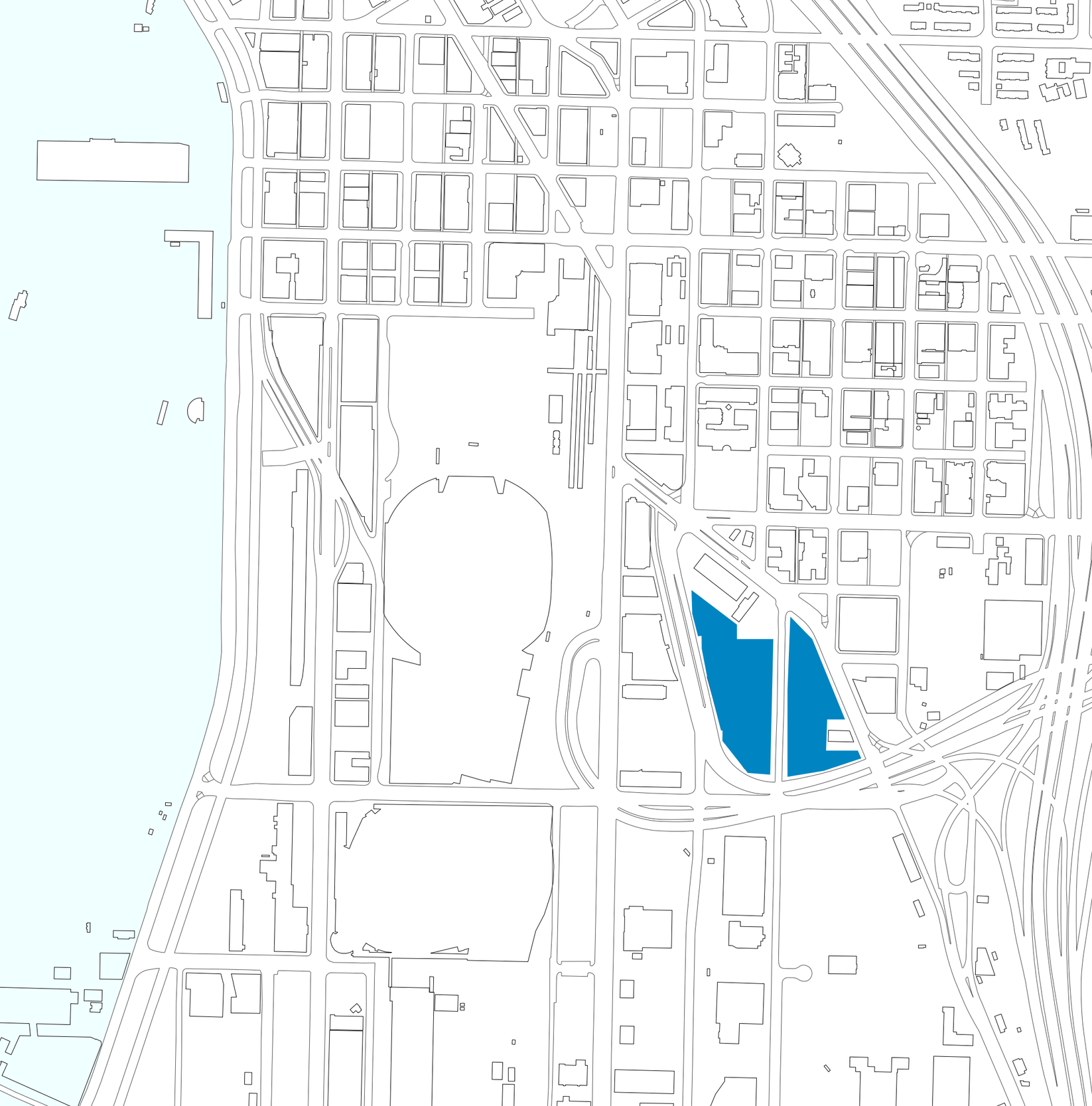
S

Early Design Guidance Submittal

August 25th, 2015

DPD# 3019132 & DPD# 3020339

UrbanVisions SUSTAINABLE REAL ESTATE | PARTNERSHIP berger | nbbj



STATEMENT OF INTENT

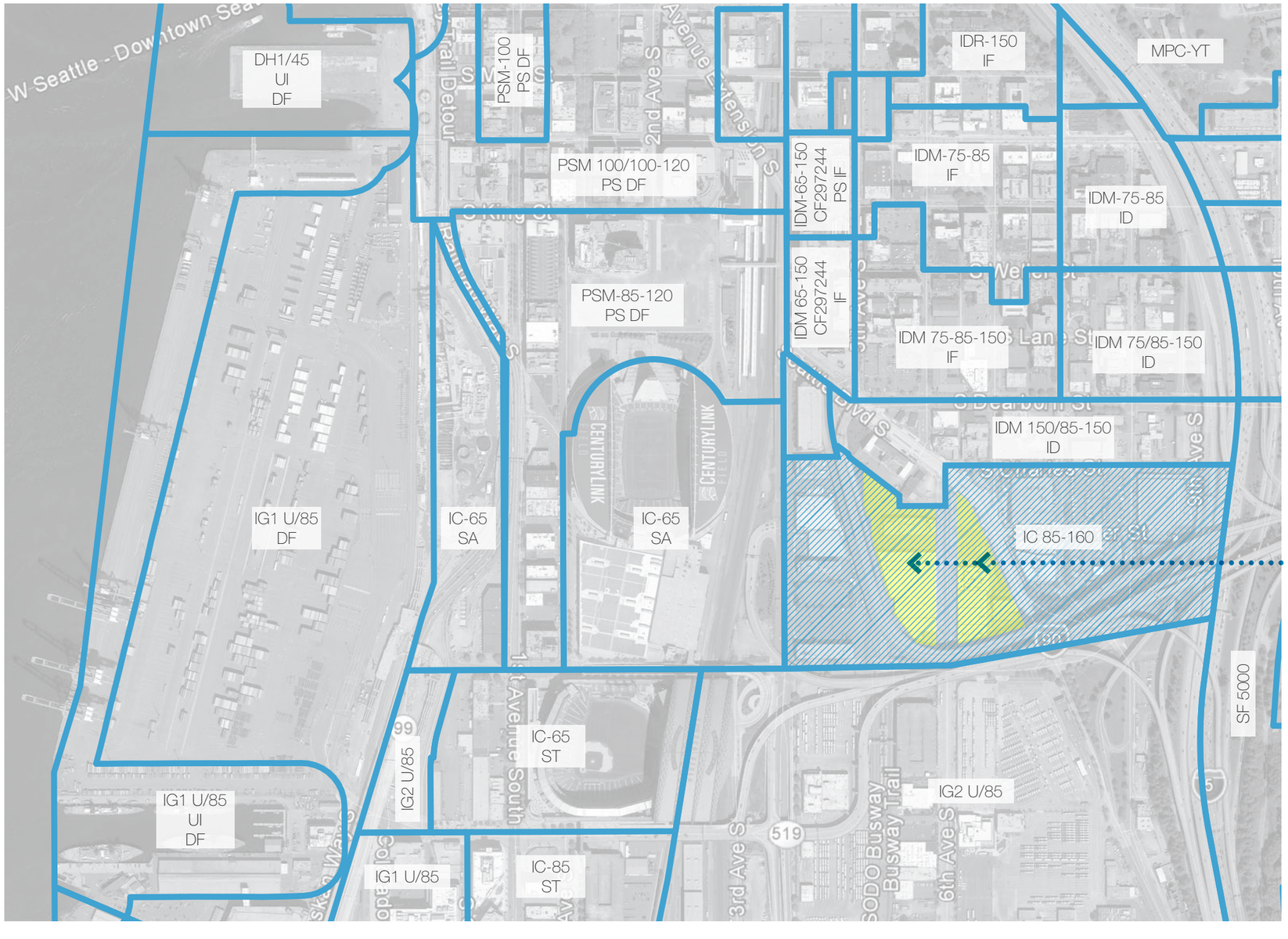
For the first time in decades, cities are growing faster than suburbs. Globally, the population has shifted from being primarily rural to one that is now urban-centered. As part of this transition, **S** aspires to maximize its potential as an urban site that is both resourceful and supportive of an evolving city. The site will draw upon the benefits of connecting to neighborhood activity and public infrastructure that has already been developed.

- 273,652 sf site area
- 6 office towers with 8-10 floors
- 1,140,000 sf max FAR
- 1211 parking stalls

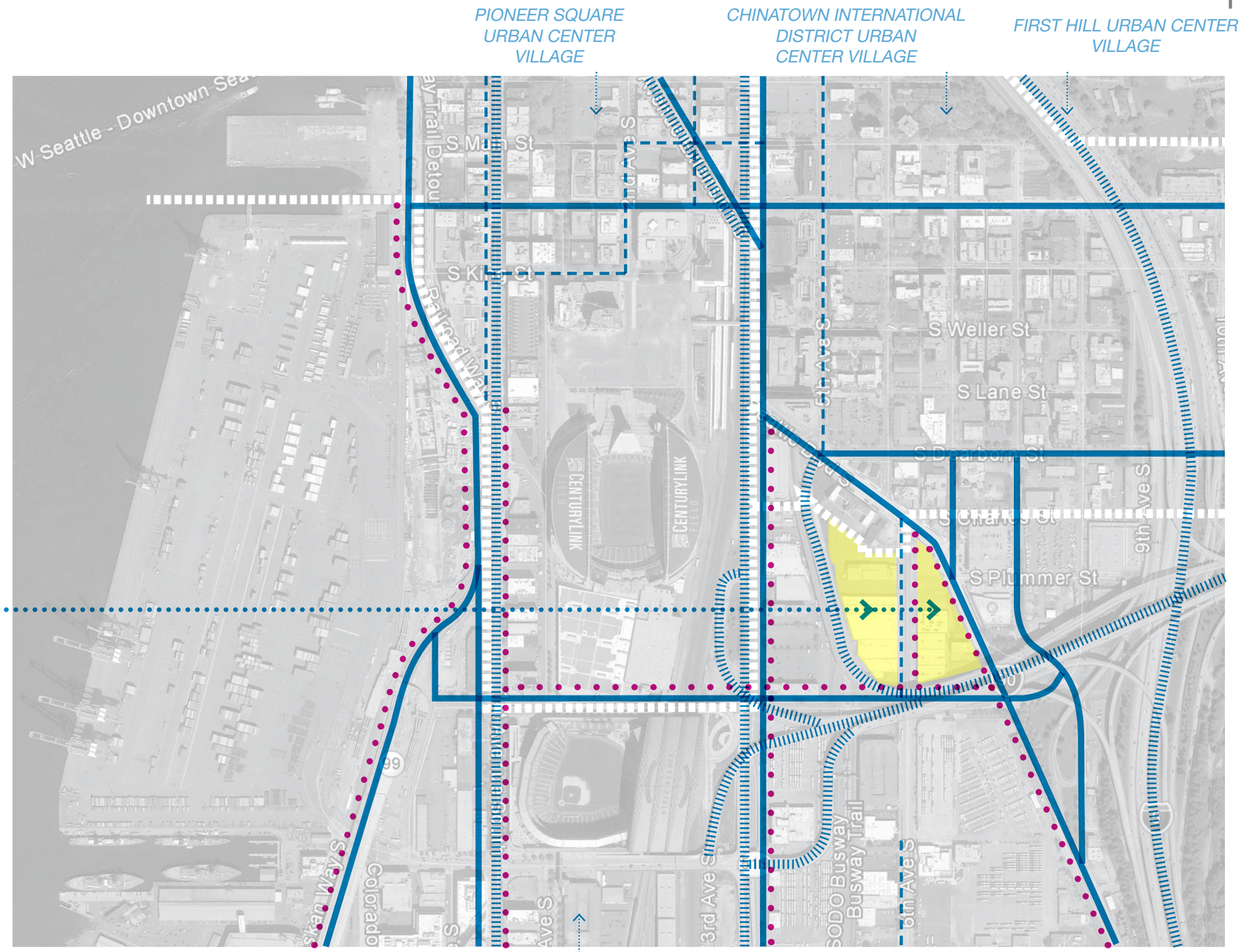
1

Development Objectives

Development Objectives



ZONING DESIGNATION MAP



PRINCIPAL TRANSIT STREET

PRINCIPAL ARTERIAL

MINOR ARTERIAL

LANDSCAPED INDUSTRIAL STREET

URBAN VILLAGE BOUNDARY

LEGEND

SURROUNDING STREET CLASSIFICATION

LAND USE CODE SUMMARY:

ADDRESSES:
- 1000 & 1001 6th Ave S., WA 98134

ZONE:
- IC 85/160
- Duwamish MIC
- All uses permitted except those prohibited in Table A for 23.50.012

FAR: 23.50.028, 23.50.033, 23.58A.022
- Base FAR of 2.5. Maximum FAR 3.5.
- FAR exemptions
  - 3.5% of total chargeable gross floor area

MAXIMUM PROGRAM SIZE: 23.50.027
- No size limit for Office, Restaurants, or Automotive Sales and Services

HEIGHT: 23.50.026, 23.50.020
- Base height limit of 85', 160' limit for all uses including extra floor area

STREET-FACING FACADE REQUIREMENTS: 23.50.055
- 6th Ave S and Airport Way S are considered Industrial Green Streets
- Minimum facade height of 25' along IGS, 15' along other streets.

UPPER-LEVEL DEVELOPMENT STANDARDS: 23.50.055
- For structure above 85' the following conditions apply:
  - Facade modulation req'd for portion above 65' and within 15' of the lot line
  - Max. floor area for any story above or partially above 85' is 25,000 s.f.
  - Above 85' separate structures must be separated by 60'

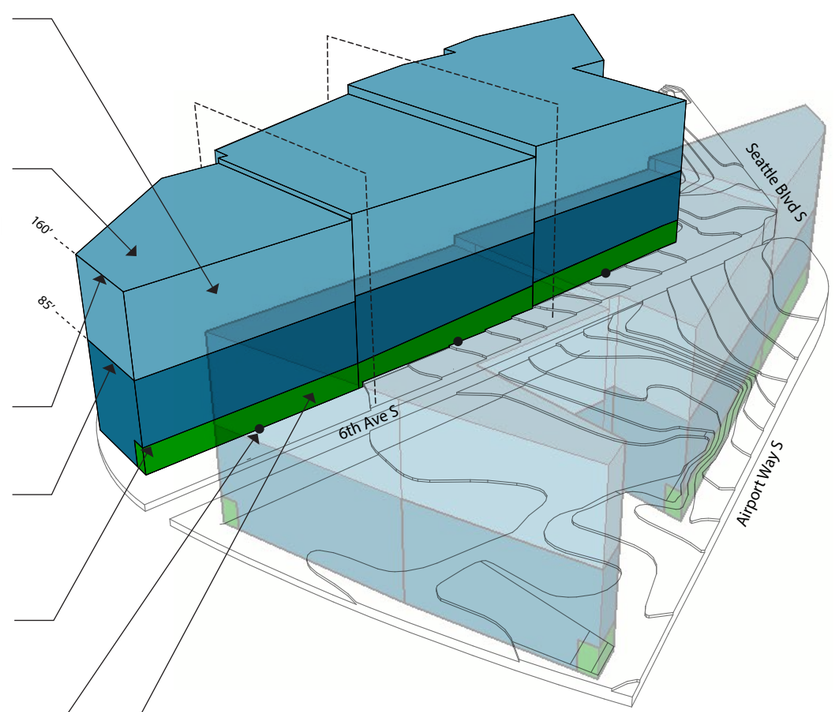
STREET-LEVEL USE REQUIREMENTS 23.50.039
- Lots that abut 6th Avenue South between Airport Way South and South Royal Brougham Way must follow the following standards:
  - 75% of each street-facing facade shall meet street-level use requirements

CAR PARKING: 23.50.033.C, 23.49.019.C, 23.54.015.B.1
- Maximum of 1 parking space per 1,000 square feet (23.49.019 C)

BICYCLE PARKING: 23.49.019.E
- Provide minimum 1 space per 5,000 square feet for bicycle parking

LOADING BERTHS: 23.54.035
- For 784,001 to 920,000 sf office (low demand use): 8 loading berths
- For each additional 140,000 sf office (low demand use): 1 additional berth
- For 60,001 to 160,000 sf Medium Demand Use (Retail/Podium): 2 berths

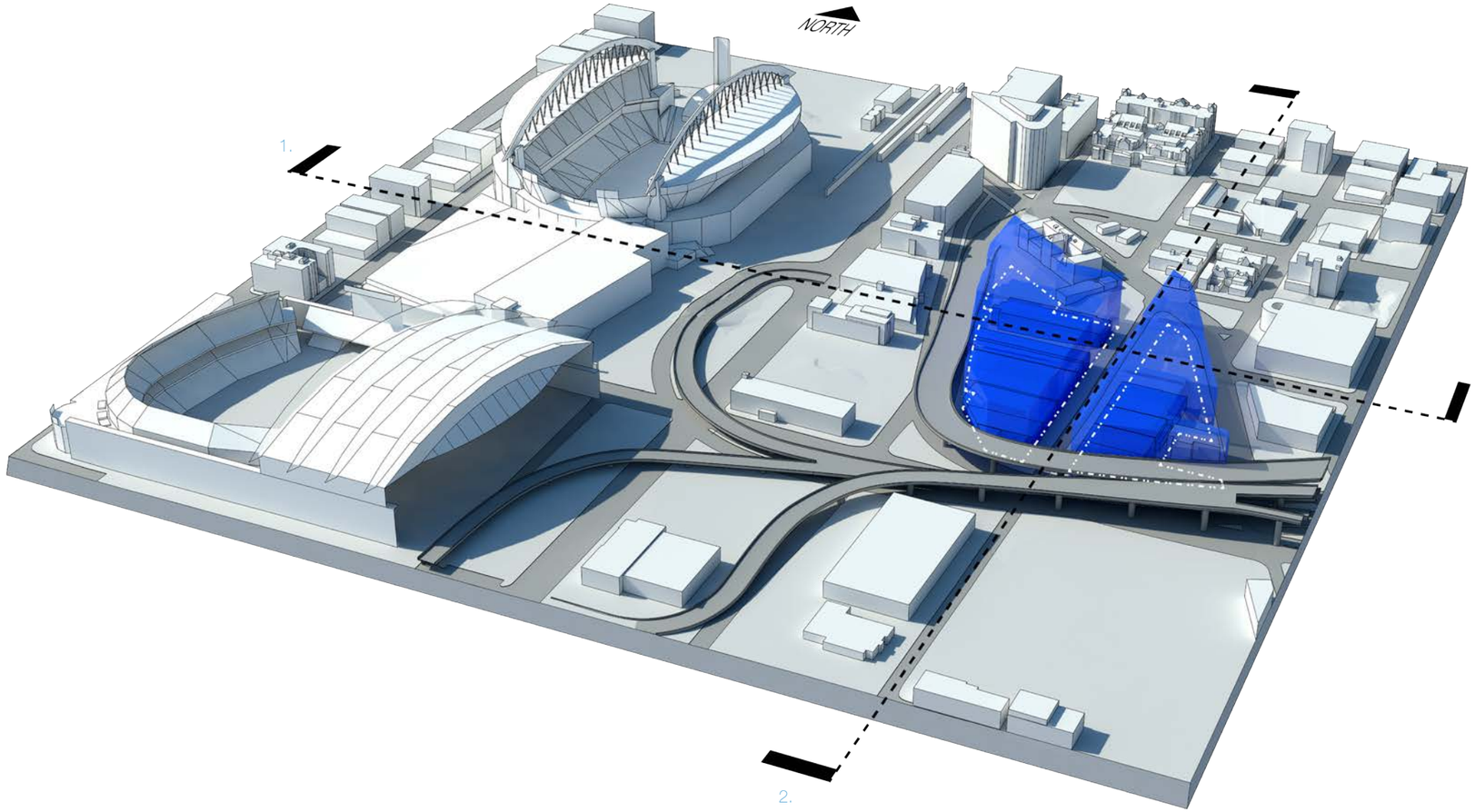
* Expanded summary in appendix



AERIAL ZONING ENVELOPE

2

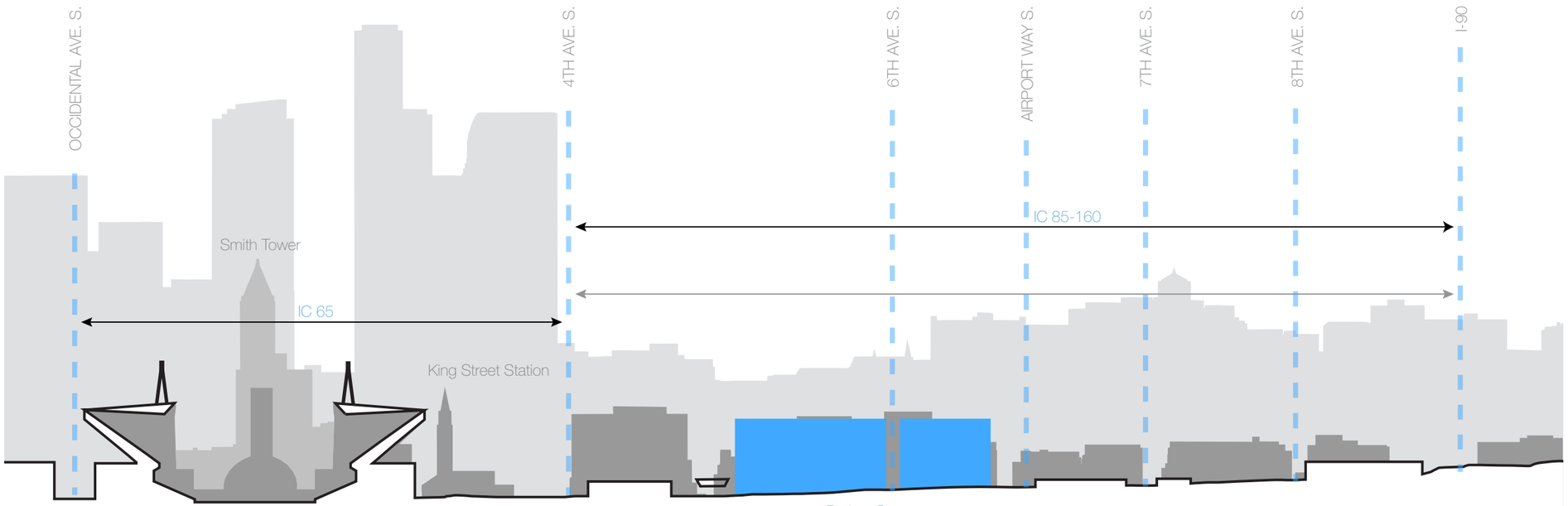
Site Context and Urban Design Analysis



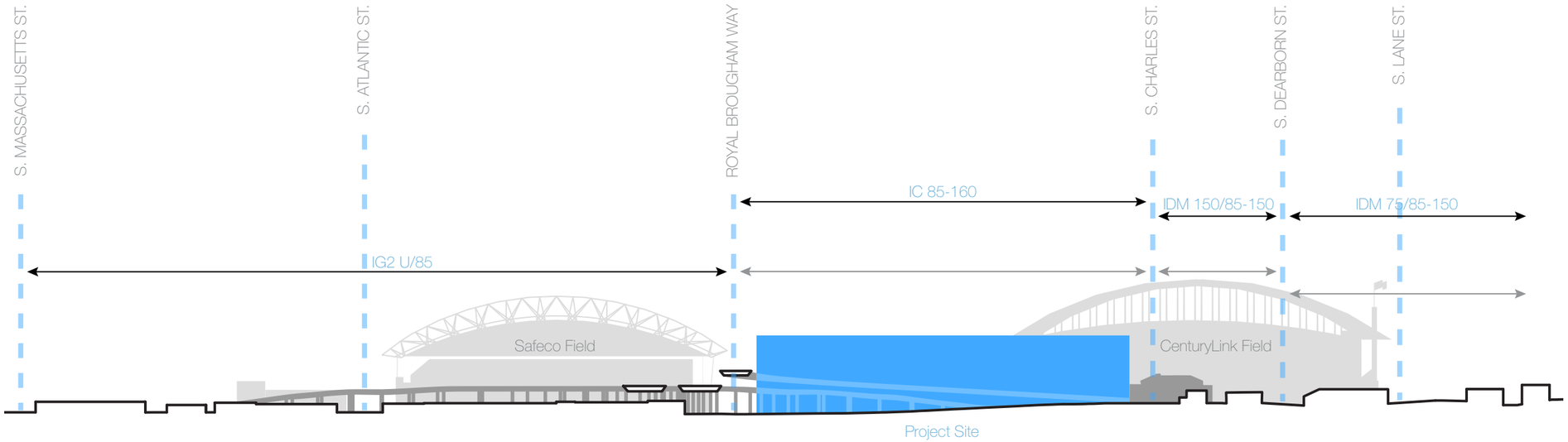
ADJACENT STRUCTURES SHOWING A MIXING OF NEIGHBORHOOD EDGES

LEGEND

SITE ZONING ENVELOPE



1. E-W STREET SECTION AT SOUTH PLUMMER STREET



2. N-S SECTION AT 6TH AVENUE SOUTH

1.

2.

3.

ADJACENT BUILDINGS

1. BMW Seattle
2. Hing Hay Park
3. Chinatown Gate
4. Union Station
5. King Street Station
6. Inscape
7. 705 Union Station
8. 625 Union Station
9. The Wave, Stadium Place
10. 505 Union Station
11. Smith Tower
12. Columbia Tower
13. Seattle Municipal Tower
14. Safeco Field
15. Centurylink Field

4.

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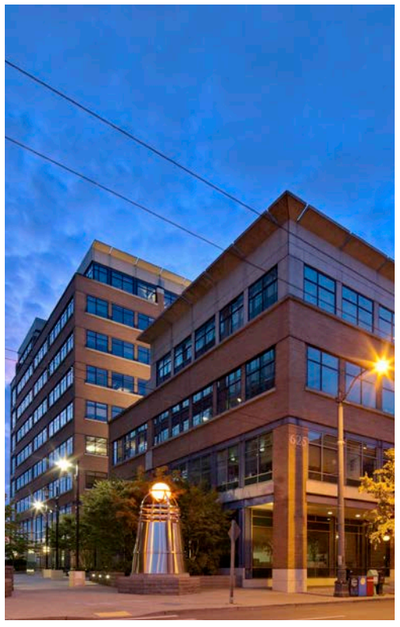
7.



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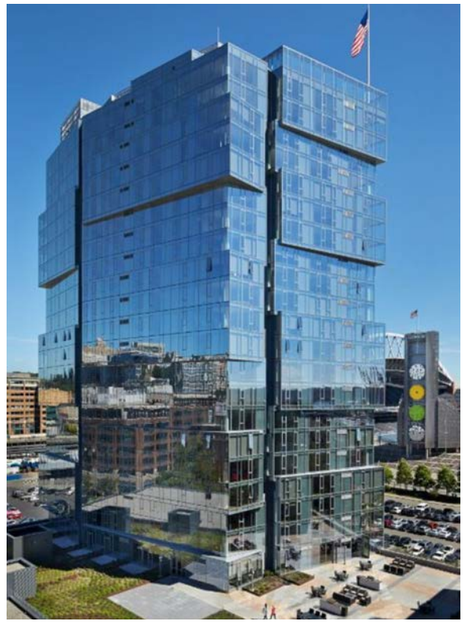

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14.

15.

SITE DIAGRAM

AERIAL PHOTOGRAPH FROM WEST

AERIAL PHOTOGRAPH FROM EAST

EXISTING PROGRAM TYPOLOGIES MAP

Typology & Program Mapping

Legend

- residential: 1 to 2 floors
- residential: 3 to 5 floors
- residential: 5 and greater floors

- commercial: small scale w/1to 2 levels
- commercial: medium scale w/3 to 4 levels
- commercial: large scale w/5 and greater levels

- office space: 1 to 6 floors
- office space: 7 and greater floors

- sporting venues
- public services
- cultural institutions
- transportation hubs
- industrial fabric
- unused/undefined spaces

- transportation infrastructure
- city utilities

- project site

3

Design Guidelines

3 DESIGN GUIDELINES

CONCEPT & SITE

CS1
NATURAL SYSTEMS AND SITE FEATURES
Use natural systems and features of the site and its surroundings as a starting point for project design.

A. ENERGY USE
1. Energy Choices

B. SUNLIGHT AND NATURAL VENTILATION
1. Sun and Wind
2. Daylight and Shading
3. Managing Solar Gain

C. TOPOGRAPHY
1. Land Form
2. Elevation Changes

D. PLANTS AND HABITAT
1. On-Site Features
2. Off-Site Features

E. WATER
1. Natural Water Features
2. Adding Interest with Project Drainage

CS2
URBAN PATTERN AND FORM
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

A. LOCATION IN THE CITY AND NEIGHBORHOOD
1. Sense of Place
2. Architectural Presence

B. ADJACENT SITES, STREETS, AND OPEN SPACES
1. Site Characteristics
2. Connection to the Street
3. Character of Open Space

C. RELATIONSHIP TO THE BLOCK
1. Corner Sites
2. Mid-Block Sites
3. Full Block Sites

D. HEIGHT, BULK, AND SCALE
1. Existing Development and Zoning
2. Existing Site Features
3. Zone Transitions
   a. Distance to the edge of a less (or more) intensive zone;
   b. Differences in development standards between abutting zones;
   c. The type of separation from adjacent properties, streets, open space,or by grade changes
   d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
   e. Shading to or from neighboring properties.
4. Massing Choices
5. Respect for Adjacent Sites

CS3
ARCHITECTURAL CONTEXT AND CHARACTER
Contribute to the architectural character of the neighborhood.

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES
1. Fitting Old and New Together
2. Contemporary Design
3. Established Neighborhoods
4. Evolving Neighborhoods

B. LOCAL HISTORY AND CULTURE
1. Place making
2. Historical/Cultural References

PUBLIC LIFE

PL1
CONNECTIVITY
Complement and contribute to the network of open spaces around the site and the connections among them.

A. NETWORK OF OPEN SPACES
1. Enhancing Open Space
2. Adding to Public Life

B. WALKWAYS AND CONNECTIONS
1. Pedestrian Infrastructure
2. Pedestrian Volumes
3. Pedestrian Amenities

C. OUTDOOR USES AND ACTIVITIES
1. Selecting Activity Areas
2. Informal Community Uses
3. Year-Round Activity
   a. seasonal plantings or displays and/or water feautures
   b. outdoor heaters;
   c. overhead weather protection;
   d. ample, moveable seating and tables; outsdoor dining
   e. an extra level of pedestrian lighting;
   f. trees for moderate weather protection and shade; and/or
   g. 24-hour Wi-Fi service.

PL2
WALKABILITY
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

A. ACCESSIBILITY
1. Access for All
2. Access Challenges

B. SAFETY AND SECURITY
1. Eyes on the Street
2. Lighting for Safety
3. Street-Level Transparency

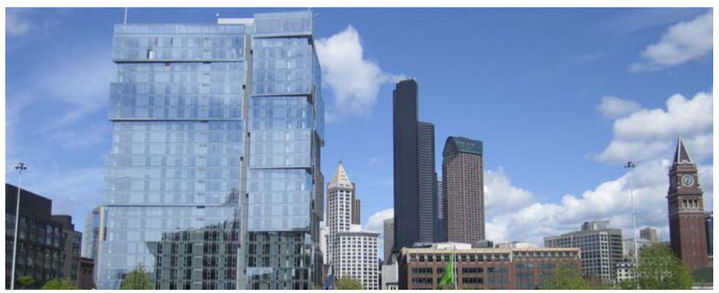
C. WEATHER PROTECTION
1. Locations and Coverage
2. Design Integration
3. People-Friendly Spaces:

D. WAYFINDING
1. Design as Wayfinding

PL3
STREET-LEVEL INTERACTION
Encourage human interaction and activity at the street- level with clear connections to building entries and edges.

A. ENTRIES
1. Design Objectives
   a. Office/commercial lobbies
   b. Retail entries







c. Common entries
d. Individual entries to ground-related housing
2. Ensemble of Elements
a. overhead shelter
b. transitional spaces
c. ground surface
d. building surface/interface

B. RESIDENTIAL EDGES
1. Security and Privacy
2. Ground-level Residential
3. Buildings with Live/Work Uses
4. Interaction

C. RETAIL EDGES
1. Porous Edge
2. Visibility
3. Ancillary Activities

PL4
ACTIVE TRANSPORTATION
Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

A. ENTRY LOCATIONS AND RELATIONSHIPS
1. Serving all Modes of Travel
2. Connections to All Modes

B. PLANNING AHEAD FOR BICYCLISTS
1. Early Planning
2. Bike Facilities
3. Bike Connections

C. PLANNING AHEAD FOR TRANSIT
1. Influence on Project Design
2. On-site Transit Stops
3. Transit Connections

DESIGN CONCEPT

DC1
PROJECT USES AND ACTIVITIES
Optimize the arrangement of uses and activities on site.

A. ARRANGEMENT OF INTERIOR USES
1. Visibility
2. Gathering Places
3. Flexibility
4. Views and Connections

B. VEHICULAR ACCESS AND CIRCULATION
1. Access Location and Design
2. Facilities for Alternative Transportation

C. PARKING AND SERVICE USES
1. Below-Grade Parking
2. Visual Impacts
3. Multiple Uses
4. Service Uses

DC2
ARCHITECTURAL CONCEPT
Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

A. MASSING
1. Site Characteristics and Uses
2. Reducing Perceived Mass

B. ARCHITECTURAL AND FAÇADE COMPOSITION
1. Façade Composition
2. Blank Walls

C. SECONDARY ARCHITECTURAL FEATURES
1. Visual Depth and Interest
2. Dual Purpose Elements
3. Fit with Neighboring Buildings

D. SCALE AND TEXTURE
1. Human Scale
2. Texture

E. FORM AND FUNCTION
1. Legibility and Flexibility

DC3
OPEN SPACE CONCEPT
Integrate open space design with the design of the building so that each complements the other.

A. BUILDING-OPEN SPACE RELATIONSHIP
1. Interior/Exterior Fit

B. OPEN SPACE USES AND ACTIVITIES
1. Meeting User Needs
2. Matching Uses to Conditions
3. Connections to Other Open Space
4. Multifamily Open Space

C. DESIGN
1. Reinforce Existing Open Space
2. Amenities and Features
3. Support Natural Areas

DC4
EXTERIOR ELEMENTS AND FINISHES
Use appropriate and high quality elements and finishes for the building and its open spaces.

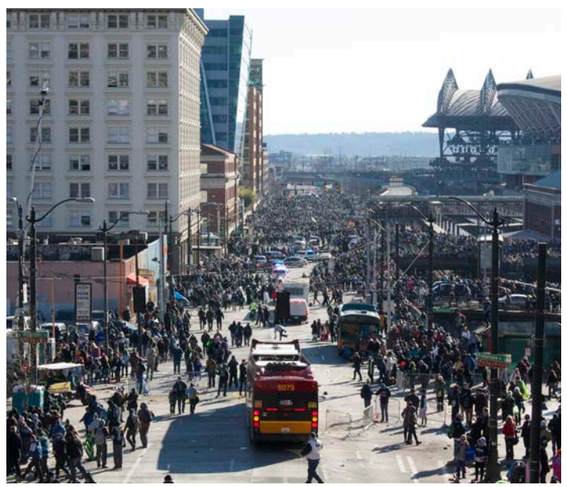
A. BUILDING MATERIALS
1. Exterior Finish Materials
2. Climate Appropriateness
B. SIGNAGE
1. Scale and Character
2. Coordination with Project Design

C. LIGHTING
1. Functions
2. Avoiding Glare:

D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS
1. Choice of Plant Materials
2. Hardscape Materials
3. Long Range Planning
4. Place Making

E. PROJECT ASSEMBLY AND LIFESPAN
1. Deconstruction



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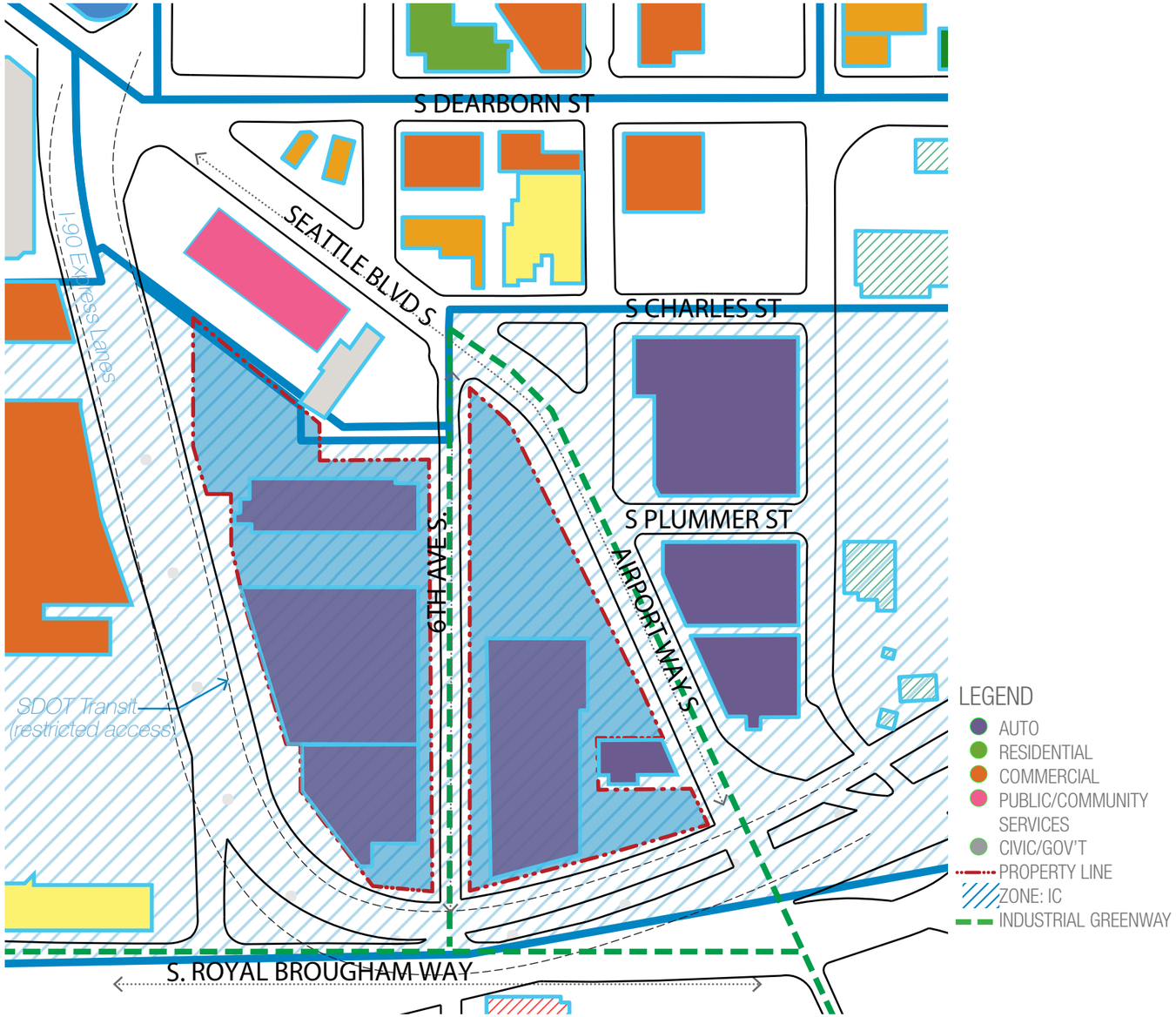
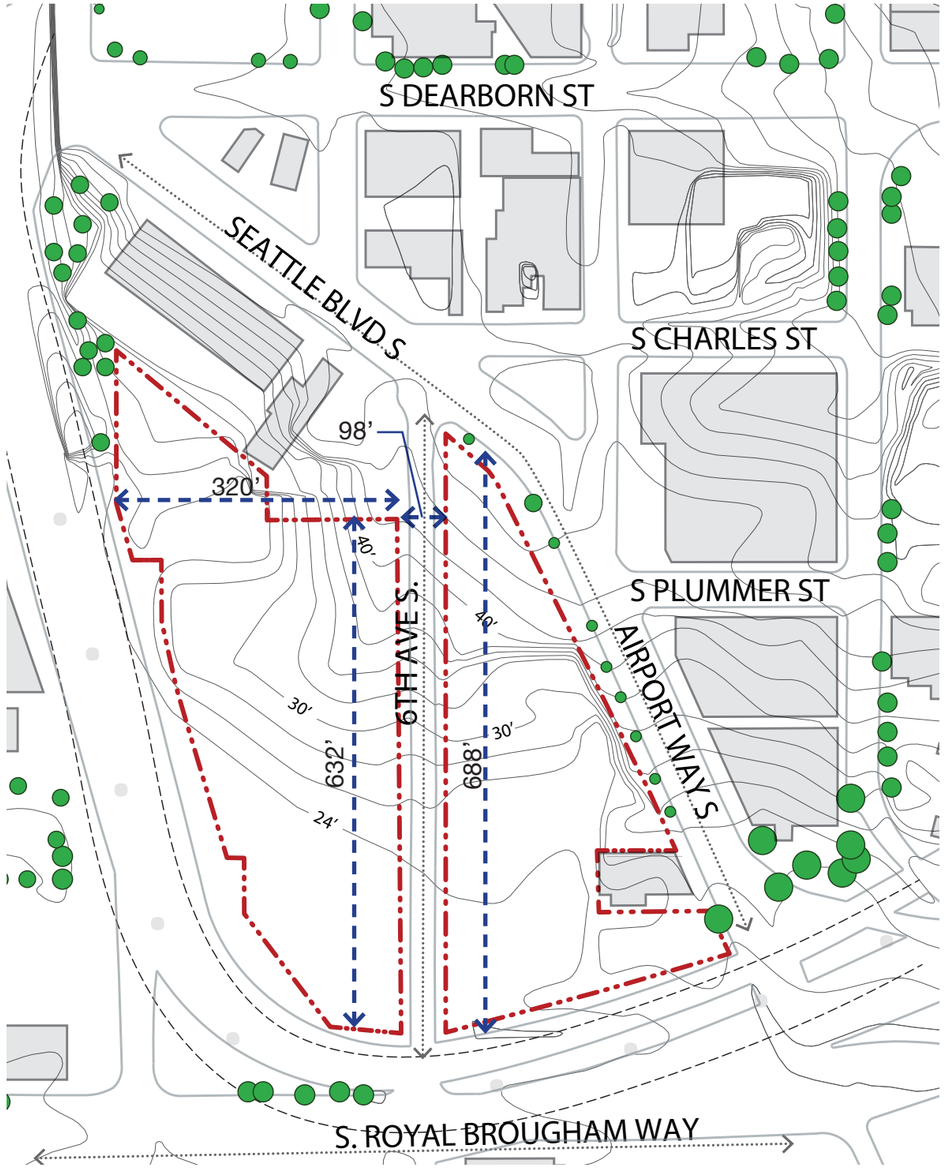


EXISTING STRUCTURES AND ZONING



EXISTING TOPOGRAPHY AND TREES

A

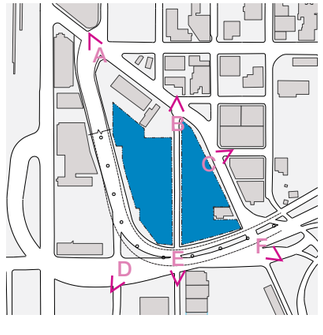
B

C

D

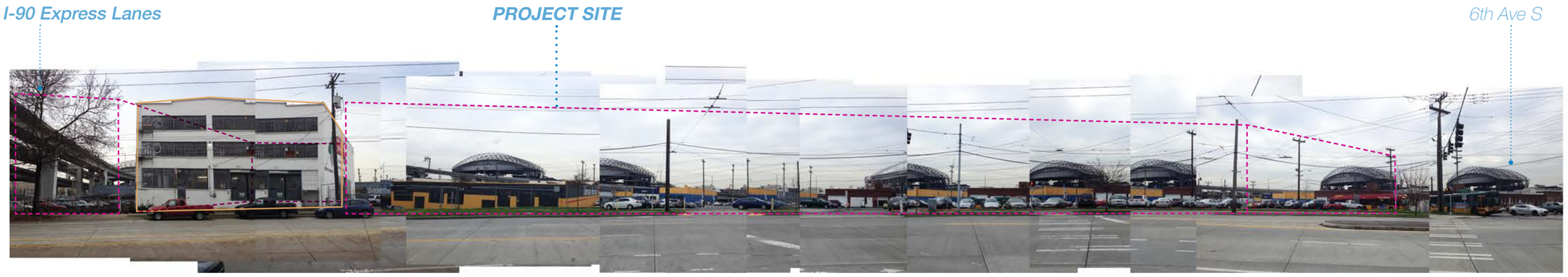
E

F



KEY PLAN

A. Seattle Blvd S- facing NE



B. Airport Way S - facing SW

- Project site
- Transit
- Multi family residential
- Multi tennant offices
- Auto services
- Commercial
- Cultural (social services, churches, theatres)

S Charles St

BMW Seattle Garage

S Plummer St

BMW Seattle

I-90 Express Lanes

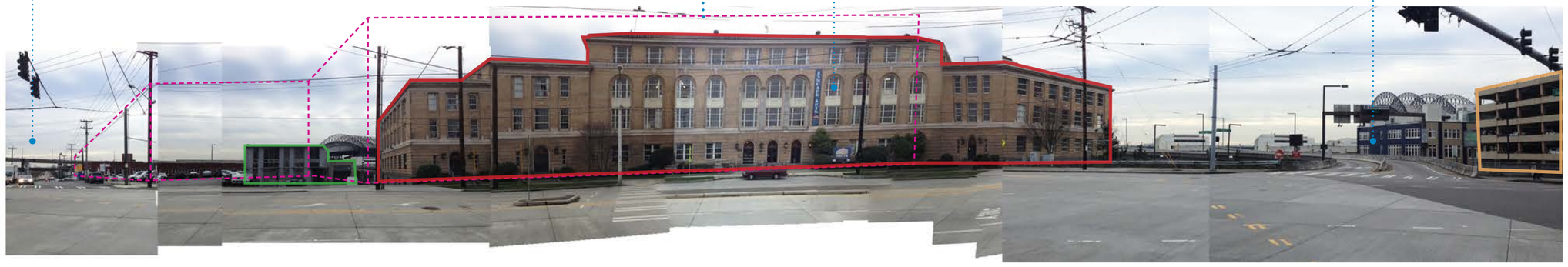
A. Airport Way S - facing NE

6th Ave S

PROJECT SITE

INSCAPE (former INS Bldg)

I-90 Express Lanes



B. Seattle Blvd S - facing SW

- Project site
- Transit
- Multi family residential
- Multi tennant offices
- Auto services
- Commercial
- Cultural (social services, churches, theatres)

A. 6th Ave S - facing West

B. 6th Ave S - facing East

- Project site
- Transit
- Multi family residential
- Multi tennant offices
- Auto services
- Commercial
- Cultural (social services, churches, theatres)

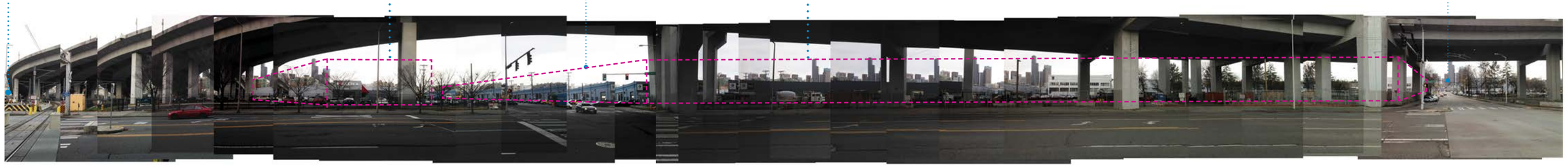
transit tunnel secure entrance

PROJECT SITE

6th Ave S

PROJECT SITE

Airport Way S

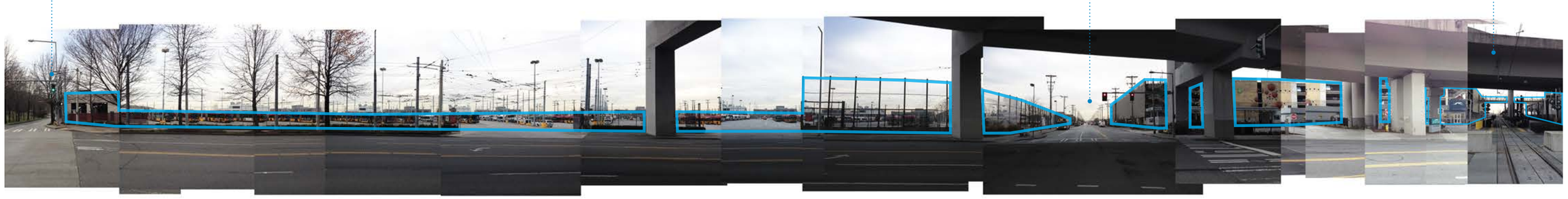


A. S Royal Brougham Way - facing N

Airport Way S

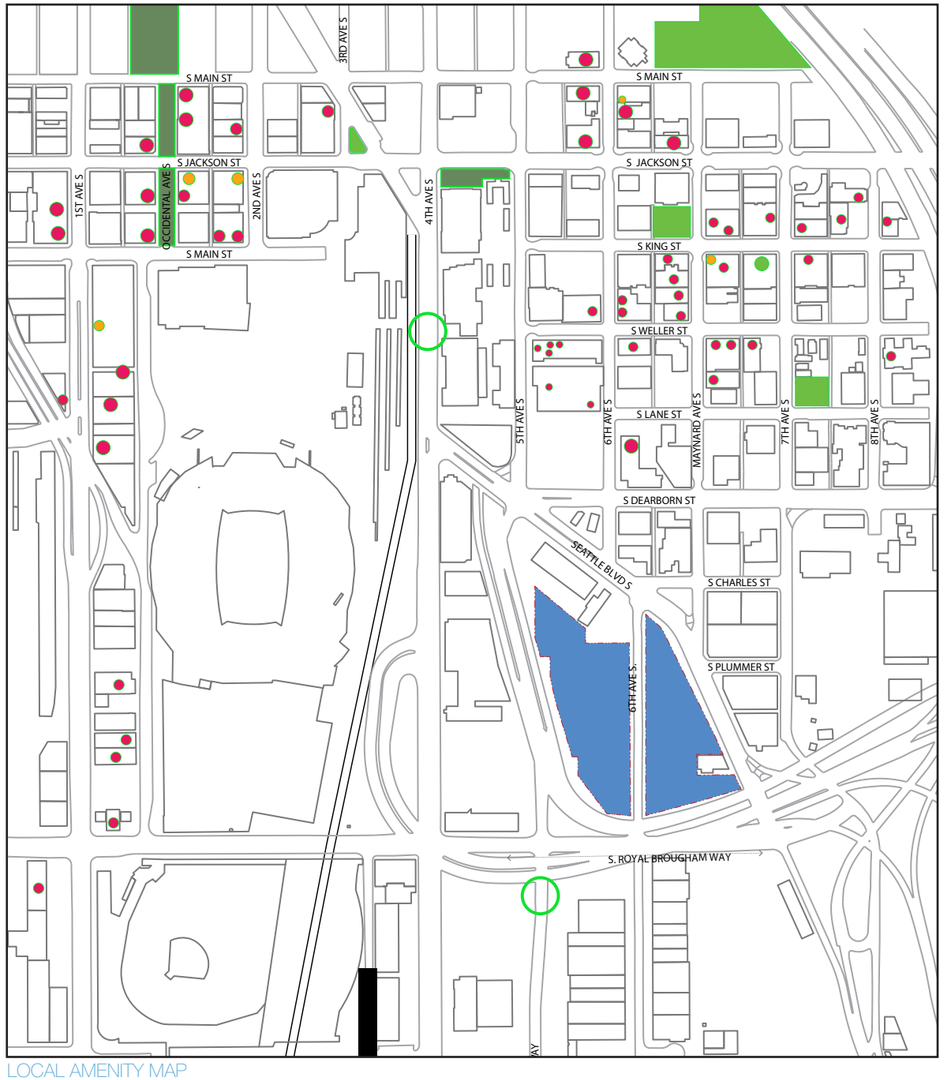
6th Ave S

I-90 Express Lanes



B. S Royal Brougham Way - facing S

- *Project site*
- *Transit*
- *Multi family residential*
- *Multi tennant offices*
- *Auto services*
- *Commercial*
- *Cultural (social services, churches, theatres)*



LOCAL AMENITY MAP

LOCAL AMENITIES AND ACCESS

The S project will sit between the International District, the Stadium area and Pioneer Square. This puts it within a 20 minute walk of 55 restaurants and one major shopping center.

Additionally, the site is only 1 block from the Stadium light-rail stop, and 5 blocks from the International District light-rail stop and the Sounder commuter rail drop off/pickup.

There are only a small handful (4) of open plazas or parks in the surrounding area. The S project would help address the need for additional green public space in the immediate area.

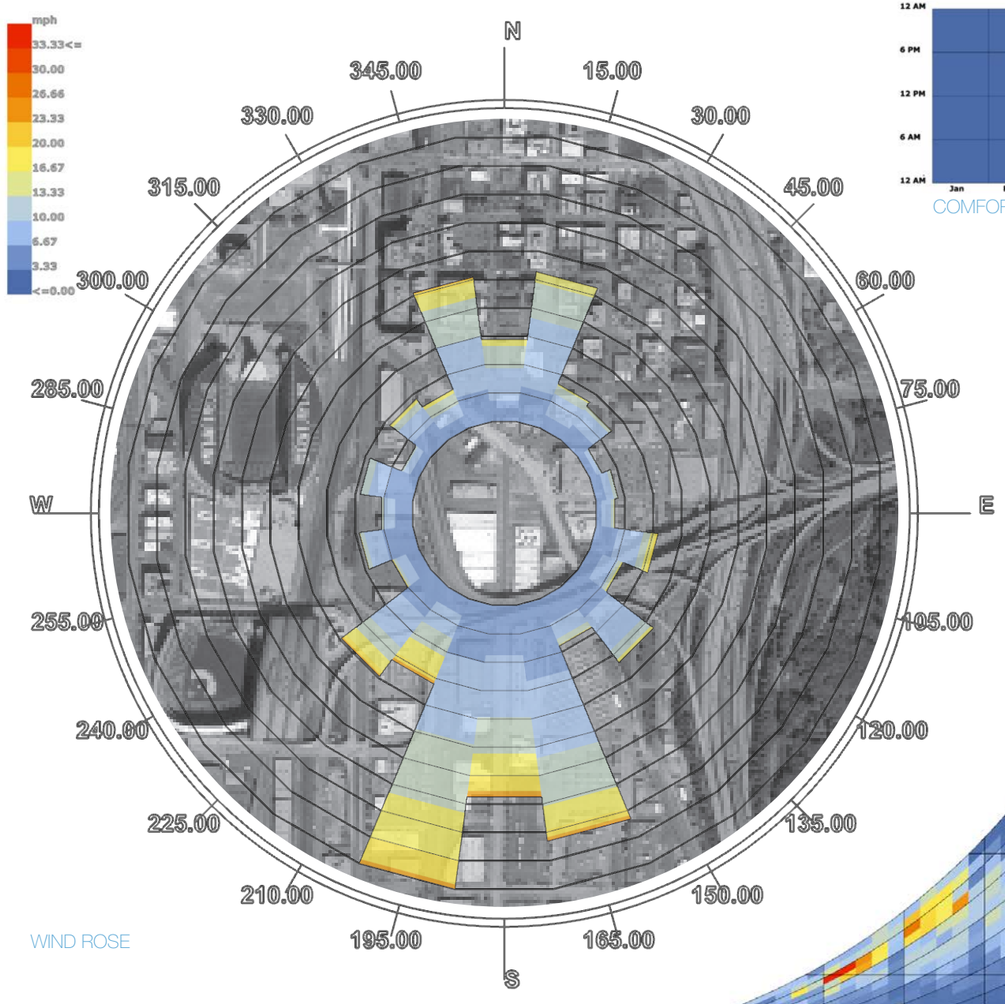
LEGEND
- PROPOSED SITE
- RESTAURANT
- COFFEE/TEA
- PARK / MUSEUM
- OPEN PLAZA
- COMMUTER RAIL CONNECTION

SEATTLE'S ACCESSIBILITY

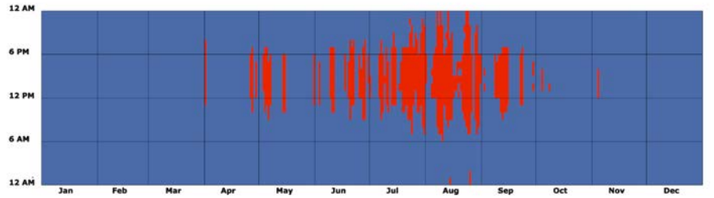
The S development' location also offers pedestrians and cyclists easier access to major cultural, historic and entertainment area throuh a combined use of pedestrian friendly streets, dedicated bike lanes, surface public transit, and a light rail network.

WALKING ACCESS MAP

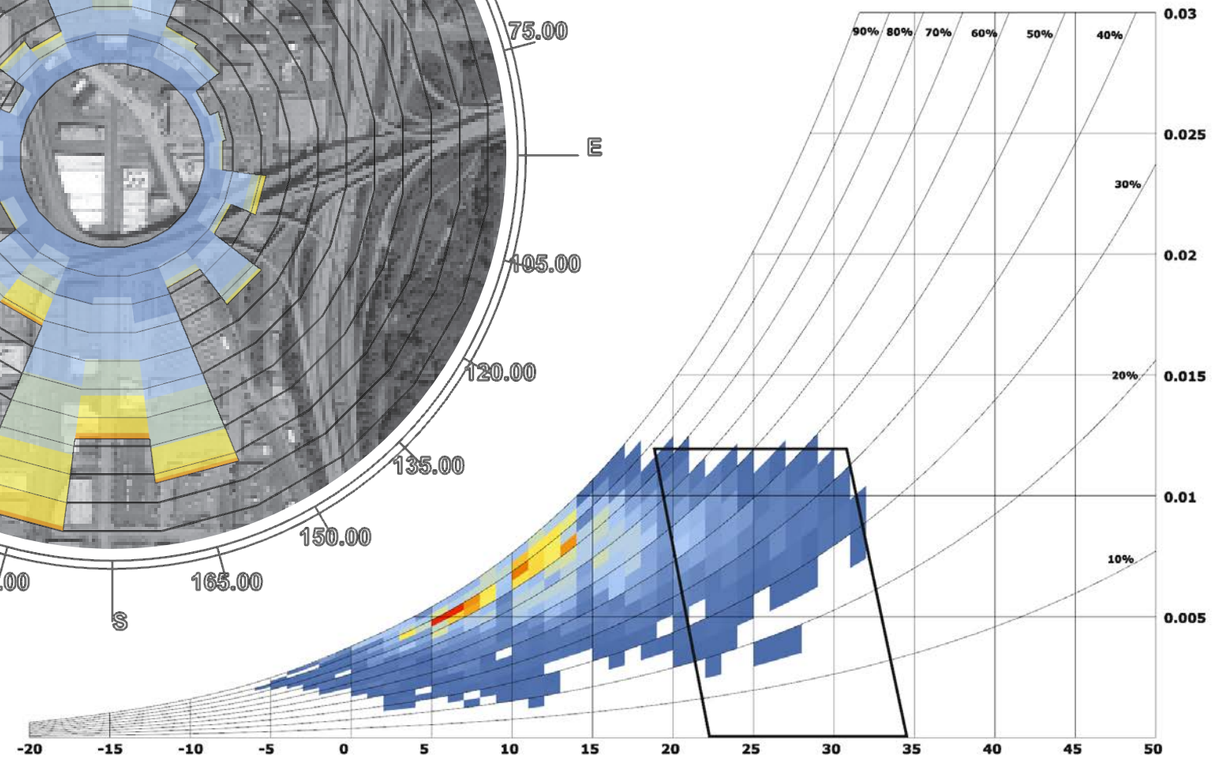
BIKING ACCESS MAP



WIND ROSE



COMFORTABLE HOURS (RED)

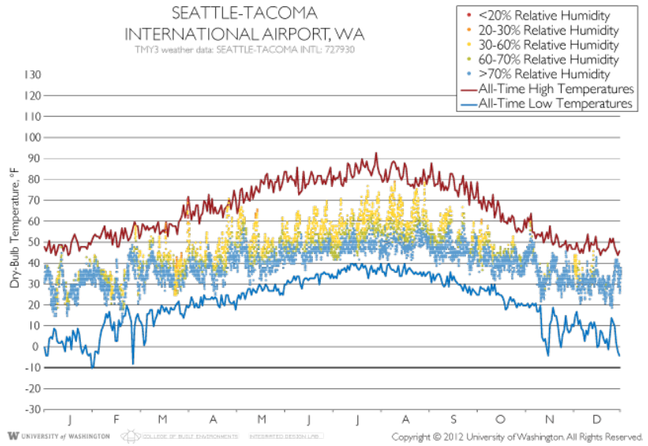


PSYCHROMETRIC CHART - SEATTLE

SEATTLE'S CLIMATE

Situated between the Olympic and Cascade mountain ranges, Seattle has a marine climate designation characterized by mild temperatures year round with long, cloudy rainy season. Summers have mostly clear skies with average highs in the 70's. Winters are cloudy 6 out of 7 days with typical highs in the 40's. Annual rainfall averages 37" per year with half of that falling November through January and the rest distributed through Spring and Fall.

Summer Temperature:	Highs 60's-80's. Lows 50's.
Winter Temperature:	Highs 40's. Lows 30's.
Annual Precipitation:	37"
Wind:	5-15mph all year long
Annual Snow:	6"

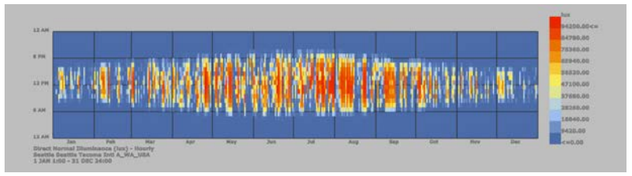


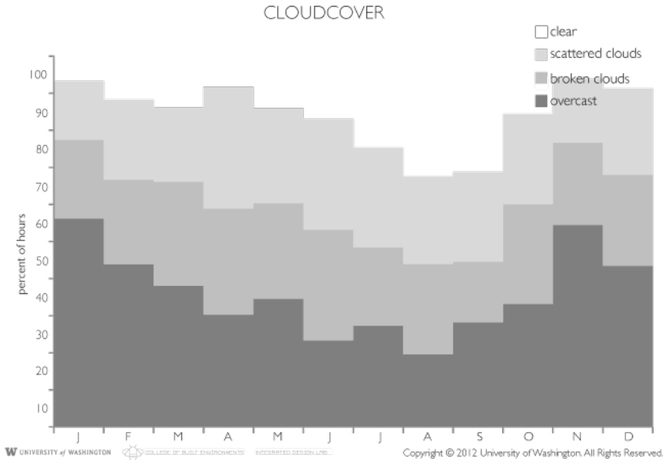
RELATIVE HUMIDITY

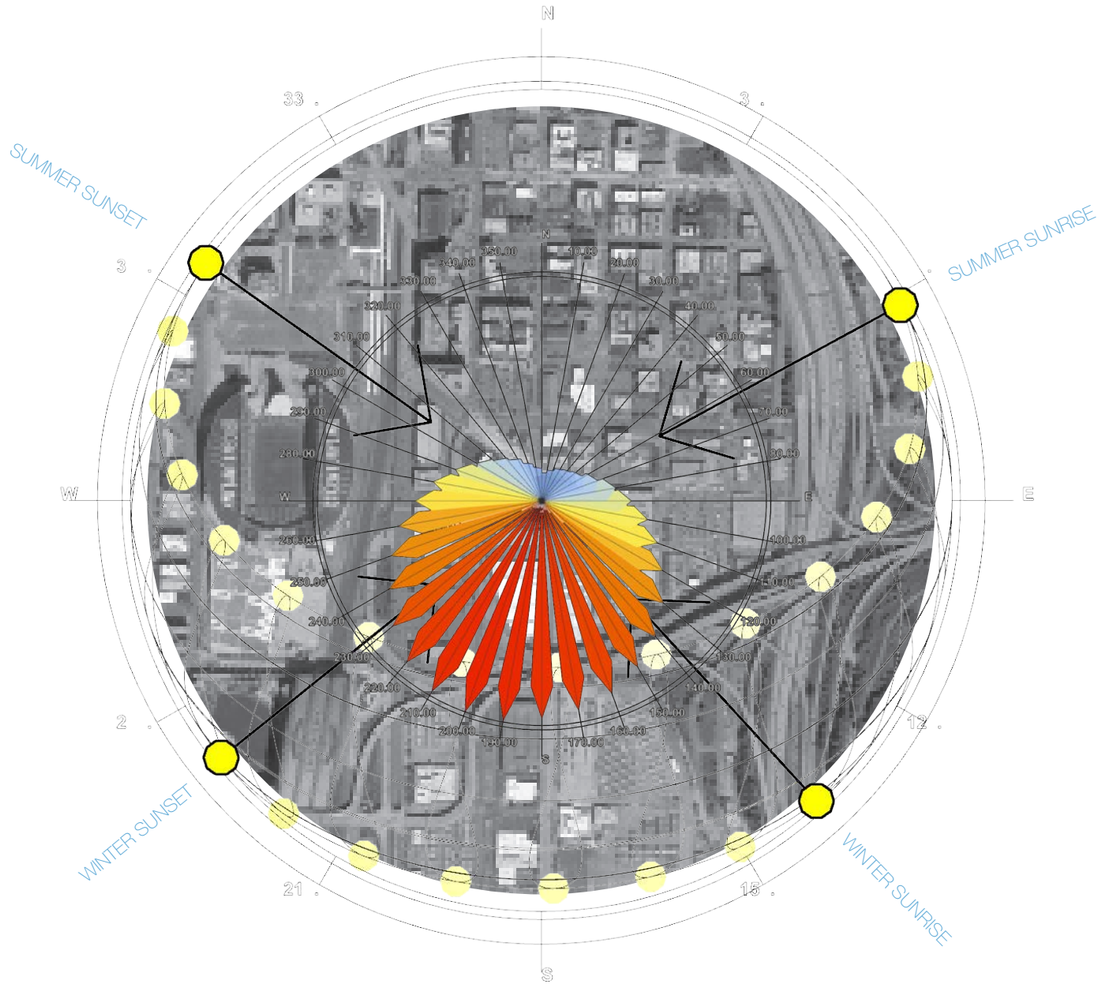
SEATTLE'S SUN

Perhaps more prevalent than the annual rainfall in Seattle is the lack of direct sunlight. Much of the year Seattle's skies are mostly cloudy and there are only 71 clear sunny days per year.

Because of this, Seattleites crave sun. Successful projects will incorporate areas that allow for the best possible access to the sun when it is out. South facing plazas for instance and awareness of shadow patterns are key.







RADIATION ROSE
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SUN PATH DIAGRAM

4 SITE ANALYSIS

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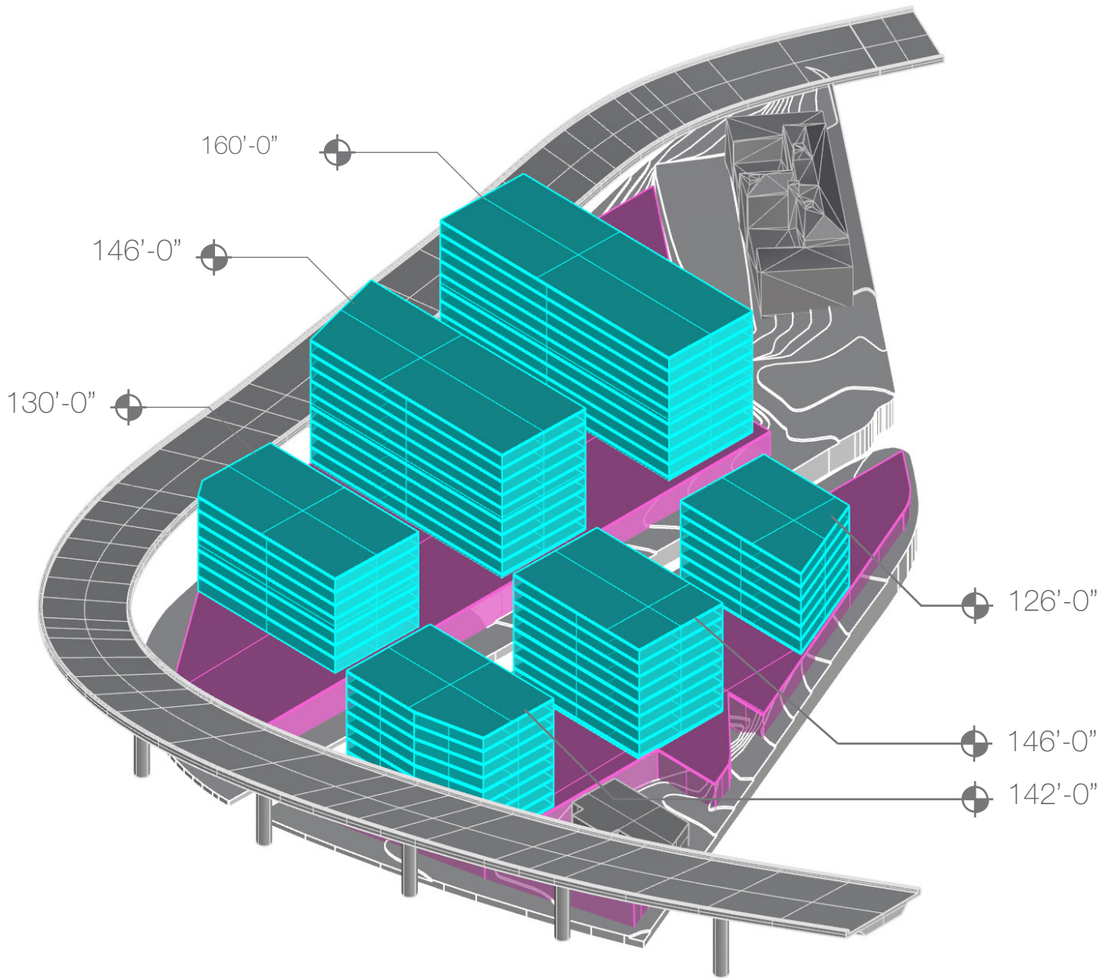
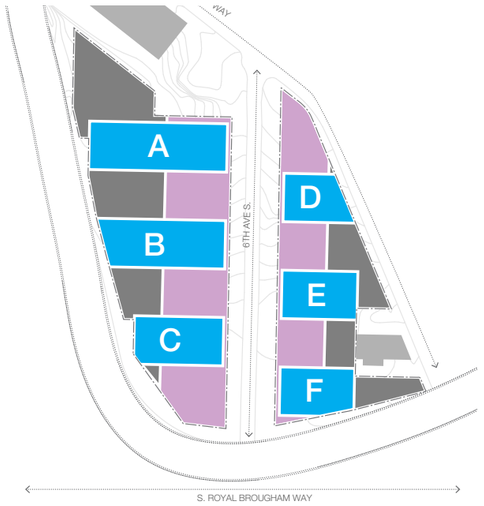
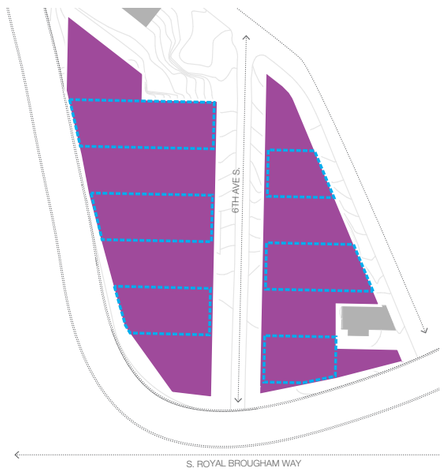
Design Concepts



AXONOMETRIC VIEW LOOKING NORTHWEST



UPPER LEVEL PLAN DIAGRAM



STREET LEVEL PLAN DIAGRAM

OPTION 1

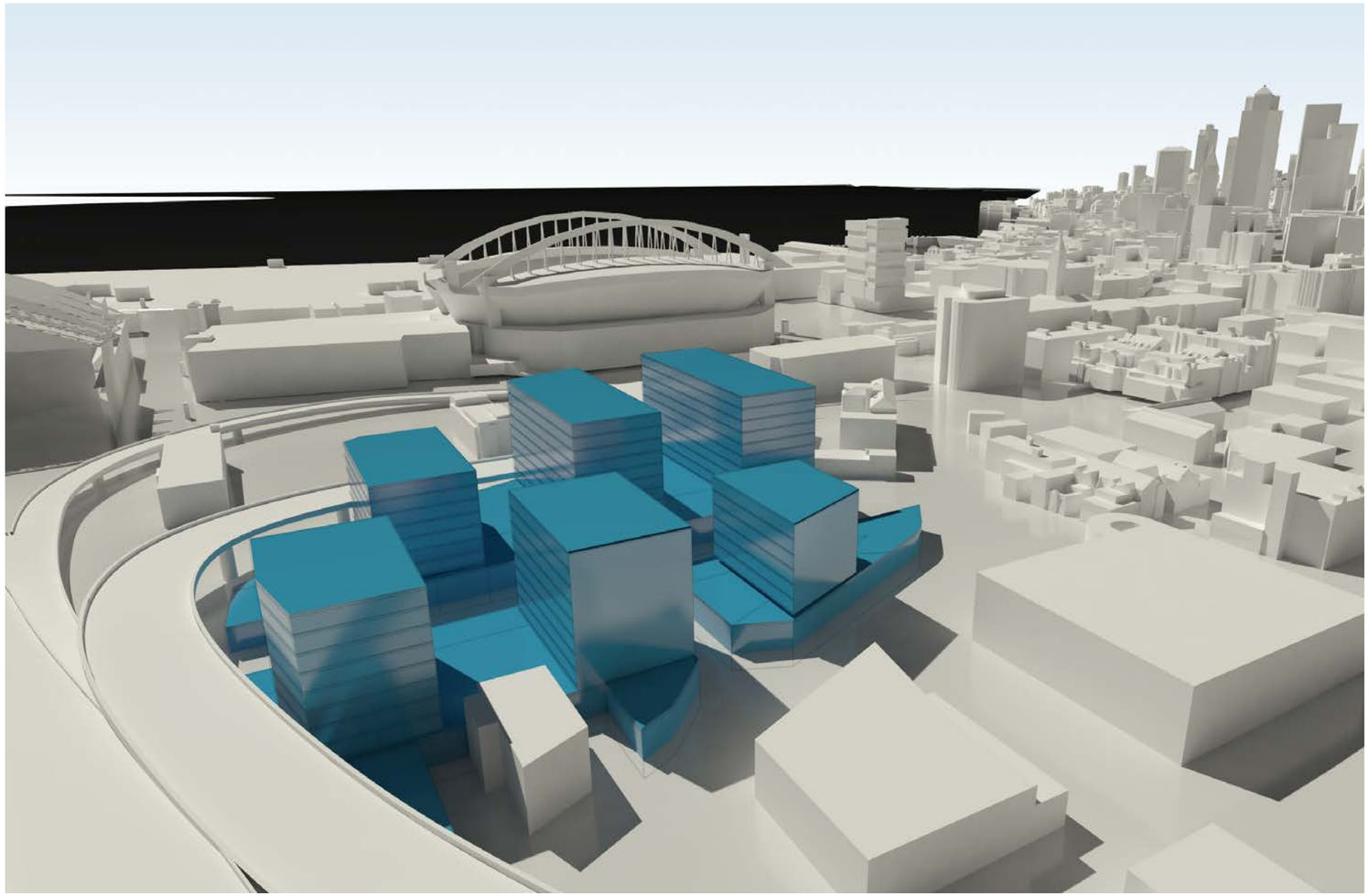
Site Area:	273,652 sf
Max F.A.R:	3.5
Max Area:	957,782 sf
+3.5 Mech. Allowance:	992,520 sf
Exempt Ground Floor Area:	78,000 sf
Typical Office	
Floorplate A:	28,500 sf
Floorplate B:	25,250 sf
Floorplate C:	18,330 sf
Floorplate D:	12,810 sf
Floorplate E:	15,660 sf
Floorplate F:	14,840 sf

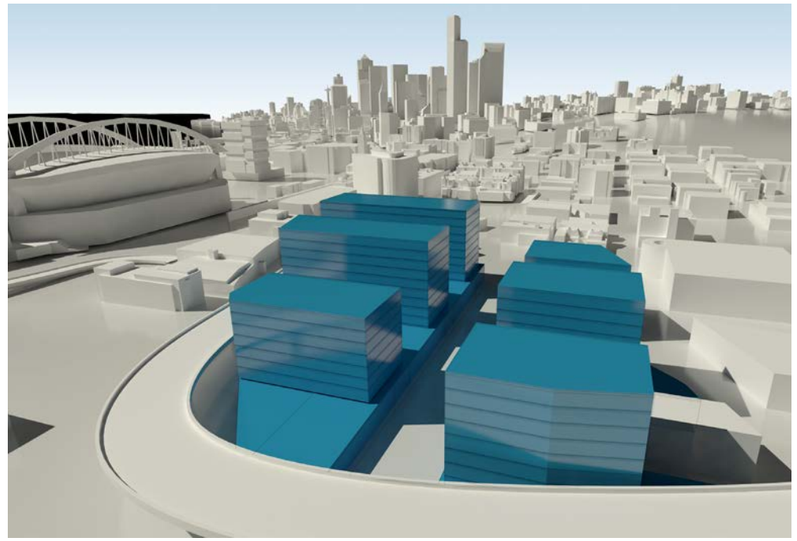
Pros

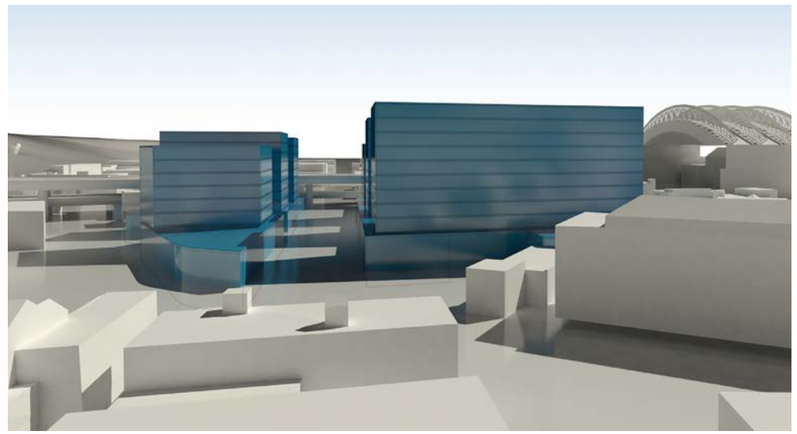
- No departures necessary
- Conventional towers easily phase-able
- E/W oriented office bars ideal orientation for climate
- Variety of open spaces

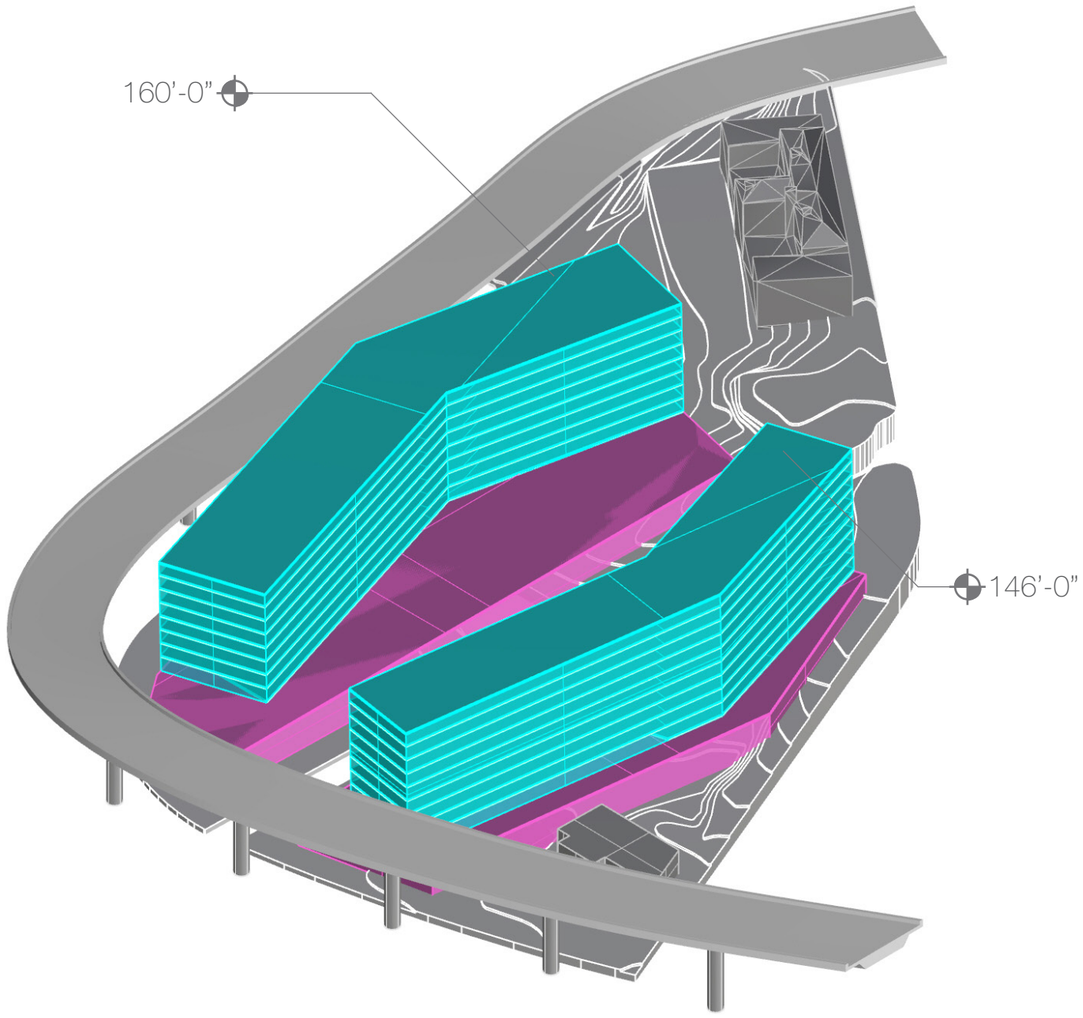
Cons

- Much office tower overlook
- Most courtyards in shade
- Too many discontinuous spaces
- Small floorplates
- High surface to volume ratio
- Regimented towers don't align with immediate urban context
- Short bars don't take full advantage of site geometry

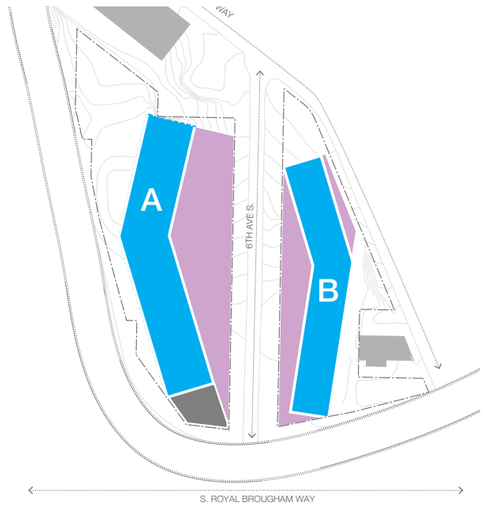




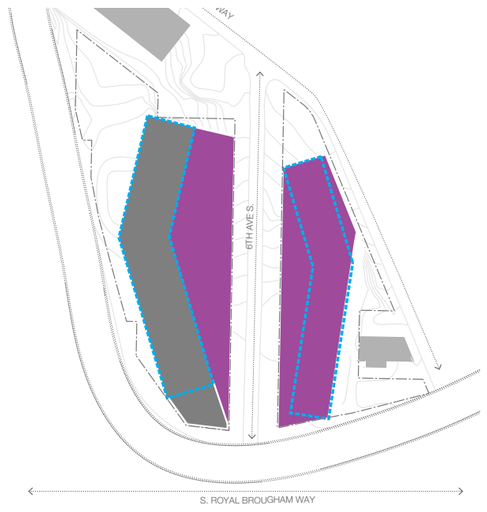




AXONOMETRIC VIEW LOOKING NORTHWEST



UPPER LEVEL PLAN DIAGRAM



STREET LEVEL PLAN DIAGRAM

OPTION 2

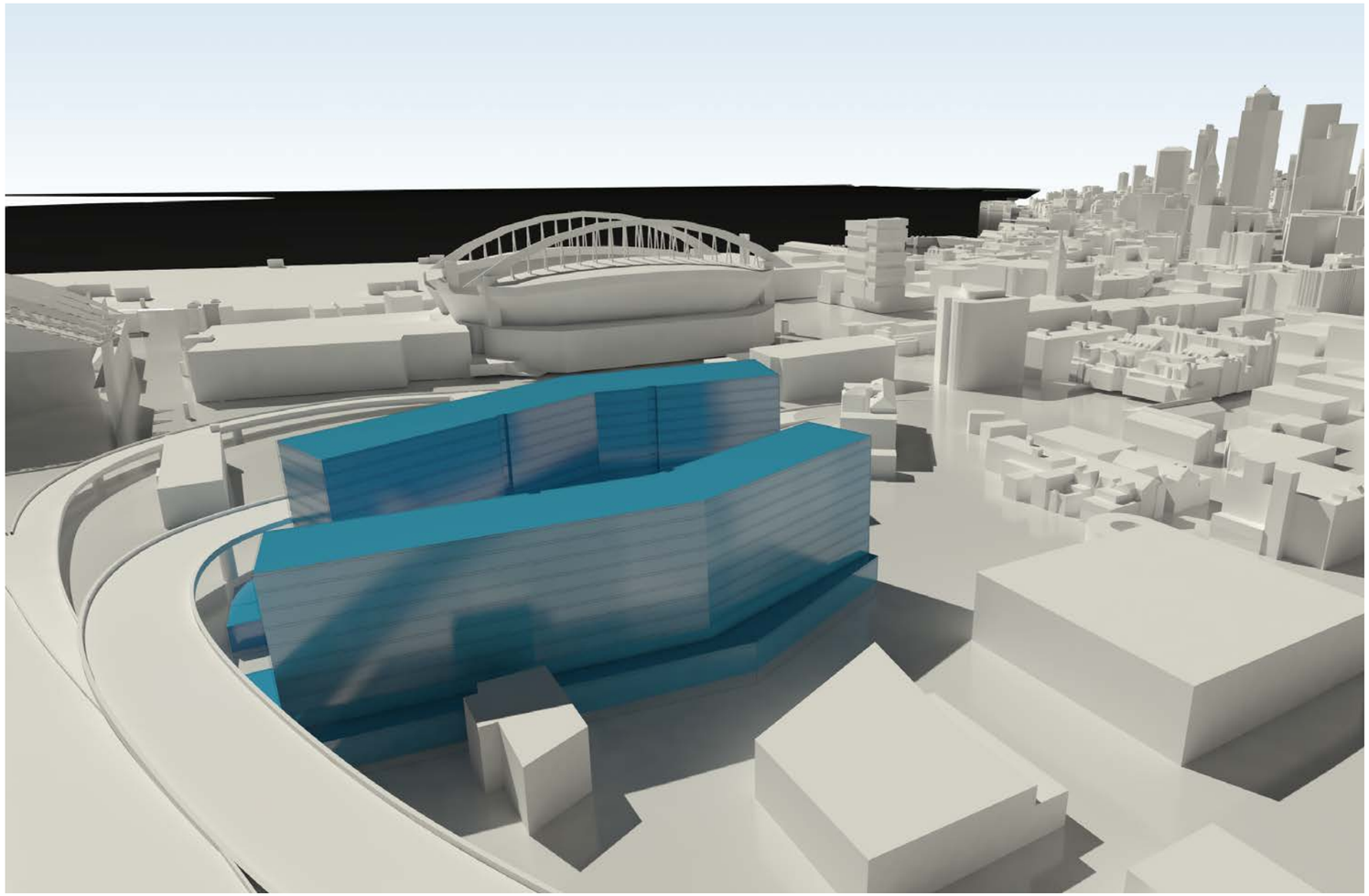
Site Area:	273,652 sf
Max F.A.R:	3.5
Max Area:	957,782 sf
+3.5 Mech. Allowance:	992,520 sf
Exempt Ground Floor Area:	78,000 sf
Typical Office	
Floorplate A:	58,890 sf
Floorplate B:	42,940 sf

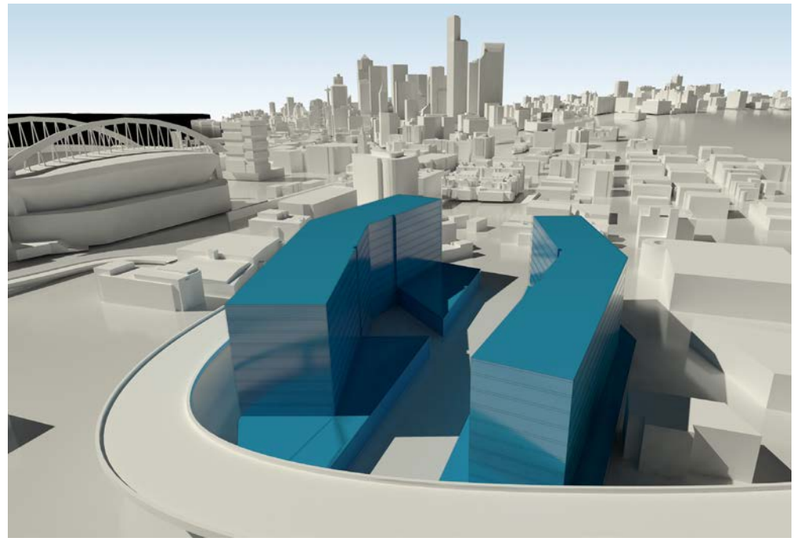
Pros

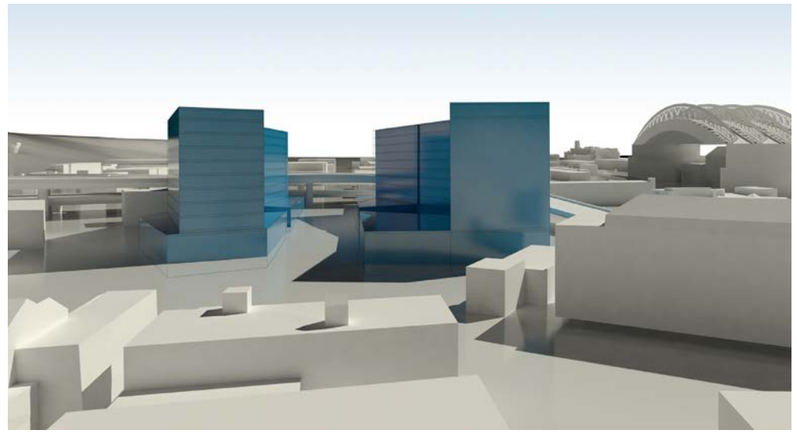
- Large contiguous floorplates
- Narrow office bars good for daylight penetration and natural ventilation opportunity
- Internally focused volume
- Simpler parking solution

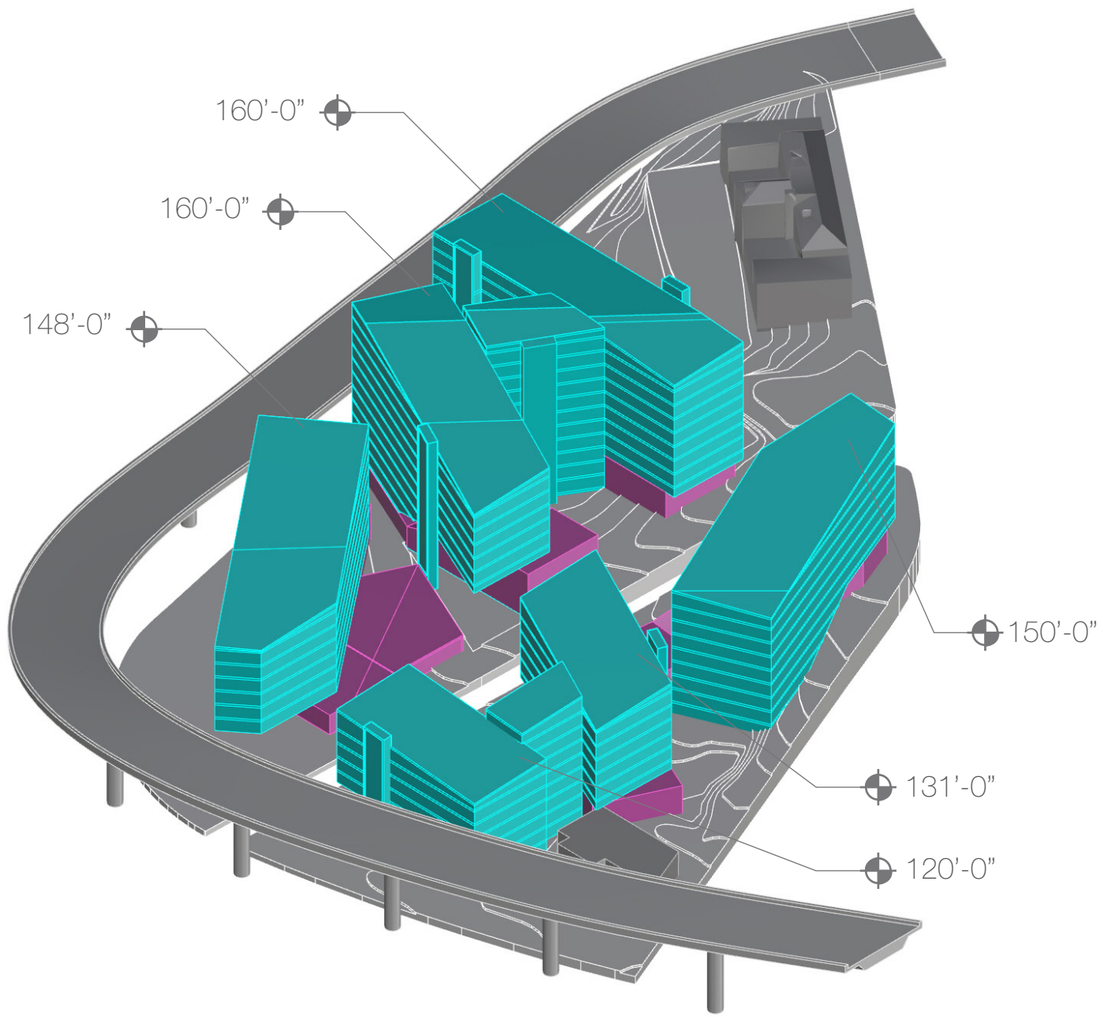
Cons

- Difficult to phase
- Office bar orientation not ideal for this climate
- Interior "canyon" created is overly large - not human scale
- Only one central open space
- Not enough variety of spaces
- No mid-block pedestrian connection on East parcel

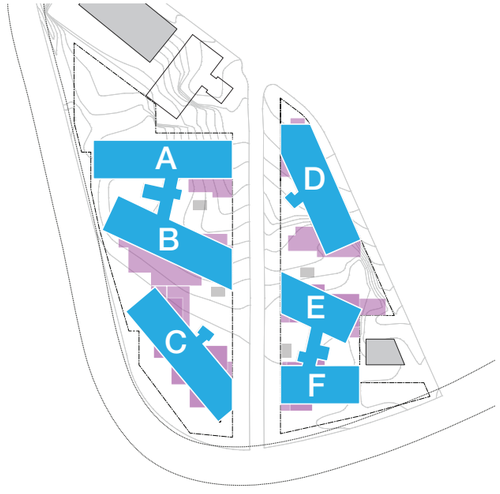








AXONOMETRIC VIEW LOOKING NORTHWEST



UPPER LEVEL PLAN DIAGRAM

STREET LEVEL PLAN DIAGRAM

OPTION 3A

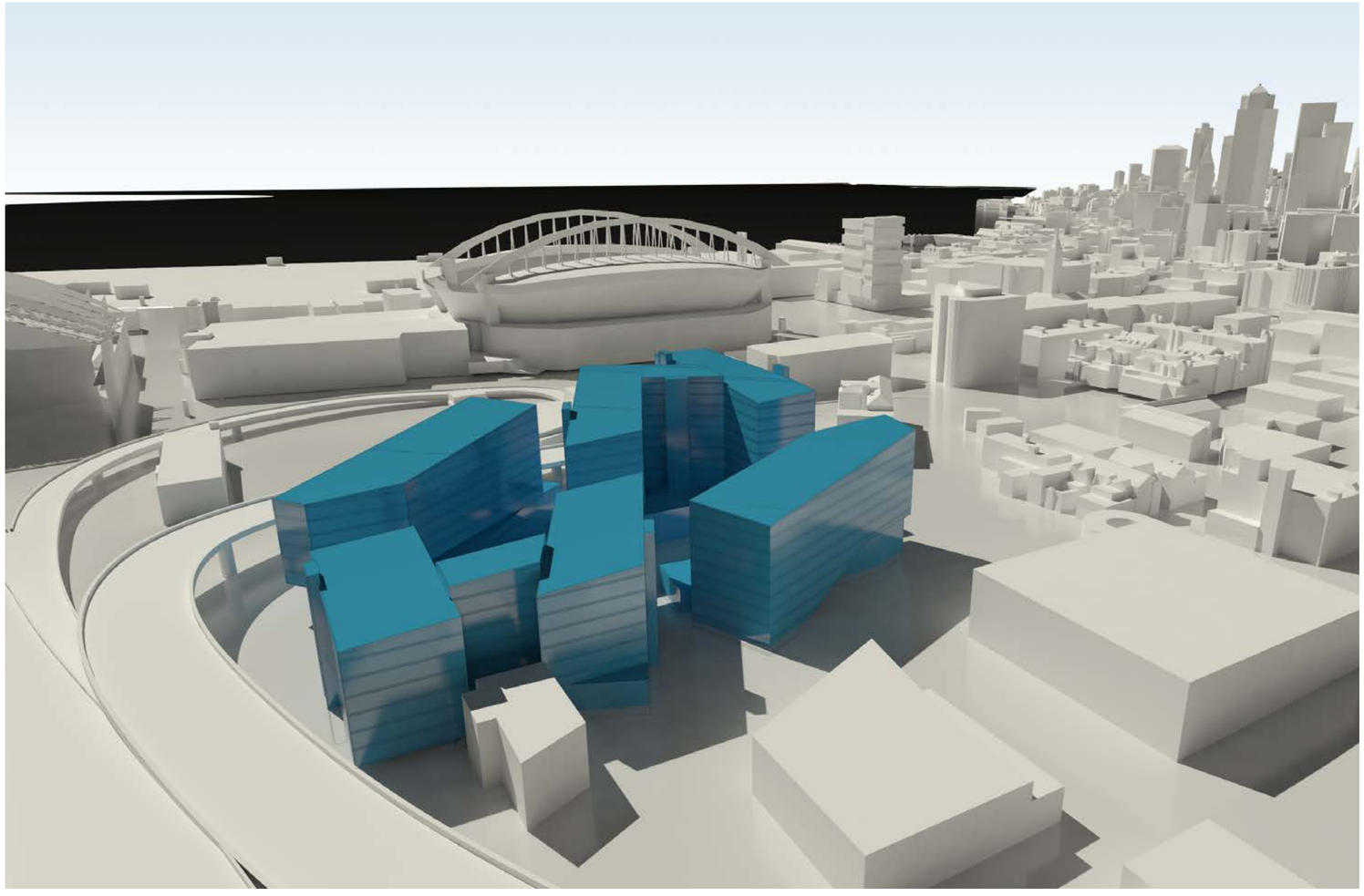
Site Area:	273,652 sf
Max F.A.R:	3.5
Max Area:	957,782 sf
+3.5 Mech. Allowance:	992,520 sf
Exempt Ground Floor Area:	78,000 sf
Typical Office	
Floorplate A:	24,700 sf
Floorplate B:	23,800 sf
Floorplate C:	25,000 sf
Floorplate D:	23,600 sf
Floorplate E:	14,200 sf
Floorplate F:	13,800 sf

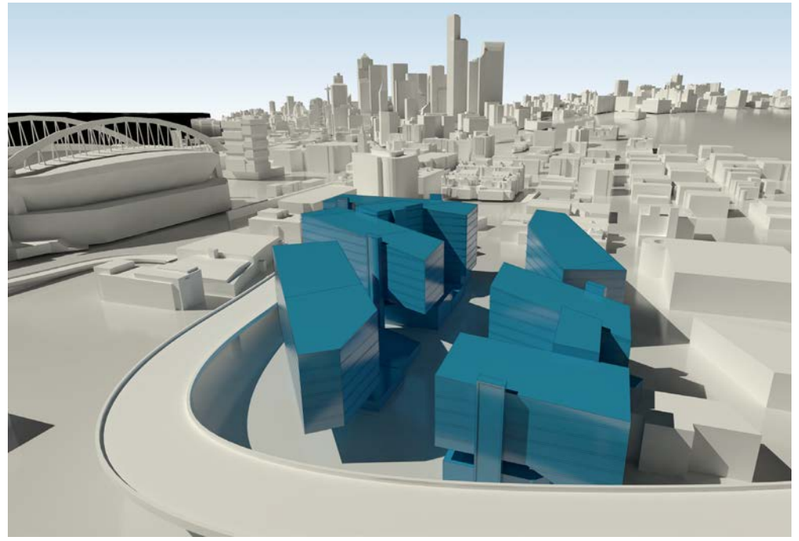
Pros

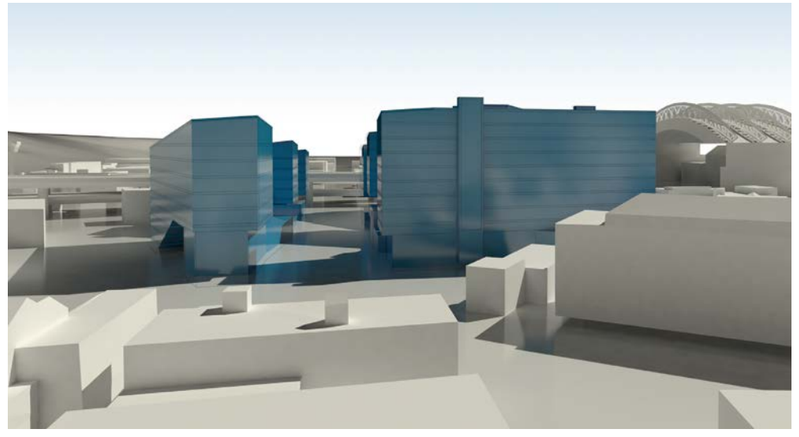
- Variety of tower floorplate sizes/options
- Large open spaces
- Narrow / core-free floorplates
- Central offset cores
- Easy to phase
- Ground-level open space
- Roof decks with views in nearly all directions
- Stadium scale iconic group of buildings

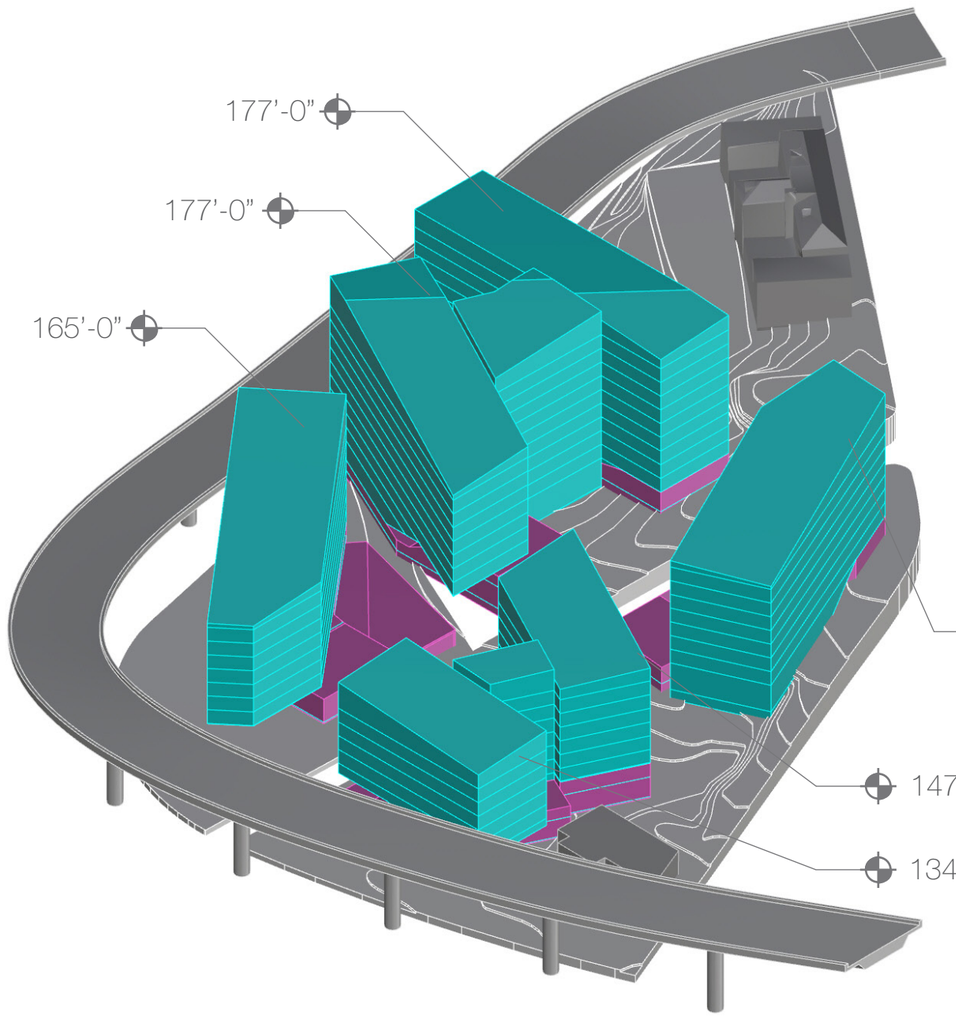
Cons

- Upper-level floorplate departure
- Difficult parking

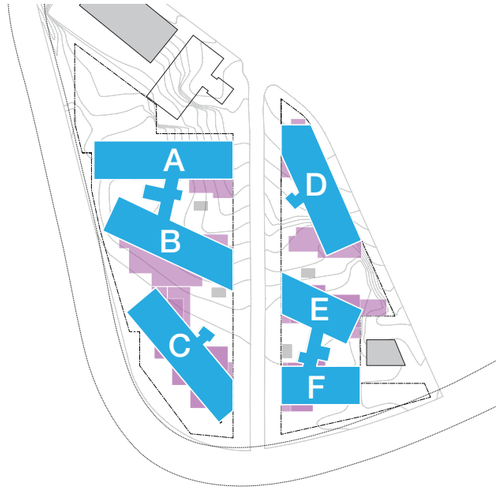








AXONOMETRIC VIEW LOOKING NORTHWEST



UPPER LEVEL PLAN DIAGRAM

STREET LEVEL PLAN DIAGRAM

OPTION 3B - PREFERRED

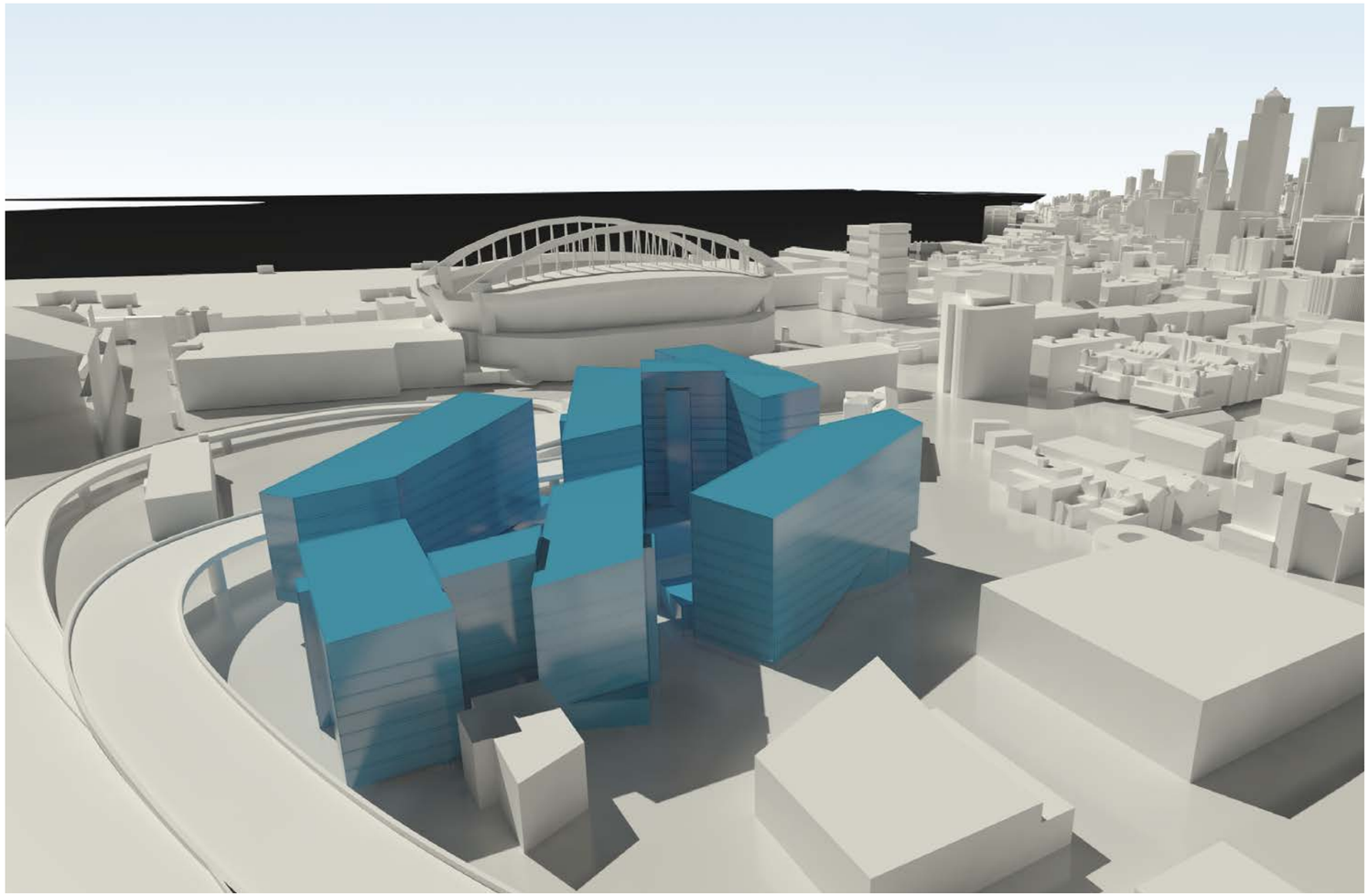
Site Area:	273,652 sf
Max F.A.R:	3.5
Max Area:	957,782 sf
Add. 15% FAR	1,101,449 sf
+3.5 Mech. Allowance:	**1,140,000 sf**
Exempt Ground Floor Area:	78,000 sf
Typical Office	
Floorplate A:	24,700 sf
Floorplate B:	23,800 sf
Floorplate C:	25,000 sf
Floorplate D:	23,600 sf
Floorplate E:	14,200 sf
Floorplate F:	13,800 sf

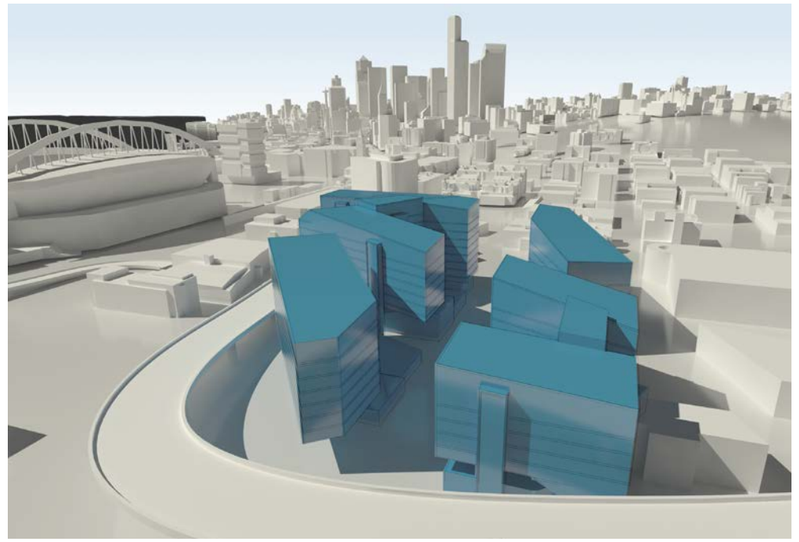
Pros

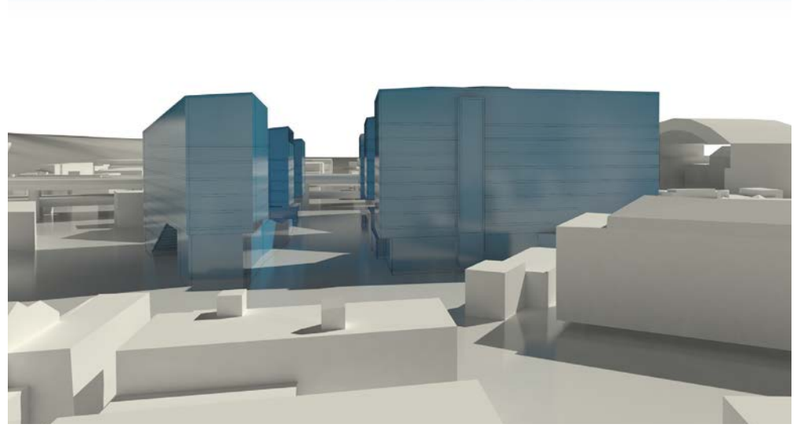
- Variety of tower floorplate sizes/options
- Large and inviting open spaces
- Narrow / core-free floorplates
- Central offset cores
- Easy to phase
- Ground-level open space
- Roof decks with views in nearly all directions
- Stadium scale iconic group of buildings
- **Complies with SMC 23.40.060 LBPP**
- Cross site connection from Aiport Way S to 6th Ave S

Cons

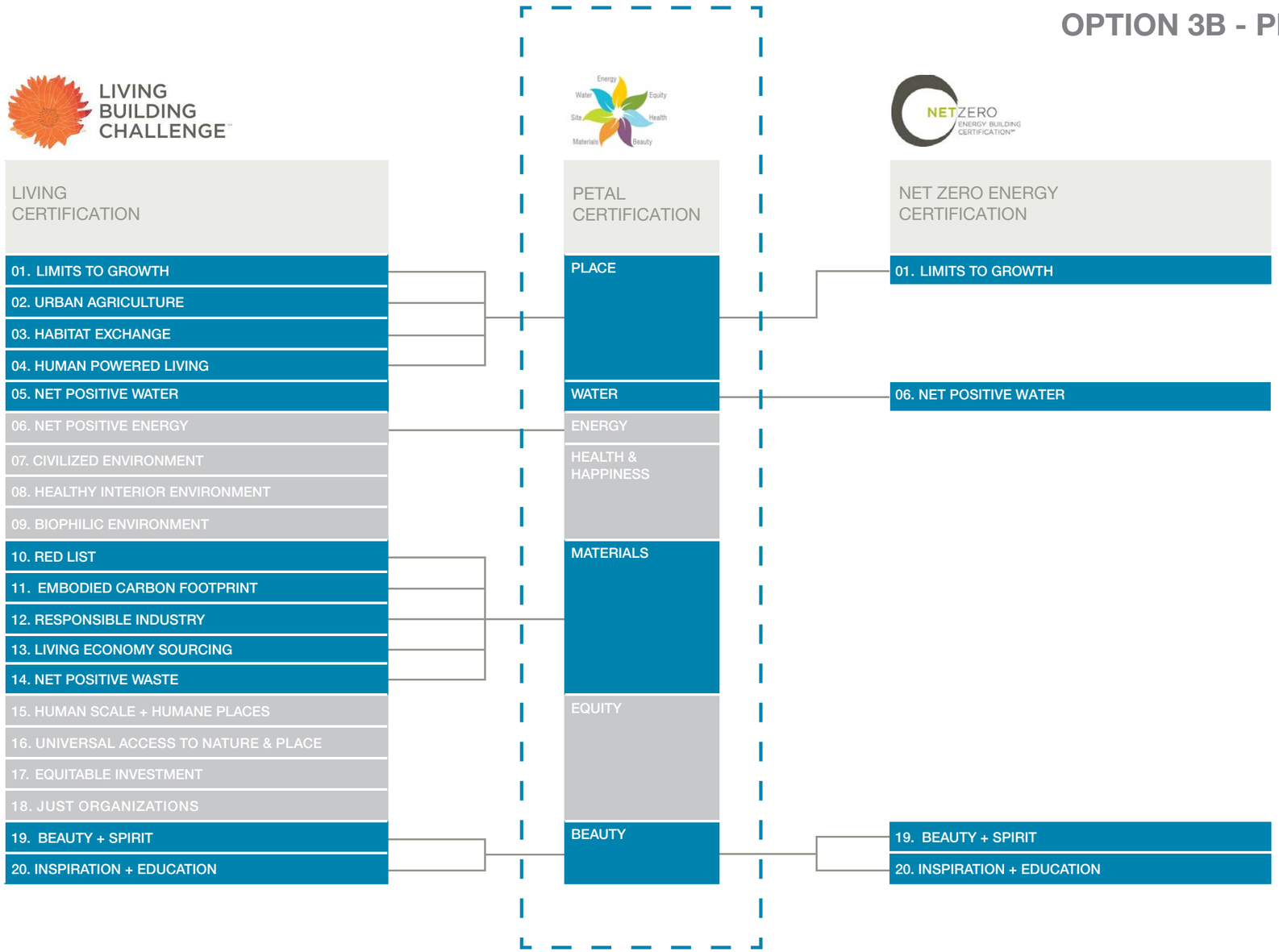
- Upper-level floorplate departure
- Difficult parking







OPTION 3B - PREFERRED



LIVING BUILDING CHALLENGE TIERS

CITY OF SEATTLE

SEATTLE LIVING BUILDING PILOT PROGRAM

In order to participate in the Program, a project would be required to:

Seek full LBC certification or LBC Petal Recognition plus Seattle specific energy and water conservation requirements;

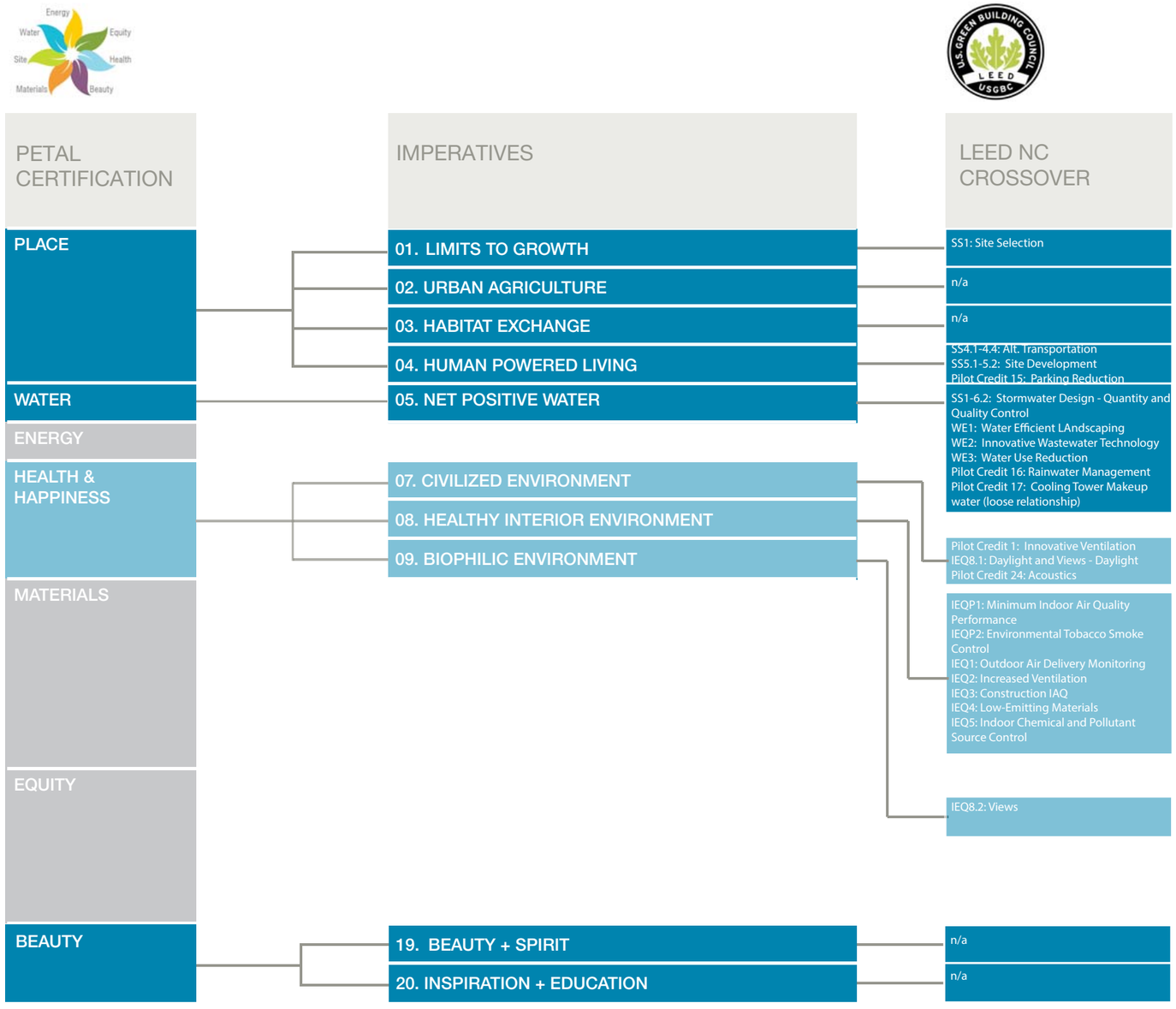
Use the Energy Use Intensity (EUI) targets established in the Seattle Energy Code's Target Performance Path;

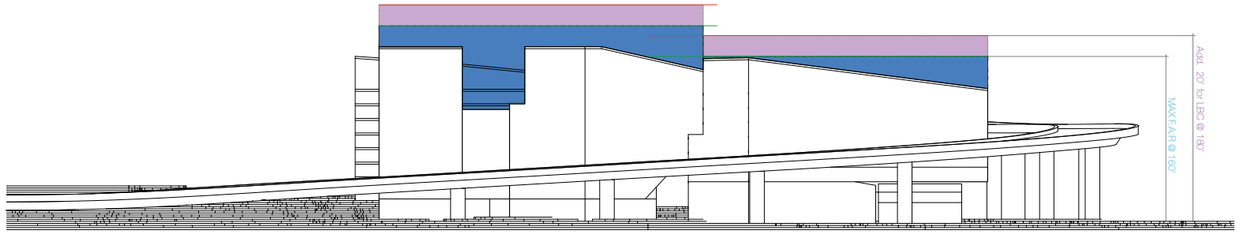
EUI, as demonstrated after one year of full occupancy, must be 25 percent below the EUI targets set in the Energy Code's Target Performance Path or EUI established by the Director;

Simplify the requirements for water use;

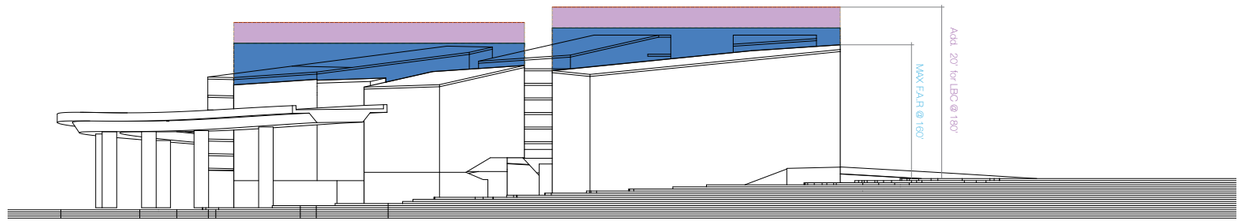
Participate in Seattle's Design Review Program; and

Be located outside the shoreline jurisdiction.





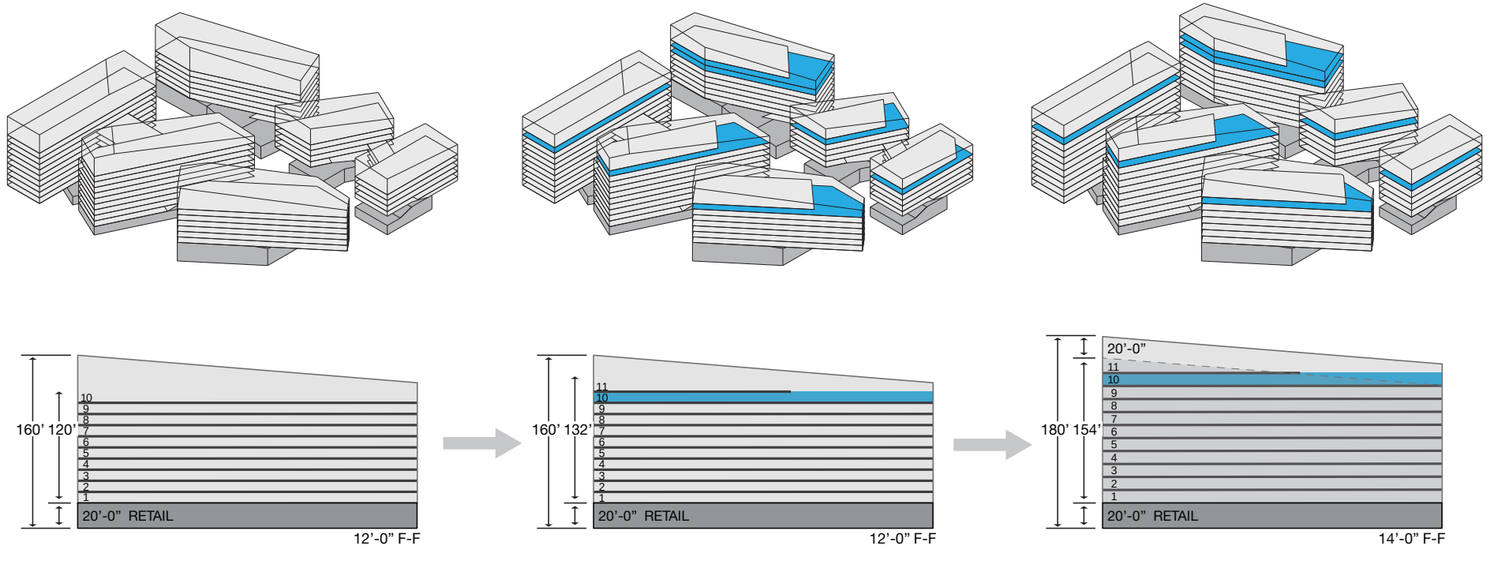
West Side Lot_ On 4th Ave. S. facing site



East Side Lot_ On Airport Way S. facing site

MAX FAR GOAL: 992,520 SF (100%)

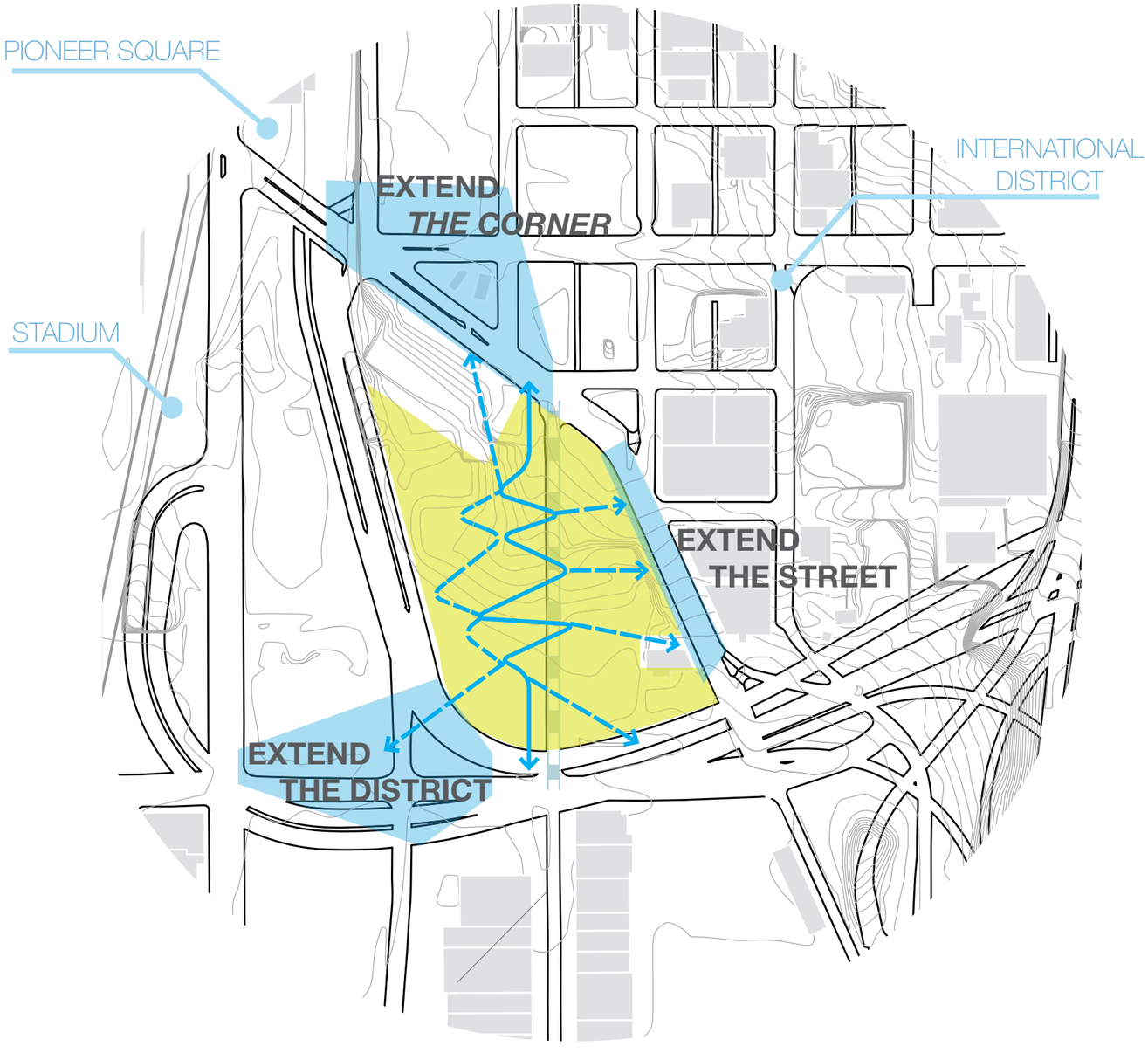
MAX FAR GOAL: 1,140,000 SF (115%)



MASSING DIAGRAM SHOWING 15% FAR AND 20' ADD. HT INCREASE

6

Preferred Scheme



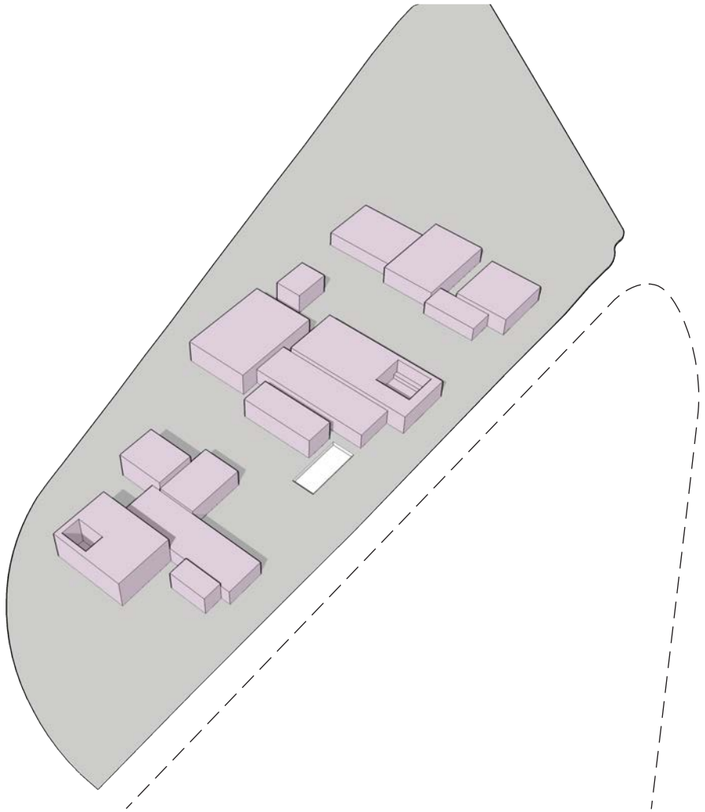
CONVERGING NEIGHBORHOODS

INDUSTRIAL NEIGHBORHOOD

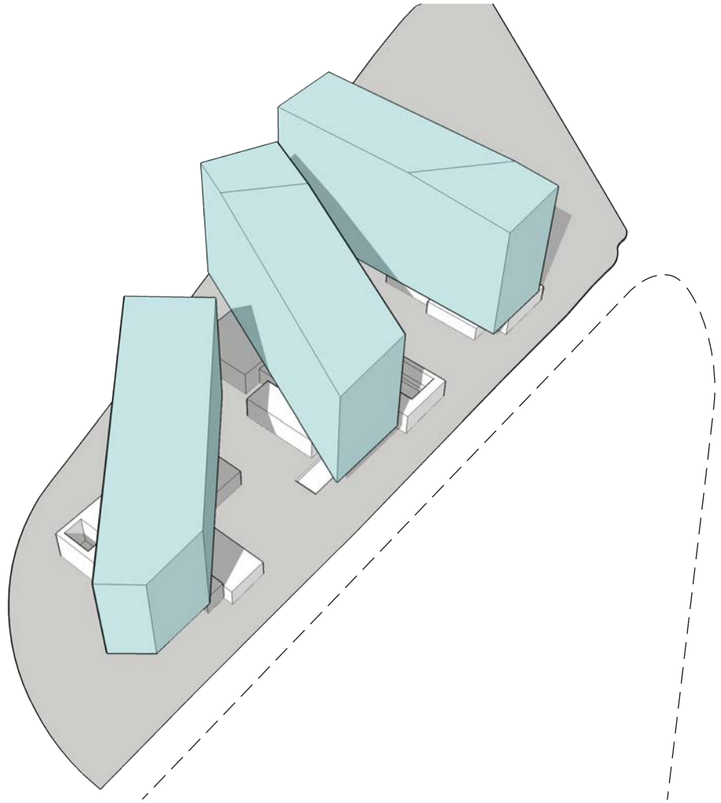
INTERNATIONAL DISTRICT

STADIUM DISTRICT

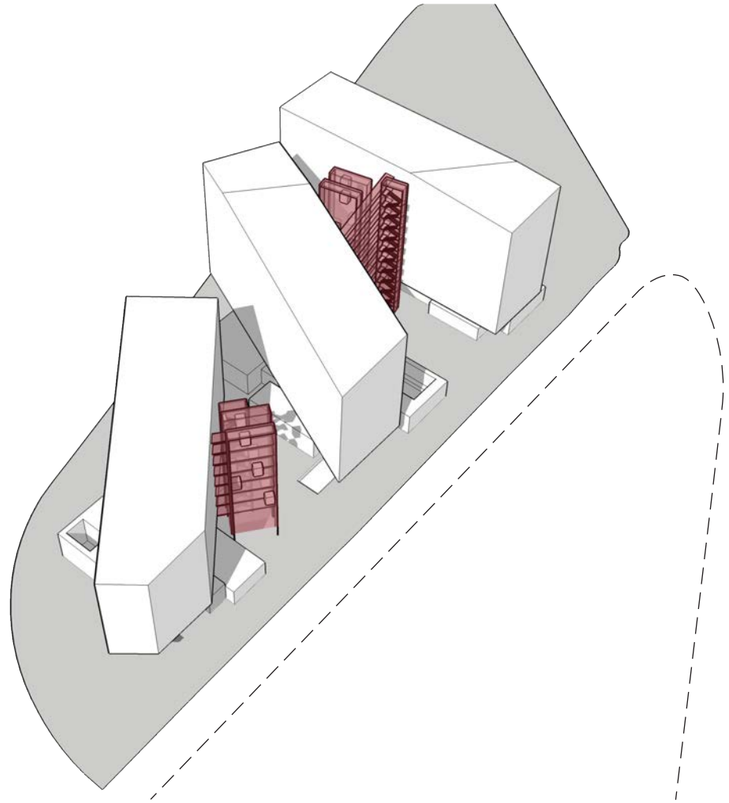
The 1,140,000 sq ft project is composed of buildings that are rotated to create unique, pedestrian-friendly courtyards. These angles introduce better daylight to the ground floors while improving views to the city and bay from office floors. Building floor widths and their configurations are specifically designed to provide ample daylight throughout the floorplates tand to enable teams to see more of each other. The project provides a range of outdoor spaces, including balconies, terraces, and roof gardens, as well as up 1211 parking stalls for employees and visitors alike.



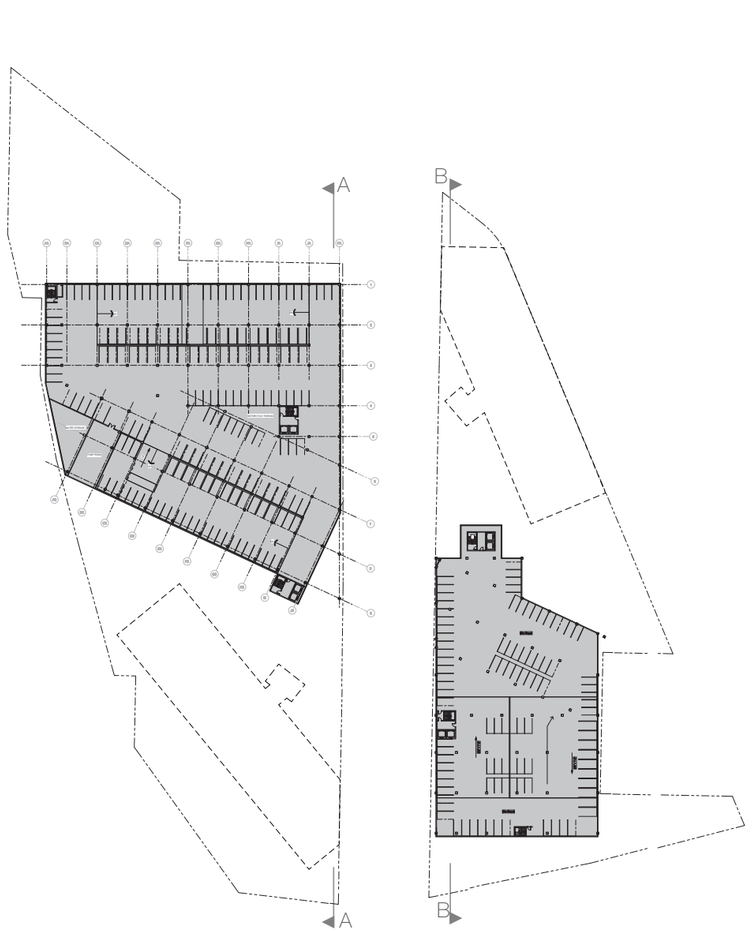
NEIGHBORHOOD SCALE STREET LEVEL USES AND OPEN SPACE



OFFICE TOWER BARS OPTIMIZED FOR DAYLIGHT



VISIBLE VERTICAL CIRCULATION



	WEST	EAST	TOTAL
PARKING STALLS	747	464	1211
BIKE STALLS	100	71	171
LOADING BERTHS	7	5	12

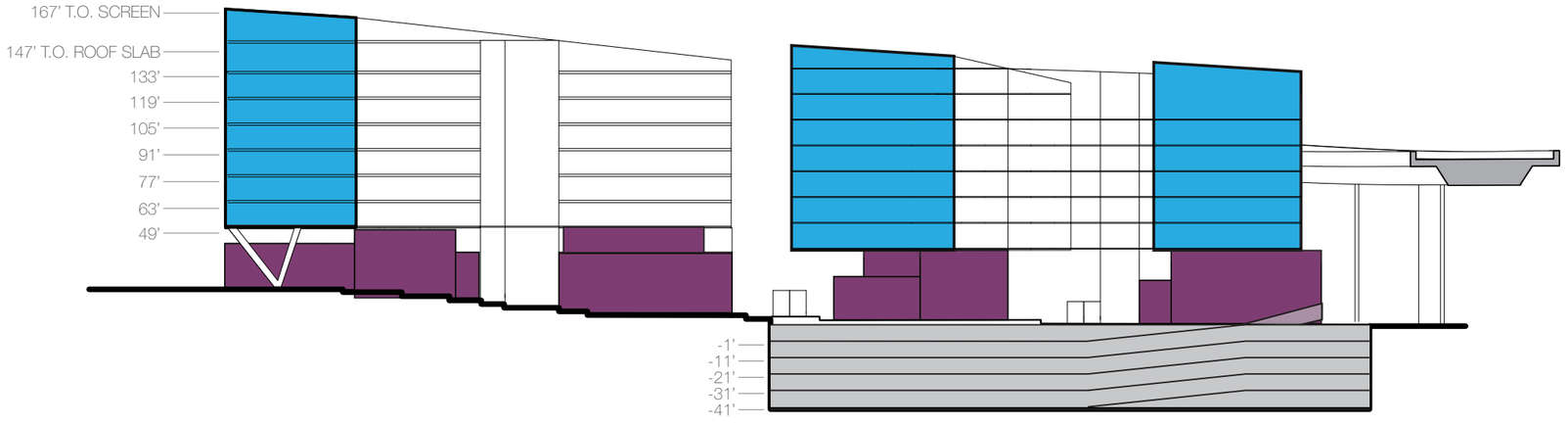
TYPICAL PARKING PLAN

OFFICE ENTRY
PARKING ENTRY

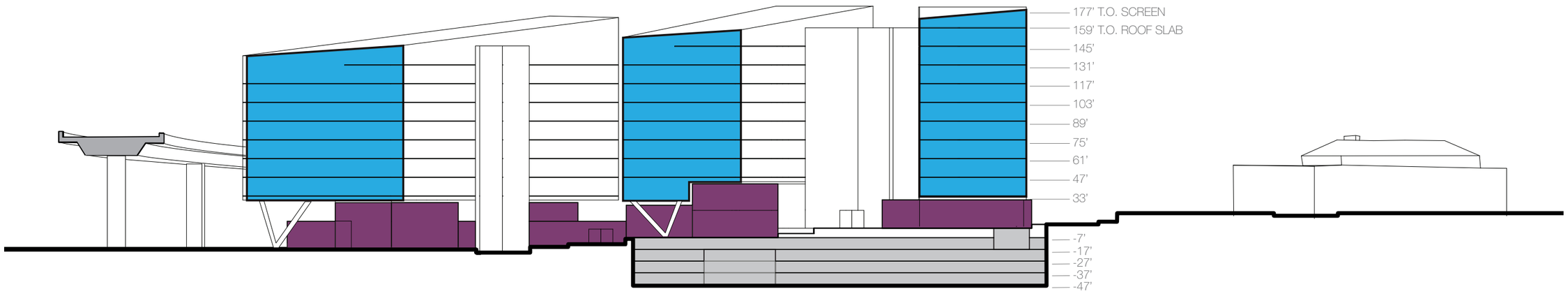
GROUND LEVEL PROGRAMMATIC PLAN

50' 100' 250'

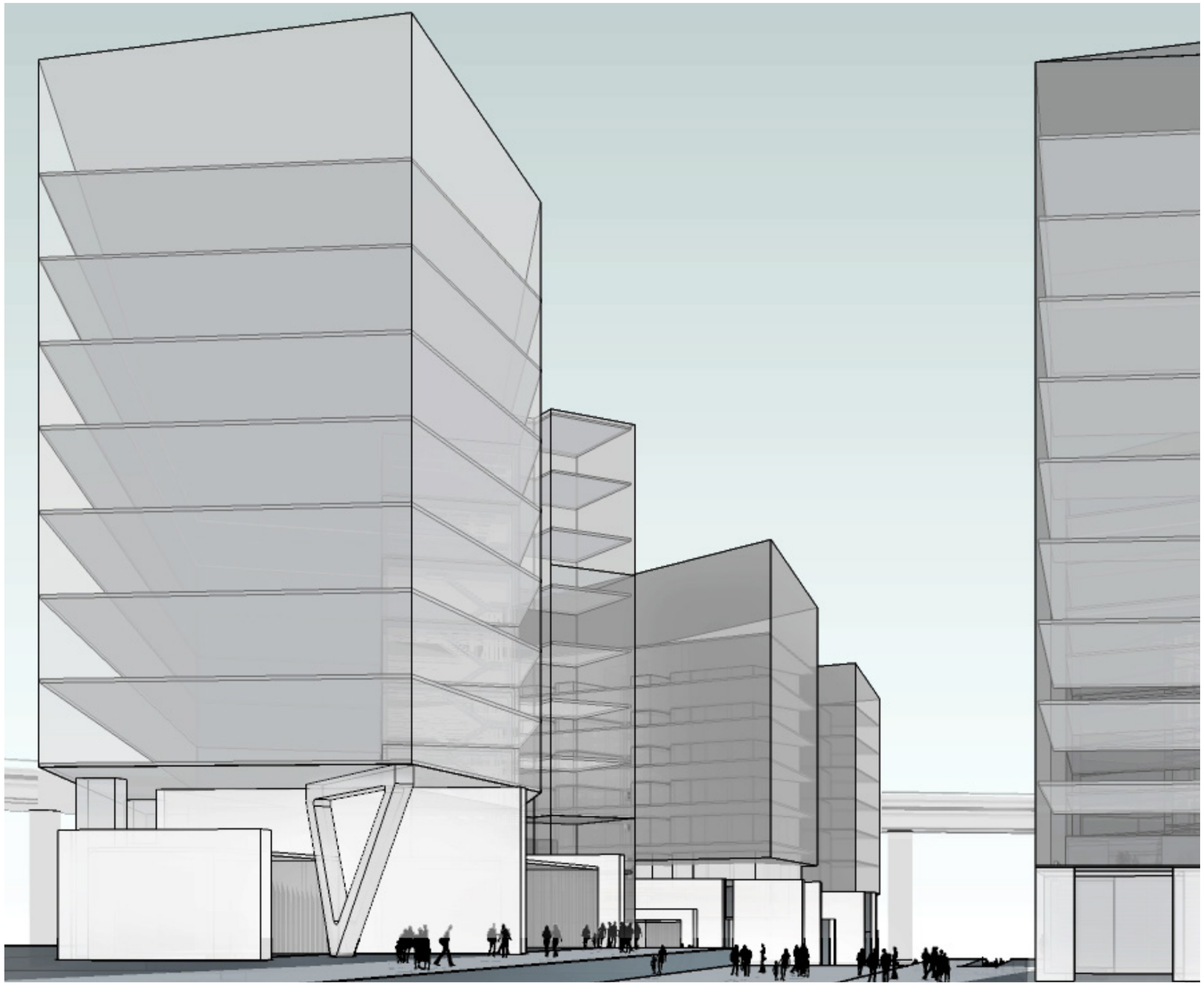
TOWER LEVEL PROGRAMMATIC PLAN



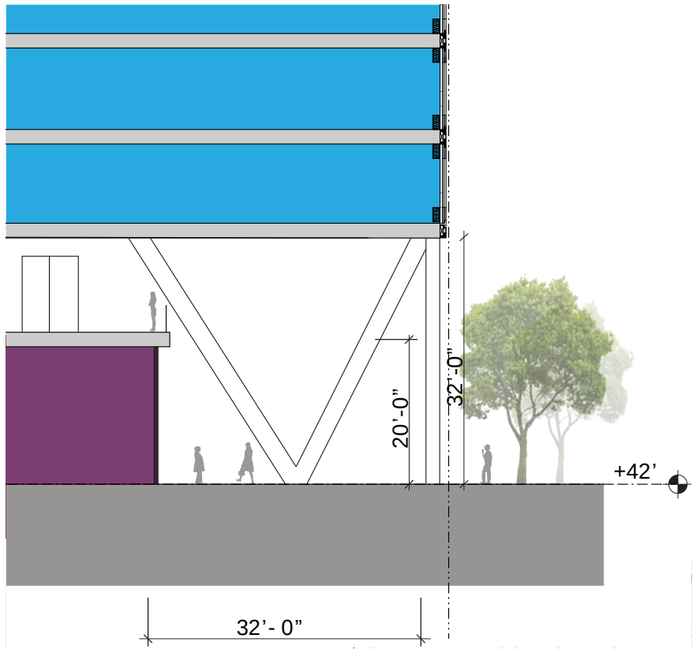
A-A SITE SECTION LOOKING EAST



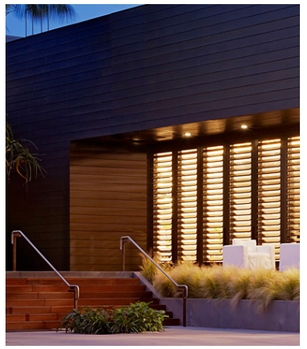
B-B SITE SECTION LOOKING WEST

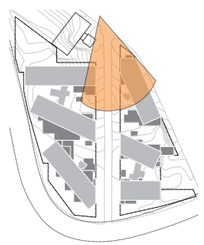


VIEW LOOKING SOUTH FROM SEATTLE BLVD



PARTIAL SECTION



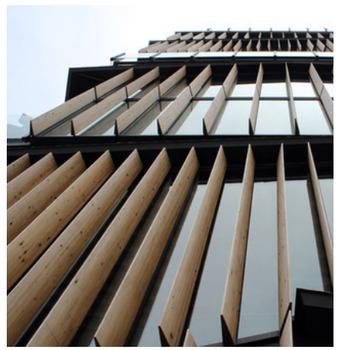


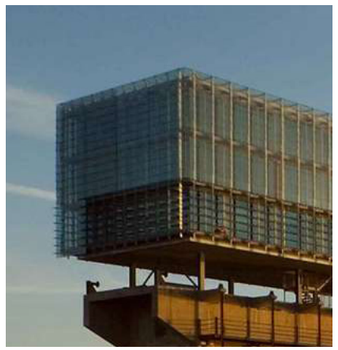
Design Guideline Highlights

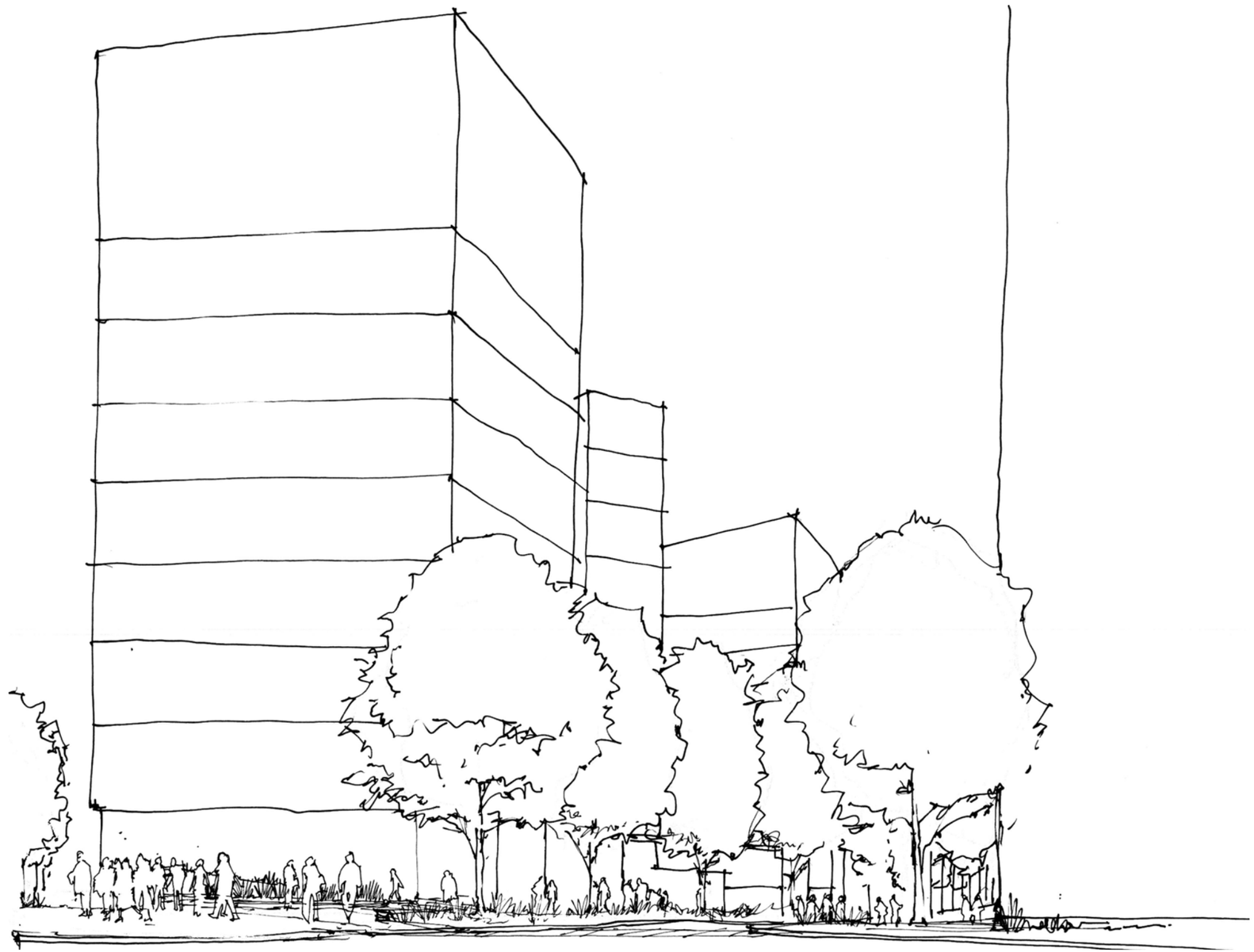
CS1.B.2 - Daylight and Shading:
Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

CS1.B.3 - Managing Solar Gain:
Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

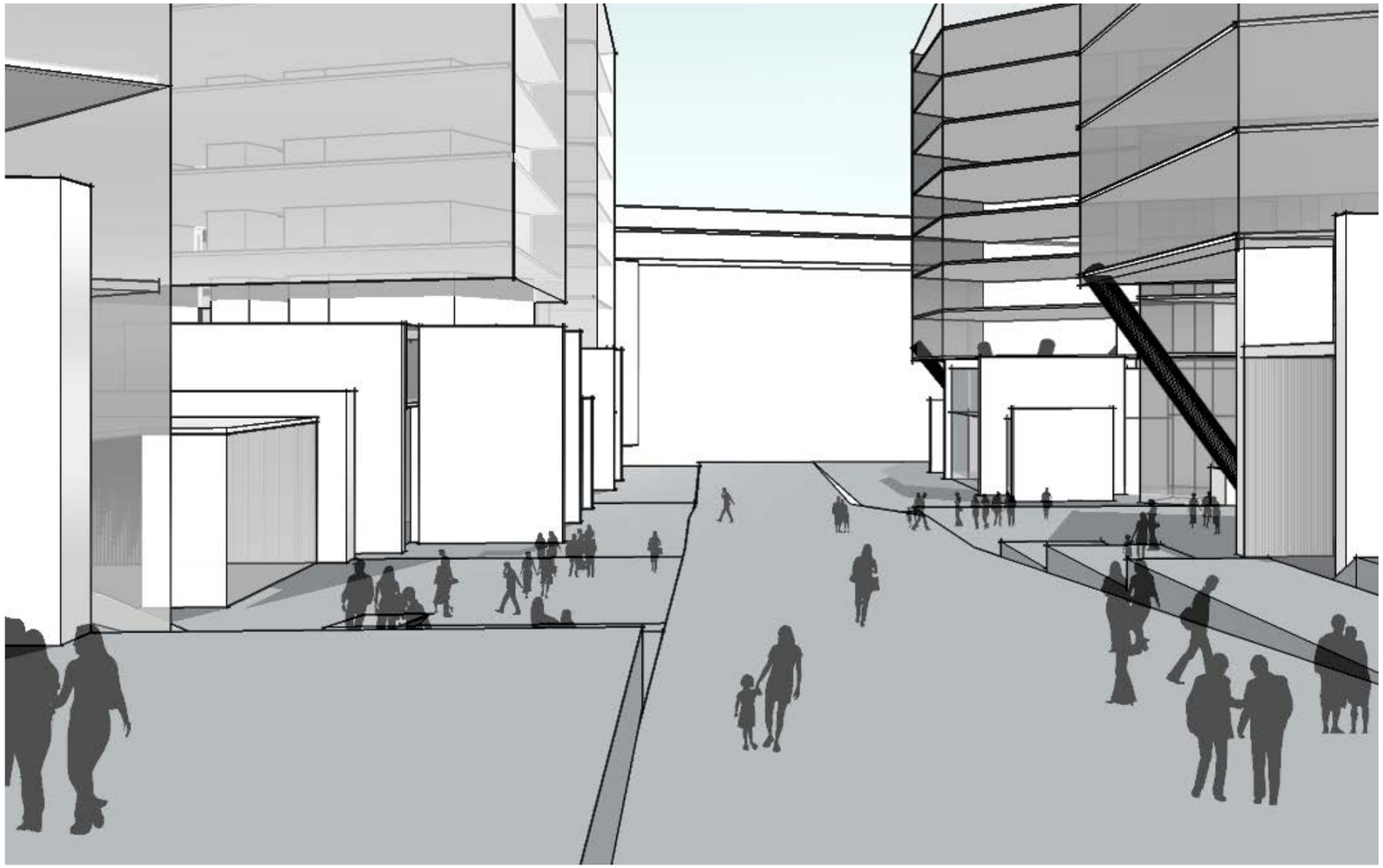
DC2.B.1 - Facade Composition:
Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.



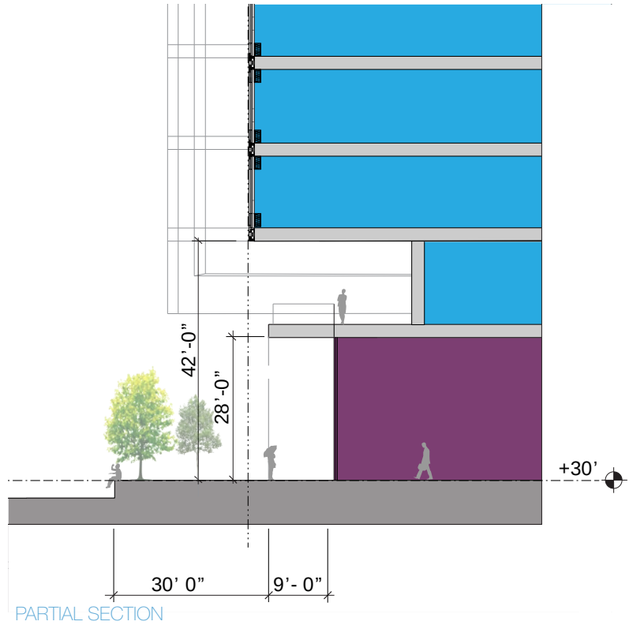




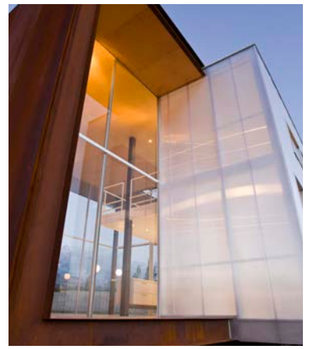
VIEW LOOKING SOUTH FROM SEATTLE BLVD

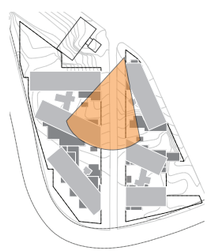


VIEW LOOKING SOUTH ON 6TH AVE



PARTIAL SECTION



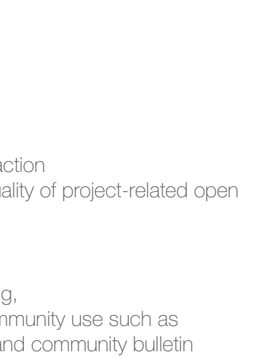


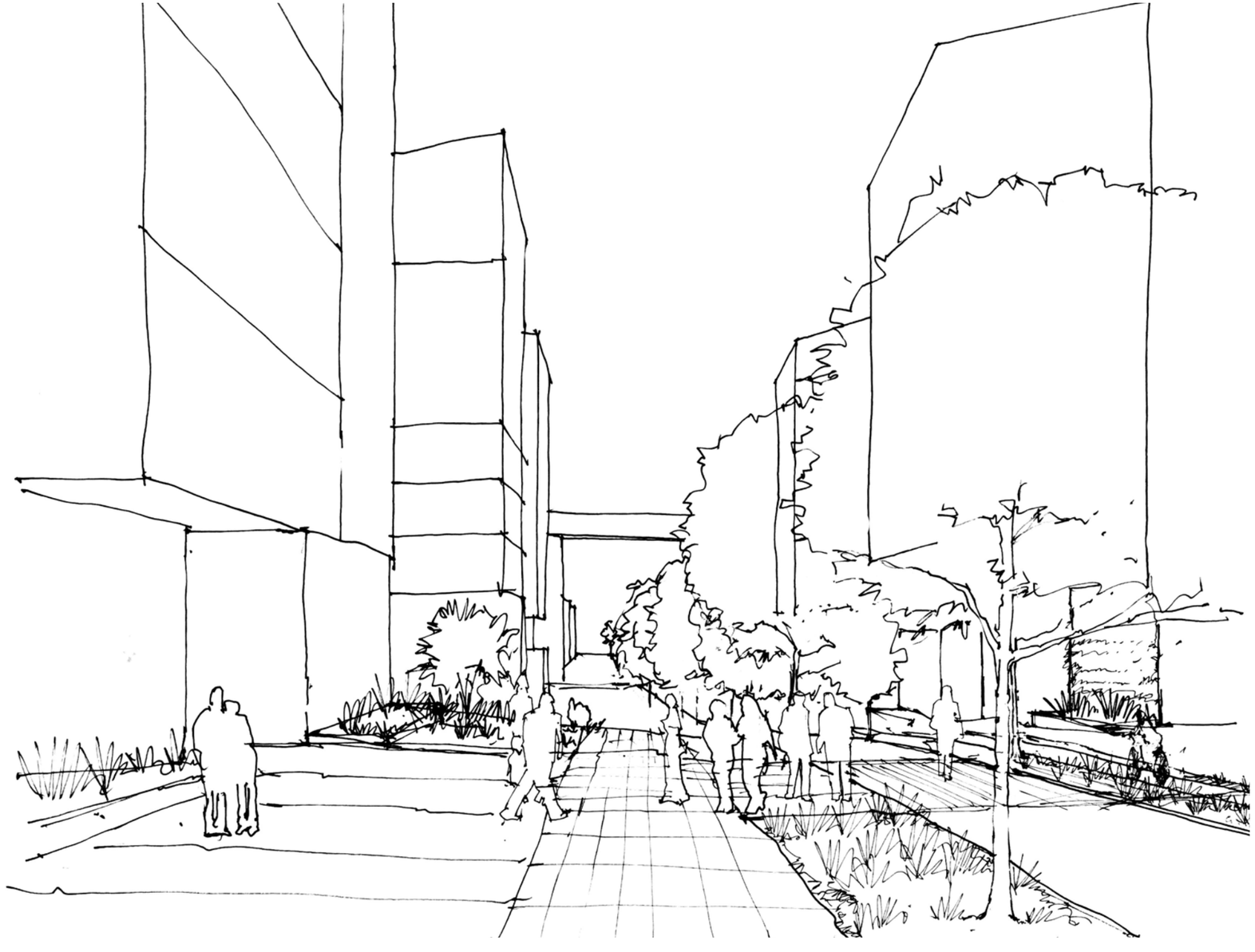
Design Guideline Highlights

PL1.A.2 - Adding to public life:
Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open spaceavailable for public life.

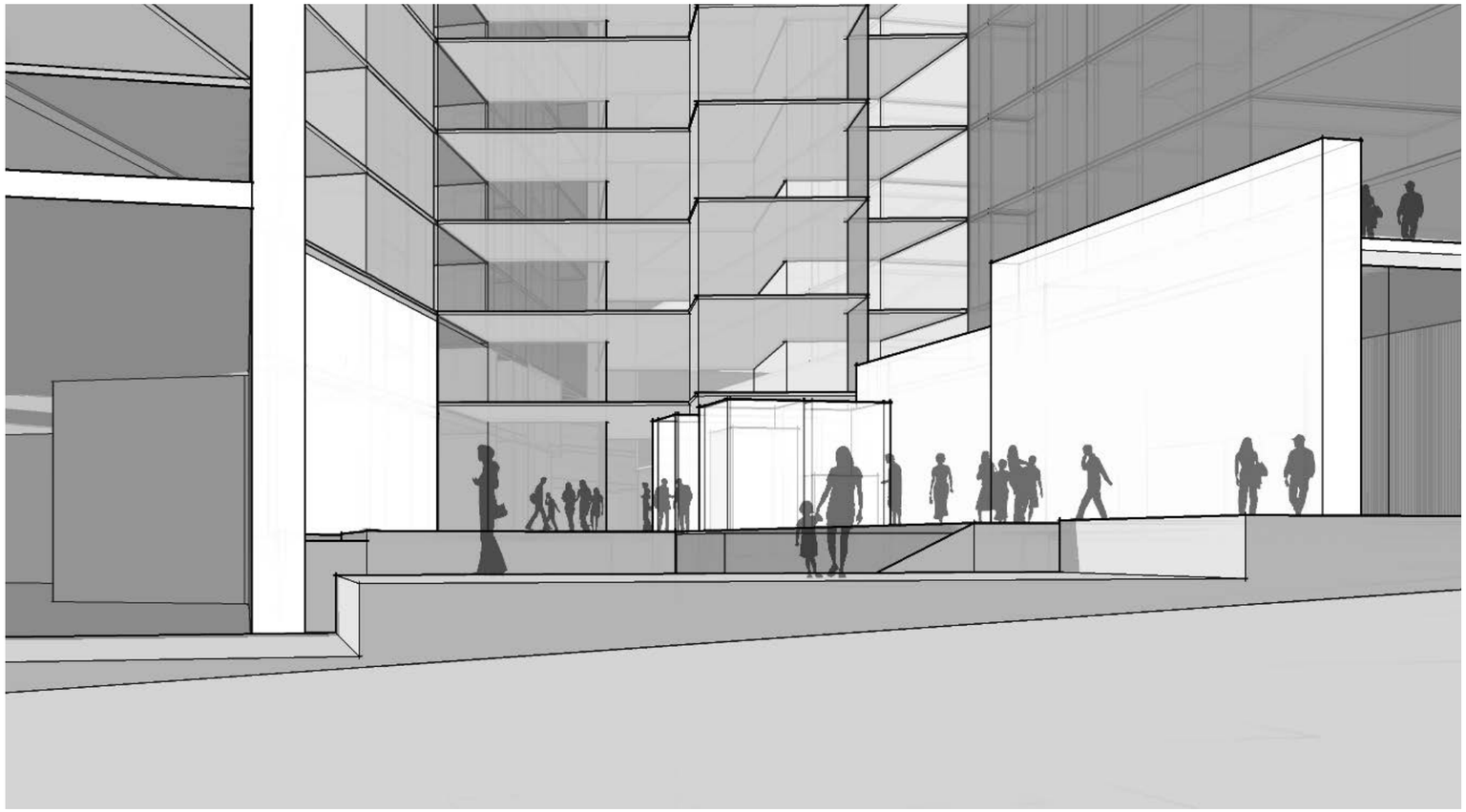
PL1.C.2 - Informal community uses:
In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL2.B.1 - Eyes on the Street:
Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

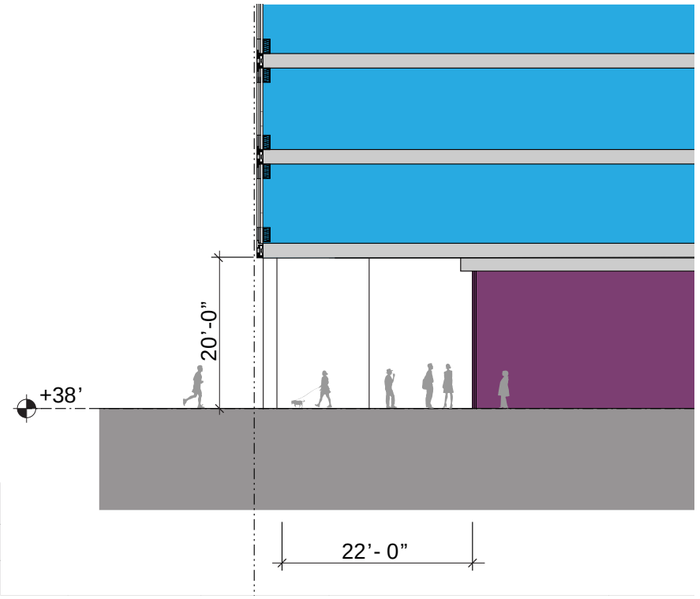




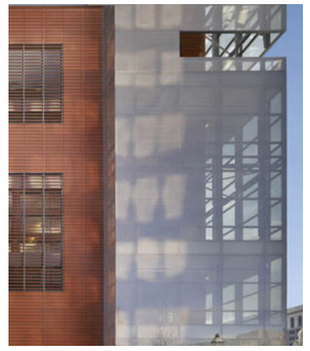
VIEW LOOKING SOUTH ON 6TH AVE

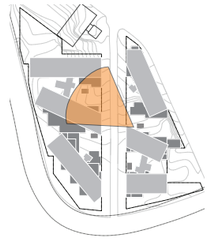


VIEW LOOKING WEST AT BUILDING AB



PARTIAL SECTION





Design Guideline Highlights

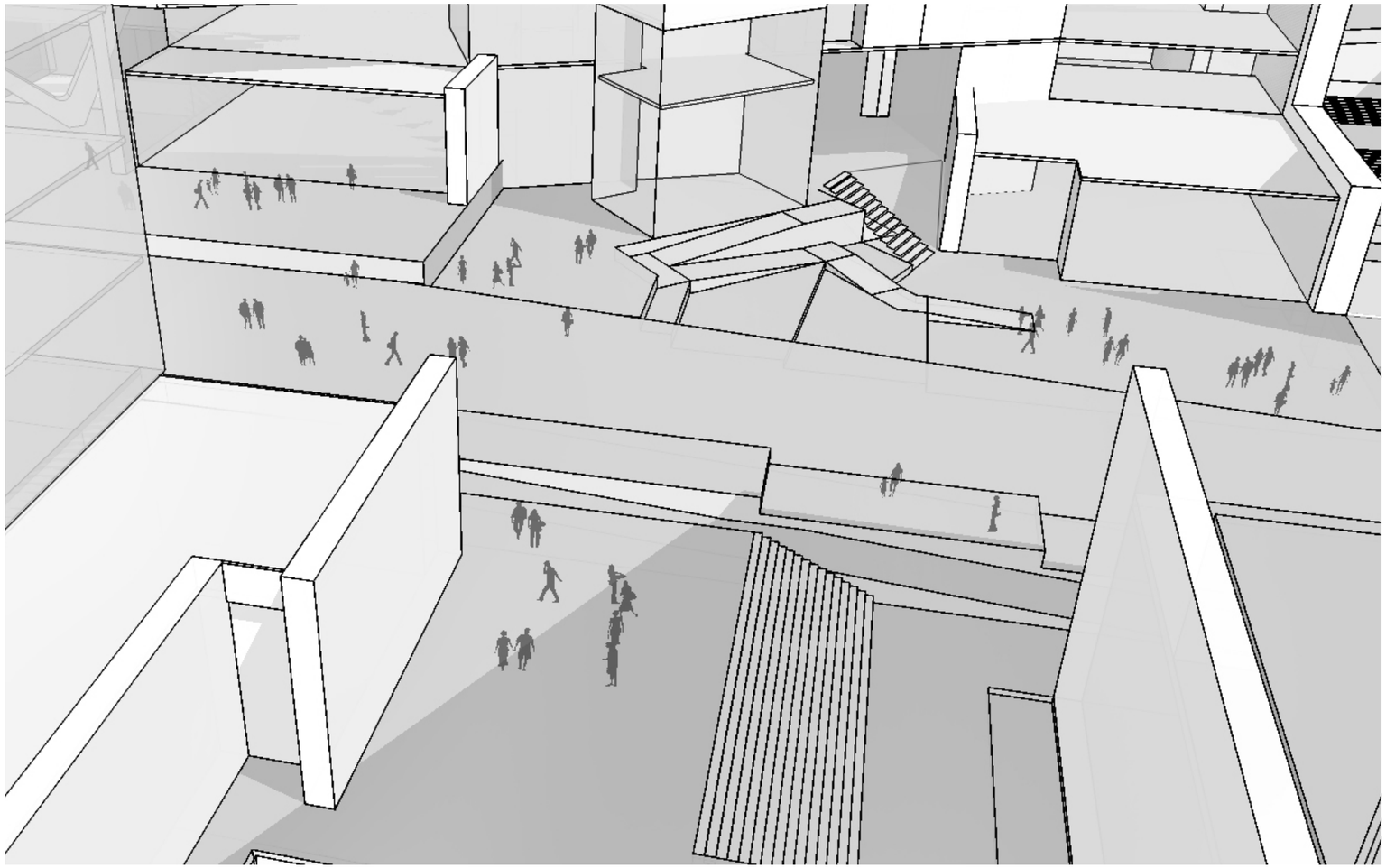
CS2.A.1 - Sense of place:
Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place.

CS2.B.2 - Connection to the street:
Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.

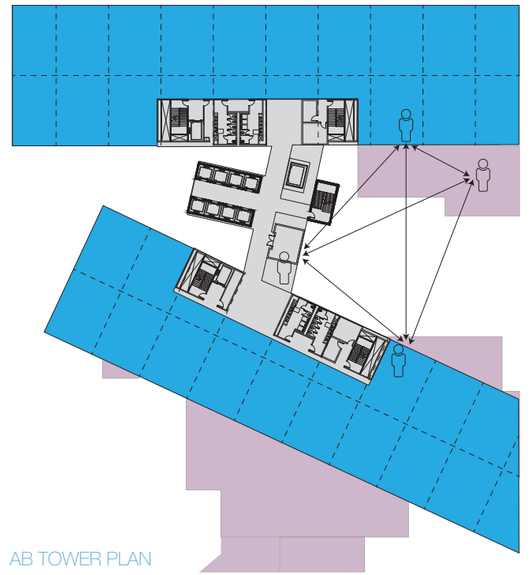
CS3.A.2 - Contempoary design:
Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3.B.1 - Place making:
Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

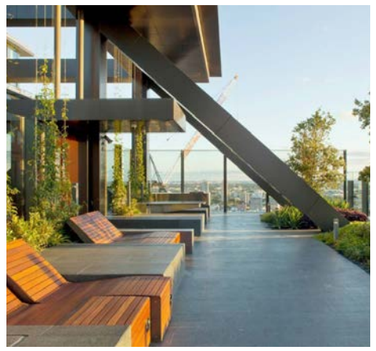
VIEW LOOKING WEST AT BUILDING AB



VIEW OF AB COURTYARD FROM AB CONNECTOR



AB TOWER PLAN

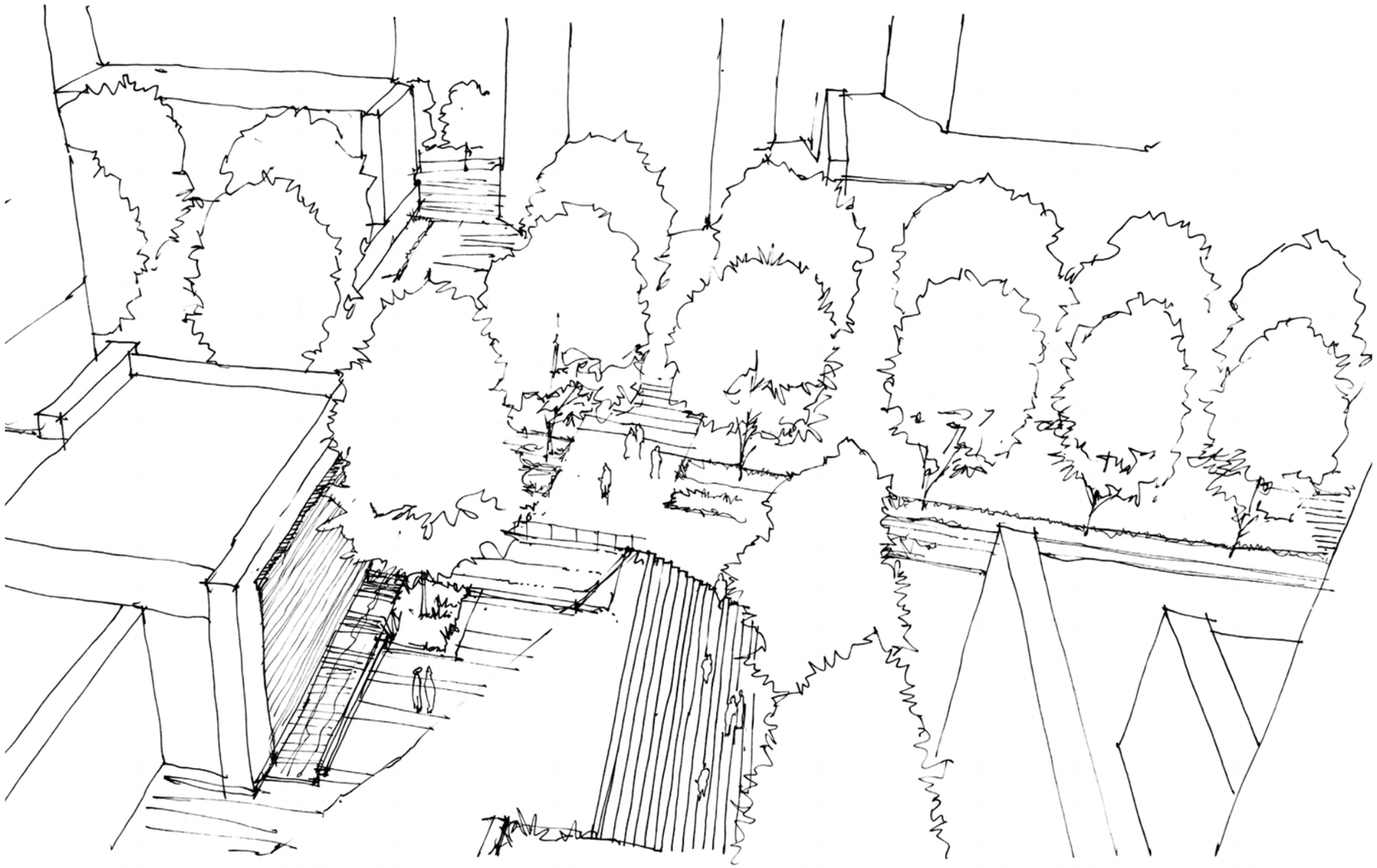


Design Guideline Highlights

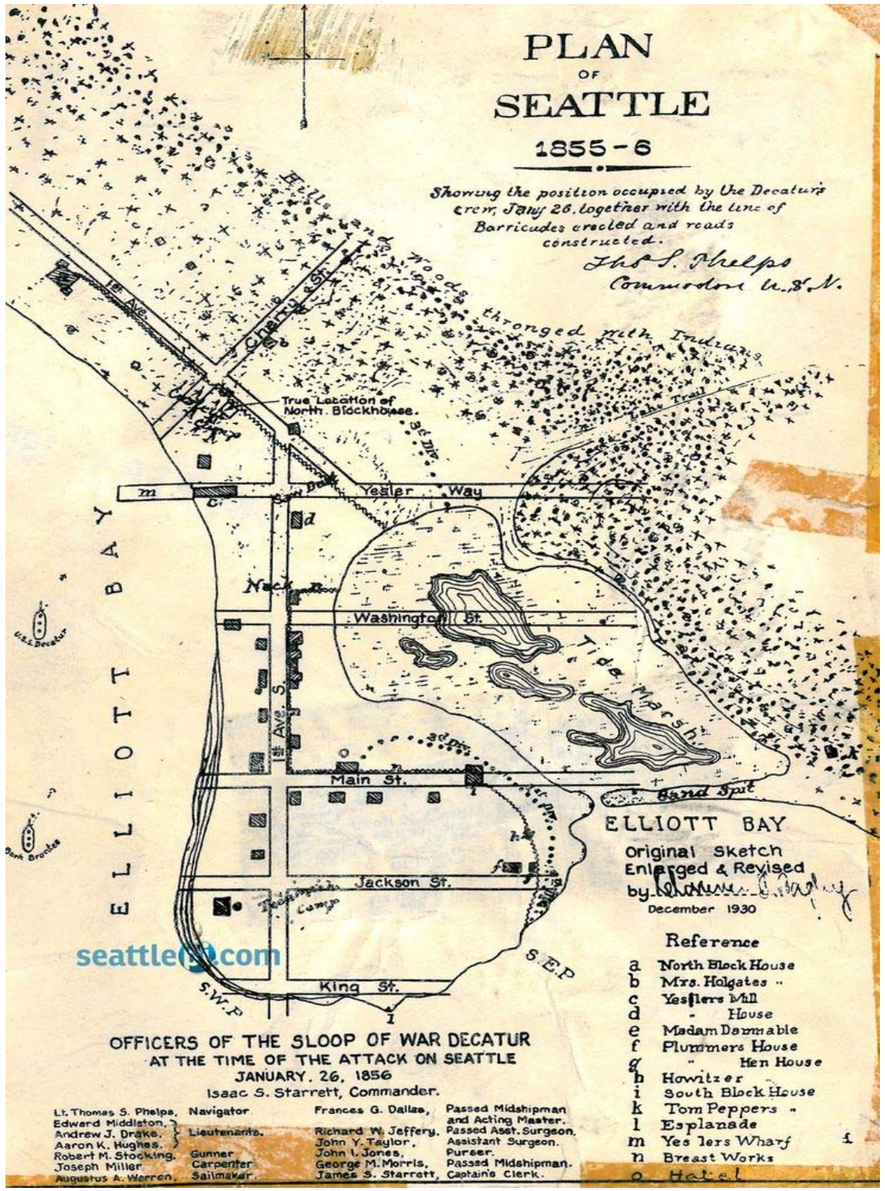
PL3.A.1 - Design objectives:
Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part of.

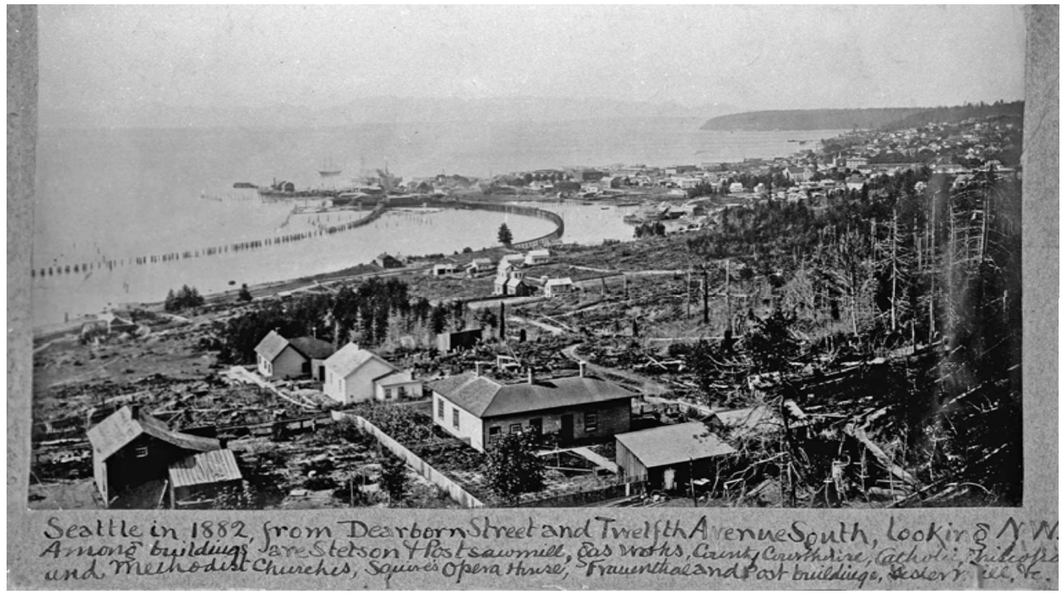
DC1.A.1 - Visibility:
Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1.A.4 - Views and connections:
Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

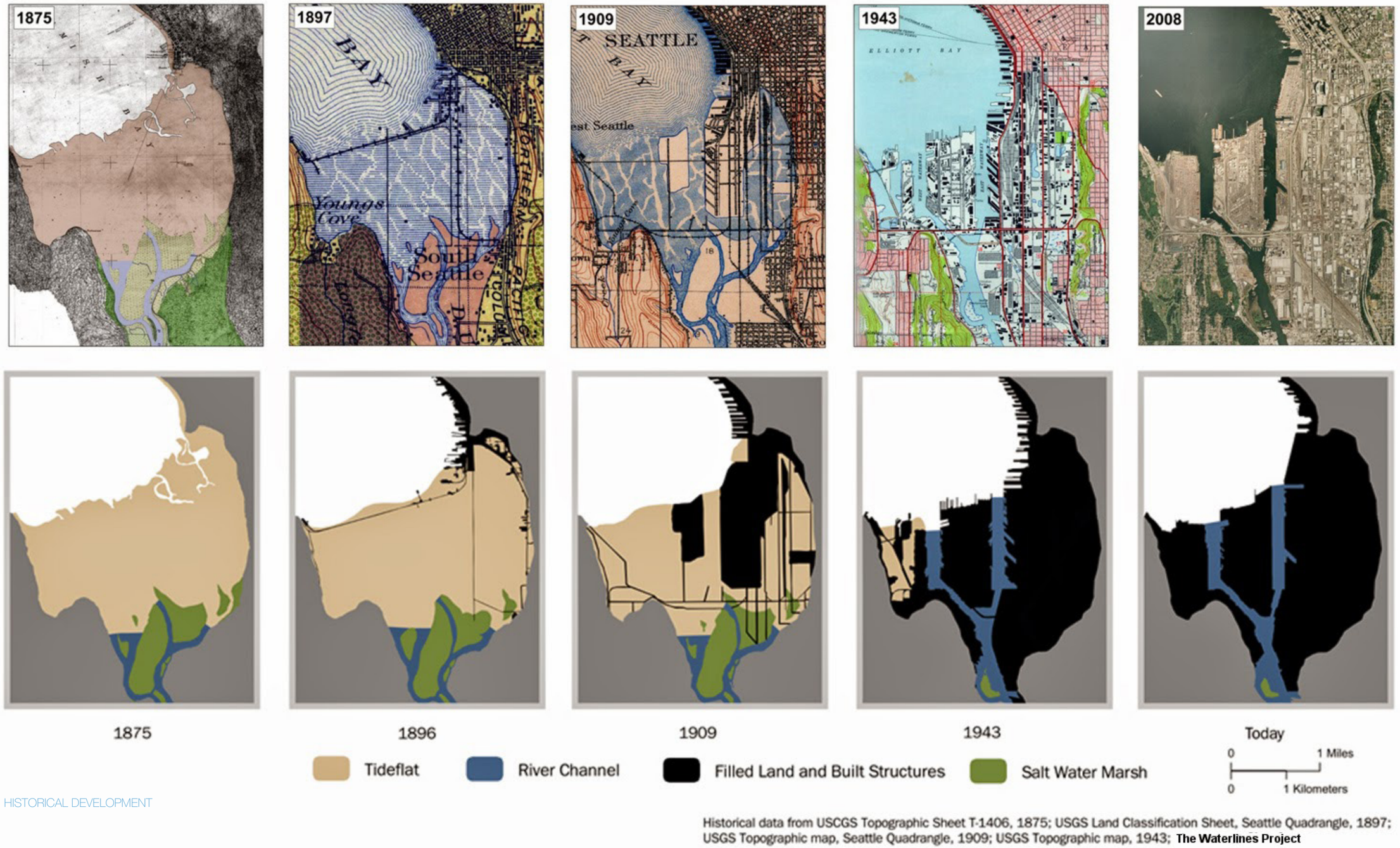


VIEW OF AB COURTYARD FROM AB CONNECTOR




Seattle in 1882, from Dearborn Street and Twelfth Avenue South, looking N.W. Among buildings are Stetson & Post sawmill, Gas Works, County Courthouse, Catholic, Unitarian and Methodist Churches, Squire's Opera House, Frauenthal and Post buildings, Yesler, etc.

HISTORICAL FABRIC

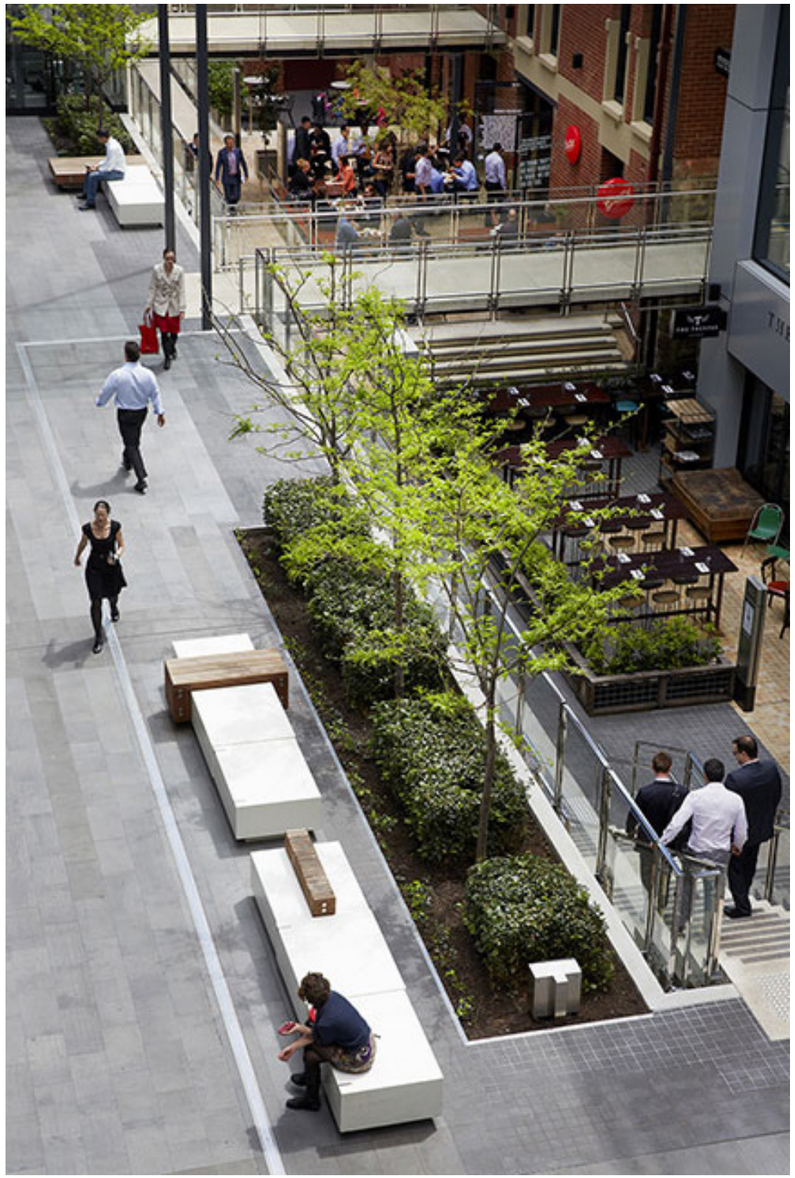


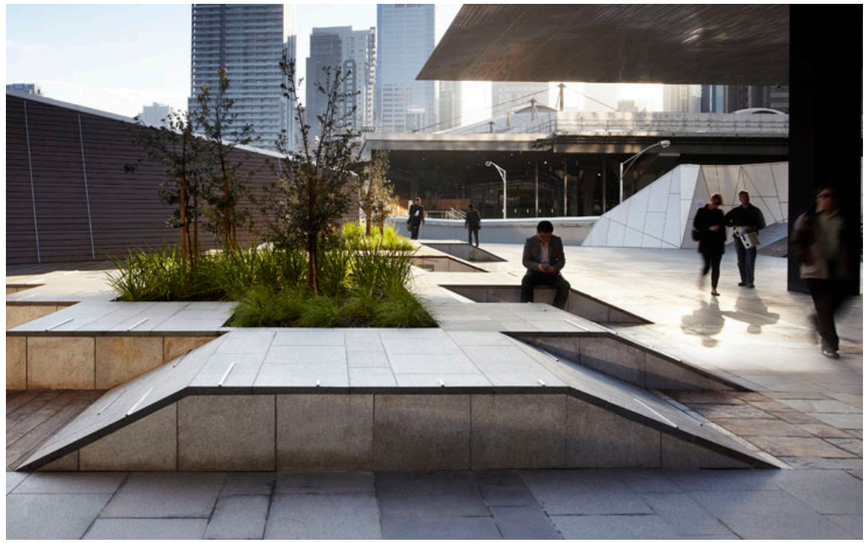
HISTORICAL DEVELOPMENT

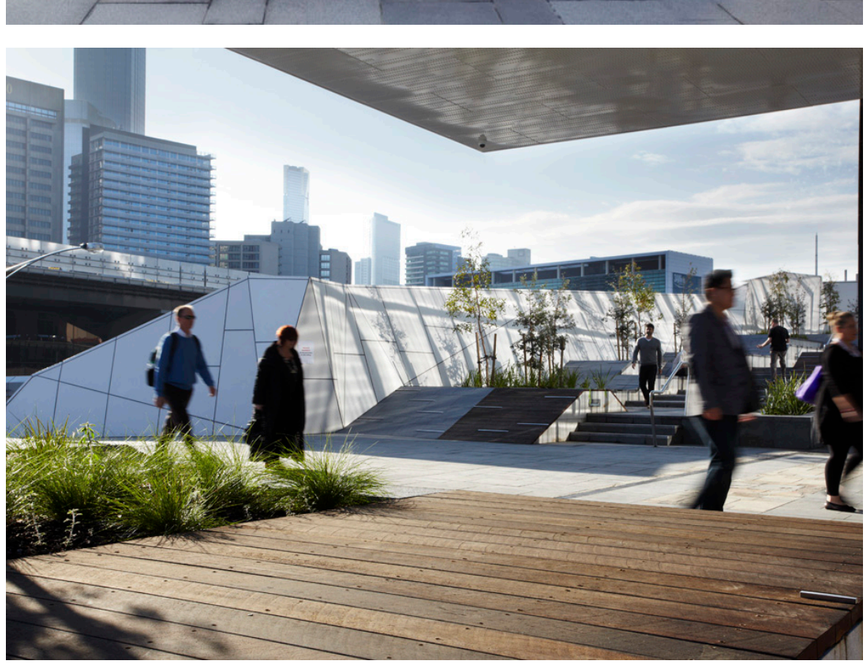
Historical data from USCGS Topographic Sheet T-1406, 1875; USGS Land Classification Sheet, Seattle Quadrangle, 1897; USGS Topographic map, Seattle Quadrangle, 1909; USGS Topographic map, 1943; **The Waterlines Project**

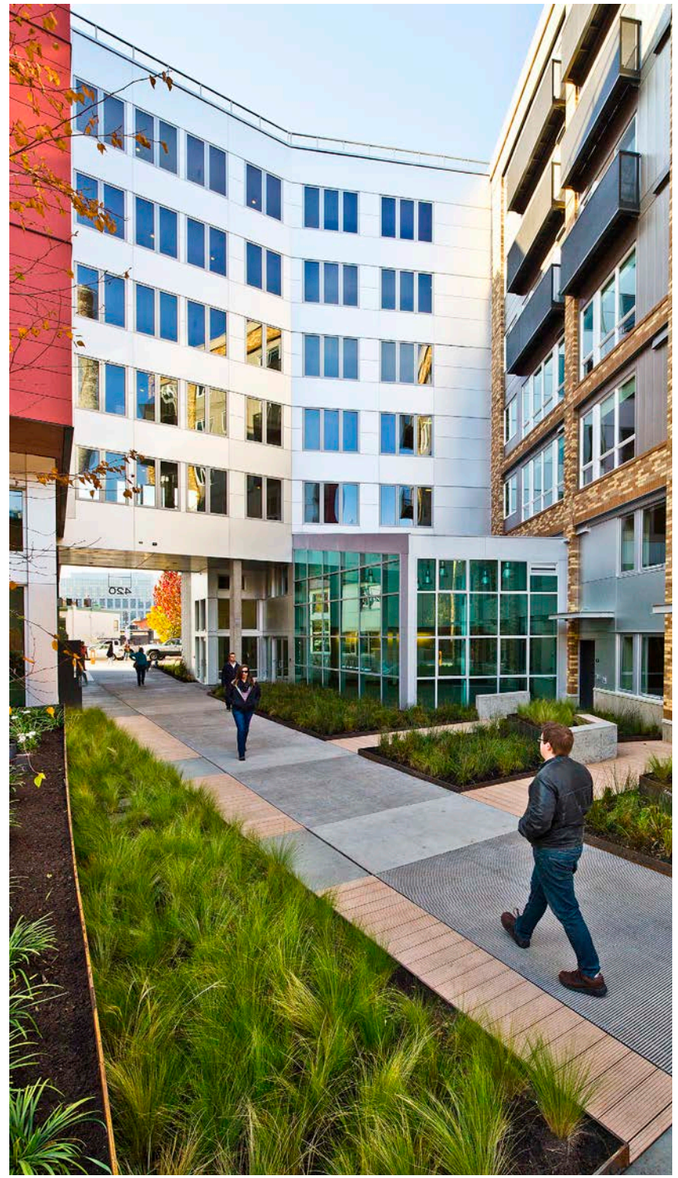
LANDSCAPE CONCEPT

B-C COURTYARD CONCEPT PLAN

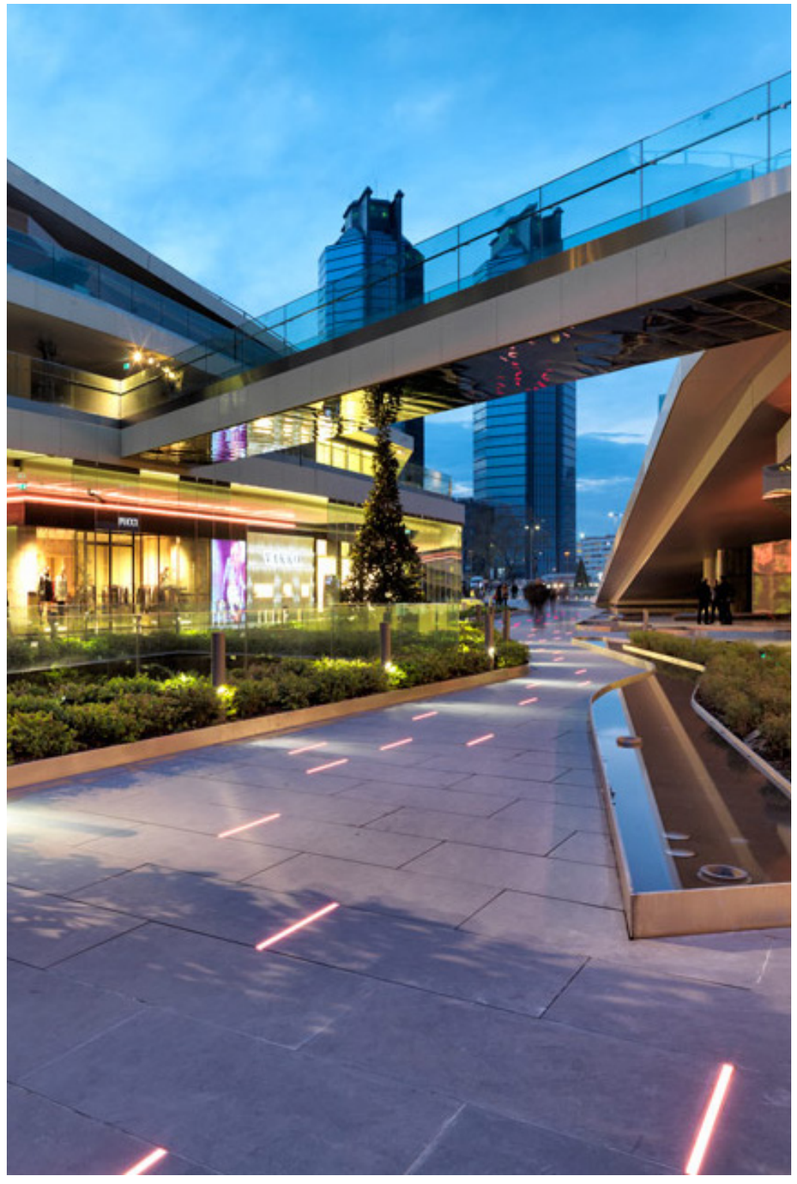


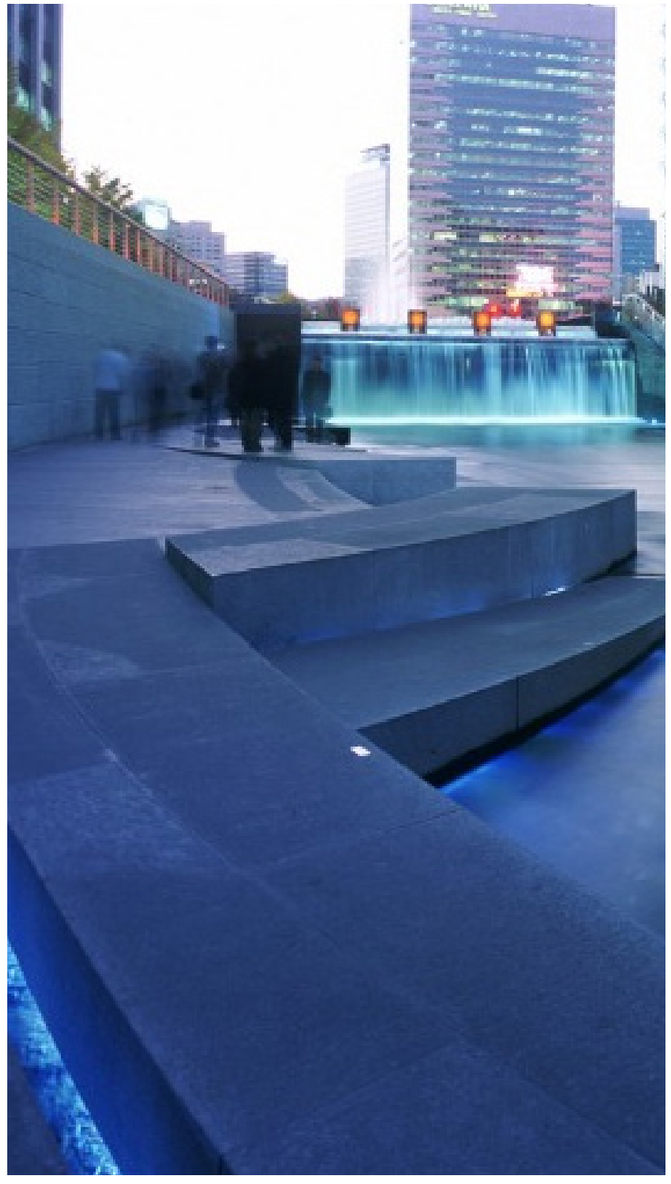






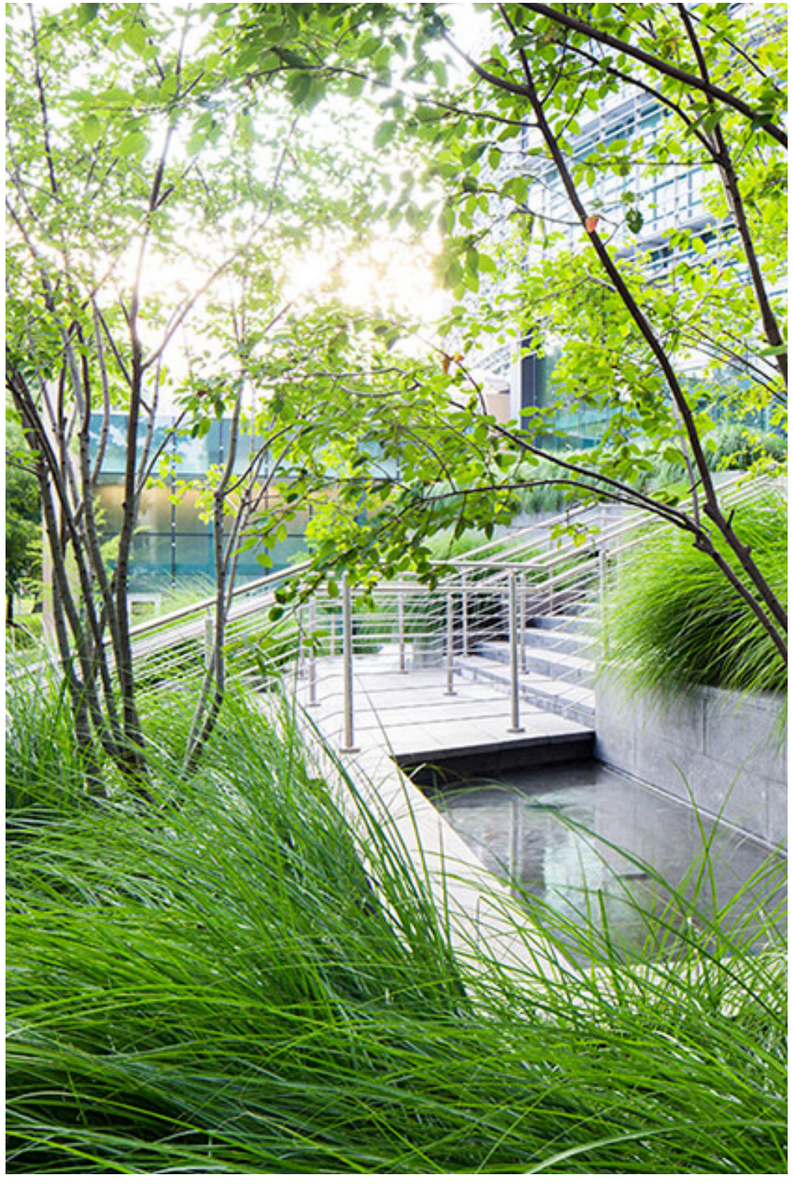
PRECEDENTS

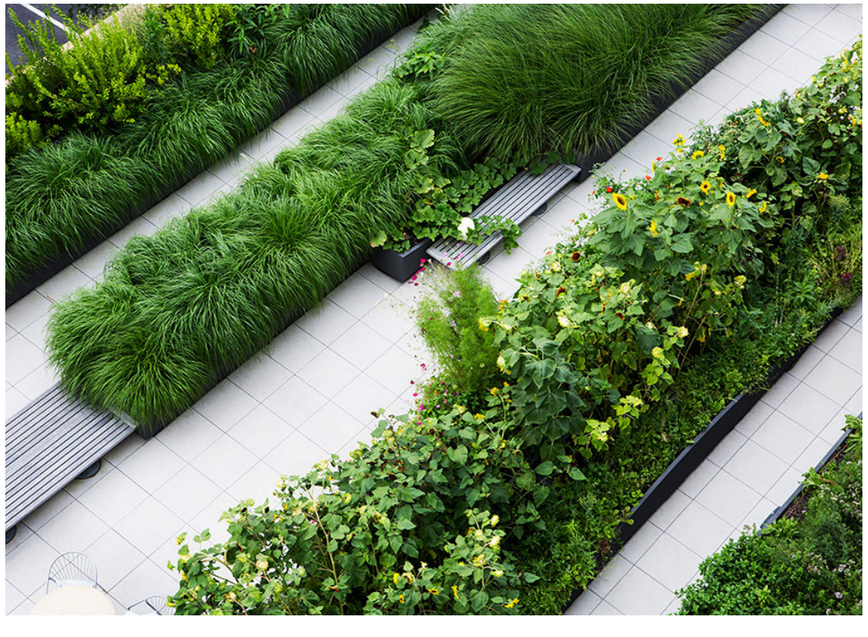




PRECEDENTS

6 PREFERRED SCHEME





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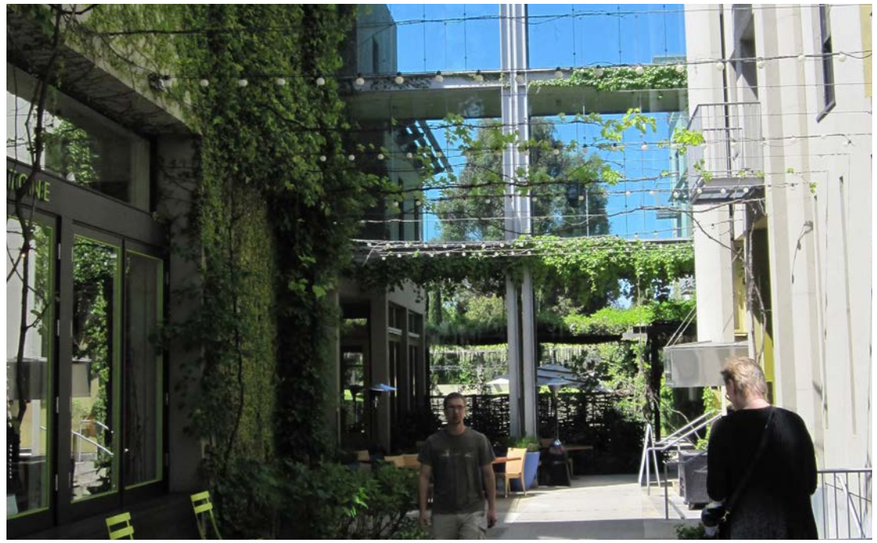
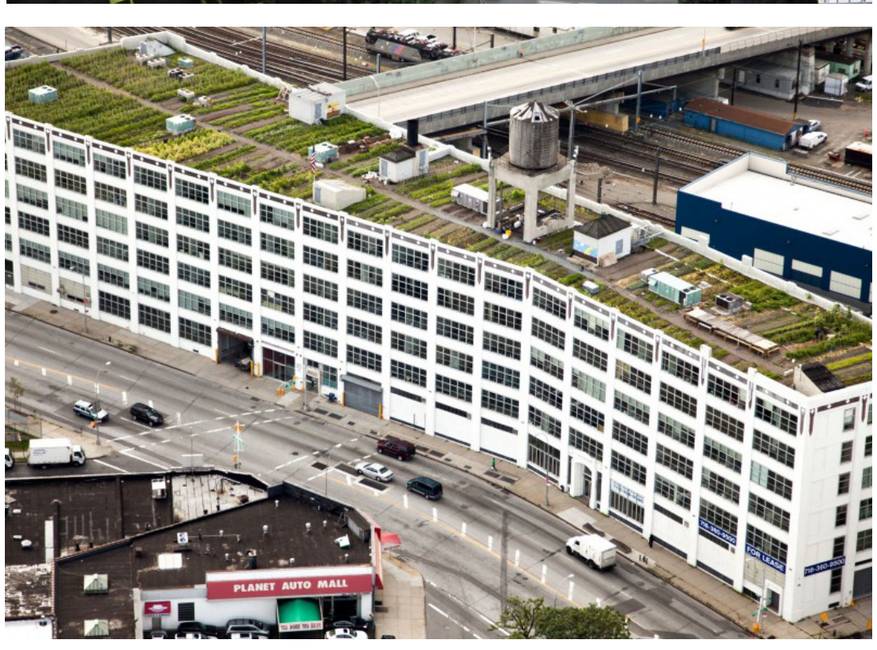




PRECEDENTS

6 PREFERRED SCHEME

7

Departures

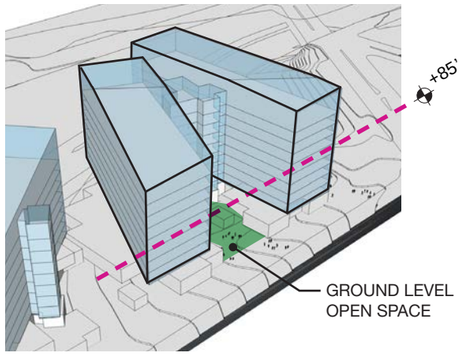


FIG. 1 - PROPOSED DESIGN

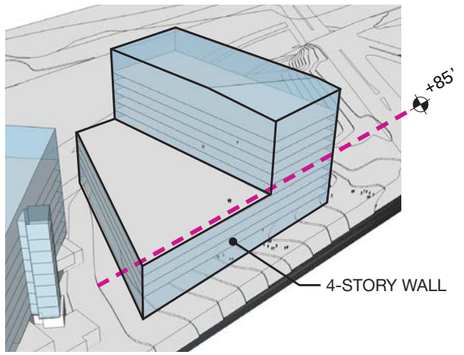
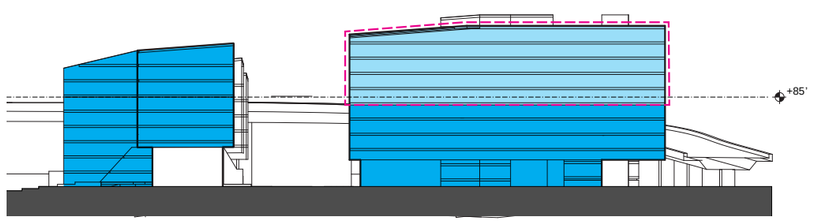


FIG. 2 - ALLOWABLE MASSING (SAME FAR) UP TO 85'

PROPOSED TYP. TOWER PLAN



SECTION AA

SUMMARY OF DEPARTURES: **PREFERRED OPTION**

Departure #1: Floor Area Limit

Development Standard:
23.50.055.B.2.
Floor area limit. The maximum floor area for any story wholly or in part above 85 feet in height is 25,000 square feet.

Proposed Design:
Bldg AB is 52,700 sq ft per combined floorplate for 5 floors (of 10) above 85'.
Bldg EF is 31,200 sq ft per combined floorplate for 4 (of 8) floors above 85'.

Departure Request:
Additional 27,700 sq ft of area for AB floorplates.
Additional 6,200 sq ft of area for EF floorplates.

Rationale:
All individual office tower bars are 25,000 sq ft or less. Building AB and EF connect office bars with a glassy connector housing visible vertical circulation. This design approach provides superior ground level space (see Fig. 1) to an alternative distribution of allowable FAR that would build massive floorplates up to 85' (see Fig. 2).

Design Guidelines Reinforced:
CS1.B.2 - Maximize daylight for exterior spaces
Space created at grade captures morning sun at AB and afternoon sun at EF
PL1.A.1 - Design the building and open spaces to positively contribute to a broader network of open spaces
DC2.D.1 - Human Scale. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian
Departure allows opening at first three floors that responds to human scale

Table A for 23.50.055

Facade Modulation in an IC 85-160 zone for structures exceeding 85’ in height and less than 15’ from street lot line:

65’ or less : no limit to maximum unmodualted facade
65’ to 125’: 155’ maximum length of unmodualetd facade
125’ or greater: 125’ maximum lengh of unmodualted facade

PROPOSED TYP. TOWER PLAN

SUMMARY OF DEPARTURES: **PREFERRED OPTION**

Departure #2: Facade Modulation

Development Standard:
23.50.055.B.1.a + b
a. For structures exceeding 85 feet in height, modulation is required for the portion of a street-facing facade above 65 feet in height if any part of the facade above that height is located less than 15 feet from street lot lines. No modulation is required for portions of a facade set back 15 feet or more from street lot lines.
b. For portions of structures subject to modulation requirements, the maximum length of a street-facing facade without modulation is prescribed in Table A for 23.50.055. (see Table A - left).

Proposed Design:
All towers turn their short sides to the street-facing lot line. For building D which exceeds 125’ in height, turning to create a gracious street-level entry off 6th Ave. aligns its long side to the Airport Way property line resulting in a 270’ long facade within 15’ of the street lot line.

Departure Request:
Allow maximum unmodulated street-facing facade along building D to be an additional 150’

Rationale:
Tower modulation site-wide is proposed by the rotation of towers to create spaces for daylight between them and to alleviate massive facades at pedestrian-oriented lot lines.

Design Guidelines Reinforced:
CS2.D.2 - Existing site features. Use site shape to help make a successful fit with adjacent properties
Towers conform to site shape
DC2.A.1 - Arrange the mass of the building taking into consideration the characteristics of the site

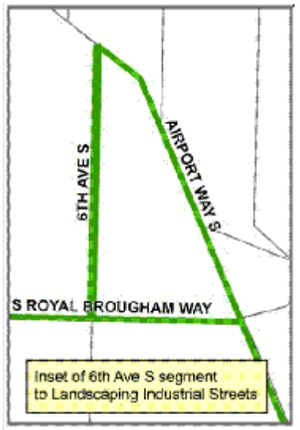


FIG. 1. RELEVANT PORTION OF MAP A FOR 23.50.016

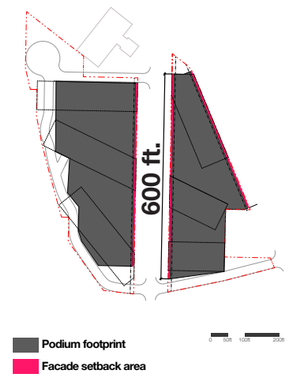
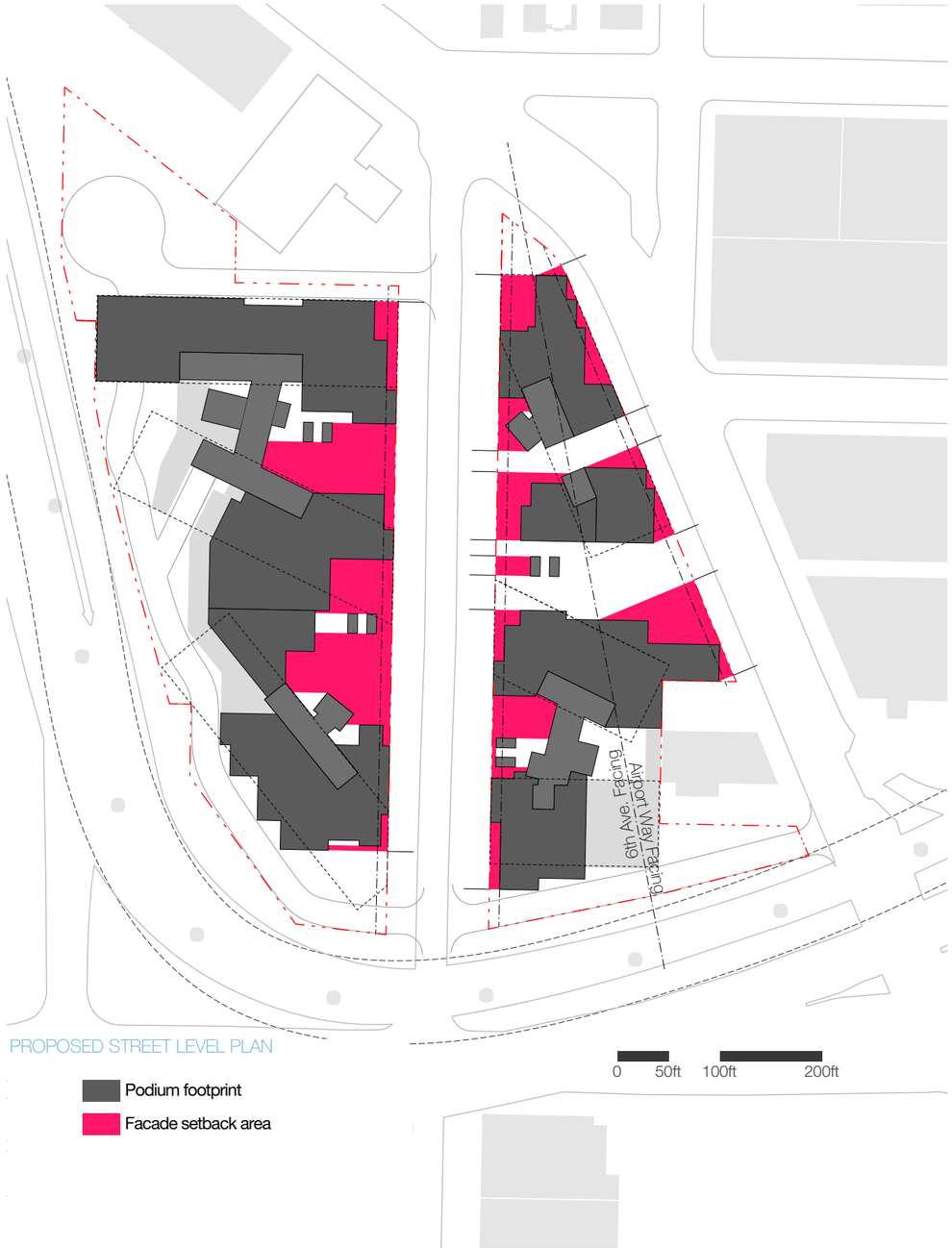


FIG. 2. CODE-COMPLIANT SET-BACK AREA



PROPOSED STREET LEVEL PLAN

SUMMARY OF DEPARTURES: **PREFERRED OPTION**

Departure #3: Facade Setback Area Limit

Development Standard:
23.50.055.2
2. Facade setback limits. The total area of street-level setbacks between the street lot line and the street-facing facade is limited to the area determined by multiplying the averaging factor by the width of the structure measured parallel to the abutting street.
a.The averaging factor is five for facades that face streets shown on Map A for 23.50.016 (Fig. 1)

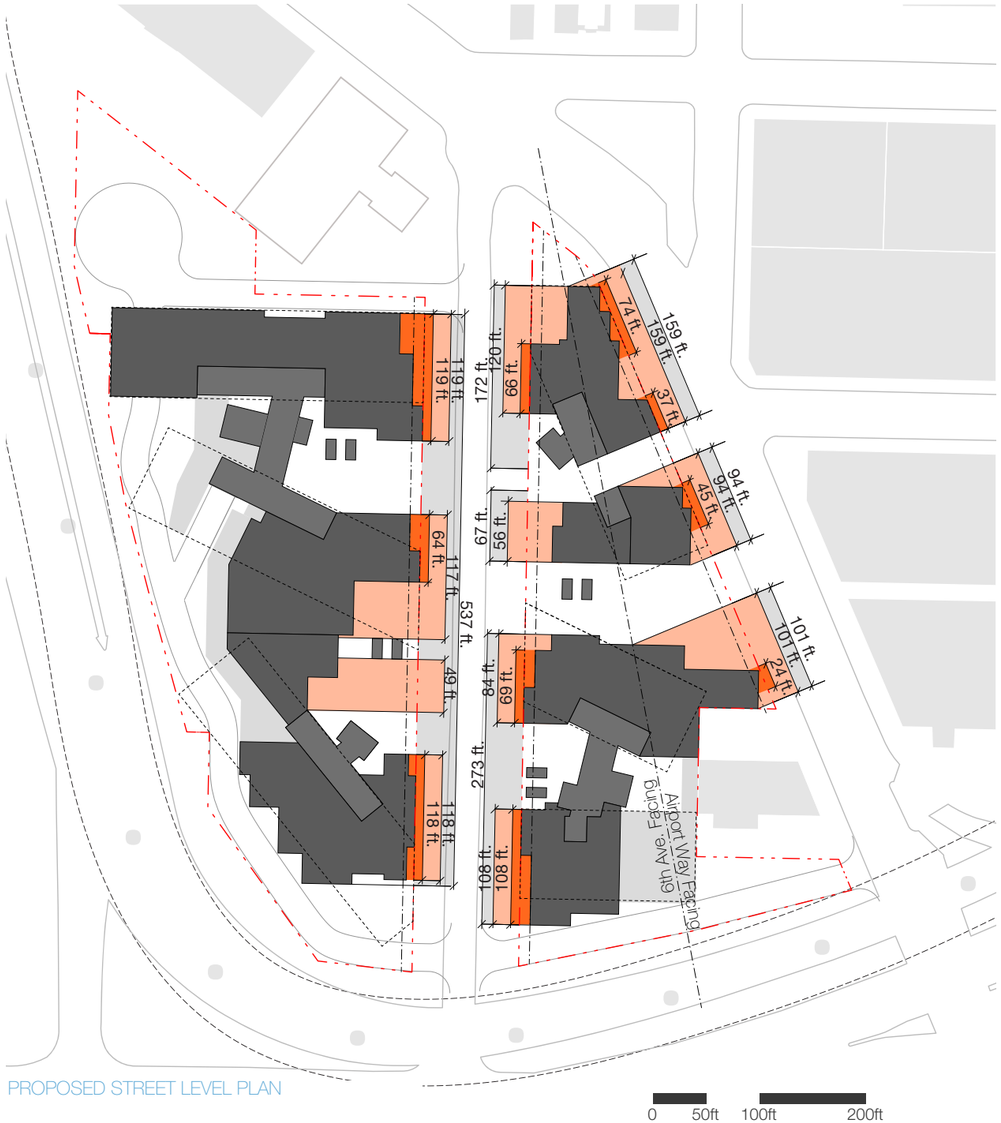
Allowed Setback Area:
7,100 sf (5 ft. setback x 1420 ft. total facade length)

Proposed Setback Area:
36,500 sf

Departure Request:
24,400 sf additional setback area

Rationale:
A code-compliant facade setback at this site would create a 600 linear-foot relentless facade, set 5 feet from the lot line (Fig. 2). This design incorporates large plazas, covered open spaces and pedestrian connections that amount to a setback area larger than allowed. Several key benefits:
-Open, varied pedestrian experience
-Urban block scale modulation
-Increased Usable Retail Frontage
-Ground level connections between Airport Way S. and 6th Ave. S.

Design Guidelines Reinforced:
CS2.A.1. Sense of Place *Create a sense of place where the physical context is less established.* Respond to nearby patterns of streets, create open spaces
CS3.B.1 Placemaking: *Explore the history of the site and neighborhood as a potential placemaking opportunity*
Open spaces at grade allow landscape interventions recalling historic coastline
PL1.C.3 Year-Round Activity: *include features in open spaces for activities beyond daylight hours and throughout the seasons of the year*
Setbacks allow overhead weather protection



PROPOSED STREET LEVEL PLAN

SUMMARY OF DEPARTURES: **PREFERRED OPTION**

Departure #4: Street Level Use Minimum Facade

Development Standard:
23.50.039.B.1
Street-level uses shall be provided consistent with the following standards:
1. Along streets requiring street-level uses, a minimum of 75 percent of the street level of each street-facing façade shall be occupied by street-level uses listed in subsection 23.50.039.A. The remaining portion of the street level of the street-facing facade may contain other permitted uses and/or pedestrian or vehicular entrances.

23.50.039.B.3
3. Required street-level uses shall be located within 10 feet of the street lot line

Required Minimum Street Level Use Facade:
75% 1052 ft.

Total Proposed Street Level Use Facade:
80.3% 1126 ft.

Proposed Street Level Use Facade Within 10 Feet of Lot Line:
51.6% 723 ft.

Departure Request:
Minimum 50% street level use facade within 10 feet of lot line
And minimum 75% total street level use

Rationale:
The design has more than 75% Street Level Use Facade, but a portion of the facade sets back beyond 10ft of the lot line, within plaza spaces. This adds more retail frontage than would be possible within 10ft of the lot line, while following the intent of the code to maximize street level use and pedestrian activity and creating street-level open space.

Design Guidelines Reinforced:

CS2.C.3. Full Block Sites:
Break up long facades of full-block buildings
PL1.B.1. Pedestrian Infrastructure: *Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure*

A

Appendix

SITE ADDRESS, ZONE:

ADDRESS:

- 1000 6th Ave South, WA 98134

ZONE:

- IC 85/160
- Duwamish MIC
- All uses shall be permitted except those specifically prohibited in Table A for 23.50.012

FAR, MAXIMUM PROGRAM SIZE:

FAR: 23.50.028, 23.50.033, 23.58A.022

- Base FAR of 2.5 except for combined chargeable floor area of certain uses (including; Office; Restaurant; Retail; General Sales and Services) is limited to 1 FAR or 50,000 square feet, whichever is greater
- Maximum FAR of 3.5 with following restrictions:
  - In cases where it is deemed necessary, mitigate impacts on pedestrian facilities and open space resources as described in 23.50.028.D2 and D3 respectively.
  - Earn LEED Silver or equivalent rating in accordance with 23.49.020
  - Achieve a Green Factor Score of .30 (23.86.019)
  - Follow quantity of parking, ride-sharing and transit incentive program requirements in accordance with 23.49.019.C-E
- Bonus FAR
  - 75% of extra nonresidential floor area gained through housing TDR and housing and child care bonuses (23.50.053)
  - 25% of extra nonresidential floor area will be gained by amenities and/or TDR
- FAR exemptions
  - Rooftop mechanical, stair and elevator penthouses. Solar collectors, wind generators and areas below grade
  - 3.5% of total chargeable gross floor area
  - Street level uses compliant including; general sales and service uses, eating and drink establishments, entertainment, childcare, automotive sales and service that are compliant with 23.50.039

MAXIMUM PROGRAM SIZE: 23.50.027

- No size limit for Office, Drinking Establishments, Restaurants, or Automotive Sales and Services
- Retail sales and general sales and service are limited to 30,000 sq ft. or 2.5 the lot area, whichever is smaller

HEIGHT, STREET FACADES, UPPER LEVEL DEVELOPMENT:

HEIGHT: 23.50.026, 23.50.020

- Base height limit of 85', 160' limit for all uses including extra floor area
- The following may extend above the applicable height limit
  - Unlimited rooftop coverage up to 4' for open railings, planters, skylights, clerestories, greenhouses, solarium, parapets and firewalls. Up to 15' for solar collectors, wind generators
  - 25% rooftop coverage up to 15' for mechanical equipment. Up to 25' for elevator penthouses

STREET-FACING FACADE REQUIREMENTS: 23.50.055

- 6th Ave S and Airport Way S are considered Industrial Green Streets (23.50.016)
- Setback and height requirements
  - Minimum facade height of 25' along IGS, 15' along other streets. This minimum height does not apply if it is greater than all portions of the structure
  - Maximum facade setback 'averaging factor' of 5 along IGS, 10 along other streets.
  - Maximum width along street lot line of any setback exceeding a depth of 15' is 80' or 30% of the lot frontage on that street, whichever is less.
  - Within 20' of an intersection the maximum setback of the facade is 10'
- Street-facing facade transparency
  - Applies to the area of the facade between 2' and 8' above the sidewalk
  - Only clear or lightly tinted glass in windows, doors and display windows
  - Minimum of 60% transparency along IGS, 40% along other streets

UPPER-LEVEL DEVELOPMENT STANDARDS: 23.50.055

- For structure above 85' the following conditions apply
  - Facade modulation is required for the portion above 65' and within 15' of the lot line
  - Maximum floor area for any story above or partially above 85' is 25,000 square feet
  - Above 85' separate structures must be separated at all points by a minimum horizontal distance of 60'

SETBACKS, STREET-LEVEL USE

SETBACK REQUIREMENTS 23.50.032

- 5' setback when street trees are required but not feasible
- Additional setbacks may be required by 23.53.015 street-level

STREET-LEVEL USE REQUIREMENTS 23.50.039

- On lots that abut 6th Avenue South between Airport Way South and South Royal Brougham Way must follow the following standards:
  - 75% of the street-level of each street-facing facade shall contain one of the following uses; General Sales/Service, Automotive Sales/Service, Eating/Drinking Establishments, Entertainment, Child Care, Public Libraries, Public Parks, Religious Facilities
  - Required street-level uses will have a minimum floor to floor height of 13' and minimum depth of 15' and be within 10' of the street lot line
  - Pedestrian access to street-level uses will be provided directly from the street or other open area with access to the street. Access will be located no more than 3' above or below sidewalk grade or at the elevation of the abutting open space

CAR AND BICYCLE PARKING, LOADING BERTHS

Car Parking: 23.50.033.C, 23.49.019.C, 23.54.015.B.1

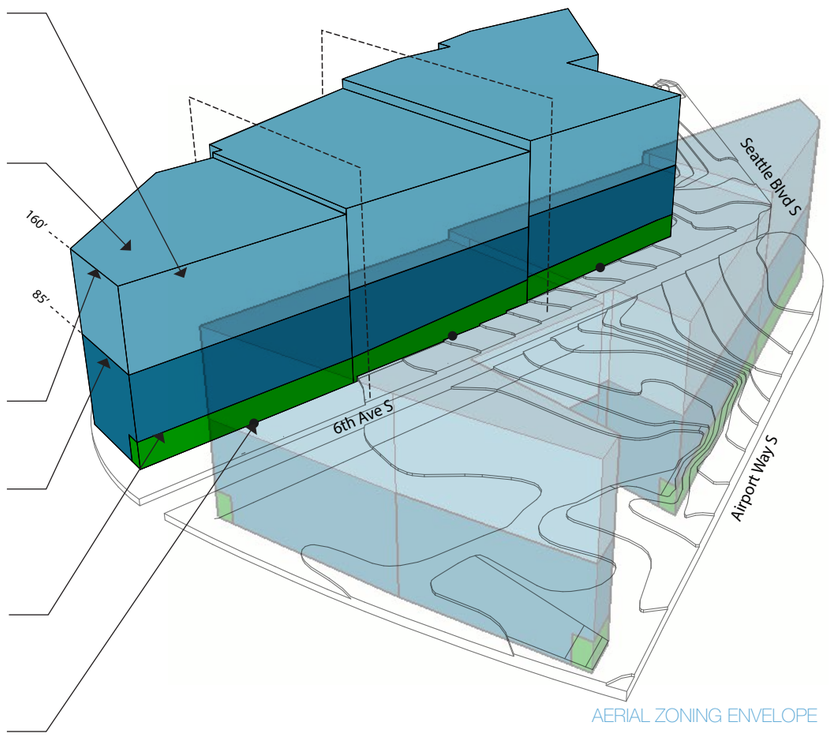
- Parking Requirements
  - Maximum parking limits for nonresidential uses established for Downtown zones apply. (23.50.033.C)
  - Maximum of 1 parking space per 1,000 square feet (23.49.019 C)
  - No more than 145 spaces per lot may be provided as surface parking

Bicycle Parking: 23.49.019.E

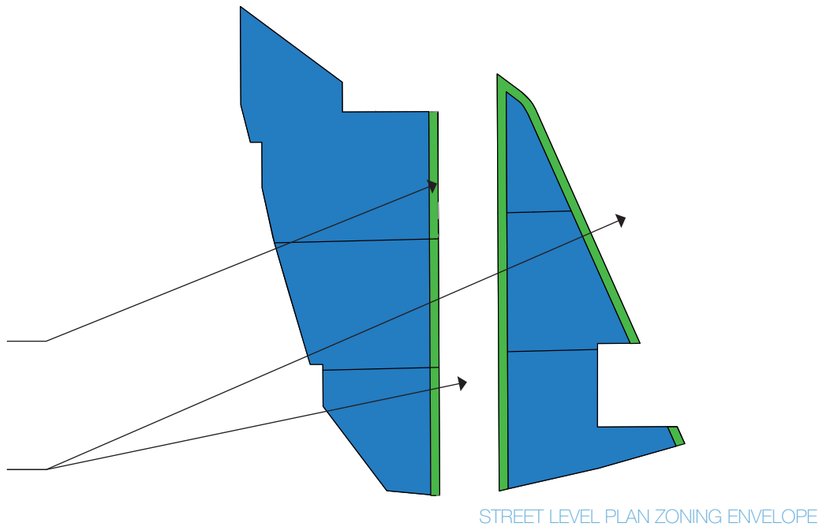
- Provide minimum 1 space per 5,000 square feet for bicycle parking
  - After the first fifty spaces, ratio drops to 1 per 10,000
- Provide and maintain a transportation information center with a transportation coordinator

Loading Berths: 23.54.035

- For 784,001 to 920,000 sf office (low demand use): 8 loading berths
- For each additional 140,000 sf office (low demand use): 1 additional berth
- For 60,001 to 160,000 sf Medium Demand Use (Retail/Podium): 2 berths
- Each low- and medium-demand berth shall be minimum 35' long
- 55' long berths may be required for specific uses (23.54.035.C.2.d)
- Each loading berth will be a minimum of 10' wide with 14' of vertical clearance



AERIAL ZONING ENVELOPE



STREET LEVEL PLAN ZONING ENVELOPE