



SIXO

1815 6TH AVE

1815 6th Avenue and 500 Olive Way
EDG Project #: 3038768-EG

EARLY DESIGN GUIDANCE MEETING

DOWNTOWN DESIGN REVIEW BOARD

Proposal Packet 01
November 29, 2021

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DATA

NEW ADDRESS:

1815 6th Avenue, Seattle, WA 98101

PREVIOUS ADDRESS:

500 Olive Way, Seattle, WA 98101

SDCI PROJECT NO:

EDG: #3038768-EG

LEGAL DESCRIPTION:

The site is within the original land claim of W.N. Bell, which was incorporated into the Town of Seattle as the Heirs of Sarah A. Bell Addition, according to the plat thereof recorded in volume 13 of plats, page 24 in King County, Washington. The subject parcel is all of Plat Block 7. Historically this block was composed of Plat Lots 1–6, but they were combined by the early 1900s.

PARCEL NO:

065900-0380

PROJECT TEAM

OWNER:

Kilroy Realty Corporation
601 108th Avenue NE, Suite 1560
Bellevue, WA 98004
CONTACT: John Gillespie

ARCHITECT:

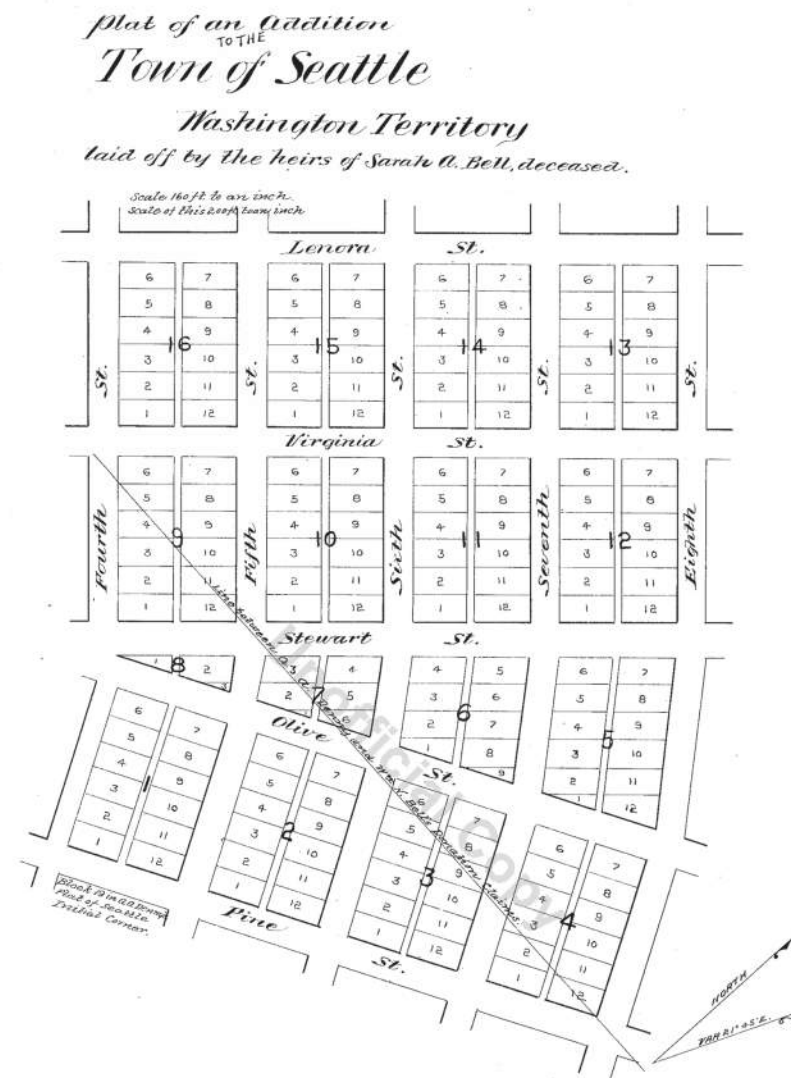
Miller Hull Partnership, LLP
71 Columbia Street, 6th floor
Seattle, WA 98104
CONTACT: Whitney Pearce

DESIGN ARCHITECT:

Otherworks
923 E. 3rd Street, Suite 107
Los Angeles, CA 90013
CONTACT: Suzan Elwyn

LANDSCAPE ARCHITECT:

Site Workshop
3800 Woodland Park Ave. N.
Suite 200
Seattle, WA 98103
CONTACT: Mark Brands



SEE SURVEY VOL. 13 PAGE 24

This Addition is a portion of W. N. Bell's & A. A. Denny's Donation Claims, in Town 25 N. of Range 4 East of Will Mer. Lots not Fractional, 60 by 120 ft. Streets 66 ft. Alleys 16 ft. Streets South of Olive Street correspond on their courses with those on A. A. Denny's Addition to Seattle, Streets North of Stewart Street correspond with A. A. Denny's and W. N. Bell's Addition. Streets between Stewart and Olive Sts. run to connect the two courses together, all lying South of Division line between A. A. Denny and W. N. Bell's claims to A. A. Denny and include Blocks 1, 2 & 8 with parts of blocks 3, 4, 7 & 9. W. N. Bell guardian of Austin A. Bell, W. N. Bell Attorney in fact of Laura K. Coffman, Olive J. Stewart & Mary P. Bell heirs of Sarah A. Bell deceased, A. A. Denny.

Territory of Washington }
County of King }
On this Eighth day of April, A. D. 1872 before me the undersigned a Notary Public in and for Washington Territory personally came William N. Bell and Arthur A. Denny to me known to be the individuals who executed the within Town Plat, the first named as guardian for the minor heirs of Sarah A. Bell, deceased, and, as Attorney for the other heirs, the second named in his individual capacity and acknowledged the execution of the within plat, as their act and deed.
Witness my hand and seal the day and year above written,
George F. Whitworth
Notary Public "W. T."

Filed for Record April 9th 1872 at 3 O'clock P.M.
G. Kellogg Auditor.

Recorded in the Records of King Co. W. T. in Vol. 6 of Deeds on pages 196 & 197 Re-Recorded per order County Com's at Poby Term 1875 in this book S. C. Harris Draughtsman April 30 1875.

KILROY REALTY CORPORATION

Kilroy Realty Corporation (KRC), a publicly traded real estate investment trust and member of the S&P MidCap 400 Index, is one of the West Coast's premier landlords. The Company has over 70 years of experience developing, acquiring and managing office and mixed-use real estate assets. The Company provides physical work environments that foster creativity and productivity and serves a broad roster of dynamic, innovation-driven tenants, including technology, entertainment, digital media and health care companies.

Kilroy Realty is seeking entitlements to develop a state-of-the-art mixed-use project consisting of approximately 900,000 square feet of office, including the full restoration of the Lloyd Building, and approximately 25,000 square feet of street-level food and beverage retail as well as underground parking. In-place zoning on the 1825 7th Avenue parcel allows for approximately 575,000 square feet of residential development, for which the company is evaluating various options. The proposed project will target the highest levels of sustainability.

Kilroy Realty has past experience with historic preservation, including the CBS Columbia Square building in Hollywood, California which earned a Conservancy Preservation Award in 2017.

The company's commitment and leadership position in sustainability has been recognized by various industry groups across the world. In 2020, the company was recognized by GRESB as the sustainability leader in the Americas across all asset classes for the seventh time. Other sustainability accolades include NAREIT's Leader in the Light award for the past seven years and the EPA's highest honor of ENERGY STAR

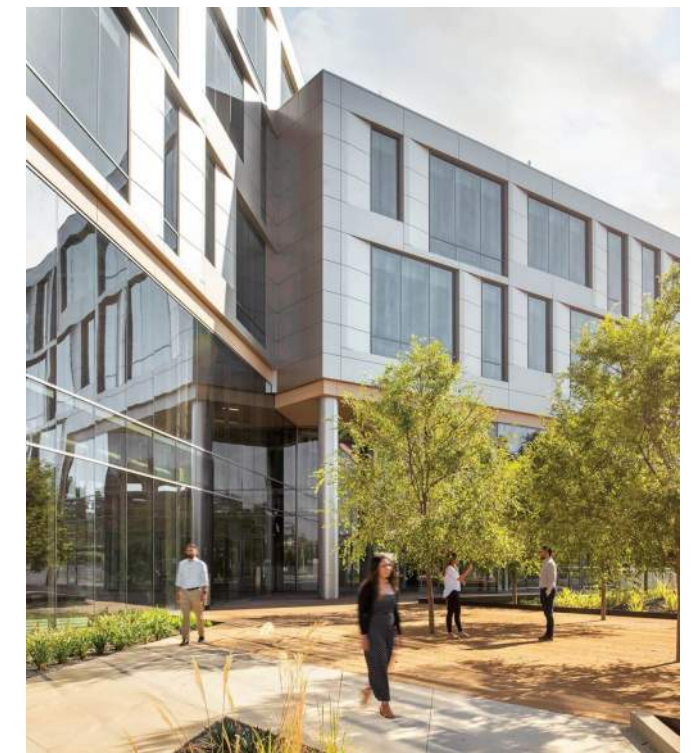
Partner of the Year Sustained Excellence award for the past six years. The company is listed in the Dow Jones Sustainability World Index. At the end of the fourth quarter of 2020, the company's stabilized portfolio was 68% LEED certified and 67% of eligible properties were ENERGY STAR certified. More information is available at <http://www.kilroyrealty.com>



333 Dexter, Seattle, design by Miller Hull (Completed 2021)



The Exchange on 16th, San Francisco (Completed 2020)



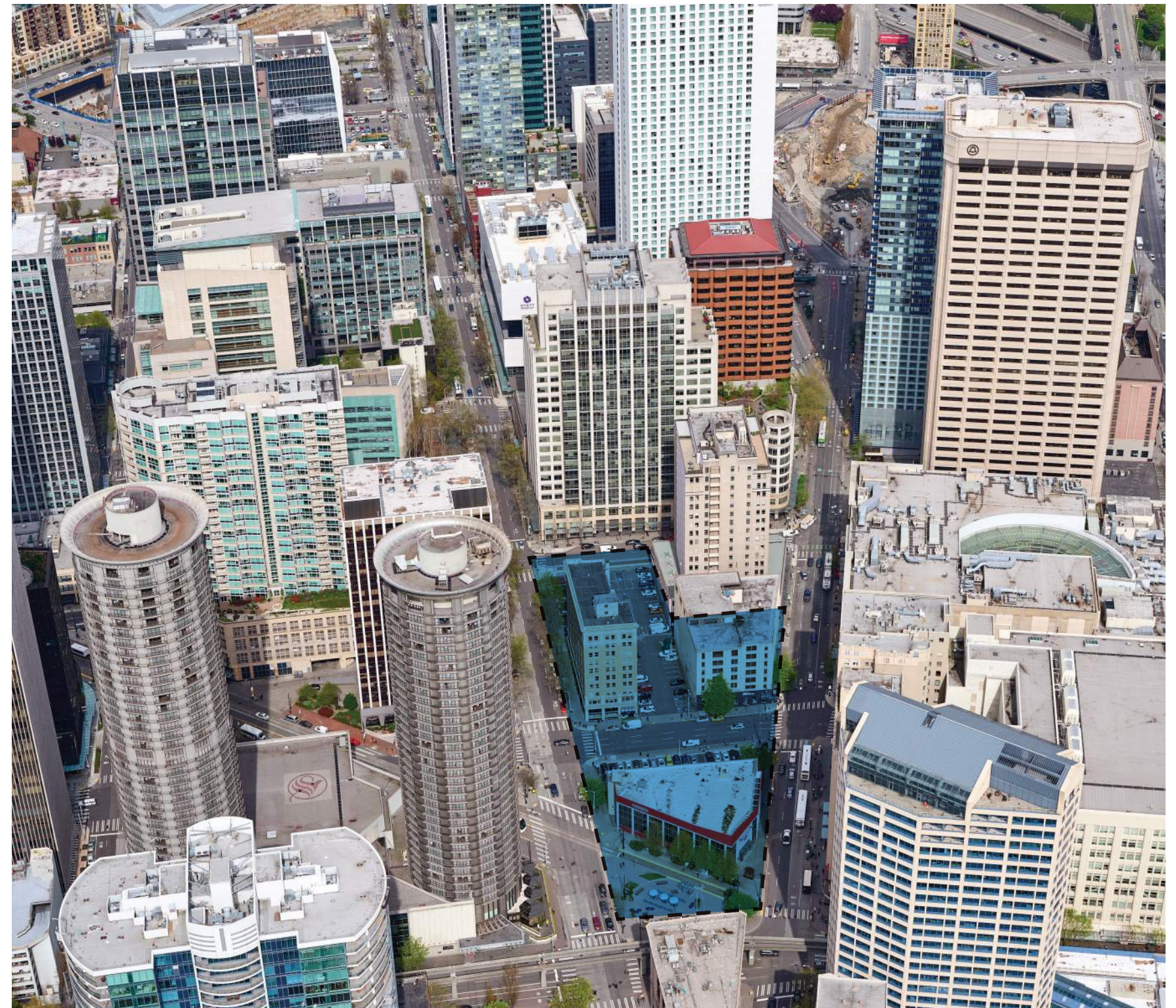
9455 Towne Centre Drive (Completed 2020)

PLANNED COMMUNITY DEVELOPMENT

Planned Community Development

This Planned Community Development consists of 4 parcels in the Downtown Office Core 2 zone: a new 420' mixed-use commercial office building with ground-floor retail and underground parking at 1815 6th Ave, a new 240' mixed-use commercial office building with ground-floor retail and underground parking and the rehabilitation of an existing ten-story historic structure with commercial office use and ground-floor retail at 1818 6th Ave, and a new 550' residential tower with underground parking at 1825 7th Ave.

The purpose of the PCD is to allow for a more appropriate distribution of FAR across the site. By shifting FAR away from the historic structure, the Lloyd building will remain a prominent feature building within the development. The proposed FAR will not exceed the aggregate maximum FAR of the individual parcels. The project will be phased, with the 1825 7th Ave residential tower happening in a future phase.



PLANNED COMMUNITY DEVELOPMENT

PCD Scope Summary

- TOTAL PCD SITE AREA: 103,778 SF
- TOTAL FAR COMMERCIAL OFFICE AREA WITHIN PCD: 891,735 SF
- TOTAL PROPOSED RETAIL WITHIN PCD: 10,800 SF
- TOTAL PROPOSED RESIDENTIAL AREA WITHIN PCD: 614,305
- ROW IMPROVEMENTS WITHIN THE PCD BOUNDARY AREA BOUND BY STEWART ST, 7TH AVE, OLIVE WAY, AND 5TH AVE.
- HISTORIC REHABILITATION OF LLOYD BUILDING

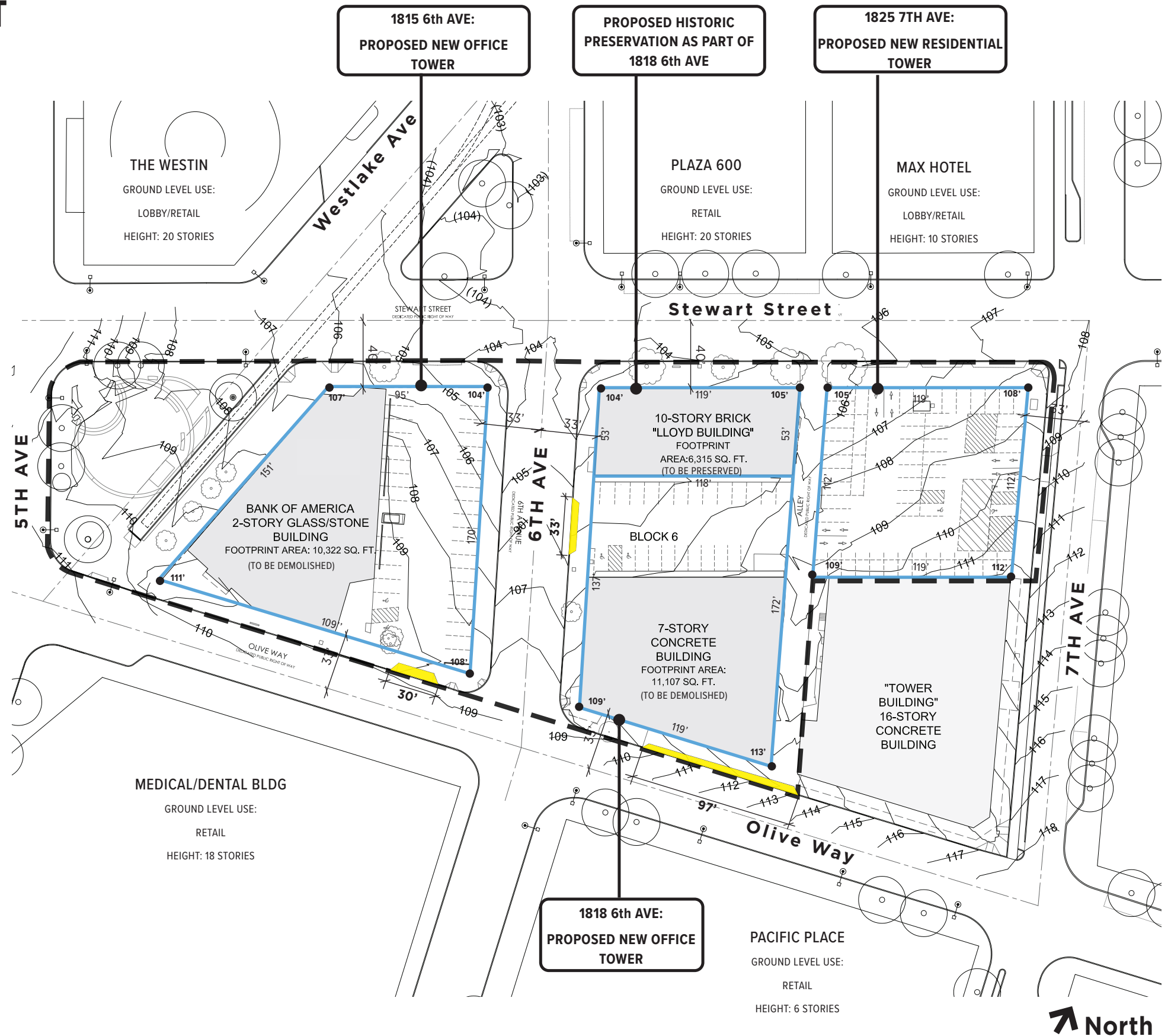
PCD Public Benefits Summary

SDCI has published the following Public Benefit Priorities for this PCD development. The project team has been, and will continue to coordinate with SDOT, OPCD, Landmarks and SDCI on the proposed public benefit scope and will submit that scope for review within a separate PCD MUP.

- LOW INCOME HOUSING
- HISTORIC PRESERVATION
- PUBLIC OPEN SPACE
- IMPROVEMENTS TO PEDESTRIAN CIRCULATION
- IMPROVEMENTS TO URBAN FORM
- IMPROVEMENTS TO TRANSIT FACILITIES

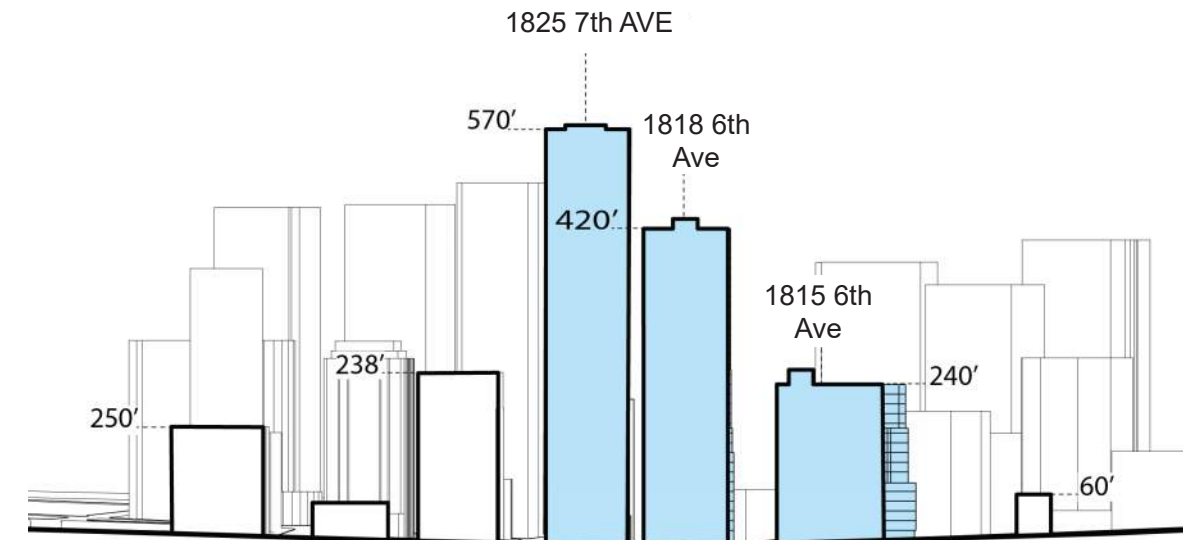
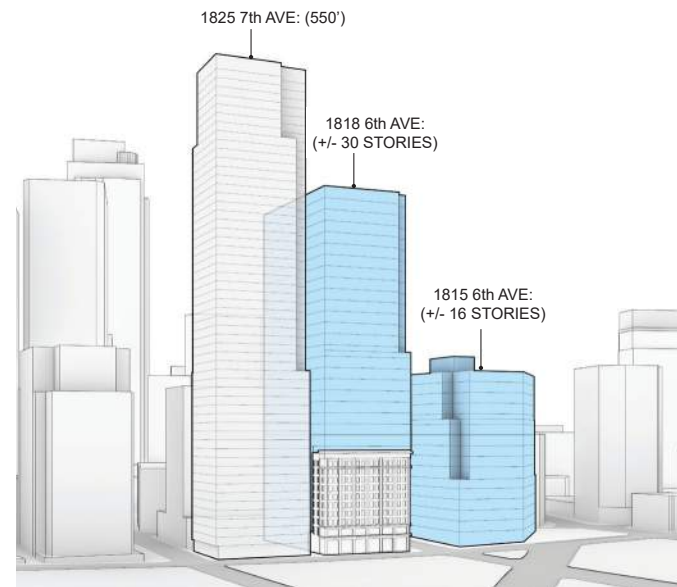
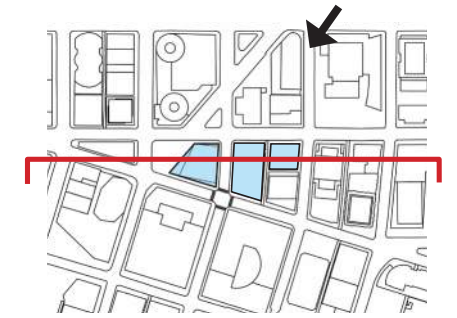
- EXISTING BUILDINGS
- PROPERTY LINES
- EXISTING CURB CUTS, 160' LF
- PCD BOUNDARY

TOTAL PCD AREA: 103,778 SF

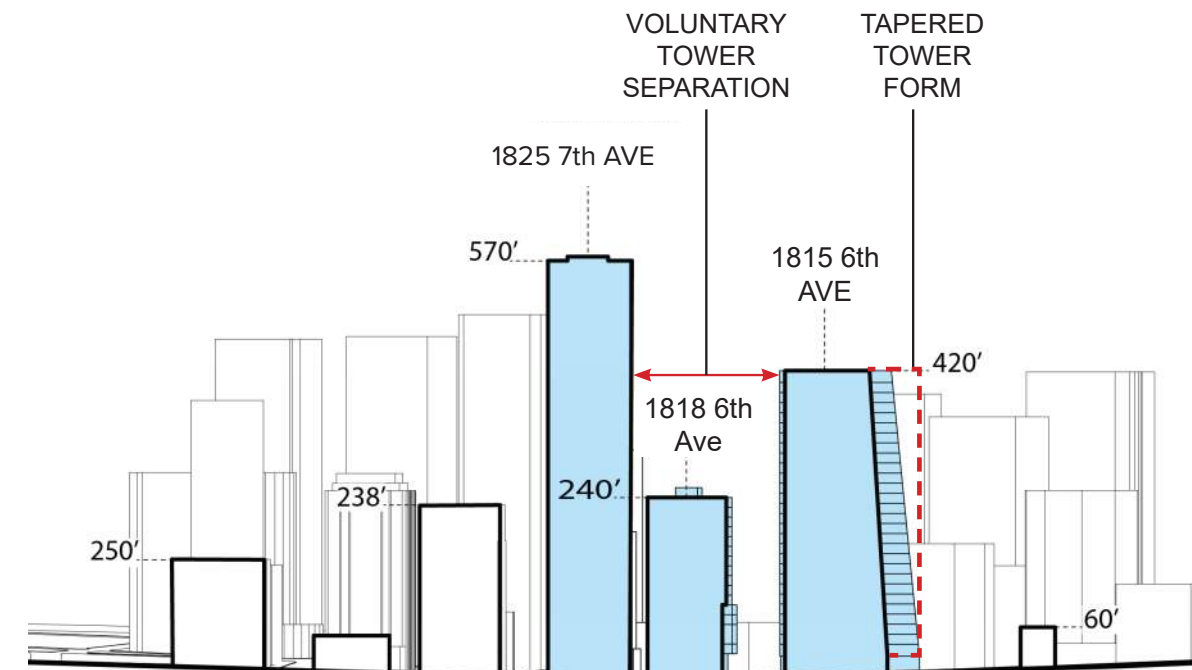
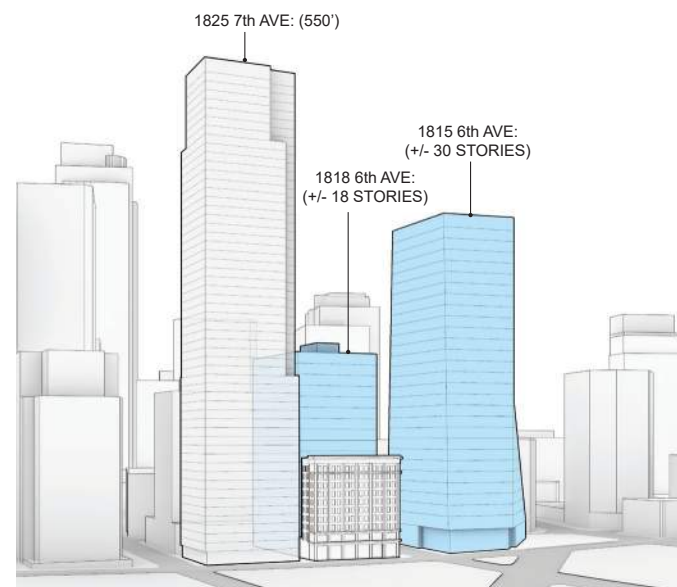


PLANNED COMMUNITY DEVELOPMENT

Urban Form Analysis



1 Massing Without PCD



2 Massing With PCD (Proposed)

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01
DEVELOPMENT OBJECTIVES

OI_DEVELOPMENT OBJECTIVES

This project proposes a new office development in the Central Business District (within the Downtown Office Core 2 Zone). The proposed scope includes:

- Total area of combined parcels: 21,461 SF
- Construction of a new 420' - 450', 30-story mixed-use commercial office building.
- Approximately 565,000 SF of commercial office space.
- Approximately 208 parking stalls below grade.
- Approximately 2,260 SF of ground floor retail space.



OI_SUMMARY OF PUBLIC OUTREACH



JOIN US

Join Us for a Community Meeting to Provide Input on Projects Located at **500 Olive Way, 600 Olive Way, 601 Stewart St and 1825 7th Ave.**

These new projects are adjacent to each other downtown and are as follows: a new 500' mixed-use commercial office building with ground-floor retail and underground parking at 500 Olive Way, a new 270' mixed-use commercial office building with ground-floor retail and underground parking at 600 Olive Way, renovation of an existing ten-story commercial office structure with ground-floor retail at 601 Stewart St, and a new 550' residential tower with underground parking at 1825 7th Ave. The existing structures at 500 & 600 Olive Way will be demolished. These sites will be jointly developed. The project sites are zoned downtown.

What: Let us know what you think! Join the project team and their architects to discuss the vision and approach for this new project in the neighborhood. Coffee and cookies will be provided. All are welcome. No RSVP needed.

Date: Thursday, March 5, 2020

Time: Event begins promptly at 6pm and will end around 7pm

Where: 603 Stewart St, Suite 420, Seattle, WA 98101

Date: Friday, March 6, 2020

Time: Lunchtime pop-up from 12pm to 1pm

Where: Tower Building Surface Parking Lot, 7th & Stewart, Seattle, WA 98101

www.RequiredOutreach-KilroyProjects.com

**THU
MAR 5
&
FRI
MAR 6**

Project Address:

500 Olive Way,
600 Olive Way,
601 Stewart St and
1825 7th Ave,
Seattle, WA, 98101

Contact: Natalie Quick

Applicant: KR Manager, LLC

Additional Project Information on Seattle Services Portal via the Project Address:

500 Olive Way, 600 Olive Way,
601 Stewart St and 1825 7th Ave

Project Email & Website:

KRmanager@earlyDROutreach.com

www.RequiredOutreach-KilroyProjects.com

Note: Emails are returned within 1-2 business days. Emails are subject to City of Seattle public disclosure laws.



PRINTED OUTREACH

- Choice: POSTERS, HIGH IMPACT
- Requirement: Posters hung in a minimum of 10 local businesses, community centers, or other publicly-accessible venues, located a half-mile from the proposed site. At least half must be visible from the sidewalk.
- What we did: Posters were hung in 13 locations according to and exceeding requirements. Poster, spreadsheet with locations, and photos included in Appendix A.
- Date completed: February 20, 2020

ELECTRONIC/DIGITAL OUTREACH

- Choice: PROJECT WEBSITE, HIGH IMPACT
- Requirement: Interactive project website (with public commenting function)
- What we did: Project website established. Publicized website via poster. Checked daily for comments from website. Website included in Appendix A.
- Additional Equity Requirement: An intercept survey was also included online.
- Date completed: February 20, 2020

IN-PERSON OUTREACH

- Choice: COMMUNITY MEETING, HIGH IMPACT
- Requirement: Host or co-host a community meeting (at least one hour of presentation/discussion of project).
- What we did: Held a Community Meeting event, open to the public, publicized through posters and DON calendar. Event photos, agenda, sign-in sheets, and comments included in Appendix A.
- Additional Equity Requirement: We also held a pop-up event on the street near the project site.
- Dates completed: March 5-6, 2020

01_SUMMARY OF AGENCY OUTREACH

SDOT

March 27, 2020

McGraw Square Improvements

- SDOT presented plans for McGraw Sq Lighting Improvements through One Center City plan.
- SDOT goal for McGraw Sq: to create a distinct identity separate from other public open spaces in the City.
- Since timeline for the streetcar re-alignment decision is unknown, SDOT agreed that the Vance project should plan for the existing streetcar condition (assuming it is not moved or changed in time for Vance construction)
- Opportunities for Vance project to contribute:
- Activating building edge along McGraw Sq w/ retail & active, transparent program
- Respond to the existing circle concept with project improvements.
- Improvements between building edge and existing streetcar stop
- Opportunity for removing or replacing existing trees.

March 30, 2020

Bike Infrastructure Improvements

- SDOT gave direction that no curb bulb is desired on Stewart on either 600 Olive Way or 7, this lane should be preserved as a travel lane in the near term with the flexibility to become a PBL in the future.
- Pedestrian realm should be prioritized over bikes on 6th Ave. No separate bike lane is needed on 6th
- No opportunities for bike infrastructure improvements as part of this project's scope

SDOT - STREETCAR

February 4, 2020

Meeting

- Project Introduction to SDOT & Streetcar
- Discussed Streetcar Expansion Plan to abandon stop in McGraw Sq.
- Desire to locate substation box below grade (out of Westlake Sq)
- All noted that there is great opportunity to work together on ROW improvements and a commitment to do so by all parties

March 5, 2020

Project Introduction

- SDOT presented current plan for Streetcar, including plans for new streetcar stop in Westlake Sq.
- SDOT requested time to meet internally to discuss potential public benefits related to streetcar for project's PCD public benefits package

March 17, 2020

Streetcar Plans

- Timing of streetcar realignment project unknown
- Alternate options being considered by SDOT for streetcar stop location, including potential for stop to remain in McGraw Sq
- Opportunities for project to enhance McGraw Sq as mobility hub
- Alternate location for streetcar substation desired to improve pedestrian realm at Westlake Sq

SDOT - SDCI

September 27, 2021

McGraw Square Improvements

- Current McGraw Square upgrades are on hold. Interest in working together on future improvements in the plaza west of the streetcar station
- Discussed future streetcar planning. Suggested minimal interventions within 20 feet of building frontage to allow for potential substation relocation. Future planning and impacts are not resolved.
- Project team to work with SDCI and SDOT to develop process moving forward

PROJECT RESPONSE TO OUTREACH

McGraw Square Improvements

- Project Team is collaborating with stakeholders to establish a process to plan McGraw Square improvements while mitigating unknowns surrounding the future streetcar plan.
- A design scope for future improvements will be established as part of the collaboration process

ROW Improvements

- No new bicycle lanes are currently planned as part of the project's ROW improvements
- Sidewalks will be widened to improve pedestrian realm
- Curb bulbs are under study along 6th Avenue to improve pedestrian crossings

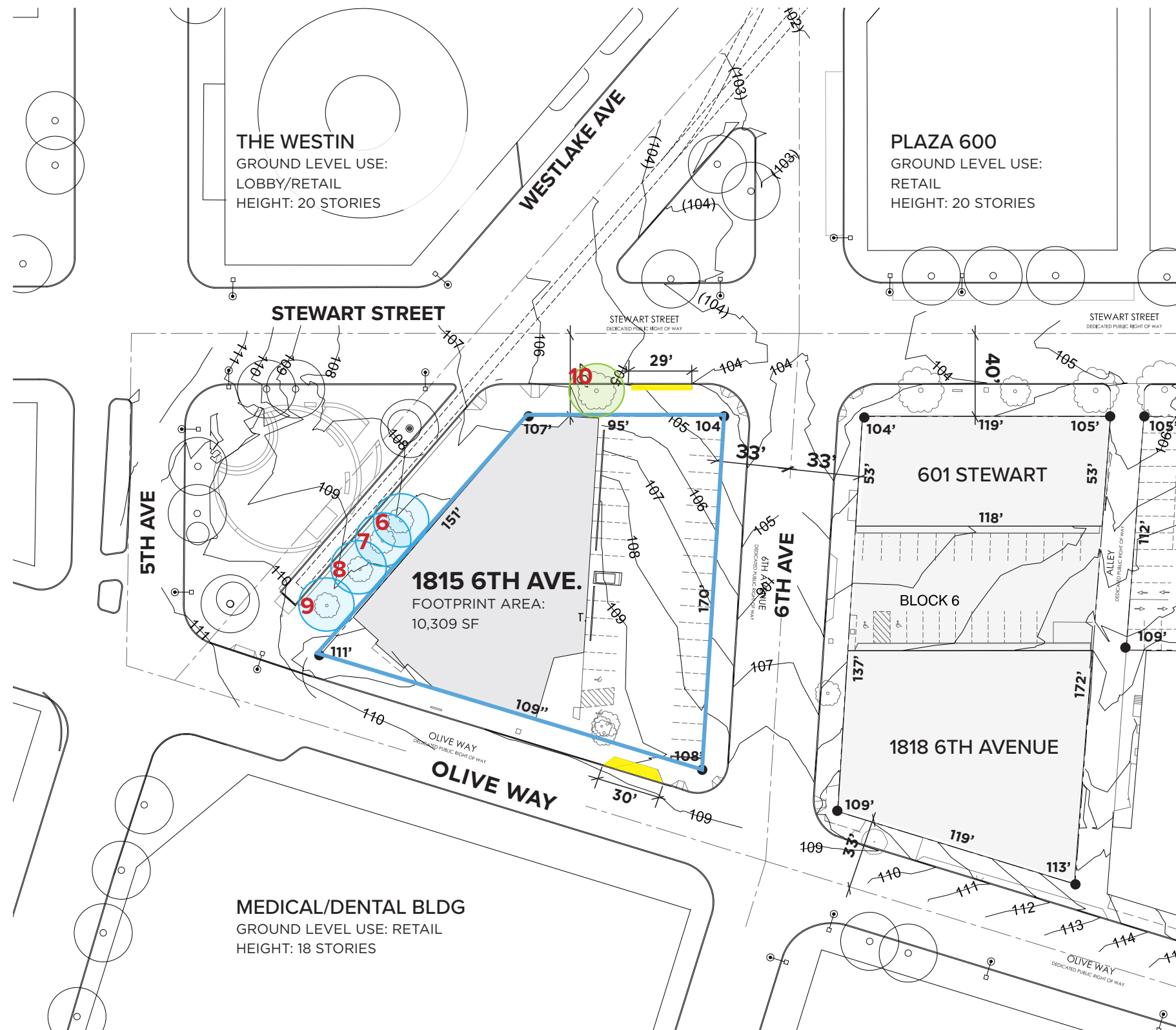
02

SITE PLAN & URBAN DESIGN ANALYSIS

02_ZONING & NEIGHBORHOOD MAP



02_EXISTING SITE MAP



Site Considerations

- The project site is bounded by public ROW on all four frontages
- The lot has an irregular trapezoidal shape
- A review of other developments within the vicinity of the project with similar frontage conditions showed that this site is in the 18th percentile for site area and the lowest of any studied parcel for total length of frontage

- Existing Buildings
- Property Line
- Existing Curb Cuts, 59 LF
- Existing Trees to Remain
- Existing Trees to be Removed

02_STREET CLASSIFICATION & OPEN SPACE MAP

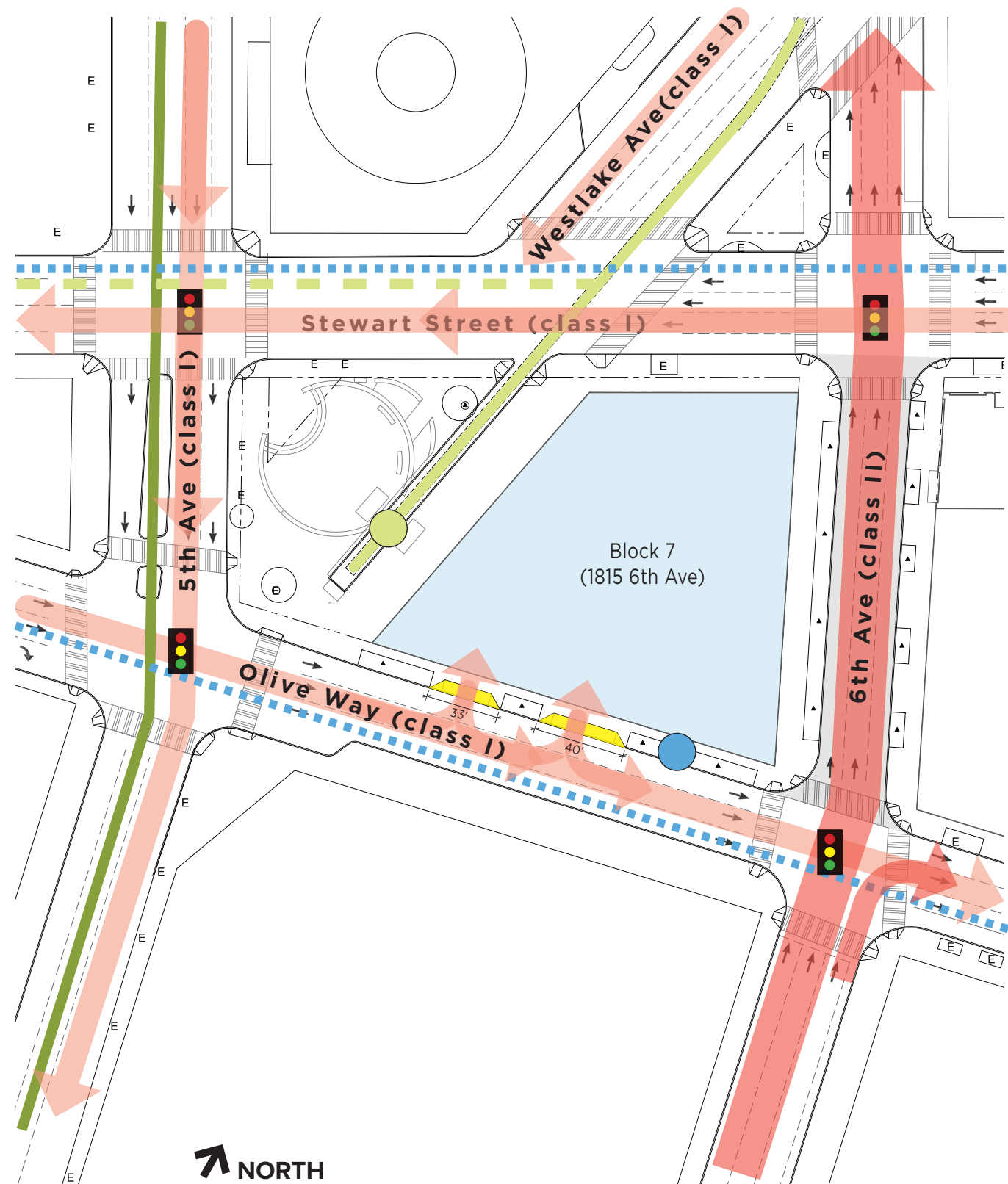


- GREEN STREET
- CLASS I PEDESTRIAN
- CLASS II PEDESTRIAN
- COMMUNITY OPEN SPACE
- PRIVATE OPEN SPACE

02_TRAFFIC & TRANSPORTATION MAP



02_SITE ACCESS



STEWART STREET - 66' ROW







- Downtown, Principal Arterial Street
- Primary entry to downtown: one-way west
- Future streetcar extension to 1st Ave
- Future bike facilities connecting to 4th and 2nd Ave

6TH AVENUE - 80' ROW

- Downtown, Principal Arterial Street
- Primary exit from downtown: one-way north
- No bus routes
- Potential future ST3 lightrail station (Westlake)

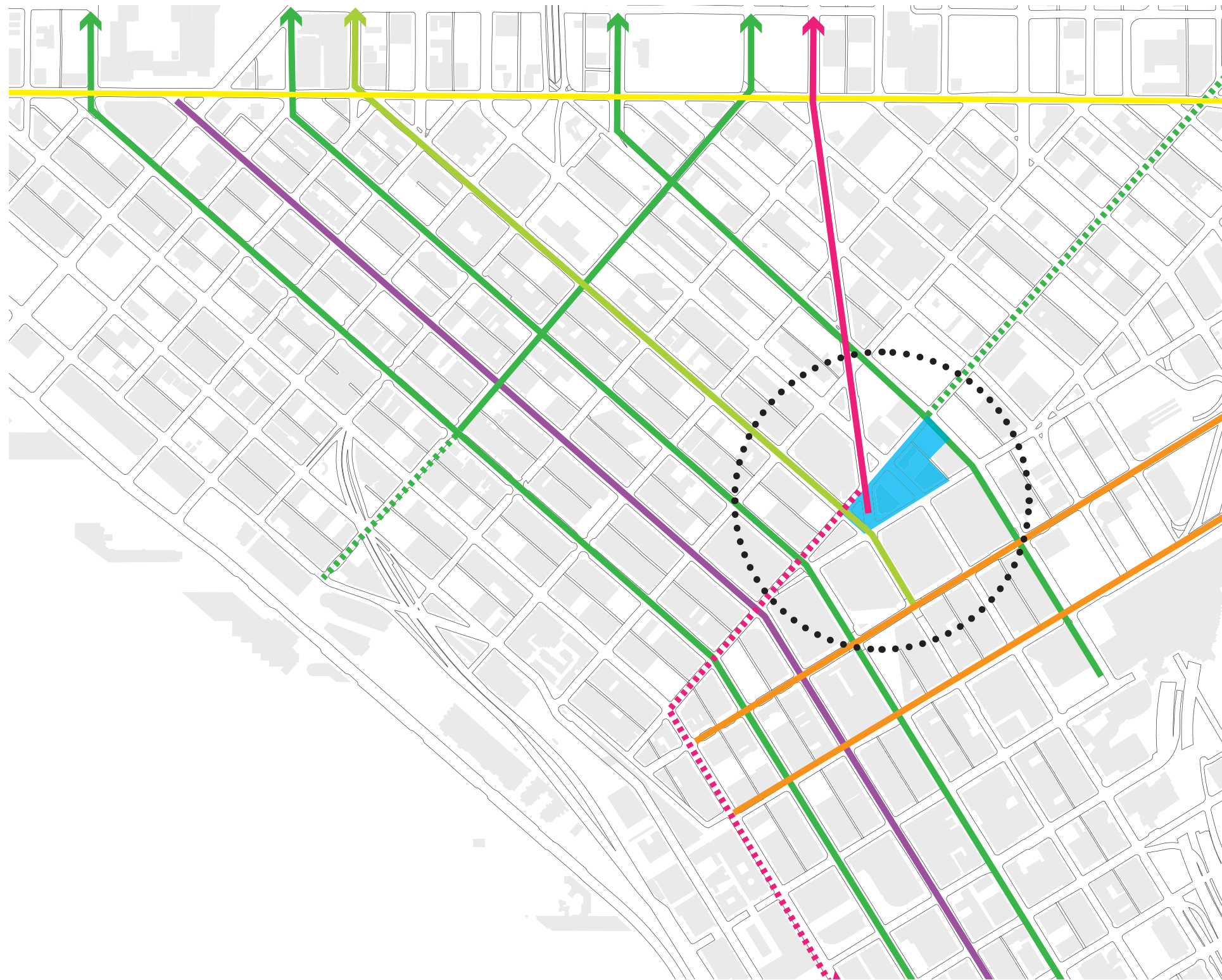
OLIVE WAY - 74' ROW

- Downtown, Principal Arterial Street
- Primary exit from downtown: one-way east
- Dominated by major bus routes
- Minimal parking

	PRINCIPAL ARTERIALS
	MINOR ARTERIALS
	PROPOSED CURB CUTS
	SHARROW
	STREET CAR
	FUTURE STREET CAR EXPANSION
	MONORAIL
	BUS STOP
	PROPOSED CHANNELIZATION



02_CITY INITIATIVES



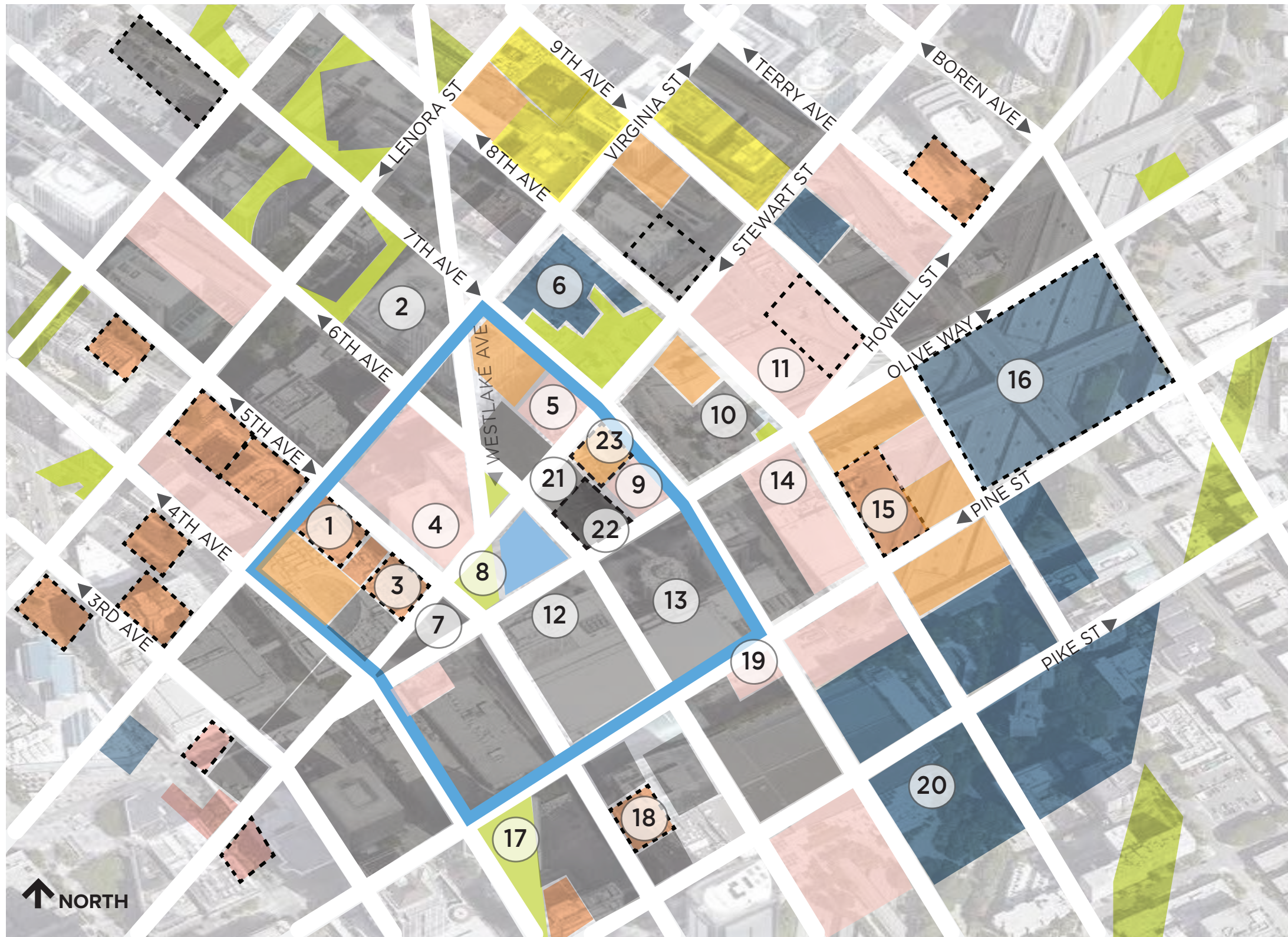
Current & Relevant Planning Studies:

- Bike Master Plan (2019): allow for future protected bike lane on Stewart Ave (SDOT)
- City Center Connector (2019): consider future streetcar realignment and impact to McGraw Square (SDOT)
- ⦿ ST3 Future Light Rail Station Location (2022): potential future impact of Westlake Station planning (OPCD)
- Pike-Pine Corridor (2021): Consider design relevant design elements for continuity
 - » Seamless Seattle Pedestrian Wayfinding Program (2019): plan for Area Sign and other signage at McGraw Square
 - » Westlake & 7th Ave Street Concept Plans (2013): Consider recommendations at Westlake and McGraw Squares focused on pedestrian circulation and open space.

Other Less Relevant Planning Studies:

- Denny Way Street Concept Plan (2013)
- 5th Ave Corridor / Emerald Mile (2015)
- 3rd Ave Vision Plan (2019)
 - » Denny Triangle Urban Design Framework Study (2015)
 - » Westlake Hub Urban Strategy (2009)
 - » South Lake Union Mobility Plan

02_VICINITY MAP: ADJACENT SITES & USES



- MULTI-FAMILY/MIXED USE RESI
- COMMERCIAL/RETAIL/OFFICE
- INSTITUTION/EDUCATION
- CIVIC/RELIGION
- RECREATION/OPEN SPACE
- MOTEL/HOTEL
- FUTURE DEVELOPMENTS
- 9 BLOCK AREA SURROUNDING SITE

- 1 1933 5th Ave - Future 44-story Hotel/Resi
- 2 Amazon Towers
- 3 1903 5th Ave - Future 54-story Hotel/Resi
- 4 The Westin Seattle
- 5 Vance Hotel / Hotel Max (Landmark)
- 6 US District Court
- 7 Times Square Building (Landmark)
- 8 McGraw Square (Landmark)
- 9 Tower Building
- 10 8th+Olive Tower
- 11 Hyatt Regency Seattle
- 12 Medical Dental Building (Landmark)
- 13 Pacific Place Mall
- 14 Hyatt @ Olive 8
- 15 802 Pine St - Future 55-story Apt Building
- 16 Future Convention Center
- 17 Westlake Park
- 18 1520 5th Ave - Future 17-story Apt Building
- 19 Hotel Theodore
- 20 Washington State Convention Center
- 21 Lloyd Building (Landmark)
- 22 1818 6th Avenue - Future Office Building
- 23 1825 7th Avenue - Future Residential

EXISTING BUILDINGS

4



WESTIN SEATTLE

5



MAX HOTEL

7



TIMES SQUARE BUILDING

8



MCGRAW SQUARE

EXISTING BUILDINGS

9



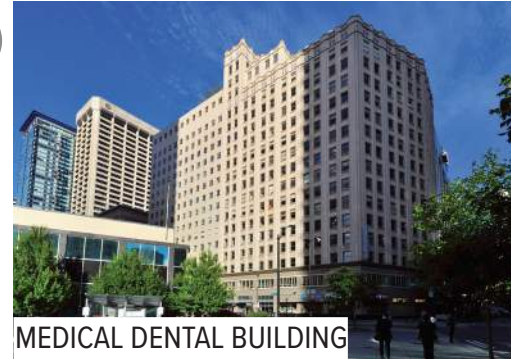
TOWER BUILDING

10



8TH & OLIVE

12



MEDICAL DENTAL BUILDING

19



HOTEL THEODORE

NEWER BUILDINGS

2



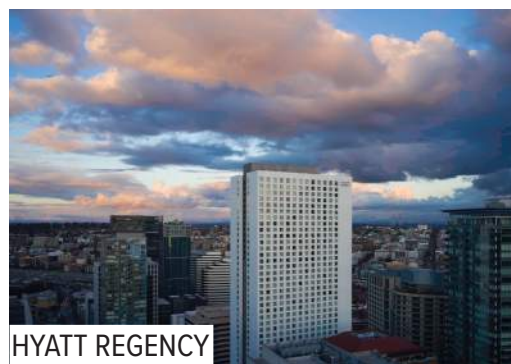
AMAZON

6



COURTHOUSE

11



HYATT REGENCY

14



HYATT @ OLIVE 8

FUTURE BUILDINGS

3



1903 5TH AVE

15



802 PINE ST

16



CONVENTION CENTER

18



1520 5TH AVE

02_SURROUNDING CONTEXT



Times Square Building



Times Square Building



Westin Hotel



Cobb Building



Seaboard Building



The Olivian

Neighborhood Legacy

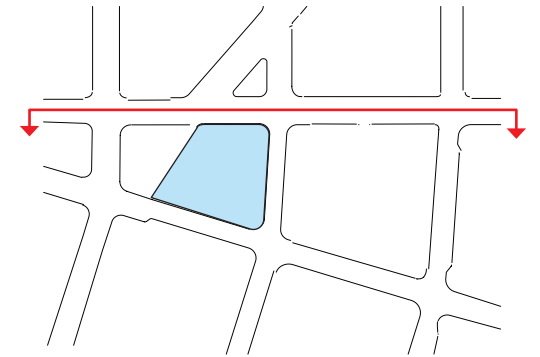
The surround context demonstrates the impact of the grid transition on the form of the existing buildings. The interesting forms and the curved facades in the area provides a language for resolving the conditions at the project site.

The project will propose to build on the neighborhood legacy using a contemporary toolkit.

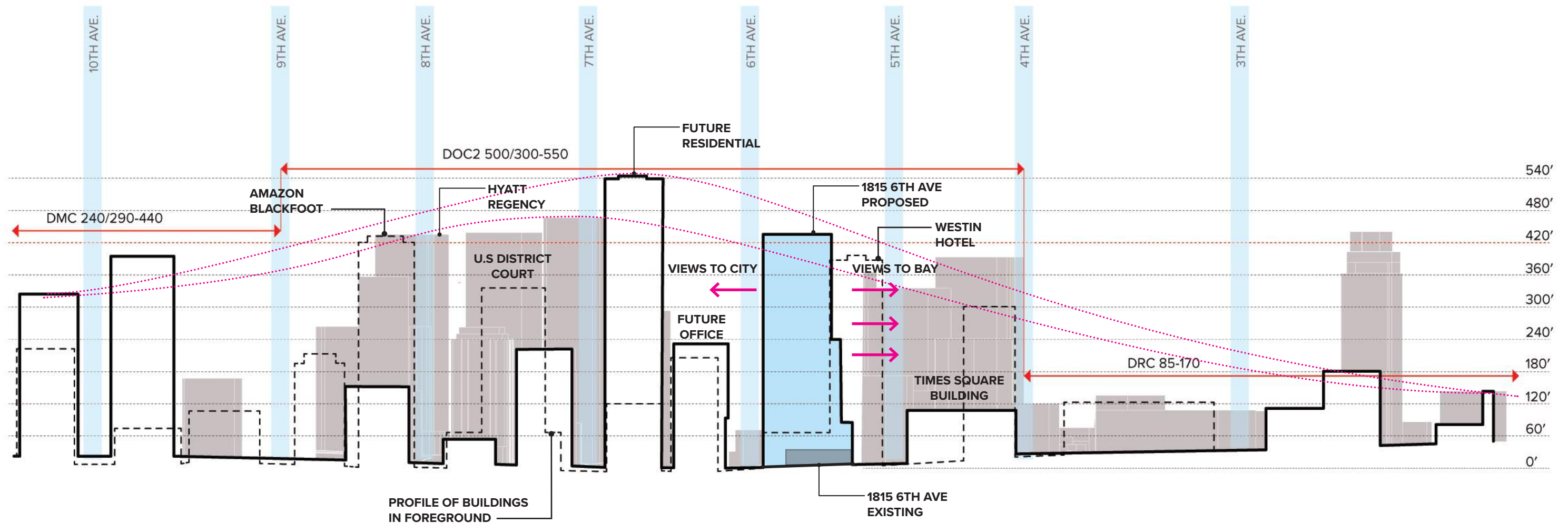
02_EAST / WEST STREET SECTION THROUGH STEWART STREET

CONSIDERATIONS

- The project site sits at a “hinge” condition at the transition of the grid shift and the transition between DRC zoning and the taller DOC2 zoning areas.
- The existing, minimal site profile at the outside of the Denny Triangle results in a void in the urban fabric that is felt both at the pedestrian level and through the visual impression of the skyline.
- At 420’ - 450’ in height, the proposed tower aims to develop a strong and site responsive stance required of the urban “hinge” and to enhance the skyline by responding to the gradual rise and fall of the context buildings.



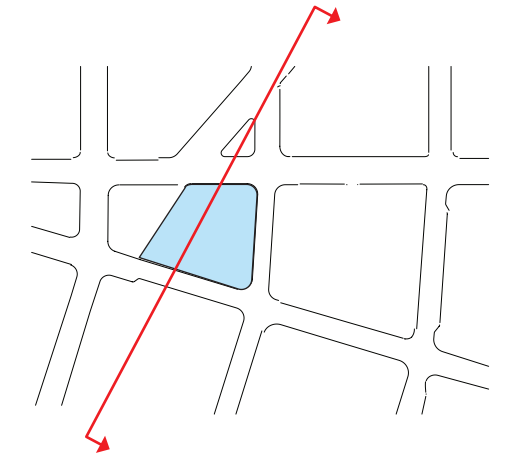
Project Height is established under Planned Community Development (PCD) considerations and determination.



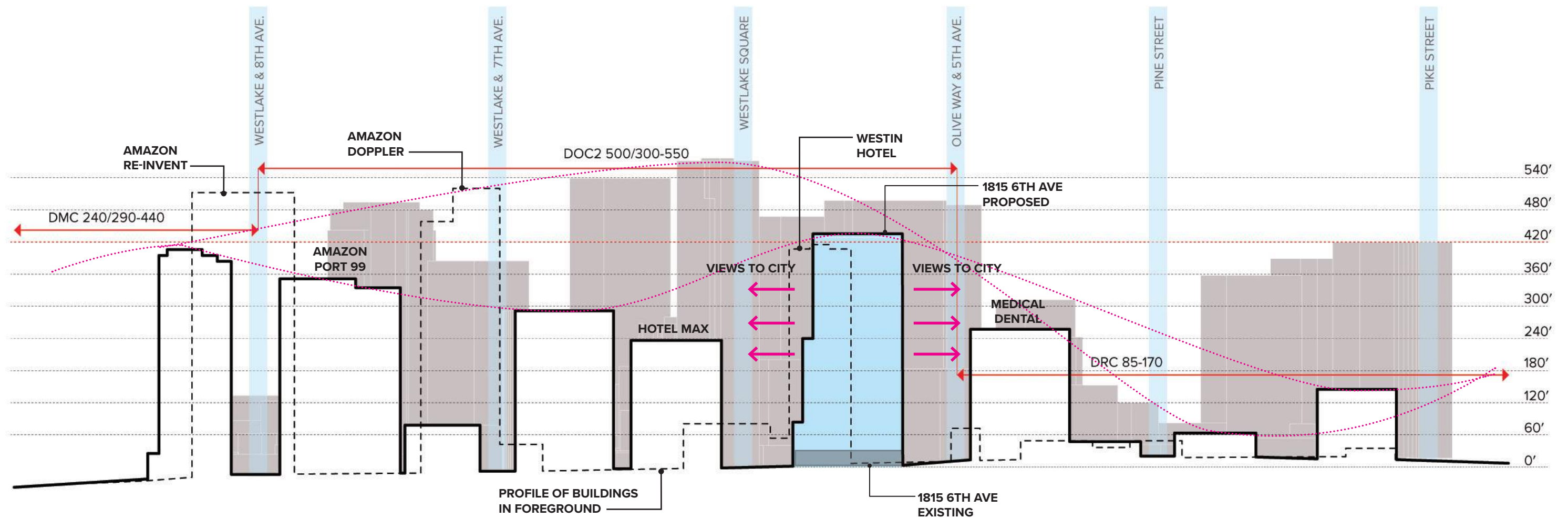
02_NORTH / SOUTH STREET SECTION THROUGH WESTLAKE AVENUE AXIS

CONSIDERATIONS

- Adjacent buildings along Westlake rise up to 550'
- The new tower addresses the dense, tall towers to the north along Westlake while respecting the transition to the lower, neighboring zoning.

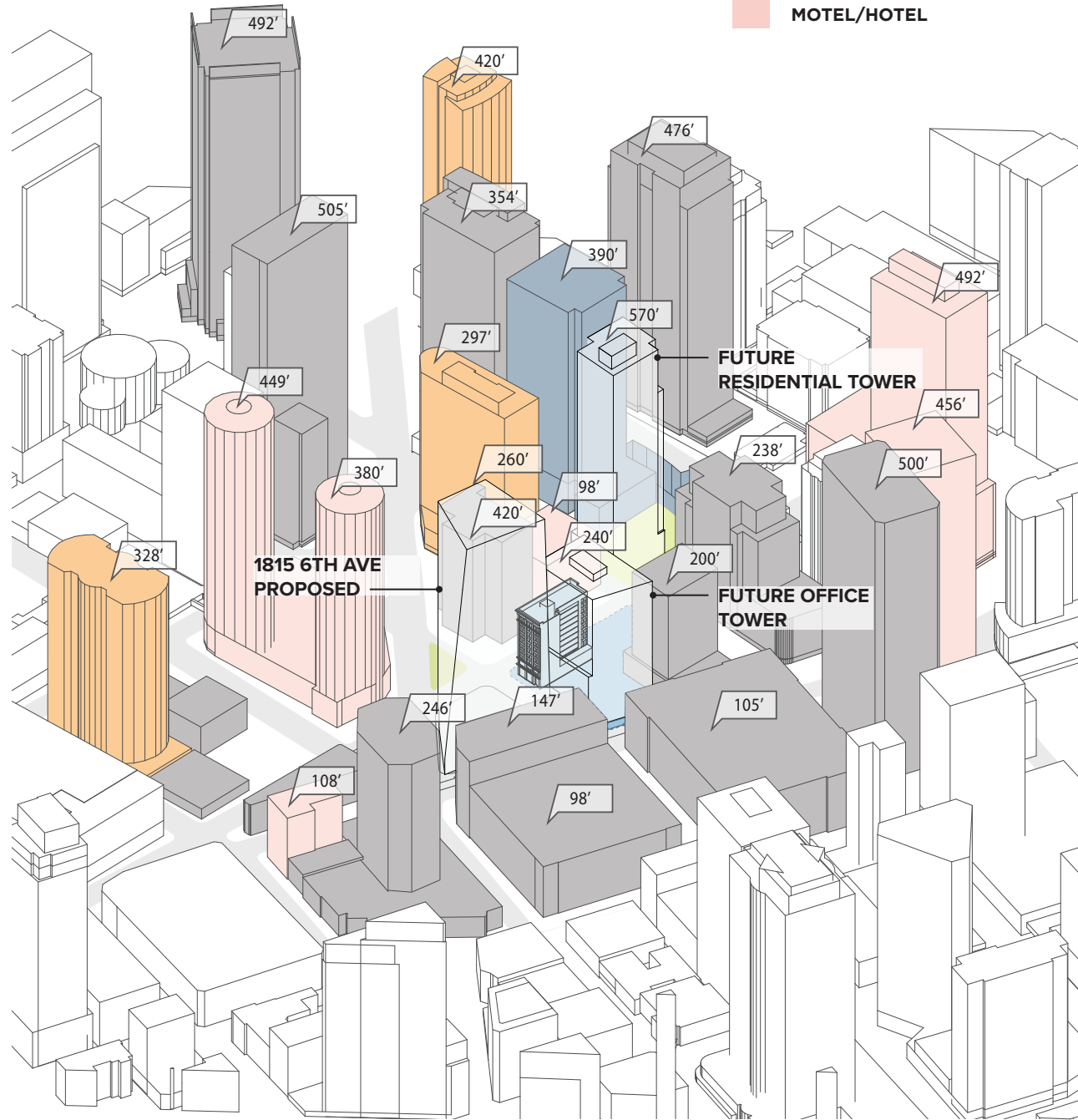


Project Height is established under Planned Community Development (PCD) considerations and determination.



02_CONTEXT BUILDING HEIGHTS

- MULTI-FAMILY/MIXED USE RESI
- COMMERCIAL/RETAIL/OFFICE
- CIVIC/RELIGION
- RECREATION/OPEN SPACE
- MOTEL/HOTEL

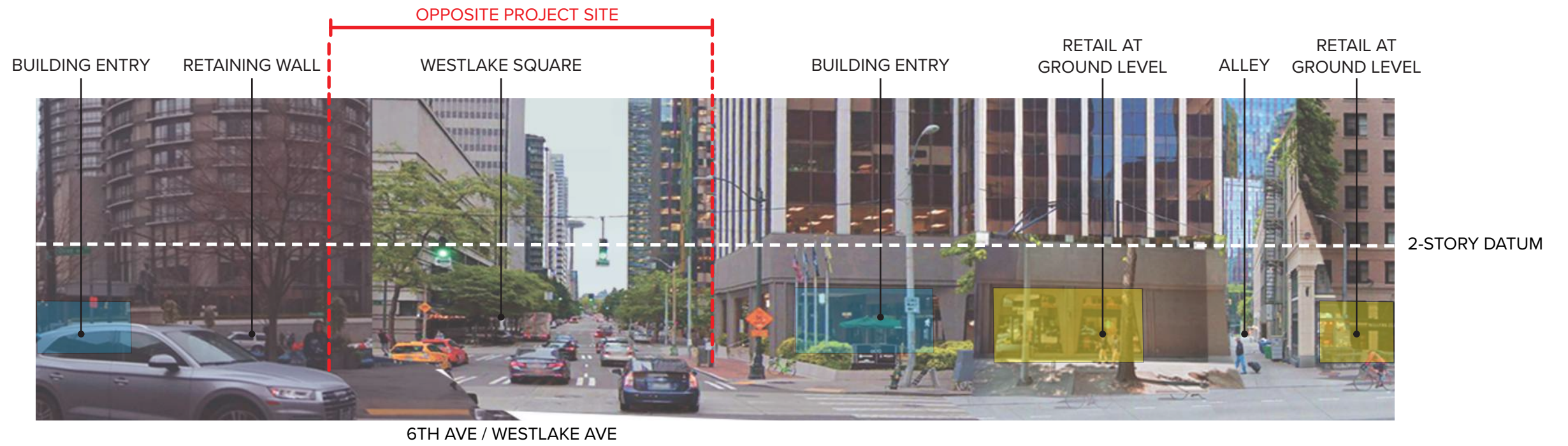
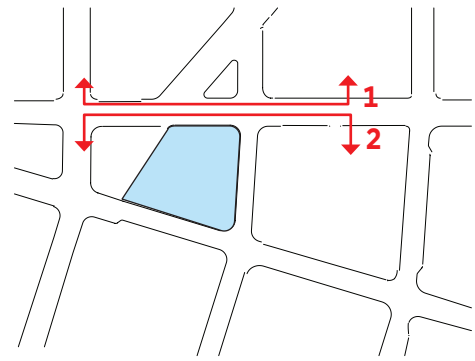


↑ NORTH



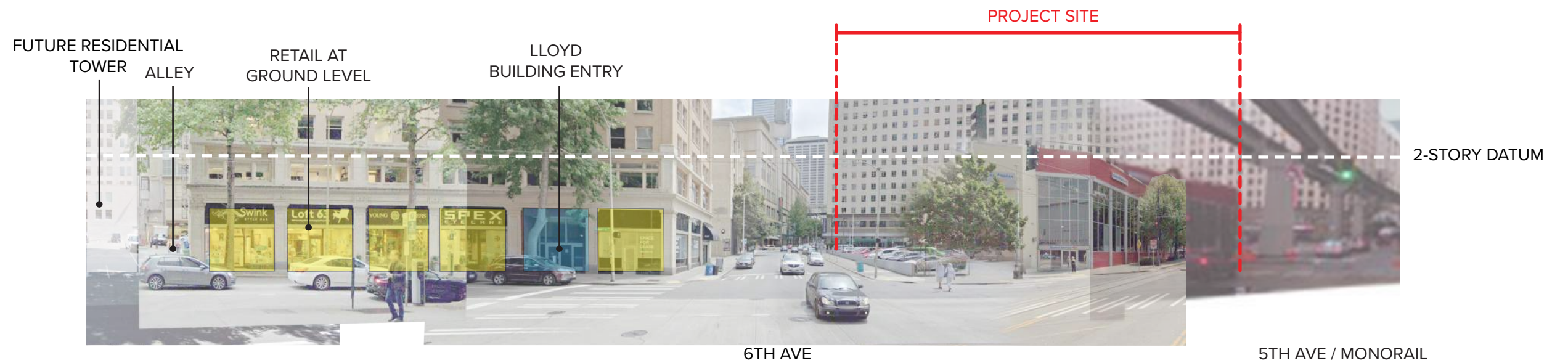
↖ NORTH

02_STREETSCAPES



1. LOOKING NORTH ALONG STEWART ST

Large-scale urban gestures north of the site, particularly along Westlake Avenue, creates a sense of private ownership of the street and prevents an active pedestrian realm. The project proposal aims to address the large scale urban condition of the avenue.



2. LOOKING SOUTH ALONG STEWART ST

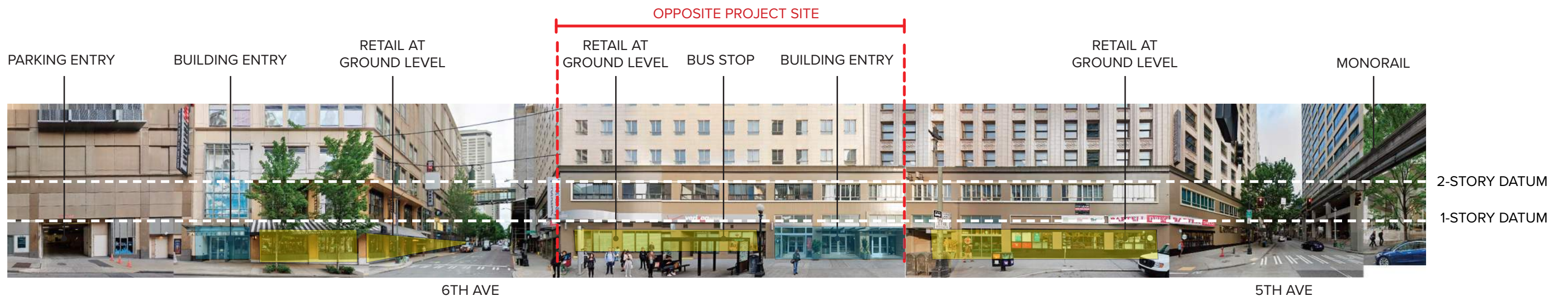
Under-developed lots and site surrounding McGraw Square prevents the full realization of the available public open space. The fine-grain, one-story reading of retail at the Lloyd Building aligns to the existing frontages south of Olive Way along 6th Avenue and across the street on Stewart. The project proposal will work to echo this human scale character in it's frontage along 6th Avenue and wrapping the corner onto Olive Way.

02_STREETSCAPES



3. LOOKING NORTH ALONG OLIVE WAY

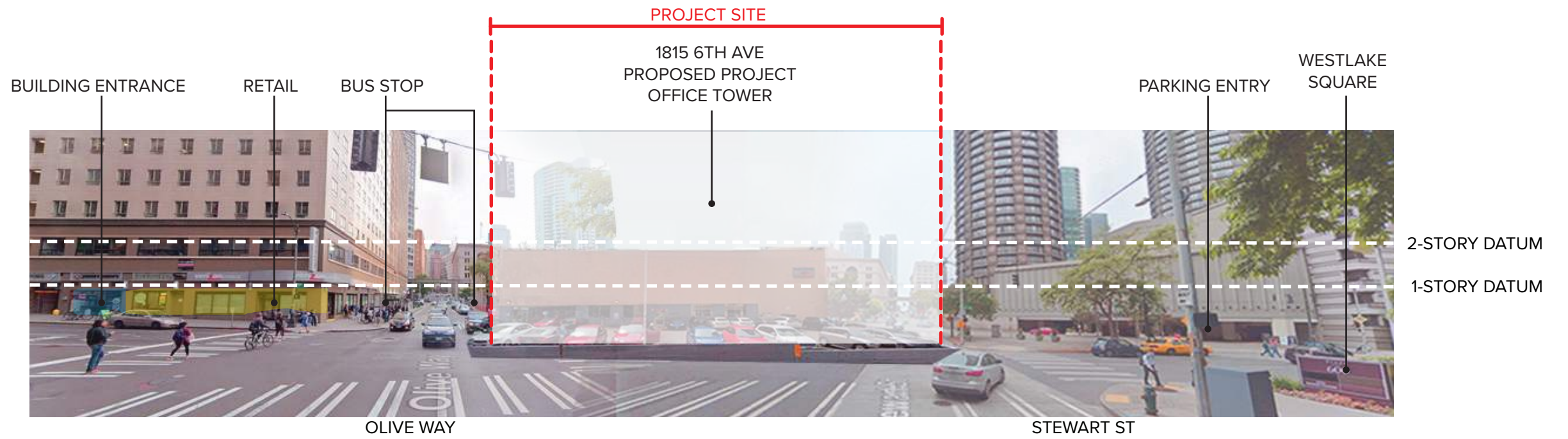
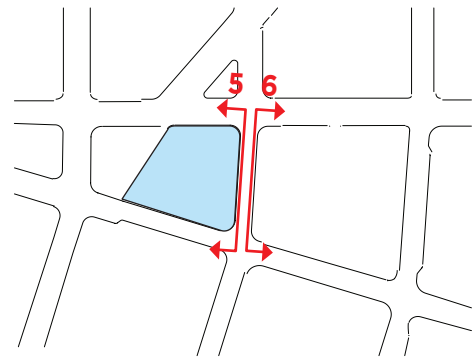
Similar to the southern frontage along Stewart Street, under-developed lots and site surrounding McGraw Square prevents the full realization of the available public open space. The existing fabric includes the monorail and multiple parking garage entries.



4. LOOKING SOUTH ALONG OLIVE WAY

The finer-grain pedestrian frontages along the southern portion of 6th Avenue wrap the corners and extend onto the southern edge of Olive Way. The 5th Avenue Monorail and parking entries punctuate the one-story retail frontages.

02_STREETSCAPES



5. LOOKING WEST ALONG 6TH AVENUE

Similar to the impact along the Stewart Street frontage, the under-developed lot and the vehicular entry across Stewart Street prevents the full realization of the public ROW.



6. LOOKING EAST ALONG 6TH AVENUE

Similar to the impact along the Stewart Street frontage, the under-developed lots along 6th Avenue prevents the full realization of the public ROW. Fine-grain frontages provide promise at the Lloyd building and south of Olive Way. The project proposal will work to echo the human scale character of the one-story retail frontages in it's own frontage along 6th Avenue and wrapping the corner onto Olive Way.

03
ZONING DATA

03_SITE ZONING DATA

GENERAL PROJECT DATA	
ADDRESS	500 OLIVE WAY
APPLICABLE CODE	SEATTLE MUNICIPAL CODE, TITLE 23 LAND USE CODE
ZONING:	DOC2 500/300-550 DF
ZONING MAP 109	
NEIGHBORHOOD OVERLAY	DENNY TRIANGLE URBAN CENTER VILLAGE
23.49.056 MAP A	
FLOOR AREA RATIO	BASE 5
23.49.009.A, 23.49.011	MAX 15
KING COUNTY PARCEL NO.	065900-0380
PARCEL AREA (SF)	21,461
GROSS FLOOR AREA (GFA)	GROSS FLOOR AREA (GFA) MEANS THE NUMBER OF SQUARE FEET OF TOTAL FLOOR AREA BOUNDED BY THE INSIDE SURFACE OF THE EXTERIOR WALL OF THE STRUCTURE AS MEASURED AT THE FLOOR LINE, AND ANY ADDITIONAL AREAS IDENTIFIED AS GROSS FLOOR AREA WITHIN A ZONE.
23.84A.014	
PROPOSED SF & USE	OFFICE SF (RANGE): 545,000 - 596,000 SF RETAIL (RANGE): 1,000 - 2,000SF PARKING (RANGE): 200 - 250 STALLS RESIDENTIAL: 0 UNITS
MANDATORY HOUSING AFFORDABILITY	23.49.007 THE PROVISIONS OF CHAPTERS 23.58 B AND 23.58C APPLY IN ALL DOWNTOWN ZONES
STREET CLASSIFICATIONS	23.49 MAP 1B WESTLAKE AVE AND 6TH AVE: PRINCIPAL ARTERIAL; 7TH AVE: MINOR ARTERIAL 15'; OLIVE ST AND STEWART ST: PRINCIPAL TRANSIT STREET
SIDEWALK WIDTH REQUIREMENTS	23.49 MAP 1C WESTLAKE AVE, 6TH AVE AND 7TH AVE: 15'; OLIVE ST AND STEWART ST: 18' (WHEN ON A ONE-WAY STREET, ONLY THE SIDE WITH TRANSIT STOPS SHALL BE 18'; THE OTHER SIDE SHALL BE 15')
VIEW CORRIDORS	23.49 MAP 1D N/A
PEDESTRIAN STREET CLASSIFICATIONS	23.49 MAP 1F 6TH AVE: CLASS II; WESTLAKE AVE, 7TH AVE, OLIVE ST AND STEWART ST: CLASS I
STREET LEVEL USES REQUIRED	23.49 MAP 1G ALL
Departures requested for Olive Way, McGraw Square, 6th Avenue, and Steward Street frontages	
PROPERTY LINE FAÇADES	23.49 MAP 1H 6TH AVE, OLIVE; SEE MAP.
PUBLIC AMENITY AND OTHER FEATURES	23.49 MAP 1J FAR EXEMPTION AREA USES LISTED IN 23.49.009.A, RETAIL STORE AND SHOPPING ATRIUM

STREET-LEVEL STANDARDS	
REQUIRED STREET LEVEL USES	WESTLAKE AVE, 6TH AVE, OLIVE ST AND STEWART ST
MAP 1G	
Departures requested for Olive Way, McGraw Square, 6th Avenue, and Steward Street frontages.	
OVERHEAD WEATHER PROTECTION AND LIGHTING	23.49.018 CONTINUOUS OVERHEAD PROTECTION AT 10 - 15 FT ABOVE SIDEWALK EXCLUDING THOSE PORTIONS OF THE STRUCTURE FAÇADE THAT ARE LOCATED FARTHER THAN FIVE FEET FROM THE STREET PROPERTY LINE OR WIDENED SIDEWALK, OR ARE SEPARATED FROM THE STREET PROPERTY LINE BE A LANDSCAPED AREA AT LEAST TWO FEET IN WIDTH. ADEQUATE LIGHTING FOR PEDESTRIANS SHALL BE PROVIDED.
Departures requested for portion along 6th Avenue and McGraw Square (Class 1) where maximum canopy height exceeds allowable.	
MINIMUM FAÇADE HEIGHT REQUIREMENTS	23.49.056.A 6TH AVE 25' (CLASS 2 PEDESTRIAN ST) WESTLAKE AVE, OLIVE ST AND STEWART ST 35' (CLASS 1 PEDESTRIAN ST)
MAXIMUM SETBACKS	23.49.056.B N/A
MAP 1H, 23.49.056.B	
FAÇADE TRANSPARENCY	23.49.056.C AREA BETWEEN 2' AND 8' ABOVE THE SIDEWALK CLASS 1 PEDESTRIAN STREETS: MINIMUM 60% SHALL BE TRANSPARENT CLASS 2 PEDESTRIAN STREETS: MINIMUM 30% SHALL BE TRANSPARENT
Departures requested for Olive Way (Class 1) and McGraw Square (Class 1) frontages.	
BLANK FAÇADE	23.49.056.D AREA BETWEEN 2' AND 8' ABOVE THE SIDEWALK CLASS 1 PEDESTRIAN STREETS: NO MORE THAN 15' WIDE EXCEPT AT GARAGE DOORS, TOTAL BLANK FAÇADE SEGMENTS WILL NOT EXCEED 40%. CLASS 2 PEDESTRIAN STREETS: NO MORE THAN 30' WIDE EXCEPT AT GARAGE DOORS, TOTAL BLANK FAÇADE SEGMENTS WILL NOT EXCEED 70%
Departures requested for Olive Way (Class 1) and McGraw Square (Class 1) frontages.	
SETBACKS AND LANDSCAPING REQUIREMENTS	23.49.056.F REQUIREMENTS FOR LOTS LOCATED WITHIN THE DENNY TRIANGLE AREA: LANDSCAPED AREA TO BE 1.5X LENGTH OF THE STREET LOT LINE. LANDSCAPED AREA TO BE AT LEAST 18" WIDE LANDSCAPED AREAS TO BE AT LEAST 20% OF AREAS ABUTTING THE STREET LOT LINE.

UPPER LEVEL DEVELOPMENT STANDARDS	
FAÇADE MODULATION AND UPPER LEVEL WIDTH LIMIT	23.49.058.2 FAÇADE MODULATION IS REQUIRED ABOVE 85 FEET AS PRESCRIBED BY TABLE A
23.49.058.3	
Departures requested for façade modulation per Table A	ON LOTS WHERE THE WIDTH AND DEPTH EXCEEDS 200 FEET, THE MAX. FAÇADE WIDTH ABOVE 280 FT. SHALL BE 145 FEET ALONG THE NORTH/SOUTH AXIS

AREA AND HEIGHT LIMITS			
MAXIMUM HEIGHT	NONRESIDENTIAL USE: 500'-0"		
23.49.008	RESIDENTIAL USES: 300'-0" BASE, 550'-0" MAX		
HEIGHT EXCEPTIONS	23.49.008.B STRUCTURES IN DOC2 500/300-550 ZONES MAY EXCEED THE MAXIMUM HEIGHT LIMIT FOR RESIDENTIAL USE BY 10% IN HEIGHT INCREASE IF THE FAÇADES OF THE PORTION OF THE STRUCTURE ABOVE THE LIMIT DO NOT ENCLOSE AN AREA GREATER THAN 9,000 SQUARE FEET, AND THE ENCLOSED SPACE IS OCCUPIED ONLY BY THOSE USES OR FEATURES OTHERWISE PERMITTED IN THIS SECTION 23.49.008 AS AN EXCEPTION ABOVE THE HEIGHT LIMIT. THE EXCEPTION IN THIS SUBSECTION 23.49.008.B SHALL NOT BE COMBINED WITH ANY OTHER HEIGHT EXCEPTION FOR SCREENING OR ROOFTOP FEATURES TO GAIN ADDITIONAL HEIGHT.		
ROOFTOP FEATURES	23.49.008.D UP TO 4': OPEN RAILINGS, PLANTERS, CLERESTORIES, SKYLIGHTS, PLAY EQUIPMENT, PARAPETS, AND FIREWALLS UP TO 2': INSULATION MATERIAL, ROOFTOP DECKS AND OTHER SIMILAR FEATURES, OR SOIL FOR LANDSCAPING UP TO 7': SOLAR COLLECTORS UP TO 15': SOLAR COLLECTORS, STAIR PENTHOUSES, PLAY EQUIPMENT AND OPEN-MESH FENCING, COVERED OR ENCLOSED COMMON RECREATION AREA OR EATING AND DRINKING ESTABLISHMENT, MECHANICAL EQUIPMENT, WIND TURBINES, GREENHOUSES UP TO 23': ELEVATOR PENTHOUSES UP TO 50': RELIGIOUS SYMBOLS FOR RELIGIOUS INSTITUTIONS, SMOKESTACKS, AND FLAGPOLES		
FAR	BASE	5	
23.49.011, TABLE A	MAX	15	
FAR CALCULATION (PCD)	PARCEL	LOT AREA (SF)	MAXIMUM CHARGEABLE FAR (SF)
	600 OLIVE / 601 STEWART	24,589	368,835
	1825 7TH AVE	13,399	200,985
	500 OLIVE	21,461	321,915
	TOTAL	59,449	891,735
FAR EXEMPTIONS	23.49.011B STREET-LEVEL USES MEETING THE REQUIREMENTS OF SECTION 23.49.009 RESIDENTIAL USE FLOOR AREA BELOW GRADE SHOWER FACILITIES FOR BIKE COMMUTERS PUBLIC BENEFIT FEATURE PUBLIC RESTROOMS 3.5% DEDUCTION FOR MECHANICAL EQUIPMENT ALLOWANCE		
REQUIREMENTS FOR EXCEEDING BASE FAR	23.49.012.B.1 1ST INCREMENT OF ADDITIONAL FAR: REGIONAL DEVELOPMENT CREDITS: .75 FAR		
23.49.013	LOW INCOME HOUSING: 15.6% PER GSF OF BONUS FLOOR AREA; OR \$24.85 PER GSF OF BONUS FLOOR AREA		
23.49.015	PUBLIC OPEN SPACE AMENITIES: URBAN PLAZAS, PARCEL PARKS, PUBLIC ATRIA, GREEN STREET IMPROVEMENTS AND GREEN STREET SETBACKS ON DESIGNATED GREEN STREETS. MAXIMUM AREAS FOR BONUS FLOOR AREA PER TABLE A FOR 23.49.013.		
	BONUS RESIDENTIAL FLOOR AREA IN DOC2 ZONES FOR VOLUNTARY AGREEMENTS FOR LOW-INCOME HOUSING AND MODERATE-INCOME HOUSING		

See Section 07 Departures for detailed Departure Analysis.

03_SITE ZONING DATA

OPEN SPACE REQUIREMENTS	
<u>QUANTITY OF OPEN SPACE FOR OFFICE USE</u> 23.49.016B	20 SF OF OPEN SPACE PER 1,000 SF OF OFFICE SPACE REQUIRED FOR PROJECTS THAT INCLUDE 85,000 SF OR MORE OF GROSS OFFICE FLOOR AREA IN DOC2, EXCEPT FLOOR AREA SATISFYING THE PROVISIONS OF 23.49.011.B.1.H
<u>STANDARDS FOR OPEN SPACE</u> 23.49.016c	PRIVATE OPEN SPACE ON-SITE PUBLIC OPEN SPACE OFF-SITE PUBLIC OPEN SPACE EASEMENT FOR OFF-SITE OPEN SPACE: THE OWNER OF ANY LOT ON WHICH OFF-SITE OPEN SPACE IS PROVIDED TO MEET THE REQUIREMENTS OF THIS SECTION SHALL EXECUTE AND RECORD AN EASEMENT IN A FORM ACCEPTABLE TO THE DIRECTOR ASSURING COMPLIANCE WITH THE REQUIREMENTS OF THIS SECTION, INCLUDING APPLICABLE CONDITIONS OF THE DOWNTOWN AMENITY STANDARDS. THE DIRECTOR IS AUTHORIZED TO ACCEPT SUCH AN EASEMENT, PROVIDED THAT THE TERMS DO NOT IMPOSE ANY COSTS OR OBLIGATIONS ON THE CITY. PAYMENT IN LIEU: IN LIEU OF PROVIDING OPEN SPACE UNDER THIS REQUIREMENT, AN OWNER MAY MAKE A PAYMENT TO THE CITY IF THE DIRECTOR DETERMINES THAT THE PAYMENT WILL CONTRIBUTE TO THE IMPROVEMENT OF A DESIGNATED GREEN STREET OR TO OTHER PUBLIC OPEN SPACE IMPROVEMENTS ABUTTING THE LOT OR IN THE VICINITY, IN AN AMOUNT SUFFICIENT TO DEVELOP IMPROVEMENTS THAT WILL MEET THE ADDITIONAL NEED FOR OPEN SPACE CAUSED BY THE PROJECT, AND THAT THE IMPROVEMENT WITHIN A REASONABLE TIME IS FEASIBLE.

PARKING & ACCESS	
<u>REQUIRED PARKING</u> 23.49.019	NO PARKING, EITHER LONG-TERM OR SHORT-TERM, IS REQUIRED FOR USES ON LOTS IN DOWNTOWN ZONES.
<u>PARKING PROVIDED ACCESS</u> 23.54.030	STALL COUNT (RANGE): 200 - 250 FOR LOTS ON PRINCIPAL ARTERIALS AS DESIGNATED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION, THE MAXIMUM CURB CUT WIDTH IS 23 FEET. THE MINIMUM DISTANCE BETWEEN ANY TWO CURB CUTS LOCATED ON A LOT IS 30 FEET
TABLE B	CURB CUTS FOR PRINCIPAL ARTERIAL STREET FRONTAGE: 160 FEET OR LESS - 1 GREATER THAN 160 FEET UP TO 320 FEET - 2 GREATER THAN 320 FEET UP TO 480 FEET - 3
23.54.030.F.2.A.4	IN DOWNTOWN ZONES, A MAXIMUM OF TWO CURB CUTS FOR ONE-WAY TRAFFIC AT LEAST 40 FEET APART, OR ONE CURB CUT FOR TWO-WAY TRAFFIC, ARE PERMITTED ON EACH STREET FRONT WHERE ACCESS IS PERMITTED BY SUBSECTION 23.49.019.H. NO CURB CUT SHALL BE LOCATED WITHIN 40 FEET OF AN INTERSECTION. THESE STANDARDS MAY BE MODIFIED BY THE DIRECTOR AS A TYPE I DECISION ON LOTS WITH STEEP SLOPES OR OTHER SPECIAL CONDITIONS, TO THE MINIMUM EXTENT NECESSARY TO PROVIDE VEHICULAR AND PEDESTRIAN SAFETY AND FACILITATE A SMOOTH FLOW OF TRAFFIC.
Type I Decision requested to allow 2- two way curb cuts 35'-0" apart on Olive Way.	
<u>RIDESHARING AND TRANSIT INCENTIVE</u> 23.49.019.D	THE REQUIREMENTS IN THIS SECTION APPLY TO ALL NEW STRUCTURES CONTAINING MORE THAN 10,000 SF OF NEW NON-RESIDENTIAL USE, AND TO STRUCTURES WHERE MORE THAN 10,000 SF OF NON-RESIDENTIAL USE IS PROPOSED TO BE ADDED. 1. BUILDING OWNER SHALL ESTABLISH AND MAINTAIN A TRANSPORTATION COORDINATOR POSITION. 2. BUILDING OWNER SHALL ALLOW A DESIGNATED SEATTLE DEPARTMENT OF TRANSPORTATION OR RIDESHARE REPRESENTATIVE TO REVIEW OPERATION OF THE RIDESHARING PROGRAM. 3. BUILDING OWNER SHALL PROVIDE AND MAINTAIN A TRANSPORTATION INFORMATION CENTER.
<u>ACCESS TO LOADING</u> 23.66.170	ACCESS TO PARKING AND LOADING FROM ALLEYS, AND FROM STREETS THAT GENERALLY RUN EAST/WEST IS PREFERRED TO ACCESS FROM AVENUES.
<u>ALLEY IMPROVEMENTS</u> 23.53.030	PER TABLE C, REQUIRED MINIMUM RIGHT-OF-WAY WIDTH FOR EXISTING ALLEYS IS 20 FEET.
<u>LOADING BERTH REQUIREMENTS</u> 23.54.035	MIN. NUMBER REQUIRED (LOW DEMAND): 6 EACH LOADING BERTH SHALL NOT BE LESS THAN 10' IN WIDTH AND SHALL PROVIDE NOT LESS THAN 14' FEET VERTICAL CLEARANCE.
Type I Decision requested to reduce berths required to 4.	LOW-DEMAND USE: MINIMUM 25' IN LENGTH.

PARKING & ACCESS CONTINUED	
<u>BIKE PARKING</u> 23.54.015.k	MINIMUM NUMBER OF OFF-STREET PARKING SPACES FOR BICYCLES REQUIRED FOR SPECIFIC USES IS SET FORTH IN TABLE D FOR 23.54.015. LONG-TERM PARKING FOR BICYCLES SHALL BE FOR BICYCLES PARKED FOUR OR MORE HOURS. 1. ROUNDING. CALCULATION OF THE MINIMUM REQUIREMENT SHALL ROUND UP TO THE NEAREST WHOLE NUMBER. 2. PERFORMANCE STANDARDS. PROVIDE BICYCLE PARKING IN A HIGHLY VISIBLE, SAFE, AND CONVENIENT LOCATION, EMPHASIZING USER CONVENIENCE AND THEFT DETERRENCE SALES AND SERVICES (RETAIL): LONG TERM: 1 PER 5,000 SF SHORT TERM: 1 PER 1,000 SF DWELLING: LONG TERM: 1 PER 1 UNIT SHORT TERM: 1 PER 20 UNITS OFFICE: LONG TERM: 1 PER 2,000 SF SHORT TERM: 1 PER 10,000 SF SALES AND SERVICES: 1,000-2,000 SF DWELLING: 0 UNITS OFFICE: 545,000 - 596,000 SF ESTIMATED STALL CALCS 299 LONG-TERM PARKING SPOTS REQ'D (MAX RANGE) 62 SHORT-TERM PARKING SPOTS REQ'D 6. EXCEPT AS PROVIDED IN SUBSECTION 23.54.015.K.7, BICYCLE PARKING FACILITIES REQUIRED FOR NON-RESIDENTIAL USES SHALL BE LOCATED: A. ON THE LOT; OR B. FOR A FUNCTIONALLY INTERRELATED CAMPUS CONTAINING MORE THAN ONE BUILDING, IN A SHARED BICYCLE PARKING FACILITY WITHIN 600 FEET OF THE LOT. 7. BOTH LONG-TERM AND SHORT-TERM BIYCLE PARKING FOR NON-RESIDENTIAL USES ON A FUNCTIONALLY INTERRELATED CAMPUS CONTAINING MORE THAN ONE BUILDING MAY BE LOCATED IN AN OFF-SITE LOCATION WITHIN 600 FEET OF THE LOT, AND SHORT-TERM PUBLIC BICYCLE PARKING MAY BE PROVIDED IN A PUBLIC PLACE, SUBJECT TO APPROVAL BY THE DIRECTOR OF THE SEATTLE DEPARTMENT OF TRANSPORTATION.

See Section 07 Departures for detailed Departure Analysis.

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04

DESIGN GUIDELINES

04 DESIGN GUIDELINES

SITE

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

RESPONSE:

The site sits near the apex of the transition between the downtown grid and the Denny Triangle. This condition results in the project's trapezoidal site and defines the project as a focal point. In response to this "hinge" condition in the grid, the proposed tower will prioritize the urban transition created. Additionally, the proposed tower facade angles to mitigate bulk and reduce its shadow impact on McGraw Square.



The Lille Office Building in France is carved and shaped in direct response to its site, neighborhood grain and views.

A-2 ENHANCE THE SKYLINE

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

RESPONSE:

The proposed tower massing is intended to create a subtly elegant form against the city's skyline, taking advantage of the trapezoidal site to create its unique form. The project addresses the taller towers to the north along Westlake while its height is moderated to transition as one moves towards the lower buildings to the south and west.



Attractive, varied skyline displays varied building height and shape.



View of the proposed project from the southeast.

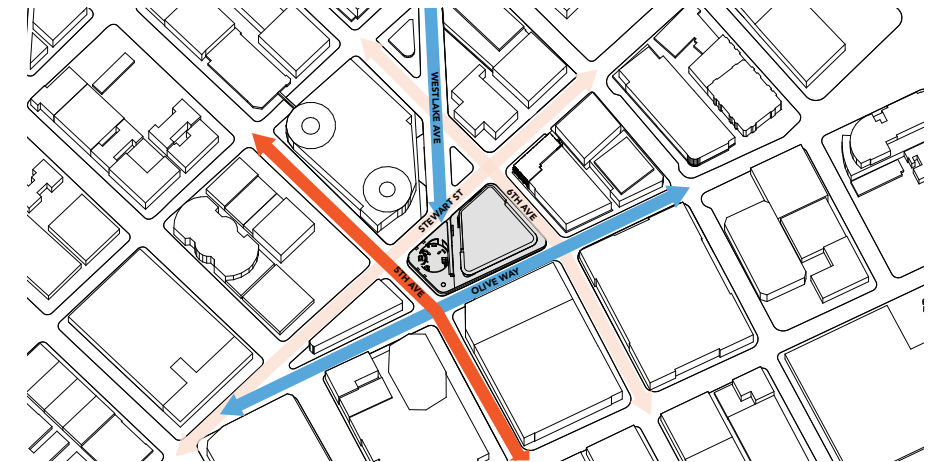
ARCHITECTURAL CONTEXT

B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING

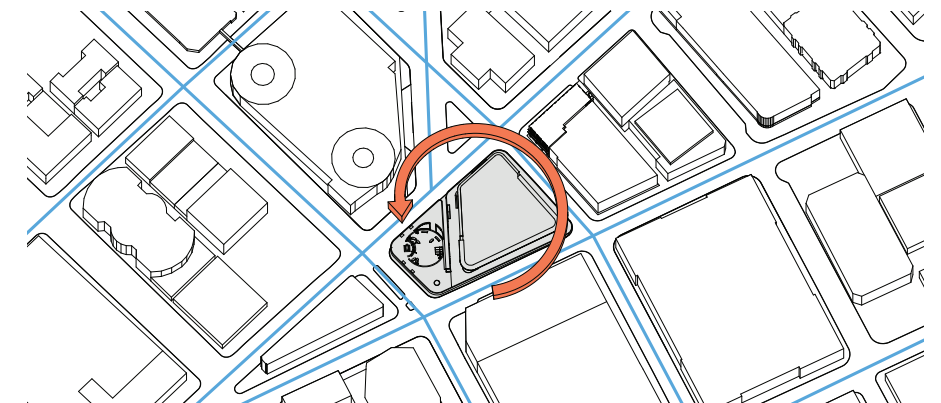
Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

RESPONSE:

The proposed tower massing is carved to strategically reduce bulk and balance the building massing. The upper massing is intended to be an elegant and unified form while the articulation and use of material at the tower's base addresses the street scape and the human scale.



Considering a project in the round.



The site as the "hinge" point of urban transitions.

04 DESIGN GUIDELINES

PEDESTRIAN-FOCUSED STREET LEVEL

C-1 PROMOTE PEDESTRIAN INTERACTION

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

RESPONSE:

The project must address the public realm at all four frontages while balancing project programming and building requirements. Each of the existing frontages have a unique character and set of conditions. The proposed project intends to use these different conditions to inform and orchestrate the activation of it's elevations to create a varied, interactive, and site-specific response.

C-2 DESIGN FACADES OF MANY SCALES

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

RESPONSE:

Variation in the scale of the base building's facade and the use of a variety of textures and materials are intended to signal the different uses within and provide site orientation.



Varied frontages use scale and material to create hierarchy and signal a variety of uses and contexts. Integrating the public realm with landscape and seating further encourages inhabitation.

PUBLIC AMENITIES

D.1 PROVIDE INVITING & USABLE OPEN SPACE

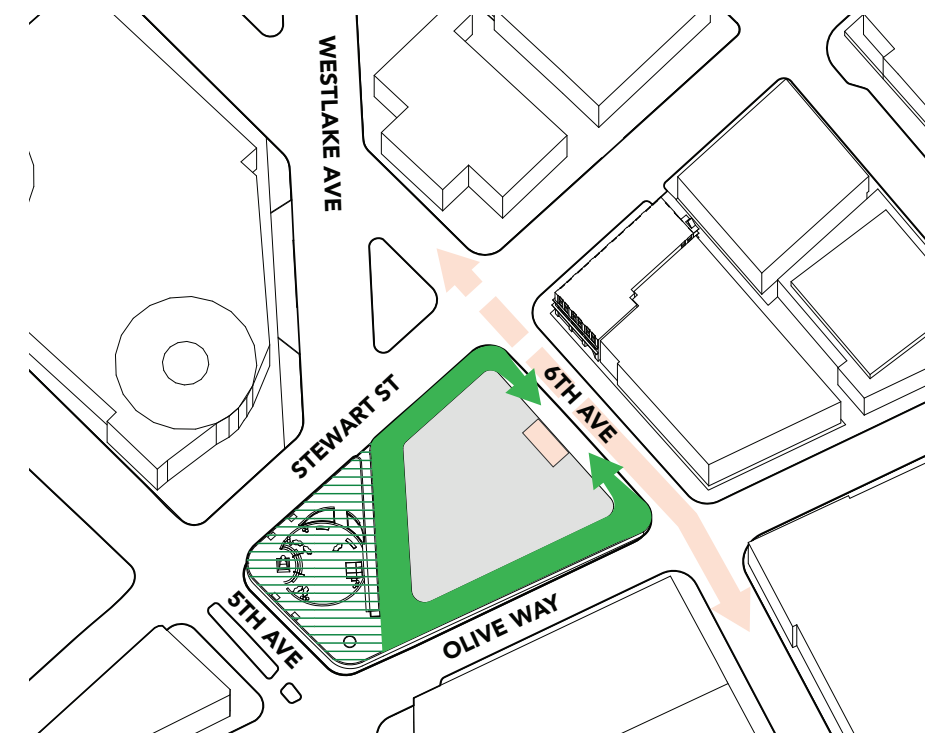
Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

RESPONSE:

Landscape elements, seating and lighting will be coordinated with the building design to create a visually interesting and varied experience as one travels around the proposed project. The tower has been shaped to reduce shadow impact on McGraw Square and consider the surrounding urban context. Sight lines and circulation patterns are prioritized to support the existing public space while building and improving on the existing context. The project proposal will aim to build on and extend the public space at McGraw Square around the site, using the tools of the public square in increase activation and inhabitation of all frontages.



Seating and integrated landscape.



Extending McGraw Square

04 DESIGN GUIDELINES

PUBLIC AMENITIES

D.3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building

RESPONSE:

Variation in texture and scale signal entry and differentiate program. Green walls, graphic art walls, planting, seating, lighting and materiality will be used throughout the project to support a sense of place that is in tune with the unique conditions of each frontage. Layering material and landscape add depth and interest. The base of the building also uses changes in material and texture to differentiate facades and address the varied contexts of the proposed project’s four streetscapes.



Iconic art & graphic walls add interest to the public ROW.

VEHICULAR ACCESS & PARKING

E.3 MINIMIZE THE PRESENCE OF SERVICE AREAS

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

RESPONSE:

The project proposes to address the pedestrian experience by choreographing uses and views across all four building frontages. At the service/loading zone, graphic walls will line the interior and the frontage itself will include screening, greenwalls and landscape to create a buffer between the public way and service areas while creating a layered and active experience.



Layering material and landscape.

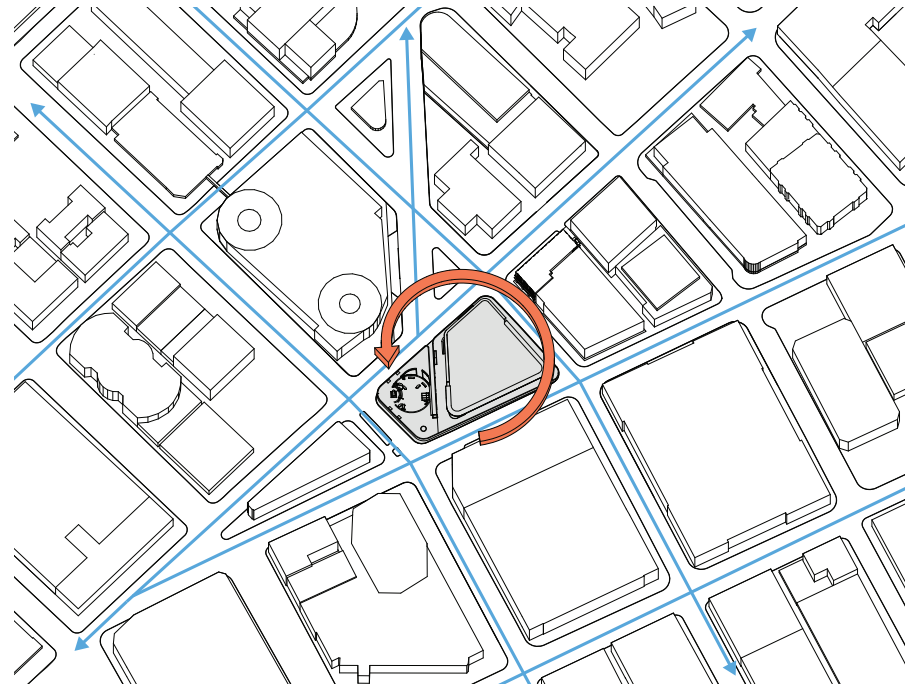


Landscape screening, transparency and layered material screen a loading dock

05
ARCHITECTURAL CONCEPTS

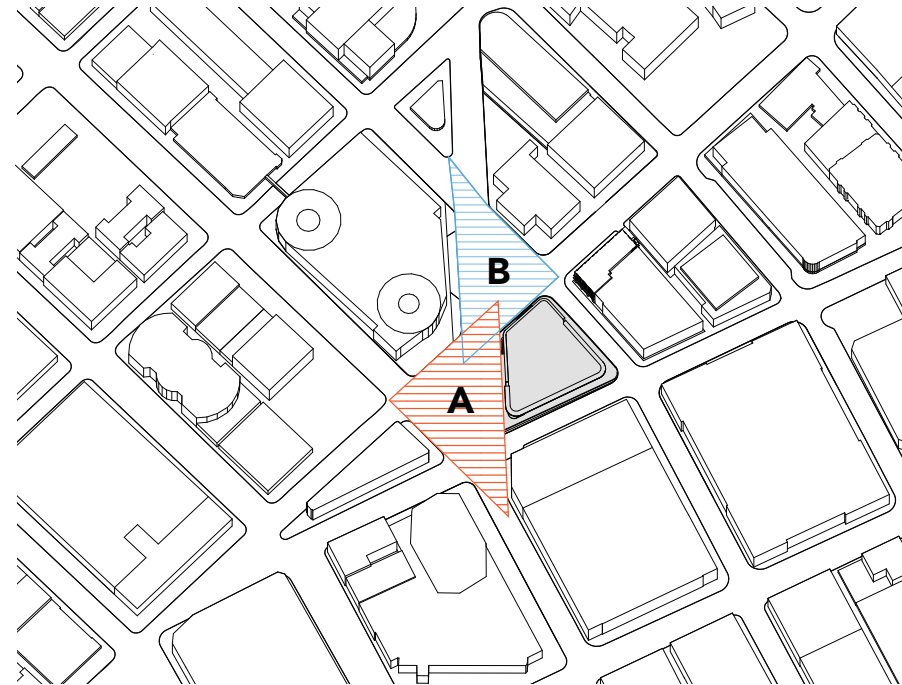
05_PROJECT PRINCIPLES

Hinge



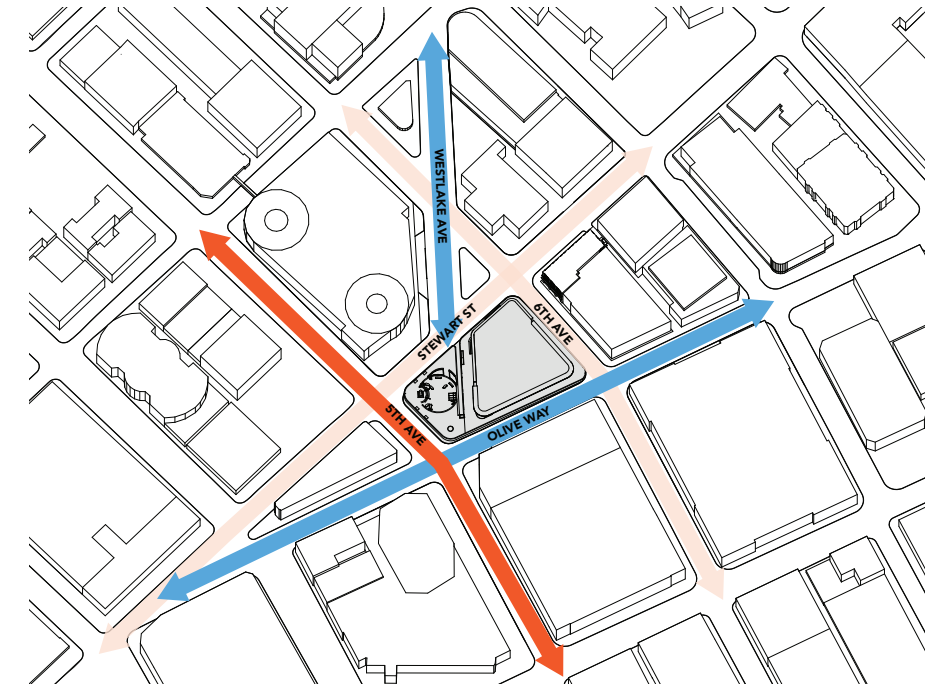
The site sits near the apex of the transition between the downtown grid and the Denny Triangle. This condition creates a trapezoidal site and defines the project as a focal point and adds prominence to the development of the project.

Shaping Urban Spaces



The site is the defining edge of two critical urban spaces that result from the “hinge” condition already described. The site fronts McGraw Square to the west and defines a critical view axis as Olive and Stewart diverge to straddle the block. The project, looking south at the future north elevation, also forms a visual terminus for Westlake Avenue. Both of these view corridors create important spatial conditions, pockets in the urban fabric that resolve against the project site.

In the Round



The project must also mediate and provide continuity of the urban fabric through the grid transition. The site must mediate building scale and height between the taller structures north of Stewart to the midrise buildings south of Olive. The street scape along Stewart and 6th transitions from the fine-grain pedestrian network to the south to the large-scale gestures to the north. All of this requires that the project resolve itself in the round, using its position and multiple exposures to address each condition subtly and coherently.

05_PROJECT PRINCIPLES



Site Responsive Design

The project aims to prioritize the importance of a design that responds directly to its site specific conditions. Parcel plan configurations influencing building form encodes the spatial hierarchy of the projects location into its form, and with it generates buildings which function in an urban environment to define space. The Flatiron building in New York, and flatiron buildings generally, demarcate moments of urban junction and create compelling markers in the cityscape, defining transition and street hierarchy. The Herzog and Demeuron Porta Volta project uses an unusual parcel shape to create a building form that enhances its position within an urban transition. A cutting operation is then used at its corner to create an urban portal, again reinforcing spatial differentiation and emphasizing connection. In a similar way, the Lille Office building by LAN architects uses its asymmetrical and asynchronous parcel plan to create a building design that stitches together disparate urban conditions. Again, a cutting operation defined by the central street axis trims the upper building into a tower form to preserve views to a tree orchard beyond.



Porta Volta, Italy



Flat Iron Building, New York



Lille Office Building, France

05_PREVIOUS STUDIES (NOT VIABLE)



1. TWIST

Pros

- Reduces shadow impact on McGraw Square
- Elegant form

Cons

- Will require departures
- Upper floor plates are highly constrained and inefficient
- Does not address 6th Avenue or Olive Way



1. SIDE CORE

Pros

- Attractive tectonic form
- Efficient floor plates

Cons

- Will require departures
- Side core impacts parking layouts below grade and renders basement not viable
- Not site responsive



3. CANTILEVER

Pros

- Creates opportunity for expanded open space at grade
- Large massing moves at upper levels create opportunities for additional terraces

Cons

- Will require departures
- Reduced area at base results in impracticable ground floor planning depths
- Does not address 6th Avenue



4. ARTICULATED CANTILEVER

Pros

- Creates opportunity for expanded open space at grade
- Fine vertical articulation emphasizes vertical tower

Cons

- Will require departures
- Reduced area at base results in impracticable ground floor planning depths
- Does not address Olive Way



5. FOUR TIER STEPPED TOWER

Pros

- Slim upper mass
- Reduces shadow impact on McGraw Square
- Opportunities for upper level terraces
- Deep setback at grade creates plaza along Stewart

Cons

- Will require departures
- Reduced area at base results in impracticable ground floor planning depths
- Upper plates are highly constrained and inefficient



6. MID-LEVEL CANTILEVER

Pros

- Deep mid-level setback results in interesting large scale gesture
- Opportunity for upper level sky terrace

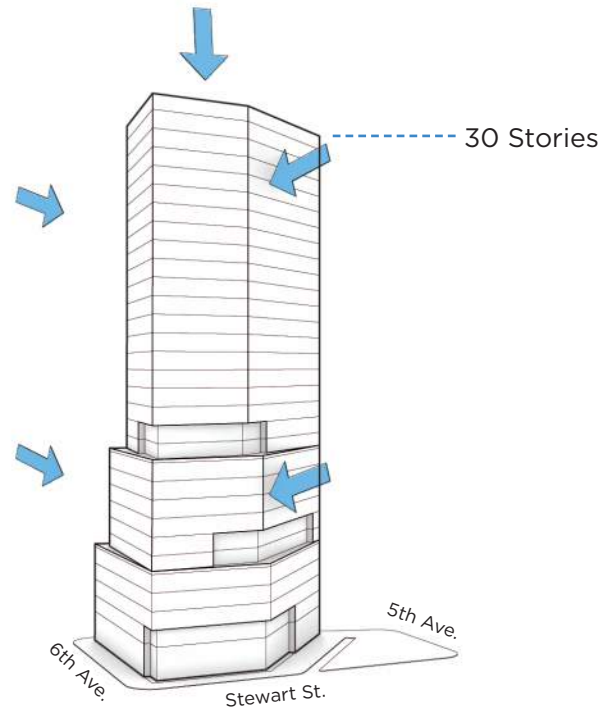
Cons

- Will require departures
- Not site responsive

05_MASSING CONCEPTS

CONCEPT 1

Stepped Tower, Code Compliant



Pros

- Meets prescriptive requirements, no departures are required
- Aligns to the surrounding neighborhood context by addressing the taller towers to the north along Westlake but height is mediated to address transition in building scale and fabric to the south
- Form terraces back along Sixth Avenue and Stewart Street

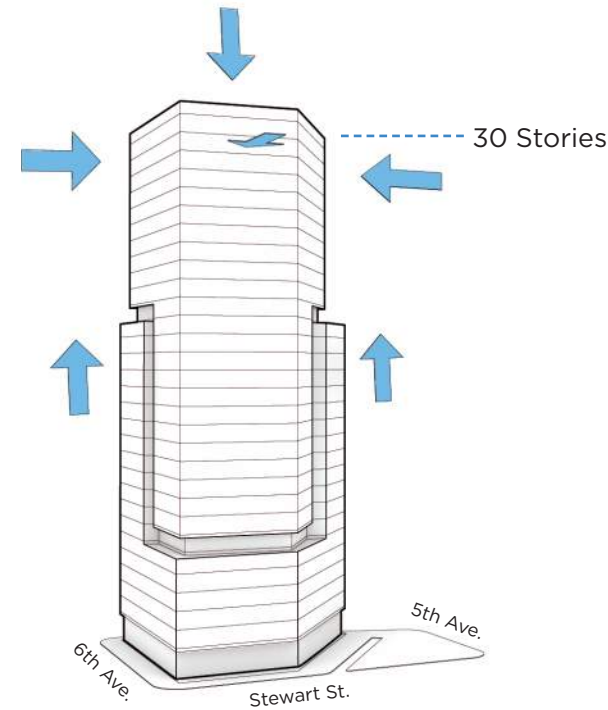
Cons

- Terracing prioritizes 6th Avenue and Stewart Street at the expense of McGraw Square and Olive Way
- Tower appears bulky from key views
- Shadow cast on McGraw Square exceeds concepts 2 and 3
- Ground floor planning renders building service areas and ground floor lease depths impracticable.
- Typical floor core planning is highly constrained and inefficient

CONCEPT 2

Urban Megaforms, Vertical Intersecting Forms

Requires Five Departures + One Type 1 Decision



Pros

- Aligns to the surrounding neighborhood context by addressing the taller towers to the north along Westlake but height is mediated to address transition in building scale and fabric to the south
- "Megaform" setback reduces upper tower bulk
- Upper tower reduction at the southwest corner reduces shadow impact on McGraw Square

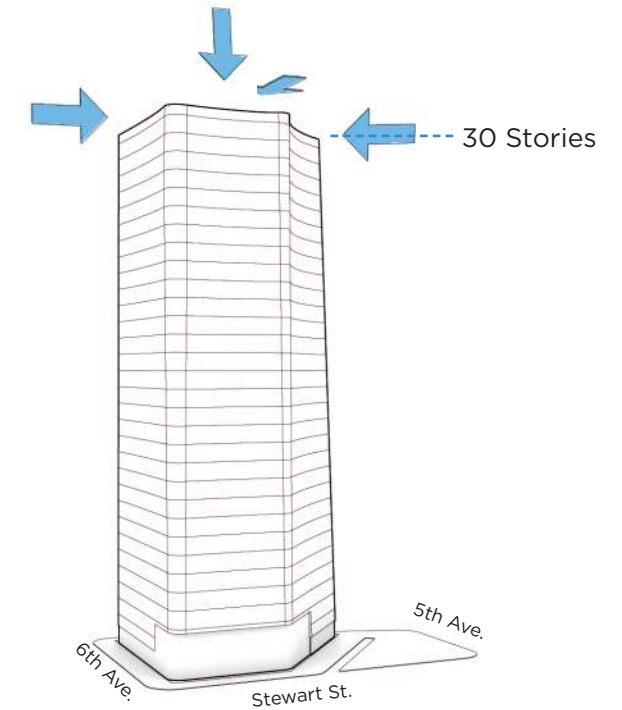
Cons

- Does not address the 'hinge' condition of the site (street grid shift)
- Tower appears bulky from key views
- Shadow cast on McGraw Square exceeds concepts 2 and 3
- Typical office floor freight position compromises office depth
- Will require departures and type 1 decision for quantity of loading berths

PREFERRED CONCEPT 3

Form Tower, Site Responsive

Requires Five Departures + Two Type 1 Decisions



Pros

- Addresses the 'hinge' condition of the site (street grid shift)
- Aligns to the surrounding neighborhood context by addressing the taller towers to the north along Westlake but height is mediated to address transition in building scale and fabric to the south
- Subtle facade curvature shapes tower to reduce bulk and add interest to the skyline
- Sloped facade reduces shadow impact on McGraw Square and gradually reduces bulk over the height of the tower
- Massing is shaped in the round to address all frontages and modulated in response to specific site conditions

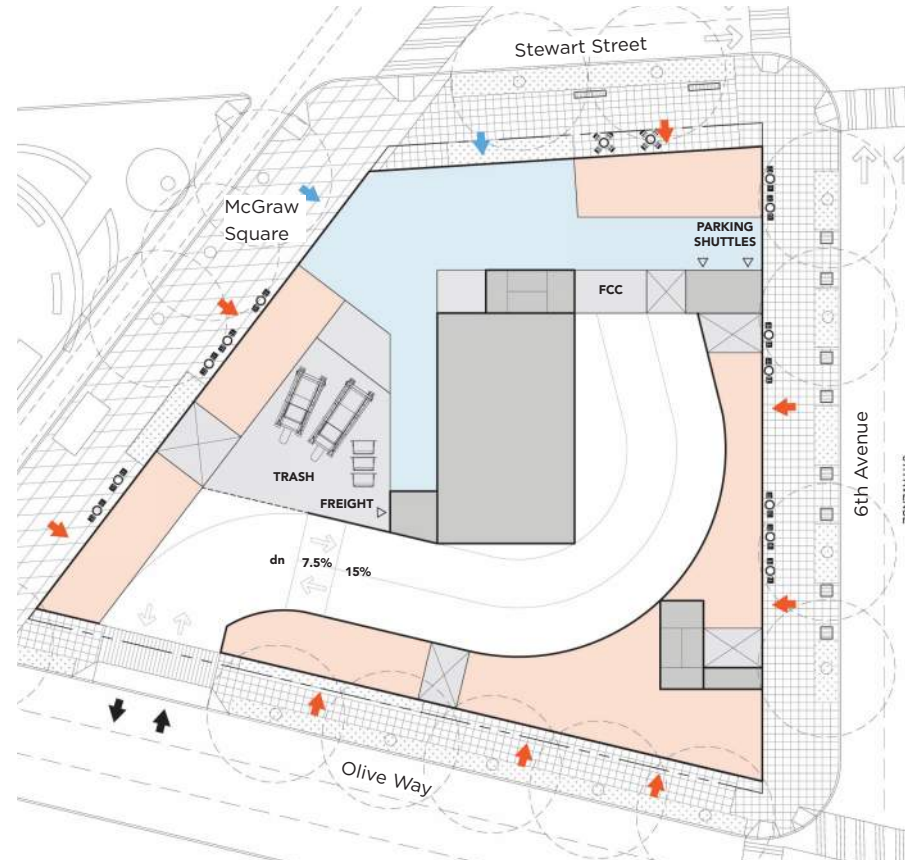
Cons

- Will require departures and type 1 decision for quantity of loading berths and curbcuts

05_MASSING CONCEPTS

CONCEPT 1

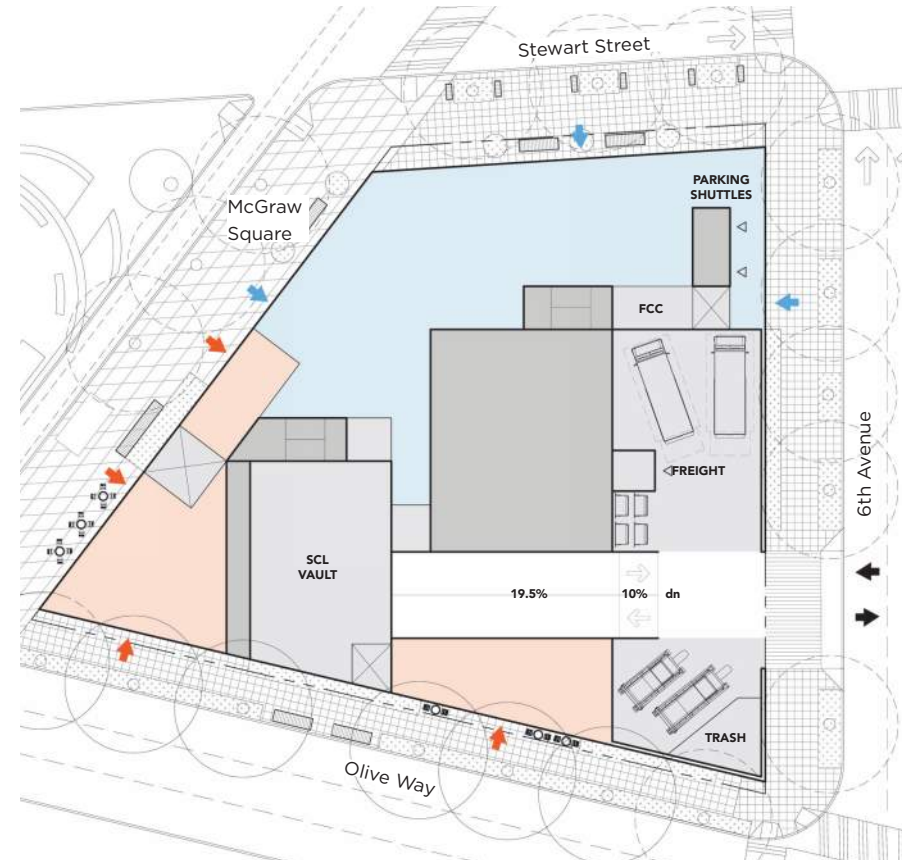
Stepped Tower, Code Compliant



CONCEPT 2

Urban Megaforms, Vertical Intersecting Forms

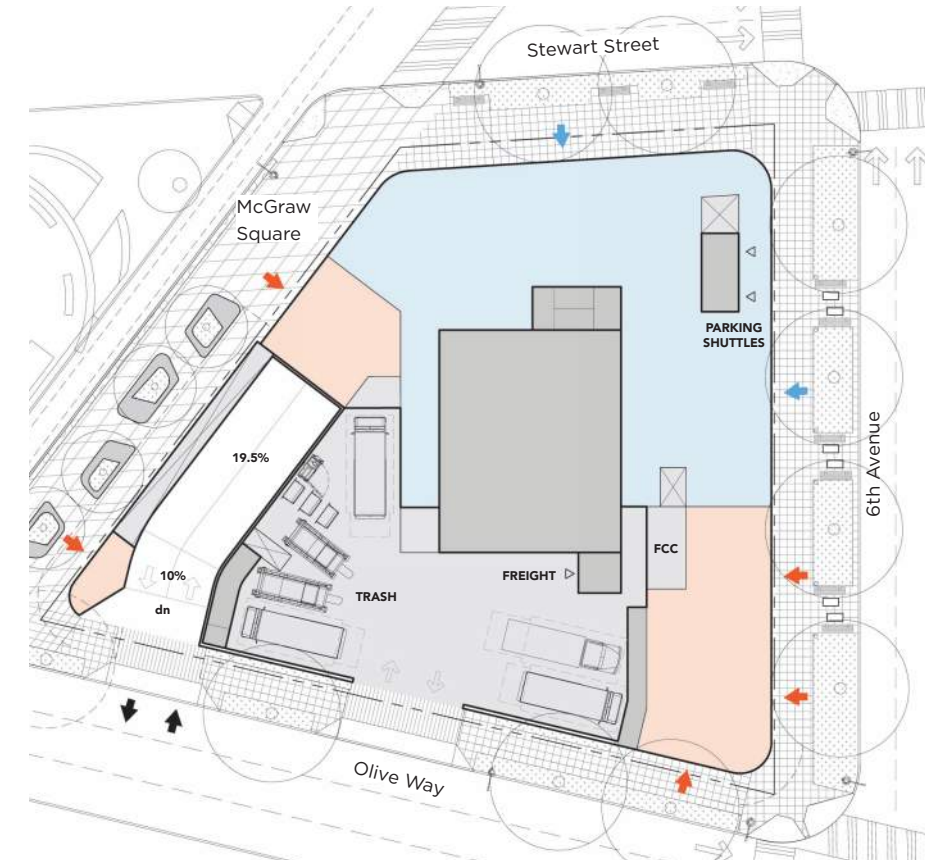
Requires Five Departures + One Type 1 Decision



PREFERRED CONCEPT 3

Form Tower, Site Responsive

Requires Five Departures + Two Type 1 Decisions

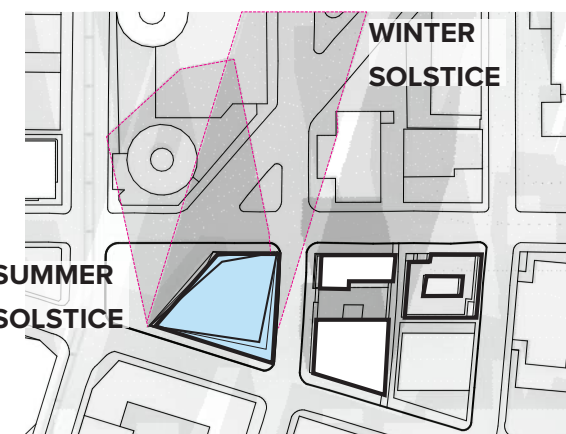


LEGEND

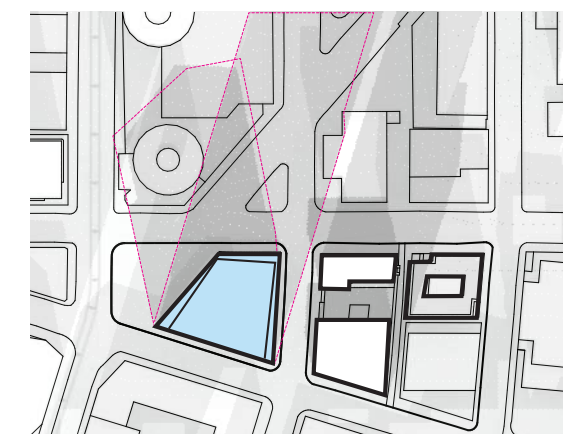
- Building Services
- Lobby
- Core
- Active Use
- Office Use Pedestrian Access
- Street Level Use Pedestrian Access
- Vehicular Access



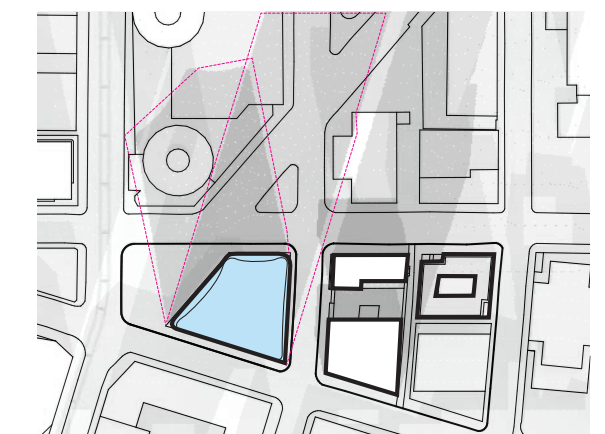
CONCEPT 1 SHADOW (10 AM)



CONCEPT 2 SHADOW (10 AM)



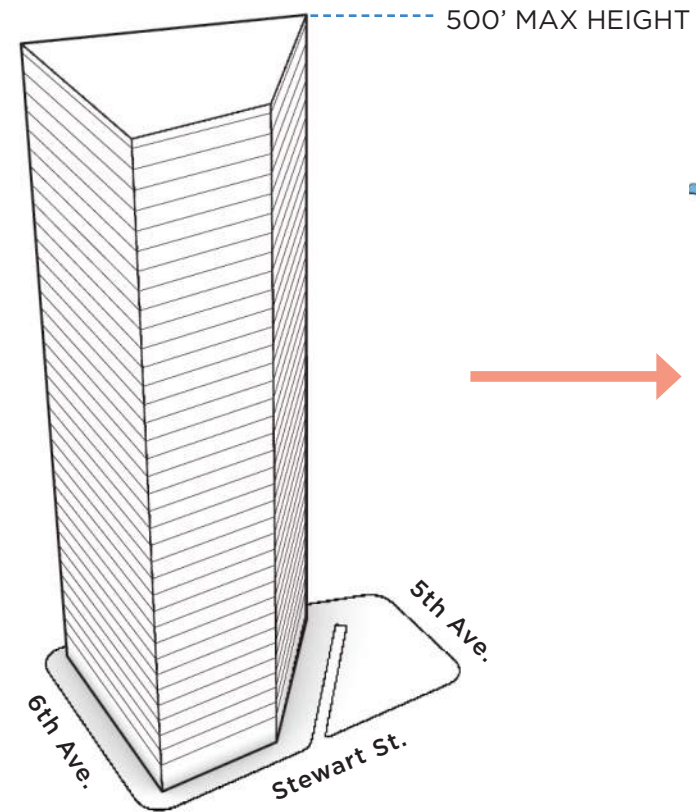
CONCEPT 3 SHADOW (10 AM)



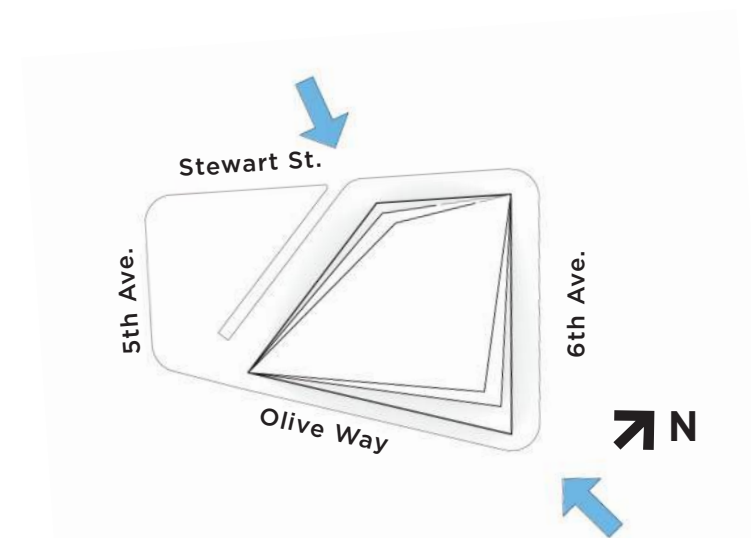
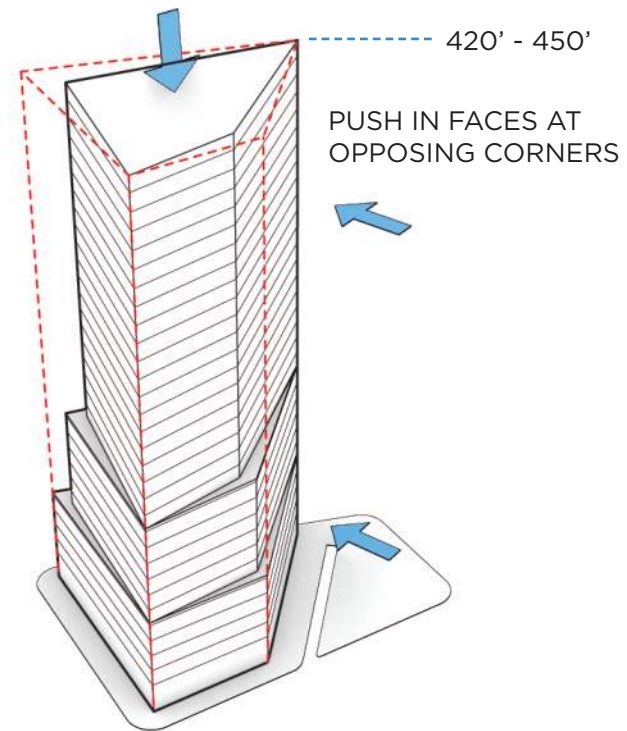
CONCEPT I. STEPPED TOWER | CODE COMPLIANT MASSING

Formation Diagram

EXTRUDED MASS

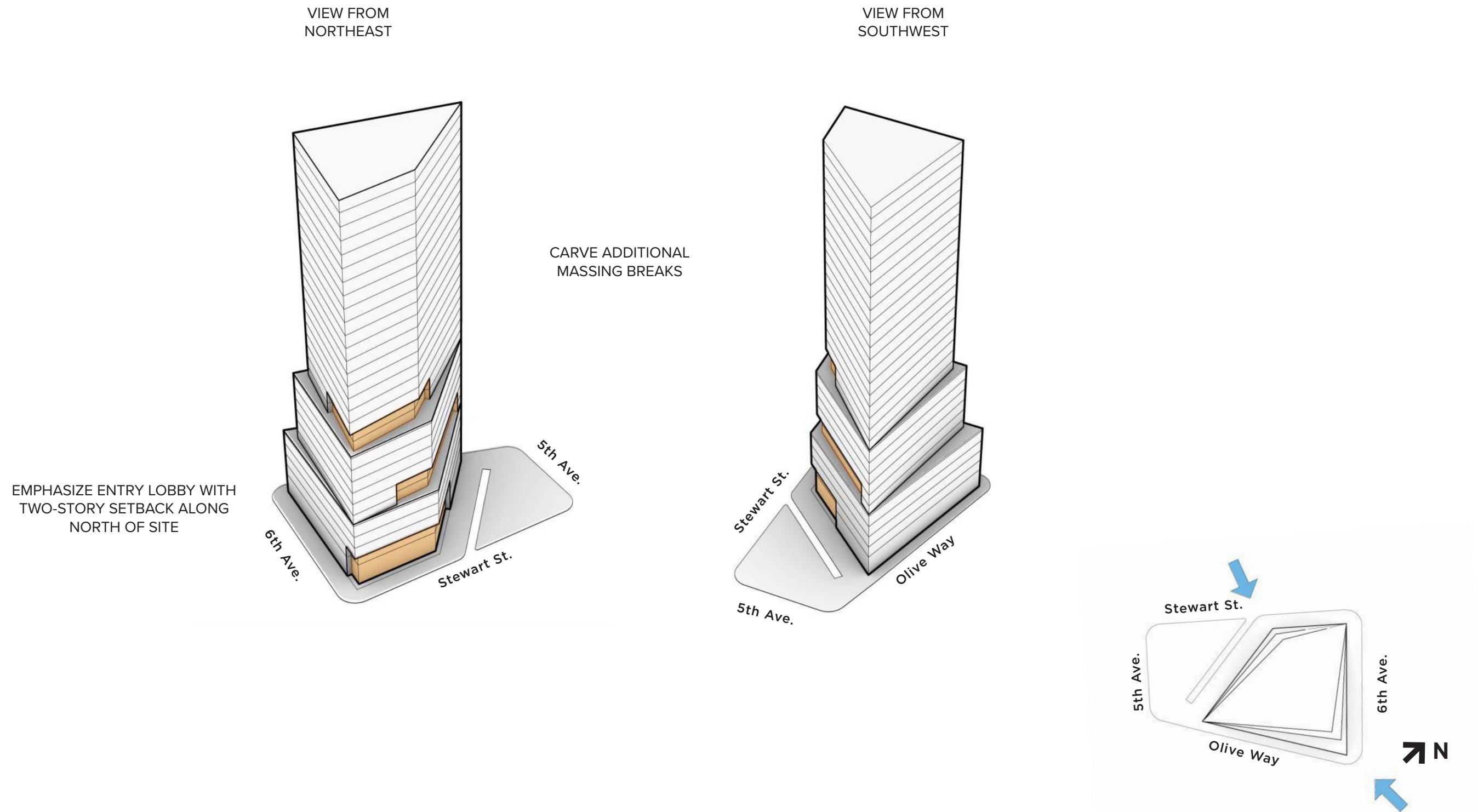


REDUCE HEIGHT IN RESPONSE TO SITE CONTEXT



CONCEPT 3. FORM TOWER | SITE RESPONSIVE MASSING **PREFERRED**

Formation Diagrams



CONCEPT I. STEPPED TOWER | CODE COMPLIANT MASSING

Precedents

Stacked Boxes

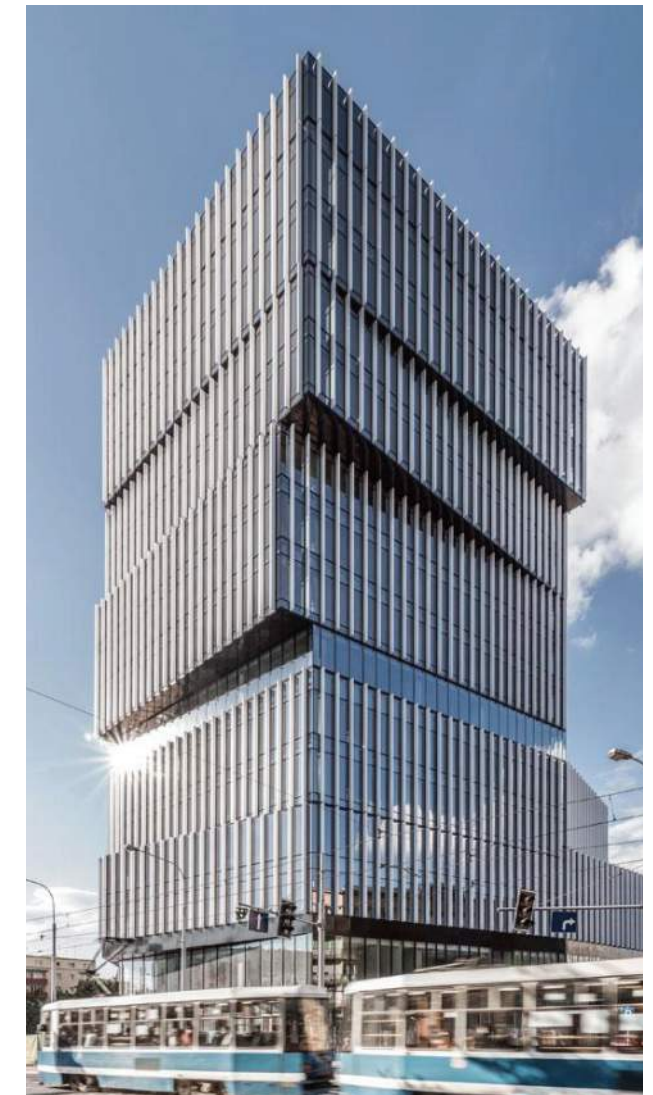
Stacked boxes builds on the traditional tiered tower form. The use of asymmetric placement and rotation allow the buildings to respond to their specific context. The transition between each box provides an opportunity for human scale interventions such as terraces or the expression of other distinct program.



Rolex, New York



1133 Melville, Vancouver



Poland

CONCEPT I. STEPPED TOWER | CODE COMPLIANT MASSING

Relevant Priority Guidelines

C-1 Promote Pedestrian Interaction

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

C-2 Design Facades of Many Scales

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

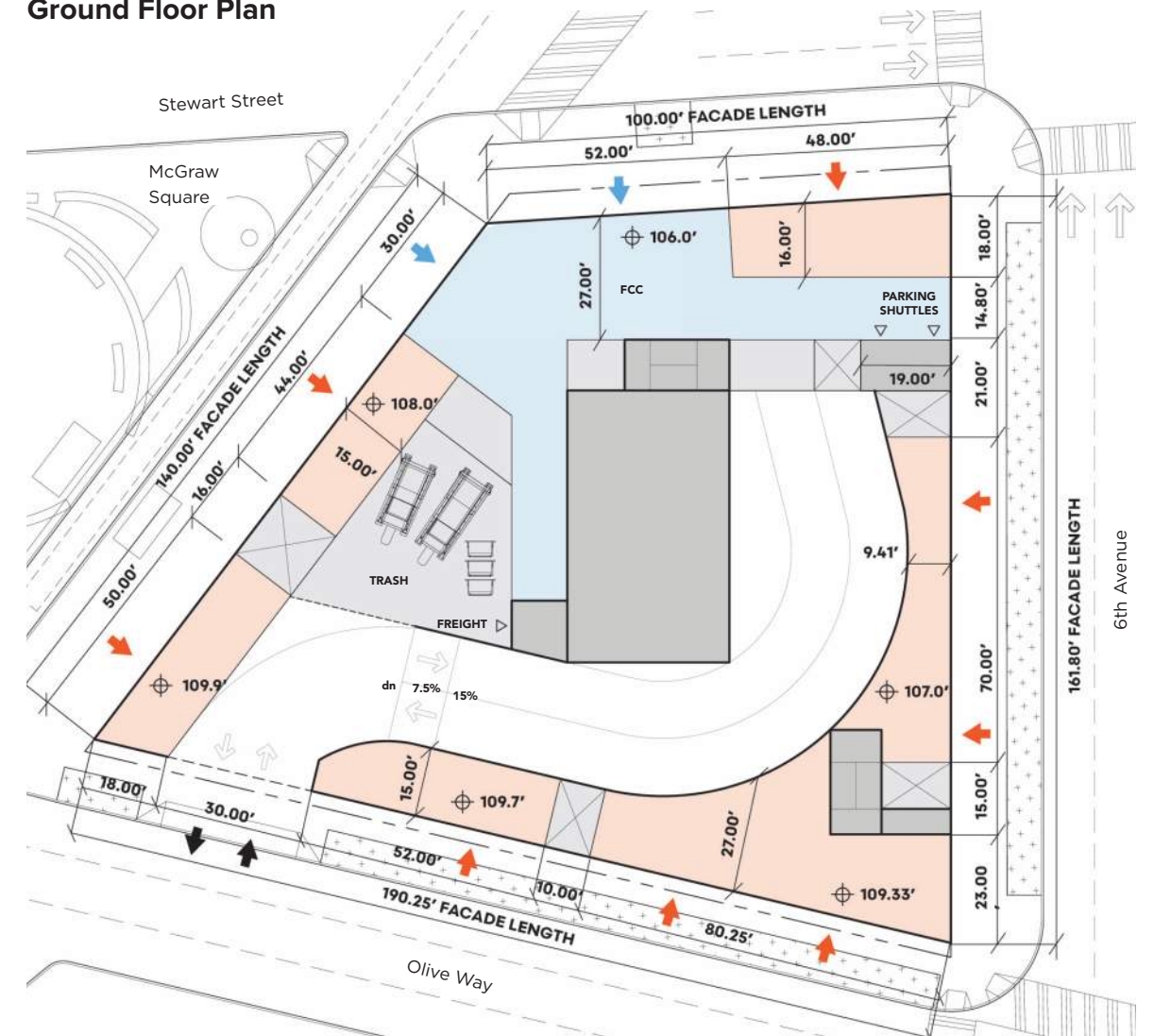
B-4 Design a Well-Proportioned and Unified Building

Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

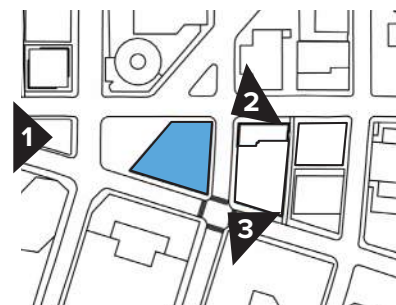


1. View of the west facade over McGraw Square.

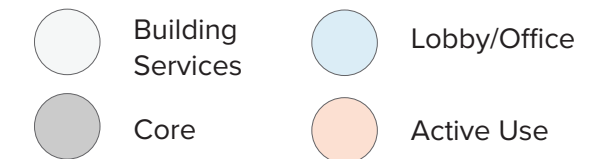
Ground Floor Plan



Key



Legend



2. Pedestrian view of the north corner of the project at 6th Avenue and Stewart Street.



3. Pedestrian view of the southeast corner of the project at 6th Avenue and Olive Way.

CONCEPT I. STEPPED TOWER | CODE COMPLIANT MASSING

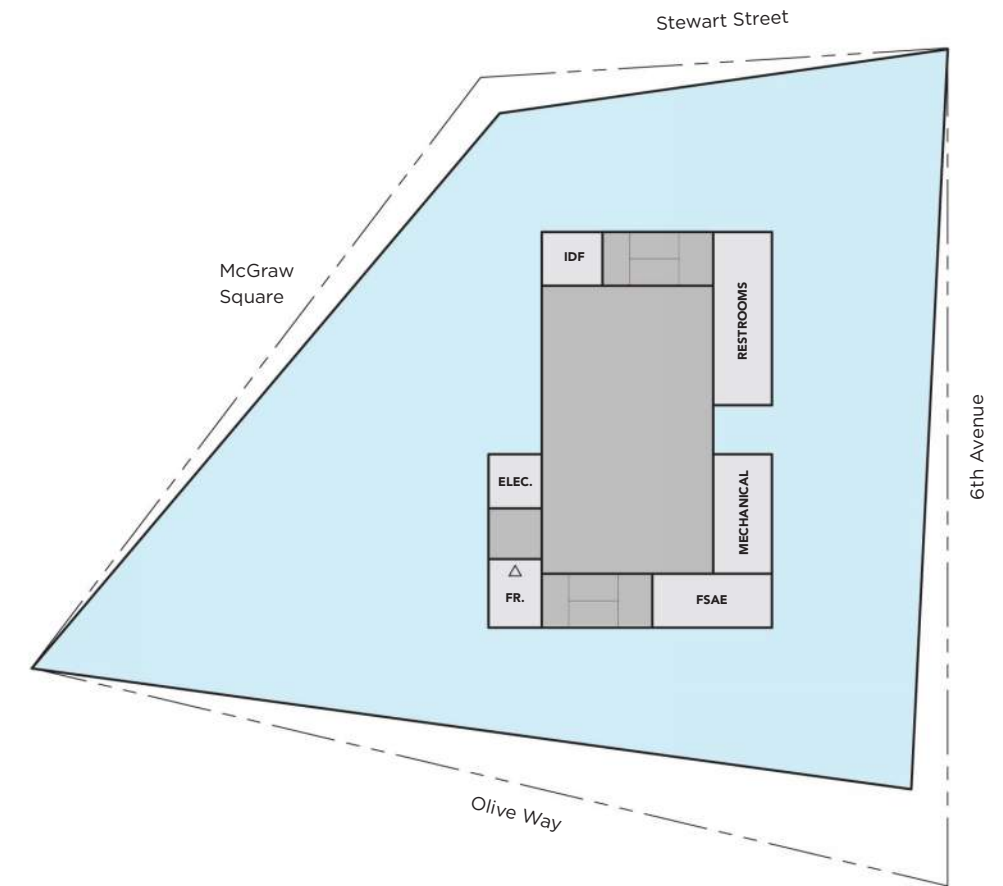


4. View over Westlake Square Looking South

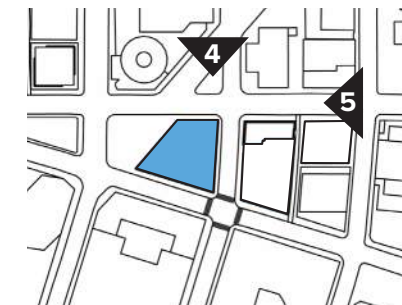


5. View along Stewart Street looking southwest

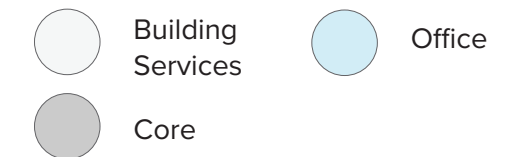
Typical Office Floor Plan (30 stories)



Key



Legend



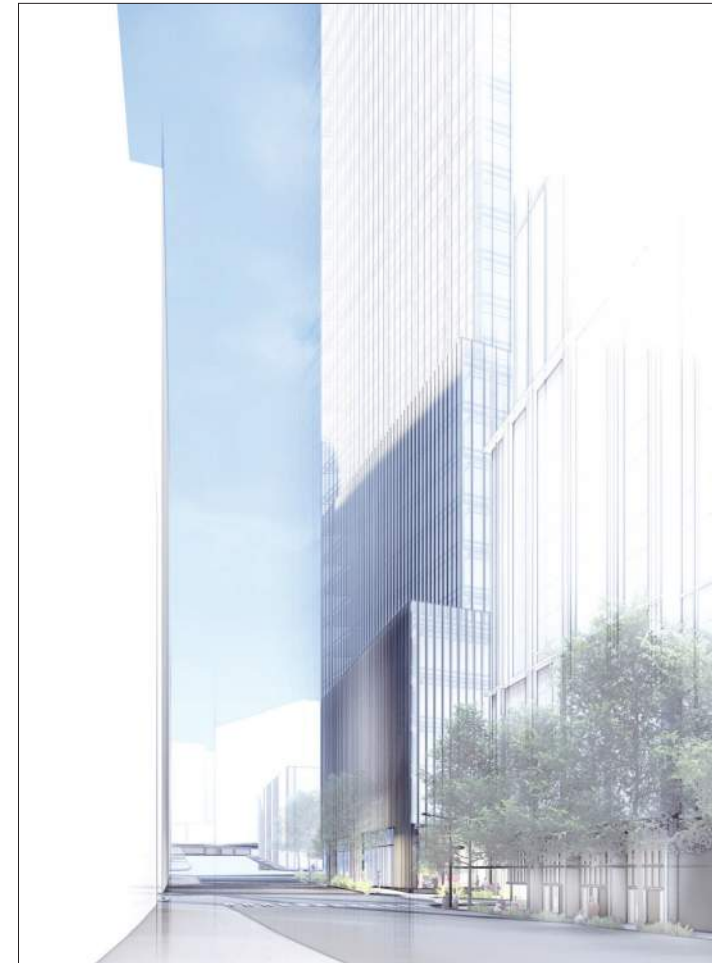
CONCEPT I. STEPPED TOWER | CODE COMPLIANT MASSING



6. View along 5th Avenue looking south

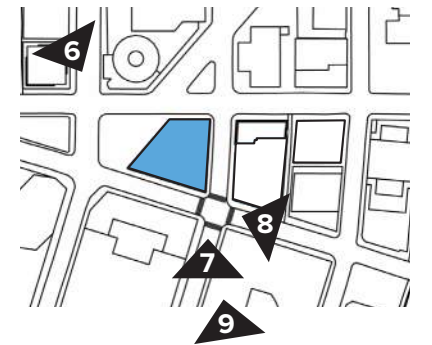


7. View along 6th Avenue looking north



8. View along Olive Way looking west

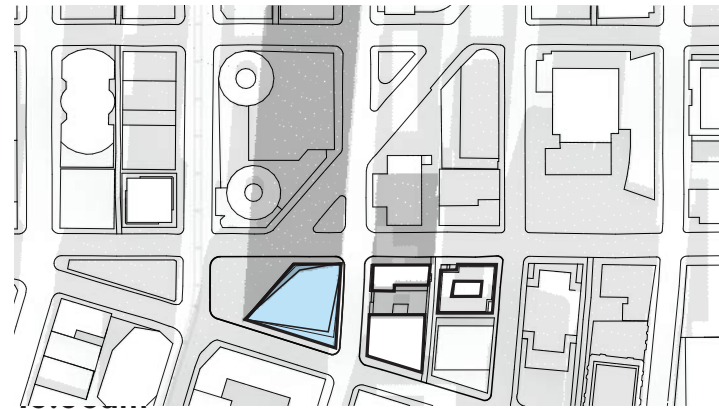
Key



9. Skyline view from the southeast

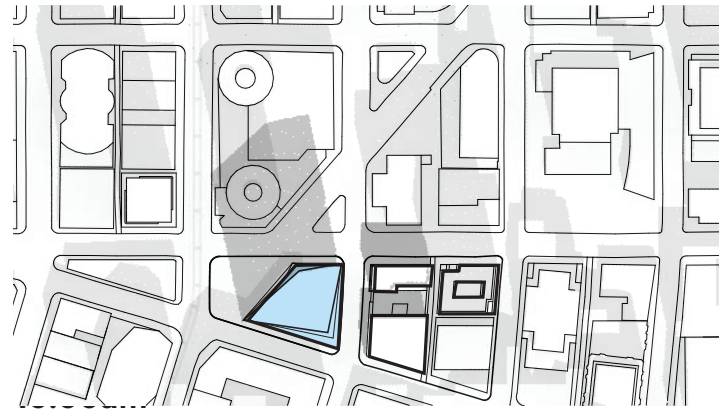
CONCEPT I. STEPPED TOWER | SHADOW ANALYSIS

VERNAL EQUINOX



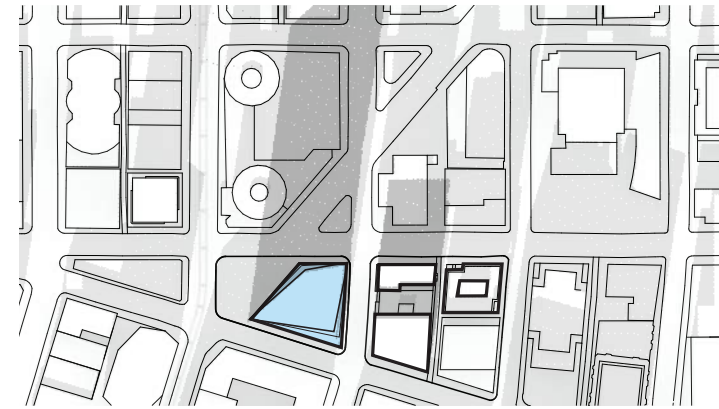
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SUMMER SOLSTICE



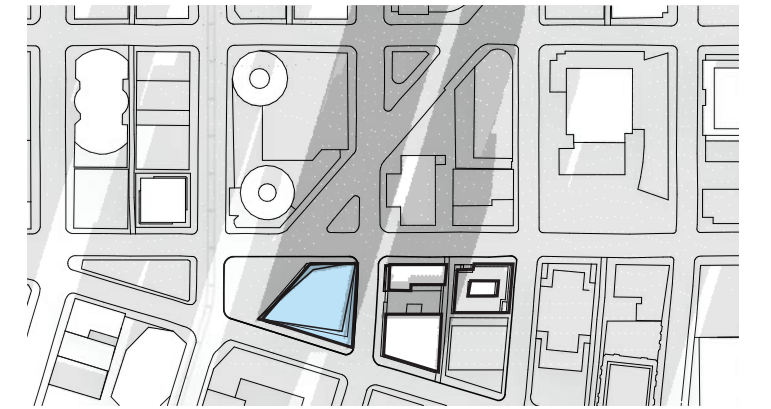
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AUTUMNAL EQUINOX

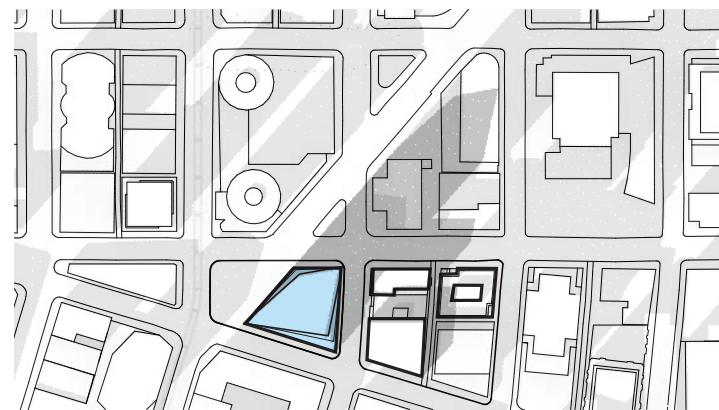


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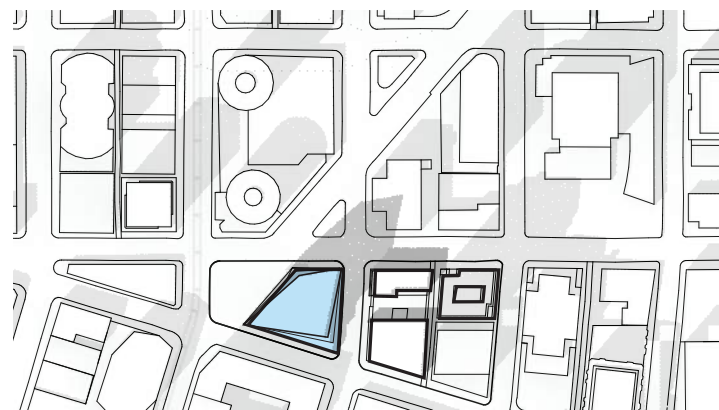
WINTER SOLSTICE



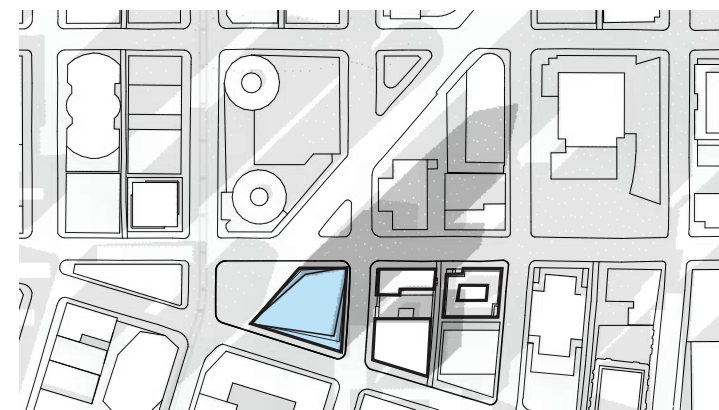
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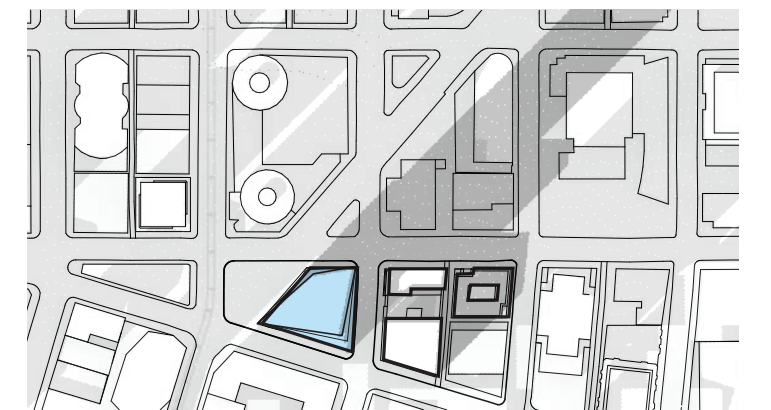
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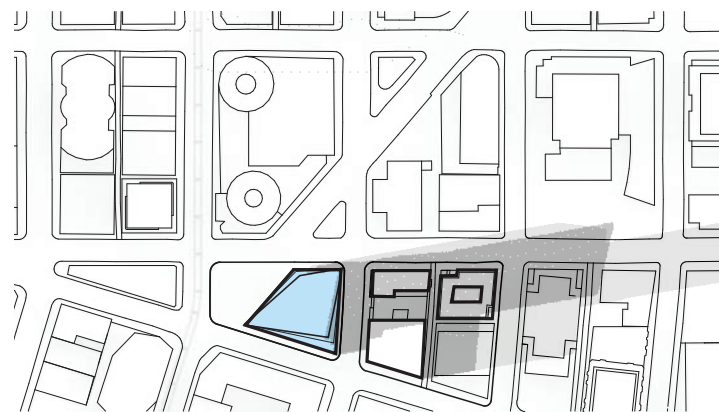
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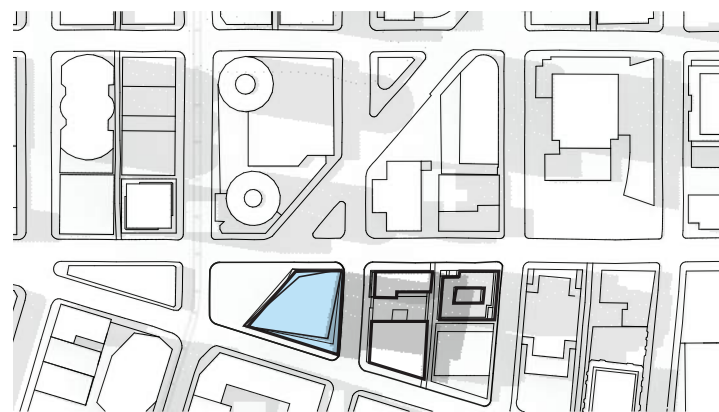
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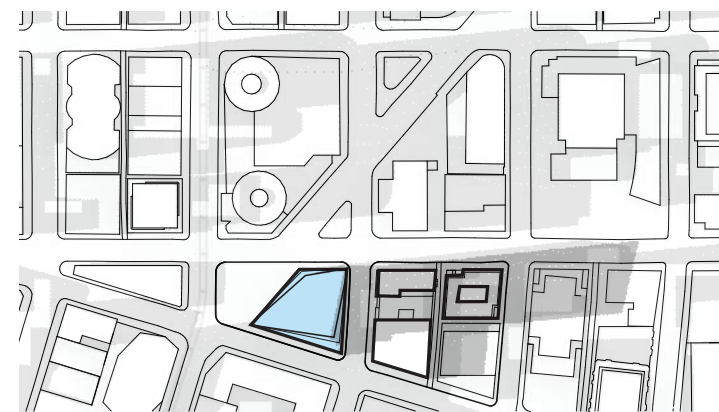
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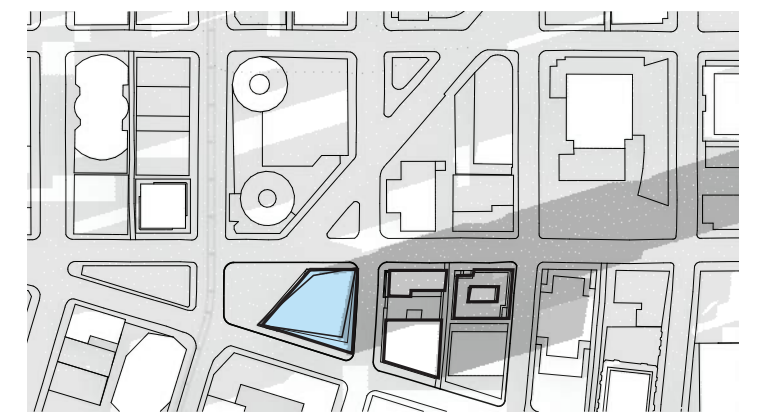
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02:00pm

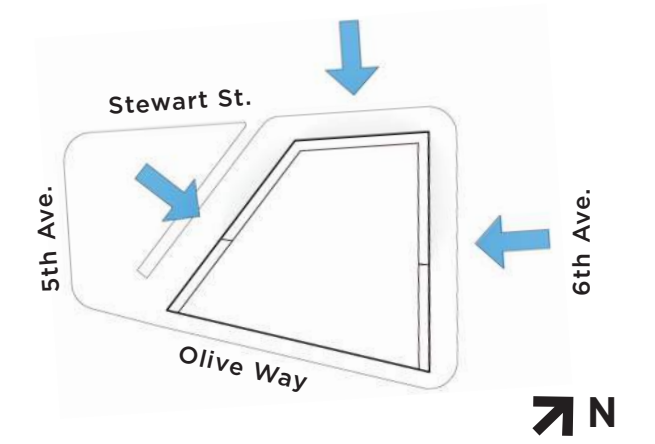
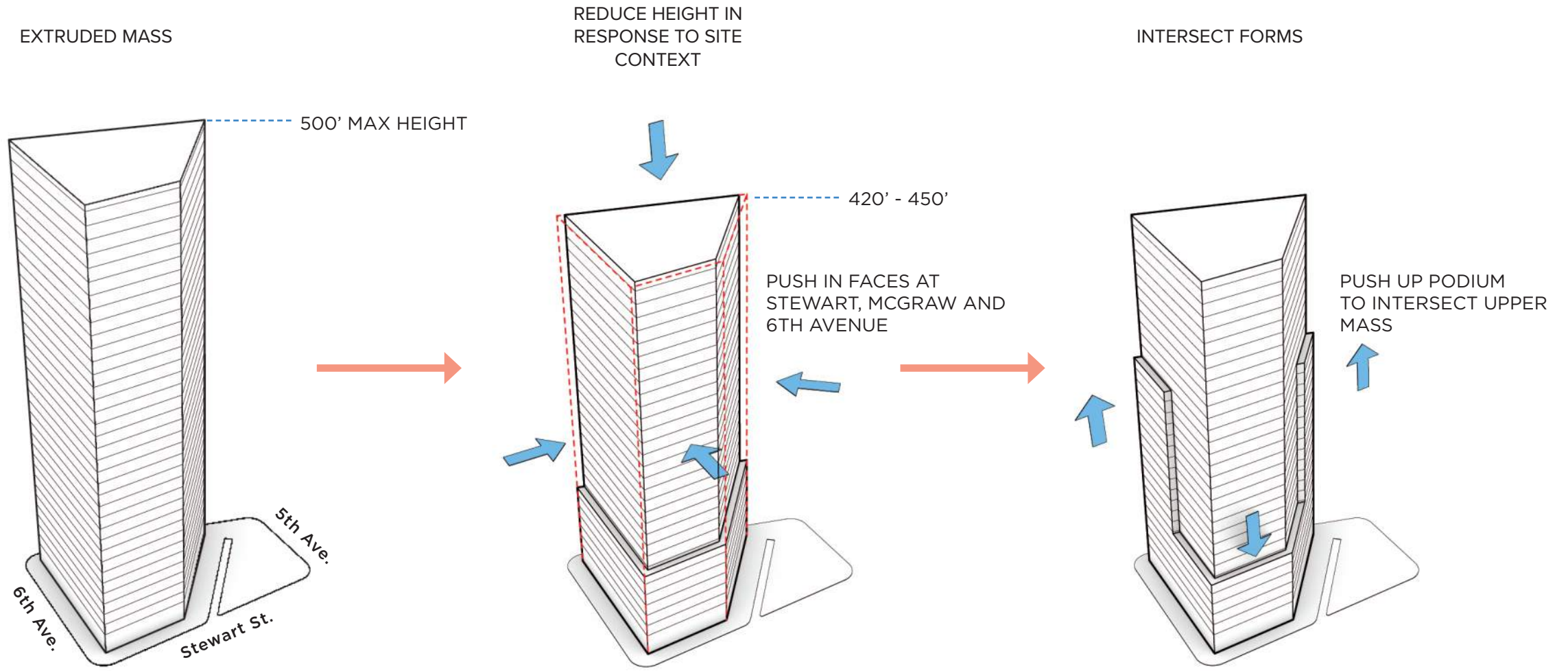


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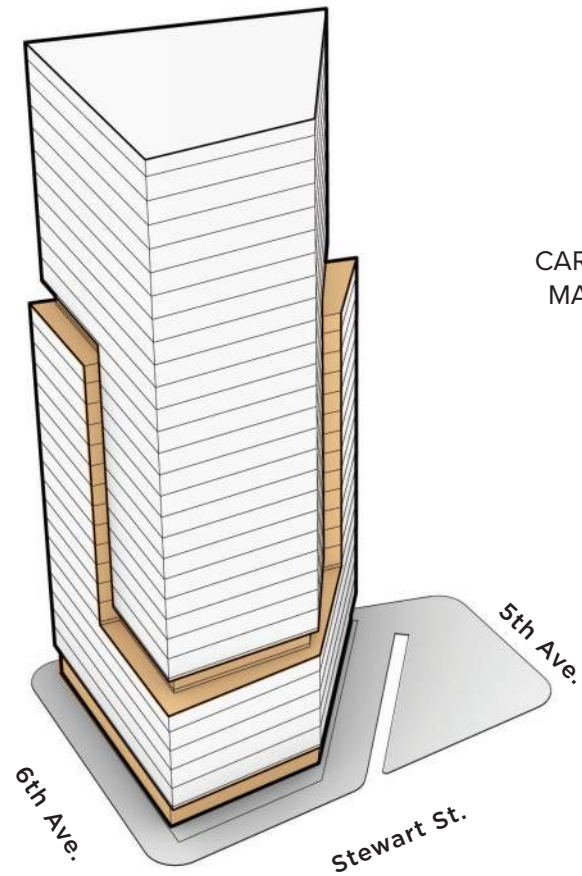
CONCEPT 2. URBAN MEGAFORMS | VERTICAL INTERSECTING FORMS



CONCEPT 3. FORM TOWER | SITE RESPONSIVE MASSING **PREFERRED**

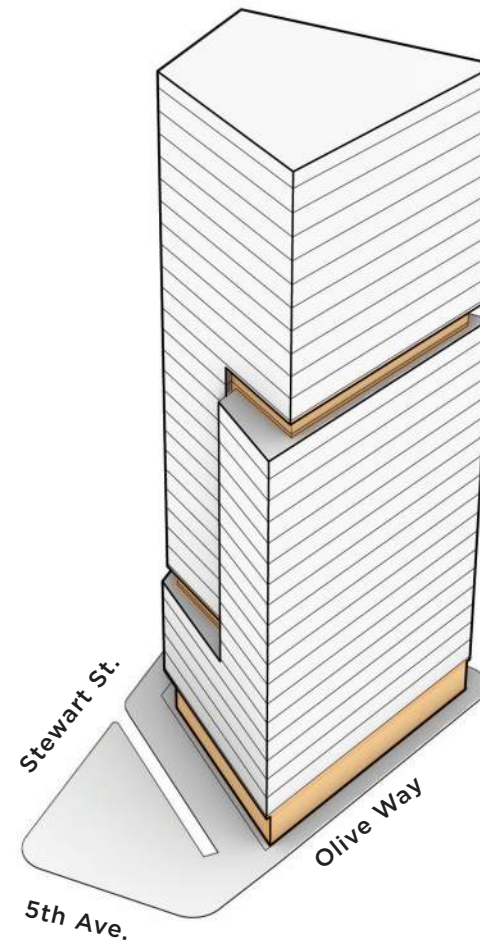
Formation Diagrams

VIEW FROM
NORTHEAST

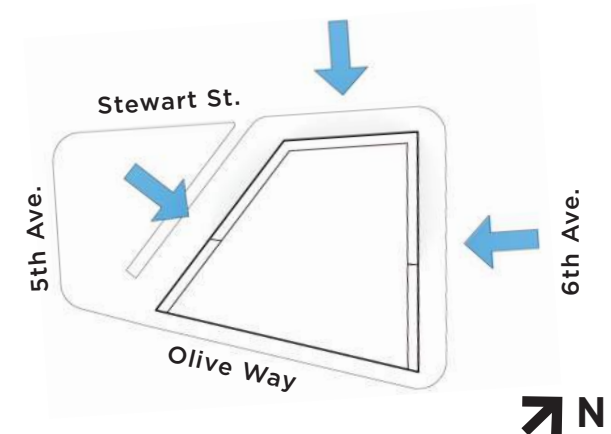


CARVE
ADDITIONAL
MASSING
BREAKS

VIEW FROM
SOUTHWEST



EMPHASIZE
BASE
READING
WITH
TWO-STORY
SETBACK
ALL
AROUND



CONCEPT 2. URBAN MEGAFORMS | VERTICAL INTERSECTING FORMS

Precedents

Intersecting Forms

Intersecting basic geometric forms provide a large scale response that is responsive to the wider urban environment.

Cutting operations at the intersections of the forms allow the buildings to respond at the human scale and provides an opportunity for the insertion of distinct programs.



Thyssen Krupp, Germany



Samsung Seocho, Korea



Hudson Yards, New York

CONCEPT 2. URBAN MEGAFORMS | VERTICAL INTERSECTING FORMS

Relevant Priority Guidelines

A-2 Enhance the Skyline

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

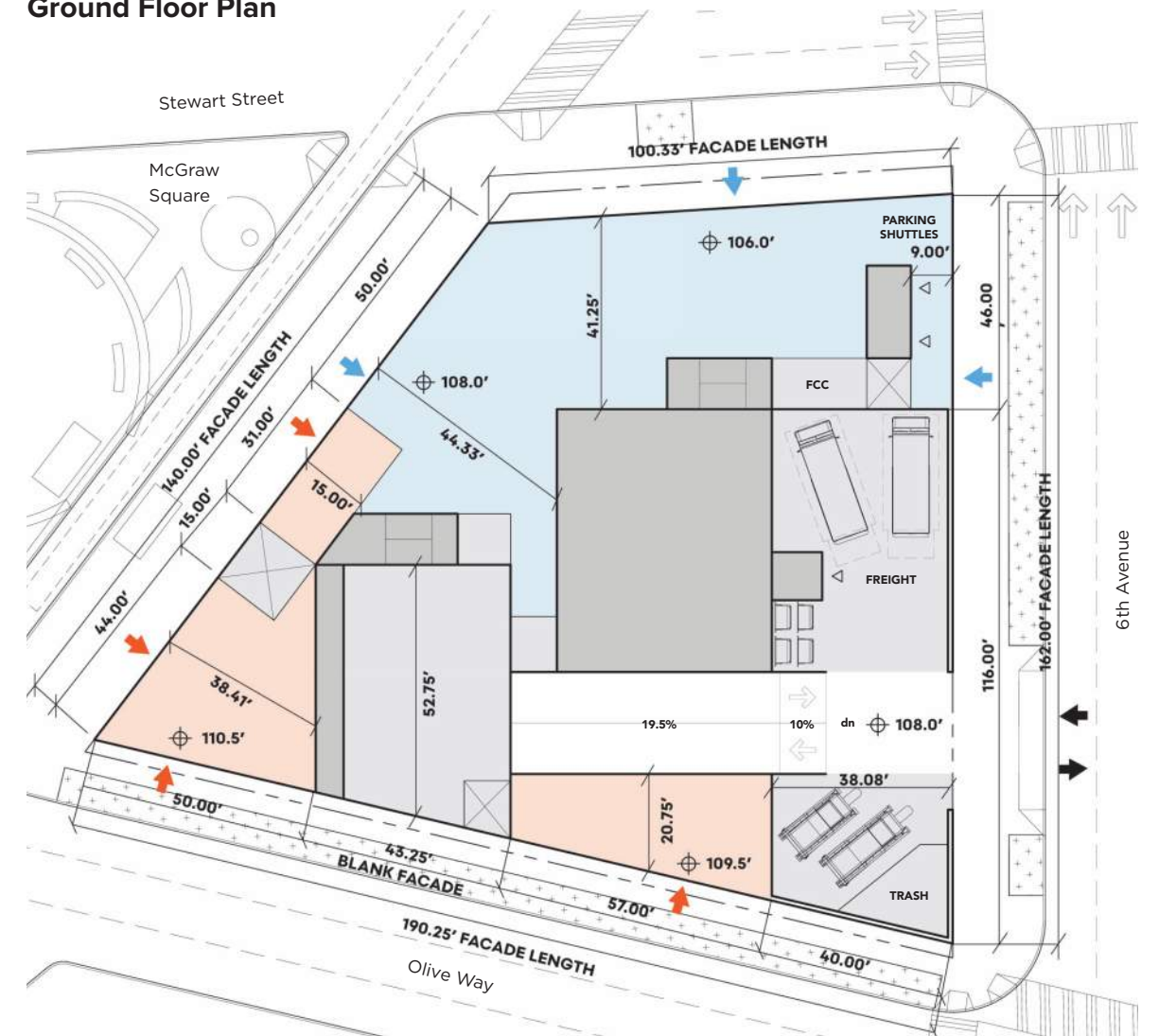
C-1 Promote Pedestrian Interaction

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

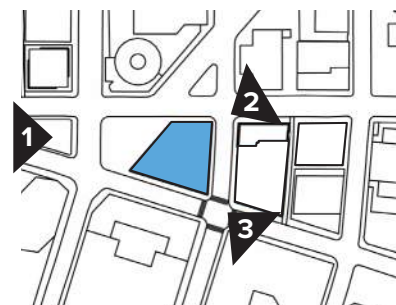


1. View of the west facade over McGraw Square.

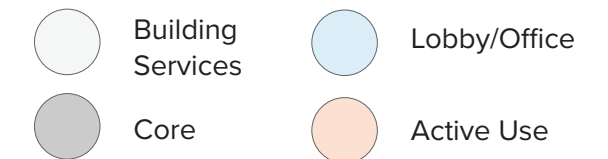
Ground Floor Plan



Key



Legend



2. Pedestrian view of the north corner of the project at 6th Avenue and Stewart Street.



3. Pedestrian view of the southeast corner of the project at 6th Avenue and Olive Way.



CONCEPT 2. URBAN MEGAFORMS | VERTICAL INTERSECTING FORMS

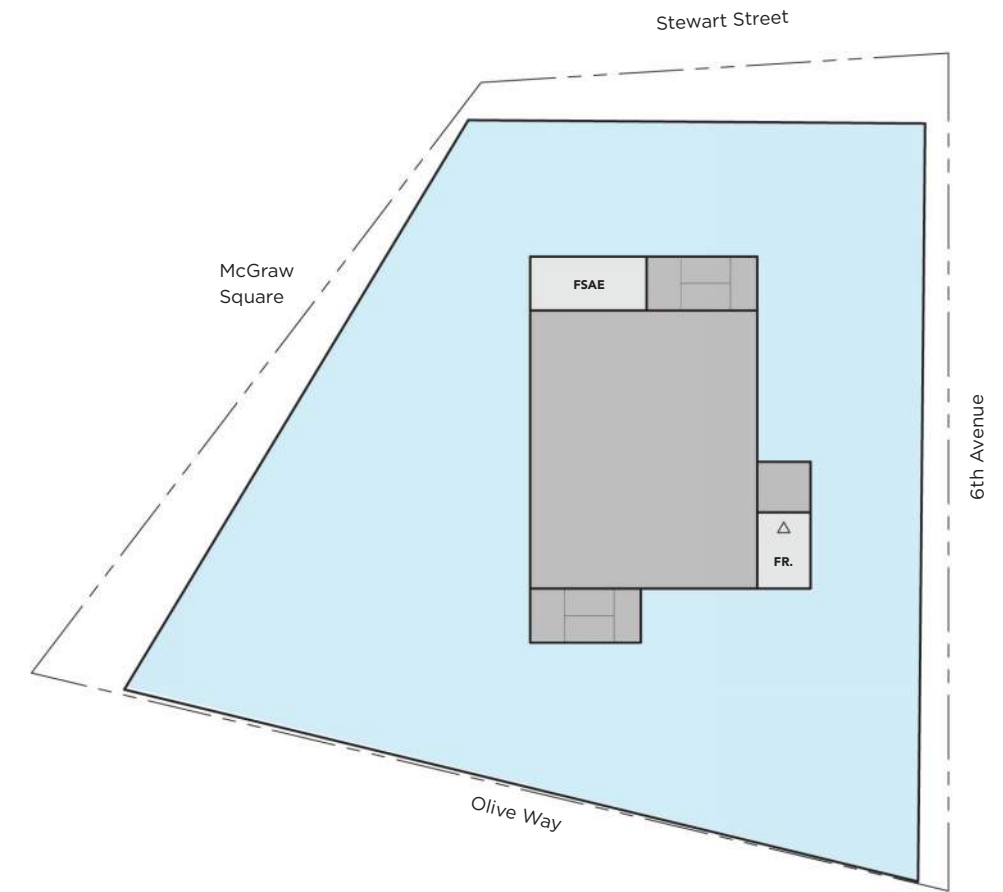


4. View over Westlake Square Looking South

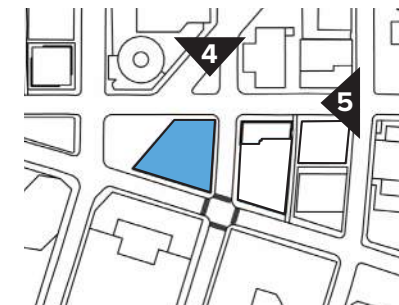


5. View along Stewart Street looking southwest

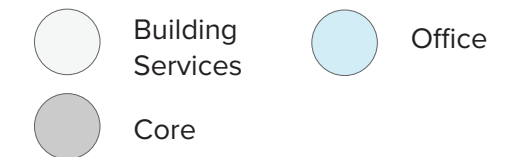
Typical Office Floor Plan
(30 stories)



Key



Legend



CONCEPT 2. URBAN MEGAFORMS | VERTICAL INTERSECTING FORMS



6. View along 5th Avenue looking south

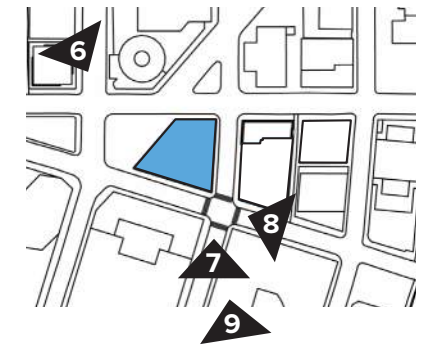


7. View along 6th Avenue looking north



8. View along Olive Way looking west

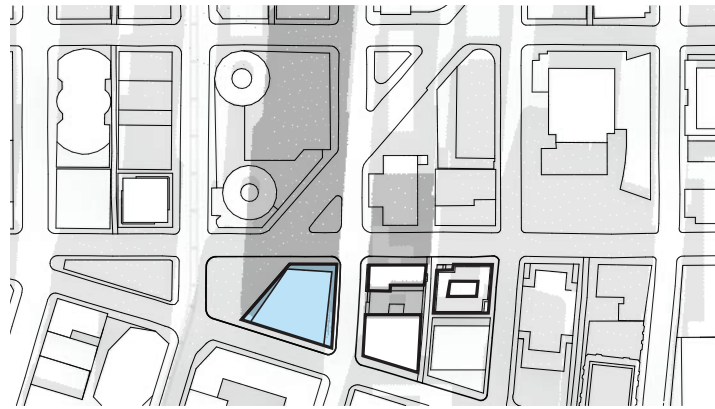
Key



9. Skyline view from the southeast

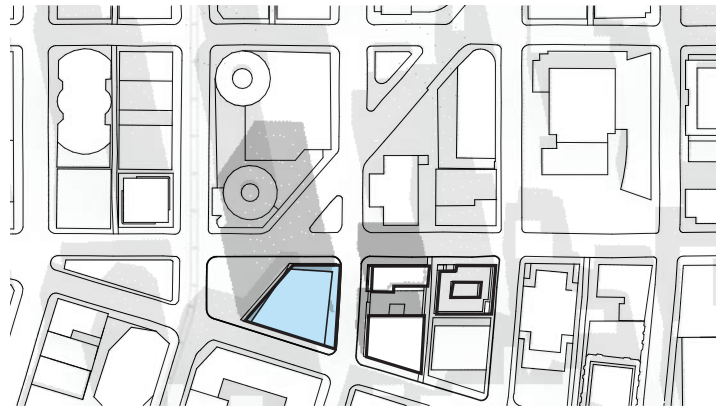
CONCEPT 2. URBAN MEGAFORMS | SHADOW ANALYSIS

VERNAL EQUINOX



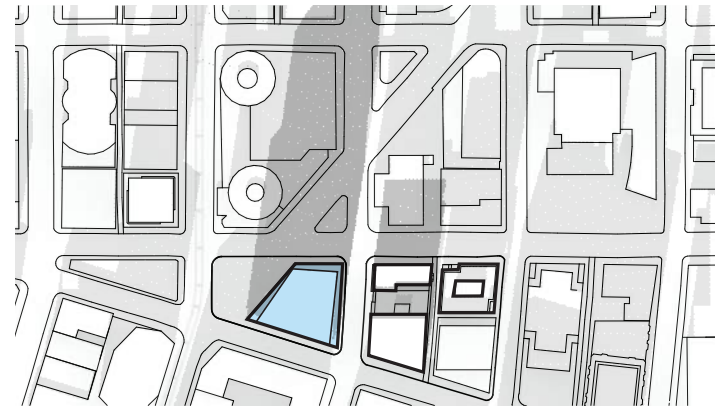
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SUMMER SOLSTICE



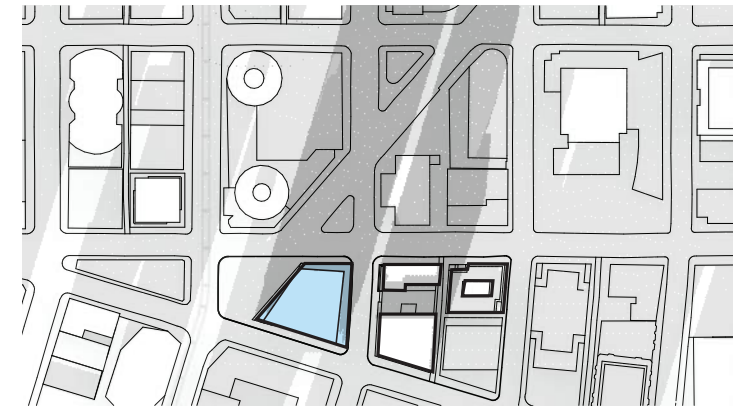
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AUTUMNAL EQUINOX

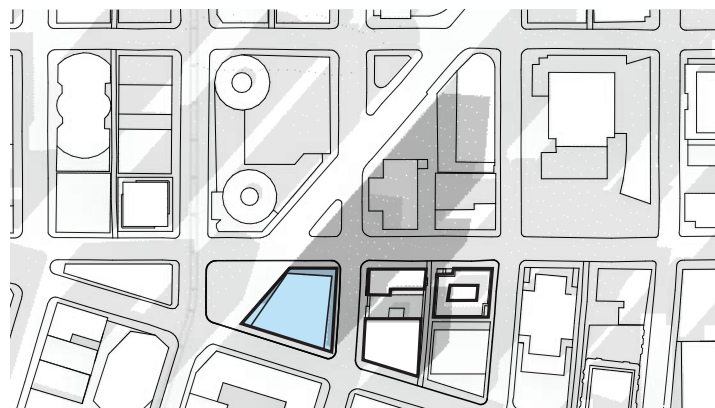


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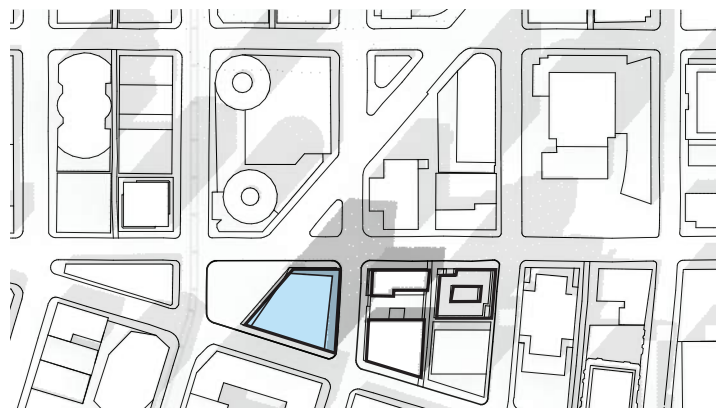
WINTER SOLSTICE



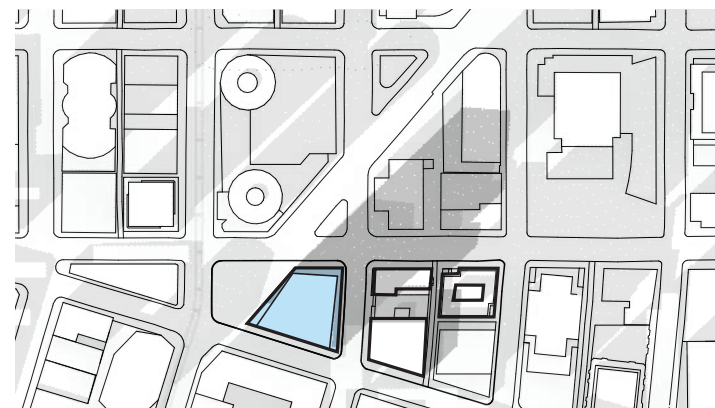
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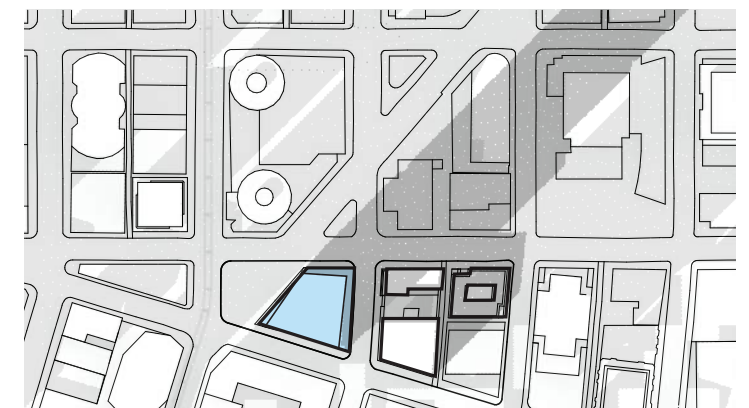
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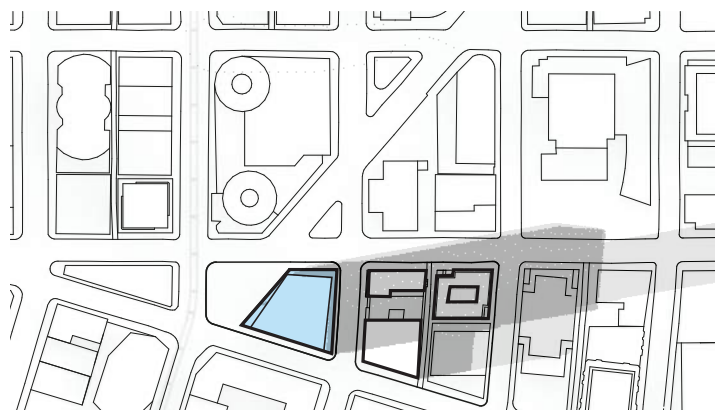
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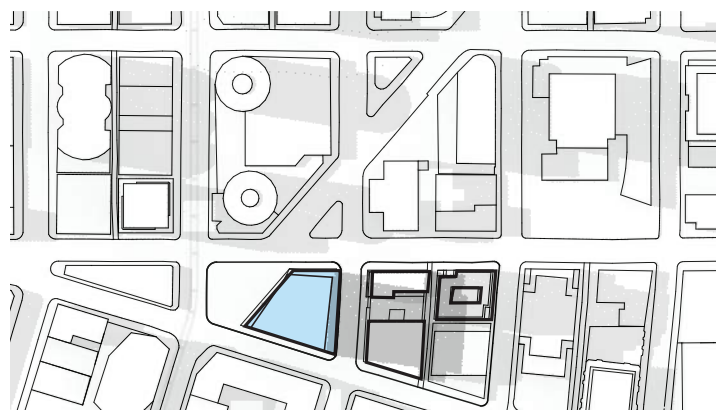
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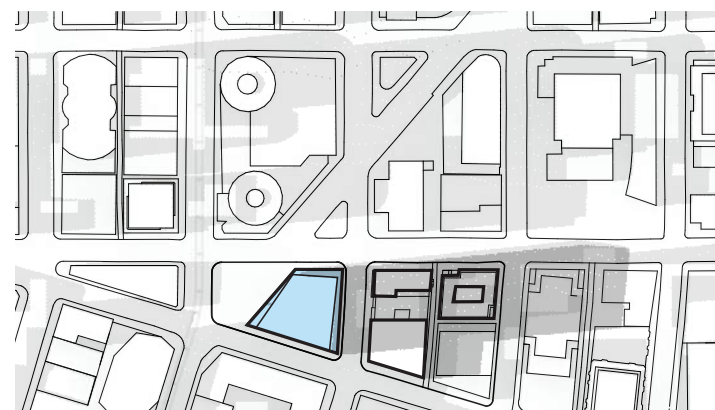
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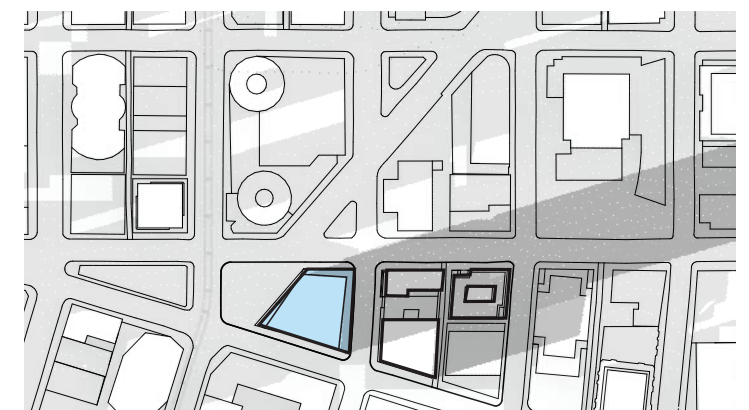
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02:00pm



02:00pm

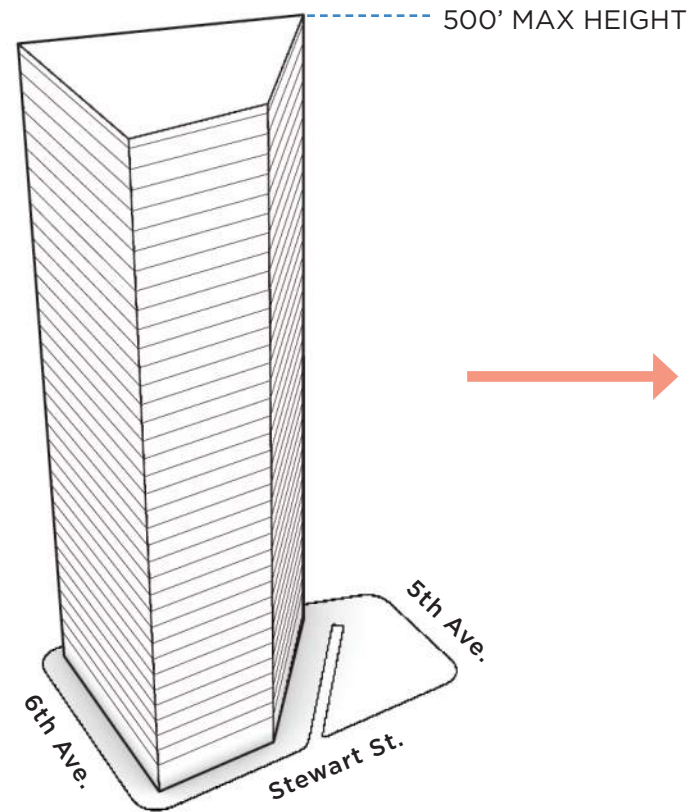


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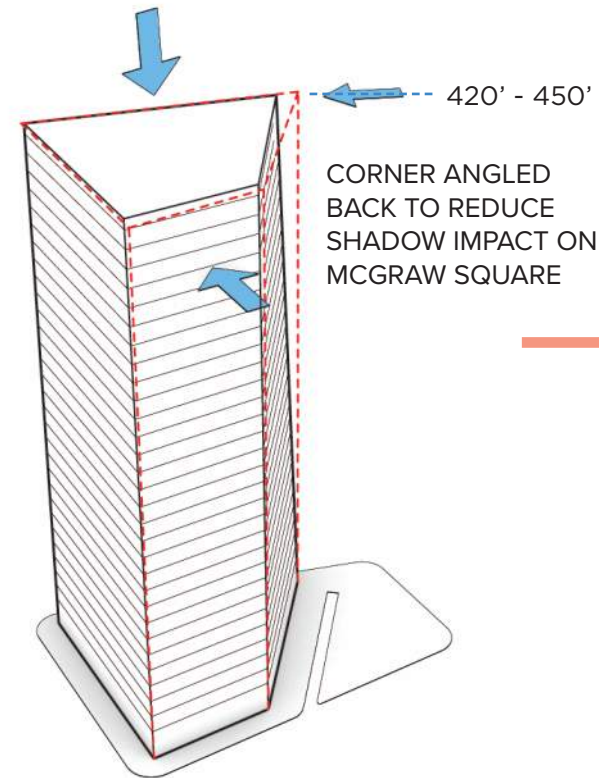
CONCEPT 3. FORM TOWER | SITE RESPONSIVE MASSING **PREFERRED**

Formation Diagrams

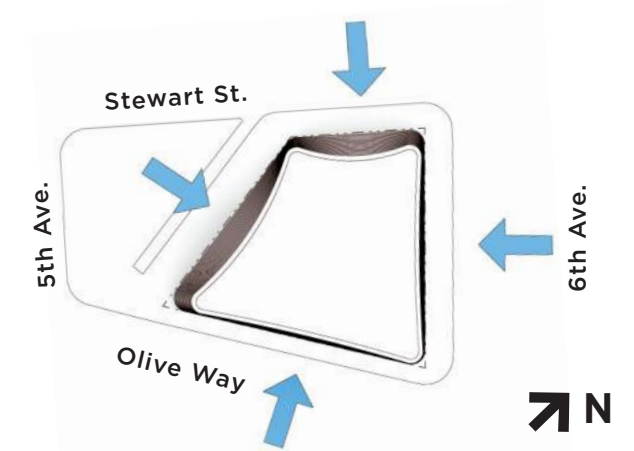
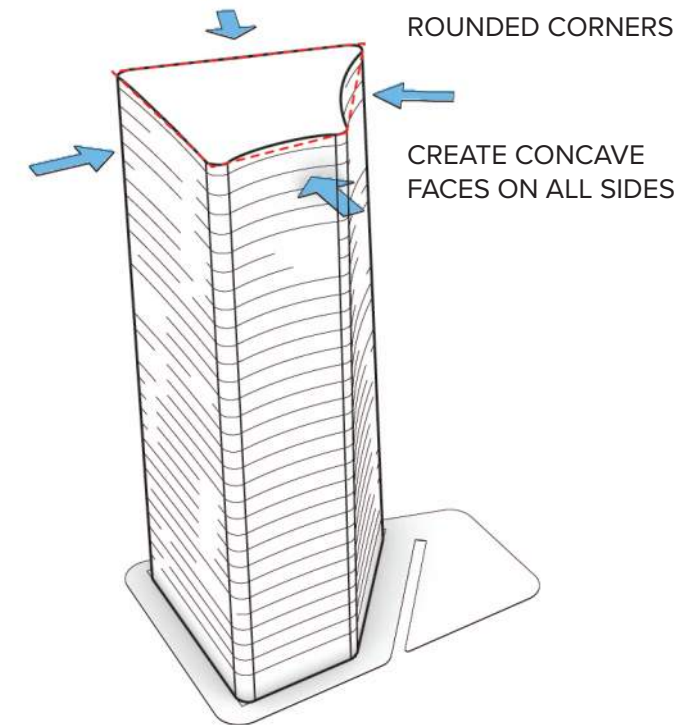
EXTRUDED MASS



REDUCE HEIGHT IN RESPONSE TO SITE CONTEXT



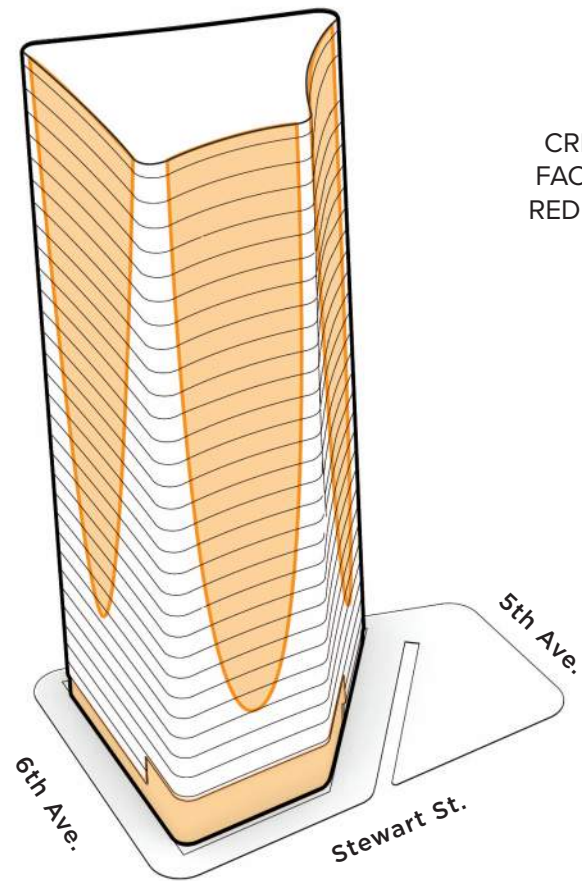
SHAPE FACADES & CURVE CORNERS



CONCEPT 3. FORM TOWER | SITE RESPONSIVE MASSING **PREFERRED**

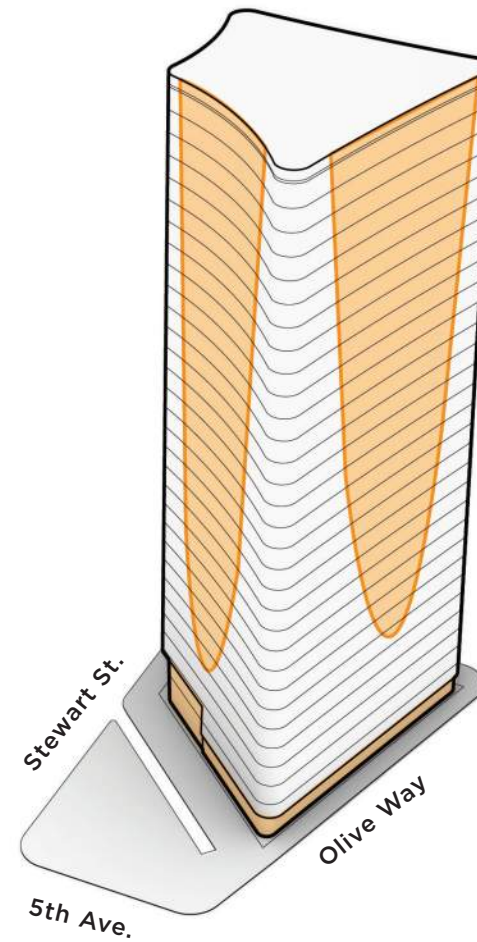
Formation Diagrams

VIEW FROM
NORTHEAST

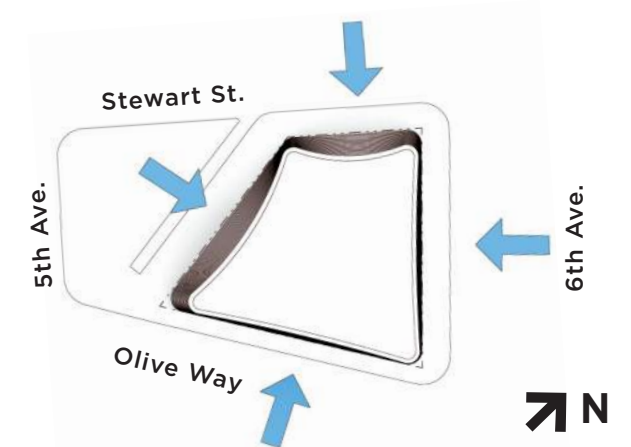


CREATE CONCAVE
FACES TO FURTHER
REDUCE VOLUME OF
MASSING

VIEW FROM
SOUTHWEST



ARTICULATE GROUND FLOOR
TO CREATE HIERARCHY AND
KEY SCALE AND USES TO
NEIGHBORING CONTEXT



CONCEPT 3. FORM TOWER | SITE RESPONSIVE MASSING **PREFERRED**

Precedents

Curves and Contours

Curved building corners soften the building edge and at close range, work to blur the boundary of the building and its environment.

Contoured shaping allows the form to be molded in response to its environment. The technique is a softer response than the cutting operations seen in the previous concept. The contoured shaping results in a building that is at once site responsive, singular, and unified.



565 Broome Street, New York



627 Chapel Street, Australia



Coconut Grove, Miami

CONCEPT 3. FORM TOWER | SITE RESPONSIVE MASSING **PREFERRED**

Relevant Priority Guidelines

A-1 Respond to the Physical Environment

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

A-2 Enhance the Skyline

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

C-1 Promote Pedestrian Interaction

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

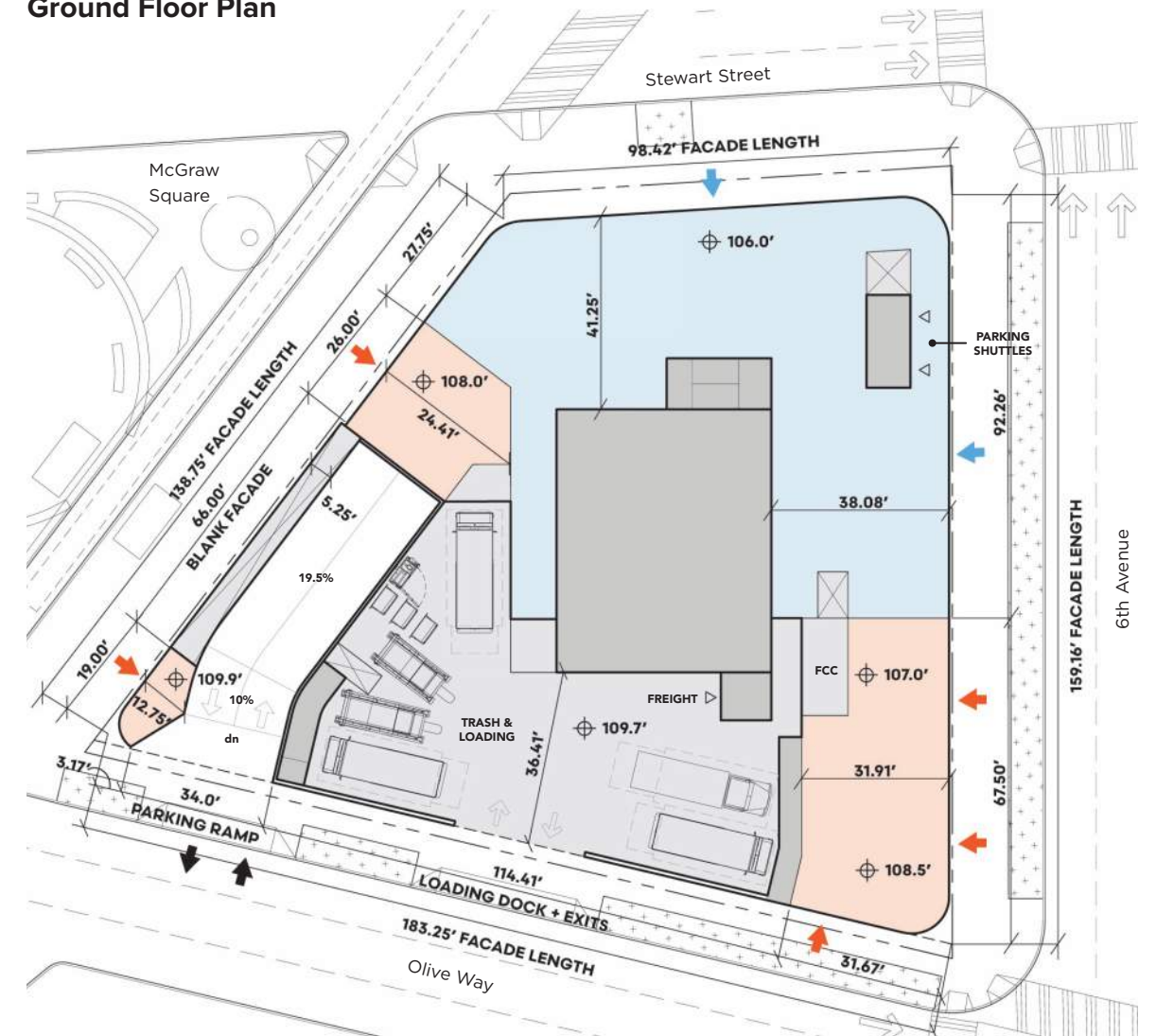
D-3 Provide Elements that Define the Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building



1. View of the west facade over McGraw Square.

Ground Floor Plan

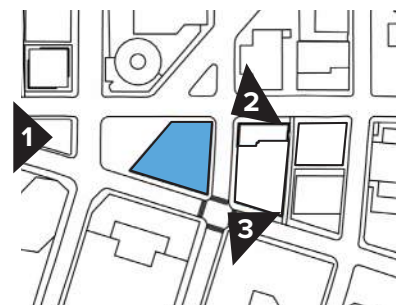


2. Pedestrian view of the north corner of the project at 6th Avenue and Stewart Street.

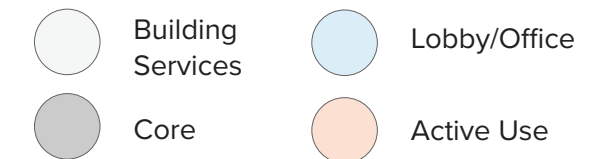


3. Pedestrian view of the southeast corner of the project at 6th Avenue and Olive Way.

Key



Legend



CONCEPT 3. FORM TOWER | SITE RESPONSIVE MASSING **PREFERRED**

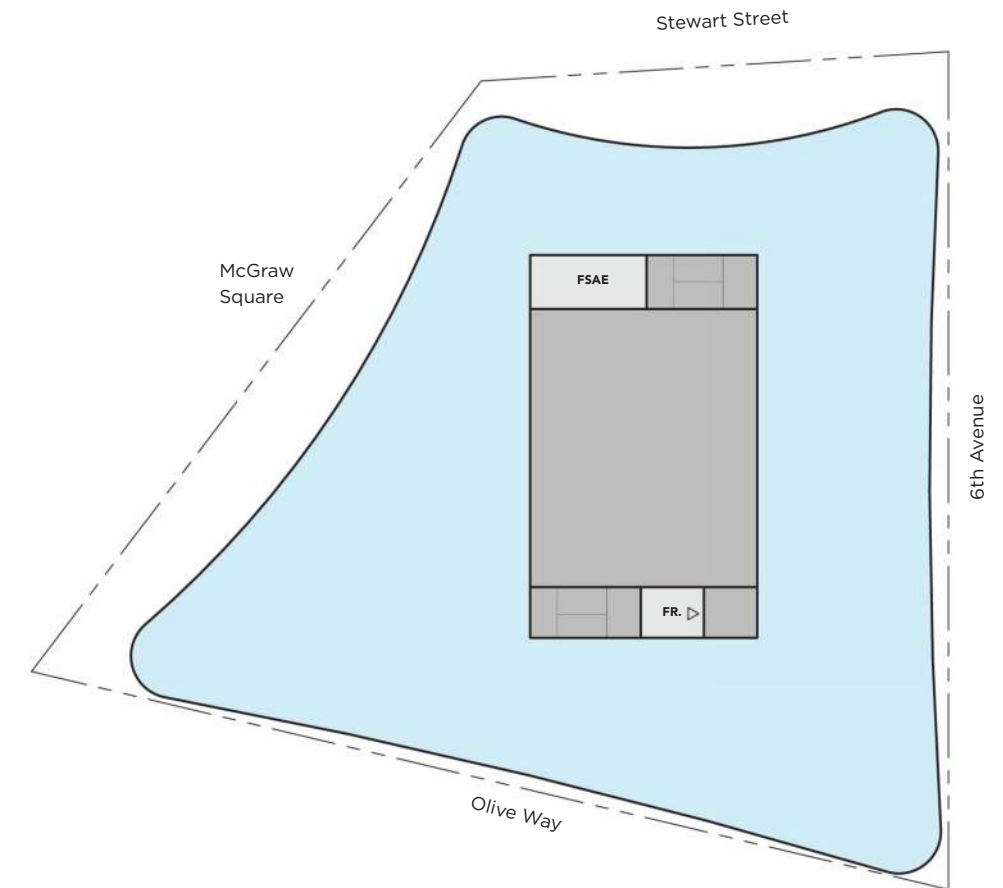


4. View over Westlake Square Looking South



5. View along Stewart Street looking southwest

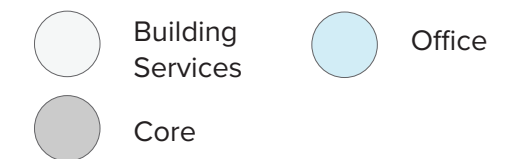
Typical Office Floor Plan
(30 stories)



Key



Legend



CONCEPT 3. FORM TOWER | SITE RESPONSIVE MASSING **PREFERRED**



6. View along 5th Avenue looking south

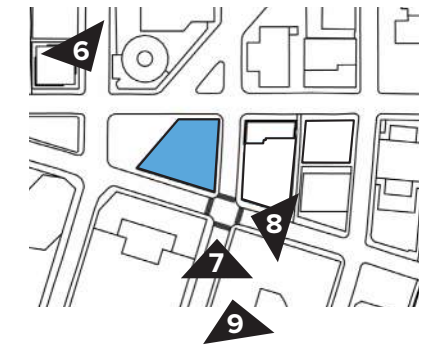


7. View along 6th Avenue looking north



8. View along Olive Way looking west

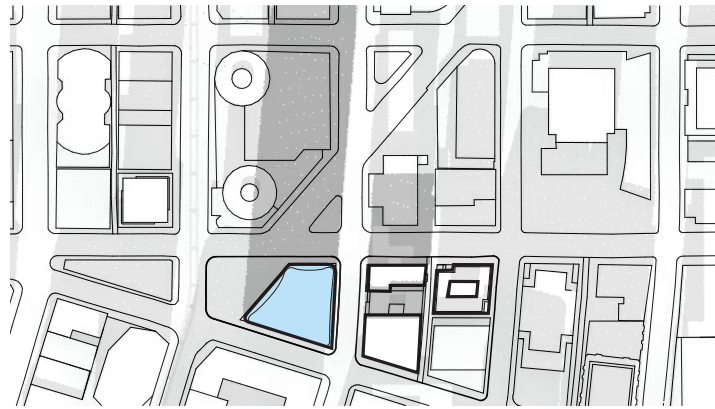
Key



9. Skyline view from the southeast

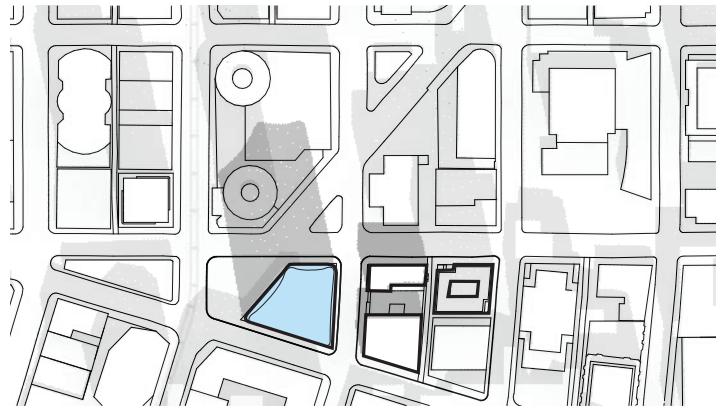
CONCEPT 3. FORM TOWER | SHADOW ANALYSIS

VERNAL EQUINOX



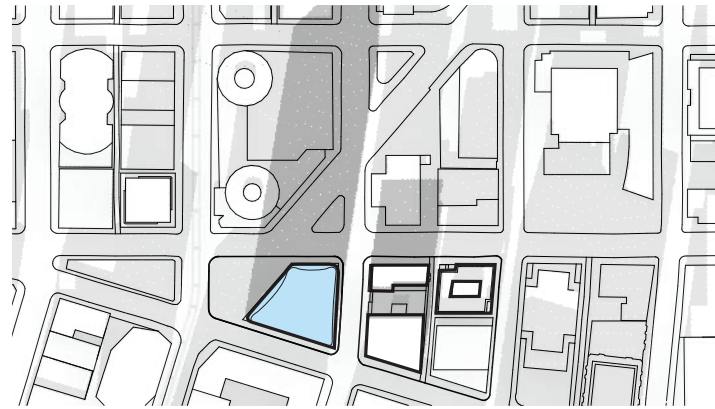
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SUMMER SOLSTICE



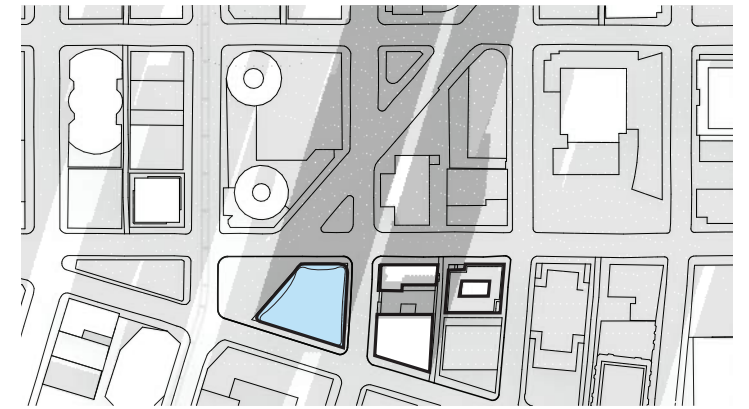
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AUTUMNAL EQUINOX

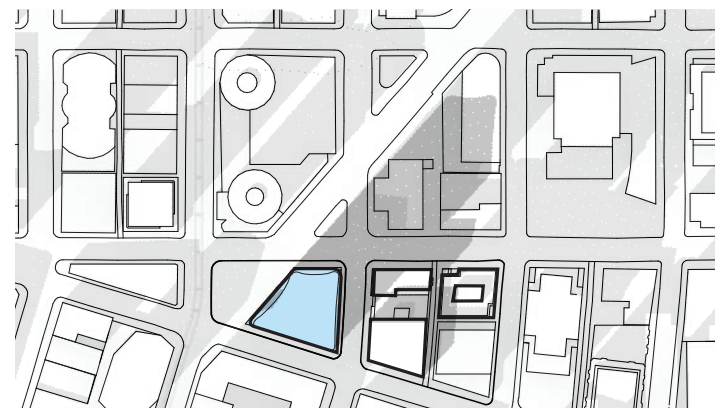


10:00am

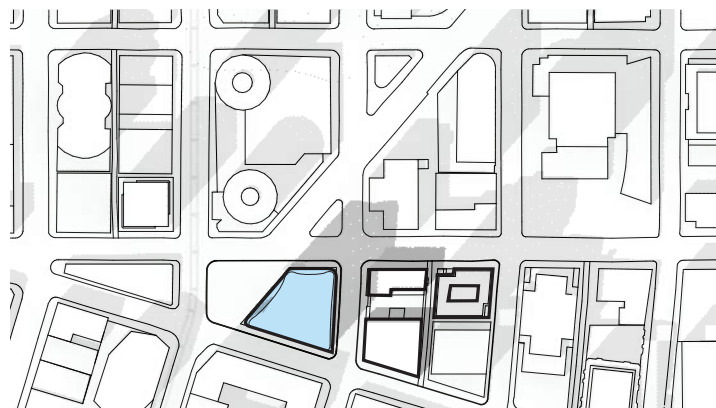
WINTER SOLSTICE



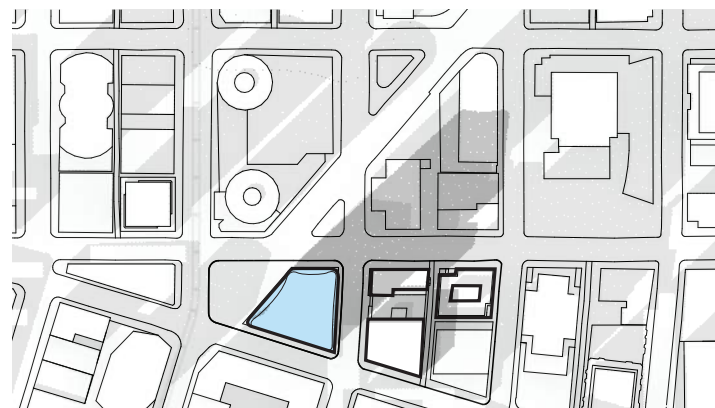
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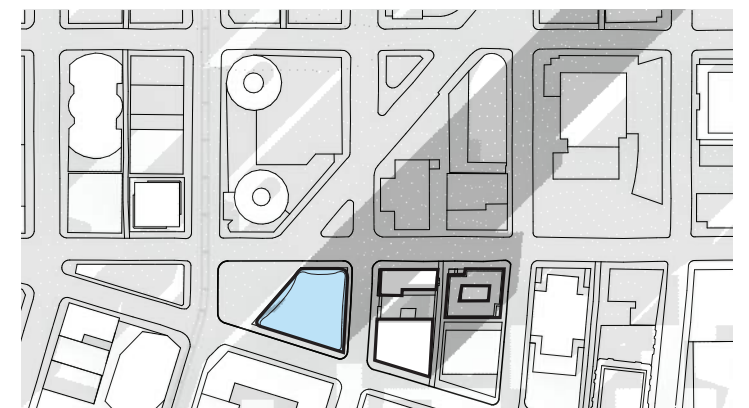
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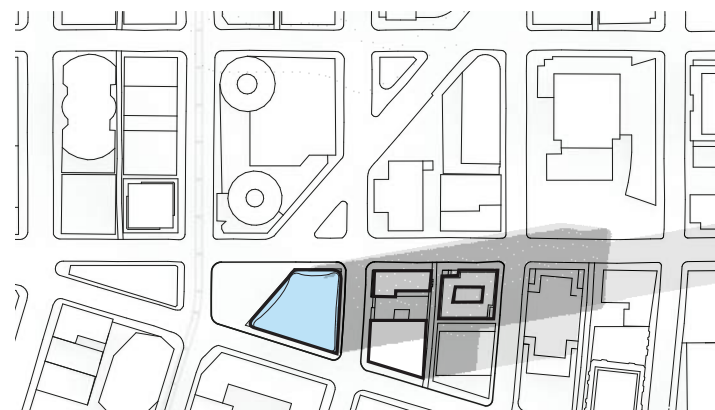
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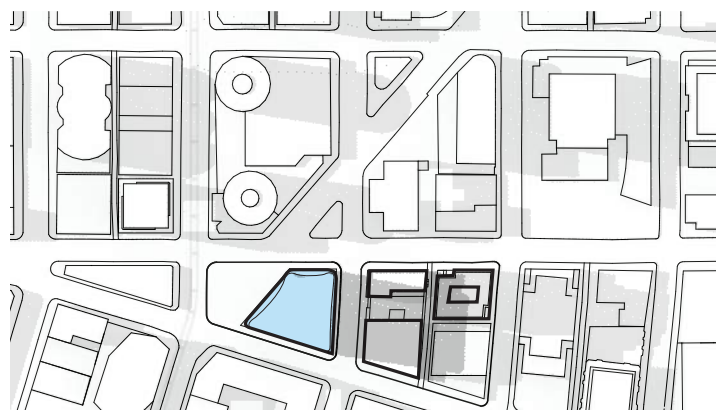
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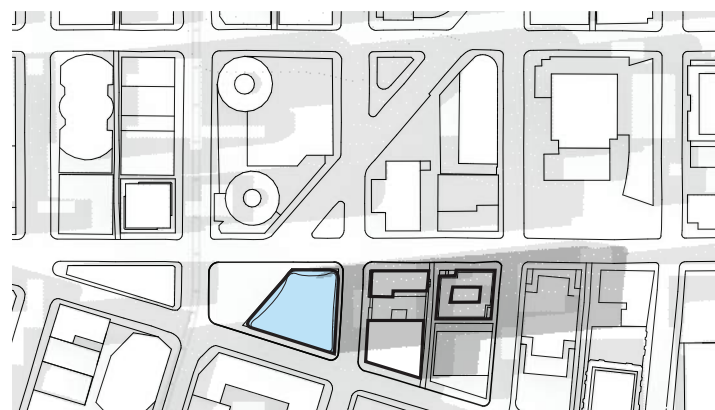
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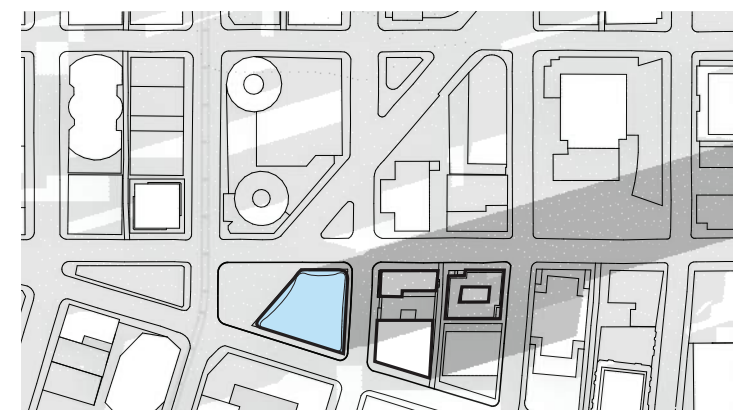
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06

GROUND PLANE & OPEN SPACE

06_1815 6TH AVENUE: GROUND PLANE



Relevant Guidelines

C-1 Promote Pedestrian Interaction

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

- Increased sidewalk width
- Transparent facade with floor to ceiling windows

C-2 Design Facades of Many Scales

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

- Increased sidewalk width
- Transparent facade with floor to ceiling windows

D-1 Provide Inviting & Usable Open Space

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

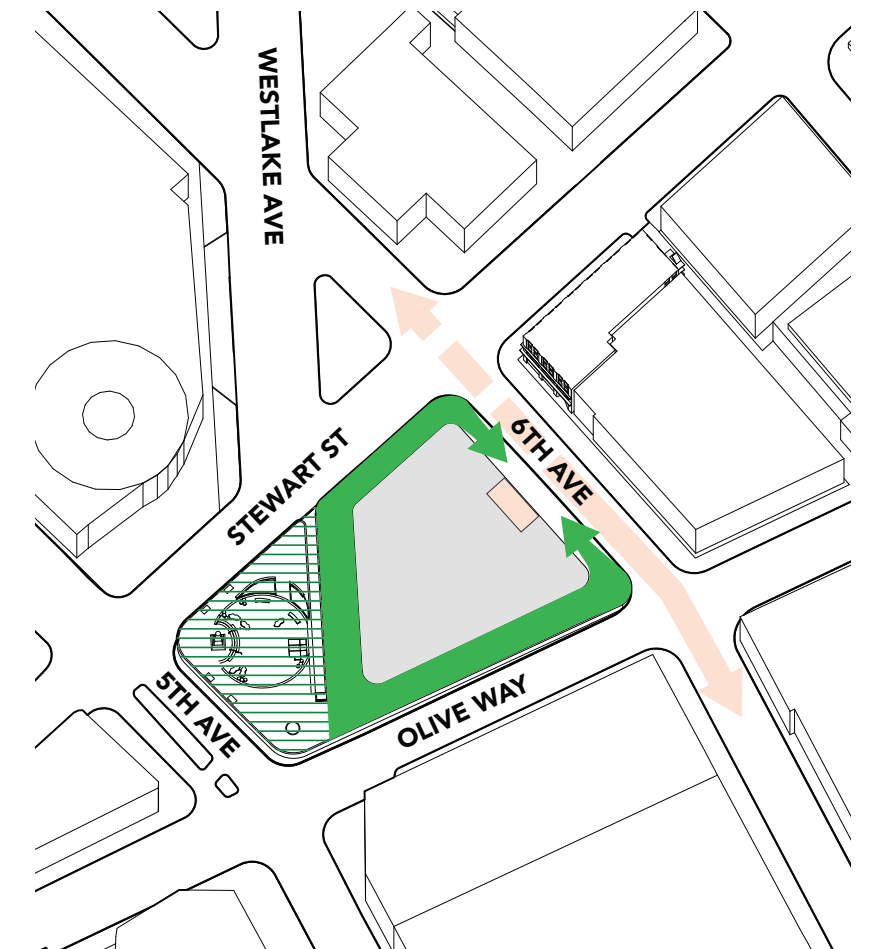
- Use building canopies, trees and landscaping to create a comfortable and welcoming environment
- Intergrate building access with retail and outdoor seating areas

D-3 Provide Elements that Define the Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building

- Integrate distinctive landscape and art walls to create a distinct sense of place

Extending McGraw Square



The design of the ground plane builds on the open space at McGraw Square to extend it throughout the site. The project proposes to develop the zone immediately fronting McGraw and to use the character of the square to inform the design of the frontages along Stewart Street and Olive Way before wrapping the corners at Sixth Street. The utilization of the square is intended to help orchestrate the activation of the frontages to create a varied and site-specific response.

06_TRADITIONAL TOWER BASE EXPRESSION



Proto American Modern (Chicago School)

The tower expression of the Chicago School de-emphasized the tower base with the advent of the steel frame. This was accomplished through the use of differentiated material, changes of dimension on the vertical axis, and an ornamentally clad cornice. Modest geometric moves provided a subtle sense of hierarchy and entry at the pedestrian level. The scale and language of the base was otherwise unvaried.



Art Deco Tower

Though structurally freed from the requirement of tectonic emphasis on the tower base, these designs leaned on the traditional emphasis of the base reading of the tower. The expressed podium and stepped upper building made use of a wide footprint. Emphasis on the base was achieved primarily through massing rather than significant differences in articulation. With limited differentiation of the opening expression at grade, the hierarchy of entry conditions were more subtly signified.



European Modern (Miesian)

The Miesian tower reinterpreted the traditional base, middle, and top articulation of the tower. The base was emphasized through a ground floor facade setback behind the structural columns and a double-height reading. There was little plan differentiation signaling entry or programmatic function. Instead, there was a focus on demonstrating the universality of the ground plane. The resulting lack of hierarchy put pressure on the entry plaza and other more subtle elements to create a sense of entry and differentiate ground floor program.



Entry Plaza and McGraw Square

The preferred ground plane design learns from traditional tower design to develop a pedestrian level experience that feels open to the public while promoting interaction and a sense of place.

Main Lobby Entry at McGraw Square

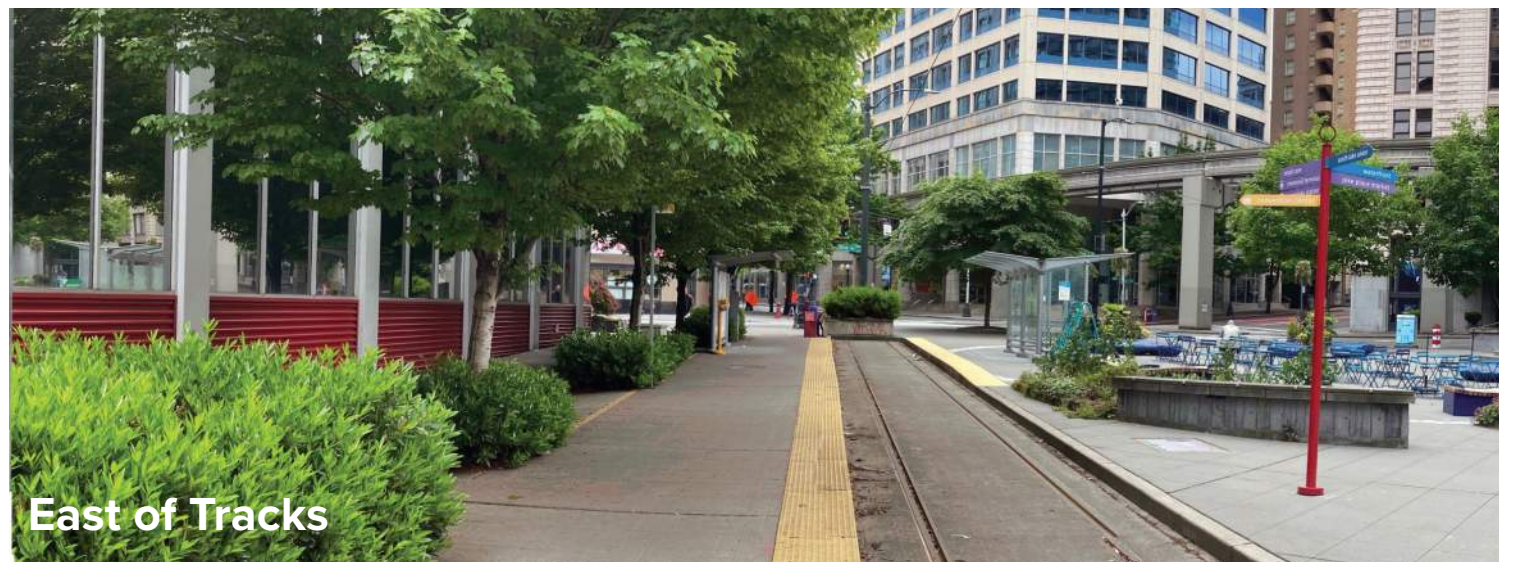
Enlivening the Pedestrian Realm

The restrained project site deters the wide footprint required for a successful podium reading. Where traditional towers relied on small scale articulation or geometric maneuvers, the project proposes a considered use of scale change and material differentiation to provide hierarchy at the ground plane to signal entry and provide programmatic orientation to the pedestrian experience. Texture, green walls and graphic art walls interspersed between the ground floor lobbies and retail is a resilient strategy to promote interaction and enliven the pedestrian realm.

View from Olive Way Above McGraw Square



06_FORM TOWER | MCGRAW SQUARE - EXISTING CONDITIONS & OPPORTUNITIES



McGraw Square Scope



West of Tracks

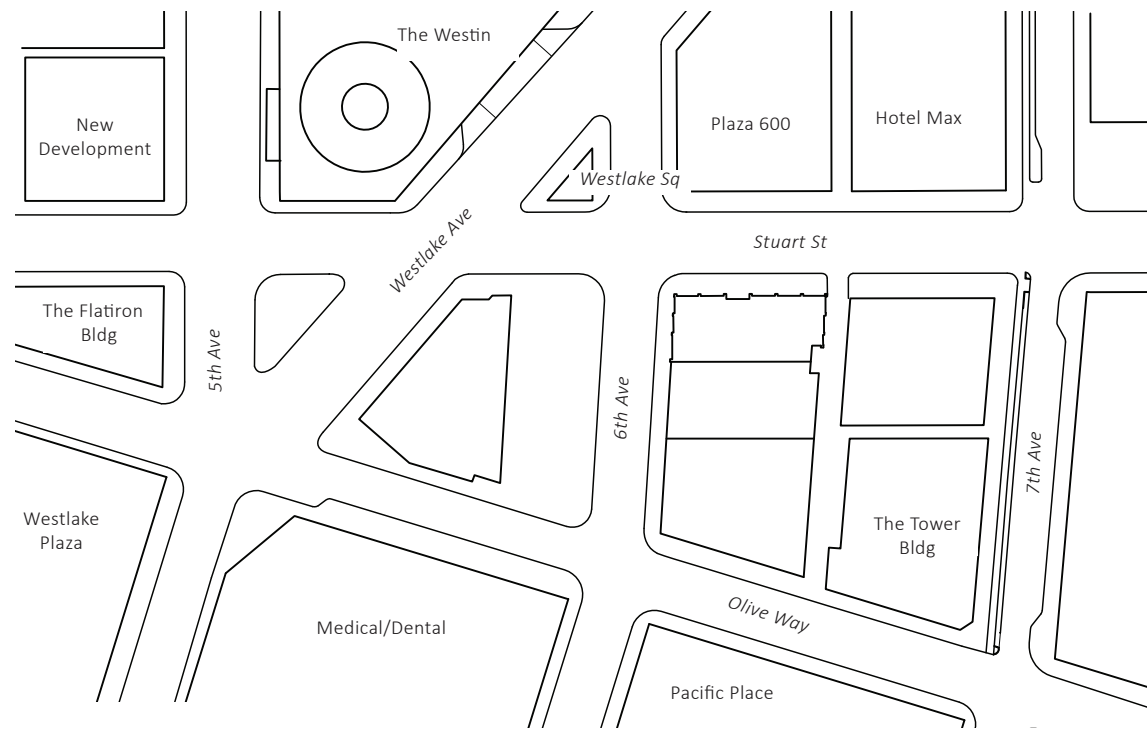
- Re-envisioning of McGraw Square in collaboration w/SDOT, DSA, SPR & Kilroy Project Team (PCD Open Space Public Benefit)
- Support soft programming by DSA & SDOT



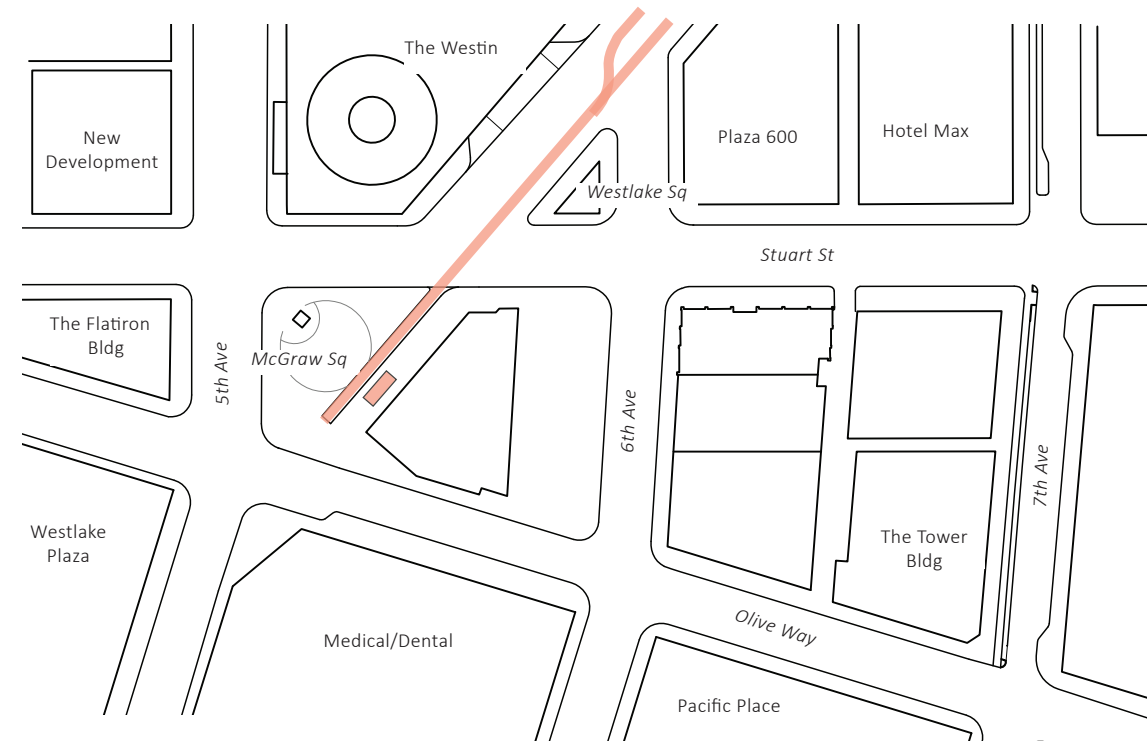
East of Tracks

- Lobby and retail activation
- Overhead weather protection
- Public Art / Lighting
- Temporary furnishings (allow for future streetcar project)

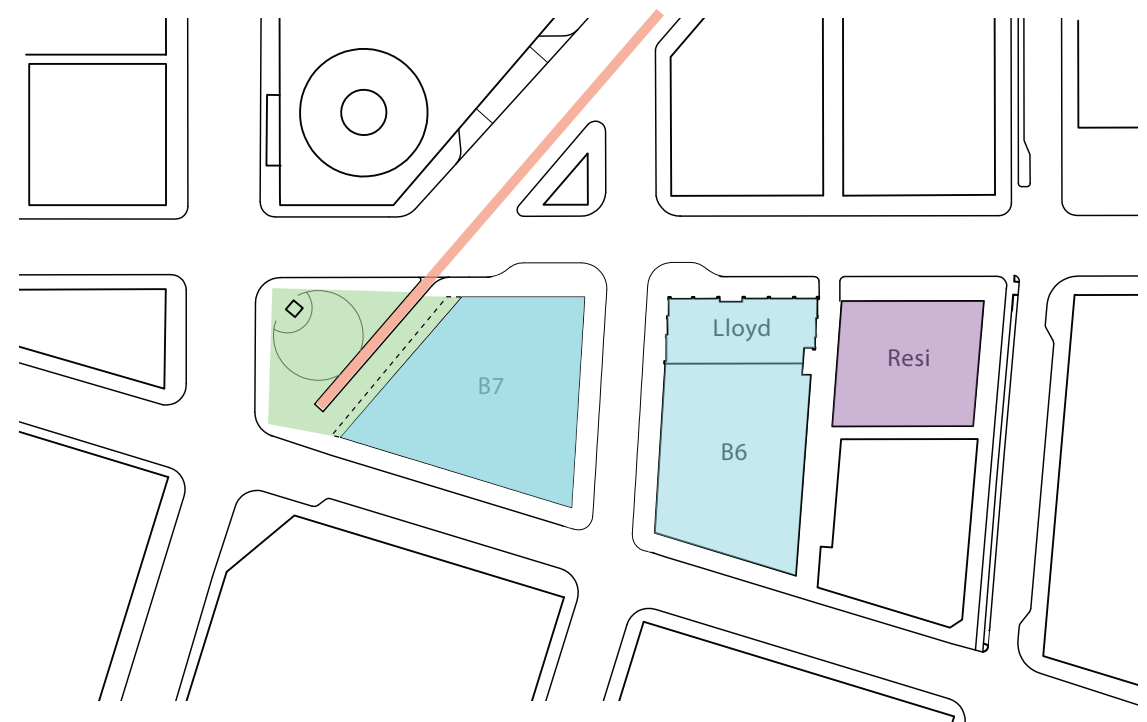
06_HISTORY: WESTLAKE AVE + MCGRAW SQUARE + STREET CAR



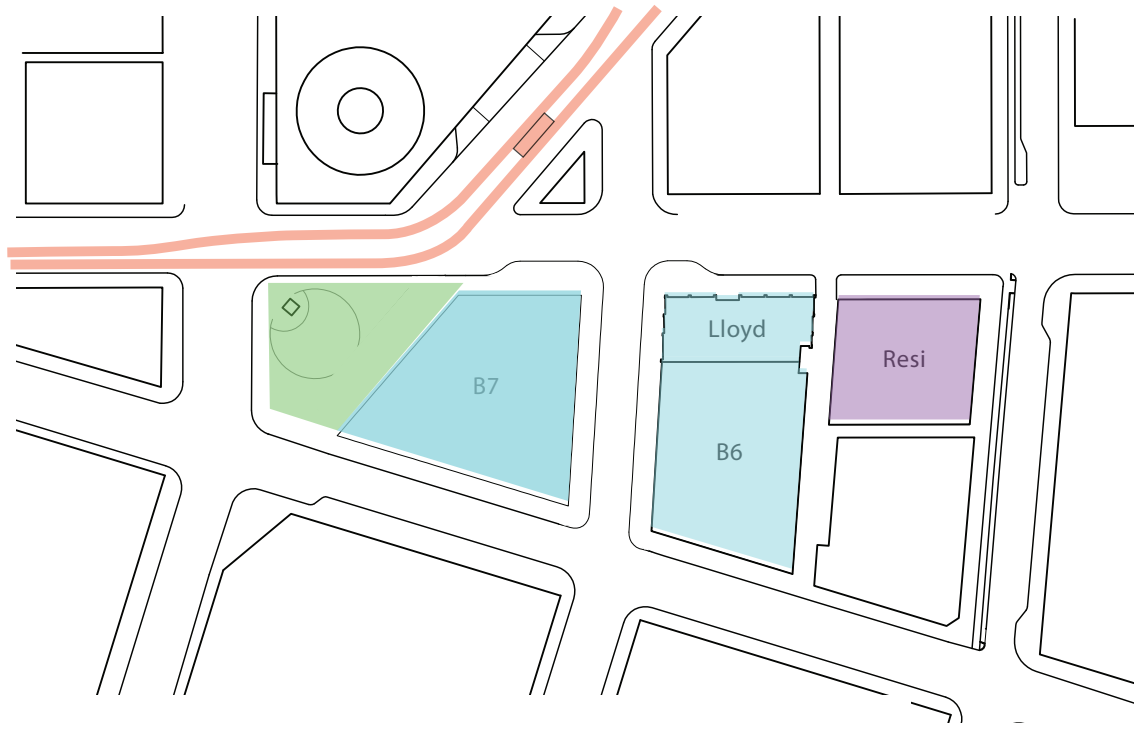
Past Condition - Westlake Ave



Current Condition - Streetcar Terminus (2021)



SIXO Development with Existing Streetcar (2024)



SIXO Development with New Streetcar Alignment (date TBD)

06_FORM TOWER | MCGRAW SQUARE FRONTAGE

PROJECT DESCRIPTION



PROJECT DESCRIPTION

The McGraw Square Reenvisioned project is being undertaken in conjunction with the SMC 23.49.036 - Planned Community Developments (PCD). The PCD is regulated by a separate Master Use Permit (MUP) administered and approved by SDCI. KR 6th Ave LLC (KR) has been working with this code provision to utilize its multiple phase SIXO development project for a more appropriate distribution of FAR across the sites. The PCD will not increase overall FAR. The PCD supports and would result in key public benefits:

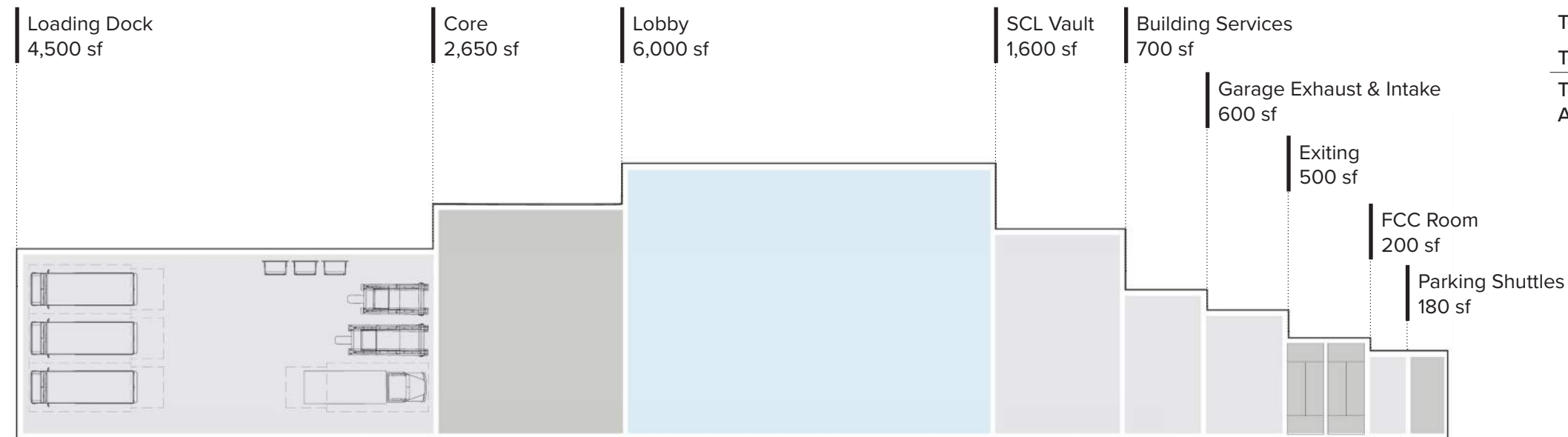
- Historic Preservation and restoration of the Historic Lloyd Building;
- Improvements in Urban Form via the transfer Floor Area Ration (FAR) across 6th Avenue to greatly enhance the urban environment by creating tower separation across a right of way vs across an alley.
- Enhanced Public Open Space through the improvements to McGraw Square

The project includes re-envisioning of McGraw Square to support and enhance public life and use of the space. Critical to the success of the McGraw Square is the design of improvements, infrastructure and amenities that support continued management of the space by DSA and SDOT. The core stakeholder group (Stakeholders) will be comprised of SDOT (Urban Design, Public Space Management, Streetcar), DSA and SPR, and KR 6th Ave LLC (KR).

06_GROUND PLANE PROGRAM REQUIREMENTS

Minimum Program Areas

Drawing scales are aligned to allow comparison



Minimum Ground Floor Area

Total Lot Area	21,460 sf
Total Minimum Ground Floor Area Required	18,750 sf
Total Remaining for Required Setbacks, Entry Articulation and Active Uses	2,710 sf

Loading Dock

- Building requires a minimum of 4 small size box trucks (up to 25 ft. long), 2 compactors for trash and recycling, and 3 compost bins. The dock will be managed and all deliveries will be scheduled.
- Current planning also allows for one SU-30 truck to prevent congestion of the public way in the case of an unexpected large truck
- Code requires a minimum of 6 - 35 ft. long truck berths

Core

- The core is sized to house the required total of 12 elevators (6 lowrise + 6 highrise) and provide sufficient lateral building support
- The required elevator count is defined by Class A office design

Transformer Vault

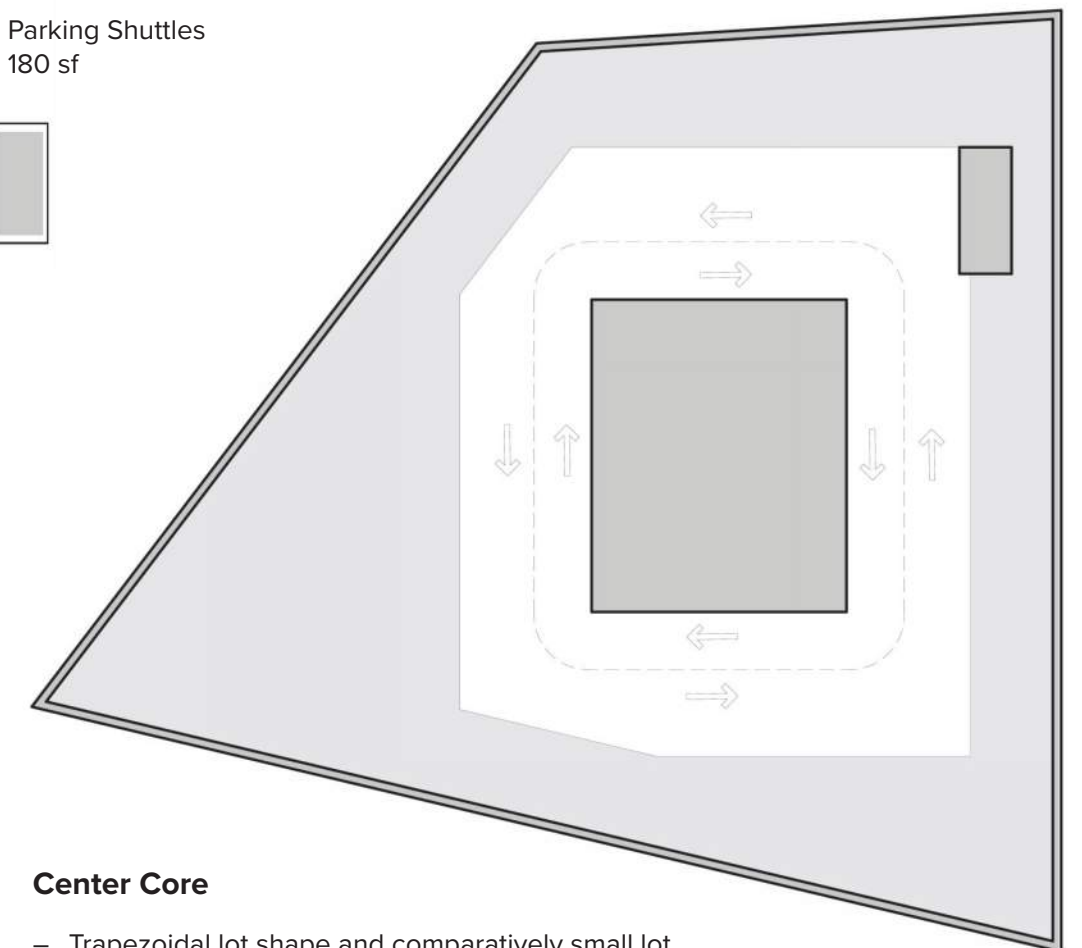
- The building will require 4 - 480V transformers
- SCL minimum requirements for a nose to nose design results in a 30' x 50' room

Lobby

- The building population is estimated at 2,500 persons
- Worst case arrival surges would result in up to 600 people arriving every 15 minutes
- At this rate, the preferred lobby design will accommodate a maximum of 30 sf per person assuming most people will not be in the lobby for more than 5 minutes
- Post covid standards advocate for a 6 ft. linear spacing resulting in 36 sf per person

Building Service & Access

- Building services, exiting and access space requirements including MEP, Fire Control Room, Parking Shuttles, etc. (shown above) result in an additional 2,180 sf
- The most efficient entry ramp configuration requires 1,820 sf of ground floor area (not shown)



Center Core

- Trapezoidal lot shape and comparatively small lot area restricts core placement to the center of the site
- The graphic above defines the minimum clearance required below-grade for vehicular circulation and parking relative to the core

LEGEND



06_FORM TOWER | PROJECT FRONTAGES

DESIGN STRATEGIES

Performing in the Round

The project site must address the public realm at all four elevations while balancing project programming and building requirements. The intent is to address the priority guidelines outlined earlier as they pertain to the ground plane through a thoughtful combination of program and texture of facade material, landscape, and art walls. These elements will be choreographed to create interest and drive activity while addressing the unique conditions of each frontage.

Relevant Code Sections

23.49.009 Street Level Use Requirements

One or more of the uses listed in subsection 23.49.009.A are required at street level on all lots abutting streets designated on Map 1G. Required street-level uses shall meet the standards of this Section 23.49.009.

23.49.018 Overhead Weather Protection & Lighting

Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot

23.49.056.C.4 Facade Transparency Requirements

Facade transparency requirements apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that if the slope along the street frontage of the facade exceeds 7.5 percent, the transparency requirements apply to the area of the facade between 4 feet and 8 feet above sidewalk grade. Only clear or lightly tinted glass in windows, doors, and display windows is considered to be transparent. Transparent areas shall allow views into the structure or into display windows from the outside.

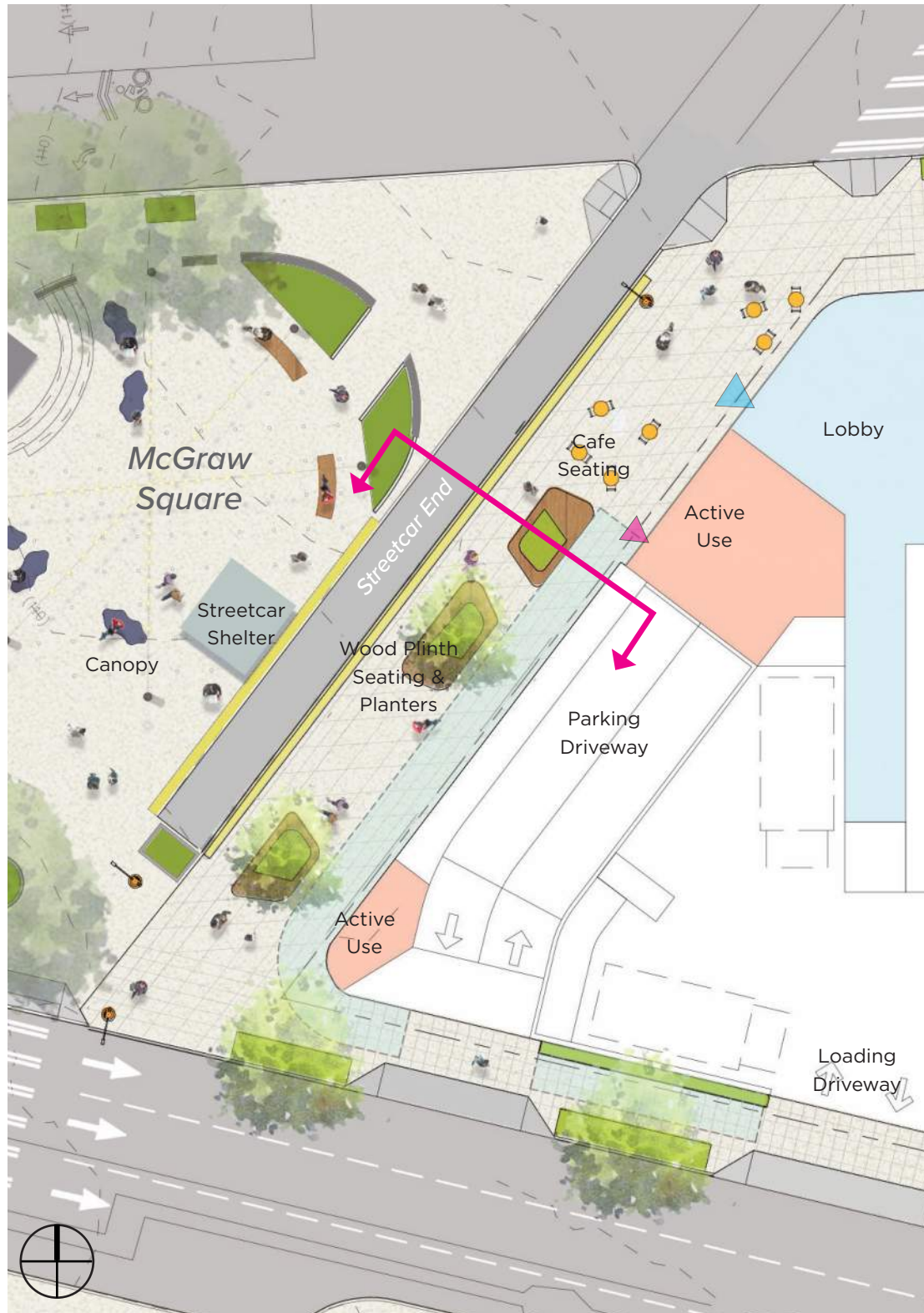
23.49.056.D Blank Facade Limits

Blank facade limits apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that where the slope along the street frontage of the facade exceeds 7.5 percent, blank facade limits apply to the area of the facade between 4 feet and 8 feet above sidewalk grade.



06_FORM TOWER | MCGRAW SQUARE FRONTAGE

PRINCIPLES



Relevant Downtown Design Guidelines

D-1 Provide inviting and usable open space

- Provide seating opportunities, planting, and trees proposed to enhance pedestrian oriented environment
- Maximize direct sunlight during most active hours of the day
- Provide pedestrian lighting to create safe and inviting environment
- Integrate graphic wall art to activate blank walls

D-3 Provide elements that define the place

- Custom paving unifies space with McGraw Square
- Custom seating and planter elements provide pedestrian amenities and contribute to activation of McGraw Square
- Graphic wall art activates blank wall and becomes backdrop to McGraw Square

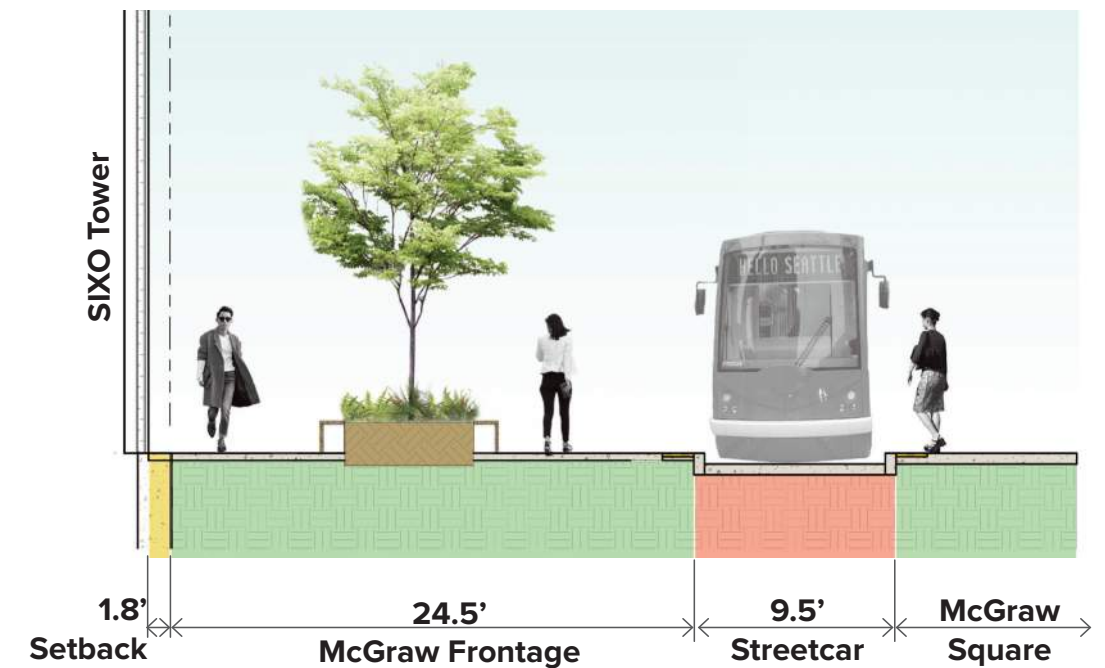
SDOT Guidance / Design Opportunities

- Lobby and retail activation
- Public Art / Lighting
- Temporary furnishings and plantings (allow for future streetcar project)
- Overhead weather protection



25' BUILDING FACE - CURB

McGraw Square
(existing)



McGraw Square



06_FORM TOWER | MCGRAW SQUARE FRONTAGE

DESIGN SOLUTIONS

Defining the Plaza

- Develop landscape and provide seating along McGraw frontage to support pedestrian activity
- Locate retail and retail spill-out to activate plaza and entry
- Use change in canopy height and material changes to signal entry and define zones
- Create place by developing contextually relevant zones



Active Facade Strategies

- Replace blank facade with media displays, custom artwork, or other interactive features
- Reduce length of Blank Facade and use textured material
- Create varied active frontage using retail, change in materiality and interactive displays.



Activated plazas and lush planting.



06_FORM TOWER | STEWART STREET

PRINCIPLES



48' CURB TO CURB

Stewart St -80' R.O.W.
(existing)

Relevant Downtown Design Guidelines

C-1 Promote Pedestrian Interaction

- Active building entry and lobby activates street frontage
- Wide planting strip buffers street and provides refuge for seating opportunities

C-5 Encourage Overhead Protection

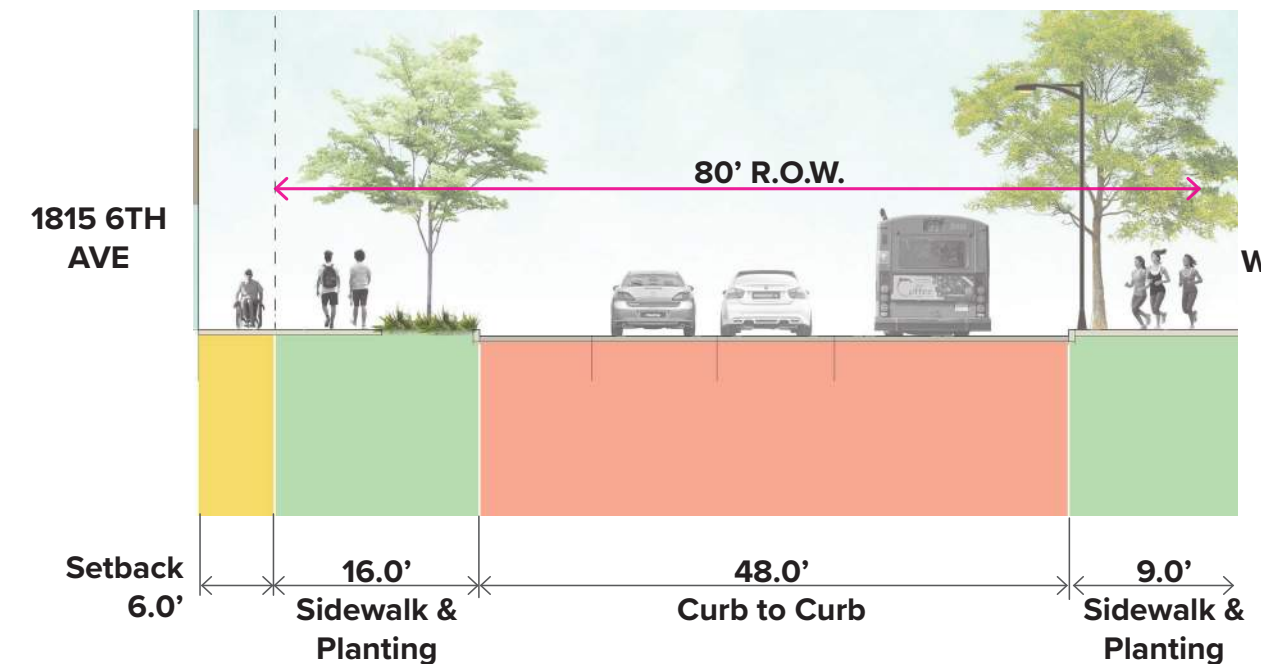
- Building overhang provides weather protection

D-3 Provide elements that define the place

- Custom paving unifies space with McGraw Square and extends plaza
- Custom seating and planter elements provide pedestrian amenities and contribute to activation

SDOT Guidance / Design Opportunities

- Existing curb location to remain to allow for future protected bike lane
- Generous planting strip buffering busy arterial. Opportunities for generous seating and gathering spaces
- Lobby activation and opportunities for potted plants and seating at building frontage



A - Stewart St

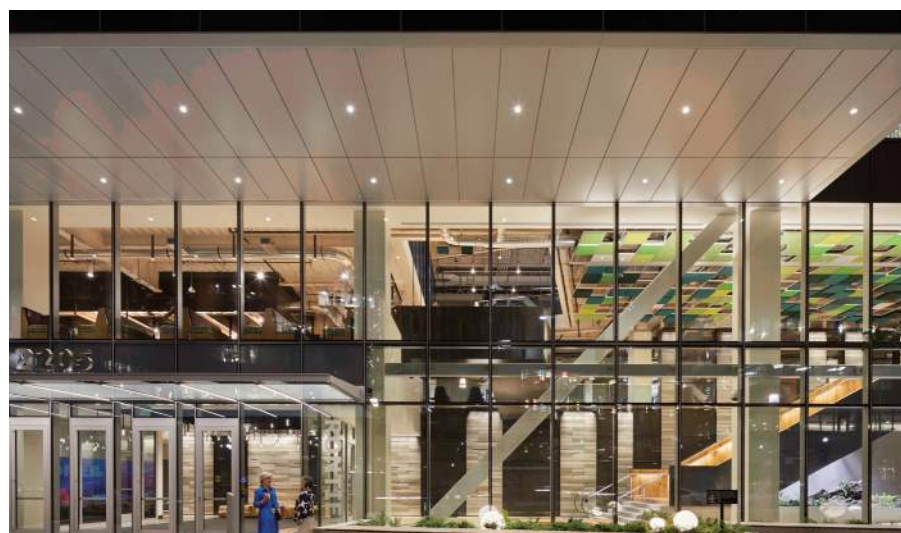


06_FORM TOWER | STEWART STREET

DESIGN SOLUTIONS

Connecting Inside and Out

- Double-height facade announces entry and addresses Westlake Square
- Setback lower building facade at Stewart to widen sidewalk and create urban room
- Use transparency to extend McGraw Square through to Stewart



Active Facade Strategies

- Link McGraw Square to Stewart Street frontage by maintaining visible connection and blurring the boundary between the interior and the exterior
- Locate retail near pedestrian crossing and office lobby at McGraw Square to increase plaza activation

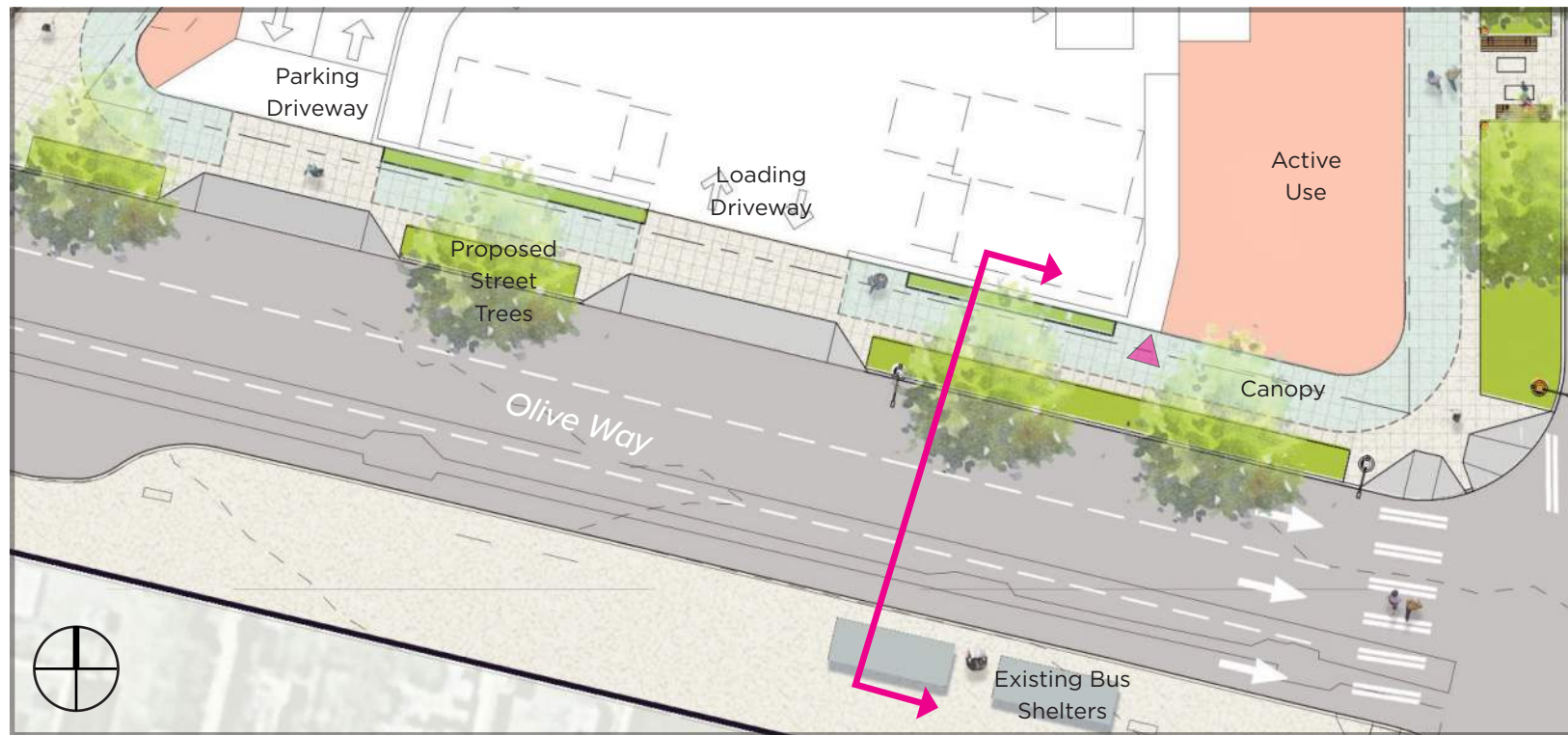


Establish hierarchy of entry types and connect the inside and out.



06_FORM TOWER | OLIVE WAY

PRINCIPLES



← 32' CURB TO CURB →

Olive Way - 66' R.O.W.
(existing)

Relevant Downtown Design Guidelines

C-3 Provide active - non blank - facades

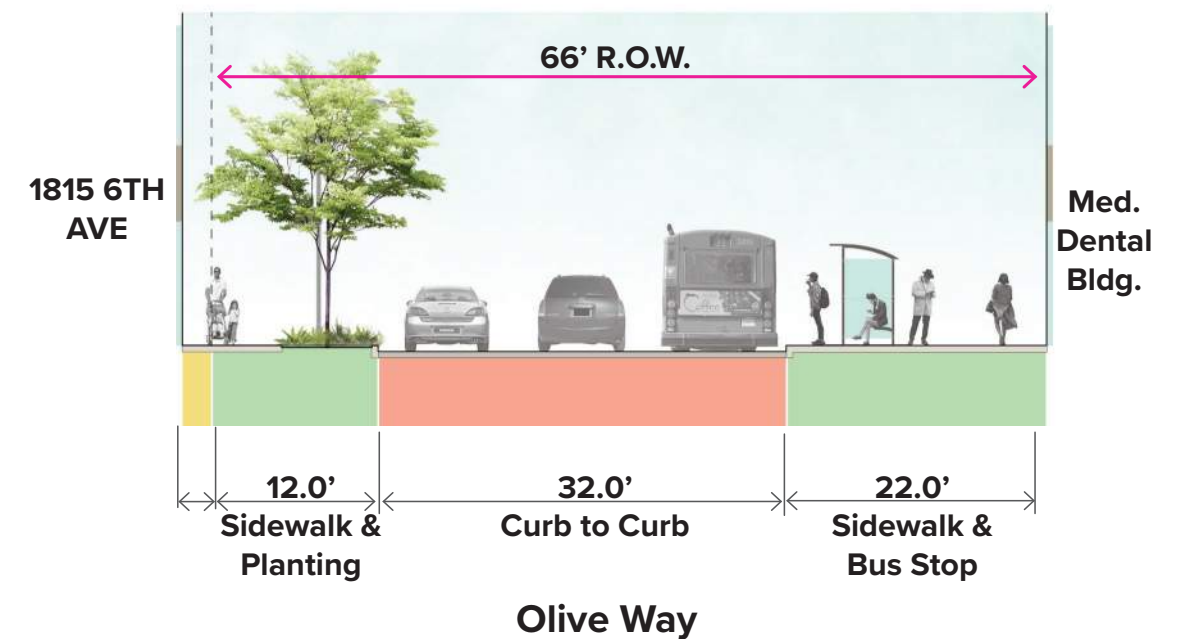
- Providing small retail spaces
- Vertical, green walls
- Murals, color and lighting upon interior blank walls visible from the sidewalk.
- Canopies along building facade

E-1 Minimize curb cut impacts

- Provide clear site lines and visual indicators including specialty paving where the driveway crosses the sidewalk
- Provide refuge between driveways

SDOT Guidance / Design Opportunities

- Existing curb location to remain
- Continuous planting strip buffering busy arterial
- Active uses anchoring building corners
- Green wall at blank facade
- Overhead weather protection



06_FORM TOWER | OLIVE WAY

DESIGN SOLUTIONS

Extending McGraw

- Use landscape to extend McGraw to Olive
- Layer treatments to create interest
- Use transparency to maintain sight lines
- Anchor corner of Olive and 6th Avenue with retail

Active Facade Strategies

- Wrap loading dock and parking ramp walls with graphic mural
- Enclose dock with transparent screen
- Add landscape buffer along dock enclosure and incorporate green wall
- Anchor corner of Olive and 6th Avenue with retail



Mural on Blank Facade at Lloyd Building



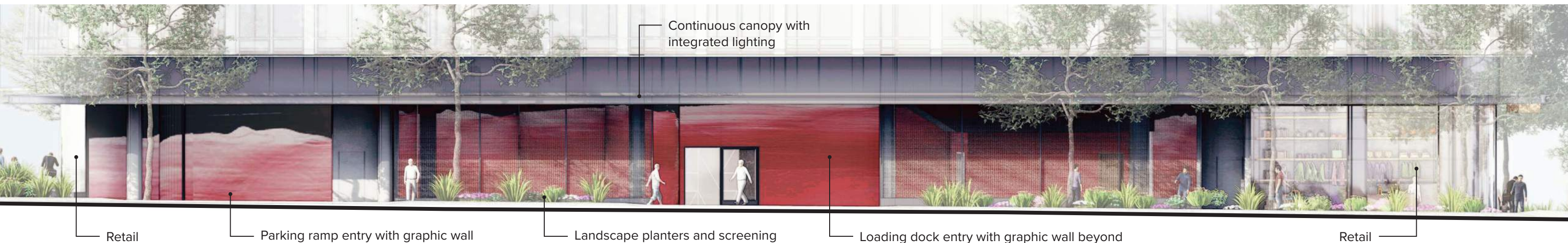
Lush landscape and site furniture



Mural on Blank Facade at 333 Dexter

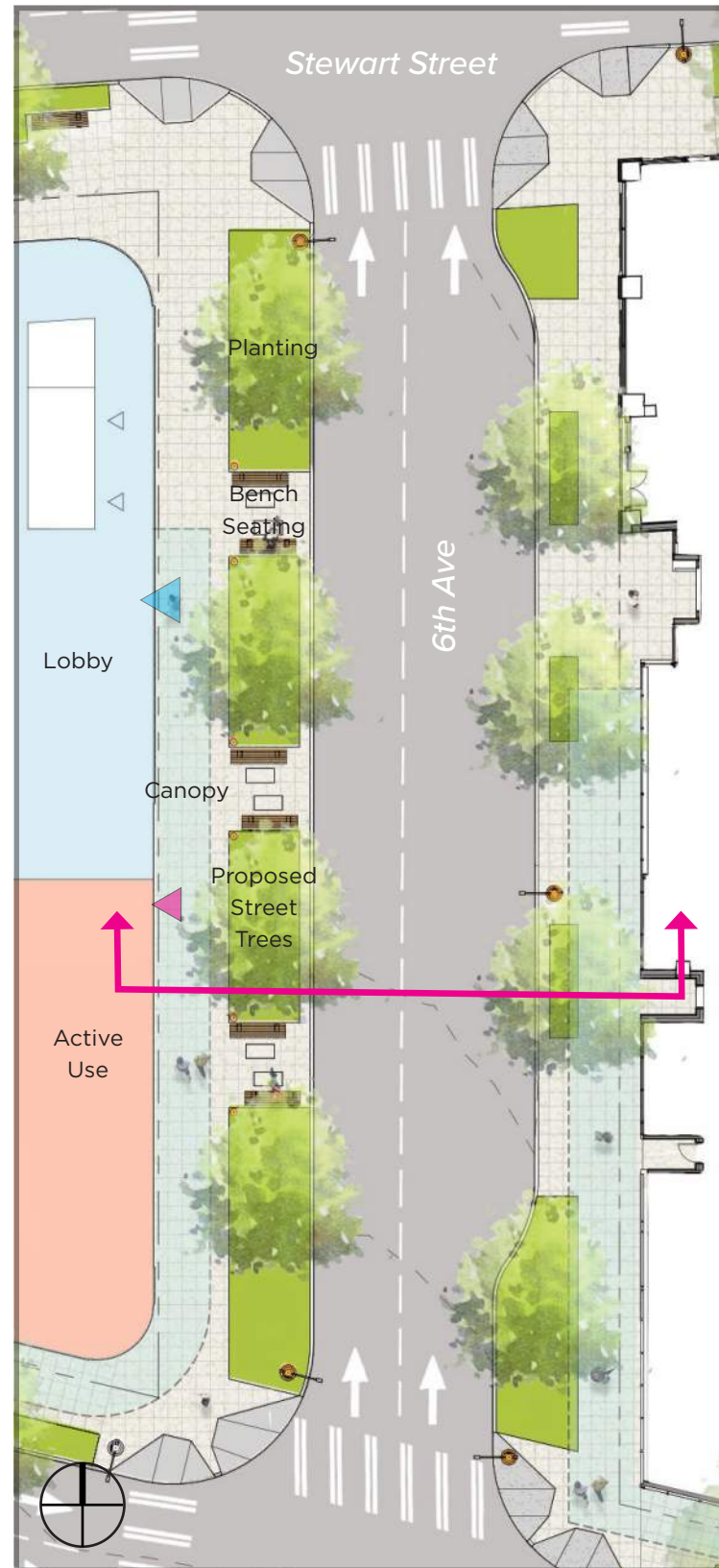


Blank facade at Amazon Block 19



06_FORM TOWER | 6TH AVENUE

PRINCIPLES



Relevant Downtown Design Guidelines

- C-1 Promote Pedestrian Interaction**
- Increased sidewalk width
 - Transparent facade with floor to ceiling windows
 - Art, street furnishings and enhanced landscaping
- C-5 Encourage Overhead Protection**
- Overhead canopies provides protection along street

SDOT Guidance / Design Opportunities

- Curb extension on west side (SIXO Tower) to increase planting, seating and gathering opportunities
- Lobby and retail activation
- Green wall at blank facade
- Overhead weather protection



42' CURB TO CURB

**6th Ave - 66' R.O.W.
(existing)**





06_FORM TOWER | 6TH AVENUE

DESIGN SOLUTIONS

The Pedestrian Realm

- Wrap corners with retail and lobby to anchor intersection and maintain visibility and activity
- Provide generous landscape buffer to enliven 6th Avenue
- Vary articulation of facade and canopy height to maintain interest and define key entries



Active Facade Strategies

- Add depth and interest using a variety of materials textures
- Use scale and proportion to differentiate entries
- Use lighting to accentuate materials and maintain visibility



Human scale pedestrian streets and varied frontages.



06_ROOF DECK

23.49.016.B Quantity of Open Space

Open space in the amount of twenty (20) square feet for each one thousand (1,000) square feet of gross office floor area shall be required of projects that include eighty-five thousand (85,000) or more square feet of gross office floor area in DOC1, DOC2, DMC, DMR/C and DH2 zones, except that the floor area of a museum expansion space, satisfying the provisions of Section 23.49.011 B1h, shall be excluded from the calculation of gross office floor area.

Project Proposal

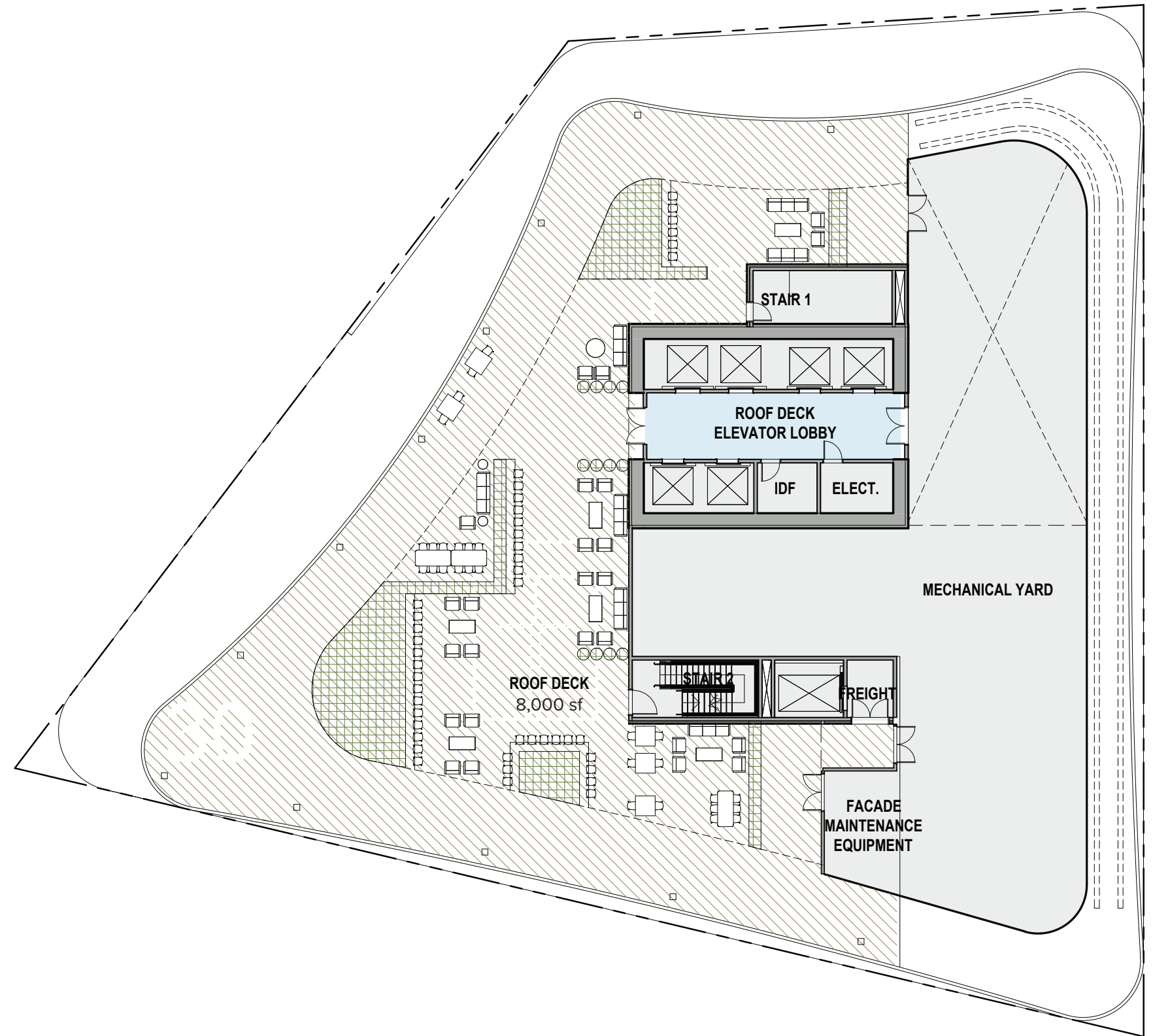
The project proposes to meet the open space requirement through a combination of open space to be provided on site at the roof deck and through a payment in lieu towards the improvement of McGraw Square.

Open Space Required

Gross Office Floor Area		565,000 sf
Total Required	@ 20 sf : 1,000 sf	11,300 sf

Open Space to be Provided

Private	4,500 sf
Area proposed through in-lieu fee	6,800 sf
Total	11,300 sf



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07
DEPARTURE REQUESTS

07_CONCEPT 2. URBAN MEGAFORMS | DEPARTURES SUMMARY TABLE

	CODE CITATION	REQUIREMENT	PROPOSED DEPARTURE		DEPARTURE RATIONALE
DEPARTURES	23.49.009 Street Level Uses	Requires 75% of frontage to be occupied by street level uses. The requirement can be reduced to 50% for frontages that are less than 120 feet in length if either: 1) the lot does not abut an alley, or 2) the lot abuts more than one street requiring street-level uses.	1A	Stewart Street will require departure for providing street-level uses at less than 50%	Design provides maximum transparency possible and eyes on the street. Design allows for appropriately sized office lobby and a direct relationship to the open space and the pedestrian realm. See rationales listed for Type 1 decisions for comments related to the parking ramp and loading dock locations.
			1B	Sixth Avenue will require departure for providing street-level uses at less than 75%	
			1C	Olive Way will require departure for providing street-level uses at less than 75%	
			1D	McGraw Square will require departure for providing street-level uses at less than 75%	
	23.49.056.C Transparency	60% Minimum on Class I Streets and 30% Minimum on Class II Streets	2A	Olive Way, Class I will require departure for transparency less than 60%	See rationales listed under Street Level Uses.
			2B	6th Avenue, Class II will require departure for transparency less than 30%	See rationales listed under Street Level Uses.
	23.49.056.D Blank Façade	Class I Streets: Not to exceed 15 feet without breaks. Total not to exceed 40% Class II Streets: Not to exceed 30 feet without breaks. Total not to exceed 70%	3A	Olive Way, Class I will require departures for length of blank facade exceeding 15 feet and for total exceeding 40%.	See rationales listed under Street Level Uses.
			3B	6th Avenue, Class II will require a departure for length of blank facade exceeding 30 feet	See rationales listed under Street Level Uses.
	23.49.058.B.2 Upper Façade Modulation	Unmodulated façade width not to exceed lengths described in Table A of Section 23.49.058	4A 4B 4C	Affects elevations along 6th Avenue, Olive Way, and McGraw Square.	Proposed massing is intended to provide an interesting form against the skyline and to reduce shading on McGraw Square.
	23.49.018 Overhead Weather Protection and Lighting	Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot	5A 5B 5C 5D	Requires departure for exceeding maximum height on all frontages	Two story base reading emphasizes ground plane.
TYPE I	25.54.030.F.2.a	No more than one two-way curb cut or two one-way curb cuts on a single frontage located at least 40'-0" from the closes intersection.	6	One two-way curb cut on 6th Avenue less than 40'-0" from the intersection	Location of curbcut is restricted by lot size and building service requirements.
	23.54.035.A & C	Minimum 6 - 25' berths required	7	Reduced to 2 - 25' berths based on space available	Quantity of berths is restricted by space available.

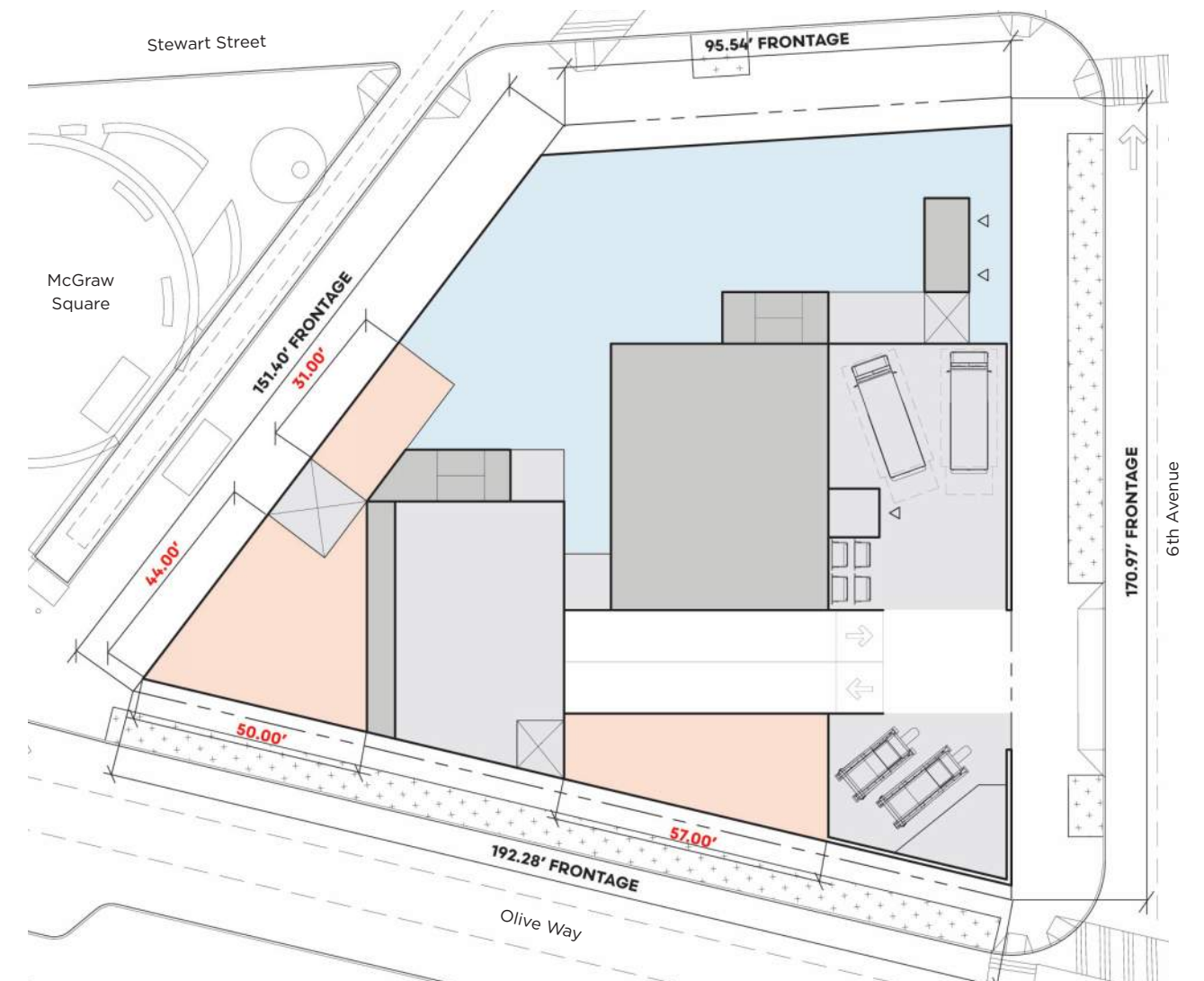
07_CONCEPT 2. URBAN MEGAFORMS | DEPARTURES

1. DEPARTURE: ALL FRONTAGES

23.49.009 Street Level Use Requirements

One or more of the uses listed in subsection 23.49.009.A are required at street level on all lots abutting streets designated on Map 1G. Required street-level uses shall meet the standards of this Section 23.49.009.

Uses listed includes retail sales, eating and drinking establishments.



1A. Stewart Street Frontage

Departure Requested

Street Frontage Length	95.54 ft
Min. Street Level Use Required @ 50%	47.77 ft

Street Level Use Proposed	None
Remaining Required	47.77 ft

1B. 6th Avenue Frontage

Departure Requested

Street Frontage Length	170.97 ft
Min. Street Level Use Required @ 75%	128.23 ft

Street Level Use Proposed	None
Remaining Required	128.23 ft

1C. McGraw Square Frontage

Departure Requested

Street Frontage Length	151.4 ft
Min. Street Level Use Required @ 75%	113.6 ft

Street Level Use Proposed	75.0 ft
Remaining Required	38.6 ft

1D. Olive Way Frontage

Departure Requested

Street Frontage Length	192.28 ft
Min. Street Level Use Required @ 75%	144.21 ft

Street Level Use Proposed	107.0 ft
Remaining Required	37.21 ft

LEGEND

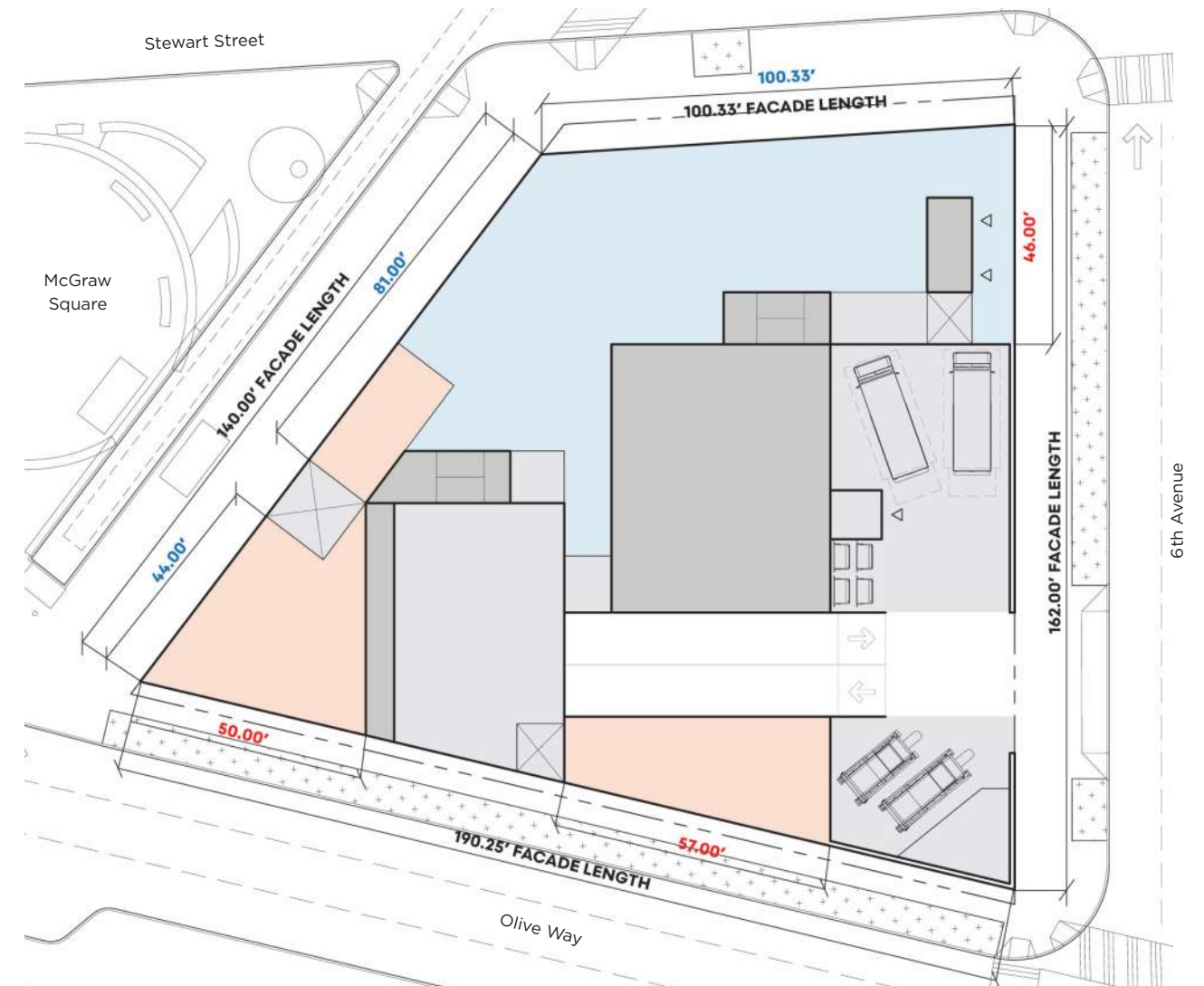
- Building Services
- Core
- Lobby
- Retail

07_CONCEPT 2. URBAN MEGAFORMS | DEPARTURES

2. DEPARTURE: 6TH AVENUE & OLIVE WAY

23.49.056.C.4 Facade Transparency Requirements

Facade transparency requirements apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that if the slope along the street frontage of the facade exceeds 7.5 percent, the transparency requirements apply to the area of the facade between 4 feet and 8 feet above sidewalk grade. Only clear or lightly tinted glass in windows, doors, and display windows is considered to be transparent.



2A. 6th Avenue

Departure Requested

Street Facade Length	162.00 ft
Min. Transparency Required @ 30%	48.6 ft

Transparency Proposed	46.0 ft
Remaining Required	2.6 ft

2B. Olive Way Frontage

Departure Requested

Street Facade Length	190.25 ft
Min. Transparency Required @ 60%	114.15 ft

Transparency Proposed	107.0 ft
Remaining Required	7.15 ft

LEGEND

- Building Services
- Core
- Lobby
- Retail

07_CONCEPT 2. URBAN MEGAFORMS | DEPARTURES

3. DEPARTURE: 6TH AVENUE & OLIVE WAY

23.49.056.D Blank Facade Limits

Blank facade limits apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that where the slope along the street frontage of the facade exceeds 7.5 percent, blank facade limits apply to the area of the facade between 4 feet and 8 feet above sidewalk grade.

3A. 6th Avenue Frontage

Departure Requested

Street Facade Length	162.00 ft
Maximum Length of Blank Facade Segment	30 ft
Maximum Blank Facade at 70%	113.4 ft

Total Blank Facade Proposed 116.0 ft

Segments Exceeding Max. Length 51.0 ft

3B. Olive Way Frontage

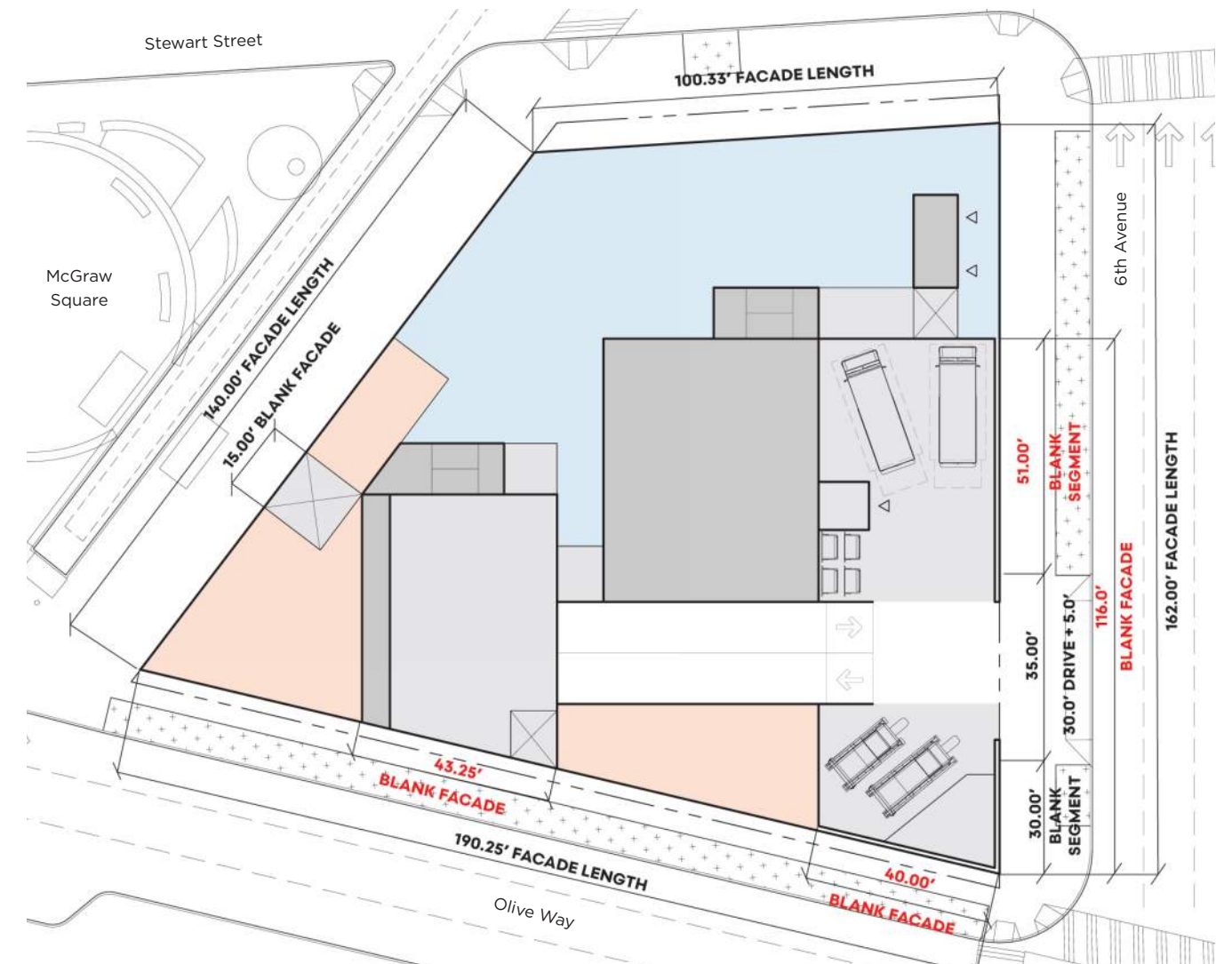
Departure Requested

Street Facade Length	190.25 ft
Maximum Length of Blank Facade Segment	15 ft
Maximum Blank Facade at 40%	76.1 ft

Total Blank Facade Proposed 83.25 ft

Segments Exceeding Max. Length 40.0 ft

43.25'



LEGEND

- Building Services
- Lobby
- Core
- Retail

07_CONCEPT 2. URBAN MEGAFORMS | DEPARTURES

4A. DEPARTURE: 6TH AVENUE

23.49.058.B.2 DOC1, DOC2, and DMC Upper-level

Development Standards

In DOC1, DOC2, and DMC zones, except the DMC 170 zone, facade modulation is required above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.

Table A

Elevation (ft)	Max. Length of Unmodulated Facade
0 - 85	No Limit
Greater than 85 - 160	155
Greater than 160 - 240	125
Greater than 240 - 500	100

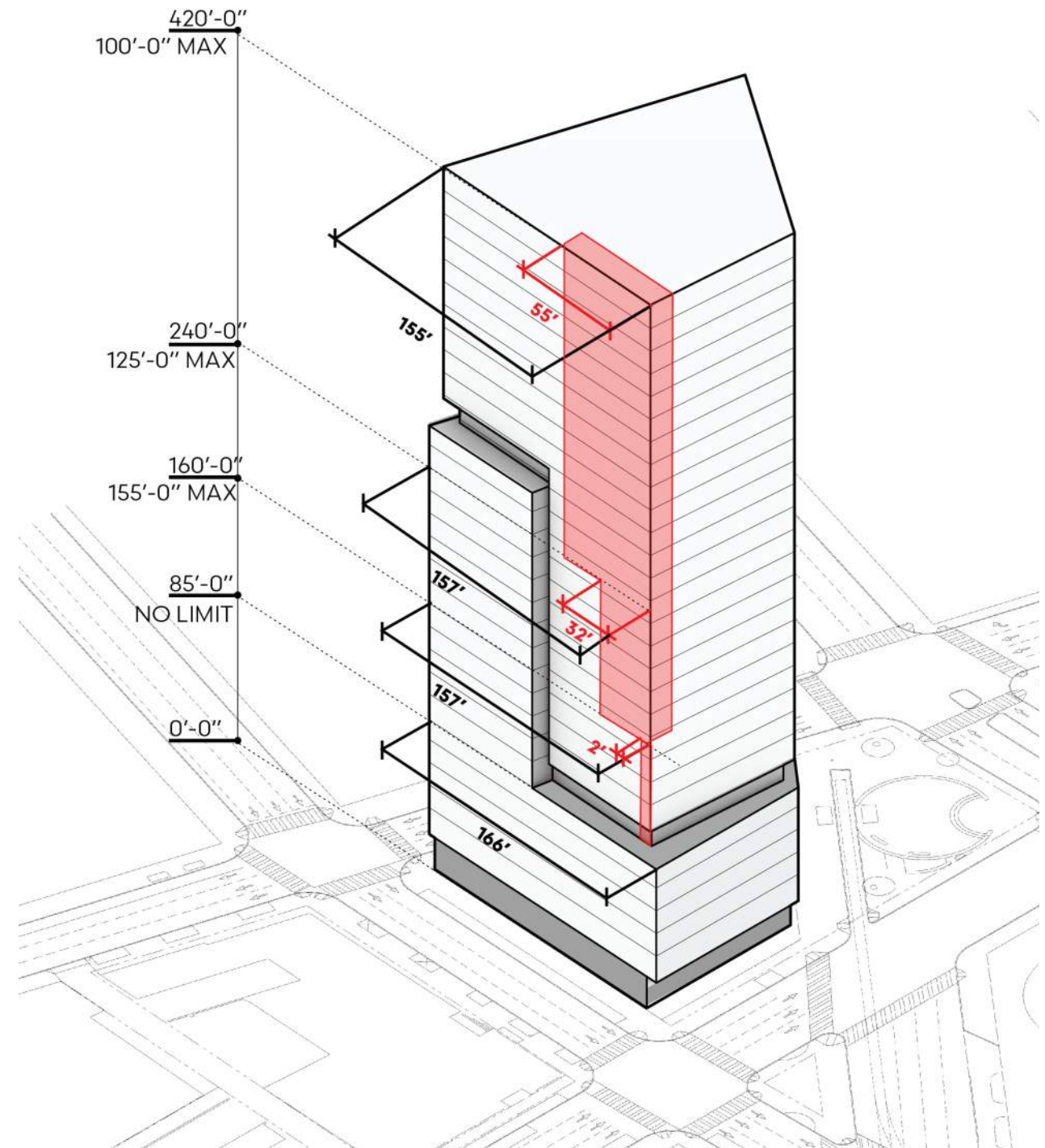
Departure Requested

Concept 2 would require a departure for the 6th Avenue Frontage to allow a greater facade length above the 160 and 240 foot datums.

4A. 6th Avenue Facade Modulation

Elevation (ft)	Max. Length of Unmodulated Facade	Proposed	Exceeds B7
Greater than 85 - 160	155	157'	2'
Greater than 160 - 240	125	157'	32'
Greater than 240 - 500	100	155'	55'

6th Avenue Facade Modulation



07_CONCEPT 2. URBAN MEGAFORMS | DEPARTURES

4B. DEPARTURE: OLIVE WAY

23.49.058.B.2 DOC1, DOC2, and DMC Upper-level

Development Standards

In DOC1, DOC2, and DMC zones, except the DMC 170 zone, facade modulation is required above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.

Table A

Elevation (ft)	Max. Length of Unmodulated Facade
0 - 85	No Limit
Greater than 85 - 160	155
Greater than 160 - 240	125
Greater than 240 - 500	100

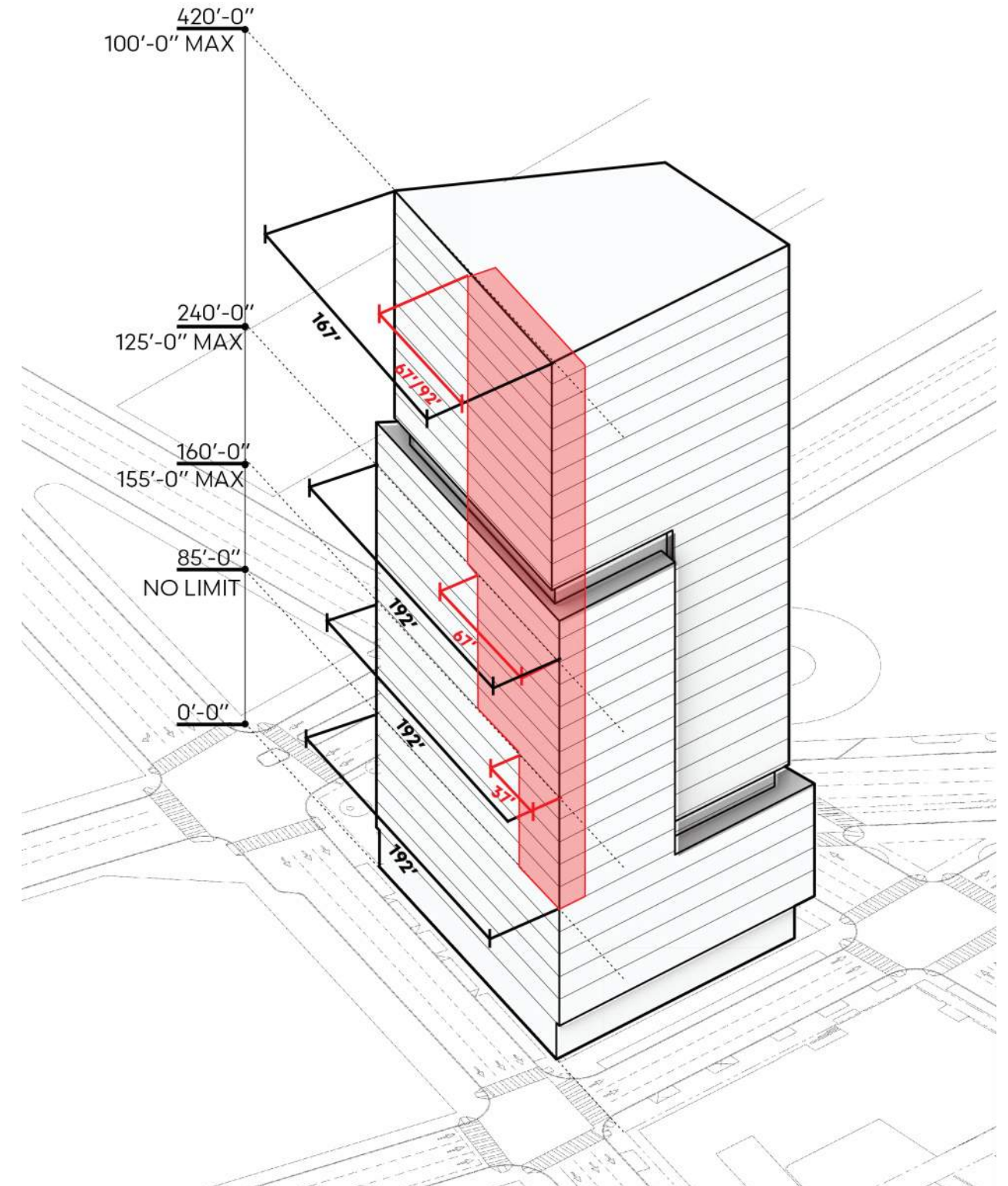
Departure Requested

Concept 2 would require a departure for the Olive Way Frontage to allow a greater facade length above the 85, 160, and 240 foot datums.

4B. Olive Way Facade Modulation

Elevation (ft)	Max. Length of Unmodulated Facade	Proposed	Exceeds By
Greater than 85 - 160	155	192'	37'
Greater than 160 - 240	125	192'	67'
Greater than 240 - 500	100	167' / 192'	67' / 92'

Olive Way Facade Modulation



07_CONCEPT 2. URBAN MEGAFORMS | DEPARTURES

4C. DEPARTURE: MCGRAW SQUARE

23.49.058.B.2 DOC1, DOC2, and DMC Upper-level

Development Standards

In DOC1, DOC2, and DMC zones, except the DMC 170 zone, facade modulation is required above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.

Table A

Elevation (ft)	Max. Length of Unmodulated Facade
0 - 85	No Limit
Greater than 85 - 160	155
Greater than 160 - 240	125
Greater than 240 - 500	100

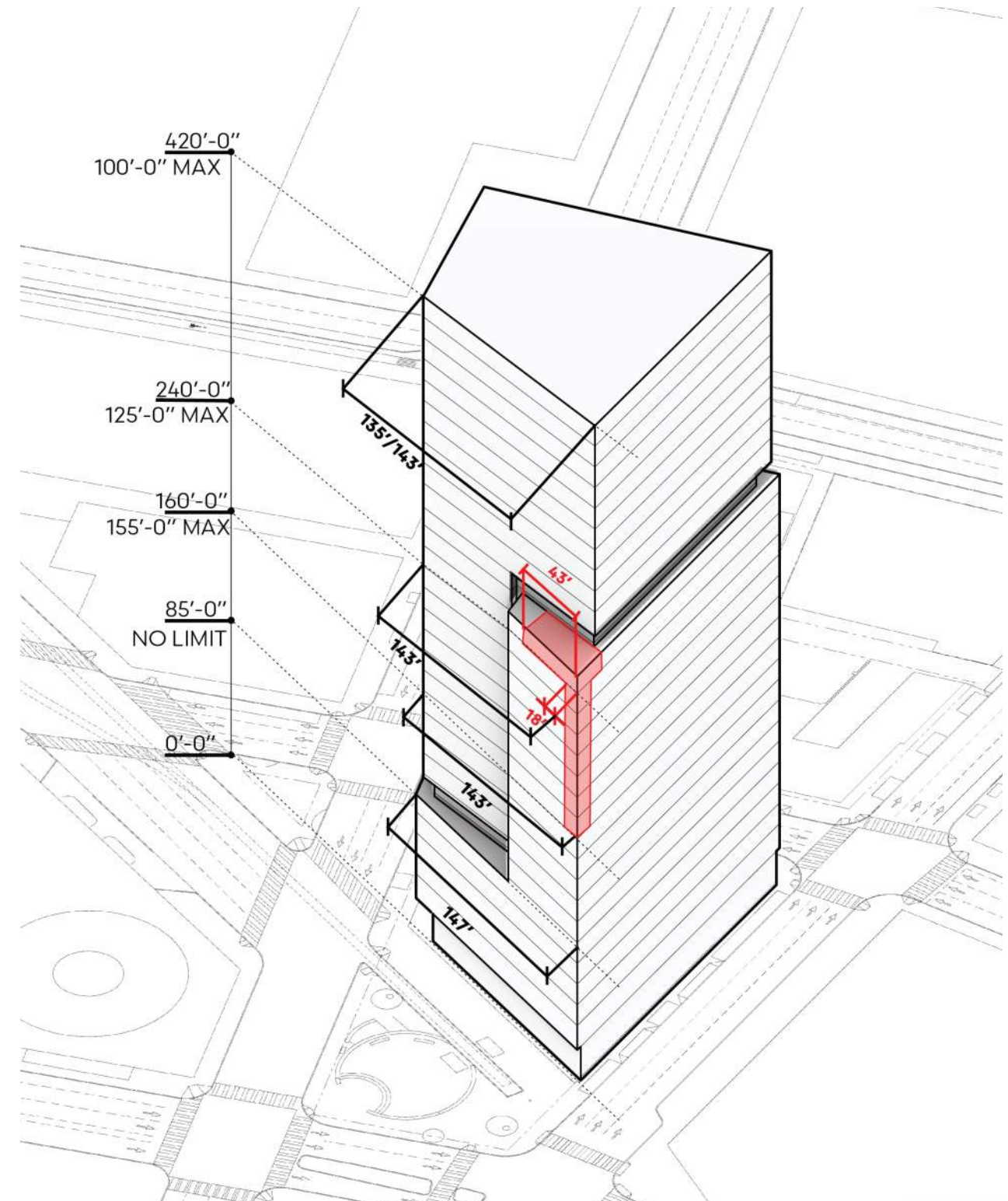
Departure Requested

Concept 2 would require a departure for the McGraw Square Frontage to allow a greater facade length above the 160 and 240 foot datums.

4C. McGraw Square Facade Modulation

Elevation (ft)	Max. Length of Unmodulated Facade	Proposed	Exceeds By
Greater than 160 - 240	125	143'	18'
Greater than 240 - 500	100	143'	43'

6th Avenue Facade Modulation



07_CONCEPT 2. URBAN MEGAFORMS | DEPARTURES

5. DEPARTURE: ALL FRONTAGES

23.49.018 Overhead Weather Protection & Lighting

Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that are excluded per this code section.

D. The lower edge of the overhead weather protection must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk.

Departure Requested

The ground floor is setback to the underside of the 3rd floor at all elevations to create a double-height volume the full perimeter of the base. The vertical height to the underside of the 3rd floor would range from 36.67' at the corner of 6th Avenue and Stewart Street to 30.92' at the southwest corner of the building at Olive Way and McGraw Square.

5A - 5D

Concept 2 would require departures for all four elevations for a canopy higher than 15'-0" above the public way.

View at 6th Avenue and Stewart Street Intersection



07_CONCEPT 2. URBAN MEGAFORMS | TYPE I DECISION

6 & 7. TYPE 1 DECISIONS

23.54.030.F.2.a Curbcuts

In downtown zones, a maximum of two curb cuts for one-way traffic at least 40 feet apart, or one curb cut for two-way traffic, are permitted on each street front where access is permitted by subsection 23.49.019.

H. No curb cut shall be located within 40 feet of an intersection. These standards may be modified by the Director as a Type I decision on lots with steep slopes or other special conditions, to the minimum extent necessary to provide vehicular and pedestrian safety and facilitate a smooth flow of traffic.

23.54.035.A Loading Berth Requirements

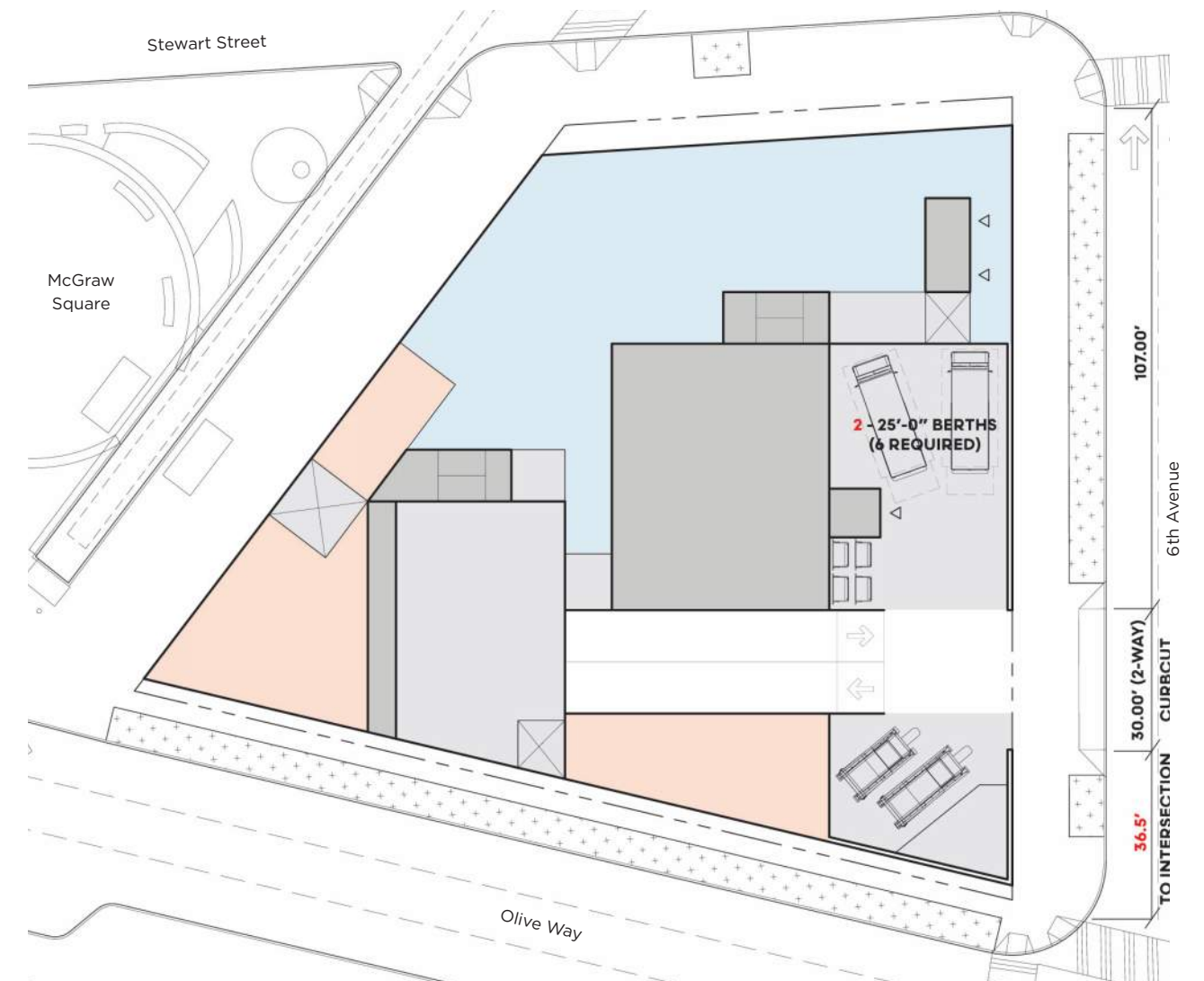
The minimum number of off-street loading berths required for specific uses shall be set forth in Table A.

Table A requires 6-25'-0 Berths for Low Demand Uses between 520,000 - 652,000 sf.

6 & 7. Type 1 Decision

The project requests Type 1 Decisions to allow:

- 6. One two-way curbcuts on Olive Way **36.5'** from Intersection
- 7. A reduction of loading berths required from six berths to **2 berths**.



LEGEND

- Building Services
- Lobby
- Core
- Retail

07_CONCEPT 3. PREFERRED | DEPARTURES SUMMARY TABLE

	CODE CITATION	REQUIREMENT	PROPOSED DEPARTURE		DEPARTURE RATIONALE
DEPARTURES	23.49.009 Street Level Uses	Requires 75% of frontage to be occupied by street level uses. The requirement can be reduced to 50% for frontages that are less than 120 feet in length if either: 1) the lot does not abut an alley, or 2) the lot abuts more than one street requiring street-level uses.	1A	Stewart Street will require departure for providing street-level uses at less than 50%	Design provides maximum transparency possible and eyes on the street. Curved glass corners and integrated retail blur building edge to tie the frontage to McGraw Square and the public ROW. Design allows for appropriately sized office lobby and a direct relationship to the open space and the pedestrian realm. See design guidelines listed under individual departure analysis. See rationales listed for Type 1 decisions for comments related to the parking ramp and loading dock locations.
			1B	Sixth Avenue will require departure for providing street-level uses at less than 75%	
			1C	Olive Way will require departure for providing street-level uses at less than 75%	
			1D	McGraw Square will require departure for providing street-level uses at less than 75%	
	23.49.056.C Transparency	60% Minimum on Class I Streets and 30% Minimum on Class II Streets	2A	Olive Way, Class I will require departure for transparency less than 60%	See rationales listed under Street Level Uses.
			2B	McGraw Square, Class I will require departure for transparency less than 60%	See rationales listed under Street Level Uses.
	23.49.056.D Blank Façade	Class I Streets: Not to exceed 15 feet without breaks. Total not to exceed 40% Class II Streets: Not to exceed 30 feet without breaks. Total not to exceed 70%"	3A	Olive Way, Class I will require departure for length of blank facade exceeding 15 feet and for total exceeding 40%.	See rationales listed under Street Level Uses.
			3B	McGraw Square, Class I will require departure for length of blank facade exceeding 15 feet and for total exceeding 40%.	See rationales listed under Street Level Uses.
	23.49.058.B.2 Upper Façade Modulation	Unmodulated façade width not to exceed lengths described in Table A of Section 23.49.058	4A 4B 4C	Affects elevations along 6th Avenue, Olive Way, and McGraw Square.	Proposed massing intends provide an elegant form against the skyline, reduce shading on McGraw Square while meeting the spirit of the facade modulation requirements. See design guidelines listed under individual departure analysis.
	23.49.018 Overhead Weather Protection and Lighting	Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot	5A 5B	Requires departure for exceeding maximum height along portions of McGraw Square and 6th Avenue frontages.	Height is modulated to signal entry while maintaining a continuous canopy around the perimeter of the project. See design guidelines listed under individual departure analysis.
TYPE I	25.54.030.F.2.a	No more than one two-way curb cut or two one-way curb cuts on a single frontage	6	Two two-way curb cuts on Olive Way	Design accommodates project demand and improves ground floor planning. SDOT has reviewed design options to identify best options for pedestrian safety and vehicular traffic. Standard curb cuts do not provide feasible access to loading and basement parking levels due to the size and shape of the lot. See Type 1 Analysis submitted with PCD MUP. See design guidelines listed under individual departure analysis.
	23.54.035.A & C	Minimum 6 - 25' berths required	7	Reduced to 4 - 25' berths based on expected need per Transpo Loading Berth Analysis	Design accommodates project demand and improves ground floor planning. Expected demand will not require 6 berths. See Type 1 Analysis submitted with PCD MUP. See design guidelines listed under individual departure analysis.

07_CONCEPT 3. PREFERRED | DEPARTURES

1. DEPARTURE: ALL ELEVATIONS

23.49.009 Street Level Use Requirements

One or more of the uses listed in subsection 23.49.009.A are required at street level on all lots abutting streets designated on Map 1G. Required street-level uses shall meet the standards of this Section 23.49.009.

Uses listed includes retail sales, eating and drinking establishments.

Relevant Downtown Design Guidelines

C-1 Promote Pedestrian Interaction

- Transparent facade with floor to ceiling windows
- Street furnishings and enhanced landscaping
- Active building entry and lobby activates street frontage
- Wide planting strip buffers street and provides refuge for seating opportunities

D-3 Provide elements that define the place

- Custom paving unifies space with McGraw Square and extends plaza
- Custom seating and planter elements provide pedestrian amenities and contribute to activation

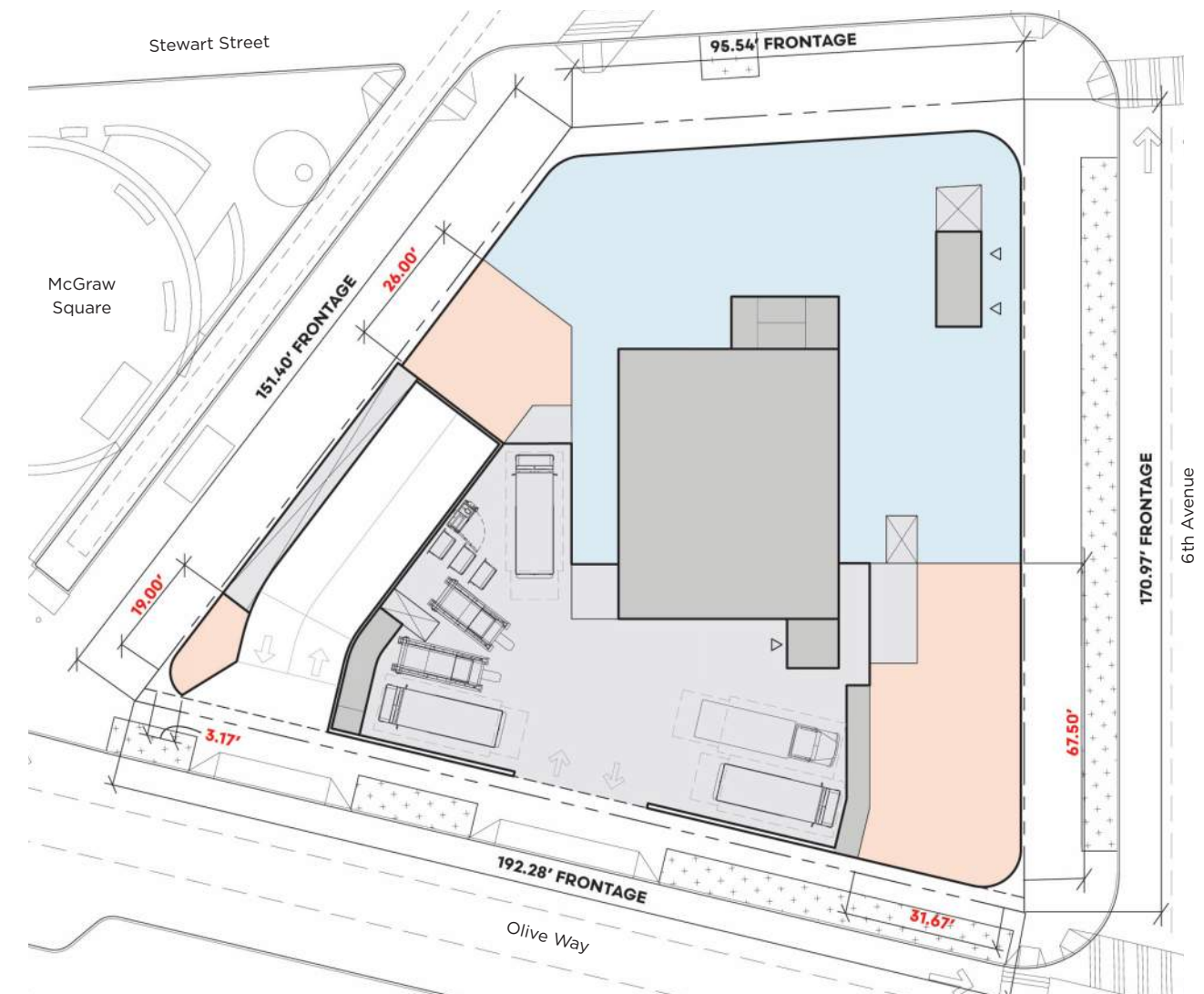
Departure Requested

Material, base articulation, lighting and landscape will be employed to differentiate facades, signal entries, and add interest to the public way.

A departure is requested for street level uses on all frontages.

LEGEND

- Building Services
- Lobby
- Core
- Retail



1A. Stewart Street Frontage

Departure Requested

Street Frontage Length	95.54 ft
Min. Street Level Use Required @ 50%	47.77 ft

Street Level Use Proposed	None
Remaining Required	47.77 ft

1B. 6th Avenue Frontage

Departure Requested

Street Frontage Length	170.97 ft
Min. Street Level Use Required @ 75%	128.23 ft

Street Level Use Proposed	67.50 ft
Remaining Required	60.73 ft

1C. Olive Way Frontage

Departure Requested

Street Frontage Length	192.28 ft
Min. Street Level Use Required @ 75%	144.21 ft

Street Level Use Proposed	34.83 ft
Remaining Required	109.38 ft

1D. McGraw Square Frontage

Departure Requested

Street Frontage Length	151.4 ft
Min. Street Level Use Required @ 75%	113.6 ft

Street Level Use Proposed	45 ft
Remaining Required	68.6 ft



Transparent facades integrate the inside and out.



Curved facades soften and blur the building boundary.

07_CONCEPT 3. PREFERRED | DEPARTURES

2. DEPARTURE: MCGRAW SQUARE & OLIVE WAY

23.49.056.C.4 Facade Transparency Requirements

Facade transparency requirements apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that if the slope along the street frontage of the facade exceeds 7.5 percent, the transparency requirements apply to the area of the facade between 4 feet and 8 feet above sidewalk grade. Only clear or lightly tinted glass in windows, doors, and display windows is considered to be transparent.

Relevant Downtown Design Guidelines

C-1 Promote Pedestrian Interaction

- Transparent facade with floor to ceiling windows
- Street furnishings and enhanced landscaping
- Active building entry and lobby activates street frontage
- Wide planting strip buffers street and provides refuge for seating opportunities

C-2 Design Facades of Many Scales

- Scale change signals different uses and entries
- Variation of material and texture differentiates facade and adds interest

2A. McGraw Square Frontage

Departure Requested

Street Facade Length	138.75 ft
Min. Transparency Required @ 60%	83.25 ft

Transparency Proposed	72.33 ft
Remaining Required	10.92 ft

2B. Olive Way Frontage

Departure Requested

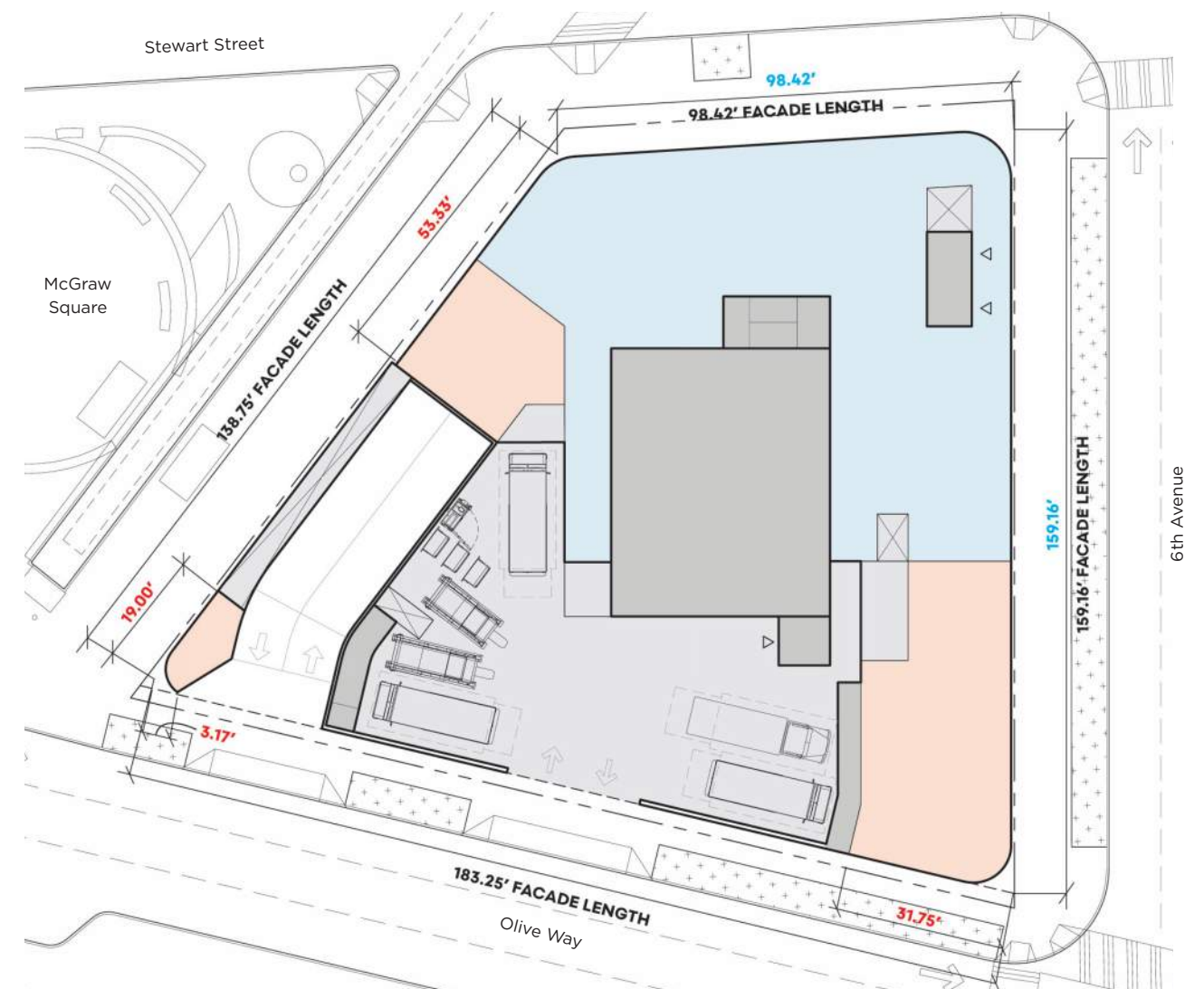
Street Facade Length	183.25 ft
Min. Transparency Required @ 60%	109.95 ft

Transparency Proposed	34.83 ft
Remaining Required	75.12 ft

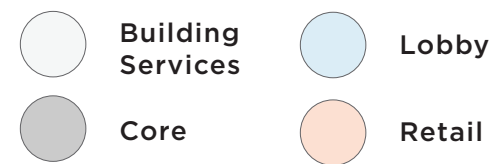
Departures Requested

Differentiated facade materials, scale, lighting and landscape will be used to add depth and texture where transparency alone cannot be employed.

Departures are requested for non-transparent facades at the McGraw Square and Olive Way frontages that will employ the measures noted above.



LEGEND



Facades of many scales textures and materials.



Layered transparent screening elements and vertical landscape.

07_CONCEPT 3. PREFERRED | DEPARTURES

3. DEPARTURE: OLIVE WAY & MCGRAW SQUARE

23.49.056.D Blank Facade Limits

Blank facade limits apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that where the slope along the street frontage of the facade exceeds 7.5 percent, blank facade limits apply to the area of the facade between 4 feet and 8 feet above sidewalk grade.

Relevant Downtown Design Guidelines

C-3 Provide active - non blank - facades

- Providing small retail spaces
- Vertical, green walls
- Murals, color and lighting on interior walls visible from the sidewalk.
- Canopies along building facade

E-3 Minimize Service Areas

- Use landscape and screening to create buffer between service area and public way
- Layering of graphic walls and landscape drive interest while maintaining eyes on the street

3A. McGraw Square Frontage

Departure Requested

Street Facade Length	138.75 ft
Maximum Length of Blank Facade Segment	15 ft
Maximum Blank Facade at 40%	55.5 ft

Blank Facade / Segment Proposed 66.00 ft

3B. Olive Way Frontage

Departure Requested

Street Facade Length	183.25 ft
Maximum Length of Blank Facade Segment	15 ft
Maximum Blank Facade at 40%	73.3 ft

Total Blank Facade Proposed 148.33 ft

Segments Exceeding Max. Length 39.67 ft





Segments Exceeding Max. Length 44.67 ft

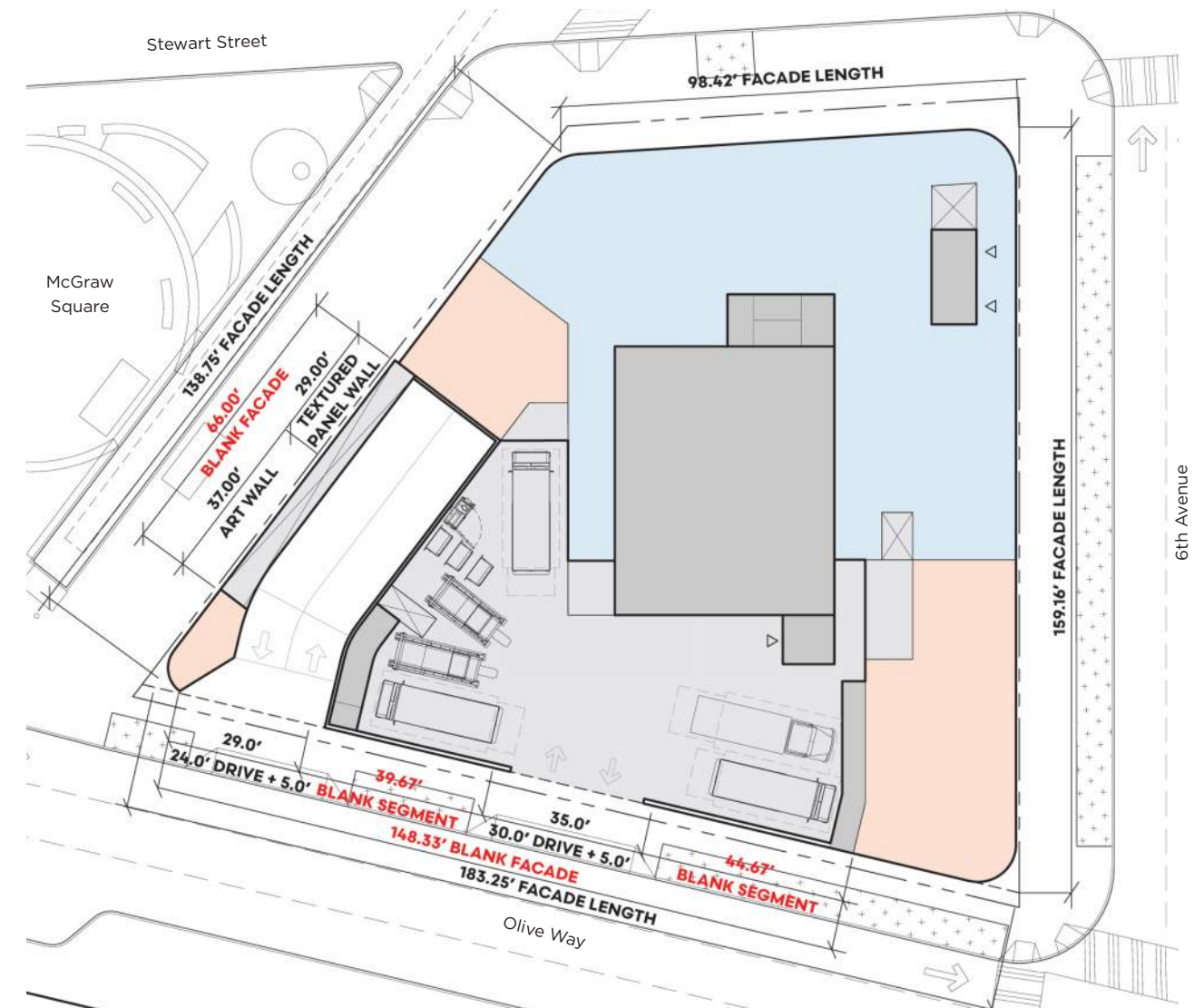
Departure Requested

Landscape, screening, graphic walls or interactive displays will be employed to create layered, active facades where interior program cannot be used.

Departures are requested for blank facades along the McGraw Square and Olive Way frontages that will employ the measures noted above.

LEGEND

-  Building Services
-  Lobby
-  Core
-  Retail



Graphic art walls and layered facade treatment.

07_CONCEPT 3. PREFERRED | DEPARTURES

4A. DEPARTURE: SIXTH AVENUE

23.49.058.B.2 DOC1, DOC2, and DMC Upper-level Development Standards

Development Standards

In DOC1, DOC2, and DMC zones, except the DMC 170 zone, facade modulation is required above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.

Table A

Elevation (ft)	Max. Length of Unmodulated Facade
0 - 85	No Limit
Greater than 85 - 160	155
Greater than 160 - 240	125
Greater than 240 - 500	100

Relevant Downtown Design Guidelines

A-1 Respond to the Physical Environment

- Site responsive shaping provides a unique response to each of the four building elevations
- The concave facade is pushed back along the full length of 6th Avenue and the curved corners soften and blur the building edge

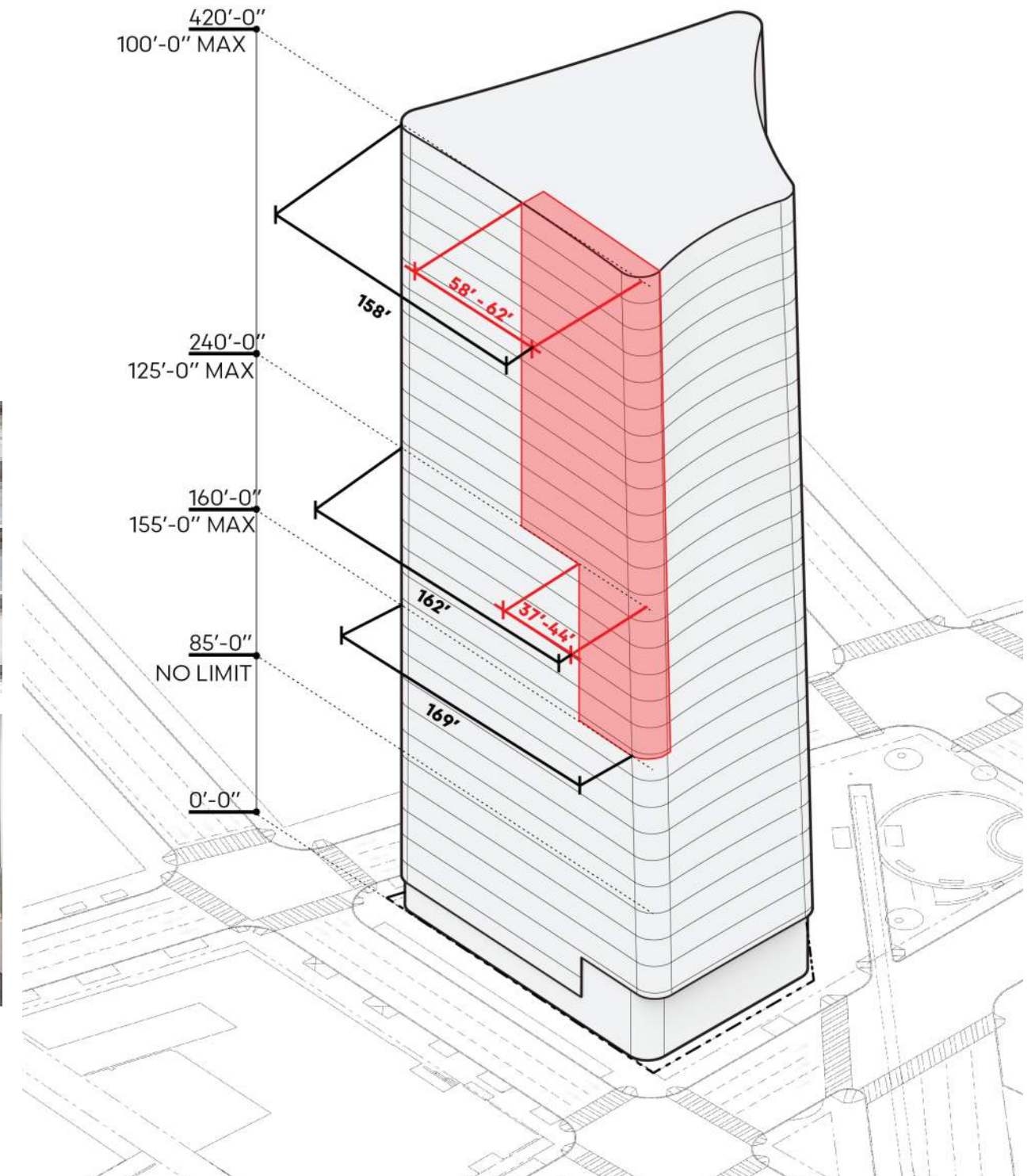
Departure Requested

The building along 6th Avenue is shaped to reduce bulk along this facade by using the concave shaping to draw the elevation in and away from the property line.

However, a departure is requested to allow a greater facade length above the 160 and 240 foot datums.



6th Avenue Facade Modulation



4A. 6th Avenue Facade Modulation

Elevation (ft)	Max. Length of Unmodulated Facade	Proposed	Exceeds By
Greater than 160 - 240	125	162' - 169'	37' - 44'
Greater than 240 - 500	100	158' - 162'	58' - 62'

07_CONCEPT 3. PREFERRED | DEPARTURES

4B. DEPARTURE: OLIVE WAY

23.49.058.B.2 DOC1, DOC2, and DMC Upper-level Development Standards

Development Standards

In DOC1, DOC2, and DMC zones, except the DMC 170 zone, facade modulation is required above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.

Table A

Elevation (ft)	Max. Length of Unmodulated Facade
0 - 85	No Limit
Greater than 85 - 160	155
Greater than 160 - 240	125
Greater than 240 - 500	100

Relevant Downtown Design Guidelines

A-1 Respond to the Physical Environment

- Site responsive shaping provides a unique response to each of the four building elevations
- The concave facade is pushed back along the full length of Olive way and the curved corners soften and blur the building edge

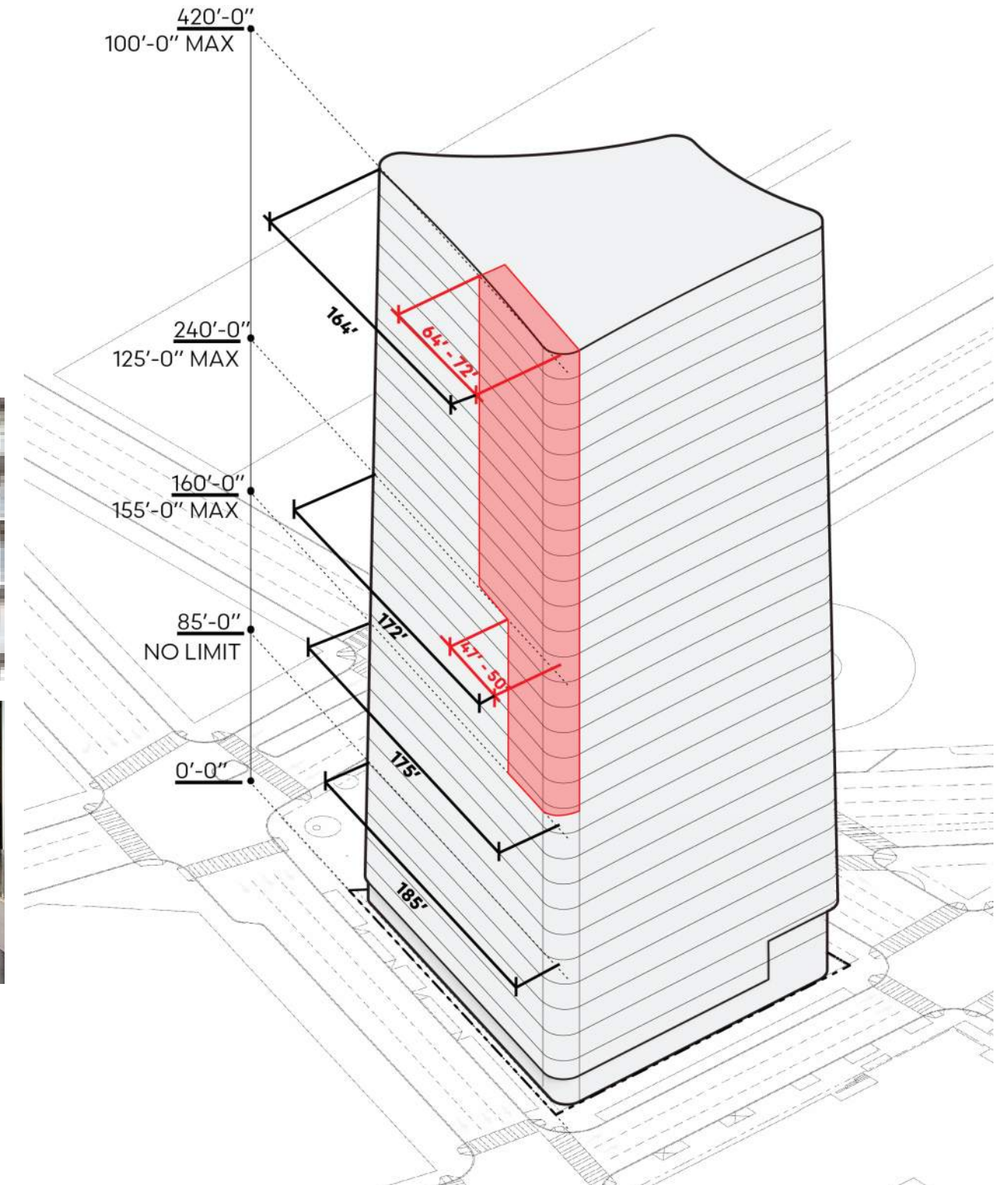
Departure Requested

The lot line at Olive Way is the longest due to the trapezoidal shape of the site. The building is shaped to reduce bulk along this facade by tapering the corners and using the concave shaping to draw the elevation in and away from the property line.

However, a departure is requested to allow a greater facade length above the 160 and 240 foot datums.



Olive Way Facade Modulation



4B. Olive Way Facade Modulation

Elevation (ft)	Max. Length of Unmodulated Facade	Proposed	Exceeds By
Greater than 160 - 240	125	166' - 175'	47' - 50'
Greater than 240 - 500	100	164' - 172'	64' - 72'

07_CONCEPT 3. PREFERRED | DEPARTURES

4C. DEPARTURE: MCGRAW SQUARE

23.49.058.B.2 DOC1, DOC2, and DMC Upper-level

Development Standards

In DOC1, DOC2, and DMC zones, except the DMC 170 zone, facade modulation is required above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.

Table A

Elevation (ft)	Max. Length of Unmodulated Facade
0 - 85	No Limit
Greater than 85 - 160	155
Greater than 160 - 240	125
Greater than 240 - 500	100

Relevant Downtown Design Guidelines

A-1 Respond to the Physical Environment

- Site responsive shaping provides a unique response to each of the four building elevations
- The concave facade is most exaggerated above McGraw Square to provide "space" to the public space below
- The west corner of the facade above McGraw is pushed back to provide to reduce shadow impact
- Curved corners soften and blur the building edge

4C. Mc Graw Square Modulation

Elevation (ft)	Max. Length of Unmodulated Facade	Proposed	Exceeds By
Greater than 160 - 240	125	138' - 139'	12' - 13'
Greater than 240 - 500	100	120' - 134'	20' - 37'

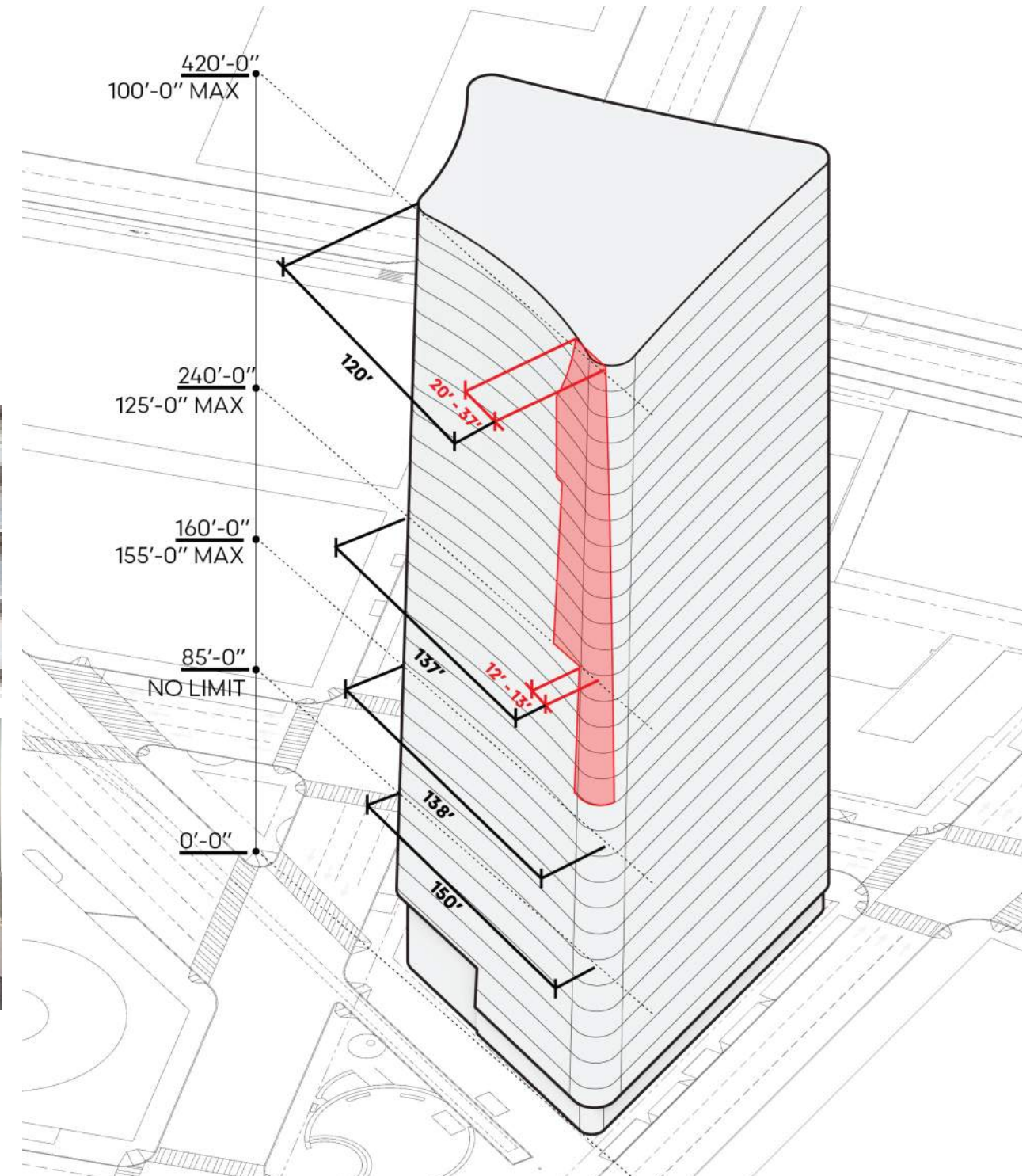
Departure Requested

The McGraw Square frontage has been shaped to reduce shadow impacts on the square. The concave face at McGraw is the most dramatic of the four frontages, pulling back to reduce its impact on the open space below and in response to its position along the diagonal sight line through Westlake Avenue.

However, a departure is request to allow a greater facade length above the 160 and 240 foot datums.



McGraw Square Facade Modulation



07_CONCEPT 3. PREFERRED | DEPARTURES

5. DEPARTURE: 6TH AVENUE & MCGRAW SQUARE

23.49.018 Overhead Weather Protection & Lighting

Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that are excluded per this code section.

D. The lower edge of the overhead weather protection must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk.

Departure Requested

An 8'-0" deep overhead canopy wraps the perimeter of the tower base. The canopy is located within 10'-0" - 15'-0" above the public way as prescribed for the majority of the perimeter. This canopy continues above the double-height lobby facade to reinforce the entry along Stewart. The facade is setback 6'-0" so it would not require overhead protection. However, the canopy continues along this frontage and drops down to the lower canopy height as it wraps either corner at 6th Avenue and McGraw Square.

Departures are requested for the portion of the canopy higher than 15'-0" above the public way along Mc Gray Square and 6th Avenue.

5A. 6th Avenue Frontage

Departure Requested

Length of Canopy +15 ft above the Sidewalk 41.42 ft

Overhead Protection Proposed Height **35.17 ft - 36.67 ft**

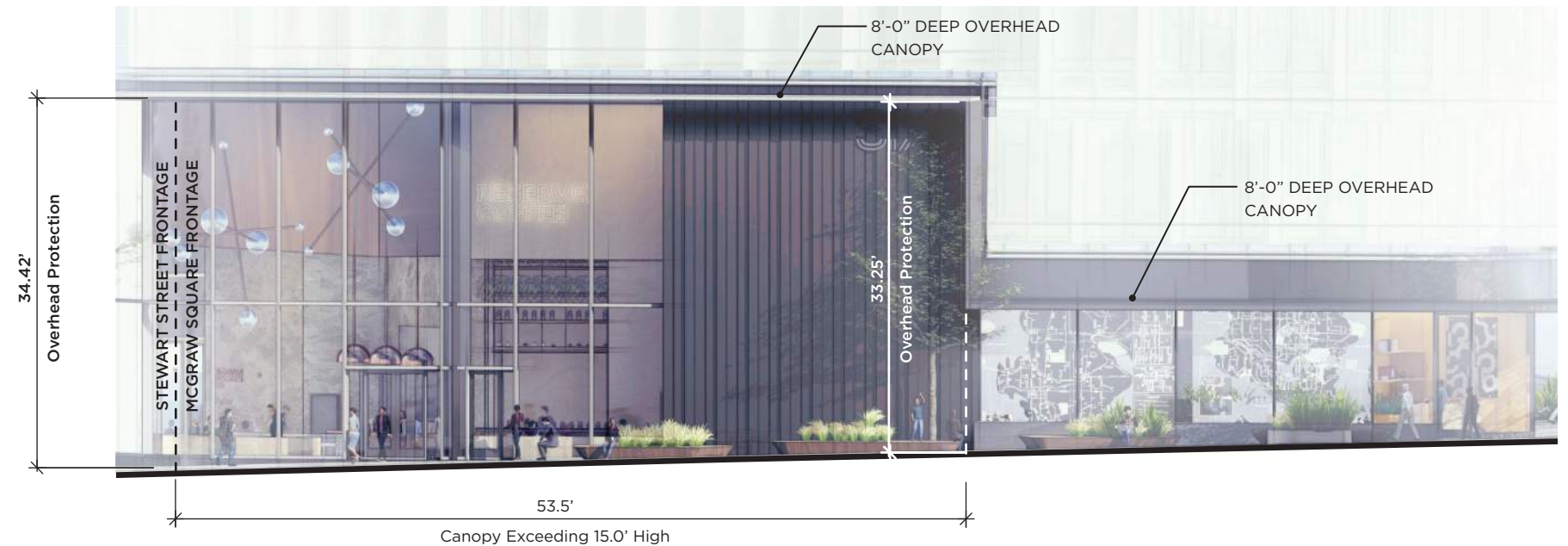
5B. McGraw Square Frontage

Departure Requested

Length of Canopy +15 ft above the Sidewalk 53.5 ft

Overhead Protection Proposed Height **33.25 ft - 34.42 ft**

McGraw Square Frontage



6th Avenue Frontage



07_CONCEPT 3. PREFERRED | TYPE I DECISIONS

6 & 7. TYPE 1 DECISIONS

23.54.030.F.2.a Curbcuts

In downtown zones, a maximum of two curb cuts for one-way traffic at least 40 feet apart, or one curb cut for two-way traffic, are permitted on each street front where access is permitted by subsection 23.49.019.

H. No curb cut shall be located within 40 feet of an intersection. These standards may be modified by the Director as a Type I decision on lots with steep slopes or other special conditions, to the minimum extent necessary to provide vehicular and pedestrian safety and facilitate a smooth flow of traffic.

23.54.035.A Loading Berth Requirements

The minimum number of off-street loading berths required for specific uses shall be set forth in Table A.

Table A requires 6-25'-0 Berths for Low Demand Uses between 520,000 - 652,000 sf.

Type 1 Decision

The project requests Type 1 Decisions to allow:

6. Two two-way curbcuts on Olive Way 35'-0" apart
7. A reduction of loading berths required from six berths to 4 berths.

Relevant Downtown Design Guidelines

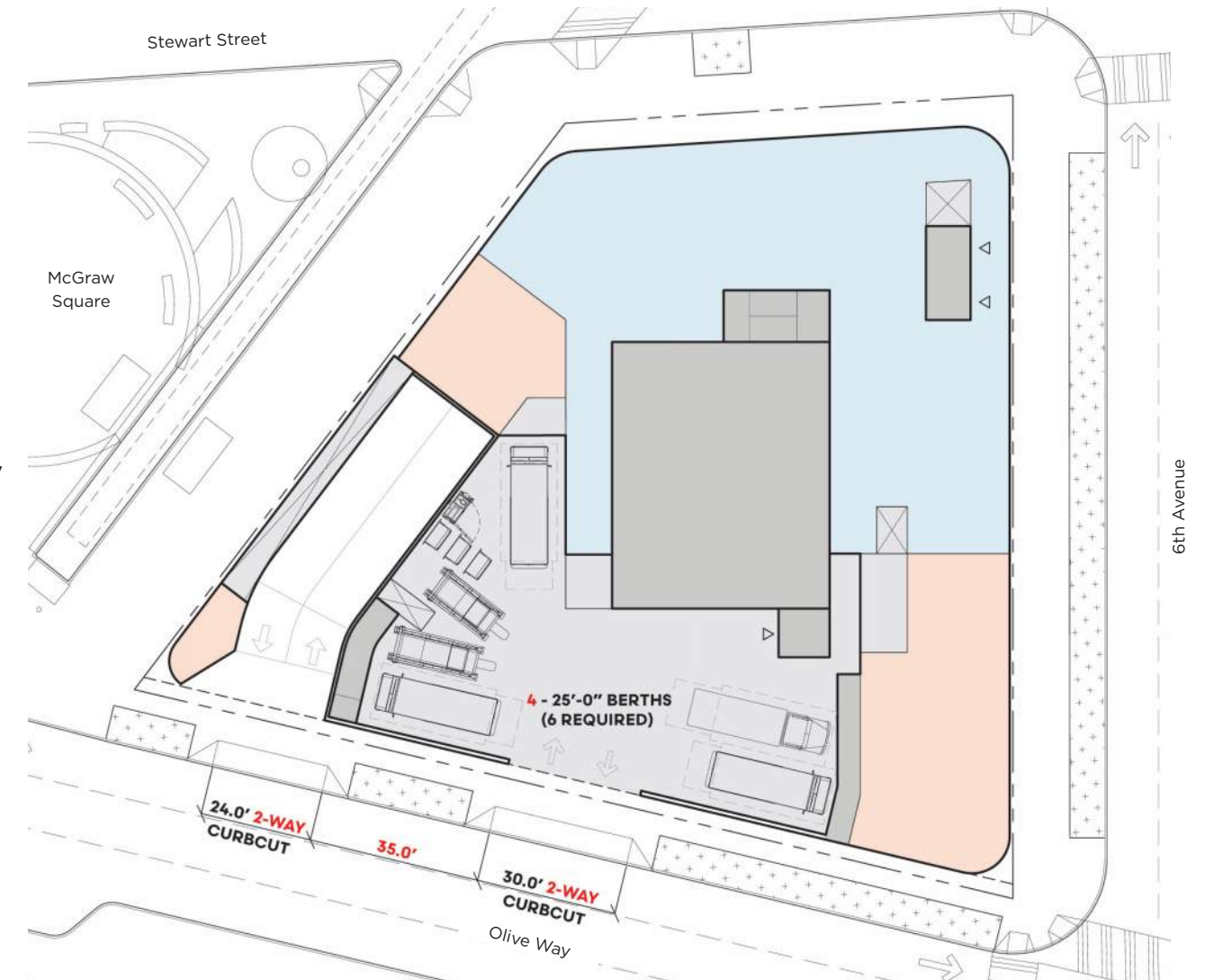
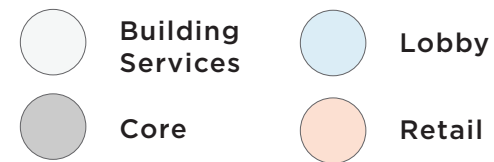
C-3 Provide active - non blank - facades

- Providing small retail spaces
- Vertical, green walls
- Murals, color and lighting on interior walls visible from the sidewalk.
- Canopies along building facade

E-3 Minimize Service Areas

- Use landscape and screening to create buffer between service area and public way
- Layering of graphic walls and landscape drive interest while maintaining eyes on the street

LEGEND



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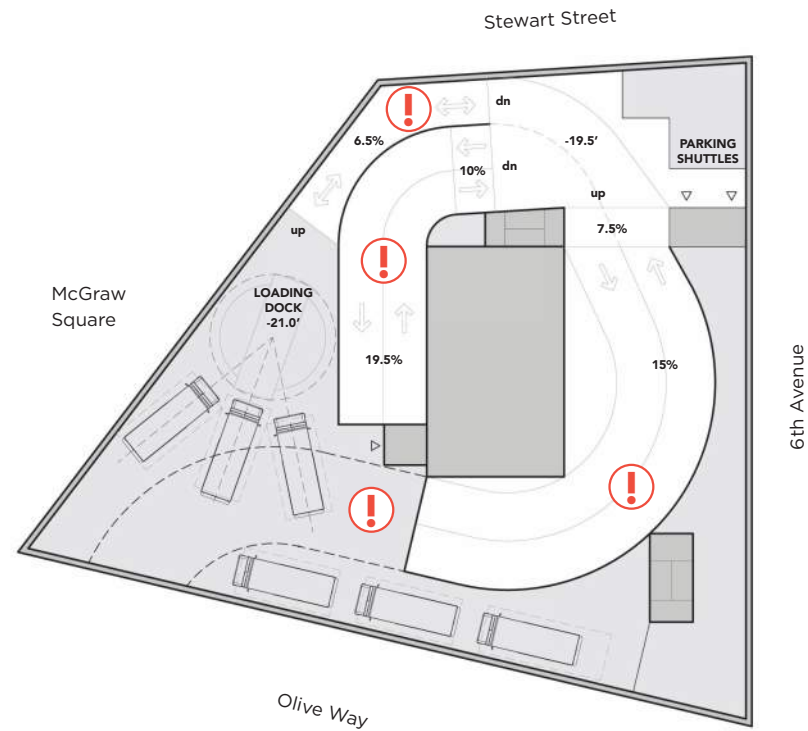
08
APPENDIX

08_ACCESS STUDIES

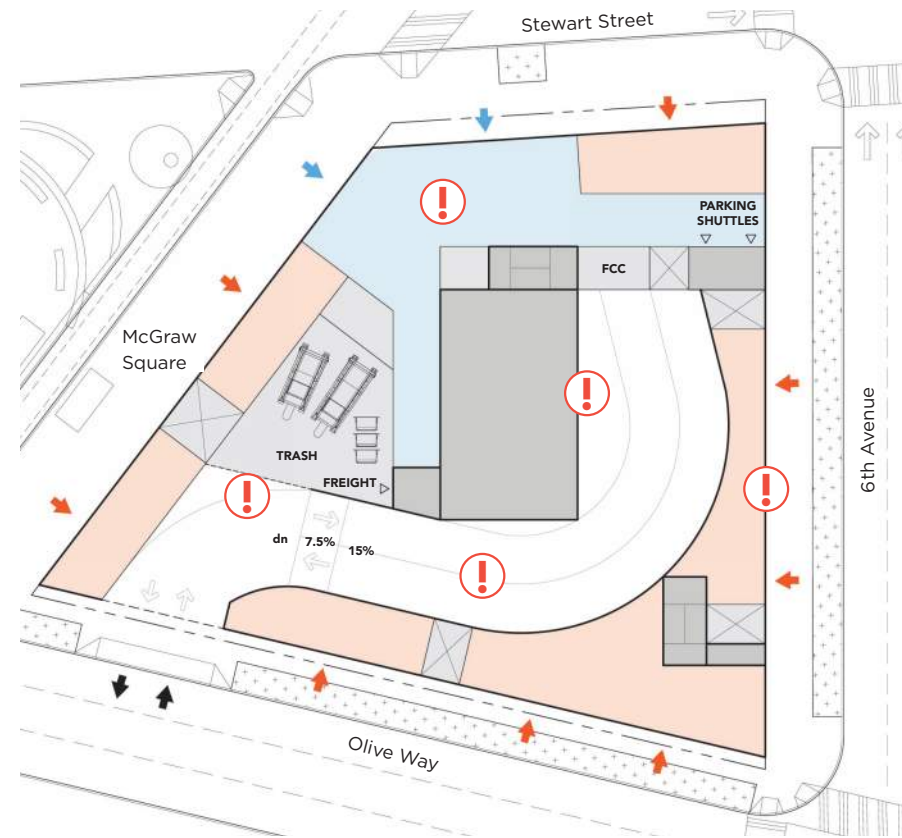
Ground Plane Planning and Design

1. Two-way on Olive Way | Prescriptive

Basement Level (B1)

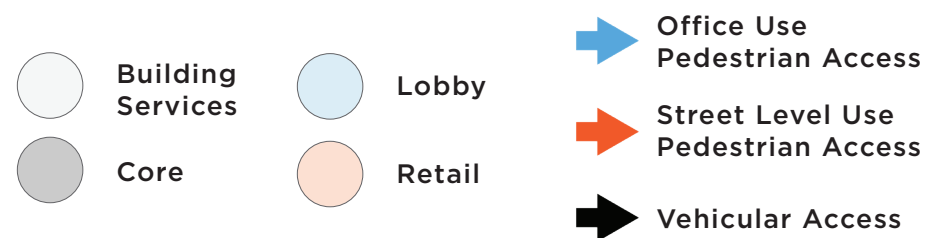


Ground Floor



- Single access drive on Olive Way
- Ground floor plan meets the prescriptive requirements for street level uses, transparency or blank facades and will not require departures
- Lobby floor area and the access to the elevator banks are not sufficient to support the building population during morning and afternoon surges
- Retail depth along 6th Street is less than 15 feet due to truck radius required on parking ramp.
- Core is only accessible on one side resulting in crowded access to elevator banks and insufficient access to building service spaces
- Passenger vehicles and trucks must share a single basement parking access ramp potentially leading to conflicts
- Restrictive basement floor area and shape results in complex ramping to accommodate truck turns and allow passenger vehicle access to parking levels below
- Basement level loading dock access requires turning table and access to trucks for unloading and loading is not desirable
- Truck circulation and loading area on B1 forces large MEP rooms to lower floors resulting in complex planning and design
- Ground floor trash truck access will require multiple turns in front of parking ramp entry to remain outside of the public way

LEGEND

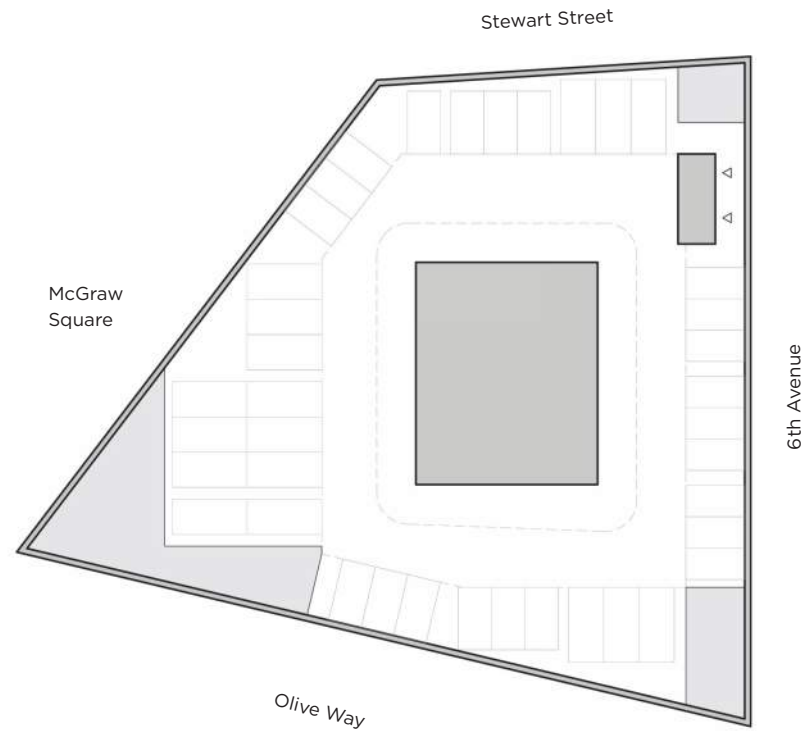


08_ACCESS STUDIES

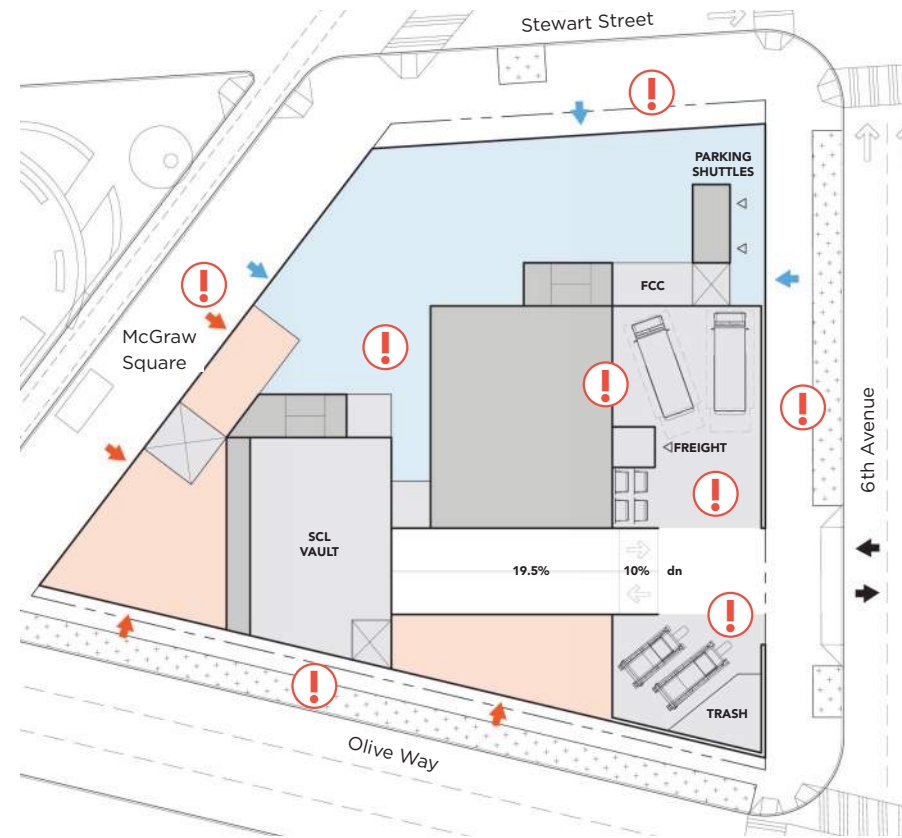
Ground Plane Planning and Design

2. Two-way Entry & Exit on 6th Avenue

Basement Level



Ground Floor



LEGEND

- Building Services
- Lobby
- Core
- Retail
- Office Use Pedestrian Access
- Street Level Use Pedestrian Access
- Vehicular Access



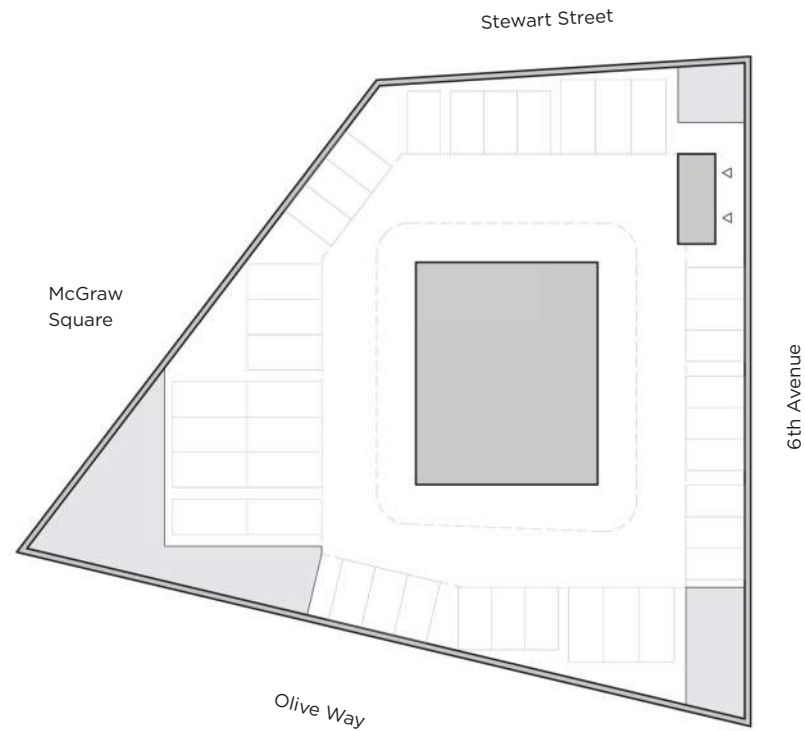
- Single access drive on 6th Avenue
- Moving loading dock to ground floor improves MEP planning and basement parking efficiency
- Reduced passenger vehicle and truck conflicts
- Stewart Street and McGraw frontage will meet the prescriptive transparency requirements
- Stewart Street and McGraw frontage will not include blank facade
- Lobby floor area and the access to the elevator banks is not sufficient to support the building population during morning and afternoon surges
- Core is only accessible on one side resulting in inefficient building service space
- Passenger vehicles and trucks must share a single entry to the parking access ramp potentially leading to conflicts
- Truck turns will block the ramp entry and is likely to result in back-ups onto the public way
- Loading dock does not have sufficient area to support the minimum required truck berths and trash - Type I decision will be required for loading berth quantity and size
- Trash compactor trucks will remove trash at the sidewalk
6th Avenue and Olive Way will not meet the prescriptive transparency requirements
- 6th Avenue and Olive Way will exceed maximums for blank facades
- All frontages fail to meet prescriptive requirements for street level uses

08_ACCESS STUDIES

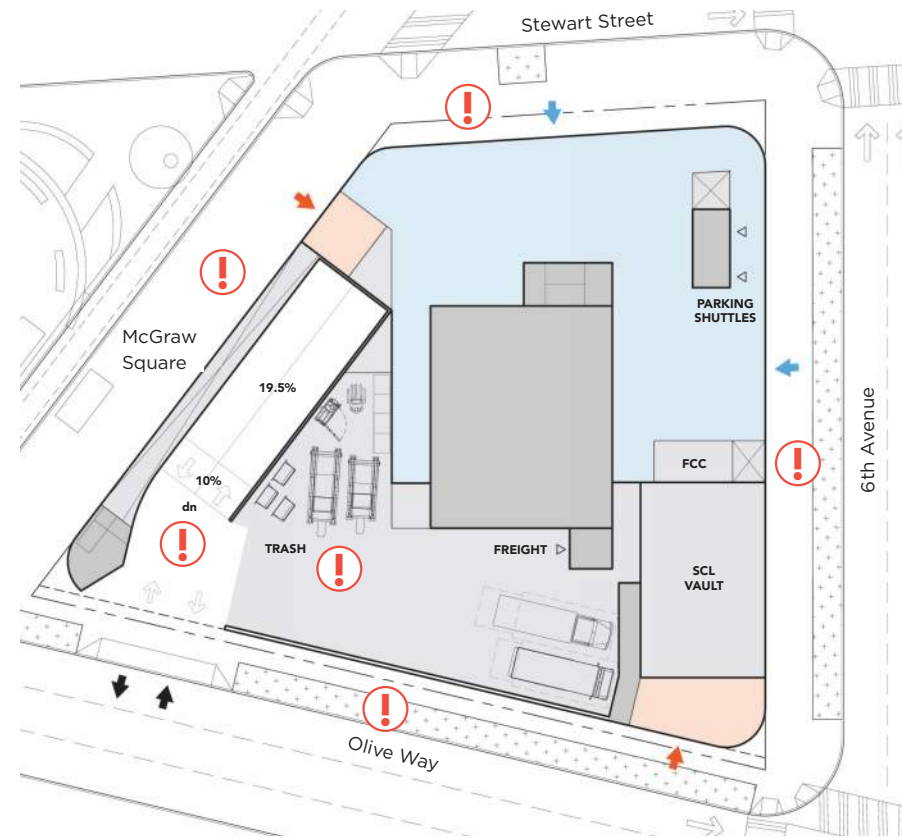
Ground Plane Planning and Design

3. Two-way Entry & Exit on Olive Way

Basement Level



Ground Floor



LEGEND

- Building Services
- Core
- Lobby
- Retail
- Office Use Pedestrian Access
- Street Level Use Pedestrian Access
- Vehicular Access



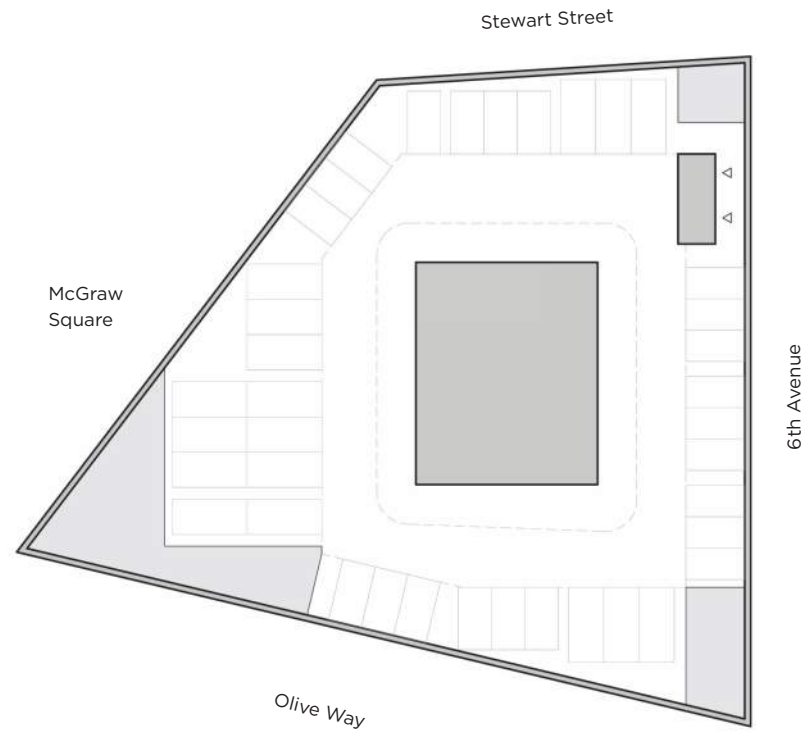
- Single access drive on Olive Way
- Moving loading dock to ground floor improves MEP planning and basement parking efficiency
- Reduced passenger vehicle and truck conflicts
- Required building service is accessible and centralized for building efficiency
- Lobby is sufficiently sized and the core has multiple access points to support and distribute the building population during morning and afternoon surges
- Stewart Street and 6th Avenue will meet the prescriptive transparency requirements
- Stewart Street will not include blank facade
- Passenger vehicles and trucks must share a single entry to the parking access ramp potentially leading to conflicts
- Trash truck will block the ramp entry and is likely to result in back-ups onto the public way
- Trash truck will not be able to turn in loading dock (turns exceed 3-point turn) - trash will need to be serviced on Olive Way
- Loading dock does not have sufficient area to support the minimum required truck berths and trash - Type I decision will be required for loading berth quantity and size
- McGraw frontage and Olive Way will not meet the prescriptive transparency requirements
- 6th Avenue, Olive Way, and McGraw frontage will exceed maximums for blank facades
- All frontages fail to meet prescriptive requirements for street level uses

08_ACCESS STUDIES

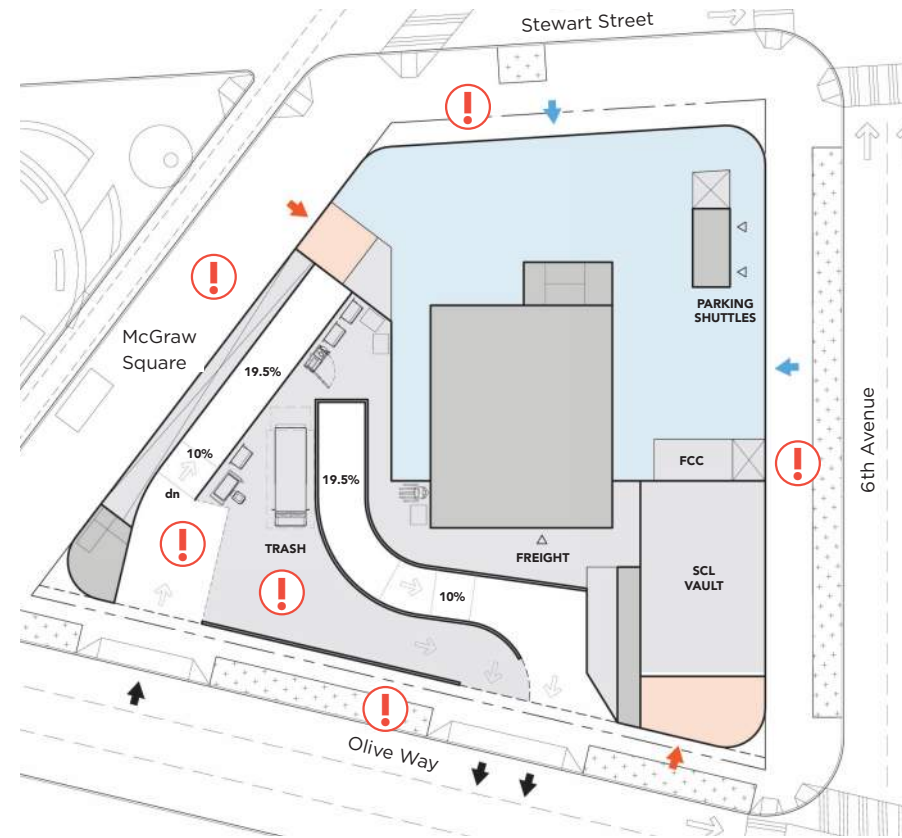
Ground Plane Planning and Design

4. Two One-way Entries

Basement Level



Ground Floor



LEGEND

- Building Services
- Lobby
- Office Use Pedestrian Access
- Core
- Retail
- Street Level Use Pedestrian Access
- Vehicular Access



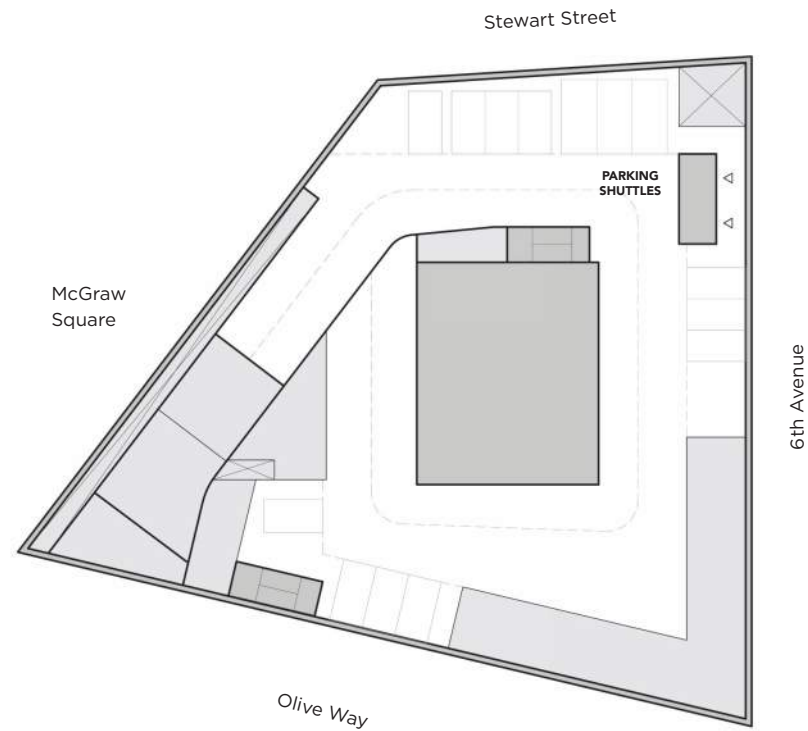
- One-way access drives meet access drive requirements
- Moving loading dock to ground floor improves MEP planning and basement parking efficiency
- Reduced passenger vehicle and truck conflicts
- Required building service is accessible and centralized for building efficiency
- Lobby is sufficiently sized and the core has multiple access points to support and distribute the building population during morning and afternoon surges
- Stewart Street and 6th Avenue will meet the prescriptive transparency requirements
- Stewart Street will not include blank facade
- Passenger vehicles and trucks must share a single entry to the parking access ramp potentially leading to conflicts
- Dock cannot accommodate trash and recycling compactors
- Loading dock does not have sufficient area to support the minimum required truck berths and trash - Type I decision will be required for loading berth quantity and size
- McGraw frontage and Olive Way will not meet the prescriptive transparency requirements
- 6th Avenue, Olive Way, and McGraw frontage will exceed maximums for blank facades
- All frontages fail to meet prescriptive requirements for street level uses
- Type I Decision is required for reduced loading berth quantity and size

08_ACCESS STUDIES

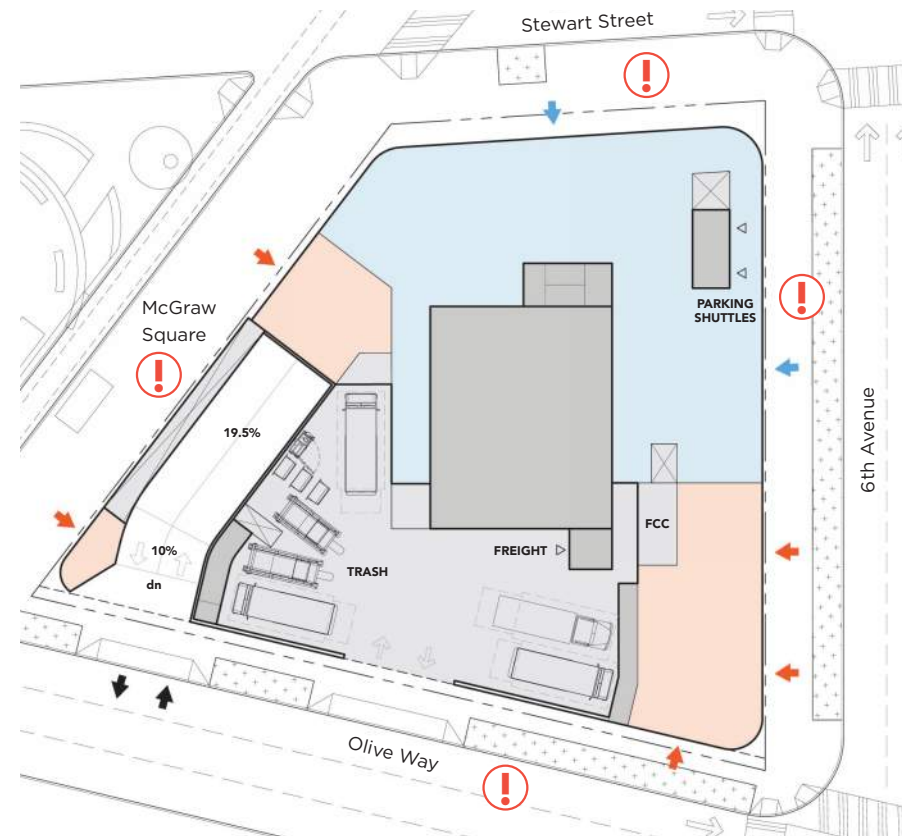
Ground Plane Planning and Design

5. Two Two-way Entries on Olive Way | Preferred

Basement Level

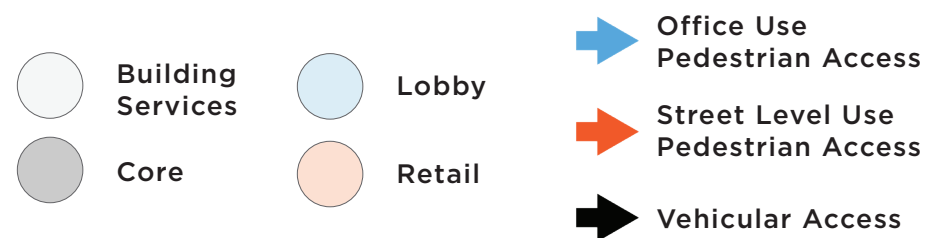


Ground Floor

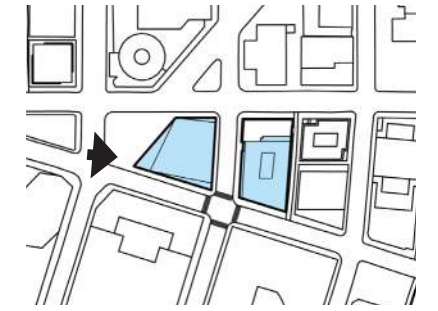


- Moving loading dock to ground floor improves MEP planning and basement parking efficiency
- No passenger vehicle and truck conflicts
- Loading dock is capable of supporting all required truck berths, trash compactors and required turning without impacting the public way Required building service is accessible and centralized for building efficiency
- Lobby is sufficiently sized and the core has multiple access points to support and distribute the building population during morning and afternoon surges
- Stewart Street and 6th Avenue will meet the prescriptive transparency requirements
- Moving SCL transformer vault to 2nd floor increases retail frontage on 6th Avenue
- Stewart Street and 6th Avenue will not include blank facade
- McGraw frontage and Olive Way will not meet the prescriptive transparency requirements
- McGraw frontage and Olive Way will exceed maximums for blank facades
- All frontages fail to meet prescriptive requirements for street level uses
- Type I Decision is required for two two-way access drives on Olive Way, loading berth quantity and size

LEGEND



View towards West Facade



View from Westlake

