901 MADISON

SEATTLE, 98104
SDCI# 3034798-EG
DOWNTOWN DESIGN REVIEW BOARD:
EARLY DESIGN GUIDANCE MEETING
MEETING DATE: MAY 6, 2020

WOERMAN COLLINS

SUSTAINABLE LIVING INNOVATIONS

Project Information

ADDRESS
901 Madison Street
Seattle, WA 98104

PARCEL
197920-0285

SDCI PROJECT #
3034798-EG

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CONTEXT ANALYSIS

Zoning + Overlay Designations

Map Key

NC3P-200 (M)
Neighborhood Commercial 3

NC3-200 (M)
Neighborhood Commercial 3

HR (M)
Residential, Multifamily, Midrise

MIO-240-NC3P-160
Neighborhood Commercial 3

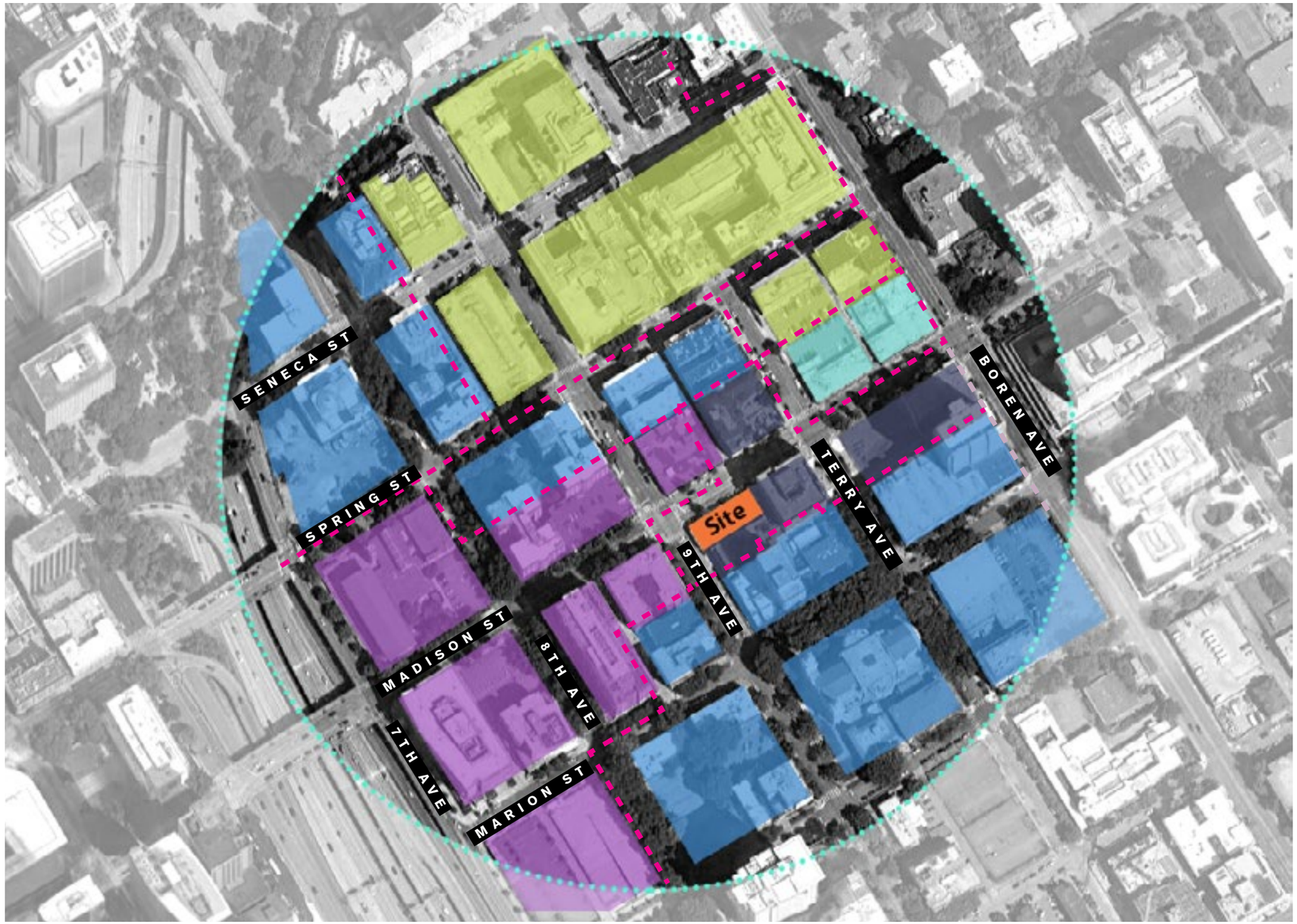
MIO-240-HR
Residential, Multifamily, Midrise

District Boundary

Observations

- **Height.** The site allows for commercial & residential uses to build as high as 200' with a 25'-0" increase if project participates in the Living Building Project.
- **Zoning.** The site is bordered on two sides by neighborhood commercial zones with maximum height of 200'. Residential Mid-Rise zone occurs one building south of the site.
- **Guidelines.** The site is located within the First Hill Urban Center, adjacent to the Commercial Core. The project will be informed primarily by The Seattle Design Guidelines.

Zoning + Overlay Designations



CONTEXT ANALYSIS

Traffic Flow + Siting Patterns

Map Key

- Principal Arterial
- Minor Arterial
- Undesignated
- Bus Stop / Future Rapid Transit (BRT)
- Protected Bike Lane
- In-Street Bike Lane
- Shadows with Uphill Bicycle Lane
- 5-Minute Walk Radius
- Cathedral Kitchen Garden

Adjacent Street Classifications

Madison Street
Principal Arterial

Terry Avenue
Not Classified

Marion Street
Not Classified

9th Avenue
Minor Arterial

Observations

- **Automobiles.** A large percentage of rush hour traffic commuting from areas east pass along Madison Street and 9th Ave, resulting in significant rush hour congestion.
- **Public Transportation.** Multiple bus lines serve commuters along Madison Street and 9th Ave, resulting in a densely populated area well served by Seattle Metro Bus.
- **BRT Bus line**. Future rapid bus line service will have a mid-street stop one block away at Madison and Terry.

Traffic Flow + Siting Patterns

CONTEXT ANALYSIS

Summary and Design Proposal

Design Goals

- **Revitalize the corner** of Madison Street and 9th Avenue with animated ground level uses
- **Enhance sidewalk experience** by providing new street trees, pavers, and overhead weather protection
- **Provide gray water treatment system** in order to recycle non-potable water for use in lavatories and irrigation opportunities
- Deliver **affordable (60-85% AMI) sustainable housing** units in the First Hill neighborhood
- **Offset 105% of the energy** consumed via on and off-site renewable sources or new off-site PV arrays
- **Design which achieves and elevates** Living Building Pilot Program standards

Project Metrics

Site Area: 7,680 GSF

Residential: 87,990 GSF (178 units)

Parking: B1: 3,245 GSF / 18-20 spaces

Observations

- The neighborhood and surrounding area has a mixture of institutional, medical, museum, hotel, and residential multi-story buildings of varying quality and aesthetic.
- Buildings carry varying material quality and aesthetic.
- Madison Street and Boren Avenue have a definite “transportation and circulation feel” that define visible and spatial boundary edges.
- North and South adjacent streets have a slower and more neighborhood friendly atmosphere and feel.
- Two characteristics of pedestrian experience: Fast along Madison and main arterials, slow along side streets.
- The pedestrian experience traverses this dichotomy of neighborhood experience and can be leveraged to provide inspiration for new development.

Project Site and Existing Surrounding Buildings

Cabrini Medical Tower
1973 / 19 Stories
Medical Office Building

901 Madison
Zoning Envelope

O’Dea High School
1923 / 3 Stories
High School

Chancery Place Apartments

St. James Cathedral
1907 / 167 ft.
(Spire Height)
Cathedral

Envoy Apartments

Sorrento Hotel
1909 / 7 Stories
Hotel

M Street Medical Building
2007 / 17 Stories
Apartments

The Madison Apartments

The Mill

CONTEXT ANALYSIS

Summary of EDG #1 Design Considerations

Design Guiding Principals

OPPORTUNITIES

- This project can be a “Lamp on the Hill” – a wayfinding building or landmark structure for the neighborhood
- Using transparent materials will drastically set this structure apart from its immediate neighborhood context, creating a light and airy building, in a neighborhood which is mostly concrete and brick
- Design to increase transparency along all feasible facades
- Maximise areas of respite and overhead weather protection along Madison Street
- Push back facade from property line to create additional circulation for pedestrians
- Utilize glass and transparent elements to provide relief from the opaque surfaces along the pedestrian ROW on Madison Street
- Limit pedestrian / vehicle integration through landscaping design at the street level
- Use structure of the building to lift major massing elements relieving compressed feeling at NE corner of site
- Utilize SLI System to contrast existing opaque building massing
- Place core elements (stairs & elevators) along the south property line to reduce adverse impacts for pedestrians at the ROW

CHALLENGES

- Zero lot line property, with limited access along 9th Ave and Madison Street
- Building services along 9th Ave are complicated with narrow 60’ site and 2’ ROW give along Madison Street
- High volume pedestrian and vehicle pathways sharing arterial

GUIDING PRINCIPLES

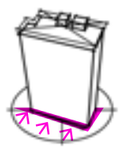
Given the contextual analysis of the First Hill neighborhood four design guidelines stand out for the 901 Madison project.

Through the EDG boards comments we have further developed four more design responses specific to their comments which focus on massing and pedestrian experience - they are:

A **Lift** massing off street

B **Transparency** along pedestrian frontage

C **Push back** facade, creating areas of respite



D **Lighten** massing via material and architectural choices

DR Board Feedback for Consideration with Second EDG Meeting

1. GENERAL

Explore a wider variety of solutions surrounding the unique features of the site, including slope, site access, sustainablility, neighboring context

2. MASSING

Provide neighboring context in all drawings, including additional viewpoints

3. STREET EDGES

a. **Additional program** entries along Madison Street
b. **Lift first floor** expression to relieve compressed condition at NE corner
c. **Larger ground floor setbacks** for usable areas
d. **Areas of respite** for pedestrians moving up Madison Street
e. **Consideration of buffering** elements to mitigate sidewalks proximity to traffic along Madison Street
f. **Core location** of stair / elevator and impact on the street edge programming and site character
g. **Minimize blank wall** conditions
h. **Explore vehicle parking** at third floor and access from Madison Street
i. **Alternate configurations** of street trees and overhead weather protection
j. **Documentation** of other street edge conditions along the unique ROW and analysis of their successful elements
k. **Managing loading impacts** from delivery trucks
l. **Engage and inform public** of project sustainablility
m. **Inclusion of context** in street level drawings

4. DESIGN CONCEPT

Carefully compose and detail primary and secondary massing which expresses the concept

5. CONTEXT

Demonstrate how neighborhood conditions inform design process and chosen massing schemes

6. DEPARTURES

a. Show completely Code Compliant Scheme
b. In departure requests, depict code compliant diagram for comparison

CONTEXT ANALYSIS

Response to EDG Notes

EDG Comment	EDG Response
3. STREET EDGES	
a. **Additional program** entries along Madison Street	Additional program entries were studied in Option 1 (Pages 22 - 25) Additional comments (Page 8)
b. **Lift first floor** expression to relieve compressed condition at NE corner	This expression was explored in a study of the NE corner condition (Page 35)
c. **Larger ground floor setbacks** for usable areas	Each option explores a different edge condition along Madison Street to better utilise the ROW. These ares were repurposed to show possibilities in other EDG comments like areas of respite (Pages 22 - 33)
d. **Areas of respite** for pedestrians moving up Madison Street	Each option explores a mixture of pedestrian areas of respite along Madison Street (Pages 24-25, 28-29, 32-33)
e. **Consideration of buffering** elements to mitigate sidewalks proximity to traffic along Madison Street	Options 1 and 2 explore buffering elements, best seen on pedestrian view pages for each option (Pages 23-25, 27-29)
f. **Core location** of stair / elevator and impact on the street edge programming and site character	An addition core location was studied with Option 1 (Page 22 - 25, 34) Additional comments (Page 8)
g. **Minimize blank wall** conditions	Each option maximizes transparency along the property edges whereever possible, and allowable by code. Option 3 successfully balances the blank wall conditions between Madison Street and 9th ave. Each option explores different ways to use what Blank walls are present in the project (Pages 22, 26, 30, 32)
h. **Explore vehicle parking** at third floor and access from Madison Street	Parking on Madison Street was studied and deemed not viable for several reasons outlined (Page 8)

EDG Comment	EDG Response
i. **Alternate configurations** of street trees and overhead weather protection	Option 1: Minimize street trees in favor of a low planter, while providing overhead protection along Madison Street (Pages 22 - 25) Option 2: Provides a mix of street trees and low planters, with overhead protection (Pages 26 - 29) Option 3: Provides no low planters, in favor of increased pedestrian pathways (Pages 30 - 33)
j. **Documentation** of other street edge conditions along the unique ROW and analysis of their successful elements	Documentation of additional street elements along the ROW include: Overhead weather protection and areas of respite (Page 11) Compression along the street edge (Page 10)
k. **Managing loading impacts** from delivery trucks	All loading and delivery staging will be coordinated along 9th Avenue Additional comments (Page 8)
l. **Engage and inform public** of project sustainability	The designs will utilise street level planting, and the possibility of visible solar arrays to inform the public visually of the sustainable features Additional comments (Page 8)
m. **Inclusion of context** in street level drawings	Each design option expands on the shown context though use of photo collages of current site conditions with a watercolor rendering of the massing option (Pages 22 - 24, 26 - 28, 30 - 32)

CONTEXT ANALYSIS

EDG Design Challenges

Preliminary Design Challenges:

- Access to site limited to 9th Ave
- No alley for service access
- Steep slope on both Madison Street and 9th Ave
- Solid waste, building services, & garage access from 9th Avenue only

Why we chose Madison Street as the Primary Pedestrian entrance location:

- Madison Street is a Class 1 Pedestrian Street. As a pedestrian corridor, Madison Street excels in appropriate character and use for residential access.

What new design does:

- Provides areas of respite along ROW
- Provides overhead protection for pedestrians at ROW
- Expands existing ROW
- Meets or exceeds LEED Gold standard
- Meets Living Building Challenge Pilot Standards for sustainable design
- Provides corner retail entrance
- Maximizes site potential for units
- Provides targeted tenant parking on site

Why garage parking access will not work along Madison Street:

- Madison Street is a class 1 pedestrian street, curb cuts/ garage access are not allowed
- Garage access along Madison Street would increase the likelihood of pedestrian / vehicle conflict

Why 9th Ave was chosen as Primary Garage access location:

- Lower pedestrian foot traffic
- Trash, and turning vehicles will not impede Madison Street traffic
- Solid waste vehicles will have safer pick up location

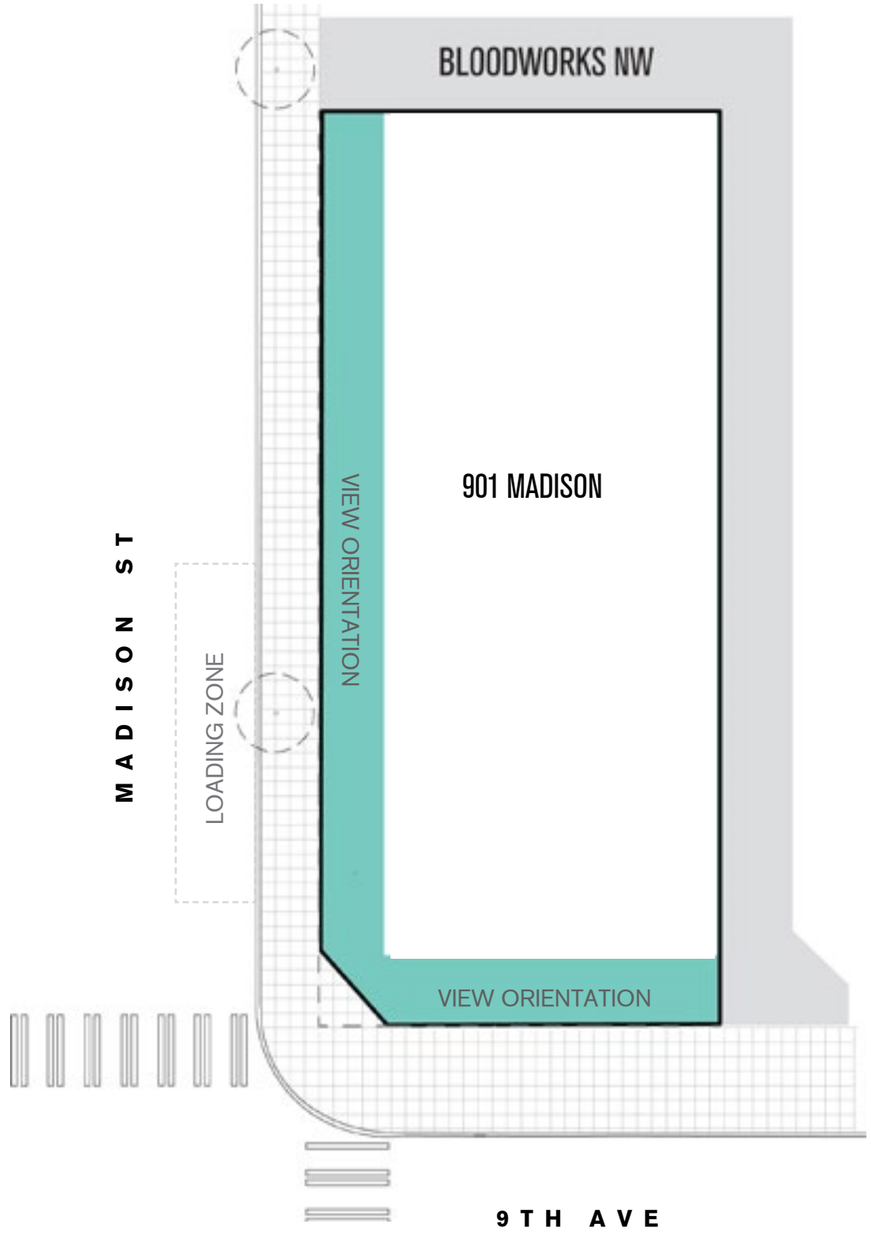
How the project plans to engage and inform public on sustainability:

- Visible solar array
- LEED and Living Building badges visible at ground level

Why the project should design core on south side of building:

- The east and south sides of the building are against the existing Bloodworks building, limiting pedestrian access to the north and east sides
- The neighboring building limits views along these property lines
- The pedestrian experience along Madison Street will be greatly enhanced by storefront transparency, which the core elements would detract from

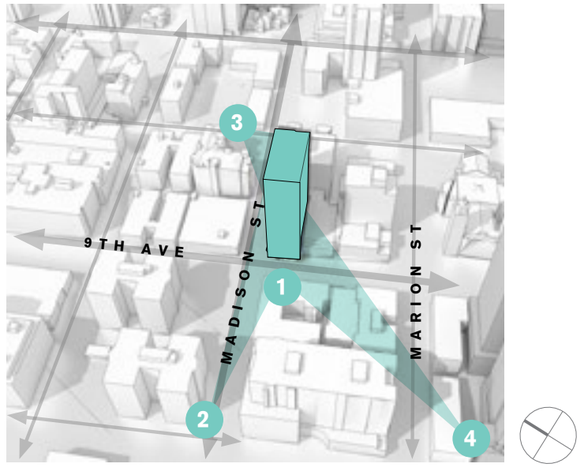
Existing Conditions - Site Plan



CONTEXT ANALYSIS

View Analysis

Location Map



Observations

- Orientation of glass and transparent elements could increase the visibility of the building to the surrounding neighborhood
- The orientation of glass elements will create a dynamic condition juxtaposed with the concrete and brick character of the neighborhood
- Due to participation in the Living Build Pilot Program the maximum building height is increased allowing the site to function as a wayfinding point in the neighborhood

View Impact Analysis

1. Established downtown view corridor that can be seen along Madison between multi-story buildings and views Southwest to Puget Sound
2. Views South to Mount Rainier between distant buildings above 40'
3. Views headed North on 9th Ave
4. Views along I-5 Freeway

1 View looking East on Madison Avenue

2 View looking East on Madison Avenue

3 View looking Southwest on Terry Avenue

4 View looking Northeast across I-5

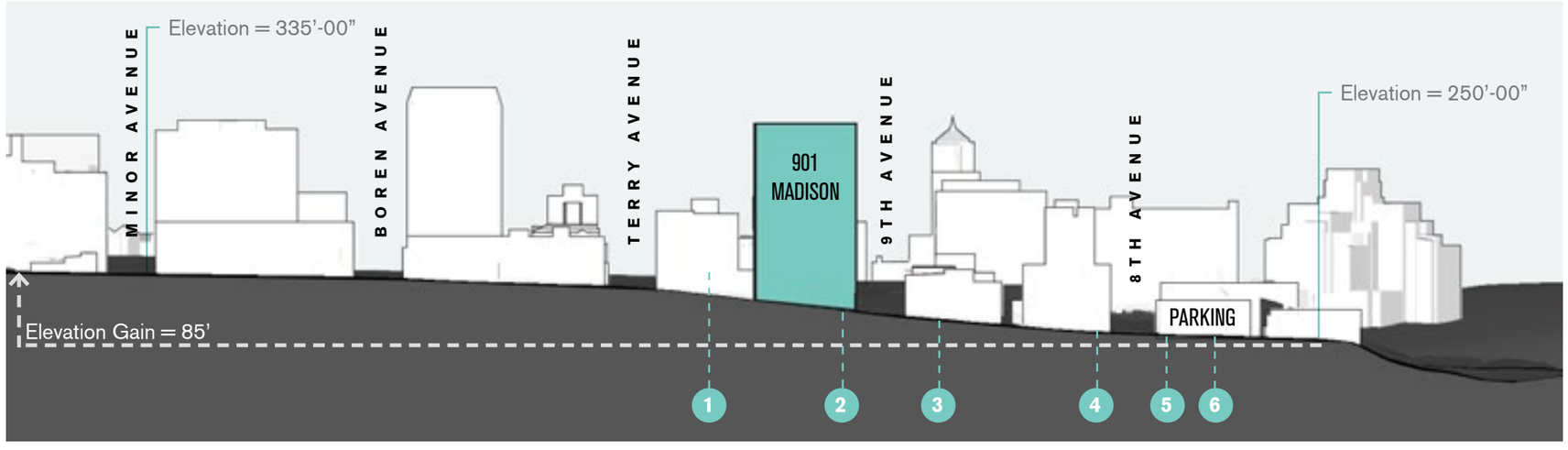
SITE CONDITIONS

EDG Response 3.J: Compression Survey of the Sidewalk Experience Along Madison

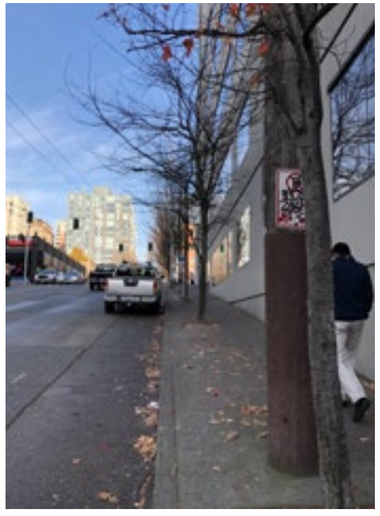
Observations

- The eclectic nature of existing buildings along Madison Street has created nrrow sidewalk conditions for pedestrians
- Many existing buildings provide no shelter or areas of rest for pedestrians
- There exists no buffer between pedestrians and automobile traffic

Madison Street Cross Section

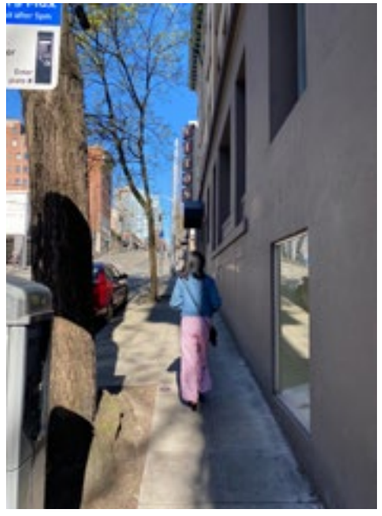


1 Terry and Madison

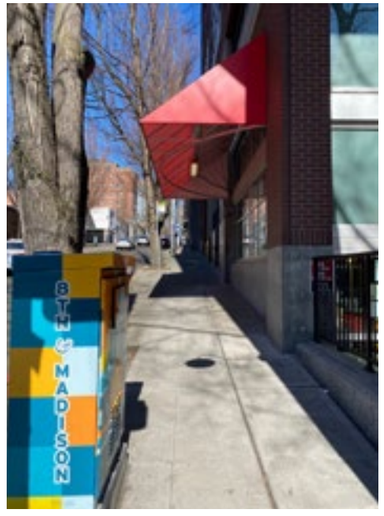


2 9th and Madison

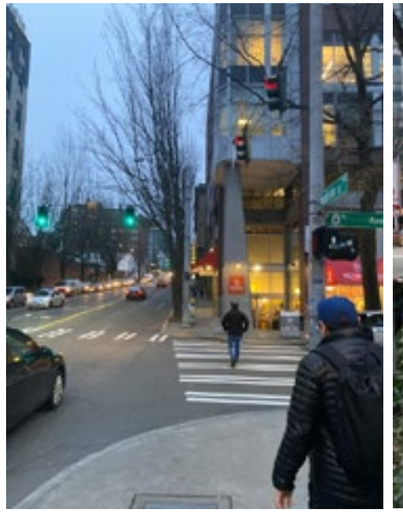
3 9th and Madison



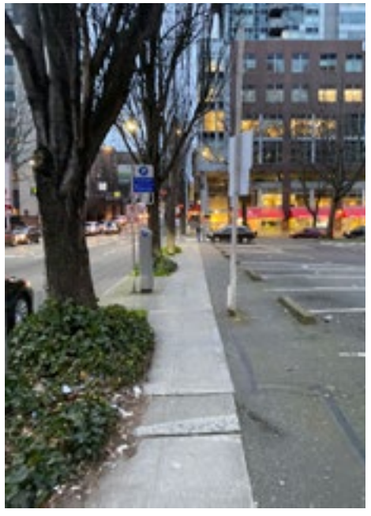
4 8th and Madison



5 8th and Madison



6 8th and Madison



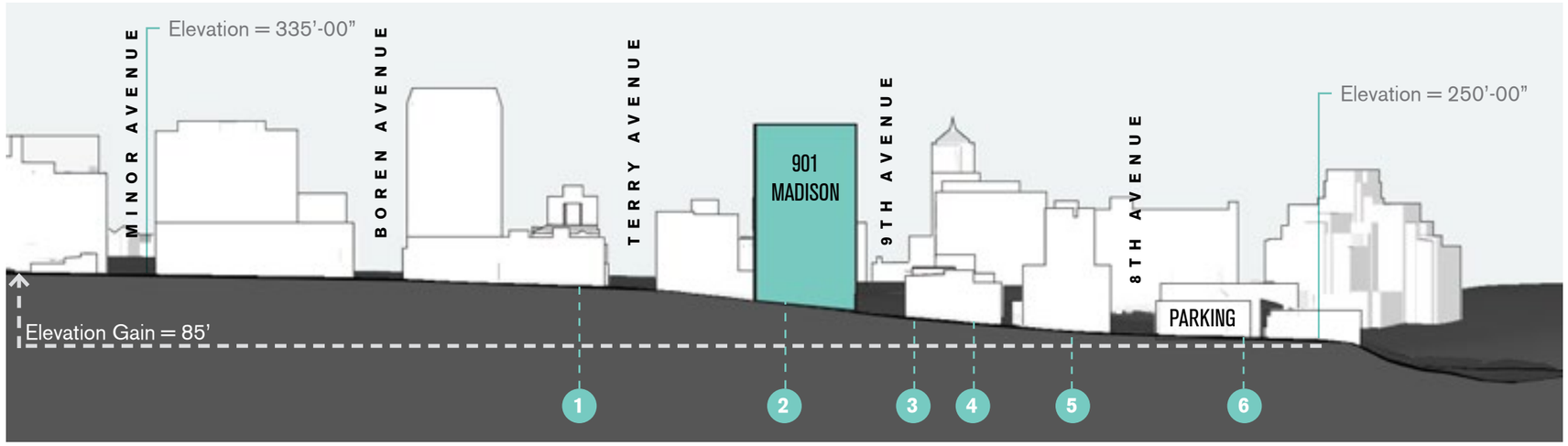
SITE CONDITIONS

EDG Response 3.J: Sidewalk Context Along Madison, Rest and Overhead Protection

Observations

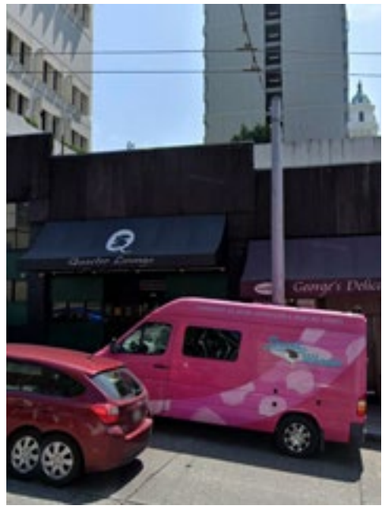
- There are no places of pedestrian respite along Madison Street
- Most of the Madison Street thoroughfare does not have overhead weather protection
- Note: There is no pedestrian place of rest along Madison Street

Madison Street Cross Section



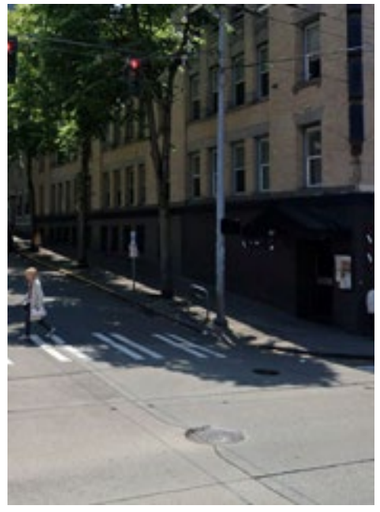
1 CVS Pharmacy

2 901 Madison

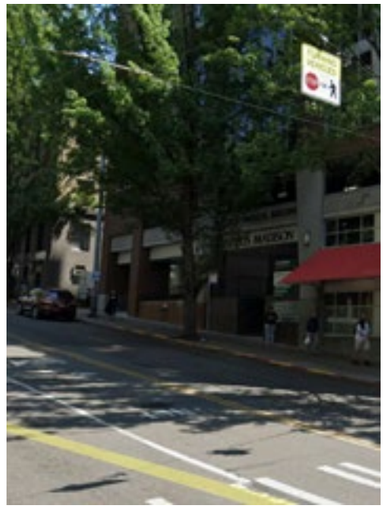


3 Vitos

4 Madison Apartments



5 805 Madison

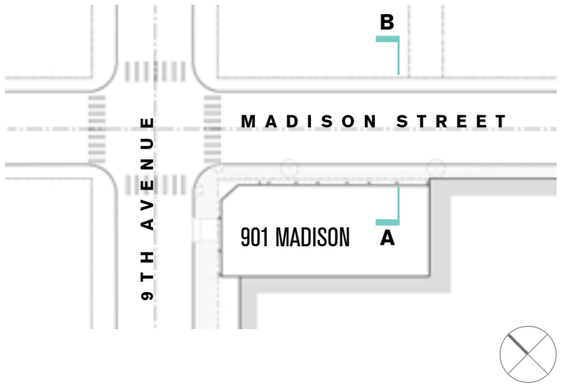


6 Specialty's Bakery

CONTEXT ANALYSIS

EDG Response 3.J: Future Right-of-Way Improvements

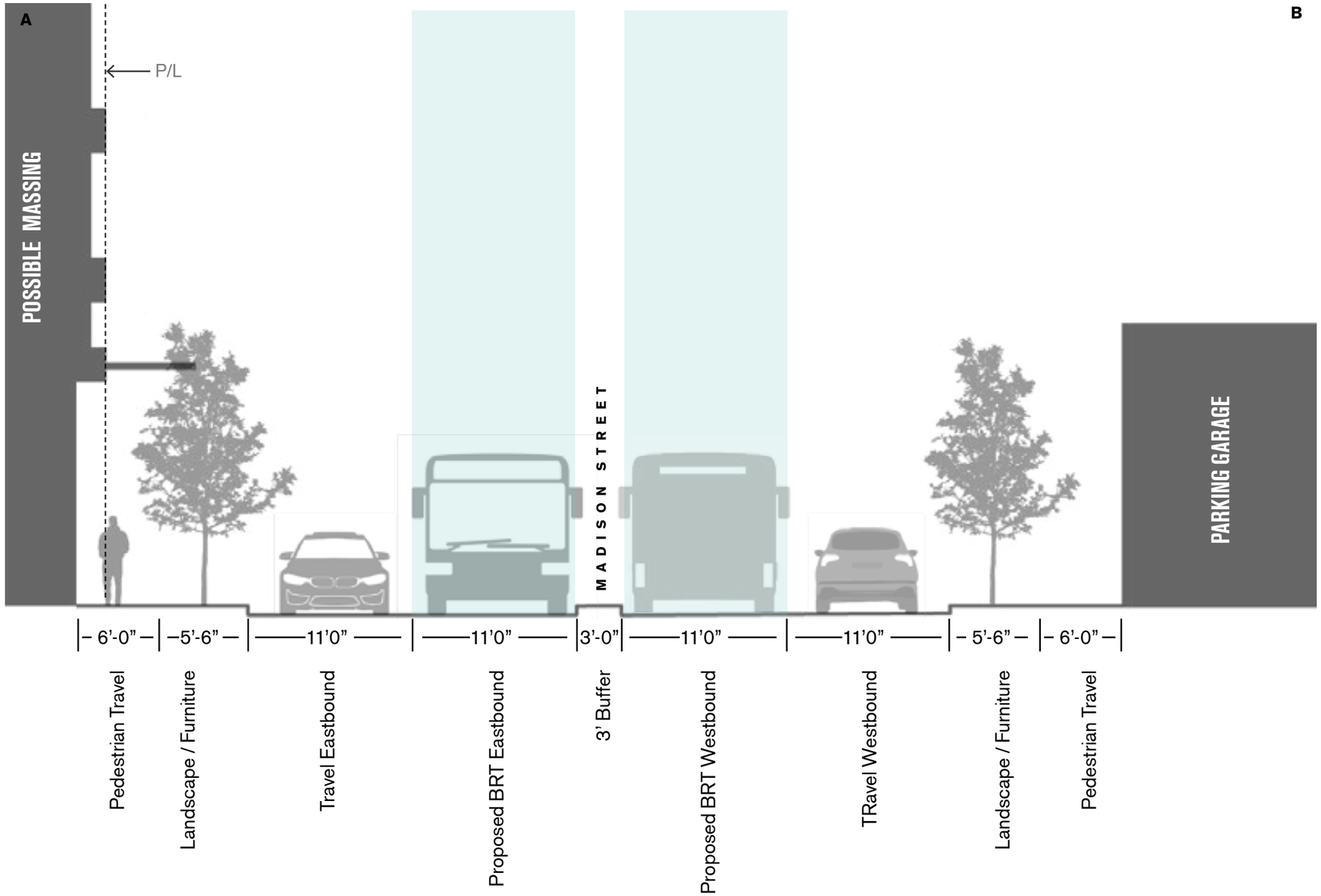
Key Map



Future Impacts

- Madison Street is the location of the Future Bus Rapid Transit (BRT) line “G”
- Future stops along Madison Street at the intersections of 8th Avenue and Terry Avenue
- BRT line will remove all parking along Madison Street for the project block
- There will be no bike lane or buffering strip between traffic lanes and curbs
- BRT Line will run every 6 minutes during daytime hours.

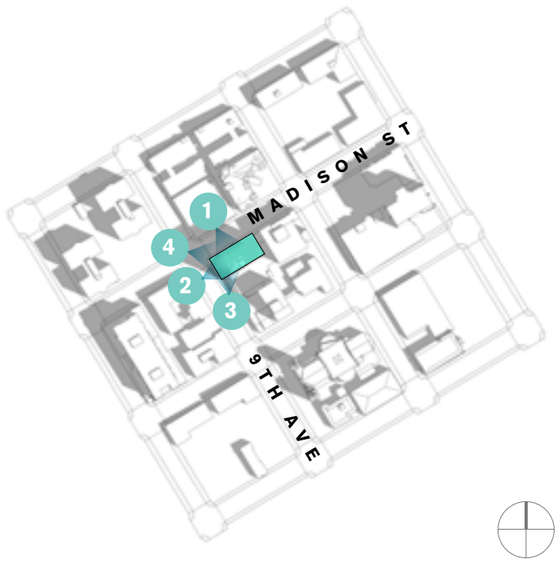
Proposed Madison Street Section (Looking Southwest)



SITE CONDITIONS

Current Site Condition

Location Map



Observations

- **Visibility.** The site is located on a prominent corner between Madison Street and 9th Avenue. The West corner of the proposed building will be highly visible to the transit activity along Madison Street and 9th Avenue.
- **Views.** The views to the site at the intersection between Madison Street and 9th Avenue indicate that the West corner of the site is highly visible.
- **Chamfered Corner.** A unique aspect of this site and prominent feature in the pedestrian experience of this space.
- **Pace.** Traffic along Madison Street remains hurried due to its main arterial connection to downtown and lake Washington.

1 Looking South on Madison Street

2 Looking East on 9th Avenue

3 Looking North on 9th Avenue

4 Looking Southeast on Madison Street and 9th Avenue

SITE CONDITIONS

EDG Response 5

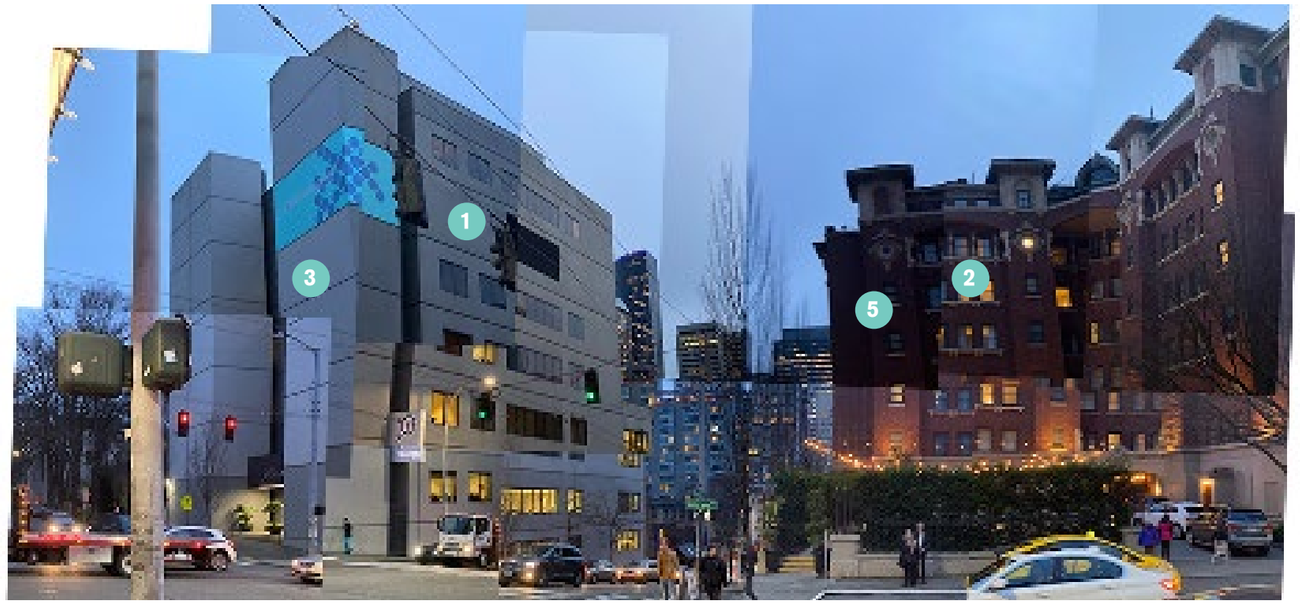
Block Facade Character

1. Stone
2. Punched Openings
3. Concrete Walls
5. Brick
6. Wood

Observations

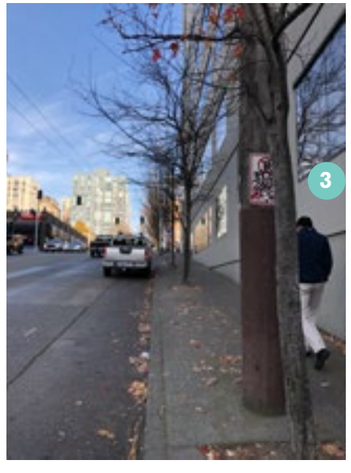
- General language of surrounding context is opaque facades, with hard materials (concrete, brick) with punched openings providing minimal transparency along the pedestrian thoroughfare.

Looking Southwest at Terry and Madison

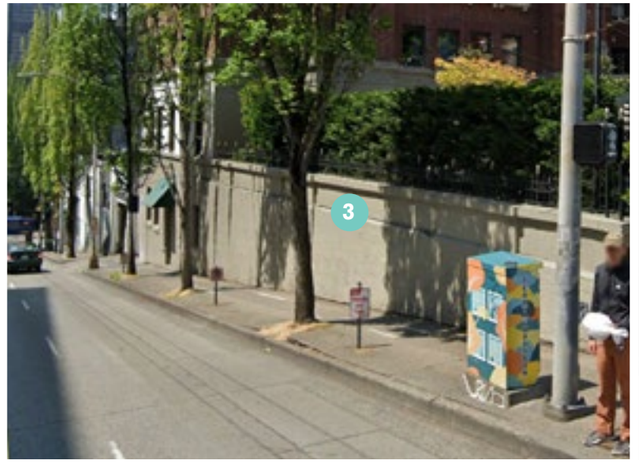


901 Madison
Sidewalk looking East

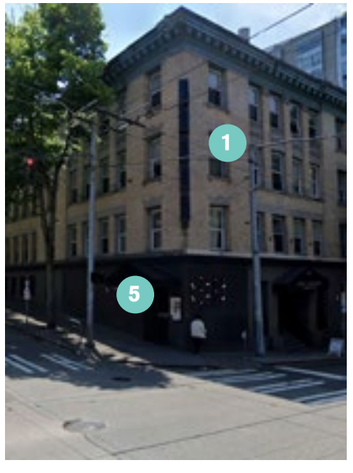
Madison Street Looking
West from Bloodworks



Sorrento Hotel
Facade



Adjacent Block
Facade (Vitos)



SITE CONDITIONS

Streetscape Photomontage - Madison Street

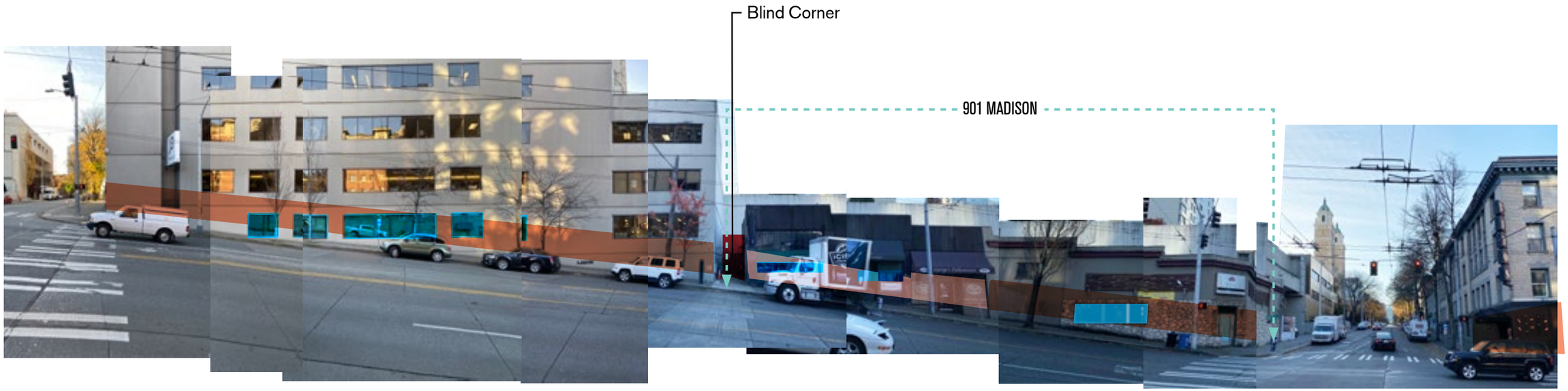
Observations

- There are minimal activated areas of pedestrian respite
- The current building provides no areas of respite
- This section of Madison is the steepest part of the hill between downtown and Boren, at a roughly 12% grade

Legend

Opaque Surfaces

Transparent Surfaces



SITE CONDITIONS

Vehicle, Pedestrian, Solid Waste Flow

Legend

- Vehicular Circulation
- Pedestrian Circulation
- Proposed Vehicle / Solid Waste Coordination Area
- Opaque Surfaces
- Areas of Transparency

Observations

- There is currently not a buffer between the sidewalk and lanes of traffic along the site
- The Pedestrian lane of travel sees heavy use along Madison Street as it is a major commuting corridor
- Madison Street is heavily used at all hours of the day as an artery from east to west for traffic
- The future BRT improvement will increase traffic use along the site
- Views should be oriented to the streets given the zero lot line condition

Jurisdictional Considerations

- SDOT - Given the heavy use of Madison Street, as a Class 1 Arterial Street, SDOT does not support curb cuts or garage access along Madison Street and recommends these points of entry be placed on 9th Avenue
- SPU - Given the Madison Street classification, SPU strongly suggest solid waste be coordinated along 9th Avenue

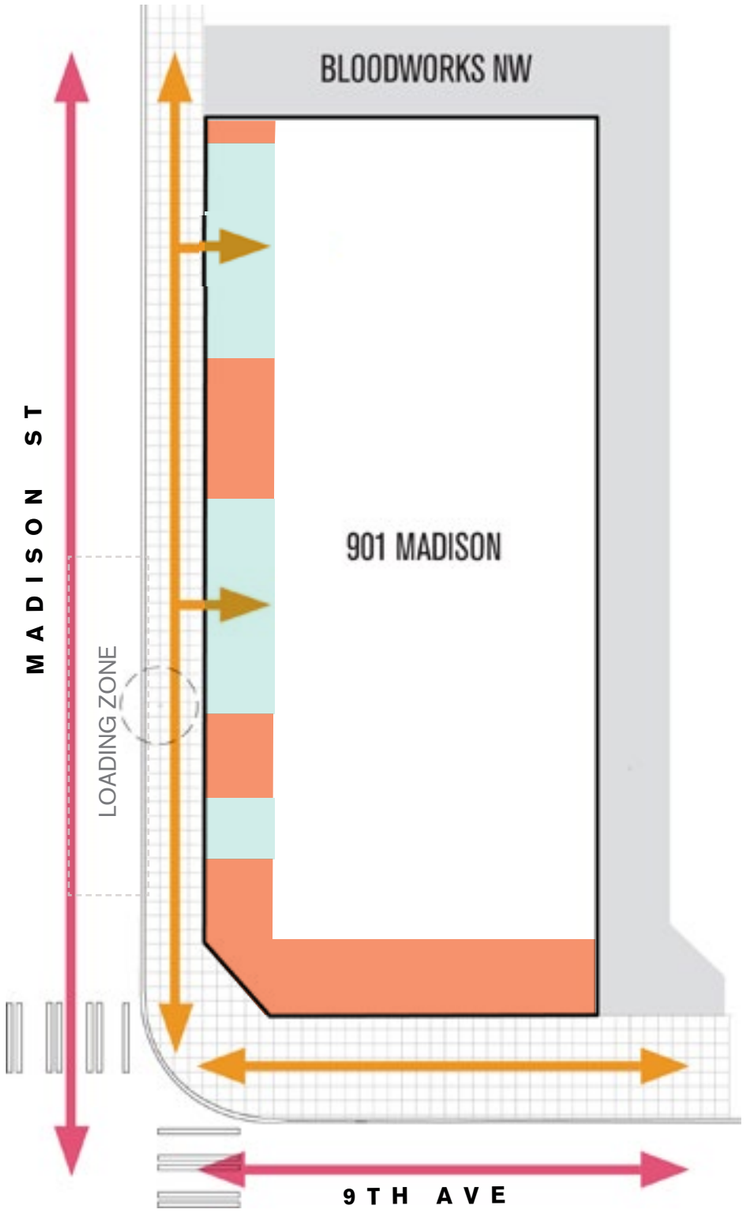
EDG Notes Addressed

3.h - Garage along Madison Street

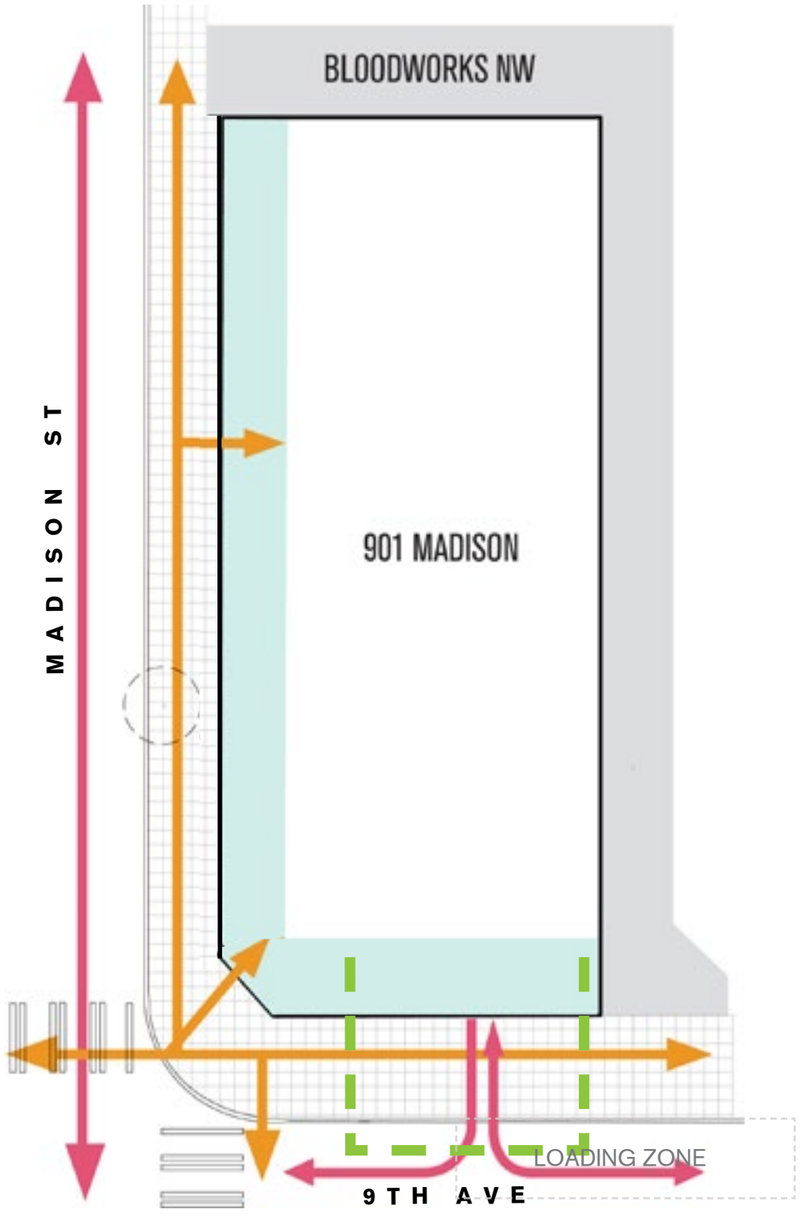
3.k - Solid waste coordination planning

3.f - Impact of core on street edge programming

Current Flow of Pedestrian Travel



(Proposed) Future Flow of Pedestrian Travel



DESIGN GUIDELINES

EDG Response 5.A: High Priority Guidelines

EDG Design Opportunities

Due to the dynamic nature of the First Hill neighborhood, we have determined 4 massing moves that we believe will both accommodate a better pedestrian experience and provide a building which becomes an iconic way finding beacon to the surrounding neighborhood.

Context Narrative

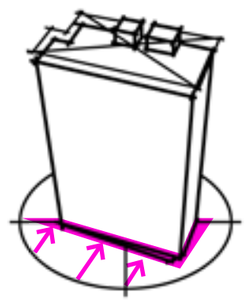
A **Lift** massing off street

- Development of Madison Street has not created pedestrian oriented pathways, yet is a heavily trafficked pedestrian pathway. There are no areas of respite, and limited areas of overhead weather protection. With the sidewalk varying in degrees of compression and interference from tree wells or zero lot line building conditions.
- Lift massing off of ROW to produce smaller building footprint at grade, further increasing the areas of pedestrian circulations

B **Transparency** along pedestrian frontage

- The eclectic nature of first hill has created a crisis of transparency in use of concrete and brick buildings
- First Hill has an issue of limited transparency. Design should offset the heavy nature of existing buildings with massing that is transparent, reducing the heavy feeling along the pedestrian ROW.
- Maximise transparency at grade
- Orient transparent elements of the building toward major East and West corridor to increase building visibility to major transportation corridors

C **Push** back facade, creating areas of respite



- Push back the ground floor facade to create more pedestrian accessible areas, such as benches, walkable space, and shelter
- To the greatest extent possible, use landscape at grade to create buffers between pedestrian and vehicle traffic.
- Appropriately design landscape elements to provide barrier free pedestrian ROW at grade

D **Lighten** massing via material and architectural choices

- 901 Madison sits in the middle of a major East and West thoroughfare. Between downtown and Capitol Hill.
- Future BRT improvements increase Vehicle density along Madison.
- Emphasize sustainablility through visibility of highly sustainable building features such as solar arrays, the SLI connect system, structure and component systems.

DESIGN GUIDELINES

High Priority Guidelines

CS1: NATURAL SYSTEMS & SITE FEATURES

A. Energy Use

A-1 ENERGY CHOICES

At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

Design Response

A combination of renewable energy sources and consumption reduction methods will include building mounted PV panels, battery storage, and a collaborative waste water heat recovery program with neighboring medical sourced uses.

C. Topography

C-1 LAND FORM

Use the natural topography and/or other desirable land forms to inform the project design.

Design Response

We have allowed the significantly sloping site to inspire the design as we plan functional pedestrian oriented uses that enhance the public right of way experience. The topography of our site also informs our interior functional planning so that we can take advantage of disparate sidewalk elevations.

CS2: URBAN PATTERN & FORM

A. City & Neighborhood Location

A-1 SENSE OF PLACE

Emphasize attributes that give the neighborhood and the site it's distinctive sense of place. Sense of place is informed by patterns of streets, street slope, significant trees, iconic buildings & transportation junctions. These attributes are gateways to the community.

Design Response

We strive to implement pedestrian oriented experiences that the passerby can engage with. We also plan to retain existing trees, were possible, and enhance the ROW pedestrian experience with sensitive landscaping. We see this building as a "gateway" for the neighborhood and it's particular mix of residential, institutional, and small retail experiences.

A. City & Neighborhood Location

A-2 ARCHITECTURAL PRESENCE

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high profile" design with significant presence and individual identity.

Design Response

We see this building, by virtue of its slender massing, and small site, as an opportunity to create an iconic architectural statement. We plan to leverage this into a fully locally oriented brand that speaks to the existing fabric of the surroundings and the future of this neighborhood.

DESIGN GUIDELINES

High Priority Guidelines

CS2: URBAN PATTERN & FORM

C. Relationship to the Block

C-1 CORNER SITES

Corner sites can serve as gateways or local points: both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and an generous entry.

Design Response

The recent history of the site included a corner entry to a well established eatery. We plan to leverage this unique opportunity to provide a corner entry to a dining use in the current design for the project.

CS3: ARCHITECTURAL CONTEXT & CHARACTER

A. Emphasizing Positive Neighborhood Attributes

A-2 CONTEMPORARY DESIGN

Explore how contemporary designs can contribute to the development of attractive new forms & architectural styles, as expressed through use of new materials or other means.

Design Response

We believe that a “contemporary” design aesthetic does not have to be “cold” and can add clean, visual interest to pedestrian oriented uses and entry to the building. We also believe that the clean lines found in the design enhances the residential component based construction.

PL1: CONNECTIVITY

A. Network Of Open Spaces

B-2 PEDESTRIAN VOLUMES

Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

Design Response

We plan on providing a widened ROW along Madison Street, one block adjacent to a future BRT bus line and will also provide an accessible recessed main entry to the building. Pedestrian oriented uses will be transparent and allow interior retail uses to be seen from the public ROW.

PL3: STREET-LEVEL INTERACTION

A. Entries

A-1 DESIGN OBJECTIVES

Design primary entries to be obvious, identifiable, & distinctive with clear lines of sight & lobbies visually connected to the street. Scale & detail them to function well for their anticipated use & also to fit with the building of which they are a part, differentiation residential and commercial entries with design features & amenities specific to each.

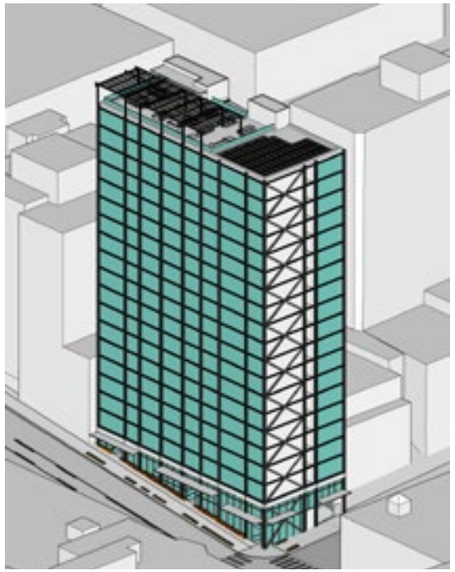
Design Response

The primary entry to the building, serving residential and retail/restaurant uses will be provided with clear lines of sight from the public ROW. Distinctive detailing will be keyed to provide clear, understandable, and obvious points of entry for the building.

CONCEPT DEVELOPMENT

Summary of Options

Option 1: Code Compliant



OPTION 1 FEATURES

Option 1 provides a code compliant option for consideration, providing primary massing transparency along Madison Street. with multiple retail entries, and planting buffers along the ROW.

EDG NOTES ADDRESSED

3.a – Multiple Entries

3.c – Increased setback

3.d - Areas of Respite

3.e - Buffering Elements

3.f - Core Location Impact on Street Edge

3.g – Minimize Blank wall conditions

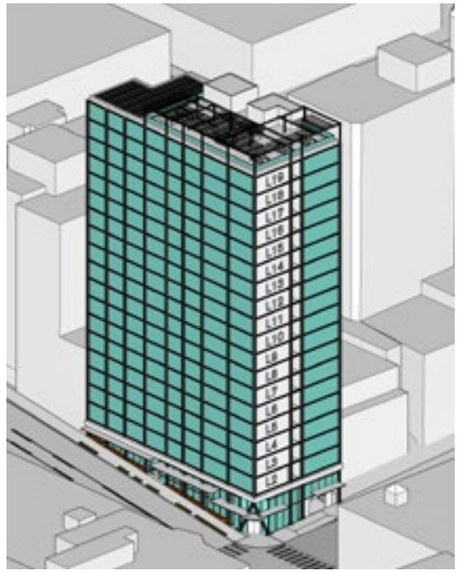
3.i - Alternate Configurations of Street Trees

3.k - Managing Loading Impacts

OPTION 1 METRICS

Gross Floor Area	76400
Number of Units	162
Number of Affordable Units	33
Parking	B1: 3,245 GSF / 5 spaces

Option 2



OPTION 2 FEATURES

Option 2 provides a variant on the Prefered option, to set back at the ground floor structure for areas of respite, provide a corner entry for retail, and orient transparency in the massing primarily along Madison Street.

EDG NOTES ADDRESSED

3.b – Lift first floor expression

3.c – Increased setback

3.d - Areas of Respite

3.e - Buffering Elements

3.g – Minimize Blank wall conditions

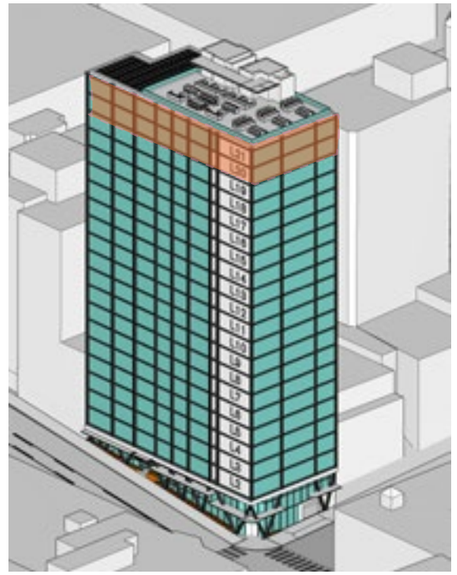
3.i - Alternate Configurations of Street Trees

3.k - Managing Loading Impacts

OPTION 2 METRICS

Gross Floor Area	76400
Number of Units	162
Number of Affordable Units	33
Parking	B1: 3,245 GSF / 18-20 spaces

Option 3: Preferred Scheme



OPTION 3 FEATURES

This option will articulate the ground floor strucutre, add additional height with the LBP program. The orientation of transparency for this option is balanced along street facing facades, ceating striking visual connections with downtown surrounding neighborhood.

EDG NOTES ADDRESSED

3.b – Lift first floor expression to relieve compressed condition at NE Corner

3.c – Increased setback

3.d – Areas of respite

3.g – Minimize blank wall conditions

3.i - Alternate Configurations of Street Trees

3.k - Managing Loading Impacts

3.l – Strategies to engage and inform public of the project's sustainability

OPTION 3 METRICS (PREFERRED)

Gross Floor Area	84400
Number of Units	178
Number of Affordable Units	41
Parking	B1: 3,245 GSF / 18-20 spaces

CONCEPT DEVELOPMENT
Option 1: Code Compliant Option

Aerial Looking East

EDG Design Response Utilized

A **Lift** massing off street

B **Transparency** along pedestrian frontage

Guiding Principals

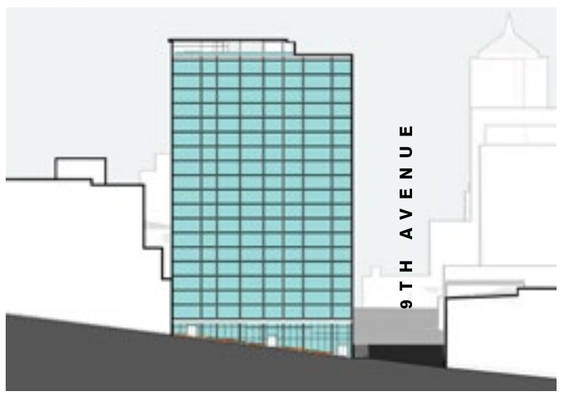
Orientation: Building transparency should be oriented to create a strong visual link with downtown and the Puget Sound. This will further connect the project with the neighborhood and its place in the region.

Balance: The project should respond to the design context and character of neighboring buildings. Synthesizing the neighborhood through a balance of tectonics, massing articulation, and transparency modulation.

Engagement: The pedestrian experience along Madison Street should be enhanced through architectural details that emphasize connection and place, engaging the public who use the site.

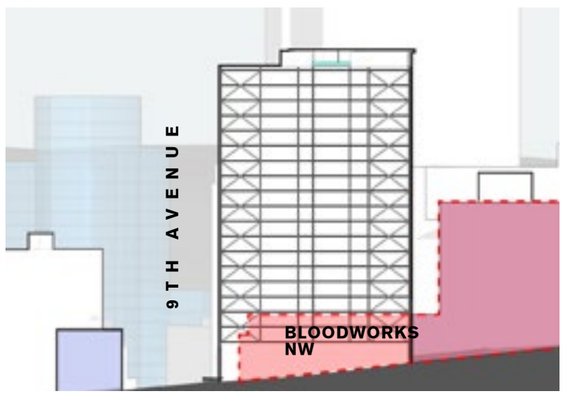
Corner Character: The unique historical character and design of the current building on our site should be remembered in the future design through the incorporation of a dynamic corner condition.

NORTH

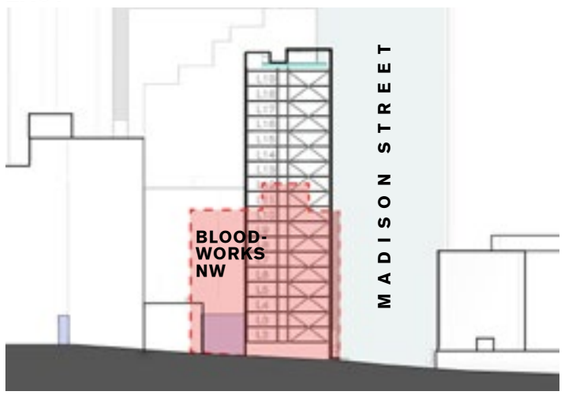


WEST

SOUTH



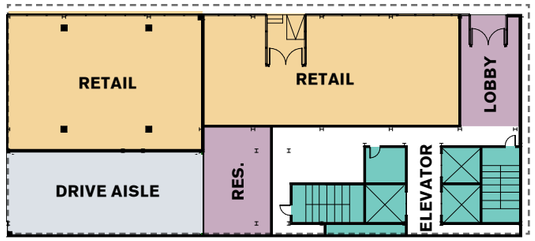
EAST



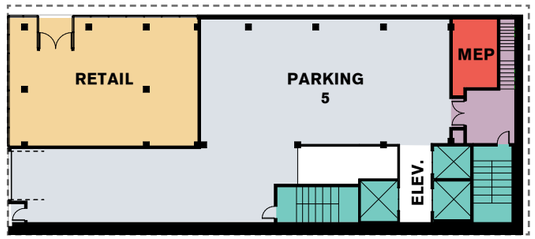
CONCEPT DEVELOPMENT

Option 1: Code Compliant Option

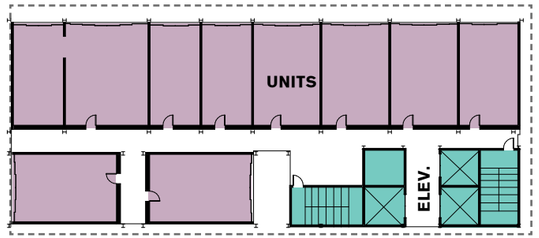
Level 1: Ground Level



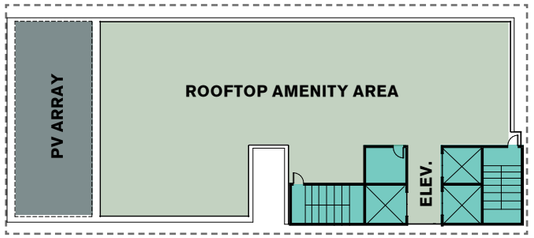
Level Basement: Building Services



Level 2-21: Residential



Level 1: Roof



Pedestrian Ground Level Corner View

EDG Design Response Notes

3.a — Multiple Entries: This option explores multiple entries along Madison. This creates a stepped slab condition which complicates interior functions and circulation.

3.c — Increased setback: The ground floor setback is 2' from the property line, creating more space for Pedestrian travel and possible areas of respite.

3.d - Areas of Respite: Proposes areas of rest placed along Madison facade.

3.e - Buffering Elements: Low planters are proposed which provide a buffering element between pedestrian and vehicle areas.

3.f - Core Location Impact on Street Edge: Core moved to SE corner of massing, creating blank wall structure condition along 9th Ave, and compressing SE corner with neighboring building reducing light and air to that site.

3.g — Minimize Blank wall conditions: This option reduces the opaque wall conditions, by moving the garage and trash access to the south end of 9th Ave increasing transparency along the street.

3.i — Alternate Configurations of Street Trees: This option chooses to put in low planter instead of more street trees.

3.k — Managing Loading Impacts: Vehicle interaction for the site is moved to 9th Ave, and into proposed garage.

CONCEPT DEVELOPMENT

Option 1: Code Compliant Option | EDG Response 2.A - Neighborhood Context + Views

Location Map

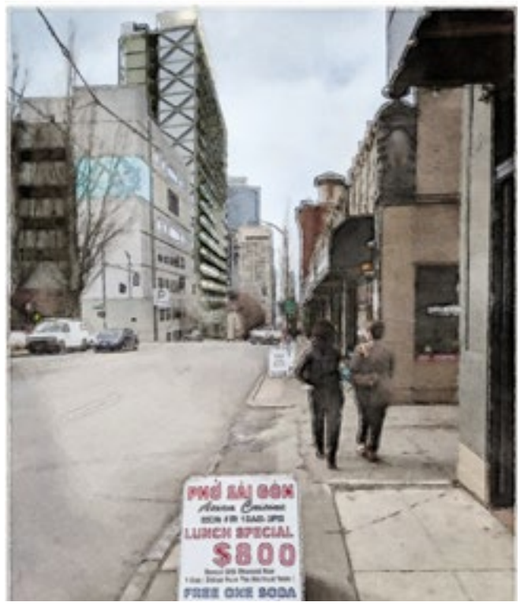
1 Looking East on 9th Avenue

2 Looking South on Madison

3 Looking East on Madison Street

4 Looking Southwest on Madison and 10th Avenue

5 Looking West on Madison

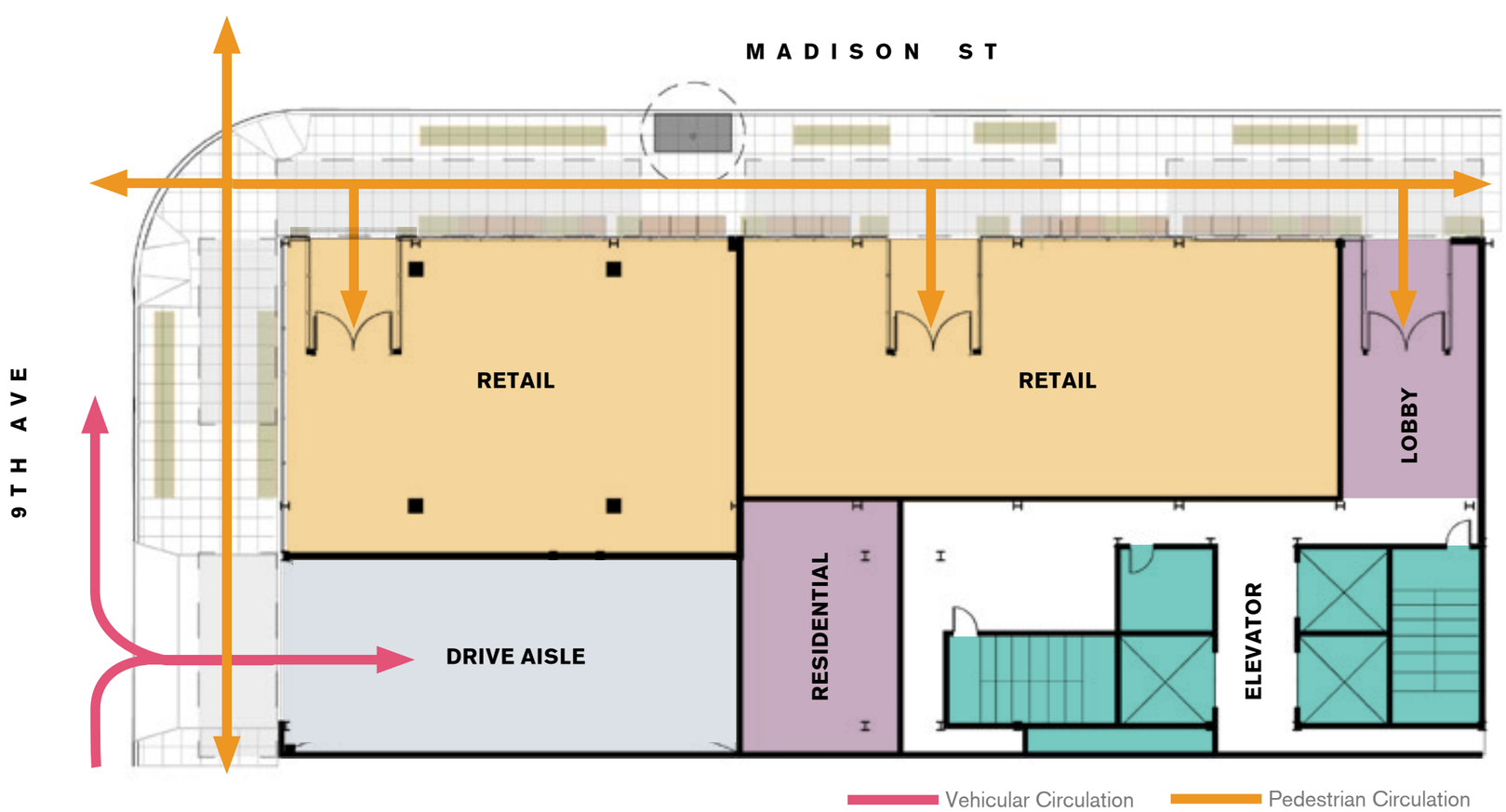


6 Looking Northeast on Madison

CONCEPT DEVELOPMENT

Option 1: Code Compliant Option

Plan + Circulation Diagram



VIEW 1

VIEW 2

OPTION 1 PODIUM LEVEL STATS

Total Floor Plate:	6975 gsf
Retail:	2975 gsf
Residential:	2000 gsf
Circulation:	550 gsf
Drive AIsle:	900 gsf
Lobby:	550 gsf

Exploration Challenges:

1. Fully code compliant scheme unlikely to move forward without design departures, due to limited site access.
2. Site constraints, ROW increase, remaining site dimension of 53'-0" severely restricts all building services access on 9th Avenue.
3. Garage, solid waste and egress stair, along with transparency requirements all cannot be accommodated. off of 9th Avenue.
4. Multiple retail entrances on Madison Street creates a stepped ground floor slab orientation that is not desirable in terms of retail tenants, short and long term planning flexibility, and general good practice retail planning principles.

CONCEPT DEVELOPMENT
Option 2

Aerial Looking East

EDG Design Response Utilized

A **Lift** massing off street

B **Transparency** along pedestrian frontage

Guiding Principals

Orientation: Building transparency should be oriented to create a strong visual link with downtown and the Puget Sound. This will further connect the project with the neighborhood and its place in the region.

Balance: The project should respond to the design context and character of neighboring buildings. Synthesizing the neighborhood through a balance of tectonics, massing articulation, and transparency modulation.

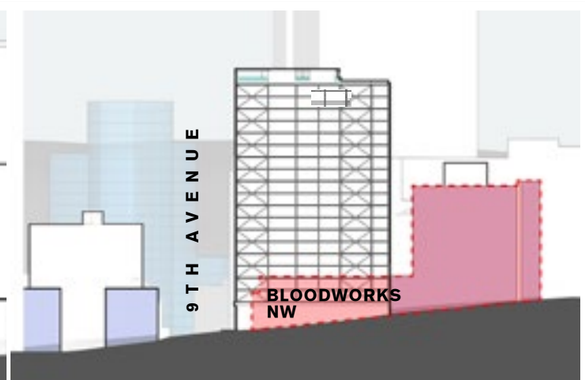
Engagement: The pedestrian experience along Madison Street should be enhanced through architectural details that emphasize connection and place, engaging the public who use the site.

Corner Character: The unique historical character and design of the current building on our site should be remembered in the future design through the incorporation of a dynamic corner condition.

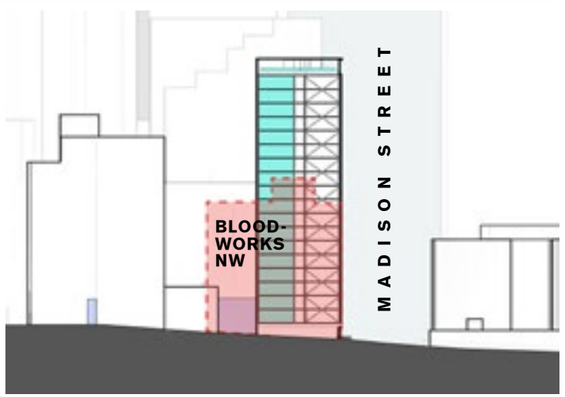
Elevations

NORTH

WEST



SOUTH

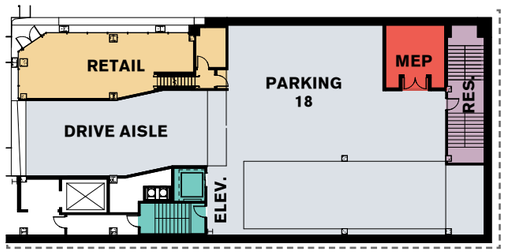


EAST

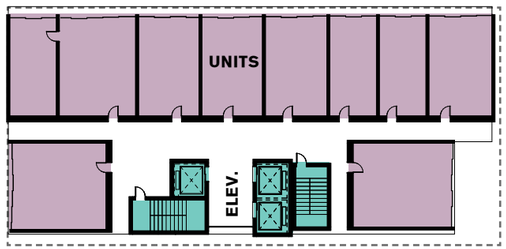
CONCEPT DEVELOPMENT
Option 2

Level 1: Ground Level

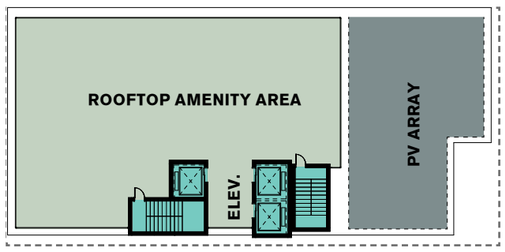
Level Basement: Building Services



Level 2-21: Residential



Level 1: Roof



Pedestrian Ground Level Corner View

EDG Design Response Notes

3.b — Lift first floor expression to relieve compressed condition at NE Corner. This option lifts the overhead canopy at the NE corner to the height of other overhead protection found in the neighborhood.

3.c — Increased setback: The ground floor setback is 2' from the property line, creating more space for Pedestrian travel and possible areas of respite.

3.d - Areas of Respite: This option explores vertical expression of structural columns at grade. Setting the building facade behind that, this move creates areas which could be used for pedestrian movement along the sidewalk, or could be programmed as benches, and areas of respite.

3.e - Buffering Elements: Low planters and additional street trees are proposed which provide a buffering element between pedestrian and vehicle areas.

3.g — Minimize Blank wall conditions: This option reduces the opaque wall conditions, by moving the garage and trash access to to the south end of 9th ave. increasing transparency along the street. Additionally The primary facade of transparency in the building massing becomes the north facade. The resulting condition along 9th could be used as art or architectural detailing space.

3.i — Alternate Configurations of Street Trees: Additional street trees are designed into this option, in conjunction with low planters along the curb.

3.k — Managing Loading Impacts: Vehicle interaction for the site is moved to 9th Ave and into proposed garage.

CONCEPT DEVELOPMENT
Option 2

Location Map

1 Looking East on 9th Avenue

2 Looking South on Madison

3 Looking East on Madison Street

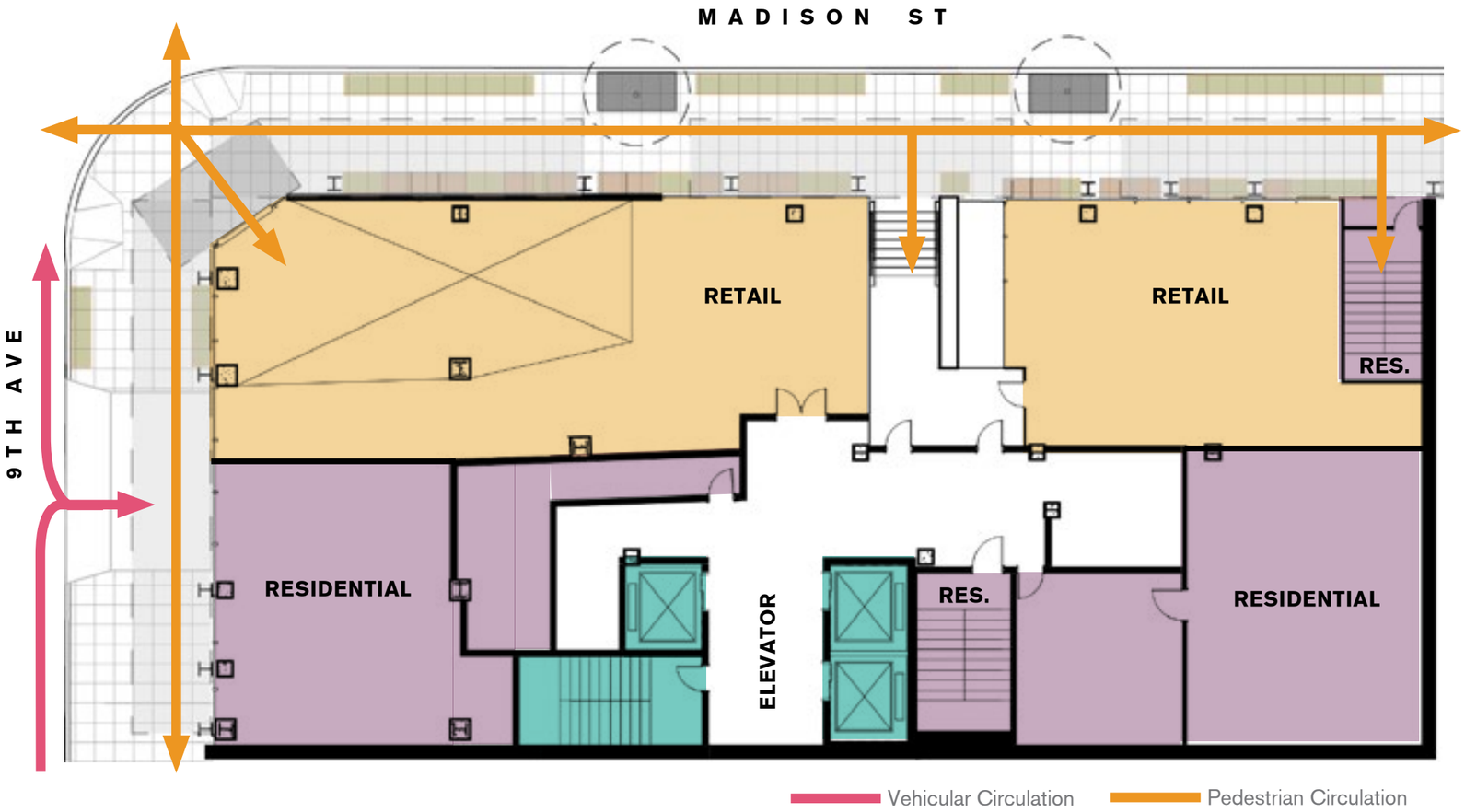
4 Looking Southwest on Madison and 10th Avenue

5 Looking West on Madison

6 Looking Northeast on Madison

CONCEPT DEVELOPMENT
Option 2

Plan + Circulation Diagram



VIEW 1

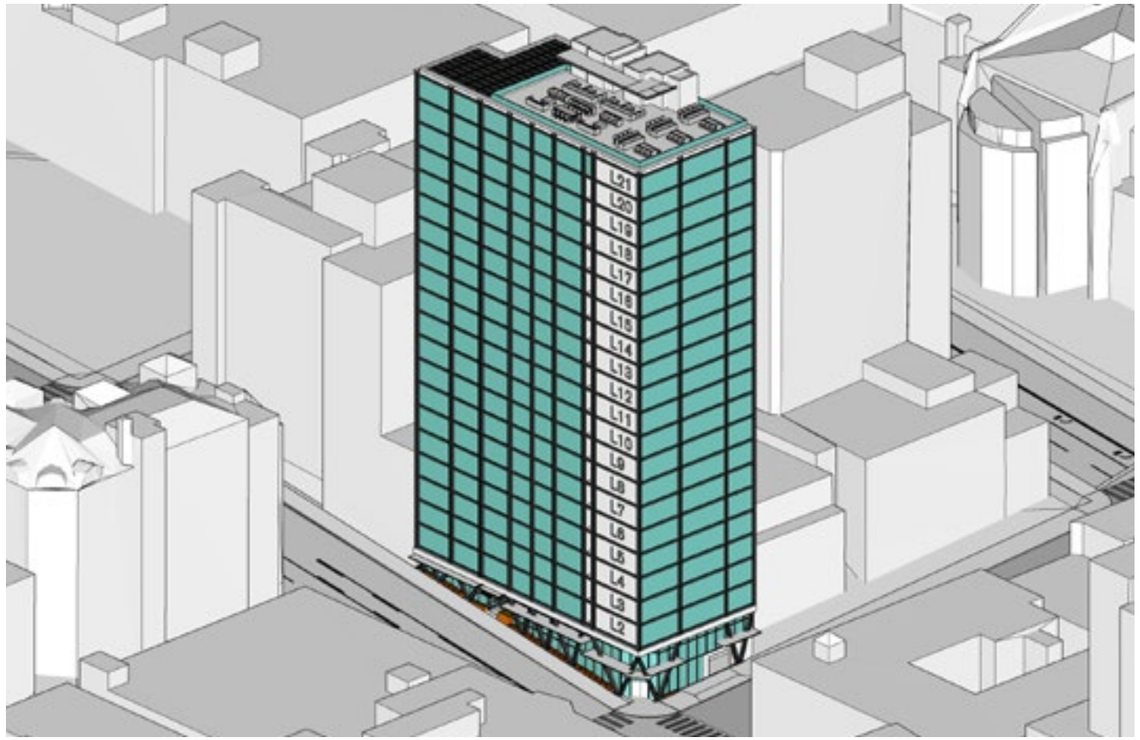
VIEW 2

OPTION 2 PODIUM LEVEL STATS

Total Floor Plate:	6975 gsf
Retail:	3000 gsf
Residential:	2500 gsf
Circulation:	1475 gsf
Drive Alsle:	0 gsf
Lobby:	0 gsf

CONCEPT DEVELOPMENT
Option 3: Preferred Scheme

Aerial Looking East

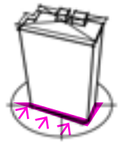


EDG Design Response Utilized

A **Lift** massing off street

B **Transparency** along pedestrian frontage

C **Push back** facade, creating areas of respite



D **Lighten** massing via material and architectural choices

Guiding Principals

Orientation: Building transparency should be oriented to create a strong visual link with downtown and the Puget Sound. This will further connect the project with the neighborhood and its place in the region.

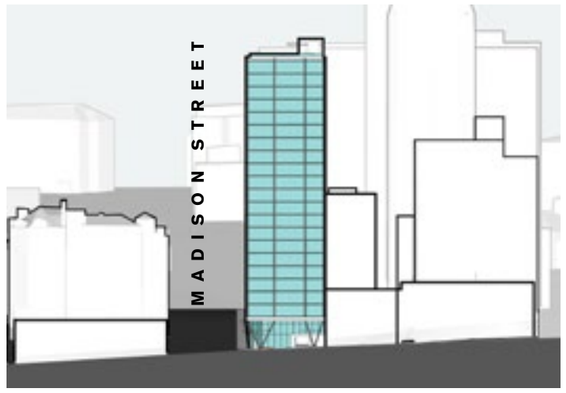
Balance: The project should respond to the design context and character of neighboring buildings. Synthesizing the neighborhood through a balance of tectonics, massing articulation, and transparency modulation.

Engagement: The pedestrian experience along Madison Street should be enhanced through architectural details that emphasize connection and place, engaging the public who use the site.

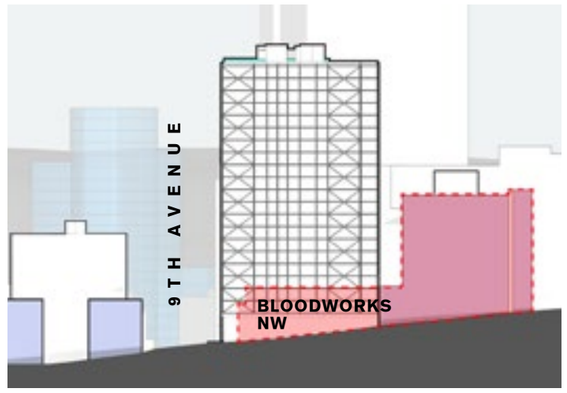
Corner Character: The unique historical character and design of the current building on our site should be remembered in the future design through the incorporation of a dynamic corner condition.

Elevations

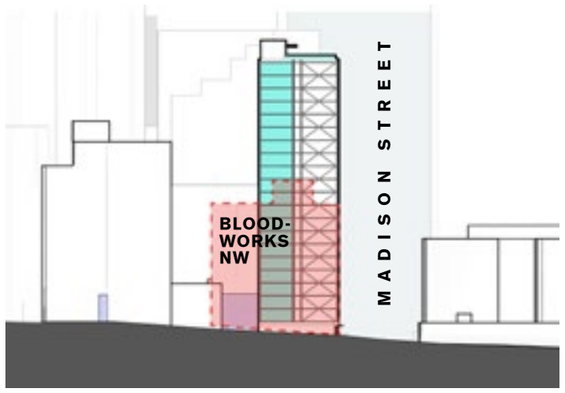
NORTH



WEST



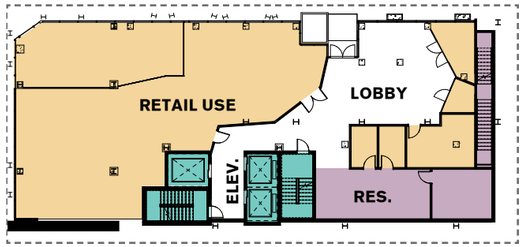
SOUTH



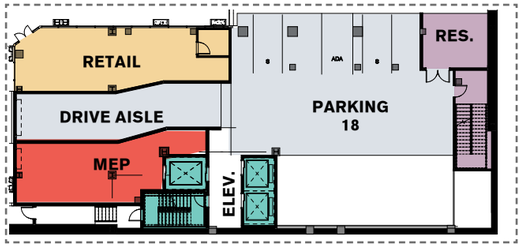
EAST

CONCEPT DEVELOPMENT
Option 3: Preferred Scheme

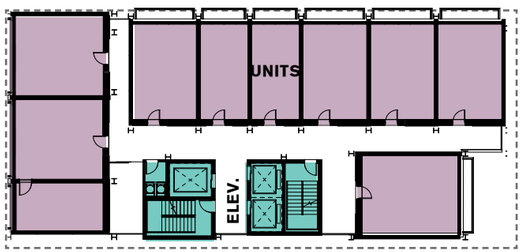
Level 1: Ground Level



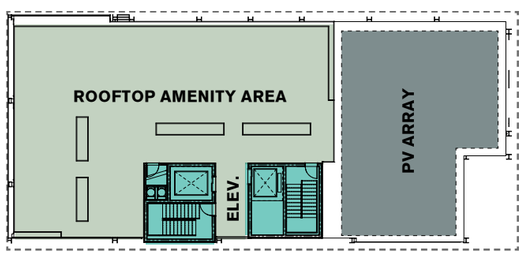
Level Basement: Building Services



Level 2-21: Residential



Level 1: Roof



Pedestrian Ground Level Corner View

EDG Design Response Notes

3.b — Lift first floor expression to relieve compressed condition at NE Corner: This option lifts the overhead canopy at the NE corner to the height of other overhead protection found in the neighborhood. Further study has been done on other ways to amend this expression (Page 36).

3.c — Increased setback: This option sets back from the property and introduces a design possiblity of seating and planting elements.

3.d — Areas of respite: This option explores vertical expression of structural columns at grade. Setting the building facade behind that, this move creates areas which could be used for pedestrian movement along the sidewalk, or could be programed as benches, and areas of respite.

3.g — Minimize blank wall conditions: This option reduces the opaque wall conditions, by moving the garage and trash access to to the south end of 9th Ave increasing transparency along the street.

The preferred option balances the opaque and transparent surfaces in the main massing of the project. This creates more visibility along 9th Ave, and reduces the opaque surface along 9th Ave.

3.i - Alternate Configurations of Street Trees: this option explores the addition of street trees, and excludes low planters. increasing the pedestrian path of travel to free it from possible interruptions.

3.k - Managing Loading Impacts: Vehicle interaction for the site is moved to 9th Ave and into proposed garage.

3.l — Strategies to engage and inform public of the project's sustainability: This project will participate in the living building program, and be LEED Gold certified. This will be represented with signage and Living Building program related designs enhancements, such as added art, and greenery visible from the ground level.

CONCEPT DEVELOPMENT

Option 3: Preferred Scheme

Location Map

1 Looking East on 9th Avenue

2 Looking South on Madison

3 Looking East on Madison Street

4 Looking Southwest on Madison and 10th Avenue

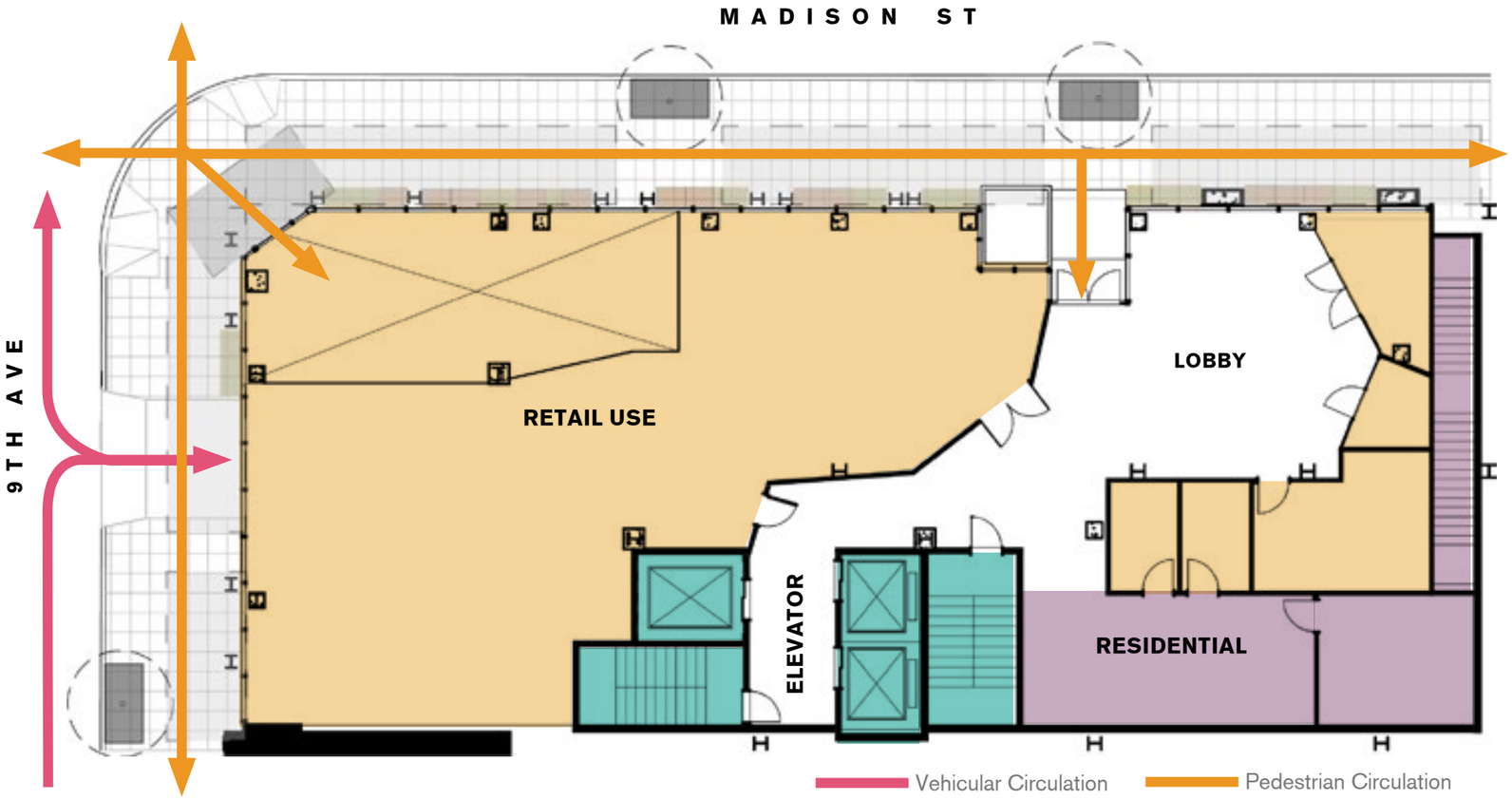
5 Looking West on Madison

6 Looking Northeast on Madison

CONCEPT DEVELOPMENT

Option 3: Preferred Scheme

Plan + Circulation Diagram



VIEW 1

VIEW 2

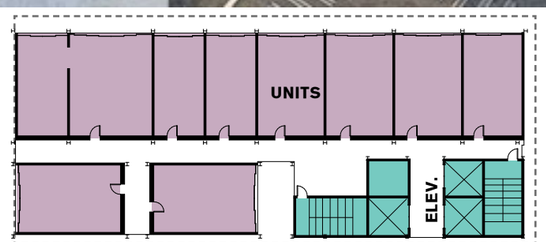
OPTION 3 PODIUM LEVEL STATS

Total Floor Plate:	6975 gsf
Retail:	4000gsf
Residential:	1000 gsf
Circulation:	975 gsf
Drive Alsle:	0 gsf
Lobby/Entry:	1000 gsf

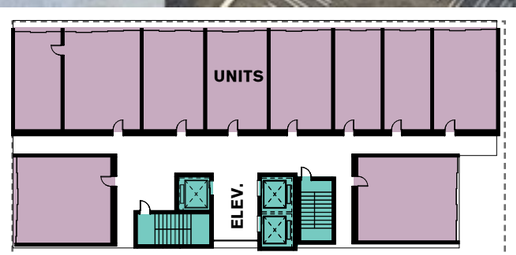
CONCEPT DEVELOPMENT

Summary of Material Schemes

Option 1



Option 2



Option 3 – Preferred Scheme

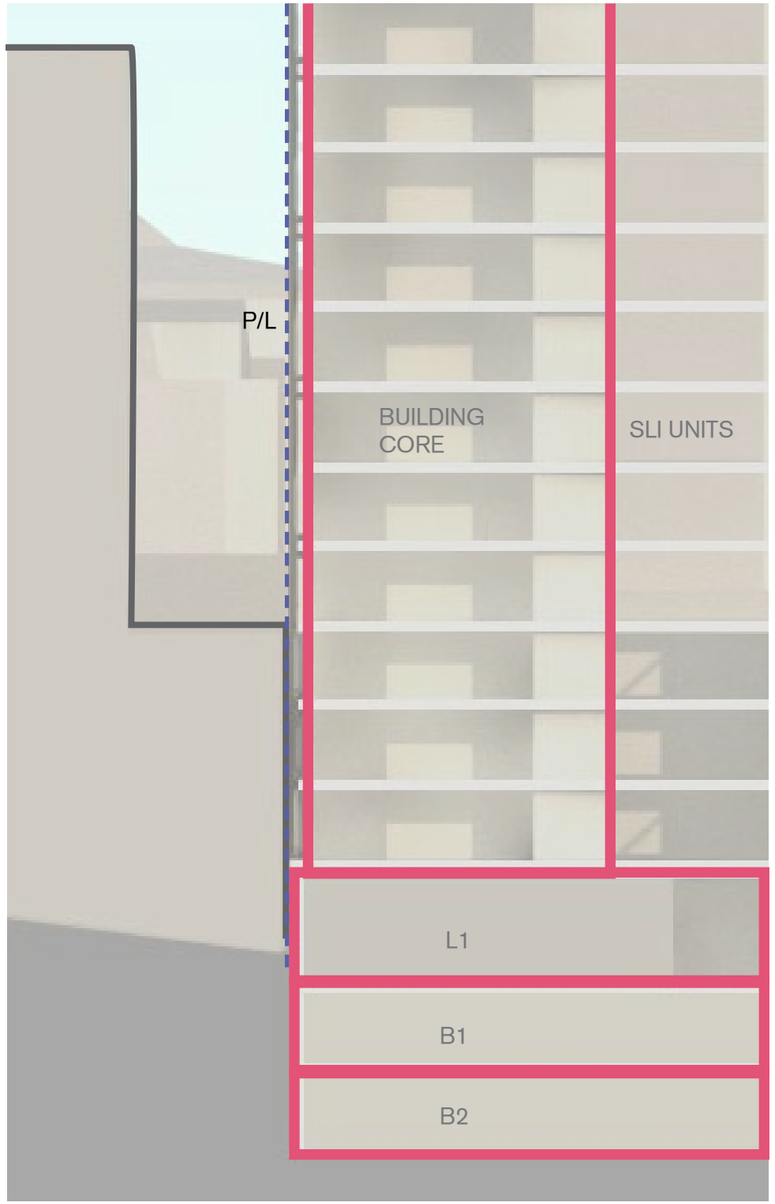
CONCEPT DEVELOPMENT

Context and Form: East Property Line

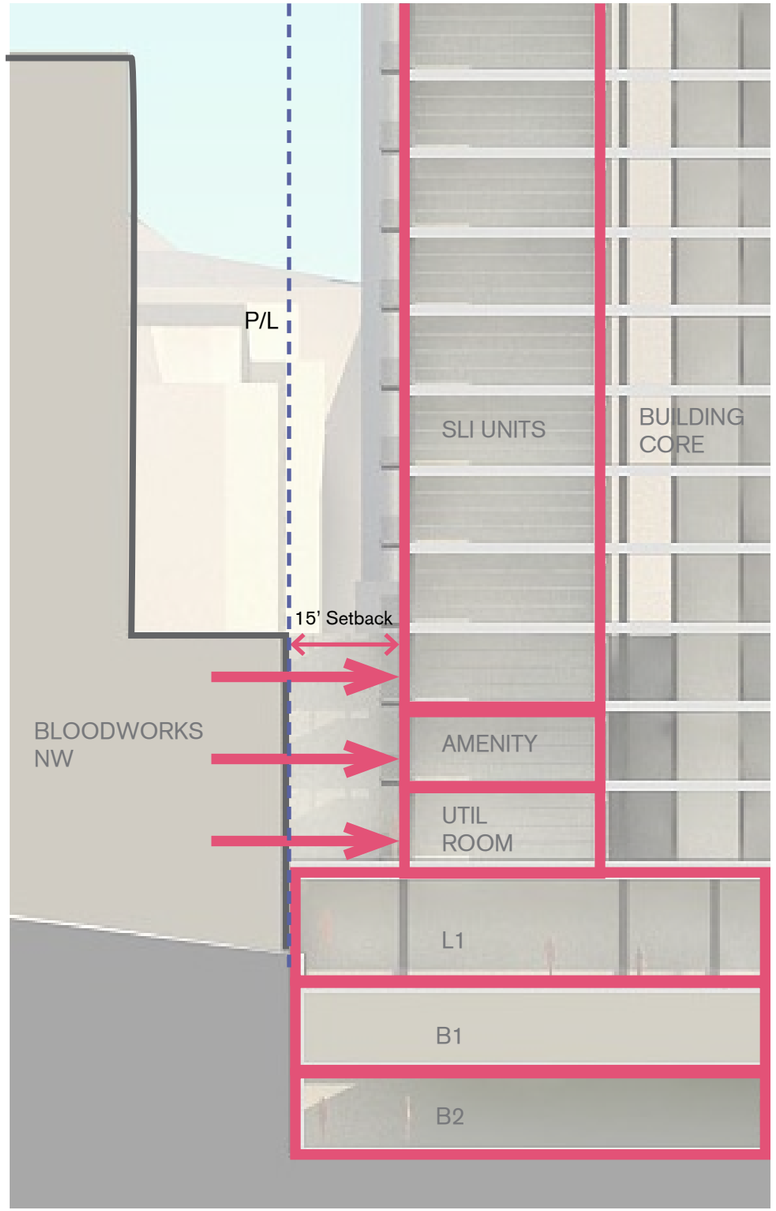
South East Corner Observations

- Light and air at the south east corner are compressed with the maximum buildable envelope, shown in Option 1
- With Options 2 and 3, light and air to both buildings is increased with a setback, which allows for more breathing light and air into the eastern side of the property.
- Increasing the setback with option 2 and 3 allows for units to occupy the SE corner. This provides relief to the corner with a change in material language, from opaque structure, to transparent structure with the glass window walls of SLI units.

Neighboring Building Analysis
Option 1: South East Corner, Building Section



Neighboring Building Analysis
Option 2 And 3: South East Corner, Building Section



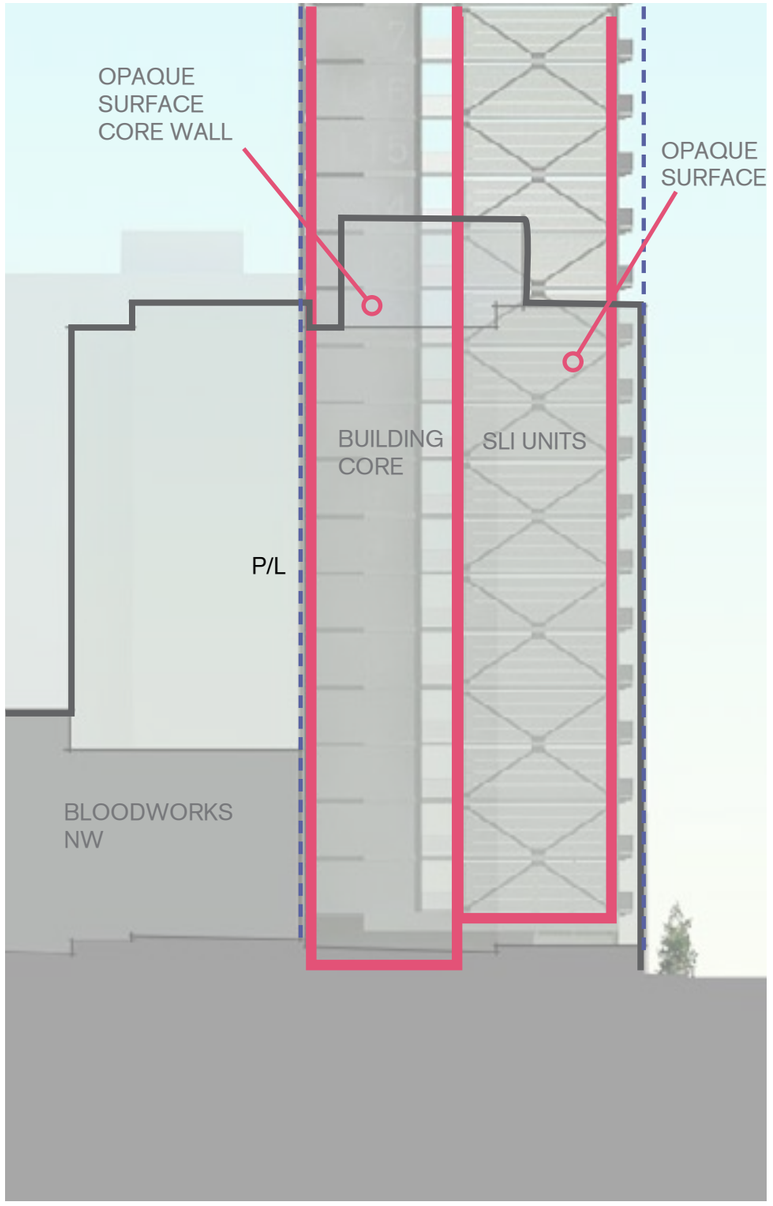
CONCEPT DEVELOPMENT

Context And Form: South Property Line

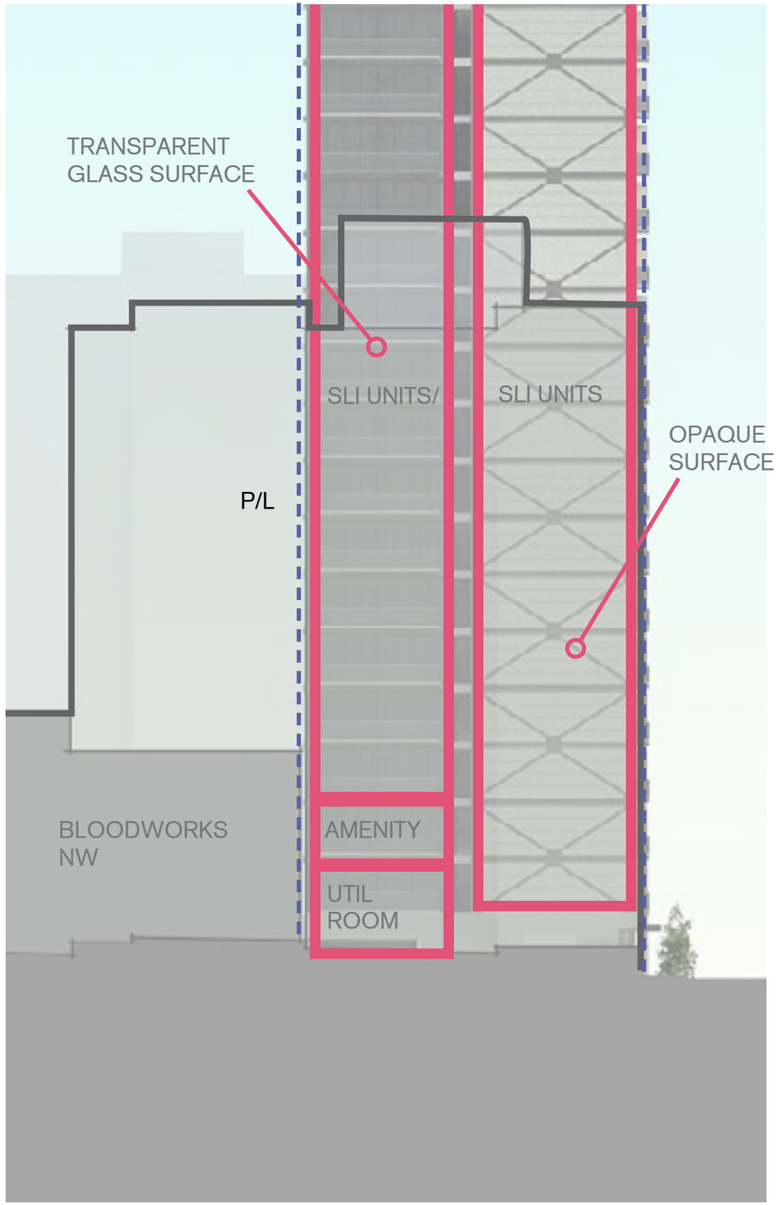
South East Corner Observations

- Light and air at the south east corner are compressed with the maximum buildable envelope, shown in Option 1
- With Options 2 and 3, light and air to both buildings is increased with a setback, which allows for more breathing light and air into the eastern side of the property.
- Increasing the setback with option 2 and 3 allows for units to occupy the SE corner. This provides relief to the corner with a change in material language, from opaque structure, to transparent structure with the glass window walls of SLI units.

Neighboring Building Analysis
Option 1: East Facade Building Elevation



Neighboring Building Analysis Option 2 And 3:
East Corner, Building Elevation

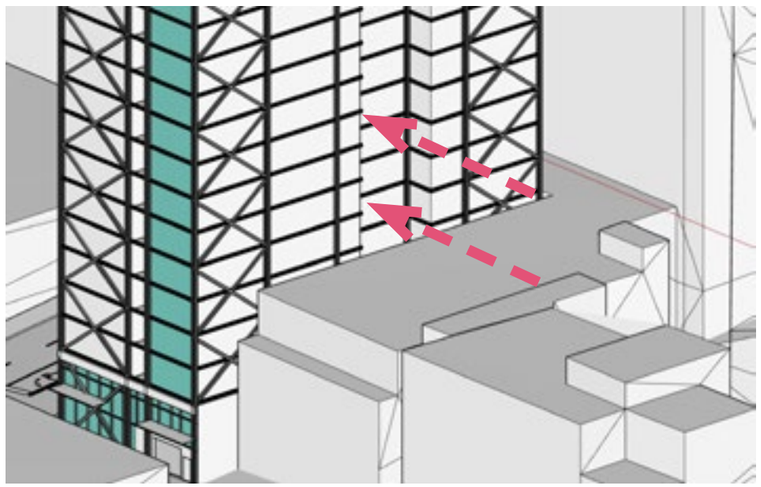


CONCEPT DEVELOPMENT

Context and Form: Massing Alternatives

OPTION 1: Modulated Opaque Facade Along S Property Line

VIEW OF SW CONDITION

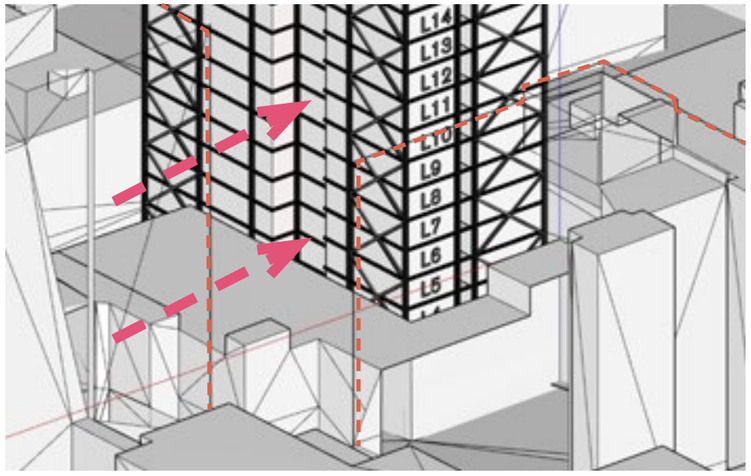


In Option 1 massing there is modulation of the South facade, to relieve the opaque condition, creating more light and air to the surrounding property.

There is no clear structural rhythm between the south and west facades. these faces become unbalanced.

This move reduces overall glass and transparent elements along South and west face, adding to feel of compression.

VIEW OF SE CORNER CONDITION

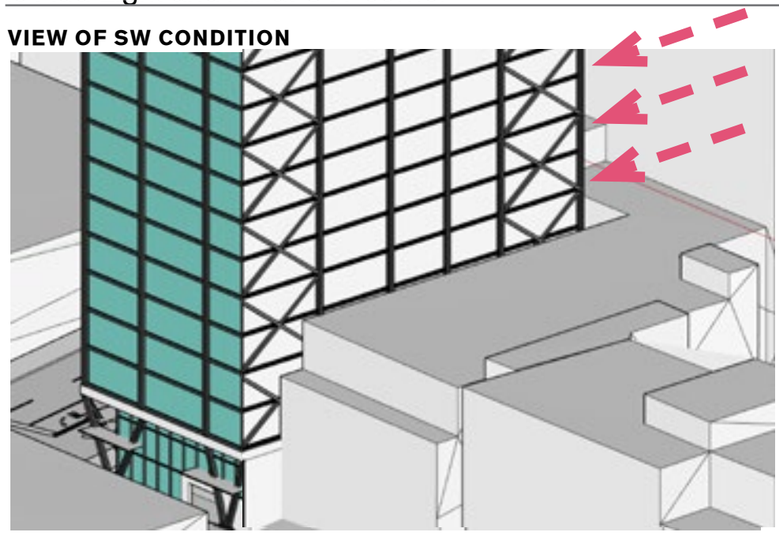


At the SE corner of the property, this design move, compresses the corner condition.

The massing expression becomes opaque surfaces at this corner.

Options 2 and 3: Reduced Opaque Facade to Add Light and Air at SW corner

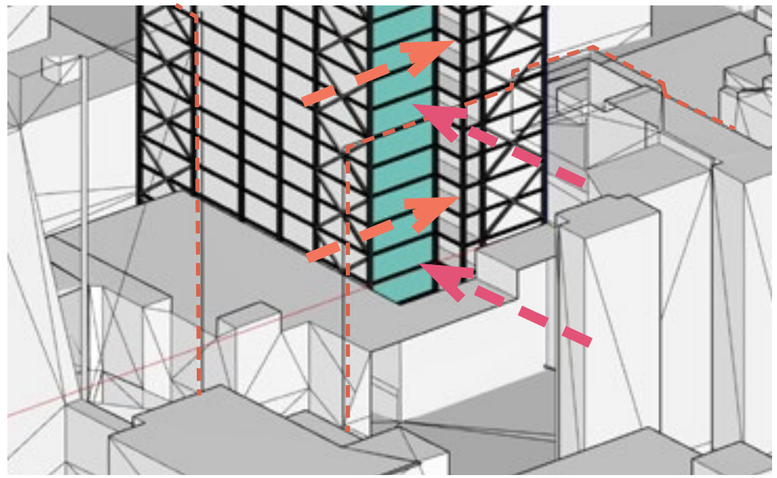
VIEW OF SW CONDITION



Alternately, Transparent and opaque facade create balanced language between existing an proposed structure.

The steel structure creates a rhythm which is occupied with glass or opaque surface.

VIEW OF SE CORNER CONDITION



Options 2 and 3 push back the massing in the most confined space, reducing overall opaque surface, while increasing building transparency on the East face.

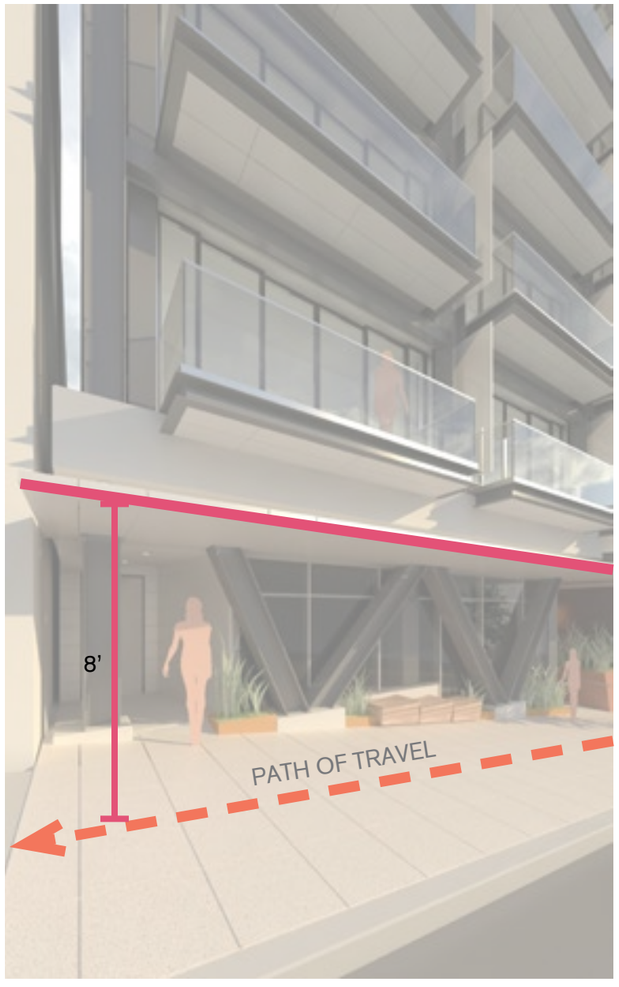
Added transparent elements to SE corner provide more light and air to compressed corner.

Reduce overall blank structural facade along the south property line

CONCEPT DEVELOPMENT

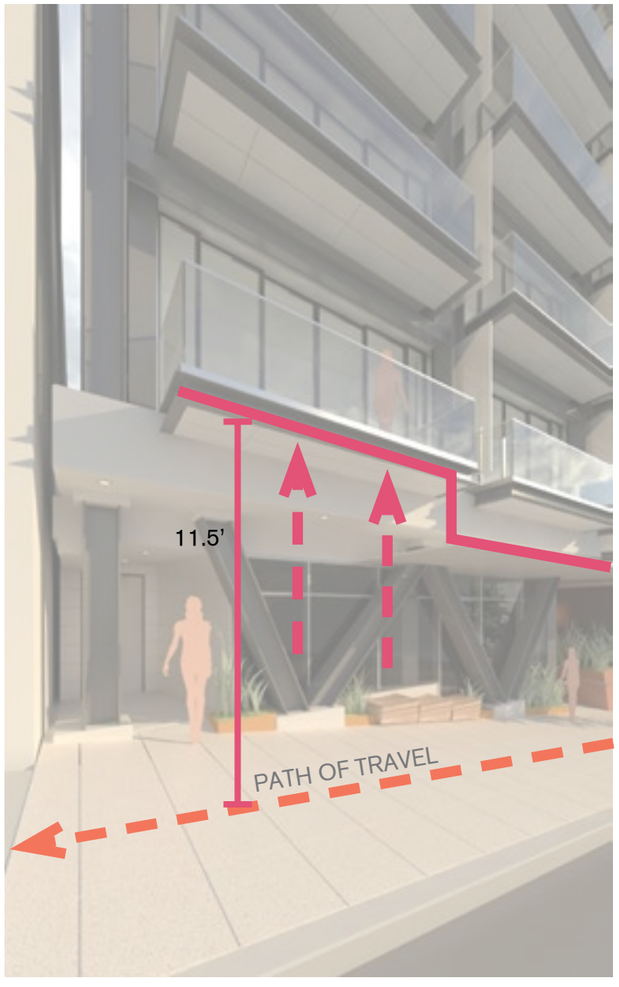
Exploration of NE Corner Condition

Expression of the NE Corner Condition



EXPRESSION : OVERHEAD WEATHER PROTECTION

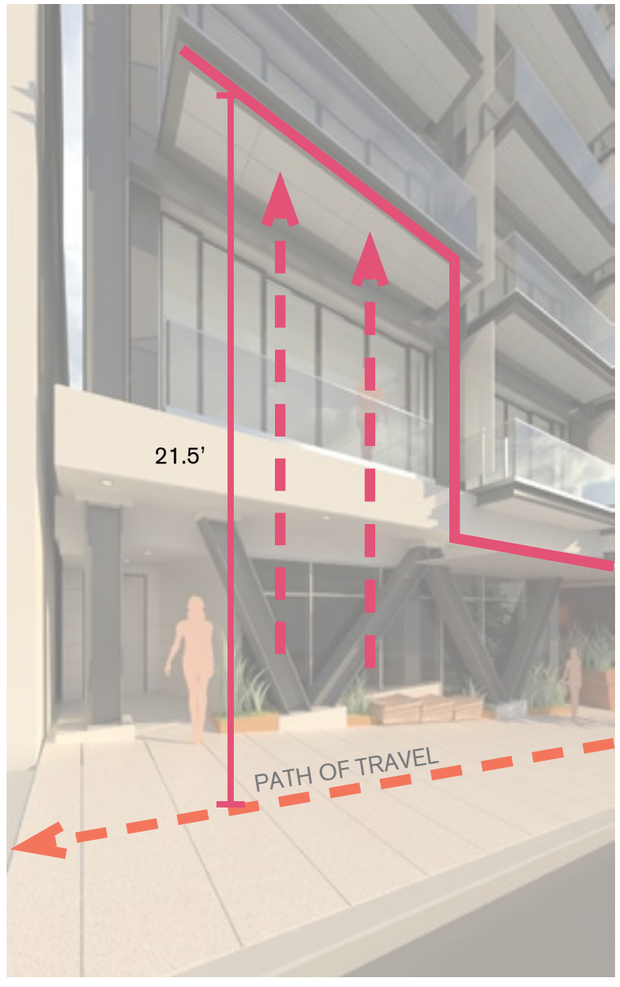
With overhead weather protection, the corner condition at the street level is 8 feet high. This contributes to a feeling of compression at the NE corner.



EXPRESSION : OVERHEAD PROTECTION LIFT

Modulating Overhead protection at the unit balcony level, would create Overhead Protection at 11.5 feet high.

This would work to bring more light into, the street level areas of respite, and the residential space inside.

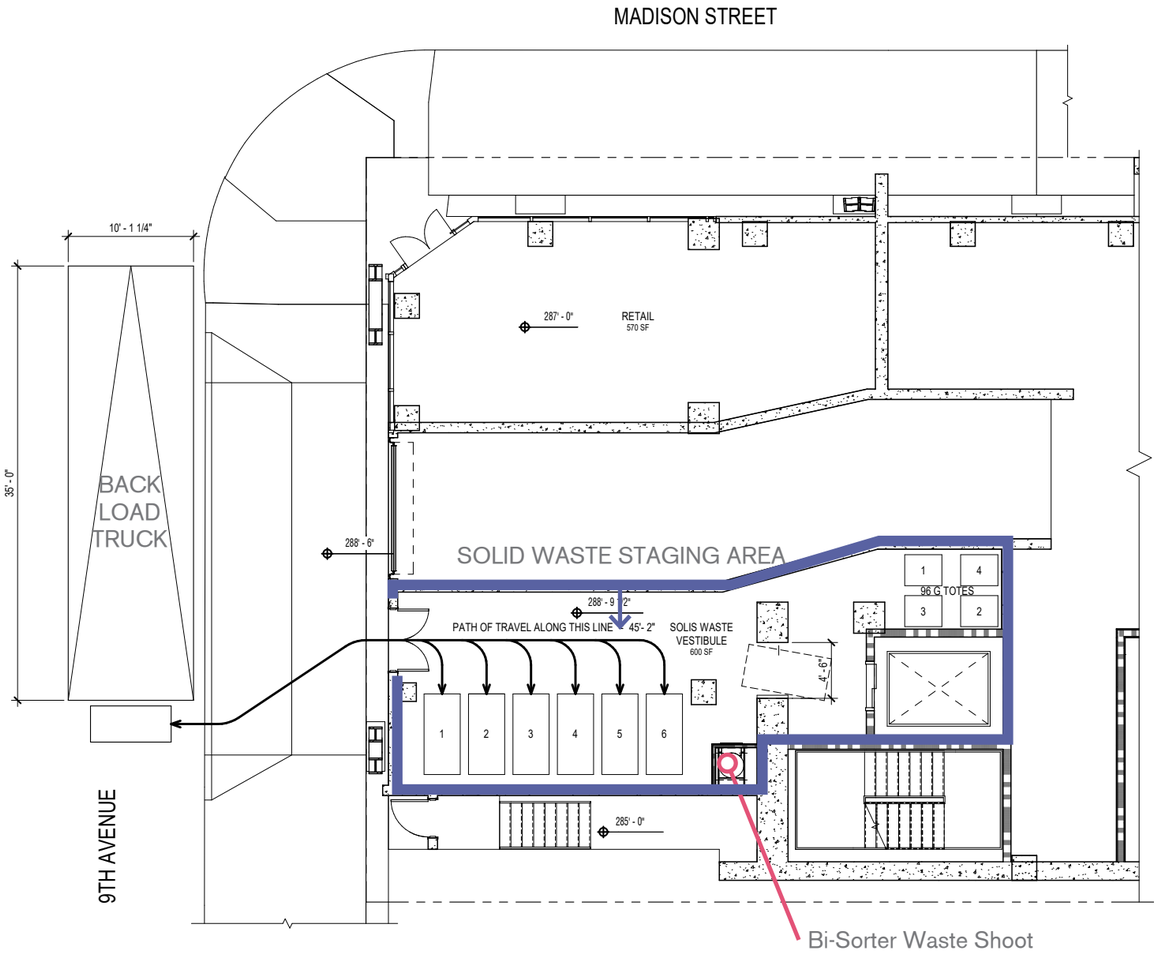


EXPRESSION : OVERHEAD WEATHER PROTECTION REMOVAL

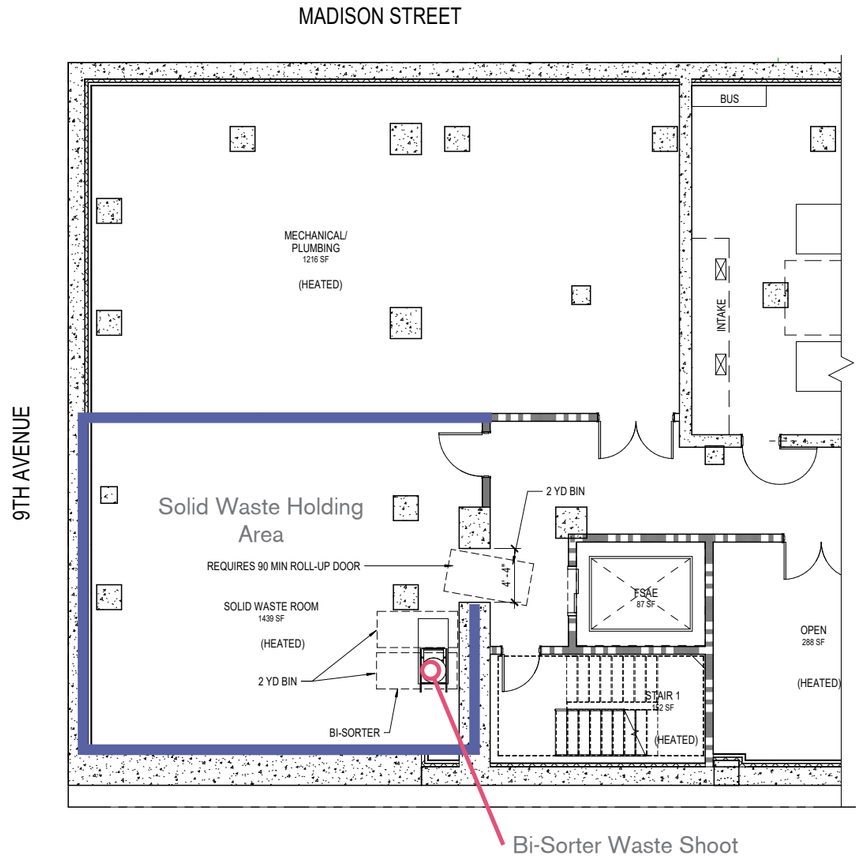
Further exploring the expression of this corner, the unit balcony could be reduced above street level, to provide additional height to the space. creating an overall effect of 21.5’ of overhead clearance at the NE corner.

CONCEPT DEVELOPMENT

Trash Plan



2 BASEMENT LEVEL 0.5 SOLID WASTE VESTIBULE
3/16" = 1'-0"



1 BASEMENT LEVEL 2 SOLID WASTE ROOM
3/16" = 1'-0"

SOLID WASTE PROCESS PLAN

- Tenant Disposed of trash into Bi-sorter machine
- Property Management will manage solid waste in B2 Trash Room.
- Prior to scheduled pick up - Property management will stage containers in trash vestibule for SPU pickup.
- Driver to enter vestibule to unload waste + reposition containers

FOOD WASTE PROCESS:

- PM to stage food waste curb side for weekly SPU pick-up

CONCEPT DEVELOPMENT

Proposed Landscape Plan

EDG RESPONSE

The Madison streetscape has been carefully redesigned to respond to the design review board's comments regarding the pedestrian experience. There are three zones that make up the section between the curb and building on Madison. Along the curb, there are two new street trees that will be columnar in form to match the existing Bowhall Maple. These trees will have soil cells under the sidewalk and flexible paving around the trees to maximize the clear walking space. There is also space for bike parking close to the residential entry that also acts as a subtle barrier between the sidewalk and road. At the center, there is a 6' clear sidewalk. Along the building is the pedestrian amenity zone that includes stepped wood seating and planting in steel planters to provide some relief from the building façade. The streetscape on 9th Ave has stayed much the same, except bike parking has been added near the corner to support the retail space.

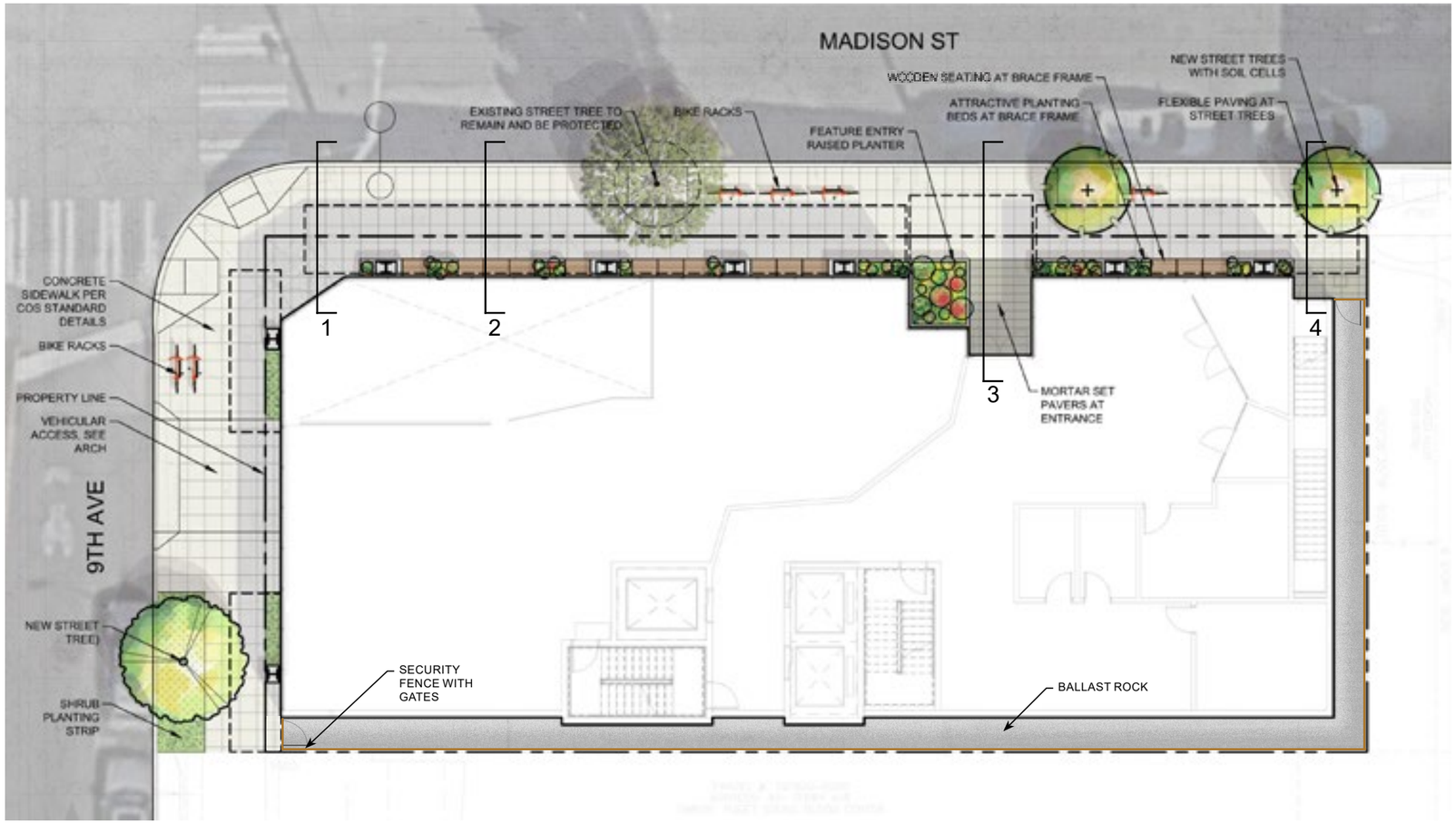
BIKE PARKING

LINEAR PLANTERS

FLEXIBLE PAVING AT TREES

STEPPED WOOD SEATING

SITE LANDSCAPE



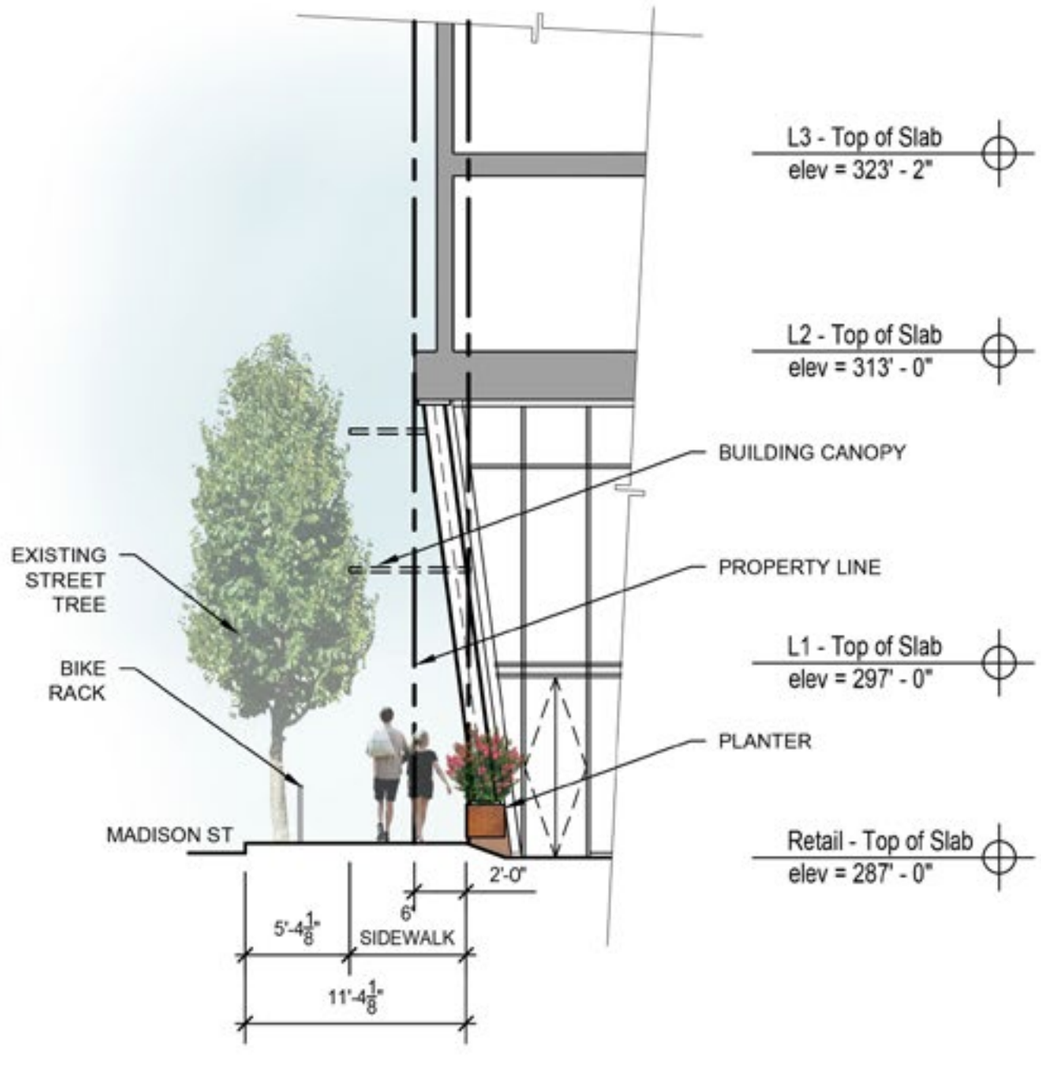
0′ 8′ 16′ 32′

SCALE: 1/16"= 1′-0"

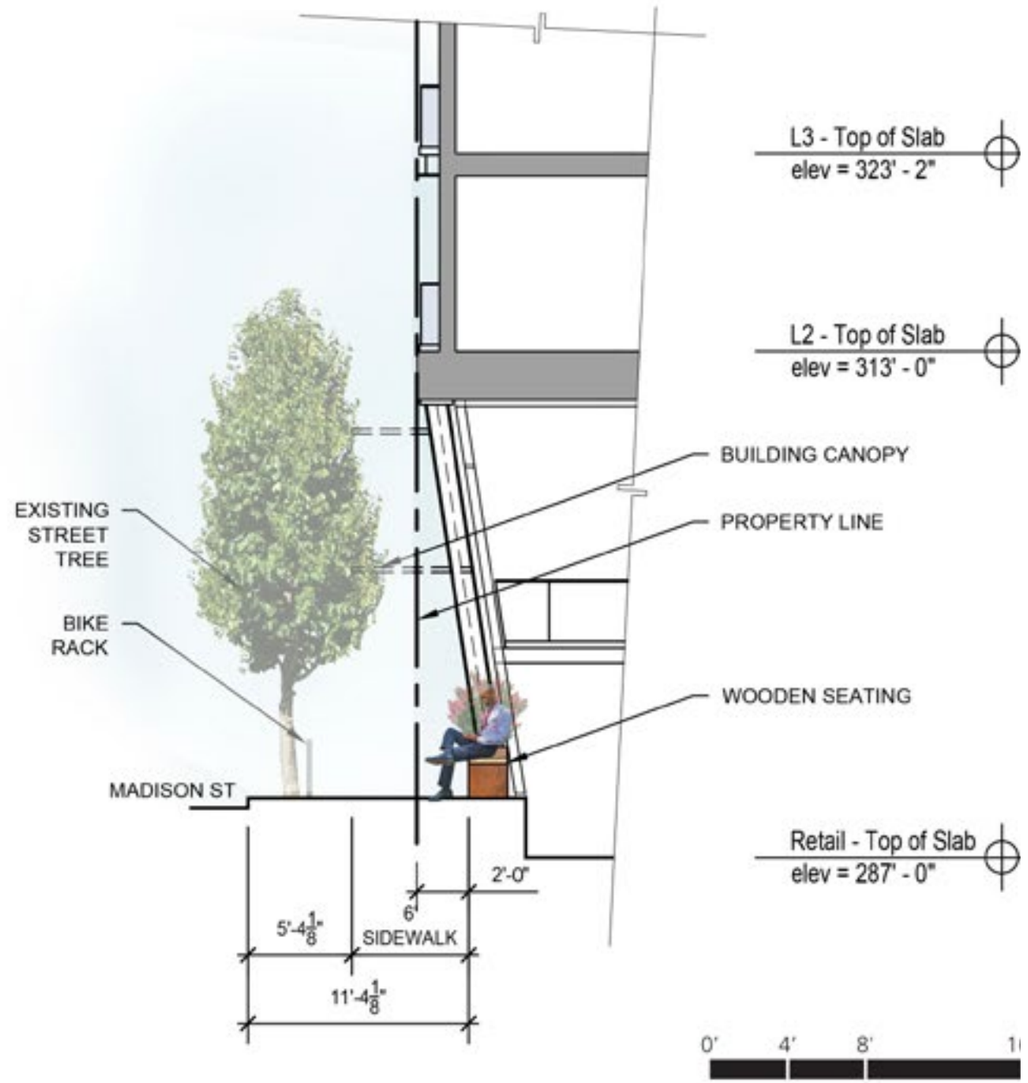
SITE PLAN + LANDSCAPE CONCEPTS

Proposed Landscape Plan

SECTION 1



SECTION 2

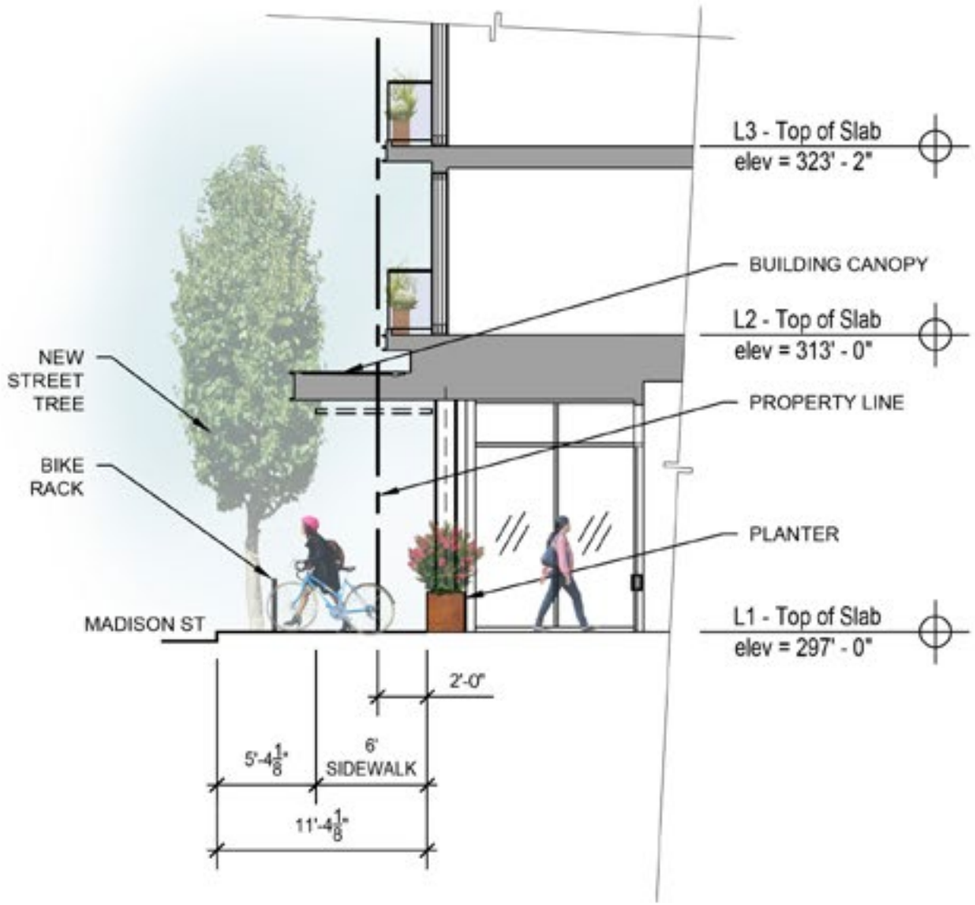


SCALE: 1/8"= 1'-0"

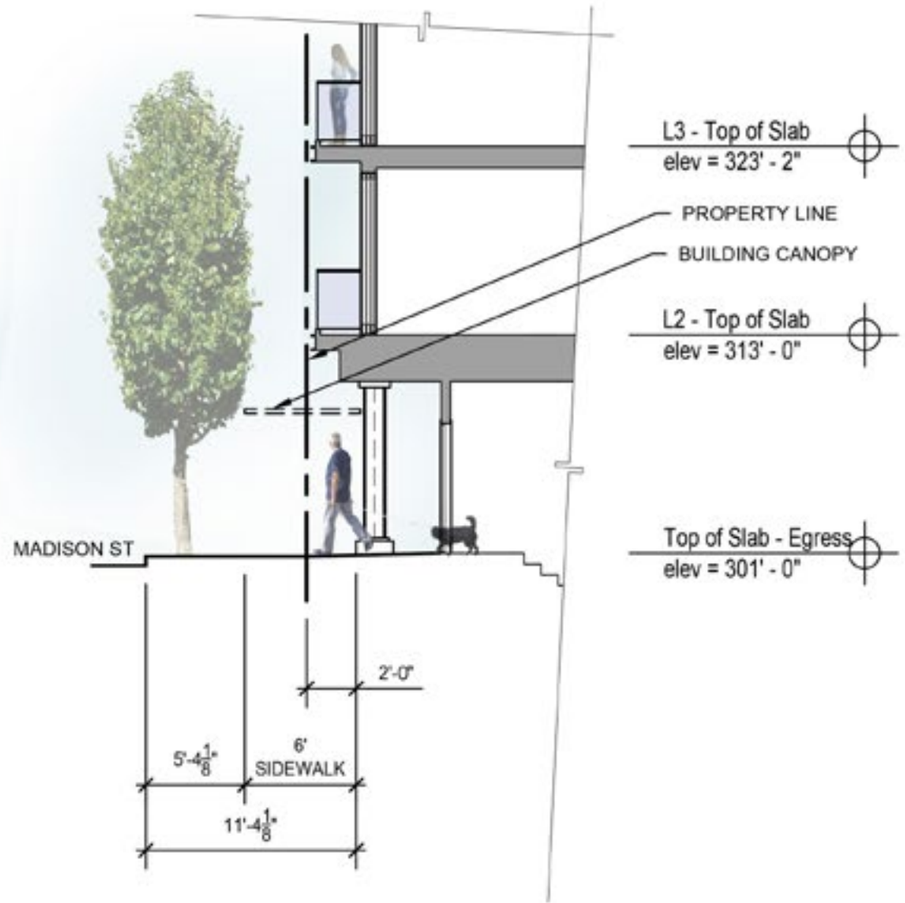
SITE PLAN + LANDSCAPE CONCEPTS

Proposed Landscape Plan

SECTION 3



SECTION 4



0' 4' 8' 16'

SCALE: 1/8"= 1'-0"

SITE PLAN + LANDSCAPE CONCEPTS

Proposed Landscape Plan

ROOF PRECEDENTS

The roof gathering spaces are centered under generous openings in the solar panel installation above. Urban agriculture plantings are placed throughout, including fig and bay laurel trees, raised herb and berry planters, and cold frames for growing veggie starts. Various amenity spaces offer multiple opportunities for intimate gatherings and multi-person events.

LIGHTING

BBQ ISLAND

BAR SEATING & DINING

URBAN AGRICULTURE PLANTERS & TRELLIS

ROOF - OUTDOOR AMENITY

0′ 8′ 16′ 3

SCALE: 1/16″= 1′-0″

DESIGN DEPARTURES

Departure 1: Transparency

Legend

Required Transparency Zone

Transparent Zones

Opaque Zones

Calculations

Length of 9th Avenue Elevation: ***58'-7"***

Automobile Grille Allowance: ***12'-0"***

Trash/Recycling Rollup Door Allowance: ***7'-0"***

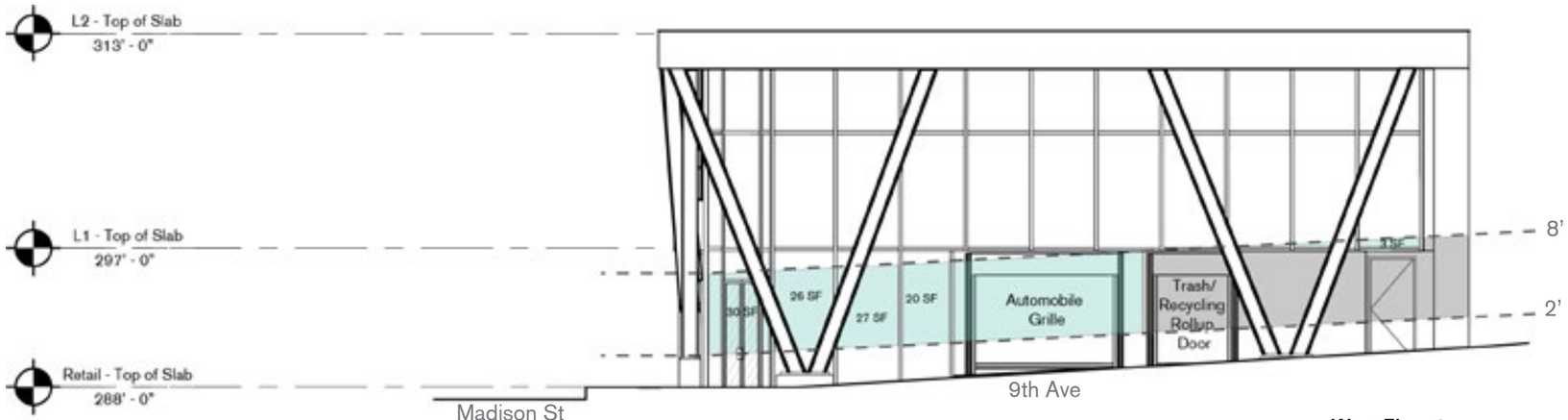
Sub Total: 58'-7" - 19'-0" = ***39'-7"***

Area of Parallelogram: 2'-0" to 8'-0" x 39'-7" = ***238 SF***

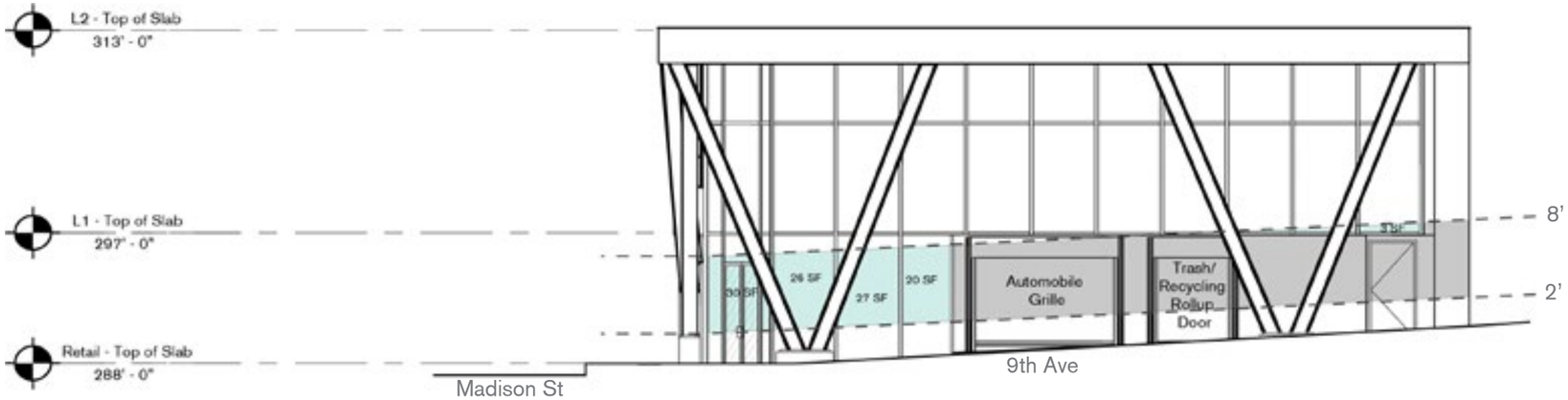
Transparent Area: 30SF + 26SF + 27SF +20SF + 3SF = ***106 SF***

Effective Transparent Area (%) = **44.5%**

9th Avenue Transparency Departure



West Elevation

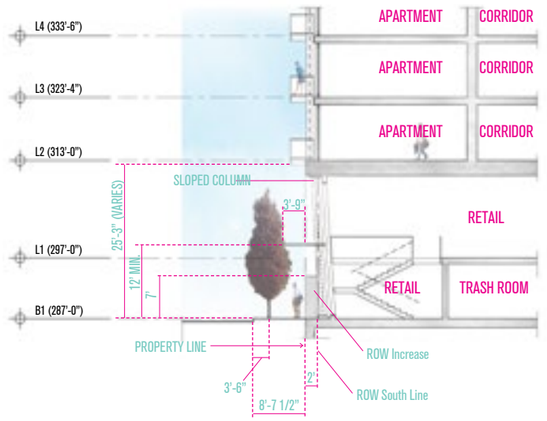


REQUIREMENT	REQUEST	RATIONALE
1 23.47A.008.B.2.A – Transparency *Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent*	Transparency requirements may be reduced to account for minimal site access for fire stair, garage access, and building service requirements.	Municipal Code requires 60% transparency along the street facing facades of the structure between 2' and 8' off grade. Due to the limited access to the site for loading, parking, and stairwell requirements, the structure provides less than the 60% requirement. To increase transparency along the pedestrian right of way the project will use transparent door systems for garage and trash vestibules.

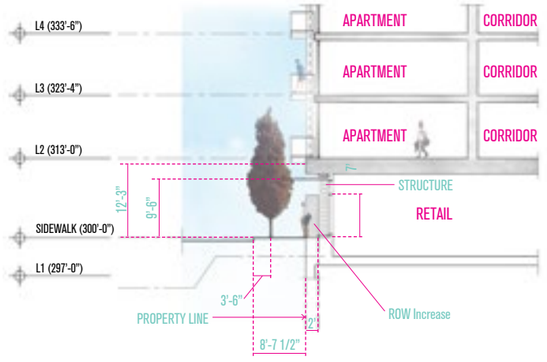
DESIGN DEPARTURES

Departure 2: Overhead Weather Protection

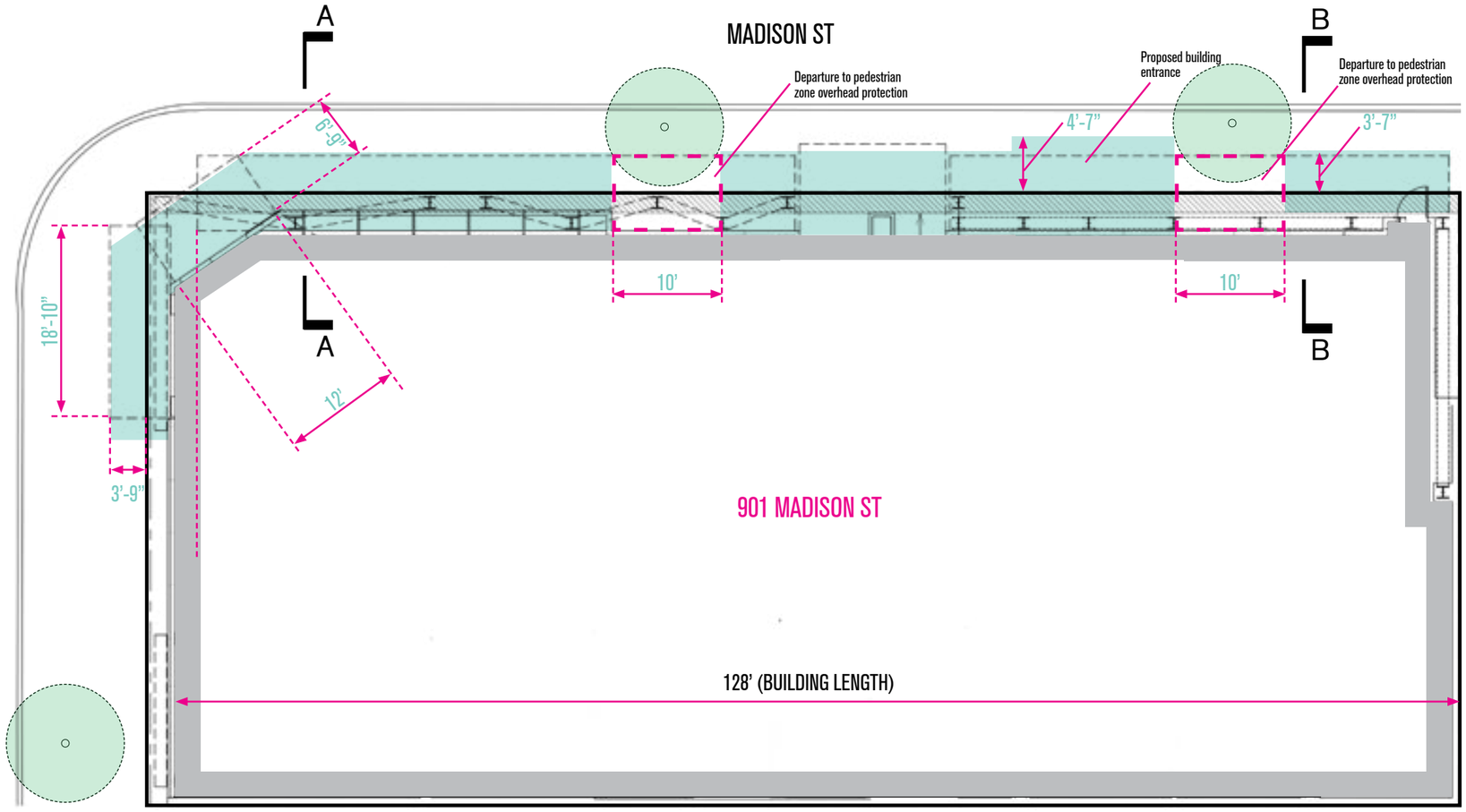
Section A - Proposed Depth



Section B - Proposed Depth



Level 1 - Required Overhead Weather Protection Along Principle Pedestrian Street (Madison Street)



REQUIREMENT	REQUEST	RATIONALE
2 23.47A.008.C.4.A – Overhead Weather Protection *Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street.*	Overhead weather protection may be reduced to less than the 60% required along a principal pedestrian street (Madison Street).	Urban Forestry requires existing street trees along 3rd Ave to have a minimum clearance from canopies of 8' from the center line of the tree. In addition new street trees must maintain a 5' distance from the center line of the tree. In order to accommodate street trees and canopy coverage along Madison Street, certain sections of the canopy should be removed to keep clear of the existing street tree, and future street trees.

DESIGN DEPARTURES

Departure 3: Retail Depth

Calculations

Calculation for maximum depth of non-residential uses along Madison Street at B1 level

- Overall buildable property depth: Appx. 58’ - 3”
- Row setback request: 2’
- Structural elements at Madison Street: 2’-1”
- Structural wall at South P/L: 2’ - 6”

CALCULATION:

Total usable footprint at grade: Appx. 51’

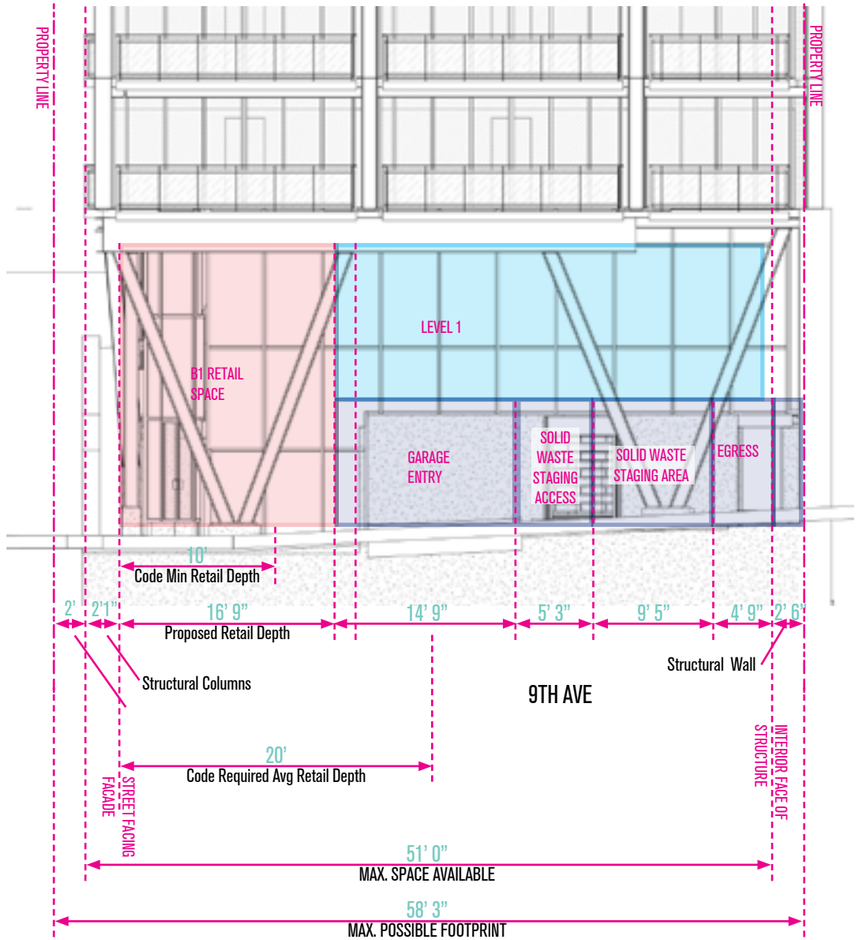
Uses within buildable footprint required to be along 9th Ave:

- Curb cut entry to garage: 14’-9”
- Solid waste access to staging area: 5’-3”
- Solid waste staging area: 9’-5”
- Emergency egress for residential use: 4’-9”

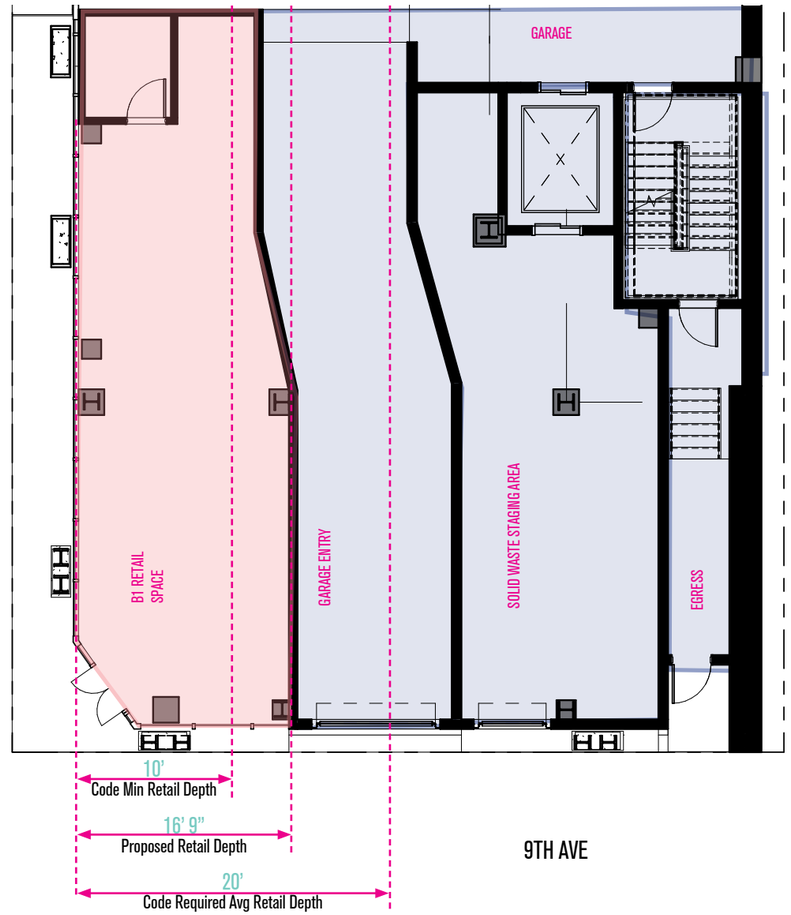
CALCULATION:

Total depth remaining for B1 pedestrian oriented, non-residential use: Appx. 16’-9”

Departure



LEVEL B1 PLAN: PROGRAM ALONG 9th AVE



REQUIREMENT	REQUEST	RATIONALE
3 23.47A.008.3.A – Depth Provisions for New Structures *Non-residential uses greater than 600 square feet shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level, street-facing facade*	Reduce average depth requirement to 16’.	Since the site does not have alley access, the street front facade on 9th Ave is used for garage, solid waste pick up and staging locations per code direction in SMU section 23.47A.032.A.1 and 23.47A.032.A.2. In addition to this, Emergency egress is located for basement, residential, and nonresidential spaces is located along the south property line. Given these site constraints, and with minimum space given to garage entrance and solid waste staging, the maximum average depth for the B1 pedestrian oriented space is limited to 16’-9”.

DESIGN DEPARTURES

Departure 4: Retail Height

Calculations

Total B1 Non-Residential B1 space along Madison Street = 54’

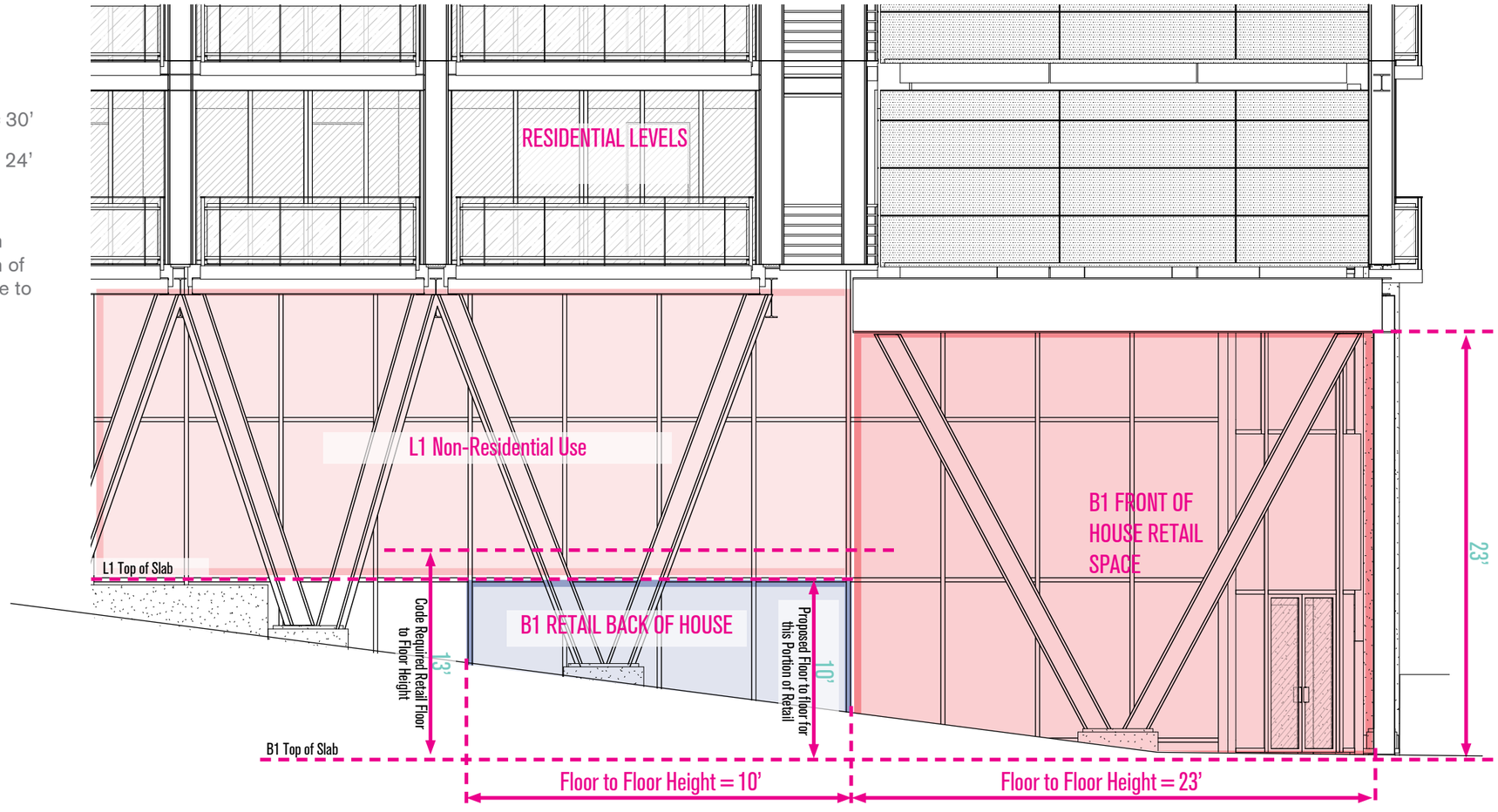
L1 Floor reduction along Madison Street = 30’

B1 Front of House length along Madison Street = 30’

B1 Back of House length along Madison Street = 24’

Note: The proposed slab floor to floor reduction in the B1 space is primarily at a below grade section of the floor. This reduces it’s visibility and prominence to pedestrians along Madison Street.

Departure



REQUIREMENT	REQUEST	RATIONALE
4 23.47A.008.B.4 - Height Provisions for New Structures *Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.*	To allow B1 non-residential use back of house portion of retail space a 10’ floor to floor height.	The project would like to retain the corner retail, which has been a historic marker of this site. To provide viable retail space, the project will need to cut back the L1 slab to create the allowable height. We feel this move will enhance the limited corner retail entry with a dramatic double height front of house space. This creates a more desirable retail corner, with highly visible front of house space which will help to attract and retain retail tenant.

Appendix

APPENDIX: CONTEXT ANALYSIS

Surrounding Uses

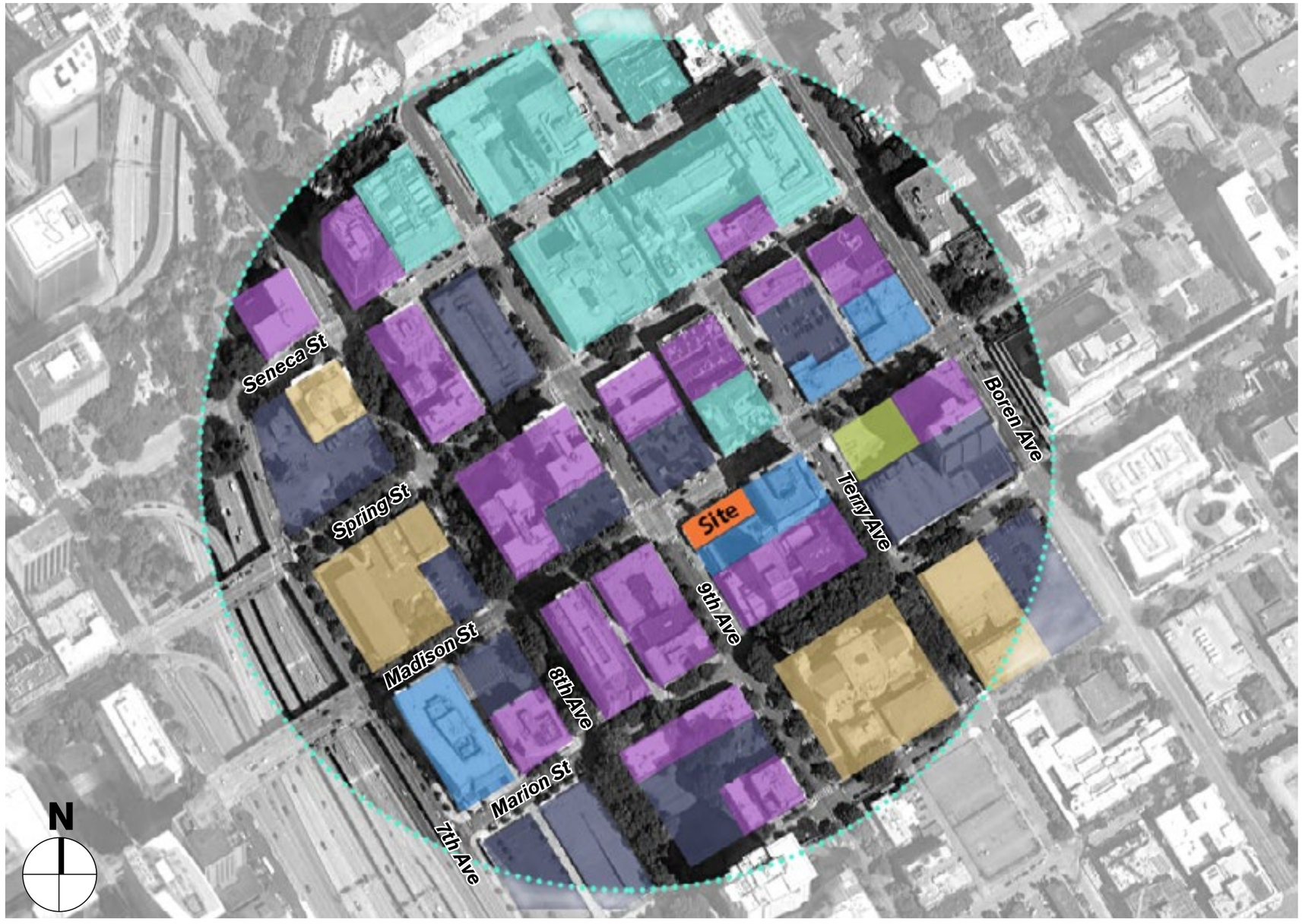
Map Key

- Surface + Garage Parking
- Residential/Mixed Use
- Office/Commercial
- Hotel/Hospitality/Hospital
- Public Park
- Cultural/Arts/Entertainment

Observations

- **Mixed Uses.** A large percentage of neighboring building uses in the area are comprised of residential, medical & hospital uses that range in heights and density as well as low scale commercial uses.
- **North.** Across Madison there is a two story parking garage and the Sorrento Hotel.
- **East.** Adjacent to the site is Bloodworks NW, a medical laboratory/clinic use.
- **West.** Across 9th Avenue, the site is bordered by a 4 story residential building and Vito's lounge.
- **South.** The site is bordered by a loading dock for Bloodworks NW and an office building for Catholic Schools Department.

Surrounding Uses



APPENDIX: CONTEXT ANALYSIS

Prominent Surrounding Buildings

Map Key

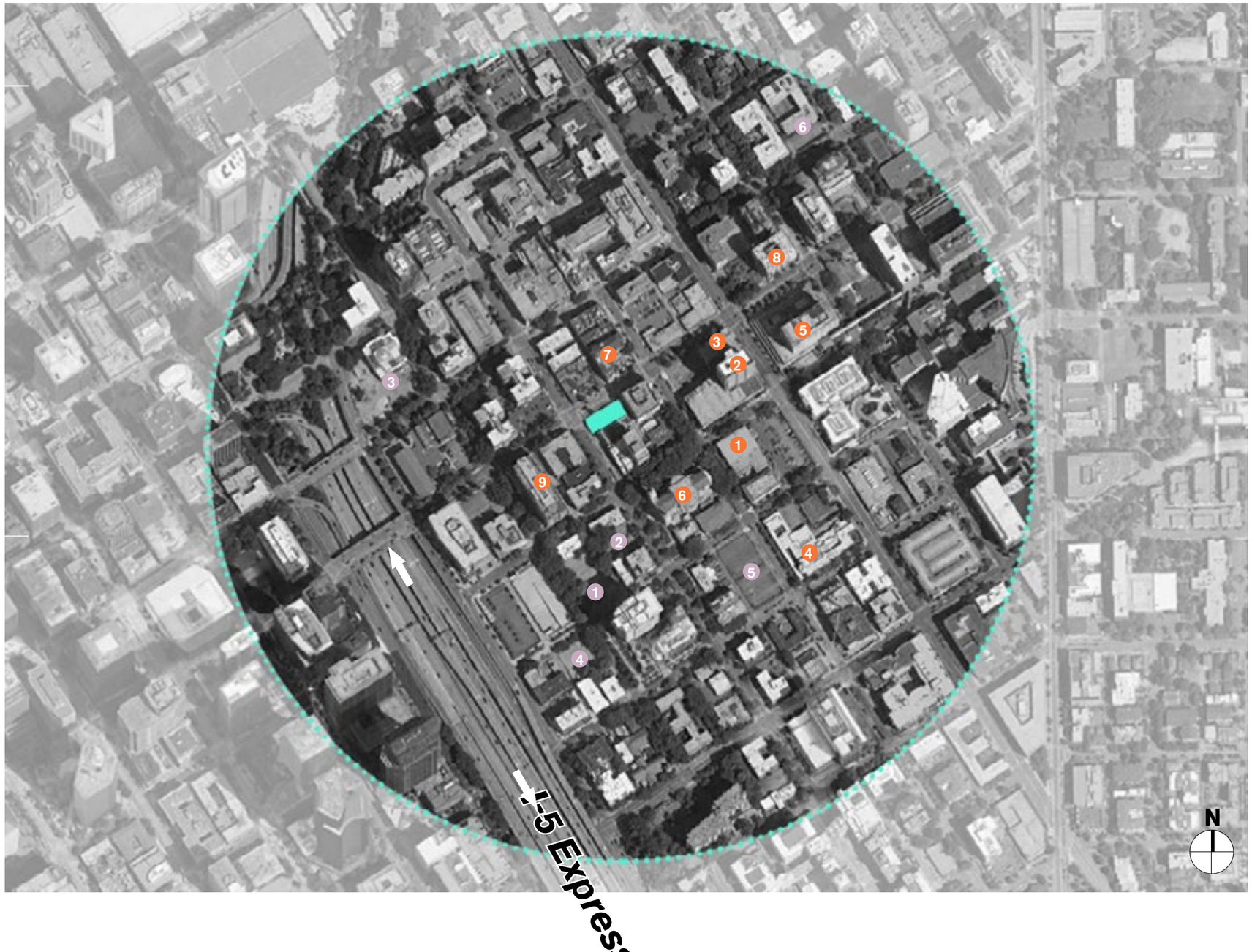
PROMINENT BUILDINGS

1. O'Dea High School
2. Cabrini Medical Tower
3. Cabrini First Hill Apartments
4. Frye Art Museum
5. 1101 Madison Medical Tower
6. St. James Cathedral
7. Sorrento Hotel
8. The Perry
9. M Street

FUTURE PROMINENT BUILDINGS

1. 800 Columbia
2. 815 9th Avenue
3. 1114 Hubbell Place
4. 715 8th Avenue
5. 707 Terry Avenue
6. 1103 Summit Avenue

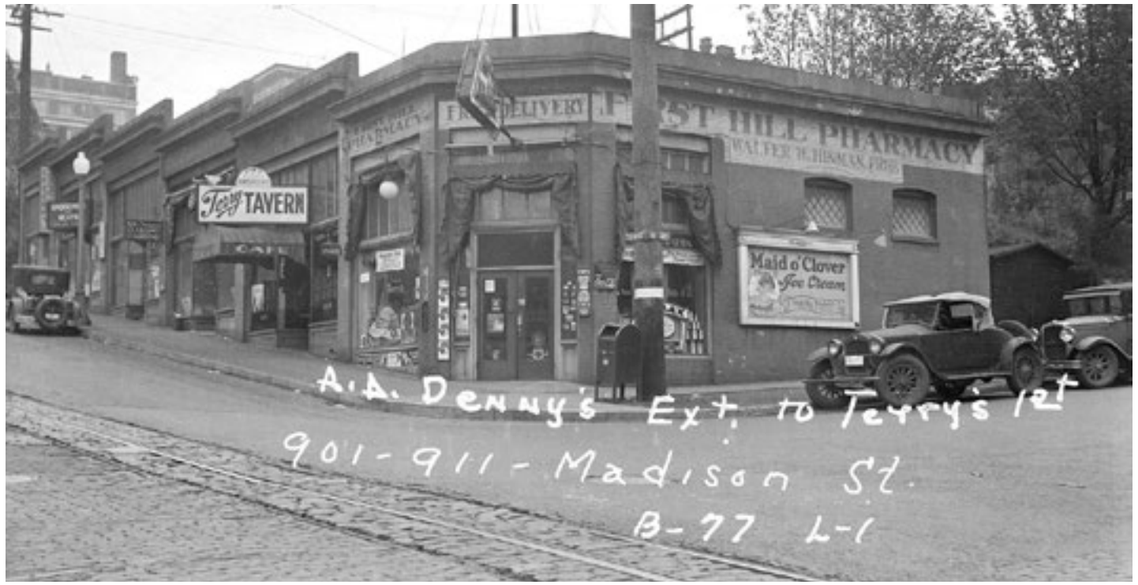
Important Locations



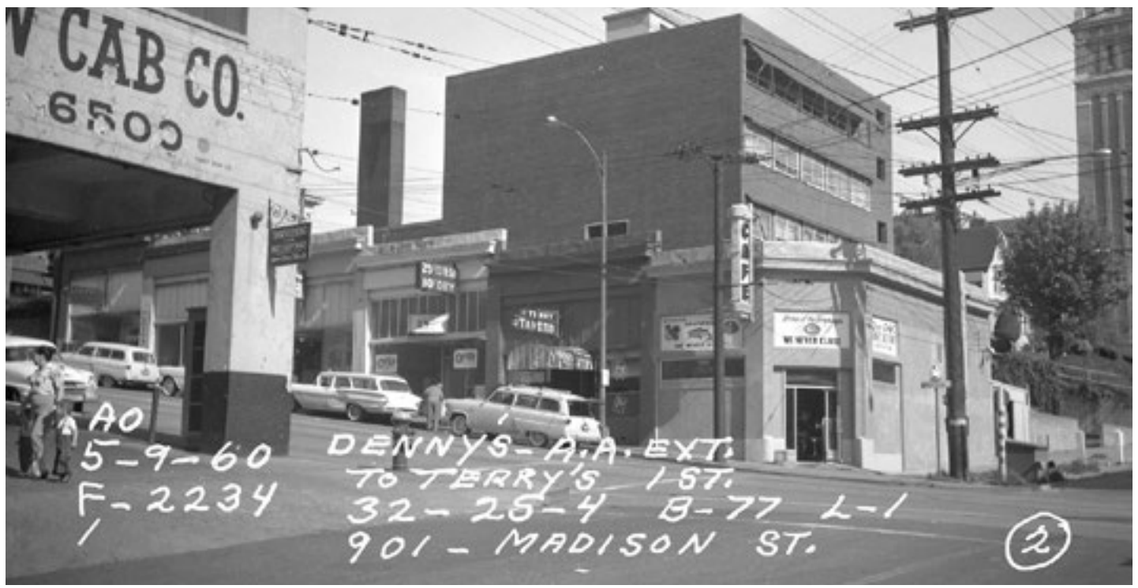
APPENDIX: CONTEXT ANALYSIS

Corner Character

1937 corner character



1960 corner character



Current corner character

Observations

- The historic structure has been altered away from its original design, but one characteristic that has continued through various remodels is the chamfered corner
- The building has been on this site for over 100 years
- Much of the neighborhood has grown up around this location
- Small retail and service shops have been on this location for the life of the building

APPENDIX: CONTEXT ANALYSIS

Prominent Surrounding Buildings

Map Key

- Proposed/New Development
- Green Spaces
- Principle Arterial
- Minor Arterial
- Undesignated

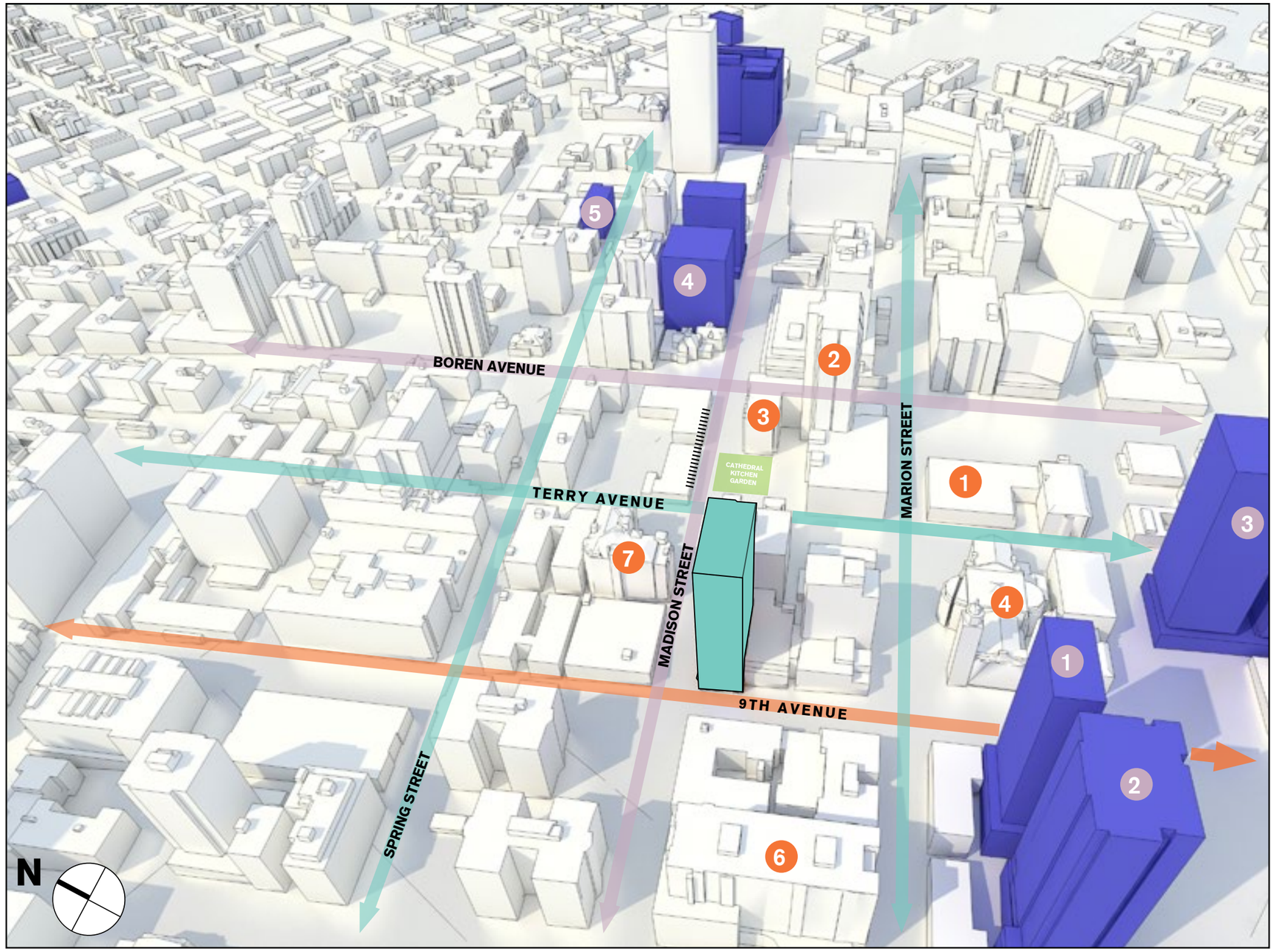
Buildings

1. O'Dea High School
2. Cabrini Medical Tower
3. Cabrini First Hill Apartments
4. St. James Cathedral
5. Sorrento Hotel
6. M Street

1. 815 9th Avenue
2. 800 Columbia
3. 707 Terry Avenue
4. The Perry
5. 1103 Summit Avenue

Observations

- **Development.** Multiple new mixed-use high rise projects are being proposed south of the site.
- **Change.** This portion of the First Hill neighborhood is in transition and increasing in density.
- **Street Uses.** Multiple new buildings will change the density of the neighborhood and provide many new opportunities for ground level uses in certain areas along both Madison Street and 9th Avenue.



APPENDIX: CONTEXT ANALYSIS

Future Prominent Surrounding Buildings

1 800 Columbia

30 Stories / Apartments
Height

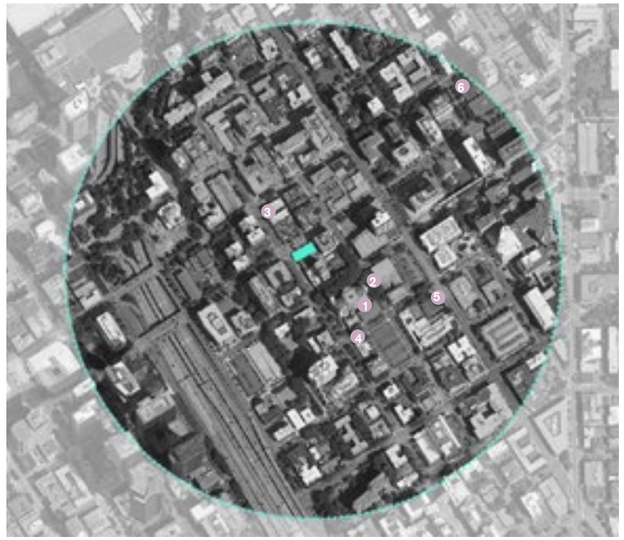
2 815 9th Avenue

29 Stories / Apartments
Transparency / Glazing Variance

3 1114 Hubbell Place

32 Stories / Apartments
Modulated Massing

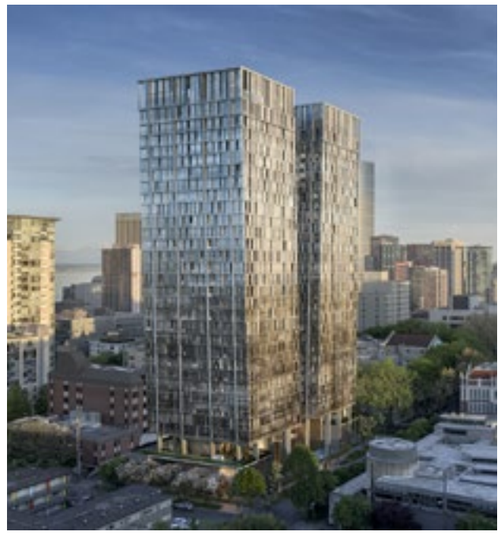
Location Map



4 715 8th Avenue

21 Stories / Apartments
Extruded Horizontal Planes

5 707 Terry Avenue



33 Stories / Apartments
Dynamic / Playful Appearance

6 1103 Summit Avenue

7 Stories / Apartments
Tectonic Connection with Street

Observations

- This neighborhood is in transition with new development that will usher in an evolution of experience for residents and visitors alike.
- New multi-story residential development will enhance the sense of density and the character of the First Hill neighborhood.

Design Context and Character

- **Height**
- **Transparency Material Variation**
- **Modulated Massing**
- **Extruded Horizontal Planes**
- **Dynamic / Playful Appearance**
- **Tectonic Connection with the Street**

APPENDIX: CONTEXT ANALYSIS

Community Outreach Feedback

Community Engagement

Project Vision

Our goal is to build sustainable and affordable (60-85% AMI) housing units in the First Hill neighborhood. Upon completion, 901 Madison will offset 105% of the energy consumed off-site via on-site renewable sources or new off-site Photo Voltaic (solar panel) arrays. The project intends to provide roughly 48 affordable housing units as well as enhance the pedestrian experience with ground level improvements and retail space.

Outreach

Posters: Posters were hung in 13 locations within a half mile from the site, exceeding the city requirements, Posters included information on the project, photos, locations, and direction to find more information.

Project Hot line: Voice mail line with script established explaining the project, and the project time line. The voice mail was checked daily to collect responses.

In-Person Outreach: A guided tour event at the project site, open to the public, and publicized through the Department of neighborhoods Calendar was conducted. Community comments were recorded.

Community Partners

Sustainable Living innovations (SLI) is interested in engaging with community patterns to create a building that achieves exceptional sustainable standards, but also becomes a community asset. SLI has engaged with First Hill Improvement Association for early community input on design that could best impact the neighborhood. This has resulted in beneficial discussions about retail and commercial amenities at the ground floor uses, along with consideration for affordable housing in the building and how this will play a part to serve the working class families of the neighborhood.

Community Feedback

Feedback from this outreach showed a desire for an aesthetically appealing space that would better serve the pedestrian experience in for the site. These comments ranged from maintaining a quality frontage along 9th ave. A desire to reduce the amount of large blank surfaces on the street levels.

Overall comments shared a desire for more retail or eateries that are tailored to the diverse community that works in the neighborhood. Suggestions included a desire for an eatery which catered to the Healthcare workers, but also would be open late enough for the residence of the neighborhood.

Community members showed interest in the design and layout of the SLI units. The proposed amenities of the buildings, and the importance for adequate bike parking which tenants could have access to.

APPENDIX: CONTEXT ANALYSIS

Existing Streetscape + Sidewalk Conditions

Site Photography



PHOTOS ALONG MADISON STREET



PHOTOS ALONG 9TH AVENUE

APPENDIX: ZONING SUMMARY

Relevant Development Standards

Land Use Code Summary

ZONE: NC3P-200

ZONE OVERLAY: PARKING FLEXIBILITY AREA

MADISON: CLASS I PRINCIPAL ARTERIAL

9TH AVE: CLASS II MINOR ARTERIAL

23.40.060 ZNE LIVING EDG PILOT PROGRAM

- 25% extra FAR
- 25’ extra building height

23.47A.004 PERMITTED USES

- Residential uses are permitted
- Retail/restaurants/drinking establishments permitted

23.47A.005 REQUIRED STREET LEVEL USES

- Eating and drinking establishments
- Retail and sales uses permitted

23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS

- Blank segments of the street-facing facade between 2’ & 8’ above sidewalk may not exceed 20’ in width
- 60% of street facing facade between 2’ & 8’ above the sidewalk shall be transparent. The width of a driveway shall not exceed 22’ and may be subtracted from the width of the street facing facade if access cannot be provided from an alley or from a street that is not designated a principal pedestrian street.
- Non-residential uses greater than 600 SF shall extend an average depth of at least 30’ & a minimum depth of 15’ from the street level facing facade.
- Continuous overhead weather protection is required along at least 60% of street frontage on a principal pedestrian street. The covered area shall be a minimum of 6’, unless there is a conflict with existing or proposed street tress or utility poles, in which case width may be adjusted to accommodate such features.
- Lower edge of the overhead weather protection shall be a minimum of 8’ and a maximum of 12’ above sidewalk.

23.047A.013 - FLOOR AREA RATIO

- NC3P-200: 200’ and 8.25 FAR
- Within First Hill Urban Village, max FAR is 12 if development has at least 4 FAR residential uses.

23.47A.014 - SETBACKS

- No setbacks required

23.47A.014D - FACADE MODULATION

- Required for any building facade dimension exceeding 250’ - longest facade 128’ on project - NA.

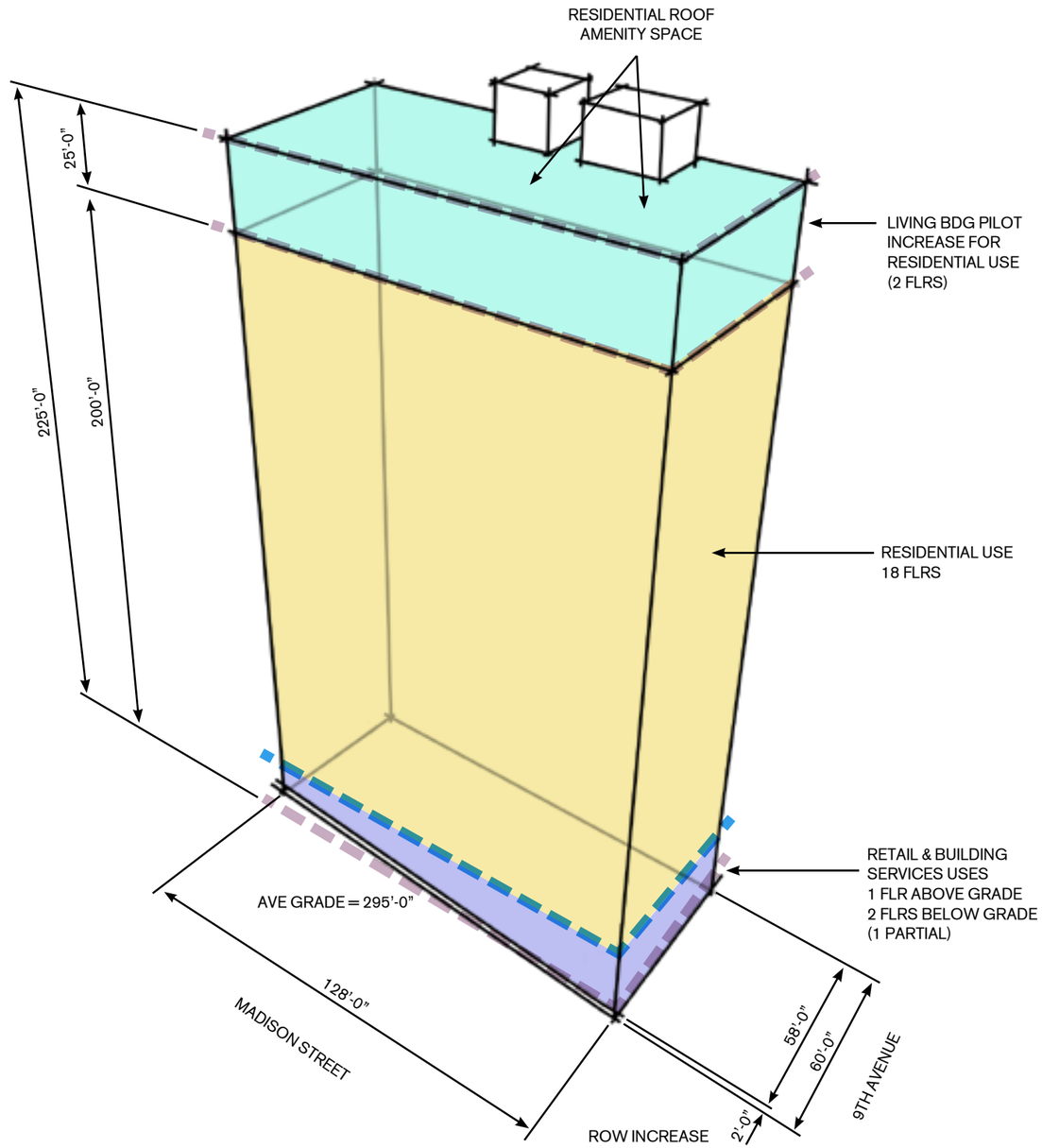
23.47A.015 VIEW CORRIDORS

- NA

23.47A.016 LANDSCAPING & SCREENING REQS

- Green Factor of 0.3 required.
- Existing street trees shall be retained unless the Director of Transportation approves their removal. The Director, in consultation with the Director of Transportation, will determine the number, type, and placement of street trees to b provided.
- If, according to the Director of Transportation, a 5’ setback or landscaped planting strip is not feasible, the Director of the Seattle Department of Construction and Inspections may reduce or waive this requirement.

Zoning Envelope



APPENDIX: ZONING SUMMARY

Zoning Envelope

Land Use Code Summary

23.47A.024 AMENITY AREA

- 5% of total GSF in residential use.
- Excludes mechanical and accessory parking area
- All residents shall have access to at least one common or private amenity area.
- Amenity areas shall not be enclosed.
- Parking areas, vehicular access easements and driveways do not qualify.
- Common amenity areas shall have a minimum horizontal dimension of 10’ and not horizontal dimension shall be less than 6’.
- Rooftop areas excluded because they are near minor communications utilities and accessory communication devices, pursuant to subsection 23.57.012.C.1.d, do not qualify as amenity areas.

23.47A.030 REQUIRED PARKING & LOADING

- Non-residential: Within Urban Center - no min. reqs.
- Residential: Within Urban Center - no min. reqs.
- Parking access: 9th Ave. 22’ max curb cut.
- No loading req. per **23.54.035**.

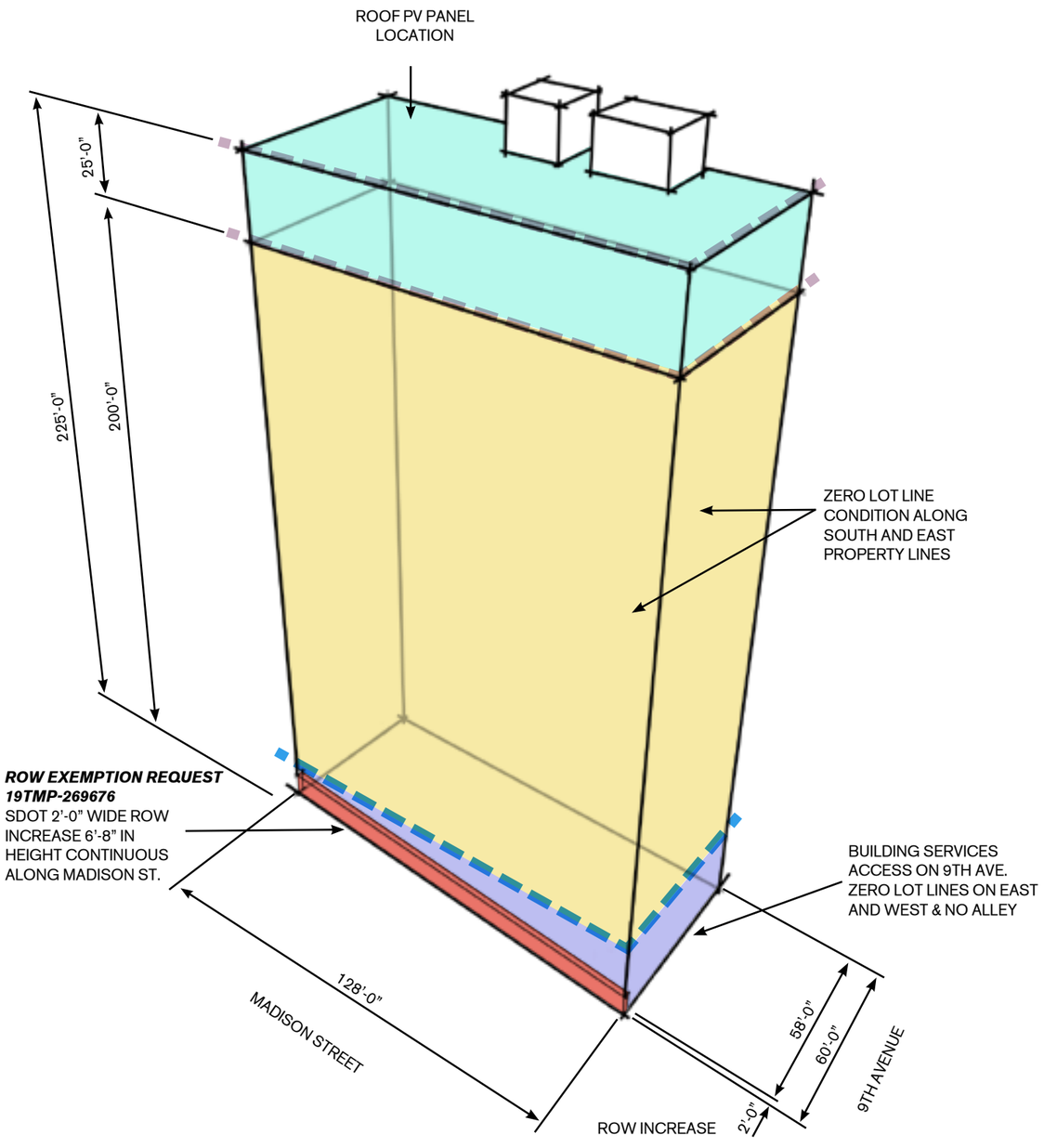
23.47A.032 REQUIRED PARKING & LOADING

- Access to parking shall be from an alley. If alley in infeasible, the Director may allow street access.
- If access i no provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.
- For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts - 22’-0”.
- If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

23.54.040 - SOLID WASTE & RECYCLING

- More than 100 residential units: 575 SF plus 4 SF for each additional unit above 100
- Non residential uses < 5,000 SF = 82 SF
- 50% reduction for mixed use bdgs = 41 SF
- For residential units more than 100, 15% reduction allowed if storage space has a minimum 20’ horizontal dimension.
- Access ramps to the storage space shall not exceed a grade of 6%
- Any gates or access routes for trucks shall be a minimum of 10’ wide.

Zoning Envelope

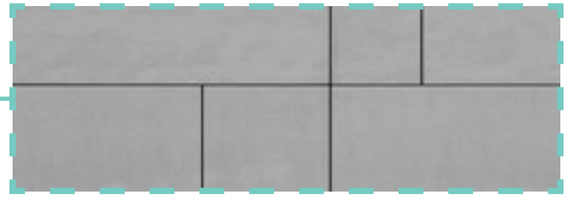


APPENDIX: POTENTIAL MATERIAL OPTIONS + COLOR PALETTE

View from Madison Street and 9th Avenue

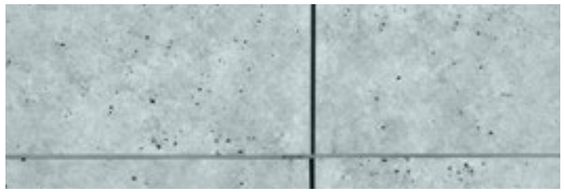
Exterior Wall Material Options

METAL PANEL



WOOD PANEL

FIBER CEMENT PANEL



WOOD SIDING

BRONZE COPPER PANEL

Balcony Options

DARK STEEL BALCONY

PERFORATED METAL PANEL

TRANSLUCENT GLASS W/ STEEL HANDRAIL

FLOATING STEEL

APPENDIX: POTENTIAL MATERIAL OPTIONS + COLOR PALETTE

Additional Views

Storefront Glazing Options

MULLION CAP

SILICONE BUTT JOINT

Vertical Privacy Fin Options

RESIN PANEL

PERFORATED METAL

Pedestrian View on 9th Avenue

Pedestrian View on Madison Street

Canopy Options

SPIDER GLAZING

VISION GLASS WITH TUBE STEEL

RESIDENTIAL ENTRY CANOPY

Structure

EXPOSED STEEL FRAMING

SUSTAINABLE LIVING INNOVATIONS

The SLI System

A Departure from Traditional Thinking

SUSTAINABLE LIVING INNOVATIONS

A new way of living
through a new way of building.

Mission

To deliver 4-star mid- to high-rise residential projects inexpensively, faster, and with a higher level of operational efficiency and livability.

Vision

SLI's objective is to tackle inherent problems with conventional multi-story residential construction worldwide, i.e. urgent need, material waste, size limitations, risk, and lack of resources.

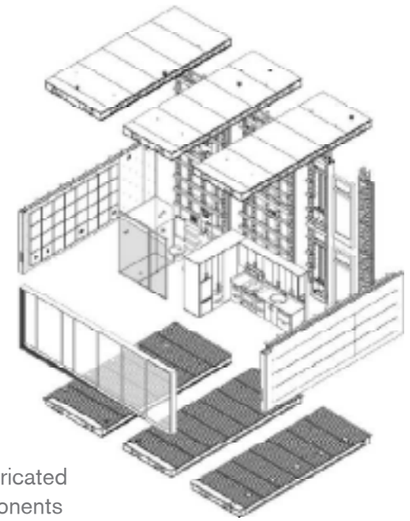
What is the SLI deliverable?

All components are manufactured off site and delivered to the location ready to connect. Very little site prep is required and can be done while the panels are being put together. Once the panels arrive on site, the process is clean and repetitive as panels are erected, connected, and systems are activated. Interior and exterior finishes are installed, and the building is ready for inspection.

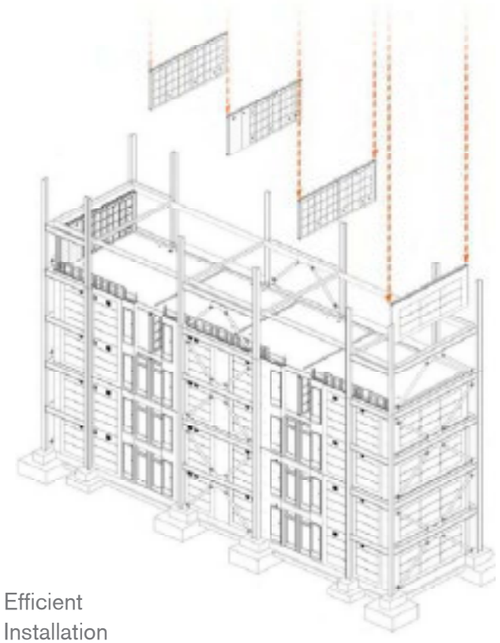
Traditional construction schedules are reduced by 50% with SLI (off site fabrication is 70% of the shortened schedule, on site labor is 30%).

For example, an 18 month traditional construction schedule is reduced to 9 months with an SLI building. Of those 9 months, 6.3 months is off site fabrication and 2.7 months is on site labor.

Panel Installation



Prefabricated Components

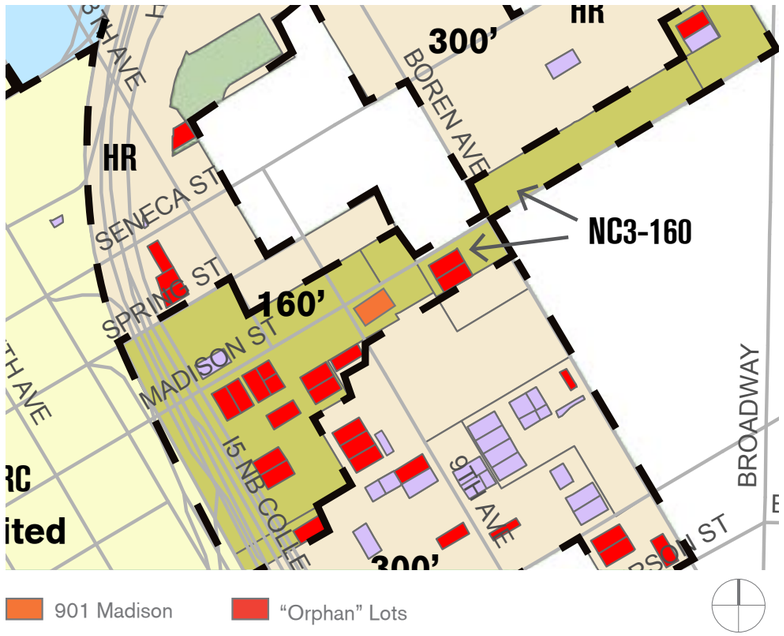


Efficient Installation

Benefits for the City

- **Turn-Key.** SLI can finance construction costs with partners across the West Coast. A turn-key solution lowers construction risk for developers and brings down construction cost.
- **Minimal construction waste.** Every fastener, pipe, and wire has been documented and standardized. Manufacturing companies build SLI systems on an OEM basis, and the panels are assembled off-site.
- **Energy & Water Efficient.** SLI buildings use about two-thirds less energy and one-third less water than traditional apartment buildings. On-site renewable energy and grey water treatment result in a high performance building.
- **Reduce community impact.** 50% faster construction minimizes neighborhood disruptions, traffic, and parking issues.
- **Affordable Housing.** SLI intends to perform both MFTE and MHA affordable housing requirements on site for all projects within the city of Seattle.
- **Housing on Non-Traditional Lot Sizes.** Turn undersized "orphan" lots in the City that are too small for traditional construction (<8000 SF) into sites for highly marketable apartment buildings.
- **Reduce highway congestion.** 49.6% of Seattle's workforce still commutes to work alone in their car. SLI can help the City build thousands of housing units closer to workplaces and alternative transportation options.

SLI Solution for the City of Seattle



901 Madison Site

We estimate there are over 200 residential parcels in Seattle that are less than 8,000 SF with improvements less than 50% of land value. We call them “orphan” lots because they are unbuildable to zoning height with traditional construction. SLI can remedy this, like with 901 Madison.

Advancing Sustainable Living

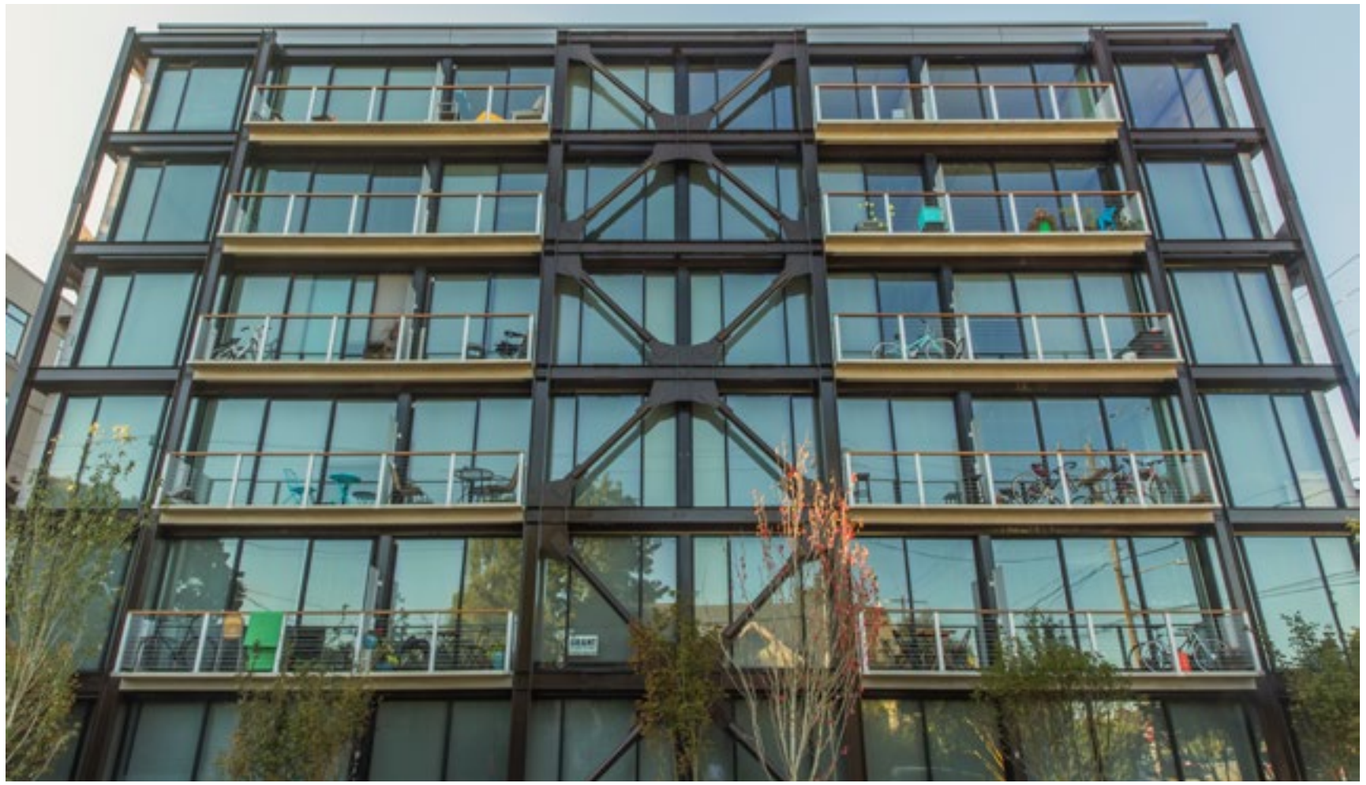
- **Reduced on site time** lowers the construction carbon footprint associated with workers commuting to the site and deliveries.
- **Factory assembled** panel systems inherently eliminate waste. Moreover, SLI utilizes companies that are ISO9000 certified.
- SLI units use low-to-no VOC materials, and that are responsibly sourced.
- Solar panels provide energy for hydronic unit heating & central domestic hot water.
- **Greywater** treatment system provides recycled water for toilet flushing, irrigation and laundry, and in-floor hydronic heating.
- **Low voltage** electrical system/LED lighting for all residential units and common areas.
- **Recycled materials** are used in the structural system (steel) and interior finishes (wood).

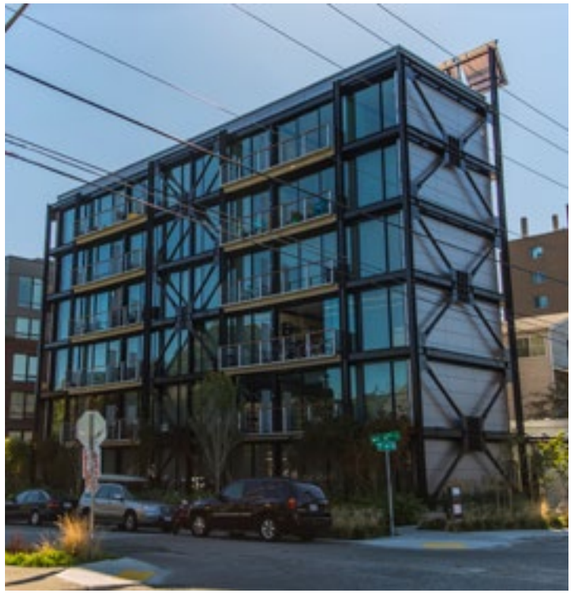
47+7 Apartments, Greywater Treatment System, Solar Tubes

APPENDIX

Examples of SLI Design

47+7 - Seattle, WA





APPENDIX

Examples of SLI Design

145 Leavenworth - San Francisco, CA

303 Battery - Seattle, WA

1800 Terry - Seattle, WA

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