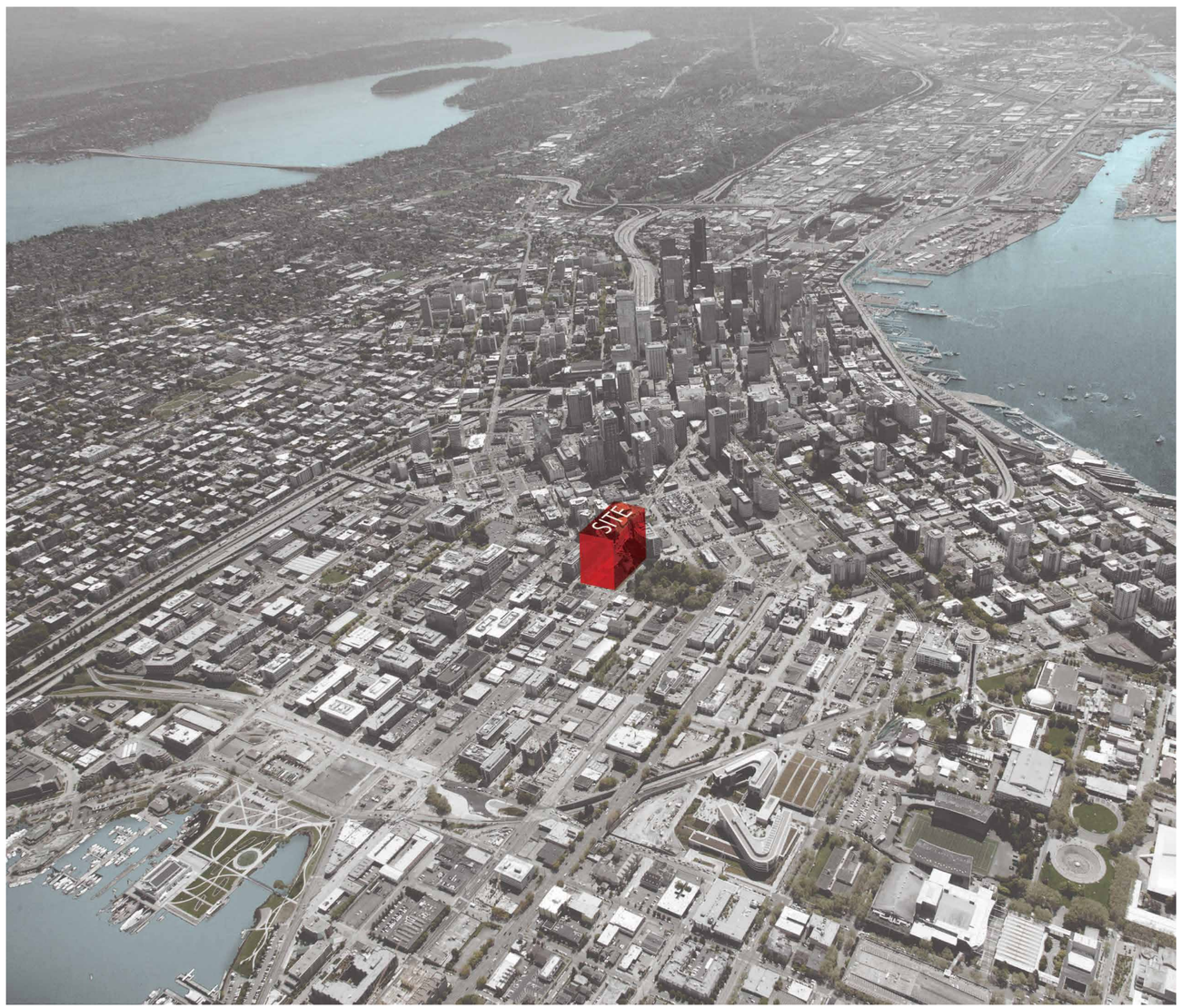
SOUTH LAKE UNION BLOCK 48
EARLY DESIGN GUIDANCE



WEST DESIGN REVIEW BOARD

JULY 2, 2014 DRB MEETING

<u>DPD MUP (SUBTERRANEAN ALLEY VACATION)</u>

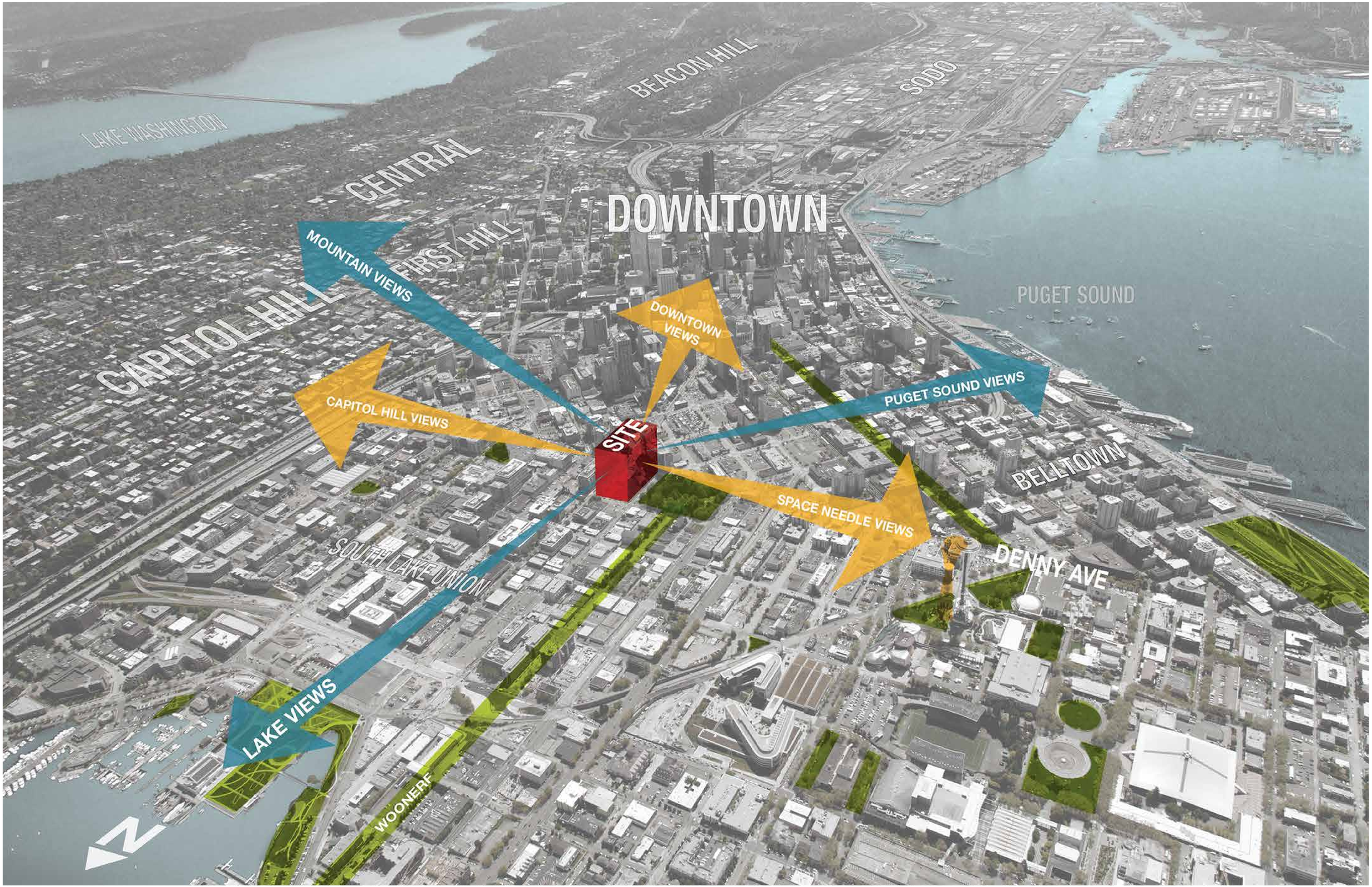
#3017320 (111 WESTLAKE AVE. N)

#3017321 (110 9TH AVE. N)

<u>DPD MUP (NO ALLEY VACATION)</u>

#3017687 (111 WESTLAKE AVE. N)

#3017686 (110 9TH AVE. N)


LAKE WASHINGTON
BEACON HILL
SODO
CENTRAL
DOWNTOWN
FIRST HILL
CAPITOL HILL
MOUNTAIN VIEWS
DOWNTOWN VIEWS
PUGET SOUND
PUGET SOUND VIEWS
CAPITOL HILL VIEWS
SITE
BELLTOWN
SPACE NEEDLE VIEWS
SOUTH LAKE UNION
DENNY AVE
LAKE VIEWS
WOONERF
N

1 STATEMENT OF DEVELOPMENT OBJECTIVES

TABLE OF CONTENTS

1 STATEMENT OF DEVELOPMENT OBJECTIVES

- DEVELOPMENT SUMMARY & PROJECT GOALS 2
- ZONING CODE REVIEW 4

2 SITE CONTEXT & URBAN DESIGN ANALYSIS

- VICINITY MAP 7
- SLU ZONING & NEIGHBORHOOD DIAGRAMS 8
- NINE BLOCK AERIAL 10
- PATTERN AND FORM..... 11
- CONTEXT PHOTOS 12
- STREETSCAPE MONTAGE 14
- COUNCIL ADOPTED STREET CONCEPT PLAN..... 18

3 DESIGN GUIDELINES

- PROJECT PERTINENT GUIDELINES 22

4 SITE ANALYSIS

- URBAN CONTEXT..... 26
- EXISTING USES AND STRUCTURES..... 28
- TOPOGRAPHY AND TREE SURVEY 29
- CLIMATE ANALYSIS..... 30

5 SITE/MASSING OPTIONS

- CODE COMPLIANT ALLEY VACATION OPTIONS..... 33
- MAX ZONING ENVELOPES..... 34
- GROUND USE CONCEPT PLANS..... 36
- SITE/MASSING OPTIONS..... 38
- SITE/MASSING COMPARISON + SHADOW STUDIES..... 50

6 SITE DEVELOPMENT

- 9 BLOCK URBAN CONTEXT STUDY..... 55
- GROUND LEVEL DEVELOPMENT STUDIES..... 56
- GROUND LEVEL DEVELOPMENT OPTIONS..... 58

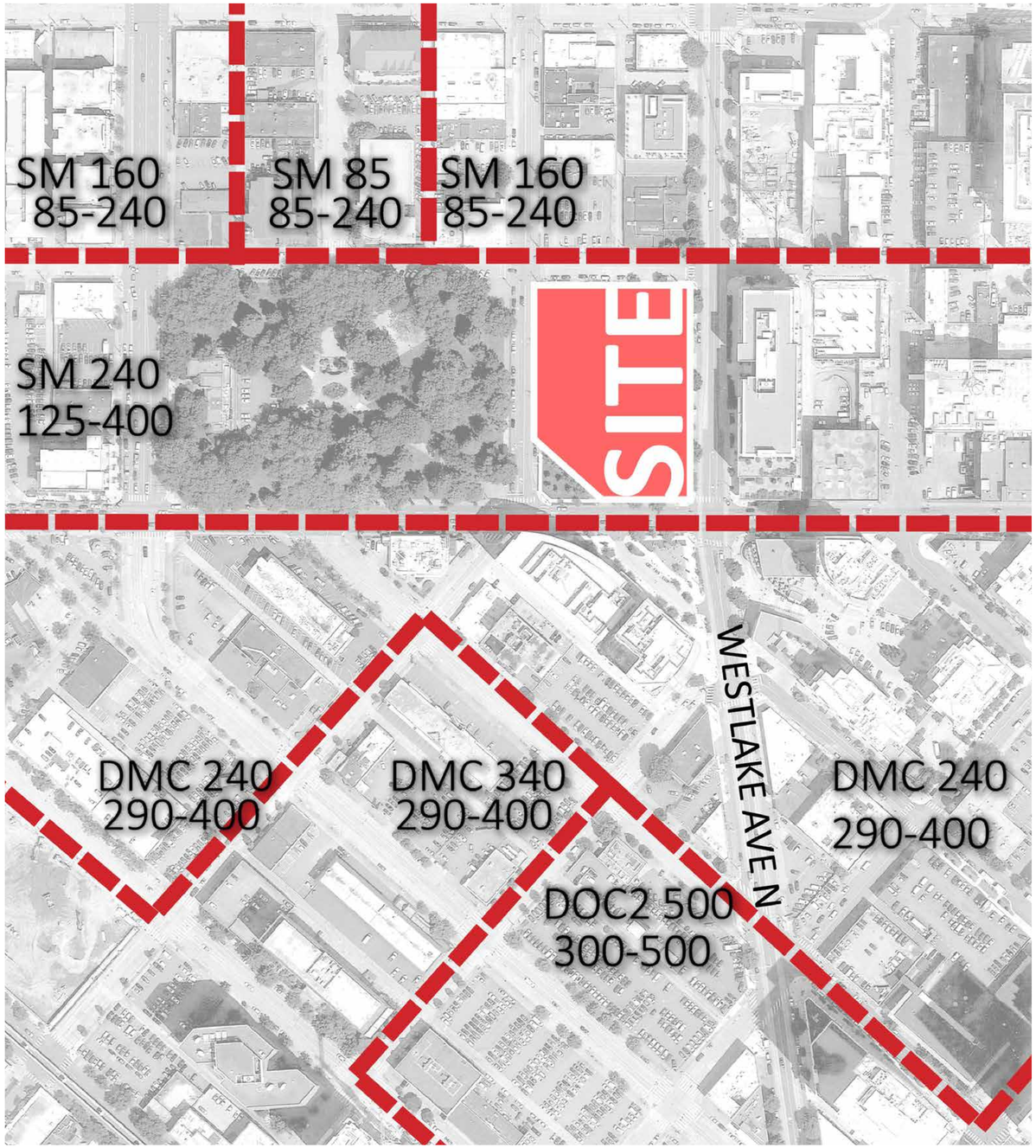
7 THREE DIMENSIONAL VIEWS

- PRECEDENT IMAGES..... 62
- THREE DIMENSIONAL STUDIES..... 63
- MODULATION OPTIONS..... 64

8 POTENTIAL DEPARTURES

- POTENTIAL DEPARTURES..... 67

DEVELOPMENT OBJECTIVES



STATEMENT OF DEVELOPMENT OBJECTIVES

Design and construct a development on the full block bisected by a public alleyway and bounded by Westlake Avenue North on the east, 9th Avenue North on the west, Denny Way on the south and John Street on the north. The site is zoned SM-240/125-400, with a private area of approximately 79,000 square feet plus a public alleyway of approximately 5,800 square feet. The development objective is to pursue one of two options:

- A mixed-use project with approximately 420,000 gsf of office space, 460,000 gsf of residential plus street level retail along Westlake Avenue and Denny Way. Approximately 800 parking stalls will be provided below grade.
- An all-commercial project with approximately 570,000 gsf of office space plus street level retail along Westlake Avenue and Denny Way. Approximately 600 parking stalls will be provided below grade.

Additionally, the project will be designed under two scenarios visa vis the public alley: one with a subterranean alley vacation; and one without.
Both scenarios will result in the same FAR; both scenarios will avoid above-grade encroachment in the alley right-of-way; and both scenarios could be advanced in either the mixed-use or all commercial options.

The primary difference between the two scenarios will be manifest in the quality and character of the ground plane; one eliminating the need for vehicles on the alley, thus enabling a pedestrian-rich environment; and the other utilizing the alley for vehicular access for loading service and parking, requiring on site shared use between pedestrians and vehicles.

THE PROJECT GOALS INCLUDE:

- Create a sense of place for the site, the immediate neighborhood and the greater South Lake Union district
- Create a street presence and provide a unique retail and open space vitality
- Respect and contribute to the character and quality of the neighborhood
- Foster connections to transportation, including the South Lake Union Streetcar, Transit, bicycle routes and pedestrian routes
- Create open space in a thoughtful and deliberate manner
- Build a sustainable project that strives for LEED Gold certification
- Locate parking below grade
- Utilize the full development potential of the site

DEVELOPMENT OBJECTIVES

LOT AREA

WEST LOT AREA = 40,379 (FAR BASE: 5 MAX: 7)
EAST LOT AREA = 38,887 (FAR BASE: 5 MAX: 7)
ALLEY AREA = 5,760

ALL-COMMERCIAL SCHEME

OFFICE BUILDING (17 LEVELS)
420,000 GSF 24,000 GSF ***MAX FLOOR PLATE***

OFFICE BUILDING
150,000 GSF FILL OUT ***MAXIMUM FAR*** ON SITE

RETAIL (GROUND LEVEL)
30,000 GSF

TOTAL **600,0000** GSF

PARKING (4-6 LEVELS)
600 STALLS

MIXED-USE SCHEME

OFFICE BUILDING (17 LEVELS)
420,000 GSF 24,000 GSF ***MAX FLOOR PLATE***

RESIDENTIAL BUILDING
460,000 GSF 10,500 GSF ***MAX FLOOR PLATE***

RETAIL (GROUND LEVEL)
30,000 GSF

TOTAL **910,0000** GSF

PARKING (4-6 LEVELS)
800 STALLS

NOTE:

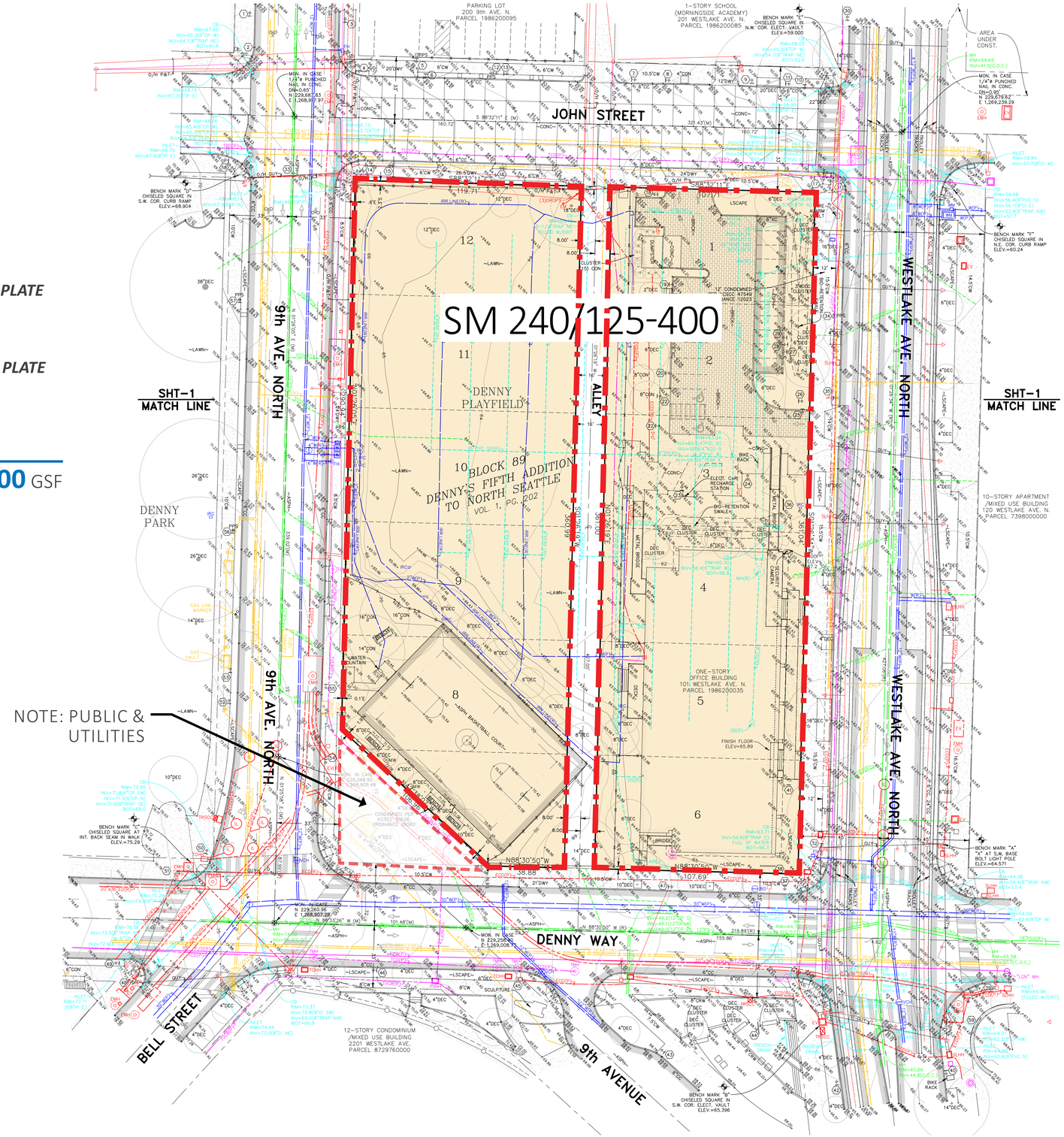
TOTAL FAR FOR BOTH THE ALL-COMMERCIAL AND MIXED-USE OPTIONS REMAINS THE SAME UNDER THE ALLEY VACATION AND NON-ALLEY VACATION SCENARIOS.

LEGAL DESCRIPTION

LOTS 1 THROUGH 12, INCLUSIVE, BLOCK 89, D.T. DENNY'S FIFTH ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 202, IN KING COUNTY, WASHINGTON;

EXCEPT THE EAST 12 FEET OF LOTS 1 THROUGH 6, INCLUSIVE, OF SAID BLOCK 89, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 47549 FOR STREET PURPOSES, AS PROVIDED BY ORDINANCE NO. 12023 OF THE CITY OF SEATTLE;

AND EXCEPT THAT PORTION OF LOTS 7 AND 8 OF SAID BLOCK 89, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 80626 FOR STREET PURPOSES, AS PROVIDED BY ORDINANCE NO. 26592 OF THE CITY OF SEATTLE; AND EXCEPT ANY UNDERGROUND STORAGE TANKS AND ASSOCIATED EQUIPMENT LOCATED WITHIN THE STREET RIGHT-OF-WAY FOR NINTH AVENUE NORTH (INCLUDING THE DIAGONAL STREET CONNECTING NINTH AVENUE AND DENNY WAY) AND ADJACENT SIDEWALKS.



ZONING OVERVIEW

CODE: Seattle Municipal Code, Title 23, Chapter 48, Seattle Mixed
ADDRESS: 101 Westlake Avenue North
ZONING: Seattle Mixed SM-240/125 – 400 (adjacent to DMC 240/290-400 across Denny Way)
DESIGN GUIDELINES: City of Seattle Design Guidelines; South Lake Union Design Guidelines
SLU Guidelines Identifies the intersection of Westlake and Denny as a "Gateway" and "Denny Park" as a heart location

STREET DESIGNATIONS:
Westlake Ave N is a Class 1 Pedestrian Street
Denny Way is a Class 2 Pedestrian Street
John Street is a Green Street
9th Ave North

SUSTAINABILITY: Target LEED Gold

DIRECTORS RULES:
SMC 23.48.014 Street Level Development Standards:
- Type I Directors Decision to meet through block standards

SMC 23.48.032 Required parking and loading:
- Type II Directors Decision on a special exception to increase the retail parking
- Type I Directors Decision for shorter loading stalls

SMC 23.48.034 Parking and loading location, access and curbcuts
- Type I Directors Decision for our curb cut location on John Street

SMC 23.48.004 Permitted Uses:
A. All uses are permitted outright, either as principal or accessory uses, except those specifically prohibited by subsection 23.48.004.B
- All proposed uses are allowed (Residential, Office, Retail and Below Grade Parking

D. Required street-level uses for Class I Pedestrian Streets (Westlake)
- Required street level uses will be provided along Westlake

SMC 23.48.009 FAR:
Table B Non-residential has a base FAR of 5, max FAR of 7.

B.7 On lots with multiple structures, that include a residential tower exempt from FAR calculations, the applicable FAR limits for all other structures shall be based on the total lot area minus the area of the lot required for the podium and residential tower development in order to meet the coverage limit of subsection 23.48.013.A. For the portion of the lot with the residential tower, the FAR limit for permitted nonresidential uses in a residential tower that is also a mixed use structure shall be based on the area of the portion of the lot occupied by the residential tower.

23.48.013.A limits the average gross floor area above the podium to 50% of lot area for residential towers.
23.48.013.B limits the average gross floor area to 10,500 sf.

Thus the minimum residential lot area that could accommodate the maximum residential tower floor area is 21,000 sf.

D. Exempt from FAR:
- All gross floor area underground
- Portions of a story that extend no more than 4 feet above existing or finished grade
- As an allowance for mechanical equipment, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations.
- Street level Retail
- All residential use in a residential tower

SMC 23.48.010 Structure Height:
240' for nonresidential uses/ 125' base height for residential uses, 400' max height for residential uses. Bonus height gained by meeting the standards of 23.48.11 and Chapter 23.58A.

H. Rooftop features including amentias areas can extend 15 feet above the maximum height and the elevator penthouse up to 35 feet if serving the amenities space

7. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that all of the following are satisfied:
   a. All mechanical equipment is screened; and
   b. No rooftop features are located closer than 10 feet to the roof edge. (asking for a departure)

8. In order to protect solar access for property to the north, the applicant shall either locate the rooftop features listed in this subsection 23.48.010. H.8 at least 10 feet from the north edge of the roof, or provide shadow diagrams to demonstrate that the proposed location of such rooftop features would shade property to the north on January 21st at noon no more than would a structure built to maximum permitted bulk:
   a. Solar collectors;
   b. Planters;
   c. Clerestories;
   d. Atriums, greenhouses and solariums;
   e. Minor communication utilities and accessory communication devices according to the provisions of Section 23.57.012;
   f. Nonfirewall parapets;
   g. Play equipment.

9. Screening. Rooftop mechanical equipment and elevator penthouses shall be screened with fencing, wall enclosures, or other structures.

SMC 23.48.011 Extra floor area in Seattle Mixed Zones:

Additional FAR gained for residential uses (from 125' to 400'):
- achieve 60 percent of the extra residential floor area on the lot by using bonus residential floor area for affordable housing pursuant to Section 23.58A.014;
- achieve 40 percent of extra residential floor area by acquiring regional development credits pursuant to Section 23.58A.044

Additional FAR gained for non-residential uses:
- achieve 75 percent of the extra nonresidential floor area on the lot by using bonus nonresidential floor area for affordable housing and child care pursuant to Section 23.58A.024, or housing transferable development rights pursuant to subsection 23.48.011D and Section 23.58A.042, or both
- achieve 25 percent of extra nonresidential floor area by acquiring regional development credits pursuant to Section 23.88A.004

Minimum requirement: Developments containing any extra floor area shall meet the following requirements:
1. Office building will need to be LEED Gold.
2. Transportation Management Program:
3. Energy management plans:

All required additional FAR will be achieved through provision of required housing or other amenity off site.

ZONING OVERVIEW

23.48.012 Upper-level setback requirements (Not Applicable since we are building over our base height)

SMC 23.48.013 Upper Level Development Standards

A. Upper-level coverage limit. For residential towers, the average gross floor area above the podium height is limited to 50% of lot area.

B. Floor area limits for towers and podium heights

B.1,d. Floor area limits for towers with nonresidential uses are a maximum gross floor area of 24,000 square feet per story.

B.2.b. For residential towers

1) The average gross floor area is 10,500 square feet
2) The gross floor area of any single residential story is 11,500 square feet.

B.4 Podium Standards

B.4.a. Height limit for podiums per Map A 23.48.013

Podium height: 65' on east half along Westlake and at corner of Denny Way and 9th Avenue. 45' for majority of west half along 9th Ave.

B.4.b. Area limit for podiums.

Podium area limits, for our site will be determined by 23.48.014.G required usable open space will dictate the area limits for the podium.

B.4.d. Additional height for podiums abutting Class 1 Pedestrian Streets (Westlake).

Additional height of 5' along Westlake with a ground level floor to ceiling clearance of 15'

C.2. The required upper-level setbacks for development specified in subsection 23.48.013.C.1 shall be provided per table A 23.48.013

Along John Street there is a set back of 30 feet above 45'

D. Façade Modulation (applies to non-residential only):

On Westlake and 9th Avenue N, if the non-residential building is within 15' of the property line, then the maximum façade length without modulation is 150' up to 125' and 125' over 125'.

E. Façade Width (applies to residential only) and along the east west axis:

Our longest east west property line is 120' so this is not applicable

F.1 Limit on tower structures per block: only one tower allowed per block front.

G.1 Tower Separation is not required between residential and nonresidential towers

SMC 23.48.014 Street Level Development Standards:

Street Classifications

- Westlake Avenue North – Class I Pedestrian Street
- Denny Way – Class II Pedestrian Street
- 9th Avenue North – Non-classified Street
- John Street – Green Street

A. General Façade Requirements: A primary building entrance for pedestrians shall be required from the street or street-oriented courtyards and shall be no more than three (3) feet above or below the sidewalk grade.

2: Min Façade height:

- Westlake Avenue: 45 feet (Class I Pedestrian)
- Denny Way: 25 feet (Class II Pedestrian)
- John Street: 25 feet (Green)
- 9th Avenue North: 15 feet

3: Permitted Setbacks:

- Westlake Avenue: (Class I Pedestrian) 70% of the façade built to lot line excluding required open space.
- Denny, 9th Avenue, and John Street: Façade can be setback 12 feet from lot line, 30% additional setbacks are permitted if 20 feet from street corner, the required open space is not part of the setback

D. Transparency and blank facade requirements:

1. Transparency requirements apply to all street-facing, street level facades, except for portions of structures in residential use, as follow:
   a. For Class 1 and Class 2 Pedestrian Streets and Neighborhood Green Streets, a minimum of 60 percent of the street facing facade must be transparent.
   b. For all other streets a minimum of 30 percent of the street facing facade must be transparent.
2. Blank facade limits. Any portion of the facade that is not transparent is considered to be a blank facade.
   a. Blank facade limits for Class 1 and Class 2 Pedestrian Streets and Neighborhood Green Streets.
      1) Blank facades shall be limited to segments 15 feet wide, except for garage doors, which may be wider than 15 feet. Blank facade width may be increased to 30 feet if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus 5 feet.
      2) Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.
      3) The total of all blank facade segments, including garage doors, shall not exceed 40 percent of the street facade of the structure on each street frontage.
   b. Blank facade limits for all other streets not specified in subsection 23.48.014.B.2.a.
      1) Blank facades are limited to segments 30 feet wide, except for garage doors which may be wider than 30 feet.
      3) The total of all blank facade segments, including garage doors, shall not exceed 70 percent of the street facade of the structure on each street frontage.
   c. Blank facade limits do not apply to portions of structures in residential use.

E. Development Standards for required street level uses:

1. A minimum of 75 percent of each street frontage where street-level uses are required shall be occupied by uses listed in subsection 23.48.004.D. or located on a designated neighborhood green street the minimum street frontage of required street-level uses is 10 percent of that street-facing facade. The remaining street frontage at street-level may contain other permitted uses and/or pedestrian or vehicular entrances. The frontage of any outdoor common amenity area required for residential uses or other required open space shall not be counted in street frontage.
2. The space occupied by required street-level uses shall have a minimum floor-to-floor height of 13 feet and extend at least 30 feet in depth at street-level from the street front facade.
3. Required street-level uses shall be located within 10 feet of the street lot line, except that if outdoor amenity area required in subsection 23.48.020.B, or other required open space, abuts the applicable street lot line and separates the street-facing facade from the street, the required street-level use may abut the amenity area or open space.
4. Pedestrian access to required street-level uses shall be provided directly from the street, permitted outdoor common amenity area, or abutting required open space. Pedestrian entrances shall be located no more than 3 feet above or below sidewalk grade or at the same elevation as the abutting permitted outdoor common amenity area or required open space.

G. Required Usable Open Space:

- The minimum amount of required usable open space shall be equal to 15% of the lot area.
- A minimum of 45 percent of the required usable open space shall be exterior space open to the sky and shall abut a street along at least one street frontage and provide both visual and physical access from the street to pedestrians, including persons with disabilities

H. Through block pedestrian connection will be provided.

2. Through-block development standards (Type I Directors Decision will be required to meet standards)
   - The opening to the through block connection will be closer than 100' to the corner, requiring a Type I Directors Decision. ***(We are proposing 80 feet to an abutting east-west street.)***
   - More than 35% of the length of the through block connection will not be open to the sky requiring a Type I Directors Decision. ***(We are proposing 60% of the length be enclosed)***

ZONING OVERVIEW

4. For development providing a through-block pedestrian connection on blocks with an alley, the allowed FAR from any lot included in the development may be transferred to any other lot of the development across the alley

SMC 23.48.020 Amenity Area for residential uses:

Residential projects shall provide amenity area on the lot in an amount equivalent to 5 percent of the total gross floor area

- A maximum of 50 percent of the amenity area may be enclosed.
- The through block connection can double as part or all of this requirement

SMC 23.48.022 Open space requirement for office uses:

This project requires 20 sf for each 1,000 gsf of office floor area. The through block connection can double as part or all of this requirement

SMC 23.48.024 Screening and landscaping standards

- Green factor of .3 is required.
- Street trees are required and existing street trees will need to be protected

SMC 24.48.025 Demonstration of LEED rating

- This project needs to target LEED Gold to receive bonus FAR.

SMC 23.48.026 Noise standards:

- All permitted uses are subject to the noise standards of Section 23.47A.018.

SMC 23.48.028 Odor standards:

- All permitted uses are subject to the odor standards of Section 23.47A.020.

SMC 23.48.030 Light and glare:

- All permitted uses are subject to the light and glare standards of Section 23.47A.022.

SMC 23.48.032 Required parking and loading:

Residential Parking

- Project is in an urban center, so no minimum parking required.
- Approximate parking will be .7 stalls per unit (500 units x .7 = 350 stalls)

Office Parking

- Maximum parking is one space per 1,000 gsf of office use.
- Nonresidential space is approximately 420,000 gsf for a max of 420 stalls

Retail Parking ***(Asking for a Type II Directors Decision on a special exception to increase the parking)***

- Maximum parking is one space per 1,000 gsf for non residential use
  - ***Asking for one space per 500 gsf of sales and services (Per table A 23.54.015)***
- Retail space is approximately 30,000 gsf for a max of 60 stalls

Loading ***(Asking for a Type I Directors Decision for shorter loading stalls)***

- Residential loading is not required
- Office loading, "Low Demand" will be 5 stalls (preferred option is centrally located below grade with (5) stalls dedicated to office. Proposing these stalls have a dimensions of ***10x25*** rather than 10x35.
- Retail loading, "Medium Demand" will be 1 stall (preferred option is centrally located below grade with (1) stall dedicated to retail. Proposing this stall be **10 x 25** rather than 10x35

SMC 23.54.015 Required Parking

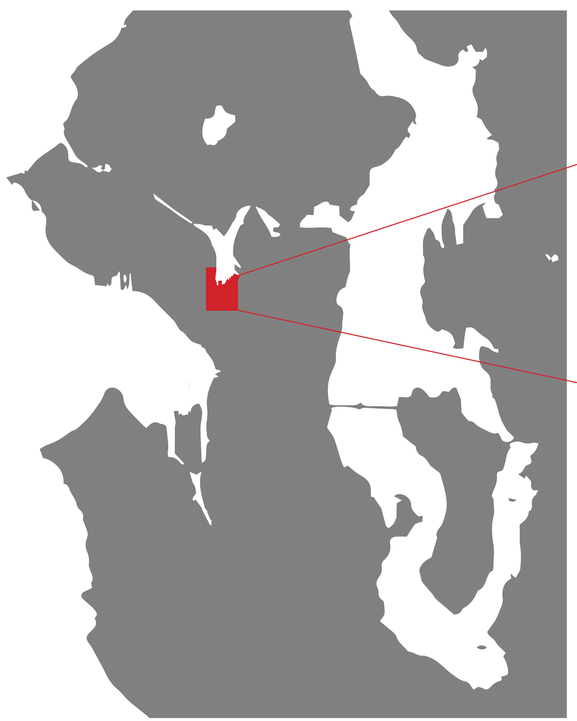
- Bicycle parking for nonresidential and residential use will be provided
-

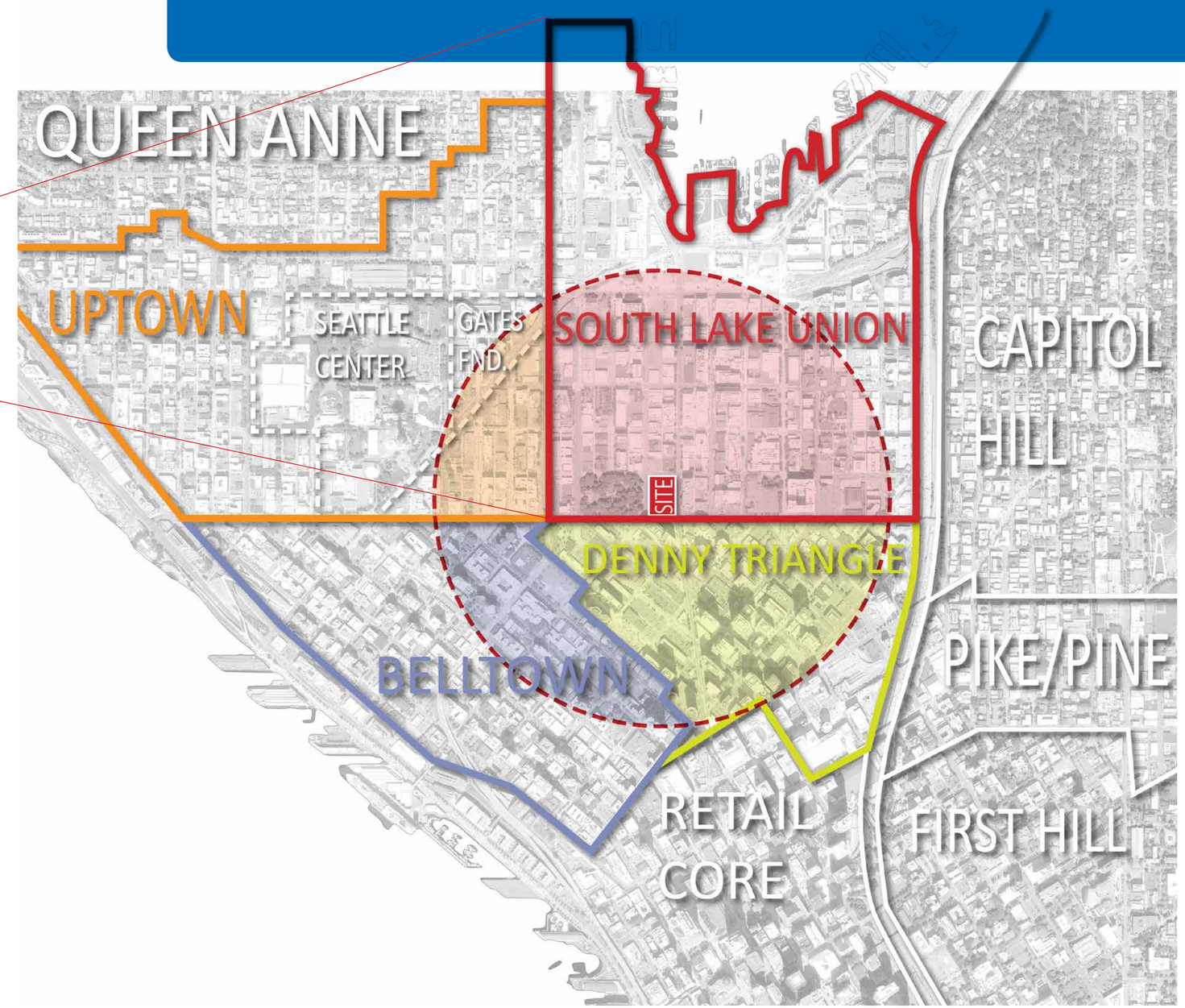
SMC 23.48.034 Parking and loading location, access and curbcuts *(Asking for a Type I Directors Decision for our curb cut location on John Street)*

D. Parking and Loading Access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director, depending on the classification of rights-of-way, as shown on Map A for 23.48.014, according to the following:

1. Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.C and use of the alley for parking and loading access would not create a significant safety hazard as determined by the Director.
2. If the lot does not abut an improved alley, or use of the alley for parking and loading access would create a significant safety hazard as determined by the Director, parking and loading access may be permitted from the street. If the lot abuts more than one street, the location of access is determined by the Director, as a Type I decision, after consulting with the Director of Transportation. Unless the Director otherwise determines under subsection 23.48.034.D.3.c, access is allowed only from a right-of-way in the category, determined by the classifications shown on Map A for 23.48.014, that is most preferred among the categories of rights-of-way abutting the lot, according to the ranking set forth below, from most to least preferred (a portion of a street that is included in more than one category is considered as belonging only to the least preferred of the categories in which it is included).
   a. An undesignated street;
   b. Class 2 Pedestrian Street;
   c. Class 1 Pedestrian Street;
   d. Designated neighborhood green street.
3. The Director may allow or require access from a right-of-way other than one indicated by subsection 23.48.034.D.1 or subsection 23.48.034.D.2 if, after consulting with the Director of Transportation on whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards, the Director finds that an exception to the access requirement is warranted. Curb cut controls on designated green streets shall be evaluated on a case-by-case basis, but generally access from green streets is not allowed if access from any other right-of-way is possible.

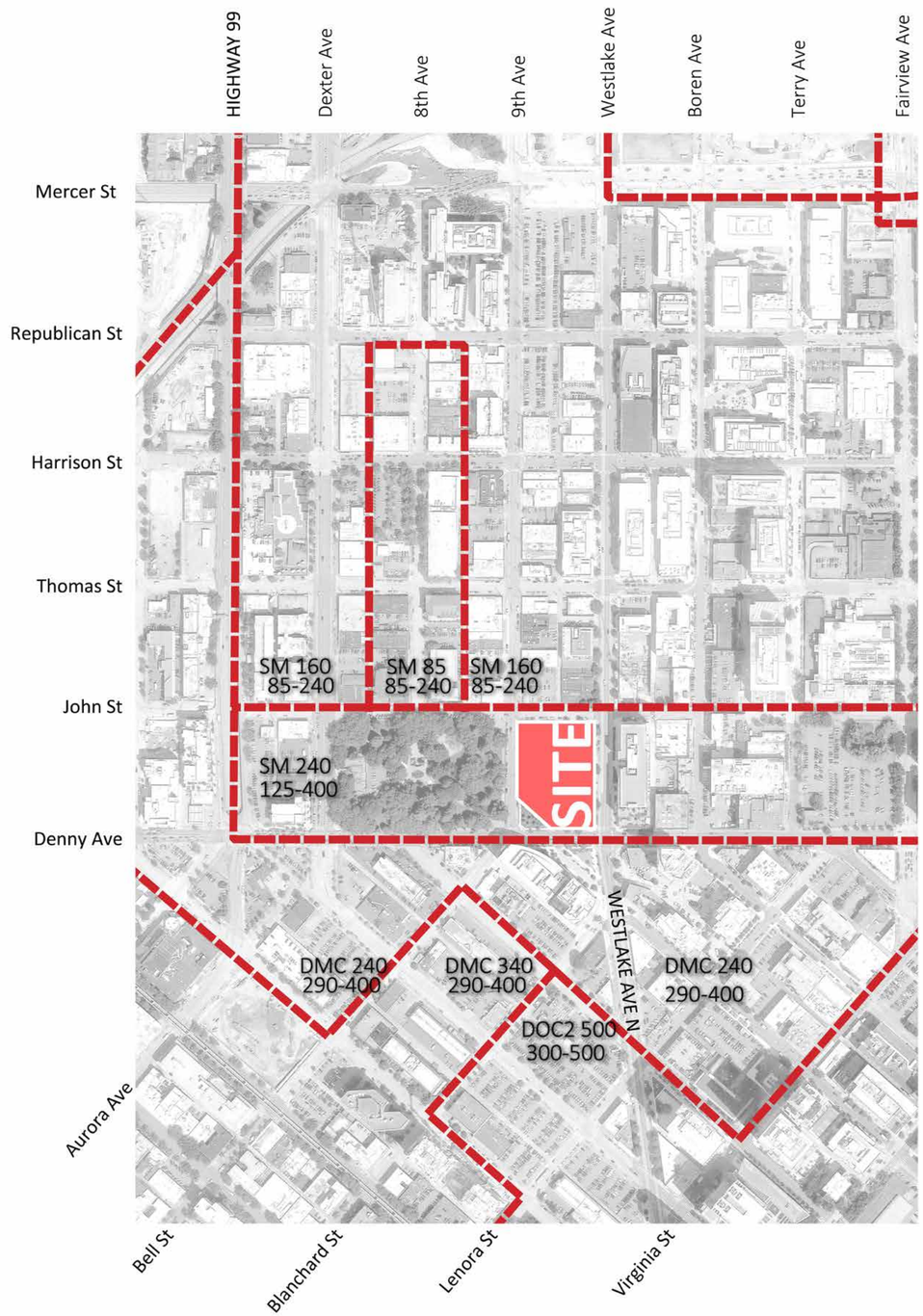
2 SITE CONTEXT & URBAN DESIGN ANALYSIS



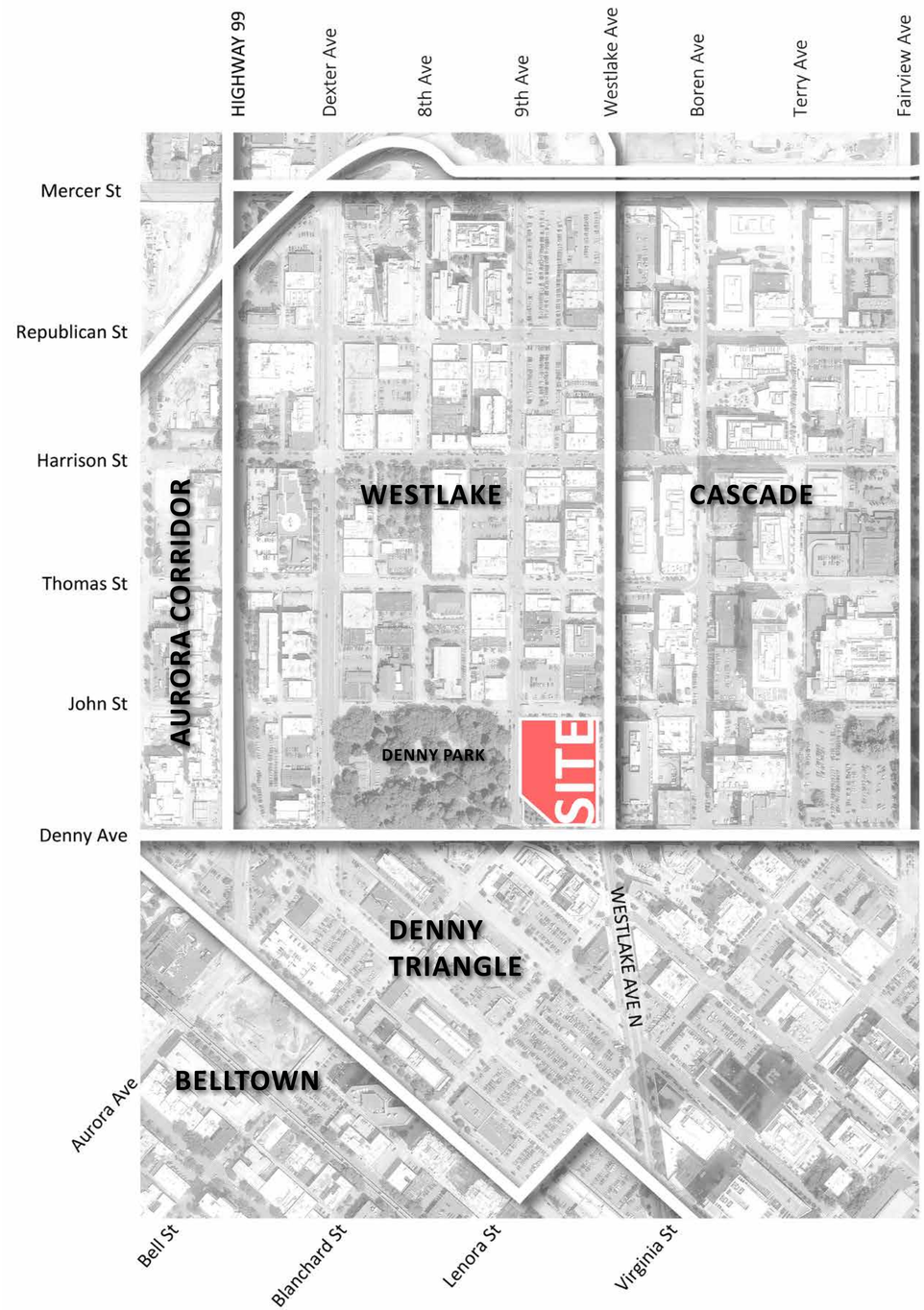


SITE CONTEXT VICINITY MAP

SITE CONTEXT ZONING AND NEIGHBORHOOD PLANS



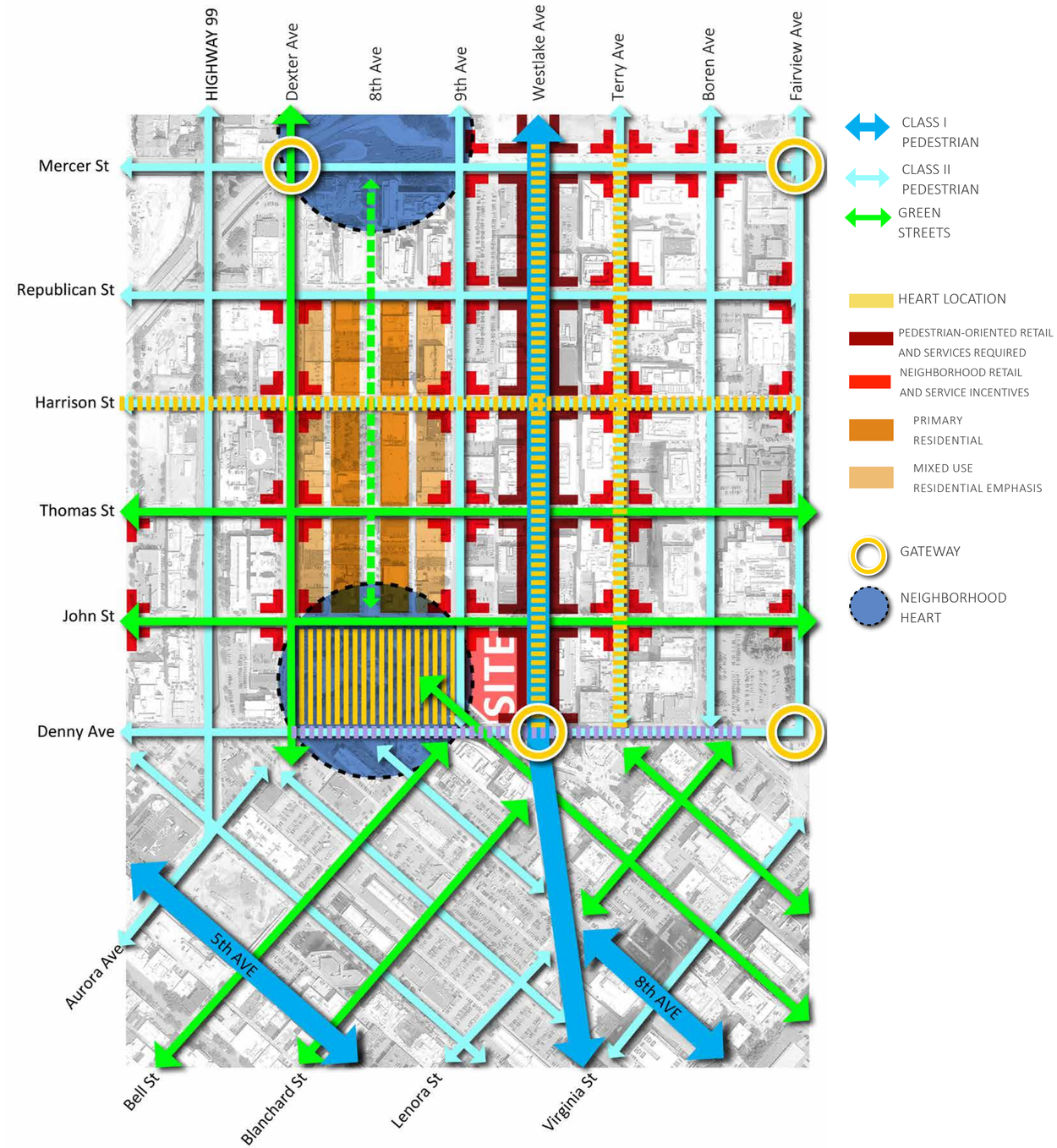
SOUTH LAKE UNION/DENNY TRIANGLE ZONING AND USE TYPES



LOCATION OF BLOCK 48 WITHIN SOUTH LAKE UNION

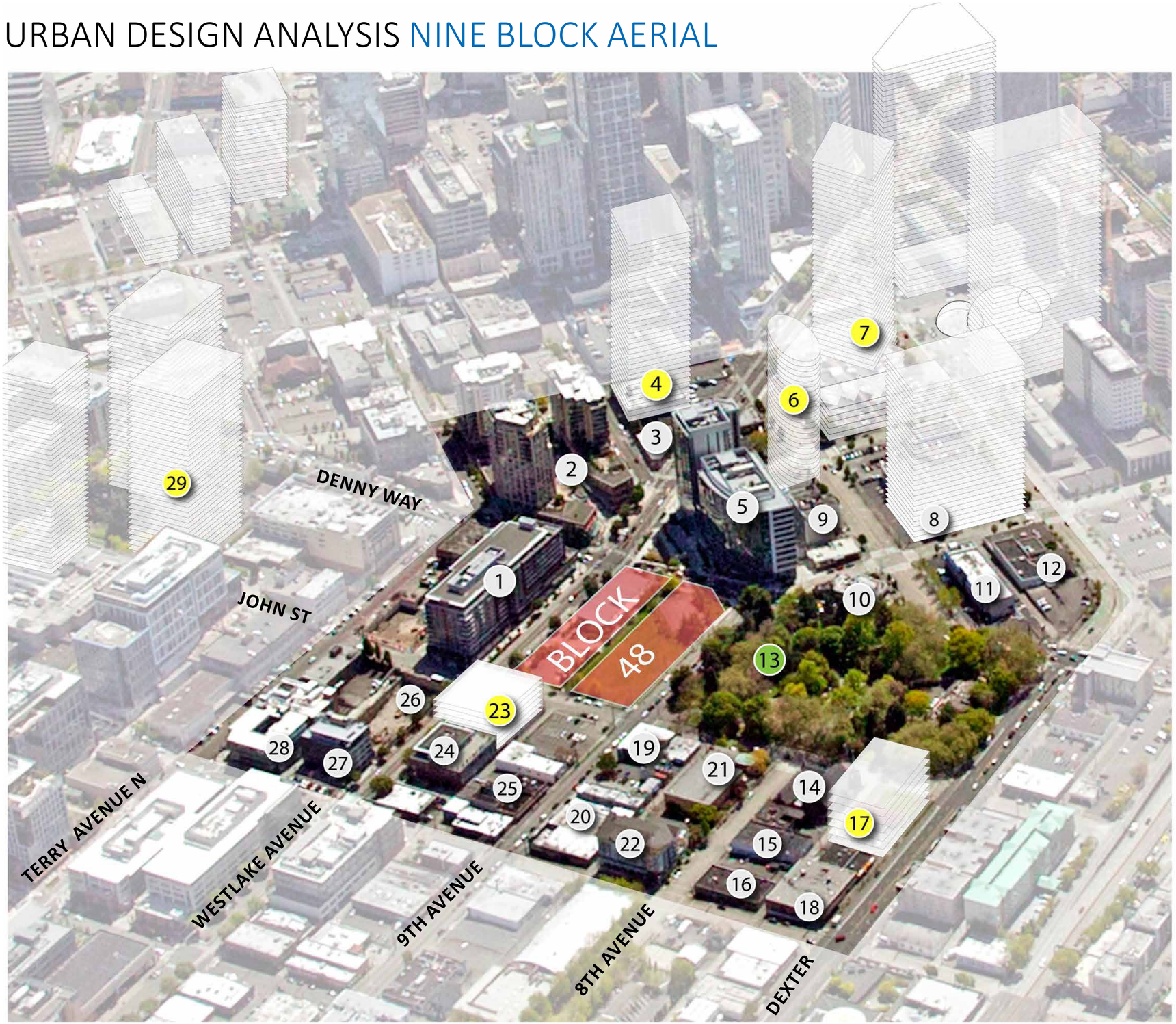
URBAN DESIGN ANALYSIS PATTERN AND FORM

TRANSPORTATION ANALYSIS



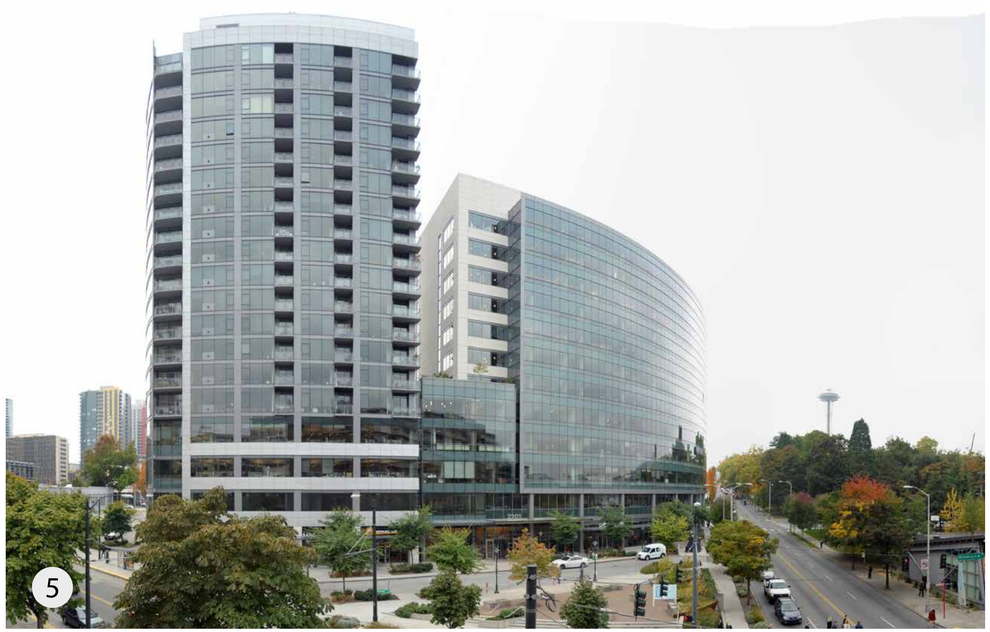
GATEWAYS, HEARTS, AND EDGES

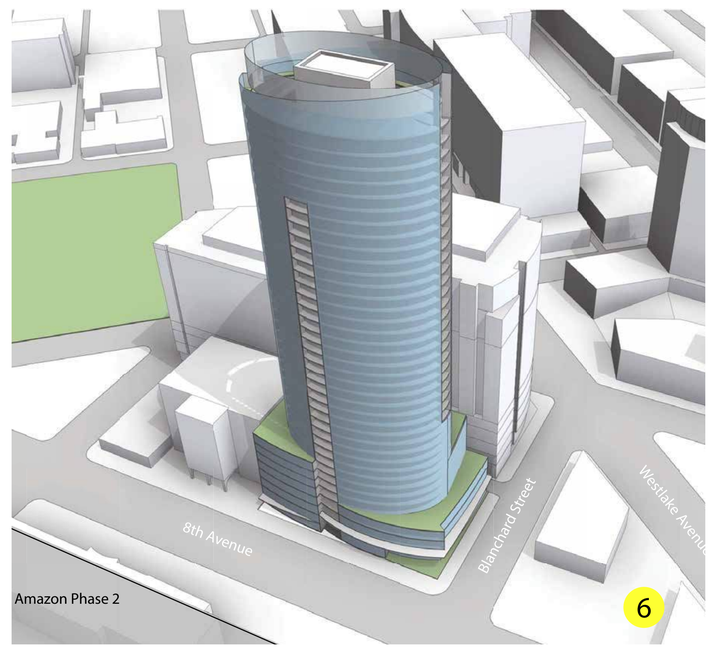
URBAN DESIGN ANALYSIS NINE BLOCK AERIAL



1. Residential, 11 Story Rollin Street Apartments
2. Residential/Hotel/Retail, 15 Story 2200 Westlake
3. Retail, 1 Story
4. Residential/Retail, 40 Story 9th & Lenora
5. Office/Residential/Retail, 19 Story 2201 Westlake
6. Residential, 40 Story 2220 8th Avenue
7. Office/Retail, (3) 38 Story Rufus 2.0
8. Office/Retail, future 26 Story Block 21
9. Office, 7 Story
10. Retail, 1 Story Shilla Korean BBQ
11. Hotel, 2 Story
12. Office/Retail, 1 Story
13. Denny Park
14. Religious, 2 Story Denny Park Lutheran Church
15. Office/Retail, 2 Story
16. Office/Retail, 2 Story
17. Residential, 6 Story Compass on Dexter
18. Office/Retail, 2 Story
19. Office, 2 Story
20. Retail, 1 Story
21. Religious, 2 Story Unity Church of Truth
22. Residential, 6 Story Denny Park Apartments
23. Residential/Retail, 7 Story
24. Office/Retail, 4 Story Sellen Construction
25. Office/Retail, 1 Story
26. Office/Retail, 6 Story Umpqua Bank, Homegrown
27. Office/Retail, 5 Story
28. Office/Retail, 4 Story Weber Marketing Group
29. Mixed-Use/Residential, 30 Story Seattle Times

URBAN DESIGN ANALYSIS CONTEXT IMAGERY





1 ROLLIN STREET FLATS

An 11 story residential building with 208 rental units and 25,000 SF of ground floor retail responding to the streetcar and the significant pedestrian traffic at Westlake and Denny. The mass is a series of larger forms with deep balconies at the residential levels to break down the scale of the half block building. Varied sizes of warm brick give the building texture and allude to the industrial past of the neighborhood.

2 2200 WESTLAKE

This multi tower, mixed-use development includes 261 residential units, the Pan Pacific Hotel, and retail. Multiple plaza levels integrate the retail on the site across significant grade changes with covered vertical circulation. Public art enlivens the plazas.

5 2201 WESTLAKE

A mixed-use project with a 12 story office tower and a 19 story, 135 unit residential tower. The 24,000 sf of retail space sits on a public plaza. This plaza was designed to create a sense of commons at the streetcar stop and mirror the plaza at 2200 Westlake across Westlake Ave. Pedestrian entry to the retail facing Denny is recessed compared to the sidewalk due to the grade change along Denny.

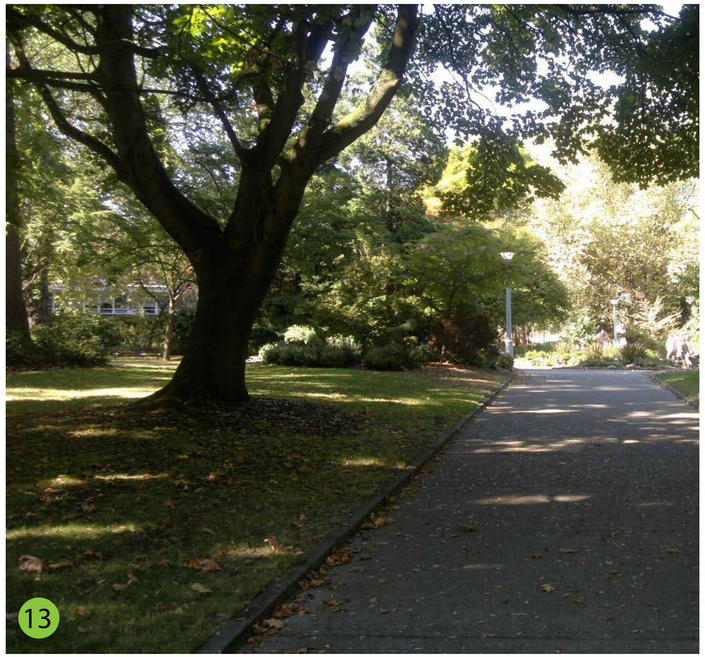
6 2220 8TH AVENUE

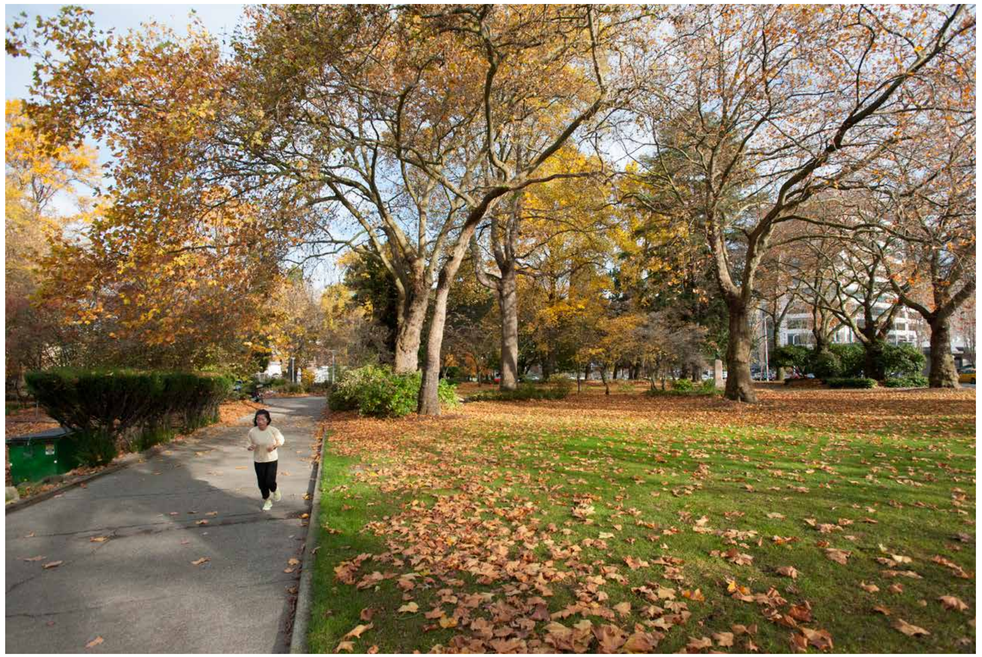
The future 40 story 390 unit apartment tower is shaped to minimize impact of views to existing buildings. Setbacks from the property line at multiple levels creates a pedestrian scale podium.

URBAN DESIGN ANALYSIS CONTEXT IMAGERY

7 RUFUS 2.0

The future 3 block development (blocks 14, 19, and 20) will have three 38 story Office towers. Geared toward creating a vibrant public plaza and retail spaces, the project is focused on the three iconic spheres grounding the Lenora Street side of the site. The plan optimizes airflow and solar orientation on the public plaza.





13 DENNY PARK

The 1883 park features a thick canopy of maples, pines and other trees along with broad pathways planted with dense rhododendrons. A recently added temporary dog park, play area, and updated lighting are all part of a larger effort to improve the connectivity across Denny by creating useful open spaces, improving bike and pedestrian connectivity, and improving streetscapes.

URBAN DESIGN ANALYSIS CONTEXT IMAGERY

17 COMPASS ON DEXTER

The future mid-rise residential building will provide 72 low income units for the SLU neighborhood. Service related office space and tenant common space on the ground floor provides services for the tenants. Simple, planar facades serve as a backdrop to the park. A strong corner element acts as an identifying element of the building and pedestrian entry.

23 201 WESTLAKE AVENUE N

The future 7 story residential building will provide a mix of residential unit types with retail at the ground level. Color and textural variations in masonry cladding provide nice texture at street level. Warm accents and soffits provide contrast to the cool material palette and designate public entry points.

26 202 WESTLAKE AVENUE N

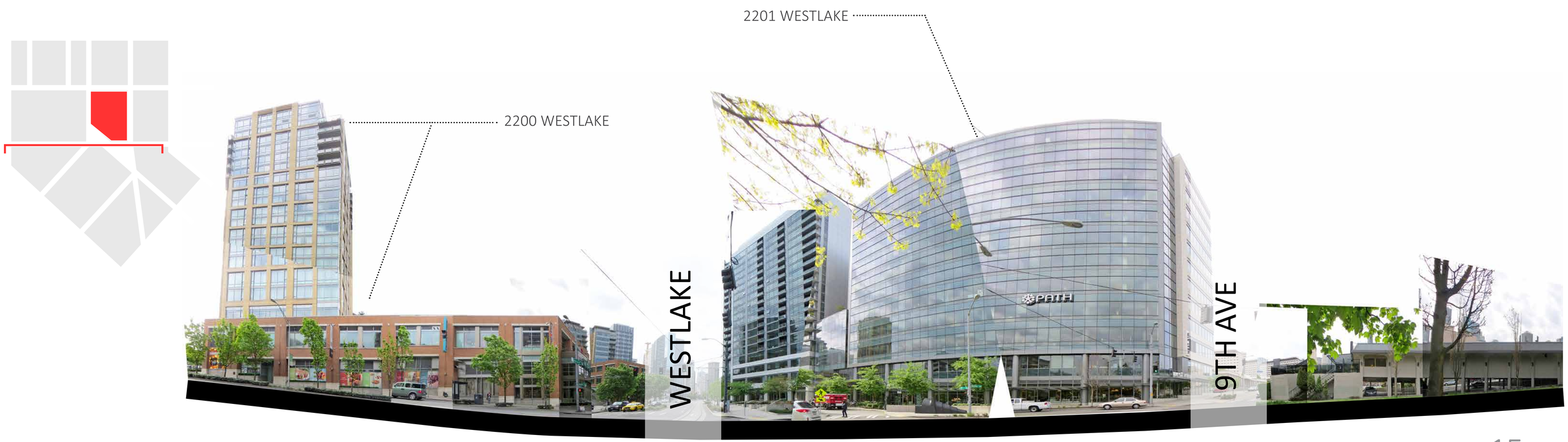
This newly completed building nods to the old character of the neighborhood by the classical rhythmic window bays and decorative molding and brickwork. The dark tinted glass limits transparency and visibility into street level retail.

29 SEATTLE TIMES PROJECT

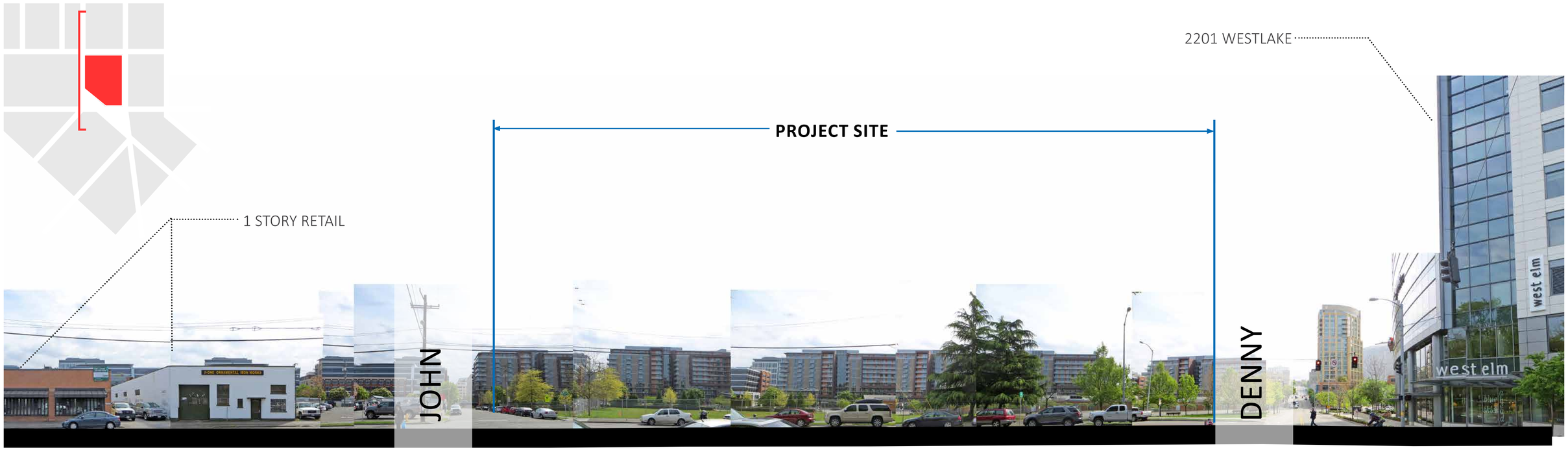
The future development of four residential towers over a mixed-use podium. The centerpiece of this development be the restored 1931 Seattle Times office building. This project will introduce a pedestrian plaza and mid-block connection with an internal courtyard.

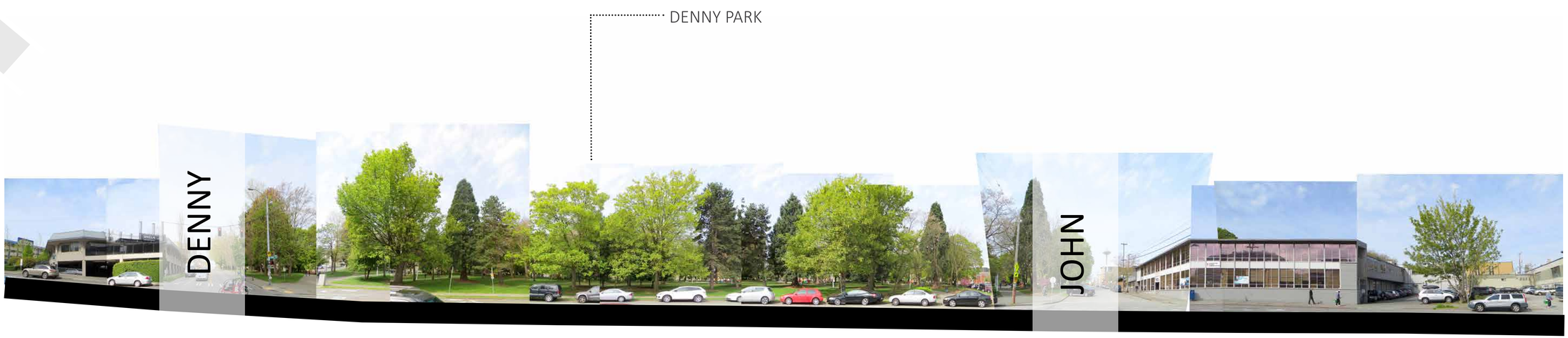
URBAN DESIGN ANALYSIS WESTLAKE AVENUE

URBAN DESIGN ANALYSIS DENNY WAY

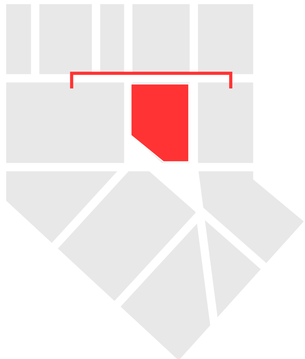


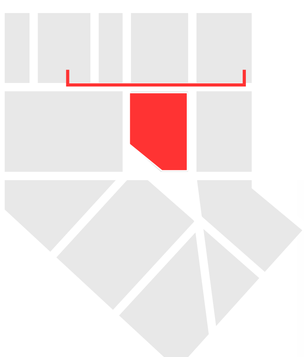
URBAN DESIGN ANALYSIS 9TH AVENUE





URBAN DESIGN ANALYSIS JOHN STREET





Westlake Ave. Concept Detail

The proposed Westlake Ave. Concept Detail focuses on making the intersection of Westlake Ave. and Denny Way one of Seattle's great urban places. The concept explores a strong linkage between the streetcar line at 2200 Westlake to Denny Park, with a series of publicly accessible open spaces.

See Actions: **C3, E2, E3, E4, G5**

With future redevelopment of the 101 Westlake Ave. N. block a preferred urban design solution would be to preserve a generous open space linkage from Denny Park to Westlake Ave. The concept suggests an increased building setback which could accommodate outdoor seating terraces, activities, and a double row of trees. The greenspace would provide a visual connection and band of green stretching from the Park to the 2200 Westlake development. Providing the additional setback could also be an amenity that would allow for bonuses under an incentive zoning system.

Consider preserving the small triangle at the foot of the Enso building as plaza space. A preferred urban design solution is to preserve a plaza that would enhance the linkage of public space to Denny Park. The plaza would provide the sense of a commons at the streetcar stop. A small kiosk or retail stand as a secondary element, would help to activate the plaza.

Enhanced crosswalk treatment such as colored or scored concrete would improve the intersection and help create a special urban place that connects across Denny Way. Stop bars should be included for visibility.

Existing Building or Under Construction.

Potential Building Form With Future Infill Development.
(For study and discussion purposes only)

The intersection of Westlake and Denny, with Denny Park and the 101 Westlake Ave. N. infill site in the background.

Bumgardner Architecture Interiors Planning

11

Preferred Denny Way Street Section

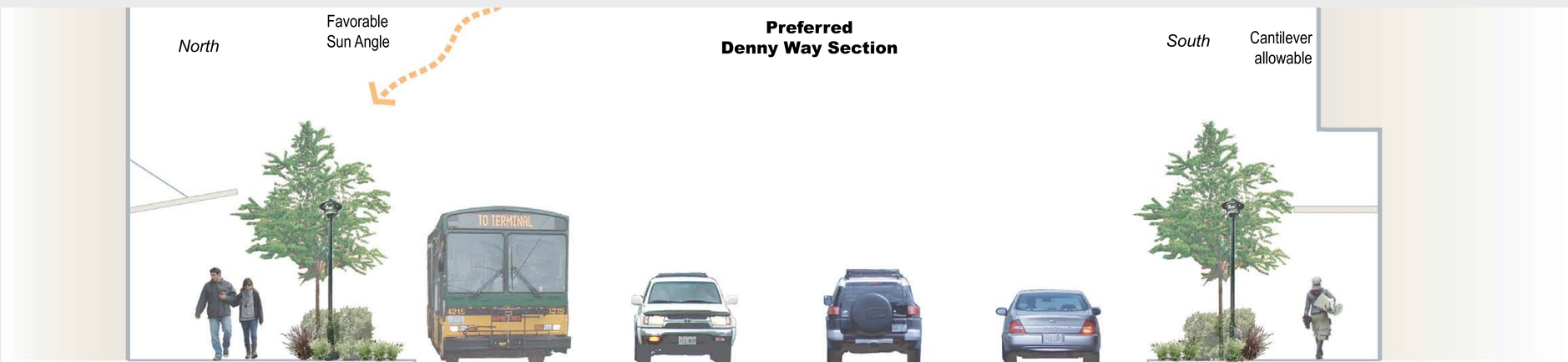
Sidewalks
Sidewalks on the south side, where sites are constrained, should total 15' in width. (3' setback increase from base standard.) Sidewalks on the north side, where sites are less constrained and sun angle is favorable should total 18' in width. (6' setback increase from base standard.)

Landscape / Furnishing Zone
The Landscape / Furnishing zone adjacent to travel lanes should be 8' in width (including the required 3' clear zone at the roadway edge). No treepit should be smaller than 6' x 8'. Landscaping should include buffering elements, such as thick evergreen planting or other features to a height of 18" - 36" inches. The buffer is meant to provide a sense of safety for pedestrians. Periodic breaks in the buffer must be included for sidewalk access, and access to bus zones must be accommodated. Consistent street trees should be placed in the landscape/furnishing zone. Pedestrian scaled lighting in the 12' - 20' height range should be located at corners and intersections. Improved pedestrian 'eddies' at angled intersections should receive more generous landscaping improvements.

Pedestrian Zone
The pedestrian zone should total 10' in width on the north side, and 7' in width on the south side. The larger, north sidewalk accommodates a more direct east-west walking path not encumbered by angled intersections.

Bus Zones
Bus zones should be integrated with the building facade where possible. Canopy overhead weather protection attached to the building is preferred, allowing bus shelter removal. Lean rails, benches and under-canopy lighting as consistent with Metro standards should be included. Since Denny Way sidewalk space is limited, explore opportunities to expand bus waiting areas through use of cross-street Right of Way.

Facade Activation
Facade activation should be focused at corners and intersections. Facade activation such as retail, and entrances should be placed at these key locations. Mid-block frontages onto Denny Way should include building transparency and careful selection of quality materials.



Facade	Pedestrian	Landscape/ Furnishing	Transit / Vehicle	Transit/ Vehicle	Transit /Vehicle	Transit / Vehicle	Landscape/ Furnishing	Pedestrian	Facade
Focus activation @ corners and intersections. Weather protection.	~ 10' Expand to ~10' with additional setbacks. Prop. Line	~ 8' Buffer elements Ped lights (near corners & crossings)	~ 11' Transit in travel lane	~ 11' + Intersection turn pockets	~ 11' + Intersection turn pockets	~ 11' Transit in travel lane	~ 8' Buffer elements Ped lights (near corners & crossings)	~ 7' Expand to ~7' with additional setbacks. Prop. Line	Focus activation @ corners and intersections. Weather protection.

Roadway ~44'

Sidewalk ~18' | Sidewalk ~15'

ROW 66'

Setback 6' (Private) | Setback 3' (Private)

Bumgardner Architecture Interiors Planning

13

3 DESIGN GUIDELINES

DESIGN GUIDELINES

CS1 NATURAL SYSTEMS AND SITE FEATURES

USE NATURAL SYSTEMS AND FEATURES OF THE SITE AND ITS SURROUNDINGS AS A STARTING POINT FOR PROJECT DESIGN.

I. RESPONDING TO SITE CHARACTERISTICS

New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design* (LEED) manual which provides additional information.
Examples include:

i. Solar orientation
ii. Storm water run-off, detention and filtration systems
iii. Sustainable landscaping
iv. Versatile building design for entire building life cycle

RESPONSE
The through-block connection increases the pedestrian connection through the site and emphasizes the network of cross-block spaces within the neighborhood. The topography of the site will be used to create a series of spaces geared toward varied activities and programs – amphitheater, market spaces, public performance spaces, passive respite, active engagement, garden spaces, etc. Locating the largest portion of the plaza at the south west corner of the site takes advantage of the solar access that the wide Denny Avenue provides.

CS2 URBAN PATTERN AND FORM

STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.

I. RESPONDING TO SITE CHARACTERISTICS

i. Encourage provision of "outlooks and overlooks" for the public to view the lake and cityscapes.

III. GATEWAYS

Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place.

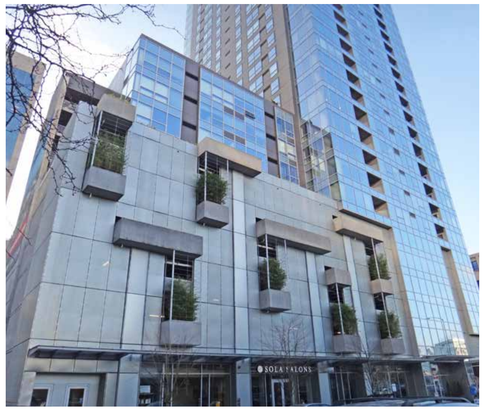
IV. HEART LOCATIONS

Several areas have been identified as "heart locations." Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building's primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity.

RESPONSE
The two southern corners of the property will be defined with pedestrian open areas to highlight connections to the neighborhood. A larger, market focused plaza on the west side responds to Denny Park and the Bell Street termination. A more intimate, partially-covered plaza is proposed at the Westlake intersection to provide relief from the busy pedestrian and automobile gateway to SLU.

DESIGN GUIDELINES

CS3 ARCHITECTURAL CONTEXT AND CHARACTER



CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.

I. HEIGHT, BULK, AND SCALE

i. Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
ii. Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; accent trim.

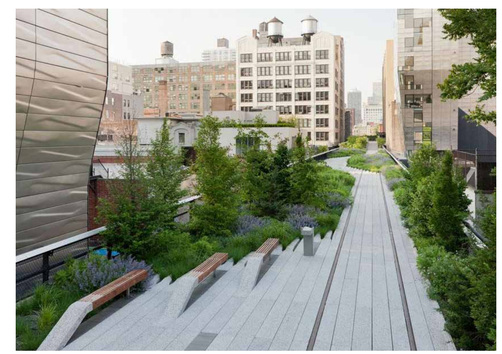
II. ARCHITECTURAL CONTEXT

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.
iv. Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.
v. Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas.
vi. Respond to the unique, grass roots, sustainable character of the Cascade neighborhood.

RESPONSE

The proposed cross-block public space will integrate the retail and lobby entrances of the buildings in a manner that blurs the lines between public and private realms. The public realm is visually expanded by incorporating views through the tower lobbies. The inner block faces of the podiums offer an opportunity for finer level detailing and texture particularly at the set back of the lower two levels to create a double height logia. The tower locations, orientations and shaping will all be geared toward preventing a canyon experience on the site while encouraging tenants of the tower to have active engagement at various levels with the public plane.

PL1 CONNECTIVITY



COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.

I. HUMAN ACTIVITY

i. Keep neighborhood connections open, and discourage closed campuses.
ii. Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
iii. Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

II. LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

i. Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.

III. PEDESTRIAN OPEN SPACES AND ENTRANCES

New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way.

RESPONSE

In addition to the pedestrian through block connection connecting Westlake and 9th, the existing alley is used to connect through the site from John, a proposed green street, to Denny. This connection encourages an open feel and pedestrian access to the site from all sides of the block to better activate the plazas. It will also link higher activity areas and streets with lower activity areas and streets. Podium level amenities will allow for a visual and physical connection to Denny Park on the west side and views down Westlake on the east side.

PL2 WALKABILITY

CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.

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; 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).

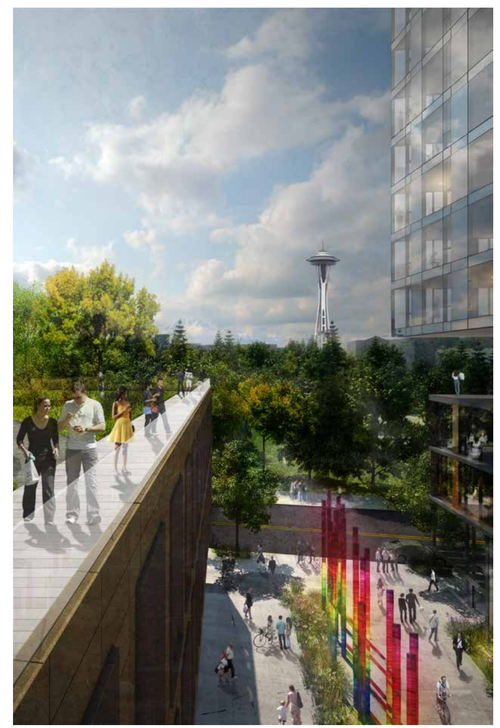
II. PERSONAL SAFETY AND SECURITY

Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are:

i. enhanced pedestrian and street lighting;
ii. well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street;
iii. police horse tie-up locations for routine patrols and larger event assistance.

RESPONSE
Permeable retail frontage and larger sidewalks at the ground level retail will allow for an activated pedestrian realm featuring built-in seating integrated with the landscape and the potential for movable tables and seating throughout.

DC3 OPEN SPACE CONCEPT



INTEGRATE OPEN SPACE DESIGN WITH THE DESIGN OF THE BUILDING SO THAT EACH COMPLEMENTS THE OTHER.

I. LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

i. Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
ii. Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
iii. Retain existing, non-intrusive mature trees or replace with large caliper trees.
iv. Water features are encouraged including natural marsh-like installations.
v. Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

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. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

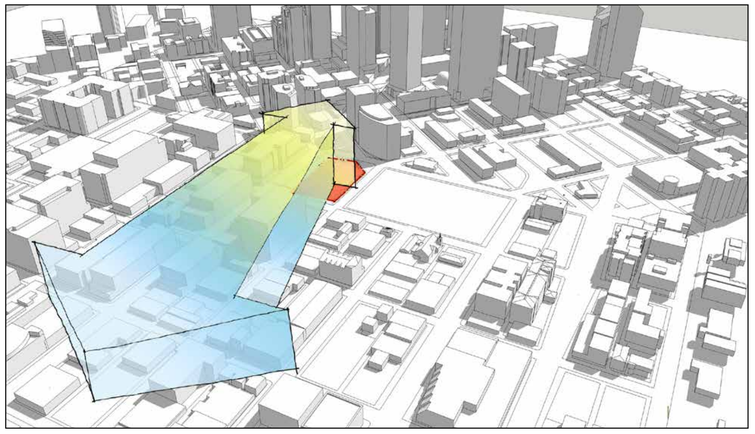
III. LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

RESPONSE
Landscaping, and lighting will be used throughout the site to define the plazas at a more pedestrian scale. The continuity of the pedestrian plazas and through block connections provides opportunities for weaving a broader story that connects the busy retail of Westlake Ave. N and Denny Way with Denny Park and the John Street green street. This includes modulation of the inner block tower podiums to soften and scale the pedestrian experience.

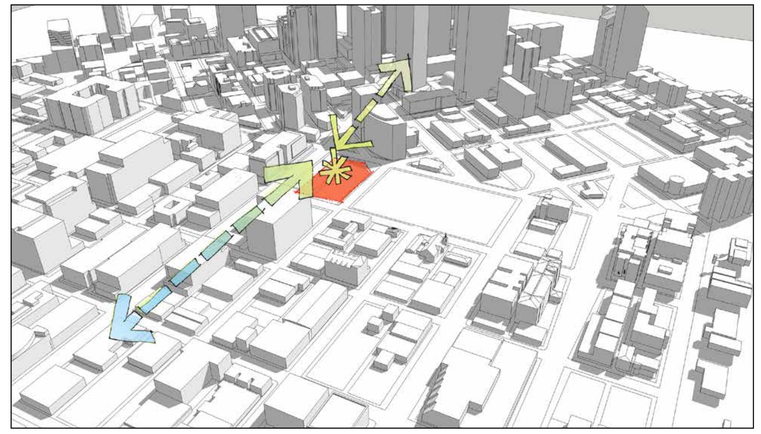
4 SITE ANALYSIS

SITE ANALYSIS URBAN CONTEXT



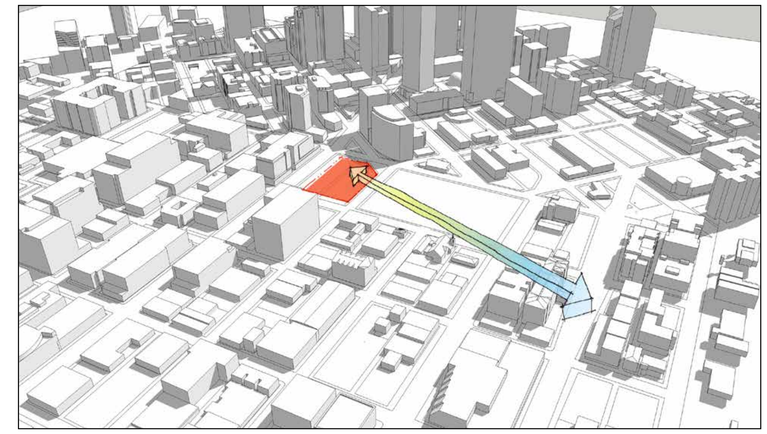
JOHN STREET TO LAKE UNION

Maximizing the allowable FAR will provide the freedom to explore design with dramatic presence creating visual linkages between the Denny Triangle, Downtown and South Lake Union



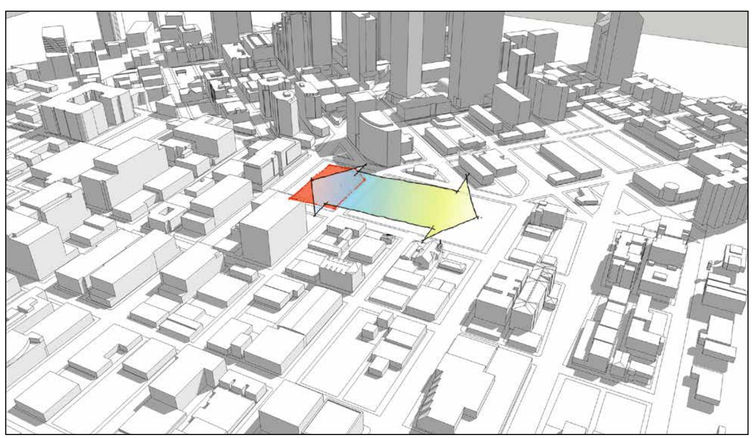
ENHANCE THE BOULEVARD

Establish Westlake as 'the boulevard that serves as a Gateway to South Lake Union providing enhanced access to public transportation solidifying the street's identity as a prominent neighborhood thoroughfare



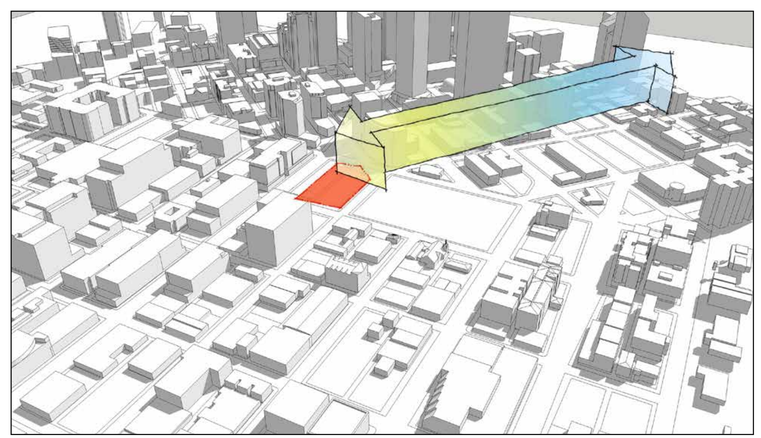
ENHANCE NEIGHBORHOOD FABRIC

Take advantage of visual connection to Seattle Center and downtown while investing in pedestrian scaled public spaces and continued place-making helping to complete the intersection identity initiated by 2200 Westlake, 2201 Westlake, and Rollin Street Flats.



OWN THE PARK

Utilizing Denny Park as a project amenity presents and extraordinary opportunity to incorporate intrinsic elements of nature and public gathering into the fabric of the design.



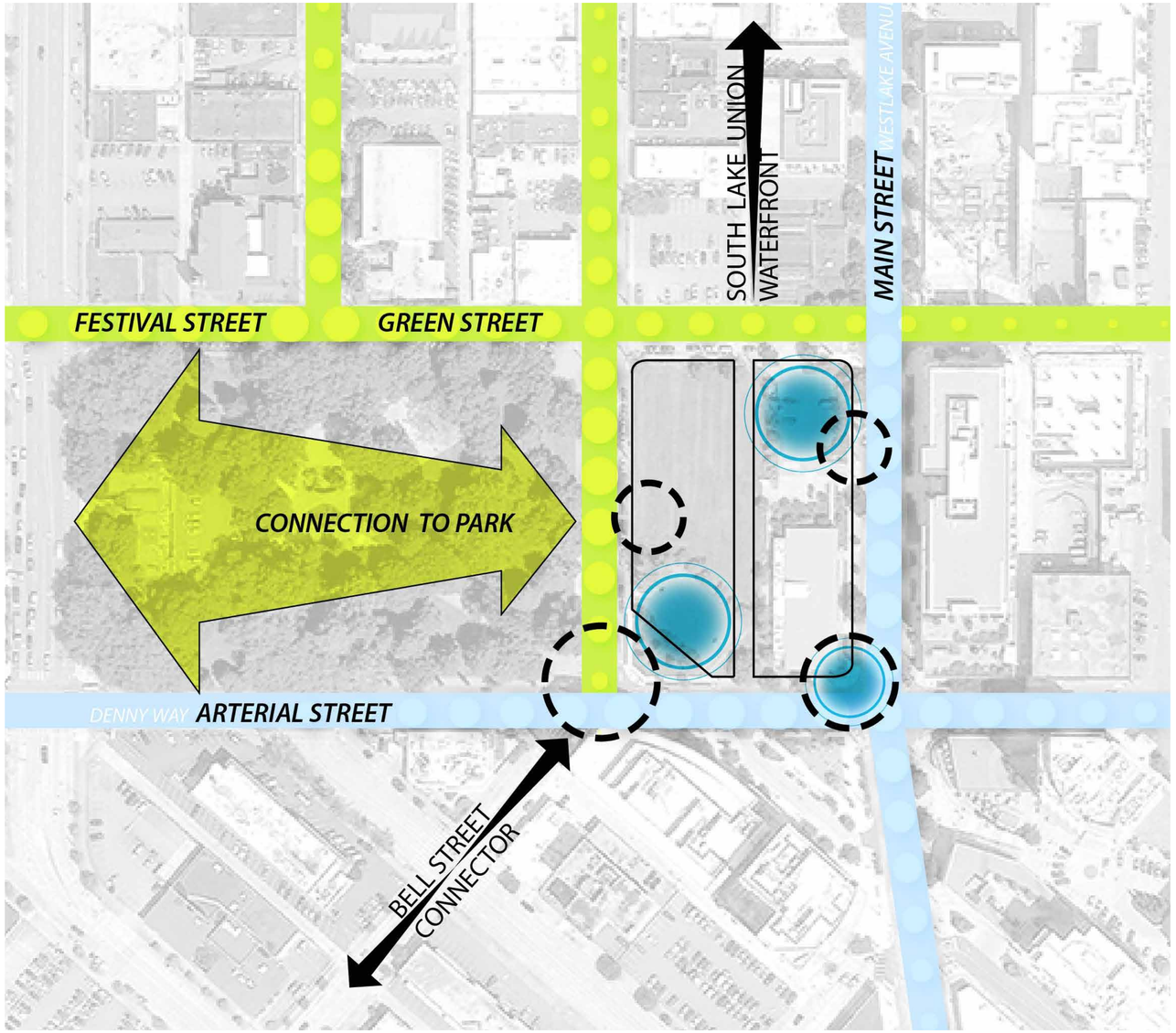
BELL STREET TO ELLIOT BAY

Linking two important residential and commercial areas, this site is at a prime intersection poised to become a retail destination that will promote a strong and vibrant identity at street level. Exploring ideas of connection will promote an undeniable sense of place.

GREEN CONNECTIVITY

A vital archipelago of existing open spaces, gateway and heart locations, site strategy seeks to enhance the language of connectivity and public experience through a strategic site response.

SITE ANALYSIS URBAN CONTEXT



GREEN STREETS:

- Create "soft" pedestrian bike friendly street connecting main arterials
- Bike friendly corridors
- Festival streets become green venues and destinations
- Connect to open space

OPEN SPACE

1. Corner to corner retail display
2. Sidewalk dining on John and Westlake
3. Mixed social destinations with covered outdoor seating: Beer Garden Plaza, Coffee, Public House, etc.
4. Mid-block coffee plaza
5. Denny Park Portal to Westlake
6. "Eyes on the Park and Street": Visual connection , character, and transparency between live/work, and residential-serving retail
7. Bell Street Portal: Landscape and art connection

SHOPPING STREETS

- Corner to corner retail display
- Sidewalk dining on John and Westlake
- Mixed social destinations with covered outdoor seating: Beer Garden Plaza, Coffee, Public House

SEATTLE CONNECTORS

- Connect to Seattle
- Connect to waterfront
- Serve as catalyst corridor for redevelopment
- Vital bike and pedestrian connector between Downtown/SLU

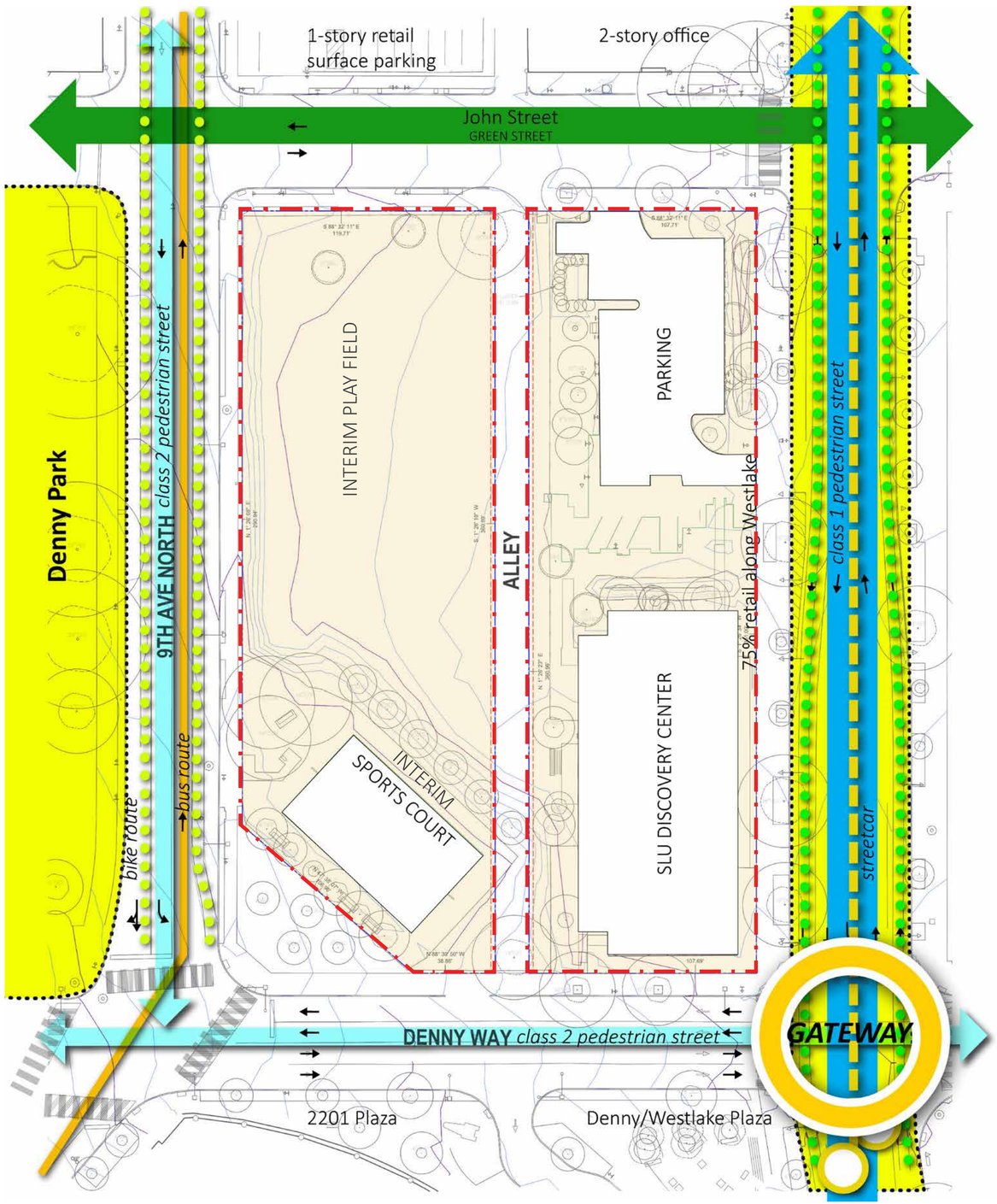
site identity gateways

primary retail opportunity

bike lanes and green streets

primary arterials

SITE ANALYSIS EXISTING USES & STRUCTURES



CLASS I PEDESTRIAN

CLASS II PEDESTRIAN

GREEN STREET

BIKE

BUS ROUTE

SOUTH LAKE UNION STREETCAR

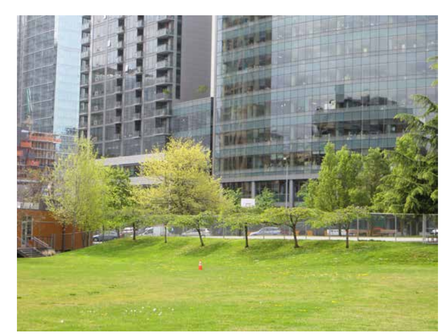
GATEWAY LOCATION*

HEART LOCATION*

*adopted by the city per SLU Neighborhood Design Guidelines

SLU DISCOVERY CENTER

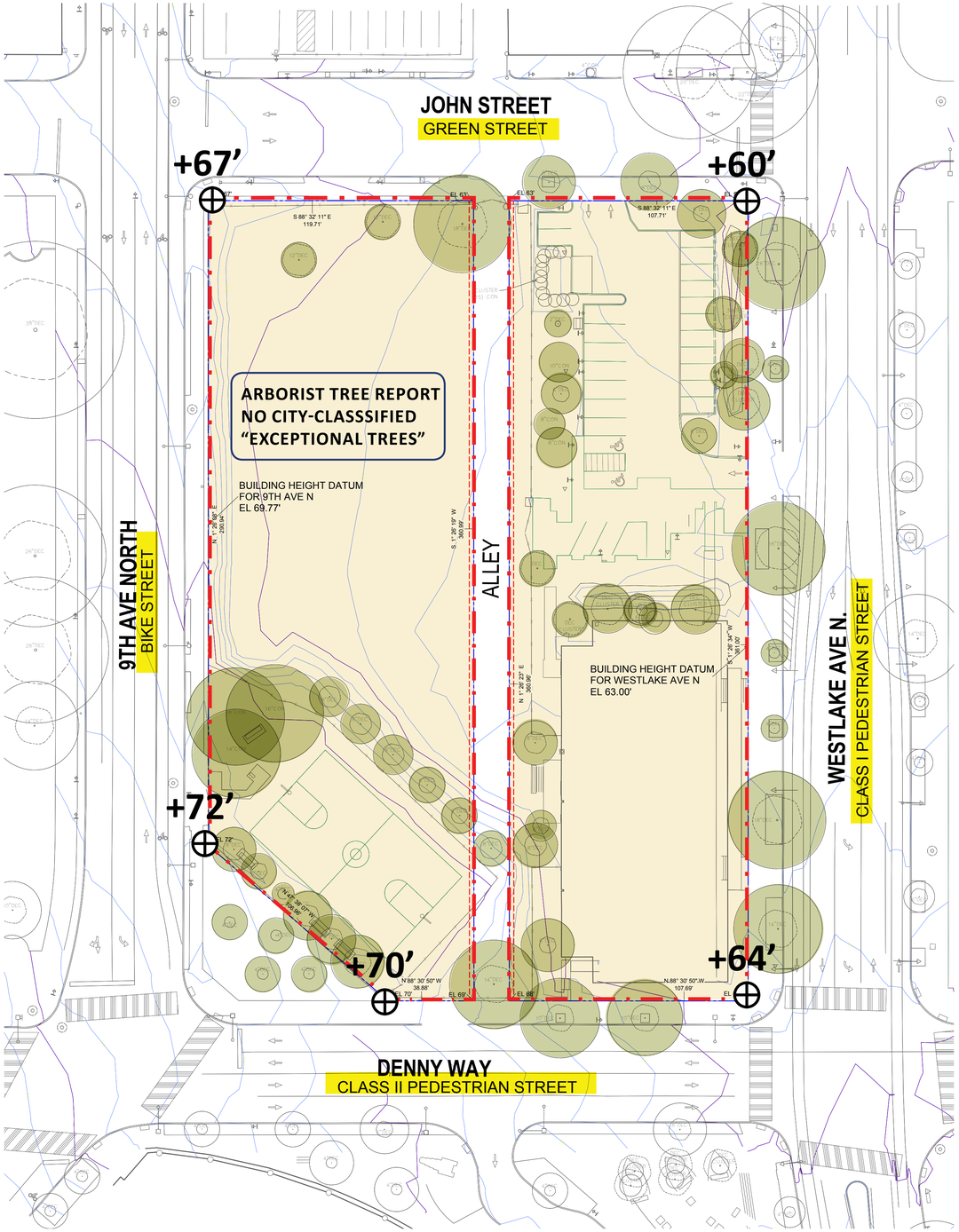
SPORTS COURT



PLAY FIELD

PARKING LOT

SITE ANALYSIS TOPOGRAPHY & TREE SURVEY



WESTLAKE STREET TREES

JOHN STREET TREES

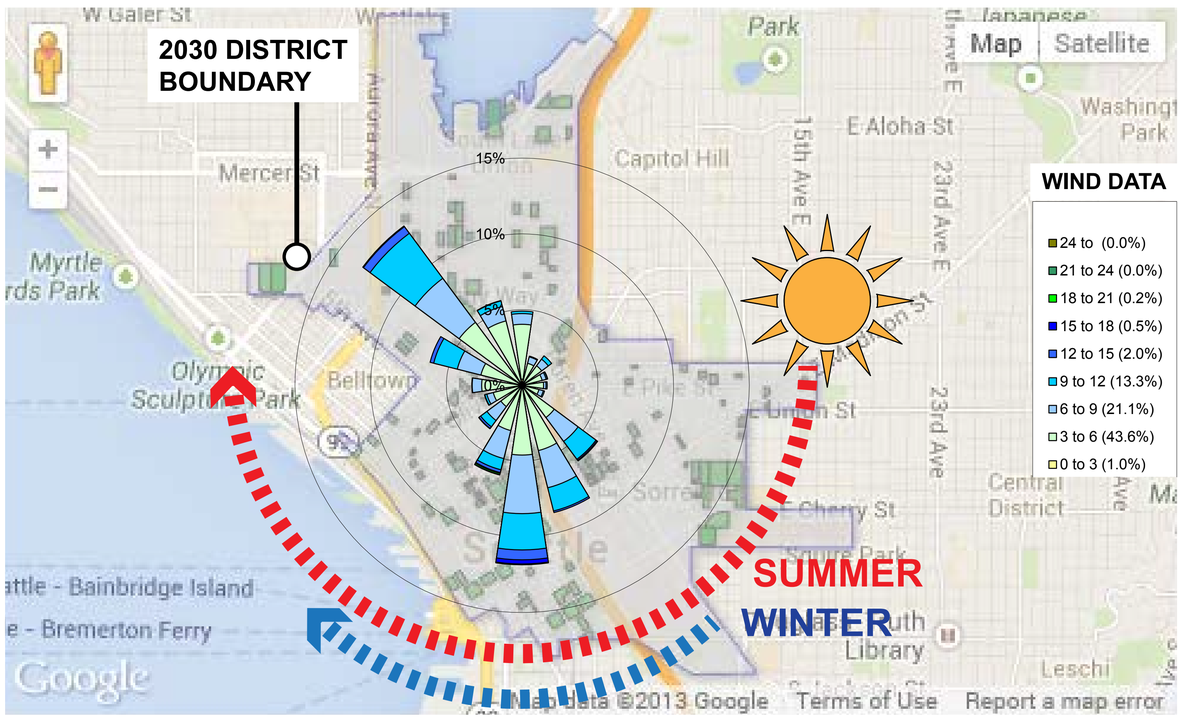
DENNY WAY STREET TREES

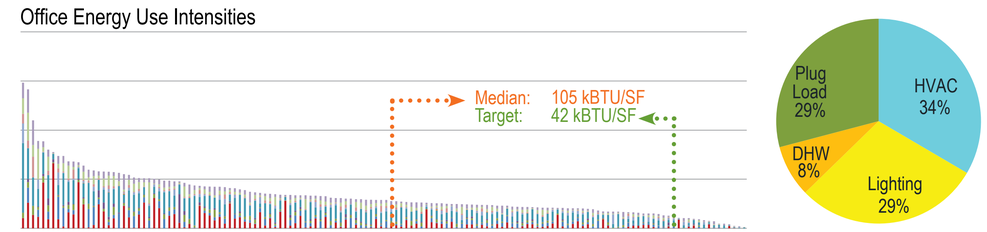
9th AVENUE STREET TREES

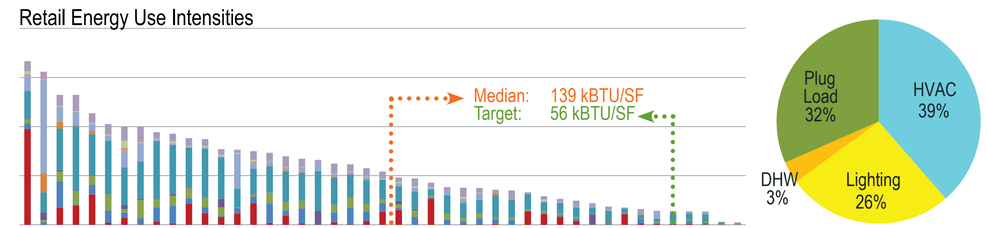
SITE ANALYSIS CLIMATE

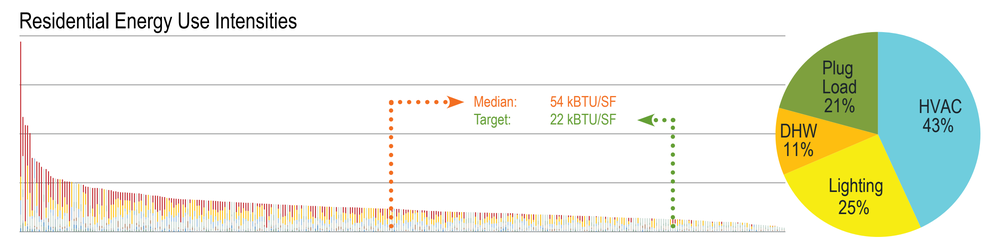
Seattle has a mild climate perfectly suited for natural ventilation strategies for most of the cooling season. Summers tend to be mild and sunny with few hours above 80°F and low relative humidity. Furthermore, even on the hottest days, the temperature drops back down to below 70 degrees at night, making the use of thermal mass and phase change materials with night flush ventilation a viable design strategy.

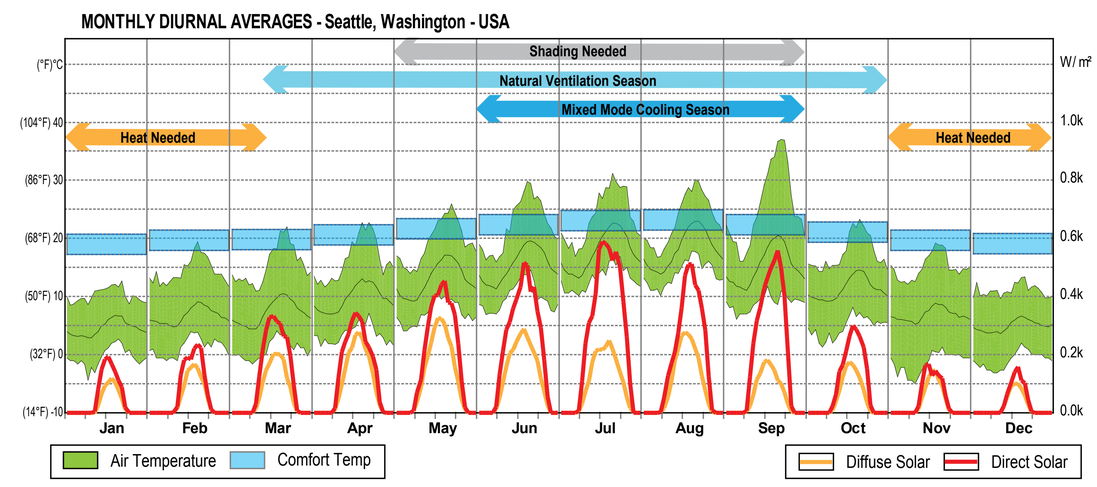
The map below shows the extent of the 2030 district in Seattle—which includes Block 48. There is a predominant regional headwind coming from the south going up towards Lake Union, and a secondary wind from the north-northwest. Westlake Avenue is a primary wind corridor while the open space of Denny Park pulls wind across the site. Locating the office building in this corridor creates the opportunity to take advantage of natural air currents already prevalent across the site. The site sits on the east side of Denny Park, and so it makes sense to pull the taller tower as far north as possible to avoid shading the park. Orienting the residences to the south will allow for some winter solar heat gain in the south facing units.







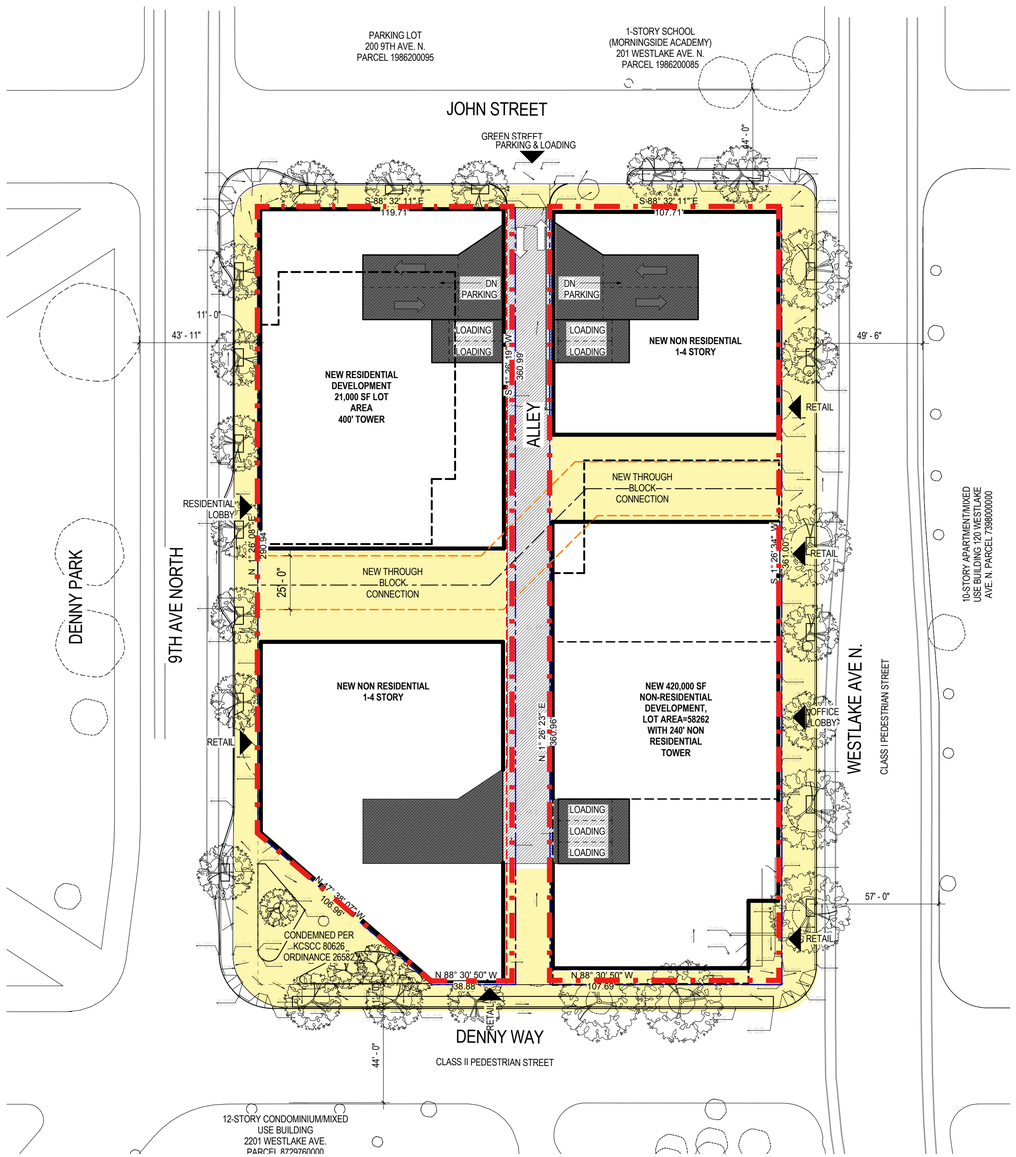




5 SITE/MASSING OPTIONS

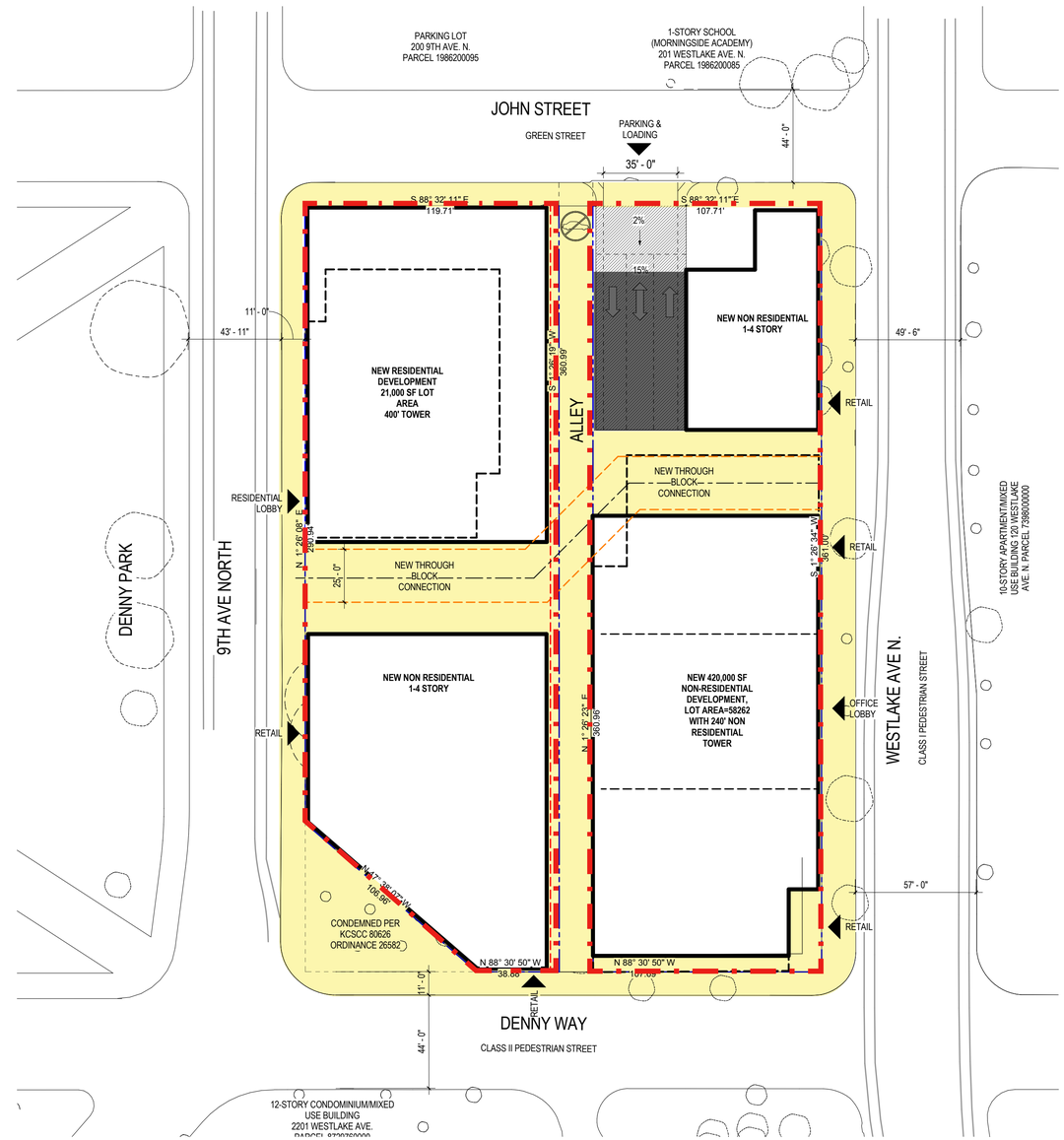
SITE/MASSING OPTIONS CODE COMPLIANT ALLEY VACATION OPTIONS

A SEPARATE BELOW-GRADE PARKING
WITHOUT SUBTERRANEAN ALLEY VACATION



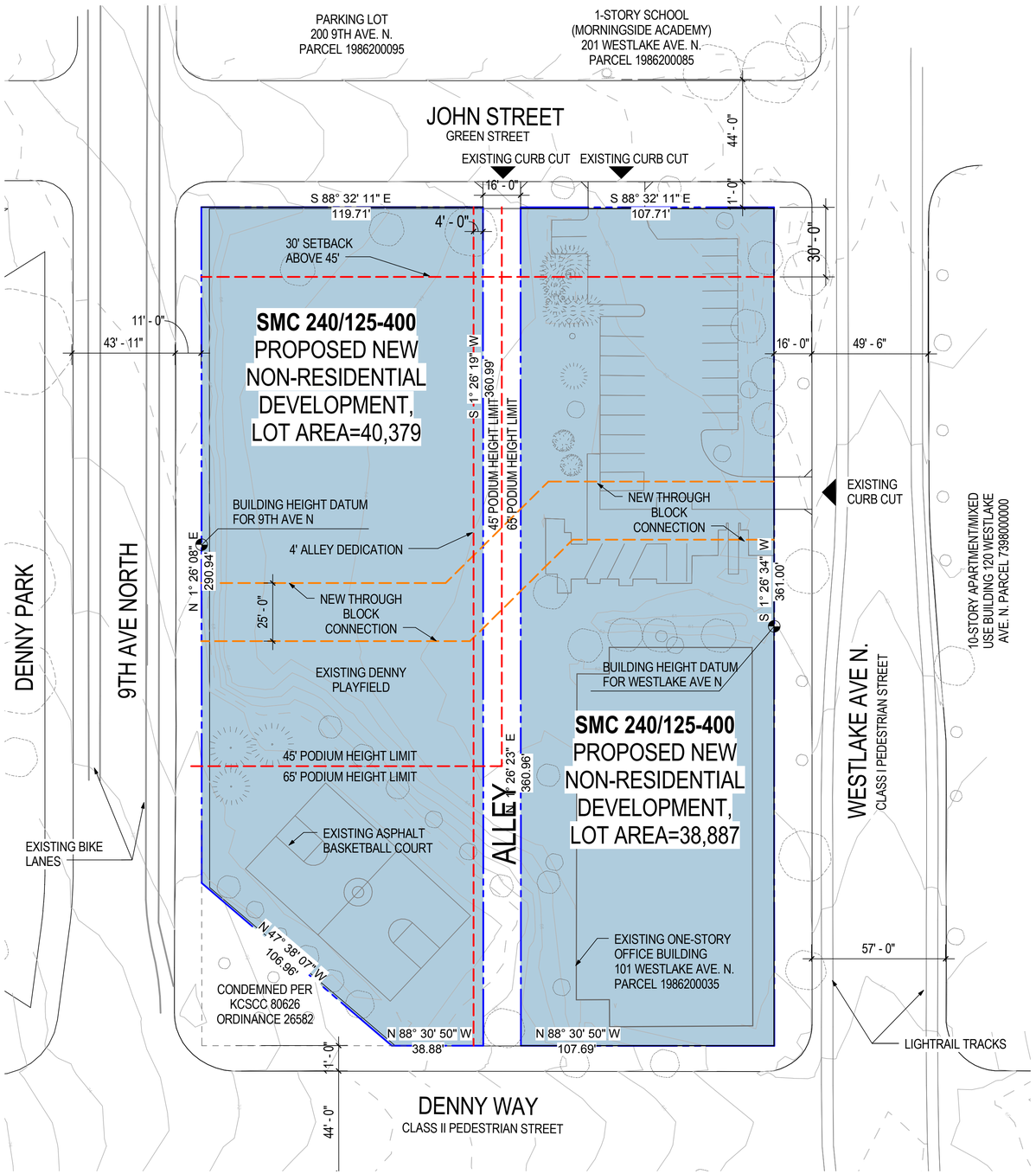
B PREFERRED
SHARED BELOW GRADE PARKING & LOADING
WITH SUBTERRANEAN ALLEY VACATION

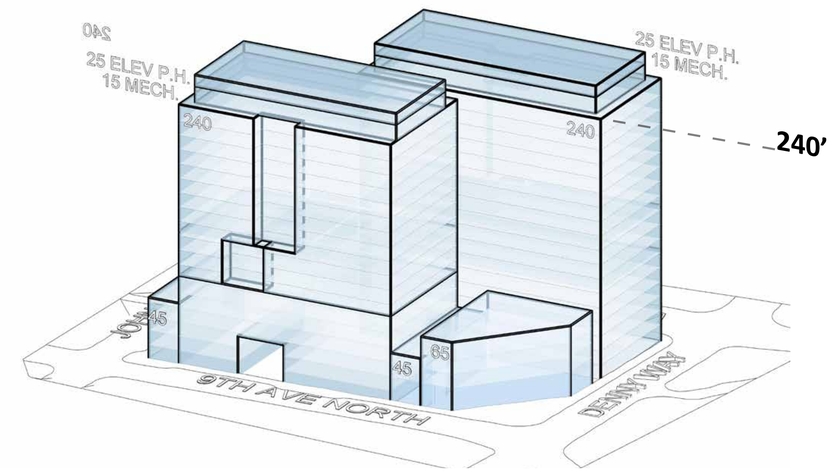
NOTE: NO VEHICULAR ACCESS TO ALLEY RIGHT-OF-WAY SUBJECT TO SDOT APPROVAL



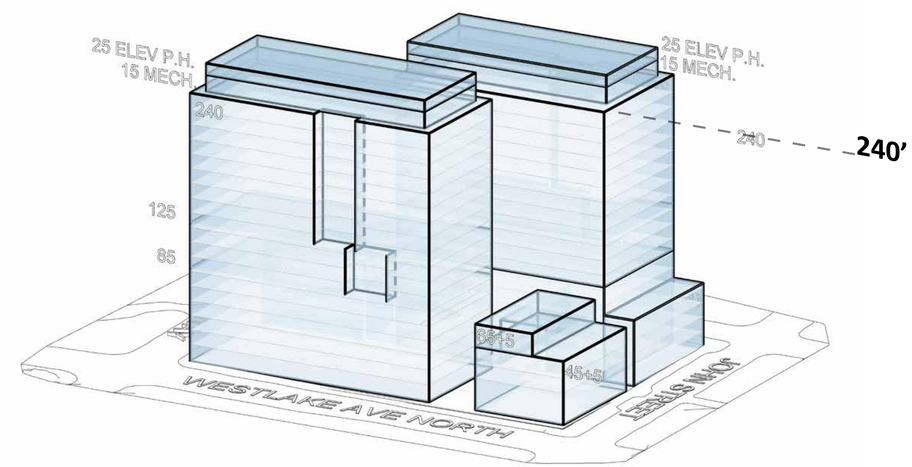
***MORE DETAILED SITE PLANS BEGIN ON PG. 56**

SITE/MASSING OPTIONS ALL-COMMERCIAL MAX ZONING ENVELOPE



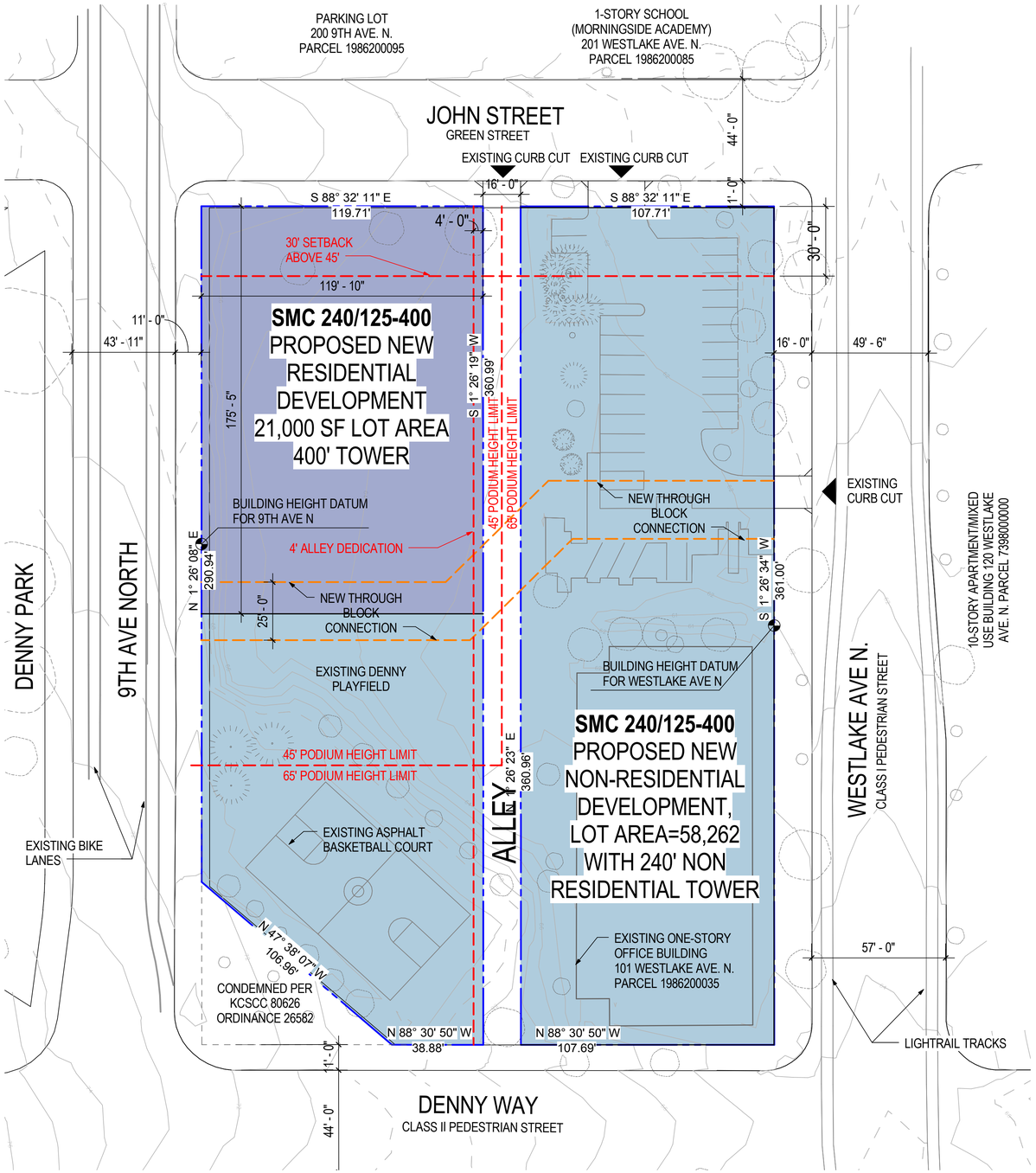


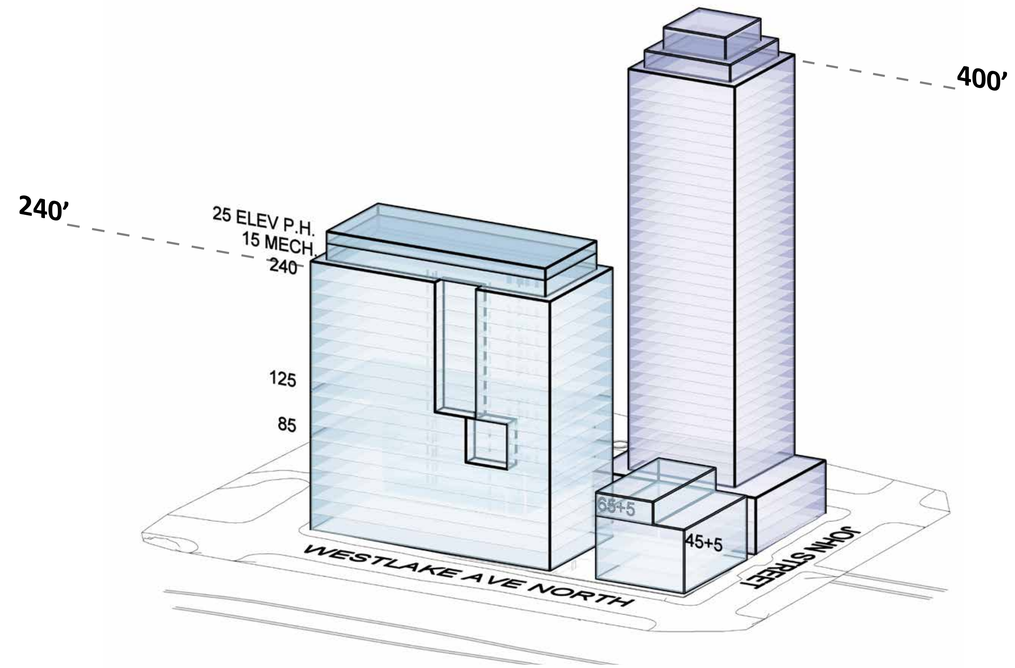
ZONING ENVELOPE - EAST



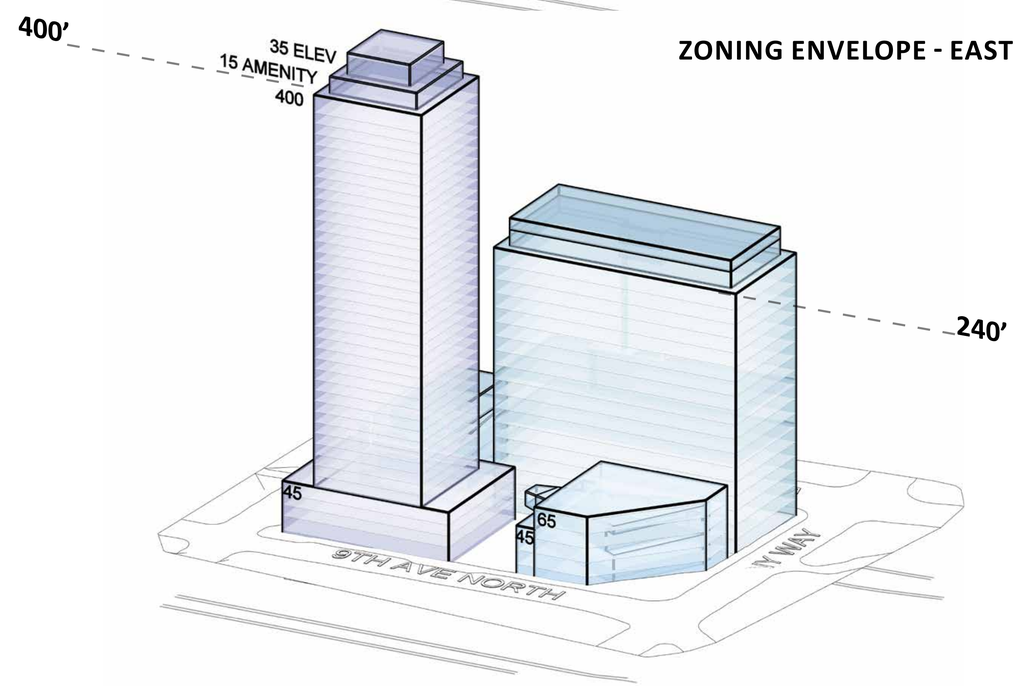
ZONING ENVELOPE - WEST

SITE/MASSING OPTIONS MIXED-USE MAX ZONING ENVELOPE





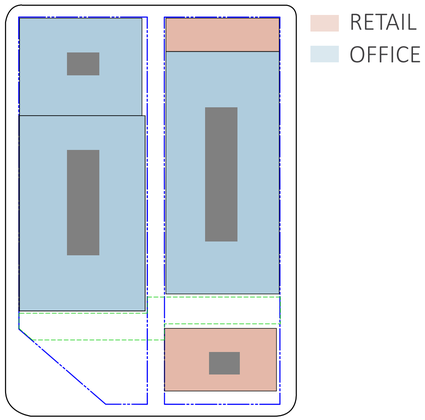
ZONING ENVELOPE - EAST

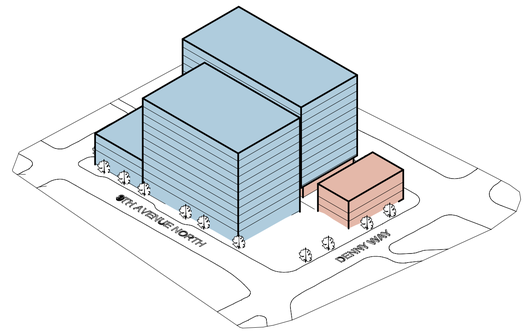


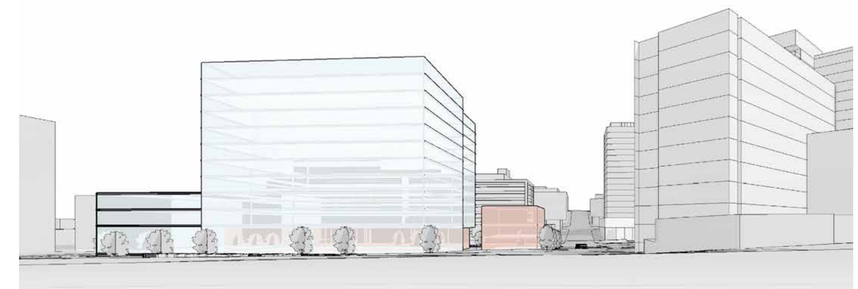
ZONING ENVELOPE - WEST

SITE/MASSING OPTIONS **ALL-COMMERCIAL**

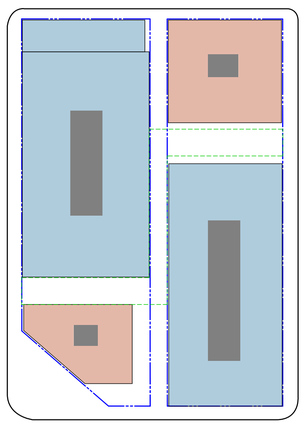
1

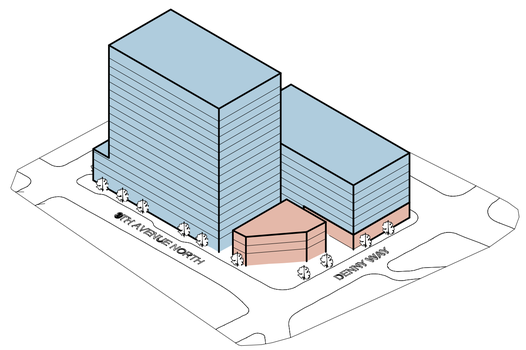


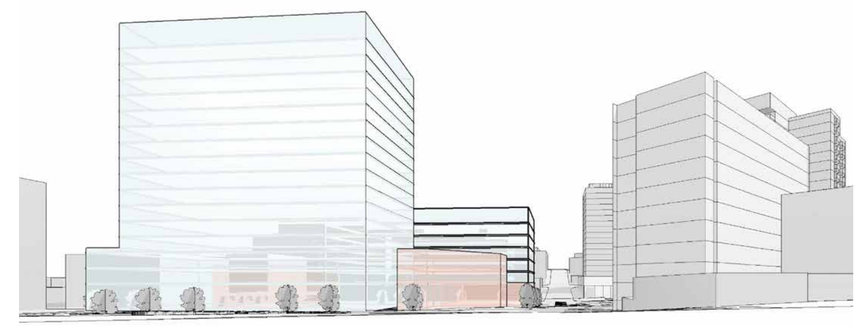




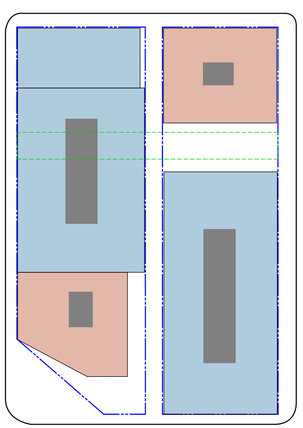
2

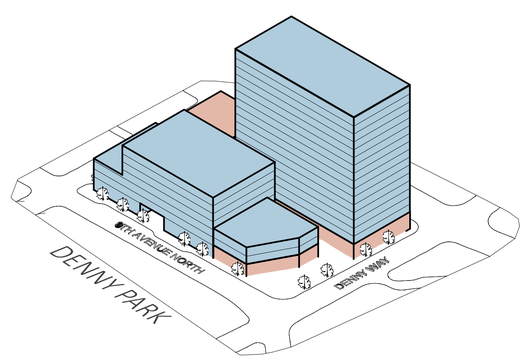


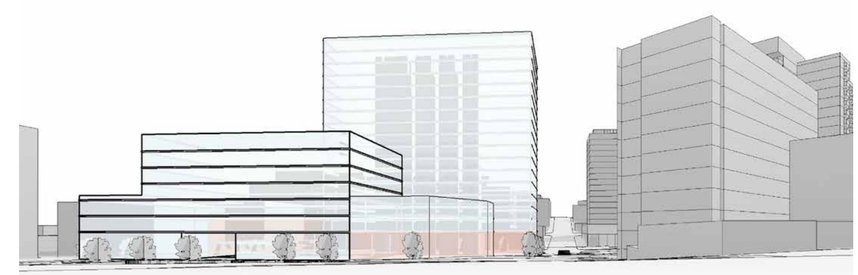




3

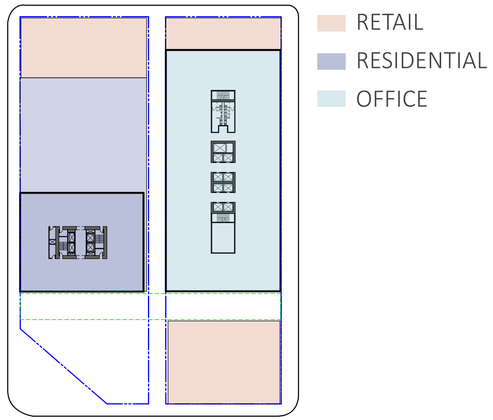


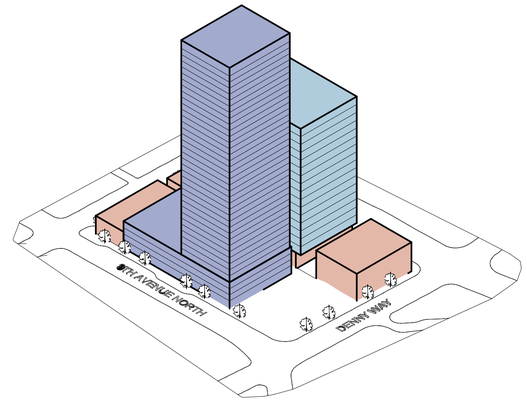


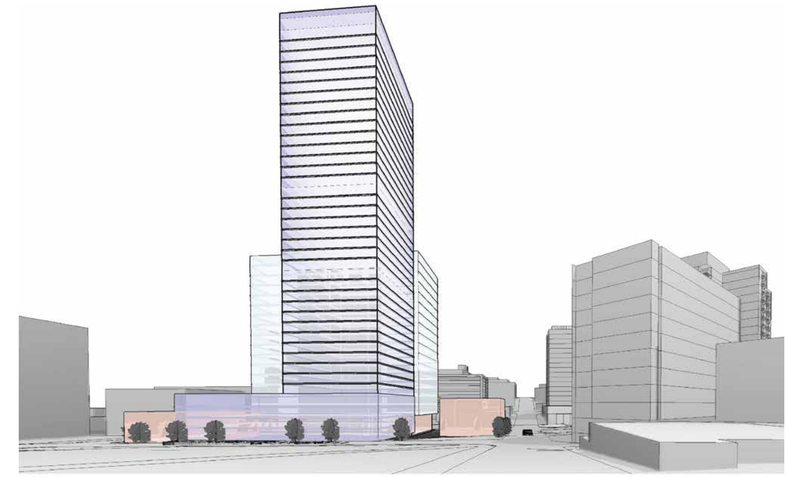


SITE/MASSING OPTIONS **MIXED-USE**

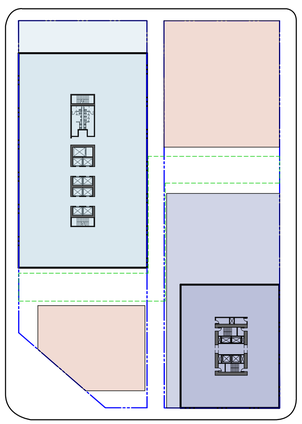
4

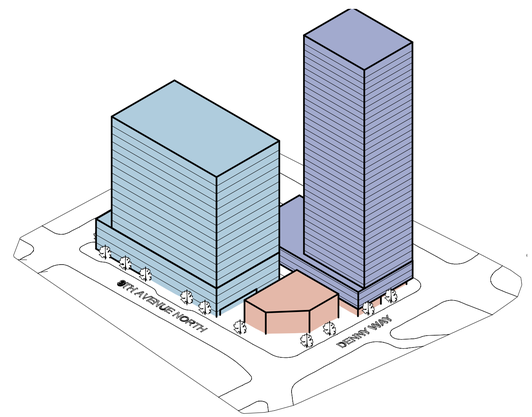


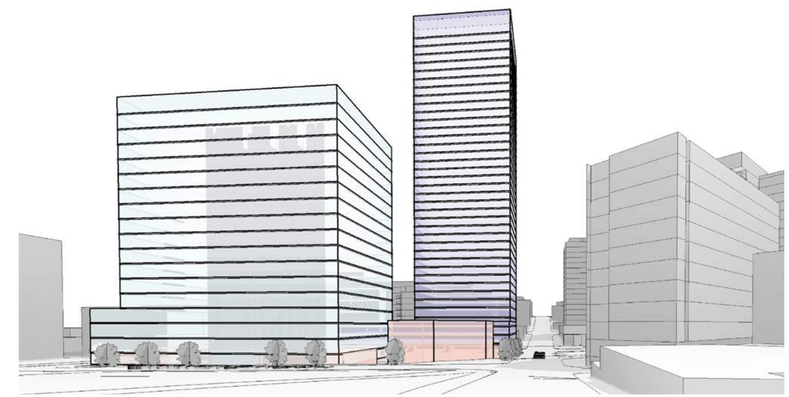




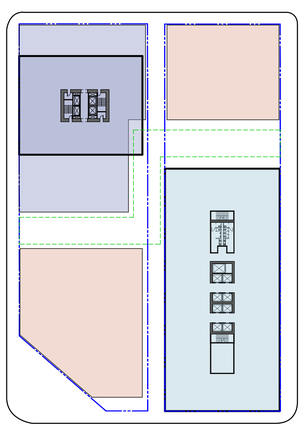
5

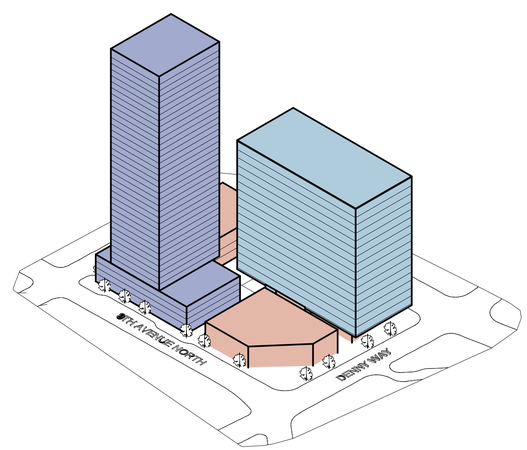


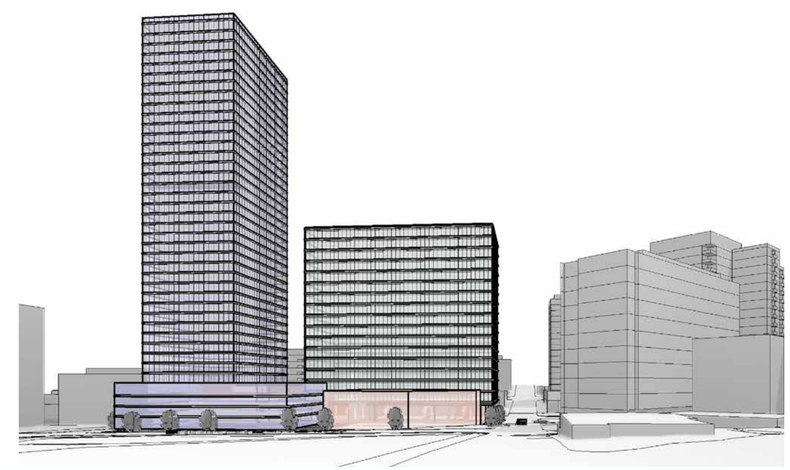




6



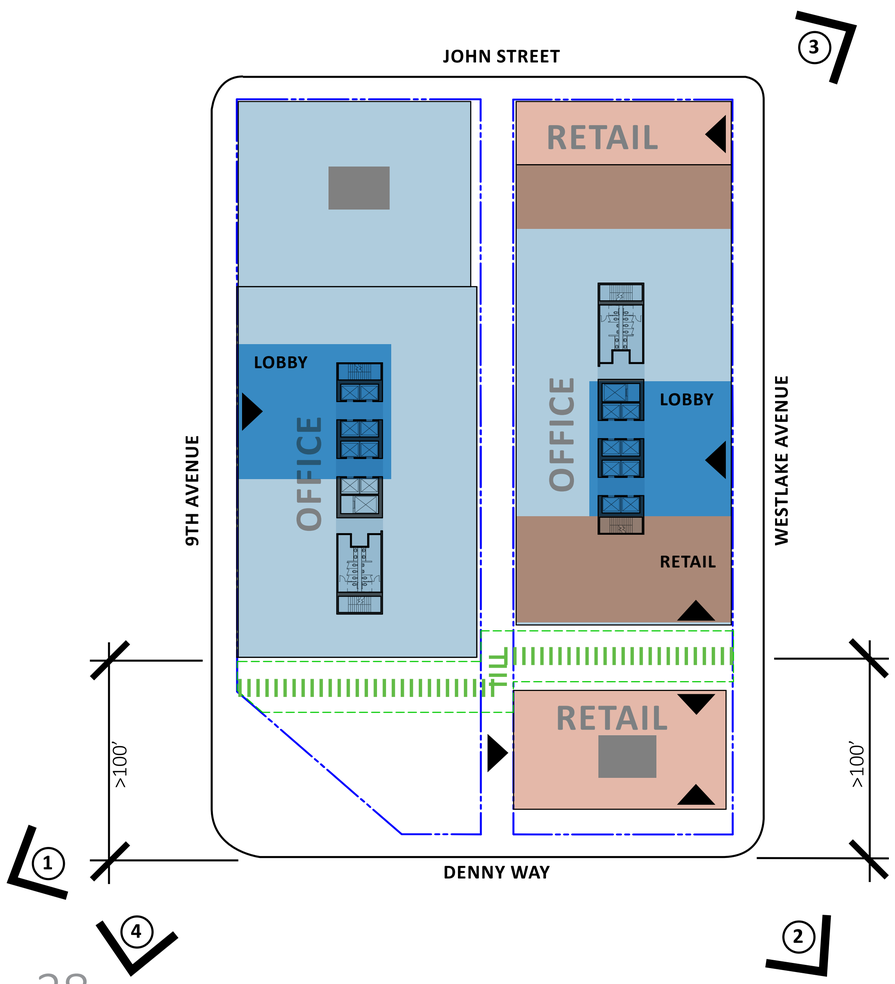


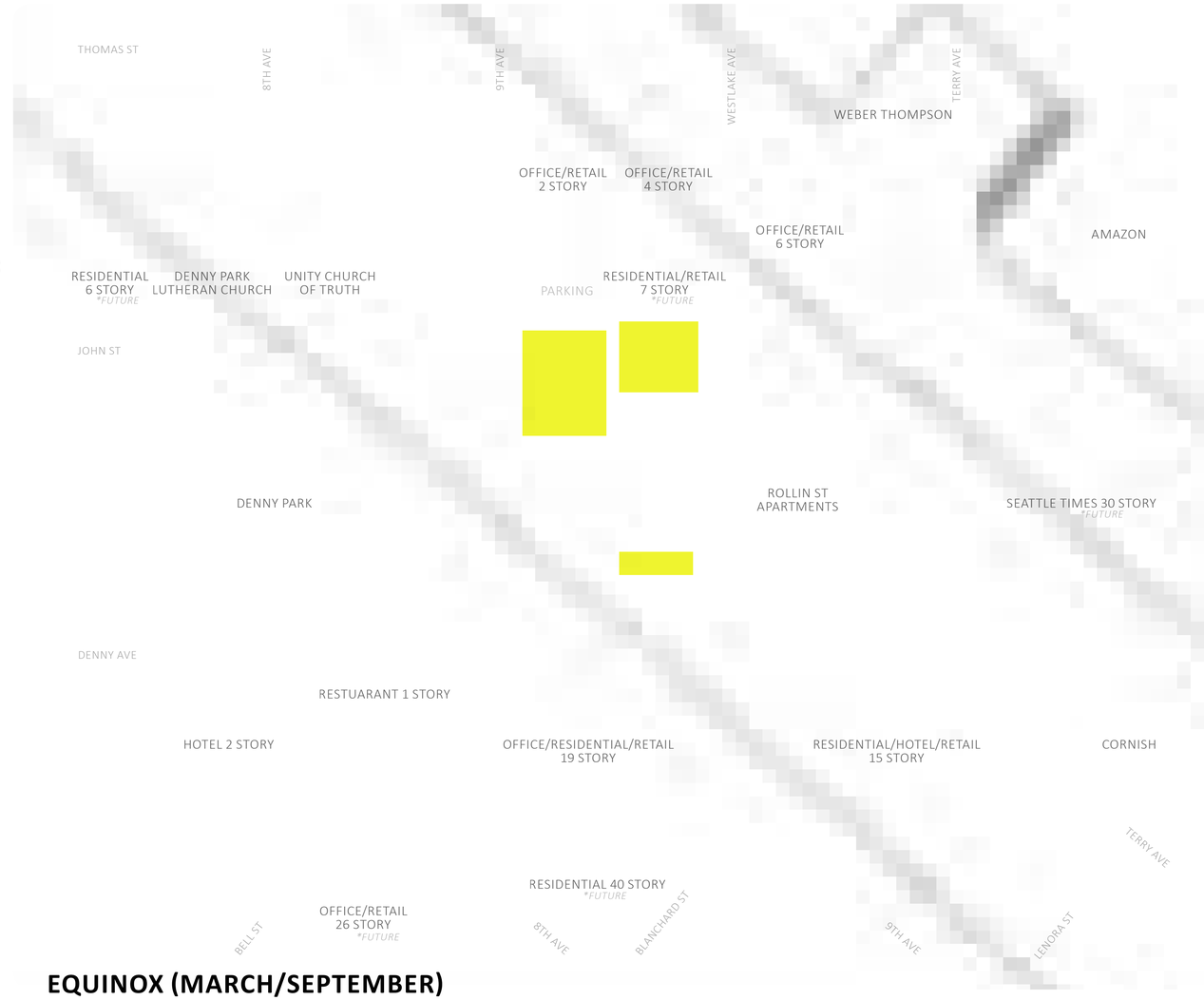


SITE/MASSING OPTIONS **ALL-COMMERCIAL** (CODE COMPLIANT WITH DEPARTURES)

1

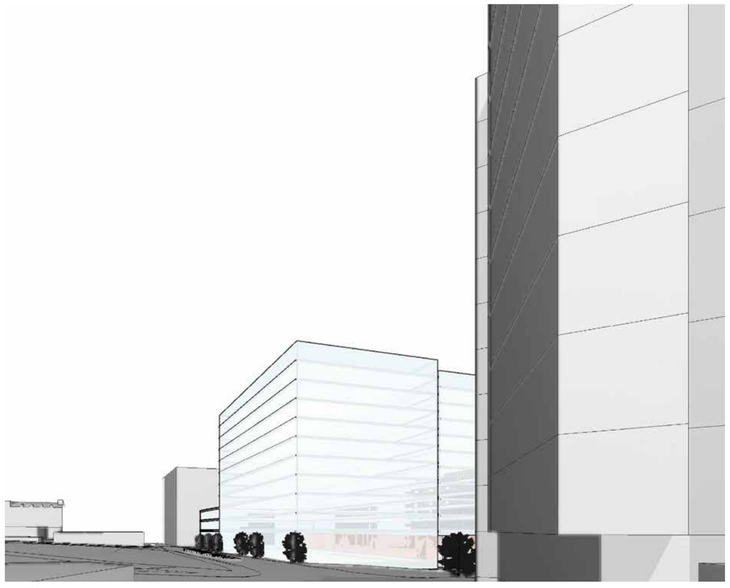
- ✚ Complementary open space facing Park
- ✚ Fully complements Denny Streetscape Plan with open space along Denny
- ✚ Stand-alone retail at Gateway location of Denny and Westlake
- ▬ Compromised views and daylight due to tower overlap and proximity
- ▬ Shadows on Denny Park in morning hours
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th



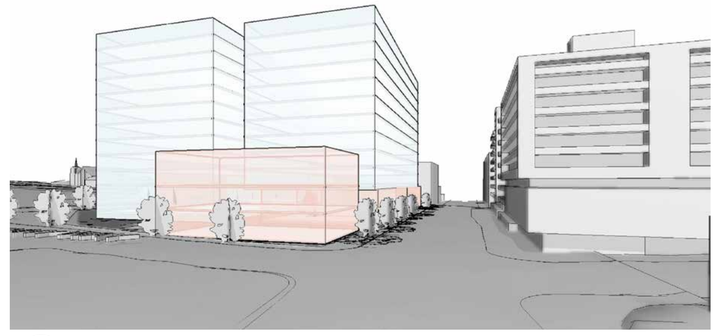


EQUINOX (MARCH/SEPTEMBER)
12:00PM

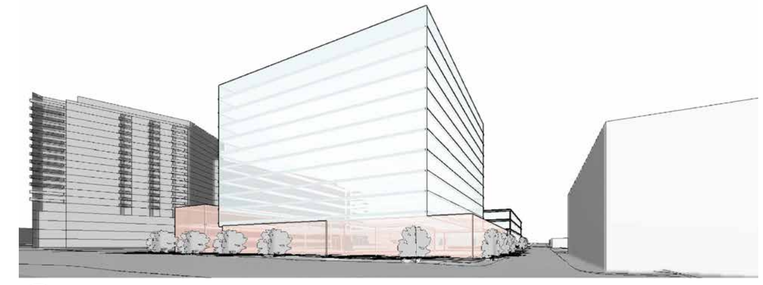
- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- THROUGH BLOCK PEDESTRIAN CONNECTION



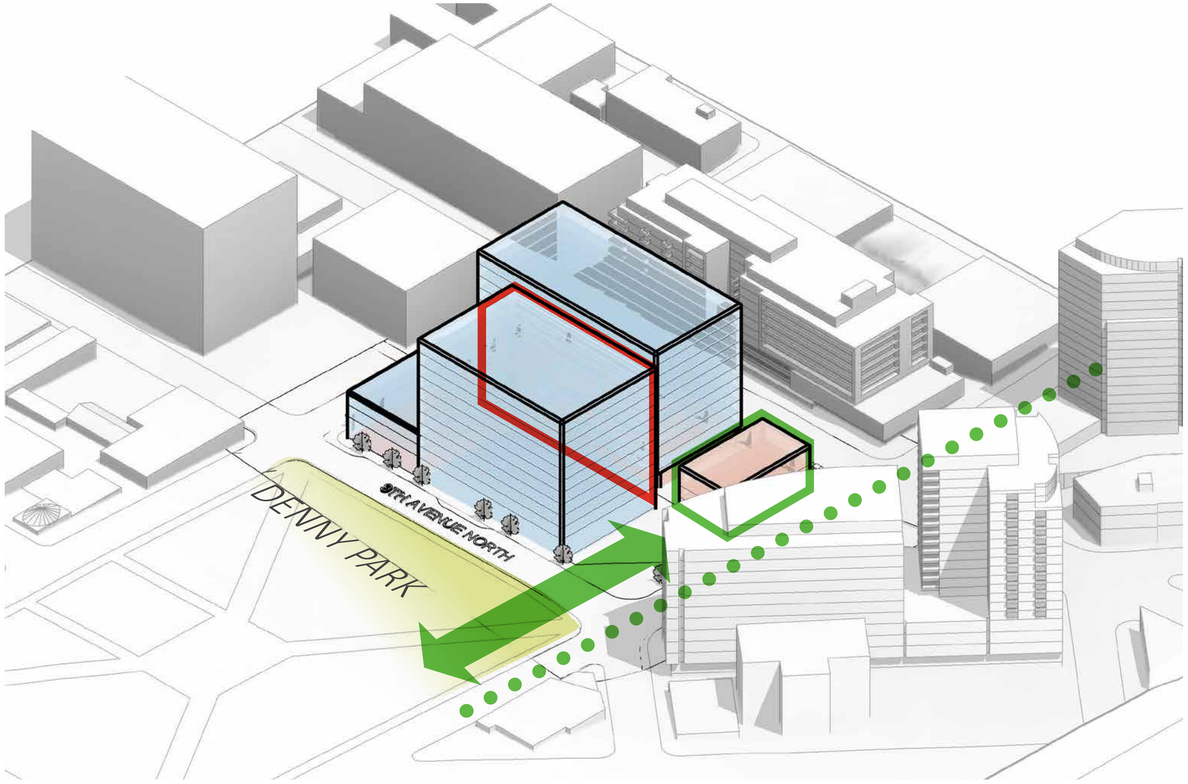
1 VIEW ALONG 9TH AVENUE

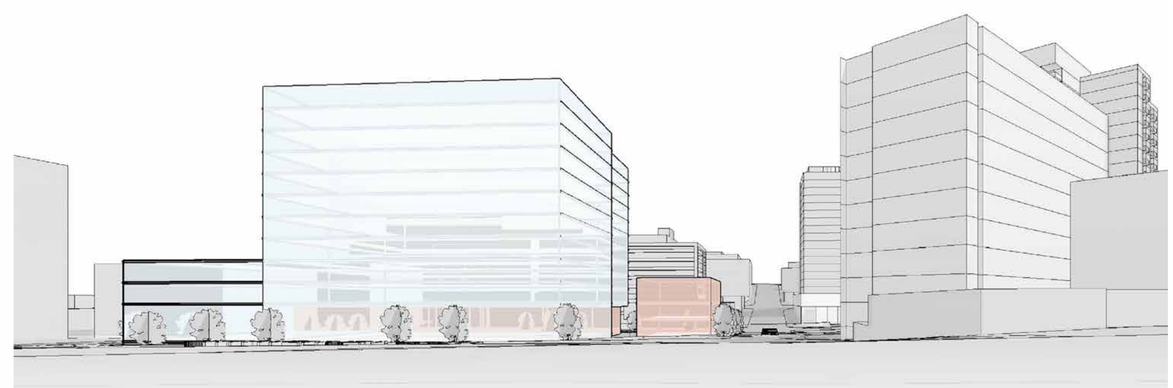


2 VIEW ALONG WESTLAKE AVENUE



3 VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY



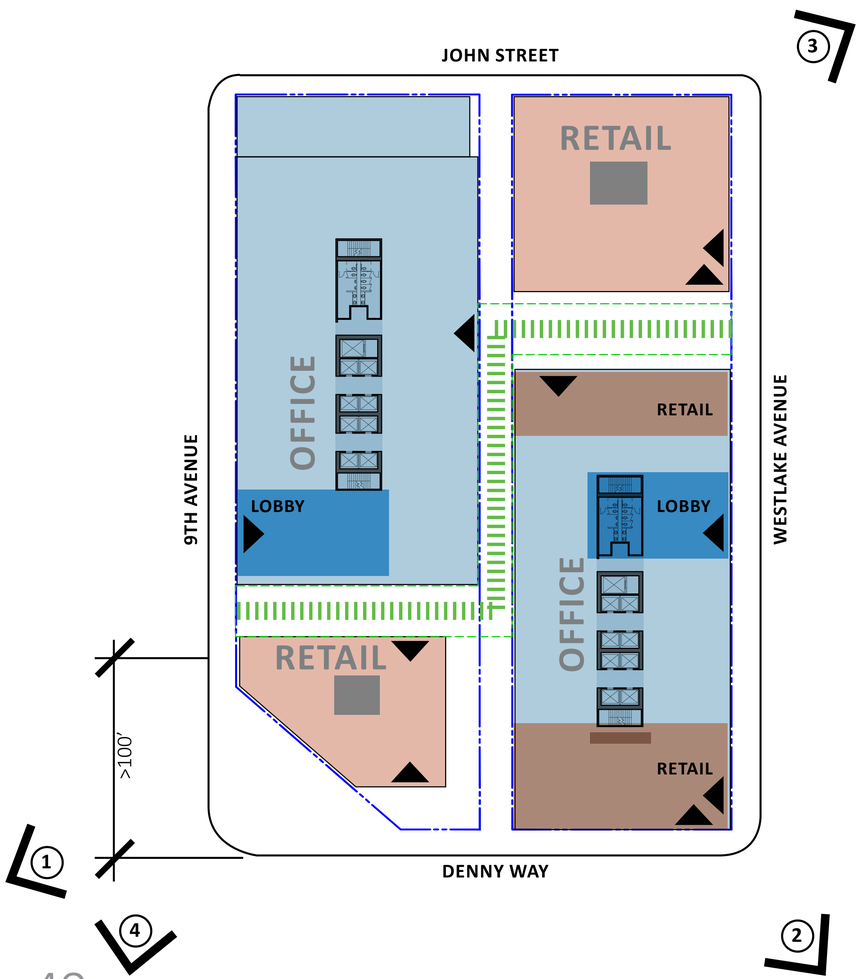


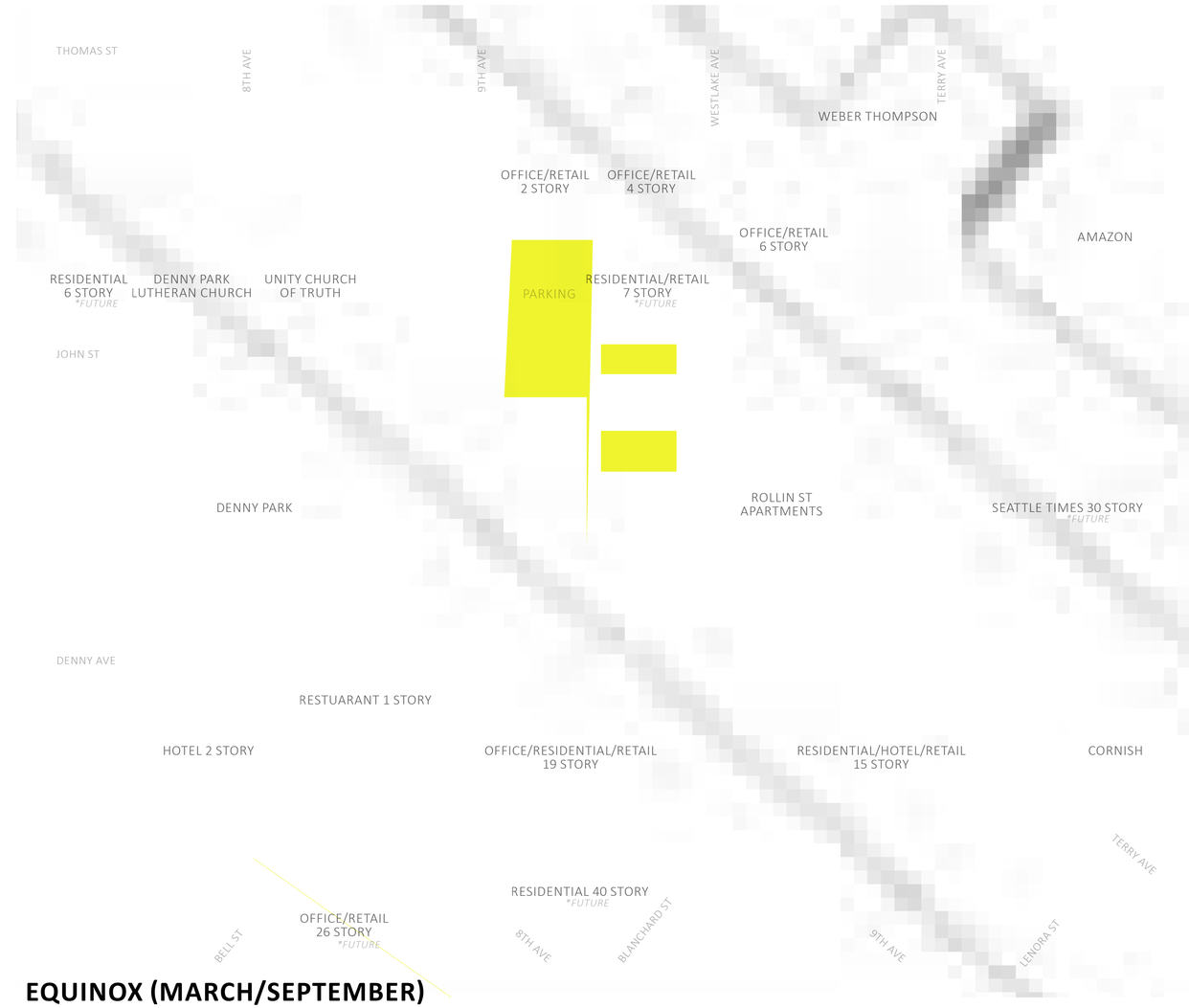
4 VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **ALL-COMMERCIAL** (CODE COMPLIANT WITH DEPARTURES)

2

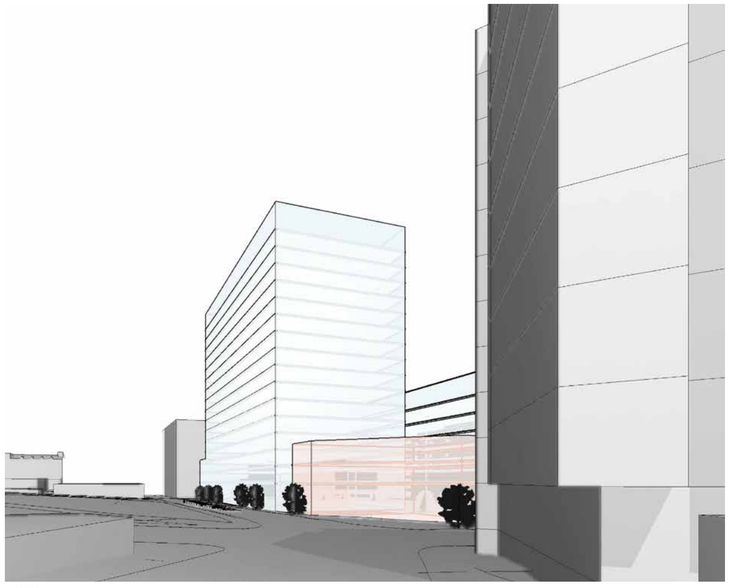
- ✚ Complements Denny Streetscape plan with open space along Denny
- ✚ Opportunity for a signature retail space at the corner of Westlake and John
- ✚ Massing diversity with shared FAR, strong Office presence along 9th and providing a through block connection
- ✚ Smaller scale building at Gateway location
- ▬ Compromised views and daylight due to tower overlap and proximity
- ▬ Shadows on Denny Park in morning hours
- ▬ Least amount of daylight into the site
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on 9th Ave.



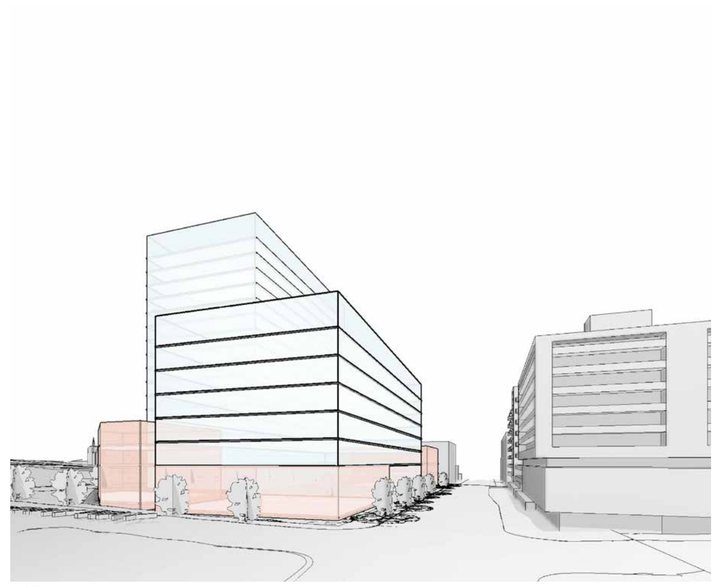


EQUINOX (MARCH/SEPTEMBER)
12:00PM

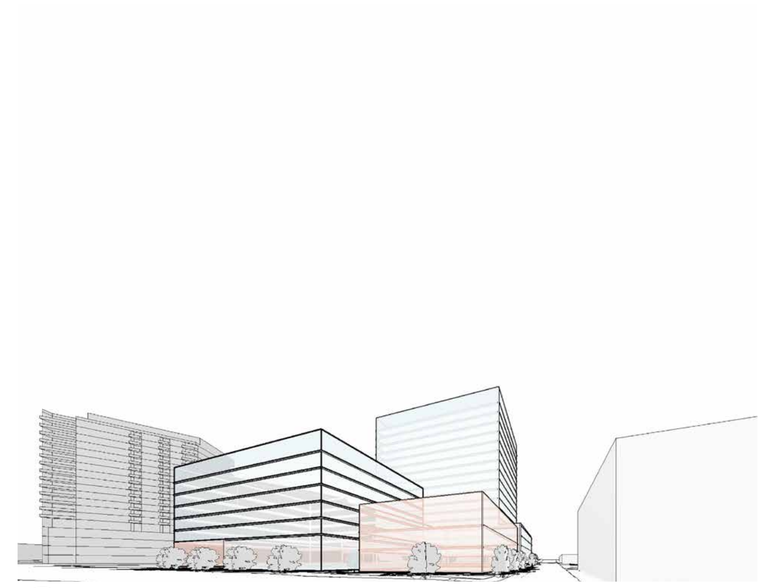
- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- THROUGH BLOCK PEDESTRIAN CONNECTION



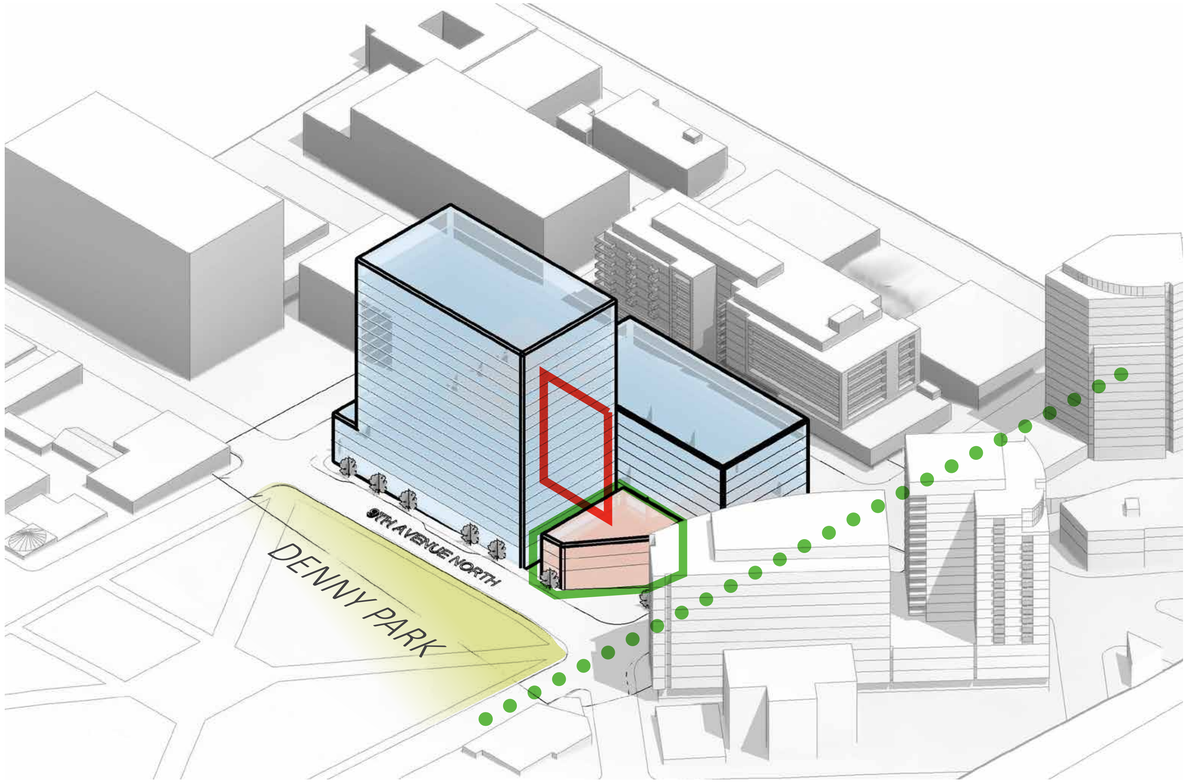
1 VIEW ALONG 9TH AVENUE

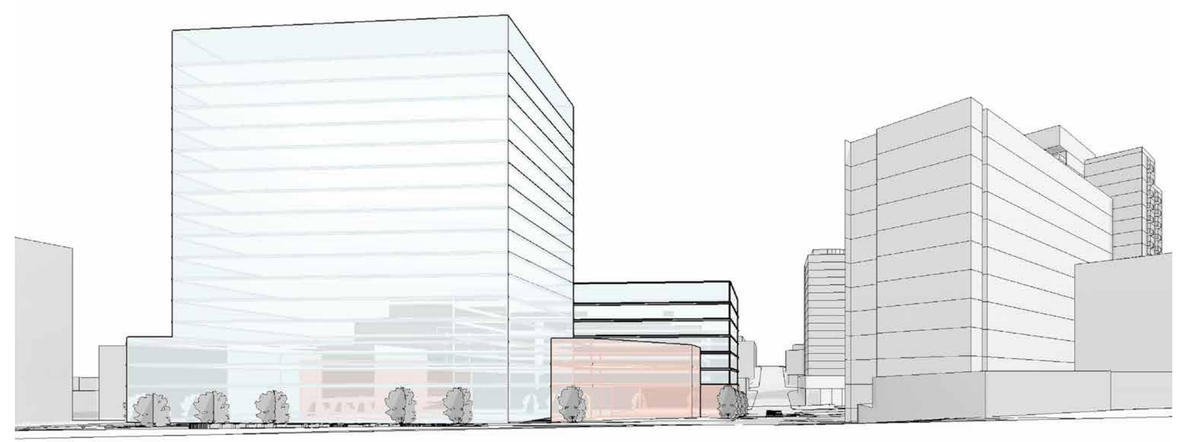


2 VIEW ALONG WESTLAKE AVENUE



3 VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY





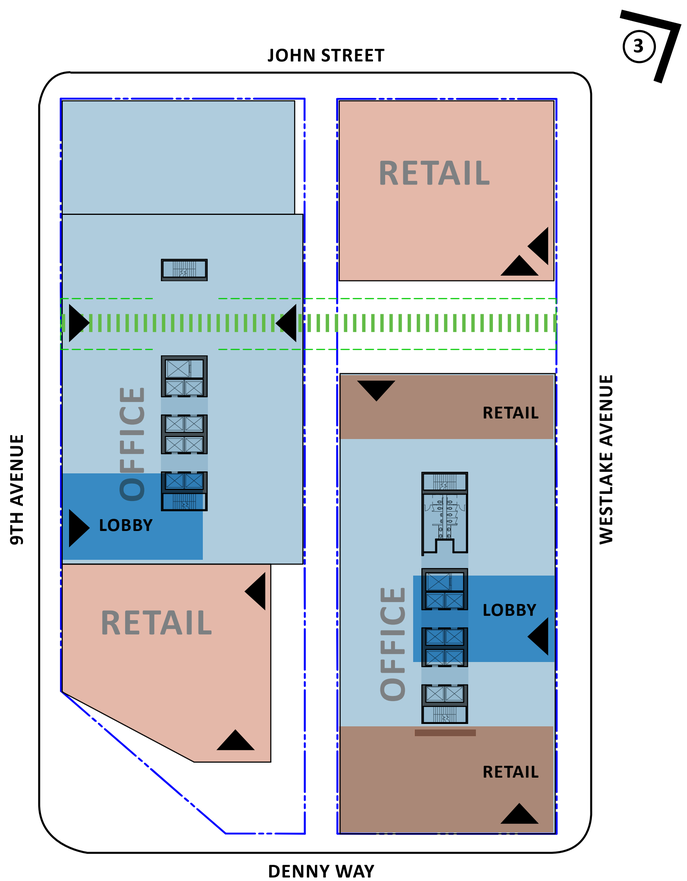
4 VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **ALL-COMMERCIAL** (CODE COMPLIANT WITH DEPARTURES)

3

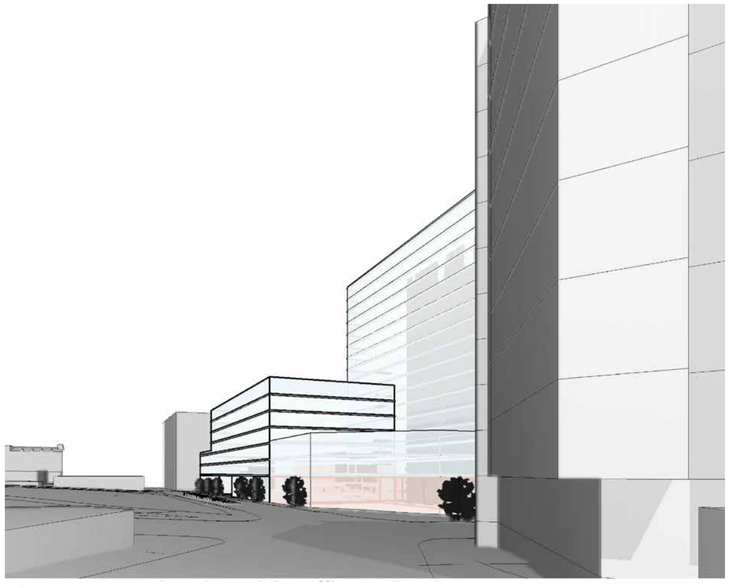
PREFERRED SCHEME

- ✚ Complementary open space facing Park
- ✚ Fully complements Denny Streetscape Plan with open space along Denny
- ✚ Massing diversity with shared FAR, creating strong Office presence along Westlake and providing a through block connection
- ✚ Shorter building along 9th allows for least amount of shadowing on the Park
- ✚ May require Type I Directors Decision for through-block dimension to corner (less than 100') on 9th Ave and percentage coverage of through block pedestrian connection.

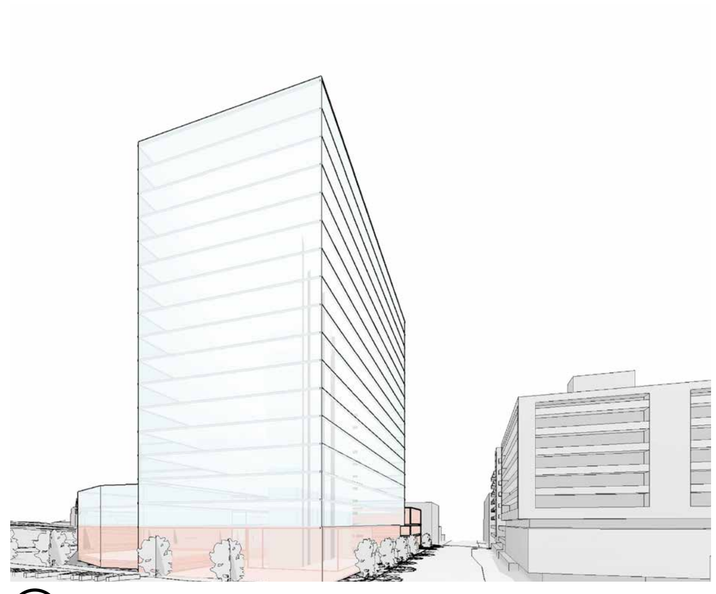


EQUINOX (MARCH/SEPTEMBER)
12:00PM

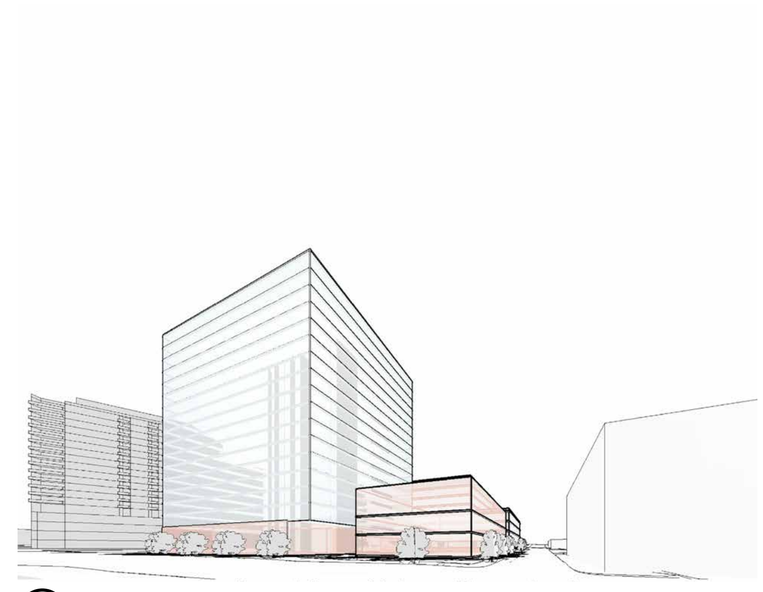
- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- THROUGH BLOCK PEDESTRIAN CONNECTION



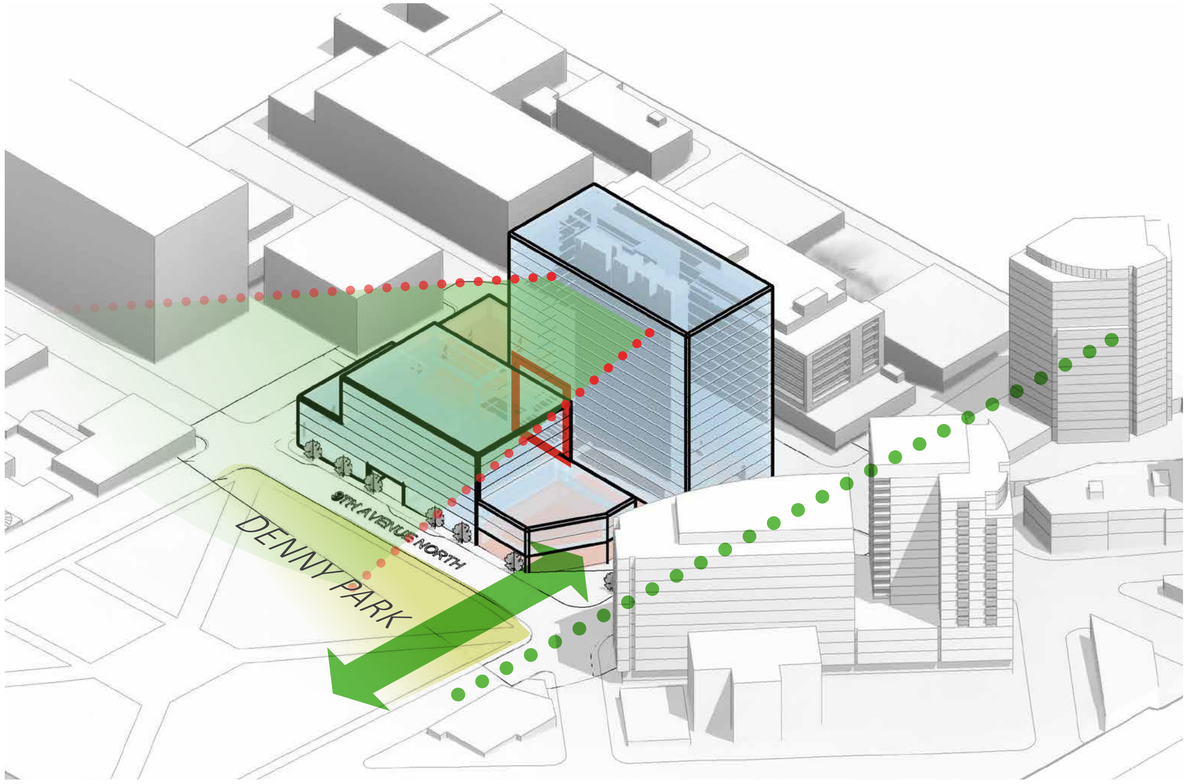
1 VIEW ALONG 9TH AVENUE

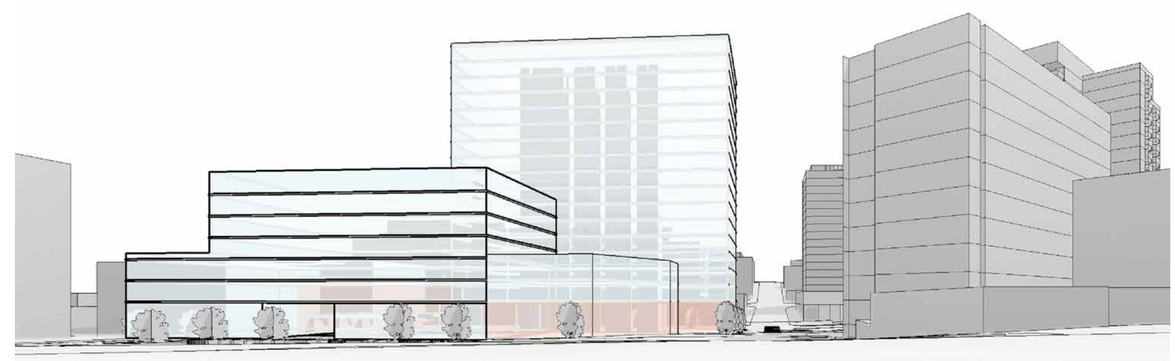


2 VIEW ALONG WESTLAKE AVENUE



3 VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY



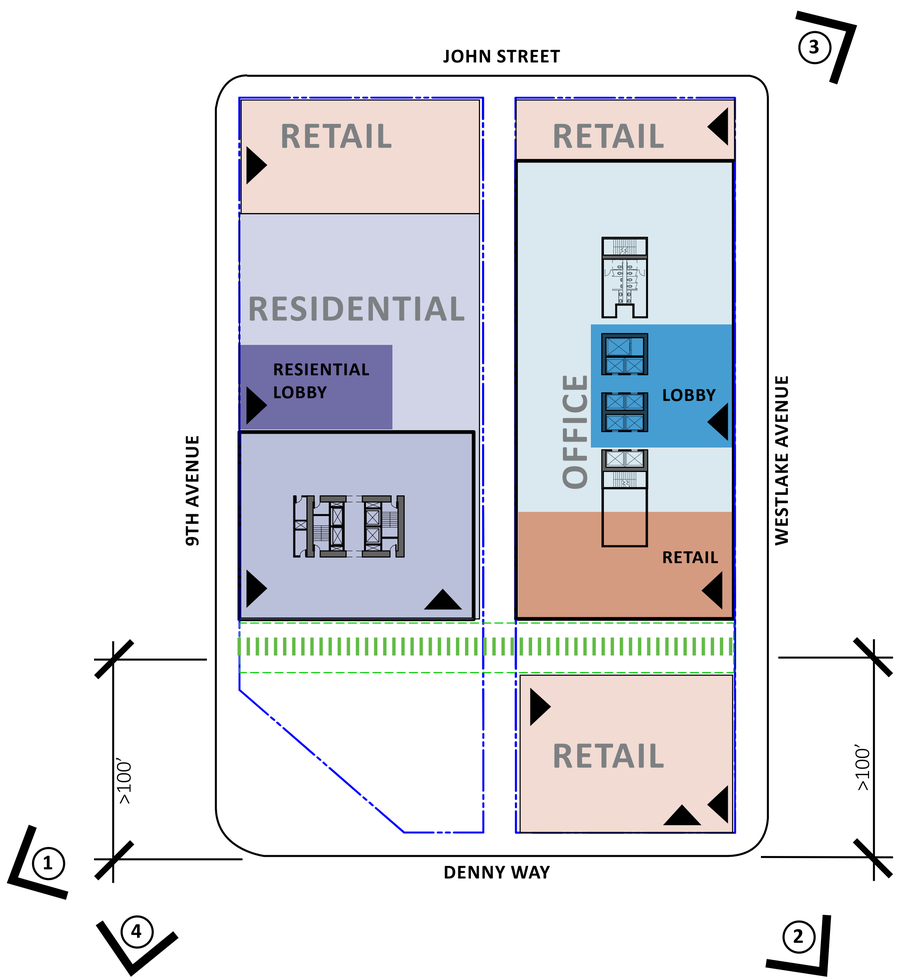


4 VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **MIXED-USE** (CODE COMPLIANT WITH DEPARTURES)

4

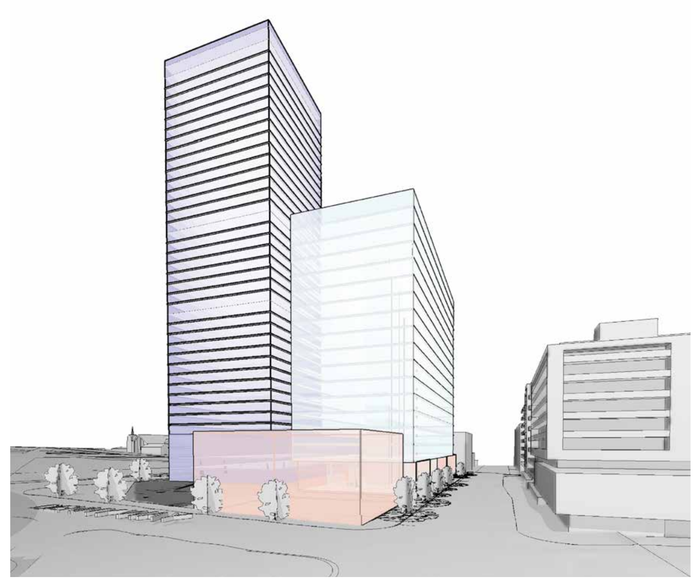
- ✚ Residential frontage on Denny Park- 'Eyes on Park'
- ✚ Complementary open space facing Park
- ✚ Stand-alone retail at Heart location
- ✚ Office address and frontage appropriate to commercial hub of Westlake Ave
- ▬ Compromised views and daylight due to tower overlap and proximity
- ▬ Shadows on Denny Park in morning hours
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th Ave.



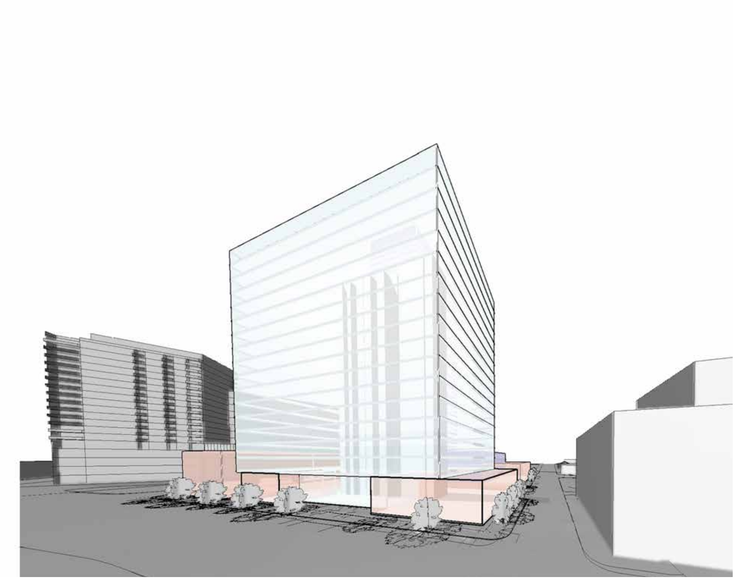
EQUINOX (MARCH/SEPTEMBER)
12:00PM

- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- THROUGH BLOCK PEDESTRIAN CONNECTION

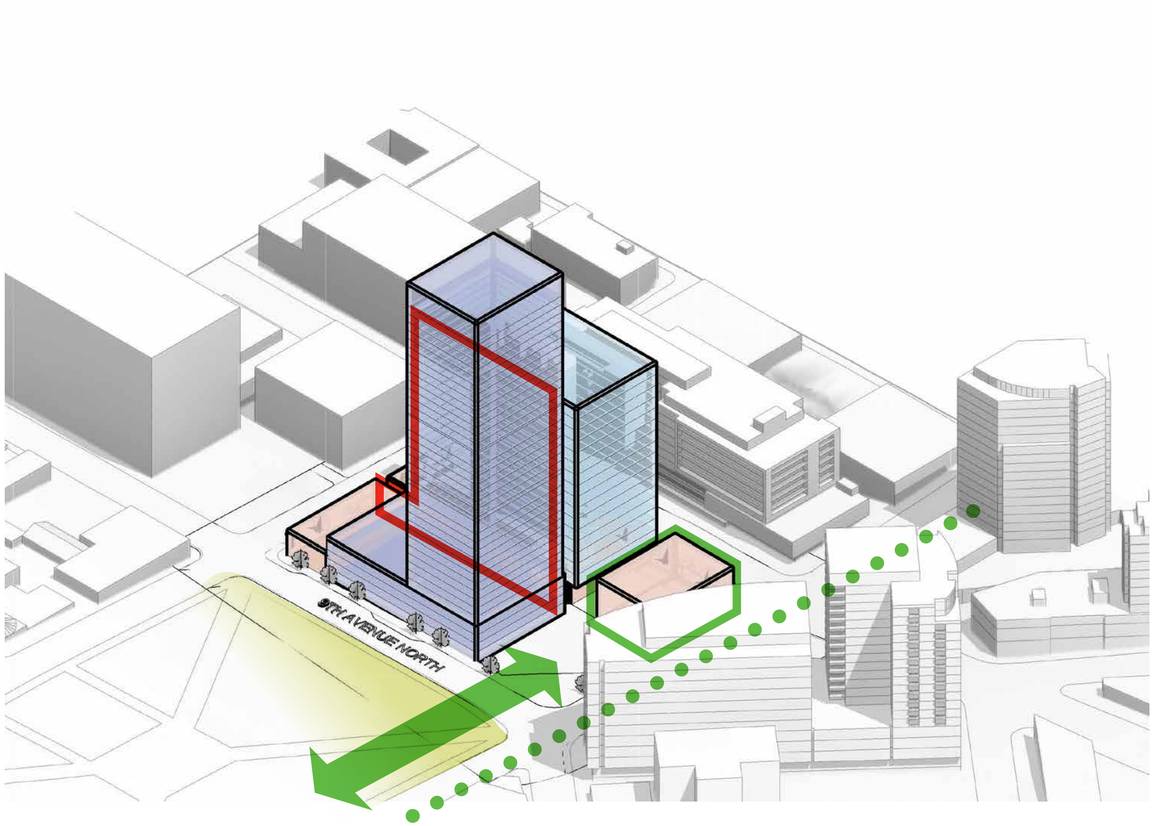
1 VIEW ALONG 9TH AVENUE

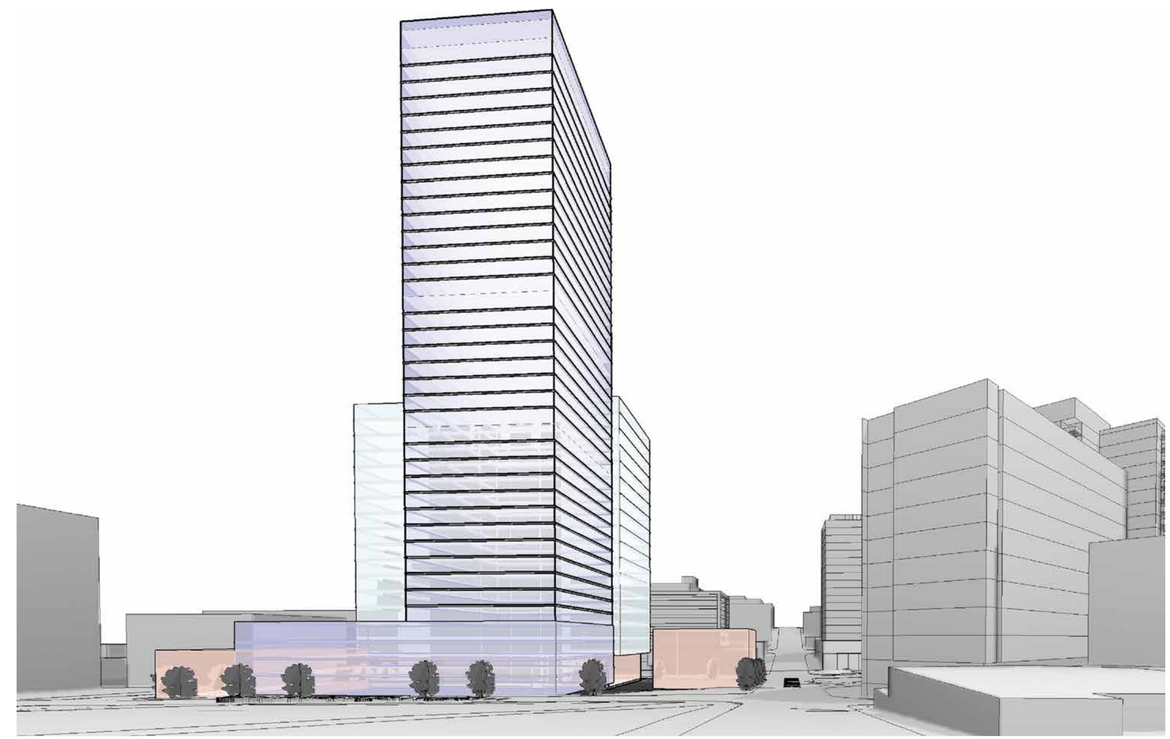


2 VIEW ALONG WESTLAKE AVENUE



3 VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY



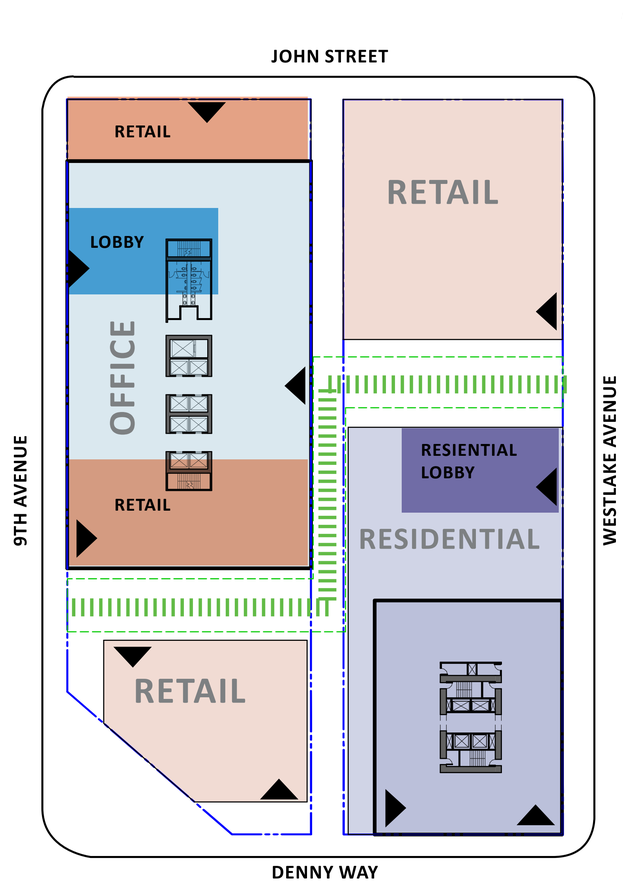


4 VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **MIXED-USE** (CODE COMPLIANT WITH DEPARTURES)

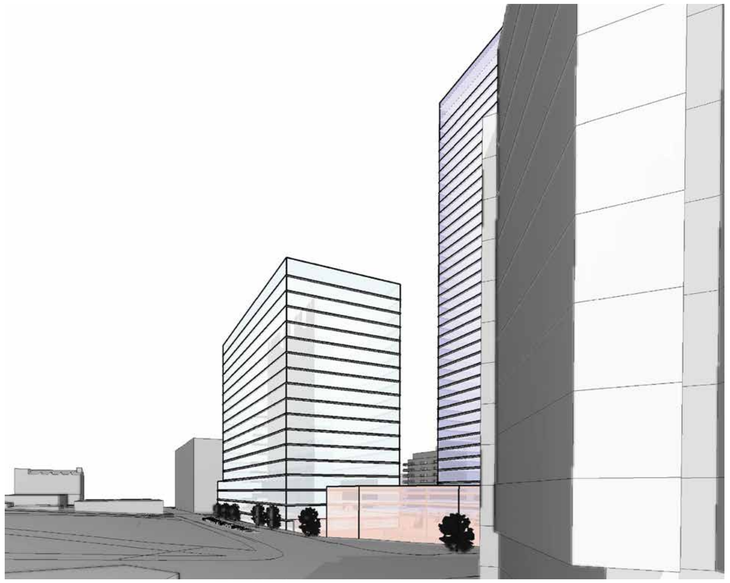
5

- ✚ Complementary open space facing Park
- ✚ Stand-alone retail at NE corner contributes to scale and vitality of Westlake Ave
- ✚ Minimal tower overlap maximizes views and daylight for both office and residential
- ▬ No residential frontage or association with Denny Park
- ▬ Office address and frontage does not benefit from commercial hub of Westlake Ave
- ▬ Residential tower shades office bldg. during morning hours
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th Ave.

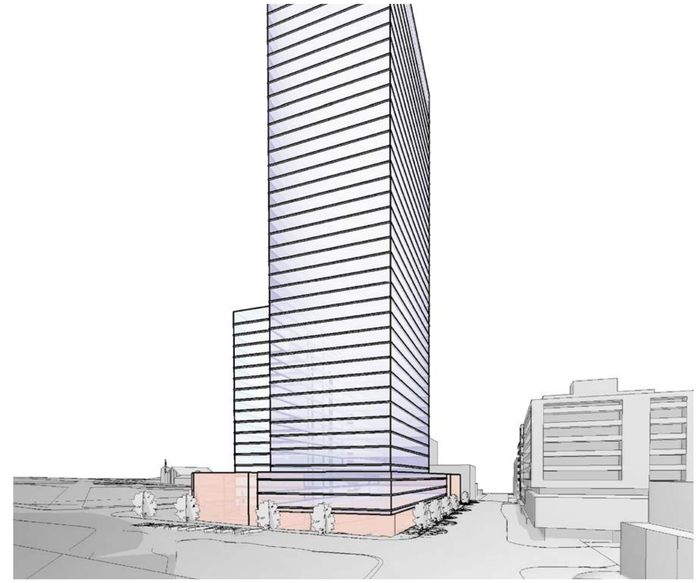


EQUINOX (MARCH/SEPTEMBER)
12:00PM

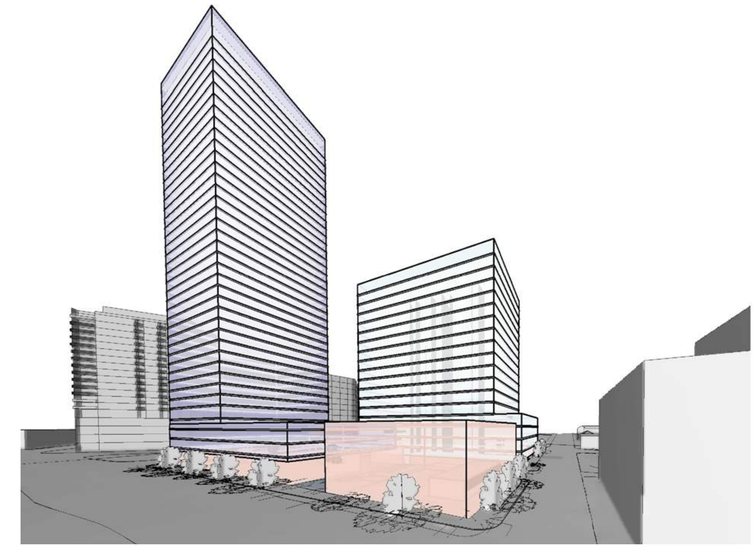
- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- THROUGH BLOCK PEDESTRIAN CONNECTION



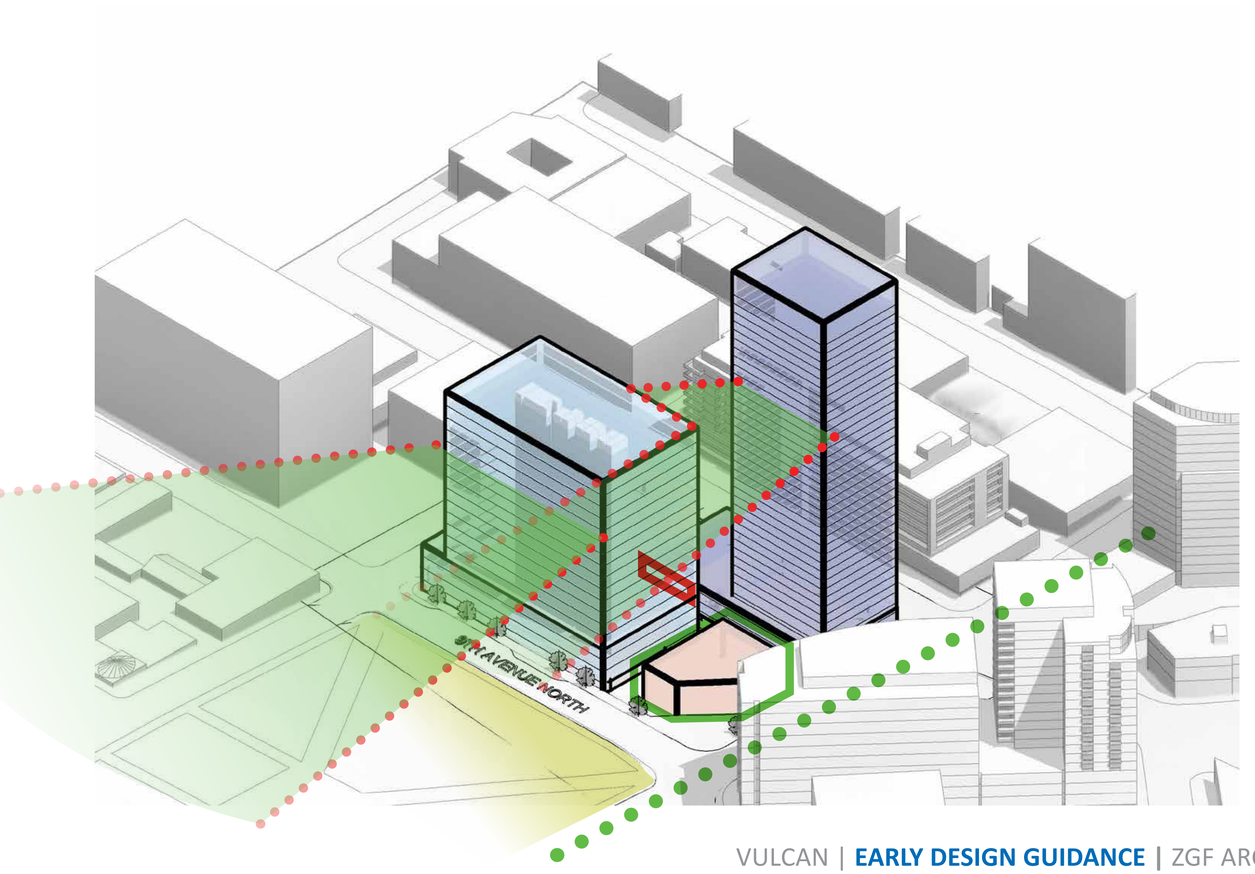
1 VIEW ALONG 9TH AVENUE

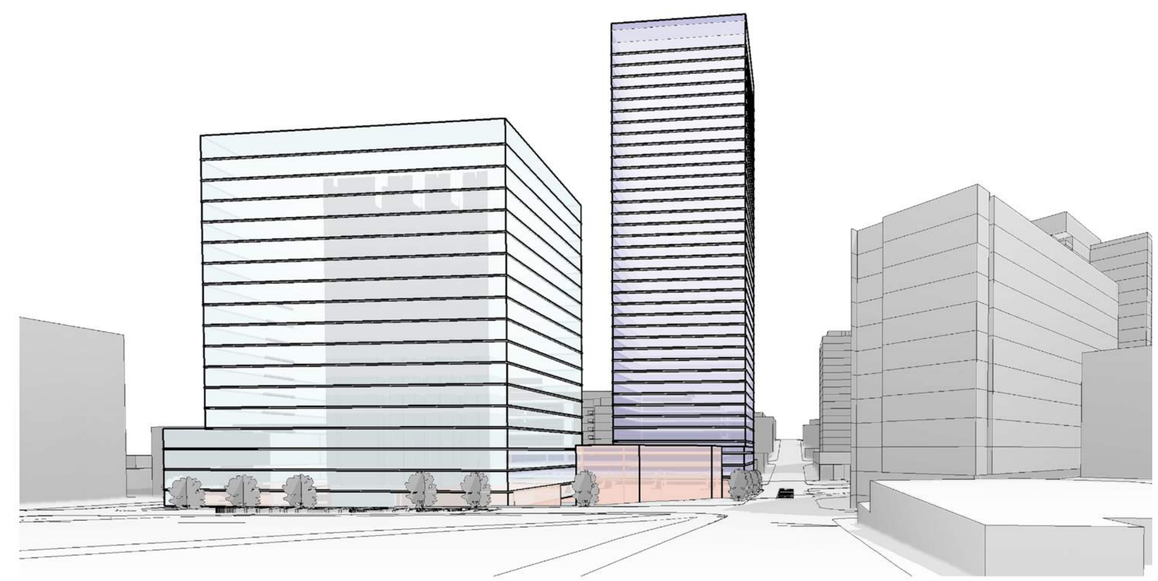


2 VIEW ALONG WESTLAKE AVENUE



3 VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY





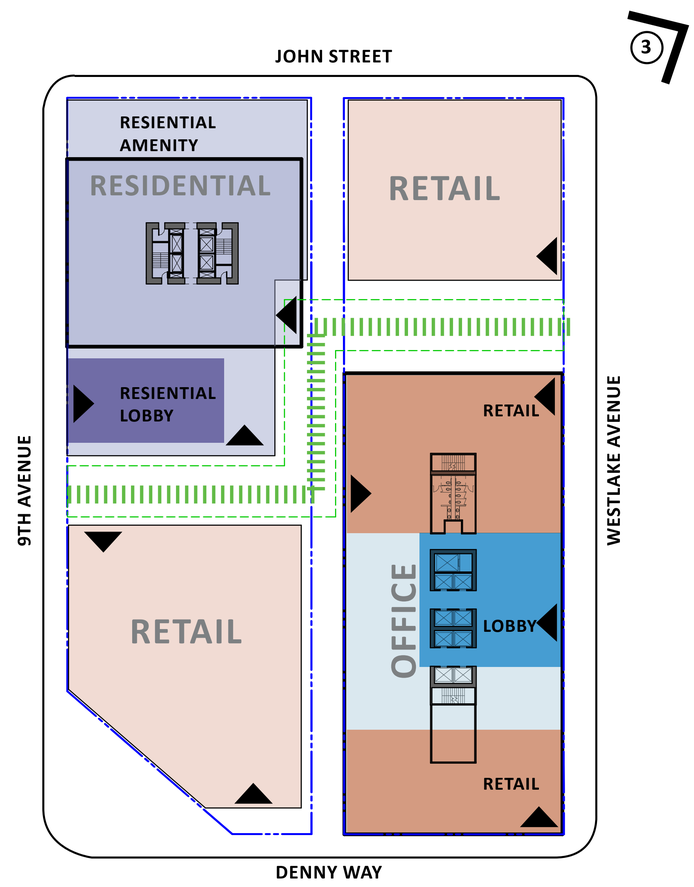
4 VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **MIXED-USE** (CODE COMPLIANT WITH DEPARTURES)

6

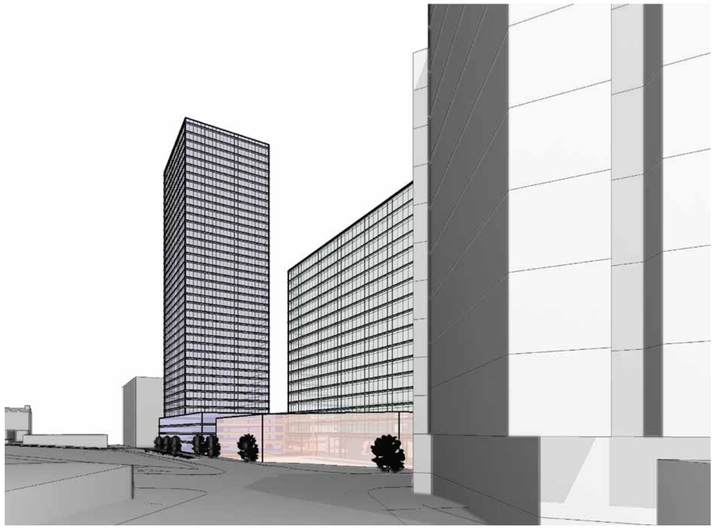
PREFERRED

- Residential frontage on Denny Park-'Eyes on Park'
- Complementary open space facing Park
- Stand-alone retail at NE corner contributes to scale and vitality of Westlake Ave
- Minimal tower overlap maximizes views and daylight for both office and residential
- Placement of Residential tower minimizes shadows on the Park in the morning hours
- Office address and frontage appropriate to commercial hub of Westlake Ave
- Does not require Type I Directors Decision for through-block dimension to corner on Westlake/9th Ave.



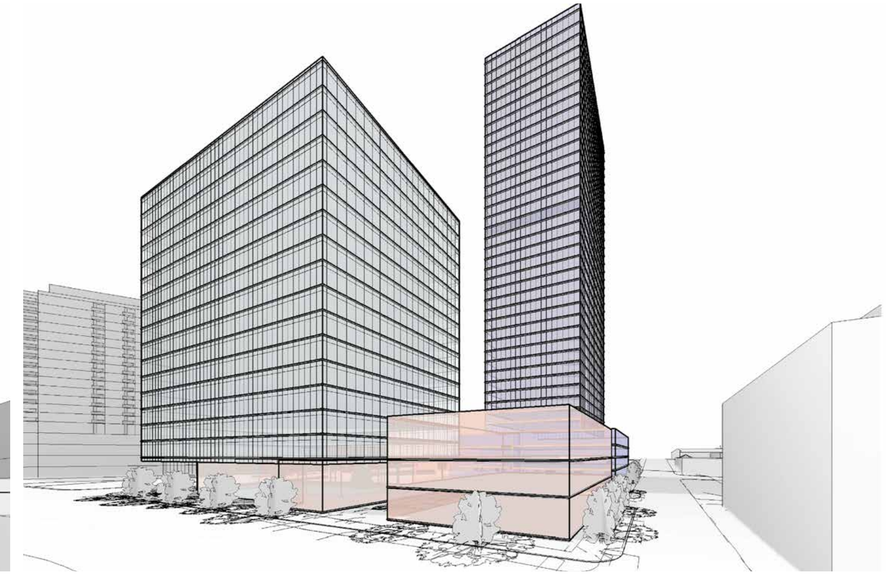
EQUINOX (MARCH/SEPTEMBER)
12:00PM

- STREET LEVEL CAMERA VIEWS
- RETAIL
- RESIDENTIAL
- OFFICE
- THROUGH BLOCK PEDESTRIAN CONNECTION

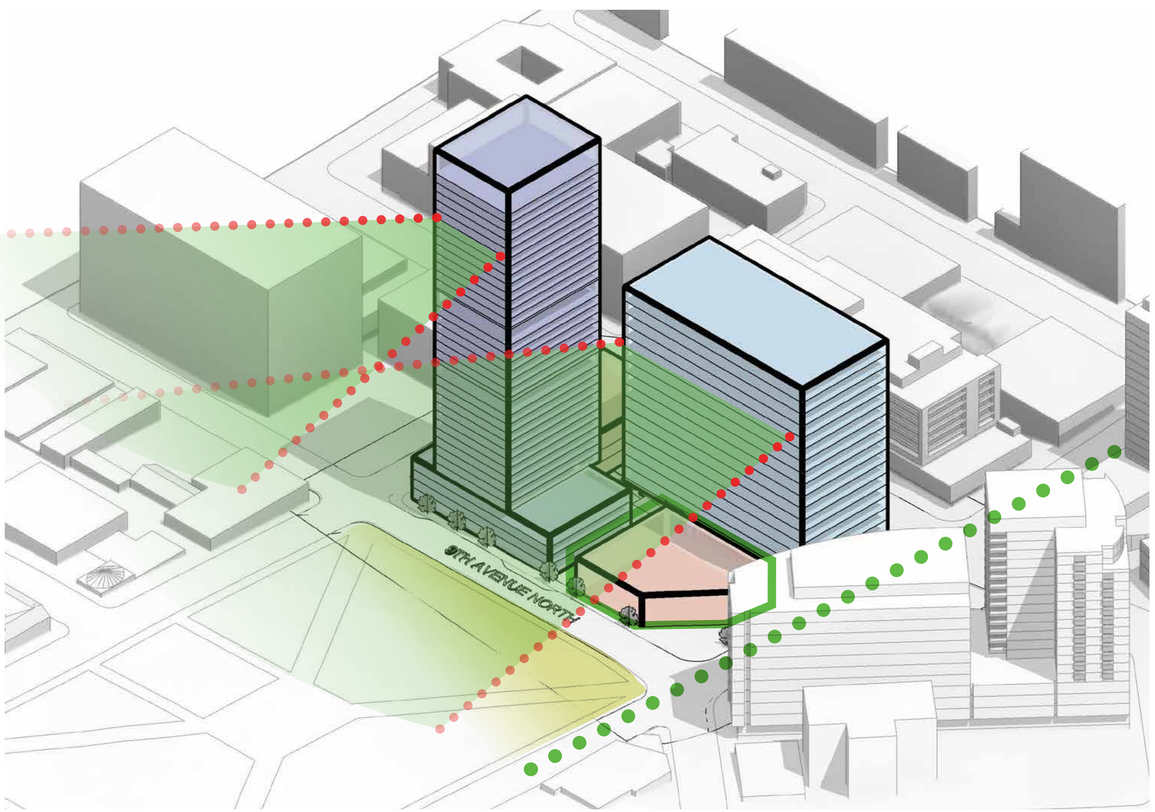


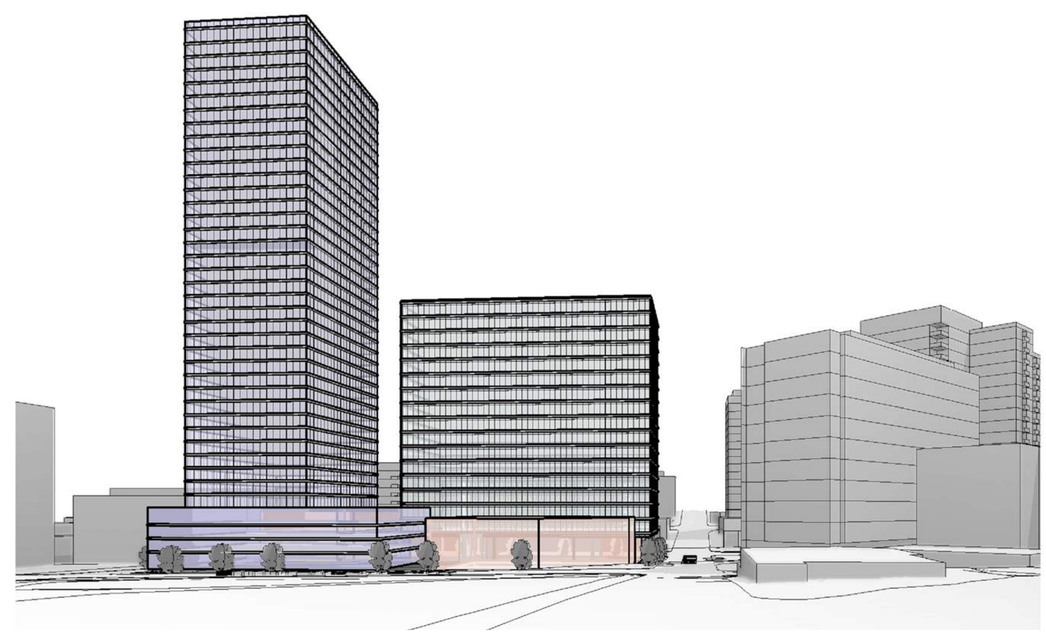
1 VIEW ALONG 9TH AVENUE

2 VIEW ALONG WESTLAKE AVENUE



3 VIEW FROM THE CORNER OF JOHN ST AND DENNY WAY



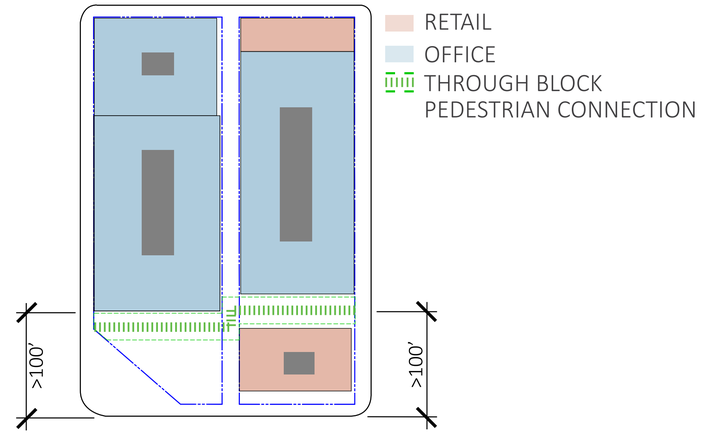


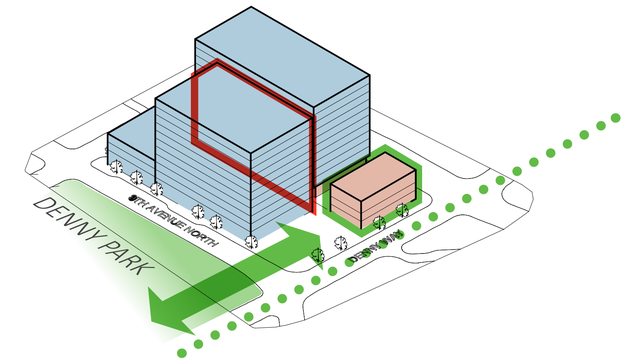
4 VIEW ALONG DENNY WAY

SITE/MASSING OPTIONS **ALL-COMMERCIAL COMPARISON**

1

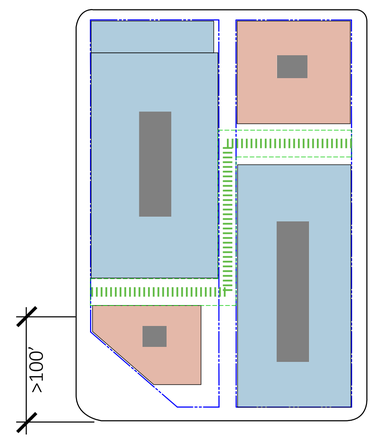
- ✚ Complementary open space facing Park
- ✚ Fully complements Denny Streetscape Plan with open space along Denny
- ✚ Stand-alone retail at Gateway location of Denny and Westlake
- ▬ Compromised views and daylight due to tower overlap and proximity
- ▬ Shadows on Denny Park in morning hours
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th

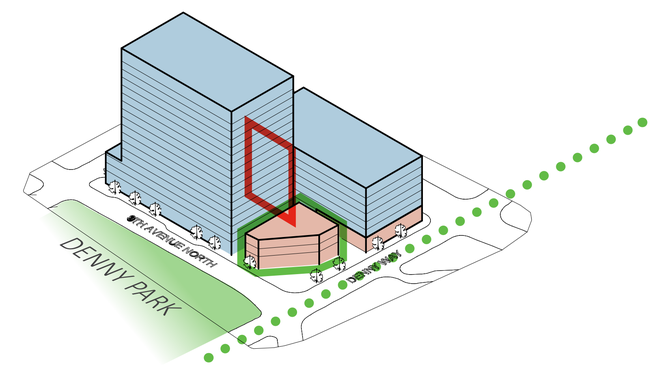




2

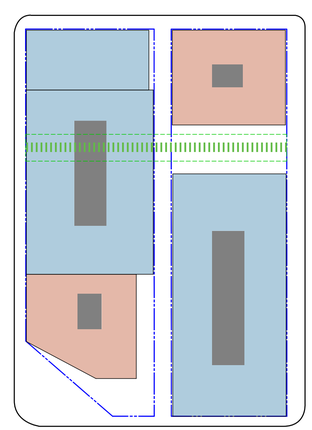
- ✚ Complements Denny Streetscape plan with open space along Denny
- ✚ Opportunity for a signature retail space at the corner of Westlake and John
- ✚ Massing diversity with shared FAR, strong Office presence along 9th and providing a through block connection
- ✚ Smaller scale building at Gateway location
- ▬ Compromised views and daylight due to tower overlap and proximity
- ▬ Shadows on Denny Park in morning hours
- ▬ Least amount of daylight into the site
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on 9th Ave.

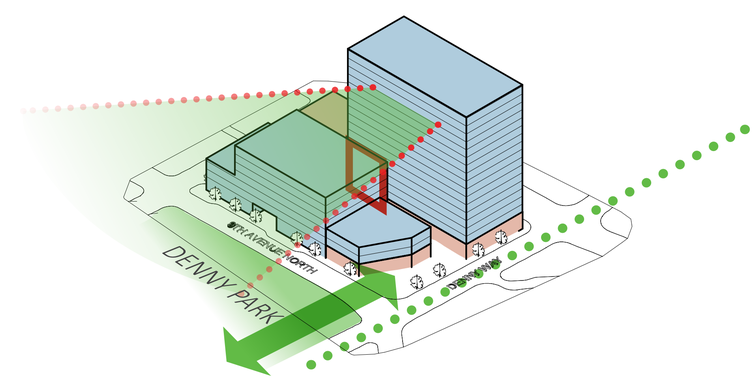




3 PREFERRED

- ✚ Complementary open space facing Park
- ✚ Fully complements Denny Streetscape Plan with open space along Denny
- ✚ Massing diversity with shared FAR, creating strong Office presence along Westlake and providing a through block connection
- ✚ Shorter building along 9th allows for least amount of shadowing on the Park
- ✚ Maximizes western views and daylight into site
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on 9th Ave and perfentage coverage of TBPC.



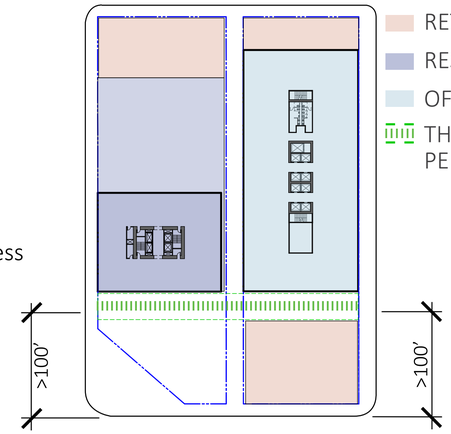


SITE/MASSING OPTIONS **ALL-COMMERCIAL** SHADOW STUDIES

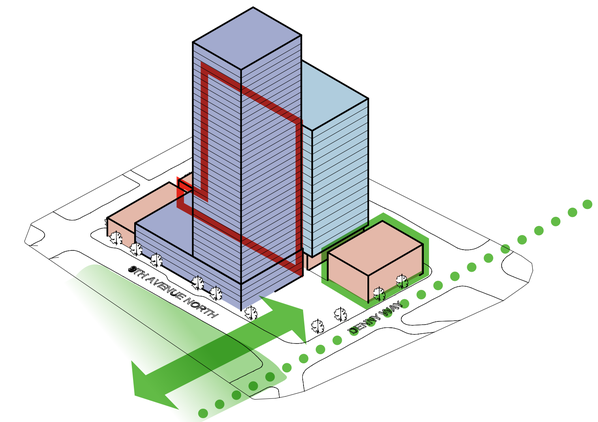
SITE/MASSING OPTIONS **MIXED-USE COMPARISON**

4

- ✚ Residential frontage on Denny Park- 'Eyes on Park'
- ✚ Complementary open space facing Park
- ✚ Stand-alone retail at Heart location
- ✚ Office address and frontage appropriate to commercial hub of Westlake Ave
- ▬ Compromised views and daylight due to tower overlap and proximity
- ▬ Shadows on Denny Park in morning hours
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th Ave.

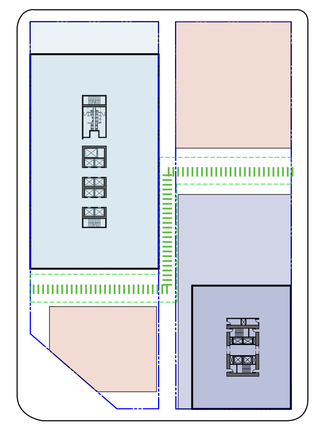


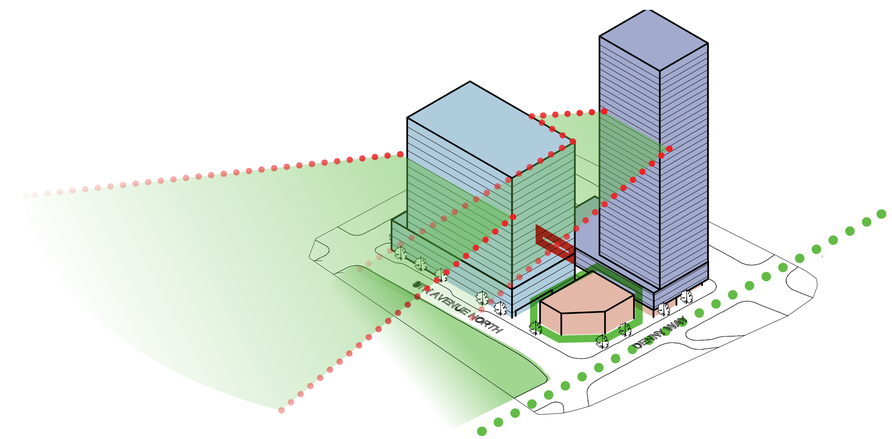
RETAIL
RESIDENTIAL
OFFICE
THROUGH BLOCK PEDESTRIAN CONNECTION



5

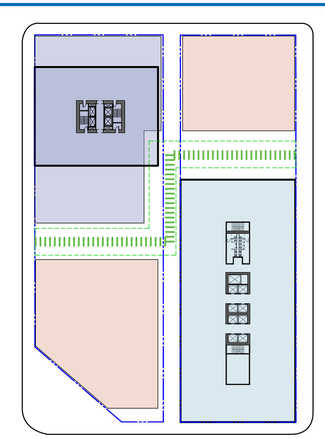
- ✚ Complementary open space facing Park
- ✚ Stand-alone retail at NE corner contributes to scale and vitality of Westlake Ave
- ✚ Minimal tower overlap maximizes views and daylight for both office and residential
- ▬ No residential frontage or association with Denny Park
- ▬ Office address and frontage does not benefit from commercial hub of Westlake Ave
- ▬ Residential tower shades office bldg during morning hours
- ▬ May require Type I Directors Decision for through-block dimension to corner (less than 100') on Westlake/9th Ave.

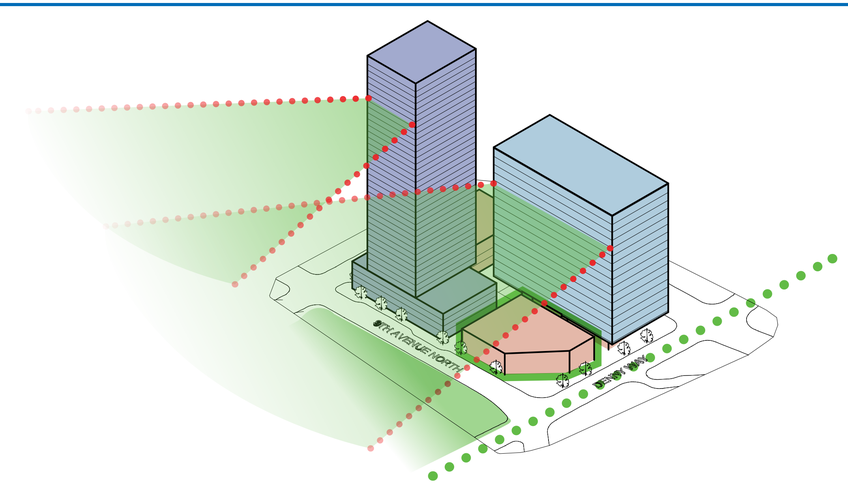




6 PREFERRED

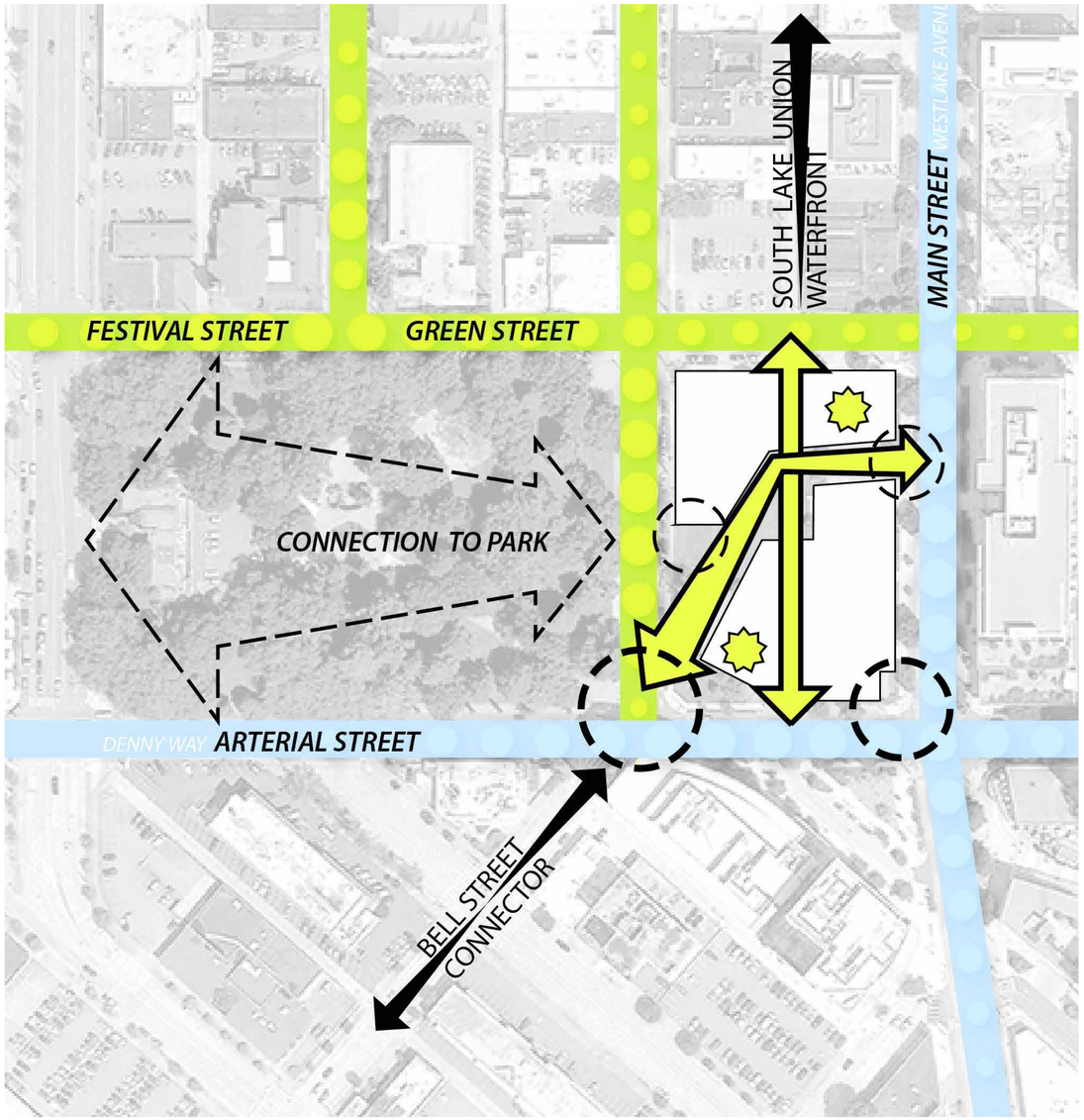
- ✚ Residential frontage on Denny Park-'Eyes on Park'
- ✚ Complementary open space facing Park
- ✚ Stand-alone retail at NE corner contributes to scale and vitality of Westlake Ave
- ✚ Minimal tower overlap maximizes views and daylight for both office and residential
- ✚ Placement of Residential tower minimizes shadows on the Park in the morning hours
- ✚ Office address and frontage appropriate to commercial hub of Westlake Ave
- ✚ Does not require Type I Directors Decision for through-block dimension to corner on Westlake/9th Ave.





SITE/MASSING OPTIONS **MIXED-USE** SHADOW STUDIES

6 SITE DEVELOPMENT



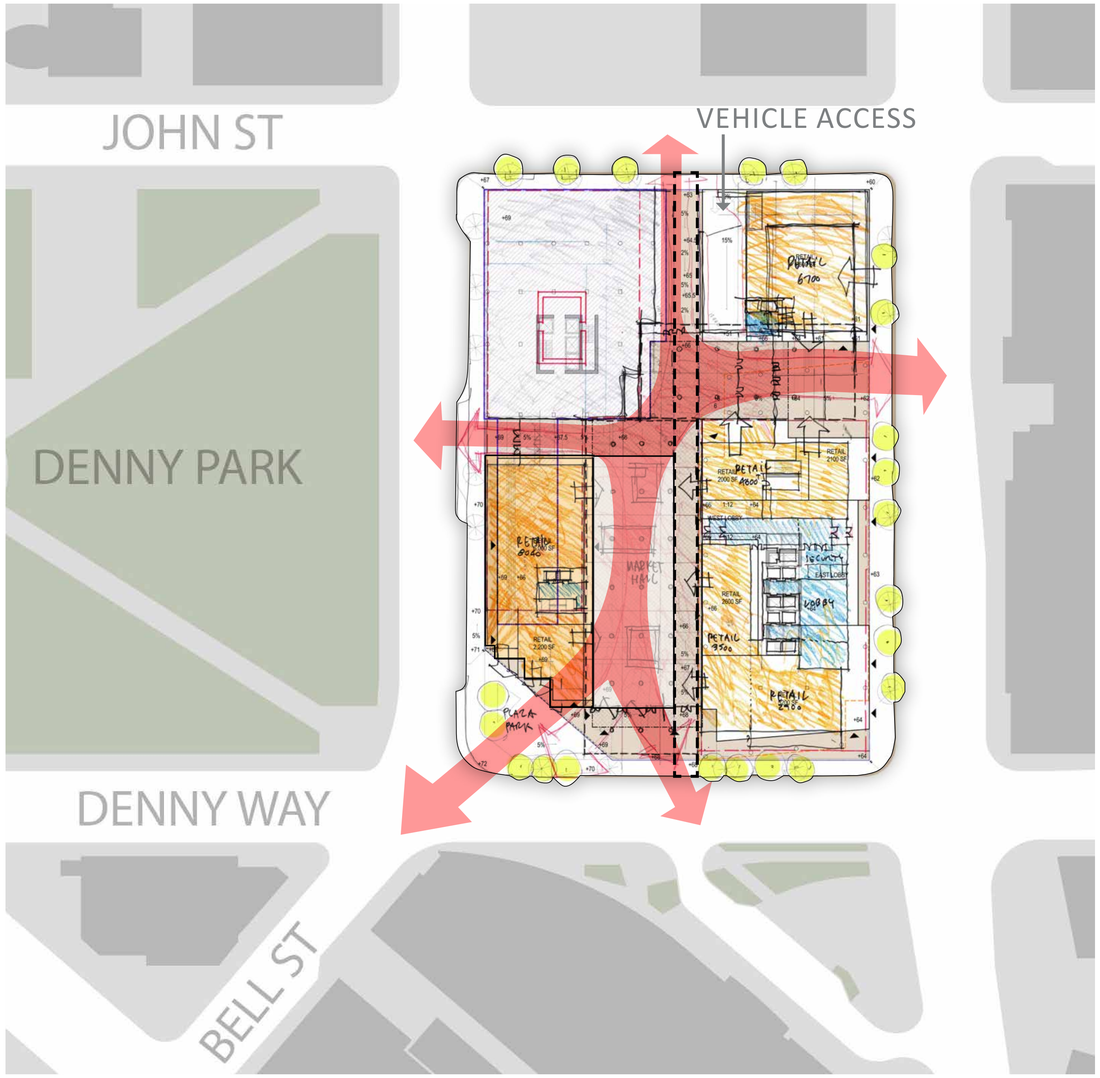
site identity gateways

primary retail response

bike lanes and green streets

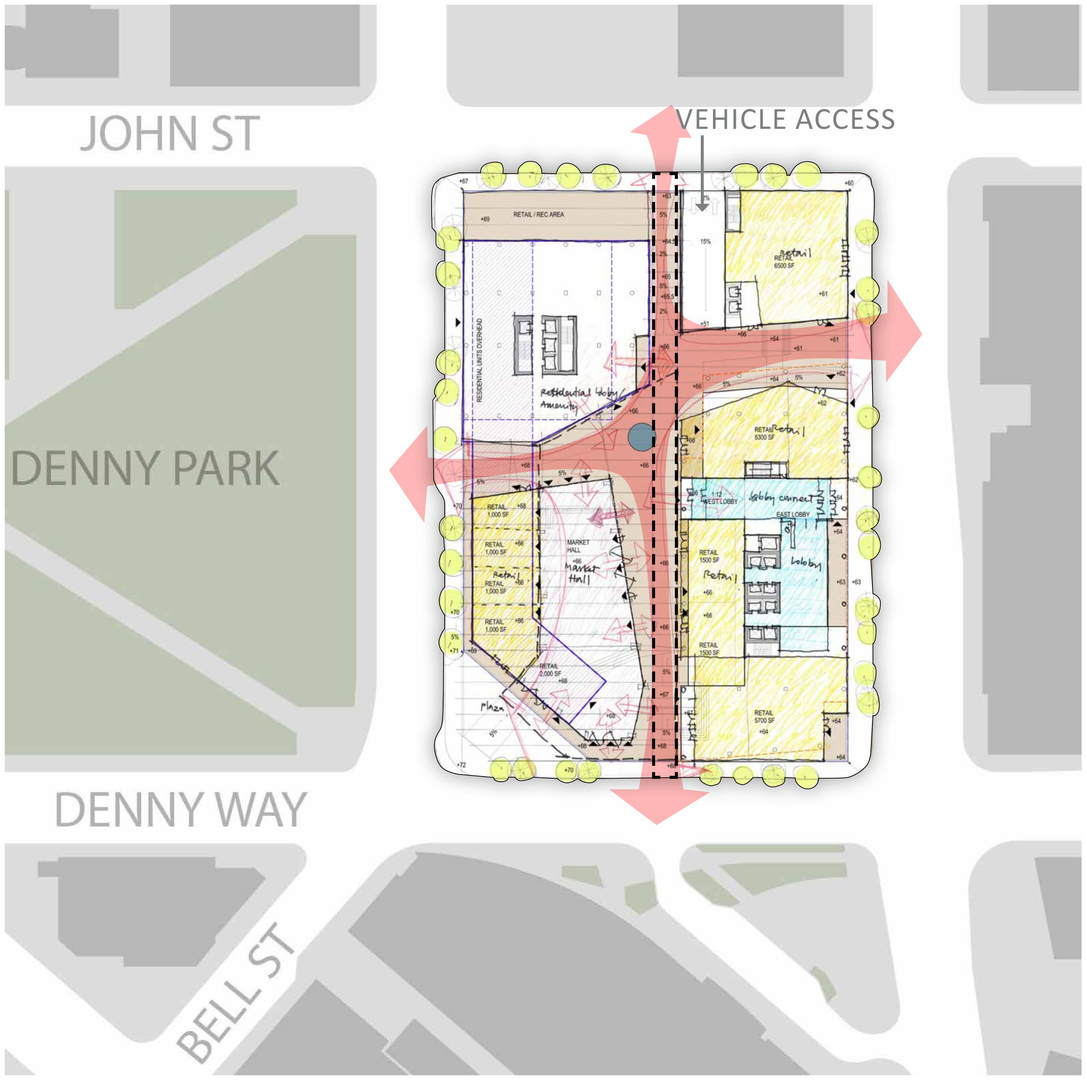
primary arterials

SITE DEVELOPMENT GROUND LEVEL DEVELOPMENT STUDIES



1 CONCOURSE MARKET

2 CRESCENT



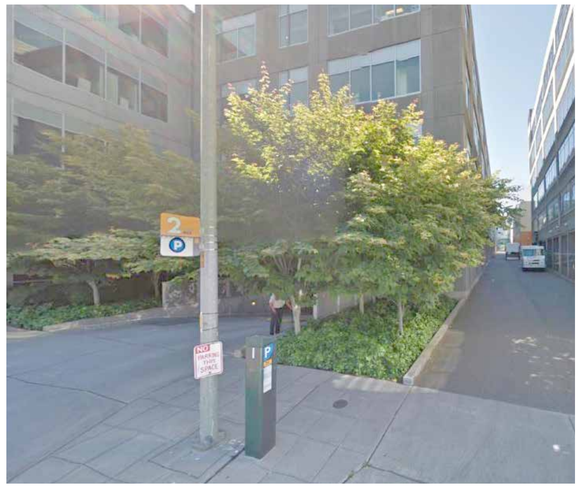
3 TOWN SQUARE

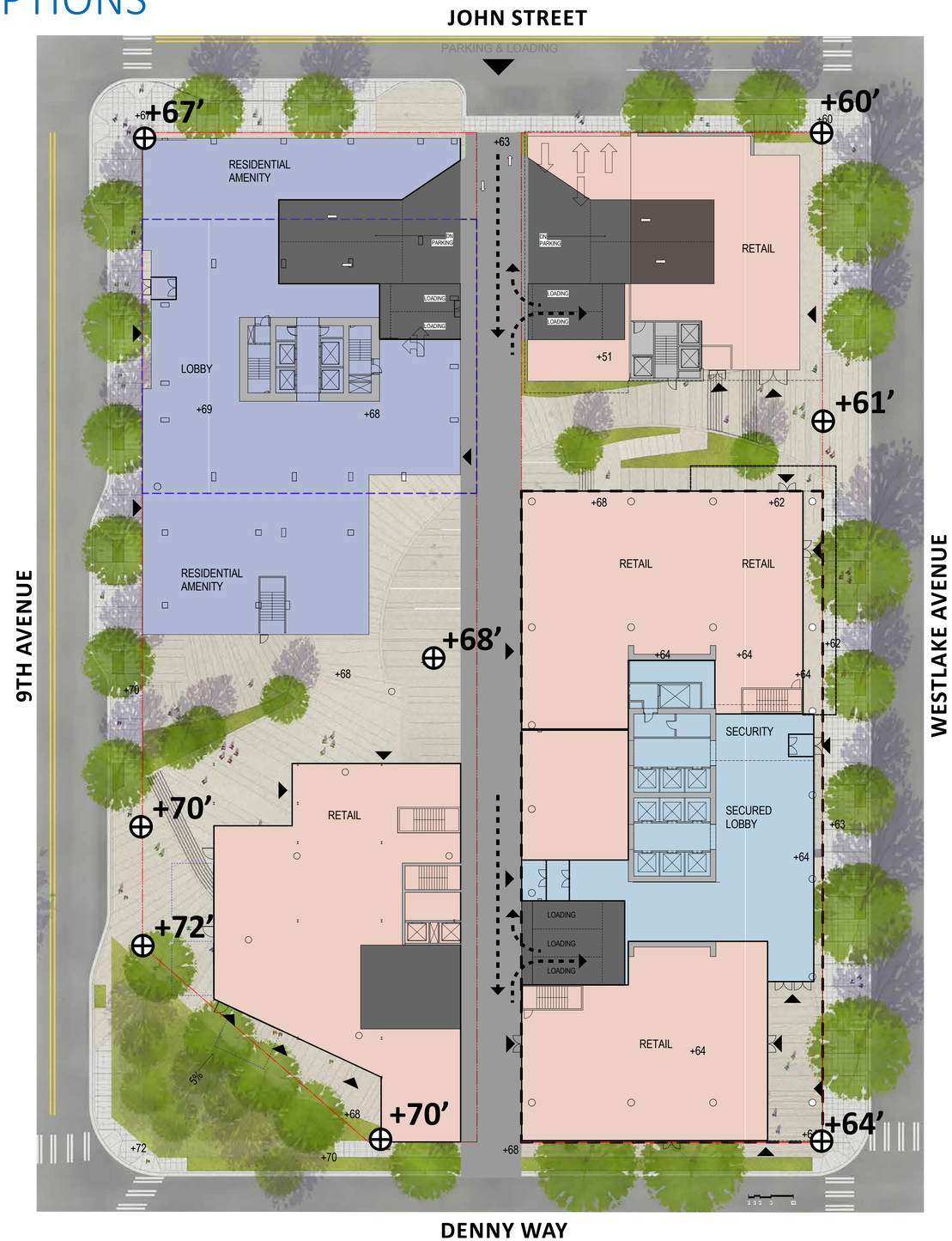
4 **PREFERRED**
LANDSCAPE PAVILION

SITE DEVELOPMENT GROUND LEVEL DEVELOPMENT OPTIONS

NO ALLEY VACATION

1 SEPARATE BELOW-GRADE PARKING / SURFACE LOADING



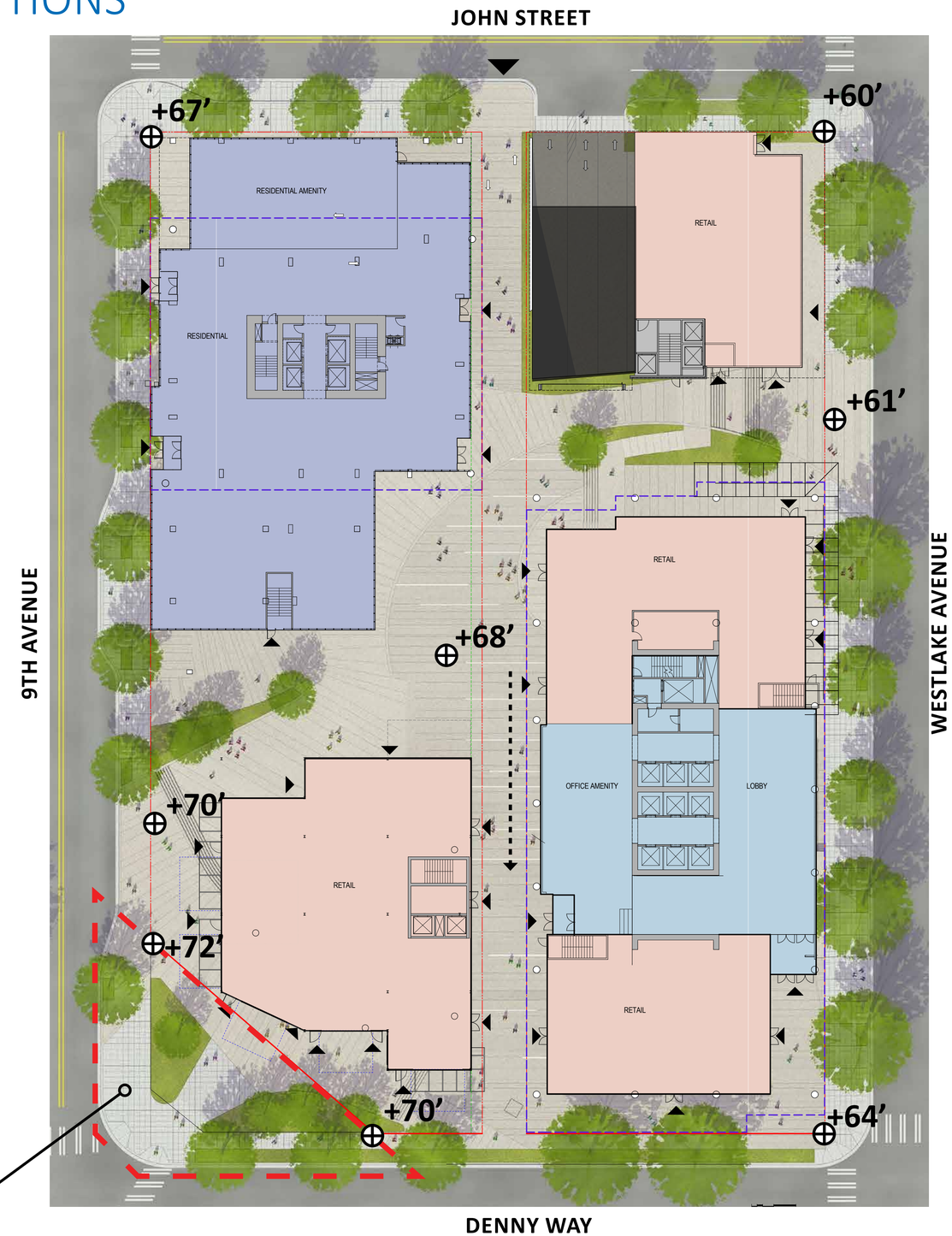


SITE DEVELOPMENT GROUND LEVEL DEVELOPMENT OPTIONS WITH SUBTERRANEAN ALLEY VACATION

2 PREFERRED

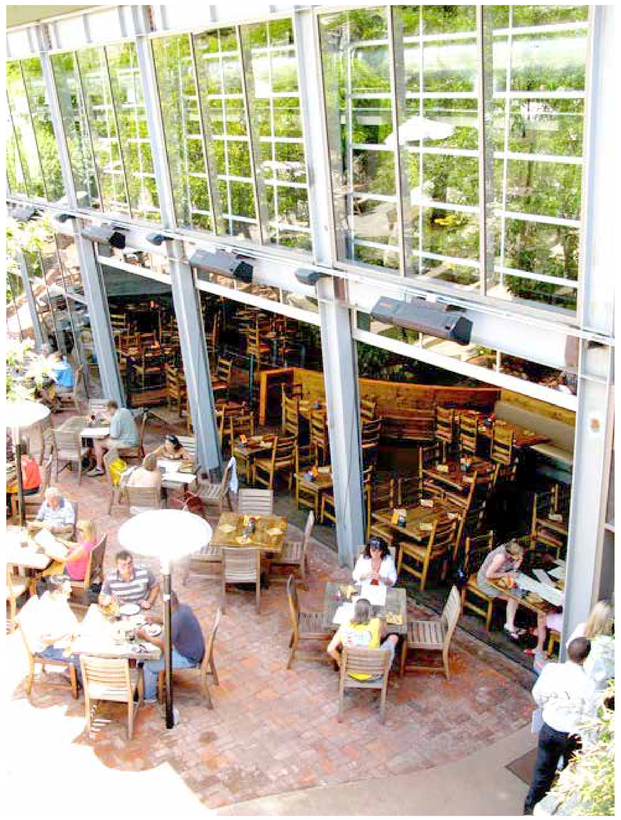
SHARED BELOW GRADE PARKING & LOADING

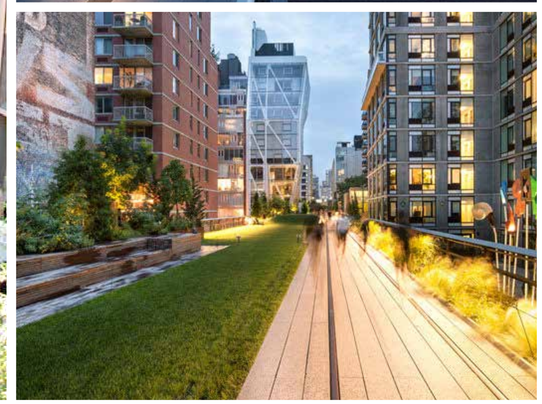
NOTE: NO VEHICULAR ACCESS TO ALLEY RIGHT-OF-WAY SUBJECT TO SDOT APPROVAL

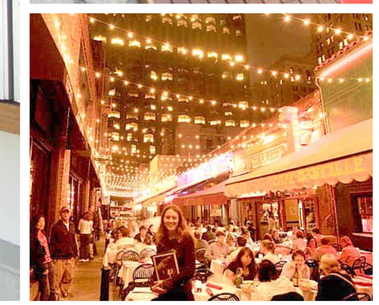


7 THREE DIMENSIONAL STUDIES

THREE DIMENSIONAL STUDIES PRECEDENT IMAGES







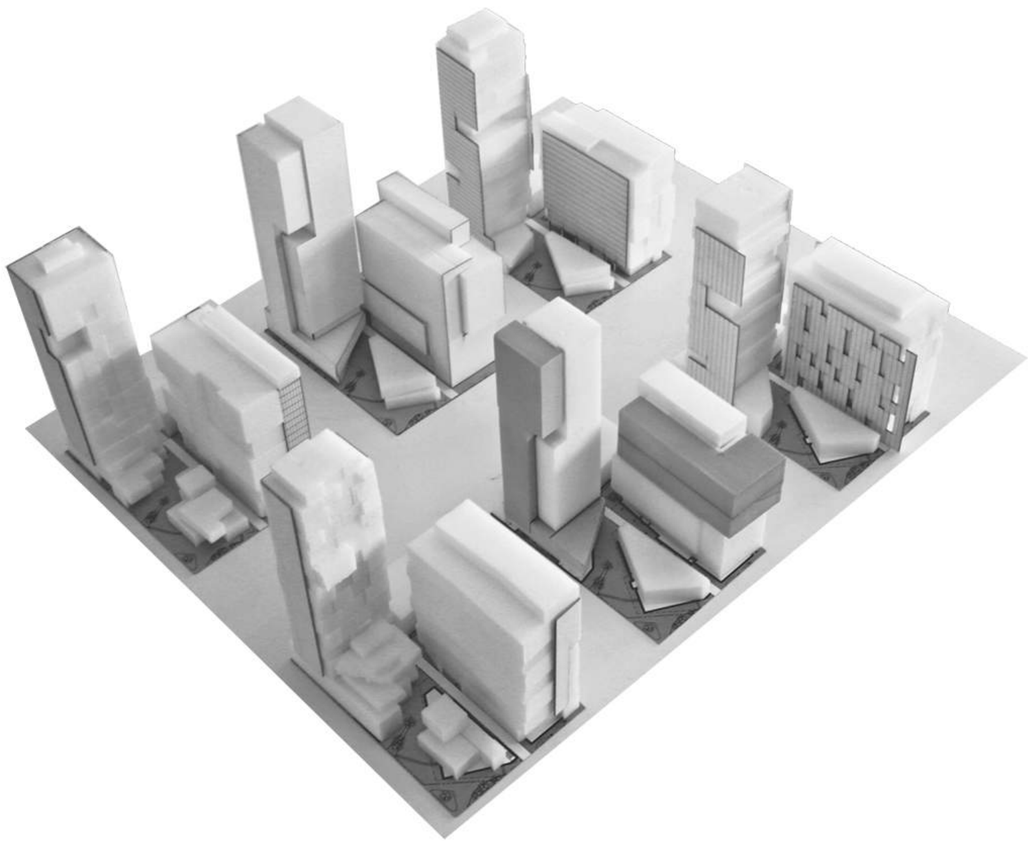
THREE DIMENSIONAL STUDIES

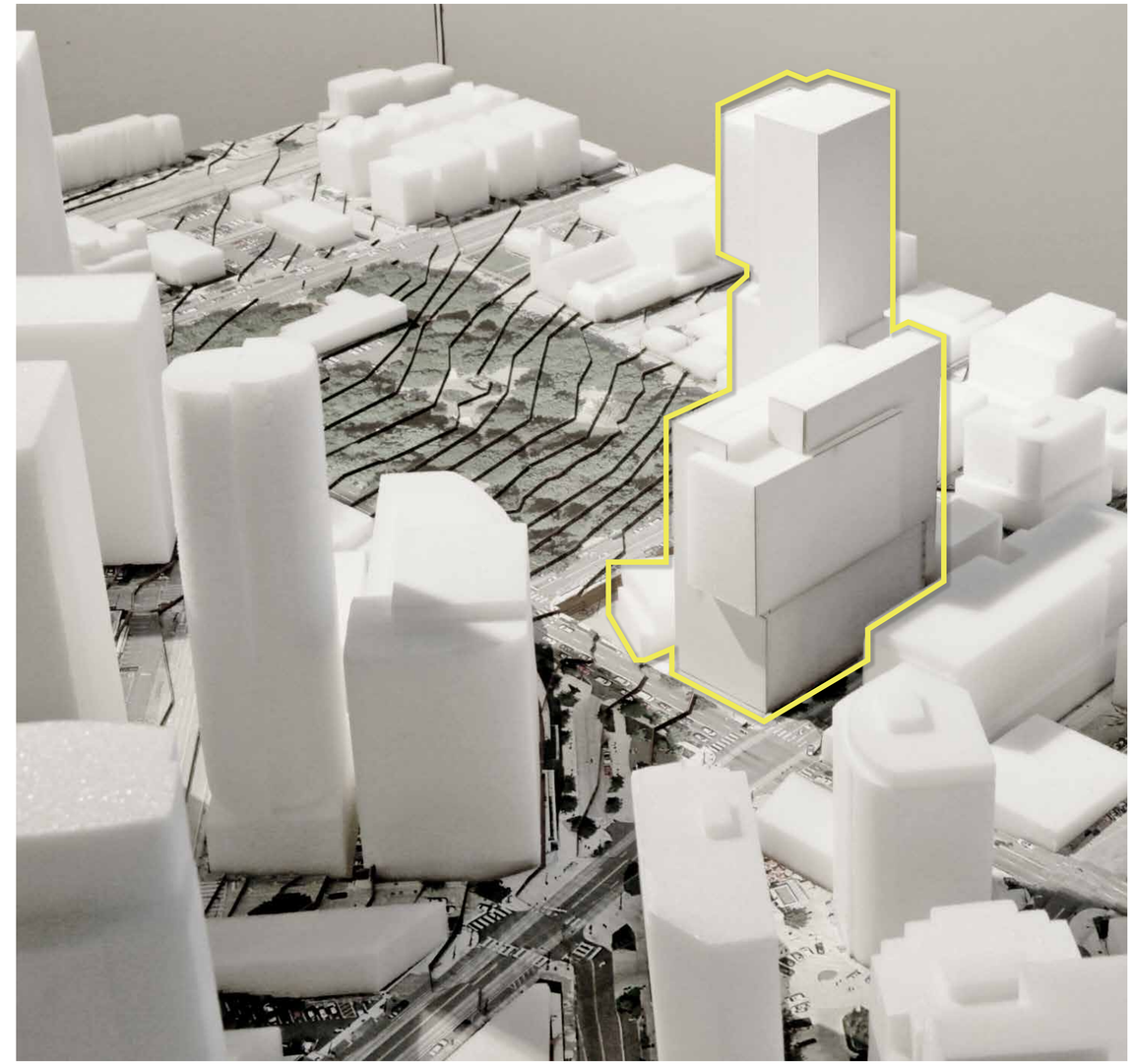
RETAIL CORNER @ DENNY WAY AND WESTLAKE AVE

MID-BLOCK CONNECTOR AT 9TH AVENUE

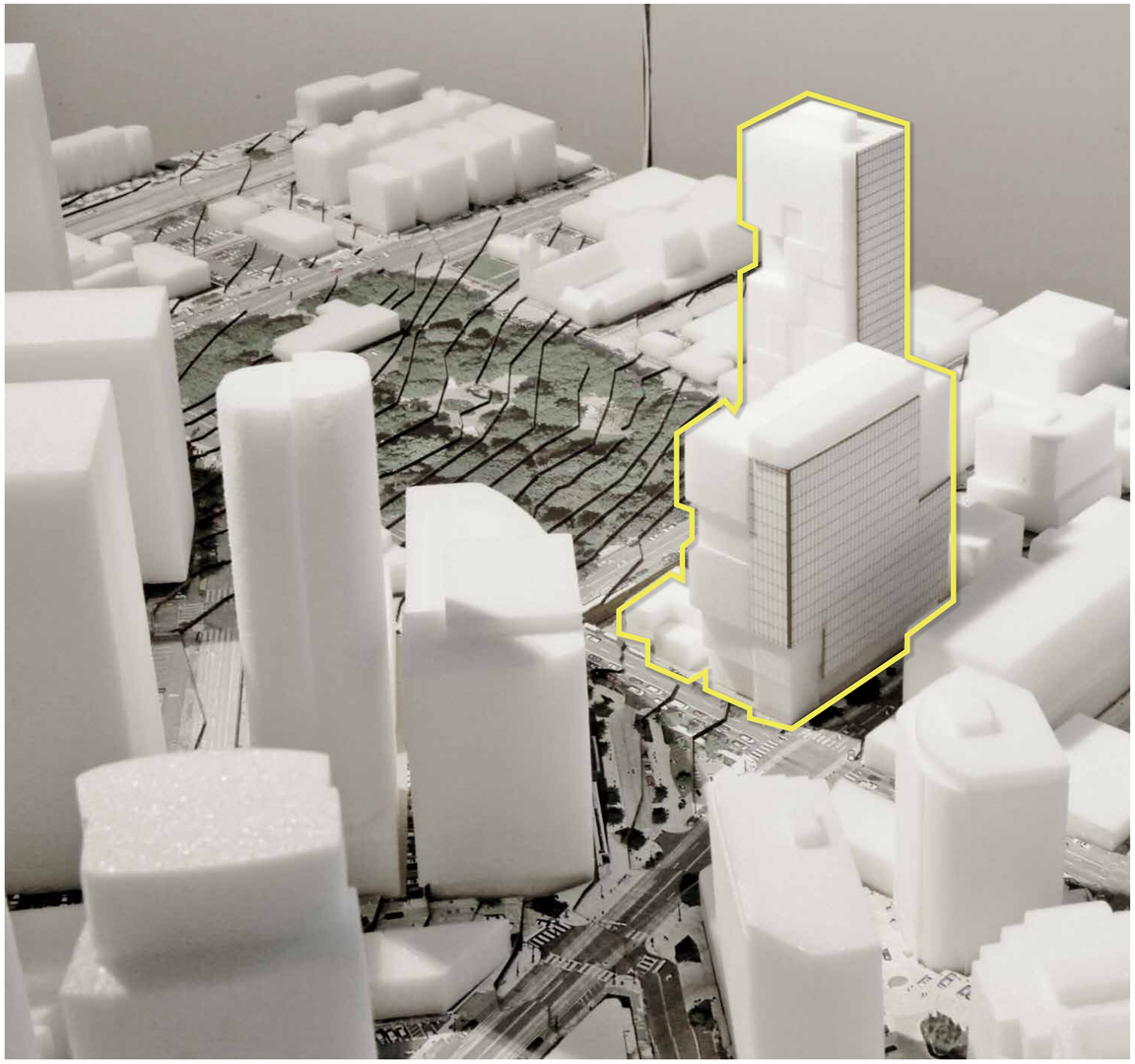
WEST VIEW @ MID-BLOCK

THREE DIMENSIONAL STUDIES **MIXED-USE** MODULATION STUDIES



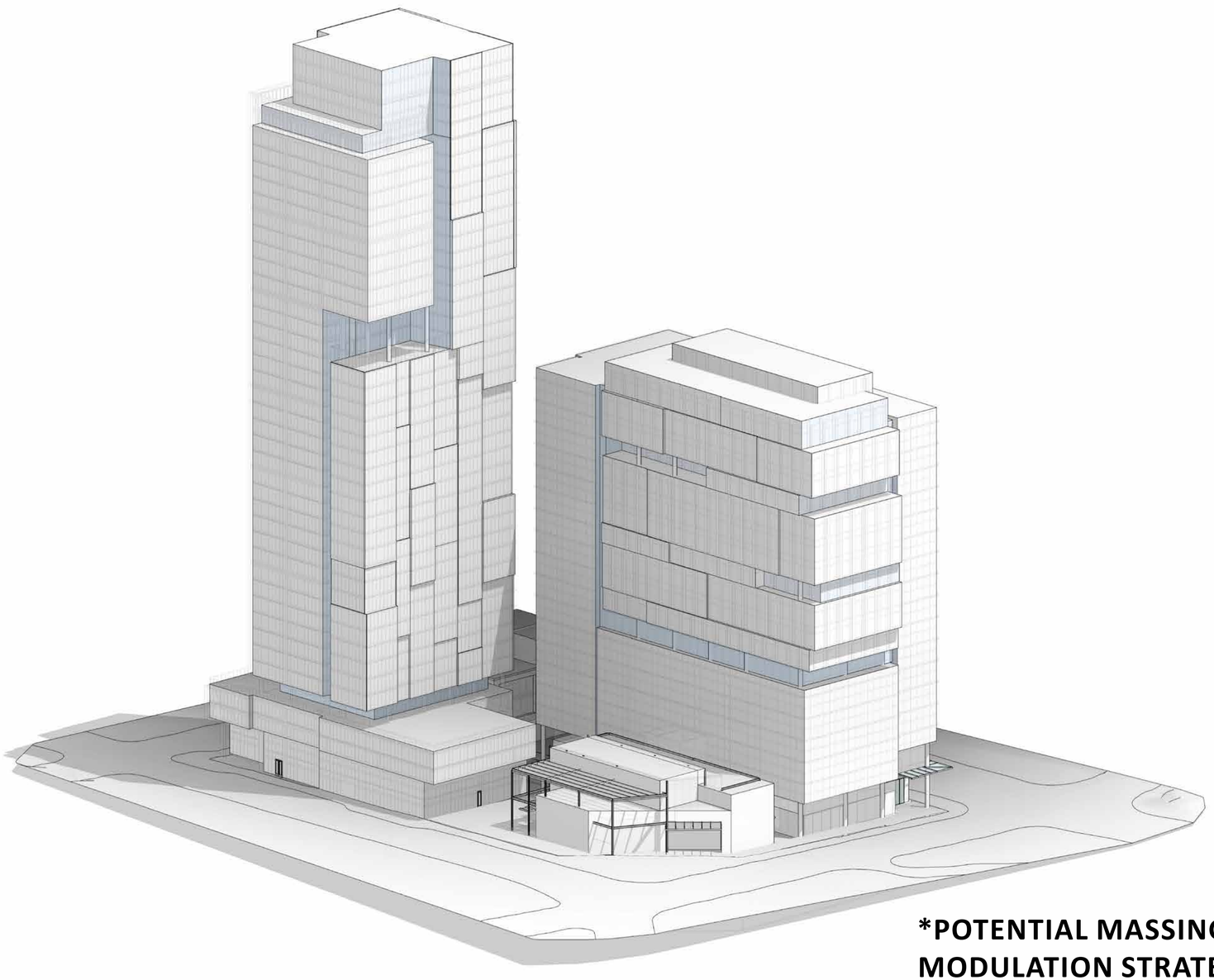


A



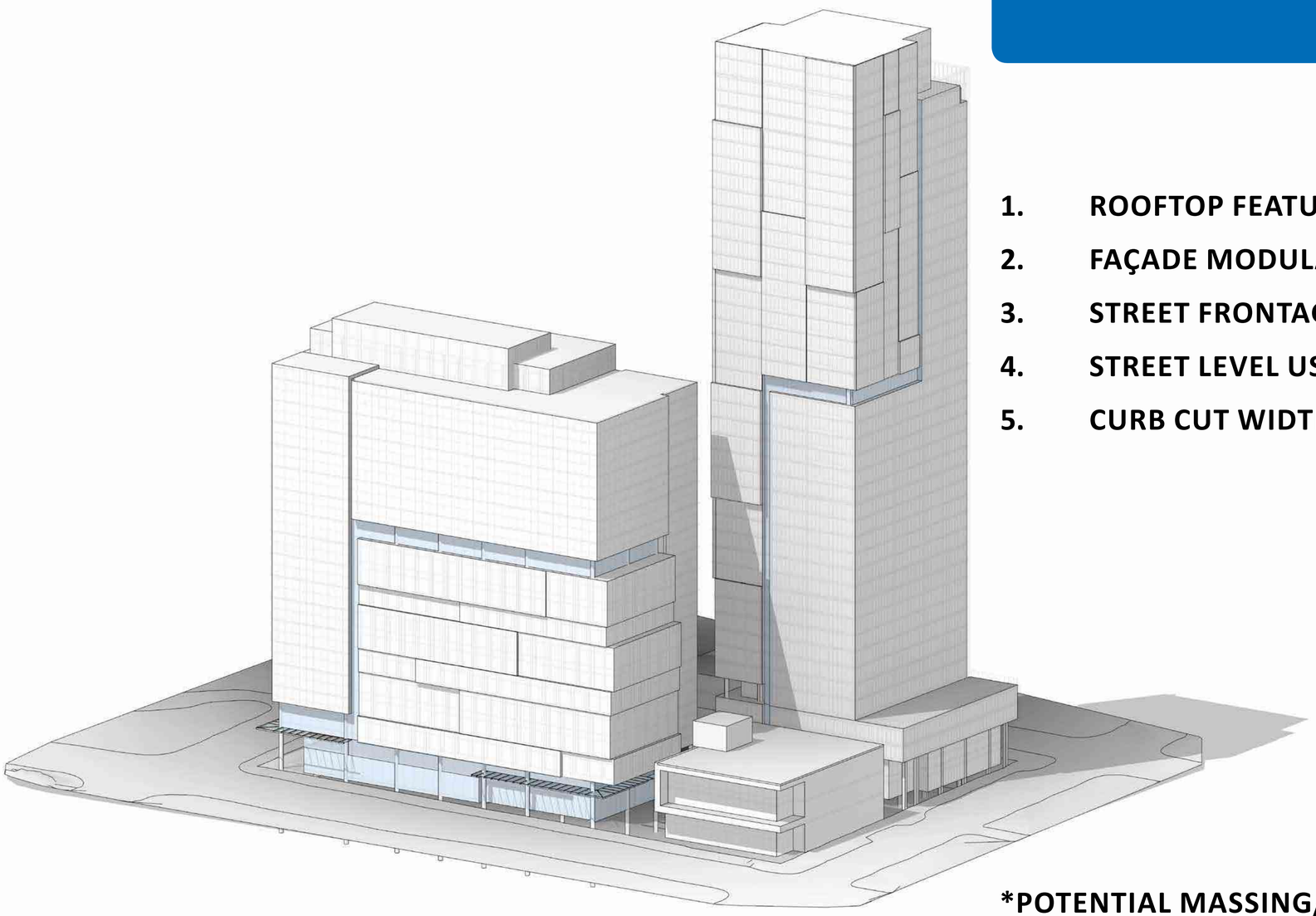
B

C



***POTENTIAL MASSING/FACADE MODULATION STRATEGY**

8 POTENTIAL DEPARTURES



1. ROOFTOP FEATURES SETBACK
2. FAÇADE MODULATION
3. STREET FRONTAGE
4. STREET LEVEL USE
5. CURB CUT WIDTH

***POTENTIAL MASSING/FACADE MODULATION STRATEGY**

POTENTIAL DEPARTURES: **ROOFTOP FEATURES**

1. **ROOFTOP FEATURES**
   23.48.010 Structure height, H. Rooftop features.

   H.4. The following rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.010.H.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment:
   - a. Solar collectors;
   - b. Stair penthouses;
   - c. Mechanical equipment;
   - d. Atriums, greenhouses, and solariums;
   - e. Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15 feet from the roof edge;
   - f. Minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of Section 23.57.012; and
   - g. Covered or enclosed common amenity area for structures exceeding a height of 125 feet.

   H.5. For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted. If the elevator provides access to a rooftop designed to provide usable open space, elevator penthouses up to 35 feet above the height limit are permitted.

   H.7. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to **65 percent** of the roof area, provided that all of the following are satisfied:
   - a. All mechanical equipment is screened; and
   - **b. No rooftop features are located closer than 10 feet to the roof edge.**

Departures:

Nonresidential Tower **Departure:**

The penthouse will be closer than 10' to roof edge along the alley property line (west side of tower)

Nonresidential Tower **Justification:**

1. Rooftops are treated as an integral part of the massing articulation
2. Total Coverage will be less than 65%
3. The penthouse will be set back more than 10' from the roof edge on both the east and north s

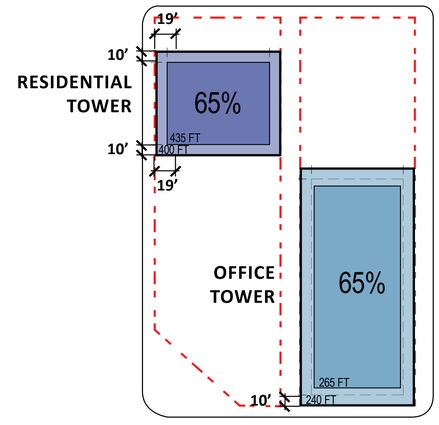
Residential Tower **Departures:**

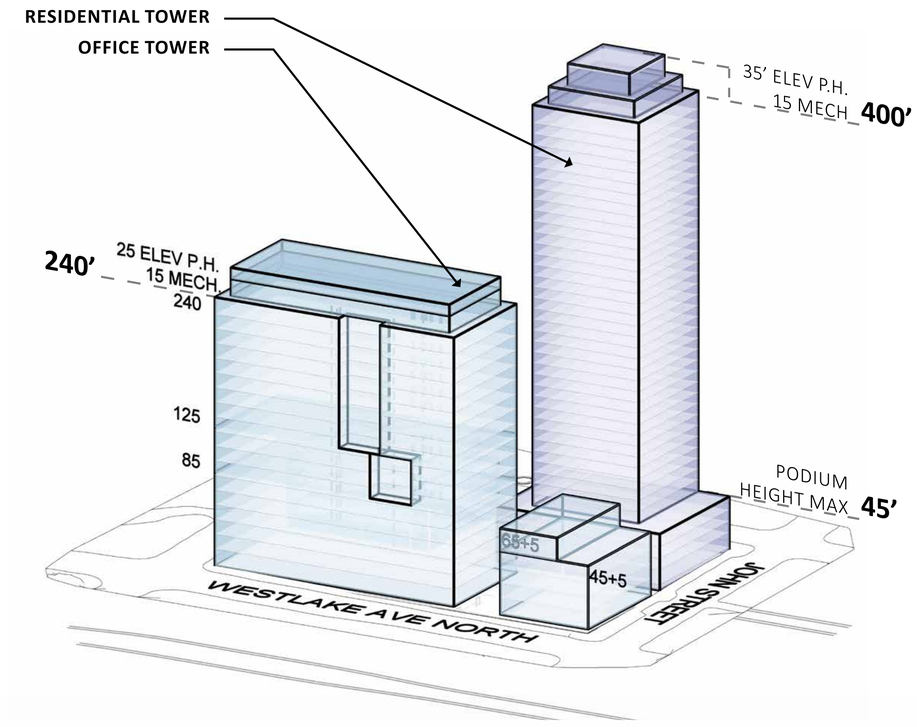
1. The penthouse will be closer than 10' to the roof edge on all sides except the west.
2. The coverage limit will be greater than 65%

Residential Tower **Justification:**

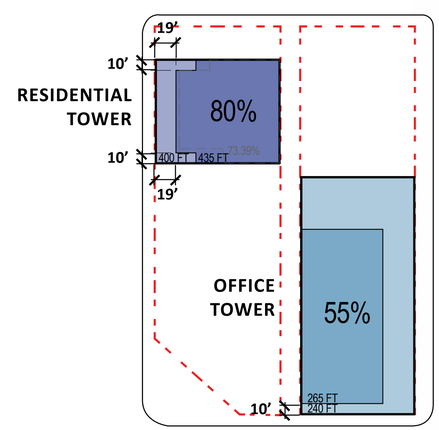
1. Rooftops are treated as an integral part of the massing articulation
2. The penthouse will be set back more than 10' from the roof edge on the west side
3. The desire for roof top amenities space and the need for mechanical equipment is larger than 65% of the average floor area of 10,500.

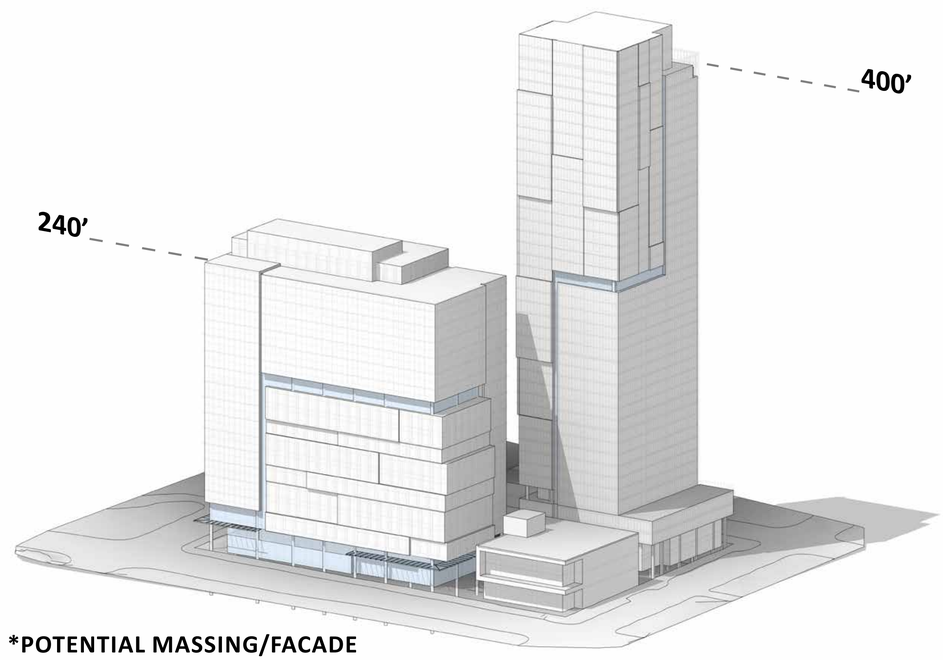
REQUIRED





PROPOSED





***POTENTIAL MASSING/FACADE MODULATION STRATEGY**

POTENTIAL DEPARTURES: **FACADE MODULATION**

1. **FACADE MODULATION**
   23.48.013 Upper-level development standards for specific building types in SM zones in the South Lake Union Urban Center
   D. Facade modulation. For all structures with non-residential uses exceeding 85 feet in height, facade modulation is required for the street-facing portions of a structure located within 15 feet of a street lot line and exceeding the podium height specified for the lot on Map A for 23.48.013. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.
   1. The maximum length of a facade without modulation is prescribed in Table B for 23.48.013, Facade Modulation. This maximum length shall be measured parallel to each street lot line, and shall apply to any portion of a facade, including projections such as balconies, that is located within 15 feet of street lot lines.

Table B for 23.48.013
Facade Modulation

Height of street facing portion of structure	Maximum length of un-modulated facade within 15 feet of street lot line
For stories above the podium height specified on Map A for 23.48.013 up to 125 feet	150 feet
For stories above 125 feet	120 feet

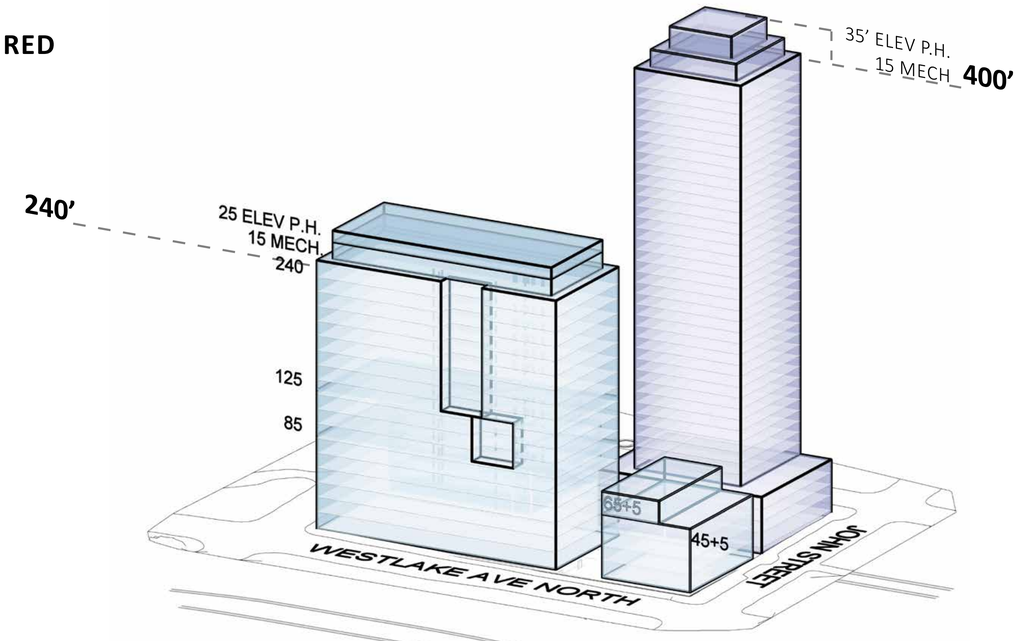
Departure

Along Westlake Ave North the unmodulated façade will be longer than prescribed by Table B and the depth and width of the modulation will be other than the prescribed 40' wide by 15' deep.

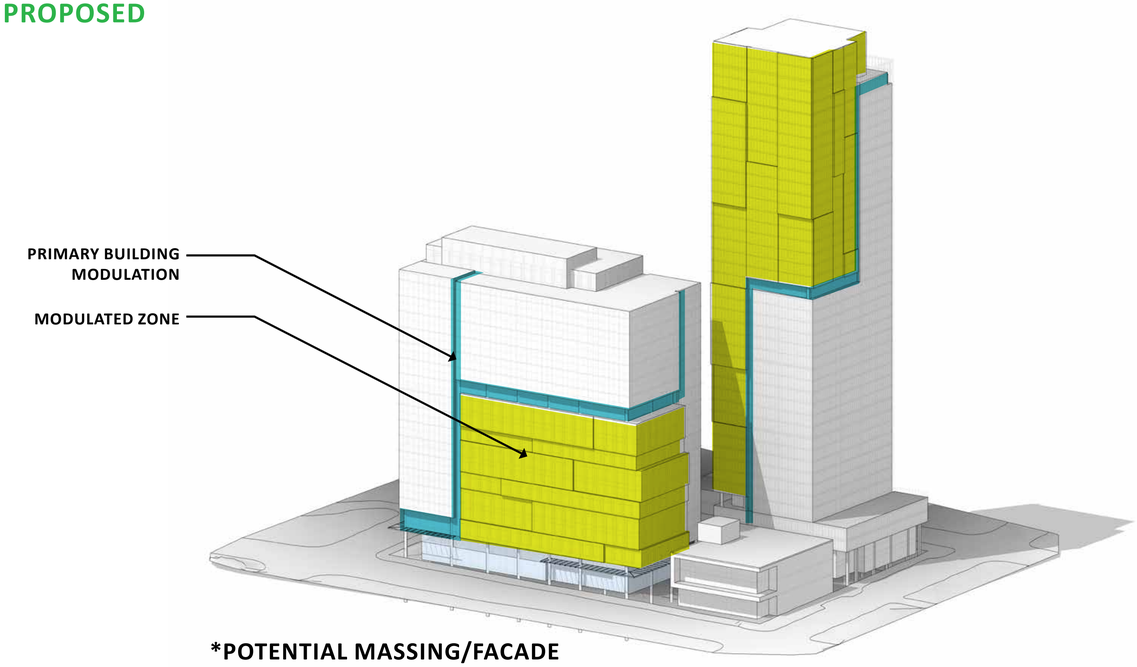
Justification

1. Façade modulation is treated as a holistic approach across the whole site for all buildings, not just the office tower façade along Westlake as required.
2. Modulation is being provided at grade to allow for greater setbacks for pedestrians.
3. Modulation is being provided at the south east corner to emphasize the "Gateway" identified in the South Lake Union Guidelines. And to accommodate the widening of the Denny Way sidewalk and open space as desired in the Denny Way Streetscape Improvement Plan.

REQUIRED



PROPOSED



***POTENTIAL MASSING/FACADE MODULATION STRATEGY**

POTENTIAL DEPARTURES: **% STREET FRONTAGE**

3. STREET FRONTAGE
23.48.014 Street-level development standards

A. General facade requirements
3. Permitted setbacks from street lot lines. Except on lots subject to the provisions of subsection 23.48.014.B, the street-facing facades of a structure are permitted to set back from the street lot line as follows:
a. The street-facing facades of structures abutting Class 1 Pedestrian Streets, as shown on Map A for 23.48.014, shall be built to the street lot line for a minimum of 70 percent of the facade length, provided that the street frontage of any required outdoor amenity area, or other required open space, or usable open space provided in accordance with subsections 23.48.013.B.4.c, 23.48.014.F, or 23.48.014.G is excluded from the total amount of frontage required to be built to the street lot line.

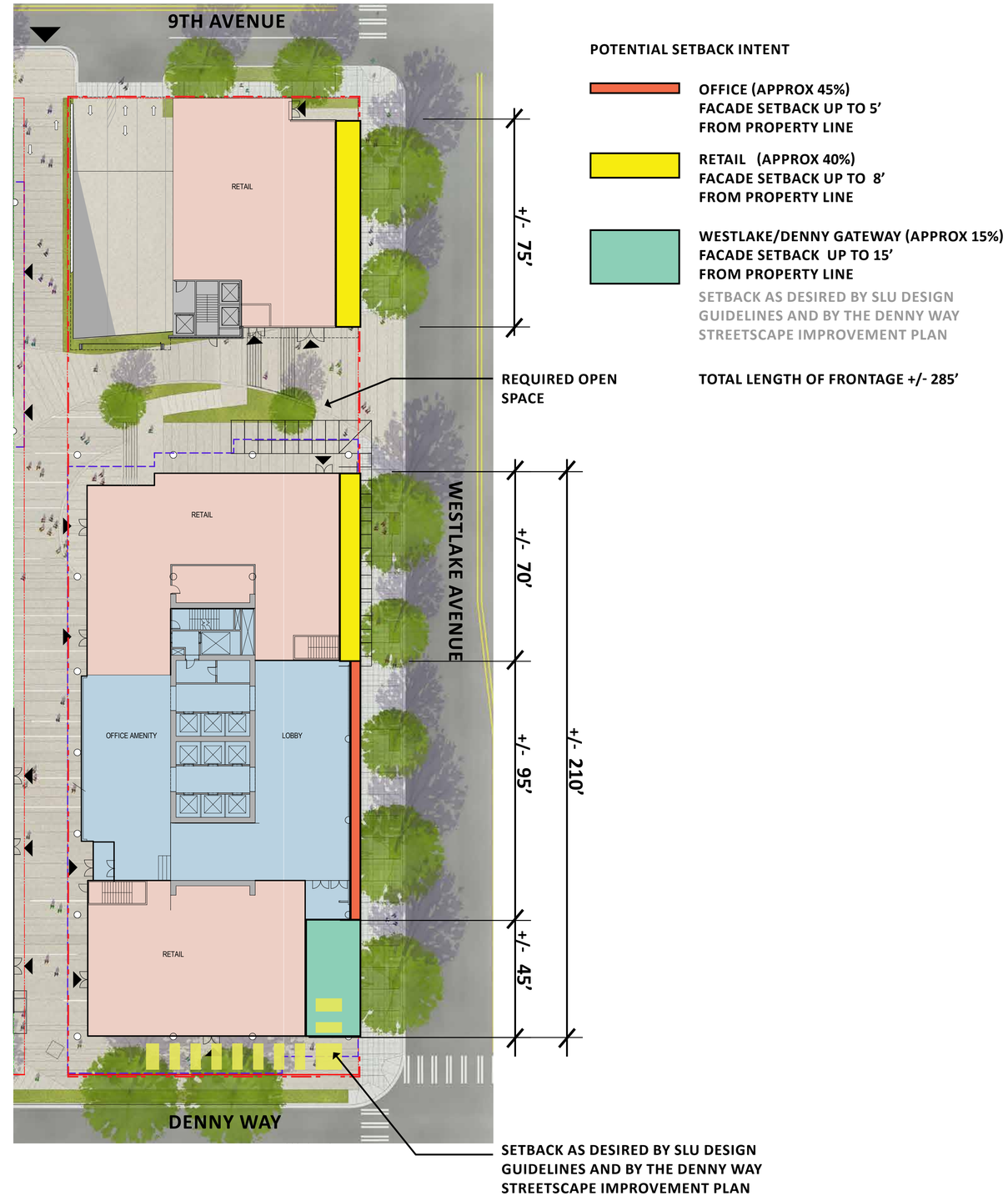
Departure

We are providing less than 70% of the street facing façade to the street lot line along Westlake Avenue, a Class I Pedestrian street. **0% of the street facing façade will be on the lot line.**

Justification

1. To improve the pedestrian experience and integration of the open spaces at corners and mid block
2. The façade holds the lot line more than 70% just not at the street level.
3. The retail frontage is encouraged by the SLU Design Guidelines to spill out onto the sidewalk, this is better accomplished with a setback to help with entries, grade transitions, access, and pedestrian circulation.

PROPOSED



POTENTIAL DEPARTURES: **% OF STREET LEVEL USE**

4. STREET LEVEL USES
23.48.014 Street-level development standards

E. Development standards for required street-level uses. Street-level uses required by subsection 23.48.004.D, and street-level uses exempt from FAR calculations under the provisions of subsection 23.48.009.D.6, whether required or not, shall meet the following development standards:

1. A minimum of 75 percent of each street frontage where street-level uses are required shall be occupied by uses listed in subsection 23.48.004.D. For structures with a street-facing facade along 8th Avenue N., located on blocks identified pursuant to subsection 23.48.017.B, or located on a designated neighborhood green street the minimum street frontage of required street-level uses is 10 percent of that street-facing facade. The remaining street frontage at street-level may contain other permitted uses and/or pedestrian or vehicular entrances. The frontage of any outdoor common amenity area required for residential uses or other required open space shall not be counted in street frontage.

Departure

The project is providing less than the 75% qualified street uses along Westlake Ave North. The office lobby is not a qualified street level use and makes up more than 25% of the street frontage.

Justification

The project is taking a holistic approach and providing as many corner retail opportunities as possible

1. Corner of Denny Way and Westlake Ave North with open space to address the "gateway"
2. Corners of through block connection
3. Corner of Westlake Ave North and John Street
4. Corner of Denny Way and 9th Ave.

PROPOSED

POTENTIAL DEPARTURES: **CURB CUT WIDTH**

5. CURB CUT WIDTH

23.54.030 Parking space standards.

F.2.non-residential uses in all zones except industrial zones.

b. Curb cut widths.

b. Curb cut widths.

1) For one way traffic, the minimum width of curb cuts is 12 feet, and the maximum width is 15 feet.
2) For two way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, <u>except that the maximum width may be increased to 30 feet if truck and auto access are combined.</u>
3) For public schools, the maximum width of a curb cut is 25 feet. Development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79.
4) For fire and police stations, the Director may allow curb cuts up to, and no wider than, the minimum width necessary to provide access for official emergency vehicles that have limited maneuverability and that must rapidly respond to emergencies. Curb cuts for fire and police stations are considered curb cuts for two-way traffic.
5) If one of the following conditions applies, the Director may require a curb cut of up to 30 feet in width, if it is found that a wider curb cut is necessary for safe access:
   i. The abutting street has a single lane on the side that abuts the lot; or
   ii. The curb lane abutting the lot is less than 11 feet wide; or
   iii. The proposed development is located on an arterial with an average daily traffic volume of over 7,000 vehicles; or
   iv. Off-street loading berths are required according to subsection G of Section 23.54.035.

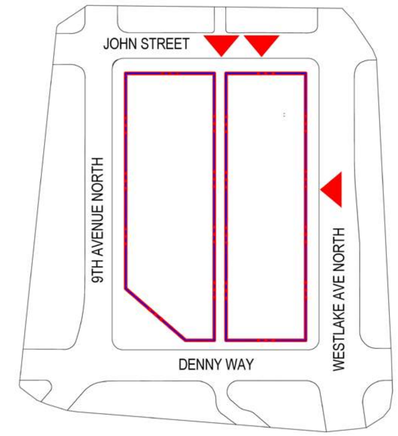
Departure

The project is proposing having only one curb cut, but that one curb cut needs to be wider than 30'. The proposed curb cut is 40' wide.

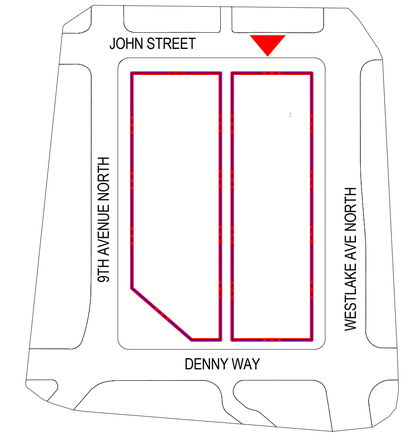
Justification

1. To enhance the pedestrian experience and safety
2. We are reducing the number of curb cuts from 3 existing to 1 new curb cut.
3. Allows for all parking and loading access to occur below grade, giving the alley back to pedestrians

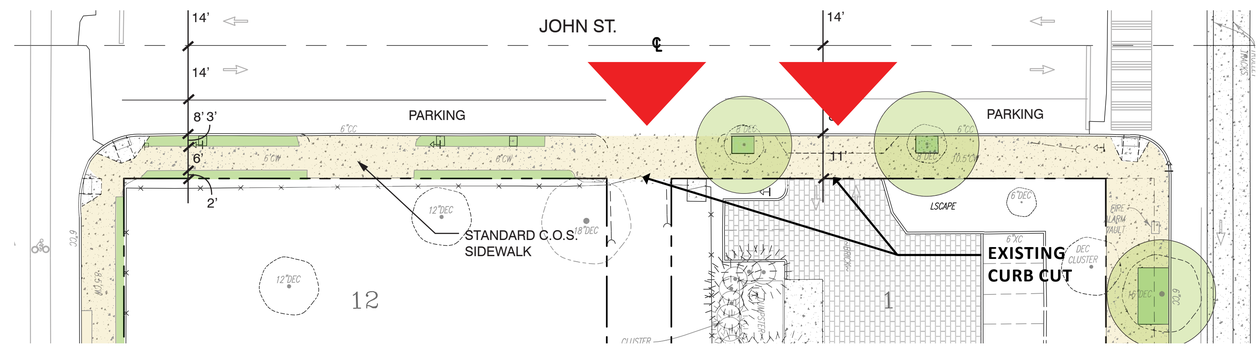
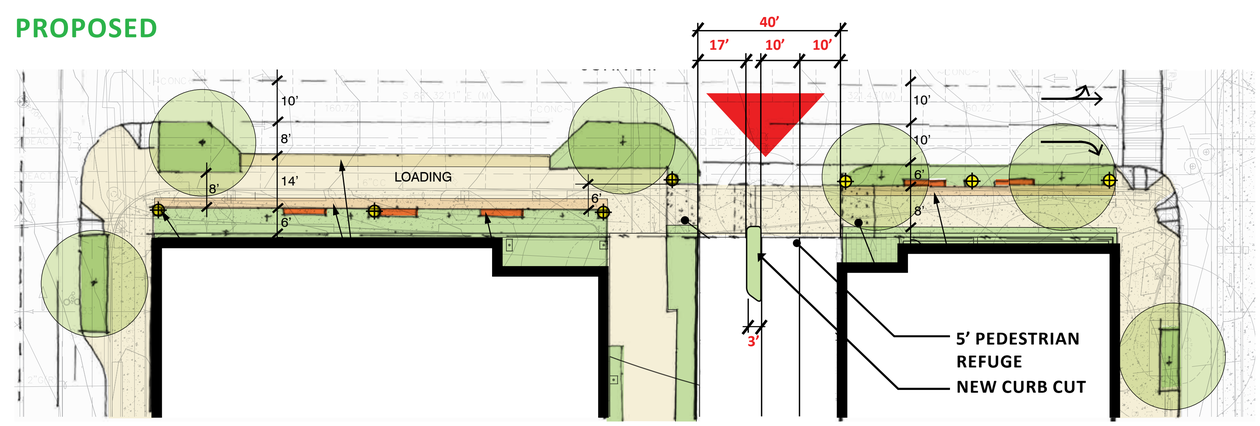
EXISTING



PROPOSED



EXISTING



PROPOSED