Washington State Convention Center
Addition Project

Downtown Design Review Board Meeting
Early Design Guidance #3

10–06–2015

	SITE A	SITE B	SITE C
PROPERTY ADDRESS	1600 9th Avenue	920 Olive Way	1711 Boren Avenue
DPD PROJECT #	3020176	3018096	3020177

OWNER
Washington State
Convention Center
800 Convention Place
Seattle, WA 98101

ARCHITECT
LMN Architects
801 Second Avenue
Suite 501
Seattle, WA 98104

DPD CONTACT
Garry Papers
206–684–0916
garry.papers@seattle.gov

LMN

The **Washington State Convention Center** Addition offers a transformative opportunity to create an urban convention venue at the forefront of the convention industry, to offer a rich delegate experience which capitalizes on Seattle's unique qualities, and to enrich Seattle's rapidly evolving urban core.

TABLE OF CONTENTS

04
1 DEVELOPMENT OBJECTIVES

06
2 PROJECT BACKGROUND

14
3 SUMMARY OF EDG#2

16
4 RESPONSE TO COMMENTS

49
5 PROPOSED DESIGN DRAWINGS

62
6 DESIGN GUIDELINES

65
7 DEPARTURES

PROCESS OVERVIEW

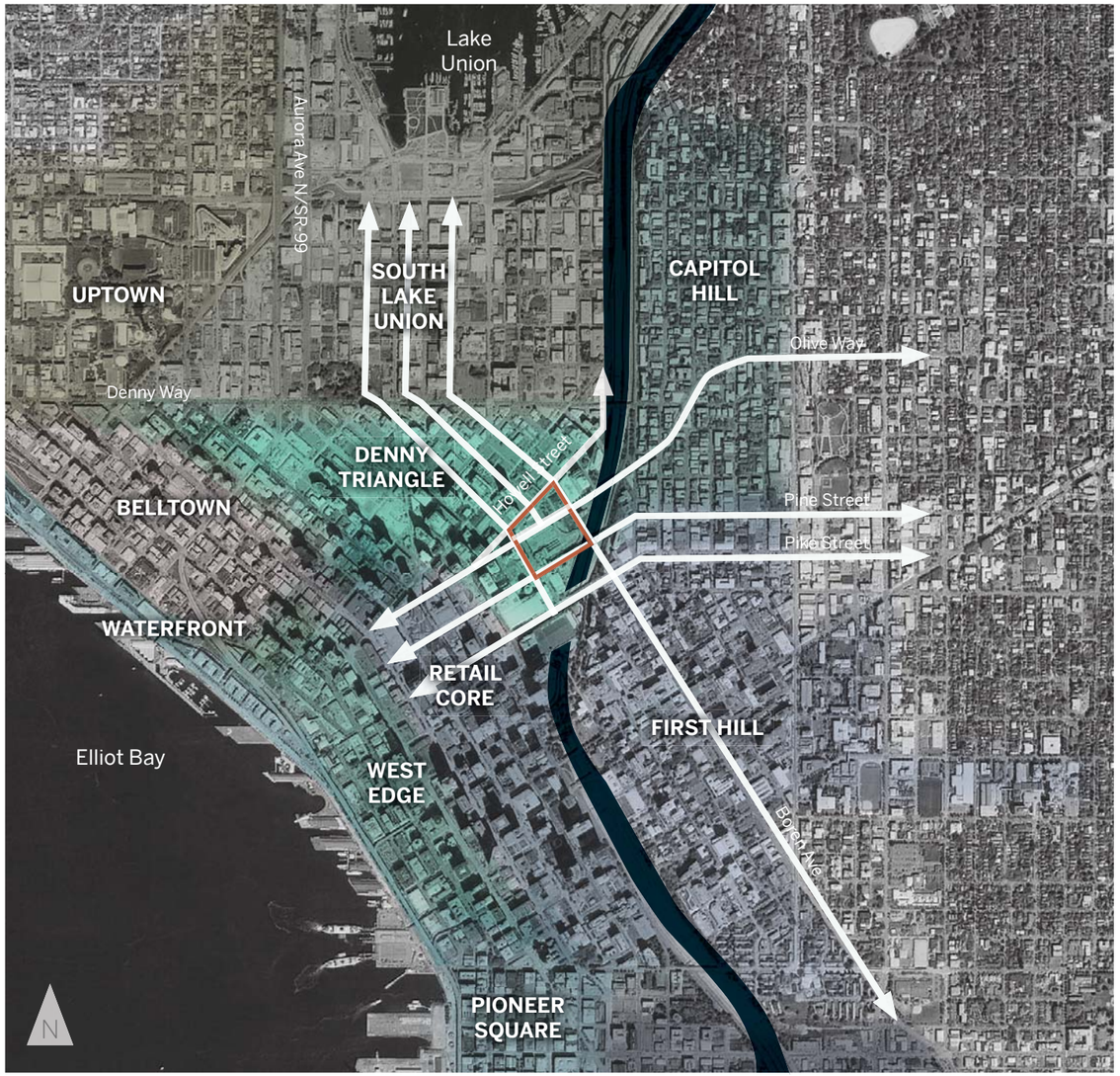
This Early Design Guidance (EDG) #3 meeting before the Downtown Design Review Board, builds on the EDG #1 held on 05/19/2015, which focused on the site context and urban design, and EDG #2 held on 07/21/2015 which focused on building massing and street level designs. The Design Proposal booklet and DPD report from that meeting is available to view at the following link:

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/

SearchPastReviews; and typing in the DPD project number: 3018096.

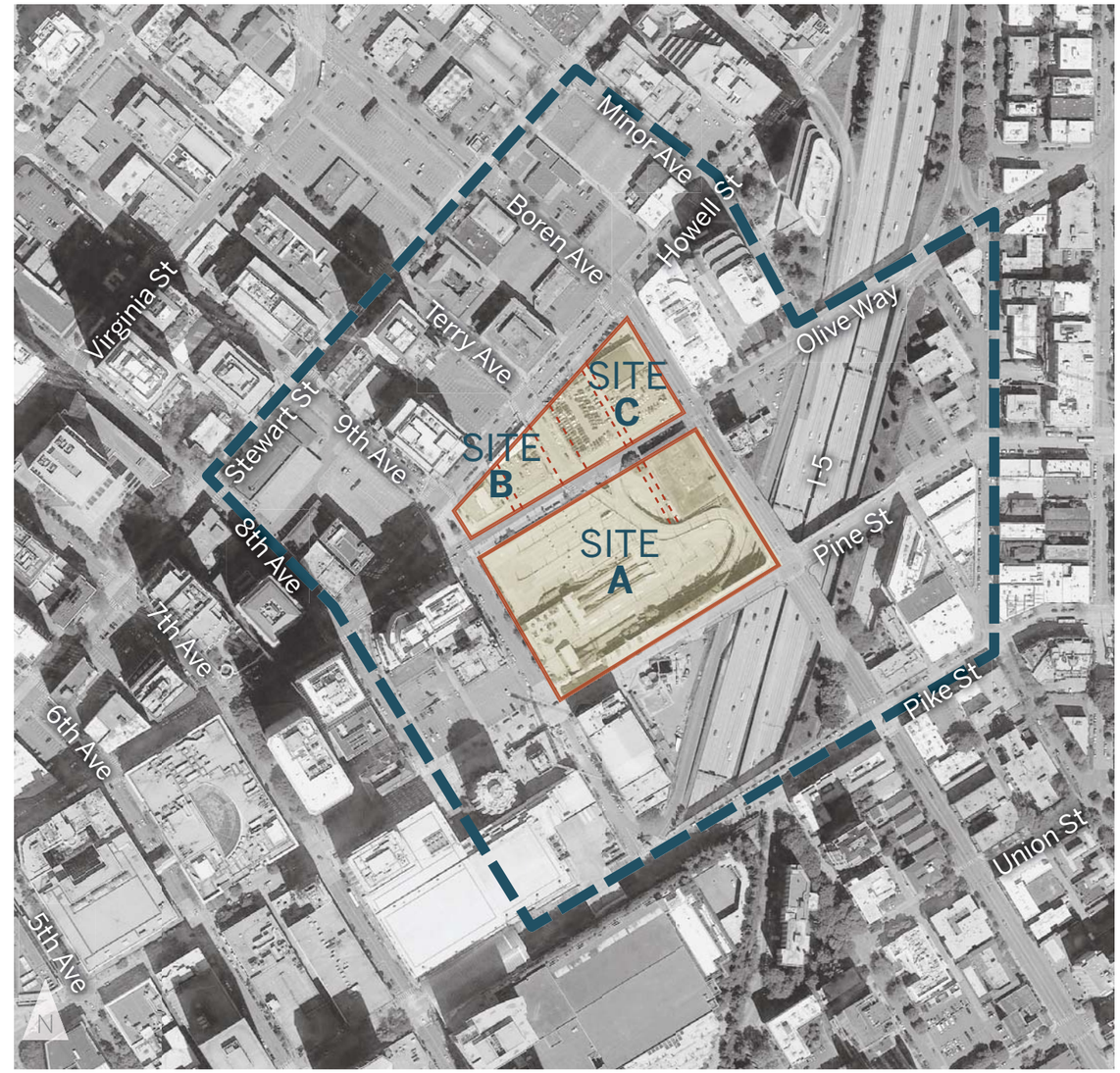
1 DEVELOPMENT OBJECTIVES VICINITY MAPS

VICINITY



STREETS BORDERING PROJECT SITE

9-BLOCK STUDY AREA



9-BLOCK STUDY AREA
WSCC ADDITION PROPERTIES
FULL STREET / ALLEY VACATION
AT GRADE SITE AREA INCLUDING VACATIONS

1 **DEVELOPMENT OBJECTIVES** PROJECT INFORMATION

DEVELOPMENT SUMMARY

The proposal is to apply for Master Use Permits for development of a convention center addition on a site consisting of 3 lots: Site A: 1600 9th Avenue, Site B: 920 Olive Way, and Site C 1711 Boren Avenue, that will collectively form the proposed Washington State Convention Center (WSCC) Addition Project. The 3 block site is bounded by Howell Street to the north, Pine Street to the south, 9th Avenue to the west, and Boren Avenue and I-5 to the east. Terry Avenue and Olive Way divide the site on the interior. Street and alley vacations will be required for this project.

The project could add approximately 1,230,000 sf. of gross floor area to the existing Washington State Convention Center. Preliminary analysis indicates that this could include approximately 250,000 sf. of new exhibition space, 120,000 sf. of meeting rooms, a 60,000 sf. Ballroom space, approximately 20 convention center loading bays, and structured parking for up to 800 additional vehicles. The structure height is approximately 200ft over 11 stories with 2 additional stories below grade.

Co-development on the two blocks north of Olive Way (Sites B & C) is proposed as a part of the WSCC Addition project through the use of a Planned Community Development(PCD; a City of Seattle Provision: SMC 23.49.036). The co-development sites are planned for a 289ft, 385unit residential and a 244ft commercial building, expected to be office use.

NOTE: ALL DESIGN SHOWN FOR STREET ROW OUTSIDE OF PROPERTY LINES AND FOR VACATED TERRY AVE ROW STREET SCAPE ARE PRELIMINARY AND PROVIDED FOR DRB CONTEXT. ALL THOSE ELEMENTS WILL BE SUBJECT TO SUBSEQUENT SDOT AND DESIGN COMMISSION REVIEW.

SITE CONTEXT

The project site is located within the DMC 340/290-400 Downtown Mixed Commercial zone, within the Denny Triangle Urban Center Village. The Downtown Neighborhood Guidelines will apply to this project.

The project site is bordered by the DMC 240/290-400 zone (Denny Triangle Urban Center Village Overlay) to the north, east, and south, and the DOC 2 500/300-500 zone (Commercial Core Urban Center Village Overlay) to the west.

The project occupies the intersection between several distinct and rapidly evolving neighborhoods, including Capitol Hill's Pike/Pine corridor, the Denny Triangle, South Lake Union, First Hill, and the Downtown commercial core.

Capitol Hill's traditional low-rise commercial development is being supplemented with new mid-rise mixed-use buildings. The neighborhood continues to promote a strong pedestrian community, interrupted only by the presence of 1-5. The Denny Triangle and First Hill, connected via Boren Avenue, bookend the site to the north and south. Though a product of different eras, both neighborhoods contain higher density, taller residential and commercial development, along with notable institutional buildings. The Downtown neighborhood is the densest and tallest adjacent neighborhood, containing both high-rise commercial and residential development, but also a retail and cultural center for the city.

The site's proximity to Pike and Pine links itself to the waterfront via Pike Place Market and Westlake Center, and to the existing Washington State Convention Center along Ninth Avenue. Other notable landmarks include the historic Paramount Theatre and former Camlin Hotel, adjacent to the site across Pine Street and Ninth Avenue. Due to the open space established by the presence of 1-5, views to and from the project site to the east are both substantial and long-term. Views to the west, particularly from the higher elevations along Pine Street, provide a meaningful glimpse into the heart of the city.

PROGRAM SUMMARY

CONVENTION CENTER PROGRAM

11 stories above grade
2 stories below grade

250,000 SF of Exhibition Space*
120,000 SF of Meeting Space*
60,000 SF of Ballroom Space*
310,000 SF of Lobby & Circulation*
415,000 SF of Support Spaces*
500-800 Parking Stalls*
75,000 SF of Loading Area*
Street-Level Retail & Restaurants
*Approximate

CO-DEVELOPMENT PROGRAM

Residential and Commercial co-development with street level uses is proposed to be included in the Planned Community Development.

Residential
28 stories above grade

385 Units*
327,000 SF of Gross Area*
9,050 SF of Outdoor Amenity*

Commercial
16 stories above grade

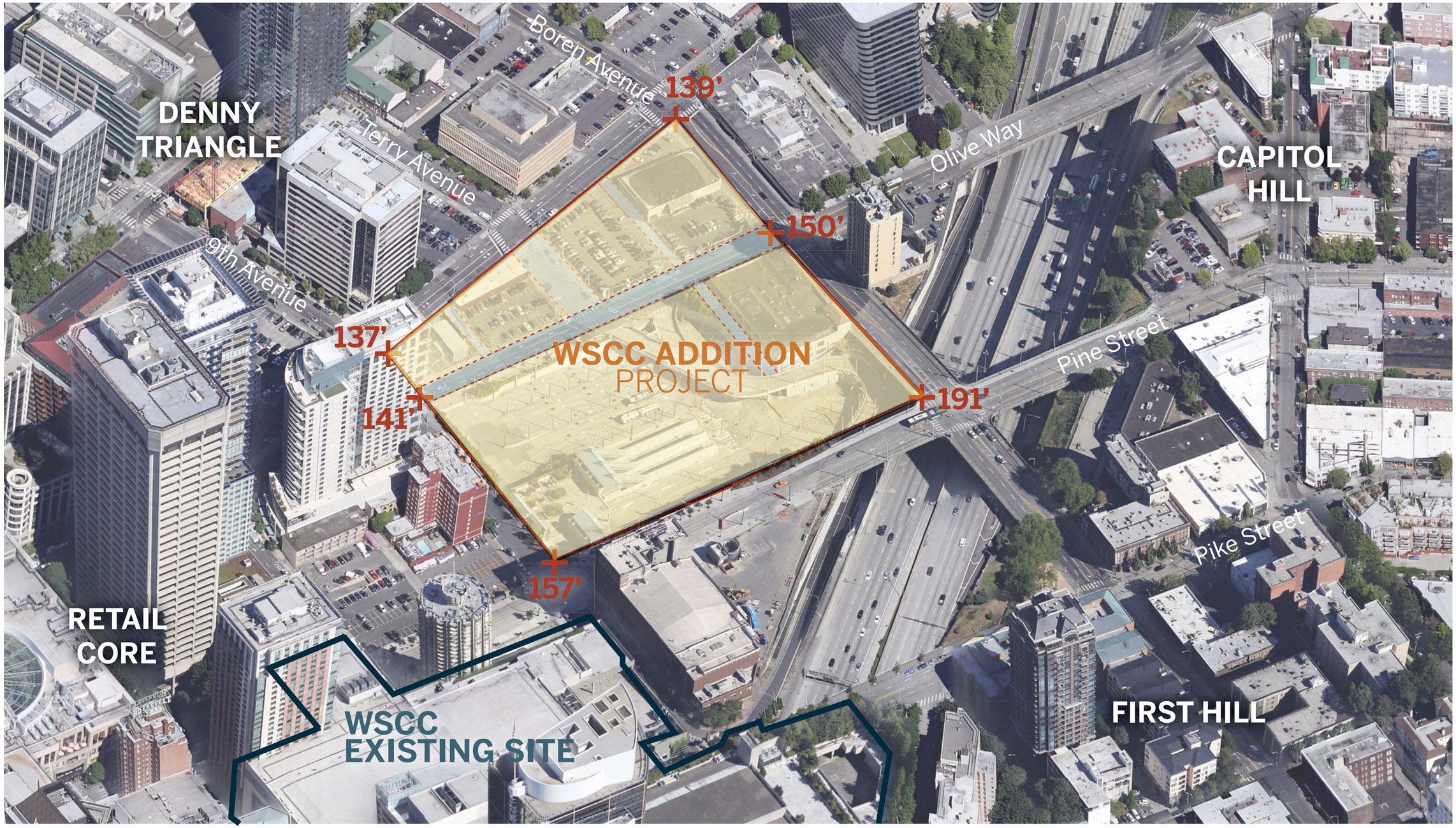
564,400 SF of Gross Area*
9,050 SF of Outdoor Amenity*
***Approximate**

PROJECT GOALS

- Create a highly efficient design which effectively supports the functional needs of the convention center clients and is competitive in the marketplace.
- Create a unique experience that embodies the special qualities of Seattle, Washington, and the Pacific Northwest.
- Engage the urban framework of downtown Seattle to capitalize on the location at the intersection of major neighborhoods and corridors of the city.
- Create a welcoming street presence that connects the activities of the Convention Center with the pedestrian experience of the adjacent streets.
- Integrate mixed uses such as retail and other possible co-developments, where appropriate, to enrich the urban diversity of the site.
- Create a sustainable design that embraces Seattle's commitment to environmental stewardship.

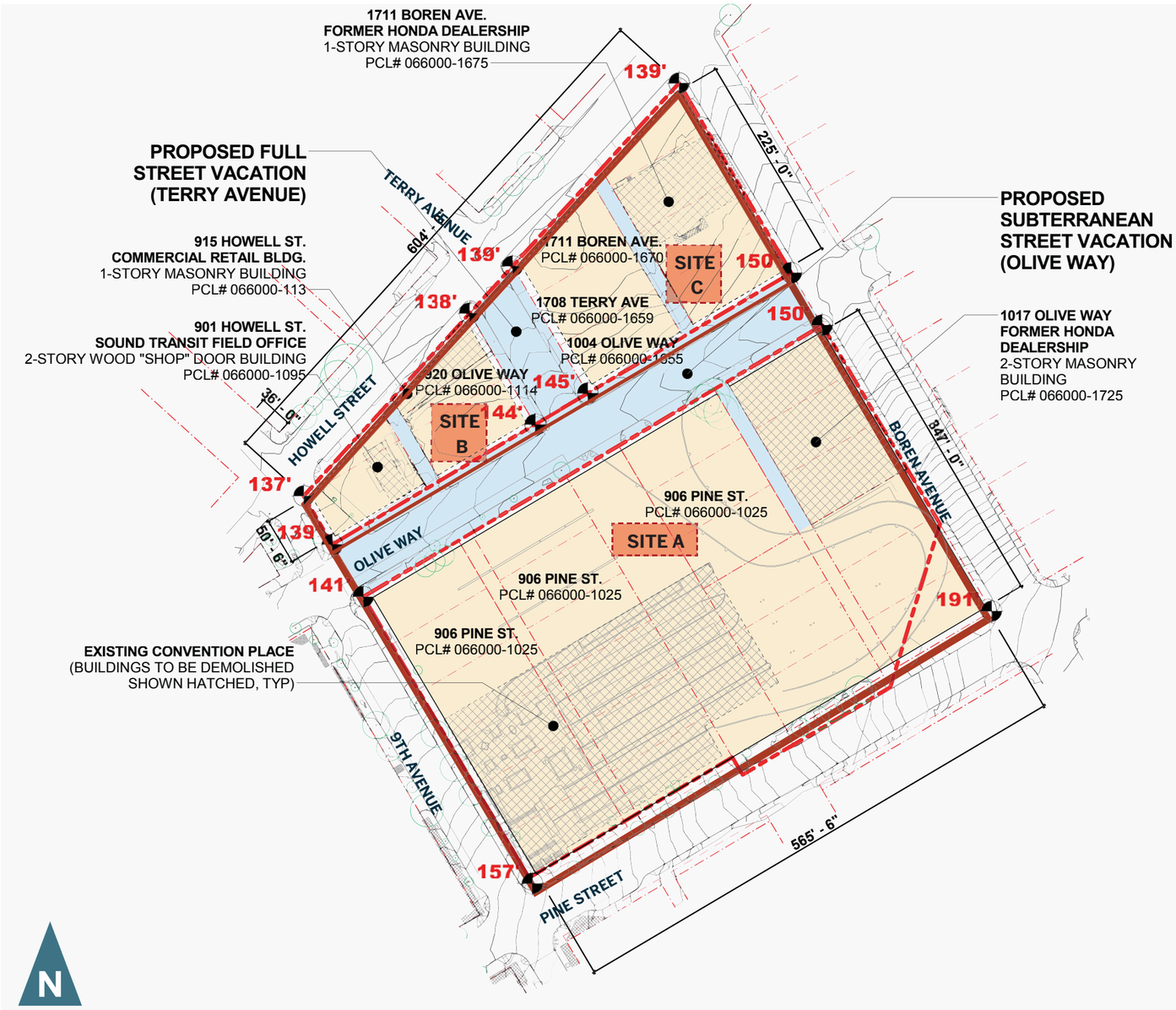
2 PROJECT BACKGROUND EXISTING CONTEXT

WSCC URBAN CONTEXT



2 PROJECT BACKGROUND EXISTING CONTEXT

EXISTING SITE PLAN



EXISTING SITE AREA

The project site consist of 3 blocks bounded by Howell Street to the north, Pine Street to the south, 9th Avenue to the west, and Boren Avenue and I-5 to the east. Terry Avenue and Olive Way divide the site in the interior. The site slopes significantly from the highest point at the intersection of Boren Avenue and Pine Street where they cross over 1-5 on the southeast corner of the site to the lowest point at the intersection of 9th Avenue and Howell Street on the northwest corner of the site.

Proposed vacations include remaining alleys on Site A, B, & C, as well as a full vacation of Terry Avenue (ROW to remain open to sky) and a subterranean vacation of Olive Way.

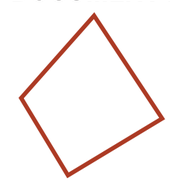
EXISTING BUILDINGS

The current uses on the site are most notably the Convention Place Station, along with a former Honda dealership on the block south of Olive Way. The blocks on the north of Olive Way also contain former Honda dealership facilities, a small commercial retail building, and a Sound Transit field office. The Honda facilities are now vacant.

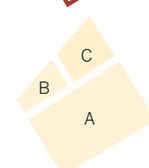
EXISTING LANDSCAPE

The Arborist collected data (06/25/2015) on all trees of significant size, 6" and greater. The research concluded that no Exceptions trees are located on the site.

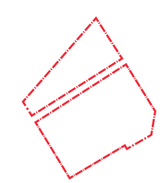
DOCUMENT KEY



PROJECT



PROJECT SITE (STREET LEVEL)

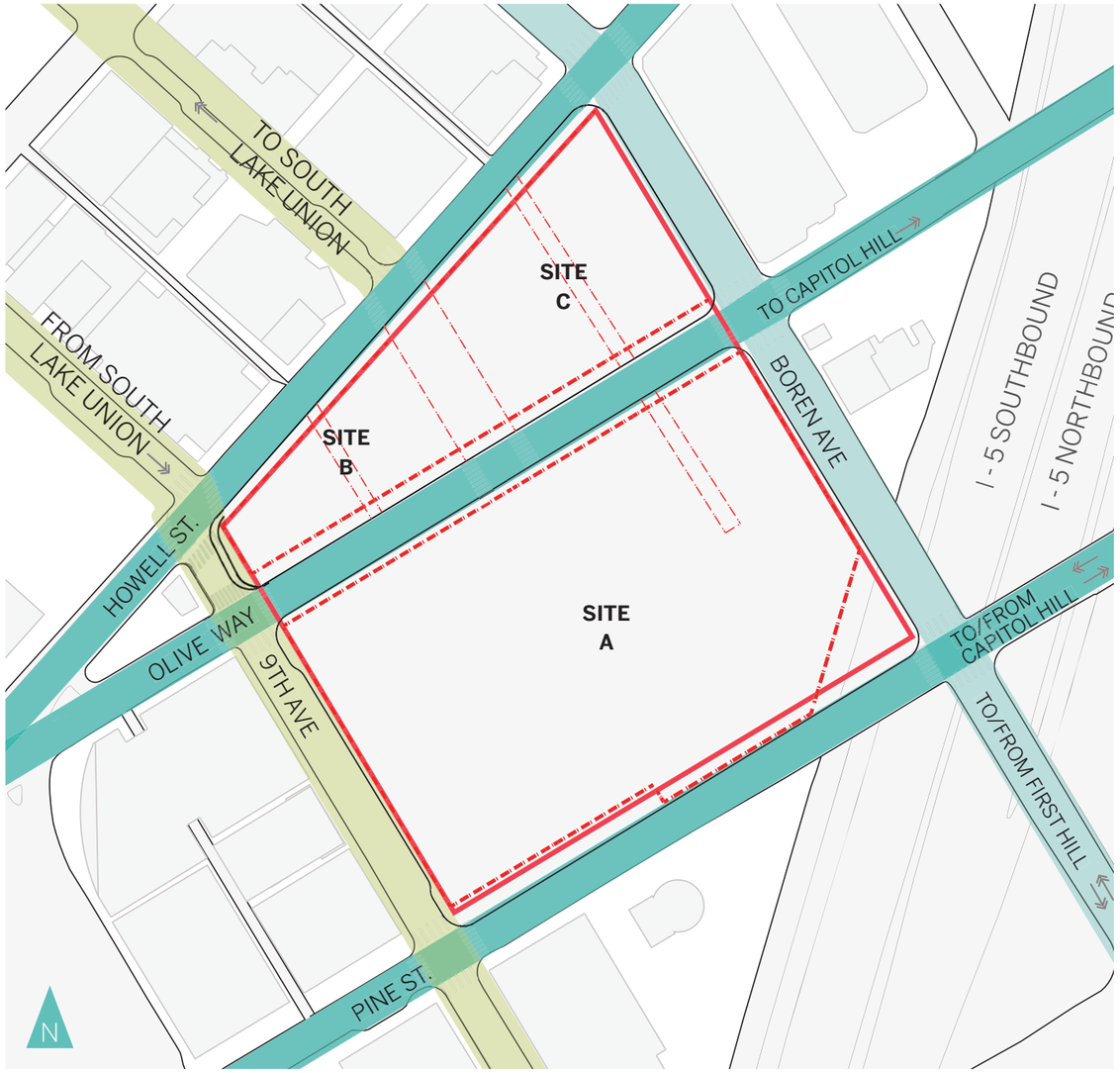


PROJECT PROPERTY LINES

PROPOSED STREET / ALLEY VACATION

2 PROJECT BACKGROUND EXISTING CONTEXT

STREET CLASSIFICATIONS SUMMARY



PRINCIPAL TRANSIT STREET
PRINCIPAL ARTERIAL
GREEN STREET
PROJECT AREA
PROPERTY LINE
PROPOSED FULL ALLEY VACATION

FRONTAGE CLASSIFICATION SUMMARY

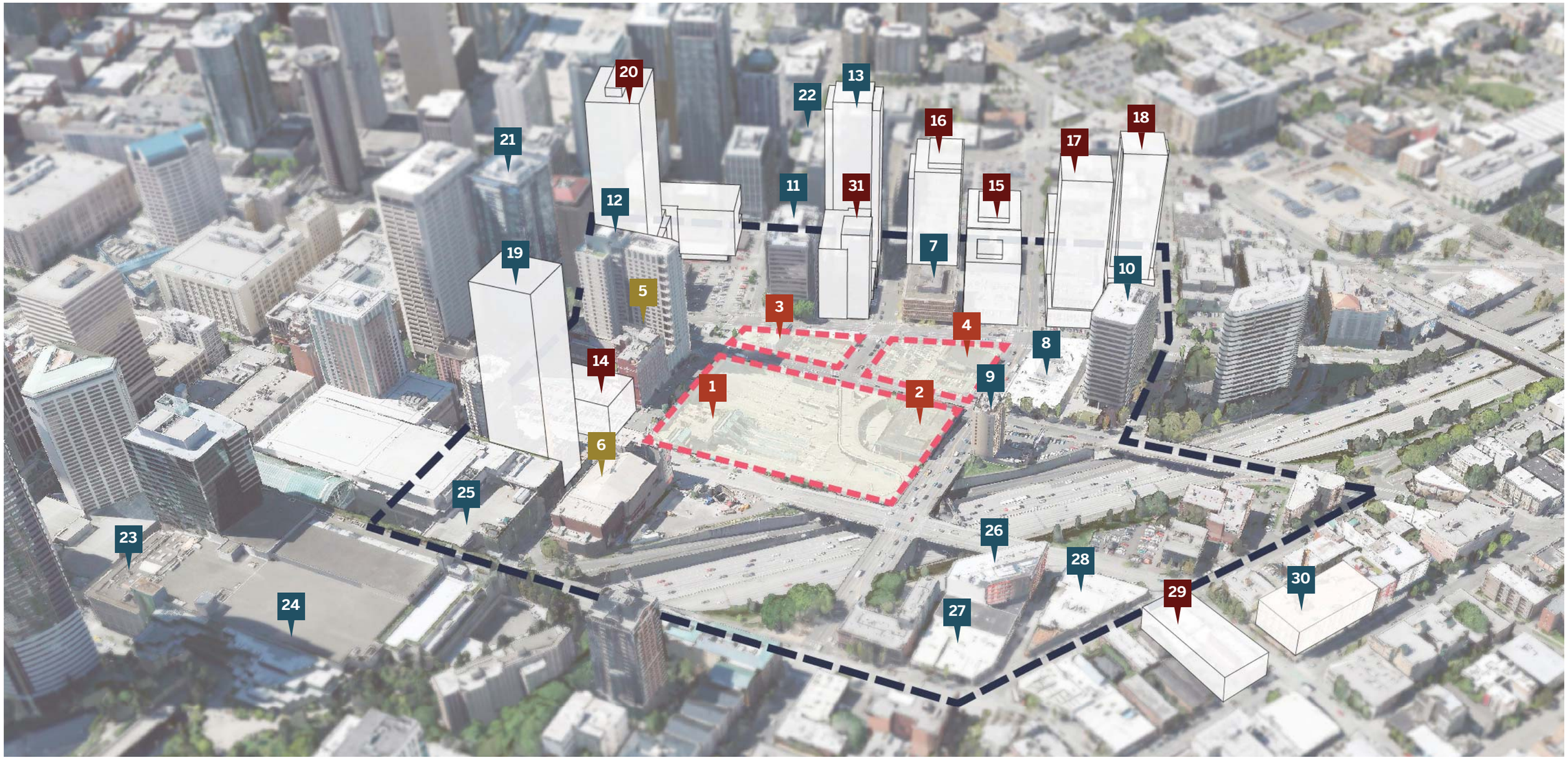
CLASS I STREET FRONTAGE
CLASS II STREET FRONTAGE
GREEN STREET FRONTAGE
PROJECT AREA
PROPERTY LINE
PROPOSED FULL ALLEY VACATION

DOWNTOWN OVERLAY MAPS Map 1B Street Classifications

NOTE Landscape Requirement per Denny Triangle Urban Center Village Code applies to all frontages

2 **PROJECT BACKGROUND** EXISTING CONTEXT

NOTE Map + building reference images show a sample from EDG #1 book.
Refer to EDG #1 book for remain buildings numbered, but not shown here.



NOTABLE BUILDINGS
LANDMARK BUILDINGS
PLANNED/UNDER CONSTRUCTION
EXISTING BUILDINGS ON SITE

WSCC ADDITION SITE
9-BLOCK STUDY AREA

2 **PROJECT BACKGROUND** ZONING OVERVIEW

PROPERTY ADDRESSES

SITE A	SITE B	SITE C
1600 9th Avenue	920 Olive Way	1711 Boren Avenue

KING COUNTY PARCEL NUMBERS

SITE A	SITE B	SITE C
#0660001025	#0660001095	#0660001655
#0660001700	#0660001113	#0660001659
#0660001725	#0660001114	#0660001670
		#0660001675

ZONING SMC 23.49.056 MAP A

SITE A/B/C
Denny Triangle Urban Center Village
Downtown Mixed Commercial – DMC 340/290-400

SITE AREA

SITE A	SITE B	SITE C
202,509 sf*	25,551 sf*	50,979 sf*

*** Includes vacated alleys**

DESIGN REVIEW SMC 23.41

Required

STRUCTURE HEIGHT 23.49.008

NON-RESIDENTIAL **MAXIMUM HEIGHT**
340ft

RESIDENTIAL **MAXIMUM HEIGHT**
290-400ft depending on incentives

ROOFTOP FEATURES
15ft above the applicable height limit.

STREET-LEVEL USE 23.49.009 MAP 1G

PINE STREET – **REQUIRED***

HOWELL STREET – Not Required

OLIVE WAY – Not Required

9TH AVENUE – Not Required

TERRY AVENUE – Vacated

* Minimum 75% of each street frontage must be occupied by qualifying uses & located within 10 ft of the street property line or line established by the new sidewalk width

One or more of the uses listed in subsection 23.49.009.A are required at street level on all lots abutting streets designated on Map 1G. Required street-level uses shall meet the standards of this Section 23.49.009.

The following uses qualify as required street-level uses:

- General sales and services;
- Human service uses and child care centers;
- Retail sales, major durables;
- Entertainment uses**;
- Museums, and administrative offices within a museum expansion space meeting the requirement of subsection 23.49.011.B.1.h;
- Libraries;
- Elementary and secondary schools, and colleges, except on lots zoned DRC;
- Public atriums;
- Eating and drinking establishments;
- Arts facilities; and
- Religious facilities; and
- Bicycle parking, provided that the use does not exceed 30 percent of the frontage 23.49.009.B or 50 feet, whichever is less.

** 23.84A.010 - "E"
"Entertainment use" means a commercial use in which recreational, entertainment, athletic, and/or cultural opportunities are provided for the general public, either as participants or spectators. Entertainment uses include the following uses:
6.a - "Lecture and meeting hall" means a theater and spectator sports **facility intended and expressly designed for public gatherings such as but not limited to commercial spaces available for rent or lease for the purpose of holding meetings** or the presentation of public speeches.

FLOOR AREA RATIO 23.49.011 SMC-CHART A1

DMC 340/290-400
FAR Base = 5
FAR Max = 10
TOTAL
SITE A + SITE B + SITE C = 279,039
279,039 x 10 (Max FAR) = 2,790,390 sq ft

OVERHEAD WEATHER PROTECTION & LIGHTING 23.49.018

Required along the entire street frontage facade located within 5ft of property line or widened sidewalk except: where separate by landscaped areas at least two feet in width, or at driveways into structures of loading docks. Lower ledge must be between 10ft and 15ft above the sidewalk.

DENNY TRIANGLE URBAN CENTER VILLAGE 23.49.056F

Provide landscaping in sidewalk area of the right of way as a square footage of 1.5 times the length of the street lot line. Must be 18" wide, along entire length of street lot line, except at building entrances, vehicular access (not to exceed 50% of the length of the lot line.

In addition, a 2ft wide setback from the street lot line is required along Terry & 9th Green Streets within the Denny Triangle Urban Center Village. Averaging may be allowed. 50% of the setback area shall be landscaped.

PARKING 23.49.019

MINIMUM REQUIRED
None

PROPOSED
500 – 800 stalls

NON-RESIDENTIAL **MAXIMUM ALLOWED**
1 per 1000 sf except with special exception.

PARKING LOCATION WITHIN STRUCTURES
Parking above street level is permitted if separated along all street frontages of the structure by another use. Parking at street level is permitted if separated by other uses on Class 1 Pedestrian Streets, and at least 30% separated by other uses on Class 11 Pedestrian Streets.

ACCESSORY PARKING Permitted outright in areas shown on Map 1I if they contain a total of 20 or fewer parking spaces on the lot. 23.49.045

BICYCLE PARKING
Bicycle parking required 1 space per 5,000sf of gross floor area of office or retail over 10,000 sf. Shower facility required for structures containing 250,000 GFA of office use.

1 space for every 2 dwelling units of residential use.

CURB CUT LOCATION
PER DIRECTOR AS A TYPE 1 DECISION SMC 23.49.019.H.1.C

LOADING BERTHS
Off-street loading berths required per SMC 23.54.035 TABLE A

2 **PROJECT BACKGROUND** ZONING OVERVIEW

MINIMUM SIDEWALK WIDTH
23.49.022 MAP 1C

PINE STREET – **18FT** (When on a one-way street, only the side with transit stops shall be 18ft, the other side shall be 15ft.)

PINE STREET PROPOSED WIDTH- 21'-25'

HOWELL STREET – **18FT** (When on a one-way street, only the side with transit stops shall be 18ft, the other side shall be 15ft.)

HOWELL STREET PROPOSED WIDTH- 15'

OLIVE WAY – **18FT**(When on a one-way street, only the side with transit stops shall be 18ft, the other side shall be 15ft.)

OLIVE WAY PROPOSED WIDTH- 15'

9th Ave to Terry Ave / **12FT** Terry Avenue to Boren Ave

BOREN STREET – **12FT**

BOREN AVE PROPOSED WIDTH- 12'

9TH AVENUE – **VARIABLE,** Green Street has additional requirements per Denny Triangle Urban Center Village Downtown Code**

9TH AVE PROPOSED WIDTH- 18'

TERRY AVENUE – **VARIABLE,** Green Street has additional requirements per Denny Triangle Urban Center Village Downtown Code**

TERRY AVE PROPOSED WIDTH**-** PROPOSED STREET VACATION

** See DENNY TRIANGLE URBAN CENTER VILLAGE- 23.49.056F (PG. 10)

OPEN SPACE 23.49.016
Provide 20sf for each 1000sf of Office use GFA larger than 85,000sf.

COMMON RECREATION AREA 23.49.010
Provide 5% of Residential GFA larger than 20 dwelling units. A maximum of 50% may be enclosed.

STREET FACADE & STREET SETBACKS
23.49.056 MAP 1F

PINE STREET – Class I

HOWELL STREET – Class I

OLIVE WAY – Class I

BOREN STREET – Class II

9TH AVENUE – **GREEN STREET**

TERRY AVENUE – **GREEN STREET**

FACADE TRANSPARENCY REQUIREMENTS SMC 23.49.056C
Class I & **Green Streets** = **minimum 60%**
Class II Streets = **minimum 30%**

BLANK FACADE LIMITS SMC 23.49.056D
Class I & **Green Streets** = 15ft max
Class II Streets = 30ft max

FACADE SETBACK LIMITS SMC 23.49.56 B
If the structure is greater than 15 feet in height, the setback limits apply to the portion facade between an elevation of 15 feet above sidewalk grade and the minimum facade height established in subsection 23.49.056.A.

The maximum area of all setbacks between the street lot line and facade along each street frontage = (averaging factor) x (width of street frontage).

The averaging factor is five (5) on Class I pedestrian streets and ten (10) on Class II pedestrian streets and designated green streets.

The Maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street.

DOWNTOWN AMENITY STANDARDS
SEPTEMBER 2014

L. Urban Plaza
Urban plazas are relatively large, strategically located open spaces that denote important downtown places, create a public focus for surrounding development, increase access to light and air at street level, and provide points of orientation within downtown.
Eligibility Condition: 6,000sf min

UPPER-LEVEL DEVELOPMENT STANDARDS
23.49.058
NON-RESIDENTIAL USE ABOVE 160 FT IN HEIGHT

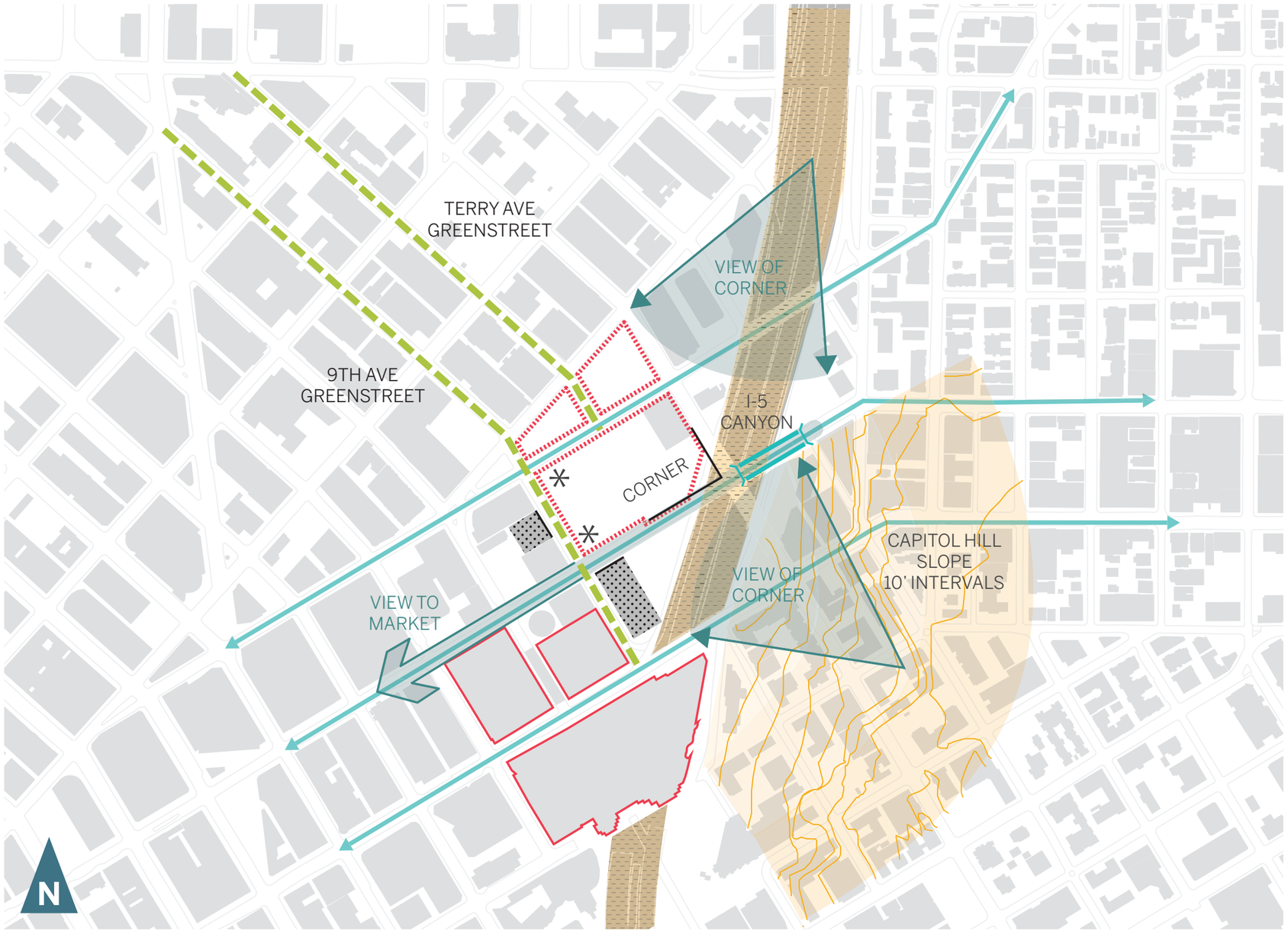
Green Street Setback
9th Avenue & Terry Avenue Continuous upper-level setback of 15ft on the street frontage abutting the green street at a height of 45ft

Facade Modulation
Required above 85ft from the sidewalk for any portion of a structure located within 15ft of a street property line.

Maximum Facade Width
0-85ft = No Limit
86-160ft = 155ft
161-240ft = 125ft
241-500ft = 100ft

UPPER LEVEL WIDTH LIMIT For portions of structures in non-residential use above 160ft where any story above 85ft exceeds 15,000sf. Upper-level width limit is required on lots that exceed 200ft in width and depth. Any portion of a building above 240ft shall be 145ft along the general n/s axis of a site (parallel to the Avenues). This portion shall be separated horizontally from any other portion by 80ft at all points.

2 **PROJECT BACKGROUND** EXISTING CONTEXT



OPPORTUNITIES

These unique site conditions create a variety of opportunities that contribute to richness of the place. The project will be informed by capturing these moments at different scales, establishing a presence that is equally compelling at street level as it is a significant addition to the city skyline.

- Use the building form and massing to complete the exposed edge along Pine Street and shorten the bridge to Capitol Hill
- Promote the connection from Capitol Hill to Downtown by creating an attractive pedestrian experience, highlighting views to Pike Place Market.
- Fill in the corner of the block at Pine Street and Boren Avenue to help remedy the void created by I-5.
- Take advantage of the exposure created by I-5 and the topography to create a distinctive and memorable presence in the city.
- Establish 9th Avenue as an active forecourt to the primary entries and public lobby.
- Imagine 9th Avenue as a future connection to the existing convention center.
- Take advantage in the shift of the city grid at Howell Street to create a sense of place along 9th and Terry Avenues.
- Use the sites north of Olive Way to create a meaningful terminus to Terry Avenue and a transition to the Denny Triangle and South Lake Union neighborhoods.

PLANNED COMMUNITY DEVELOPMENT

A public meeting was held on September 2, 2015 providing an overview of the Planned Community Development process and soliciting public comment on the public's priorities for the list of potential public benefit priorities. The Director of the Department of Planning and Development in turn issues a list of priorities from the list of PCD items outlined in the Land Use Code.

AS OF SEPTEMBER 25, THE DIRECTORS MEMO IS IN PROCESS.

3 SUMMARY OF EDG #2

INTRODUCTION

This document has been organized to explicitly address the board's recommendations from the Early Design guidance Meeting (EDG)#2, along with some content from the EDG#2 document republished here for reference. Each recommendation is directly referenced from the published minutes and grouped by region of the site:

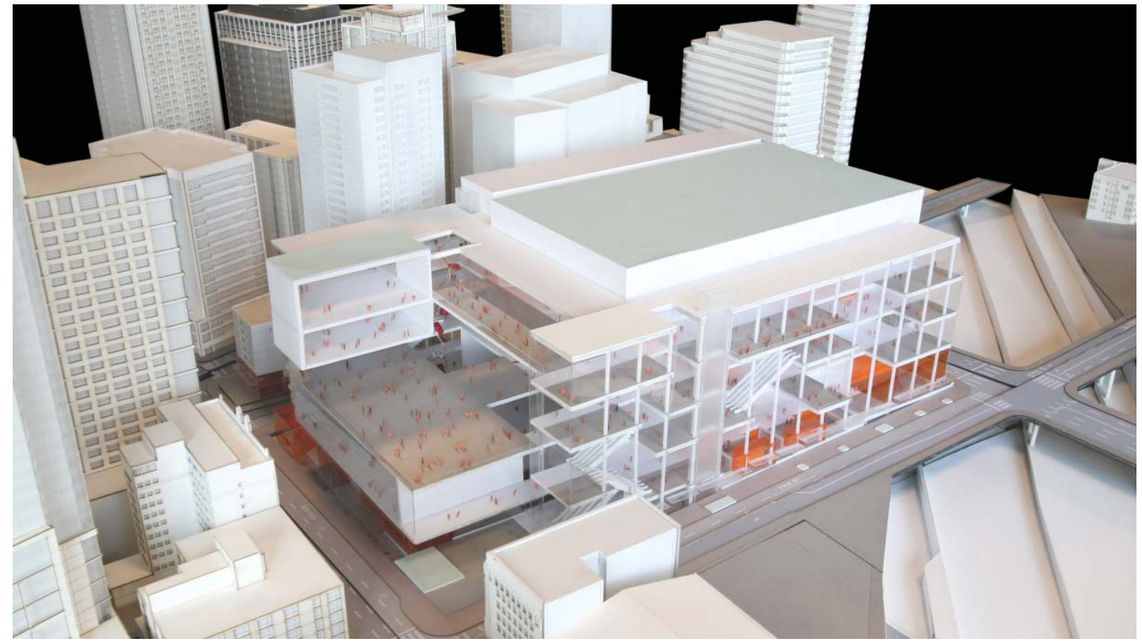
- General
- Co-Development
- Boren Avenue
- Pine Street
- 9th Avenue
- Olive Way
- Terry Avenue
- Full set of Building drawings on pg. 62

The comments and recommendations from the Board during Early Design Guidance Meeting (EDG) #2 included both elements of the proposal that were supported and encouraged to further develop along with issues raised that were encouraged to be further studied for review at the following Early Design Guidance Meeting #3. Below is a brief summary of those items:

Supported for further development:

- Project goals
- Preferred scheme for both the Convention Center program and the Co-Development towers
- Massing cut backs along 9th Ave
- Massing response to the street grid shift at Howell Street
- Massing on Lot B - podium setback, tower proportions, retail locations
- Exterior decks/balconies and internal light wells
- Site and location of southwest entry plaza
- Primary lobby locations along 9th Avenue, market hall and mixing zone concept
- Ballroom window/massing on Boren Avenue
- Retail locations, height, entry at Boren Avenue corners
- Overall Transparency

EDG 2 FINAL MODEL IMAGES



3 SUMMARY OF EDG #2 BOARD RECOMMENDATIONS

GENERAL pg.18

1
8a: 5th Generation, Public Welcoming: More tangible follow through on pg 117-last paragraph goals of public welcoming, openness, and engagement is needed at future meetings.

2/3
6a: Public Viewing Decks: encouraged more balconies and roof decks to be publicly accessible, or at least certain securable portions at typical public times

2/3
6f: CCX Roofscape Plan: a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

4
6c: Truck Operations: the quantity, duration and daily timings of truck movements on the Terry plaza, and more detailed information on those operations.

CO-DEVELOPMENT pg.24

5
7g: Block C Massing: recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium step back along Olive.

6
5c: Block C Massing: provide massing studies which set back the entire tower form at the southeast corner to improve pedestrian views to the CCX, and enhance light to the Terry Plaza

7
7f: Howell Street: screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest.

BOREN AVE pg.28

8
6b: Boren Elevation: middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street

9
7c: Boren Avenue: recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge. Large scale, detailed elevations are needed at the next meeting.

10
5f: East Corners: both east corner points remain weak; the retail should be larger and have more vertical presence relative to the tall mass above.

PINE STREET pg.34

11
6a: Pine Street Elevation: Additional modulation elements and 'chiseling' are also recommended especially at the lower levels.

12
6a: Pine Street Elevation: The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

13
7b: Pine Street: recommended more retail depth (where customers enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown; the pre-function atrium should possibly be narrowed to afford more retail depth, at least at sidewalk levels.

9TH AVE pg.40

14
7a: 9th Avenue: recommended more depth for the street facing portions of the split level retail (pg 66 shows 12 ft) to ensure this critical Green Street frontage is successful and lively.

15
6d: Southwest Plaza: recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines, and add retail activation at the southeast corner of this plaza.

OLIVE WAY pg.44

16
6d: North End of "Mixing Zone": recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below.

17
7d: Olive Way: more retail frontage, especially near the Terry intersection, and pedestrian activation along the length.

18
7e: Olive Way - West End: recommended replacing the employee and parking entries with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d).

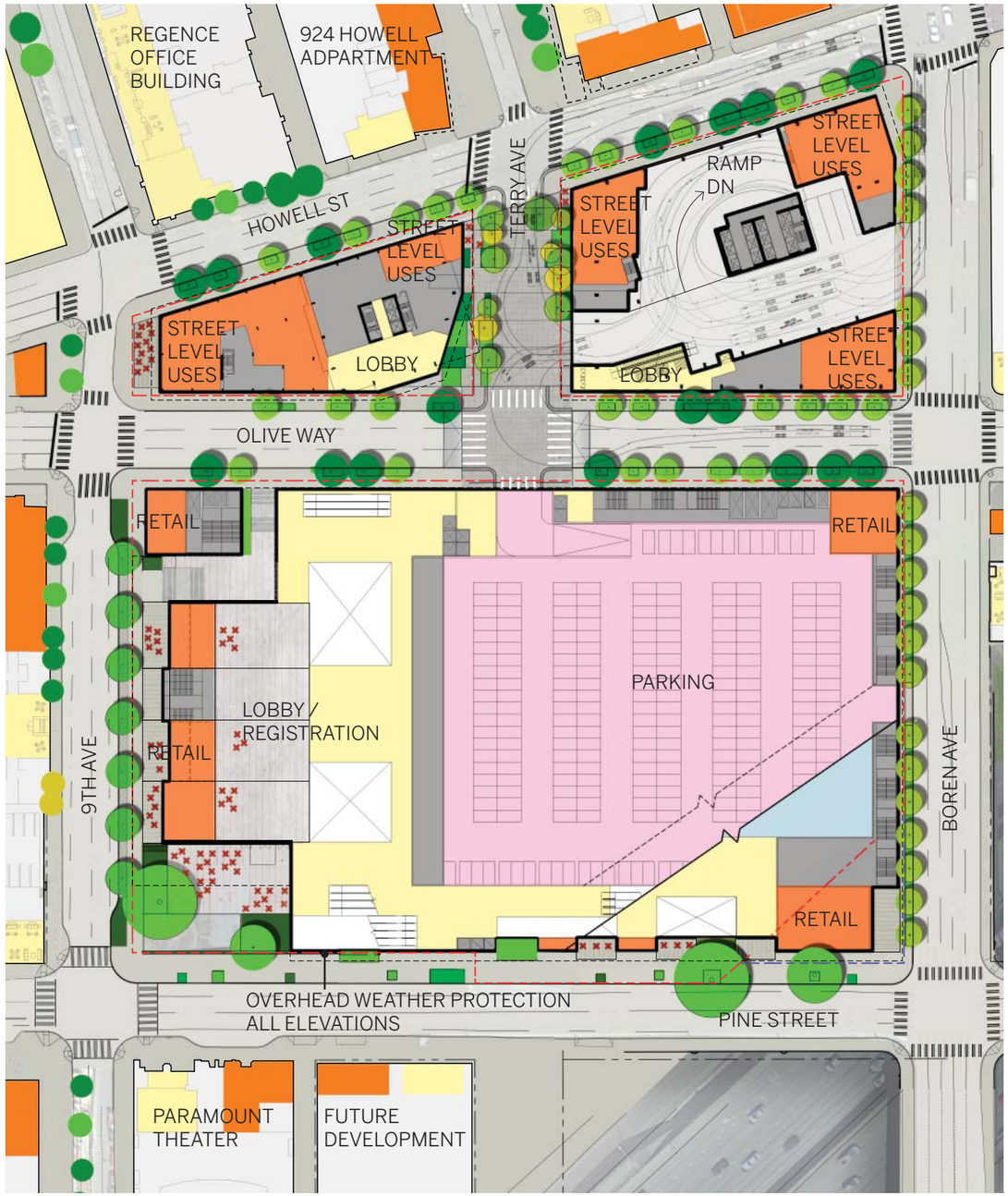
TERRY AVE pg.46

19
7e: Terry Avenue Terminus: the parking portal should be shifted, or further façade and scale techniques must be developed to mitigate the portal presence, yet provide a suitably scaled visual terminus.

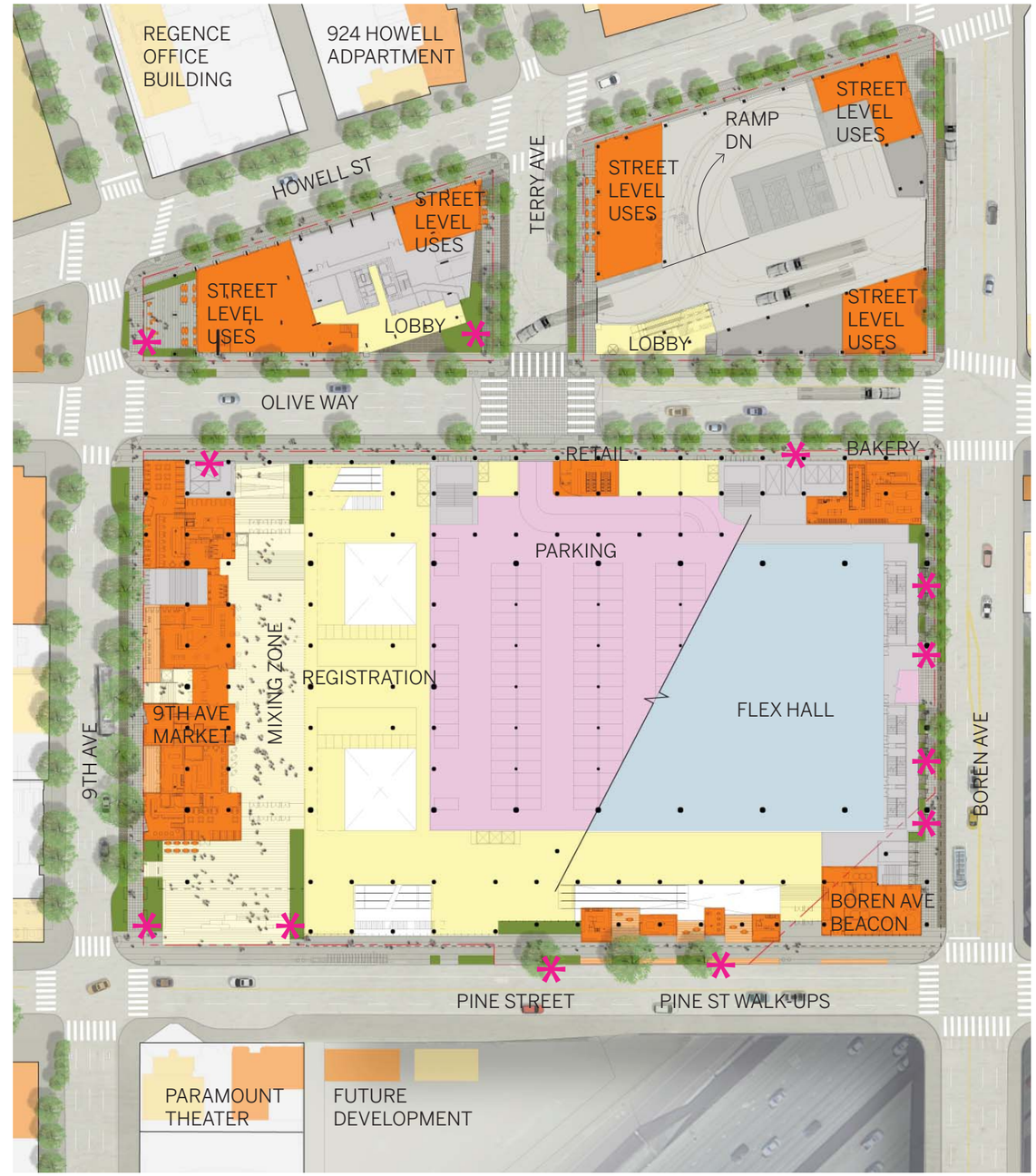
20
5c: Terry Avenue Frontages: adjacent building walls must be fully composed; the street-level image on pg 47 presented many concerns about large, blank ground level loading doors.

4 RESPONSE TO COMMENTS EVOLUTION OF DESIGN

EDG 2 SITE PLAN



EDG 3 SITE PLAN



4 RESPONSE TO COMMENTS EVOLUTION OF DESIGN

INTEGRATED ART, ENVIRONMENTAL AND ARCHITECTURAL LIGHTING & GRAPHICS PROGRAM

The nature of the proposal's program, scale, and location confirm the important civic role it plays as an ambassador for the city and a neighbor to the surrounding areas. One of the goals of the project is to thoughtfully integrate an art program into the development with a focus on showcasing local artists. This approach offers the opportunity to add richness through the layering of art, environmental graphics, and lighting that contribute to elements of the design at multiple scales. Preliminary locations have been identified on the site plan and further opportunities will be developed as the project progresses.

The existing Washington State Convention Center has an ongoing art program which combines signature artworks along with changing exhibits which engage local committees. The art plan for the expansion will examine opportunities to build on the existing programs, combined with new possibilities which emerge in the new project.

✳ Art/Environmental Graphics Opportunity

SUMMARY OF PROPOSAL DEVELOPMENT

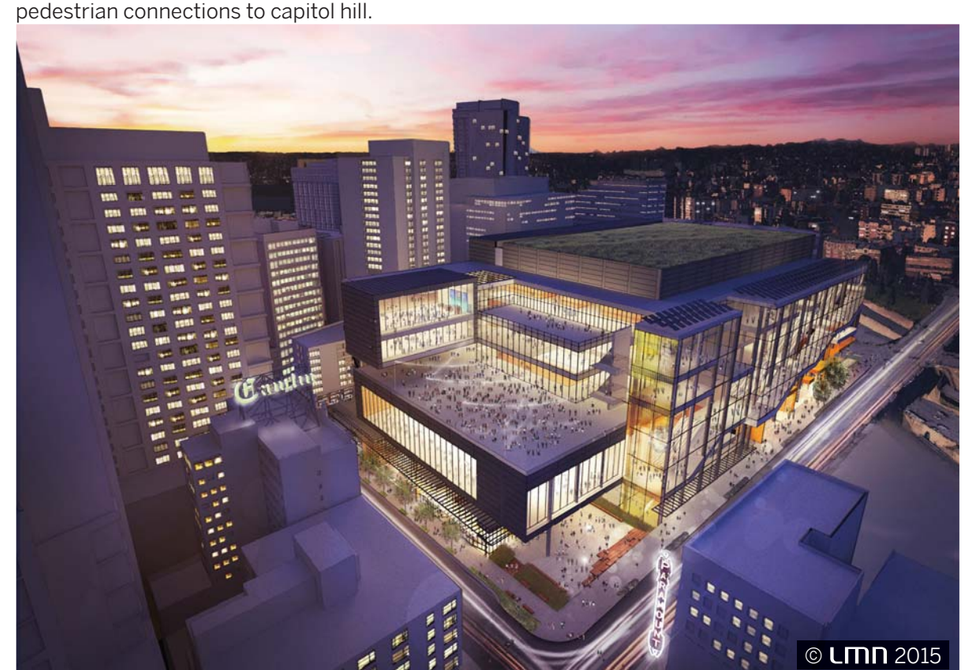
Since EDG#2, the proposal has evolved with a specific focus on strengthening the pedestrian experience and visual interest of the building massing for review during the Early Design Guidance stage. Further articulation of the building details, including facade treatments, materiality, etc. will be reviewed during the Design Recommendation stage, though examples are suggested here to demonstrate the potential for such features to scale and articulate the building massing.

The focus of the design exploration has lead to several notable evolutions:

- Increased quantity and scale ground level retail and other transparent uses
- Improved pedestrian connections into and through the building
- Developed building edges to create clear and welcoming entries and visually interesting facades
- Building massing evolution to further refine and articulate building forms
- Reduced freight impact for pedestrians through narrower truck access width and familiar pattern of sidewalks and vehicle aprons

Updated rendering of Pine Street Gallery showing facade modulation development and enhanced pedestrian connections to capitol hill.

Updated rendering of Southwest entry looking into Mixing Zone and up Pine street toward capitol hill showing the civic gesture of the grand perimeter stair.



Updated rendering of the southwest entry plaza and 9th Avenue Market showing further developed landscape concept and public welcoming through the mixing zone.

4 RESPONSE TO COMMENTS GENERAL

1 COMMENT - 5TH GENERATION

8a: 5th Generation, Public Welcoming: More tangible follow through on pg 117-last paragraph goals of public welcoming, openness, and engagement is needed at future meetings.

RESPONSE

The Washington State Convention Center Addition represents a transformative opportunity to define the next evolution of this building type. By creating an open, welcoming facility, scaled to respond to a variety of neighborhoods, with spaces that are activated and encourage engagement between the event and the city, this project can reimagine the "Seattle Experience" to create a meaningful, authentic and lasting impression for visitors and local residents.

These ideals are supported through the evolution of the design featuring enhanced public connections through the mixing zone, further development on street level experience, and more articulated depth and layering of building edges described in detail in subsequent sections. Flexible pre-function spaces provide informal meeting areas, galleries, and exhibit spaces - in turn blurring the function of the convention program with the public and highly visible edges of the building. Outdoor function and public spaces further open these activities to the exterior, fostering a place of civic identity and pride. The integrated mixed use program grounds the facility to the local ethos, while adding a layer vibrancy that mixes with the pattern of event activity.

FLEXIBLE MEETING/PRE-FUNCTION SPACES

OUTDOOR FUNCTION SPACES

INTEGRATED MIXED-USE

EXISTING WSCC IMAGES FROM A RECENT EVENT - PAX

4 RESPONSE TO COMMENTS GENERAL

2 COMMENT - PUBLIC VIEWS DECKS + ROOFSCAPE

6a: Public Viewing Decks: encouraged more balconies and roof decks to be publicly accessible, or at least certain securable portions at typical public times (dedicated public elevator to balconies shown on Pine, etc).

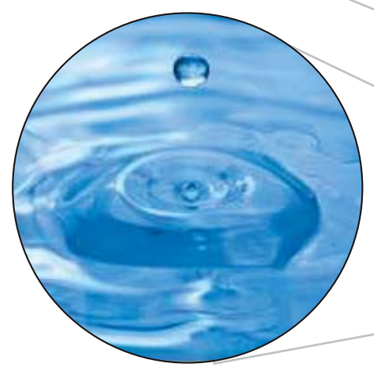
6f: CCX Roofscape Plan: a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

RESPONSE

The roof is designed as functional infrastructure that expresses key environmental goals of the project. A vegetated roof processes stormwater and provides a key urban habitat. Non-vegetated roof surfaces allow rainwater harvesting and solar energy collection.

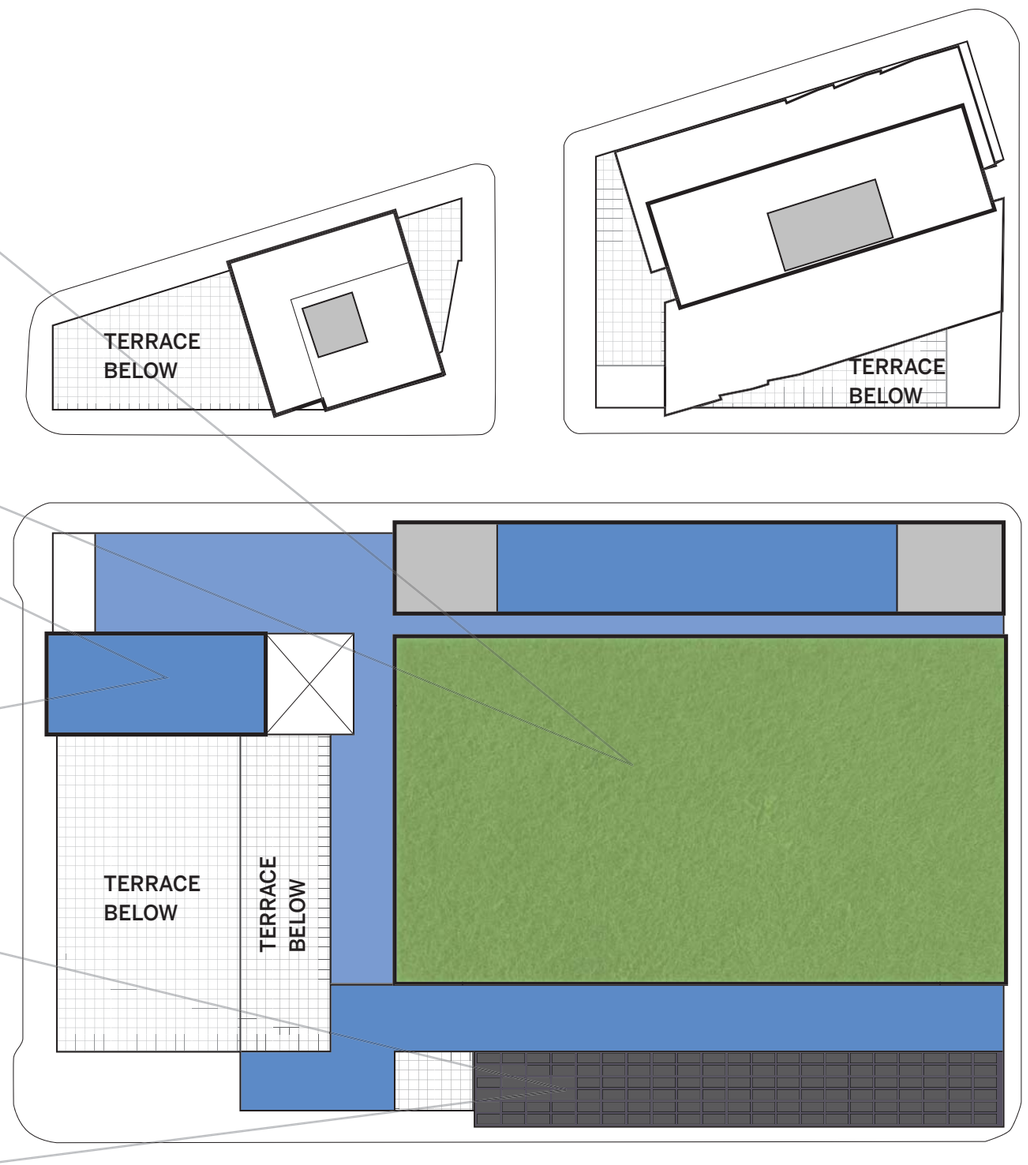
While the roof will not be occupied, upper level terraces throughout the building are available for rent by the public. The ground level open spaces, terraces, retail spaces, and the mixing zone will be publicly accessible, providing a north/south thoroughfare for pedestrians

STORMWATER MANAGEMENT & HABITAT



RAINWATER HARVESTING

SOLAR ENERGY COLLECTION



ROOF PLAN

3 COMMENT - PUBLIC ACCESS & LANDSCAPE DESIGN

6a: Public Viewing Decks: encouraged more balconies and roof decks to be publicly accessible, or at least certain securable portions at typical public times (dedicated public elevator to balconies shown on Pine, etc).

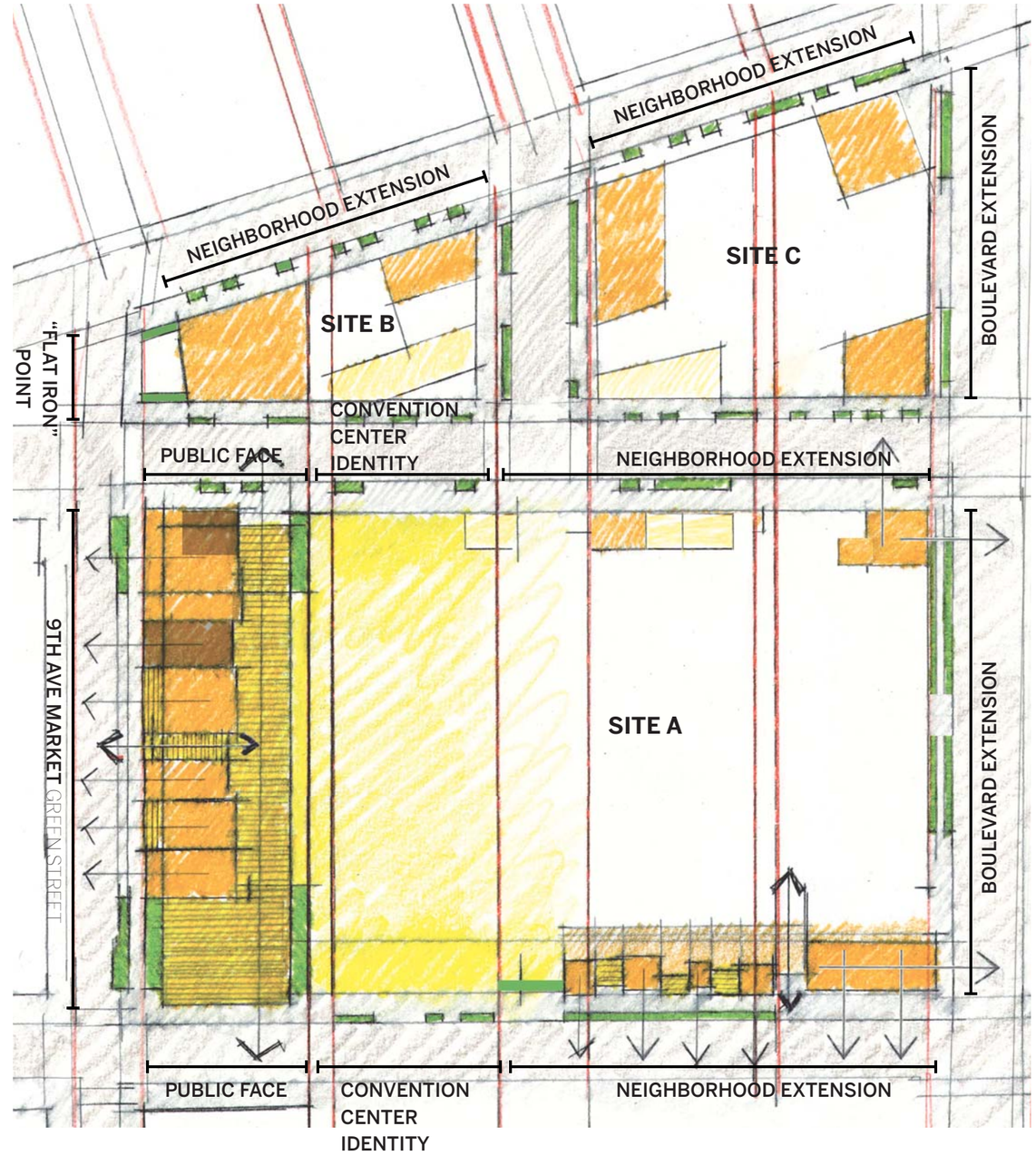
6f: CCX Roofscape Plan: a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

RESPONSE

Building on previous context analysis, the urban design framework concept considers the multi-block scale of the project site, breaking down the scale to reinforce the familiar grain and pattern of the urban fabric. Retail is located to activate intersections and define full block zones of activity along the edges of the double blocks. Pedestrian connections into and through the site echo these prototypical urban patterns of streets and alleys anchoring the convention center program firmly into the city fabric. Views into the event spaces and pubic mixing zone delineate the major entries and present the dynamic activity of the program to a broader civic audience.

Planting is used throughout the site to define edges and characterize different zones of the project. The Boulevard Edge defines the most formal approach utilizing consistent and regular planting areas and species. The Avenue Edge is similar in approach, but at a grander civic scale with more flexibility and variety to accommodate large groups of people. The Garden Edge concept applies to the east-west streets, the most casual in texture and variety to navigate the typically sloping streets towards the waterfront and promote greater visual interest along the longer frontages and define areas of activity. Street trees fill the edges of the site to the extent feasible, with one notable exception - framing the incredible view to the waterfront along Pine Street, showcasing Pike Place Market and the Paramount Theatre.

VIEW DOWN PINE STREET TO MARKET SIGN



STREETSCAPE CONCEPT DIAGRAM

4 RESPONSE TO COMMENTS GENERAL

GARDEN EDGE

Acer macrophyllum
Big leaf maple

Fraxinus latifolia
Oregon ash

Zelkova serrata
'green vase'
Japanese zelkova

Arctostaphylos uva-ursi
Kinnikinnick

Mahonia nervosa
Dwarf Oregon grape

AVENUE EDGE

Acer rubrum
Red maple

Fraxinus latifolia
Oregon ash

Arctostaphylos uva-ursi
Kinnikinnick

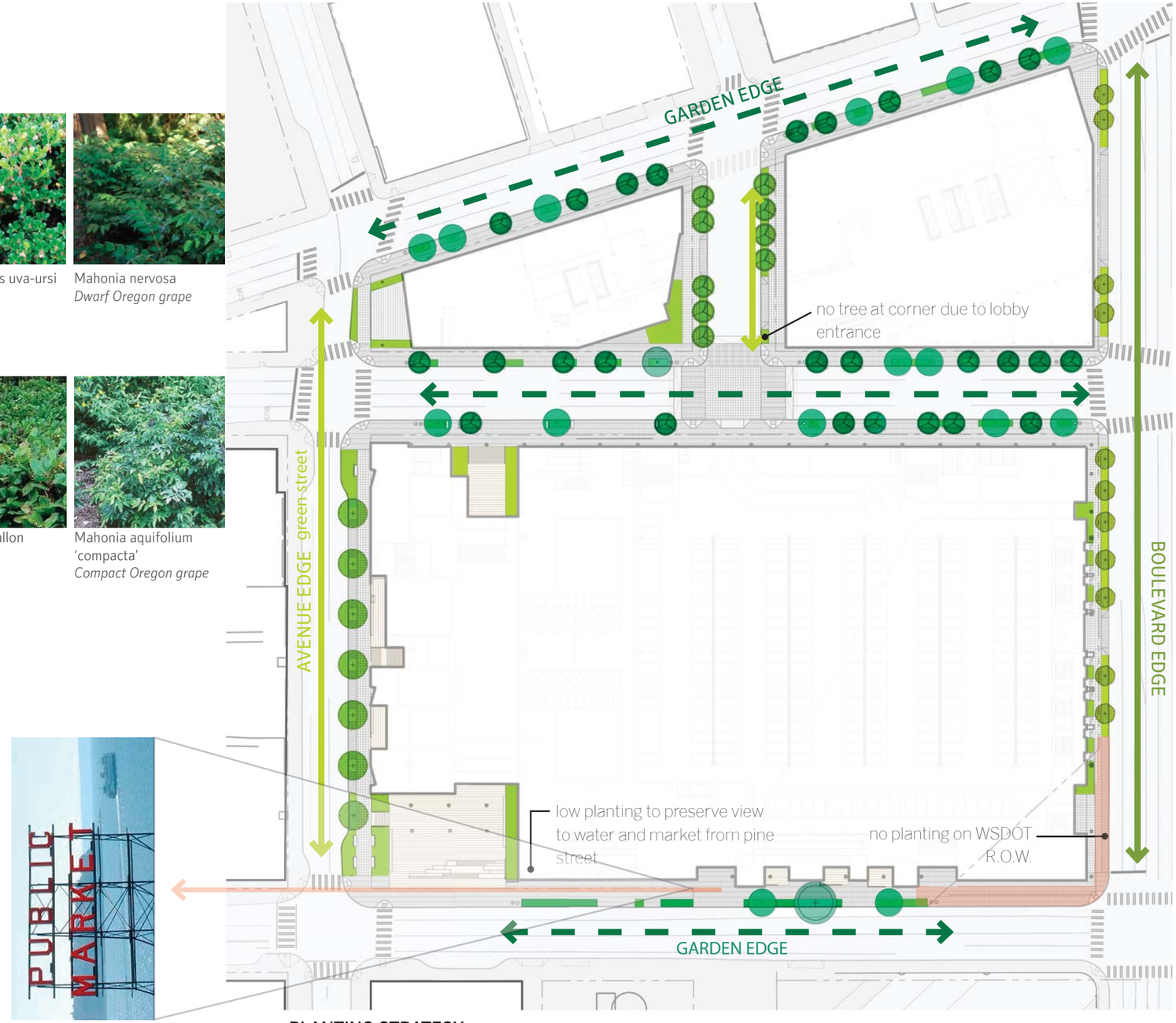
Gaultheria shallon
Salal

Mahonia aquifolium
'compacta'
Compact Oregon grape

BOULEVARD EDGE

Platanus acerifolia
London plane

Gaultheria shallon
Salal



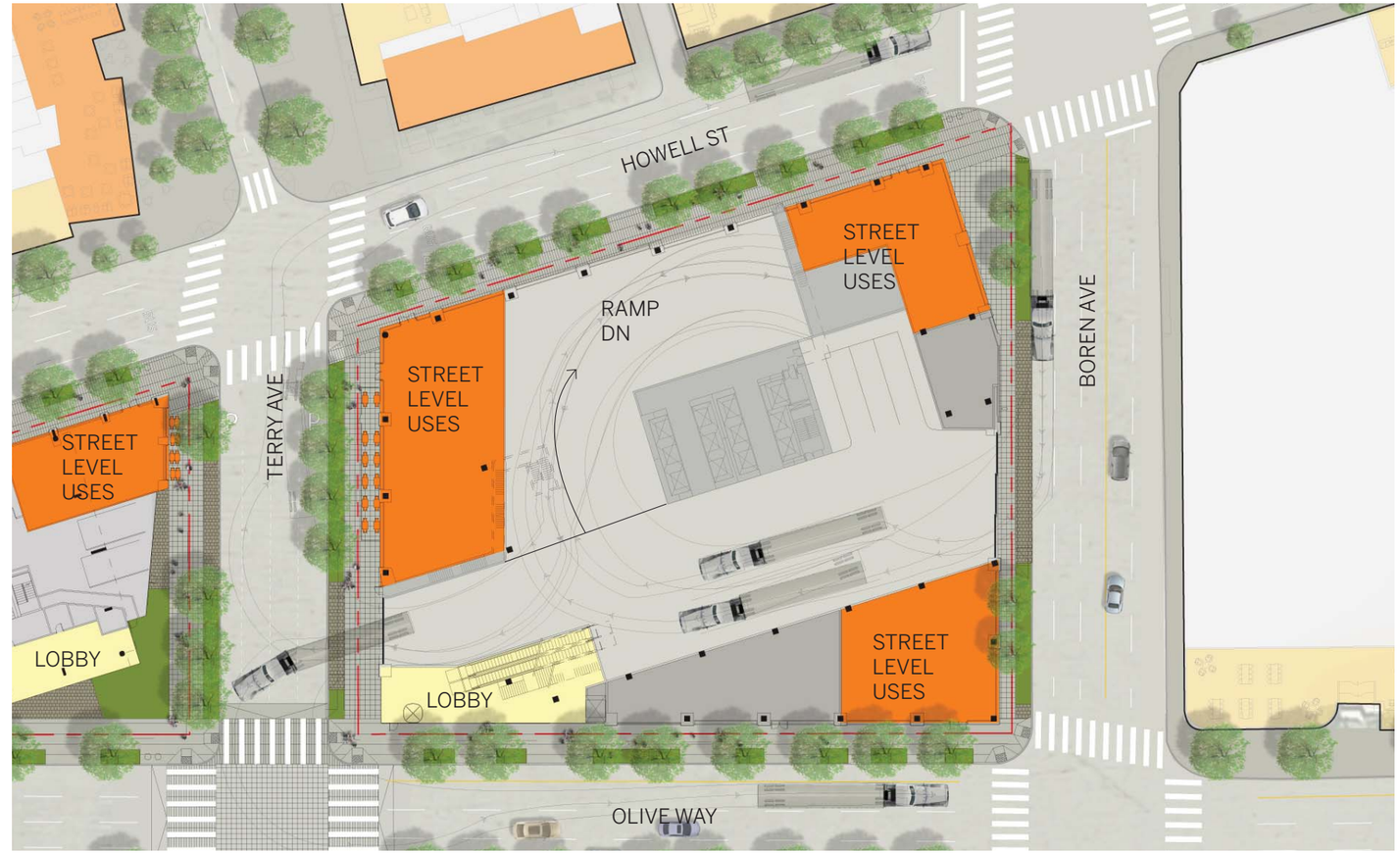
PLANTING STRATEGY

4 COMMENT - TRUCK OPERATIONS

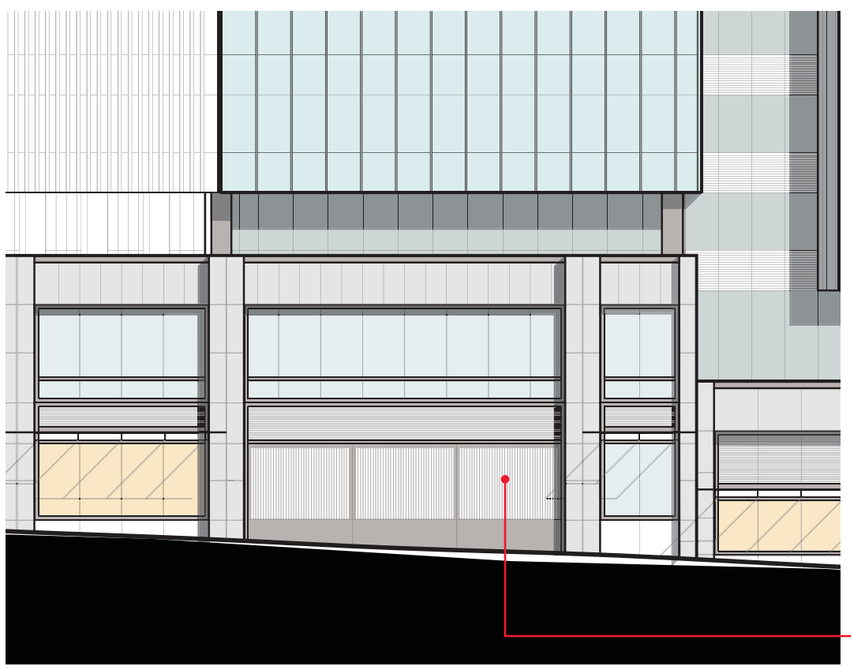
6c: Truck Operations: the quantity, duration and daily timings of truck movements on the Terry plaza, and more detailed information on those operations.

RESPONSE

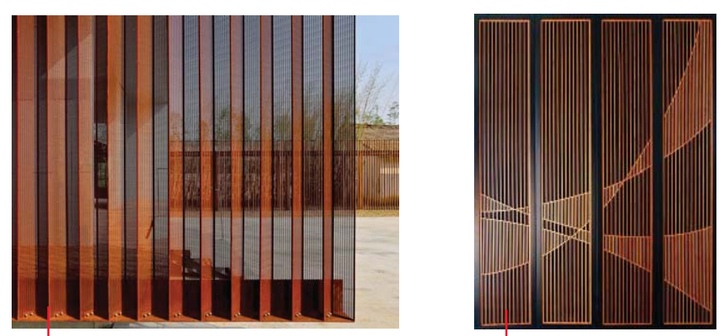
The design concept for Terry Avenue has evolved to function as a familiar street pattern for pedestrians and vehicles, providing clarity to circulation patterns and continuity of the green street concept through the site. The massing of the building shifts the focus towards 9th Avenue to connect the green street couplet. The updated proposal notably includes reduced truck portal width from 3 to 2 bays coordinated with sidewalk designs to mitigate pedestrian/vehicular conflicts. Sliding screening allows the portal to be fully or partially closed to reduce over all width when not needed for heavy loading. Increased landscape screening promotes a stronger continuity of the pedestrian environment.



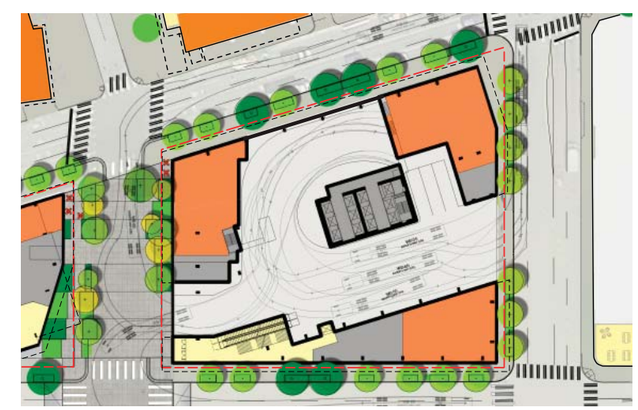
PLAN OF COMMERCIAL BUILDING



FREIGHT GARAGE DOOR ELEVATION



PRECEDENTS FOR GARAGE DOOR CONCEPT



BEFORE PLAN OF COMMERCIAL BUILDING

4 **RESPONSE TO COMMENTS** GENERAL

The facilities is designed to allow multiple simultaneous activities in the building including move in / move out and event days. The following prototypical monthly schedule illustrates the type of activity pattern and event and loading intensity anticipated for a heavy activity month. There are between one to four active events in various parts of the facility almost every day. Beyond supporting scheduled events, approximately 300-1200 employees work in the facility each day. This illustration represents an order of magnitude of total daytime activity between the 14 hours of 6am and 8pm.

Move In and Move Out activity represents truck volumes typical of heavy and medium freight exhibitions. The number of hours experiencing intense truck use (more than 5 trucks per hour or 1 truck approximately every 12 minutes) was tabulated over the course of the prototypical monthly event schedule.

MONTHLY PROTOTYPICAL EVENT SCHEDULE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Exhibit Hall																														
Flex Hall																														
Ballroom																														
Pre-Function/Lobby																														
Retail/Mixing Zone																														
Move In	6 hrs	4 hrs	4 hrs	3 hrs						6 hrs	3 hrs	4 hrs	3 hrs						6 hrs	4 hrs	4 hrs	3 hrs							4 hrs	3 hrs
Move Out						9 hrs	6 hrs	3 hrs	5 hrs						3 hrs	6 hrs	3 hrs	5 hrs						9 hrs	6 hrs	3 hrs	5 hrs			

MOVE IN / MOVE OUT EVENT EVENT SETUP

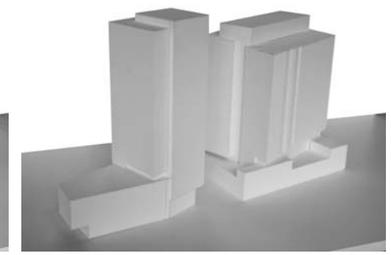
5 COMMENT - BLOCK C MASSING

7g: Block C Massing: recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium step back along Olive.

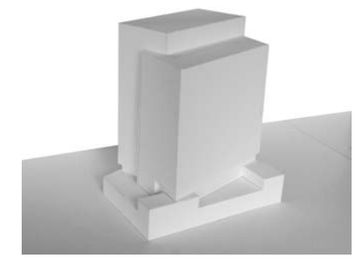
RESPONSE

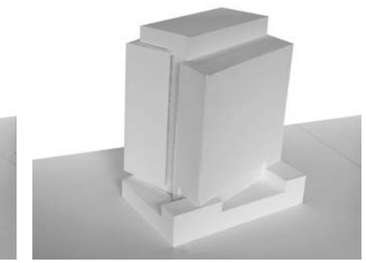
The design team studied a range of massing schemes to further articulate the massing into slender, more vertical volumes. The preferred option best responds to the Board's comments through the use of three distinct forms reducing the bulk and scale of the building. A horizontal reveal was also introduced to further articulate the podium.

EDG #2 MASSING MODELS

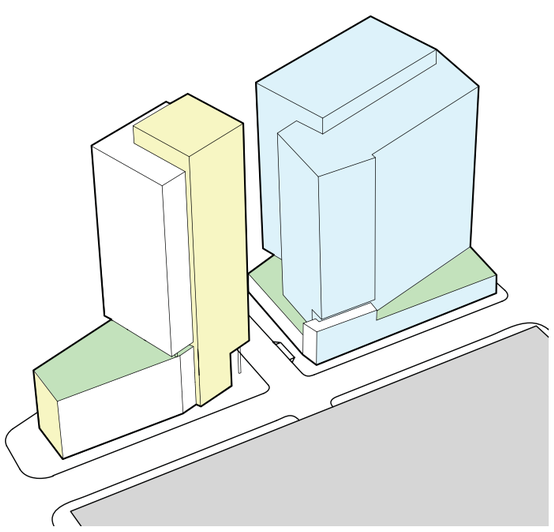


EDG #3 MASSING MODELS

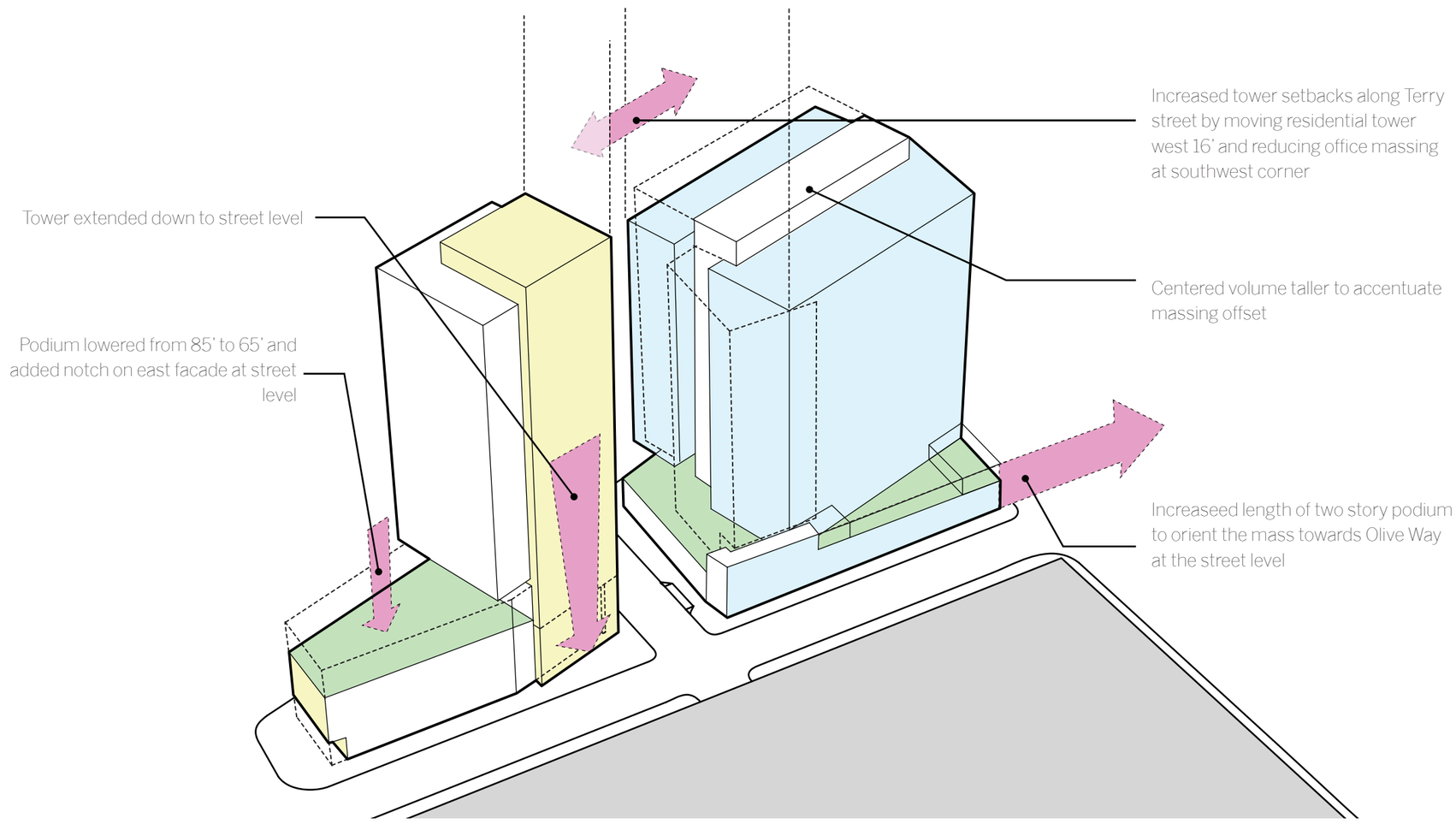




OFFICE STUDY MASSING MODELS



EDG #2 MASSING

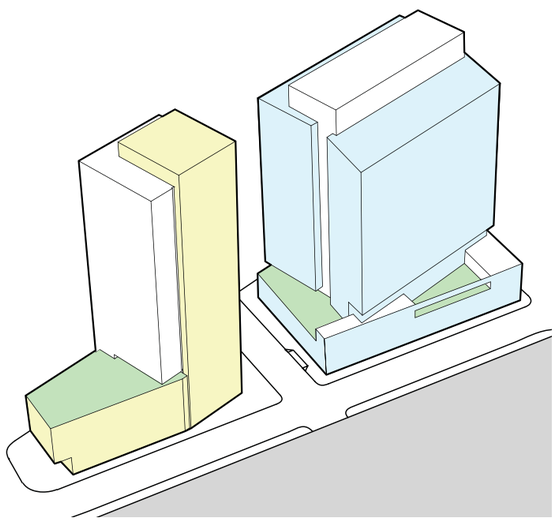


6 COMMENT - BLOCK C MASSING

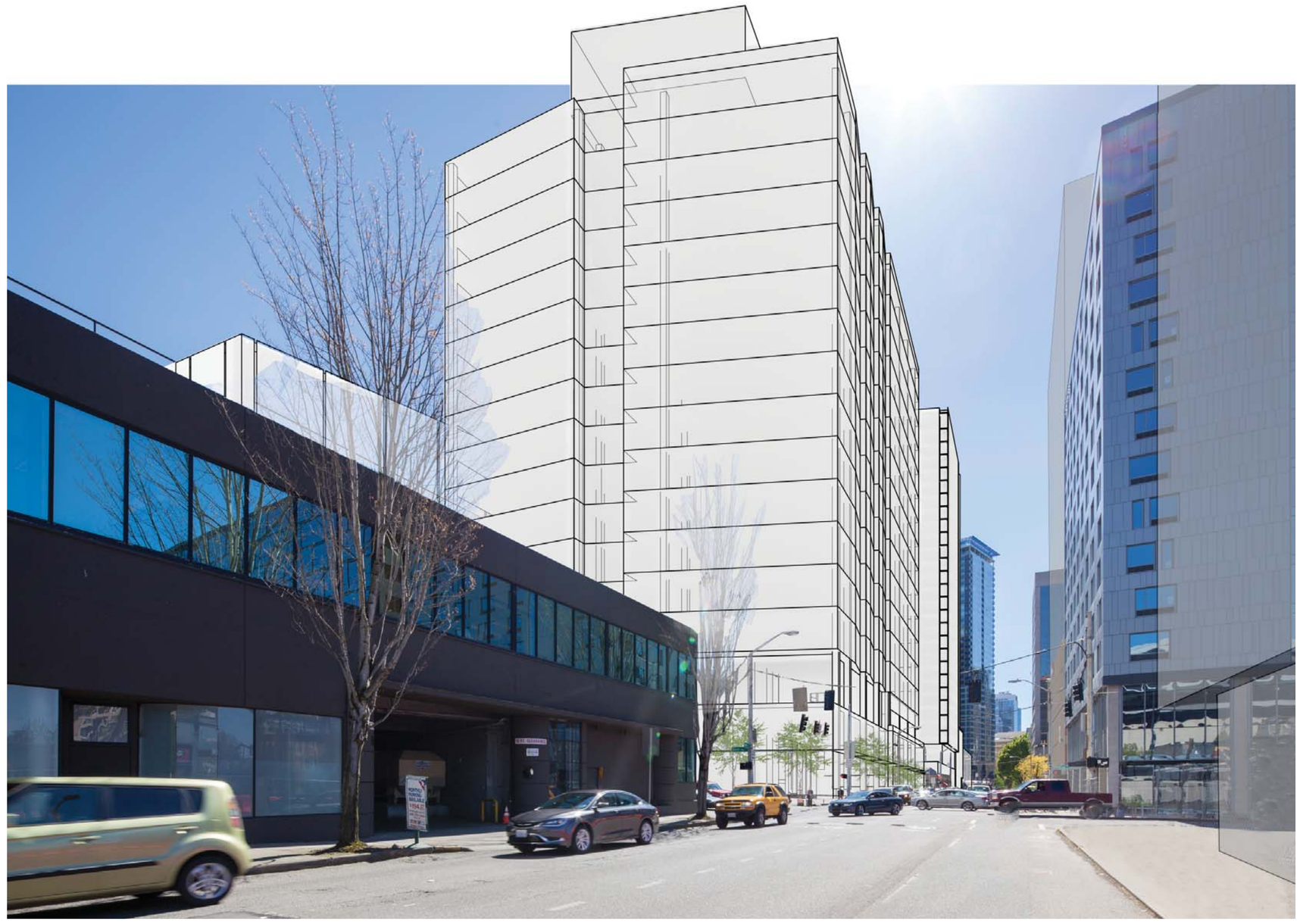
5c: Block C Massing: provide massing studies which set back the entire tower form at the southeast corner to improve pedestrian views to the CCX, and enhance light to the Terry Plaza

RESPONSE

The massing of both Block B and Block C towers were adjusted to improve pedestrian views and solar access to Terry Avenue and Olive Way.



PREFERRED MASSING



PERSPECTIVE OF CO-DEVELOPMENT FROM HOWELL STREET

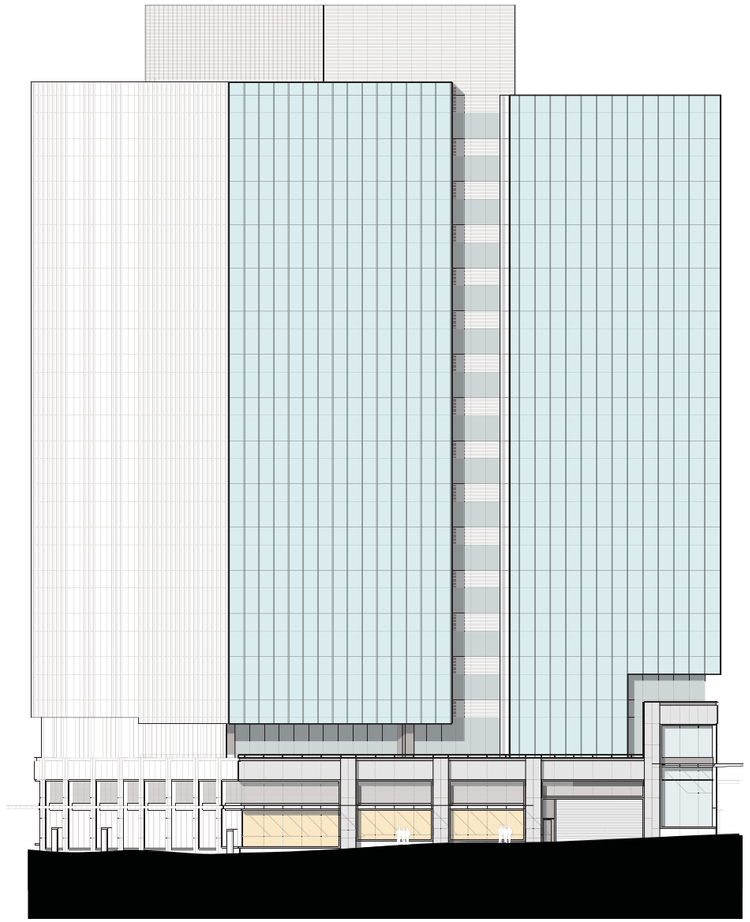
7 COMMENT - BLOCK C ELEVATIONS

7f: Howell Street: screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest.

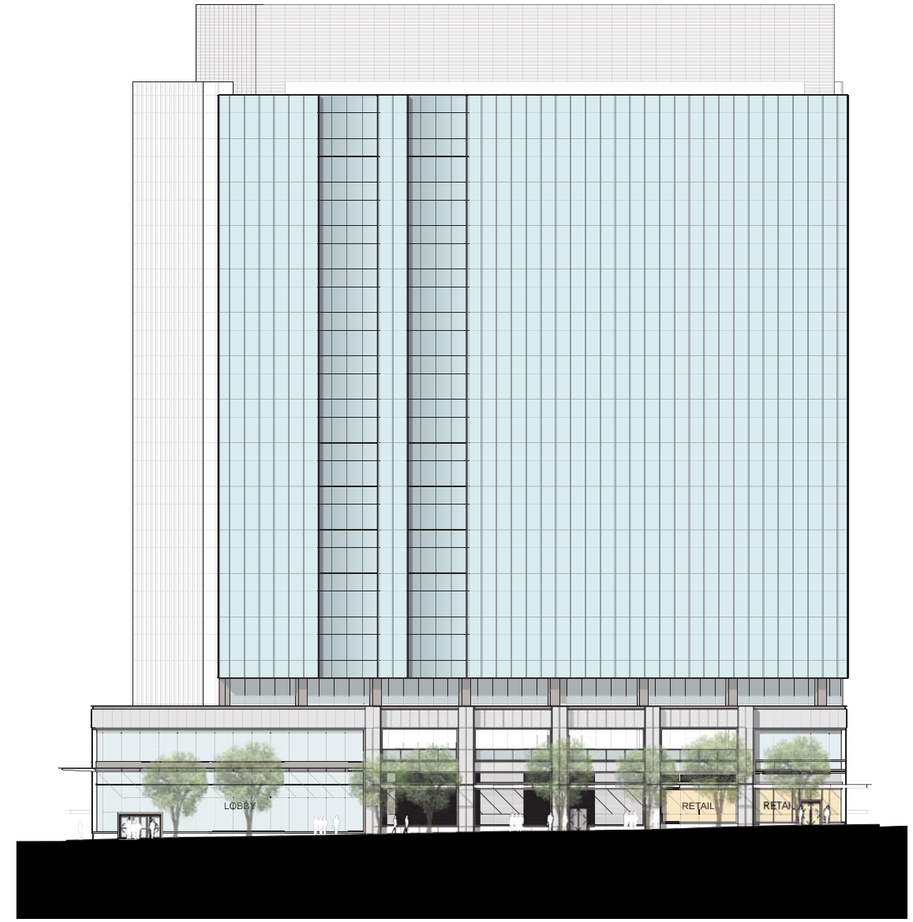
RESPONSE

The design of the Howell Street facade establishes a rhythm of pronounced solid frames with a transparent infill glazing system at the pedestrian level. The proposal continues the pattern of pedestrian scaled street frontages throughout the loading and service areas to promote continuity in the pedestrian experience, transparency to the functions beyond, and longterm flexibility to provide longevity to the building facade.

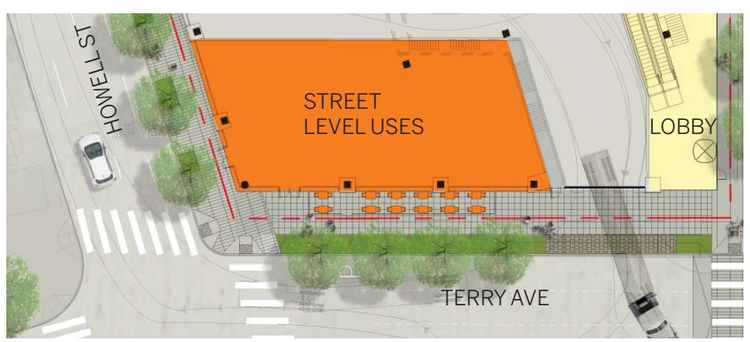
The screening strategy is to promote transparency into the loading areas beyond, and provide access to daylight and views of the functional activities within the building. The use of consistent storefront infill with vision glass provide continuity of the building facade and visual interest for pedestrians at street level.



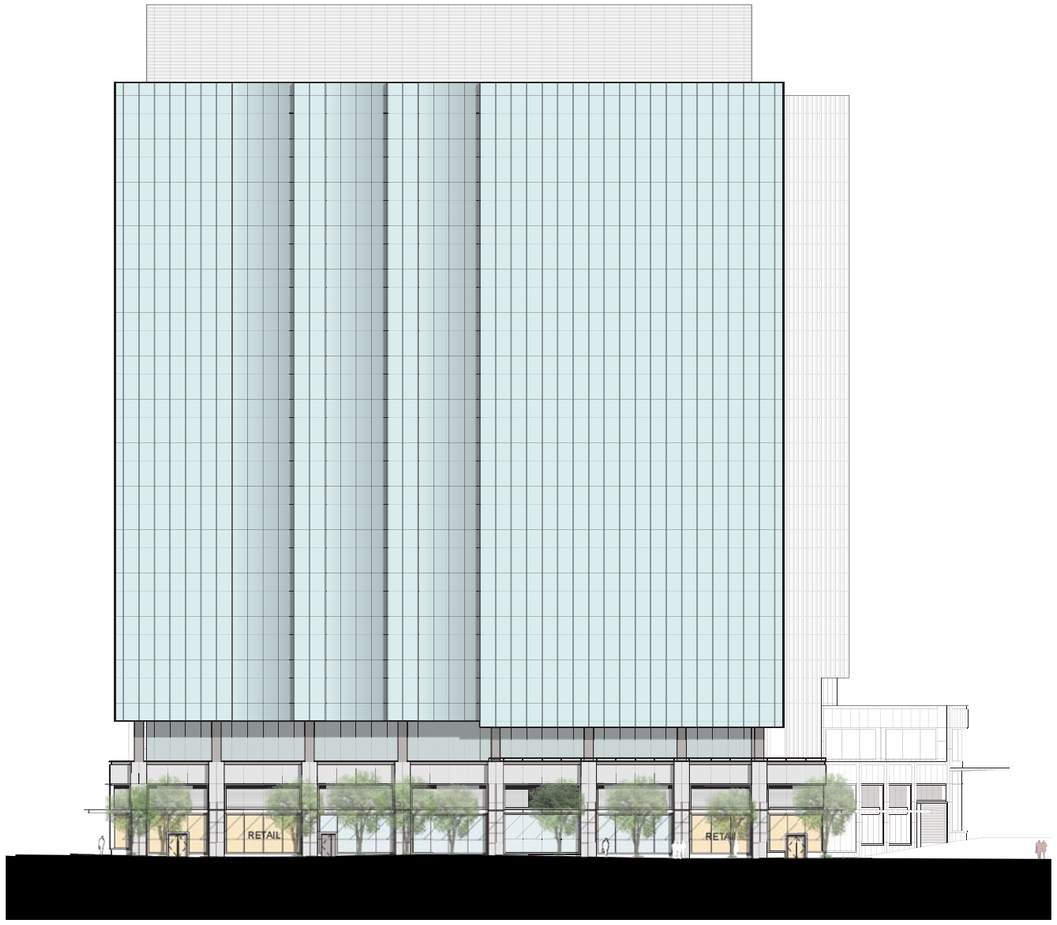
TERRY AVE ELEVATION AND PLAN



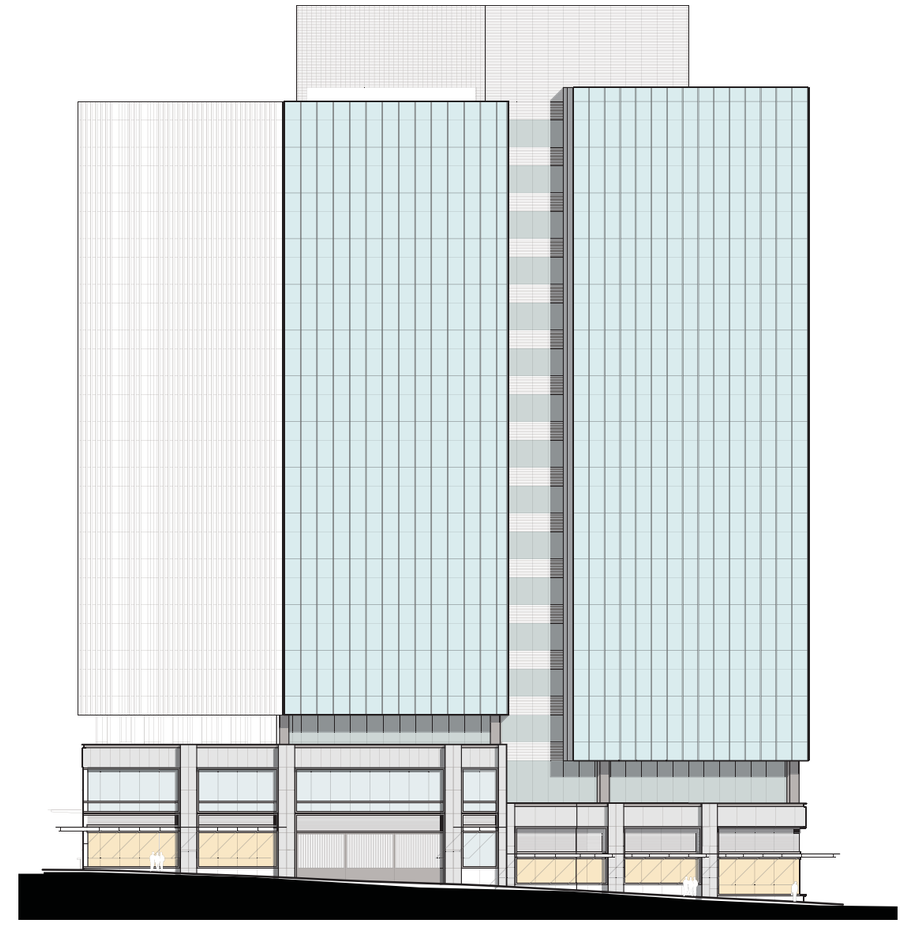
OLIVE WAY ELEVATION AND PLAN



4 **RESPONSE TO COMMENTS** CO-DEVELOPMENT



HOWELL ST ELEVATION AND PLAN



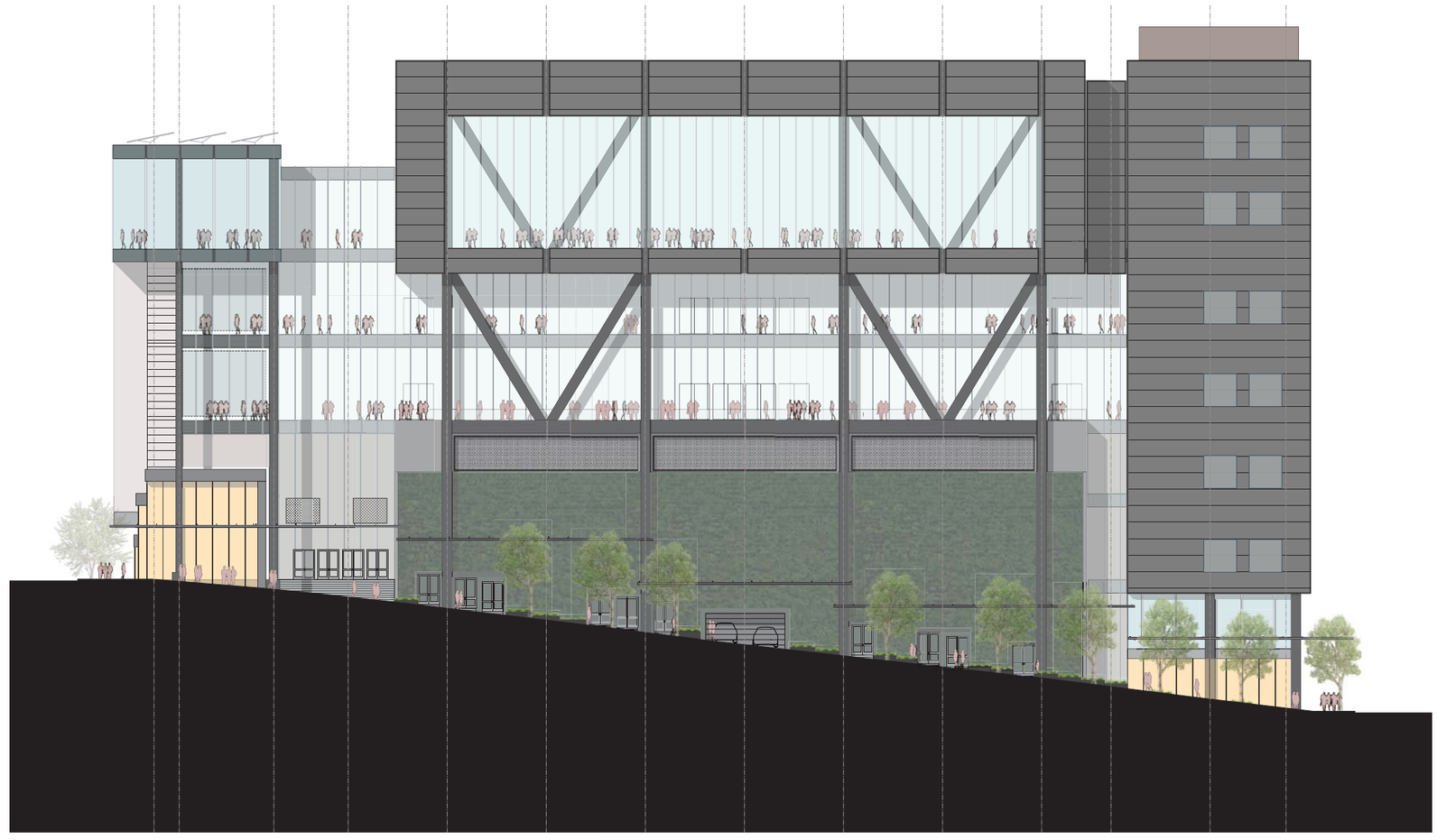
BOREN ST ELEVATION AND PLAN

8 COMMENT - ACTIVE FACADES

6b: Boren Elevation: middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street

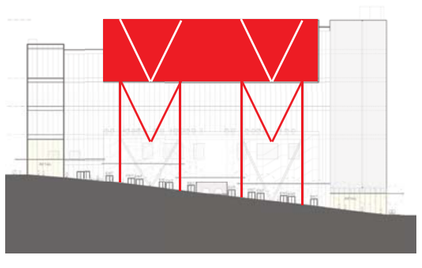
RESPONSE

The Boren avenue façade occupies a special part of the site, adjacent to the freeway and highly visible from surrounding areas, particularly Capitol Hill. It is anchored at both street corners with signature retail spaces, The sloping sidewalk between the corners receives a major portion of the required emergency exit stairs. The pedestrian level provides required landings for the exits alternating with planters. The primary wall is setback from the sidewalk edge and the major structure for the Ballroom occupies the setback.

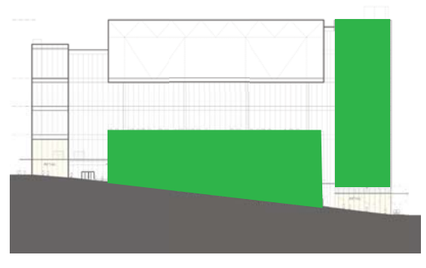


BOREN AVE ELEVATION

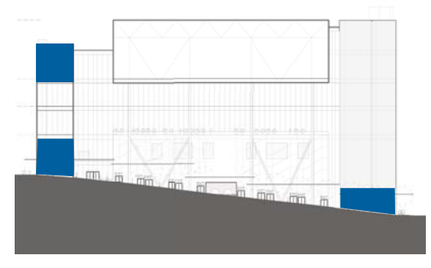
EXTRA LARGE



LARGE



MEDIUM

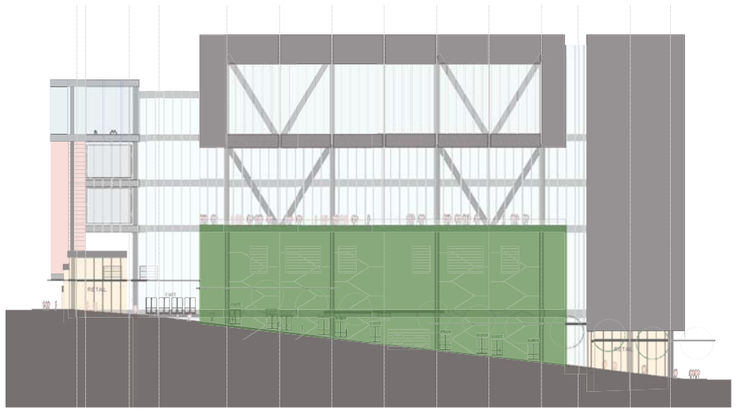


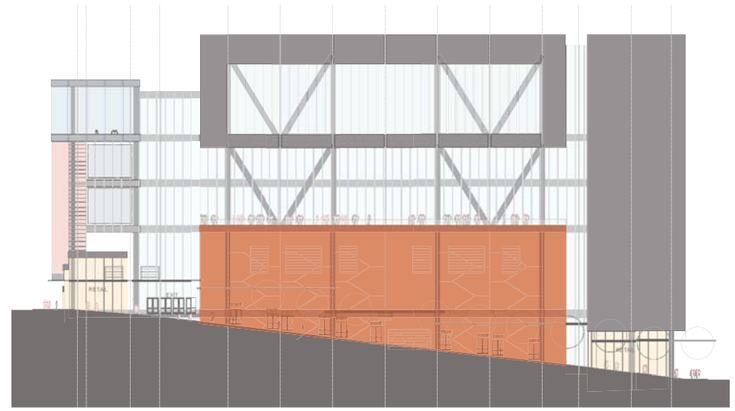
SMALL

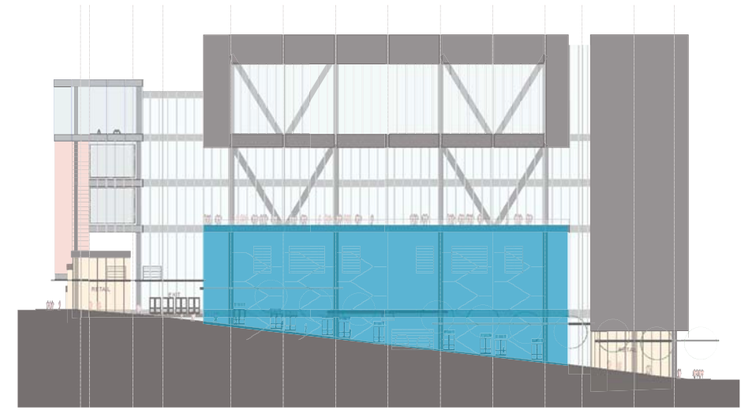
4 **RESPONSE TO COMMENTS** BOREN AVE

BOREN AVE WALL OPTIONS

The lower wall along Boren Ave presents a large surface set back behind the primary building structure and planters along the sidewalk edge. The following are options for treatment of this wall which will form the basis for developing a design recommendation



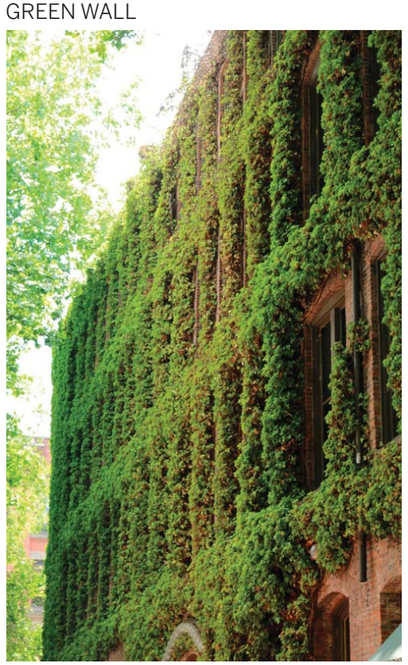




OPTION 1 GREEN WALL

GRAPHIC WALL

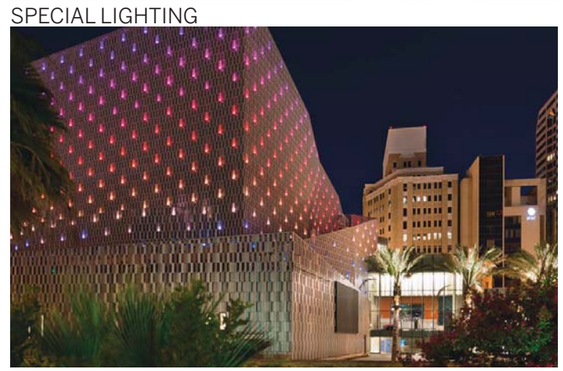
GREEN WALL



OPTION 2 GRAPHICS/ ARTWORK

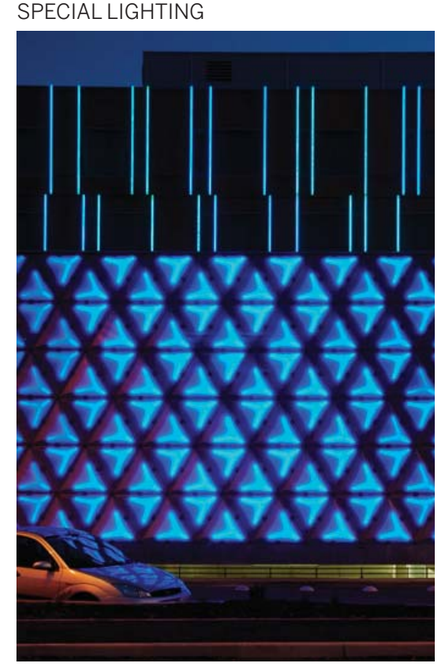
ART WALL

SPECIAL LIGHTING

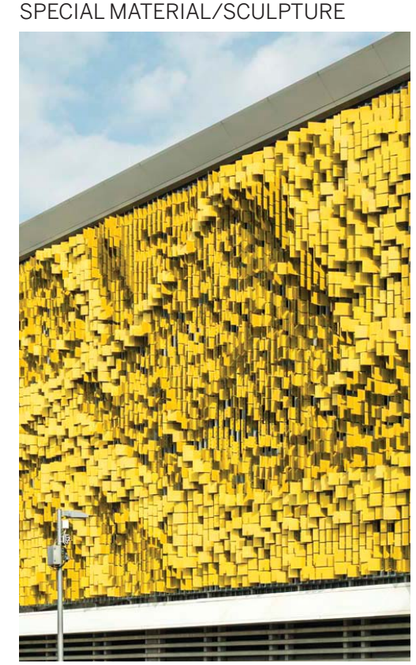


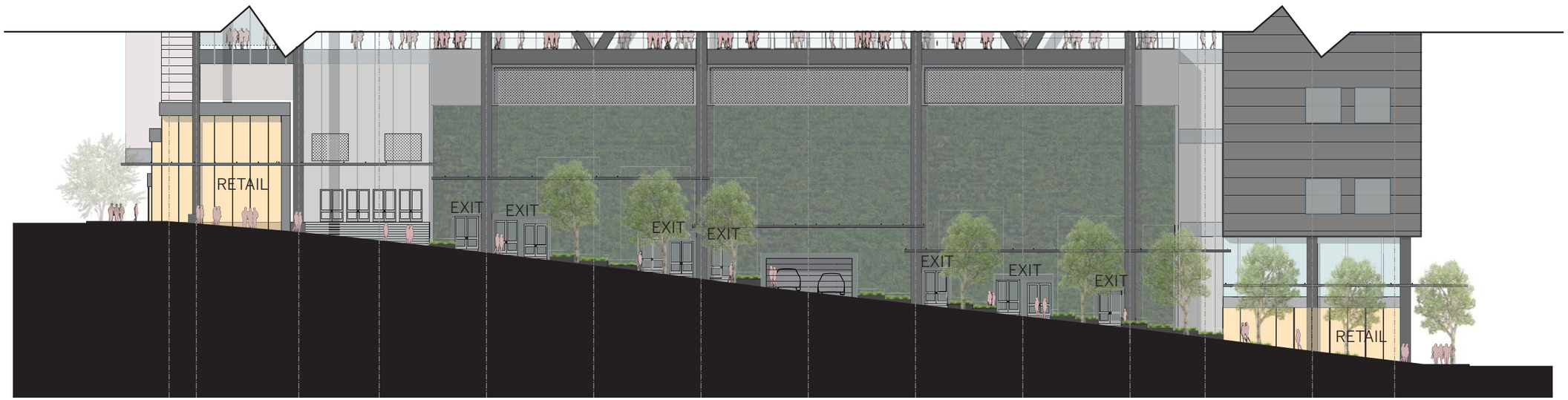
OPTION 3 SPECIAL LIGHTS/MATERIALS

SPECIAL LIGHTING

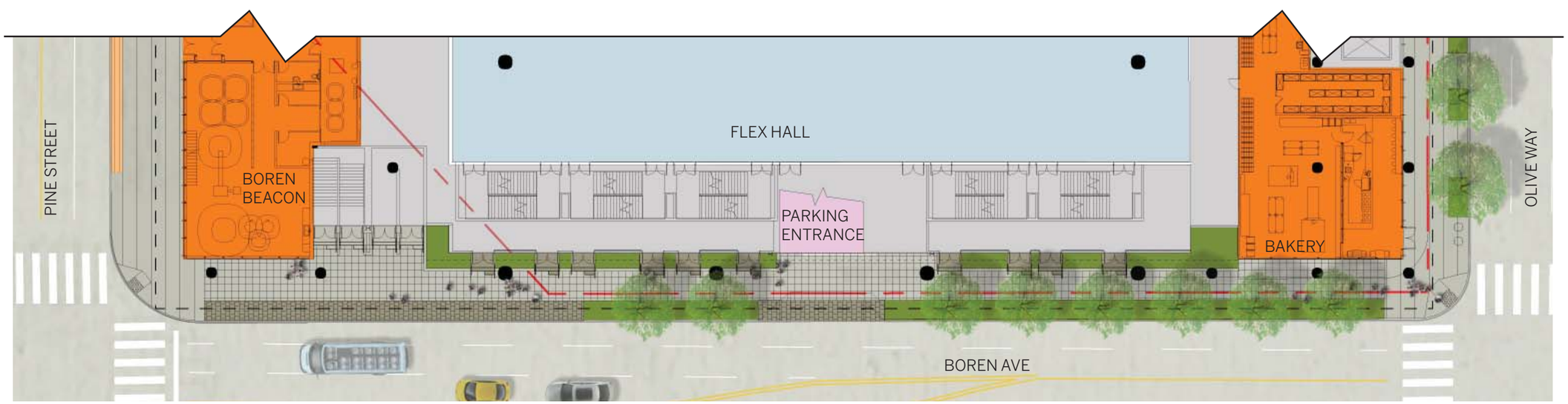


SPECIAL MATERIAL/SCULPTURE





ENLARGED BOREN AVE ELEVATION



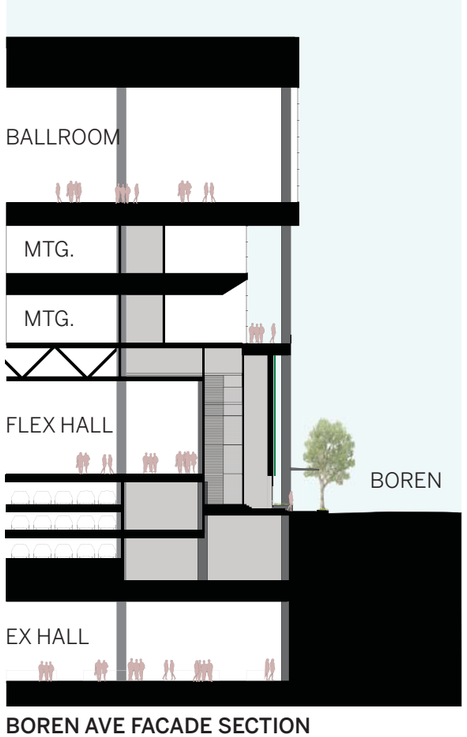
ENLARGED BOREN AVE PLAN

9 COMMENT - RETAIL

7c: Boren Avenue: recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge. Large scale, detailed elevations are needed at the next meeting.

RESPONSE

The development of the design has incorporated depth, layering, and intermediate scaling elements along the Boren Avenue façade. Regular areas for the possible incorporation of art and other facade treatments has been accommodated into the façade. Continuous green edge on both sides has been maximized to the extent possible to promote both safe visibility and a comfortable environment for pedestrians along this active roadway.

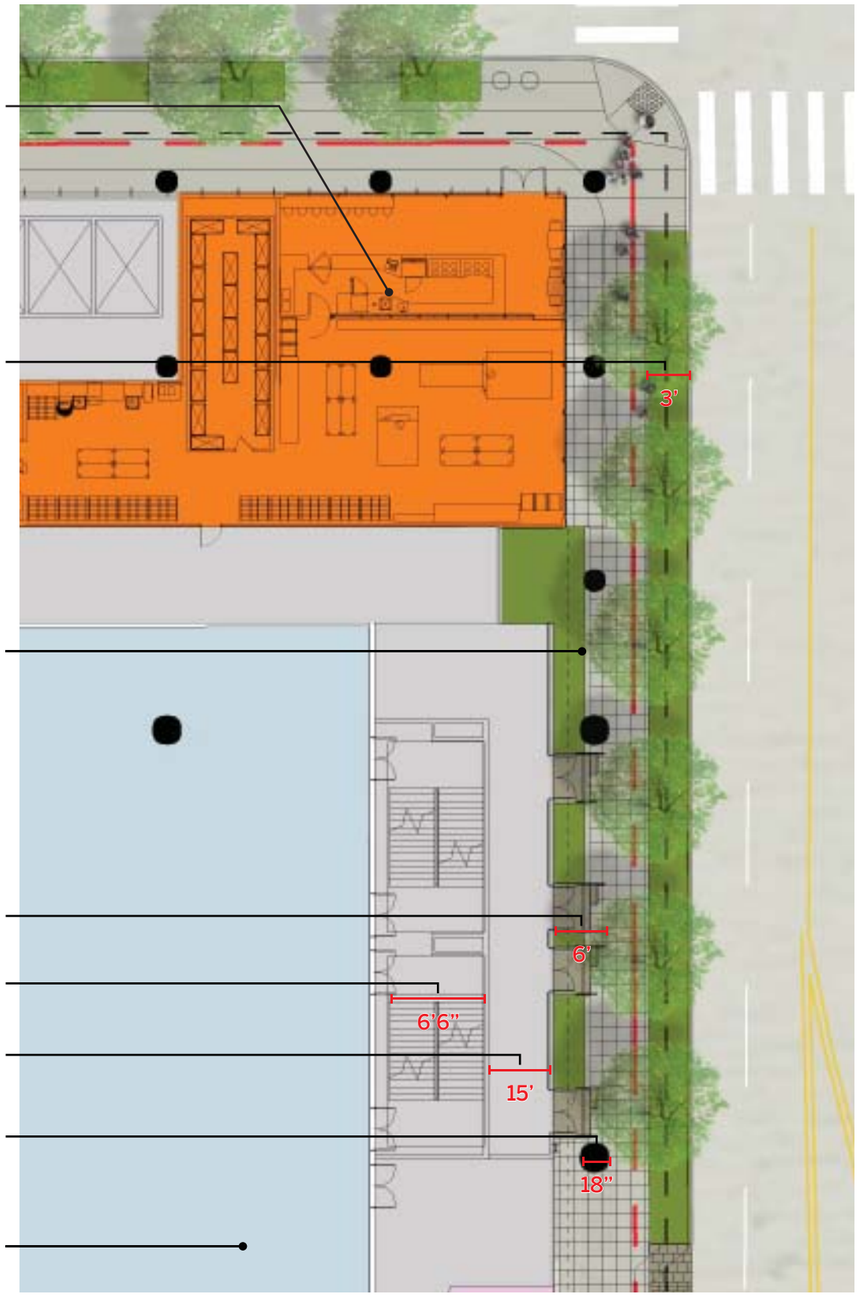


BOREN AVE FACADE SECTION

RETAIL SPACE AT CORNER

BOULEVARD EDGE

GREEN EDGE



10 COMMENT - STRONG CORNERS

5f: East Corners: both east corner points remain weak; the retail should be larger and have more vertical presence relative to the tall mass above.

RESPONSE

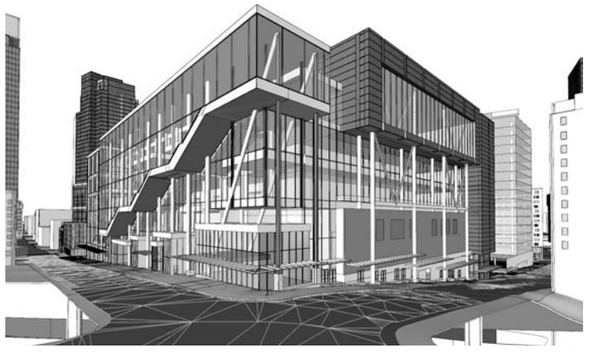
Active retail or major building entries have been located at every corner of the site. The retail spaces at the east corners are double height spaces which engage the pedestrian activities at street level at a scale similar to typical downtown buildings with street level retail and other uses above. The majority of retail spaces are sited in multistory volumes that maximize their visual impact and create vertical anchors at the corners of the site. The corner at Boren Avenue & Pine Street is further exaggerated vertically to create a gateway connecting to Capitol Hill, promoting its retail concept as a unique destination that takes full advantage of the vertical exposure afforded by the design.

OLIVE WAY FACING WEST

4 **RESPONSE TO COMMENTS** BOREN AVENUE

PROPOSED DESIGN PERSPECTIVE OF BOREN AVE

SKETCH VIEW PROPOSED DESIGN OF BOREN AVE.



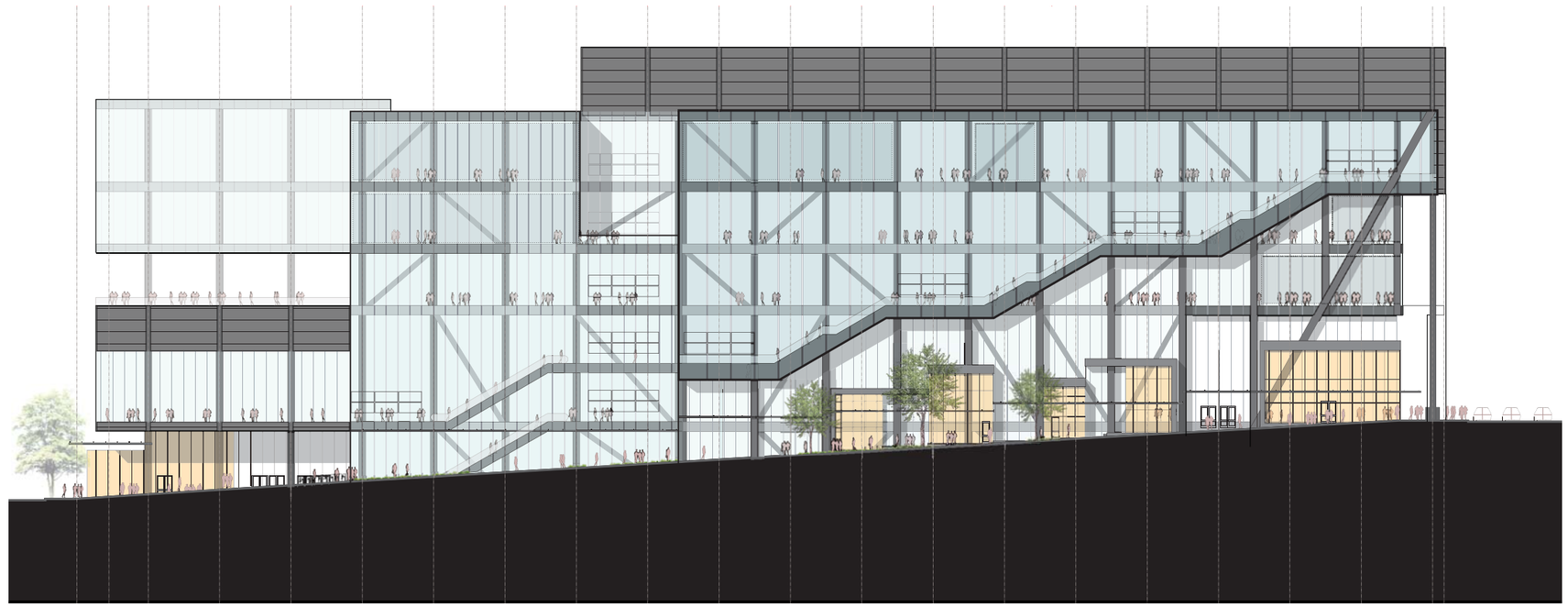
PREVIOUS PROPOSED DESIGN PERSPECTIVE- BOREN AVE

11 COMMENT - MODULATION & MATERIALITY

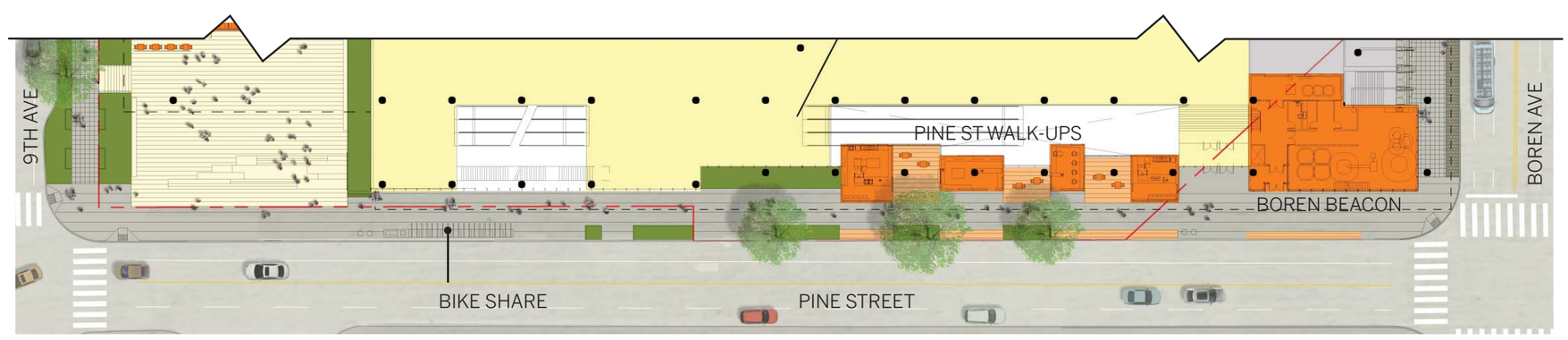
6a: Pine Street Elevation: Additional modulation elements and 'chiseling' are also recommended especially at the lower levels.

RESPONSE

The design of the Pine Street Gallery has been developed to incorporate bold civic scale gestures and fine grain articulation at the pedestrian edge to further modulate the façade, reinforcing this dynamic and vibrant corridor. Additional layering and depth expressed through a playful composition of pedestrian circulation, facade systems (including natural ventilation). Retail and landscape zones reinforce the gallery concept, extending the layering through the public realm at street level.



PINE ST ELEVATION



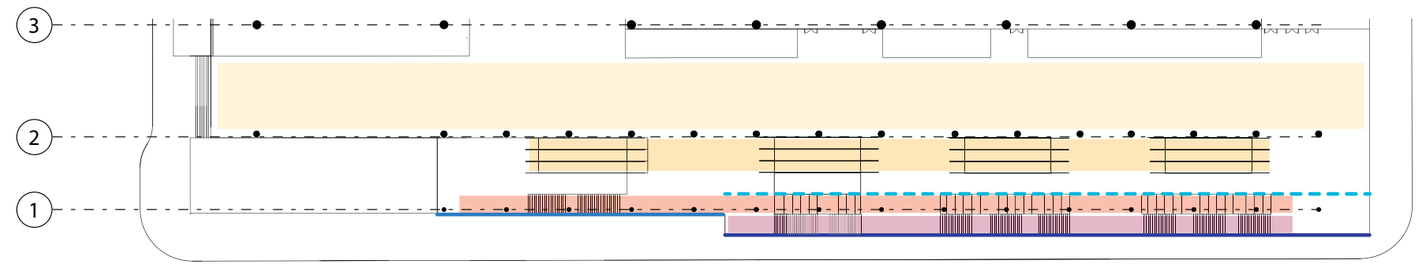
PINE ST PLAN

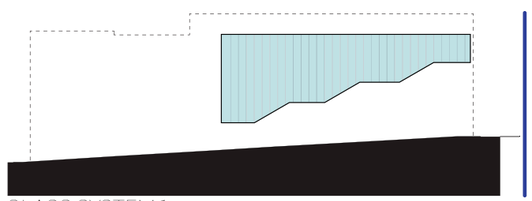
12 COMMENT - MODULATION & MATERIALITY

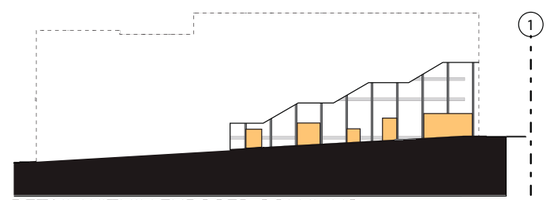
6a: Pine Street Elevation: The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

RESPONSE

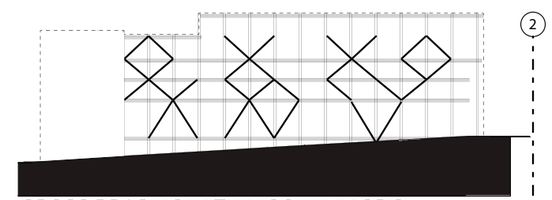
See diagram below for explanation of facade modulation, layering and materiality.



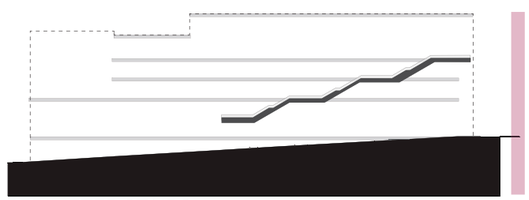

GLASS SYSTEM 1

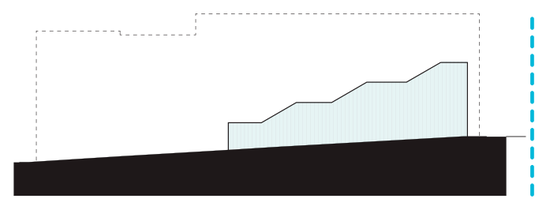


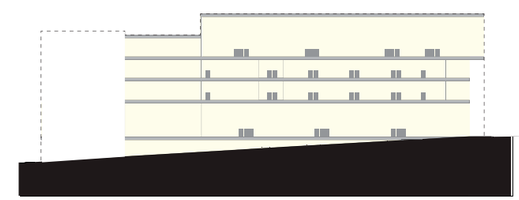
RETAIL WITHIN EXPOSED COLUMNS

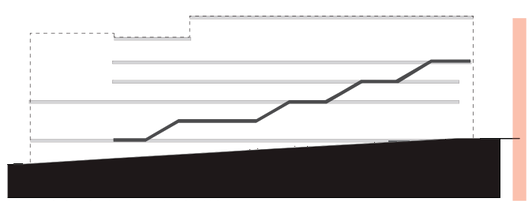


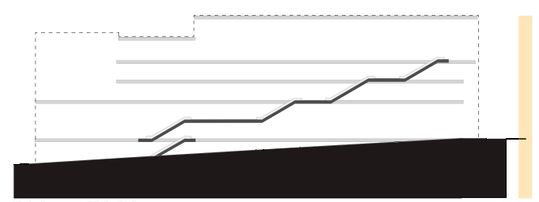
CROSS BRACING WITHIN COLUMN GRID

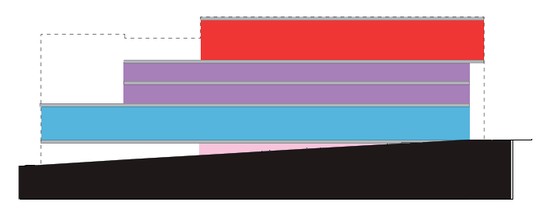

PERIMETER STAIRS

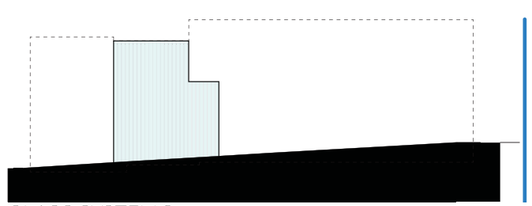

GLASS SYSTEM 3

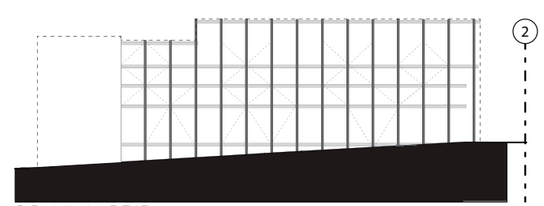

PRE-FUNCTION


STEPPED PLATFORMS

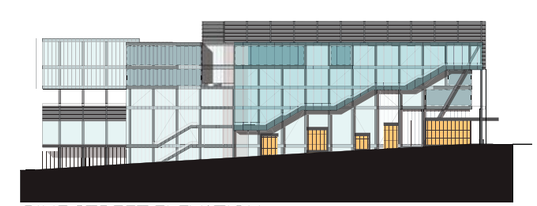

ESCALATORS


PROGRAM


GLASS SYSTEM 2



COLUMN GRID


PINE STREET ELEVATION

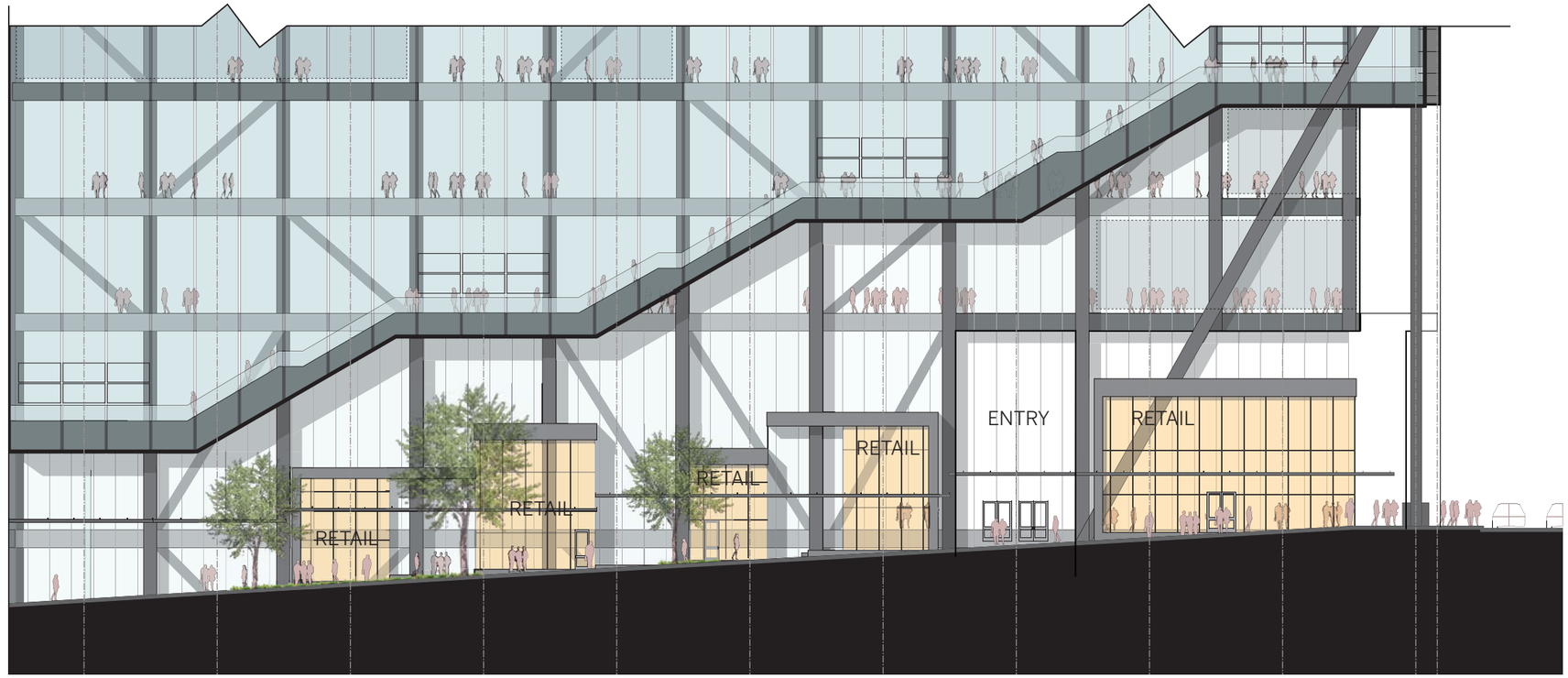
13 COMMENT - RETAIL

7b: Pine Street: recommended more retail depth (where customers enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown; the pre-function atrium should possibly be narrowed to afford more retail depth, at least at sidewalk levels.

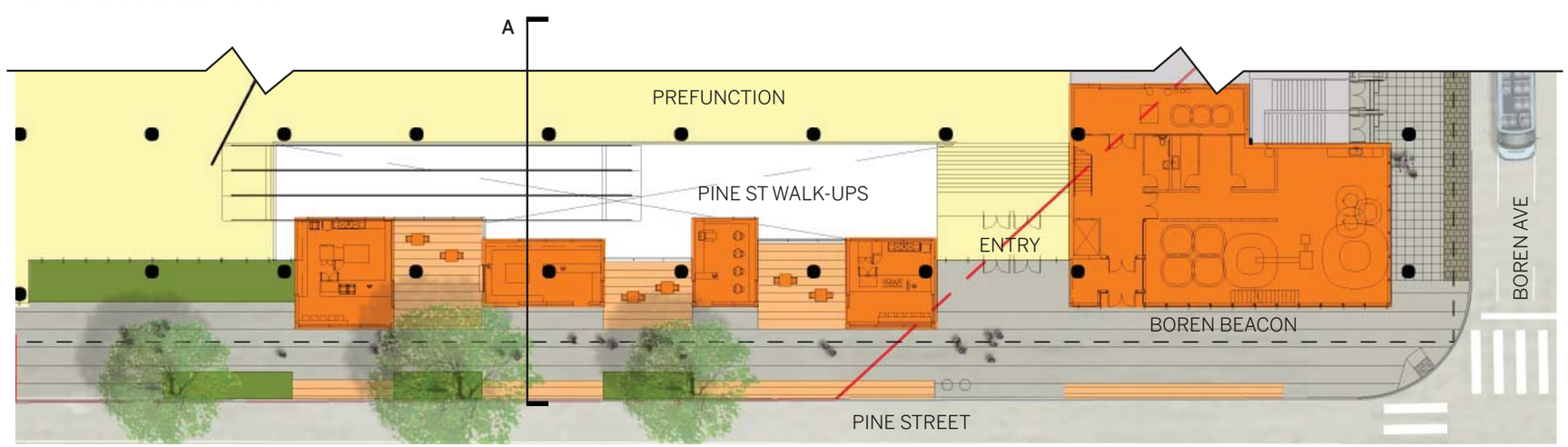
RESPONSE

The retail concept considers the large double block of Site A and breaks down the scale into familiar pattern of whole block zones and sub-elements, including retail, landscape, and pedestrian access points. The concept along the large zone of Pine Street is to extend the eclectic small scale texture and variety of Capitol Hill across the freeway, balancing a large signature corner retail beacon with a combination of convenient walk up services to serve both pedestrians on their way to/from Capitol Hill, as well as convention delegates. The retail is punctuated with landscape planting and platforms, providing casual places to pause, observe and linger along the incline of Pine Street.

The sloping soffit below the perimeter stair will be a promenent architectural feature. It offers the opportunity for special lighting, artwork and special materials such as a mirrored surface.

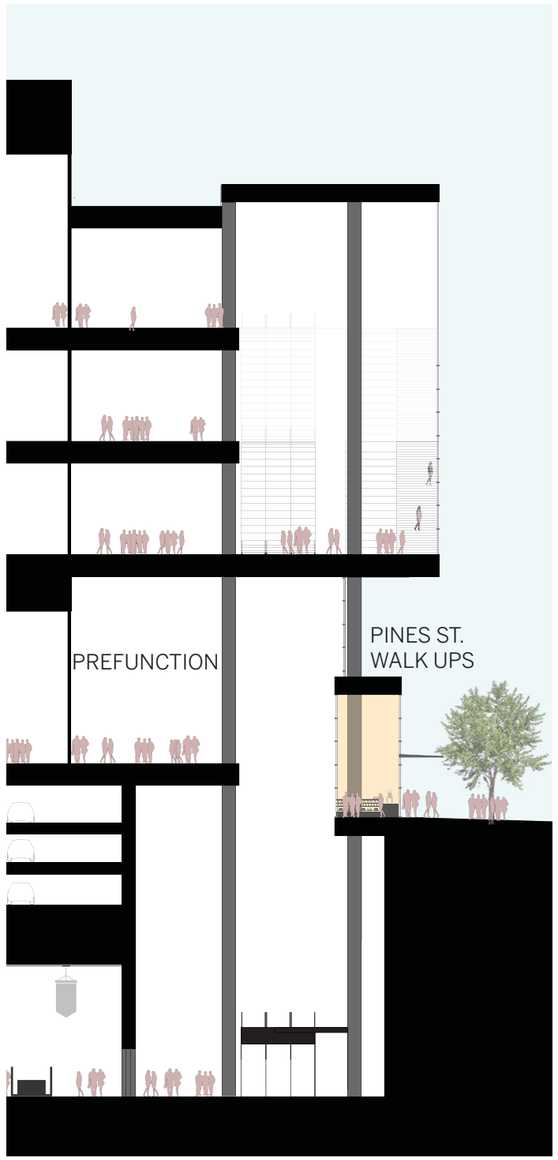


RETAIL PLANS & ELEVATION



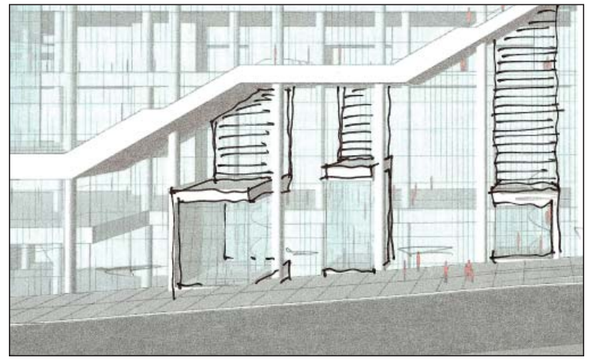
4 RESPONSE TO COMMENTS PINE STREET

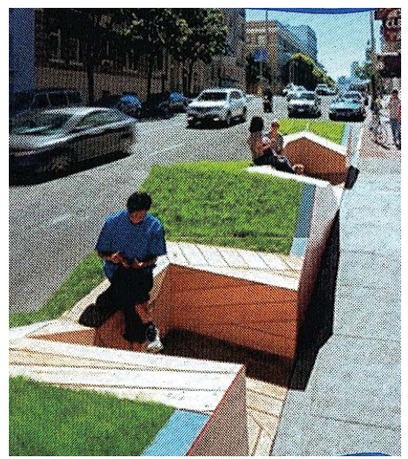
SECTION A

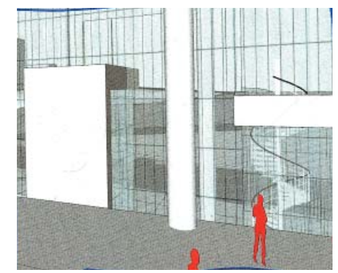


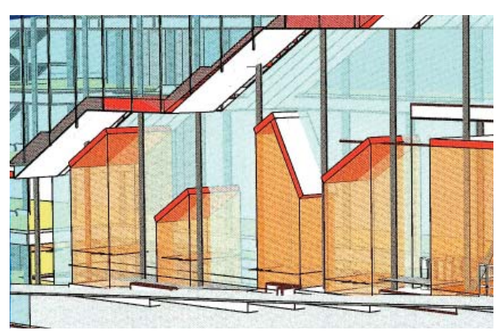
PINE STREET WALK-UPS

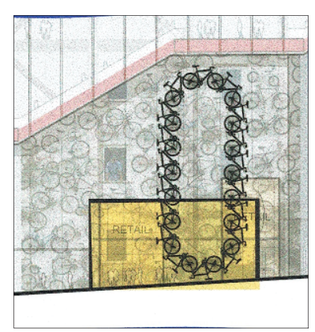
The Pine street walk ups offer the opportunity for a unique pedestrian experience engaging retail, convention center activities, environmental graphics, media, art and landscape. The following images indicate some preliminary concepts and possibilities that will form the basis for developing a design recommendation.

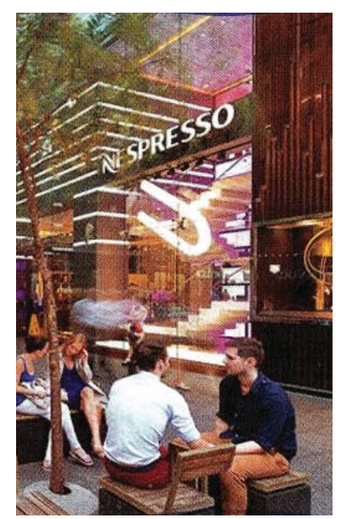






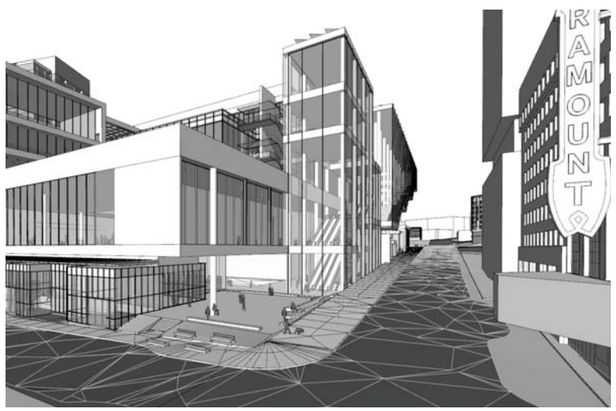






RETAIL EXPERIENCE

SKETCH VIEW AT INTERSECTION



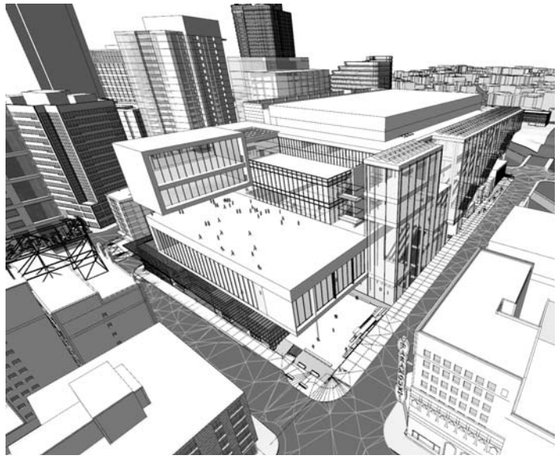
PREVIOUS PERSPECTIVE AT INTERSECTION

PERSPECTIVE AT PINE ST AND 9TH AVE INTERSECTION

4 RESPONSE TO COMMENTS 9TH AVENUE

AERIAL OF PROPOSED DESIGN

SKETCH VIEW AERIAL OF PROPOSED DESIGN



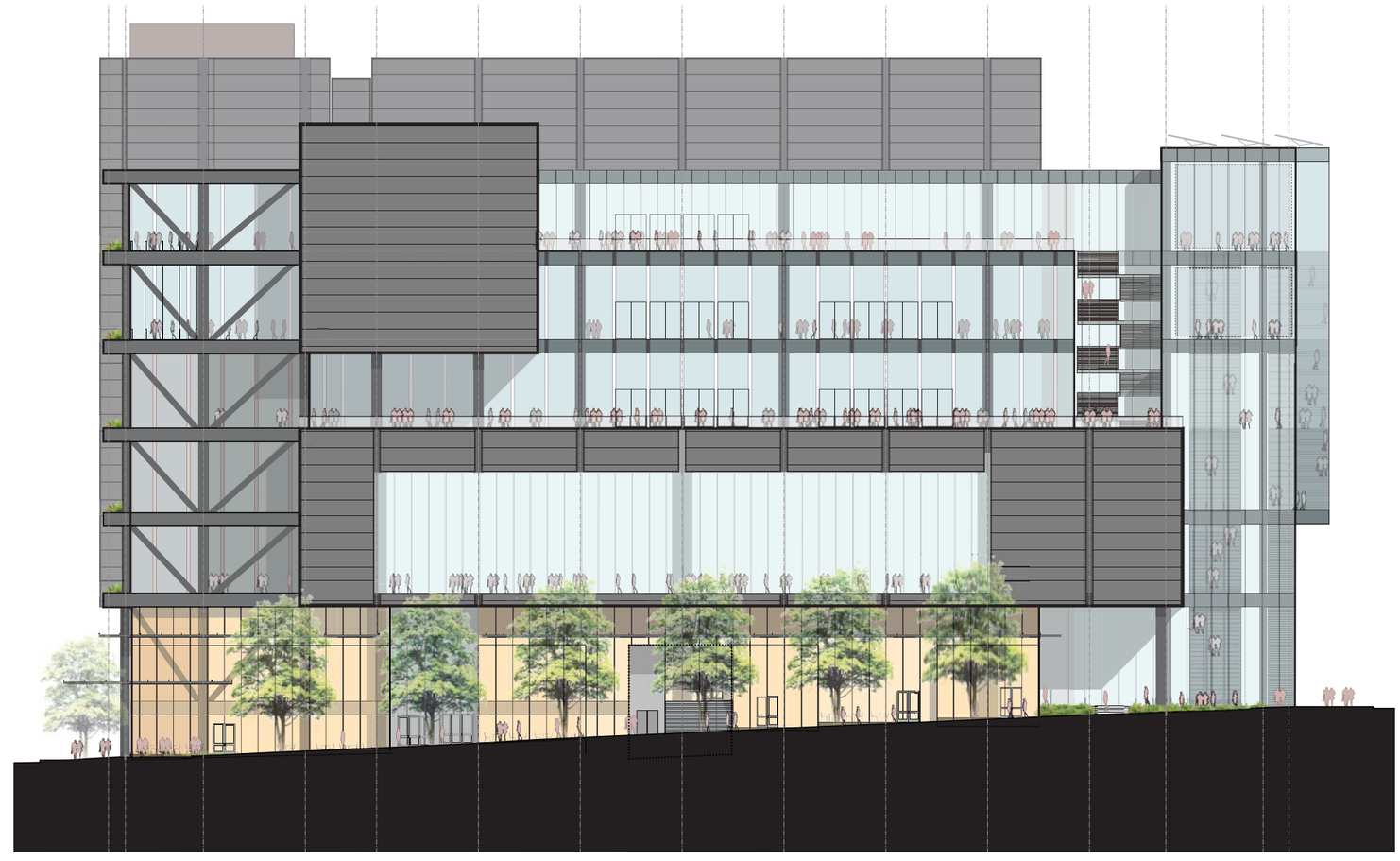
PREVIOUS AERIAL OF PROPOSED DESIGN

14 COMMENT - RETAIL

7a: 9th Avenue: recommended more depth for the street facing portions of the split level retail (pg 66 shows 12 ft) to ensure this critical Green Street frontage is successful and lively.

RESPONSE

The development of the 9th Avenue Market concept has been refined to illustrate the specific scale needs of the potential tenants and the organization of shared resources. This allows the retail concept to maximize depth along the 9th Avenue and Mixing Zone frontages while creating a varied edge of indoor and outdoor spaces that gracefully navigate changes in topography.

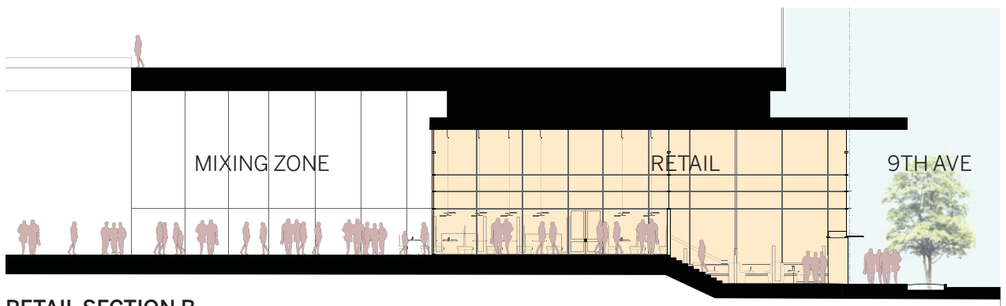


9TH AVE ELEVATION OF MIXING ZONE

9TH AVE PLAN OF MIXING ZONE

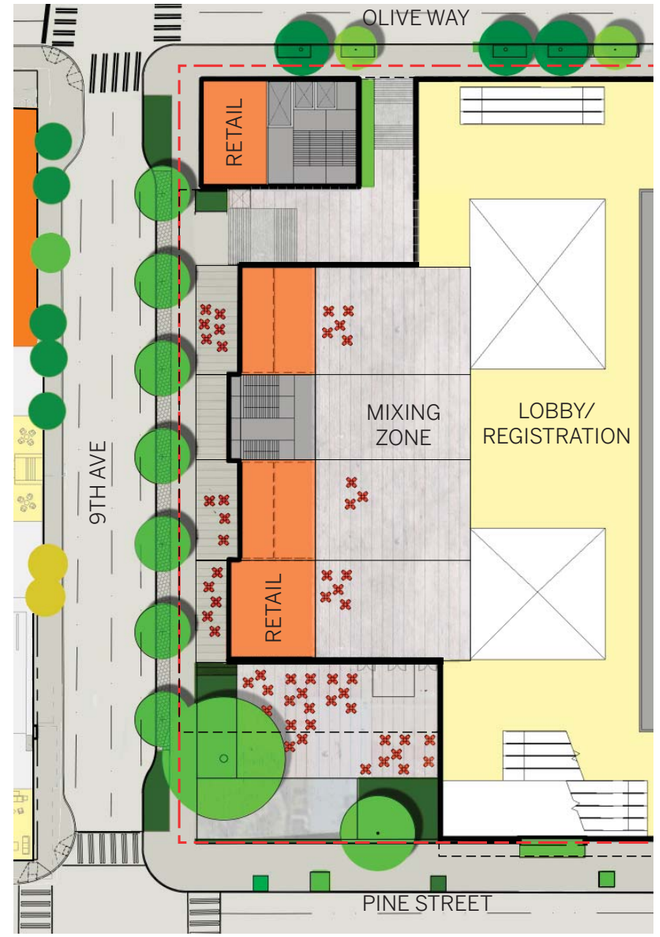
4 RESPONSE TO COMMENTS 9TH AVENUE

RETAIL SECTION A

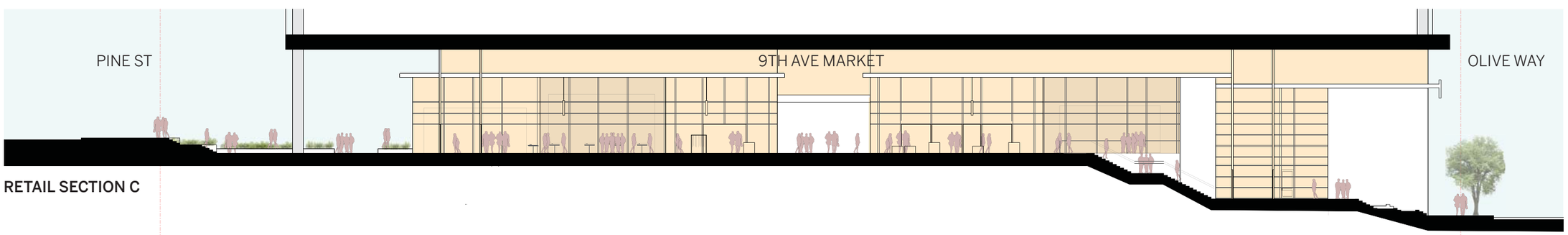


RETAIL SECTION B

PREVIOUS MIXING ZONE PLAN

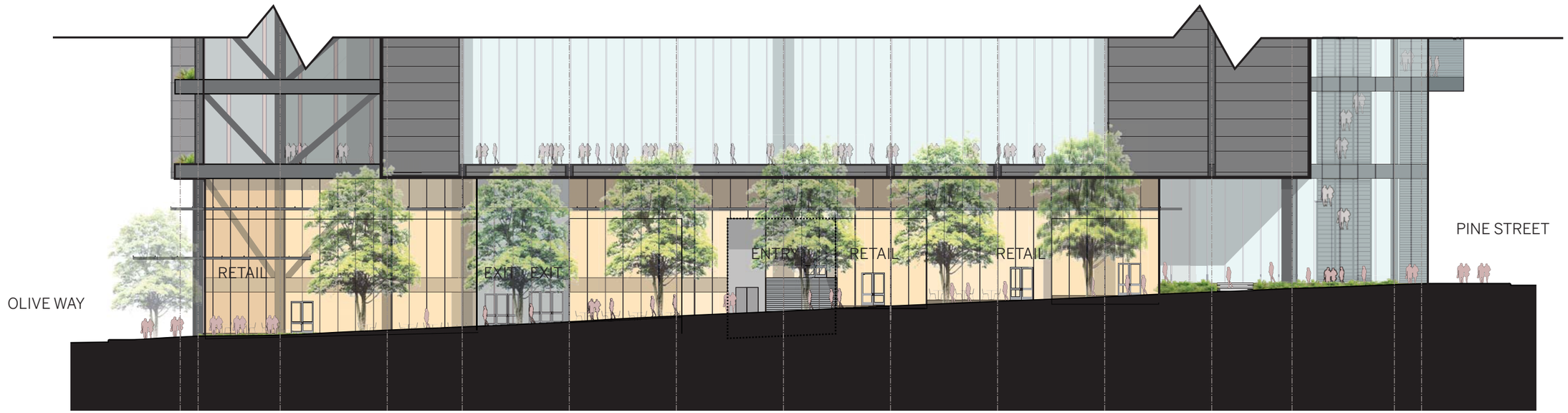


PROPOSED MIXING ZONE PLAN



RETAIL SECTION C

4 RESPONSE TO COMMENTS 9TH AVENUE



9TH AVE ELEVATION OF MIXING ZONE

9TH AVE PLAN OF MIXING ZONE

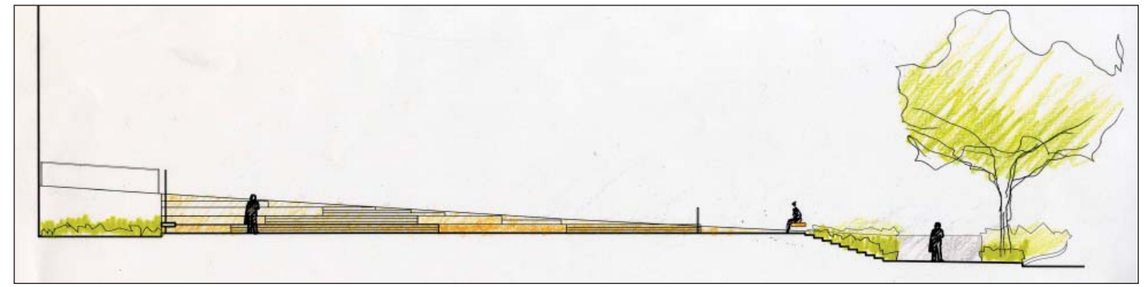
15 COMMENT - RETAIL

6d: Southwest Plaza: recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines, and add retail activation at the southeast corner of this plaza.

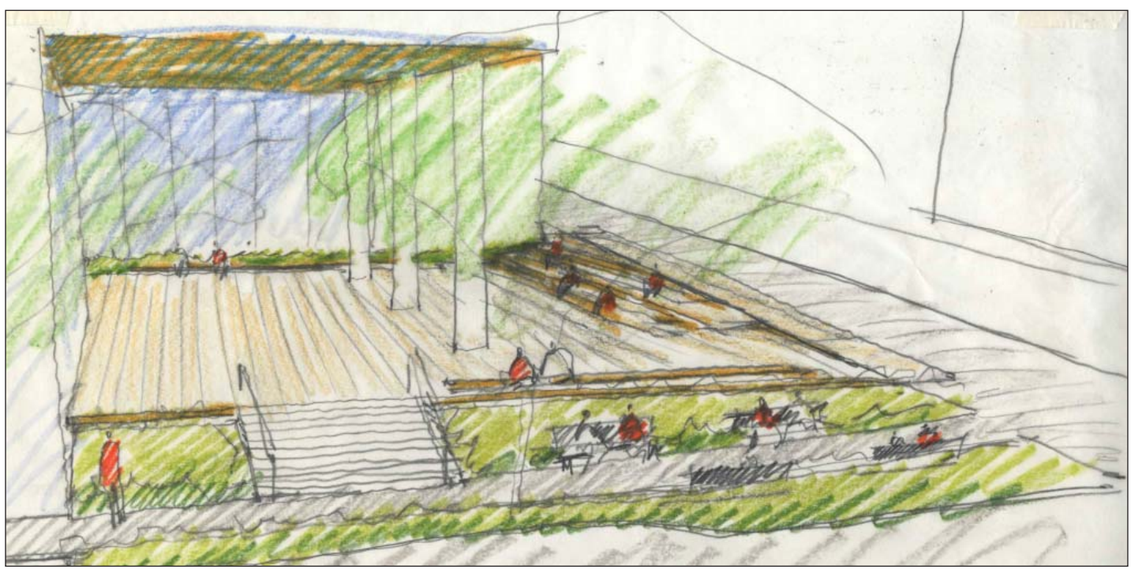
RESPONSE

The Southeast corner of the plaza marks the primary entry of the Convention Center and is the only corner of the project not occupied by retail. The Convention Center program has a major frontage on the plaza, helping to clearly distinguish this entry from the other uses. The entry plaza is the principal outdoor public space of the project connecting pedestrians to the 9th Avenue Market and through the facility via the Mixing Zone to Olive Way. The topography along the plaza helps to define spaces and thresholds, with multiple pathways and points of access at different elevations. A central gathering area is flanked by planted zones providing space for temporary installations or large groups of people to linger.

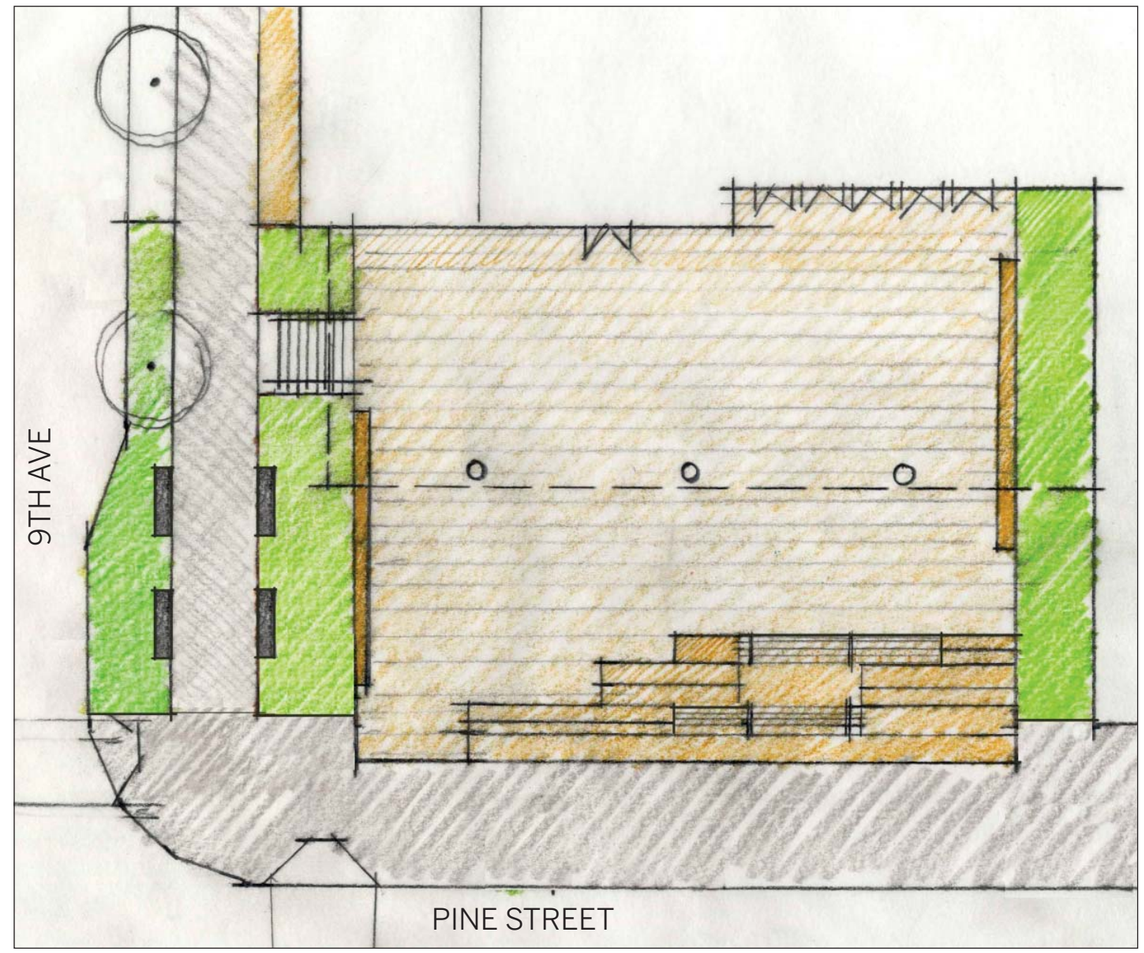
SKETCH VIEW OF PLAZA



PLAZA SECTION



PLAZA PERSPECTIVE



PLAZA PLAN

16 COMMENT - RETAIL

6d: North End of "Mixing Zone": recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below.

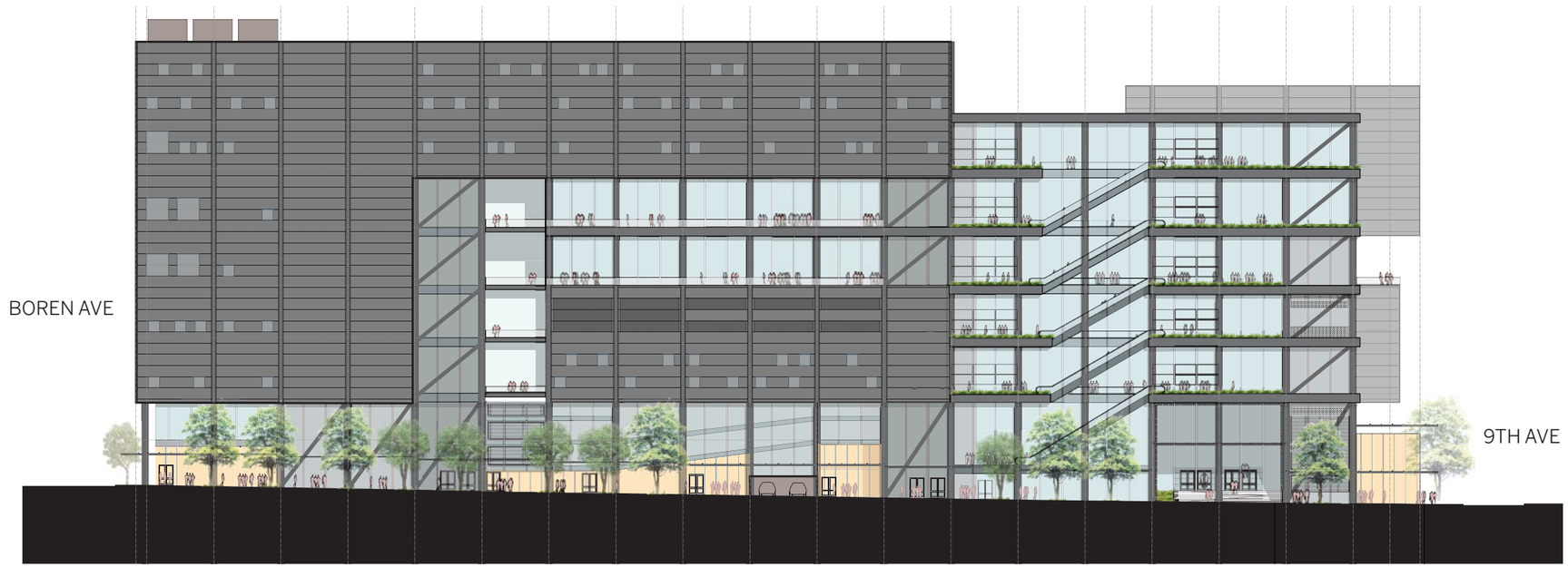
17 COMMENT - RETAIL

7d: Olive Way: more retail frontage, especially near the Terry intersection, and pedestrian activation along the length.

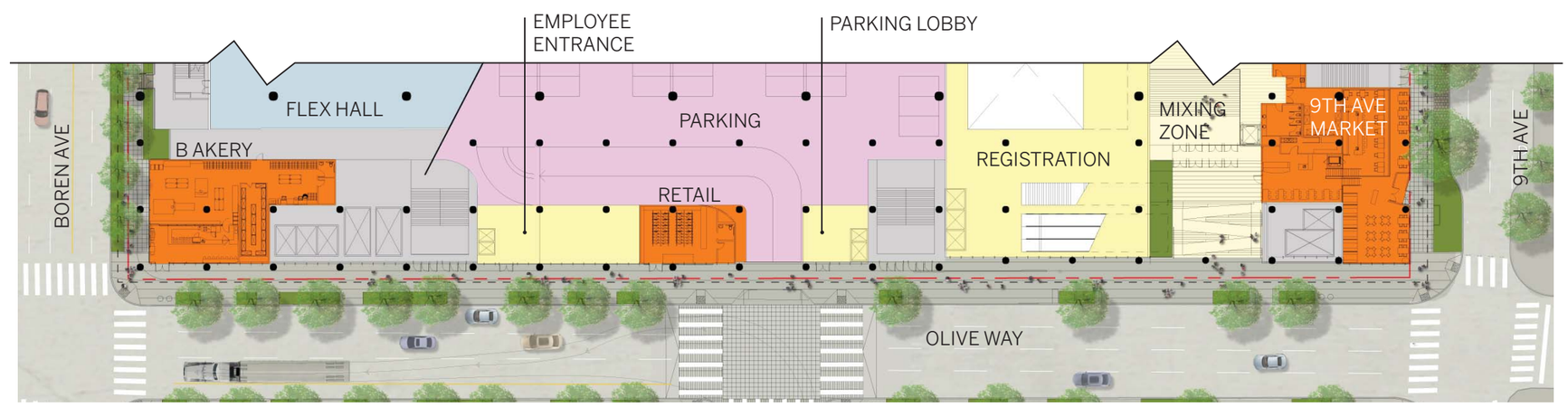
RESPONSE

The north façade of the Convention Center along Olive Way has been further developed to maximize active and transparent uses including additional retail concentrated towards the intersection with Terry Avenue. The remaining vertical circulation and egress stairs will be designed to be engaging to pedestrians along the street frontage.

The employee entry has been shifted to add retail at the Terry Avenue intersection. The Co-development buildings along Terry Avenue have been also developed to create more space at street level and above along Terry Avenue, increasing access to daylight and maximizing views to convention center and north entry at Olive Way.



OLIVE WAY ELEVATION



OLIVE WAY PLAN

4 RESPONSE TO COMMENTS OLIVE WAY

18 COMMENT - NORTH ENTRY & MIXING ZONE

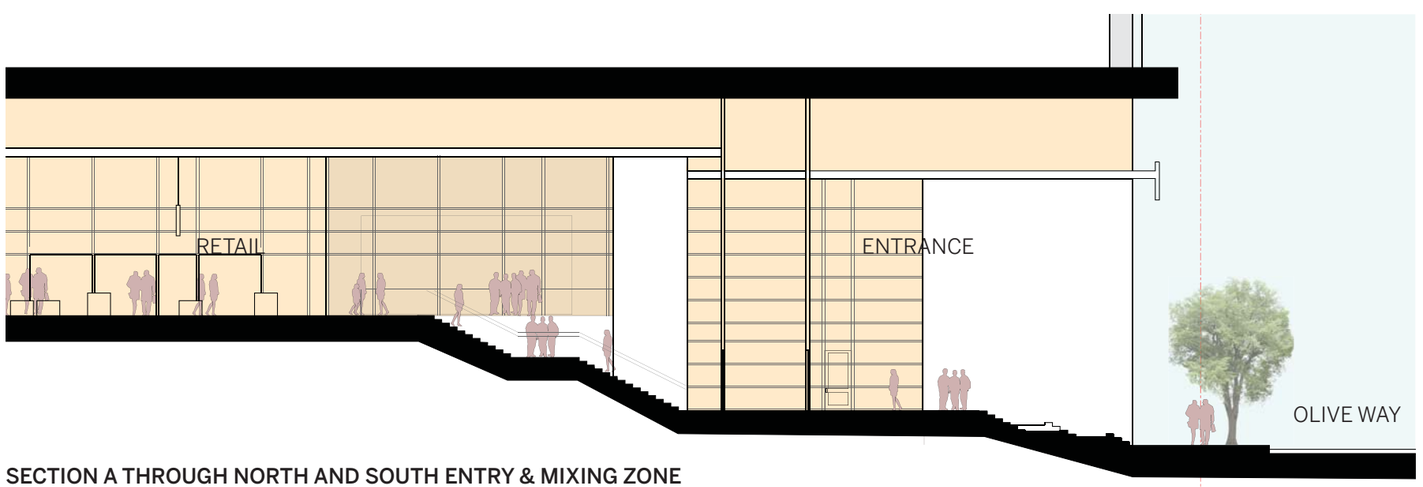
7e: Olive Way - West End: recommended replacing the employee and parking entries with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d).

RESPONSE

The entry into the Mixing Zone from the north has been enlarged to create a clear sense of entry with greater openness and visibility into the facility. The retail at the corner of Olive Way and 9th Avenue has been enlarged and coordinated with the entry sequence topography to activate the stair landing with access to the retail mezzanine. The landscape concept further reinforces the extension of the mixing zone through the building to the sidewalk. The portion of entry stair leading from 9th Avenue has been shifted south to become an integrated piece of the 9th Avenue Market concept that facilitates connections between and through the retail spaces while allowing direct access to the mixing zone.

SKETCH VIEWS OLIVE STAIRS

PLAN OF CORNER RETAIL AT 9TH AVE AND OLIVE WAY



SECTION A THROUGH NORTH AND SOUTH ENTRY & MIXING ZONE

PERSPECTIVE OF CORNER RETAIL AT 9TH AVE AND OLIVE WAY

SKETCH VIEW AT INTERSECTION

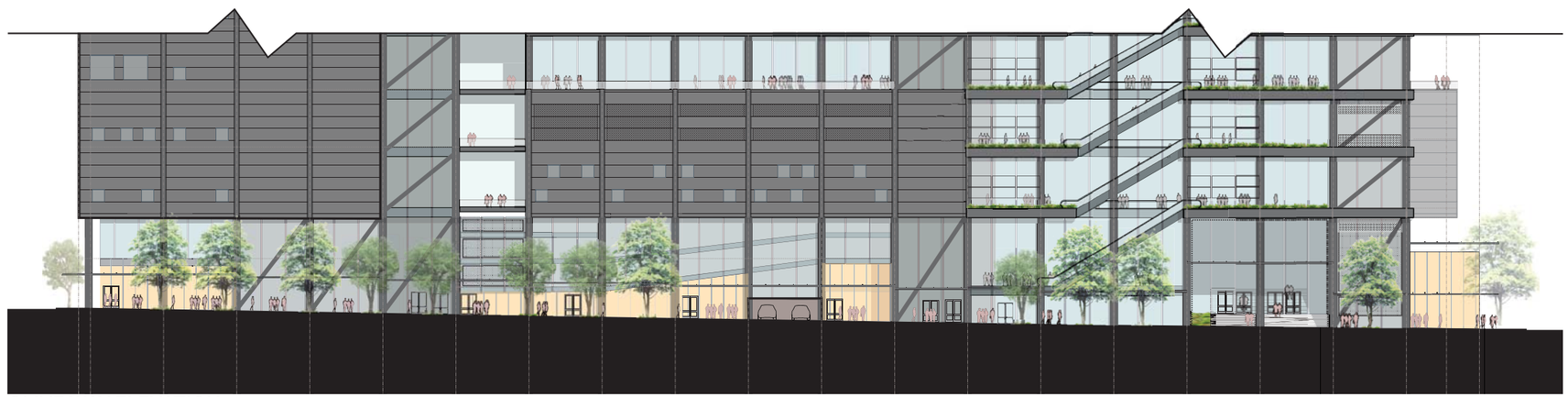
PREVIOUS PERSPECTIVE AT INTERSECTION

19 COMMENT - FRONTAGES

7e: Terry Avenue Terminus: the parking portal should be shifted, or further façade and scale techniques must be developed to mitigate the portal presence, yet provide a suitably scaled visual terminus.

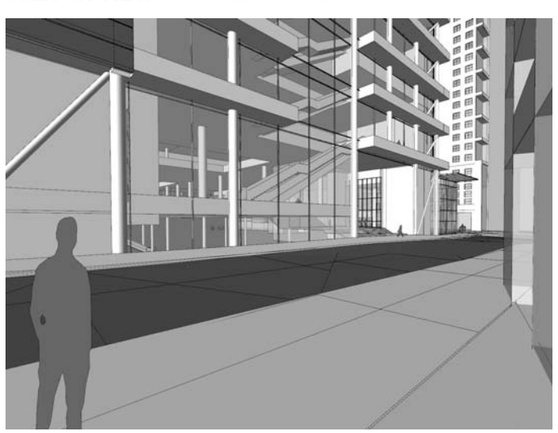
RESPONSE

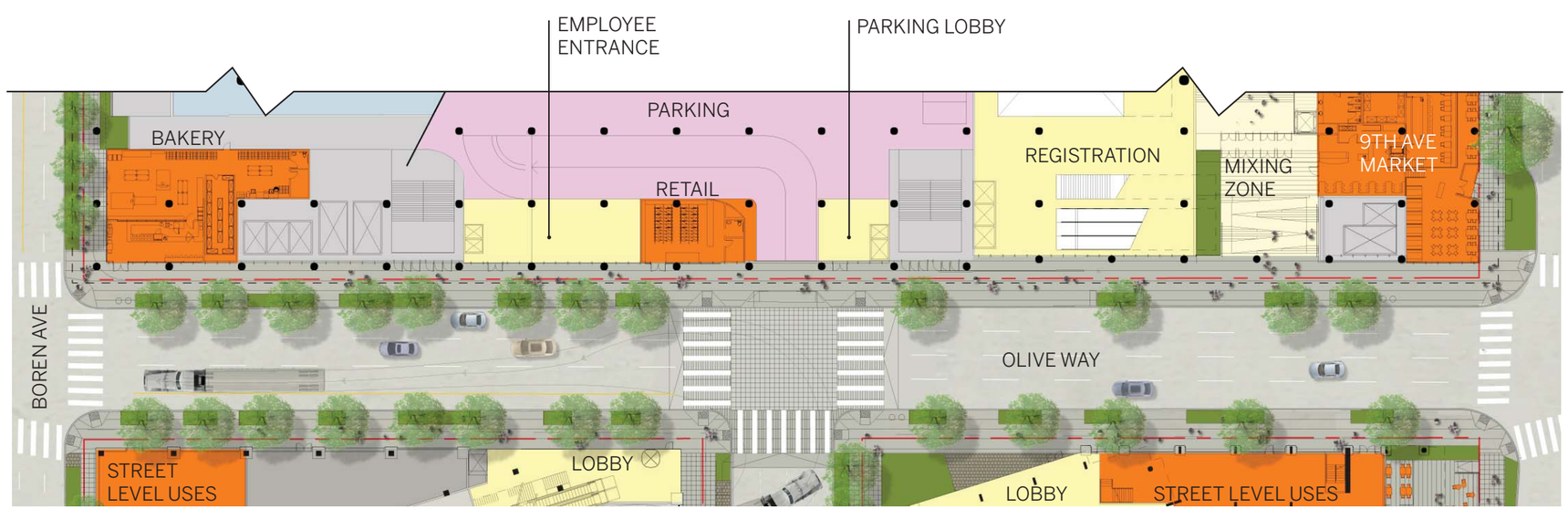
The loading access has been developed to minimize the visual impact of garage entries and provide significant street level uses and lobbies along the frontages, concentrated at all corners. The remaining loading areas will be provide visual interest with screening integrated into the street level façade rhythm and materially to create continuity of the pedestrian experience at street level.



OLIVE WAY ELEVATION

SKETCH VIEW FROM TERRY AVE





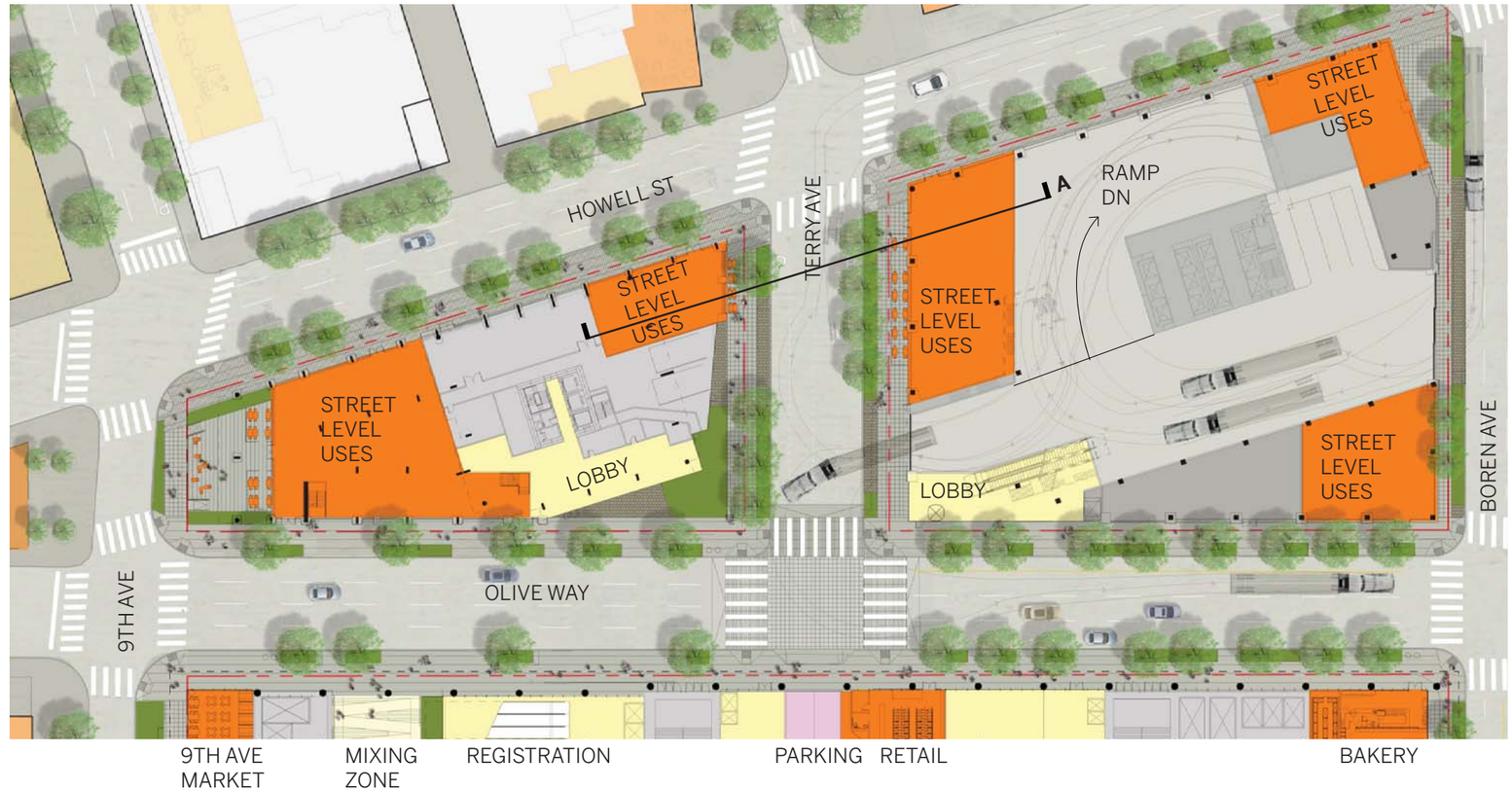
OLIVE WAY PLAN

20 COMMENT - TERMINUS

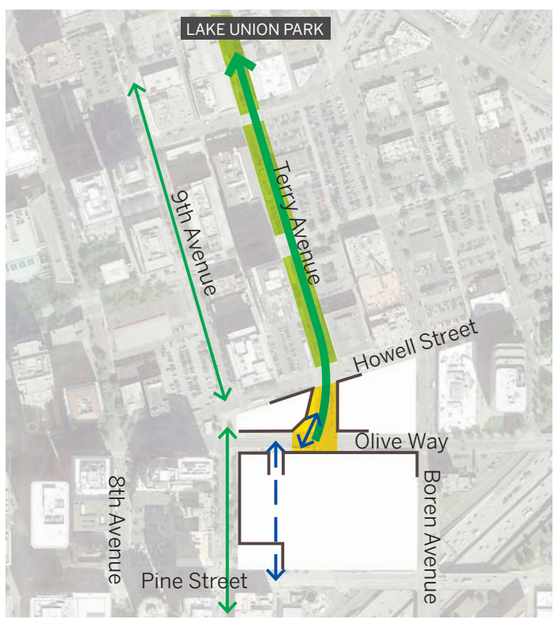
5c: Terry Avenue Frontages: adjacent building walls must be fully composed; the street-level image on pg 47 presented many concerns about large, blank ground level loading doors.

RESPONSE

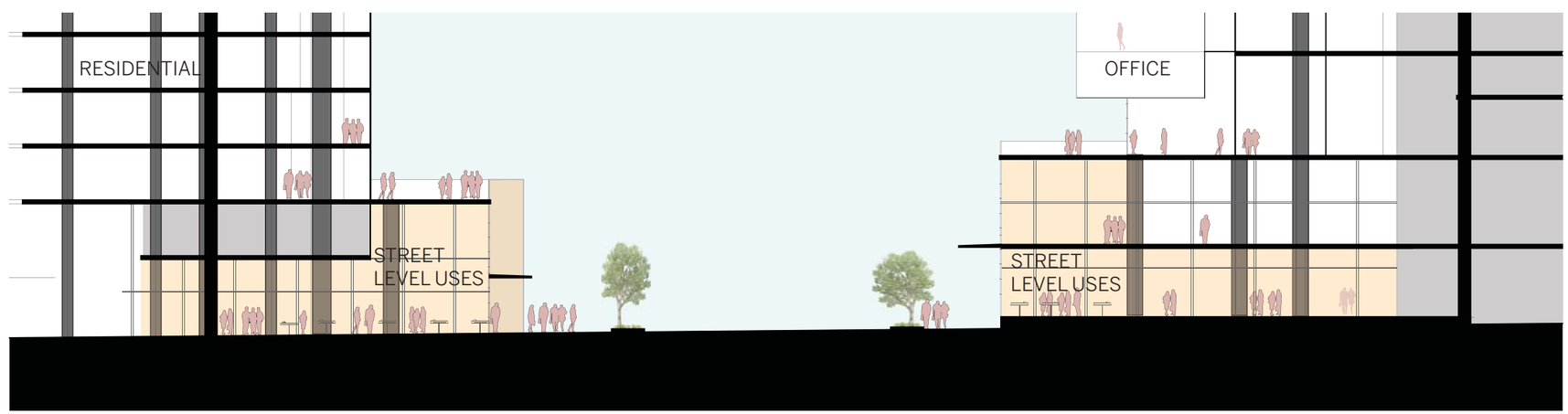
Working with SDOT, the garage access at the signalized intersection at Terry Avenue is deemed the best option to address pedestrian and vehicular conflicts, providing a normalized experience and continuity of the street grid. The garage portal has been flanked with active uses and designed using a driveway apron to prioritize pedestrians and reinforce the continuity of the sidewalk. The building facade promotes a continuity of street level experience at grade, while engaging the shift of Terry Avenue and the termination of the green street on the upper level massing and façade articulation, establishing a block wide shift and building scale visual terminus directing the energy of the green street toward 9th Avenue and the north entry.



TERRY AVE ENLARGED PLAN



TERRY AVE CONCEPTUAL PLAN



TERRY AVE SECTION A

5 PROPOSED DESIGN PLANS + SECTIONS

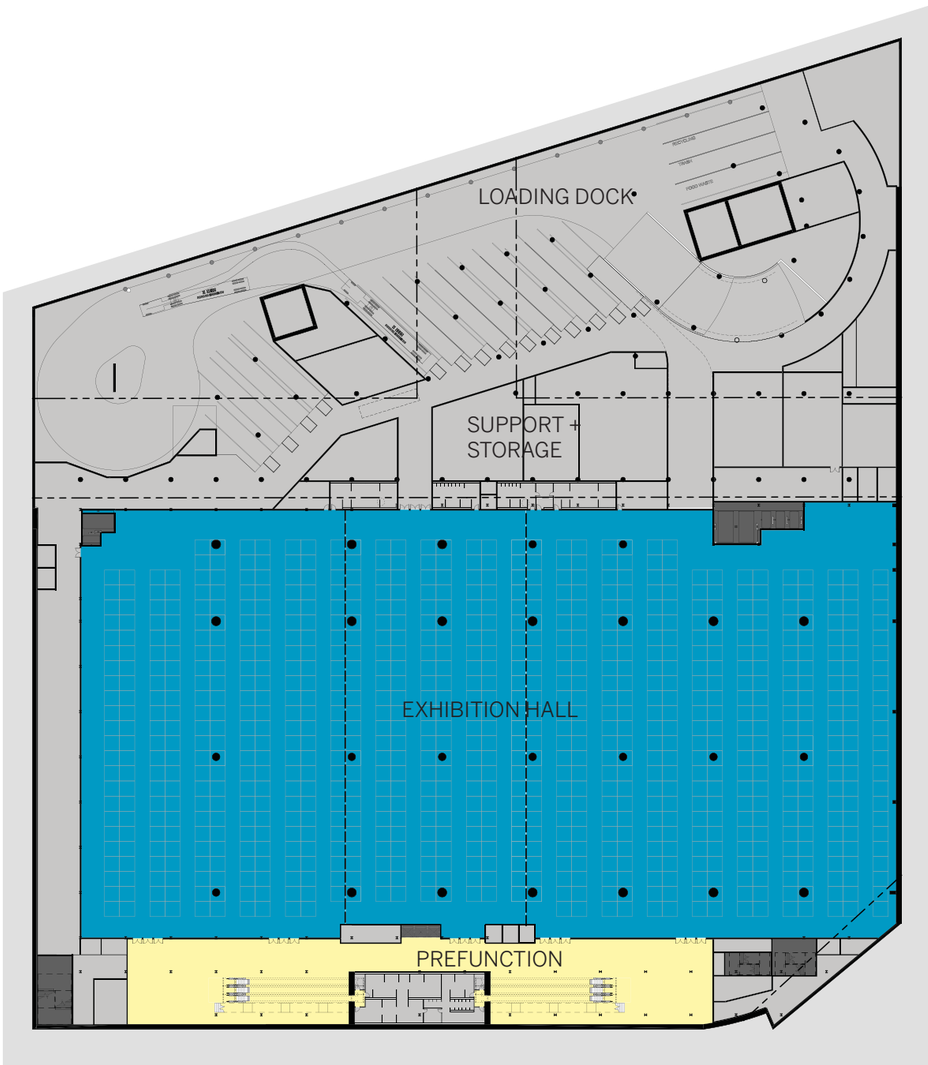
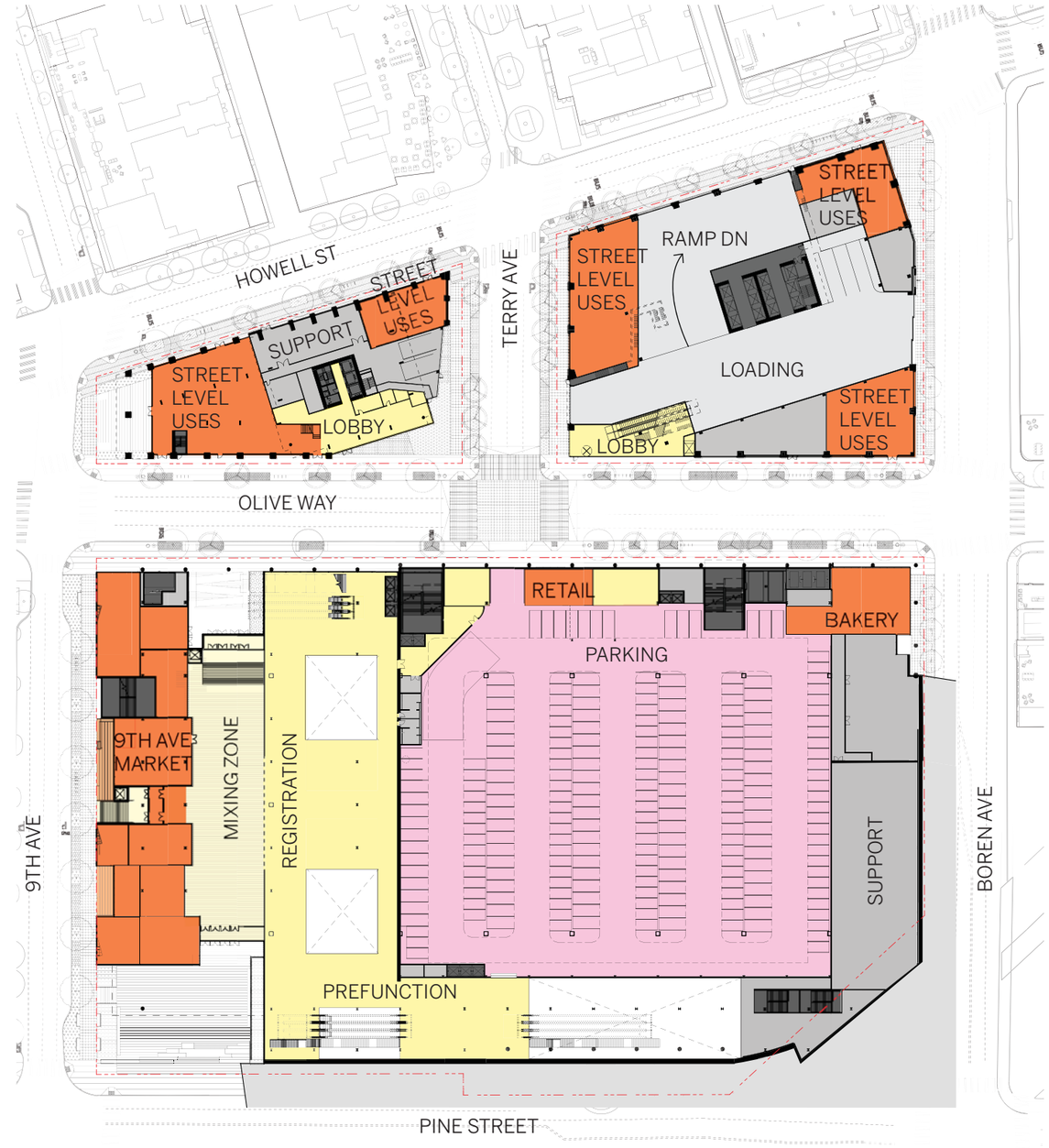
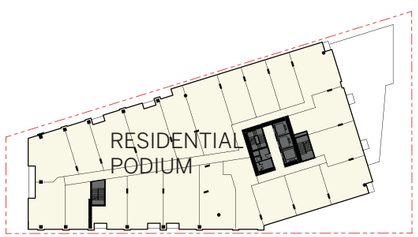


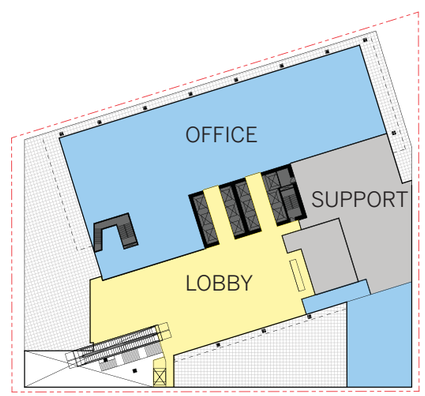
EXHIBIT HALL AND LOADING DOCK

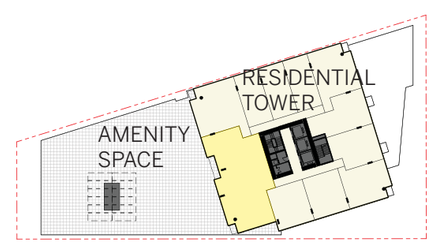


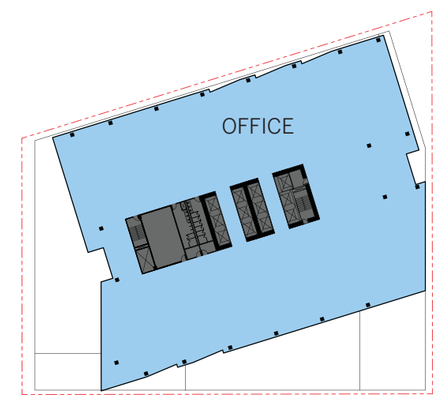
LOBBY PLAN

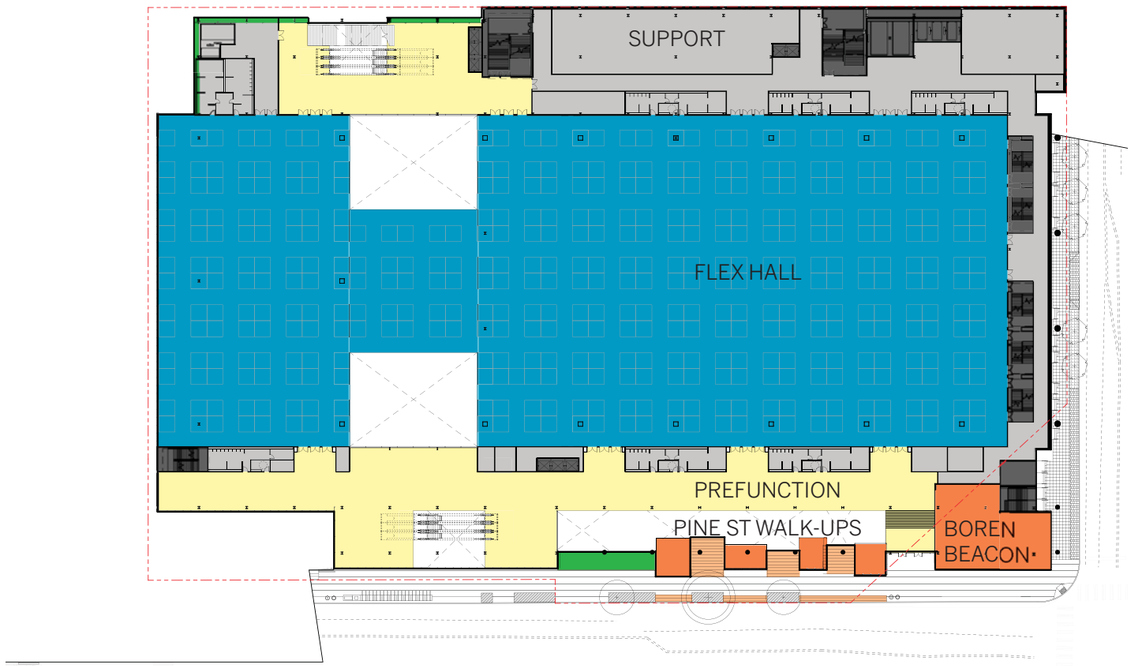
5 PROPOSED DESIGN PLANS + SECTIONS



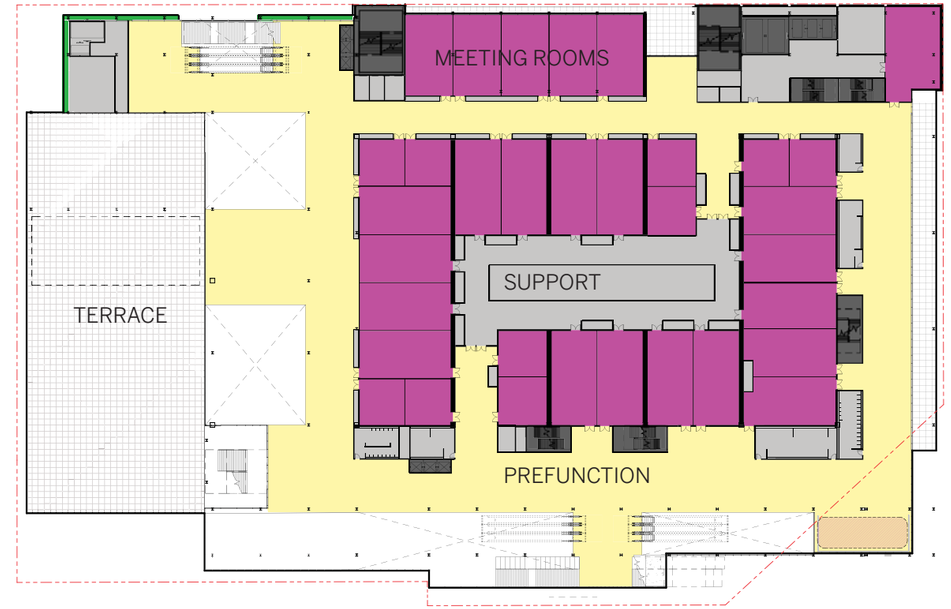








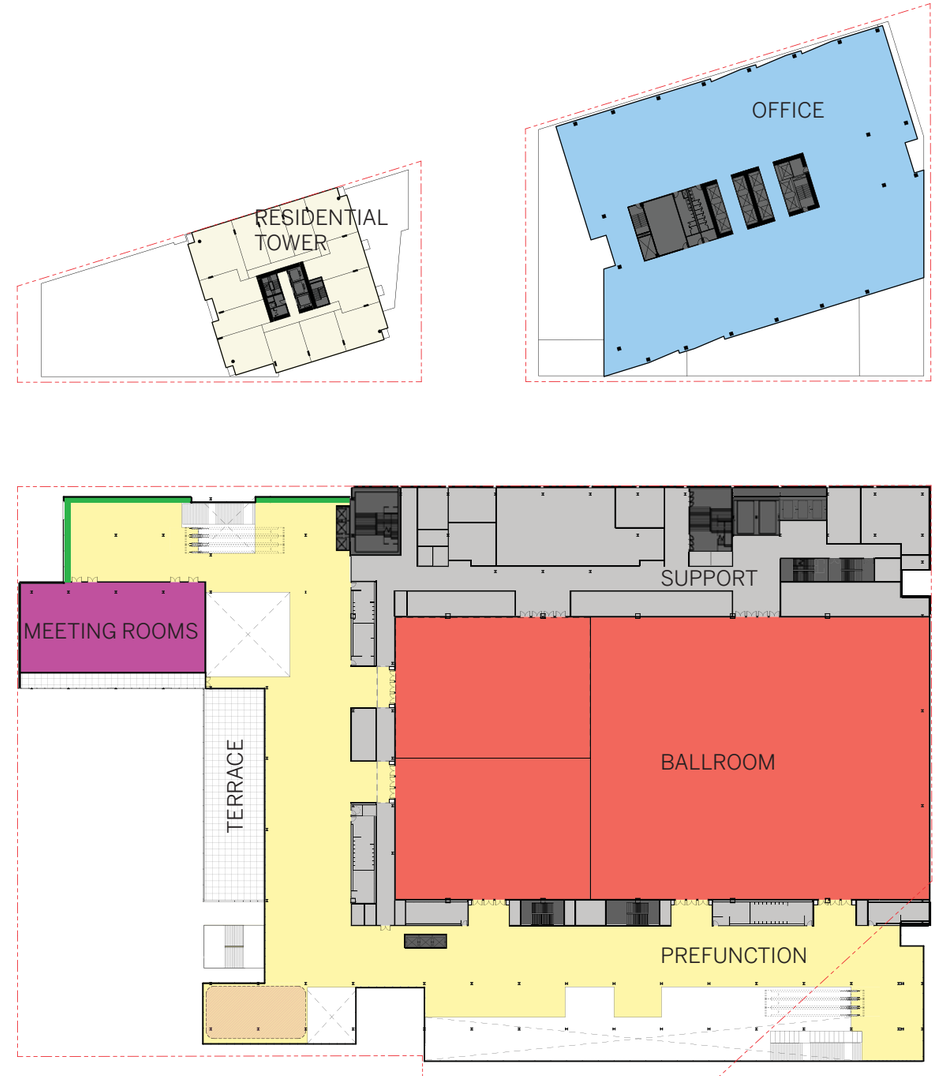
FLEX HALL



LOWER MEETING

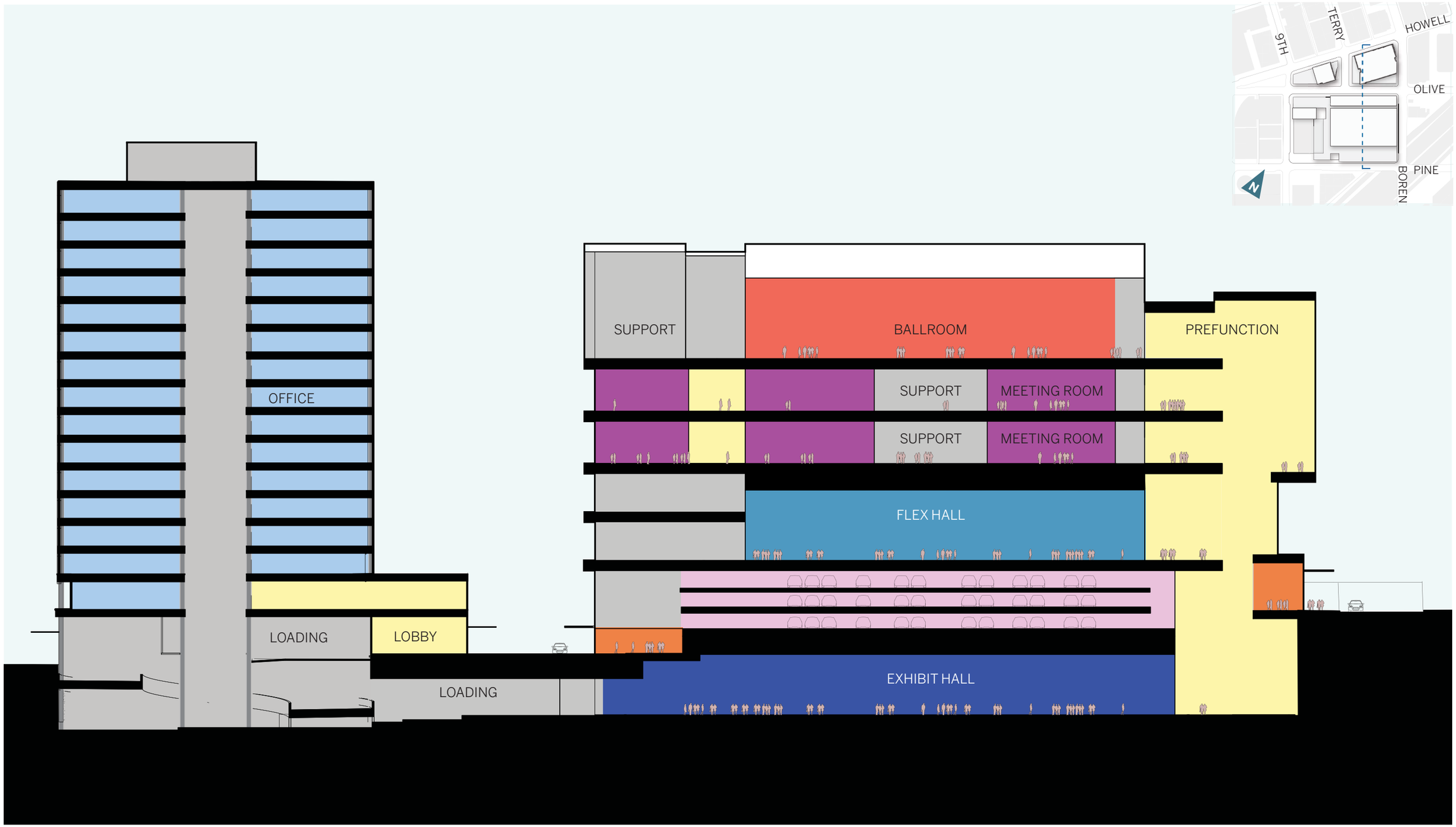
5 PROPOSED DESIGN PLANS + SECTIONS

UPPER MEETING



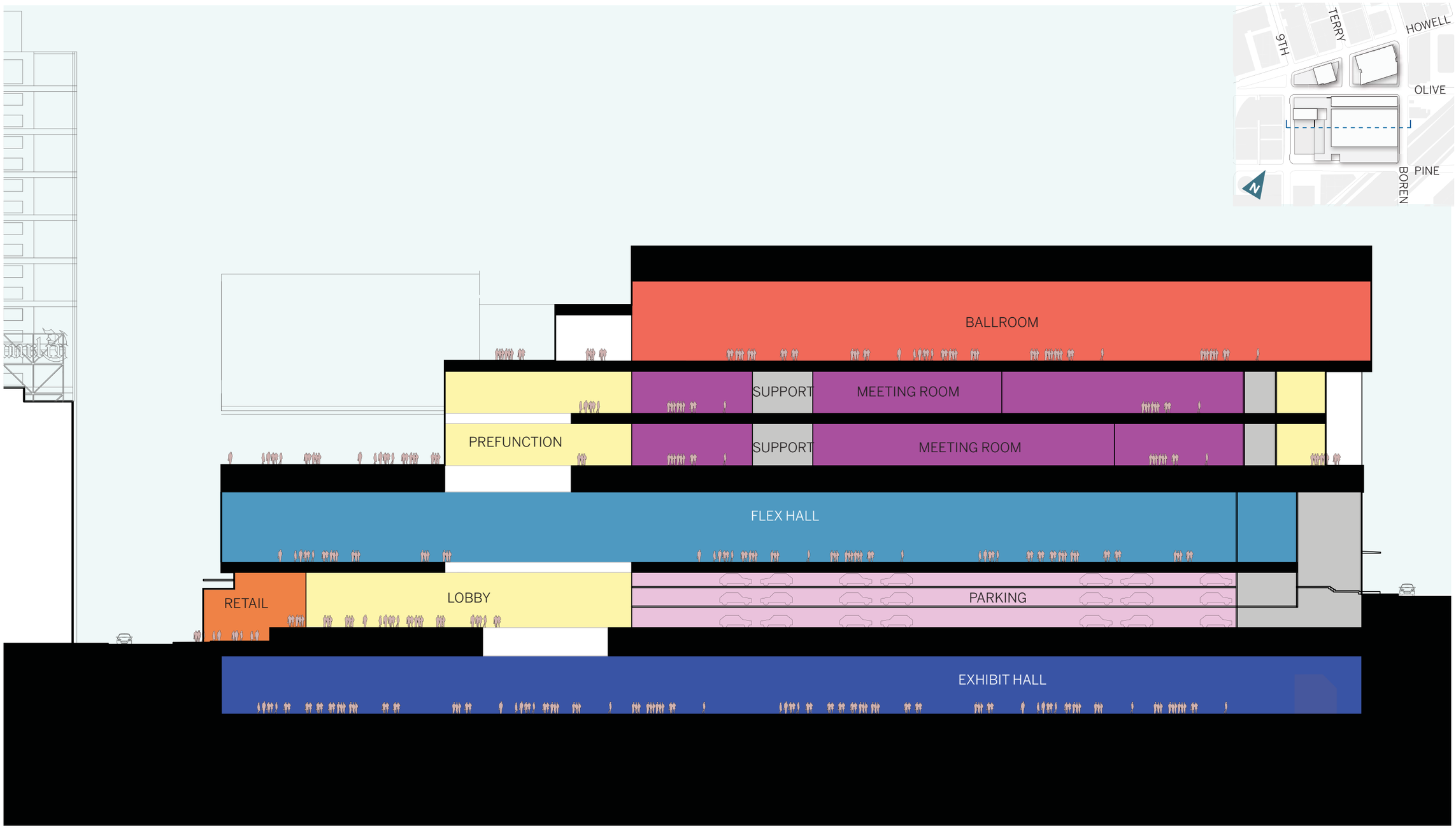
BALLROOM

5 PROPOSED DESIGN PLANS + SECTIONS



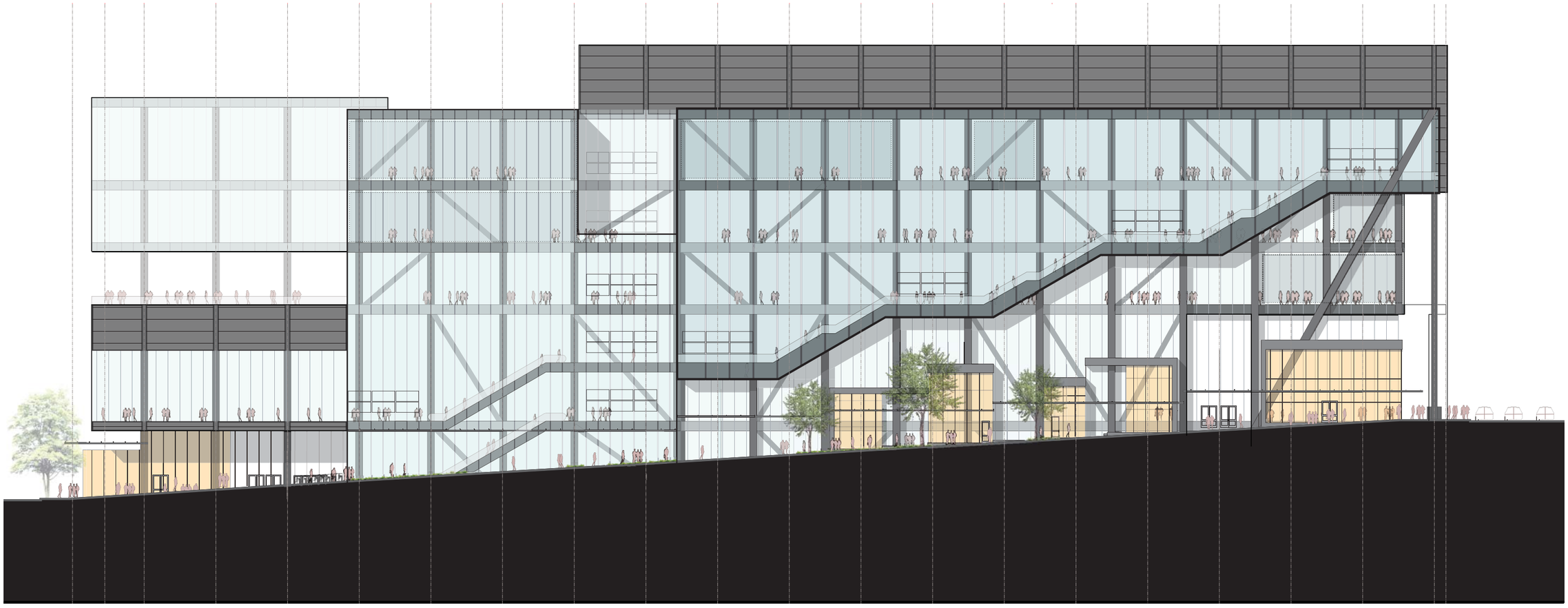
FULL BUILDING ELEVATION

5 PROPOSED DESIGN PLANS + SECTIONS

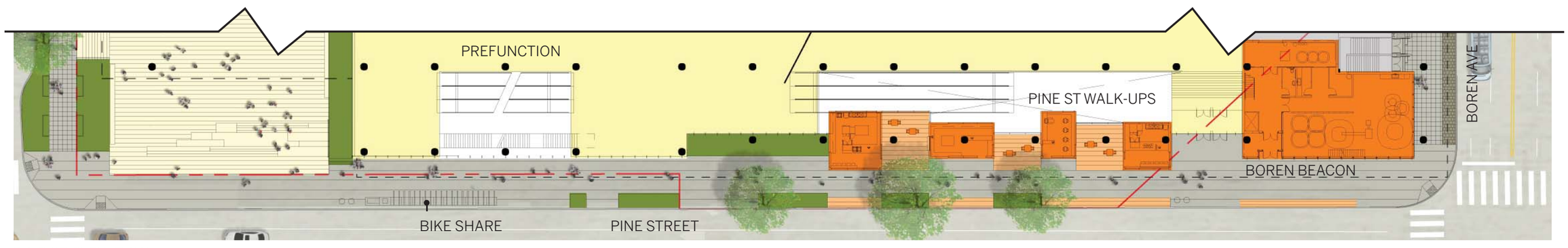


FULL BUILDING ELEVATION

5 PROPOSED DESIGN PLANS + SECTIONS

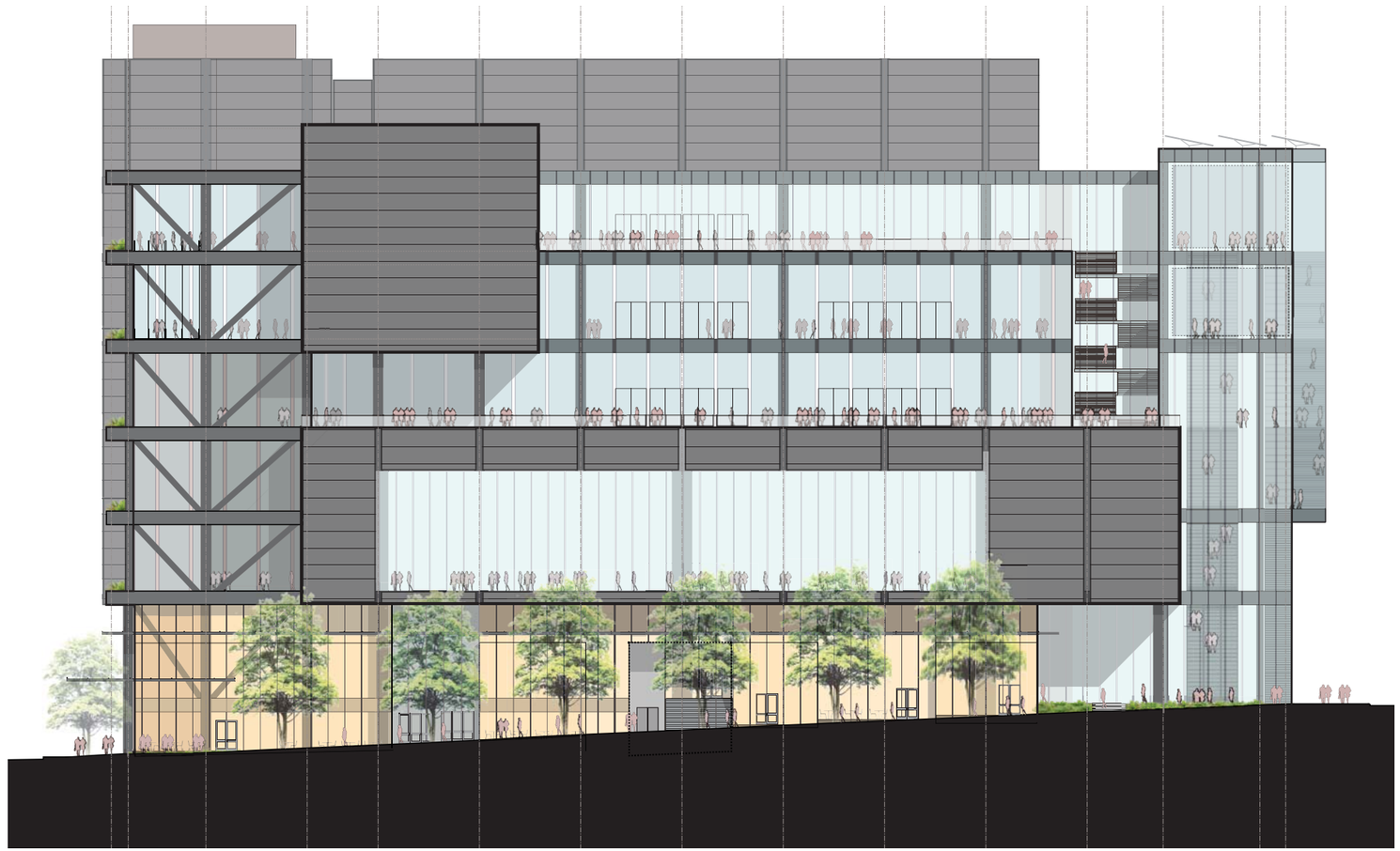


PINE ST PLAN



PINE ST ELEVATION

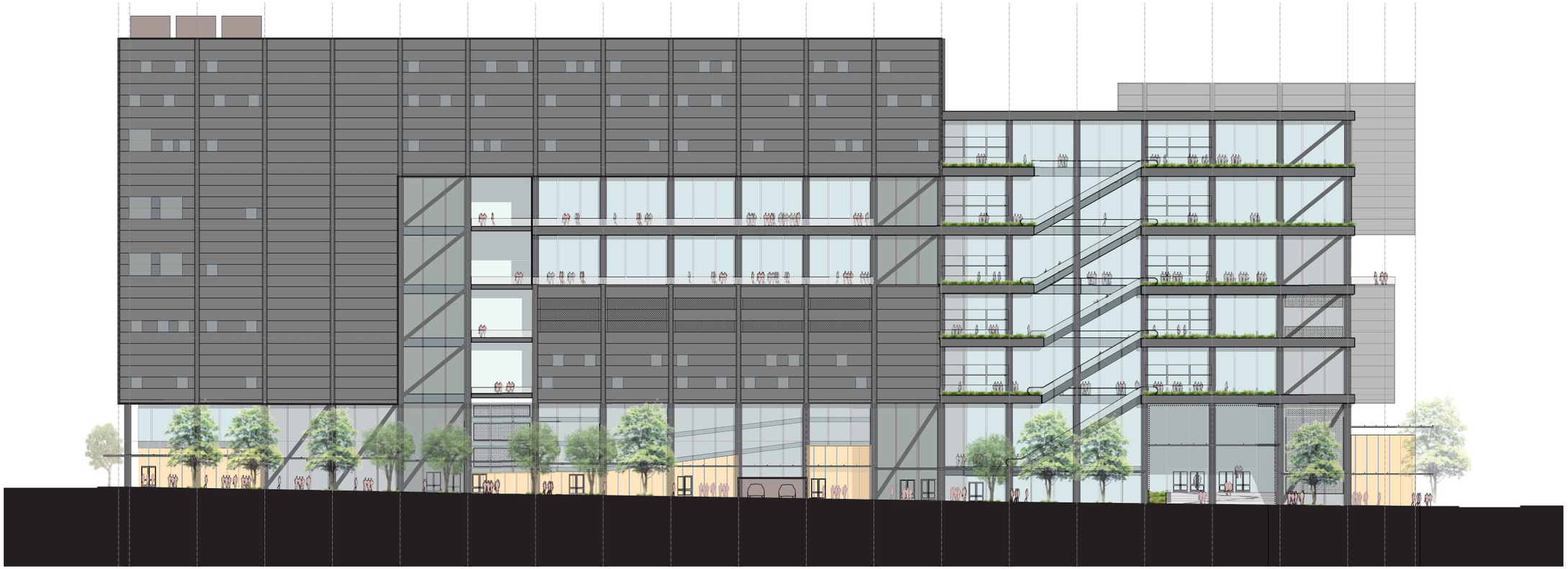
5 PROPOSED DESIGN PLANS + SECTIONS



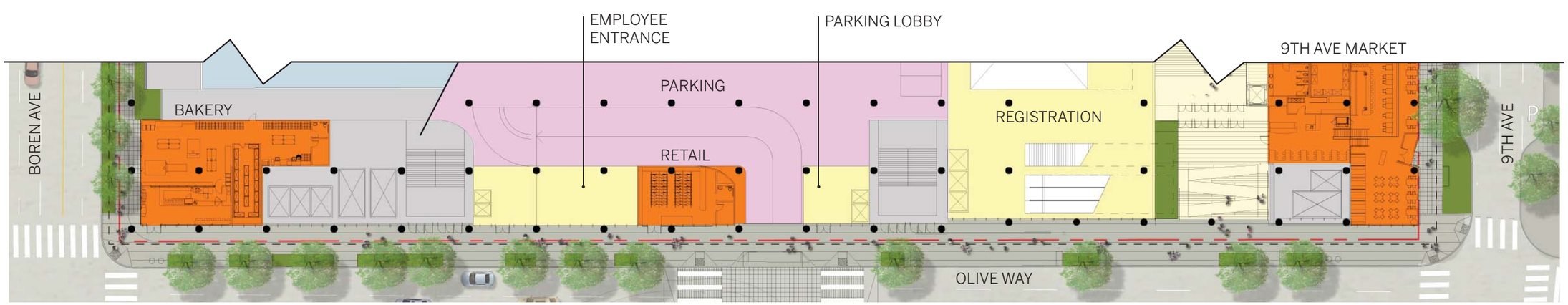
9TH AVE ELEVATION OF MIXING ZONE

9TH AVE PLAN OF MIXING ZONE

5 PROPOSED DESIGN PLANS + SECTIONS

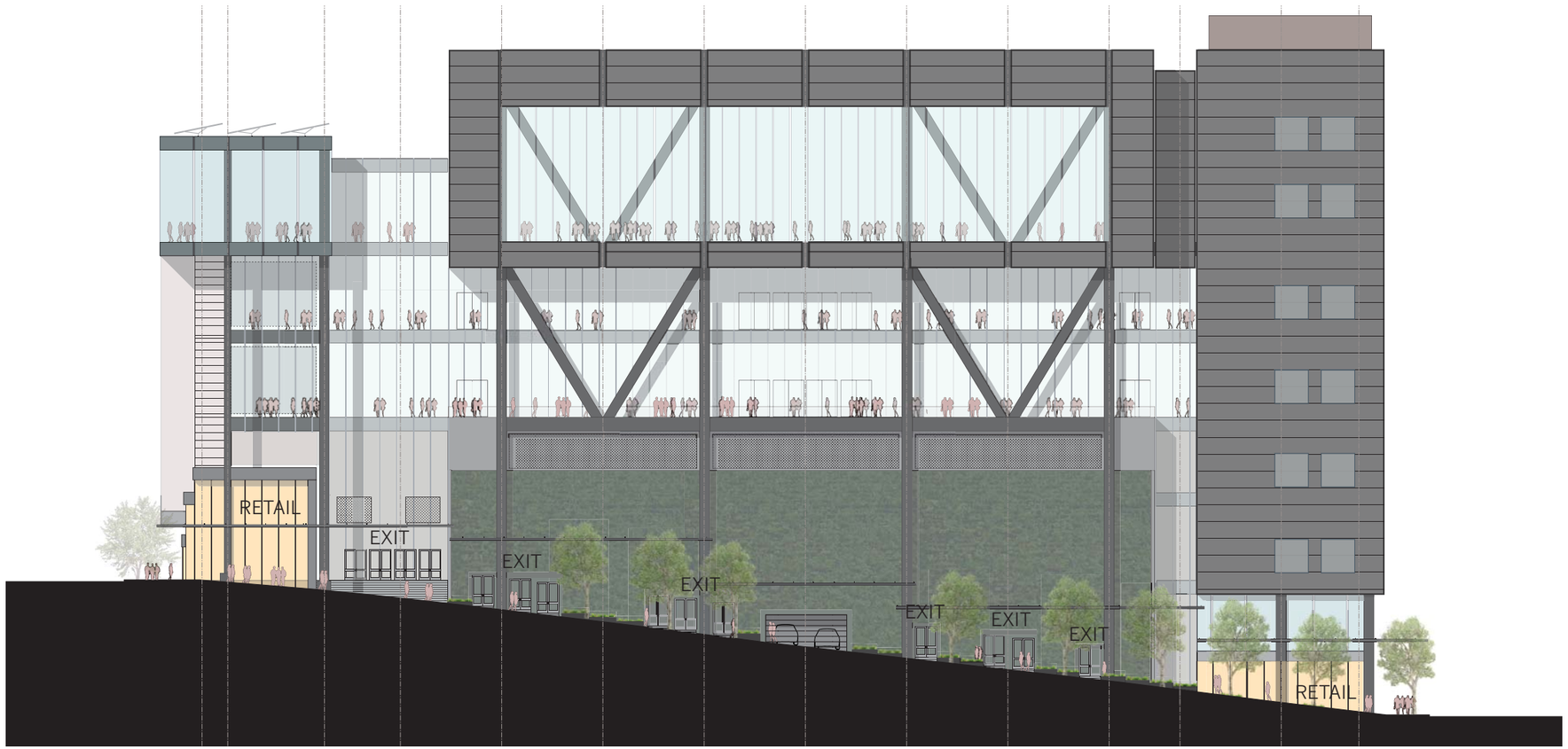


OLIVE WAY ELEVATION

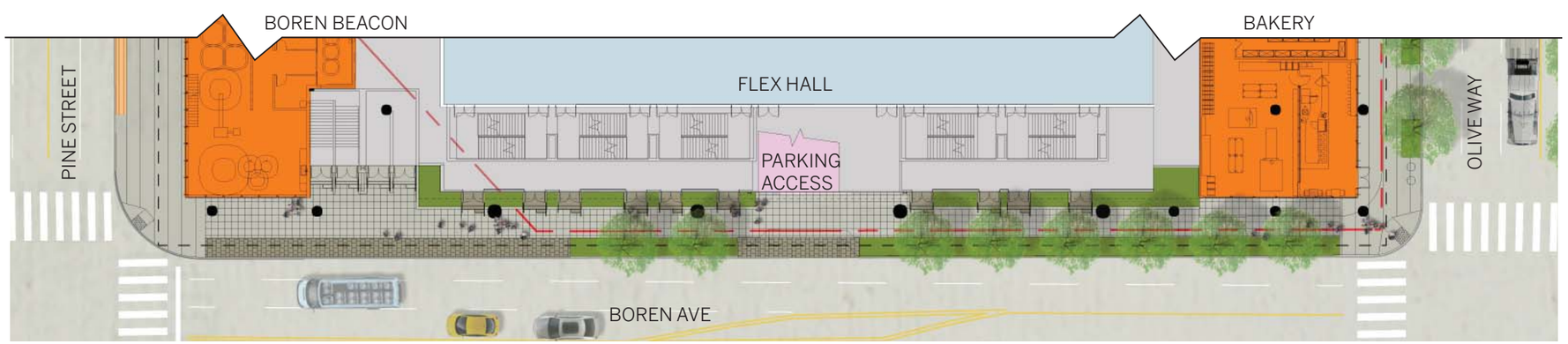


OLIVE WAY PLAN

5 PROPOSED DESIGN PLANS + SECTIONS

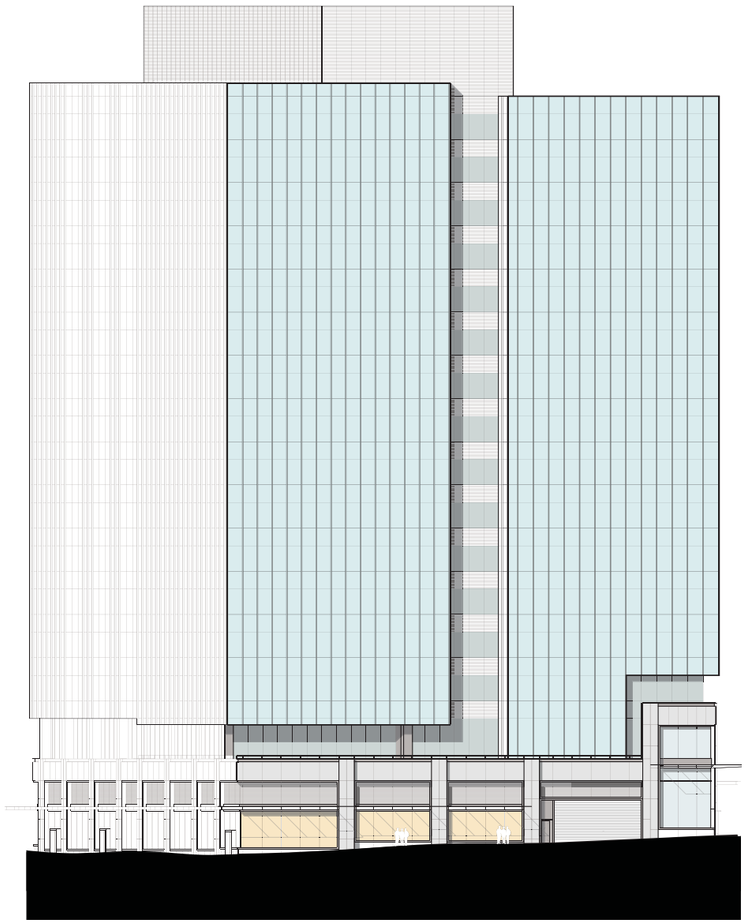


ENLARGED BOREN AVE ELEVATION

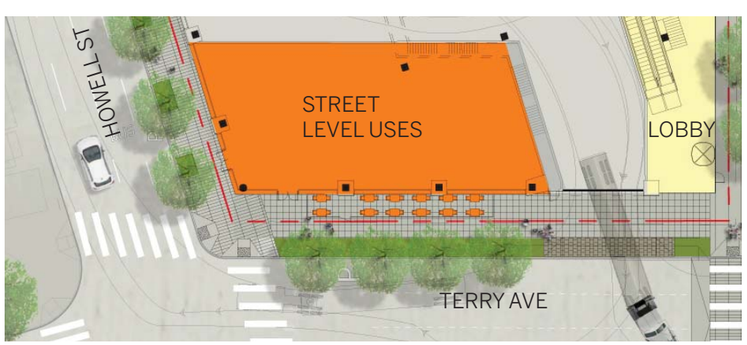


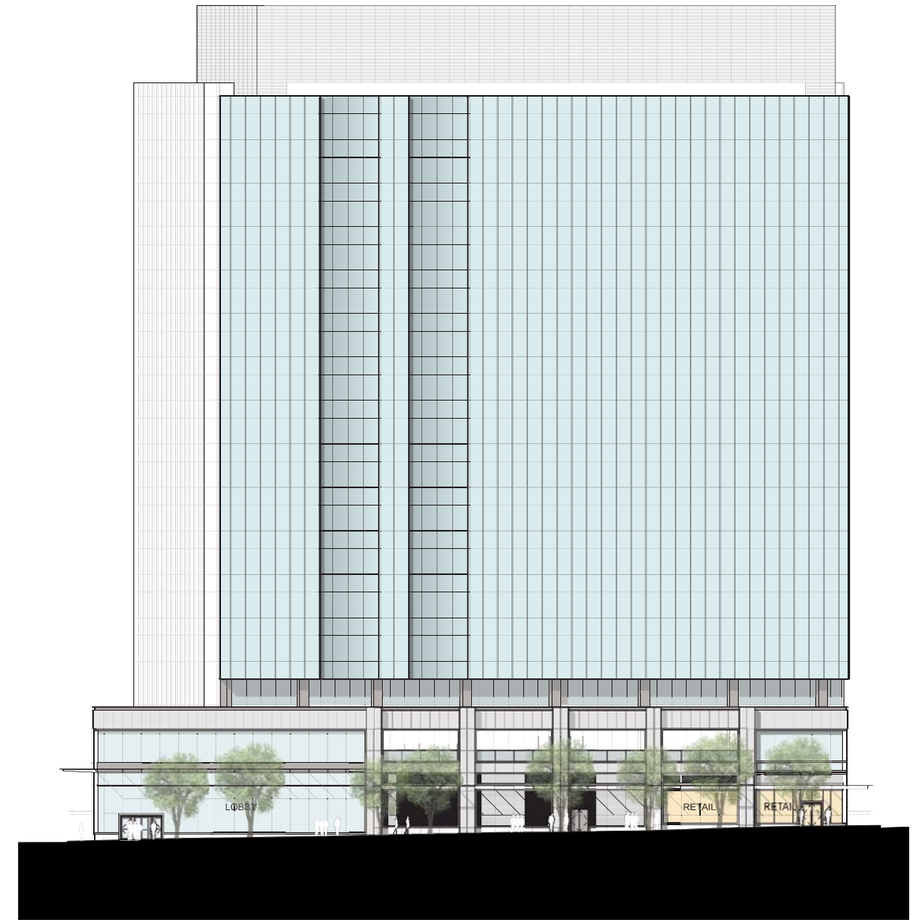
ENLARGED BOREN AVE PLAN

5 PROPOSED DESIGN PLANS + SECTIONS



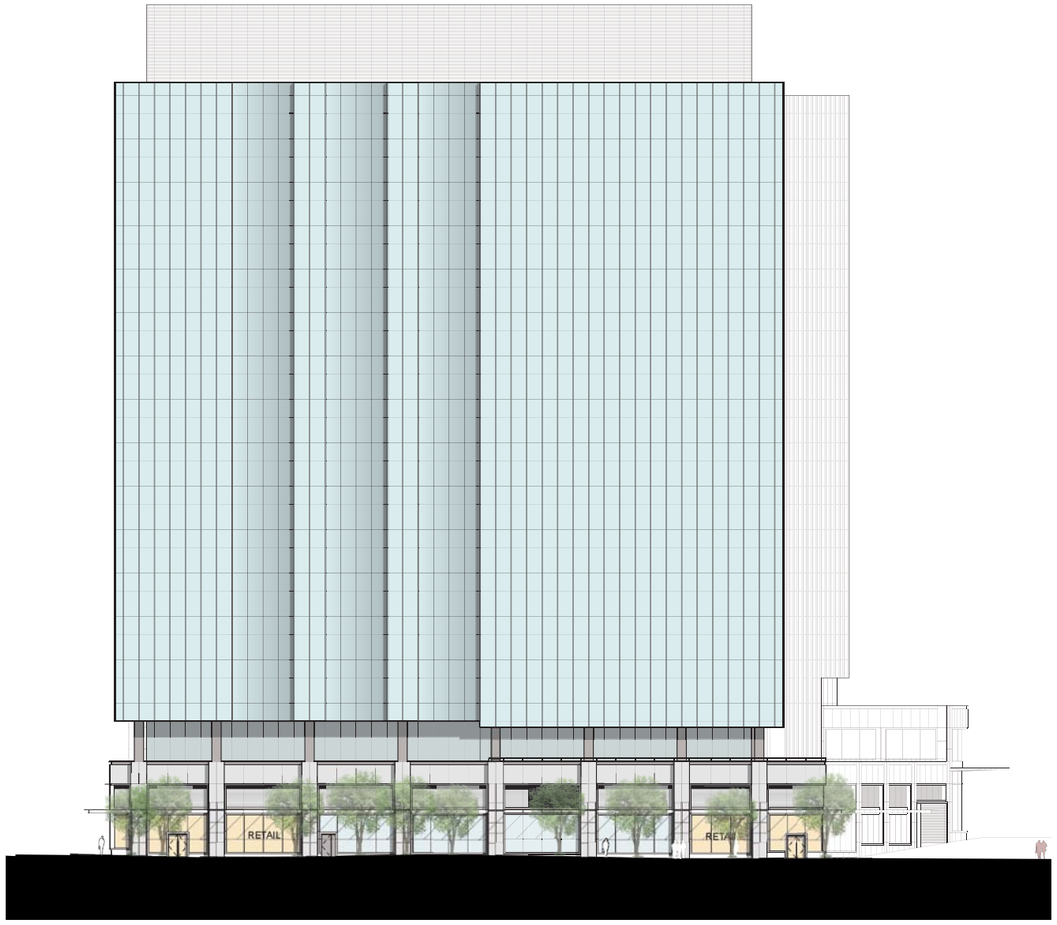
TERRY AVE ELEVATION AND PLAN



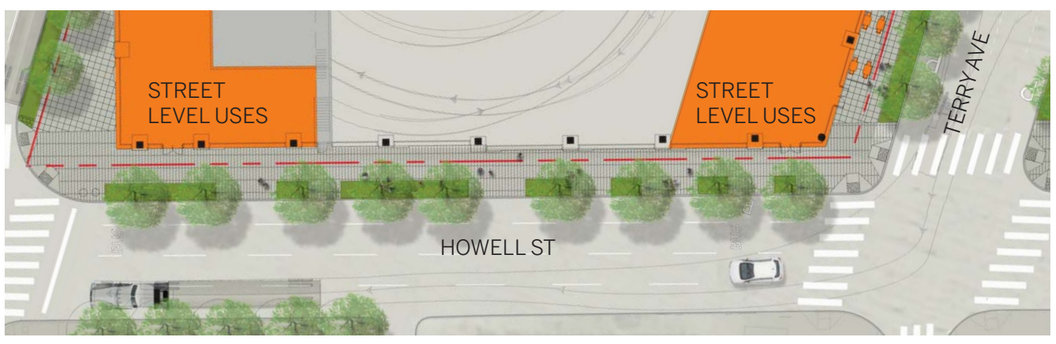


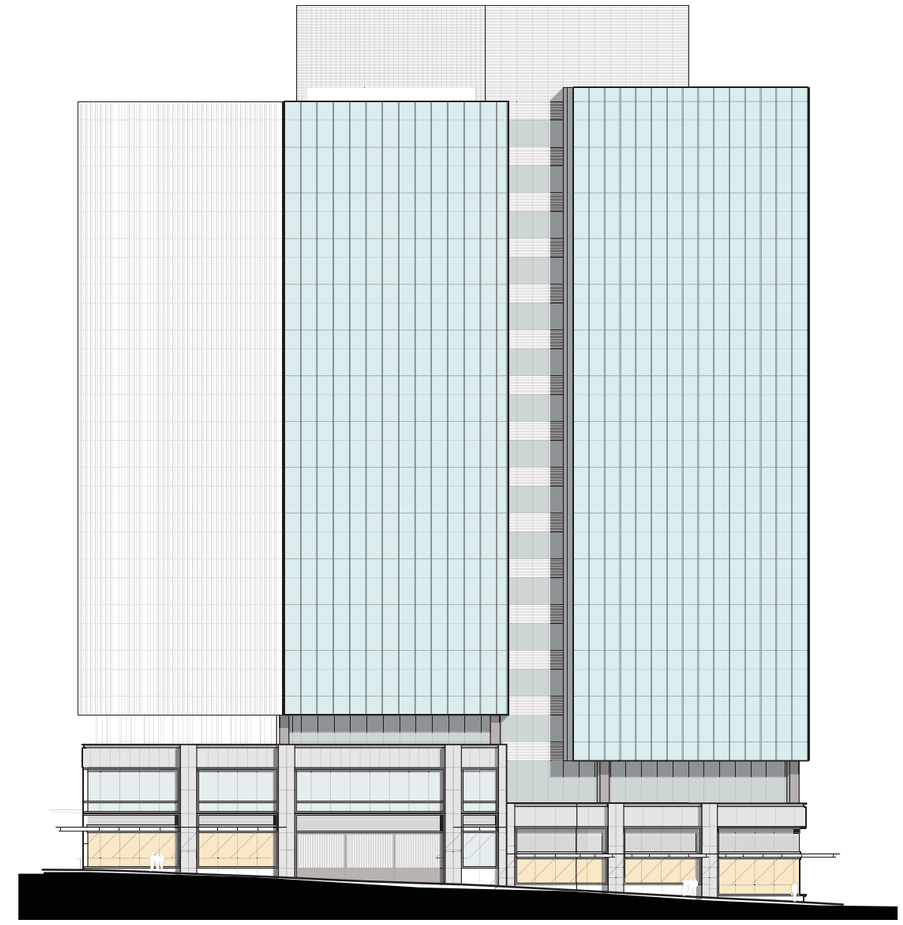
OLIVE WAY ELEVATION AND PLAN

5 PROPOSED DESIGN PLANS + SECTIONS

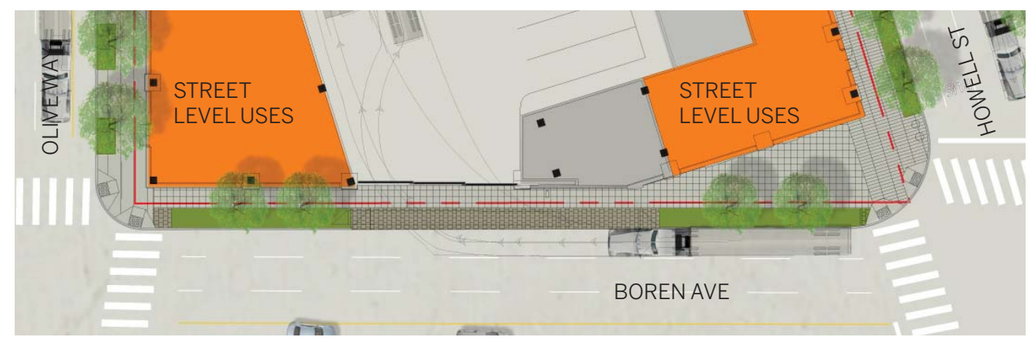


HOWELL ST ELEVATION AND PLAN

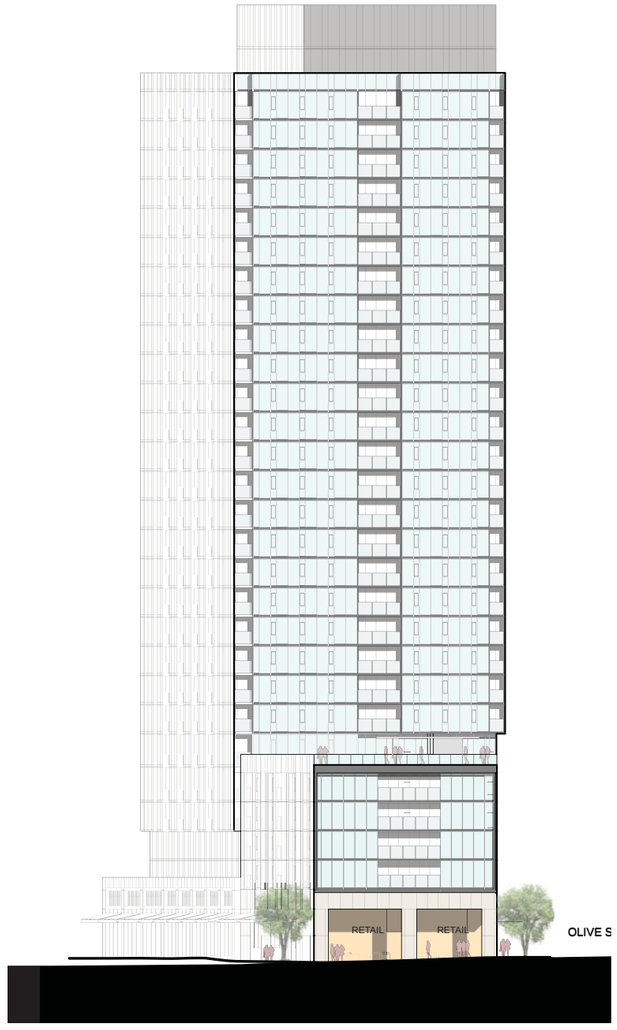




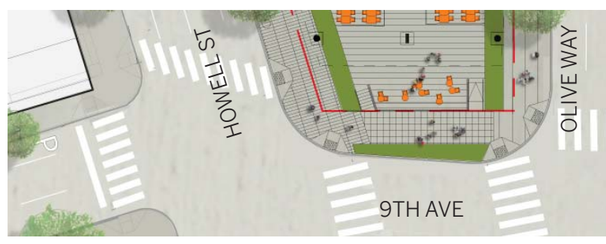
BOREN ST ELEVATION AND PLAN

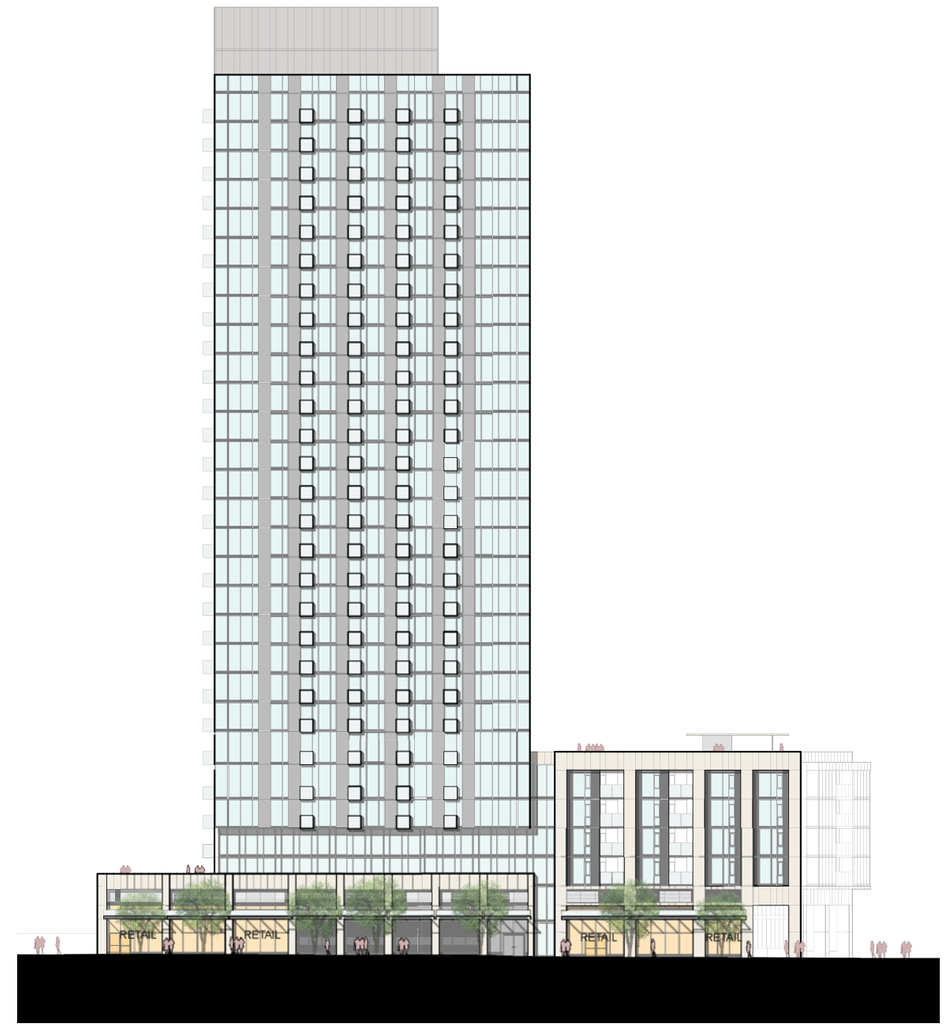


5 PROPOSED DESIGN PLANS + SECTIONS

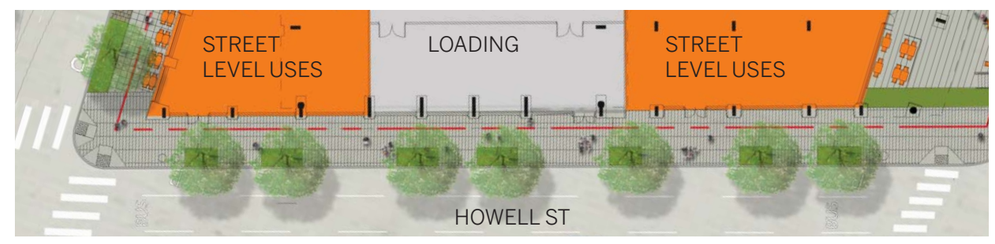


9TH AVE ELEVATION AND PLAN



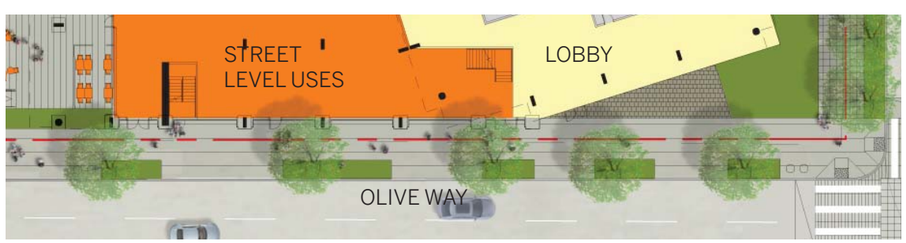


HOWELL ST ELEVATION AND PLAN

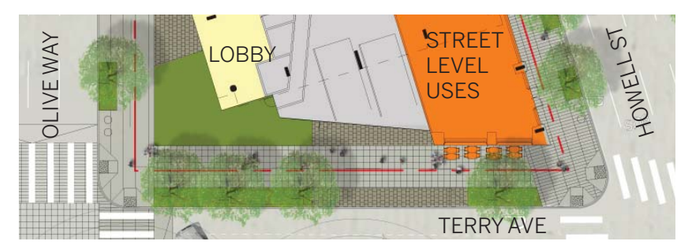


5 PROPOSED DESIGN PLANS + SECTIONS

OLIVE WAY ELEVATION AND PLAN



TERRY ST ELEVATION AND PLAN



6 DESIGN GUIDELINES OBSERVATIONS & OPPORTUNITIES

SITE PLANNING & MASSING

A-1 Respond to the Physical Environment

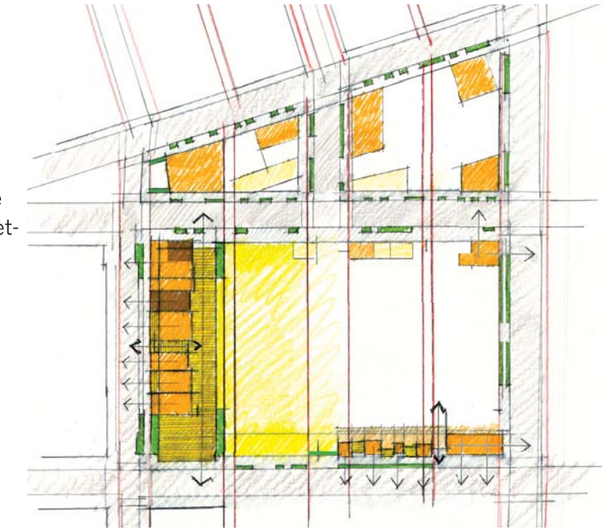
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

The proposal's massing will include a response to its innate programmatic needs and its location at the intersection of a multiplicity of diverse Seattle neighborhoods.

B-3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and street-scape characteristics of nearby development.

The proposal will infuse the attributes of the civic scale of downtown with the vibrancy of adjacent neighborhoods like Capitol Hill, reinforcing active urban streets with dynamic architectural character.



ARCHITECTURAL EXPRESSION

B-2 Create a Transition in Bulk & Scale

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

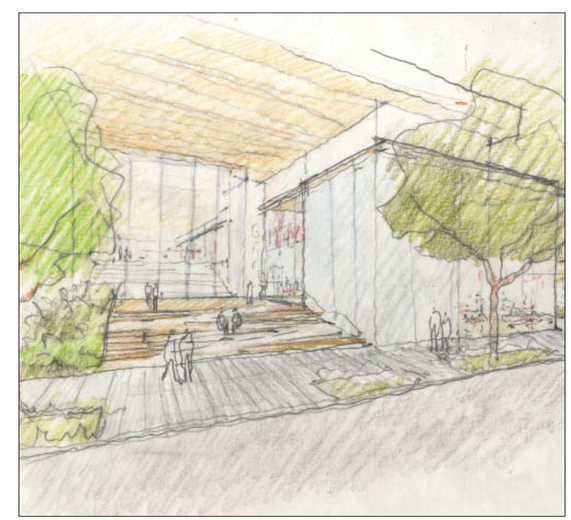
The proposal will occupy a smaller envelope than is possible by code, creating a transition on the edge of downtown to the smaller scale neighborhoods to the east. Terraces, lobbies, and retail provide opportunities to compose the building mass appropriate to its context.

THE STREETSCAPE

C-1 Promote Pedestrian Interaction

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

The street-scape will be designed to promote a vibrant urban pedestrian experience. Views into the building along with landscape elements, pedestrian amenities, street level lobbies, and retail will be employed to activate the street.

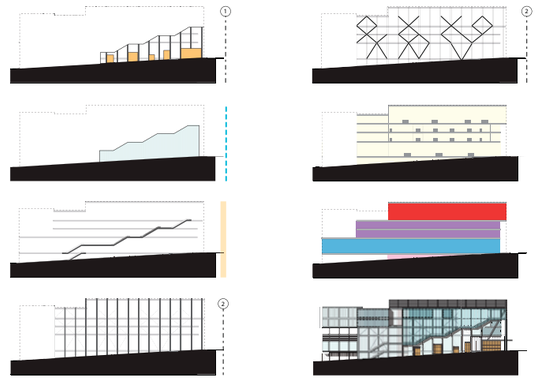


6 DESIGN GUIDELINES OBSERVATIONS & OPPORTUNITIES

C-2 Design Facades of Many Scales

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

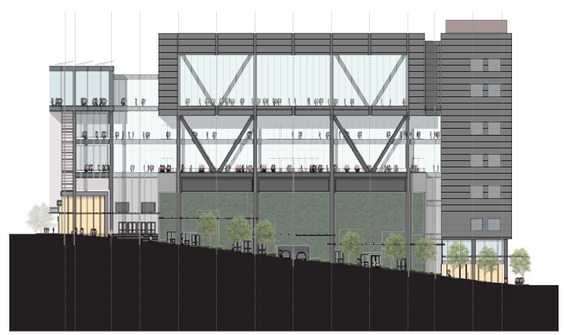
The proposal will incorporate architectural features that will respond to the scale of the pedestrian as well as the larger urban form.



C-3 Provide Active–Not Blank–Facades

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

The proposal will carefully consider the layout and character of support spaces within the building to limit the amount of blank facades, particularly at the pedestrian level. Pedestrian edges will be designed to allow visual access/ transparency to both the public and private spaces of the building. This strategy sustains visual interest all along the pedestrian path, enhancing the overall experiential quality at street level.

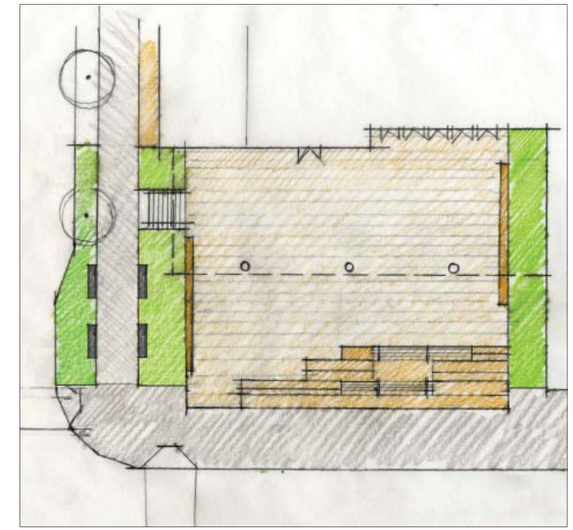


PUBLIC AMENITIES

D-1 Provide Inviting & Usable Open Space

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

The proposal will consider opportunities for open space that provide both an amenity to the occupants of the facility, as well as contributing to a vibrant inviting urban street-scape.



D-3 Enhance Elements that Define the Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

Each unique condition contributes to the urban framework. The site's distinct edges create the potential for special moments enriched by the partnering of the building and the street-scape, as exemplified by the Pine Street Gallery, 9th Avenue Market, Boren Avenue Beacon and Terry Avenue 'shared street' concepts.

VEHICULAR ACCESS & PARKING

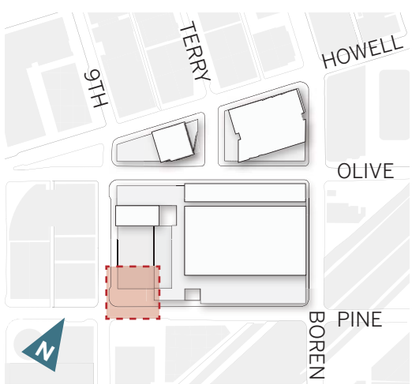
E-3 Minimize the Presence of Service Areas

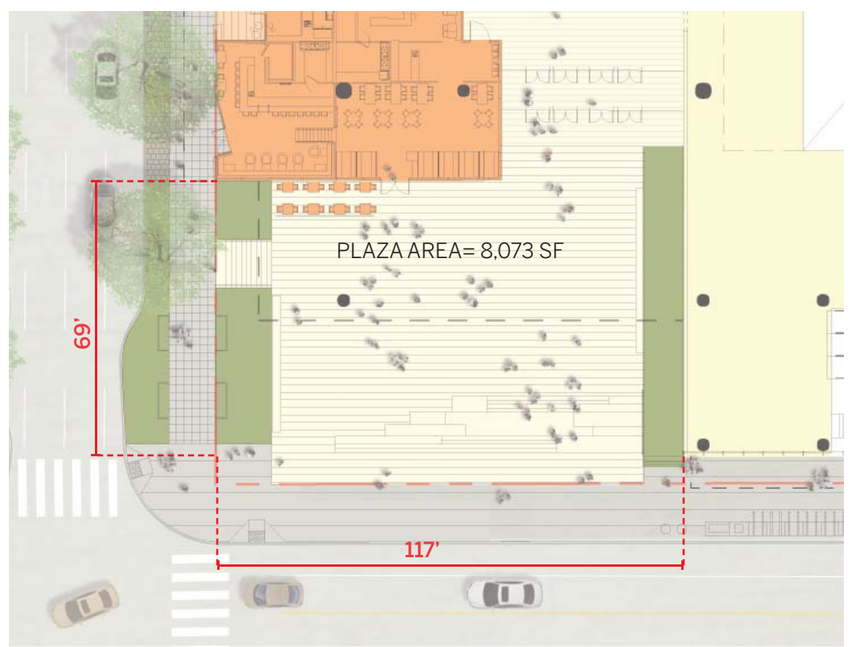
Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

The proposal will carefully incorporate loading and other service areas into the facility by directing them below-grade, thereby minimizing their street presence, shielding their adverse qualities and promoting a positive pedestrian experience. The large quantity of exit stairs required for safe egress from above and below grade have been carefully located to avoid the highly visible corners and major entries into the project.

7 DEPARTURES PRELIMINARY-BASED ON PREFERRED

Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
2	23.49.56 B Facade Setback Limits	If the structure is greater than 15 feet in height, the setback limits apply to the portion facade between an elevation of 15 feet above sidewalk grade and the minimum facade height established in subsection 23.49.056.A. The maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The averaging factor is five (5) on Class I pedestrian streets and ten (10) on Class II pedestrian streets and designated green streets. The Maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. Any exterior public open space that meets the Downtown Amenity Standards, whether it receives a bonus or not, is not considered part of a setback.	The public plaza at the corner of 9th Avenue and Boren Street is a site feature strongly encouraged by the Design Review Board. The scale of the multi-block project and its civic presence in the city elevate the nature of the plaza beyond one typical of an urban residential or commercial project, warranting consideration for this unique amenity. The Plaza's current configuration does not meet the required dimensions limiting the facade setbacks at corners, but would be exempt from the setback limits if it meets the standard for Urban Plaza Downtown Amenity Standards. It meets the Eligibility Condition of 6,000 sf an Urban Plaza per the Downtown Amenity standards, and would be designed to fulfill the intent of the guidelines. The determination of its eligibility for the Urban Plaza criteria will be confirmed through the Master Use Permit process.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building D-1 Provide inviting and usable open space D-3 Provide elements that define the place



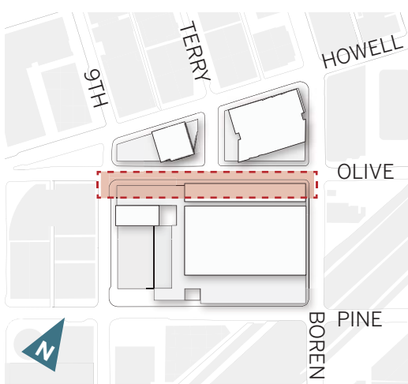


9TH AVE & PINE ST CORNER

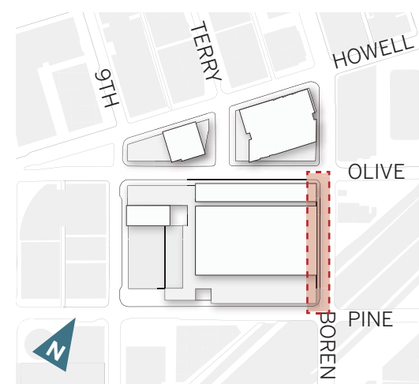
9TH AVE & PINE ST - CORNER PERSPECTIVE

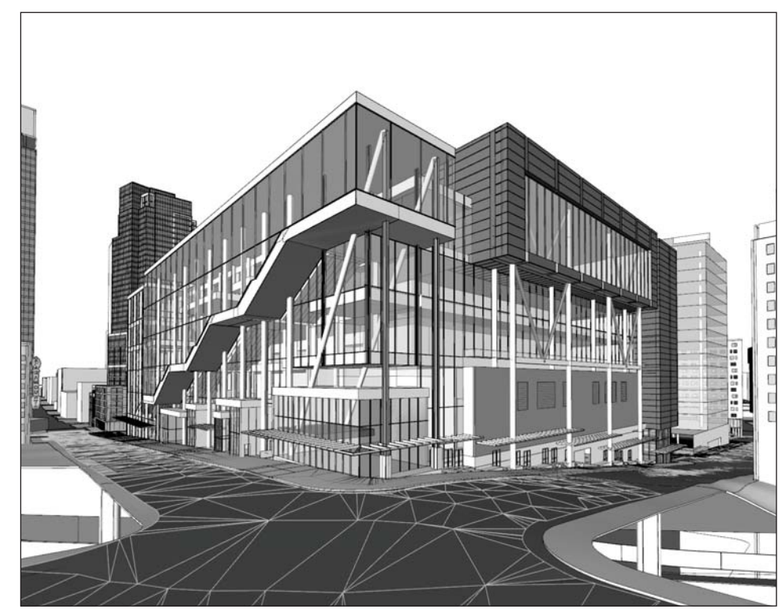
7 DEPARTURES PRELIMINARY-BASED ON PREFERRED

Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
3A	23.49.058 B Facade Modulation (Convention Center)	Facade modulation is required above a height of 85 feet above the sidewalk of any portion of a structure located within 15 feet of a street lot line. The maximum length of unmodulated facade within 15 feet of a street lot line is 155 feet at a height between 86–160 feet, 125 feet at a height between 161-240 feet and 100 feet at a height between 241-500 feet. Any portion of a facade exceeding the maximum length of facade prescribed above (listed in 23.49.058 Table A) shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.	The preferred scheme proposes a greater variety of modulation than that prescribed by the code. This variation of depth and shape extends across a significant surface area of the elevation shown, providing greater visual interest and a more active facade that meets and exceeds the intent of the Facade Modulation requirements.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place



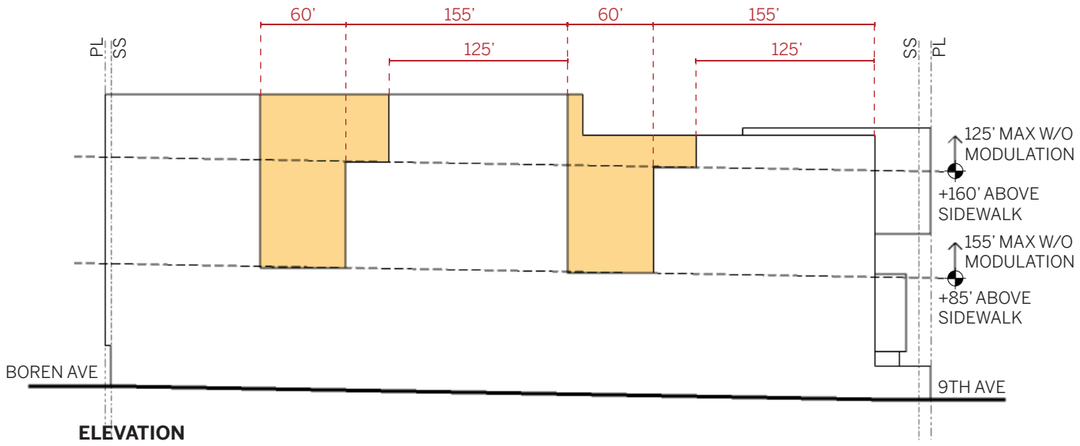
OLIVE WAY - PERSPECTIVE





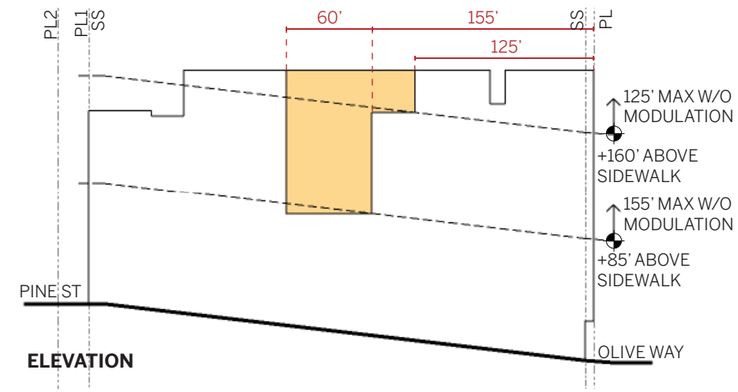
BOREN AVE - PERSPECTIVE

7 DEPARTURES PRELIMINARY-BASED ON PREFERRED



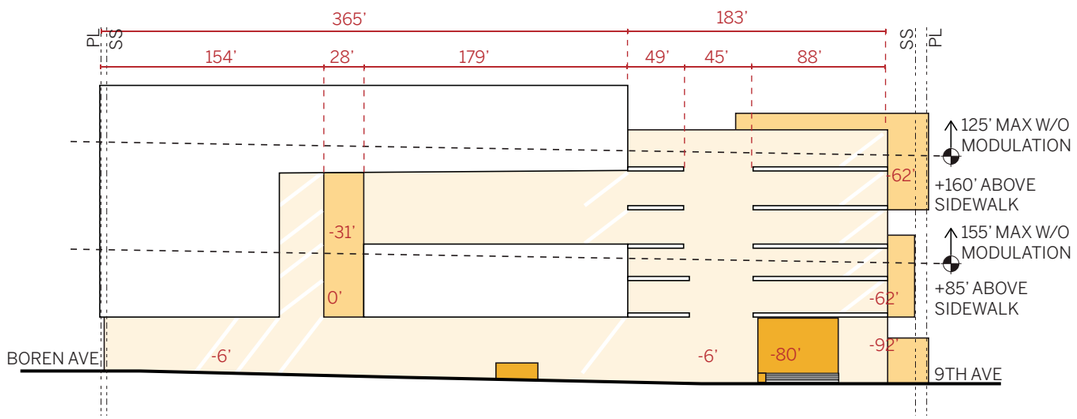
ELEVATION

OLIVE WAY - BASELINE SETBACK

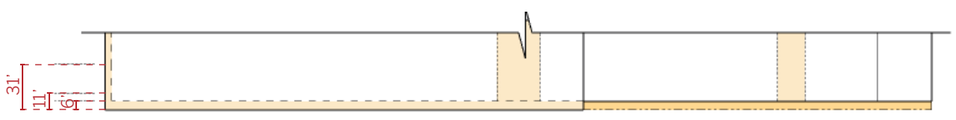


ELEVATION

BOREN AVE - BASELINE SETBACK

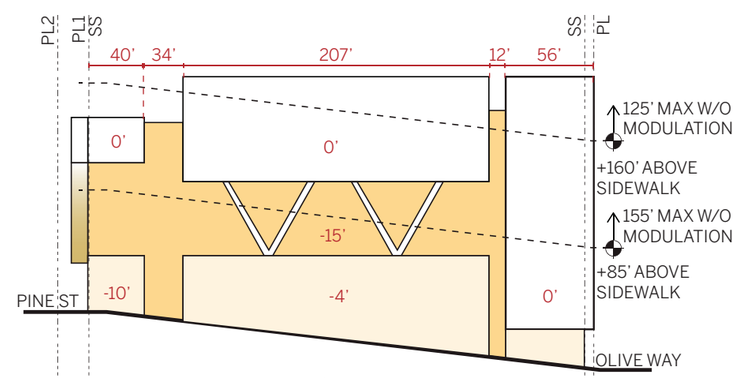


ELEVATION

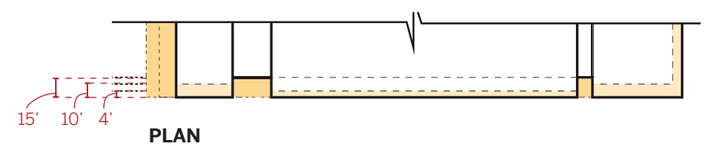


PLAN

OLIVE WAY - PROPOSED SETBACK



ELEVATION

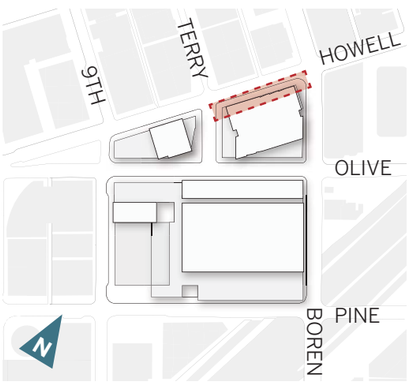


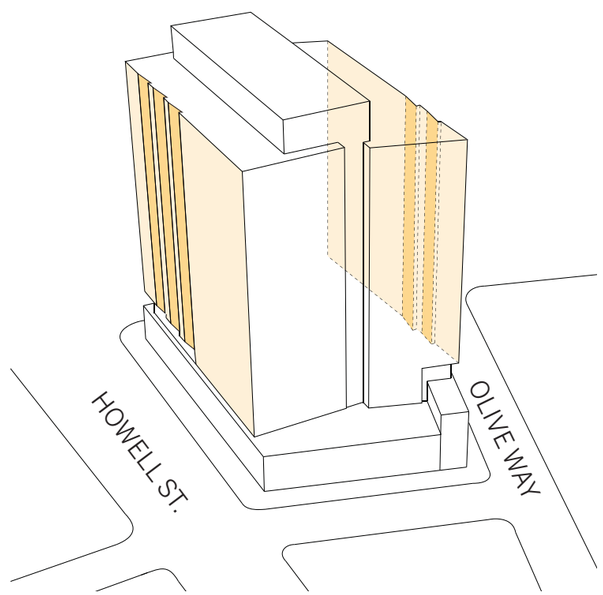
PLAN

BOREN AVE - PROPOSED SETBACK

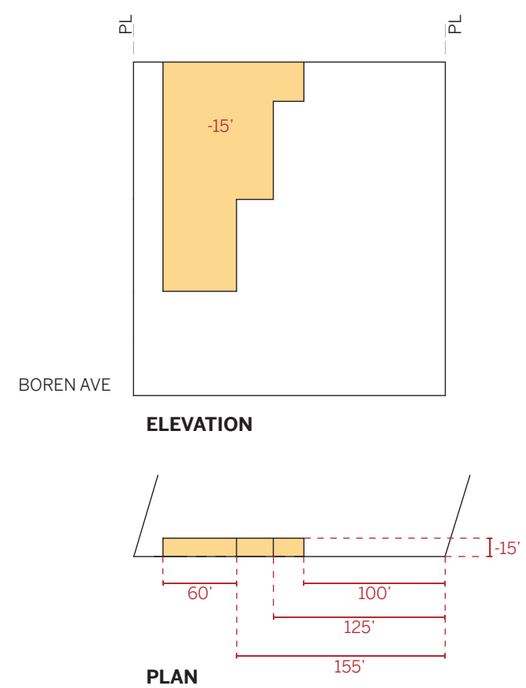
7 DEPARTURES PRELIMINARY-BASED ON PREFERRED

Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
3B	23.49.058 B Facade Modulation (Co-Development)	Facade modulation is required above a height of 85 feet above the sidewalk of any portion of a structure located within 15 feet of a street lot line. The maximum length of un-modulated facade within 15 feet of a street lot line is 155 feet at a height between 86–160 feet, 125 feet at a height between 161-240 feet and 100 feet at a height between 241-500 feet. Any portion of a facade exceeding the maximum length of facade prescribed above (listed in 23.49.058 Table A) shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.	Starting at grade level the building facade is set back 3 feet from the street lot line to allow for a wider pedestrian sidewalk. Facade modulation is provided at 28 feet above the sidewalk and continues up the building in a vertical orientation. The proposed modulation breaks up the length of the facade and provides the opportunity for more variation and visual interest.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place

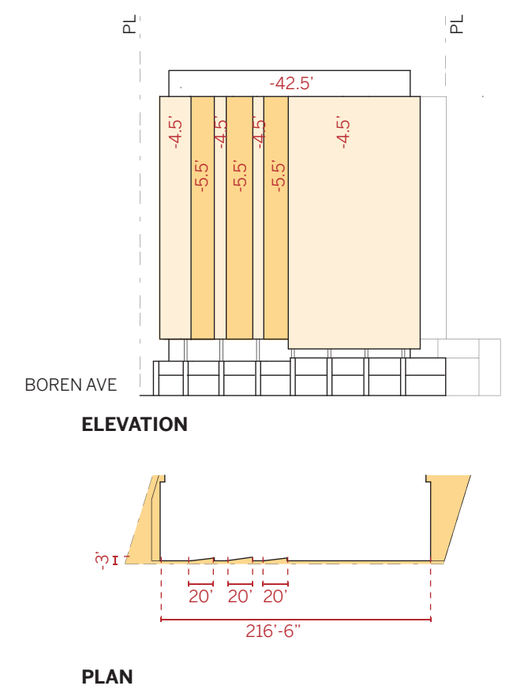




FACADE MODULATION



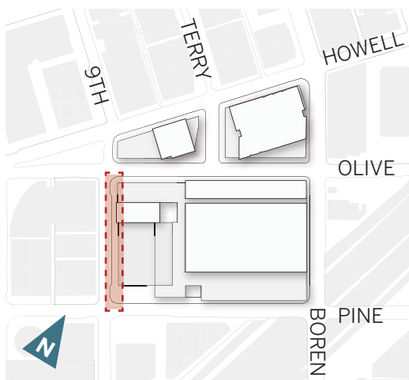
HOWELL ST - BASELINE SETBACK



HOWELL ST - PROPOSED SETBACK

7 DEPARTURES PRELIMINARY-BASED ON PREFERRED

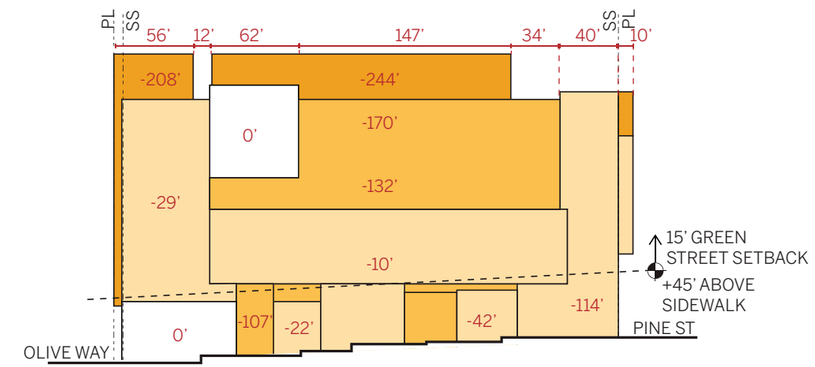
Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
4	23.49.058 G2 Green Street Upper Level Setbacks	When a lot in a DMC or DOC2 zone is located on a designated green street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the green street at a height of forty-five (45) feet.	The facade along 9th Avenue is predominately setback above the elevation of 45ft, with one exception. The proposed design provides additional modulation which exceeds the Green Street Upper Level Setbacks with greater visual interest in both elevation and massing than prescribed by the code. The resulting activation of the building better supports the goals of the Green Street designation. The upper level meeting room block extends into the block farther into the setback in order to align its north facade with the Paramount facade, thereby framing the open space between.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place



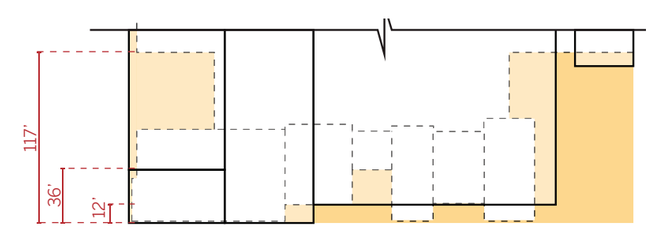
9TH AVE - PERSPECTIVE

ELEVATION

9TH AVE - BASELINE SETBACK



ELEVATION



PLAN

9TH AVE - PROPOSED SETBACK

801 Second Avenue
Suite 501
Seattle, WA 98104

T 206–682–3460
F 206–343–9388

www.lmnarchitects.com