



9 NORTH



WEBER THOMPSON
ARCHITECTURE + INTERIOR DESIGN + LANDSCAPE ARCHITECTURE

EARLY DESIGN GUIDANCE
WEST DESIGN REVIEW BOARD MEETING ON 3/24/2021
235 9TH AVE N. | SDCI #33037394-EG



Shorenstein is one of the country’s oldest and most respected real estate organizations. Founded in 1924, Shorenstein is a privately-owned real estate firm that owns and operates high-quality office, residential and mixed-use properties in dynamic markets across the U.S. The Shorenstein organization is made up of 300 employees between offices in San Francisco and New York, and onsite building offices nationwide. Known for deep investment expertise and extensive hands-on operating experience, Shorenstein has a well-established track record of developing distinctive, high-quality projects. Over three generations as a family business, Shorenstein has built a rich legacy of investment, development, and operation of iconic office properties, delivering on a mission to be the premier investor and operator of first-class office properties nationwide. More information can be found on the website <https://shorenstein.com/>.

A FOCUS ON SUSTAINABILITY

As an industry leader in sustainability practices, Shorenstein was one of the first real estate companies in the country to formalize a “green” initiative with a strong commitment to energy conservation and responsible environmental practices. At Shorenstein, sustainability means enhancing investment performance, operational resilience, and business governance for the benefit of the company’s properties, tenants, employees, and communities. The company embraces sustainability as an opportunity to improve business practices while also reducing impact on the environment and strengthening the communities in which it operates.

DEVELOPMENT EXPERIENCE

Shorenstein has extensive development experience with over 19 million square feet of office space and 1,877 residential units across 34 projects, including projects local to the Pacific Northwest in Portland, OR, and Bellevue, WA.

RECENT DEVELOPMENT PROJECTS

PROPERTY	MARKET
Sunset + Wilcox	Los Angeles
110 East	Charlotte
Camp North End	Charlotte
One Platte	Denver
6800 Soletron	Charlotte
Mueller Business District	Austin
The Main Las Olas	Fort Lauderdale
601 City Center	Oakland
The Spring District	Bellevue
Ford Factory	Los Angeles
The Reserve	Los Angeles
Market Square	San Francisco
The Domain	Austin
First & Main	Portland

SELECT PROJECTS

SPRING DISTRICT

BELLEVUE, WA

Spring District is a new 36-acre, mixed-use, transit-oriented neighborhood located in Bellevue, Washington. In 2007, Shorenstein partnered with Wright Runstad & Company to entitle and develop the former industrial park in to 5.3 million square feet of office, residential, retail, and hotel uses. By 2023, the neighborhood will consist of 1.9 million square feet of office space (including campuses for Facebook and Global Innovation Exchange); 800 residential units across nine apartment buildings; 90,000 square feet of retail space (including a brewpub building and public food hall); two-acre park with an edible garden and food-truck stalls; and a light rail station providing service throughout the region.
[Project Initiated](#) 2007
[Phased Completion](#) 2017 - TBD



FIRST & MAIN

PORTLAND, OR

First & Main is an architecturally distinctive office tower on Portland’s waterfront offering unencumbered views of the Willamette River and Mount Hood, and state-of-the-art energy efficient systems. The building features flexible column-free floorplates, eco-terrace balconies on its fourth, 15th and 16th floors and is within walking distance of the city’s most popular restaurants, hotels, business services, and shopping destinations.
[Project Completed](#) 2010



SUNSET + WILCOX

LOS ANGELES, CA

Located at 6450 Sunset Blvd., Sunset + Wilcox is a proposed new mixed-use, office/commercial project. The proposed 15-story, 443,000-square-foot building will transform the nearly 2-acre property into a truly exceptional creative mixed-use office experience. Sunset + Wilcox is designed to satisfy the greater Hollywood community’s growing demand for new office space that’s sustainable, creative, and flexible. The project is geared toward the entertainment industry and will include new restaurants and neighborhood-serving retailers.
[Project Initiated](#) 2020
[Project Completion](#) TBD



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MASSING OPTIONS

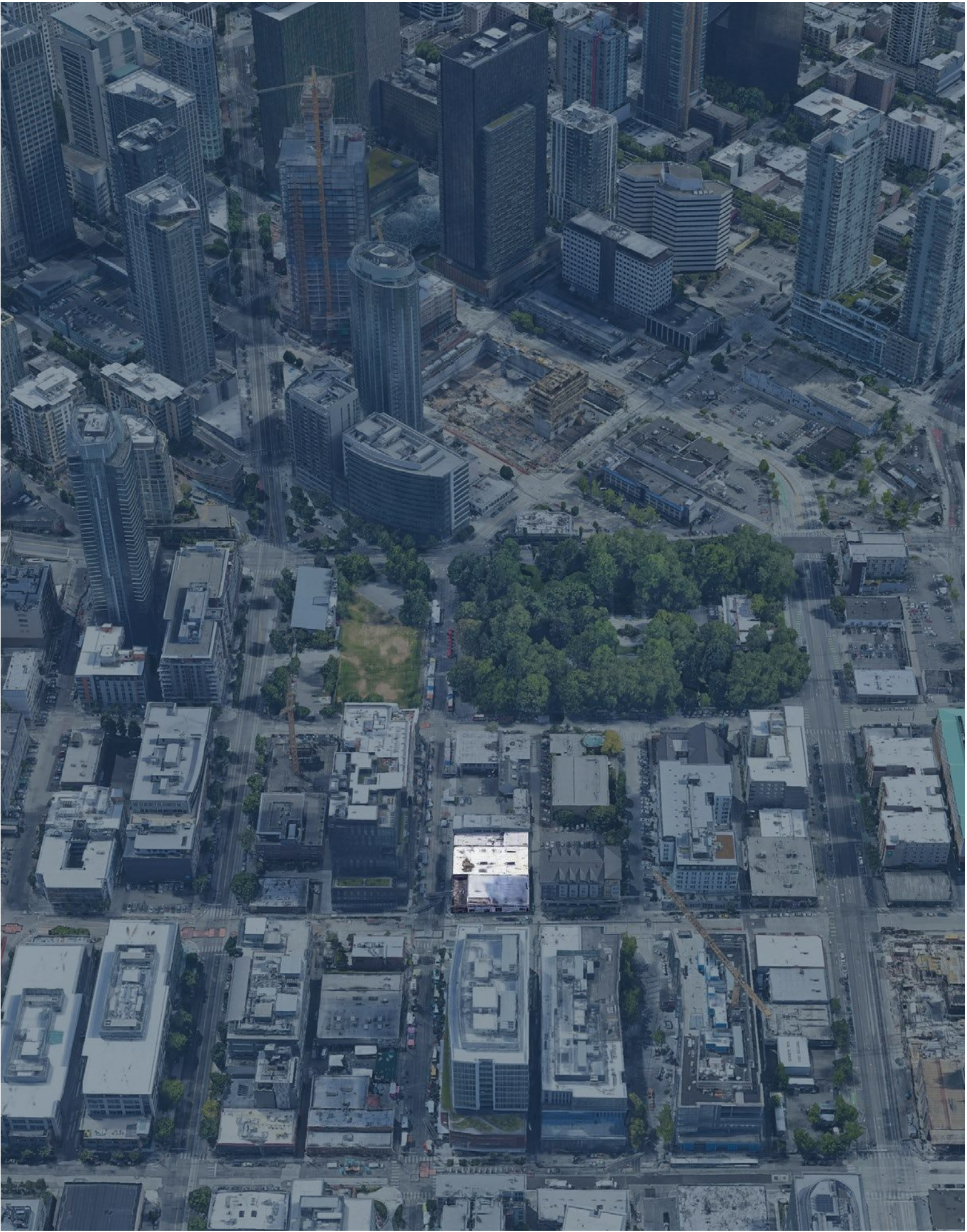
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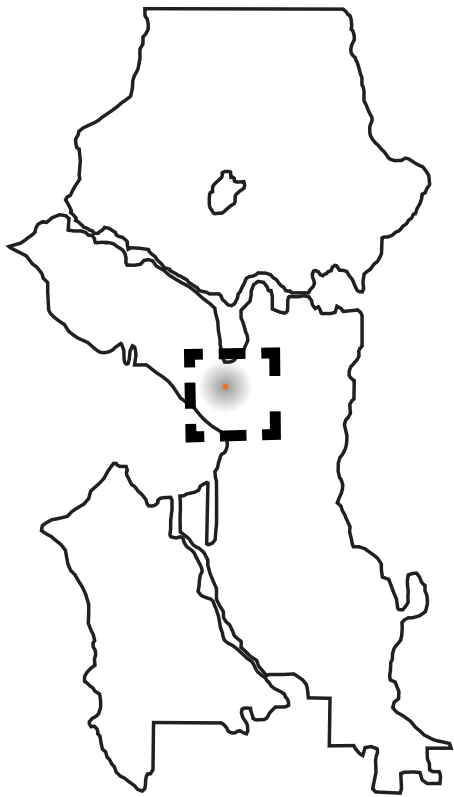
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DEVELOPMENT OBJECTIVES

- 18,000SF Site Area (Site 120'X150')
- Develop a 95' High-Rise Structure on block with (2) residential towers already permitted.
- 120,000 SF of open, Class A office space with abundant natural light and access to the exterior for the next generation of office space.
- Maximize rooftop coverage for occupant use.
- Support bicycle commuting with generous locker facilities and storage and provide secure automobile parking.
- Utilize a concrete or high-rise timber structure.
- Pursue LEED Gold Certification



SEATTLE CITY LIMITS



PROJECT SITE 9NORTH

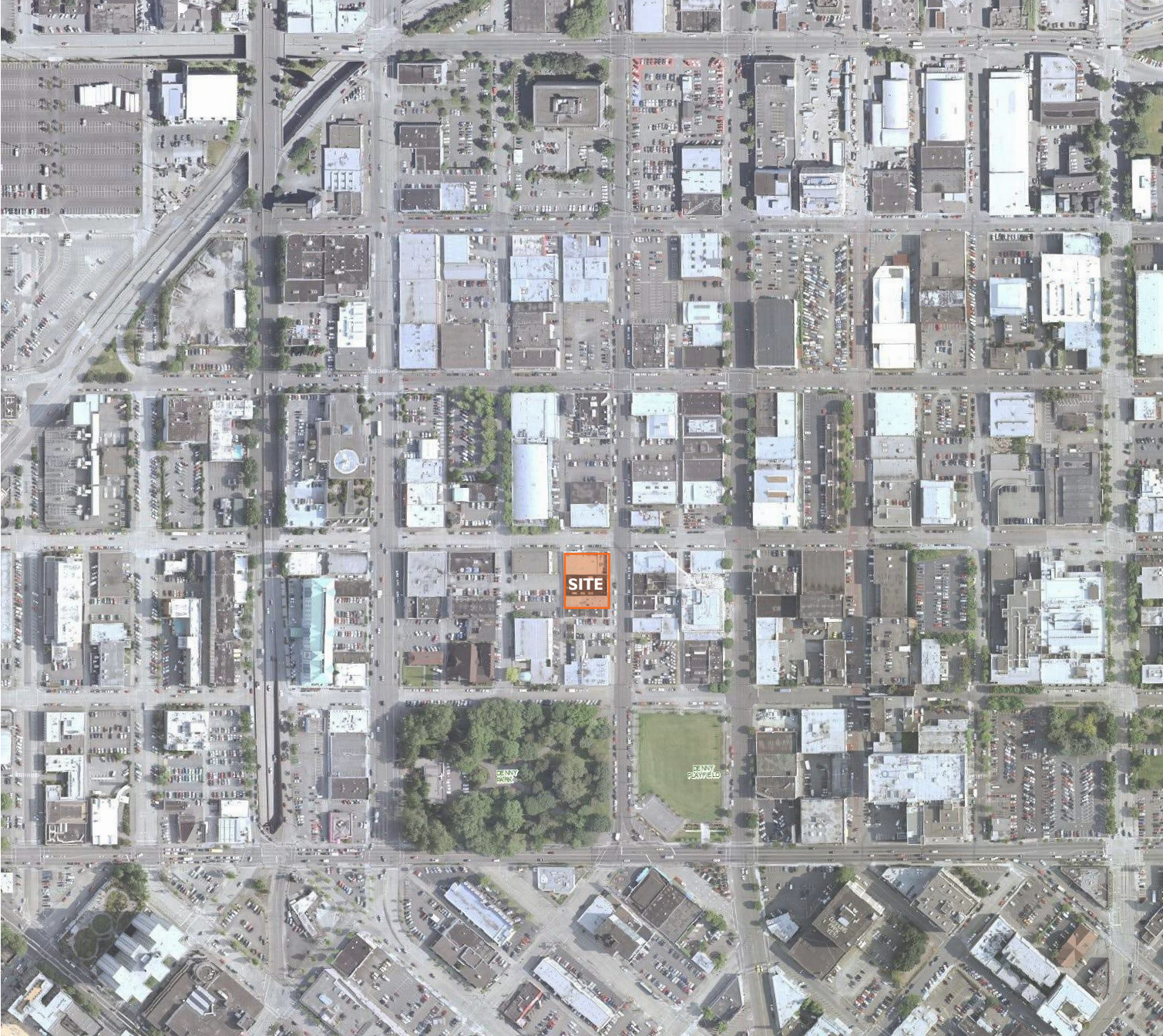
SOUTH LAKE UNION

A NEIGHBORHOOD OF TRANSFORMATION

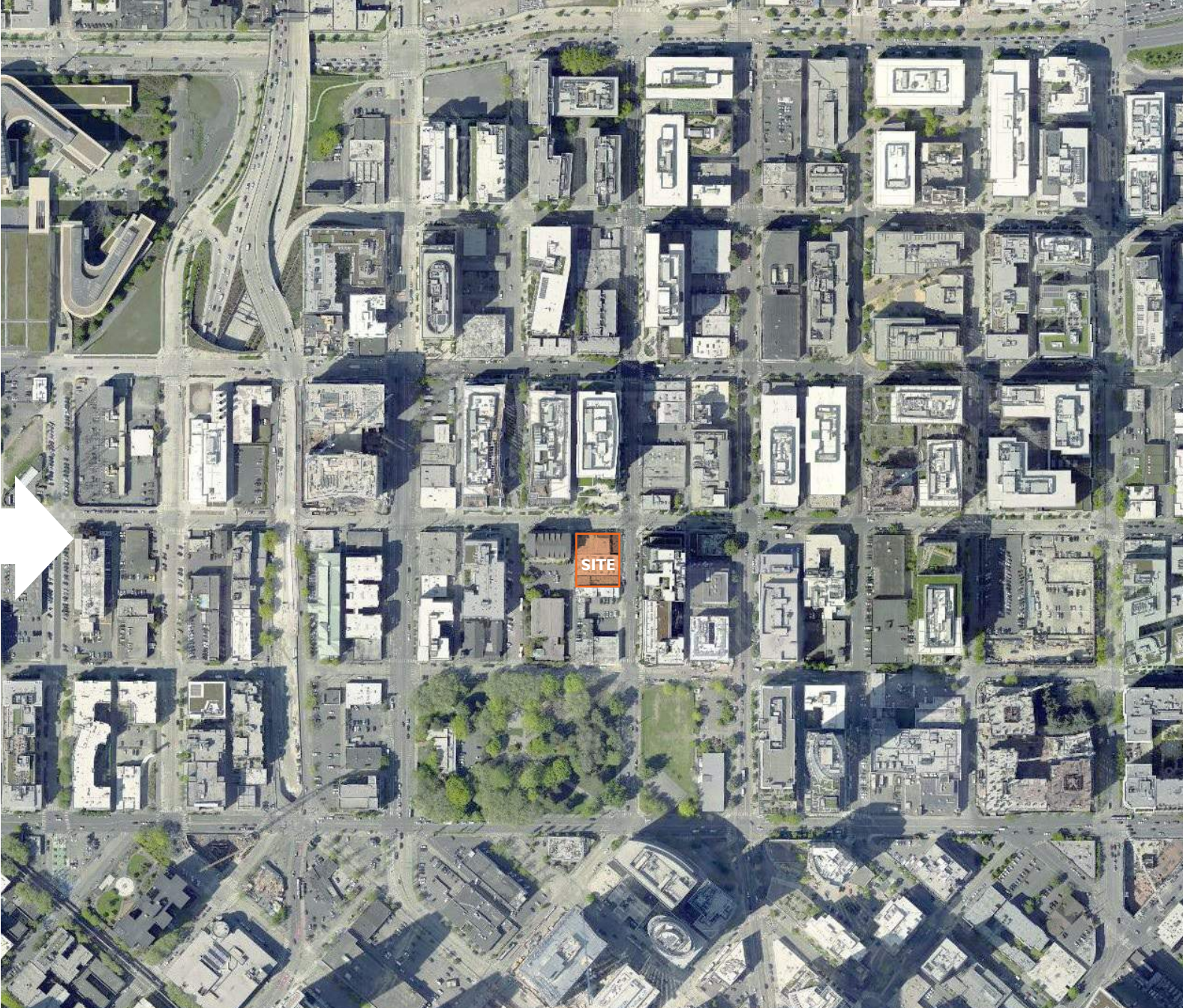
South Lake Union is dynamic; in the last 20 years the entire tapestry of the neighborhood has been transformed from how it's accessed, to the buildings and infrastructure itself. The light rail, 99 tunnel, and the complete re-alignment of Mercer have turned South Lake Union into a gateway to the city. Denny Park, the oldest in the city, anchors one end, while the waterfront park and museums anchor the other. The maps below, with a 20 year gap (1999 to 2019), illustrate this immense transformation. A patchwork of small warehouses, surface parking lots, and a few sparsely located trees, has given way to an urban neighborhood with mass transit, public and private green spaces, and a network of pedestrian focused corridors.

While the late Paul Allen's attempt to create the Seattle Commons park ultimately failed, the neighborhood now houses offices for five of the seven most valuable corporations in the world. The innovations that come out of the neighborhood set the standards worldwide and should be celebrated. Utilizing that spirit of innovation we are looking towards the future as an important part of our identity in the South Lake Union neighborhood. We want to create something that raises the bar and looks towards the future of offices in the area, bringing in natural and healthy materials, extensive exterior spaces, and plentiful access to air and light.

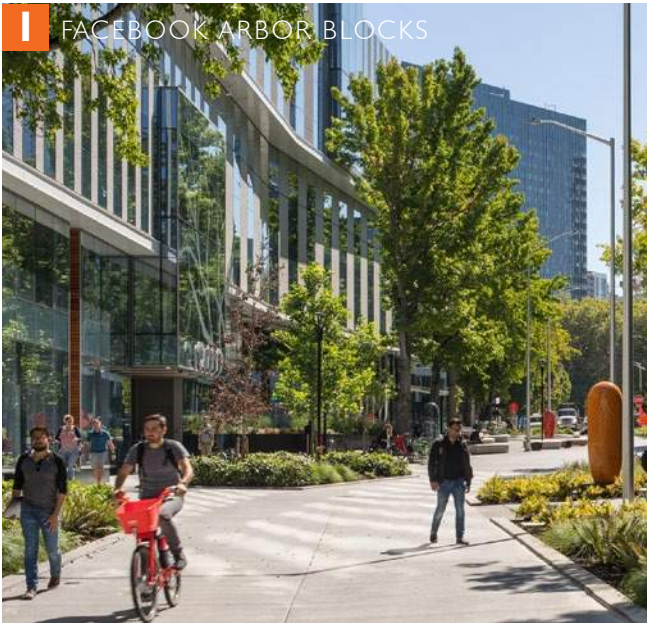
SLU AERIAL IN 1999



SLU AERIAL IN 2019



EXISTING NEIGHBORHOOD CONTEXT



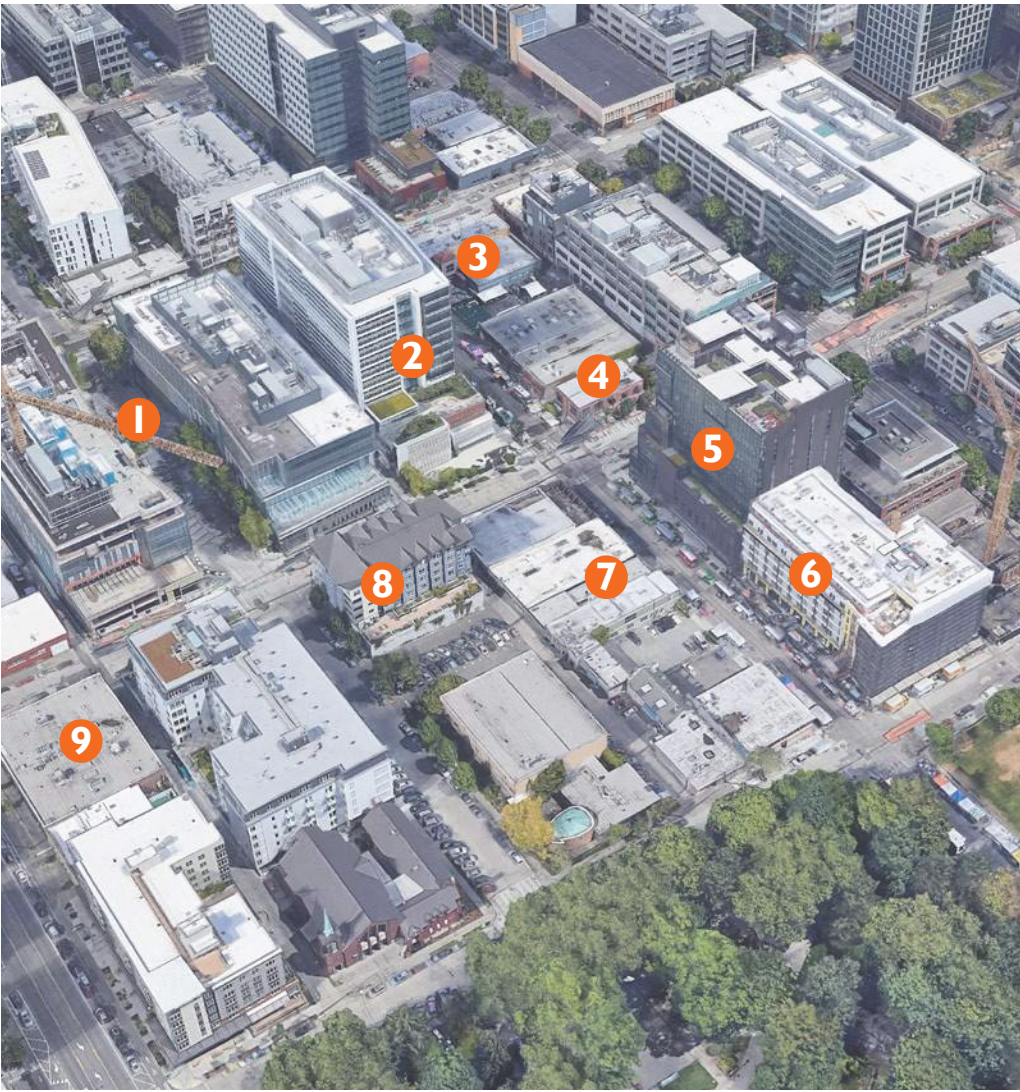
1 FACEBOOK ARBOR BLOCKS



2 AMAZON – APOLLO



3 312 9TH AVE.



4 CHRISTIAN SCIENCE READING ROOM



5 9TH AND THOMAS



6 ORION APARTMENTS



7 BANYA 5 SPA

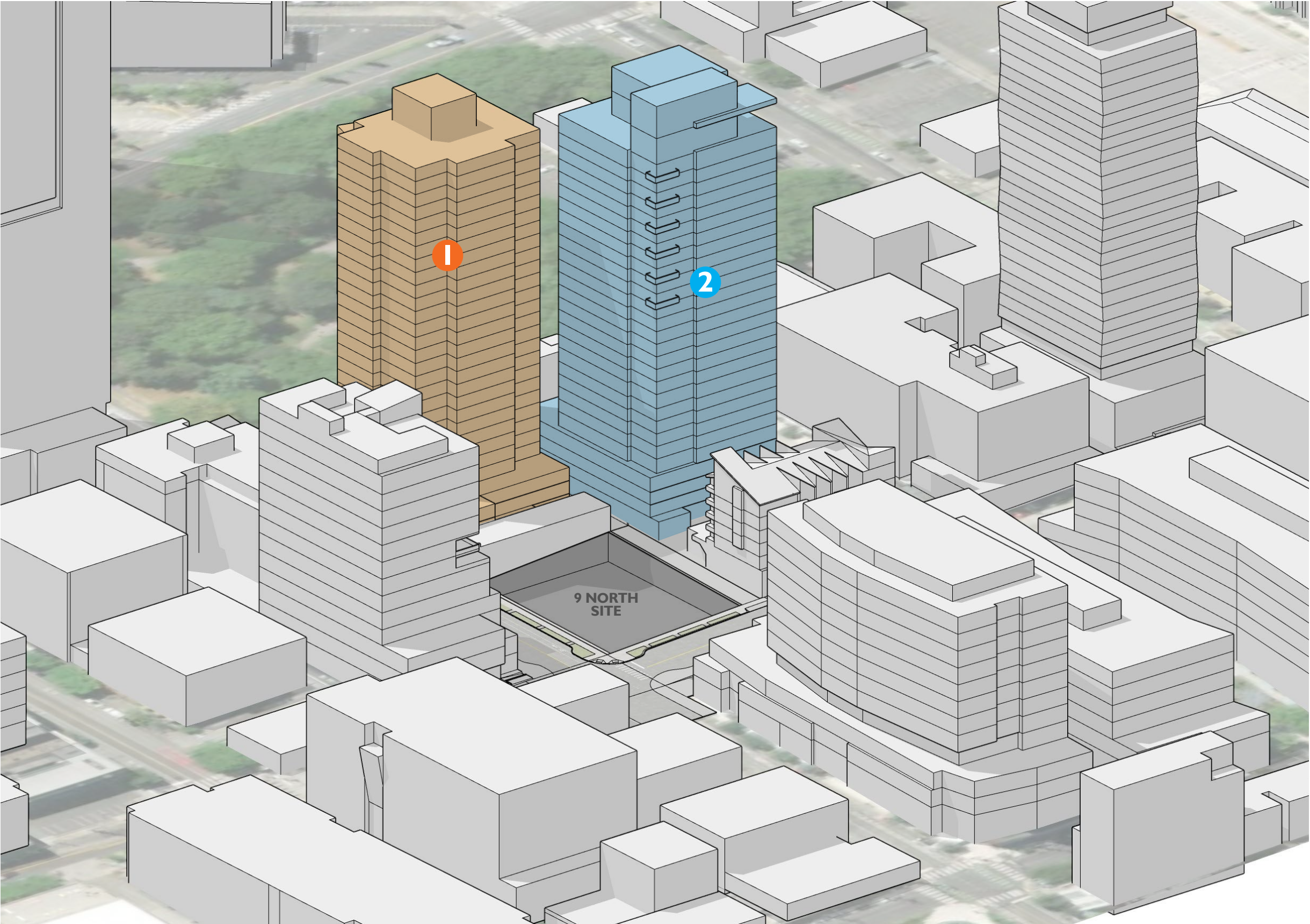


8 DENNY PARK APARTMENTS



9 222 DEXTER

NEW DEVELOPMENT ON THE BLOCK



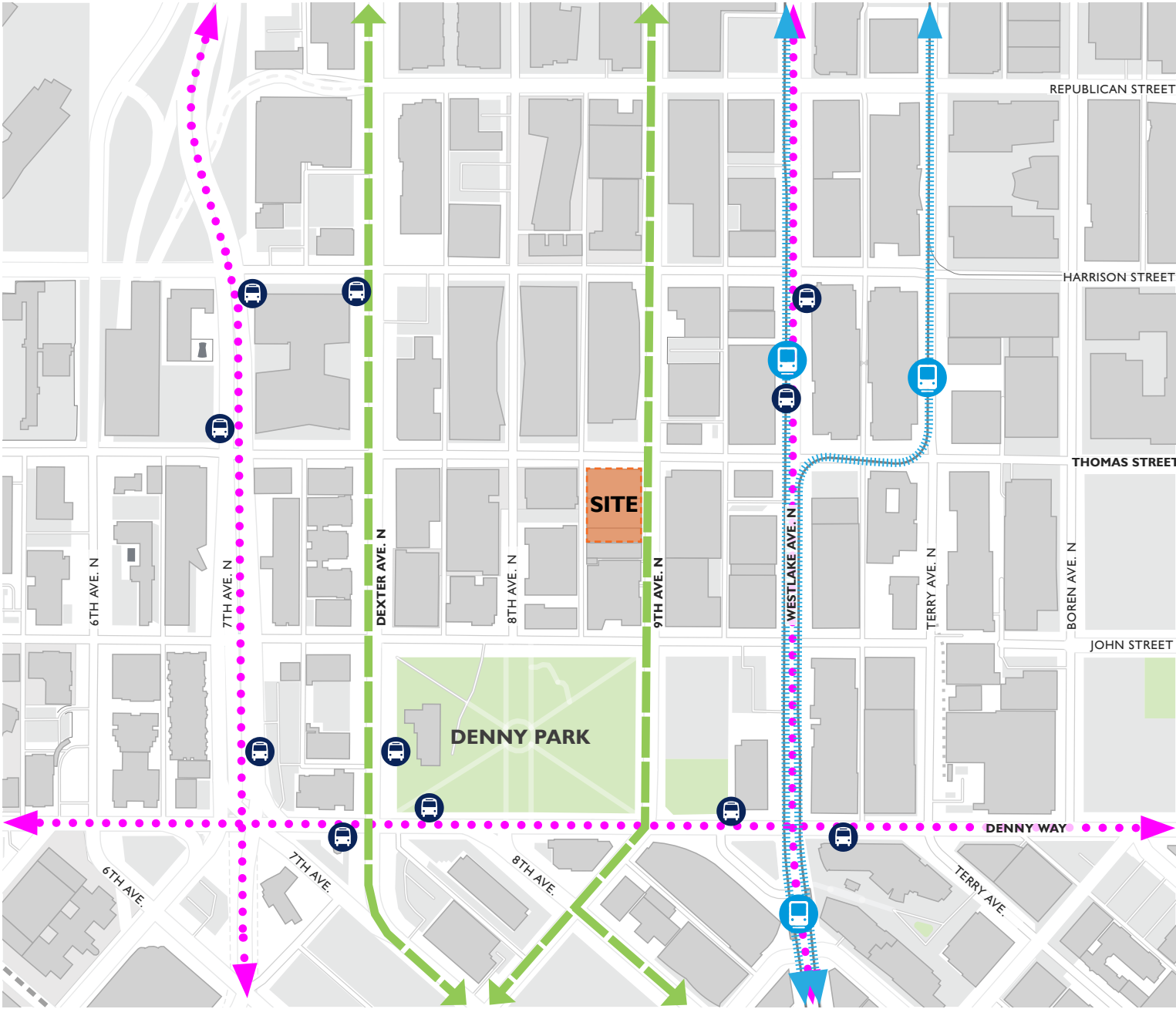
820 John Street (Credit: Ankrom Moisan)






The Waverly and new Unity Church (Under Construction)
Credit: Weber Thompson and Olson Kundig Architecture.

STREET AND TRANSPORTATION ANALYSIS

Summary of Analysis: The site is located in a primarily pedestrian/bike designated area, with major automotive and rail lines within a block or two. Protected bike lanes bypass our site on 9th so bike access and storage will be important on that streetfront.









TRANSIT

-  Bus Stop
-  Surface Rail Station
-  Principle Arterial (Heavy Vehicular Traffic)
-  Surface Rail Transit Line
-  Protected Bike Lanes

Summary of Analysis: Building entries in the area are predominately on the N/S roads where most pedestrian traffic is. There is little tree canopy coverage (other than Denny Park) due to the industrial past of the neighborhood, but Thomas Street, 8th and John create a new network of green spaces infilling the neighborhood.



PEDESTRIAN EXPERIENCE

-  East/West Main Building Entries
-  North/South Main Building Entries
-  Neighborhood Green Streets (Pedestrian focused, traffic discouraged)
-  Tree Canopy
-  Major Pedestrian Street / Corridor (Wider sidewalks, heavy foot traffic)
-  Secondary Pedestrian Corridor (Wider sidewalks, heavy foot traffic)

NEIGHBORING USES AND SOLAR ANALYSIS

Summary of Analysis: While many think of SLU as primarily office, the analysis of the nearby buidlings show a diverse collection of uses directly around the site. While the block to the north is primarily office, this block houses a large number of residential and religious facilities that will be important to scale to.

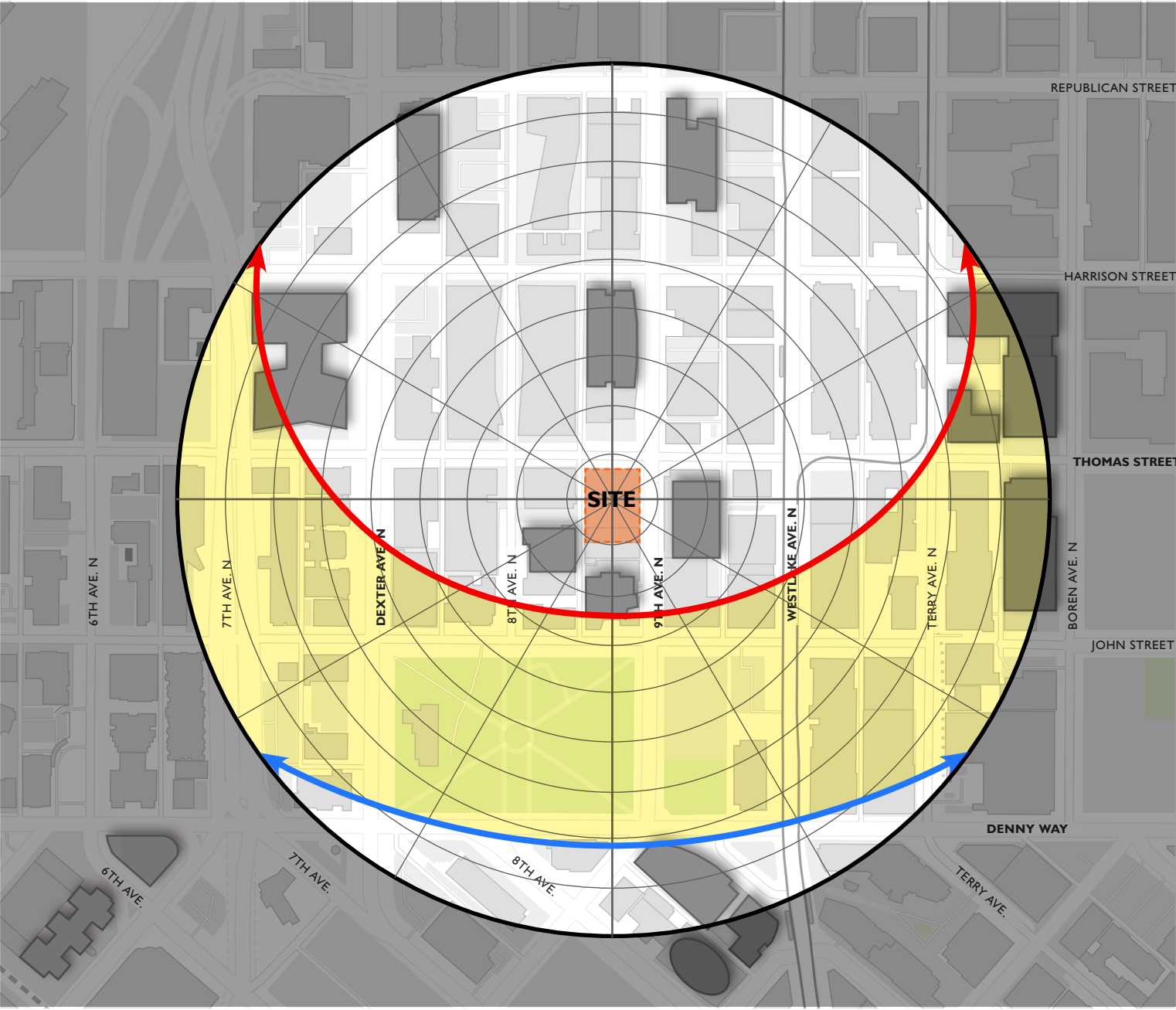


PRIMARY BUILDING USES

- Commercial Office
- Residential / Hospitality
- Retail / Goods and Services
- Academic / Research / Government
- Religious / Worship
- Surface Parking



Summary of Analysis: Solar exposure should be reduced on the south and west frontages to reduce energy use. The two new large towers to the south and west will help reduce solar heat gain on those facades, allowing the north and northeast corner to be more transparent and allow in more natural light.

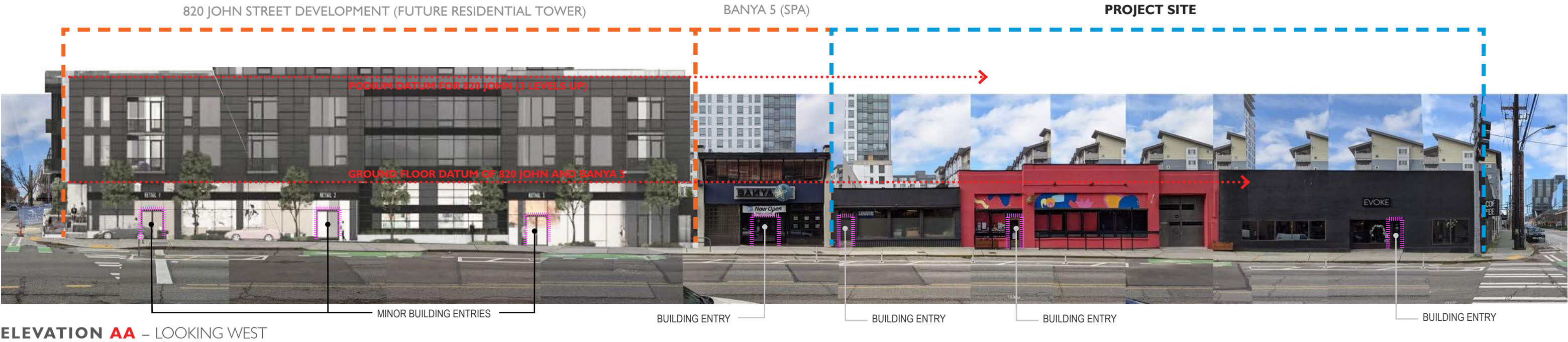


SOLAR EXPOSURE

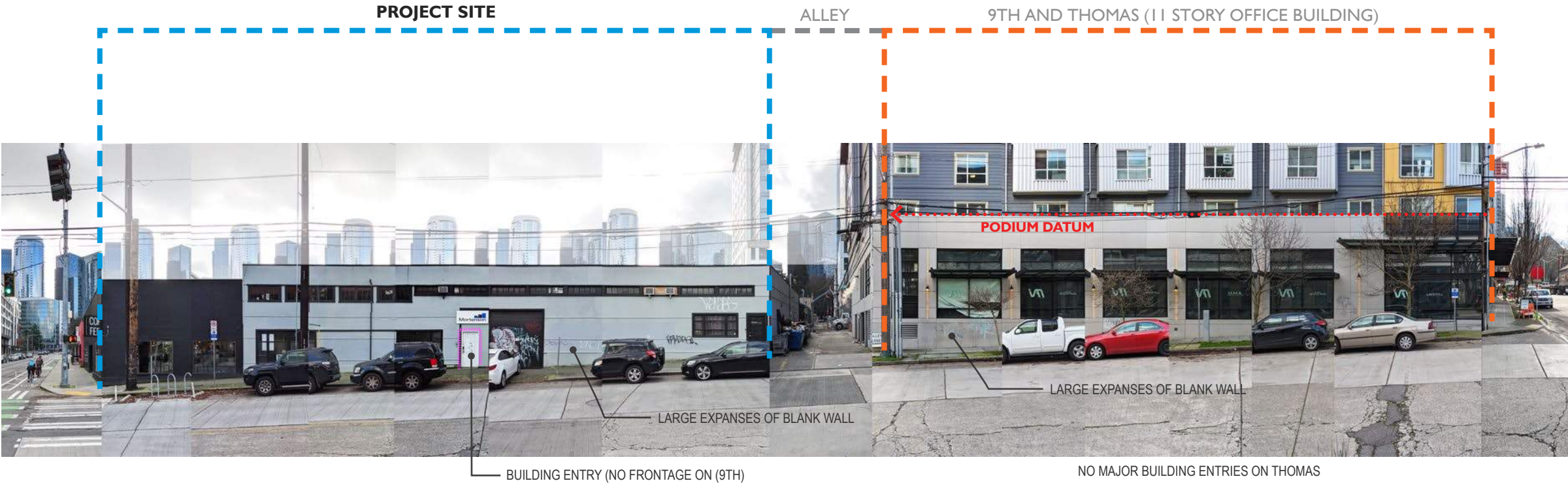
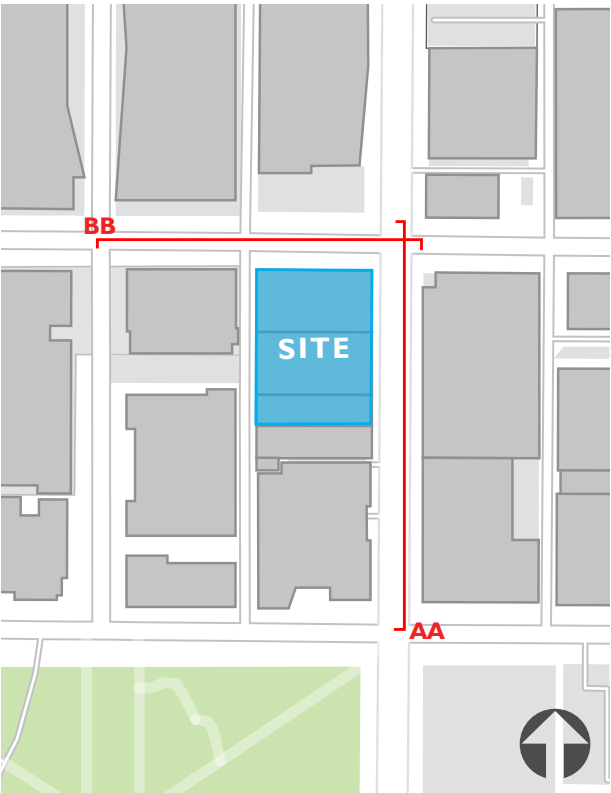
- Summer Solstice
- Winter Solstice
- Significant Shadow Casting Structure (Over 120')



EXISTING STREET / SITE ELEVATIONS



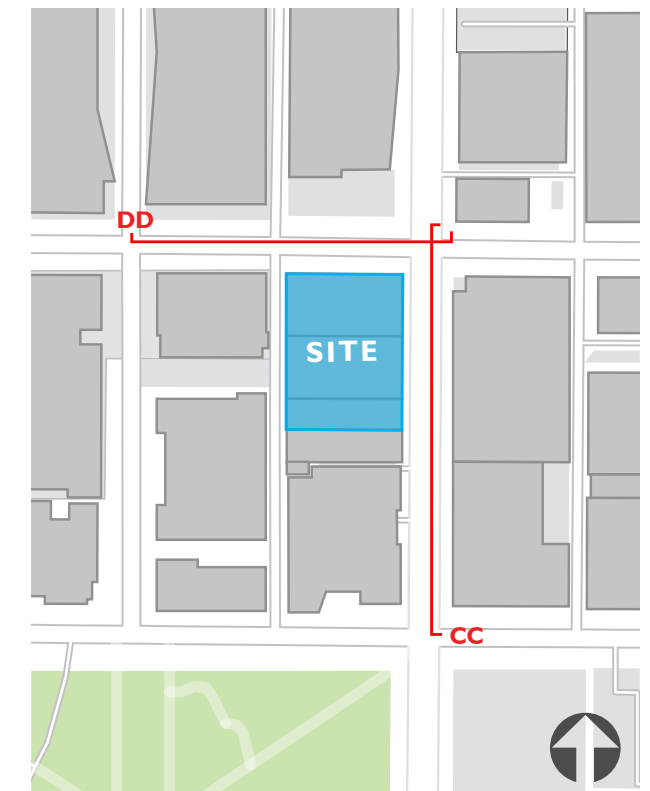
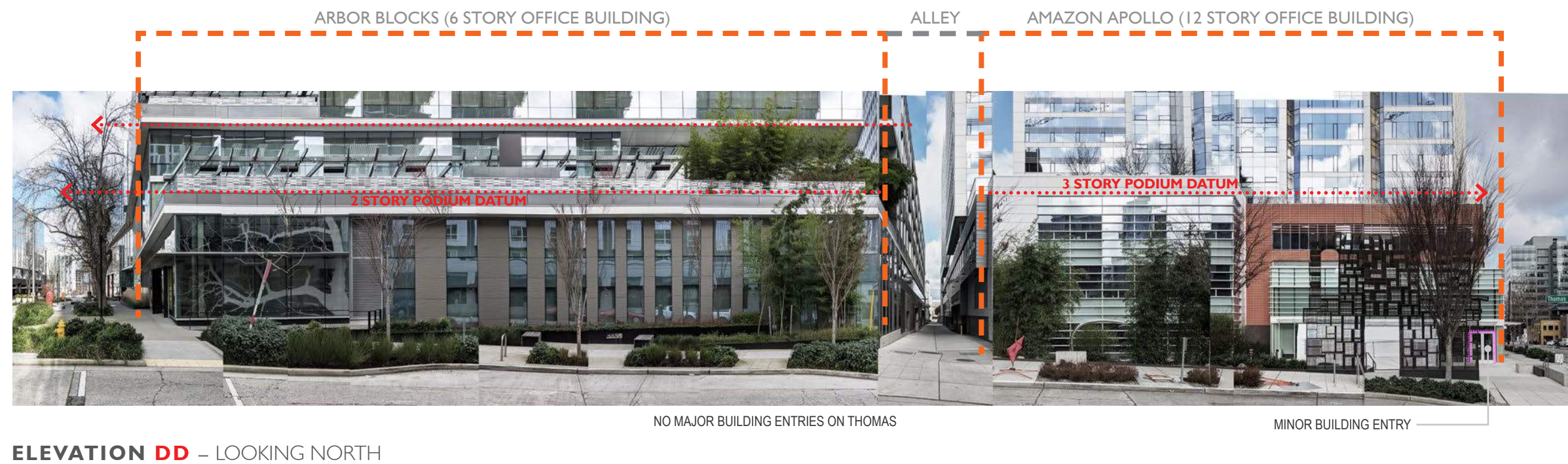
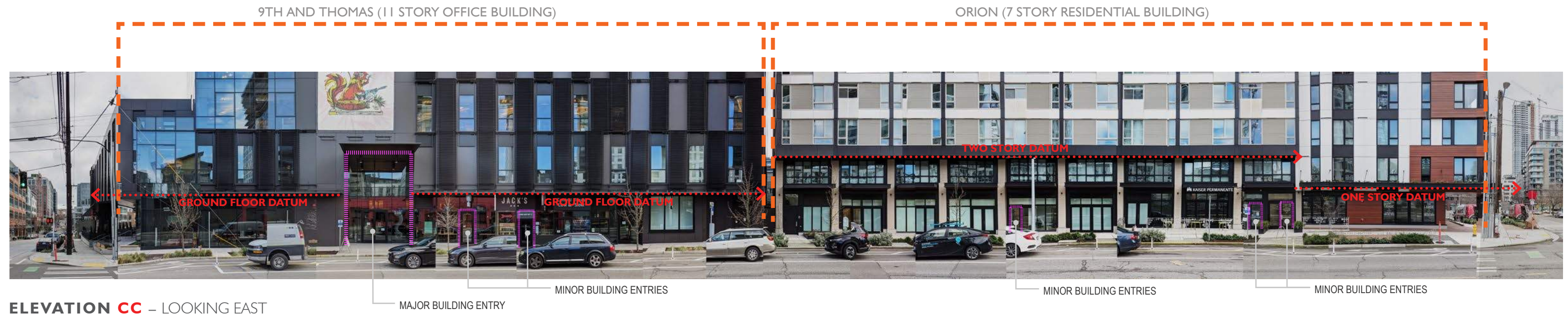
ELEVATION AA – LOOKING WEST



ELEVATION BB – LOOKING SOUTH

NOTE: Additional enlarged photos of the alley conditions and projects across the street shown in the appendix at the end of this book.

EXISTING ADJACENT ELEVATIONS



NOTE: Additional enlarged photos of the alley conditions and projects across the street shown in the appendix at the end of this book.

ZONING SUMMARY

PARCELS	7,200 SF - 235 9th Avenue North (Parcel No. 1991201335) 7,200 SF - 227 9th Avenue North (Parcel No. 1991201345) 3,600 SF - 221 9th Avenue North (Parcel No. 1991201355)
ZONING AND URBAN CENTERS	SM-SLU 175/85-280 (Seattle Mixed - South lake Union) South Lake Union Urban Center Village
FLOOR AREA RATIO 23.48.220.A	Base FAR 4.5 Max FAR 8.0
FLOOR AREA EXEMPTIONS 23.48.220.B	<ul style="list-style-type: none">Street level uses listed in section 23.48.005.D (general sales and service, restaurants and entertainment), whether or not required, and meeting the requirements of section 23.48.240 can be exempted.All underground stores or portions of a structure, no more then 4 feet above grade.3.5% of the total chargeable area can be exempted for mechanical.Bicycle commuter shower facilities.
STRUCTURE HEIGHT 23.48.225	175' Height Limit for non-Residential uses
ROOFTOP FEATURES 23.48.025.C	Solar collectors, stair penthouses, mechanical equipment, and solariums/atriums may extend up to 15 feet above the maximum height, so long as total coverage of all features including overhangs and covers does not exceed 25% (if it includes stairs). <u>For structures greater then 85', elevator penthouses can extend 25' above the height limit.</u> At the applicant's option, the combined total coverage of all features may be increased to 65 percent of the roof area, provided that all mechanical equipment is screened; and no rooftop features are located closer than 10 feet to the roof edge.
UPPER LEVEL SETBACKS 23.48.235	For non-residential structures under 85' (Modified to 95' per section 23.48.231.B) , any portion of the structure greater than 45 feet in height is required to set back from the street lot line along Thomas Street per Map A for 23.48.235. <ul style="list-style-type: none">A Setback of 1 foot for every 2 feet of additional height is required above 45', up to a maximum of 15 feet.Horizontal Projections, including decks, balconies with open railings, etc. are permitted to extend a maximum of 4 feet into the required setbacks.
REQUIRED USES (GROUND LEVEL) 23.48.205.C	Required street-level uses. Within the SM-SLU 160/85-240 zone (the 170/85-280 per 2017 upzone) , for development meeting the standards in subsection 23.48.230.B, structures located on a designated Neighborhood Green Street shall have a minimum of 10 percent of the length of the street-level portion of that street-facing facade occupied by general sales and service uses, eating and drinking establishments, or entertainment uses, that meet the development standards for required street-level uses in subsection 23.48.240.E.

STREET LEVEL DEVELOPMENT STANDARDS

23.48.240 / 23.48.040

On Neighborhood Green Streets (Thomas Street):

- The minimum height for street-facing facades is 25 feet.
- Min. of 60% of facade between 2 and 8 feet must be transparent.
- 15 feet. blank facade limit

On other streets not listed (9th Ave. N):

- The minimum height for street-facing facades is 15 feet.
- Min. of 30% of facade between 2 and 8 feet must be transparent.
- 30 ft. blank facade limit

UPPER LEVEL DEVELOPMENT STANDARDS

23.48.245

A tower is a structure that exceeds 85' for the SM-SLU 175/85-280 zone. **(Modified to 95' per section 23.48.231.B)**

There is no floor area limit for non-residential uses in a structure or portion of structure that does not contain non-residential uses above 85 feet in height. **Modified to 95' per section 23.48.231.B)**

The standards for podiums only apply to structures or portions of structures that include a tower that is subject to a floor area limits (above 85') **(Modified to 95' per section 23.48.231.B)**

MODIFICATION OF DEVELOPMENT STANDARDS

23.48.231.B

In a SM-SLU 175/85-280 zone located outside the South Lake Union Seaport Flight Corridor, the height above which a development is a tower according to Section 23.48.245 and the base height for purposes of calculating extra floor area shall be **increased from 85 feet to 95 feet** if:

- The requirements of subsections 23.48.245.A through 23.48.245.G would not permit a tower on the site
- The height of the development does not exceed 95 feet, excluding exempt rooftop features; and
- The development meets the upper-level setback requirements of Section 23.48.235

ADDITIONAL UPPER LEVEL SETBACKS AND MODULATION

23.48.245.C

Additional Upper Level Setbacks apply to projects that are developed on a lot abutting a street in Table A for 23.48.245 (Thomas Street) that includes a structure with non-residential uses that exceed a height of **95 feet.**

Modulation is required for non-residential structures exceed 85', but the max un-modulated facade below 145' is 150', which exceeds the length of our property.

LIMITS ON TOWERS PER BLOCK

23.48.245.F

Only one residential, or one tower with non-residential uses exceeding 85' **(Modified to 95' per section 23.48.231.B)** in height, is permitted per block front.

ZONING SUMMARY (CONTINUED)

OPEN SPACE REQUIREMENTS 23.48.250	<p>In this zone, projects that include 85,000 SF or more of gross floor area in office use are required to provide open space (either on or off-site) in an amount equal to 2% of the office space in the project.</p> <p><u>If the open space is provided on-site, the requirement may be satisfied with private open space. The private open space must be open to the sky and consistent with landscaping and furnishing requirements provided in SMC 23.58A.040.C.5.b.2.</u></p> <p>If the required open space is provided off-site, it must be public open space. The public open space must be located in the same zone within ¼ mile of the project site, and at least 3,000 sf of contiguous area.</p> <p>The Code allows for a payment-in-lieu of the open space if the Director determines payment would contribute to a nearby Green Street improvement. See SMC 23.48.250.D.</p>
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LANDSCAPING REQUIREMENTS 23.48.055	<p><u>The project must achieve a Green Factor score of .3 or greater.</u></p> <p>Street trees are required in any new development, if it is not feasible to plant street trees in a right-of-way planting strip, a 5-foot setback shall be planted with street trees along the street property line or landscaping other than trees shall be provided in the planting strip, subject to approval by the Director of Transportation. If, according to the Director of Transportation, a 5-foot setback or landscaped planting strip is not feasible, the Director may reduce or waive this requirement.</p>
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GREEN BUILDING STANDARD 23.48.021.D.1	<p>Any development containing extra floor area shall meet the green building standard. The green building standard is defined by Director’s Rule 20-2017, and currently requires obtaining LEED Gold or Passive House certifications status plus achieving 15% performance beyond the current energy code, among other things.</p>
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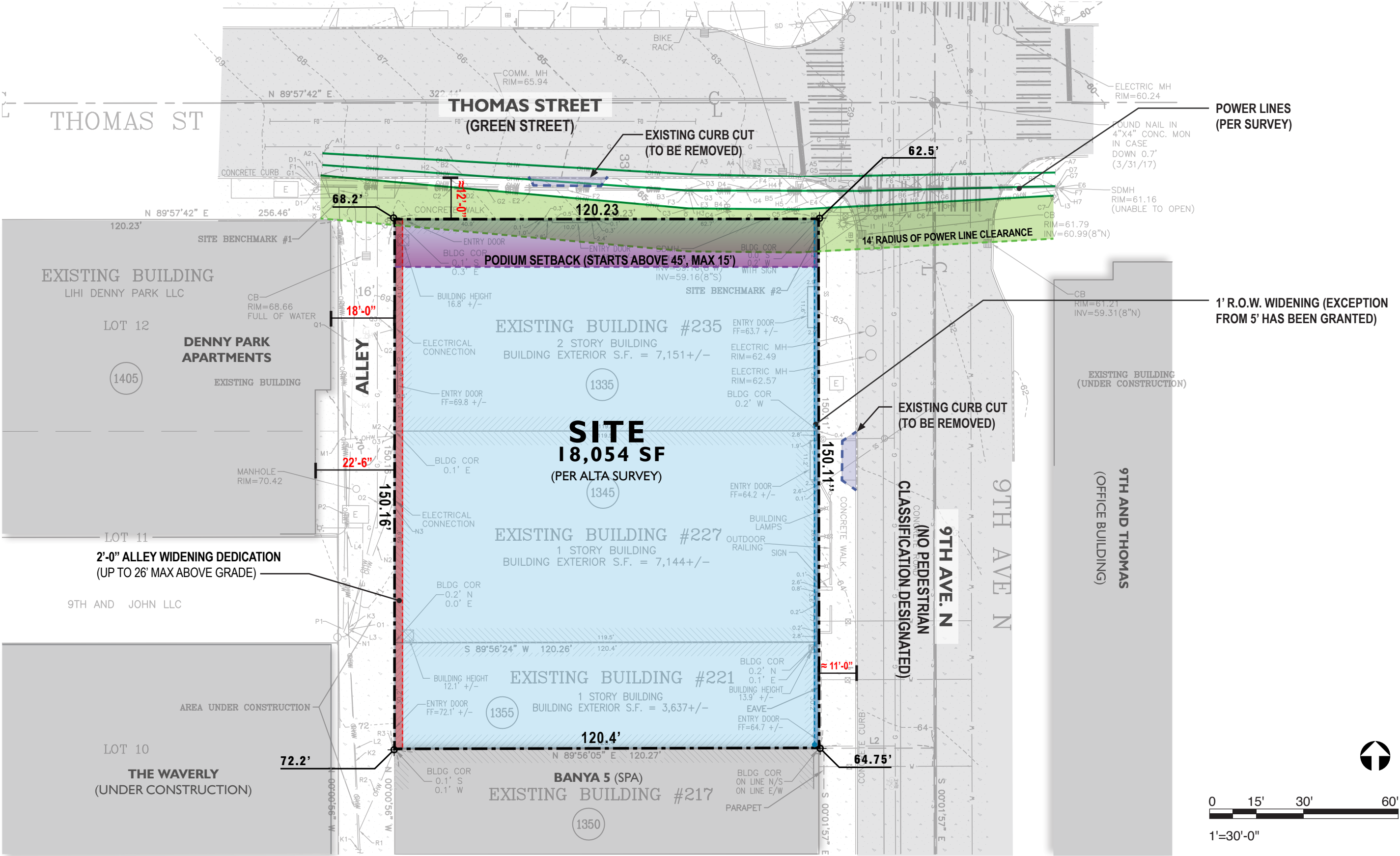
PARKING 23.48.055	<p>The Seattle Land Use Code establishes no minimum automobile parking requirements for projects located within Urban Centers.</p> <p>Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.C (2 ft. dedication/widening)</p> <p>Bicycle parking shall be provided per section 23.54.035.</p> <ul style="list-style-type: none">For eating and drinking establishments: 1/5,000 SF long term, 1/1,000 SF short termFor offices and labs: 1/2,000 SF long term, 1/10,000 SF short termFor general retail: 1/4,000 SF long term, 1/2,000 SF short term
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MANDATORY HOUSING AFFORDABILITY (MHA)	<p>Mandatory Housing Affordability payments (or performance percentages) apply for all gross residential floor area and for all non-exempt commercial floor area. These requirements replace the affordable housing requirements of incentive zoning/bonus development in the code.</p> <p>For the SM-SLU 175 85/280 zone, the payment and performance amounts are:</p> <ul style="list-style-type: none">For commercial development: \$11.31/sf or 6.8% of chargeable square footage affordable to households with incomes of 60% AMI or less. SMC 23.58B. <p>The amounts are valid through February 2021. The amount will be automatically adjusted annually on March 1 in proportion to the annual change for the previous calendar year in the Consumer Price.</p>
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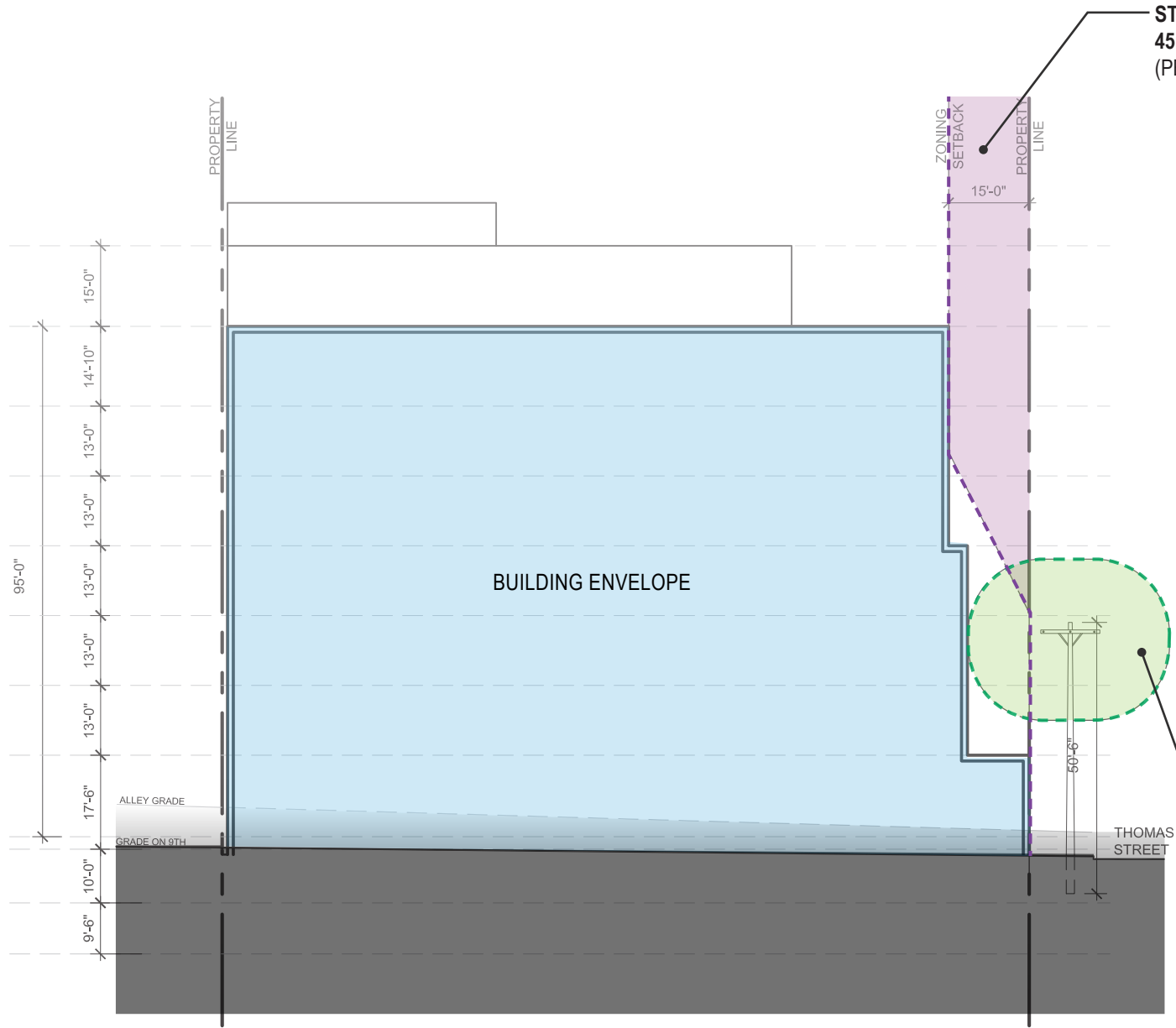
TRANSPORTATION MANAGEMENT PLAN 23.48.290	<p>Any development containing extra floor area must provide a Transportation Management Program (“TMP”) for non-residential development demonstrating that no more than 40 percent of trips to and from the development will be made using single-occupancy vehicles (SOVs). SMC 23.4 8.021.D.2. A TMP is also required if a development is expected to generate 50 or more employee SOV trips in any one p.m. hour. SMC 23.48.290. The TMP must be approved by SDCI. Id. In addition, the South Lake Union neighborhood requires the payment of transportation mitigation payments pursuant to SEPA. A transportation study is required to determine the number of trips impacting certain projects in the South Lake Union neighborhood. The fee is set in SDCI Tip #243—for office developments, the fee is \$1.95 per square foot of gross floor area of office space. For research and development labs, the fee is \$1.40 per square foot of gross floor area of lab space. For residential developments, the fee is \$930 per dwelling unit.</p>
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STRUCTURAL BUILDING OVERHANGS 23.53.035.B	<p>Structural building overhangs include bay windows, balconies, and other projections into and over public places as defined under Title 15 that exceed the limits of minor architectural encroachments as set forth in subsection 23.53.035.A and that increase either the floor area of the building or the volume of space enclosed by the building above grade.</p> <ol style="list-style-type: none">An annual permit from the Seattle Department of Transportation is required for structural building overhangs.Structural building overhangs shall be removable per Title 15.Structural building overhangs shall not be part of the essential building structure and shall not contain building systems, such as plumbing.Vertical clearance: Clearance to any structural building overhang shall be a minimum of 8 feet above all sidewalk elevations, or 26 feet above all elevations of an alley, or greater if required by other regulations.Depth: The maximum horizontal projection for a structural building overhang, measured to the furthest exterior element, shall be 3 feet, and the projection shall in no case be closer than 8 feet to the centerline of any alley (see Exhibit B for 23.53.035).
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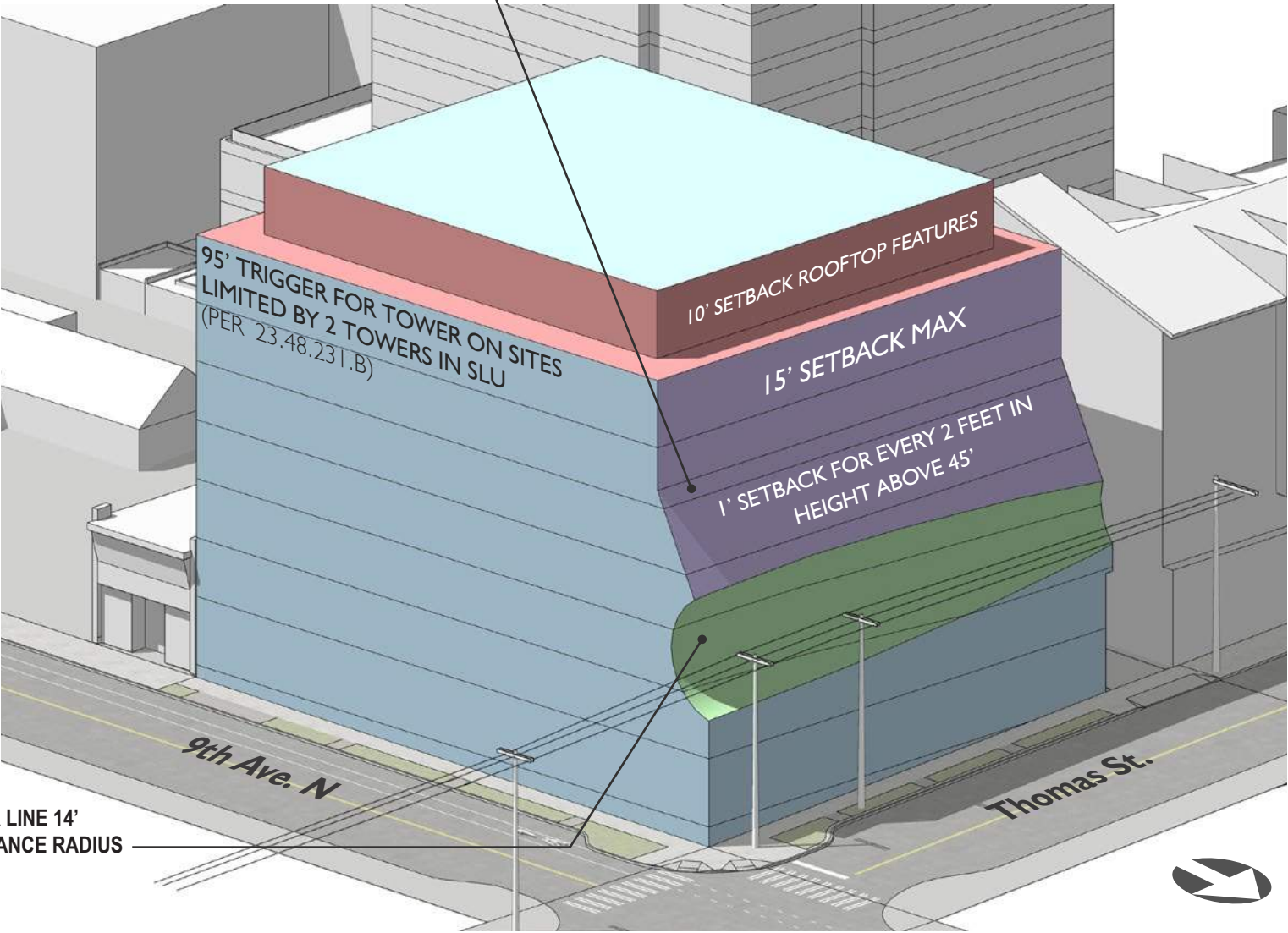
PARCEL MAP



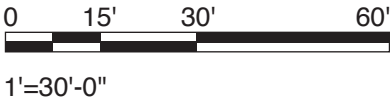
BUILDING/ZONING ANALYSIS



ZONING SECTION



BUILDING ENVELOPE



BRIEF SUMMARY OF OUTREACH METHODS

PRINTED OUTREACH

- Choice: DIRECT MAILING, HIGH IMPACT
- Requirement: Direct mailing to all residences and businesses within approximately 500 foot radius of the proposed site.
- What we did: Posters were mailed to 602 residences and businesses and shared with three neighborhood community groups. Poster, details on distribution and list of community groups who received the poster via e-mail are in Appendix A.
- Date completed: November 06, 2020

ELECTRONIC / DIGITAL OUTREACH

- Choice: PROJECT WEBSITE, HIGH IMPACT
- Requirement: Interactive project website with public commenting function.
- What we did: Project website established and publicized via poster. Monitored daily for comments from the Website. Developed an interactive project website with project information and a public commenting function. Website included in Appendix A.
- Date Completed: November 09, 2020

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- Date Completed: November 09, 2020

WHAT WE HEARD FROM RESPONDENTS

DESIGN RELATED COMMENTS

- **Design:** 100 percent of survey respondents said relationship to neighborhood character was most important about the design of a new building on this property; 67 percent said environmentally-friendly features; 33 percent said parking.
- Several respondents encouraged the project team to design a project that has a cohesive architectural style and preserves the integrity of the neighborhood with minimal environmental disruption.
- Additional respondents noted that the lower west side of this new development is very close to existing residential bedrooms with balconies, and encouraged the design team to respect residents' privacy and not include windows facing bedrooms across the alley.
- One additional respondent encouraged the project team to analyze the best place for the building entrance and exit so it doesn't contribute to traffic congestion during rush hour.
- **Exterior:** 100 percent of survey respondents said landscaping was the most important consideration for the exterior space of this property; and 67 percent said lighting and safety features.

NON-DESIGN RELATED COMMENTS

- **Parking:** A few residents encouraged the project team to design parking for other residents that's not overshadowed by retail parking, and suggested that some allocation be made for residents who live near the area but do not own a parking space in the building so they can have an affordable means to park that is not \$300+ per month. Another resident noted that there is garage parking across the alley from this project, and expressed concern that the project may continually prohibit access to citizen's paid and secure parking and prevent individuals from accessing their cars to get to work because the garage and alley is blocked.
- **Construction Impacts:** One respondent encouraged the project team to consider placing barriers up during construction so that environmental dirt and debris do not enter nearby residents' bedrooms or balconies.

MISCELLANEOUS COMMENTS

- One respondent expressed concern that there is no compelling need for additional office space or residential units in this neighborhood, which is already saturated and experiencing a high vacancy and move out rate.

WHAT WE LEARNED

DESIGN RELATED COMMENTS

Design: The relationship of our design to the neighborhood and adjacent properties is important to the community. We should also embrace environmentally friendly features and consider parking and its traffic.

A cohesive design that has a minimal environmental effect is important.

We need to study how windows and glazing will relate to the properties across the alley to ensure privacy for those residents.

We will consider how cars will enter and exit the building so it has a minimal impact on residents who share that alley.

Landscaping will be a very important part of the design, and the community agrees.

Lighting and safety features are also important to the design, and should be addressed early.

NON-DESIGN RELATED COMMENTS

Parking: We are not designing any retail parking into the project, and will have minimal on-site business parking to reduce impacts on traffic. Biking, public transportation and walking will be the primary means for accessing the site.

Construction Impacts: Construction cleanliness and safety are very important and will be monitored closely for this project.

PRIORITY DESIGN GUIDELINES

SLU SUBDISTRICT: DEXTER/AURORA CORRIDOR

The Aurora Corridor is the most undefined area of the neighborhood with an eclectic variety of building types and forms that house all types of business uses. Completion of the Alaska Way Viaduct replacement tunnel means the street grid is reconnected across Aurora Avenue at John Street, Harrison Street, and Republican Street. These new connections and a transformed 7th Avenue N (formerly Aurora Ave N) provides opportunities for development that responds to the new porosity of the street grid and increasing pedestrian activity. Building height limits in this subarea range from 400 feet to 85 feet. This subarea is bound by Denny Way on the south, Aurora Avenue North to the west, 9th Avenue North to the east, and Galer Street to the north.

CONTEXT AND SITE

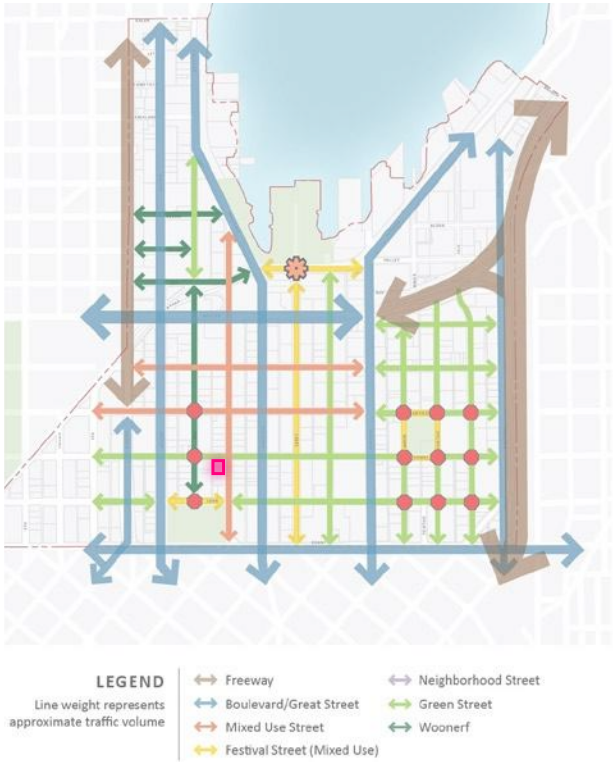
CS2-3 ADJACENT STREETS

Thomas Street: A green street concept Plan has been prepared for Thomas Street. The document describes the street as a Green Street that balances a moderate volume of vehicle traffic. The Thomas Street Streetscape Concept Plan features a wide north side green promenade. Bicycle facilities are located on Thomas Street within slow-moving vehicle travel lanes in some sections and within dedicated bicycle lanes in other sections. Foster design continuity with recent Terry Ave. N. streetscape improvements in reference to South Lake Union industrial heritage.

SLU Design Guideline CS2-3-f identifies Thomas St as a Green St. The Thomas Street Redefined planning initiative (2019 draft) stated the following primary goals:

1. Go big and bold, be city-defining and make it unique.
2. Prioritize people and place, support walking, biking and getting to transit.
3. Build for all ages and abilities

Eighth and Ninth Avenues N: Even though these streets may be occupied with several office buildings rather than residences, substantial landscaping and pedestrian interest should be emphasized along the street front. Courtyards and small open spaces may be more appropriate than a uniform street wall.

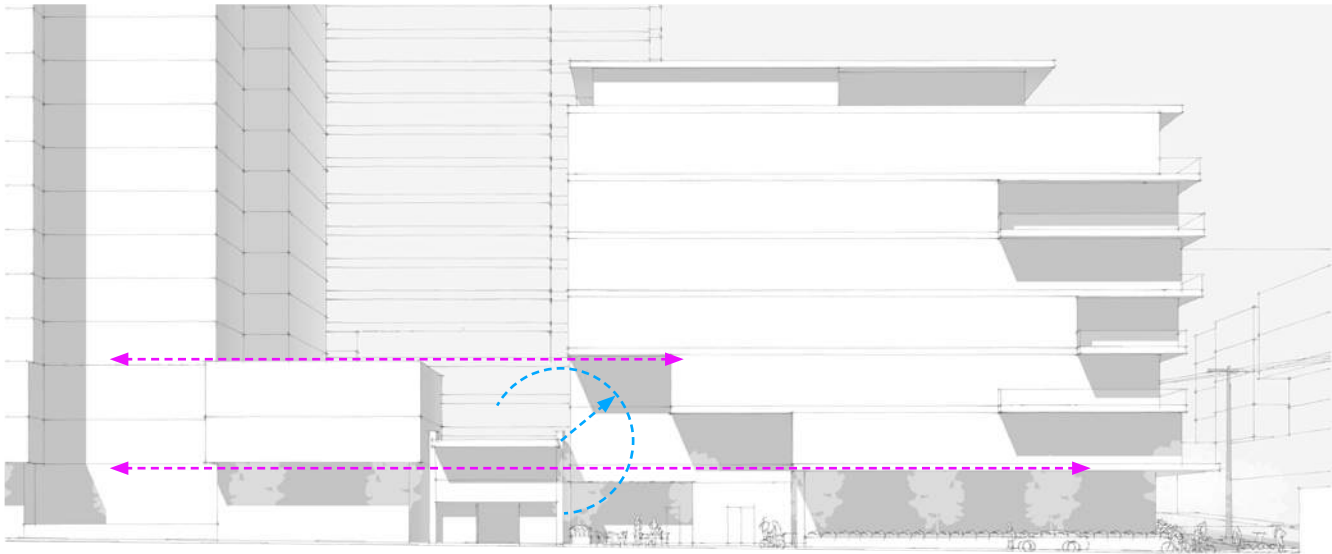


Response: Understanding the character of each street frontage and enhancing that condition is an important part of our design solution. 9th Ave has a dedicated bike corridor with retail and other active uses north and south, so relating our program to those existing conditions will create continuity through the neighborhood. Thomas is a green street with its own dedicated concept plan that outlines pedestrian focused lighting and abundant landscaping with perennial plantings. Right now the stretch between 9th and Dexter is defined as “deteriorated,” with few trees, planting and little on street parking use. Adopting the Green street plan, and pushing it further, the project will strive to creating generous planting areas with large landscaped curb bulbs, more room and seating for the slew of food trucks that currently use the site, and if possible, creating setbacks that widen the pedestrian zone along Thomas. Perennial plantings that add color and texture to the street environment will also be integrated, and along with lighting will signify the continuation of the planned Lake Bay Loop.

CS3-A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

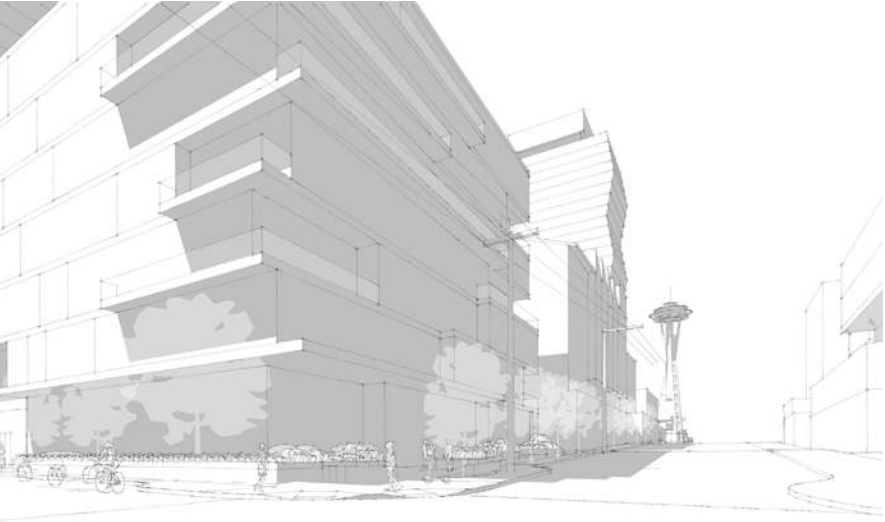


Response: SLU has rapidly evolved over the last 20 years, and with it the architectural style and scale of the neighborhood. Relating to both will be important, and carrying datums of past and future projects will unify the streetfronts. Accross the street to the north precedents for larger setback and courtyards will be mirrored to expand the pedestrian realm. Along 9th, matching datums and creating setbacks and releif will compliment the neighboring projects and transition between the varying scales.

PRIORITY DESIGN GUIDELINES

CS2-B-2 CONNECTION TO THE STREET

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.



Response: The corner of 9th and Thomas is an prominent intersection between a Green Street and mixed-use pedestrian street that connects the Space Needle, Denny Park, Lake Union, and Downtown.

The project prioritizes additional space at the NE corner for ample landscaping and pedestrian mixing and gathering. Hardscape features and sitting areas support the ebb and flow of pedestrians. Curb bulbs on 9th and Thomas shorten the pedestrian crossings and further claim ROW for people and plants.

PUBLIC LIFE

PLI- | NETWORK OF OPEN SPACES

Open spaces in South Lake Union include mid-block connections, ground level open space developed in new projects, and three parks: Denny Park, Cascade Playground, and Lake Union Park. Including green streets and Class I Pedestrian streets, development of an open space network is a priority for the neighborhood. These spaces play a critical role in the transportation system and provide space for community activity.

Open space connections should respond to view corridors of neighborhood-scale and regional open spaces, such as the Seattle Center, Lake Union, Denny Park, and Cascade Playground. Similarly, a central plaza or landmark can attract pedestrians from throughout the corridor, thereby unifying the corridor’s activity.



Response: Creating open spaces that both relate the context around the site and the goals set forth in the green street plans is a important aspect of the design. Surrounding projects have set precedents for expanded streetscapes, and by ehancing the green street condition on Thomas and creating a courtyard that blends the public and private realm the network of open spaces in the area is further expanded.

Thomas also happens to be a view corridor for the Space needle, so a unified ground level setback will help ensure that view is maintained all the way to grade.

PL2-2 WALKWAYS AND PEDESTRIAN INTEREST

Visually engaging pedestrian walkways reinforce the pedestrian network and are an important element in project design. The pattern of near-by features, spatial changes, and points of interest define the pedestrian experience. In designing projects with exposure to pedestrian walkways consider the following guidance:

- a. Points of interest that may include building entrances, window displays, seats, landscaping, change of architectural character, alcoves or artwork should be placed every 15 to 20 feet to create regular sensory stimulation.
- b. Focal features—an open space, pedestrian connection, activity center, or significant variation in spatial enclosure or architecture character— should be placed approximately every 130 feet.



Response: Designing visually engaging frontages along both 9th and Thomas will vastly improve the pedestrian interface that currently exists on the site. Through a combination of setbacks and building entires, landcaping, site features and changes in height and scale, the project will create an engaging pedestrian experience. On Thomas, larger setbacks will carry the green street onto the site, and benches, lean rails and seating areas will provide areas of refuge where people can enjoy the public realm and outdoors. On 9th, we will match the existing ground floor datums of the neighboring projects, but at each end of the buidling break from those to create points of interest and signify building entry.

PRIORITY DESIGN GUIDELINES

DESIGN CONCEPT

DC2-1 ARCHITECTURAL CONCEPT

Develop a unified, functional architectural concept that fits well on the site and its surroundings.



FORM AND FUNCTION

Response: Although this is a relatively small building in relationship to others in the area (and on the block), our goal is to create a unified architectural language that, at the same time, breaks the massing into smaller pedestrian scaled elements that add texture and character to the building.

Projects like those shown in these two images create compositions each at their own pedestrian scale, while at the same time creating a larger architectural language that defines the building. The goal to create usable outdoor space for every tenant in the building can then become a part of the design.

DC2-2B FACADE COMPOSITION

Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.



CLEAN, ICONIC ARCHITECTURE

Response: Instead of creating large monolithic facades the goal is to design a building that is broken down into smaller elements. Using massing and facade treatments to create elements and patterns that scale to the pedestrian will create a facade that is much more active and engaging. These same treatments would wrap the three frontages of the building (including the alley) while respecting the adjacent uses and locating spandrel and solid conditions where privacy is needed. On the fourth frontage to the south, we will explore ways to break down the massing and mitigate blank wall conditions, studying a combination of material and plane changes that are continuous with the facade treatments on the three exposed facades.

DC3-B OPEN SPACE USES AND ACTIVITIES

Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development. Site and design project-related open spaces should connect with, or enhance, the uses and activities of other nearby public open space where appropriate. Look for opportunities to support uses and activities on adjacent properties and/or the sidewalk.



Response: Located on a green street, the project looks to emphasize and enhance that condition, creating a larger open space for both the occupants and public that can support the development and activities surrounding the site. Food trucks and street fairs are frequent in this area, so additional ground level space along the streets is important.

INDOOR / OUTDOOR WORKSPACE

Creating a mix of indoor and outdoor work spaces for tenants is an important aspect of the project. A combination of decks, terraces and rooftop spaces will make this project truly unique to the Northwest and give tenants unprecedented access to the outdoors.



MASSING OPTIONS

MASSING OPTIONS

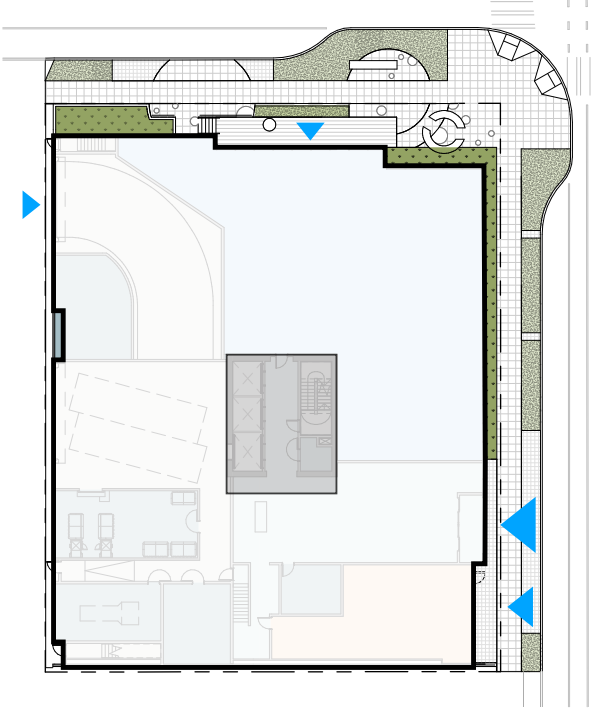
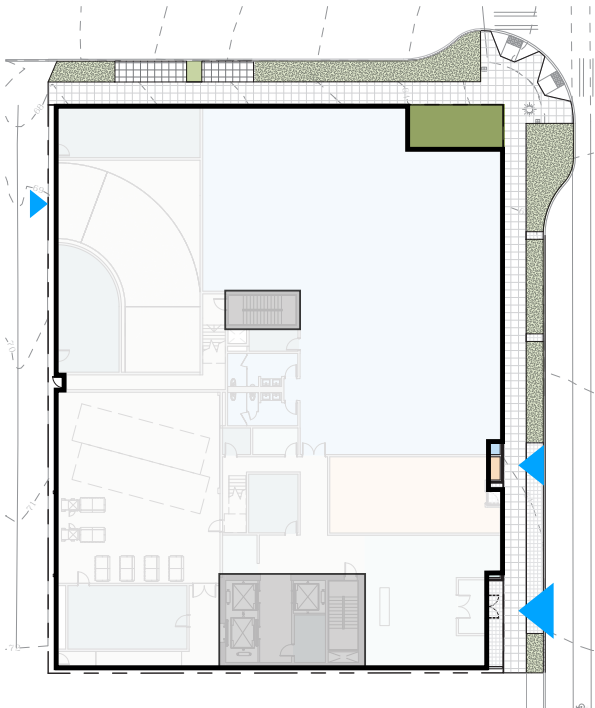
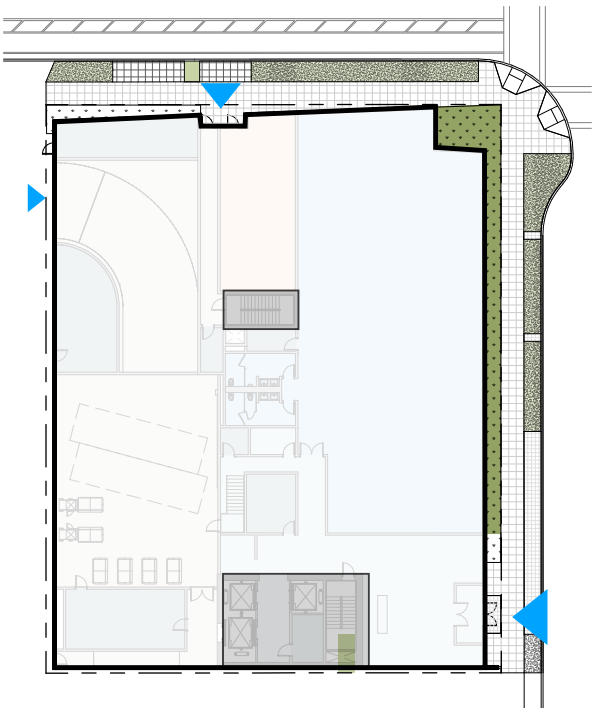
“THOMAS STREET STEPS” (OPTION 1)



“BIG REVEAL” (OPTION 2)



“EROSION” (OPTION 3)



MASSING OPTION I (CODE COMPLIANT)

“THOMAS STREET STEPS”

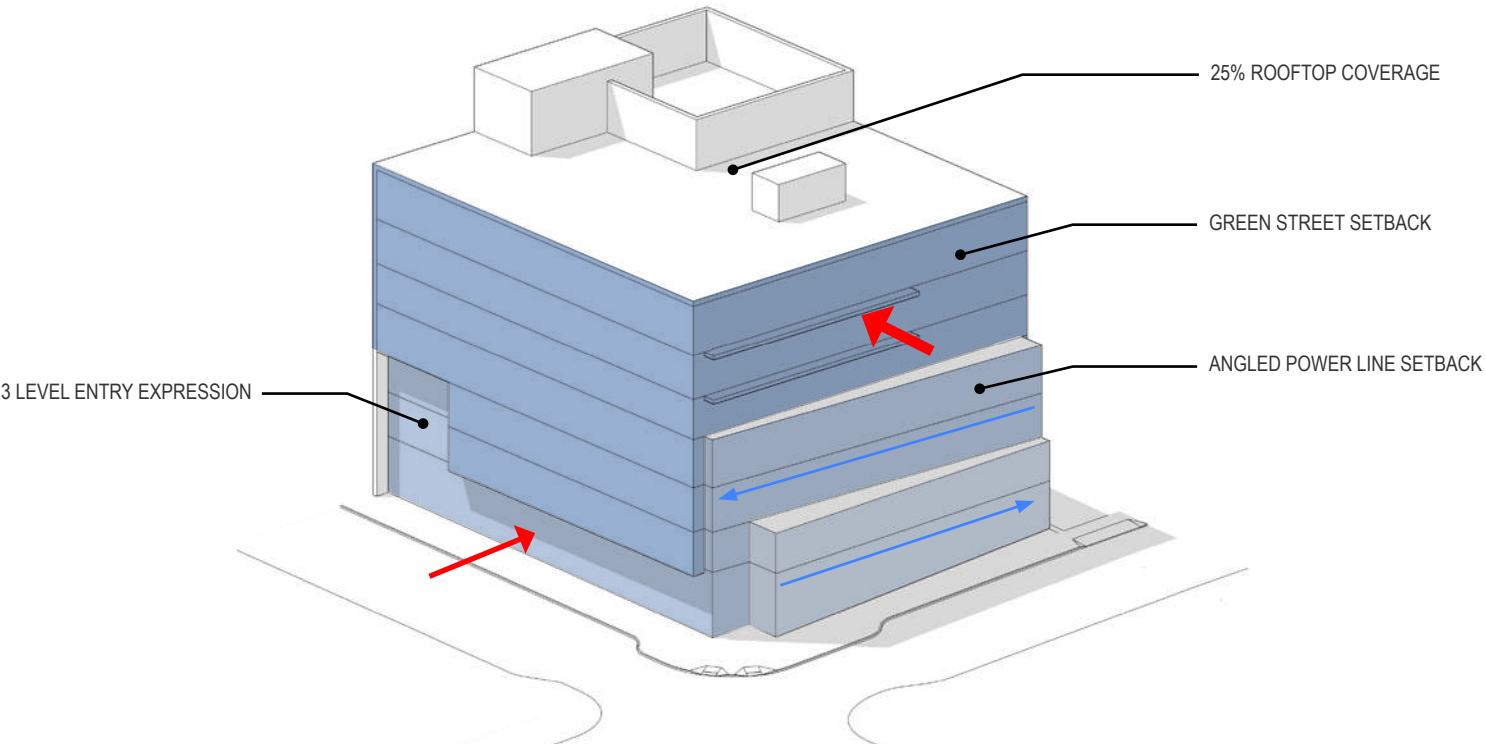
The first design concept studies how to create a unified architectural expression that adheres to the code and power line setbacks present on the small site. Playing off the odd angles created by the offset power lines, the first two setbacks on the north facade angle in opposite directions creating contrast and balance. The top levels are dictated by the 15' green street setback, and sit back further from the street than the existing property to the west. The entire ground level along 9th Ave N is uniformly set back along the sidewalk and utilizes a linear decorative stormwater planter to create a buffer between the commercial tenant and the street, while also providing more breathing room and plantings around the pedestrian realm. At the building entry, a three story expression that matches the datum of the new tower to the south, defines the entry and provides some relief for the sidewalk.

PROS

- Simplistic massing simplifies construction.
- Stepped North facade follows basic requirements for power line and green street setbacks.
- No Departures required.

CONS

- Setbacks and easements create a broken and disconnected architectural language.
- Minimal, more traditional massing moves create less visual interest, and larger uniform facades.
- Decks meet code, but are not integrated into the design.
- Retail along the north is separated from the more active frontages along 9th.
- Upper level setbacks create no tangible benefit for the pedestrian.
- Minimal rooftop coverage creates little or no usable space for occupants.
- Retail and Lobby suffer from lower floor to floor on LI to accommodate facade heights on Thomas.



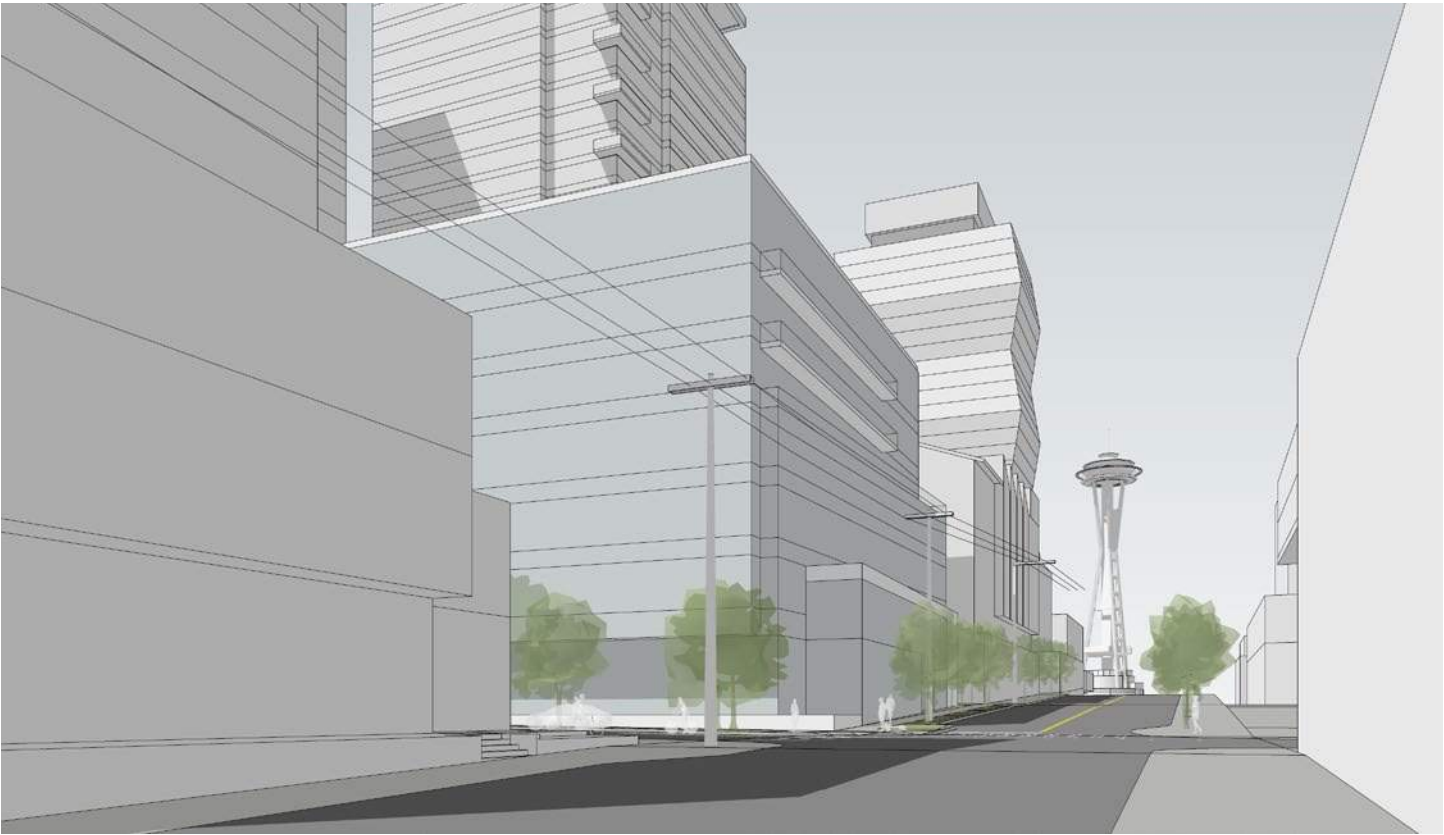
MASSING OPTION I – VIEWS



Pedestrian View from the corner of 9th and Thomas looking southwest.



Pedestrian View from 9th Ave. looking north at the project.

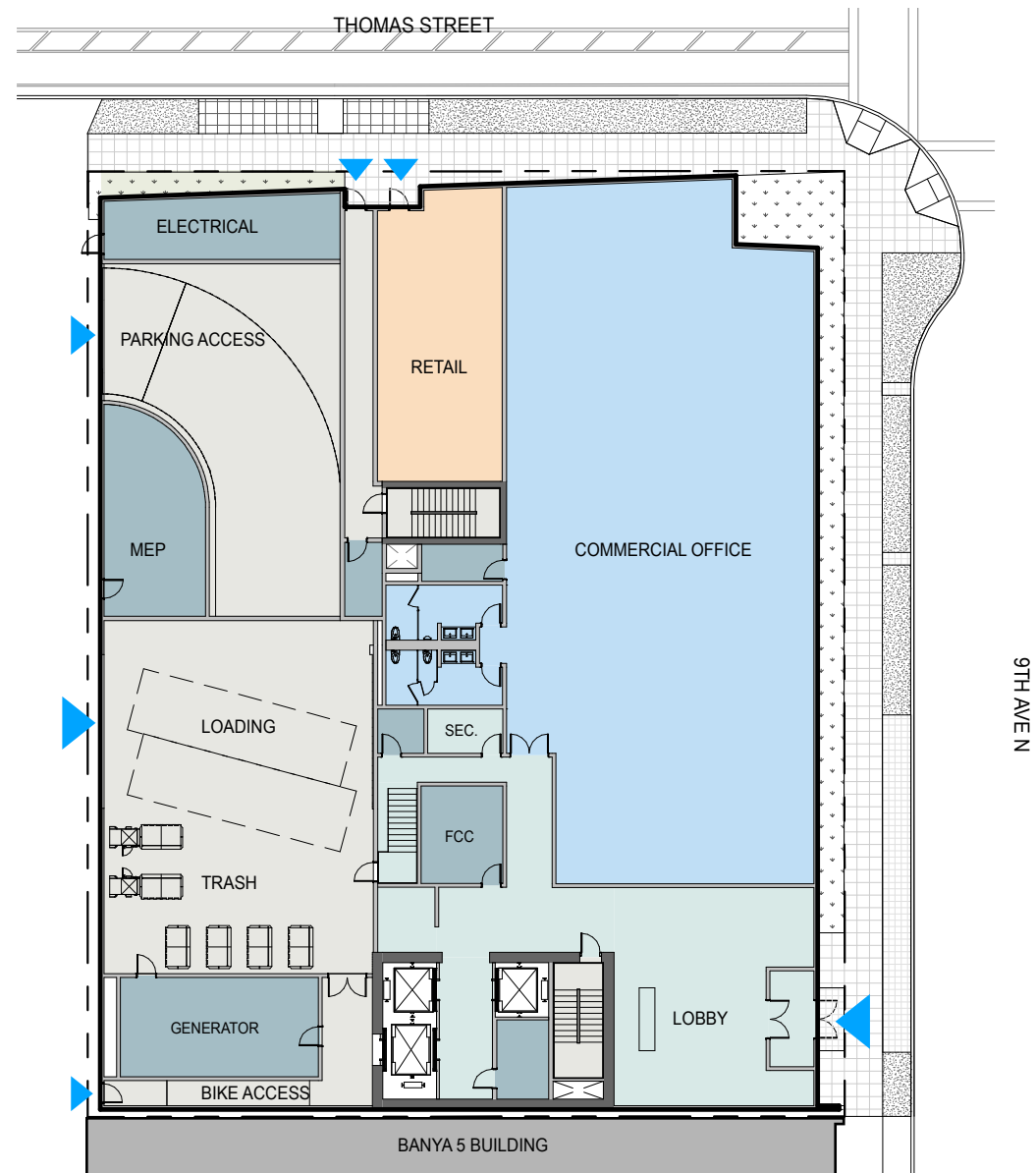


Pedestrian View looking west on Thomas Street towards the Space Needle.

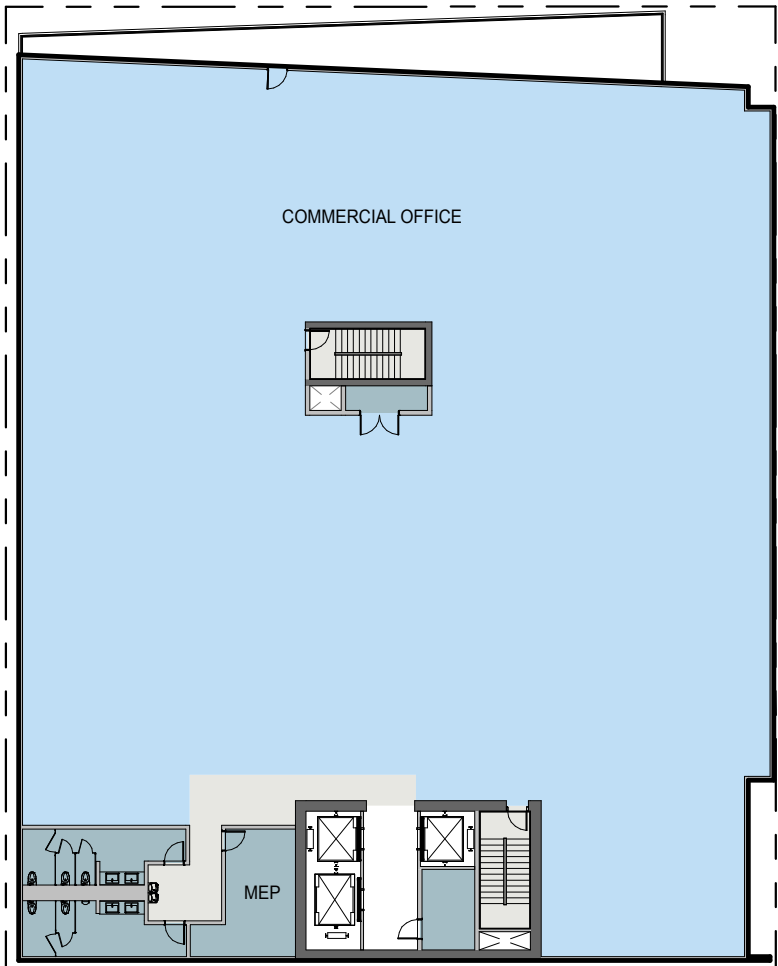


Pedestrian View looking southwest at the northern facade of the project.

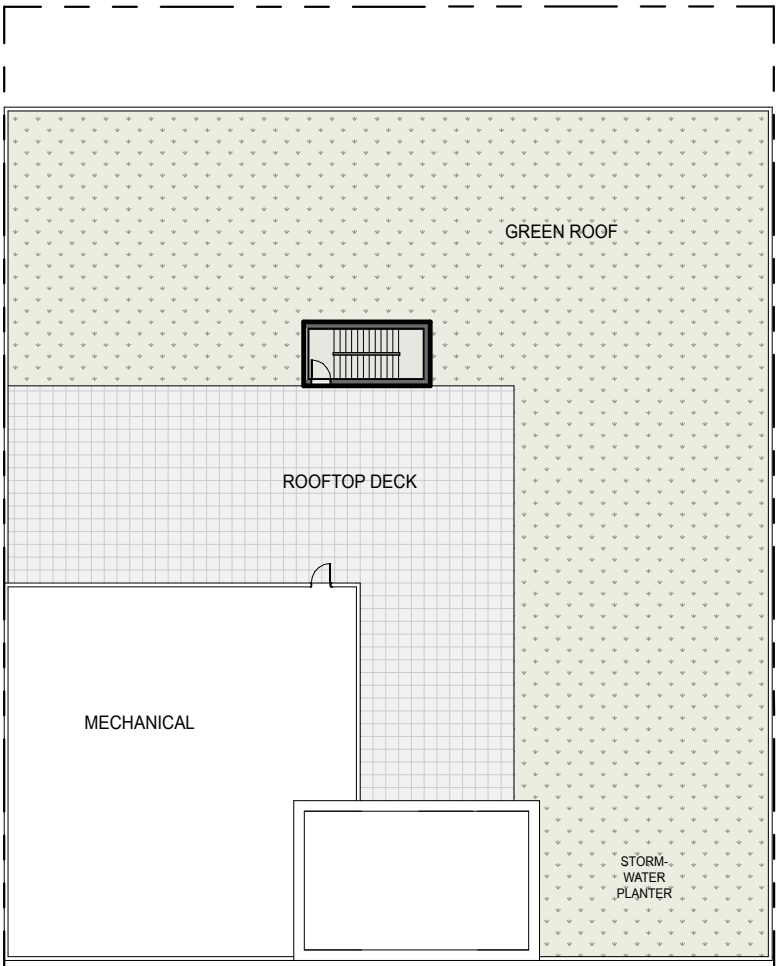
MASSING OPTION I – PLANS



GROUND LEVEL (LEVEL 1)



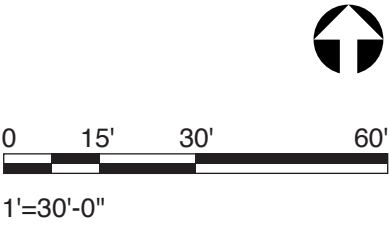
LEVEL 3 (Representative of typical level)



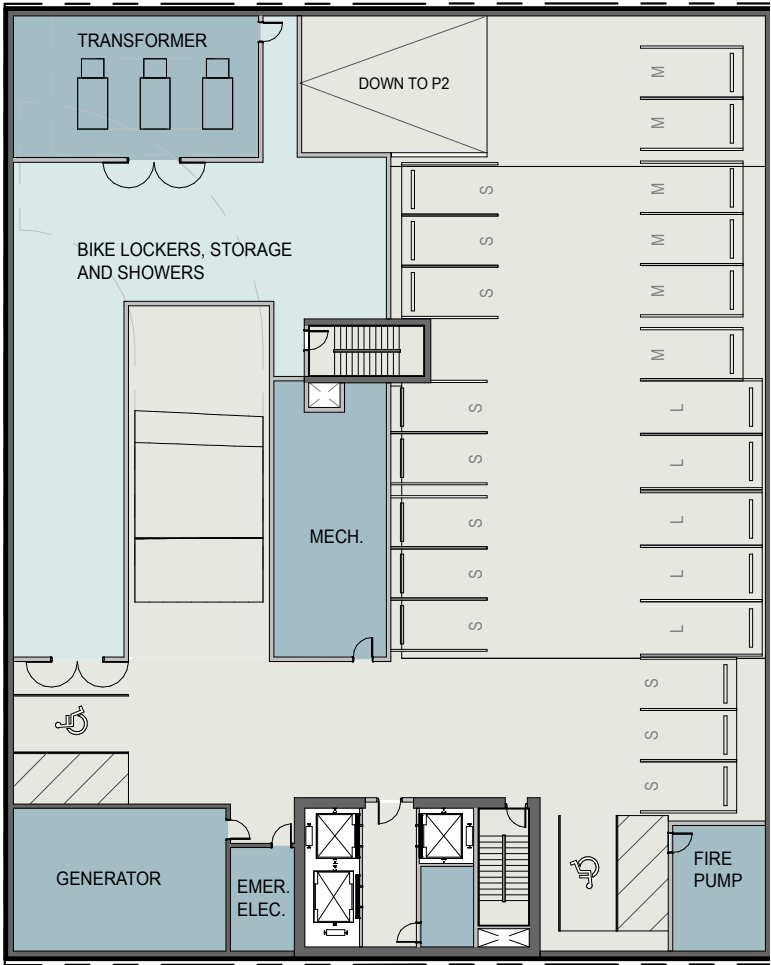
LEVEL R1 (Rooftop)

- Lobby / Common Space
- Commercial Office
- MEP / Fire
- Loading / Trash / Circulation

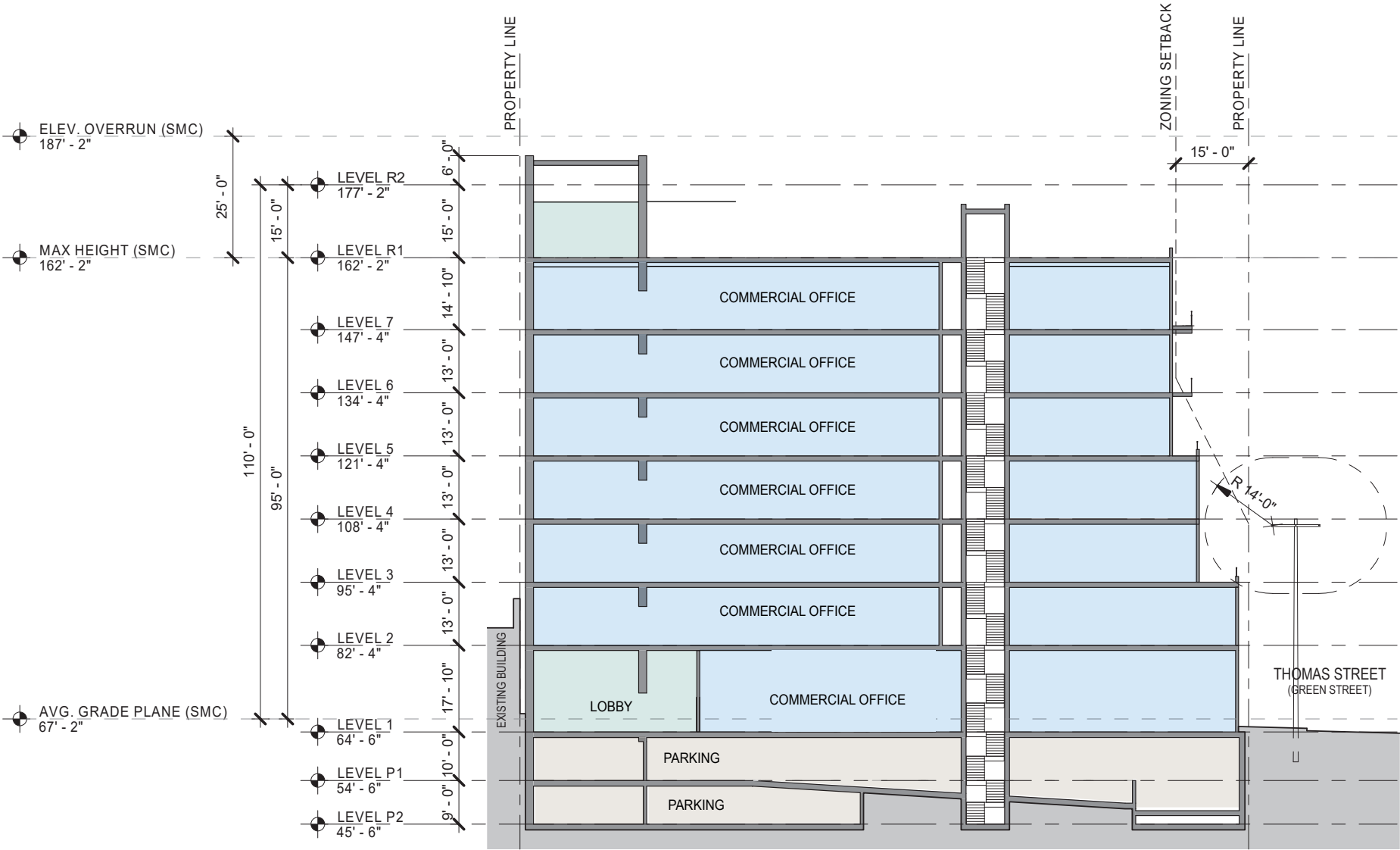
- Retail
- Exterior Roof Terrace
- Landscaping / Green Roof
- Building Entry / Exit



MASSING OPTION I – BELOW GRADE PLAN AND SECTION

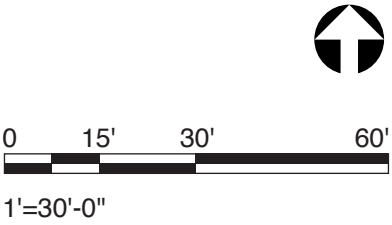


LEVEL P1 (Parking and Mech.)



BUILDING SECTION

- Lobby / Common Space
- Commercial Office
- MEP / Fire
- Loading / Trash / Circulation
- Retail
- Exterior Roof Terrace
- Landscaping / Green Roof
- Building Entry / Exit



MASSING OPTION 2

“BIG REVEAL”

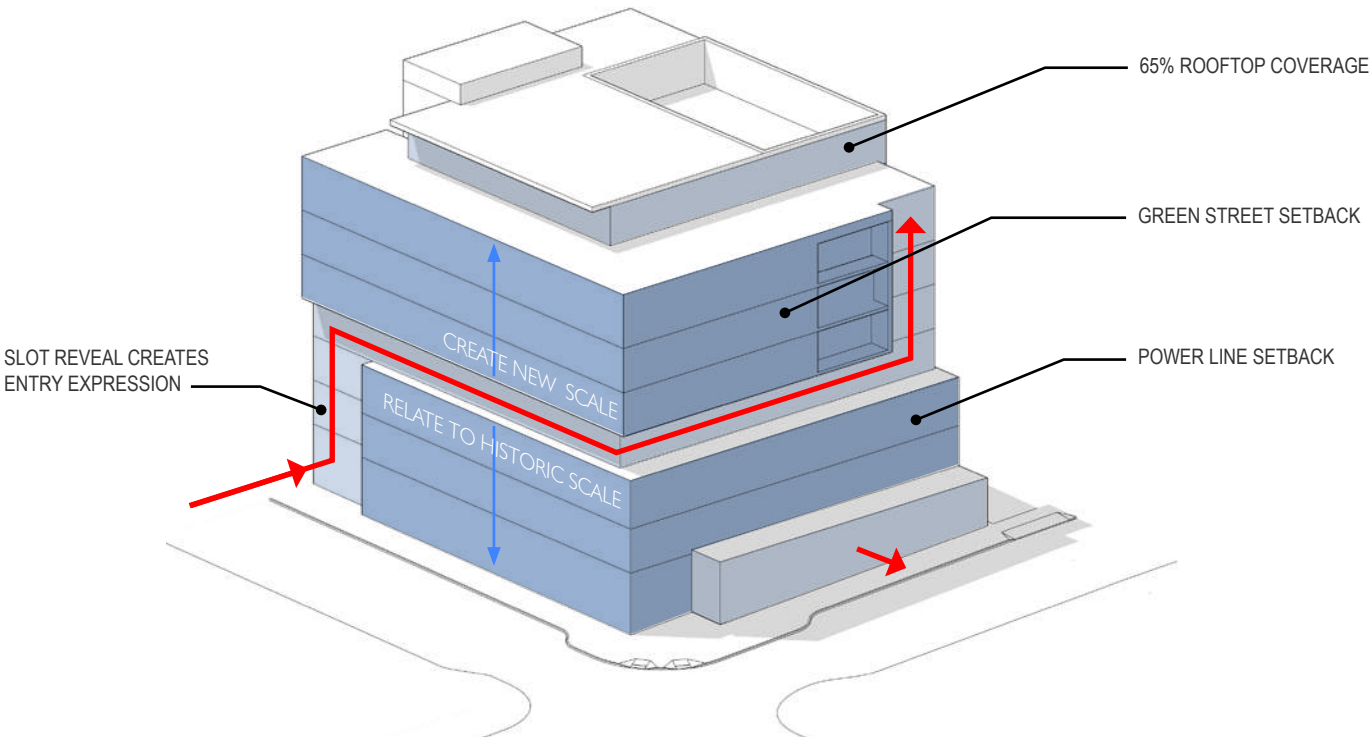
The second design concept studied a way to break the architecture into smaller elements that could each respond individually to the setbacks and constraints at the north. Utilizing a “big reveal,” the massing is broken into two separate architectural moves with a gasket that breaks the two apart and hides the difference in plane along the north. The rooftop, now utilizing 65% coverage, creates a more usable terrace that better integrates the mechanical screen, hiding the equipment, and continuing the architectural language of the levels below. The lower building mass better relates to the historic scale in the neighborhood, and the upper fills in with the scale of the new development in the area.

PROS

- Larger massing moves break down massing into several architectural expressions.
- Reveal creates an opportunity for exterior space for the occupants on L4.
- Power line and green street setbacks integrate and blend into design.
- Larger rooftop structure better integrates the mechanical screens into the larger massing of the building.

CONS

- So many moves for such a small building are increasingly busy.
- Upper level setbacks create no tangible benefit for the pedestrian.
- North and east facing rooftop shadows exterior space, focuses away from views of the Space Needle.
- To maintain balanced proportions, the street level setbacks along 9th Ave. are removed for a majority of the streetscape.



MASSING OPTION 2 – VIEWS



Pedestrian View from the corner of 9th and Thomas looking southwest.



Pedestrian View from 9th Ave. looking north at the project.

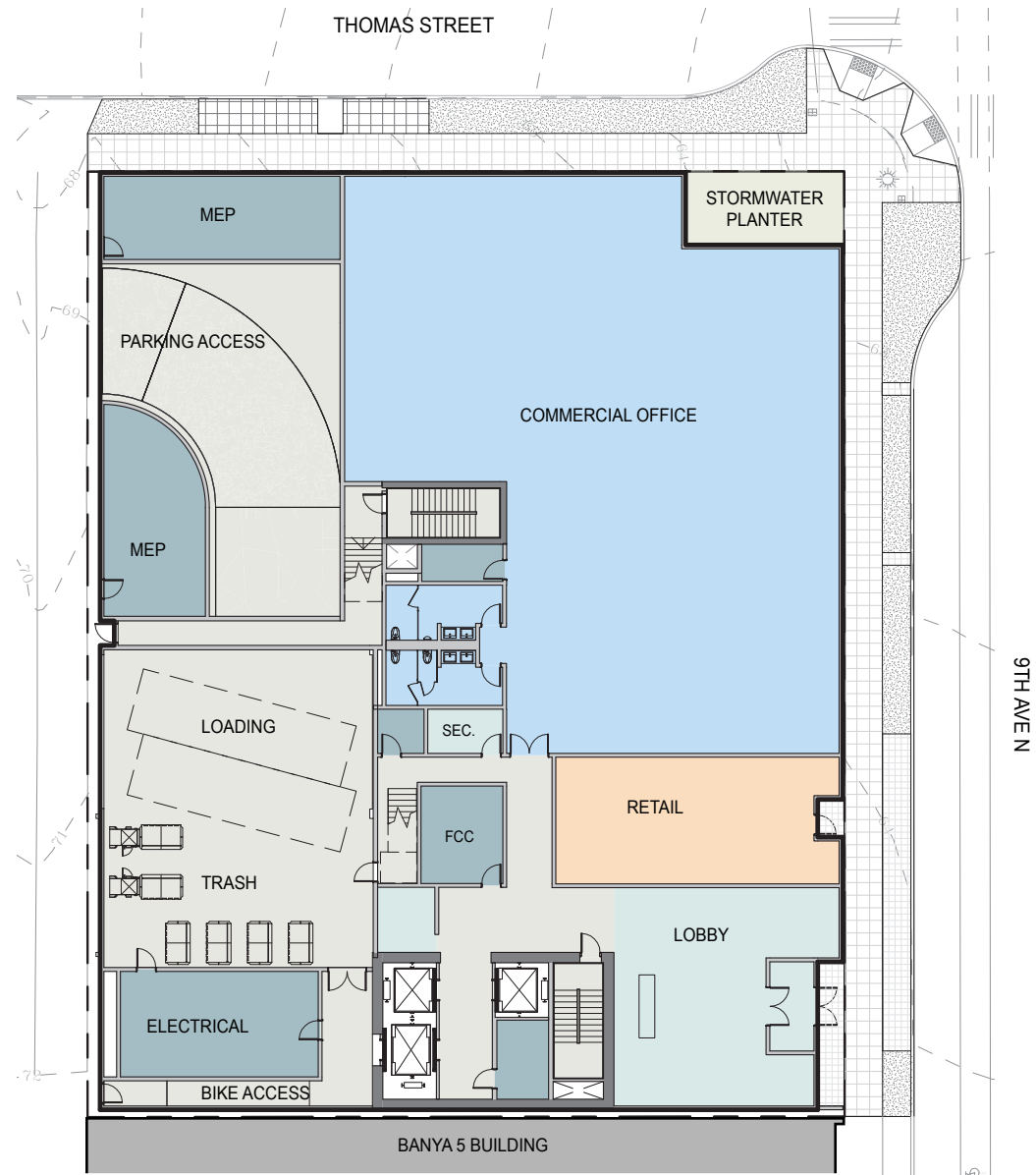


Pedestrian View looking west on Thomas Street towards the Space Needle.

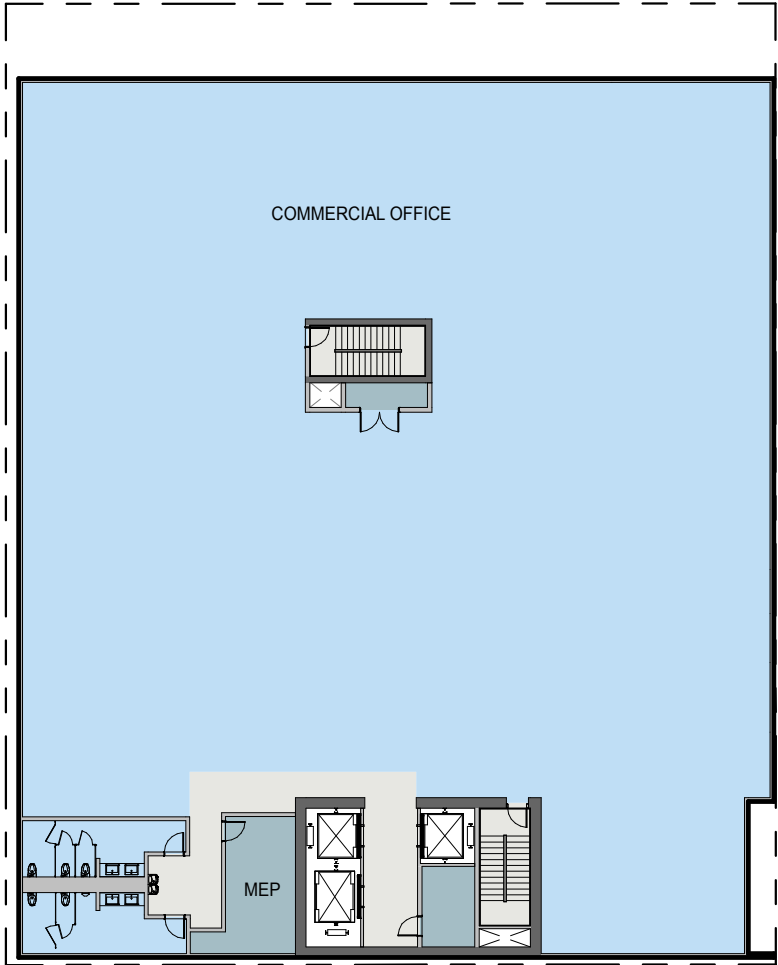


Pedestrian View looking southwest at the northern facade of the project.

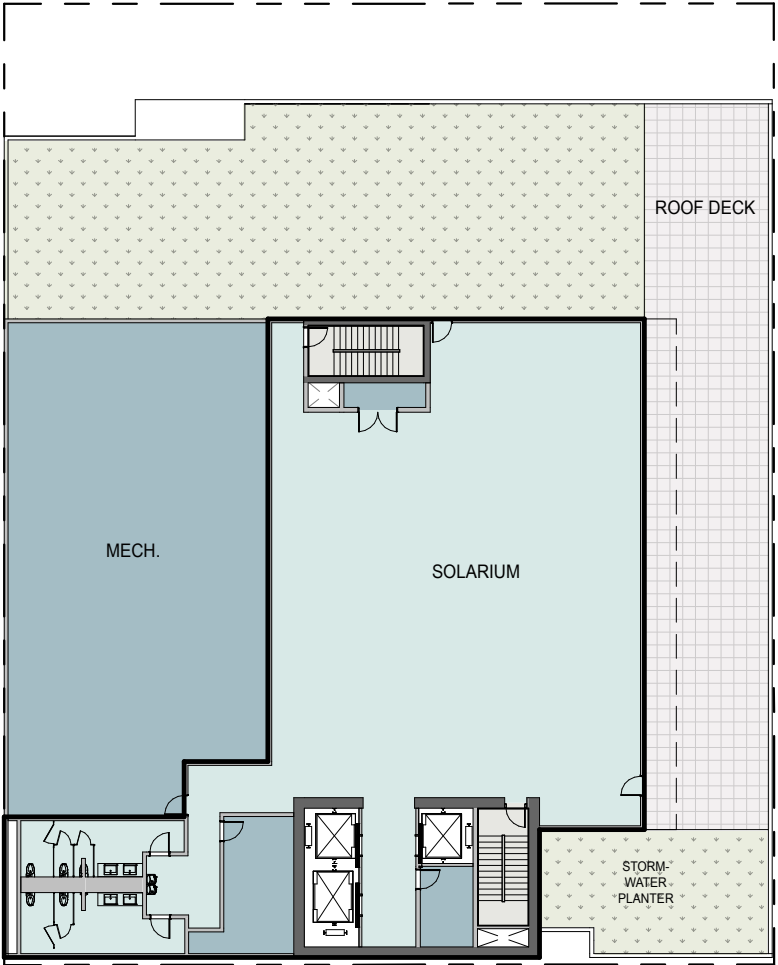
MASSING OPTION 2 – PLANS



GROUND LEVEL (LEVEL 1)



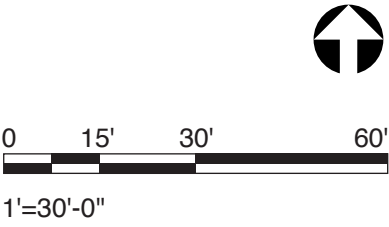
LEVEL 3 (Representative of typical level)



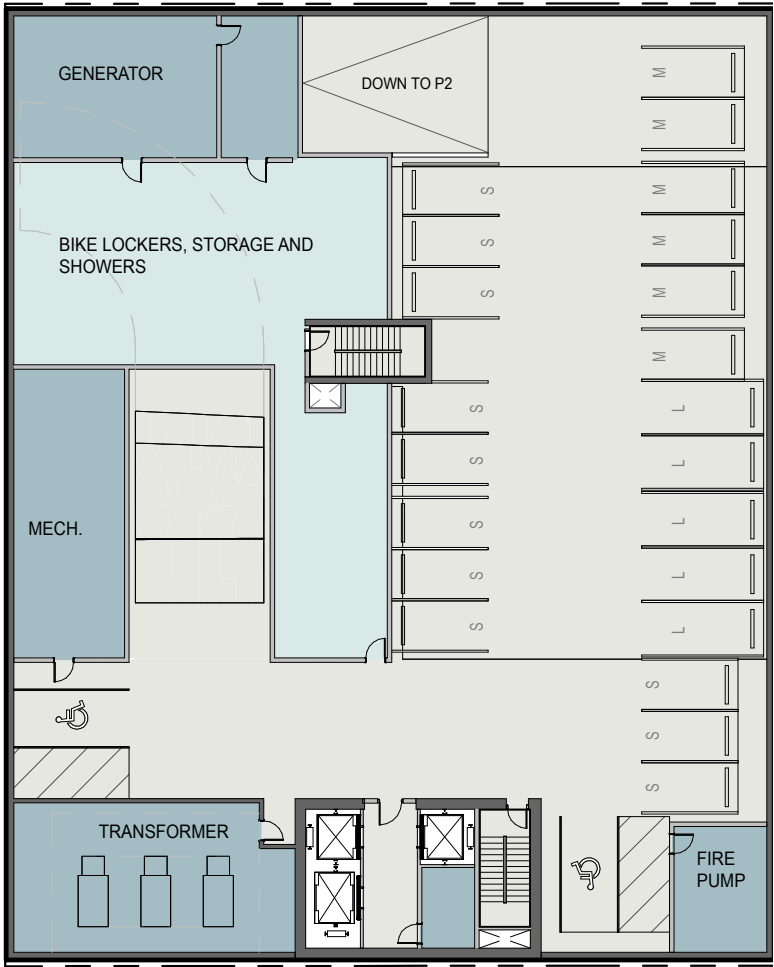
LEVEL R1 (Rooftop)

- Lobby / Common Space
- Commercial Office
- MEP / Fire
- Loading / Trash / Circulation

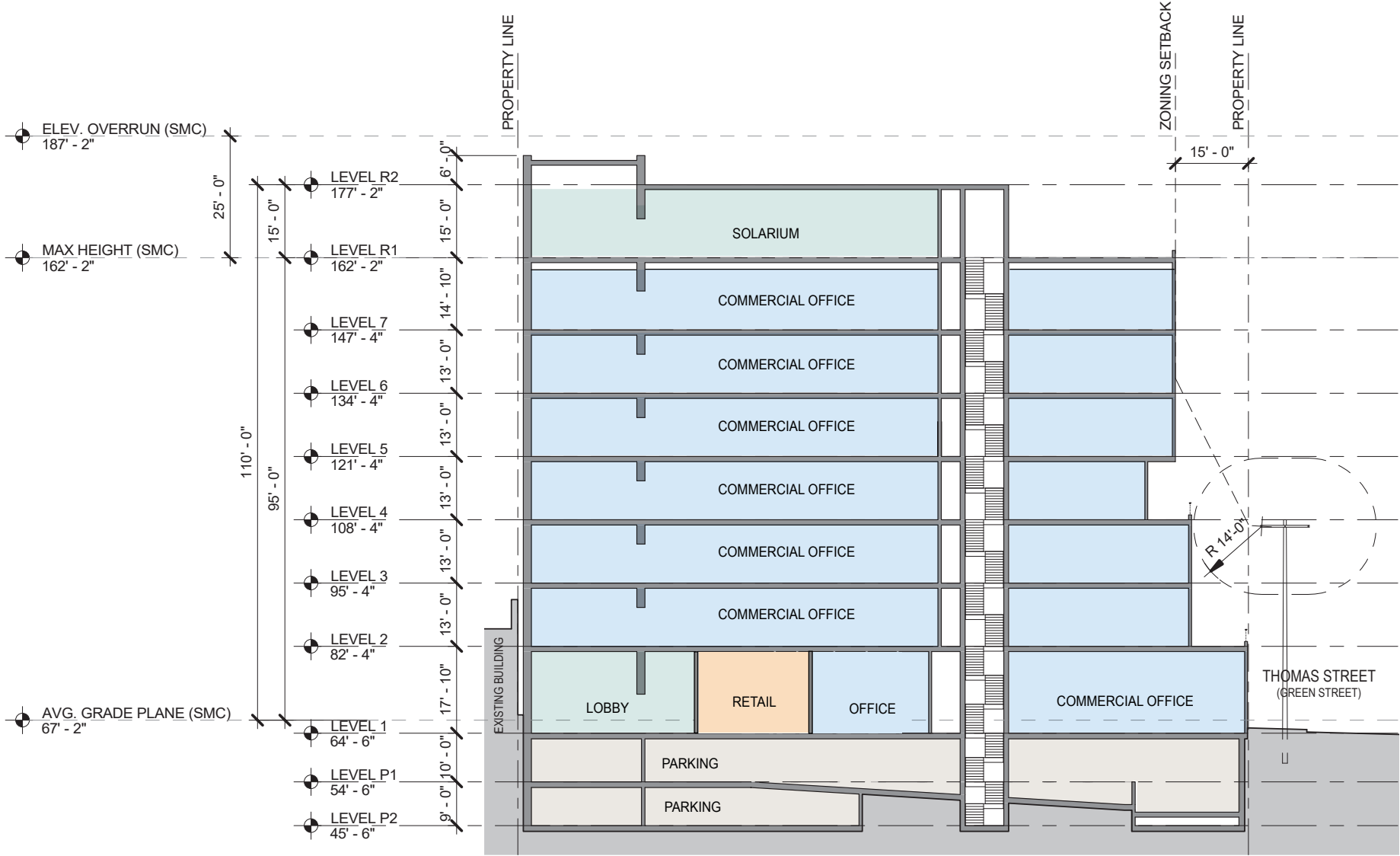
- Retail
- Exterior Roof Terrace
- Landscaping / Green Roof
- Building Entry / Exit











MASSING OPTION 2 – BELOW GRADE PLAN AND SECTION

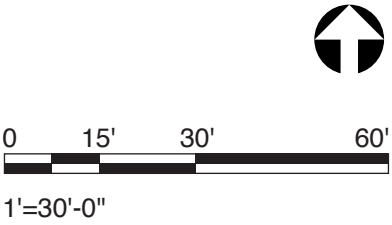


LEVEL P1 (Parking and Mech.)



BUILDING SECTION

- | | |
|---|--|
|  Lobby / Common Space |  Retail |
|  Commercial Office |  Exterior Roof Terrace |
|  MEP / Fire |  Landscaping / Green Roof |
|  Loading / Trash / Circulation |  Building Entry / Exit |



MASSING OPTION 3 (PREFERRED)

“EROSION”

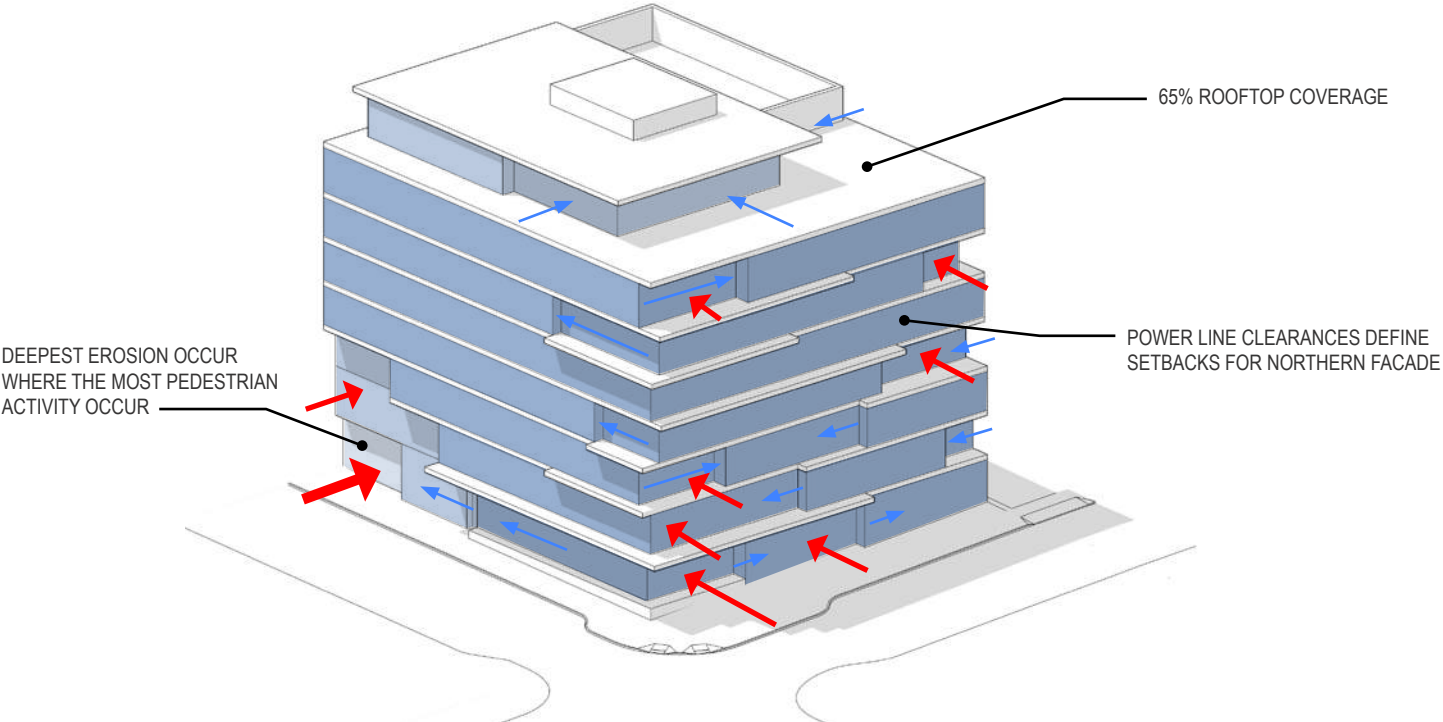
Our third and preferred design solution creates a unifying design language for the entire building from the ground to the roof inspired by natural forces of erosion and sedimentation in the Pacific Northwest. A series of inset and overhanging terraces erode the facade from the main street corner. At points of high pedestrian interaction, the erosions increase, signifying points of entry along the facade and an dynamic expression of the building form. The same forces that shape the podium carve away terraces and roof decks that reduce the mass on all three right-of-ways and embrace views and solar access to the west towards the Space Needle. Along the green street to the north, the erosions are the most extreme, exposing roof terraces and decks that will create outdoor spaces for every level of the building. At grade this almost doubles the width of setback from the street, creating a small landscaped plaza that will benefit the occupants and public alike. As a pedestrian moves south along 9th, the facade again begins to erode as they near the retail and main building entries, both relating to the datums and scale of the adjacent structures as well signifying points of pedestrian interaction.

PROS

- A single unified architectural concept and language create a cohesive architectural move.
- Reveals and deck extensions create a dynamic facade that breaks down the massing and scale.
- Rooftop setbacks reduce the scale and perceived height of the building from the two main ROW's and increase solar access on those streets.
- Numerous ground level steps and setbacks break the ground level into smaller elements more akin to traditional retail proportions, and provide more relief and space for the pedestrian.
- The shifts and deck extensions create a large amount of exterior space for occupants and create a more active building facade.

CONS

- Several key departures are required to achieve the push and pull that make this design expressive while creating ground level open space along Thomas St.



MASSING OPTION 3 – VIEWS



Pedestrian View from the corner of 9th and Thomas looking southwest.



Pedestrian View from 9th Ave. looking north at the project.

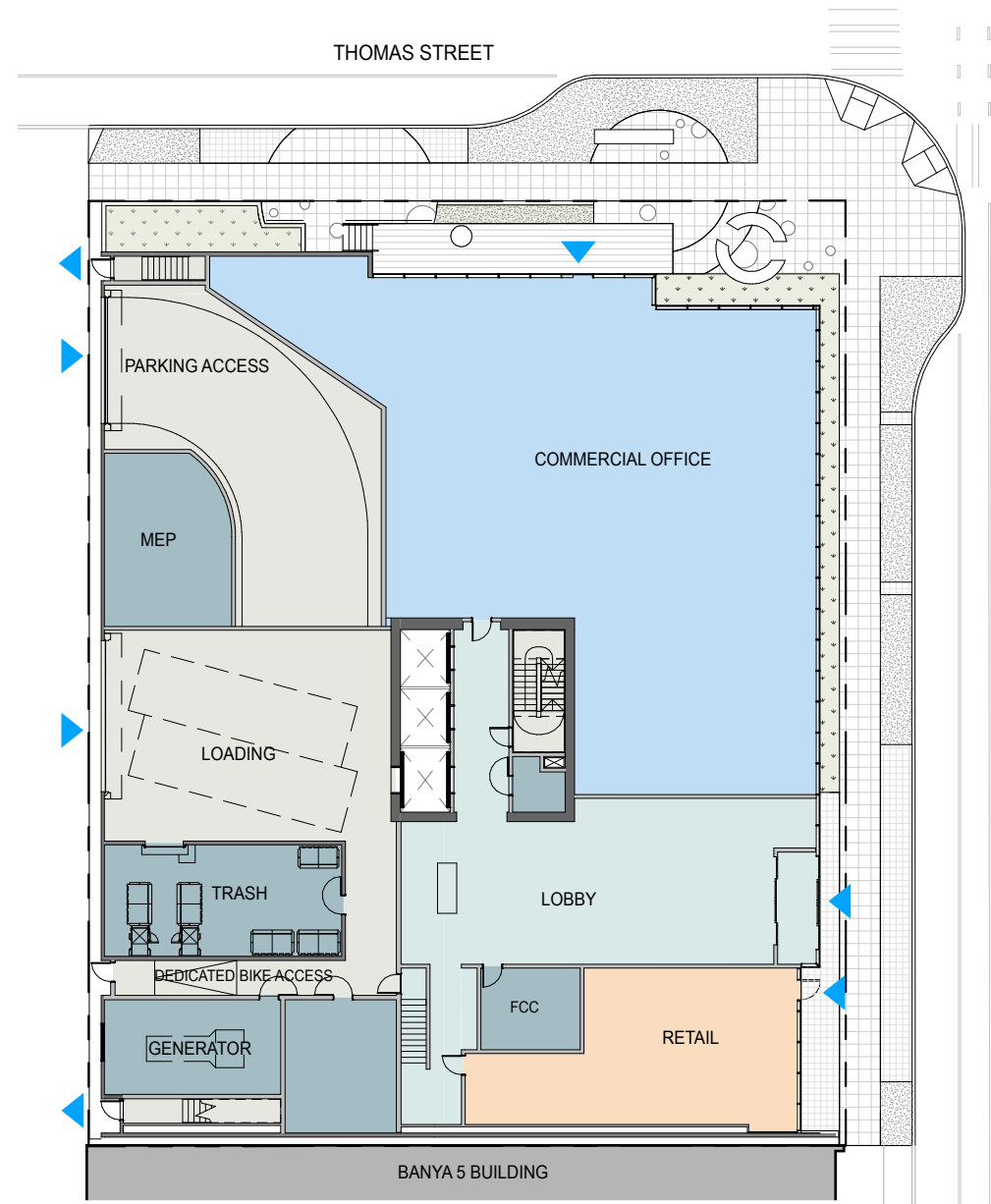


Pedestrian View looking west on Thomas Street towards the Space Needle.

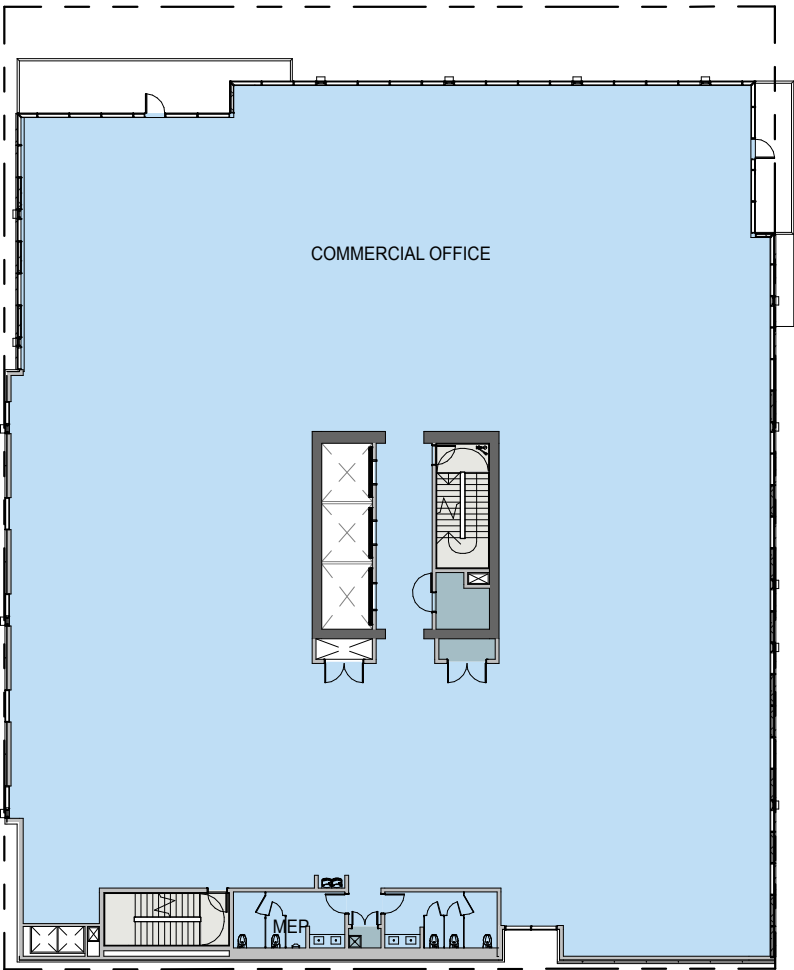


Pedestrian View looking southwest at the northern facade of the project.

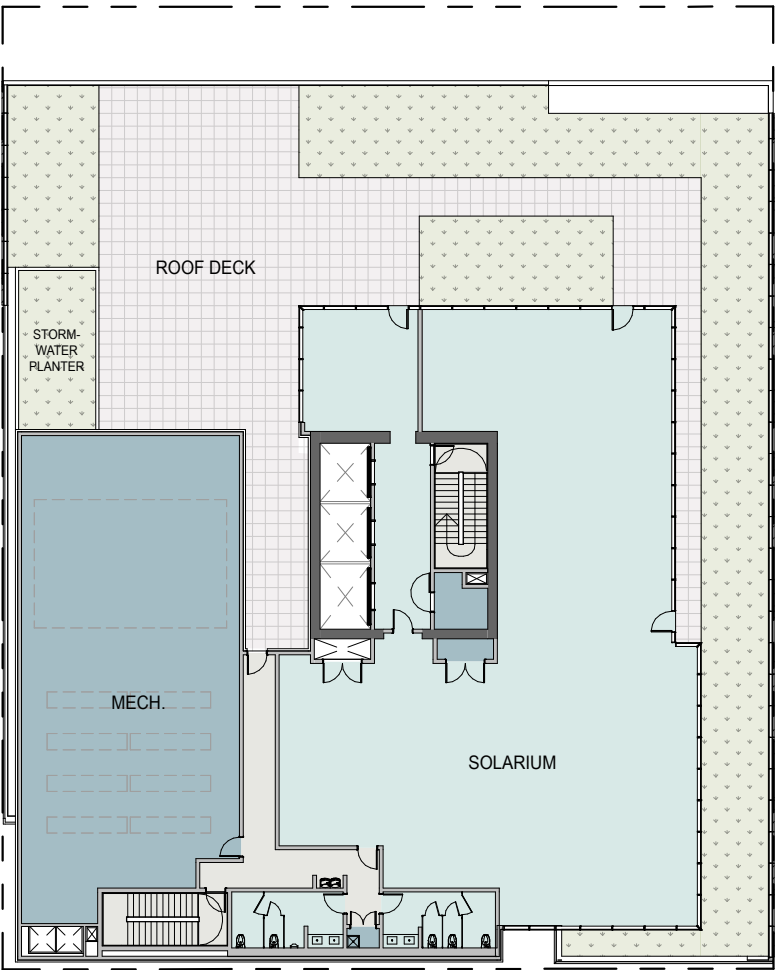
MASSING OPTION 3 – PLANS



GROUND LEVEL (LEVEL 1)



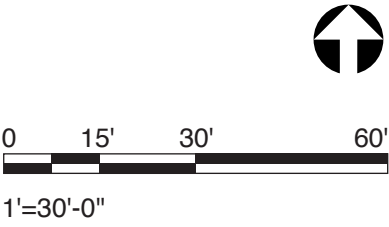
LEVEL 2-7 (Representative, Modulation varies per level)



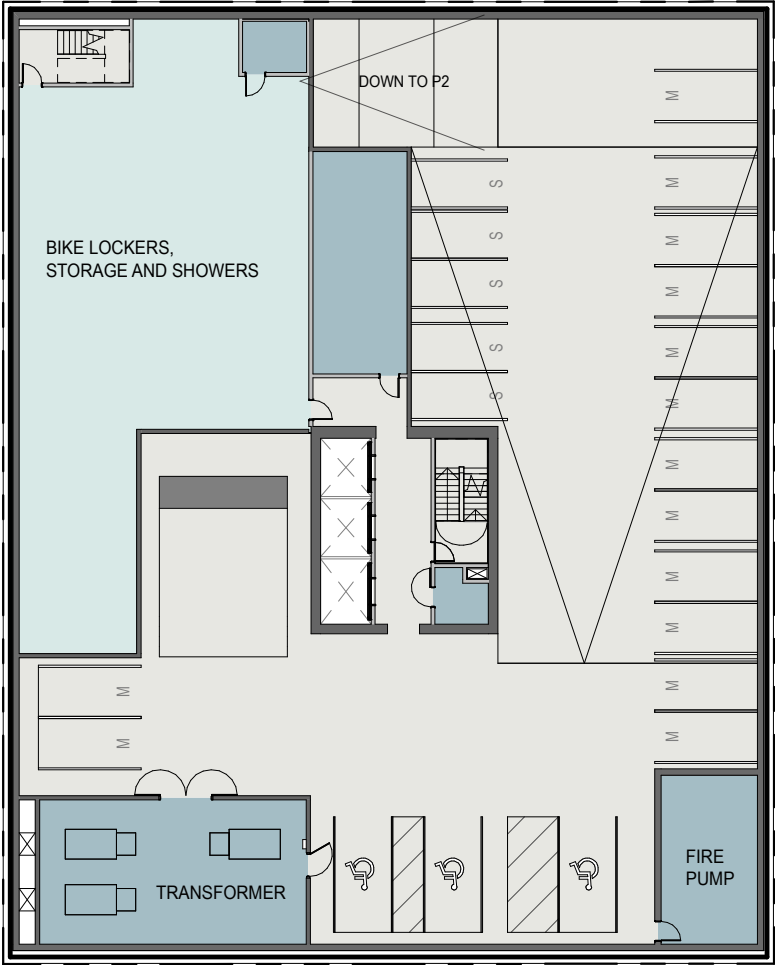
LEVEL RI (Rooftop)

- Lobby / Common Space
- Commercial Office
- MEP / Fire
- Loading / Trash / Circulation

- Retail
- Exterior Roof Terrace
- Landscaping / Green Roof
- Building Entry / Exit



MASSING OPTION 3 – BELOW GRADE PLAN AND SECTION

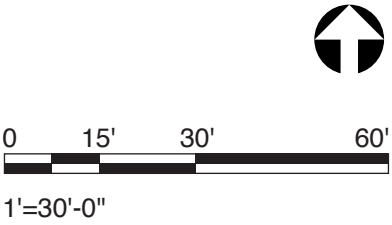


LEVEL P1 (Parking and Mech.)



BUILDING SECTION

- Lobby / Common Space
- Commercial Office
- MEP / Fire
- Loading / Trash / Circulation
- Retail
- Exterior Roof Terrace
- Landscaping / Green Roof
- Building Entry / Exit



GROUND LEVEL AND LANDSCAPE



LANDSCAPE – NEIGHBORHOOD OPEN SPACE

The project site is situated within a myriad of publicly accessible open spaces. Denny Park and Play field are, a mere, one block away. A network of courtyards, parks, green streets, and woonerfs create a web of green spaces that make the area unique.

The neighborhood has a vibrant streetscape that supports a robust fleet of food trucks and outdoor workspaces. Street fairs are an annual occurrence for both the local residents as well as the transient workforce.

Contributing to that urban fabric is vital to the neighborhood. To further enhance the opportunities for public interaction we have incorporated a public plaza on the northeast corner of the site.



Amazon Brazil



Amazon Unicorn



Denny Park



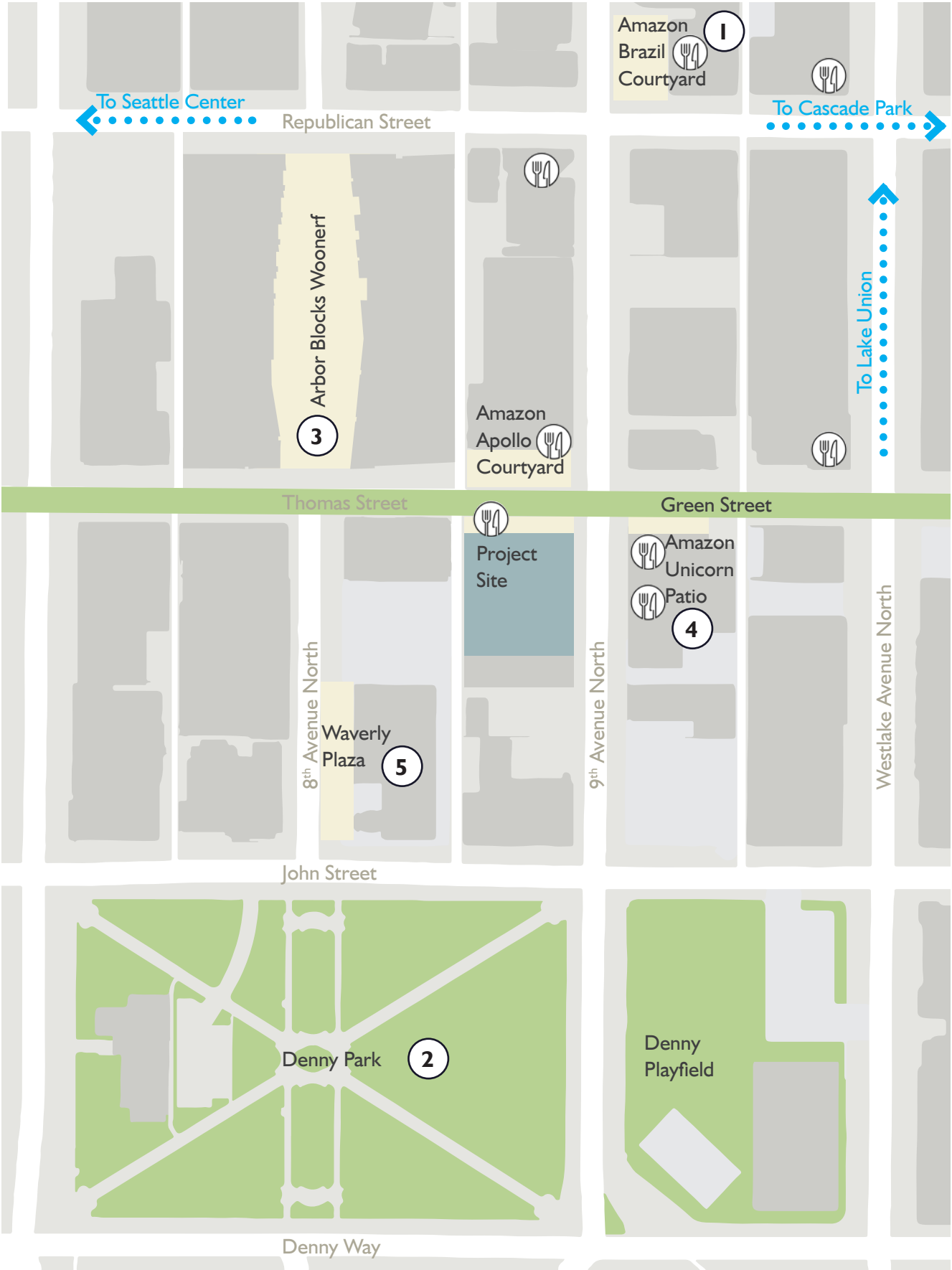
Waverly Plaza



Arbor Blocks Woonerf



Street festival



GROUND PLANE

LEAN RAILS FOR WAITING FOR FOOD FROM FOOD TRUCKS.

AT THE CORNER OF THE ALLEY, A LOW STORMWATER PLANTER AND FACADE STEPBACK ENSURES CLEAR VISIBILITY FOR PEDESTRIANS AND VEHICLES FROM THE ALLEY.

GARAGE ENTRY I LOCATED NEAR THE ALLEY ENTRY TO QUICKLY GET TRAFFIC BELOW GRADE.

LOADING ACCESS OFF THE ALLEY

2 FT. ALLEY WIDENING DEDICATION

DEDICATED BIKE ACCESS ROUTE ALLOWS CYCLISTS TO HAVE A SECURE ENTRY POINT THAT LEADS DIRECTLY TO THE SERVICE ELEVATOR AND ROBUST BIKE STORAGE, REPAIR AND CHANGING FACILITIES ON P1.

FOOD TRUCK ZONE

THE PREFERRED OPTION SHIFTS THE MASS UP OFF THE GREEN STREET TO PROVIDE AN ENHANCED, LANDSCAPED OPEN SPACE ON THE ENTIRE FRONTAGE OF THE THOMAS STREET GREEN STREET.

BENCHES, LANDSCAPING AND ANOTHER BUILDING SETBACK CREATE A SMALL PLAZA AT THE CORNER OF THE SITE.

CURB BULBS SHORTEN CROSSING DISTANCE, SLOW CARS AND PROVIDE A SAFER REALM FOR BIKES AND PEDESTRIANS.

DECORATIVE STORMWATER INFRASTRUCTURE PROVIDES A LOW BUFFER BETWEEN THE PEDESTRIAN AND OFFICE SPACE ALONG THE STREET WHILE ALSO MAKING THE SIDEWALK FEEL WIDER.

DEDICATED BIKE LANE ON 9TH AVE. N

MAIN OFFICE ENTRY

THE RETAIL IS LOCATED OFF THE MAJOR ARTERIAL AND BIKE LANES. WHILE THIS REQUIRES A DEPARTURE TO MOVE OFF THE GREEN STREET, WE FEEL THIS PROVIDES SPILL OUT SPACE THAT WILL RECEIVE BETTER SOLAR ACCESS, AND MATCHES THE EXISTING AND FUTURE RETAIL THAT LINES 9TH AVE.

GROUND LEVEL STEPS BACK AT THE MAIN ENTRY AND RETAIL TO PROVIDE SPACE FOR SPILL OUT AND HELP DEFINE THE ENTRY POINTS TO THE BUILDING.

HARDSCAPE PAVING DEFINES THE BUILDING ENTRIES AND PROVIDES DROP-OFF AND BICYCLE ACCESS FROM THE STREET.



LANDSCAPE – CONCEPT IMAGERY



WHIMSY



GROUP SEATING



CURVILINEAR FORMS



INTEGRATED WOOD ELEMENTS



GREEN STREET - STACKHOUSE APARTMENTS



AMAZON APOLLO COURTYARD



AMAZON RUBY BOREN



AMAZON RUBY THOMAS



ANTICIPATED DEPARTURES

ANTICIPATED DEPARTURES (SUMMARY)

#	Code Requirement	Departure Request and Difference	Explanation for Departure Request	Associated Guidelines
1	SMC 23.48.235.A: Thomas Street Per MAP A: A setback of 1 foot for every 2 additional feet of height above 45' is required from the street lot line, up to a maximum setback of 15 feet.	The code dictates that levels 6 and 7 would be required to setback 15' per the max setback defined in this code section. Below 45' there is no setback required from the property line. To allow for a more generous green street and accommodate power line setbacks on the property, we propose setbacks of the entire facade ranging from 8'-1" to 16'-7", with the upper two levels intruding 3'-5" into the zoning boundary.	A code compliant and prescriptive solution would create a stepped facade that creates long, narrow and hard to use terraces in along the north (as shown in Massing Option 1). Per code, the first three levels could occupy the street lot line and above would need to start stepping back and breaking up into different masses to accommodate both the stepped zoning and power lines clearances. Our preferred massing solution instead breaks the interior facade into smaller pedestrian scaled elements with decks and overhangs that create usable exterior space that will help activate the facade while also creating much large amounts of open space at grade than code requires. To offset some of this loss and unify the steps so that they work structurally, the project intrudes into the 15' setback by 3'-5" on the upper two levels. On the lower levels, including at grade, the project sets back between 8'-1" and 16'-7" at the corner, creating a more generous open space for planting, seating, and other elements that enhance the pedestrian realm. Granting the departure would also allow room for doors and other activating elements on the façade, as the setback from the sidewalk would allow room to modify grade (which currently has a 4.8%+ slope), and create terraces and other spaces below a 2% grade that can meet basic access requirements and better serve a variety of uses. The total amount of area setback at grade is 1,302 SQ. FT. and the amount of area that intrudes into the setback is 597 SQ. FT. of floor area between both L6 and 7.	DC2 Architectural Concept DC3 Open Space Concept PL1-1 Network of Open Spaces PL2-2 Walkways and Pedestrian Interest CS1-3 Topography and Elevation Changes CS1-4 Plants and Habitats CS2-4 Relationship to the Block
2	SMC 23.48.025.C.7.b: At the applicant's option, the rooftop coverage may be increased to 65 percent of the roof area, provided that no rooftop features are located closer than 10 feet to the roof edge.	Massing Options 2 and 3 show rooftop intrusions into the required 10' setback from the roof edge on the south and west. <ul style="list-style-type: none">In Option 2, we are proposing that a portion at the south and east, and enclosure of 1,734 SQ. FT., is within 10' of the roof edge.In Option 3, we are proposing that a portion at the south and east, and enclosure of 1,646 SQ. FT., is within 10' of the roof edge.	Encroachment into the required 10' roof edge offset allows a cohesive design solution that integrates the solariums and rooftop mechanical screens into the massing and design of the rest of the structure. Both of these southwest orientations of the rooftop features reduce shading impacts to the north and east in the public realm below. The code compliant "wedding cake" zoning required by the code does not factor in solar orientations, and by departing from this section we can create a more unified and responsive design.	DC2-5 Secondary Architectual Features CS1-2 Sunlight and views DC2-B Facade Composition (Seattle Design Guidelines)
3	SMC 23.48.205.C: Within the SM-SLU 160/85-240 zone (We understand that this is intended to be SM-SLU 175/85-280 zone and was not updated after the 2017 upzone), shall have a minimum of 10 percent of the length of the street-level portion of that street-facing facade occupied by general sales and service uses, eating and drinking establishments, or entertainment uses.	We request the requirement that 10% or 11.7' (117'x0.10) of the facade along Thomas Street be eating or drinking establishments be removed.	Our street level analysis of the neighborhood revealed that most retail and building entries are located on the north/south roads as they connect South Lake Union with downtown (pg. 8). Restaurants and retail uses in SLU were already suffering before COVID-19, and now face a perilous and unknown recovery. We believe if retail is to be included, it should be located along 9th Ave. where it can more easily thrive. Street fairs, like the SLU farmers market, better access to sunlight, bike traffic and the adjacency to other retailers further enforce it as the more active street frontage. On top of that, the ground floor will be deployed many different ways over the building's long lifespan. The ground floor is designed to accommodate retail over its life, with 17'-6" floor to floors and an open layout, the space can easily accommodate retail in the future. Activation on the green street is still being provided with a robust exterior landscape plan that provides seating, standing and parking zones for food trucks and mobile retail.	DC1-A Arrangement of Interior Uses (Seattle Design Guidelines)

ANTICIPATED DEPARTURES (APPLIES TO OPTION 3)

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Departure Request and Difference

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Explanation for Departure Request

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Associated Design Guidelines:

DC2 Architectural Concept

The overarching goals of our preferred massing is to create a unified but scalable design language that can respond to the different conditions around the site and be carved away at the green street to create a street level along Thomas that integrates pedestrian amenities and scaled elements. The facade itself is broken into smaller elements with facade depth and articulation that breaks up the massing.

DC3 Open Space Concept

Creating open spaces accessible to the public that integrate amenities, material and landscaping that will enhance the pedestrian experience are integral to the preferred design concept.

PL1-1 Network of Open Spaces

Tying in with the planned and existing setbacks and open spaces in the neighborhood, the added area on the upper levels allows for greater setbacks at grade and a more lush green street experience. Semi-private and public courtyards facing the street are encouraged in this section.

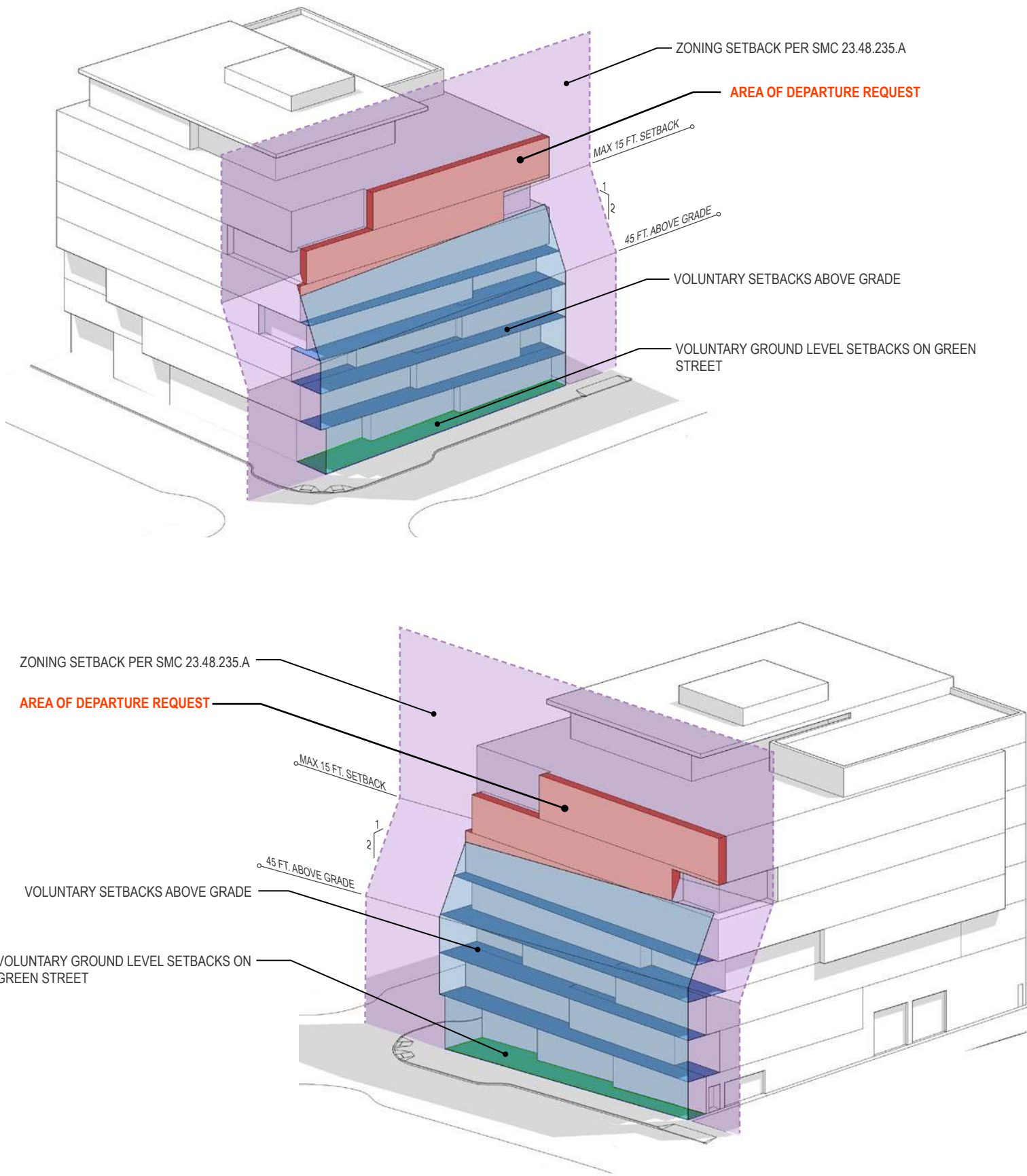
PL2-2 Walkways and Pedestrian Interest

CS1-3 Topography and Elevation Changes

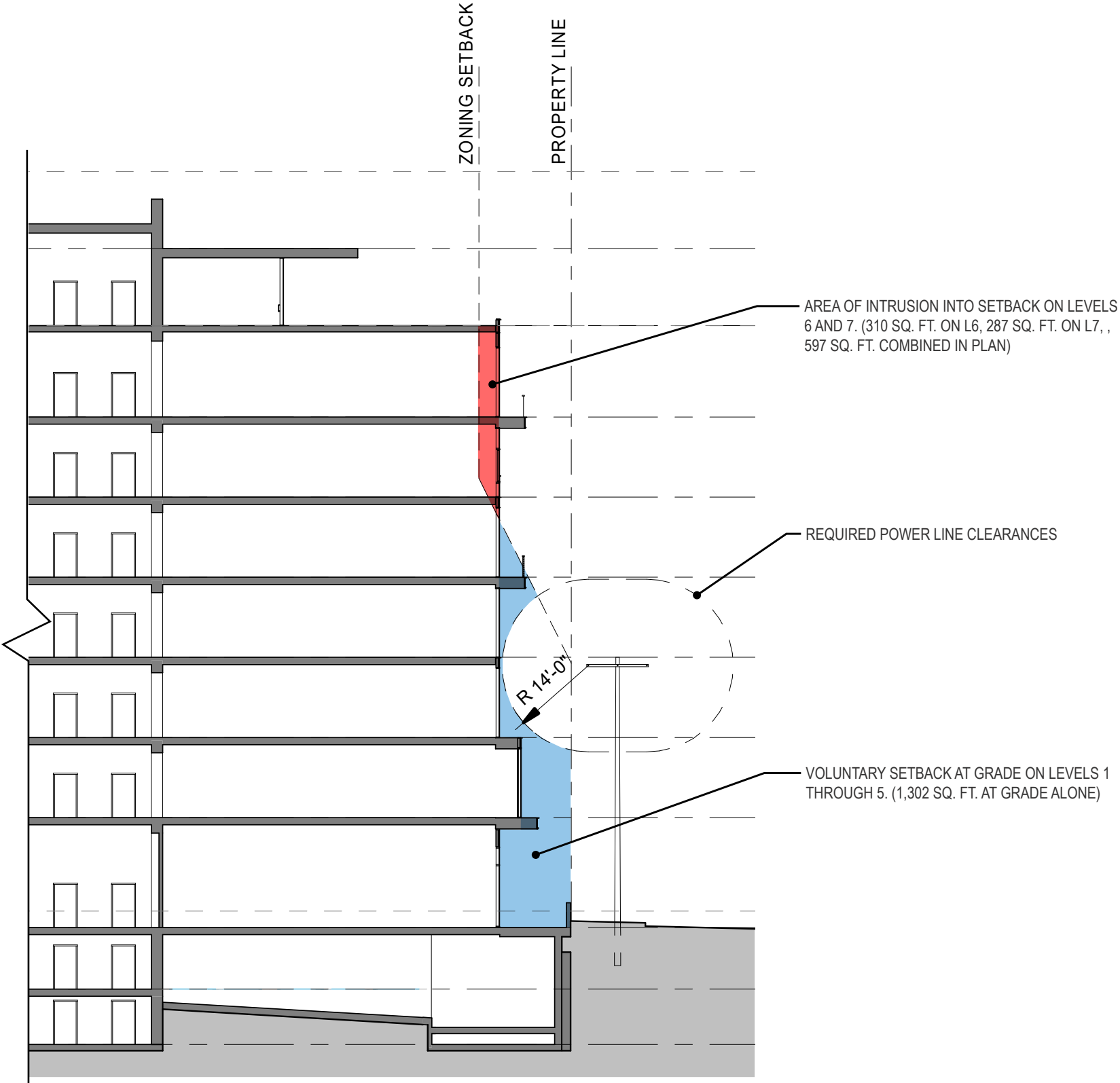
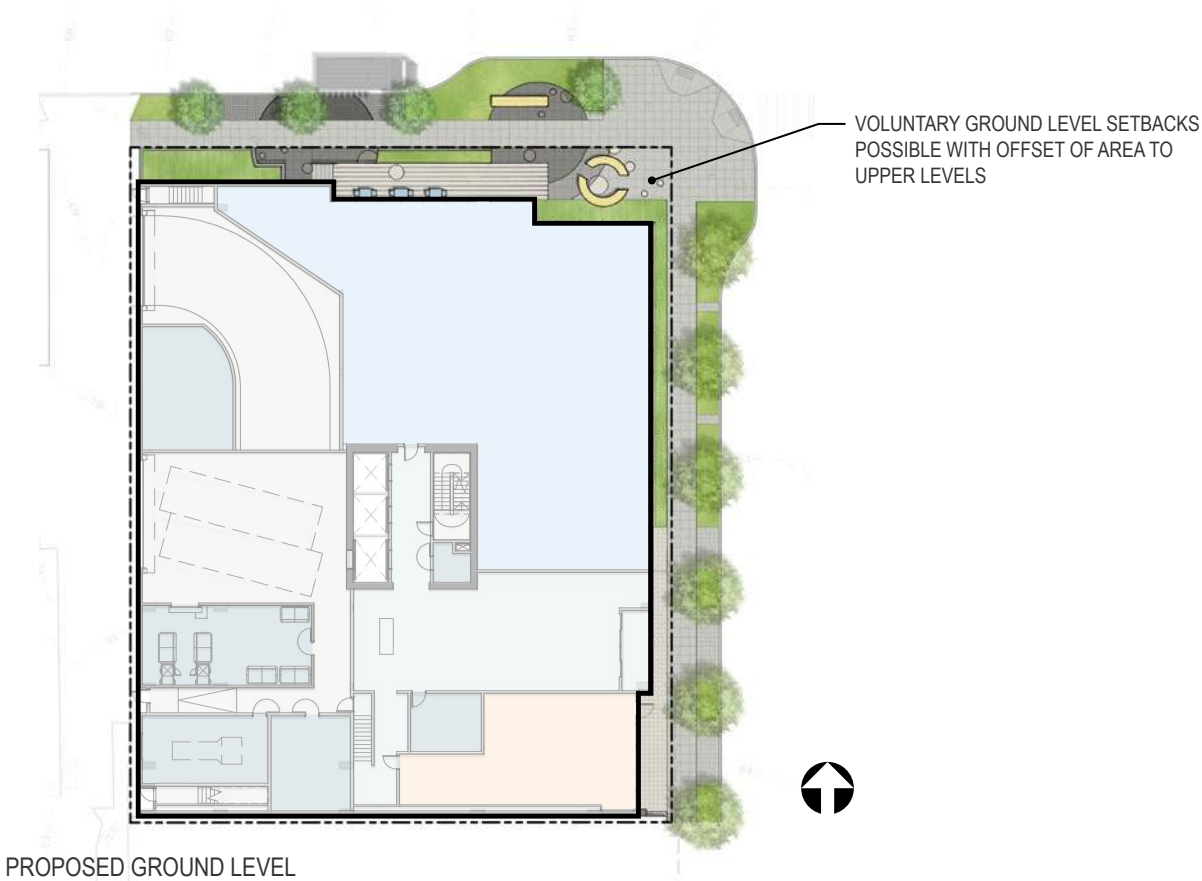
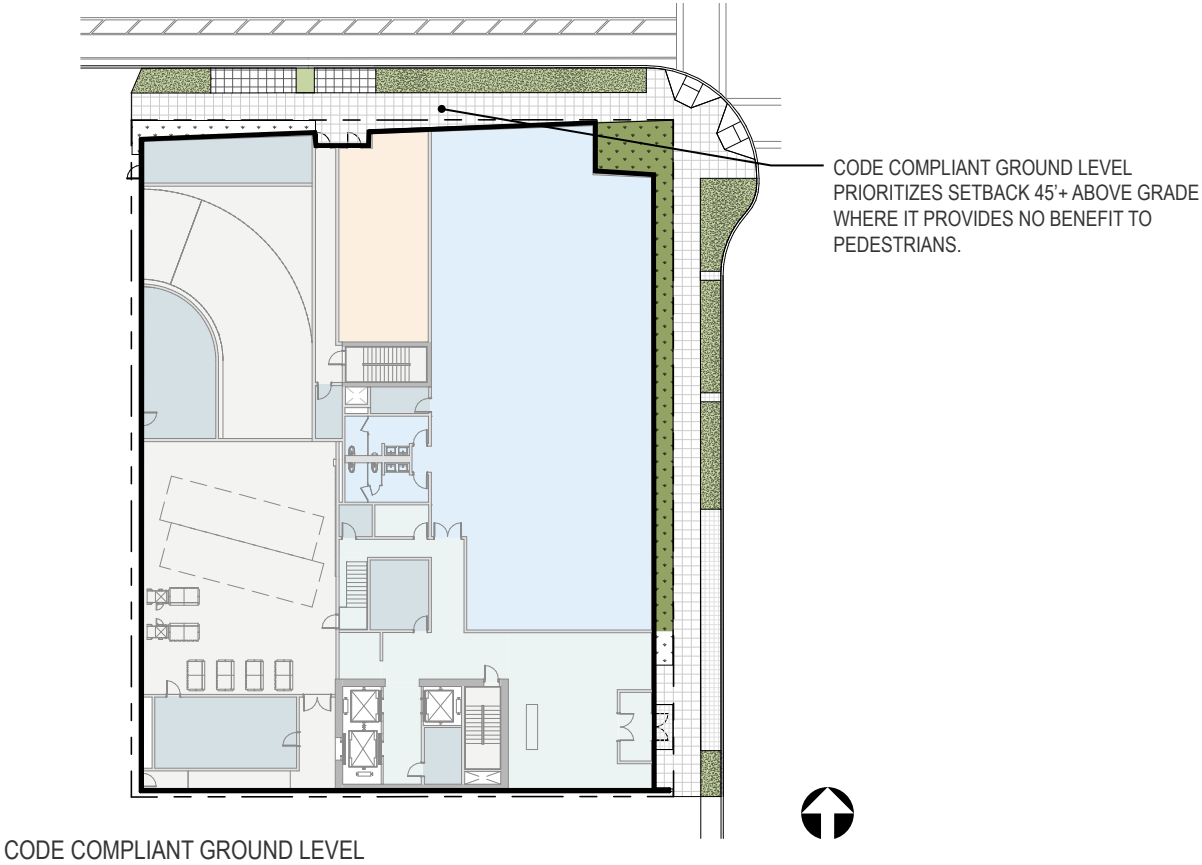
CS1-4 Plants and Habitats

CS2-4 Relationship to the Block

Corner sites are encouraged to emphasize the importance of pedestrian activities at corners.



ANTICIPATED DEPARTURES (DEPARTURE 1 CONTINUED)



AREA OF VOLUNTARY SET BACK AT THOMAS STREET GROUND LEVEL = 1,302 SQ. FT.
COMBINED AREA OF L6 AND 7 INTRUDING INTO SETBACK = 597 SQ. FT.



ANTICIPATED DEPARTURES (DEPARTURE 1 CONTINUED)

Code Compliant vs. Proposed Massing



Code Compliant massing along Thomas Street with setbacks above 45'. Decks 48" in depth are still allowed in this configuration but not shown



Option 3 massing along Thomas Street with varying setbacks from 8'-1" to 16'-7"



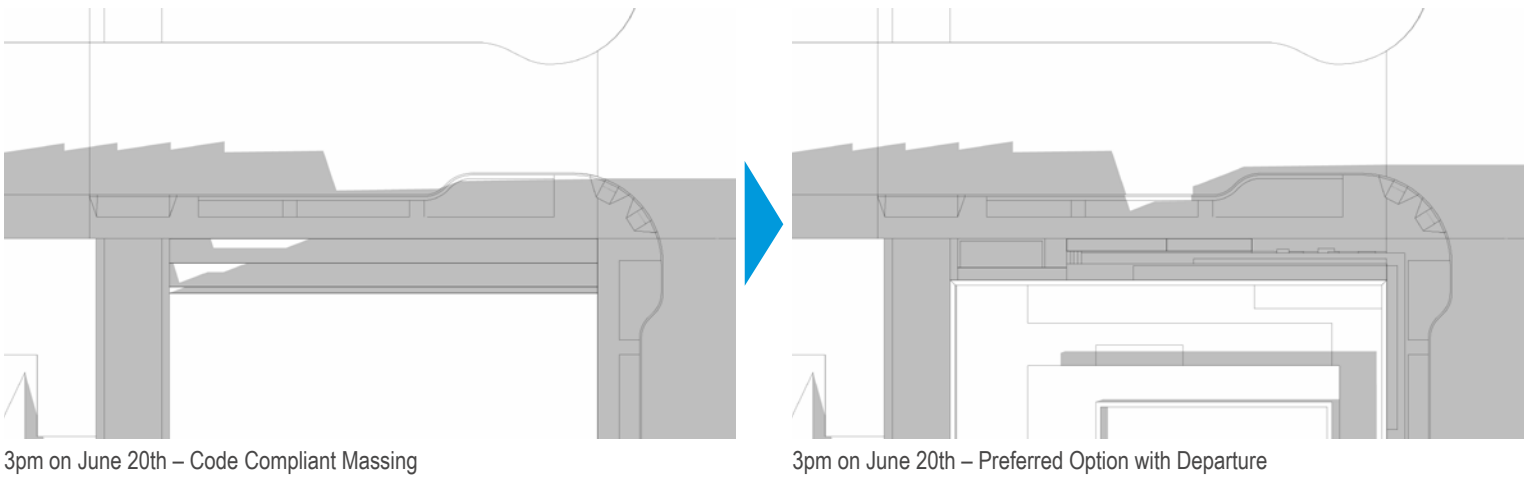
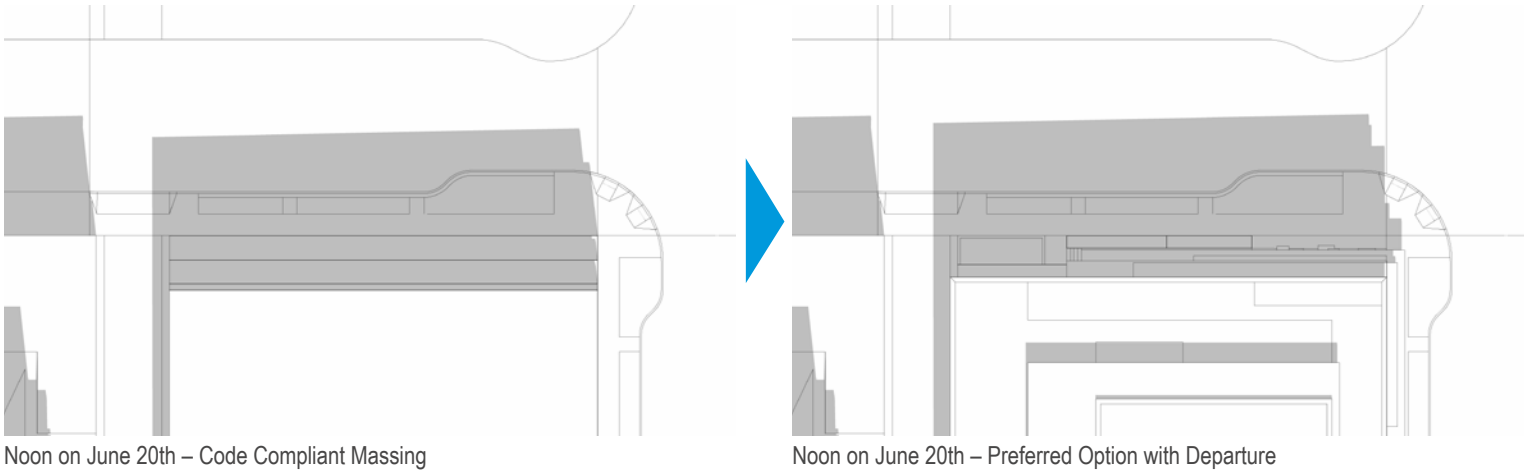
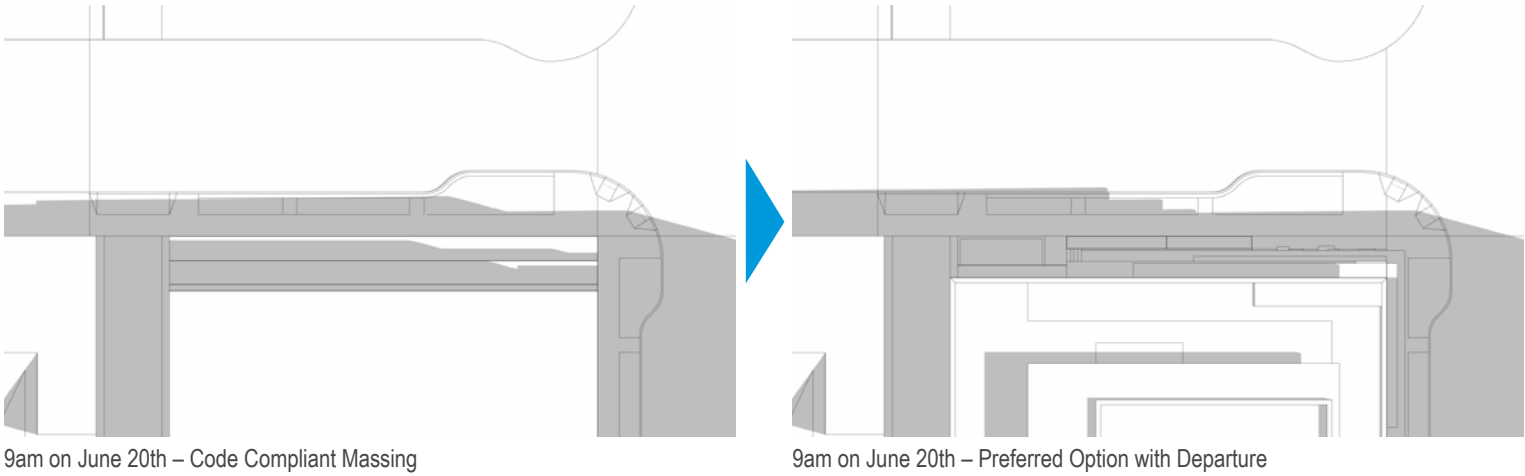
Code Compliant massing along Thomas Street with setbacks above 45'



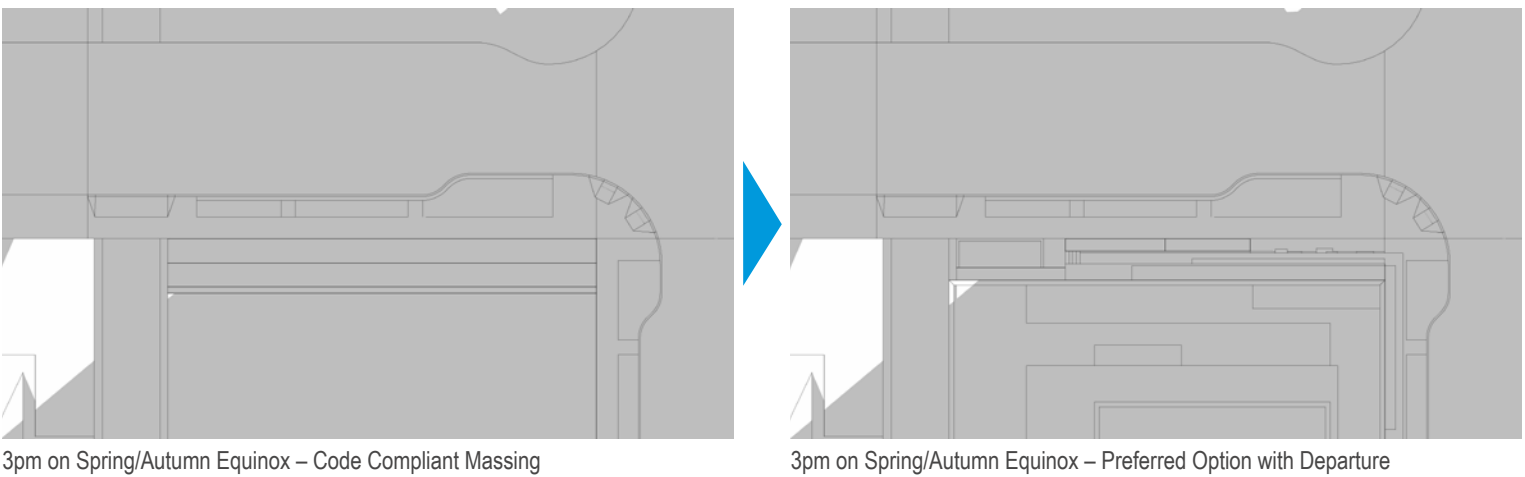
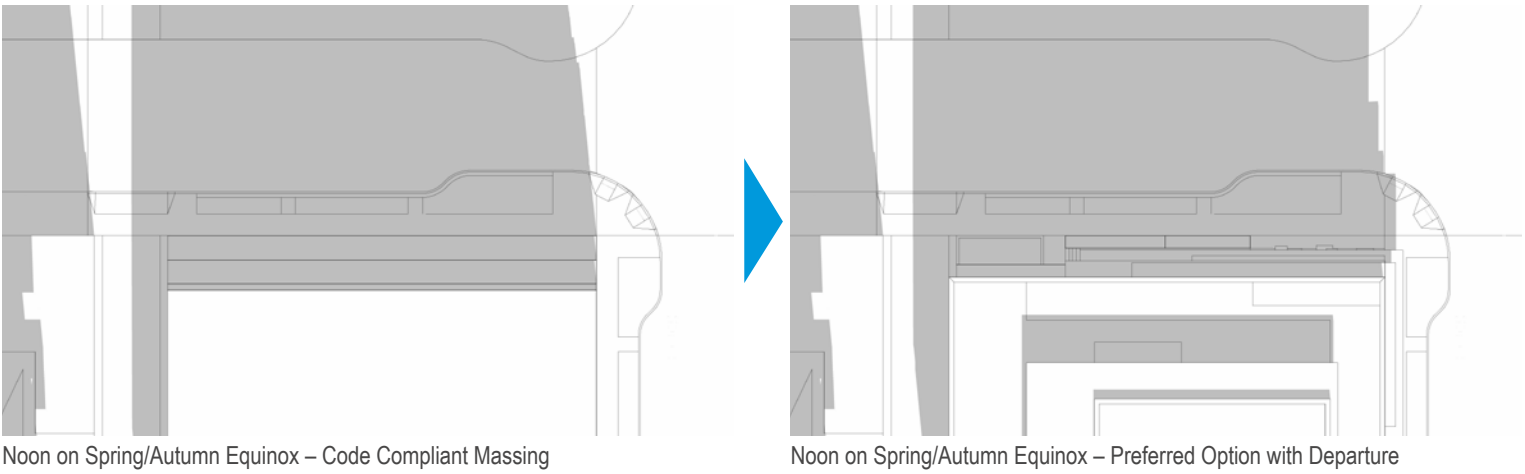
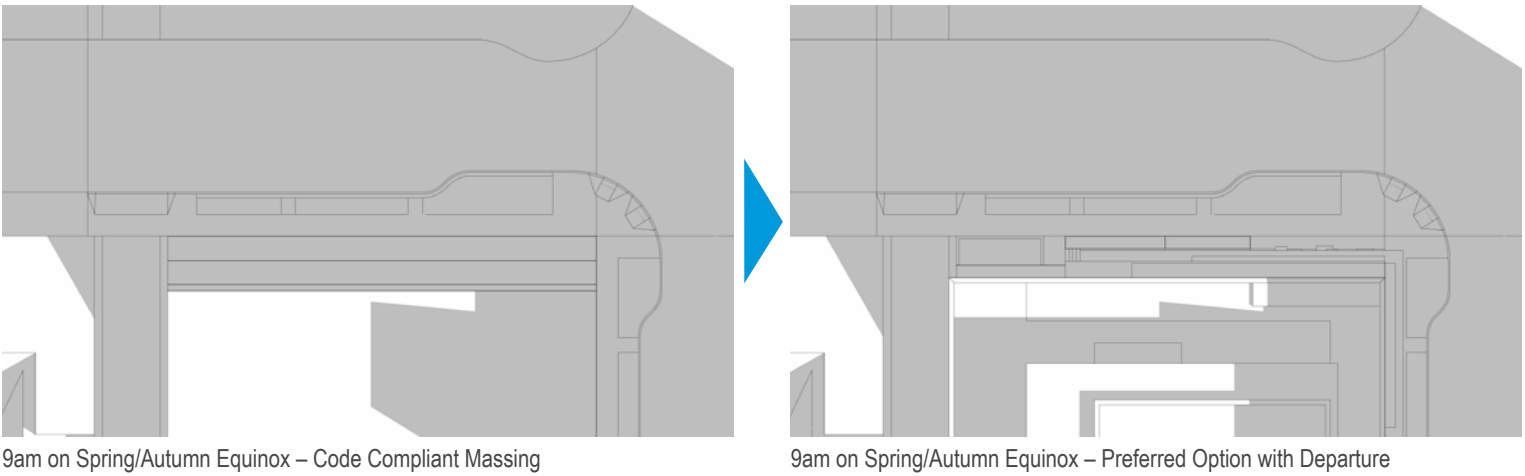
Option 3 massing along Thomas Street with varying setbacks from 8'-1" to 16'-7"

ANTICIPATED DEPARTURES (DEPARTURE I CONTINUED)

Code Compliant vs. Proposed Massing Shadows (Summer)



Code Compliant vs. Proposed Massing Shadows (Spring / Average)



NOTE: Winter Solstice not shown as shadows from towers and surrounding projects to the south completely shaded whole area in both scenarios and provid no base for comparison.



ANTICIPATED DEPARTURES (APPLIES TO OPTION 2+3)

2 SMC 23.48.025.C.7.b: At the applicant’s option, the rooftop coverage may be increased to 65 percent of the roof area, provided that no rooftop features are located closer than 10 feet to the roof edge.

Departure Request and Difference

Massing Options 2 and 3 show rooftop intrusions into the required 10’ setback from the roof edge on the south and west.

- In Option 2, we are proposing that a portion at the south and east, and enclosure of 1,734 SQ. FT., is within 10’ of the roof edge.
- In Option 3, we are proposing that a portion at the south and east, and enclosure of 1,646 SQ. FT., is within 10’ of the roof edge.

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Encroachment into the required 10’ roof edge offset allows a cohesive design solution that integrates the solariums and rooftop mechanical screens into the massing and design of the rest of the structure. Both of these southwest orientations of the rooftop features reduce shading impacts to the north and east in the public realm below. The code compliant “wedding cake” zoning required by the code does not factor in solar orientations, and by departing from this section we can create a more unified and responsive design.

Associated Design Guidelines:

DC2-5 Secondary Architectural Features:

Rooftops should be treated as a 5th elevation and should be organized to present a coherent image when seen from above. This departure request seeks to unify the rooftop spaces and mechanical screens with the rest of the structure when seen from the surrounding towers.

CSI -2 Sunlight and views:

By creating large setbacks of the rooftop features on the north and east, we are reducing shadows to the north and east on the pedestrian right of ways.

DC2-B Facade Composition (Seattle Design Guidelines):

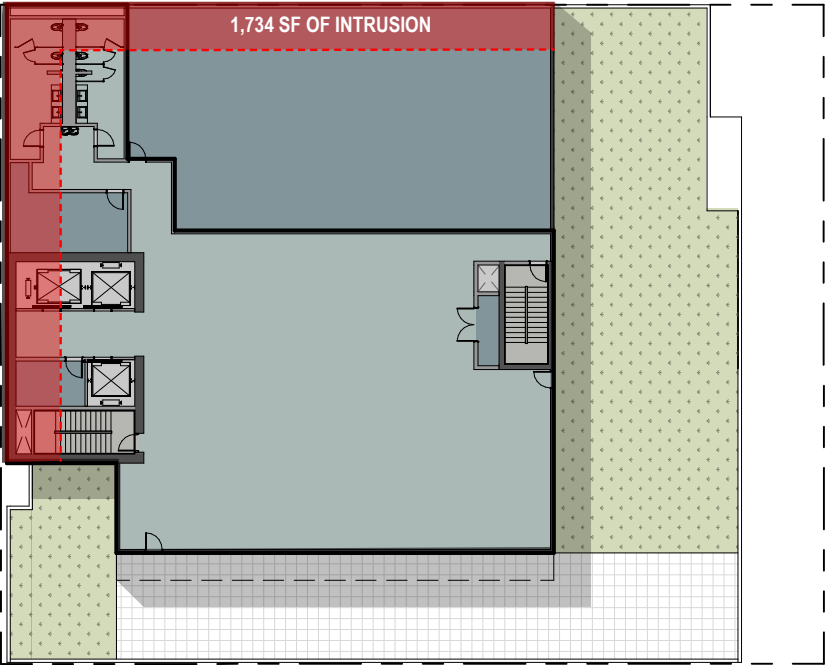
Design all building facades, including alleys and roofs, as a whole composition and architectural expression.



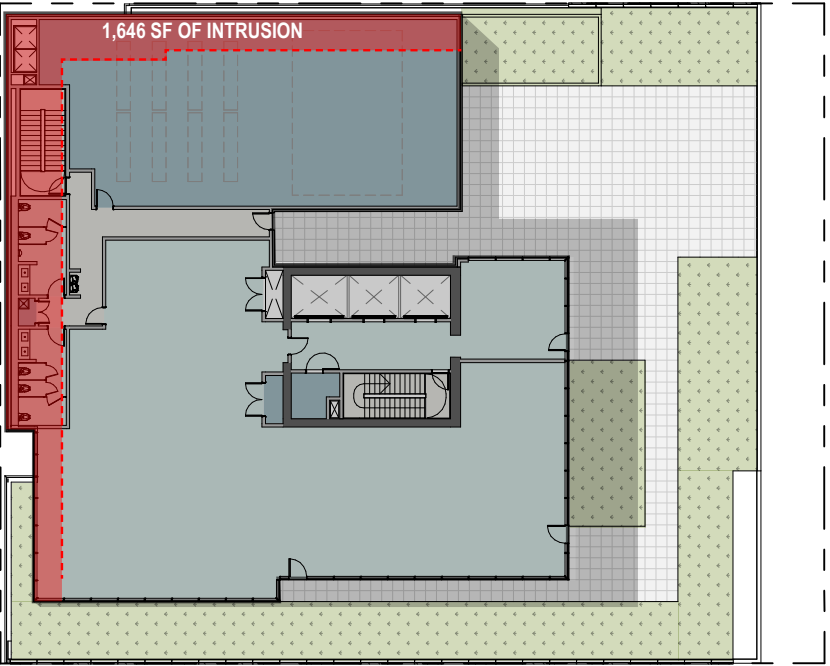
Massing Option 2



Massing Option 3 (Preferred)



R1 Plan for Massing Option 2

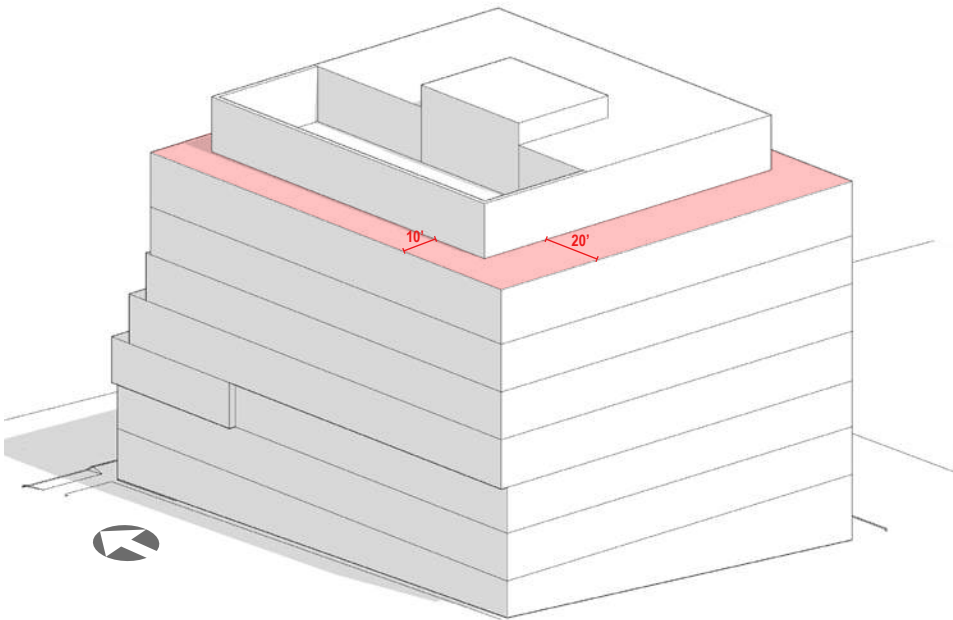
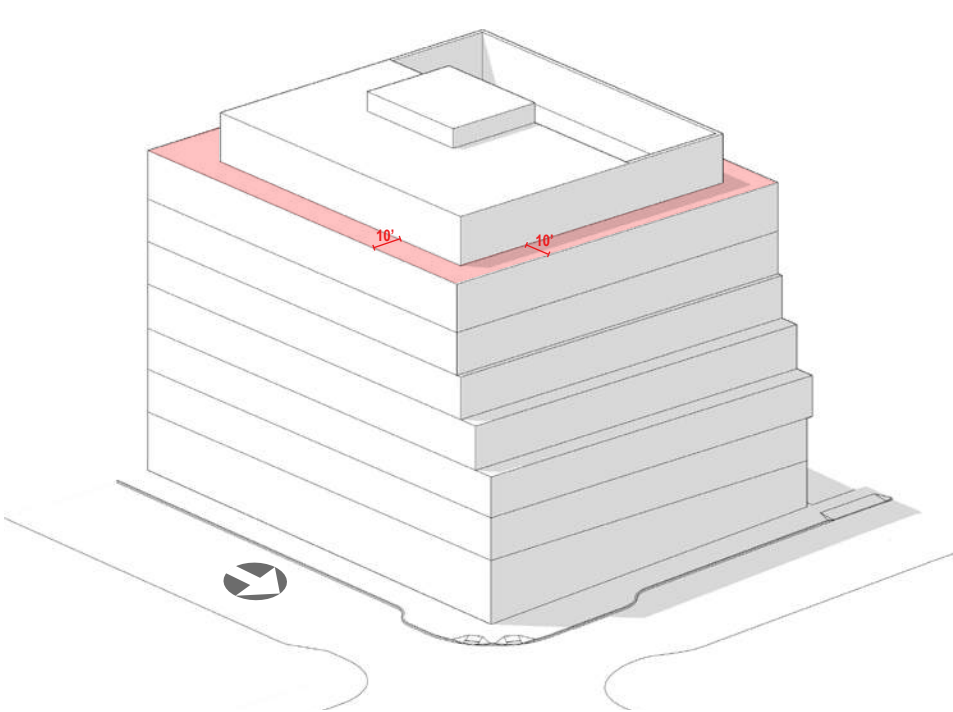


R1 Plan for Massing Option 3 (Preferred)

NOTE: See shadow diagrams from previous departure for analysis between Code compliant and proposed massing. The location of the R1 massing at the SW corners create no impacts to the shading on the ROW's.

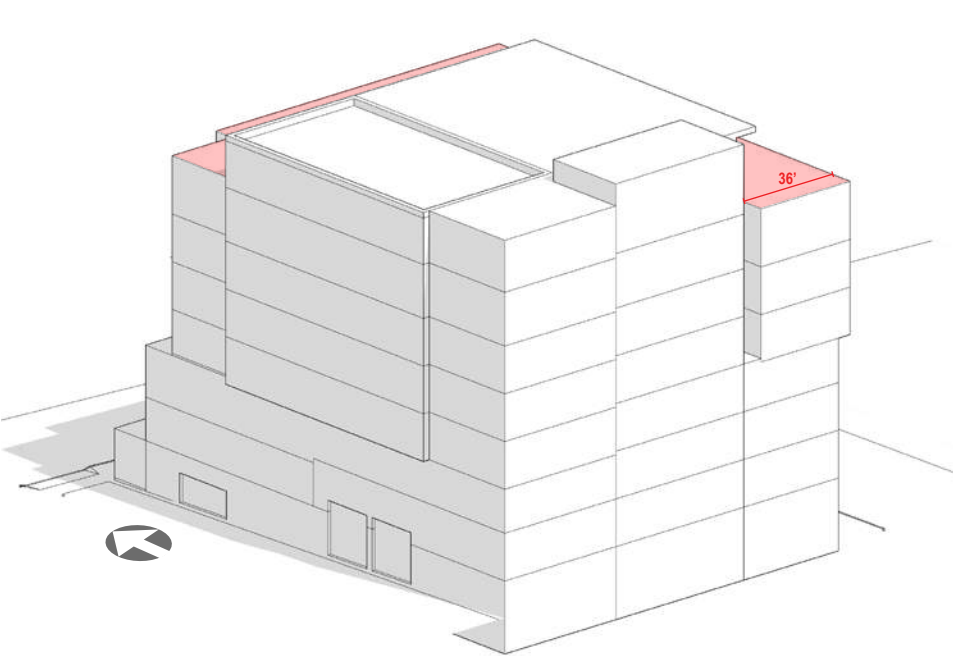
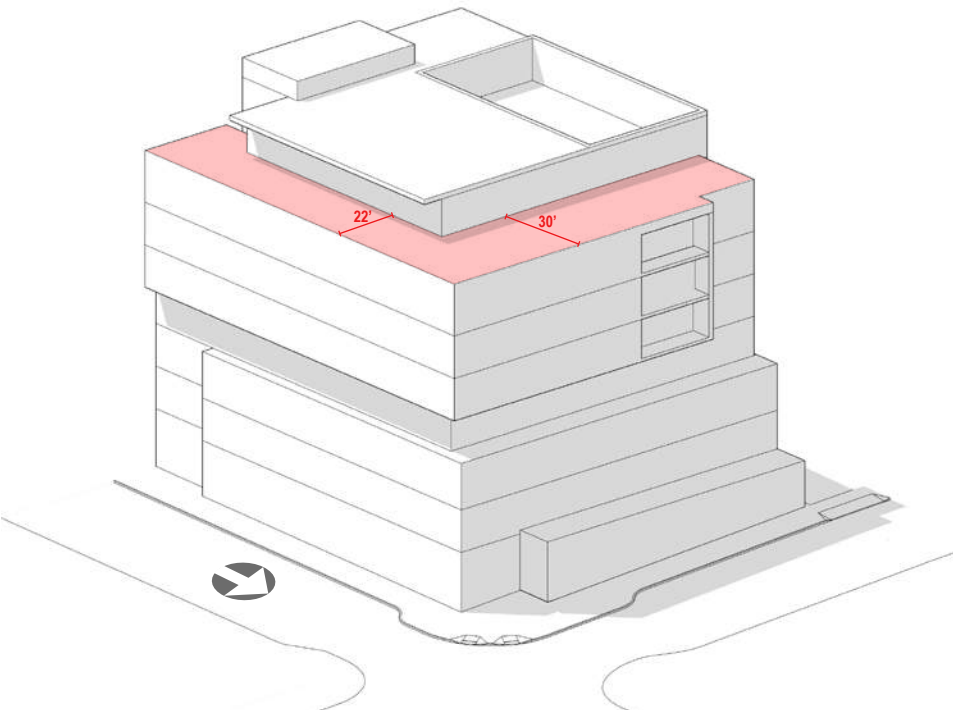
ANTICIPATED DEPARTURES (DEPARTURE 2 CONTINUED)

Code Compliant Rooftop Massing – 65% Coverage



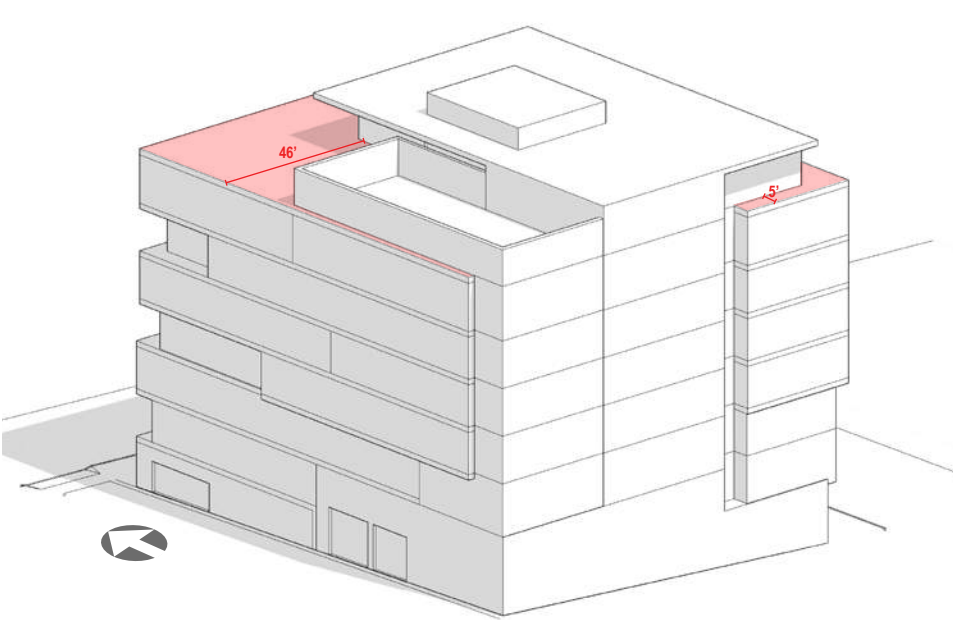
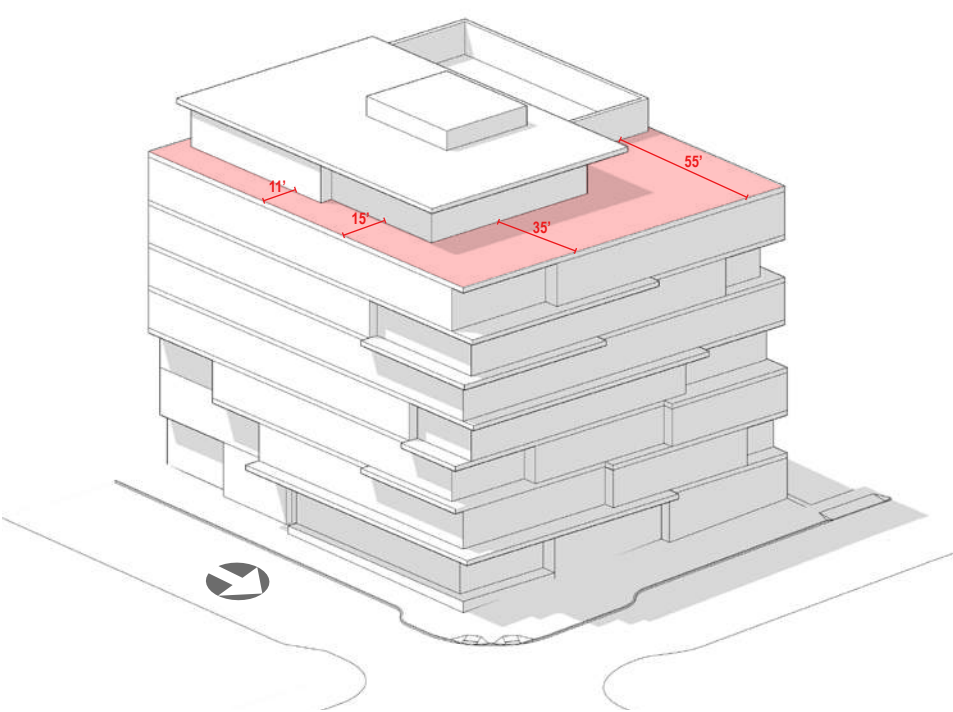
The code compliant “Wedding Cake” Zoning disregards solar orientation and creates a rooftop enclosure fully disconnected from the rest of the building mass.

Massing Option 2 Rooftop – 65% Coverage



Option 2 integrates the mechanical screen and solarium fully into the vertical massing elements allowing greater setbacks along the North and East on R1 over the street and pedestrian realm.

Massing Option 3 (Preferred) – 65% Coverage



Option 3 integrated the mechanical screen and solarium into the massing parti while creating large setbacks at the north, east and west. centering the bulk of the mass at the center and on the SW corner where it will have no impact on shading of the public realm.

ANTICIPATED DEPARTURES (APPLIES TO OPTION 2+3)

3 SMC 23.48.205.C: Within the SM-SLU 160/85-240 zone (We understand that this is intended to be SM-SLU 175/85-280 zone and was not updated after the 2017 upzone), shall have a minimum of 10 percent of the length of the street-level portion of that street-facing facade occupied by general sales and service uses, eating and drinking establishments, or entertainment uses.

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Associated Design Guidelines:

DCI-A Arrangement of Interior Uses (Seattle Design Guidelines) :

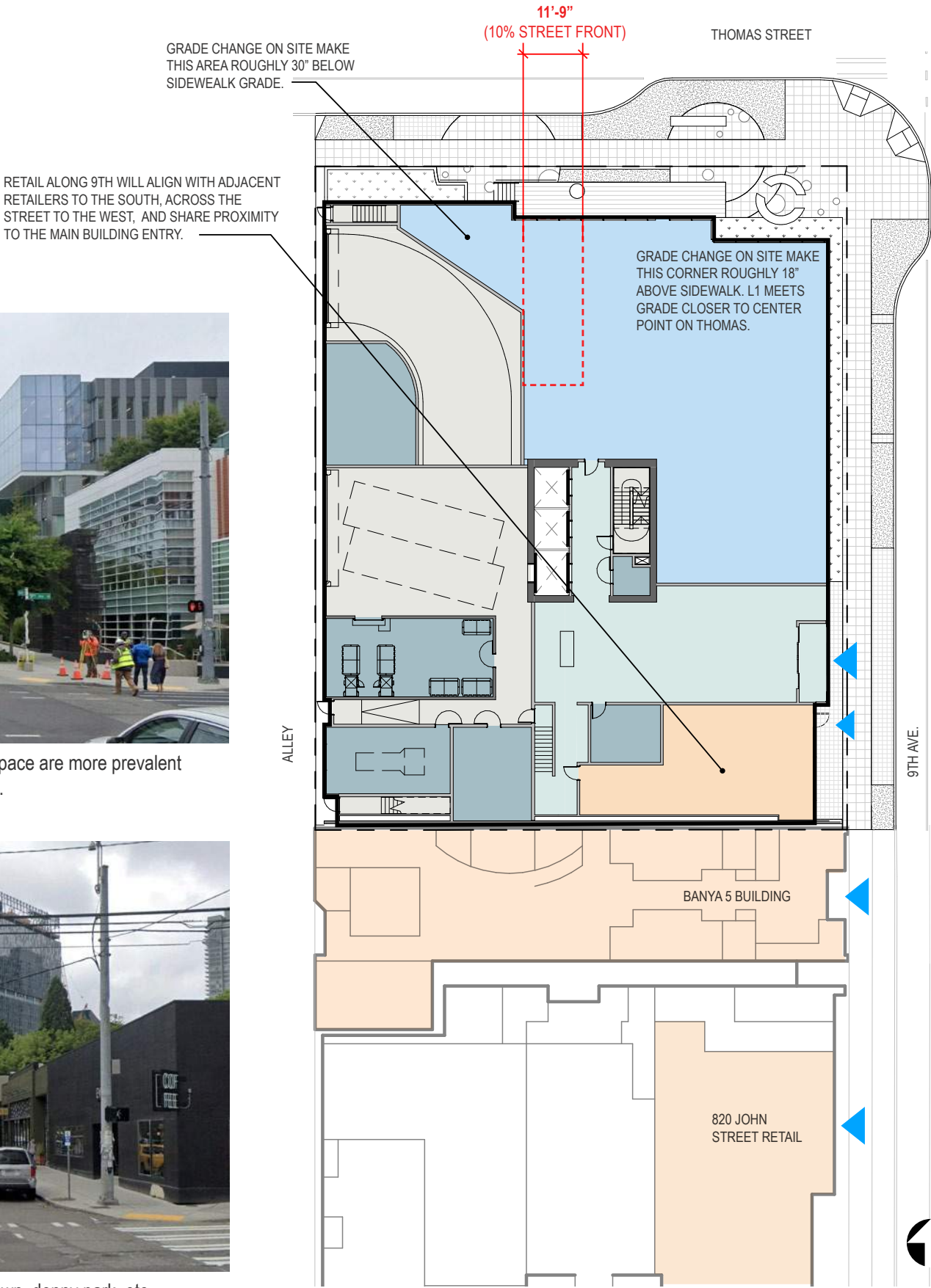
The Seattle Design Guidelines provide recommendations for visibility and flexibility of retail and gathering spaces. This guidance suggests uses and services be in near proximity to other building entries and activation points, as well as designing for long term flexibility, as important approaches to consider.



Thomas Street – Quieter facades, lush landscaping and open space are more prevalent along the East/West corridors in SLU, especially along our block.

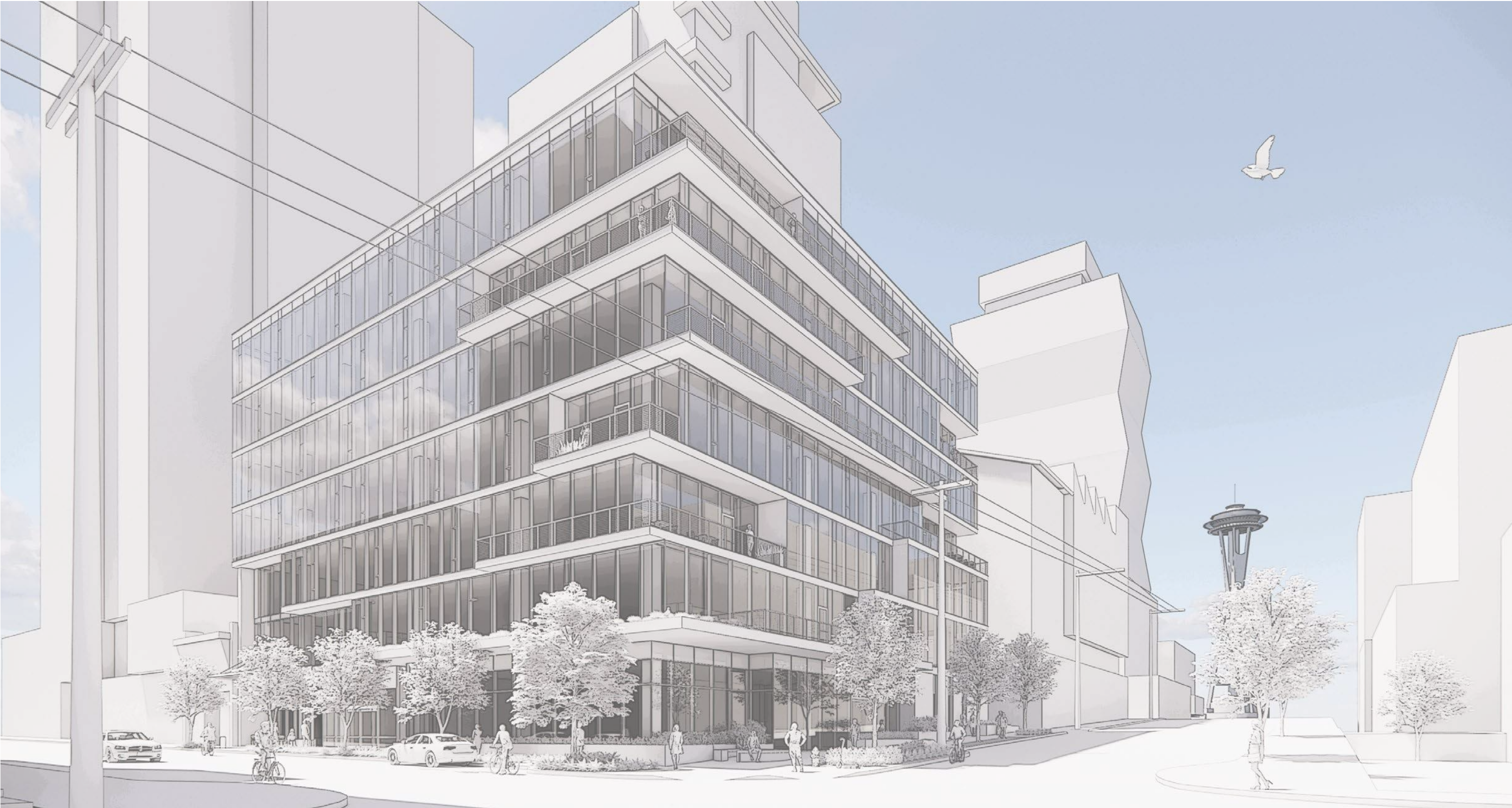


9th Ave – Retail focus, significantly more foot traffic from downtown, denny park, etc. Street fairs and other events. Better solar exposure and sunlight.



Proposed Retail – Frontage on 9th Avenue with adjacency to other retail, both across the street and north/south on 9th. Ave.

DESIGN SKETCHES



Skin study of the preferred option with some concepts for fenestration and detailing.

DESIGN SKETCHES



Study of the north facade and wrap into alley.



Ground level concept with setback and enhanced green street pedestrian experience.

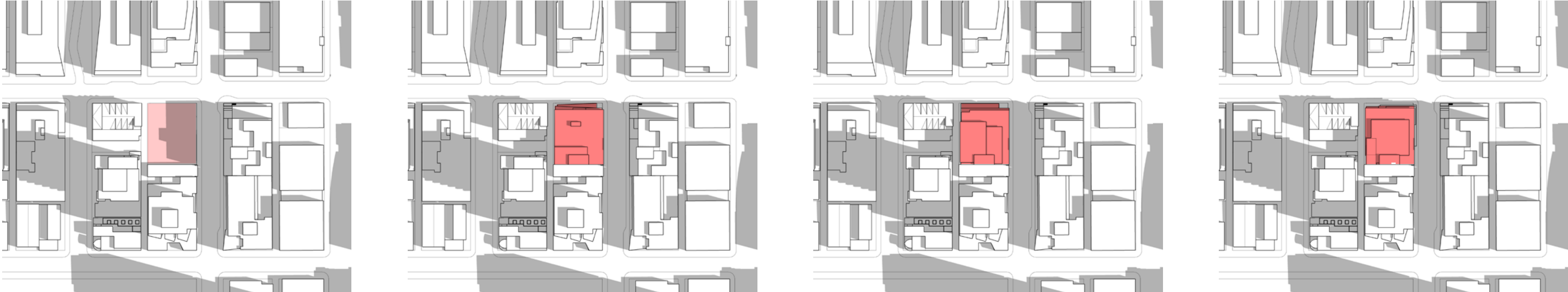


North facade concept from accross Thomas.



SUN SHADOW STUDIES – SUMMER

9 AM



NOON



3 PM



SITE BEFORE DEVELOPMENT

MASSING OPTION 1

MASSING OPTION 2

MASSING OPTION 3 (PREFERRED)

SUN SHADOW STUDIES – EQUINOX



SUN SHADOW STUDIES – WINTER



ADDITIONAL SITE PHOTOS – EXISTING BUILDINGS



Corner shot on 9th and Thomas shows the mix of cobbled together buildings that current make up the site.

ADDITIONAL SITE PHOTOS – ALLEY



Shot looking directly South down the alley.



ADDITIONAL SITE PHOTOS – SURROUNDING BUILDINGS



Corner shot on 9th and Thomas to the NE show the Christian Science Reading room which is kitty corner to this project.