APPLICANT TEAM

ARCHITECT:
WEBER THOMPSON
DEVELOPER:
GREYSTAR
LANDSCAPE ARCHITECT:
OLSON KUNDIG AND WEBER THOMPSON

GREYSTAR

WEBER THOMPSON

210 8TH AVE N

EARLY DESIGN GUIDANCE

SDCI# 3026579

02.28.201 | 16-042

TABLE OF CONTENTS

PROJECT VISION

Located in the Aurora Corridor of South Lake Union, the 210 8th Ave N project is both a revitalization of the existing Seattle Unity Church as well as the addition of a new residential tower. The tower is being developed as residential apartments in order to cater to the rapidly growing market in South Lake Union. The project will provide a wide range of unit sizes and configurations to offer housing for both urban denizens as well as those looking for a Pied-à-terre in a growing and vibrant part of the city. Directly adjacent to Denny Park, the site is in close proximity to major employers in the area and contains a diverse grouping of building types, styles and uses.

210 8th Ave N is designed as an elegant and contemporary tower that will be looked upon favorably for years to come in a rapidly changing and stylistically diverse neighborhood. A minimal color palette is used to relate to the maritime heritage of the area while also providing a modern edge to the region while still being respectful to the surroundings.

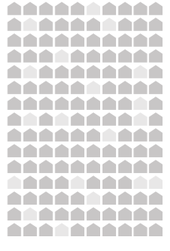
A small entry plaza along a portion of 8th Ave N will extend the spirit of Denny Park and continue the city's vision for a neighborhood green street. A large residential community space directly related to the exterior courtyard will provide a high level of street activation during many hours of the day and will contribute to both the vibrancy and safety of the area. Additional amenities located atop the podium at Level 5 will provide an intimate view of the park as a place for residents to stay active both indoors and outside. Rooftop spaces will also provide expansive views of the Puget Sound, Space Needle, downtown, Lake Union and surrounding mountain ranges.

In furtherance of its mission, Seattle Unity has decided to redevelop its site. Seattle Unity will convey a portion of the overall site for development of 210 8th Ave N and develop a new church building on the remainder of the site. An underground garage will serve both new buildings. Administrative Design Review is not applicable to Seattle Unity, and we are therefore unable to share the church design with the board. The church's design team is led by Olson Kundig as Architect. Olson Kundig will also be the Landscape Architect for the entire grade level including the residential tower and the new church. The church building is planned to be approximately 55 feet tall and will be composed of a combination of brick, glass, metal, wood and stucco. The Seattle Unity congregation has been located here since 1960 and deeply values their relationship to the neighborhood and Denny Park. They therefore determined their new building should be located on the park side of the parcel. We are extremely excited to have the church as a partner, and we believe their design will be an attractive architectural feature of the neighborhood and park.

total site area
28,906 sf

gross building area
437,331 sf

total residential units
374 units



residential parking
289 stalls

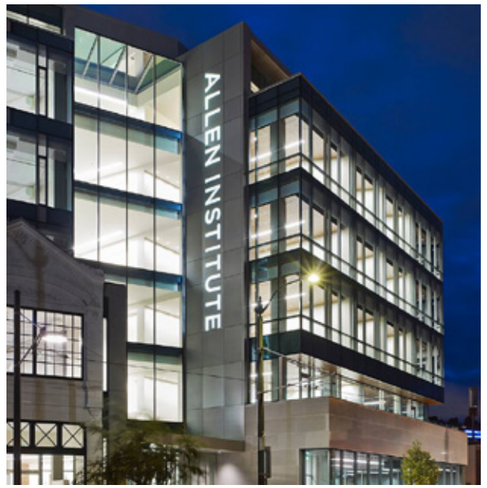
building height
280 ft

NEIGHBORHOOD

SOUTH LAKE UNION

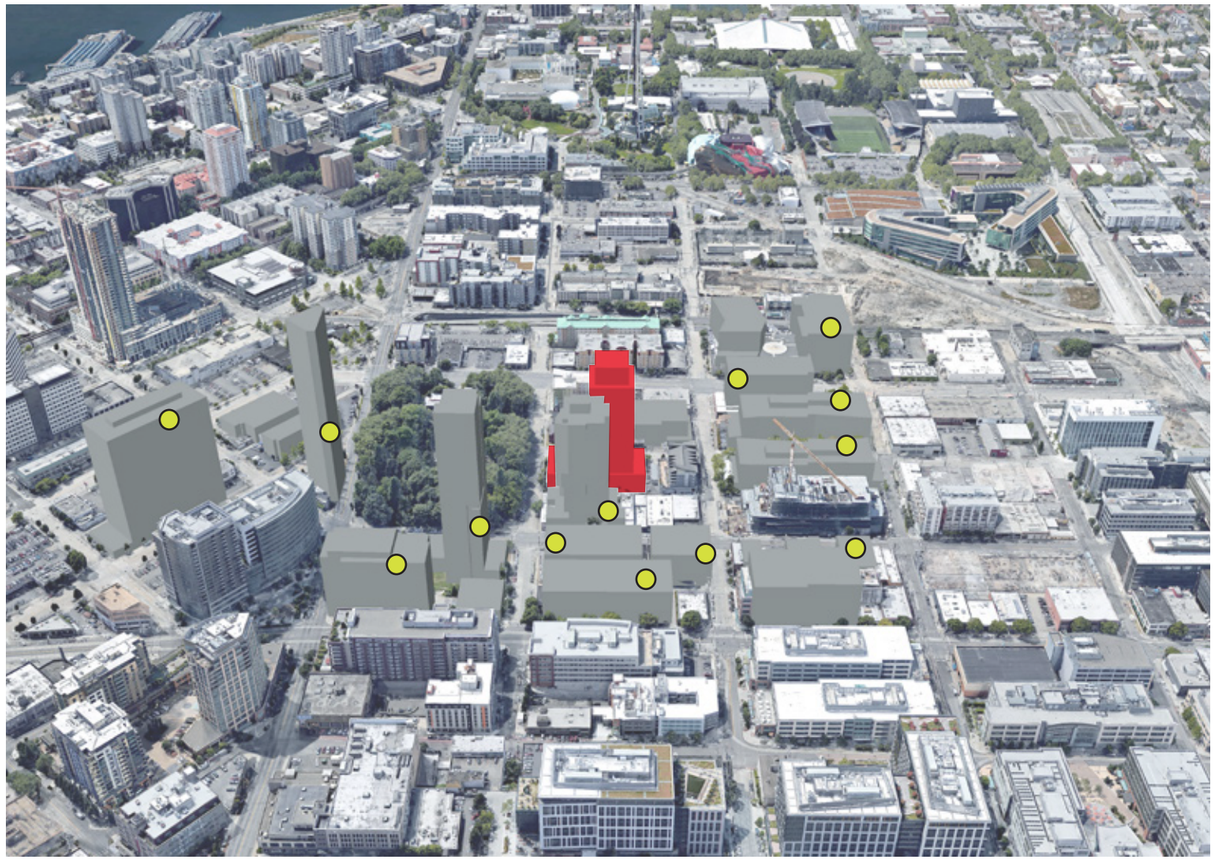
Historically, South Lake Union was a commercial and light industrial area that served as a support hub for the downtown region since the 1880's. In more recent years, a strong tech and biotech presence has pushed the development in the area in a new direction, however the maritime and industrial roots are still present in several locations. Major employers in the area will continue to draw people to the region in these industries, therefore housing is an integral part of the future of South Lake Union. A large amount of diversity of not only building types, but also uses and architectural styles is a result of this development.

The neighborhood plan has identified four sub-areas in the region: Westlake, Waterfront, Cascade, and the Aurora Corridor, the latter in which the project site is located. The Aurora Corridor is one of the more undefined areas of the neighborhood with a large variety of building types and uses.



AERIAL CONTEXT

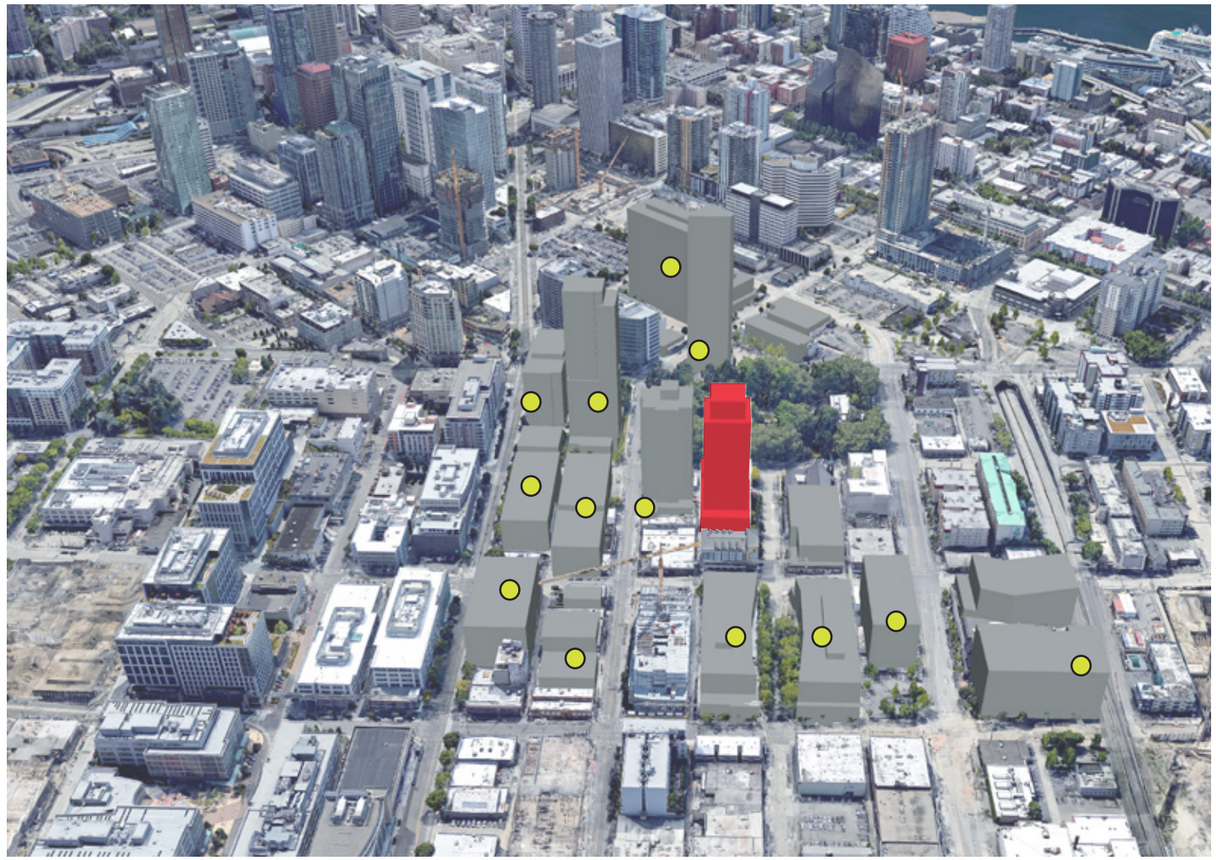
VIEW FROM SOUTH



VIEW FROM EAST

PROPOSED / UNDER CONSTRUCTION

AERIAL CONTEXT



VIEW FROM NORTH

VIEW FROM WEST

SITE CIRCULATION ANALYSIS

MAJOR BIKE PATH

STATE HIGHWAY

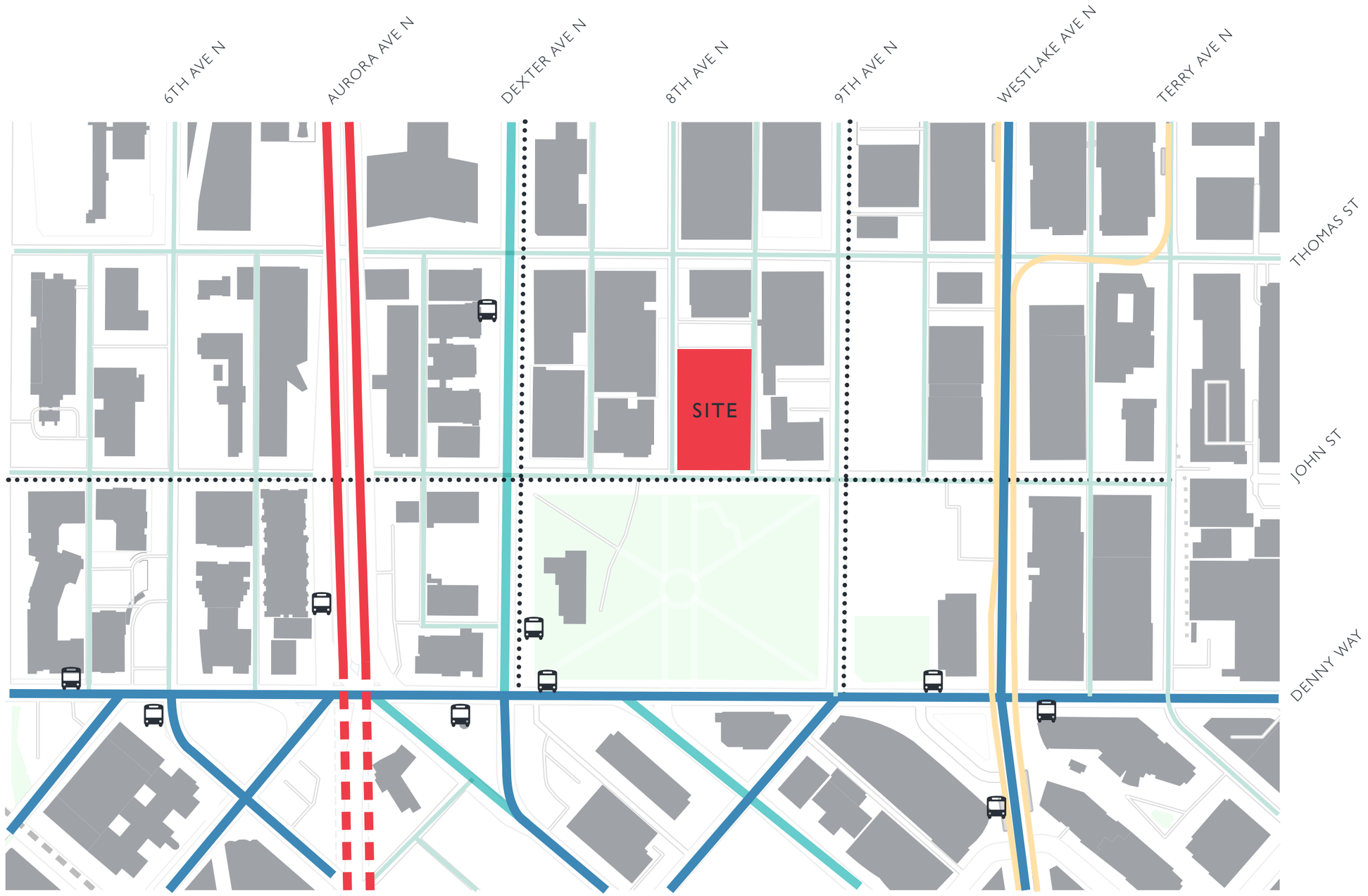
PRINCIPAL ARTERIAL

MINOR ARTERIAL

LOCAL STREET

LIGHT RAIL LINE

PUBLIC TRANSIT STOP



ZONING MAP


5TH AVE N
TAYLOR AVE N
6TH AVE N
AURORA AVE N
DEXTER AVE N
8TH AVE N
9TH AVE N
WESTLAKE AVE N
TERRY AVE N
BOREN AVE N
FAIRVIEW AVE N
MINOR AVE N
PONTIUS AVE N
REPUBLICAN ST
HARRISON ST
THOMAS ST
JOHN ST
DENNY WAY
SM-UP 160(M)
SM-SLU 85-280
SM-SLU 175/85-280
SITE
SM-SLU 240/125-440
SM-SLU 240/125-440
DMC 240/290-440
N

ZONING SYNOPSIS

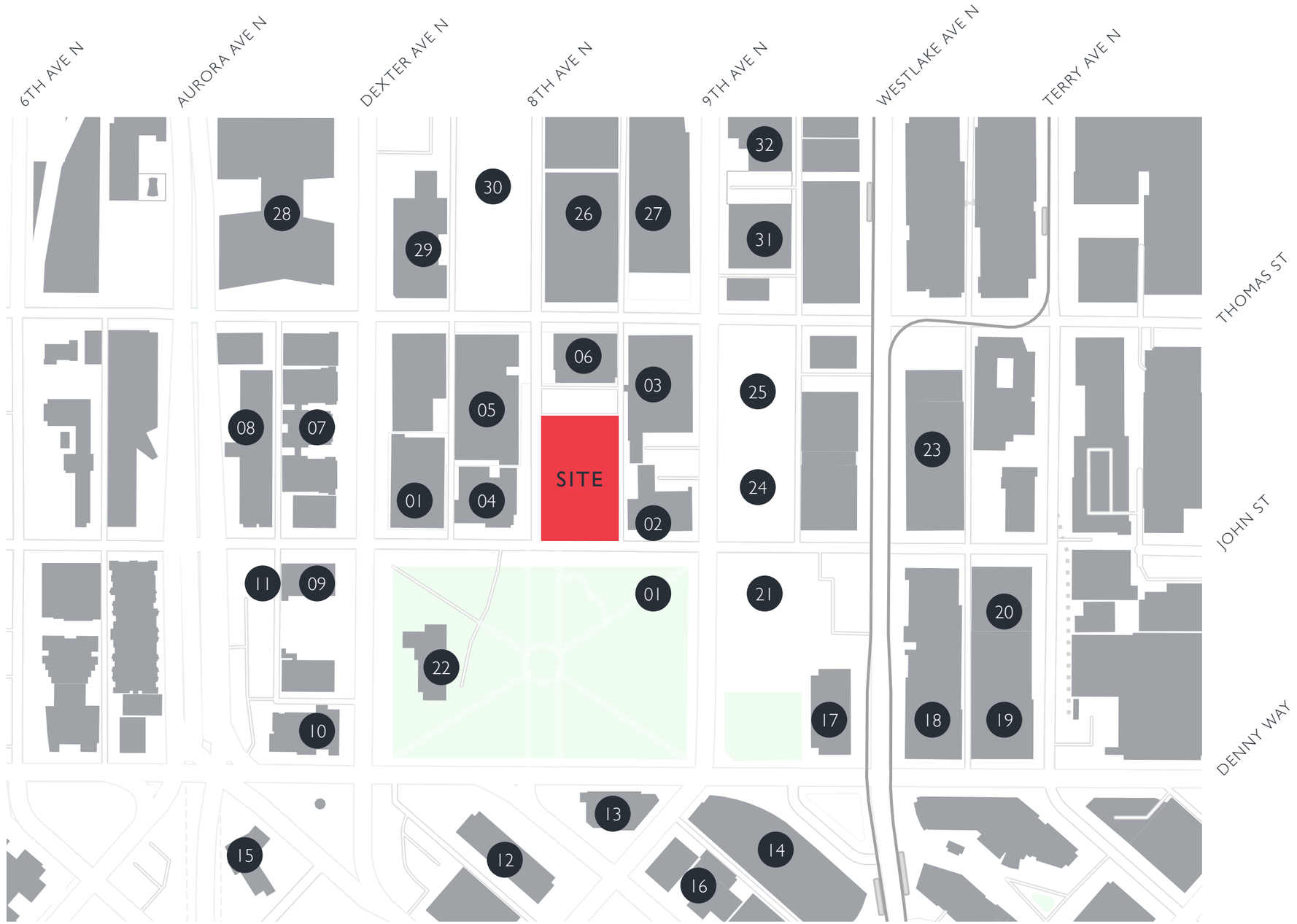
KING COUNTY PARCEL #'S	1991201375
ZONING CLASSIFICATION	SM-SLU-85-280
SITE AREA	28,906 SF
PERMITTED USES (23.48.005)	OFFICE, HOTEL, RETAIL, RESIDENTIAL, ETC.
STRUCTURE HEIGHT (23.48.025.A)	85' FOR NON-RESIDENTIAL, 280' FOR RESIDENTIAL
SM F.A.R. LIMITS (TABLE A FOR 23.48.220)	FAR LIMIT FOR RELIGIOUS FACILITIES IS 3.0. FAR LIMIT FOR ALL OTHER NON-RESIDENTIAL USES IS 0.5. FAR LIMIT FOR STRUCTURES UNDER BASE HEIGHT WITH RESIDENTIAL USES IS 6.0. IF THE RESIDENTIAL USE EXTENDS BEYOND BASE HEIGHT, FAR LIMITS ARE NOT APPLICABLE TO THE RESIDENTIAL USE (BOTH ABOVE AND BELOW BASE HEIGHT).
ROOFTOP FEATURES (23.48.025.C.4, 23.48.025.C.5)	STAIR PENTHOUSES, SOLAR COLLECTORS, MECHANICAL EQUIPMENT, COVERED/ENCLOSED COMMON AMENITY AREA CAN EXCEED THE HEIGHT LIMIT BY 15' ELEVATOR PENTHOUSES FOR STRUCTURES GREATER THAN 85' IN HEIGHT CAN EXCEED HEIGHT LIMIT BY 25' ALL FEATURES CAN BE COMBINED AND COVER 65% OF ROOF AREA AS LONG AS ALL MECH. EQUIPMENT IS SCREENED, AND ALL FEATURES ARE 10' FROM ROOF EDGE
TRANSPARENCY REQUIREMENTS (23.48.040)	IN THE SM-SLU ZONE FOR CLASS 1, 2, AND 3 PEDESTRIAN STREETS AND NEIGHBORHOOD GREEN STREETS, A MINIMUM OF 60% OF THE STREET-FACING FACADE MUST BE TRANSPARENT, EXCEPT THAT IF THE SLOPE OF THE STREET FRONTAGE ABUTTING THE LOT EXCEEDS 7.5%, THE REQUIRED TRANSPARENCY IS 45% OF THE STREET-FACING FACADE. BLANK FACADE LIMITS: IN SM-SLU ZONE ALONG CLASS 1, 2, AND 3 PEDESTRIAN STREETS AND NEIGHBORHOOD GREEN STREETS BLANK FACADES ARE LIMITED TO 15 FEET WIDE. BLANK FACADE MAY BE INCREASED TO 30 FEET WIDTH WITH DIRECTOR APPROVAL IF THE FACADE IS ENHANCED BY ARCHITECTURAL DETAILING, LANDSCAPING, ARTWORK, ETC. TOTAL BLANK FACADE WIDTH MAY NOT EXCEED 40% OF FACADE LENGTH OR 55% OF FACADE LENGTH IF ABUTTING LOT EXCEEDS 7.5% SLOPE.
RESIDENTIAL AMENITY AREA (23.48.045)	5% OF TOTAL GROSS AREA REQUIRED AS AMENITY AREA. 50% OF AREA MAY BE ENCLOSED. UP TO 50% OF THE AMENITY AREA REQUIREMENT MAY BE MET BY CONTRIBUTING TO THE DEVELOPMENT OF THE ABUTTING NEIGHBORHOOD GREEN STREET (8TH AVE N).
LANDSCAPING REQUIREMENTS (23.48.055.A.2)	GREEN FACTOR SCORE OF .30 OR GREATER IS REQUIRED
PARKING AND LOADING ACCESS (23.48.085.D.1)	ACCESS TO PARKING AND LOADING SHALL BE FROM THE ALLEY
	SOUTH LAKE UNION PROVISIONS
USES FOR SOUTH LAKE UNION (23.48.205.A)	PERMITTED NON RESIDENTIAL USES ARE LIMITED TO A HEIGHT OF 20 FEET ABOVE THE STREET LEVEL OF STRUCTURES WITH RESIDENTIAL USE
FAR (TABLE A FOR 23.48.220, FOOTNOTE 1)	ALL PORTIONS OF RESIDENTIAL STRUCTURES THAT EXCEED THE BASE HEIGHT, INCLUDING PORTIONS RESTRICTED TO THE PODIUM HEIGHT LIMIT, ARE EXEMPT FROM FAR LIMITS
LOT AREA AND F.A.R. CALCULATIONS BASED UPON A RESIDENTIAL TOWER AND A NON-RESIDENTIAL BUILDING SHARING A LOT (23.48.220.A.6)	*IN ALL SM-SLU ZONES, A DEVELOPMENT THAT INCLUDES A RESIDENTIAL STRUCTURE OR A PORTION OF THE STRUCTURE AS A RESIDENTIAL TOWER IS EXEMPT FROM FAR REQUIREMENTS AS TO THAT PORTION, AND THE APPLICABLE FAR LIMITS FOR ALL OTHER PORTIONS OF THE STRUCTURE SHALL BE BASED ON THE TOTAL LOT AREA MINUS THE LOT AREA REQUIRED FOR THE RESIDENTIAL TOWER DEVELOPMENT, TO MEET THE UPPER-LEVEL FLOOR AREA LIMIT OF SUBSECTION 23.48.245.A. FOR THE PORTION OF THE LOT WITH THE RESIDENTIAL TOWER AND PODIUM, THE FAR LIMIT FOR PERMITTED NON-RESIDENTIAL USES IN A RESIDENTIAL TOWER OR PODIUM THAT IS ALSO A MIXED-USE STRUCTURE SHALL BE BASED ON THE AREA OF THE PORTION OF THE LOT OCCUPIED BY THE RESIDENTIAL TOWER AND PODIUM.*
EXTRA FLOOR AREA IN THE SLU URBAN CENTER (23.48.021.C)	THE APPLICANT SHALL ACHIEVE 60% OF EXTRA RESIDENTIAL FLOOR AREA BY USING BONUS RESIDENTIAL FLOOR AREA FOR AFFORDABLE HOUSING PURSUANT TO (23.58A.014) THE APPLICANT SHALL ACHIEVE 40% OF EXTRA RESIDENTIAL FLOOR AREA BY ACQUIRING REGIONAL DEVELOPMENT CREDITS PURSUANT TO (23.58A.042)
GREEN BUILDING REQUIREMENT (23.48.221.C)	THE APPLICANT SHALL MAKE A COMMITMENT THAT THE PROPOSED DEVELOPMENT WILL MEET THE GREEN BUILDING STANDARD AND SHALL DEMONSTRATE COMPLIANCE WITH THAT COMMITMENT, ALL IN ACCORDANCE WITH CHAPTER 23.58D
STRUCTURE HEIGHT IN SLU (23.48.225)	BASE HEIGHT LIMIT IS 85' FOR STRUCTURES THAT DO NOT GAIN EXTRA FLOOR AREA MAXIMUM HEIGHT LIMIT IS 280' FOR STRUCTURES THAT USE EXTRA FLOOR AREA ALL NON-EXEMPT FLOOR AREA AND RESIDENTIAL FLOOR AREA LOCATED ABOVE THE BASE HEIGHT (85') IS CONSIDERED EXTRA FLOOR AREA.
UPPER LEVEL SETBACKS IN SLU (23.48.235, TABLE A FOR 23.48.245)	ALONG JOHN STREET, A 30' SETBACK IS REQUIRED ABOVE 45'

ZONING SYNOPSIS

FACADE REQUIREMENTS IN THE SM-SLU-85-240 ZONE (23.48.240.C.1.a)	ALL STREET FACING FACADES ALONG 8TH AVE N MUST SET BACK AN AVERAGE OF 10' FROM THE STREET LOT LINE, EXCEPT FOR ALLOWED NON-RESIDENTIAL USES. NO PART OF THE SETBACK CAN BE LESS THAN 5', AND ANY PART OF THE SETBACK GREATER THAN 15' CANNOT BE USED FOR AVERAGING. SETBACK DOES NOT APPLY TO PORTIONS OF FACADE WITHIN 40' OF A STREET CORNER, AND SETBACK DOES NOT APPLY TO PORTIONS OF STRUCTURE PARTIALLY BELOW GRADE (23.48.240.C.1.b) ONLY GROUND-RELATED RESIDENTIAL UNITS AND FLOOR AREA FOR BUILDING LOBBIES ARE PERMITTED WITH THE PORTION OF THE STORY OF THE STRUCTURE ABUTTING THE REQUIRED SETBACK - EACH UNIT IS REQUIRED TO HAVE DIRECT ACCESS TO THE REQUIRED SETBACK AREA (23.48.240.C.1.c) RESIDENTIAL LOBBY RESTRICTED TO 20% OF THE TOTAL WIDTH OF REQUIRED SETBACK ALONG 8TH AVE N PRIVATE AMENITY AREA, UNENCLOSED STOOPS, STEPS, OR PORCHES RELATED TO THE ABUTTING, GROUND RELATED RESIDENTIAL UNITS OR COMMON AMENITY AREA WITH ACCESS TO RESIDENTIAL LOBBIES SHALL BE PROVIDED WITHIN THE REQUIRED SETBACK AREA. NO DRIVEWAYS PERMITTED IN THE SETBACK AREA
DEVELOPMENT STANDARDS ON GROUND FLOOR (23.48.240.C.2)	NON-RESIDENTIAL USES ARE PERMITTED ON THE GROUND FLOOR OF MIXED-USE STRUCTURES SUBJECT TO THE FOLLOWING: ONLY PERMITTED ON CORNER PORTIONS OF THE LOT THAT ARE WITHIN 20 LINEAL FEET OF INTERSECTING STREET LOT LINES. (23.48.240.C.2.b)
UPPER LEVEL DEVELOPMENT STANDARDS IN SLU (23.48.245)	FOR A STRUCTURE THAT EXCEEDS 160', THE AVG GROSS FLOOR AREA FOR ALL STORIES THAT EXCEED THE PODIUM HEIGHT SHALL BE 10,500 SF, OR 50% OF LOT AREA, WHICHEVER IS LESS. GROSS FLOOR AREA OF STORIES WITHIN PODIUM IS 75% OF LOT AREA
PODIUM HEIGHT (MAP A FOR 23.48.245 (MISSING))	45' PODIUM HEIGHT
FACADE MODULATION (23.48.245.D)	MODULATION IS REQUIRED FOR FACADES WITHIN 15' OF STREET LOT LINE IF GREATER THAN 150' WIDE ABOVE THE PODIUM UP TO 120' IN HEIGHT, AND 120' WIDE FOR STORIES ABOVE 120'
LIMIT ON TOWER STRUCTURES PER BLOCK (23.48.245.F)	ONLY ONE RESIDENTIAL TOWER (OR ONE STRUCTURE WITH NON-RESIDENTIAL USES ABOVE 85') IS PERMITTED ON A SINGLE BLOCK FRONT
TOWER SEPARATION (23.48.245.G)	NO SEPARATION IS REQUIRED WITHIN THE AREA BOUNDED BY AURORA AVE N, JOHN STREET, THOMAS STREET, AND 9TH AVE N.
MAXIMUM PARKING LIMIT FOR NON-RESIDENTIAL USES IN SLU (23.48.280.B)	ONE PARKING SPACE PER 1,000 SF OF GSF IN NON-RESIDENTIAL USE
PARKING ABOVE THE STREET LEVEL OF A STRUCTURE (23.48.285.A.1.a.1)	ONE STORY OF PARKING IS PERMITTED ABOVE THE FIRST STORY OF A STRUCTURE FOR EACH STORY OF PARKING PROVIDED BELOW GRADE THAT IS OF AT LEAST EQUIVALENT CAPACITY, UP TO A MAXIMUM OF TWO STORIES OF PARKING ABOVE THE FIRST STORY

SURROUNDING DEVELOPMENTS

1. DENNY PARK
2. FUTURE 9TH AND JOHN APARTMENTS
3. FUTURE 8-STORY OFFICE BUILDING
4. DENNY PARK LUTHERAN CHURCH
5. MARK ON 8TH APARTMENTS
6. DENNY PARK APARTMENTS
7. HOLIDAY INN SEATTLE
8. HOLIDAY INN EXPRESS
9. WILLIAMETTE DENTAL GROUP
10. BOREALIS APARTMENTS
11. STINGRAY AUTO REPAIR
12. THE LOYAL INN
13. FUTURE - THE 8 TOWER
14. OFFICE BUILDING (2201 9TH AVE)
15. ELEPHANT CAR WASH
16. LA QUINTA
17. FUTURE OFFICE BUILDING
18. ROLLIN STREET FLATS
19. UNDER CONSTRUCTION - 970 DENNY RESIDENTIAL TOWER
20. BOX CAR LOFTS
21. FUTURE OFFICE BLDG & RESIDENTIAL TOWER
22. SEATTLE PARKS AND RECREATION
23. AMAZON “ROXANNE” OFFICE BUILDING
24. 910 JOHN ST FUTURE RESIDENTIAL 70’
25. FUTURE OFFICE 120’ (9TH AND THOMAS)
26. FUTURE SIX-STORY OFFICE BUILDING
27. AMAZON APOLLO OFFICE BUILDING
28. FUTURE 12-STORY OFFICE BLDG
29. FUTURE 11-STORY OFFICE
30. FUTURE 6-STORY OFFICE
31. FUTURE 8-STORY OFFICE
32. FUTURE 25-STORY APARTMENT TOWER

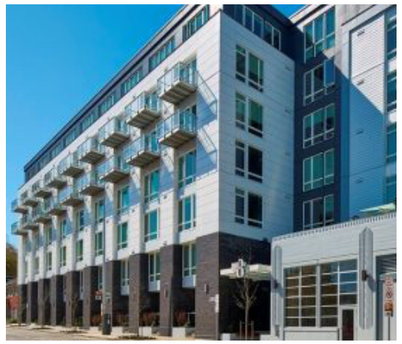


SURROUNDING DEVELOPMENTS

01 DENNY PARK

02 9TH AND JOHN APARTMENTS

04 DENNY PARK LUTHERAN CHURCH



05 MARK ON 8TH APARTMENTS

06 DENNY PARK APARTMENTS

07 HOLIDAY INN SEATTLE

08 HOLIDAY INN EXPRESS

09 WILLIAMETTE DENTAL GROUP

10 BOREALIS APARTMENTS

11 STINGRAY AUTO REPAIR

12 THE LOYAL INN

13 THE 8 TOWER

14 EXISTING OFFICE BUILDING

15 ELEPHANT CAR WASH

16 LA QUINTA

17 FUTURE OFFICE BLDG & RESI TOWER

18 ROLLIN STREET FLATS

19 970 DENNY RESIDENTIAL TOWER

SURROUNDING DEVELOPMENTS

20 BOX CAR LOFTS

21 FUTURE OFFICE BLDG & RESI TOWER

22 SEATTLE PARKS AND RECREATION

23 AMAZON ROXANNE OFFICE BLDG

24 FUTURE RESIDENTIAL BLDG

25 FUTURE OFFICE BUILDING

26 FUTURE SIX-STORY OFFICE BLDG

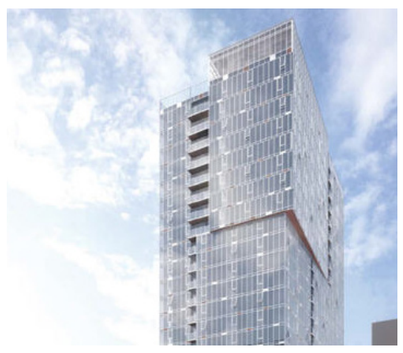
27 AMAZON APOLLO OFFICE BLDG

28 FUTURE OFFICE BUILDING

29 FUTURE OFFICE BUILDING

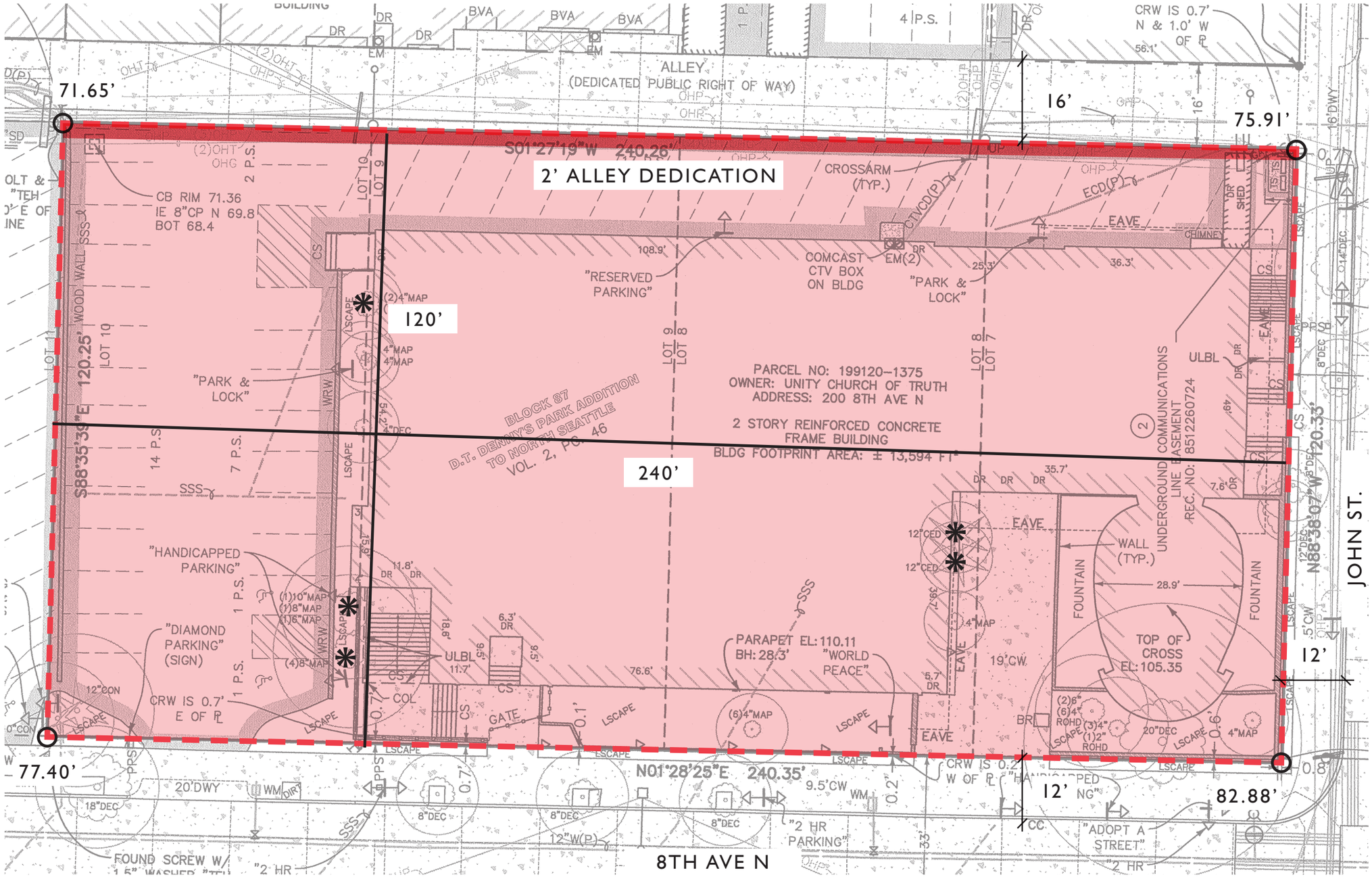
30 DENNY PARK APARTMENTS

31 FUTURE OFFICE BUILDING



32 FUTURE APARTMENT TOWER

SITE SURVEY



SITE INFORMATION

PARCEL #: 199120-1375

LEGAL DESCRIPTION:

DENNYS D T PARK ADD - POR TAXABLE

PLAT BLOCK: 87

PLAT LOT: 7 THRU 10

SURVEYED AREA: 28,906 SF

DIMENSIONS: 240' X 120'

CURRENT USE: CHURCH/WELFARE/ RELIG SRVC

BASE BLDG HEIGHT: 28.3'

GRADE CHANGE: 11.23'

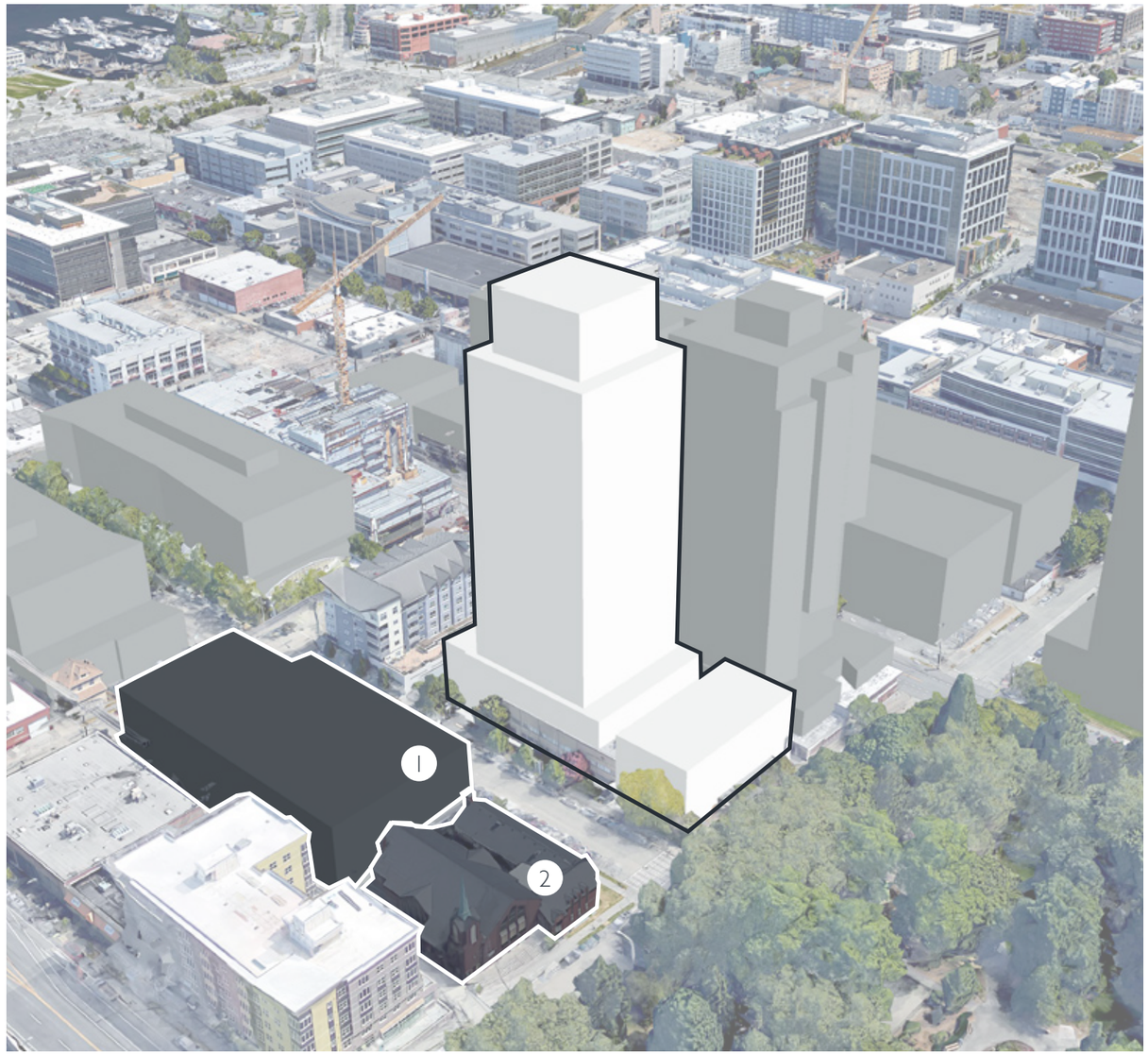
EXISTING SIDEWALK WIDTH:

8TH AVE N: 12.0'

JOHN ST: 12.0'

EXISTING ALLEY WIDTH: 16'

EXISTING BUILDINGS



1. MARK ON 8TH APARTMENT BUILDING

2. DENNY PARK LUTHERAN CHURCH

EXISTING BUILDINGS

5. FUTURE 8 STORY OFFICE BUILDING (MASSING UNKNOWN)

3. 9TH AND JOHN APARTMENTS

4. DENNY PARK APARTMENTS

STREET ELEVATIONS

8TH AVE N

DENNY PARK APARTMENTS

VIEW OF SITE FROM 8TH LOOKING EAST

DENNY PARK LUTHERAN CHURCH

MARK ON 8TH APARTMENTS

VIEW ACROSS THE STREET FROM SITE LOOKING WEST

STREET ELEVATIONS

JOHN STREET

VIEW OF SITE FROM JOHN STREET LOOKING NORTH

VIEW ACROSS THE STREET FROM SITE LOOKING SOUTH

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DESIGN GUIDELINES

DESIGN GUIDELINES

TITLE	CITYWIDE GUIDELINE	SLU SUPPLEMENTAL GUIDANCE	RESPONSE
CS2 URBAN PATTERN AND FORM	**Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**	The following locations have been identified as heart locations within South Lake Union: a. Cascade Park b. South Lake Union Park **c. Denny Park** d. Harrison Street e. Terry Avenue North f. Westlake Avenue North Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements. Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures. Relate proportions of buildings to the width and scale of the street.	**The proposed design utilizes an entry plaza along 8th Avenue North as an improvement to the public realm. There is also a 20' bioretention planting buffer within the site which will add to the neighborhood's landscaped open space. The entry plaza provides an improvement to the pedestrian experience as well as more closely adhere to the city's goal of 8th Avenue North as a Neighborhood Green Street.** **The tower design is also directly related to the immediate context or heart location of Denny Park and will relate proportionally to the surrounding developments.**

CS3 ARCHITECTURAL CONTEXT AND CHARACTER	**Contribute to the architectural character of the neighborhood.**	Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity. Consider using architectural features to reduce the building scale such as landscaping, trellis, complementary materials, detailing, accent trim. Support the existing fine-grained character of the neighborhood with a mix of building styles. Re-use and preserve important buildings and landmarks when possible. Expose historic signs and vintage advertising on buildings where possible. Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through the use of community artifacts, and historic materials, forms and textures. Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns, open bay doors, and sloped roofs. Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork, edible gardens, water filtration systems that serve as pedestrian amenities, gutters that support greenery.	**The facade of the proposed design is articulated vertically which serves two purposes - it breaks down the scale of the building to better relate to the neighborhood character, and it slenderizes the tower proportion creating a more visually appealing building. The project aims to bring a sense of timelessness to the area by utilizing a design language that is elegant, reserved, minimal, and contemporary. The scale of the building will be broken down using fenestration patterns and human scale detailing. The project aims to also use the color white to respond the maritime heritage of the area as a light and airy material expression.**

DESIGN GUIDELINES

TITLE	CITYWIDE GUIDELINE	SLU SUPPLEMENTAL GUIDANCE	RESPONSE
PL1 CONNECTIVITY	**Complement and contribute to the network of open spaces around the site and the connections among them.**	Keep neighborhood connections open, and discourage closed campuses. Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods... Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas. Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces. 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. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow, pedestrian oriented street lighting, or street furniture.	**There are two site features that will contribute to the current network of open spaces in the area. The first is the entry plaza along 8th Ave N. This will serve as a small landscaped area that is open to the public and directly adjacent to lively and activated indoor spaces in the building. Additionally, a 20 foot bioretention planting buffer will exist between the residential tower and church portion of the project as a landscaped buffer zone. Both of these spaces extend the spirit of Denny Park as well as strengthen the city's vision for 8th Ave N as a neighborhood green street.**

PL2 WALKABILITY	**Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**	The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public. Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment. Provide pedestrian-friendly streetscape amenities such as: tree grates, benches, and lighting. Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide.) Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are: enhanced pedestrian and street lighting, well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street, police horse tie-up locations for routine patrols and larger event assistance.	**The project will feature the afore mentioned landscaped areas as zones for pedestrian gathering which will be well lit and thoughtfully designed. In addition, the entry plaza will feature benches, planters, etc. to provide pedestrian amenities at the street.**

DESIGN GUIDELINES

TITLE	CITYWIDE GUIDELINE	SLU SUPPLEMENTAL GUIDANCE	RESPONSE
PL3 STREET-LEVEL INTERACTION	**Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**	Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful. Create graceful transitions at the streetscape level between the public and private uses. Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa. Reinforce retail concentrations with compatible spaces that encourage pedestrian activity. Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities. Consider designing entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accomodate various residential uses, i.e., townhouse, live-work, apartment, and senior-assisted housing.	**The ground level is designed to be highly transparent facing the street in order to create a visual connection between the entry plaza and the interior spaces. The plaza will likely feature public seating and will allow pedestrians to interact with the space. A large residential community space will exist at the ground floor directly related to the entry plaza.**

DC2 ARCHITECTURAL CONCEPT	**Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**	Design the “fifth elevation” - the roofscape - in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.	**The massing of the tower has been designed so that all pieces are highly integrated and a cohesive design language is used throughout. This includes the assembly of the rooftop features and the exterior amenity spaces on both the tower rooftop and top of podium. All elements of the tower meet the sky cohesively and are terminated in an elegant way so that the view impacts are minimized.**

DESIGN GUIDELINES

TITLE	CITYWIDE GUIDELINE	SLU SUPPLEMENTAL GUIDANCE	RESPONSE
DC3 OPEN SPACE CONCEPT	Integrate open space design with the design of the building so that each compliments the other.	Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood. Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat. Retain existing, non-intrusive mature trees or replace with large caliper trees. Water features are encouraged including natural marsh-like installations. Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area. 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. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc. Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.	Several open space features will be incorporated into the design, most notably at the street level as the entry plaza and bioretention planted area between the tower and the church. The landscape at grade will be designed to be cohesive with both the church and high-rise portions of the project. Being directly adjacent to Denny Park, the landscape will extend the spirit of the park and supplement the existing green spaces in the area.

MASSING OPTIONS

OPTION OVERVIEW

OPTION 0 — RETAIN SIG. TREES

- 28 floors
- 5,255 SF ground level residential area
- **347** residential units
- **0 Parking stalls**
- **288,316 GSF** above grade

OPTION 1 — GLASS CORNERS

- 28 floors
- 8,425 SF ground level residential area
- 374 residential units
- 289 Parking stalls
- 324,312 GSF above grade

OPTION 2 — SHARD

- 28 floors
- 9,482 SF ground level residential area
- 374 residential units
- 289 Parking stalls
- 327,316 GSF above grade

OPTION 3 — WRAP (PREFERRED)

- 28 floors
- 9,256 SF ground level residential area
- 374 residential units
- 289 Parking stalls
- 326,244 GSF above grade

OPTION 0

RETAINS SIGNIFICANT TREES

PROS

- Significant trees are preserved

CONS

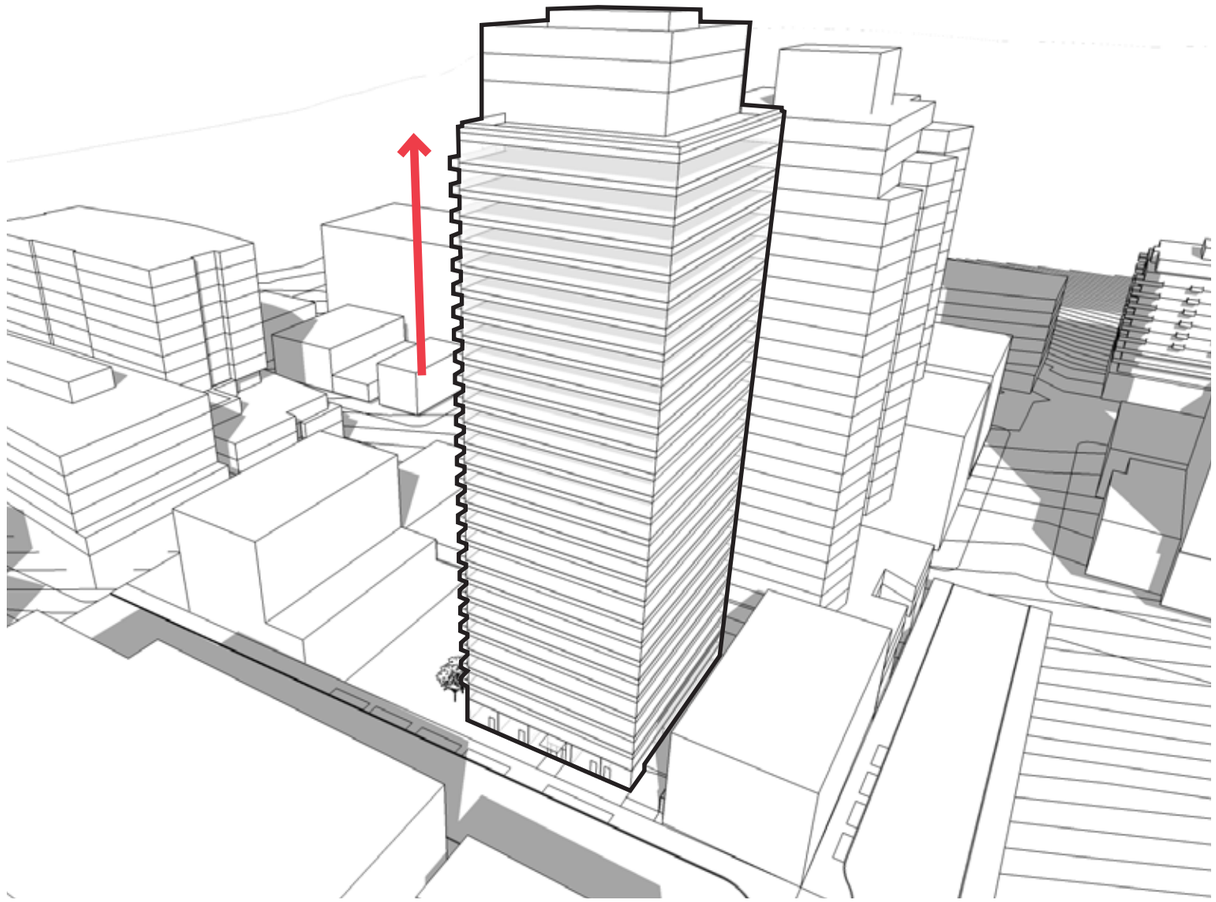
- Development potential of site is not reached, limits floors to 10,293 SF
- Position of tower creates significant overlap with future neighboring tower
- Option 0 does not adhere to design guideline CS1 section 1 subsection iv: "Versatile building design for entire building life cycle" by not providing subterranean parking the future use options are limited, maximum flexibility is not provided.
- Option 0 does not adhere to Design Guideline CS2 B "Height, Bulk, and Scale:" Project is a singular extruded form, no podium massing change is possible, transition in bulk and scale is not provided, no scalar relationship with surroundings.
- Option 0 does not adhere to Design Guideline CS3 "Architectural Context and Character:" Project is not able to break down scale through massing modulation, project does not respond to adjacent scale or patterns.
- Option 0 does not adhere to Design Guideline PL1 "Connectivity:" specifically "discourage closed campuses." Large, undeveloped area of site with alley connection would need security measures to limit public interaction. Landscaped area would not be connected to existing networks.
- Option 0 does not adhere to Design Guideline PL3 "Street-Level Interaction:" A graceful transition would not be possible with large, undeveloped area of site.
- Option 0 does not adhere to Design Guideline DC1 "Project Uses and Activities:" Below grade parking is not possible.
- Option 0 does not adhere to Design Guideline DC3 "Open Space Concept:" The large landscaped area is not able to be integrated into the design of the building, the scale of the landscaped area does not conform to the needs of the adjacent building uses.

AERIAL PERSPECTIVE

- 28 floors
- 5,255 SF ground level residential area
- 347 residential units
- No underground parking, no move in/move out
- 288,316 GSF above grade
- 9,885 SF tower floor plate

OPTION 0

RETAINS SIGNIFICANT TREES



GENERATIVE DIAGRAM

Retaining the existing significant trees results in very little opportunity for tower modulation and does not provide a podium massing to transition in bulk and scale to the surroundings. The resulting massing is simply an extruded form derived from the outline generated in developing around the significant trees. It is not possible to retain the trees by using any of the departures referenced in SMC 25.11.080.A.2. The preferred option project landscaping design will more than comply with the replacements standards in SMC 25.11.090.

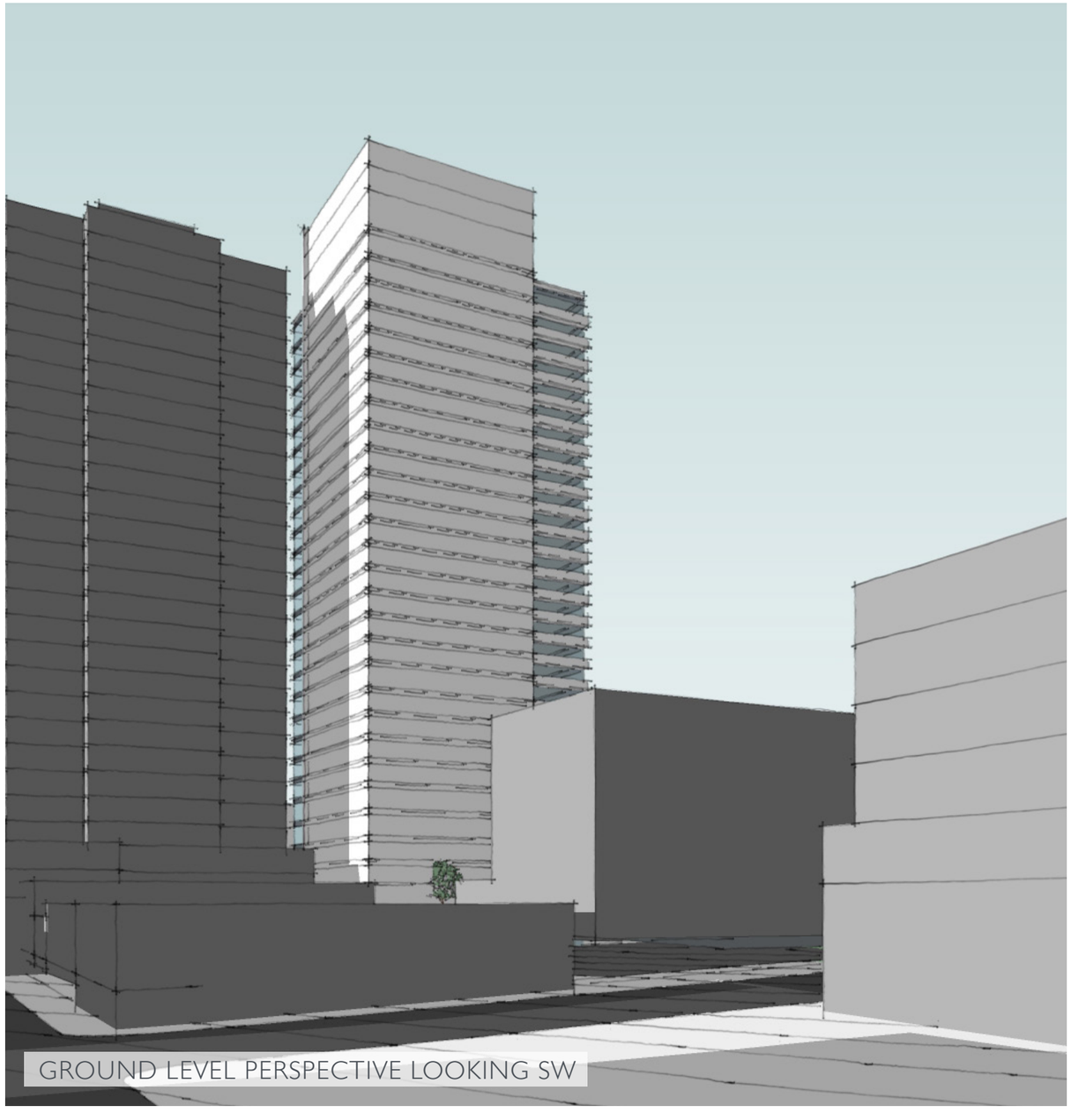
GROUND LEVEL PERSPECTIVE LOOKING NE

OPTION 0

RETAINS SIGNIFICANT TREES

GROUND LEVEL PERSPECTIVE LOOKING SE

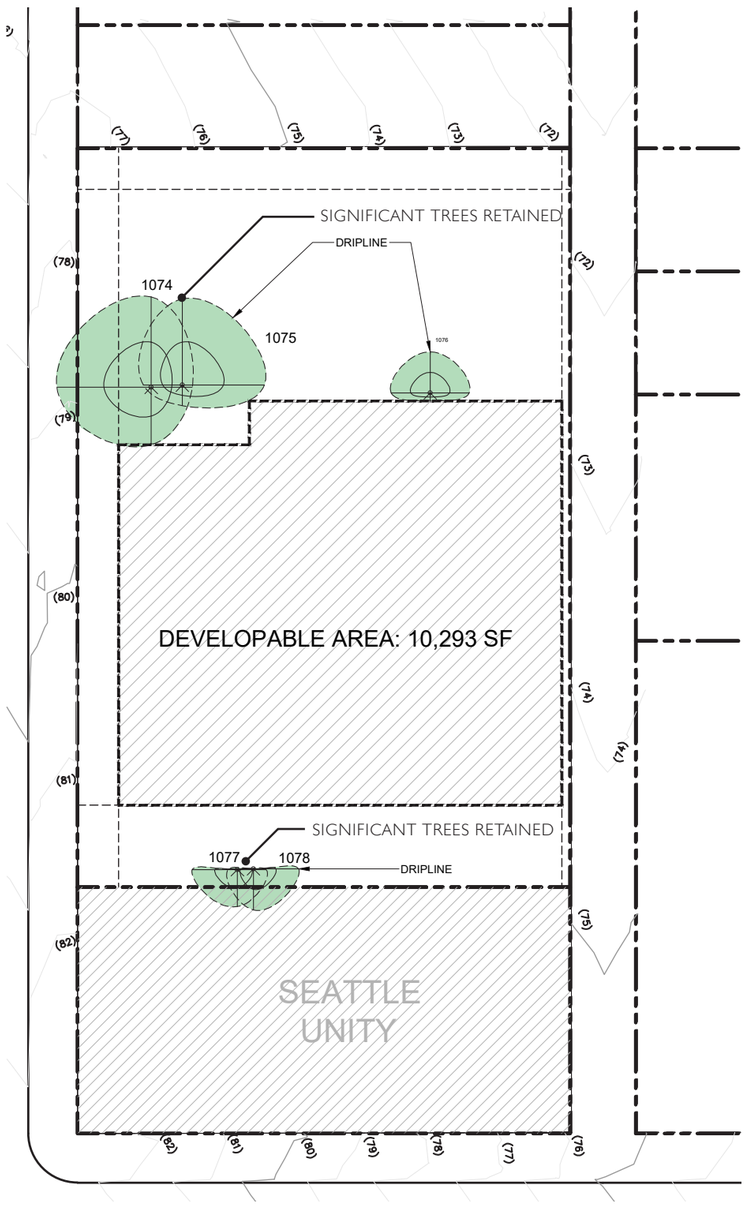
GROUND LEVEL PERSPECTIVE LOOKING NE



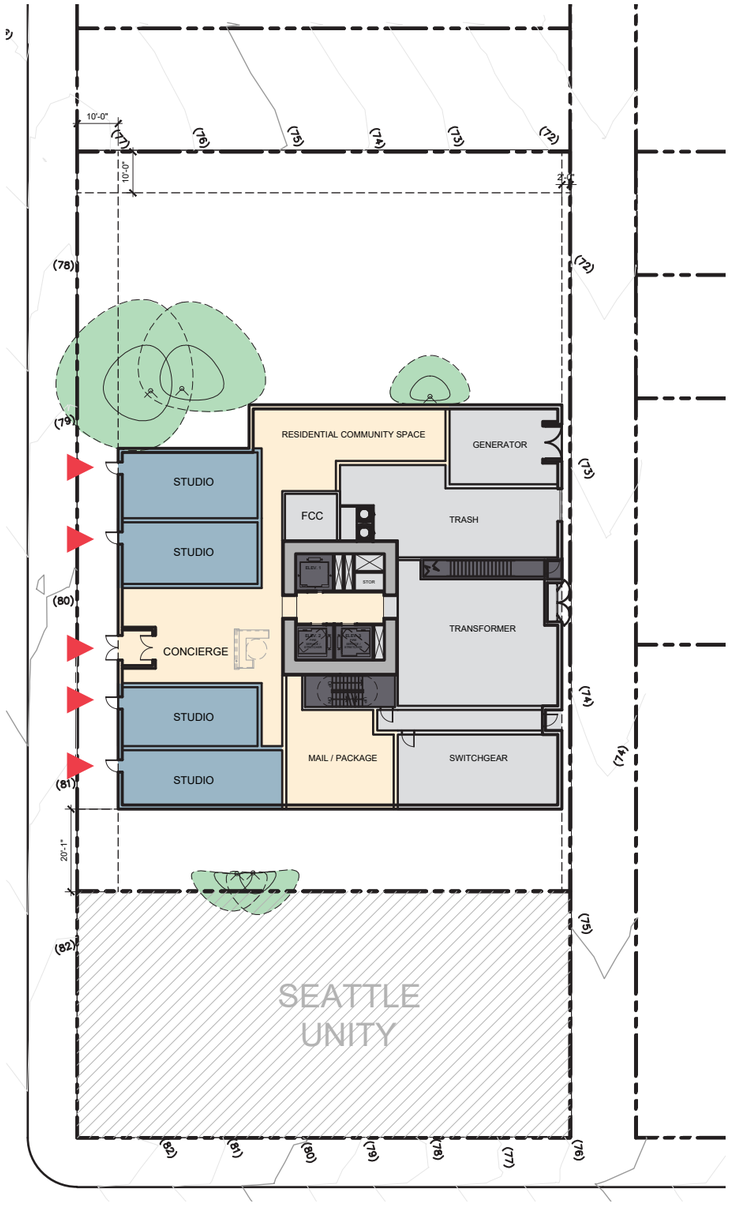
GROUND LEVEL PERSPECTIVE LOOKING SW

OPTION 0

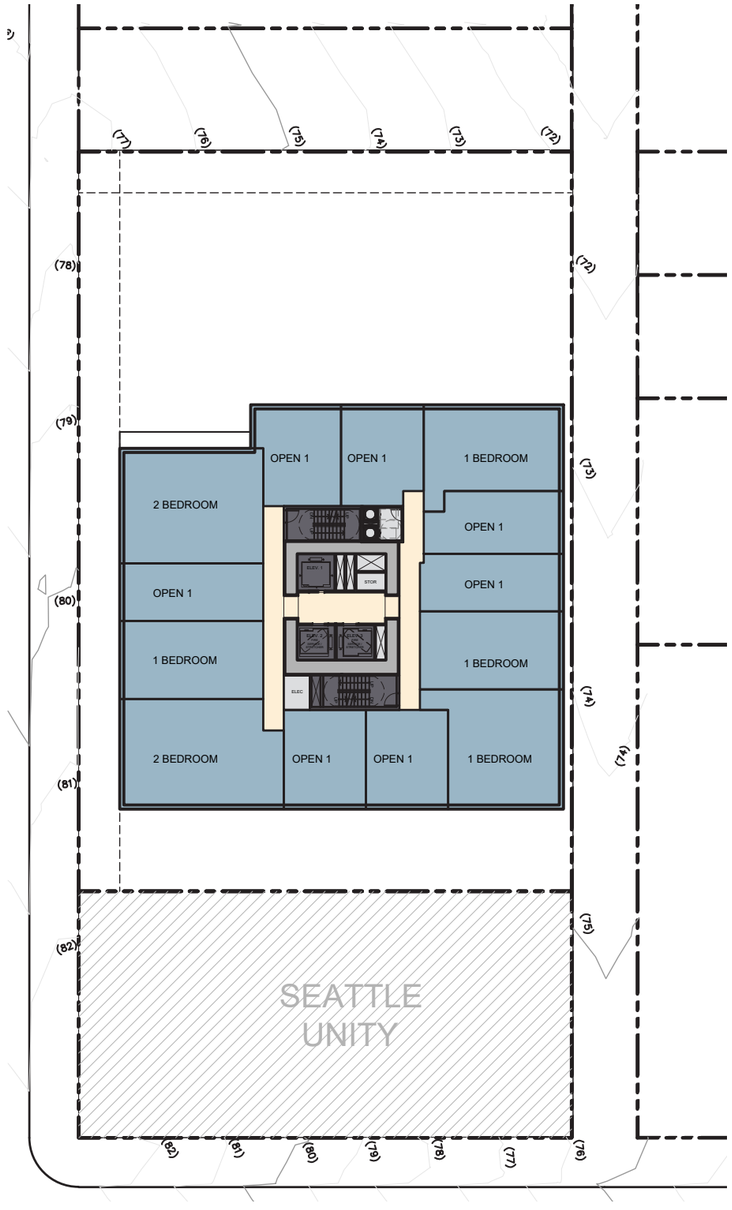
RETAINS SIGNIFICANT TREES



DEVELOPABLE AREA DIAGRAM



GROUND FLOOR PLAN



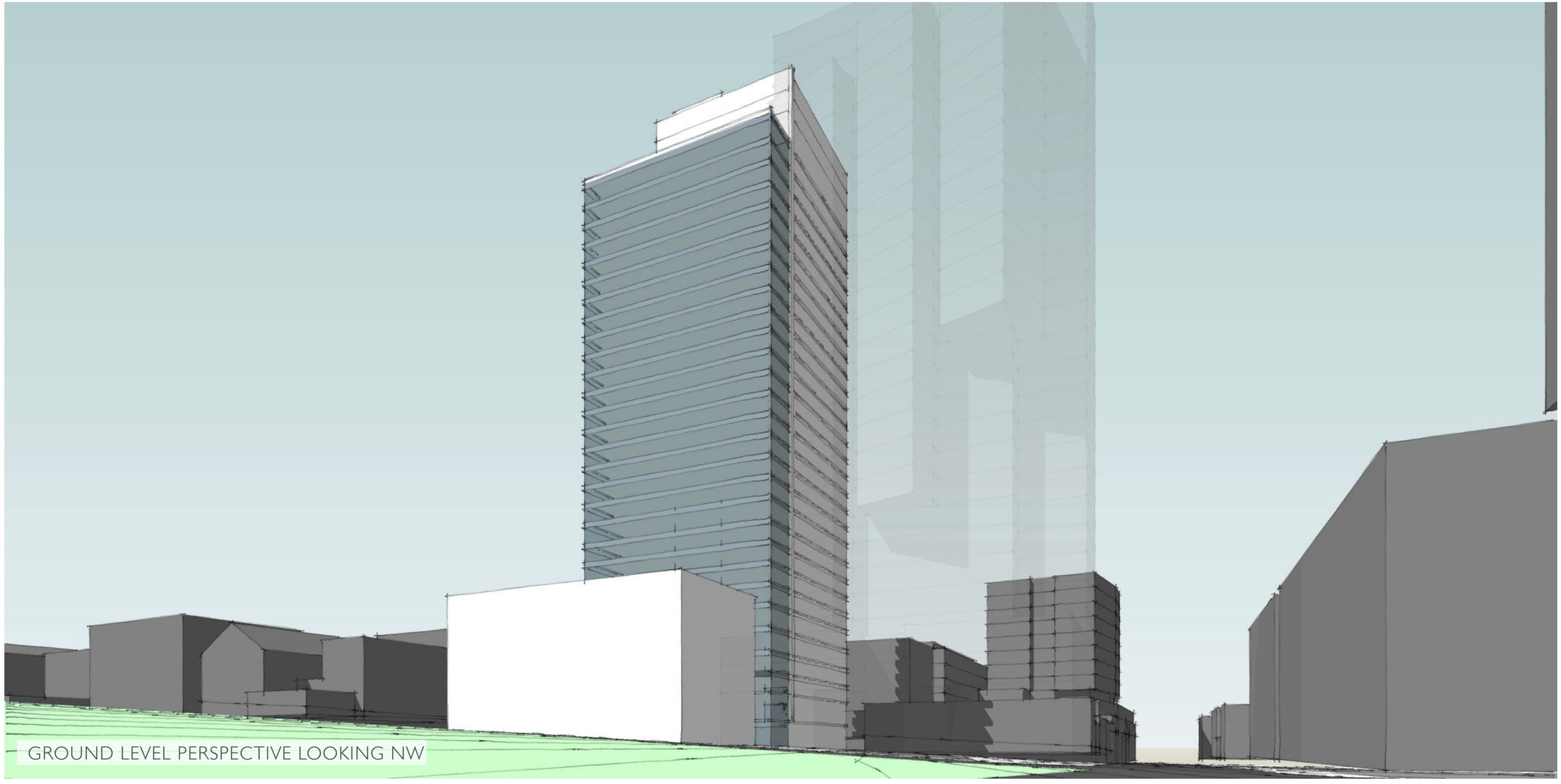
TYPICAL TOWER PLAN

1" = 40'-0"

VERTICAL TRANSPORT | RESIDENTIAL | COMMON AREA | BOH | PED. ENTRY | VEH. ENTRY

OPTION 0

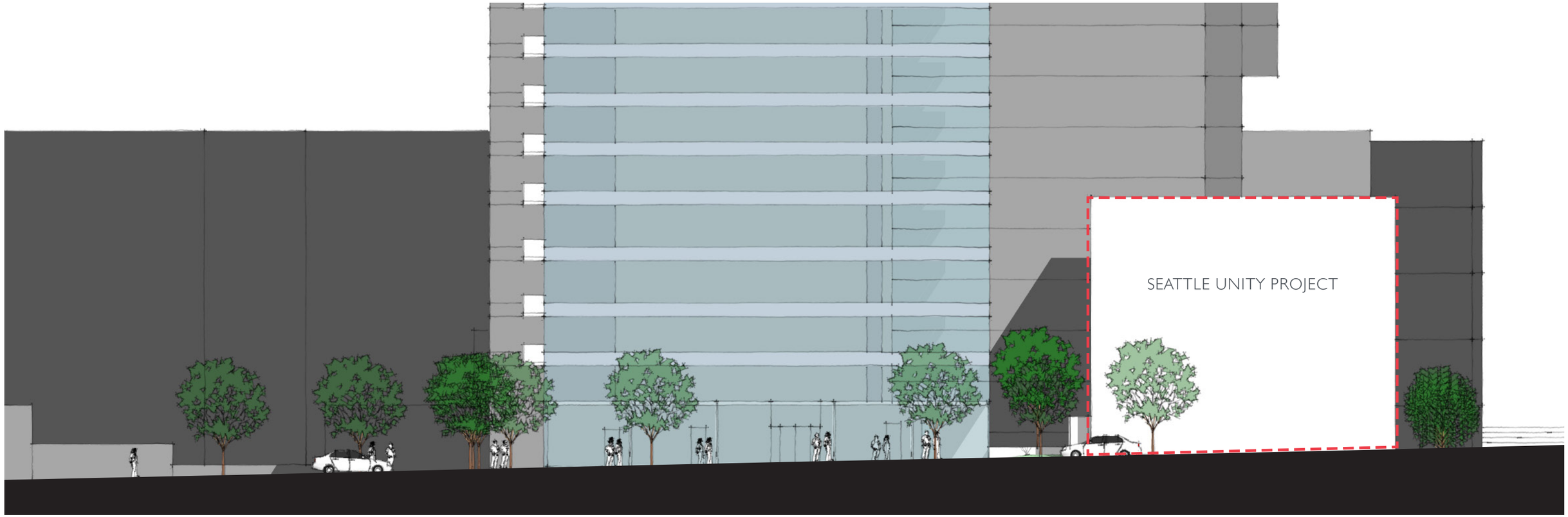
RETAINS SIGNIFICANT TREES



GROUND LEVEL PERSPECTIVE LOOKING NW

OPTION 0

RETAINS SIGNIFICANT TREES



WEST STREET LEVEL ELEVATION

OPTION 1

GLASS CORNERS (CODE COMPLIANT)

PROS

- Tower massing is divided vertically to reinforce slenderness of tower and create favorable proportions
- Tower location places tower elevators closer to lobby entry and moves tower closer to Denny Park
- Corner balconies maximize outdoor viewing options for residents

CONS

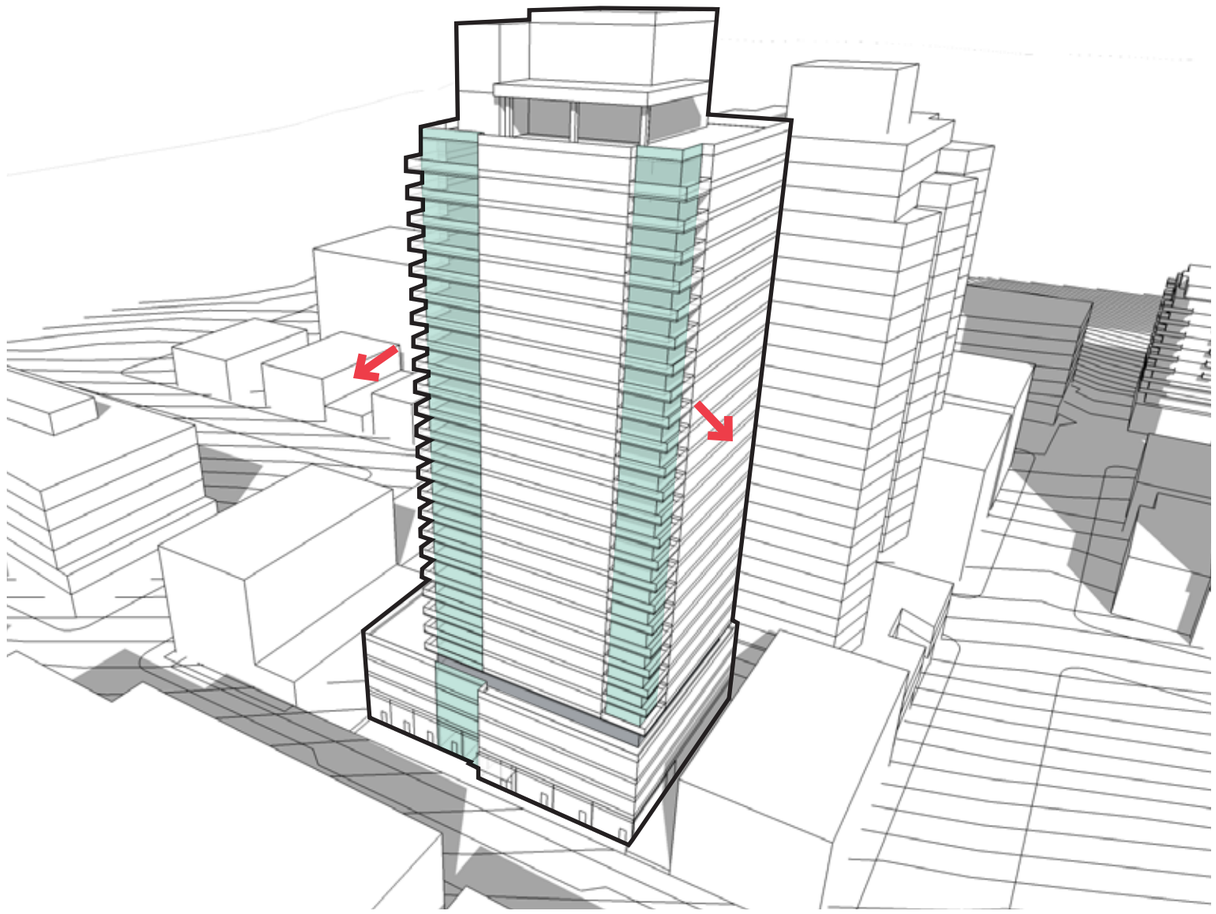
- Position of tower creates significant overlap with future neighboring tower
- Design is not as responsive to local surroundings, gives less space to Seattle Unity

AERIAL PERSPECTIVE

- 28 floors
- 8,425 SF ground level residential area
- 374 residential units
- 289 Parking stalls
- 324,312 GSF above grade
- 10,500 SF tower floor plate

OPTION 1

GLASS CORNERS (CODE COMPLIANT)



GENERATIVE DIAGRAM

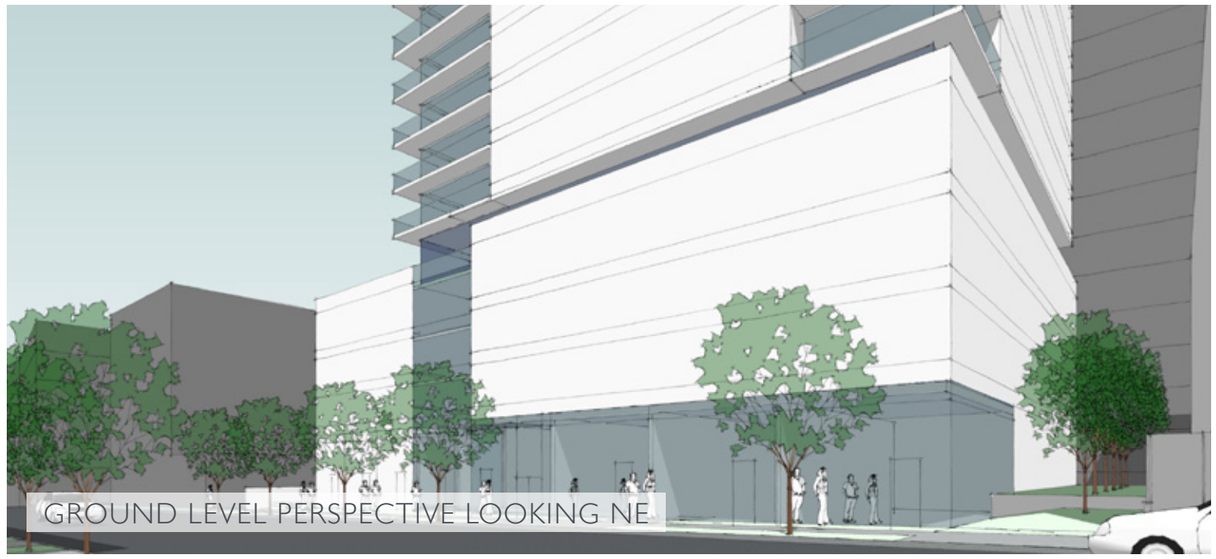
In order to break down the scale of the tower and enhance the proportions, Option 1 utilizes recessed corners that would receive a highly glazed treatment. This enhances the slenderness of the tower and responds to the existing site conditions.

GROUND LEVEL PERSPECTIVE LOOKING NE

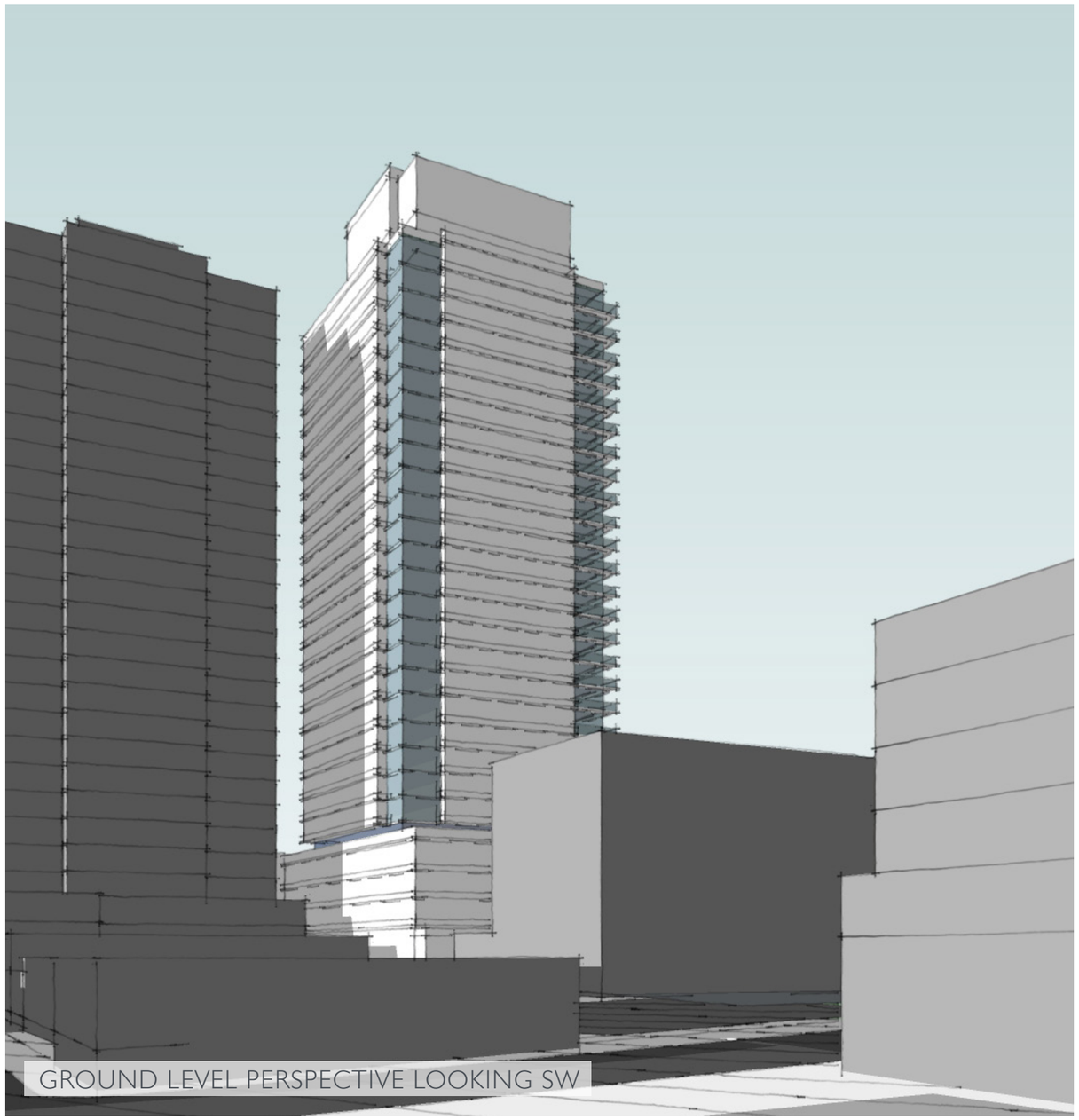
OPTION 1

GLASS CORNERS (CODE COMPLIANT)

GROUND LEVEL PERSPECTIVE LOOKING SE



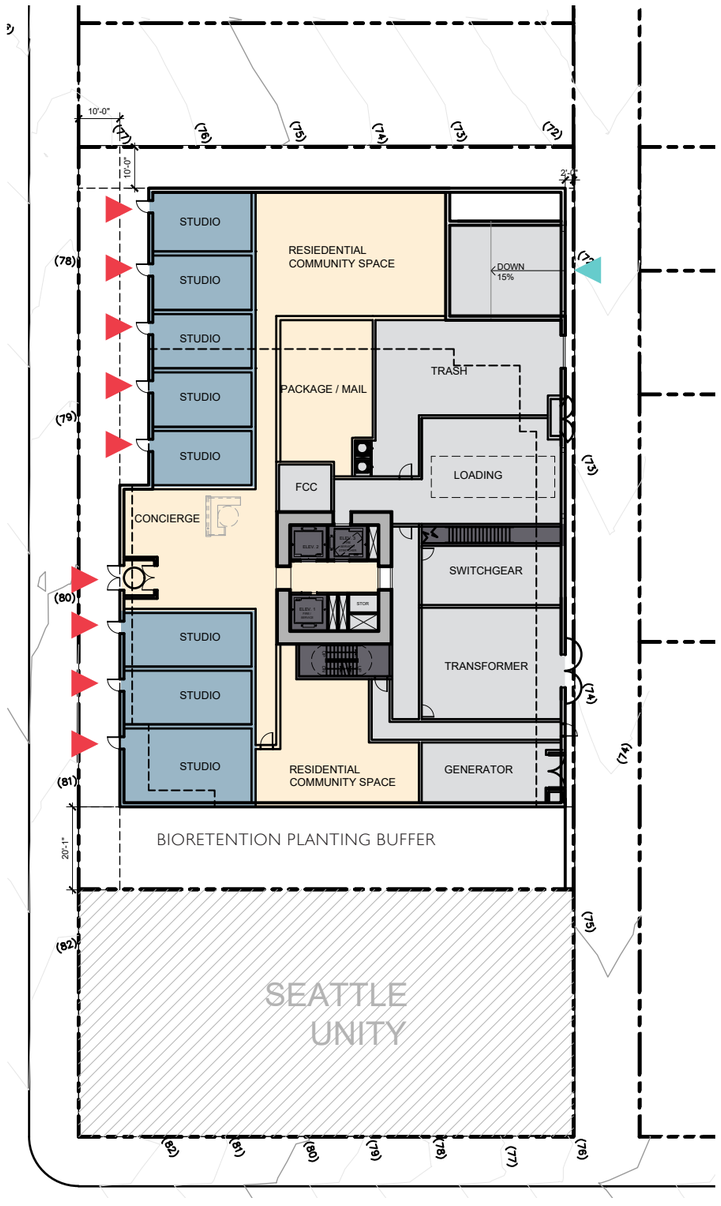
GROUND LEVEL PERSPECTIVE LOOKING NE



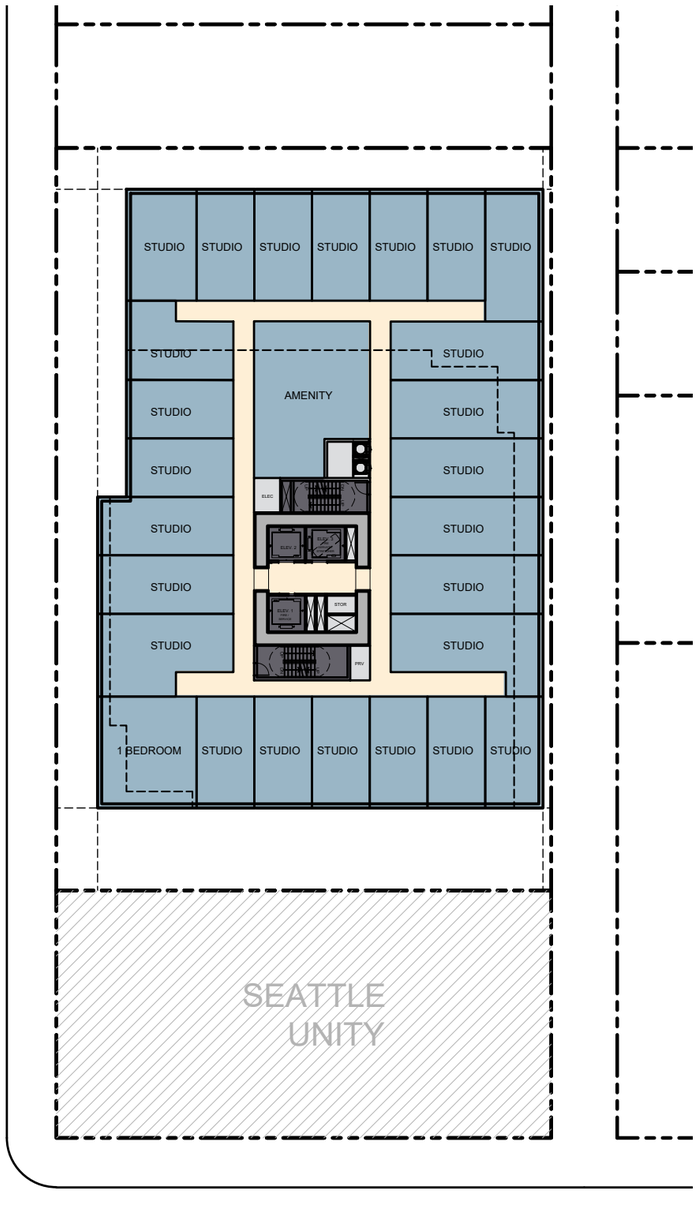
GROUND LEVEL PERSPECTIVE LOOKING SW

OPTION 1

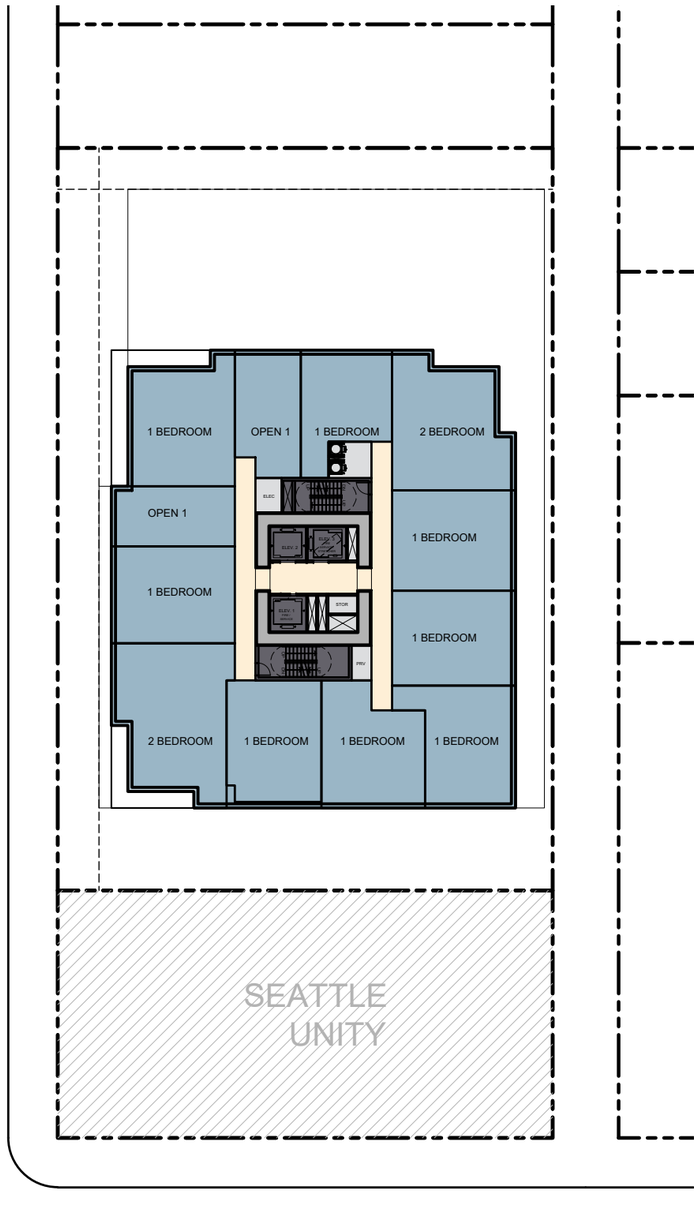
GLASS CORNERS (CODE COMPLIANT)



GROUND FLOOR PLAN



TYP PODIUM



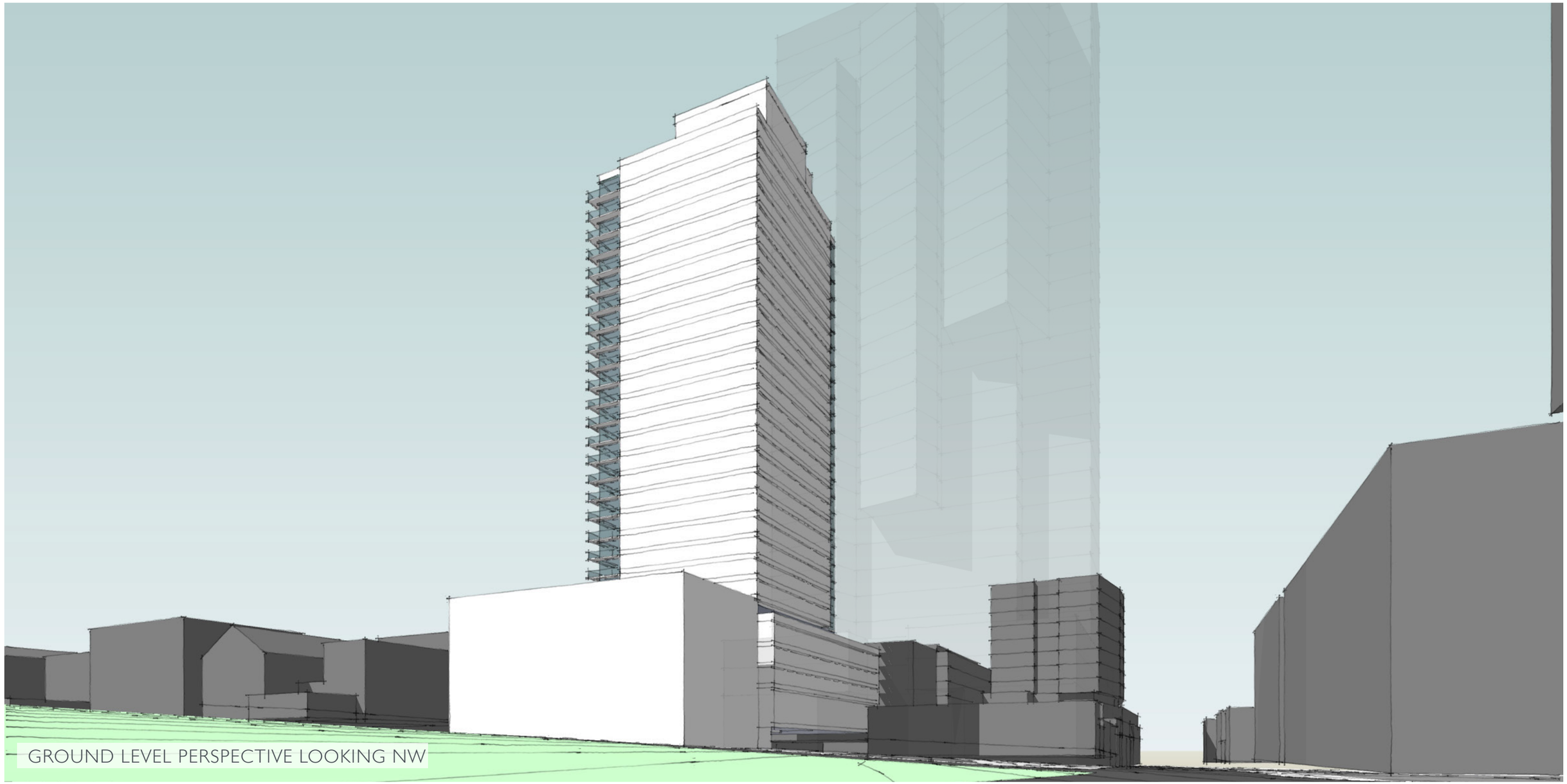
TYP TOWER

1" = 40'-0"

VERTICAL TRANSPORT | RESIDENTIAL | COMMON AREA | BOH | PED. ENTRY | VEH. ENTRY

OPTION 1

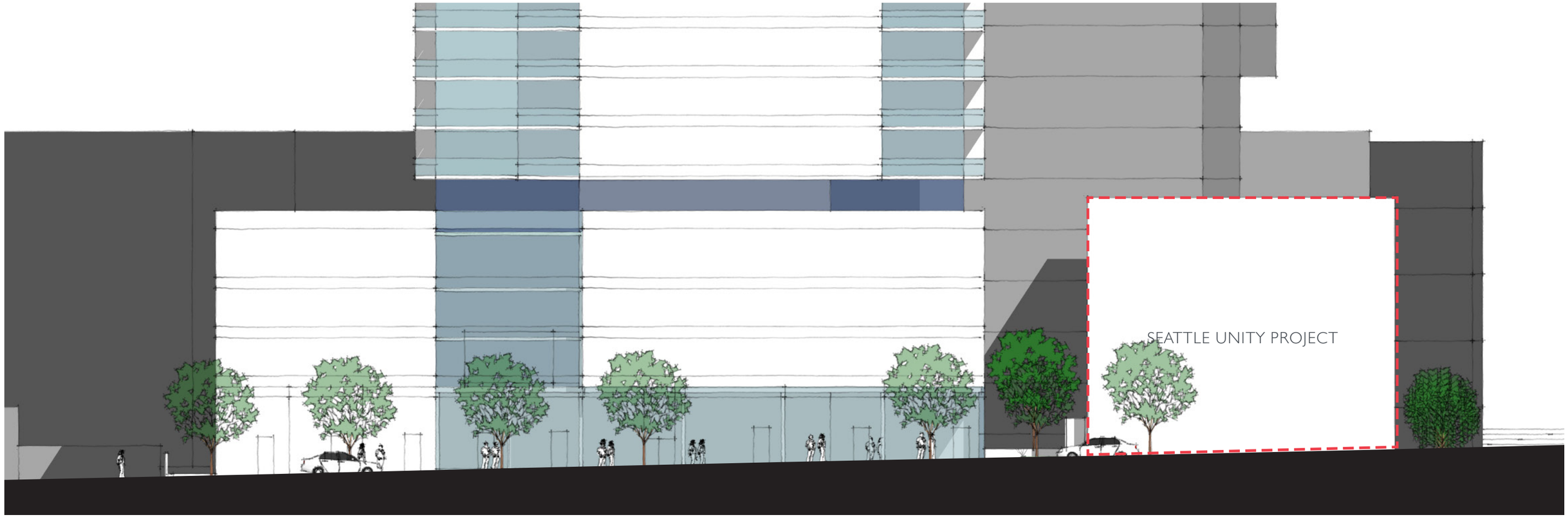
GLASS CORNERS (CODE COMPLIANT)



GROUND LEVEL PERSPECTIVE LOOKING NW

OPTION 1

GLASS CORNERS (CODE COMPLIANT)



WEST STREET LEVEL ELEVATION

OPTION 2

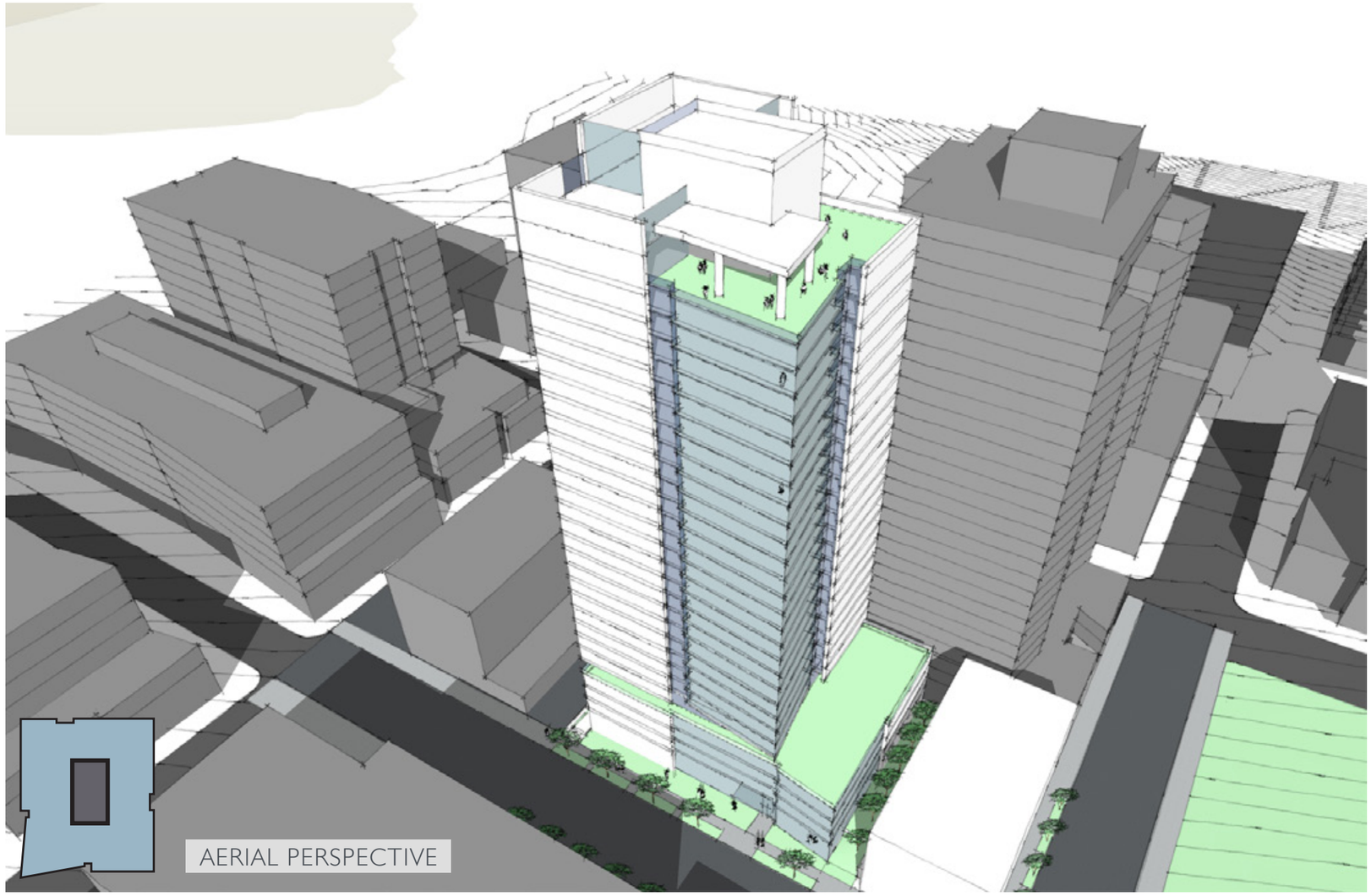
SHARD

PROS

- Angled corner provides a unique view from the pedestrian experience
- Tower form is divided vertically to enhance feeling of slenderness
- Tower pushed to North allows podium amenity Level to have Southern exposure

CONS

- Angled corner increases tower overlap with future neighboring tower
- Angled forms relate too similarly with neighboring tower massing
- Requires departures



AERIAL PERSPECTIVE

- 28 floors
- 9,482 SF ground level residential area
- 374 residential units
- 289 Parking stalls
- 327,316 GSF above grade
- 10,500 SF tower floor plate

OPTION 2

SHARD

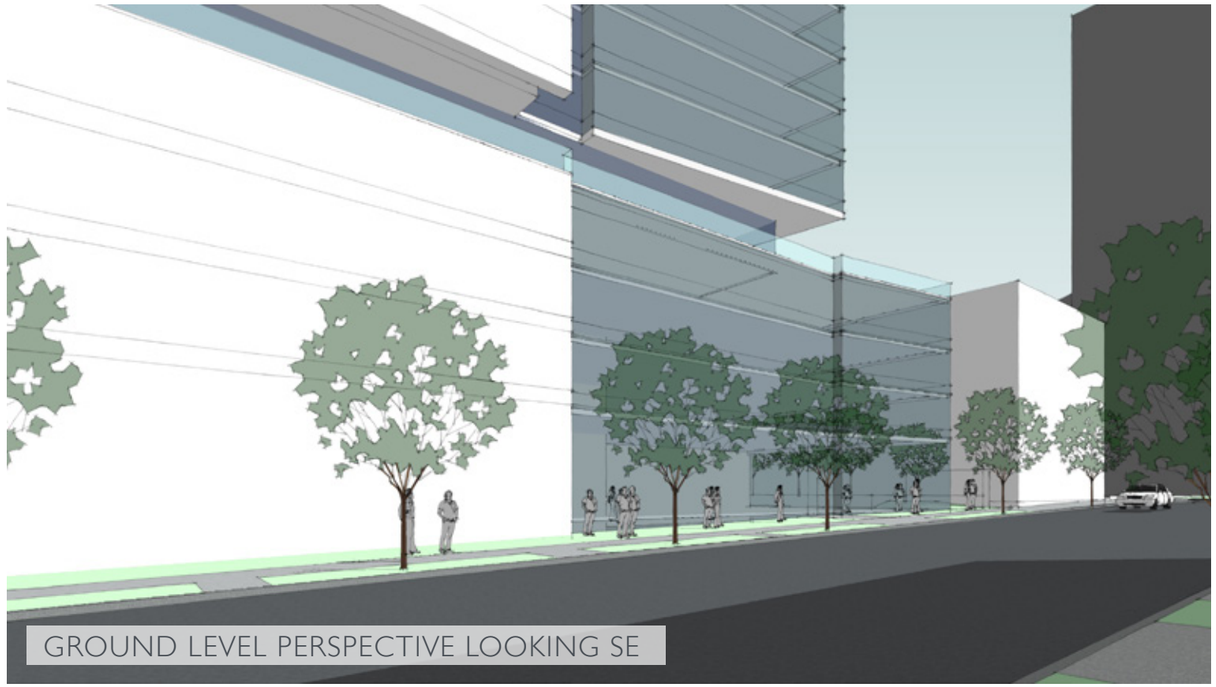
GENERATIVE DIAGRAM

Option 2 utilizes two solid massing elements as “shoulders” allowing the prominent Southwest corner to become a special feature facade that angles outwards towards Denny Park and provides a unique pedestrian experience at street level. Vertical reveals help transition between tower massing elements.

GROUND LEVEL PERSPECTIVE LOOKING NE

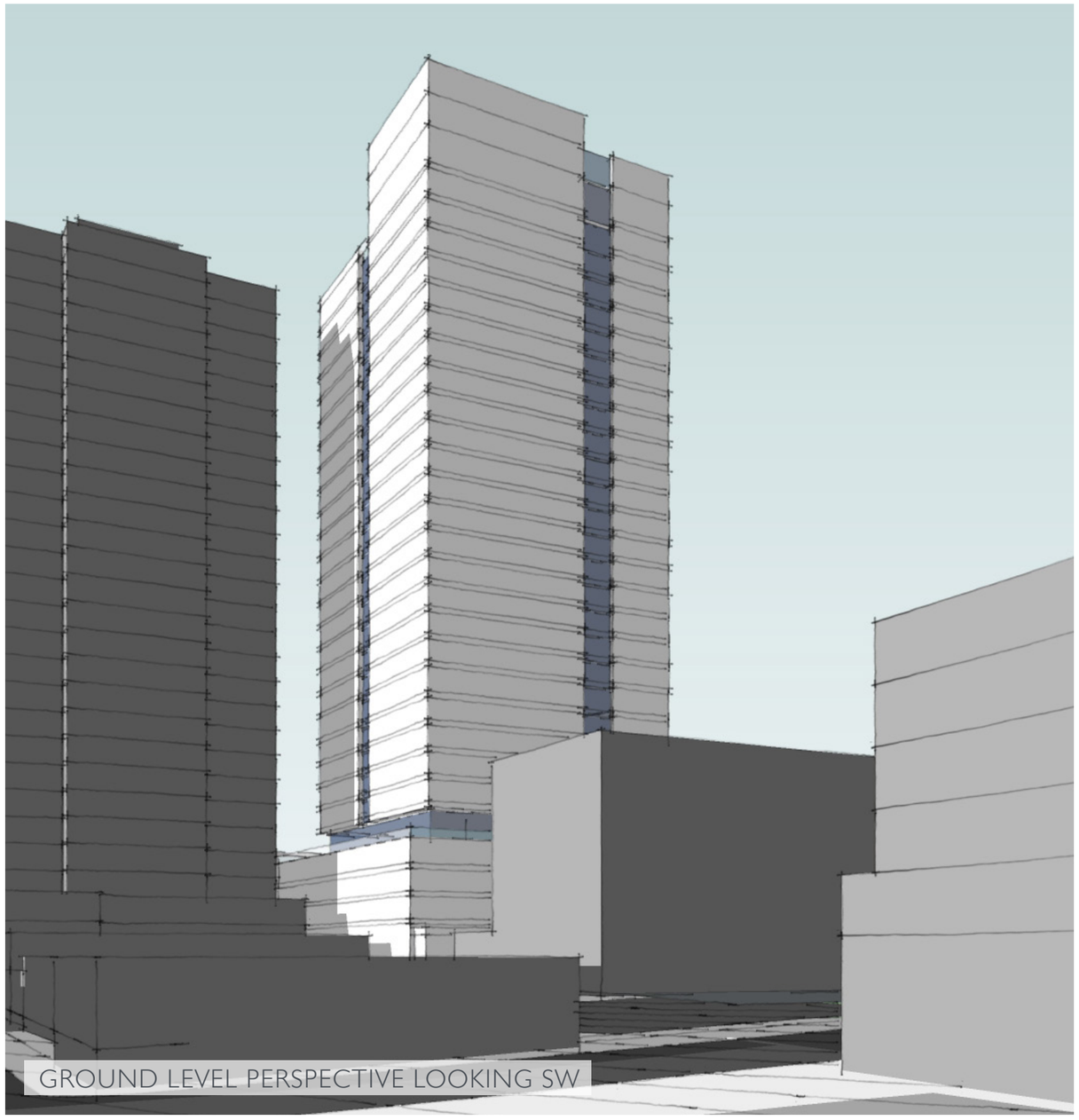
OPTION 2

SHARD



GROUND LEVEL PERSPECTIVE LOOKING SE

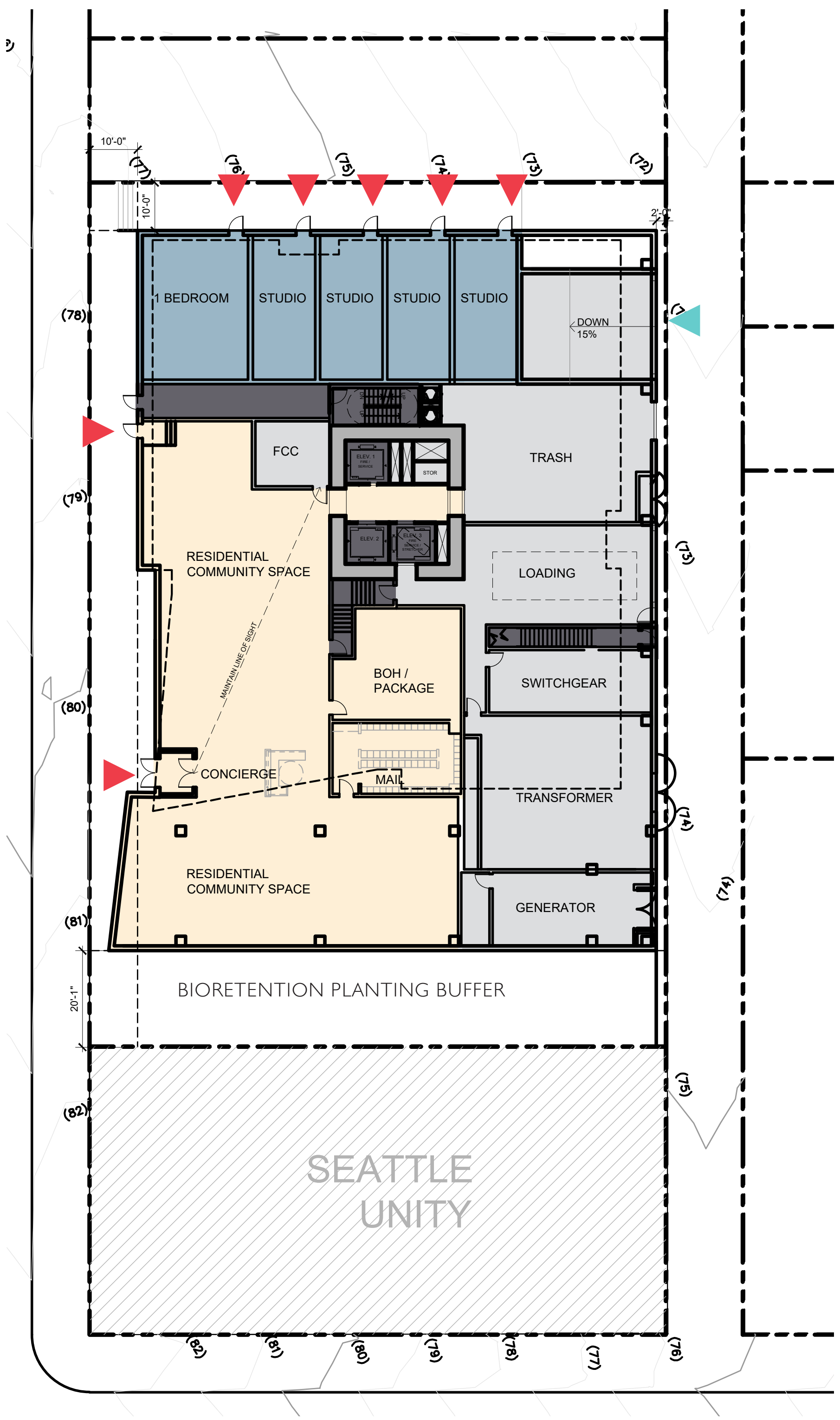
GROUND LEVEL PERSPECTIVE LOOKING NE



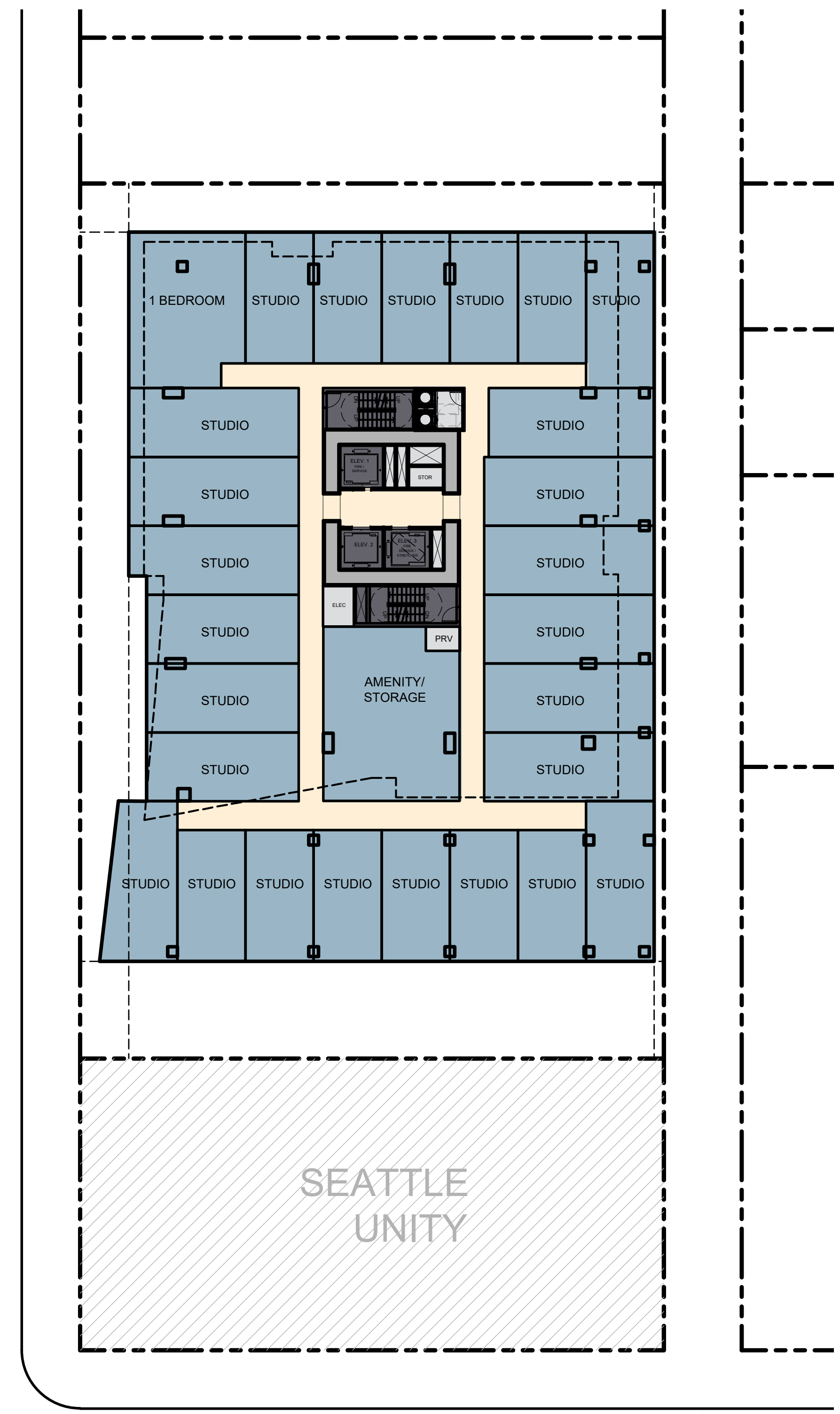
GROUND LEVEL PERSPECTIVE LOOKING SW

OPTION 2

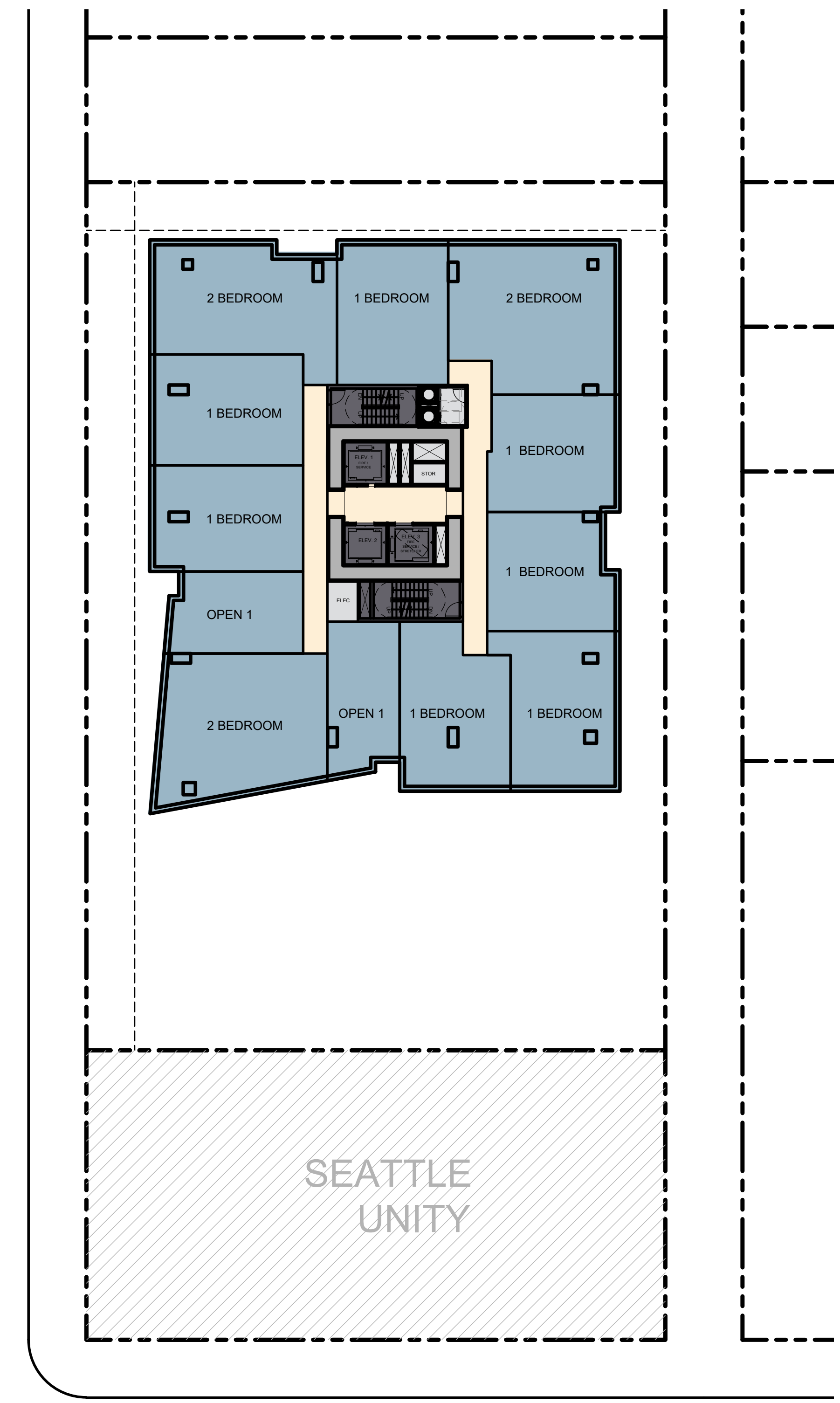
SHARD



GROUND FLOOR PLAN



TYP PODIUM



TYP TOWER

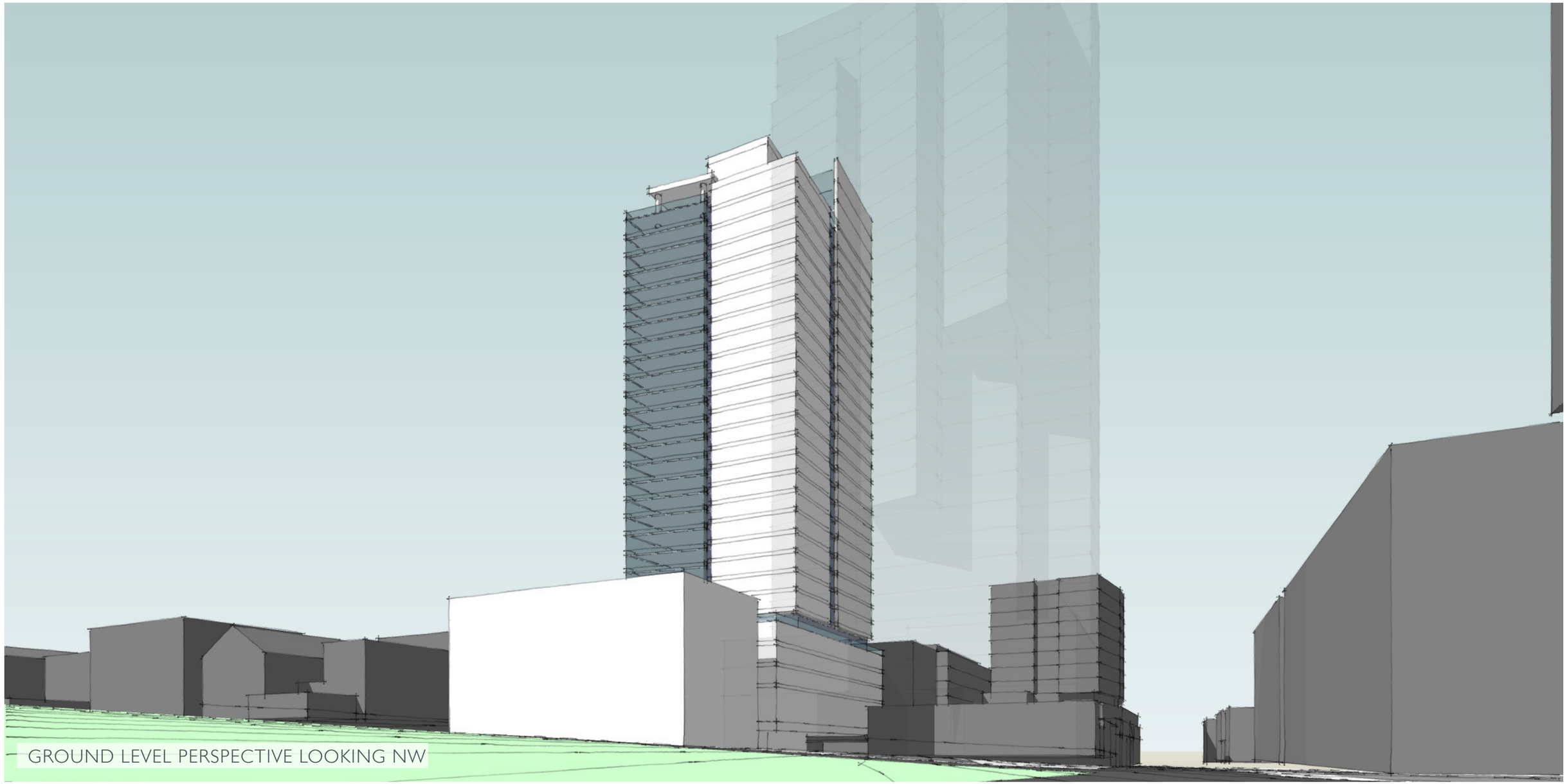
N

1" = 40'-0"

VERTICAL TRANSPORT | RESIDENTIAL | COMMON AREA | BOH | PED. ENTRY | VEH. ENTRY

OPTION 2

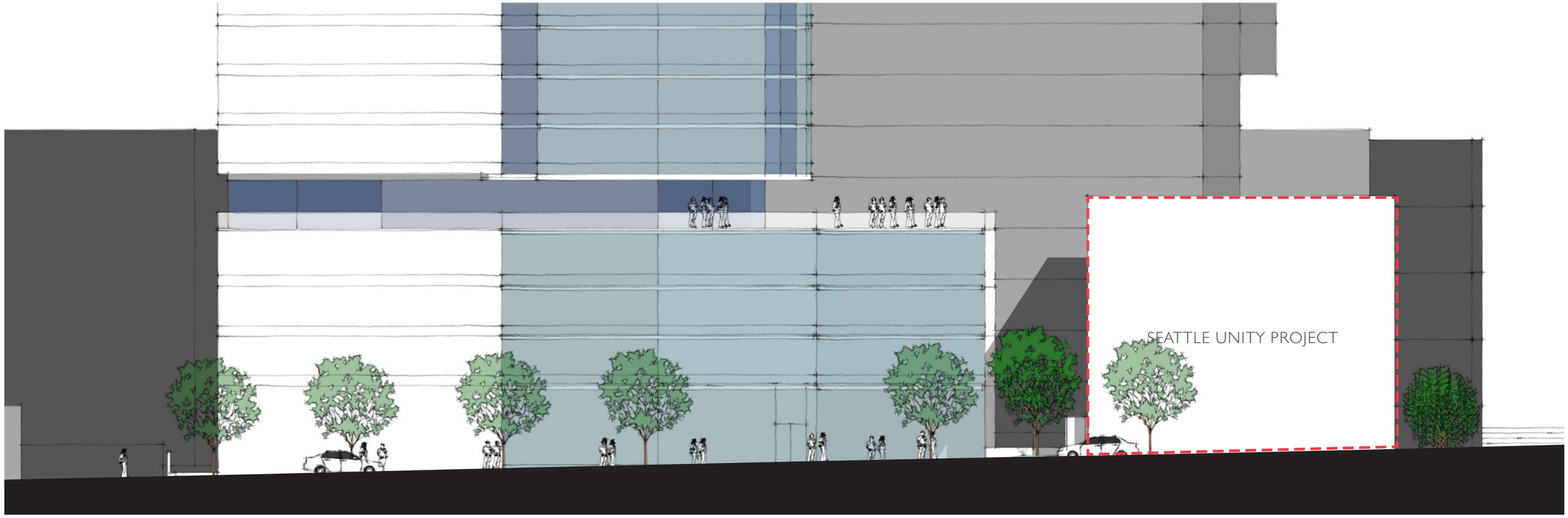
SHARD



GROUND LEVEL PERSPECTIVE LOOKING NW

OPTION 2

SHARD



WEST STREET LEVEL ELEVATION

OPTION 3 - (PREFERRED SCHEME)

WRAP

PROS

- Tower massing is divided vertically to reinforce slenderness of tower and create favorable proportions
- Tower massing elements extend from grade level through full height of tower also reinforcing slenderness of tower
- Podium massing is integrated into tower design
- Podium at grade creates large planted area in setback
- Maximized tower separation between neighboring tower
- Tower pushed to North allows podium amenity Level to have Southern exposure

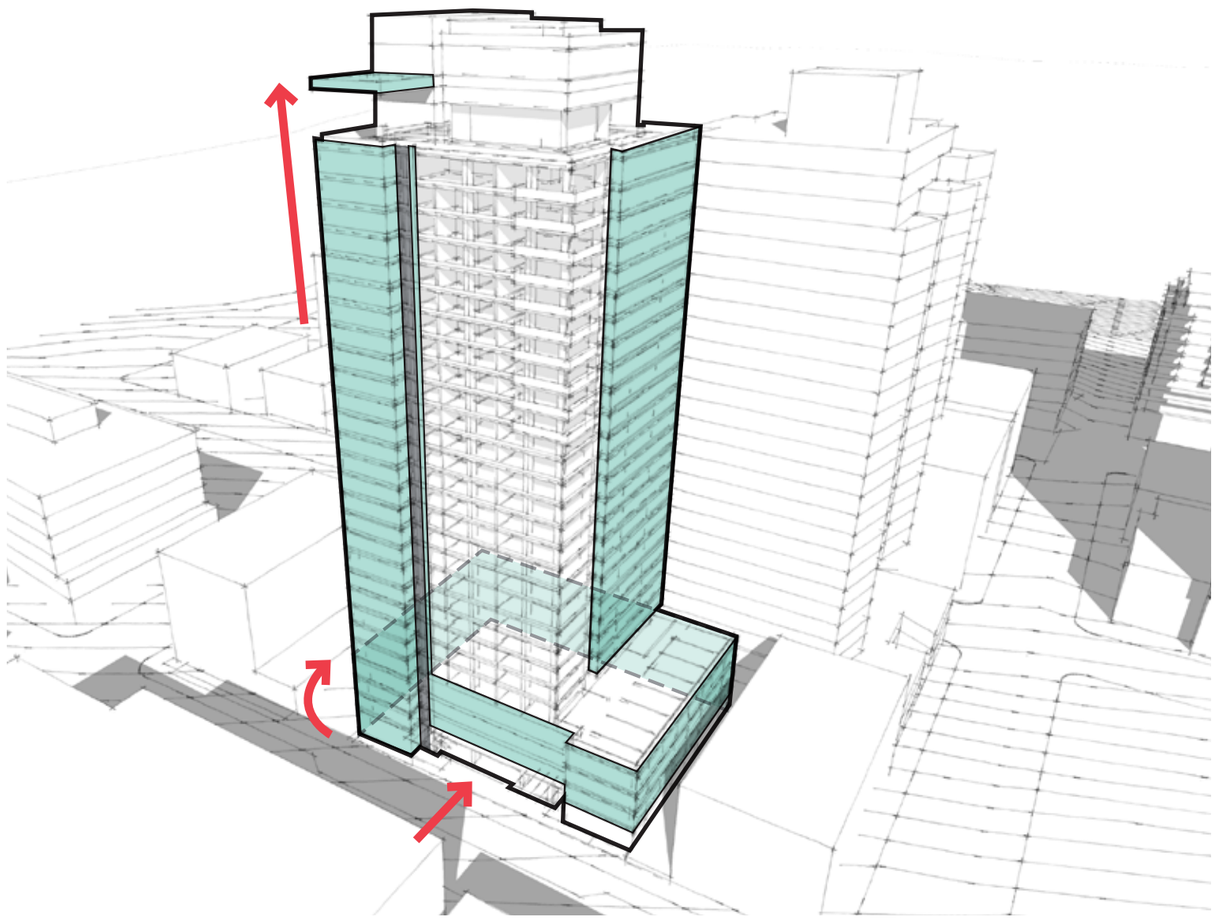
CONS

- Requires departures

- 28 floors
- 9,256 SF ground level residential area
- 374 residential units
- 289 Parking stalls
- 326,244 GSF above grade
- 10,500 SF tower floor plate

OPTION 3 - (PREFERRED SCHEME)

WRAP



GENERATIVE DIAGRAM

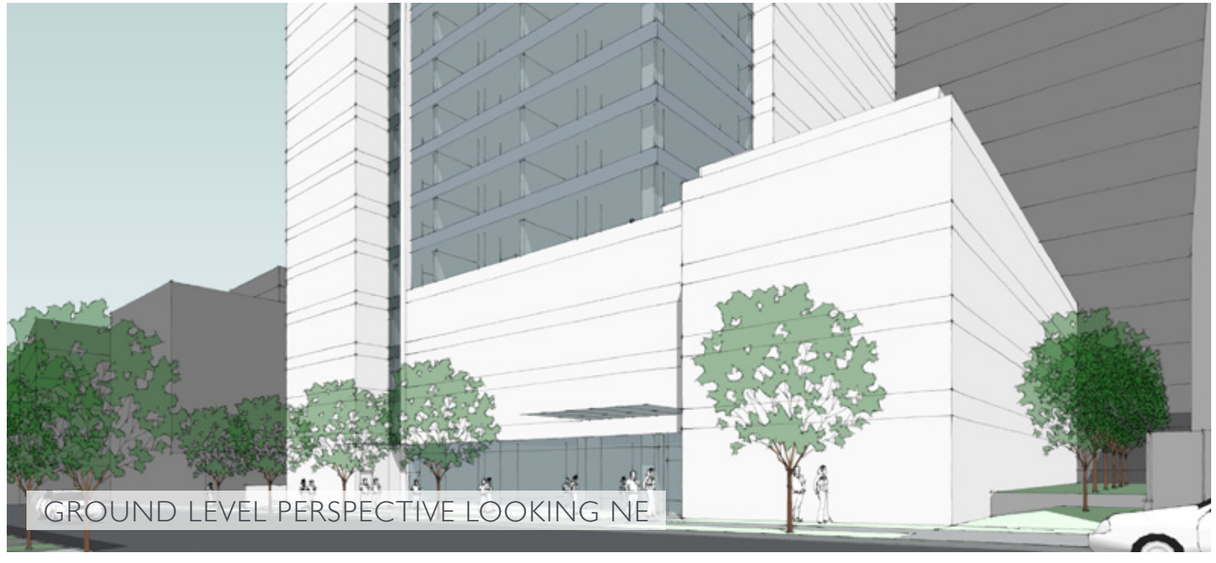
The preferred scheme utilizes a prominent extruded massing element at the Northwest corner which runs the full height of the tower terminating at the R1 canopy. This massing element wraps the podium to more closely align with the scale of existing developments, enhance the pedestrian experience, and respond to local site conditions. An additional solid massing is allocated at the SE corner in order to respond to the neighboring project and enhance the proportion of the tower from all views.

GROUND LEVEL PERSPECTIVE LOOKING NE

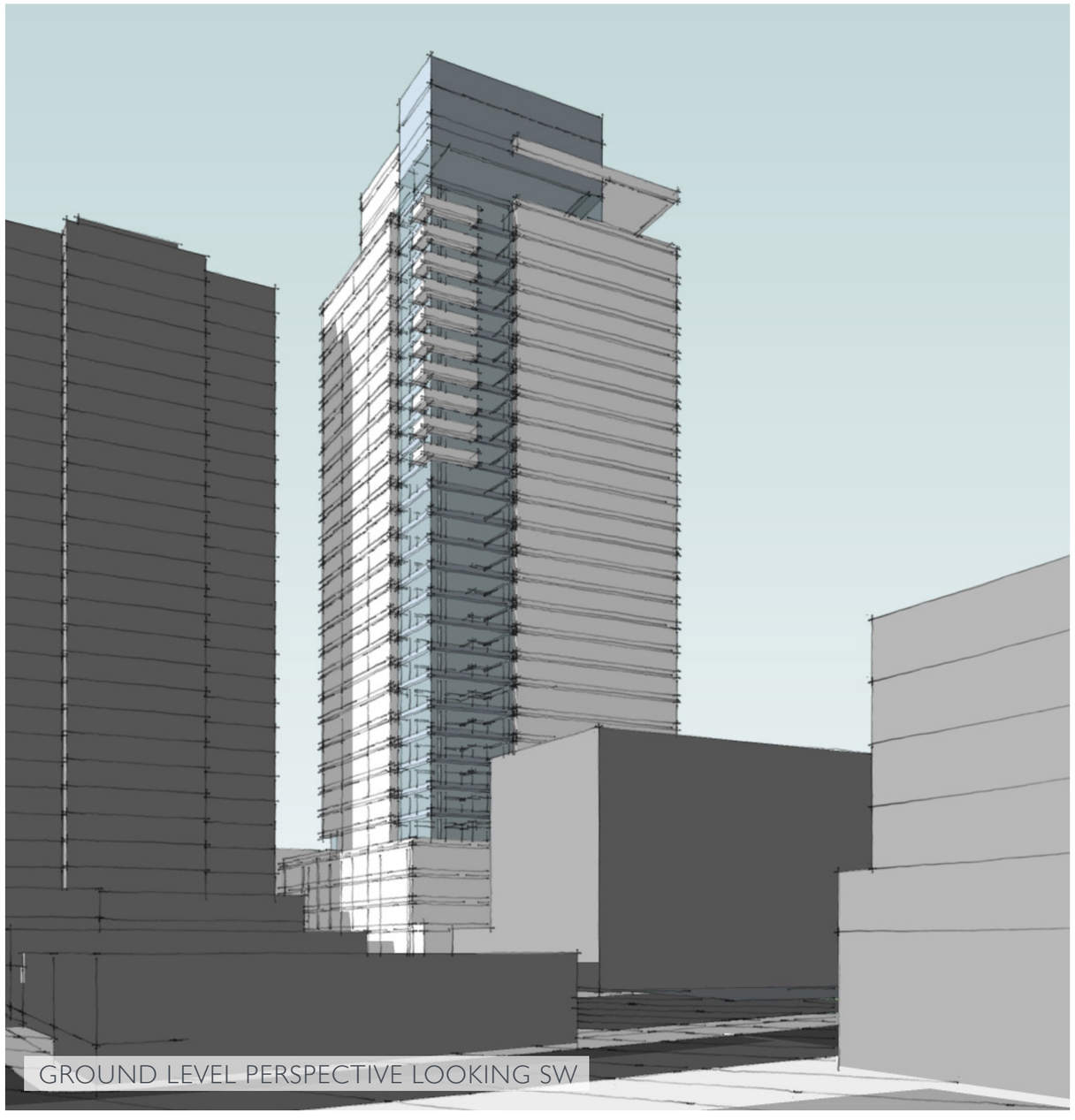
OPTION 3 - (PREFERRED SCHEME)

WRAP

GROUND LEVEL PERSPECTIVE LOOKING SE



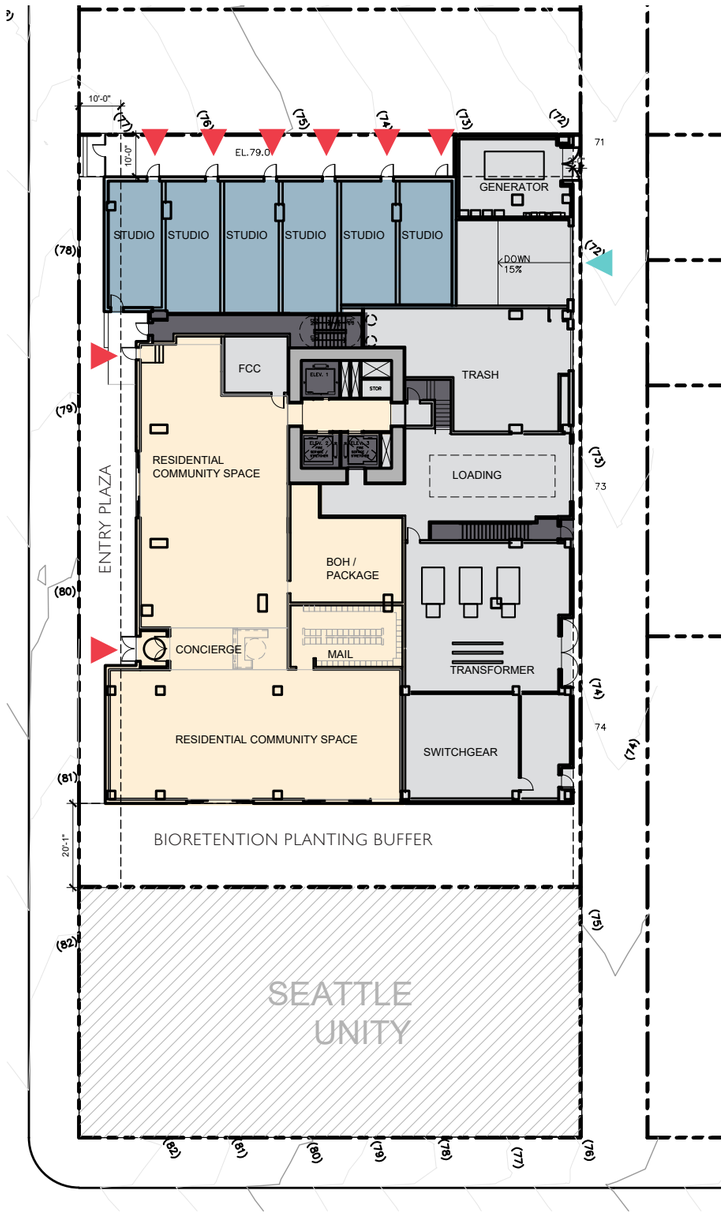
GROUND LEVEL PERSPECTIVE LOOKING NE



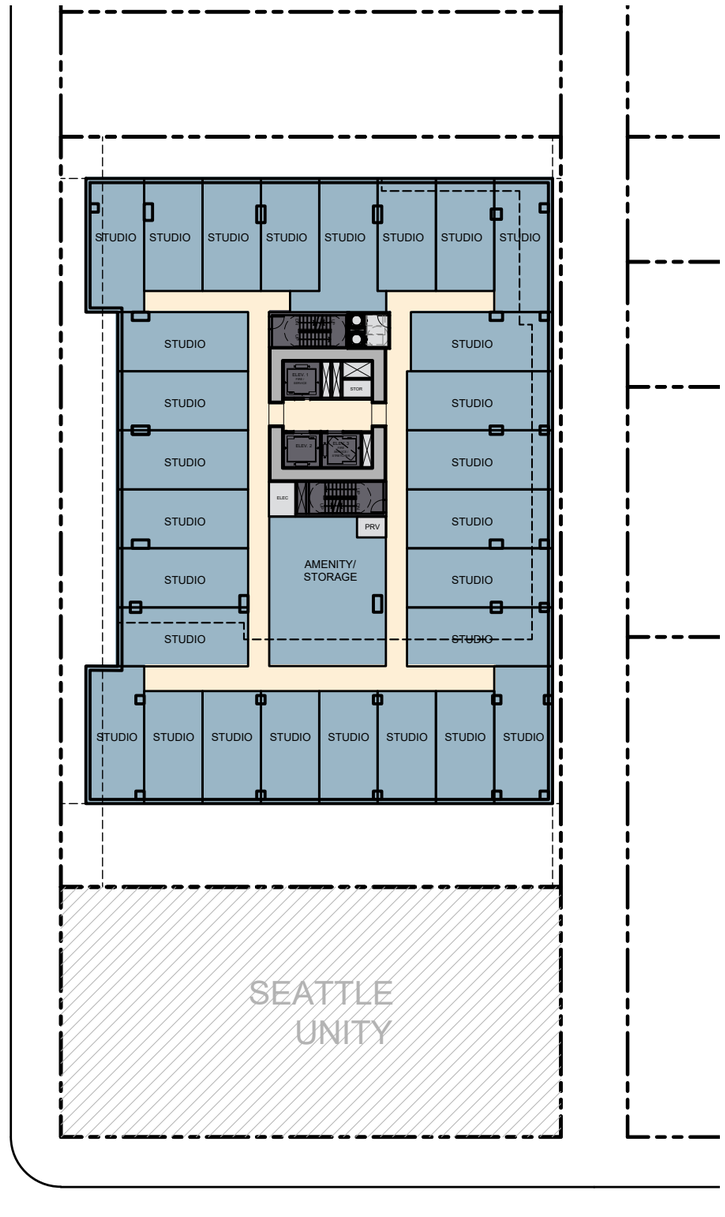
GROUND LEVEL PERSPECTIVE LOOKING SW

OPTION 3 - (PREFERRED SCHEME)

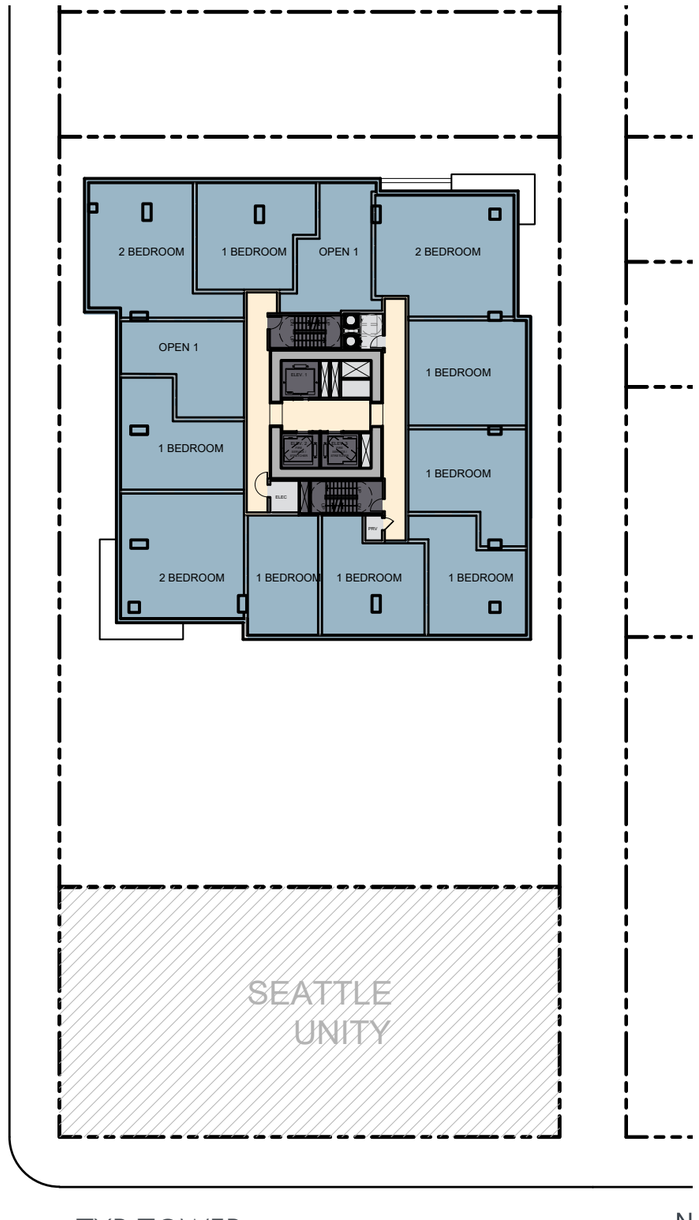
WRAP



GROUND FLOOR PLAN



TYP PODIUM



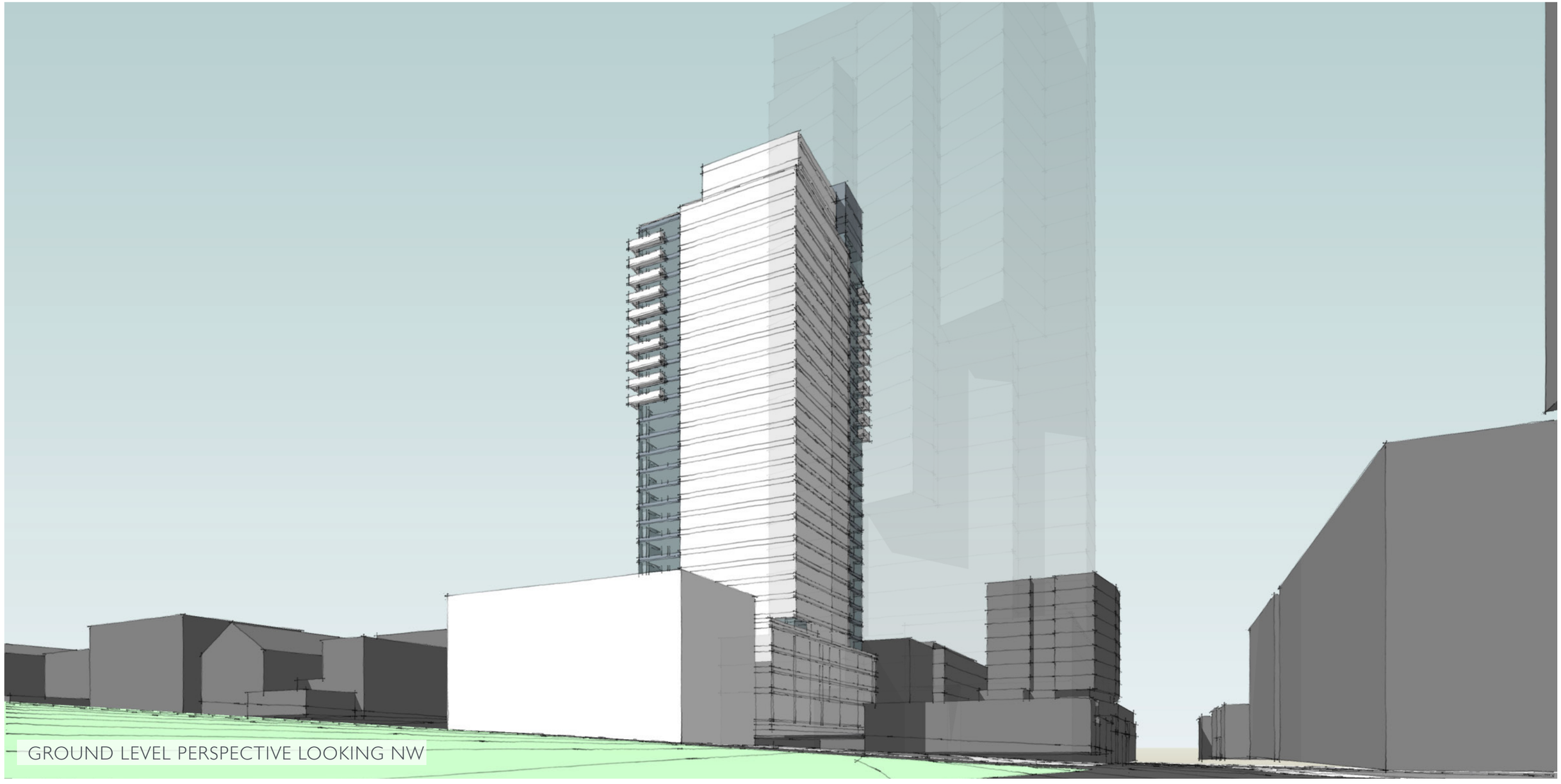
TYP TOWER

1" = 40'-0"

VERTICAL TRANSPORT | RESIDENTIAL | COMMON AREA | BOH | PED. ENTRY | VEH. ENTRY

OPTION 3 (PREFERRED SCHEME)

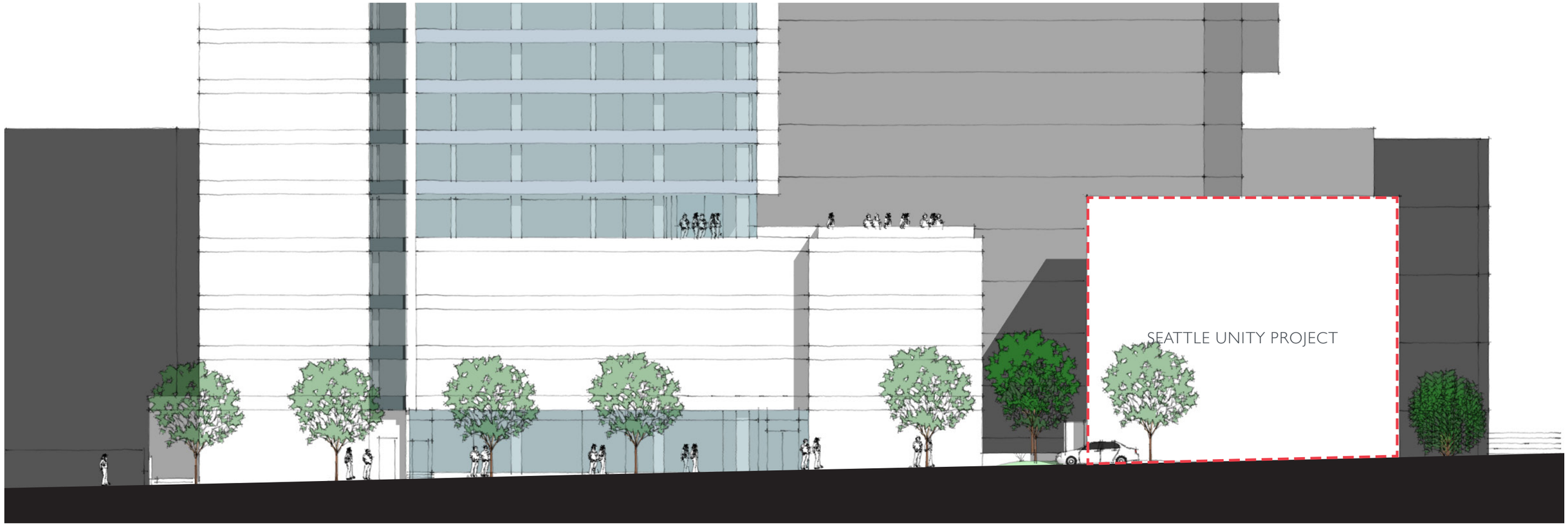
WRAP



GROUND LEVEL PERSPECTIVE LOOKING NW

OPTION 3 (PREFERRED SCHEME)

WRAP



WEST STREET LEVEL ELEVATION

OPTION COMPARISON

OPTION 0 — RETAIN SIG. TREES

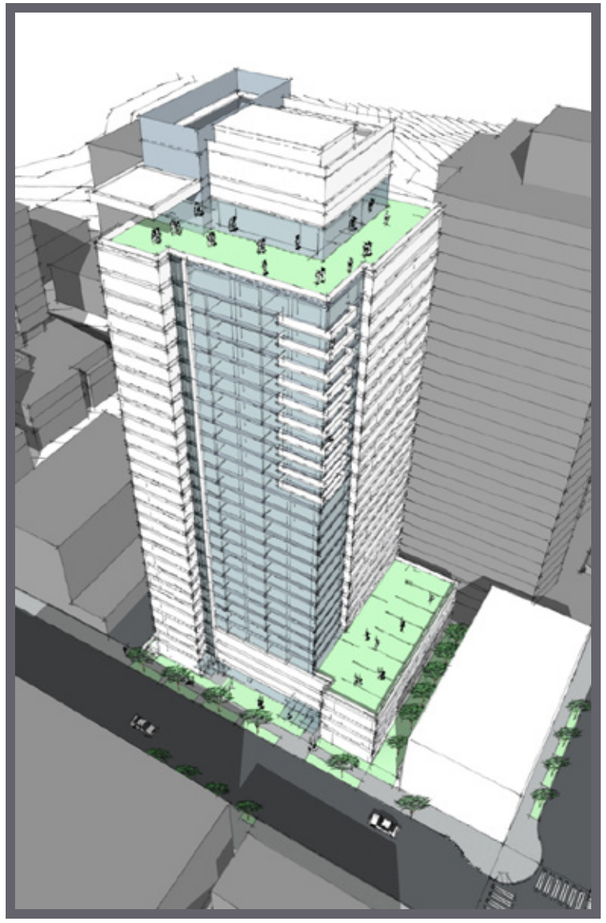
- Significant trees are preserved
- Position of tower creates significant overlap with future neighboring tower
- Option 0 does not adhere to Design Guideline CS2 B “Height, Bulk, and Scale”
- Option 0 does not adhere to Design Guideline CS3 “Architectural Context and Character:”
- Development potential of site is not reached, limits floors to 10,293 SF

OPTION 1 — GLASS CORNERS

- Tower massing is divided vertically to reinforce slenderness of tower
- Tower location places tower elevators closer to lobby entry and moves tower closer to Denny Park
- Corner balconies maximize outdoor viewing options for residents
- Position of tower creates significant overlap with future neighboring tower, gives less space to Seattle Unity

OPTION 2 — SHARD

- Angled corner provides a unique view from the pedestrian experience
- Tower form is divided vertically to enhance feeling of slenderness
- Tower pushed to North allows podium amenity Level to have Southern exposure
- Angled corner increases tower overlap with future neighboring tower
- Angled forms relate too similarly with neighboring tower massing



OPTION 3 — WRAP (PREFERRED)

- Tower massing is divided vertically to reinforce slenderness of and create favorable proportions
- Tower massing elements extend from grade level through full height of tower also reinforcing slenderness of tower
- Podium massing is integrated into tower design
- Podium at grade creates large planted area in setback
- Maximized tower separation between neighboring tower
- Tower pushed to North allows podium amenity Level to have Southern exposure

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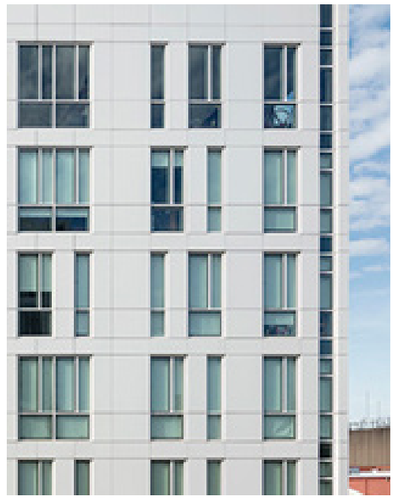
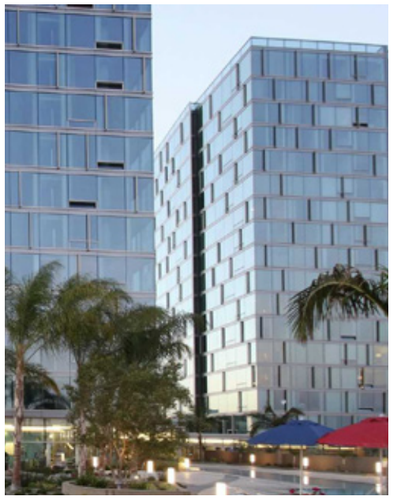
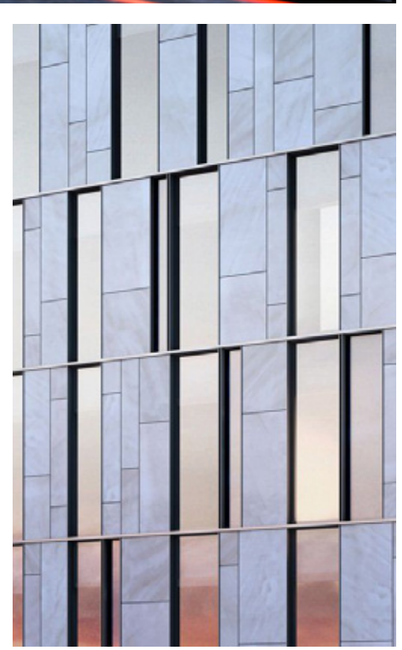
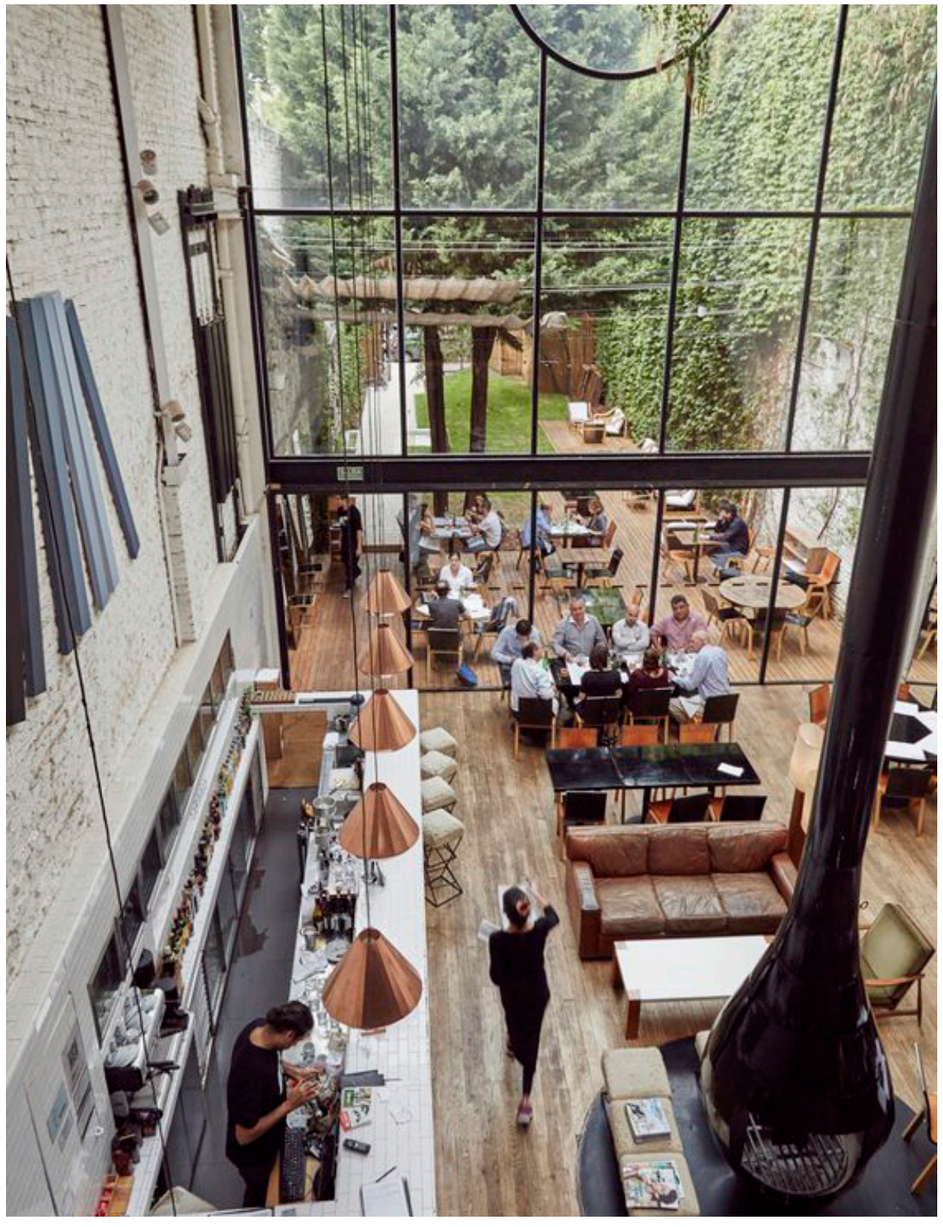
VISION







TWO PIECE MASSING — WHITE METAL PANEL VS. SMOOTH GLAZED SURFACES



LARGE, GLASSY OPEN SPACES FOR AMENITIES AT GRADE, MINIMAL BUT REFINED FENESTRATION & COLOR PALETTE

STREETSCAPE CONCEPT

STREETSCAPE CONCEPT

DENNY PARK 1903

STREETSCAPE CONCEPT

DENNY PARK

STREETSCAPE CONCEPT

STREETSCAPE CONCEPT PLAN

A Proposed Curb Bulb
B Bioretention Planting Buffer
C Sidewalk Paving
D Entry Special Paving
E Benches
F Street Light Pole
G Planting Strip
H Proposed Street Tree
I Fence and Gate

STREETSCAPE CONCEPT

EXISTING STREET TREE DIAGRAM

STREETSCAPE CONCEPT

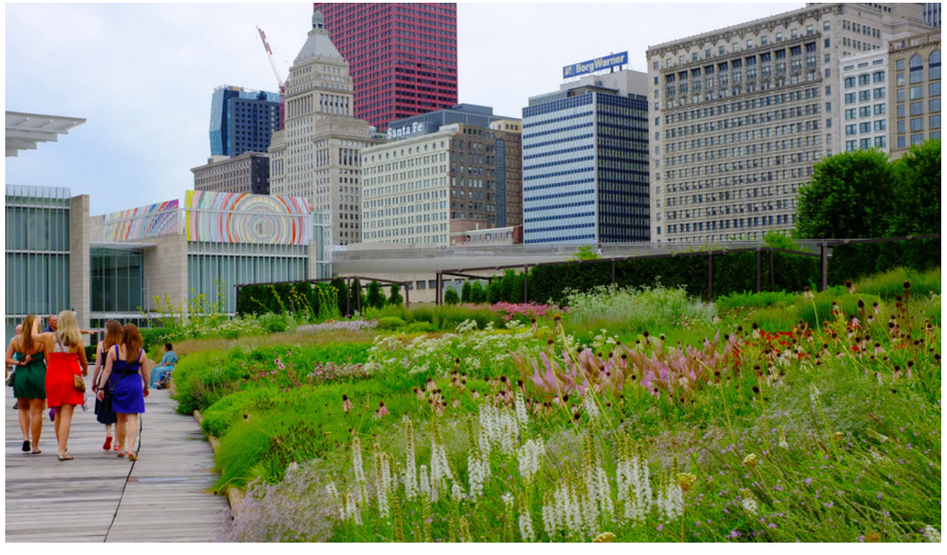
PROPOSED STREET TREES ON 8TH AVENUE NORTH

Left: Norwegian Sunset Maple
Acer truncatum x Acer platanoides
35 ft. height x 25 ft. wide

Right: Aristocrat Pear
Pyrus calleryana 'Aristocrat'
40 ft. height x 30 ft. wide

STREETSCAPE CONCEPT

PRECEDENTS: URBAN LANDSCAPES FEATURING GRASSES AND FLOWERS



STREETSCAPE CONCEPT

STREET VIEW BETWEEN TOWER AND UNITY

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ANTICIPATED DEPARTURES

ANTICIPATED DEPARTURES

OPTION 2 – DEPARTURE 1

DEVELOPMENT STANDARD

23.48.240.C.1.c

REQUIREMENTS

Only ground-related residential units and floor area for building lobbies for residential uses are permitted within the portion of the story of the structure abutting the required setback area, and each unit or lobby area is required to have direct access to the required setback area.

PROPOSED

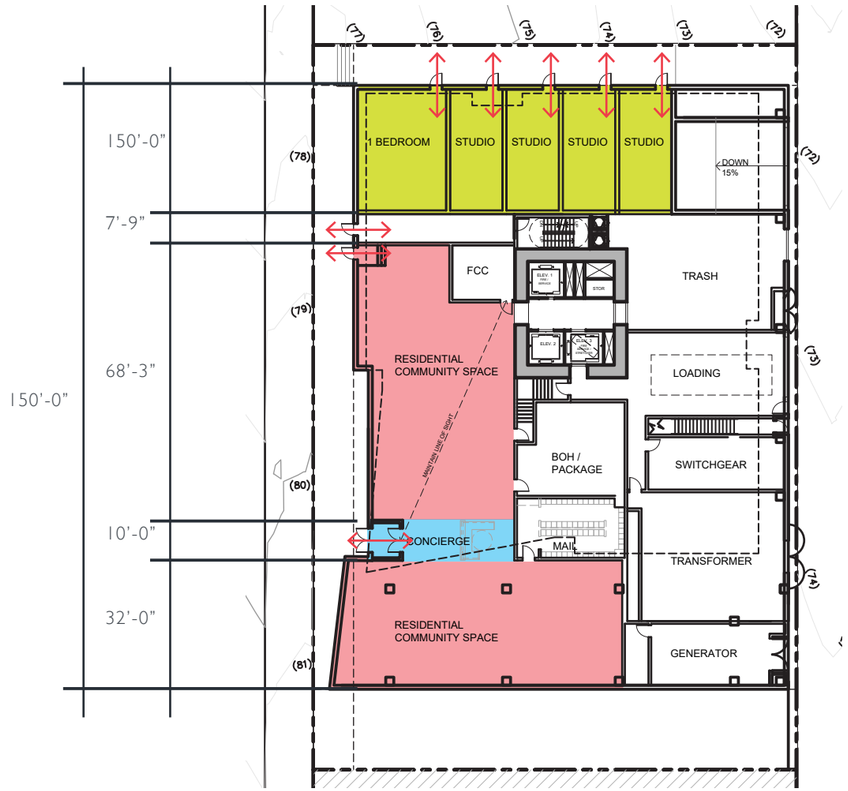
Allow spaces that are accessory to residential uses to abut the setback area. Allow ground related units to be accessed from the North end of the site, not in the setback area.

JUSTIFICATION

The proposed design intends to have spaces that are accessory to residential use as amenity on the ground floor abutting the setback area. These spaces will create a more highly activated street presence than the preferred ground related units and will enhance the pedestrian environment on the street in front of the project in accordance with design guideline PL3 - "STREET LEVEL INTERACTION."

The proposed design still aims to have ground related units but proposes that they are accessed from the North from a landscaped area to provide more privacy for the residential tenants.

CODE COMPLIANT OPTION



PREFERRED OPTION

GROUND ACCESS POINTS

GROUND-RELATED RES. UNITS

AREA REQUESTED TO ABUT SETBACK AREA AS AN ACCESSORY RESIDENTIAL USE

AREA COUNTED AS RESIDENTIAL LOBBY

GROUND FLOOR PLAN

ANTICIPATED DEPARTURES

OPTION 2 – DEPARTURE 2

DEVELOPMENT STANDARD

23.48.025.C.7

REQUIREMENTS

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.5 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.

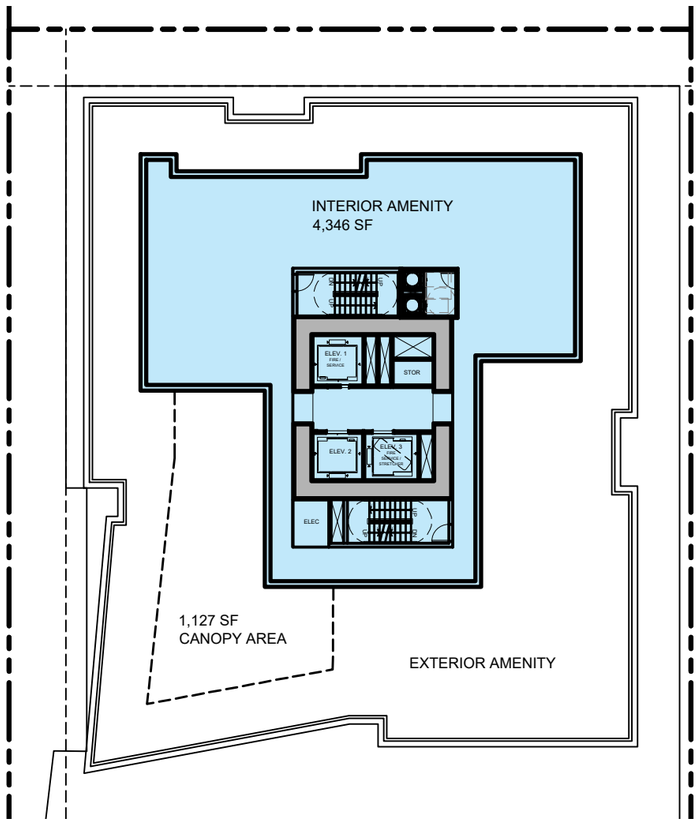
PROPOSED

Allow total rooftop coverage up to 68% of the roof area while allowing the features listed in 23.48.025.C.4 and 23.48.025.C.5 to be within 10 feet from the roof edge. Design proposal is requesting portion of rooftop assembly to be flush with tower roof edge.

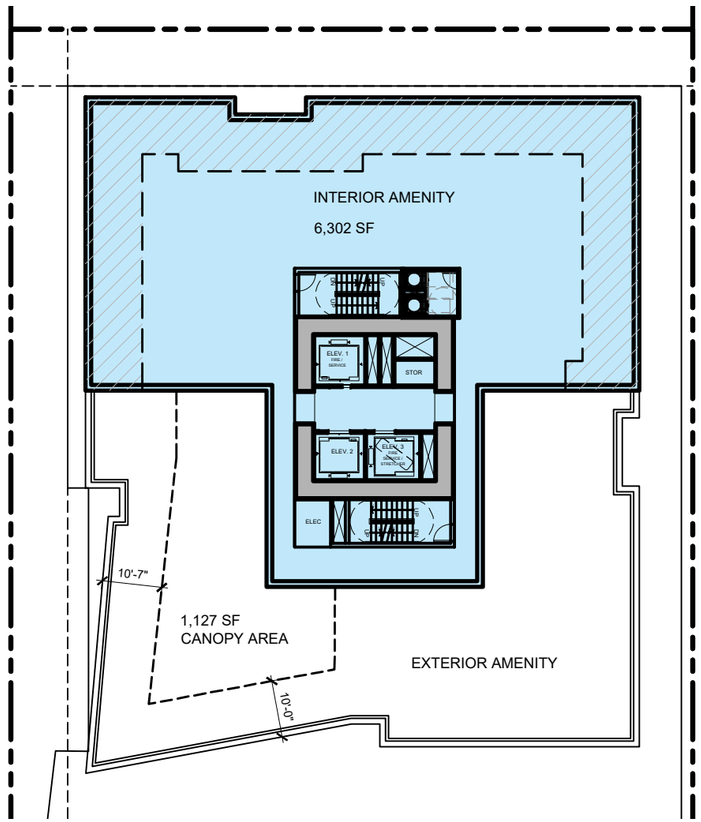
JUSTIFICATION

The rooftop composition will be an integral part of the architectural design concept and parti diagram. The resolution of the rooftop assembly and how the building meets the sky are critical components to the tower design. Stepping back this assembly 10 feet from the rooftop edge will negatively impact the design and will not allow the design of the tower to be terminated gracefully. The proposed design will allow all rooftop components to resolve in an elegant way and will more adequately adhere to the design guidelines, most notably the design of the "fifth elevation" as per design guideline DC2 - "ARCHITECTURAL CONCEPT" as well as design guideline CS3 - "ARCHITECTURAL CONTEXT AND CHARACTER."

Additionally, the tower is set back 10 feet from the North property line. As a result, the amenity space is 10 feet away from what would be a permitted roof edge. As such, the surrounding projects do not have increased shading from the amenity space even though it is not set back from the tower face.



CODE COMPLIANT OPTION
TOTAL ROOFTOP COVERAGE: 5,472 SF
5,472 SF / 10,934 SF = 50% TOTAL COVERAGE



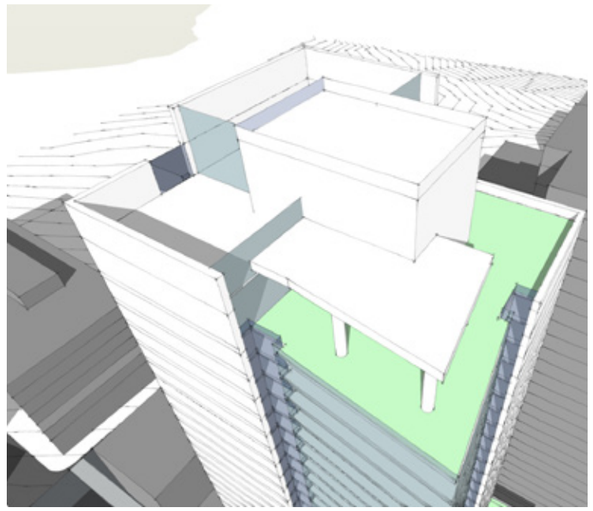
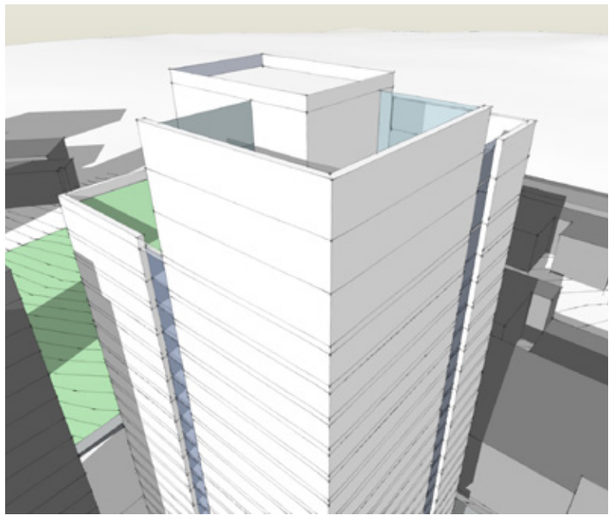
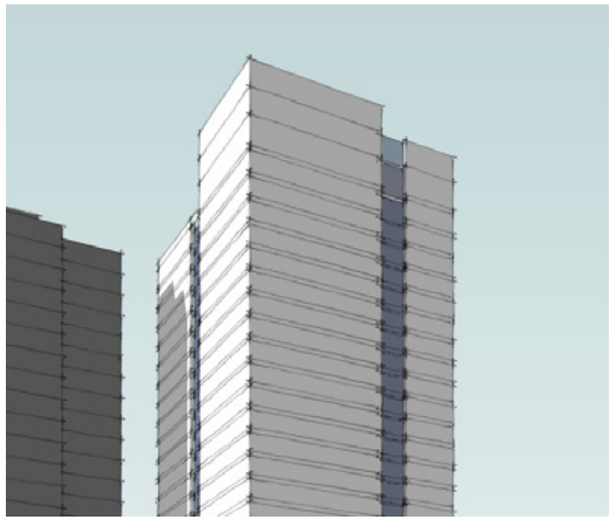
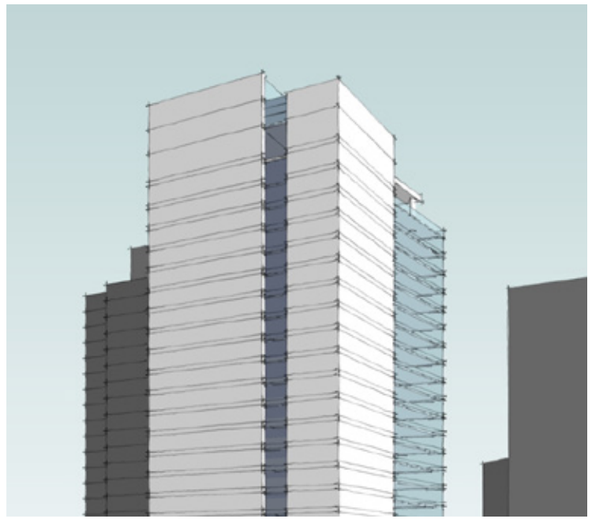
PREFERRED OPTION
TOTAL ROOFTOP COVERAGE: 7,429 SF
7,429 SF / 10,934 SF = 68% TOTAL COVERAGE

AREA THAT IS OUT OF COMPLIANCE (WITHIN 10' OF ROOF EDGE)

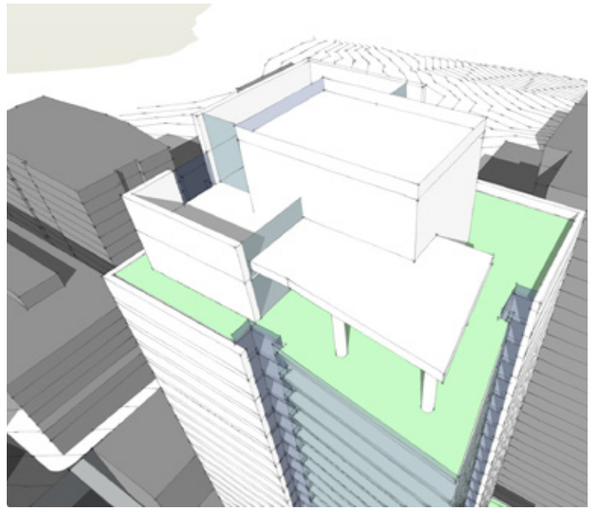
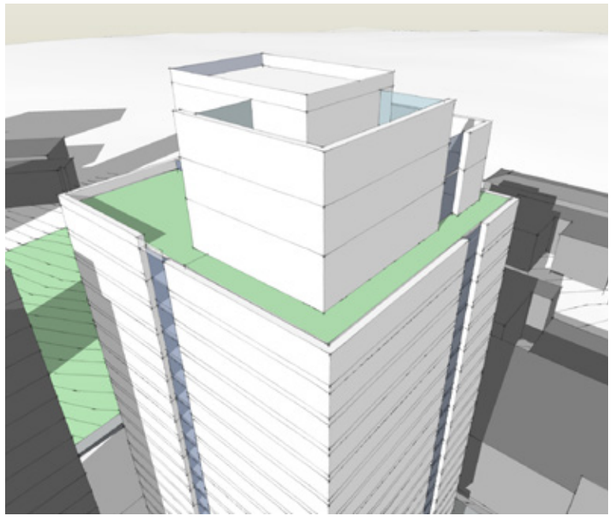
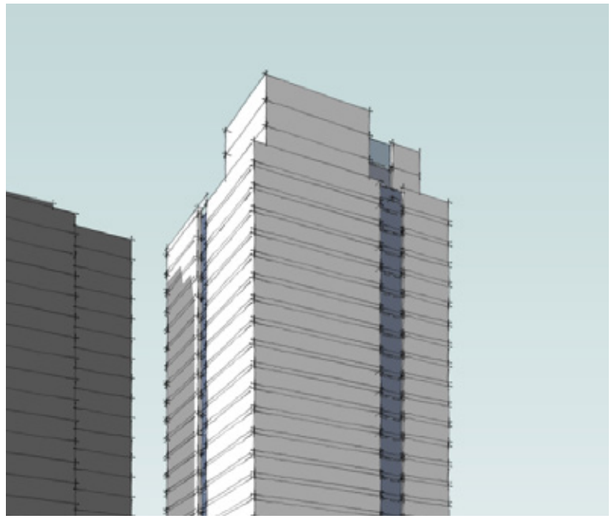
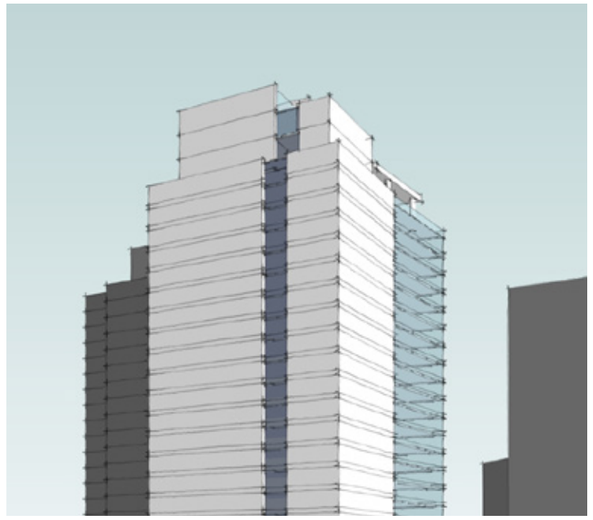
INTERIOR AREA

ANTICIPATED DEPARTURES

OPTION 2 – DEPARTURE 2

PREFERRED OPTION

CODE COMPLIANT OPTION

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ANTICIPATED DEPARTURES

PREFERRED OPTION – DEPARTURE 1

DEVELOPMENT STANDARD

23.48.240.C.1.c

REQUIREMENTS

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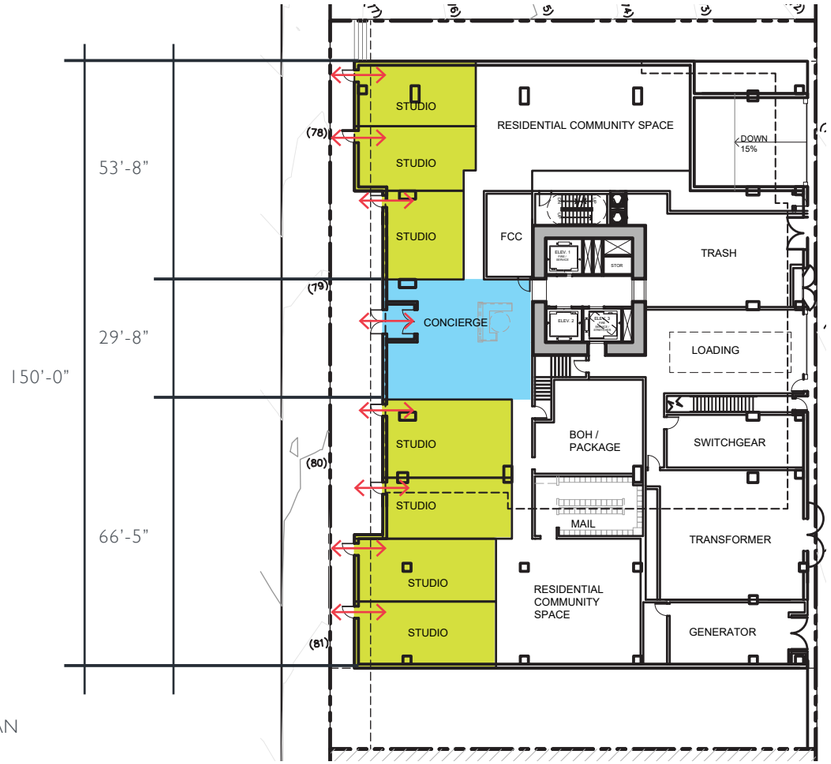

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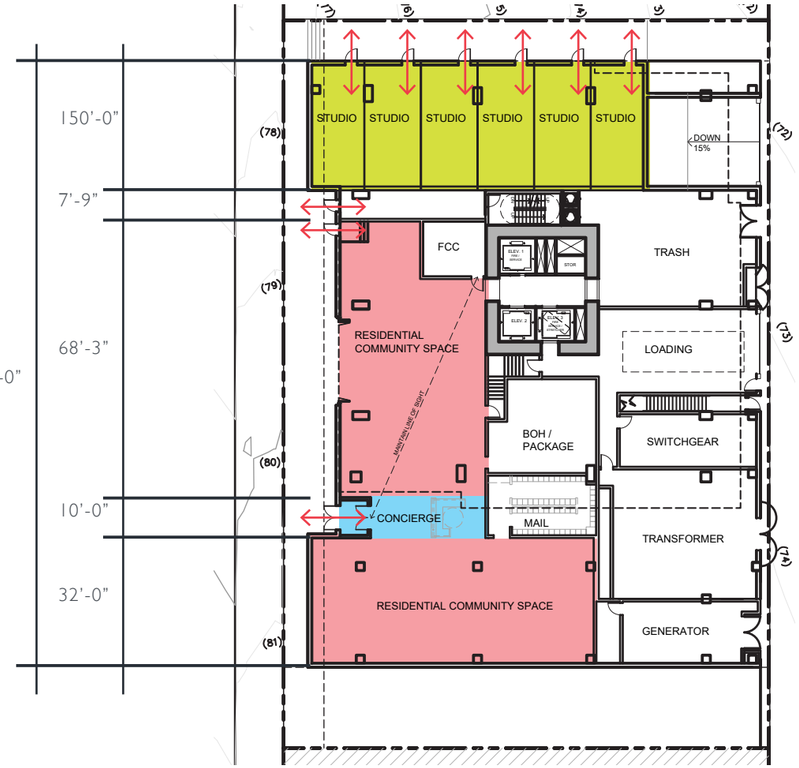

PREFERRED OPTION

GROUND FLOOR PLAN

- GROUND ACCESS POINTS
- GROUND-RELATED RES. UNITS
- AREA REQUESTED TO ABUT SETBACK AREA AS AN ACCESSORY RESIDENTIAL USE
- AREA COUNTED AS RESIDENTIAL LOBBY

ANTICIPATED DEPARTURES

PREFERRED OPTION – DEPARTURE 2

DEVELOPMENT STANDARD

23.48.025.C.7

REQUIREMENTS

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.5 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.

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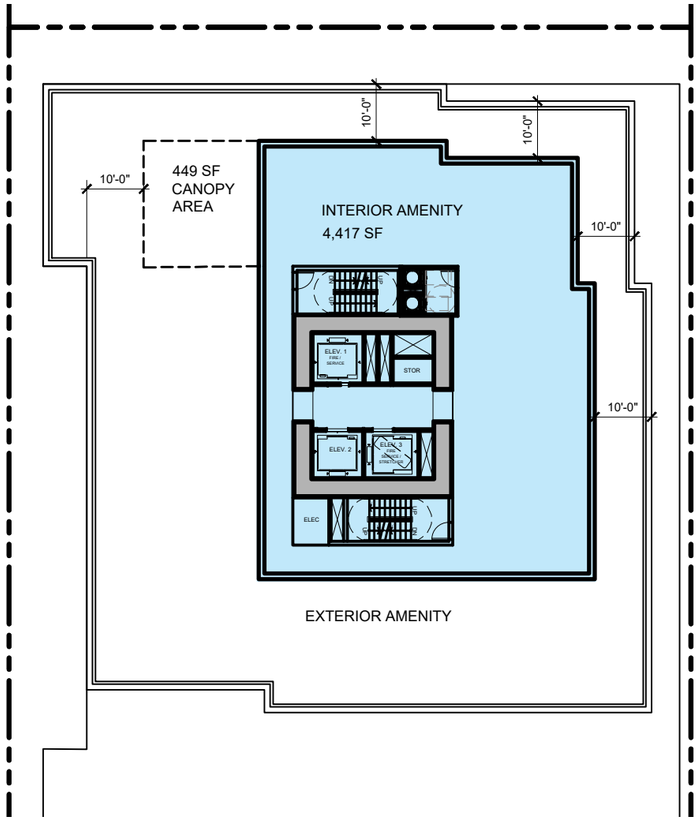
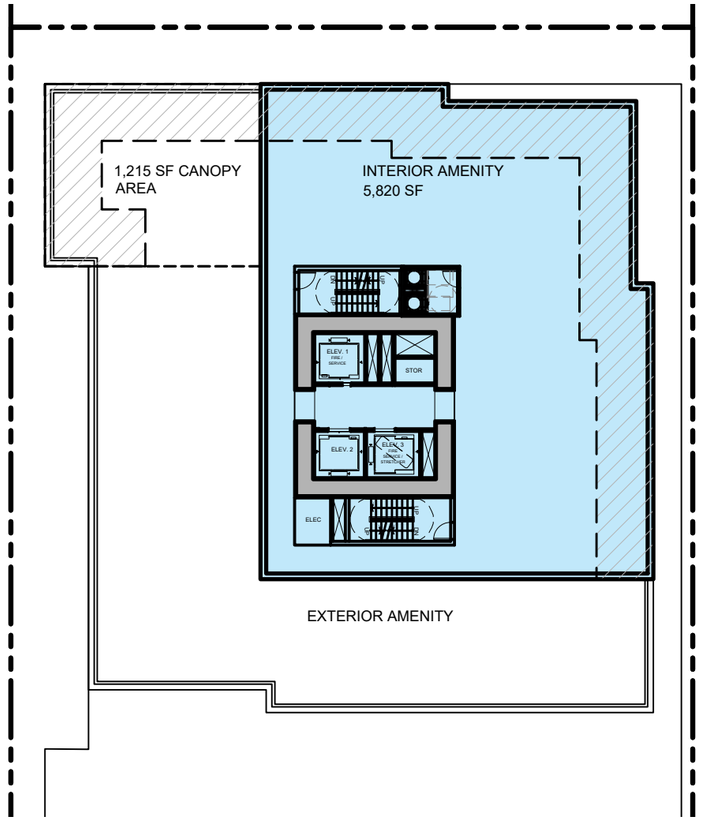


CODE COMPLIANT OPTION

TOTAL ROOFTOP COVERAGE: 4,866 SF

4,866 SF / 10,909 SF = 45% TOTAL COVERAGE



PREFERRED OPTION

TOTAL ROOFTOP COVERAGE: 7,035 SF

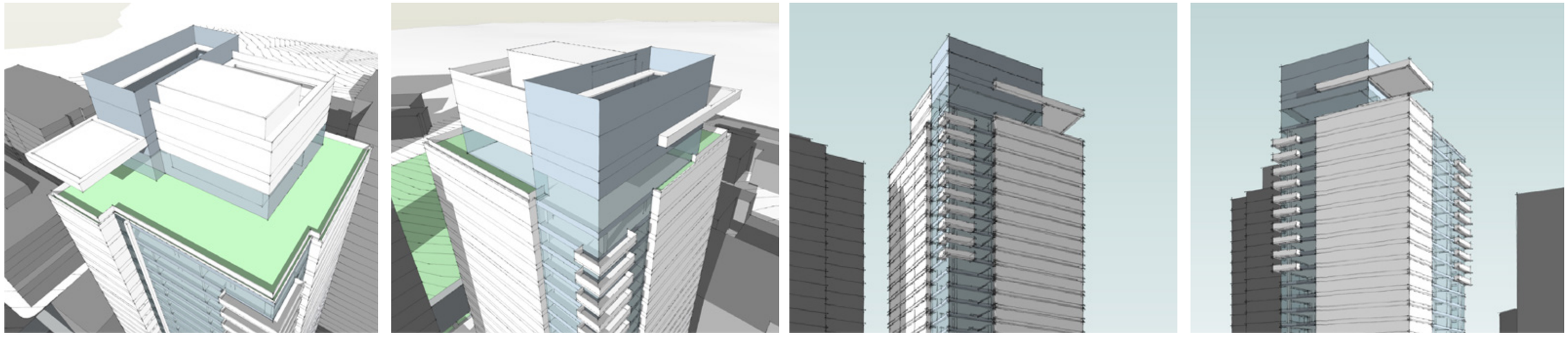
7,035 SF / 10,909 SF = 64.5% TOTAL COVERAGE

AREA THAT IS OUT OF COMPLIANCE (WITHIN 10' OF ROOF EDGE)

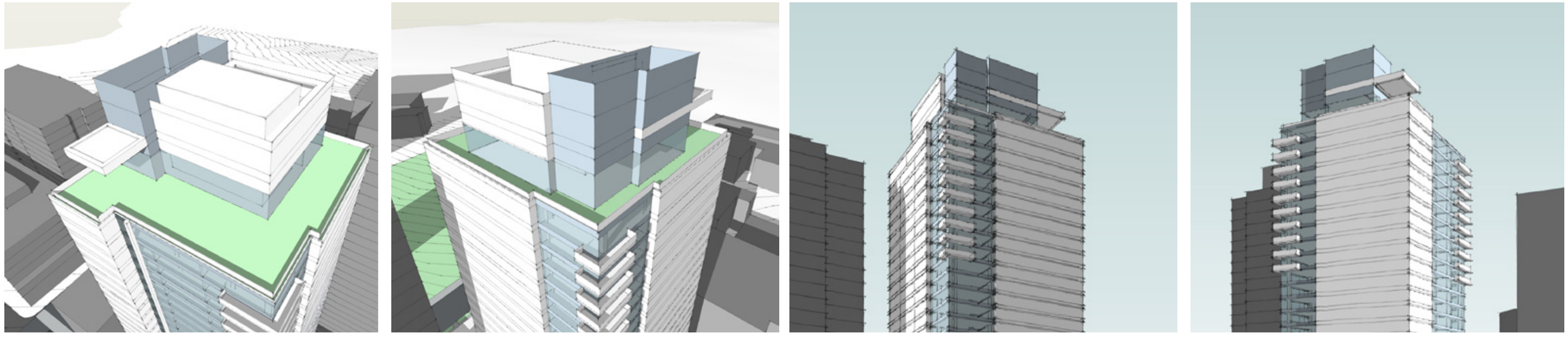
INTERIOR AREA

ANTICIPATED DEPARTURES

PREFERRED OPTION – DEPARTURE 2



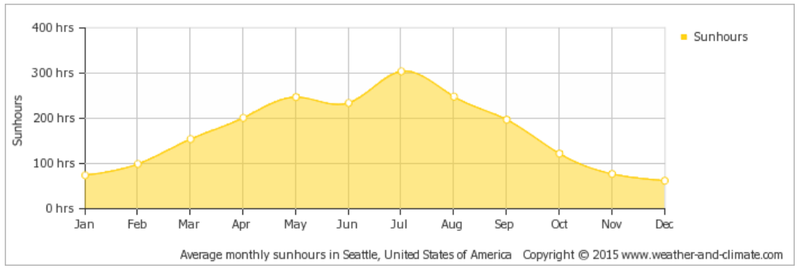
PREFERRED OPTION



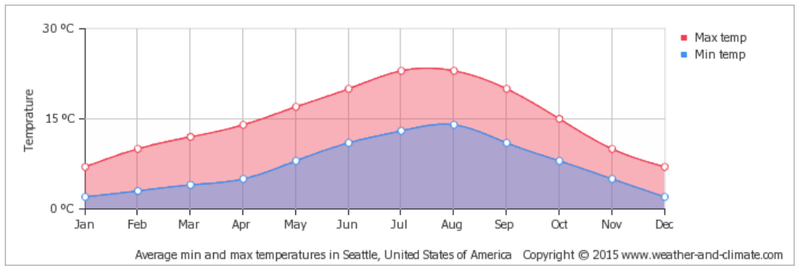
CODE COMPLIANT OPTION

APPENDIX

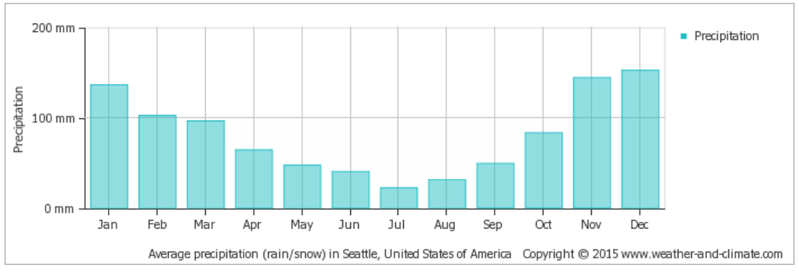
CLIMATE ANALYSIS



AVERAGE MONTHLY SUN-HOURS

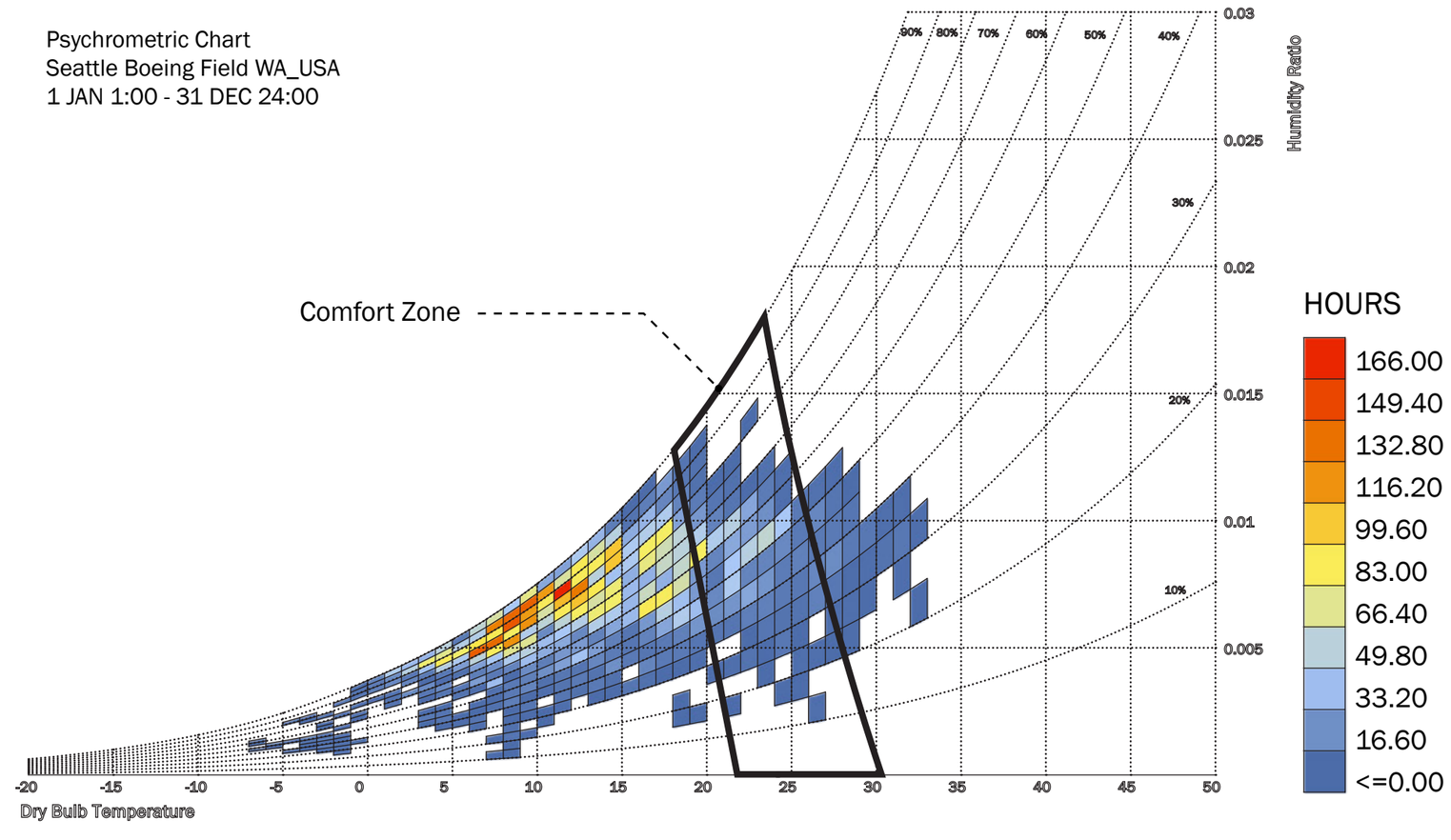


AVERAGE MIN AND MAX TEMPERATURE



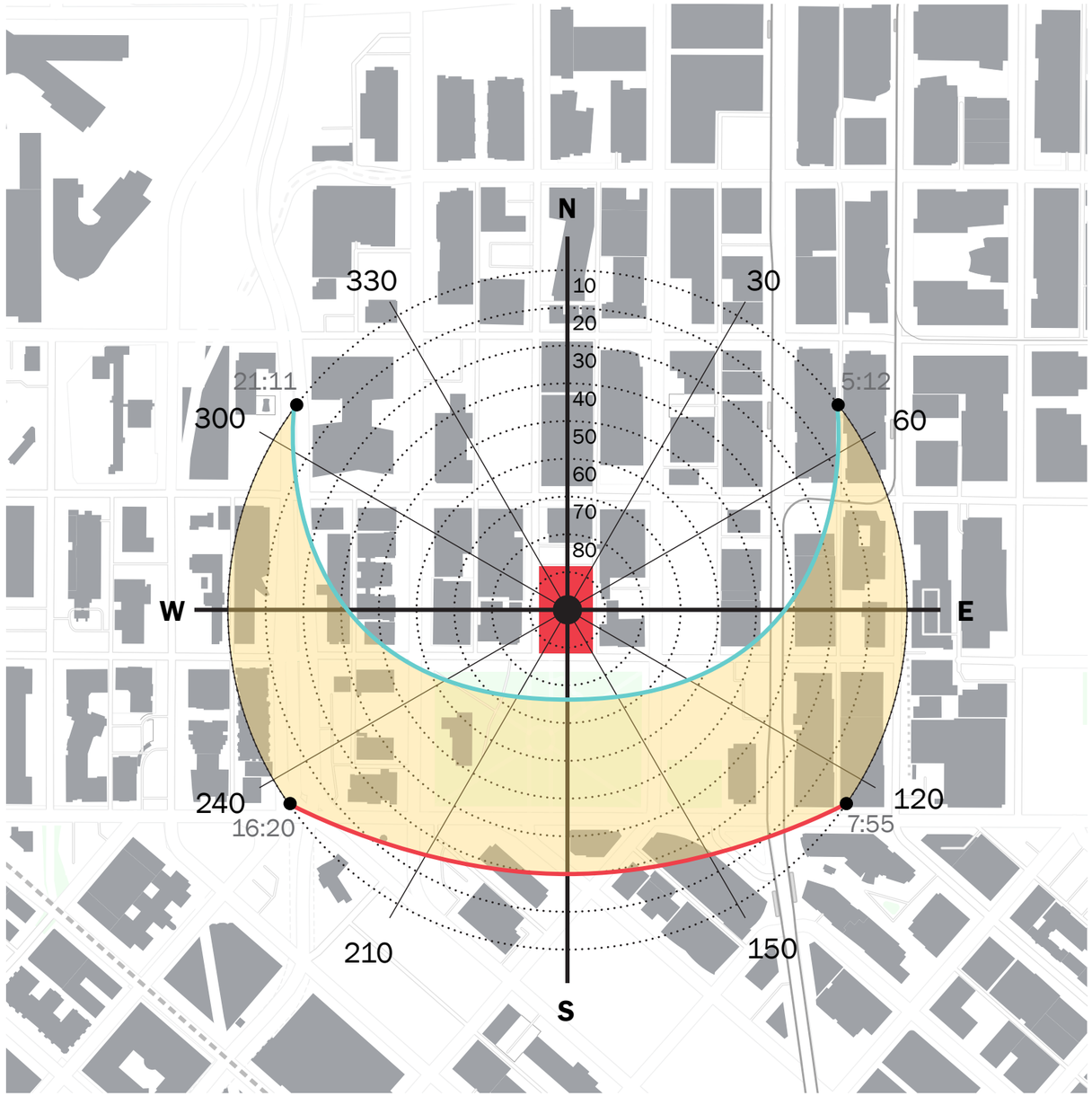
AVERAGE PRECIPITATION

Psychrometric Chart
Seattle Boeing Field WA_USA
1 JAN 1:00 - 31 DEC 24:00



PSYCHROMETRIC CHART

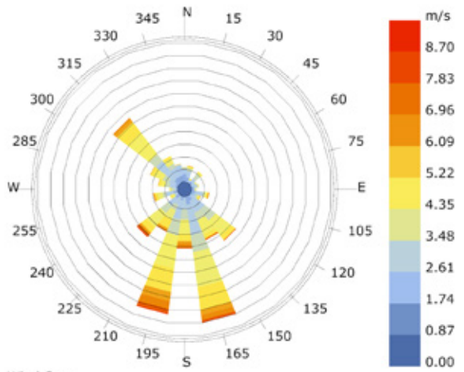
SOLAR ORIENTATION



SUMMER SOLSTICE

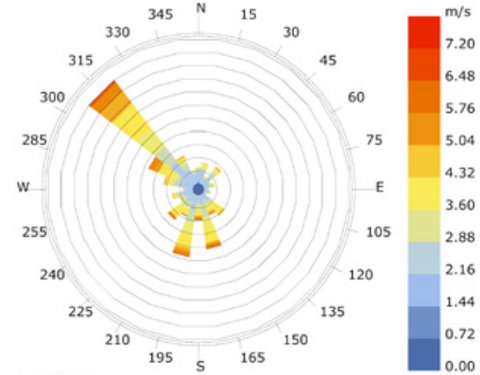
WINTER SOLSTICE

WIND ANALYSIS



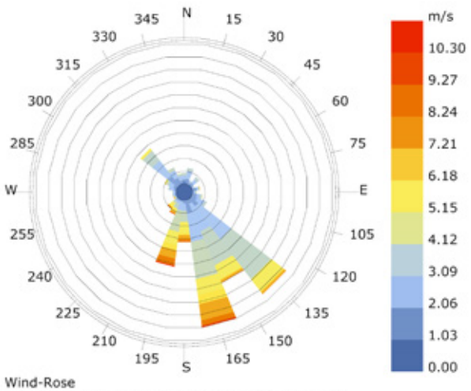
Wind-Rose
Seattle-King County Intl AP-Boeing Field_WA_USA
20 MAR 1:00 - 21 JUN 24:00
Hourly Data: Wind Speed (m/s)
Calm for 16.76% of the time = 378 hours.
Each closed polyline shows frequency of 1.3%. = 28 hours.

SPRING



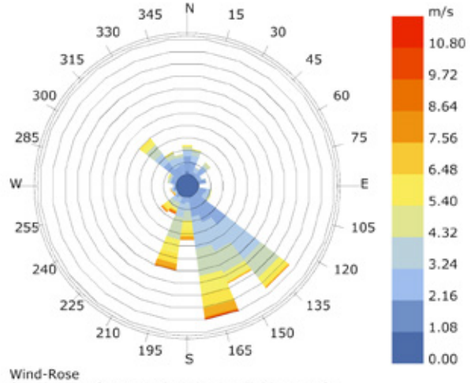
Wind-Rose
Seattle-King County Intl AP-Boeing Field_WA_USA
21 JUN 1:00 - 22 SEP 24:00
Hourly Data: Wind Speed (m/s)
Calm for 16.09% of the time = 363 hours.
Each closed polyline shows frequency of 1.6%. = 36 hours.

SUMMER



Wind-Rose
Seattle-King County Intl AP-Boeing Field_WA_USA
22 SEP 1:00 - 21 DEC 24:00
Hourly Data: Wind Speed (m/s)
Calm for 22.12% of the time = 483 hours.
Each closed polyline shows frequency of 1.5%. = 31 hours.

FALL



Wind-Rose
Seattle-King County Intl AP-Boeing Field_WA_USA
21 DEC 1:00 - 20 MAR 24:00
Hourly Data: Wind Speed (m/s)
Calm for 25.56% of the time = 552 hours.
Each closed polyline shows frequency of 1.2%. = 25 hours.

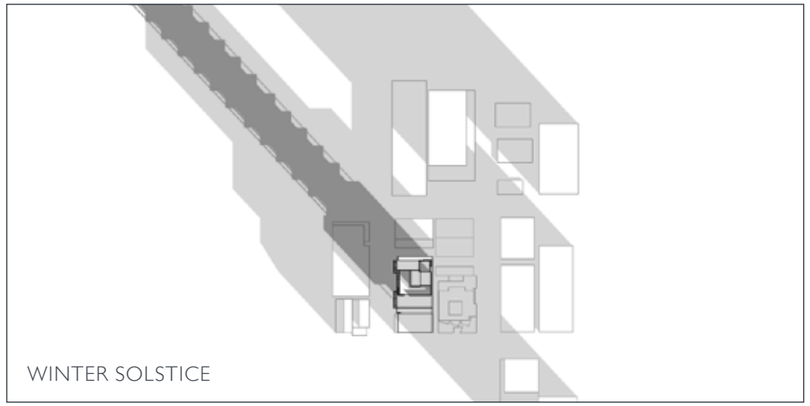
WINTER

SHADOW STUDIES

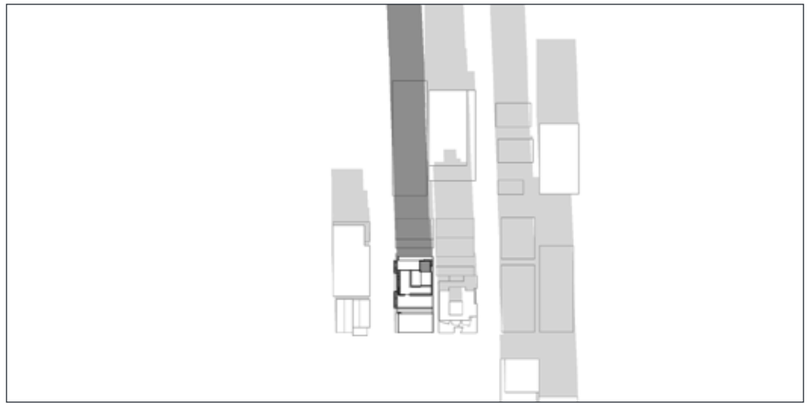
9 AM

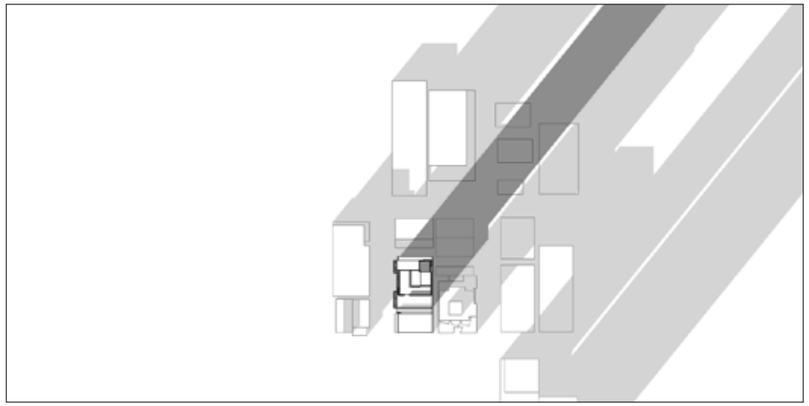
12 PM

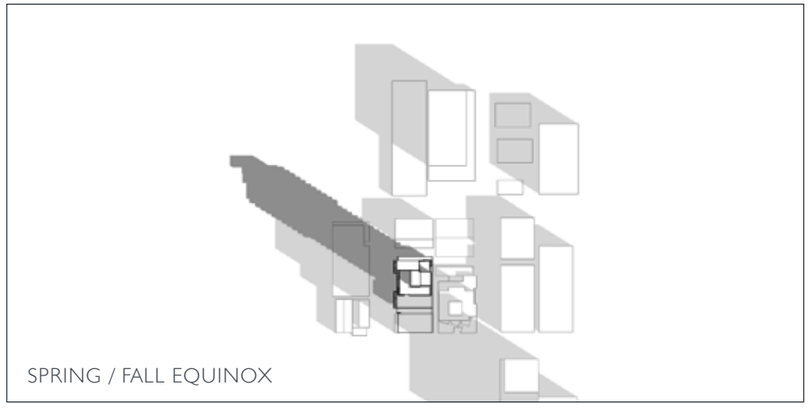
3 PM



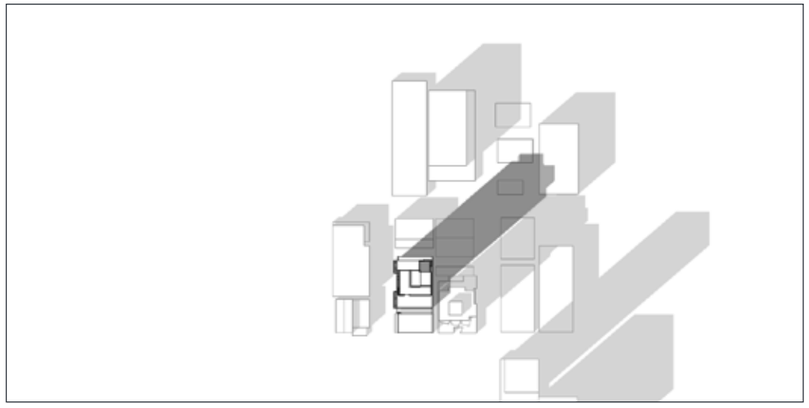
WINTER SOLSTICE



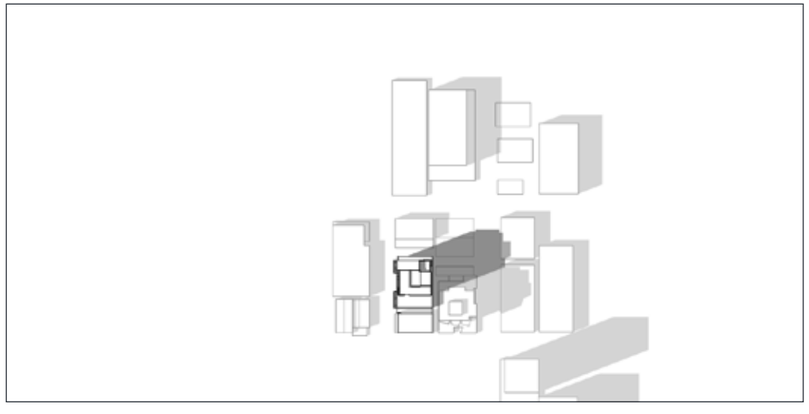




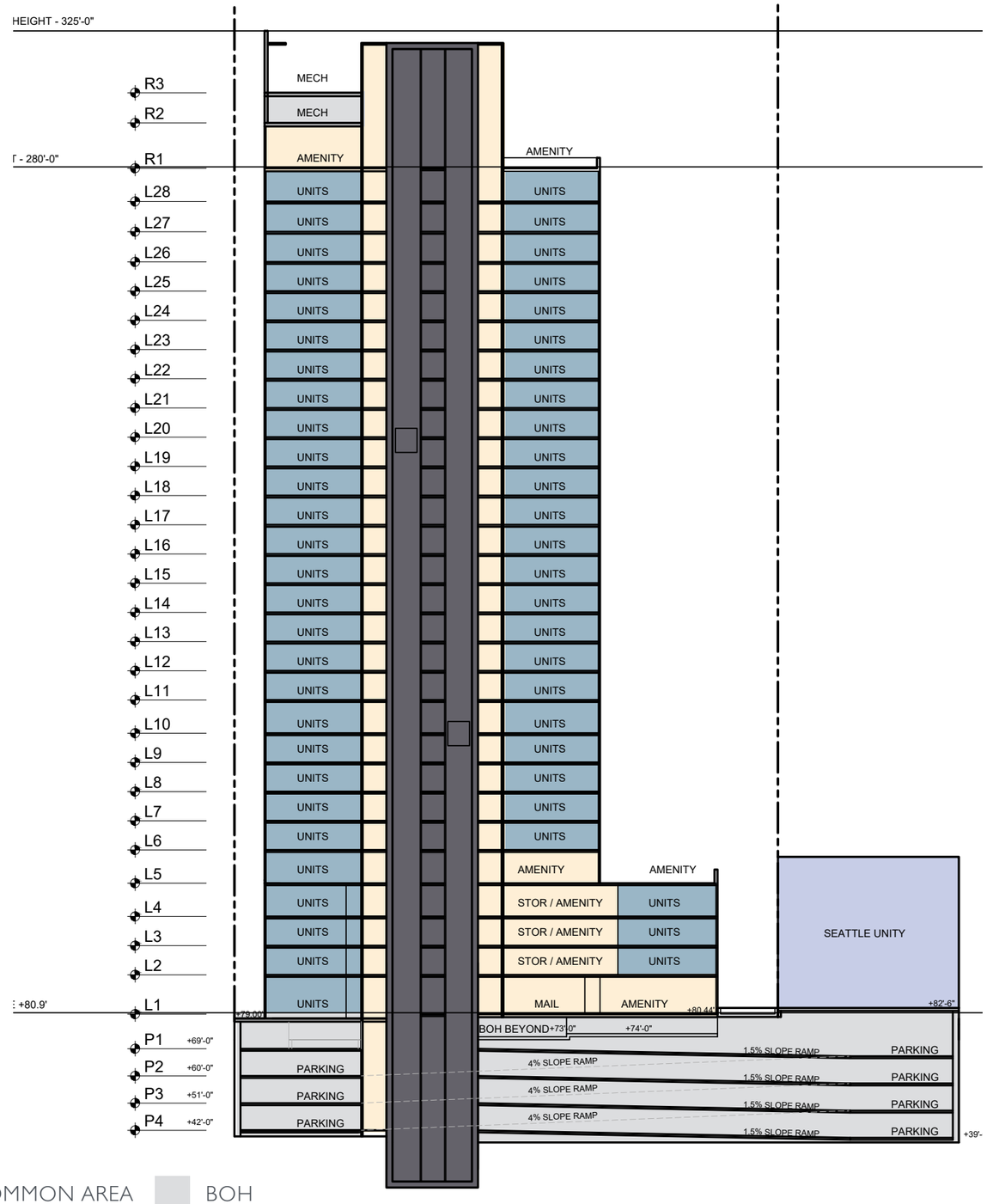
SPRING / FALL EQUINOX



SUMMER SOLSTICE

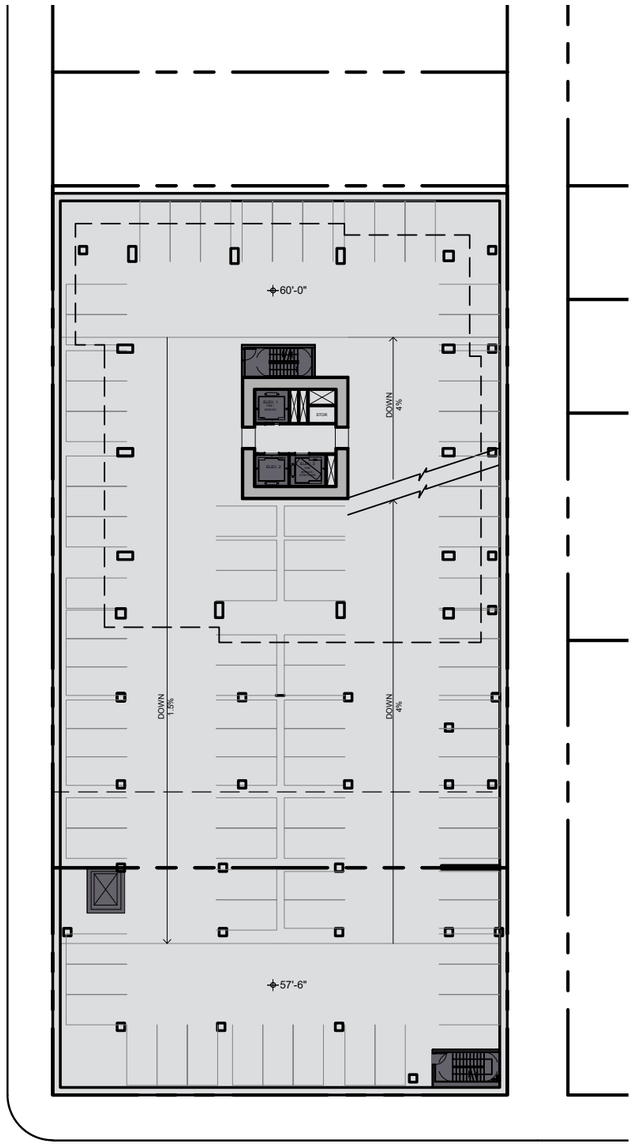


SECTION

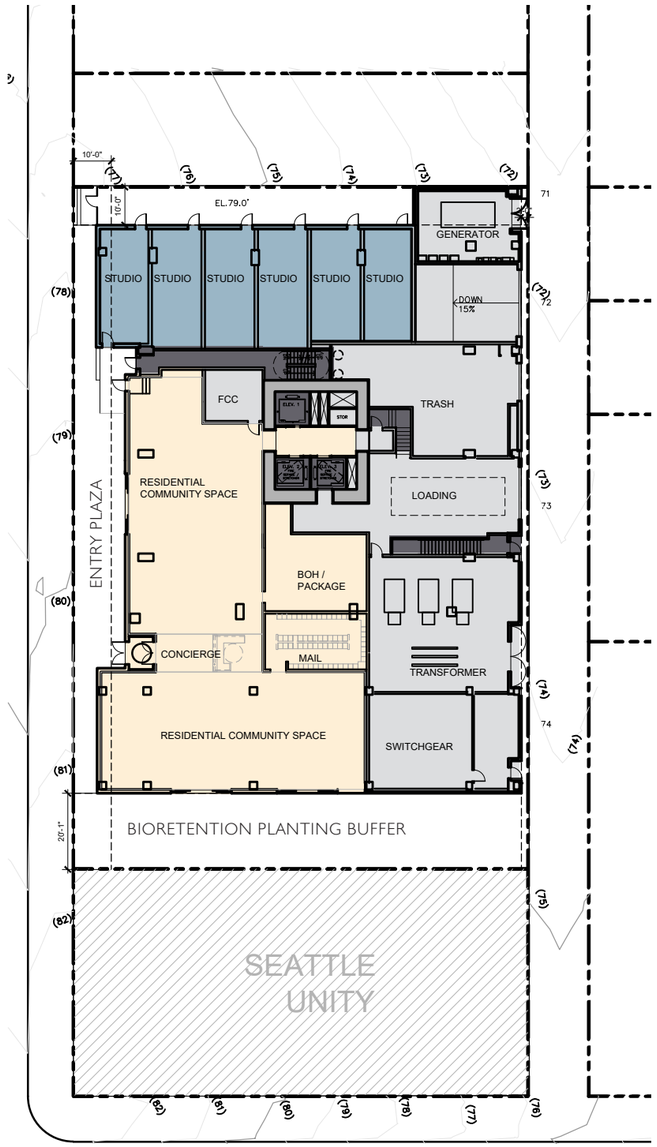


VERTICAL TRANSPORT | RESIDENTIAL | COMMON AREA | BOH

FLOOR PLANS



TYP BASEMENT PLAN

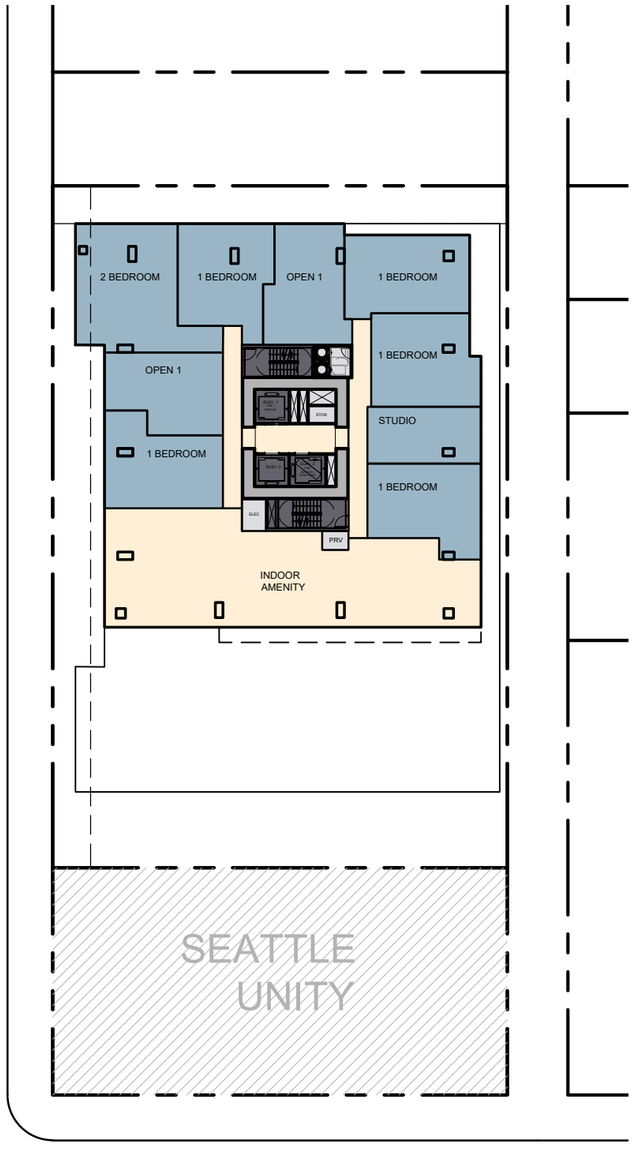


GROUND FLOOR PLAN

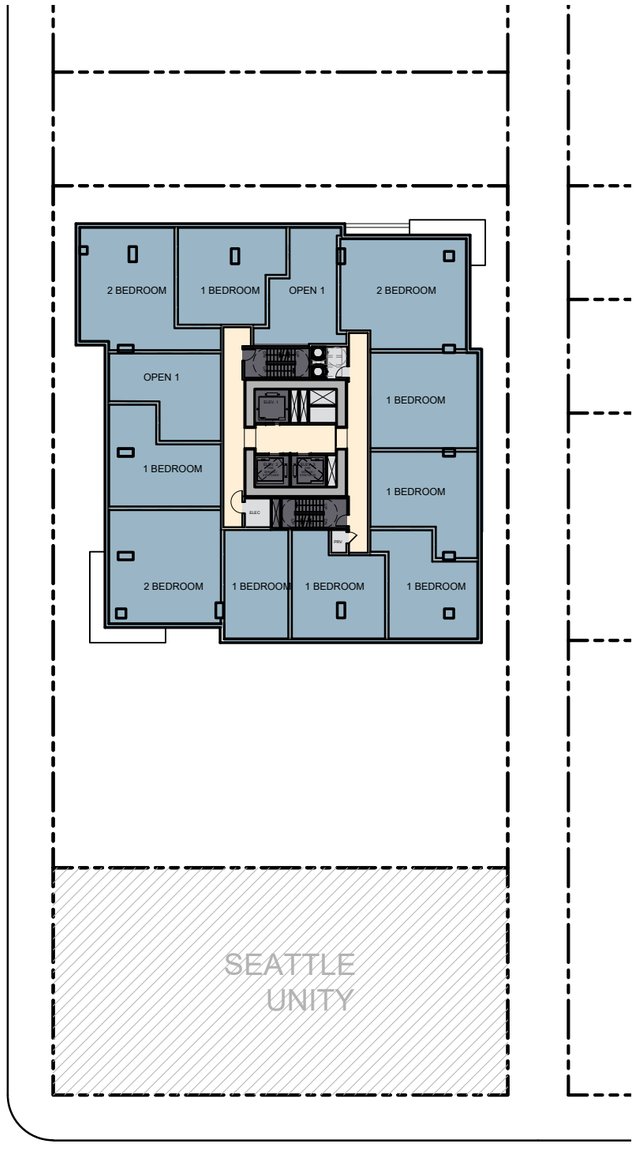
TYP PODIUM PLAN

VERTICAL TRANSPORT | RESIDENTIAL | COMMON AREA | BOH

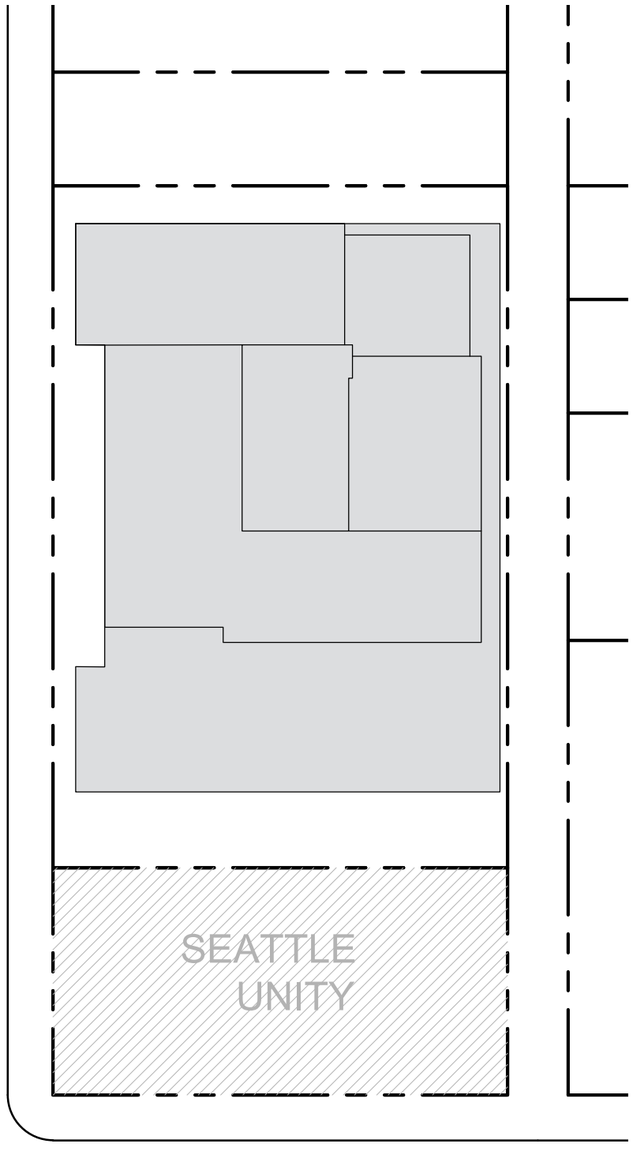
FLOOR PLANS



LEVEL 5 AMENITY PLAN



TYP TOWER PLAN



SITE PLAN

VERTICAL TRANSPORT RESIDENTIAL COMMON AREA BOH