

# G|I|D

## 9TH & LENORA

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EARLY DESIGN GUIDANCE

DOWNTOWN DESIGN REVIEW BOARD MEETING

FEBRUARY 18, 2014 | DPD #3016305 | 13-019



WEBER THOMPSON



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## VISION STATEMENT

The 9th and Lenora project is located in the heart of the Denny Triangle neighborhood, at the confluence of two Green Streets (9th Avenue and Lenora St.), one of only four locations in downtown Seattle where this condition exists.

The project site sits across an alley to the east of a wedge of land proposed to be a City of Seattle park (by others), offering a unique opportunity to work with the City to design 9th and Lenora as an integrated and activating neighbor rather than an isolated project with little relationship to the park edge. The project site is within close proximity of both the downtown office core, major employers in South Lake Union and easy access to transit linking employers farther afield. The project is being developed as rental apartments, offering a mix of unit sizes and configurations that meet potential resident needs. Amenities will be located at two levels, the 7th floor and the rooftop, which allow spaces for

residents to relax at the immediate neighborhood scale and in the larger context of the city and its surroundings, capturing the spectacular regional views surrounding the site. Retail locations have been chosen to enhance the primary project corner, as well as the proposed park (by others).

Based on our careful study of the existing building stock in the neighborhood, including proposed projects under construction, there are examples of many different architectural styles and a wide variety of materials. Generally, many of the buildings exemplify the prevalent character and styles of their time. We propose to continue that established pattern; the building will be detailed as a unique, contemporary expression of a high-rise residential building. As indicated in the following pages, the design has taken cues from the existing context to provide guidance to the massing of the building, and we will continue to do so as we refine the massing and façade elements.

## APPENDIX

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# ZONING SUMMARY

## DOWNTOWN SEATTLE / WESTLAKE TRIANGLE



### ZONING SYNOPSIS

KING COUNTY PARCEL #	066000-0540 & 066000-0545
ZONING CLASSIFICATION (MAP IA)	DMC 240/290-400 DENNY TRIANGLE UCV
SITE AREA	21,420 SF
STREET CLASSIFICATION (MAP IB)	LENORA STREET: GREEN STREET WESTLAKE AVENUE: PRINCIPAL ARTERIAL 9TH AVENUE: GREEN STREET
SIDEWALK WIDENING (MAP IC)	LENORA STREET & 9TH AVENUE: VARIABLE WESTLAKE AVENUE: 18'
VIEW CORRIDORS (MAP ID)	N/A
PUBLIC BENEFIT (MAP IE)	N/A
PEDESTRIAN STREET CLASSIFICATION (MAP IF)	WESTLAKE AVENUE: CLASS I LENORA STREET & 9TH AVENUE: GREEN STREET
STREET LEVEL USE MAP	WESTLAKE AVENUE: STREET LEVEL USE REQUIRED/PROPERTY LINE FACADE REQUIRED
PERMITTED USES (23.49.042)	OFFICE, HOTEL, RETAIL, RESIDENTIAL, ETC.
STRUCTURE HEIGHT (23.49.008)	400' + 10% FOR MECHANICAL SCREENING
FLOOR PLATE SIZE (23.49.008)	AVERAGE RESIDENTIAL FLOOR AREA LIMIT PER STORY = 10,700 GROSS SF MAX RESIDENTIAL FLOOR AREA LIMIT PER STORY = 11,500 GROSS SF
MAX. TOWER WIDTH (23.49.58)	120' MAXIMUM ALONG 9TH AVENUE
FAÇADE REQUIREMENTS (23.49.056)	MIN. 60% OF STREET LEVEL FAÇADE SHALL BE TRANSPARENT. BLANK FACADES SHALL NOT BE MORE THAN 15' WIDE.
SETBACKS (23.49.056)	MIN. FAÇADE HEIGHT 25' FOR STREETS REQUIRING STREET LEVEL USES. 9TH AVENUE/GREEN STREET: 2'
FAÇADE MODULATION (23.49.058)	MAX. FAÇADE LENGTH FROM +86' TO +160' = 155' ; FROM +161' TO +240' = 125' ; FROM +241' TO +500' = 100'
FLOOR AREA RATIO (23.49.011)	BASE: 5 MAX: 7 (FAR DOES NOT APPLY TO RESIDENTIAL)
MAX ALLOWABLE AREA (SITE AREA X FAR)	[21,420 X 7] = 149,940 SF MAX; FAR DOES NOT APPLY TO RESIDENTIAL.
UPPER LEVEL DEVELOPMENT STD'S (23.49.058)	AT GREEN STREET SETBACK OF 15' ABOVE 45' (CONTINUOUS)
COMMON RECREATION AREA (23.49.010)	PROVIDE 5% PERCENT OF TOTAL GROSS FLOOR AREA. 50% MUST BE EXTERIOR.
TDR (23.49.014)	TRANSFER OF DEVELOPMENT RIGHTS IS ALLOWED PER TABLE 23.49.014A
PARKING REQUIREMENTS (23.49.019)	[SEE TABLE 23.49.019A] NO PARKING IS REQUIRED FOR RESIDENTIAL, IF NEXT TO ALLEY, MUST ACCESS PARKING FROM ALLEY.
ALLEY IMPROVEMENTS (23.53.030)	20' ALLEY WIDTH IN ALL DOWNTOWN ZONES





# PROJECT STATISTICS (ALL APPROXIMATE)

PROGRAM	FLOORS	AREA
BELOW GRADE PARKING	5	97,000 SF
LOBBY / RETAIL / BOH	1	18,800 SF
RESIDENTIAL	39	381,000 SF
AMENITY AND ROOF DECK	1	17,300 SF

## RESIDENTIAL UNITS

430 UNITS

## PARKING STALLS

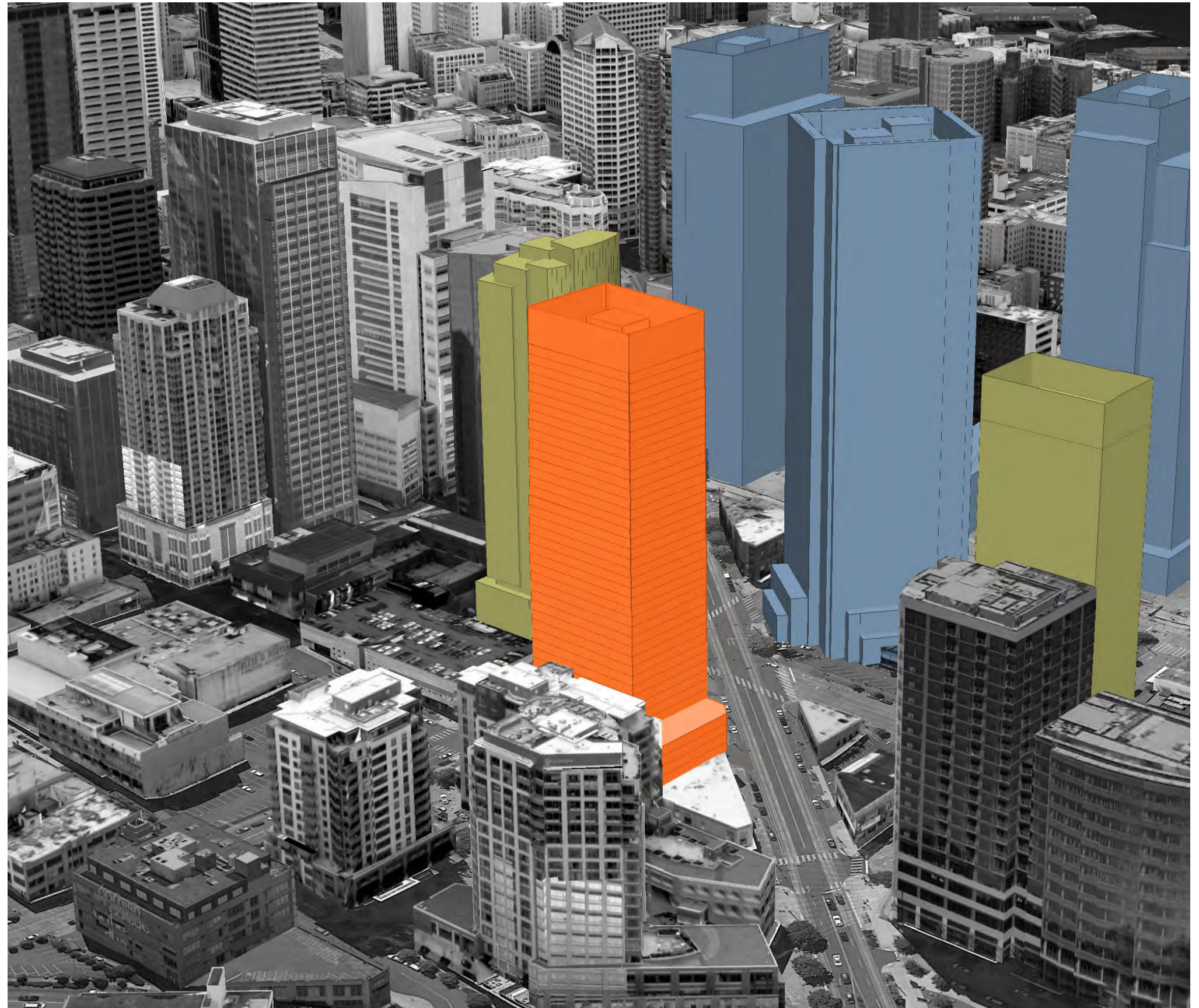
232 STALLS (0.54/UNIT)

## RETAIL

6,400 SF

## HEIGHT

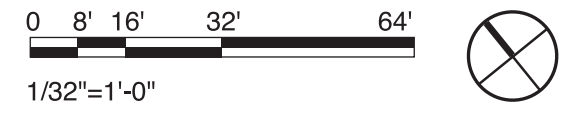
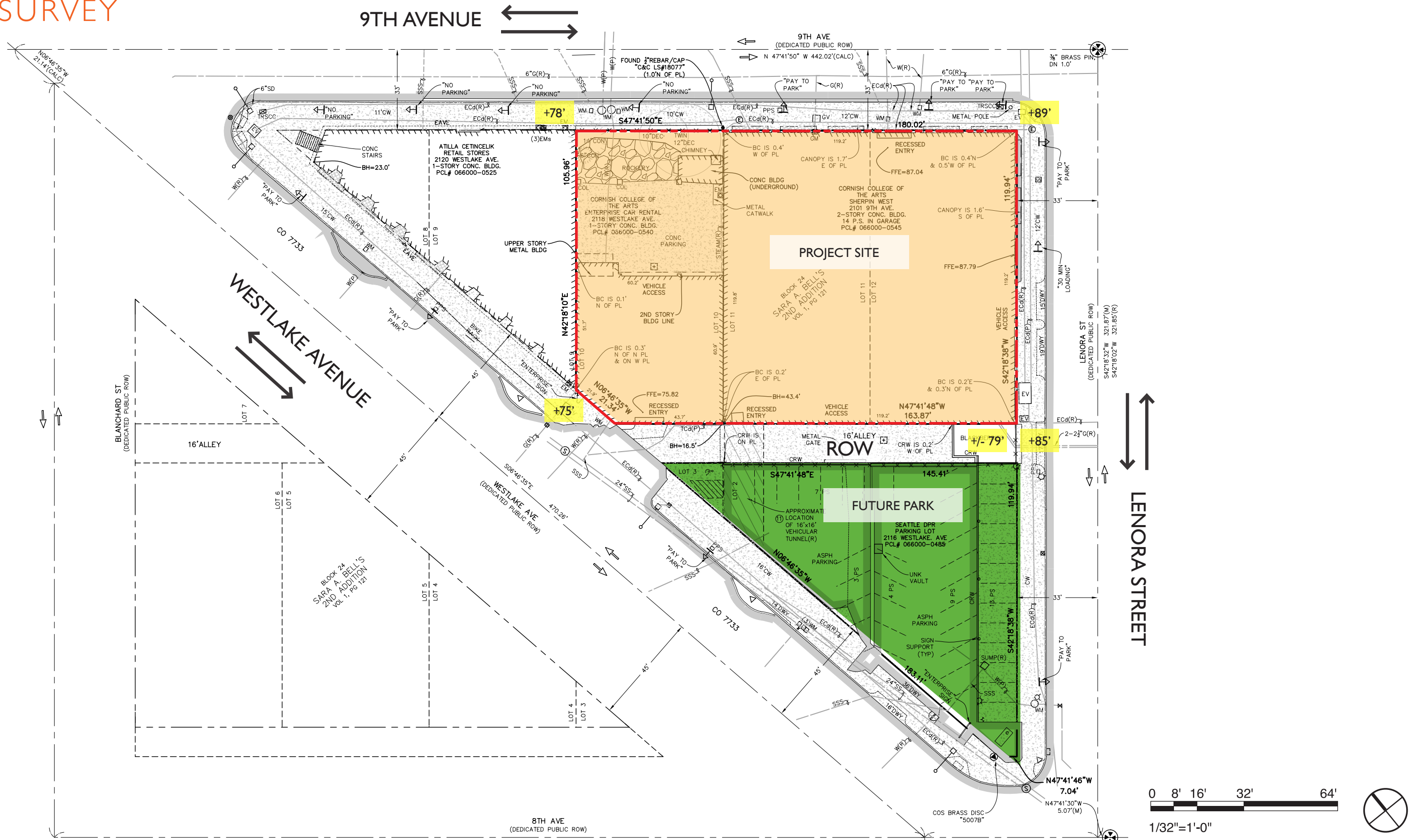
400' HEIGHT (+40' FOR MECHANICAL AND AMENITY)



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# CONTEXT ANALYSIS

# SITE SURVEY

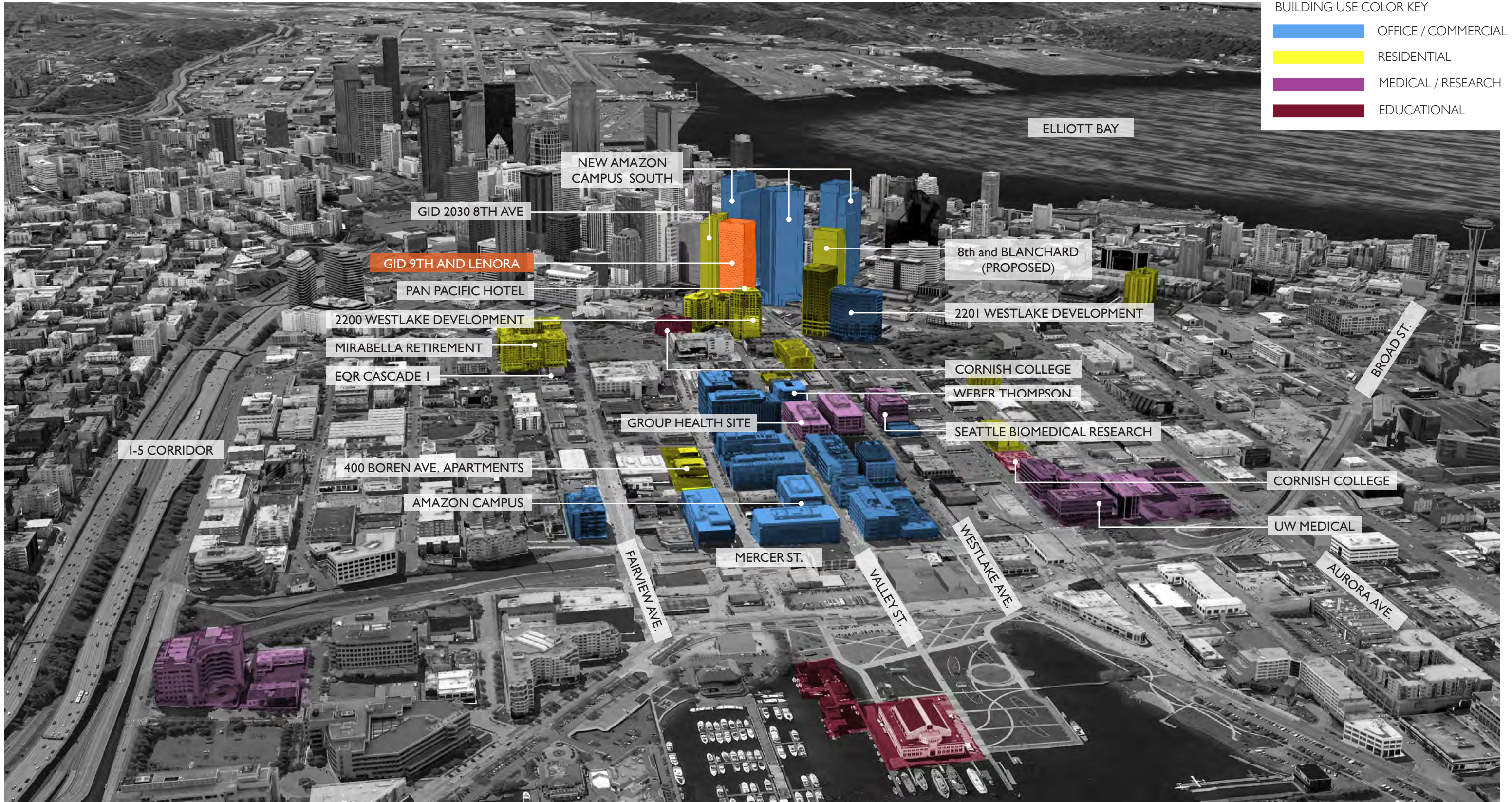


# SITE ANALYSIS

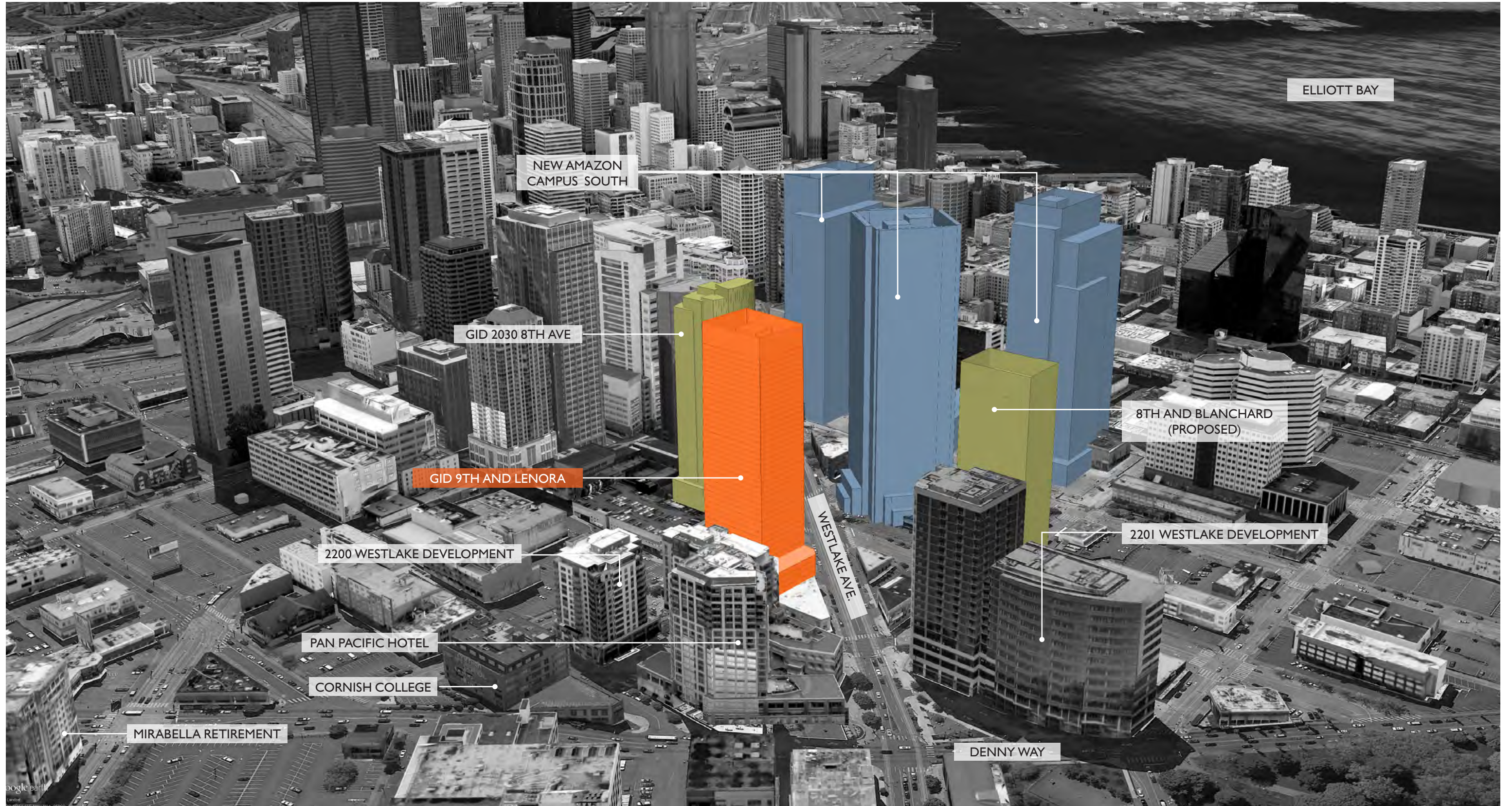




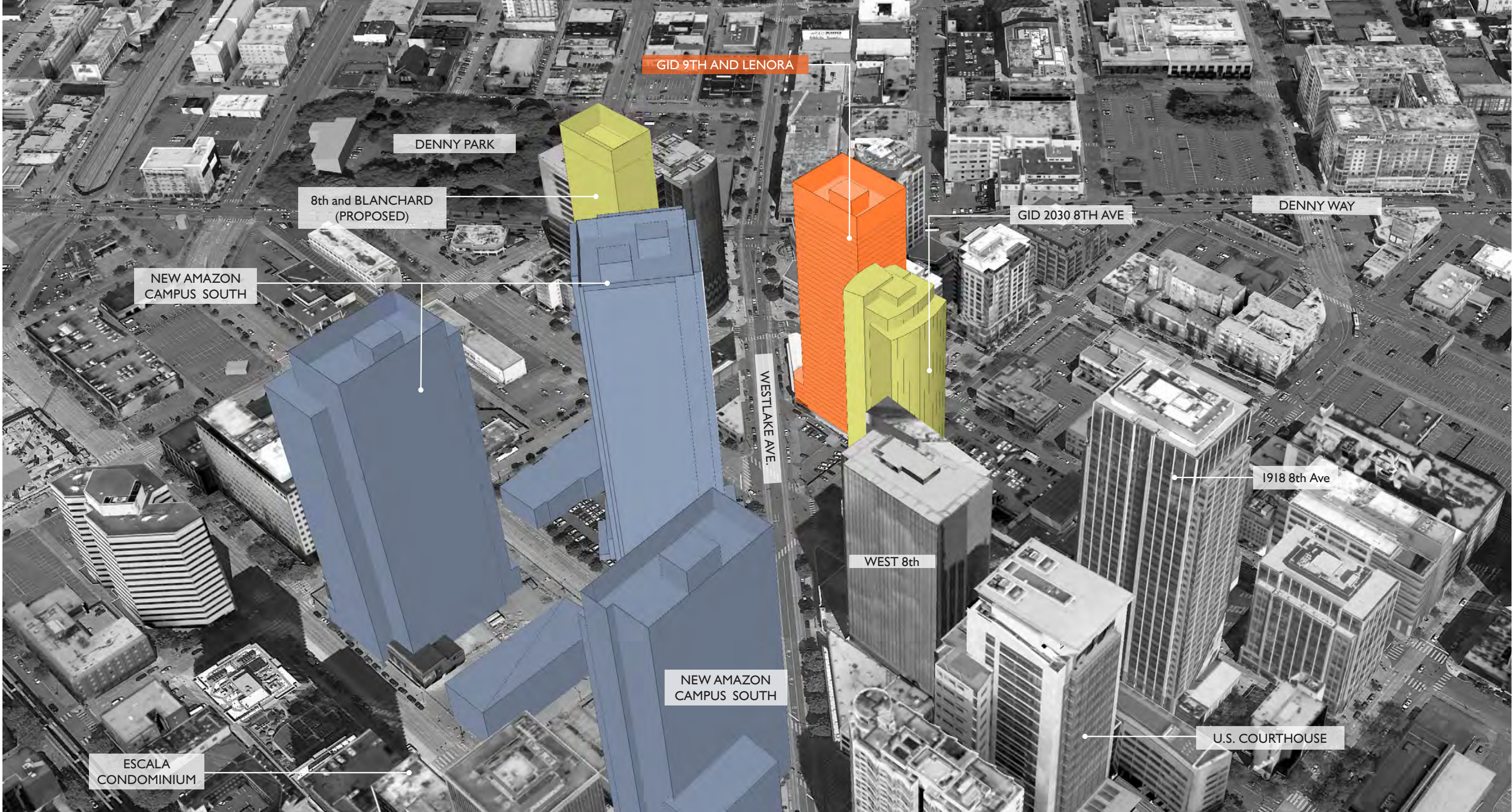
# AERIAL CONTEXT ANALYSIS



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# CONTEXT ANALYSIS

Rollin Street Apartments



Enso Condos / 2201 Westlake



Amazon Block 20



Amazon Block 19



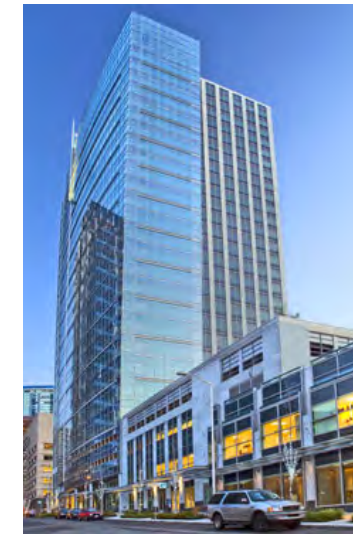
2200 Westlake



Braille Library

2030 8th Ave

West 8th



Amazon Block 14



# SITE IMAGES

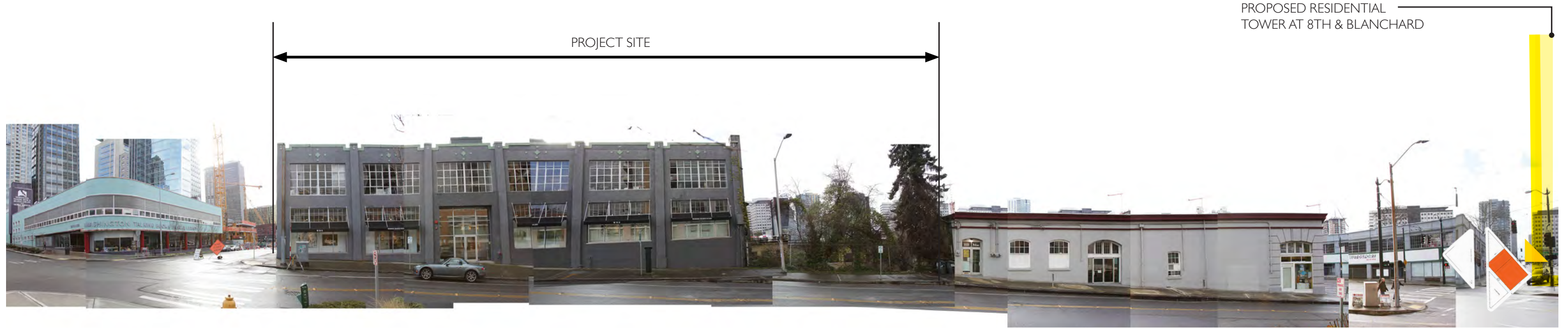


VIEW OF SITE FROM WEST SIDE OF WESTLAKE AVENUE



VIEW OF SITE FROM SOUTHEAST SIDE OF LENORA STREET

# SITE IMAGES



PROPOSED RESIDENTIAL  
TOWER AT 8TH & BLANCHARD

VIEW OF SITE FROM NORTHEAST SIDE OF 9TH AVENUE



# CONTEXT IMAGES

PROPOSED RESIDENTIAL  
TOWER AT 8TH & BLANCHARD



LOOKING WEST FROM SITE ACROSS WESTLAKE AVENUE

2030 8TH AVE – UNDER CONSTRUCTION



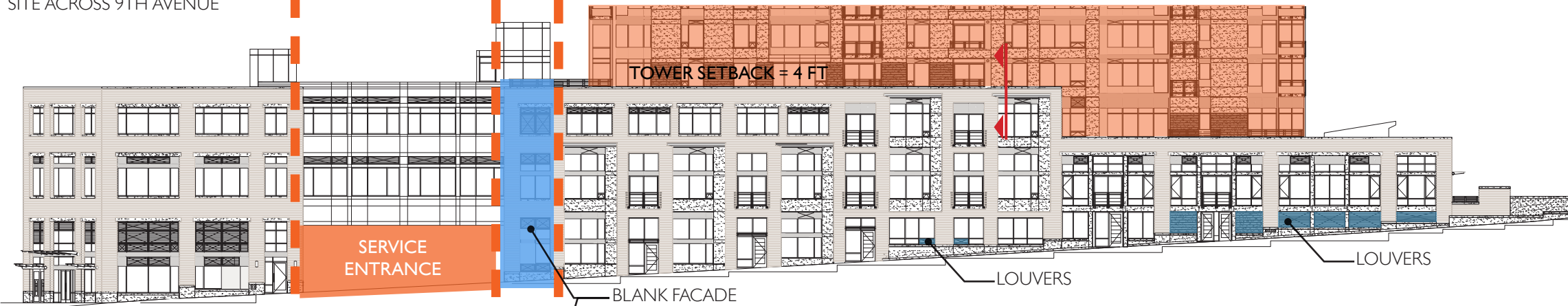
LOOKING SOUTHEAST FROM SITE ACROSS LENORA STREET



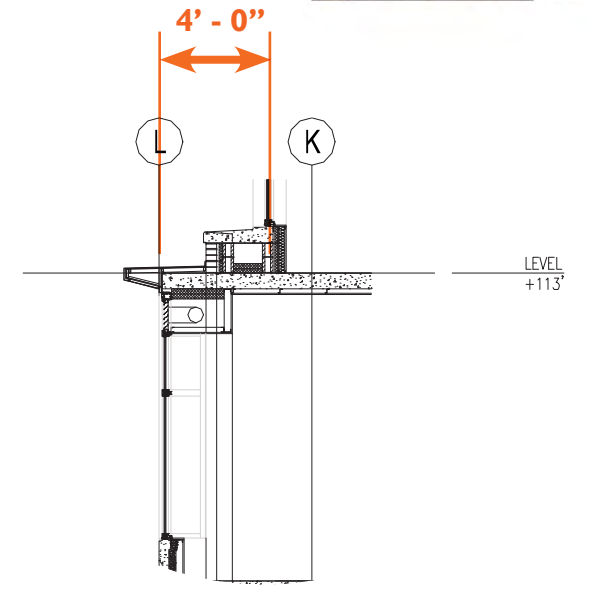
# CONTEXT ANALYSIS – 2200 WESTLAKE



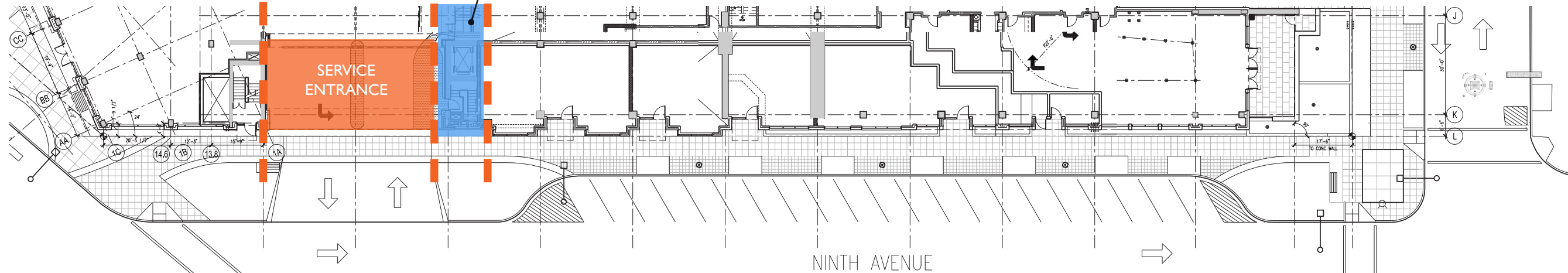
LOOKING NORTHEAST FROM SITE ACROSS 9TH AVENUE



ELEVATION OF 2200 WESTLAKE (NORTH SIDE OF 9TH AVENUE)



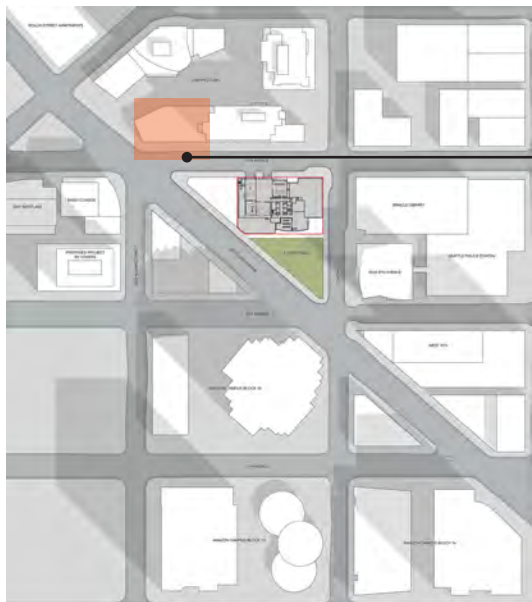
PARTIAL SECTION OF 2200 WESTLAKE (NORTH SIDE OF 9TH AVENUE)



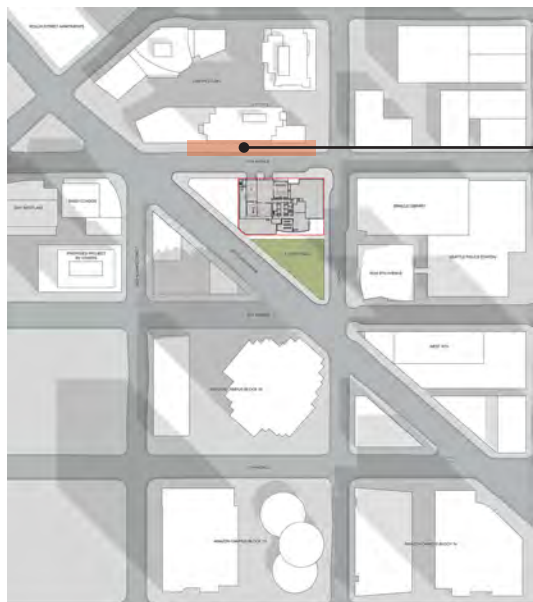
PLAN OF 2200 WESTLAKE (NORTH SIDE OF 9TH AVENUE)



# CONTEXT ANALYSIS – 2200 WESTLAKE



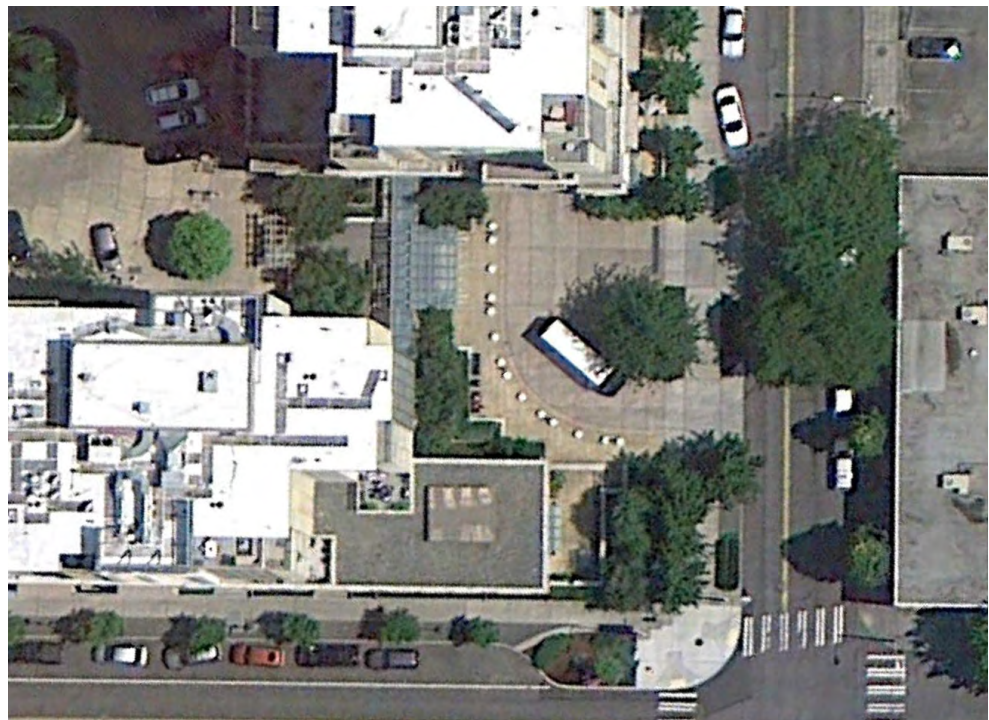
2200 Garage Entry



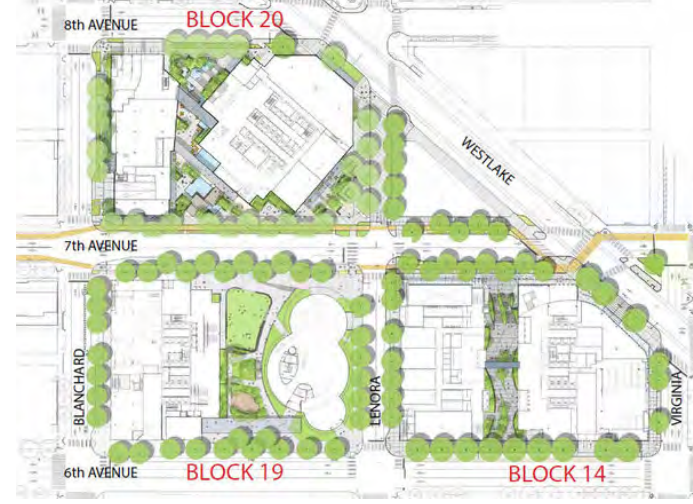
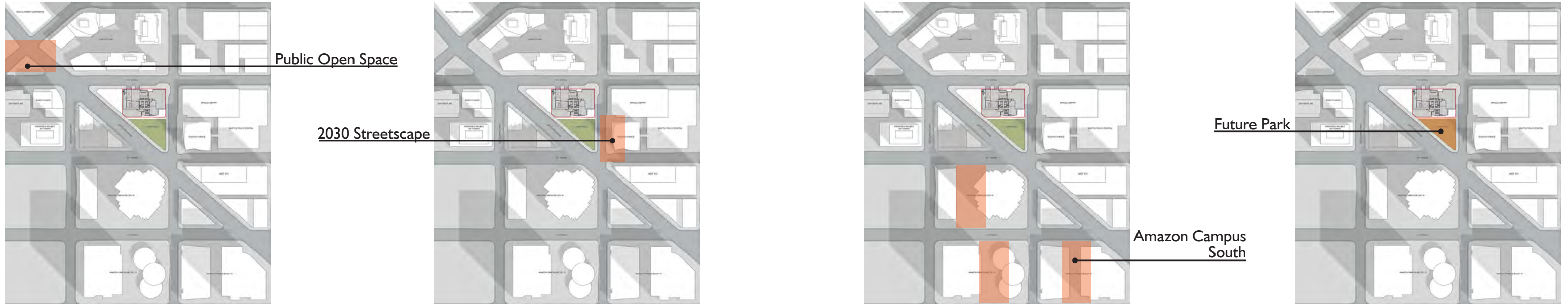
Townhouse Units



Porte Cochere



# CONTEXT ANALYSIS – OPEN SPACE



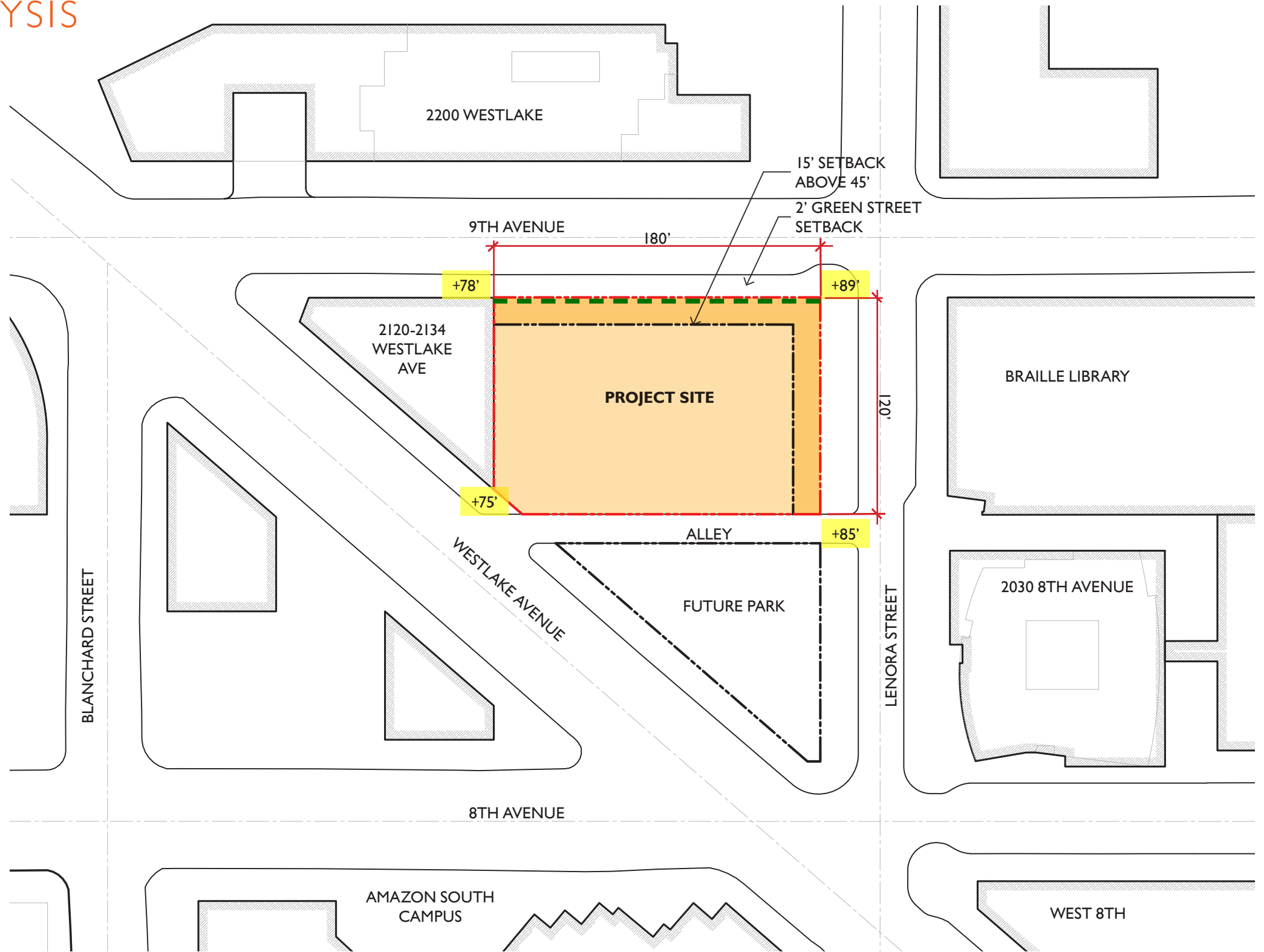
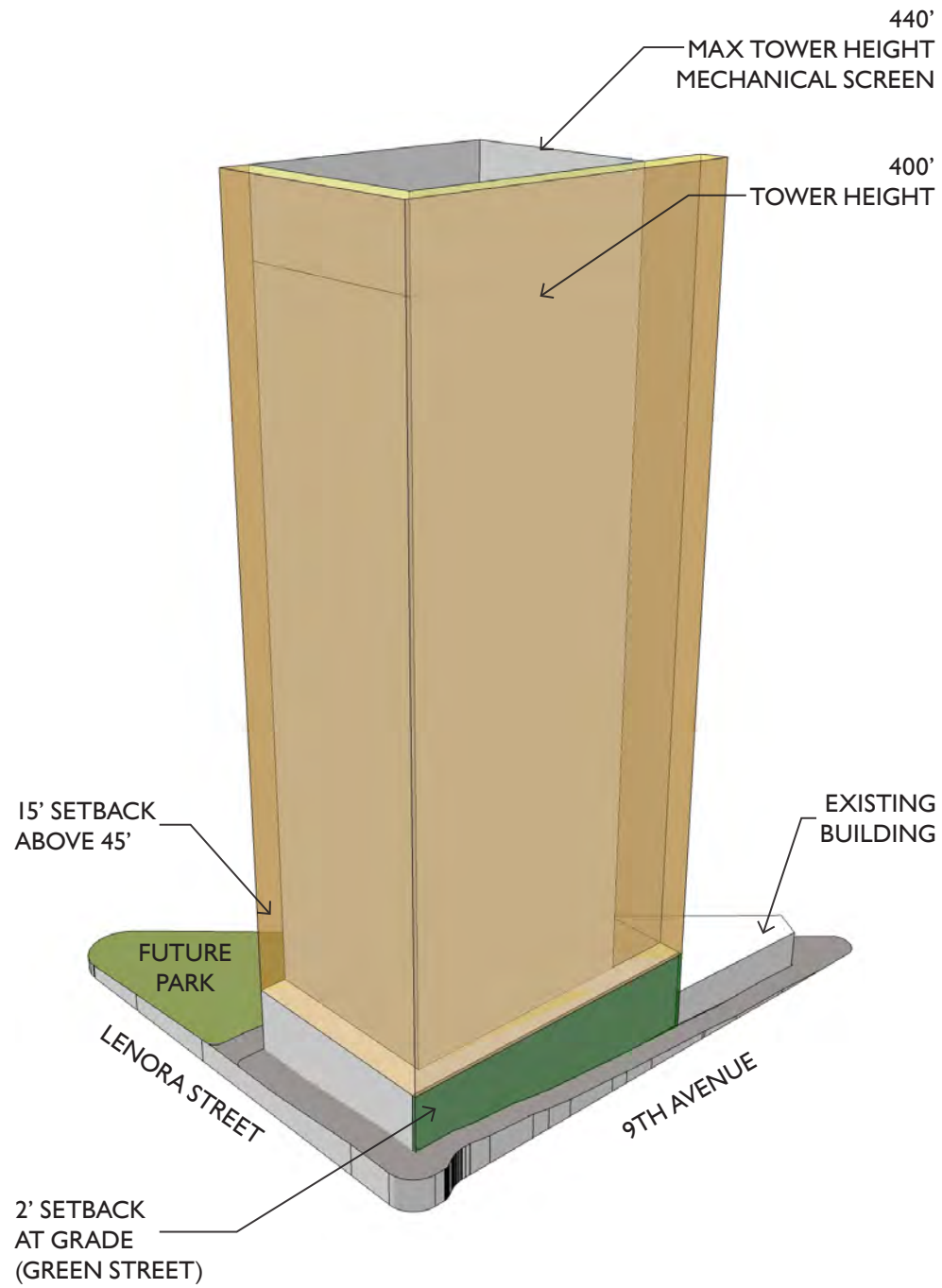
# GREEN STREETS



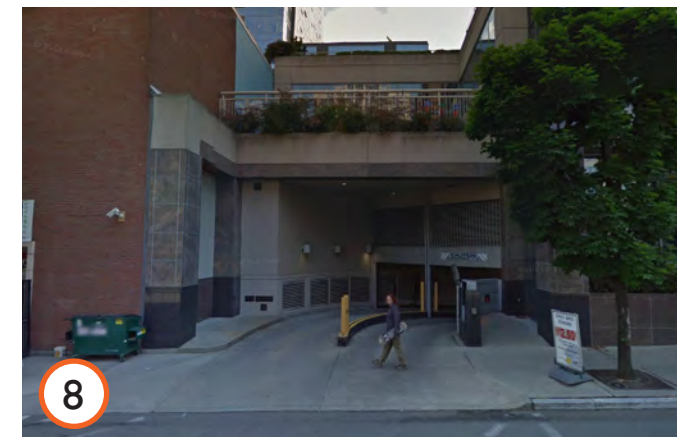
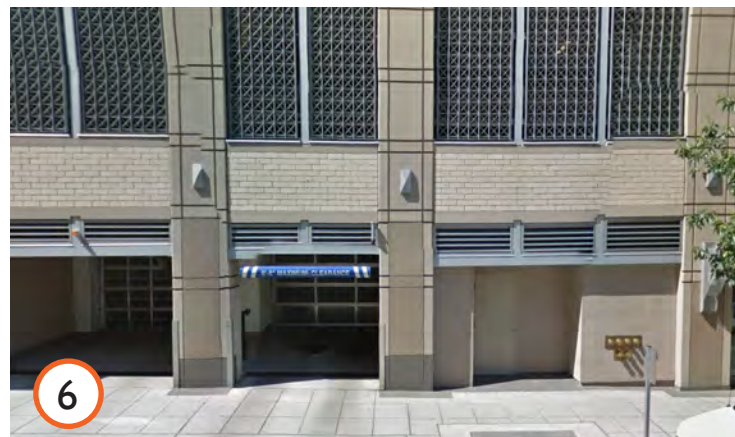
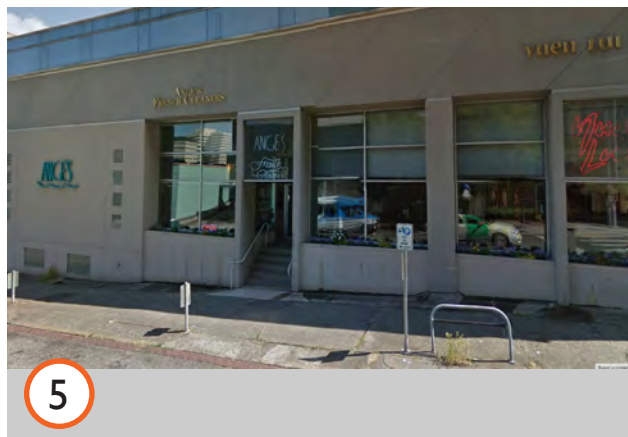
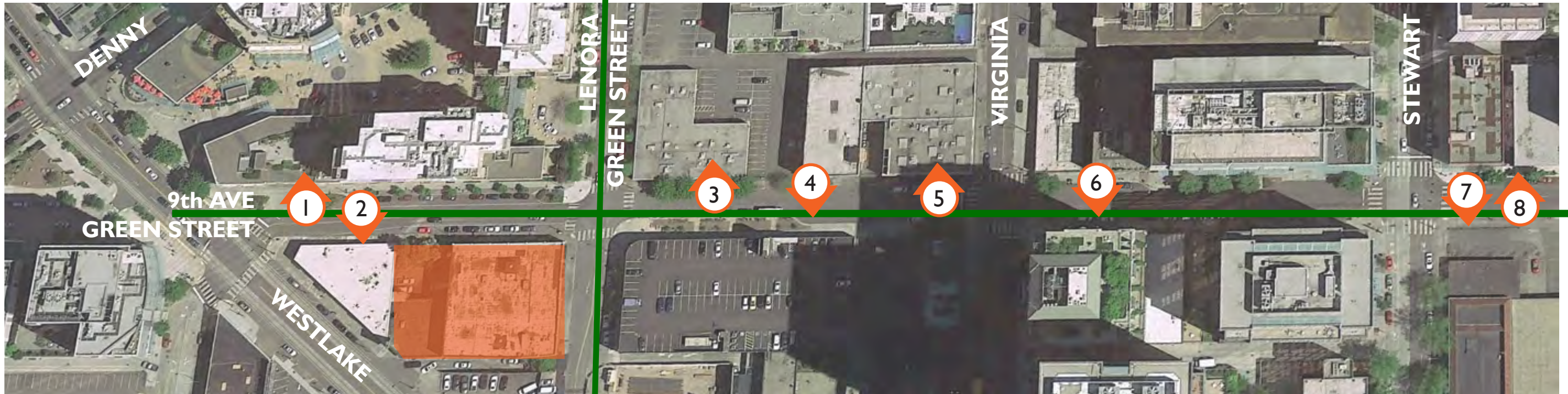
Figure 6-6 September 2005  
Green Street Locations



# GREEN STREET SETBACK ANALYSIS



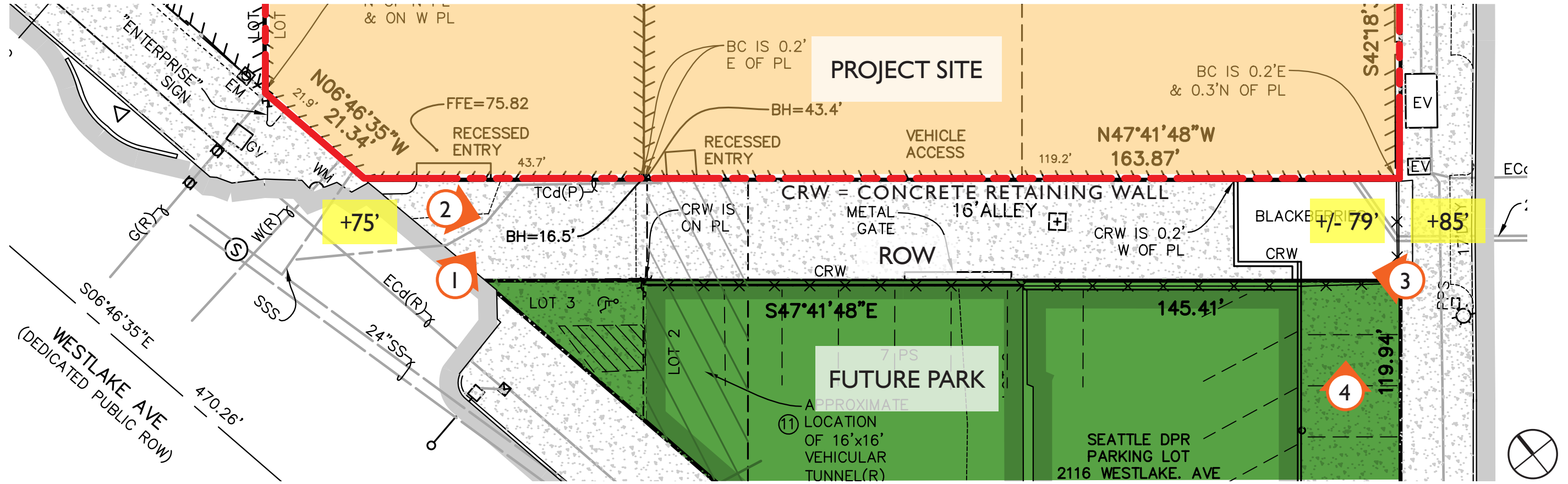
# 9th AVENUE GREEN STREET



# 9th AVENUE GREEN STREET



# ALLEY – EXISTING CONDITION



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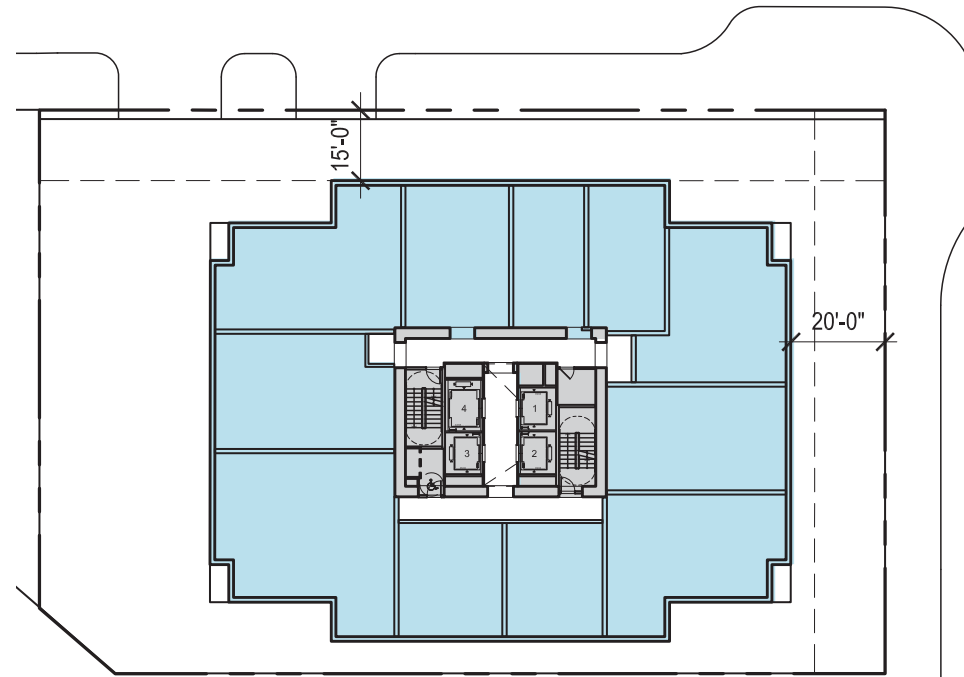
# MASSING OPTIONS



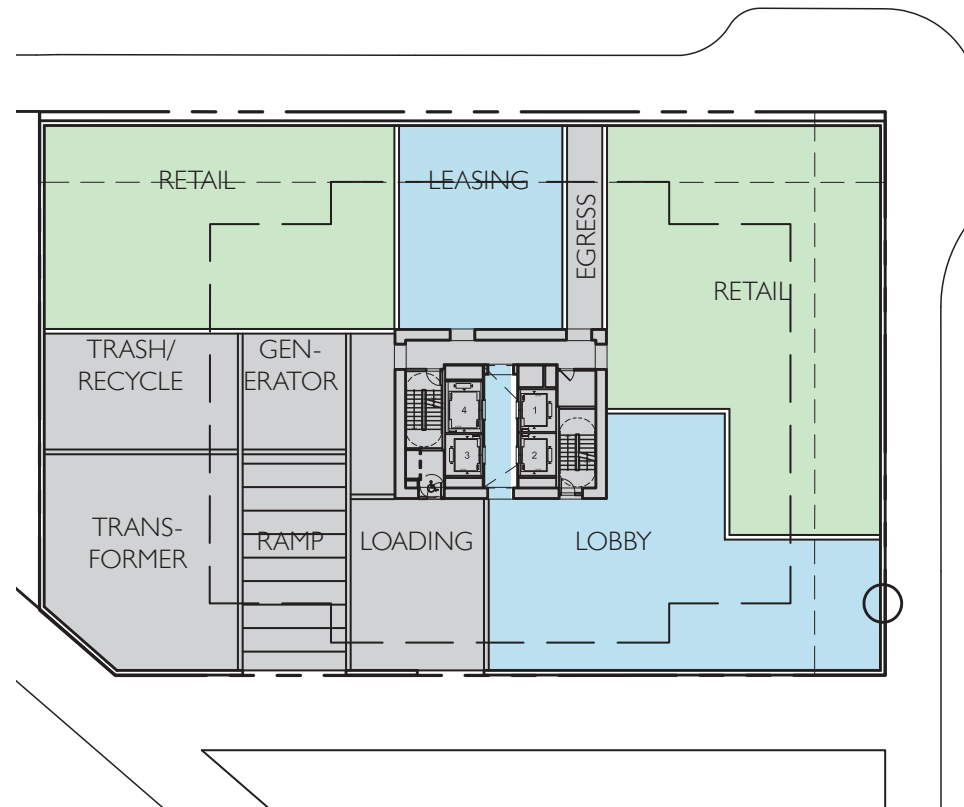
# MASSING OPTION A – CODE COMPLIANT



VIEW FROM NORTHWEST



TYPICAL TOWER PLAN



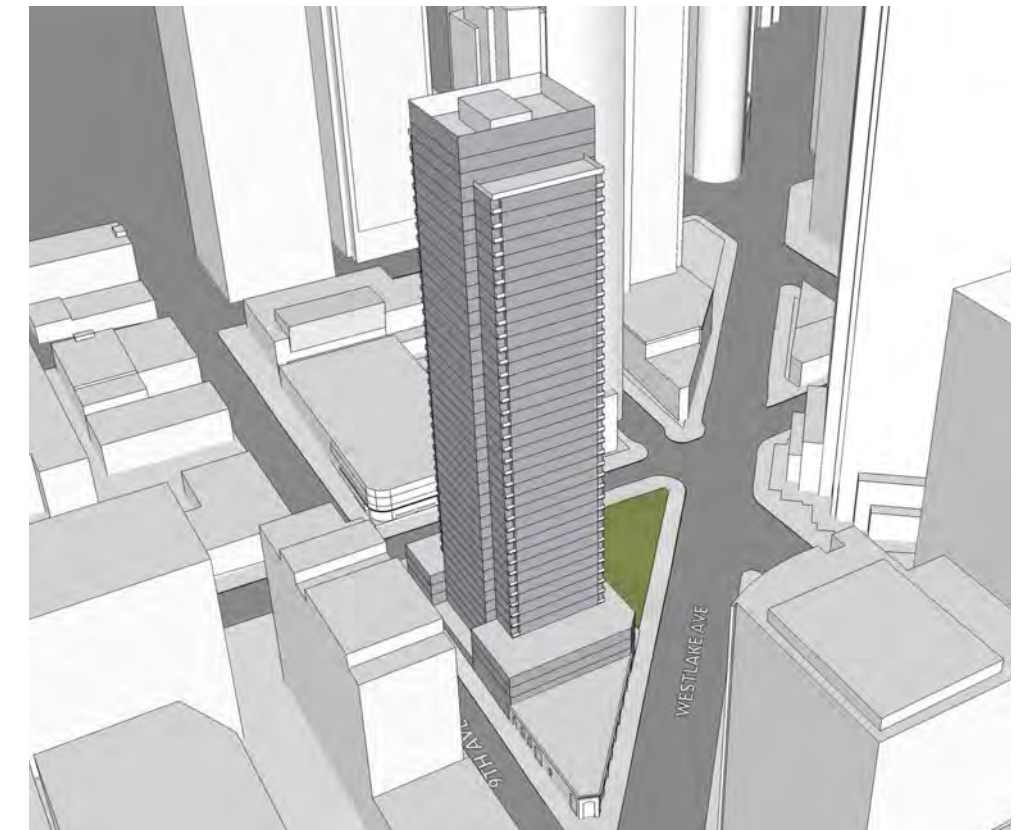
GROUND LEVEL PLAN

## PROS:

- Code compliant

## CONS:

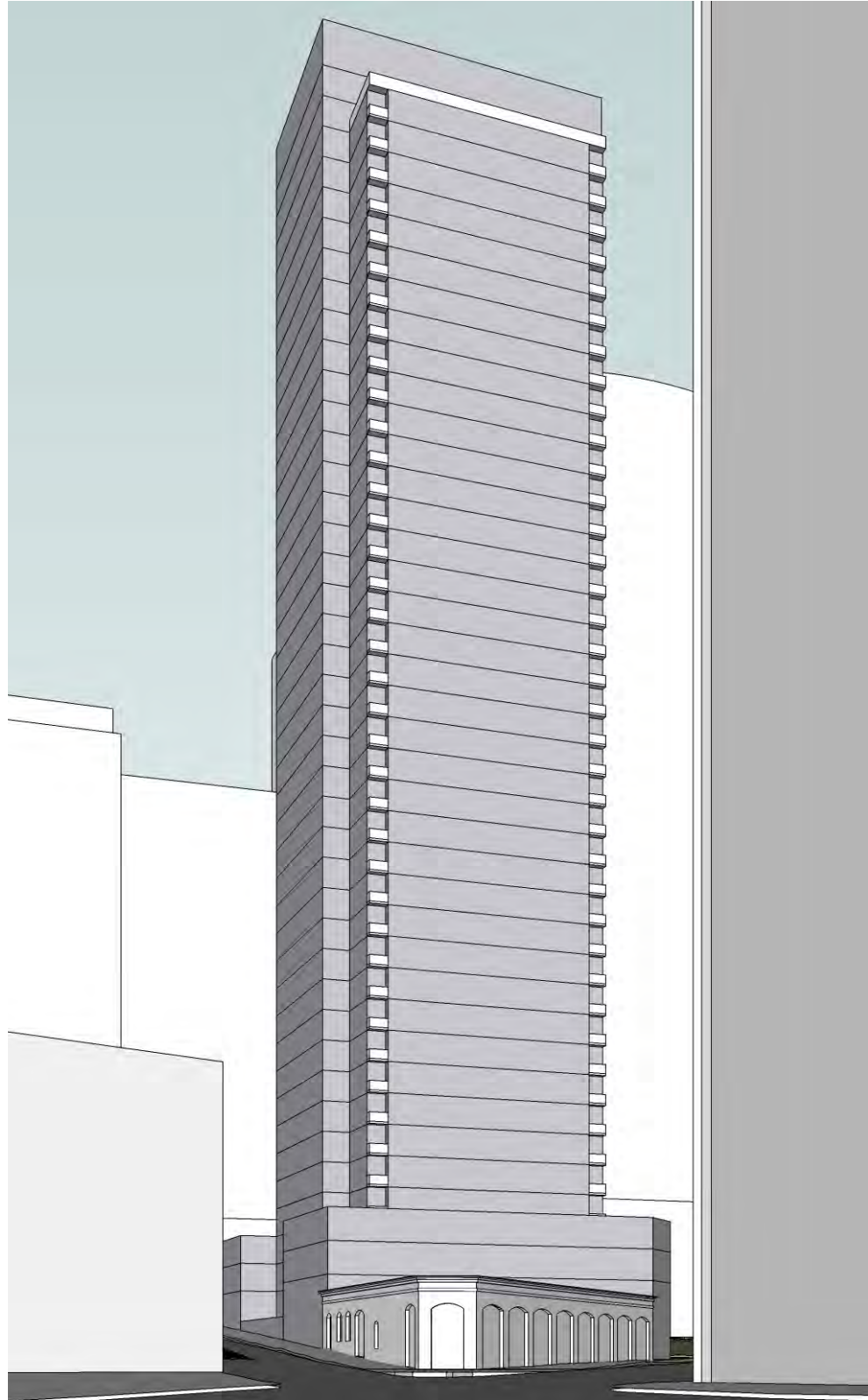
- Poor contextual response. Massing is indifferent to unique aspects of the site
- Poor urban design response. Code compliance requires loading and garage entry off of alley, which would place these BOH uses directly adjacent to the proposed park (by others)
- “Wedding Cake” massing (Base / Tower / Top) offers little massing dynamism



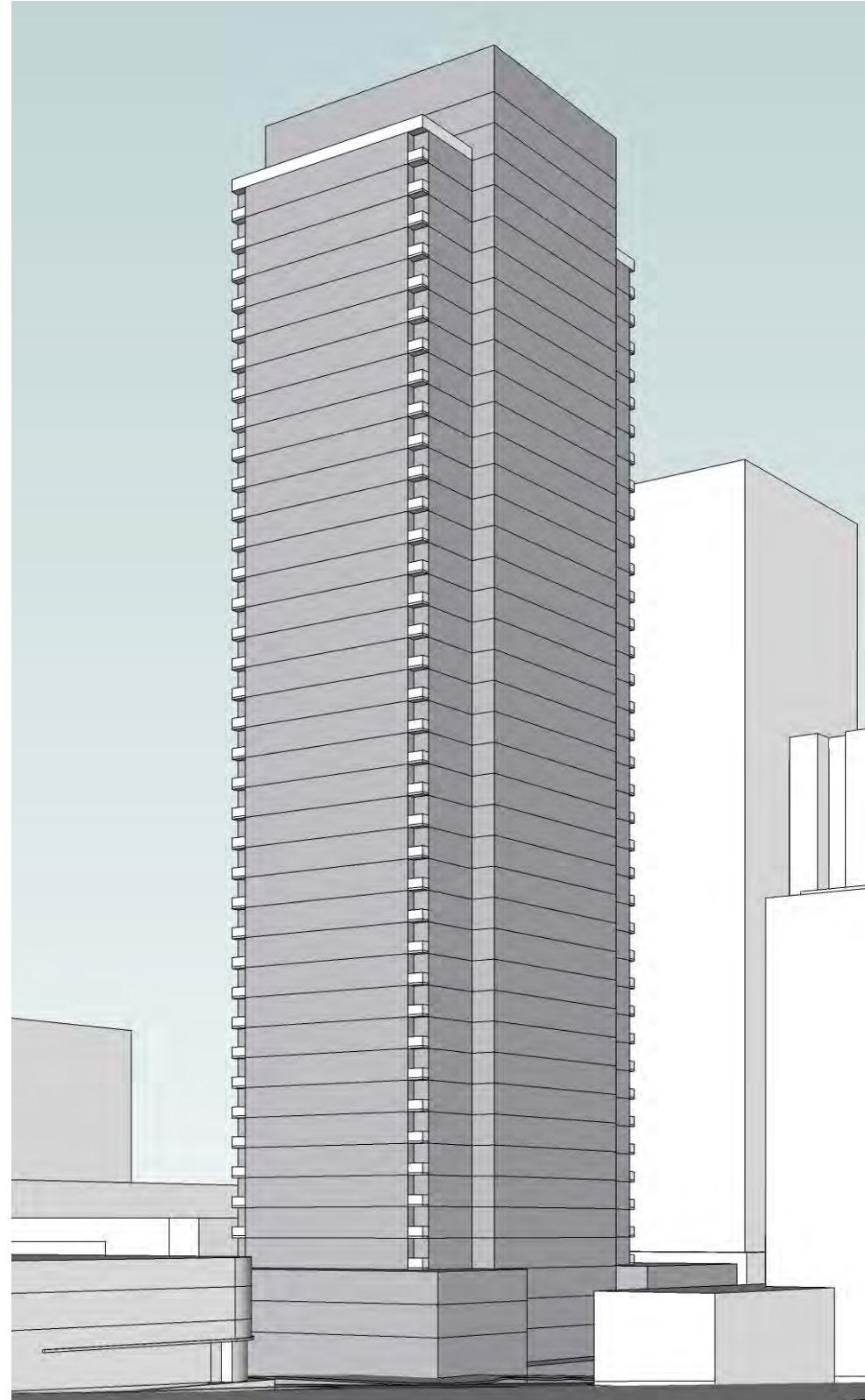
VIEW FROM WEST



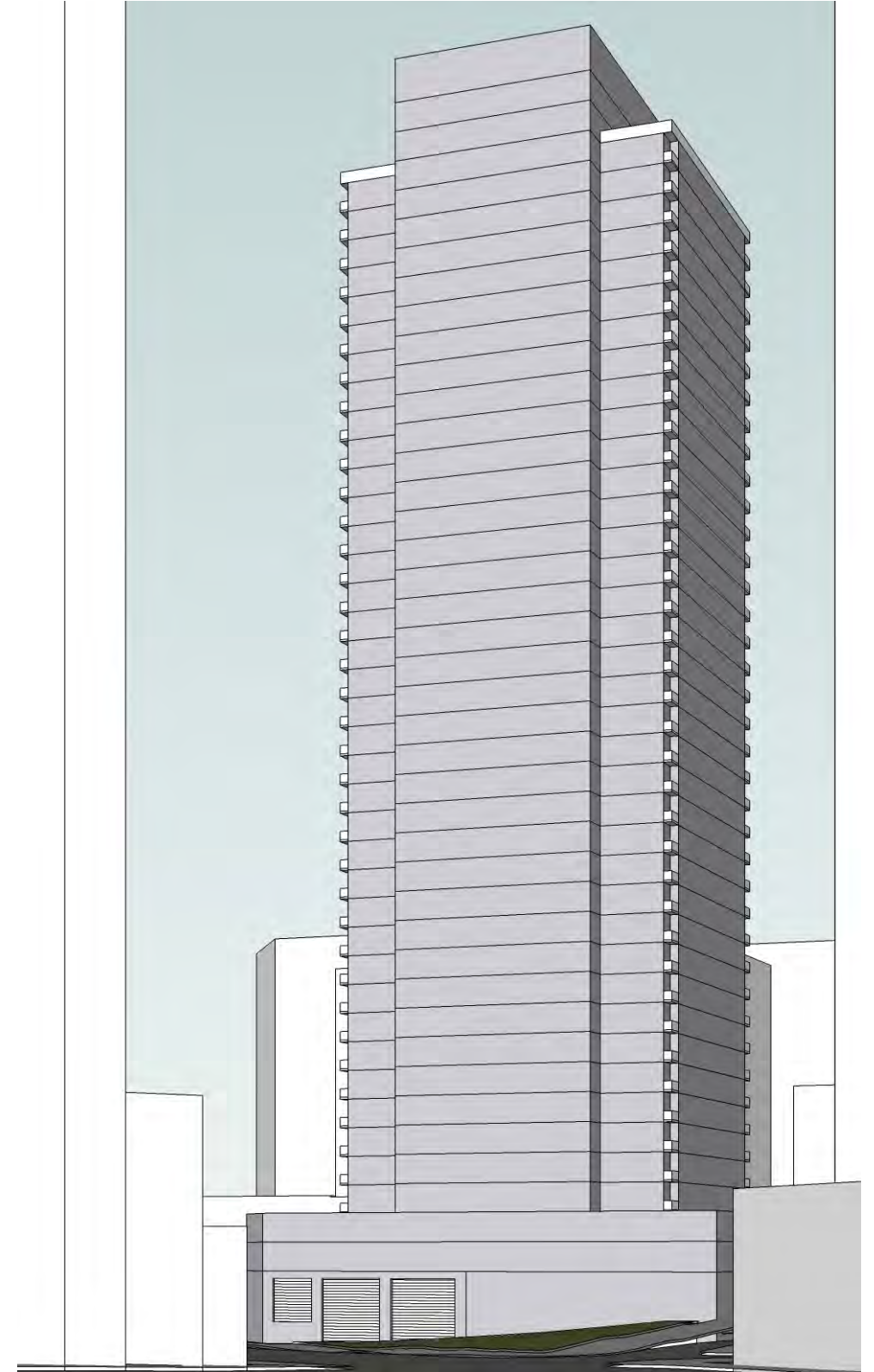
# MASSING OPTION A – CODE COMPLIANT



STREET VIEW FROM NORTHWEST



STREET VIEW FROM SOUTHEAST



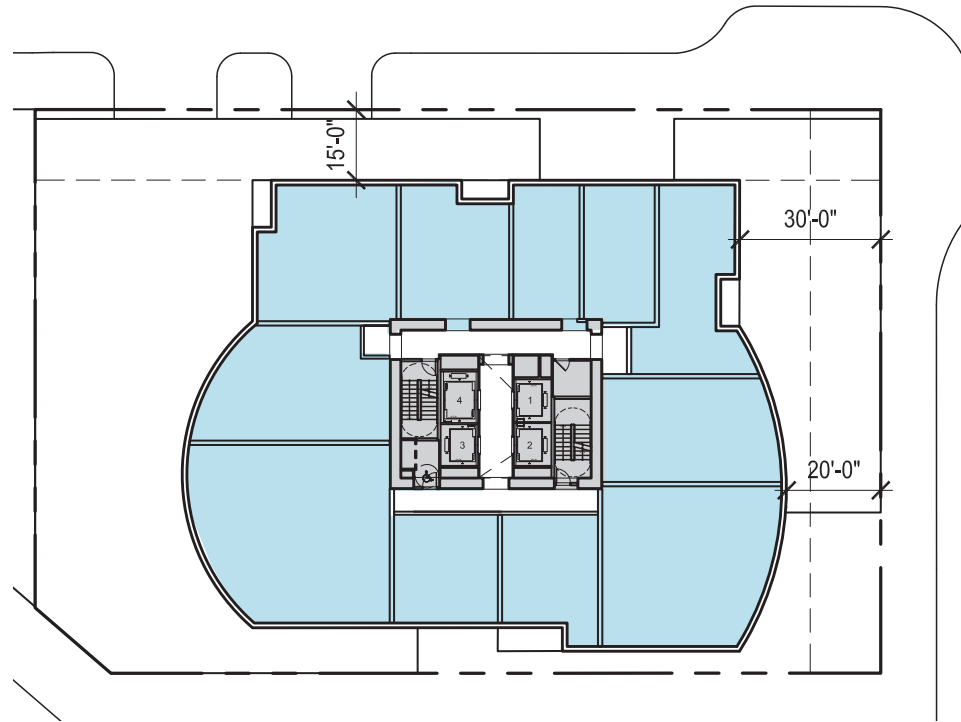
STREET VIEW FROM WEST



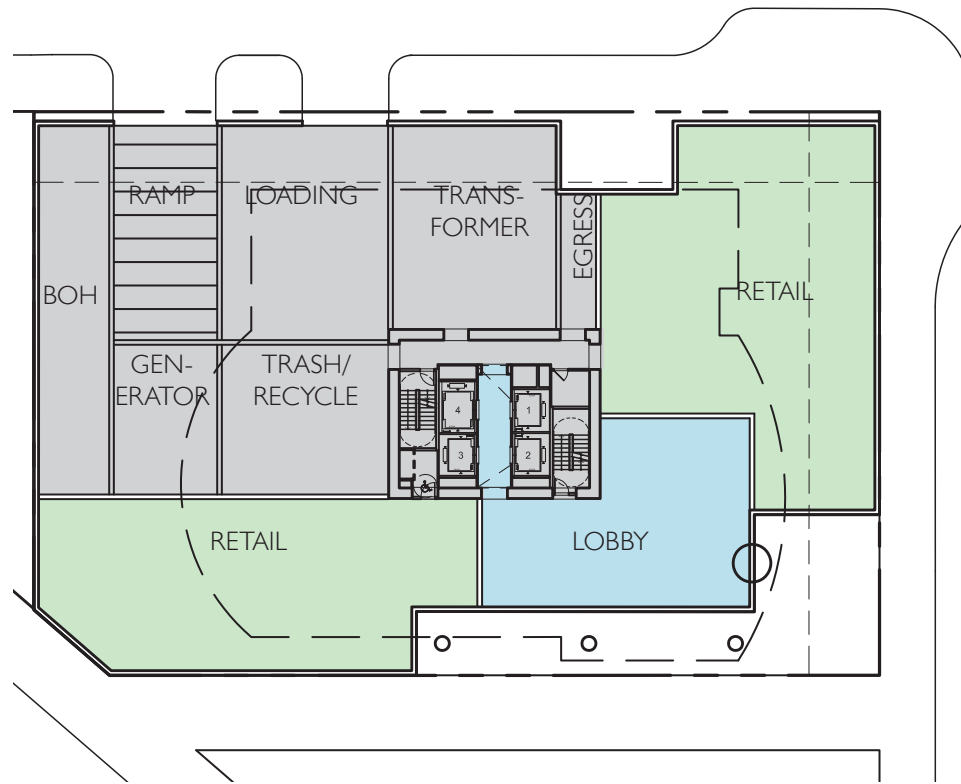
# MASSING OPTION B



VIEW FROM NORTHWEST



TYPICAL TOWER PLAN



GROUND LEVEL PLAN

## PROS:

- Placement of retail use provides direct connection to proposed park, will provide pedestrian interest and activation.
- "Wedding Cake" massing is minimized as tower forms blend with base and roof forms.

## CONS:

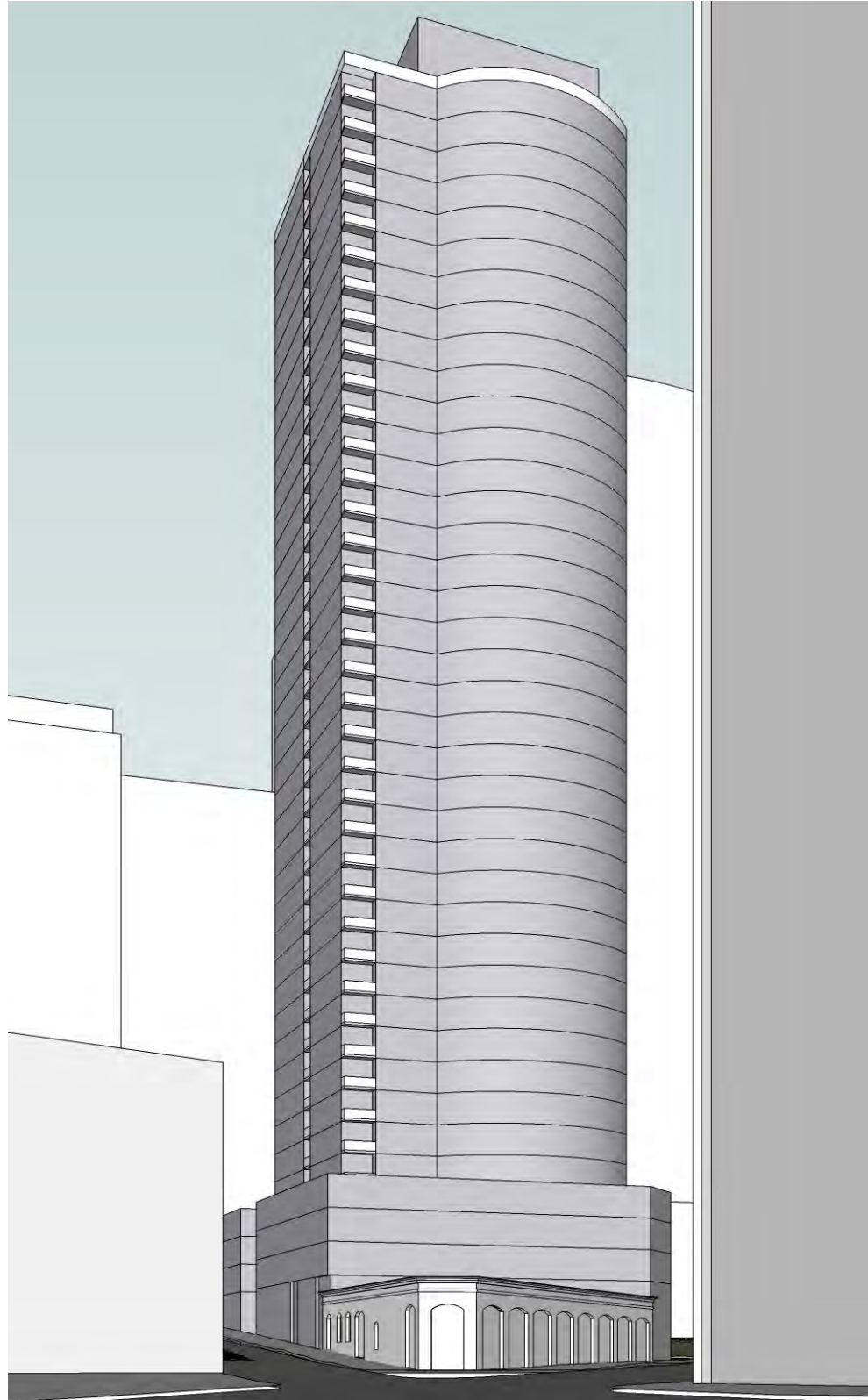
- Poor contextual response. Massing is indifferent to unique aspects of the site.



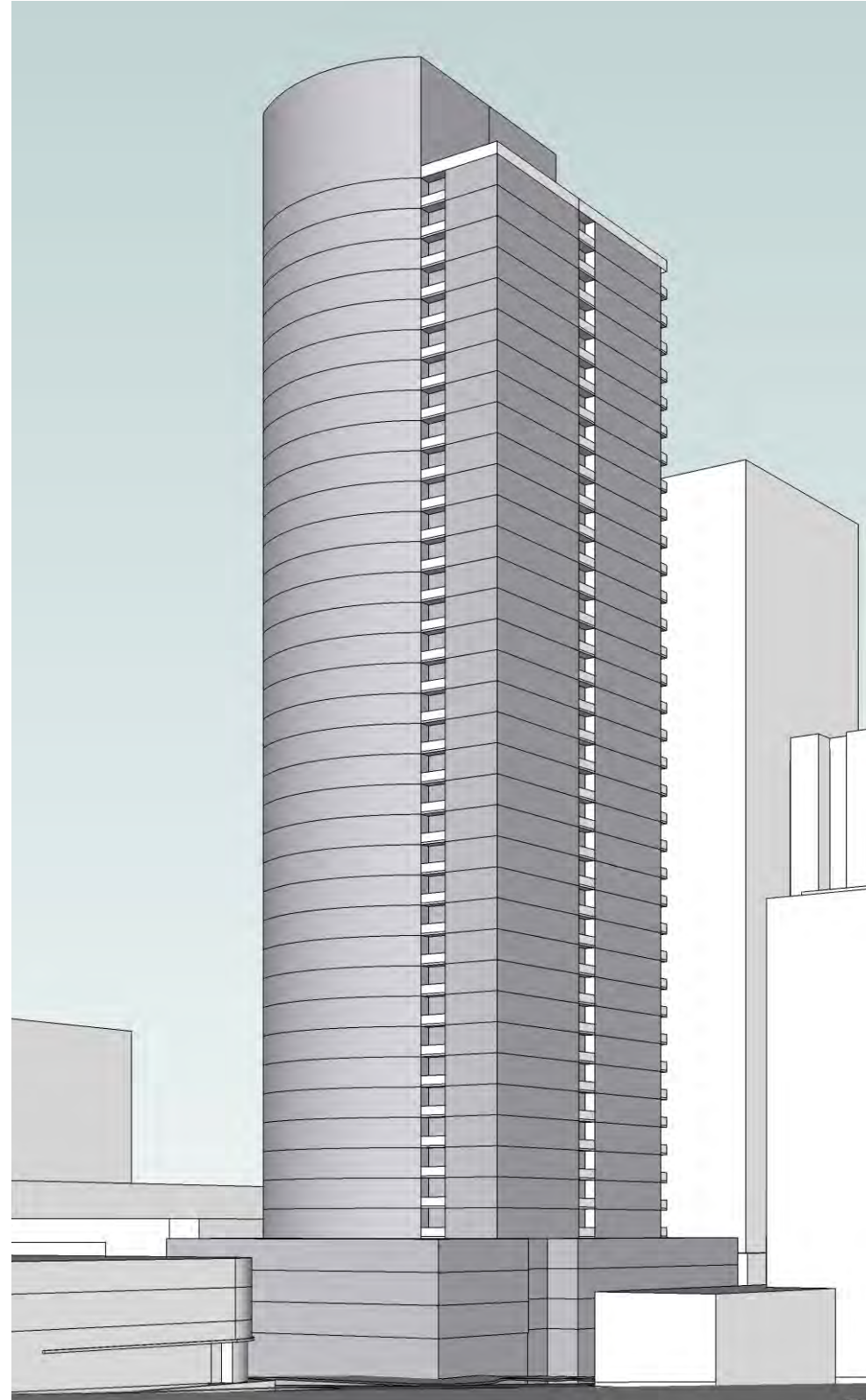
VIEW FROM WEST



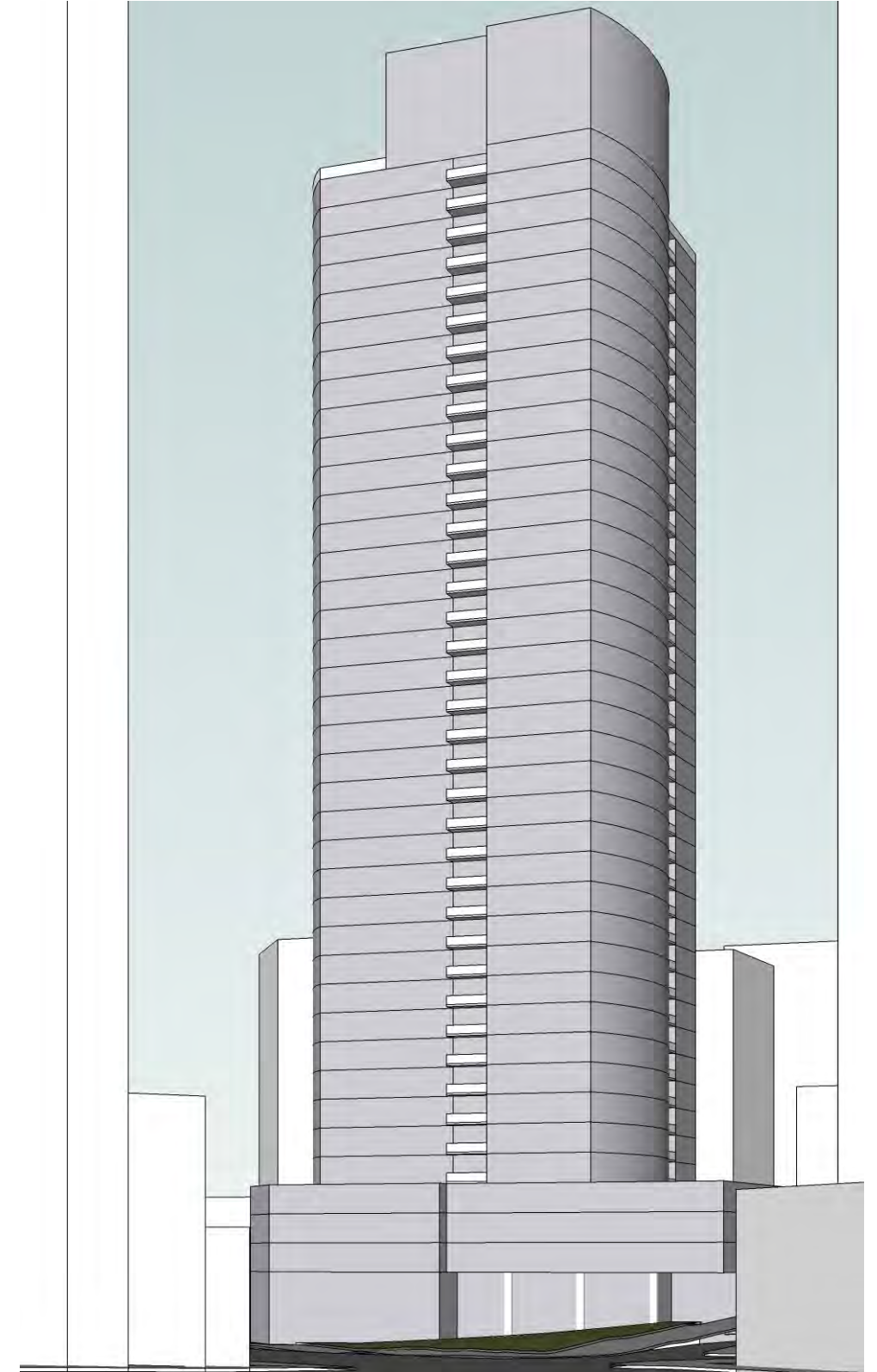
# MASSING OPTION B



STREET VIEW FROM NORTHWEST



STREET VIEW FROM SOUTHEAST

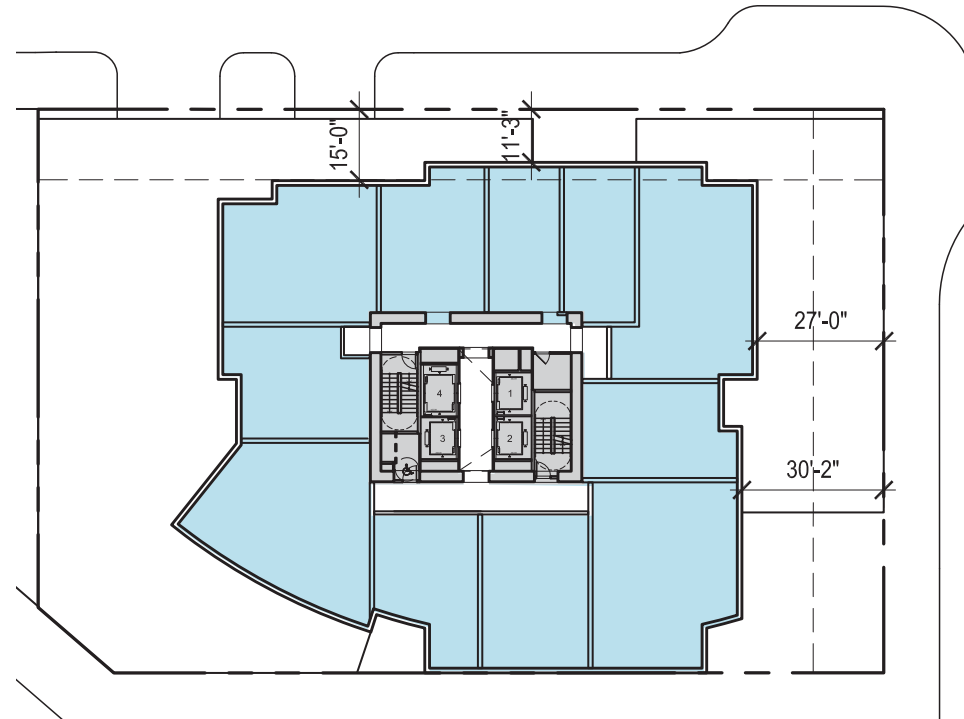


STREET VIEW FROM WEST

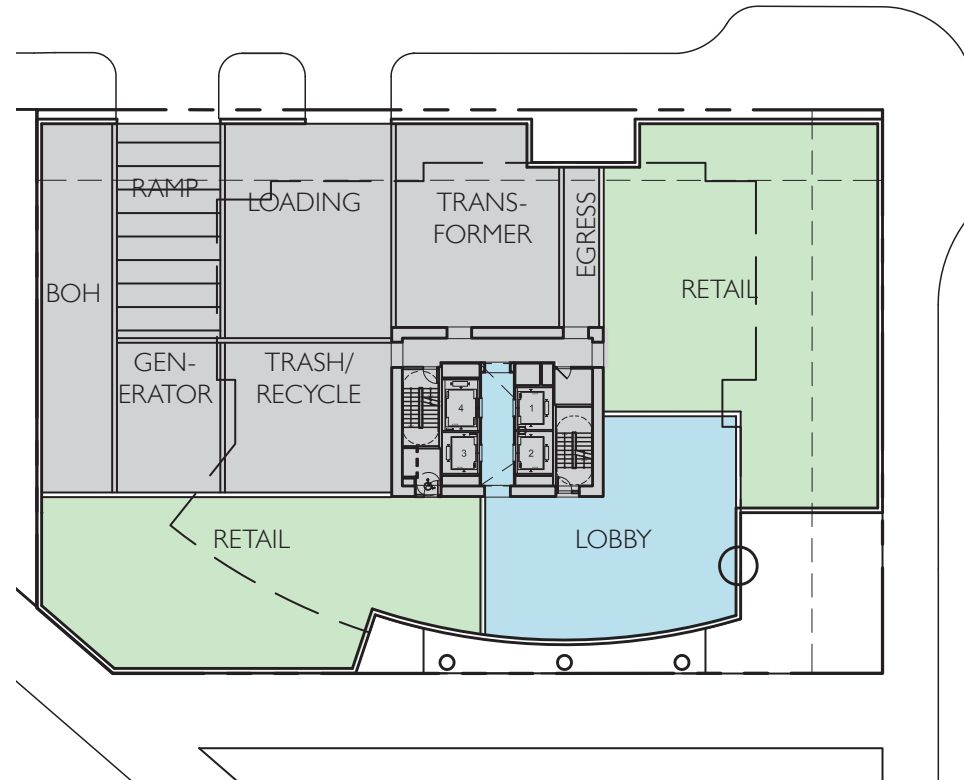
# MASSING OPTION C – PREFERRED



VIEW FROM NORTHWEST



TYPICAL TOWER PLAN



GROUND LEVEL PLAN

## PROS:

- Building forms based on specific contextual responses
- Placement of retail use provides direct connection to proposed park, will provide pedestrian interest and activation
- “Wedding Cake” massing is eliminated as tower forms blend with base and roof forms to create cohesive identifiable forms
- Most slender profile from multiple angles
- Roof form is unique, and adds to character of city skyline

## CONS:

- BOH uses shifted to 9th Ave in order to make retail connection to park and Westlake Avenue



VIEW FROM WEST



MASSING OPTION C – PREFERRED



STREET VIEW FROM NORTHWEST

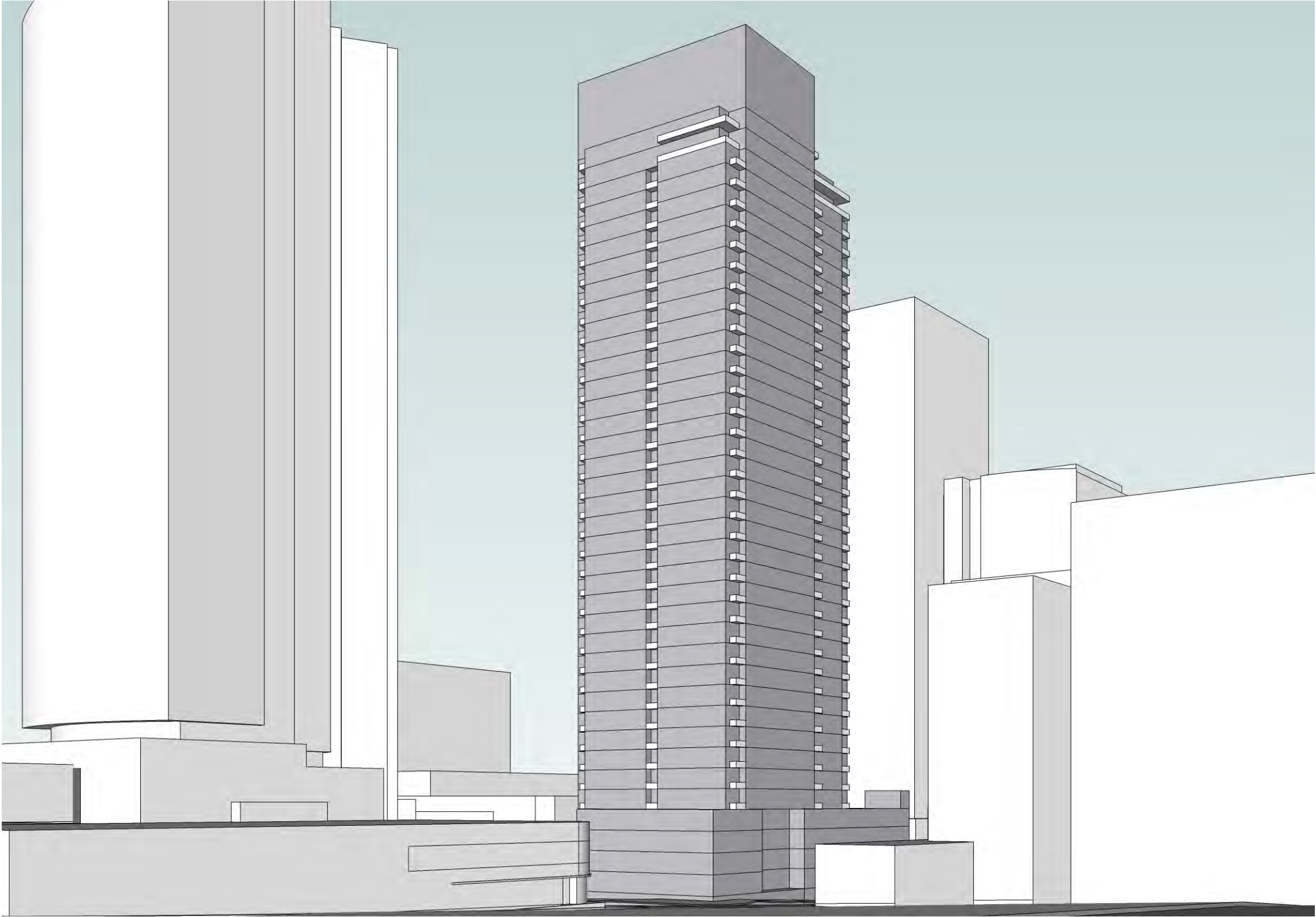
MASSING OPTION C – PREFERRED



STREET VIEW FROM WEST



MASSING OPTION C – PREFERRED



STREET VIEW FROM SOUTHEAST





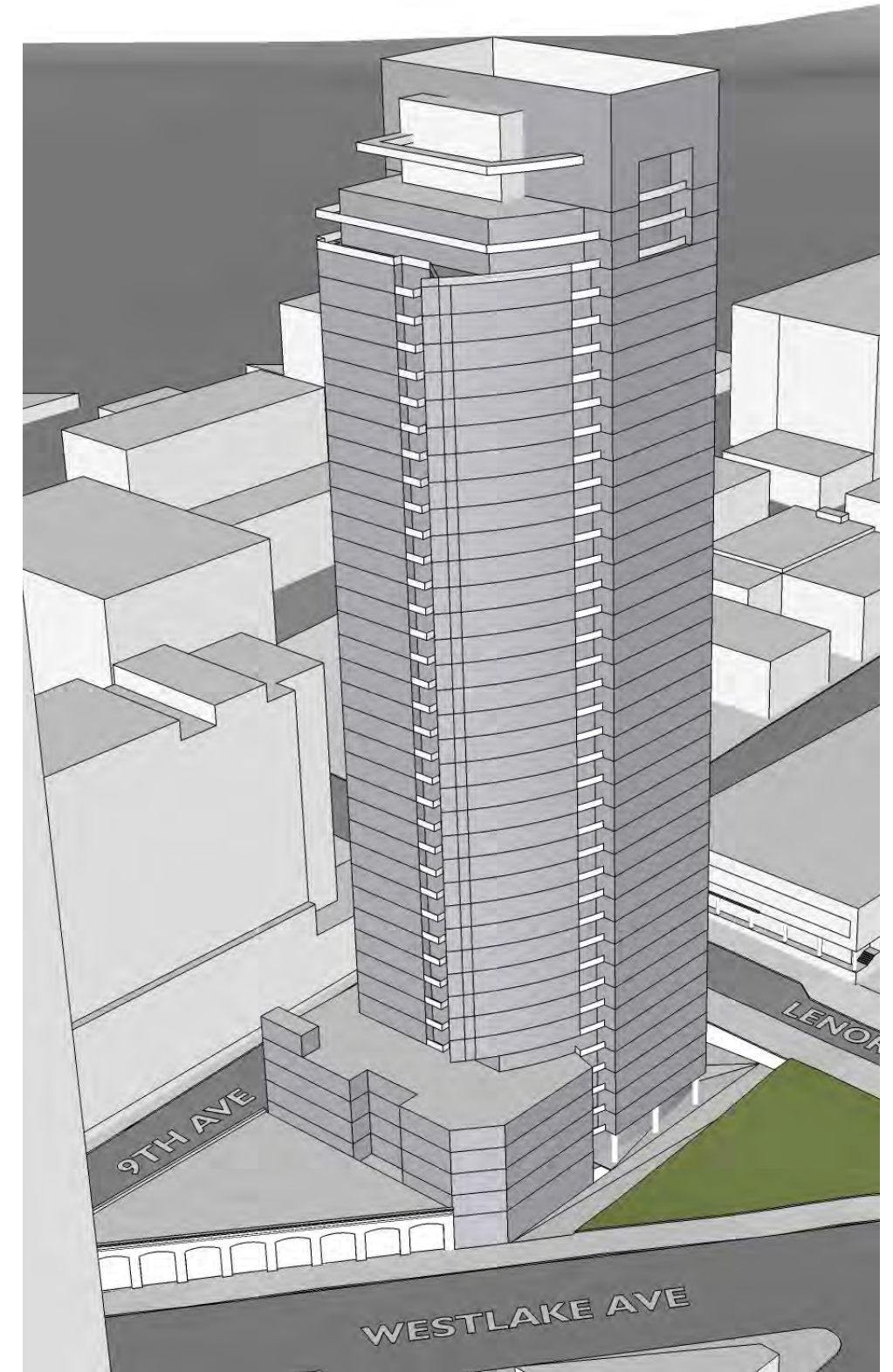
# MASSING OPTIONS COMPARATIVE



SCHEME A

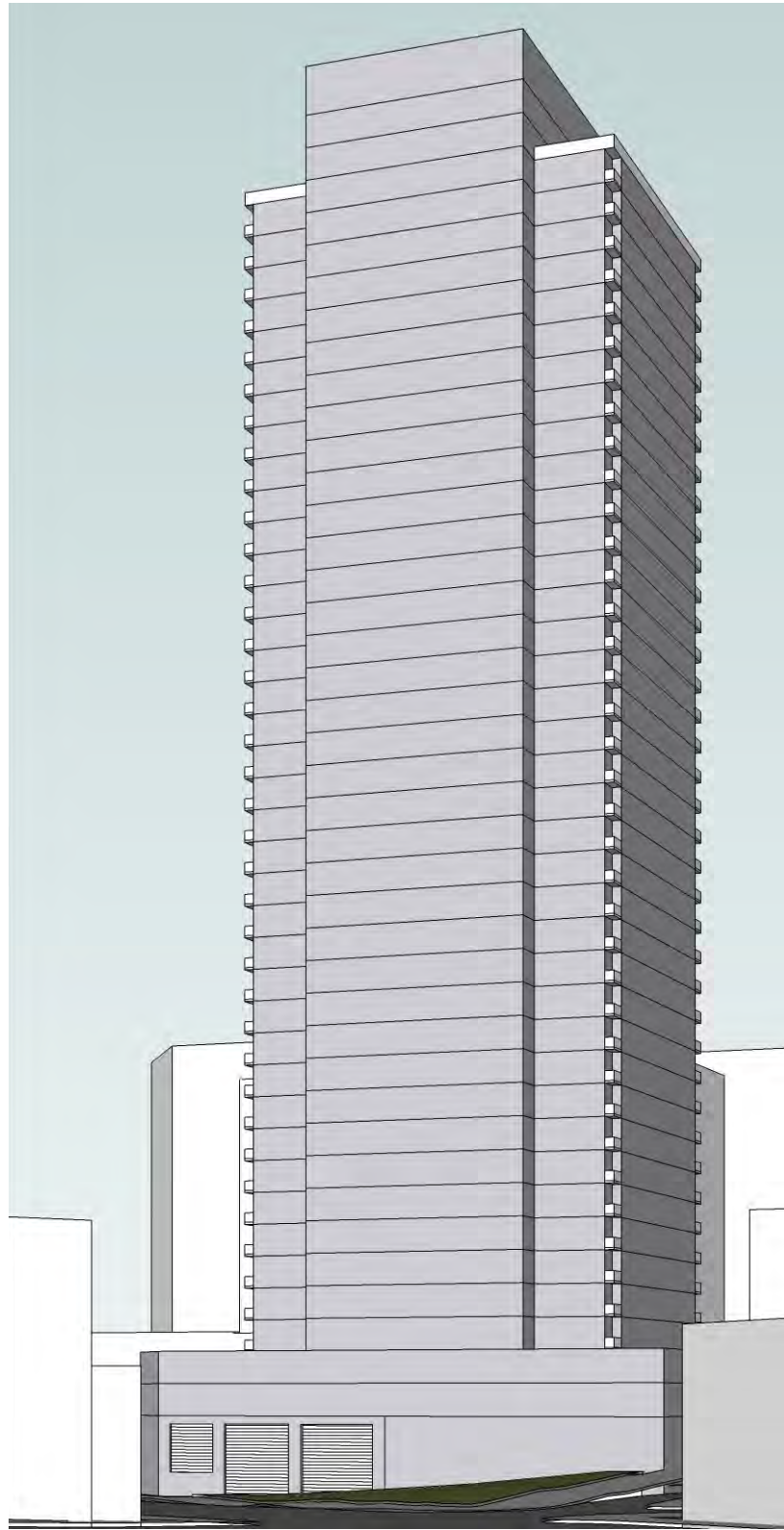


SCHEME B

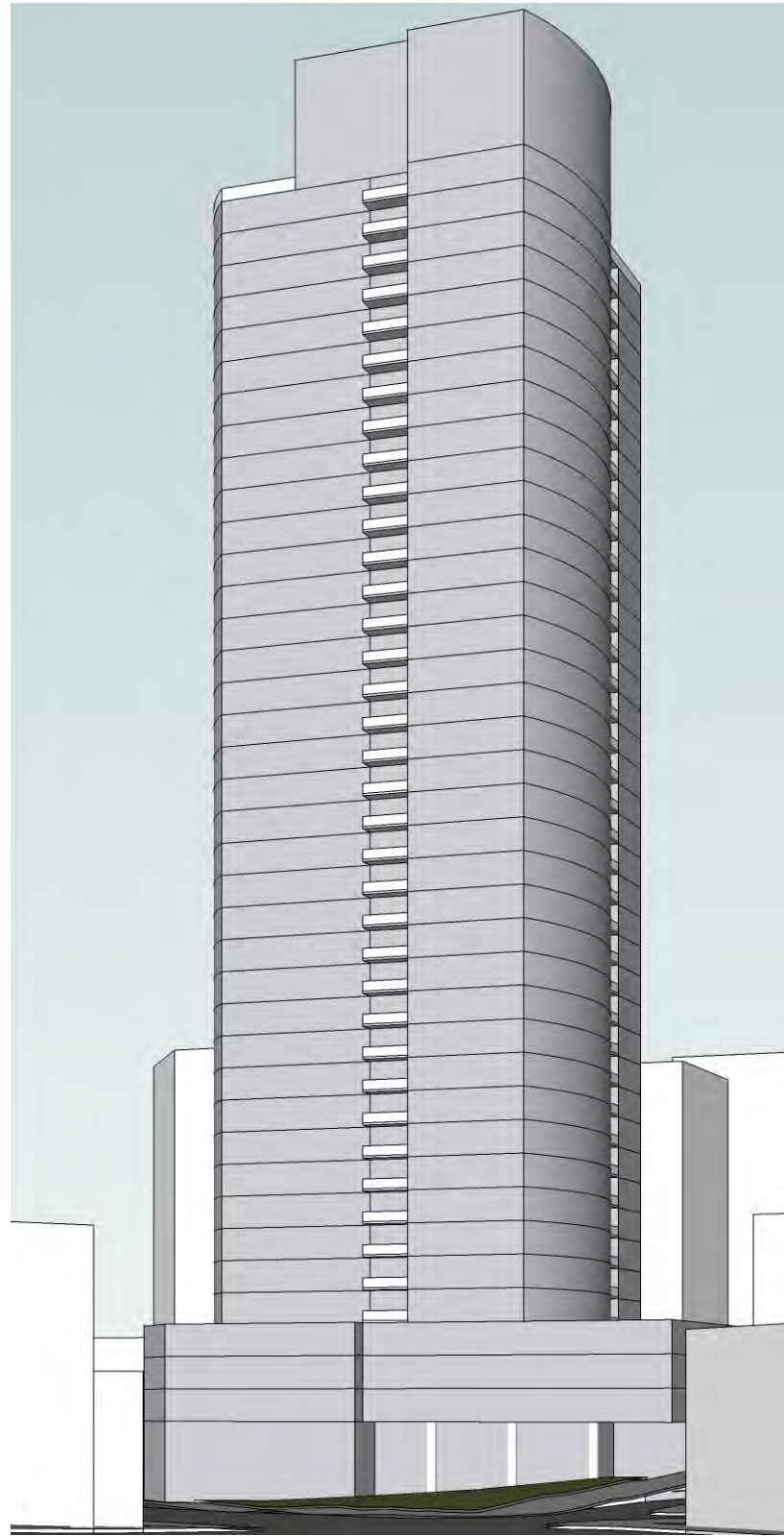


SCHEME C – PREFERRED

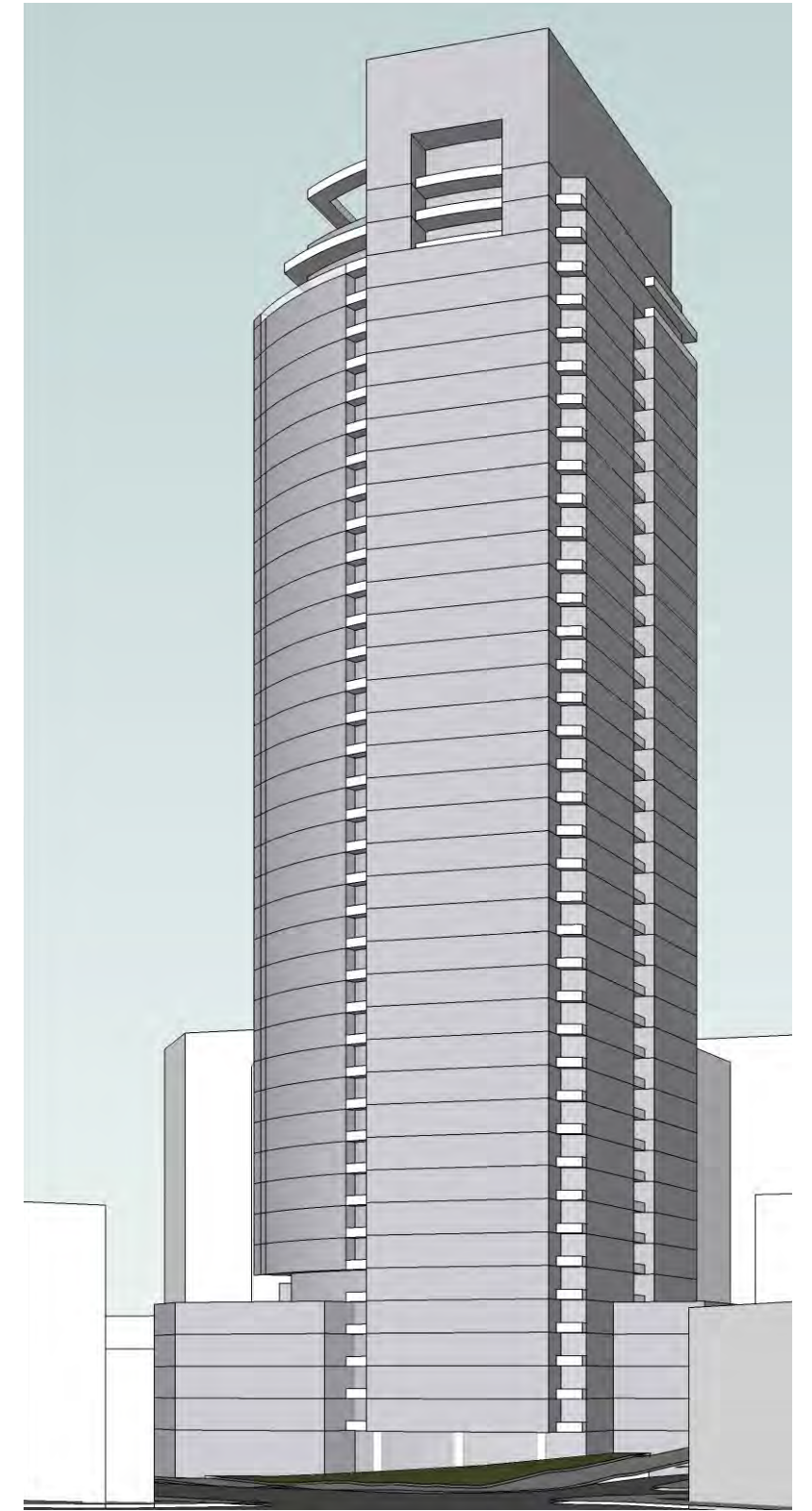
# MASSING OPTIONS COMPARATIVE



SCHEME A



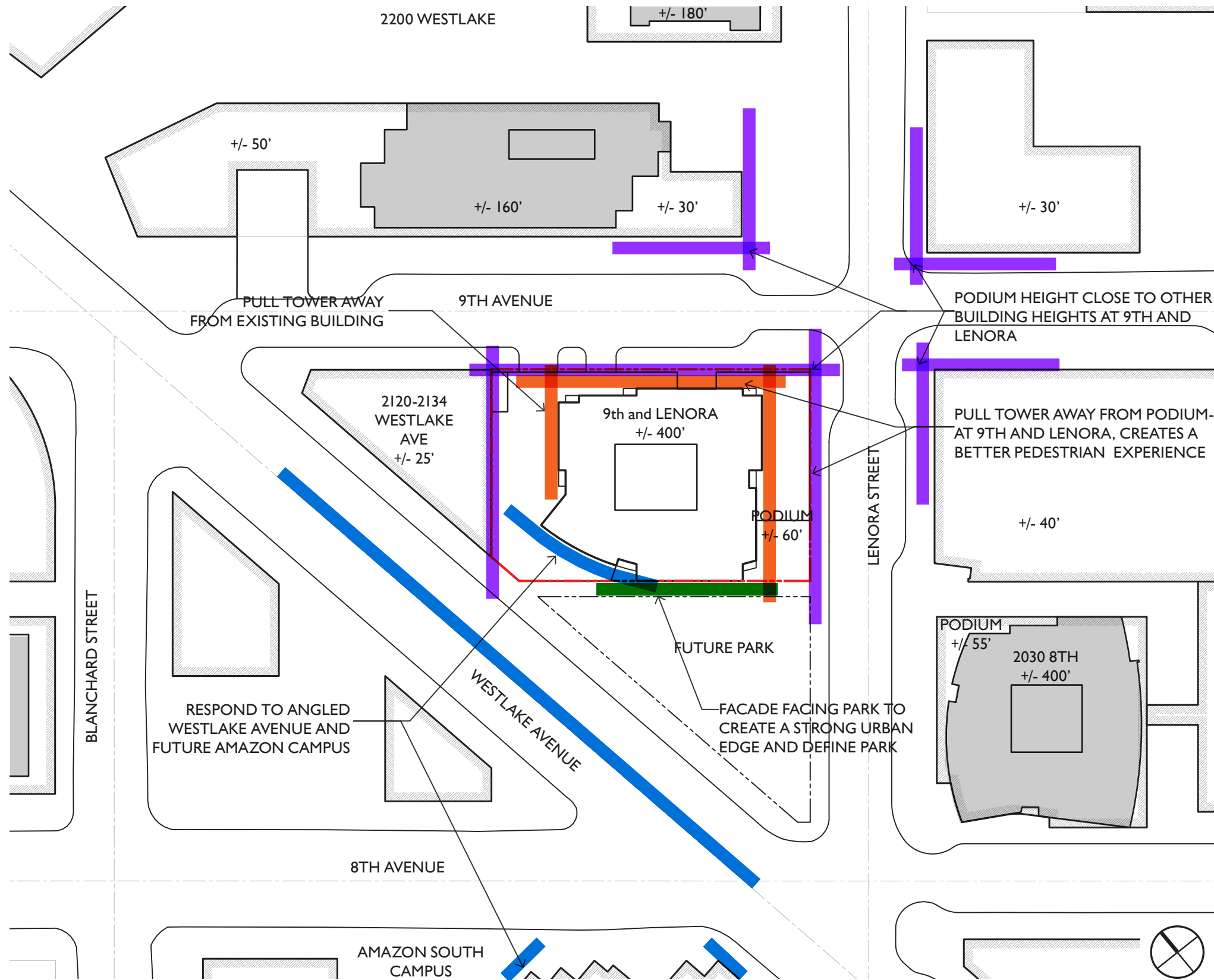
SCHEME B



SCHEME C - PREFERRED

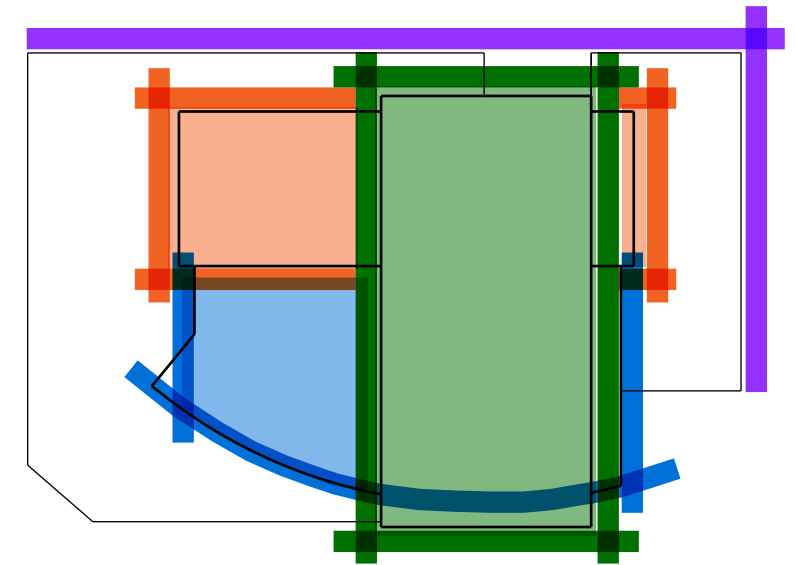


# PARTI DIAGRAMS AND DESIGN ELEMENTS



## CONTEXTUAL DESIGN RESPONSE:

- Place tower sensitively to maximize light and air to neighbors
- Reinforce corner of 9th and Lenora as pedestrian friendly confluence of two Green Streets
- Provide interesting facade massing unique to the site, which contextually relates to urban context and cues from neighboring projects: 2030 8th, 2200 Westlake, ENSO

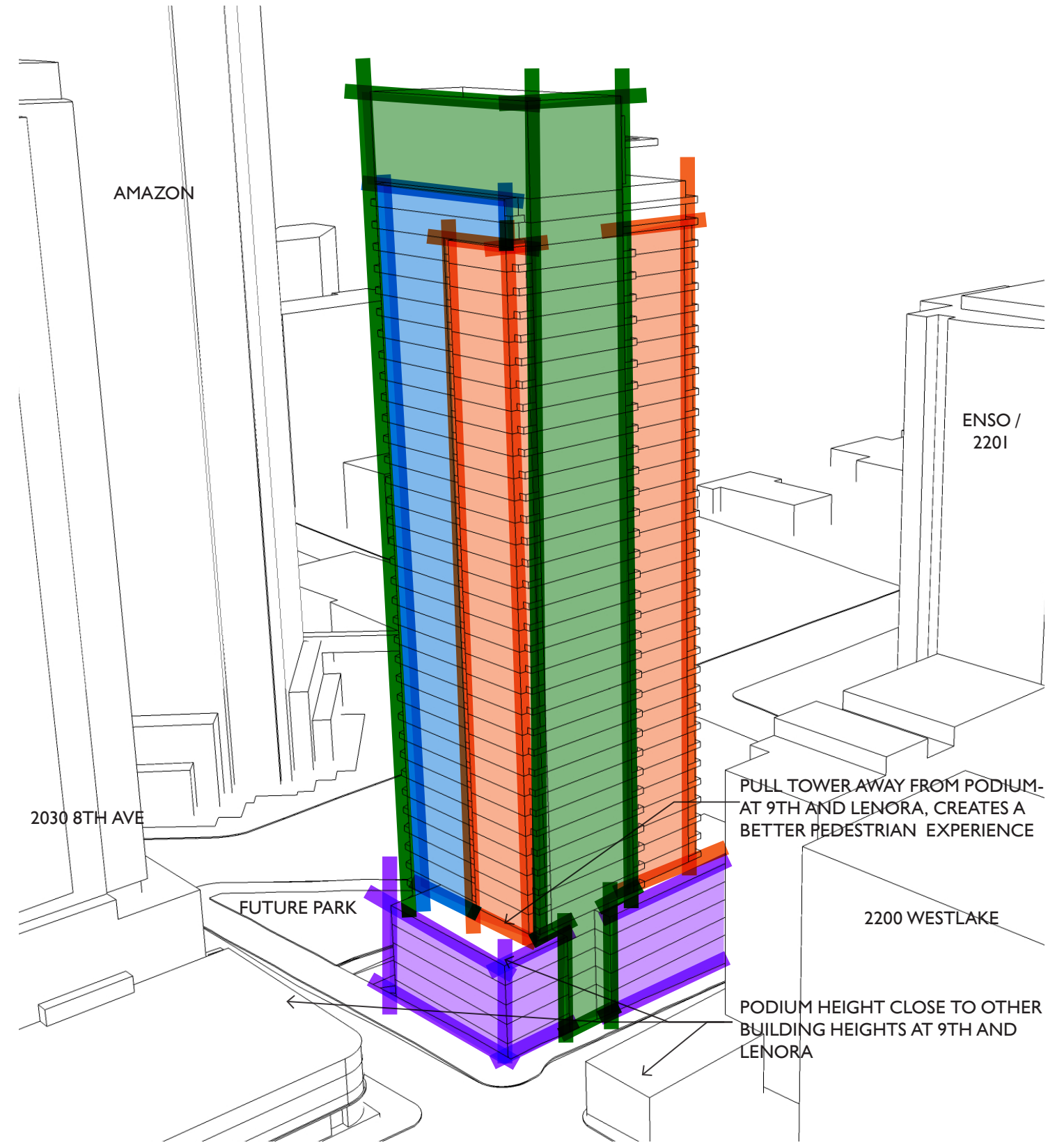
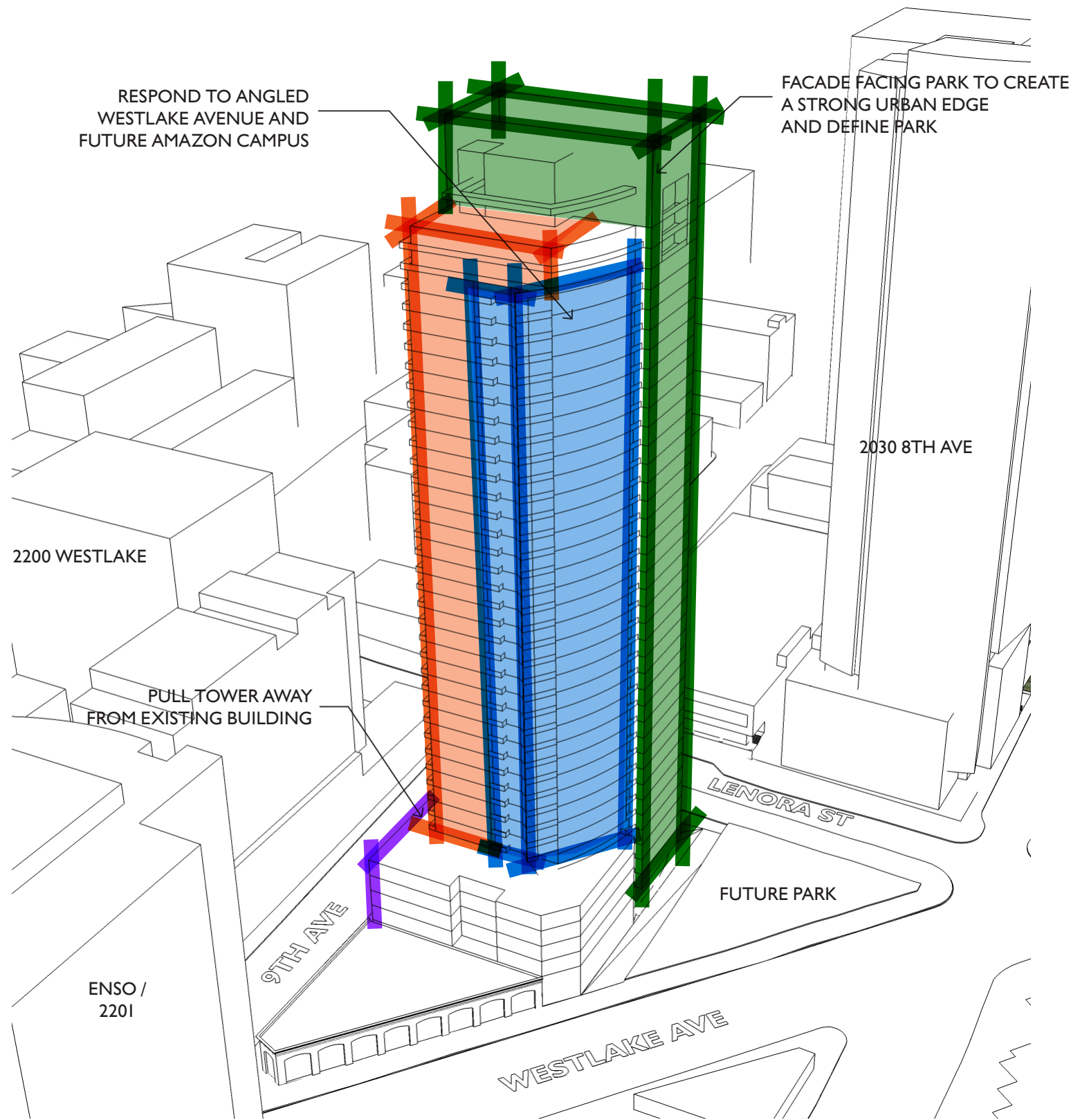


## TOWER PARTI DIAGRAM:

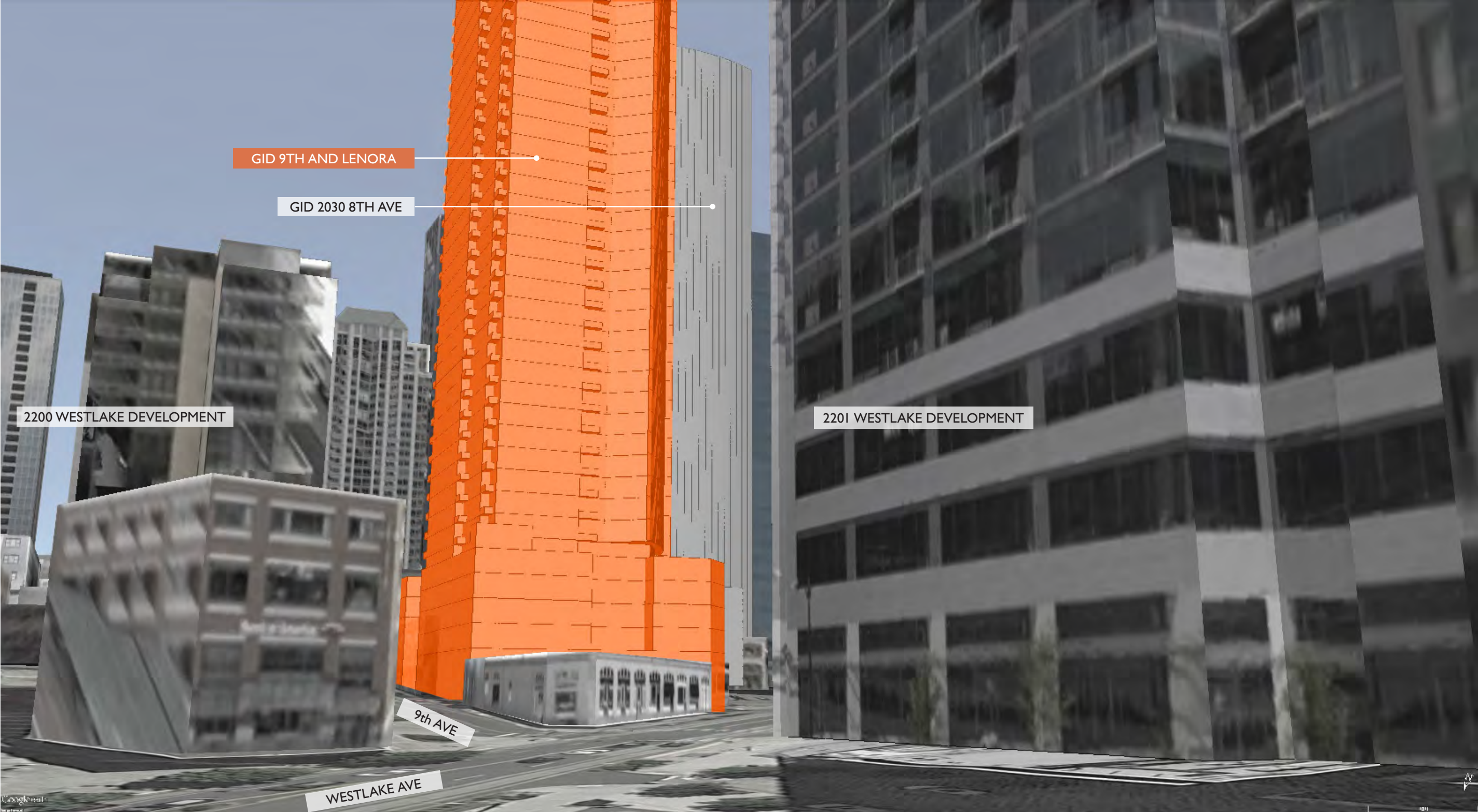
- Orthogonal purple forms respond to urban grid, pedestrian scale, streetscape and defines street edges
- Orthogonal orange form responds to urban grid, setbacks and 2200 Westlake
- Orthogonal green form responds to urban grid, reinforces park edge, provides signature vertical element and announces the primary residential entry
- Curved blue form responds to the transition from grid to the off-grid alignment of Westlake, and relates to the curvilinear facades of 2030 8th and 2201 Westlake



# PARTI DIAGRAMS AND DESIGN ELEMENTS

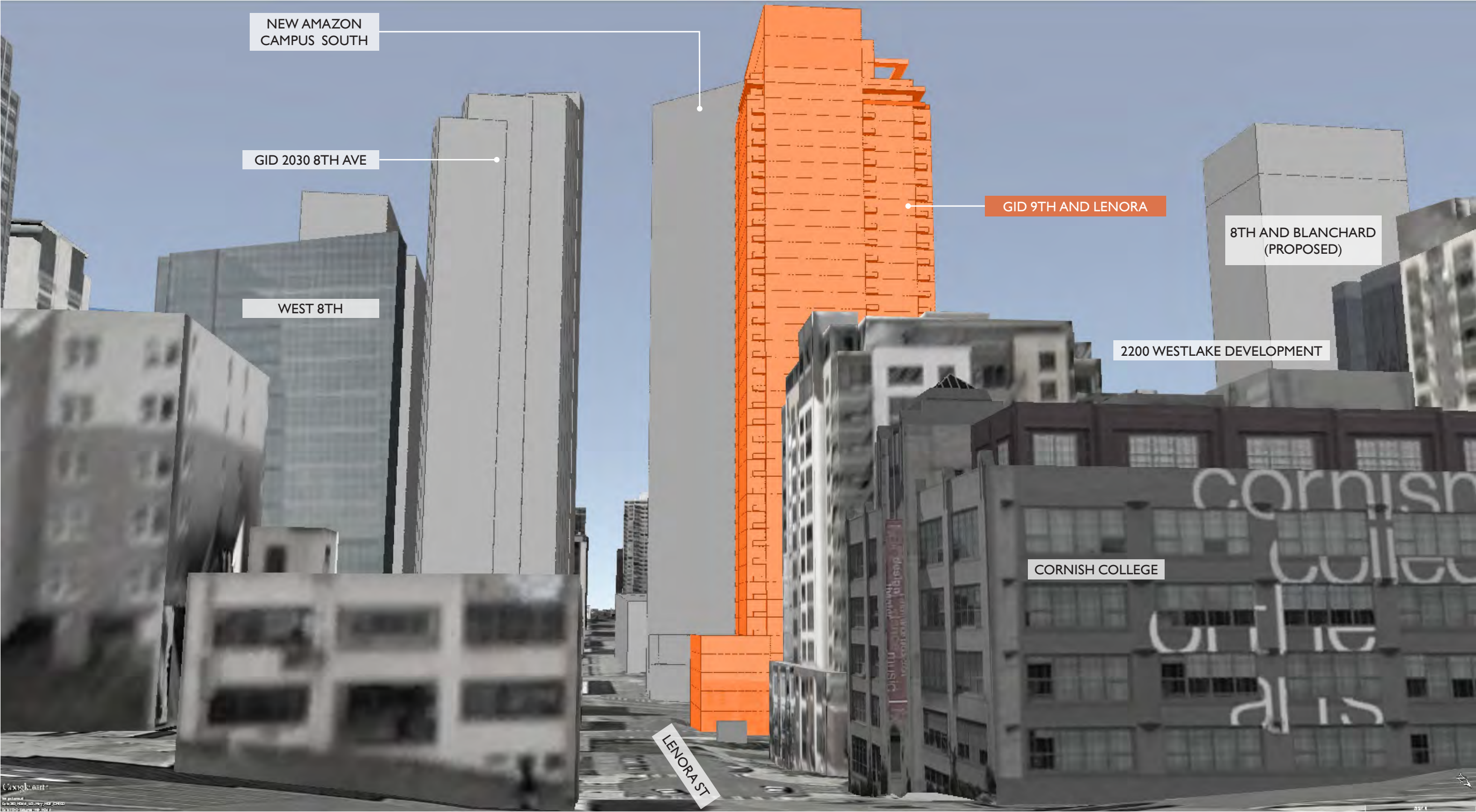


# GROUND LEVEL CONTEXT ANALYSIS



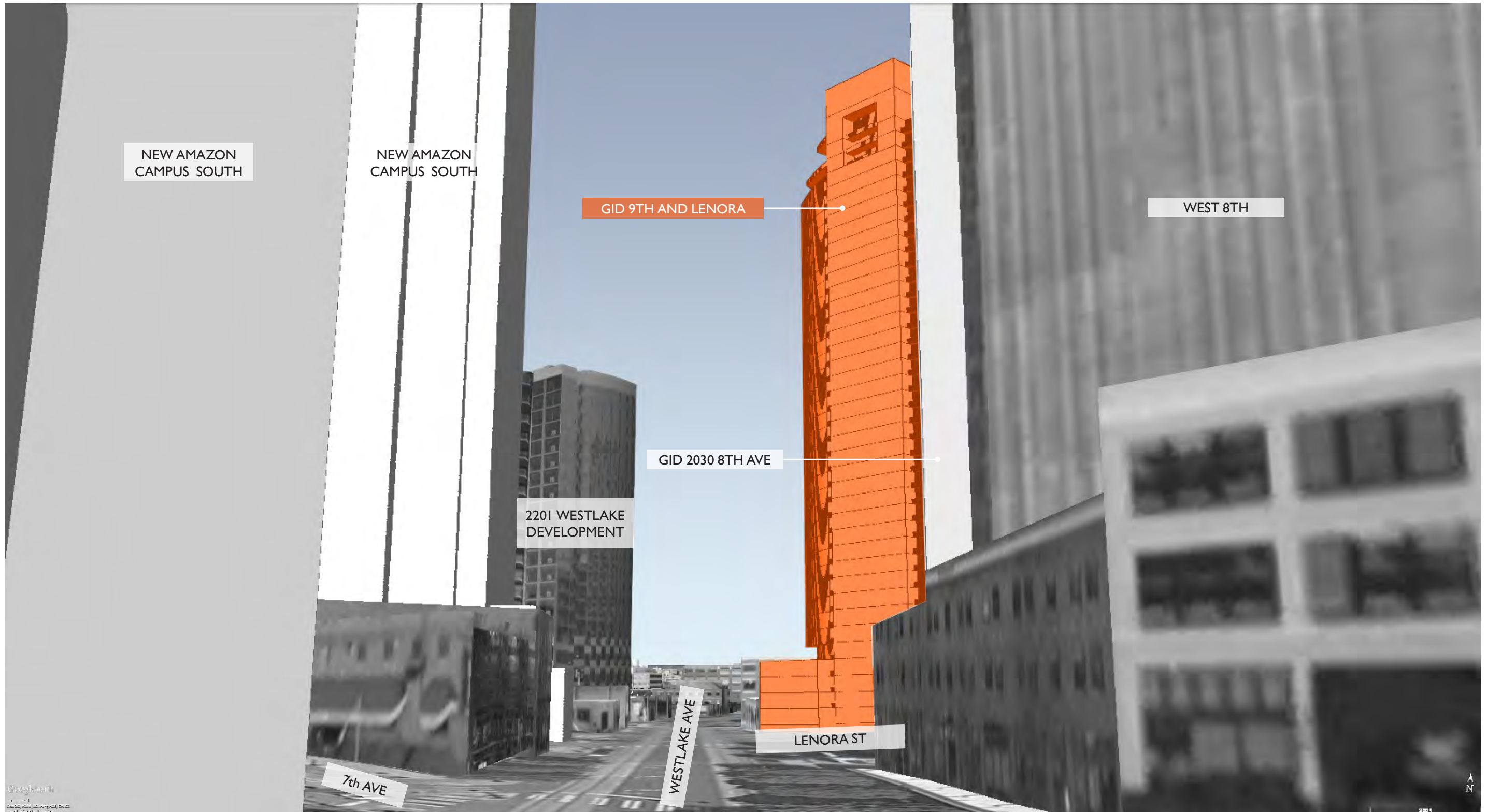
VIEW OF SITE FROM DENNY AND WESTLAKE

# GROUND LEVEL CONTEXT ANALYSIS



VIEW OF SITE FROM DENNY AND LENORA

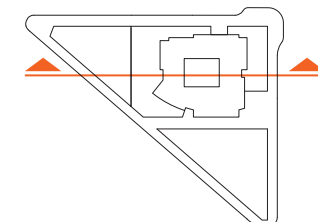
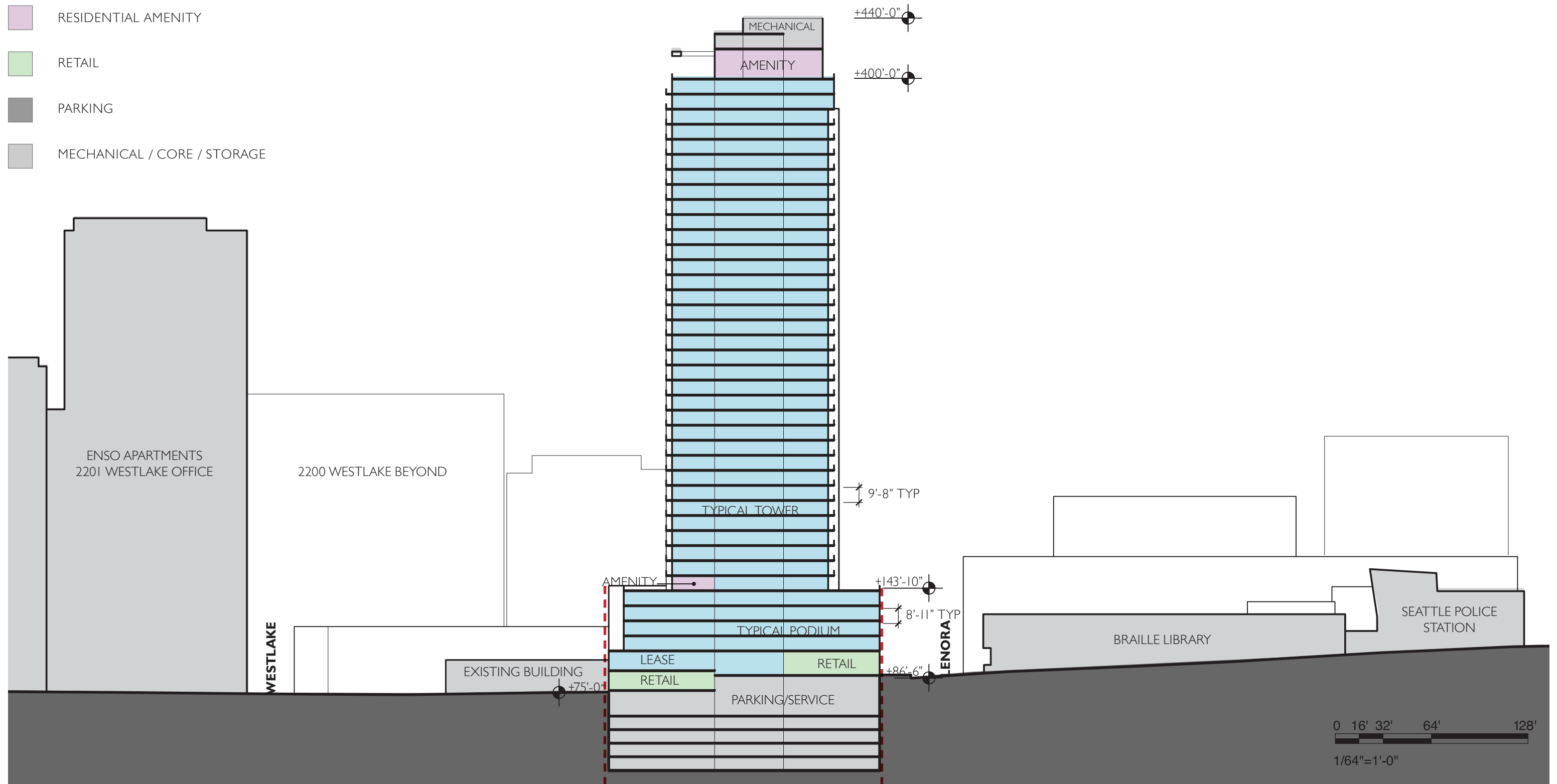
# EAST-WEST BUILDING SECTION



VIEW OF SITE FROM WESTLAKE AND 7TH

# NORTH-SOUTH BUILDING SECTION

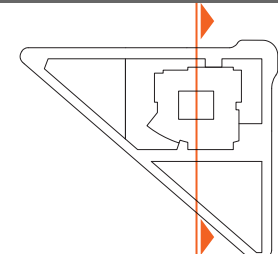
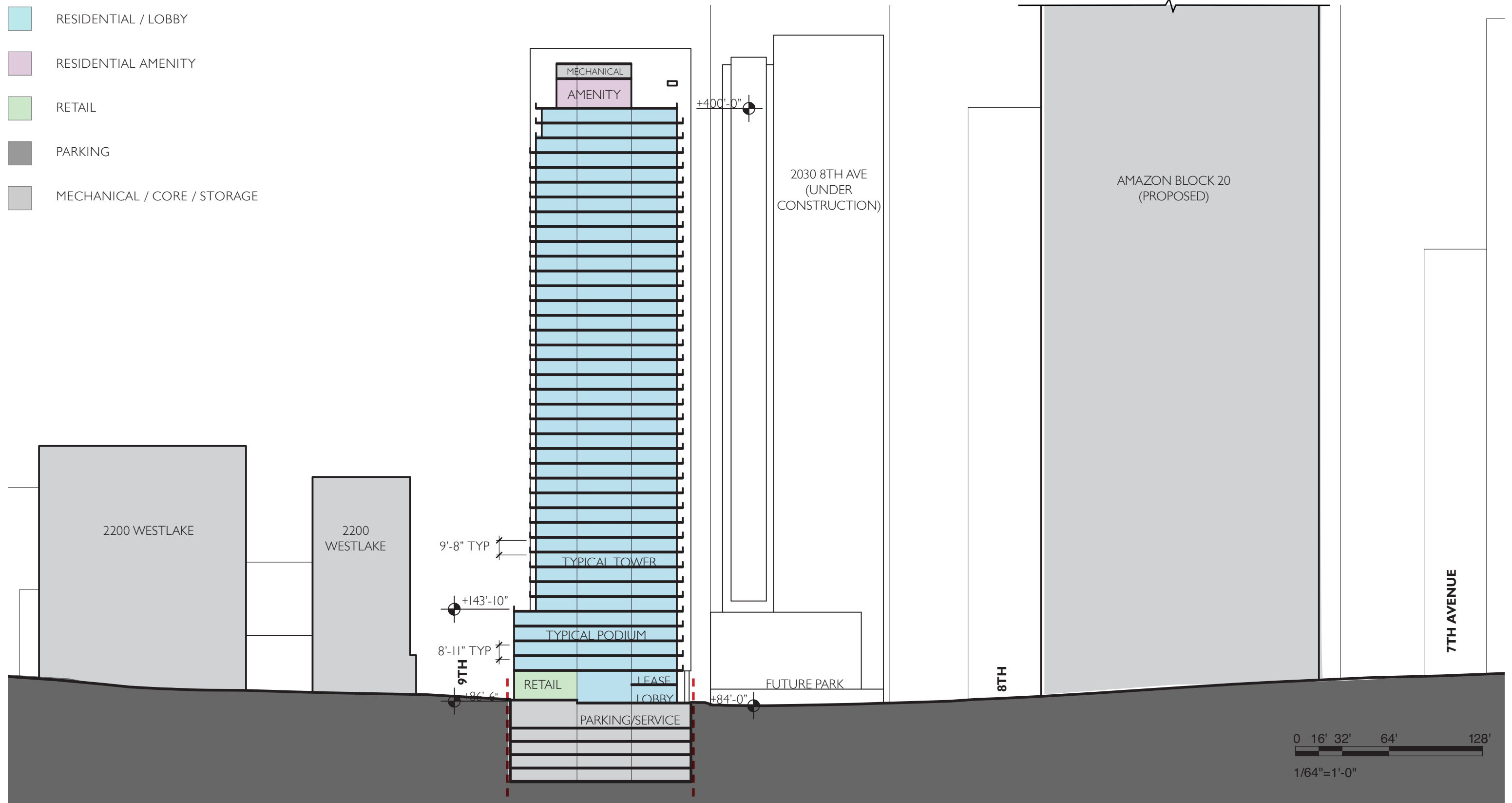
- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE





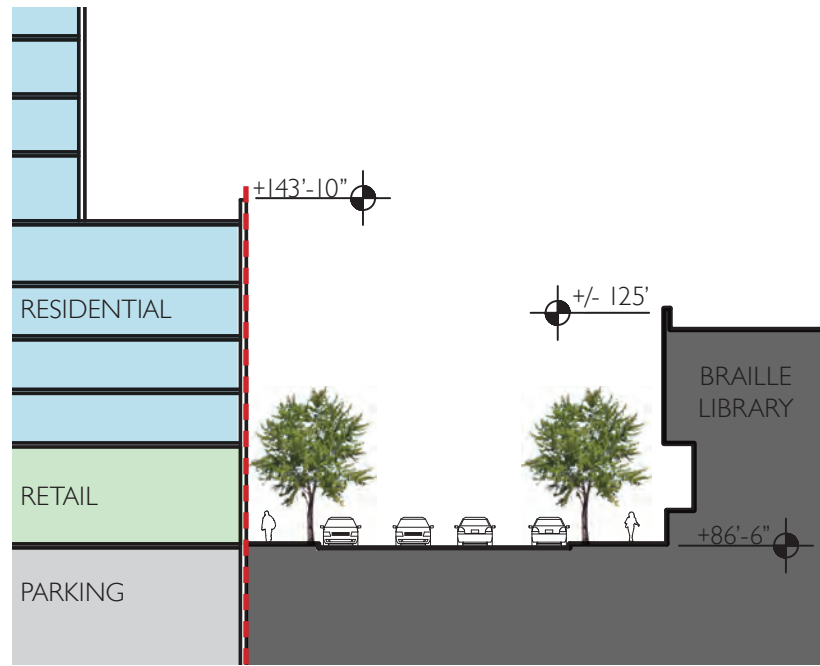
# EAST-WEST BUILDING SECTION

- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

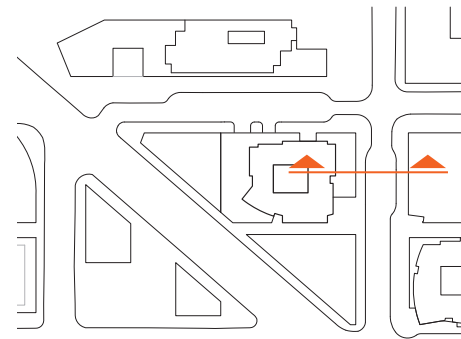


# PODIUM SECTION ANALYSIS

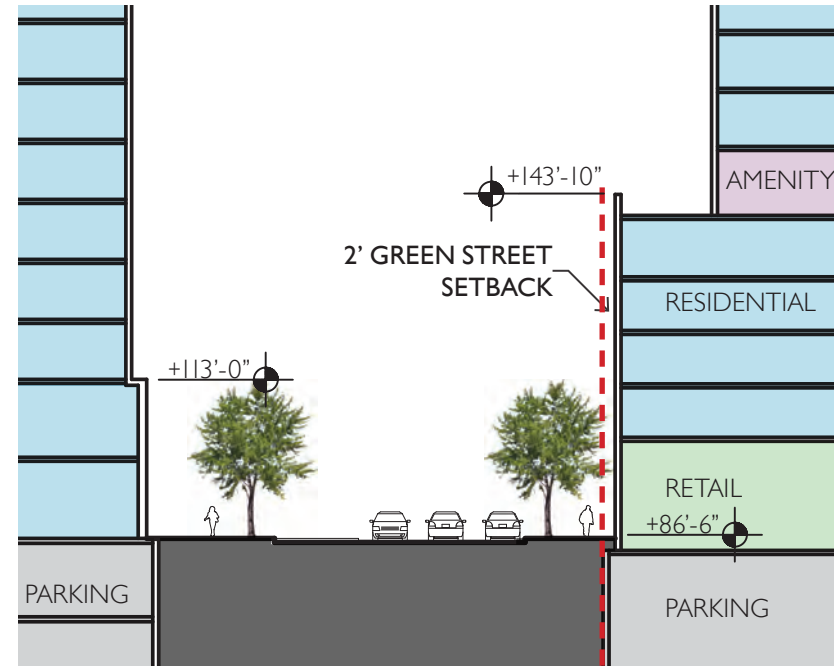
9th and LENORA



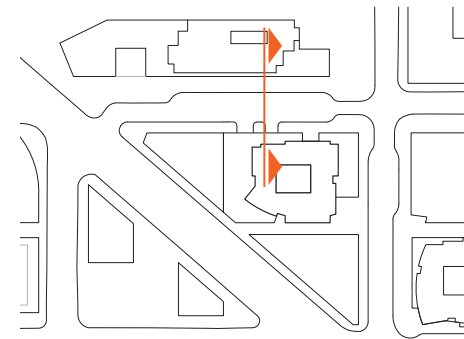
STREET SECTION THROUGH LENORA STREET



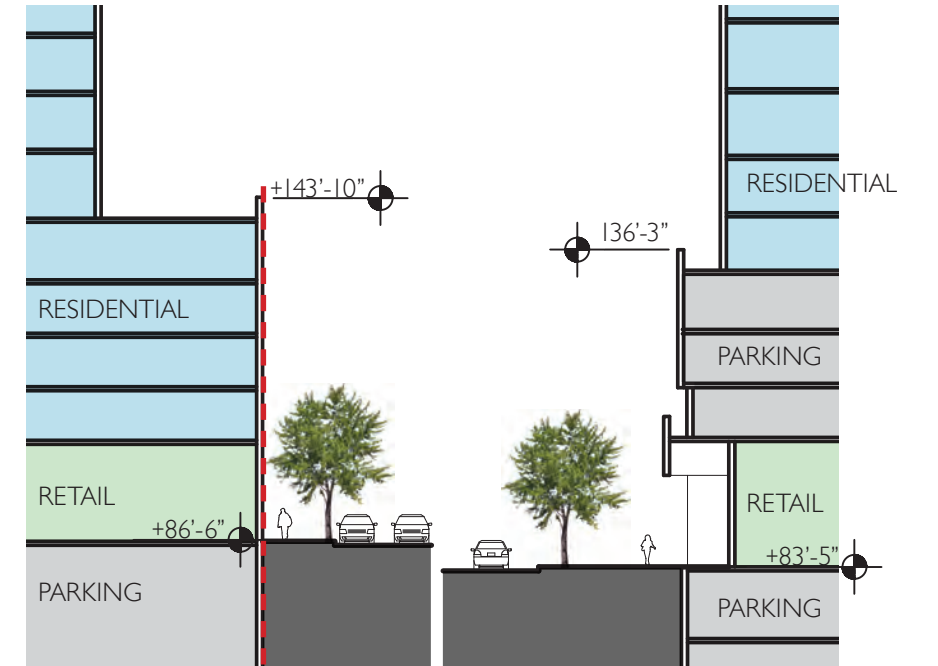
2200 WESTLAKE



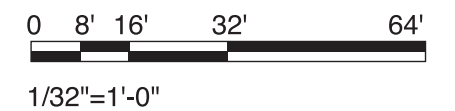
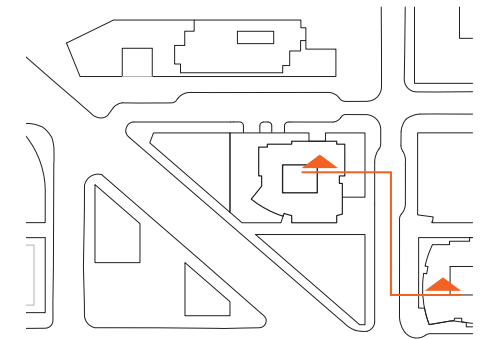
STREET SECTION THROUGH 9th AVENUE



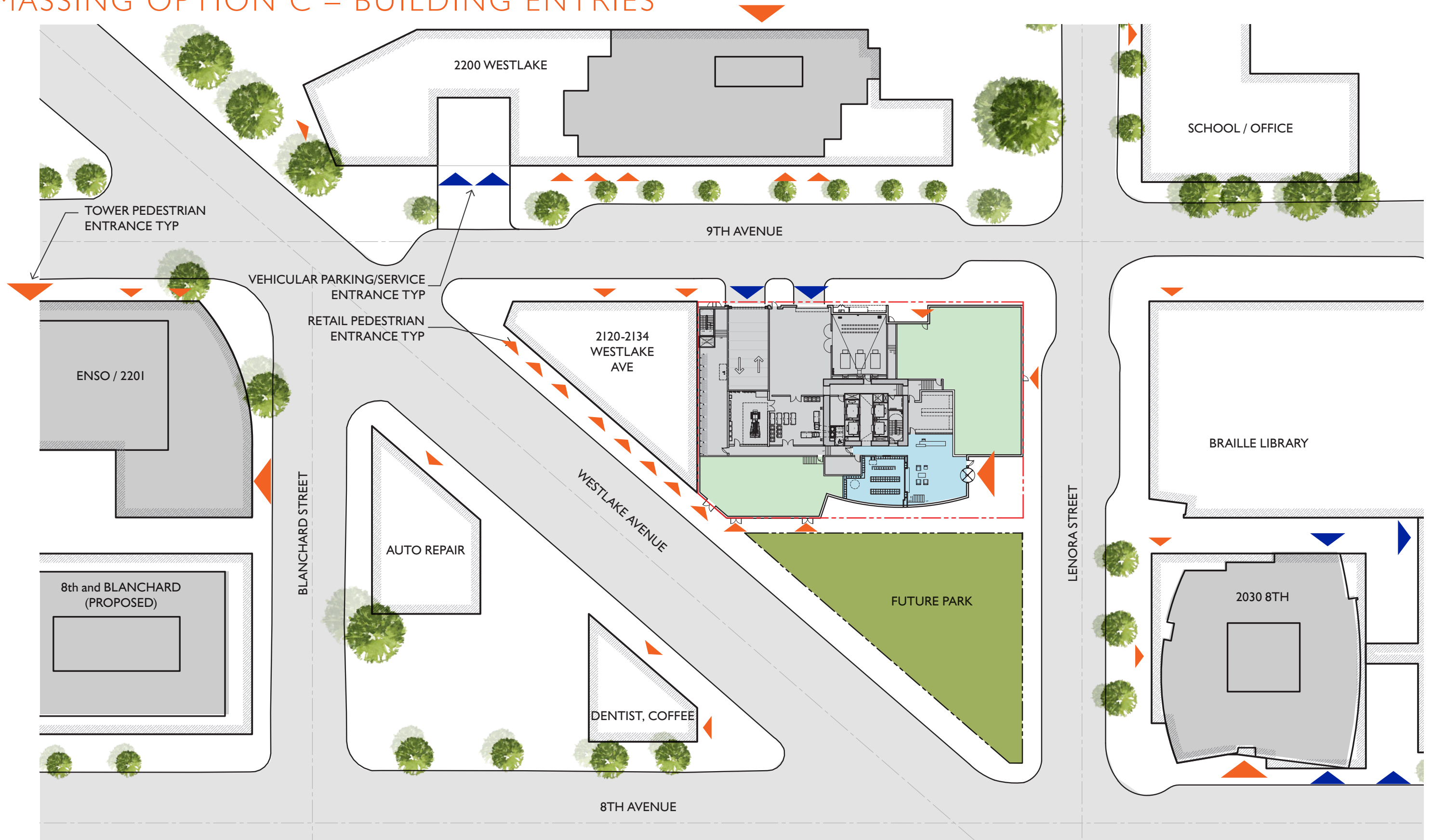
9th and LENORA



STREET SECTION THROUGH 2030 8th AVENUE



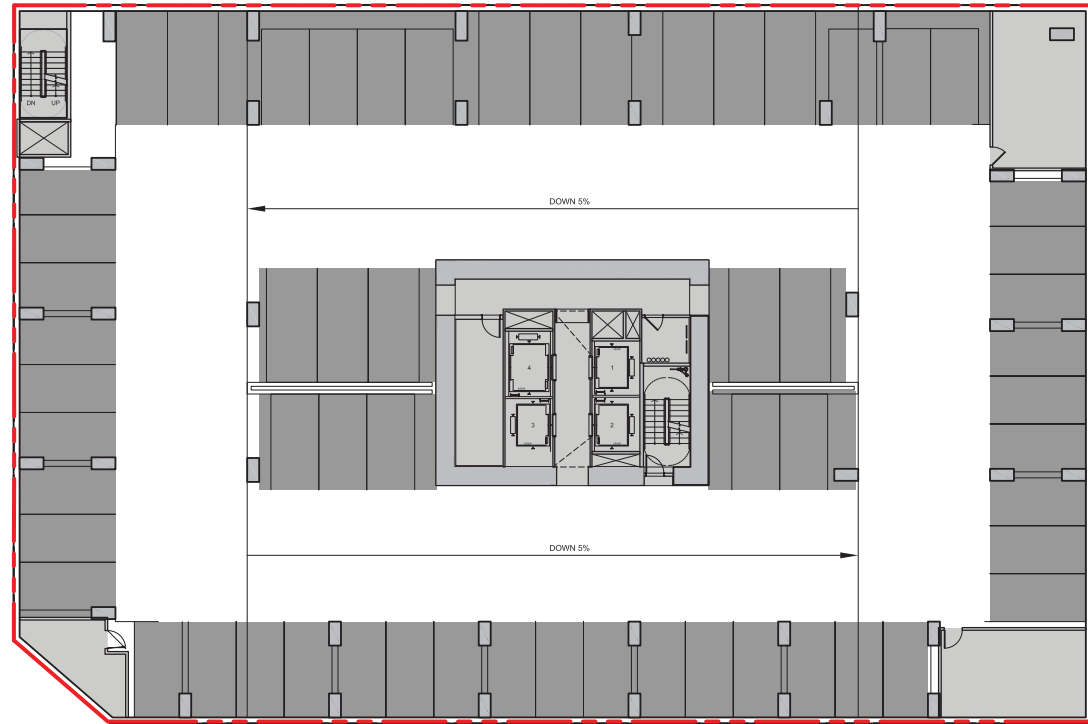
# MASSING OPTION C – BUILDING ENTRIES



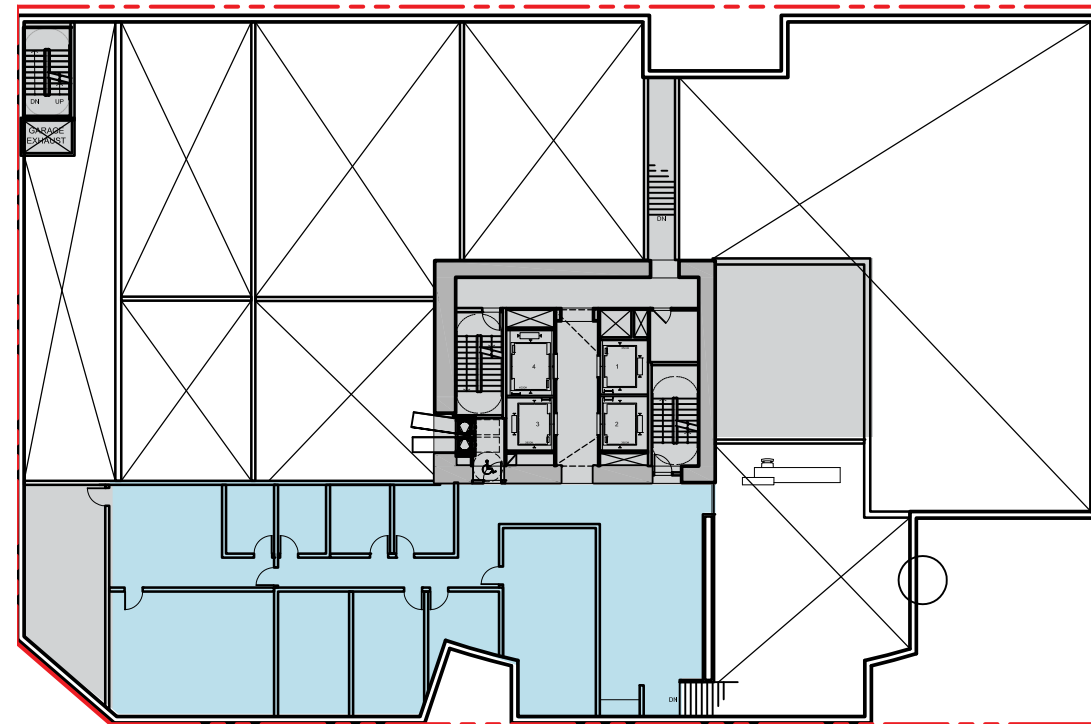
# MASSING OPTION C – FLOOR PLANS



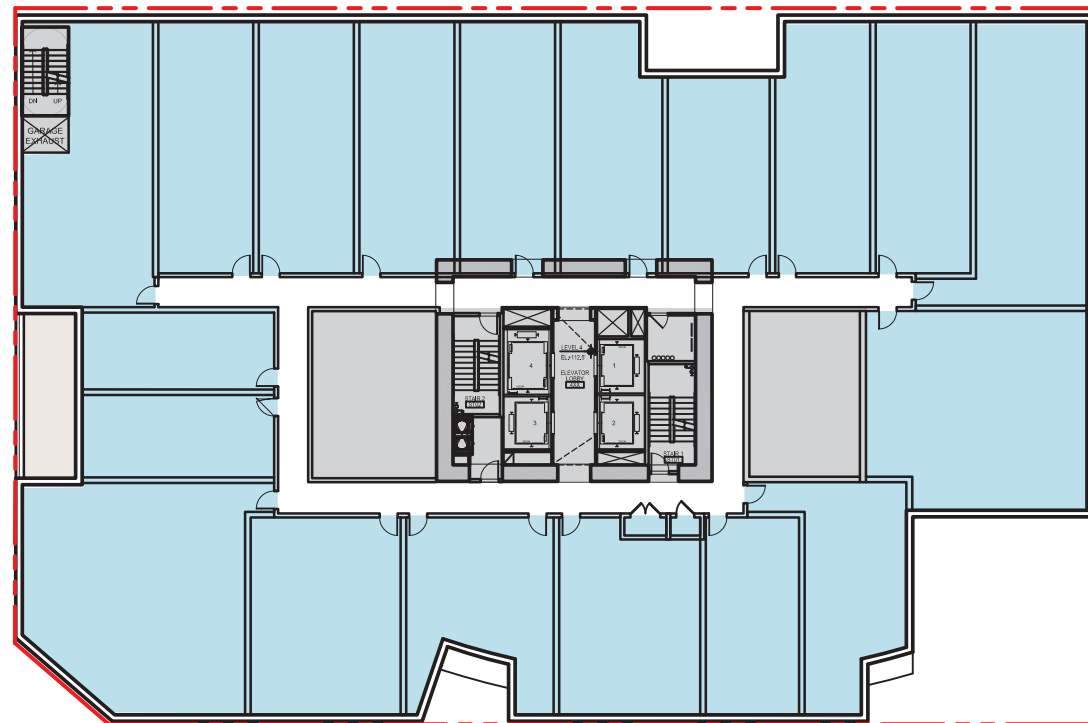
# MASSING OPTION C – FLOOR PLANS



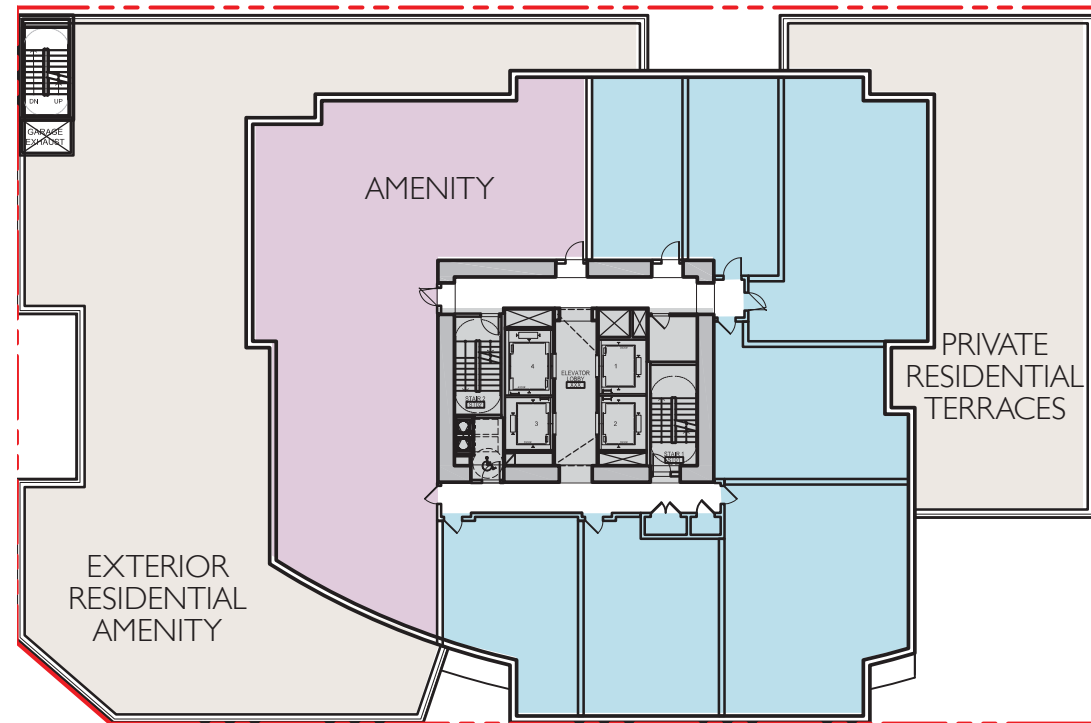
LEVEL P3-P4



LEVEL 2

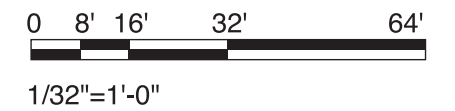


LEVEL 3 - 6

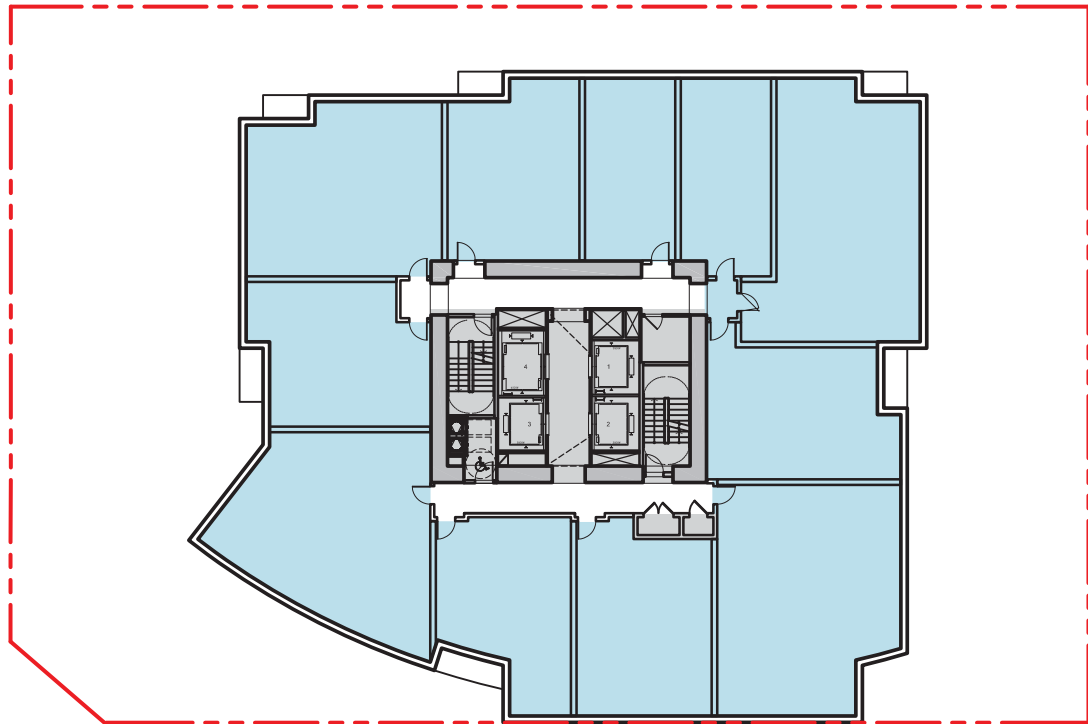


LEVEL 7

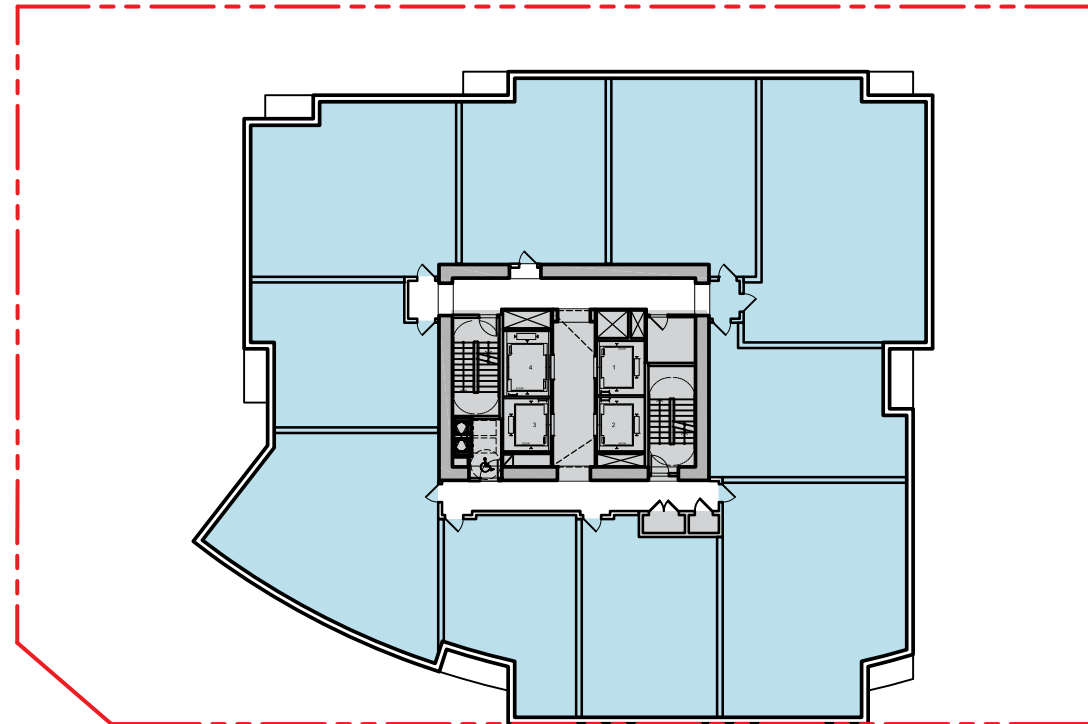
- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE



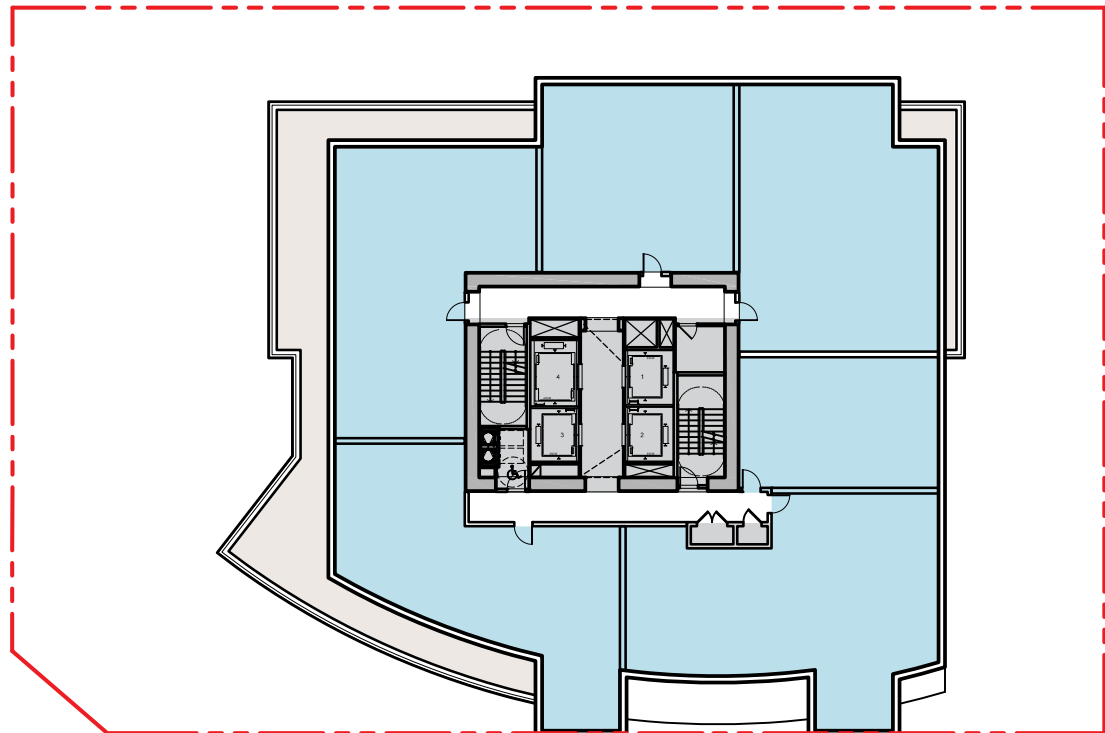
# MASSING OPTION C – FLOOR PLANS



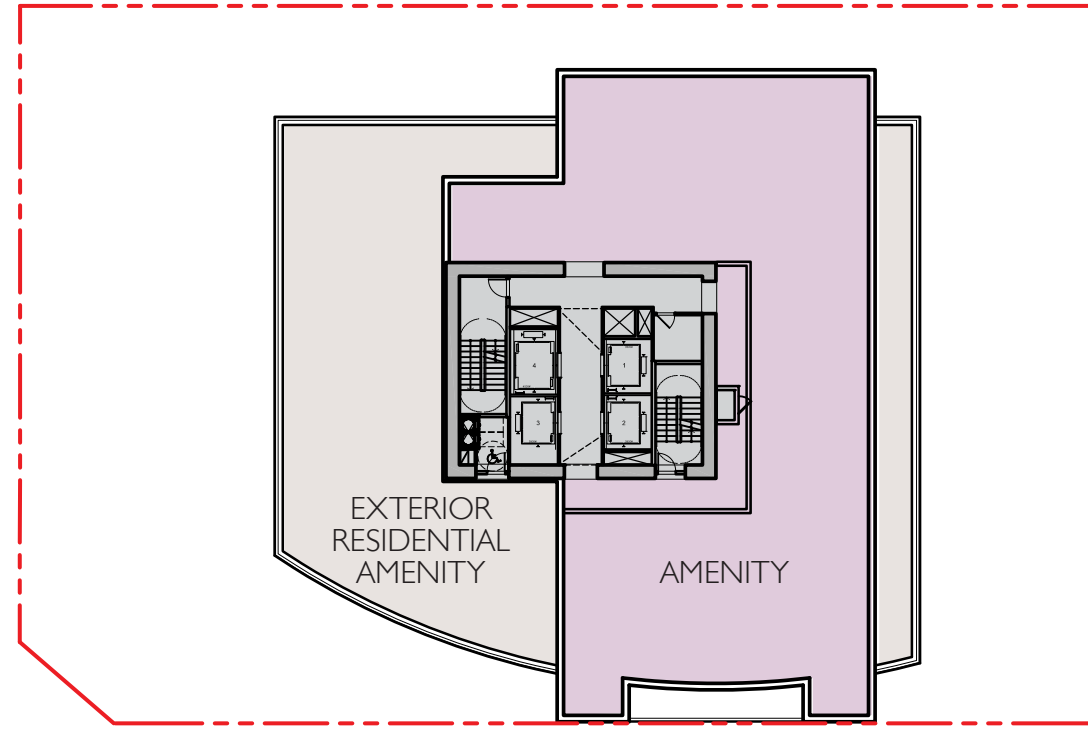
LEVEL 8-22



LEVEL 23-39



LEVEL 40-41



ROOF 1

- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE

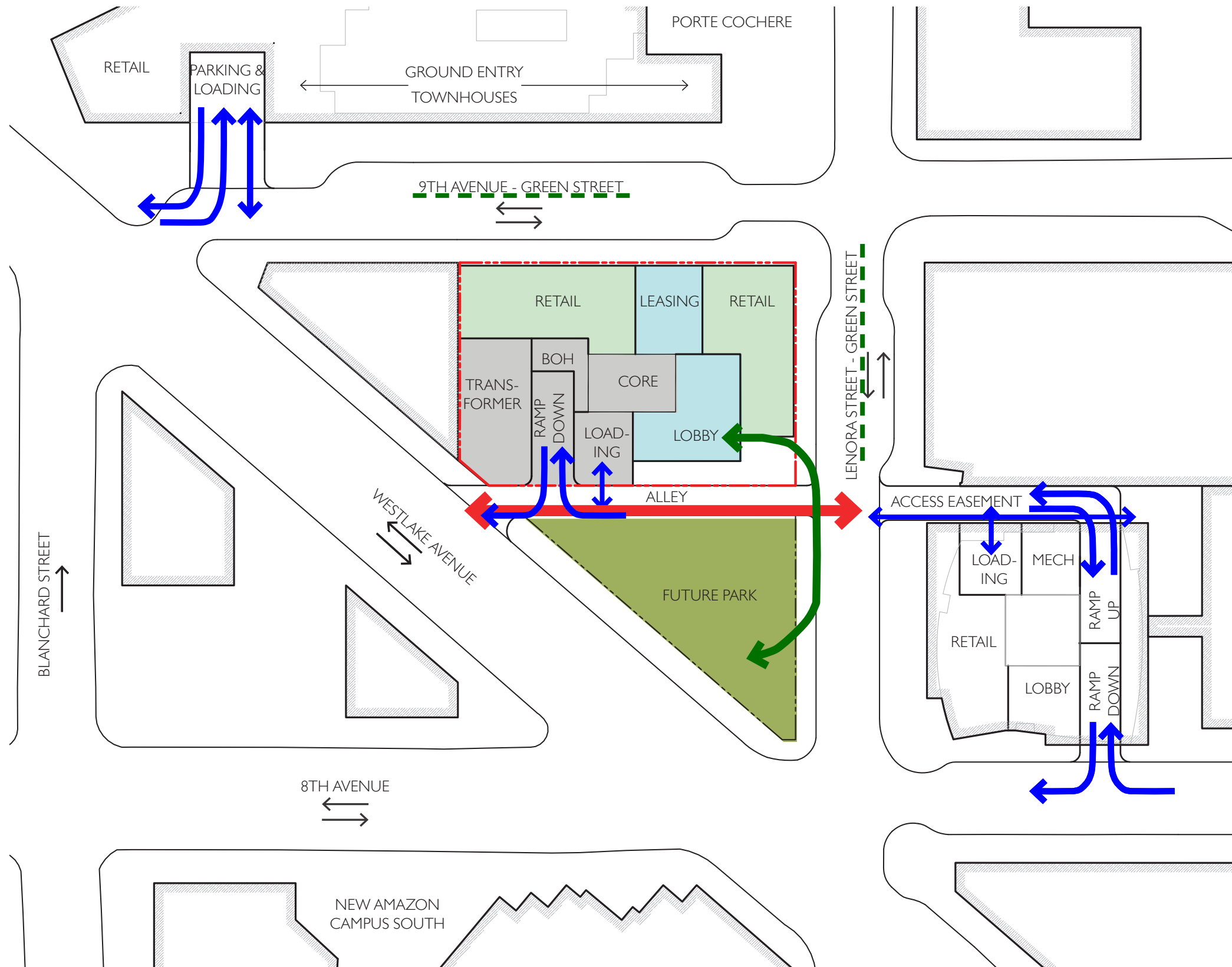
0 8' 16' 32' 64'  
 1/32"=1'-0"



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# ALLEY USE OPTIONS

# ALLEY USE OPTION I



## OPTION I – VEHICULAR USE CODE COMPLIANT

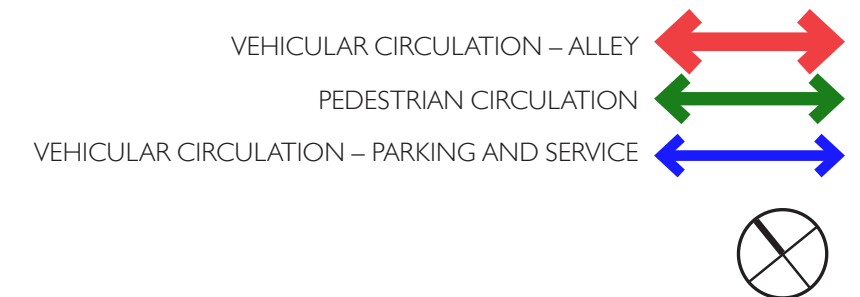
The code compliant option reinstates a two way vehicular access alley between Westlake and Lenora. Per code, vehicular access, loading, and BOH uses are preferred to be accessed from the alley. The unfortunate side affect of this is the unsightly frontage that will be adjacent and highly visible to the future park, while the slope of the alley (6%) is too steep to provide comfortable, accessible pedestrian connections across the alley, and negates any opportunity for retail spill-out or sidewalk cafes that could enhance the park experience.

### PROS:

- Code Compliant
- No vehicle access off 9th Ave

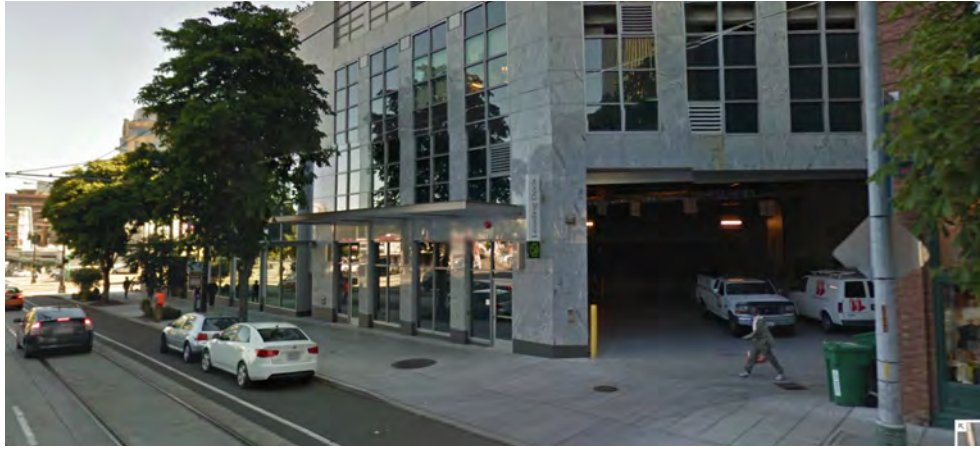
### CONS:

- Poor pedestrian connection to Park
- Poor frontage to Westlake
- Poor retail locations

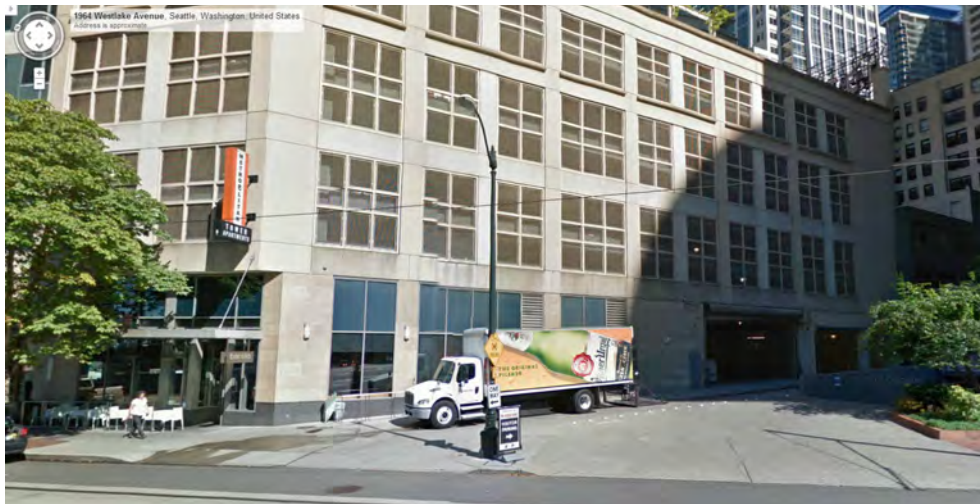




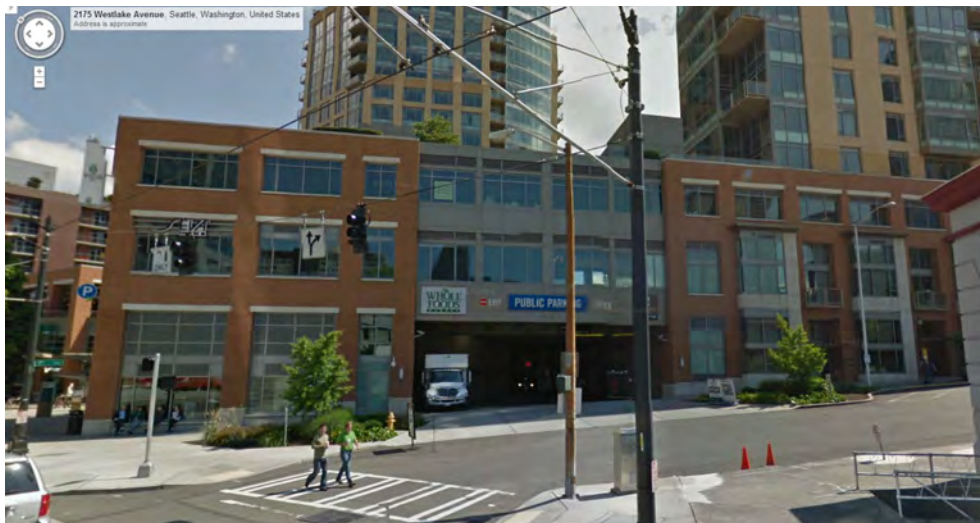
# ALLEY USE OPTION I



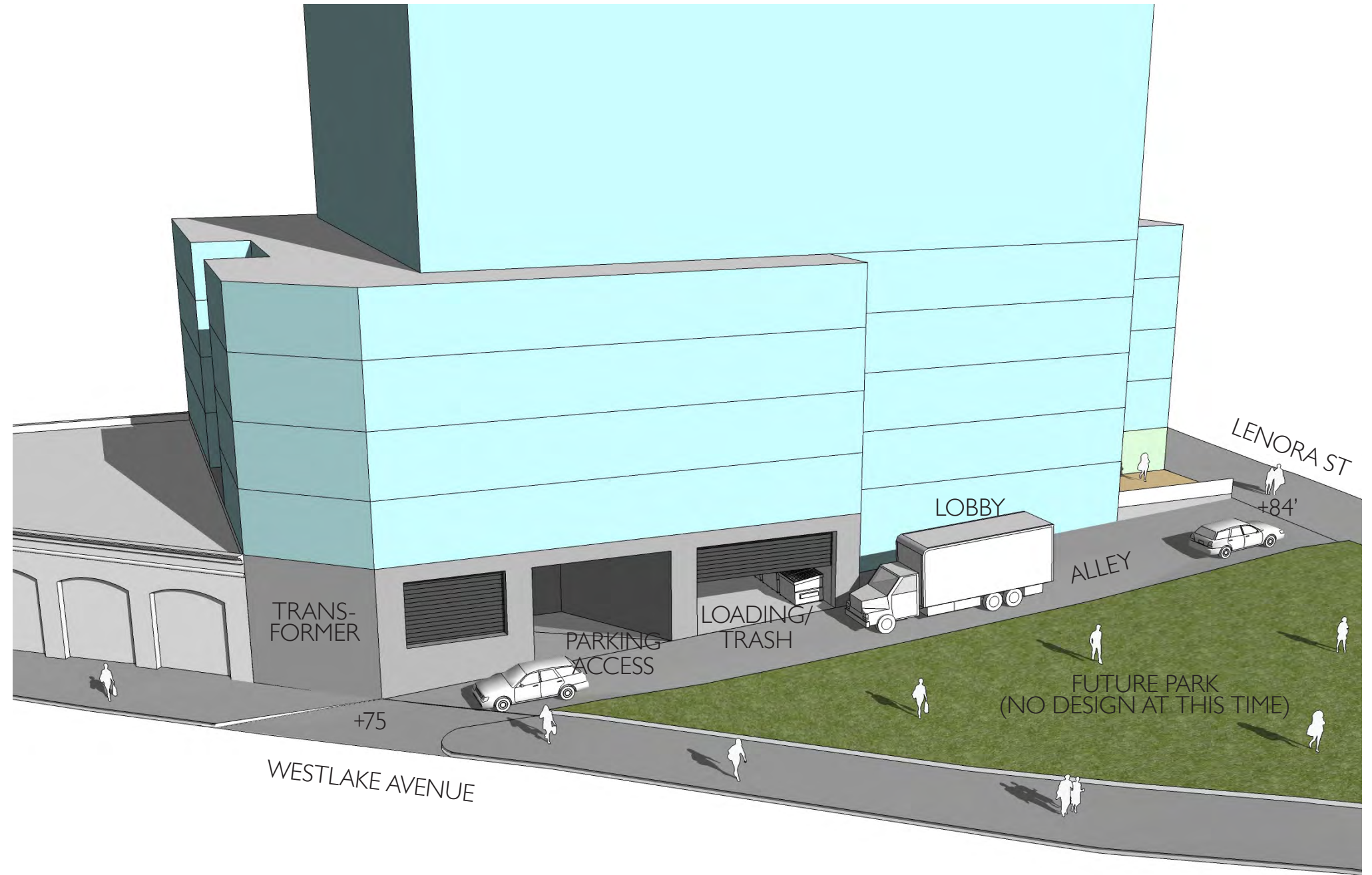
UNDESIRABLE ALLEY CONDITION – 1 BLOCK SOUTH



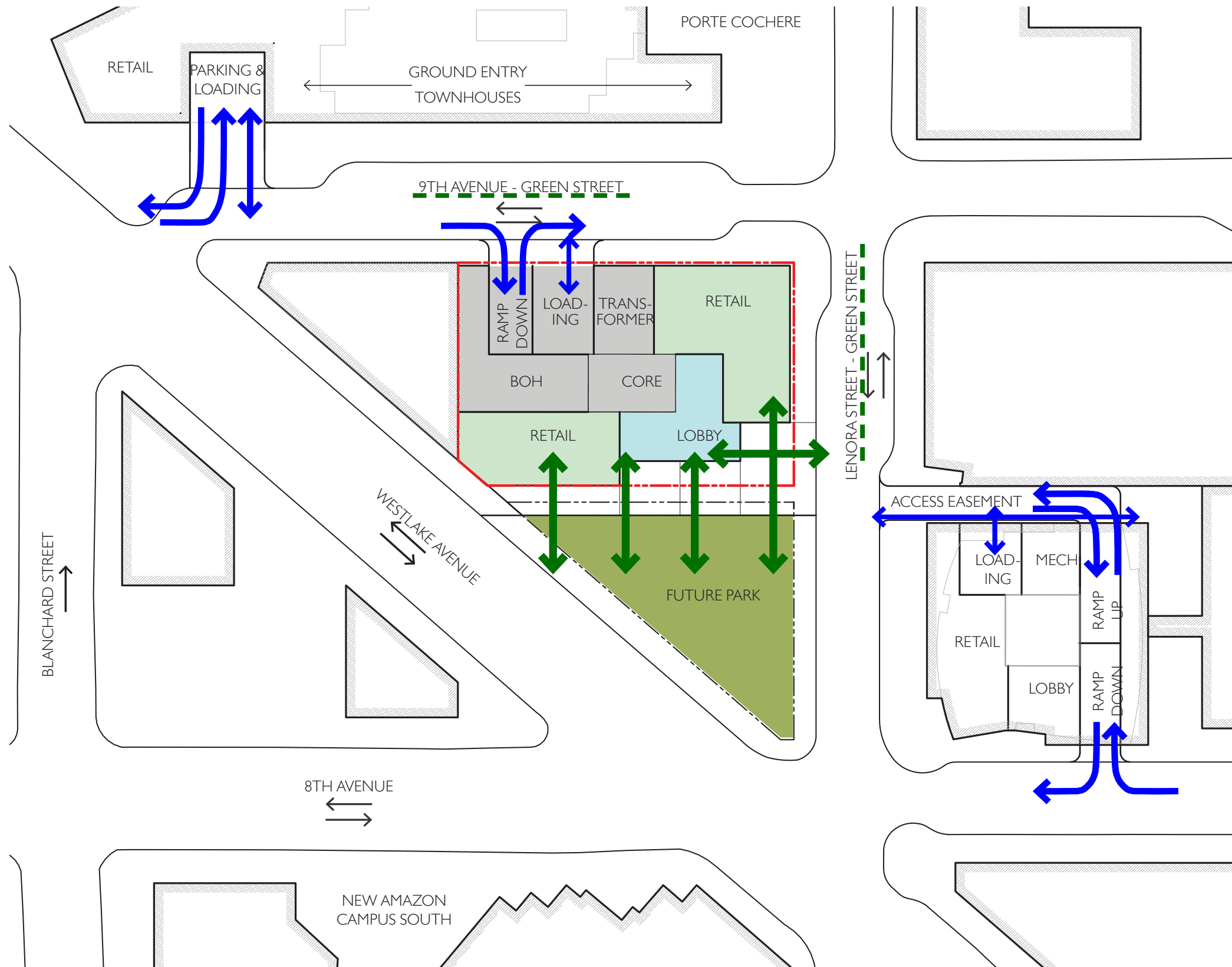
UNDESIRABLE ALLEY CONDITION – 2 BLOCKS SOUTH



UNDESIRABLE SERVICE CONDITION – ACROSS 9TH AVENUE



# ALLEY USE OPTION 2



# OPTION 2 – DEDICATED PEDESTRIAN USE

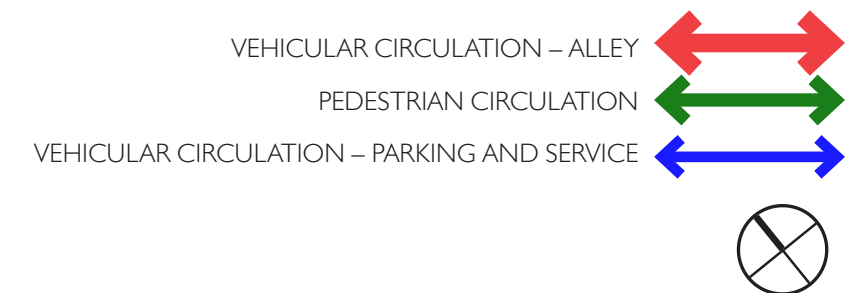
Dedicated pedestrian use through the vacation of the alley will allow for the topography to be manipulated in a way that provides seamless interaction between the building edge and the future park. The parking entry, loading and BOH uses are moved to front 9th avenue, similar to the 2200 Westlake project, allowing retail and lobby uses to front the park with an active edge. Meanwhile the alley section can be manipulated with a series of steps, terraces, and / or ramps to provide spaces for pedestrians to enjoy, devoid of cars and service trucks. The topography can now become a defining feature of the park design and pedestrian interaction, rather than the automotive movement driving the topographic solution.

## PROS:

- Best Park/Project connection
- Best retail locations
- Largest Park
- Best, most public exposure to Westlake

## CONS:

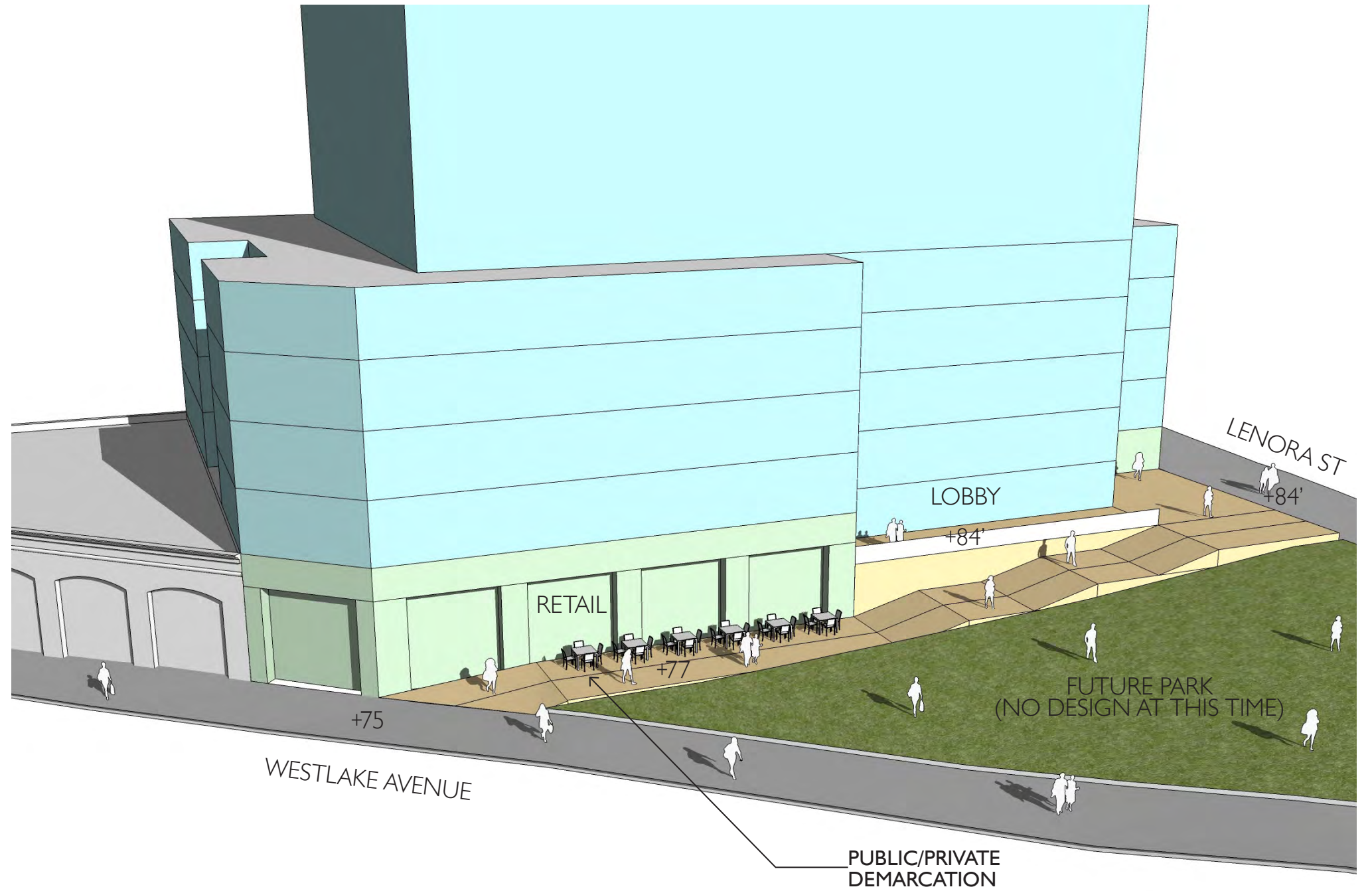
- Services placed on 9th Ave



# ALLEY USE OPTION 2



DESIRABLE CONDITIONS

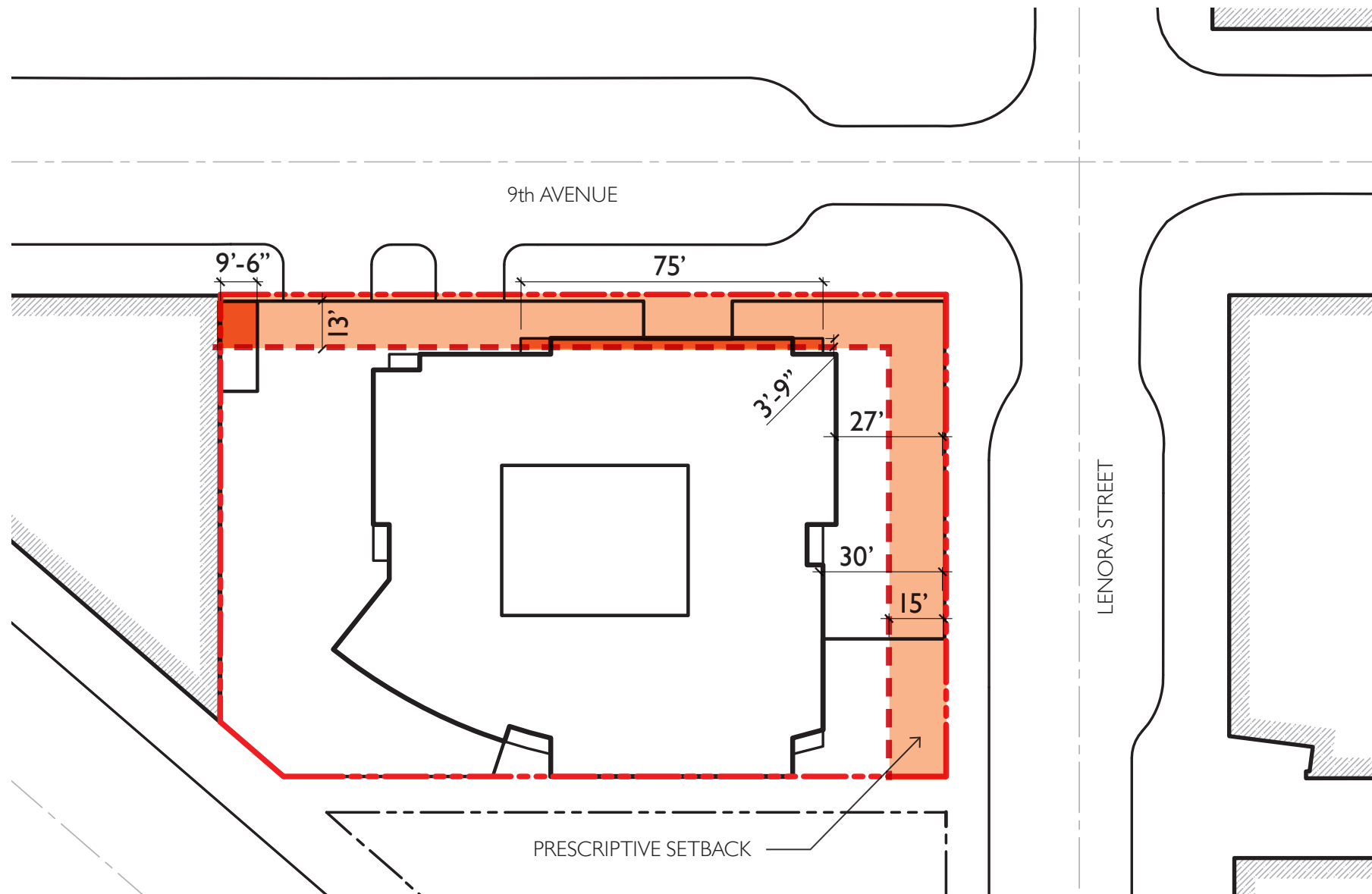


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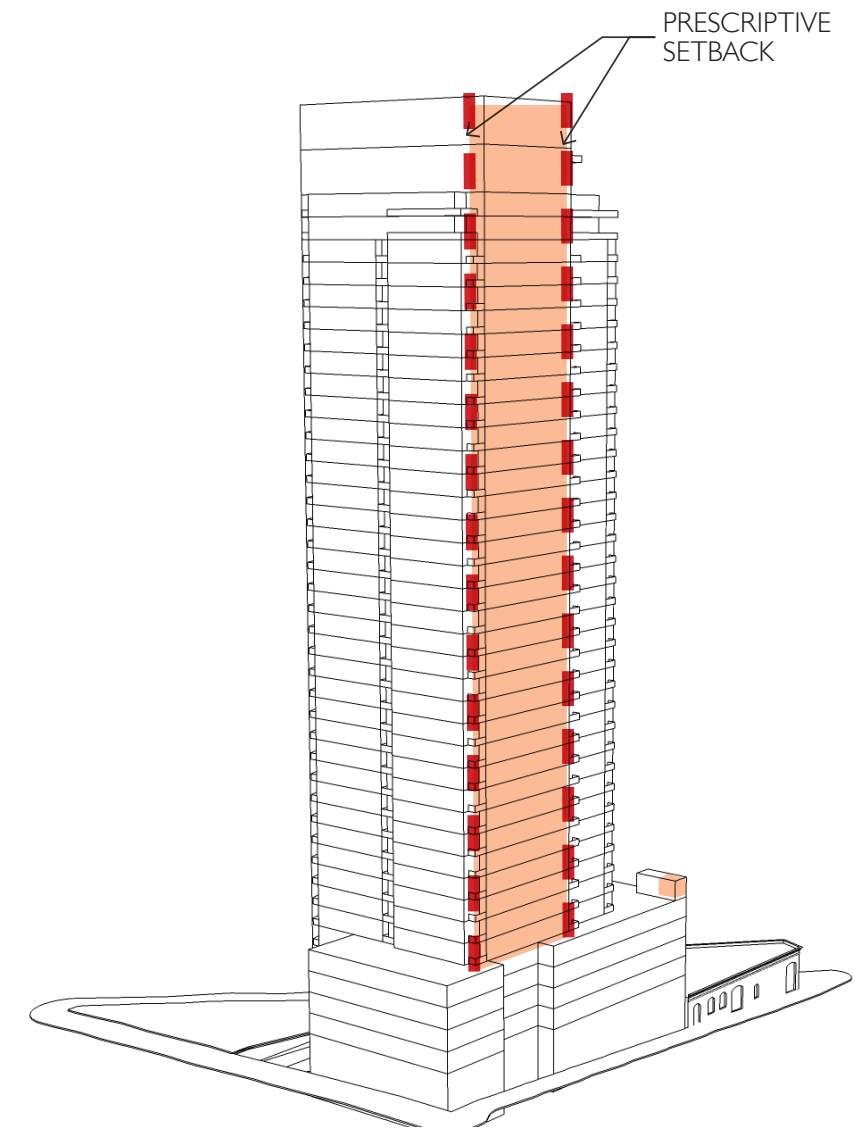
# ANTICIPATED DEPARTURES

# ANTICIPATED DEPARTURE – TOWER SETBACK

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.058.F.2 Upper Level Setbacks	When a lot in a DMC or DOC2 zone is located on a designated Green Street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the Green Street at a height of forty-five (45) feet.	Compliance along Lenora. Along 9th Avenue, a 75' wide length of façade encroaches into the setback by 3'-9" for the full height of the building. An egress stair at the NE corner encroaches 13'-0" into the Green Street setback, but only extends up one level past the roof terrace at Level 7.	3'-9" for 75'-0" 13'-0" for 9'-6"	The project team has pushed the tower to the west to try to provide more of a buffer to our neighbors to the east; in doing so, the depth of units along the east façade are constrained to the minimum practical at the 15'-0" setback. The façade articulation this 3'-9" deep façade element creates helps break down the mass / bulk of the façade facing our east neighbors instead of providing a flat facade, adding more visual interest, and allowing the primary massing element to be expressed on both the east and west facades. To compensate for this ask, we have placed the tower back 27-30' (varies) along Lenora, exceeding the setback by 12-15' for the entire length of the Lenora street façade.

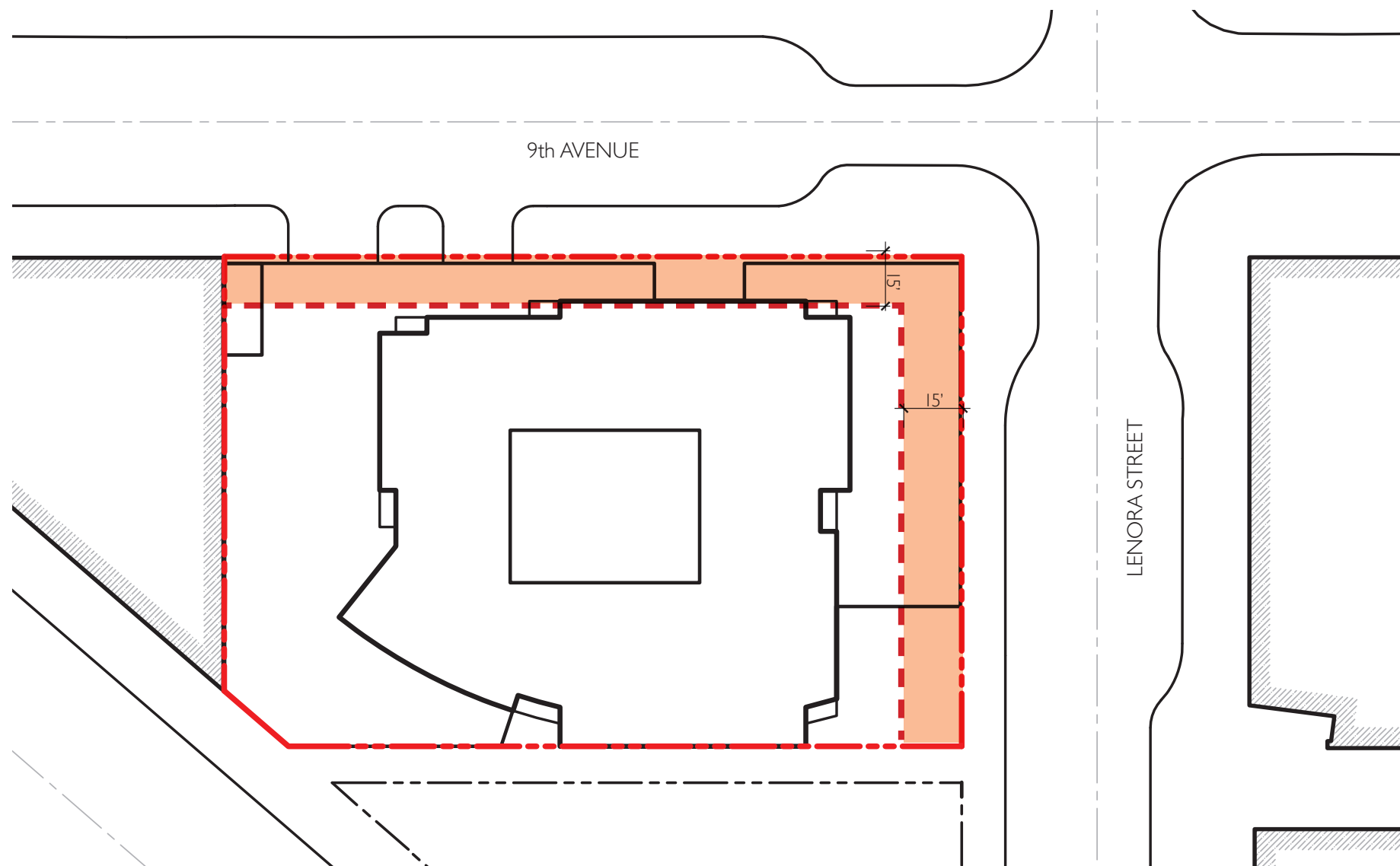


TYPICAL TOWER PLAN

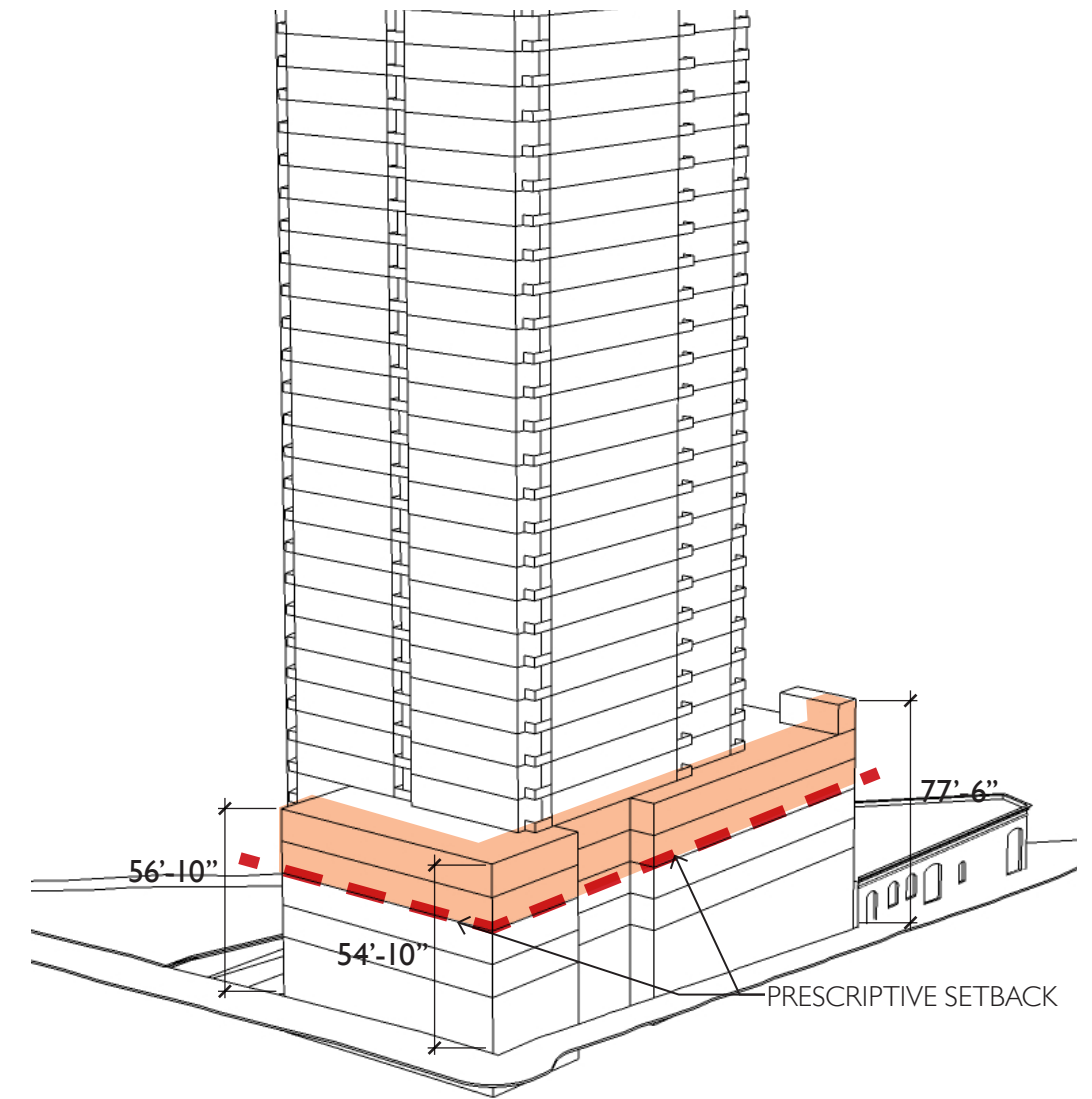


# ANTICIPATED DEPARTURE – PODIUM HEIGHT

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.058.F.2 Upper Level Setbacks	When a lot in a DMC or DOC2 zone is located on a designated Green Street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the Green Street at a height of forty-five (45) feet.	We are proposing a 61'-0" tall base (to the top of the parapet).	16'-0"	The primary reason for the 45'-0" setback is to increase the amount of light and air to the street, and to emphasize the pedestrian nature of the street. The position of our building (to the north of Lenora) means that at any height, it would have little affect blocking sunlight, and the positioning of the tower, which exceeds the 15' setback along Lenora (27-30') will help maximize the light and air available. The additional height allows for us to utilize a mezzanine space for the leasing offices, freeing up space at the corner of 9th and Lenora to be utilized as a good size retail space even though there is no streetfront use requirement. It also allows for the retail space to be 16'-2" clear instead of 10'-0" clear, which is what the leasing office would be if it occupied the 9th and Lenora corner. The height also allows for 1-2 additional floors of residential units in the base, which will overlook and provide eyes on the street along 9th Avenue, Lenora St., and the proposed park. The 61' base height is lower than the 65'-85' base heights allowed in other downtown locations, and is contextually responsive to the base heights of 2200 Westlake and 2030 8th Avenue.



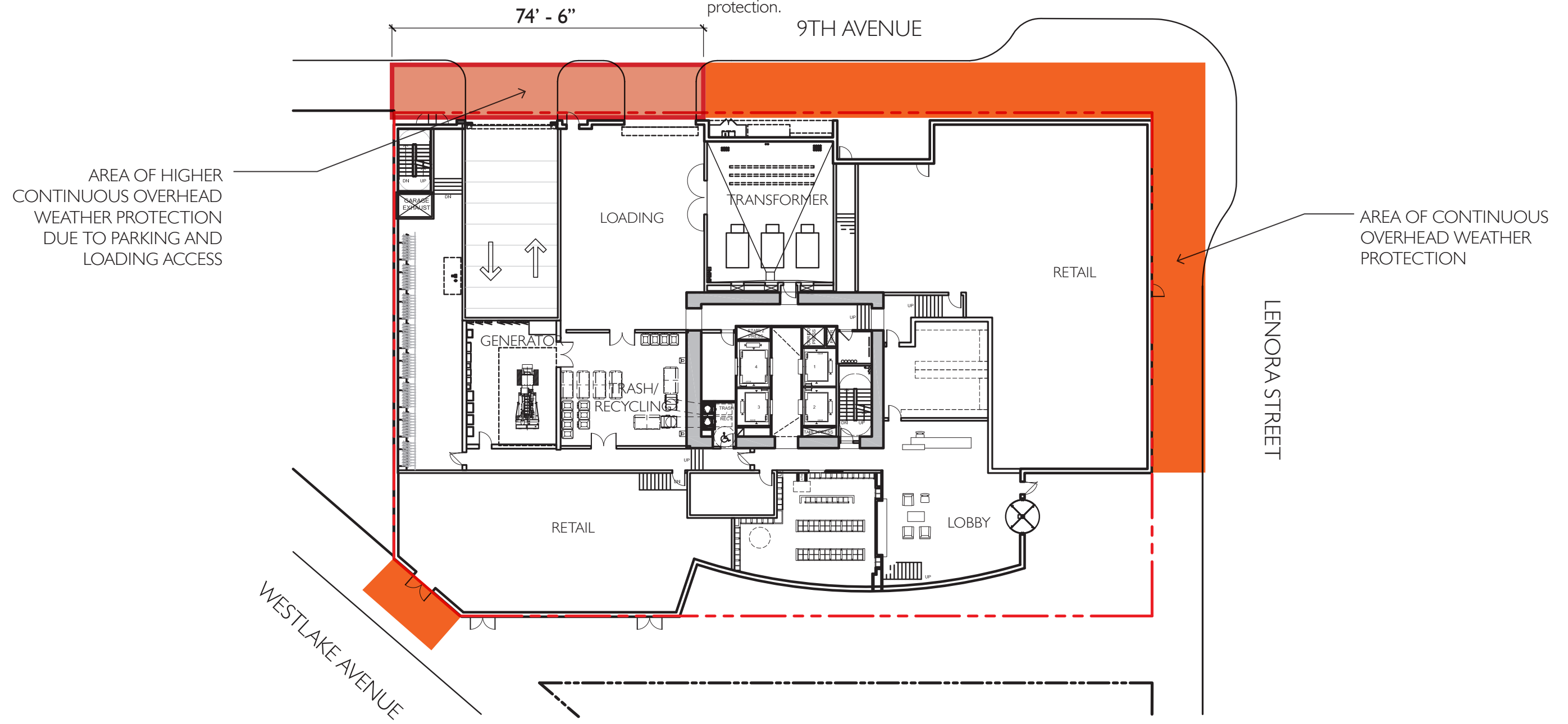
TYPICAL TOWER PLAN



PREFERRED OPTION

# ANTICIPATED DEPARTURE – CANOPIES

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.018 Overhead weather protection	Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot, at a minimum of 10' and a maximum of 15' above the sidewalk	While driveways into structures and loading docks are exempt, we propose to place a canopy at this location with additional height to allow for truck access, while providing pedestrian weather protection.	Canopy will exceed 15'-0". Final canopy height TBD	Placing the canopy over the driveway and loading dock entries.

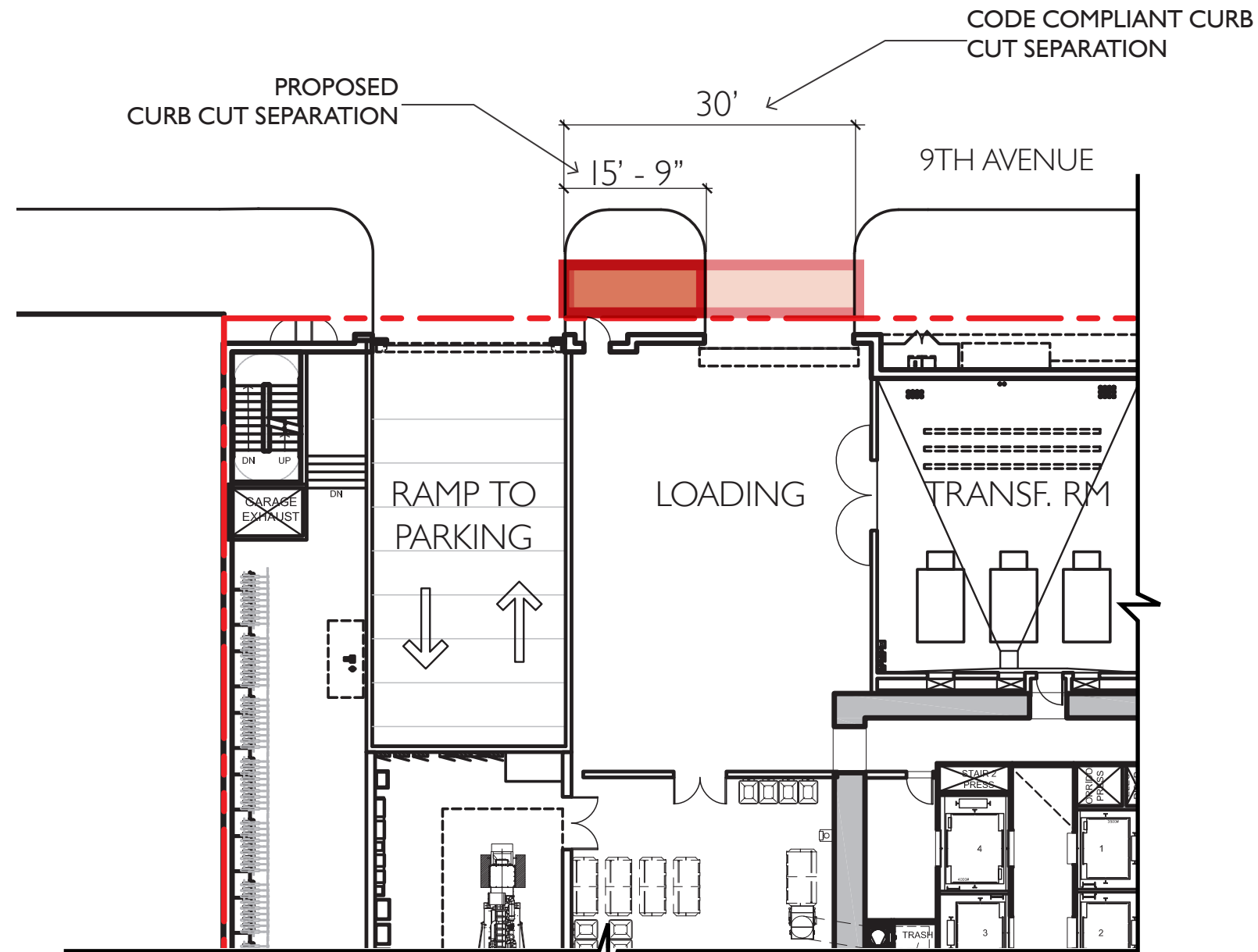


PREFERRED LEVEL I PLAN



# ANTICIPATED DEPARTURE – SEPARATION OF CURB CUTS

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.54.030.F.2.c Distance between curb cuts	The minimum distance between any two curb cuts located on a lot is 30 feet.	15'-9"	14'-3"	The design team felt it would be best to combine the curb cuts closer to each other, in order to maximize the unobstructed sidewalk, and to place them closer to the 2200 Westlake project's similar uses. If we flipped the loading dock with the transformer room in order to separate the curb cuts, then the loading dock would not be deep enough for the largest trucks, and the trucks would inevitably block the sidewalk when unloading. This would be unsightly, noisy, and unfriendly to pedestrians.

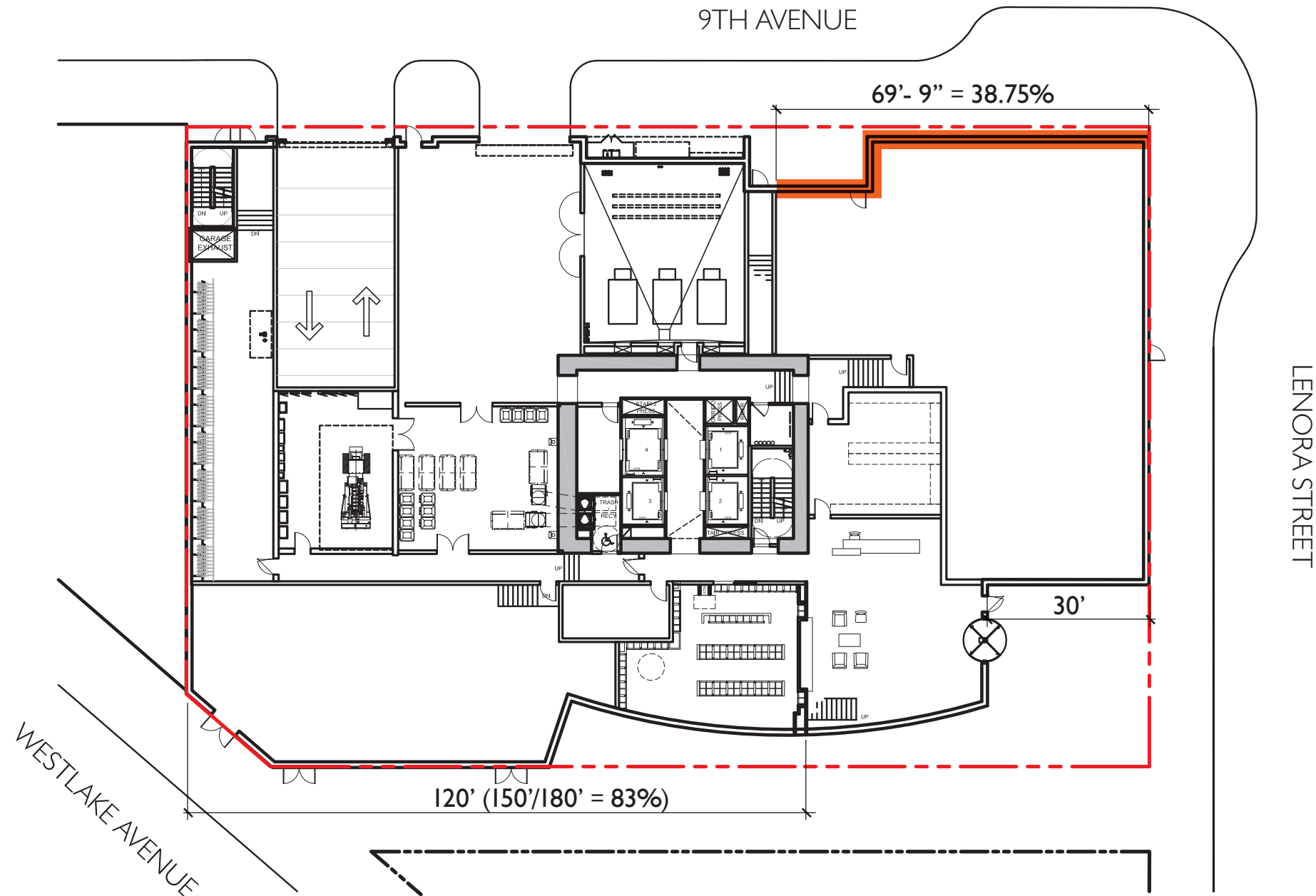


PREFERRED LEVEL I PLAN WITH PROPOSED CURB CUT



# ANTICIPATED DEPARTURE – FACADE TRANSPARENCY

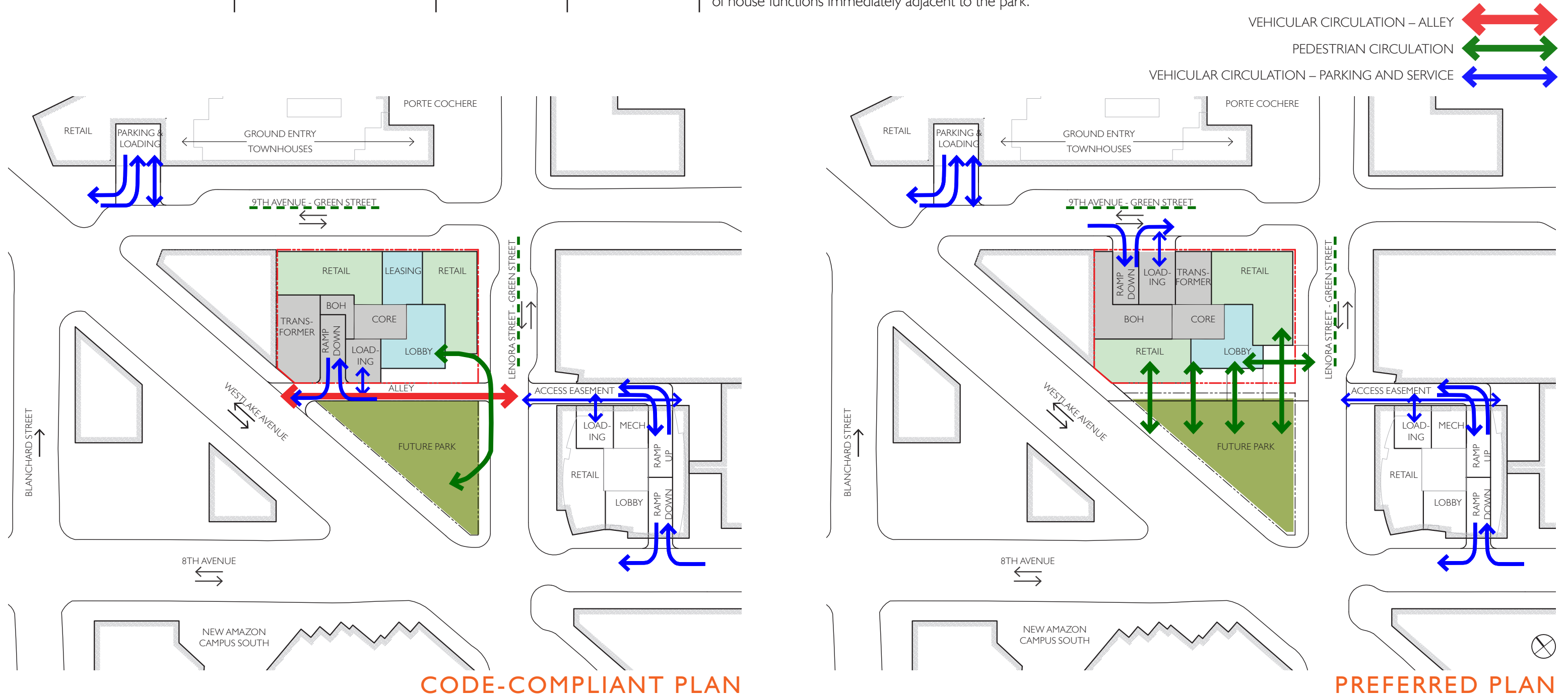
DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.56C.4.a	Class I pedestrian streets and designated Green Streets: A minimum of 60 percent of the street level street-facing facade shall be transparent.	38.75%	22.25%	There is an unprecedented opportunity to create a park space (by others) and front it with active retail uses (proposed) which will help activate and provide eyes onto the public space. To do this we need to move the BOH functions to 9th Avenue, which reduces the ability to provide facade transparency. Westlake is, and the future park will be heavily pedestrian traveled streets, while 9th Avenue has minimal pedestrian traffic. Ninth Avenue is also the location of multiple loading docks and garage entries for projects both new and old, see 9th avenue Green Street analysis.



PREFERRED LEVEL I PLAN

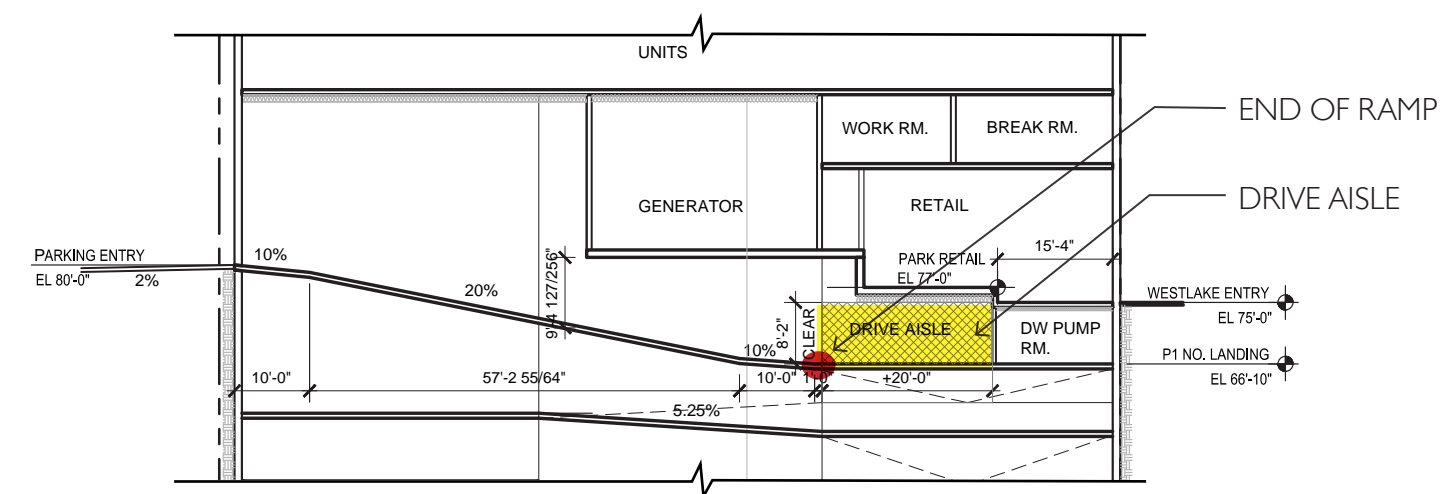
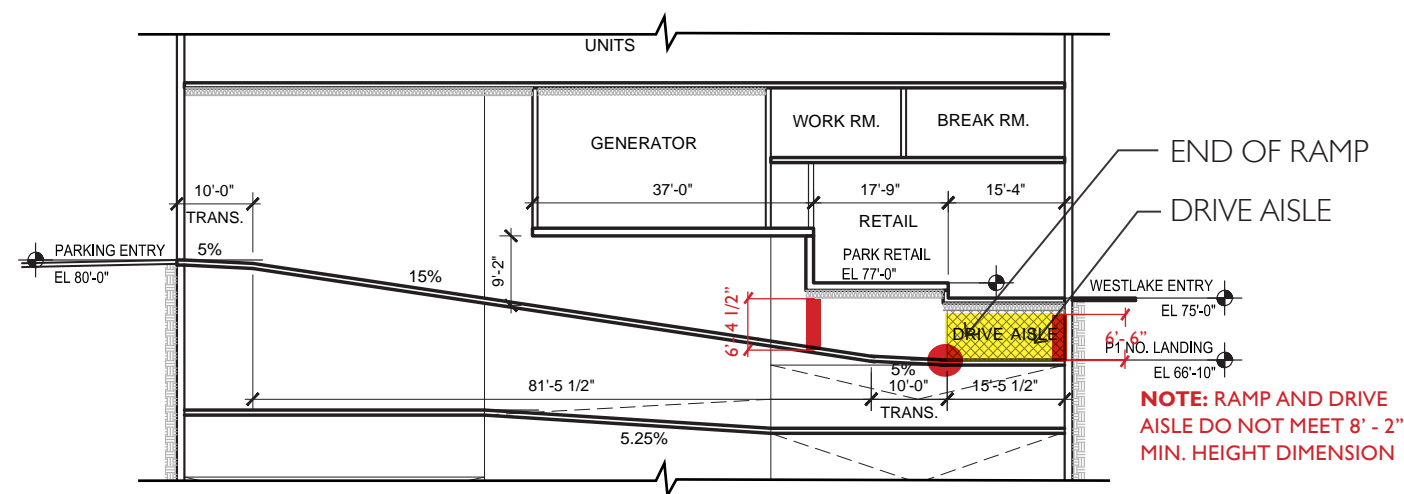
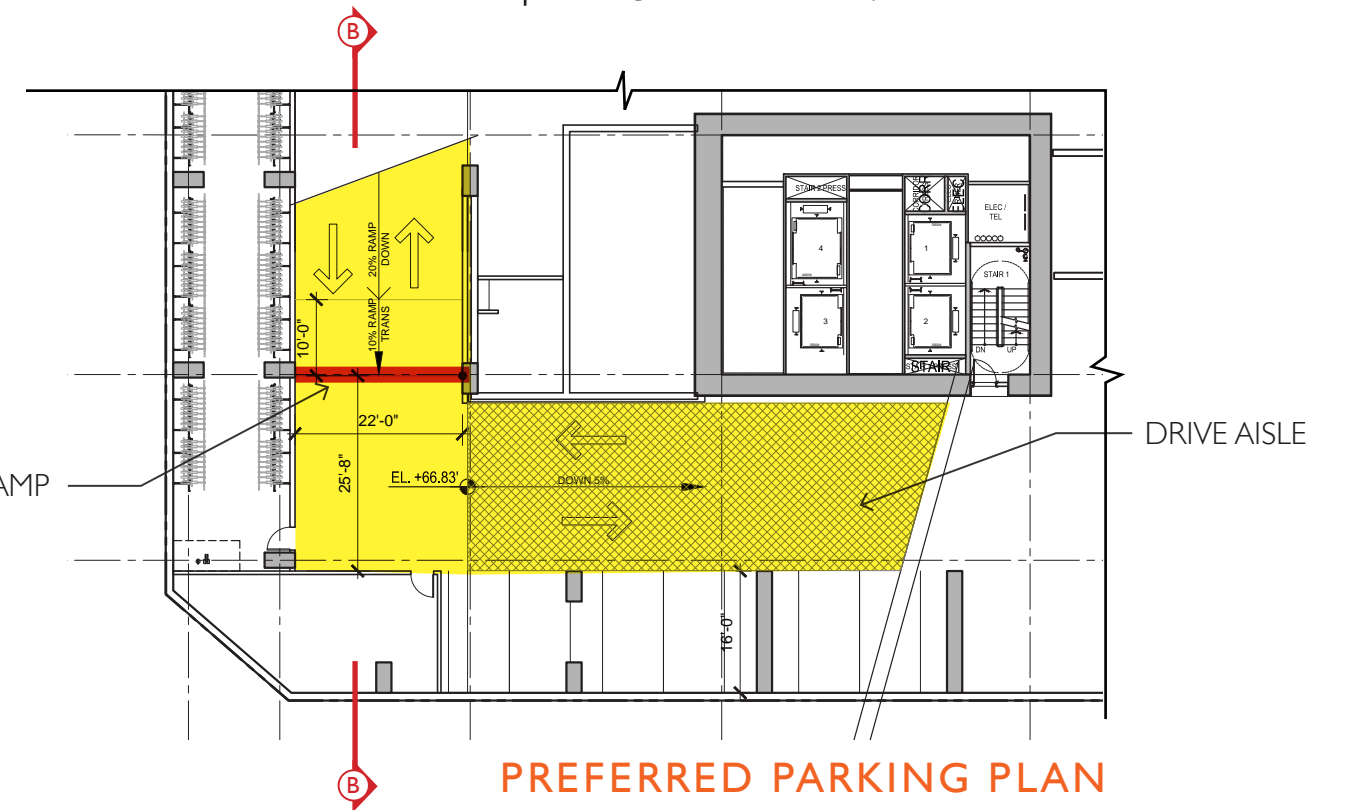
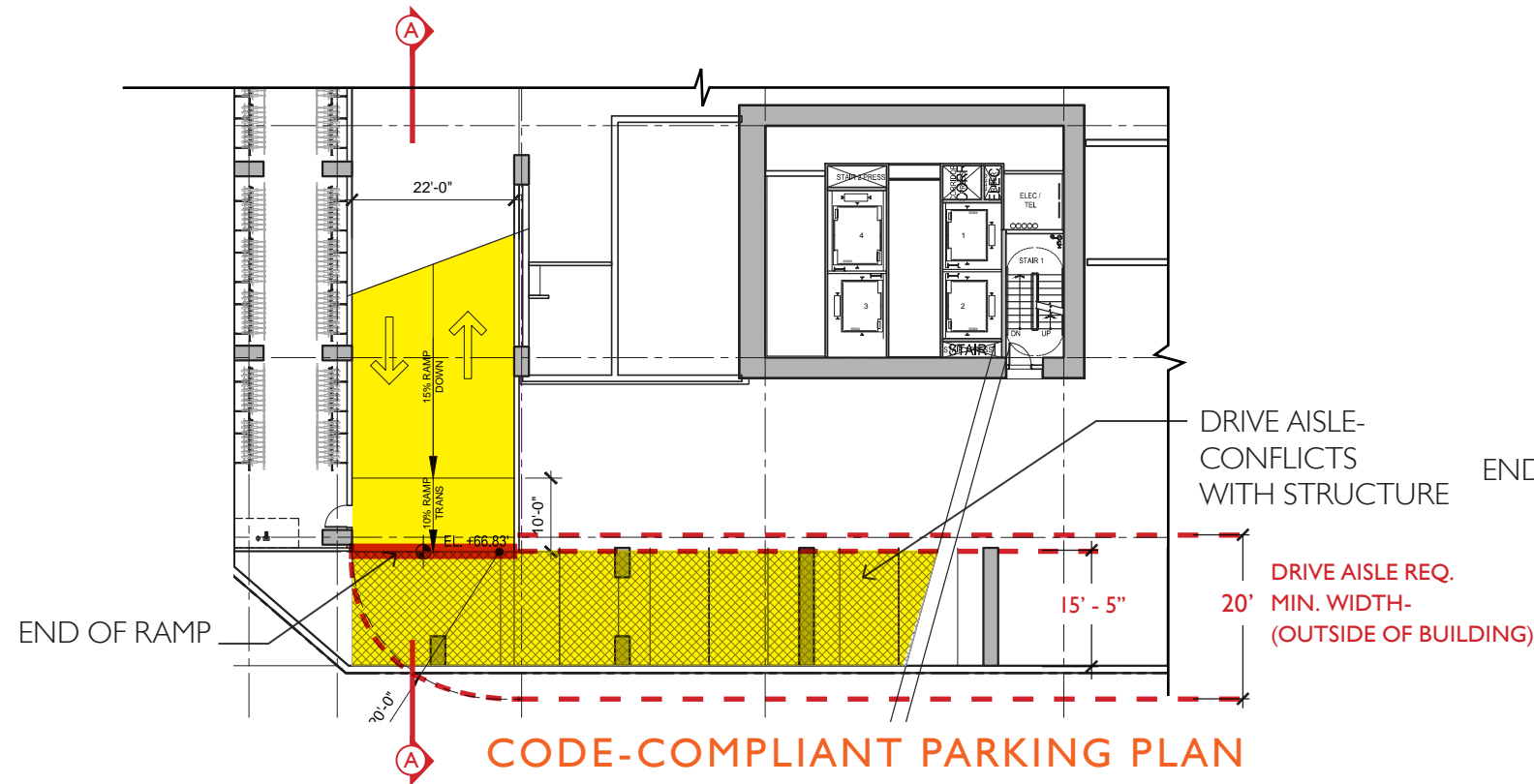
# REQUEST FOR SUPPORT – SERVICE/PARKING ACCESS OFF 9TH AVENUE

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.019.H.1.c. Parking Space Standards: Driveways	If a lot abuts an alley, alley access is required, unless the Director otherwise determines under subsection 23.49.019.H.1.c.	Access from 9th Avenue (Green Street)	Access street is preferred, Green Street is least preferred	The existing alley is non-typical because it is 1) not part of a continuous alley system, 2) does not serve the hidden backside of two opposing buildings, 3) outlets onto a Green Street (Lenora) and a major thoroughfare (Westlake). The site has a unique opportunity to work with and activate a proposed city park. In this case, we feel the unique character of the city park, and the alley's exposure to it, and to Westlake, equals if not exceeds the importance of the Green Street in the access location hierarchy illustrated in 23.49.019.H.1.b. This solution provides a better future condition for the park design to respond to, rather than having to react to back of house functions immediately adjacent to the park.



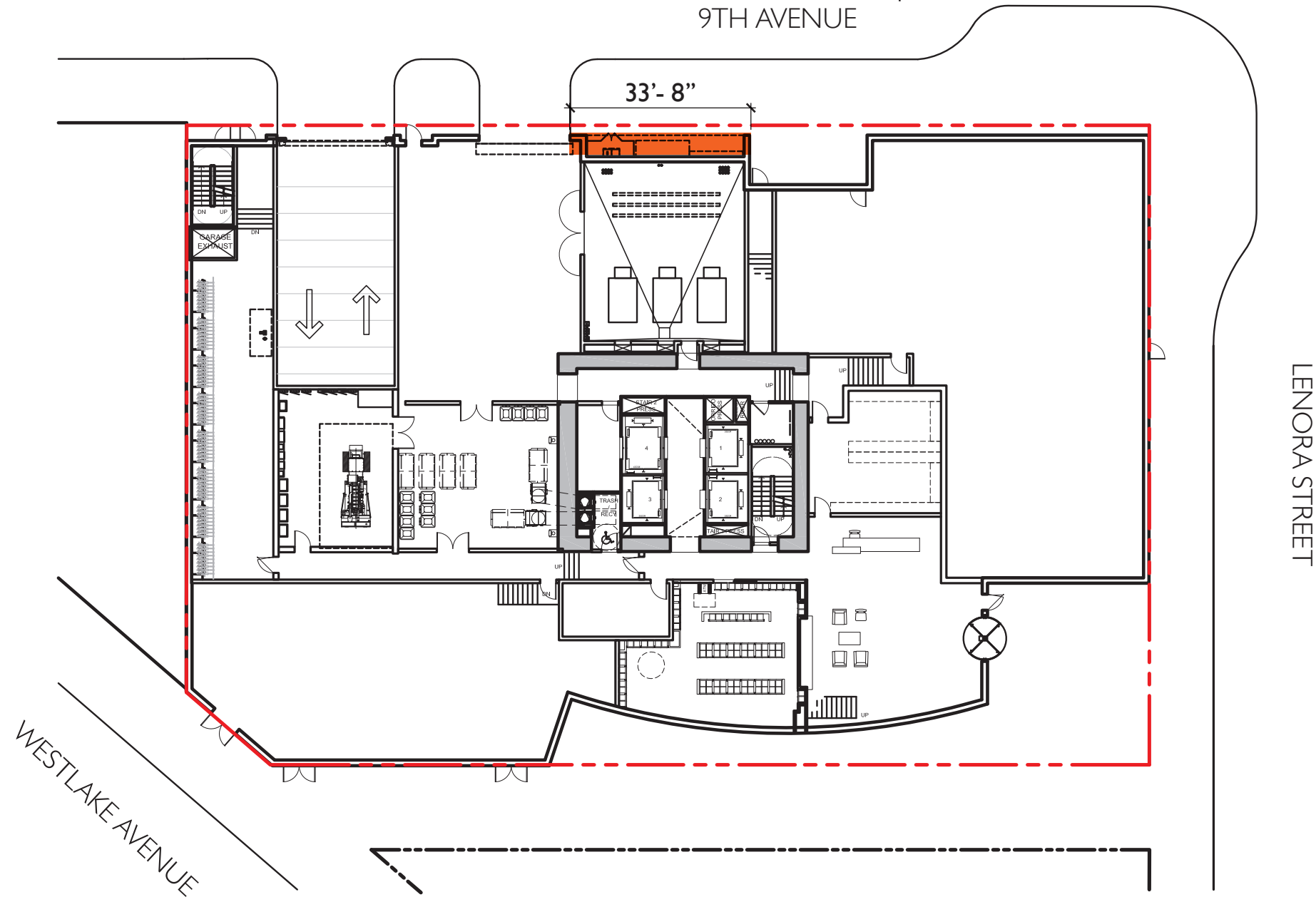
# REQUEST FOR SUPPORT – PARKING RAMP SLOPE

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.54.030.D.3 Parking Space Standards: Driveways	Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3.	20%	5%	The topography of the site, site dimensions, and the desire to have active retail uses fronting the proposed park require greater than 15% slope. Dimensionally, a 15% ramp is too long for a single E-W run, and does not provide the clearances required for the Accessible van to get into the parking garage. It would also eliminate or severely impact the ability to have retail fronting Westlake and the park.



# REQUEST FOR SUPPORT – BLANK FACADE

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.56D.2.a	Blank facades shall be no more than 15 feet wide except segments with garage doors may exceed a width of 15 feet and may be as wide as the driveway plus 5 feet. Blank facade segment width may be increased to 30 feet if the Director in a Type I decision determines that the facade segment is enhanced by features with visual interest such as architectural detailing, artwork, landscaping, or similar features.	33'-8"	18'-8"	There is an unprecedented opportunity to create a park space (by others) and front it with active retail uses (proposed) which will help activate and provide eyes onto the public space. To do this we need to move the BOH functions to 9th Avenue, which increases the area of blank facade. The transformer room is prescribed to be 30'-0" clear interior dimension by SCL, with blast proof concrete walls. Add the minimal dimension to the loading dock door, and you have 33'-8" of blank facade. Our plan is to provide a decorative gate / screen wall which will obscure the gas meters on the exterior of the wall, as well as the wall itself.



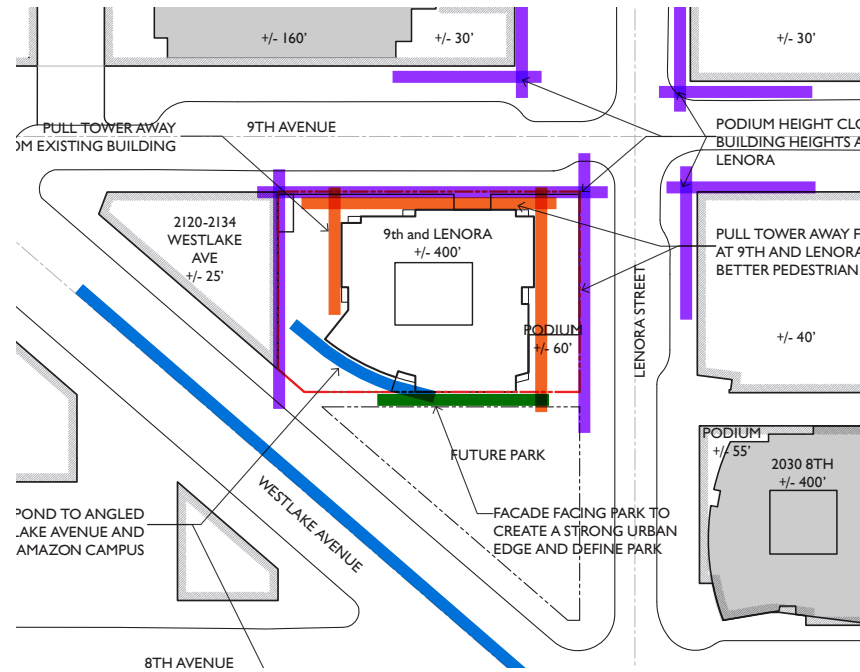
PREFERRED LEVEL I PLAN



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# DESIGN GUIDELINES

# DESIGN GUIDELINES



A-1



A-2

## SITE PLANNING & MASSING: RESPONDING TO THE LARGER CONTEXT

### 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:** Multiple massing moves have been made to respond to context. The building massing and alignment is largely orthogonal to grid. The leading form at the SW corner fronts the park to create a strong room defining edge and backdrop to the park. The east facade holds to the 9th Avenue grid, fronting the street with a strong street edge. Along the south face of the building the facade steps back from Lenora Street so that the Green Street setback of 15' is exceeded along the entire street front. This move pulls the main tower massing away from the nexus of the two Green Streets on site (9th and Lenora), maximizing the feeling of openness at the rare intersection of two Green Streets. Secondly, this move allows for more building separation and thus more air and light for neighboring residential buildings. The NW corner curves gracefully in a transitional response from rigid orthogonal adherence to grid to the alignment of Westlake, but also reflects the architectural character of 2030 8th and ENSO.

### A-2 ENHANCE THE SKYLINE

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

**Response:** The unique tower top positions the stacked interior amenity and building mechanical systems / screening to the SW as the tallest element on the building. This positioning both reinforces the importance of the building form directly related to the proposed park (by others), and of the residential entry, but also preserves the north side of the rooftop for terraces capturing 360 degree views of the Olympics, the Puget Sound, Space Needle, Lake Union / Washington, and the Cascades. A singular element will rise higher than all other forms. This element will be a signature tower element, with special facade treatment, and possibly lighting elements. Near the top, the form will be eroded to allow penthouse and amenity terraces to read through, breaking down the form and adding interest at the skyline. Reinforcing the curved form will be a flying wing element which will also add interest to the skyline.



# DESIGN GUIDELINES



B-1



B-2



B-3

## ARCHITECTURAL EXPRESSION: RELATING TO THE NEIGHBORHOOD CONTEXT

### B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT

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

**Response:** The project strives to reinforce the existing context by stepping away from the 9th and Lenora intersection, allowing this confluence of Green Streets to be expressed with a primarily lower, pedestrian scale podium. The building is also shifted to the west, to address the park and taller buildings across Westlake, allowing more separation from the tower with the smaller residential towers across 9th Avenue.

### B-2 CREATE A TRANSITION IN BULK & SCALE

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

**Response:** The immediate context for the project is a mix of three future 500' Amazon towers, the 400' 2030 8th Avenue residential apartment building across the street, The mixed use Hotel / residential / retail 2200 Westlake which varies from 240' to 160' in three different towers, the 240' Enso residential project and 2201 Westlake office building, and an assortment of 2-4 story early 20th century to mid century buildings, parking lots, the Braille Library and the Seattle PD West Precinct. The building massing responds to this context in a number of ways. We have positioned the majority of the bulk of the massing to the west side, positioning the highest portions so they speak to the adjacent 400' residential structure and the taller Amazon campus across Westlake. This allows the building to provide more separation to the lower high-rise structures of 2200 Westlake, where the tower mass at the base steps back to create a strong, lower base form. Along the south, the massing steps back from Lenora street, exceeding the Green Street setback which provides relief to the SE corner and along the south façade, where the lowest existing contextual massing exists. The six story base transitions from the massing of the West Precinct building, and 2030 8th's 8 / 5 story stepped podium into the neighborhoods' mix of low to midrise buildings, but also works well with the massing of 2200 Westlake which fluctuates between 240' / 180' / 160' towers and 45' podiums.

### B-3 REINFORCE THE POSITIVE URBAN FORM & ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

**Response:** The preferred option aims to reinforce Lenora, and front the proposed park (by others) with active uses. We hope to make a connection either through form or articulation with the existing building to the immediate north of the site. The corner of 9th and Lenora is fronted by a strong six story podium, while the tower retreats into a subordinate form. The landscape plans for the 9th and Lenora Green Streets will refer to the neighborhood context of completed portions of the Green Street network to continue a cohesive neighborhood "campus" landscape identity Cornish has expressed interest in.

### B-4 DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING

Compose the massing and organize the publicly accessible 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 building's massing proportion looks to use intertwined vertically extruded elements to break down the massing bulk and elongate the lines of the tower in order to slenderize the form. The primary vertical element will integrate with the base in some locations to express important entry points or break up the base into smaller elements which are in character with the smaller buildings of the neighborhood. We feel this response creates a dynamic massing solution viewed from various site locations, while the composition of these elements creates a unified whole.



# DESIGN GUIDELINES



C-1



C-2



C-3

## THE STREETScape: CREATING THE PEDESTRIAN ENVIRONMENT

### C-1 PROMOTE PEDESTRIAN INTERACTION

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

**Response:** The project seeks to maximize pedestrian interaction by reinforcing the dual Green Street intersection of 9th and Lenora with a pedestrian scaled base containing streetfront retail and residential units above grade (in lieu of above grade parking) to put eyes on the street. The preferred option looks to front the proposed park (by others) with ground level retail uses as well as above grade residential, again providing eyes on the park below.

### C-2 DESIGN FACADES OF MANY SCALES

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

**Response:** The preferred massing scheme breaks down the bulk through the use of façade steps, and vertical stacks of decks which relate to the unit planning of the building. As the façade is developed, the mullion patterning, location of operable windows, materiality (solid / void) will further unveil the uses beyond the façade.

### C-3 PROVIDE ACTIVE – NOT BLANK – FACADES

Buildings should not have large blank walls facing the street, especially near sidewalks.

**Response:** The west, south and east facades will all have retail or lobby uses with wide swaths of active frontage. In order to activate the proposed park (by others) we propose the back of house (BOH = loading dock, trash, electrical and mechanical) uses to be placed to the NE corner of the base, close to similar uses in the 2200 Westlake development, so that retail can be placed along the eastern edge of the park. We will strive to provide a well composed, and, in response to the Green Street, heavily landscaped streetscape to help buffer these BOH uses from the street.

### C-4 REINFORCE BUILDING ENTRIES

To promote pedestrian comfort, safety and orientation, reinforce the building's entry.

**Response:** The primary building entry is directly under the main vertical façade element of the building at the SW corner. With the addition of a major canopy element, the main entry will be very clear and distinct.

### C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

**Response:** Overhead weather protection will be provided as a continuous element where required, with the exception of the area noted in 'Anticipated Departure – Canopies.'

### C-6 DEVELOP THE ALLEY FACADE

To increase pedestrian safety, comfort and interest, develop portions of the alley façade in response to the unique conditions of the site or project.

**Response:** The "alley" façade in the preferred option is actually quite active use, and composed as part of the primary building aesthetic and will be the heart of the project. We propose to move the BOH uses to the NE corner of the building along 9th. These elements will be incorporated into a composed design that responds to their unique placement and context.



# DESIGN GUIDELINES



D-1



D-2



D-3

## PUBLIC AMENITIES: ENHANCING THE STREETScape & OPEN SPACE

### 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:** The project applicant is actively working with the City of Seattle to connect to and engage a future park (by others) as a part of the parti / massing and future development of the design scheme. We are also looking at an integrated entry plaza with retail presence which will overlook the park from the higher elevation along Lenora, and fronting the park with retail along the lower elevation along Westlake.

### D-2 ENHANCE THE BUILDING WITH LANDSCAPING

Enhance the building and site with substantial landscaping – which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

**Response:** The sidewalk design for 9th and Lenora will follow Green Street standards. We will also have significant landscaping at L7 terrace level and the rooftop amenity level.

### 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:** There are several opportunities for the project to help define or create distinct and attractive spaces. The building base at the corner of 9th and Lenora, the façade element fronting the park, the entry plaza, the retail along the east edge of the park, and the curve specific to Westlake Avenue are some of the opportunities for this structure.

### D-4 PROVIDE APPROPRIATE SIGNAGE

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

**Response:** Signage possibilities will be incorporated into the canopy design.

### D-5 PROVIDE ADEQUATE LIGHTING

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

**Response:** Canopies or building facades will contain pedestrian lighting to create the sense of safety.

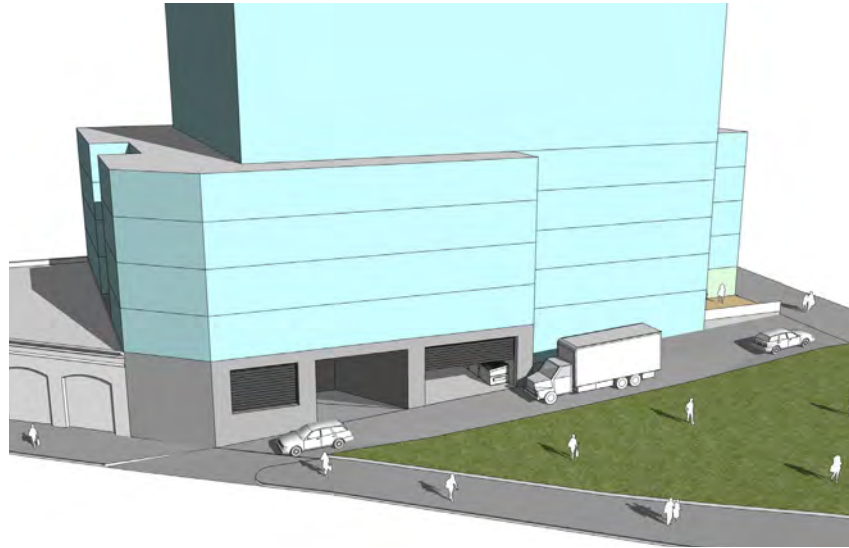
### D-6 DESIGN FOR PERSONAL SAFETY & SECURITY

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

**Response:** All facades facing ROW will have the proper amount of lighting to provide a reasonable sense of safety and security.



# DESIGN GUIDELINES



E-1

## VEHICULAR ACCESS & PARKING: MINIMIZING THE ADVERSE IMPACTS

### E-1 MINIMIZE CURB CUT IMPACTS

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

**Response:** By shifting the BOH uses to the NE corner, from the “alley” location, we provide a much more pedestrian friendly and pedestrian interactive façade for Westlake Avenue and the proposed park (by others). While the move introduces these uses on a Green Street, this move has precedence within the same block, as the 2200 Westlake project has their loading dock and retail parking entrance on 9th. Our opinion is that the trade off is warranted based on the added pedestrian value it brings to Westlake Avenue and the proposed park (by others).



E-2

### E-2 INTEGRATE PARKING FACILITIES

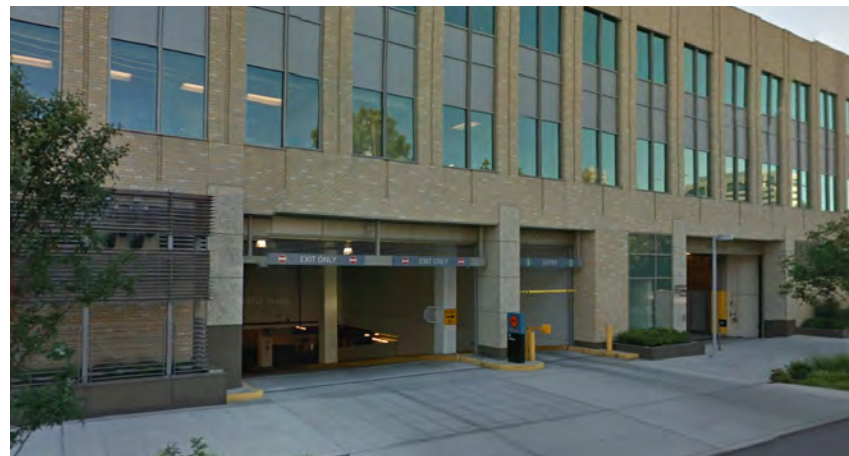
Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

**Response:** 100% of the project parking is below grade, and hidden from view or pedestrian interaction other than the main entry door.

### 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:** By shifting the BOH uses to the NE corner, from the “alley” location, we provide a much more pedestrian friendly and pedestrian interactive façade for Westlake Avenue and the proposed park (by others). While the move introduces these uses on a Green Street, this move has precedence within the same block, as the 2200 Westlake project has their loading dock and retail parking entrance on 9th. Our opinion is that the trade off is warranted based on the added pedestrian value it brings to the proposed park (by others).



E-3

# DESIGN INSPIRATION



# DESIGN INSPIRATION



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LANDSCAPE

# SITE PLAN

SEATTLE MUNICIPAL CODE – REQUIREMENTS

## 9TH AVENUE

Required Landscape Area > **270 Square Feet**

1.5 x 180' (Length of the Street Lot Line)

Required Landscape linear Feet > **90'-0"**

within 2'-0" Setback > **50%** of Length of the Street Lot Line

## LENORA STREET

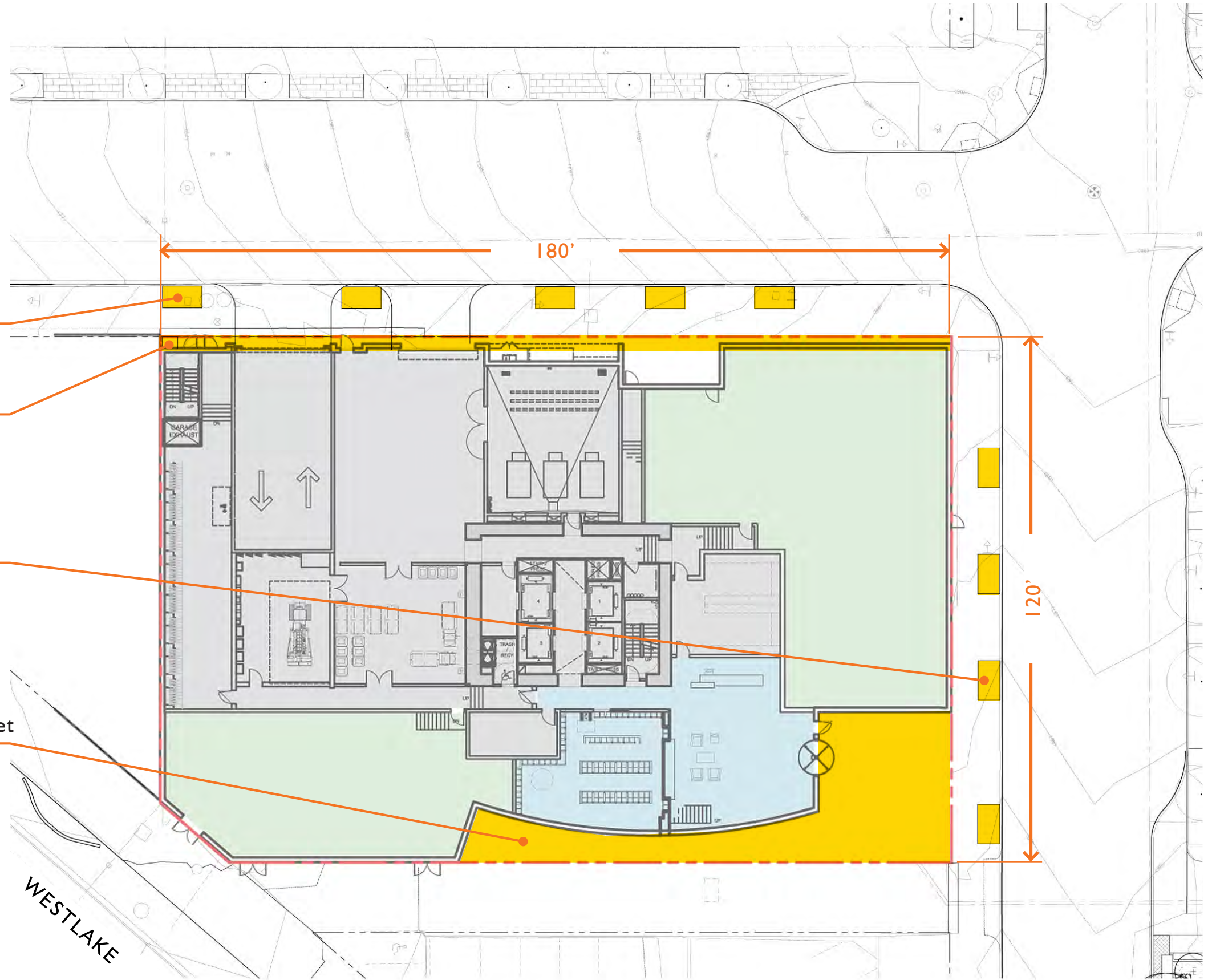
Required Landscape Area > **180 Square Feet**

1.5 x 120 (Length of the Street Lot Line)

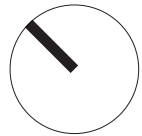
## ALLEY & BUILDING ENTRY

Total Area = **2068.8 Square Feet**

Required Landscape Area > 20% x 1894 = **413.8 Square Feet**



0 5 20 40



WESTLAKE



# DESIGN

- A. Special paving
- B. Special Paving at BLDG Entry
- C. Benches
- D. New Curb bulb
- E. Retaining Walls / Planters
- F. Driveway
- G. Tables and Chairs

## 9TH AVENUE

Required Landscape Area > 270 Square Feet

**Provided: 1100 Square Feet**

Required Landscape linear Feet within 2'-0" Setback > 90'-0"

**Provided: 25'-8" (Departure Required)**

## LENORA STREET

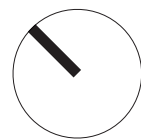
Required Landscape Area > 180 Square Feet

**Provided: 583 Square Feet**

## ALLEY & BUILDING ENTRY

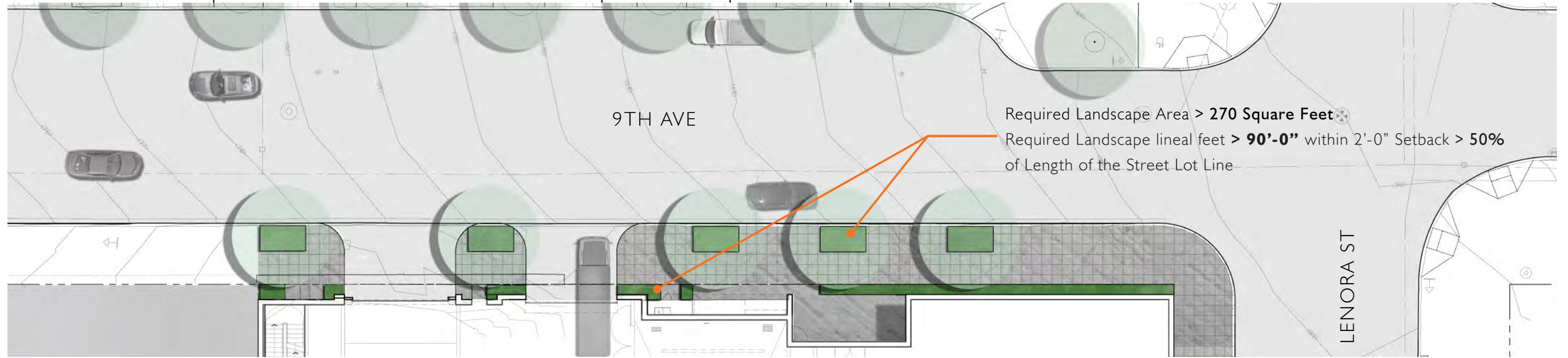
Required Landscape Area > 413.8 Square Feet

**Provided: 422 Square Feet**

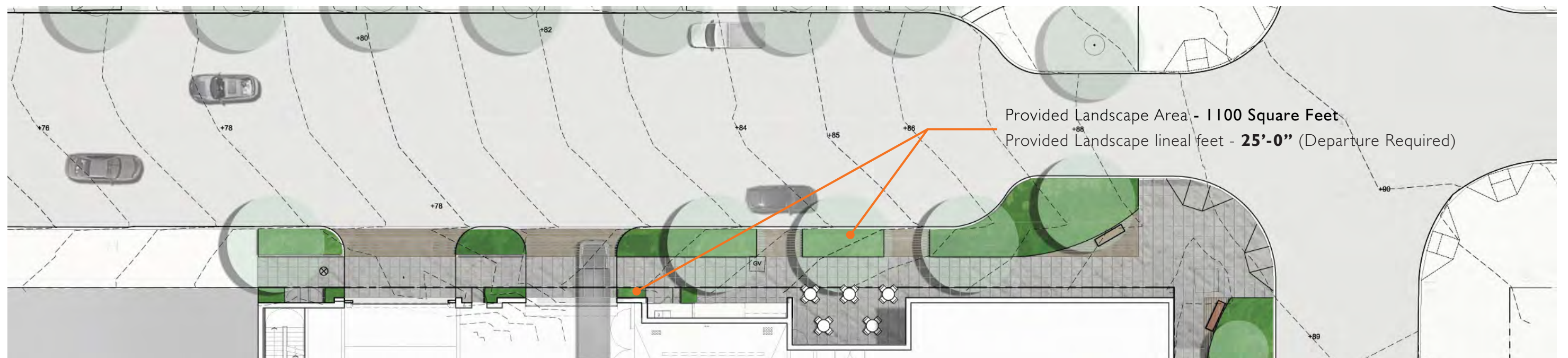


# ANTICIPATED DEPARTURE – LANDSCAPING IN SETBACKS

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.056 F4b	50% of the 2 foot setback on 9th Avenue must be landscaped (90 lineal feet)	25.75 lineal feet	54.25 lineal feet	The project proposes to have retail storefronts on 9th Avenue. Landscaping in the 2 ft setback would interfere with activated storefronts, the connections between inside and outside and potential for outdoor seating in the setback areas.



**CODE-COMPLIANT PLAN**



**PREFERRED PLAN**



# REQUIRED STREET TREES



## 9TH AVENUE

*Ginkgo biloba* 'Magyar'  
Magyar Ginkgo



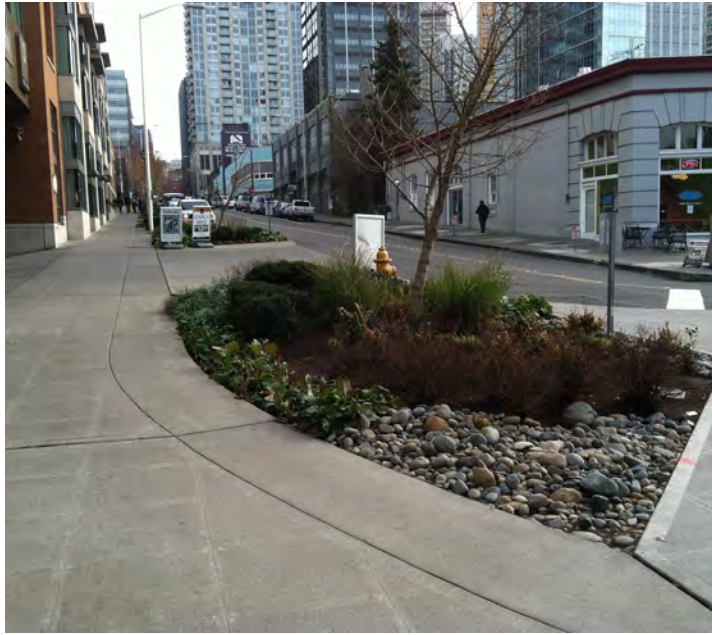
## LENORA STREET

*Fraxinus pennsylvanica* 'Cimmzam'  
Cimmaron Ash



# STREETSCAPE ACROSS STREET

## 9TH AVENUE:



## LENORA STREET:



BIOSWALE ALONG 9th AT LENORA

# EXISTING STREETScape & INSPIRATION

## 9TH AVENUE:



## LENORA STREET:



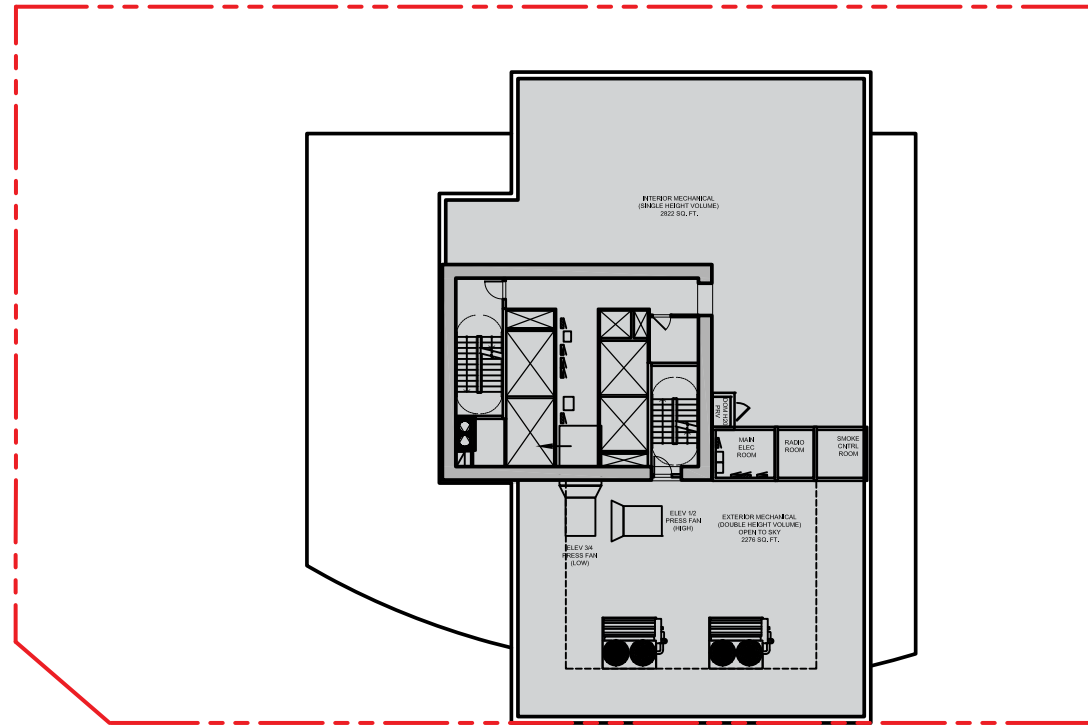
IMPROVEMENT INSPIRATION



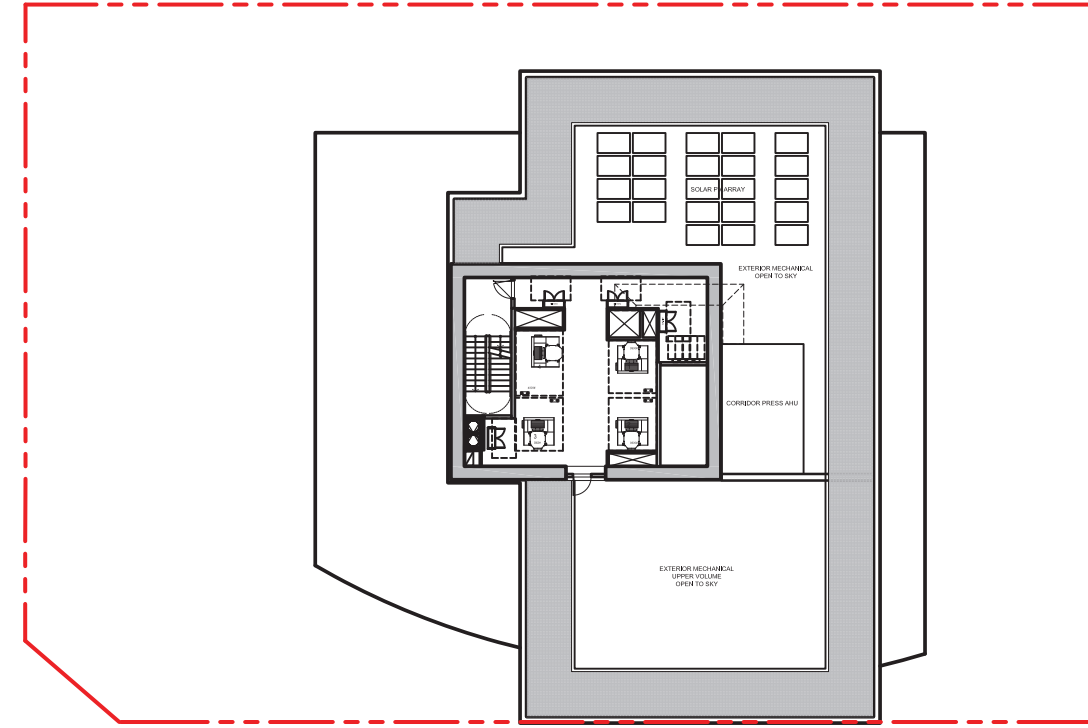
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# APPENDIX

# MASSING OPTION C – FLOOR PLANS

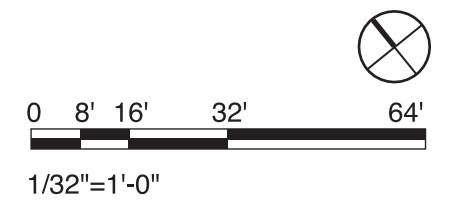


ROOF LEVEL 2

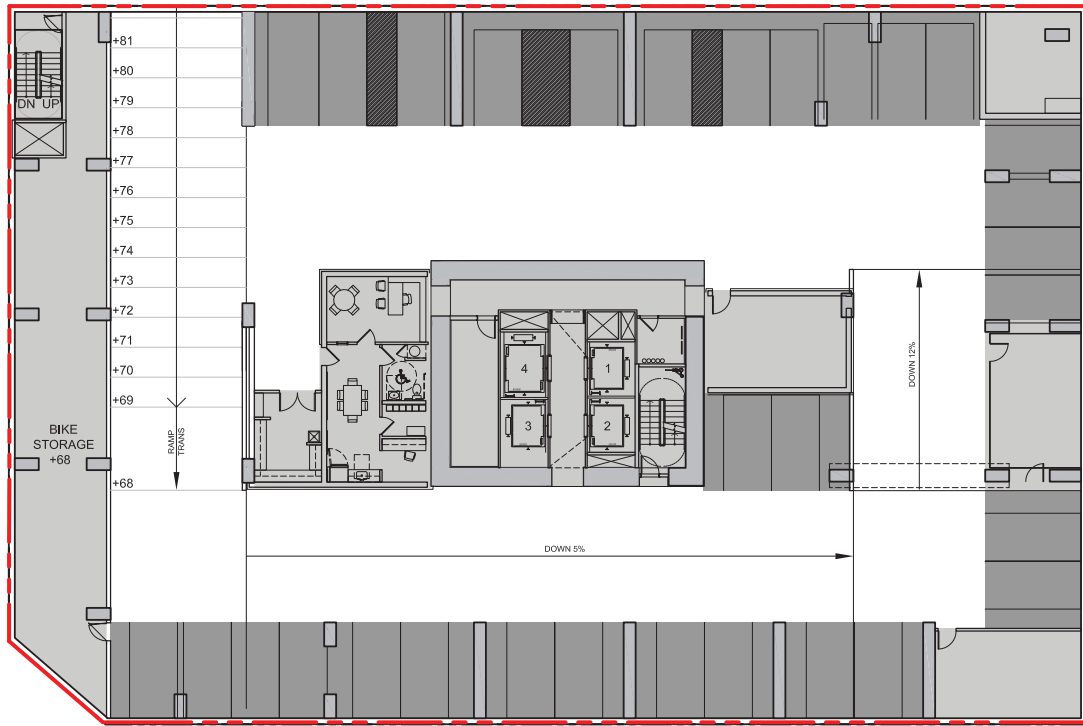


ROOF LEVEL 3

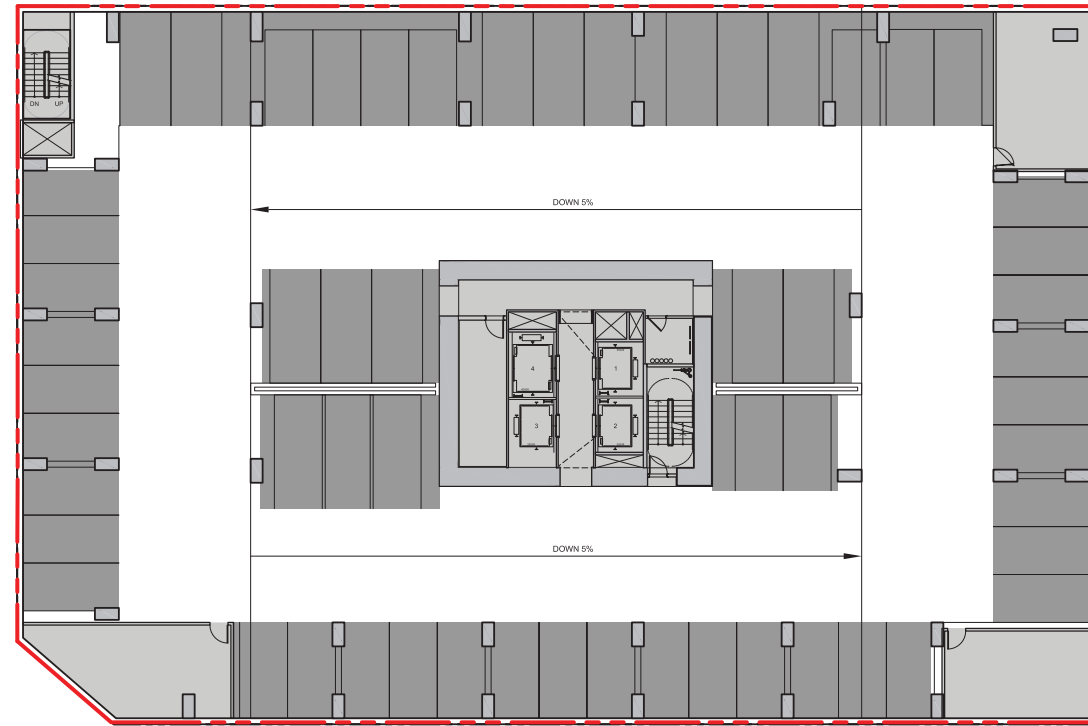
- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE



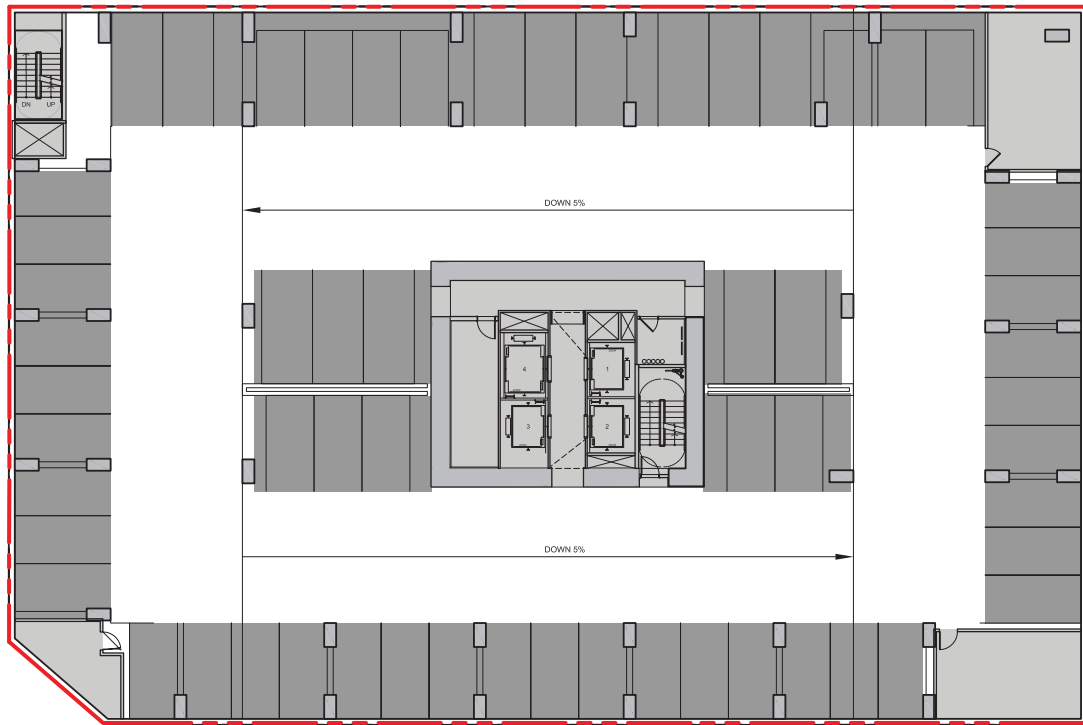
# MASSING OPTION C – FLOOR PLANS



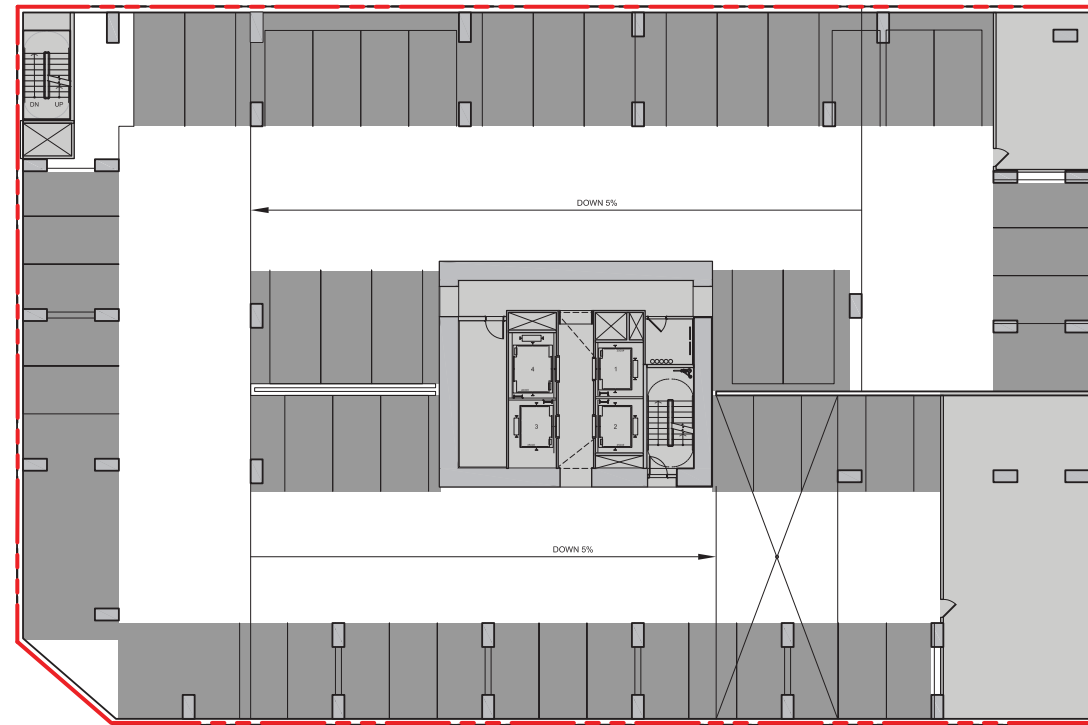
LEVEL P1



LEVEL P2

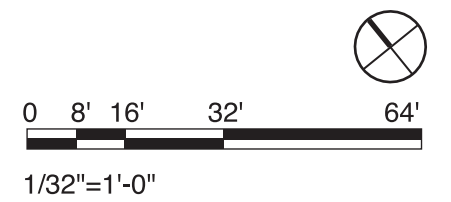


LEVEL P3-P4

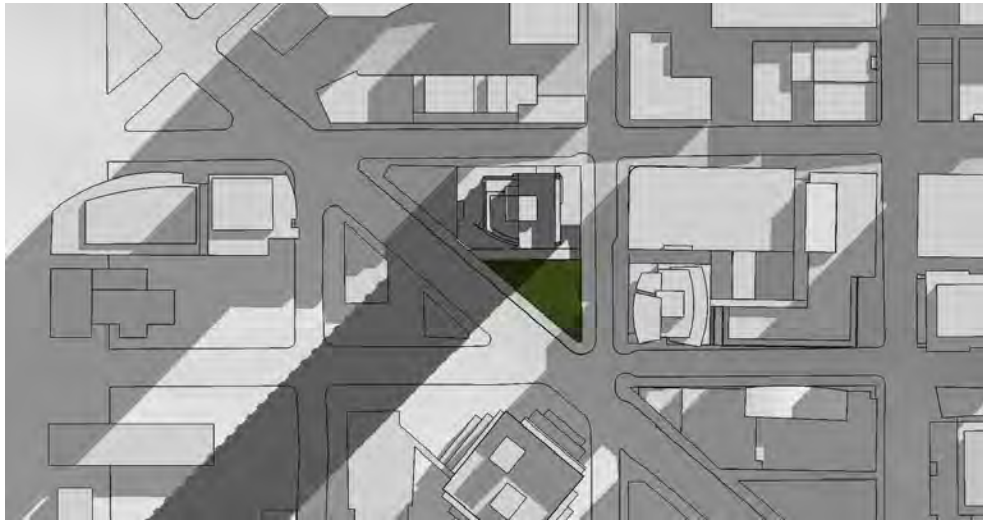


LEVEL P5

- RESIDENTIAL / LOBBY
- RESIDENTIAL AMENITY
- RETAIL
- PARKING
- MECHANICAL / CORE / STORAGE



# MASSING OPTION C – SHADOW STUDIES



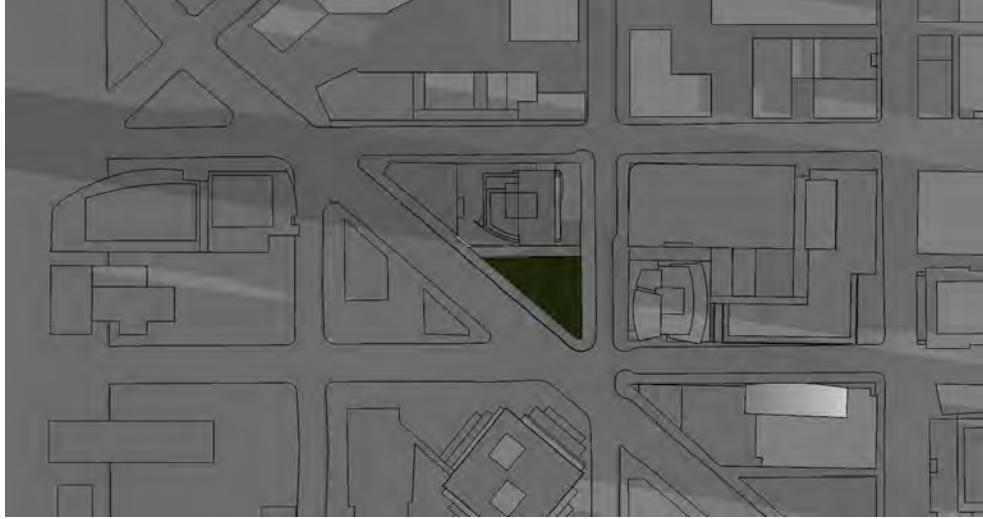
SUMMER 7:00 AM



SUMMER 12:00 NOON



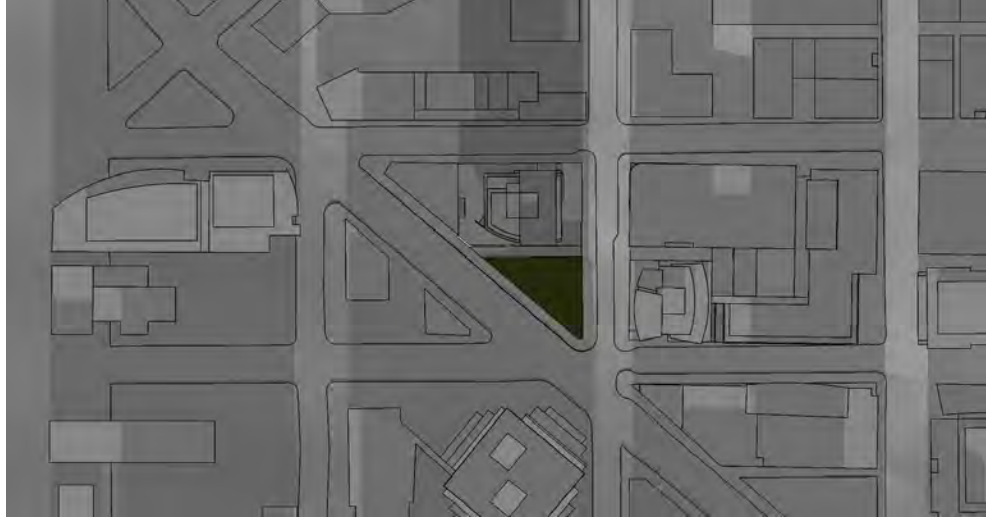
SUMMER 7:00 PM



WINTER 9:00 AM



WINTER 12:00 NOON



WINTER 3:00 PM



# MASSING OPTION C – PREFERRED

