



DESIGN REVIEW BOARD
RECOMMENDATION MEETING - 2
June 21, 2016
DPD# 3019132 & DPD# 3020339

UrbanVisions  berger nbbj
SUSTAINABLE REAL ESTATE PARTNERSHIP



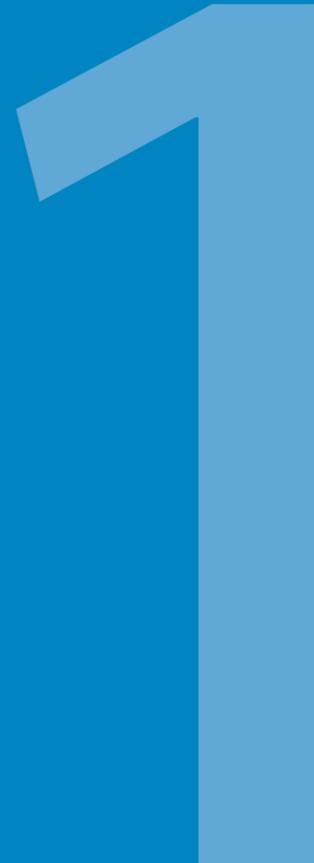
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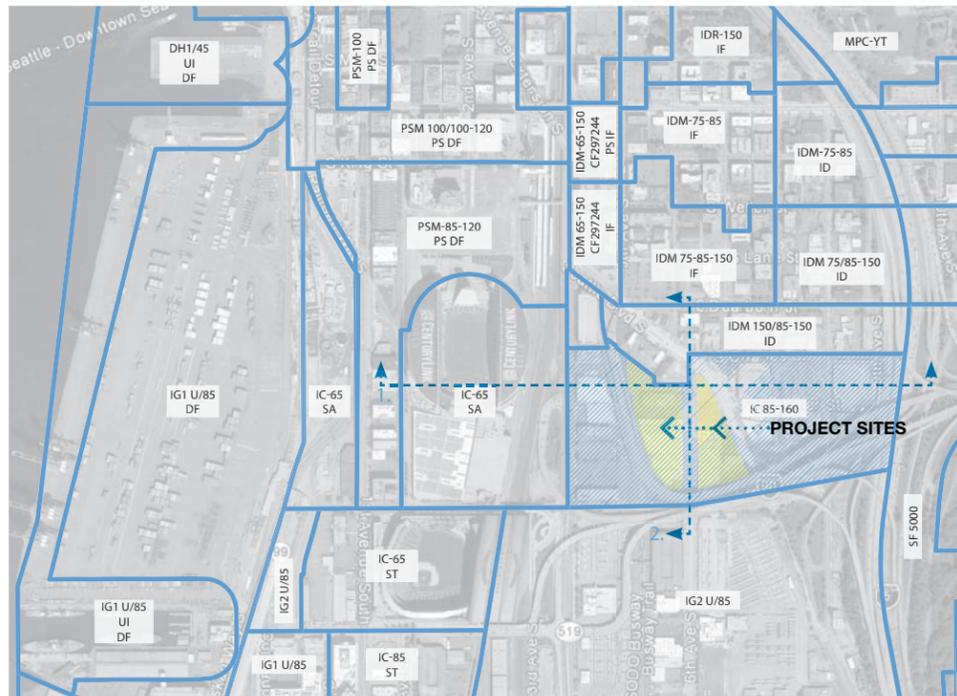
STATEMENT OF INTENT

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.

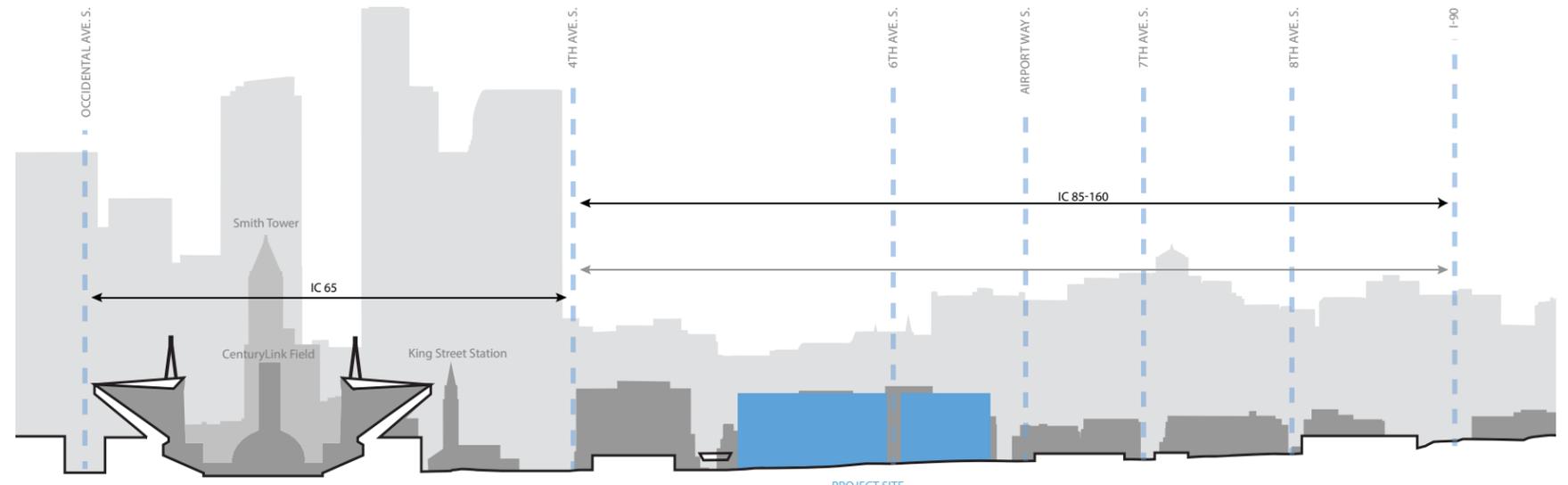
- 273,652 sf site area
- 5 office towers with 7-10 floors
- 991,304 sf max FAR
- +/- 600 parking stalls



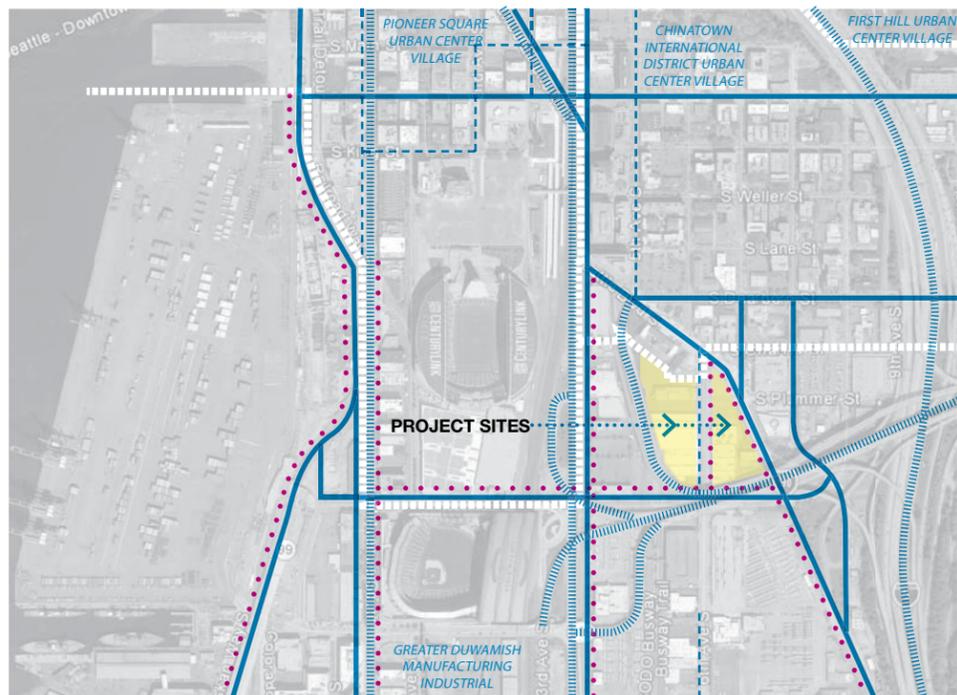
Recommendation Meeting Summary



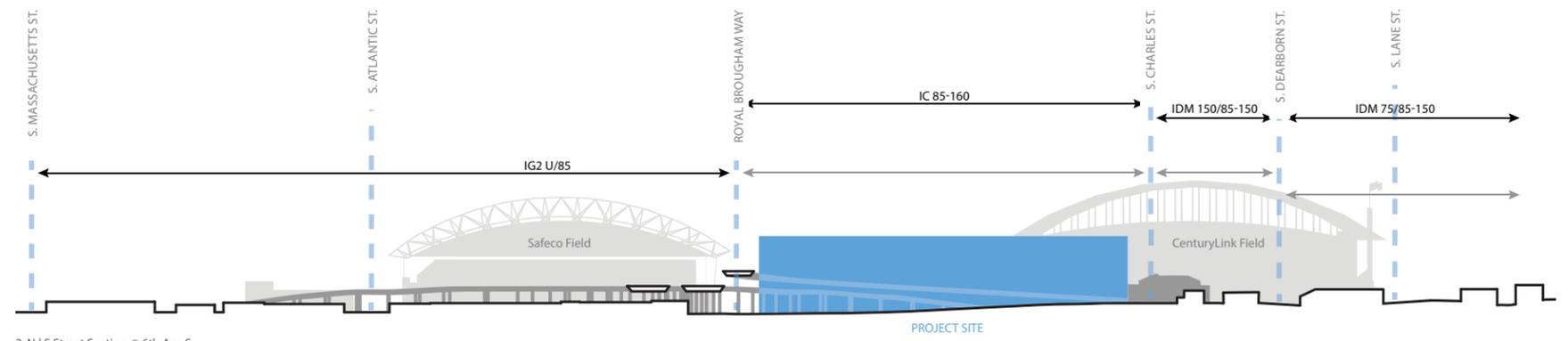
ZONING DESIGNATION MAP



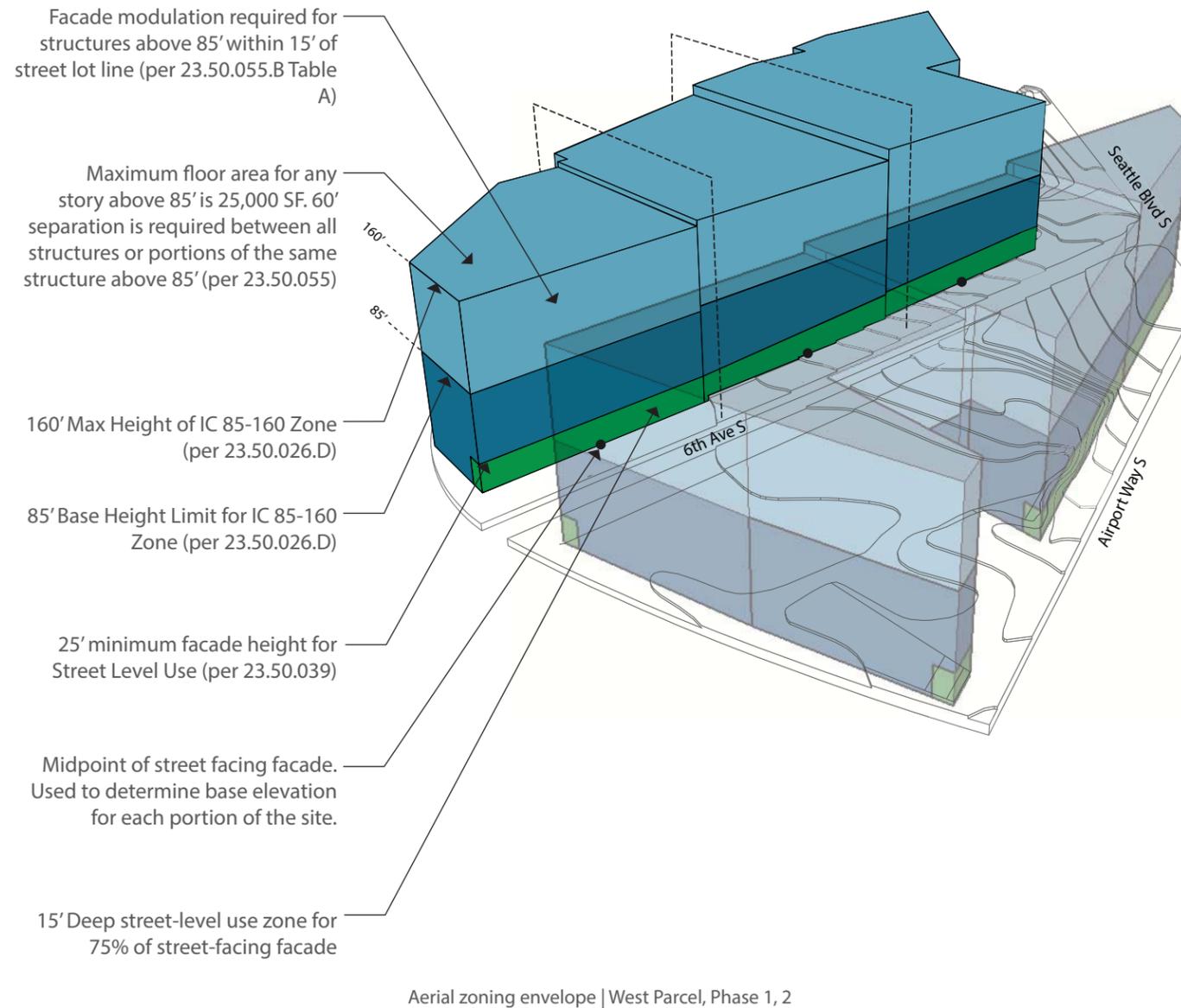
1.E | W Street Section @ S Plummer Street



STREET CLASSIFICATIONS



2.N | S Street Section @ 6th Ave S



EDG RECAP | SITE DESIGN AND URBAN CONTEXT

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

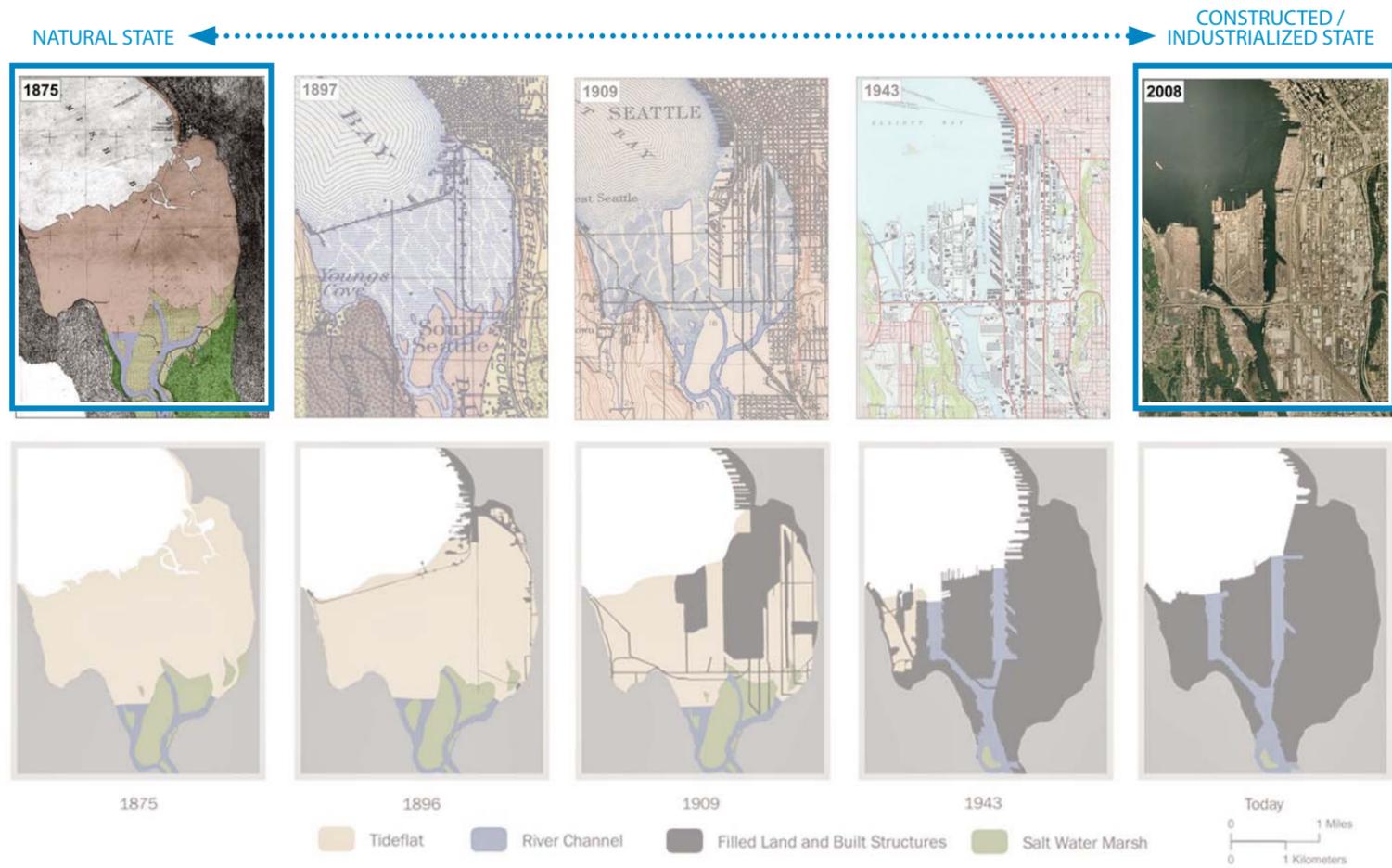
- Maximum of 1 parking space per 1,000 square feet (23.49.019 C)

BICYCLE PARKING: 23.49.019.E

- Provide minimum 1 space per 5,000 square feet for bicycle parking

LOADING BERTHS: 23.54.035

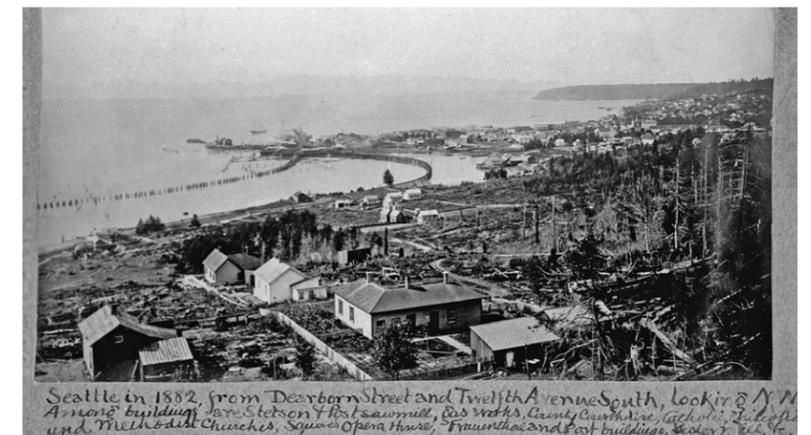
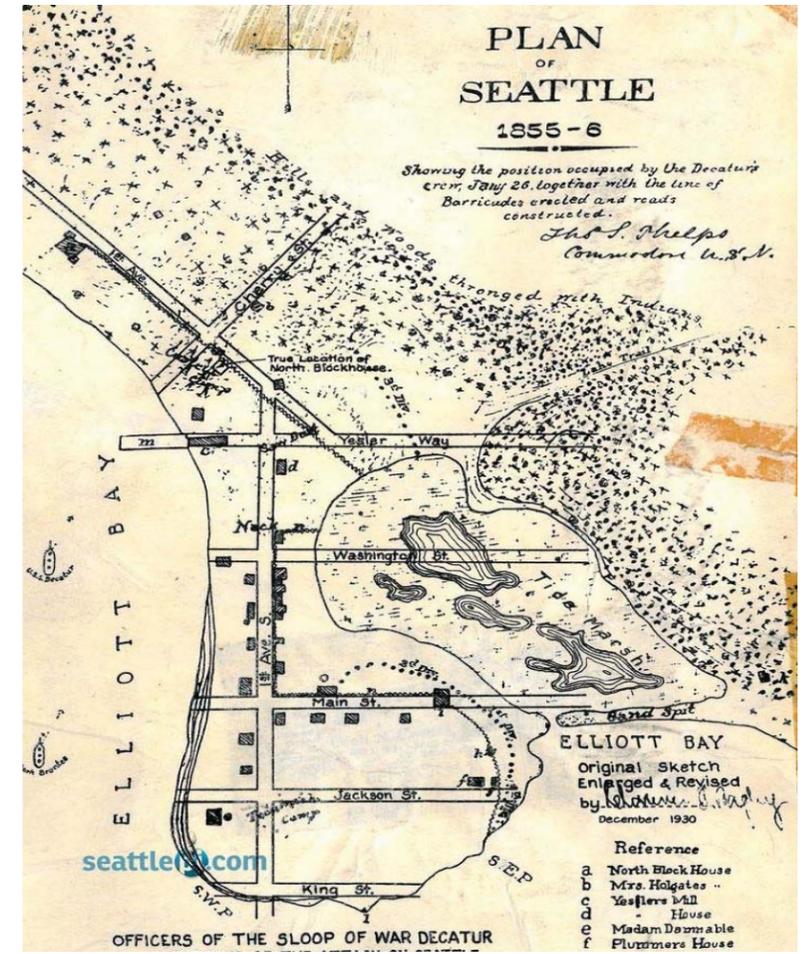
- For 784,001 to 920,000 sf office (low demand use): 8 loading berths
- For each additional 140,000 sf office (low demand use): 1 additional berth
- For 60,001 to 160,000 sf Medium Demand Use (Retail/ Podium): 2 berths

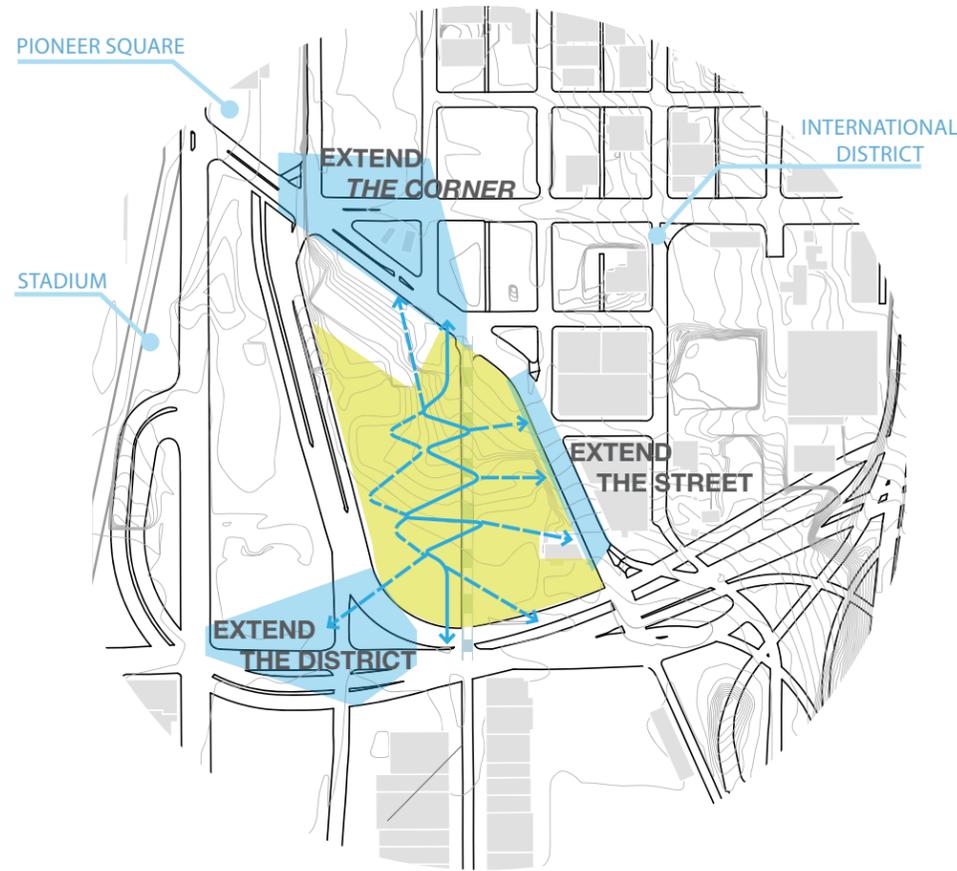


EVOLUTION OF THE SEATTLE WATERFRONT | SODO / DUWAMISH WATERSHED OVER TIME

- The Seattle waterfront and Elliott Bay have evolved from a natural tidal flat into a heavily industrialized waterway serving the City of Seattle.

Historical data from USGS 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





CONVERGING NEIGHBORHOODS



Stadium District



International District



Industrial Neighborhood



Site Access via Walking

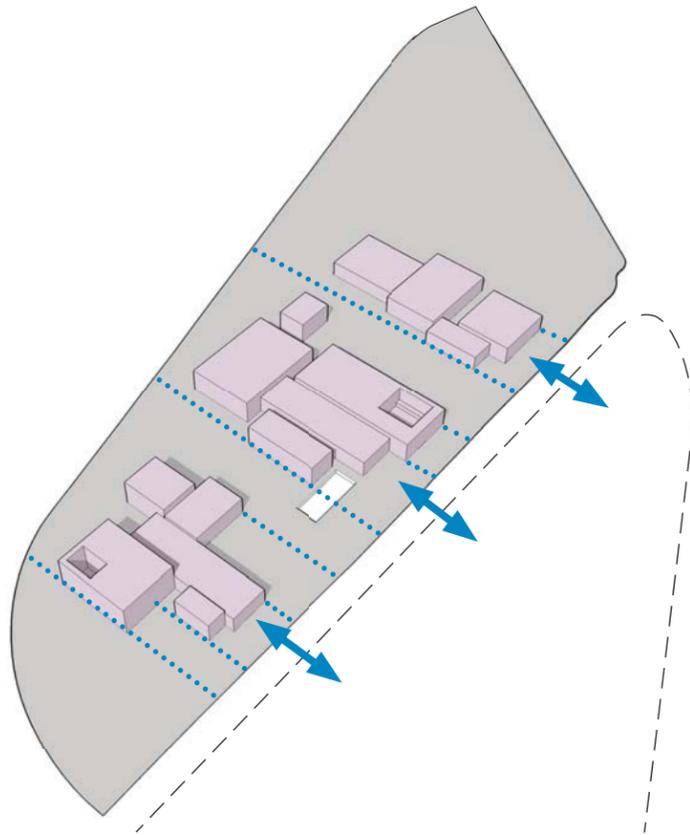


Site Access via Bike

SEATTLE'S ACCESSIBILITY

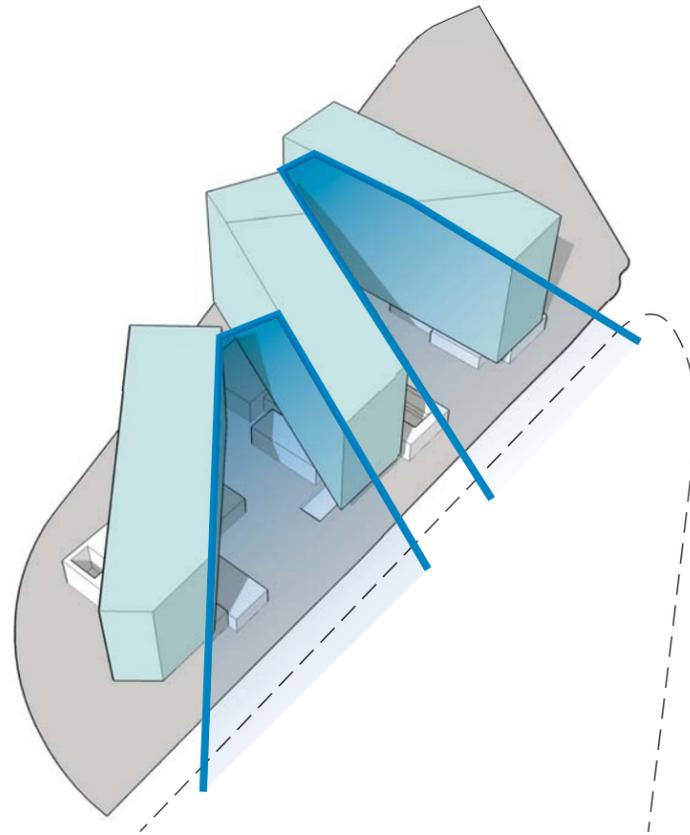
The S development location also offers pedestrians and cyclists easier access to major cultural, historic and entertainment area through a combined use of pedestrian friendly streets, dedicated bike lanes, surface public transit, and a light rail network.

CONCEPT DIAGRAMS | ARCHITECTURAL MASSING



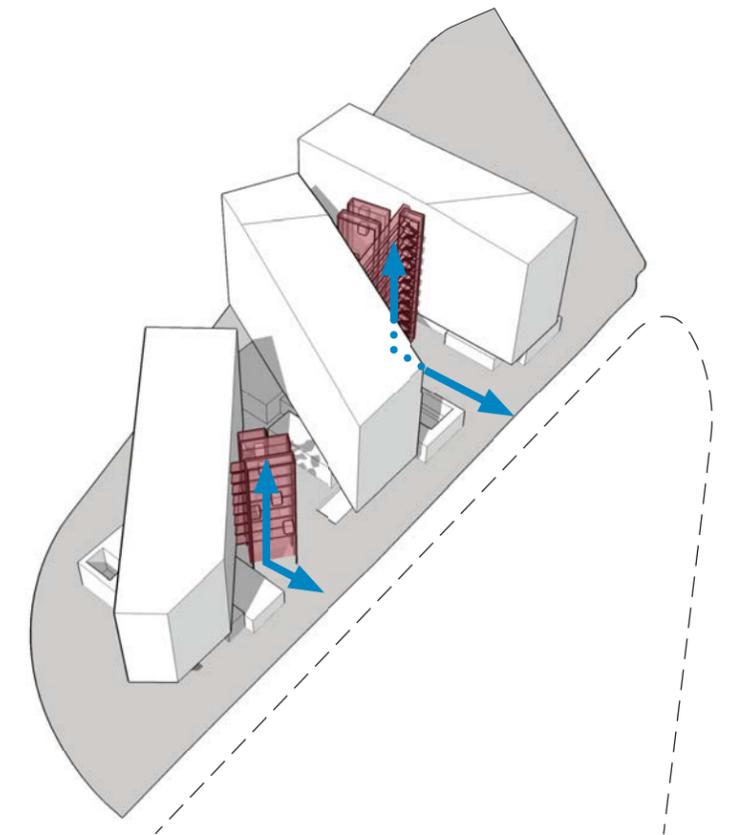
Neighborhood Scale Street Level Uses And Open Space

- Podium "pavilions" which recall historical context of single-story brick warehouse / light industrial buildings
- Variegated street edge with diversity of scale
- Oriented toward the street and reinforcing the existing city grid



Office Tower Bars Optimized For Daylight and Open Space Configuration

- Simple, thin, and elongated office bars
- Oriented for maximum daylight and view access at both interior and exterior environments
- Roof / parapet shaped to better respond to exterior daylight needs as well as create a contiguous campus massing
- Oriented toward the street and reinforcing the existing city grid



Visible Vertical Circulation

- Exposed cores which increase visibility of internal program and allow office users to engage the site more directly.
- Create a unifying element from tower to tower
- Create connective elements that link the lower level podium pavilions and the the upper level towers
- Serve as recurring wayfinding element

CONTEXT & SITE**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.

CS2-A | Location in the City and Neighborhood
CS2-A-1 Sense of Place

Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2 Architectural Presence

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B | ADJACENT SITES, STREETS, AND OPEN SPACES:**CS2-B-2 Connection to the Street**

Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C | RELATIONSHIP TO THE BLOCK**CS2-C-1 Corner Sites**

Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

PUBLIC LIFE**PL1 | CONNECTIVITY**

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

PL1-A | Network of Open Spaces**PL1-A-1 Enhancing Open Space**

Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL2 | WALKABILITY

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

PL2-B | Safety and Security**PL2-B-1 Eyes on the Street**

“Create a safe environment by providing lines of sight and encouraging natural surveillance.”

PL2-B-2 Lighting for Safety

“Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.”

PL2-B-3 Street-Level Transparency

“Ensure transparency of street-level use (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.”

PL2-D | WAYFINDING**PL2-D-1 Design as Wayfinding**

“Use design features as a means of wayfinding wherever possible.”

PL3 | STREET-LEVEL INTERACTION

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

PL3-C | RETAIL EDGES**PL3-C-1 Porous Edge**

“Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.”

PL3-C-2 Visibility

“Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.”

PL3-C-3 Ancillary Activities

“Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.”

DESIGN CONCEPT**DC3 | OPEN SPACE CONCEPT**

Integrate open space design with the building design so that they complement each other.

DC3-A | Building-Open Space Relationship**DC3-A-1 Interior/Exterior Fit**

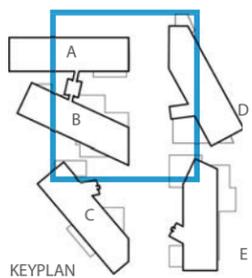
“Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.”

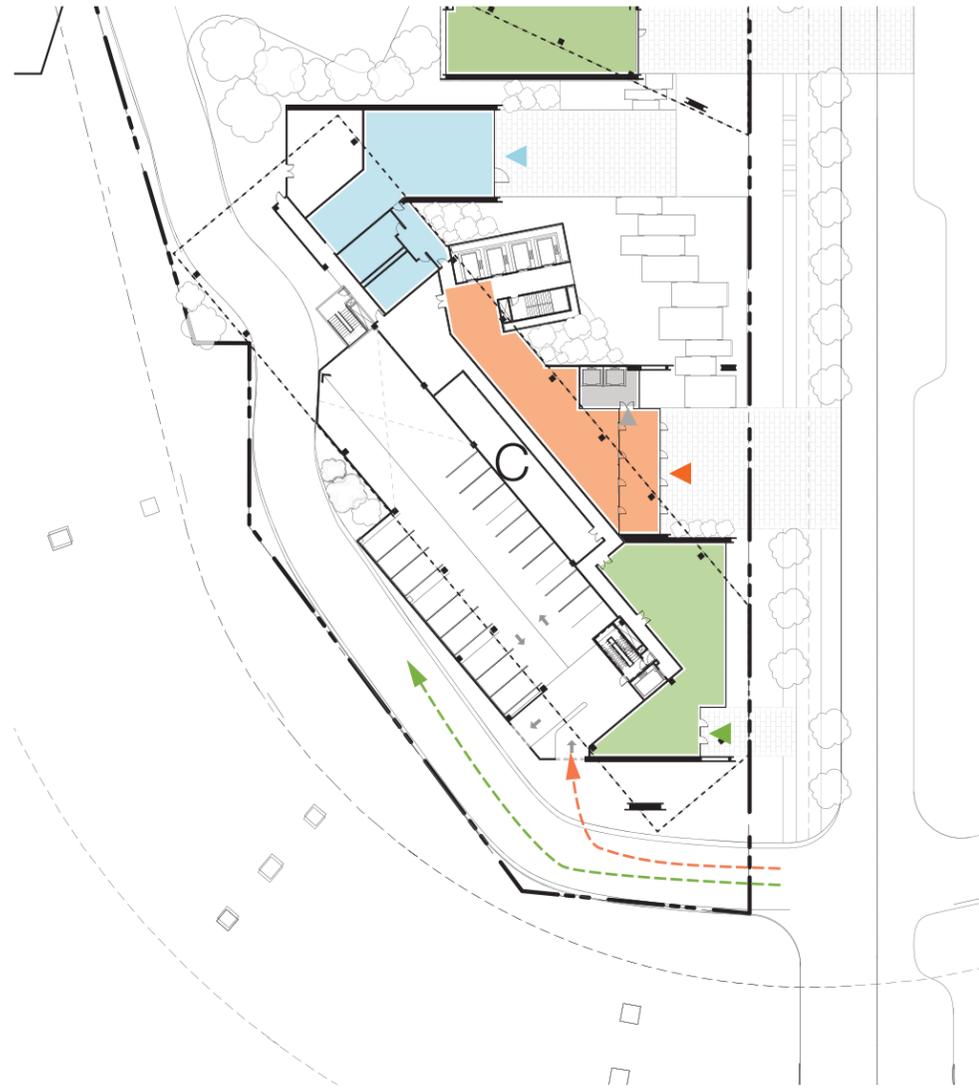


ENLARGED PLAN, BUILDING A|B | ACCESS, RETAIL AND LOBBY LOCATIONS

LEGEND

- Retail Entry
 - Office Entry
 - Amenity Entry
 - Parking Entry
 - Service Vehicle Entry
 - Parking Garage Entry
 - Retail
 - Office Lobby
 - Office
 - Amenity
 - Parking Lobby
 - Office Tower
-
- 1 Hard surface at retail entry
 - 2 Two way bike lane
 - 3 Raised / cascading water feature
 - 4 Stepped landscape feature
 - 5 Hard surface at office entry extended to 6th Ave S
 - 6 Medium to large trees
 - 7 Truck access
 - 8 Small to medium trees on private courtyard
 - 9 Pedestrian crossing
 - 10 Typical sidewalk

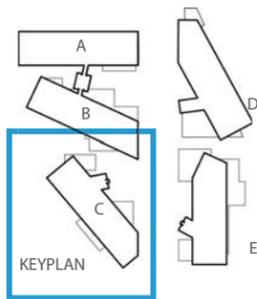




ENLARGED PLAN, BUILDING C |
ACCESS, RETAIL AND LOBBY LOCATIONS

LEGEND

- Retail Entry
 - Office Entry
 - Amenity Entry
 - Parking Entry
 - Service Vehicle Entry
 - Parking Garage Entry
 - Retail
 - Office Lobby
 - Office
 - Amenity
 - Parking Lobby
 - Office Tower
- 1 Hard surface at retail entry
 - 2 Two way bike lane
 - 3 Depressed water feature
 - 4 Stepped landscape feature
 - 5 Hard surface at office entry extended to 6th Ave S
 - 6 Medium to large trees
 - 7 Truck access
 - 8 Small to medium trees on private courtyard
 - 9 Pedestrian crossing
 - 10 Typical sidewalk
 - 11 Pavers connecting plazas





View Looking NW toward CenturyLink Field | Building A, B and C (831 in background)



View Looking NW Across 6th Ave S | Building C in foreground and Buildings B, A and 831 in background



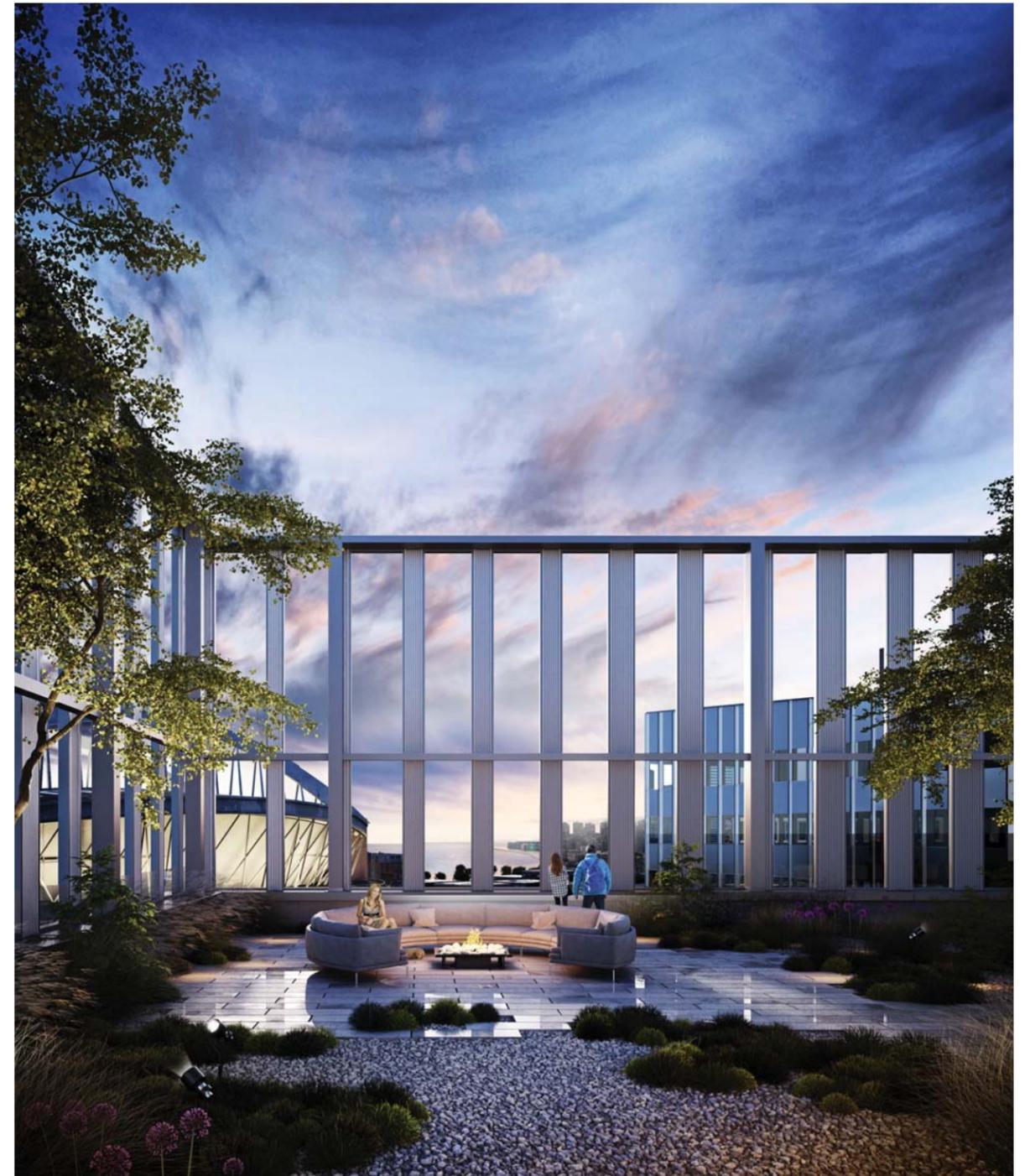
View Looking W toward CenturyLink Field | Building B in foreground and Buildings A and C in background



View Looking W toward Entry Court and Open Space A|B | Building A, B and connector bridge and external core in background



View Looking SE Toward Mt. Rainier | Building B, D and E in background



View Looking NW toward CenturyLink Field and Puget Sound | Building B in background



View Looking NW toward CenturyLink Field | Building A, B and C (831 in background)



View Looking NW of South Edge of Site Showing "Public Porch" | Building C in Foreground and A and B in Background



View Looking W at B|C open space | Building C in foreground | Building A|B in background (831 in background)



View Looking SW at Building C entry courtyard | Building C in foreground



View Looking NW towards B|C open space | Building C main entry in foreground | Building B in background



View Looking NW toward CenturyLink Field | "Public porch" under Building B in foreground | Building A in background



View Looking W toward "public porch" at building B | Building A in background (831 in background)



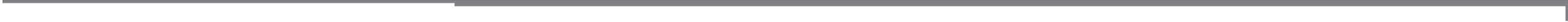
View Looking W toward "Public Porch" @ B|C Open Space | Building A, B and C



View Looking W at A|B open space | Building B in foreground

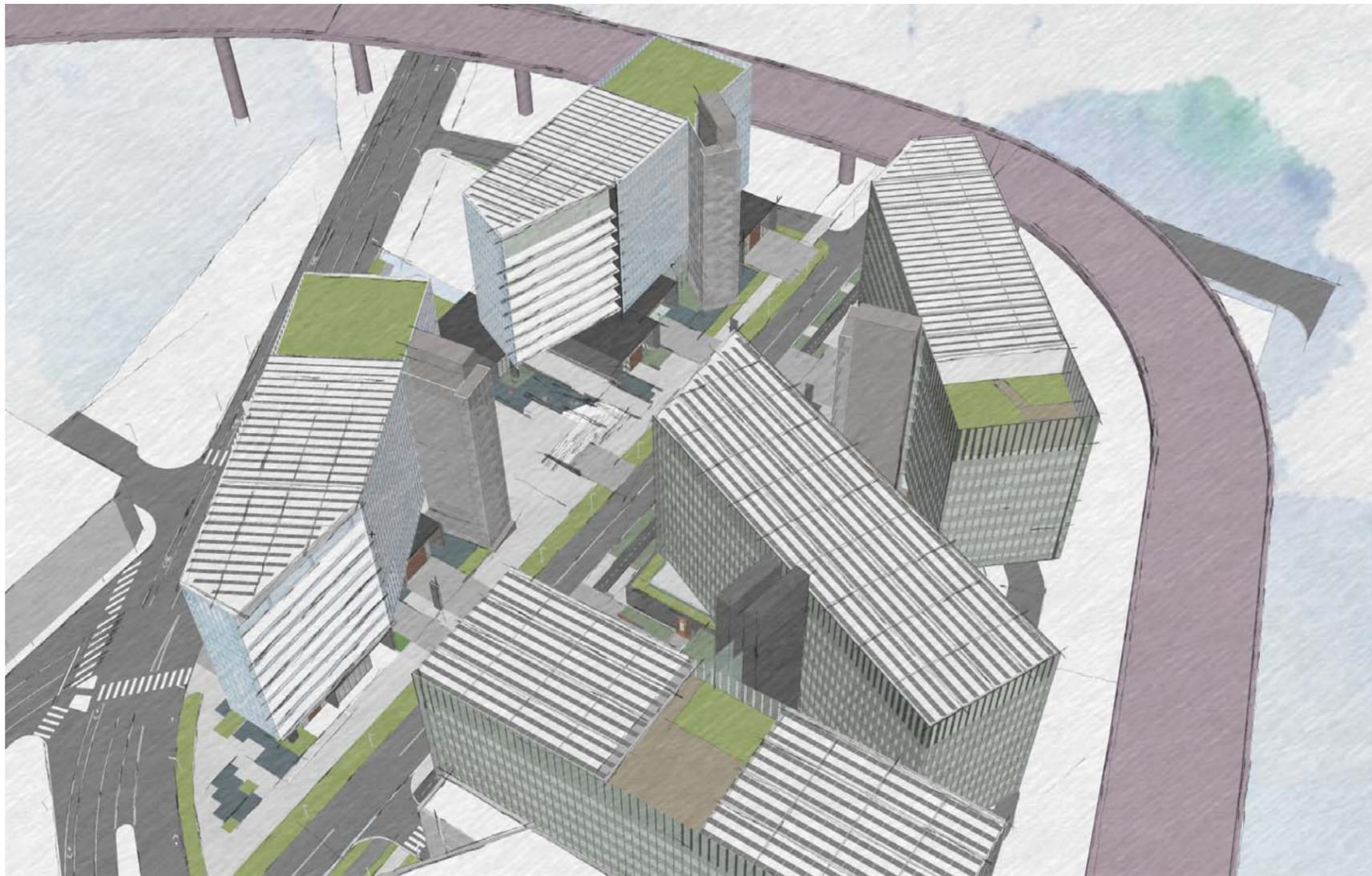


View Looking S along 6th Ave S | Building A in foreground | Building B and C in background



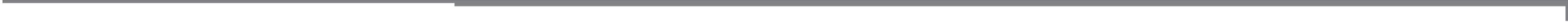
Meeting Goals

2 MEETING GOALS

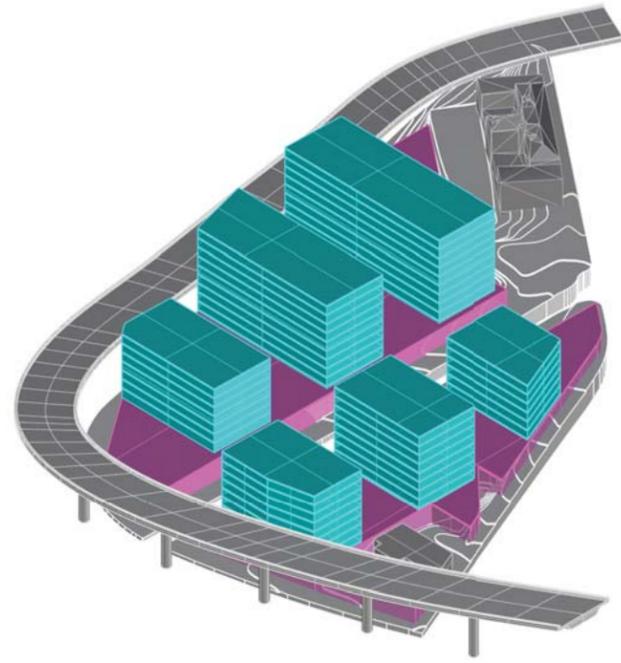


GOALS FOR THE MEETING:

- Present a holistic view of the two parcel development and highlight any major changes made since the EDG meeting.
- Present series of responses to the first DRB comments
- Present a series of project design guidelines which will be used to guide all phases of MPD development.
- Present a detailed description of the third and fourth phases of development showing the implementation of the project design guidelines to gain an understanding of how these will be used for entire development.

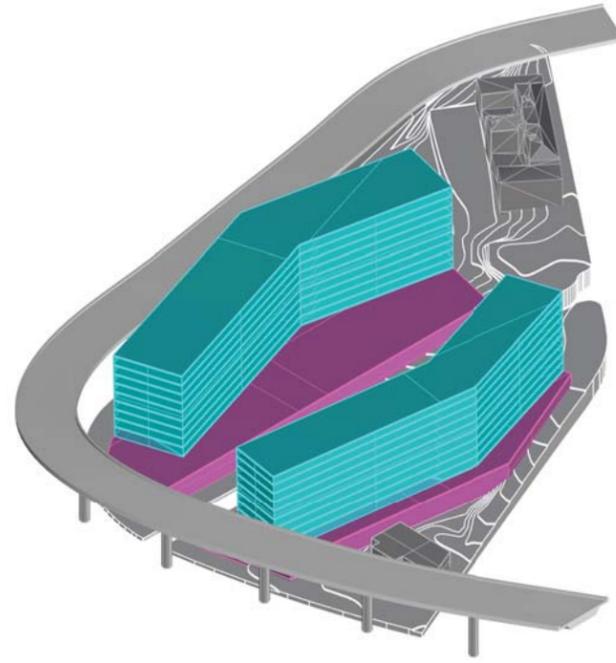


PRELIMINARY MASSING OPTIONS



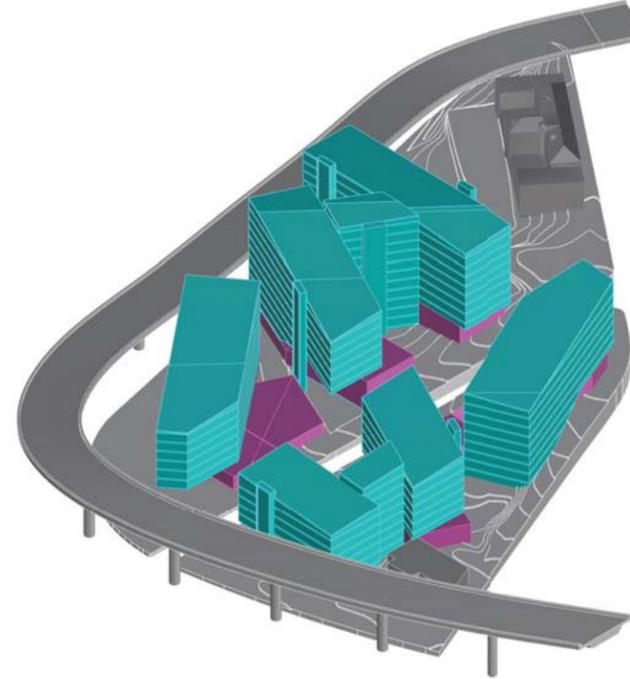
OPTION 1

- Pros**
- No departures necessary
 - Conventional towers easily phase-able
 - E/W oriented office bars ideal orientation for urban context
 - 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



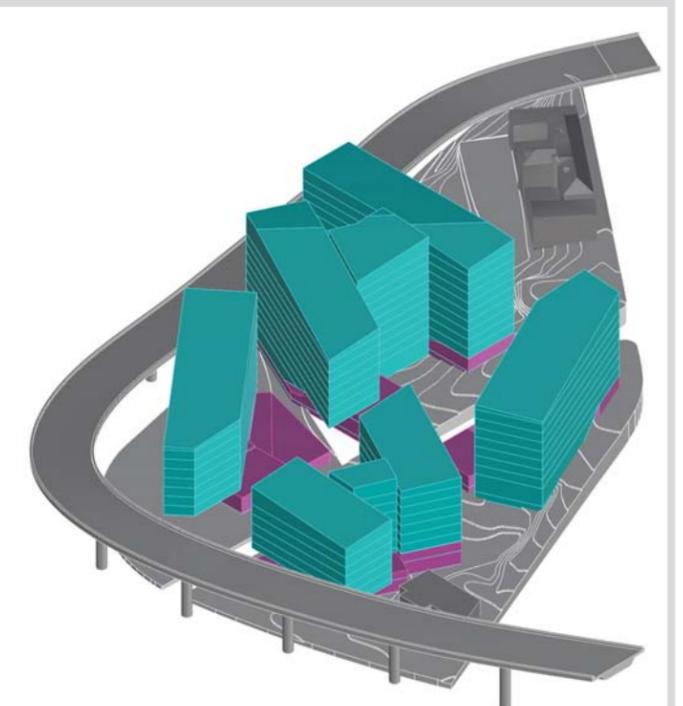
OPTION 2

- 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



OPTION 3A

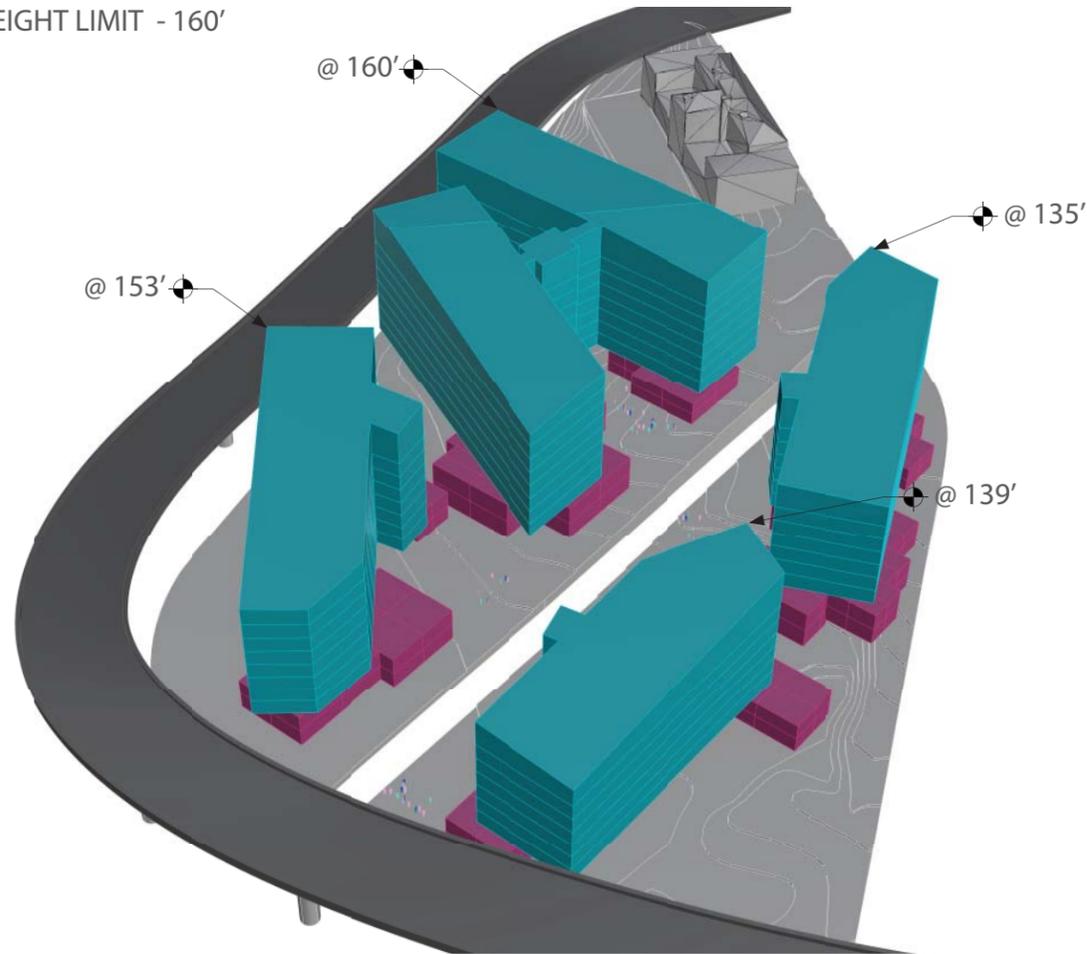
- Pros**
- Variety of tower floorplate sizes/options
 - Large open spaces
 - Narrow / core-free floorplates
 - Central offset cores
 - Easy to phase
 - Ground-level open space
 - Roof decks with views in nearly all directions
 - Stadium scale iconic group of buildings
- Cons**
- Upper-level floorplate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



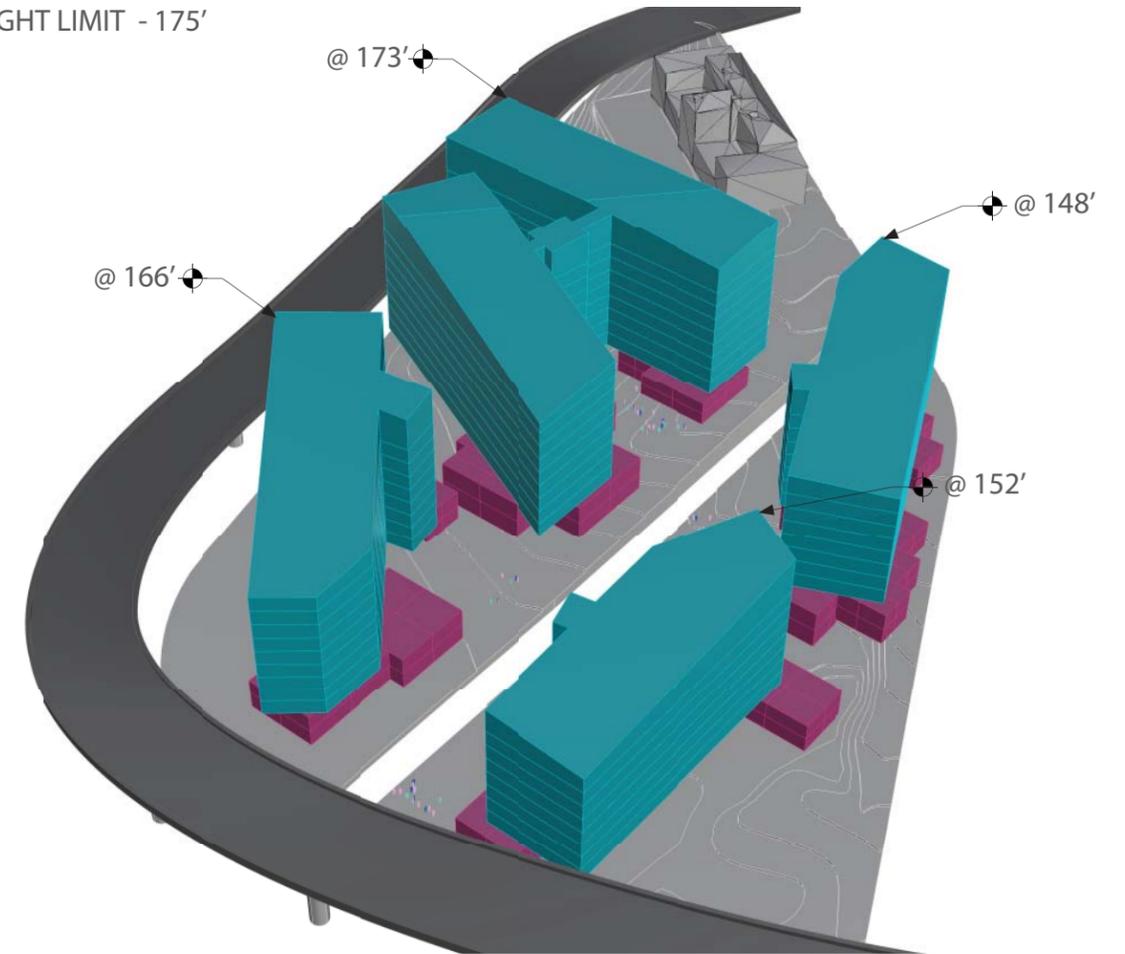
***PREFERRED OPTION**
OPTION 3B

- 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
 - Cross site connection from Airport Way S to 6th Ave S
 - Complies with SMC 23.40.060 LBPP
- Cons**
- Upper-level floorplate departure
 - Difficult parking

BUILDING HEIGHT LIMIT - 160'



HALA BUILDING HEIGHT LIMIT - 175'



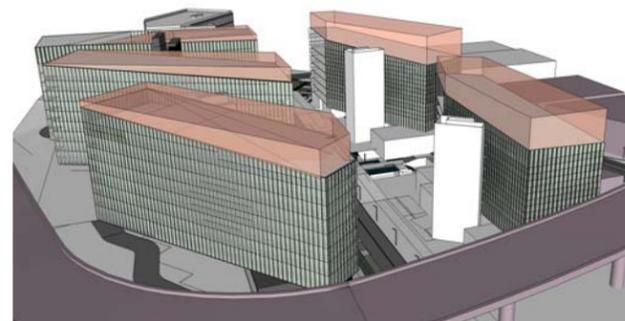
OPTION 4A

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
- ⊕ Cross site connection from Airport Way S to 6th Ave S

Cons

- ⊖ Upper-level floorplate departure
- ⊖ Difficult parking



Maximum buildable height

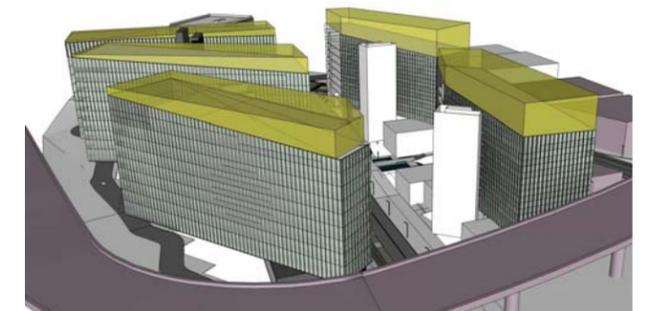
OPTION 4B

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
- ⊕ Cross site connection from Airport Way S to 6th Ave S
- ⊕ Additional floor area and building height for accomadating HALA

Cons

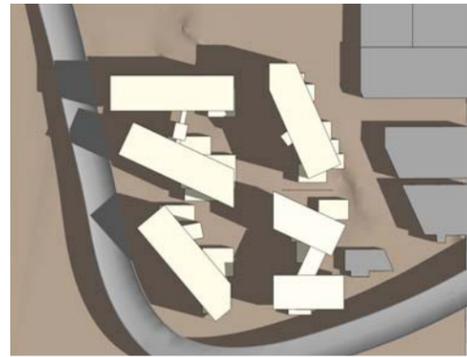
- ⊖ Upper-level floorplate departure
- ⊖ Difficult parking



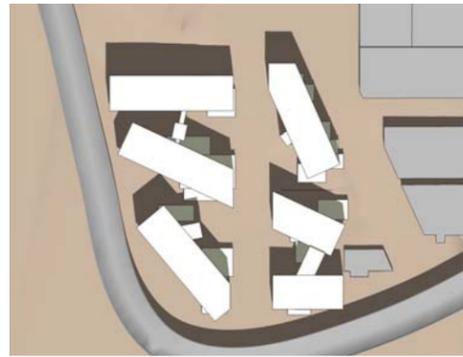
Maximum buildable height

3 MASSING AND PHASING | SHADOW STUDIES

MASSING AT EDG



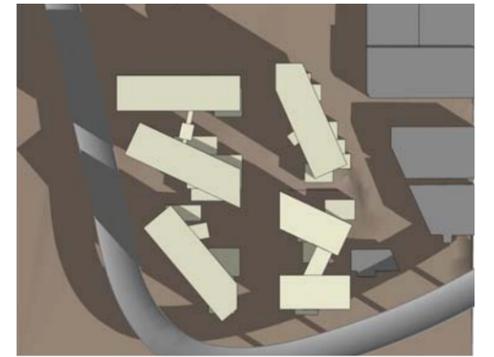
SUMMER SOLSTICE 9:00 AM



12:00PM

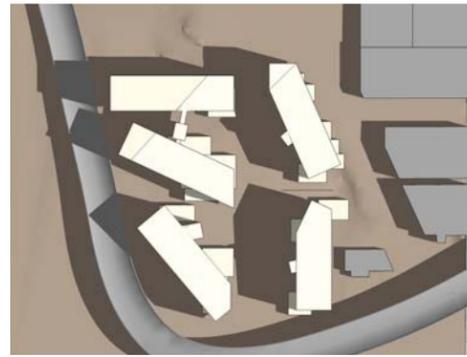


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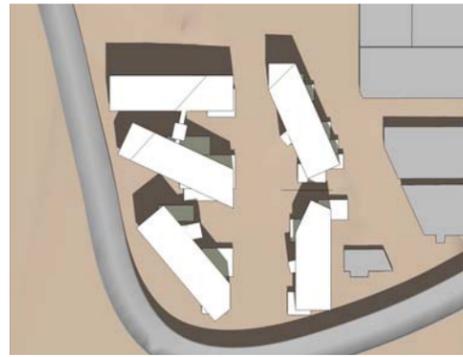


EQUINOX 9:00 AM

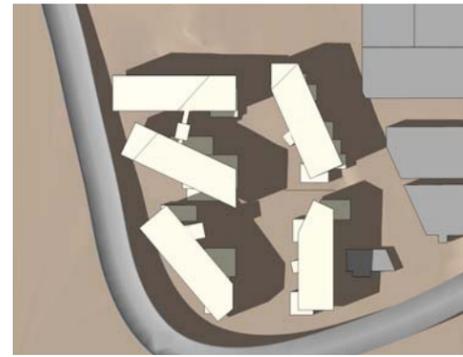
MASSING AT DRB



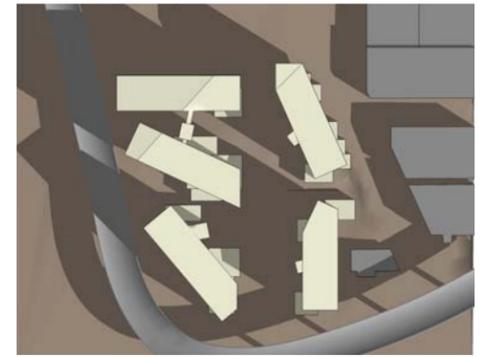
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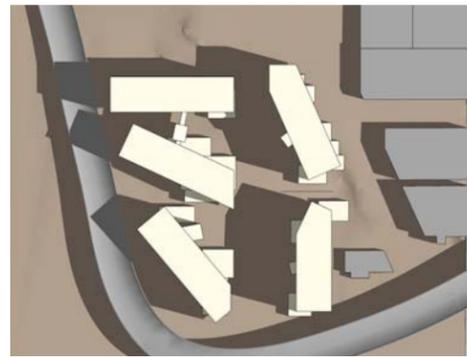


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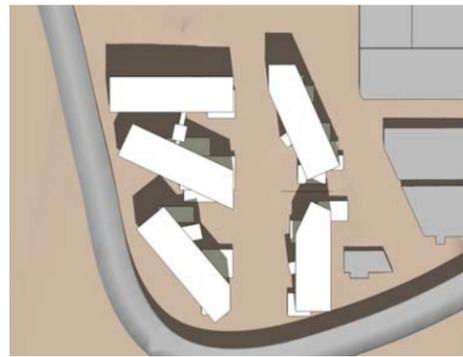


EQUINOX 9:00 AM

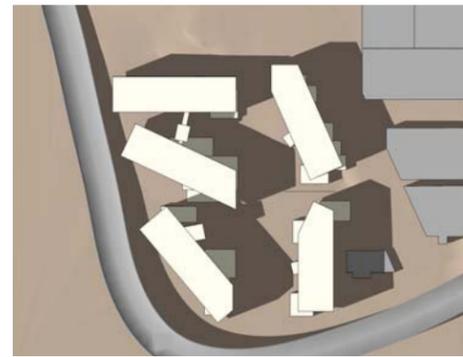
MAX. BUILDABLE HEIGHT



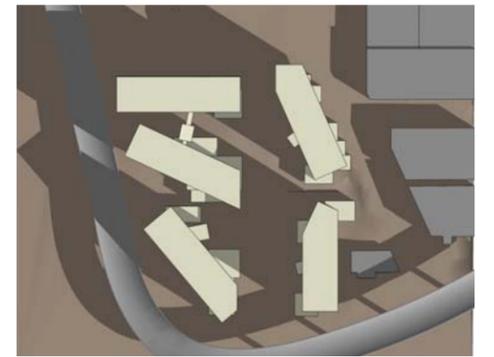
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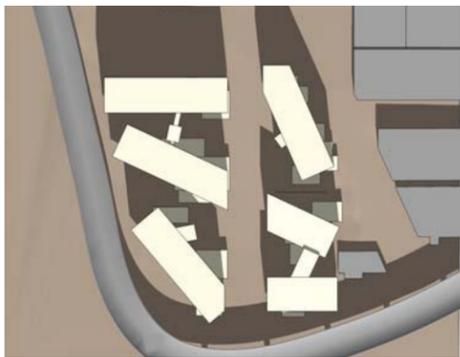
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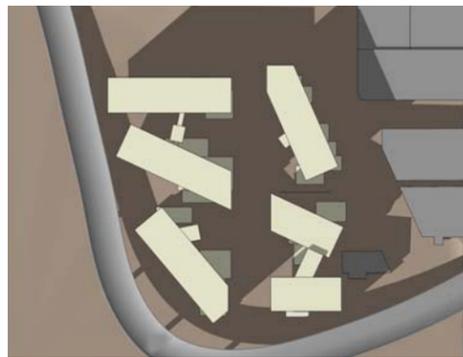
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EQUINOX 9:00 AM



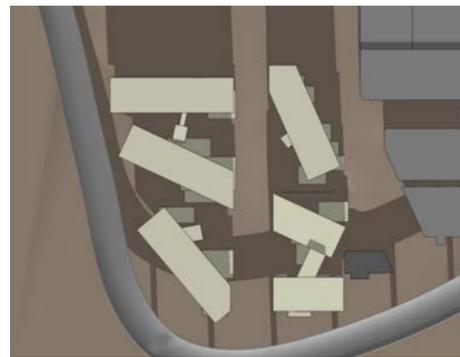
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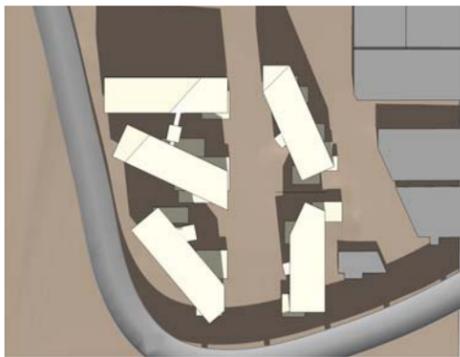
WINTER SOLSTICE 9:00 AM



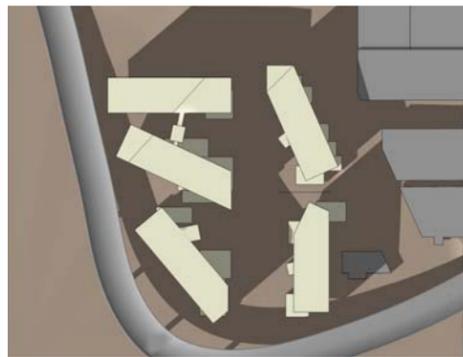
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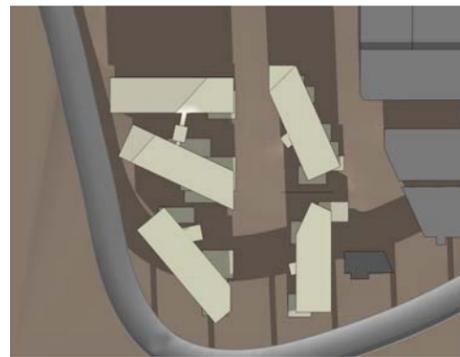
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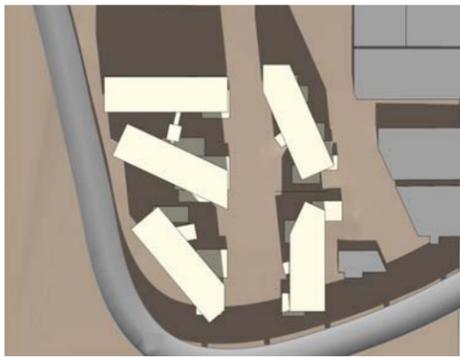
WINTER SOLSTICE 9:00 AM



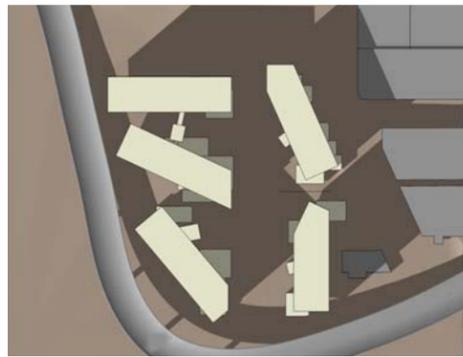
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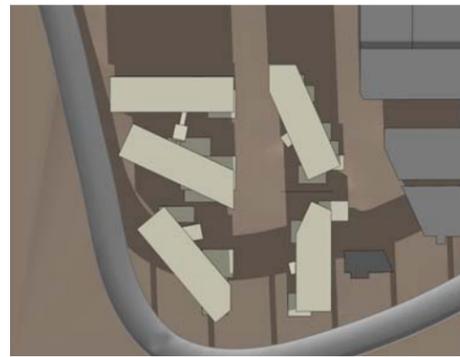
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WINTER SOLSTICE 9:00 AM



12:00PM



3:00PM



INITIAL PHASE
Construction of building at 831 Airport Way N (not within project scope) which is adjacent to site at north edge of Building A/B. See DPD #3023087.

PHASE 1

- Construction of Building A|B (approximately 455,000 sf) inclusive of below grade garage and all amenity space (including rooftop amenities)
- Construction of Building A|B open space (approximately 17,470sf) inclusive of all landscape features (water features, greenscape, hardscape, seating, lighting, etc.)
- Right-of-Way (ROW) improvements along 6th Ave S. Improvements will include sidewalks, planter strips, bike lane at West edge of 6th Ave S. The road will also be constructed to the curb at east edge (curb included).

PHASE 2

- Construction of Building C (approximately 182,000 sf) inclusive of below grade parking garage and all amenity space (including rooftop amenities)
- Construction of Building B/C open space (approximately 14,135sf) inclusive of all landscape features (water features, greenscape, hardscape, seating, lighting, etc.)

PHASE 3

- Construction of Building D (approximately 178,000 sf) inclusive of below grade garage and all amenity space (including rooftop amenities)
- Construction of Building D/E open space (approximately 15,114sf) which will also include the Building D portion of the mid-block connection between buildings D and E and is inclusive of all landscape features (water features, greenscape, hardscape, seating, lighting, etc.)
- Right-of-Way (ROW) improvements along 6th Ave S. Improvements will include sidewalks and planter strips at East edge of 6th Ave S.

PHASE 4

- Construction of Building E (approximately 153,000 sf) inclusive of below grade garage and all amenity space (including rooftop amenities)
- Construction of Building E open space (approximately 16,223sf) which will also include the Building portion of the mid-block connection between buildings D and E and is inclusive of all landscape features (water features, greenscape, hardscape, seating, lighting, etc.)
- Right-of-Way (ROW) improvements along 6th Ave S. Improvements will include sidewalks and planter strips at east edge of 6th Ave S.

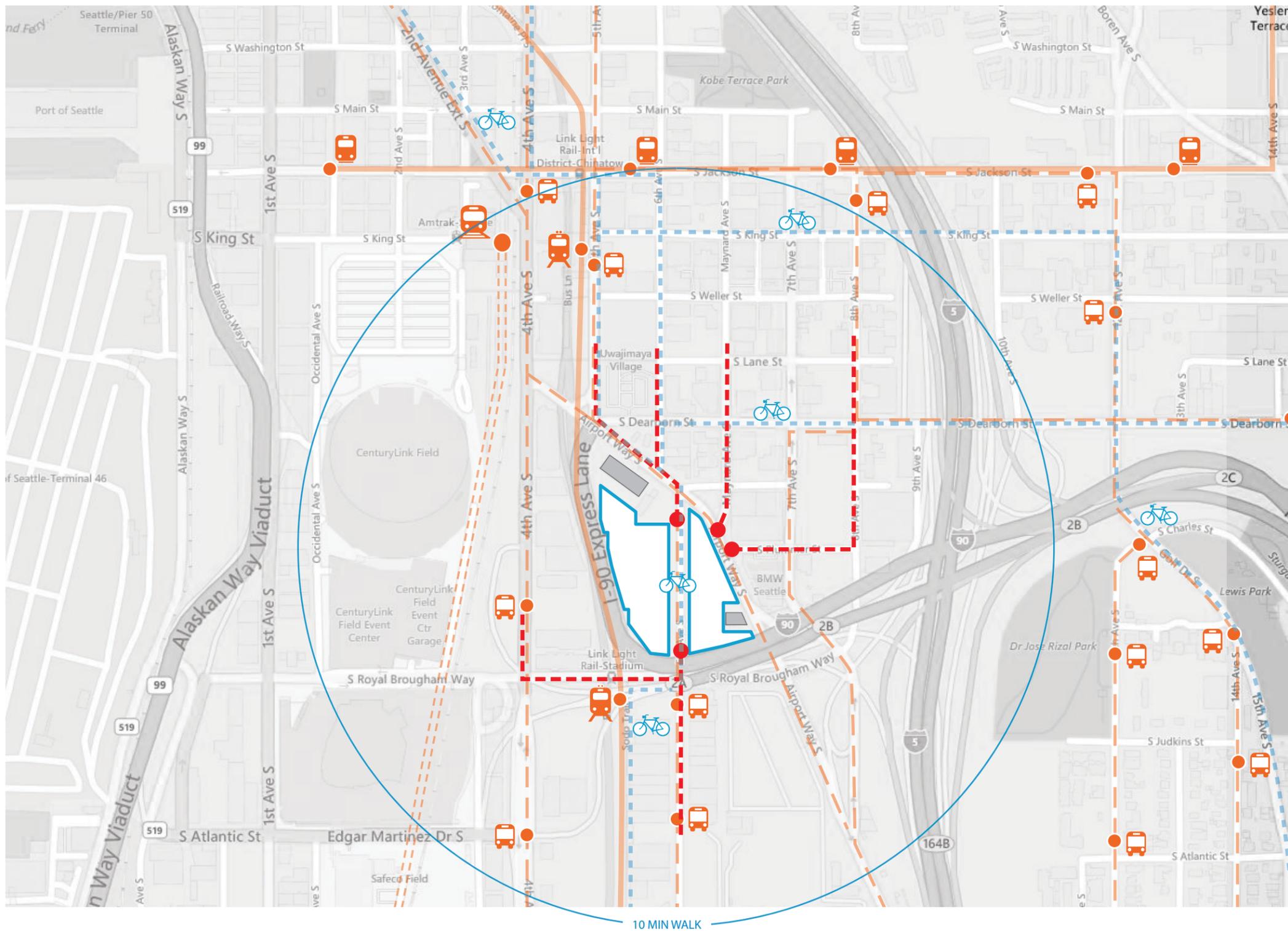
WEST PARCEL

EAST PARCEL

4

Composite Plans

4 COMPOSITE PLANS | SITE ACCESS

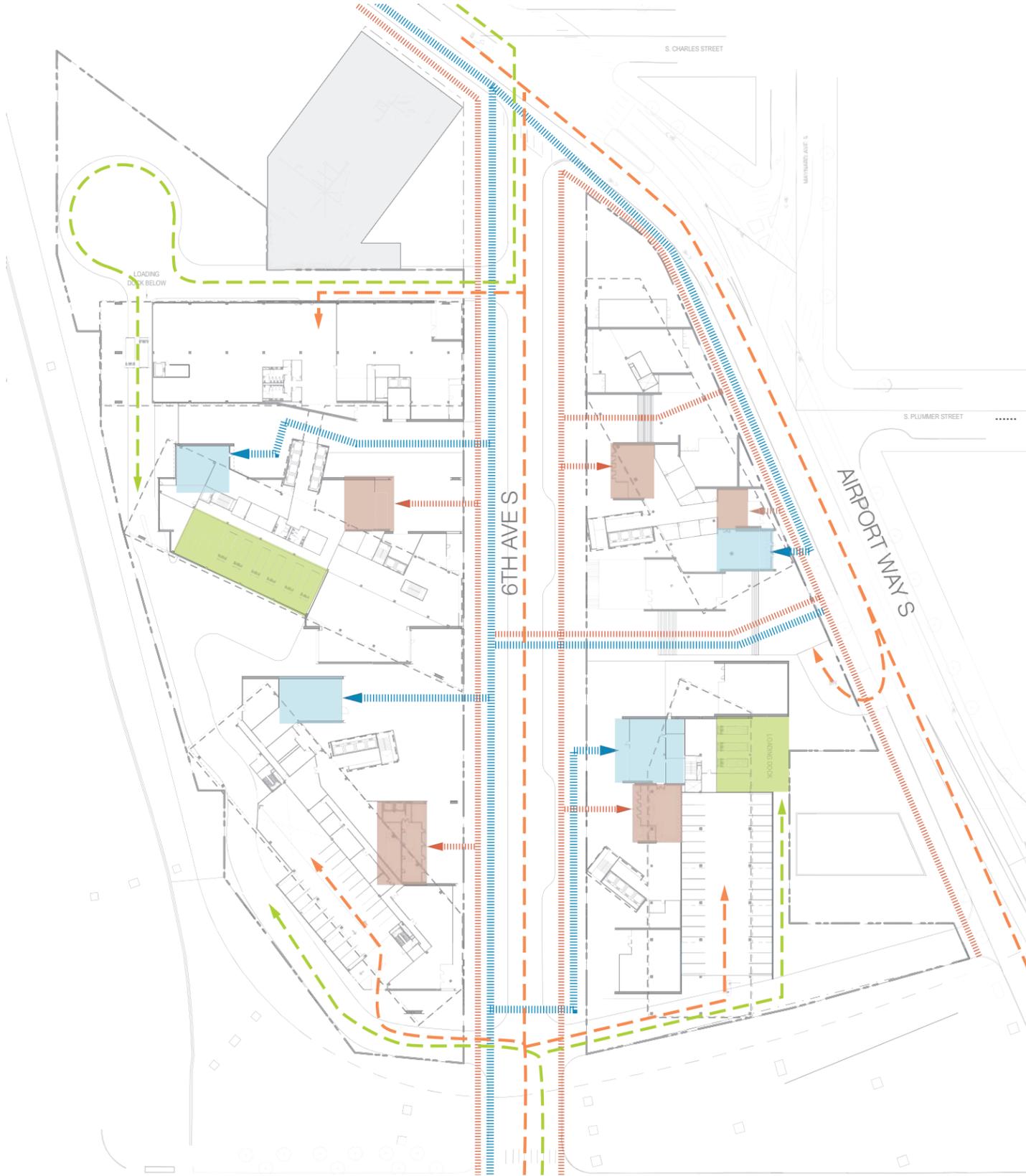


SITE ACCESS LEGEND

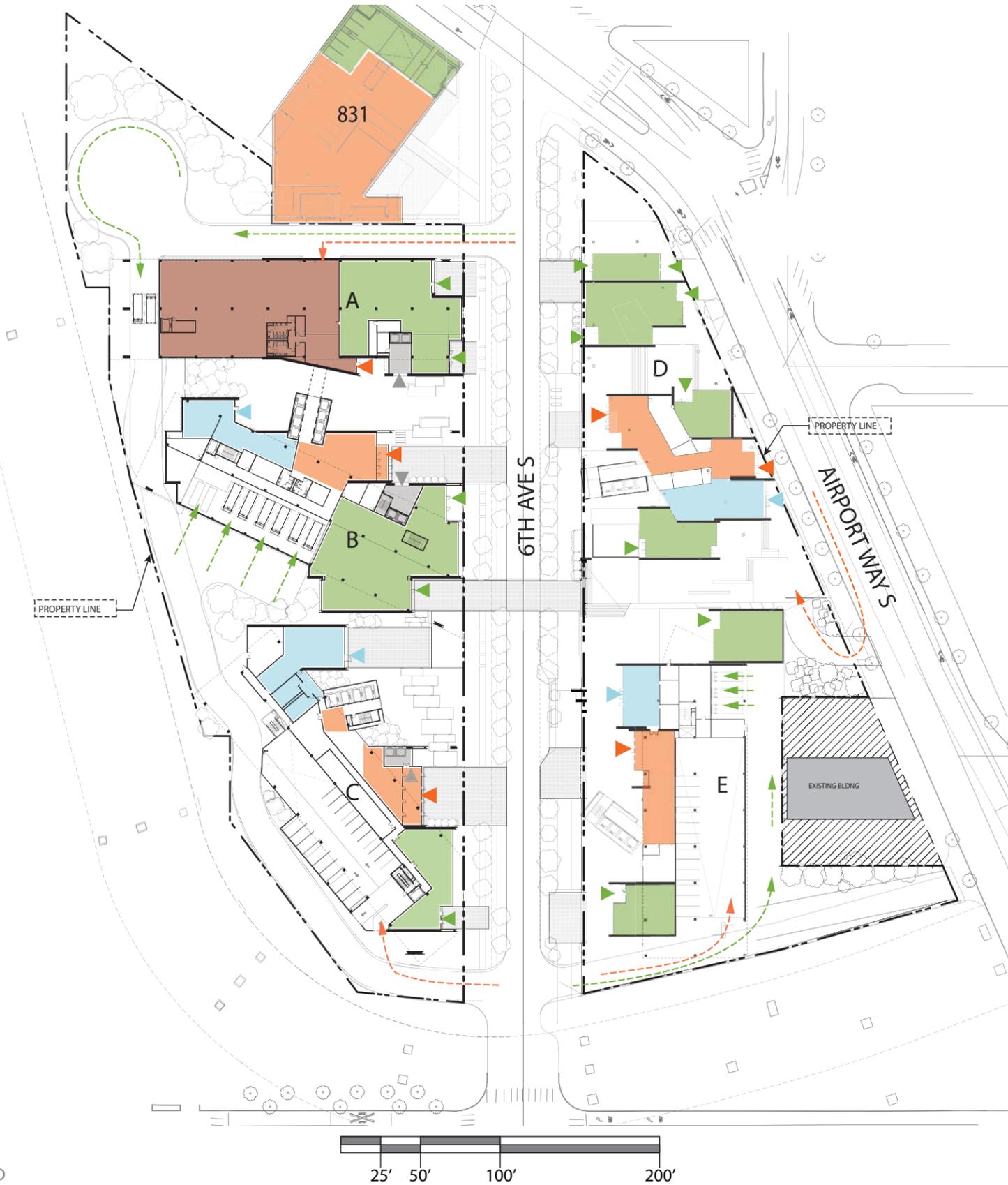
-  FUTURE FIRST HILL STREET CAR
-  AMTRAK TRAIN
-  LIGHT RAIL
-  CITY BUS
-  ON STREET BIKE LANE
-  ARRIVAL POINT

CIRCULATION AT SITE
LEGEND

- - - - - VEHICLE ACCESS
- - - - - SERVICE ACCESS
- ||||| BIKE ACCESS
- ||||| PEDESTRIAN ACCESS



4 COMPOSITE PLANS | GROUND FLOOR



COMPOSITE PLAN | GROUND FLOOR PLAN, LEGEND

- ▶ Retail Entry
- ▶ Office Entry
- ▶ Amenity Entry
- ▶ Parking Entry
- ⬢ Service Vehicle Entry
- ⬢ Parking Garage Entry
- Retail
- Office Lobby
- Office
- Amenity
- Parking Lobby
- Not in Scope
- ⋯ Office Tower

COMPOSITE PLAN | PARKING, LEGEND

-  Service Vehicle Entry
-  Parking Garage Entry
-  Retail
-  Parking Lobby
-  Office Tower



4 COMPOSITE PLANS | OFFICE FLOORS

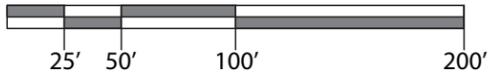


COMPOSITE PLAN | TYP TOWER PLAN,
LEGEND

- Tenant Space
- Building Core

COMPOSITE PLAN | TYP ROOF PLAN, LEGEND

- Tower Roof Level Amenity Space
- Podium Roof Level Amenity Space
- PV Array



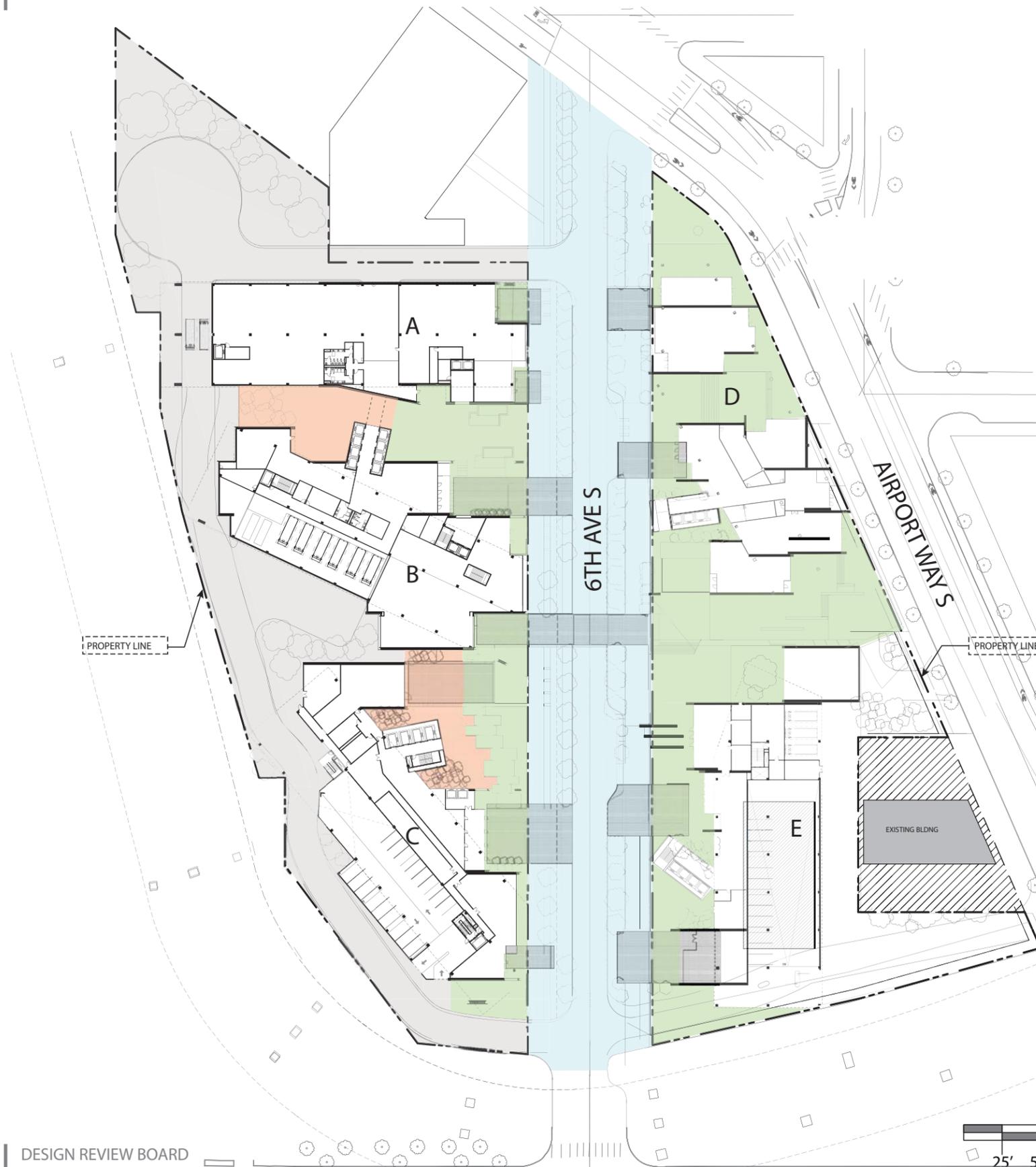
DESIGN REVIEW BOARD

4 COMPOSITE PLANS | LANDSCAPE CONCEPT

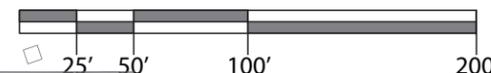
COMPOSITE PLAN | LANDSCAPE,
CONCEPTUAL ZONING,

LEGEND

- Public Space / ROW
- Privately Owned Publicly Accessible Open Space
- Semi-Private Space
- Buffer Habitat



DESIGN REVIEW BOARD

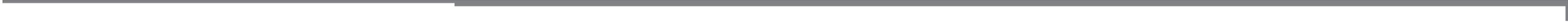


COMPOSITE PLAN | LANDSCAPE PLAN

- Create a diverse range of uses within single open space including active/passive zones
- Generous open spaces oriented toward the street and pedestrian engagement.
- Mid-block connections and mid-block pedestrian crossing geared toward increased pedestrian network.
- Covered spaces for year round use.
- Open spaces featuring a mix of water features, hardscape and greenscape which will reinforce a more natural setting.
- Water feature flowing from one open space to another as a landmark for orientation and wayfinding.
- Greenscape with native species as predominant feature.
- Strengthen pedestrian bike experience along 6th Ave S and engage these users deep into the open spaces / site
- Maximize sunny locations
- Differentiated character at individual open spaces.



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Building Plans



ENLARGED PLAN | BUILDING D,
LEGEND

- ▶ Retail Entry
- ▶ Office Entry
- ▶ Amenity Entry
- ▶ Parking Entry
- Service Vehicle Entry
- Parking Garage Entry
- Retail
- Office Lobby
- Office
- Amenity
- Parking Lobby
- Not in Scope
- ⋯ Office Tower

ENLARGED LANDSCAPE PLAN - BUILDING D PLAZA

- Create a diverse range of uses within single open space including active/passive zones
- Generous open spaces oriented toward the street and pedestrian engagement.
- Mid-block connections and mid-block pedestrian crossing geared toward increased pedestrian network.
- Covered spaces for year round use.
- Open spaces featuring a mix of water features, hardscape and greenscape which will reinforce a more natural setting.
- Water feature flowing from one open space to another as a landmark for orientation and wayfinding.
- Greenscape with native species as predominant feature.
- Strengthen pedestrian bike experience along 6th Ave S and engage these users deep into the open spaces / site
- Maximize sunny locations

LEGEND

- 1 Hard surface at retail entry
- 2 Two way bike lane
- 3 Raised / cascading water feature
- 4 Stepped landscape feature
- 5 Hard surface at office entry extended to 6th Ave S
- 6 Medium to large trees
- 7 Parking access
- 8 Small to medium trees
- 9 Pedestrian crossing
- 10 Typical sidewalk



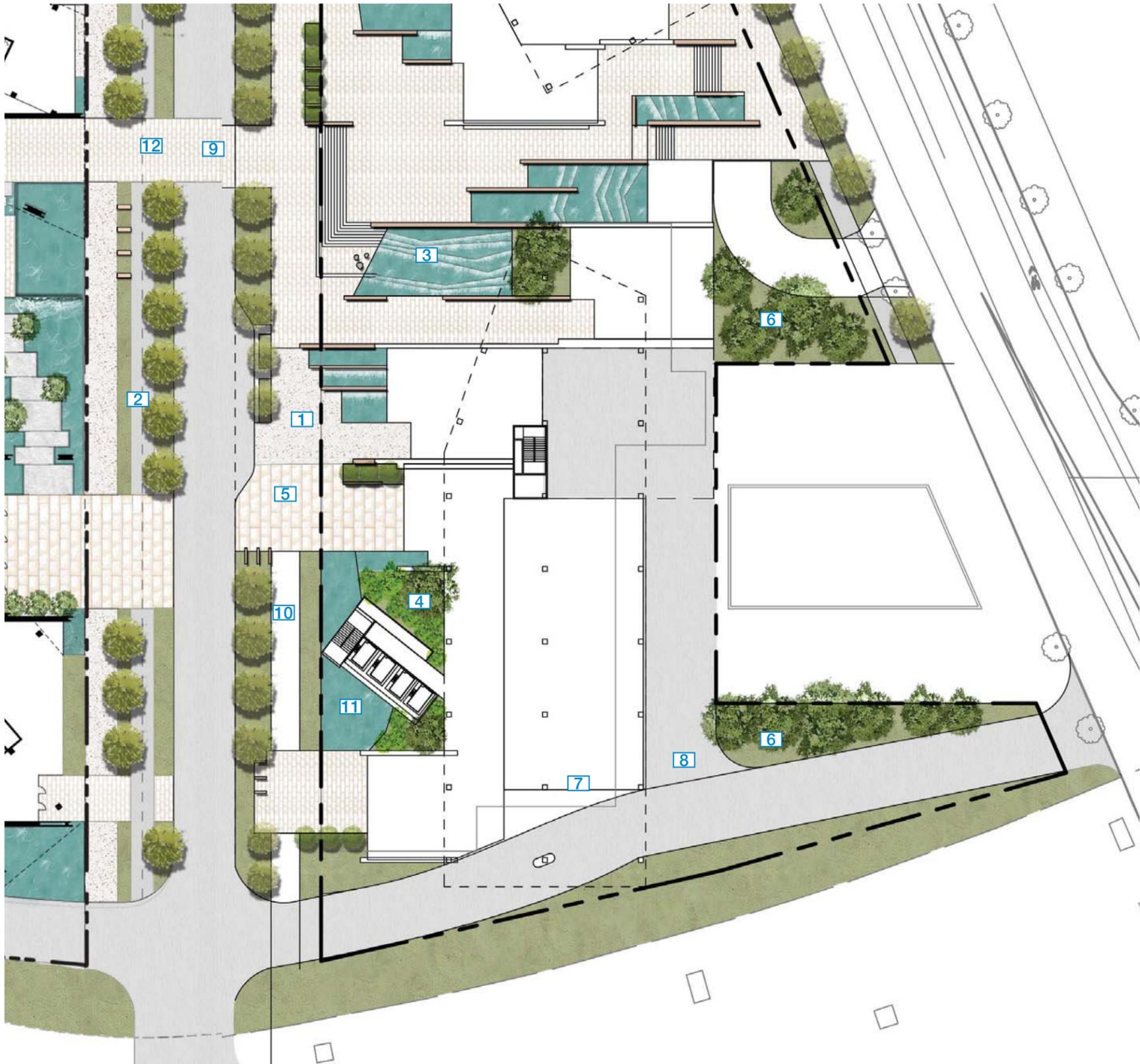


ENLARGED PLAN | BUILDING D,
LEGEND

- ▶ Retail Entry
- ▶ Office Entry
- ▶ Amenity Entry
- ▶ Parking Entry
- - - Service Vehicle Entry
- - - Parking Garage Entry
- Retail
- Office Lobby
- Office
- Amenity
- Parking Lobby
- Not in Scope
- Office Tower

ENLARGED LANDSCAPE PLAN - BUILDING E PLAZA
LEGEND

- 1 Hard surface at retail entry
- 2 Two way bike lane
- 3 Raised / cascading water feature
- 4 Stepped landscape feature
- 5 Hard surface at office entry extended to 6th Ave S
- 6 Medium to large trees
- 7 Parking access
- 8 Truck access
- 9 Pedestrian crossing
- 10 Typical sidewalk
- 11 Depressed water feature
- 12 Pavers connecting plazas





1 | SECTION @ "A" RETAIL

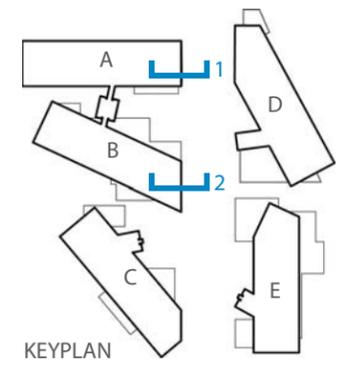


2 | SECTION @ A | C OFFICE ENTRY



TYPICAL STREET SECTIONS

- Provide a diversity of scale (depth and height) at ROW
- Engage multiple uses across the entire street section



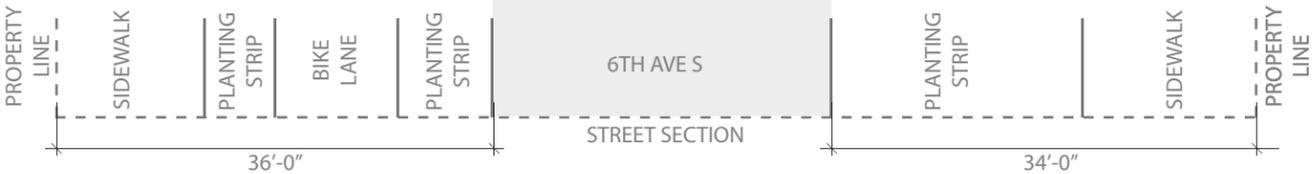
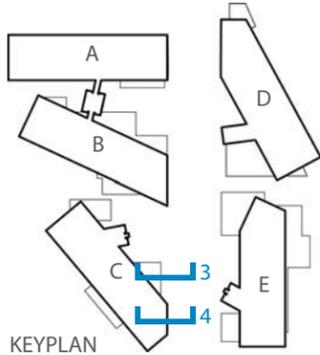
TYPICAL STREET SECTIONS (cont.)



3 | SECTION @ "PUBLIC PORCH" / MID-BLOCK PEDESTRIAN CROSSING



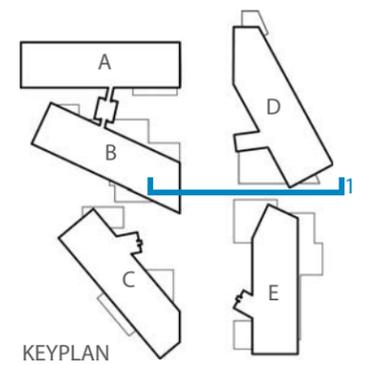
4 | SECTION @ "C" HIGH-BAY RETAIL



5 BUILDING PLANS | PHASE 3&4

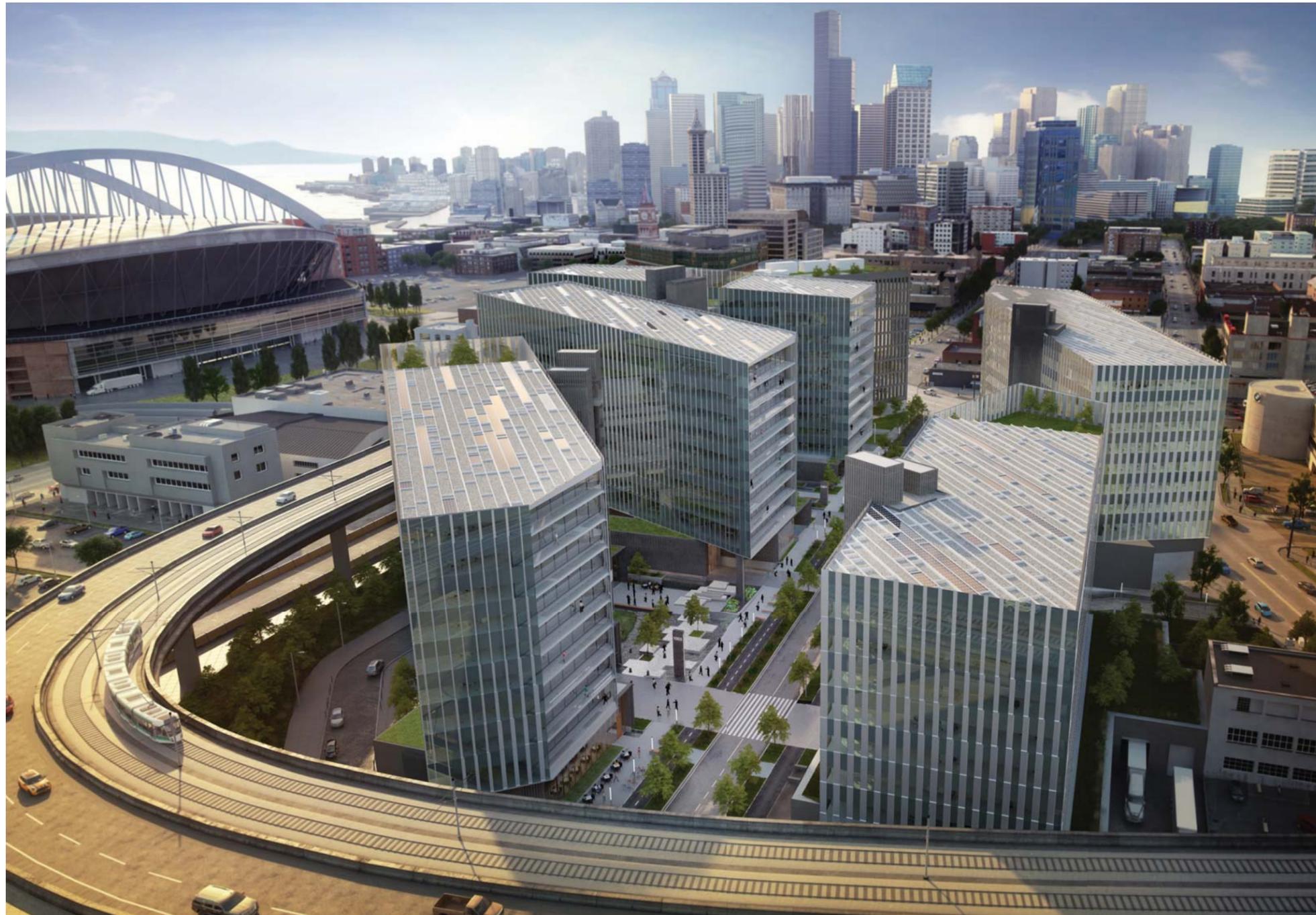


SECTION AT MIDBLOCK



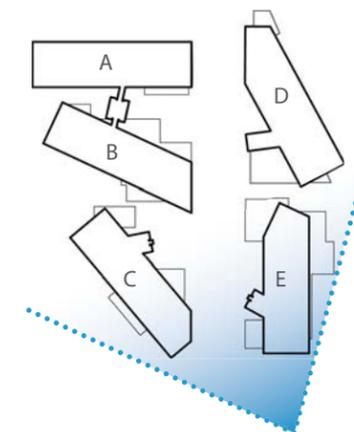


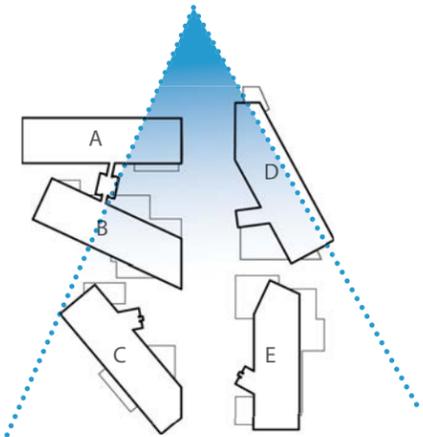
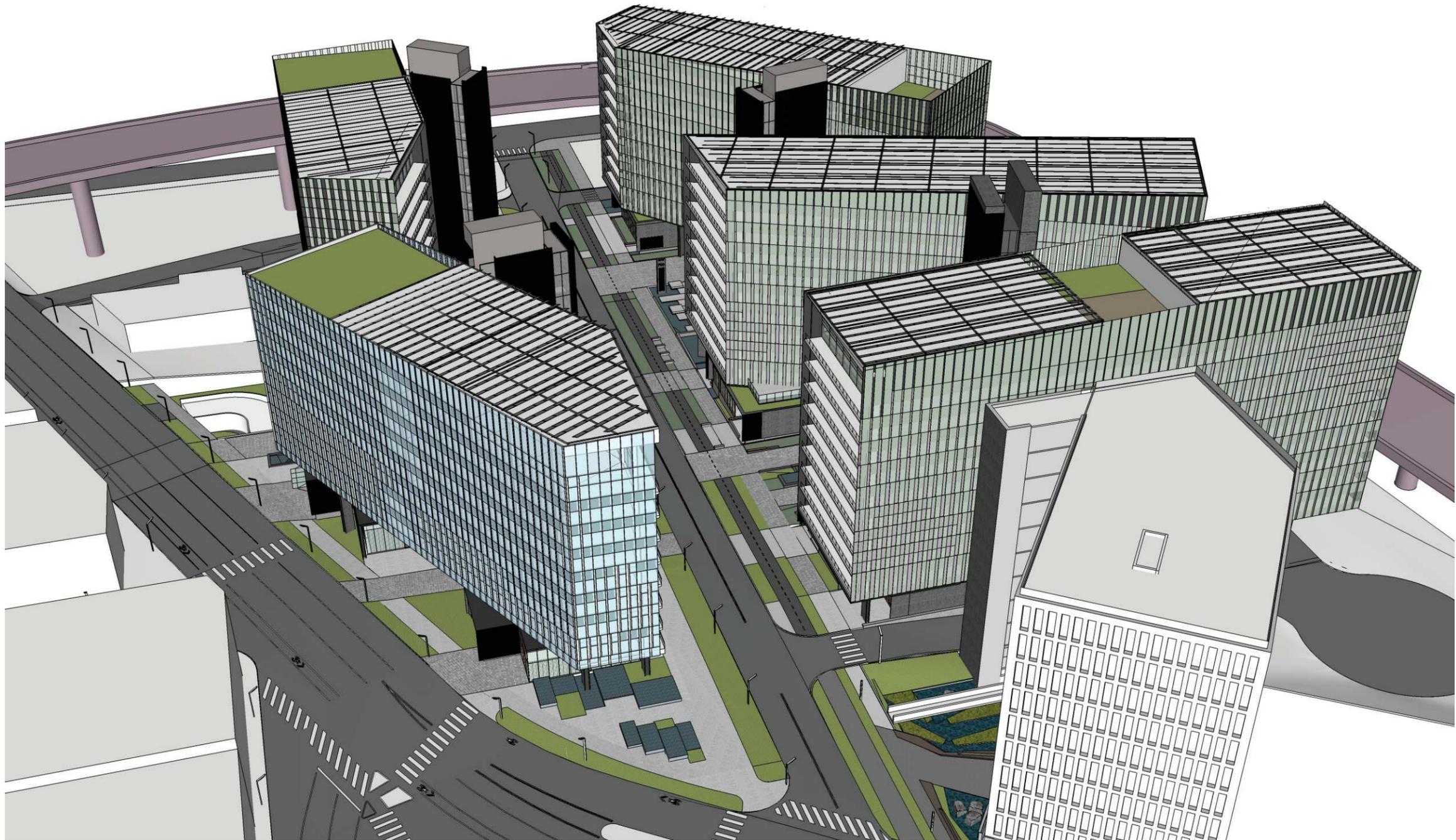
Renderings



PHASES 1-4 (FULL BUILD OUT) | AERIAL RENDERING BUILDINGS A, B, C, D AND E

View Looking NW toward CenturyLink Field and Downtown Seattle | Building A, B, C, D and E in foreground and 831 in background





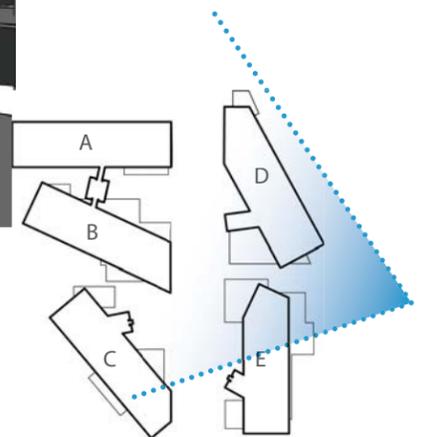
View Looking S toward Beacon Hill | Building 831 in foreground

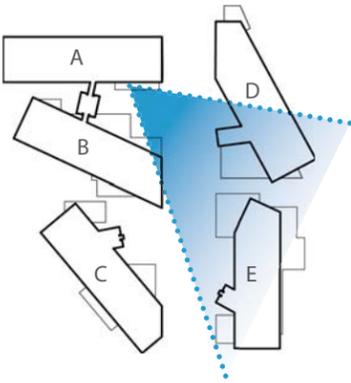
*RENDERING WILL BE REPLACED FOR THE SECOND DRB MEETING



View Looking W along Airport Way S | Building D and E in foreground | Building AB in the background

*RENDERING WILL BE REPLACED FOR THE SECOND DRB MEETING





*RENDERING WILL BE REPLACED FOR THE SECOND DRB MEETING

View Looking E towards Building D and Building E and midblock crossing

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6

Response to Design Guidelines

CONTEXT & SITE

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.

✓ **CS2-A | Location in the City and Neighborhood**
CS2-A-1 Sense of Place

Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

Response: "S" emphasizes sense of place via a unique, pedestrian scaled podium expression that employs a series of retail pavilions which integrate into a larger landscape filled with generous public plazas and entry courts and anchored by generous water features. The diversity of scale and variety of pavilion depth and frontage width reinforces a varied and pedestrian oriented street edge.

✓ **CS2-A-2 Architectural Presence**

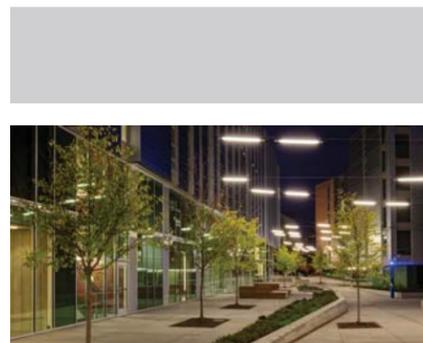
Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

Response: Given the adjacency to the stadiums and the I-90 off-ramp (future light rail exit ramp), the project will inherently have a significant architectural presence within SODO. "S" emphasizes a holistic sense of place through architectural massing and expression. Rhythmic and varied tower articulation combined with sculpted unlike most office buildings. The tower expression is combined with a highly crafted podium expression (see CS2-A).

✓ **CS2-B | Adjacent Sites, Streets, and Open Spaces**

✓ **CS2-B-2 Connection to the Street**

Identify opportunities for the project to make a strong connection to the street and public realm.



Response: While the tower massing is oriented to maximize views and daylight (both internally and externally) and to minimize thermal loading, the podium retail pavilions are oriented in response to the established city grid. By placing the retail pavilions parallel to the street (both 6th Ave S and Airport Way S) while varying the depth of setbacks from the ROW, the street edge is reinforced while also creating diversity of public space and softening transitions from ROW to open spaces within property line.

✓ **CS2-C | Relationship to the Block**

CS2-C-1 Corner Sites

"Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances".

Response: "S" employs large, sculpted "public porch" spaces at the entry points into the site that serve as a gateway identifier. They consist of high-volume outdoors spaces where the podium has been held back and the office towers float above creating large, public scaled and all-season covered open space that frame the entry threshold to the site at-large. This massing strategy is also employed at the mid-block to break the length of 6th Ave S (over 700' long block) and to engage pedestrians filtering into the site from Airport Way S. These porch spaces will be activated with art, and feature lighting and water features which will create highly engaging sensory environments that serve as highly public nodes within the larger streetscape.

PUBLIC LIFE

PL1 | CONNECTIVITY

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



PL1-A | Network of Open Spaces

PL1-A-1 Enhancing Open Space

"Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood".

Response: "S" employs a responsive podium that uses pavilions with high levels of transparency at the street edge but a more opaque expression at the edge perpendicular to the street reminiscent of historical party-wall construction between two properties. This concept activates the street edge with highly transparent retail use but also allows the pavilions to be secondary elements within the open spaces and allows the greenscape and water features to be the primary focus within the network of open spaces (plazas, entry courts, etc.) The open spaces are individually unique in their character but held together through the use of water as an over-arching narrative element. The water features will orient the user and guide them through the network of spaces. Additionally, a bike path is being developed to engage this use and filter it into the site to further enhance connectivity. Lastly, the tower orientation compliments the open space concept by opening site lines and view corridors through the site (ex. views to CenturyLink Field) which allows the user to orient themselves within the city at large.

PL2 | WALKABILITY

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



PL2-B | Safety and Security

PL2-B-1 Eyes on the Street

"Create a safe environment by providing lines of sight and encouraging natural surveillance".

Response: "S" employs a series of mid-block connections that expand the overall network of pedestrian spaces. This expands the opportunity for surveillance at the ground plane. In addition, the retail pavilions are designed so their setbacks from the street



are tiered in a way that eliminates deep, singular setbacks which could provide hidden corners. Additionally, the pavilions are being crafted to employ brick screening so that corners can be softened and allow for further visual porosity and connectivity through the site.

PL2-B-2 Lighting for Safety
"Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights"

Response: In addition to typical street lighting at the ROW, there will be evenly spaced bollard lighting along the street edge that is designed at a pedestrian oriented scale. Additionally, all major entry courts will have arrays of catenary, cable mounted lights installed overhead. This will provide increase safety as well as wayfinding within the site. Lastly, there will be multiple modes of accent lighting within the landscape (plants, benches, water features, etc.).

PL2-B-3 Street-Level Transparency
"Ensure transparency of street-level use (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways"

Response: (See CS2-B-2). All podium pavilions are designed for maximum transparency parallel at the street face. The courtyard elevations will have minor, targeted transparency for safety, and program effectiveness.

PL2-D | Wayfinding

PL2-D-1 Design as Wayfinding
"Use design features as a means of wayfinding wherever possible"

Response: There are multiple design features that act as global wayfinding tools. First, the "public porches" or large scale overhangs signify entry/portal points to the site at large including mid-block connections (see CS2-C-1). Second, the podium level pavilions have a hierarchy of expression which increases legibility and understanding of program.

Closest to the street is retail and is developed as overwhelmingly transparent. Further from the street edge are office entry points which are highlighted by overhead light arrays and more nuanced curtainwall detailing (See PL2-B-2). Furthest from the street edge and deepest within the site are building amenity program (bike lounges, etc.) which have the simplest expression and slightly reduced transparency levels.

PL3 | STREET-LEVEL INTERACTION

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

PL3-C | Retail Edges

PL3-C-1 Porous Edge

"Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building"

Response: "S" employs a series of mid-block connections that expand the overall network of pedestrian spaces. This expands the opportunity for surveillance at the ground plane. In addition, the retail pavilions are designed so their setbacks from the street are tiered in a way that eliminates deep, singular setbacks which could provide hidden corners. Additionally, the pavilions are being crafted to employ brick screening so that corners can be softened and allow for further visual porosity and connectivity through the site.

PL3-C-2 Visibility
"Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays"

Response: In addition to typical street lighting at the ROW, there will be evenly spaced bollard lighting along the street edge that is designed at a pedestrian oriented scale. Additionally, all major entry courts will have arrays of catenary, cable mounted lights installed overhead. This will provide increase safety as well as wayfinding within the site. Lastly, there will be multiple modes of accent lighting within the landscape (plants, benches, water features, etc.).

PL3-C-3 Ancillary Activities
"Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend"

Response: All retail spaces are designed to allow retail activities to engage the street edge/ROW. In some cases, retail pavilions are set back to allow cafe style seating adjacent to the sidewalk/ROW. In others, the office entry courts push forward into the ROW (planter strips, bike lane, etc.) to extend this function to the curb line. The intent is to create a diversity of street edge conditions and dissolve the layers of the ROW/street design so that different layers elements (sidewalk, planter strips, bike lanes) feel like part of a cohesive whole and not a series of parallel layers. Public seating will be incorporated into open spaces, widened sidewalks and the ROW ensure all layers of the street design can be engaged by pedestrians.

DESIGN CONCEPT

DC3 | Open Space Concept

Integrate open space design with the building design so that they complement each other.

DC3-A | Building-Open Space Relationship
DC3-A-1 Interior/Exterior Fit
"Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development"

Response: As noted (see CS2-A, PL2-B-3 and PL2-D-1), podium level pavilions engage the ROW at varying setbacks to allow for diversified use of the street edge and to engage the adjacent retail functions. These spaces become highly pedestrian and oriented toward street activity. As pedestrians move deeper into the open spaces, the focus becomes the landscape and the pavilions serve as a backdrop to the greenspace and water features embedded within this zone. These spaces will be activated by the flow of people from the ROW into the office and amenity entries that lay deeper into the open spaces.



GENERAL

- Building widths will range between 60' and 100' for ideal daylight and access to views. Typical tower massing will be 80' in width.
- Floor to floor will be approximately 13' to provide ample daylight & future flexibility.
- Floors will range between 20,000gsf and 25,000gsf
- Project will pursue aspects of the Living Building Challenge and LEED

"S" SPECIFIC FRAMEWORK DETAILS

OPEN SPACE (O)

- **S-O1** | Generous open spaces oriented toward the street and pedestrian engagement.
- **S-O2** | Mid-block connections geared toward increased pedestrian network.
- **S-O3** | Open spaces featuring a mix of water features, hardscape and greenscape which will reinforce a more natural setting.
- **S-O4** | Outdoor workplace amenity spaces and/or green roofs will be incorporated at towers.
- **S-O5** | Project may include public art as part of pedestrian experience.

MASSING (M)

- **S-M1** | Separation of podium and office massing and unique expression for both elements.
- **S-M2** | Offset massing of office towers and podium massing will be used to create a diversity of sectional height at the street (overhanging tower mass creating "public porches" with overhead protection, single story podium pavilions with occupied roof decks, etc.)
- **S-M3** | Cores will be offset and expressed at the exterior of building. Exterior egress stairs may be used to encourage an active campus that engages the offices with the open spaces below and energizes the pedestrian experience.
- **S-M4** | Varied retail pavilion (podium) frontages and heights for increased diversity at street.
- **S-M5** | Tower offices bars typically offset to street and reinforcing a large campus relationship ("S"). Exterior balconies may help reinforce this relationship.
- **S-M6** | Sloped parapet conditions which create a secondary landscape at roof plane.
- **S-M7** | Retail pavilions always oriented parallel to street.

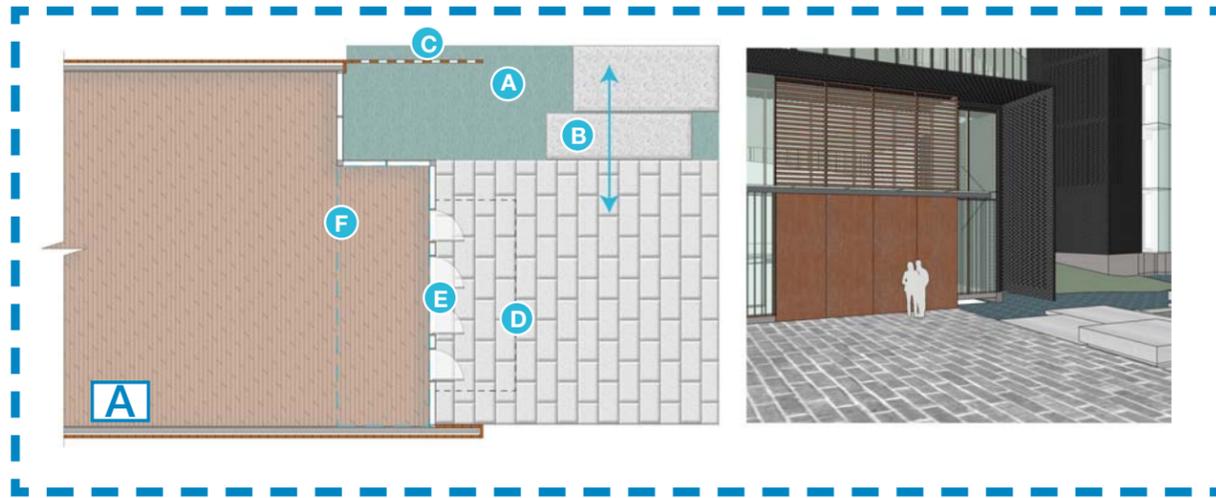
EXPRESSION (E)

PODIUM

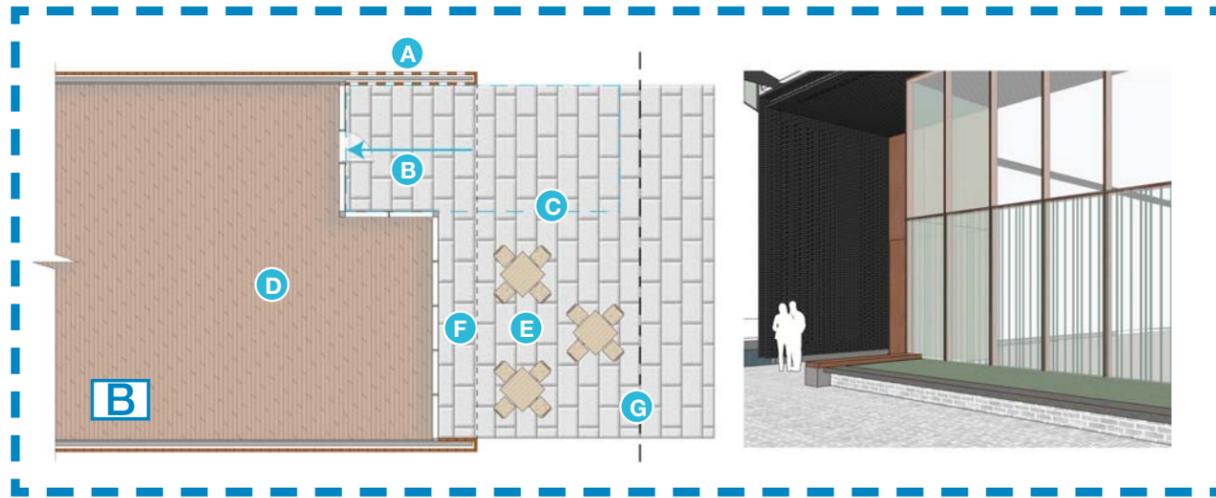
- **S-E1** | In addition to retail and lobbies, campus may have ground floor uses that are multi-purpose in use and scale.
- **S-E2** | Bike lounge and locker room amenities will be located within distinct podium pavilions and directly adjacent to office entries/lobbies.
- **S-E3** | Unless proven a hardship due to the high water table, most of the parking will be below grade.
- **S-E4** | Entries to the parking garages will be located at the perimeter of the site and accessed of of a secondary service room where possible.
- **S-E5** | With multiple buildings, fewer points of entry will be included to promote greater aggregation of activity at pedestrian level open space.
- **S-E6** | Project will incorporate aspects of adjacent neighborhoods (light industrial warehouses, masonry articulation, wood storefront systems, etc.)
- **S-E7** | Project will employ a highly crafted masonry environment at the podium pavilions which varies in hierarchy dependant of program (lobby v. retail v. office amenity space) storefront systems, etc.)
- **S-E8** | Podium pavilions will have a clear, transparent expression at the ROW and a more solid, opaque expression at open space / landscape.

TOWER

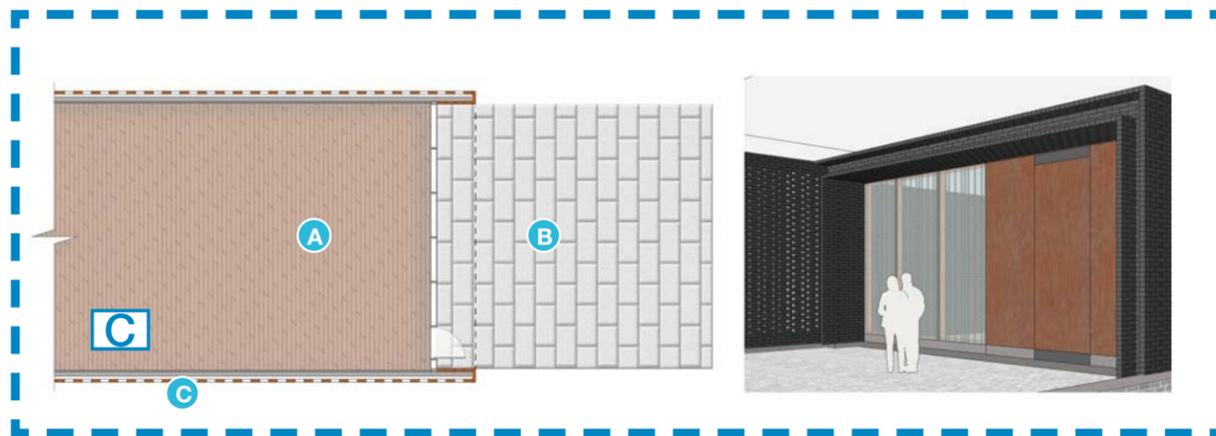
- **S-E9** | Predominant curtainwall expression with rhythmic, responsive articulation that is unique to individual buildings and derived from specific exposures (orientation, thermal massing, views, daylighting, etc.).
- **S-E10** | Operable windows may be part of exterior wall system



- A** OFFICE ENTRY
- A** Depressed water feature
- B** Stone pavers for access between plazas
- C** Brick screen wall hovering over water
- D** Canopy pulled outward to emphasize entry
- E** Main office entry pulled out
- F** Vestibule zone



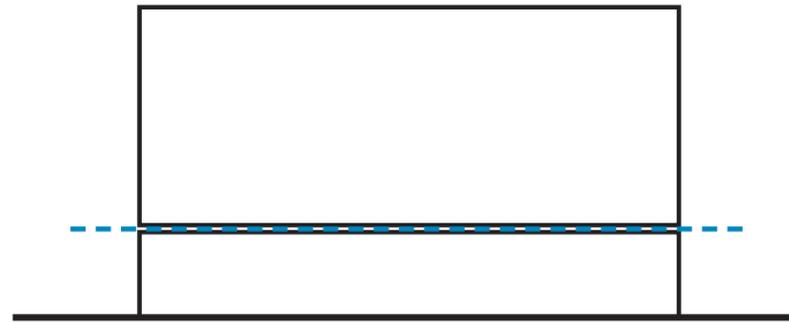
- B** RETAIL ENTRY
- A** Brick screen wall
- B** Entry to retail depressed
- C** Pushing entry from ROW to create easier slope for retail access
- D** Tenant space
- E** Possible outdoor seating
- F** Natural canopy created by the roof
- G** Right of way



- C** AMENITY ENTRY
- A** Amenity space
- B** Simple entrance for direct approach on a bike
- C** Brick screen facade backlit

6 RESPONSE TO DESIGN GUIDELINES | CONTEXT & SITE

CS2-A-2 | Architectural Presence
 Clear separation of tower and podium relates to context



INTERNATIONAL DISTRICT



Alps Hotel
 Detailed podium and upper floor separation.



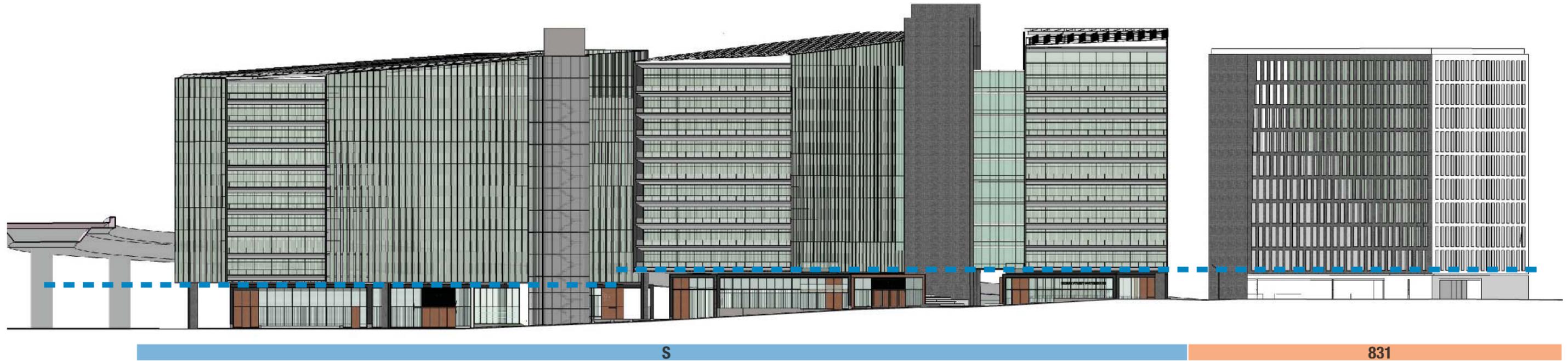
Wing Luke Museum
 Clear podium, lots of glass, tone shift, dark 1st floor



I.D./Chinatown Community Center
 Tone shift at podium, façade varying depth at pedestrian scale



Seattle Fire Station 10
 Reveal to delineate podium. Façade moves in and out at pedestrian level



CS2-A-2 | Architectural Presence
Relation to international district
through use of brick.

USE OF BRICK



1
815 Seattle Blvd S.
(Inscape Arts & Cultural Center)



2
802 6th Ave S.
(Nepage Electric CO)



3
511 7th Ave S.
(Louisa Hotel)



4
506 1/2 Maynard Ave S.
(Eastern Hotel)



5
519 7th Ave S.
(Gee How Oak Tin Family Association)

MATERIAL SHIFT



6
621 S. King Street
(Alps Hotel)



7
515 Maynard Ave.
(Freedman Building)



8
719 8th Ave S.
(I.D./Chinatown Community Center)



9
657 S. Weller Street (New Central Hotel)



10
719 S. King Street (Wing Luke Museum)



MATERIALITY

The S Development relates to the International District through the use of brick. Crafted iron spot brick of Building 831, located to North of the project is a gateway to the S development. Materiality of Building 831 continues at podium of S and carries through the elevator cores of each buildings.

6 RESPONSE TO DESIGN GUIDELINES

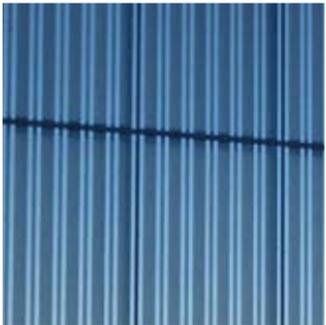
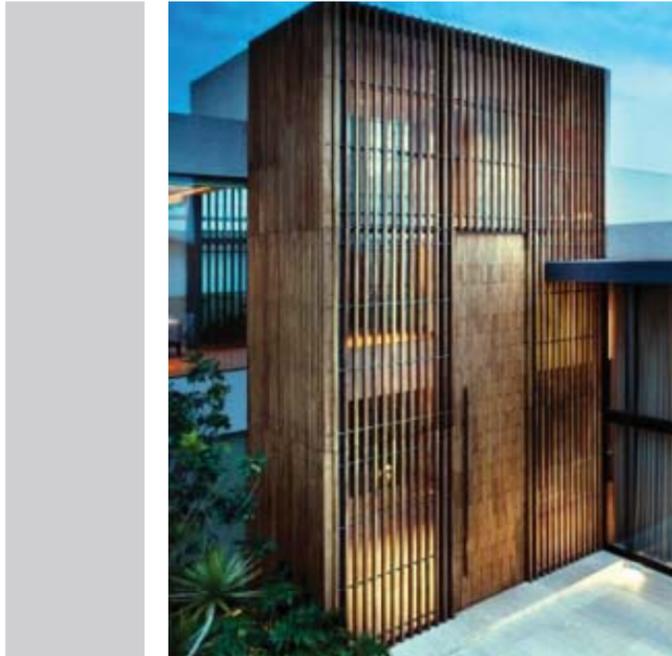


MATERIALITY

The S Development relates to the International District through the use of brick. Crafted iron spot brick of Building 831, located to North of the project is a gateway to the S development. Materiality of Building 831 continues at podium of S and carries through the elevator cores of each buildings.

PODIUM ARCHITECTURE | INSPIRATION AND PRECEDENT STUDIES

- Varied retail pavilion (podium) frontages and heights for increased diversity at street.
- Project will incorporate aspects of adjacent neighborhoods (light industrial warehouses, masonry articulation, wood storefront systems, etc.)
- Project will employ a highly crafted masonry environment at the podium pavilions which varies in hierarchy dependant of program (lobby v. retail v. office amenity space) storefront systems, etc.)
- Podium pavilions will have a clear, transparent expression at the ROW and a more solid, opaque expression at open space / landscape.



S-E1, S-E8 | Tower / Podium Material Precedents

6 RESPONSE TO DESIGN GUIDELINES



Landscape Precedents | Greenscape, Hardscape, Water Features and Roof Amenities

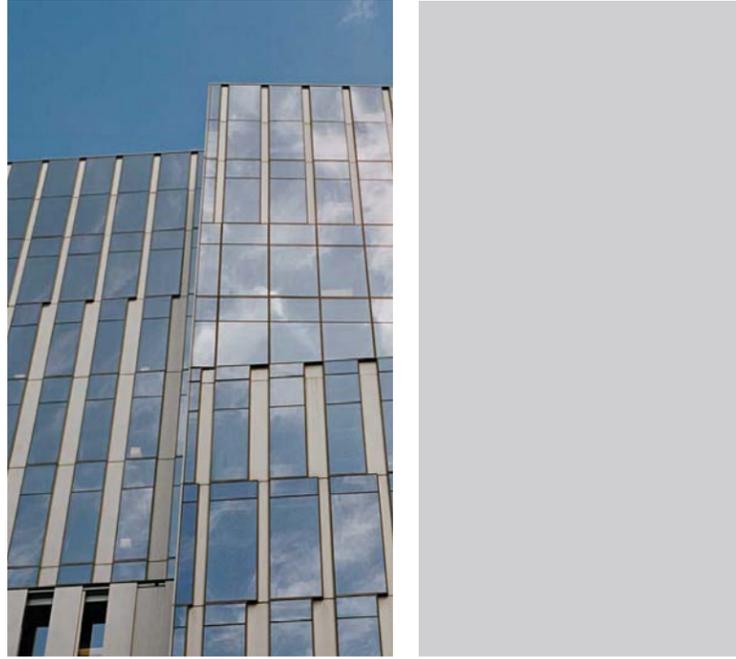
LANDSCAPE / OPEN SPACE | INSPIRATION AND PRECEDENT STUDIES

- Create a diverse range of uses within single open space including active/passive zones
- Generous open spaces oriented toward the street and pedestrian engagement.
- Mid-block connections and mid-block pedestrian crossing geared toward increased pedestrian network.
- Covered spaces for year round use.
- Open spaces featuring a mix of water features, hardscape and greenscape which will reinforce a more natural setting.
- Water feature flowing from one open space to another as a landmark for orientation and wayfinding.
- Greenscape with native species as predominant feature.
- Strengthen pedestrian bike experience along 6th Ave S and engage these users deep into the open spaces / site
- Maximize sunny locations
- Generous open spaces oriented toward the street and pedestrian engagement.
- Outdoor workplace amenity spaces and/or green roofs will be incorporated at towers.
- Project may include public art as part of pedestrian experience.

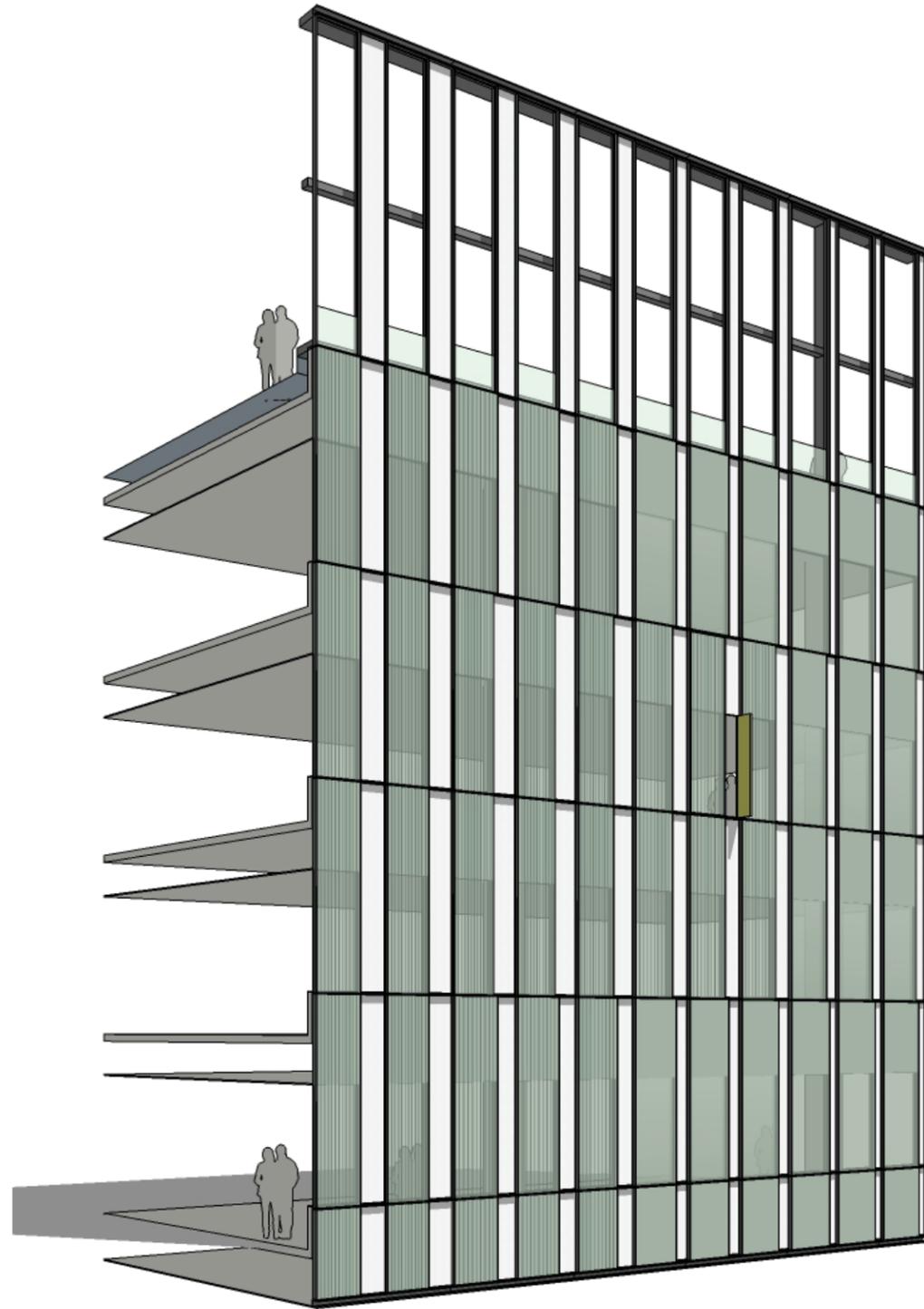
LANDSCAPE / OPEN SPACE | INSPIRATION AND PRECEDENT STUDIES (cont.)



Landscape Precedents | Greenscape, Hardscape, Water Features and Roof Amenities



Tower Skin Precedents



SE-8, S-E9 | Tower Skin Concept Diagram

TOWER ARCHITECTURE | INSPIRATION AND PRECEDENT STUDIES

- Predominant curtainwall expression with rhythmic, responsive articulation that is unique to individual buildings and derived from specific exposures (orientation, thermal massing, views, daylighting, etc.).
- Operable windows may be part of exterior wall system
- Cores will be offset and expressed at the exterior of building. Exterior egress stairs may be used to encourage an active campus that engages the offices with the open spaces below and energizes the pedestrian experience.



Vignettes

6 RESPONSE TO DESIGN GUIDELINES



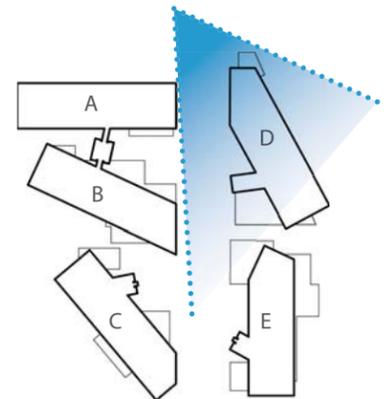
View Looking SE | Building D in foreground and Building E in background | Entry from South to the S

SEATTLE DESIGN GUIDELINE

- CS2-B-2 | Connection to Street** 1
Podium oriented to reinforce the street grid and diversity of use
- PL2-B-2 | Transparency @ Street** 2
PL3-C-2 | Visibility
Maximum Transparency @ street face and pedestrian level lighting
- PL2-D-1 | Wayfinding** 3
Variety of setbacks and pavilion hierarchy as wayfinding tool.
- PL3-C-3 | Ancillary Activities** 4
Variety of scales and edge conditions at ROW allowing retail to spill past property line
- DC3-A-1 | Interior / Exterior Fit** 5
Diversity of setback and direct flow from open space into retail pavilions and office entries.

"S" DESIGN FRAMEWORK

- S-M1** 1
Clear expression of separation between tower and podium massing
- S-M3** 2
Expressed, offset cores anchoring open space
- S-M5** 3
Tower orientation offset to street edge
- S-M7 | S-E8** 4
Retail pavilions oriented parallel to ROW
- S-E1** 5
Office balcony pavilion increasing ground floor diversity of use
- S-E7** 6
Crafted, rich masonry podium environment
- S-03** 7
Diversity of landscape inclusive of heavy greenscape and water features



SEATTLE DESIGN GUIDELINE

CS2-B-2 | Connection to Street **1**

Podium oriented to reinforce the street grid and diversity of use

CS2-C-1 | Corner Sites **2**

Pass through as focal point to break down block and increase pedestrian network

PL2-B-2 | Transparency @ Street **3**

PL3-C-2 | Visibility

Maximum Transparency @ street face and pedestrian level lighting

PL3-C-3 | Ancillary Activities **4**

Variety of scales and edge conditions at ROW allowing retail to spill past property line

DC3-A-1 | Interior / Exterior Fit **5**

Diversity of setback and direct flow from open space into retail pavilions and office entries.

"S" DESIGN FRAMEWORK

S-M2 **1**

Section diversity at ROW including the large "public porch" serving as gate

S-M7 | S-E8 **2**

Retail pavilions oriented parallel to ROW

S-03 **3**

Diversity of landscape inclusive of heavy greenscape and water features

S-E6 **4**

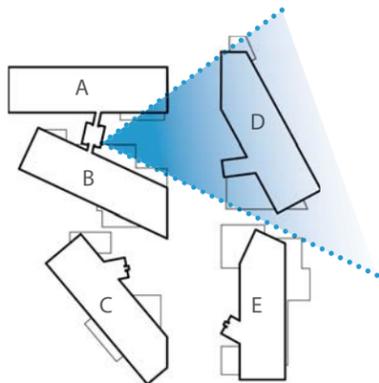
Masonry material providing connection to adjacent ID.

S-E7 **5**

Crafted, rich masonry podium environment



View Looking E | Building D in foreground and pass through to 6th Ave S from Airport Way S



6 RESPONSE TO DESIGN GUIDELINES



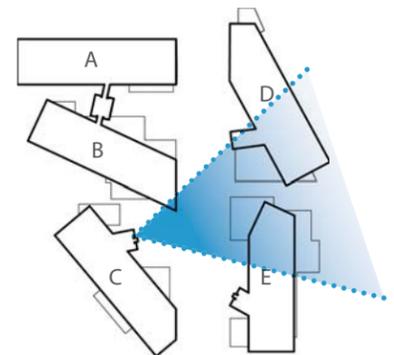
View Looking NE | Building E in foreground and Building D in background | Midblock connection from Airport Way S to 6th Ave S

SEATTLE DESIGN GUIDELINE

- CS2-C-1 | Corner Sites** 1
Hold the corner with high volume "public porch" as focal point /threshold
- PL2-B-2 | Transparency @ Street** 2
PL3-C-2 | Visibility
Maximum Transparency @ street face and pedestrian level lighting
- PL2-D-1 | Wayfinding** 3
Variety of setbacks and pavilion hierarchy as wayfinding tool.
- PL1-A-1 | Enhance Open Space** 4
Podium level pavilions responsive to a large network of public open spaces

"S" DESIGN FRAMEWORK

- S-M1** 1
Clear expression of separation between tower and podium massing
- S-M3** 2
Expressed, offset cores anchoring open space
- S-M5** 3
Tower orientation offset to street edge
- S-M7 | S-E8** 4
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- S-E1** 5
Office balcony pavilion increasing ground floor diversity of use
- S-E7** 6
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- S-03** 7
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SEATTLE DESIGN GUIDELINE

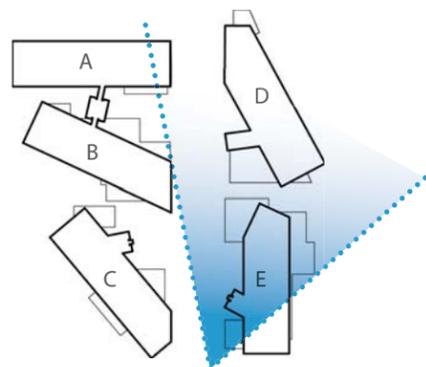
- CS2-B-2 | Connection to Street** 1
Podium oriented to reinforce the street grid and diversity of use
- CS2-C-1 | Corner Sites** 2
"Public porch" and mid-block pedestrian crossing as focal point to break down block and increase pedestrian network
- PL2-B-2 | Transparency @ Street** 3
PL3-C-2 | Visibility
Maximum Transparency @ street face and pedestrian level lighting
- PL3-C-3 | Ancillary Activities** 4
Variety of scales and edge conditions at ROW allowing retail to spill past property line
- DC3-A-1 | Interior / Exterior Fit** 5
Diversity of setback and direct flow from open space into retail pavilions and office entries.

"S" DESIGN FRAMEWORK

- S-M2** 1
Section diversity at ROW including the large "public porch" serving as gate
- S-M7 | S-E8** 2
Retail pavilions oriented parallel to ROW
- S-E4** 3
Entry off service road (adjacent to main street)
- S-E6** 4
Masonry material providing connection to adjacent ID.
- S-E7** 5
Crafted, rich masonry podium environment
- S-M3** 6
Expressed, offset cores anchoring open space



View Looking NE | Building E in foreground and Building D in background



6 RESPONSE TO DESIGN GUIDELINES



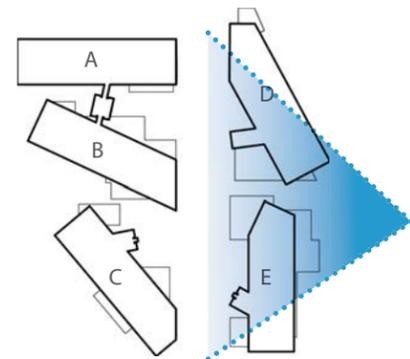
View Looking W from Airport Way S | Building D and Building E in foreground | Midblock connection from Airport Way S to 6th Ave S

SEATTLE DESIGN GUIDELINE

- CS2-B-2 | Connection to Street** 1
Podium oriented to reinforce the street grid and diversity of use
- PL2-B-2 | Transparency @ Street** 2
PL3-C-2 | Visibility
Maximum Transparency @ street face and pedestrian level lighting
- PL2-D-1 | Wayfinding** 3
Variety of setbacks and pavilion hierarchy as wayfinding tool.
- PL3-C-3 | Ancillary Activities** 4
Variety of scales and edge conditions at ROW allowing retail to spill past property line
- DC3-A-1 | Interior / Exterior Fit** 5
Diversity of setback and direct flow from open space into retail pavilions and office entries.
- CS2-C-1 | Corner Sites** 6
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- S-M1** 1
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- S-E1** 3
Office balcony pavilion increasing ground floor diversity of use
- S-E7** 4
Crafted, rich masonry podium environment
- S-03** 5
Diversity of landscape inclusive of heavy greenscape and water features

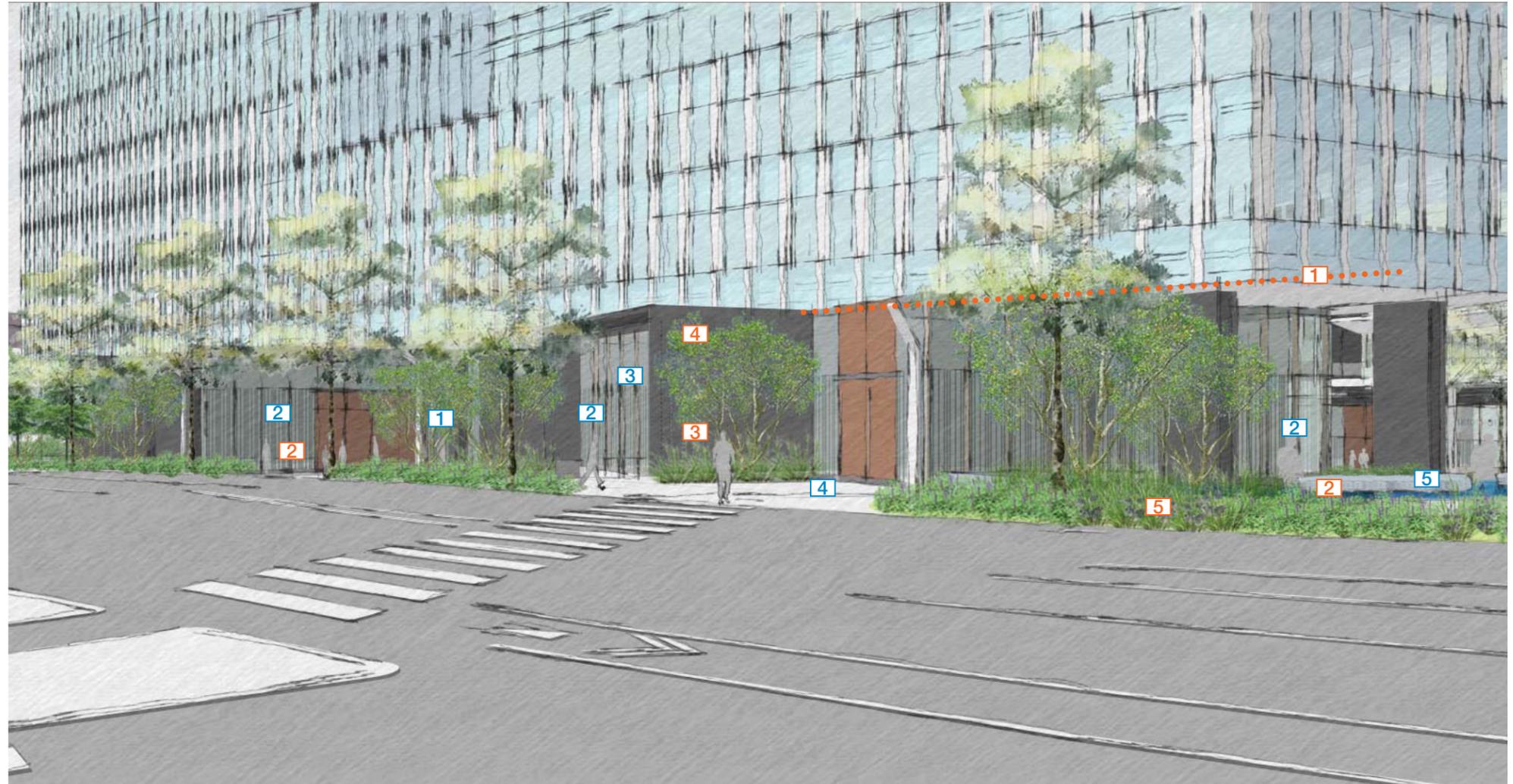


SEATTLE DESIGN GUIDELINE

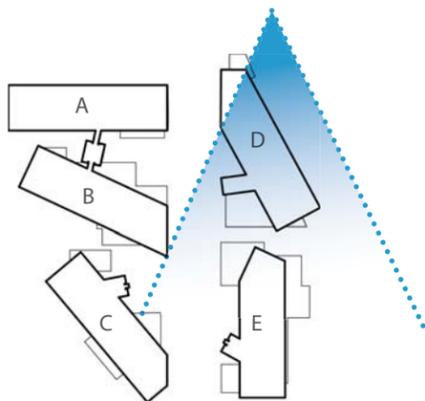
CS2-C-1 Corner Sites	1
Pass through as focal point to break down block and increase pedestrian network	
PL2-B-2 Transparency @ Street	2
PL3-C-2 Visibility	
Maximum Transparency @ street face and pedestrian level lighting	
PL3-C-3 Ancillary Activities	3
Variety of scales and edge conditions at ROW allowing retail to spill past property line	
DC3-A-1 Interior / Exterior Fit	4
Diversity of setback and direct flow from open space into retail pavilions and office entries.	
CS2-C-1 Corner Sites	5
"Public porch" at pedestrian crossing, as gateway to the site	

"S" DESIGN FRAMEWORK

S-M1	1
Clear expression of separation between tower and podium massing	
S-M2	2
Section diversity at ROW including the large "public porch" serving as gate	
S-E6	3
Masonry material providing connection to adjacent ID.	
S-E7	4
Crafted, rich masonry podium environment	
S-03	5
Diversity of landscape inclusive of heavy greenscape and water features	



View Looking SW along Airport Way S | Building D in foreground



6 RESPONSE TO DESIGN GUIDELINES



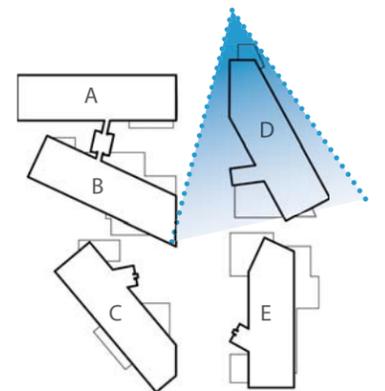
View Looking NE | Building D in foreground and Building E in background | Entry from Airport Way and 6th Ave to the S

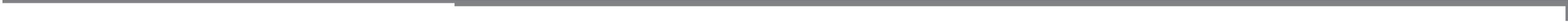
SEATTLE DESIGN GUIDELINE

- CS2-B-2 | Connection to Street** 1
Podium oriented to reinforce the street grid and diversity of use
- PL2-B-2 | Transparency @ Street** 2
PL3-C-2 | Visibility
Maximum Transparency @ street face and pedestrian level lighting
- PL2-D-1 | Wayfinding** 3
Variety of setbacks and pavilion hierarchy as wayfinding tool.
- PL3-C-3 | Ancillary Activities** 4
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Proposed Typical Plans | EDG

- Building A|B Exceeds max. plate size and requires departure.
- Building E|F Exceeds max. plate size and requires departure.



- Building A|B Exceeds max. plate size and requires departure.
- Building E | F has been revised into a single building E.

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 A|B is 51,000 sq ft per combined floorplate for 5 floors (of 10) above 85'.

Departure Request:

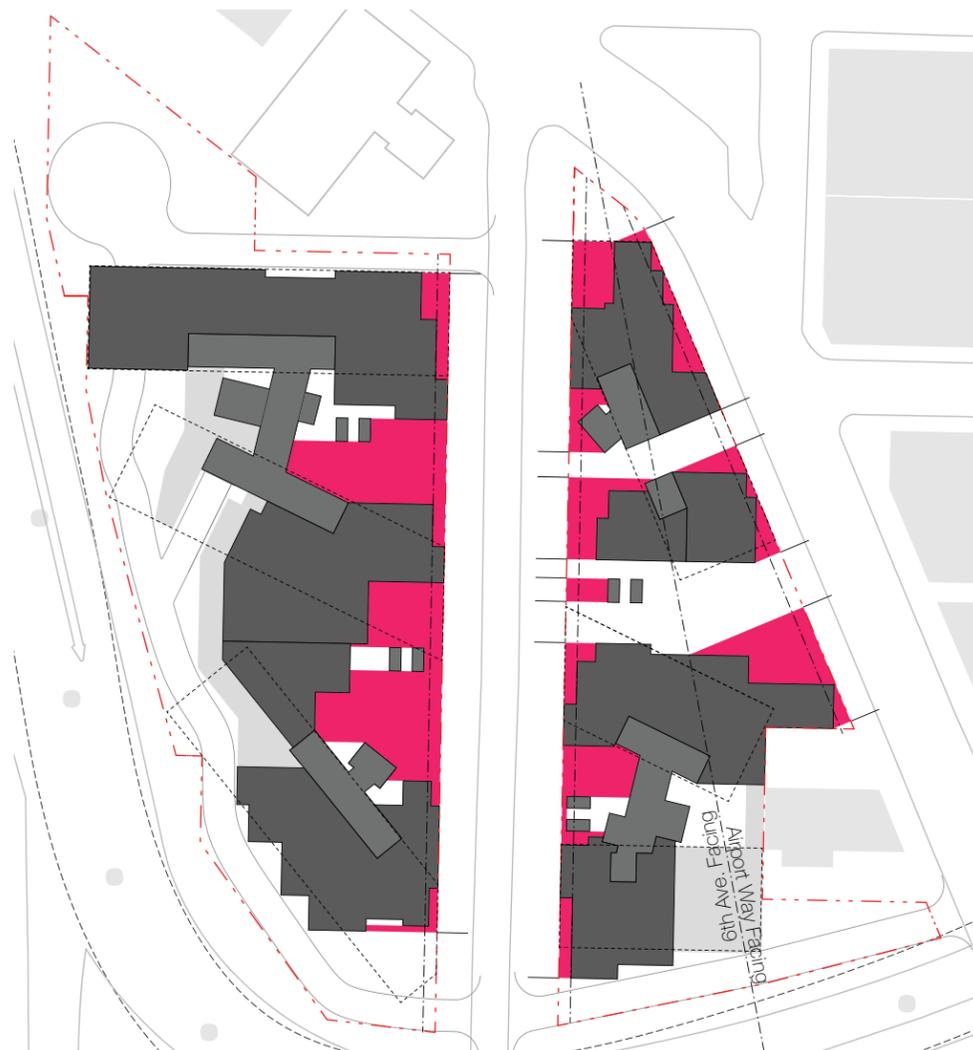
- Additional 26,000 sq ft of area for A|B floorplates.

Rationale:

All individual office tower bars are 25,000 sq ft or less. Building A|B connects 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 A|B.
- 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



Proposed Setback Area | EDG

- Provision of generous open space at A|B courtyard space
- Provision of generous open space at B|C courtyard space



- Provision of generous open space at A|B courtyard space
- Provision of generous open space at B|C courtyard space
- Provision of generous open space at D|E courtyard space

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:

- 46,155 sf

Departure Request:

- 39,055 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. / 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

FIG. 1. Code-Compliant setback Area

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 façade 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% (1115 feet)

Total Proposed Street Level Use Facade:

- 64.3% (803.5 feet)

Proposed Facade Within 10 Feet of Lot Line:

- 38% (305 feet)

Proposed Street Level Use Facade Within 10 Feet of Lot Line:

- 100% (305 feet)

Departure Request:

Program a minimum of 64% of street level, street facing facades and 38% of street facing facade that lies within 10 feet of lot line.

Rationale:

The design has less than the required 75% of street facing facades programmed for Street Level Use Facade. However, those facades that fall within 10 feet of the lot line are significantly programmed for Street Level Use. This approach preserves the intent of the land use code to maximize street level use and pedestrian activity while also creating significant street-level open space in an area of the city significantly lacking in this amenity. Additionally, this creates a diversity of street edge conditions and establishes a clear hierarchy whereby spaces dedicated to Street Level Use are more legible within the pedestrian realm.

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



Proposed Street Level Use | EDG

- Podium footprint
- Total Facade Length
- Total Proposed Street Level Use Facade
- Proposed Street Level Use Facade Within 10 Feet of Lot Line



- Podium footprint
- Total Facade Length
- Total Proposed Street Level Use Facade
- Proposed Street Level Use Facade Within 10 Feet of Lot Line

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.

Height of portion of structure	Maximum length of un-modulated facade if less than 15' from street lot line
65' or less	No limit
Greater than 65' up to 125'	155'
Greater than 125'	125'

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 152' long facade within 15' of the street lot line.

Departure Request:

- Allow maximum unmodulated street-facing facade above 125' along building D to be an additional 27' long

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.

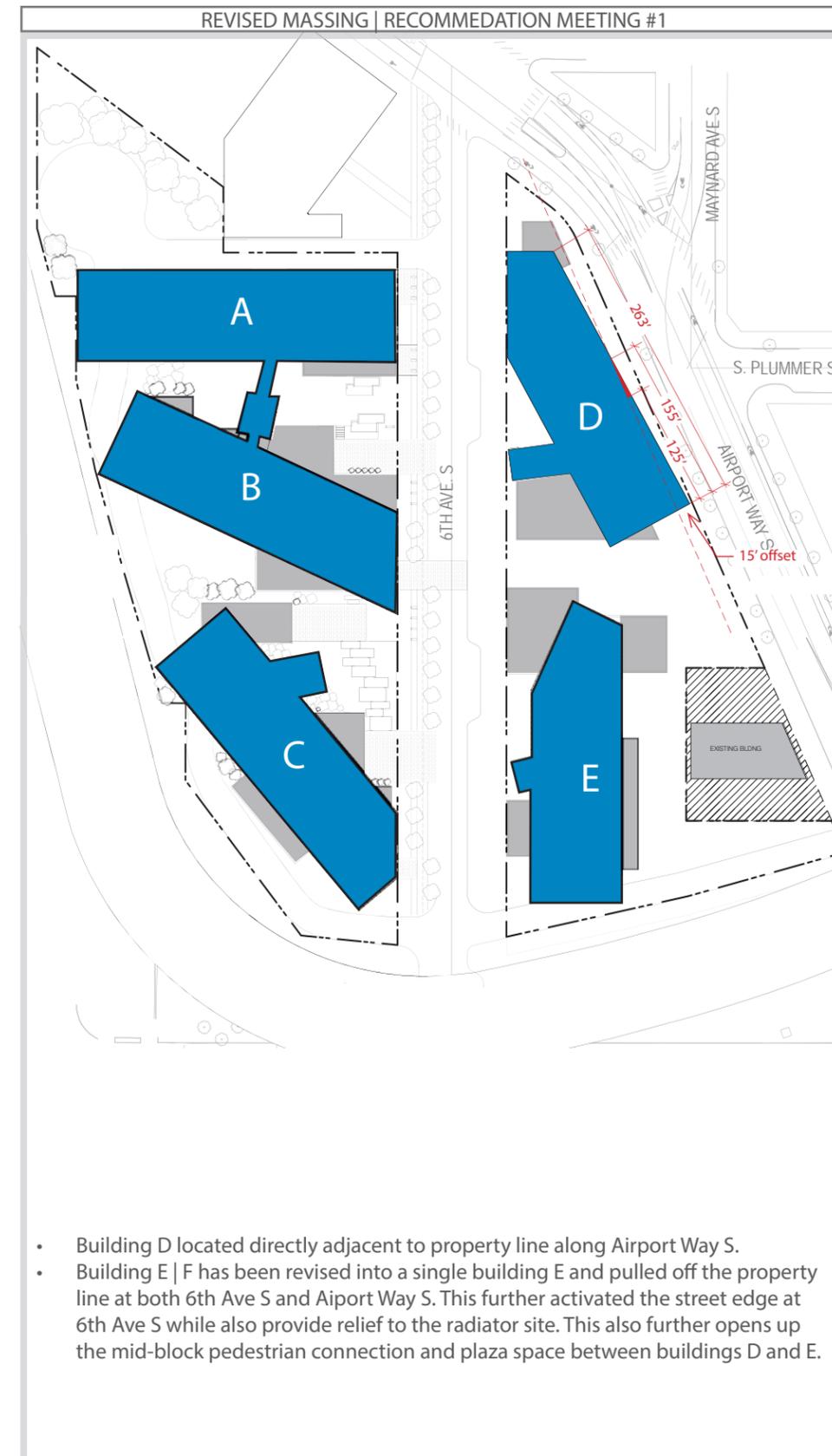
Towers conform to site shape

DC2.A.1 | Arrange the mass of the building taking into consideration the characteristics of the site.



Proposed Massing | EDG

- Building D located directly adjacent to property line along Airport Way S.
- Building E | F located similarly close to property line at Radiator Building.



- Building D located directly adjacent to property line along Airport Way S.
- Building E | F has been revised into a single building E and pulled off the property line at both 6th Ave S and Airport Way S. This further activated the street edge at 6th Ave S while also provide relief to the radiator site. This also further opens up the mid-block pedestrian connection and plaza space between buildings D and E.

DESIGN REVIEW BOARD

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SUMMARY



GOALS FOR THE MEETING:

- Present a holistic view of the two parcel development and highlight any major changes made since the EDG meeting.
- Present series of responses to the first DRB comments
- Present a series of project design guidelines which will be used to guide future phases of MPD development.
- Present a current description of future phases of development.
- Present a detailed description of the third and fourth phases of development showing the implementation of the project design guidelines to gain an understanding of how these will be used for subsequent development.

REQUESTED RECOMMENDATIONS:

- Approval of requested departures that impact all phases of development
- Approve "S" Design Framework / Guiding Principles for the entire development (inclusive of all phases).
The framework will be the lens through which all subsequent development is designed and reviewed.