1001 JOHN ST

SEATTLE WA, 98109
DPD# 3020563

WEST DESIGN REVIEW BOARD:
DESIGN RECOMMENDATION MEETING
MAY 4, 2016

WOERMAN COLLINS

MACK URBAN

PROJECT INFORMATION

ADDRESS
1001 John Street
Seattle, WA 98109

PARCELS
269310-0055

DPD PROJECT #
3020563

OWNER
MACK URBAN
1411 4th Ave, Suite 500
Seattle, WA 98101

Martha Barkman
206.753.2414
mbarkman@mackurban.com

ARCHITECT
CollinsWoerman
710 2nd Ave
Seattle, WA 94107-1710

Joe Workman
206.245.2057
jworkman@collinswoerman.com

LANDSCAPE DESIGN
Hewitt
101 Stewart St #200
Seattle, WA 98101

Kris Snider
206.624.8154
ksnider@hewittseattle.com

TABLE OF CONTENTS

01 DESIGN PROPOSAL
4-5 Development Objectives

02 CONTEXT ANALYSIS
8 Traffic Flow & Siting Patterns
9 Prominent Surrounding Buildings
10-11 Prominent Surrounding Buildings
12 Future Surrounding Buildings

03 SITE CONDITIONS
14 Future Site Conditions
15 Site Survey

04 EDG SUMMARY & APPROVED MASSING
18 Previous EDG Alternatives
19 Approved Option

05 EDG RESPONSES & STREET LEVEL DEVELOPMENT
22-23 EDG Response Comments Matrix
24-27 EDG Response Diagrams
29-30 Street Level Views
31 Hill Climb Connection
32-35 Street Plans and Elevations

06 BUILDING DESIGN
38-50 Building Design Renderings
51-56 Floor Plans

07 ELEVATIONS & MATERIALS
58-65 Elevations & Materials

08 LANDSCAPE DESIGN
68-75 Landscape Design

09 LIGHTING & SIGNAGE DESIGN
78-81 Lighting Design
82-83 Signage

10 DESIGN DEPARTURES
86-99 Design Departures

11 APPENDIX
102 Relevant Development Standards
103 Level P6 Floor Plan
104 Shadow Conditions
105 121 Boren/H5 Building Adjacency

PROJECT SITE

Project Vision and Opportunity

The site's location and unique topography in the South Lake Union Neighborhood will enable the following important project goals to be achieved:

1. **Providing a public pedestrian connection between the Cascade and South Lake Union neighborhoods**
2. **Providing a new public hill climb to resolve the 53' grade difference between John St. and Terry Ave. N.**
3. **Providing a new publicly accessible "outlook and overlook" plaza for the neighborhood**
4. **Locating tower to South to maximize public pedestrians experience vs tower views**

Reconnecting John Street will facilitate east-west pedestrian movement currently lacking in this long block between Denny Way and Thomas St. This new neighborhood amenity will provide the hill climb linkage addressed in the 2010 South Lake Union Urban Design Framework document. The document notes

"These mid-block connections should be encouraged throughout SLU as a way to break up the long north-south blocks, but this would be especially beneficial in concentrated residential areas."

The new pedestrian hill climb/elevator will help the public negotiate the 53' grade change from Terry Street to the overlook plaza via a 24-7 public elevator. The publicly accessible overlook plaza will provide views west to the Space Needle, northwest to Queen Ann Hill and north to South Lake Union

Site

The 18,570 GSF site is addressed at 1001 John Street. A concrete 5 story warehouse building built in 1925 with subsequent additions currently occupies the site. The topographically unique site falls approximately 53' from east to west. The site is bounded by Terry Ave N. to the west; the Seattle Times warehouse building to the south, a vacated north-south alley and 13 Coins restaurant to the east and the Fred Rogers property to the north. The section of John Street that historically passed through the site is privately owned. The site is within the South Lake Urban Center and is served by various forms of transit including the South lake Union Streetcar as well as principal arterials including Westlake Ave. N and Denny Way.

Because of the 53' drop between lower Terry Ave. and John Street above the site has two very different outlooks. The more industrial "gritty" urban service/loading aspect of Terry contrasts greatly with the quieter, calmer area around upper John Street. The portion of John Street to the east and west of our site is a designated neighborhood green street.

Existing context includes the new "Arizona" Amazon office building to the northeast, the new Troy Laundry Block office project on Fairview, new office projects and Rollins Street Flats along Westlake and the new Boxcar Apartments to the west across Terry. Several new projects are planned nearby including 300 Terry Ave, 970 Denny Way, 121 Boren, Block 48, the Onni development site, and 221 Minor.

Project

The project, located in the SM240/125-400 zone, will consist of a new 400 foot, 404 unit residential tower and podium, entry plaza, site amenity spaces, and associated below grade parking for 300 stalls. The public entry plaza, at the podium roof, will align with the existing grade at John Street and function as the "front door" of the project. The new plaza will continue the pedestrian character of John Street anticipated by the Onni Development site to the East. To the West and North, the plaza will also provide an expansive overlook accessible by the public. The entry plaza will feature the primary building lobby and have short-term layby parking and drop-off for 3 cars.

At the lower elevation along Terry Ave. N. the 24-7 public elevator access and secondary building lobby will be located at the podium's northwest corner. Primary vehicular access for the residents will be along Terry as well. The streetscape will be developed in line with many of the goals desired by the Terry Avenue Concept Guidelines. Another important goal at Terry will be to find appropriate retail uses to help activate the street. Building service and loading will be at the south end of the development. The upper floors of the podium will consist of residential units to animate the Terry Street facade.

A

Page left intentionally blank.

2 Context Analysis

CONTEXT ANALYSIS

Traffic Flow & Siting Patterns

MAP KEY

- PrinCIPal Arterial
- Minor Arterial
- Neighborhood Green Street
- Festival Street
- Bus Stop / Light Rail Stop
- Protected Bike Lane
- In-Street Bike Lane
- Sharrows
- 5-Minute Walk Radius

ADJACENT STREET CLASSIFICATIONS

John Street
Local Access Street/Neighborhood Green Street north of Thomas

Terry Avenue
Local Access/Transit Street
Class 2 Pedestrian
Festival Street
One-way North of Thomas
Two-way South of Thomas

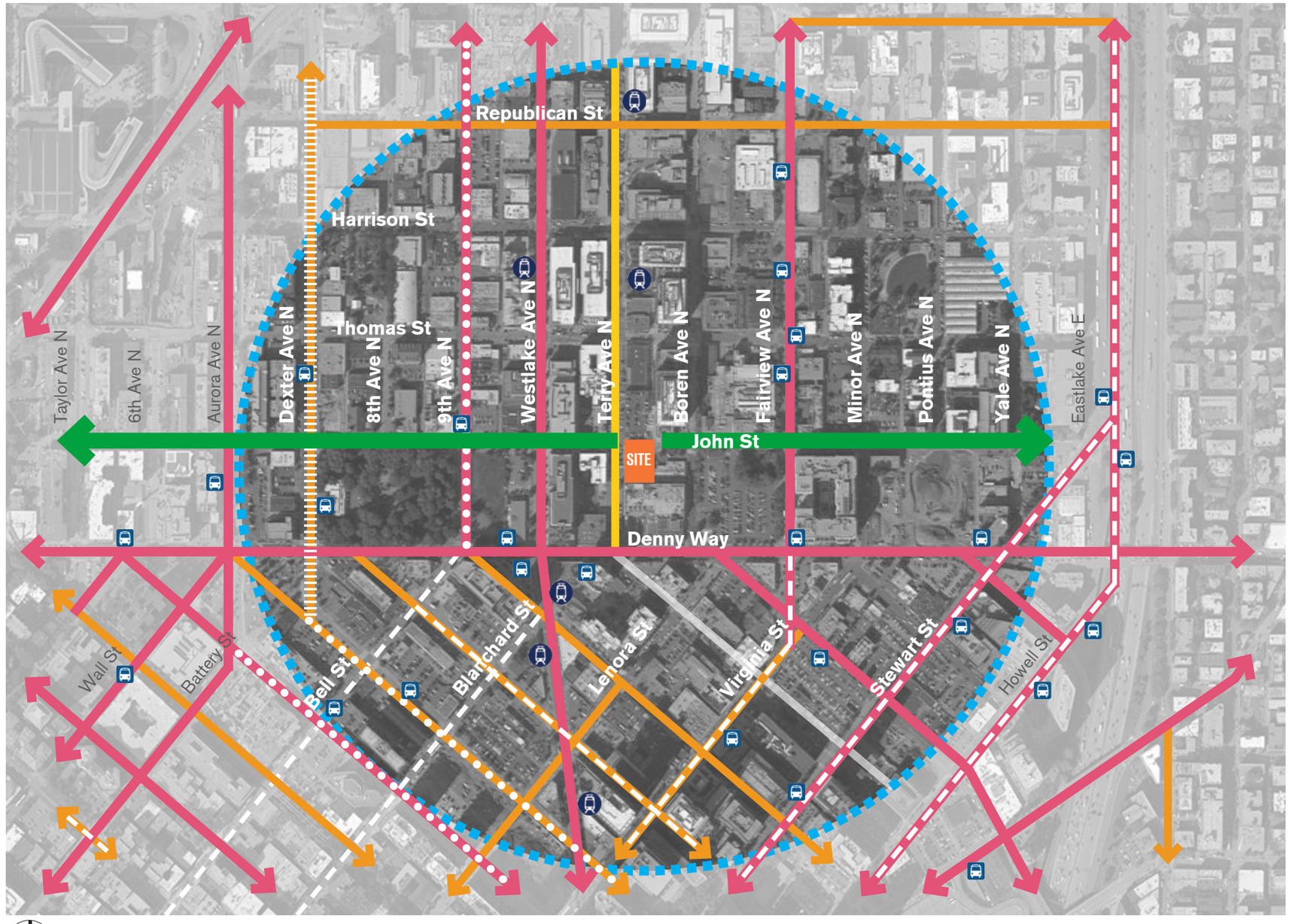
Denny Way
PrinCIPal Arterial/Transit Street

Boren Avenue North
Local access street

OBSERVATIONS

John St. is disconnected in east-west direction due to being on private property at subject site and as well as the unique topography. Terry Avenue North Design Guidelines were established in 2005 and are under voluntary compliance. Traffic volumes are very low on Terry considering access problems and topography issues at Denny Way. Traffic flows are low along the upper and lower stretch of John, considering it dead ends at our site.

TRAFFIC FLOW



CONTEXT ANALYSIS

Prominent Surrounding Buildings

EXISTING

1. 207 Boren Ave N/Amazon Arizona Building
2. 116 Fairview Ave N/Mirabella Seattle
3. 120 Westlake Ave/Rollin Street Flats
4. 975 John St/Boxcar Apartments
5. 1000 Lenora St/Cornish College of the Arts
6. 2200 Westlake Ave/Westlake Condos/Whole Foods
7. 1020 John St/Fred Rogers Building
8. 1000 Denny Way/The Seattle Times Property

UNDER CONSTRUCTION

13. 307 Fairview Avenue N/ Troy Laundry Block
14. 221 Minor
15. 970 Denny Way/Holland Project

PROPOSED

A. 1120 John St/Onni Project
B. 110 9th Ave N/SLU Block 48/Vulcan Project
C. 121 Boren Ave N

OBSERVATIONS

Large block 10 -15 story midrise developments such as 2200 Westlake, 2100 Westlake, Troy Laundry block, Mirabella and Amazon office buildings dominate the context visually. Lower scale 5 story office buildings line Westlake and Terry. Several planned 400' high–rise residential developments will add a much higher residential density to complement the office use, as well as stimulate 24/7 vitality.

CONTEXT ANALYSIS

Existing Prominent Surrounding Buildings

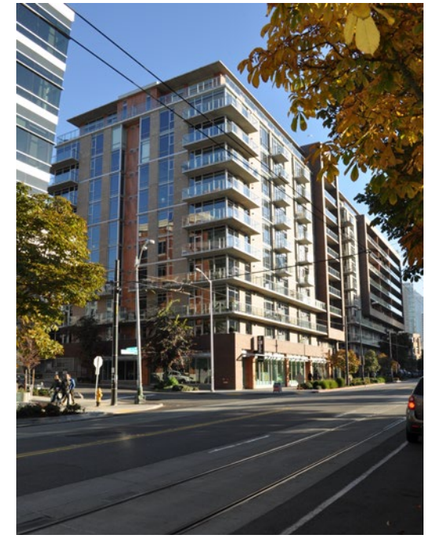
1 AMAZON ARIZONA BUILDING

2012 / 145'/ 12 Floors / Commercial

2 MIRABELLA SEATTLE

2009 / 120' / 12 Floors / Retirement Community

3 ROLLIN STREET FLATS



2009 / 135' / 11 Floors / Residential

4 BOXCAR APARTMENTS

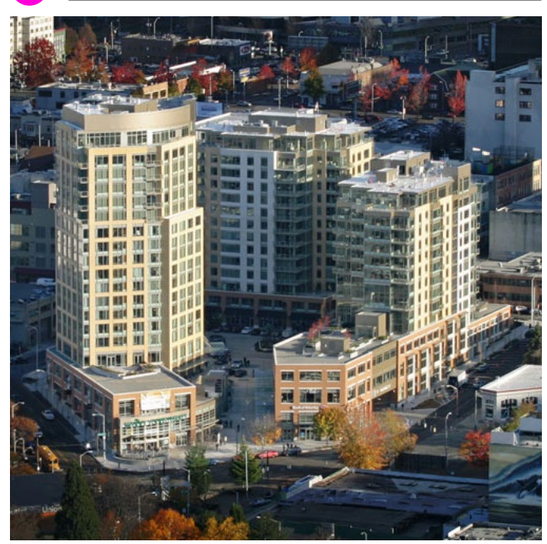
2013 / 75' / 7 Floors / Residential

5 CORNISH COLLEGE OF ARTS

1928 / 84' / 7 Floors / Institutional

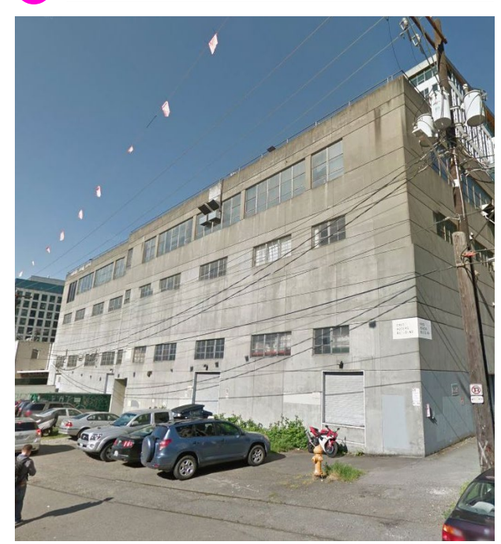
LANDMARK

6 2200 WESTLAKE CONDOS



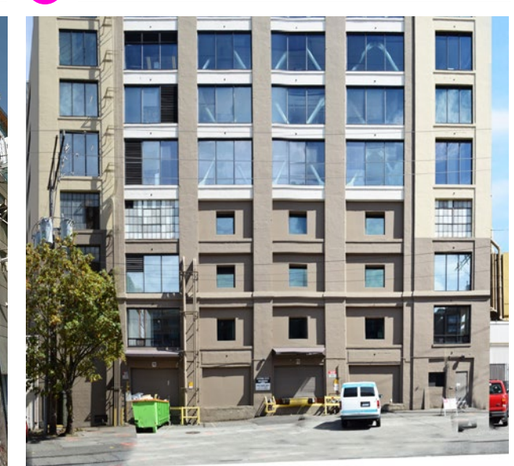
2007 / 182' / 18 Floors / Retail, Hotel, Residential

7 1020 JOHN ST



50' / 5 Floors / Warehouse

8 SEATTLE TIMES BUILDING



1929 / 97' / 8 Floors / Commercial

A ONNI PROJECT - 1120 DENNY WAY

Two Towers - 400' Max Each / 41-Stories Each / Mixed Retail + Residential

B SOUTH LAKE UNION BLOCK 48

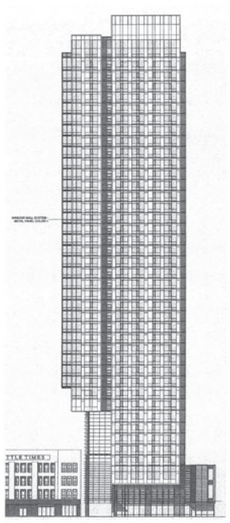
40-Story Residential Towers and
18 story office

OBSERVATIONS

The Site is at the edge of the 400' zoning Height limit marching north from the CBD and will form an eventual "façade" to the north face of downtown as viewed from Lake Union and neighborhoods to the north. Towards the east and west the tower will take its part in a grouping of adjacent 400' residential high-rises. Even with the coming higher density there will still be view opportunities from 1001 John north to Lake Union and northwest to the Space Needle and Olympics as well as interesting diagonal view corridors to and from Boren and Blanchard.

The Hill Climb connector proposed for John Street will also enable better pedestrian flow in the neighborhood and provide access for many of the residents of the future high-rise towers to neighborhood amenities along Terry and Westlake. As the neighborhood becomes denser, porosity through the large blocks becomes important in creating pedestrian scale, texture and fabric.

C 121 BOREN AVE N

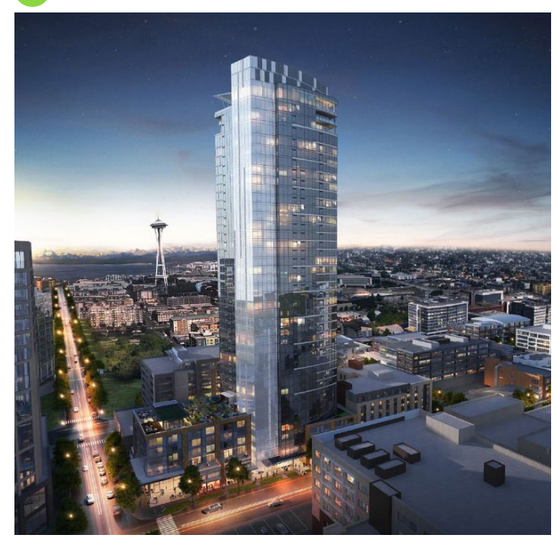


One 42 story tower

13 TROY LAUNDRY BLOCK - 307 FAIRVIEW AVE N

Two Office Buildings / 12 & 13 Stories

15 970 DENNY WAY



40-Story Residential Towers

CONTEXT ANALYSIS

Zoning + Overlay Designations

MAP KEY

- **SM 240/125-400** Seattle Mixed
- **SM 160/85-240** Seattle Mixed
- **SM 85-240** Seattle Mixed
- **SM 85** Seattle Mixed
- **SM/R 55/85** Seattle Mixed
- **DOC2 500/300-500** Downtown Office Core
- **DMC 340/290-400** Downtown Mixed Commercial
- **DMC 240/290-400** Downtown Mixed Commercial
- Zoning Boundary
- Urban Center Village Boundary

OBSERVATIONS

The site is within the SM 240/125-400 Seattle Mixed DPD Land Use designation. To the south, southeast and southwest zoning is predominantly DMC 240/290-400 Downtown Mixed Commercial and allows the taller denser development patterns of the CBD. To the north, northeast and northwest the zoning steps down to the 240' height allowed by SM 160/85-240. The site is located within the South Lake Union Urban Center.

ZONING + OVERLAY DESIGNATIONS

3 Site Conditions

SITE CONDITIONS

Future Site Conditions

JOHN STREET LINK

OBSERVATIONS

John Street is discontinuous to the east and west of the site and is occupied by a concrete frame loft building. Also the 53' grade drop from John St. to Terry Ave. further disconnects pedestrian and vehicular connection. Both Terry Ave and John St are low traffic volume streets. Because of low traffic volumes retail uses are unlikely to succeed. Conversely residential high-rise uses make sense due to 400' zoning and lower zoning to the north.

As John is a neighborhood green street vehicular access to project parking garage and service is more appropriate off Terry Ave. The upper level of the site at John St. is more appropriate for tower address and "front door" as the neighborhood presents a much greener, calmer, less "gritty" aspect than Terry Ave.

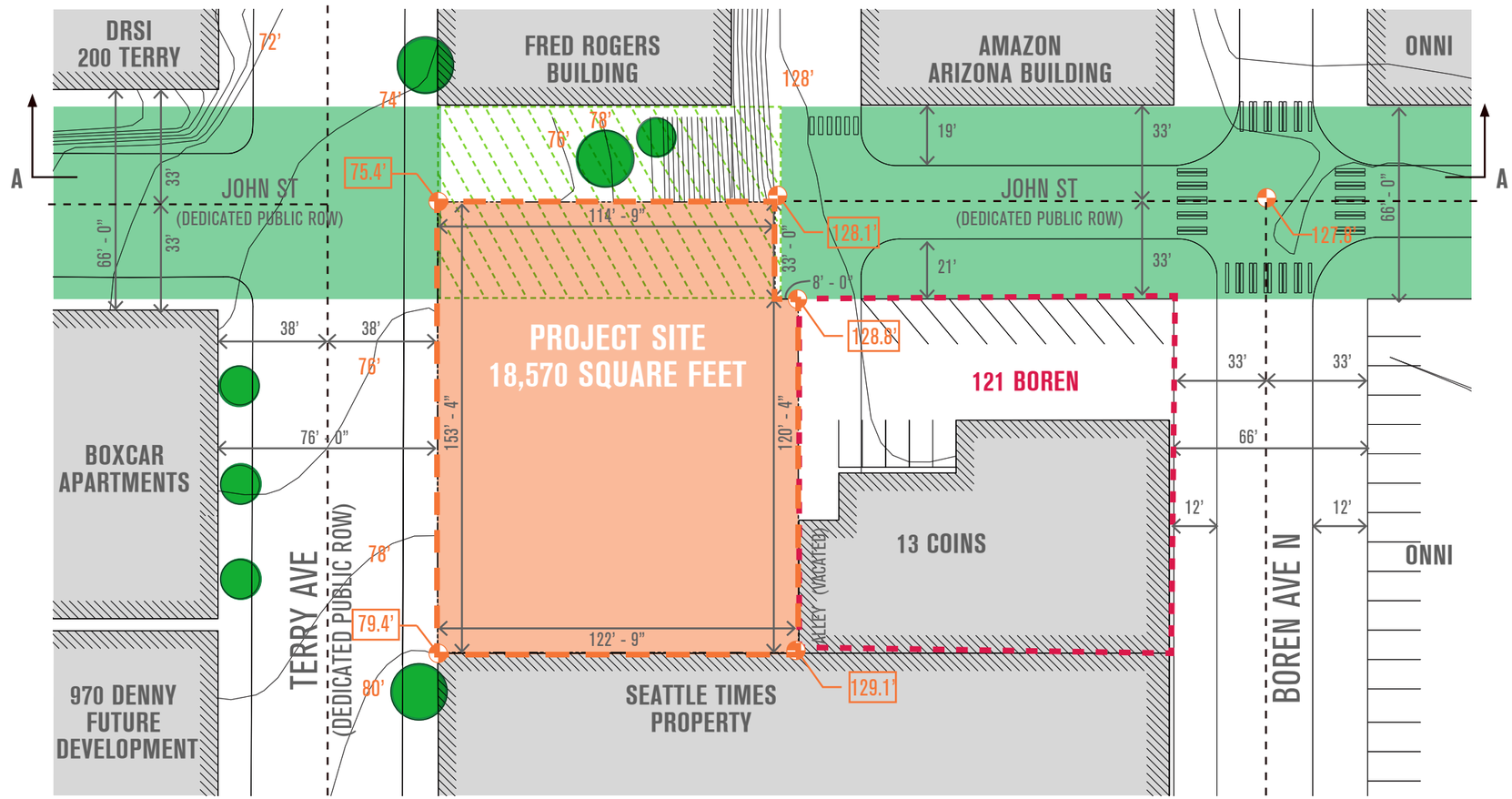
The site is a very tight urban site with the most obvious context of the Terry Ave. street wall to relate to. Currently the eastern street wall of Terry Ave is comprised of 5-8 story concrete loft buildings which help retain the upper level hillside. Steeply sloped unkempt hillsides are visible between the gaps. The western side of Terry is built up with new office, lab and residential uses.

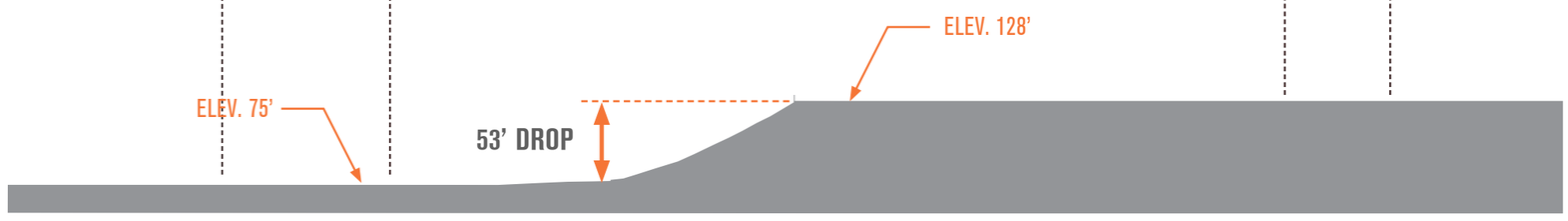
The uphill side of the site at John Street borders a parking lot adjacent to 13 Coins restaurant. The new Amazon "Arizona" building has a well-developed sidewalk and parklet facing south along the north side of John Street. John Street continues to Fairview for two blocks through a very quiet auto dominated low density neighborhood. The downhill side of John continues through to the more robust Westlake Ave. N, Denny Park.

LEGEND

- Existing Trees to remain
- Street center line
- Project Property line

EXISTING SITE PLAN





SITE SECTION A-A

TOPOGRAPHICALLY UNIQUE CONDITIONS AT SITE

Page left intentionally blank.

4 EDG Summary & Approved Tower Positions

EDG SUMMARY & TOWER POSITION OPTIONS

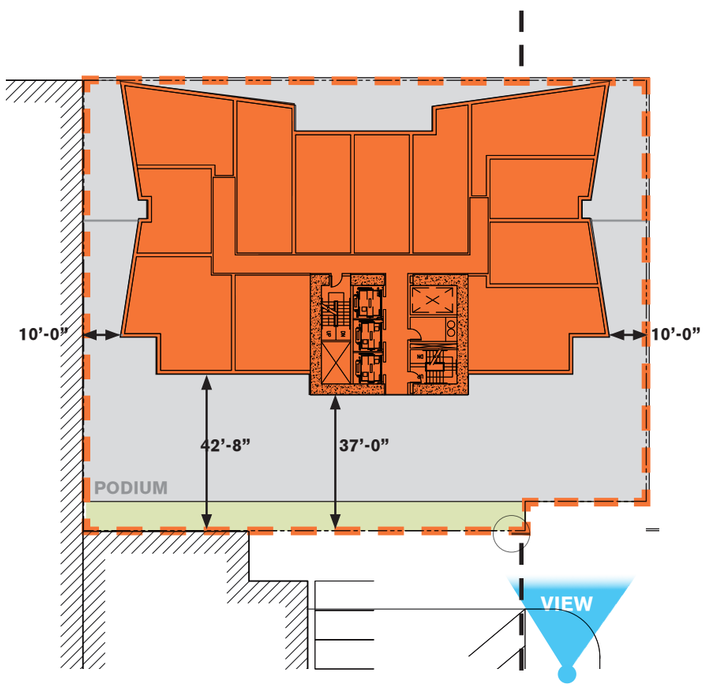
EDG Alternative Tower Position

A Option A Tower Position

View from John Street Looking West

- Eliminates Public pedestrian connection
- Eliminates Public overlook plaza
- Eliminates Public Hill Climb on Terry
- Extends into vacated John St. R.O.W.
- Eliminates views looking west from John St.
- Pulls furthest from East property line

OPTION A – TOWER ON WEST/ STEPPED PODIUM (CODE COMPLIANT)

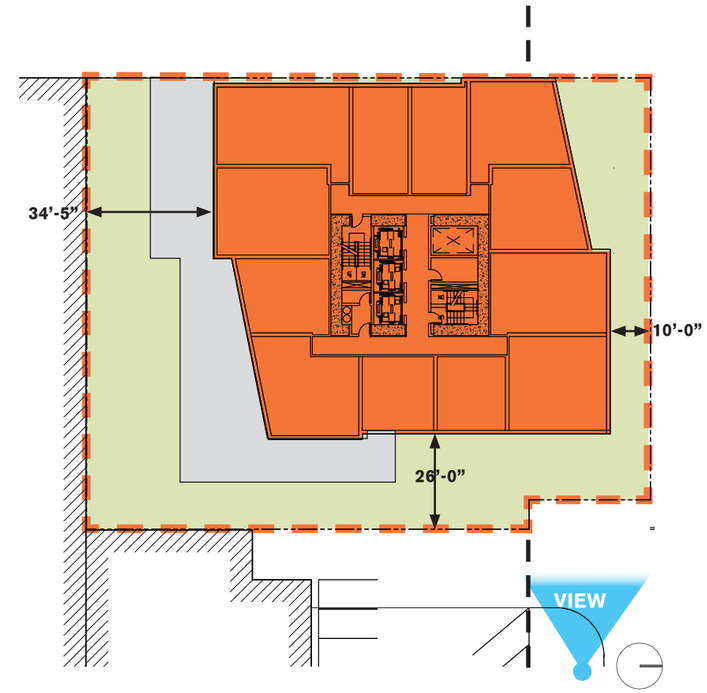


B Option B Tower Position

View from John Street Looking West

- Eliminates Public pedestrian connection
- Eliminates Public overlook plaza
- Eliminates Public Hill Climb on Terry
- Extends into vacated John St. R.O.W.
- Eliminates views looking west from John St.
- Pulls furthest from South property line

OPTION B – TOWER ON NORTHWEST CORNER

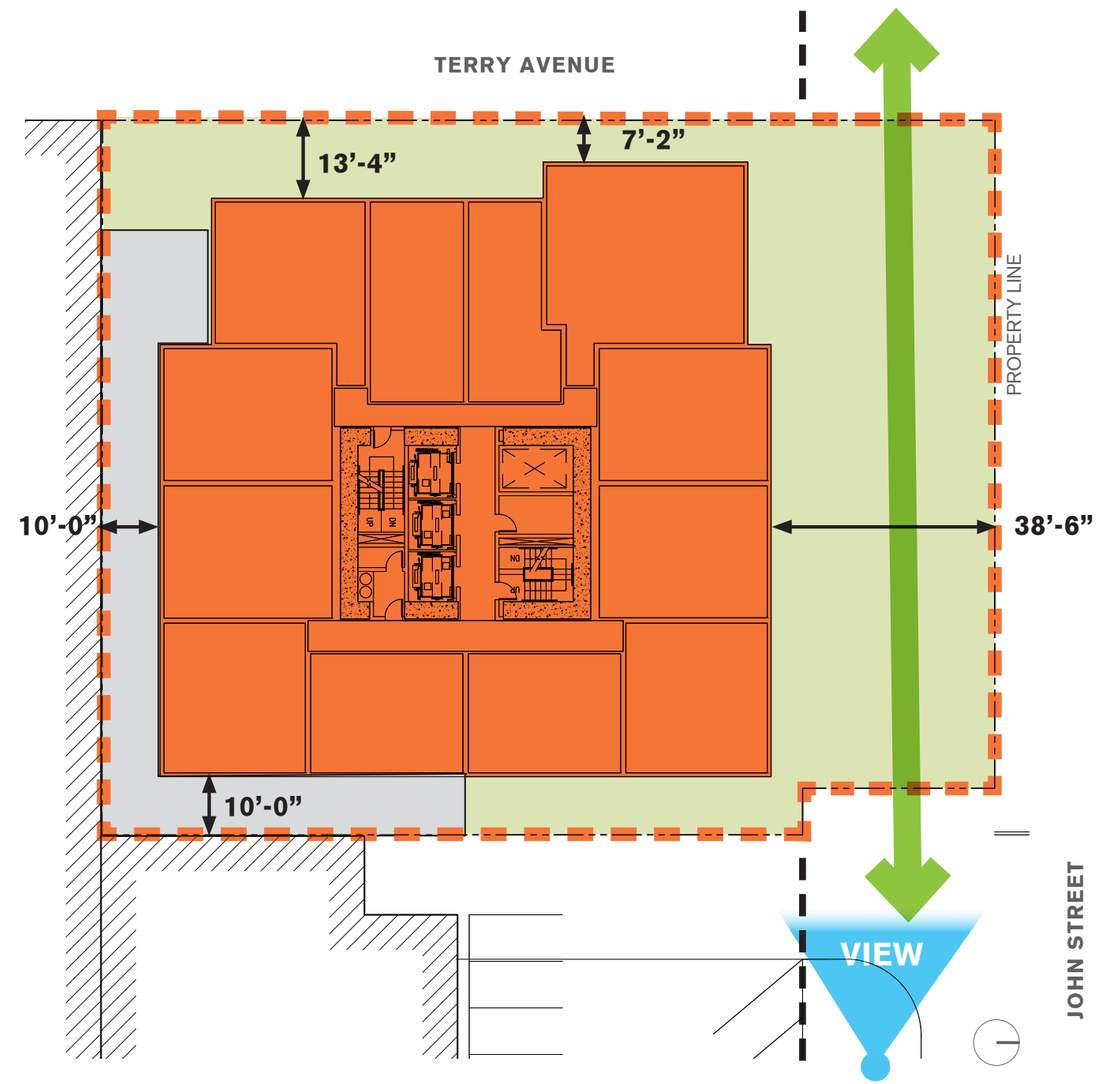


C Preferred Option C Tower Position

View from John Street Looking West

- Allows Public pedestrian connection
- Allows Public overlook plaza
- Allows Public Hill Climb on Terry
- Provides widest view corridor looking west from John St. (38'-6")

OPTION C PREFERRED – TOWER ON SOUTHEAST CORNER, "JOHN STREET LINK"



View from John Street Looking West

Page left intentionally blank.

5 EDG Response & Street Level Development

EDG RESPONSE & STREET LEVEL DEVELOPMENT

EDG Response Comments Matrix

RECOMMENDATIONS FROM SEPT 30, 2015 EARLY DESIGN GUIDANCE MEETING

	BOARD COMMENTS	OUR RESPONSE TO BOARD COMMENTS	PAGES
1	**Tower massing and design** The Board supported the applicant's preferred Option C tower massing, with its tower location allowing for a publicly assessable plaza providing views above Terry Ave N, and open space along vacated John St, and the hillclimb elevator feature. The Board noted that the tower location is not ideal for the proposed development to the east, but the location is justified as it provides the hillclimb connection and maintains the view corridor from John St. The Board did encourage the applicant to consider the proposed neighboring development. (CS2.B.1 & 2, CS2.I.i)	Option C tower massing and design will support the neighborhood goals of connectivity and access. Option C tower location will also allow views west to Space Needle. Because of applicant's site size and geometry there are few viable options for alternate tower locations.	p. 24
	a. Provide contrast thought a variety of high quality materials on the tower; simply changing the glass color is not sufficient. (DC4.A.1)	The tower is developed into three compositional elements each with its own unique material and color. A combination of different metal panel colors and patterns will clearly articulate the different elements.	
	b. Consider the proposed development on the adjacent site to the east and south. (CS2.D.5)	Per Board's direction the tower has been moved to the north as far as possible to stay out of the John St. R.O.W and west as far as possible. Moving the tower has impacted the applicants tower design and overall unit count.	
2	**Podium Massing and Design** The Board supported the podium massing along Terry Ave N which will be level at John St. above. The Board stated the podium massing scale along Terry Ave N and being level with John St are good design moves for views and access to the hillclimb elevator. (CS2.I.i)	The massing and overall concept of the podium has been refined and developed, especially at the retail corner, hillclimb elevator lobby and tower lobby entry at Terry. The impact of moving the tower west has reduced the amount of residential program at Terry.	p. 25
	a. Design the public accessible plazas and hillclimb elevator to invite the public. (PL1.A.2, PL1.B.3)	Per EDG comment the Hillclimb elevator has been moved 7' further west to provide more visibility from Terry. The Hillclimb elevator will be illuminated full height and be highly visible from John St. A large illuminated canopy will provide weather protection, signage and identify the hillclimb elevator access for the public. Gathering for the public is encouraged through special granite paving, generous low scaled seating and landscaping.	
3	**Hillclimb Feature** The Board encouraged and supported the hillclimb elevator but expressed concern about its visibility and accessibility to the public. The Board questioned if a stair between the 52' elevation difference was possible but after discussion realized it was not a feasible option for this development. (CS2.B.1 & 2, PL1.B.1, PL2.D.1)The following guidance was offered:	The parcel to the north (the other half of vacated John St. R.O.W.) has been contemplated as an ideal site for a true connecting stair. The landings and switchbacks to necessary to create a stair gracious enough to actually be used by the public could be constructed here depending on discussions with adjacent property owner.	p. 25
	a. Explore alternative locations of the hillclimb elevator so the elevator will remain visible from Westlake Ave N and from John St. and have a strong presence and connection to Terry Ave N. (PL2.D.1, DC1.A.1)	The Hillclimb elevator is located as close to the centerline of the vacated John St. R.O.W. as possible to ensure it will be highly visible from Westlake Ave. N. Moving the elevator 7' west will provide more visibility from Terry Ave. N. The scale, verticality and illumination of the elevator at night will ensure a strong presence in the neighborhood.	
	b. Design the Terry Ave N entry to the elevator to be more welcoming and read and feel like a publicly accessible feature. (PL3.A.4, PL1.A.2)	In order to create a recognizable, iconic presence for the hillclimb elevator on Terry Ave. N the entire northwest corner of the podium will step back to create a public "porch". Activity and "light spill" from the adjacent activity/retail space will create a sense of welcome and "eyes on the porch" for the public. To emphasize the porch at a larger scale, the architectural vocabulary of the entire NW corner of the tower above is pulled down to clad the podium residential units at Terry Ave. N. The adjacency of the units will also help activate the elevator entry and provide a sense of security.	
	c. Provide more open space at the Terry Ave N level at the elevator. This plaza space needs to be celebratory. (DC3.II.i, PL1.B.3)	The entire sense of the plaza has been enlarged by providing a field of granite pavers, special sculptural bench seating and landscaping between the 42' between the elevator and curb at Terry Ave. N. Because of the crosswalk location the landscaping can provide an effective backdrop to help contain and clearly define the plaza. All site elements will be low to provide visibility to the elevator entry.	

RECOMMENDATIONS FROM SEPT 30, 2015 EARLY DESIGN GUIDANCE MEETING

	BOARD COMMENTS	OUR RESPONSE TO BOARD COMMENTS	PAGES
4	**Terry Ave N Streetscape**		
	The Board supported the moving of the Terry Ave N curb cut location to the south as it will provide for more retail space. The Board requested further design of a stronger residential entry concept on Terry Ave N, and to maintain the retail use provided on the street front. (PL3.A.2, DC1.A.1, DC1.C.2)	Moving the Terry Ave. N curbcut further south has allowed a continuous swath of street front activation moving from the Hillclimb elevator south to the retail/activated space and residential lobby entry. Overhead weather protection, street furniture, granite pavers, new planters, street trees and lighting per Terry Ave. N guidelines will create an animated, desirable pedestrian environment.	p. 26
	a. Supported the retail location next to the hillclimb elevator. (DC1.A.1)	The retail/activated space is located at the northwest corner of the podium adjacent to the Hillclimb elevator lobby. The space is very open and contiguous and will be glazed with clear glass for maximum visibility from the sidewalk.	
	b. Provide a lobby presence on the street. (PL3.A.1 & 2, DC1.A.1)	The Terry Ave. N residential lobby, while a secondary entrance to the John St. entry, will provide a welcoming address and connection to the neighborhood. Overhead weather protection, custom door and entry hardware will convey the building's presence on Terry Ave.N.	
5	**John St Streetscape**		
	The Board was split on the vehicle drop-off design concept off of John St and the related departure that would be needed to have a second project curb cut from John St (See Departure #4 at the end of the report). The following guidance was officered:	The primary entry lobby, concierge, mail and package rooms are all located at the upper level at John St. The curb cut requested on John St. is to facilitate drop-off for guests, visitors, packages and mail only. The garage access is located at Terry Ave. N. as well as a secondary lobby for resident's convenience, and furniture loading only. There is no parking available along John between our site and Boren due to limited width of John St. at this point so any delivery parking to 1001 John would be required to park some distance away from the primary entry lobby. This would provide a serious hardship to the building's operation. In exchange for this curbcut the applicant will provide a turnaround at John to help vehicle maneuvering.	p. 27
	a. Design a strong clear, pedestrian connection between the upper level of the elevator and the residential lobby off of John St (PL3.A.1 & 4)	Views from the Public Elevator to the Residential lobby have been preserved through the application of low profile plantings, low profile exterior seating and continuous exterior glazing for the north building elevation. Use of a similar paving materials and site lighting along the pedestrian route further reinforce the connection. A 6 foot wide pathway connection to the Lobby is immediately visible from the elevator when exiting.	
	b. Use the streetscape designs on John St. further to the east as a design cue for the street treatment (PL1.A.1)	Large-scale wood seating plinths at the John Street Hillclimb Plaza recall benches found at the Amazon Plaza to the east. Granite paving, color matched with the projects to the east, will be used in the pedestrian access walkway connecting the end of John Street to the public access elevator and Hillclimb Plaza and Overlook. We will coordinate planting selections so that portions of the landscaping on our project will match projects to the East	

1 Tower massing and design

1 CONTRAST MATERIAL DIALOG

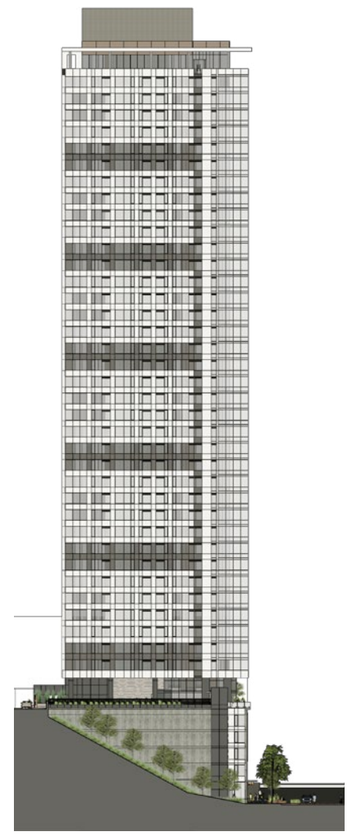
The tower massing consists of 3 distinct compositional elements:

a. The **"fabric hull"** faces the city and higher density context to the south. This language will consist of a rhythm of punched double height windows in a light metal bronze-colored frame and comprise the south, west and east elevations. This frame expression relates to the existing and future urban context by being relatively neutral, simple and quiet.

b. The highly transparent glass **"northwest corner mast"** which emphasizes the building's verticality and creates a distinctive beacon at the buildings northwest corner. This portion of the building, which features the larger 2 bedroom unit will have floor to ceiling glazing. The language of the corner is carried down through the podium and helps mark the entry to the hillclimb elevator at Terry Ave. N.

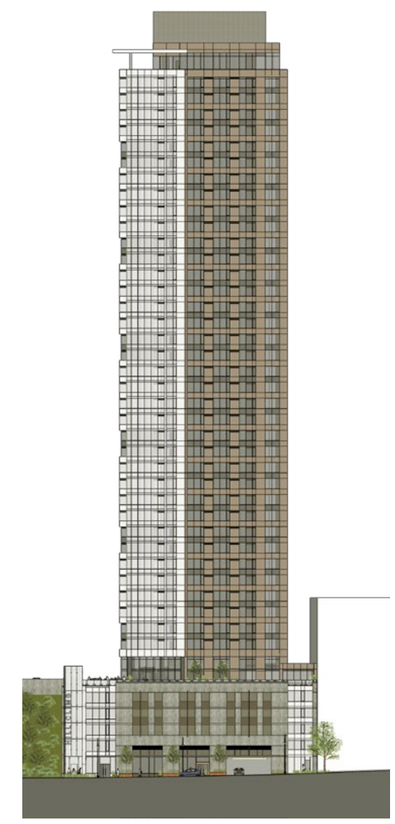
c. The **"Lake Union Face"** on the building's north façade will face away from the city to the lake. Because of the zoning step down north of our site, this façade will be highly visible looking toward the lake and city. To help emphasize this visibility a 4-2 rhythm of alternating 4 story white metal panels will be separated by 2 stories of glass vision/glass spandrel. This will create a distinct, recognizable pattern for this façade.

East elevation



North elevation

South elevation

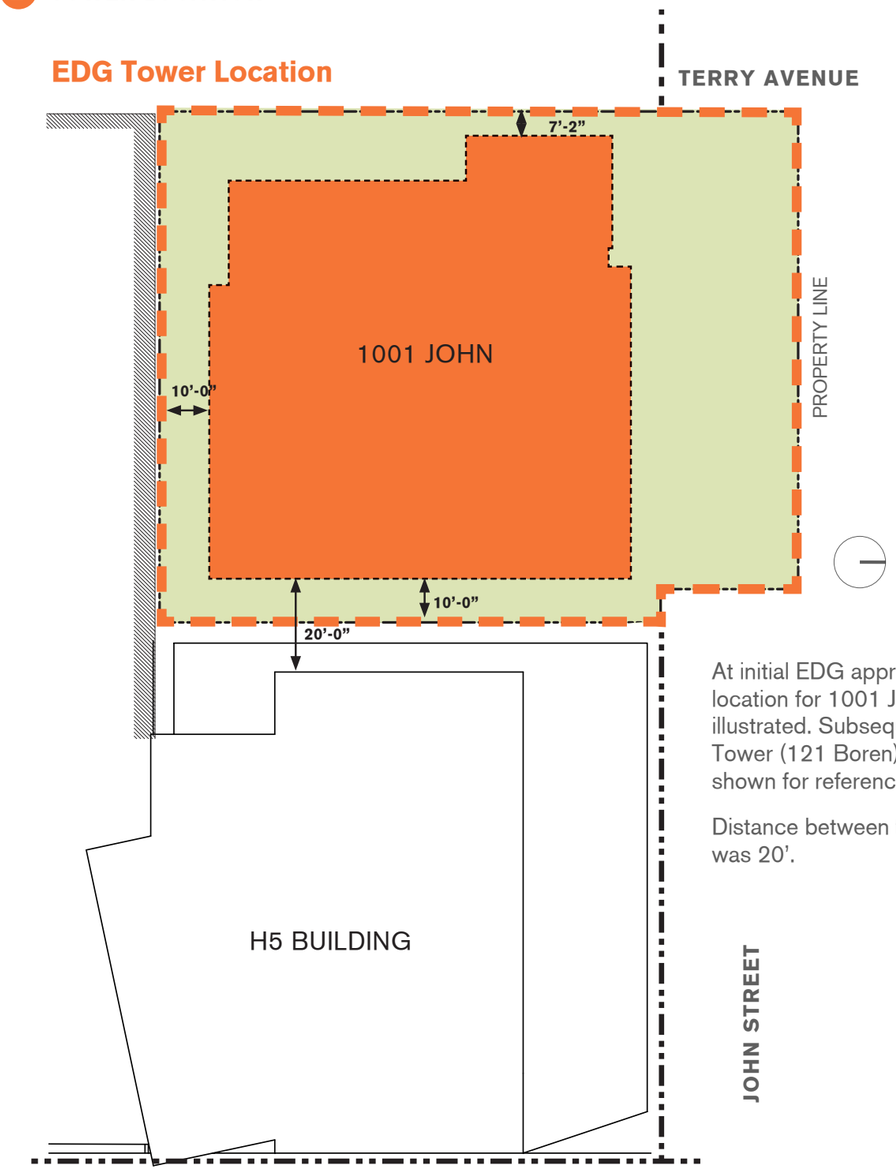


West elevation (Terry Street)

1 Tower massing and design (cont.)

2 TOWER LOCATION

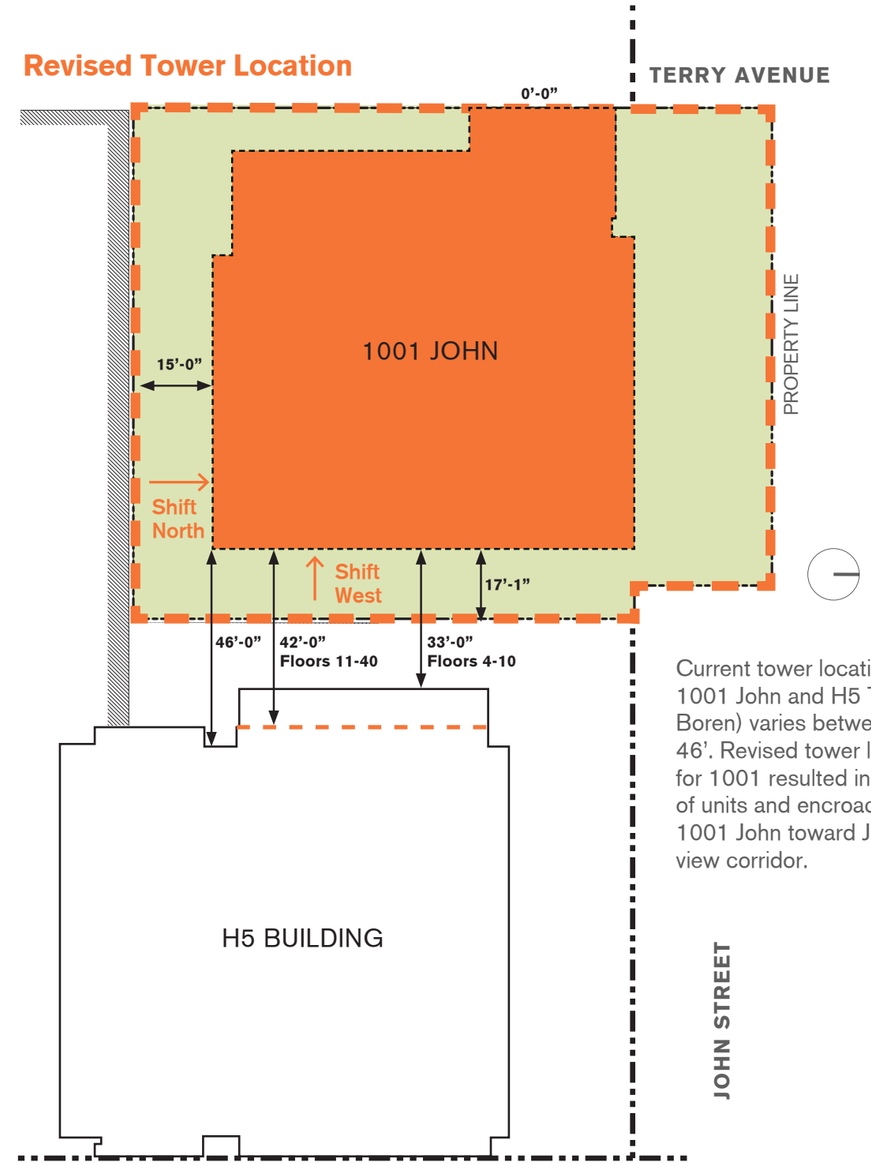
EDG Tower Location



At initial EDG approved tower location for 1001 John is illustrated. Subsequent H5 Tower (121 Boren) location is shown for reference.

Distance between towers was 20'.

Revised Tower Location



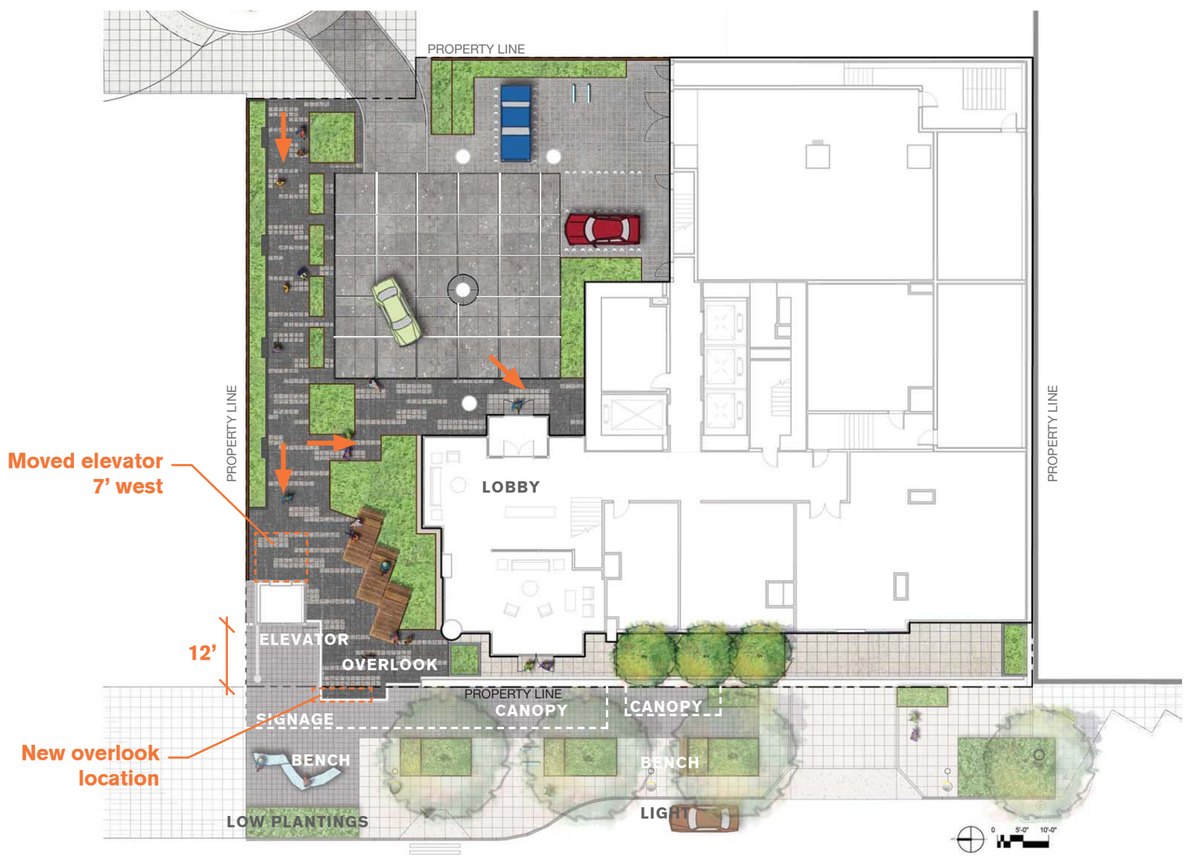
Current tower location for 1001 John and H5 Tower (121 Boren) varies between 33' and 46'. Revised tower location for 1001 resulted in reduction of units and encroachment of 1001 John toward John Street view corridor.

2 Podium Massing and Design

1 PLAN

By tying the finish grade of John St. to the podium "roof" the public pedestrian connection, public overlook plaza and public hillclimb can be accommodated.

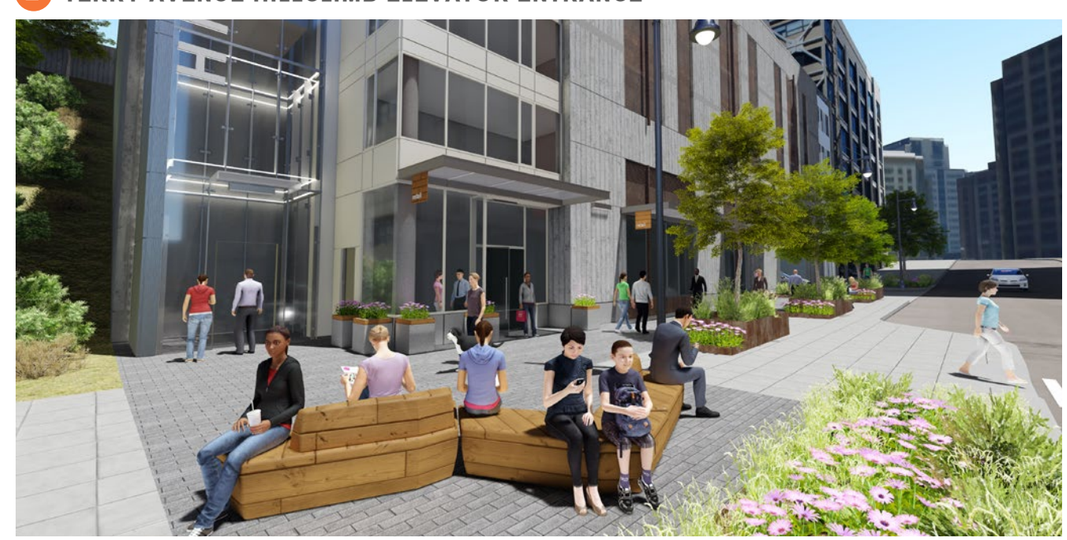
- The public pedestrian connection will be marked by a clear path paved with granite pavers and lined with benches. The path will be well lit for public safety and way-finding.
- The public overlook plaza will have sculptural benches, low planters, granite paving and provide a gracious connection to the upper public hillclimb.
- The public hillclimb elevator will be accessible to the public and provide access for pedestrians and cyclists. An iconic canopy, lighting and signage will provide visibility for the public at Terry Ave. N.
- Moved elevator 7' west
- Moved overlook north
- More public scale at Terry Avenue canopy and hillclimb



3 Hillclimb Feature

1 JOHN STREET HILLCLIMB APPROACH

2 TERRY AVENUE HILLCLIMB ELEVATOR ENTRANCE



4 Terry Ave N Streetscape

1 TERRY LOBBY PLAN

Plan at Terry Ave. N showing Terry Ave. N curb cut moved to south. Public elevator lobby and porch is adjacent to retail/activated space. Residential lobby and entry are located prominently along Terry. Street front activated by street furniture, lighting, and large tree landscaping per Terry Ave. N concept plan. 31' pedestrian zone provided north of residential lobby adjacent to retail and hillclimb elevator.

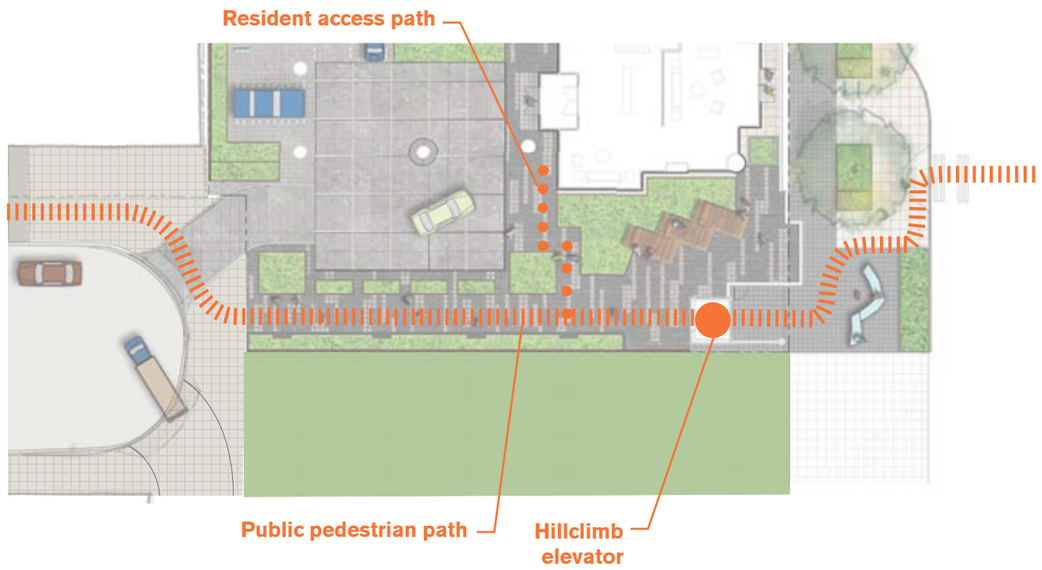
2 TERRY RESIDENTIAL LOBBY VIEW

3 TERRY HILLCLIMB ELEVATOR AND ACTIVATED SPACE AT NORTHWEST CORNER

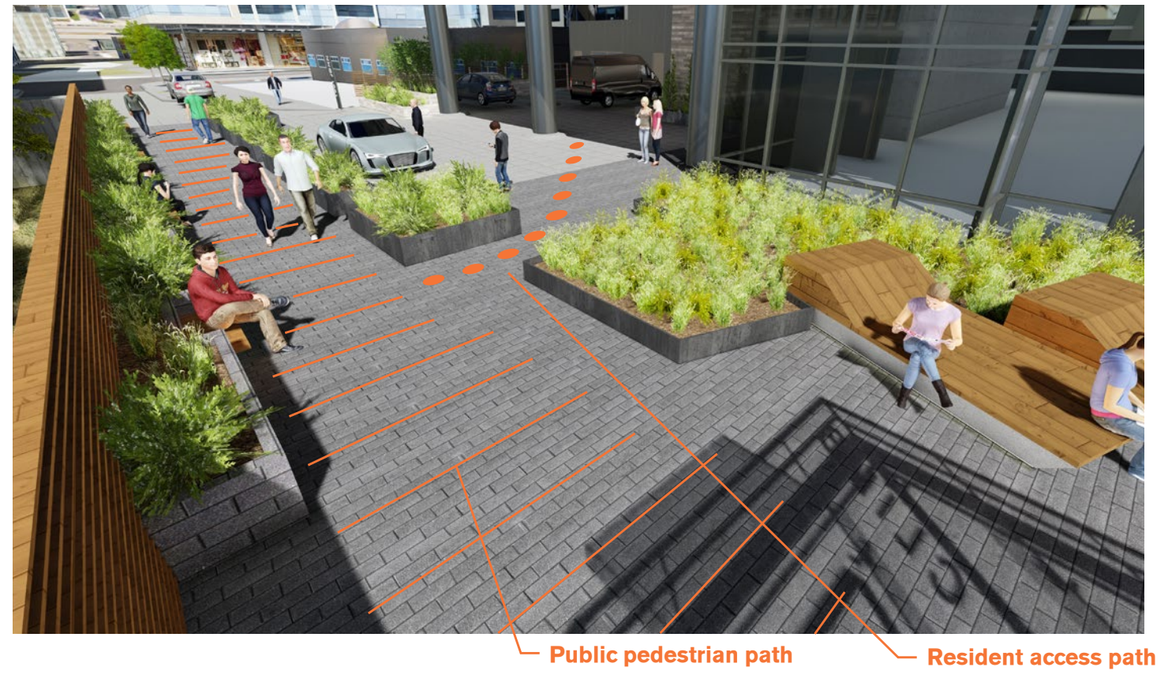
4 SCULPTURAL STREET FURNITURE TO ENCOURAGE PUBLIC USE AND ACTIVITY

5 John St Streetscape

1 PEDESTRIAN HILLCLIMB ROUTE

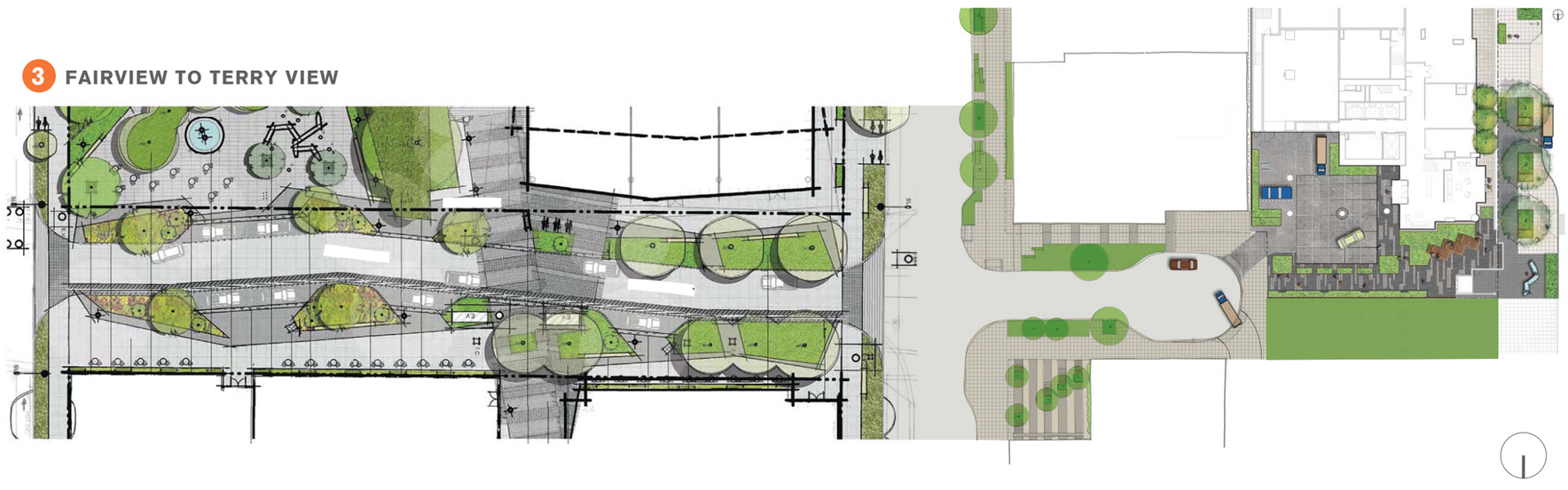


2 VIEW AT PUBLIC OVERLOOK PLAZA

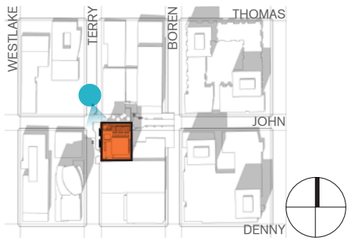


The Pedestrian Hillclimb Route begins on Terry Avenue with a small pedestrian plaza in the ROW characterized by a low profile planter, a sculpturally interesting modular bench and granite paving material to match the Hillclimb Route located off John Street above. The use of dark granite pavers as well as light and dark concrete for the pedestrian route recalls John St. Pedestrian Zones (road crossings and through-block connectors) one block east at the proposed 1120 Denny Way Mixed-use project.

3 FAIRVIEW TO TERRY VIEW



KEY MAP



EDG RESPONSE & STREET LEVEL DEVELOPMENT

Views Along Terry Ave

OBSERVATIONS

Looking east on Terry Ave. N. the podium has been eroded and set back to feature the hillclimb elevator shaft and porch. Signage will signal the porch's location to the public. The porch will be well lit and adjacent to the podium residential units for "eyes on the street". The projected "perch" from the public overlook plaza is visible above the podium residential units. The podium will be clad in board formed concrete to allude to the more "industrial warehouse" language along Terry Ave.

The retail/animated space canopies will have a lower scale and blade signage. The residential lobby entry will be identified with blade signage on the overhead canopy. The soffit of the residential canopy will be wood and relate to wood soffits associated with the residential uses.

The garage entry will be recessed and marked by an overhear canopy as well. Landscape on both sides of the opening will address site triangle issues.

TERRY AVENUE STREETSCAPE, PUBLIC OVERLOOK, AND ELEVATOR HILLCLIMB

VIEW OF PUBLIC ELEVATOR

VIEW OF RETAIL ENTRANCE

VIEW TOWARDS RESIDENTIAL ENTRY

EDG RESPONSE & STREET LEVEL DEVELOPMENT

Public Overlook and Building Entrance Design

JOHN STREET STREETSCAPE SHOWING BUILDING MAIN ENTRANCE AND PUBLIC OVERLOOK PLAZA

OBSERVATIONS

The primary building entrance is a double height exterior volume having a rich array of materials including a wood soffit, light colored stone, metal clad columns and custom colored concrete. A series of pin downlights will illuminate the porte cochere in the evening. The main entry vestibule will be clearly visible from the main approach. The scale of this large volume will help enlarge the sense of space for the public pedestrian connection adjacent to it.

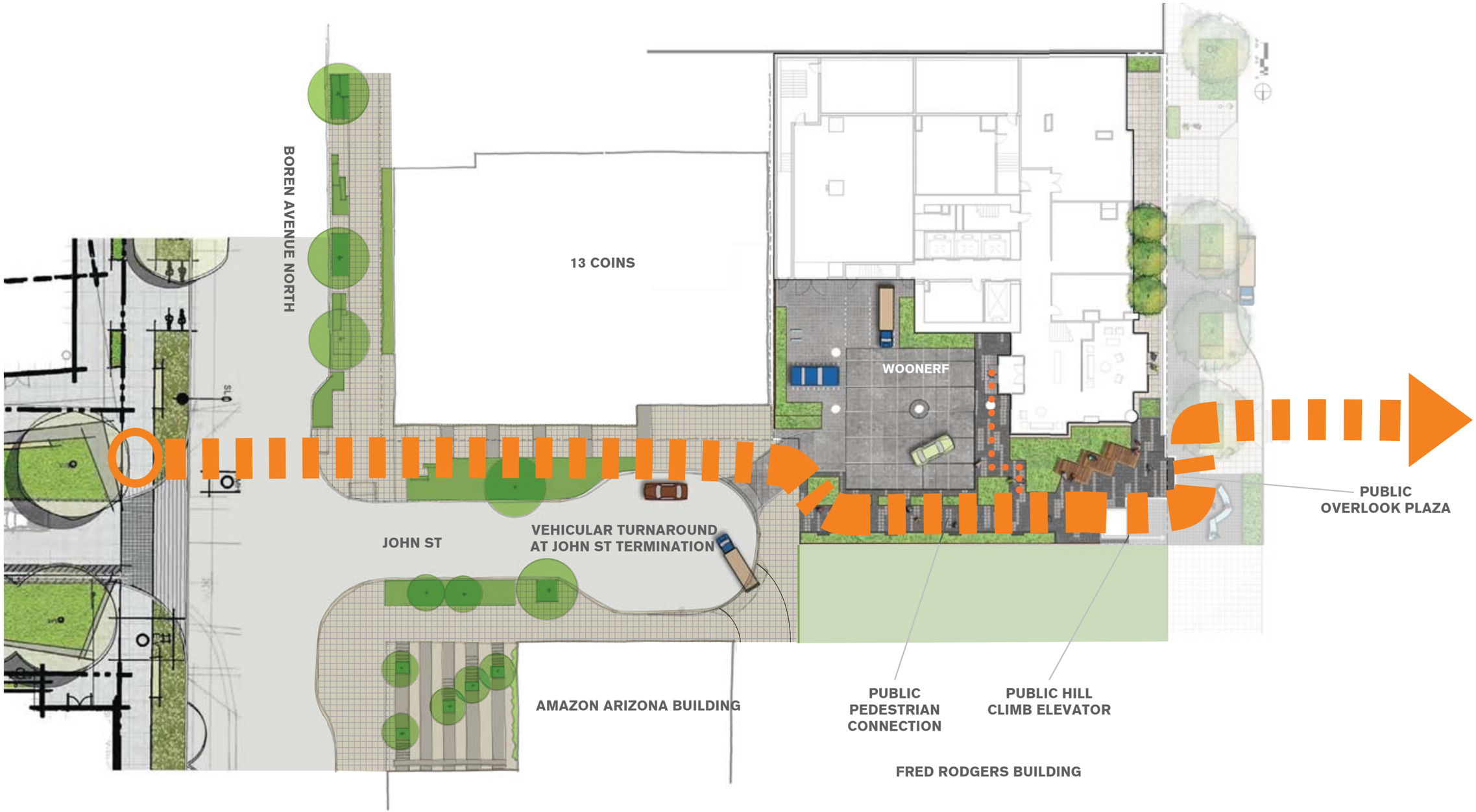
The pedestrian connection and overlook plaza will be open to the public 24/7 and link upper John St. to Terry Ave. N. below. The space will be well lit and monitored by the concierge. The overlook plaza itself is approximately 55' long and 25' wide, not including the path to the elevator. The plaza is modeled after many of the very successful public gathering spaces found on private property such as at the nearby Amazon Arizona and Ruby projects.

The view from the overlook plaza will orient directly west/northeast along the John St. view corridor and provide excellent visual linkage for the public to view the lake and cityscape.

PUBLIC OVERLOOK FACING EAST

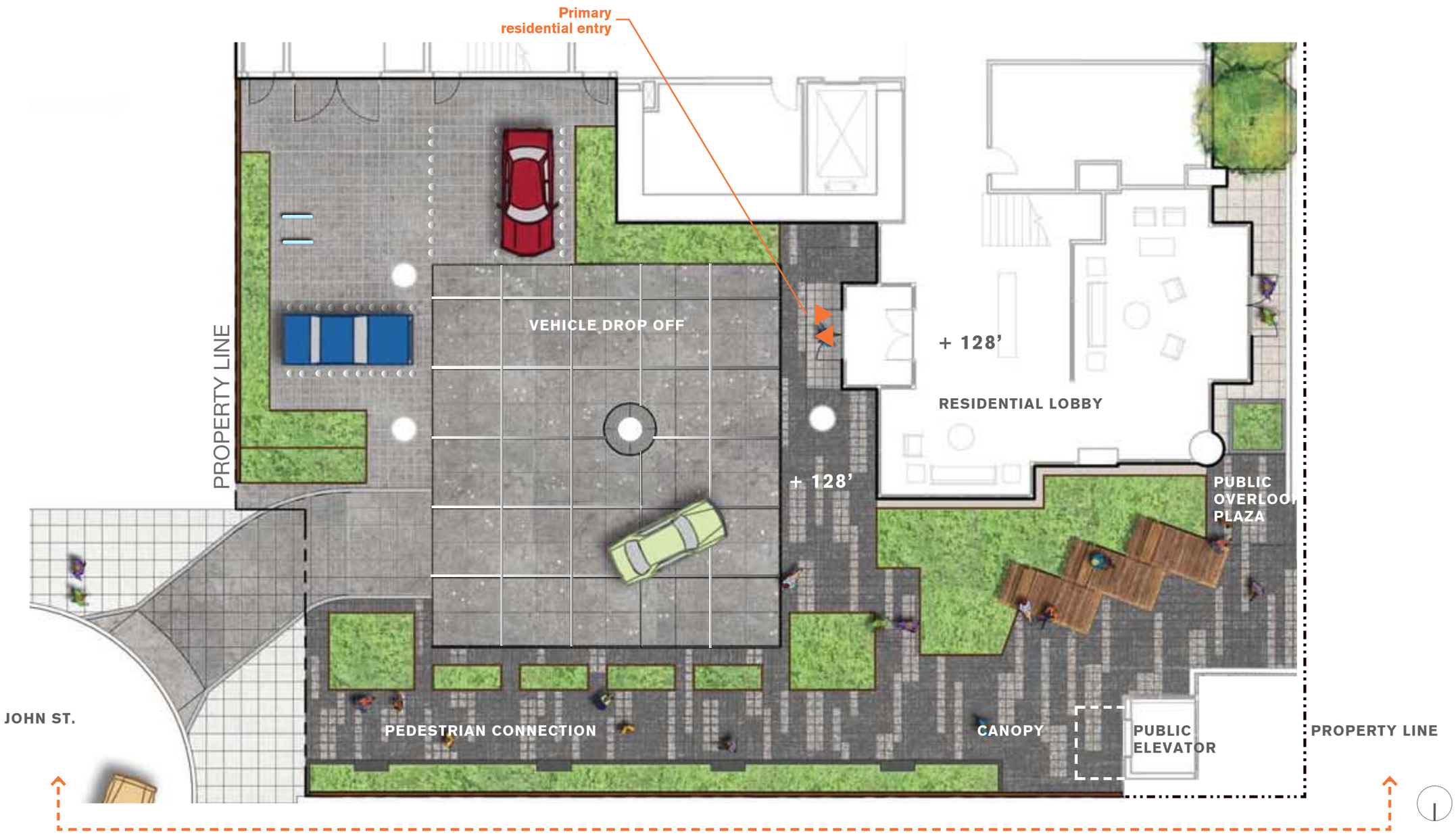
PUBLIC OVERLOOK FACING WEST

PUBLIC OVERLOOK FACING NORTH


BOREN AVENUE NORTH
13 COINS
WOONERF
PUBLIC
OVERLOOK PLAZA
JOHN ST
VEHICULAR TURNAROUND
AT JOHN ST TERMINATION
AMAZON ARIZONA BUILDING
PUBLIC
PEDESTRIAN
CONNECTION
PUBLIC HILL
CLIMB ELEVATOR
FRED RODGERS BUILDING

EDG RESPONSE & STREET LEVEL DEVELOPMENT

John Street



1 NORTH PODIUM ELEVATION

EDG RESPONSE & STREET LEVEL DEVELOPMENT

North Podium Elevation

1 NORTH PODIUM ELEVATION

EDG RESPONSE & STREET LEVEL DEVELOPMENT

Terry Ave N. Site Plan

2 WEST PODIUM ELEVATION

2 WEST PODIUM ELEVATION

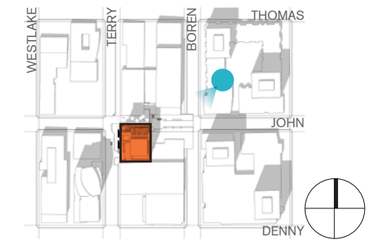
Page left intentionally blank.

6 Building Design

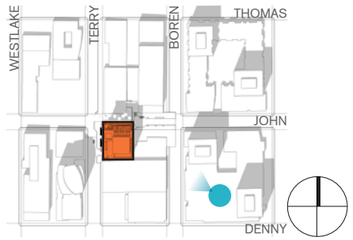
BUILDING DESIGN

Aerial View Looking Southwest

KEY MAP



KEY MAP

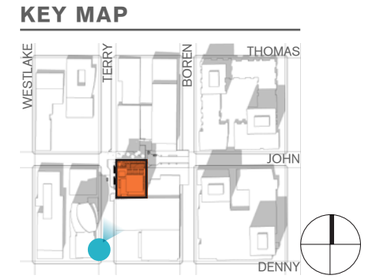


BUILDING DESIGN

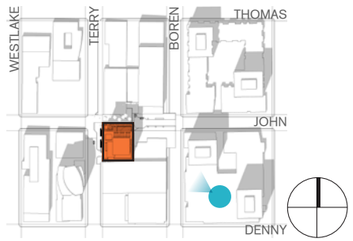
Aerial View Looking North West

BUILDING DESIGN

Aerial View Looking North Toward South Lake Union



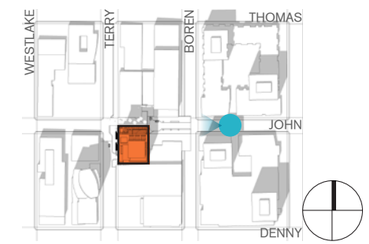
KEY MAP



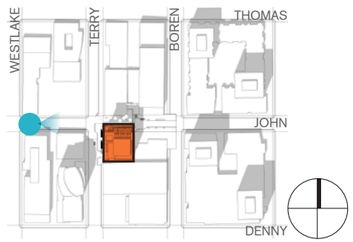
BUILDING DESIGN

BUILDING DESIGN

KEY MAP



KEY MAP



BUILDING DESIGN

Looking East on John Street

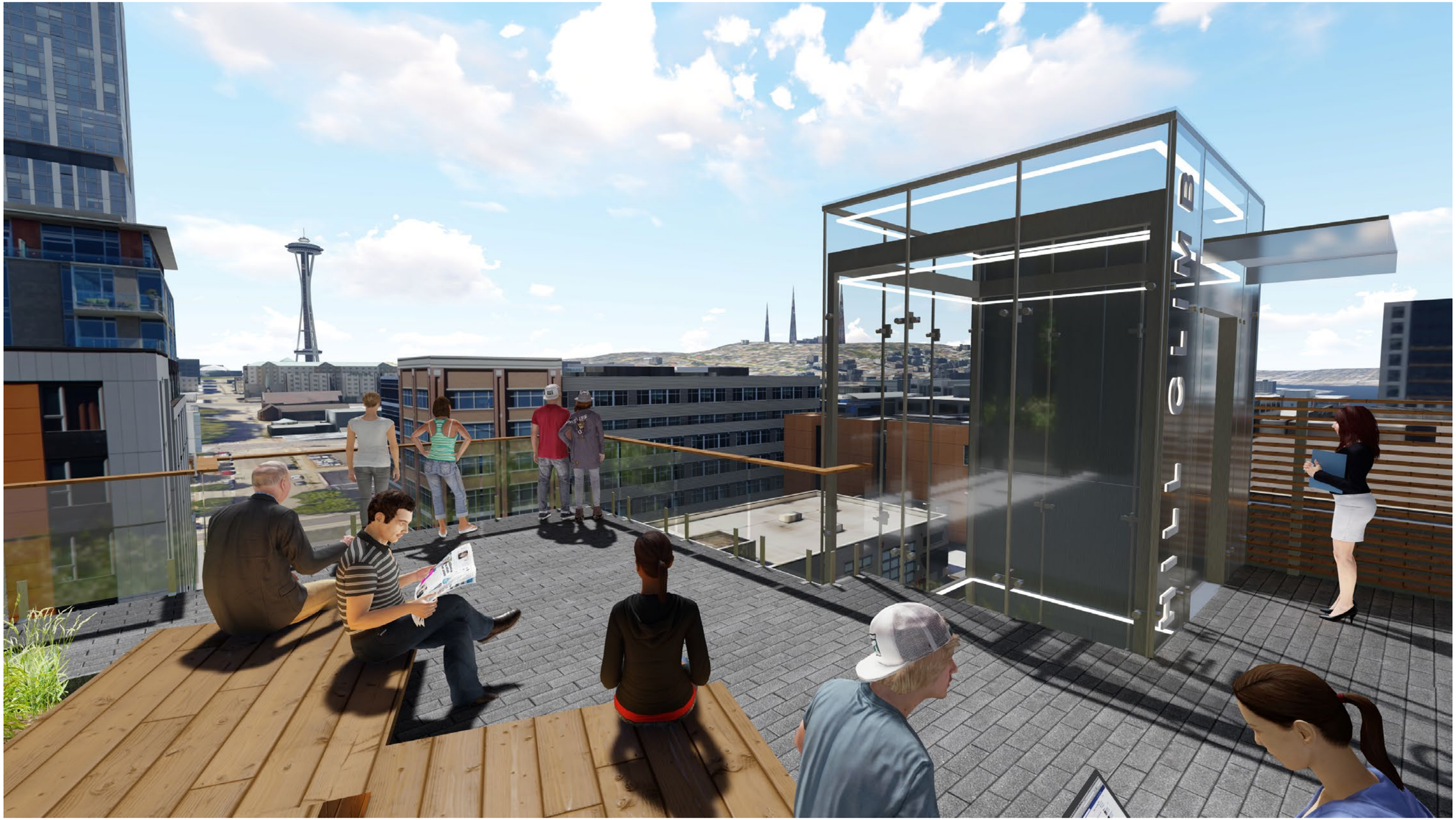
HILL CLIMB

retail
retail

BUILDING DESIGN

124 TE
retail

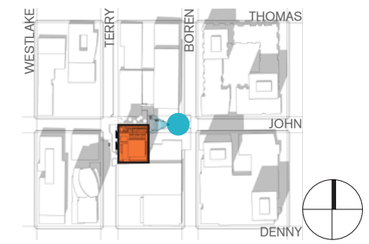
HILL CLIMB


CLIMB

BUILDING DESIGN

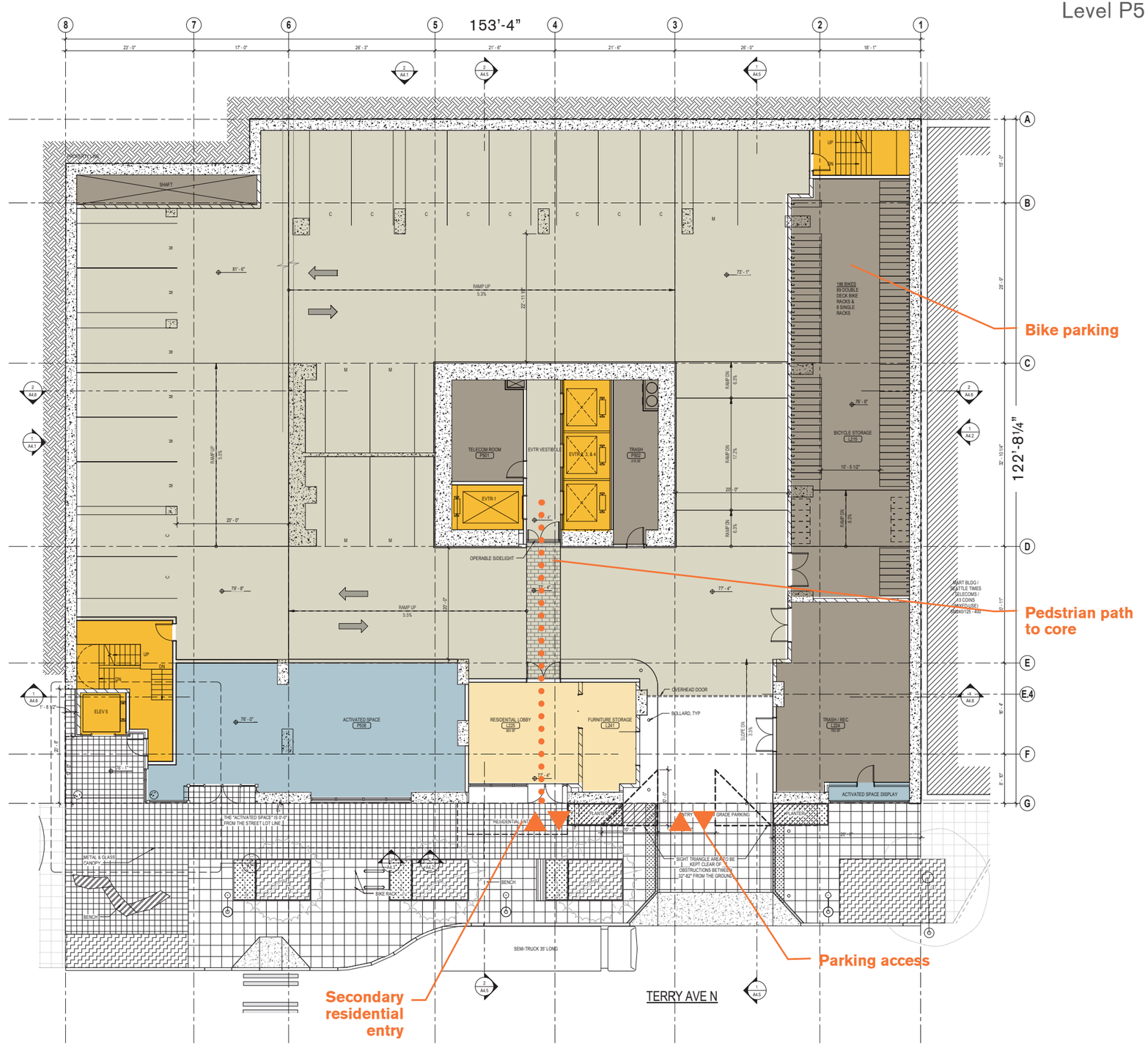
Looking West on Upper John Street

KEY MAP



BUILDING DESIGN

Level P5

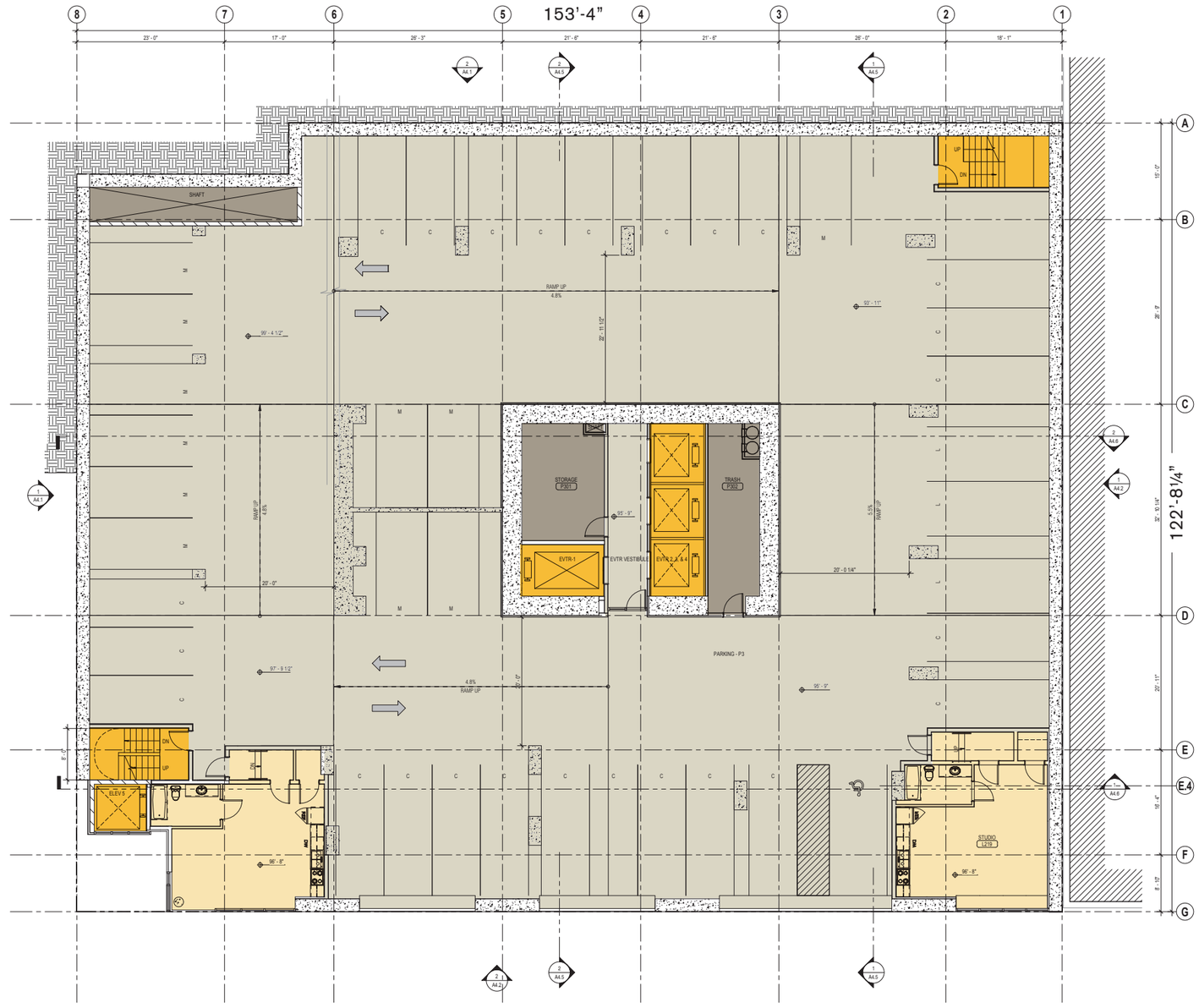


USES LEGEND

- Retail/Activated Space
- Residential
- Circulation
- Amenity
- Storage, MEP
- Garage

BUILDING DESIGN

Level P3

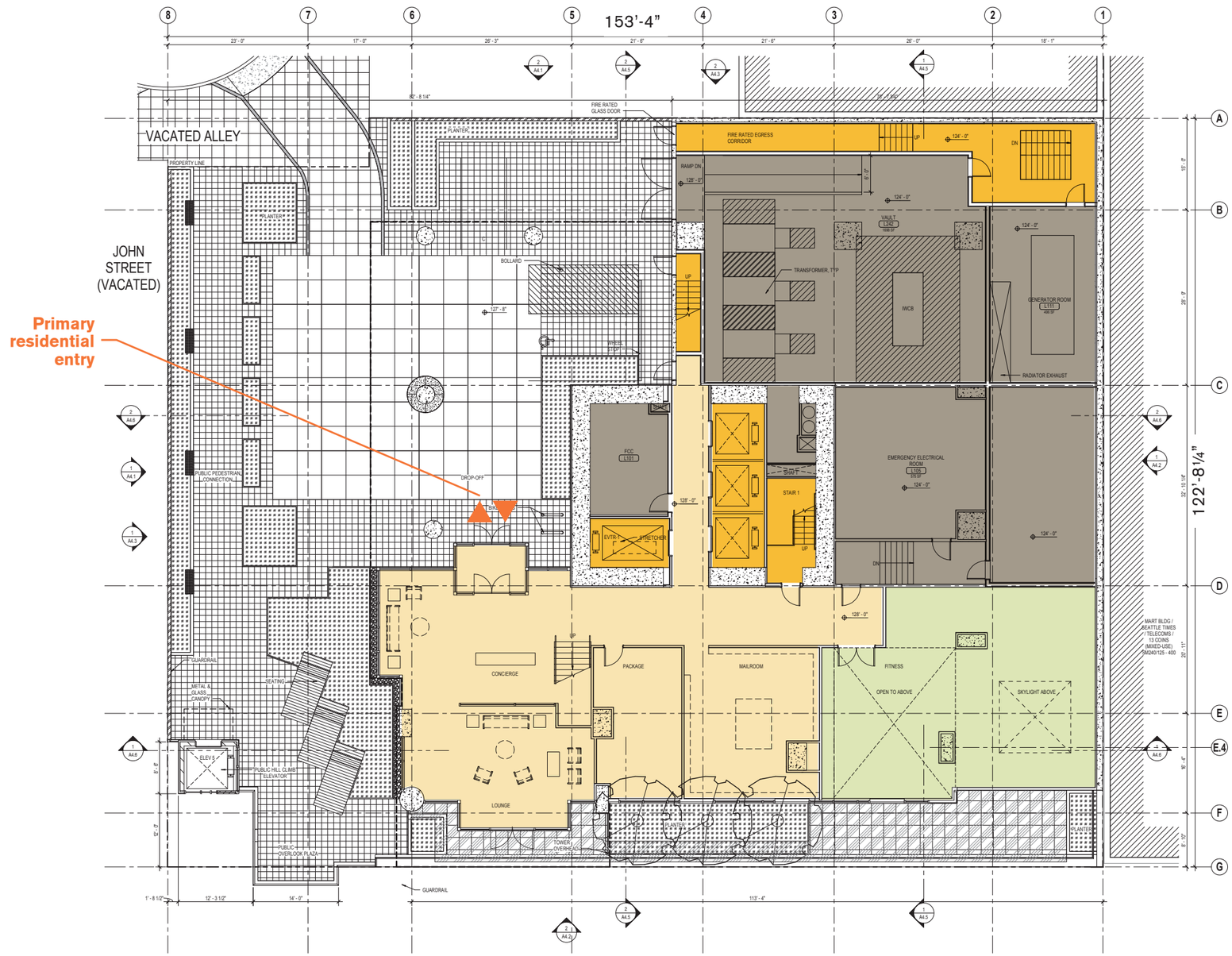


USES LEGEND

- Retail/Activated Space
- Residential
- Circulation
- Amenity
- Storage, MEP
- Garage

BUILDING DESIGN

Level 1



USES LEGEND

- Retail/Activated Space
- Residential
- Circulation
- Amenity
- Storage, MEP
- Garage

BUILDING DESIGN

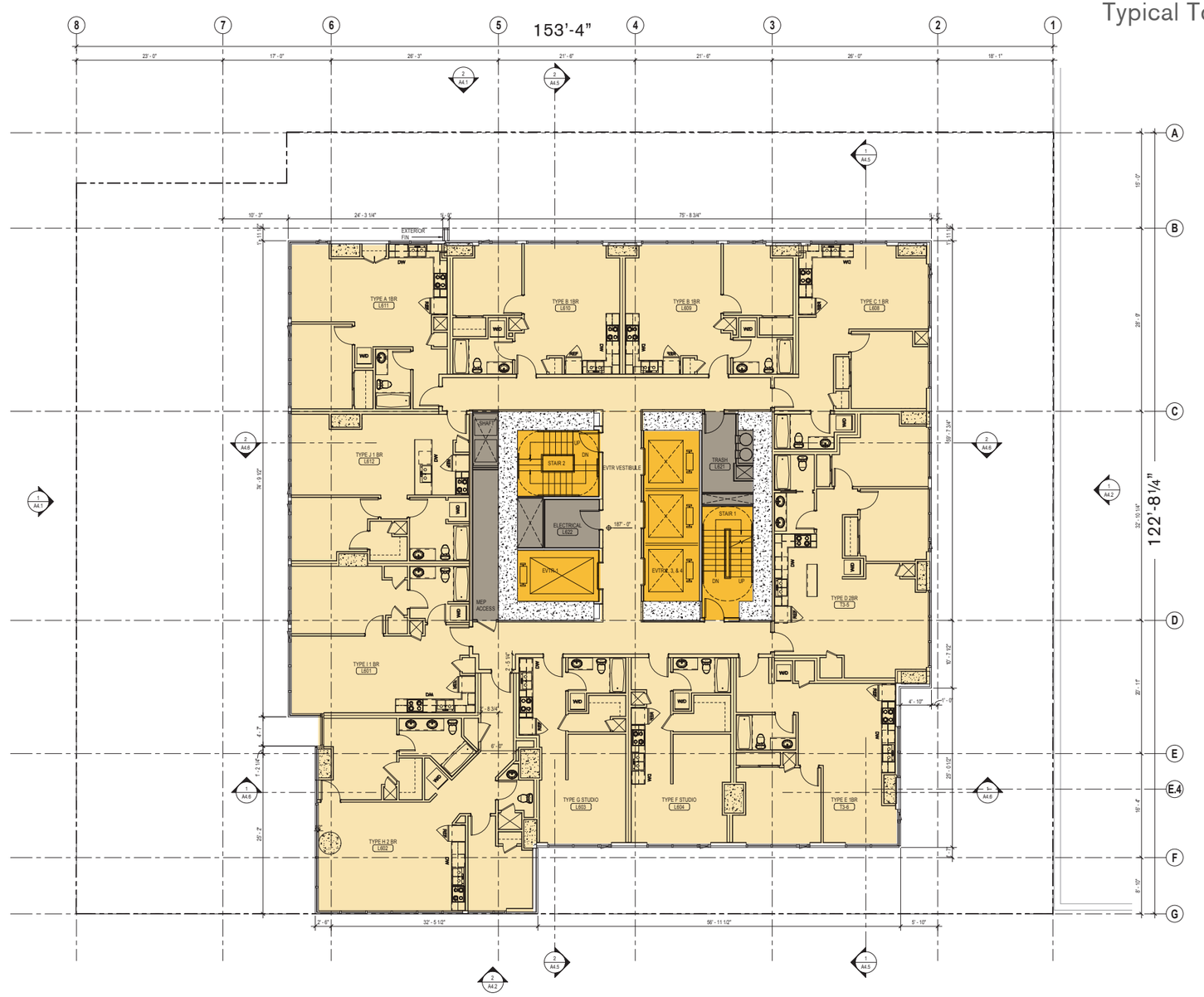
Level 1 Mezz

USES LEGEND

- Retail/Activated Space
- Residential
- Circulation
- Amenity
- Storage, MEP
- Garage

BUILDING DESIGN

Typical Tower Plan

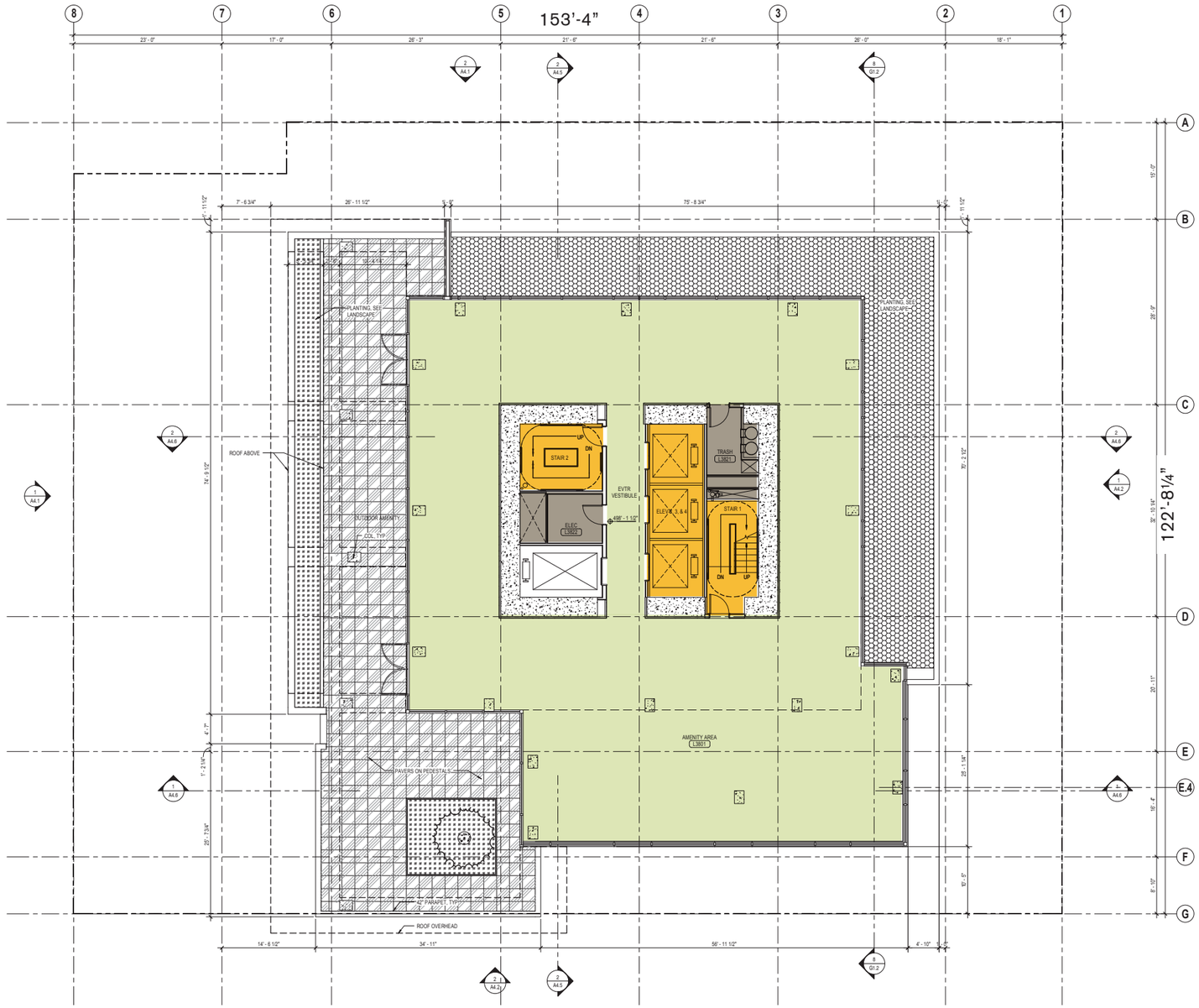


USES LEGEND

- Retail/Activated Space
- Residential
- Circulation
- Amenity
- Storage, MEP
- Garage

BUILDING DESIGN

Amenity Roof Plan



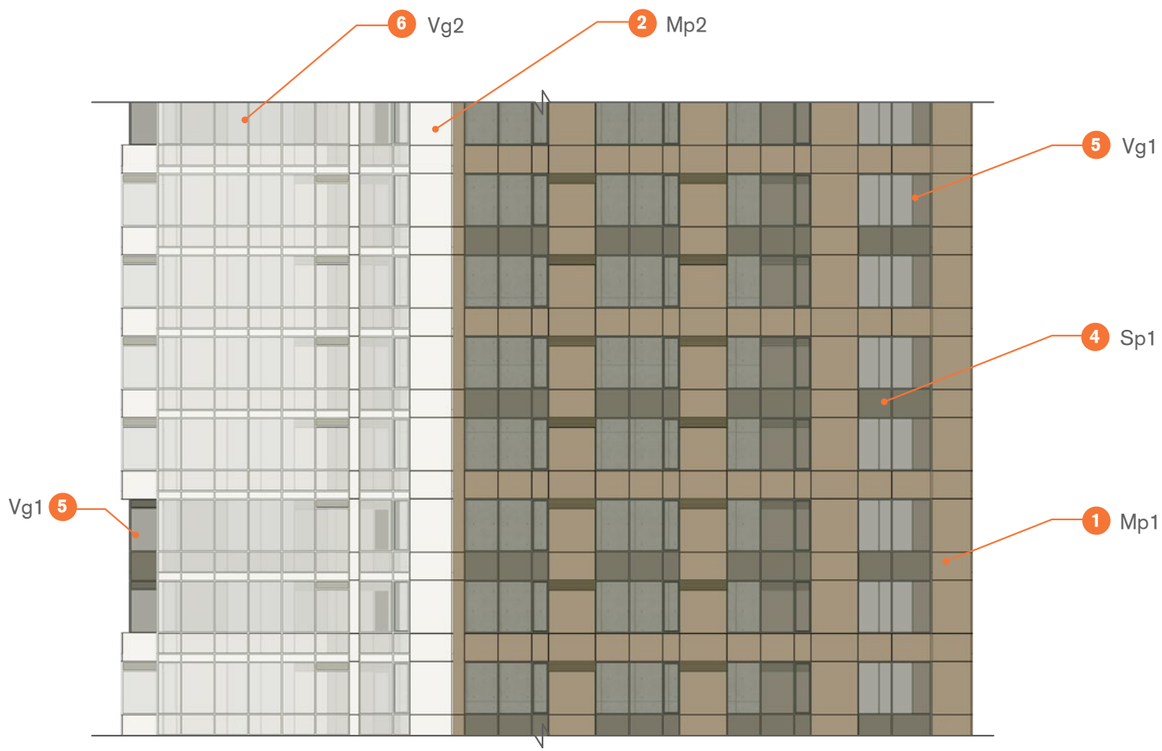
USES LEGEND

- Retail/Activated Space
- Residential
- Circulation
- Amenity
- Storage, MEP
- Garage

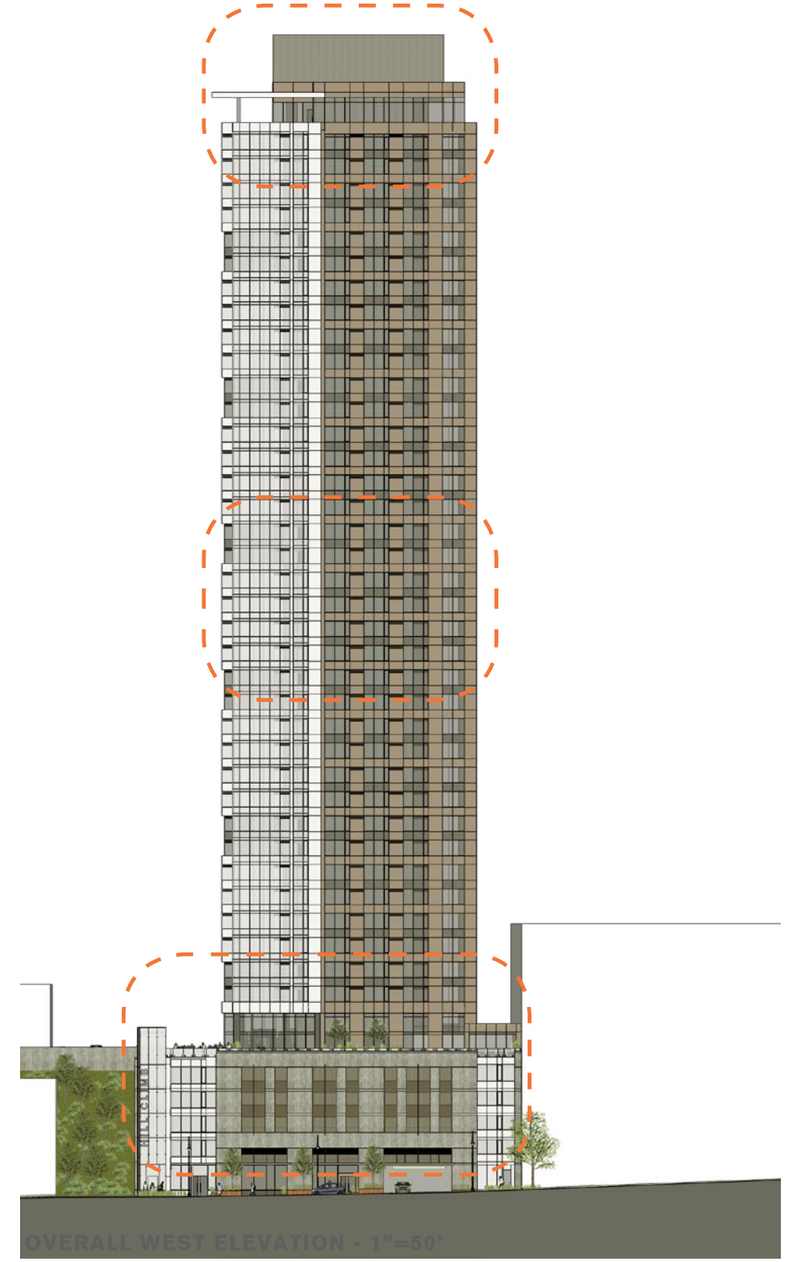
7 Elevations & Materials

ELEVATIONS & MATERIALS

West Elevations

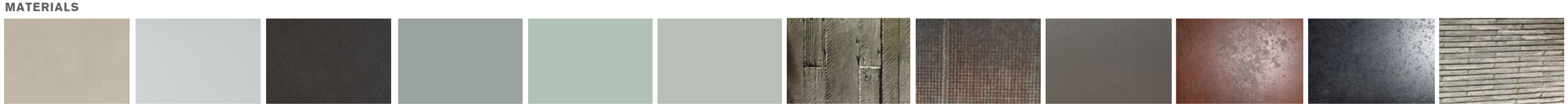


ENLARGED WEST ELEVATION - 1/16”=1’



OVERALL WEST ELEVATION - 1”=50’

MATERIALS



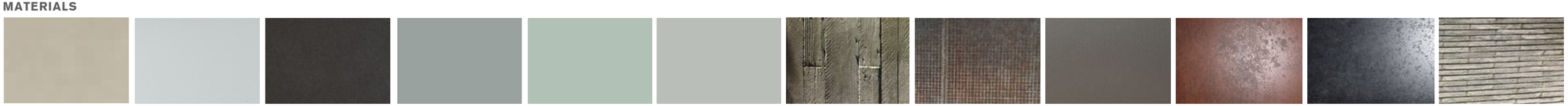
1 Mp1 | 2 Mp2 | 3 Mp3 | 4 Sp1 | 5 Vg1 | 6 Vg2 | 7 CIP concrete | 8 Metal mesh | 9 Accent metal | 10 Terry Ave planters | 11 John Street planters | 12 Stone Tile

ELEVATIONS & MATERIALS

West Elevations

ENLARGED WEST ELEVATION - 1/16”=1’

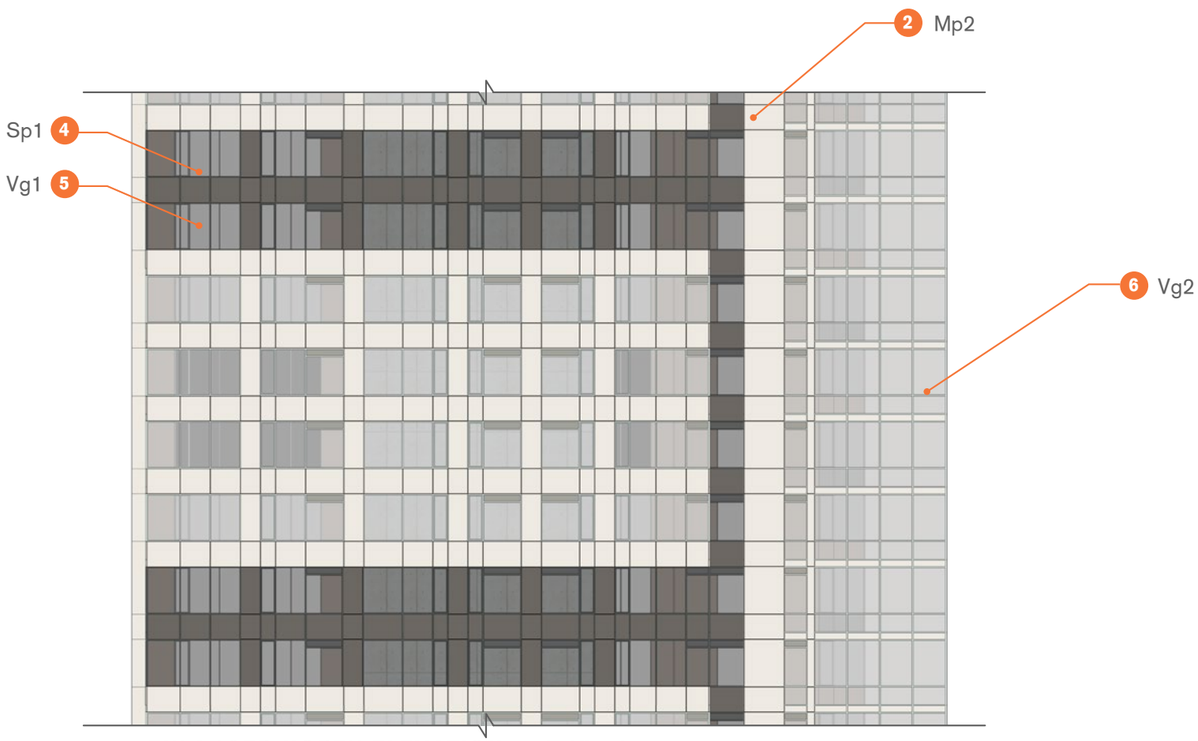
MATERIALS



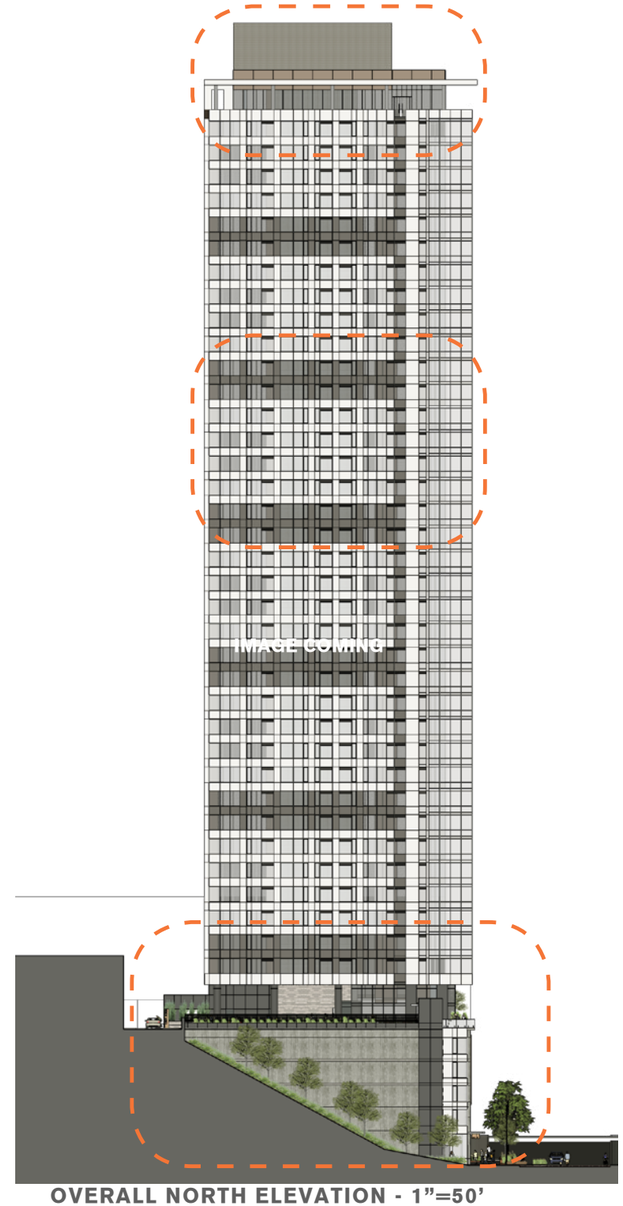
1 Mp1 | 2 Mp2 | 3 Mp3 | 4 Sp1 | 5 Vg1 | 6 Vg2 | 7 CIP concrete | 8 Metal mesh | 9 Accent metal | 10 Terry Ave planters | 11 John Street planters | 12 Stone Tile

ELEVATIONS & MATERIALS

North Elevations

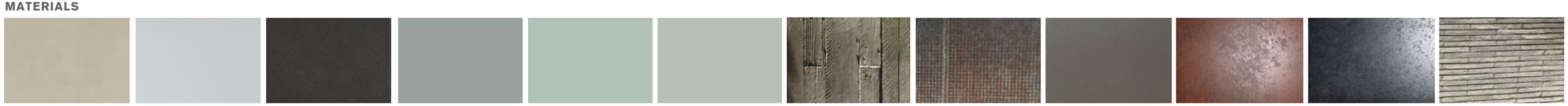


ENLARGED NORTH ELEVATION - 1/16”=1’



OVERALL NORTH ELEVATION - 1”=50’

MATERIALS



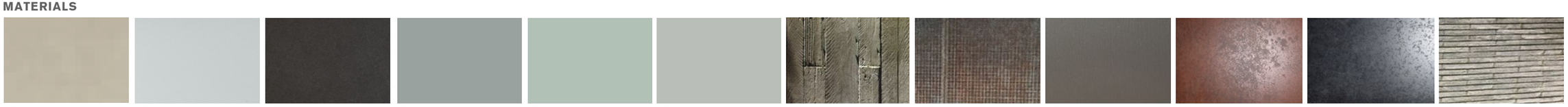
1 Mp1 | 2 Mp2 | 3 Mp3 | 4 Sp1 | 5 Vg1 | 6 Vg2 | 7 CIP concrete | 8 Metal mesh | 9 Accent metal | 10 Terry Ave planters | 11 John Street planters | 12 Stone Tile

ELEVATIONS & MATERIALS

North Elevations

ENLARGED NORTH ELEVATION - 1/16”=1’

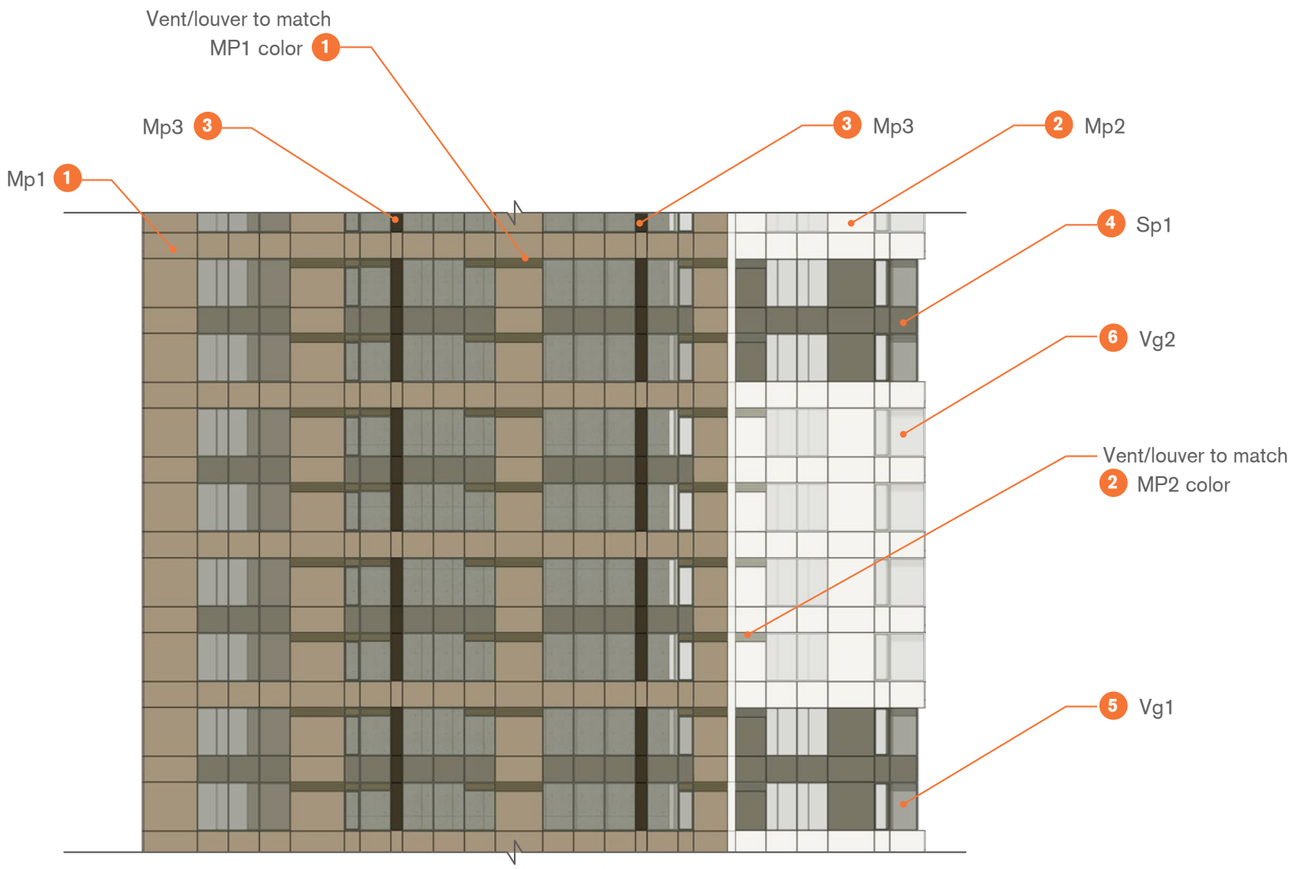
MATERIALS



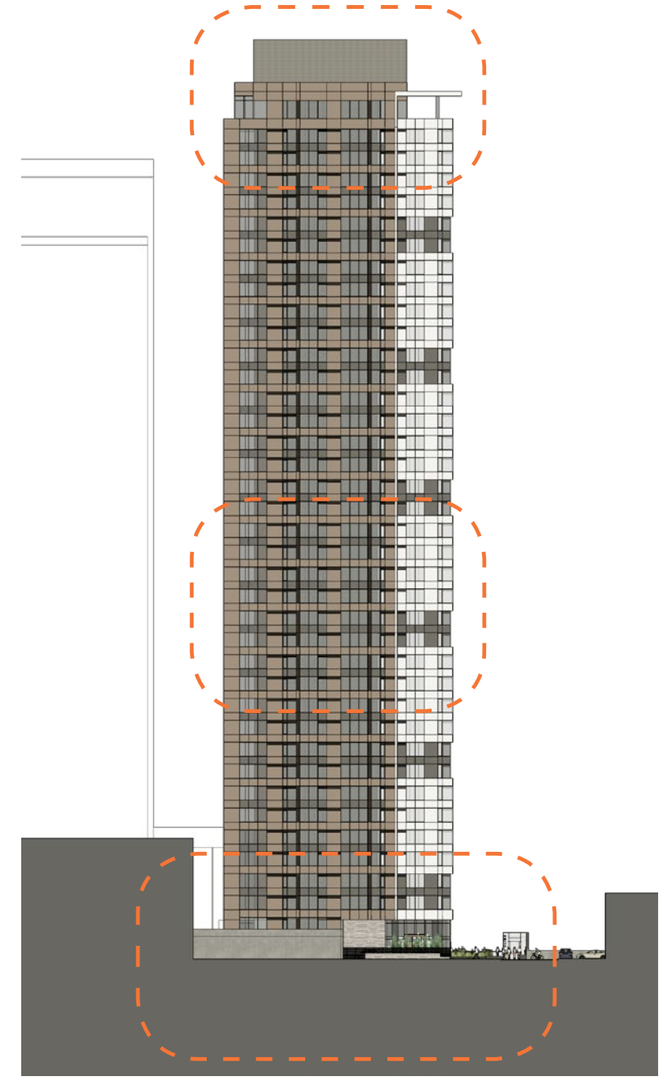
1 Mp1 | 2 Mp2 | 3 Mp3 | 4 Sp1 | 5 Vg1 | 6 Vg2 | 7 CIP concrete | 8 Metal mesh | 9 Accent metal | 10 Terry Ave planters | 11 John Street planters | 12 Stone Tile

ELEVATIONS & MATERIALS

East Elevations

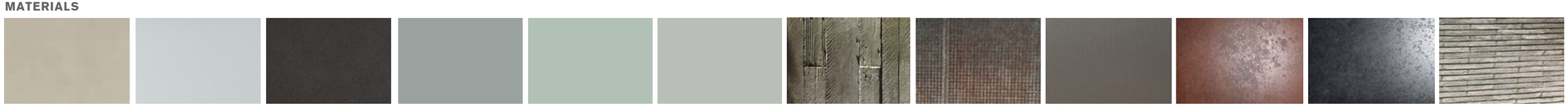


ENLARGED EAST ELEVATION - 1/16”=1’



OVERALL EAST ELEVATION - 1”=50’

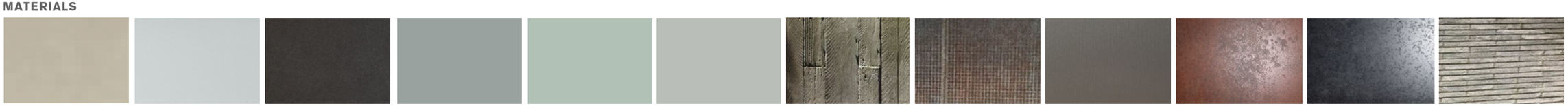
MATERIALS



1 Mp1 | 2 Mp2 | 3 Mp3 | 4 Sp1 | 5 Vg1 | 6 Vg2 | 7 CIP concrete | 8 Metal mesh | 9 Accent metal | 10 Terry Ave planters | 11 John Street planters | 12 Stone Tile

ENLARGED EAST ELEVATION - 1/16”=1’

MATERIALS

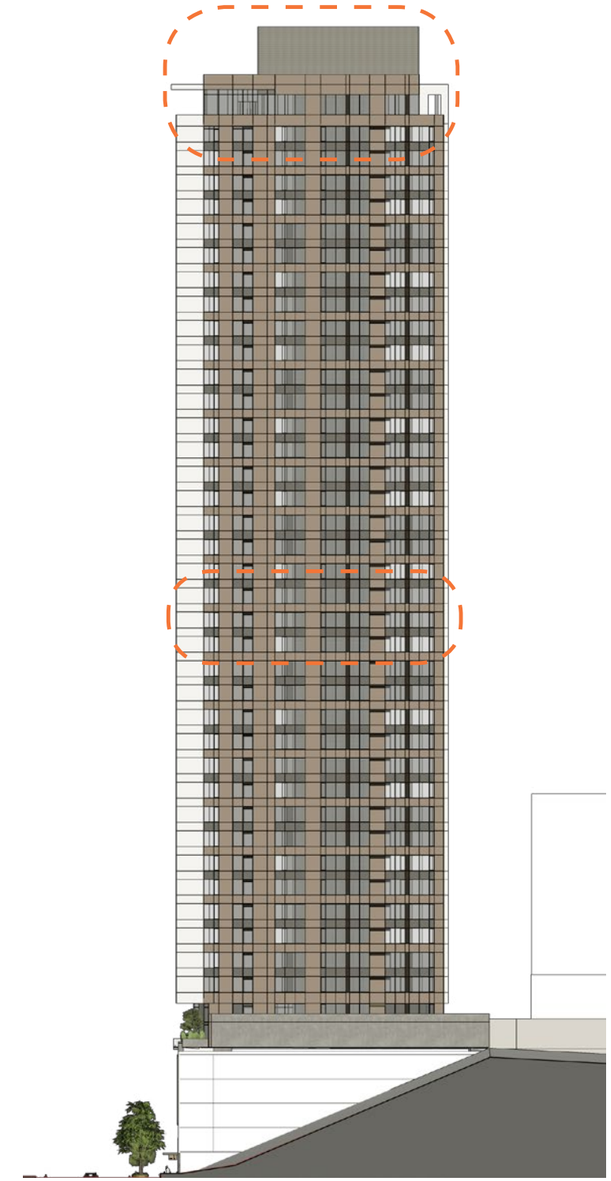


1 Mp1 | 2 Mp2 | 3 Mp3 | 4 Sp1 | 5 Vg1 | 6 Vg2 | 7 CIP concrete | 8 Metal mesh | 9 Accent metal | 10 Terry Ave planters | 11 John Street planters | 12 Stone Tile

ELEVATIONS & MATERIALS

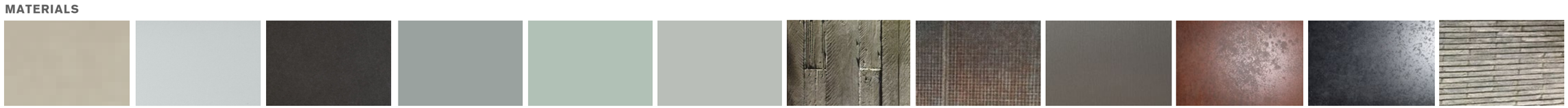
South Elevations

ENLARGED SOUTH ELEVATION - 1/16”=1’

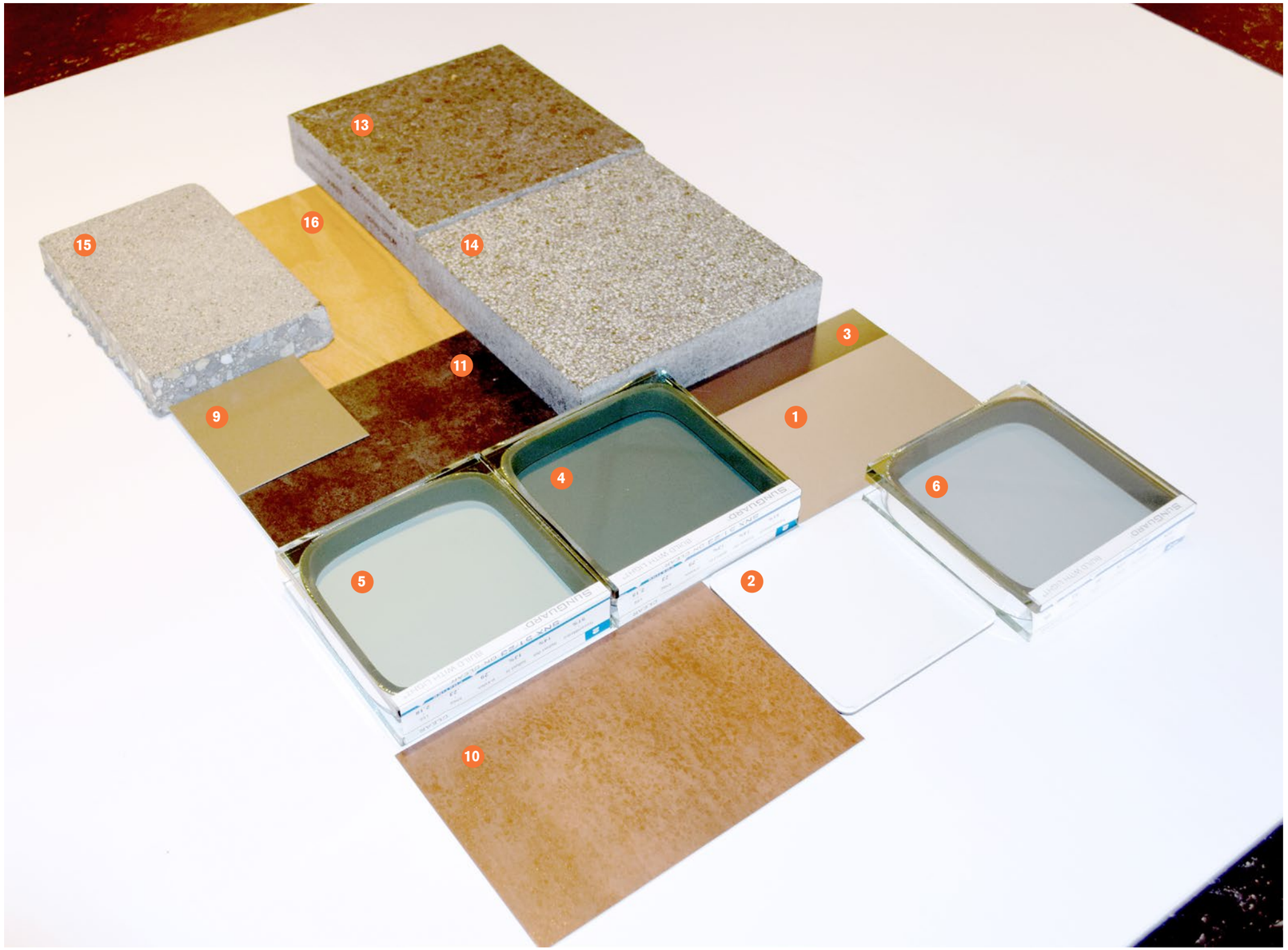


OVERALL SOUTH ELEVATION - 1”=50’

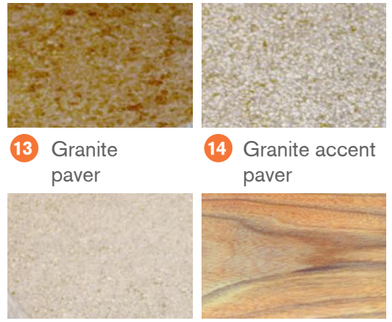
MATERIALS



1 Mp1 | 2 Mp2 | 3 Mp3 | 4 Sp1 | 5 Vg1 | 6 Vg2 | 7 CIP concrete | 8 Metal mesh | 9 Accent metal | 10 Terry Ave planters | 11 John Street planters | 12 Stone Tile



PAVERS & SOFFIT



13 Granite paver

14 Granite accent paver

15 CIP concrete driveway

16 Soffit

MATERIALS

1 Mp1

2 Mp2

3 Mp3

4 Sp1

5 Vg1

6 Vg2

7 CIP concrete

8 Metal mesh

9 Accent metal

10 Terry Ave planters

11 John Street planters

12 Stone Tile

LANDSCAPE DESIGN

8 Landscape Design

LANDSCAPE DESIGN

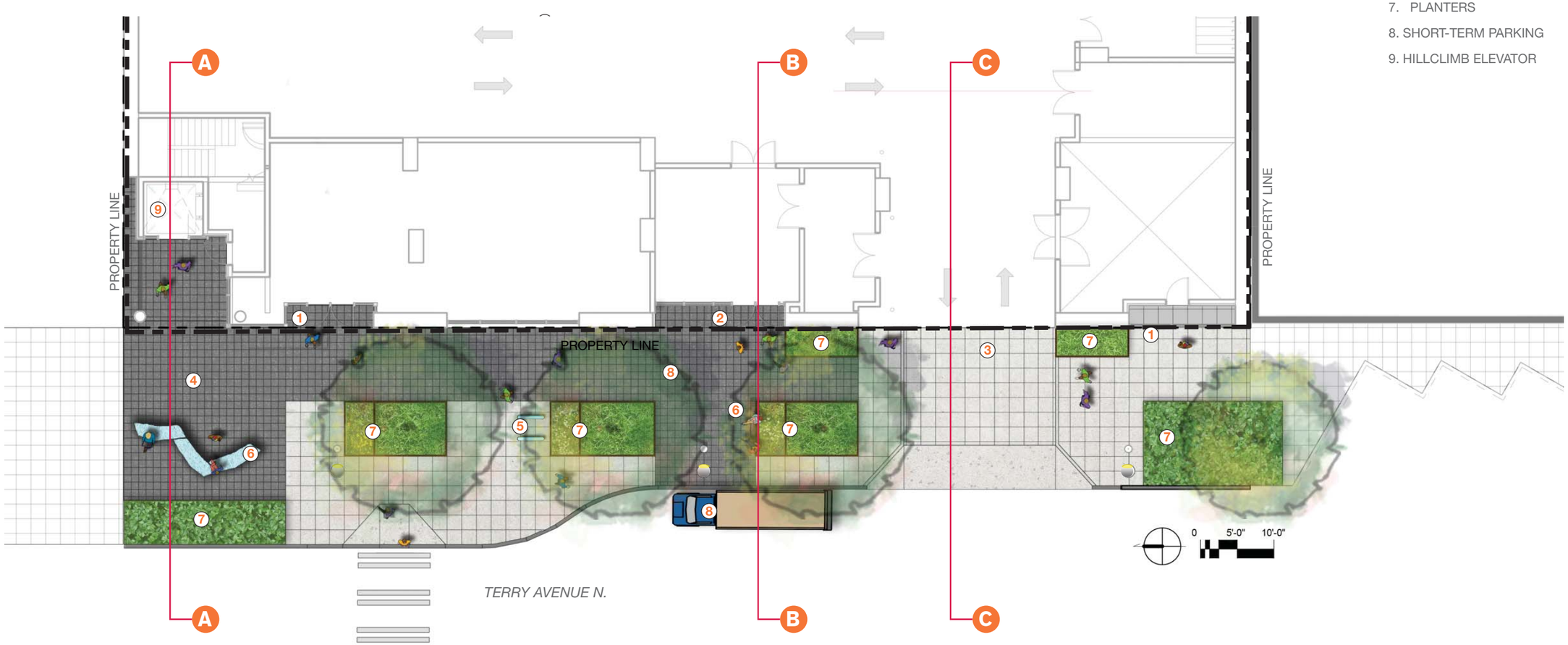
COMPOSITE SITE PLAN:

TERRY AVENUE N. STREET LEVEL AND JOHN STREET LEVEL

1. RETAIL FRONTAGE
2. RESIDENTIAL ACCESS
3. GARAGE ENTRANCE
4. PUBLIC PLAZA
5. WOONERF
6 BICYCLE AMENITIES
7. SEATING
8. PLANTERS
9. DECORATIVE SCREEN
10. ACCESS DRIVE
11. SHORT-TERM PARKING
12. HILLCLIMB ELEVATOR
13. OVERLOOK
14. EXTERIOR TERRACE

TERRY AVENUE N. SITE PLAN

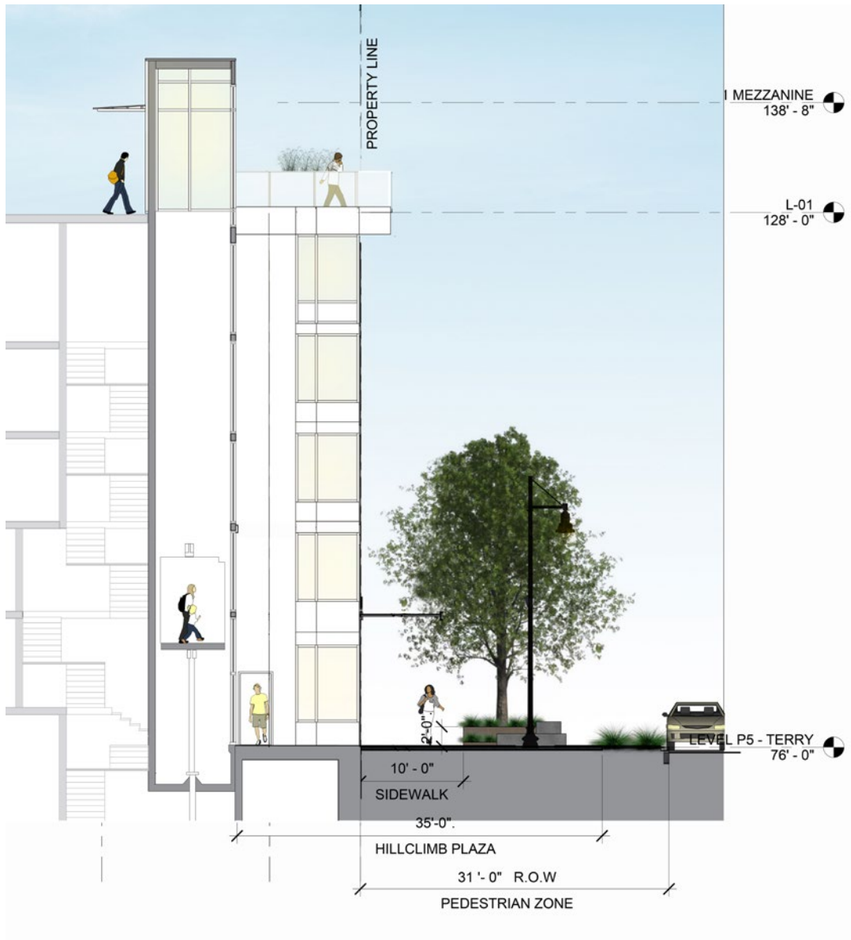
1. RETAIL FRONTAGE
2. RESIDENTIAL ACCESS
3. GARAGE ENTRANCE
4. PUBLIC PLAZA
5. BICYCLE AMENITIES
6. SEATING
7. PLANTERS
8. SHORT-TERM PARKING
9. HILLCLIMB ELEVATOR



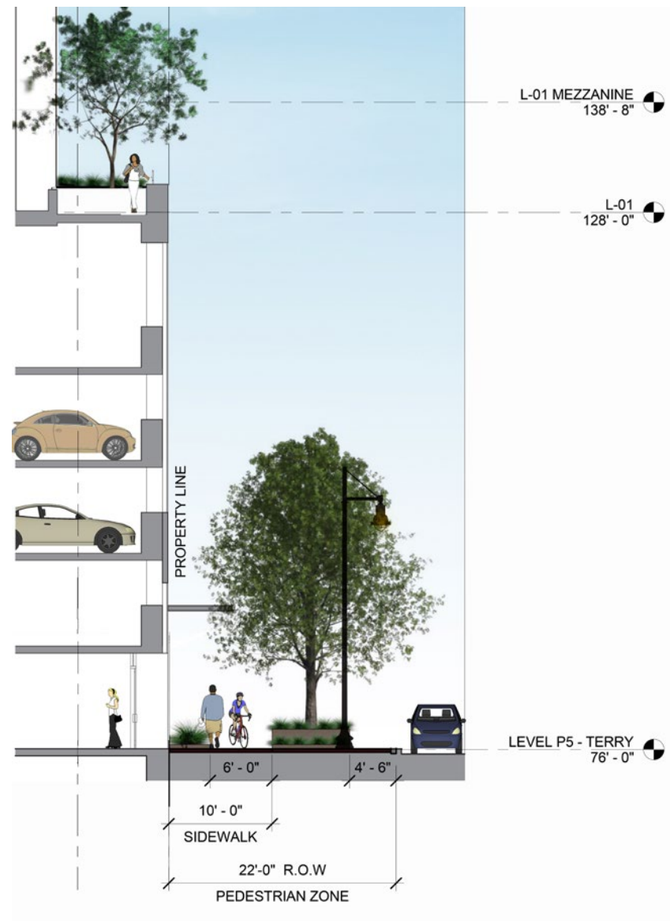
LANDSCAPE DESIGN

Terry Ave Sections

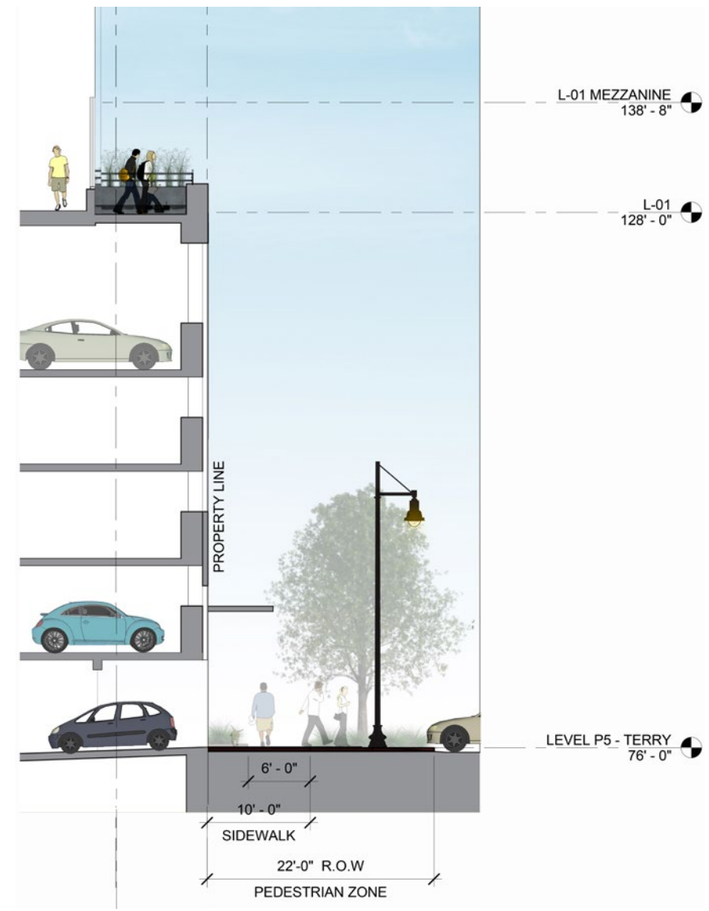
A ENLARGED SECTION - TERRY AVE AT ELEVATOR - SECTION A-A



B ENLARGED SECTION - TERRY AVE AT RESIDENTIAL LOBBY - SECTION B-B



C ENLARGED SECTION - TERRY AVE AT GARAGE ENTRY - SECTION C-C



LANDSCAPE MATERIALS

HARDSCAPE

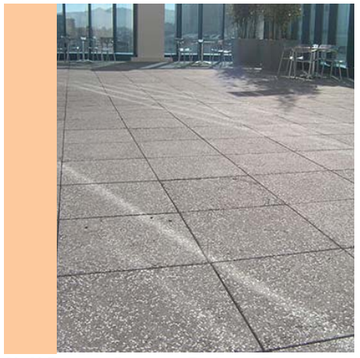
PAVING INSPIRATION IMAGE - John St. Hillclimb Pedestrian Route and Plaza

1'x1' Dark Granite Pavers
Sandscoured Finish

1'x1' Medium Granite Pavers
Bush Hammered Finish

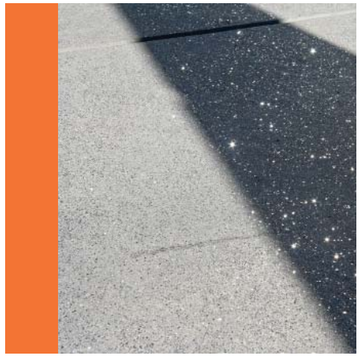
1'x1' Light Granite Pavers
Sandblast Finish

Granite Veneer Planter Wall



2'x2' Precast Concrete Pedestal Pavers

City of Seattle Standard CIP Concrete Paving, 2'x2' Scoring



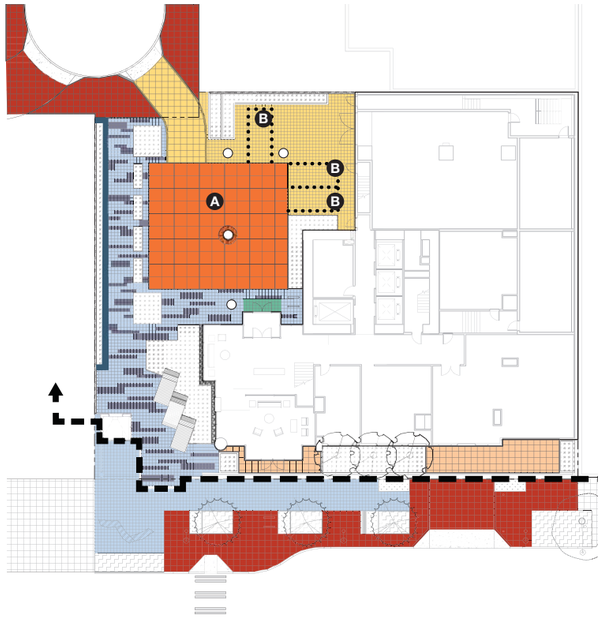
Sandblasted CIP Concrete Paving, Type 1: 4'x4' Scoring with Silicon Carbide and Double lamp black additives.

A Metal Inlay at 4'X4' Vehicular Paving Joints

Sandblasted CIP Concrete Paving, Type 2 (2'x2' Scoring) and Type 3 (1'x1' Scoring). Double lamp black additive.

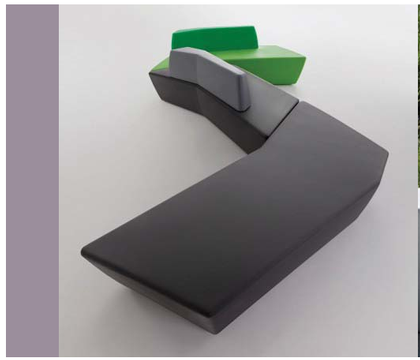
B Decorative Steel Parking Studs

KEY PLAN



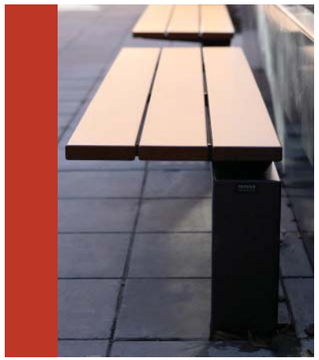
LANDSCAPE MATERIALS

SITE FURNISHINGS

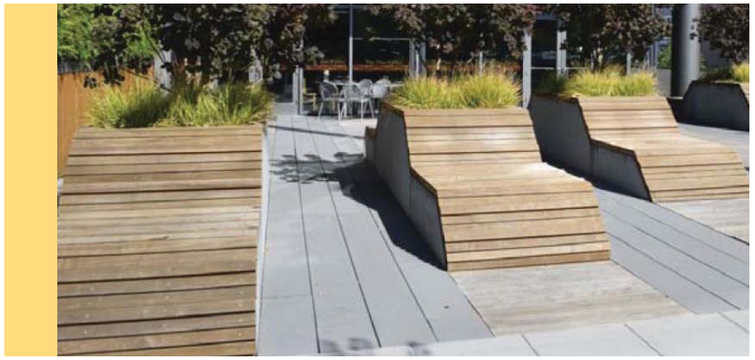


Sculptural Bench (Inspiration Image 1)

Sculptural Bench (Inspiration Image 2)



Cantilevered Wood Bench at Planter

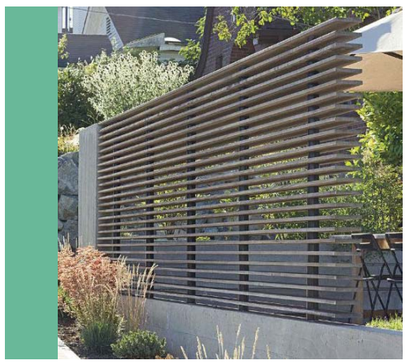


Wood Seating Plinths (Actual design to be unique from Amazon example above)

Bicycle Amenities

Raised Planter Beds - Corten Steel

Raised Planter Beds - Painted Steel (Color to be Charcoal)



Decorative Wood Screen

KEY PLAN

PLANTING DESIGN

TERRY AVENUE N. STREETSCAPE

INSPIRATION IMAGE

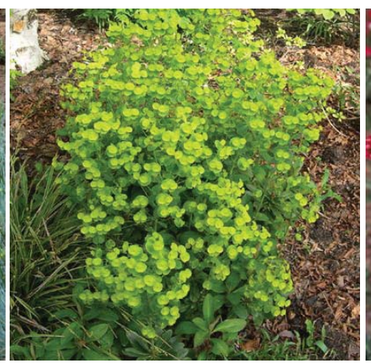
PLANTING CONCEPT

The Planting Concept for the Terry Avenue N. Streetscape applies many of the Street Design Guidleines published in 2005 to create an urban experience with a contemporary, industrial aesthetic:

* Retention of an exising Big Leaf Maple tree with expansion of its planted area
* Introduction of additional large Maple tree species along the street frontage
* Use of drought-tolerant plant material with textural variety and contrast
* Use of Corten steel to create low planter walls and recall the street's industrial heritage

Acer nigrum 'Green Column'
Green Column Black Maple (Actual species TBD with SDOT Approval)

Festuca idahoensis 'Siskiyou Blue'
Siskiyou Blue Fescue



Euphorbia amygdaloides var. robbiae
Wood spurge

Achillea millefolium 'Paprika'
Paprika Common Yarrow

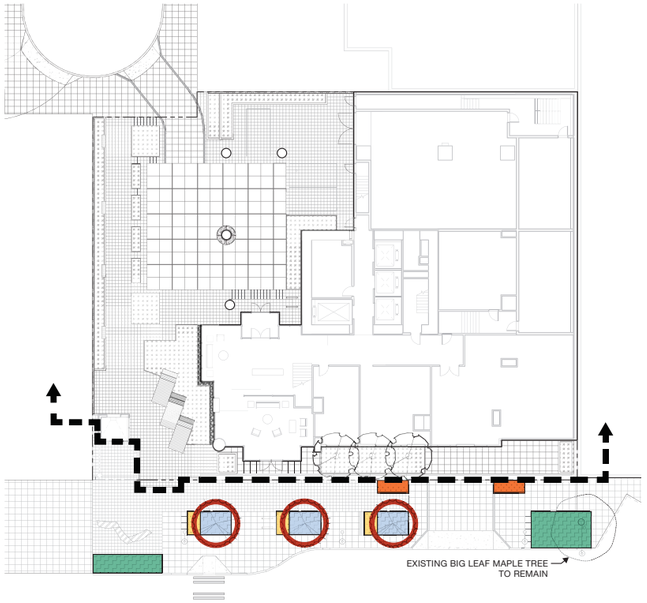
Rhaphiolepis umbellata 'Minor'
Dwarf Yeddo Hawthorn

Lonicera pileata
Privet honeysuckle

Senecio greyi
Daisy Bush

HEWITT

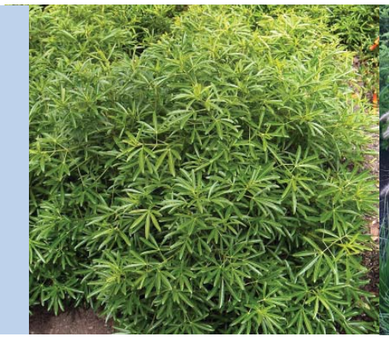
KEY PLAN



PLANTING DESIGN

LEVEL 01 (ACCESS FROM JOHN STREET)

Lagerstroemia indica x fauriei 'Natchez'
Natchez Crape Myrtle



Choisya ternata 'Aztec Pearl'
Aztec Pearl Mexican Orange Blossom

Pennisetum alopecuroides 'Little Bunny'
Little Bunny Fountain Grass

Calamagrostis x acutiflora 'Karl Foerster'
Foerster's Feather Reed Grass

Podocarpus m. 'Maki'
Shrubby Yew Pine

Fatsia japonica
Japanese Fatsia

Cornus alba 'Bailhalo'
Ivory Halo Dogwood

Acanthus mollis 'Oak Leaf'
Grecian Pattern Plant

Sarcococca hookeriana var. humilis
Himalayan Sweet Box

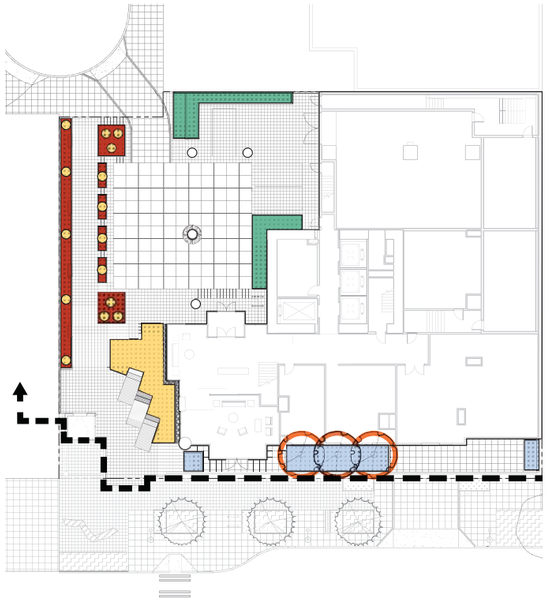
Dryopteris wallichiana
Wallich's Wood Fern

Dryopteris erythrosora
Autumn Fern

Hakonechloa macra 'Aureola'
Japanese Forest Grass

Hosta 'Eola Sapphire'
Plantain Lily

KEY PLAN



COMPOSITE SITE PLAN:

LEVEL 01 MEZZANINE AND ROOF AMENITY

Lagerstroemia indica x fauriei 'Natchez'
Natchez Crape Myrtle

Cephalotaxus harringtonia 'Prostrata'
Spreading plum yew

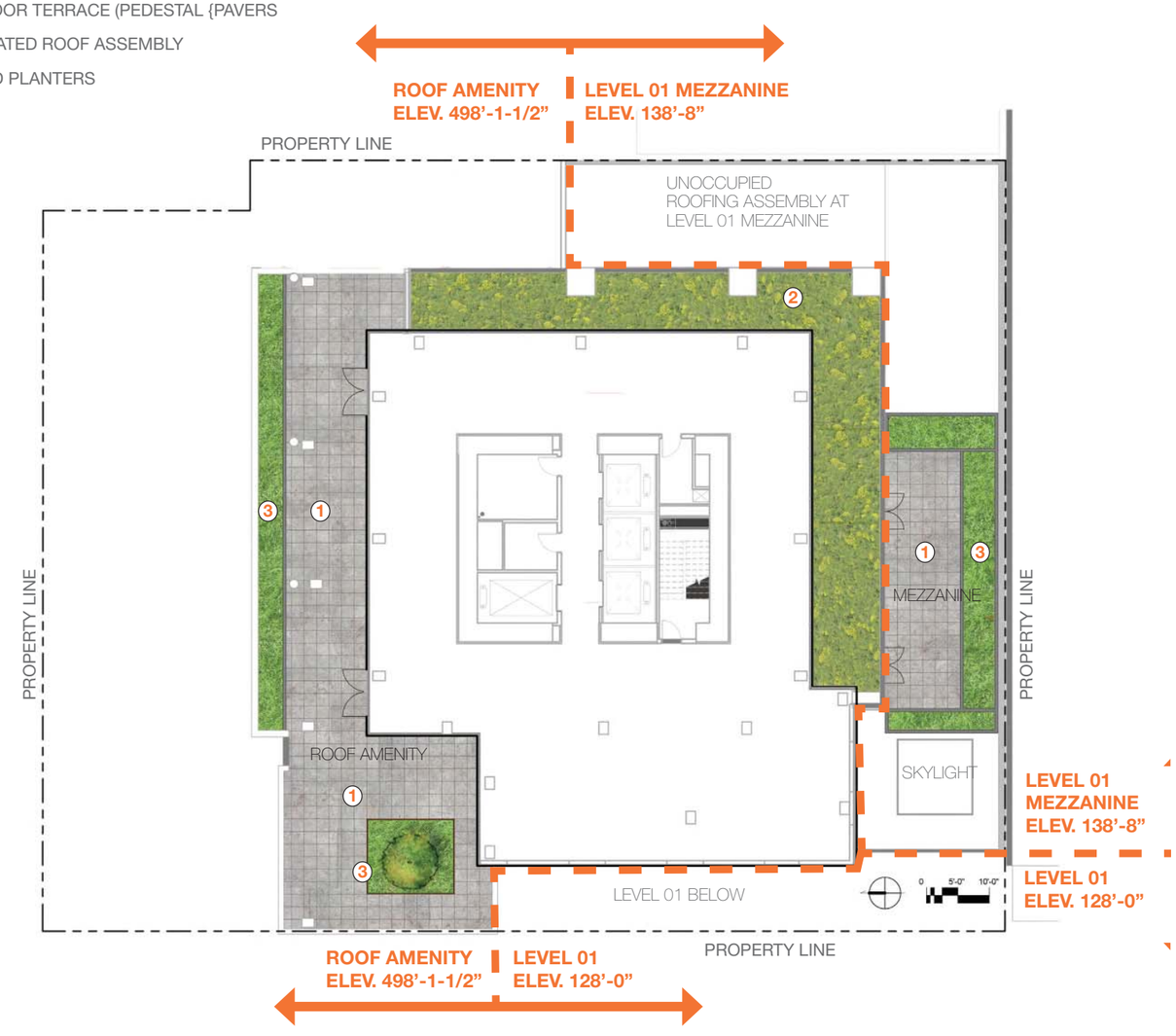
Pennisetum alopecuroides 'Little Bunny'
Little Bunny Fountain Grass

Calamagrostis x acutiflora 'Karl Foerster'
Foerster's Feather Reed Grass

Achillea millefolium 'Paprika'
Paprika Yarrow

Sedum Green Roof

1. OUTDOOR TERRACE (PEDESTAL {PAVERS
2. VEGETATED ROOF ASSEMBLY
3. RAISED PLANTERS

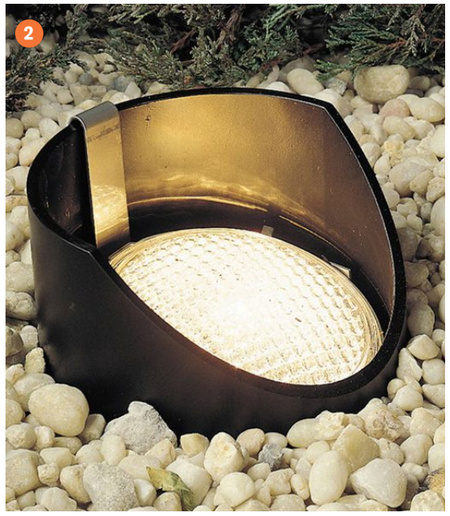


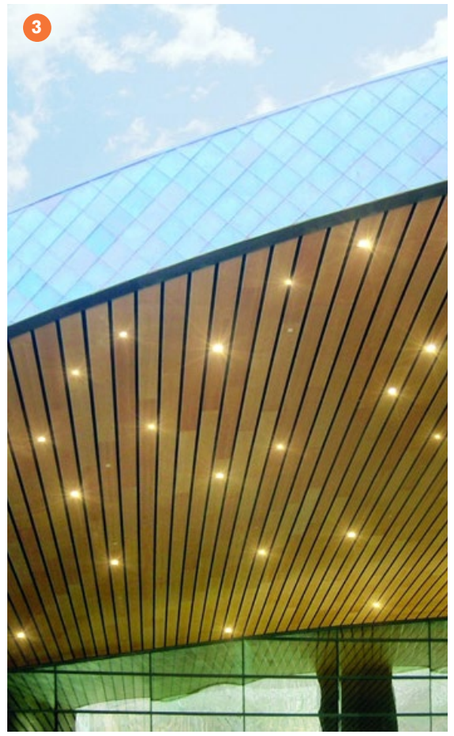
Page left intentionally blank.

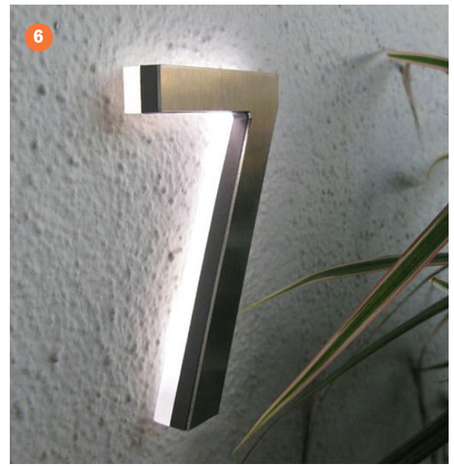
9 Lighting & Signage Design

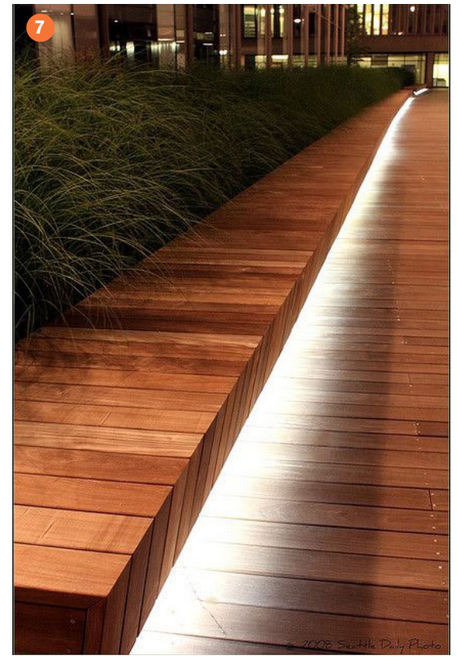
LIGHTING & SIGNAGE DESIGN

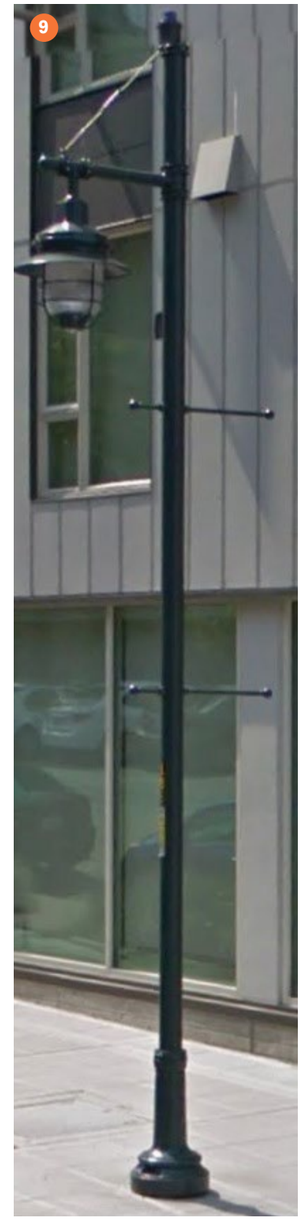
Lighting Plan











LIGHTING & SIGNAGE DESIGN

1001 JOHN

1001 JOHN
124 TERRY AVE

1001 JOHN
124 TERRY AVE

LIGHTING & SIGNAGE DESIGN

Signage Plan

1
1001 JOHN

2
HILL CLIMB

3
HILL CLIMB

4
retail

5
1001 JOHN

6
124 TERRY AVE

CAFE

SOCIAL
ALL DAY BAR

Page left intentionally blank.

10 Design Departures

DESIGN DEPARTURES

DESIGN DEPARTURE SUMMARY MATRIX

	CODE REQUIREMENT	DEPARTURE REQUEST	EXPLANATION OF DEPARTURE	BOARD RESPONSE
1	**Height Limit for Podiums 23.48.245**			
	B.4.a - Height limit for podiums. The specific podium height for a lot is shown on Map A for 23.48.245, and the height limit extends from the street lot line to the parallel alley lot line, or, where there is no alley lot line parallel to the street lot line, from the street lot line to a distance of 120 feet from the street lot line, or to the rear lot line, if the lot is less than 120 feet deep. The podium height is measured from the grade elevation at the street lot line. Map A indicates podium height at 45' in this area.	Applicant requests additional podium height of 7-9 feet in elevation from Terry Street Grade.	The site is a very unusual topographic condition with a 53' elevation change from the low grade at Terry to John Street above. We intend to align the top of our podium with the upper level at John St. This will enable us to continue the "woonerf" to the East of the site onto to "roof" of the podium thereby creating a public pedestrian overlook and tower plaza. Making this grade connection will also enable our site to facilitate the public pedestrian connection via elevator from Terry St. below to John Street. Applicant is eliminated use of a podium at upper John Street to maximize open space. The Requested Departure supports the following Design Guidelines: 1. Seattle Design Guidelines – CS2. Urban Pattern and Form – B.3 Character of Open Space: This departure will allow the plaza on the "roof" of the podium to match the adjacent grade at John Street, facilitate public pedestrian connection east to Fairview and create a seamless "woonerf" environment. 2. Seattle Design Guidelines – PL1. Connectivity A.1 Enhancing Open space and B.1 Pedestrian infrastructure: This departure allows the project to facilitate connections to adjacent sites by providing a seamless through block connection and easily accessible public plaza	The Board members indicated early support for this departure, depending on how well the project responds to the board guidance on the design of publicly accessible plazas. CS2.B.2
2	**Area Limits for Podiums 23.48.245**			
	B.4.b - Podium floor area limits. For the podiums of structures with residential uses that exceed the base height limit established for the zone under subsection 23.48.225.A.1 and for structures with non-residential uses that exceed a height of 85 feet, the average floor area coverage of required lot area, pursuant to subsection 23.48.245.A, for all the stories below the podium height specified on Map A for 23.48.245, shall not exceed 75 percent of the lot area, except that floor area is not limited for each story if the total number of stories below the podium height is three or fewer stories, or if the conditions in subsection 23.48.245.B.4.c apply.	Applicant proposes 100% lot coverage.	The literal interpretation of this would create a large hole, 25% of the site area, and eliminate the John Street public plaza referenced above. We intend to create as much contiguous public pedestrian friendly open space at the John St. plaza as possible. The Requested Departure supports the following Design Guidelines: 1. South Lake Union Neighborhood Design Guidelines – PL1. Connectivity – III. Pedestrian Open Spaces and Entrances: This departure will provide adequate public pedestrian open space and public access at the plaza level.	The Board members indicated early support for this departure, depending on how well the project responds to the board guidance on the design of publically accessible plazas. CS2.B.2
3	**Rooftop Setback - Structure Height 23.48.025**			
	At the applicant's option, the combined total coverage of all features listed in subsections 23.48.025.C.4 and 23.48.025.C.7 above may be increased to 65 percent of the roof area, provided that all of the following are satisfied: b. No rooftop features are located closer than 10 feet to the roof edge.	Extend portions of building massing above 400 foot height limit without 10 foot setback. Other portions above 400 foot height limit will be set back by 10 foot requirement.	The massing of the building will be more vertical and will decrease the "wedding cake" effect of a 10 foot step back at all facades. By continuing the tower massing vertically at this point, the glazed community room will be a more compelling architectural element and allow a more dramatic view out from the building. The rooftop "halo" will also be uplit to create a dynamic presence for the building top. The Requested Departure supports the following Design Guidelines: 1. Seattle Design Guideline - DC2. Architectural Concept – A1. Massing: This departure will allow better vertical tower expression and contrast between various tower components at the building top.	The Board indicated early support for this departure, provided the roof coverage area does not exceed the allowed 65% coverage which it does not.

DESIGN DEPARTURE SUMMARY MATRIX

	CODE REQUIREMENT	DEPARTURE REQUEST	EXPLANATION OF DEPARTURE	BOARD RESPONSE
4	**Curb Cuts 23.48.085 E**			
	Permitted access shall be limited to one two-way curb cut 23.48.085.	We require one two-way curb cut on Terry Avenue to access our garage. The applicant requests an additional 12' wide two-way curb cut for loading/ temporary parking access to the plaza/lobby level on John Street (no parking access).	The curb cut is necessary to both solve an existing problem on John Street and also to fully mitigate the impacts of a 404-unit residential tower addressed as 1001 John Street. Mail and delivery room is from John, per USPS standards. Currently John Street is a narrow dead end street serving access to the subject parcel's roof and to the busy Amazon Arizona building garage and loading dock. Cars and trucks currently utilize the roof of the building currently on our project site in order to exit the dead end John Street. The John Street dead end is currently congested with Amazon trucks and an incredible number of uber drop-offs for Amazon workers. To help solve this existing issue we will build a cul-de-sac on John Street to facilitate turnarounds. John Street will be 25 feet wide at its most narrow part, bulbing to 4 feet wide in its widest condition. SDOT specs require a no-stopping fire lane on John Street which does not allow stopping or parking in cul de sac–we cannot create a "load zone" in this location. Therefore, if we did not have the curb cut, any deliveries or drop offs would block Amazon's frontage, which is already congested. As a building with 404 residential units we anticipate frequent delivery traffic (Amazon, Blue Apron, UPS, etc.) and we must allow for a place for these delivery vehicles to park to lessen the impact to a very congested John Street. This is a crucial departure to the building's operation. We have reduced the curb cut width to 12' to reduce any impacts to pedestrians and to signal to users to slow down. We have also thoughtfully designed the curb cut along with the plaza to make it a shared pedestrian/delivery/lobby arrival area. Certain areas will be designated as "loading/temporary parking areas." We have also physically separated the outlook/hill climb conection from the plaza so that cars cannot drive on this area. The curb cut would not serve move in move out function; move in move out is required to occur from the Terry Avenue curb cut/garage, where we have designated specific locations for move in/move out.	The four board members present were split on their support for this departure request. Two board members supported the curb cut access, noting the site has a unique relationship to the abutting right of ways with the topography and the 'dead end' of John St. The other two board members were not convinced of its need
5	**Street Level Setbacks 23.48.240**			
	Street-level development standards in Section 23.48.040 apply to all streets in SM-SLU zones designated as Class 1 Pedestrian Streets, Class 2 Pedestrian Streets, or Neighborhood Green Streets as shown on Map A for 23.48.240. B. General facade requirements: 1. Permitted setbacks from street lot lines. The street-facing facades of a structure are permitted to set back from the street lot line as follows: b. Except on Class 1 Pedestrian Streets the street-facing facade of a structure may be set back up to 12 feet from the street lot line subject to the following (Exhibit B for 23.48.240):	A. The project fronts John Street for 8 feet to the southwest of John because of a previously vacated alley. Applicant requests a setback of 49'-7" along John Street.	The amount of frontage along John Street is so minimal that extending the facade to a 12' setback would not enhance the John Street experience, which is the intent of the maximum setback requirement. Extending the building to meet the 12' setback requirement would obstruct the view into the public plaza and diminish the open, welcoming nature of the plaza. A landscaped planter at 7 foot offset provides visual interest.	This departure was not presented at the EDG meeting
6	**Tower Separation 23.48.245**			
	Per SMC 23.48.245.G, a separation of 60 feet is required between all portions of residential structures above the podium height limit (45 feet) for structures with residential uses above the base height limit located on the same block. A Master Use Permit (MUP) application has been submitted on an adjacent development site within this block. Based on the MUP application information available to SDCI, the tower separation standard is not met. Please modify the design to achieve the required tower separation or include a departure request to allow a reduced tower separation.	Tower separation less than 60' based on latter applicant's H5 Tower location (121 Boren #3021279). The project requests to setback its tower 17' from the east property line which results in maximum tower separation, based on H5's current plans, of 33', 42', and 46'-4".	Following the direction from our EDG meeting and the design review board we have kept the tower out of the vacated John Street ROW. Along with staying out of the vacated John Street ROW we have voluntarily moved the tower as far west 7' and north 5' as we can to separate it from the property to the east (H5 Development project #3021279). The result of this tower move eliminated half of the residential units in the podium levels. Due to the size and geometry of our site there are very few tower location options and these were presented at our EDG meeting. The proposed tower stands 17'-0" off the east property line and 15' or more off the south property line. Based on the drawings submitted by H5 on 3-23-16, this would create a tower separation of 42' and 46' above 125' and 33' separation below 125'. Tower separation could change if H5 revises their design. Towers are currently offset 30' north/south.	This departure was not formally presented at the EDG meeting

1 Height Limit for Podiums 23.48.245

Proposed Departure Condition

CODE REQUIREMENT

B.4.a - Height limit for podiums. The specific podium height for a lot is shown on Map A for 23.48.245, and the height limit extends from the street lot line to the parallel alley lot line, or, where there is no alley lot line parallel to the street lot line, from the street lot line to a distance of 120 feet from the street lot line, or to the rear lot line, if the lot is less than 120 feet deep. The podium height is measured from the grade elevation at the street lot line. Map A indicates podium height at 45' in this area.

DEPARTURE REQUEST

Applicant requests additional podium height of 7-9 feet in elevation from Terry Street Grade.

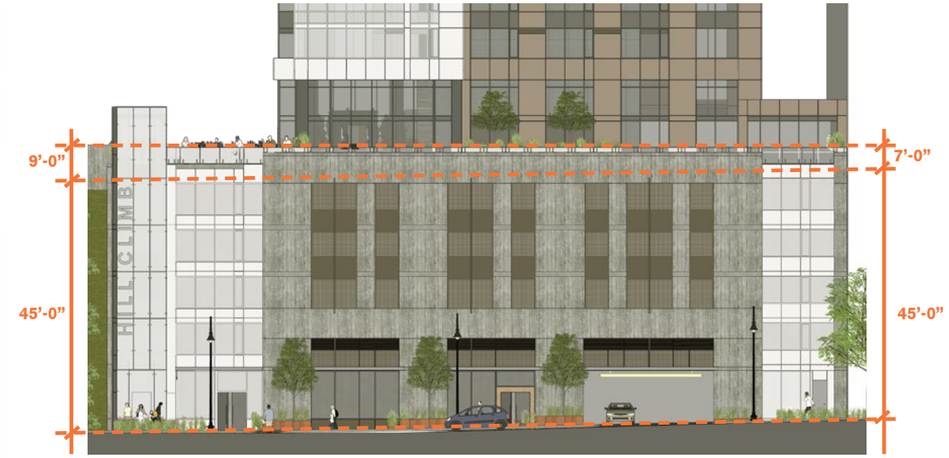
EXPLANATION OF DEPARTURE

The site is a very unusual topographic condition with a 53' elevation change from the low grade at Terry to John Street above. We intend to align the top of our podium with the upper level at John St. This will enable us to continue the "woonerf" to the East of the site onto to "roof" of the podium thereby creating a public pedestrian overlook and tower plaza. Making this grade connection will also enable our site to facilitate the public pedestrian connection via elevator from Terry St. below to John Street. Applicant is eliminated use of a podium at upper John Street to maximize open space. The Requested Departure supports the following Design Guidelines: 1. Seattle Design Guidelines – CS2. Urban Pattern and Form – B.3 Character of Open Space: This departure will allow the plaza on the "roof" of the podium to match the adjacent grade at John Street, facilitate public pedestrian connection east to Fairview and create a seamless "woonerf" environment.

2. Seattle Design Guidelines – PL1. Connectivity A.1 Enhancing Open space and B.1 Pedestrian infrastructure: This departure allows the project to facilitate connections to adjacent sites by providing a seamless through block connection and easily accessible public plaza

BOARD RESPONSE AT EDG (9.30.2015)

The Board members indicated early support for this departure, depending on how well the project responds to the board guidance on the design of publicly accessible plazas. CS2.B.2

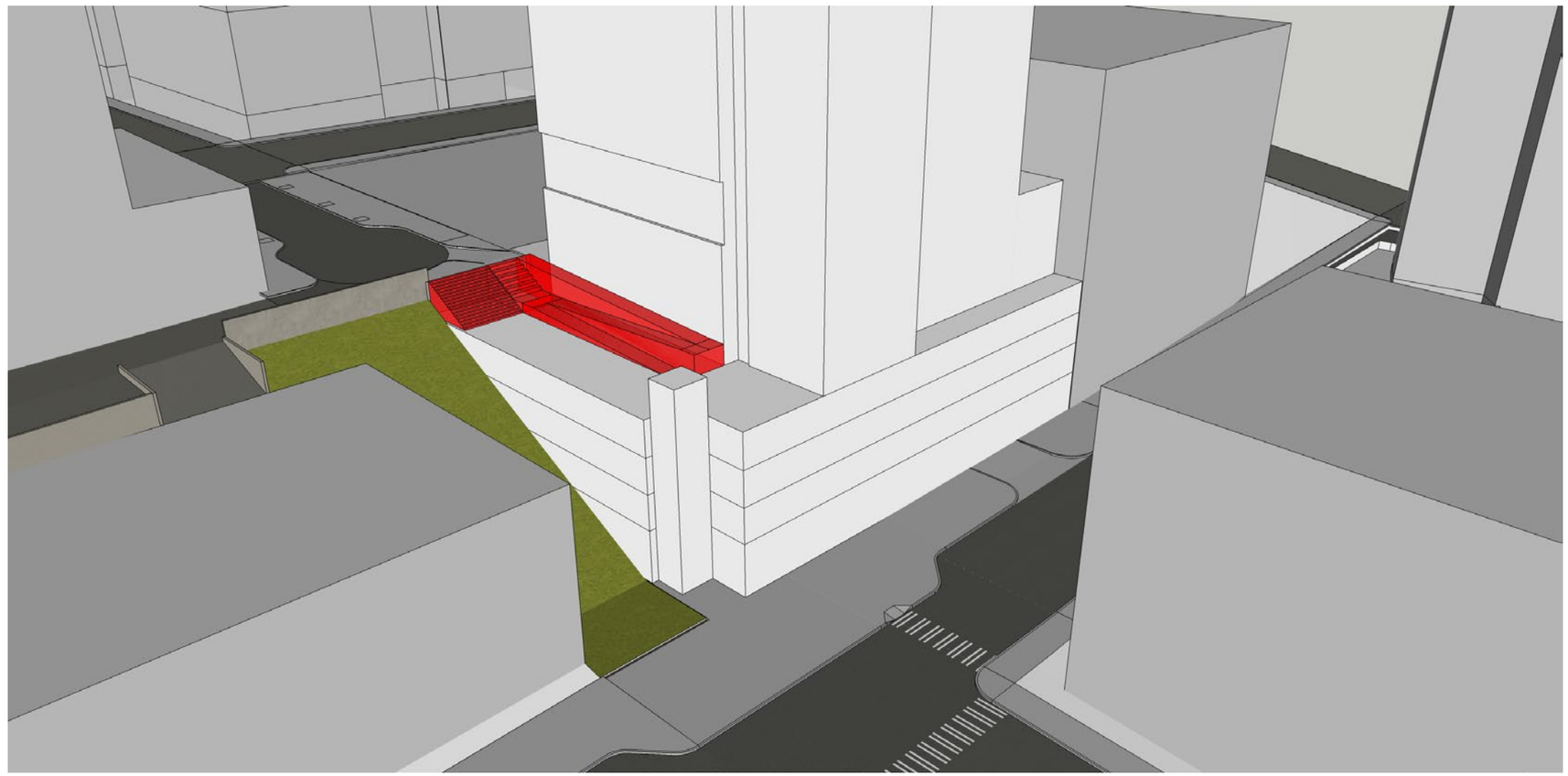


1 Height Limit for Podiums 23.48.245

Condition if Departure is NOT Granted

HARDSHIPS

- No grade connection from John Street to public pedestrian plaza.
- John Street pedestrian continuity is disrupted
- ADA connection requires inconvenient wheel-chair ramp
- Public access to hillclimb elevator and overlook plaza is compromised
- No longer complies with public open space amentiy criteria (grade change of ↑ 4')



2 Area Limits for Podiums 23.48.245

Proposed Departure Condition

CODE REQUIREMENT

B.4.b - Podium floor area limits. For the podiums of structures with residential uses that exceed the base height limit established for the zone under subsection 23.48.225.A.1 and for structures with non-residential uses that exceed a height of 85 feet, the average floor area coverage of required lot area, pursuant to subsection 23.48.245.A, for all the stories below the podium height specified on Map A for 23.48.245, shall not exceed 75 percent of the lot area, except that floor area is not limited for each story if the total number of stories below the podium height is three or fewer stories, or if the conditions in subsection 23.48.245.B.4.c apply.

DEPARTURE REQUEST

Applicant proposes 100% lot coverage.

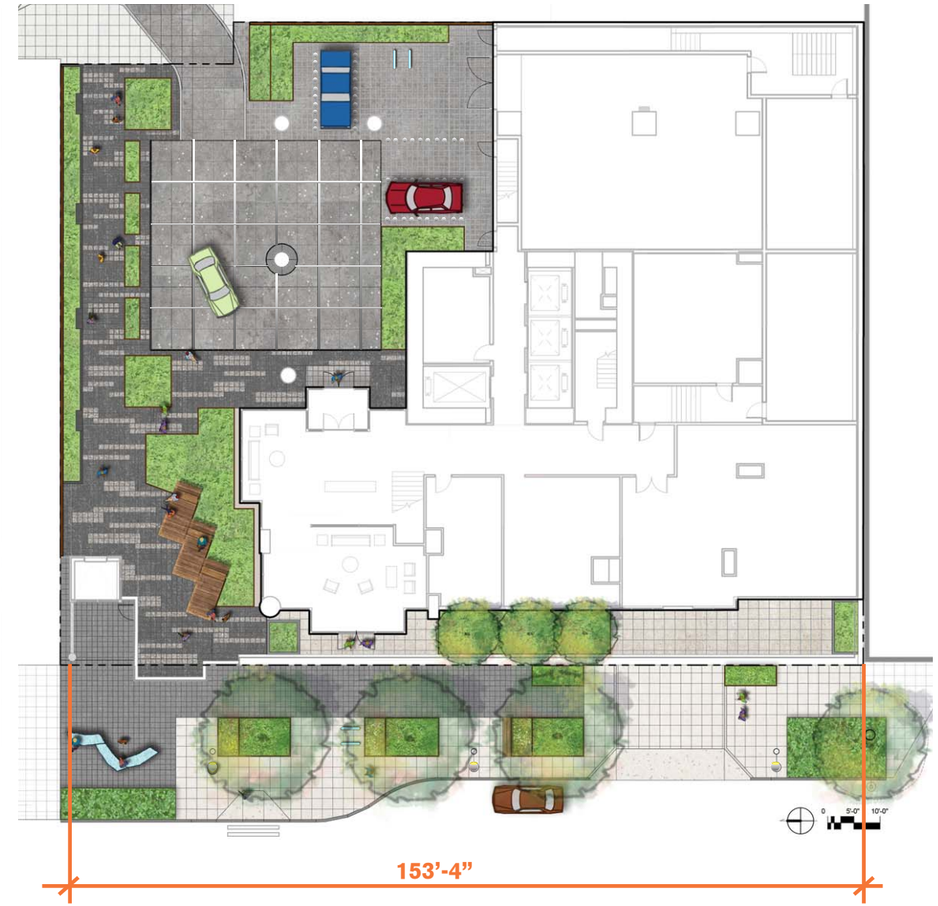
EXPLANATION OF DEPARTURE

The literal interpretation of this would create a large hole, 25% of the site area, and eliminate the John Street public plaza referenced above. We intend to create as much contiguous public pedestrian friendly open space at the John St. plaza as possible. The Requested Departure supports the following Design Guidelines:

1. South Lake Union Neighborhood Design Guidelines – PL1. Connectivity – III. Pedestrian Open Spaces and Entrances: This departure will provide adequate public pedestrian open space and public access at the plaza level.

BOARD RESPONSE EDG (9.30.2015)

The Board members indicated early support for this departure, depending on how well the project responds to the board guidance on the design of publically accessible plazas. CS2.B.2



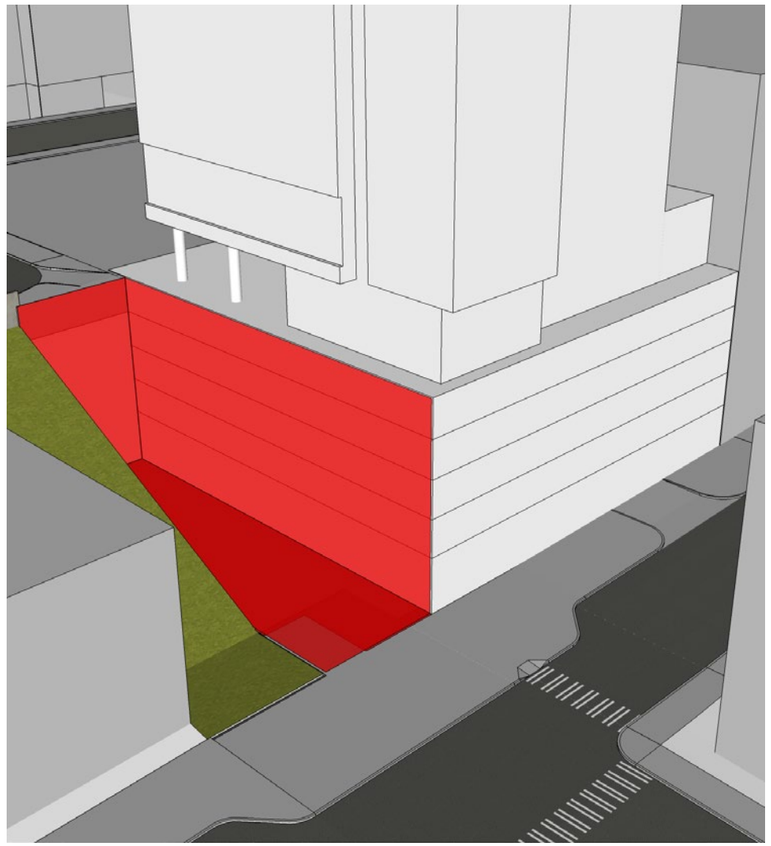
25% BEYOND ALLOWABLE LOT COVERAGE (USED AS OPEN SPACE)

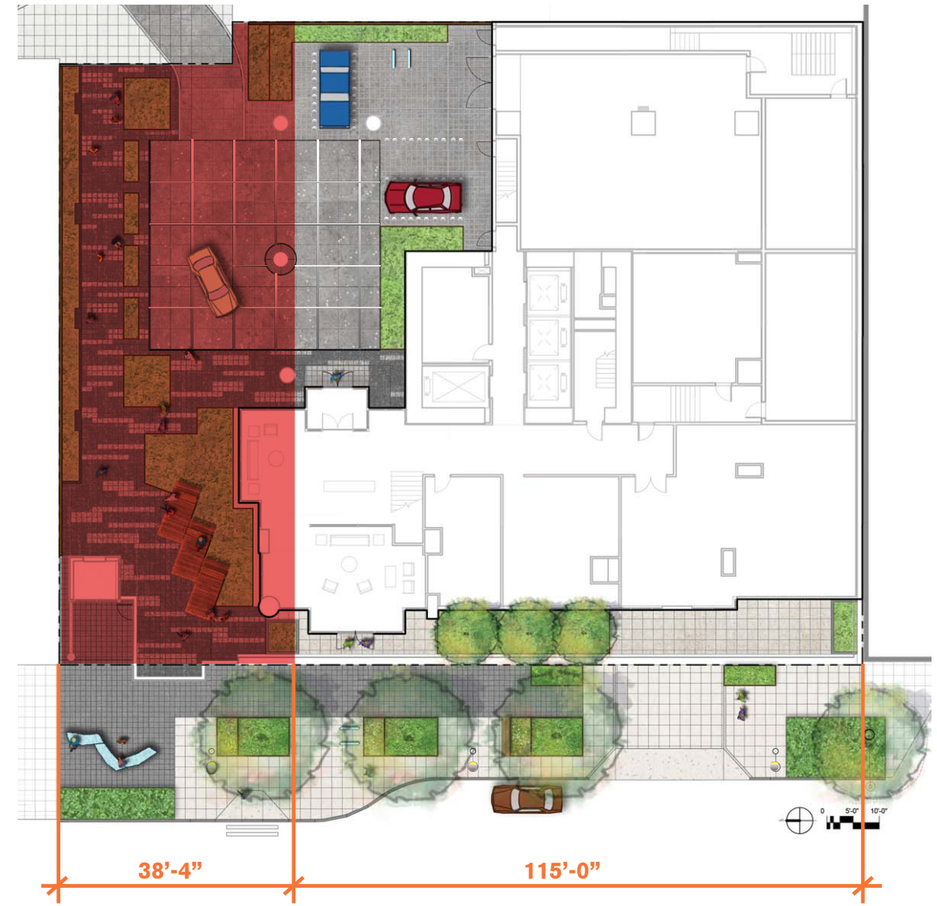
2 Area Limits for Podiums 23.48.245

Condition if Departure is NOT Granted

HARDSHIPS

- No room to create public amenities as plaza level
- Difficult to continue activities from John Street on to our site
- Creates an unusable volume within the project
- Creates exposed shoring wall at eased elevation adjacent to John Street





75% ALLOWABLE LOT COVERAGE

3 Rooftop Setback - Structure Height 23.48.025

Proposed Departure Condition

CODE REQUIREMENT

At the applicant's option, the combined total coverage of all features listed in subsections 23.48.025.C.4 and 23.48.025.C.7 above may be increased to 65 percent of the roof area, provided that all of the following are satisfied:

b. No rooftop features are located closer than 10 feet to the roof edge.

DEPARTURE REQUEST

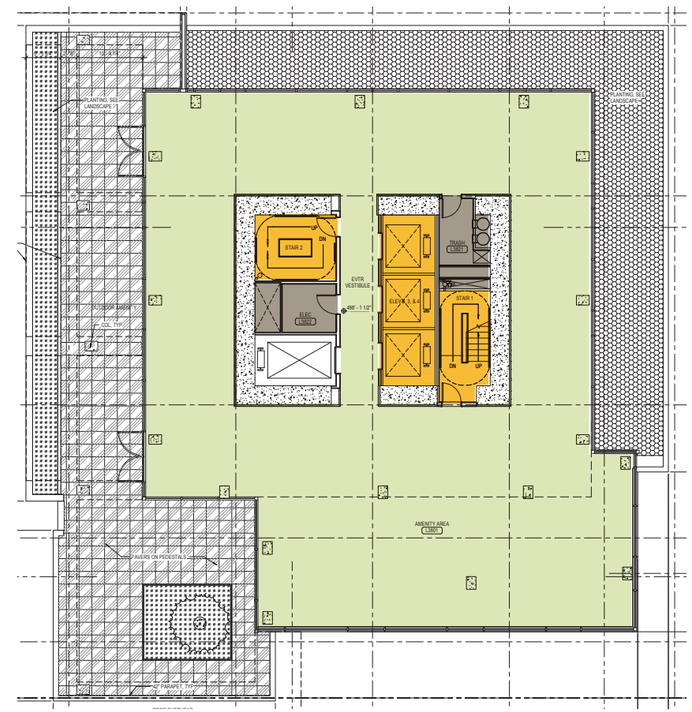
Extend portions of building massing above 400 foot height limit without 10 foot setback. Other portions above 400 foot height limit will be set back by 10 foot requirement.

EXPLANATION OF DEPARTURE

The massing of the building will be more vertical and will decrease the "wedding cake" effect of a 10 foot step back at all facades. By continuing the tower massing vertically at this point, the glazed community room will be a more compelling architectural element and allow a more dramatic view out from the building. The rooftop "halo" will also be uplit to create a dynamic presence for the building top. The Requested Departure supports the following Design Guidelines: 1. Seattle Design Guideline - DC2. Architectural Concept – A1. Massing: This departure will allow better vertical tower expression and contrast between various tower components at the building top.

BOARD RESPONSE AT EDG (9.30.2015)

The Board indicated early support for this departure, provided the roof coverage area does not exceed the allowed 65% coverage which it does not.

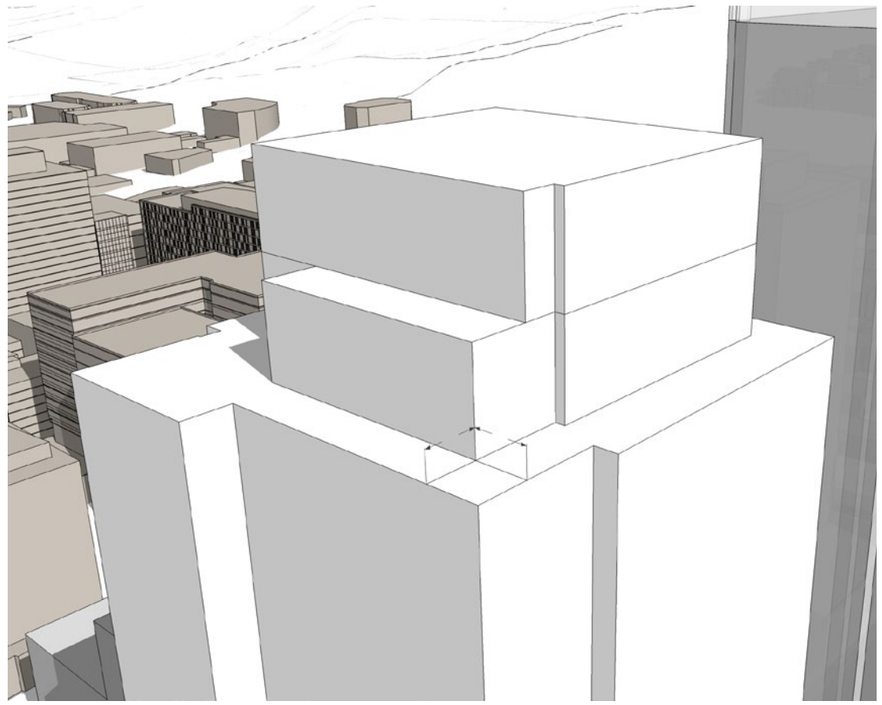


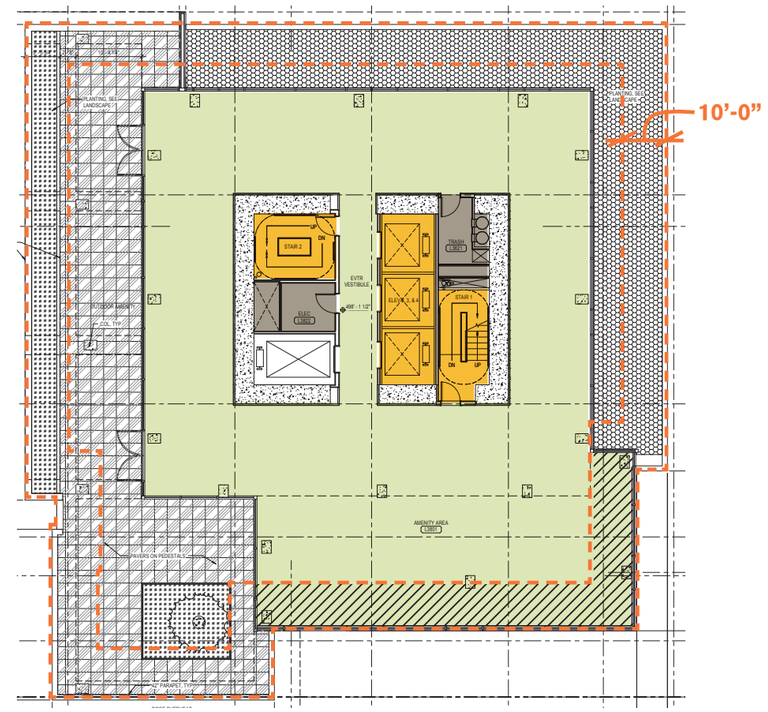
3 Rooftop Setback - Structure Height 23.48.025

Condition if Departure is NOT Granted

HARDSHIPS

- Building setback will cut off view opportunities from community room
- Consistent setback will prevent more interesting architectural massing
- Setback will cutoff view opportunities to the community room from the sidewalk





4 Curb Cuts 23.48.085 E

Proposed Departure Condition

CODE REQUIREMENT

Permitted access shall be limited to one two-way curb cut 23.48.085.

DEPARTURE REQUEST

We require one two-way curb cut on Terry Avenue to access our garage. The applicant requests an additional 12' wide two-way curb cut for loading/temporary parking access to the plaza/lobby level on John Street (no parking access).

EXPLANATION OF DEPARTURE

The curb cut is necessary to both solve an existing problem on John Street and also to fully mitigate the impacts of a 404-unit residential tower addressed as 1001 John Street. Mail and delivery room is from John, per USPS standards.

Currently John Street is a narrow dead end street serving access to the subject parcel's roof and to the busy Amazon Arizona building garage and loading dock. Cars and trucks currently utilize the roof of the building currently on our project site in order to exit the dead end John Street. The John Street dead end is currently congested with Amazon trucks and an incredible number of Uber drop-offs for Amazon workers. To help solve this existing issue we will build a cul-de-sac on John Street to facilitate turnarounds. John Street will be 25 feet wide at its most narrow part, bulbing to 4 feet wide in its widest condition.

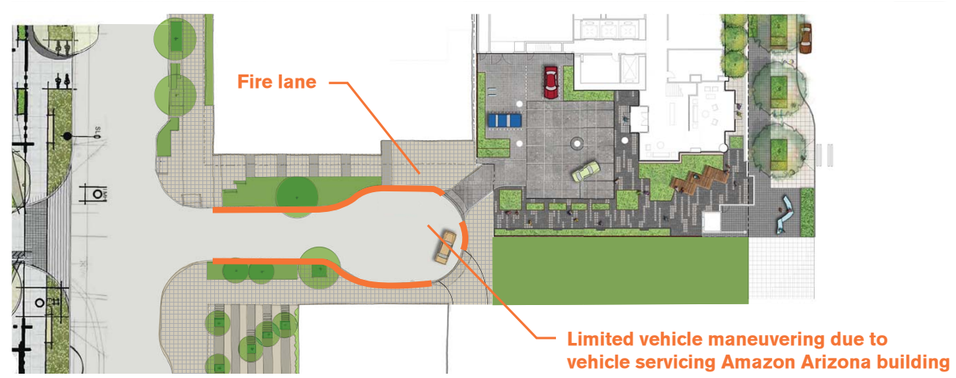
SDOT specs require a no-stopping fire lane on John Street which does not allow stopping or parking in cul de sac–we cannot create a "load zone" in this location. Therefore, if we did not have the curb cut, any deliveries or drop offs would block Amazon's frontage, which is already congested. As a building with 404 residential units we anticipate frequent delivery traffic (Amazon, Blue Apron, UPS, etc.) and we must allow for a place for these delivery vehicles to park to lessen the impact to a very congested John Street. This is a crucial departure to the building's operation.

We have reduced the curb cut width to 12' to reduce any impacts to pedestrians and to signal to users to slow down. We have also thoughtfully designed the curb cut along with the plaza to make it a shared pedestrian/delivery/lobby arrival area. Certain areas will be designated as "loading/temporary parking areas." We have also physically separated the outlook/hill climb conection from the plaza so that cars cannot drive on this area.

The curb cut would not serve move in move out function; move in move out is required to occur from the Terry Avenue curb cut/garage, where we have designated specific locations for move in/move out.

BOARD RESPONSE AT EDG (9.30.2015)

The four board members present were split on their support for this departure request. Two board members supported the curb cut access, noting the site has a unique relationship to the abutting right of ways with the topography and the 'dead end' of John St. The other two board members were not convinced of its need



4 Curb Cuts 23.48.085 E

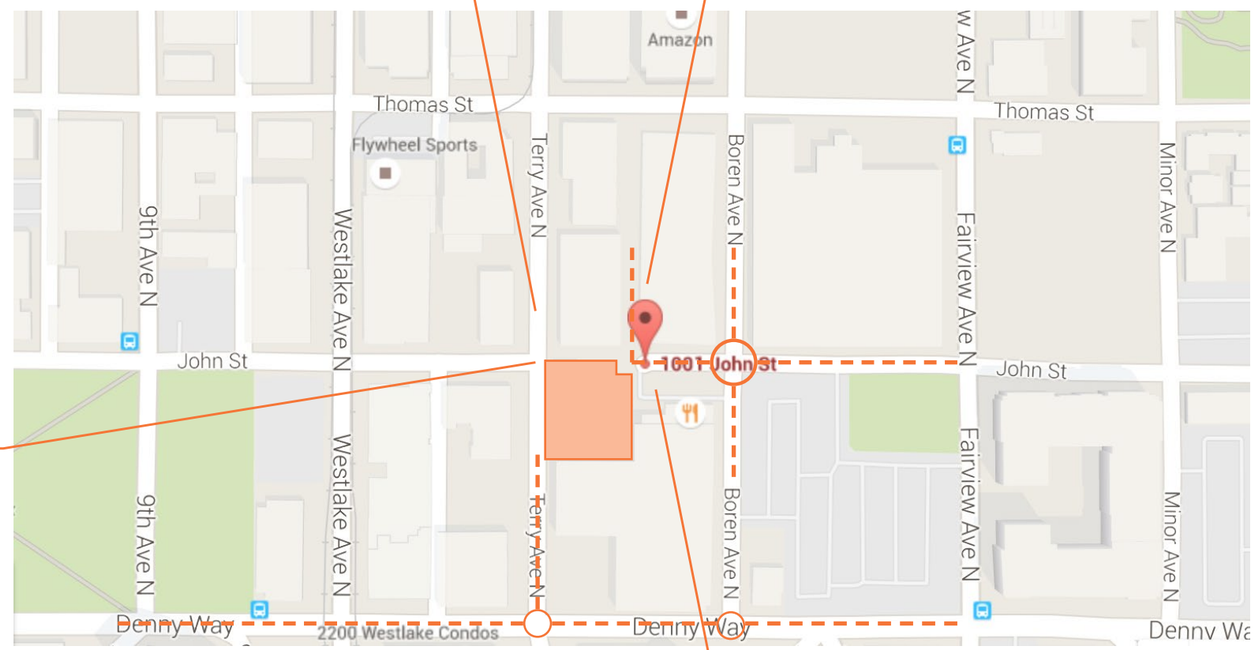
Condition if Departure is NOT Granted

HARDSHIPS

- Severe impact to service building availability due to no vehicle space access on John Street
- No parking will be allowed at John Street cul-de-sac due to narrow lanes
- Impact to parking availability on Boren Avenue from delivery and mail trucks
- Inconvenient distance to lobby from Boren Ave street parking will impact building operation negatively (deliveries must park 200' away)
- Lobby faces John Street and has limited / no-visibility from roadway

Drop-offs/Uber will likely stop in fire turnaround causing back-ups to Boren Ave and possibly down to Denny Way.

Truck access from Amazon impacted



Additional traffic on Festival Street Terry Ave

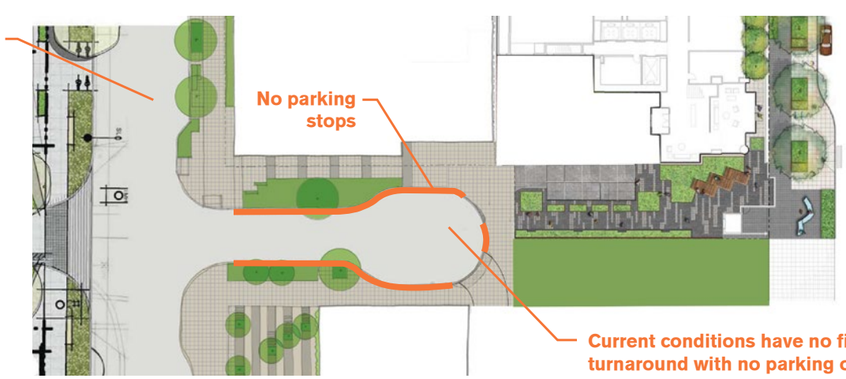
Street loading space to allow fo deliveries move-in and pick-up drop off.

Trucks will likely stop in street causing back-up impacts to Denny.

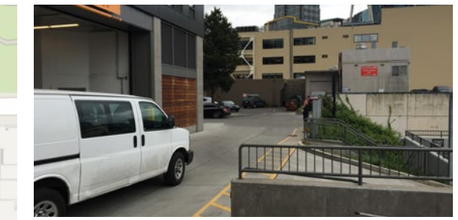
13 Coins parking likely to be used as drop-off area

Increased congestion on Boren Avenue from delivery and mail trucks

Inconvenient distance to lobby from Boren Avenue street parking ± 200'



Current conditions have no fire turnaround access. SDOT will require a turnaround with no parking or waiting areas



View looking west on John Street – traffic stopped due to Hammerhead turnaround and truck deliveries

View looking west on John Street – traffic stopped due to Hammerhead turnaround and truck deliveries

Cars queuing south on Boren due to traffic accessing John Street. No street parking available for deliveries

View looking west at John Street and Boren Ave

5 Street Level Setbacks 23.48.240

Proposed Departure Condition

CODE REQUIREMENT

Street-level development standards in Section 23.48.040 apply to all streets in SM-SLU zones designated as Class 1 Pedestrian Streets, Class 2 Pedestrian Streets, or Neighborhood Green Streets as shown on Map A for 23.48.240.

B. General facade requirements

1. Permitted setbacks from street lot lines. Except on lots subject to the provisions of subsection 23.48.240.C, the street-facing facades of a structure are permitted to set back from the street lot line as follows:

b. Except on Class 1 Pedestrian Streets, as shown on Map A for 23.48.240, and as specified in subsection 23.48.240.B.1, the street-facing facade of a structure may be set back up to 12 feet from the street lot line subject to the following (Exhibit B for 23.48.240):

DEPARTURE REQUEST

A. The project fronts John Street for 8 feet to the southwest of John because of a previously vacated alley. Applicant requests a setback of 49'-7" along the minimal John Street South frontage.

EXPLANATION OF DEPARTURE

The amount of frontage along John Street is so minimal that extending the facade to a 12' setback would not enhance the John Street experience, which is the intent of the maximum setback requirement. Extending the building to meet the 12' setback requirement would obstruct the view into the public plaza and diminish the open, welcoming nature of the plaza. A landscaped planter at 7 foot offset provides visual interest.

BOARD RESPONSE AT EDG (9.30.2015)

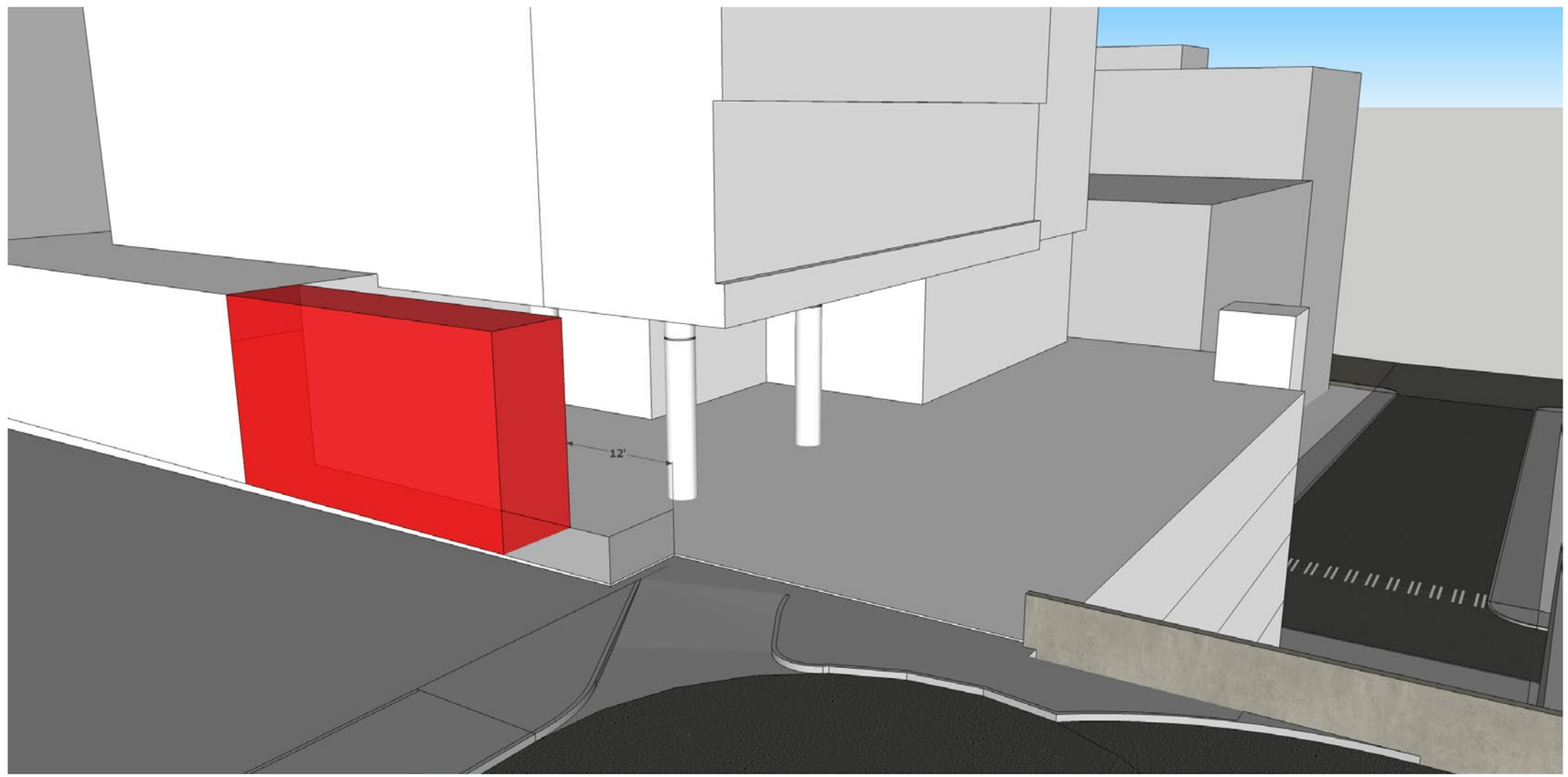
This departure was not presented at the EDG meeting

5 Street Level Setbacks 23.48.240

Condition if Departure is NOT Granted

HARDSHIPS

- Extending building to within 12' from John Street for an 8' width will block view to entry plaza and front door
- Extending wall on property line will create additional blank wall if 121 Boren is not built



6 Tower Separation 23.48.245

Proposed Departure Condition

CODE REQUIREMENT

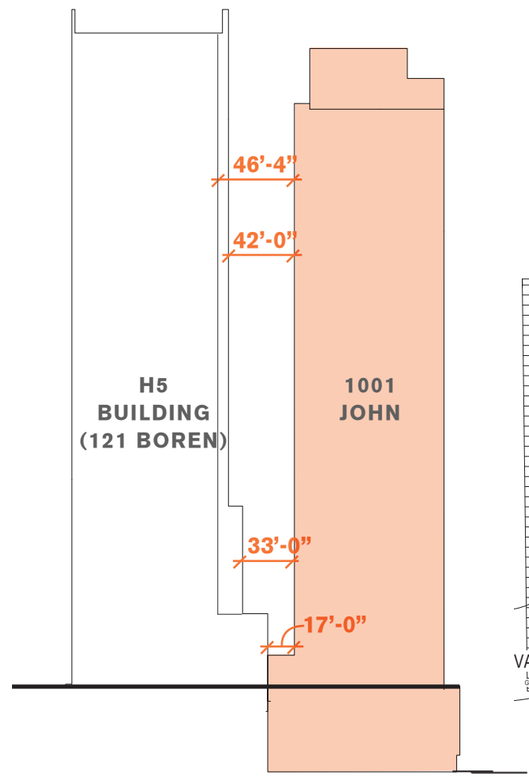
Per SMC 23.48.245.G, a separation of 60 feet is required between all portions of residential structures above the podium height limit (45 feet) for structures with residential uses above the base height limit located on the same block. A Master Use Permit (MUP) application has been submitted on an adjacent development site within this block. Based on the MUP application information available to SDCI, the tower separation standard is not met. Please modify the design to achieve the required tower separation or include a departure request to allow a reduced tower separation.

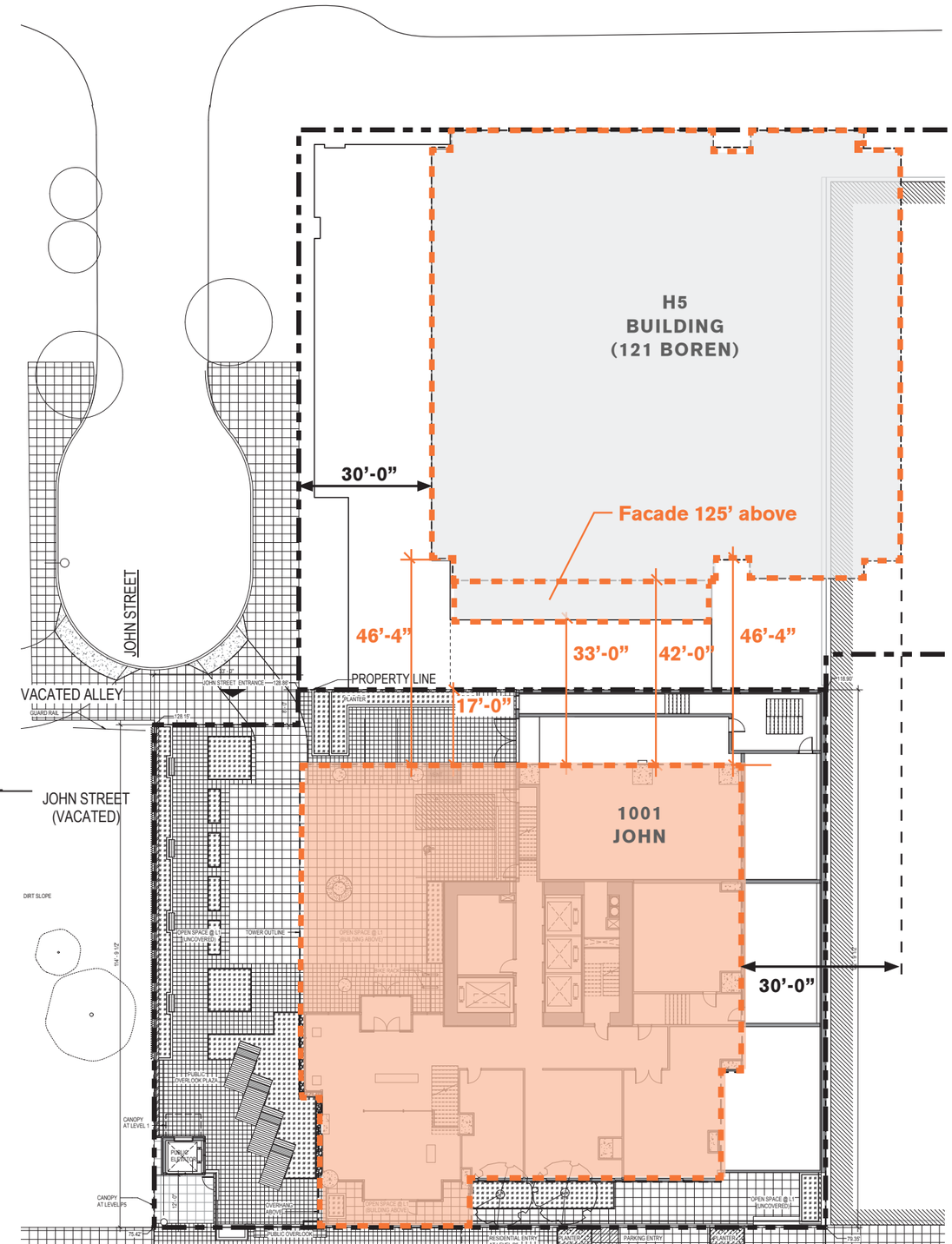
DEPARTURE REQUEST

Tower separation less than 60' based on latter applicant's H5 Tower location (121 Boren #3021279). The project requests to setback its tower 17' from the east property line which results in maximum tower separation, based on H5's current plans, of 33', 42', and 46'-4".

EXPLANATION OF DEPARTURE

Following the direction from our EDG meeting and the design review board we have kept the tower out of the vacated John Street ROW. Along with staying out of the vacated John Street ROW we have voluntarily moved the tower as far west 7' and north 5' as we can to separate it from the property to the east (H5 Development project #3021279). The result of this tower move eliminated half of the residential units in the podium levels. Due to the size and geometry of our site there are very few tower location options and these were presented at our EDG meeting. The proposed tower stands 17'-0" off the east property line and 15' or more off the south property line. Based on the drawings submitted by H5 on 3-23-16, this would create a tower separation of 42' and 46' above 125' and 33' separation below 125'. Tower separation could change if H5 revises their design. Towers are currently offset 30' north/south.





BOARD RESPONSE AT EDG (9.30.2015)

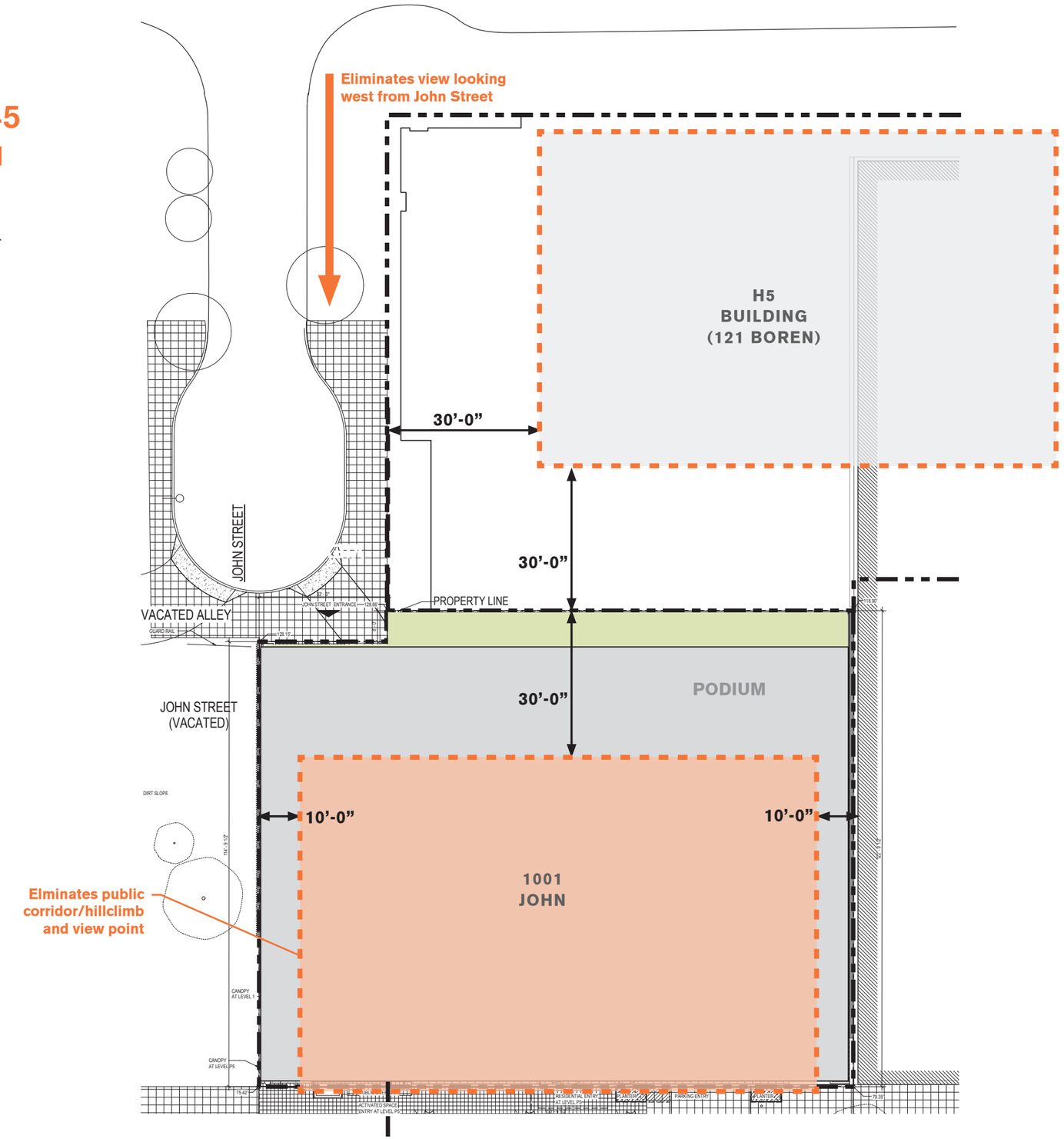
This departure was not presented at the EDG meeting

6 Tower Separation 23.48.245

Condition if Departure is NOT Granted

HARDSHIPS

- Eliminates Public pedestrian connection
- Eliminates Public overlook plaza
- Eliminates Public Hill Climb on Terry
- Extends into vacated John St. R.O.W.
- Eliminates views looking west from John St.
- Pulls furthest from East property line
- Both towers impacted by additional setbacks



Page left intentionally blank.

11 Appendix

APPENDIX

Relevant Development Standards

LAND USE CODE SUMMARY

1001 John ST. - Parcel # 2693100055

Additional addresses on parcel: 1020 John St, 122 Terry, and 124 Terry
Site Zoning: SM240/125-400 Site is within South Lake Union (Urban Center)
Site area: 18,570 SF, John Street and Alley are vacated at site. No ECA determination although steep slope ECA exemption may apply
Terry St.: Class 2 Pedestrian Street. Terry is not a Neighborhood Green Street South of Denny. Terry Avenue North is identified as a "Festival Street" in the 2010 South Lake Union Urban Design Framework.

23.48.009 – Floor Area ratio
Maximum 7 - The following floor area is exempt from maximum FAR limits: In the South Lake Union Urban Center, all residential use

23.48.010 – Structure Height
400' for residential uses - . For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted. If the elevator provides access to a rooftop designed to provide usable open space, elevator penthouses up to 35 feet above the height limit are permitted. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that all of the following are satisfied: All mechanical equipment is screened; and No rooftop features are located closer than 10 feet to the roof edge.

23.48.011 - Extra Floor Area
Site is located within Local Infrastructure Project Area.

23.48.012 - Upper-level setback requirements
no upper level setbacks required based on Map A 23.48.012

23.48.013 - Upper-level development standards for specific building types in SM zones in the South Lake Union Urban Center.
Podium Height is 45' from Map A 23.48.013 - Upper-level coverage limit. For a structure that exceeds a height of 160 feet, the following limits apply:

a. Height limit for podiums. The specific podium height for a lot is shown on Map A for 23.48.013

b. Area limit for podiums shall not exceed 75 percent of the lot area, except that 100 percent lot coverage is permitted for each story if the total number of stories below the podium height is three, or fewer, stories, or if the conditions in subsection 23.48.013.B.4.c apply.

Maximum length of unmodulated façade for stories above the podium height specified on Map A for 23.48.013 up to 125 feet is 150'. For stories above 125 feet length of unmodulated façade is 120'.

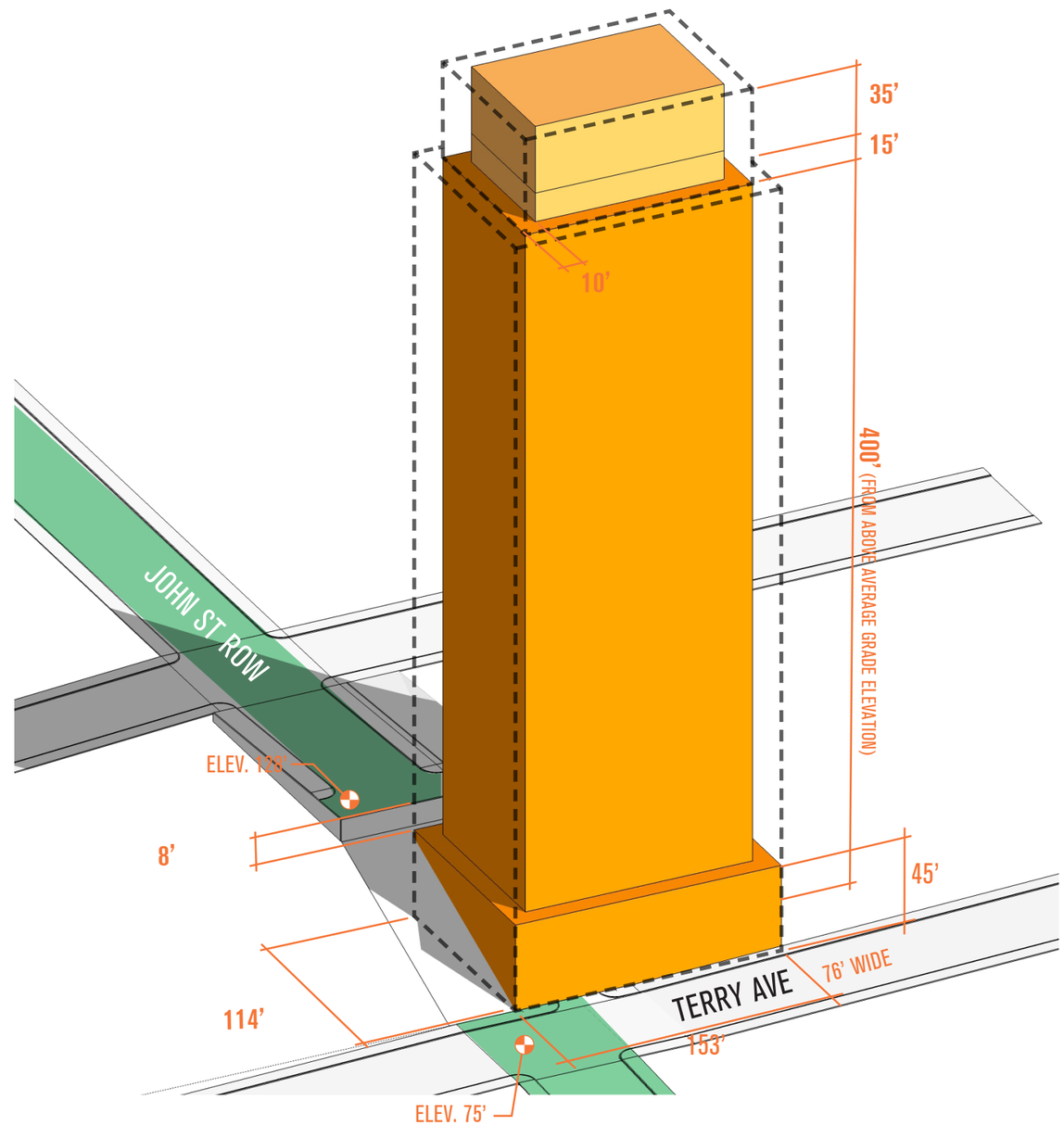
23.48.014 – Street Level Development
For Class 1 and Class 2 Pedestrian Streets and Neighborhood Green Streets, shown on Maps A and B for 23.48.014, a minimum of 60 percent of the street facing facade must be transparent.

23.48.020 - Amenity area for residential uses
Amenity area is required for all new development with more than 20 dwelling units.

23.48.034 - Parking and loading location, access and curbcuts
Curb cut width and number. Permitted access shall be limited to one two-way curbcut. In the event the site is too small to permit one two-way curbcut, two one-way curbcuts shall be permitted.

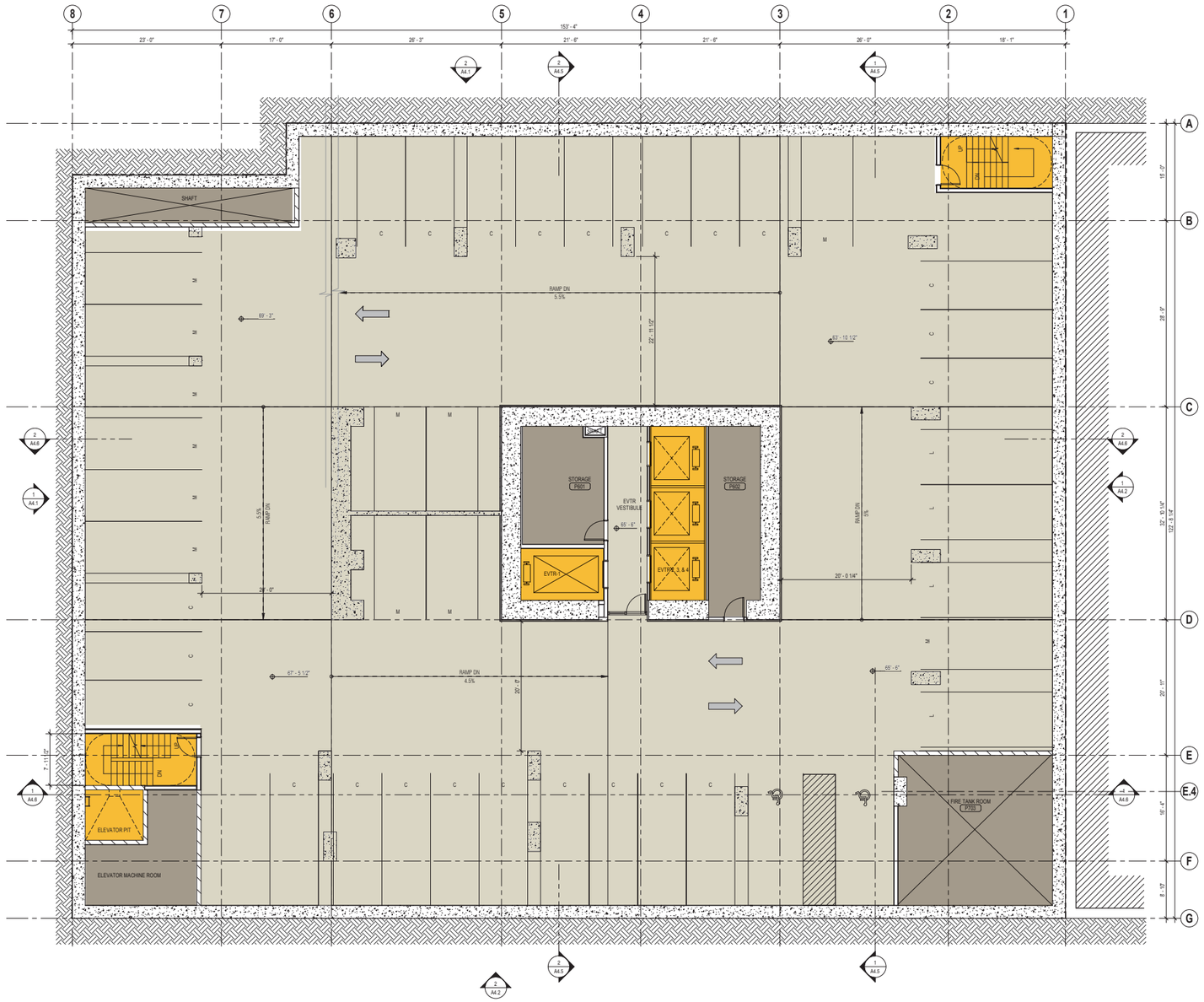
23.53.035 - Structural building overhangs and minor architectural encroachments

ZONING ENVELOPE



APPENDIX

Level P6



USES LEGEND

- Retail/Activated Space
- Residential
- Circulation
- Amenity
- Storage, MEP
- Garage

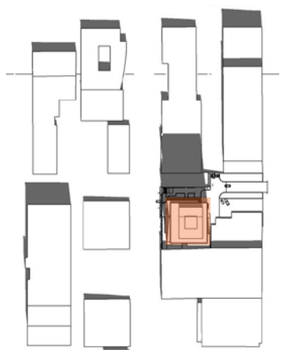
APPENDIX

Shadow Conditions

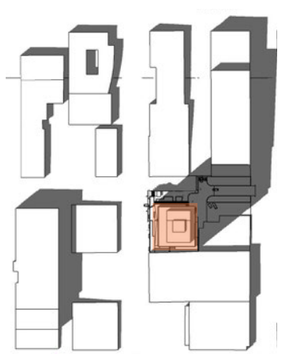
JUNE 21

10:00 AM

12:00 PM

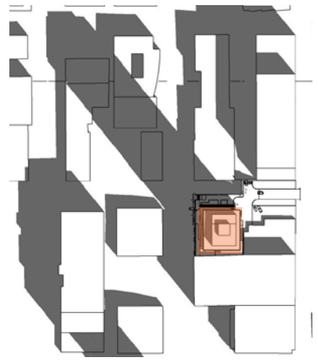


2:00 PM

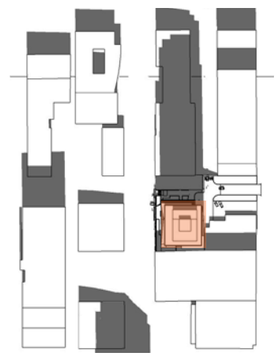


MARCH 21 & SEPTEMBER 21

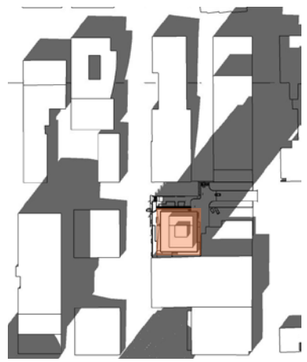
10:00 AM



12:00 PM



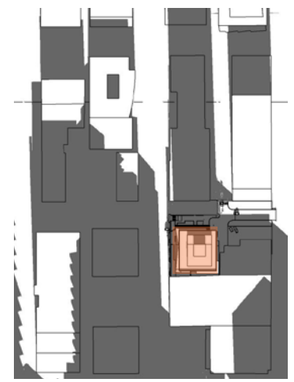
2:00 PM



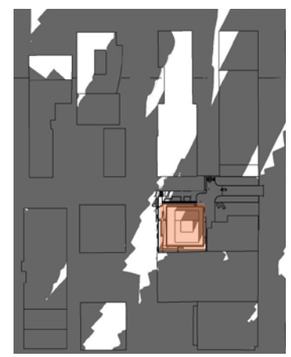
DECEMBER 21

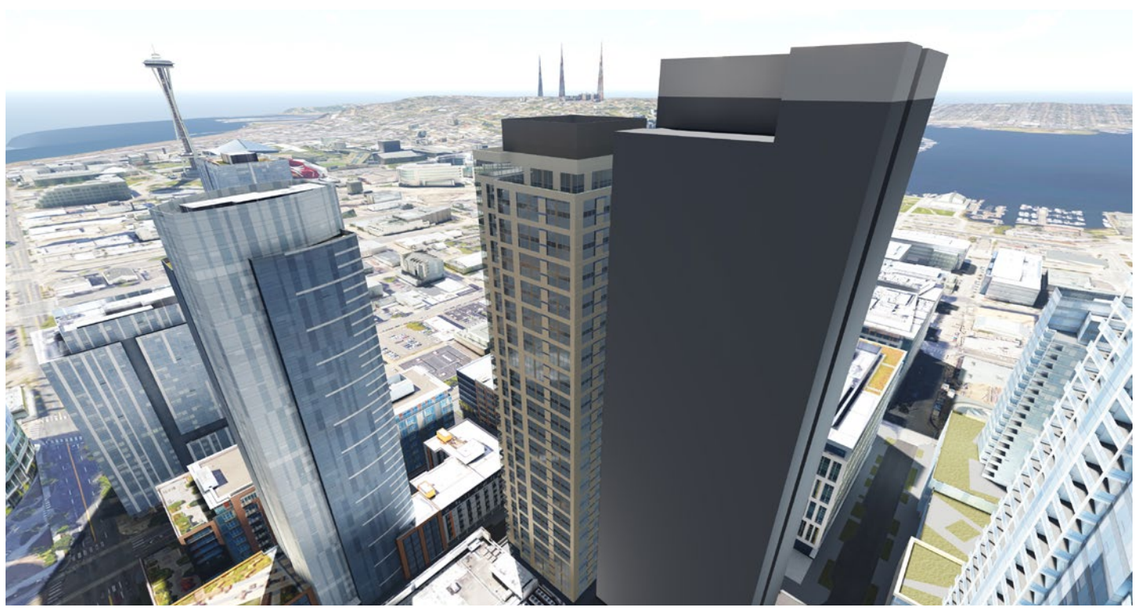
10:00 AM

12:00 PM



2:00 PM





COLLINS WOERMAN

ARCHITECTURE PLANNING INTERIORS SUSTAINABILITY

710 SECOND AVENUE SUITE 1400
SEATTLE WASHINGTON 98104-1710
t. 206.245.2100 f. 206.245.2101 COLLINSWOERMAN.COM