



# 1101 WESTERN AVE



Early Design Guidance #2  
SDCI # 3033606-EG  
July 9, 2019

**GGLO** DESIGN

**AMLI**  
RESIDENTIAL



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RESIDENTIAL

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Address:

1101 Western Ave  
Seattle, WA 98101

Zoning:

DMC 170'

Development Objectives:

**INTEGRATION:** Fuse the building design into the fabric and patterns created by the historic waterfront warehouse buildings and the more contemporary buildings in the neighborhood.

**SUSTAINABILITY:** Achieve LEED gold certification or better, integrate sustainable building materials, systems, operations and learning into the everyday user experience.

**PEDESTRIAN CONNECTIONS:** Improve the pedestrian connection from the city core to the waterfront businesses and forthcoming waterfront promenade.

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## SUMMARY OF BOARD COMMENTS: EDG #1

### 1. Massing Options:

The Board agreed with public comments that they were presented three overly similar massing options and directed the project to return for a 2nd EDG meeting and present three distinct options that have **different massing volumes** and include additional refinement between the different volumes of the massing. (A1 A2,B1,B2.2)

GGLO notes and SDCI posted audio recording indicate The Board requested 2 distinct massing options

**2. Street and Upper Level Uses:** The Board commented that, similar to the massing options, the ground levels of the three options were too similar. They also noted that the proposed residential, solid waste staging, parking, and service room uses on **Western Ave.** were not supportive of the neighborhood context and a **pedestrian environment**. The Board questioned if there was precedence for ground level residential uses on Western Ave in the area, and how well residential uses would work next to service uses. The Board supported having the curb cut and trash collection on Seneca St.

### 3. Second EDG Meeting: At the Second EDG meeting provide the following:

- Provide photos/graphics of the existing **surrounding context**, and the podiums of buildings in the neighborhood.
- Provide a diagram of the 9 block area around the site that shows/labels pedestrian entries, street uses, and vehicle access points.
- As part of the massing options, visually convey the solid and transparent portions of the street level and podium.
- Provide preliminary graphics of the **skin treatment** and materials being considered for the different options.
- Provide information that explains the proposed **facade treatment** for the above grade parking.
- Provide street elevations along the three abutting rights-of-way and Alaskan Way with the proposed massing options (that show floor lines and solid/transparent areas of the facades) superimposed into the existing context, to better understand the **relationship of the options to the neighborhood**.
- Provide sections through the massing options to show the **volumetric massing** of each option.

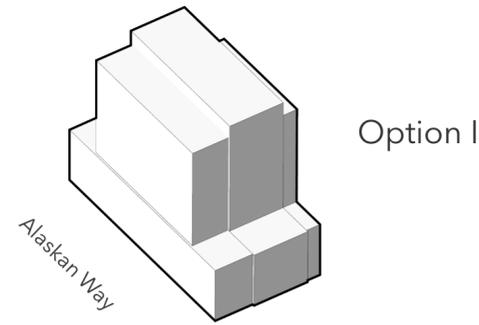
#### Additional Studies requested at EDG #1 but not documented in the notes.

- Character of Residential units at grade on Spring Street. (EDG #1 Meeting)
- Perspective vignettes along Western Avenue. (Meeting with SDCI Planner)
- Street Sections on Western, Seneca and Spring. (EDG #1 Meeting)

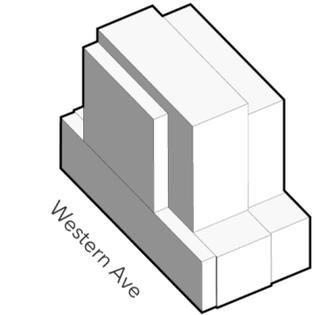
### 4. Development Standard Departures

The Board did not support any of the departures proposed at EDG #1. Options proposed at EDG #2 do not require any departures.

## EDG #1 MASSING OPTIONS - FOR REFERENCE



Option I

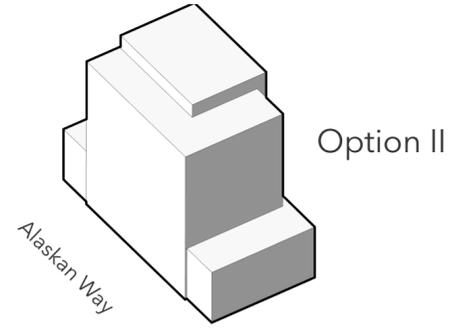


### Pros

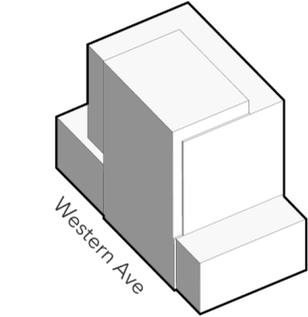
- Rooftop massing integral to the overall building.
- Strong expression of base, middle and top.
- Consistent with building to the south while proportions are adjusted for a more modern expression.

### Cons

- Modulation at northeast creates a shaded condition.
- Roof volume obstructs views of water from neighbors.
- Massing accentuates view corridor setbacks.
- Massing does not enhance the skyline.



Option II

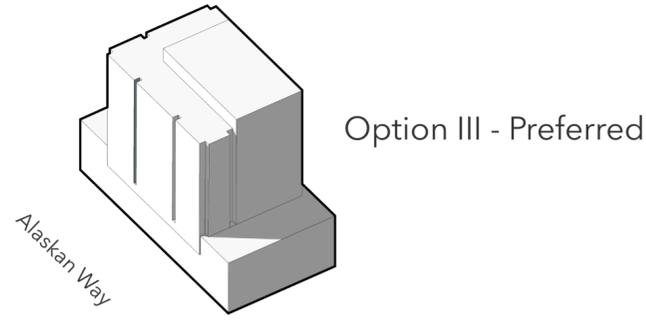


### Pros

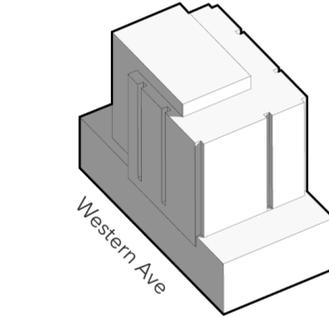
- Rooftop massing integral to the overall building strategy.
- The tower has a longer, more elegant proportion.
- Modulation reflects more light and appropriately maintains prominent urban corner.

### Cons

- Orphans north and south masses associated with the base.
- Tower mass does not indicate places of entry or pedestrian engagement.
- Massing overemphasizes vertical.



Option III - Preferred



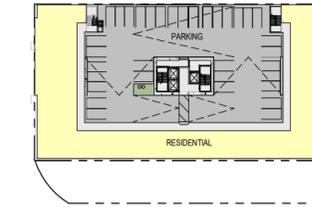
### Pros

- Rooftop massing integral to the overall building.
- The tower has the appearance of a longer, more elegant proportion while providing relief at ground level entrances.
- Setback reflects more light and appropriately maintains the prominent urban corner.
- Massing is contextually responsive. The modulation at the south/east corner and the buoyant expression of the tower mass references the urban density. Facade on the waterfront is increasingly simple as it will be viewed and understood from greater distances.
- Roof massing minimizes visual impact of the building on adjacent residential tower.

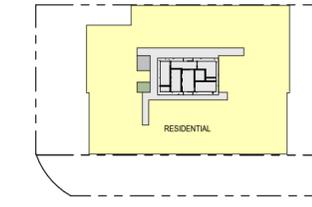
## EDG #1 PLAN OPTIONS - FOR REFERENCE



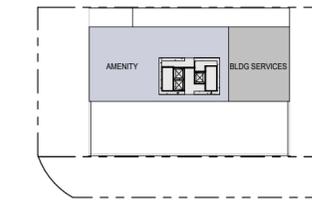
Option 1 - Ground Level Plan



Option 1 - Level 3 Plan



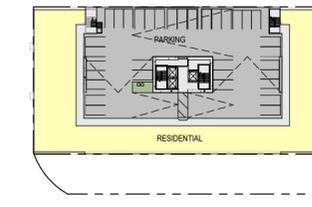
Option 1 - Typical Tower Plan



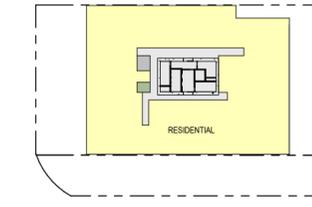
Option 1 - Level 17 Plan



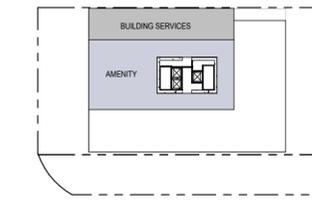
Option 2 - Ground Level Plan



Option 2 - Level 3 Plan



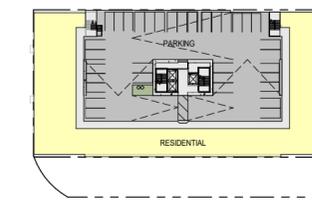
Option 2 - Typical Tower Plan



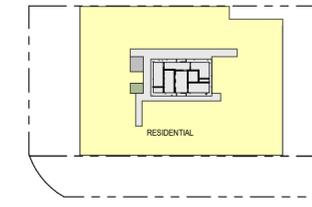
Option 2 - Level 17 Plan



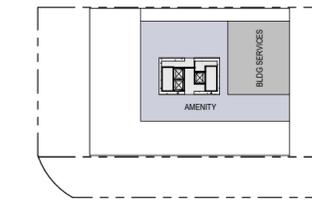
Option 3 - Ground Level Plan



Option 3 - Level 3 Plan



Option 3 - Typical Tower Plan



Option 3 - Level 17 Plan

# EDG #2 - REVISED MASSING OPTION 1

**Stories:** 17 stories

**Residential Units:** 258 units

**Ground Floor**  
 Commercial/Retail: 6,525 SF  
 Residential: 3,604 SF  
 Amenity: 4,745 SF  
 Parking/BOH/Circulation: 11,594 SF

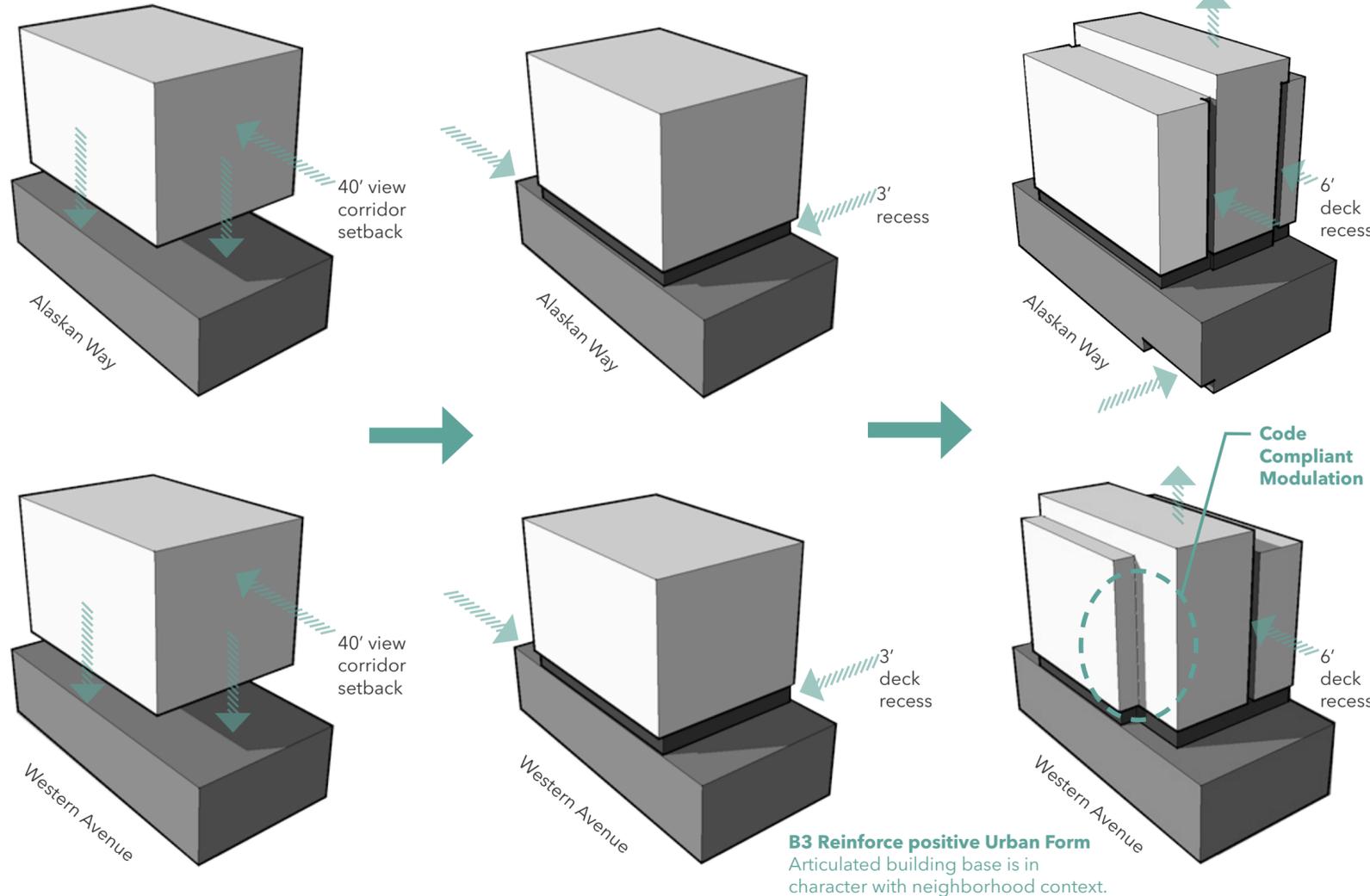
**Gross Building:** 368,000 SF

**Parking Spaces**  
 Below Grade: 73  
 At Grade: 3  
 Above Grade: 83

**Total:** 159 spaces

The Board requested two distinct massing options that respond to the physical environment (A1), Enhance the Skyline (A2)

Option 1 takes a resolute approach to neighborhood precedent of Base/Middle/Top by articulating a solid base and utilizing deck recesses and code driven modulation to create slender tower forms.



# OPTION 1



Aerial View

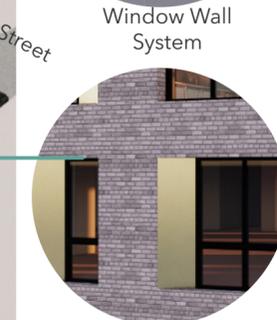
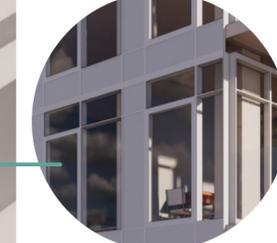
The Board requested volumetric massing and preliminary concepts for architectural skin treatments that responding to Neighborhood context, create a transition in Bulk and Scale, reinforce positive urban form and architectural attributes of the immediate area and design a well proportioned and unified building. The design provides two distinct languages in masonry and window wall referencing the punched aesthetic contextually appropriate for Western Avenue and an evolving waterfront.

**A2 Enhance the skyline through unified building expressions**

Hierarchy of Base/Middle/Top established through simple and consistent massing moves integrating code compliant modulation, rooftop amenity and screened mechanical.

Code Compliant Modulation

**B3 Reinforce positive Urban Form**  
 Punched openings in masonry and pattern of spandrel and glazed panel in window wall.

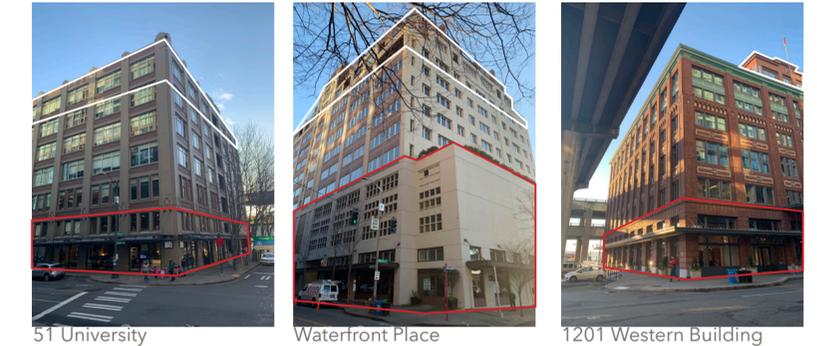
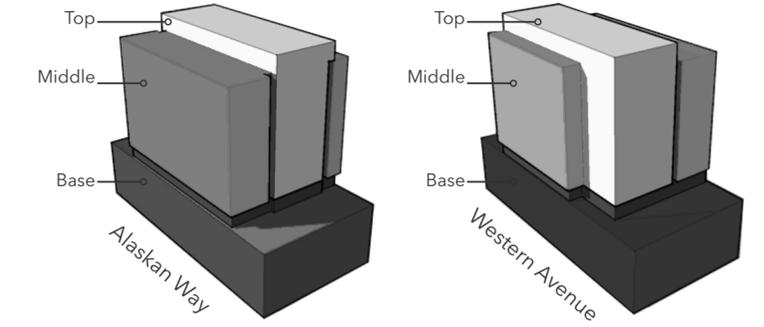


Masonry Base

**B1 Response to Neighborhood Context**

A dialogue of material languages that referencing both the past and the future of the waterfront.

The Board noted that buildings with a base/middle/top design have precedent in the neighborhood. To reinforce positive urban form (B3), design a well proportioned and unified building (B4) Option 1 proposes an articulated base with a middle and top integrated in one unified expression.

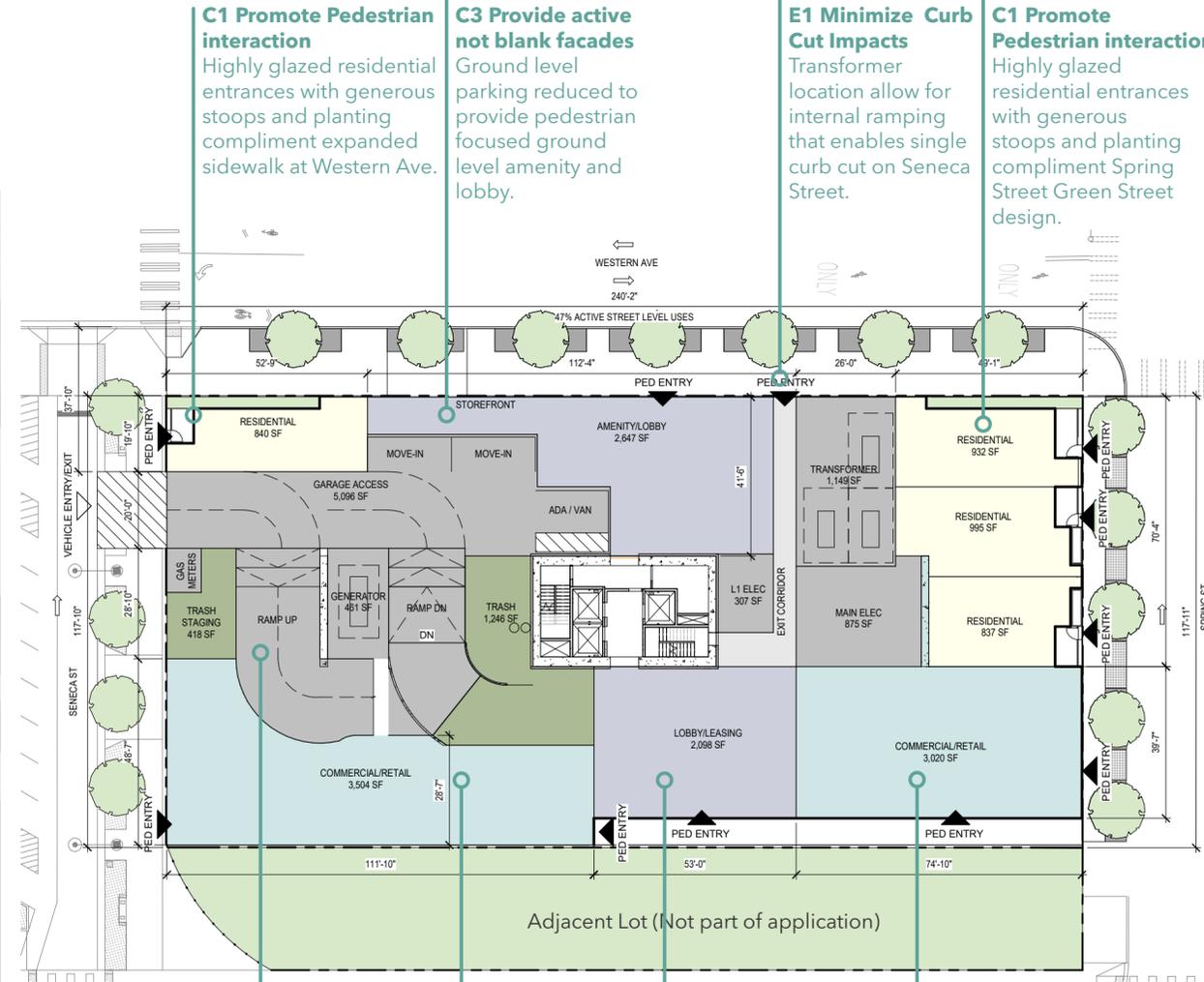


# OPTION 1



**Aerial View**

Schemes presented at EDG #1 were too similar proposed residential, solid waste staging, parking and service room uses on Western were not supportive of the neighborhood context and a pedestrian environment. In response Option #1 locates driveway access curb cut and trash staging on Seneca, designed a ground level without parking fronting on Western Ave. and eliminated the need for multiple levels of above grade parking visible on Western. The Board also requested residential precedents on Western.



**Ground Level Plan**

**C1 Promote Pedestrian interaction**  
Highly glazed residential entrances with generous stoops and planting compliment expanded sidewalk at Western Ave.

**C3 Provide active not blank facades**  
Ground level parking reduced to provide pedestrian focused ground level amenity and lobby.

**E1 Minimize Curb Cut Impacts**  
Transformer location allow for internal ramping that enables single curb cut on Seneca Street.

**C1 Promote Pedestrian interaction**  
Highly glazed residential entrances with generous stoops and planting compliment Spring Street Green Street design.

**E1 Minimize Curb Cut Impacts**  
Single curb cut and trash pick up allow for a substantial retail corner at Alaskan Way and Seneca Street.

**C1 Promote Pedestrian interaction**  
Highly glazed commercial spaces encourage engagement adjacent to new Alaskan Way.

**C3 Provide active not blank facades**  
Highly glazed leasing office on the waterfront maintains commercial character and presents opportunity for through block connection.

**C1 Promote Pedestrian interaction**  
Highly glazed commercial spaces encourage engagement adjacent to new Alaskan Way.

# OPTION 1



**View of South West Corner from Alaskan Way**

The Board commented the 1st level should mimic the height of the existing retail along Western Ave. and requested street elevations along 3 abutting right of ways with proposed massing. Option 1 massing and ground level treatment matches weather protection and glazing height and is complimentary to all adjacencies at Alaskan Way and all three abutting rights-of-way. Glazed and solid façade treatments are shown with an emphasis of transparency at the ground level to enhance the pedestrian realm. Residential expression at ground level is highly glazed to reinforce patterns of pedestrian linkage with commercial functions on other blocks.

**C1 Promote Pedestrian interaction**  
Highly glazed residential entrances with generous stoops and planting compliment Spring Street Green Street design.

**C3 Provide active not blank facades**  
Highly glazed leasing office on the waterfront maintains commercial character and presents opportunity for through block connection.

**C1 Promote Pedestrian interaction**  
Highly glazed commercial spaces encourage engagement adjacent to new Alaskan Way.



**View of Northwest Corner from Alaskan Way**



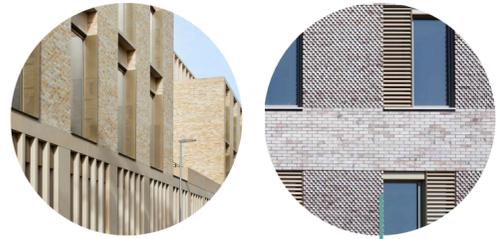
**View of Northeast Corner from Seneca Street**

**E1 Minimize Curb Cut Impacts**  
Transformer location on Western Ave. allows for internal ramping that enables single curb cut on Seneca Street.

**C2 Design Facades of many scales**  
Expressed vertical bays break down the scale of the larger building mass.

# OPTION 1

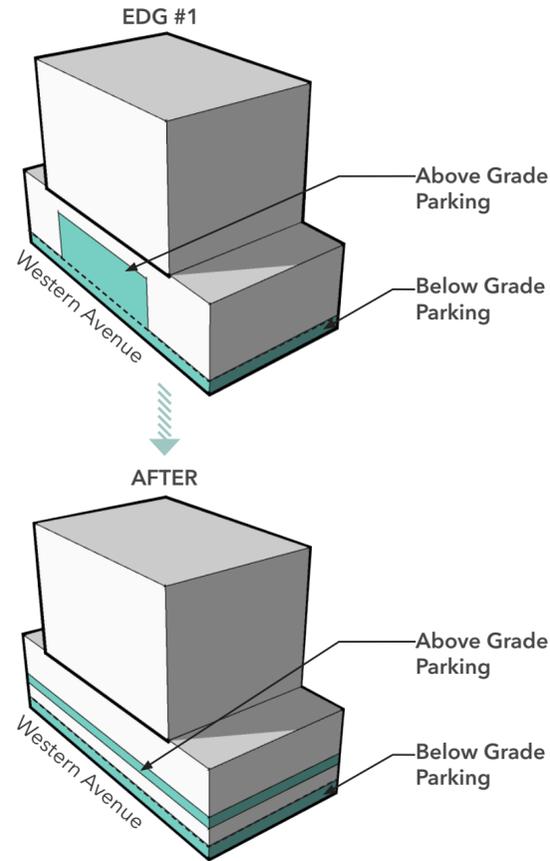
The Board was concerned about multiple levels of parking along Western Ave at the floors above the street level as this use will not help to activate the street. The Board requested that the design team provide a design at the floors above the street level that reinforces the features found in the neighboring buildings. The Design team explored alternative design solutions for above grade parking. Because of the high water table and porosity of fill soils only one level of below grade parking is proposed. The design team was able to accommodate all above grade parking at a single level, Level 2. Option 1 conceals this parking by integrating screens into the punched expression of openings in the masonry building base and achieves The Board's goal of minimizing above grade parking at Western Ave.



## PUNCHED OPENINGS

Punched openings in masonry are infilled with mesh or perforated panel, concealing upper level parking at Level 2 while integrating with the language of the masonry expressed at the building base.

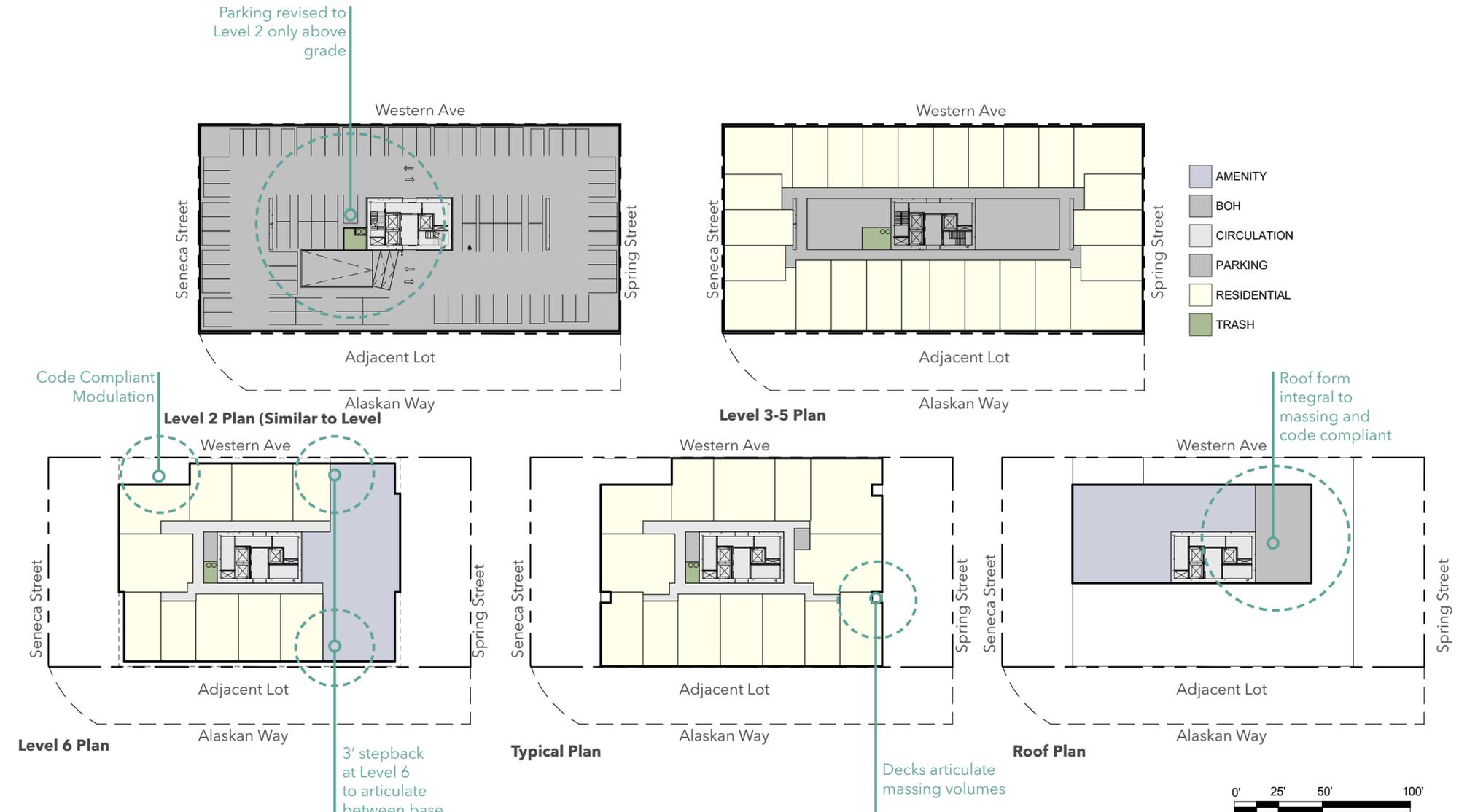
## Parking Strategy



View of Southeast Corner from Western Avenue

Glazed weather protection maximizes pedestrian comfort.

E2 Minimize the visual impact of parking  
Parking screening is fully integrated into the punched expression of the masonry base.

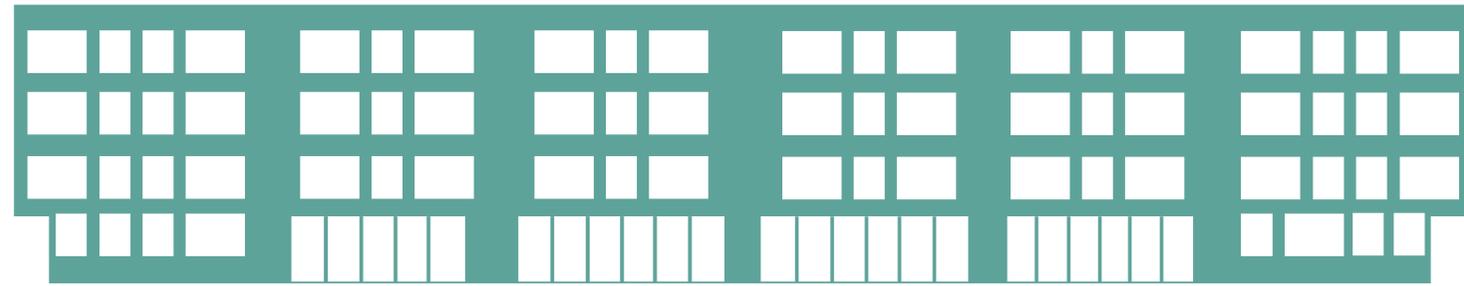


## MASSING: OPTION 1

# ELEVATIONS - OPTION 1

Response to Additional Board Requested Study 3f.

- Building Base
- Top of storefront
- Canopy/Ledge



## Solid and Void Study

The configuration of grouped window openings inform a rhythm of storefront sections which indicate active pedestrian functions.

Note: Height of building base and canopy expression consistent across Spring St.

Note: Height of building base and canopy expression consistent across Seneca St.



22'-6" 17'-0" 12'-0" 13'-0" 22'-6"

22'-6" 13'-0" 13'-0" 22'-6"

Note: Height of building base and canopy expression consistent across Seneca St.

Note: Height of building base expression consistent across Spring St.



17'-0" 12'-0" 21'-0"

22'-6" 14'-0" 13'-0"

12'-0" 22'-6"

# ELEVATIONS - OPTION 1

## E2 Minimize the visual impact of parking

Parking screening is fully integrated into the punched expression of the masonry base.

## C1 Promote Pedestrian interaction

Highly glazed residential entrances with generous stoops and planting compliment expanded sidewalk at Western Ave.

## E1 Minimize Curb Cut Impacts

Single curb cut and trash pick up on Seneca allow for a substantial retail corner near Alaskan Way and Seneca Street.

## C1 Promote Pedestrian interaction

Highly glazed commercial spaces encourage engagement adjacent to new Alaskan Way.

## B1 Response to Neighborhood Context

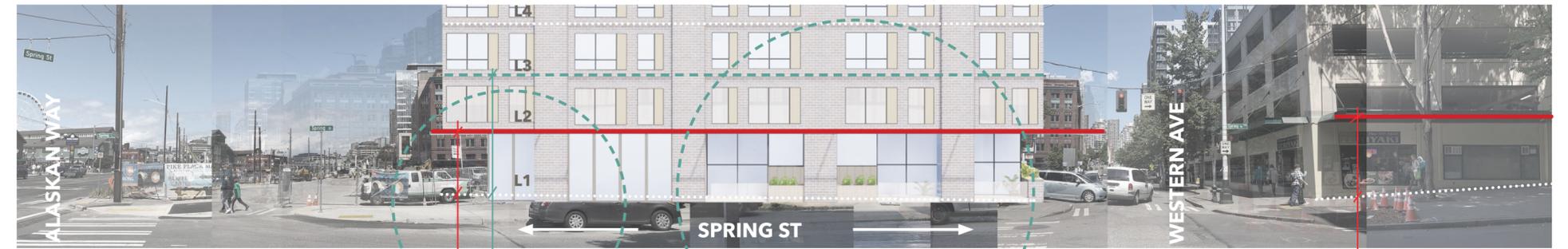
A dialogue of masonry material languages that reference both the past and the future of the waterfront.

Note: Height of canopy expression consistent across Western St.



13'-0" 13'-0" 22'-6"

Note: Height of canopy expression consistent across Western St.



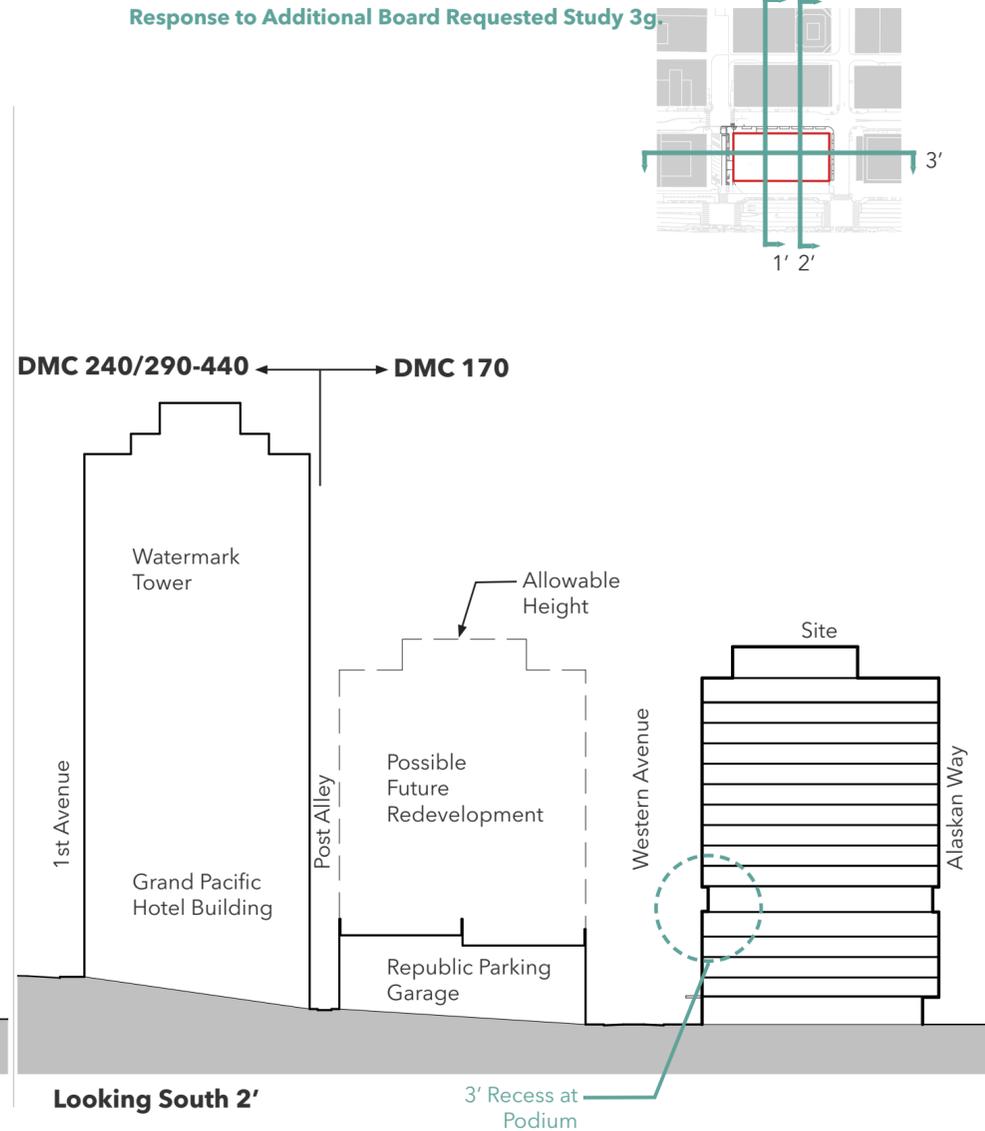
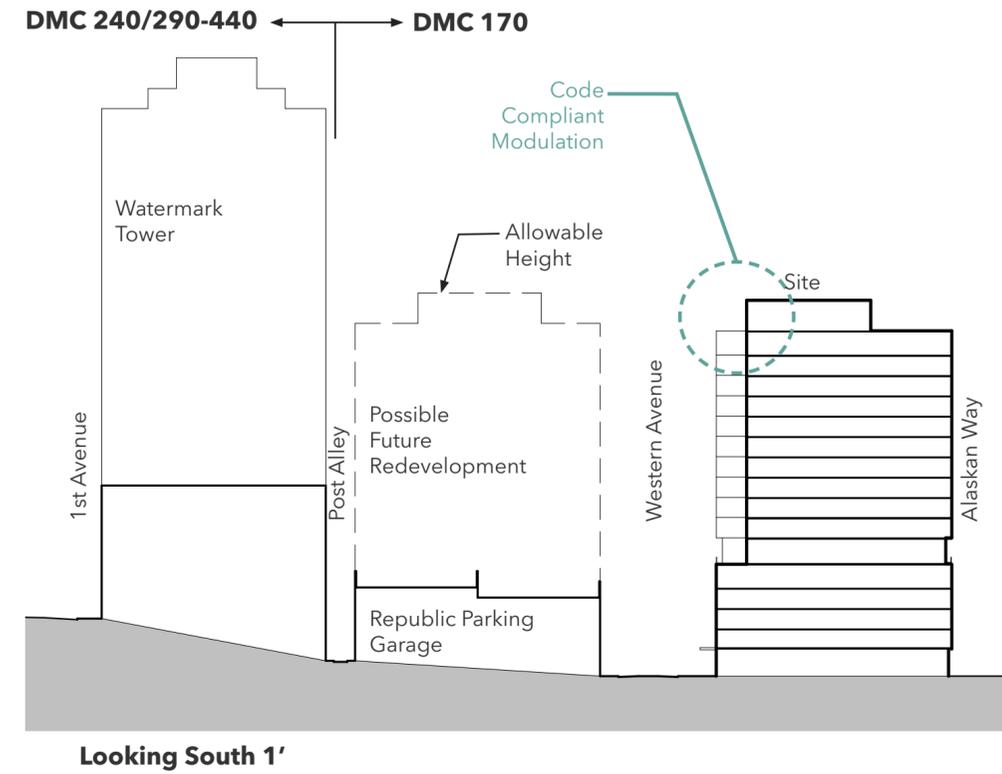
13'-0" 22'-6"

13'-0"

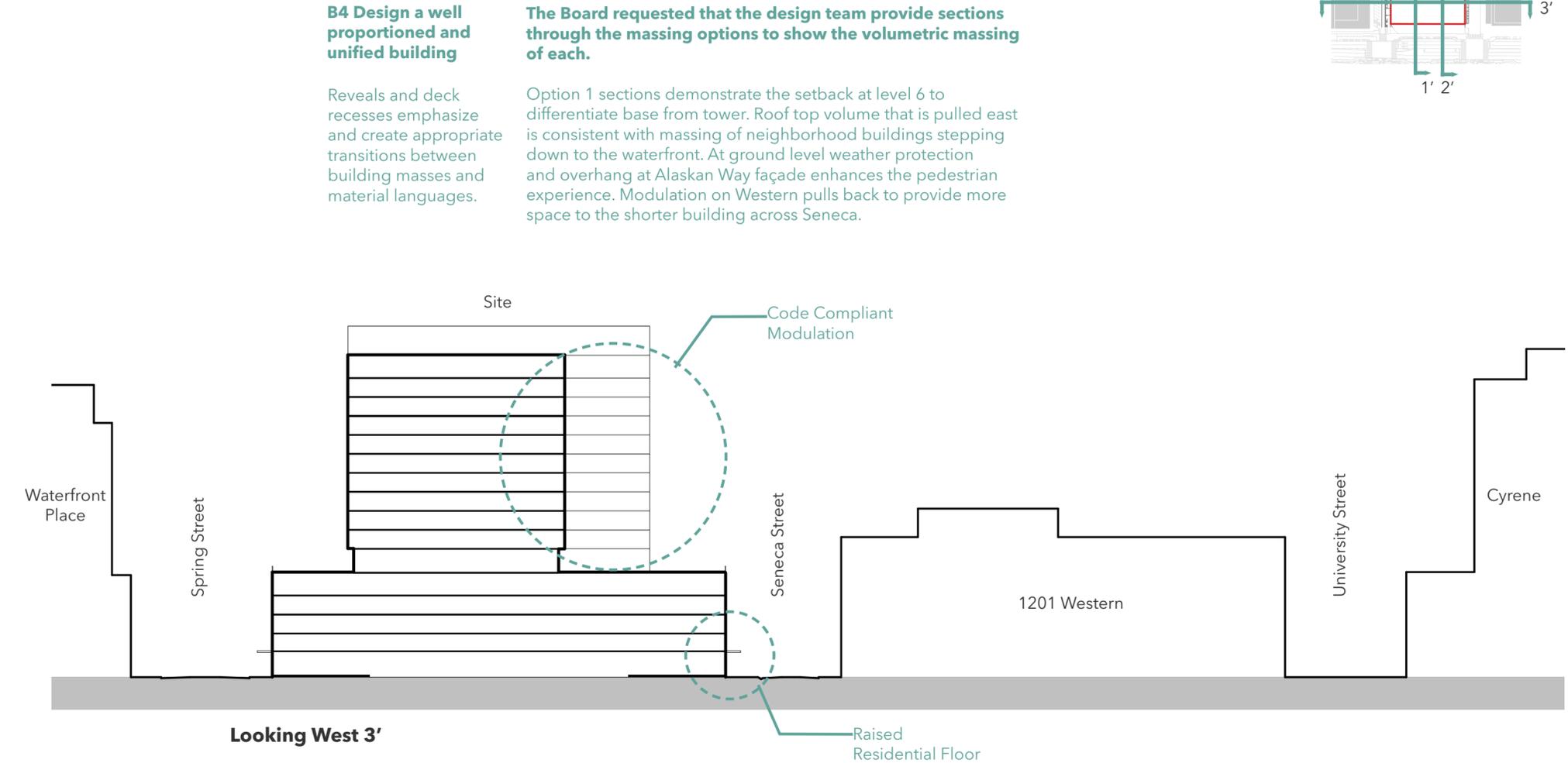
**C1 Promote Pedestrian interaction**  
Highly glazed commercial spaces encourage engagement along the Waterfront Park edges

**C1 Promote Pedestrian interaction**  
Highly glazed residential entrances with generous stoops and landscape compliment green street on Spring

# VOLUMETRIC SECTIONS - OPTION 1



# VOLUMETRIC SECTIONS - OPTION 1



## EXPERIENCE ON WESTERN AVENUE - OPTION 1



## OPTION 1: RESPONSE TO BOARD COMMENTS

### 1. Massing Options:

- a. The Board agreed with public comments that they were presented three overly similar massing options and directed the project to return for a 2nd EDG meeting and present three distinct options that have different massing volumes and include additional refinement between the different volumes of the massing. (A1 A2,B1,B2.2)
  - i. Return for a 2nd EDG meeting with three different massing options. (A1,A2,B1,B2,B3,B4)  
GGLO notes and SDCl posted audio recording indicate The Board requested 2 distinct massing options
    - A1: Response to physical environment  
Option 1 massing responds directly to the physical context of Western Ave. by clearly articulating a masonry building base. Tower volumes respond to the diminishing density as they approach the waterfront, creating three slender pieces: two sides that respond to unique edge conditions at Western Ave and Alaskan Way and one distinct mass delineates the rooftop volume.
    - A2: enhance skyline through unified building expression that extends full length of building and works in concert screened mechanical and amenity in a single volumetric expression.
    - Response to B1-B4 below
  - ii. Show the volumetric massing of the options. It is appropriate to show the preliminary concepts of the architectural skin treatments. (B1,B2,B3,B4,C2)
    - B1: response to neighborhood context  
Reference massing and volumetric sections on page 16-17

Architectural skin treatments indicated in 3D views on page 12.  
The strong verticals in both the masonry base and window wall balance the horizontal nature of site proportions and aid in unifying volumes, giving the tower an elongated appearance.

- B2: Transition in bulk and scale  
Building volumes are arranged in response to neighborhood precedent of Base / Middle / Top and composed to reduce the appearance of bulk and scale of the upper massing while also creating a unified composition. Emphasis on the base creates strong linkage to the articulated masonry bases of Western Ave.
- B3: reinforce positive urban form and architectural attributes of adjacent areas  
The commercial focus of Alaskan Way allows Western to be more resident focused while maintaining equal pedestrian appeal through highly glazed lobbies and engaging pedestrian stoops. Option 1 reinforces positive urban form & architectural attributes of the immediate area through the clear orientation of entries, the location of parking away from open space, expressed structural bays, and weather protection at ground level.
- B4: design a well proportioned and unified building - coherent architectural concept.  
Option 1 massing presents a clear hierarchy of Base / Middle / Top. The carved base with punched openings and placement of 3 distinct volumes on top emphasizes the transformation of the Waterfront. The center volume that extends highest and engages the base with the urban skyline that rises to the east.
- C2: design facades of many scales  
Expressed bays at base unify overall expression of podium. Expressed verticals at upper level of tower emphasize connectivity. The setback at podium creates a lightness as building reduces to a tower, reinforced by material transition to glass.

- iii. Show all notches, setbacks, balconies, etc. of the massing on the floor plans. (C2)
  - C2: design facades of many scales  
Setback at top of the podium works in concert with view corridor setbacks for one unified expression. Decks are utilized to emphasize building volumes and enhance the massing.
- iv. Show how the massing will enhance the skyline. (A2)
  - A2: Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.  
Option 1 massing enhances the skyline by integrating upper level massing with a central building form. Per guideline A2 the proposed option 1 massing integrates screened mechanical and amenity in a single volumetric expression.
- b. Design Guideline B4 - Design a Well Proportioned and Unified Building. The Board discussed what option better met this guideline. The Board made the following comments;
  - i. Option 1 has potential with refinements to the massing. (B4)  
In response to board comments the design team made the following refinements.
    - Revised the massing to reflect code compliant modulation.
    - Created a horizontal band - a recess 3' deep to emphasize the separation of base and top.
    - The top of the building is composed of 3 distinct pieces that utilizes code required modulation on Western Ave and 6' deck recesses to further modulate upper level massing.
  - ii. Option 2 has potential with a refinements of how the two "side pieces" are being off set. (B4)  
N/A

## OPTION 1: RESPONSE TO BOARD COMMENTS (CONTINUED)

- v. An 18" shift of facade planes at the upper levels, is not a large move for a building of this size. (B4,C2)
- B4: Design a Well-Proportioned & Unified Building - b. Relative sizes and shapes of distinct building volumes; and

Shifts in massing have been enhanced through significant plan changes. The Western Ave facade steps back 15' at code required modulation; a 3' deep and one story tall recess at building base and 6' deck recesses provide transitions appropriately scaled for project size.

- C2: Design Facades of Many Scales - that refer to the scale of human activities contained within Vertical modulation works in concert with larger massing transitions to provide a framework for a unitized dialogue between punched masonry and a balance of window wall distinctly residential in feel by providing a balance between solid and glazed expressions.

- vi. The Board noted that buildings with a base/middle/top design have precedence in the neighborhood. (A1,A2,B3)

- A1: Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

Option 1 directly responds to neighborhood precedent of Base / Middle / Top by creating a hierarchy emphasizing base and then top through scale and materiality. The rise of the center volume rises like a wave amongst stiller water creating a movement that separates tower from base but also distinguishes upper level volumes.

- A2: Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The building sits front row so it is more demure than its neighbors to the east, with a roof line that is singular in its expression.

- B3: Reinforce positive urban form and architectural attributes

Canopy lines and ground level glazing are uninterrupted providing continuity in the pedestrian experience along Western Ave.

- vii. The Board acknowledged public comments that the structure will be the largest building in the area. (A1,B1)
- Site sections demonstrate that the building is comparable to the bulk, height and scale of adjacent buildings while fitting into an urban pattern of stepping down to the waterfront. Waterfront Place that is immediately south exceeds the width of the proposed project while the Cyrene apartment building (neighbor 1 block to the north and approved by this board) is also 17 stories. One block east across Western Ave. the project is quickly dwarfed by Harbor Steps Apartments. The proposed zoning envelope that govern the adjacent parking garage immediately east and the increasingly tall buildings rise incrementally to First Avenue both exceed the proposed massing in height.

- A1: Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

Upper tower volumes step down at east and west upper level facades so north and south elevations create a relationship of three volumes.

- B1: Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

The articulation of the building base, expressed bays, and the integration of panels promote the play of light on a newly exposed facade contribute to Option 1 massing's contextual response.

2. **Street and Upper Level Uses:** The Board commented that, similar to the massing options, the ground levels of the three options were too similar. The Board also noted that the proposed residential, solid waste staging, parking, and service room uses on Western Ave were not supportive of the neighborhood context and a pedestrian environment. The Board questioned if there was precedence for ground level residential uses on Western Ave in the area, and how well residential uses would work next to service uses. The Board supported having the curb cut and trash collection on Seneca St. The Board was concerned about the parking use along Western Ave at the floors above the street level as this use will not help to activate the street. (C1,C3,E1,E2,E3)

The design responds with 2 distinct ground level floor plans.

- C1: Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

Option 1 removes parking on Western in favor of an active amenity and lobby space for a through block connection. The Transformer remains on Western in order to maintain a single curb cut on Seneca and preserve the expression of the retail corner at Seneca and Alaskan Way. Screening strategies mitigate the impact of service functions on this 4 sided block without alley access. A generous new sidewalk aids in mitigating the parking garage across the street. The integration of public benches and planting adheres to green street standards on Spring Street, creating continuity and reinforcing the pedestrian character. Option 1 residential units at the corners are informed by precedent images of ground level units on page 41 and vignettes study the viability of residential use on Western conducive to pedestrian interaction. These units are over framed so that the space can easily be adapted into retail space as the character of Western continues to evolve.

- C3: Provide Active – Not Blank – Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

## OPTION 1: RESPONSE TO BOARD COMMENTS (CONTINUED)

Option 1 minimizes blank facades and where they are unavoidable at the Transformer and trash staging they are appropriately screened.

E1: Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

Internal ramps has allowed vehicular access to be consolidated to a single curb cut located on Seneca per The Board's request.

- E2 Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

In response to guideline E2 Integrate Parking facilities the upper level parking strategy has been revised since EDG #1 to minimize pedestrian impact and specifically to protect the experience on Western Ave.

- a. Design a street level that will complement the existing neighborhood context. (C1,C2,C3)

- C1: Promote pedestrian Interaction.

Strong commercial presence engages the new adjacent Alaskan Way. Residential uses at the corners of Western and Spring and Western and Seneca orient their entrances to Seneca and Spring – creating porches to ease the transition of public to private space while creating pedestrian interest. The parking on Western that was previously shown has been reconfigured to active lobby and amenity space to activate the heart of the block.

- C2: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

The punched masonry base references the historical neighborhood aesthetic. Inlaid panels reference the water and highlight shifting light.

- C3: Provide Active – Not Blank – Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

Parking on Western has been removed, trash staging has been located on Seneca as requested by The Board and city staff and the generator sits between the building ramps in order to accommodate internal ramping needed for a single curb cut (a priority indicated by The Board) in order to maintain the integrity of the retail corner at Seneca. Ground level screening solution will utilize planted material and/or original artwork specific to site to enhance the public realm.

- b. Locate the curb cut and trash staging area off of Seneca St. Study how the trash staging, and collection will work. (E1,E3)

Per Board and city staff recommendation and Design Guideline E1 a single vehicular entry has been relocated to Seneca Street to protect the pedestrian character of Western, Alaskan Way and the Green Street at Spring Street. Screening integrated with facade rhythm and materiality conceals trash staging per design guideline E3. Reference page 25 for screening strategies.

- c. Design the ground level without parking located along Western Ave as there is no Board support for the related departure. (C1,C3,E2)

Parking located on Western has been removed per Board direction to promote pedestrian action (C1), Provide active facades (C3), and minimize the impact of parking.

- d. Provide a design at the floors above the street level that reinforces the features found in the neighboring buildings. (B3.2,C2,C3)

- B3.2 Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Consider complementing the existing:
  - a. Massing and setbacks - Building holds street wall at Western and fully adheres to modulation requirement on upper levels at Western Ave.

- b. Scale and proportions - The masonry podium built out to the full block length is shorter than it's masonry neighbors - stepping back above at view corridors but also in the East and West direction to produce a slimming effect.

- c. Expressed structural bays and modulations - Masonry modulations mimic a rhythm found in adjacent buildings.

Punched openings with a secondary inlaid panel is based on neighborhood precedent. The tower volume references language of masonry buildings with punched openings but inverts the expression in the window wall tower for an expression that bridges a gap between the historic masonry character of Western and the glassy tower expression that rises east to First Avenue.

- C2 Design Facades of many scales

Massing creates hierarchy in 3 pieces to provide solidity at the base and more delicately scaled upper level layers.

- C3 Provide Active – Not Blank – Facades

In response to board comments and Design Guideline C3 the design team consolidated the upper level of parking to a single floor at Level 2. The design team was able to drastically reduce the impact of the stacked parking garage and it's visibility from the pedestrian realm on Western Ave. Option 1 proposes a screening approach that fits within the language of the punch masonry openings of the base.

# EDG #2 - REVISED MASSING OPTION 2 PREFERRED

**Stories:** 17 stories

**Residential Units:** 260 units

**Ground Floor**  
 Commercial/Retail: 7,658 SF  
 Residential: 1,488 SF  
 Amenity: 7,065 SF  
 Parking/BOH/  
 Circulation: 10,600 SF

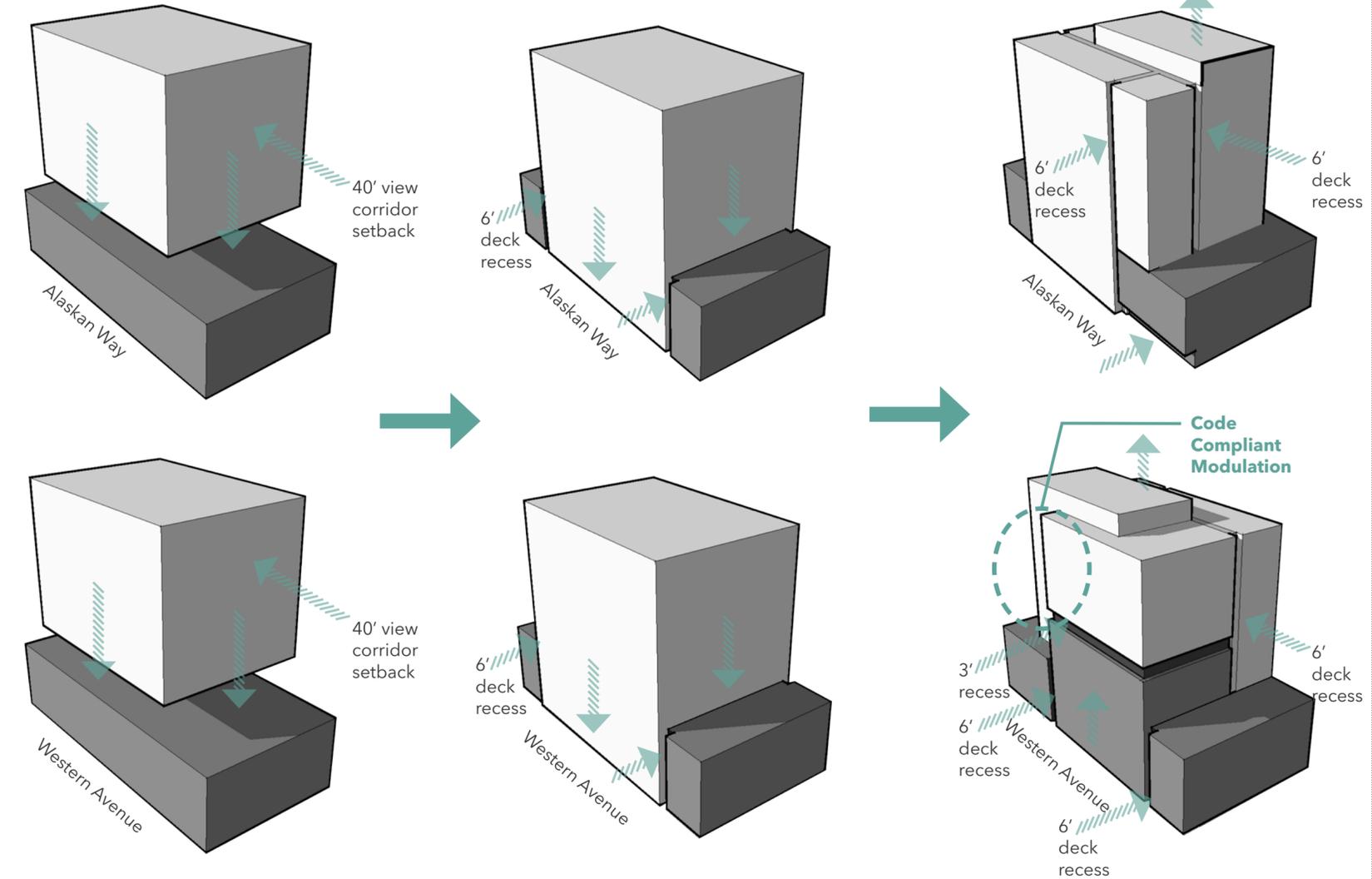
**Gross Building:** 368,000 SF

**Parking Spaces**  
 Below Grade: 73  
 At Grade: 3  
 Above Grade: 83

**Total:** 159 spaces

The Board requested two distinct massing options that respond to the physical environment (A1), Enhance the Skyline (A2)

Option 2 takes a resolute (albeit inverse) approach to neighborhood precedent of Base / Middle / Top by creating a tower volume that bisects the building base at the Alaskan Way façade and a base that pushes up above the natural building break created by view corridors at the Western Ave. façade.

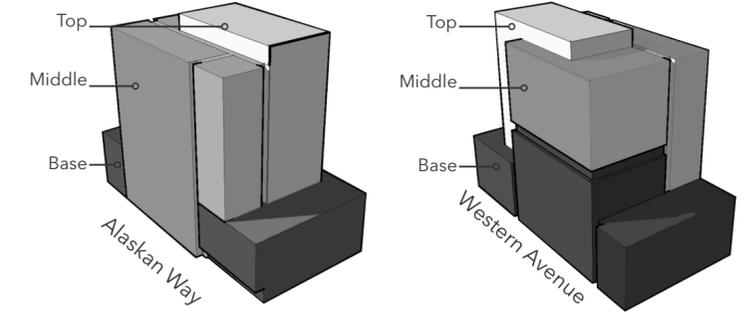


**B4 Design a well proportioned and unified building**  
 Deck recesses and material changes aid in plane transitions, distinguishing building volumes. Tower volume is modulated to reduce perceived height and scale of the building.

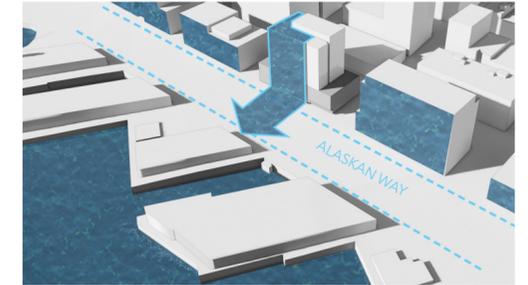
**A2 Enhance the skyline through unified building expressions**

Hierarchy of Base / Middle / Top established through simple and consistent massing moves integrating code compliant modulation, rooftop amenity and screened mechanical.

**B3 Reinforce positive Urban Form**  
 Punched openings in masonry and pattern of spandrel and glazed panel in window wall.

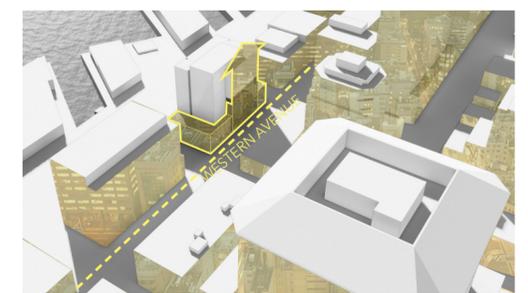


**B3 Reinforce positive Urban Form**  
 Building base is bisected by tower volume at Alaskan Way - a gesture that indicates entry, references the pedestrian connection to the waterfront and aids in creating an elongated massing elegant in proportion.



The Waterfront Facade is larger with the opportunity to be understood graphically from greater distances. It is the face of the building that is seen from the water.

The Board noted that buildings with a Base/Middle/Top design have precedent in the neighborhood.



The Urban Facade is modulated further, creating distinct corners that can address the approach from Pioneer Square and the approach from the Pike Place Market in distinct way.

# OPTION 2 PREFERRED



**B1 Response to Neighborhood Context**  
 A two sided approach to the integration of tower and base allow for the facade on Alaskan Way to specifically reference the waterfront while the extended tower portion of the Western facade maintains a presence consistent with the historical neighborhood context.

**C2 Design Facades of many scales**  
 Expressed Vertical Bays

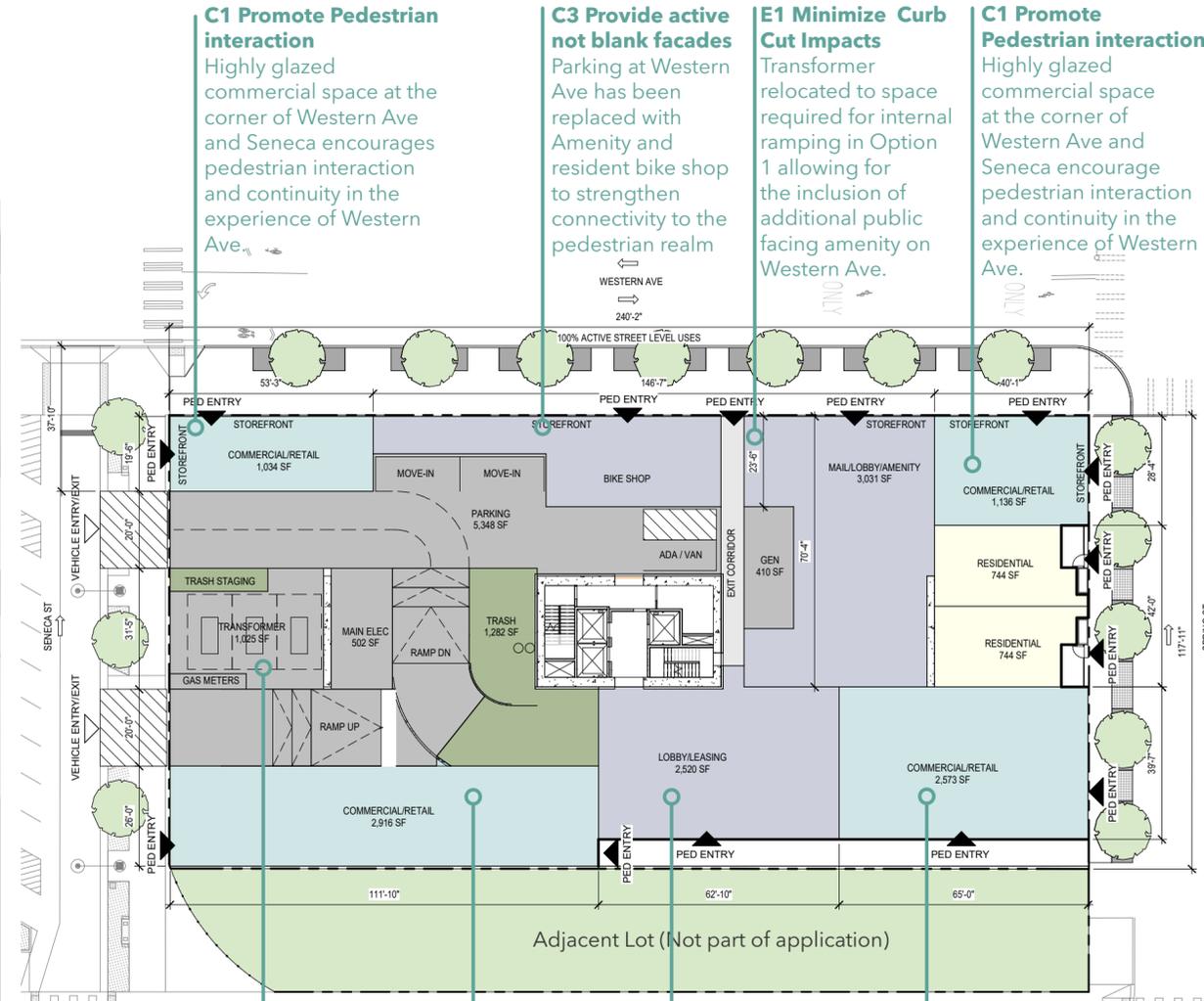
**Aerial View**  
 The Board requested volumetric massing and preliminary concepts for architectural skin treatments that respond to Neighborhood context, create a transition in bulk and scale, reinforce positive urban form and architectural attributes of the immediate area and design a well-proportioned and unified building. The design provides two distinct languages in masonry and window wall referencing a punched aesthetic that is contextually appropriate for Western Ave. and the evolving waterfront.

# OPTION 2 - PREFERRED



Aerial View

At EDG #1 The Board commented that, similar to the massing options, the ground levels of the three options were too similar. They also noted that the proposed residential, solid waste staging, parking, and service room uses on Western Ave were not supportive of the neighborhood context and a pedestrian environment. Option 2 locates driveway access curb cuts, trash staging and the transformer on Seneca and eliminated parking abutting Western Ave. allowing the frontage at Western to be totally characterized by commercial, active lobby and amenity programming.



Ground Level Plan

**C1 Promote Pedestrian interaction**  
Highly glazed commercial space at the corner of Western Ave and Seneca encourages pedestrian interaction and continuity in the experience of Western Ave.

**C3 Provide active not blank facades**  
Parking at Western Ave has been replaced with Amenity and resident bike shop to strengthen connectivity to the pedestrian realm

**E1 Minimize Curb Cut Impacts**  
Transformer relocated to space required for internal ramping in Option 1 allowing for the inclusion of additional public facing amenity on Western Ave.

**C1 Promote Pedestrian interaction**  
Highly glazed commercial space at the corner of Western Ave and Seneca encourage pedestrian interaction and continuity in the experience of Western Ave.

**B1 Response to Neighborhood Context**  
Additional curb cut allows for the inclusion of all service related functions on Seneca per the Board's request.

**C1 Promote Pedestrian interaction**  
Highly glazed commercial spaces encourage engagement adjacent to new Alaskan Way.

**C3 Provided active not blank facades**  
Highly glazed lobby/leasing office on the waterfront maintains commercial character and presents opportunity for through block connection.

**C1 Promote Pedestrian interaction**  
Highly glazed commercial spaces encourage engagement adjacent to new Alaskan Way.

# OPTION 2 PREFERRED



View of South West Corner from Alaskan Way

The Board commented the 1st level should mimic the height of the existing retail along Western Ave and that the. The Board requested street elevations along 3 abutting right of ways with proposed massing. Option 2 massing and ground level treatment matches weather protection and glazing height and is complimentary to all agencies at Alaskan Way and all three abutting rights-of-way. Furthermore, the extension of the storefront height at Level 1 registers existing building bases at adjacent blocks. Glazed and solid facade treatments are shown with an emphasis of transparency at the ground level to enhance the pedestrian realm.

**C3 Provide active not blank facades**  
Highly glazed lobby/leasing office on the waterfront maintains commercial character and presents opportunity for through block connection.

**C1 Promote Pedestrian interaction**  
Highly glazed commercial entrances with weather protection and planting compliment Spring Street Green Street design.

Glazed weather protection maximizes pedestrian comfort.

**C1 Promote Pedestrian interaction**  
Highly glazed residential entrances with generous stoops and planting compliment Spring Street Green Street design.



View of Northwest Corner from Alaskan Way

**B1 Response to Neighborhood Context**  
Additional curb cut allows for the inclusion of all service related functions on Seneca per the Board's request.

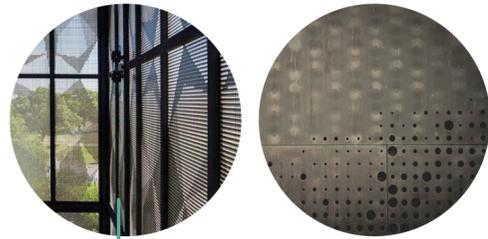


View of Northeast Corner from Seneca Street

**C2 Design Facades of many scales**  
Expressed vertical bays break down the scale of the larger building mass.

# OPTION 2 - PREFERRED

The Board was concerned about the multiple levels of parking along Western Ave at the floors above the street level as this use will not help to activate the street. The Board requested that the design team provide a design at the floors above the street level that reinforces the features found in the neighboring buildings. The design team explored alternative design solutions for above grade parking. Because of the high water table and porosity of fill soils only one level of below grade parking is proposed. The design team was able to accommodate all additional above grade parking at a single level, Level 2. Option 2 conceals this parking by integrating it into the expression of the ground level storefront, placing an emphasis on the lightness and transparency of functions associated with the public realm and achieves the Board's goal of minimizing above grade parking at Western Avenue.



## EXTENSION OF GROUND LEVEL GLAZING

Panels that mimic the rhythm and frame of the glazing system below are infilled with mesh or perforated panel to help to volumetrically distinguish changes in massing and materiality.

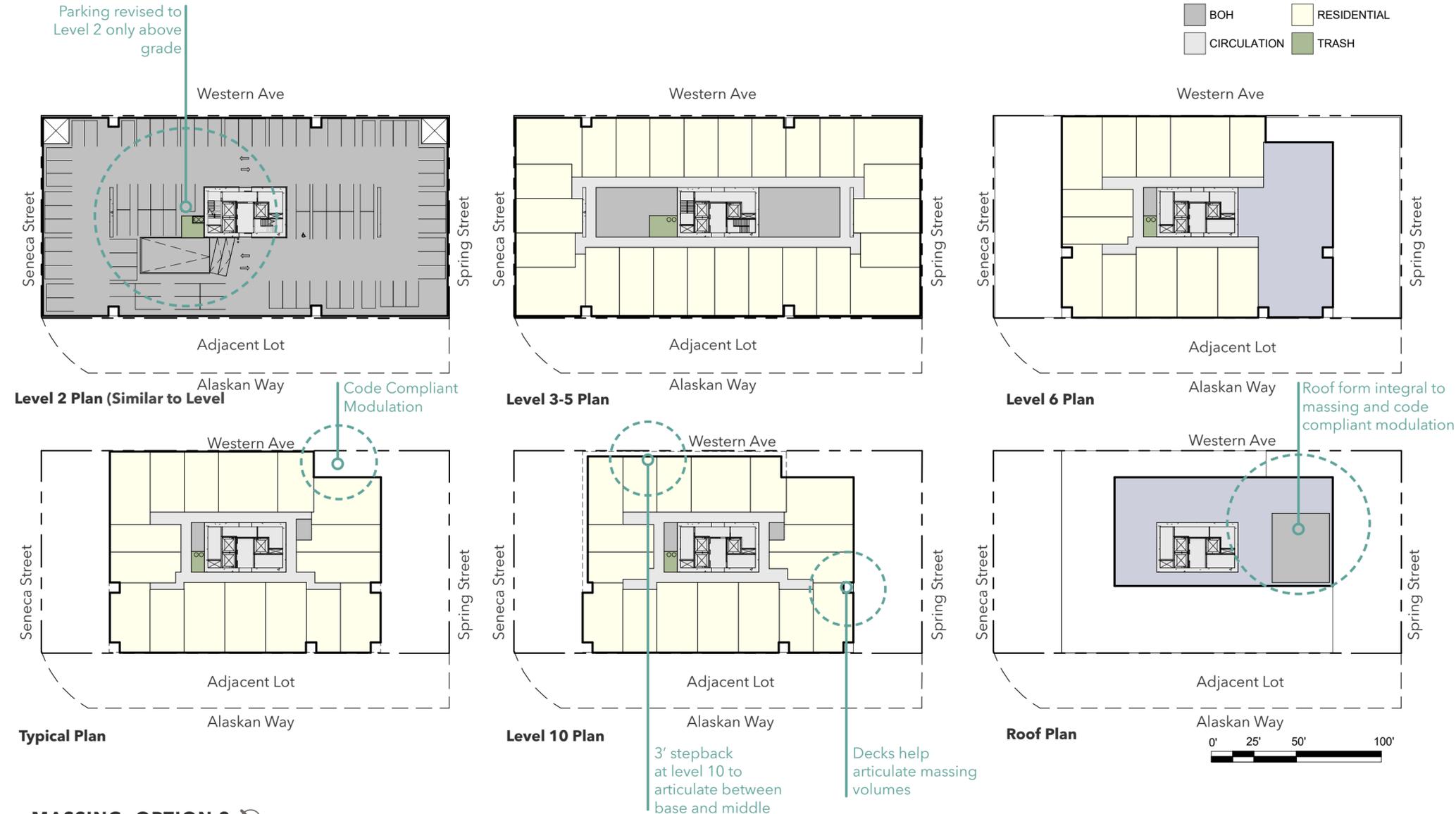
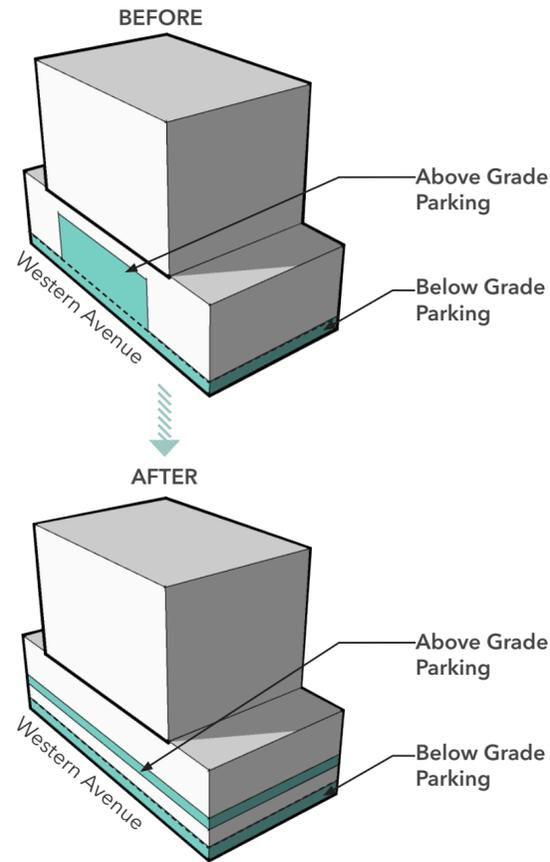


View of South East Corner from Western Avenue

Glazed weather protection maximizes pedestrian comfort.

**E2 Minimize the visual impact of parking**  
Parking screening is fully integrated into an extended expression of the storefront at ground level, scaled to match adjacent building bases.

## Parking Strategy

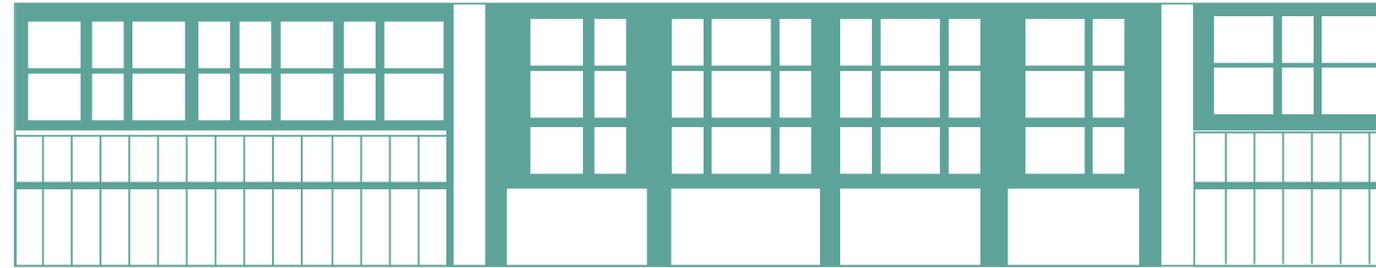


## MASSING: OPTION 2

# ELEVATIONS - OPTION 2

Response to Additional Board Requested Study 3f.

- Building Base
- Top of storefront
- Canopy/Ledge



**Solid and Void Study**  
While canopy height and ground level storefront height match adjacent blocks, the screened storefront extensions of the proposed register the expression of adjacent building bases - reinforcing a message of pedestrian engagement focused at the corners.

Note: Height of building base and canopy expression consistent across Spring St.

Note: Height of building base and canopy expression consistent across Seneca St.



22'-6" 17'-0" 12'-0"  
13'-0" 22'-6"  
Note: Height of building base and canopy expression consistent across Seneca St.

22'-6" 13'-0" 13'-0" 22'-6"  
Note: Height of building base expression



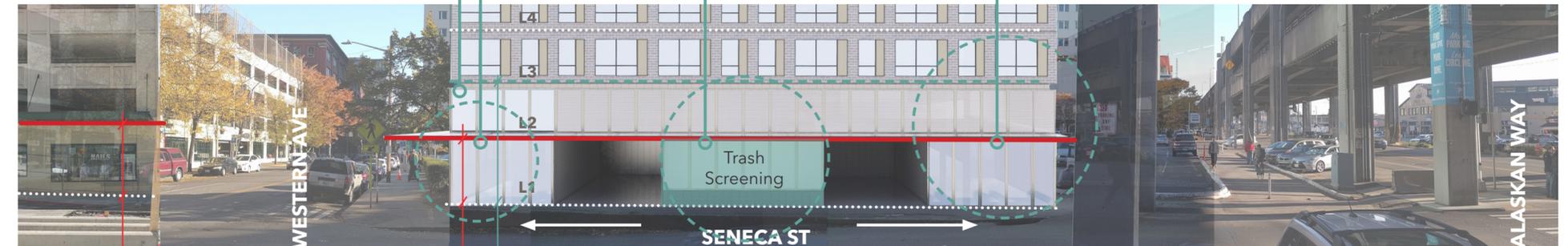
17'-0" 12'-0" 21'-0"  
22'-6" 14'-0" 13'-0" 12'-0" 22'-6"

# ELEVATIONS - OPTION 2

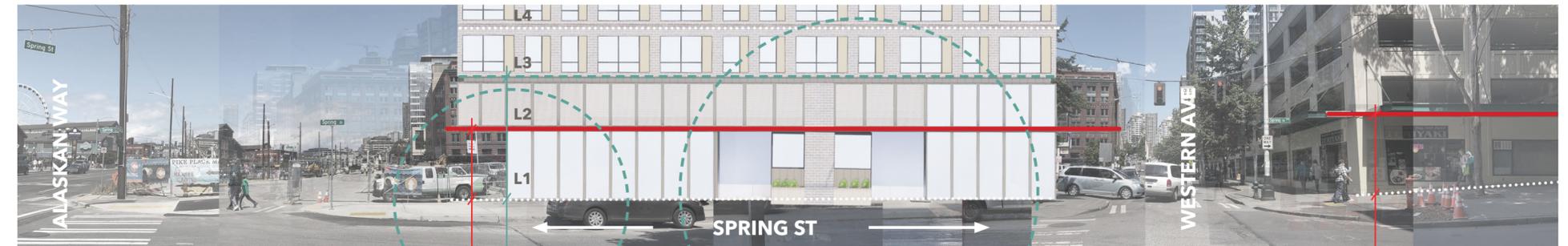
- E2 Minimize the visual impact of parking**  
Parking screening is fully integrated into the extended expression of ground level storefront which matches adjacent building bases.
- C1 Promote Pedestrian interaction**  
Highly glazed commercial entrances compliment expanded sidewalk at Western Ave.
- C1 Promote Pedestrian interaction**  
Service areas screened with art and/or planted material to encourage pedestrian interest and enhance the public realm.
- C1 Promote Pedestrian interaction**  
Highly glazed commercial spaces encourage engagement adjacent to new Alaskan Way.
- B1 Response to Neighborhood Context**  
A dialogue of masonry languages that reference the past and the future of the waterfront.

Note: Height of canopy expression consistent across Western St.

Note: Height of canopy expression consistent across Western St.



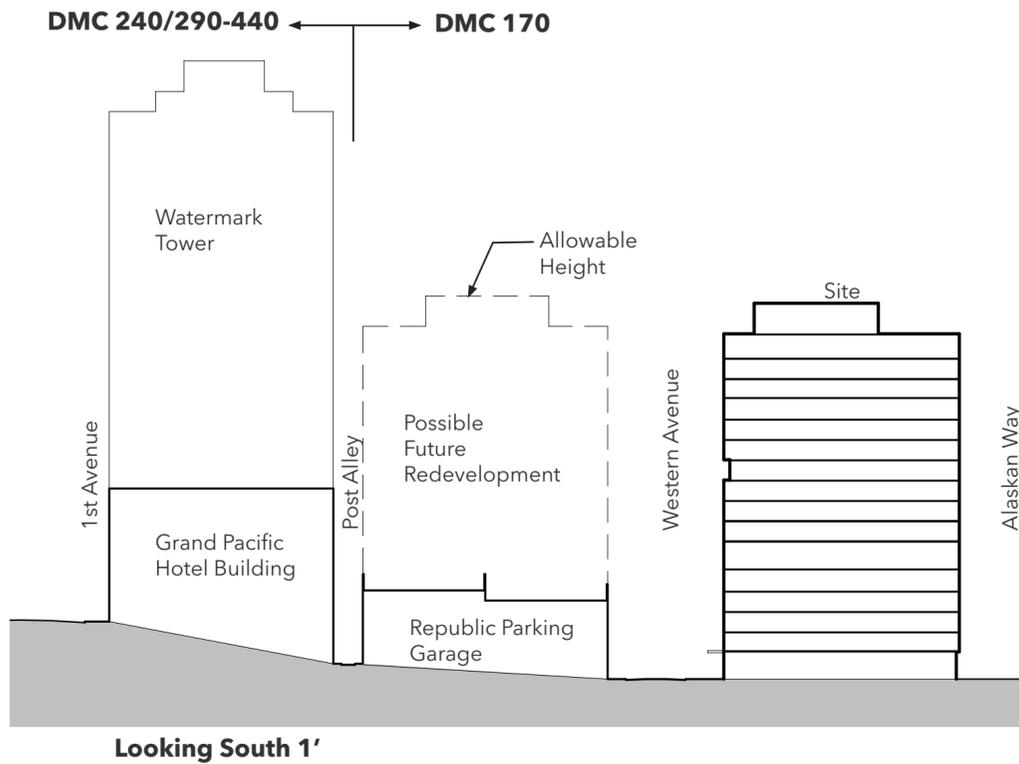
13'-0" 13'-0" 22'-6"



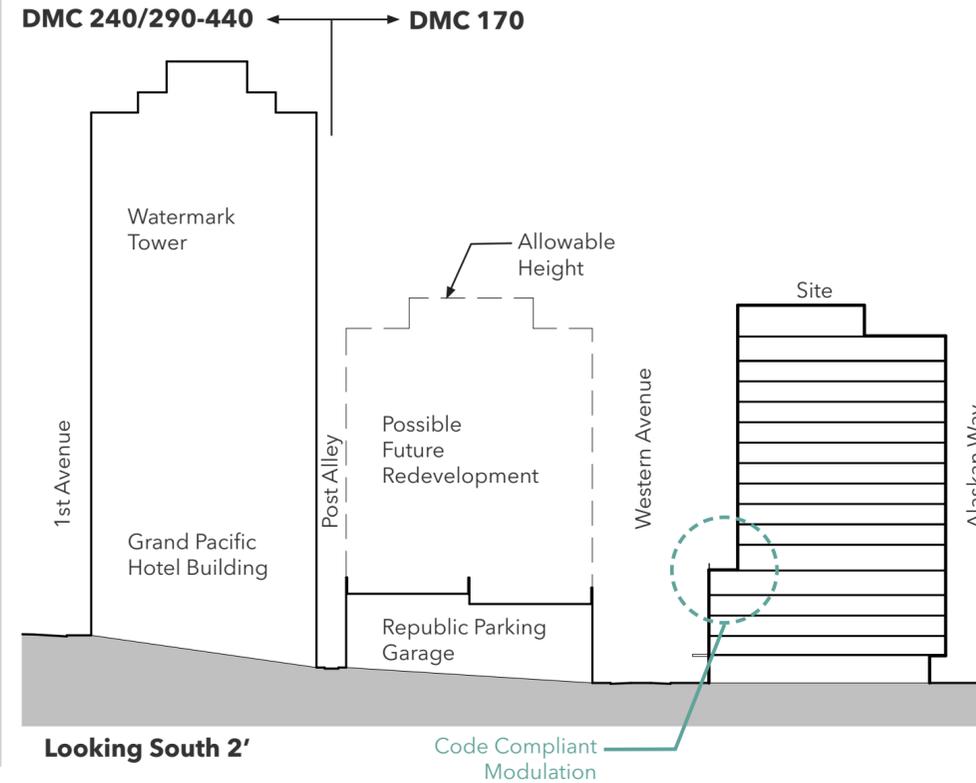
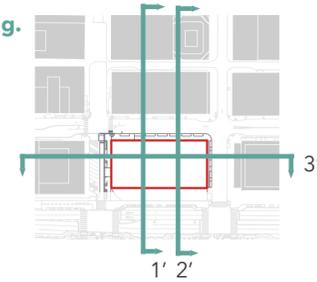
**C1 Promote Pedestrian interaction**  
Highly glazed commercial spaces encourage engagement along the Waterfront Park edges

**C1 Promote Pedestrian interaction**  
Highly glazed commercial entrances compliment green street on Spring

## VOLUMETRIC SECTIONS - OPTION 2



Response to Additional Board Requested Study 3g.



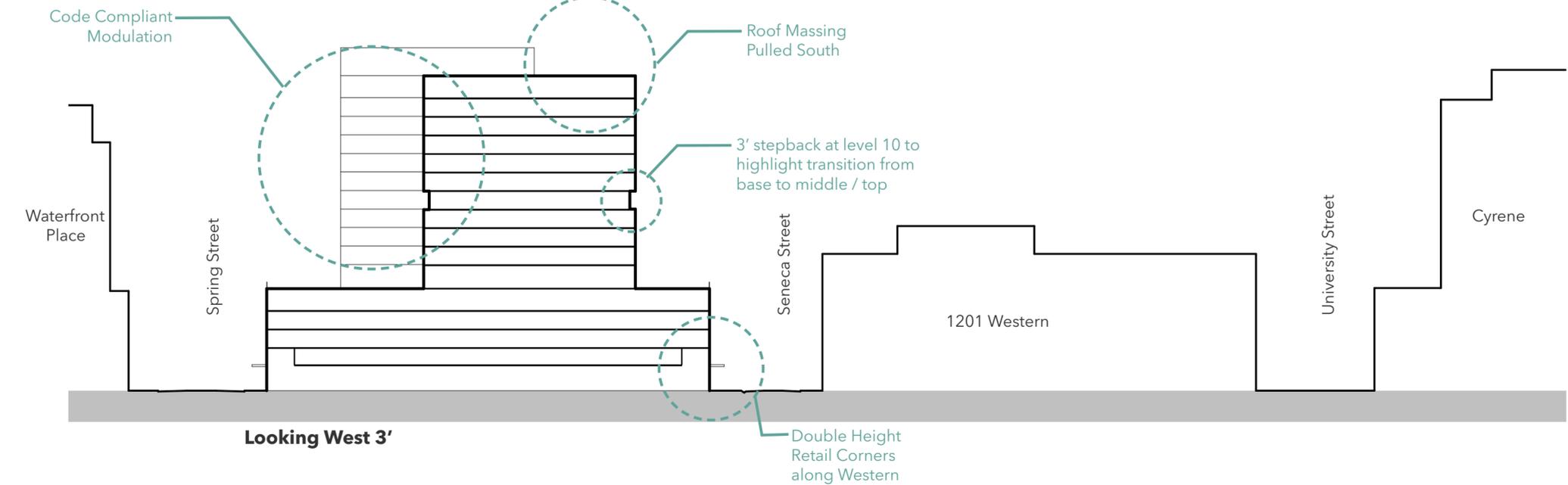
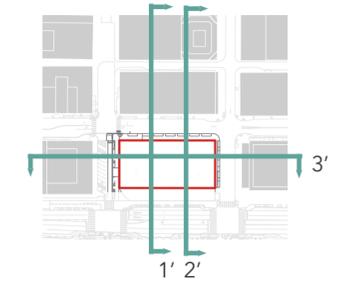
## VOLUMETRIC SECTIONS - OPTION 2

**B4 Design a well proportioned and unified building**

Reveals and deck recesses emphasize and create appropriate transitions between building masses and material languages.

**The Board requested that the design team provide sections through the massing options to show the volumetric massing of each.**

Option 2 sections demonstrate the setback at level 10 to differentiate the tower building base at the center section of Western Ave. Roof top volume is pulled east is consistent with massing of neighborhood buildings stepping down to the waterfront. Rooftop mass is pulled south to minimize view impacts at adjacent buildings. Ground level weather protection and overhang at Alaskan Way façade enhance pedestrian experience. Modulation on Western pulls back to allow for greater solar access from the south allowing this modulated façade to be washed in light rather than shadow.



## EXPERIENCE ON WESTERN AVENUE - OPTION 2



Looking North from Spring St



Looking South from Seneca St

Sidewalk Width 12' at Western Ave.

## OPTION 2: RESPONSE TO BOARD COMMENTS

### 1. Massing Options:

- a. The Board agreed with public comments that they were presented three overly similar massing options and directed the project to return for a 2nd EDG meeting and present three distinct options that have different massing volumes and include additional refinement between the different volumes of the massing. (A1 A2,B1,B2.2)
  - i. Return for a 2nd EDG meeting with three different massing options. (A1,A2,B1,B2,B3,B4)  
GGLO notes and audio recording indicate The Board requested 2 distinct massing options.
    - A1: Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.  
Option 2 massing responds distinctly to the urban and waterfront sides of the site celebrating their distinct characteristics and opportunities. This option transcends neighborhood precedents of Base / Middle / Top by diversifying datums otherwise set by view corridor setbacks.
    - A2: Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.  
Option 2 massing minimizes the presence of the rooftop pulling the volume to the southern edge and positioning code required modulation to maximize solar exposure. Roof volume is integral to the tower, a considered piece of the upper level composition.
      - See response to B1-B4 below

- ii. Show the volumetric massing of the options. It is appropriate to show the preliminary concepts of the architectural skin treatments. (B1,B2,B3,B4,C2)  
Reference massing and volumetric sections on page 30-31  
Architectural skin treatments indicated in 3D views on page 26.
  - B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.  
In Option 2 massing the tower bisects the base at the Alaskan Way facade - a tall elongated expression that references the water intended to be seen from the Elliott Bay- indicating an entry from Alaskan Way. On Western a strong masonry expression at the lower tower levels creates two distinct facades at both Western and Alaskan Way.
  - B2: Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.  
The rooftop massing steps down at the north, west and east edges pulling the tallest volume of the building away from the edge. The masonry expression on Western is scaled to existing masonry buildings in the immediate vicinity, creating the impression of a smaller building facade on Western. The full length window wall of and Alaskan Way facade announces the advent of a new waterfront and unprecedented transparency and permeability - standing in stark contrast to the pre existing condition presented by the Viaduct. The building serves as a transition to the waterfront and marks a transition in time.
  - B3: Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics

- of nearby development.  
Punched openings reference the industrial past of the working waterfront. Inserted inlay panels contrasts the textured base material pulled back to reveal something new. Panels are angled to reflect and redirect light. The glassy window wall tower is balanced by this solidity - expressing residential use. Privacy and maximized daylighting drive a gridded expression at the buildings upper levels. Vertical pillars at the masonry base create a rhythm at building base and hierarchy for window patterning. Expressed verticals at window wall tower help to connect the base of the building to the top and provide an organizational framework.
- B4: Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.  
Option 2 massing minimizes the width of the fully elongated tower in order to achieve a more pleasing proportion for the most significant building volume on Alaskan Way. The expression of the tower pulls down to the ground - referencing the reflectivity of the water, the optimism of the future waterfront and the pedestrian creating a gateway leveraging the entire length of the building to indicate importance. At the Western facade the relationship of the podium to the tower is inverse. The masonry volume pulls up - creating a more significant base for the emerging tower and a stronger presence of the warehouse expression of masonry base in a nod to the industrial past.
- C2: Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

## OPTION 2: RESPONSE TO BOARD COMMENTS (CONTINUED)

Modulation breaks large facades into smaller composed pieces with a 2/3 composition reducing the largest facades at Western Ave and Alaskan Way. Storefront and weather protection scaled to the 14' tall ground level, registers with adjacent buildings. Massing champions defensible space, multiple intuitive points of entry and a varied experience at the pedestrian level.

- iii. Show all notches, setbacks, balconies, etc. of the massing on the floor plans. (C2)
- C2: Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

Reference pages 24 and 27 for architectural plans reflective of all notches, setbacks and balconies. In Option 2, deck recesses of 6' scale and minimize upper level tower massing to create a 2/3 proportion more pleasing when understood in the context of the base. These serve as critical transitions to difference in plane and material. Strong verticals in the masonry and the tower serve to compose smaller facades in the framework of a large building mass.

- iv. Show how the massing will enhance the skyline. (A2)
- A2: Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile. Option 2 massing enhances the skyline by integrating upper level massing with a central building form. Per guideline A2 the massing

integrates screened mechanical and amenity in a single volumetric expression. This volume comprised of rooftop access, amenity and mechanical screening pulls south to create an asymmetry that balances other building volumes. Punched masonry openings at the building base are inlaid with a semi-reflective panel to sparkle in contrast to other masonry finishes and dance with changing light throughout the day.

- b. Design Guideline B4 - Design a Well Proportioned and Unified Building. The Board discussed what option better met this guideline. The Board made the following comments;
- i. Option 1 has potential with refinements to the massing. (B4)
- ii. Option 2 has potential with a refinements of how the two "side pieces" are being offset. (B4)

In response to board comments the design team made the following refinements:

- Massing scheme maintains a tower that bisects the base.
- Massing revised to reflect code compliant modulation.
- The building top is composed of one tower component integral to the base.
- 6' deep deck recesses utilized to create more significant transitions between tower and base and masonry and window wall.

- iii. The Board questioned how well Option 3 was proportioned where it "broke apart" at the middle section. (B4)
- A4: unified and well proportioned building This approach was abandoned in favor of taking a strong position on the dialogue of Base / Middle / Top. Option 2 responds to neighborhood precedent by deliberately creating variety in datums previously governed by view corridors. This allows the massing to create a hierarchy of building volumes, materials and transitions in service of a unified and well proportioned building.

- iv. The Board noted that the 1st level should mimic the height of the existing retail along Western Ave. (B3)
- B3: Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

Option 2 massing mimics the height of existing retail along Western while registering building canopies and the expression of a building base.

- v. An 18" shift of facade planes at the upper levels, is not a large move for a building of this size. (B4,C2)
- B4: Design a Well-Proportioned & Unified Building - b. Relative sizes and shapes of distinct building volumes; and

Shifts in massing have been enhanced through significant plan changes; 15' at code required modulation, a 3' deep and one story tall recess at Western transition between window wall and brick base, and 6' deck recesses provide transitions appropriately scaled for building size. These larger transitions provide a framework for a unitized dialogue between punched masonry and a balance of window wall distinctly residential in feel providing a balance between solid and glazed expressions.

- C2: Design Facades of Many Scales - that refer to the scale of human activities contained within Enhanced recesses at massing and material transitions enlist a consistent and functional system by which the building can be compositionally successful. Scale of program is evident through the rhythm of punched openings as well as complimentary language of glass and spandrel panel at the tower.

## OPTION 2: RESPONSE TO BOARD COMMENTS (CONTINUED)

- vi. The Board noted that buildings with a base/middle/top design have precedence in the neighborhood. (A1,A2,B3)

Option 2 directly responds to neighborhood precedent in the following ways:

- Response to Base / Middle / Top through massing composition.
- Match canopy, storefront height and building base at Western and Alaskan Way.
- Programmatic considerations strengthen the retail character on Western Ave and emergent retail character of Alaskan Way.
- Proposed programmatic approach on Western Ave. offers a mix of service and pedestrian facing spaces.
- A1: Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

The proposal has reverence for the past and present of the waterfront through distinct response to unique historic character of Western Ave. and embracing the emergent qualities Alaskan Way.

- A2: Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The building sits front row to The Waterfront so it is more demure in it's presentation than its neighbors to the east. Composed volumes that are singular and unified in their presentation.

- B3: Reinforce positive urban form and architectural attributes

Option 2 reinforces positive urban form and architectural attributes maintaining continuity of commercial and active functions on Western Ave, mimicking canopy datums storefront heights and

proposing screening strategies to encourage pedestrian engagement through integration of art and/or planted material.

- vii. The Board acknowledged public comments that the structure will be the largest building in the area. (A1,B1) Site sections demonstrate the building is comparable to the bulk, height and scale of adjacent buildings while fitting into an urban pattern of stepping down to the waterfront. Waterfront Place immediately south exceeds the width of the proposed project while the Cyrene apartment building (one block to the north and approved by this Board) is also 17 stories. One block east across Western Ave. The project is quickly dwarfed by Harbor Steps Apartments. The zoning envelope that governs the adjacent parking garage immediately east and increasingly tall buildings that rise incrementally to First Avenue both exceed the proposed building in height.

- A1: Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

The building massing is a direct response to the unique character of Western and Alaskan Way. A large glassy volume engages the ground plane at the waterfront side signaling the new prominence of pedestrian connectivity.

- B1: Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

Articulation of base, expressed bays, and panels to emphasize the play of light on a newly exposed facade create variety and interest throughout the day.

2. **Street and Upper Level Uses:** The Board questioned if there was precedence for ground level residential uses on Western Ave in the area, and how well residential uses would work next to service uses. The Board supported having the curb cut and trash collection on Seneca St. The Board was concerned about the parking use along Western Ave at the floors above the street level as this use will not help to activate the street. (C1,C3,E1,E2,E3) The design team responded to concerns with 2 distinct ground level floor plans.

- C1: Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

Option 2 removed parking in favor of an active amenity/lobby space with potential for through block connection. Residential units are traded for commercial spaces at Western Ave. to match the height of storefront and canopy at adjacent retail block across Spring and Seneca.

- C3: Provide Active – Not Blank – Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

All curb cuts and service spaces are located exclusively on Seneca. There is an exclusive retail and amenity focus on Western and Alaskan Way. All corners of the preferred massing propose a commercial presence.

- E2: Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those

In response to guideline E2 and board comments, the upper level parking strategy has been revised since EDG #1 to minimize pedestrian impact and to specifically protect the experience of Western Ave.

## OPTION 2: RESPONSE TO BOARD COMMENTS (CONTINUED)

- a. Design a street level that will complement the existing neighborhood context. (C1,C2,C3)

- C1: Promote pedestrian Interaction.

Option 2 promotes pedestrian interaction through programmatic consideration, material allocation, rhythm set by vertical structural bays and pedestrian entries at the ground and by minimizing the impact of traffic and service areas.

- C2: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. The punched language at the building base references historical masonry structures in the neighborhood. Inlaid angled panels reference water by creating highlights which shift with moving light. The colonnade at Alaskan Way and Spring act synergistically with facade to indicate entry and permeability. Retail storefront and canopies create consistency at the pedestrian realm. The increased sidewalk width at Western Ave expands the expression of the Green Street from Spring Street.

- C3: Provide Active – Not Blank – Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

Focused exclusively on Seneca, vehicular entries and service functions remain separate for highly active zones of pedestrian activity on Western Ave, Alaskan Way and Spring Street. Screening strategies enlisted on Seneca create pedestrian entrance and entice the public realm through artistic screening, planted material and/or public art. These ground level installations present opportunities for collaboration with ongoing Waterfront arts programming.

- b. Locate the curb cut and trash staging area off of Seneca St. Study how the trash staging, and collection will work. (E1,E3)  
Per Board recommendation and Design Guideline E1 two vehicular curb cuts have been relocated to Seneca street to protect the pedestrian character of Western, Alaskan Way and the Green Street at Spring. Screening is integrated with facade rhythm and materiality provides screening for trash staging per design guideline E3. Reference page 25 for screening strategies. Primary trash rooms are internal to the building, auxiliary trashrooms designed for pick up are located at edge and accessed through vehicular ramps.

- c. Design the ground level without parking located along Western Ave as there is no Board support for the related departure. (C1,C3,E2)  
Per board direction and Design Guidelines C1, C2 and E2 ground level parking along western ave has been omitted in favor of move-in spaces buffered by active amenity space.

- d. Provide a design at the floors above the street level that reinforces the features found in the neighboring buildings. (B3.2,C2,C3)
- B3.2 Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Consider complementing the existing:
    - a. Massing and setbacks - Building holds street wall at Western at base and fully adheres and modulation requirement on Western Ave. above.
    - b. Scale and proportions - The masonry podium built out to the full block length is shorter than it's masonry neighbors - stepping back at view corridors and rising along Western Ave to provide variation in upper level building datums.
    - c. Expressed structural bays and modulations - Masonry modulations mimic a rhythm found in adjacent buildings. Punched openings with a secondary inlaid panel is based on neighborhood precedent. The tower volume references the language of masonry buildings with punched

openings but inverts the expression in the window wall tower for an expression to bridge a gap between the historic masonry character of Western and the glassy towers east to First Avenue.

- C2 Design Facades of many scales

Massing creates hierarchy between the East and West facades integral to the total composition of the base and top.

- C3 Provide Active – Not Blank – Facades

In response to board comments and Design Guideline C3 the design team consolidated the upper levels of parking presented in EDG #1 to a single floor at Level 2. This drastically reduces the impact of the stacked parking garage and it's visibility from the pedestrian realm on Western Ave. A screening approach fits within the language of an extended storefront with double height volumes at commercial corners and matching building rhythm with screened elements at service frontage.

## ADDITIONAL BOARD REQUESTED STUDIES

- 3. Second EDG Meeting:** At the Second EDG meeting provide the following:

- Provide photos/graphics of the existing surrounding context, and the podiums of buildings in the neighborhood.  
see Ground Floor Uses on Western Looking East (pg 50-51), see Ground Floor Uses on Western Looking West (pg 52-53), see Canopy and Top of Storefront Analysis (pg 54-55)
- Provide a diagram of the 9 block area around the site that shows/labels pedestrian entries, street uses, and vehicle access points.  
see Design Response - 9 Block Context (pg 48)
- As part of the massing options, visually convey the solid and transparent portions of the street level and podium.  
see Facade Modulation Studies (pg 56-57)
- Provide preliminary graphics of the skin treatment and materials being considered for the different options.  
see Option 1 (pg 9) and Option 2 Preferred (pg 23)
- Provide information that explains the proposed facade treatment for the above grade parking.  
see Parking and Service Screening Strategy (pg 42-43)
- Provide street elevations along the three abutting rights-of-way and Alaskan Way with the proposed massing options (that show floor lines and solid/transparent areas of the facades) superimposed into the existing context, to better understand the relationship of the options to the neighborhood.  
see Elevations - Option 1 (pg 14-15), Elevations - Option 2 (pg 28-29)
- Provide sections through the massing options to show the volumetric massing of each option.  
see Volumetric Sections (pg16-17), Volumetric Sections (pg 30-31)

# PARKING AND SERVICE SCREENING STRATEGIES Response to Additional Board Requested Study 3e.

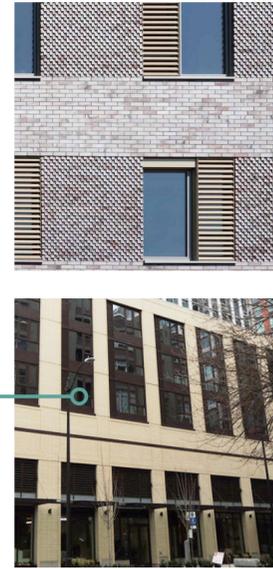


Option 1 - Above Canopy and Corner Approach



**PUNCHED OPENINGS**  
Punched openings in masonry are infilled with mesh or perforated panel, concealing upper level parking at Level 2 while integrating with the language of the masonry expressed at the building base.

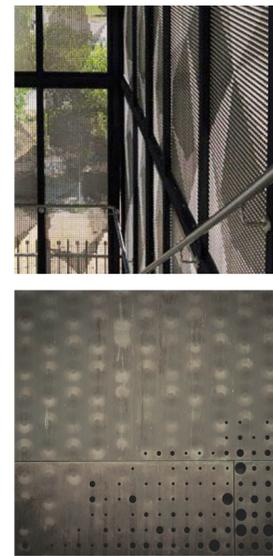
**Cyrene Apartments** is an example of a Design Review Board approved screening solution for two levels of parking above grade. Cyrene is located 2 blocks north of the site.



Option 2 - Above Canopy and Corner Approach



**EXTENSION OF GROUND LEVEL GLAZING**  
Panels that mimic the rhythm and frame of the glazing system below are infilled with mesh or perforated panel to help to volumetrically distinguish changes in massing and materiality.



# PARKING AND SERVICE SCREENING STRATEGIES



Option 1 - Seneca Street



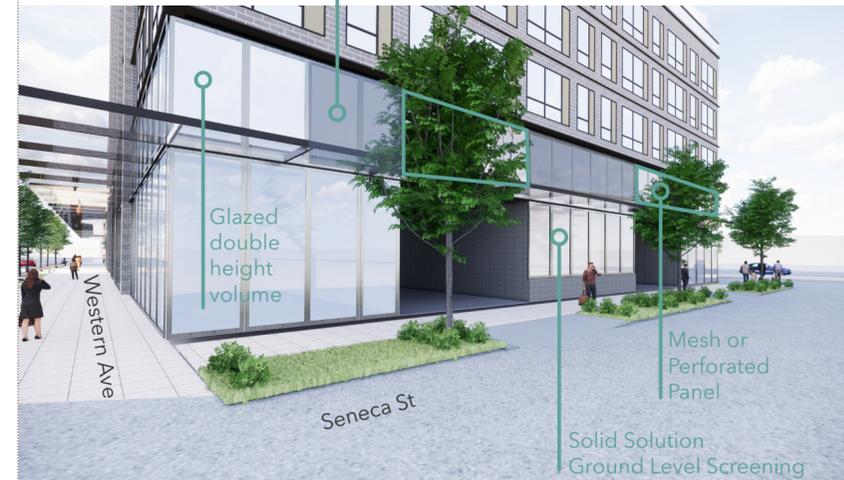
Screening Option 1



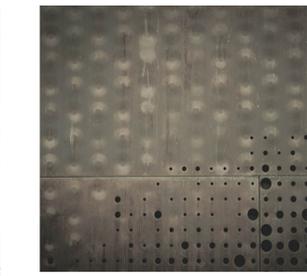
Screening Option 2



Screening Option 3



Option 2 - Seneca Street



**SOLID SOLUTIONS - Ground Level Screening**  
Panels activate and enhance the ground level with planted material or art to encourage pedestrian interaction and present the opportunity to promote community, neighborhood identity and/or teach.

# GROUND LEVEL UNITS

Raised planters provide privacy for residential space and enhance public realm

Patterns of solid and void provide privacy for residents

Lighting to activate space and enhance security



Proposed Ground Level - Spring Street

## Response to Additional Board Requested Study 3h.

Weather Protection

Raised stoops provide separation and privacy from sidewalk

Overframed for adaptive reuse as future commercial



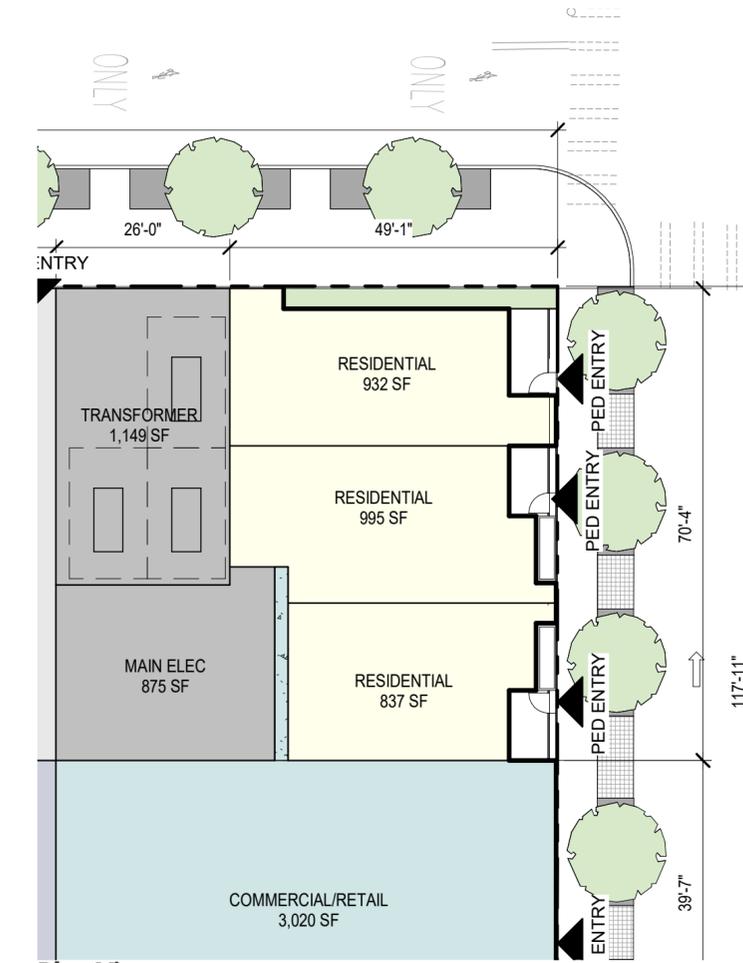
Proposed Ground Level - Spring Street



Proposed Ground Level - Spring Street

Fence protecting residential from street

# GROUND LEVEL UNITS



Plan View

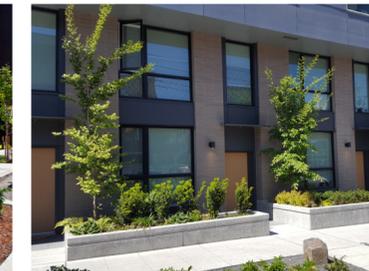
At EDG Meeting #1 the board questioned if there was precedent for ground level residential units on Western. The Design team found one instance on Western Avenue but also relevant precedent studies in downtown and nearby South Lake Union. These case studies were instructive in shaping the vision for the proposed character of ground level units along Spring Street, Western Ave. and Seneca Street. Street level perspective demonstrate how screened service functions can make appropriate neighbors. Critical elements included in ground level unit design are vertical and horizontal separation from the street, unit porches with individual gates, a balance of glazed and solid exterior, lighting, street facing identity, and exterior planters. Proposed residential units will be over framed so that they can be reconfigured to function as retail spaces and easily respond to the evolving waterfront.



SLU - Minor and Thomas



AMLI SLU Phase II



SLU - John and Minor



Rowhouse - Aspen Colorado



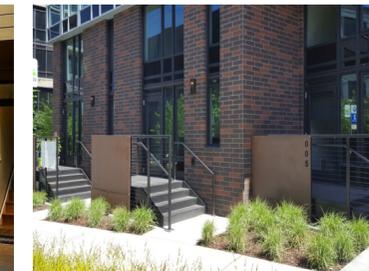
SLU - 1280 Harrison Street



SLU - 1280 Harrison Street



Rowhouse - Aspen Colorado



SLU - 624 Yale



SLU - 624 Yale

# NEIGHBORHOOD CONTEXT

## Architectural Context



1 Cyrene Apartments & Seattle Steam



2 2+U



3 The National Building



4 Pier 55

## Open Space Context



5 The Seattle Waterfront Park & Linear Park



6 Harbor Steps



7 Pioneer Square



8 Benaroya Hall Plaza

## Community Context



9 Seattle Art Museum



10 Seattle Aquarium



11 Proposed Ferry & Water Taxi Terminal & Bus Node



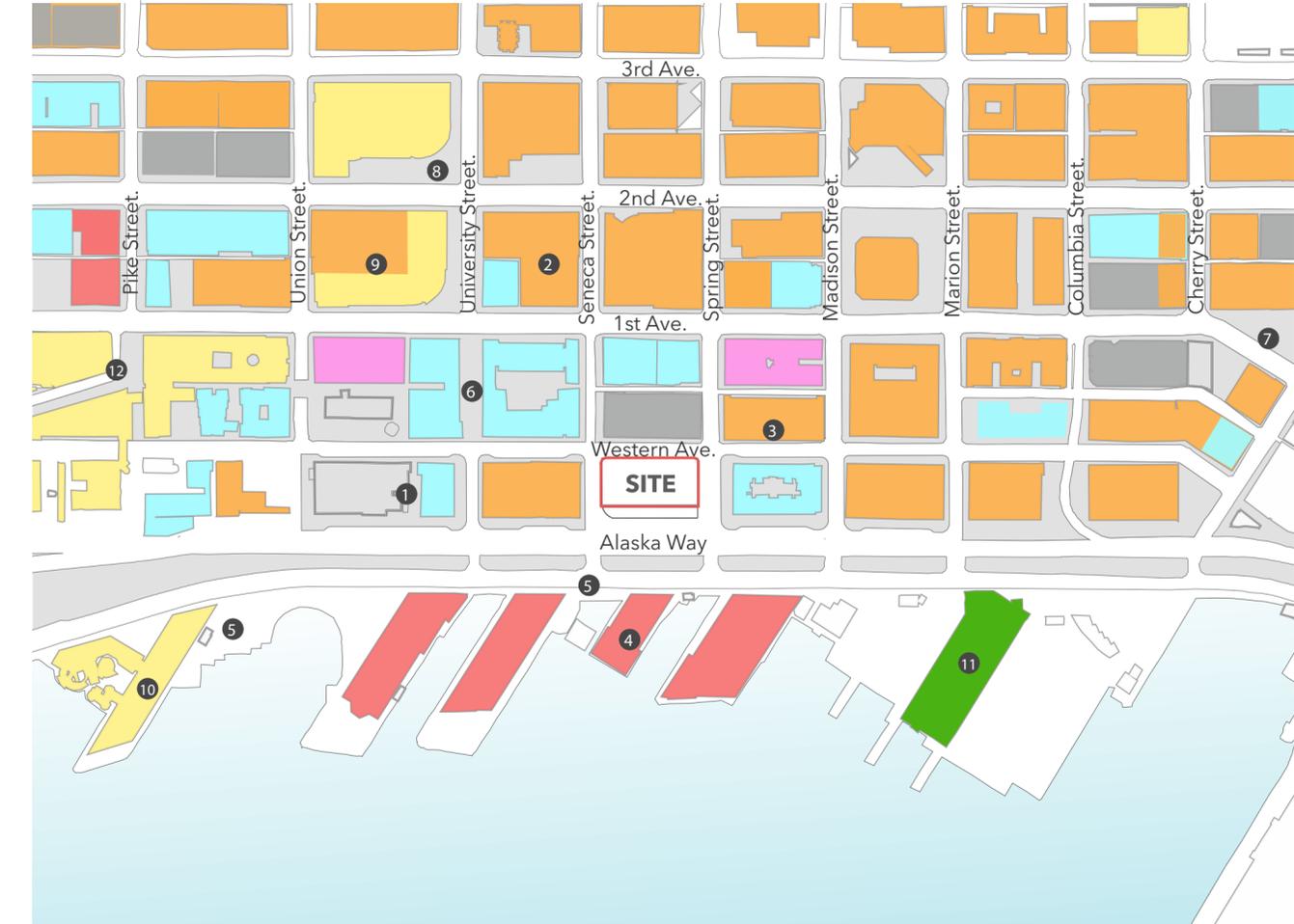
12 Pike Place Market

# URBAN DESIGN ANALYSIS - NEIGHBORHOOD CONTEXT - PRIMARY BUILDING USE

## Summary

The site is centrally located within an active waterfront and is adjacent to a number of cultural hubs. This development has an opportunity to contribute to the social energy of the waterfront. Surrounding land use is mostly dedicated to residential, commercial, and service space.

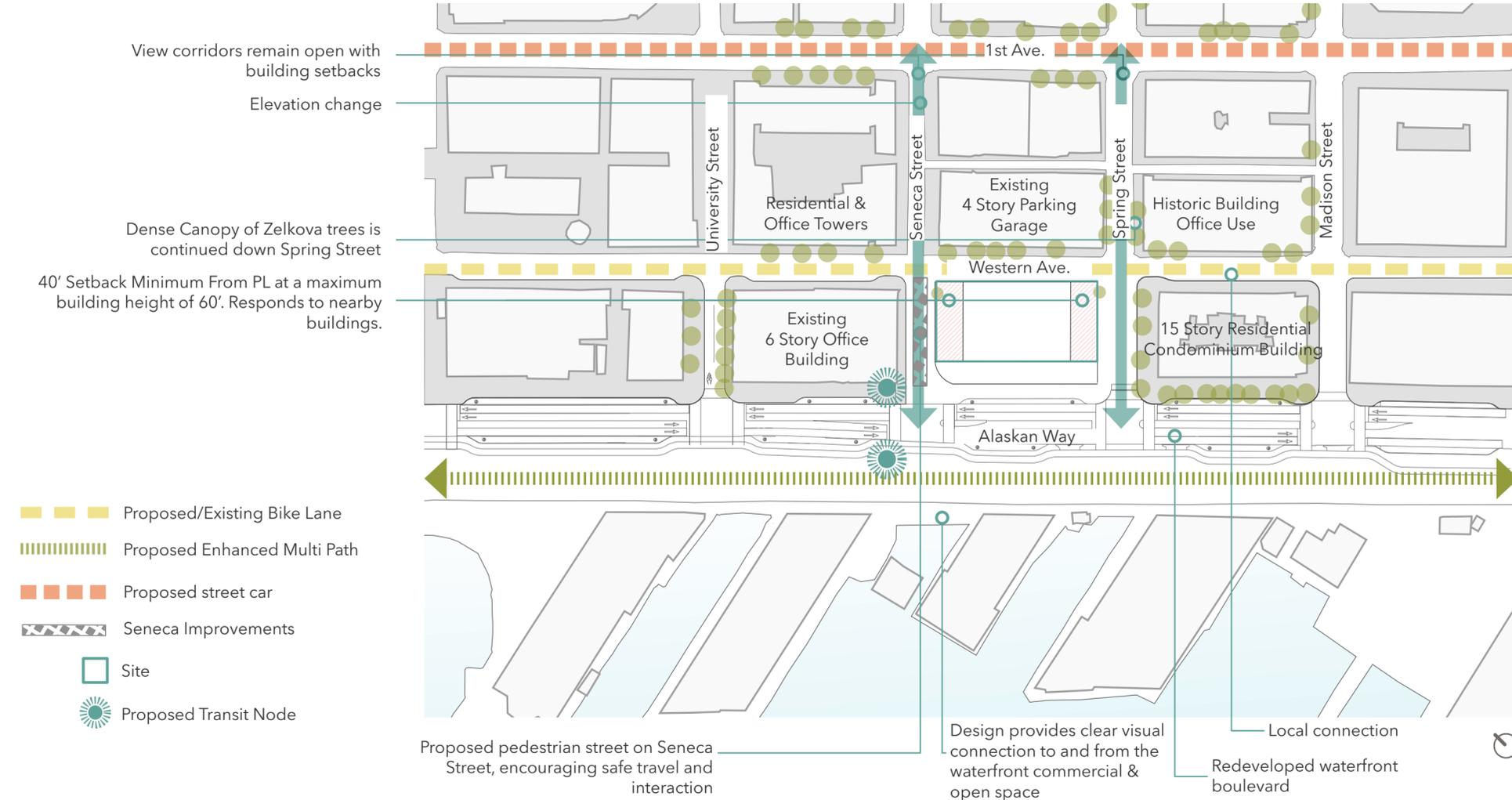
- Cultural
- Condo/Residential
- Transit
- Service Industry
- Parking
- Utility
- Commercial/Office
- Retail
- Site



# DESIGN RESPONSE - 9 BLOCK CONTEXT

The Board requested that the design team provide a diagram of the 9-block area around the site that shows/labels pedestrian entries, street uses, and vehicle access points. This study of Western reveals multiple pedestrian, vehicular and service entrances as well as a variety of ground level uses. This section of Western is very much in transition. Both design options minimize impact of vehicular traffic on Western but explore programmatic options that are appropriate given the emergent pedestrian qualities of the site.

## Response to Additional Board Requested Study 3b.



# URBAN DESIGN ANALYSIS - STREET LEVEL USE

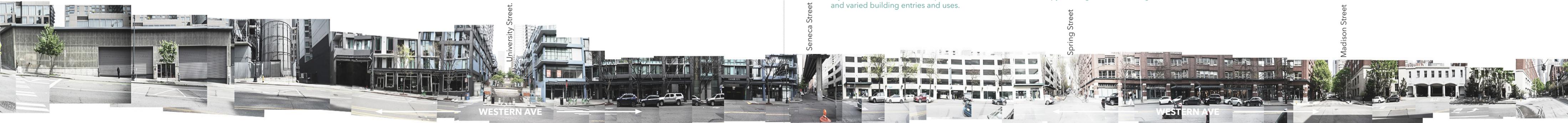
- ▲ Vehicular Entry
- ▲ Pedestrian Entry
- Parking/Drive/Load
- Commercial/Office
- Condo/Residential
- Utility
- Retail
- Dining



# GROUND FLOOR USES ON WESTERN LOOKING EAST

Response to Additional Board Requested Study 3a.

The Board requested that the design team provide a diagram of the 9-block area around the site that shows/labels pedestrian entries, street uses, and vehicle access points. Study of the east elevation of Western Ave. in the context of the ground level use plan illustrate a rhythm of solids and voids, expressed verticals, consistent canopy coverage, storefront height and varied building entries and uses.



Seattle Steam

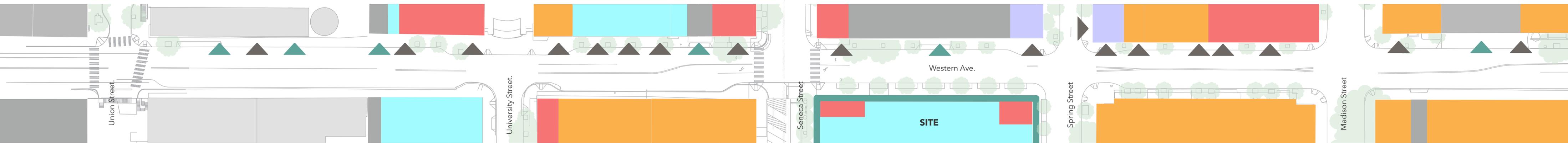
Harbor Steps

Harbor Steps

Parking Garage

National Building

Federal Building

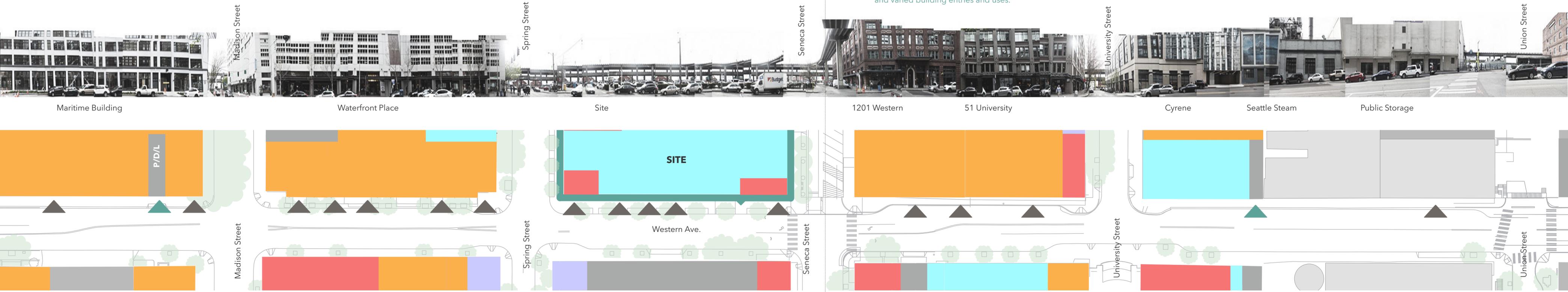


- Parking/Drive/Load
- Commercial/Office
- Condo/Residential
- Pedestrian Entry
- Utility
- Retail
- Dining
- Vehicular Entry

# GROUND FLOOR USES ON WESTERN LOOKING WEST

Response to Additional Board Requested Study 3a.

The Board requested that the design team provide a diagram of the 9-block area around the site that shows/labels pedestrian entries, street uses, and vehicle access points. Study of the west elevation of Western Ave. in the context of the ground level use plan illustrate a rhythm of solids and voids, expressed verticals, consistent canopy coverage, storefront height and varied building entries and uses.

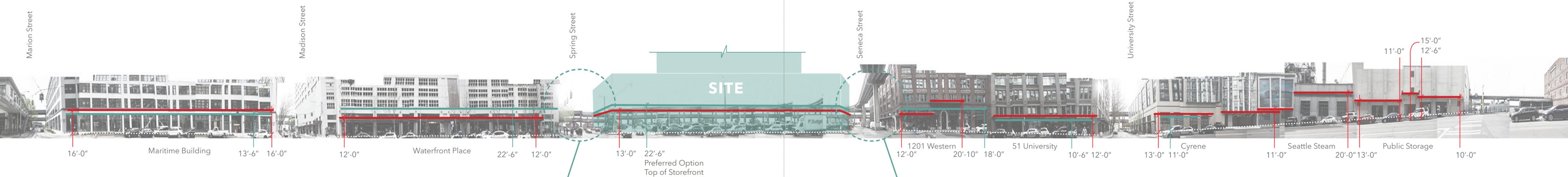
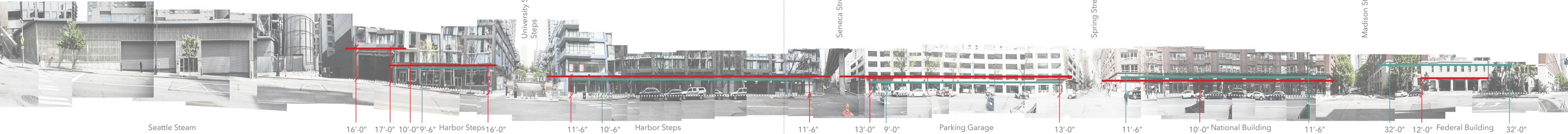


- Parking/Drive/Load
- Commercial/Office
- Condo/Residential
- Pedestrian Entry
- Utility
- Retail
- Dining
- Vehicular Entry

# CANOPY AND TOP OF STOREFRONT ANALYSIS

Response to Additional Board Requested Study 3a.

The Board noted that the 1st level should mimic the height of the existing retail along Western Ave. A study of canopy and storefront heights of the surrounding context helped to inform these heights in both massing proposals.



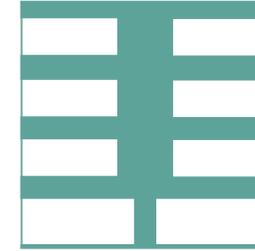
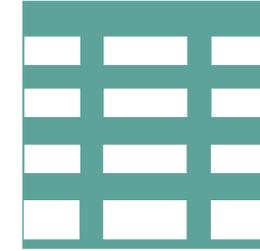
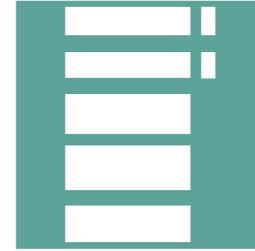
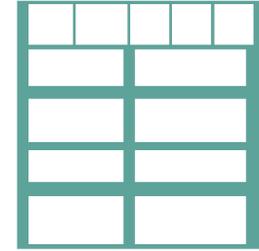
— Top of storefront

— Canopy/Ledge

Proposed storefront and canopy register across Spring

Proposed storefront and canopy register across Seneca

# FACADE MODULATION STUDIES



Harbor Steps



Harbor Steps



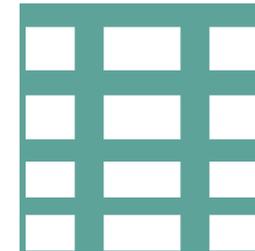
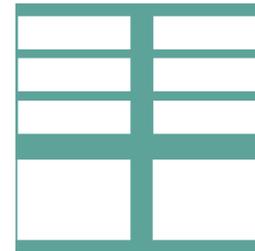
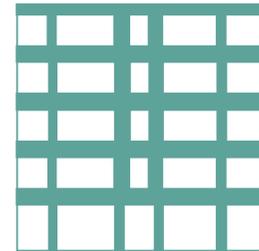
Watermark Garage



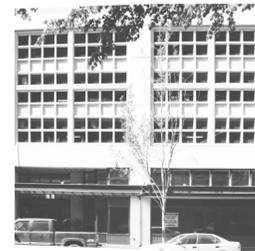
National Building



Federal Building



Maritime Building



Waterfront Place



1201 Western



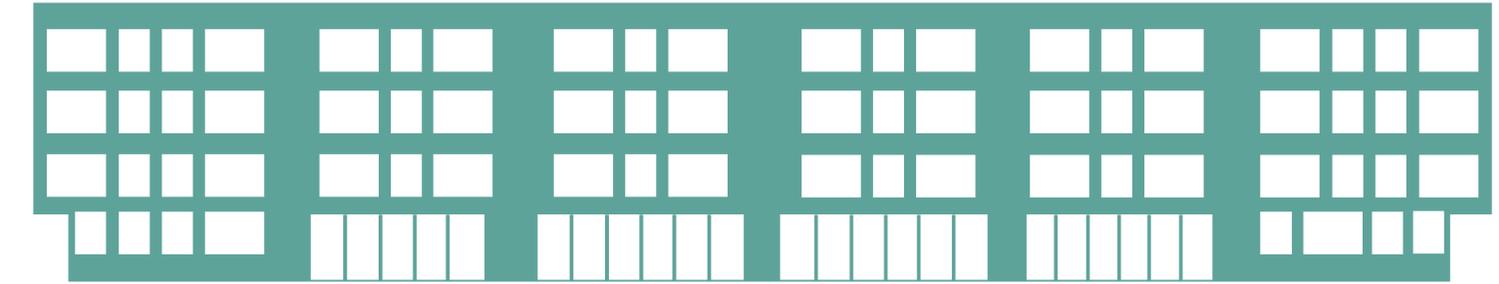
51 University



Cyrene

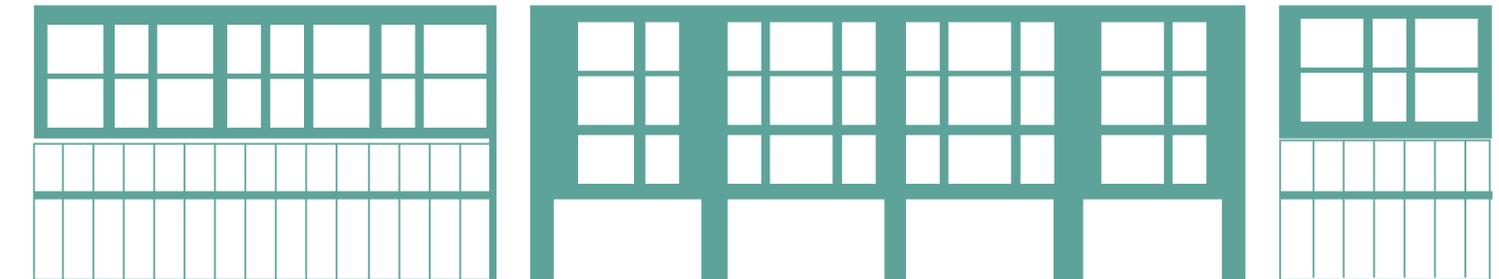
## Response to Additional Board Requested Study 3c.

The Board instructed the design team to design a street level to complement the existing neighborhood context and to provide a design at the floors above the street level that reinforces the features found in the neighboring buildings. A solid and void study of neighboring buildings along western consistently expressed similar patterns. Strong verticals create a framework for groupings of punched openings often incorporating inset panels. The base of each massing option integrates these themes with modern modification.



### Option 1 - Elevation

Option 1 massing takes the contextually inspired approach of punched openings all the way to the ground at the North and South facade edges along Western Ave. The portion of the facade that is central takes a more traditional approach. The above configuration of grouped window openings inform a rhythm of storefront sections which indicate active pedestrian functions.

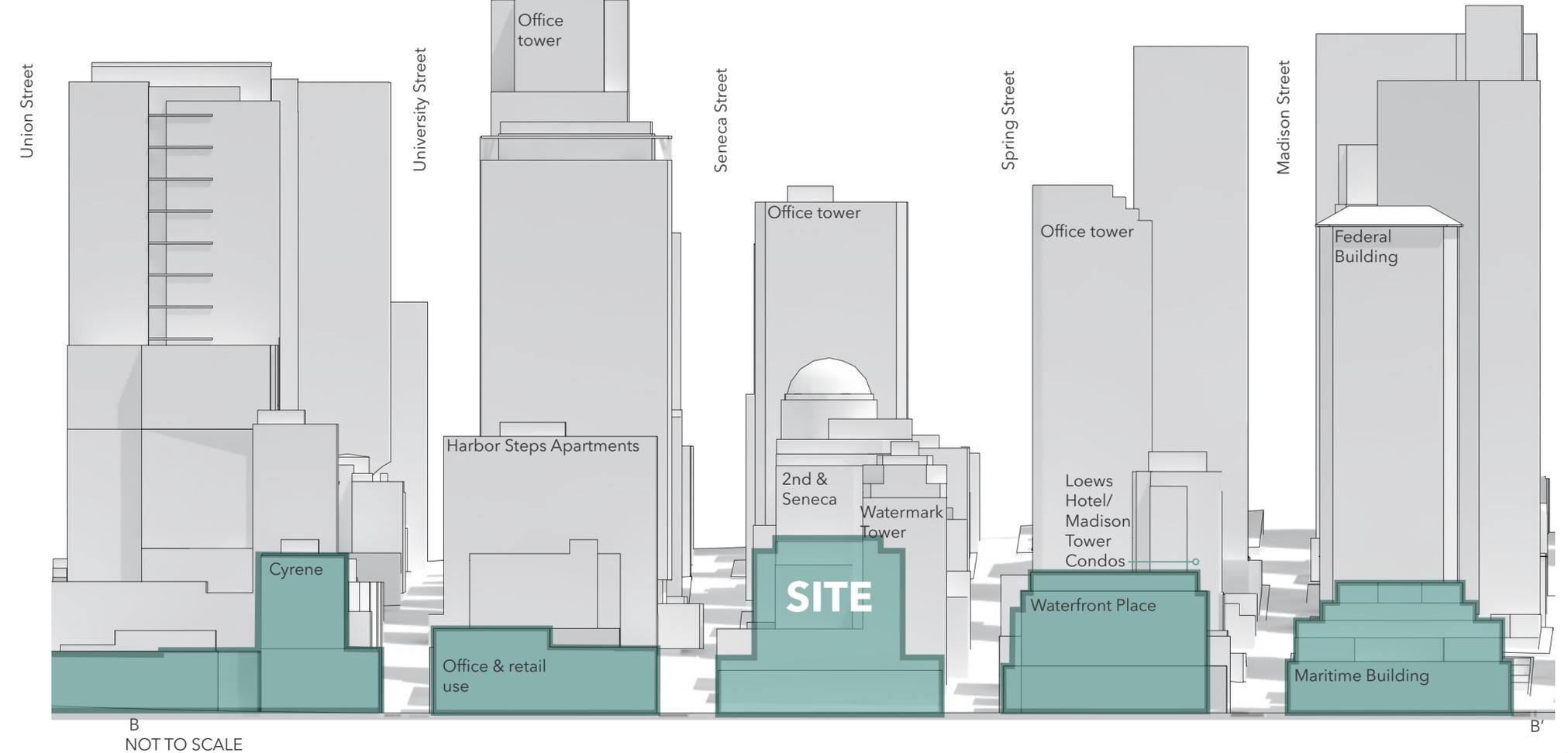
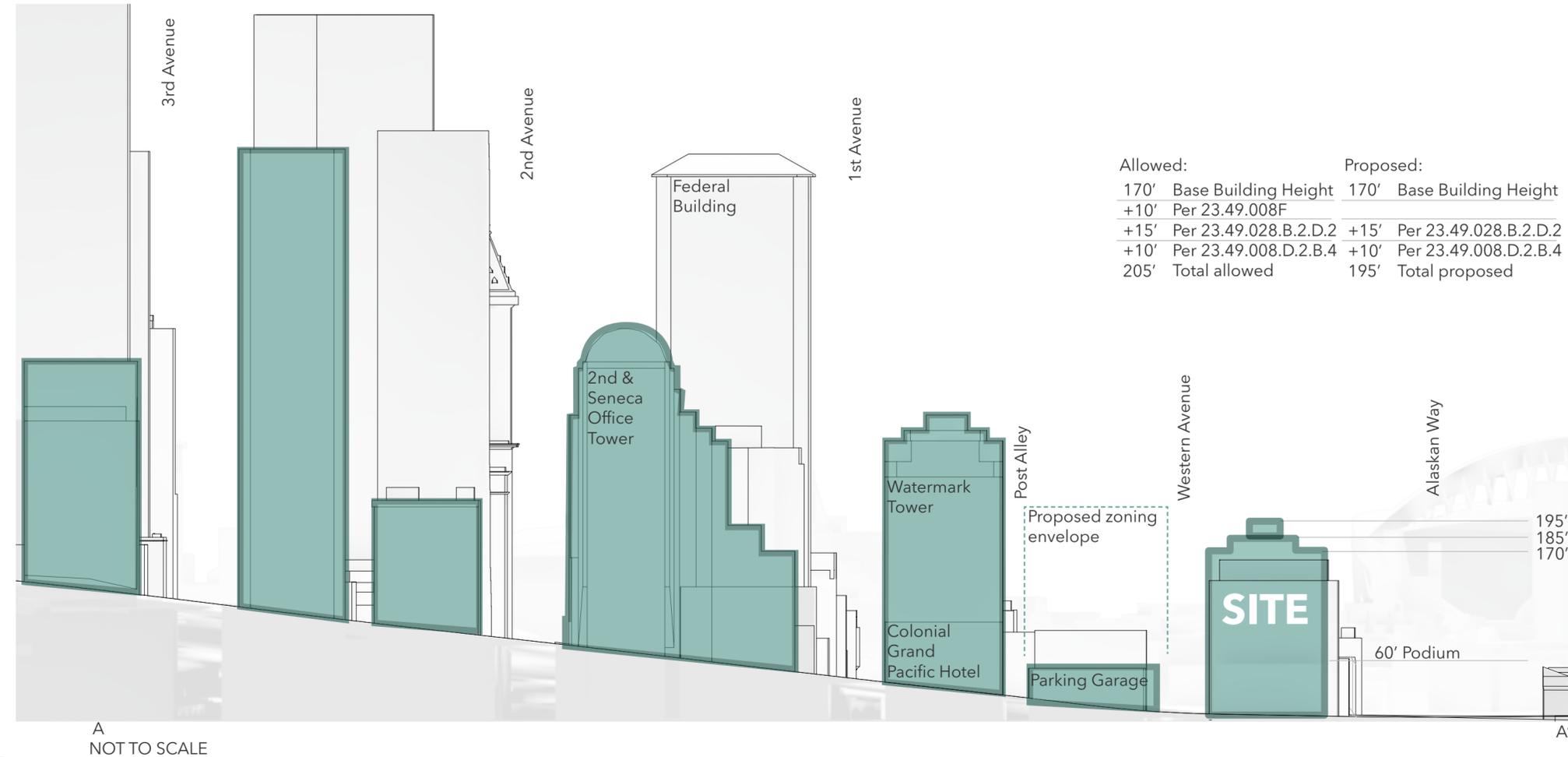
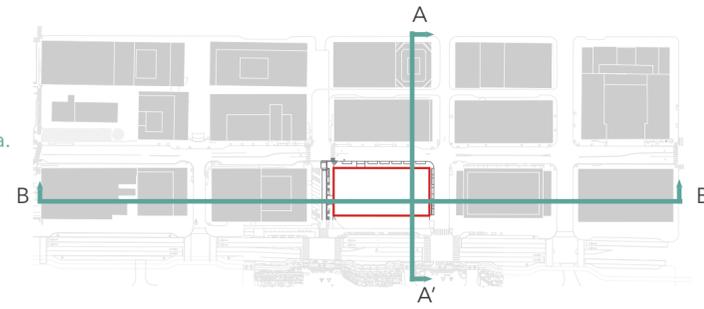


### Option 2 - Elevation

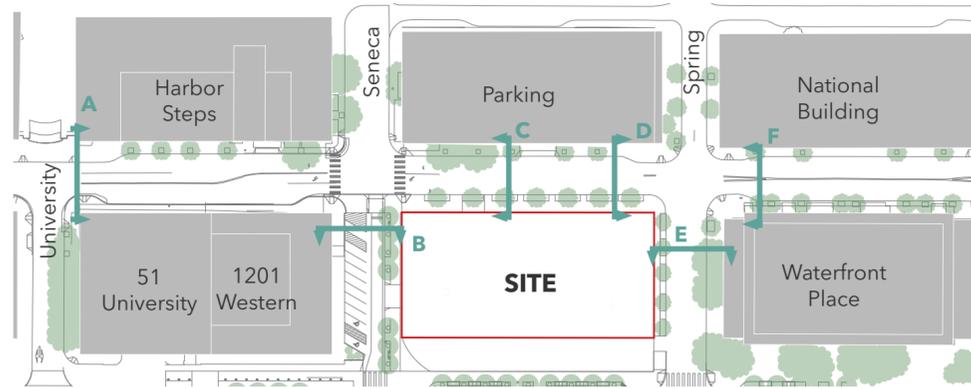
Option 2 massing takes the contextually inspired approach of punched openings along Western Ave. but achieves greater hierarchy through subdivision. The facade is first broken into three parts by two deck gaskets and then four parts by expressed verticals at the center of the facade. While canopy height and ground level storefront height match adjacent blocks, the screened storefront extensions of the proposed register the expression of adjacent building bases - reinforcing a message of pedestrian engagement focused at the corners.

# SITE SECTION A-A'

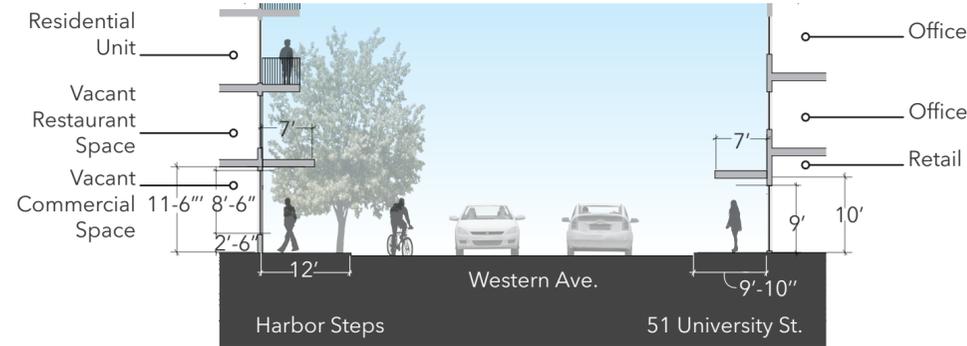
Response to Additional Board Requested Study 3a.



# WESTERN AVE SECTIONS

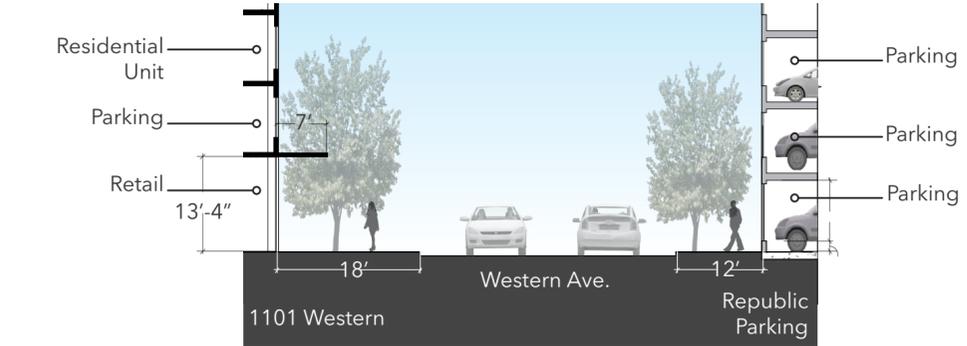


Response to Additional Board Requested Study 3j.

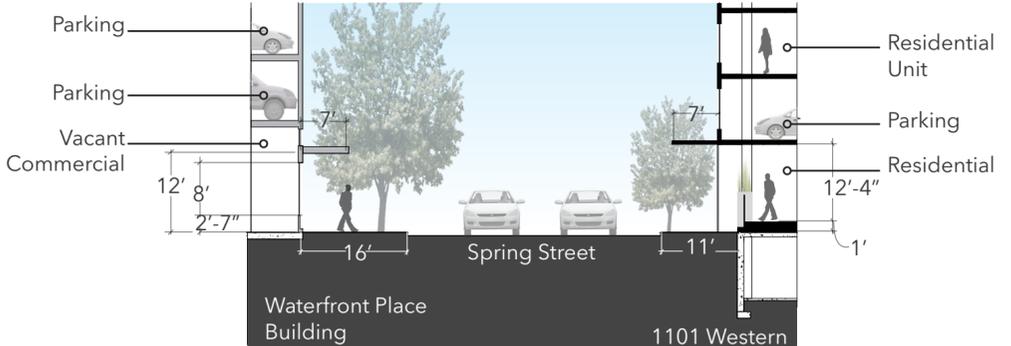


Section A-A Looking South

# WESTERN AVE SECTIONS



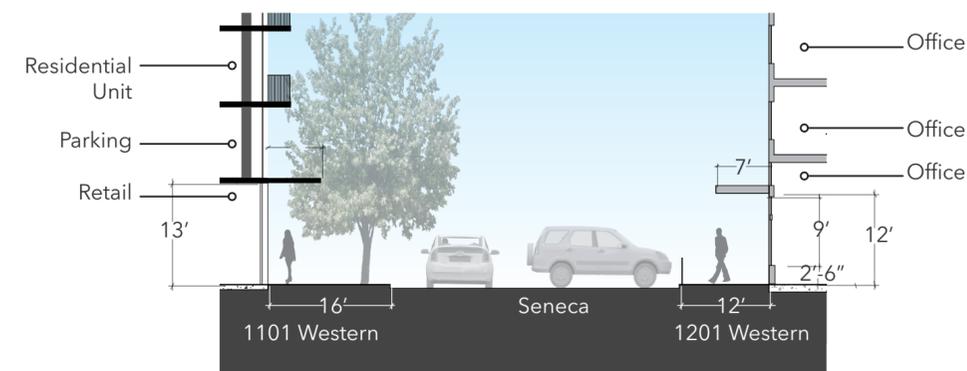
Section C-C Looking North



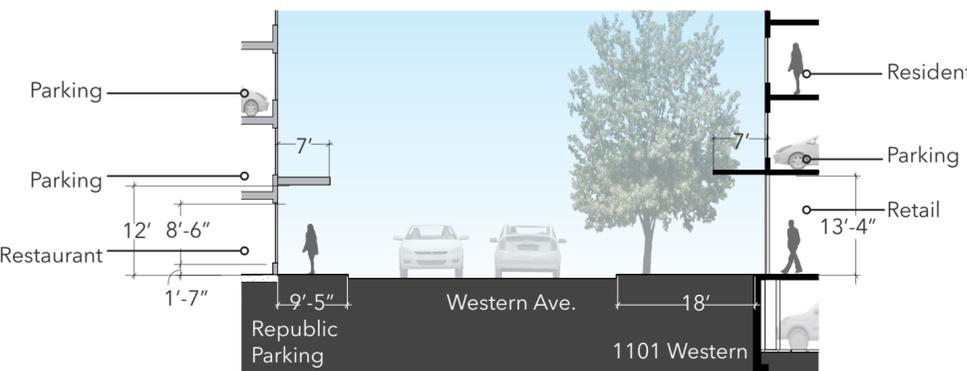
Section E-E Looking West

At the EDG #1 Meeting the Board requested sections through Western Ave and transverse streets to more closely study the relationship of ground level floor heights, canopies and streetscape character relative to existing building.

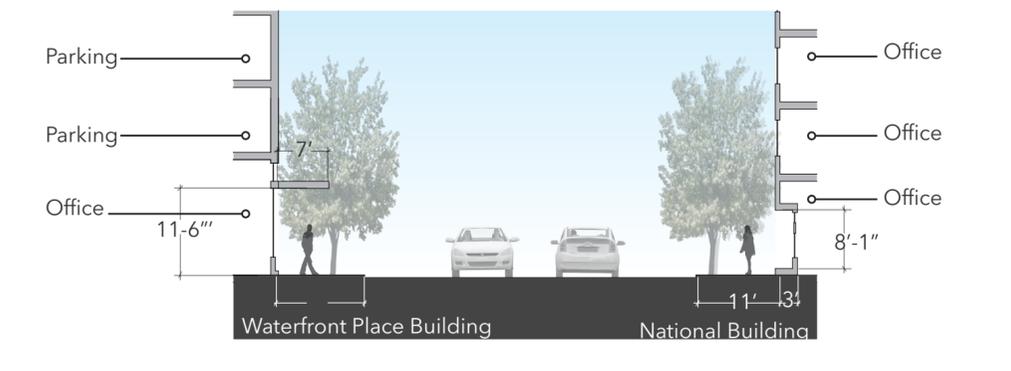
The sections demonstrate the proposed building matches ground level floor height and weather protection while also enhancing the public realm through increasingly active ground level programming as well as a generous sidewalk at Western asserting pedestrian priorities.



Section B-B Looking West



Section D-D Looking South



Section F-F Looking North

# 4. DEVELOPMENT STANDARDS DEPARTURES - RESPONSE TO EDG#1 BOARD COMMENTS

Revised options do not require any design departures.

## DEVELOPMENT STANDARDS DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Initial EDG meeting the following departures were requested:

1. Parking Location within Structures (SMC23.49.019.B.1.a): The Code requires that on Class I pedestrian streets and designated green streets, parking is not permitted at street level unless separated from the street by other uses..... The applicant proposed parking along a portion of the Western Ave street level facade. The Board indicated they would not support this departure. (C1.1)

**SMC23.49.019.B.1.a**, Parking Location within Structures

**Request for departure rescinded** - current options are code compliant

Active/highly glazed uses on Western have replaced previously proposed parking.

2. View Corridor Requirements (SMC23.49.024): The Code requires upper-level setbacks for view corridors along Seneca and Spring Streets that start at 60' above the sidewalk for a minimum distance of 40' from the property lines. SMC23.41.012.B.26 (Development standard departures) allows that departures may be granted to allow open railings on upper level roof decks or on rooftop open space to project into the required view corridor, if the railings are determined to have a minimal impact on views. The applicant proposed a glass railing at the edge of the facade below, at a proposed amenity area, above the 60' height. The Board indicated they may be supportive of this departure but will need to see details of the railing and compare it to a code compliant option, and ensure the view blockage is minimal. (A1)

**SMC23.49.024**, View Corridor Requirements

**Request for departure rescinded** - current options are code compliant

All uses are within allowable height.

3. Facade modulation and upper-level width limit (SMC23.49.059.B.2.b): The Code requires in the DMC 170 zone, facade modulation above a height of 60 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. Table A allows a maximum length of unmodulated facade above 60' of 125'. Any portion of a facade exceeding the maximum length of 125' shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line. The applicant proposed for Option 3 a modulation depth of 8' instead of 15'. The Board indicated they did not support this departure. (A1)

**SMC23.49.059.B.2.b**, Facade modulation and upper-level width limit

**Request for departure rescinded** - current options are code compliant

Massing revised to set back full 15' code compliant modulation from Western Ave.