

DESIGN RECOMMENDATION MEETING April 16, 2019 SDCI Project #3027315-LU



CONTENT

PROJECT DESCRIPTION
EDG #2 SUMMARY
RESPONDING TO CONTEXT
ACTIVATING THE GROUND PLANE
EXPRESSING THE STRUCTURE
EMPHASIZING HEALTH
DESIGN DEPARTURES
APPENDIX61





THE NET is a new 36-Story office tower of approximately 850,000 GSF on Third Avenue in downtown Seattle, with street level retail and amenity uses over six levels of underground parking. The existing low rise office buildings on the development site will be demolished as part of the project.

Situated at the transition to lower zoning heights to the south of the site, and in close proximity to Elliot Bay, the project capitalizes on spectacular panoramic views to Puget Sound and the Olympic Mountains to the West, the Cascades to the East, and Mount Rainier to the South.

The presence of the Metro bus tunnel under 3rd Avenue has informed the design of the offset interior core and perimeter bracing structure, which is reflected and celebrated in the distinctive tower massing. Building facades are activated with sculpted vertical fins to map and reveal the underlying dynamically arranged structural grid, and provide a layer of texture and enhanced solar control. Cascading upper level outdoor roof spaces and provide a distinctive building profile that compliments and enhances the City skyline.

The building will be positioned to serve office tenants in the technology sector, with integrated 'smart' technology infrastructure to support a wide range of functions, enhance user experience, increase interaction between occupants and their environment, and minimize water and energy usage.

TRADE MARAS

### **PROJECT DESCRIPTION**



### EDG #2 SUMMARY

### EDG #2 Comments & Design Responses



### Summarized Comments from EDG #2 Report from Public Meeting May 1, 2018:

### **Design Response Summary:**

### **1. Street Level Frontages, Entries and Arrangement of Uses**

The Board acknowledged public comment regarding the transparency and engagement of ground level frontages and gave guidance on the development of the base.

intages and gave guidance on the development of the base.	
<b>a.</b> The Board supported the effort to translate the architectural cladding concept to engage with the ground plane, and recommended studying how the <b>architectural expression resolves itself with the street-scape to create an expressive design and an inviting street frontage</b> . To enhance the connection to the street-scape, the Board recommended thoughtfully detailing the fins framing the main entrance along Third Avenue and strengthening the retail frontages to prioritize street presence. (C1, D3)	The design for how the tower façade expression integrates a gracefully transition the 'fin' tectonic language of the tower zone and distinction from the large open glazed street from perspective views provided.)
<b>b.</b> Related to the main entry, the Board indicated early support for the departure related to the street level setbacks, as the additional setback differentiates the building entry and unifies the tower fold massing occurring above. (B4, C1, C2, C6, D3)	In addition to the refined façade expression, the main buildi to better integrate the entry under the 'flared' façade/canop interior circulation connection between the entry zone, retail element has also been introduced to more strongly emphas provided perspective views.
<b>c.</b> For the Marion frontage, the Board recommended <b>strengthening the relationship between the projecting volume and the tower</b> , potentially by treating the intersection of the two consistently with the same logic applied to the rest of the base and/or resolving how the tower rests on the volume. The Board also requested more information about the bike facilities which will be visible along this frontage for the next meeting. (B4, C1, C2, C6)	On Marion Street, the design of the tower façade express 'extension' into the tectonic language of the tower in a simila significantly more unified than the initial proposal; the fin lan 'solarium' feature that softens the projection while holding t A dedicated cycle commuter entry is provided at the alley, v page 29 and additional perspective views.)
<b>d.</b> The Board recommended <b>minimizing the presence of blank walls and improving the ground level experience along Columbia</b> . The Board supported the direction shown in the updated frontage presented at the meeting which included a stair entrance, art, and articulated green wall design to break up the blank wall condition and address the pedestrian scale at the street level. (C1, C3 D1.1, D2, D6)	The design of the Columbia street frontage has evolved to be greater expanse of transparent glazed area for the stair en- and graphics to provide greater visual interest. The opaque panel 'border' at the top and angled side, and the central por over the concrete surface to add additional texture and laye
<b>e.</b> The Board noted that the site is on a major bus thoroughfare and supported <b>integrating the bus stop</b> along Third Avenue into the street-scape design. (B3.3, C5)	The Third Avenue street-scape design has been further de Avenue, including a transit boarding/waiting zone at the stree glass bus waiting canopy structures consistent with the tow to the bus access, and supports pedestrian circulation unde the retail spaces at the building frontage. (Refer to street le

EDG #2 Concept Images

with the podium and entry has been significantly refined to more r to the street level, providing additional emphasis on the entry ntage of the lobby and retail market spaces. (Refer to updated

ing entry has also been shifted farther south towards mid-block by in the depth of the façade setback, and creates a more open market, and office lobby. A new 'floating' exterior/interior canopy size the main entry at a lower pedestrian scale as shown in the

sion has been refined to more fully integrate the podium lobby or fashion as on 3rd Avenue, such that the overall composition is guage gracefully transitions from the vertical façade to a glazed the street edge and maintaining the view corridor along Marion. with access to amenities and upper lobby level. (Refer to view on

better reflect the geometry of the tower façade and to provide a closure at the Alley corner, which will feature decorative lighting e portion of structural wall is bounded by an articulated metal tion is recessed for a metal grating/panel wall treatment applied ering to that zone. (See perspective views on page 25.)

veloped to strengthen the separately defined 'zones' along 3rd et edge which now incorporates three custom designed steel and er facade vocabulary. This provides covered waiting zones closer r the building canopies, as well maintains enhanced visibility into vel plan on page 18, and perspective views provided.)



**Design Response Summary:** 

### 2. Massing and Related Departure

The proposed design is a direct development of the 'folded legibility of the façade expression together with the stru developed fin profile and proposed white color for both to (frontal) views and obliquely as illustrated in the provided pe
The façade articulation has been refined to further reinf developed to include a 2-story 'chamfer' at the southeast c to the tower profile in conjunction with the large 'notch' at upper level perspective views provided.)
As requested by the board, more refined perspective imag clearly, but subtly, mapping the exoskeleton bracing in bot vertical fins has been further developed, and in addition to a shadow reveal at the outer edge. This layering of the fo legible in varying lighting conditions and changes dynamical requested rendering views illustrating varying lighting cond
The approach to the building mechanical systems is to util require large roof-top equipment, and therefore supports These systems along with the 100% outside air requirem each floor level which have been integrated into the spandr will be used between the ventilation openings such that the to provide transparency across the corner. (Refer to elevati
-

### **3. Tower Top Form Articulation**

The Board agreed with public comment that the resolution of the roof-line for the tower is critical for such a prominent skyline building. The Board approved of the rooftop design advancement and found the roof-line better relates to the tower form overall, and strongly supported the integrated mechanical equipment. For the next level of development the Board recommended careful study of the upper notch along Third Avenue to ensure this articulation is perceivable from a distance and consistent with the design concept. (A2, B4, C2)

In response to the Board's guidance, the design for the parapet notch has been further developed to be of a larger scale with steeper side slopes, to be more visually distinctive on the City skyline, and to be more consistent with the scale and vocabulary of the podium expression. Additional views and images are provided as part of this packet demonstrating the effectiveness of the updated design. (Refer to elevations on page 32 and upper level perspective views provided.)

### EDG #2 SUMMARY

### EDG #2 Comments & Design Responses

d' massing concept, and achieves an appropriate balance of the uctural frame behind, at both near and urban scale views. The he fins and structural elements is visually strong in both direct erspective views.

force the massing folds, and the building top has been further corner, which softens this edge and provides additional distinction the top of the massing fold. (Refer to elevations on page 32 and

ges have been prepared which demonstrate the desired effect of th near and far views. The proposed depth and curvature of the undulating in and out of the façade, are a substantial width with açade achieves texture, variety, and an expressiveness which is lly from different vantages. (Refer to façade detail on page 31 and litions and viewpoints.)

lize highly efficient floor-by-floor air-cooled chillers, which do not the maximum roof area available for use by building occupants. nents of the current energy code, necessitate louver openings at rel design wrapping the NE corner of the tower. Clear vision glass corner will be visually consistent with other occupied spaces and ions on page 32 and perspective views on page 34.)

### **EDG SUMMARY**

EDG #1 December 2017











# **Design Review** April 2019

**nb**bj



# **RESPONDING TO CONTEXT**

### SUMMARY CONTEXT ANALYSIS

### Vicinity Map & Circulation





1000 2nd Ave

(1)

2)

(3)

(4)

- Safeco Plaza
- Seattle Public Library
- Jackson Federal Building
- **5**) Wells Fargo Bank
- (6) IDX Tower
- (7) 901 5th Ave
- (8) The Exchange Building
- (9) Norton Building
- (10) The Rainier Club
- (11)F5 Tower
- (12) Bank Of America Tower
- (13) Millenium Tower
- (14) Pacific Building
- Columbia Center (15)
- (16) Seattle Municipal Tower

### **PROJECT SITE**

	PRINCIPAL TRANSIT STREET		
	PRINCIPAL ARTERIAL		
	MINOR ARTERIAL		
←	VIEW CORRIDORS		





# SUMMARY CONTEXT ANALYSIS Aerial Photograph of Project Site from SW

### SUMMARY CONTEXT ANALYSIS

**Skyline Roof Profiles** 



### WITH ONLY A FEW VARIATIONS, SEATTLES SKYLINE IS PREDOMINANTLY FLAT ROOFS

THE CORE OF SEATTLE LACKS A GRADUAL ESCALATION IN BUILDING HEIGHT







# SUMMARY CONTEXT ANALYSIS

### Representation of the Nine Block Area

# **RESPONDING TO CONTEXT**

### Top & Base Response



#### **Tiering of Roof Deck**

Shifting the core and tiering the roof deck allows for rooftop access from Levels 34,35,and 36.



#### Undulating Skin defining the Streetscape

The building skin opens and compresses to create an undulating facade along the street that defines the market and the building entry. The fins also extend to create sidewalk canopies.

EDG 2.a Reinforce the massing folds to break up the massing

EDG 1.a Architectural resolution with the streetscape design

Visibility of the fins in different

EDG 2.b

lighting conditions



Overall Tower From NE Corner







'Notch' size and scale increased for better legibility and consitency with podium expression

Top of East Facade

Chamfer @ Southeast Corner of roof

**EDG 2.a** Inclusion of a chamfer at the southeast corner



# **RESPONDING TO CONTEXT**

Tower Top Articulation



# **RESPONDING TO CONTEXT**

### Aerial From NE











# **RESPONDING TO CONTEXT**

### 3rd Avenue Pedestrian Experience

# [THIS PAGE LEFT BLANK]

Ground Floor Experience











### Streetscape Experience on 3rd Avenue

Streetscape Experience @ 3rd Avenue and Marion Corner











### Main Entry on 3rd Avenue

Streetscape Experience @ 3rd Avenue and Columbia Corner











The Market Place

### Corners @ 3rd Avenue



A. 3rd Avenue



B. 3rd Avenue @ Marion

#### EDG 1.a

Strenghten the retail frontages to prioritize street presence EDG 1.d

Integrate the bus stop along Third Avenue into the streetscape design



3rd Avenue Section

EDG 1.c Strengthen the relationship between the projecting volume and the tower (Marion frontage)



Key Plan







C. Columbia St. @Alley



**D.** Columbia St.



EDG 1.d Minimizing the presence of blank walls and improve the ground level experience along Columbia



# ACTIVATING THE GROUND PLANE

### Corners @Columbia St. & Marion St.

Marion Street @Alley







Massing Concept



#### Shifted Core

The lightweight steel exoskeleton of "The Net" eliminates the need for a concrete core allowing the core to be shifted creating a more open and flexible office space with interior visual connectivity and panoramic views



Dynamic Modulation (Exoskeleton)

Dynamism is given to the east and west facades with folds that work efficiently with the exoskeleton structural system without reducing the area of the floor plates



#### Perimeter Steel Bracing

The asymmetrical steel framing opens up the structure for southern views and creates a lace like "Net" structure







3rd Avenue Facade (Looking Up)



# **EXPRESSING THE STRUCTURE**

### Facade & Structure Articulation

### Facade & Structure Experience



EDG 3

Deeper notch provides increased readability

EDG 2b Visibility of the structural bracing

EDG 2.a Inclusion of a chamfer at the southeast corner

EDG 2.a Reinforce the massing folds to break up the massing

East Facade









Plan @ Typical Facade Bay Module



Section & Elevation @ Typical Facade Bay Module

UrbanVisions mbbj



EDG 2.b Facade fin depth & legibility Enlarged Perspective @ Facade / Fin Articulation



Precedent images of vertical fins of similar depth and spacing demonstrating legibility and facade articulation [Building Cure, Seattle WA]



31

### **EXPRESSING THE STRUCTURE**

### **Facade Detail**



**Exterior Elevations** 



The NET Project #3027315-LU | DRB Submital | April 16, 2019













DECORATIVE METAL GRILL

### 2 SPANDREL GLASS



(5) CLEAR LOW IRON GLASS

6 METAL ROOF

THIN PROFILE LOUVER





## **EXPRESSING THE STRUCTURE**

### Material and Color Palette

Marion Street (North) Facade



**EDG 2.c** Facade treatment at mechanical spaces



North Facade Looking Up









### Facade Lighting

LED grazers DMX individual controlled Output adjusted per fin to create effect

**LED grazers illuminate fins at the crown and the main entry.** Grazers mount in architectural niches to conceal direct view of the luminaire and the wiring. DMX controlled so each fin's light output can be tuned to accentuate the changes in form.

Aerial View from South West











### **EMOTIONAL HEALTH**

Metal Fins (5% Reduction in Solar Exposure)

# **PHYSICAL HEALTH**

Stair on North Facade (Naturally lit stair that doubles as a convenience and exit stair)

# **SOCIAL HEALTH**





Typical Below Grade Parking Floor Plan

# **EMPHASIZING HEALTH**



Offset core reduces the amount of excavation by a floor



### Physical Health



Bike parking directly off the street encourages physical health











Level 1 Floor Plan



# **EMPHASIZING HEALTH**

### Social Health



Large open social spaces w/ transparent elevator shafts



### Oganizational & Individual Health



Offset core provides large flexible spaces w/ visual connectivity



Typical Tower Lower Level Floor Plan









Typical Tower Upper Level Floor Plan



# **EMPHASIZING HEALTH**

### Oganizational & Individual Health



Offset core provides large flexible spaces w/ visual connectivity



### **Emotional Health**



Tiered green spaces create a sanctuary above the city



Level 36 Floor Plan / Composite Roof Deck Plan











### Rooftop Experience

### Rooftop Experience - Landscape





Roof Terrace Section B



Roof Terrace Section C

Landscape Plan - Roof Terraces



Roof Terrace Section A



Keast Park Site Office





Keast Park Site Office







QUERCUS ILEX

QUERCUS ROBUR X BICOLOR 'LONG' QUERCUS RUBRA

#### **ROW PLANTING - COLUMBIA**

**ROW PLANTING - MARION** 



ROOF TERRACE - TREES



ARBUTUS XALAPENSIS ARCTOSTAPHYLOS BAKERI 'LOUIS EDMUNDS' ARCTOSTAPHYLOS MANZANITA 'ST HELENA' ARCTOSTAPHYLOS 'MONICA' ARCTOSTAPHYLOS SILVICOLA 'GHOSTLY' ARCTOSTAPHYLOS X 'AUSTIN QUERCUS GREGGII GRIFFITHS' "LA SIBERIA'

ROOF TERRACE - INTENSIVE GREEN ROOF 2



ROOF TERRACE - INTENSIVE GREEN ROOF



#### **ROOF TERRACE - EXTENSIVE GREEN ROOF**



ROOF TERRACE - STRUCTURED GREEN WALL (3)





# **EMPHASIZING HEALTH**

### **Proposed Plant Palette**



ERIOGONUM LATIFOLIUM HESPERALOE PARVIFLORA



**Lighting for the Roof Terraces.** Lighting for the roof terraces are generally kept near the ground plane to reduce visual clutter and allow for the stellar views from the roof to be unobstructed by additional objects. Surfaces are strategically illuminated to reveal the landscape forms and pathways.









### Rooftop Experience

# [THIS PAGE LEFT BLANK]



# **DESIGN DEPARTURES**

# DEPARTURES

### Summary of Proposed Development Standard Departures

ltem#	Development Standard	Requirement	Departure Amount Requested	Rationale (Refer to following pages for additional detail)	Downtown Design Guidelines Affected
1a	SMC 23.49.056.B.1 DOC 1 Street Façade, Landscaping and Street Setback requirements 3rd Avenue Frontage	Facades of structures between 15 and 35 feet above sidewalk shall be located within 2 feet of property line.	For a 93'-6" extent on 3rd, the facade is part of the tower modulation and angles in to a maximum depth of 11'-6", and so is 9'-6" deeper than the zoning required 2'-0" max setback at this area.	The revised building massing implements modulation of the tower through the use of an inward 'fold' on Third Avenue that extends the full height of the tower and is an important unifying feature.	<ul> <li>B-2: Create a Transition in Bulk and Scale</li> <li>B-4: Design a well-proportioned and unifed building</li> </ul>
1b	SMC 23.49.056.B.1 DOC 1 Street Façade, Landscaping and Street Setback requirements Marion Street Frontage	Facades of structures between 15 and 35 feet above sidewalk shall be located within 2 feet of property line.	The proposed massing on Marion Street is at the minimum/maximum 24' height at the face of the tower above, but slopes down such that the facade height at the property line is less than 24', and varies between 12' and 22'.	The revised building massing follows guidence by the DRB to better integrate the tower massing into the podium extension on Marion using a consistent design vocabulary of the Tower above.	<ul> <li>C-4: Reinforce Building Entries</li> <li>B-2: Create a Transition in Bulk and Scale</li> <li>B-4: Unified Building &amp; Coherent Architectural Concept</li> </ul>
2	SMC 23.49.058.B.2 Upper Level Development Standards - Façade Modulation	Façades of building located within 15 feet of street property lines must meet maximum façade lengths per Table A, between 85 feet and 500 feet above sidewalk grade.	As part of the design response to the Board's input the overall tower massing incorporates a large inward 'fold' on 3rd Avenue that addresses the 'intent' of the modulation requirement, but which does not conform to the prescriptive maximum upper level facade widths per Table A for 23.49.058. This applies to the facade on both 3rd Avenue and on Columbia Street.	The updated design proposal incorporates significant massing articulation on both the Third Avenue and Alley facades, which results in a more integrated application of modulation than prescriptive 'notch' baseline in the code, and helps visually break the mass of the tower into more distinct volumes.	<ul> <li>A-2: Enhance the skyline</li> <li>B-4: Unified Building &amp; Coherent Architectural Concept</li> <li>C-2: Design Facades of many scales</li> </ul>
3	<b>23.54.030.B.2</b> Parking Space Standards	The length of a large parking space is 19'-0"; minimum ratio of large stall quantity is 35%	It is proposed to allow parking spaces that are 8'-6" wide (large width) but 16'-0" long (medium length) to be considered as 'large size' for purposes of compliance with the minimum 35% large space requirement. As shown in parking plans, 13.1% of the total parking spaces are standard large size, and an additional 30.2% are 'medium-large' which together equate to 43.3% of total spaces and is well above the 35% minimum for typical large spaces.	No parking is requried for this zone. All proposed parking is within a below grade garage accessed via the alley, which minimizes impacts to street level uses and pedestrian circulation. Allowing the the combination of 19'-0" long and 16'-0" long spaces to contribute to the minimum 35% large space ratio, it substantially increases the efficiency of the below grade garage within the same built footprint (4 rows instead on only 3). Larger stall widths are more critical to users than stall lengths. The proposed parking quantity with the departure is still only 50% of the maximum allowed.	<b>E-2</b> : Integrate Parking Facilities
4a	<b>23.49.018</b> Overhead Weather Protection 3rd Avenue	When the building is within 5 feet of the property line or widened sidewalk, continuous overhead weather protection and lighting shall be required.	The proposed arrangement for overhead weather protection on 3rd Avenue is a combination of the façade articulation and the adjacent glass canopies. The sloping sides of the façade result in zones on each side that exceed the maximum height of 15', and are 18'-10" and 25'-0", and so exceed the maximum by 3'-10" and 10'-0" respectively.	Per guideance from the Board, the updated design proposal incorporates a more unified gesture of façade articulation extending outward to overlap and integrate with the podium below, and also serves as part of the weather protection. This is a significant feature and unique character for the proposed design, however the geomety results in small areas that although are still covered, exceed the maximum height.	<ul> <li>B-4: Unified Building &amp; Coherent</li> <li>Architectural Concept</li> <li>r</li> <li>C-2: Design Facades of many scales</li> </ul>
4b	23.49.018 Overhead Weather Protection Columbia and Marion Streets	When the building is within 5 feet of the property line or widened sidewalk, continuous overhead weather protection and lighting shall be required.	For both Marion and Columbia streets, it is proposed to omit the prescriped overhead weather protection.	The required 5'-0" clearance from proposed street trees, and the steep slope of these streets, would result in narrow (4'-0" deep) stepped segments of canopies that would provide little actual weather protection. Additionally, the proposed design of both of these facades includes tall glazed areas, and the maximum height of the canopies would place them such that they would would block outward views and be visually obtrusive from the interior occupied side.	<ul> <li>B-4: Unified Building &amp; Coherent</li> <li>Architectural Concept</li> <li>C-2: Design Facades of many scales</li> </ul>
5	<b>SMC 23.49.056.D</b> Blank Façade Limits Columbia St.	Blank facades on Class II pedestrian streets are limited to a width of 30', but may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing or features that have visual interest.	It is proposed to allow an increase of the blank façade limit to 47'-7", which is 17'-7" greater than the 30'-0" limitation, but within the maximum 60' width allowable with Director or Board approval.	The central portion of the Columbia sidewalk frontage is opaque due to a critical structural wall element and parking entry ramp behind; to balance, the glazed stair enclosure at the alley has been expanded such that there is a large degree of transparency at the alley and 3rd Avenue corners. As proposed, the overall transparency of this façade between 4' and 8' above grade is 69%, which far exceeds the minimum 30% required, and is 42% of the total width which is well below the 75% maximum. The opaque portion of structural wall is bounded by an articulated metal panel 'border' at the top and angled side, and the central portion is recessed for a metal grille wall panel treatment to add additional texture and layering to that zone.	<ul> <li>B-4: Unified Building &amp; Coherent</li> <li>Architectural Concept</li> <li>C-2: Design Facades of many scales</li> </ul>







#### Departure Diagram #1b - Propertly Line Facade Setback at Marion Street

#### **Requirements for Street Level Setbacks - Marion Street:**

SMC 23.49.056.B: Under Setback Limits for Property Line Facades, the facades of structures between 15 and 35 feet above sidewalk, facade shall be located within 2 feet of property line.

#### Departure Request - 1b:

UrbanVisions nbb

A departure is requested from the requirement to have the facade within 2' of the lot line for a minimum height of 24' on Marion street, which is also the maximum height allowed as this falls within a required view corridor. The proposed massing on Marion Street is at 24' height at the face of the tower above, but slopes down such that the facade height at the property line is less than 24', which varies between 12' and 21'.

#### **Design Support:**

The sloping geometry of the Marion street frontage is a part of the design response to better integrate the vocabulary of the tower into this 'projection'; the prescriptive requirement for both the facade height and the view corridor above together would result in an awkward 'box' for this frontage, whereas the sloping fins and skylight soften this edge and make legible the 'fin' expression translating from the tower above.

#### B-2: Create a Transition in Bulk and Scale B-4: Unified Building & Coherent Architectural Concept



**Elevation at 3rd Avenue** 

### Departure Diagram #1a - Propertly Line Facade Setback at 3rd Avenue

#### **Requirements for Street Level Setbacks - 3rd Avenue:**

SMC 23.49.056.B: Under Setback Limits for Property Line Facades, the facades of structures between 15 and 35 feet above sidewalk, façade shall be located within 2 feet of property line.

#### Departure Request - 1a:

A departure is requested from the requirement to have the facade within 2' of the lot line within the 15'-35' height zone, for a 93'-6" extent of the facade at the northern portion of the block on 3rd Avenue. This portion of the facade is part of the tower modulation and angles in to a maximum depth of 11'-6", and so is 9'-6" deeper than the zoning required 2'-0" max setback at this area.

#### **Design Support:**

The revised building massing implements modulation of the tower through the use of an inward 'fold' on Third Avenue; this articulation extends the full height of the tower from top to the street level, and is an important unifying feature that strongly demarcates the building entry and creates a unique condition within the block to provide variation and distinction from the adjacent street level (retail) uses.

- B-2: Create a Transition in Bulk and Scale
- B-4: Design a well-proportioned and unified building C-4: Reinforce Building Entries

### DEPARTURES

### Departure 1a & 1b: Property Line Facades

# DEPARTURES

### Departure 2a & 2b: Facade Modulation



Prescriptive Zoning Compliant Massing

#### **Requirements for Facade Modulation**

SMC 23.49.058.B.2, Table A Maximum length of unmodulated facade within 15ft of street lot line as follows: 0'-85' (no limit); 86'-160' (155' max); 161'-240' (125' max.); 241'-500' (100' max.)

#### Departure Request 2a & 2b:

The preferred scheme will seek a departure from the Façade Modulation requirement on both Third Ave and Columbia Street as follows:

**Third Ave:** It is proposed to allow the continuous inset 'fold' modulation approach which is 100' in overall width and 10' at the deepest in lieu of the staggered prescriptive modulation that is minimum 60' wide and 15' deep.

Columbia Street: It is proposed to allow the uniform width of the tower massing at 111' in lieu of the 100' max. allowable width above 85'.

#### **Design Support:**

The proposal incorporates significant massing articulation on both the Third Avenue and Alley facades (although modulation on the alley side is not required), which much more strongly speaks to the intent of the modulation requirement in the code than the initial rectangular massing approach, and supports the overall architectural language that unifies the massing. The faceted breakup of the vertical mass of the tower achieves visual variation in the plane of the facade, and results in a more integrated application of modulation than prescriptive 'notch' baseline in the code. Similarly on Columbia, the proposed uniform width of the tower maintains a consistent efficient structural bracing module that supports the overall massing approach.

A-2: Enhance the skyline B-4: Unified Building & Coherent Architectural Concept C-2: Design Facades of many scales



Proposed Massing on 3rd Ave



### Departure Diagram #2a & 2b - Upper Level Facade Modulation on 3rd Avenue and Columbia Street





Proposed Massing on Columbia St.







#### Departure Diagram #3 - Minimum Ratio of Large Parking Spaces

#### Parking Space Standards

23.54.030.B.2 - The length of a large parking space is 19'-0"; minimum ratio of large stall quantity is 35%

#### Departure Request - 4a:

It is proposed to allow parking spaces that are 8'-6" wide (large width) but 16'-0" long (medium length) to be considered as 'large size' for purposes of compliance with the minimum 35% large space requirement. As shown in parking plans, 13% of the total parking spaces are standard large size, and an additional 37% are 16'-0" long, which together equate to 50% of total spaces.

#### Design Support:

No parking is required for this zone. All proposed parking is within a below grade garage accessed via the alley, which preserves the maximum street level floor area for retail uses and pedestrian circulation. SMC 23.54.058 acknowledges some discretion on the part of the Director to modify parking space standards specifically to improve the efficiency of garages. By allowing the combination of 19'-0" long and 16'-0" long spaces to contribute to the minimum 35% large space ratio, it substantially increases the efficiency of the below grade garage by being able to implement (4) rows of parking across the narrow dimension of the garage rather than (3) rows of parking that would result if all large spaces were required to be 19'-0" long (to meet minimum ratio).

#### E-2: Integrate Parking Facilities

![](_page_54_Picture_9.jpeg)

### DEPARTURES

### Departure 3: Parking Space Standards

#### **Parking Calculations - Proposed with Departure**

LEVEL	SMALL	MEDIUM	MED/LG	LARGE	ACCESSIBLE	TOTAL
	7.5'x15'	8'X16'	8.5'x16'	8.5'x19'	(Varies)	
1	18	0	1	15	1	35
2	35	6	25	7	2	75
3	33	5	29	7	2	76
4	32	5	30	7	2	76
5	33	5	30	7	1	76
6	10	7	31	7		55
otals	161	28	146	50	8	393
ercentage	41.0%	7.1%	37.2%	12.7%	2.0%	100.0%
			49.	9%		

#### **Parking Calculations - Prescriptive**

LEVEL	SMALL	MEDIUM	MED/LG	LARGE	ACCESSIBLE	TOTAL
	7.5'x15'	8'X16'	8.5'x16'	8.5'x19'	(Varies)	
1	18	0	1	15	1	35
2	35	6	1	21	2	65
3	33	5	5	21	2	66
4	32	5	6	21	2	66
5	33	5	6	21	1	66
6	10	7	7	21		45
otals	161	28	26	120	8	343
ercentage	46.9%	8.2%	7.6%	35.0%	2.3%	100.0%

# DEPARTURES

### Departure 4a: Overhead Weather Protection

![](_page_55_Figure_2.jpeg)

### Departure Diagram #4a -Overhead Weather Protection on 3rd Avenue

#### Requirements for Overhead Weather Protection - 3rd Avenue:

23.54.030.B.2 When the building is within 5 feet of the property line or widened sidewalk, continuous overhead weather protection and lighting shall be required. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall, and must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk.

#### Departure Request - 4a:

The proposed arrangement for overhead weather protection on 3rd Avenue is via combination of architectural features including the façade articulation forming part of the weather protection and canopy line. The sloping sides of the façade / canopy are such that there are small zones on each side that exceed the maximum height of 15', and are 18'-10" and 25'-0", and so exceed the maximum by 3'-10" and 10'-0" respectively.

#### Design Support:

The updated design proposal incorporates a strong gesture of façade articulation extending outward to overlap and integrate with the podium below, which followed guidance given by the Board. By infilling a portion of these feature 'fins' with glazing, it has additional utility by serving as part of the weather protection. This is a significant feature and unique character for the proposed design, however the geometry results in small areas that although are still covered, exceed the maximum height.

#### B-4: Unified Building & Coherent Architectural Concept C-2: Design Facades of many scales

![](_page_55_Picture_13.jpeg)

![](_page_55_Picture_14.jpeg)

### Departure 4b: Overhead Weather Protection - Columbia Street

![](_page_56_Figure_1.jpeg)

F1 @ Columbia (No Canopies)

![](_page_56_Figure_3.jpeg)

the sidewalk.

Departure Request - 4b: Street.

#### Design Support:

The required 5'-0" clearance from proposed street trees, and the steep slope of this street, would result in narrow (4'-0" deep) stepped segments of canopies that would provide little actual weather protection. Additionally, the proposed architectural design of the podium facade along Columbia includes tall glazed areas, and the maximum height of the canopies would place them such that they would block outward views and be visually obtrusive from the interior occupied side. Applied canopies would not harmonize well with the overall massing and expression.

C-2: Design Facades of many scales

![](_page_56_Picture_10.jpeg)

### **DEPARTURES**

#### **Requirements for Overhead Weather Protection - Columbia Street:**

23.54.030.B.2 When the building is within 5 feet of the property line or widened sidewalk, continuous overhead weather protection and lighting shall be required. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall, and must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above

It is proposed to omit the prescriptively required overhead weather protection on Columbia

# B-4: Unified Building & Coherent Architectural Concept

# **DEPARTURES**

### Departure 4b: Overhead Weather Protection - Marion Street

![](_page_57_Figure_2.jpeg)

#### **Requirements for Overhead Weather Protection - Columbia Street:**

the sidewalk.

#### Departure Request - 4b:

Street.

#### **Design Support:**

The required 5'-0" clearance from proposed street trees, and the steep slope of this street, would result in narrow (4'-0" deep) stepped segments of canopies that would provide little actual weather protection. Additionally, the proposed architectural design of the podium along Marion includes a feature element of a sloped glazed skylight element that is visually integrated into the structural expression of the tower above; the maximum height of the canopies would place them such that they would block outward views and be visually obtrusive from the interior occupied side, as well detracting from the overall massing concept.

C-2: Design Facades of many scales

![](_page_57_Figure_10.jpeg)

Marion Elevation (No Canopies)

23.54.030.B.2 When the building is within 5 feet of the property line or widened sidewalk, continuous overhead weather protection and lighting shall be required. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall, and must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above

It is proposed to omit the prescriptively required overhead weather protection on Marion

# B-4: Unified Building & Coherent Architectural Concept

Section Perspective @ Marion (No Canopies)

![](_page_58_Picture_1.jpeg)

Blank Facade

#### Blank Façade limits - Columbia Street:

23.49.056.D Blank facades on Class II pedestrian streets (Columbia Street) are limited to a width of 30', except segments with garage doors. Blank facade segment width may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest. The total width of all blank facade segments, including garage doors, may not exceed 75 percent if the slope of the street frontage of the facade exceeds 7.5 percent.

#### Departure Request - 5:

approval.

#### **Design Support:**

Although the central portion of the Columbia sidewalk frontage is opaque due to a critical structural wall element and parking entry ramp behind, there is a large degree of transparency at the alley and 3rd Avenue corners. As proposed, the overall transparency of this façade between 4' and 8' above grade is 69%, which far exceeds the minimum 30% required, and is 42% of the total width which is well below the 75% maximum.

The opaque portion of structural wall is bounded by an articulated metal panel 'border' at the top and angled side, and the central portion is receised for a metal grille wall panel treatment to add additional texture and layering to that zone. The glazed opening of the stair has been enlarged to provide additional transparency and to open the corner at the alley.

### **DEPARTURES**

### Departure 5: Blank Facade Limits - Columbia Street

It is proposed to allow an increase of the blank façade limit to 47'-7", which is 17'-7" greater than the 30'-0" limitation, but within the maximum 60' width allowable with Director or Board

# [THIS PAGE LEFT BLANK]

![](_page_60_Picture_0.jpeg)

# **APPENDIX**

### SUMMARY CONTEXT ANALYSIS

Adjacent Existing Structures

![](_page_61_Picture_2.jpeg)

**The NET** Project #3027315-LU | DRB Submital | April 16, 2019

![](_page_61_Picture_5.jpeg)

![](_page_62_Picture_0.jpeg)

![](_page_62_Picture_1.jpeg)

# SUMMARY CONTEXT ANALYSIS

### Adjacent Existing Structures

# **EXISTING SITE CONDITIONS**

### Map of Zoning

![](_page_63_Figure_2.jpeg)

![](_page_63_Picture_5.jpeg)

#### SITE ADDRESS, ZONE:

#### ADDRESS:

#### 801 3rd Ave. Seattle, WA 98104

#### **ZONE**

- Downtown Office Core 1 (DOC 1 U/450/U) - All uses shall be permitted except those specifically prohibited in 23.49.044, and parking regulated in 23.49.045.

#### HEIGHT, FAR, FLOOR AREA LIMITS:

#### HEIGHT: 23.49.008.A

- Base height unlimited for nonresidential uses

- Must meet criteria for Airport Height Overlay District per 23.64

#### FAR: 23.49.011.A+B

FAR Base = 6: Max = 20

FAR Exemptions:

- Street-level uses; Child care; Human services; Residential; Live-work units; Museums; Performing arts theaters; Below grade uses; Short-term residential accessory parking; Public benefit floor area: Public restrooms: Commuter shower facilities

- Allowance for mechanical equipment = 3.5% of chargeable GFA after exemptions have been deducted

- Rooftop mechanical equipment is not exempt

#### BONUS: 23.49.012

- Bonus FAR achievable to Max FAR with performance and/or payment options.

- The first increment of chargeable area above base FAR shall be gained through regional development credits per 23.58A.044 + 23.49.011A.2

- Transfer Developments Rights per 23.49.014.

- Bonus floor area for amenities (see Table A for 23.49.013): Public open space, - Urban plazas; Parcel parks; Public atrium; Green street improvements; Green street setbacks; Hillclimb assist. Must meet criteria for the Downtown Amenity Standards.

#### FACADE WIDTH & MODULATION, VIEW CORRIDOR, OPEN SPACE, COMMON AREA: FACADE WIDTH & MODULATION: 23.49.058

- Facade modulation is required above 85' above the sidewalk for any portion of a structure within 15' of a street property line (see Table 23.49.058A); none required if greater than 15' from a street property line.

- On lots where the width and depth of the lot each exceed 200', the maximum width for any portion of a building above 240' shall be 145' along the N/S axis

#### VIEW CORRIDOR: 23.49.024

- Per Map 1D, Marion St. has view corridor setback requirements: For half of the block adjacent to 3rd, the min. setback from property line is 20' occurring at a max. 24' elevation above sidewalk. For half of the block adjacent to 2nd, the min. setback from property line is 20' occurring at a max. 36' elevation above sidewalk (see Table for Section 23.49.024C and Exhibits 23.49.024C & 23.49.024D).

Columbia St. is part of a view corridor with no setback requirements. 2nd and 3rd Avenues are not part of a view corridor.

#### OPEN SPACE: 23.49.016

- Open Space in the amount of 20 s.f. per 1,000 s.f. of office for projects with > 85,000 s.f. of GFA. May be private or public open space; must meet Downtown Amenity Standards

#### STREET LEVEL USES, ALLEY WIDTH, SIDEWALK WIDTH, OVERHEAD PROTECTION & LIGHTING:

#### STREET-LEVEL USES: 23.49.009

- Per Map 1G, 3rd Ave. has a requirement for street-level use (2nd Ave., Marion St., & Columbia St. have no requirement).

- Thus a minimum of 75% of frontage at street-level must be occupied any of the following uses within 10' of sidewalk: General sales & service; Human service & childcare; Retail sales; Entertainment uses; Museums; Libraries; Schools; Public atriums; Eating & Drinking establishments; Animal shelters.

#### ALLEY WIDTH IMPROVEMENTS: 23.53.030

- Per Table A, minimum alley width to be 20'. 2' Reduction from westerly property line @ alley

#### SIDEWALK WIDTH: 23.49.013

- Per Map 1C, minimum sidewalk width along Marion and Columbia:12'. Along 3rd: 18'.

#### CURB CUT REGULATIONS: 23.54.030.2

- Number: Per Table C for 23.54.030, 2 curb cuts permitted per street. Downtown, max 2 curb cuts for one way traffic at least 40' apart - may be modified on'steep slopes'. - Widths: One-way min. curb cut width: 12' & max. curb cut width: 15'. Two-way min. curb cut width: 22' & max curb cut width: 25' (30' if trucks + cars combined).

#### **OVERHEAD PROTECTION & LIGHTING: 23.49.018**

- Continuous overhead protection must be provided on all streets to a width minimum of 8' and height between 10' and 15' above sidewalk, except for areas that abut an open space amenity or driveways.

- Adequate pedestrian lighting shall be provided at all sidewalks.

### STREET FACADE HEIGHT, TRANSPARENCY, LANDSCAPING, SETBACKS:

#### STREET FACADE HEIGHT: 23.49.056.A

Class I Pedestrian Streets (per Map 1F: 2nd, Marion, and 3rd) shall have a min. facade height of 35'.

Class II Pedestrian Streets (per Map 1F: Columbia) shall have a minimum facade height of 25'.

#### STREET-LEVEL SETBACKS: 23.49.056.B

Per Map 1H: Marion, 3rd, and Columbia must all meet the requirements of property line facades. 0 - 15': No setback limits. 15 - 35': facade shall be located within 2' of the lot line except at public open space and outdoor residential recreation area (see Exhibit B for 23.49.056)

#### TRANSPARENCY REQUIREMENTS: 23.49.056.C

3rd shall have a minimum 60% transparency between 2' and 8' above the sidewalk and have no blank facade more than 15' wide. Marion shall have a minimum 60% transparency between 4' and 8' above the sidewalk and have no blank facade more than 15' wide. Columbia shall have a minimum 30% transparency between 4' and 8' above the sidewalk and

have no blank facade more than 30' wide.

Blank facade width maximums may be be doubled if the Director determines that the blank

#### facade segment is enhanced with visual interest.

LANDSCAPING: 23.49.056.E

Street trees are required on all streets.

#### PARKING, BIKES, LOADING:

#### PARKING: 23.49.019 & 23.54.014

No long term or short term parking required (per 23.49.019) Parking location: No street parking on Class 1 pedestrian streets. Parking on Class 2 pedestrian streets is allowed (per 23.49.019).

#### BIKES: 23.49.019

Minimum off-street bicycle parking spaces:1 space per 5,000 s.f. GFA of office, 1 space per 5,000 s.f. GFA of retail use over 10,000 s.f. Bike commuter shower facilities: structures with > 250k s.f. shall provide 1 shower for each gender for every 250k s.f. of use.

#### LOADING: 23.54.035

Loading berth quantity: 7 for office (low demand use per Table for Section 23.54.035 A.) Loading berth standard dimensions: 10' wide x 14' high x 35' deep (depth may be reduced to 25' for low and medium demand uses per 23.54.035.C.2.c

![](_page_64_Picture_61.jpeg)

### 70NING DATA

# APPENDIX

Sections

![](_page_65_Figure_2.jpeg)

![](_page_65_Figure_3.jpeg)

The NET Project #3027315-LU | DRB Submital | April 16, 2019

![](_page_65_Figure_7.jpeg)

![](_page_65_Picture_8.jpeg)

![](_page_65_Picture_9.jpeg)