

DESIGN RECOMMENDATION MEETING

T6 INNOVATION
CENTER

200 Taylor Ave N (WEST) / 205 6th Ave N (EAST)

SDCI: 3038240-LU / 3038247-LU

May 3rd, 2023



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HARRISON STREET

THOMAS STREET

SITE

JOHN STREET

DENNY WAY

BROAD ST

5TH AVENUE N

TAYLOR AVEN

6TH AVENUE N

7TH AVENUE

SECTION

01

Proposal Information

01 | PROPOSAL INFORMATION

OBJECTIVES

DEVELOPMENT OBJECTIVES

The proposed developments will be two Life Science buildings with two public plazas and below grade parking. Located in between both the Seattle Center and South Lake Union, these buildings pull inspiration from the rich history of the World's Fair while at the same time looking towards the future in order establish itself as a **world class innovation center** for Life Science. An emphasis on the pedestrian realm will provide opportunities to further help this project make a significant contribution to the neighborhood experience. The alley vacation allows the project to provide high-quality and varied pedestrian experiences on all sides of the development

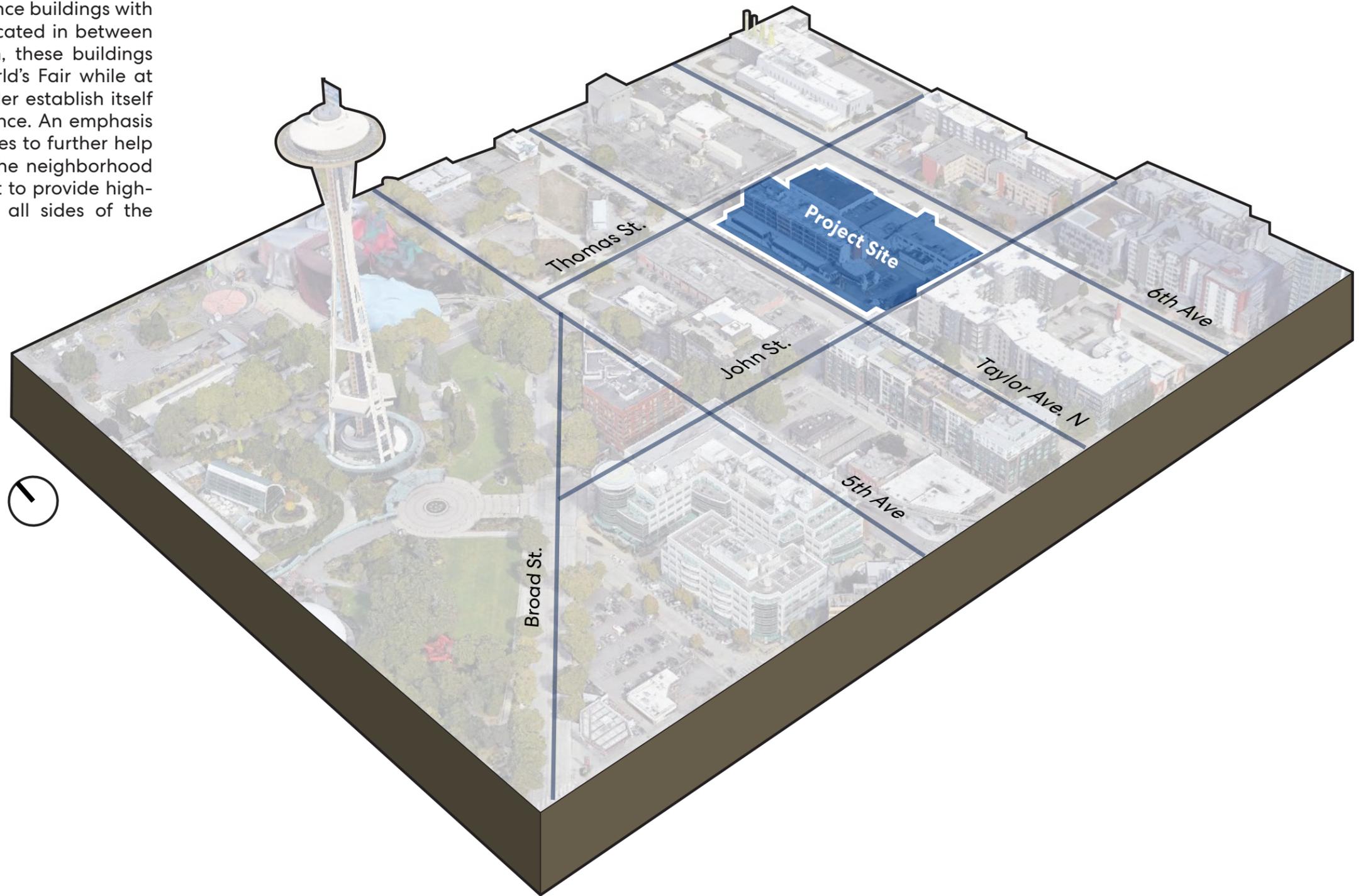
Project Information

West development commercial area:
238,700ft²

East development commercial area:
266,000ft²

Program: Office & Life Science

Parking: 505 stalls across 3 levels
below grade



UPTOWN NEIGHBORHOOD

The project site is located on the eastern edge of the Uptown neighborhood. With the recent revision of US-99/ Aurora Avenue, this is the first project with the **opportunity to connect** the Uptown neighborhood, the Life Science rich zone of South Lake Union, and the vibrant historical context from the nearby Seattle Center.

Zoning - Project applicable city development standards

STREET-LEVEL USE
23.48.005

- Taylor Avenue – Not Required
- John Street – Not Required
- 6th Avenue – Not Required
- Thomas Street– Not Required

FLOOR AREA RATIO
23.48.020 & 23.48.720

- SM-UP 160
- FAR Base = 5
- FAR Max = 7
- FAR Deductions = 3.5% of GFA for mechanical

STRUCTURE HEIGHT
23.48.025 & 23.48.720

- Non-Residential: 125ft (FAR 7)
- Rooftop Features: 25% Coverage
 - 15ft above the applicable height limit:
 - Stair Penthouse, Mechanical Equipment, Solar Collectors
 - 25ft above applicable height limit: Elevator penthouse
 - Solar collectors may extend up to 7' with unlimited rooftop coverage
 - 75% Coverage provided that all mechanical equipment is screened and no rooftop features are located closer than 10 feet to the roof edge.

MINIMUM FACADE HEIGHT
23.48.040.A.2

- 23.48.740 MAP A
- Taylor Avenue = Class III pedestrian (15 FT)
- John Street = Class III pedestrian (15 FT)
- 6th Avenue = Class III pedestrian (15 FT)
- Thomas Street = Green Street (25 FT)

FACADE TRANSPARENCY
23.48.040.B.1

Class III and Green Streets: A min. of 60% of the street level street-facing facade shall be transparent. Required between 2'-0" and 8'-0" above the sidewalk.

BLANK FACADE LIMITS
23.48.040.B.2

Blank facade segments shall be no more than 15 feet wide. Required between 2'-0" and 8'-0" above the sidewalk. Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide. The total of all blank facade segments shall not exceed 40% of the street facade. Blank facade can be increased to 30 FT by Type I decision if the facade is enhanced with architectural detailing, artwork or landscaping.

MAXIMUM STRUCTURE WIDTH
23.48.732

The maximum width and depth of a structure is 250 FT.

STREET LEVEL DEVELOPMENT STANDARDS
23.48.740.3

For streets designated as Class II and Class III Pedestrian Streets and Green Streets, the street facing facade of a structure may be set back up to 12 feet from the street lot line. Additional setbacks are permitted for up to 30% of the length of the street facing facade provided the setback is located 20 feet from any street corner. Any required outdoor amenity area, other required open space is not considered part of the setback area and may extend beyond the limit on setbacks from the street lot line.

USABLE OPEN SPACE
23.48.740.B.1

On lots exceeding 30,000 SF the min. usable open space shall be 15% of the lot area and shall be accessible at street level. The average horizontal dimension for any area shall be 20 FT and the minimum dimension is 10 FT. A minimum of 45% of the open space shall be exterior open to the sky. A maximum of 20% of the open space may be covered.

OPEN SPACE FOR OFFICE USE
23.48.750.A

20 SF for each 1,000 SF of gross floor area in office use.

CAR PARKING
23.54.015 TABLE A

Maximum allowed is one parking space per 1,000sf.

BICYCLE PARKING
23.54.015 - TABLE D

Long-term - 1 Space per 2,000sf of office area
Short-term - 1 space per 10,000sf office area

BICYCLE COMMUTER SHOWER
23.54.015.K.8

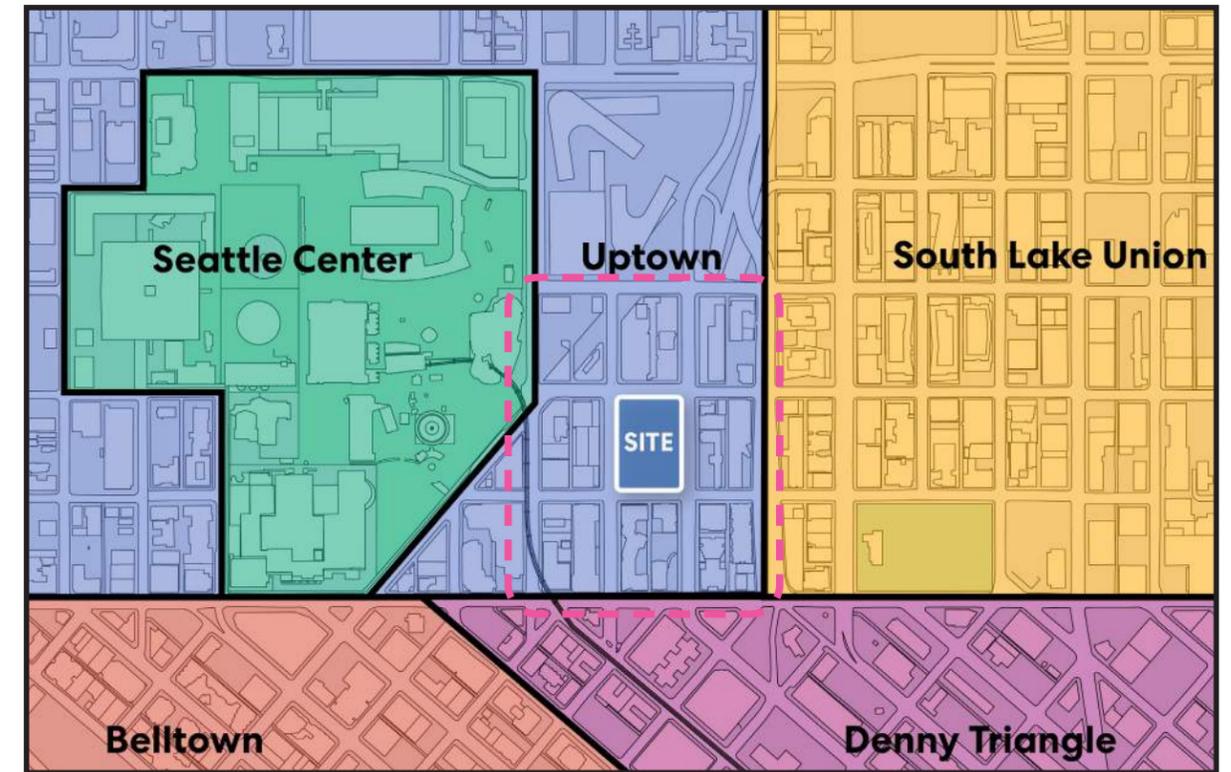
Two showers for every 100,000 SF of office use.

OFF STREET LOADING
23.54.035

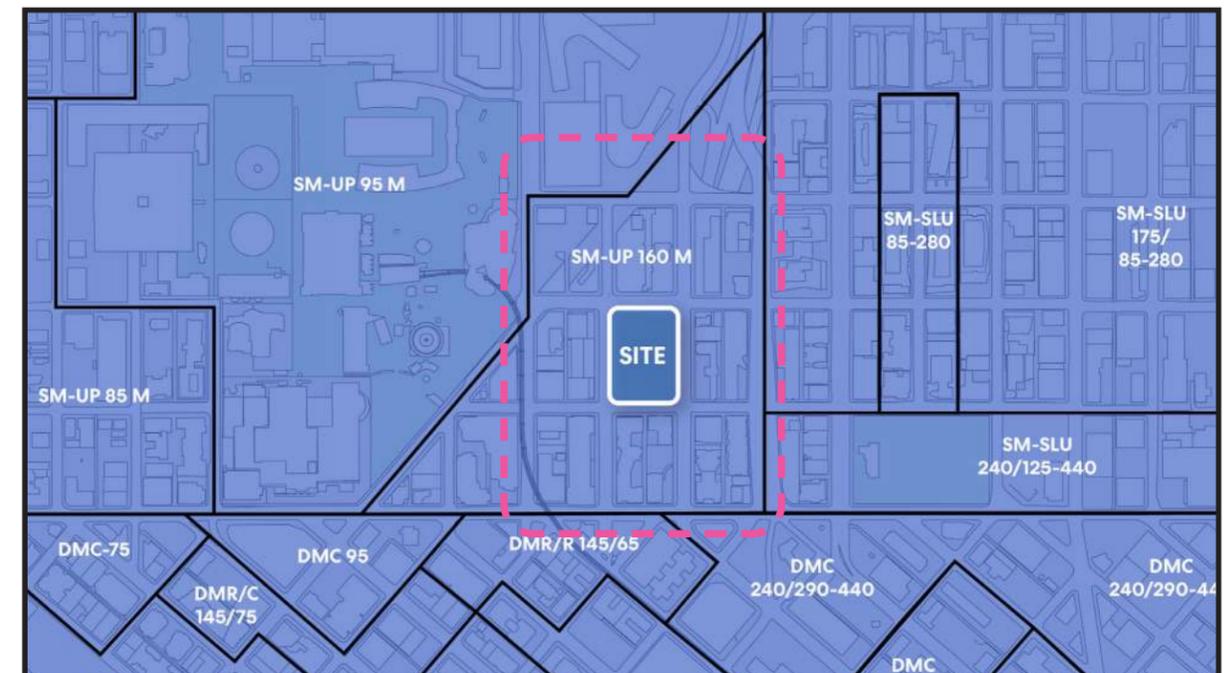
Low demand (Table A - 23.54.035)
3 loading berths required (10'W x 35'L)

SOLID WASTE STORAGE
23.54.040 Table A

Office: 500 SF required.



Neighborhood Context



Zoning Designation map



01 | PROPOSAL INFORMATION
VICINITY PLAN

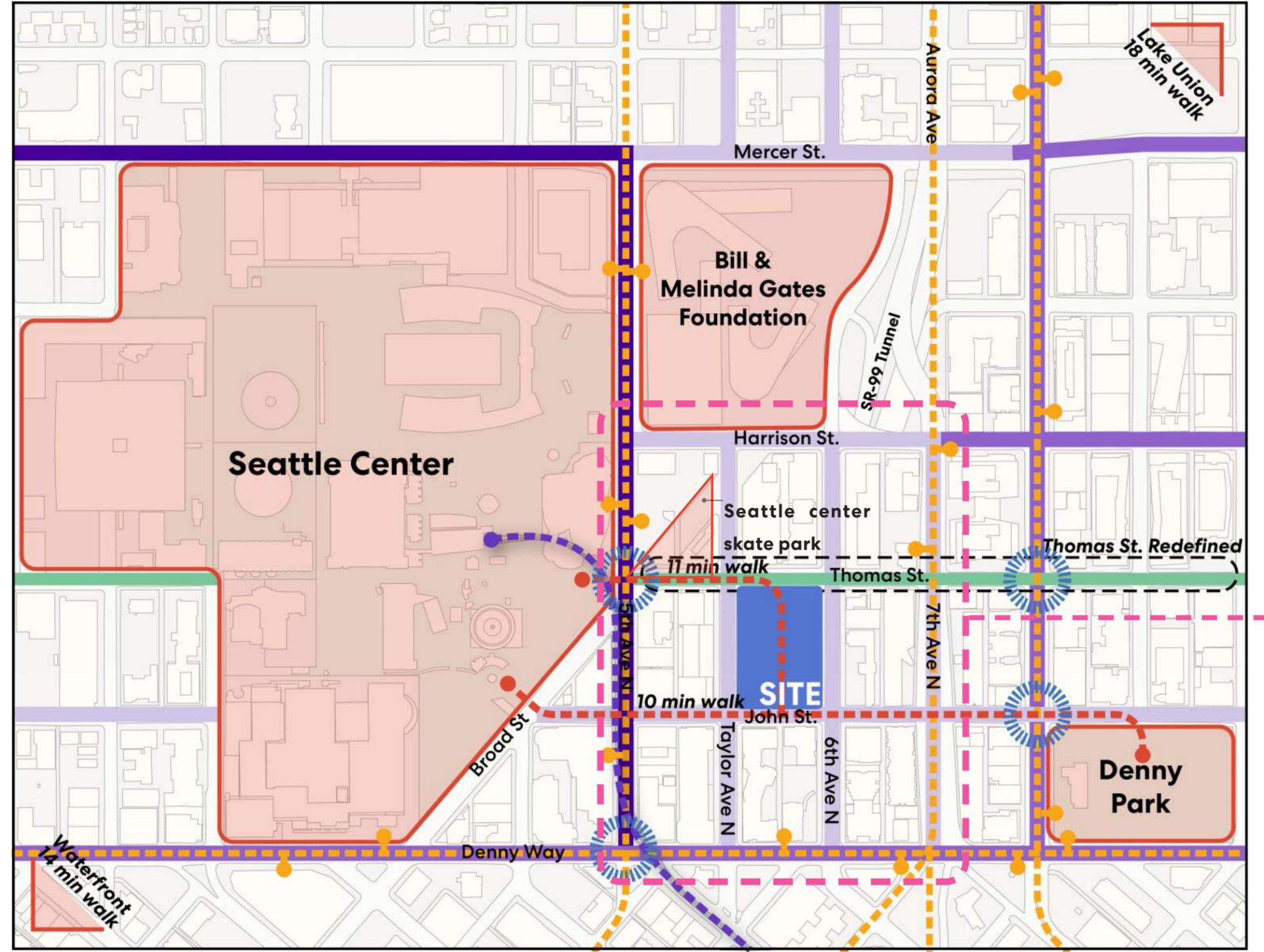
VICINITY MAP - CONNECTIONS

The site is located along Thomas Street which is a principal green street connection downtown to the Seattle Center. The streets east and west to the site are 6th Ave. and Taylor Ave., with John St. to the south.

Bus service is available a block away on 5th Ave, 7th Ave and Denny Way, in addition to Dexter Ave. just 2 blocks away.

The project looks to engage the public at the pedestrian level and help **stitch adjacent neighborhoods together**.

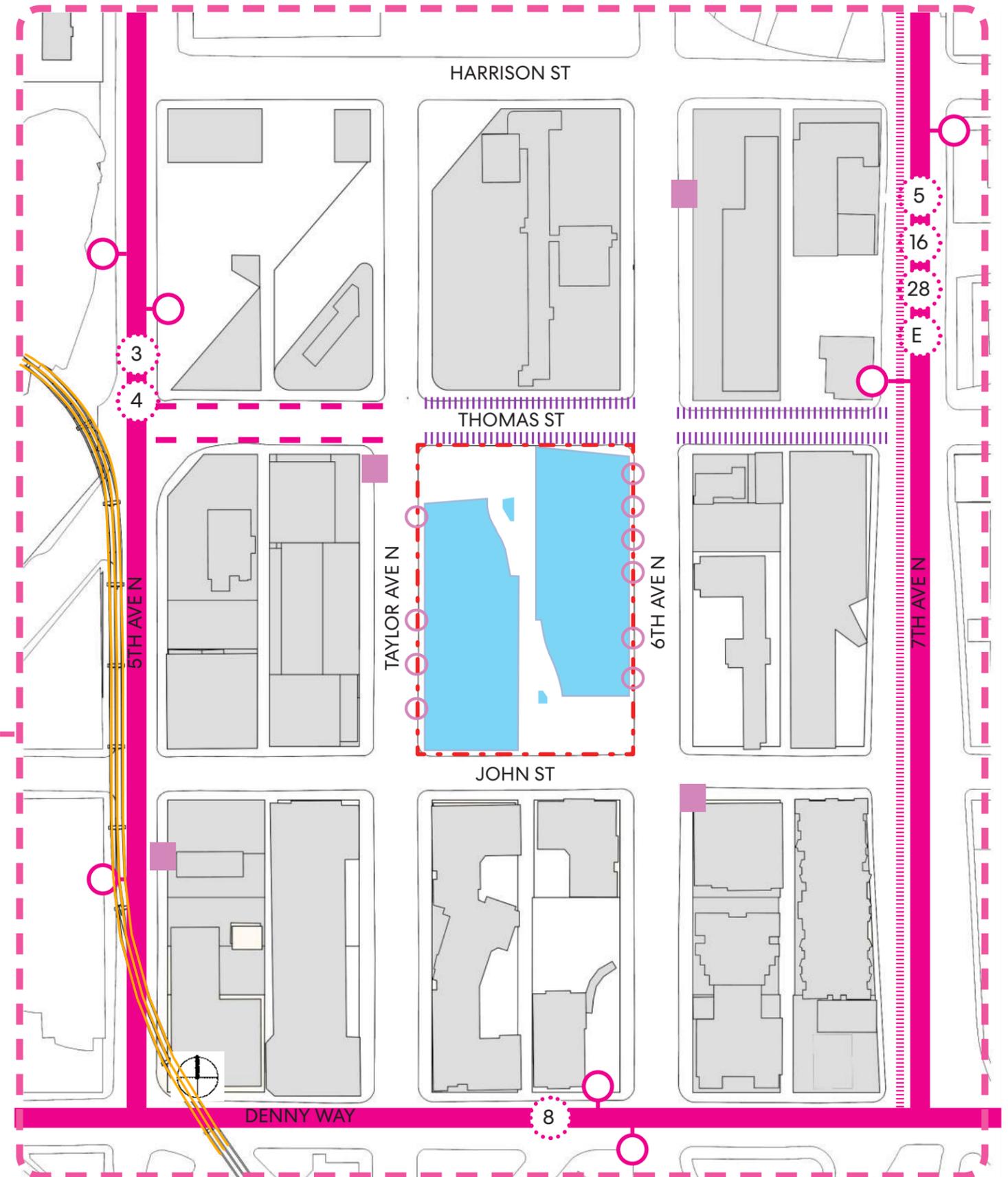
- connection point 
 - point of interest 
 - Class I pedestrian street 
 - Class II pedestrian street 
 - Class III pedestrian street 
 - Green street 
 - Bus stop 
 - Bus Route 
 - Monorail 
 - Optimum neighborhood connection 
- 



Seattle Center

The immediate **9-block vicinity** is well connected through public transit opportunities. Future bike lane infrastructure is planned through the City's vision for the Green Street on Thomas Street. The surrounding area has functional service alleys running north-south with the exception of the substation north of the site.

- Site
- Bus route ■■■■
- Bus rapid transit ■■■■■■
- Monorail ■■■■
- Bus stop ○
- Bus route number 3
- Protected bike lane - - - -
- Future bike lane ■■■■■■
- Existing street bike racks ■■
- Proposed bike racks ○
- ⌚



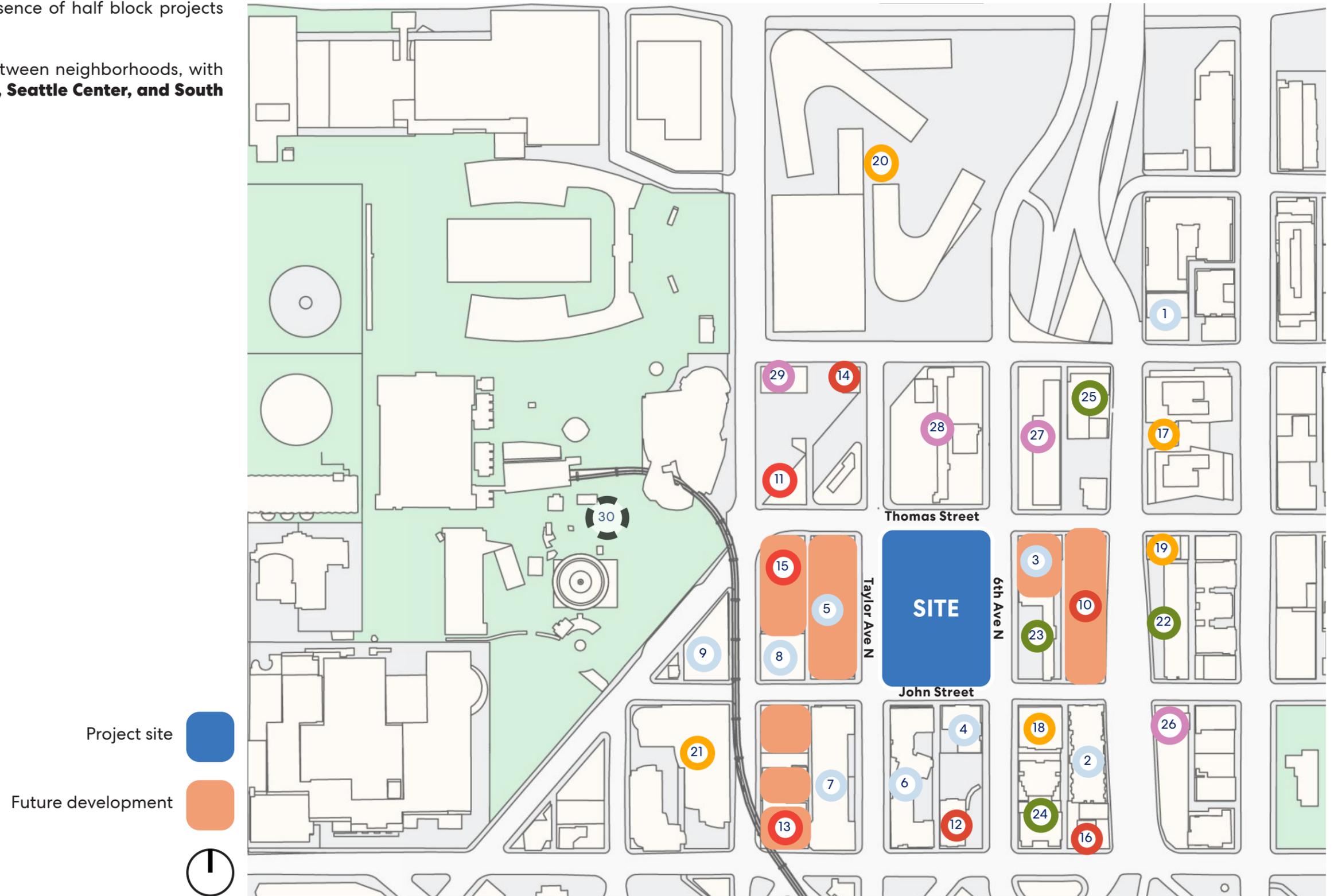
01 | PROPOSAL INFORMATION

CONTEXT VICINITY MAP

ALLEY DIRECTION / NEIGHBORHOOD CHARACTER

The neighborhood has a strong presence of half block projects that are oriented north-south.

The area sits along the transition between neighborhoods, with **strong connections to both Uptown, Seattle Center, and South Lake Union.**



Residential Commercial / Retail Office Space Hospitality Light Industrial/Warehouse Seattle Center



01 | PROPOSAL INFORMATION
URBAN CONTEXT & CHARACTER



Seattle Center  Site  South Lake Union 

Seattle Center



South Lake Union



A fusion of SLU & the Seattle Center

Contextually influenced by both the cutting edge scientific community found in South Lake Union and the inspiration from the historic world's fair at the Seattle Center, this project seeks to be a hybrid, setting the tone for a new type of zoning.

01 | PROPOSAL INFORMATION

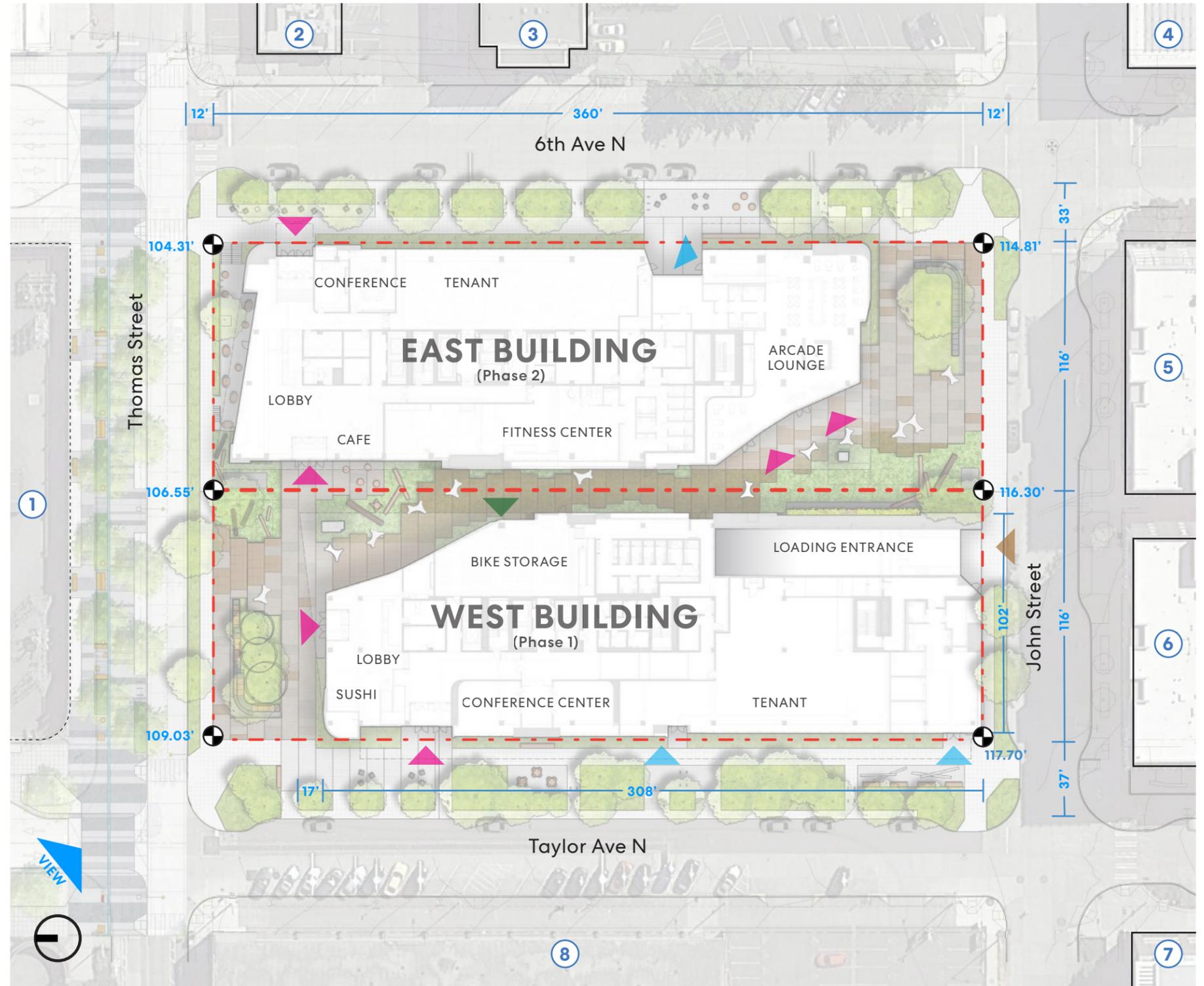
COMPOSITE SITE PLAN

The T6 Innovation Center includes a building on each development site and will be constructed in phases as shown.

SURROUNDING USES

- ① Seattle City Light Substation
- ② Office (future Residential)
- ③ Hospitality
- ④ Office
- ⑤ Residential
- ⑥ Residential
- ⑦ Residential
- ⑧ Mixed Use- Retail/Residential (under construction)

-  Bicycle entry
-  Main entry
-  Secondary entry
-  Designated vehicle entry



Site plan



View from the northwest

SECTION

02

Itemized Response to EDG Comments

BOARD COMMENTS:

(1) MASSING & THREE SCHEMES



(2) PROPOSED ALLEY VACATION



(3) ARCHITECTURAL RESPONSE TO ALLEY



(4) GROUND PLANE & STREETScape



(5) ARCHITECTURAL COMPOSITION



(6) ACCESS & TRANSPORTATION



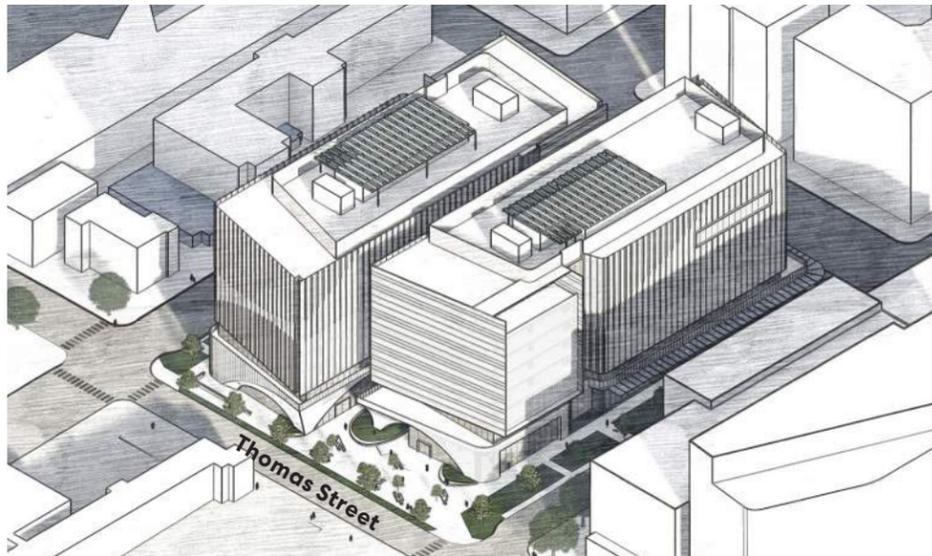
Board Guidance:

- 1) The Board supported the massing and modulation of Scheme 3, noting in particular the inclusion of two public plazas, a formal connection to the Seattle Center and the elegant composition of upper-level elements. The Board agreed that their support of the larger massing moves was tempered by their concern regarding **the ground plane and street edges** and provided guidance below to address these concerns.

Guidelines: (CS2 Urban Pattern & Form, CS3 Architectural Context & Character, PL1 Connectivity, PL1-B Walkways and Connections, PL3 Street Level Interaction, DC2 Architectural Concept, DC3 Open Space Concept)

Design Response:

- 1) Per the Board's recommendations, additional development has occurred to address the ground plane and street edge concerns in the following pages.



EDG Scheme 3 massing



Development of approved massing from the northwest

Proportioning and alignment of massing with main entry (DC2-5)

Vertical gasket helps modulate upper tower and lets the base ground the building (DC2-5)

Scale and proportion has been adjusted to align more with the proportions of buildings at the Pacific Science Center and neighboring residential buildings (CS2-2)

Supporting the walking experience along major pedestrian streets, additional canopies have been added for weather protection and sense of scale (PL1-B)

Using a familiar language of fins in a different way creates a more horizontal expression to offset the verticality of the main tower volume (DC2-5)

The board recommended increasing the apertures at the arches for north-south views. The increased openings create more visibility immediately into the pedestrian connector and beyond (CS2-3)

MODULATION RATIONAL

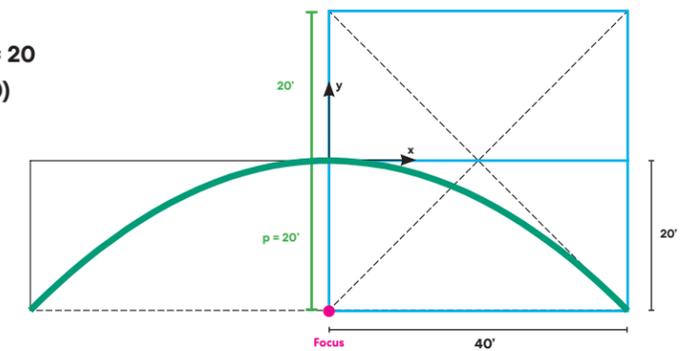
The arch forms at the ground level are an important part of the ground level experience, denoting entry points and passageways across the site. Proportion and scale were drawn from The Pacific Science Center, most specifically the parabolic form of the central courtyard sculpture.



Arches derived from the sculpture form at the Pacific Science Center

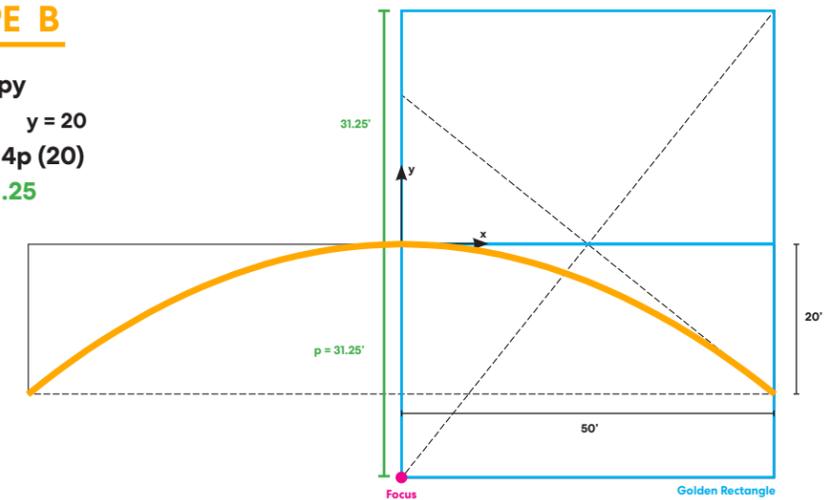
TYPE A

$x^2 = 4py$
 $x = 40 \quad y = 20$
 $40^2 = 4p(20)$
 $p = 20$



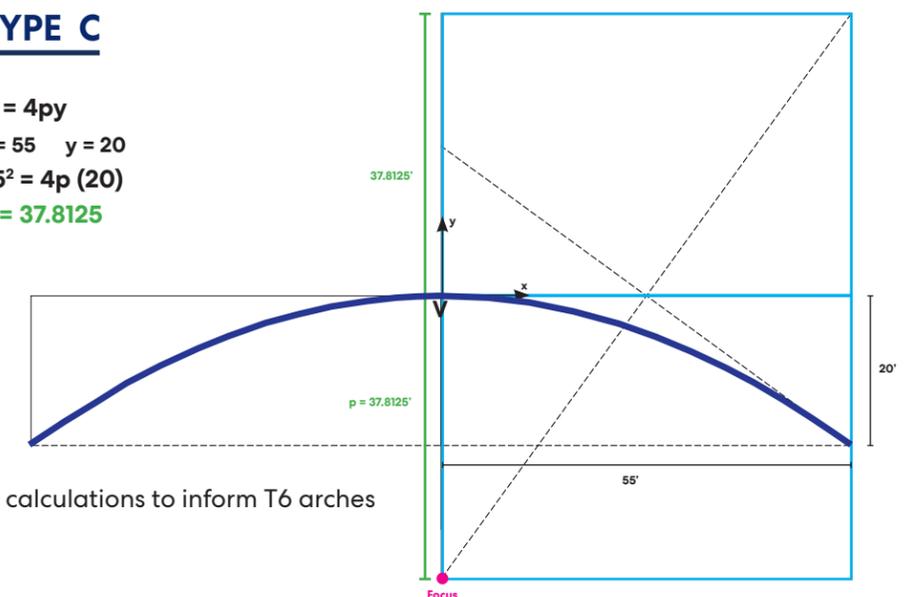
TYPE B

$x^2 = 4py$
 $x = 50 \quad y = 20$
 $50^2 = 4p(20)$
 $p = 31.25$



TYPE C

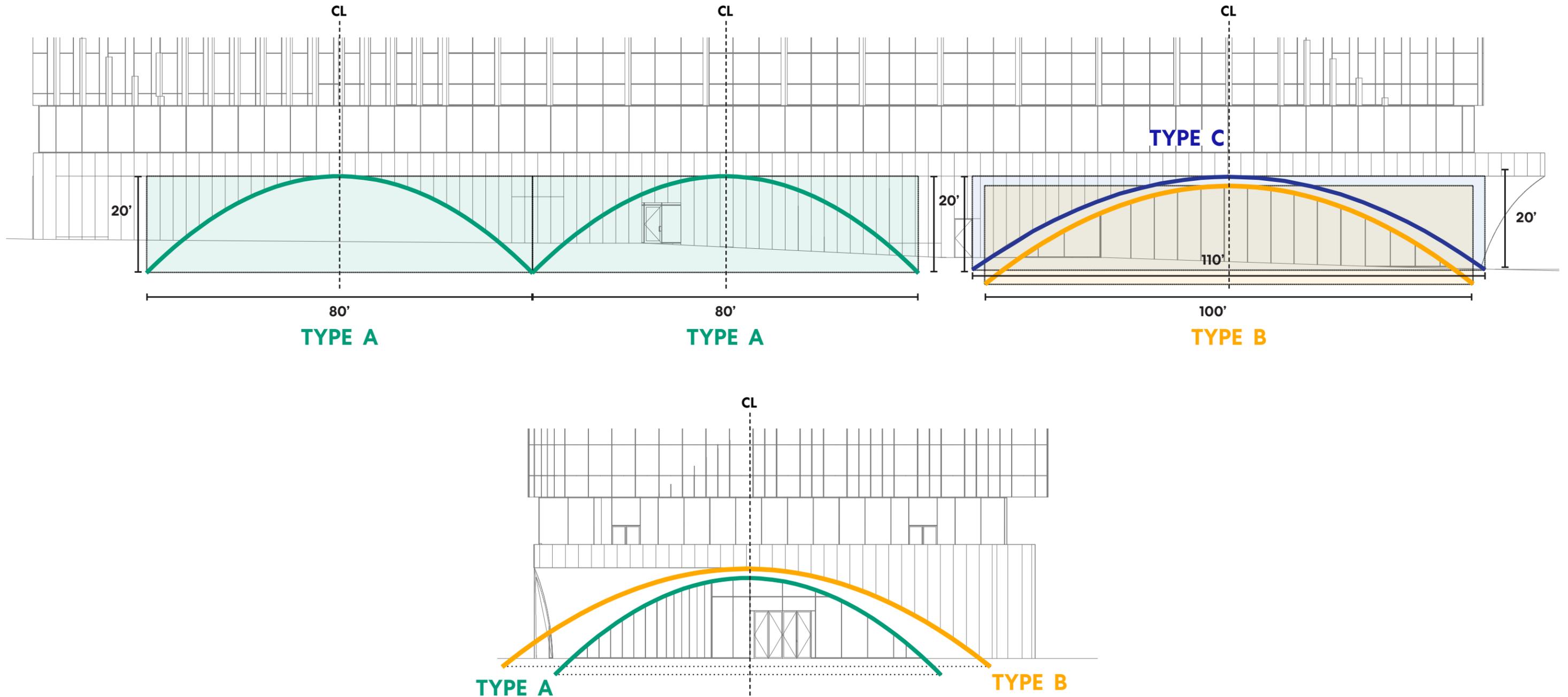
$x^2 = 4py$
 $x = 55 \quad y = 20$
 $55^2 = 4p(20)$
 $p = 37.8125$



Parabolic calculations to inform T6 arches

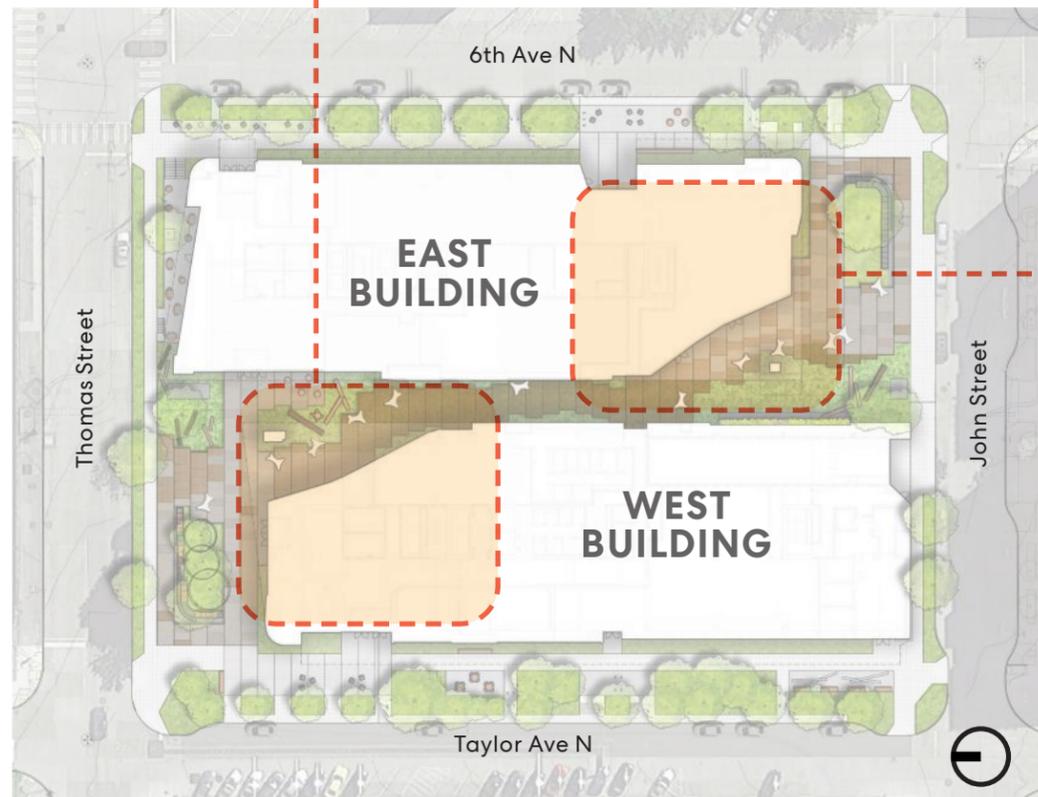
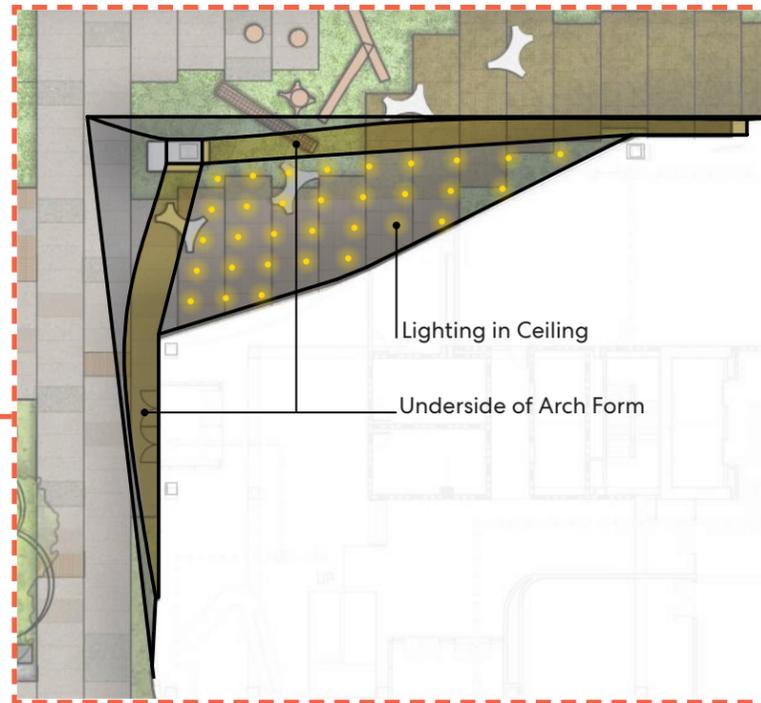
APPLICATION AT GROUND FLOOR

The parabola shape is then used to define the inner and outer form of the arches. At the locations where the arch form is expressed on the facade, Type A forms the outline of the fascia part of the arch, while Type B, a smaller version of A using the same dimensional parameters, creates the actual opening. The arches that are more planar to the facade, are formed using only one type.



ARCH DESIGN AT CONNECTOR PASSAGEWAYS

The sculptural form of the arches will be constructed with a robust framing system, plaster skim coat and a round tile applied as the final finish, adding texture and depth to the surface.



Location of passageway arch forms

Reflected ceiling of the arches

Step 01:
Corner Surfaces

Step 02:
Projecting Arches

Step 03:
Carving the Outline

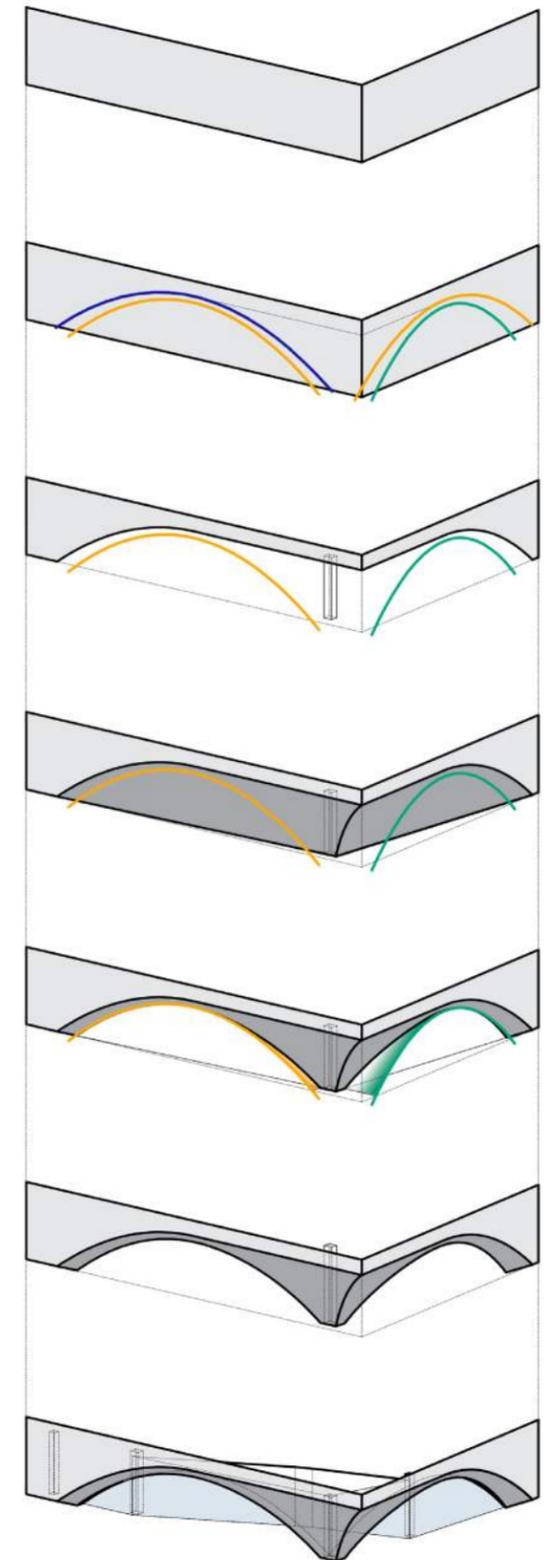
Step 04:
Creating the Arch Fascia

Step 05:
Creating the inner Arches

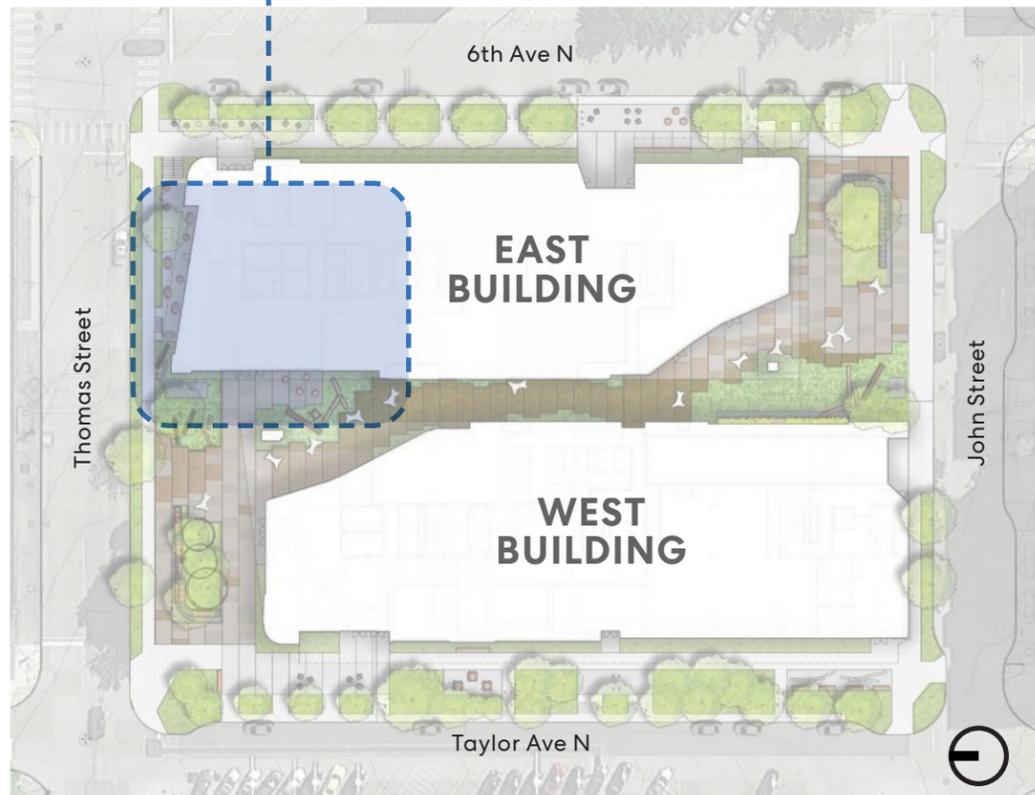
Step 06:
Carving the Openings

Step 07:
Adding Inside Glazing

Arch formation



ARCH DESIGN AT ENTRY AND CAFE PATIO



Entry and cafe arch forms



Reflected ceiling of the arches

Step 01:
Corner Surfaces

Step 02:
Projecting Arches

Step 03:
Carving the Outline

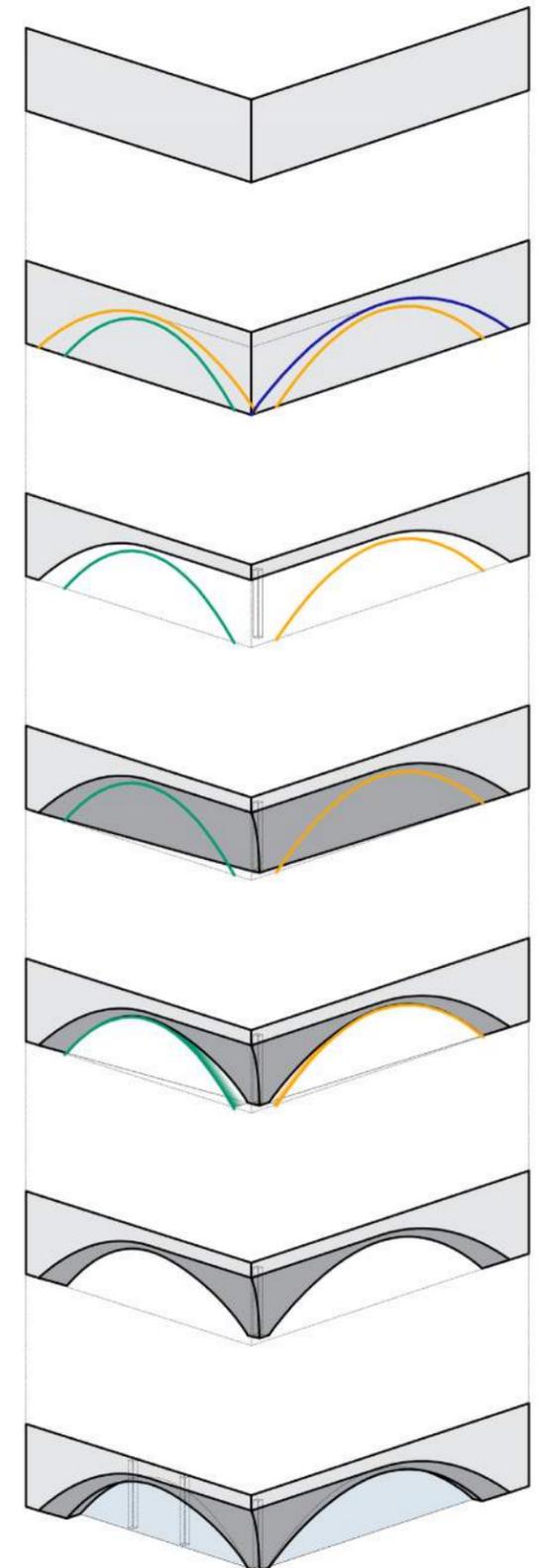
Step 04:
Creating the Arch
Fascia

Step 05:
Creating the inner
Arches

Step 06:
Carving the Openings

Step 07:
Adding Inside Glazing

Arch formation



Board Guidance:

- 2) The Board spoke at length about how the design of the two structures under review could **evolve in conjunction with that of the vacated alley** (recognized as the purview of the Seattle Design Commission) to create a larger whole that meets the intent of the Citywide and Uptown Neighborhood Design Guidelines

Design Response:

- 2) The team has always considered the siting and relationship of the two buildings to one another as a whole.

Refer to design response #3 beginning on p.26 for further detail on the central pedestrian connector design.



EDG Site Plan

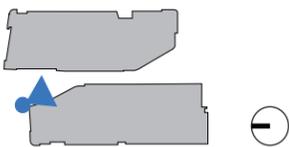


Current Site Plan

	Connection to Seattle Center History & Culture		Connection to SLU Science & Innovation
	Entries		Visual connections

FEATURES

- ① West building public lobby
- ② Bicycle room
- ③ Fitness center
- ④ Superimposed arch motif (PL1-2)
- ⑤ Pedestrian lighting (PL2-B)
- ⑥ Outdoor cafe seating (DC2-5.g)
- ⑦ Nurse log installation
- ⑧ Penny tile finished arches



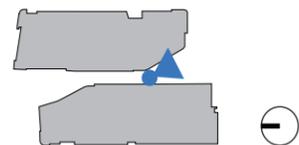
View from the north plaza archway, entering the Pedestrian Connector

FEATURES

- 1 Arcade Social Lounge (PL1-C, PL1-2)
- 2 Native landscaping
- 3 Concrete bench seating (PL1-3)
- 4 Ground plane continuity (PL2-A, PL2-D)
- 5 Pedestrian lighting (PL2-B)
- 6 Feature wall (DC2-B)



View looking into the Arcade Lounge from the Pedestrian Connector



Board Guidance:

3) The Board supported the schematic thinking behind the pedestrian path between the two structures, but expressed concern regarding how the design of the two structures under review affected its shape, composition, and public appearance, and offered the following guidance:

3a) To invite public use and activation of the vacated alley, **carve away and pull back the building edges at the two entrances** to allow clear views through the site

Guidelines: CS2-B Sunlight and Natural Ventilation, PL3 Street Level Interaction, PL2-D Wayfinding

3b) **Physically and visually strengthen the diagonal route** highlighted by the applicant in the packet and in the presentation.

Guidelines: PL1-A Network of Open Spaces, PL2-D Wayfinding

3d) Design the site and landscape elements to clearly **convey the public nature** of the plazas and path, and to **invite use by members of the public**

Guidelines: PL2-D Wayfinding, PL1-A Network of Open Spaces, PL1-2 Adding to Public Life, PL2 Walkability

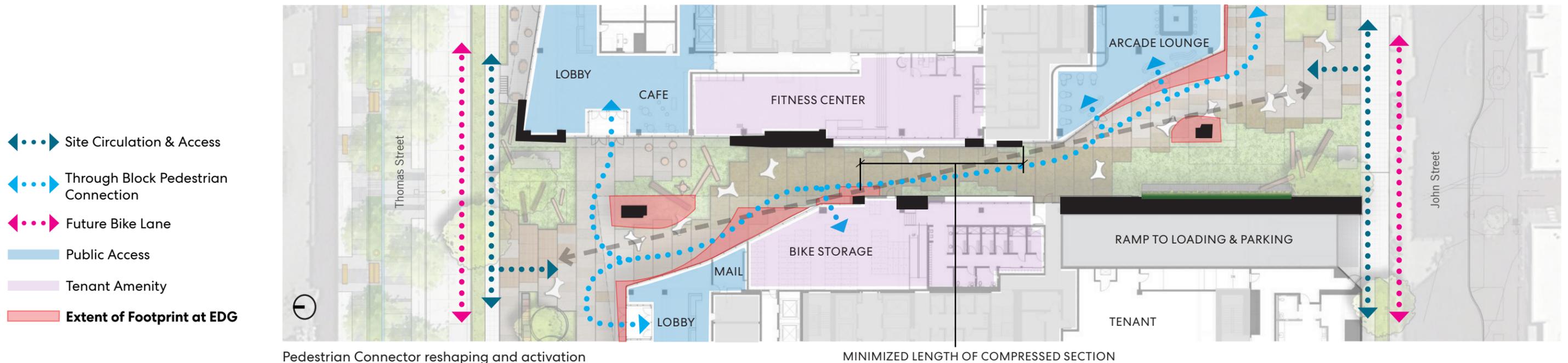
3f) Explore programming alley edges with active uses that will **engage the public and create opportunities** for human interaction

Guidelines: DC3-A Building-Open Space Relationship, DC2-5.g Ground Floor Use

Design Response:

3a) Key components that have been modified or strengthened within the public connector are to increase visibility into the vacated alley are:

- added glazing into the bike area and fitness facility
- more public presence to lobbies through coffee and cafe spaces
- pushed back glazing lines at the public facing arcade and western building lobby.
- thinned the corner footprints of the arches



Design Response:

3b Both north and south open plaza spaces will have open edges & d) that are at grade and flush with the surrounding sidewalks, blending seamlessly with the public ROW, inviting usage by the surrounding community.

Refer to Section 03 (Landscape Design) for additional information regarding the landscape/hardscape design at plazas and path.

Refer to Section 05 (Exterior Lighting) for additional information regarding lighting design at the plazas and path.

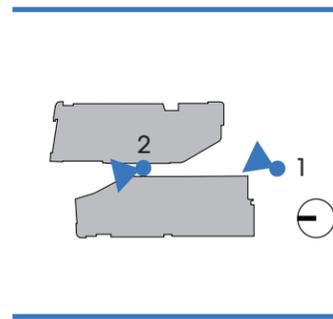
3f) Key programs that interface with the central pedestrian connection include:

- public coffee/cafe with indoor/outdoor seating
- glazing with views to bike storage/repair and the fitness facility
- public access to the arcade event space with connection to the south plaza
- publicly accessible building entries

(PL3 Street-Level Interaction & PL2-D Wayfinding)



2. EDG view



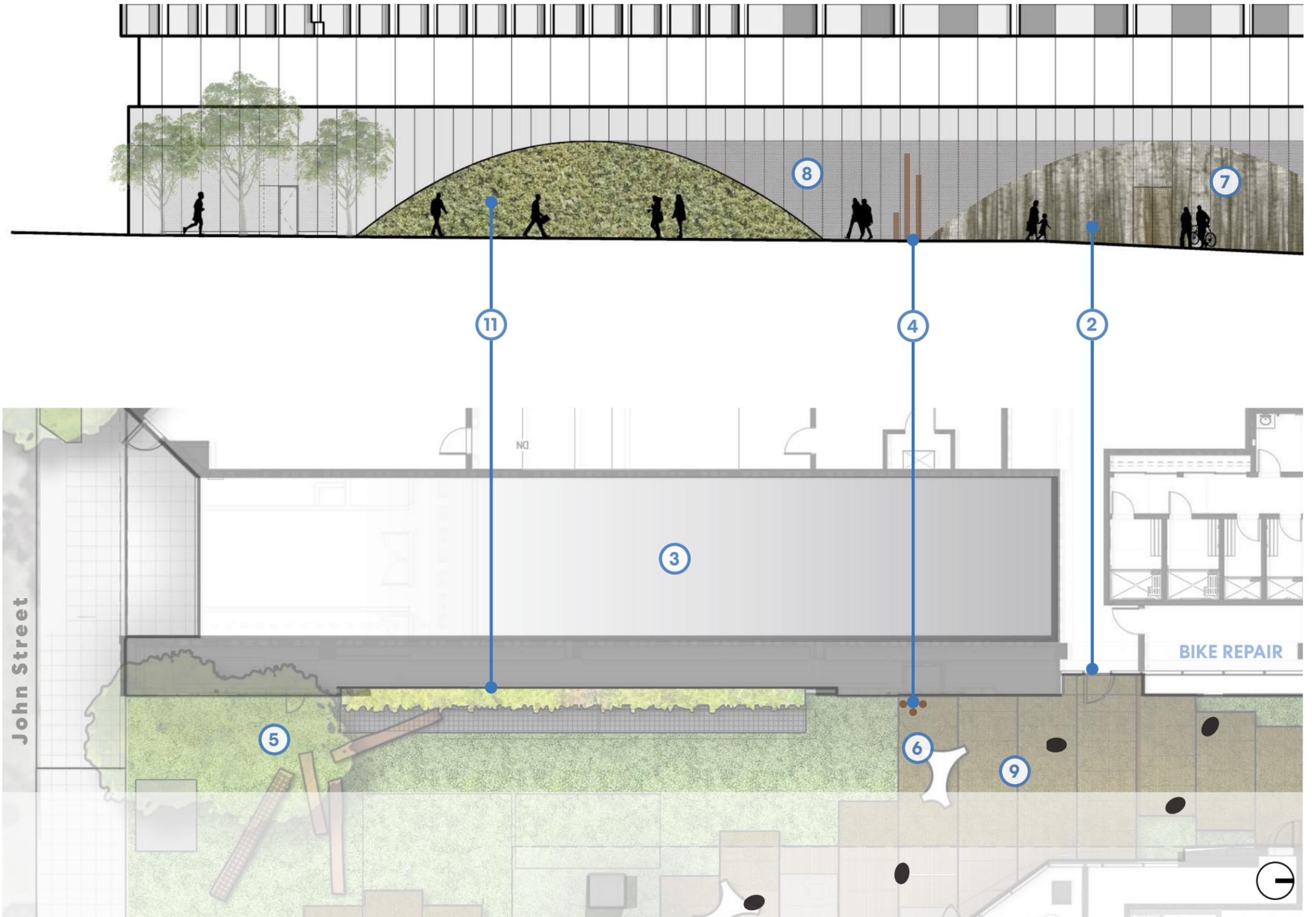
1. View north through the Pedestrian Connector and the arcade lounge



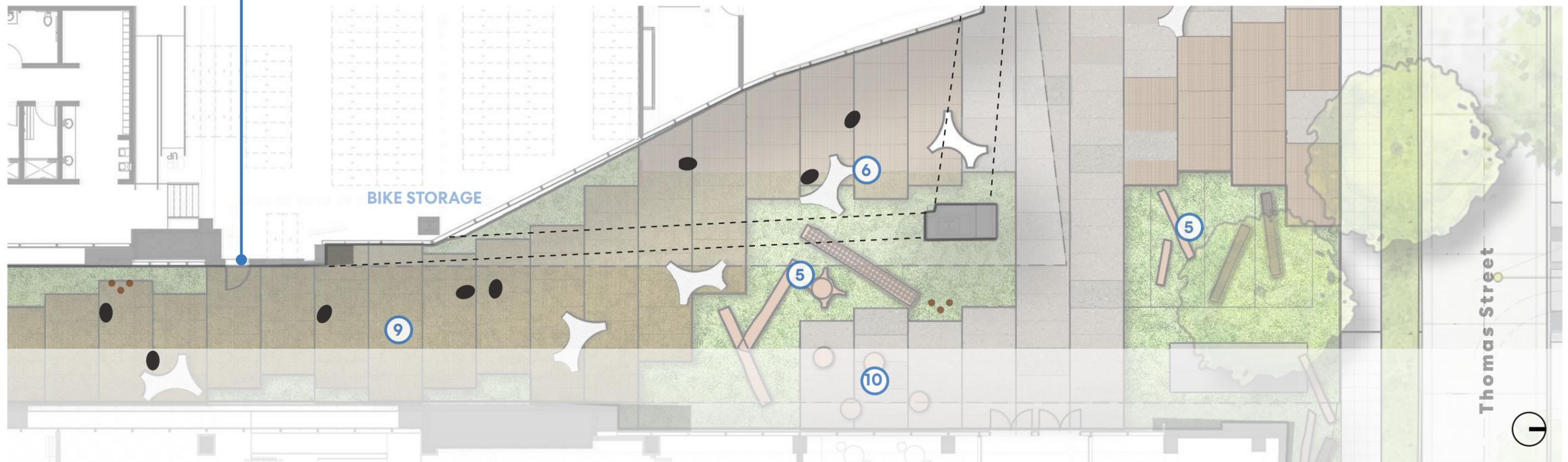
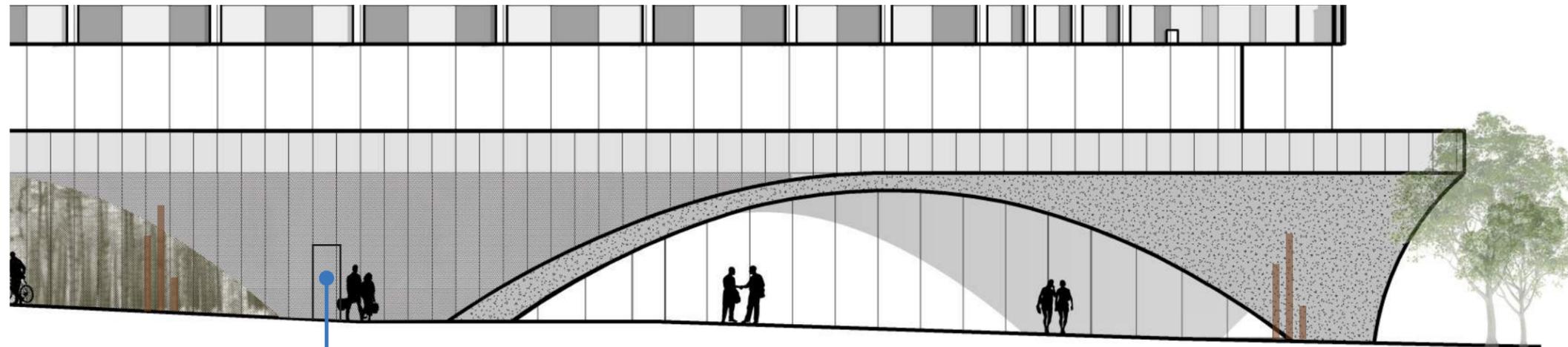
2. View toward the north plaza with bike storage on the left and cafe on the right

PEDESTRIAN CONNECTOR - WEST

- ① Main entrance
- ② Secondary entrance
- ③ Designated vehicular entry
- ④ Feature wall*
- ⑤ Nurse log installation*
- ⑥ Precast seating*
- ⑦ Perforated metal imagery*
- ⑧ Perforated metal screen*
- ⑨ Perforated steel walking surface with planting below*
- ⑩ Public cafe seating*
- ⑪ Lighting poles & bollards*

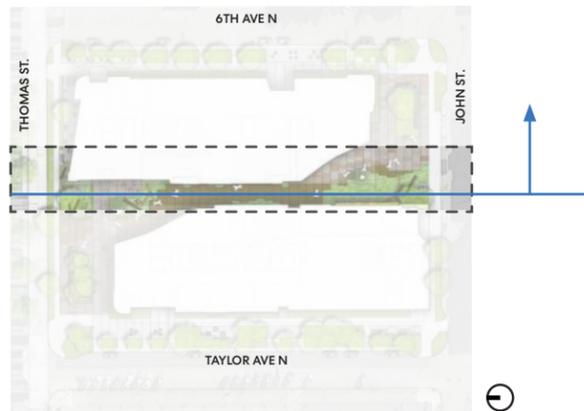
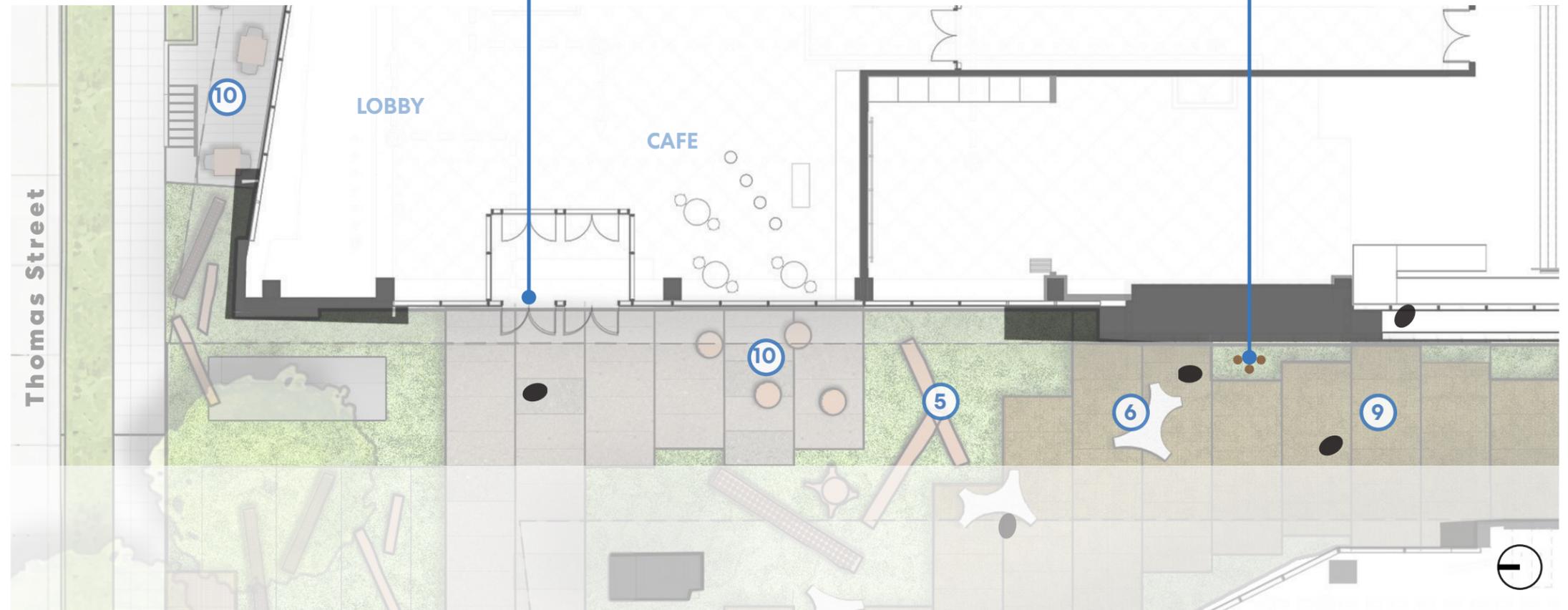
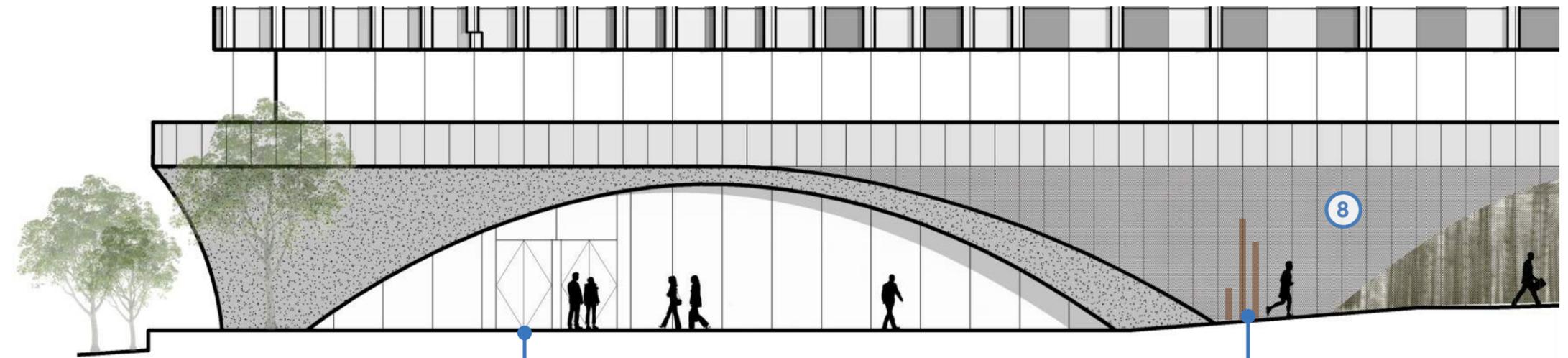


*Pending Design Commission Review and Revision

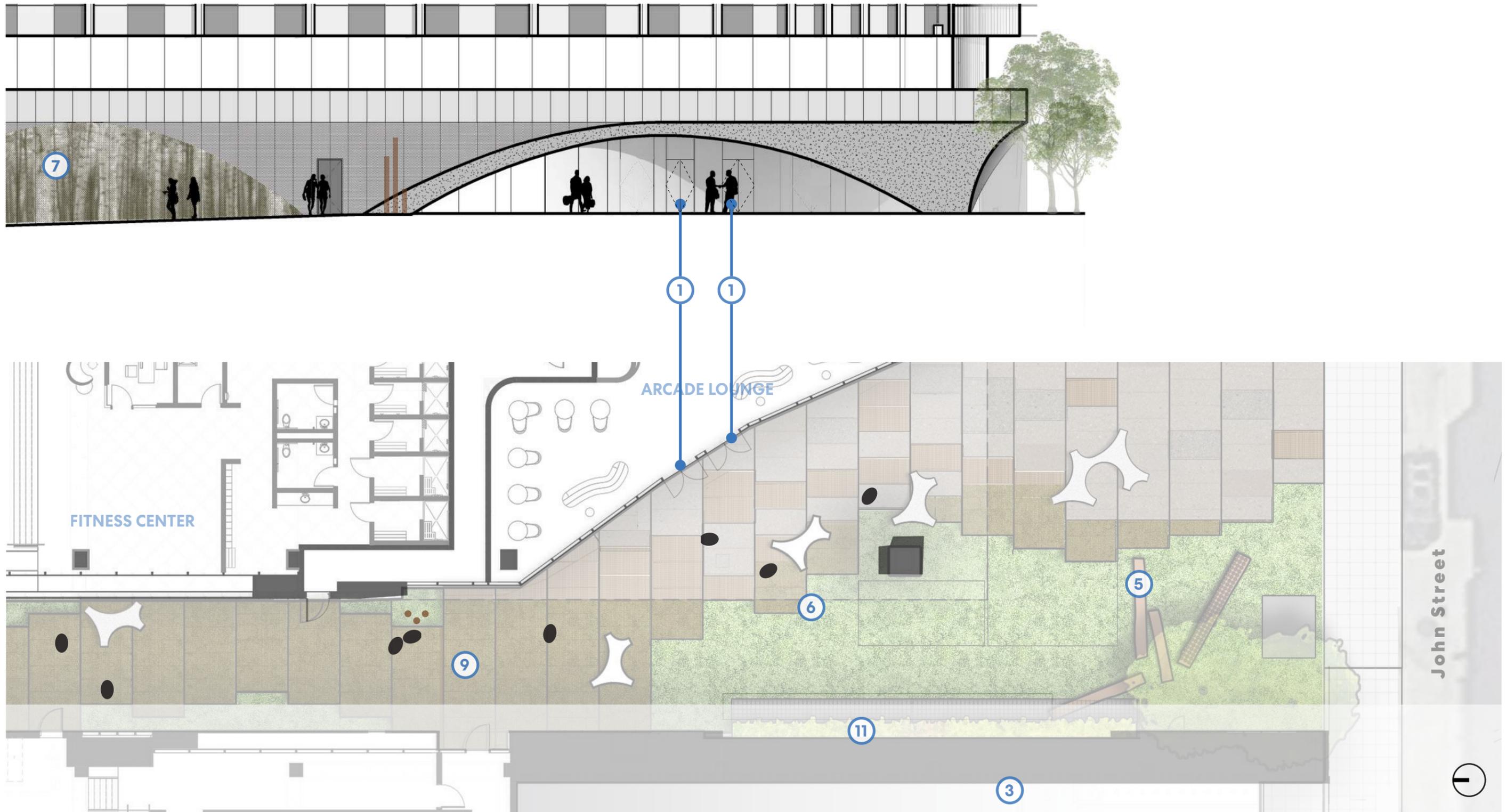


PEDESTRIAN CONNECTOR - EAST

- ① Main entrance
- ② Secondary entrance
- ③ Designated vehicular entry
- ④ Lighting poles & bollards*
- ⑤ Nurse log installation*
- ⑥ Precast seating*
- ⑦ Perforated metal imagery*
- ⑧ Perforated metal screen*
- ⑨ Perforated steel walking surface with planting below*
- ⑩ Public cafe seating*
- ⑪ Feature wall*



*Pending Design Commission Review and Revision



Board Guidance:

3) The Board supported the schematic thinking behind the pedestrian path between the two structures, but expressed concern regarding how the design of the two structures under review affected its shape, composition, and public appearance, and offered the following guidance:

3c) **Reshape and enlarge the space between** the two buildings to allow greater access to light and air and higher visibility from either end of the path

Guidelines: PL1-3 Pedestrian Volumes and Amenities, DC2-5.b Tall Form Placement, Spacing and Orientation

3e) **Reshape and enlarge the opening to the sky** above the alley to provide sufficient light for the proposed landscape elements to thrive and to draw and encourage public use

Guidelines: CS1-2 Plants and Habitat, CS1-B Sunlight and Natural Ventilation, DC4-D Trees, Landscape, and Hardscape Materials

Design Response:

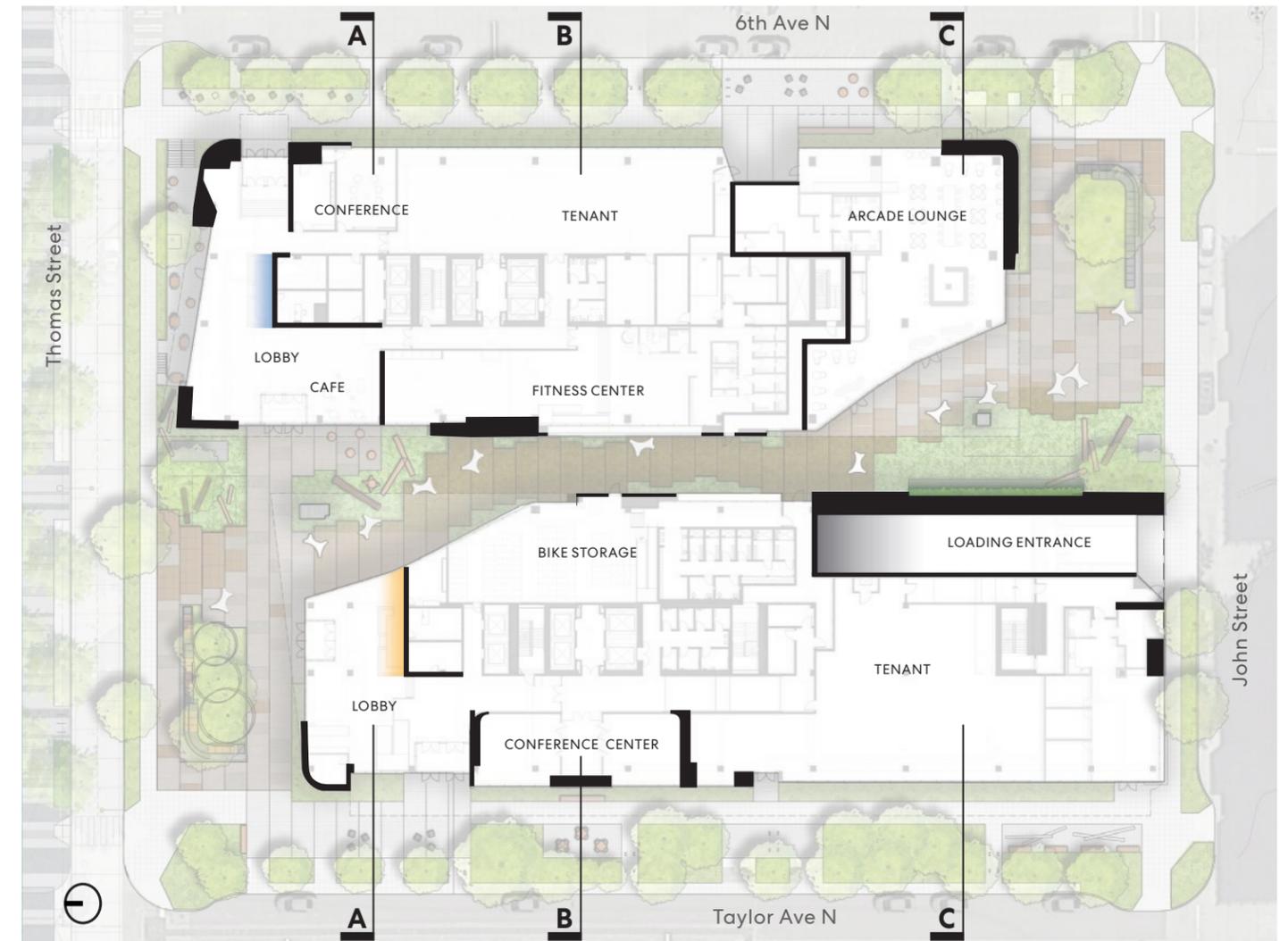
3c & e) Vacating the alley allows us to remove all back of house and loading activity from the 20-ft width of the alley and move it below grade, creating 4 sides to each building. Taking direction from the Board and the Design Commission to create a more active and public space at the ground plane, the team embraced the narrow space by:

- Added multiple new building entries and active uses in the alley and around the public street;
- creating additional glazing into building amenity spaces helping to expand the visual space;
- pushing and pulling the ground level facade to create spots for sitting and gathering and softened corners;
- plantings have been selected that will thrive and prefer the light levels in the central connector space;
- a mix of low level lighting fixtures and taller pole fixtures will create varying light levels throughout the space, all the while maintaining a very safe environment at all times of day

Refer to pages 84-85 in Section 03 (Landscape) for detailed landscape/hardscape design at the connector.

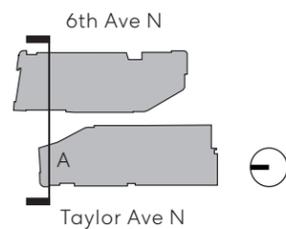
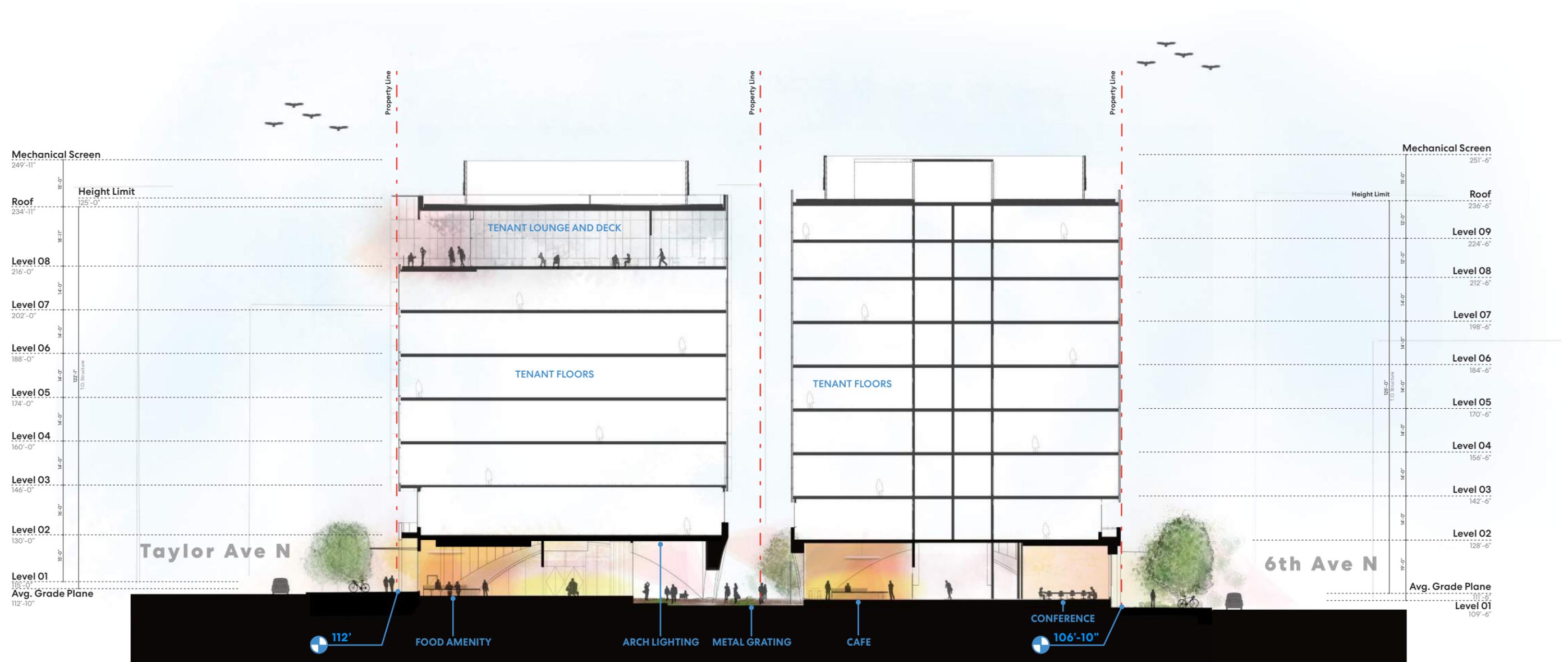
4c) The Board questioned the lack of an option with a **midblock connection**, as they have seen in similar projects, and heard from the applicant that this was **discouraged** by the Seattle Design Commission

4c) The team discussed with the SDC the importance of maintaining the city's North-South orientation of alleys in this area and creating a strong connection from the south to the Thomas green street.

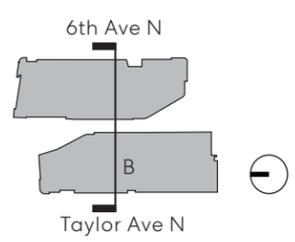
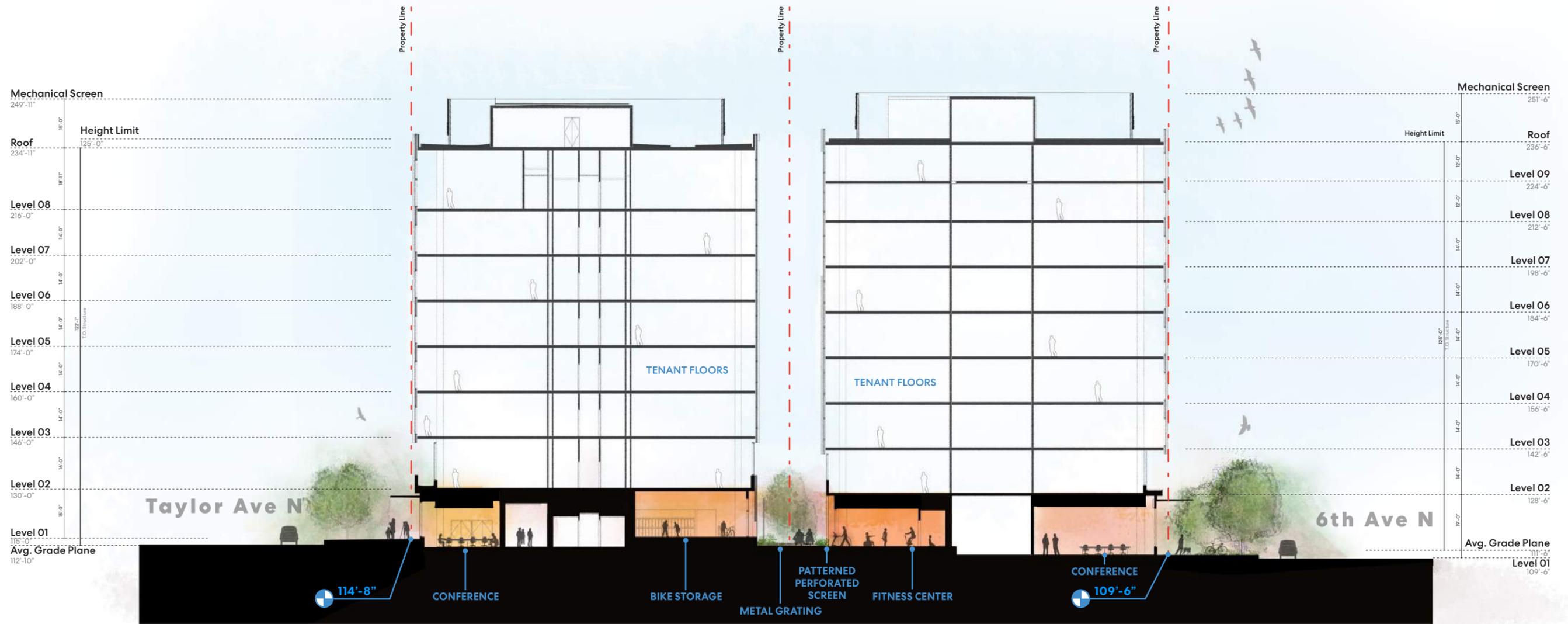


The following building sections illustrate the active ground plane through the entire site

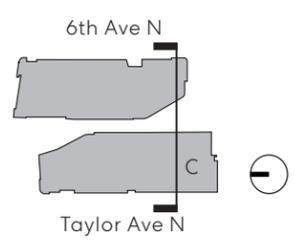
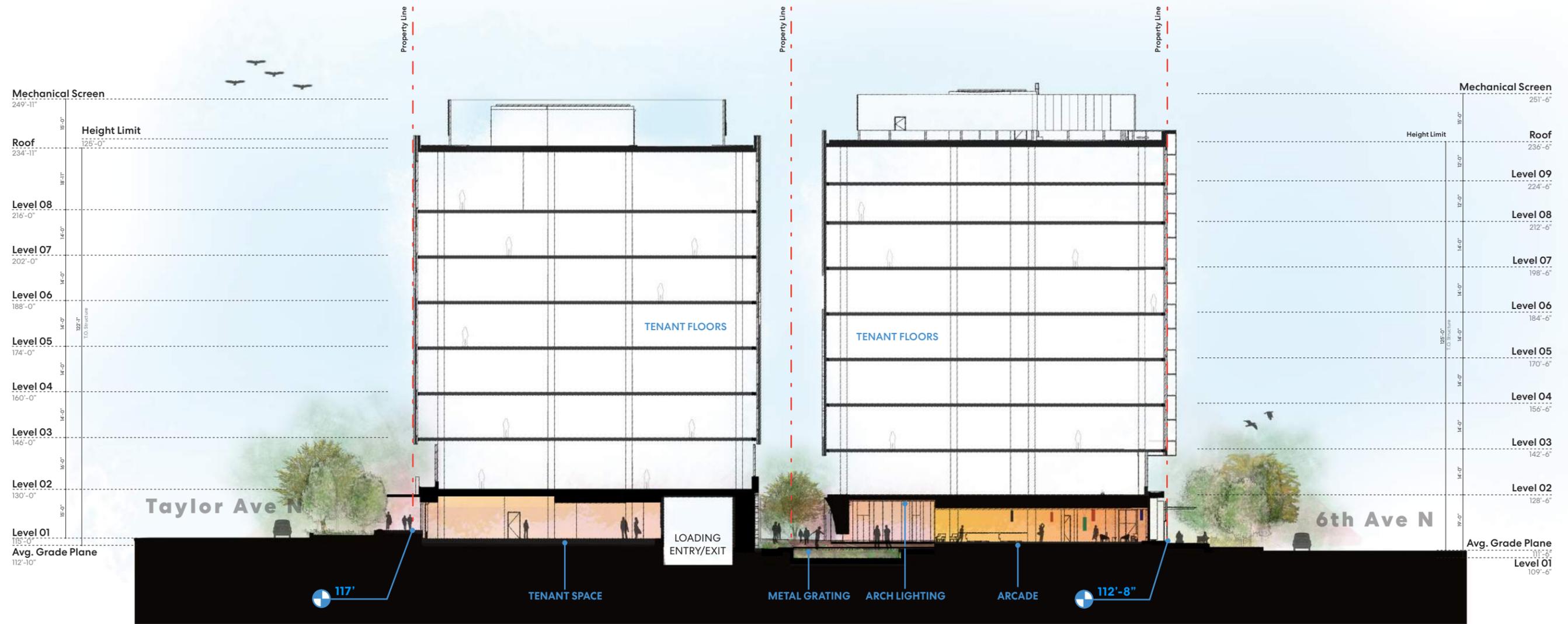
SECTION A



SECTION B



SECTION C

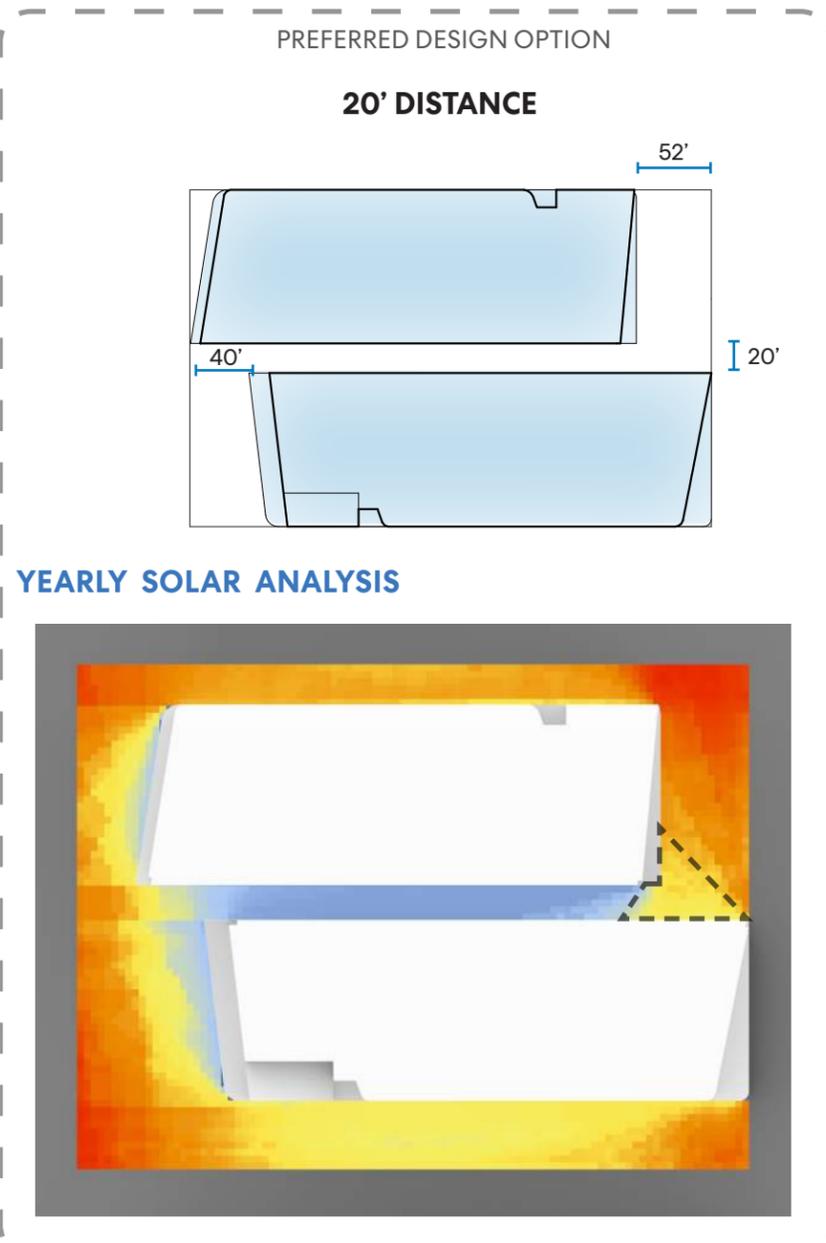


SOLAR STUDY

We studied expanding the vacated alley space (connector) by 25% and 50% in order to see if the increased width fundamentally increased the amount of daylight within the connector.

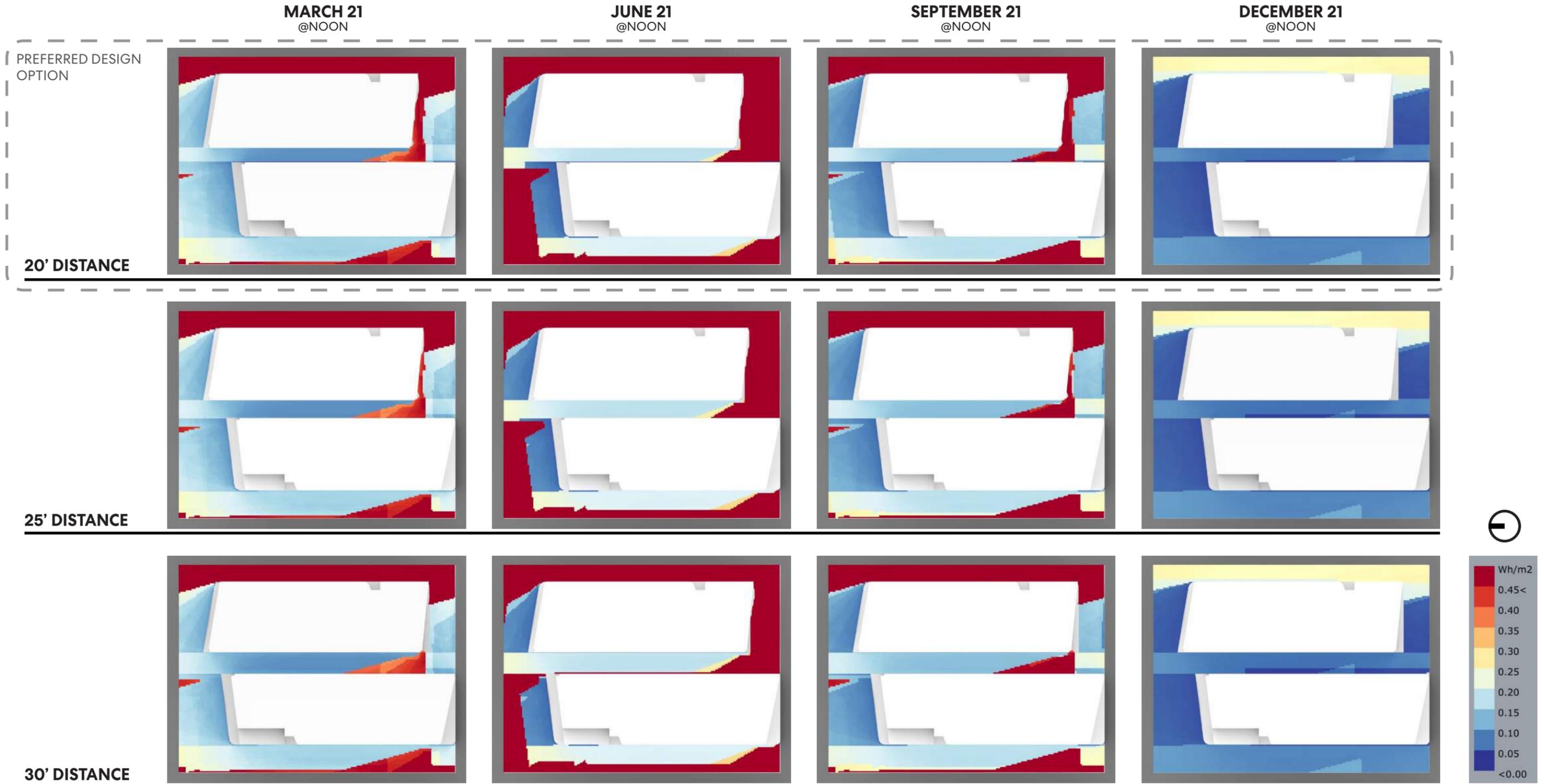
Our solar analysis findings as shown below demonstrated that the increased widths of 25% and 50% did not make any difference as to the noticeable daylight within the space.

In addition, the increase width comes at a cost of the distribution of open space within the project. As the connector is expanded in width, the North and South plaza spaces are reduced in dimension in order to hit the square footage metrics of the targets.



POINT IN TIME SOLAR ANALYSIS

This study shows the amount of direct light into the connector at noon time at the equinoxes and solstices of a given year. The increase in width adds only a small amount of additional light into the space, while increasing the length of the building.



Board Guidance:

4) The Board supported the public open space proposed at the two corners and the articulation of the Thomas and John Street edges with identifiable entrances, secondary architectural features, human scale elements, and arches that reference those of the Seattle Center

Guidelines: CS3 Architectural Context and Character, PL3 Street Level Interaction, DC2 Architectural Concept

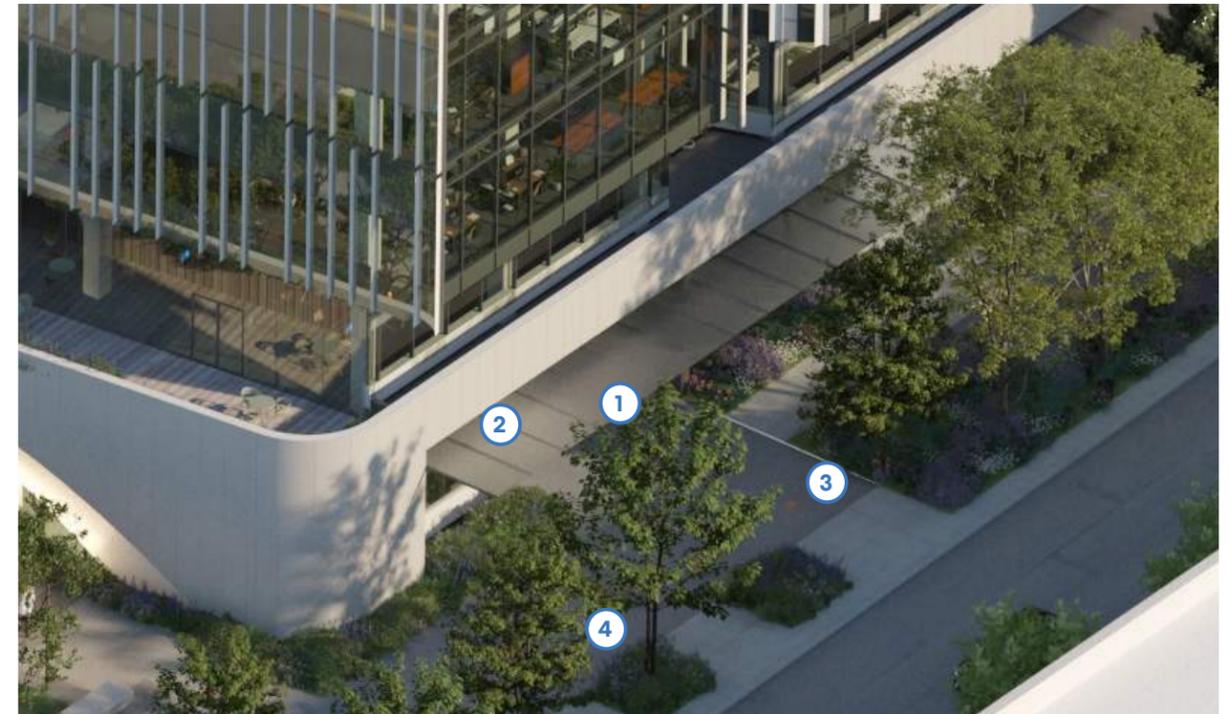
4a) The Board noted the great length of the other two street edges and agreed that these streets **(6th & Taylor Avenues) should receive a similar level of care and attention** in their design. The Board noted that as currently designed they lacked programming elements that would engage the public or spaces offering respite to the pedestrian. The Board provided guidance that they **be developed with active programming, texture, human scale elements, and porosity** to create active and engaging environments

Guidelines: CS2-B.2 Connection to the Street, PL1-B Walkways and Connections, PL3-1 Entries, PL3 Street Level Interaction, DC2-5.g Ground Floor Uses, DC2-D Scale and Texture

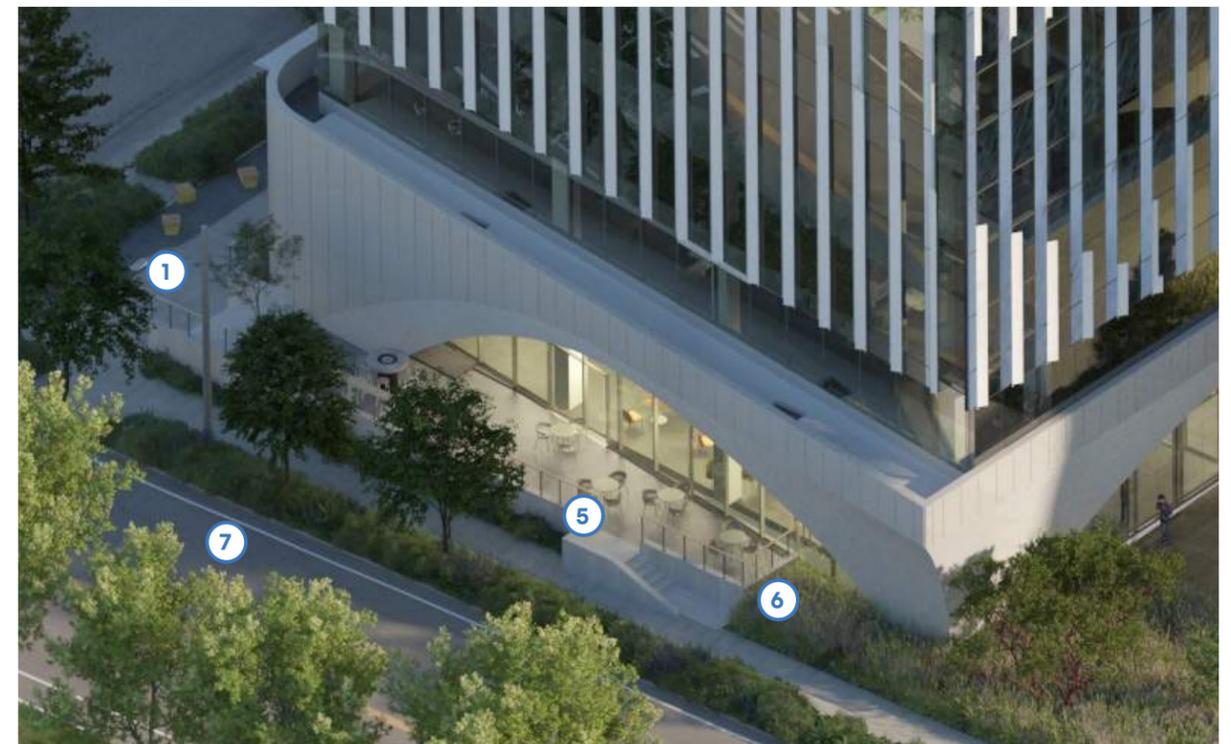
Design Response:

4a) With the proposed change from angled parking stalls to parallel on-street parking the east and west street edges will have substantially increased off-street ROW widths, allowing for large planter strips at a scale that is unique in an urban context, enhancing the pedestrian experience along these edges. Additionally small pocket park amenity gathering spaces have been added along the sidewalks to provide visual interest, places of respite, and expanded walkways through the planting strips to enable connections from the street parking to the sidewalks. The pocket parks are strategically located to correspond to corners, plaza spaces, and newly added building entries along these edges.

- ① Added main entrance (PL3-1)
- ② Extended weather protection (PL2-C)
- ③ Parklet (DC2-D)
- ④ Bike parking (PL4-B)
- ⑤ Connection to street (PL3)
- ⑥ Landscaping buffer
- ⑦ Thomas Green Street

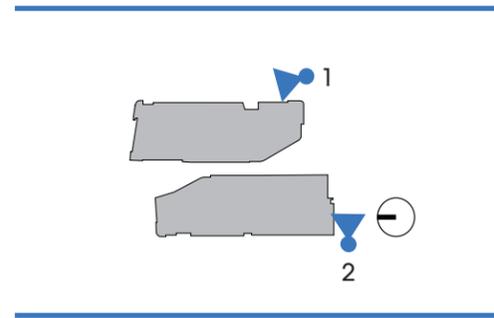


Main entrance to west building at the right of way (CS2-B.2, PL3-1, PL3)



North patio off east building at the right of way (CS2-B.2, PL1-B, PL3, DC2-5.g, DC2-D)

CHARACTER OF PEDESTRIAN EXPERIENCE AT RIGHT OF WAY



1. EDG View - Main entrance to west building at the right of way



2. EDG View - North patio off east building at the right of way



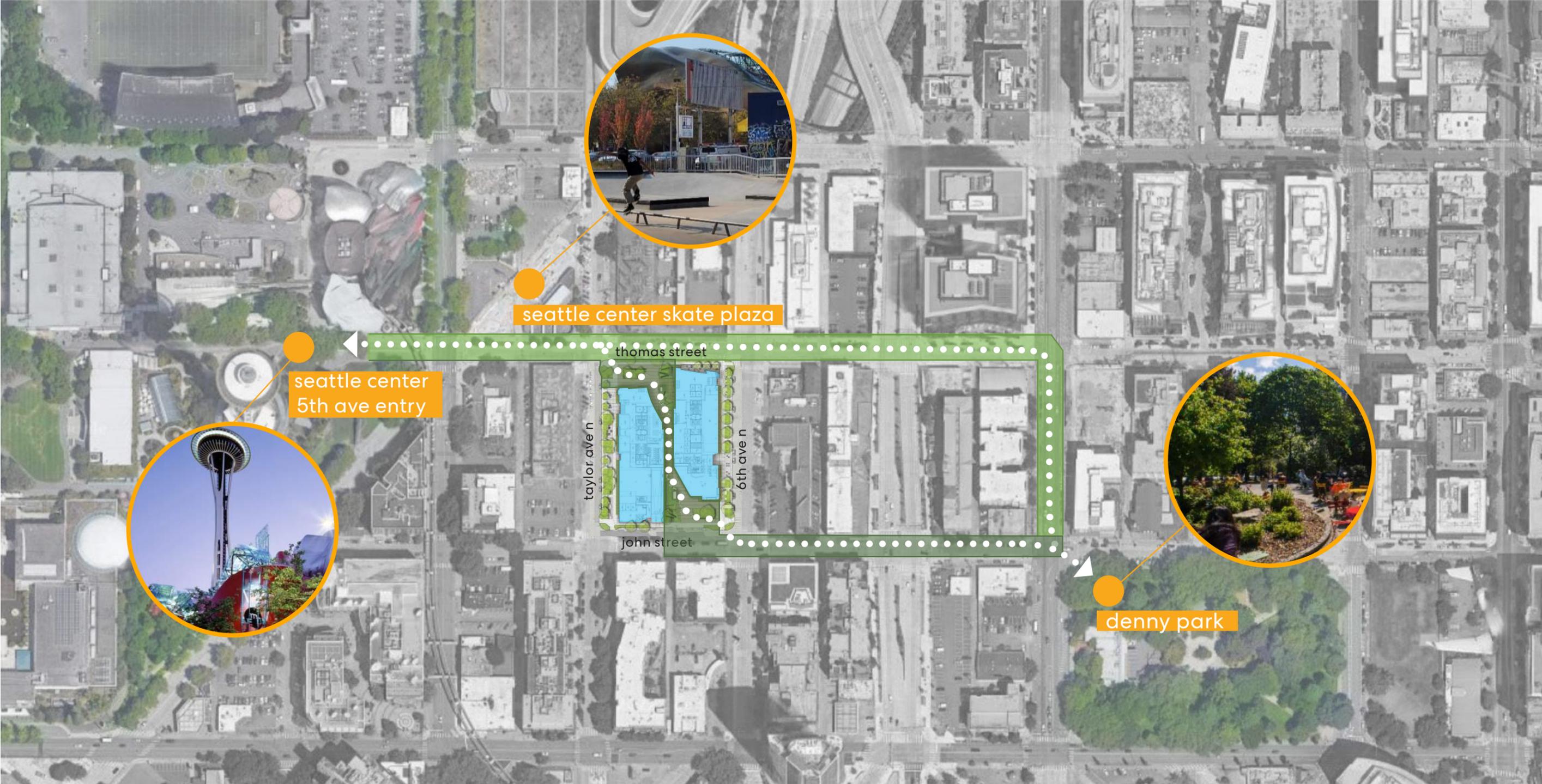
1. DRB View - Main entrance to west building at the right of way



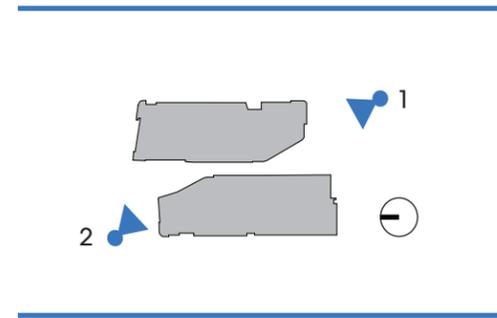
2. DRB View - North patio off east building at the right of way

PEDESTRIAN CONNECTION

Centered between the Seattle Center and Denny Park, the T6 site is uniquely situated as a diagonal path between these two landmark locations in the city. Generous planting and seating areas are present at the street edges and through the pedestrian connector to and from the Thomas green street.



CHARACTER OF PEDESTRIAN EXPERIENCE AT PLAZAS



1. EDG view - South plaza



2. EDG view - North plaza



1. DRB view - South plaza



2. DRB view - North plaza

Board Guidance:

4) The Board supported the public open space proposed at the two corners and the articulation of the Thomas and John Street edges with identifiable entrances, secondary architectural features, human scale elements, and arches that reference those of the Seattle Center

4d) The Board supported the deployment of **gasket** elements on the two longer elevations, both compositionally and to mitigate scale. The Board questioned the articulation and programming of these **elements at the ground plane**, where compositional logic would indicate an important element or area of particular pedestrian interest. The Board agreed that this is a **significant issue given the lack of pedestrian amenity or interest along these edges** and that this disconnect should be resolved in conjunction with the issues identified at 4.b., above

Guidelines: CS2-B.2 Connection to the Street, PL1-B Walkways and Connections, PL3-1 Entries, DC2-D Scale and Texture, DC2-5.g Ground Floor Uses

4e) The Board agreed that **overhead weather protection should be well integrated** with the design concept and articulation on the street edges

Guidelines: PL2-C Weather Protection, DC2-4 Dual Purpose Elements

4f) The Board recognized opportunities to **incorporate public art** and provided guidance to fully explore these, noting this neighborhood's history as a center for the Arts and the guidance provided in the Uptown Neighborhood Guidelines

Guidelines: CS3-1 Placemaking, DC2-1 Architectural Context, DC2-2 Blank Walls and Retaining Walls

Design Response:

4d) Landscape programming has been developed along the widened right of way on the longer facades to provide relief for the pedestrian. Pedestrian scale at the longer street facing facades on 6th and Taylor has been incorporated by several elements:

- Stepping the interior floor slab at ground level and providing low knee walls so that the interior activity of the building follows the natural grade of the right of way.
- Additional entries added along the Taylor and 6th Avenues facades have been provided.
- The ground floor base has been modified to hold together as a continuous volume, eliminating the level 1 deep notch on the west (west building), maintaining in at level 2 and above. The east notch on the east building remains at the ground level to give protection to additional entry/exit points. Ground level transparency and opaque surfaces are tuned to reflect program within.

See responses to 4a and 4b for additional comments regarding the pedestrian experience.

4e) Overhead canopies are incorporated into the façade detail and datums created at Level 01 along Taylor Ave., 6th Ave. and a portion of John St.

4f) Opportunities for art are being developed with the client. Additionally key landscape features are planned for the site including feature trees and nurse log installations.

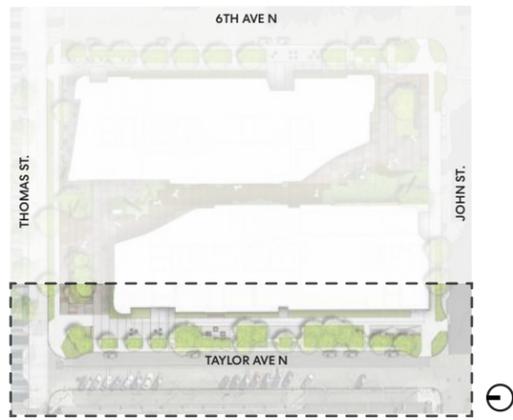
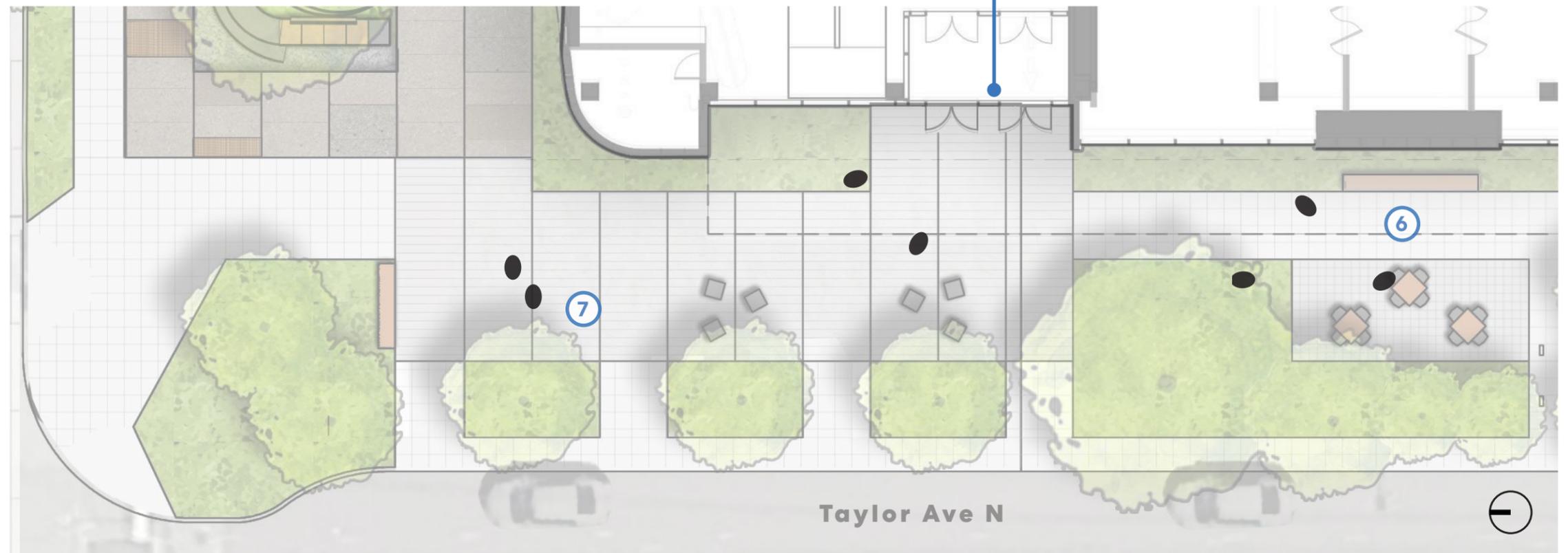
PEDESTRIAN EXPERIENCE

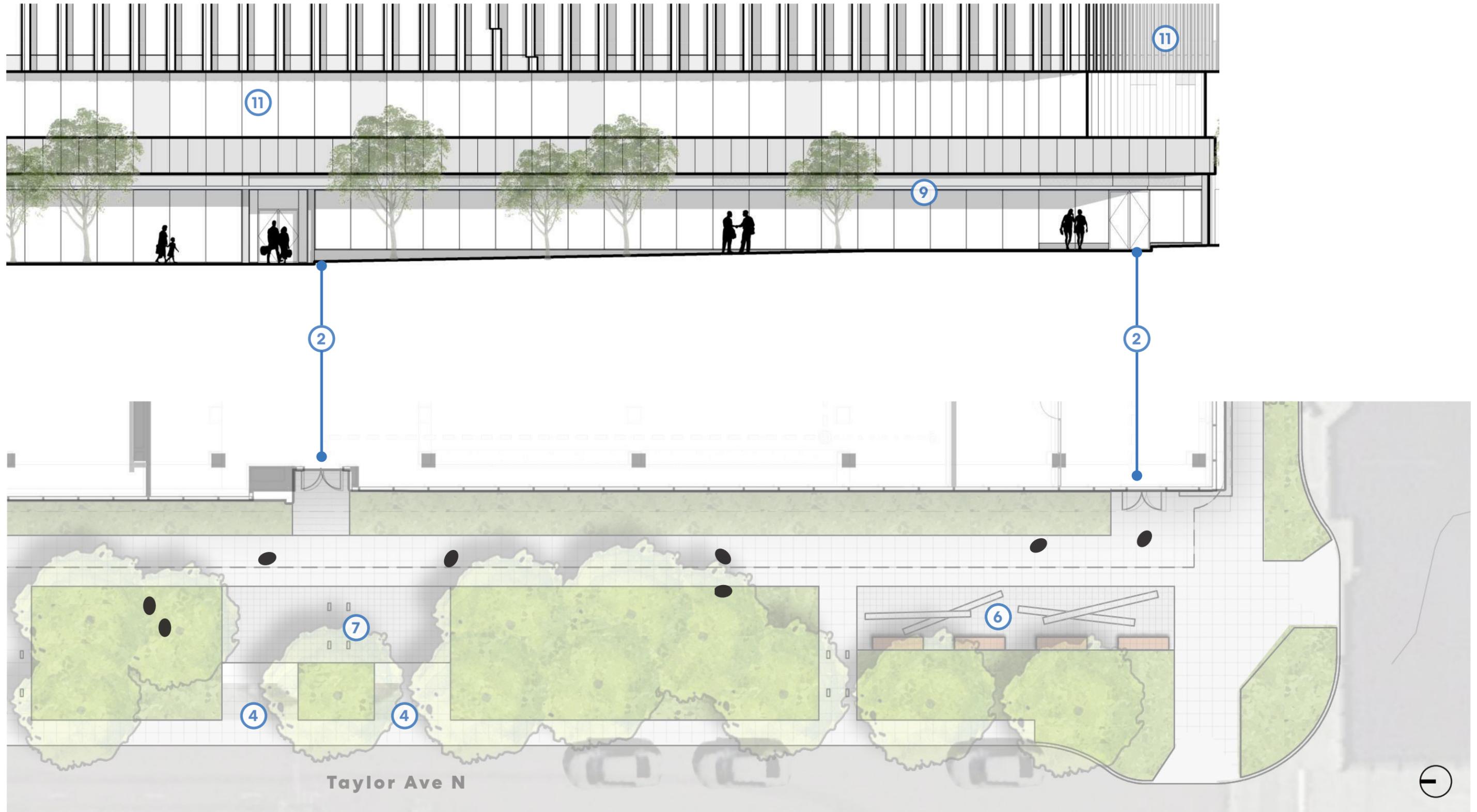
- 4 streetscape regions - refer to the following pages



PEDESTRIAN EXPERIENCE - TAYLOR AVE N

- ① Main entrance
- ② Secondary entrance
- ③ Designated vehicular entry
- ④ Drop-off zone
- ⑤ Nurse log installation
- ⑥ Public seating
- ⑦ Bicycle parking
- ⑧ Perforated steel walking surface with planting below
- ⑨ Overhead canopy
- ⑩ Elevated outdoor cafe seating
- ⑪ Facade Modulation





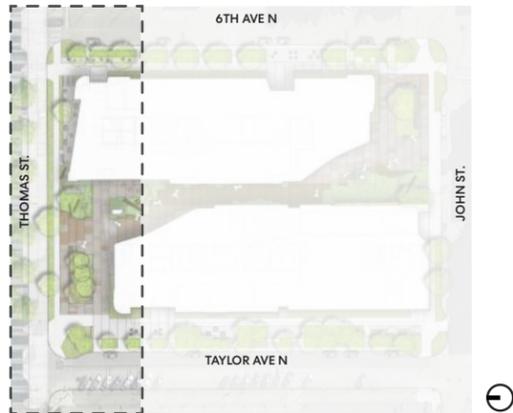
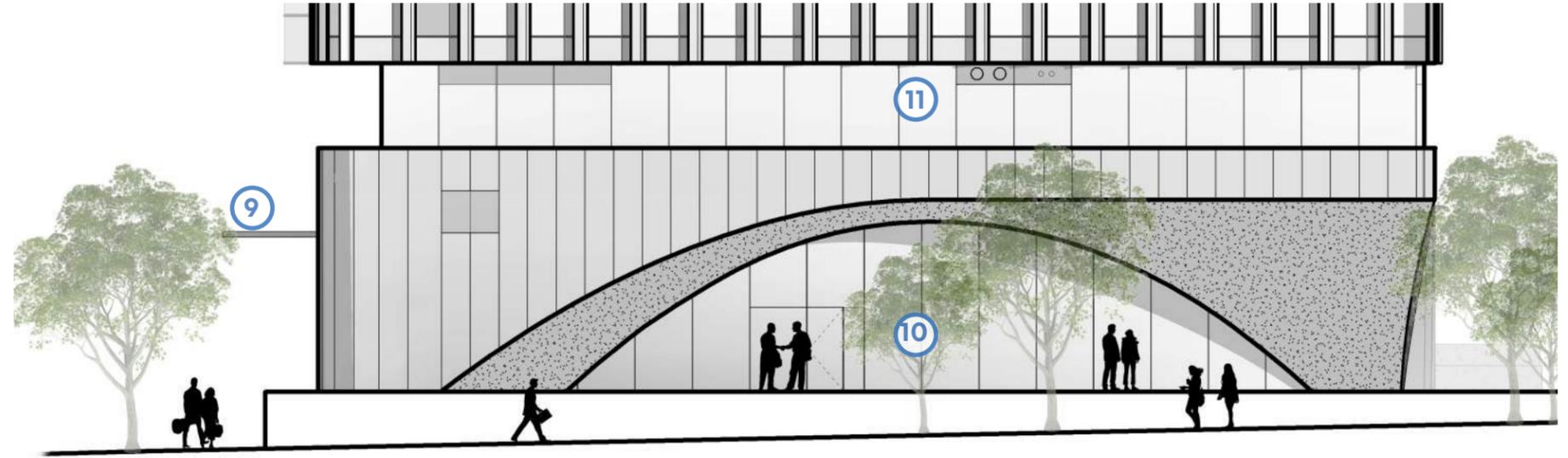
PEDESTRIAN EXPERIENCE - TAYLOR AVE N

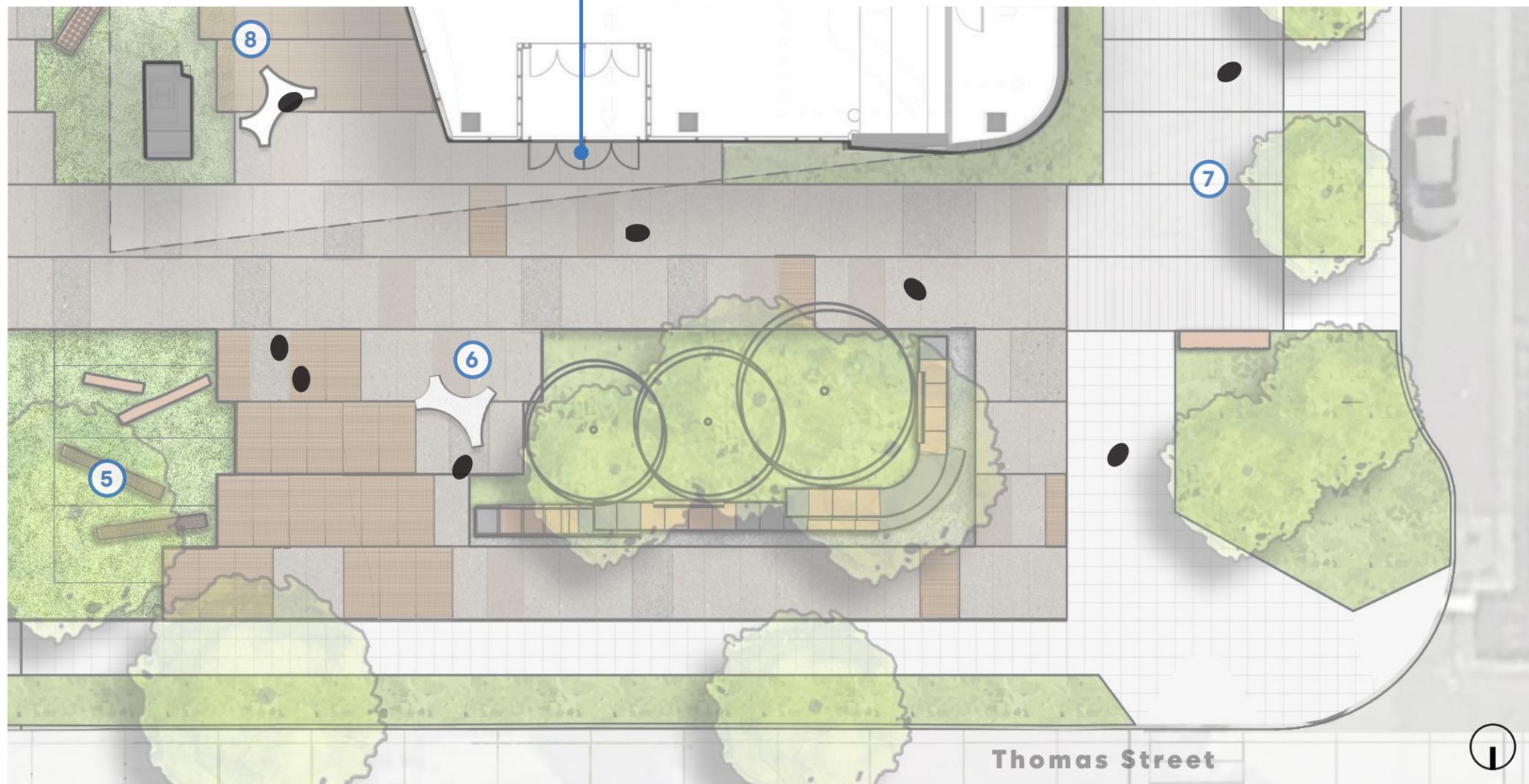
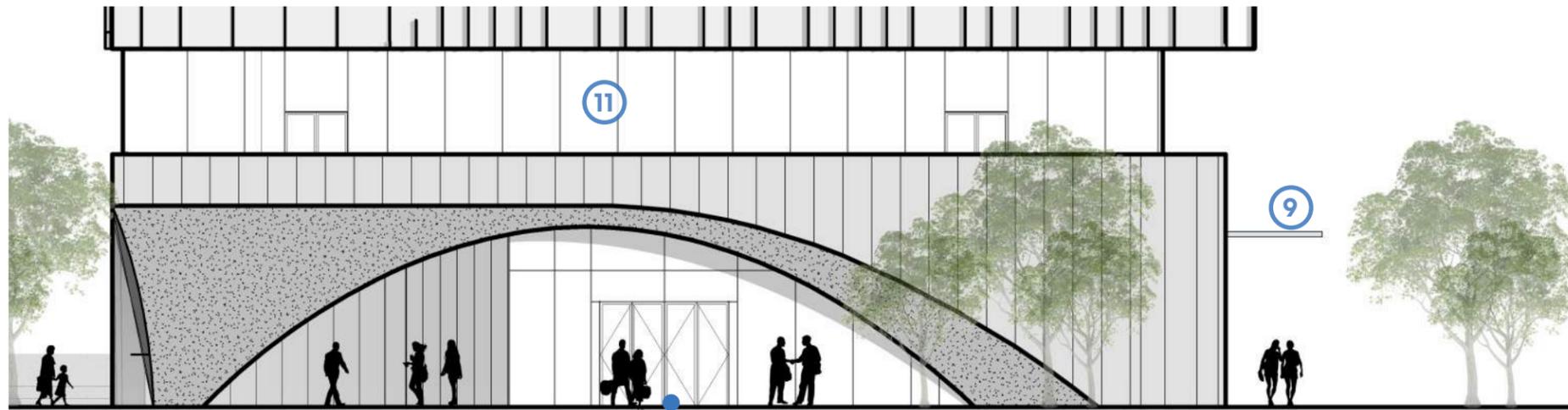




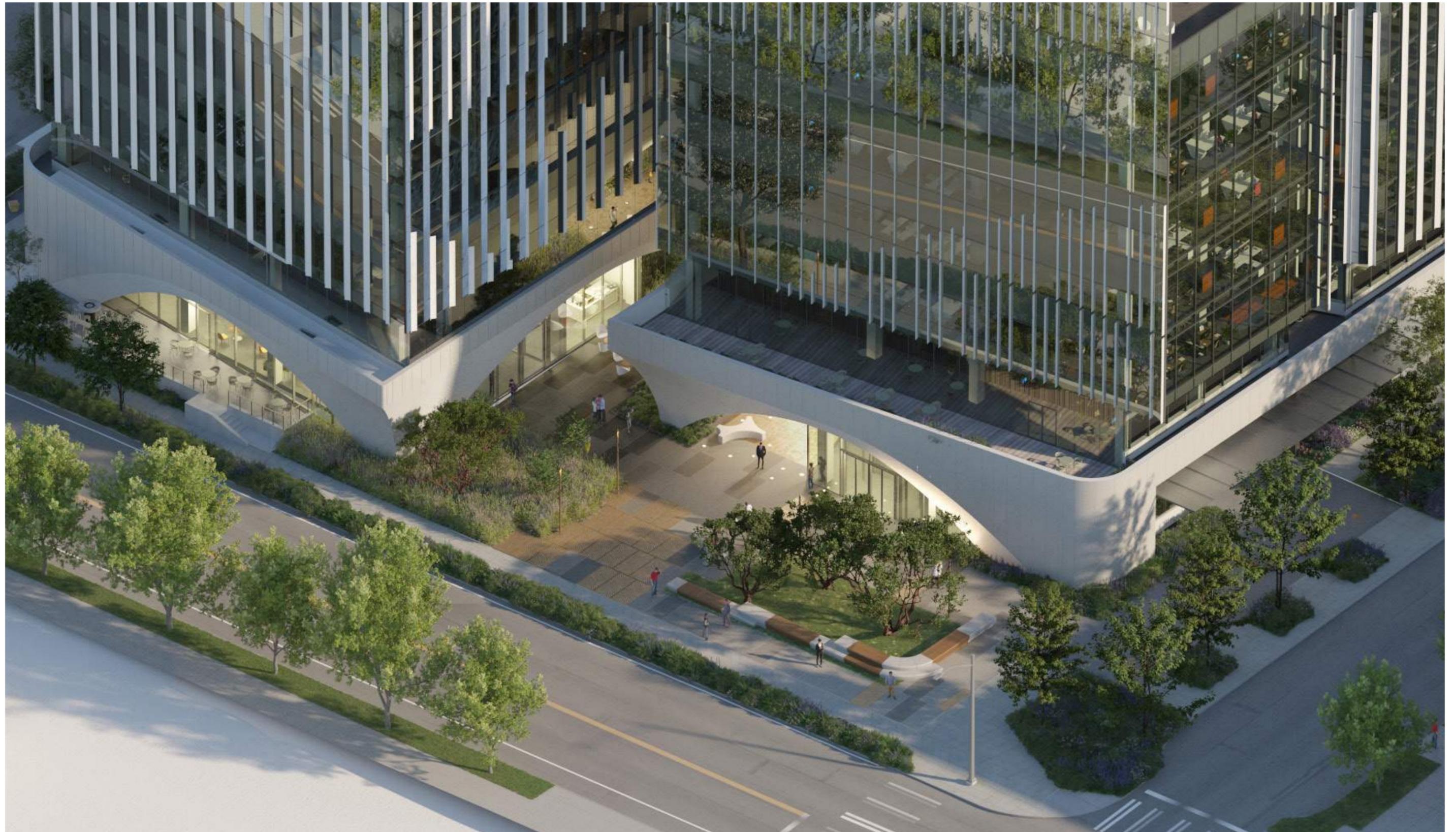
PEDESTRIAN EXPERIENCE - THOMAS ST

- ① Main entrance
- ② Secondary entrance
- ③ Designated vehicular entry
- ④ Drop-off zone
- ⑤ Nurse log installation
- ⑥ Public seating
- ⑦ Bicycle parking
- ⑧ Perforated steel walking surface with planting below
- ⑨ Overhead canopy
- ⑩ Elevated outdoor cafe seating
- ⑪ Facade Modulation





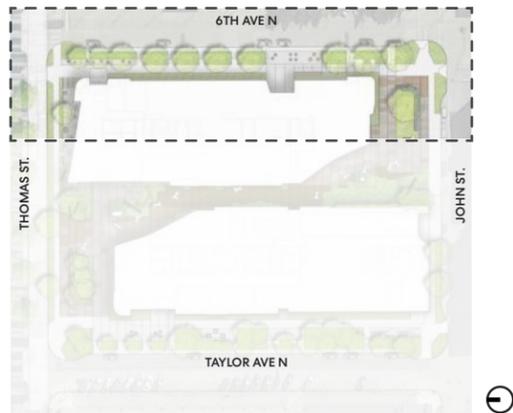
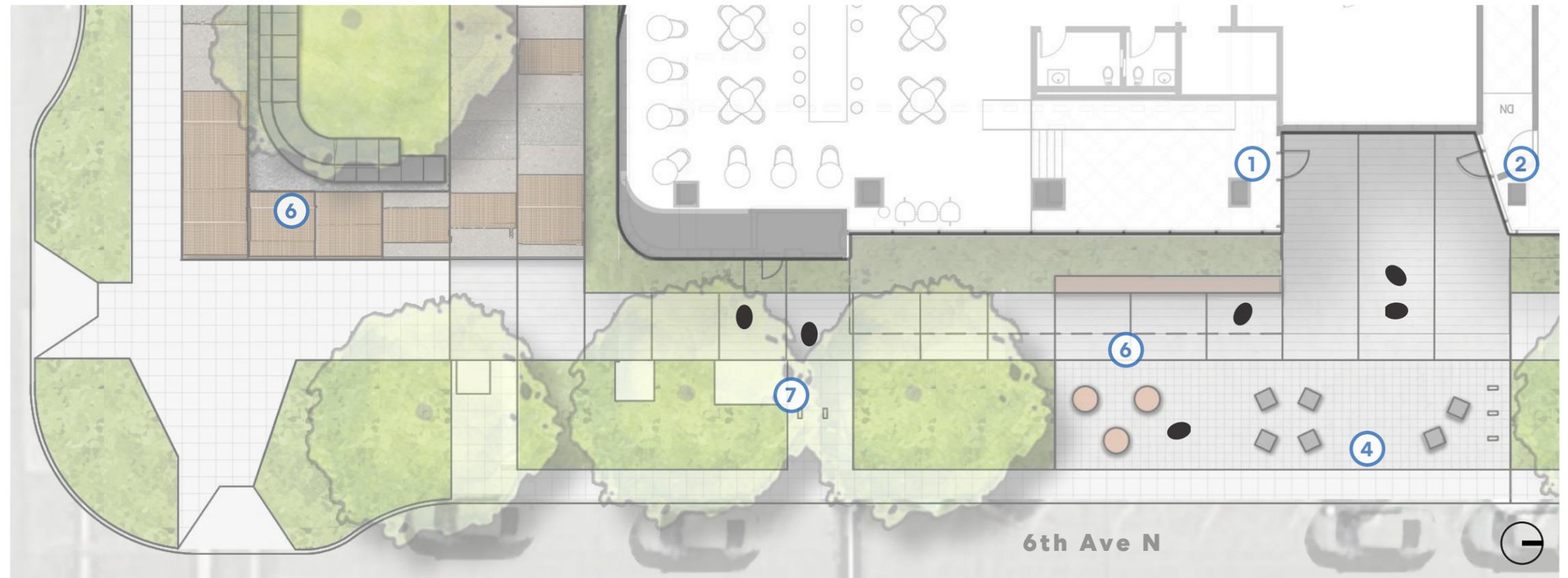
PEDESTRIAN EXPERIENCE - THOMAS ST

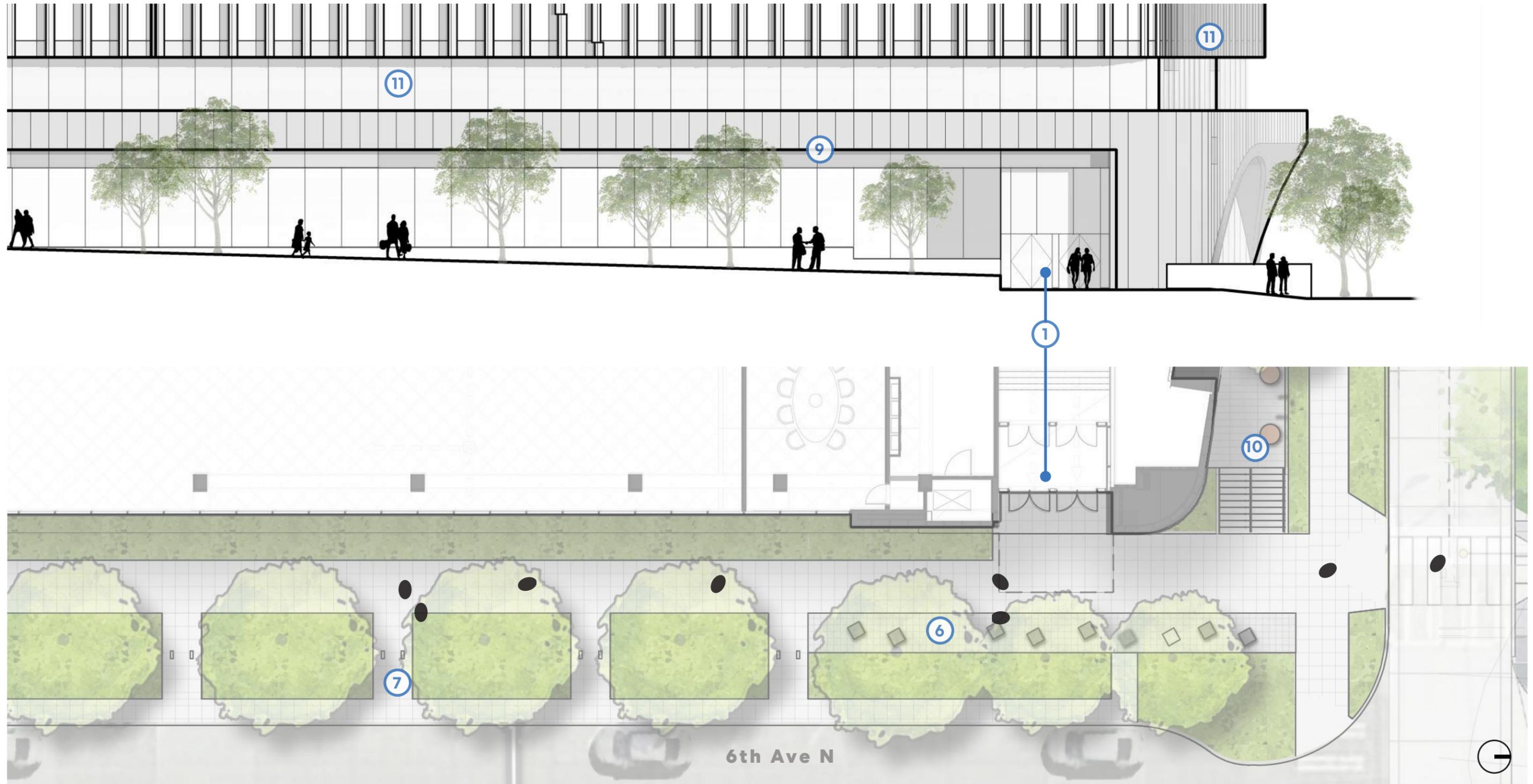




PEDESTRIAN EXPERIENCE - 6TH AVE N

- ① Main entrance
- ② Secondary entrance
- ③ Designated vehicular entry
- ④ Drop-off zone
- ⑤ Nurse log installation
- ⑥ Public seating
- ⑦ Bicycle parking
- ⑧ Perforated steel walking surface with planting below
- ⑨ Overhead canopy
- ⑩ Elevated outdoor cafe seating
- ⑪ Facade Modulation





PEDESTRIAN EXPERIENCE - 6TH AVE N

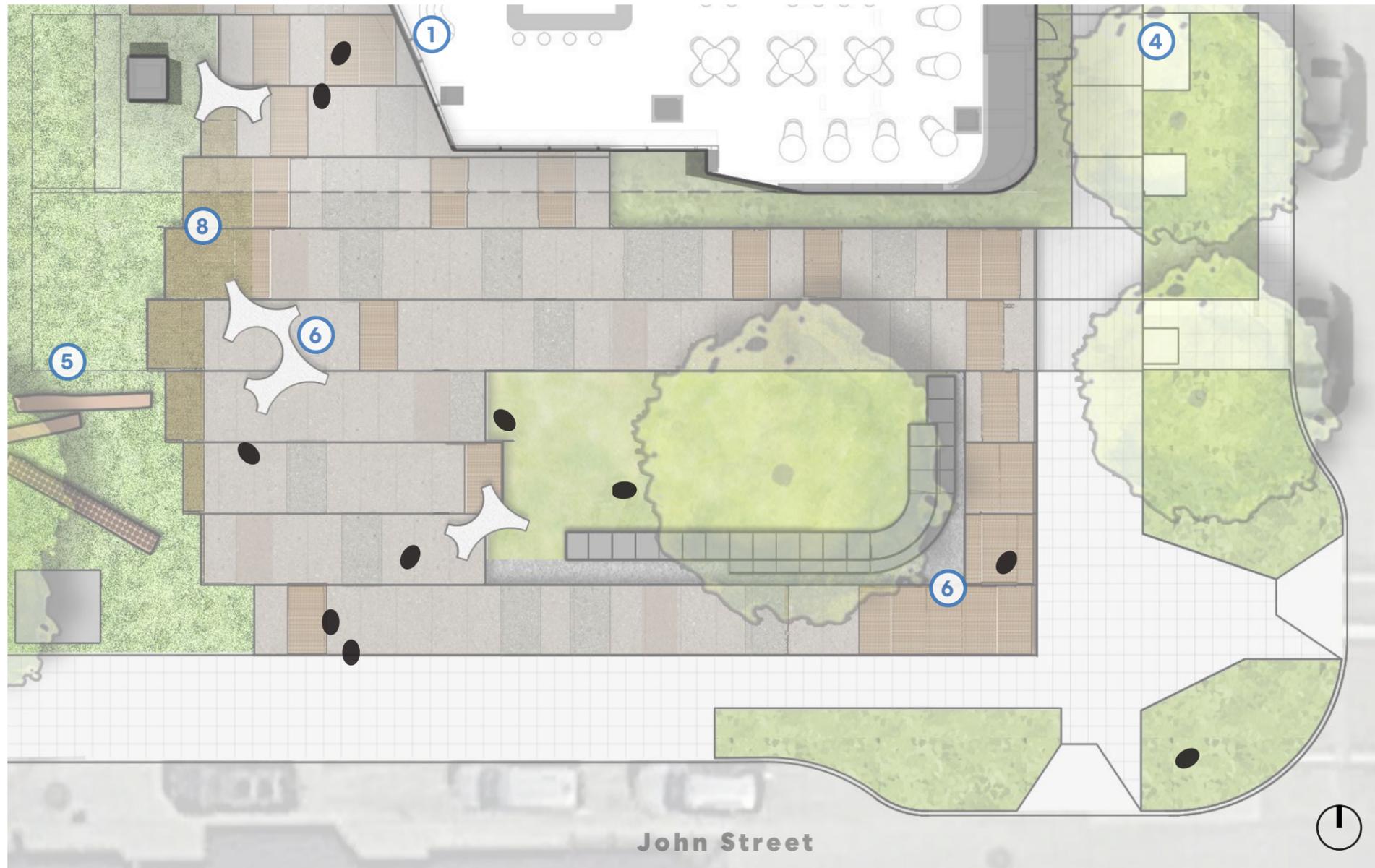
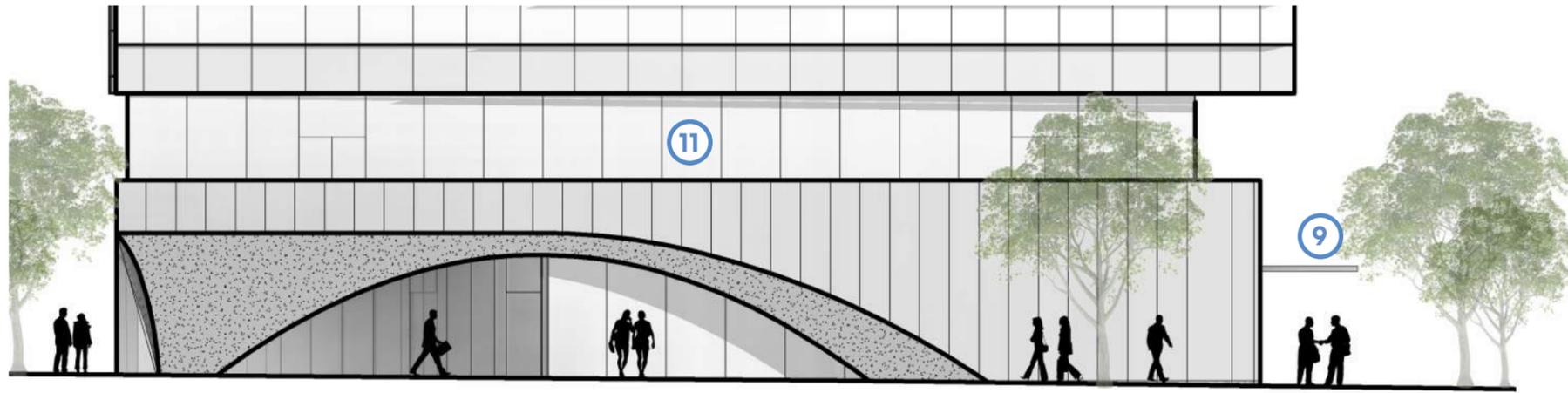




PEDESTRIAN EXPERIENCE - JOHN ST

- ① Main entrance
- ② Secondary entrance
- ③ Designated vehicular entry
- ④ Drop-off zone
- ⑤ Nurse log installation
- ⑥ Public seating
- ⑦ Bicycle parking
- ⑧ Perforated steel walking surface with planting below
- ⑨ Overhead canopy
- ⑩ Elevated outdoor cafe seating
- ⑪ Facade Modulation





PEDESTRIAN EXPERIENCE - JOHN ST





PEDESTRIAN EXPERIENCE - WALKAROUND





Board Guidance:

5a) The Board expressed general support for the harmonious composition of elements at the upper levels, noting in particular their contrasting expressions and variations in parapet height and the resulting potential to **help break down scale**. The Board provided guidance to **strengthen both the expression and contrast between these elements** as the design develops

Guidelines: DC2-A Massing, DC2-B Architectural and Facade Composition

5b) The Board agreed that the **setbacks and offsets** deployed to reinforce the legibility of these elements **should be strengthened**, noting specifically the limited impact of a one-foot offset in a structure of this size

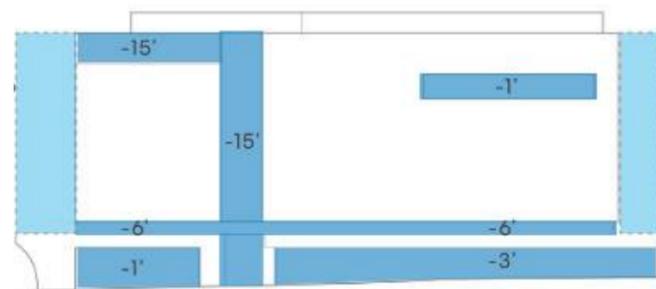
Guidelines: DC2-A Massing, Architectural and Facade Composition

Design Response:

5a The facade massing has developed through careful study of the Pacific & b) Science Center pavilions (see page 64).

The elevation shown here along Taylor Ave. (and similarly on 6th Ave) has addressed setbacks and offsets through:

- additional recessed entry points
- increased amount of overhead protection along the facade
- re-proportioned tower massing
- curtain wall fin modulation to continue arch forms differently (see page 57)



EDG - West building

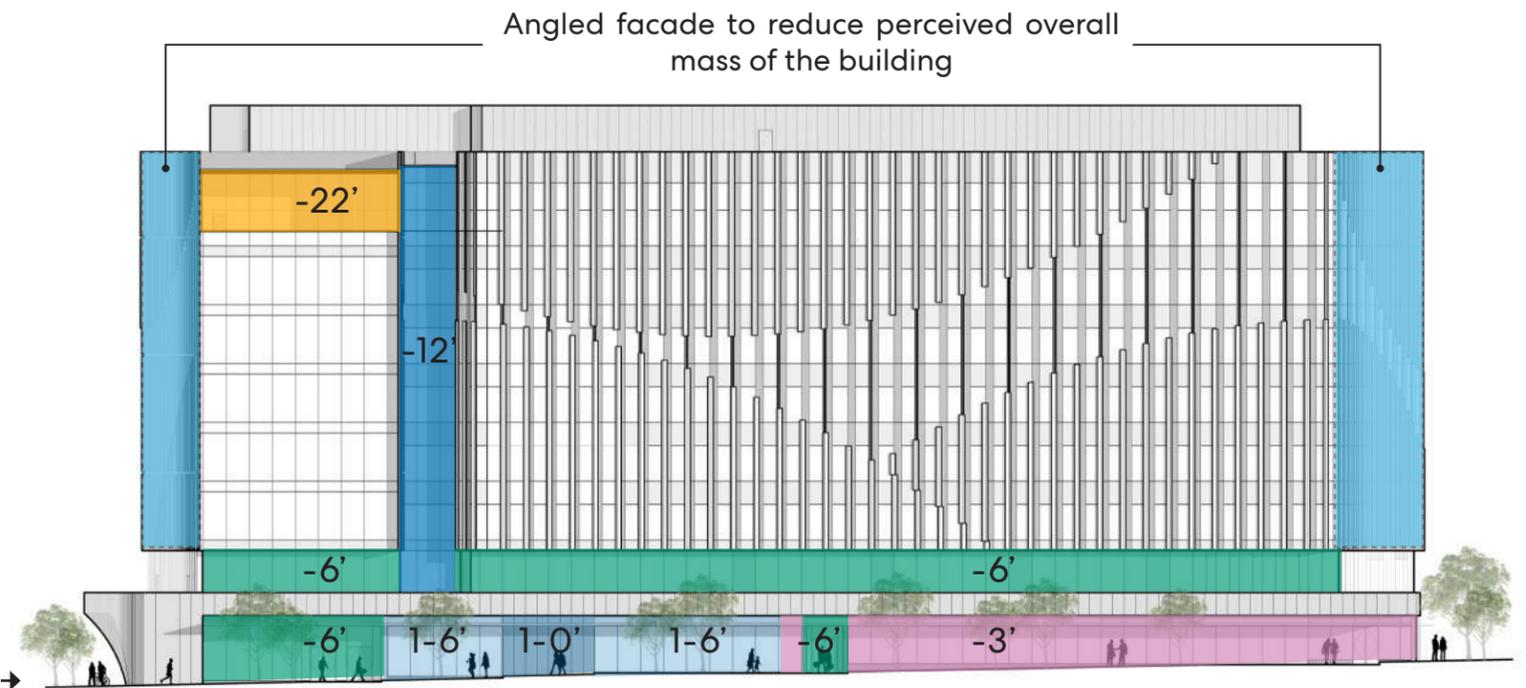
Board Guidance:

4b) The Board recognized the potential of a **continuation of the arch motif at these streets** (as shown in packet image) but agreed that these qualities could be created in any number of ways

Guidelines: CS2-B Adjacent Sites, Streets and Open Space, PL1-2 Adding to Public Life, PL2 Walkability, PL3 Street Level Interaction

Design Response:

4b) The generous ROW width along both Taylor and 6th allows space for informal seating areas fixed benches, various types of planting complementing a series of street trees and locations for short term bicycle parking. Please see response to 4a for additional context. While there is no retail programmed at this time along these streets, having deep overhead protection, varying inset depths to the façade and large continuous sections of glass, create a pleasant pedestrian experience. In addition, a second entry to the building lobbies has been added along Taylor for the west building and 6th for the east.

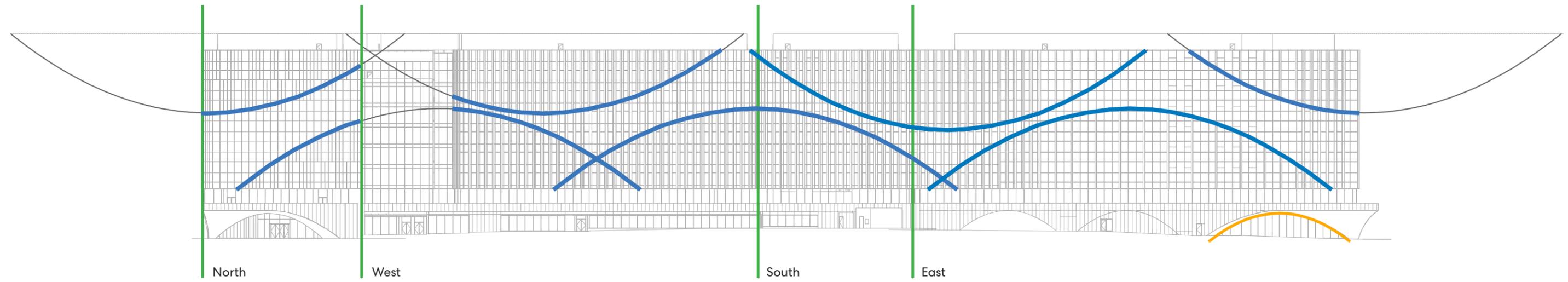


West building

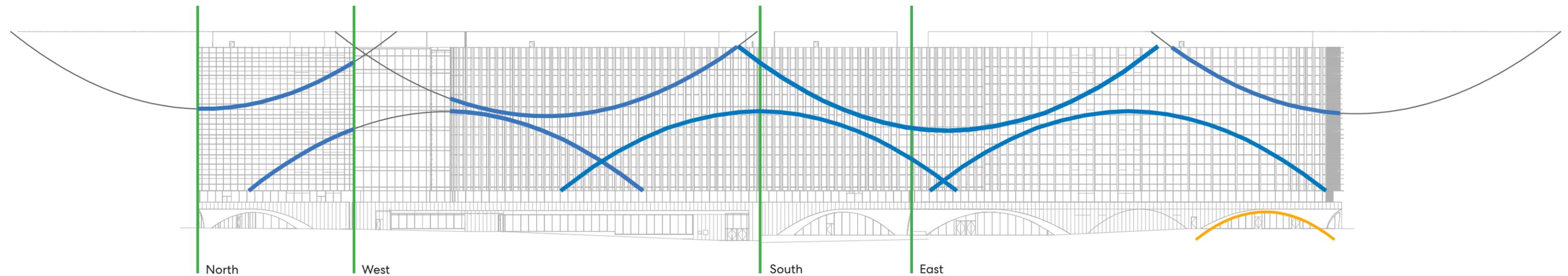
UNFOLDED ELEVATIONS

Here the ground floor arch is increased in size to create the same movement with fins along the facade.

WEST BUILDING - UNFOLDED ELEVATION

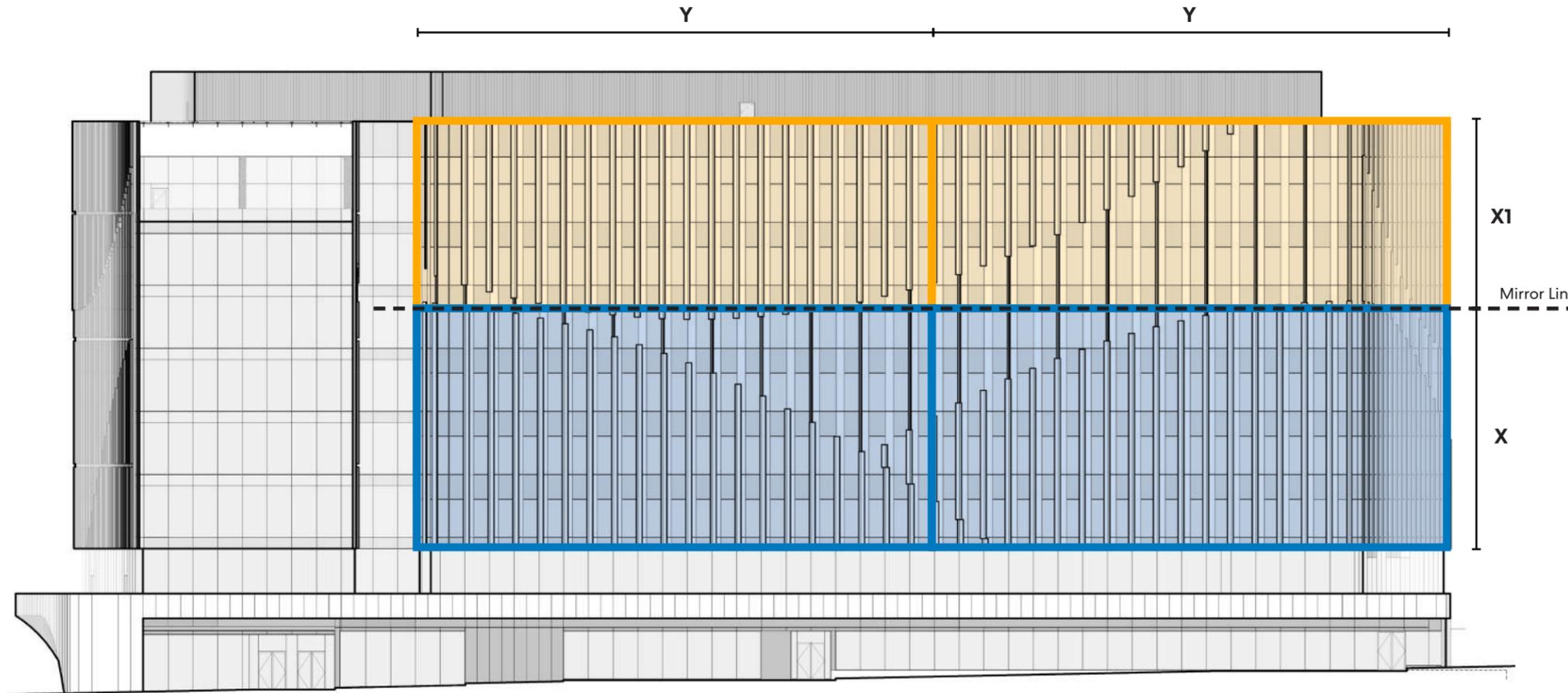


EAST BUILDING - UNFOLDED ELEVATION

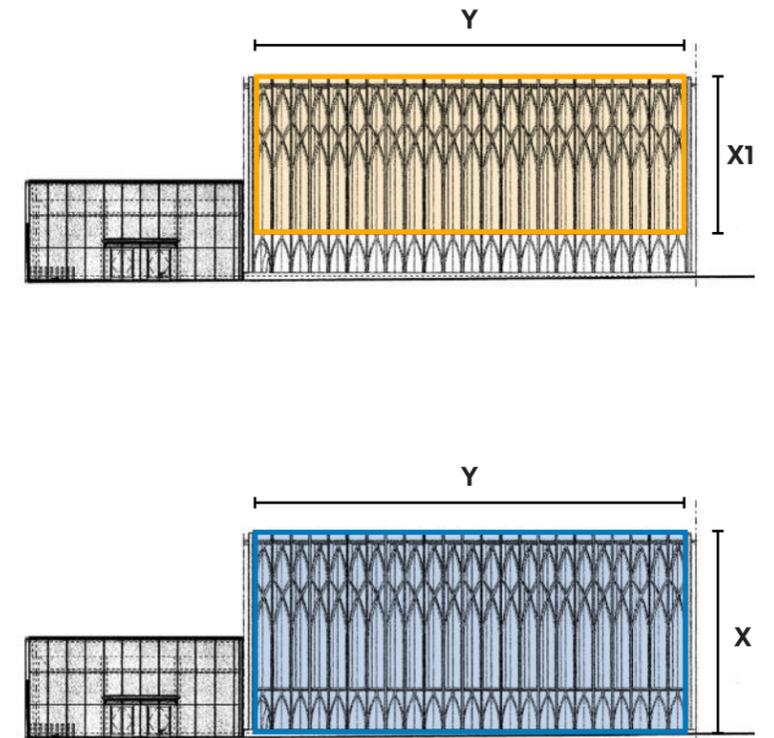


PROPORTIONS RELATED TO PACIFIC SCIENCE CENTER

The upper level massing, proportion and placement of the fins along the tower façade use the proportions of the Pacific Science Center pavilions to inform the façade length, height and the arch reading formed by the vertical fins. The vertical gasket is located along the facade based on the existing pavilion width multiplied by two.



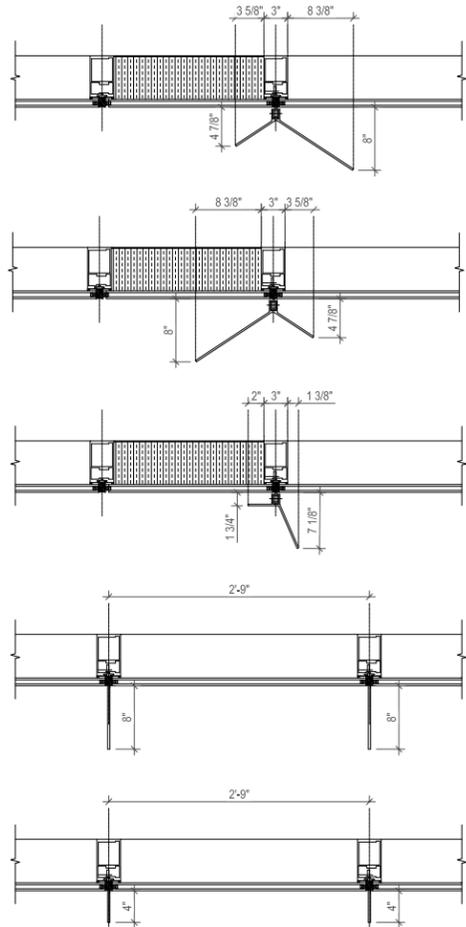
West Building - West Facade



Pacific Science Center Pavilion

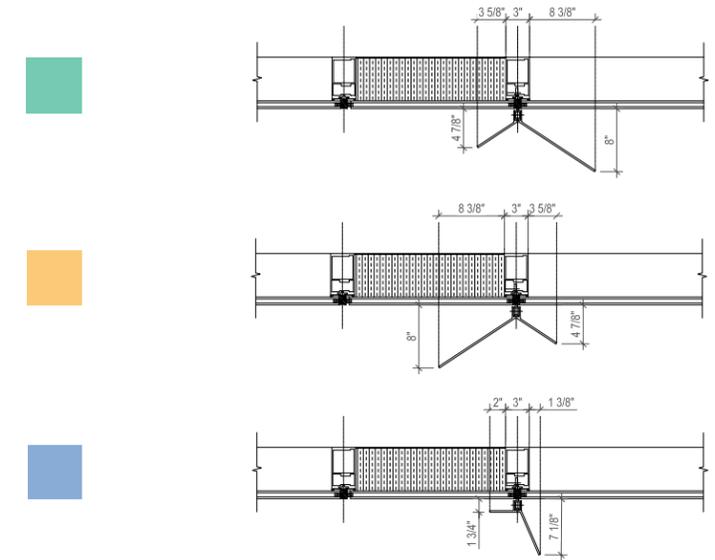
NORTHWEST VIEW

- Two types of 'V' fin sizes and orientations are used on the facade to complete the arch patterns across the tower. Different depths of vertical blade fins are introduced on the north facade of the west building to create a similar feel.



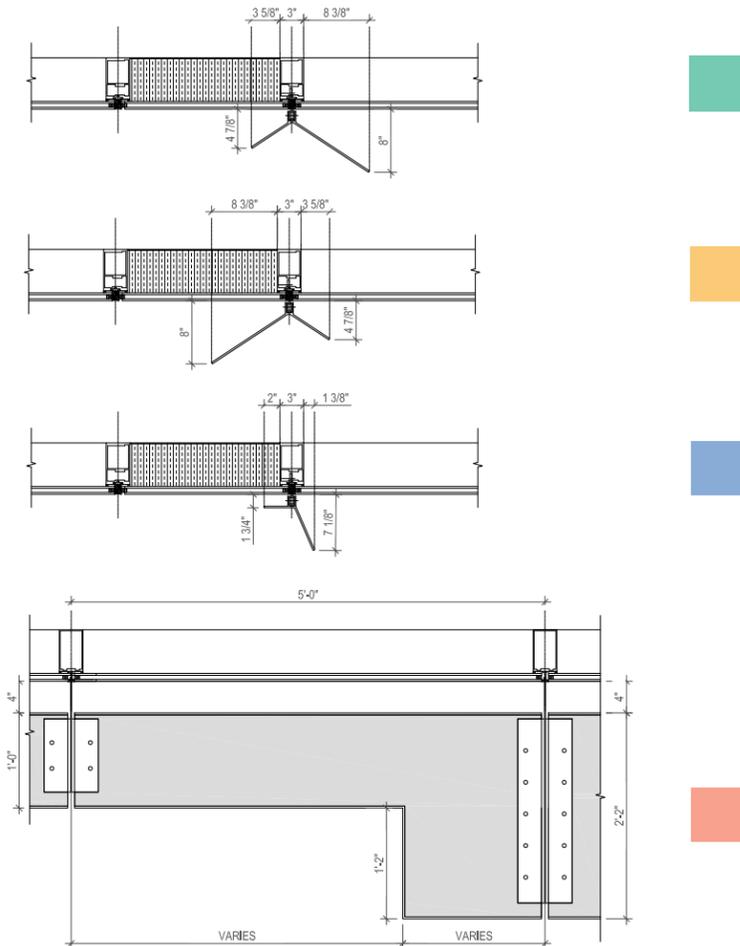
SOUTHWEST VIEW

- Here, the 'V' fins wrap the corner to continue the arch motif across the facade.



SOUTHEAST VIEW

- On the south facade of the east building, perforated horizontal shades are used for sun protection and to help break up the continuity of the vertical fins, while still creating the arch forms through the shade depth.



Board Guidance:

6a) The Board strongly supported a single vehicle access point as it would minimize disruption of the pedestrian realm and provided guidance to **develop a full slate of elements and measures to ensure pedestrian safety**

Guidelines: DC1-B Vehicular Access and Circulation

6b) Echoing public comment, the Board highlighted the importance of bicycle facilities and provided guidance to **include complete infrastructure details** including connections to cycling routes, project entrances, and parking areas

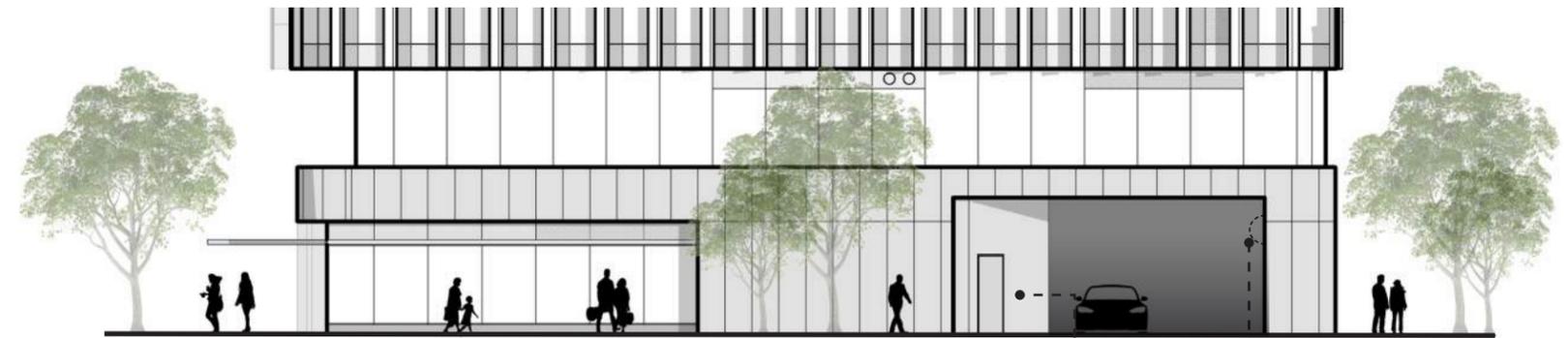
Guidelines: PL4-B Planning Ahead for Bicyclists, PL4-2 Planning Ahead for Bicyclists

Design Response:

6a) Vacating the alley allows us to pull all loading and back of house below grade instead of in the alley, creating a safer pedestrian environment and removing conflicts onto Thomas Street. The only vehicular access point for passenger and service vehicles is proposed at John Street. The team has continued to develop the safety elements at this access point including required view triangles, signage elements, and mirrors.

Refer to pages 56-59 in Board Guidance response #4 for further information regarding additional pedestrian oriented design along John Street.

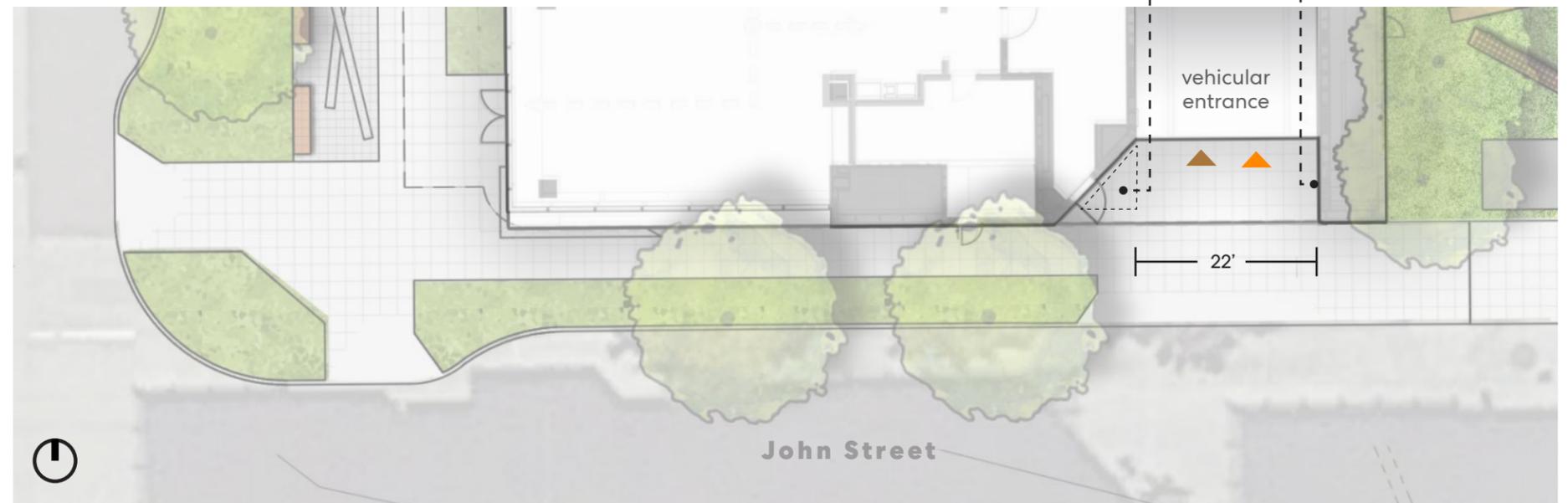
6b) Thomas Street has a planned future protected bicycle lane. The project has proposed short term secure bicycle racks along 6th Avenue and Taylor Avenue. Long term bicycle parking to be provided at Level 01, with access from the central pedestrian connection.



South elevation of west building

view triangle

safety mirror



Plan of east building loading dock entry



-  Temporary Bicycle Parking
-  Bicycle Route
-  Bicycle Entry
-  Main Entry
-  Secondary Entry
-  Passenger Vehicle Entry
-  Service Vehicle Entry

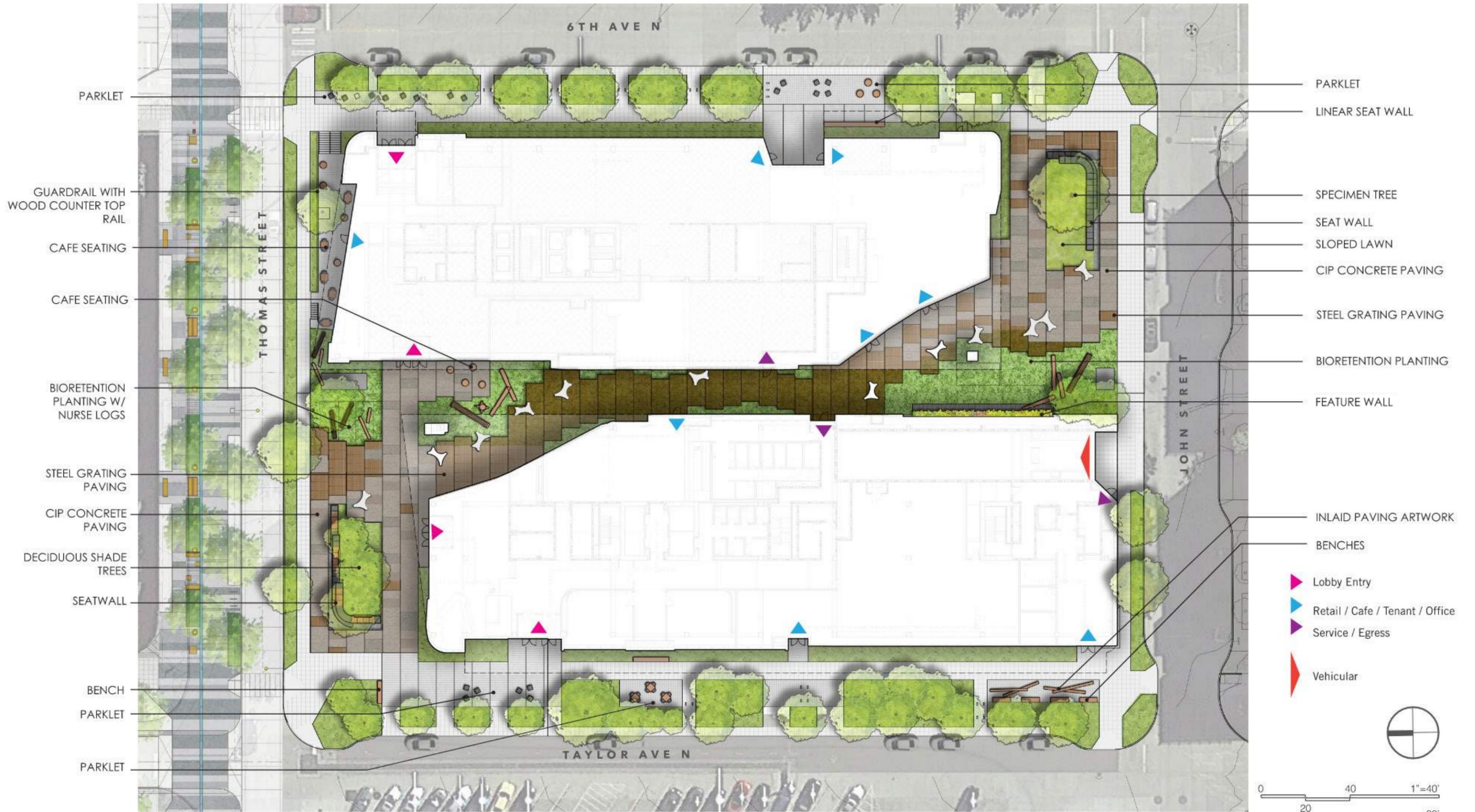
Bicycle infrastructure details (PL4-B, PL4-I)

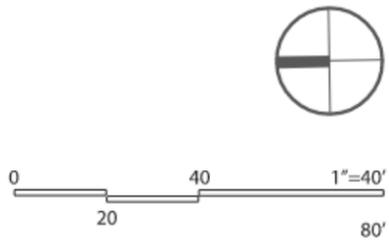
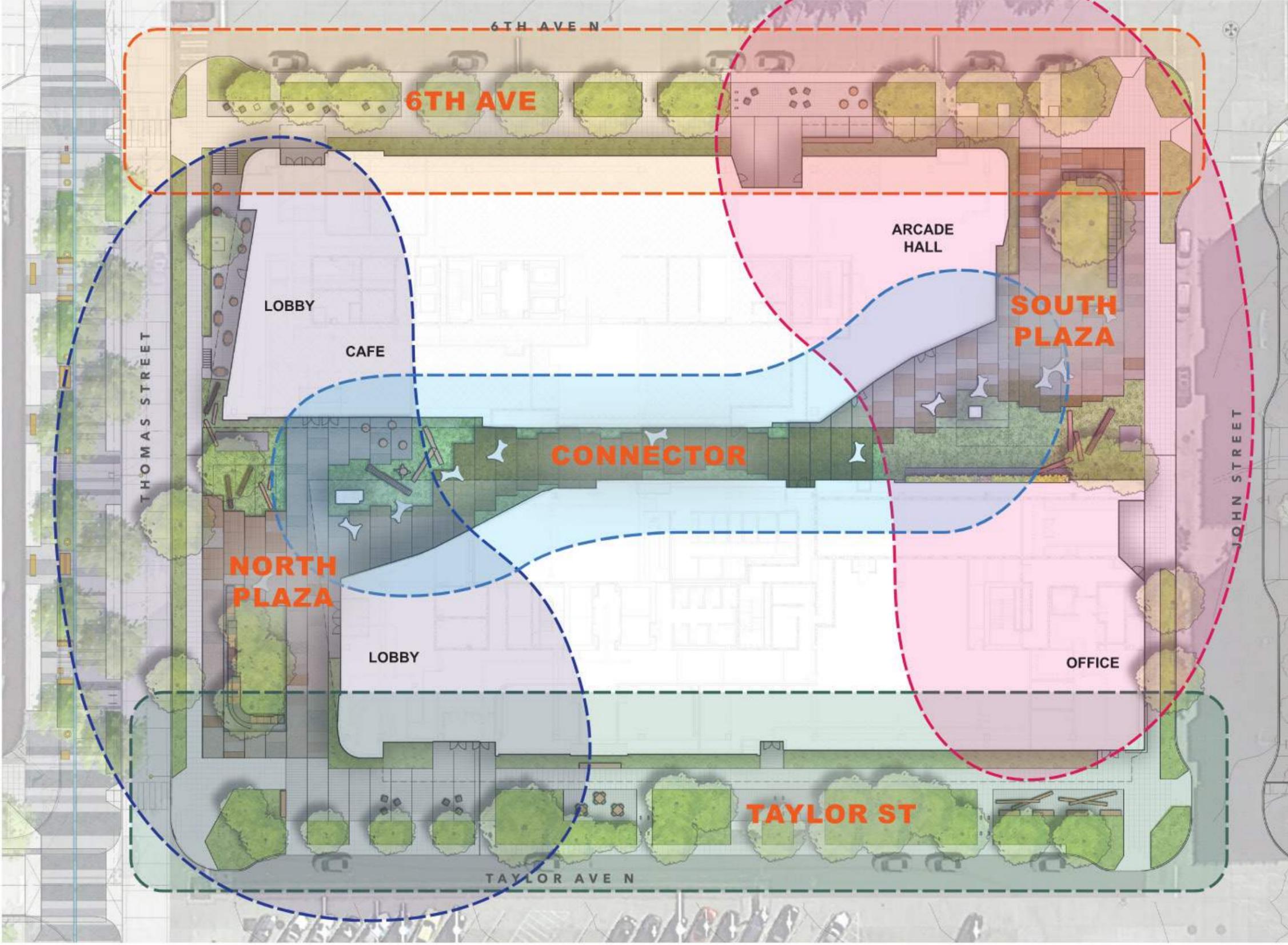
SECTION

03

Landscape Design

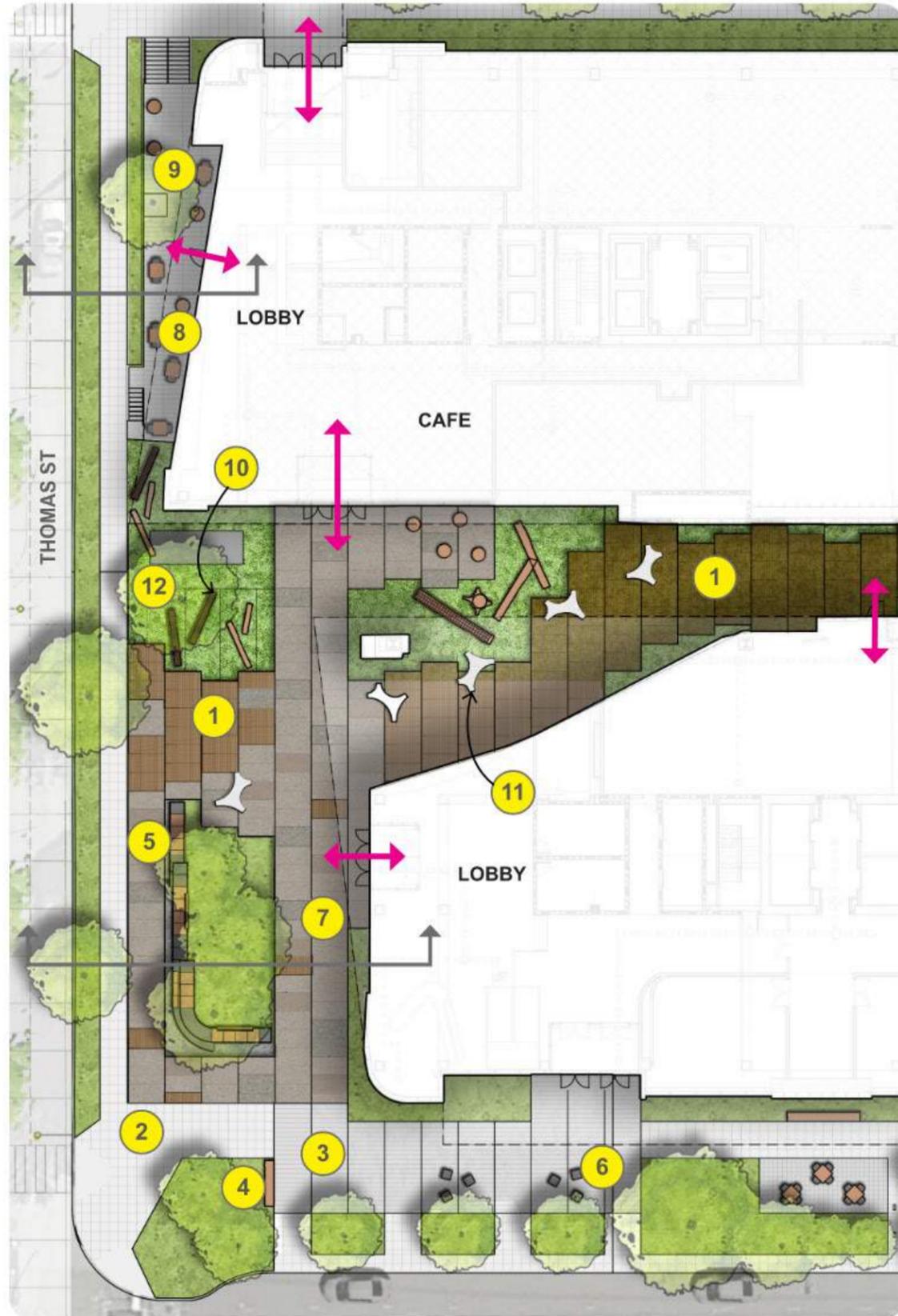
03 | LANDSCAPE DESIGN
OVERALL ILLUSTRATIVE PLAN





03 | LANDSCAPE DESIGN
NORTH PLAZA

Plan



Materiality



Legend

1. Steel Grating Paving
2. CIP Concrete, Jointing
3. CIP Concrete, Jointing
4. Wood Slat and Concrete Seat Wall
5. Modular Precast Concrete & Wood Seat Wall
6. Decorative Streetscape Furniture
7. CIP Concrete, Jointing
8. Moveable Cafe Seating
9. Concrete Pedestal-Set Pavers
10. Sculptural Nurse Log
11. Precast Concrete Benches
12. Bioretention Planters



Plan



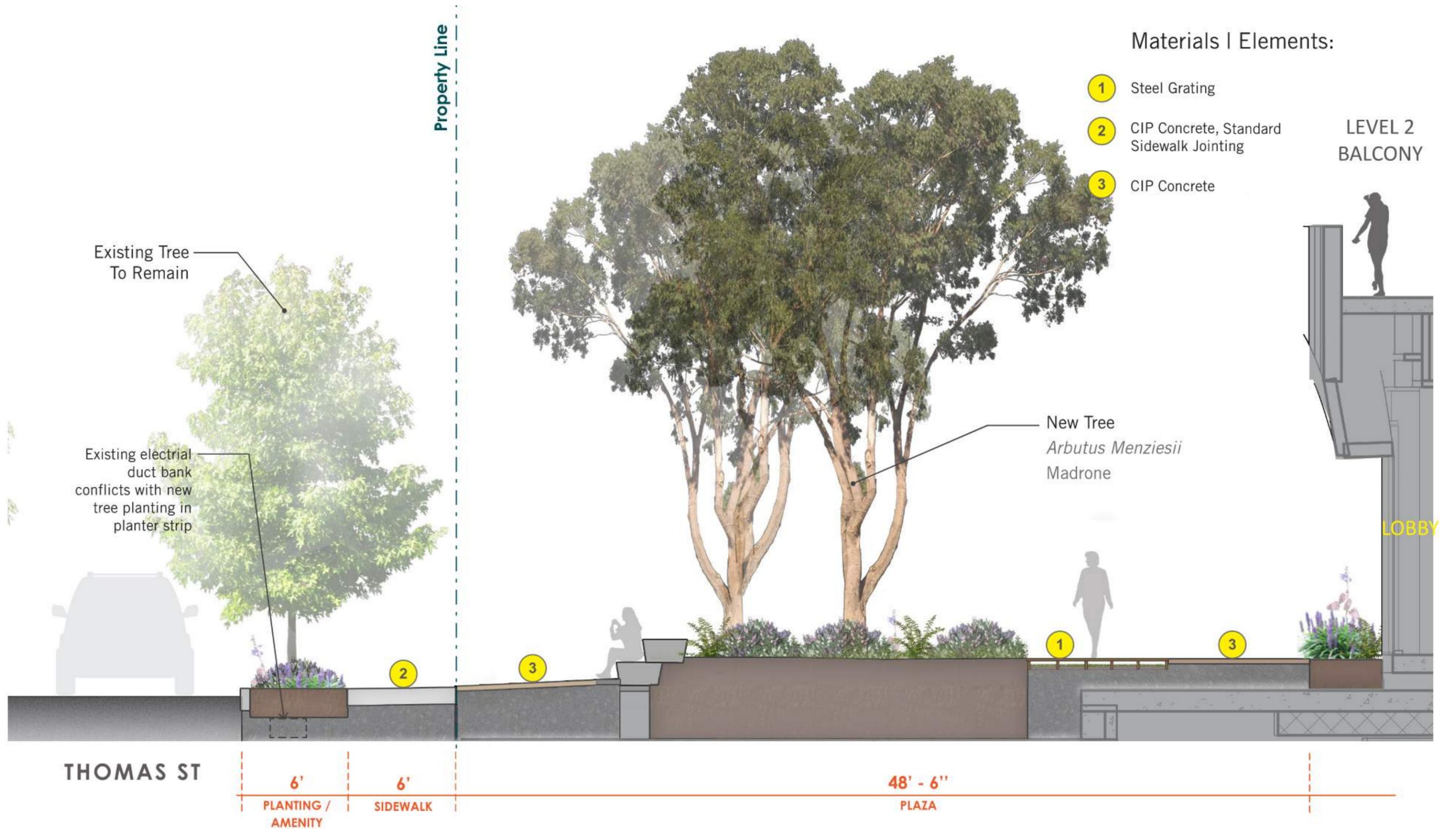
Event Programming Sketch Vignette

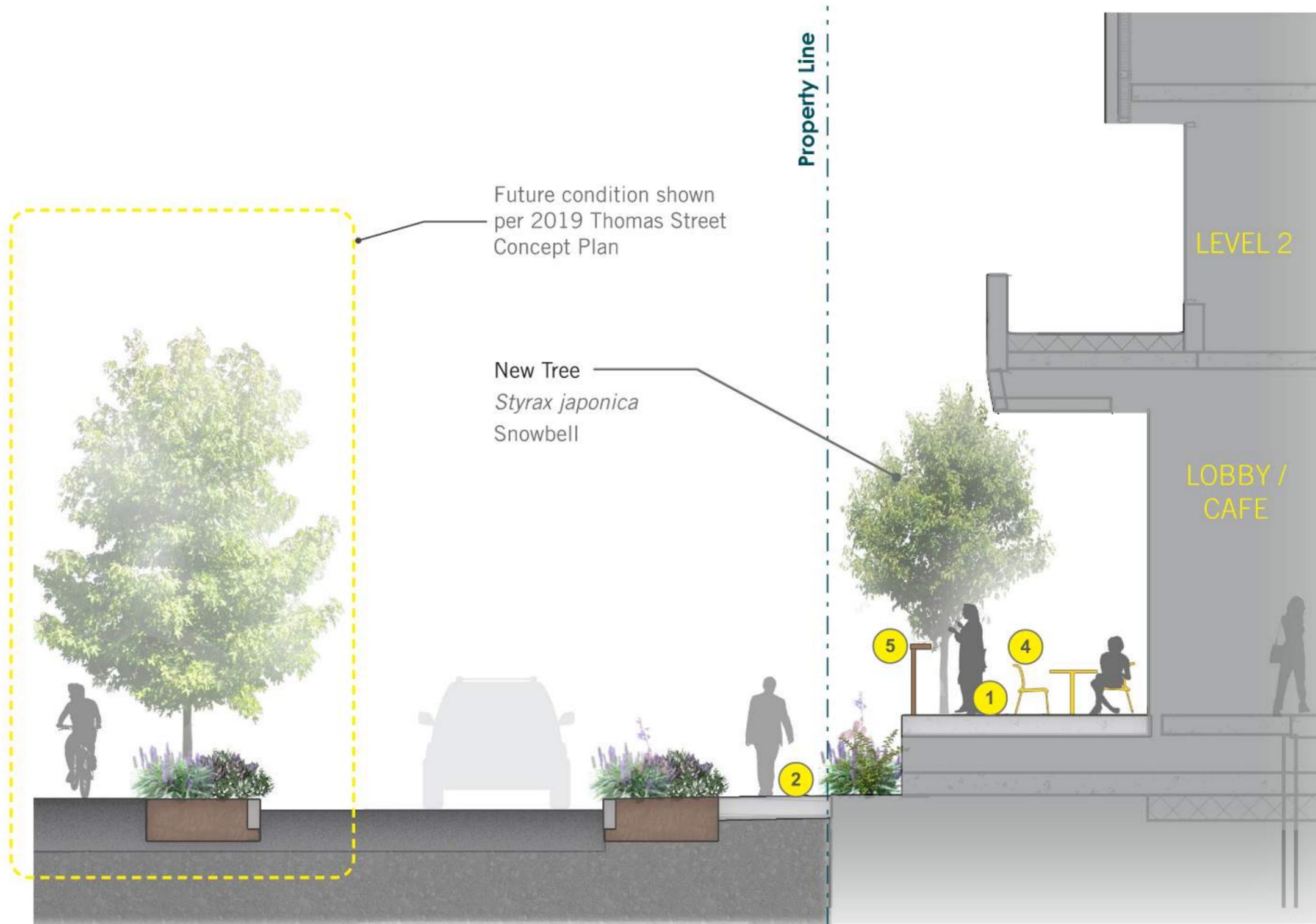


Planting Character



03 | LANDSCAPE DESIGN
THOMAS ST SECTION AT NORTH PLAZA



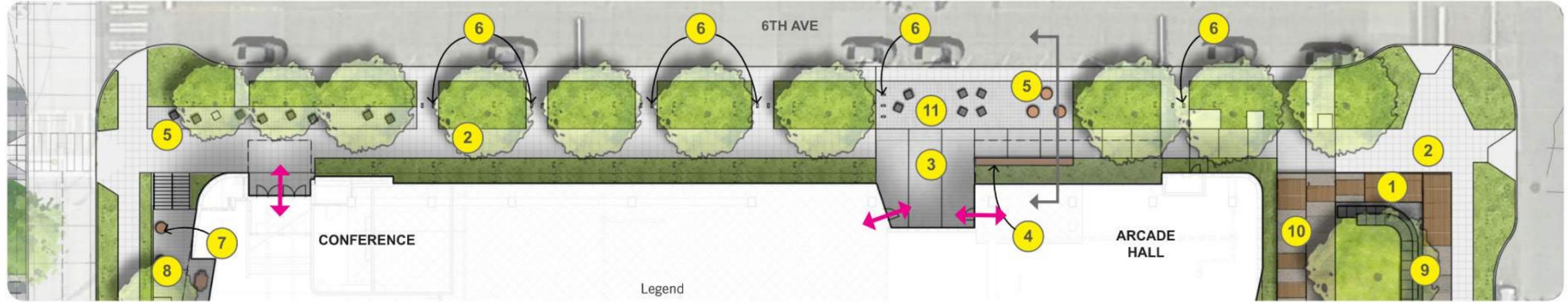


Materials | Elements:

- ① Concrete Pedestal-Set Pavers
- ② CIP Concrete, Standard Sidewalk Jointing
- ④ Cafe Seating
- ⑤ Guardrail with Top Counter



Plan



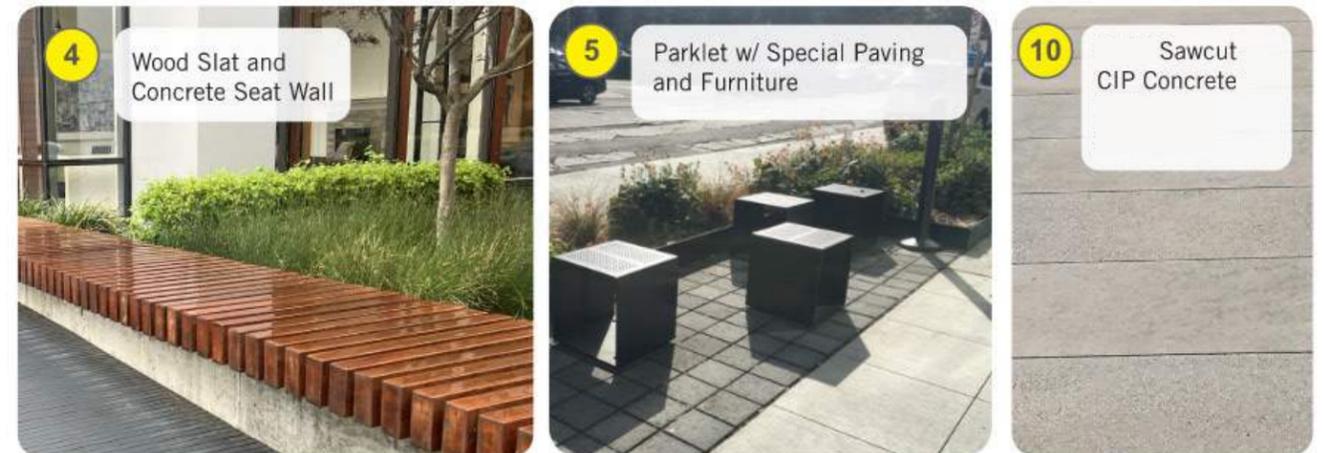
Legend

1. Steel Grating Paving
2. CIP Concrete, Jointing
3. CIP Concrete, Jointing
4. Wood Slat and Concrete Seat Wall
5. Decorative Streetscape Furniture
6. Bike Racks
7. Moveable Cafe Seating
8. Concrete Pedestal-Set Pavers
9. Modular Precast Concrete Wall
10. CIP Concrete, Jointing
11. CIP Concrete, Jointing

Planting Character

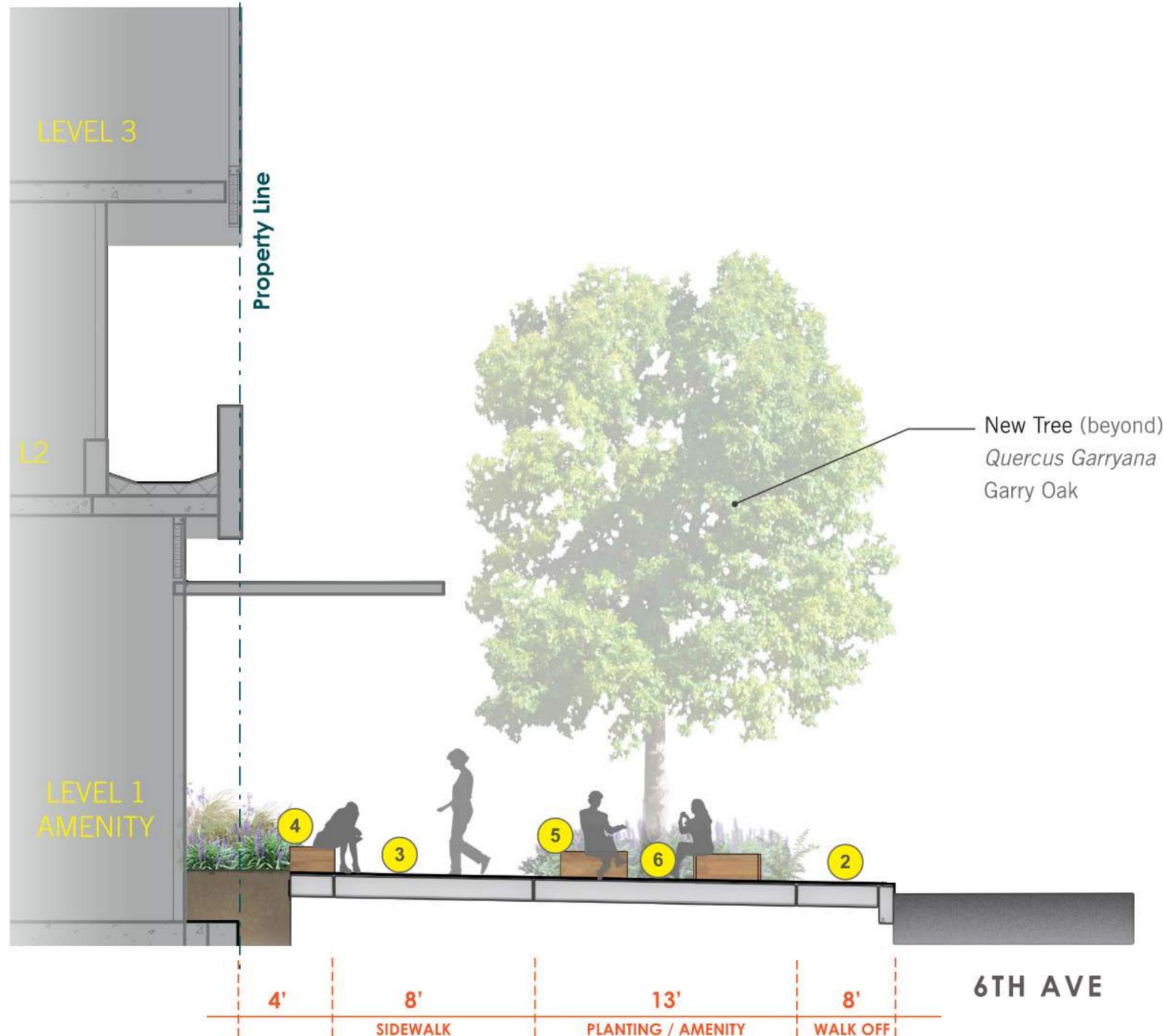


Materials



Materials | Elements:

- 2 CIP Concrete, Standard Sidewalk Jointing
- 3 CIP Concrete, Jointing
- 4 Bench
- 5 Parklet Seating
- 6 CIP Concrete, Jointing



03 | LANDSCAPE DESIGN
SOUTH PLAZA

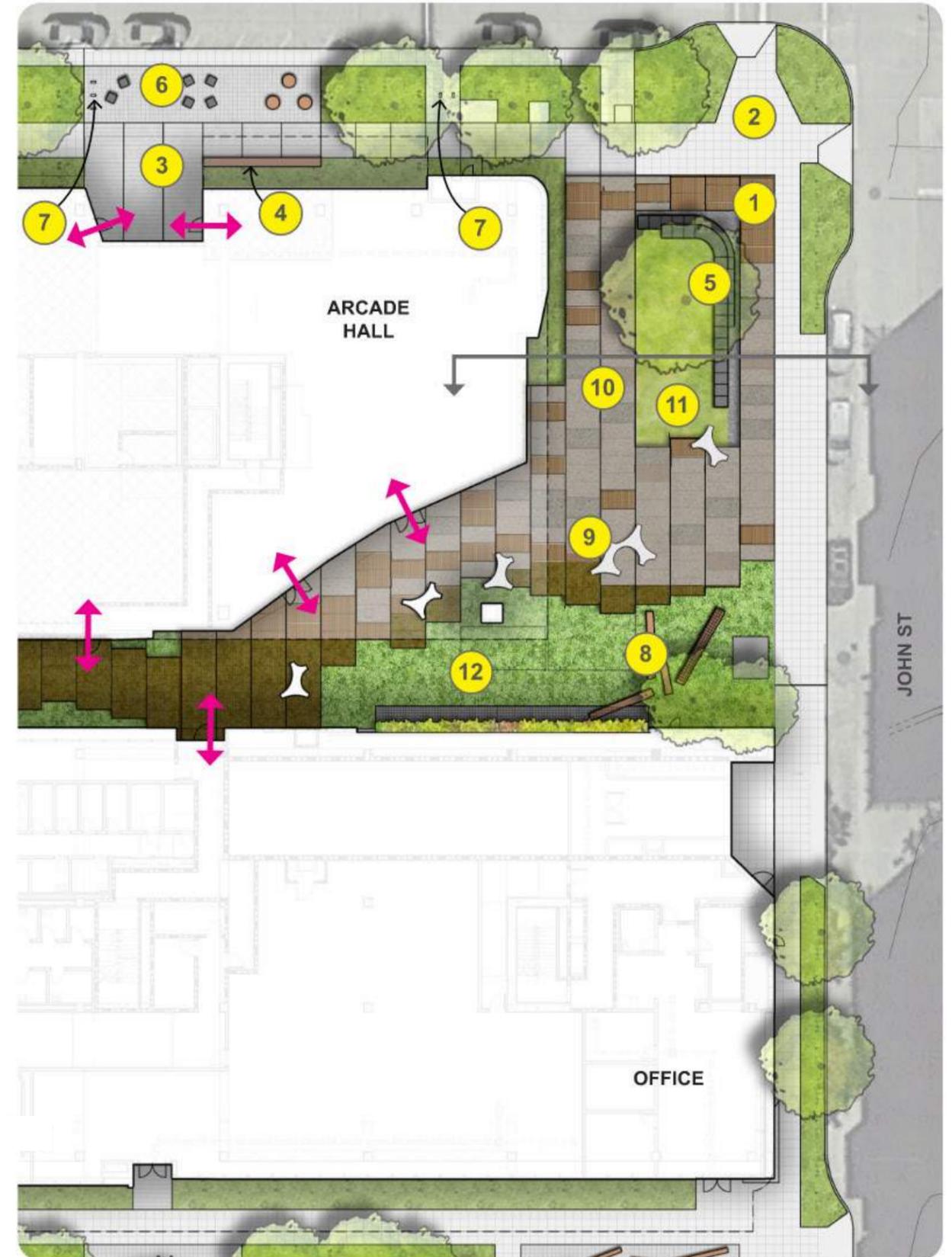
Materiality



Legend

1. Steel Grating Paving
2. CIP Concrete, Jointing
3. CIP Concrete, Jointing
4. Wood Slat and Concrete Seat Wall
5. Modular Precast Concrete Seat Wall
6. Decorative Streetscape Furniture
7. Bike Racks
8. Sculptural Nurse Log
9. Precast Concrete Benches
10. CIP Concrete, Jointing
11. Lawn
12. Bioretention Planters

Plan



Sketch Vignette



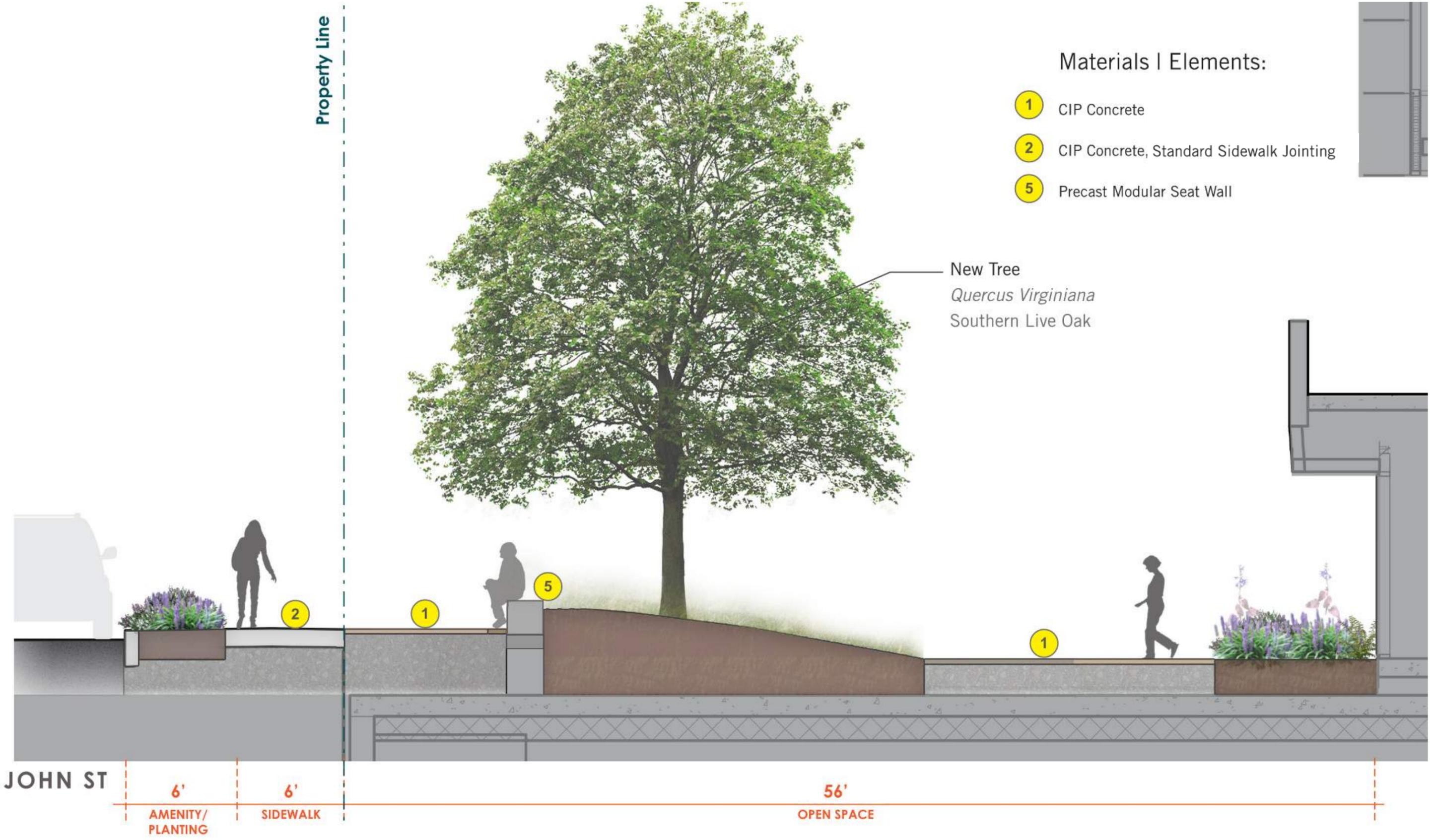
Plan



Planting Character



03 | LANDSCAPE DESIGN
JOHN ST SECTION AT SOUTH PLAZA



Sketch Vignette



Materiality



Legend

- 1. Steel Grating Paving
- 2. CIP Concrete, Jointing
- 3. Moveable Cafe Seating
- 4. Precast Concrete Benches
- 5. Concrete Pedestal-Set Pavers
- 6. Feature Wall
- 7. Nurse Log
- 8. Lawn
- 9. Bioretention Planters
- 10. CIP Concrete, Jointing

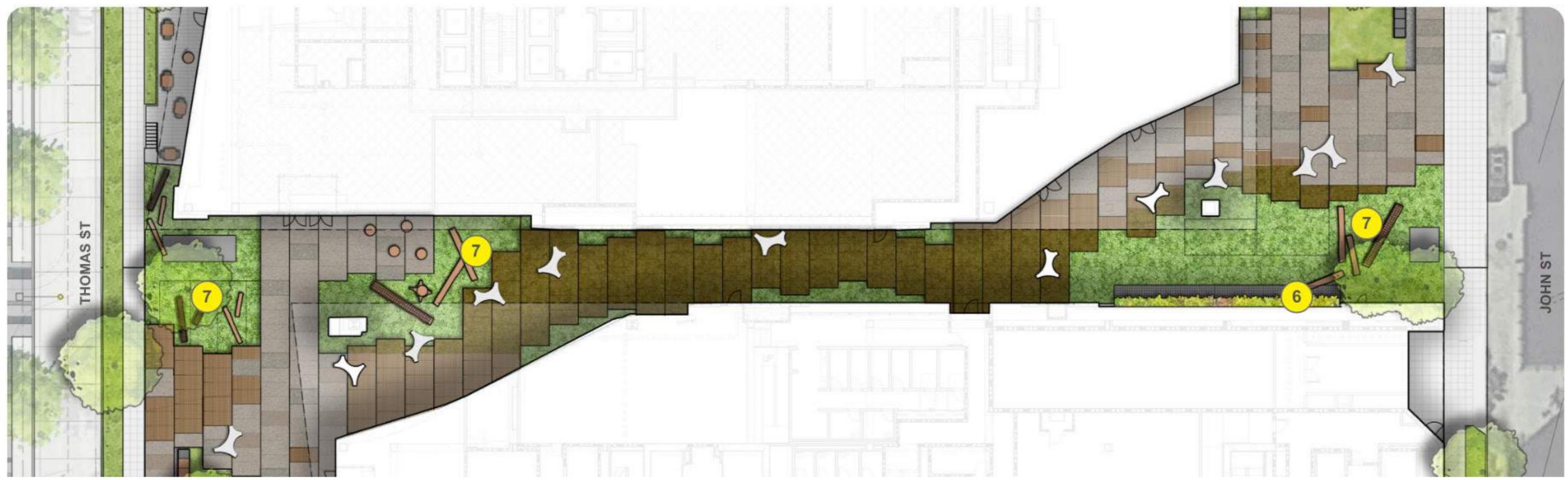


03 | LANDSCAPE DESIGN
PEDESTRIAN CONNECTOR

Planting Features



Planting Character



Materiality



Planting Character



Legend

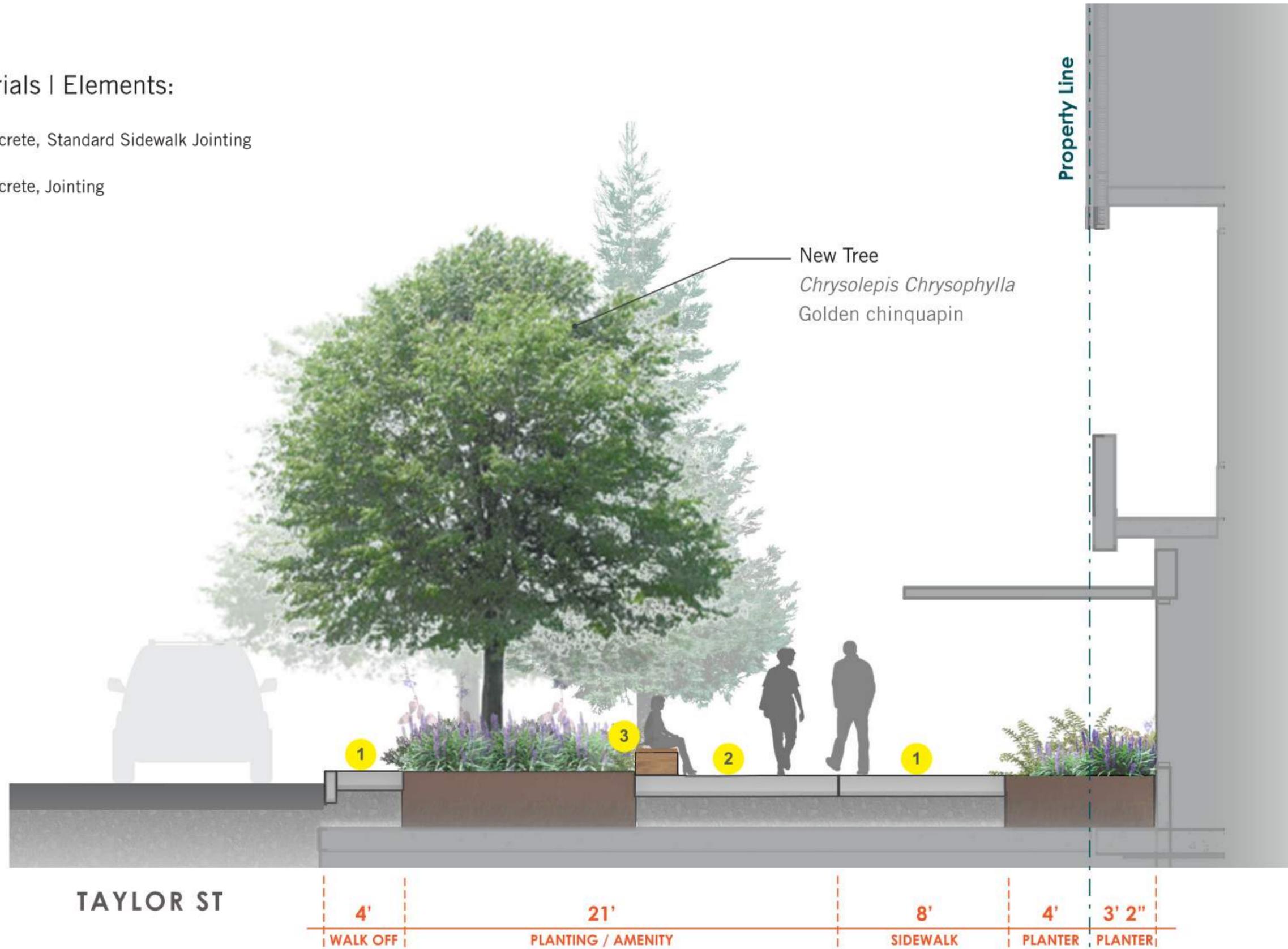
1. Steel Grating Paving
2. CIP Concrete
3. CIP Concrete
4. CIP Concrete Jointing
5. Wood Slat and Concrete Seat Wall
6. Modular Precast Concrete & Wood Seat Wall
7. Decorative Streetscape Furnishing
8. Bike Racks
9. Benches
10. CIP Concrete
11. Inlaid Pattern Paving



03 | LANDSCAPE DESIGN
TAYLOR AVE SECTION AT PARKLET

Materials | Elements:

- 1** CIP Concrete, Standard Sidewalk Jointing
- 2** CIP Concrete, Jointing
- 3** Bench

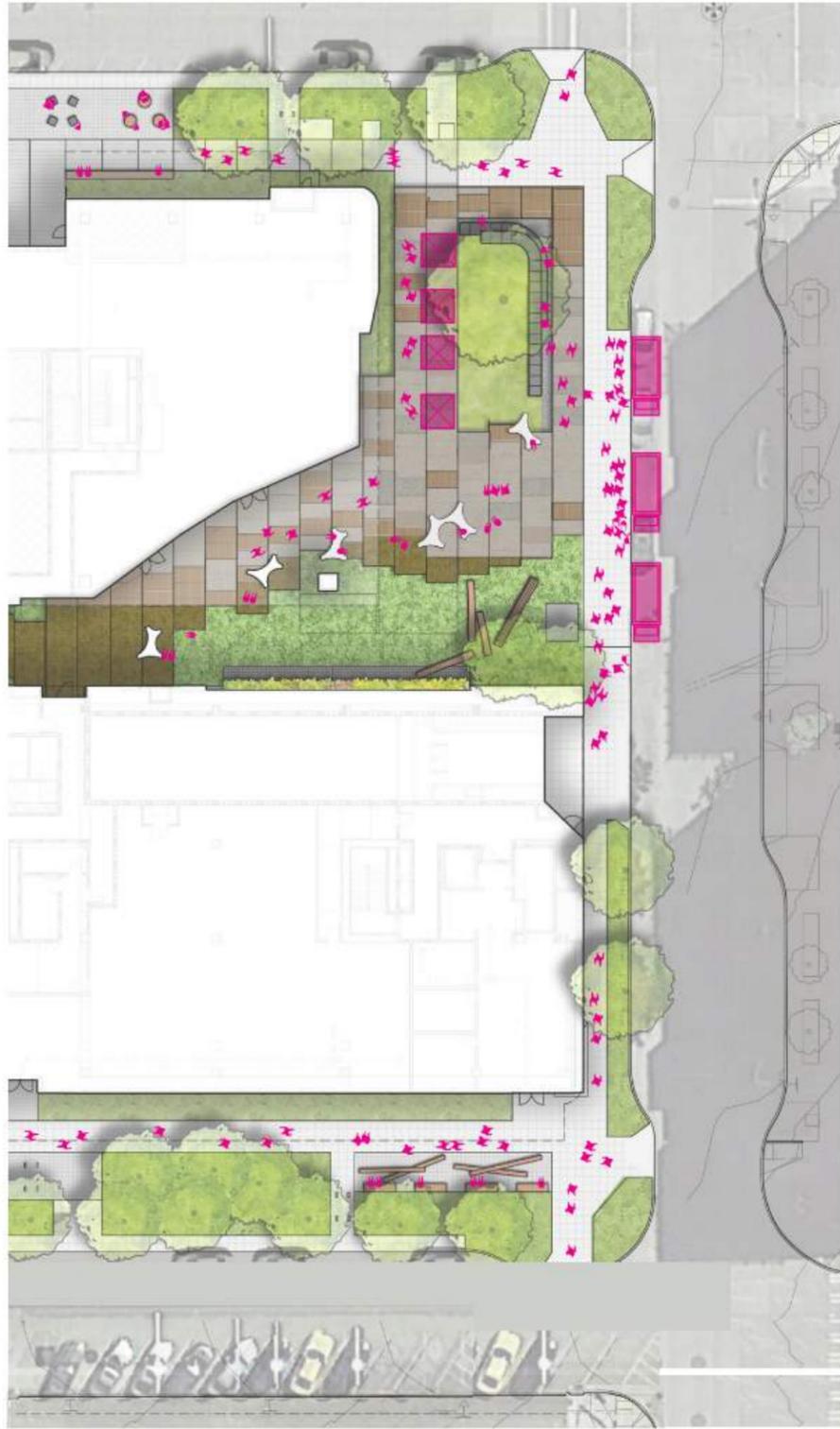




South Lake Union Block Party Vending & Concession Layout w/ Street Closure



Streetside Food Truck Layout - North Plaza



Mini Farmer's Market & Food Truck Layout - South Plaza

SECTION

04

Material & Color

MATERIAL KEY

GLAZING



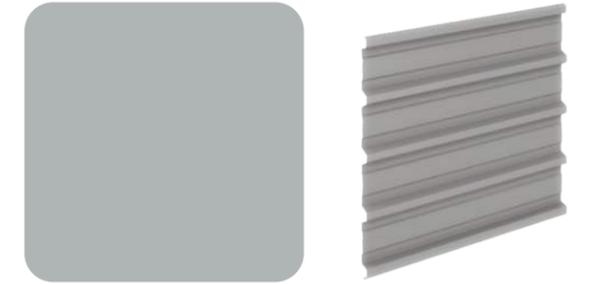
GL-01 Glazing: Transparent



SP-01 Glazing: Spandrel



SP-03 Glazing: Spandrel



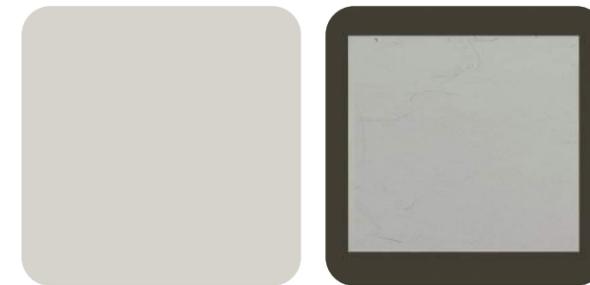
MTL-02 Profiled metal panel (mechanical screen)



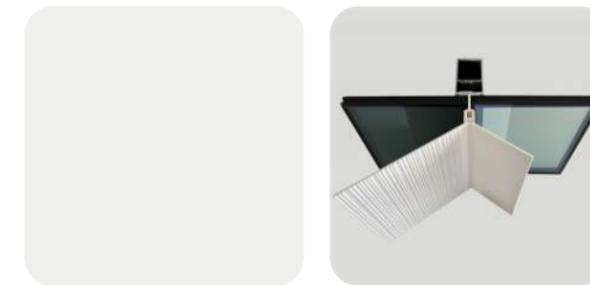
GL-02 Glazing: Transparent



SP-02 Glazing: Spandrel



MTL-01 Extruded Aluminum panel (curtain wall)

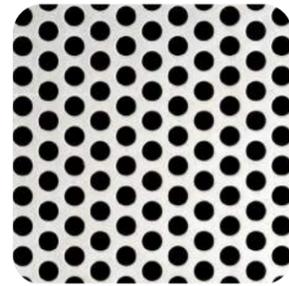


MTL-03 Extruded Aluminum vertical fin (curtain wall)

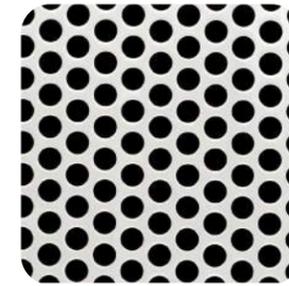
MATERIAL KEY (cont.)



MTL-04 Aluminum plate panel Rainscreen A



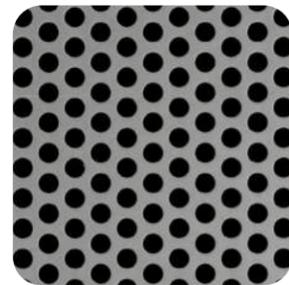
MTL-06 Aluminum plate panel Rainscreen A (Perforated)



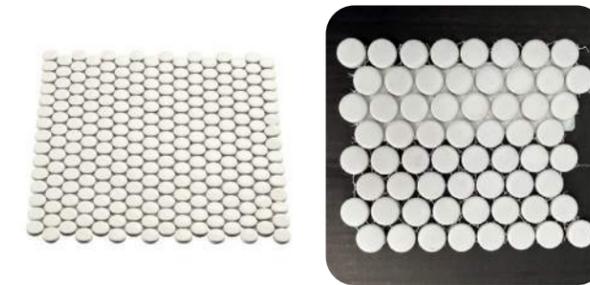
MTL-08 Aluminum plate panel Rainscreen A (Perforated)



MTL-05 Aluminum plate panel Rainscreen B



MTL-07 Aluminum plate panel Rainscreen B (Perforated)



C-01 Porcelain Mosaic (Arch Forms)

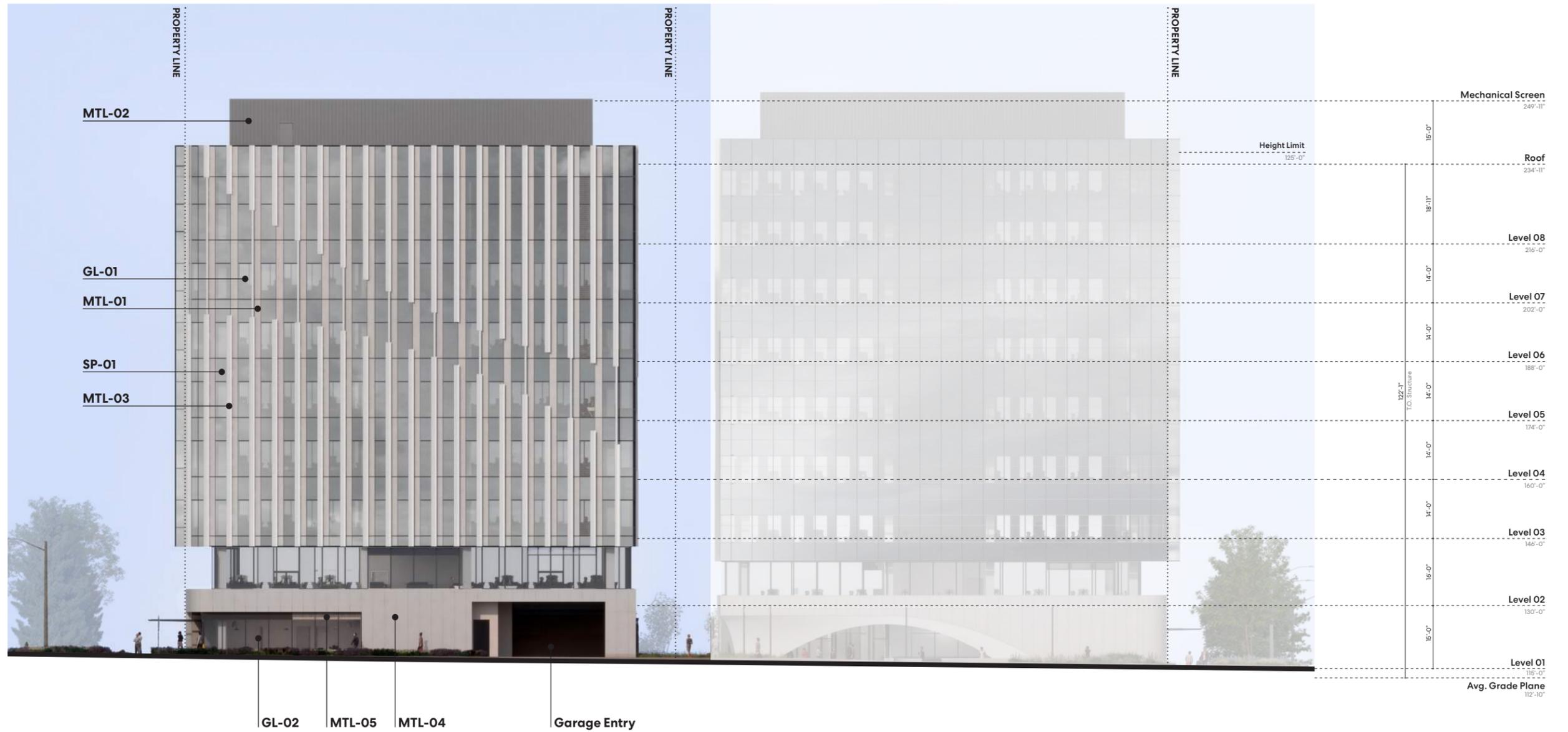
WEST BUILDING



WEST ELEVATION

WEST BUILDING

EAST BUILDING



SOUTH ELEVATION

WEST BUILDING



EAST ELEVATION
(pedestrian connector)

EAST BUILDING

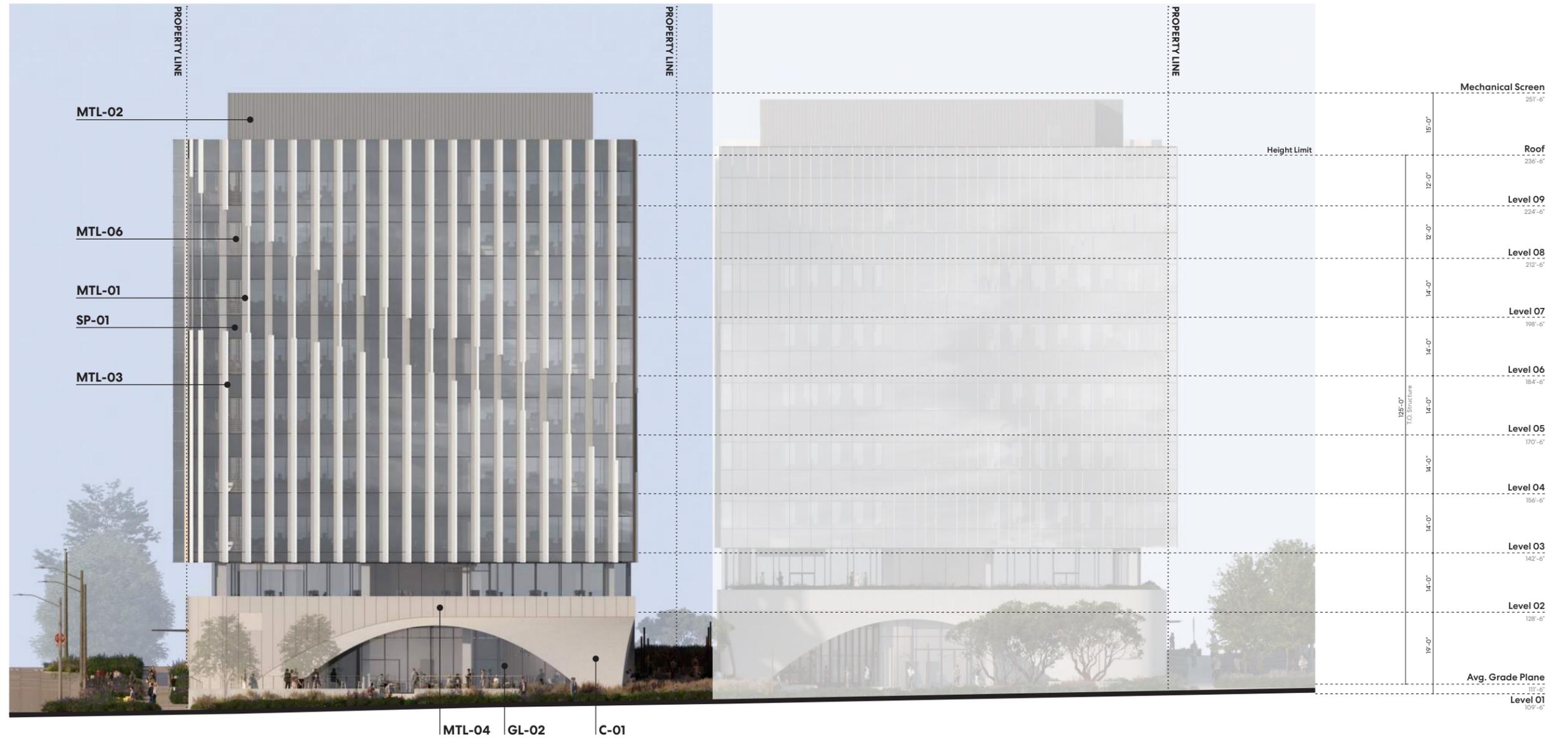
WEST BUILDING



NORTH ELEVATION

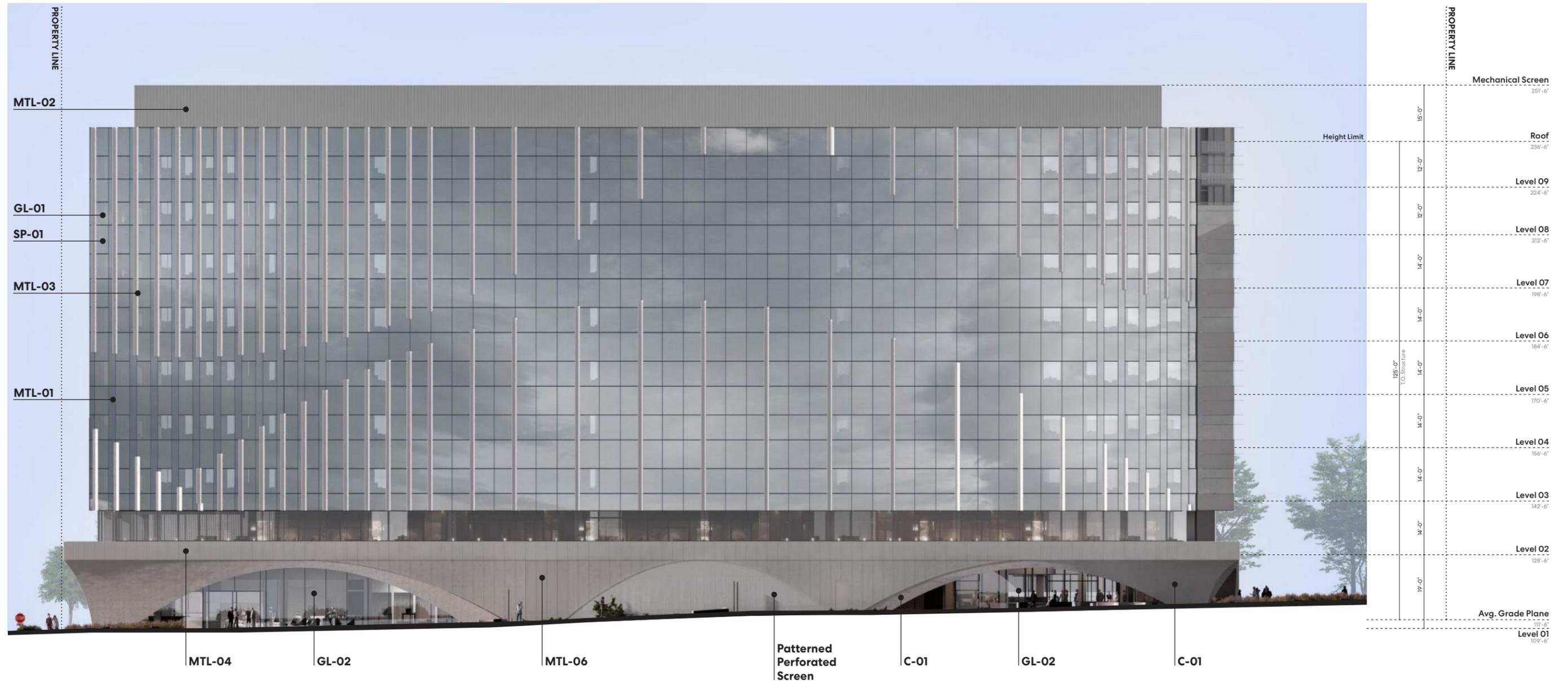
EAST BUILDING

WEST BUILDING



NORTH ELEVATION

EAST BUILDING



WEST ELEVATION
(pedestrian connector)

WEST BUILDING

EAST BUILDING



SOUTH ELEVATION

SECTION

05

Exterior Lighting

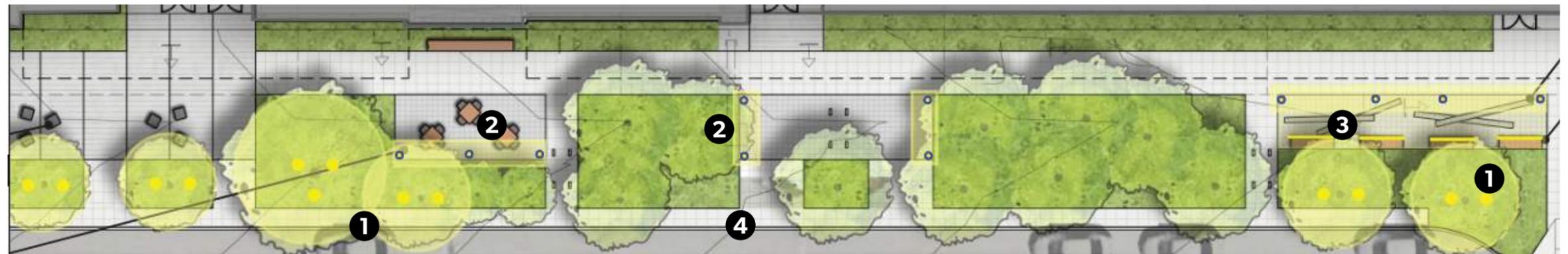
**05 | EXTERIOR LIGHTING
ILLUMINATION PLAN**

- A** Site Edges
- B** Plaza Lighting
- C** Arches and Alley Lighting

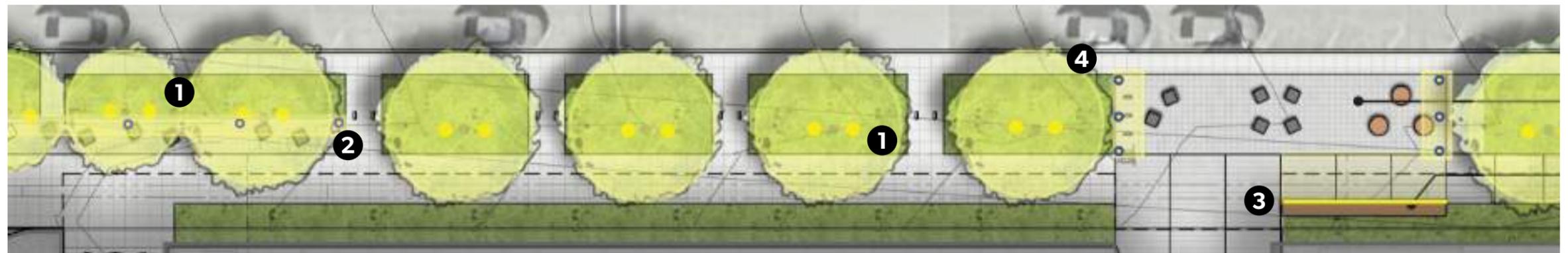


West and East pedestrian zones would be illuminated with a combination of tree lights, linear bench lighting, bollards, and pedestrian poles.

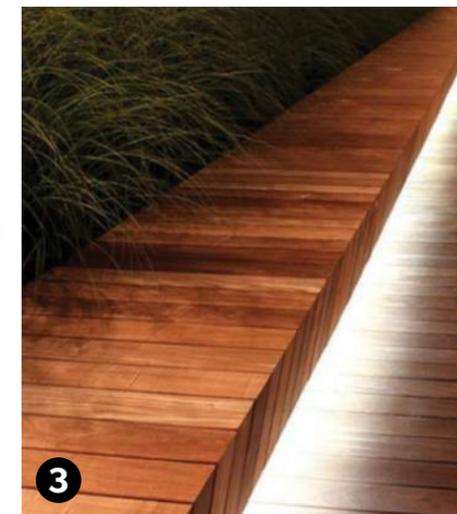
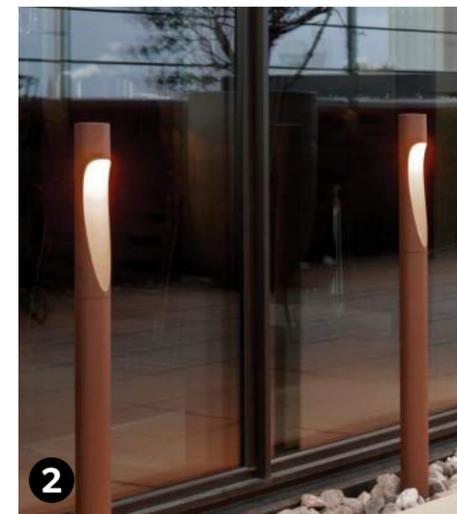
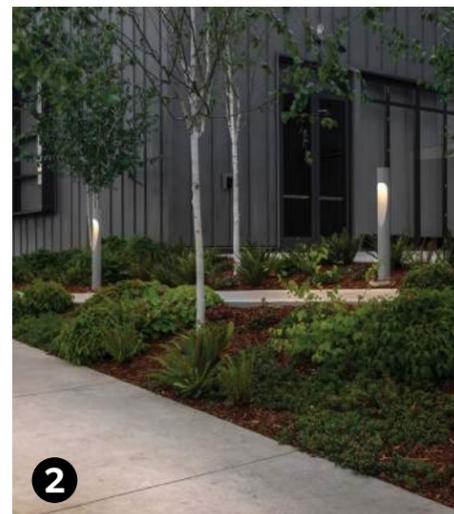
- 1 Tree lighting
- 2 Bollards
- 3 Bench lighting
- 4 Pedestrian poles



West seating



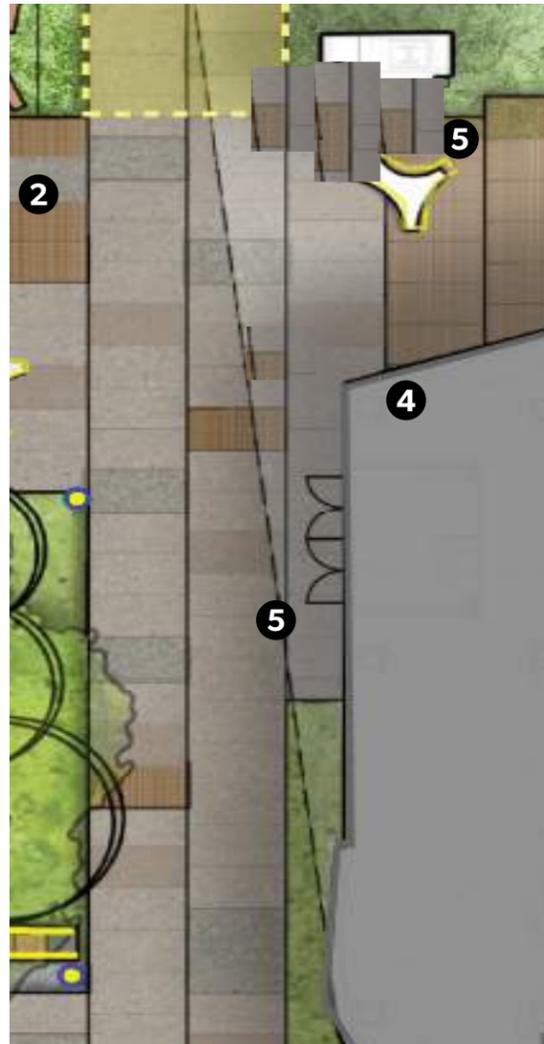
East seating



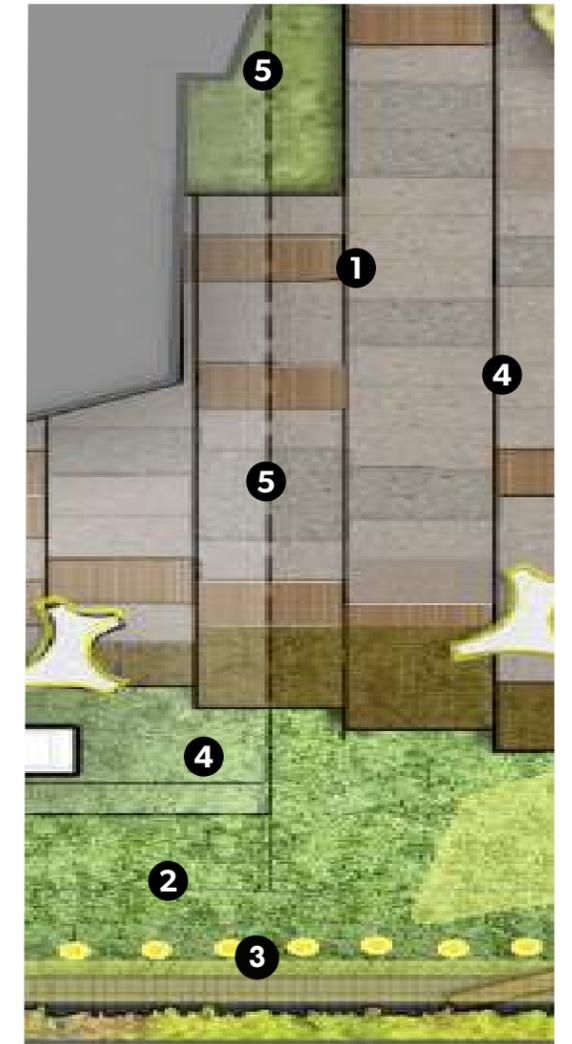
05 | EXTERIOR LIGHTING
B - PLAZA LIGHTING

North and South Plaza seating area will be illuminated by highlighting of selected trees, low level landscape accents, bench lighting, bollards, and pedestrian scaled multi-head poles to light gathering areas. Individual luminaires on poles will be aimed to illuminate gathering areas, and will be equipped with glare control measures.

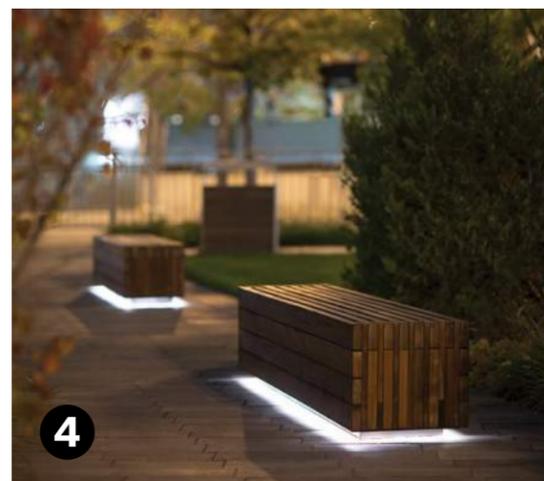
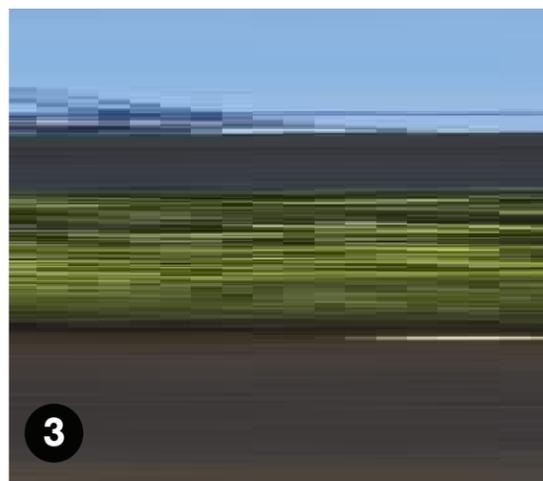
- 1** Tree lighting
- 2** Landscape lantern elements
- 3** Illumination at feature wall
- 4** Bench lighting
- 5** Pedestrian scale multi-head poles



North plaza



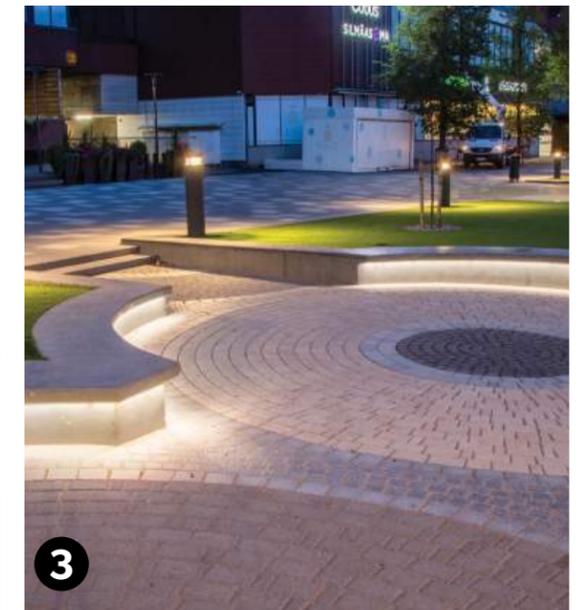
South plaza



Multi-headed pole lighting mounted between the two buildings illuminates the main alley walkway. Color adjustable in-grade uplights to highlight the entry arches.

Seating and landscape areas will be illuminated by a combination of tree lights, low level landscape accents, bench lighting, and pedestrian-scaled bollards.

- 1 In-grade entry arch lighting
- 2 Multi-headed pole lighting
- 3 Bench lighting

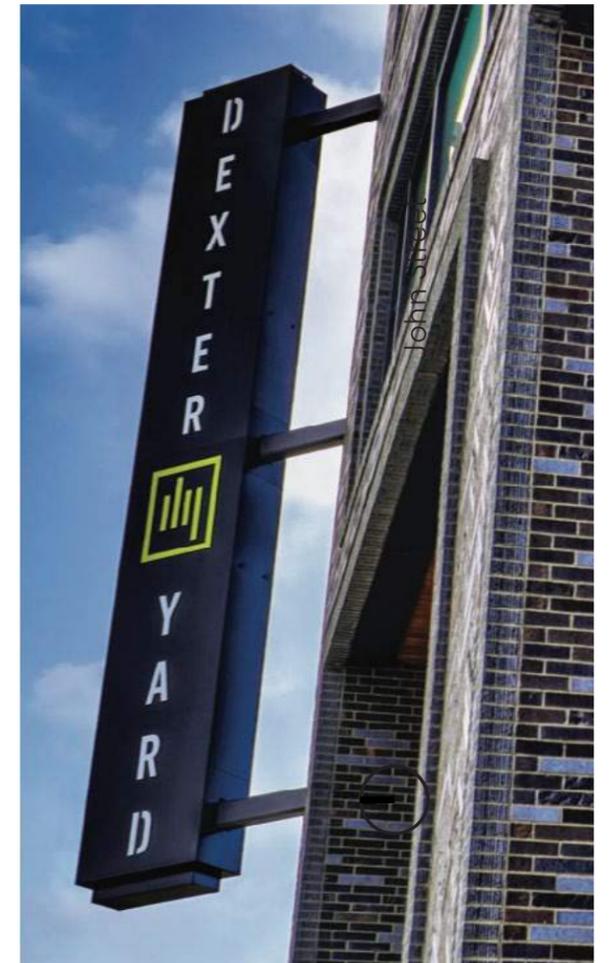
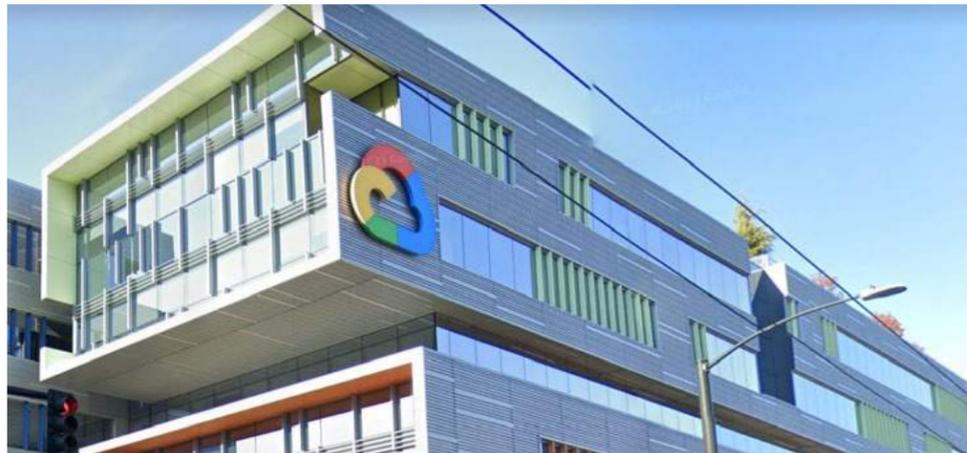


SECTION

06

Signage

1 TYPE 1 - Building Signage - Local Precedents



Proposed Vertical Blade Building Signage Locations

① TYPE 1 - Building Signage



Northeast view

Proposed Ground Plane Signage Locations

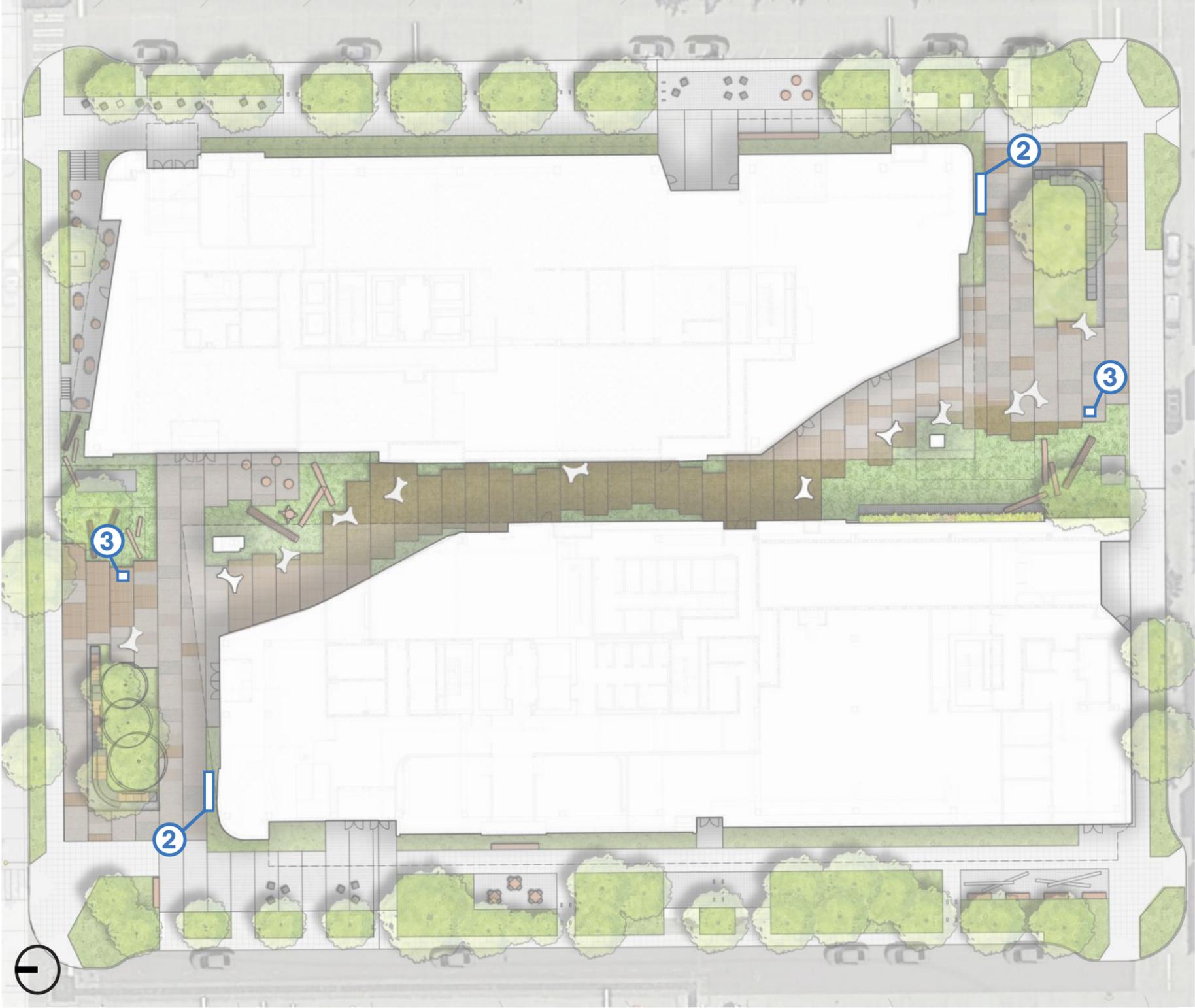
- 2 TYPE 2 - Monument Signage
- 3 TYPE 3 - Wayfinding signage



South plaza



North plaza



Conceptual Ground Plane Signage

2 TYPE 2 - Conceptual monument Signage

CURVE MATCHES GROUND PLANE ARCHES



Building address precedent

3 TYPE 3 - Conceptual wayfinding signage

LIGHT BOX ON TOP

DIRECTIONAL SIGNAGE BELOW CONSISTING OF REMOVABLE PLAQUES

CURVED PILLAR INSPIRED BY BUILDING FOOTPRINTS



Site wayfinding signage precedent

SECTION

07

Phasing

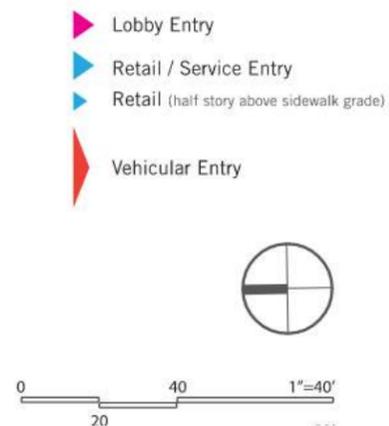
07 | PHASING FOR REFERENCE - SUMMARY

T6 Construction Timeline:

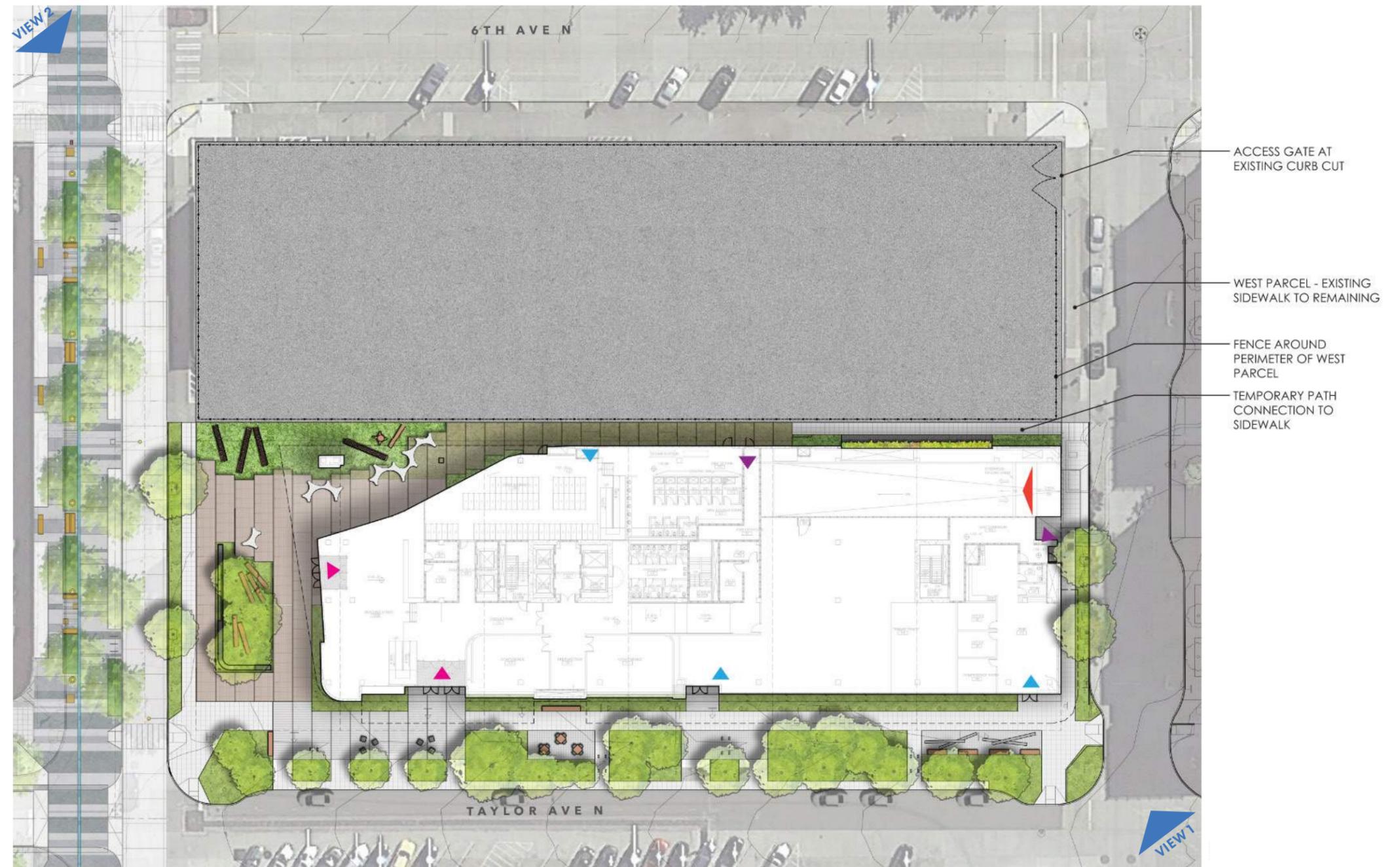
The T6 Innovation Center will be constructed in two phases on two separate development sites under two separate permits. BMR intends to construct the buildings consecutively according to the following schedule:

- Phase 1: Anticipated Construction (Q2 2024)
- Phase 1: Anticipated Completion (Q1 2027)
- Phase 2: Anticipated Construction (Q2 2025)
- Phase 2: Anticipated Completion (Q4 2028)

In the event Phase 2 is paused, the following pages provide views of the Phase 1 Project without the Phase 2 building. As part of the alley vacation process, the applicant team will continue to work with SDC and SDOT on the phasing plan for the two sites.

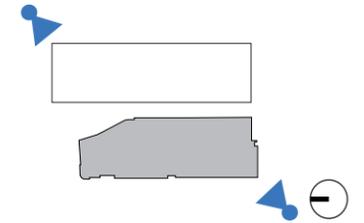


Phase 1



Phase 2 Pause Condition (Not Anticipated):

The East Development (Phase 2) site will be maintained by the owners as a flat parcel until construction resumes. The Phase 1 building is treated as if there were no obvious backside of the development.



1. View from southwest



2. View from northeast

SECTION

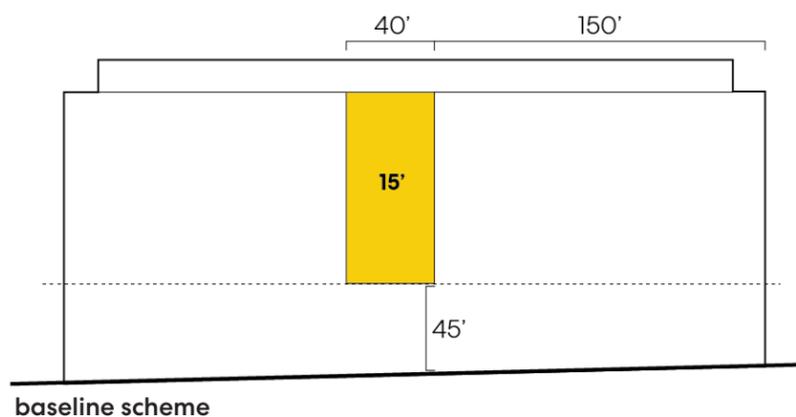
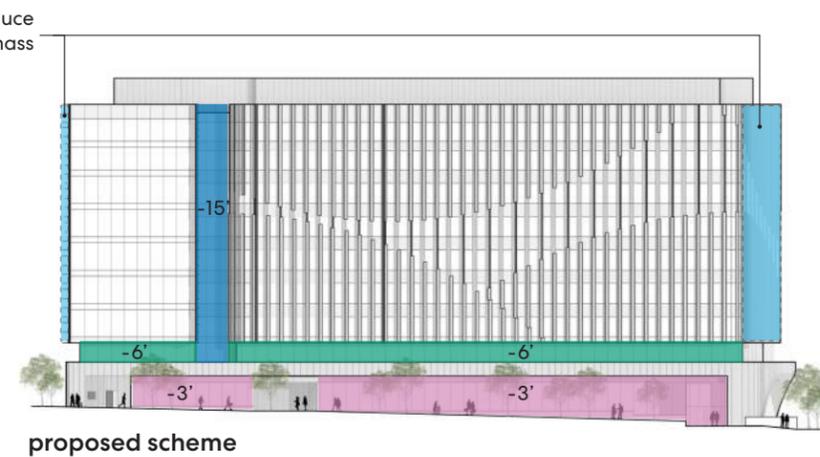
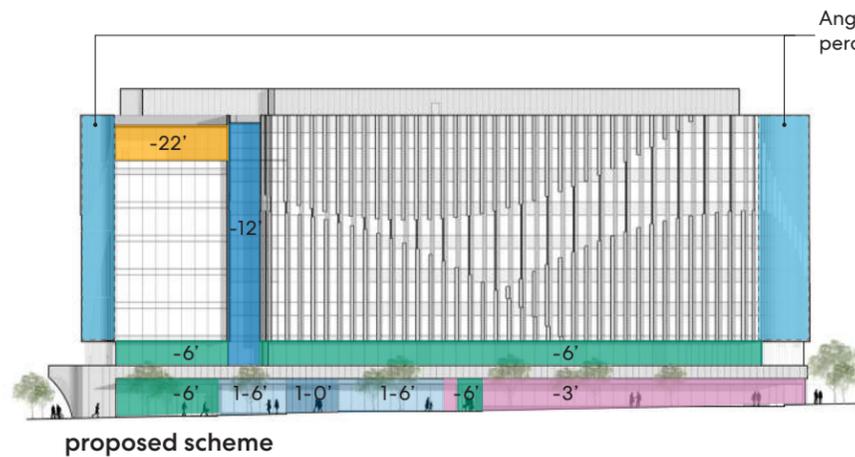
08

Departures

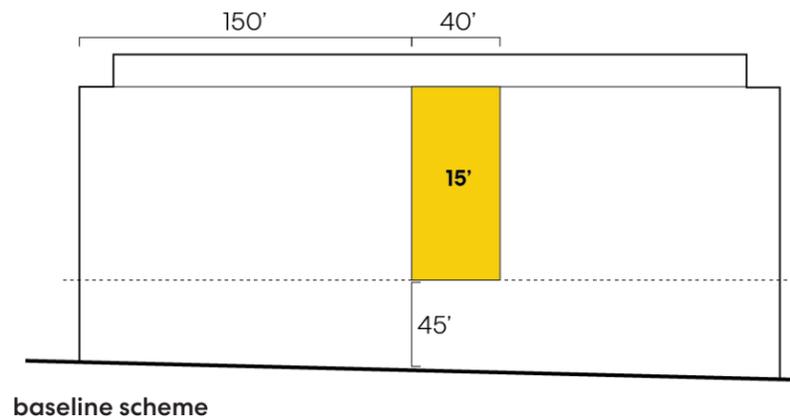
Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p>23.48.732 - Maximum structure width and depth in SM-UP zones</p> <p>A.The maximum width and depth of a structure is 250 feet, except as provided in this Section 23.48.732. The width and depth limits do not apply to below-grade or partially below-grade stories having street-facing facades that do not extend more than 4 feet above the sidewalk, measured at any point above the sidewalk elevation to the floor above the partially below-grade story, other than locations of access to the building.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="155 897 1010 1421"> <p>proposed scheme</p> <p>baseline scheme</p> <p>Elevation along Taylor Ave N.</p> </div> <div data-bbox="1118 897 1973 1421"> <p>proposed scheme</p> <p>baseline scheme</p> <p>Elevation along 6th Ave. N</p> </div> </div>	<p>Allow for extra length beyond the 250' maximum structure requirement. The project proposes to extend the length by a maximum of 20' on the west building along Taylor Ave. and 15' on the east building along 6th Ave to 270' and 265' respectively.</p> <p>The upper tower portion is broken into 2 sections by a large deep vertical gasket that breaks the mass down into facades of less than 250'.</p>	<p>On page 20/21, a number of buildings are illustrated in the near vicinity of this site, that are longer than 300' in length, due to the size of the blocks in this area. Keeping with the context of a number of long buildings in the area, including the new development directly across Taylor Ave., the proposed departure looks to extend the length along the street at the upper level, but then carving away at the base to increase pedestrian activity around and through the site. A baseline proposal that meets the 250' requirement with a demising wall separation could be 36' longer than the maximum proposed for this site. The Seattle Design Guidelines DC2-A.2 (Reducing Perceived Mass) and CS2-C.3. (Full Block Sites) looks to use secondary architectural elements to reduce the perceived mass of larger projects and break up long facades of full-block buildings to avoid a monolithic presence. Additional consideration include providing detail and human scale at street-level, and including repeating elements to add variety and rhythm to the façade and over-all building design. Also consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.</p> <p>This is done through various setback depths along the length of the facade, creating a strong horizontal datum line at the second floor gasket and providing overhead protection for pedestrians, and through a series of varied facade treatments with texture and materiality.</p> <p>The board indicated support for this departure. Early Design Guidance, April 20, 2022.</p> <div data-bbox="2595 1572 2968 1874" style="text-align: right;"> </div>

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p>23.48.745 - Upper-level development standards in SM-UP 160 zones</p> <p>D.Facade modulation. For all structures exceeding 95 feet in height, facade modulation is required for the street-facing facade of a structure located within 15 feet of a street lot line and exceeding the podium height specified for the lot in subsection 23.48.745.C. No modulation is required for portions of a facade set back 15 feet or more from a street lot line or below the podium height.</p>	<p>Allow for modulation to be distributed over height and length of facade in lieu of prescribed requirement between 45' and 125' in height.</p>	<p>The proposed project has taken special consideration to develop the ground level pedestrian experience in a transitional section of the uptown neighborhood through scale and hierarchs of carves and setbacks. In Section DC2.5 (Tall Buildings) in the Uptown Neighborhood Design Guidelines, much care is written about modulating the building in response to context, avoiding long unmodulated slabs by using appropriately sized moves to match taller view distances, and including intermediate scales along with an adjusted base scale to feel proportional to the rest of the massing.</p> <p>By modulating the facade on all sides of the development, the public has visual interest from the street, the alley and the public open spaces. Through the use of horizontal and vertical cuts and gaskets of varying width, height and depth, the facade provides a volume of modulation beyond the prescribed amount in the code, almost doubling the amount at a minimum. This also creates a scale of articulation both at a close proximity and from distant views.</p>

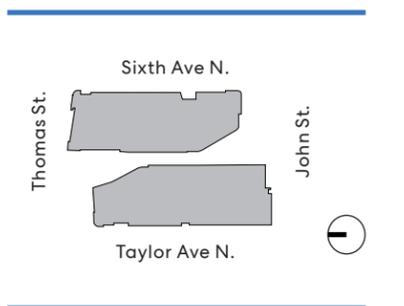
The board indicated support for this departure. Early Design Guidance, April 20, 2022.



Elevation along Taylor Ave N.



Elevation along 6th Ave. N



08 | DEPARTURES
DEPARTURE #3

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p>23.48.040 - Street Level Development Standards</p> <p>B. Transparency and blank facade requirements. In the SM-SLU, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, the provisions of this subsection 23.48.040.B apply to the area of a street-facing facade between 2 feet and 8 feet above a sidewalk, but do not apply to portions of a structure in residential use or, within the SM-U and SM-NG districts, to portions of a structure in use as a light rail station.</p> <p>1. Transparency requirements. In the SM-SLU, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, on Class 1, Class 2, and Class 3 Pedestrian Streets and Neighborhood Green Streets, a minimum of 60 percent of the street-facing facade must be transparent, except that if the slope of the street frontage abutting the lot exceeds 7.5 percent, the required amount of transparency is 45 percent of the street-facing facade.</p>	<p>Allow for transparency percentage to be lower than 60% at select elevation.</p>	<p>The proposed project takes into consideration that the site is bordered by the Thomas Green Street and three Class III pedestrian streets. By reducing the building footprint, a large amount of open space has been developed to enhance the connectivity to the Thomas Green Street at the north end of the site.</p> <p>With an emphasis on the open space at the north end of the site, the garage entry, gas alcove, and building mechanical shaft has been located at the south end of the site at John Street. The remaining portion of the building facade is treated with transparent material to enhance the facade. Despite the uses, the facade creates 50% transparency overall.</p> <p>In Section DC1-B-1, it is desired to choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists. With this in mind, only one curb cut is introduced onto John Street so that the other three streets can remain pedestrian focused. A consolidation of service uses and vehicular access allows for the surrounding right of ways to be much more pedestrian friendly.</p>



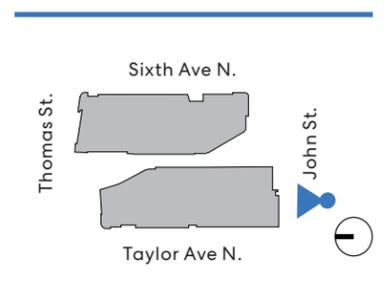
Elevation along John Street (west building)

transparent facade (50%) blank facade

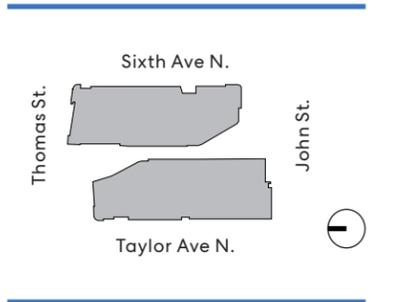
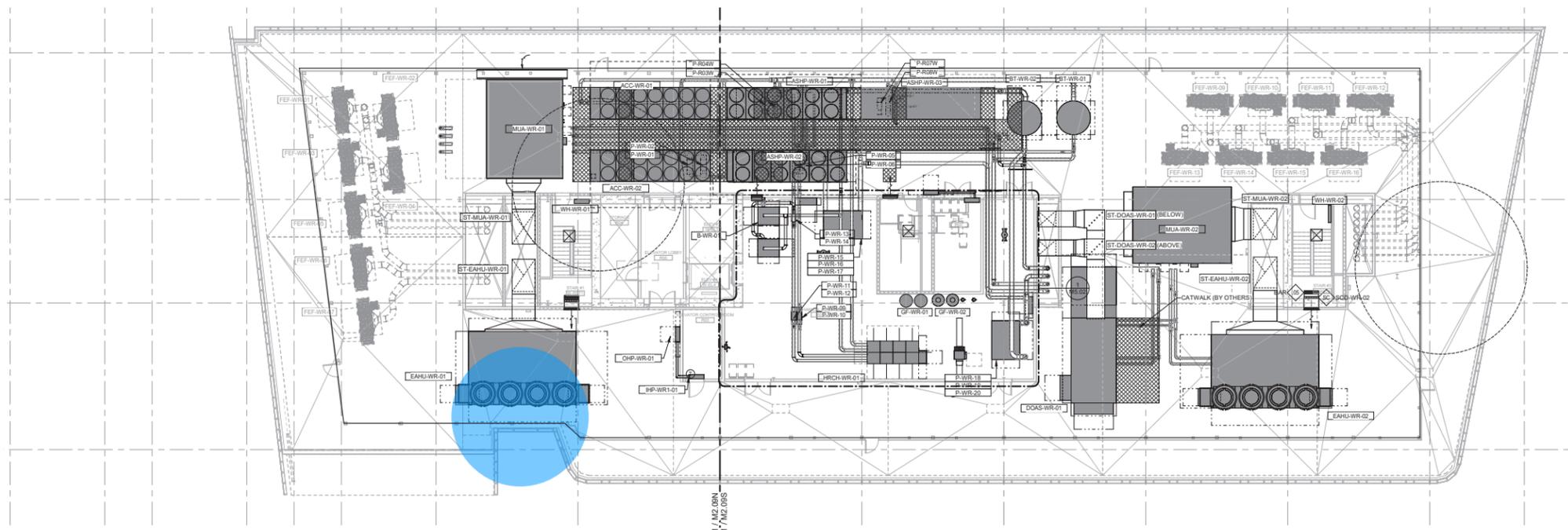
exempt (consolidated garage/vehicle entry)



John Street - Plan View

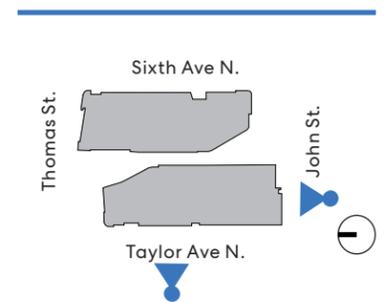
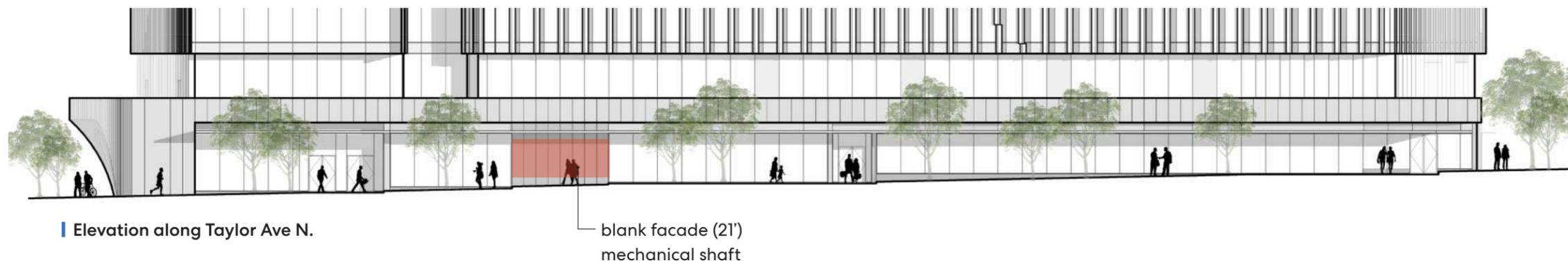


Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p>23.48.025.C.6.b - Structure Height / Rooftop Features</p> <p>C. Rooftop Features</p> <p>6. At the applicant's option, the combined total coverage limit of all rooftop features listed in subsections 23.48.025.C.4 and 23.48.025.C.5 is 75 percent, provided that all of the following are satisfied:</p> <ul style="list-style-type: none"> a. All mechanical equipment is screened or enclosed; and b. No rooftop features are located closer than 10 feet to the roof edge, except features that do not exceed the height of the parapet or 5 feet above the roof surface, whichever is greater, or which may be permitted by design review departure or other code provisions including but not limited to Chapter 23.57. 	<p>Allow for roof equipment to be closer than 10 feet to the roof edge at both buildings.</p>	<p>Per section 23.48.025.C.6, roof coverage is allowable up to 75% of the total roof area. Due to the amount of equipment required for a life science compatible building, the location and clearances required for rooftop equipment pushes the screen wall to the maximum amount, encroaching into the required 10' setback from the roof edge. All equipment is screened per code and the project is asking for a departure to the 10' setback from the roof edge.</p>

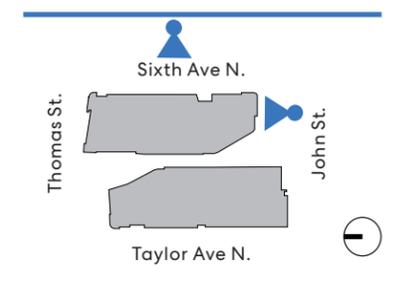
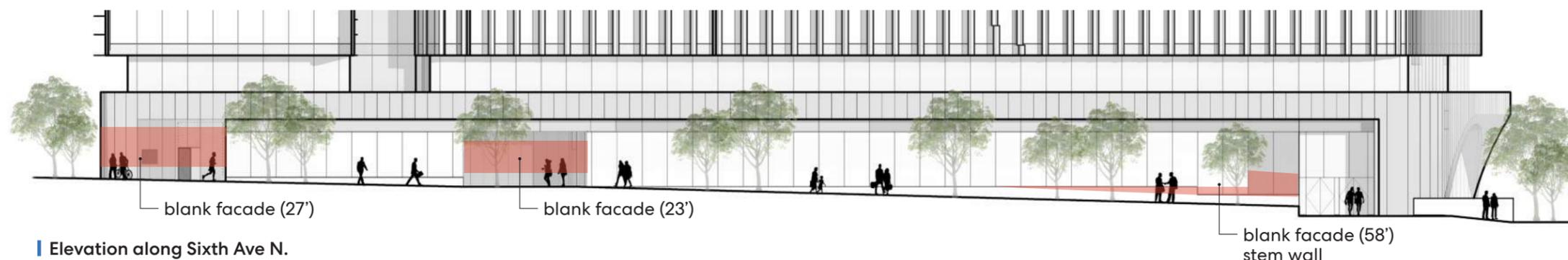
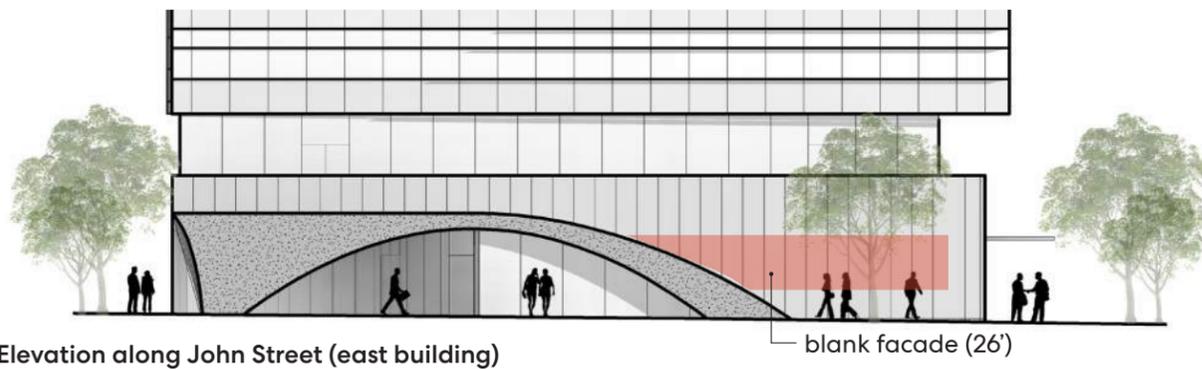


08 | PROPOSED MODIFICATIONS
TYPE-I DECISION REQUEST

Code Citation & Requirement (Excerpt)	Proposed Modification	Rationale
<p>23.48.040 - Street Level Development Standards</p> <p>B. Transparency and blank facade requirements. In the SM-SLU, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, the provisions of this subsection 23.48.040.B apply to the area of a street-facing facade between 2 feet and 8 feet above a sidewalk, but do not apply to portions of a structure in residential use or, within the SM-U and SM-NG districts, to portions of a structure in use as a light rail station.</p> <p>2. Blank facade limits. Any portion of the street-facing facade that is not transparent is considered to be a blank facade and is subject to the following:</p> <p>a. In the SM-SLU, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, for Class 1, Class 2, and Class 3 Pedestrian Streets and Neighborhood Green Streets, the following apply:</p> <p>1) Blank facades are limited to segments 15 feet wide. Blank facade width may be increased to 30 feet if the Director determines as a Type I decision that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest.</p>	<p>Allow for blank facade segment limit to be increased to 30' in select areas.</p>	<p>The proposed project recognizes the significance of green streets and Class III pedestrian streets as described in the municipal code. While the mechanical shaft and gas alcove are considered blank facades, the consolidation of these uses in addition to the parking garage being located at the John Street facade allows for the Thomas Green Street and remaining Class III pedestrian streets (Taylor Ave N and Sixth Ave N) to be uninterrupted facades.</p>



Code Citation & Requirement (Excerpt)	Proposed Modification	Rationale
<p>23.48.040 - Street Level Development Standards</p> <p>B. Transparency and blank facade requirements. In the SM-SLU, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, the provisions of this subsection 23.48.040.B apply to the area of a street-facing facade between 2 feet and 8 feet above a sidewalk, but do not apply to portions of a structure in residential use or, within the SM-U and SM-NG districts, to portions of a structure in use as a light rail station.</p> <p>2. Blank facade limits. Any portion of the street-facing facade that is not transparent is considered to be a blank facade and is subject to the following:</p> <p>a. In the SM-SLU, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, for Class 1, Class 2, and Class 3 Pedestrian Streets and Neighborhood Green Streets, the following apply:</p> <p>1) Blank facades are limited to segments 15 feet wide. Blank facade width may be increased to 30 feet if the Director determines as a Type I decision that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest.</p>	<p>Allow for blank facade segment limit to be increased to 30' in select areas.</p>	<p>The proposed project recognizes the unique and historical significance of the uptown neighborhood as the design concept draws its main inspiration from the iconic forms and modulation of the pacific science center. while the arched forms are considered blank facades, they are used in a modern way to both activate the pedestrian level and provide visual interest with its architectural detailing along the street level.</p> <p>On the east (sixth ave) elevation, the blank facade widths are separated by as much as 50' and 130' of transparent facades. With a total facade of 289', the blank facades only make up as little as 29% of the total facade.</p>



SECTION

09

Appendix

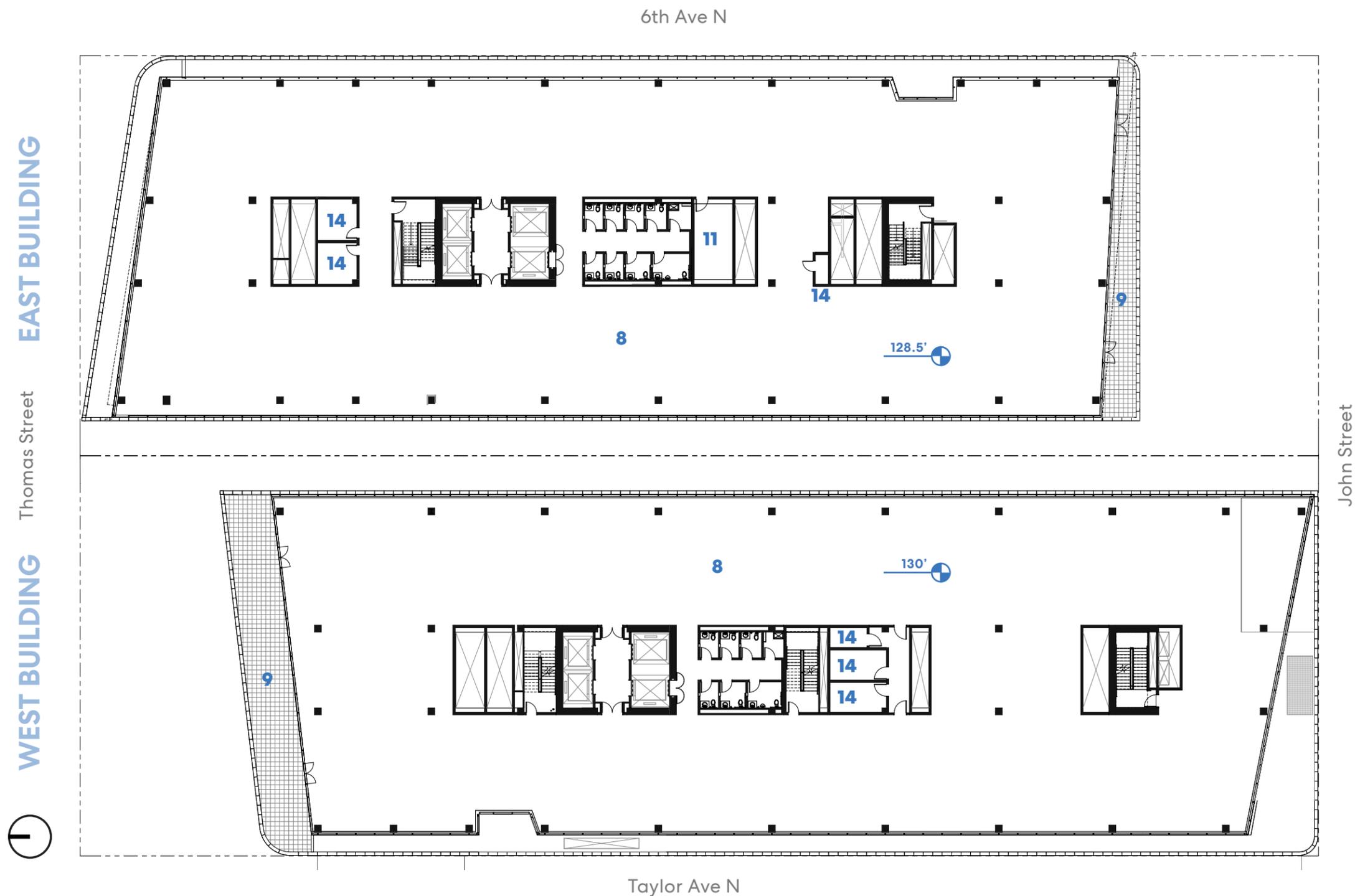
01

- 1 Lobby
- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8 Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage
- 12 Parking
- 13 Loading
- 14 Electrical / Mechanical
- 15 Mailroom



02

- 1 Lobby
- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8 Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage
- 12 Parking
- 13 Loading
- 14 Electrical / Mechanical
- 15 Mailroom



03-07

- 1 Lobby
- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8** Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage
- 12 Parking
- 13 Loading
- 14** Electrical / Mechanical
- 15 Mailroom



08

- 1 Lobby
- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8 Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage
- 12 Parking
- 13 Loading
- 14 Electrical / Mechanical
- 15 Mailroom



09/ ROOF

- 1 Lobby
- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8 Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage
- 12 Parking
- 13 Loading
- 14 Electrical / Mechanical
- 15 Mailroom



ROOF

- 1 Lobby
- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8 Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage**
- 12 Parking
- 13 Loading
- 14 Electrical / Mechanical**
- 15 Mailroom



P1

(below grade)

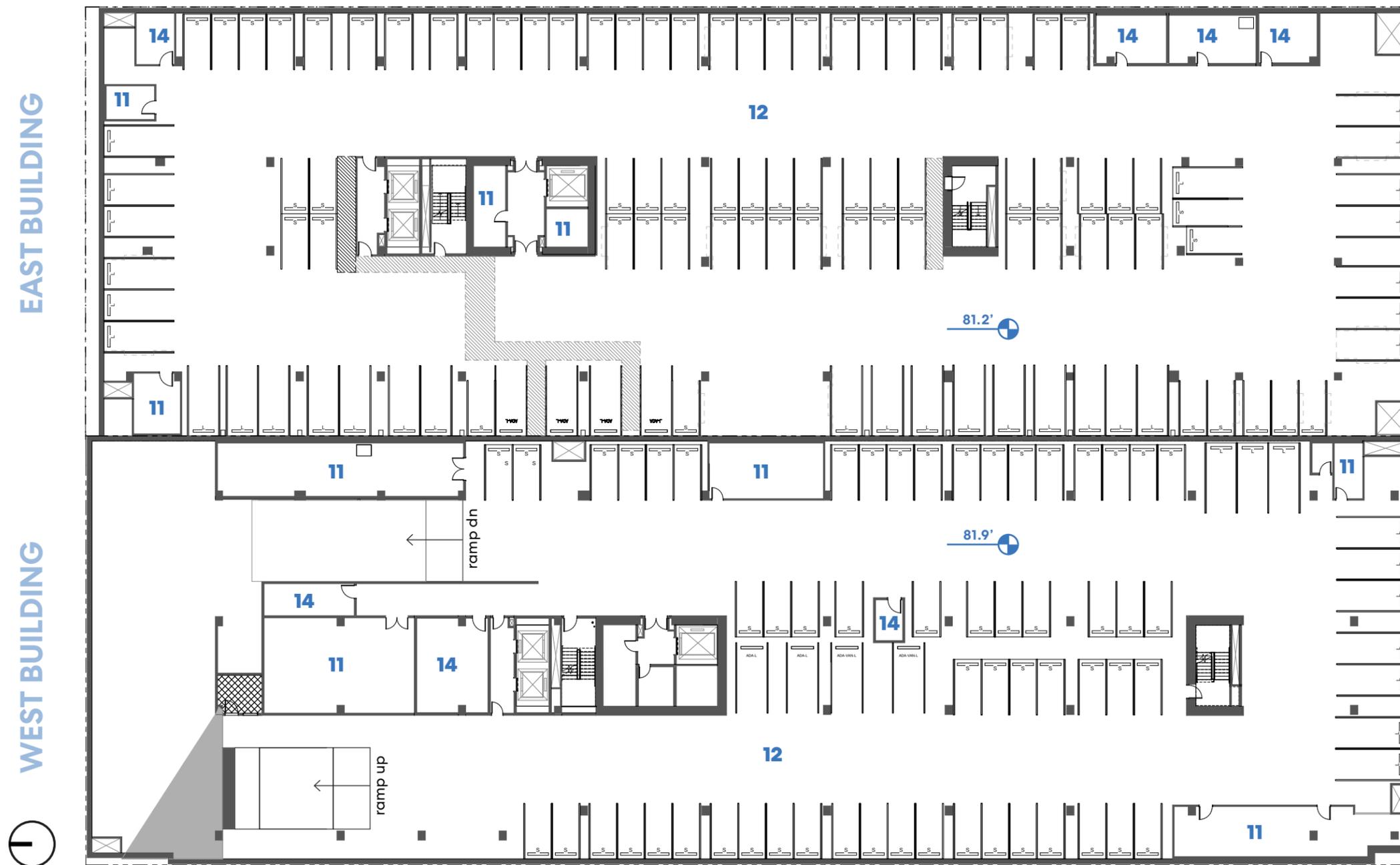
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- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8 Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage
- 12 Parking
- 13 Loading
- 14 Electrical / Mechanical
- 15 Mailroom



P2

(below grade)

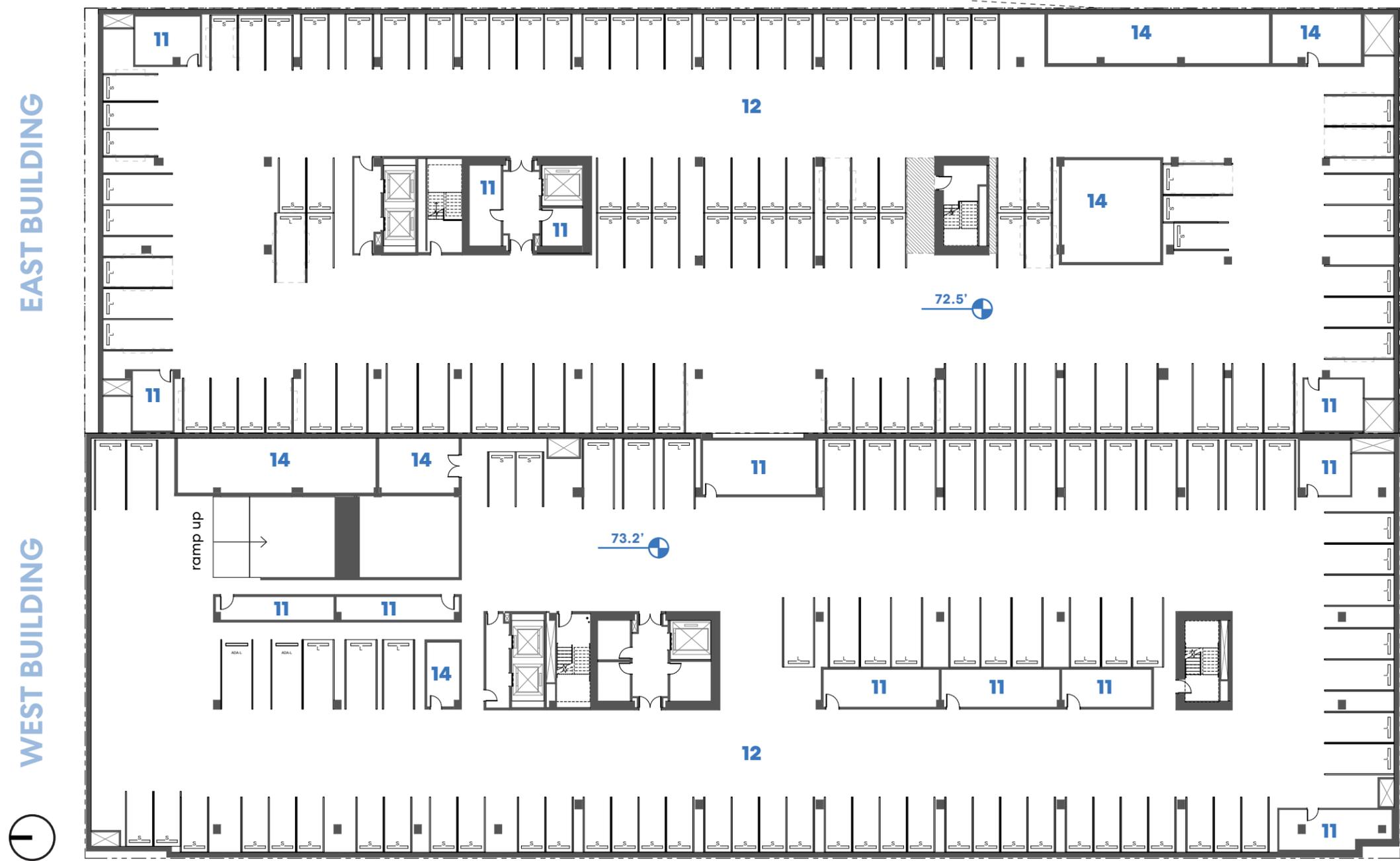
- 1 Lobby
- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8 Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage
- 12 Parking
- 13 Loading
- 14 Electrical / Mechanical
- 15 Mailroom



P3

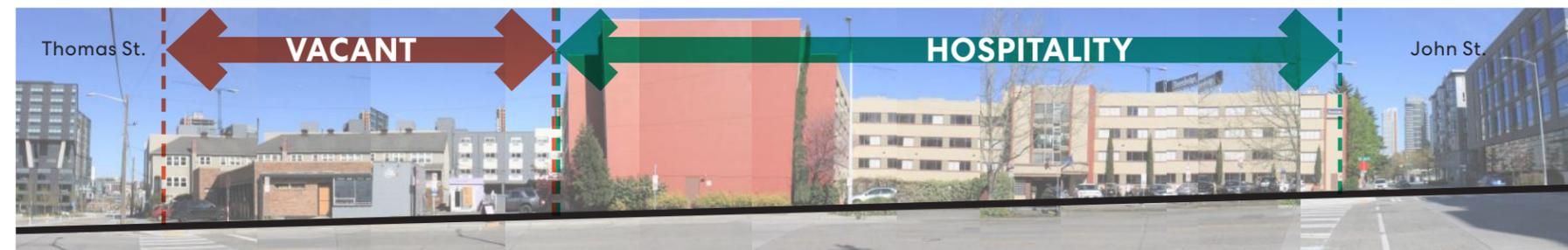
(below grade)

- 1 Lobby
- 2 Cafe
- 3 Food
- 4 Conference
- 5 Fitness Center
- 6 Arcade Lounge
- 7 Bicycle room
- 8 Tenant Space
- 9 Terrace
- 10 Vehicular Entry
- 11 Storage**
- 12 Parking**
- 13 Loading
- 14 Electrical / Mechanical**
- 15 Mailroom





6th Ave - **West** Street Elevation



6th Ave - **East** Street Elevation



Taylor Ave - **East** Street Elevation



Taylor Ave - **West** Street Elevation



Thomas St - **South** Street Elevation



Thomas St - **North** Street Elevation



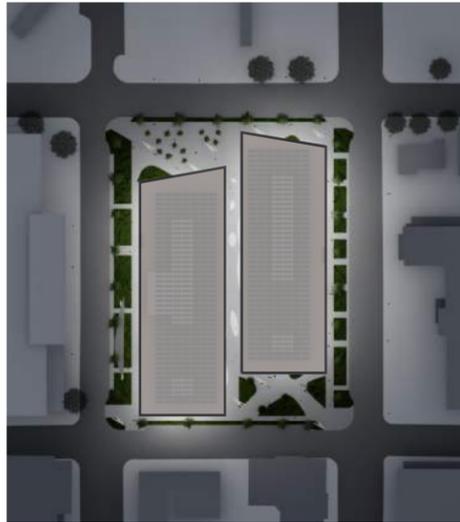
John St - **East** Street Elevation



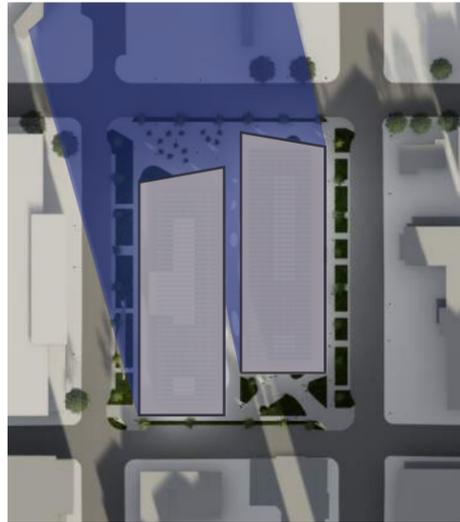
John St - **West** Street Elevation

WINTER SOLSTICE

8AM



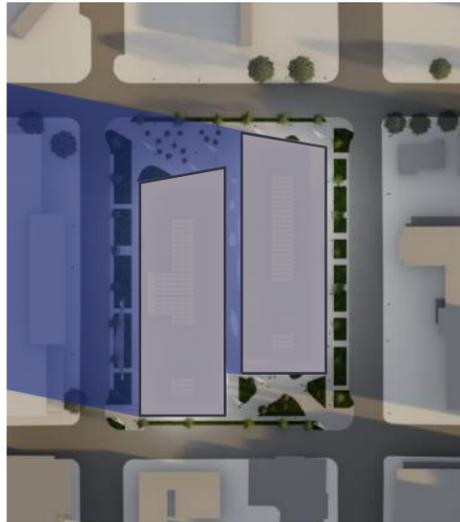
12PM



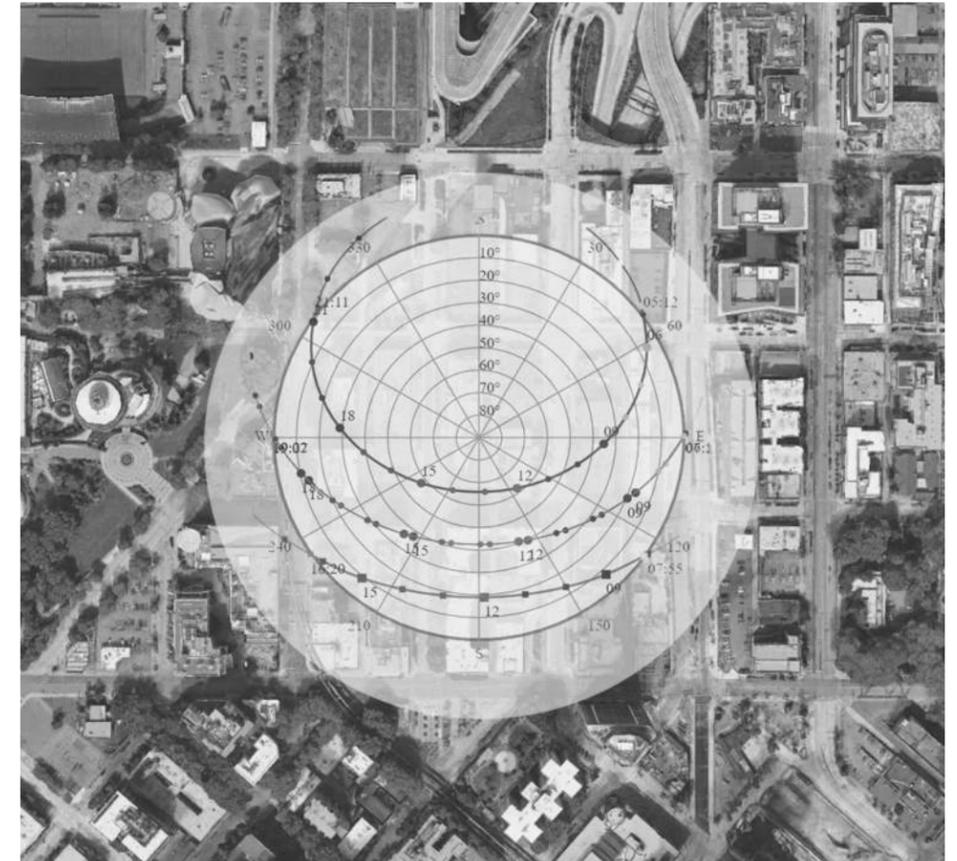
3PM



EQUINOX



SUMMER SOLSTICE



LEGEND

- Proposed Building Shadow
- Existing Buildings Shadows

