



**625 Boren Ave N**  
**Early Design Guidance Meeting**

West DRB - December 2nd, 2015

DPD# 3022087

**Block 31**



**GRAPHITE**

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## Project Info

<b>Property Address</b>	625 Boren Avenue North Seattle, WA 98109
<b>DPD Project Number</b>	3022087
<b>Owner</b>	Vulcan Real Estate 505 5th Avenue South, Suite 900 Seattle, WA 98104 <i>Contact:</i> Scott Lien 206.324.2000 ScottL@vulcan.com
<b>Architect</b>	Graphite Design Group 1809 7th Avenue, Suite 700 Seattle, WA 98101 <i>Contact:</i> Peter Krech 206.224.3335 peter.krech@graphitedesigngroup.com www.graphitedesigngroup.com
<b>Development Objectives</b>	The mixed-use proposal includes one 6-story structure of commercial office, and one 6 story structure with an 8-story residential tower above, for a total of approximately 420,000 SF of above-grade construction (309,000 SF of Office use, 111,000 of Residential, and 9,400 SF of retail), and below grade parking for approximately 370 cars (81 of which are provided for residential units). Also provided will be approximately 17,900 SF of open space at grade, including a through-block woonerf connecting Terry Avenue North and Boren Avenue North at mid-block. Primary building entries will be from Valley and Mercer Streets. Automobile entries will be from Boren Avenue North. Four loading berths and trash and recycling facilities will be accessible from the through-block woonerf.

## Project Goals

- Create a rich, diverse pedestrian environment with a variety of scales, active uses and characters of open spaces
- Connect to and enhance existing neighborhood pedestrian, vehicular, transit and cycling circulation patterns
- Create a gateway between the South Lake Union neighborhood and the lake front
- Respond and contribute to the established urban density pattern in a thoughtful manner
- Create flexible, active open space and ground floor commercial tenant opportunities that add vitality to the project site as well as surrounding community
- Locate all parking and building services at the alley or below grade
- Maximize development potential



**Zoning Analysis:** Block 31  
**Site Address:** 630 Boren Avenue North, Seattle, WA 98109  
**Zone:** Seattle Mixed 85/65-160  
 South Lake Union Urban Center Overlay

<b>23.48.004 Uses</b>
<i>Standard</i>
All uses are permitted outright, either as principal or accessory uses, except those specifically prohibited by subsection 23.48.004.B and those permitted only as conditional uses by subsection 23.48.004.C.
At Valley St and Westlake Avenue North (Class I pedestrian streets) one or more of the following are required as qualifying street-level uses: <ul style="list-style-type: none"> <li>• General sales and service</li> <li>• Eating and drinking establishments</li> <li>• Entertainment uses</li> <li>• Public libraries</li> <li>• Public Arts facilities</li> <li>• Arts facilities</li> </ul> Street level uses must meet the standards of 23.48.014.E

<b>23.48.009 FLOOR AREA RATIO</b>
<i>Standard</i>
Base FAR in SM 85/65-160 zones: 4.5 ; Maximum FAR in SM 85/65-160 zones: 7
The following is exempt from FAR: <ul style="list-style-type: none"> <li>• All floor area below grade</li> <li>• Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access, to increase privacy for residential units in the first full story above grade</li> <li>• As an allowance for mechanical equipment, in any structure 65 feet in height or more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations</li> <li>• All gross floor area used for accessory parking located above grade</li> <li>• All gross floor area in residential use</li> <li>• General sales and service, eating and drinking establishment, or entertainment use</li> <li>• Within the SLU Urban Center, GFA occupied by mechanical equipment, up to a maximum of 15% after other deductions</li> <li>• Mechanical equipment located on the roof of a structure</li> </ul>

<b>23.48.010 GENERAL STRUCTURE HEIGHT</b>
<i>Standard</i>
Height Limit: 85' (commercial); 160' (residential)
A proposal to build a structure greater than 85 feet in height, requires the applicant to show that the proposed structure height will not physically obstruct use of the flight path shown on Map A for 23.48.010.
Rooftop Features allowed above maximum height limit: <ul style="list-style-type: none"> <li>• Railings, planters, skylights, clerestories, greenhouses and parapets may extend up to 4' above height limit with unlimited rooftop coverage.</li> <li>• Solar collectors may extend up to 7 feet above the maximum height limit, with unlimited rooftop coverage.</li> <li>• Rooftop features (solar collectors, stair penthouses, mechanical equipment, greenhouses, solariums etc...) may extend up to 15 feet above maximum height limit to a combined coverage limit of 25% if the total includes stair or elevator penthouses or screened mech. equipment.</li> <li>• Rooftop features may cover up to a combined coverage limit of 65% provided that all mechanical equipment is screened and no feature is located closer than 10 feet from the roof edge.</li> <li>• Rooftop mechanical equipment and elevator penthouses shall be screened with fencing, wall enclosures, or other structures.</li> <li>• 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.</li> </ul>

<b>23.48.012 UPPER-LEVEL SETBACK REQUIREMENTS</b>
<i>Standard</i>
Portions of a structure above 45 feet in height shall set back a minimum of 15 feet from street lot lines abutting Valley Street, Terry Avenue North and Boren Avenue North as shown in Exhibit B for 23.48.012
Additional upper-level setbacks as required by 23.48.013.C.3
The first four feet of horizontal projections of decks, balconies with open railings, eaves, cornices and gutters shall be permitted in required setbacks

<b>23.48.013 UPPER-LEVEL DEVELOPMENT STANDARDS FOR SPECIFIC BUILDING TYPES IN SM ZONES IN THE SOUTH LAKE UNION URBAN CENTER</b>
<i>Standard</i>
For residential towers, the average gross floor area of all stories above the podium height shall not exceed 50% of the lot area
There is no floor area limit for nonresidential uses in a structure that does not contain nonresidential uses above 85 feet in height
Area limit for residential towers: <ul style="list-style-type: none"> <li>• The average gross floor area for all stories with residential use that extend above the podium height limit shall not exceed 10,500 square feet</li> <li>• The gross floor area of any single residential story shall not exceed 11,500 SF</li> </ul>
For a mixed-use structure with residential uses located on a different story from nonresidential uses, the floor area limits shall apply to each use at the applicable height limit
Per section 23.48.013, Map A: <ul style="list-style-type: none"> <li>• 65' podium height limit abutting Valley Street</li> <li>• 85' podium height limit abutting Mercer Street</li> <li>• The podium height limit extends from the street lot line to a distance of 120' from front street lot line.</li> </ul>
Area limits for podiums do not apply if the lot meets the provisions of 23.48.014.G
Residential towers above the base height limit, any portion of a structure above 65 feet in height shall provide a minimum setback of 25 feet from Valley street.
The first four feet of horizontal projections of decks, balconies with open railings, eaves, cornices and gutters shall be permitted in required setbacks
Maximum façade width: <ul style="list-style-type: none"> <li>• Maximum façade width for portions above the podium height limit is 105 feet along the general east/west axis of the site.</li> </ul>
Only one residential tower is permitted on a single block

<b>23.48.014 STREET LEVEL DEVELOPMENT STANDARDS</b>
<i>Standard</i>
Pedestrian primary entry within 3' of sidewalk grade
Minimum façade heights: <ul style="list-style-type: none"> <li>• Westlake Avenue North (class 1 pedestrian street): 45'</li> <li>• Mercer Street (Class II Pedestrian Street): 25'</li> <li>• Boren Avenue North (Class II Pedestrian Street): 25'</li> <li>• Valley Street (Class II Pedestrian Street): 25'</li> </ul>
<ul style="list-style-type: none"> <li>• Street-facing facades of structures abutting Class 1 Pedestrian Street shall be built to the street lot line for a minimum of 70% of the faced length</li> <li>• Required outdoor amenity area or open space is excluded from the total amount that is required to be built to the street lot line</li> <li>• Street façade may be setback up to 12' from street lot line if:                     <ul style="list-style-type: none"> <li>- Landscaped per 23.48.024</li> <li>- Additional setbacks permitted for up to 30% of façade that are setback from street lot line as long as the additional setback is located further than 20' from any street corner</li> <li>- Any required outdoor amenity area or open space is not considered part of the setback</li> </ul> </li> <li>• Street level facades on that portion of Terry Avenue North between mercer and Valley Street shall be set back an average of 10 feet from the lot line. In addition all street level facades on Valley Street within 50 feet of Terry avenue North shall be set back an average of 50 feet from the lot line.</li> </ul>

<b>23.48.014.D TRANSPARENCY AND BLANK FAÇADE REQUIREMENTS</b>
<i>Standard</i>
<ul style="list-style-type: none"> <li>• At Mercer St, and Boren Ave N (Class II Pedestrian Streets) and Terry Avenue north and Valley Street (Class I Pedestrian Streets) 60% of street façade to be transparent between 2' and 8' above sidewalk level.</li> <li>• Any blank façade segments shall be separated by transparent areas at least 2 feet wide.</li> <li>• Only clear or lightly tinted glass in window, doors and display windows shall be considered transparent. Transparent areas shall allow views into the structure or display windows from the outside.</li> <li>• For Class II and II Pedestrian Streets, blank facades limited to segments 15' in length except garage doors which shall be limited to the width of the driveway plus 5 feet</li> <li>• The total of all blank façade segments, including garage doors, shall not exceed 40% of the street façade.</li> </ul>

<b>23.48.014.E DEVELOPMENT STANDARDS FOR REQUIRED STREET-LEVEL USES</b>
<i>Standard</i>
Required street-level uses shall meet the following requirements: <ul style="list-style-type: none"> <li>• A minimum of 75% of each street frontage where street-level use is required shall be occupied by uses listed in subsection 23.48.004.D</li> <li>• Minimum floor-to-floor height of 13 feet and extend at least 30 feet from the street front facade</li> <li>• Any blank façade segments shall be separated by transparent areas at least 2 feet wide.</li> <li>• Required to be located within 10 feet of the property line or abut required amenity area or open space</li> <li>• Pedestrian access is required to be directly from the street. Entrances shall be within 3 feet of sidewalk grade.</li> </ul>

<b>23.48.014.F REQUIRED OPEN AREA IN THE SM 85/65-160 ZONE</b>
<i>Standard</i>
Required open area: A minimum of 20% of the lot area shall be provided as open and shall include the following: <ul style="list-style-type: none"> <li>• A minimum of 60 percent of the required open area shall be provided as usable open space that meets the following conditions:                     <ul style="list-style-type: none"> <li>- The usable open space is open from the ground to the sky and is visible and accessible to pedestrians from an abutting street, including persons with disabilities;</li> <li>- The open space is substantially at street-level, although portions are permitted to be within 4 feet of street level</li> <li>- The open space has a minimum horizontal dimension of 15 feet</li> <li>- The open space enhances visual and physical pedestrian connections between South Lake Union Park and development on the lot, and is accessible to the public, free of charge, during the hours of operation of South Lake union Park.</li> </ul> </li> <li>• Up to 40% of the required open area may be provided as any combination of that satisfy the individual requirements of 23.48.014.F.2, a-d:                     <ul style="list-style-type: none"> <li>- A woonerf that serves as a through-block pedestrian passageway. Woonerf must have a minimum width of 20 feet, provide a direct connection between the north/south avenues abutting the lot, have a clear pedestrian passageway, and be adequately lit and available for pedestrian use 24 hours every day</li> <li>- Open areas with a horizontal dimension less than 15 feet abutting a street lot line</li> <li>- Usable elevated open space up to a maximum of 40 feet above street level</li> </ul> </li> </ul>

<b>23.48.014.G REQUIRED USABLE OPEN SPACE IN THE SM 85/65-160 ZONE</b>
<i>Standard</i>
Required useable open space: A minimum of 15% of the lot area shall be provided as useable open space and shall include the following: <ul style="list-style-type: none"> <li>• A minimum of 60 percent of the required open space shall be provided as usable open space that meets the following conditions:                     <ul style="list-style-type: none"> <li>• Open area shall be generally accessible at street level</li> <li>• The average horizontal dimension for qualifying area is 20 feet, and the minimum horizontal dimension is 10 feet</li> </ul> </li> <li>• A minimum of 45% of the required useable open space shall be exterior space open to the sky, abut a street along at least one frontage, and provide physical access to pedestrians.</li> <li>• Up to a maximum of 20 percent of the required open space may be covered overhead</li> <li>• Up to a maximum of 10% of the open space may be provided as an area butting a sidewalk that extends the pedestrian area or accommodates landscaping</li> </ul> Useable open space is eligible to qualify as amenity area for residential uses or open space required for office use.

<b>23.48.022 AMENITY AREA FOR RESIDENTIAL USES</b>
<i>Standard</i>
Amenity area is required for all new development with more than 20 dwelling units <ul style="list-style-type: none"> <li>• An area equivalent to 5% of the total gross floor area in residential use shall be provided as amenity area</li> <li>• Standards for amenity area:                     <ul style="list-style-type: none"> <li>- Accessible to all residents.</li> <li>- A maximum of 50% of the required amenity area may be enclosed</li> <li>- The minimum horizontal dimension is 15 feet, except that the minimum horizontal dimension is 10 feet for amenity area at street level.</li> <li>- Amenity area that is provided as landscaped, street level open space that is accessible from the street shall be counted as twice the actual area.</li> </ul> </li> </ul>

<b>23.48.022 OPEN SPACE REQUIREMENTS FOR OFFICE USES</b>
<i>Standard</i>
Open space in the amount of 20 square feet for each 1,000 square feet of gross office floor area is required that is directly accessible to all occupants of the building.
Open space provided on site is eligible for amenity feature bonuses when the following standards are met: <ul style="list-style-type: none"> <li>• The space has a minimum horizontal dimension of 20 feet and a minimum floor-to-ceiling height of 13 feet</li> <li>• The space is directly accessible to pedestrians from the street or an outdoor usable open space.</li> <li>• The space is available for use during normal business hours</li> <li>• Lobbies and other primary building pedestrian access areas do not qualify as required open space</li> </ul>

<b>23.48.024 LANDSCAPING</b>
<i>Standard</i>
Landscape screening as defined by 23.48.024(A) is required for the following uses: <ul style="list-style-type: none"> <li>• Gas stations</li> <li>• Surface parking areas</li> <li>• Parking in structures at or above street level</li> </ul> Street Trees shall be provided in all planting strips. Landscaping required to achieve the Green Factor score of .30 or greater.



**23.48.032 REQUIRED PARKING AND LOADING**

<i>Standard</i>
<ul style="list-style-type: none"> <li>Off-street parking spaces may be required according to the requirements of SMC 23.54.015.</li> <li>Per Table "A" for 24.54.015, no parking is required for non-residential uses located in Urban Centers.</li> <li>Parking for nonresidential uses in excess of the maximum quantity identified in subsection 23.48.032.B.1 may be permitted as a special exception pursuant to Chapter 23.76.</li> <li>Parking is limited to one parking space per every 1,000 square feet of gross floor area in non-residential use.</li> </ul>
<p>Loading berths shall be provided pursuant to Section 23.54.035, Loading berth requirements and space standards</p>

**23.48.034 PARKING AND LOADING LOCATION, ACCESS AND CURB CUTS**

<i>Standard</i>
<p>Accessory surface parking is permitted under the following conditions:</p> <ul style="list-style-type: none"> <li>Parking shall be at the rear or side of the principal structure</li> <li>The area allotted to accessory parking is limited to 30% of the lot area</li> <li>Parking shall be separated from street lot lines by another use within a structure</li> </ul>
<p>Access to parking is permitted from the street. Access is allowed on the following, numbered from most to least preferred:</p> <ol style="list-style-type: none"> <li>An undesignated street</li> <li>Class 2 Pedestrian Street</li> <li>Class 1 Pedestrian Street</li> <li>Designated Neighborhood Green Street</li> </ol> <p>Permitted access shall be limited to one two-way curbcut</p>

**25.54.015 REQUIRED PARKING**

<i>Standard</i>
<ul style="list-style-type: none"> <li>Per table 23.54.015, no minimum parking is required for non-residential and residential uses in urban centers</li> <li>Maximum parking is per 23.48.032</li> </ul>

**25.54.015 BICYCLE PARKING**

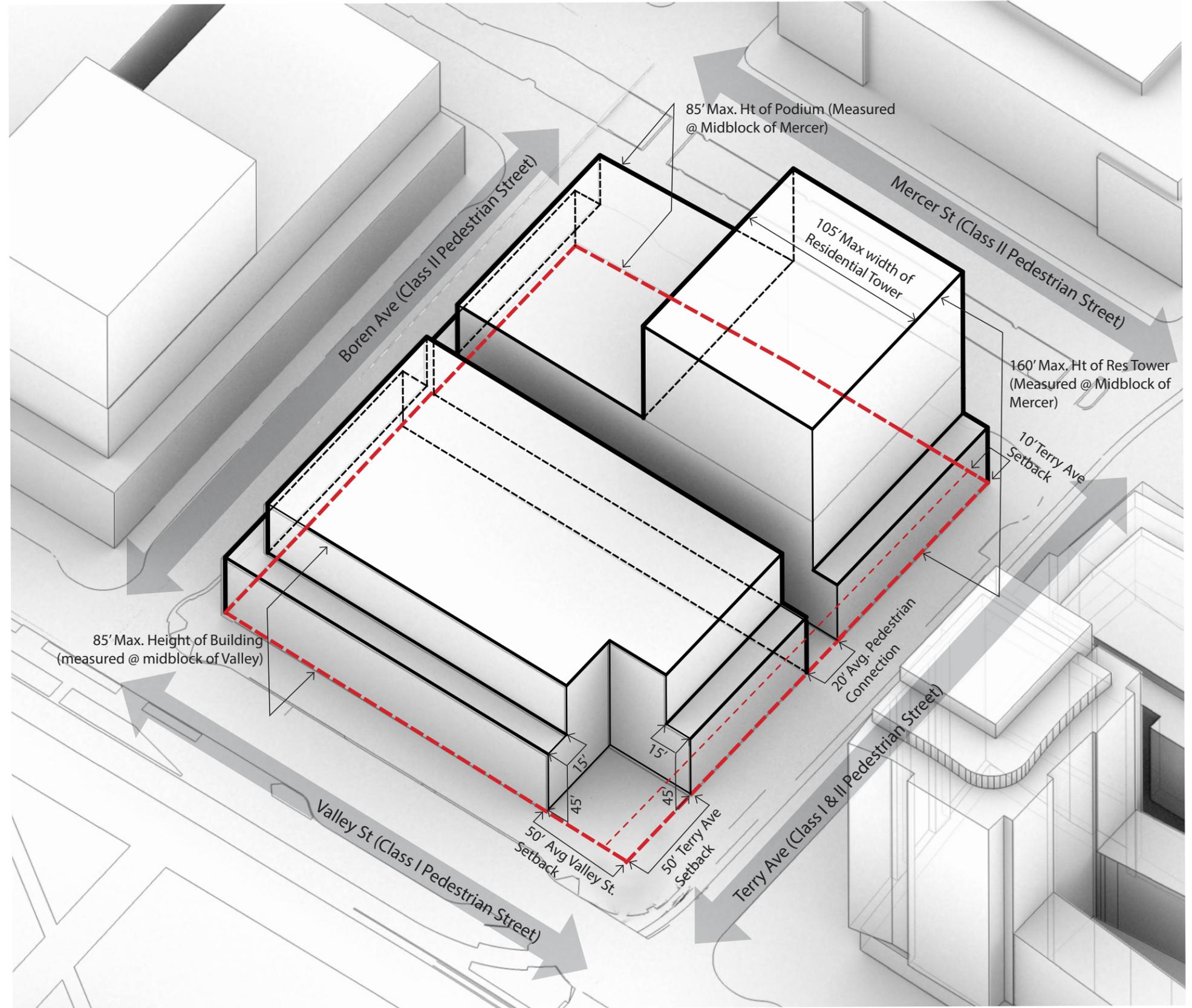
<i>Standard</i>
<p>Long Term Bicycle Parking</p> <ul style="list-style-type: none"> <li>Offices: <ul style="list-style-type: none"> <li>1 space/2,000 SF for first 50 Bicycles</li> <li>1 space/4,000 SF over 50 bicycles</li> </ul> </li> <li>Eating and Drinking Establishments: <ul style="list-style-type: none"> <li>1 space/12,000 SF</li> </ul> </li> <li>Residential uses: <ul style="list-style-type: none"> <li>1 space/4 dwelling units</li> </ul> </li> </ul> <p>Short-Term Bicycle Parking</p> <ul style="list-style-type: none"> <li>Offices: <ul style="list-style-type: none"> <li>1/40,000 SF</li> </ul> </li> <li>Eating and Drinking Establishments: <ul style="list-style-type: none"> <li>1/2,000 SF</li> </ul> </li> <li>Residential uses: <ul style="list-style-type: none"> <li>None required</li> </ul> </li> </ul>

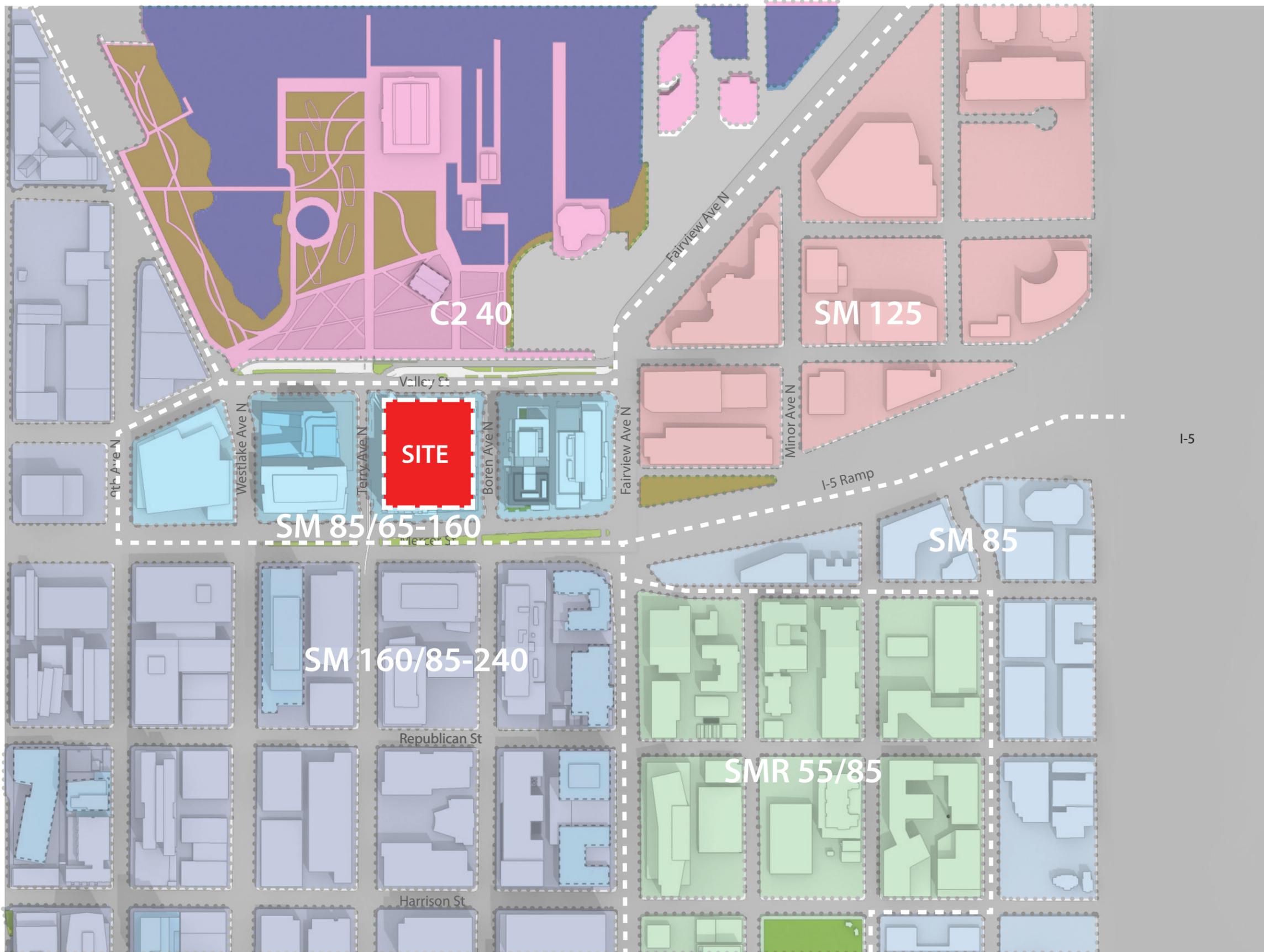
**23.54.035.C LOADING BERTH STANDARDS AND SPACE REQUIREMENTS**

<i>Standard</i>
<ul style="list-style-type: none"> <li>Per "low demand" office use between 264,001 to 388,000 SF, 4 spaces at 10'W x 35'L x 14'H are required</li> <li>Per 23.54.035.B.2, within the South Lake Union Urban Center, loading berth requirements may be waived or modified if the Director finds, after consultation with and approval by the Director of Transportation, that the number of loading berths in Table A for 23.54.035 is not required and that the modified number will be sufficient</li> </ul>

**23.54.040 - SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS**

<i>Standard</i>
<ul style="list-style-type: none"> <li>Residential Uses: <ul style="list-style-type: none"> <li>For 50-100 dwelling units: 375 SF plus 4 SF for each additional dwelling unit above 50</li> </ul> </li> </ul> <p>Non-Residential uses:</p> <ul style="list-style-type: none"> <li>Offices: <ul style="list-style-type: none"> <li>200,001 plus square feet: 500 square feet</li> </ul> </li> </ul>





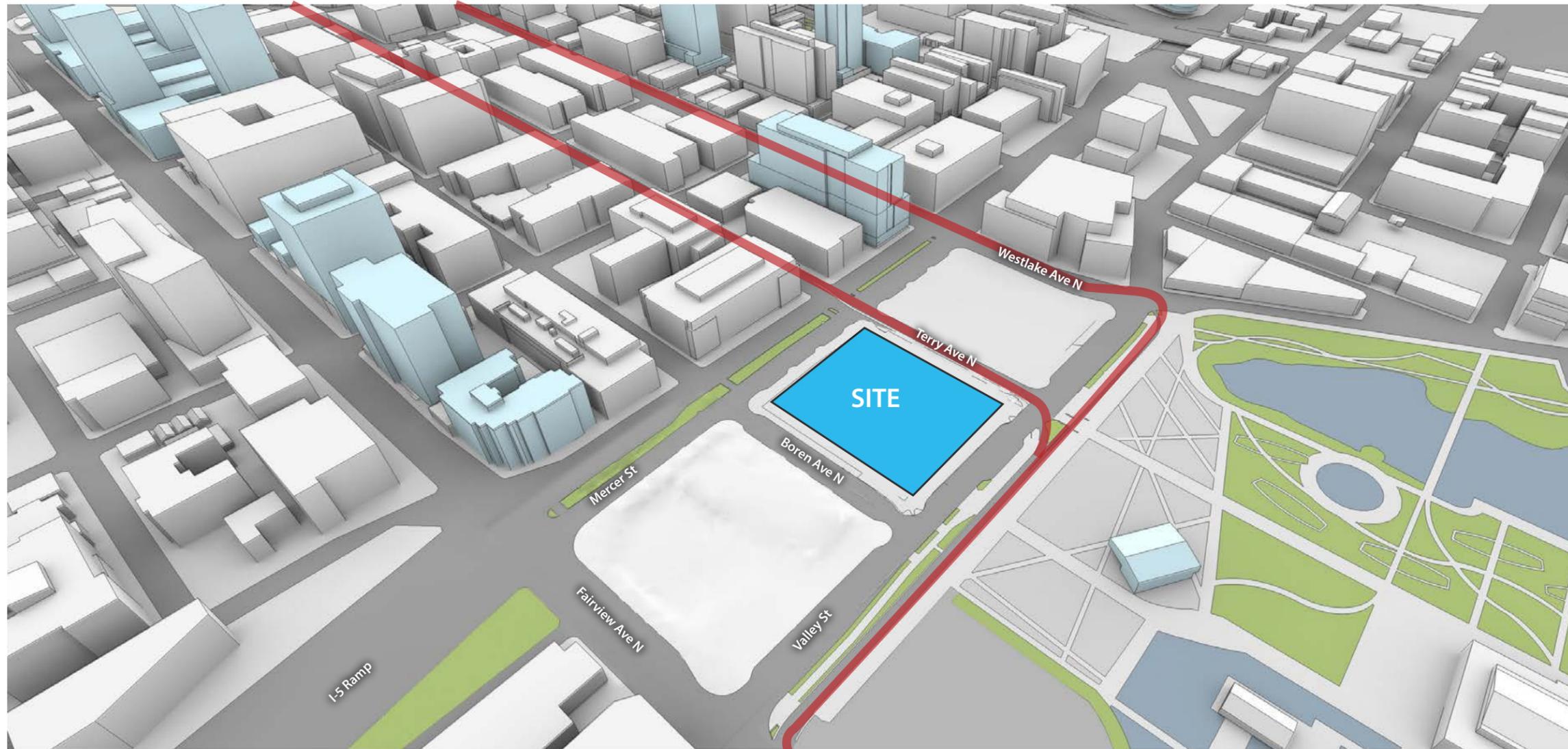
Zoning Map

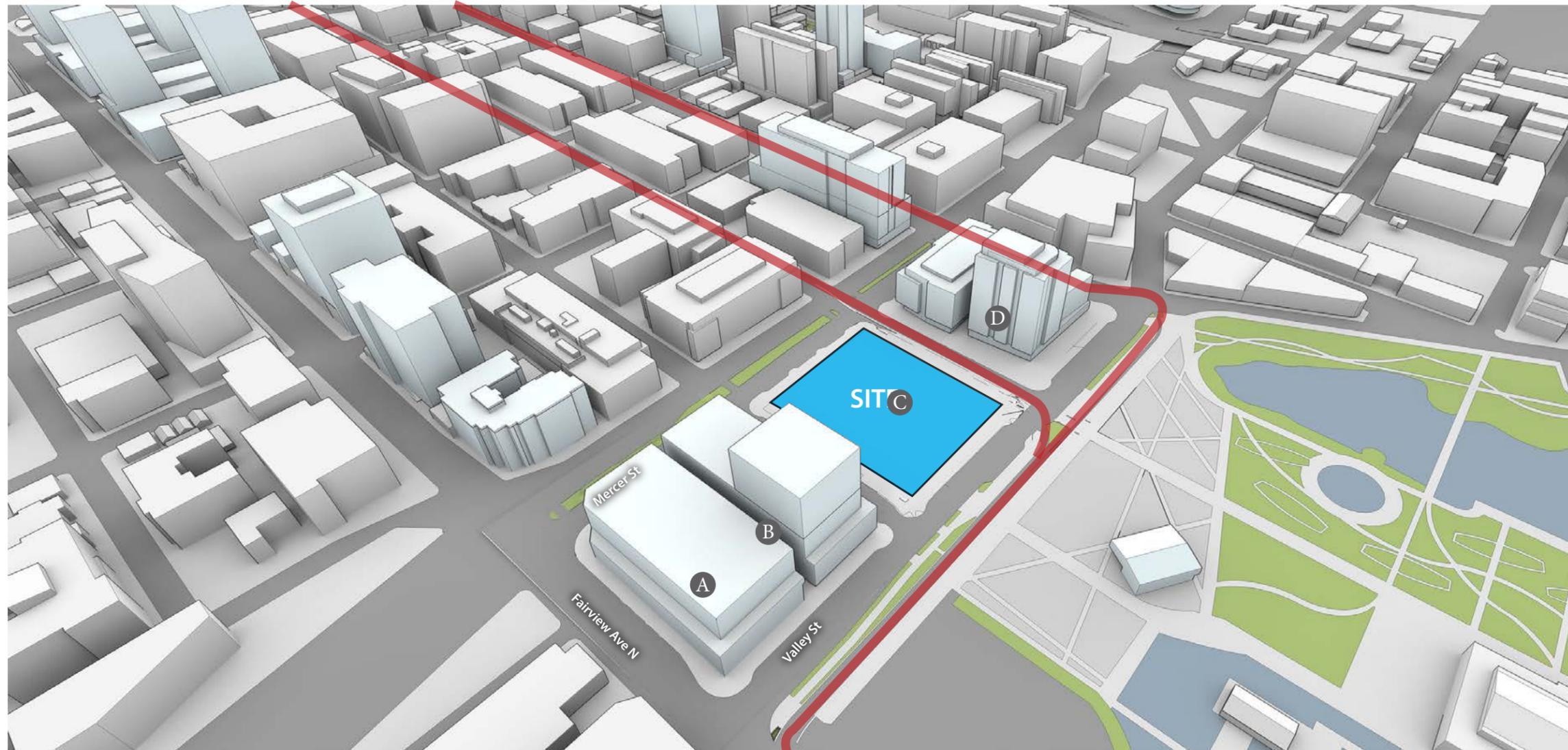


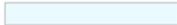
GRAPHITE

625 Boren Ave N | West DRB | Early Design Guidance | December 2, 2015 | DPD #3022087





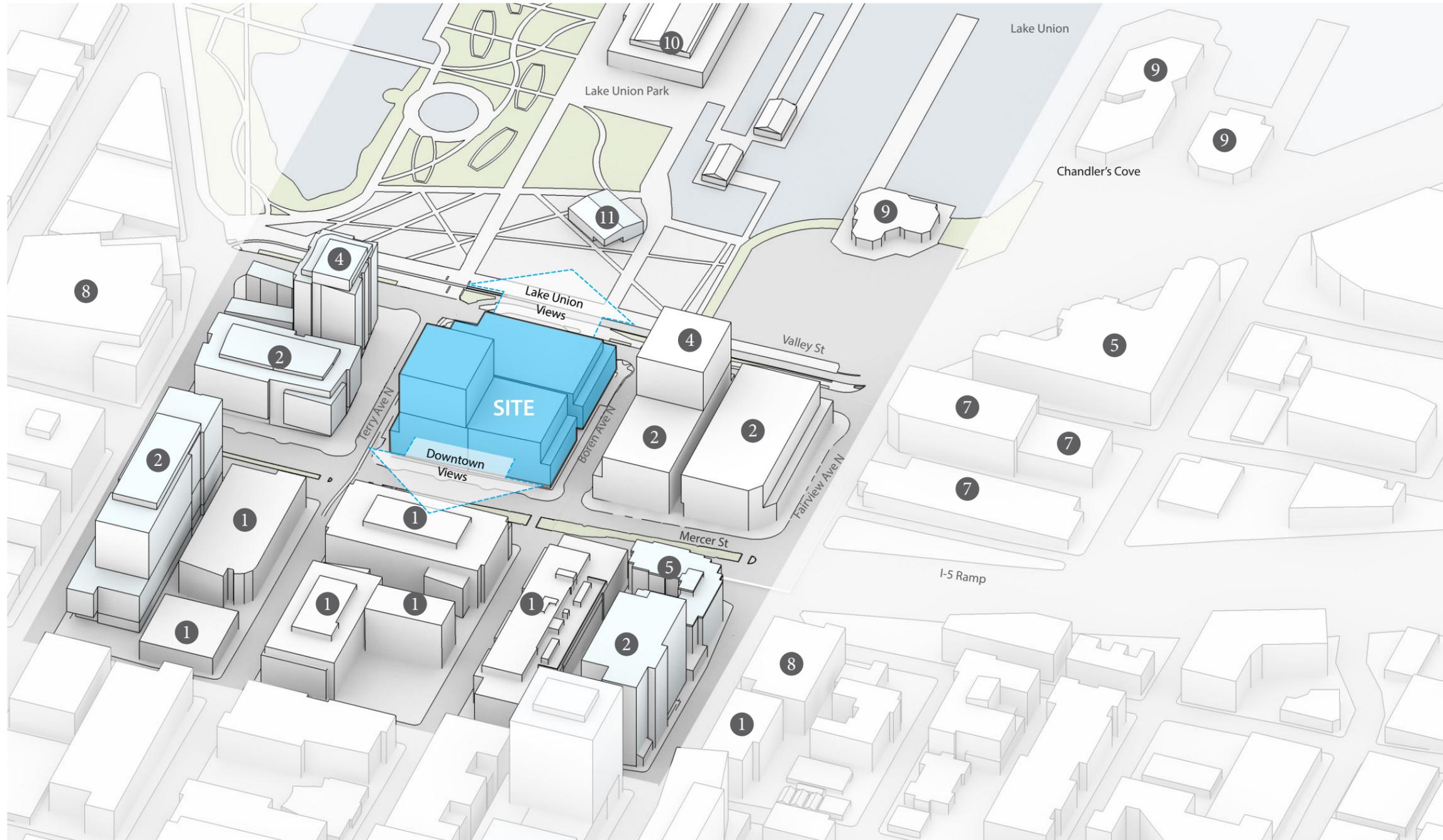


 Proposed Development  
(EDG or MUP Submitted)

- A** #3020512; EDG on 9/16/15, MUP application pending.
- B** #3017401 MUP application ACTIVE & #3022086 EDG#1 on 11/18/15:
- C** #3017398 MUP application ACTIVE & #3022087 this EDG#1.
- D** #3017484 MUP application ACTIVE.

  Street Car





- 1 Office
- 2 Office (Proposed)
- 3 Residential
- 4 Residential (Proposed)
- 5 Hotel
- 6 Hotel (Proposed)
- 7 Storage
- 8 Research
- 9 Restaurant
- 10 Museum/Cultural
- 11 Museum/Cultural (Proposed)





A. Mercer Block 25 East: 3020512



B. Mercer Block 25 West: 3022086



C. Mercer Block 37: 3017401



D. 527 Fairview Hotel (Proposed) 3016993



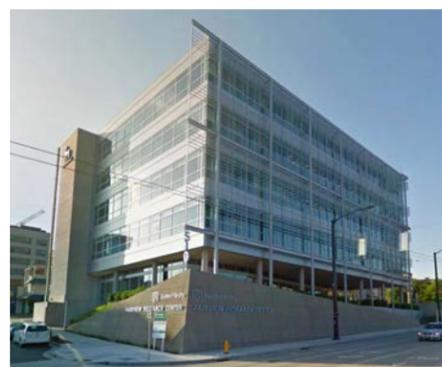
E. Block 38 Office (Proposed)



L. 700 Fairview Storage (Historic Landmark)



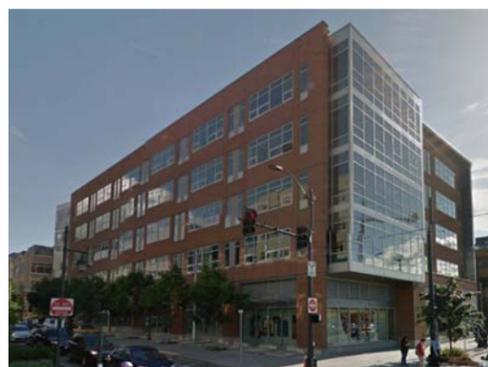
H. 501 Fairview Office (Proposed)



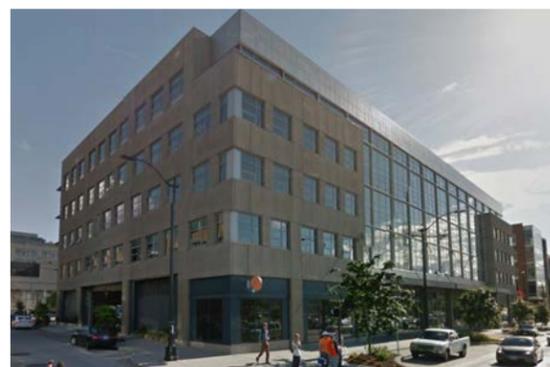
G. Fairview Research Center



F. Wagner Education Center (Proposed)



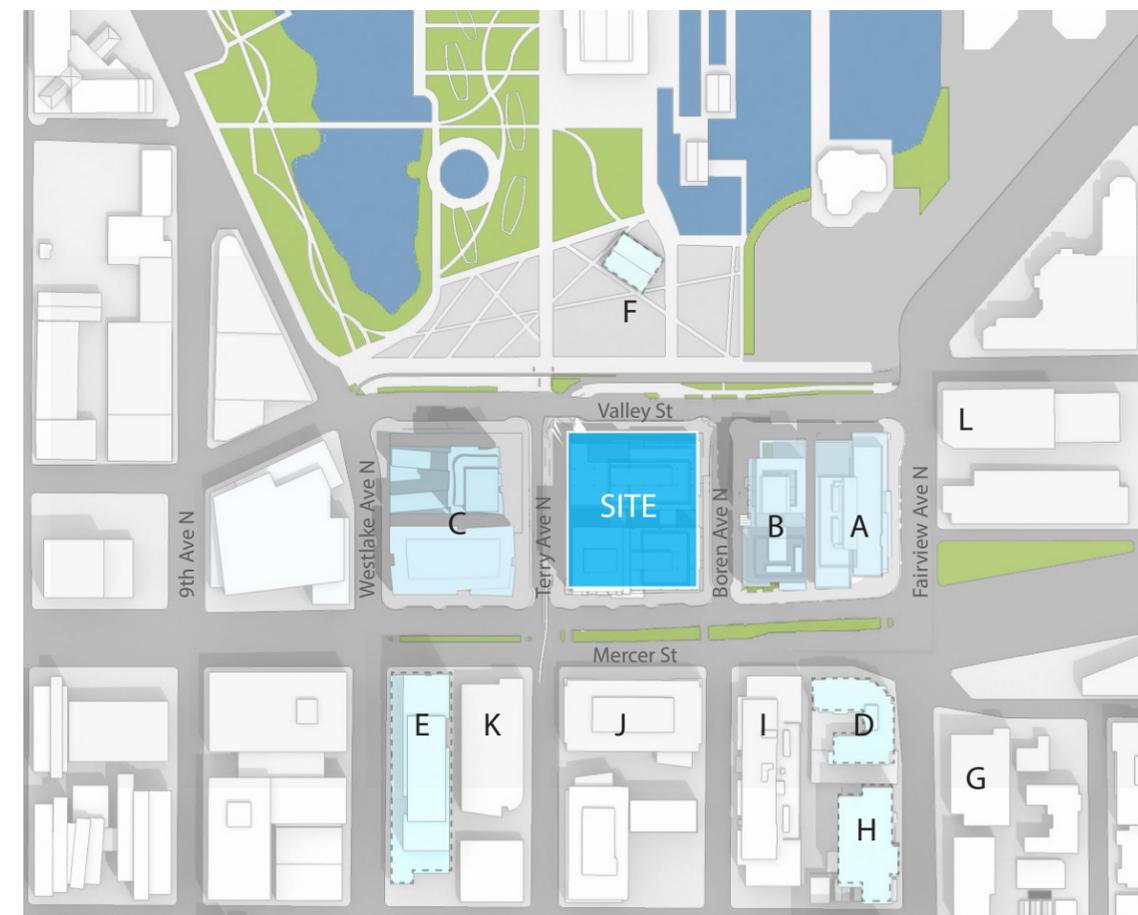
K. Amazon.com "Wainwright"

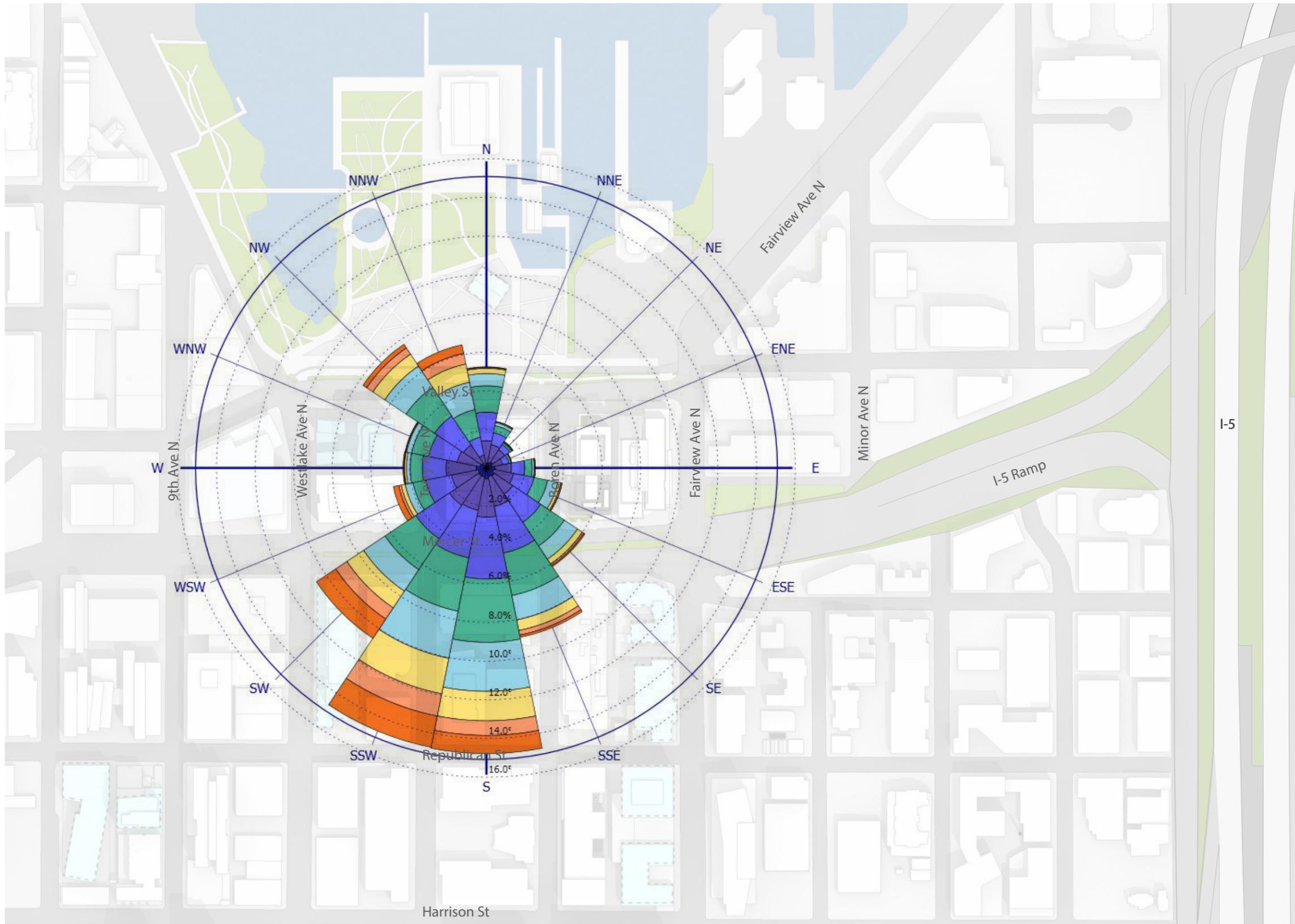
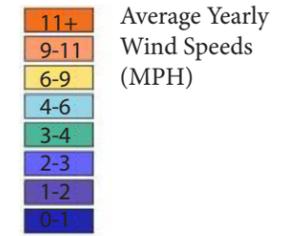


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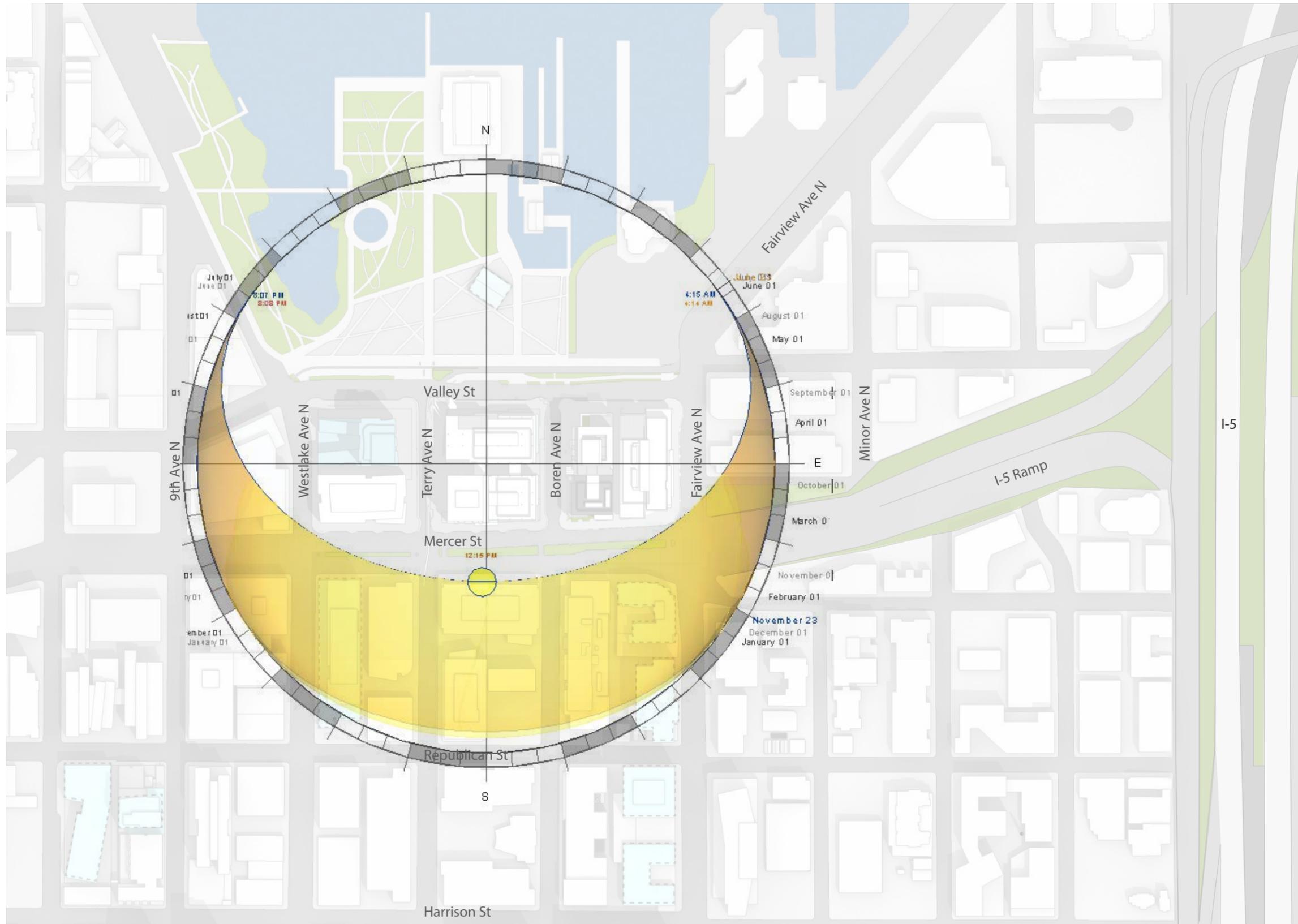


I. Amazon.com "Fiona"



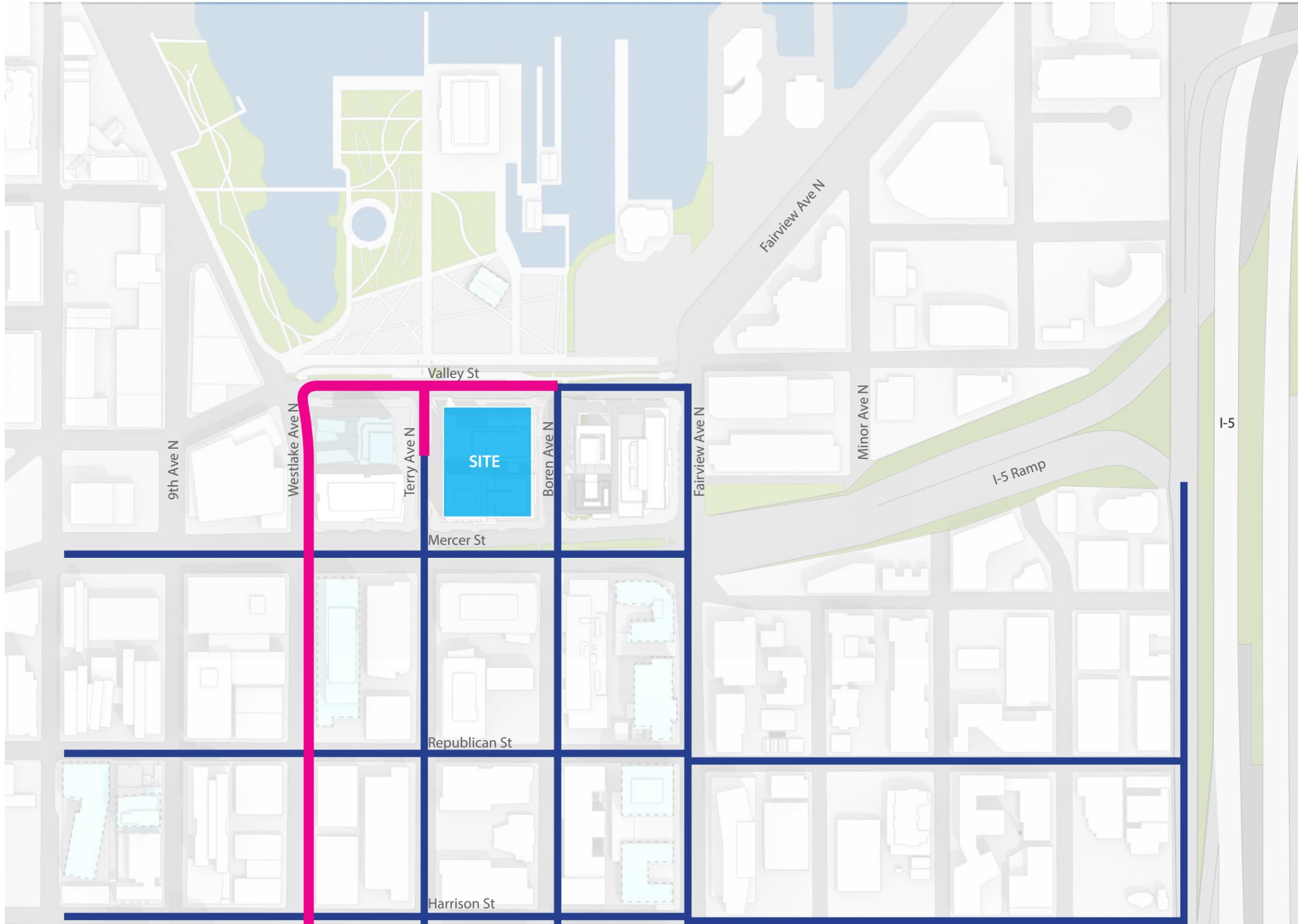


Wind Rose



Street Classification

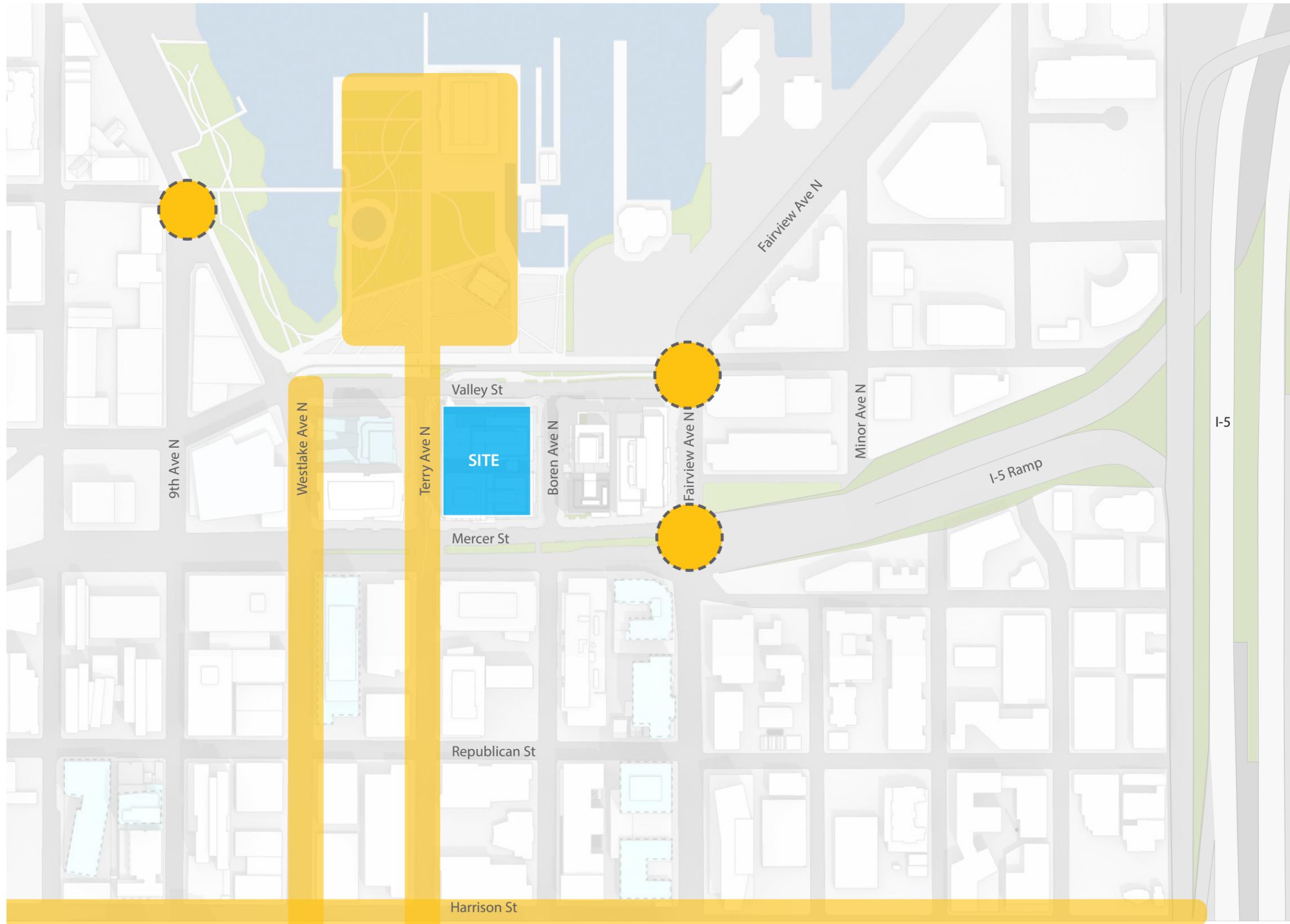
- Class I  
Pedestrian Street
- Class II  
Pedestrian Street

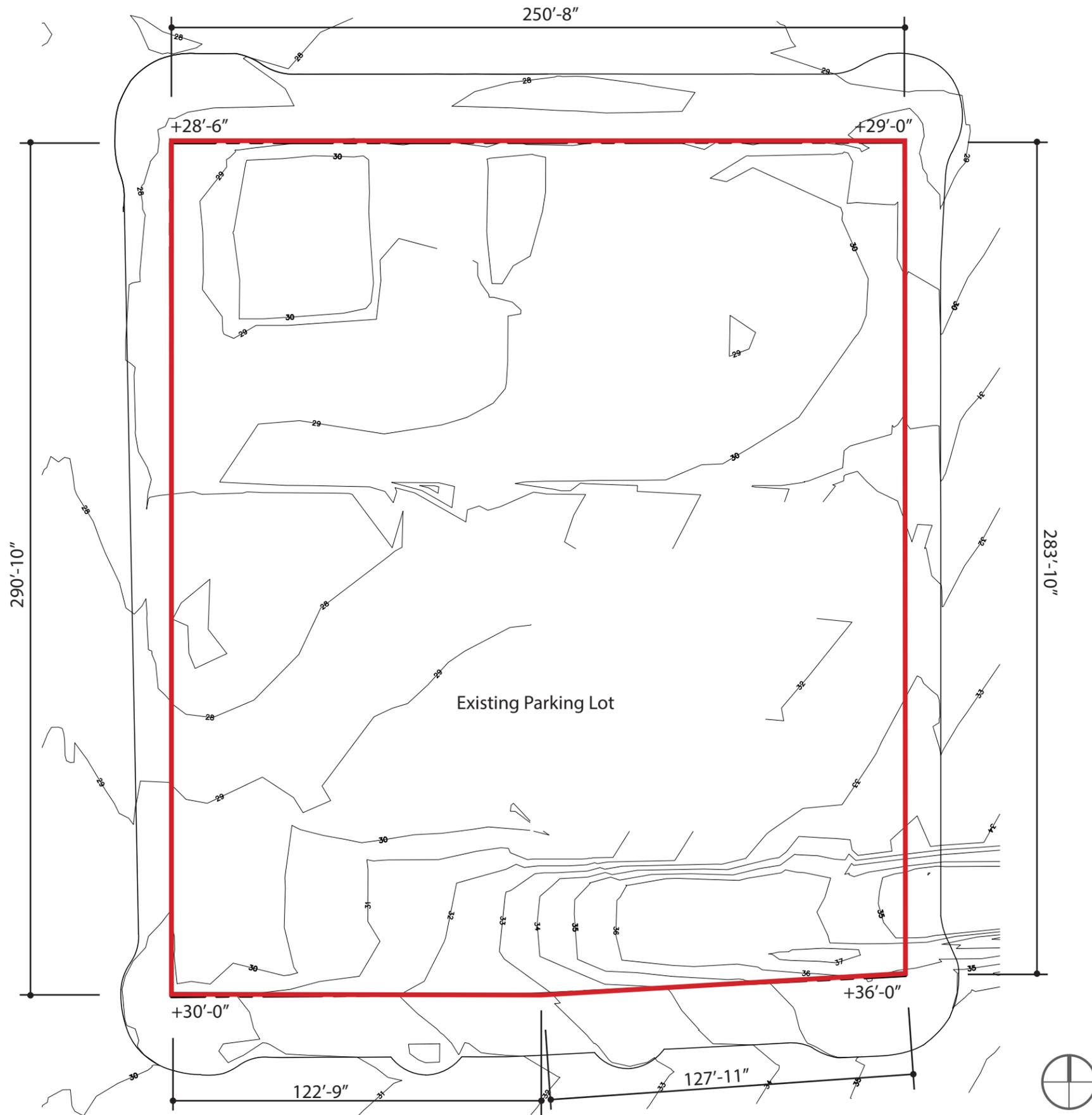


**Gateways & Heart Locations**

-  Gateway\*
-  Heart Location\*

*\*Per SLU Design Guidelines:  
CS2 Urban Pattern & Form  
I. Responding to  
Site Characteristics  
iii. Gateways  
iv. Heart Locations*





**Site Area:**

72,390 square feet with approximately 284' of frontage on Boren Avenue N, 251' of frontage on Mercer Street, 291' of frontage on Terry Ave N and 256' of frontage on Valley Street.

**Topography:**

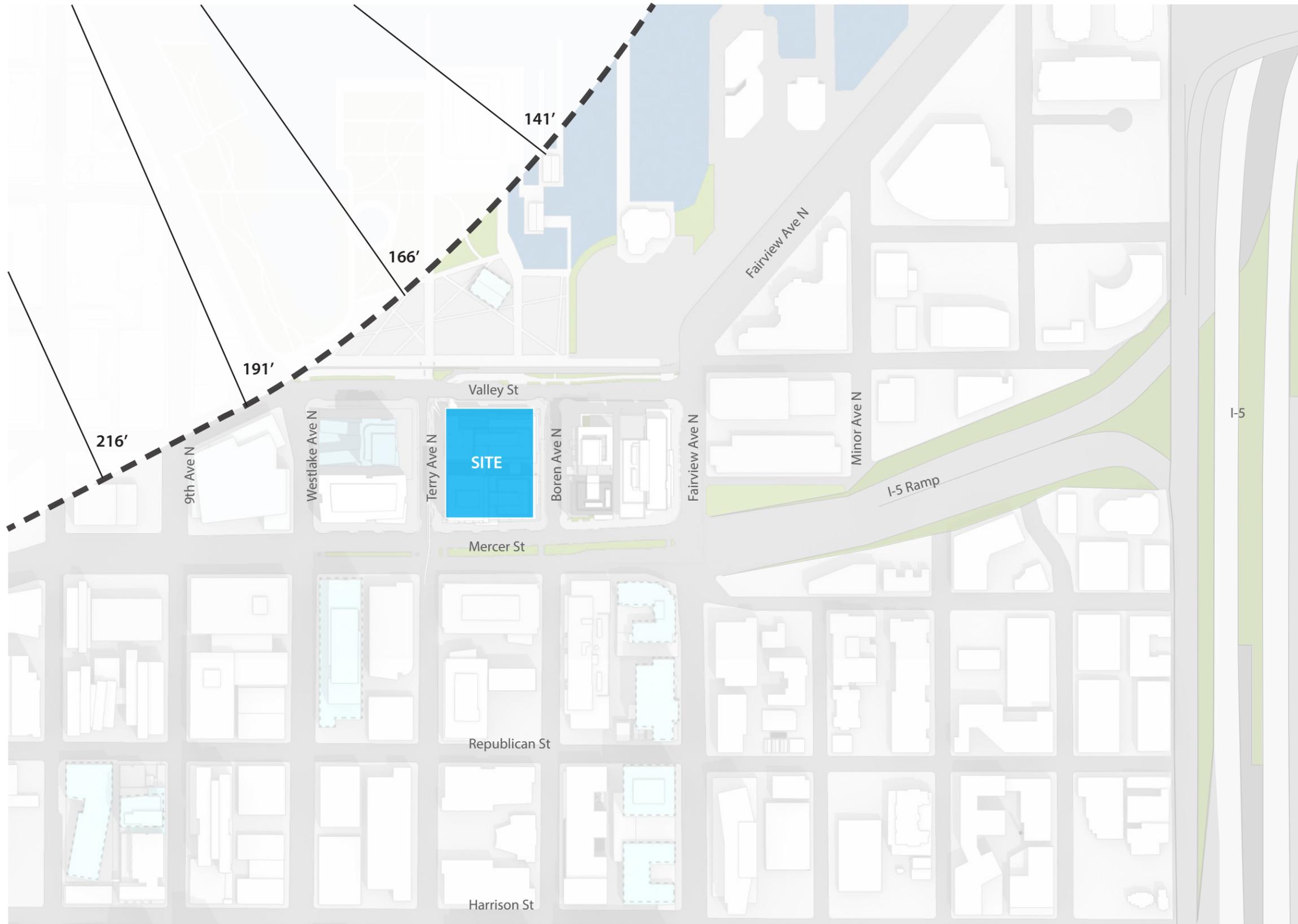
The site slopes from elevation ~ 36'-0" in the southeast corner down to ~ 28'-6" in the northwest corner.

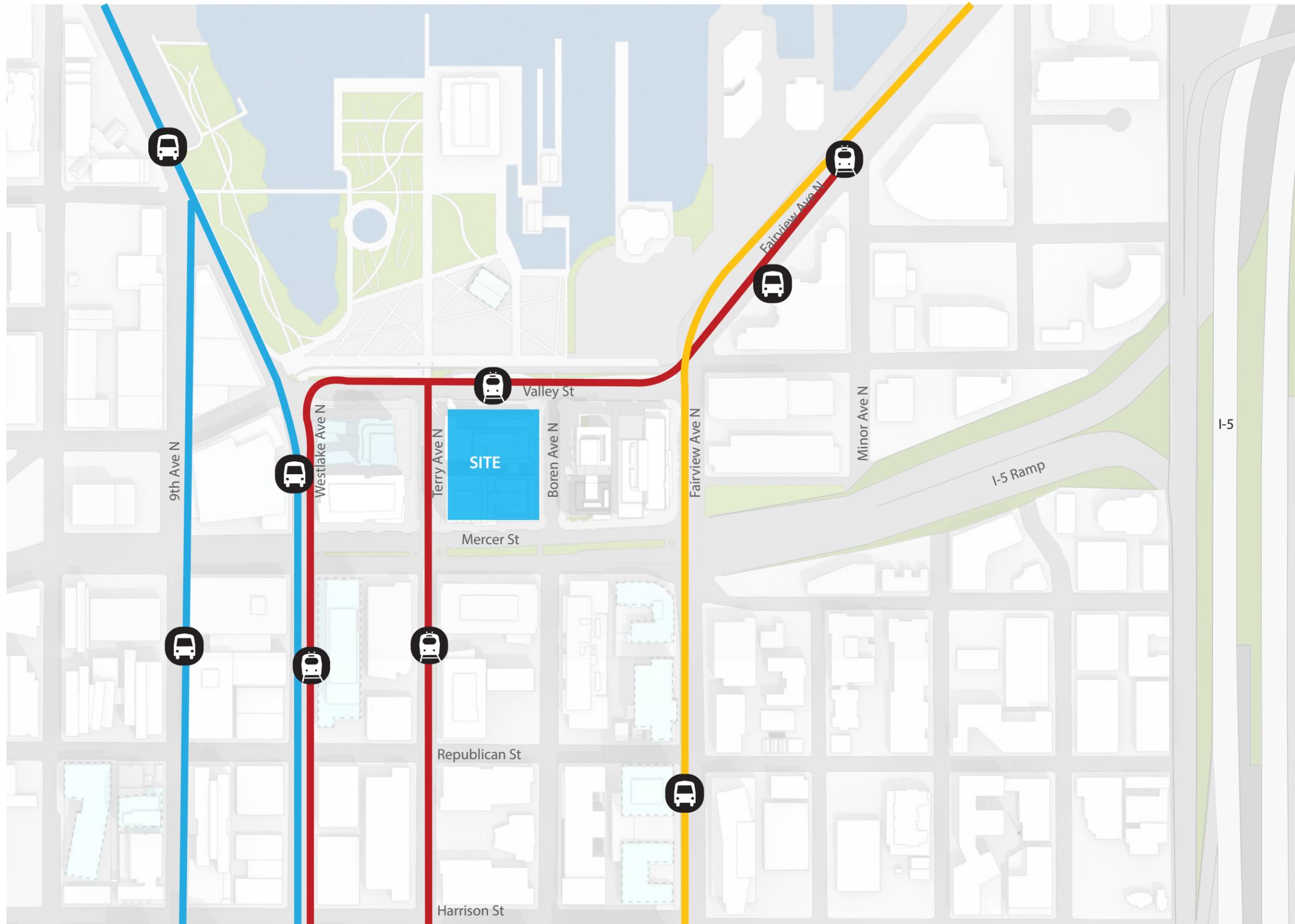
**Tree Survey:**

There are no significant trees on the site. Trees are located within the sidewalk Right-of-way.

**Existing Buildings:**

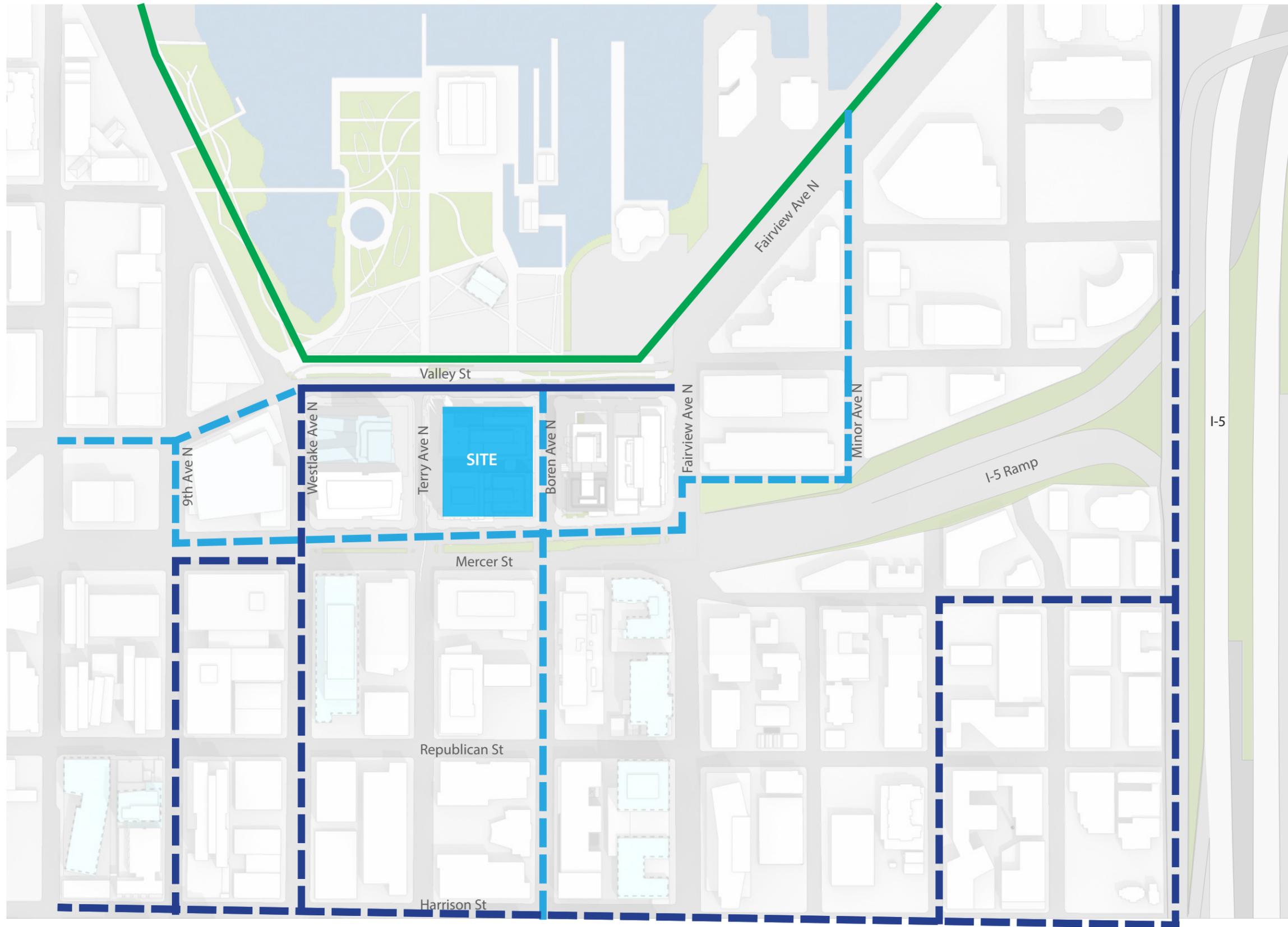
There are no existing buildings on site. An existing gravel parking lot occupies the site.





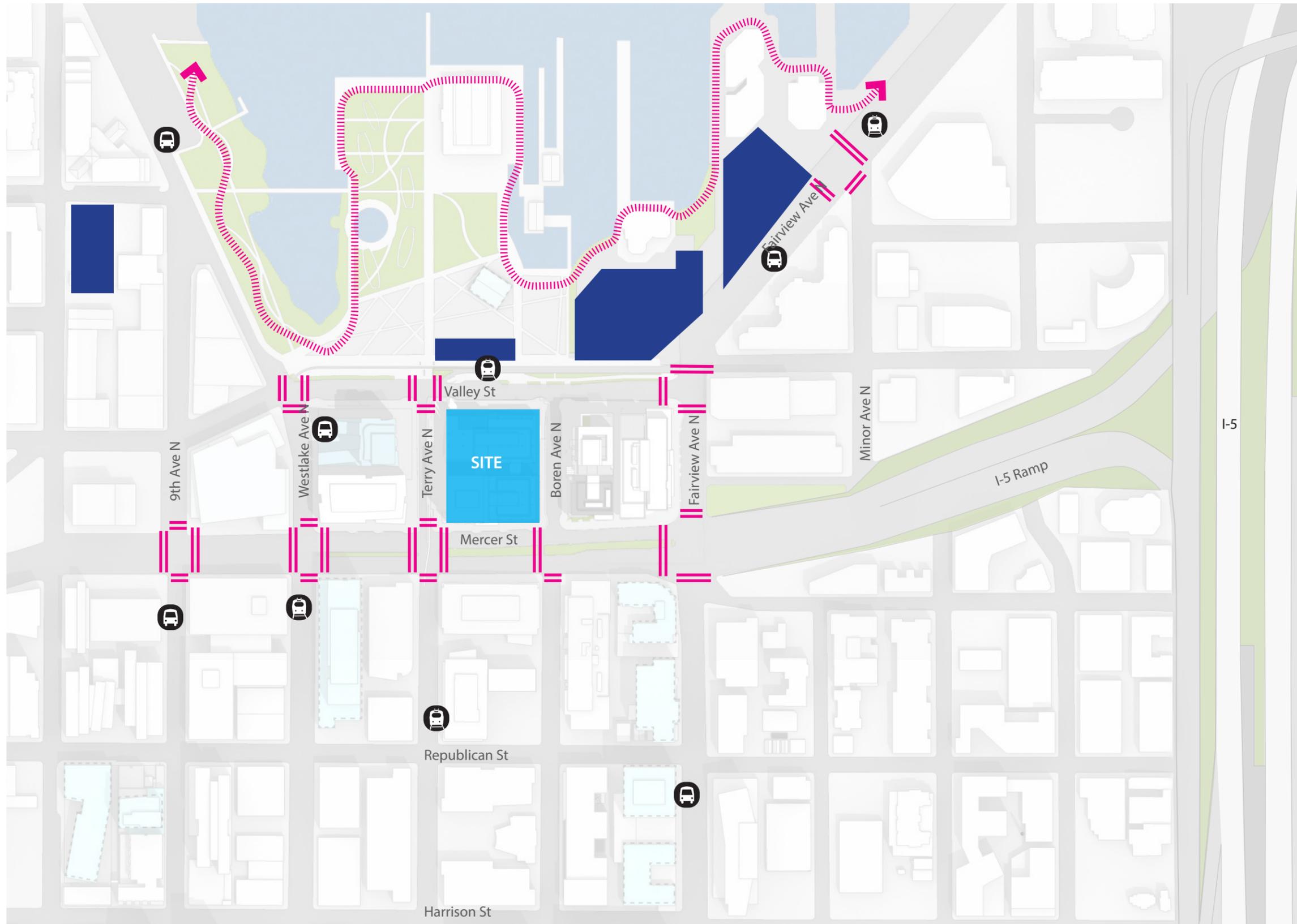
-  Street Car
-  Bus Route
-  Bus Route





-  Paved Bike Path
-  On-Street Bike Lane
-  Shared Roadway
-  Unmarked Connector

Public Parking & Pedestrian Access



-  Cheshiahud Lake Union Loop
-  Crosswalk Location
-  Transit Stop
-  Public Parking





-  Proposed Development
-  Office/ Commercial
-  Residential
-  Hotel
-  Research/Medical
-  Museum/ Cultural
-  Restaurant
-  Storage

-  1 Historic Ship Warf
-  2 Public Dock
-  3 Canoe Carving Area
-  4 Children's Play Area
-  5 Model Boat Pond
-  6 Children's Water Park
-  7 Center for Wooden Boats
-  8 Food Truck/ Farmers Market Area





CS2. Urban Pattern and Form

I. Responding to Site Characteristics

Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

iii. Gateways

Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage.

B. Height, Bulk, and Scale

i. Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer and Fairview.

iii. Relate proportions of buildings to the width and scale of the street.

The proposed design responds to the allowable zoning envelope and resultant presence on the lakefront by employing distinctive massing solutions that respond to the surrounding context while creating vistas within the site both for the public and building occupants. Vistas include public lobby exits with views to the lake and slightly elevated platforms that could accommodate outdoor seating.

The proposed massing at the two north-south frontages of Terry and Boren avenues step back progressively as one moves north, opening up view portals to the lake and park beyond, and terminating at substantial open spaces at the Valley Street intersection

The proposed design varies the scale and proportion of the three primary facades in response each corresponding street. Mercer being more automobile focused has been scaled appropriately while Terry, Boren and Valley are more pedestrian focused and articulated and relate more directly to the adjacent residential projects in scale.

CS3. Architectural Context and Character

II. Architectural Context

i. Support the existing fine grained character of the neighborhood with a mix of building styles.

iv. Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale.

The proposal enhances overall ensemble of the Lakefront Blocks by situating the tower on the south half of the block, held back from the lake to allow the office podium and north building to step down in scale moving north.

Symbolic references to the areas maritime and industrial will influence the design at many scales

PL1. Connectivity

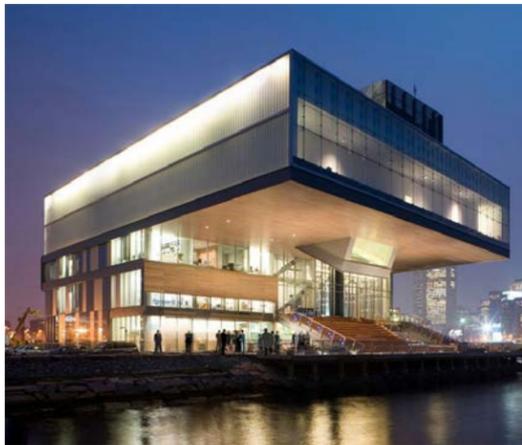
III. Pedestrian Open Spaces and Entrances

New developments are encouraged to work with the Design Review

Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way.

Pedestrian open spaces have been strategically placed and scaled to support adequate transitions, connections, support, or buffering between the public and private realm as needed. In particular the through-block pedestrian woonerf breaks down the perceived scale of the block and invites the public into the heart of the block





PL3. Street-Level Interaction

- I. Streetscape Compatibility  
Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level. Place retail in areas that are conducive to the use and will be successful.
- II. Human Activity  
ii. Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.

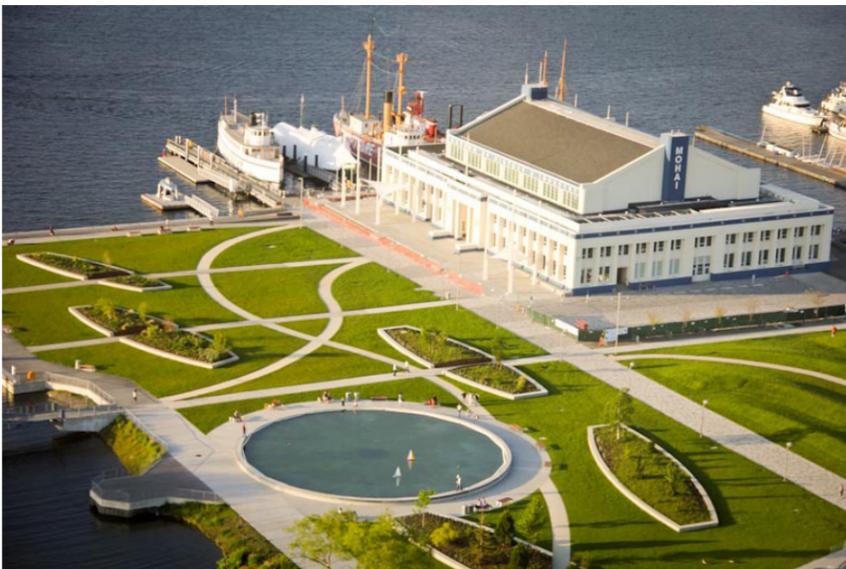
The proposal seeks to place ground level volumetrically flexible spaces in locations that best serve the public while preserving less desirable frontages and more volume restricted spaces for private commercial use. No bonus FAR is being pursued to allow for more sculpting and public space formation through massing moves.

The proposed grade level encourages spill out from the interior to the exterior and vice versa through midblock access, the woonerf, and small commercial spaces at plazas and lobbies adjacent to plazas.

DC2. Architectural Concept

- I. Architectural Concept and Consistency  
Design the “fifth elevation” — the roofscape — in addition to the streetscape.

An occupied terrace is being proposed for a portion of the roof, providing expansive views of the lake and providing a pleasant “fifth elevation” for the surrounding taller building occupants.



DC3. Open Space Concept

- II. Landscaping To Enhance The Building And/Or Site  
Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area.
- III. Landscape Design To Address Special Site Conditions  
Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

Distinct landscape elements and possibly artwork is proposed to be integrated into the northwest corner plaza at the intersection of Terry Avenue and Valley Street. The historic context of the area will have influence over landscape and potential artwork design decisions.

The site’s topography and proximity to the lake allows for slightly elevated landscaped vistas where the public may experience views of Lake Union Park as well as Chandlers Cove and lake beyond.

Situating the residential tower on the south half of the site also allows for better lake vistas from adjacent properties to the south, east and west.

SCHEME D (EDG 2 PREFERRED) | BLOCK 31 - GROUND FLOOR USES - AFTER

BLOCK  
37  
BLOCK  
31

DESIGN CONCEPTS

Retail facade broken up to provide more visual interest and provide opportunity for elevated overlook to park and lake.

Public elevator lobby to below-grade retail parking adds pedestrian activity to through block connection.

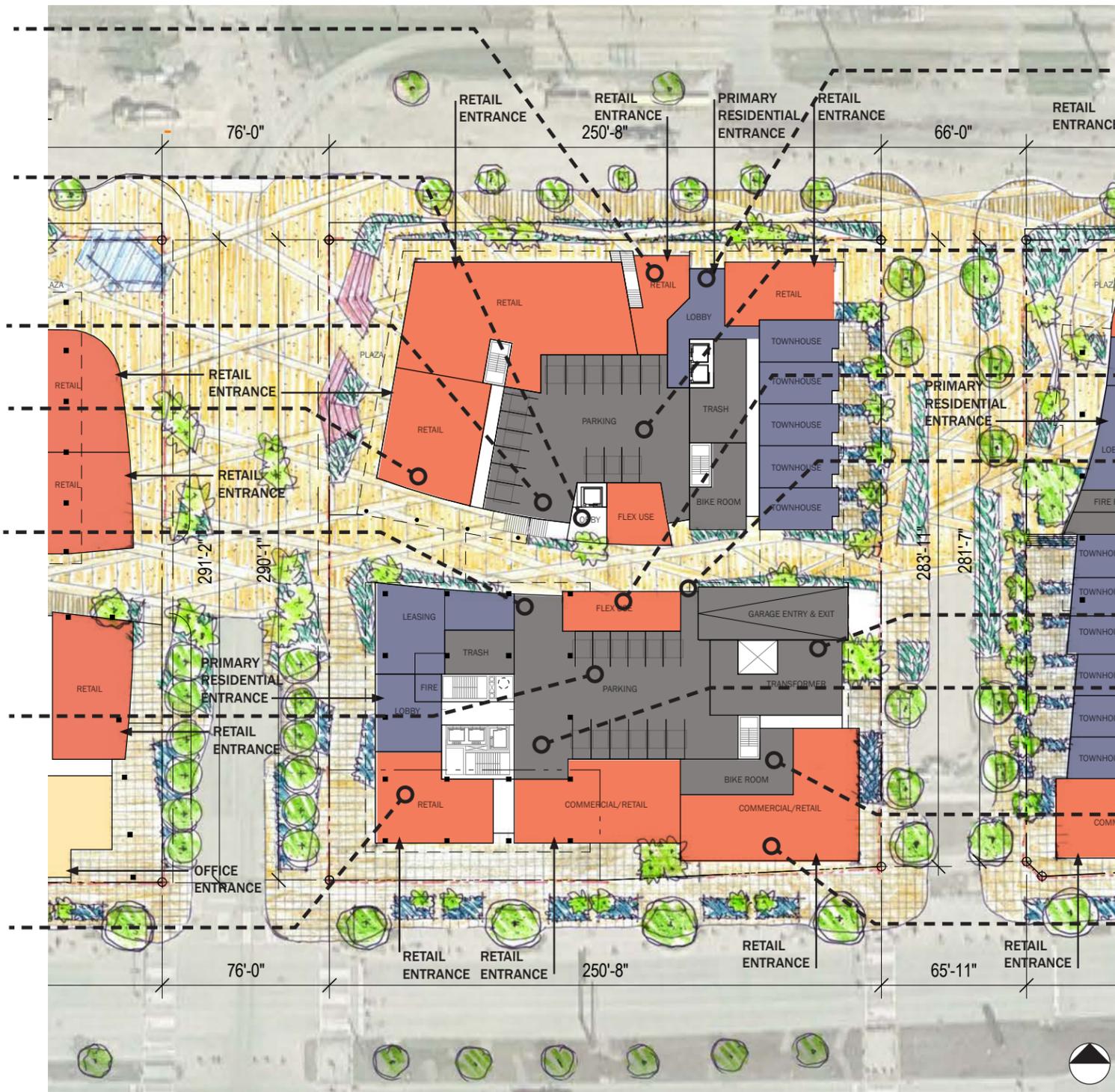
12' wide garage door is recessed under overhang of podium deck.

Retail space reconfigured to give more frontage to plaza and through block connection.

Trash access to through block will be through the parking/loading garage door, reducing the garage door count from 3 to 1 on this facade.

Parking garage reduced from 15 to 12 parking stalls.

Residential lobby size reduced significantly to allow for another corner retail space at the intersection of Terry Ave N and Mercer Street.



Residential lobby frontage reduced significantly and relocated to open up corner for additional retail frontage.

Parking garage reduced from 24 to 15 stalls.

Additional Flex Space added at former loading location.

Secondary garage door eliminated and replaced with Pedestrian / Bike entrance to parking area.

Frontage of required transformer vault has been reduced.

Zoning required loading dock relocated from exterior through-block connection to interior garage location.

Easily accessible bike parking room added to promote active transit.

Commercial frontage has been enlarged and expressed architecturally to create a "commercial gateway" at the intersection of Boren Ave N and Mercer Street to encourage pedestrian activity.

BLOCK  
37  
BLOCK  
31

DESIGN CONCEPTS



3 PERSPECTIVE VIEW FROM NORTHWEST



4 PERSPECTIVE VIEW FROM SOUTHEAST



5 PERSPECTIVE VIEW FROM SOUTHWEST



6 PERSPECTIVE VIEW FROM NORTHEAST



A.



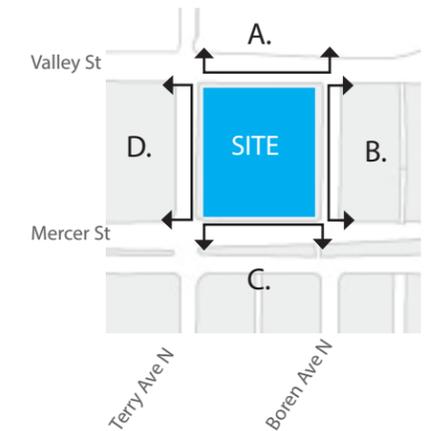
B.



C.



D.





A.



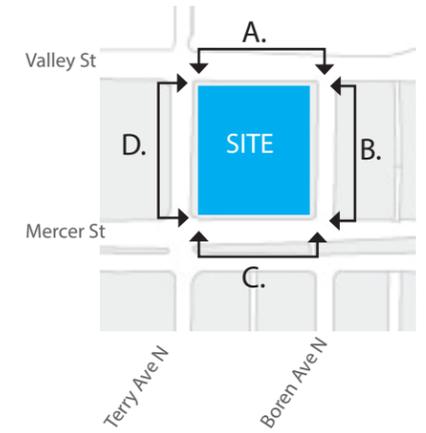
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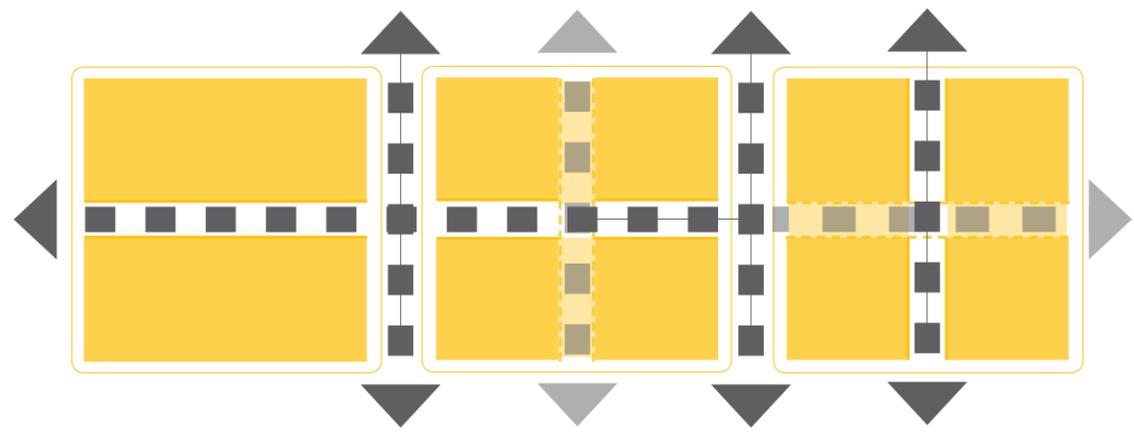


C.



D.

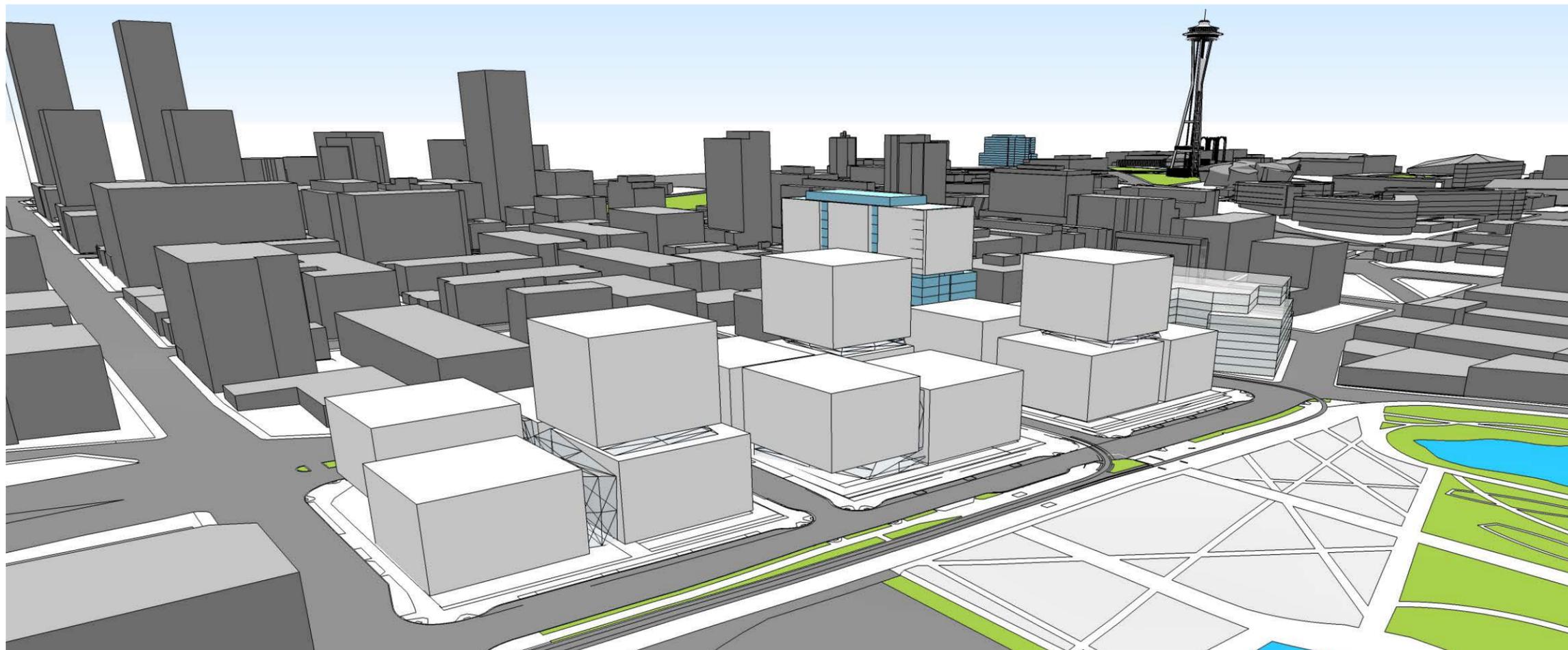




The Lakefront Blocks' master planning concept draws from the inherent two-dimensional shape of the blocks overlaid with three-dimensional building height and program. The block massing divides each block into quadrants, reducing perceived scale, and providing visual and pedestrian permeability at mid-block in both directions. This massing reinforces the existing site elements such as the alley on Block 25, as well as future enhancements, such as the through-block pedestrian connection and mid-block building connections.

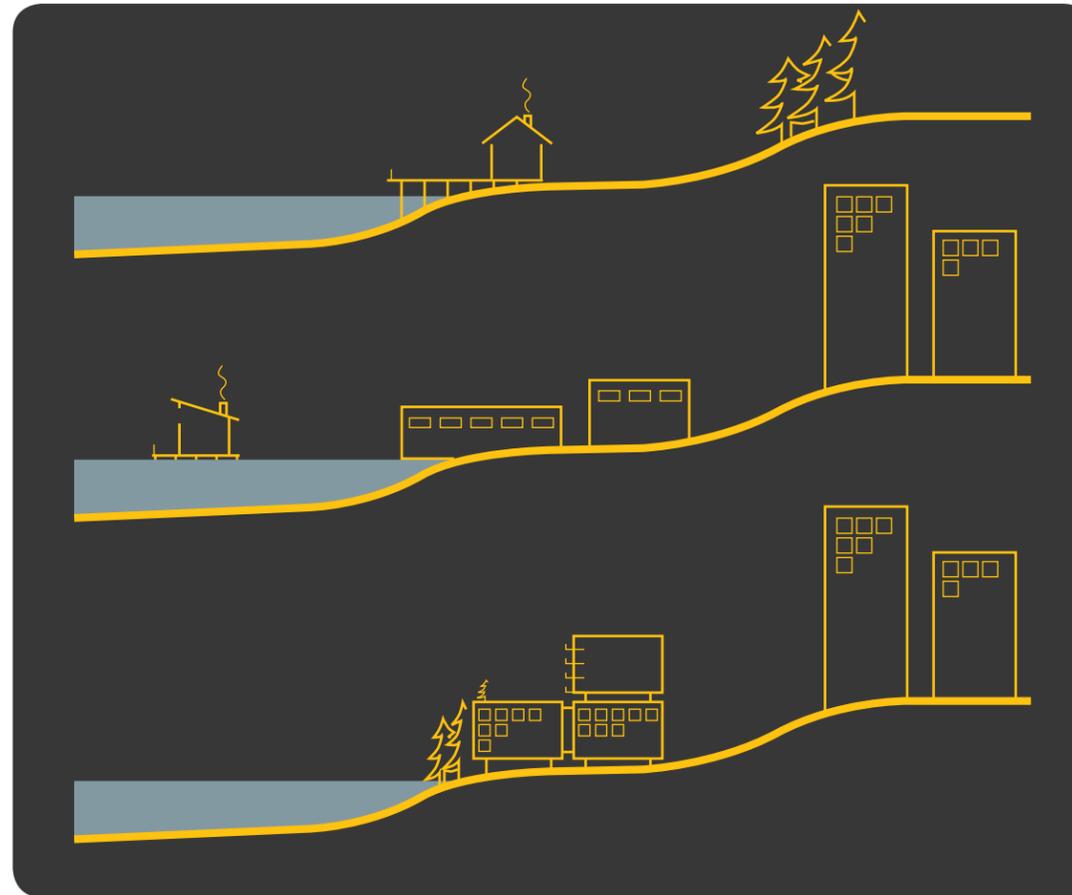
block diagram

Lakefront masterplan





evolving mixed-use

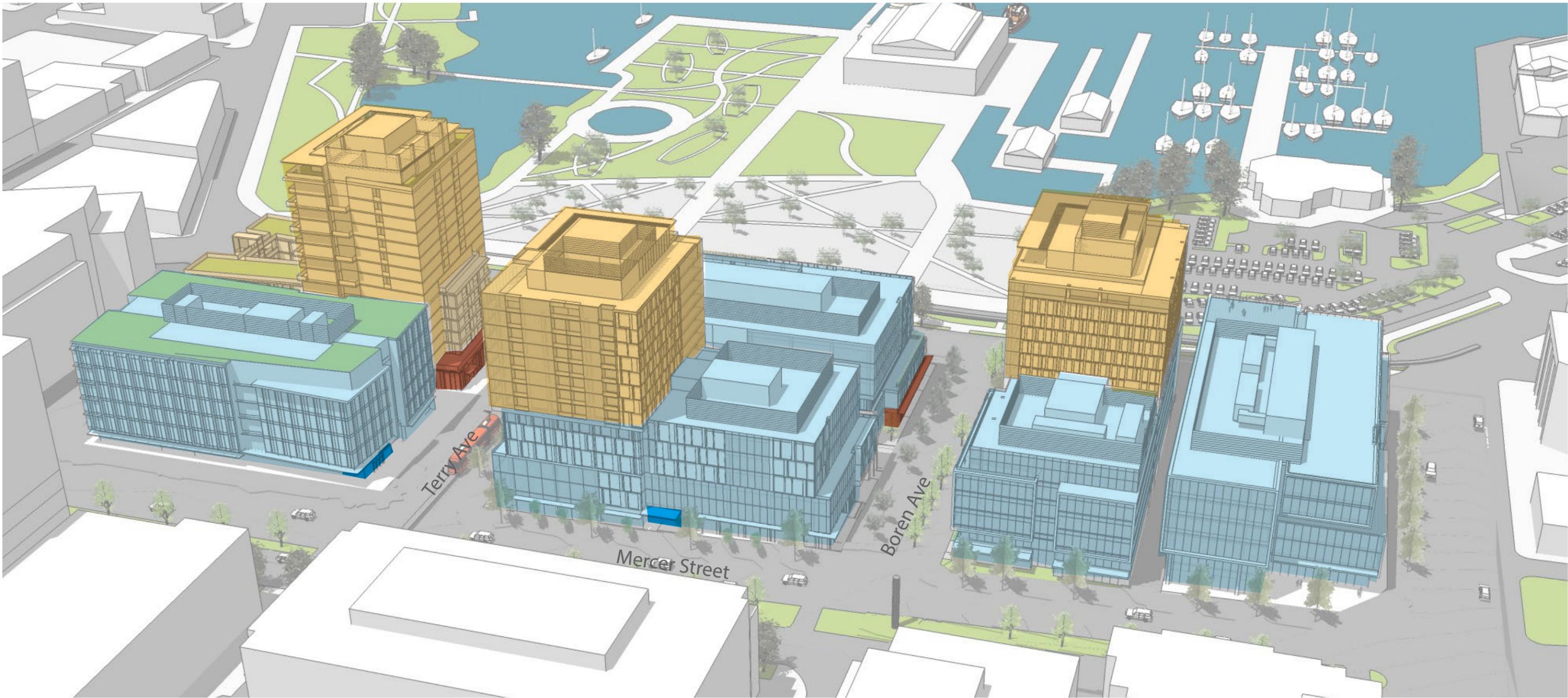


the urban Floating Home

The massing of the Lakefront Blocks breaks from past urban typologies, expressing the layered, stratified nature of contemporary mixed use where program elements have both a plan and sectional relationship. Rather than sit side-by-side, the residential and office uses stack vertically, and this change in use is legible in building form. This concept also compliments the desired upper level setbacks on each block, with the building terracing back as it rises in elevation.



"slip" massing



#3017484 MUP application ACTIVE"

#3017398 MUP application ACTIVE & #3022087 this EDG#1.

#3017401 MUP application ACTIVE & #3022086 EDG#1 on 11/18/15:

#3020512; EDG on 9/16/15, MUP application pending.

- Office Lobby
- Office/Commercial
- Residential
- Retail



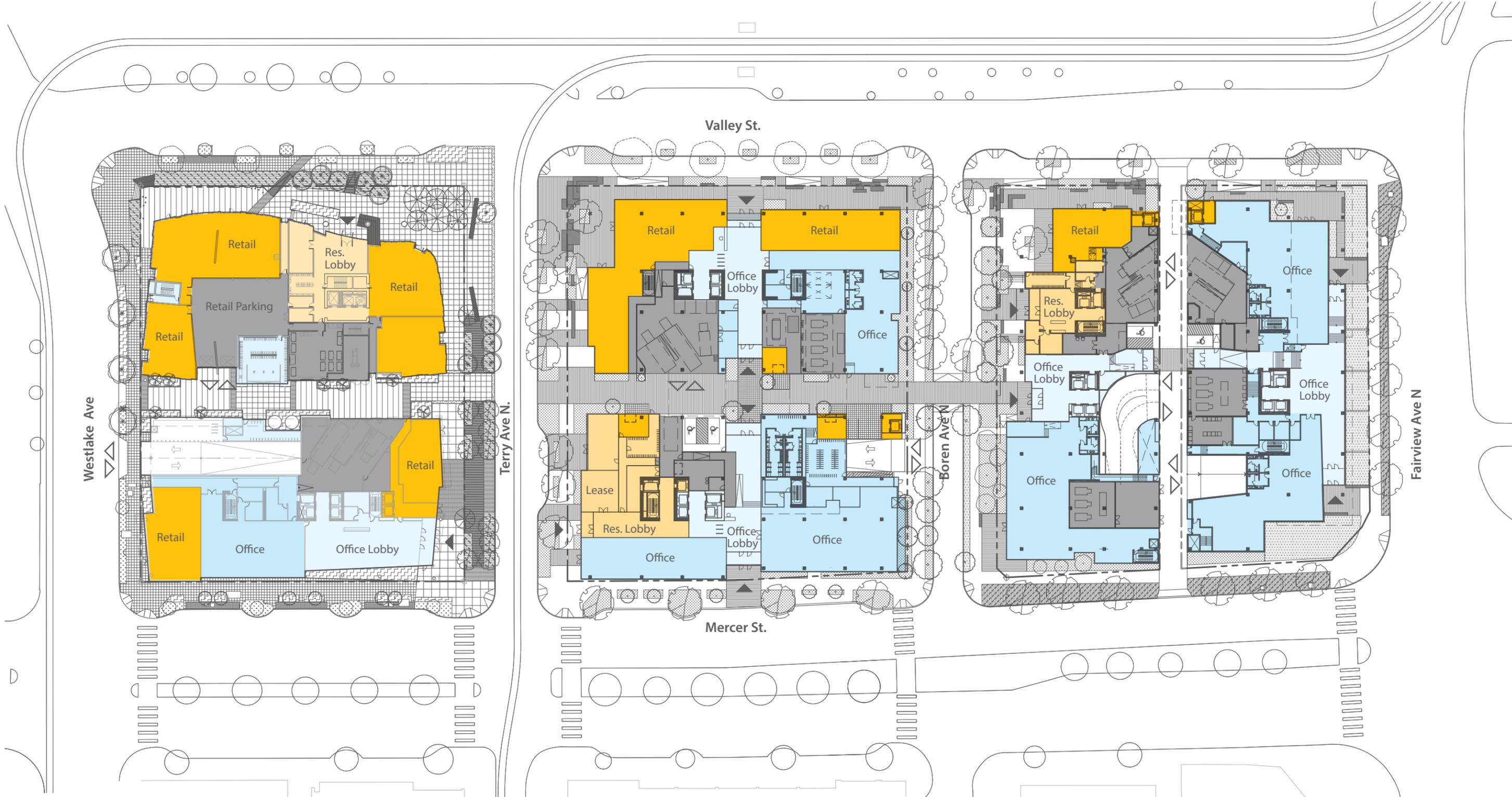
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#3017484 MUP application ACTIVE".

- Office Lobby
- Office/Commercial
- Residential
- Retail



**BLOCK 37**  
3017484 – MUP active

**BLOCK 31**  
3022087

**BLOCK 25 WEST**   **BLOCK 25 EAST**  
3022086   3020512

◀ Building Entrance  
◀ Vehicle Entry/Exit





Massing Option 1 (compliant)



**Pros:**

- Clear forms delineate mixed-use block
- Building entries and pedestrian through-block connection reinforced by massing
- Residential tower volume is 'grounded' at the corner of Mercer Street and Terry Avenue N.
- Breaks from conventional horizontal geometry of similar projects
- Setbacks along Terry Avenue N. enliven festival street while supporting larger plaza expression on Block 37

**Cons:**

- Larger massing moves not sympathetic to adjacent residential scale
- Massing does not respond to important 'threshold moment' at intersection of Mercer and Terry Avenue N.
- Massing does not acknowledge plaza at Valley Street and Terry Avenue N.
- Open Space Plaza at corner of Valley Street and Terry Avenue N is under building overhang, not open to sky



Massing Option 2

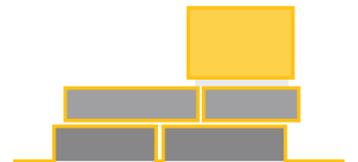


**Pros:**

- Clear forms delineate mixed-use block
- Building geometry sculpted to address pedestrian through-block and primary entry points
- Building plan geometry and 6th-floor steps respond to lake views and overlook opportunities
- Setbacks along Terry Avenue N. enliven festival street while supporting larger plaza expression on Block 37

**Cons:**

- Massing encroaches on the required podium setbacks at Boren Avenue N.
- No large plaza at corner of Valley Street and Terry Avenue N.
- Repetitive volumes may result in monotony on block
- Massing does not respond to important 'threshold moment' at intersection of Mercer and Terry Avenue N.



Massing Option 3 (preferred)



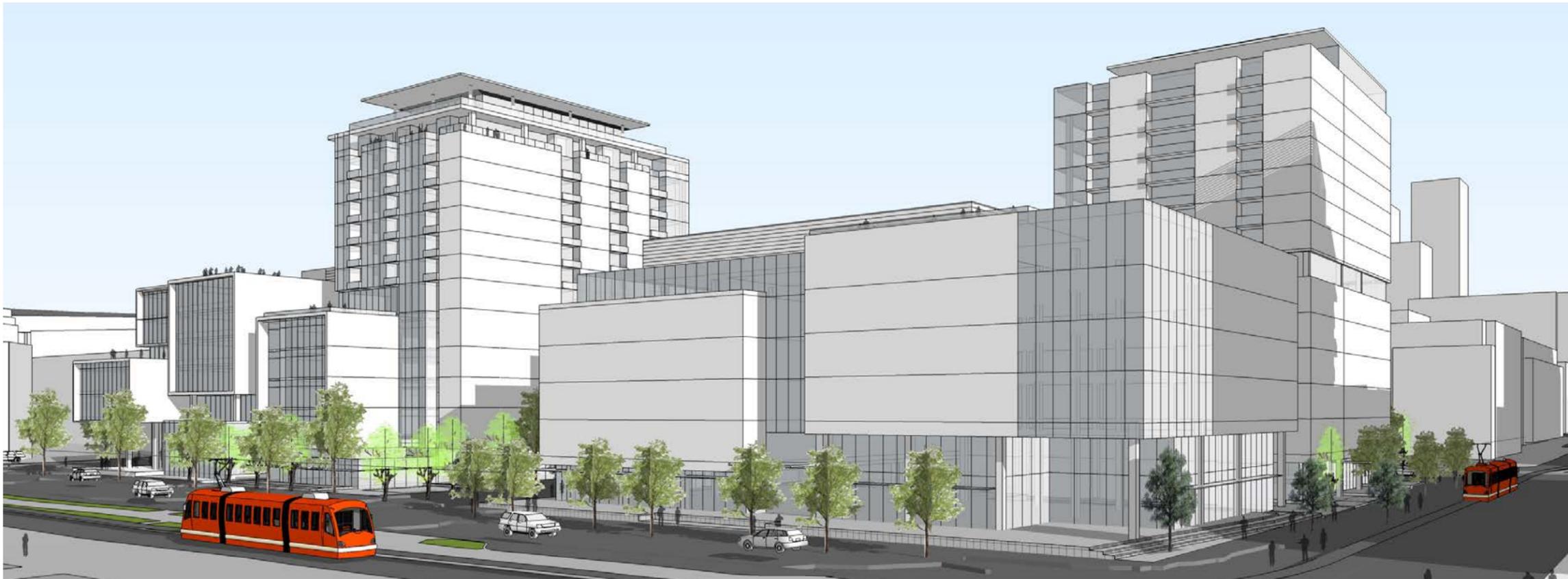
**Pros:**

- Slipping volumes clearly delineate 'strata' of mixed-use block
- Horizontal layering breaks down scale
- Podium setbacks provide wider street section, broader sky views
- Primary volumes break-down scale along east and west facades, better responding to pedestrian scale of neighborhood.
- Generous open space plaza at intersection of Valley And Terry Avenue N. is elevated to afford lake views
- Setbacks along Terry Avenue N. enliven festival street while supporting larger plaza expression on Block 37
- Overall massing proportions are similar to Block 25W preferred scheme while pursuing an architectural concept distinct from Block 25's "Stack" metaphor
- Does not require a massing design departure

**Cons:**

- Horizontal massing reinforces perceived length of building, "bread loaf" massing similar to neighboring projects
- Residential volume is not 'grounded'
- NW corner plaza may compete with similar plaza on Block 37

Massing Option 1



View looking southeast at Terry Avenue N. and Valley Street



View looking south at Boren Avenue N. and Valley Street



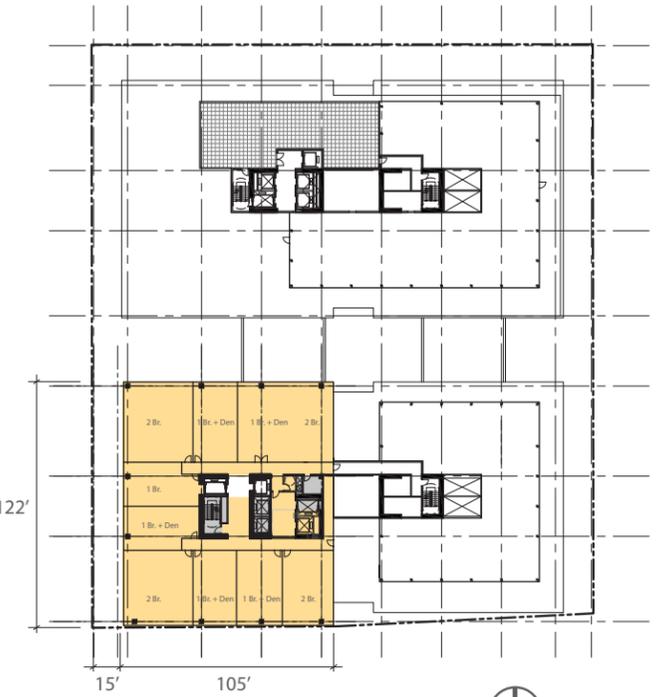
View looking north at Terry Avenue N. and Mercer Street

**Pros:**

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- Residential tower volume is 'grounded' at the corner of Mercer Street and Terry Avenue N.
- Breaks from conventional horizontal geometry of similar projects
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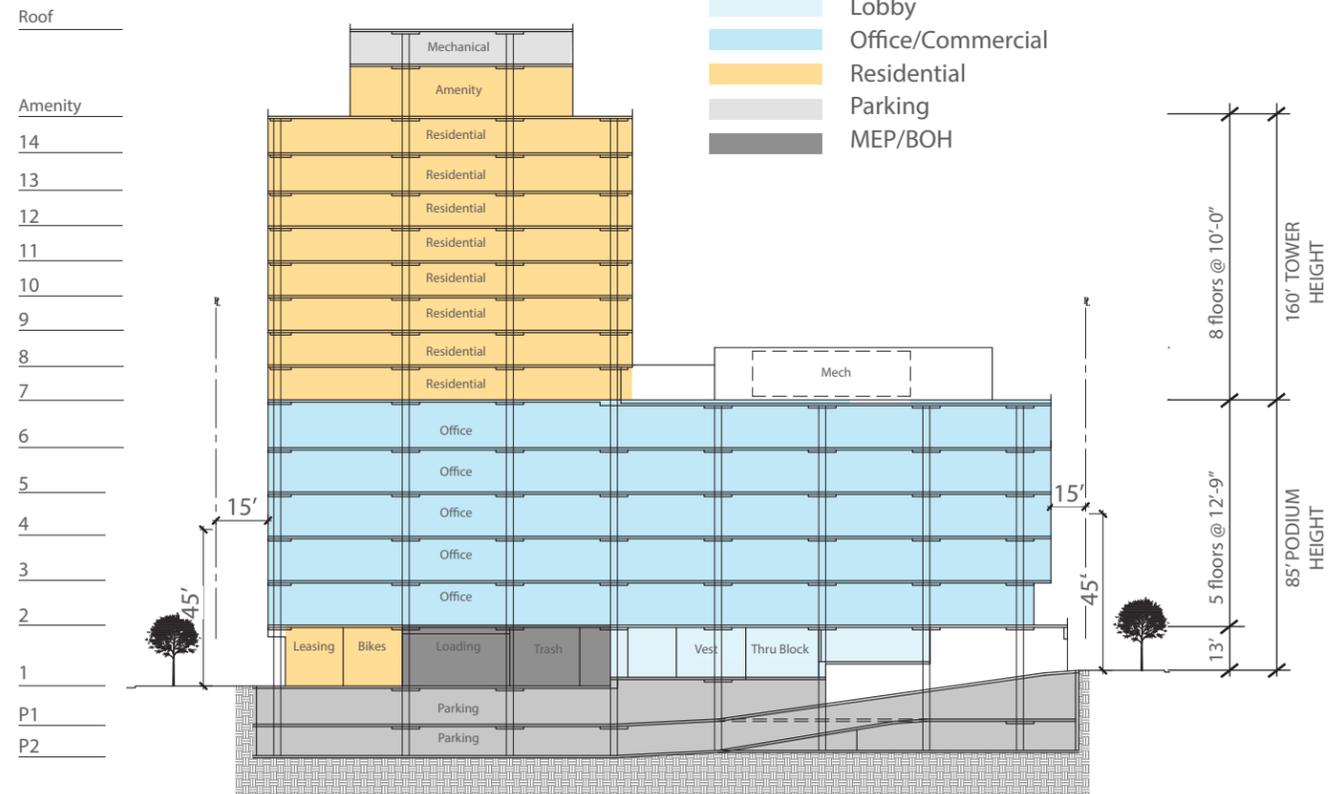
**Cons:**

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- Massing does not respond to important 'threshold moment' at intersection of Mercer and Terry Avenue N.
- Massing does not acknowledge plaza at Valley Street and Terry Avenue N.
- Open Space Plaza at corner of Valley Street and Terry Avenue N is under building overhang, not open to sky

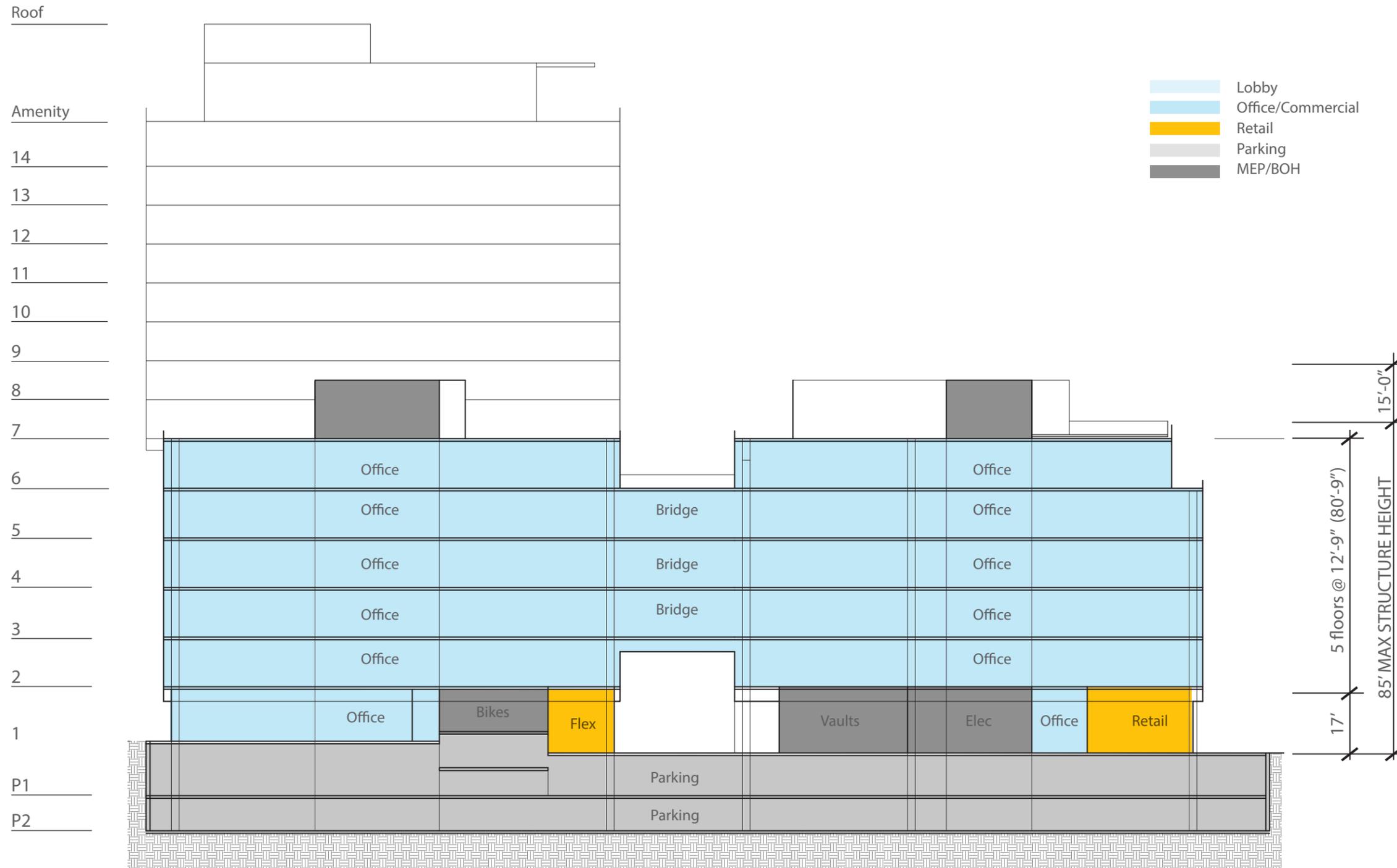


Typical Office Floor Plan

Upper Level Floor Plan



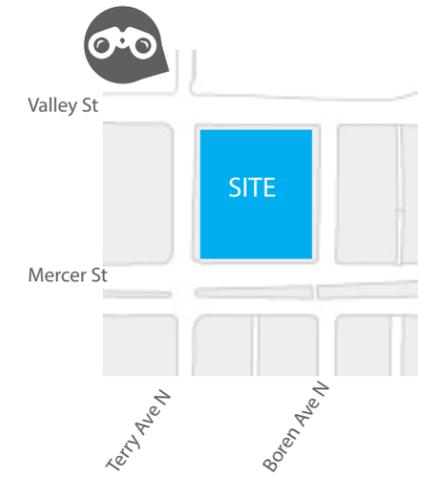
Conceptual Section - East/West



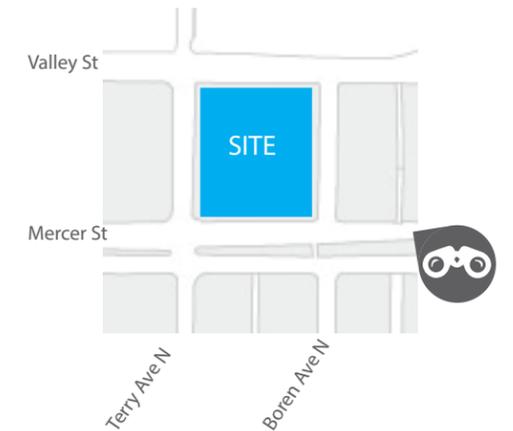
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View looking east at intersection of Valley St. and Terry Avenue N.

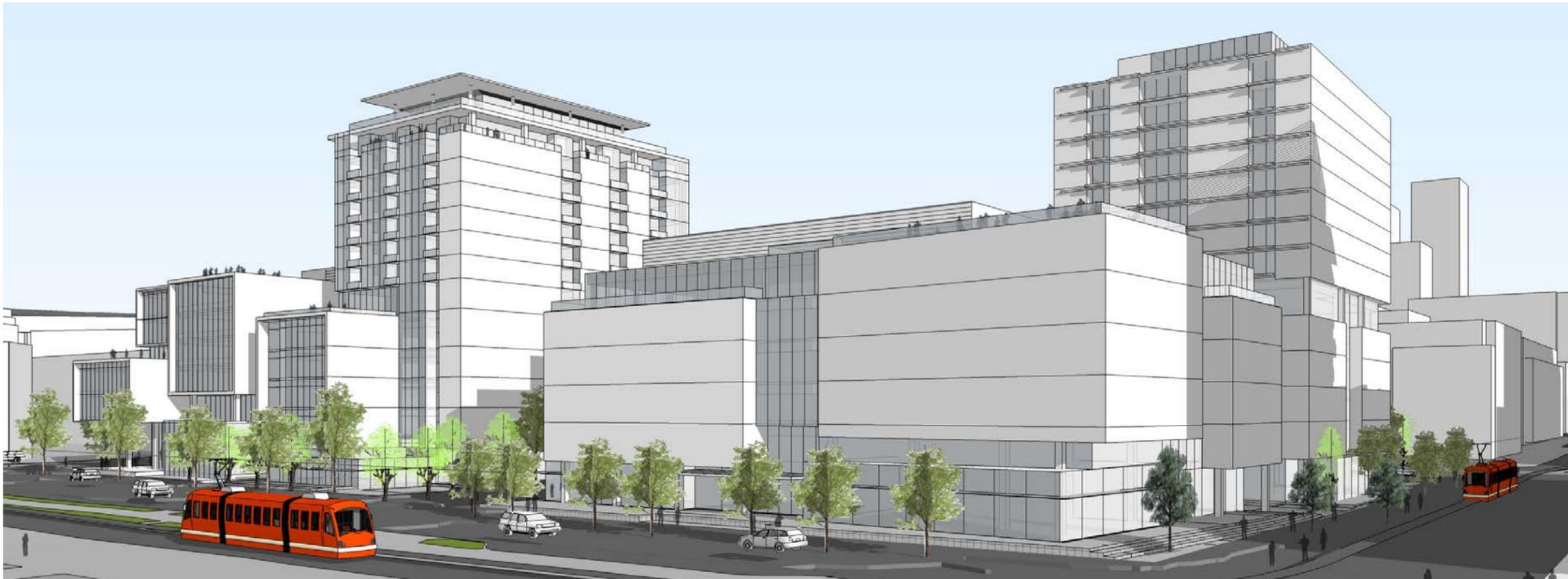


View looking west at Mercer Street

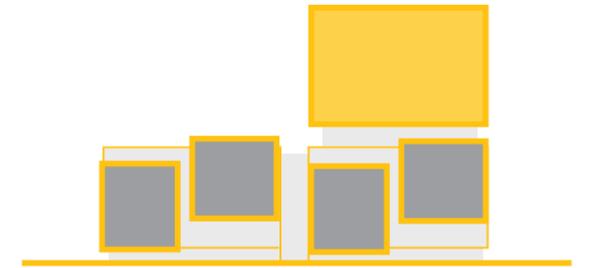




Overall Aerial Looking North



View looking southeast at Terry Avenue N. and Valley Street



View looking south at Boren Avenue N. and Valley Street



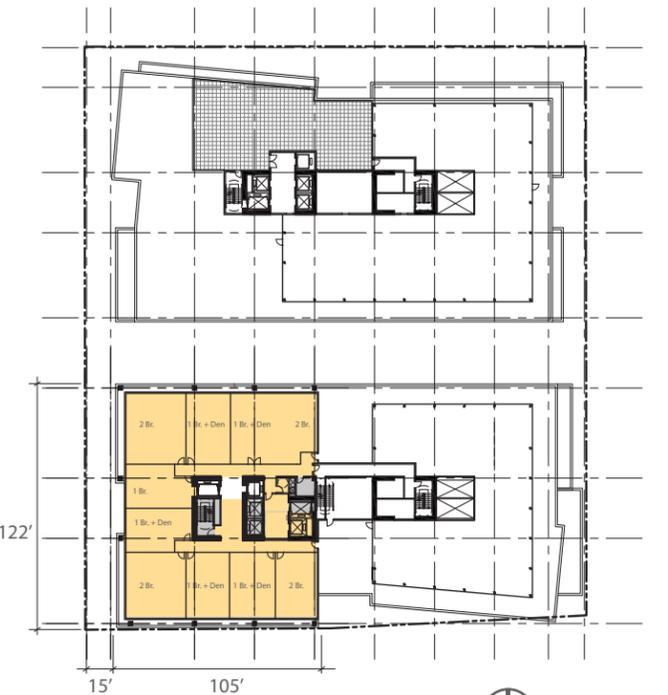
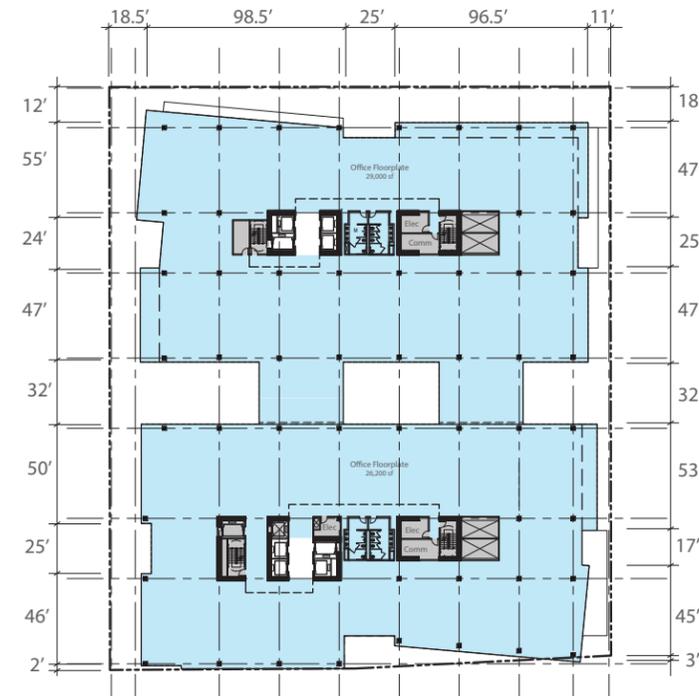
View looking north at Terry Avenue N. and Mercer Street

**Pros:**

- Clear forms delineate mixed-use block
- Building geometry sculpted to address pedestrian through-block and primary entry points
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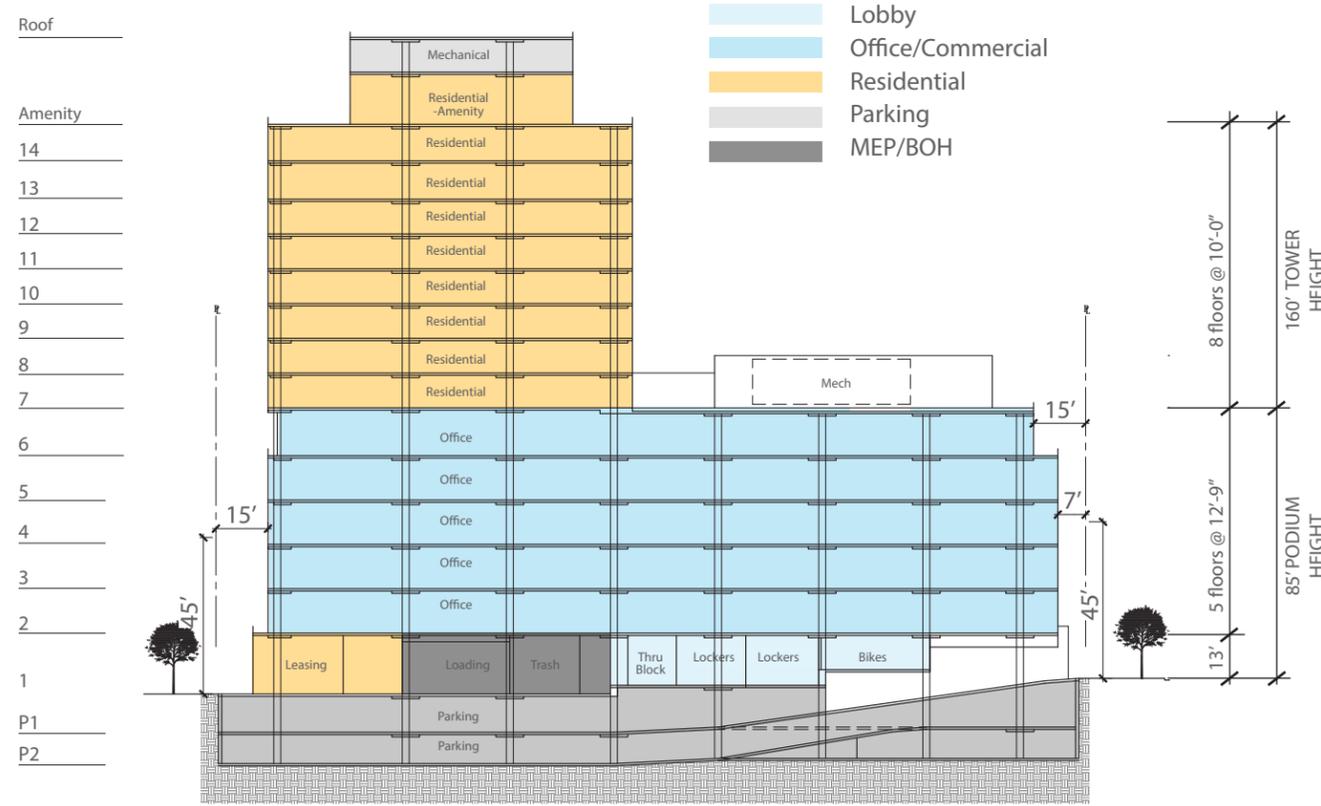
**Cons:**

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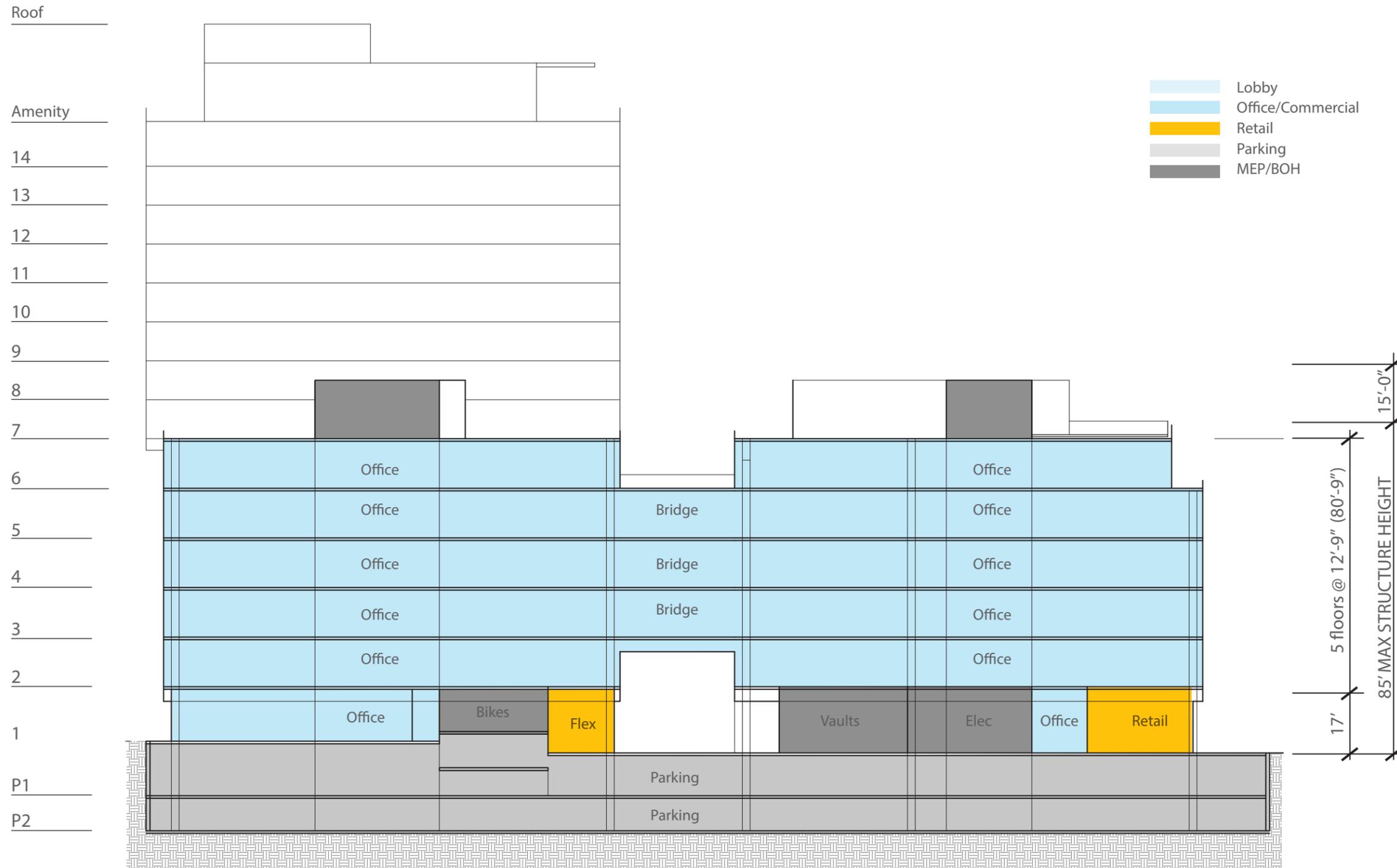
Typical Office Floor Plan

Upper Level Floor Plan



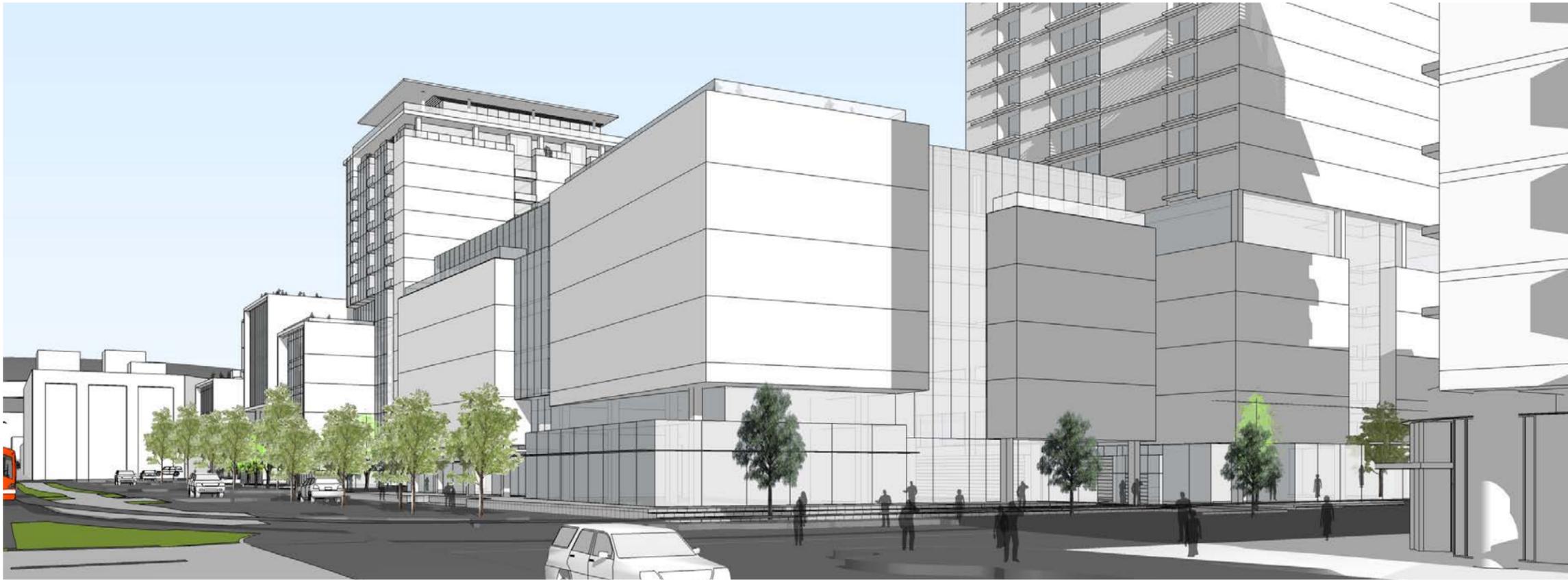
Conceptual Section - East/West



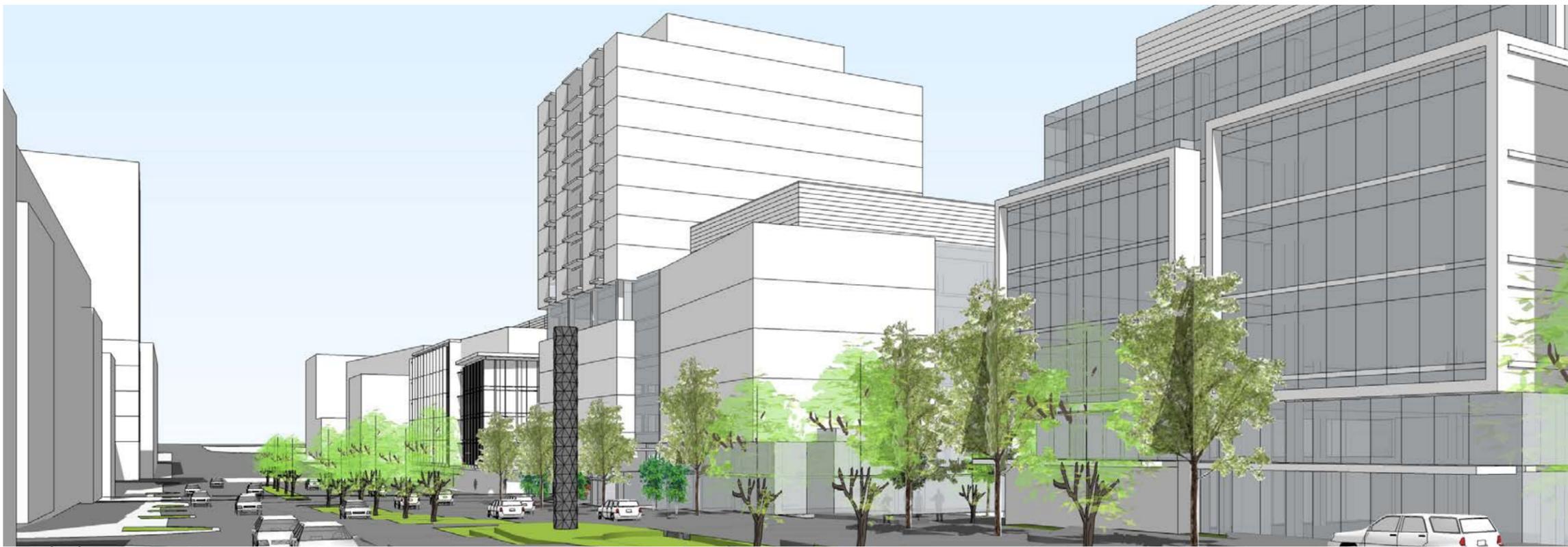
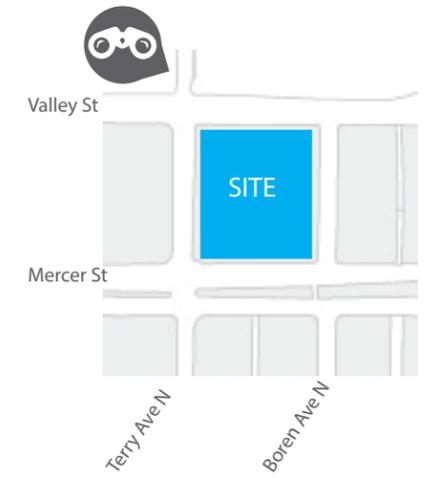


Conceptual Section - North/South

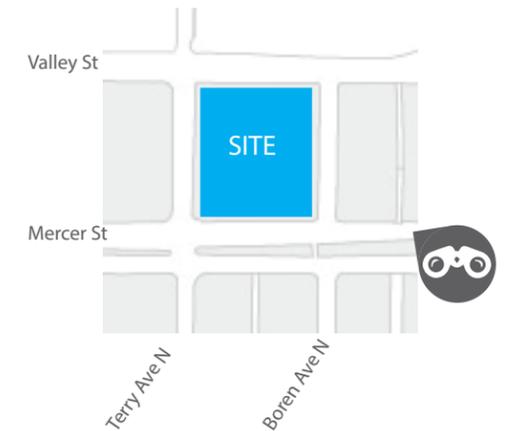
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View looking east at intersection of Valley St. and Terry Avenue N.

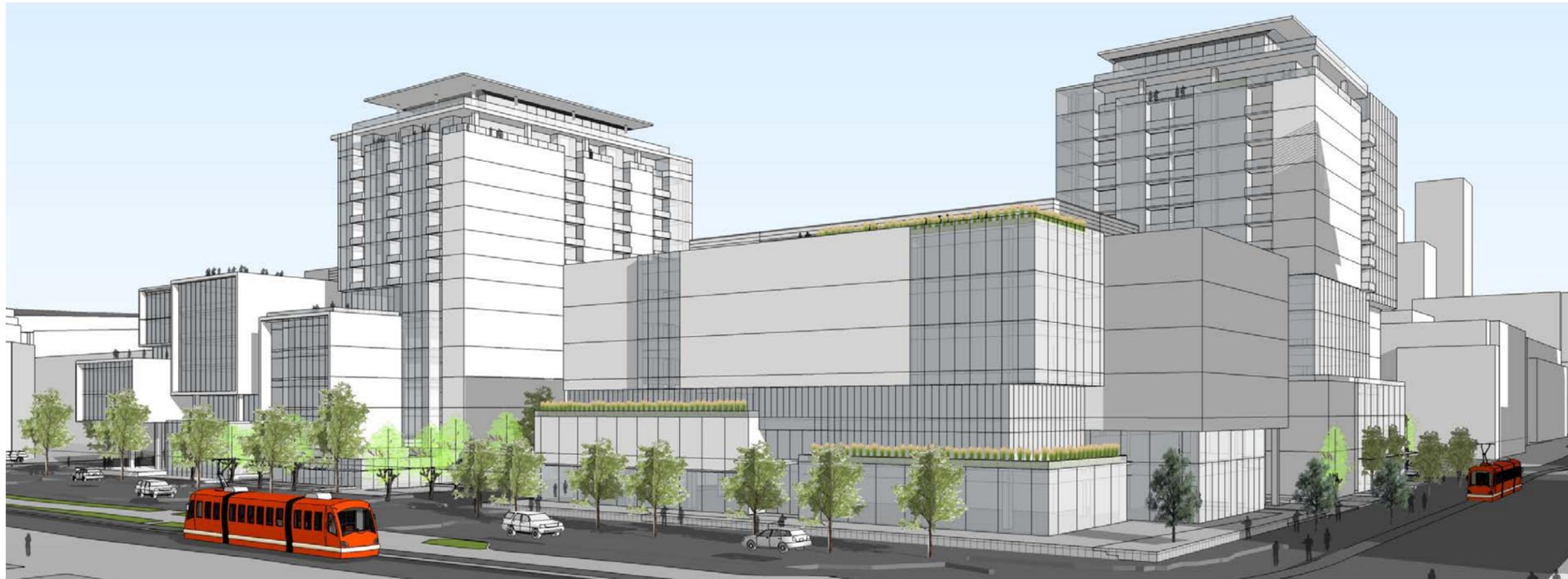


View looking west at Mercer Street

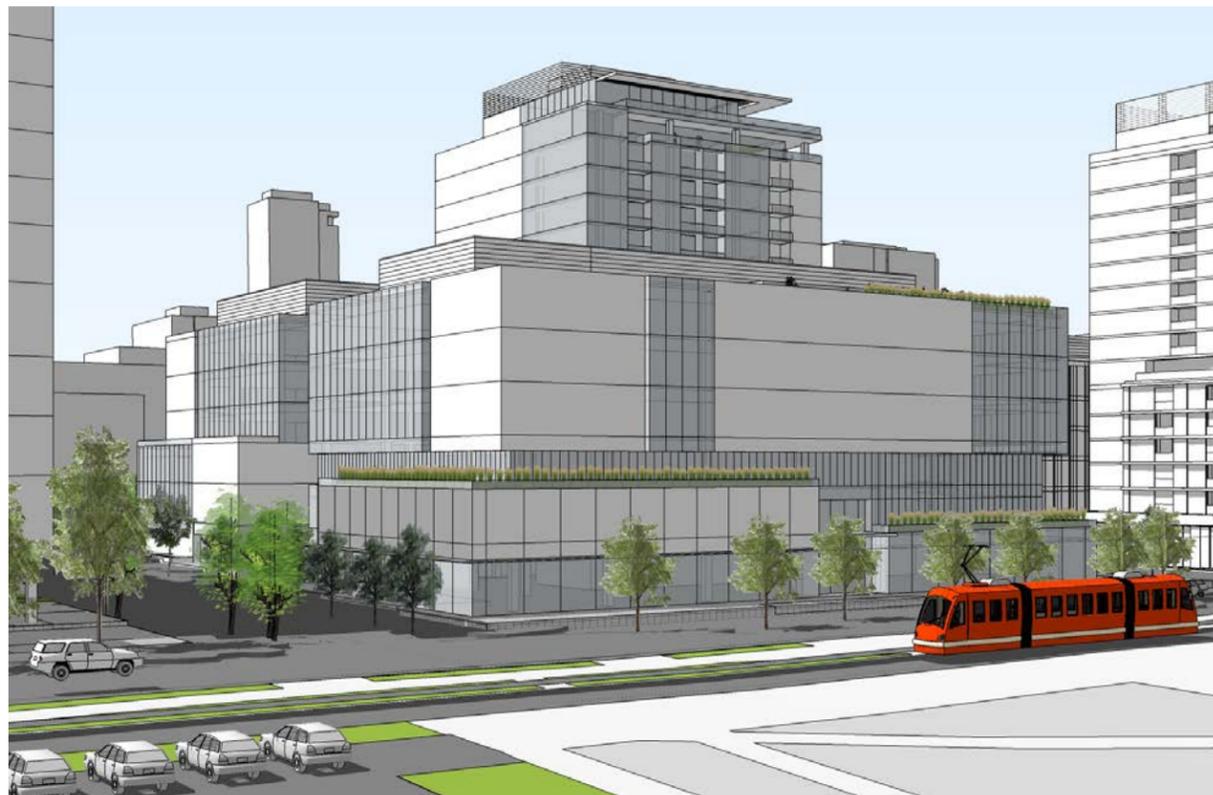




Overall Aerial Looking North



View looking southeast at Terry Avenue N. and Valley Street



View looking south at Boren Avenue N. and Valley Street



View looking north at Terry Avenue N. and Mercer Street

**Pros:**

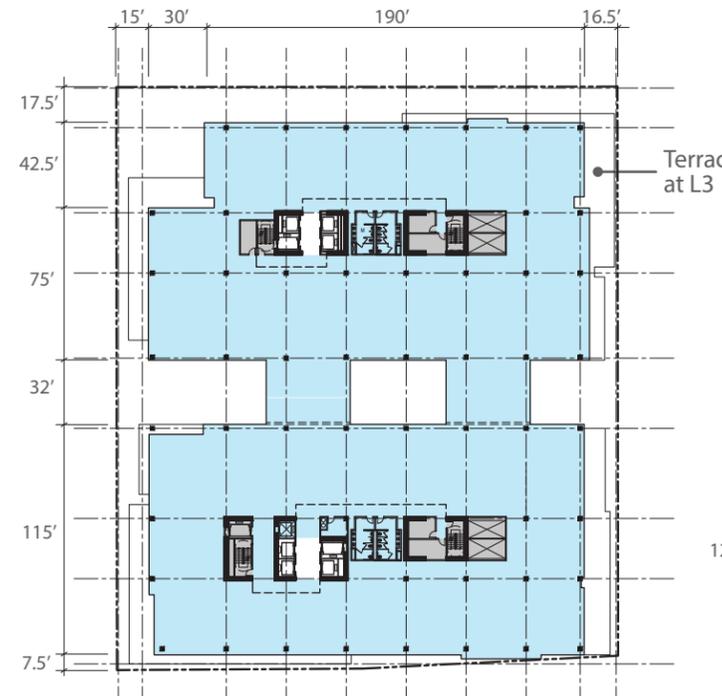
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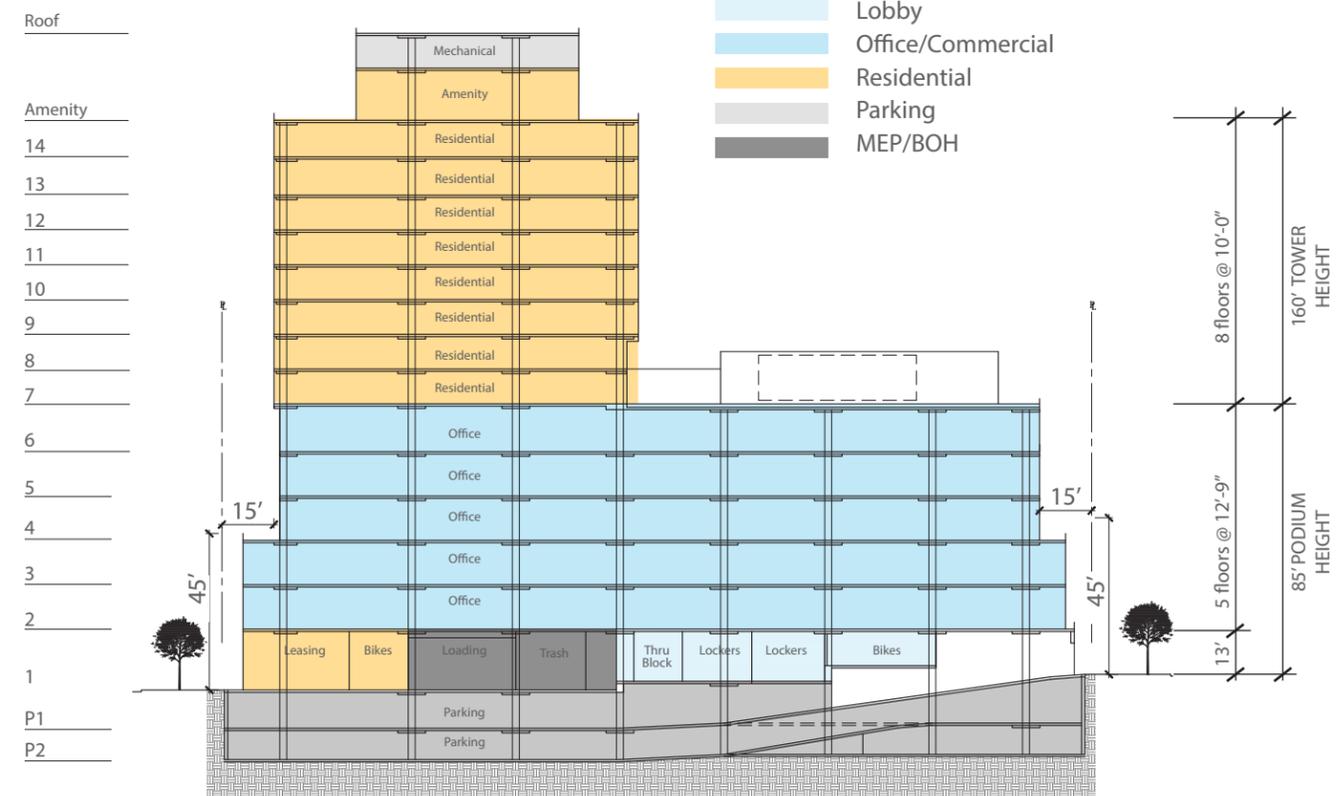
Level 1 Floor Plan



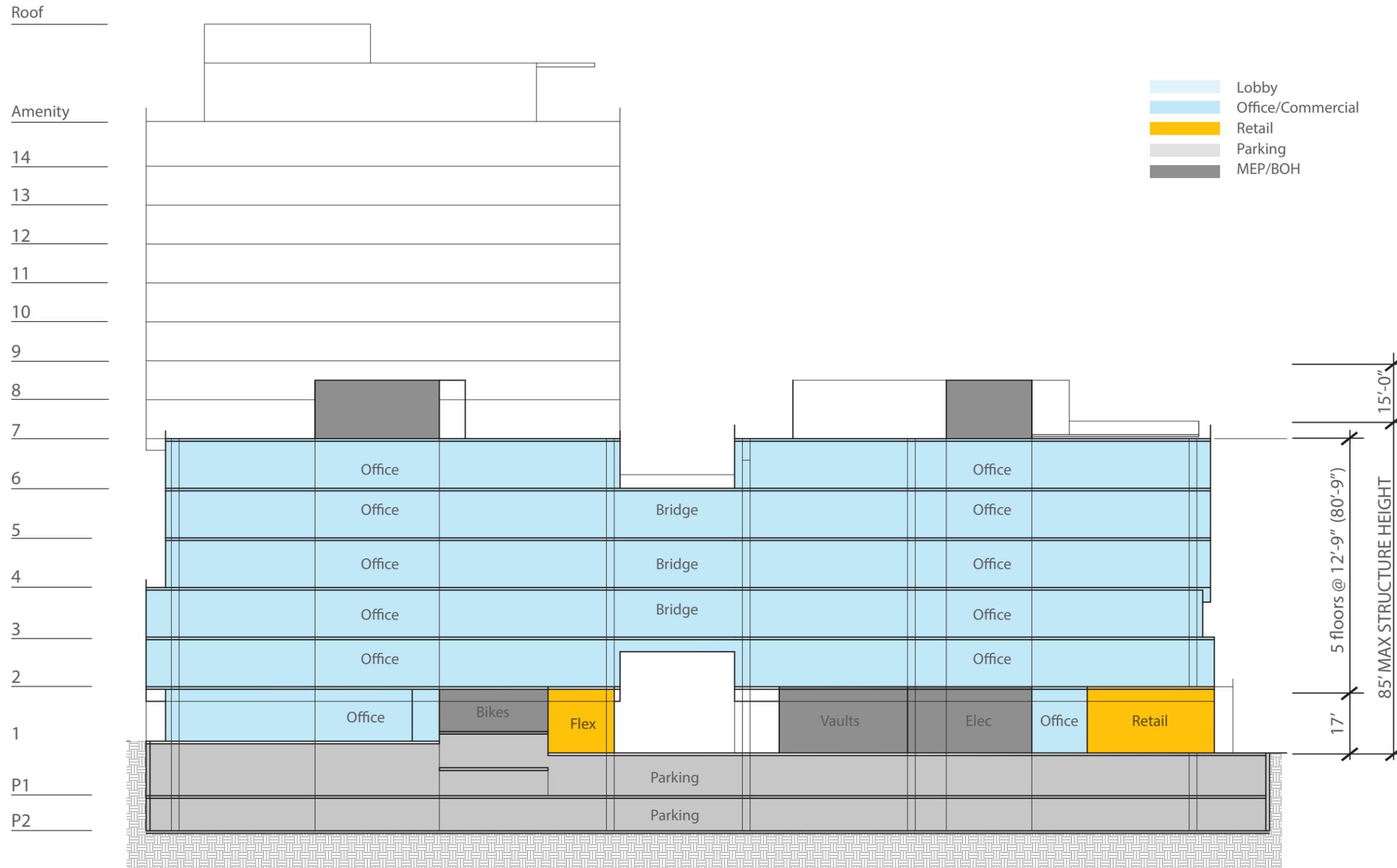
Typical Office Floor Plan



Upper Level Floor Plan



Conceptual Section - East/West

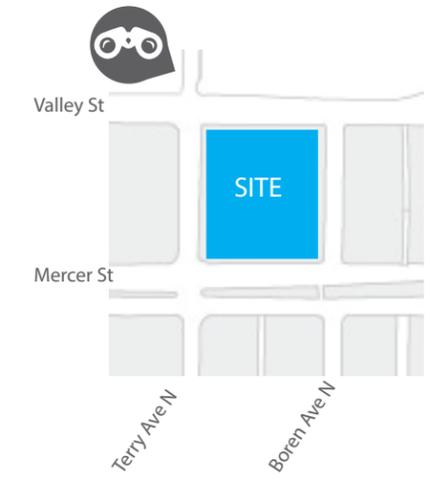


Conceptual Section - North/South

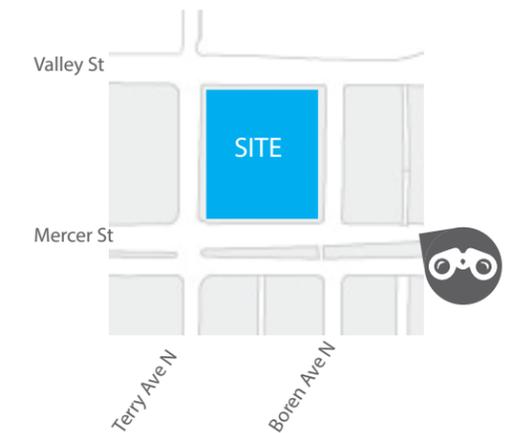
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View looking east at intersection of Valley St. and Terry Avenue N.

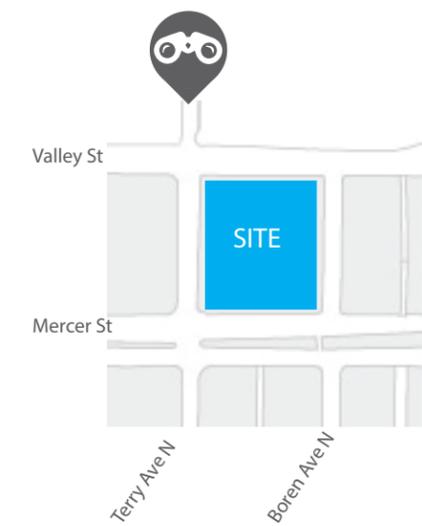


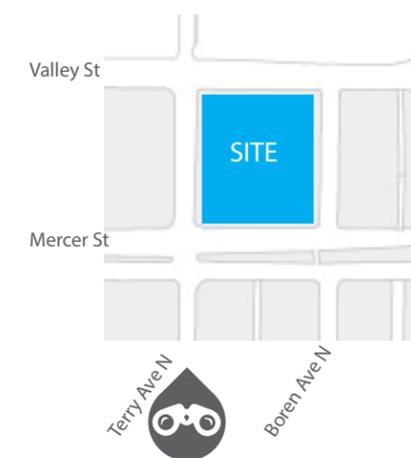
View looking west at Mercer Street

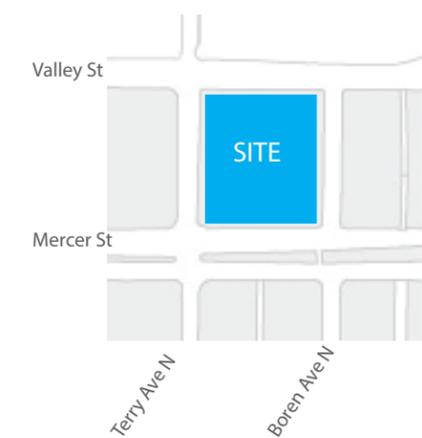


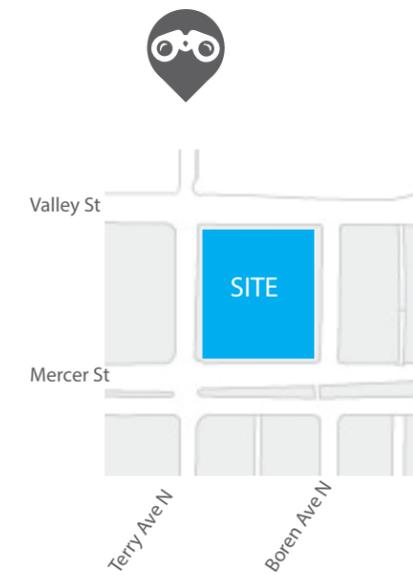


Overall Aerial Looking North













Block 31 Facade Study

GUIDING PRINCIPALS:

- Simple forms with strong visual pattern
- Skin treatment that suggests movement and activity
- Envelope that captures the lightness and reflection of adjacent sky and water
- Interplay and dialog between residential and commercial volumes
- Clear delineation of ground floor form and uses
- Kinetic foreground to city skyline beyond

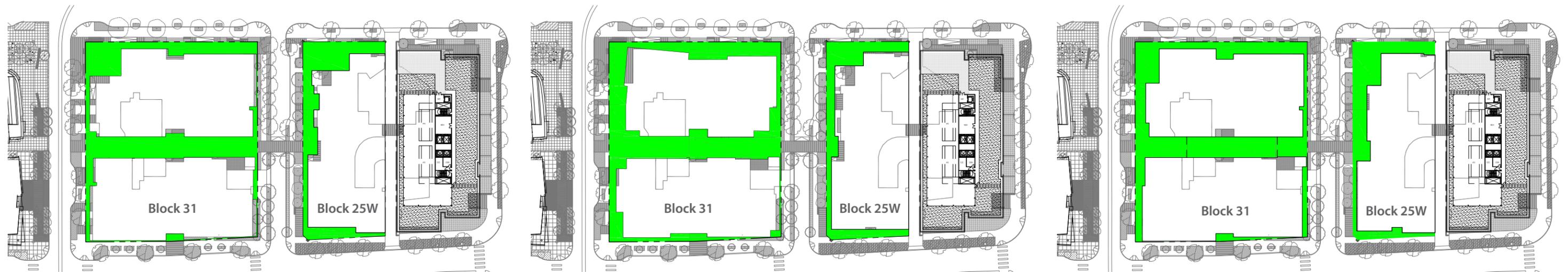


Reference images of architectural pattern, character.  
(work not by Graphite Design Group)



GRAPHITE

625 Boren Ave N | West DRB | Early Design Guidance | December 2, 2015 | DPD #3022087



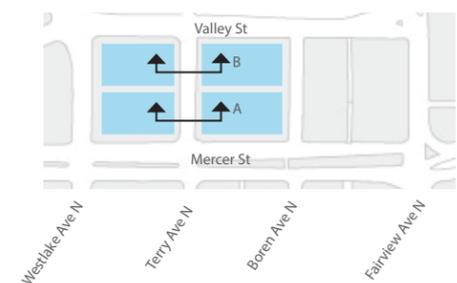
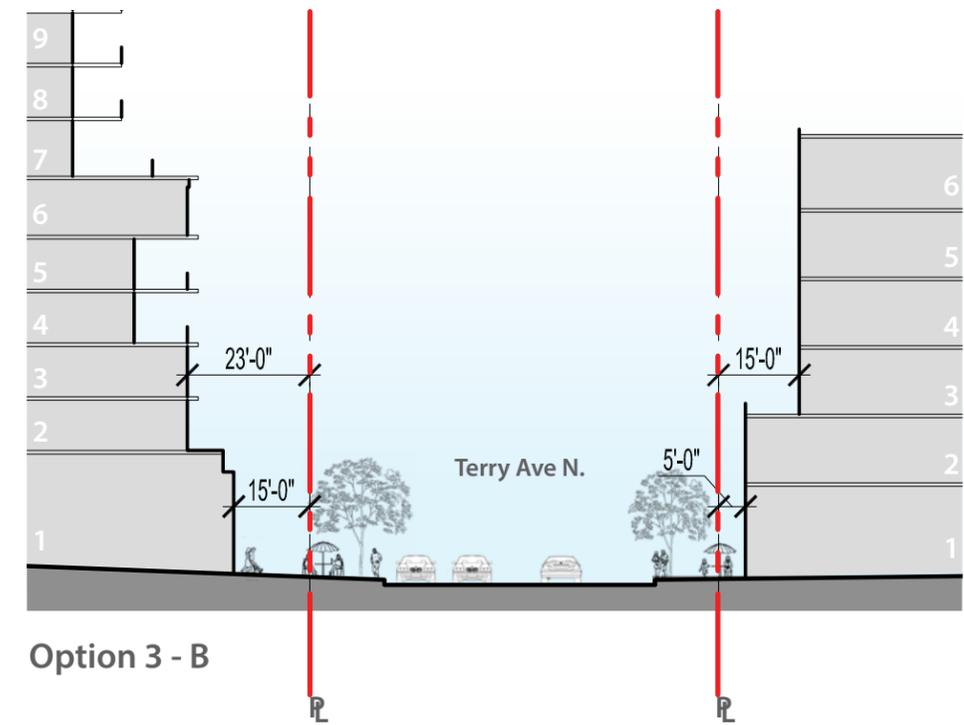
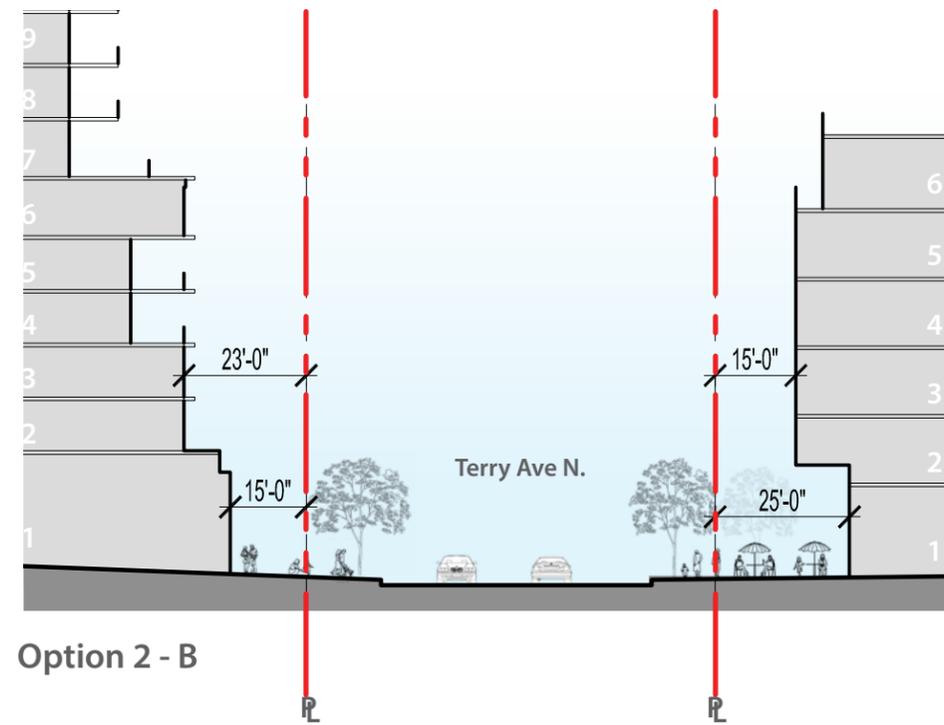
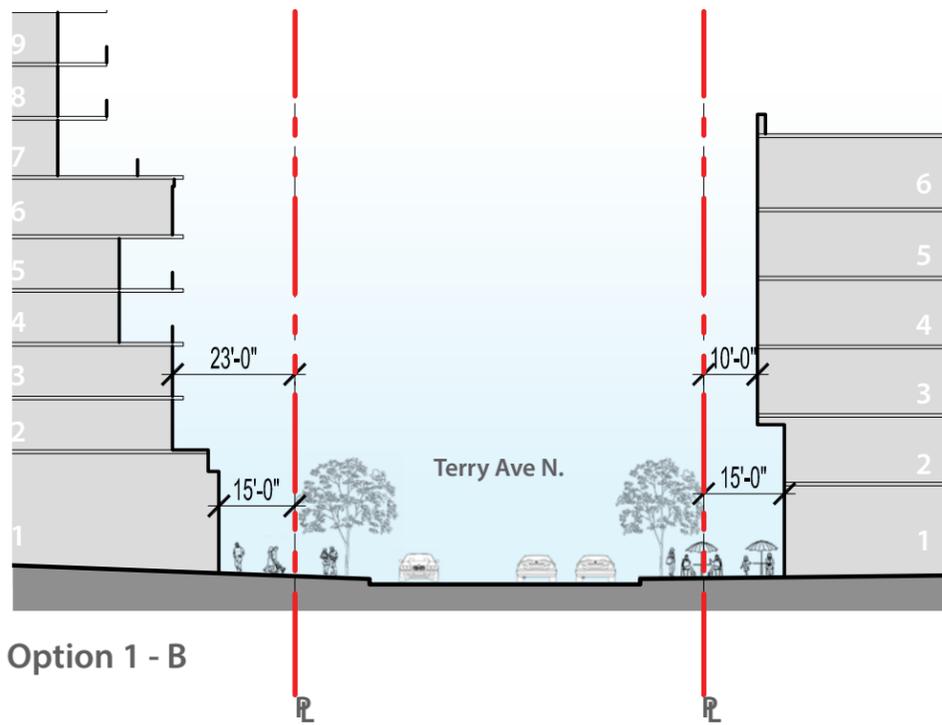
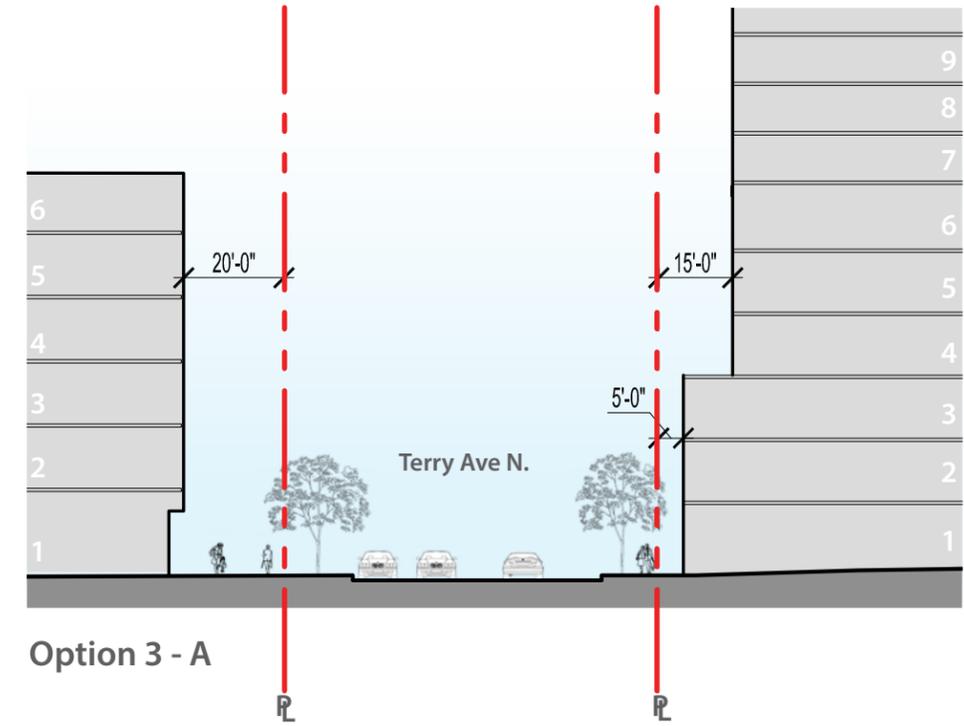
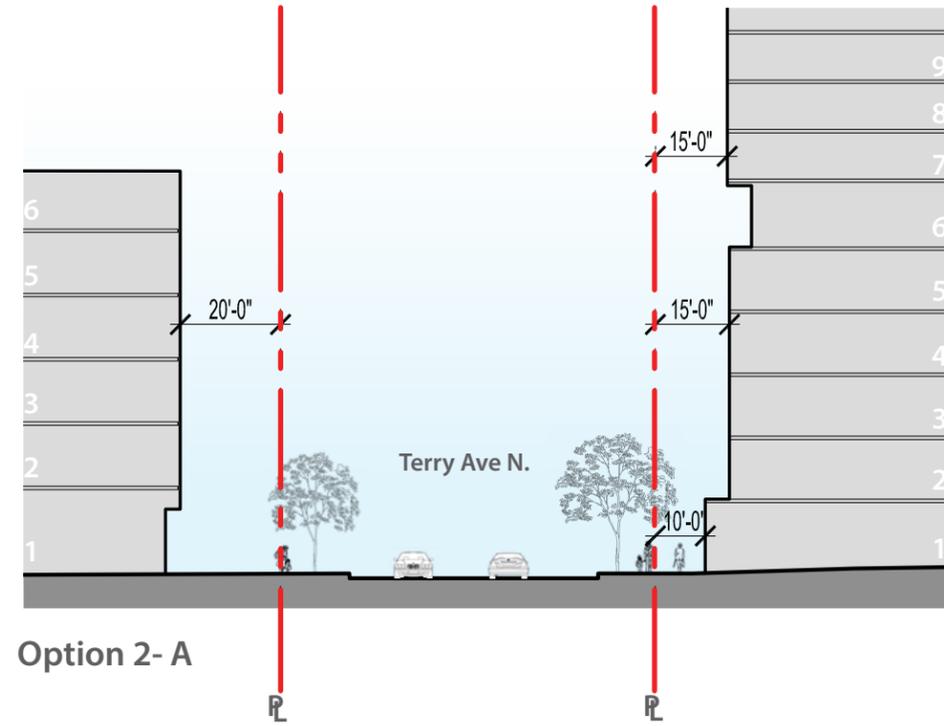
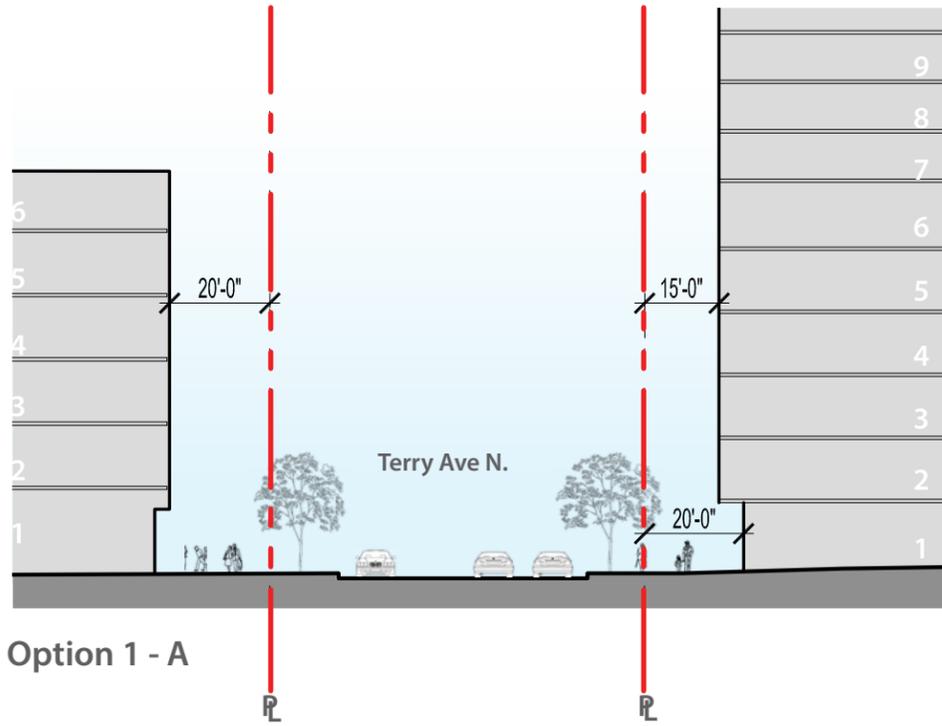
OPTION 1

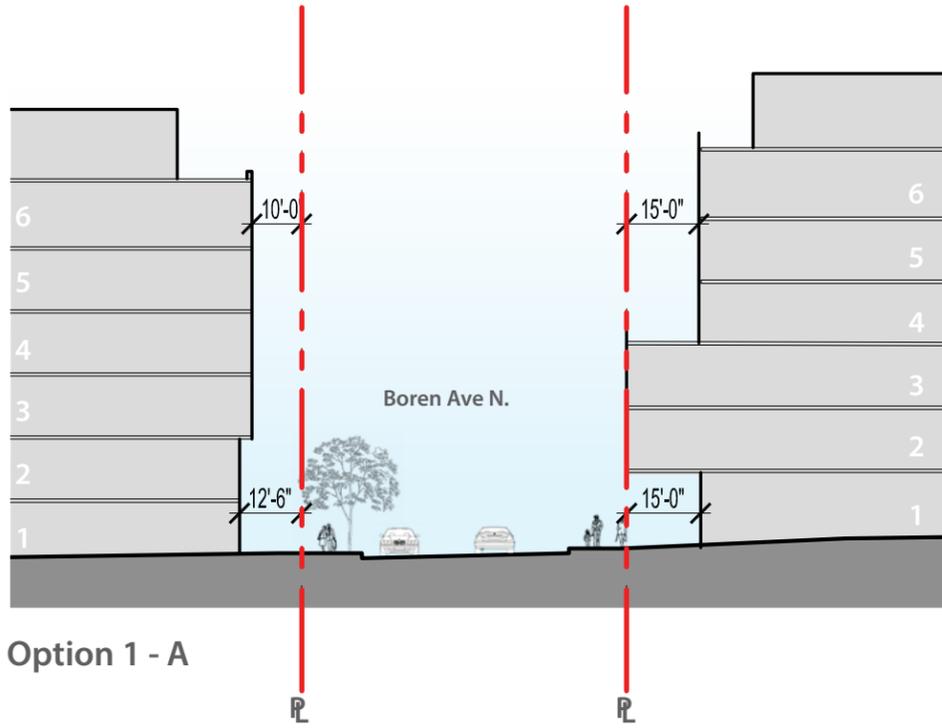
OPTION 2

OPTION 3 (preferred)

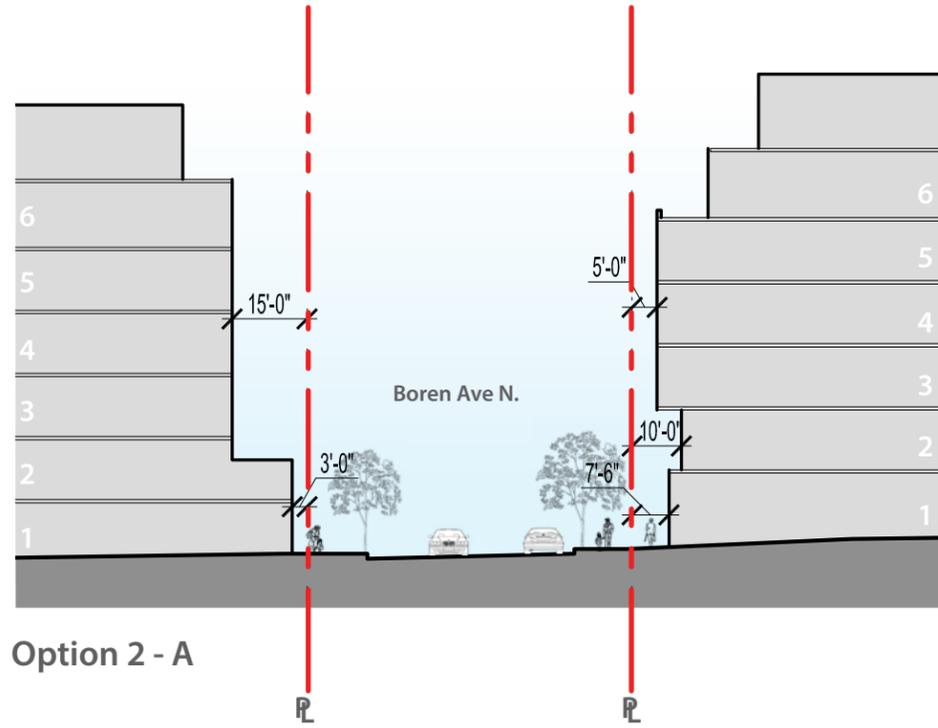
- Focuses open space towards Valley Street
- Enhances linear plaza along Terry Avenue
- Spatial variety and varied edge along Valley Street
- Boren Avenue setbacks allow enhanced planting along ROW



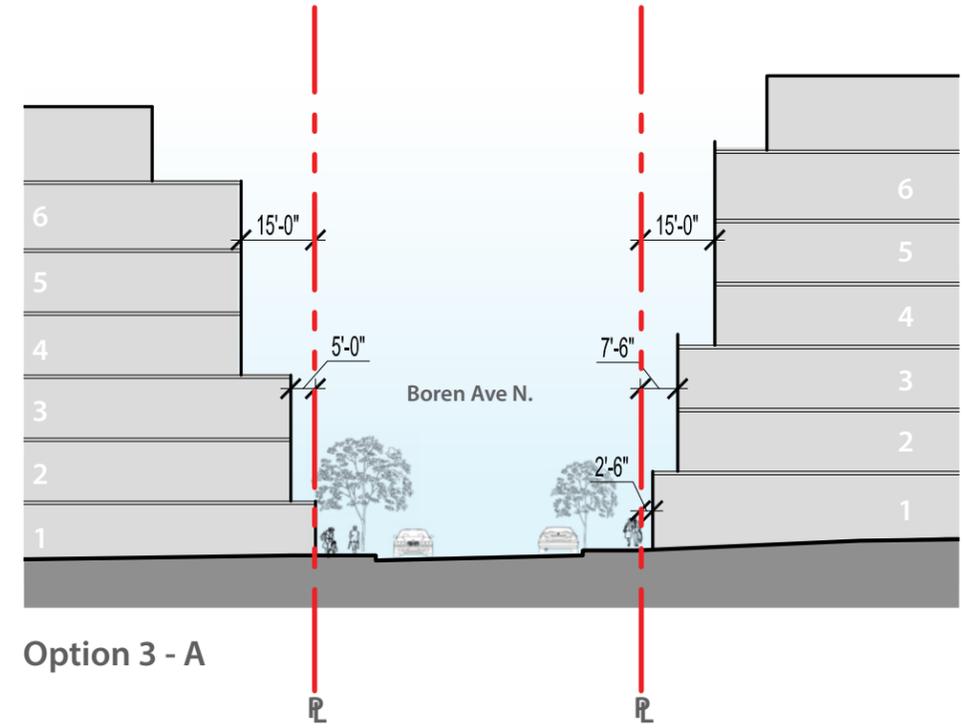




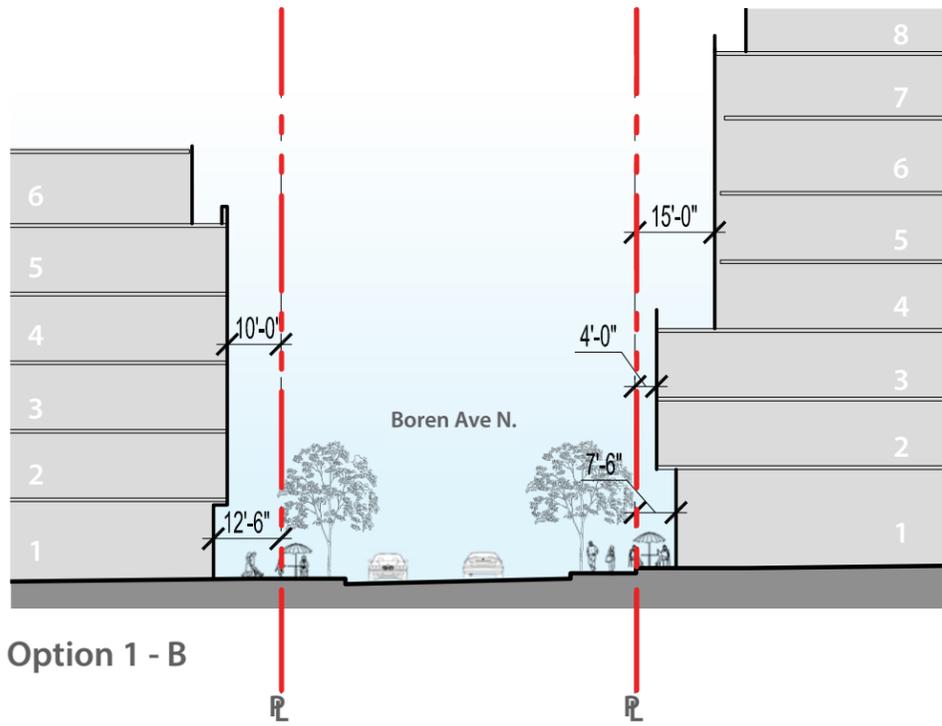
Option 1 - A



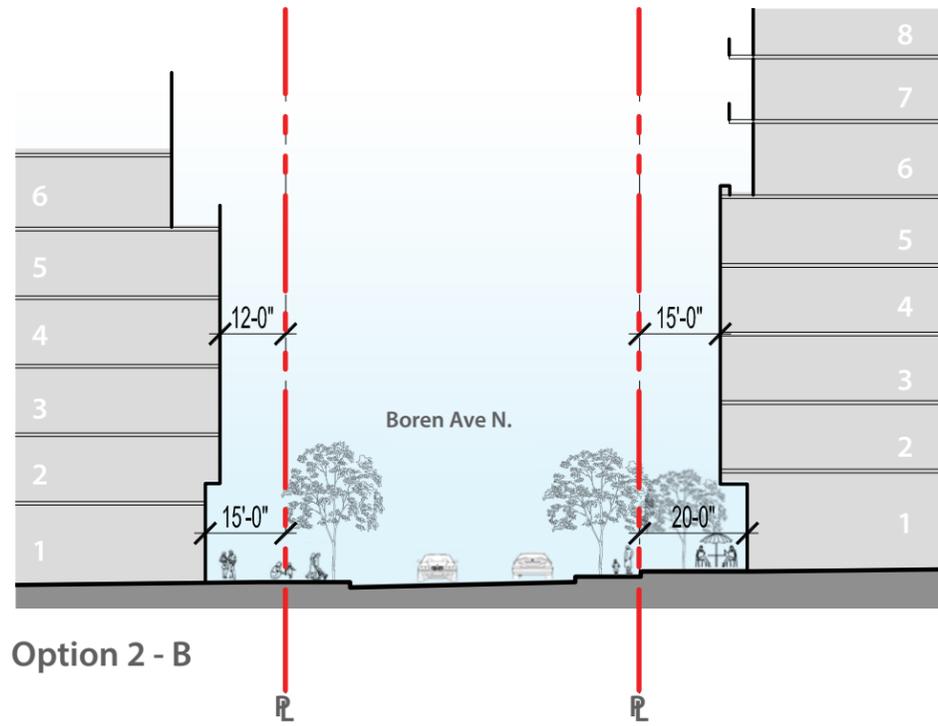
Option 2 - A



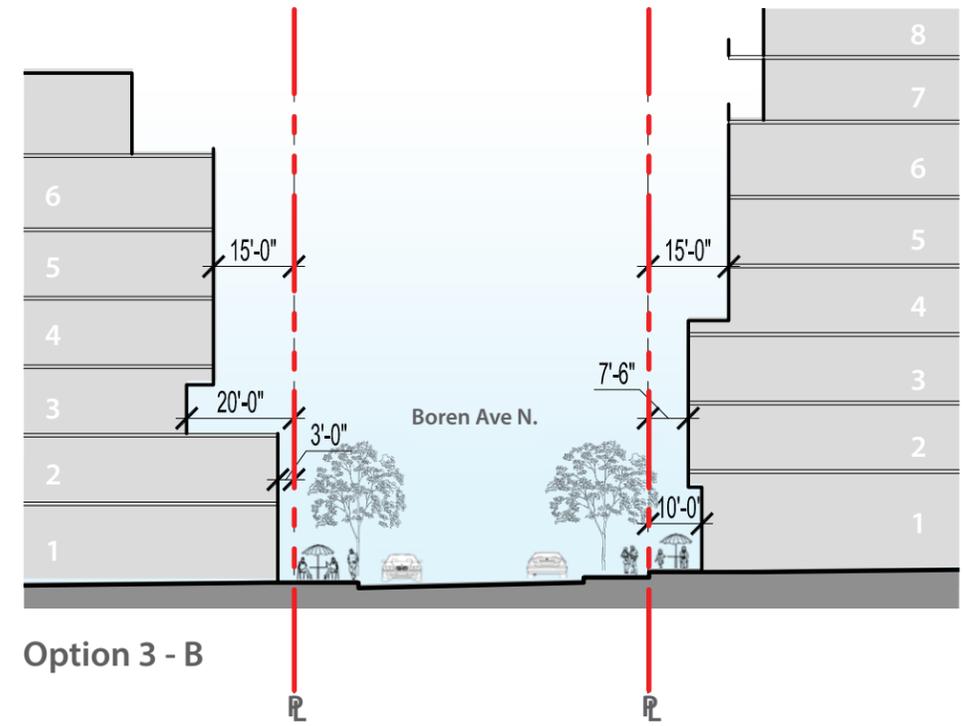
Option 3 - A



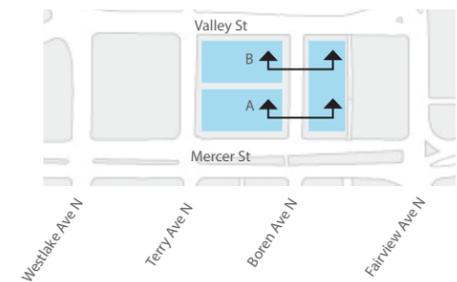
Option 1 - B

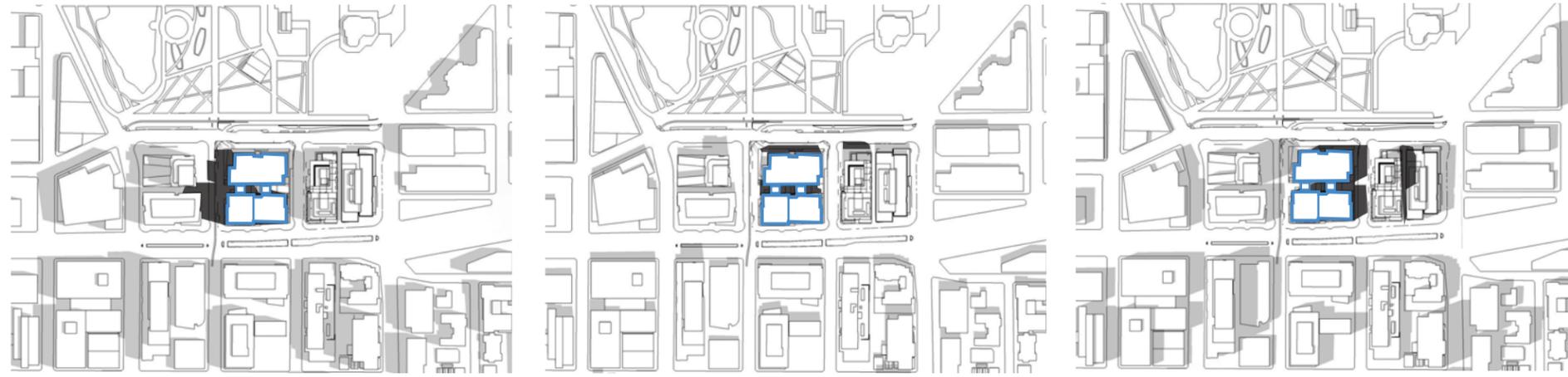


Option 2 - B



Option 3 - B



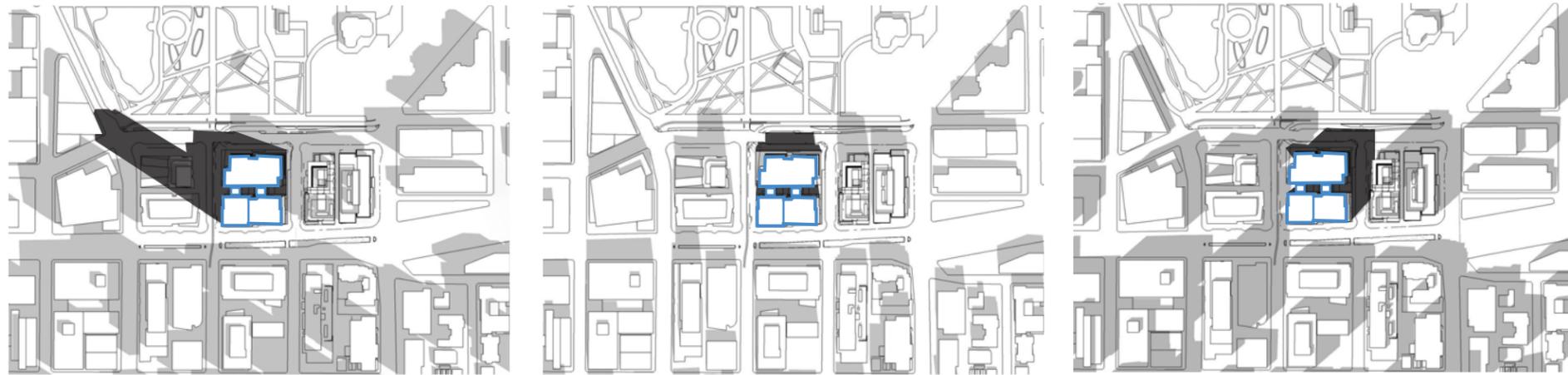


Summer- June 21st

9:00 am

12:00 pm

3:00 pm

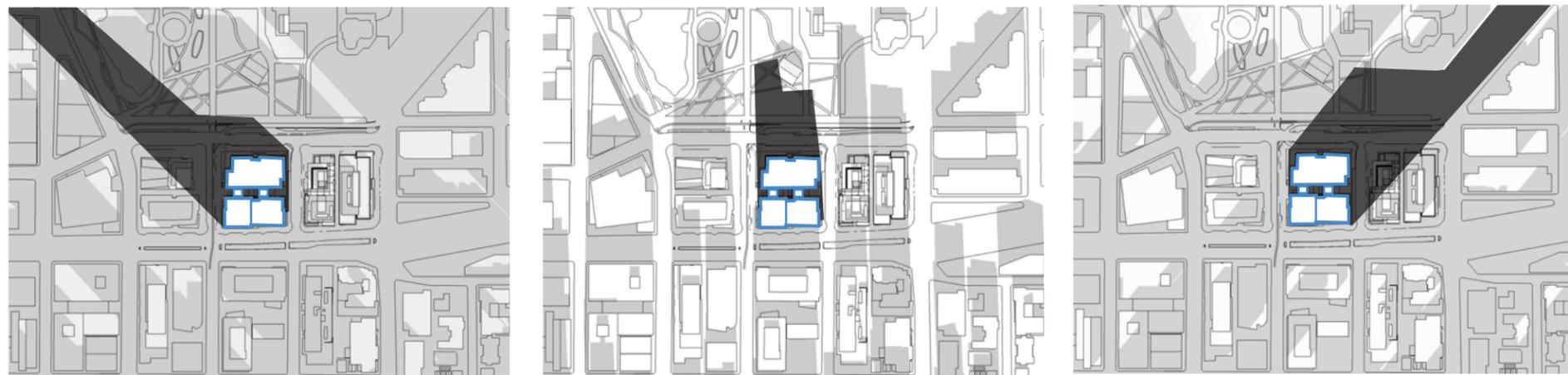


Spring & Fall- March & Sept. 20th

9:00 am

12:00 pm

3:00 pm



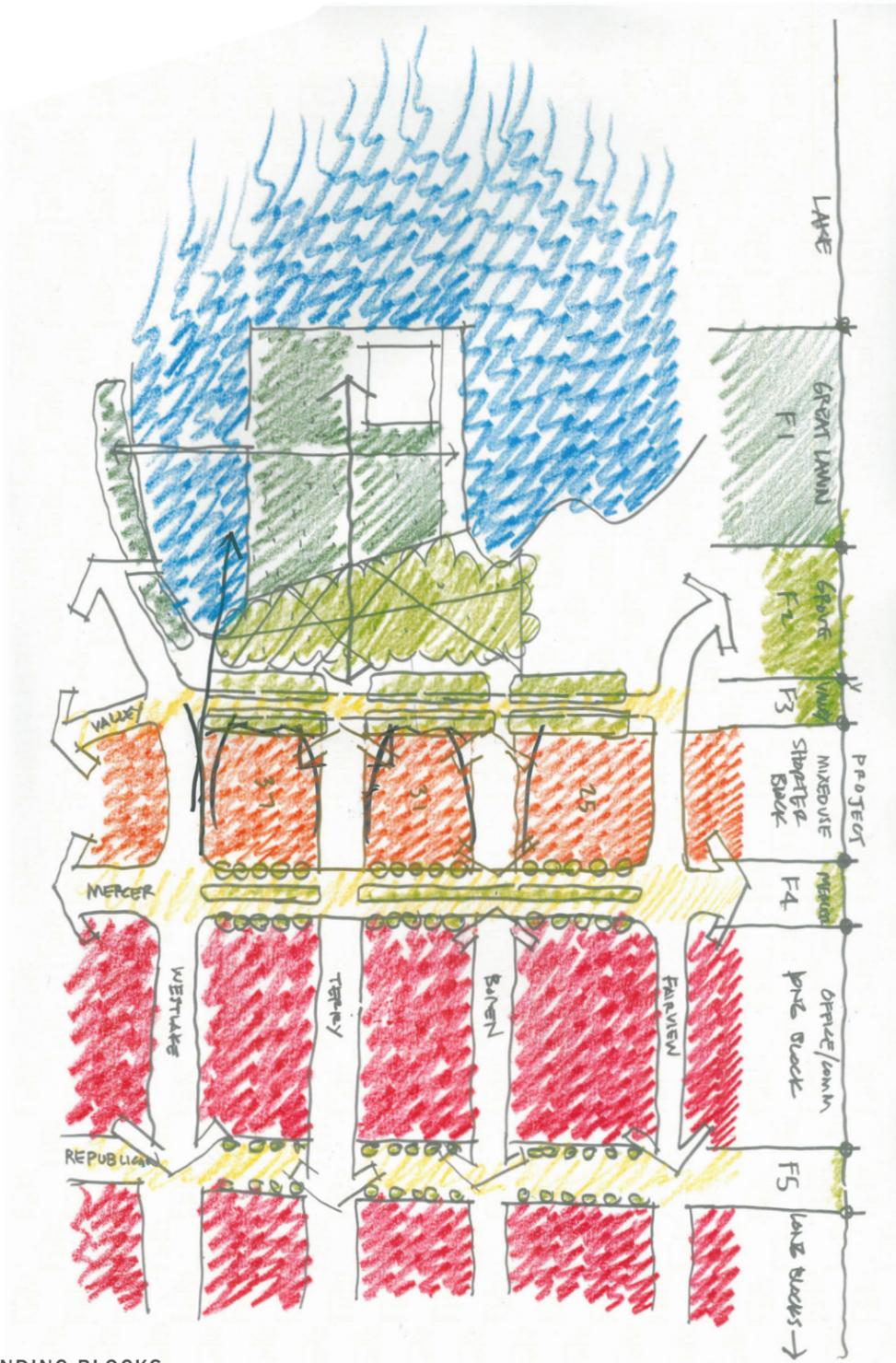
Winter- December 21st

9:00 am

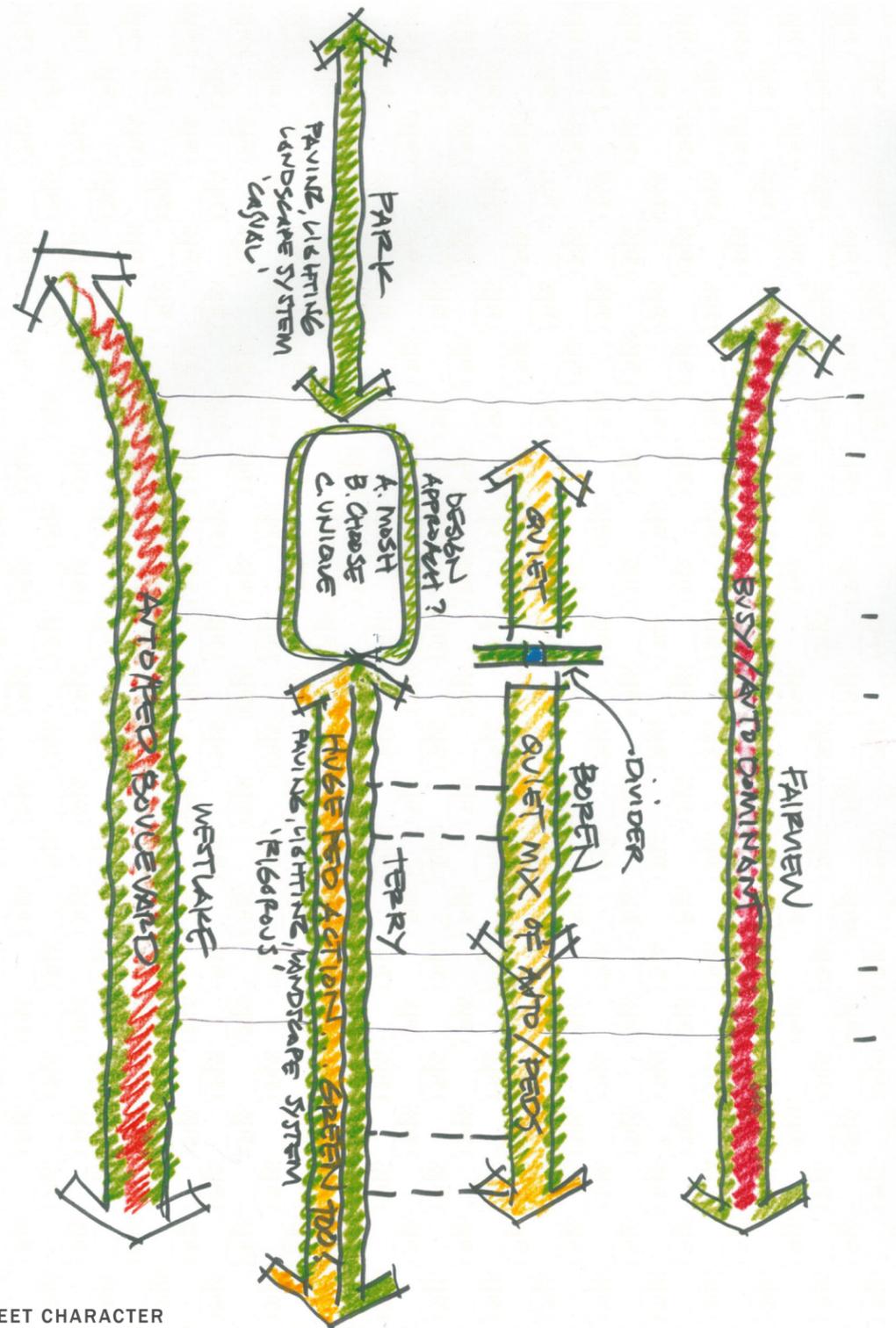
12:00 pm

3:00 pm





SURROUNDING BLOCKS

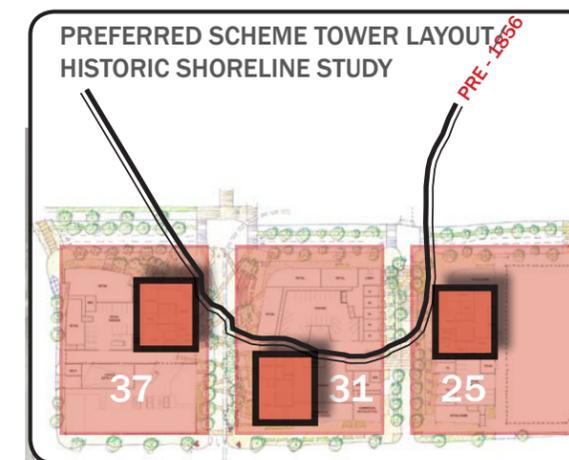
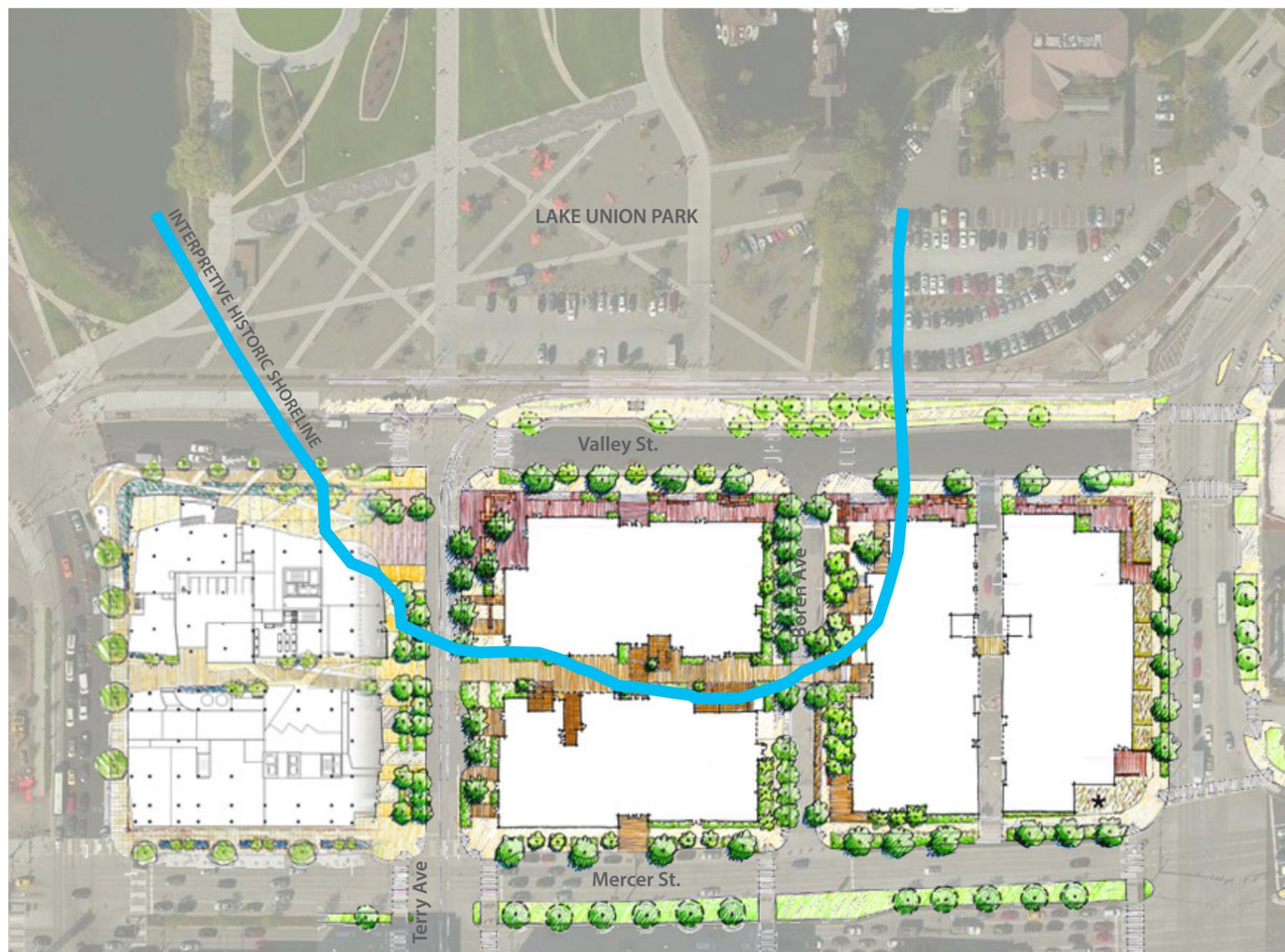


STREET CHARACTER

**Site Patterns and tower location:**

The urban design response draws conceptual inspiration from the memory of the historical Lake Union shoreline. This organic outline provides a trace remnant, providing a thread for linked open space and areas of activity that work against the more ordered urban grid. Additionally this remembered edge also provides an organizational framework for the proposed tower locations.

Image courtesy Runberg Architecture Group/Hewitt



**Site Patterns and tower location:**

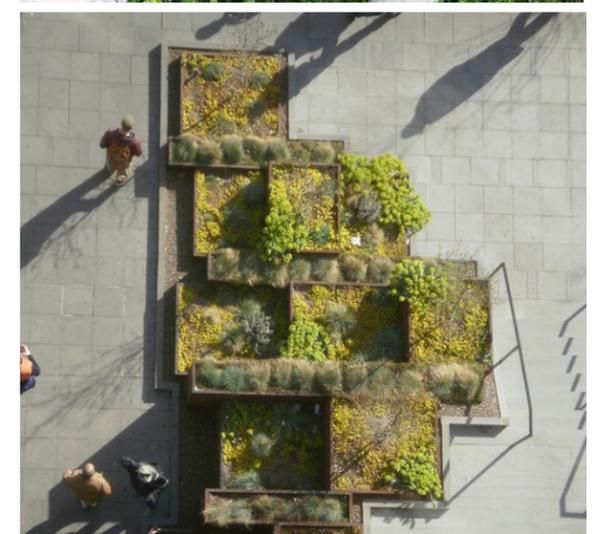
The urban design response draws conceptual inspiration from the memory of the historical Lake Union shoreline. This organic outline provides a trace remnant, providing a thread for linked open space and areas of activity that work against the more ordered urban grid. Additionally this remembered edge also provides an organizational framework for the proposed tower locations.

Image courtesy Runberg Architecture Group/Hewitt/Graphite





'BLOCK 25 WEST'  
3022086





1. Perspective Of Current Massing At Mercer



2. Perspective Of Current Massing At Corner Of Valley & Terry



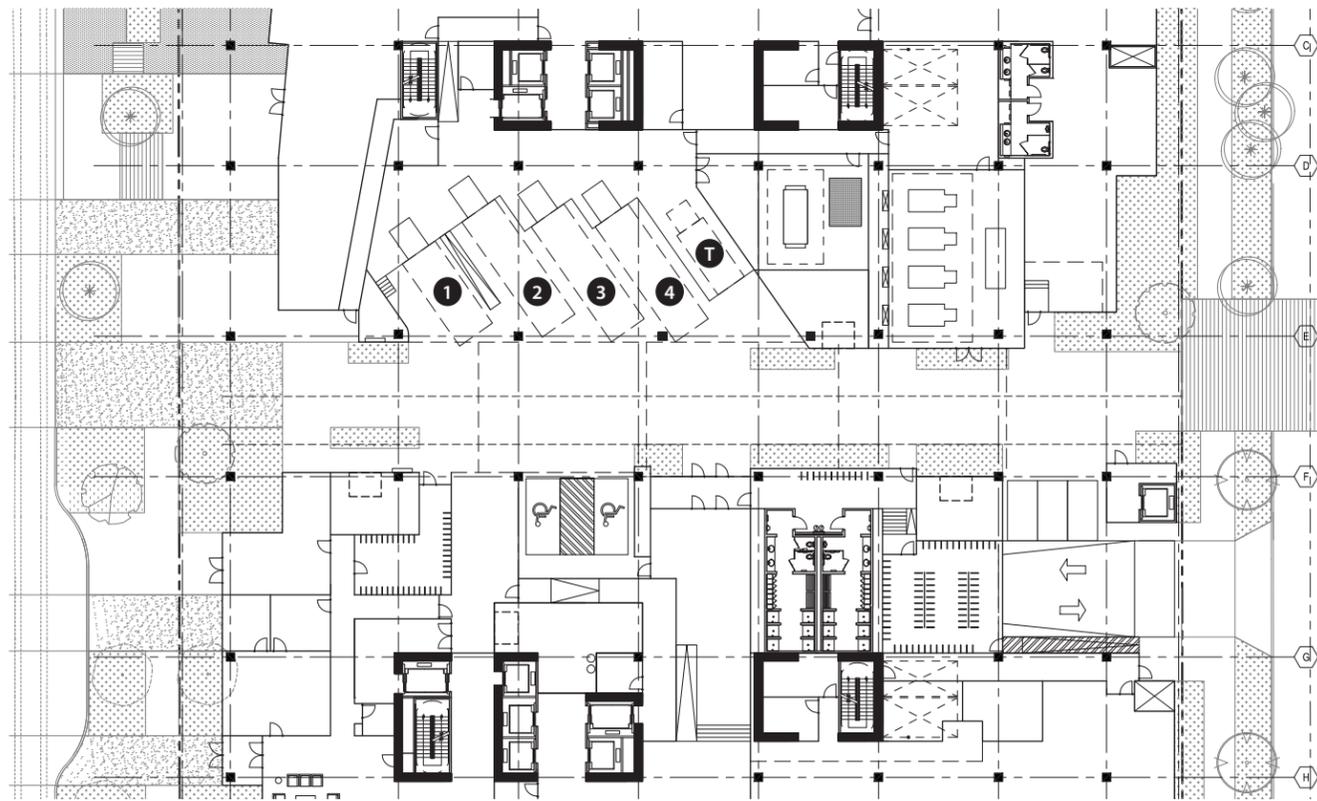
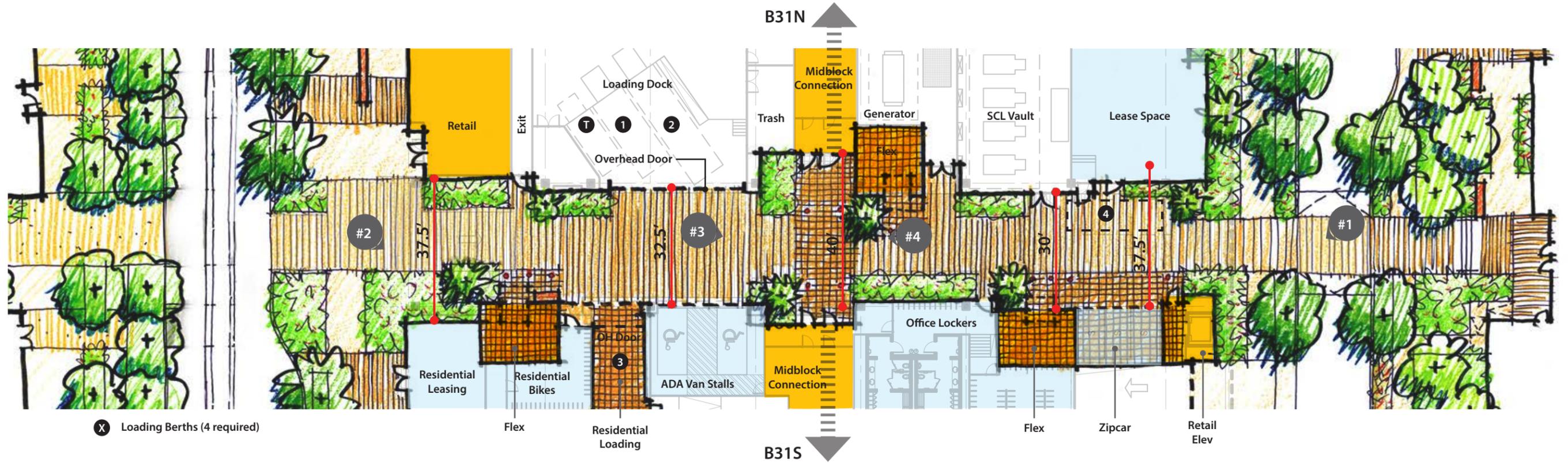


1. Perspective Of Current Massing Along Boren Ave (Looking North)



2. Perspective Of Current Massing Corner Along Terry Ave (Looking South)





Comparative code-compliant loading facility for 300,000+ SF office use



Active use accessible to public

Tenant use with transparency

**SMC 23.48.014.F** Required open area in the SM 85/65-160 Zone

2. At the applicant's option, up to 40 percent of [the] required open area may be provided as any combination of:

- a. A woonerf that serves as a through-block pedestrian passageway...

**SMC 23.84.044 "W"** Definitions

**"Woonerf"** means a common space shared by pedestrians, bicyclists and vehicles, used for vehicular access, in which amenities such as trees, planters, and seating serve to impede vehicular movement and provide opportunities for outdoor use by occupants of abutting structures. A woonerf is intended and designed to prioritize pedestrian movement and safety, through features such as pavers and pervious ground surfaces that slow vehicular movement



#1. View of through-block from Boren Ave



#2. View of through-block from Terry Ave



#3. View from through-block towards Block 25W



#4. View from through-block towards Block 37

**Departure 1 (SMC 23.48.0314.c):**

Plaza at Terry & Valley

**Required:**

1. Street level facades on that portion of Terry Ave between Mercer Street and Valley Street shall be set back an average of 10' from the lot line. In addition all street level facades on Valley Street within 50' of Terry Ave shall be set back an average of 50' from the lot line.

**Request:**

Allow for a reduction of the required 50' setback along both Valley St & Terry Ave.

**Proposed:**

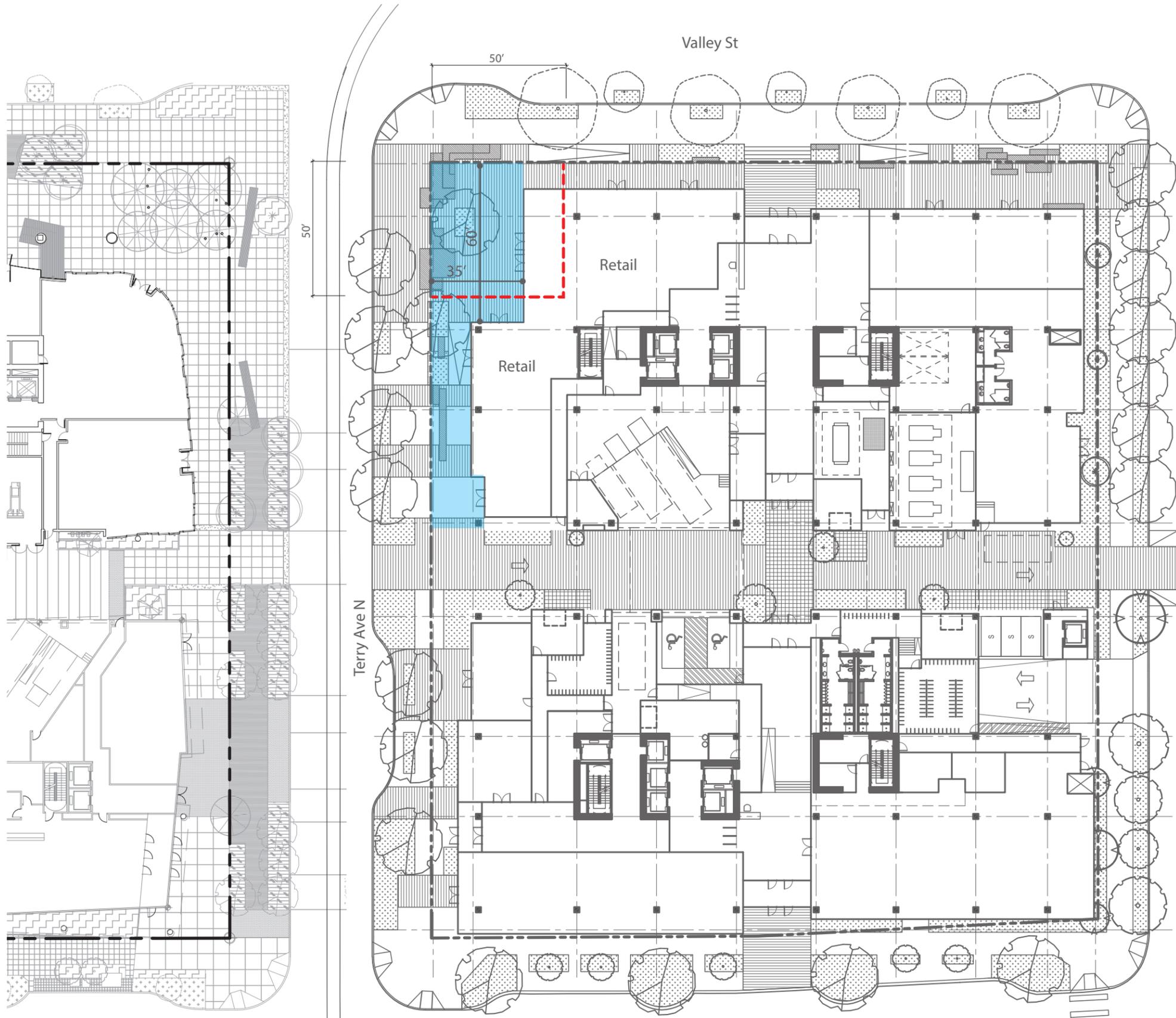
Open space of approx 25' x 130' with the long dimension parallel to Terry Avenue N.

**Rational:**

The proposed rectangular plaza more effectively engages Terry Avenue North, enhancing it's use as a festival street and pathway to South Lake Union Park. This engagement with Terry Avenue N. also better compliments the large open space plaza across the street on Block 31.

**Applicable Design Guidelines:**

- CS2 A.1: Sense Of Place, creates gate way to community.
- CS2 A.2: Architectural Presence, the first three floors contribute to the street edge.
- DC2 A: Massing, Response to site and Reduce Perceived Mass.



--- Required = 2,500 sf (50' x 50')

■ Proposed = 3,398 sf (approx 25' x 130')

**Departure 2 (SMC 23.48.010.H):**

Structure Height

Required:

4. The following rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.010.H.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment:

- a. Solar collectors;
- b. Stair penthouses;
- c. Mechanical equipment;
- d. Atriums, greenhouses, and solariums;
- e. Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15 feet from the roof edge;
- f. Minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of Section 23.57.012; and
- g. Covered or enclosed common amenity area for structures exceeding a height of 125 feet.

7. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that all of the following are satisfied:

- a. All mechanical equipment is screened; and
- b. No rooftop features are located closer than 10 feet to the roof edge.

Request:

Allow for an encroachment into the required 10' rooftop setback area.

Proposed:

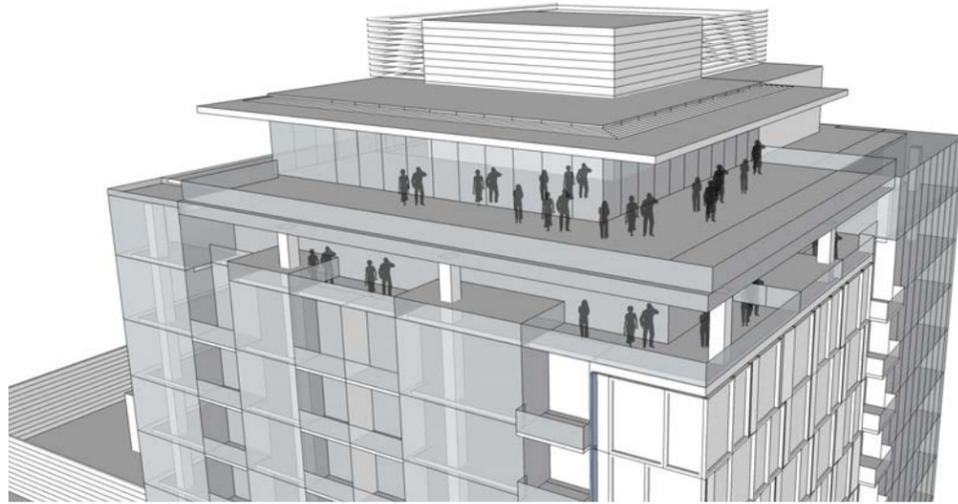
Amenity and mechanical space is within 6' of the roof edge on the north side of the proposal. The approximate encroachment area is 320 SF. The approximate coverage area is 7,930 SF (62.1%).

**Rational:**

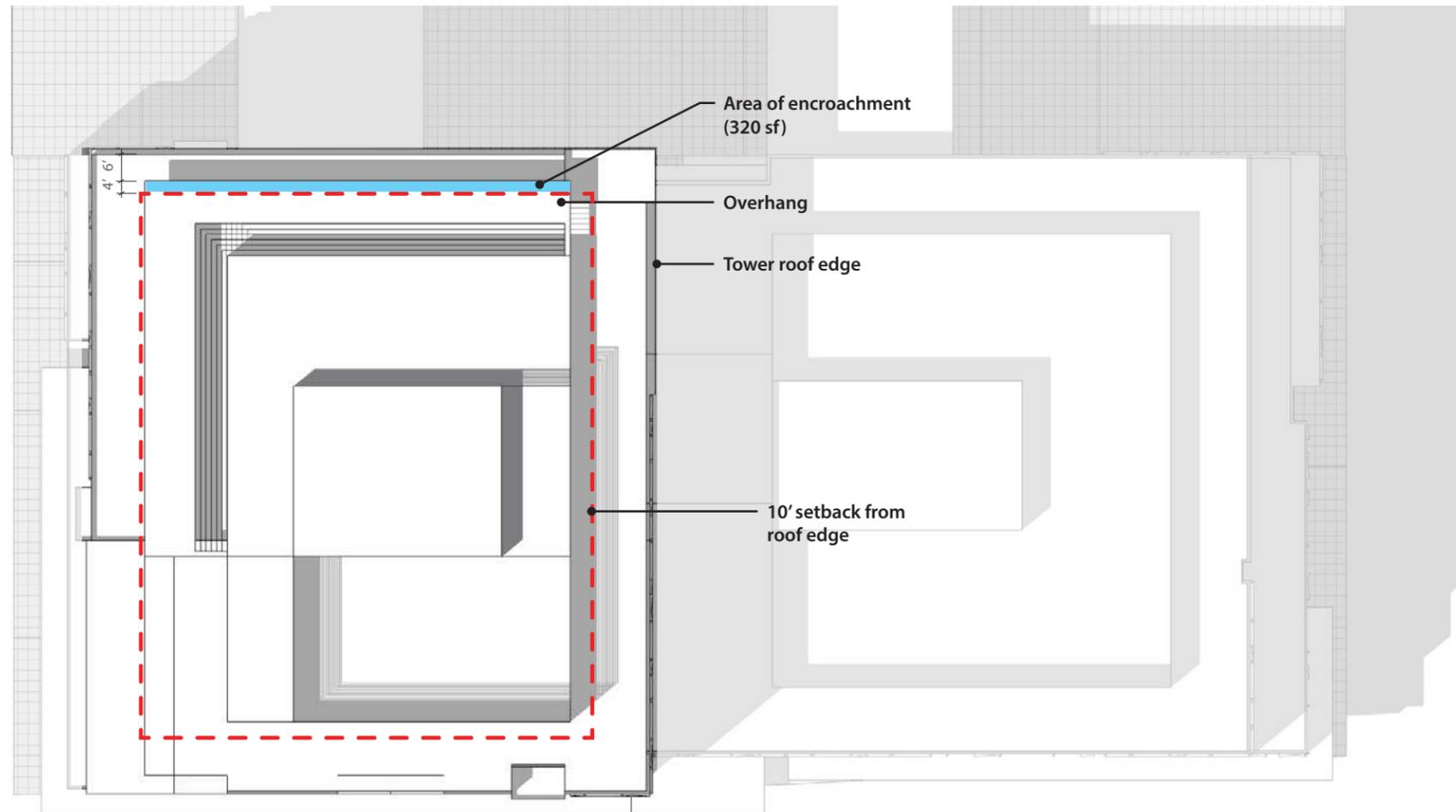
Allowing for the requested encroachment results in an overall tower composition that enhances the skyline, is better proportioned, and has no detrimental shading impacts on adjacent projects.

**Applicable Design Guidelines:**

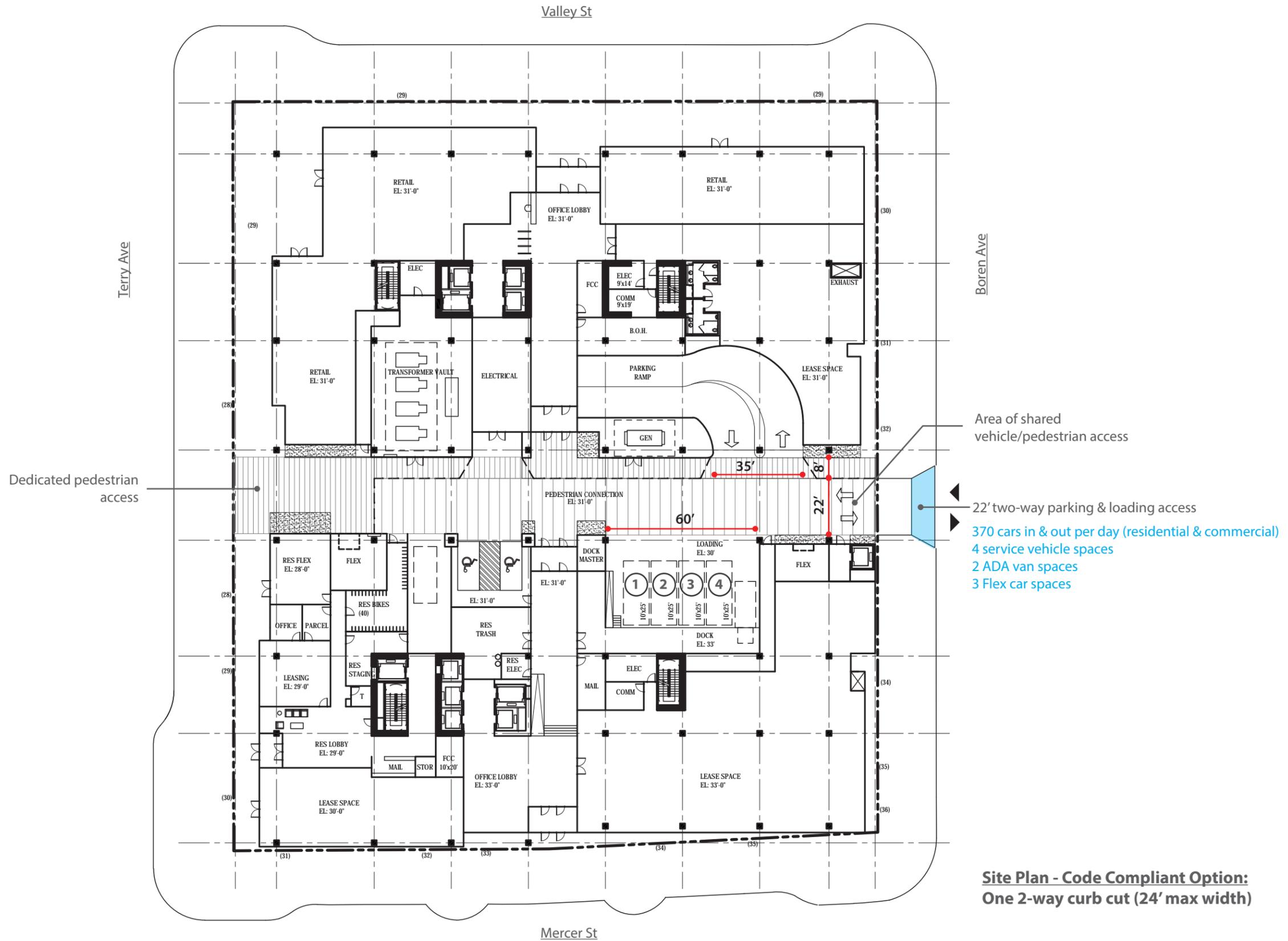
- CS2 A.2: Architectural Presence
- DC2 A.2: Massing, Reduce Perceived Mass
- DC2 B.1: Facade Composition



Perspective



Plan



**Departure 3 (SMC 23.48.034.E.1):**

Parking and loading location, access and curbcuts

Required:  
E. Curb cut width and number

1. 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.

Request:  
Allow for 3 curb cuts

Proposed:  
One 24' two-way curbcut at Boren Avenue N, one 12' one-way curbcut at Boren Avenue N, one 12' one-way curbcut at Terry Avenue N.

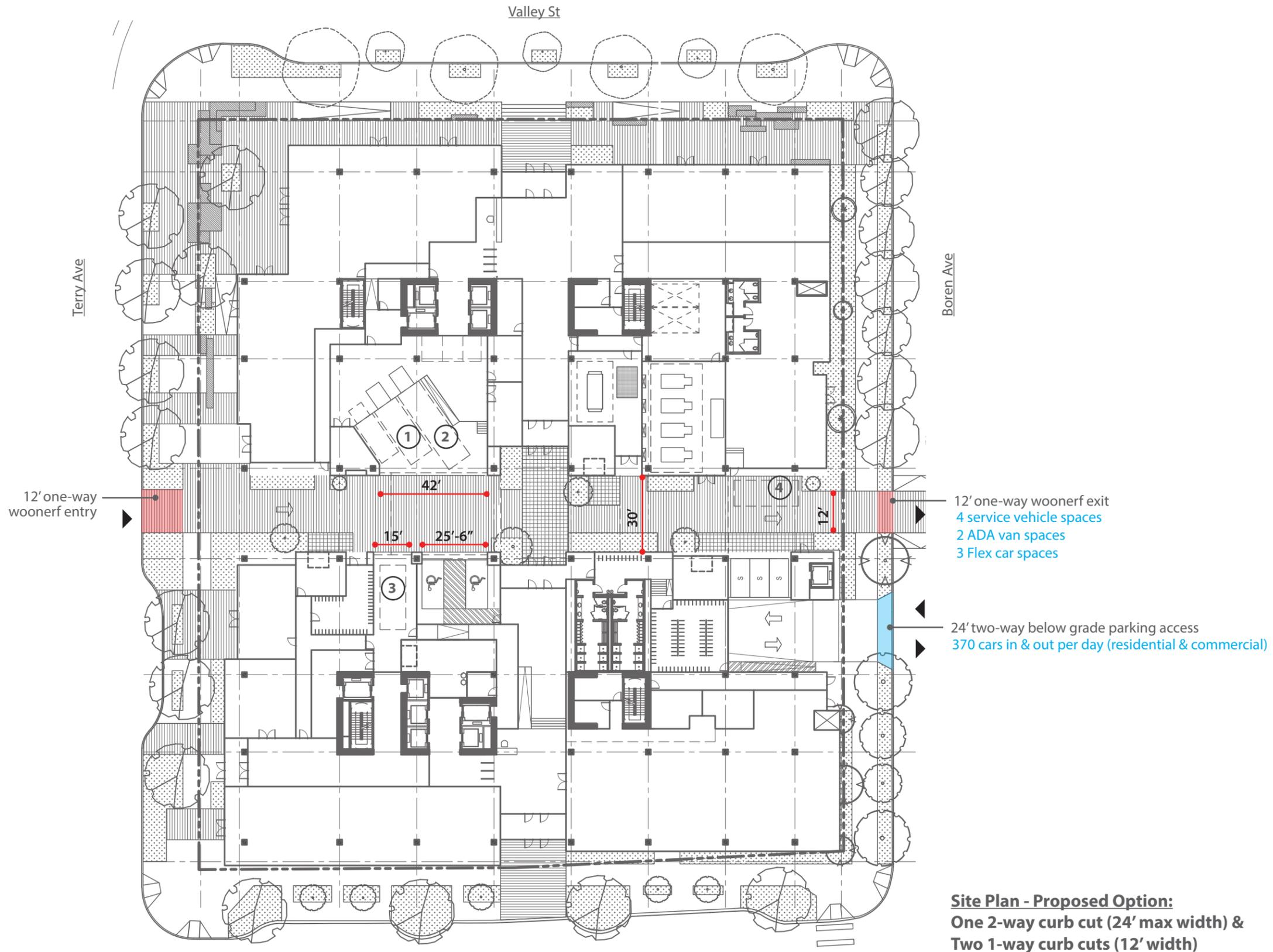
- Service vehicle spaces distributed to serve commercial, residential & retail
- Below grade allocation:
  - 88 spaces (residential)
  - 282 spaces (commercial)
- Commercial spaces serve office and retail use
- Peak office trips: AM & PM
- Peak service trips: Early AM

**Rationale:**

Allowing three curbcuts allows for functional separation of service and parking vehicle access points, which in turn allows for a design solution that does not require automobiles to utilize the woonerf to access the below-grade parking structure. The code-compliant solution, with a single two-way curbcut where the woonerf meets Boren Avenue N, would result in a degraded pedestrian environment at the cross-block pedestrian connection due to the high volume of service vehicles and automobiles accessing the space.

**Applicable Design Guidelines:**

- CS2 B.1. Site Characteristics
- CS2 C.3. Full Block Sites
- PL1.B.2 Pedestrian Volumes



**Site Plan - Proposed Option:**  
One 2-way curb cut (24' max width) &  
Two 1-way curb cuts (12' width)

**Departure 4 (SMC 23.54.035):**

Loading Berth Requirements and Space Standards

Required:

1. Width and Clearance. Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance.

Request:

Allow for a reduction of the required 14' loading berth height clearance

Proposed:

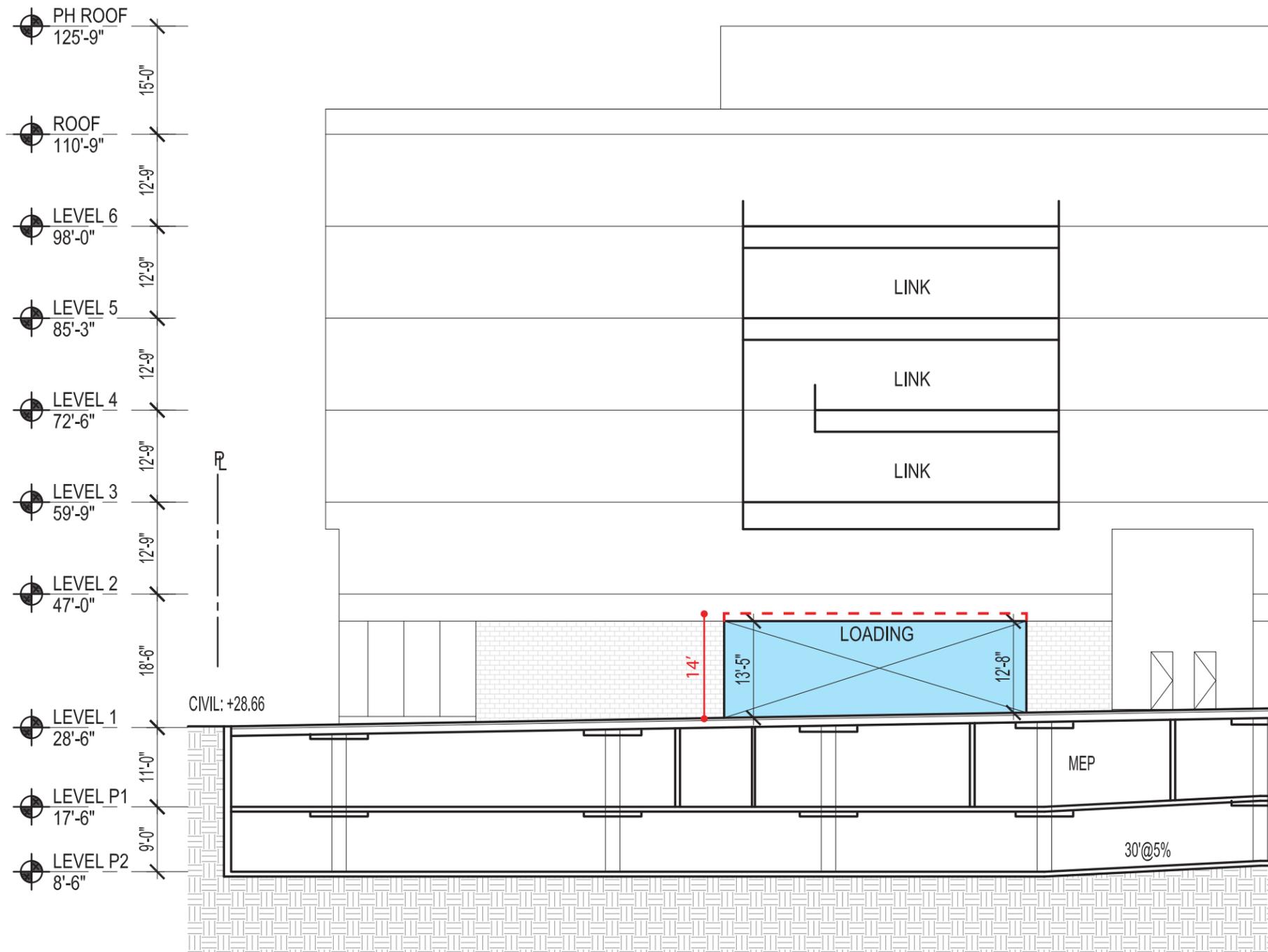
Loading spaces with a minimum overhead clearance of 12'-8" to 13'-5".

**Rational:**

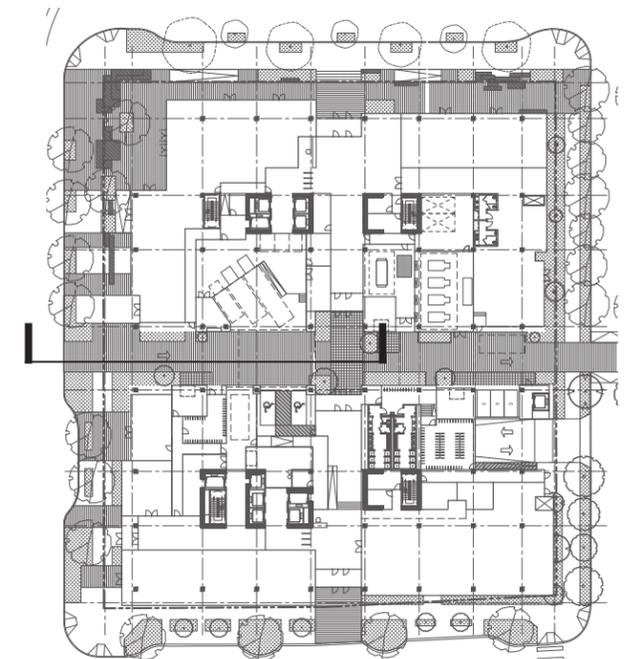
Allowing for lower overhead clearance at the loading dock permits the loading dock opening to be below the second floor datum line, which is an important scale-enhancing element of the design at the through-block woonerf. To maintain 14' of clearance the loading dock opening would extend into the second floor, breaking this datum, resulting in an oversized scale element in the woonerf and thus out of context with the desired pedestrian character.

**Applicable Design Guidelines:**

- CS2 A.1: Sense Of Place, creates gate way to community.
- CS2 A.2: Architectural Presence, the first three floors contribute to the street edge.
- DC2 A: Massing, Response to site and Reduce Perceived Mass.
- DC2 B.1: Facade Composition.



**Section Through Woonerf looking north**



**Departure Request 1:**

Standard	Request	Proposed	Rationale	Applicable Design Guidelines
<b>23.48.014.c Plaza at Terry</b> 1. Street level facades on that portion of Terry Ave between Mercer Street and Valley Street shall be set back an average of 10' from the lot line. In addition all street level facades on Valley Street within 50' of Terry Ave shall be set back an average of 50' from the lot line.	To provide a large plaza of the same area but different shape at the northwest corner of the site.	Open space of approx 25' x 130' with the long dimension parallel to Terry Avenue N.	The proposed rectangular plaza more effectively engages Terry Avenue North, enhancing it's use as a festival street and pathway to South Lake Union Park. This engagement with Terry Avenue N. also better compliments the large open space plaza across the street on Block 31.	CS2 A.1. Sense Of Place, creates gateway to community. CS2 A.2. Architectural Presence, the first three floors contribute to the street edge. DC2 A Massing, Response to site and Reduce Perceived Mass.

**Departure Request 2:**

Standard	Request	Proposed	Rationale	Applicable Design Guidelines
<b>23.48.010.H Structure height</b> 4. The following rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.010.H.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: a. Solar collectors; b. Stair penthouses; c. Mechanical equipment; d. Atriums, greenhouses, and solariums; e. Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15 feet from the roof edge; f. Minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of Section 23.57.012; and g. Covered or enclosed common amenity area for structures exceeding a height of 125 feet.  7. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that all of the following are satisfied: a. All mechanical equipment is screened; and b. No rooftop features are located closer than 10 feet to the roof edge.	Allow for an encroachment into the required 10' rooftop setback area.	Amenity and mechanical space is within 0' of the roof edge on the west side of the proposal, and within 5' of the roof edge on the south side of the proposal. The approximate encroachment area is 1,465 SF.	Allowing for the requested encroachment results in an overall tower composition that better enhances the skyline while providing no detrimental shading to adjacent projects	CS2 A.2. Architectural Presence DC2 A.2 Massing, Reduce Perceived Mass DC2 B.1. Facade Composition

**Departure Request 3:**

Standard	Request	Proposed	Rationale	Applicable Design Guidelines
<b>SMC 23.48.034.E.1 Parking and loading location, access and curbcuts</b>  E. Curbcut Width and Number 1. 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.	Allow for 3 curbcuts	One 24' two-way curbcut at Boren Avenue N, one 12' one-way curbcut at Boren Avenue N, one 12' one-way curbcut at Terry Avenue N.	Allowing three curbcuts allows for functional separation of service and parking vehicle access points, which in turn allows for a design solution that does not require automobiles to utilize the woonerf to access the below-grade parking structure. The code-compliant solution, with a single two-way curbcut where the woonerf meets Boren Avenue N., would result in a degraded pedestrian environment at the cross-block pedestrian connection due to the high volume of service vehicles and automobiles accessing the space.	CS2 B.1. Site Characteristics CS2 C.3. Full Block Sites PL1.B.2 Pedestrian Volumes

**Departure Request 4:**

Standard	Request	Proposed	Rationale	Applicable Design Guidelines
<b>23.54.035 Loading Berth Requirements and Space Standards</b> C. Standards for Loading Berths 1. Width and Clearance. Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance.	Allow for a reduction of the required 14' loading berth height clearance	Loading spaces with a minimum overhead clearance of 12'-6".	Allowing for lower overhead clearance at the loading dock permits the loading dock opening to be below the second floor datum line, which is an important scale-enhancing element of the design at the through-block woonerf. To maintain 14' of clearance the loading dock opening would extend into the second floor, breaking this datum, resulting in an oversized scale element in the woonerf and thus out of context with the desired pedestrian character.	CS2 A.1. Sense Of Place, creates gate way to community. CS2 A.2. Architectural Presence, the first three floors contribute to the street edge. DC2 A Massing, Response to site and Reduce Perceived Mass. DC2 B.1. Facade Composition.