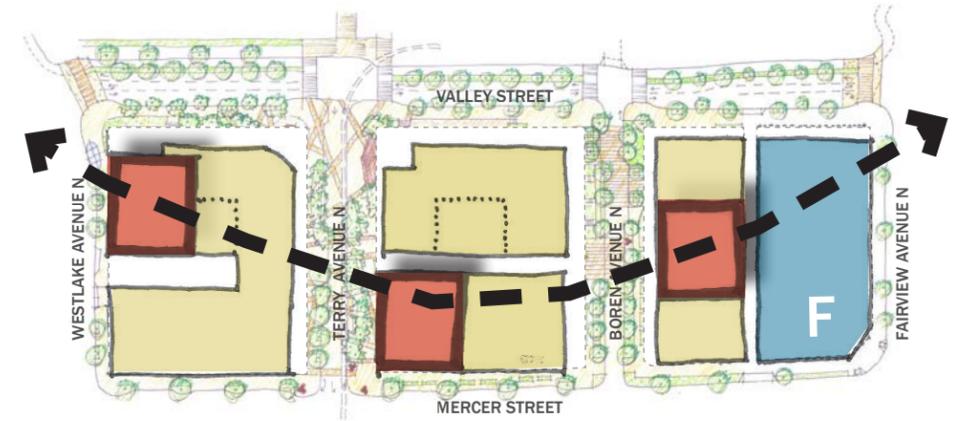
STUDY C:



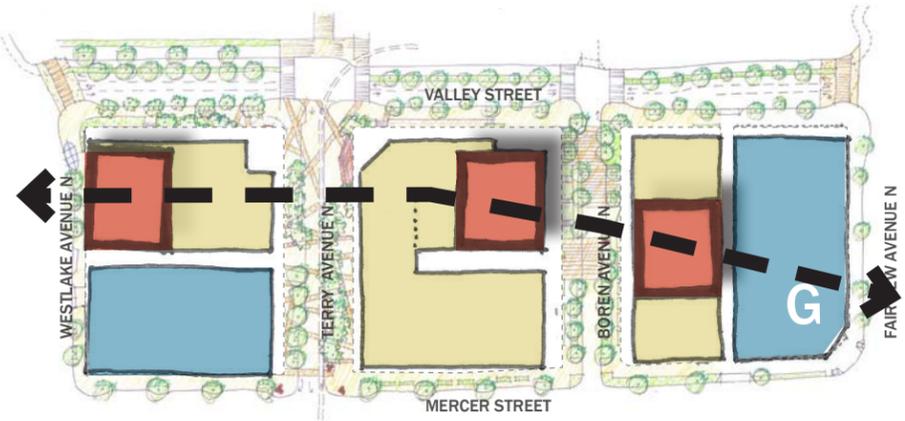
STUDY D:



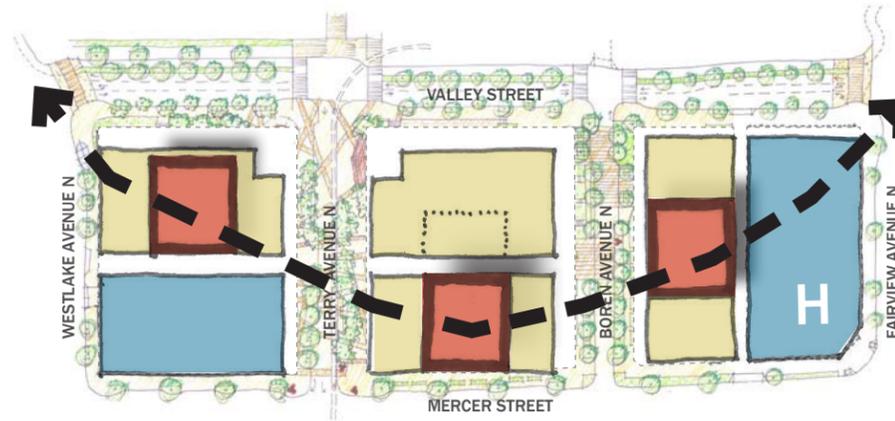
STUDY E:



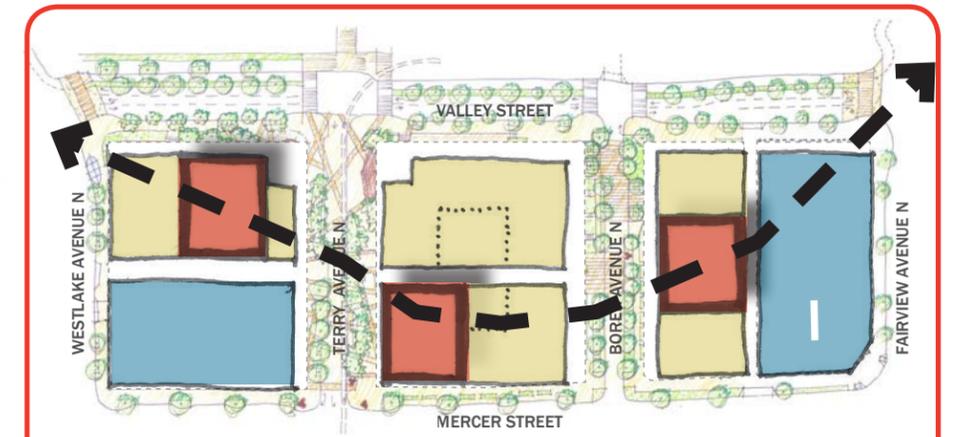
STUDY F:



STUDY G:



STUDY H:

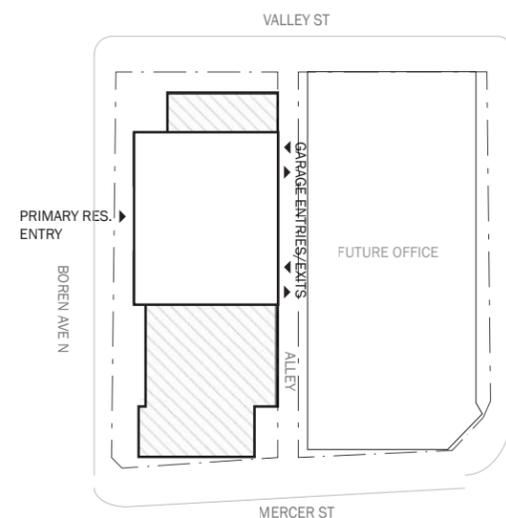


STUDY I: PREFERRED SCHEME, APPROVED AT EDG 1 - AUGUST 15TH, 2014

*The Board supported the preferred tower scheme at the EDG 1 presentation for Block 37 & Block 31 on 8/13/2014

BLOCK 25

SCHEME A - CODE COMPLIANT



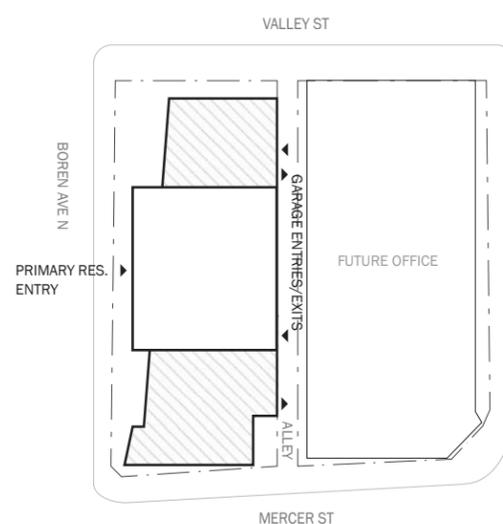
PROS:

- Maximizes allowable buildable area while maintaining pedestrian friendly feel along Boren.
- Variable podium heights allow for multiple terraces and potential green rooftops.

CONS:

- Street frontage at Valley Street is bulky and out of scale when attempting to create a pedestrian friendly streetscape.
- Façade off Valley feel abrupt and does not transition in scale from the openness of the park.
- Plaza at intersection of Valley and Boren does not respond to the surrounding context and does not create a nice pedestrian flow.
- Northern most townhouses get lost in mass of tower and feel out of scale.
- Tower cast shadow on corner plaza in morning and private common deck at noon.

SCHEME B



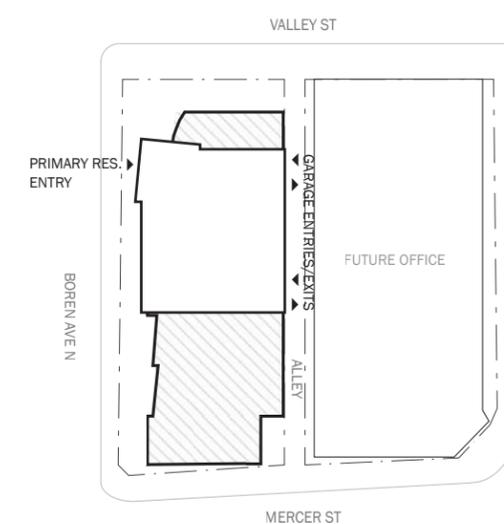
PROS:

- The contrast of the angled podium and the cantilevered tower creates a visually interesting focal point and help activate the plaza along Valley and Boren.
- The location of the tower at the center of the block creates a focal point for the the through-block connections on the adjacent Lakefront Blocks (31 & 37).
- Massing and scale of townhomes with landscaping create more privacy along Boren as a pedestrian green street.

CONS:

- The Valley Street façade does not have a discernable entry point to the building.
- Large portion of Boren Avenue street level façade is used for residential lobby and leasing space, reducing the number of townhouse units at grade.
- Street frontage at Valley Street is bulky and out of scale when attempting to create a pedestrian friendly streetscape.

SCHEME C - PREFERRED



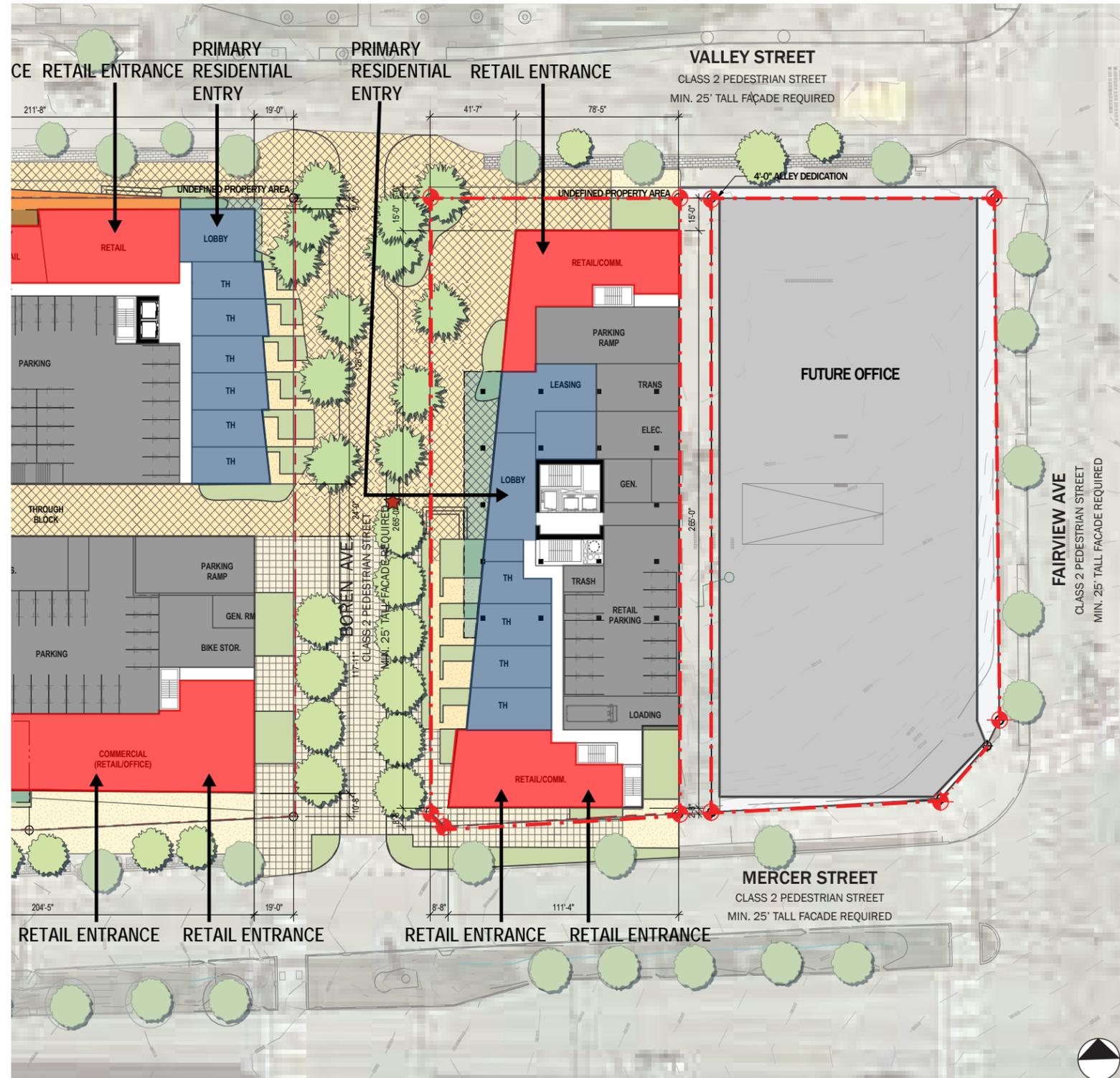
PROS:

- Building mass terraces at Valley and Boren with green roofs to create a gentle transition to the park.
- Massing and scale of townhomes with landscaping create more privacy along Boren as a pedestrian green street.
- Faceted curved glass façade at street level creates a fluid transition in the plaza for pedestrians traveling between Valley and Boren.
- Reduced podium height near grade enhances pedestrian scale and experience.

CONS:

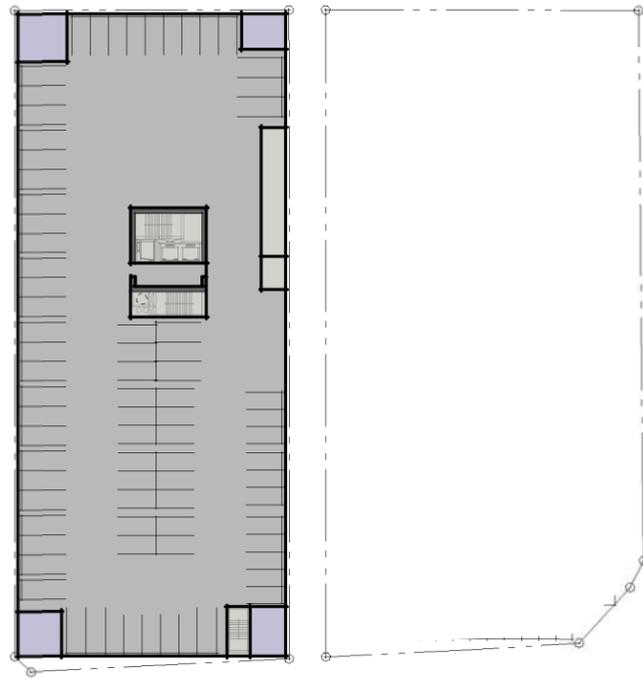
- Tower cast shadow on corner plaza in morning and private common deck at noon.



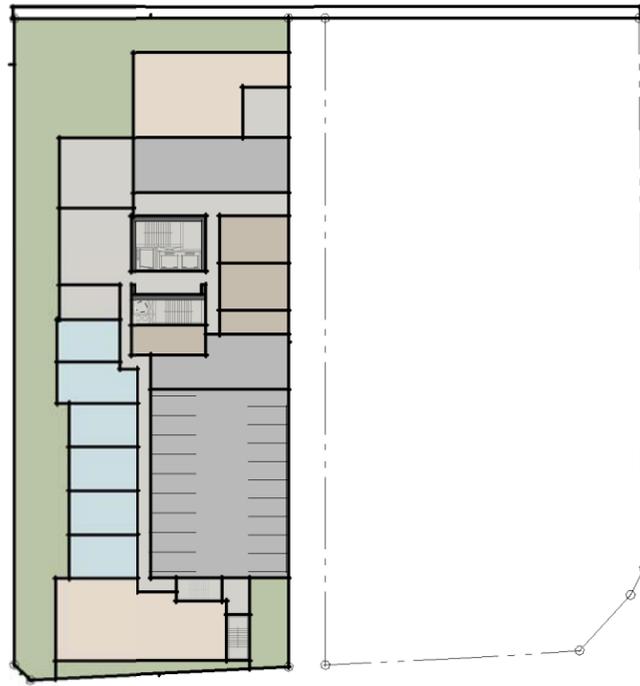




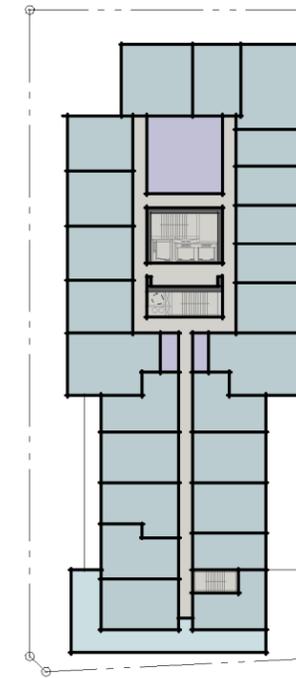
SCHEME A (CODE COMPLIANT) | BLOCK 25



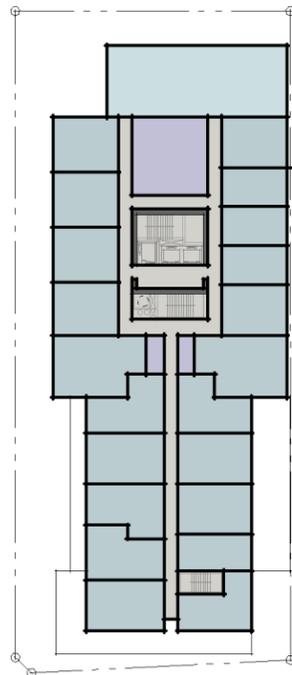
TYPICAL PARKING



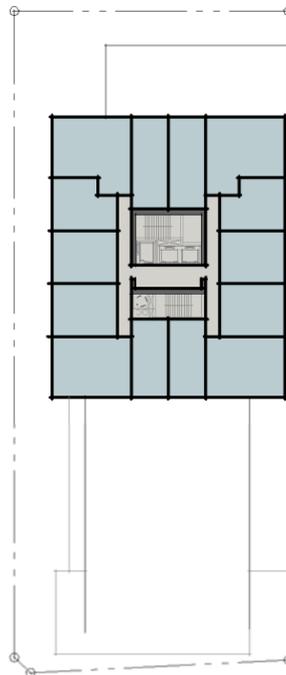
GROUND LEVEL



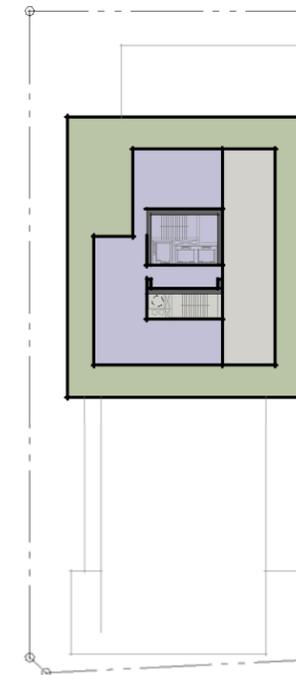
TYPICAL LOWER PODIUM



TYPICAL UPPER PODIUM



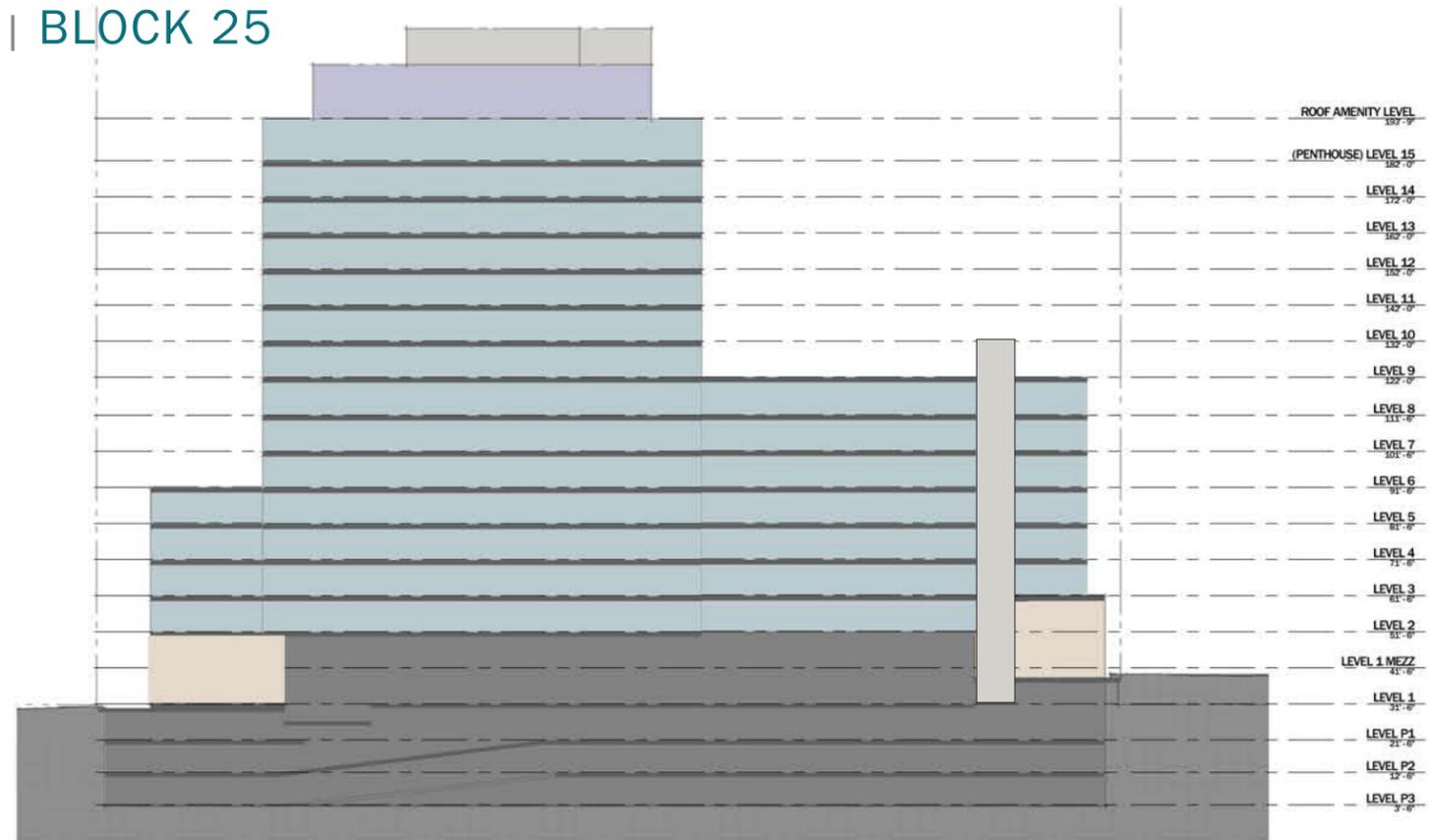
TYPICAL TOWER LEVEL



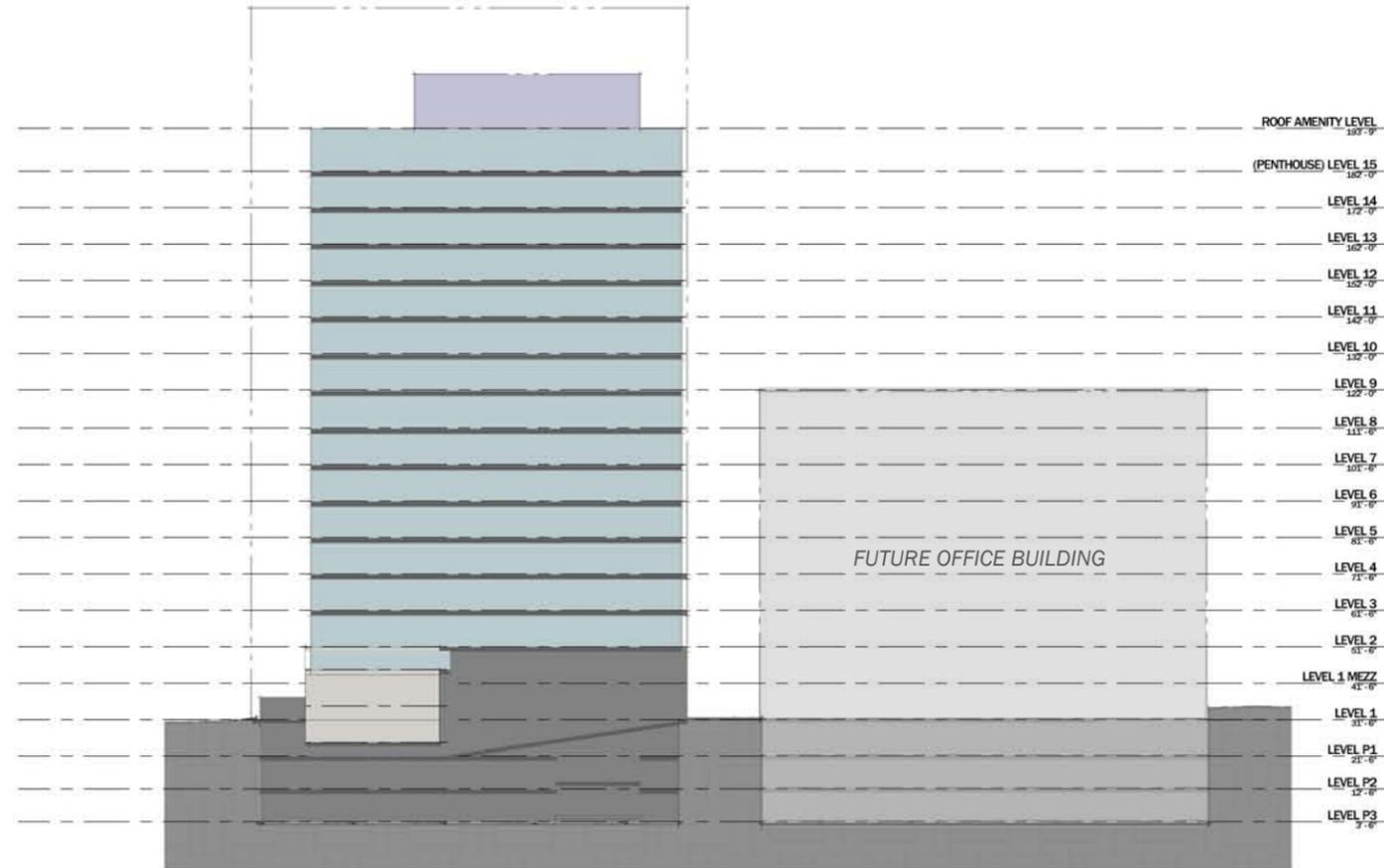
ROOF LEVEL

- Service
- Retail
- Outdoor Space
- Residential
- Amenity
- Parking
- Circulation/Lobby/Mech.

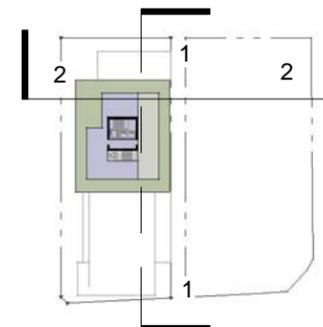


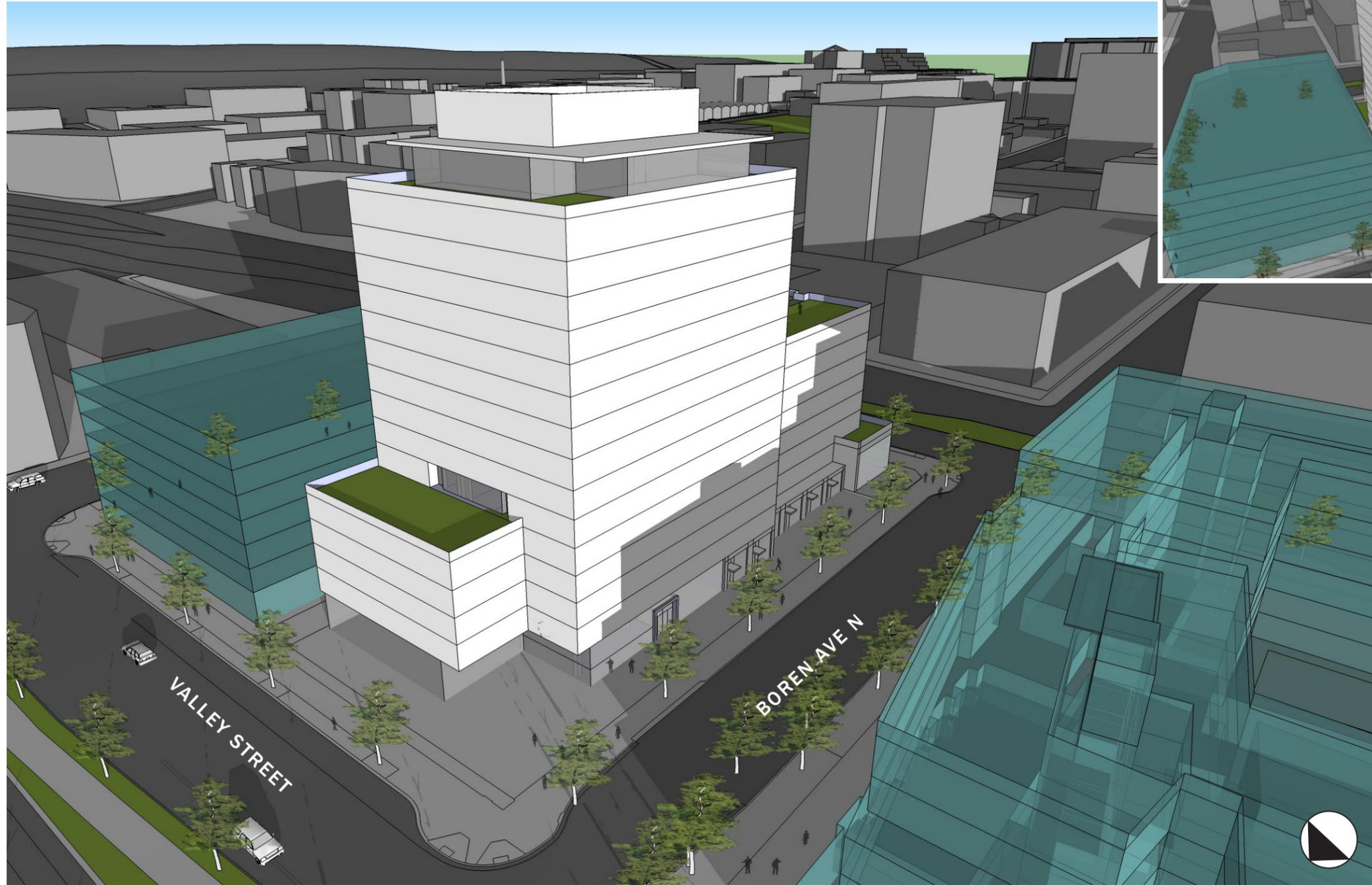


1 NORTH-SOUTH SECTION



2 EAST-WEST SECTION

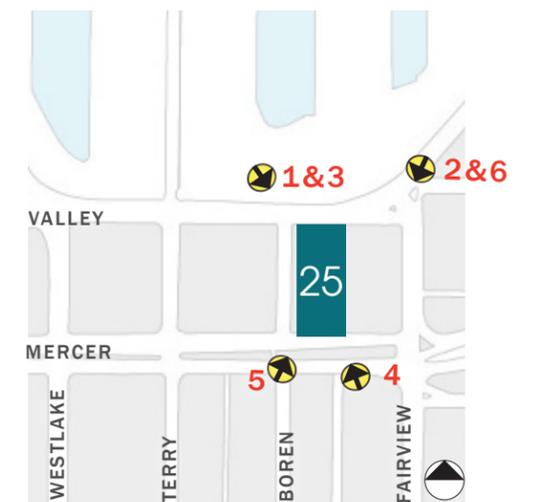




1 AERIAL VIEW FROM NORTHWEST



2 AERIAL VIEW FROM NORTHEAST





3 PERSPECTIVE VIEW FROM NORTHWEST



4 PERSPECTIVE VIEW FROM SOUTHEAST

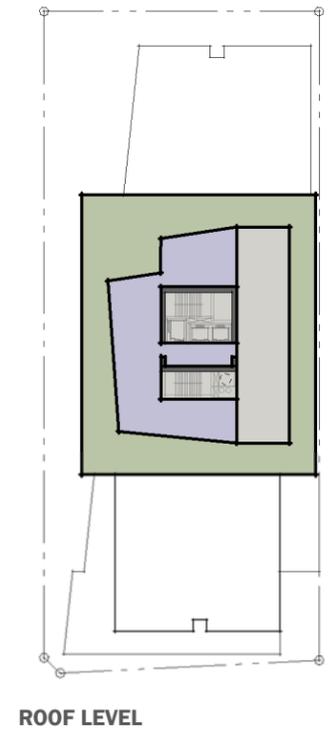
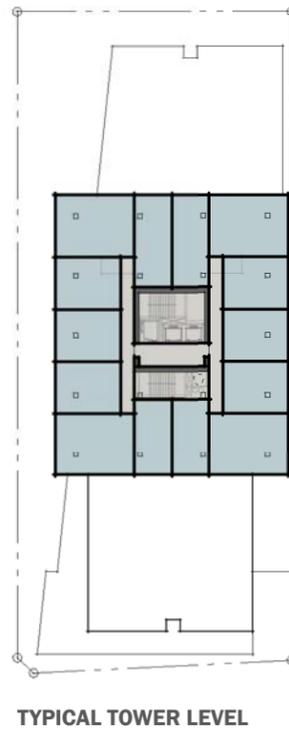
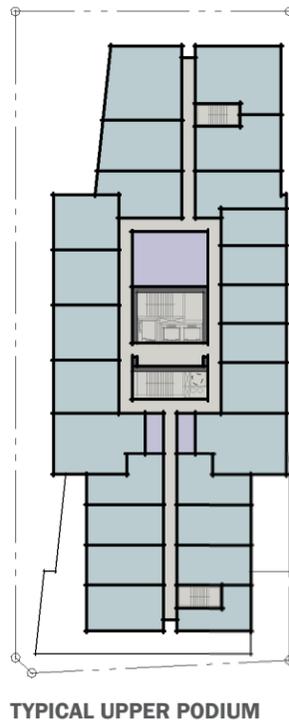
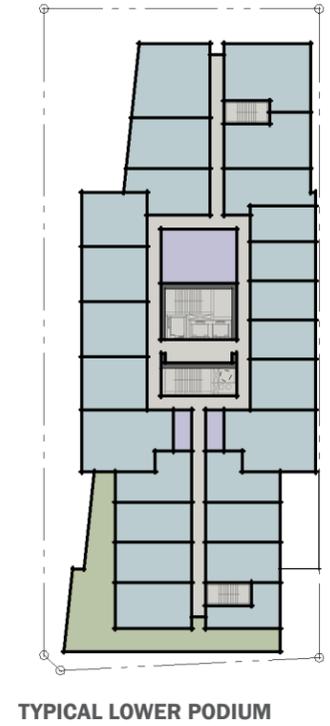
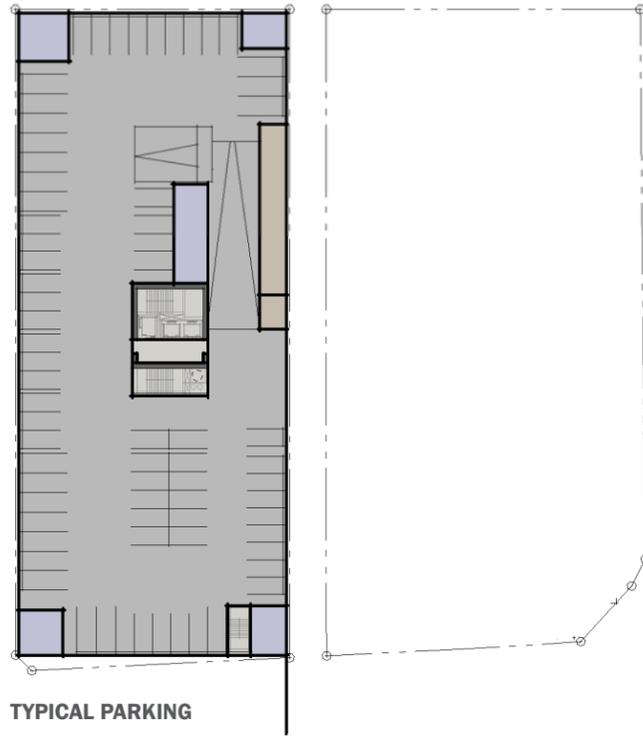


5 PERSPECTIVE VIEW FROM SOUTHWEST



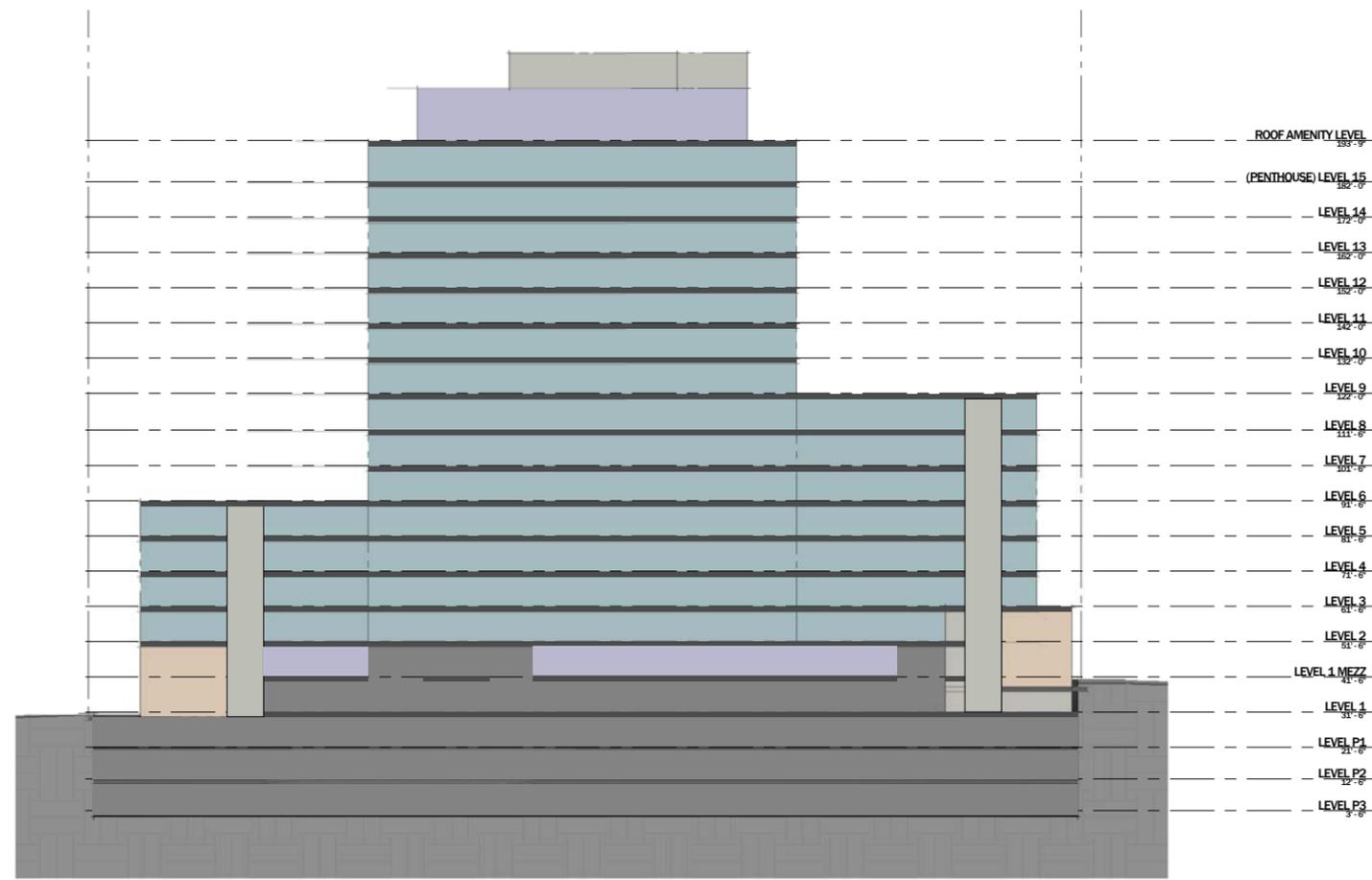
6 PERSPECTIVE VIEW FROM NORTHEAST

SCHEME B | BLOCK 25

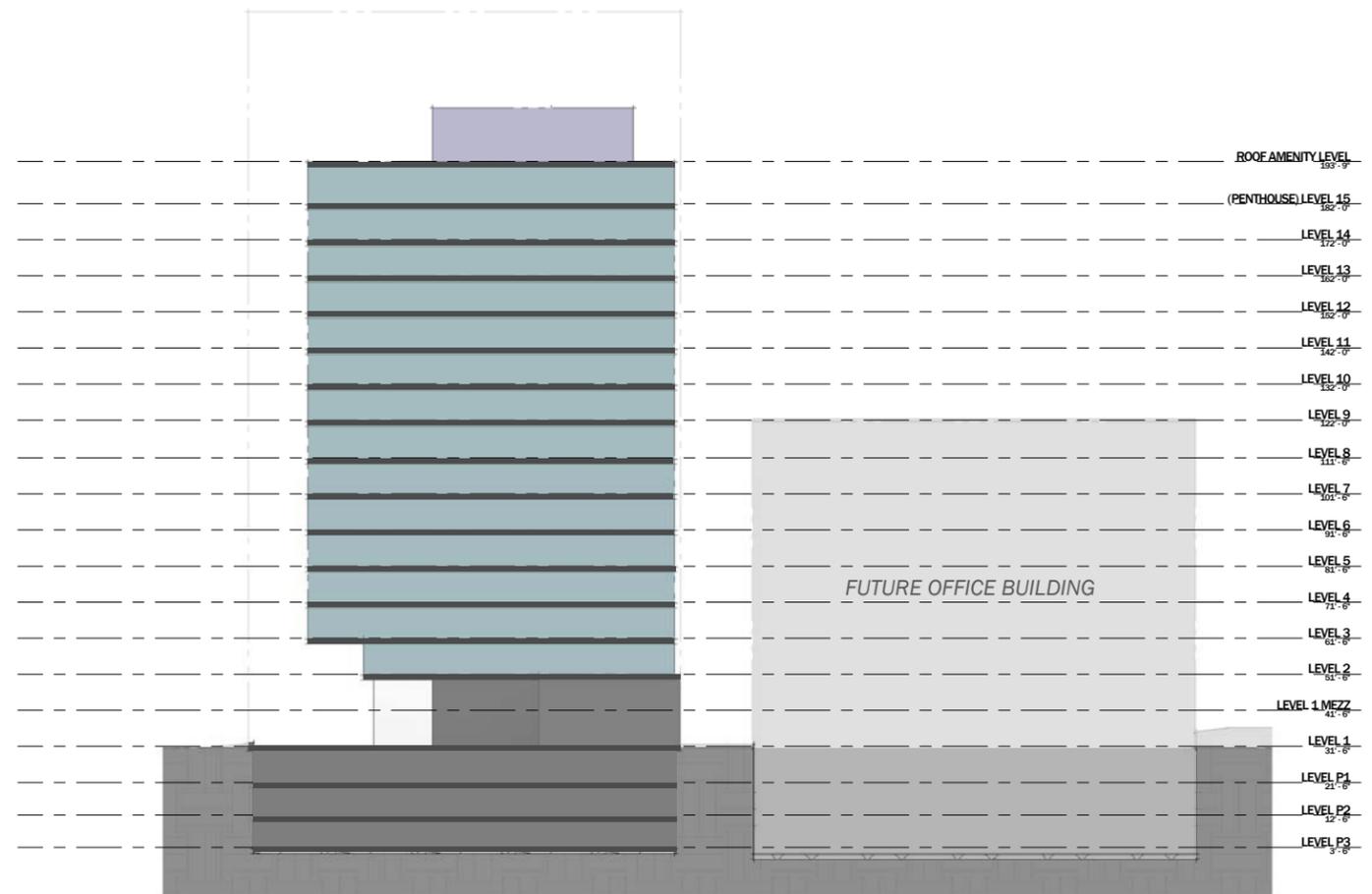


- Service
- Retail
- Outdoor Space
- Residential
- Amenity
- Parking
- Circulation/Lobby/Mech.

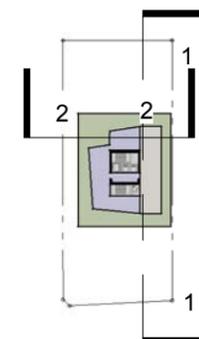




1 NORTH-SOUTH SECTION



2 EAST-WEST SECTION



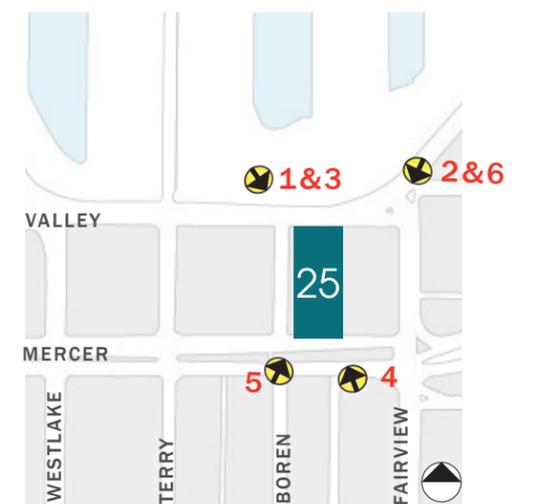
SCHEME B | BLOCK 25



1 PERSPECTIVE VIEW FROM NORTHWEST



2 AERIAL VIEW FROM NORTHEAST





3 PERSPECTIVE VIEW FROM NORTHWEST



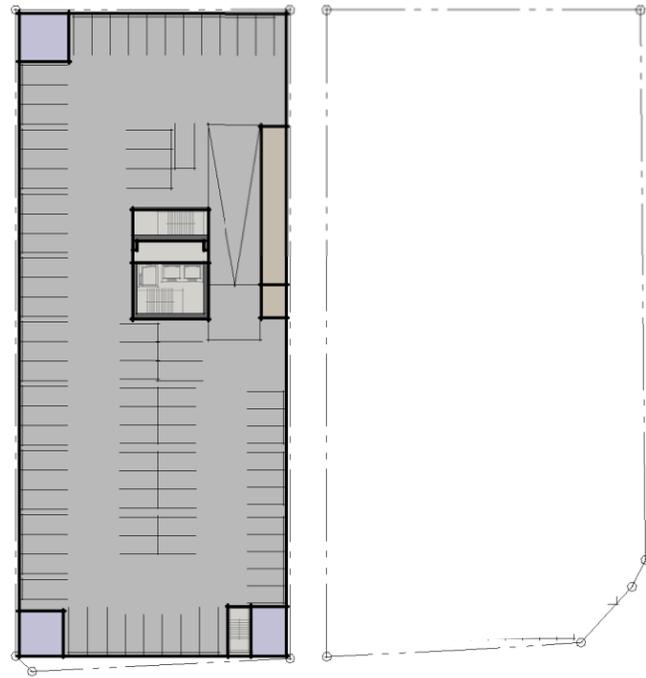
4 PERSPECTIVE VIEW FROM SOUTHEAST



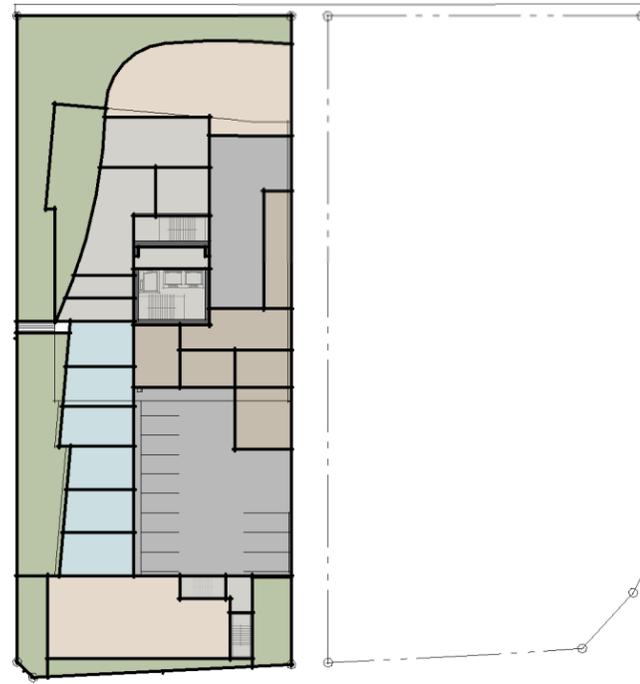
5 PERSPECTIVE VIEW FROM SOUTHWEST



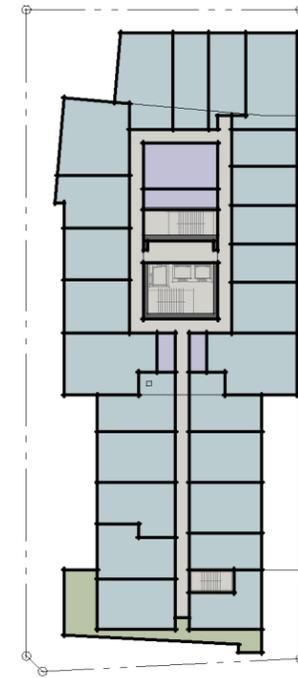
6 PERSPECTIVE VIEW FROM NORTHEAST



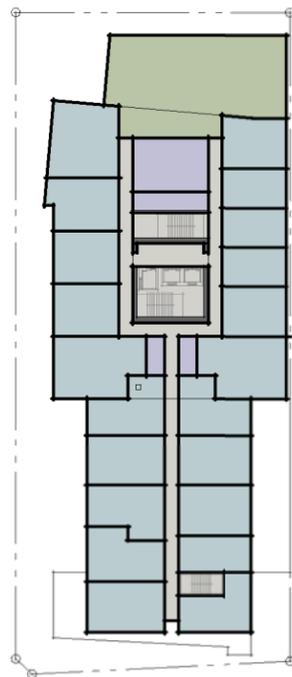
TYPICAL PARKING



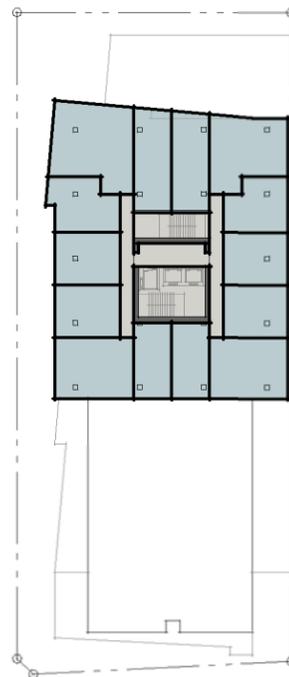
GROUND LEVEL



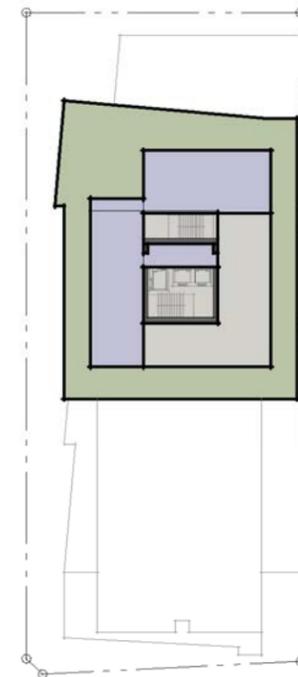
TYPICAL LOWER PODIUM



TYPICAL UPPER PODIUM



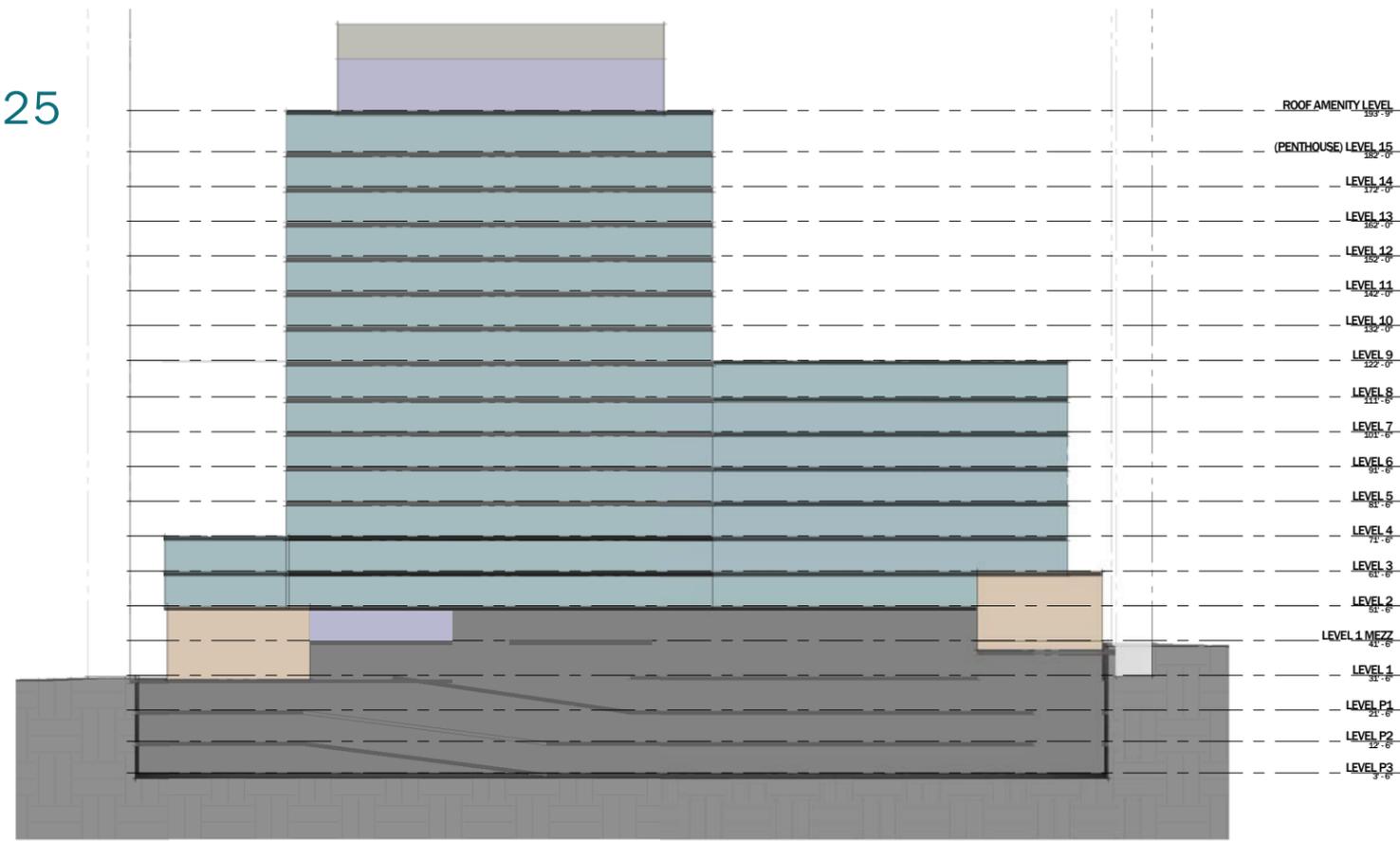
TYPICAL TOWER LEVEL



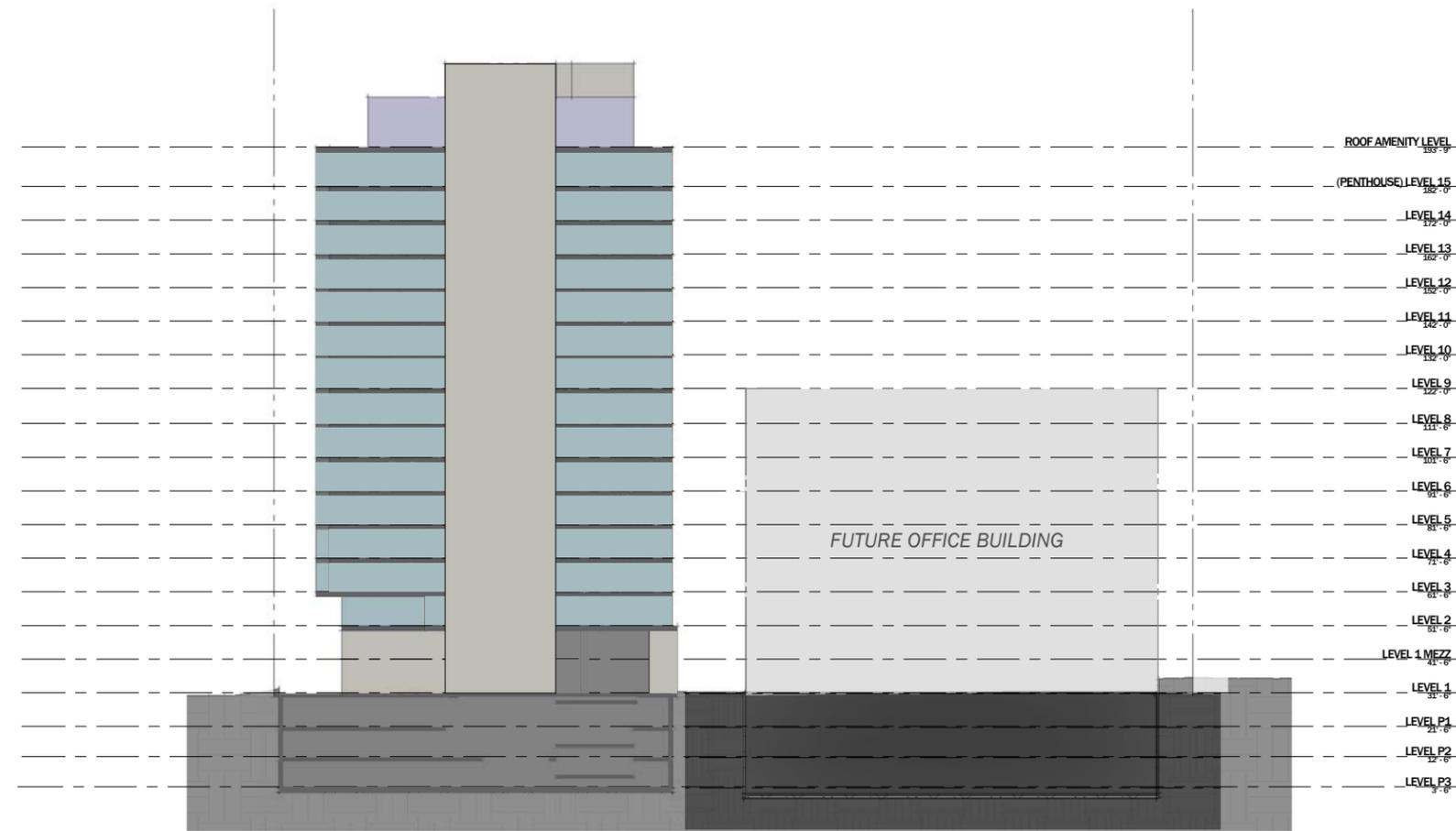
ROOF LEVEL

- Service
- Retail
- Outdoor Space
- Residential
- Amenity
- Parking
- Circulation/Lobby/
Mech.

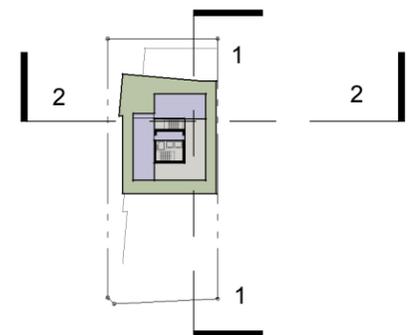




1 NORTH-SOUTH SECTION



2 EAST-WEST SECTION



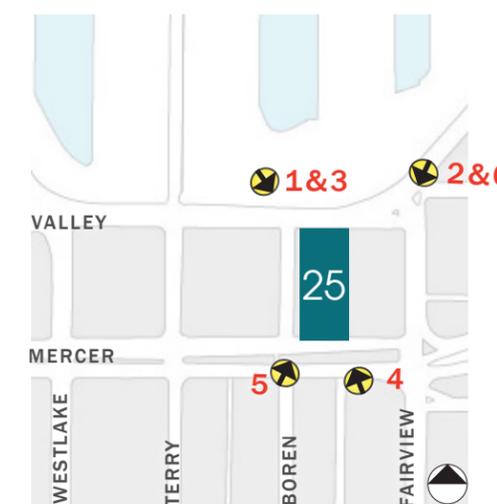
SCHEME C (PREFERRED) | BLOCK 25



1 AERIAL VIEW FROM NORTHWEST



2 AERIAL VIEW FROM NORTHEAST





3 PERSPECTIVE VIEW FROM NORTHWEST



4 PERSPECTIVE VIEW FROM SOUTHEAST

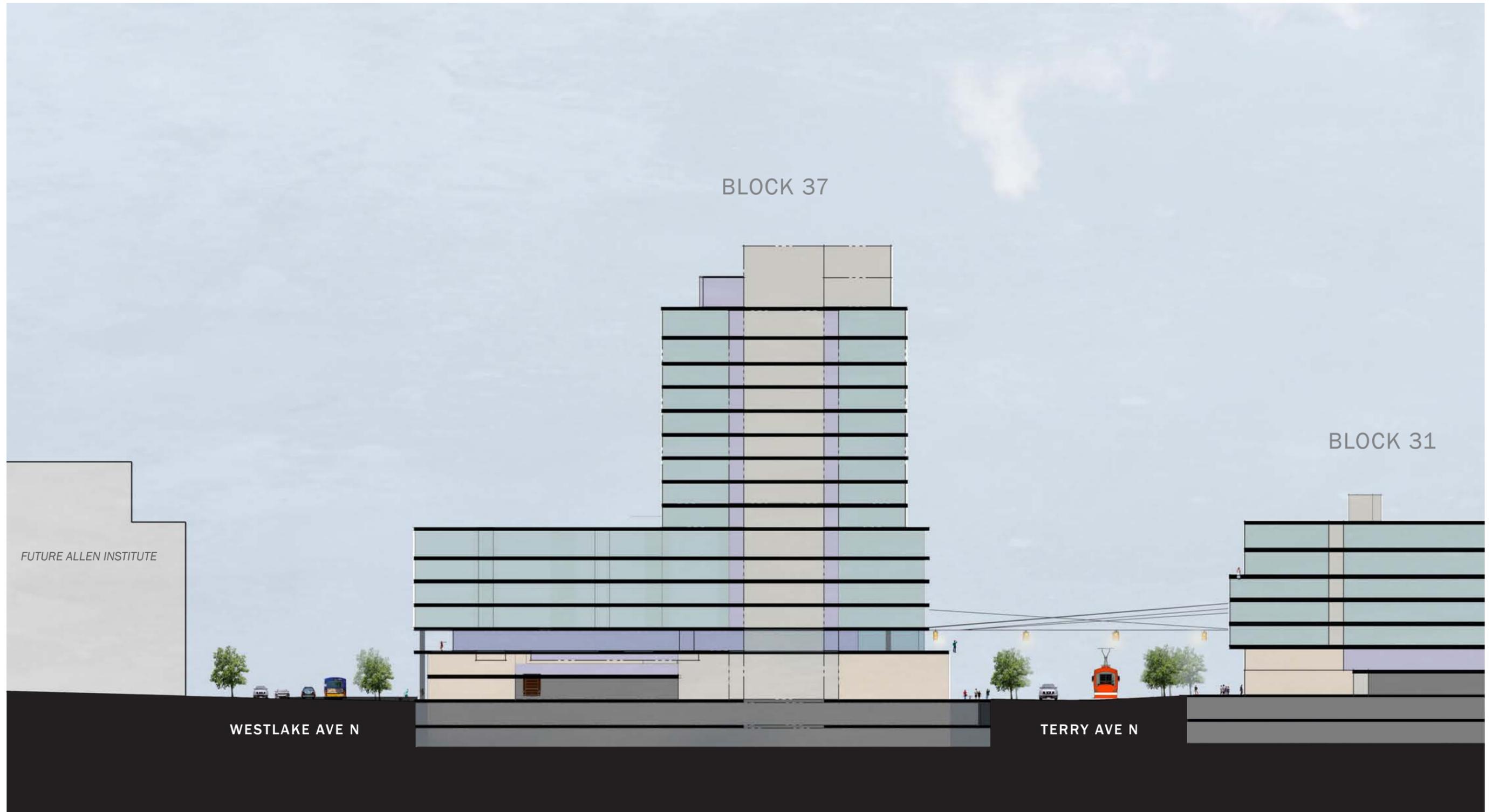


5 PERSPECTIVE VIEW FROM SOUTHWEST

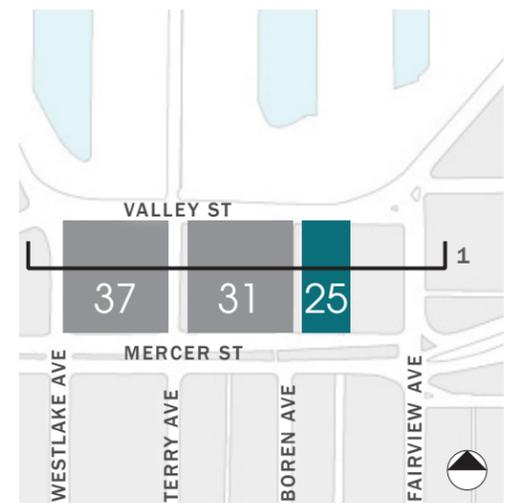
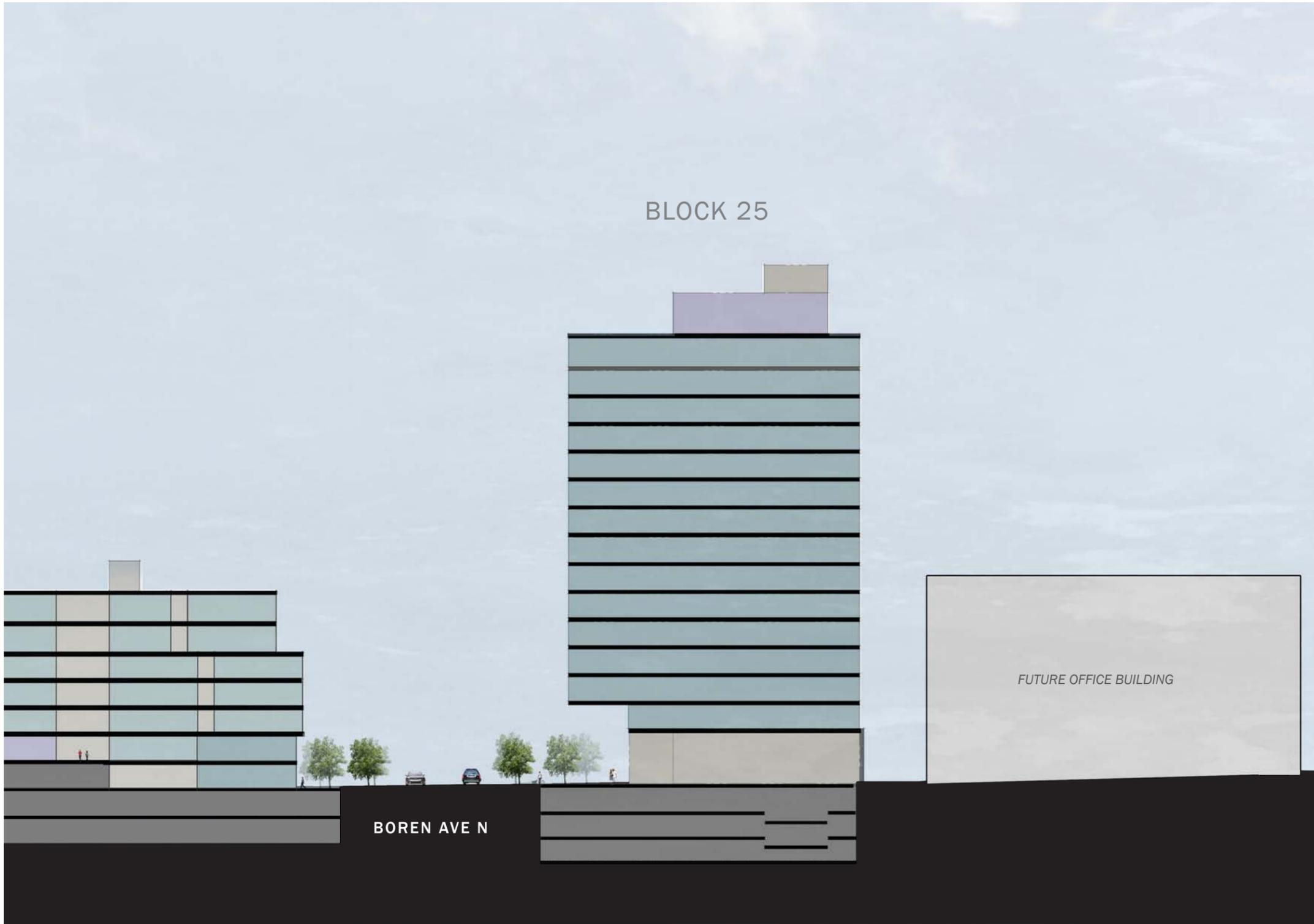


6 PERSPECTIVE VIEW FROM NORTHEAST

SCHEME C (PREFERRED) | SITE SECTIONS



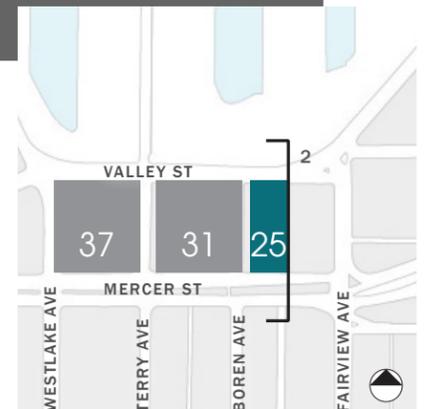
1. EAST-WEST SECTION



B25 SCHEME C (PREFERRED) | SITE SECTIONS

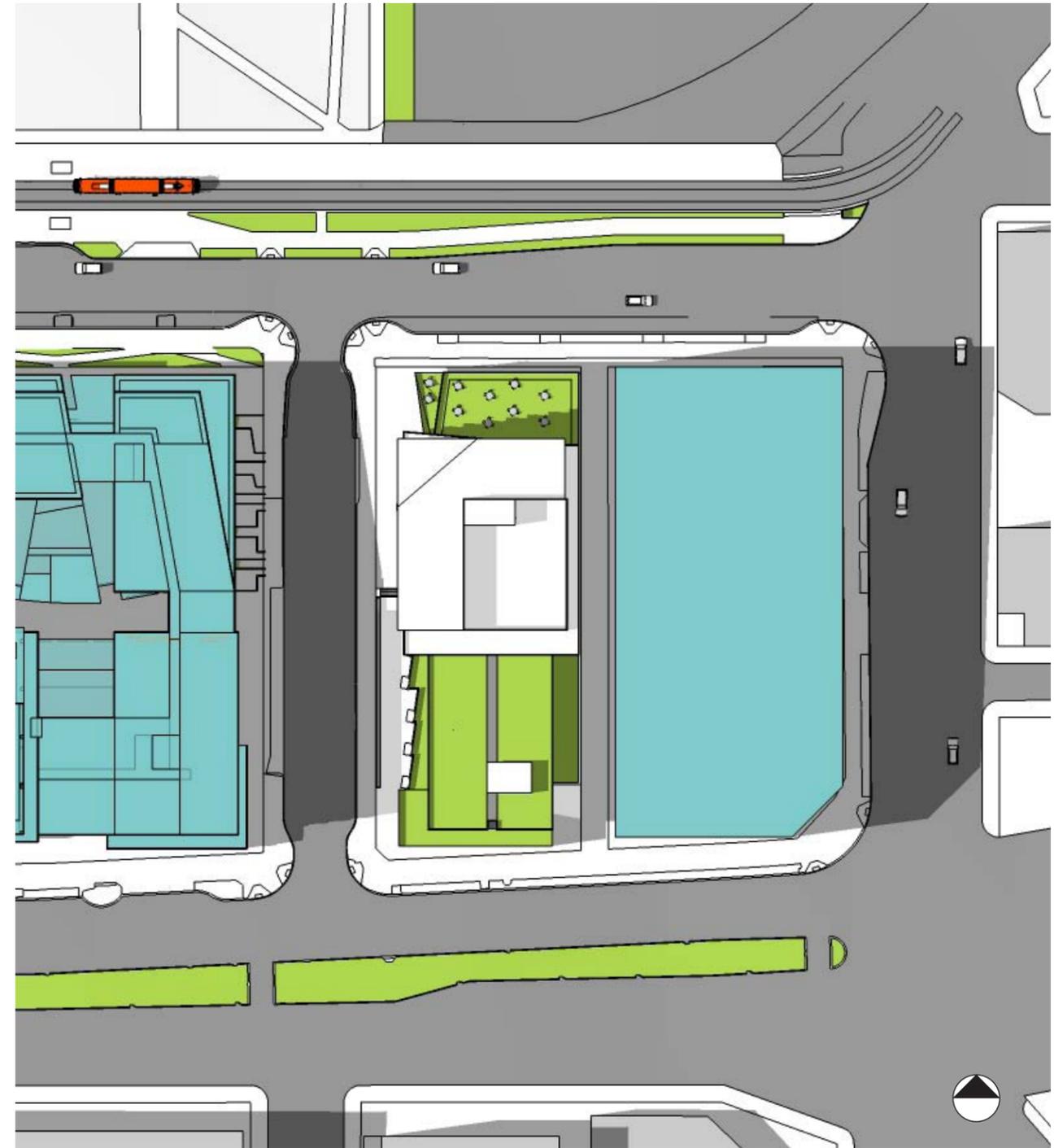


2. NORTH-SOUTH SECTION





FALL/SPRING EQUINOX, 1 PM



SUMMER SOLSTICE, 4 PM

BLOCK 25 SCHEME A | SHADOW STUDIES

WINTER SOLSTICE

SUMMER SOLSTICE

FALL/SPRING EQUINOX

10 AM



1 PM



4 PM



BLOCK 25 SCHEME B | SHADOW STUDIES

BLOCK
25

SHADOW STUDIES

WINTER SOLSTICE

10 AM



1 PM



4 PM



SUMMER SOLSTICE



FALL/SPRING EQUINOX



BLOCK 25 SCHEME C (PREFERRED) | SHADOW STUDIES

WINTER SOLSTICE

SUMMER SOLSTICE

FALL/SPRING EQUINOX

10 AM



1 PM



4 PM



1 DEVELOPMENT STANDARD REQUIREMENT
Street-level Development Standards [23.48.014F]

“2. At the applicant’s option, up to 40 percent of the required open area may be provided as any combination of:

c. Usable elevated open space up to a maximum of 40 feet above street-level, and that meets the following:

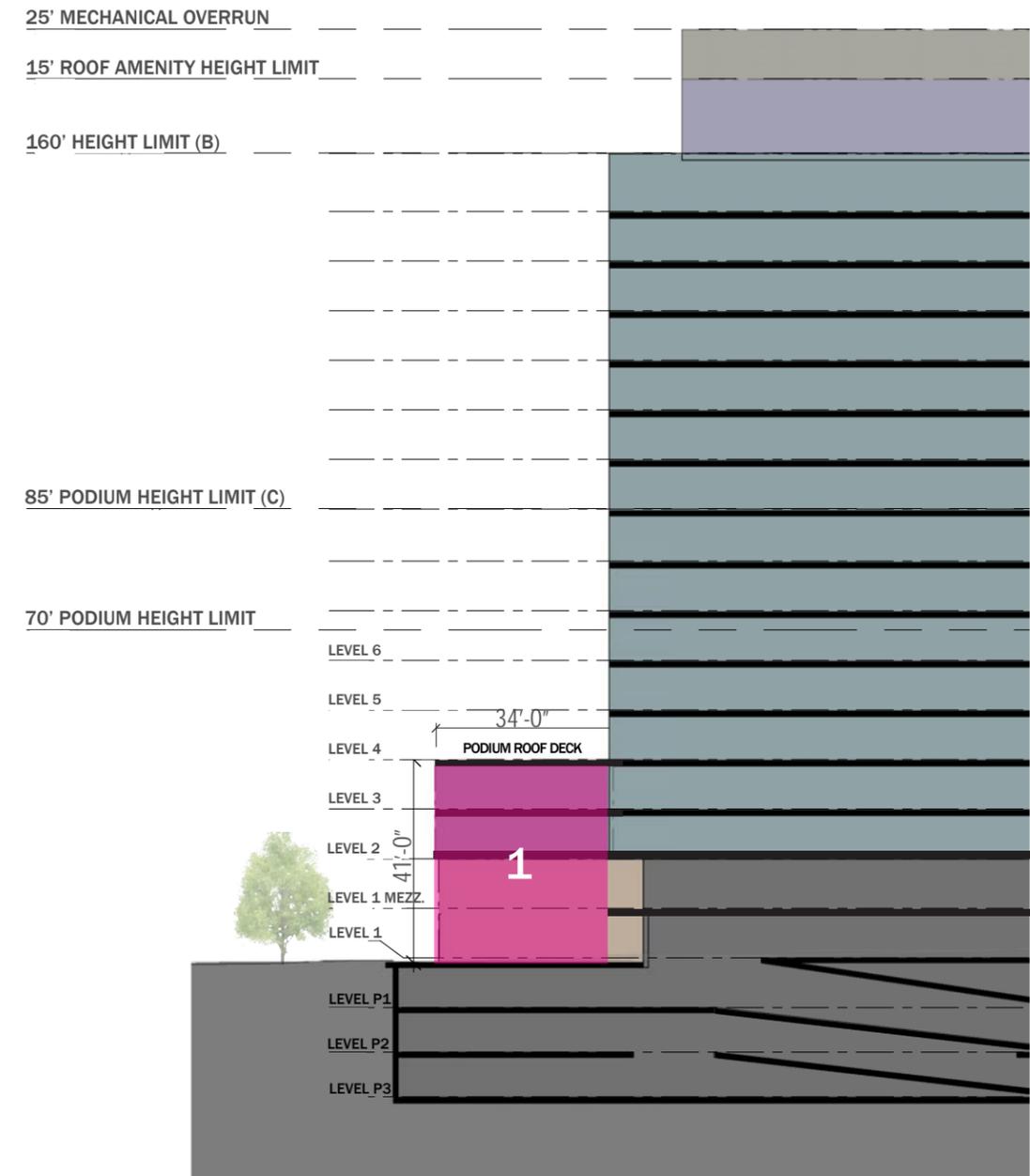
- 1) At least 50 percent of the perimeter of the elevated open space is not enclosed by a facade and is open and oriented to provide views of South Lake Union Park;
- 2) The minimum horizontal dimension of the open space is 15 feet”

DEPARTURE REQUEST / PROPOSAL

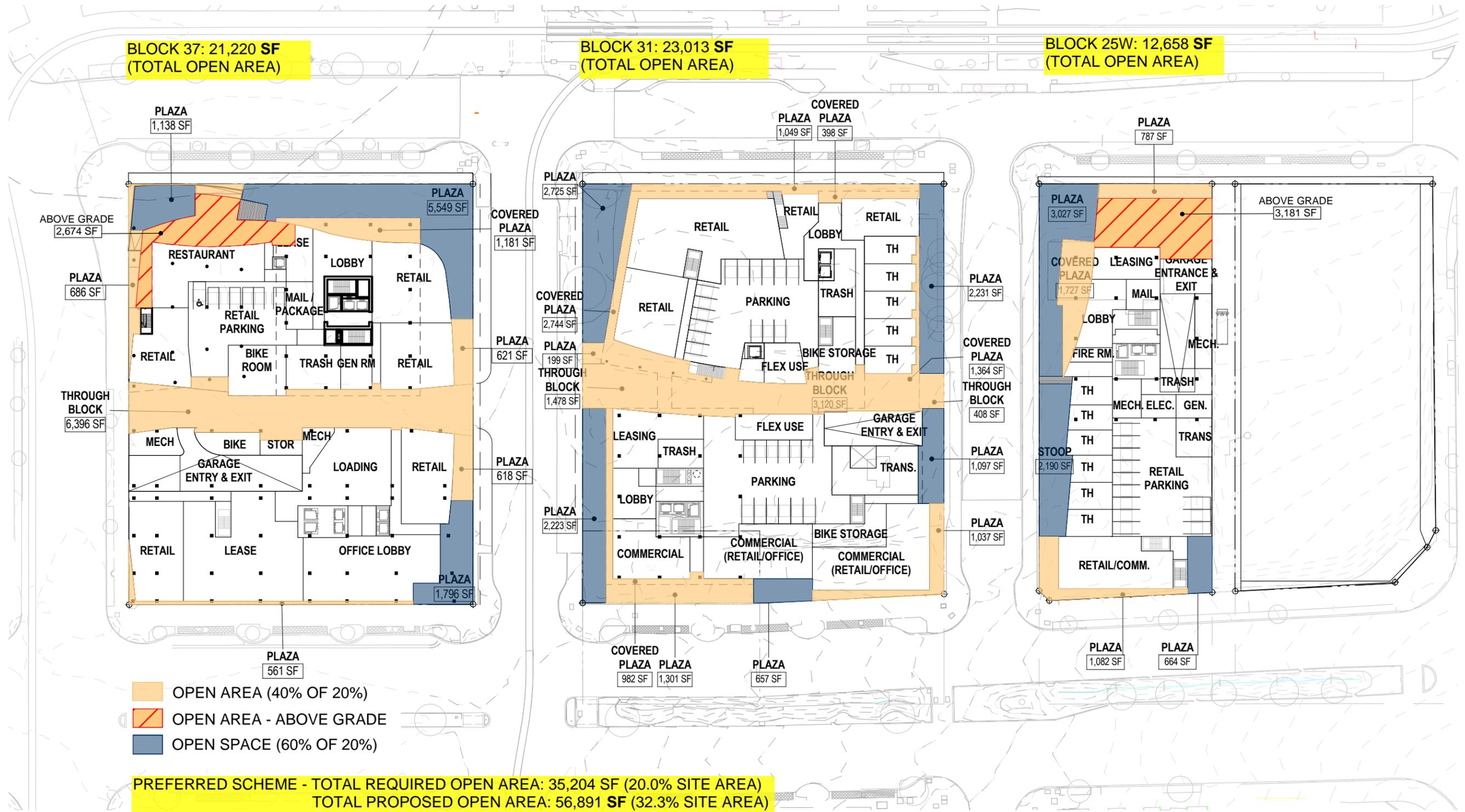
A departure may be requested to count lake-facing open area that is greater than 40’ above grade towards the required open area requirements.

JUSTIFICATION

The floor plates are set by the average grade plane. The distance from grade to the podium roof deck is only one foot above the maximum 40’ requirement. Currently, the podium roof deck meets and exceeds the minimum horizontal distance requirement by 15’-3” minimum. The open space meets and exceeds the required percentage of the perimeter of the open space not enclosed by a facade and open and oriented to provide views of South Lake Union Park by 8%.



OPEN AREA TYPE I DECISION | SCHEME C (PREFERRED) FOR REFERENCE ONLY - NOT A DEPARTURE



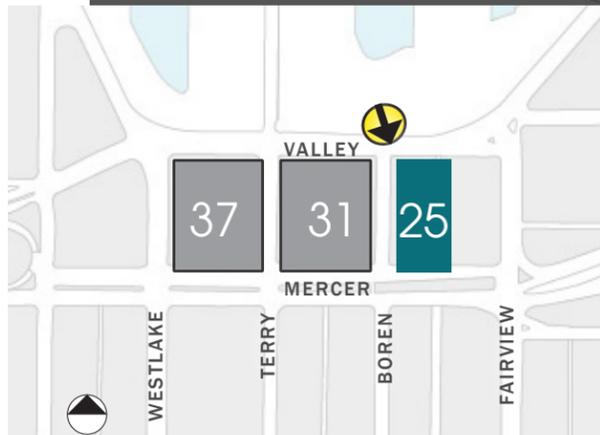
TYPE 1 DECISION PER SMC 23.48.014F(3) – The 20% open area requirement may be allowed to move between blocks 25, 31, and 37 provided that they collectively meet or exceed the minimum amount required and provide better open space conditions, better integration of open space, greater diversity of open space, more substantial open space, and/or enhanced urban form.

REQUIREMENTS	Block 37	Block 31	Block 25W	TOTAL AREA
Total Site Area	69,416	72,352	34,252	176,020
20% of Site Area (Open Area)	13,883	14,470	6,850	35,204
Required Open Space (60% of 20%)	8,330	8,682	4,110	21,122
Allowable Open Area (40% of 20%)	5,553	5,788	2,740	14,082
PROVIDED AREA				
Open Space (60% of 20%)	8,483	8,933	5,881	23,297
Open Area - At Grade (40% of 20%)	10,063	14,080	3,596	27,739
Open Area - Above Grade (40% of 20%)	2,674	0	3,181	5,855
Total Open Area	21,220	23,013	12,658	56,891
Percent of Total Site Area	31%	32%	37%	32%

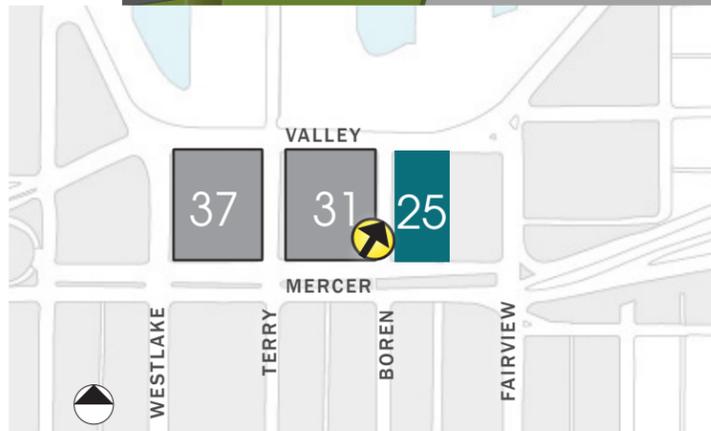
Note: 20% of the combined blocks must be Open Area

- 60% of the 20% Total *must* be Open Space (public amenity that is either physically or visually connected at grade, min. 15'-0" dimension)
- 40% of the 20% Total may be Open Area (includes residential amenity, rooftop amenity, etc)

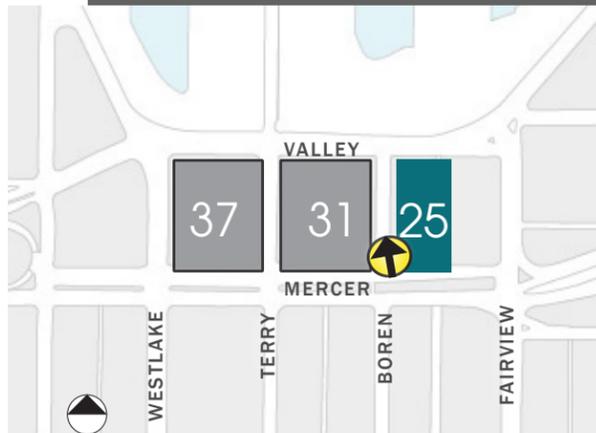
LEVEL ONE OPEN AREA CALCULATIONS



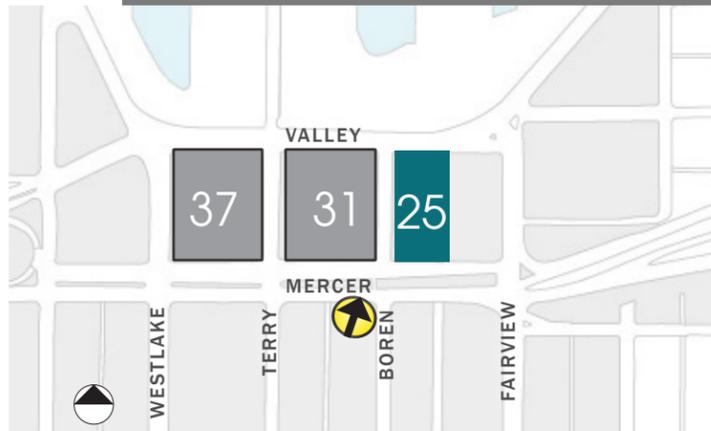
VIEW OF RETAIL SPACE AT BOREN AVE AND VALLEY STREET



VIEW OF TOWNHOUSE ENTRIES ON BOREN AVE



VIEW DOWN BOREN AVE AT TOWNHOUSE STOOPS

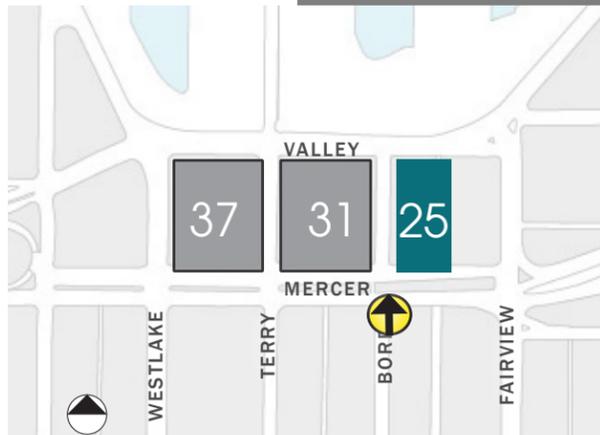


VIEW OF BLOCK 25 FROM INTERSECTION OF BOREN AVE AND MERCER STREET

SCHEME C (PREFERRED) | BLOCK 25

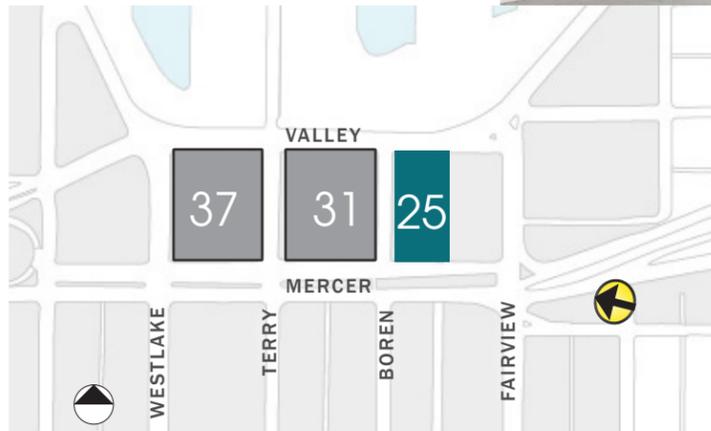


VIEW OF BLOCK 25 IN CONTEXT WITH PROPOSED BLOCK 31 AND BLOCK 37 MASSING - VIEW FROM BOREN AVE N.

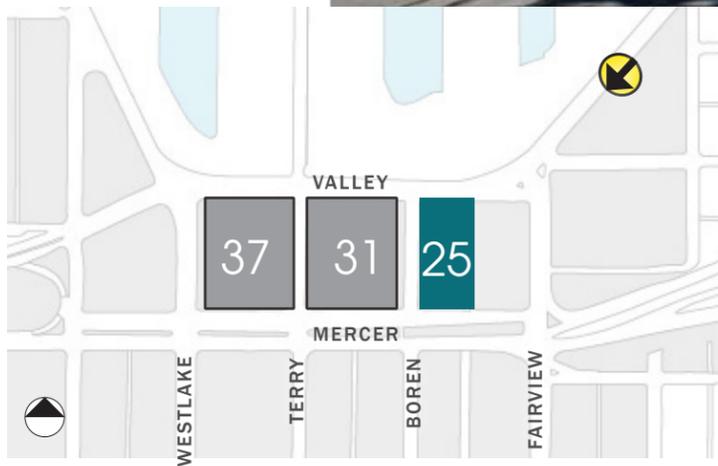




VIEW OF BLOCK 25 IN CONTEXT WITH PROPOSED BLOCK 31 AND BLOCK 37 MASSING - VIEW FROM FAIRVIEW AVE N.



SCHEME C (PREFERRED) | BLOCK 25



VIEW OF BLOCK 25 IN CONTEXT WITH PROPOSED BLOCK 31 AND BLOCK 37 MASSING - VIEW FROM FAIRVIEW AVE N