



CoU, LLC

# FREMONT OFFICE BUILDING

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744 NORTH 34TH STREET

DESIGN REVIEW RECOMMENDATION

07.06.2015 | 14-054 | DPD Project #3018639



WEBER THOMPSON



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# INTRODUCTION & PROJECT OVERVIEW

## PROJECT DESCRIPTION

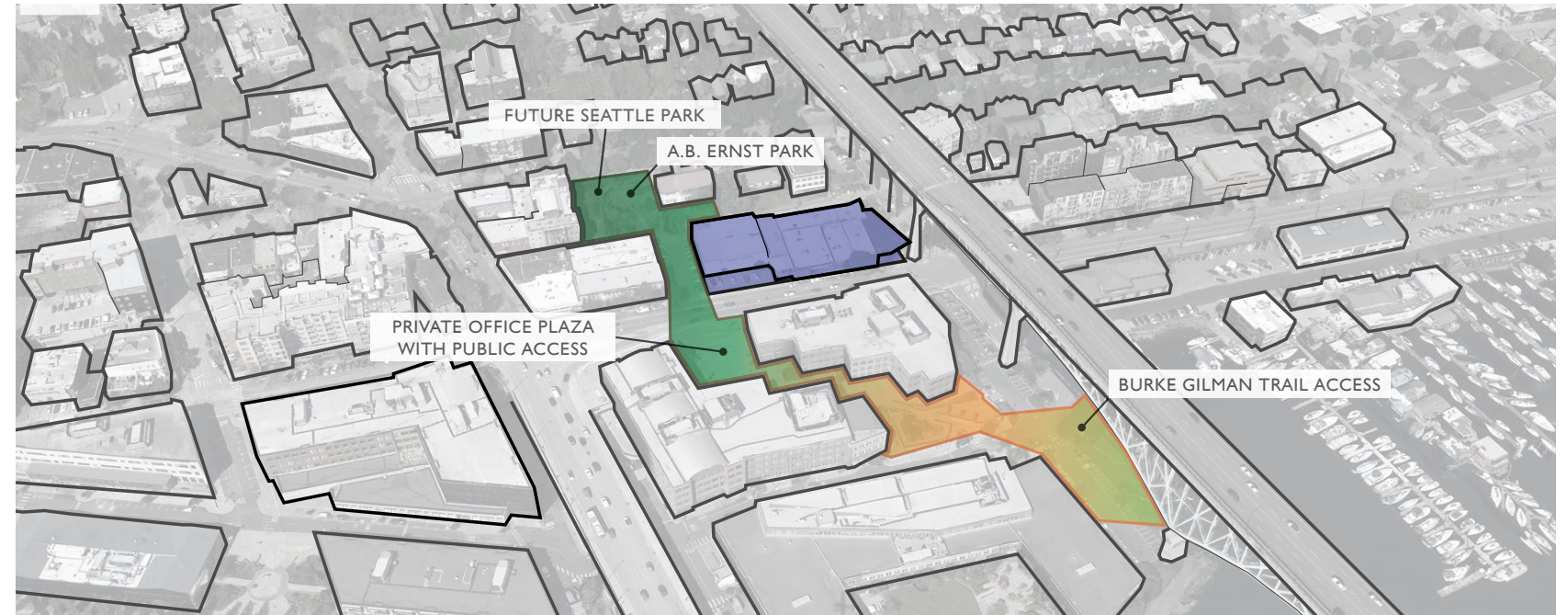
The site is located within the Fremont Urban Center Village, with its address along N 34th Street, bounded by Troll Avenue N to the east and an alley to the north. The zoning is NC3-65' with adjacent properties zoned the same. Across the alley to the north is an NC3-40' zone. The site is currently occupied by a variety of small commercial retail tenants, an informal history museum of Fremont and an auto parts store.

The project proposes demolition of existing structures on site, and new construction of five levels above grade. At grade this includes one level of service, separate retail parking and garage entry for two levels below grade parking, parking and loading accessed by the alley, and an office lobby and retail spaces (approximately 11,400 net square feet) primarily located along N 34th Street and Troll Avenue. Four levels of commercial office (approximately 106,000 gross square feet) will be provided above the ground floor – constructed as core and shell (both single tenant and multi-tenant arrangements will be considered by the owner for leasing). The project currently anticipates two levels of below grade parking (60,300 gross square feet, including parking access at grade) for approximately 165 vehicle stalls. The current preferred scheme includes approximately 200 internal bike stalls + 12 bike racks in the R.O.W. (32 bike stalls are required by Seattle Land Use code).

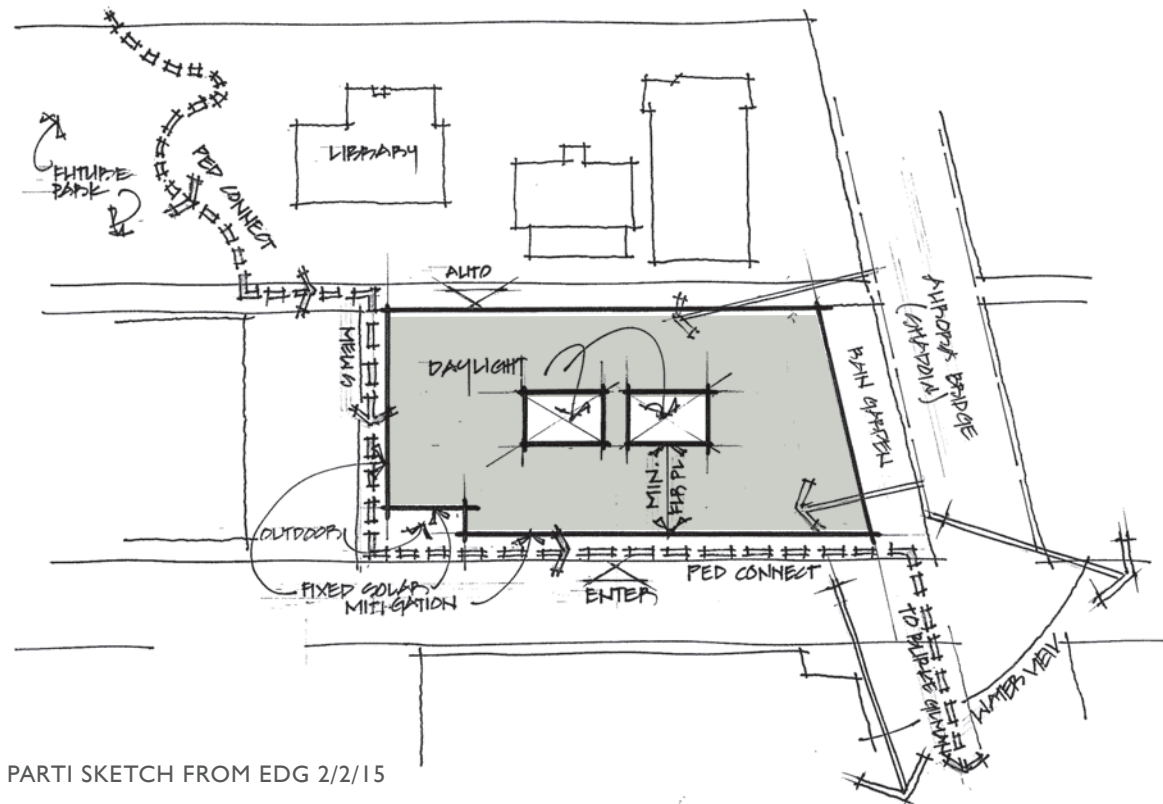
## FREMONT NEIGHBORHOOD

The Fremont neighborhood of Seattle is situated along the Fremont Cut of the Lake Washington Ship Canal to the north of Queen Anne, the east of Ballard, the south of Phinney Ridge, and the southwest of Wallingford. Its boundaries are not formally fixed, but they can be thought of as consisting of the Ship Canal to the south, Stone Way N. to the east, N. 50th Street to the north, and 8th Avenue N.W. to the west.

The neighborhood's main thoroughfares are Fremont and Aurora Avenues N. (north- and southbound) and N. 46th, 45th, 36th, and 34th Streets (east- and westbound). The Aurora Bridge (George Washington Memorial Bridge) carries Aurora Avenue (State Route 99) over the Ship Canal to the top of Queen Anne Hill, and the Fremont Bridge carries Fremont Avenue over the canal to the hill's base. A major shopping district is centered on Fremont Avenue N. just north of the bridge.



OPEN SPACE CONTINUITY DIAGRAM FROM EDG 2/2/15



PARTI SKETCH FROM EDG 2/2/15



# ZONING SUMMARY

## Site Address

744 N 34th Street, Seattle WA 98103  
760 N 34th Street, Seattle WA 98103

## King County Assessors Parcel Numbers

197220-2710 (Lot size: 14,400 SF) The Property is currently occupied by an auto parts retail store (Carquest) with underground parking and workshops in the western portion of the Property.

197220-2730 (Lot size: 16,860 SF) The Property is currently occupied by a multi-use single story structure with no basement in the eastern portion of the Property. Recent occupancy of the eastern portion of the Property has included restaurants and cafés, dance and yoga studios, health services, and a community museum.

## Zoning Classification: NC3-65

## Neighborhood / Overlay

Fremont Hub Urban Village  
Frequent Transit Corridor (per DPD GIS)  
Not a Pedestrian Area (per DPD GIS)

## Environmental Critical Areas: None per DPD GIS map

## Approximate Site Dimensions:

120' depth from N 34th Street to alley  
~276' width along N 34th street  
~249' width along alley  
~124' along Troll Street

## Topography

The U.S. Geological Survey (USGS) Seattle North, WA 7.5-Minute Quadrangle Topographic Map (Figure 1), indicates that the ground surface of the Property is sloping down to the south towards Lake Union. The elevation of the Property is approximately 55 feet above mean sea level (msl).

## Floor Area Ratio [23.47A.013]

### Maximum FAR is 4.25

31,260 SF site area x 4.25 FAR = 132,855 sq ft max.

### Gross Floor Area (GFA)

Gross area not counted toward maximum FAR:

- Underground gross floor area
- All portions of a story that extend no more than 4' above existing or finished grade (whichever is lower) excluding access

### Minimum FAR is 2.0

Gross area not counted toward minimum FAR:

- GFA below grade
- GFA containing parking

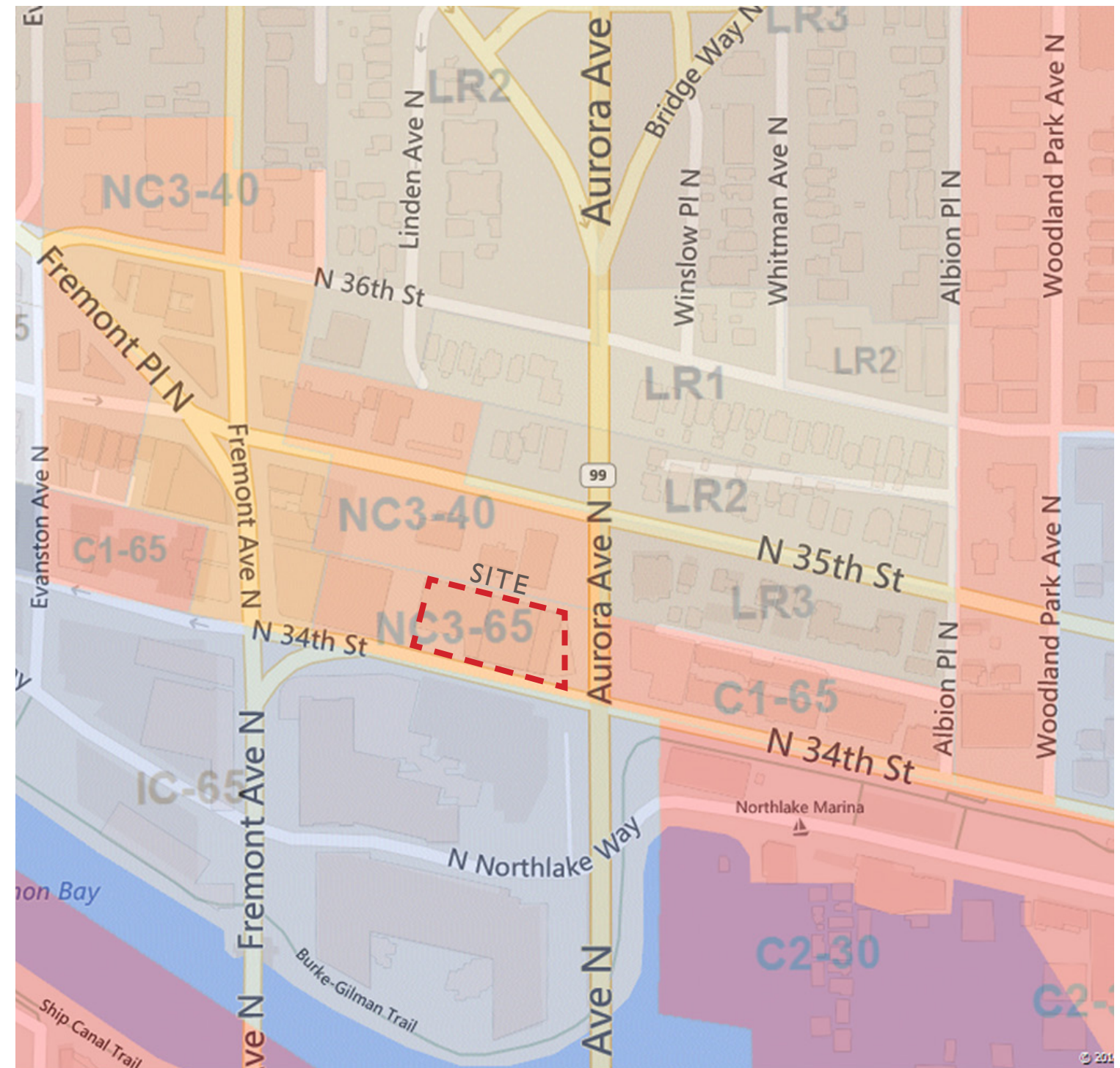
## Structure Height [23.47A.012]:

Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher.

In zones with height limits of 65 feet or more, solar collectors may extend up to 7 feet above the otherwise applicable height limit, with unlimited rooftop coverage.

Except as provided below, the following rooftop features may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment:

- Solar collectors;
- Mechanical equipment;
- Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15 feet from the roof edge;
- Wind-driven power generators;
- Minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of Section 23.57.012; and
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.



ZONING PLAN



# ZONING SUMMARY

## Structure Height [23.47A.012] continued:

Greenhouses that are dedicated to food production are permitted to extend 15 feet above the applicable height limit if the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C does not exceed 50 percent of the roof area, and the greenhouse adheres to the setback requirements in subsection 23.47A.012.C.7.

The rooftop features listed in this subsection 23.47A.012.C.7 shall be located at least 10 feet from the north edge of the roof unless a shadow diagram is provided that demonstrates that locating such features within 10 feet of the north edge of the roof would not shade property to the north on January 21st at noon more than would a structure built to maximum permitted height and FAR:

- a. Solar collectors;
- b. Planters;
- c. Clerestories;
- d. Greenhouses and solariums;
- e. Minor communication utilities and accessory communication devices permitted pursuant to the provisions of Section 23.57.012
- f. Non-firewall parapets;
- g. Play equipment.

## PERMITTED AND PROHIBITED USES

### Offices: permitted outright

Sales and rental of motorized vehicles: permitted outright

### Sales and services, general and multipurpose, major durables, non-household: permitted outright

Commercial sales, heavy: permitted up to 25,000 SF

Commercial services, heavy: prohibited

Manufacturing, light: permitted up to 25,000 SF

Manufacturing, general and heavy: prohibited

Parks and open space: permitted outright

### Amenity Area [23.47A.024]

N/A – only applies to GFA in residential use.

### Street Level Uses [23.47A.005C Map 8]

N/A (property is subject only to Street-level residential use limits identified in 23.47A.005.C)

## Street Façade Requirements [23.47A.008]

Blank segments of street facing facade between 2 and 8 feet above sidewalk Transparency & Blank Facades may not exceed 20' in width. Total of all blank facade segments may not exceed 40% of width of facade along the street.

Street-level street-facing facades shall be located within 10' of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

## Non-residential street-level requirements:

Transparency: 60% of street-facing facade between 2' and 8' shall be transparent, i.e. designed and maintained to allow unobstructed views from outside into structure (or for L/W units into display windows with 30" min. depth).

Non-residential uses shall extend an average depth of 30' and a minimum depth of 15' from street-level street-facing facade.

Non-residential uses at street level shall have a floor-to-floor height of 13' min.

## Landscaping and screening standards [23.47A.016]

Green Factor score of 0.30 or greater is required.

Street trees are required and existing street trees retained unless approved by SDOT.

### D.3. Table D

Parking garage occupying any portion of the street-level street-facing facade between 5 and 8 feet above sidewalk grade requires:

- A 5-foot-deep landscaped area along the street lot line; or
- Screening by the exterior wall of the structure; or
- 6-foot-high screening between the structure and the landscaped area (Exhibit B for 23.47A.016)

## Parking requirements [23.47A.030]

**Non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District – No Minimum Requirement, if non-residential use is located within 1,320' of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the non-residential use.**

## Bicycle Parking required per Table E:

Offices & laboratories: 1 space per 4,000 sq ft long-term; 1 per 40,000 sq ft. short term.

Sales & Services, general: per 12,000 sq ft long term; 1 per 4,000 sq ft short term.

## Minimum Bike Parking Requirement for project:

Short Term: (Retail + Office): 7 stalls

Long Term (Retail + Office): 27 stalls

Total: 34 bike stalls required

## Parking location & access [23.47A.032]

The following rules apply in NC zones, except as provided under subsections 23.47A.032.A.2 and 23.47A.032.D:

- a. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.
- b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.
- c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
- d. For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.

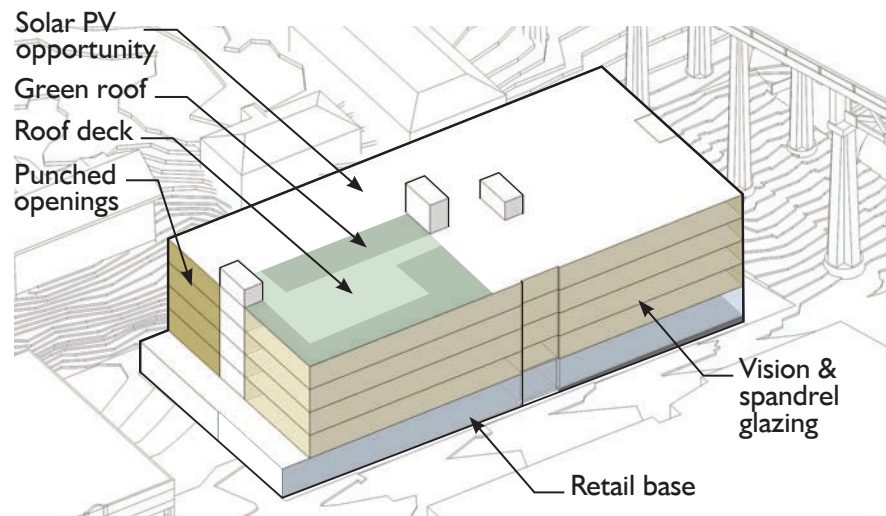
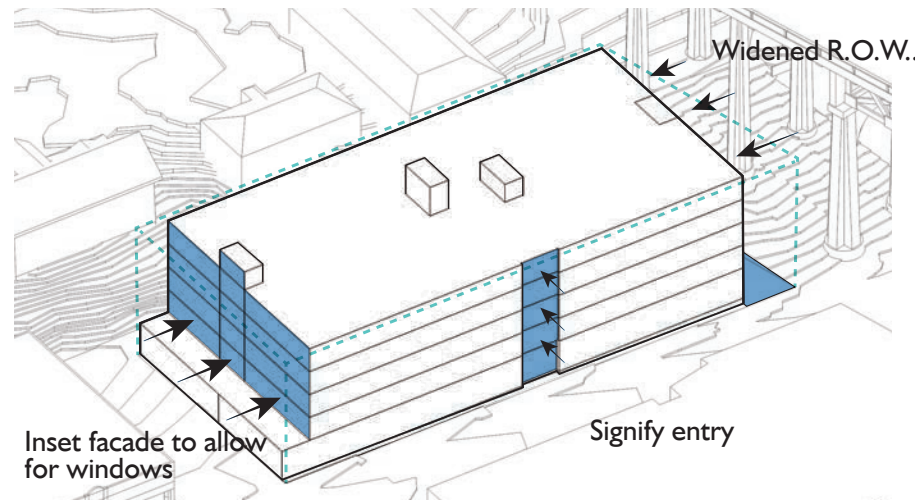
Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

Parking shall be screened according to the provisions of Section 23.47A.016



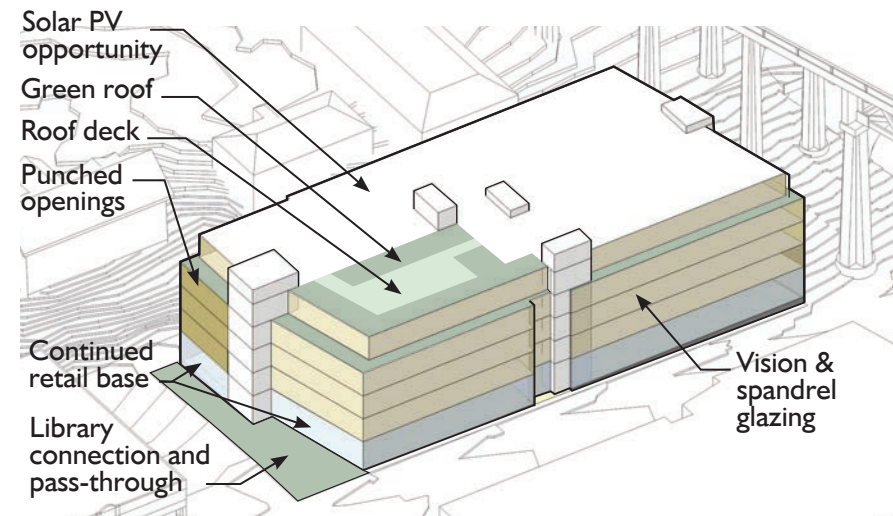
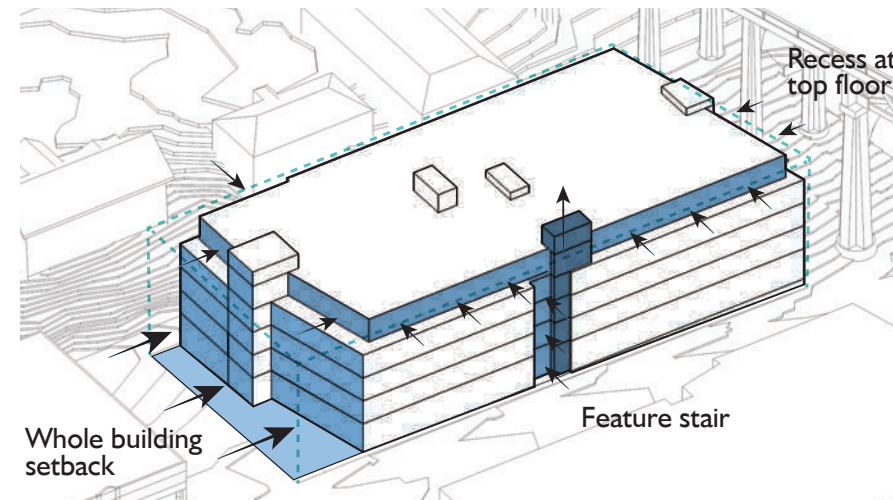
# I. MASSING & SITE DESIGN

SCHEME OPTION C FROM EDG FEBRUARY 2, 2015



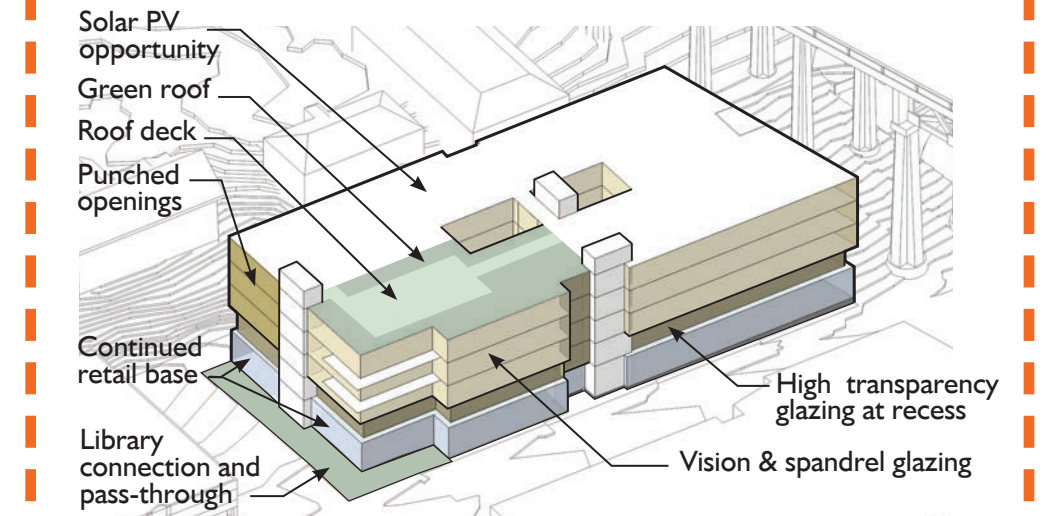
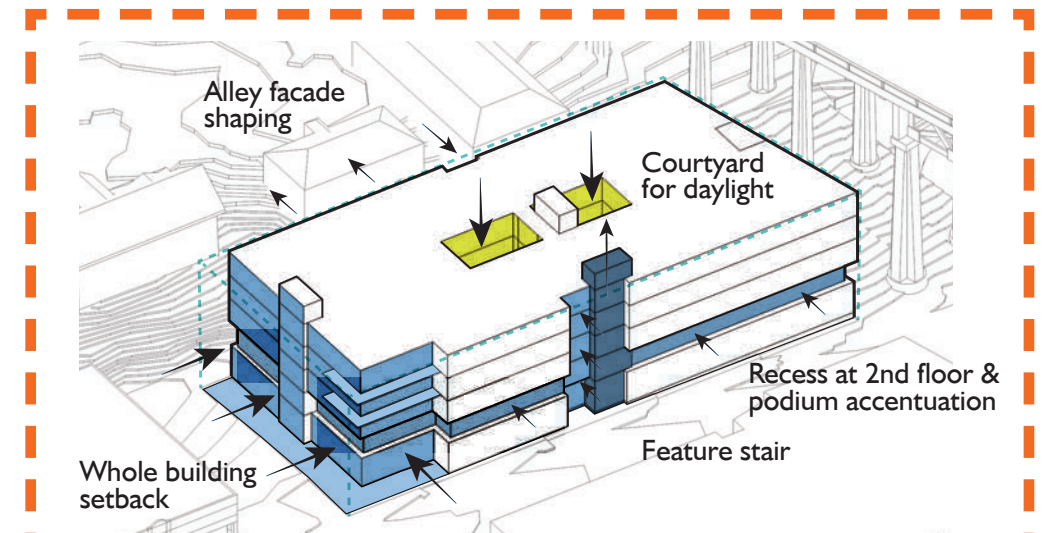
## SCHEME A

Scheme A is the most literal application of the 4.25 allowable FAR on the site. Open space at grade is provided at the east end of the site, adjacent to the already widened ROW to provide the benefit of public space that is privately maintained at the intersection of Troll Ave and N 34th Street. A central notch along 34th St marks the main office entry. The office levels (L2-L5) are set back along the western property line to allow more glazing on the west facade of the building, and maintain some visual connection to the Fremont Library from 34th St.



## SCHEME B

Scheme B begins to explore the idea of setting back the entire building at the west property line approximately 15' all the way to grade, to provide a pedestrian through-block connection from N 34th Street to the Fremont Library / A.B. Ernst Park to the north and west. The pass-through would be activated with retail for its entire depth. The SW corner is eroded to provide greater open space. The central notch of the primary office entry is further marked with a feature stair tower. A setback is provided at the top floor for the length of 34th St, and along the eastern and western edges of the building.



## SCHEME C – PREFERRED

Scheme C, the applicant's preferred option, also sets back the building at the west property line approximately 15' all the way to grade, to provide a pedestrian through-block connection. The pass-through would be activated with retail for its entire depth. Additionally, there is a setback at the SW corner from the south property line, to "erode" the mass of the building adjacent to the proposed pass-through and add open space facing N 34th Street. Central courtyards promote daylight autonomy within the office space, and as a result reduce the demand for artificial lighting while improving occupant comfort and health.



# I. MASSING & SITE DESIGN

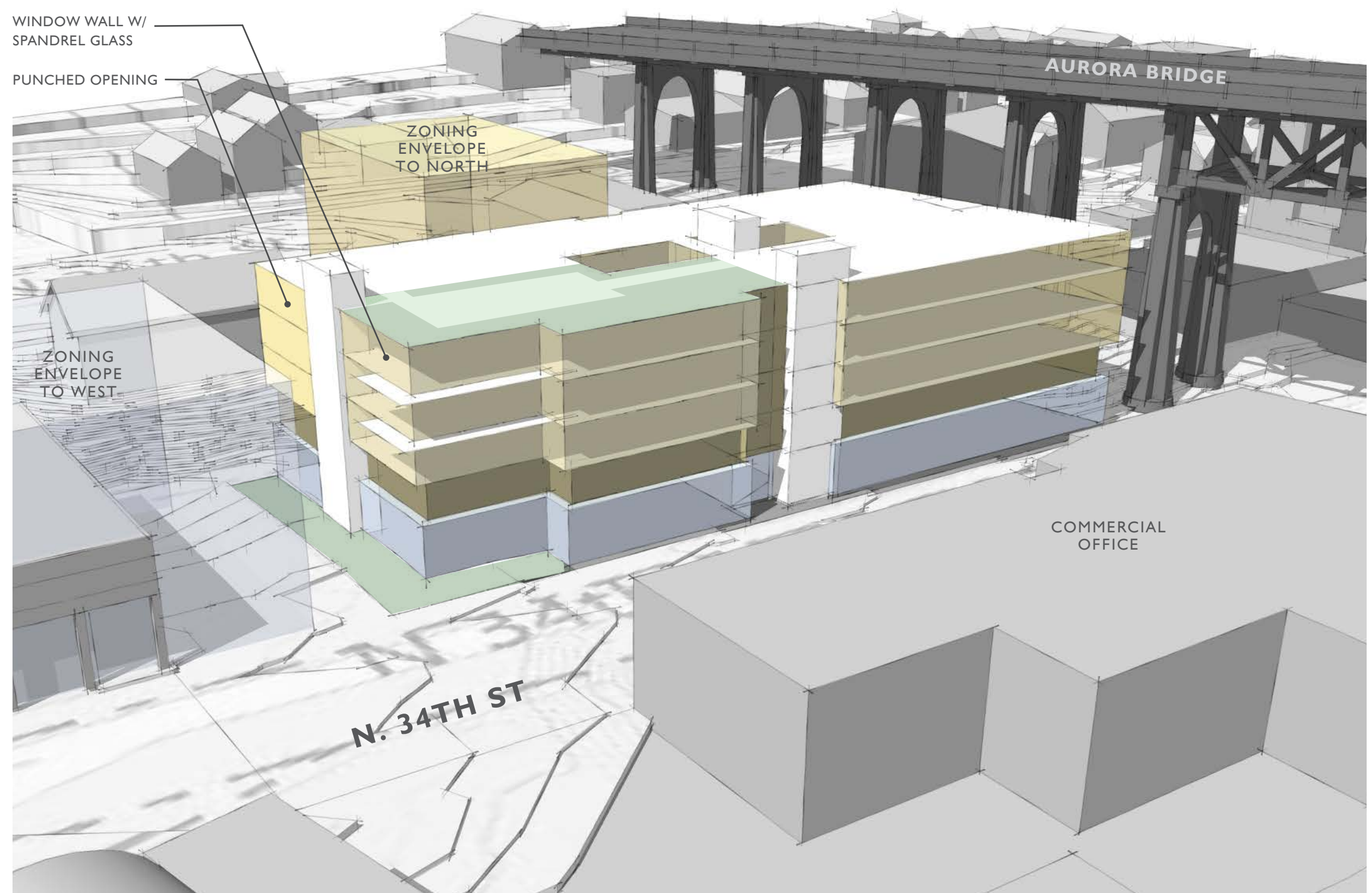
SCHEME OPTION C FROM EDG FEBRUARY 2, 2015

**Massing and Site Design.** The Board unanimously supported the preferred massing option C which included a through block connection, public plaza in the southwest corner, a feature stair, stepped retail plate to meet sidewalk grade and interior courtyard spaces. The Board directed that the preferred massing alternative should be developed with the following guidance.

a) Massing option C provided the better design solution by locating the public retail plaza along the south façade on N 34th Street. Long term viability of the outdoor space will be maintained with this massing, even if the adjacent site is developed (CS2-B2, DC3-I, DC4).

b) The Board supported the architectural concept which included a well-defined pedestrian scale base and a 2nd level transparent gasket with vision and spandrel glass on the upper levels facing N 34th Street. The transparent southwest corner, the gasket wrapping the building and the feature stair were all highly successful compositional elements that should be further developed (CS1-B, CS3-A2, DC2-B and D, DC4).

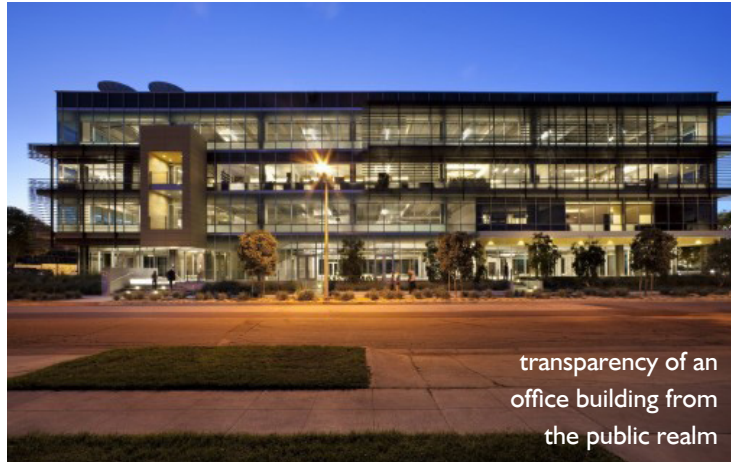
c) The Board supported modern architectural concept and the intent to utilize high quality, durable materials consistent with the inspirational images and presentation provided by the applicant (CS3-A2, DC2-B and D, DC4).



OVERVIEW FROM SOUTHWEST

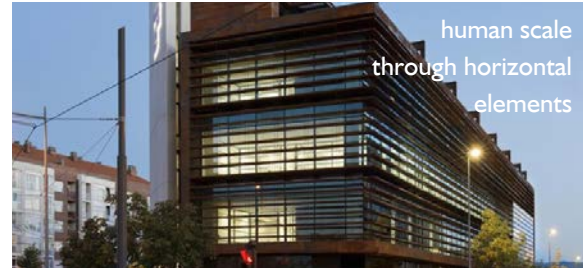


# INSPIRATION FROM EDG FEBRUARY 2, 2015



transparency of an office building from the public realm

331 FOOTHILL ROAD



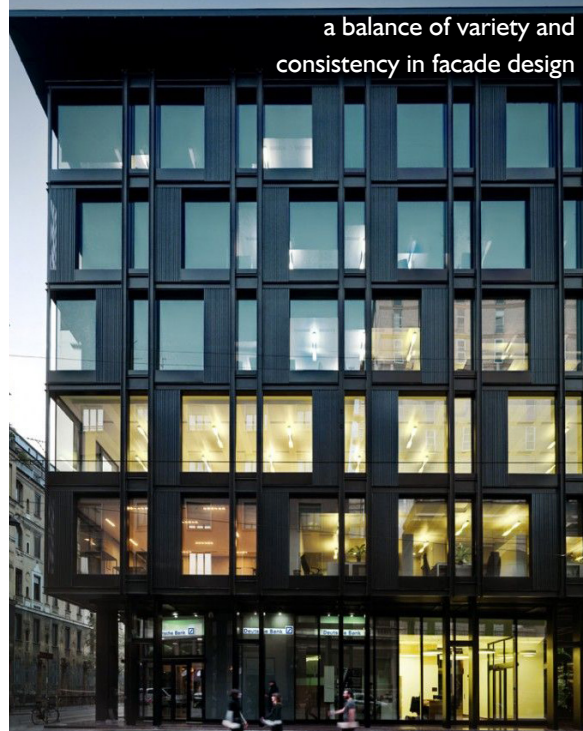
human scale through horizontal elements

CLUBDUB



activation of the space between buildings

THE POST – ALLEY FESTOON LIGHTING



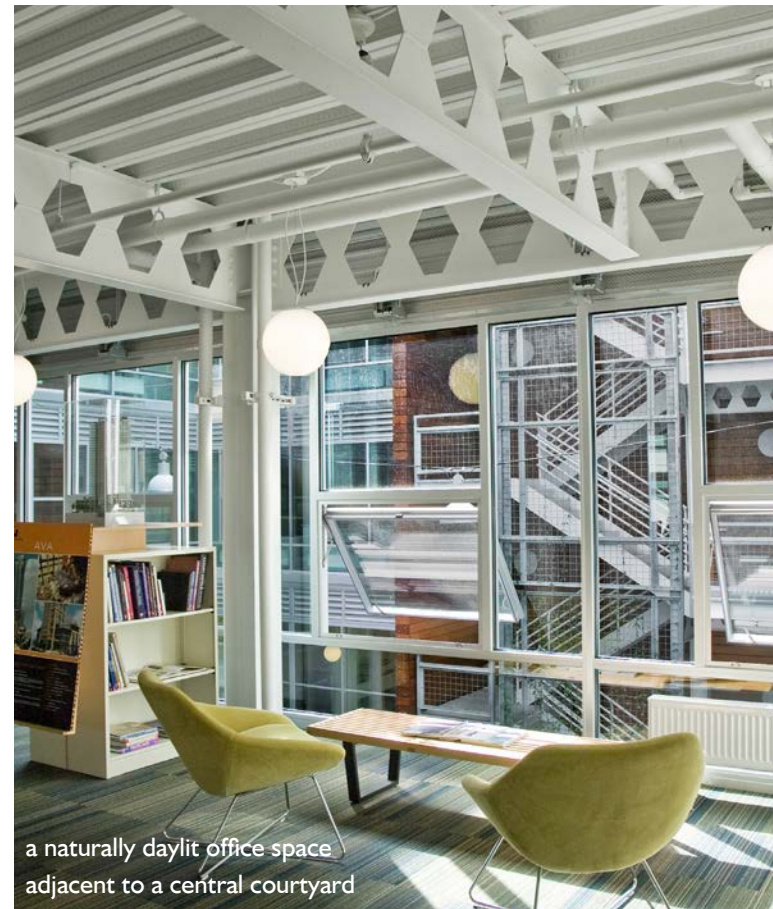
a balance of variety and consistency in facade design

LA SERENISSIMA



a balance of opaque, translucent, and transparent facade elements

SF JAZZ / MARK CAVAGNERO ASSOCIATES



a naturally daylit office space adjacent to a central courtyard

TERRY THOMAS – INTERIOR



vertical and horizontal shading fins made of translucent glass

SEATTLE CITY HALL



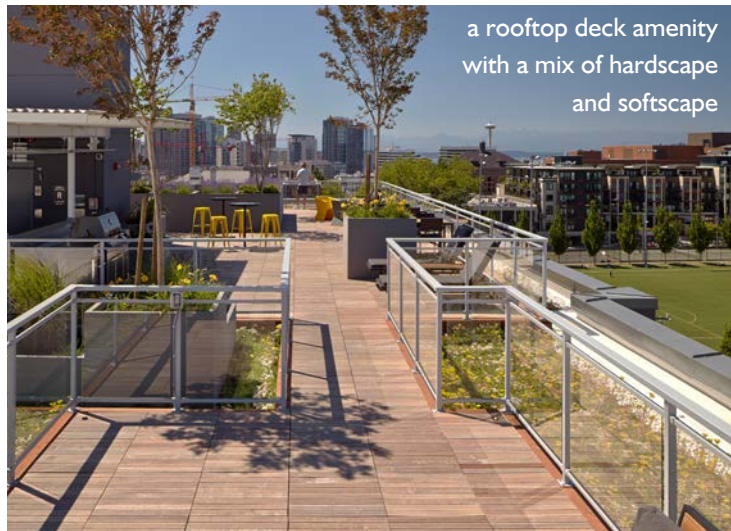
a central courtyard with glazed facades for all occupied spaces

TERRY THOMAS – COURTYARD



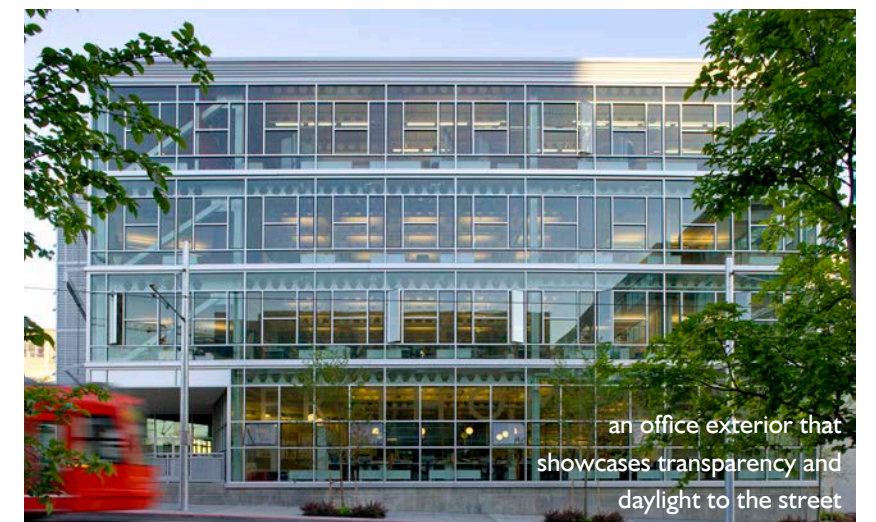
variegated, textured masonry and the integration of plant life

ZENTRO OFFICE BUILDING



a rooftop deck amenity with a mix of hardscape and softscape

SUNSET ELECTRIC – ROOF DECK



an office exterior that showcases transparency and daylight to the street

TERRY THOMAS – EXTERIOR





# PROPOSED DESIGN



SOUTHWEST VIEW

# PROPOSED DESIGN



VIEW LOOKING EAST ALONG N 34TH STREET



SOUTHEAST VIEW



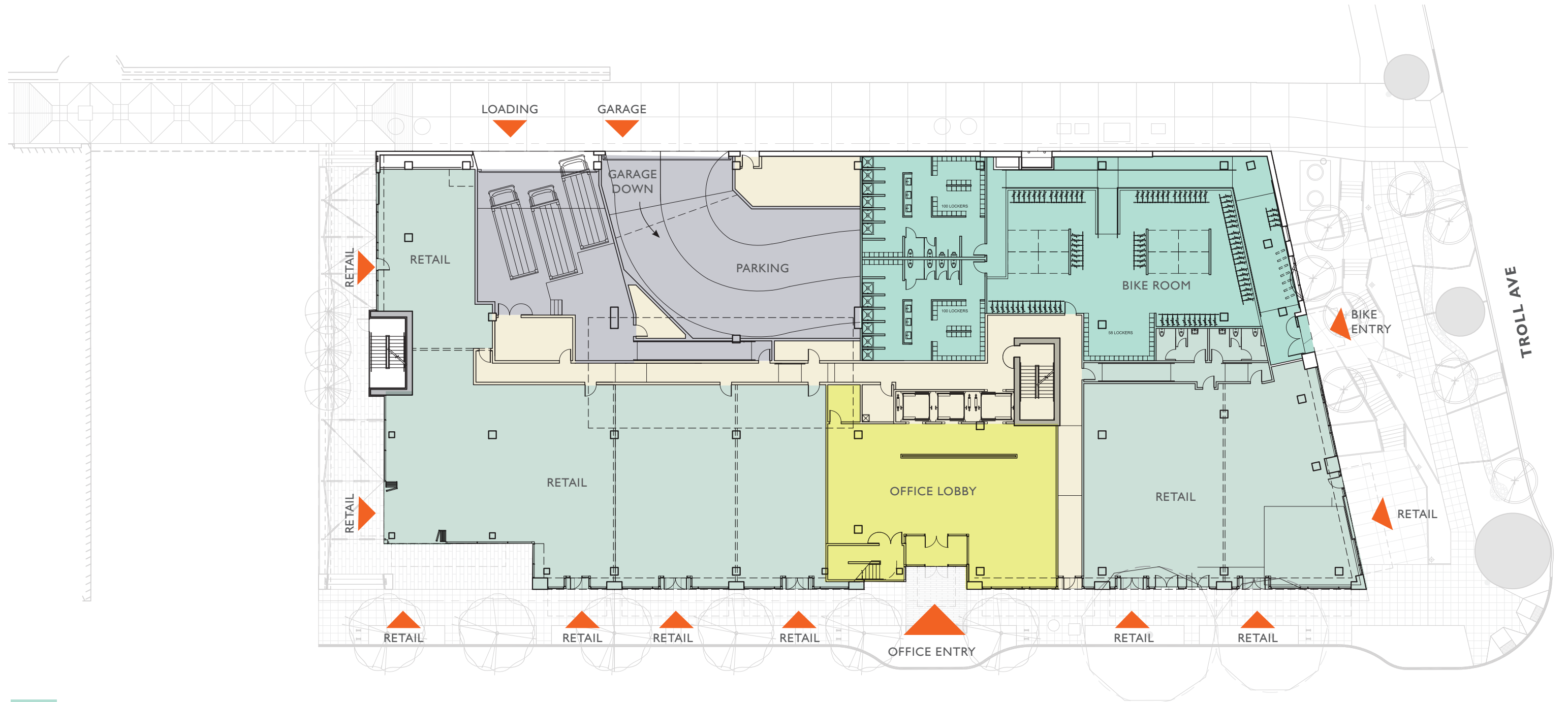
EAST VIEW



AERIAL VIEW



# FLOOR PLAN – LI



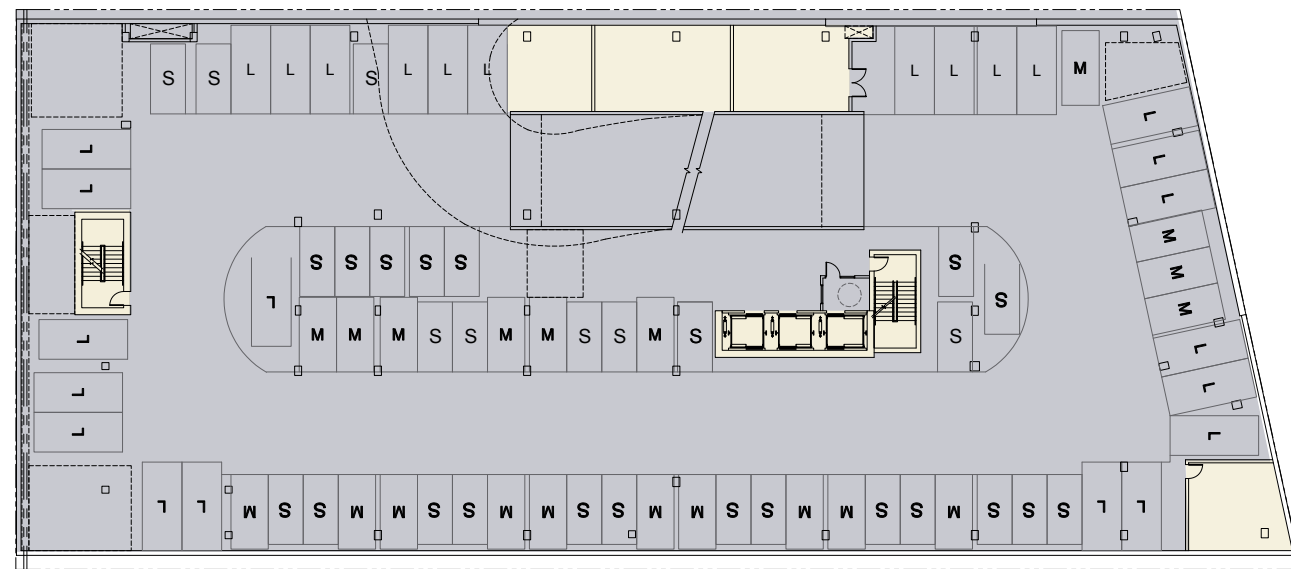
- OFFICE
- RETAIL
- PARKING
- LOBBY
- BACK OF HOUSE

N 34TH ST

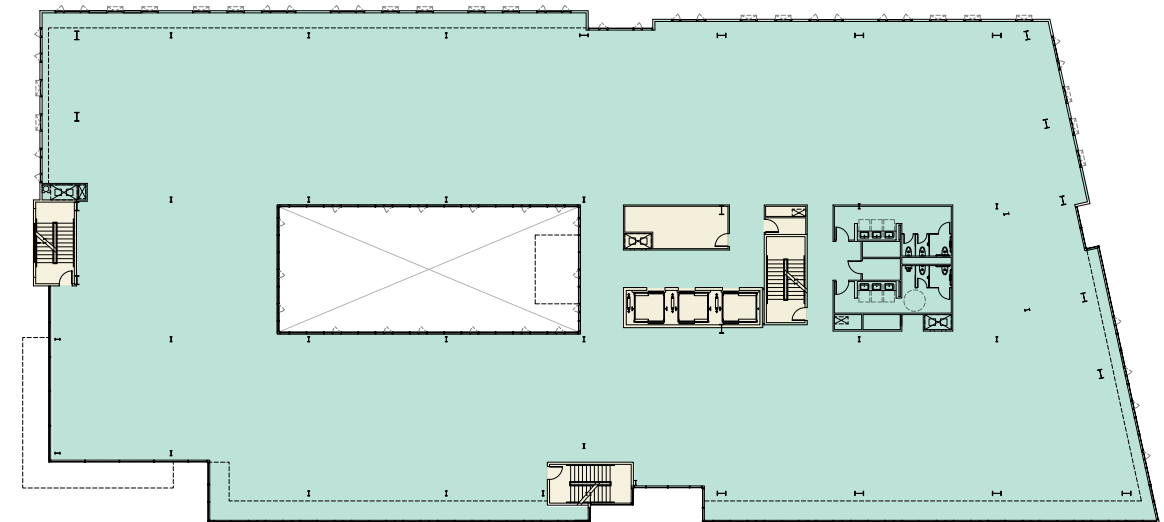


# FLOOR PLANS

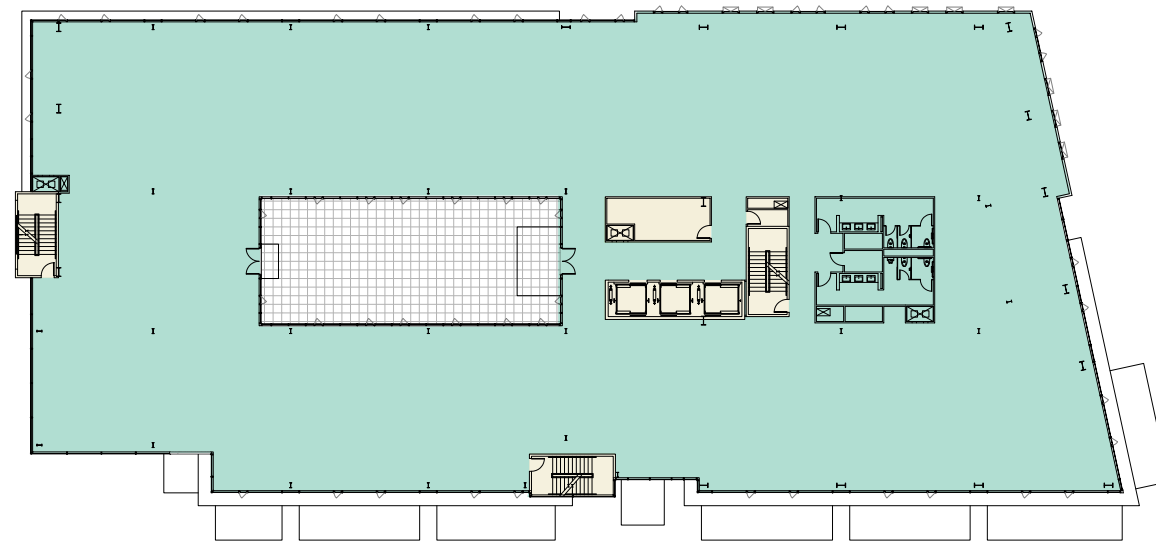
- OFFICE
- RETAIL
- PARKING
- LOBBY
- BACK OF HOUSE



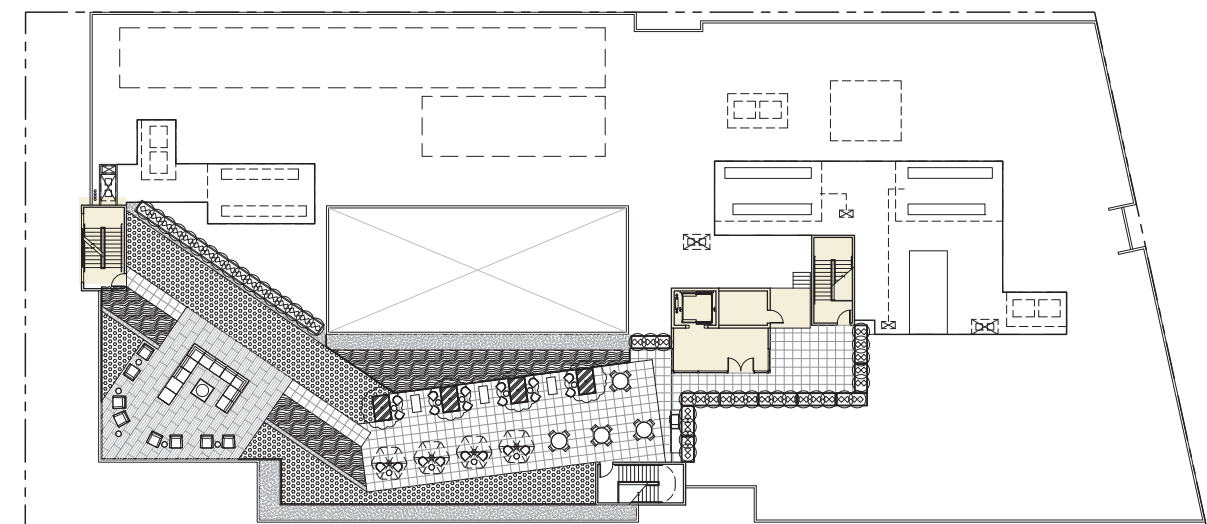
PI 0 8' 16' 32' 64'



L3-L5 - TYPICAL OFFICE FLOOR 0 8' 16' 32' 64'



L2 0 8' 16' 32' 64'



ROOF 0 8' 16' 32' 64'

## 2. N 34TH STREET & THE THROUGH BLOCK CONNECTION

The Board supported the intent of the project to develop a high quality pedestrian environment for the first 30 feet of building height.

a) At the Recommendation Meeting, the applicant should provide more detail on how the retail spaces will connect with the sidewalk on N 34th Street and the through block connection (CS2-B2, PL3-C, DC3-A and B, DC4).

### RESPONSE:

The through block connection passes by the northwestern retail space in the building, and at its northern terminus descends approximately 2'-0" down to the level of the alley via a set of stairs with a deep tread that fans out to the north and west. The weathering steel planter wall slopes downward at the north end, to improve visibility for pedestrians using this pathway. Once reaching the alley, pedestrians encounter specialized paving treatment through a unique diagonal scoring pattern and a darker gray stain in the concrete of the alley; this special concrete leads pedestrians to the base of the A.B. Ernst Park staircase access point. On either end of the specialty concrete pattern is a ribbed concrete that acts as a rumble strip, to indicate to vehicle drivers (and to pedestrians that can hear the wheels over the rumble strips) that a vehicle is approach the alley access. All alley improvements are pending review and approval through the SIP process by SDOT.



2A-2

VIEW OF SOUTHWEST CORNER RETAIL



# 2. N 34TH STREET & THE THROUGH BLOCK CONNECTION

b) At the Recommendation Meeting, the applicant should provide additional detail for the right-of-ways and through block connection demonstrating ground level materials, paving treatments, lighting, signage, way finding and overhead weather protection (CS2-B1, PL2-B, C and D, PL3-A4, DC2-B and D, DC3-A and B, DC4).

**RESPONSE:**

Along the length of N 34th Street, the project provides SDOT standard 2'x2' concrete at most locations, while the primary building entry is marked in the ground plane with staggered east-west oriented pavers of a finer texture. Canopies of steel and glass are nearly continuous along the 34th Street retail frontage, and retail blade signs hang from the canopies. Lighting includes down fixtures at terra cotta piers between portions of storefront and recessed down lights on the underside of canopies, carefully integrated with the canopy structure.

At the through-block connection, the ground plane will be 1' x 4' concrete pavers in a staggered pattern, oriented north-south. Specialty lighting – captured fluorescent tube fixtures, strung at varied angles between the building and posts in the western planter – provides playful illumination for the length of the through block connection. Awnings, designed to provide weather protection while meeting DPD ordinance requirements to allow smoke to escape in the event of a fire, provide a more static zone for exterior seating approximately 6' deep immediately outside the retail lining the mews.



AXONOMIC VIEW OF THROUGH BLOCK CONNECTION

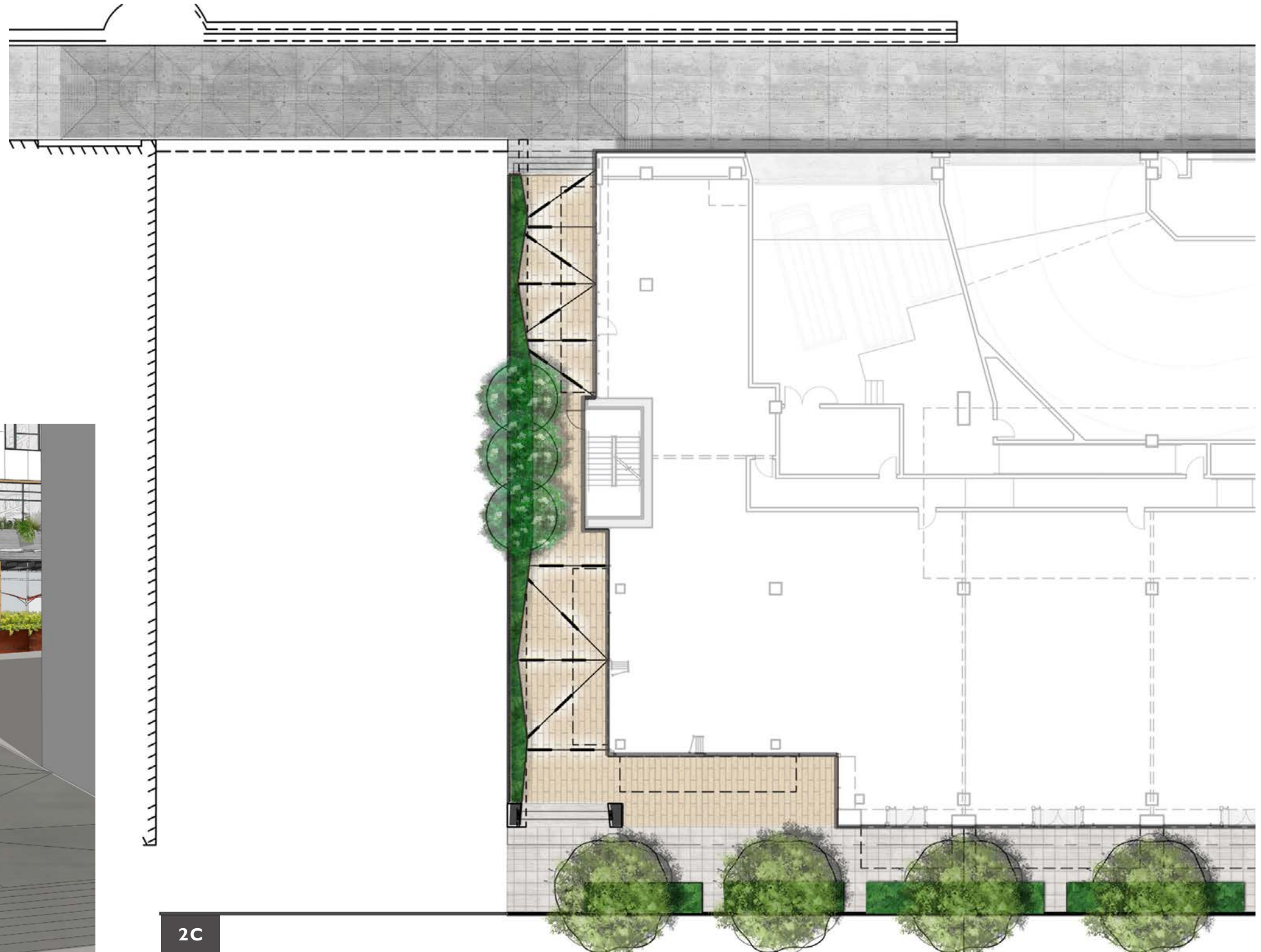


# 2. N 34TH STREET & THE THROUGH BLOCK CONNECTION

c) At the Recommendation Meeting, the applicant should demonstrate how the through block connection will meet the Fremont Library and the existing pathways (PLI-AI and B1).

**RESPONSE:**

The Through block connection passes by the northwestern retail space in the building, and at its northern terminus, descends approximately 2'-0" down to the level of the alley via a set of stairs with a deep tread that fans out to the north and west. The weathering steel planter wall slopes downward at the north end, to improve visibility for pedestrians using this pathway. Once reaching the alley, pedestrians encounter specialized paving treatment through a unique diagonal scoring pattern and a darker gray stain in the concrete of the alley; this special concrete leads pedestrians to the base of the A.B. Ernst Park staircase access point. On either end of the specialty concrete pattern is a ribbed concrete that acts as a rumble strip, to indicate to vehicle drivers (and to pedestrians that can hear wheels over the rumble strips) that a vehicle is approaching the alley access. All alley improvements are pending review and approval through the SIP process by SDOT.



VIEW LOOKING EAST TOWARD SITE AT ALLEY

PARTIAL LANDSCAPE / HARDSCAPE PLAN AT THROUGH-BLOCK CONNECTION



# 3. TROLL AVENUE



3A-1

AXONOMIC VIEW OF TROLL AVENUE R.O.W.

The Board was very supportive of the proposed concept for Troll Avenue right-of-way improvements which included green storm water treatment for the Aurora Bridge, public plazas and pedestrian friendly walkways and stairs.

a) At the Recommendation Meeting the applicant should provide additional detail on how Troll Avenue right-of-way has been developed with a sense of place consistent with the Fremont neighborhood character (CS1-E1, CS2-B2, CS3-B1, DC3-A and B, DC4).

**RESPONSE:**

Along the Troll Ave N sidewalk, the paving pattern is primarily SDOT standard 2'x2' concrete as this is a city-maintained right of way. The "hill climb" to the west of the sidewalk is composed of a run of connected concrete stairs and landings designed with varied angles to provide interest and discovery up the hill from N 34th Street to the alley, under the Aurora Bridge. A large canopy covers portion of lower open plaza adjacent to southeast corner retail (that could act as retail seating if the tenant chooses to apply for an annual street use permit). Site lighting includes freestanding light posts as allowed by SDOT and approved through the Street Improvement Permit (SIP) process. A steel canopy with a wood composite panel underside marks the entry for the "bicycle lobby" for the office tenants at the mid-point of the hill climb. An illuminated sign will also be located at this secondary entry – the concept is a neon bicycle, a nod to Fremont's active bike culture and artistic, offbeat community. Other lighting will be down lights at the terra cotta piers similar to the lighting fixtures along N 34th Street, and lighting for the community art piece - Berlin Wall fragment. Additional educational signage south end of the sidewalk will explain the bioswales and stormwater mitigation measures along this block of Troll Ave, describing the environmental benefit to the public.





# 3. TROLL AVENUE



3A-3

VIEW LOOKING SOUTH FROM ALLEY AT TROLL AVE N RIGHT-OF-WAY



### 3. TROLL AVENUE



3A-2

VIEW LOOKING NORTH FROM N 34TH ST AT TROLL AVE N RIGHT-OF-WAY



# 4. MULTI MODAL USERS OF THE SITE

The Board noted that the site serves a variety of users including office tenants, retail patrons, pedestrians, vehicles, trucks, bikes and utility collection vehicles. The site and building design should be developed to safely accommodate all users to the site.

a) At the Recommendation Meeting the applicant should demonstrate how the movements of all site and building users have been coordinated to create safe passage for each (PL4-B, DC-1).

**RESPONSE:**

The diagram below demonstrates study of movement of vehicle traffic, loading, garbage, pedestrians, and bicyclists. One of the key aspects of the revised scheme, as recommended by the Design Review Board at Early Design Guidance, was

to consider alternate locations of the building entry for bicyclists, to minimize dangerous interactions with vehicle traffic at the alley. The bicycle entry and associated amenities have been relocated to the east edge of the site, along the Troll Ave right-of-way hill climb improvements.

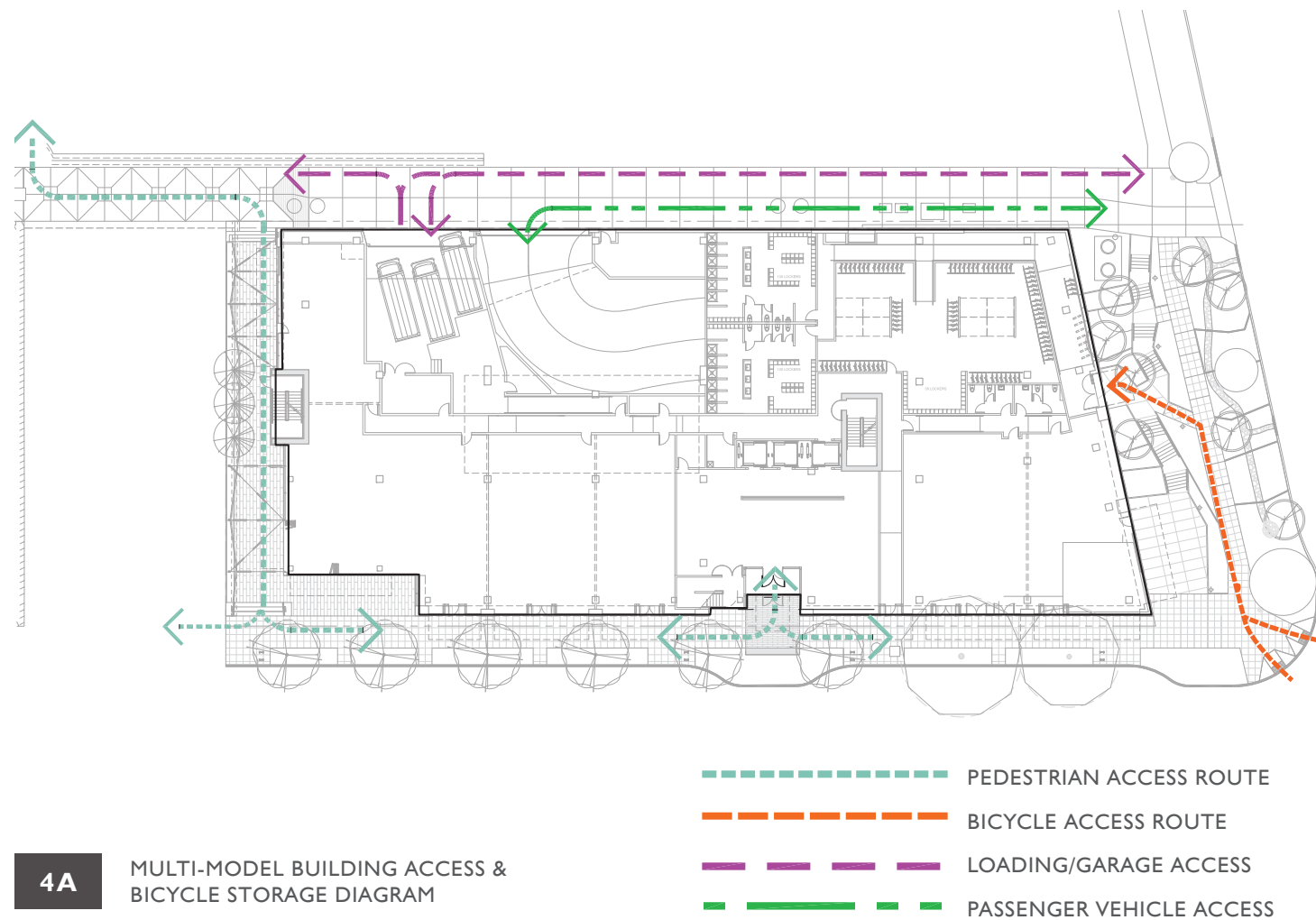
b) At the Recommendation Meeting the applicant should provide detail on the location of the bike facilities and how user would access the facilities from the adjacent right-of-ways (PL4-B, DC-1).

**RESPONSE:**

Access to bike facilities is provided via the Troll Avenue right-of-way, at the east edge of the ground floor plan, midway up the Troll Ave hill climb. Extensive bicycle

facilities, include bike storage, showers and lockers, are provided at the northeast corner of the ground level. Convenience is achieved through location and easy identification with a canopy and signage, and a large swing door to accommodate a commuter with their bike. Security and safety are achieved through controlled access, cameras and lighting.

The primary connections to the project from the east-west bicycle route along N 34th Street and Burke Gilman trail one block south of the project were studied extensively. These informed the new location of the bike lobby entry, in a prominent location that is visible and easily accessed from the sidewalk corner at the northwest corner of N 34th Street and Troll Ave.



# 5. NORTH FACADE

The Board supported the intent to provide a regular (sic) punched window pattern on the north façade.

a) At the Recommendation Meeting, the applicant should demonstrate how the design has been developed within the context of the new residential building proposed directly north (CS2-D1, 4 and 5).

### RESPONSE:

The north façade is designed as a balanced composition, with two masses of related materials and patterns, but individual identities, separated by a glazed central notch. The western mass floats atop the concrete base above a glazed “gasket,” revealing a wood panel soffit, and planter, similar to the primary elevation on the south. It features vertical punched openings and vertically-arranged panel breaks in a varied yet semi-regular pattern in a field of white. The eastern mass rises directly from the alley base made from board-form architectural concrete, with a medium grey tone, and more horizontally-oriented punched windows and panel breaks in a varied but semi-regular pattern.

An analysis was conducted during design to better coordinate windows across the alley and consider privacy in response to the proposed development. See the below study showing the relationship of window placement on the north facade of the proposed project in relation to the proposed residential project to the north (DPD #3016369 information prepared for a March 02, 2015 DRB Recommendation meeting).



ALLEY VIEW LOOKING EAST



DIAGRAM SHOWING N ELEVATION RELATED TO PROPOSED RESIDENTIAL BUILDING (DPD #3016369)



# 5. NORTH FACADE

d) At the Recommendation meeting the applicant should include perspectives showing what the building will look like from the historic library (CS2-D1, 4 and 5).

**RESPONSE:**

The design team explored views of the project from inside the library looking over the book stacks, as well as exterior views, including from the south yard of the Library property (conceptually shown without trees) and from A.B. Ernst Park, at approximately the south edge of the upper level gathering area. Though it was not specifically requested by the board, the team also investigated views of the Library from the public realm, in context of the proposed project, as the project is

undergoing adjacency review by the Department of Neighborhoods as required by SEPA.

The proposed project does not adversely impact the Fremont Library's ability to express its own prominence. It is noted that the primary, iconic view and the most important facade of the library is from 35th Avenue. The grade change between 34th & 35th is significant, and as such, the topography separates viewers on N 34th Street from the back side of the Library building. Additionally, trees in the rear yard somewhat obstruct the view of the Library from the south.

As a design response, the project sensitively acknowledges adjacency to the historic library by providing a voluntary 15' setback on the west edge of the project, that will increase and preserve the views of the south facade from N 34th Street. The materials are selected in a neutral palette, in modern patterns, complimentary to the traditional forms and stucco and tile roofing of the Fremont Library. Through these design efforts, the northwest corner of the proposed project offers a neutral foil to the Fremont Library, to allow it to continue on as a focal point in the neighborhood and cherished Seattle landmark.



5B-2  
VIEW FROM OUTSIDE THE LIBRARY



5B-2  
VIEW FROM OUTSIDE THE LIBRARY



5B-4  
FREMONT LIBRARY FROM 35TH ST



5B-4  
FREMONT LIBRARY FROM ACROSS 34TH ST



5B-1  
VIEW FROM INSIDE THE LIBRARY



# ELEVATIONS



SOUTH ELEVATION



WEST ELEVATION

The major elements of the building's elevations are; transparency, day lighting, environmental response, quality materials and activation.

Along the south elevation, there is activation for the full length of the ground level with storefronts framed in terra cotta. The upper level office spaces of window wall partially wrap the east and west facades with a mixture of clear glazing, varied fritting and colored shading fins to help create visual interest while maintaining day lighting and transparency. The southwest corner is more transparent and more fully glazed as the element meets the ground and interacts with the retail and through block connection.

Along the east and west elevations there is a transition from varied field of the south to the punched openings of the north. The north façade is broken into two masses that use lighter materials in order to help reflect light to the neighbors and punched openings to both maintain some privacy for the neighbors and assist in the energy conservation by providing a greater proportion of insulated walls.

- 1 TERRA COTTA A & B
- 2 TERRA COTTA C
- 3 TERRA COTTA BAGUETTES
- 4 FRITTED GLASS
- 5 SPANDREL GLASS
- 6 GLASS & METAL SHADING FINS
- 7 WOOD PATTERNED PHENOLIC PANEL
- 8 BOARD-FORMED CONCRETE
- 9 HIGH DENSITY FIBER CEMENT PANEL – WHITE
- 10 HIGH DENSITY FIBER CEMENT PANEL – GREY



# ELEVATIONS



NORTH ELEVATION



EAST ELEVATION

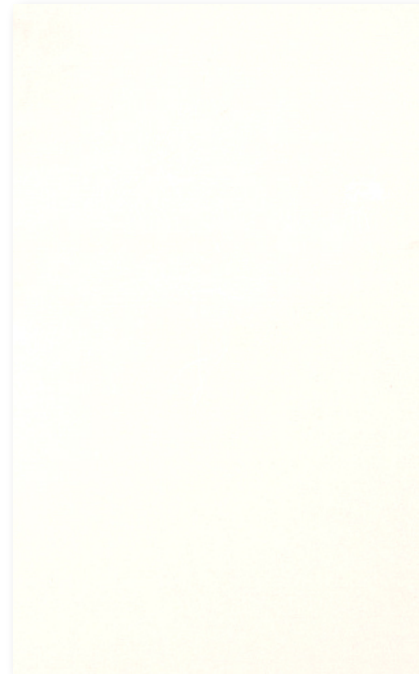
- 1 TERRA COTTA A & B
- 2 TERRA COTTA C
- 3 TERRA COTTA BAGUETTES
- 4 FRITTED GLASS
- 5 SPANDREL GLASS
- 6 GLASS & METAL SHADING FIN
- 7 WOOD PATTERNED PHENOLIC PANEL
- 8 BOARD FORM CONCRETE
- 9 HIGH DENSITY FIBER CEMENT PANEL – WHITE
- 10 HIGH DENSITY FIBER CEMENT PANEL – GREY



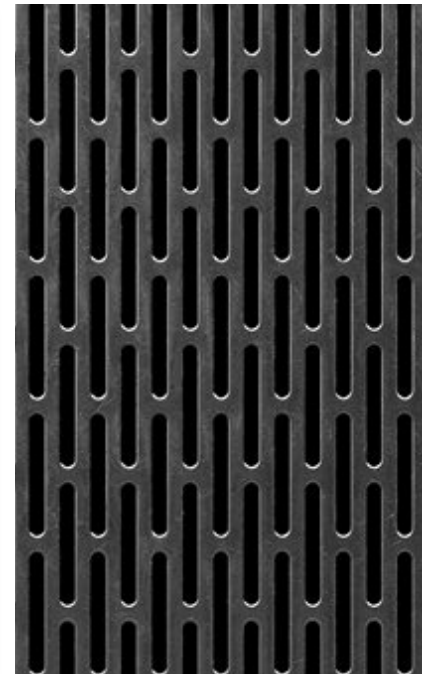
# COLOR AND MATERIAL PALETTE



TERRA COTTA – C (SMOOTH)



HIGH DENSITY FIBER CEMENT – WHITE



METAL HORIZONTAL SHADING FIN



BLUE GLASS SHADING FIN – VERTICAL



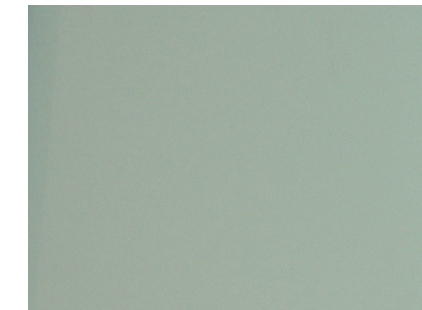
FRITTED GLASS



SPANDREL GLASS 1 – SOFTWARE



SPANDREL GLASS 2 – STORM CLOUD



CLEAR GLASS 1



CLEAR GLASS 2



TERRA COTTA – A & B (COMBED AND SMOOTH)



HIGH DENSITY FIBER CEMENT – GREY



MULLION – DARK BRONZE



MULLION – LIGHT BRONZE



MULLION – SILVER



BOARD-FORMED CONCRETE

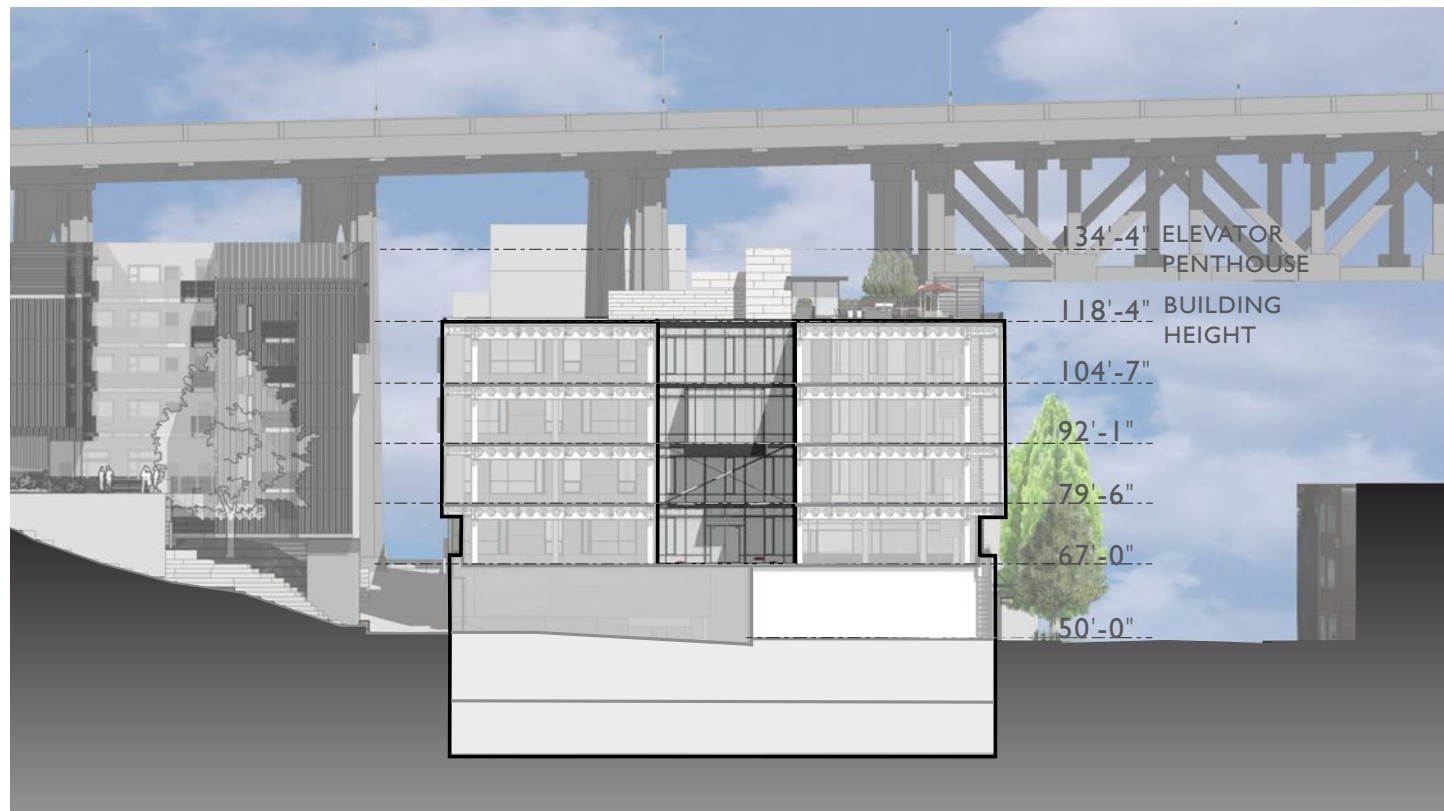


WOOD PATTERNED PHENOLIC PANEL

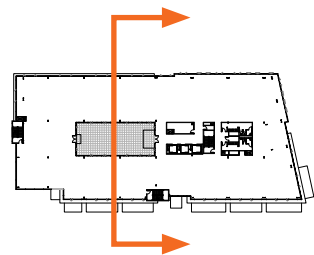
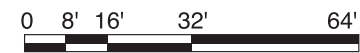




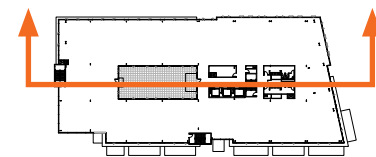
# BUILDING SECTIONS



SECTION LOOKING EAST

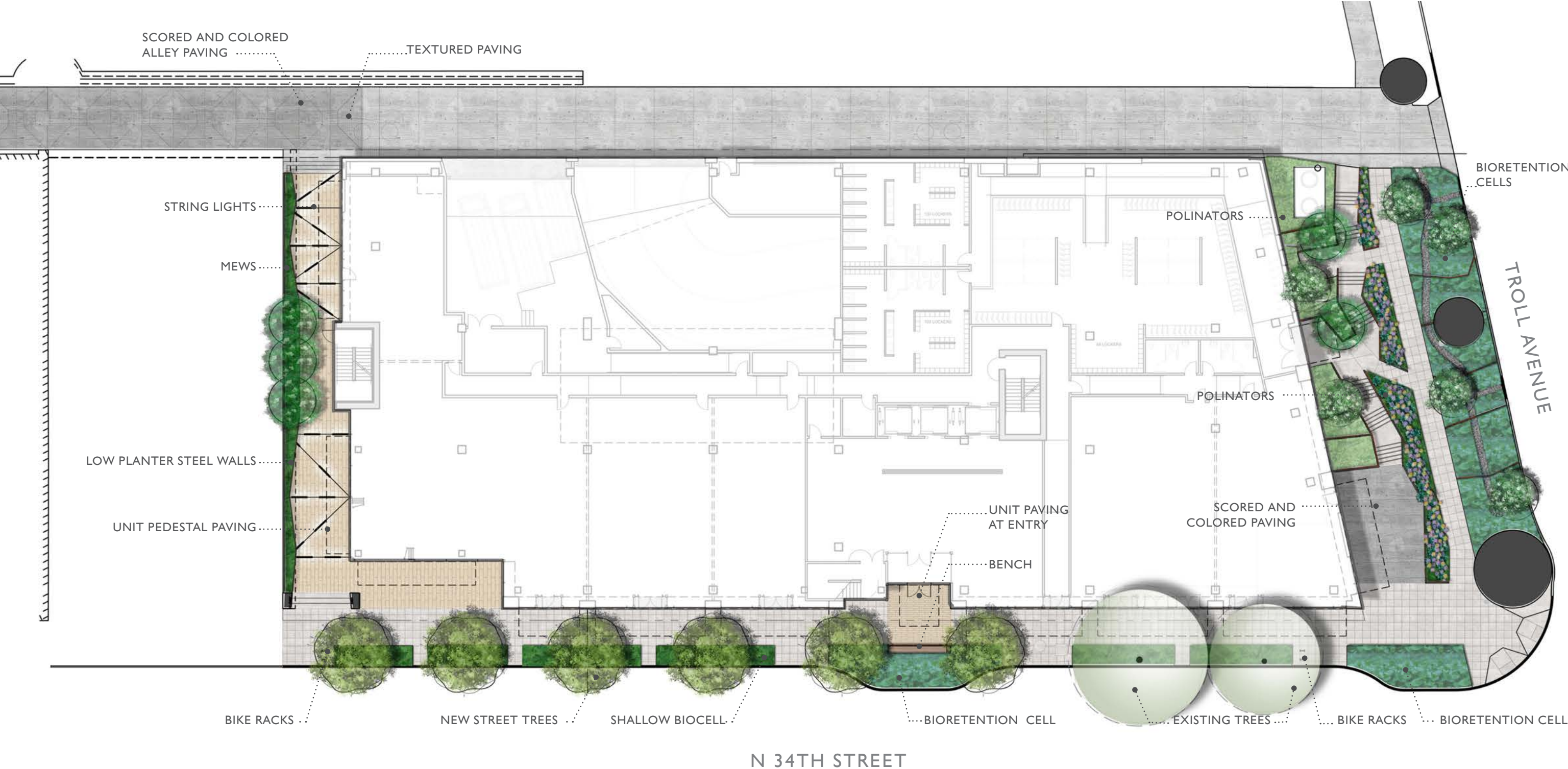


SECTION LOOKING NORTH



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# LANDSCAPE – STREETScape



# LANDSCAPE – STREETSCAPE VIEWS



TROLL AVENUE LOOKING NORTH



TROLL AVENUE LOOKING SOUTH



VIEW DOWN 34TH STREET



VIEW TO MEWS FROM STREET



# LANDSCAPE – STREETSCAPE PALETTE

## TROLL AVENUE BIOCELL



FOAM FLOWER



VINE MAPLE



THICK HEADED SEDGE



WESTERN SWORDFERN



SNOWBERRY

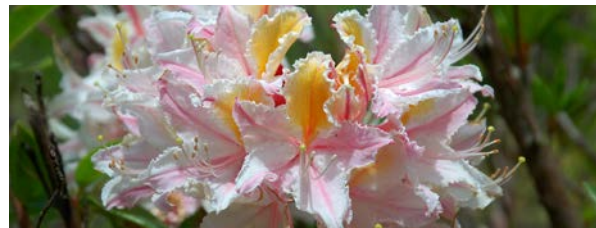
## POLLINATORS



ASTILBE BRIDAL VEIL



BLACK NEGLIGEE SNAKEROOT



OCCIDENTAL RHODODENDRON



HUCKLEBERRY



FAN BLUE LOBELIA

## STREET BIOCELL



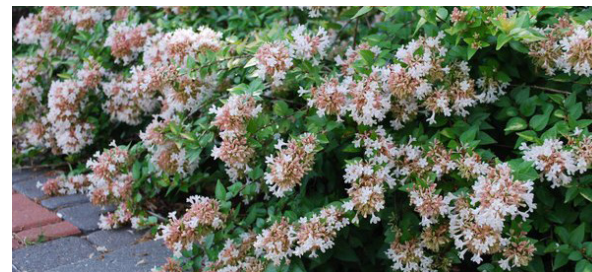
GOLDFLAME SPIREA



KELSEY RED STEM DOGWOOD



PEE WEE HYDRANGEA



ROSE CREEK ABELIA



RUSSIAN JUNIPER

## UNDER EXISTING TREES



DARK GREEN SPREADER YE W



DOUBLE PLAY GOLD SPIREA



DWARF JAPANESE SKIMMIA



FRANK JR RED MAPLE – NEW TREE ON 34TH

## MEWS



MAIDEN GRASS



ORANGE SEDGE



WEEPING BOXWOOD



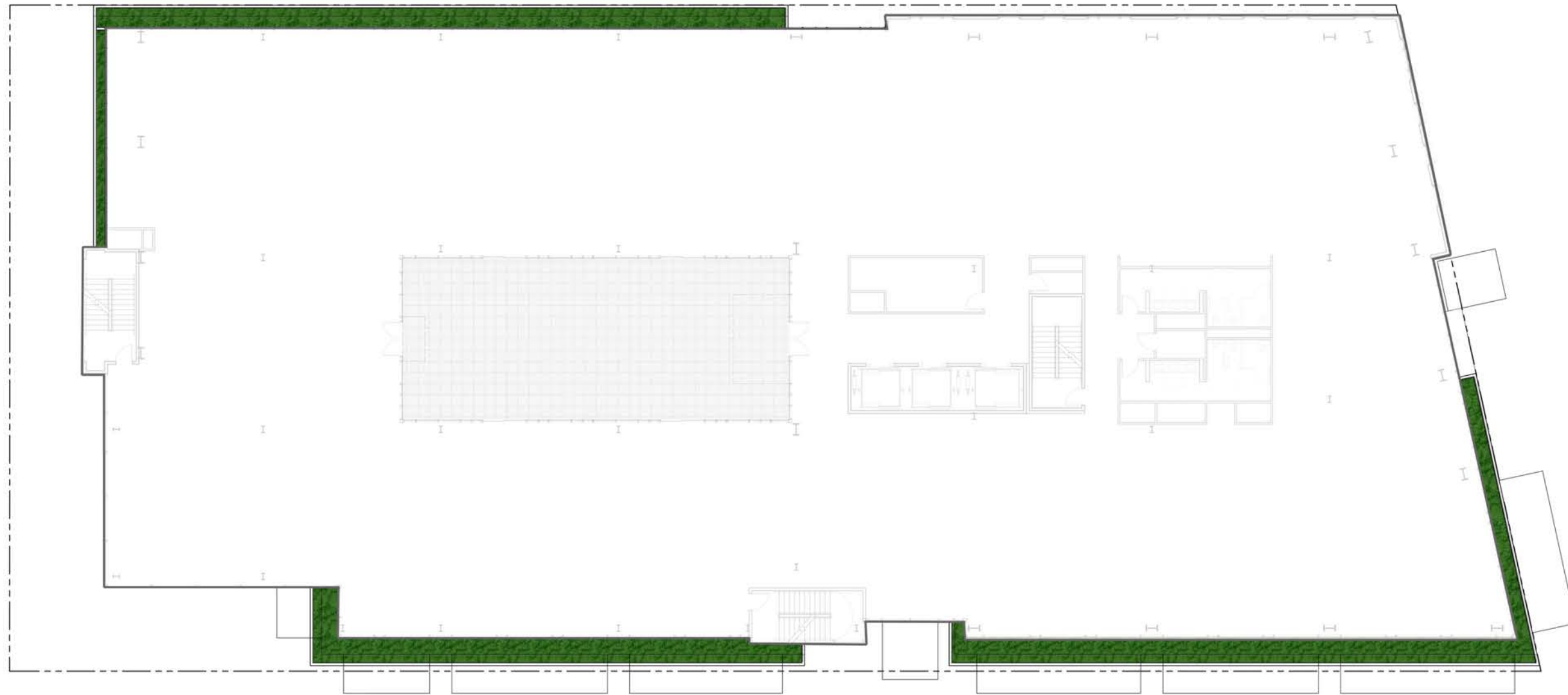
SUNDANCE MEXICAN MOCKORANGE



SANGU KAKU JAPANESE MAPLE



# LANDSCAPE – L2



SUNDANCE MEXICAN MOCKORANGE



WEeping BOXWOOD

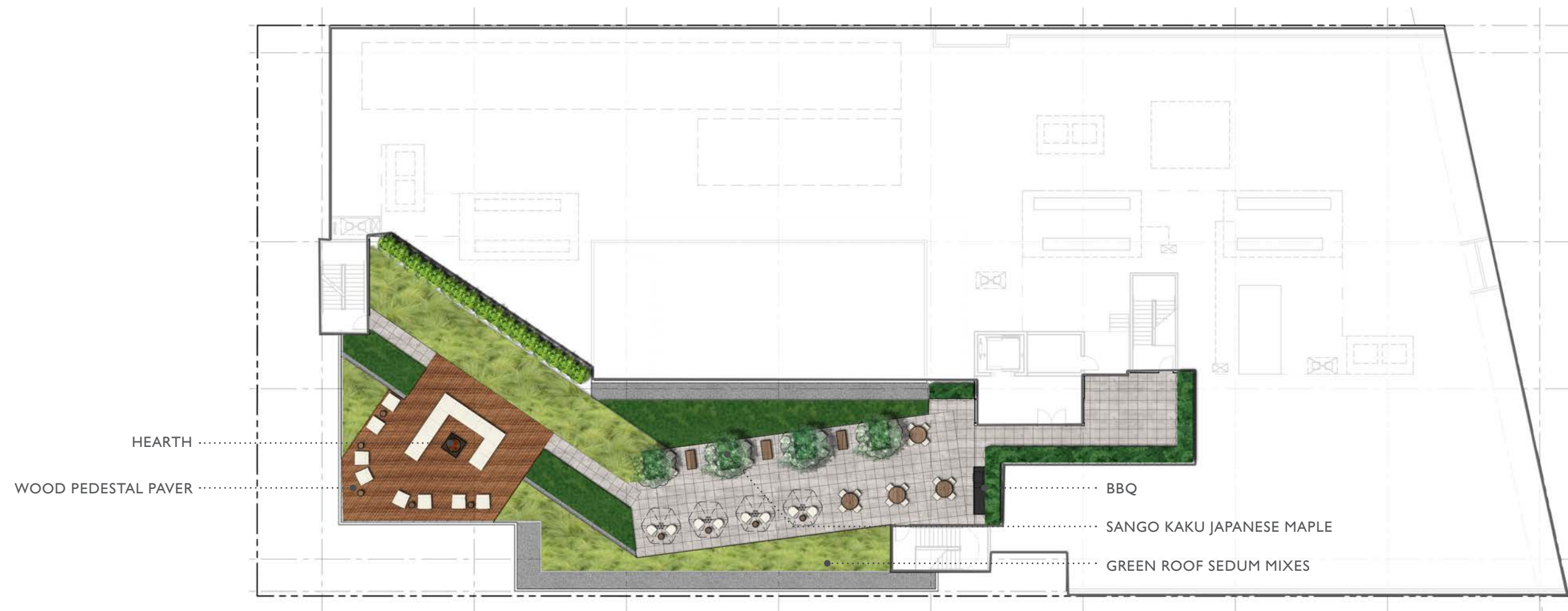


FROSTY CURLS SEDGE



DWARF JAPANESE SKIMMIA

# LANDSCAPE – ROOF PLAN (L6)



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# PRIORITY CITYWIDE GUIDELINES

CSI Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

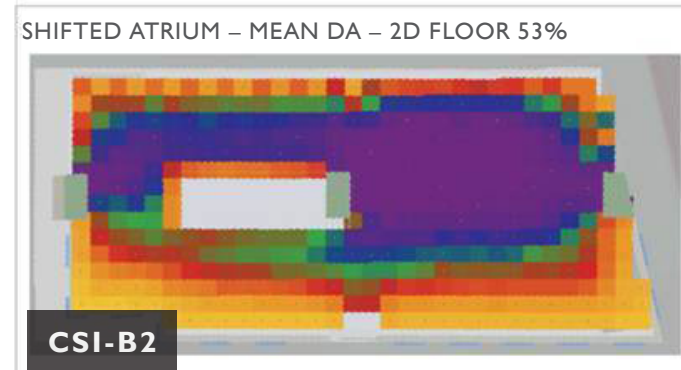
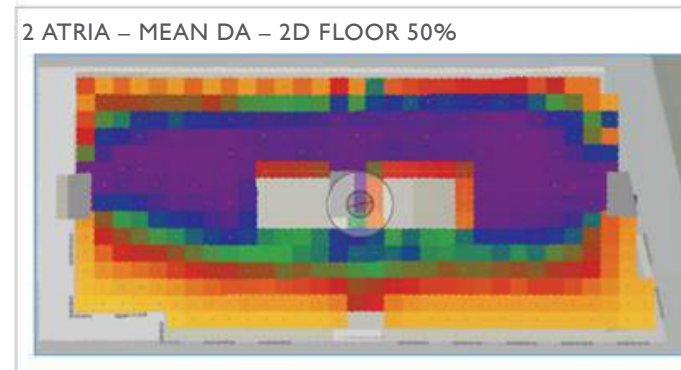
## CSI-B Sunlight and Natural Ventilation

**CSI-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site. **RESPONSE:** The building massing, with an offset central courtyard, promotes interior daylighting and reduces reliance on artificial lighting and benefit wellness of tenants. Open space is provided on portions of the site – west and southwest – with good solar exposure given the site conditions.

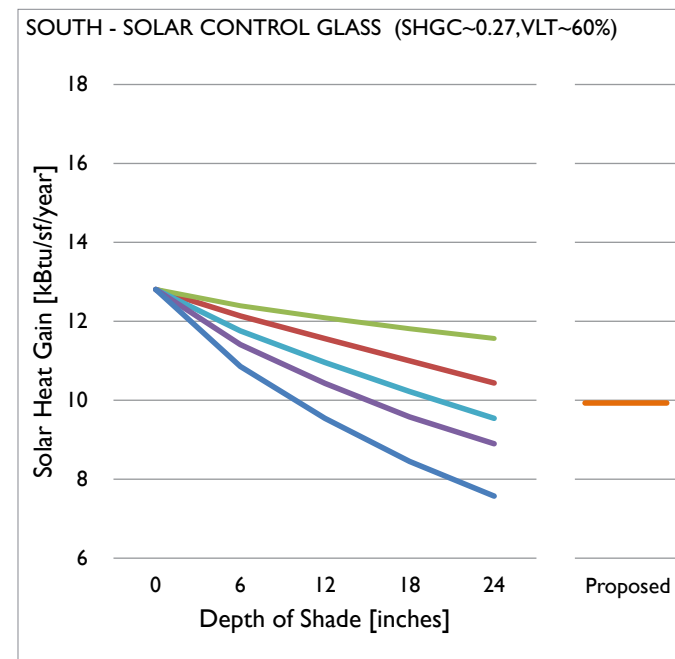
**CSI-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees. **RESPONSE:** Solar gain is managed with shading devices integrated into the south and west facades. Extended balconies on the fourth and fifth floors at the glazed SW feature (“the lantern”) act as additional shades. Newly planted trees at the mid-block passage (the “mews”) provide additional mitigation.

## CSI-E Water

**CSI-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible. **RESPONSE:** While the site does not include any natural water features, it does impact Lake Union nearby, as site stormwater flows into a dedicated storm drain that discharges into the lake. The project will treat stormwater through bioretention planters in the Troll Ave right of way and bioswales on N 34th Street. The project is actively pursuing Salmon Safe certification.



DAYLIGHT AUTONOMY STUDY-FROM EDG TO RECOMMENDATION



**CSI-B2** SOLAR SHADING STUDY



SHADING DEVICES – VERTICAL & HORIZONTAL FINS



**CSI-E1** BIORETENTION TREATING STORMWATER AROUND THE SITE



# PRIORITY CITYWIDE GUIDELINES

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

## CS2-A Location in the City and Neighborhood

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. **RESPONSE:** The nearby Fremont Library, Aurora Bridge, and fabric of N 34th Street have a strong existing identity, and the proposed building and open spaces respond directly to them while enhancing a site that has a lot of unrealized

potential in its current state. Place-making efforts include the “mews” as a mid-block passage at the west end of the site which links outdoor spaces from A.B. Ernst Park to the Burke Gilman Trail. The setback along N 34th Street at the southwest corner of the site opens up possibilities of place as a break in the street wall, with prime corner retail, relating to the open space across the street to the south. At the southeast, the essence of the large canopy from the existing building is maintained with a plaza and canopy, while further integrating with the movement patterns of people and bikes up the hill on Troll Ave. The efforts in the right of way along Troll Avenue compliment the presence of the Aurora Bridge while making a safe and active hillclimb, marked by the bicycle entry of the office building.

## CS2-B Adjacent Sites, Streets, and Open Spaces

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm. **RESPONSE:** The site is naturally set up to be a great street as the SDOT requirement for arterial widening sets the building back 3' from the property line at the sidewalk. Opportunities to further improve the building connection to the street include the fabric of the retail, with various types of porosity, through transparency and direct access along N 34th, as well as the expanded retail plaza at the southwest corner of the site. These have been carefully designed and detailed to improve the pedestrian experience.



VIEW OF THROUGH BLOCK CONNECTION LOOKING NORTH



VIEW OF 34TH ST RETAIL AT THROUGH BLOCK CONNECTION LOOKING NORTHWEST



# PRIORITY CITYWIDE GUIDELINES

## CS2-D Height, Bulk, and Scale

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. **RESPONSE:** The design team carefully reviewed the surrounding context in addition to zoning and future potential. This informed the major building setback at the west, to provide the through block connection. It informed the prominent tall first story as a retail presence related to existing and neighboring retail along N 34th Street. It also helped inform the articulation of the massing elements along the long north and south facades.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone. **RESPONSE:** The steep slope to the north of the alley thankfully alleviates some concern with transition to a less intense zone – the NC3-40 zone between the alley and N 35th street.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings. **RESPONSE:** The proposed project to the north across the alley (DPD #3016369) is a residential project. An analysis was conducted during design to better coordinate windows across the alley and consider privacy in response to the proposed development. The garage entries were coordinated as well to minimize vehicle conflicts in the alley.



CS2-D1  
AERIAL VIEW LOOKING NORTHEAST



CS2-D4  
VIEW OF ALLEY LOOKING EAST



CS2-D5  
NORTH ELEVATION

134'-4"  
ELEVATOR  
PENTHOUSE  
118'-4"  
BUILDING  
HEIGHT  
104'-7"  
92'-1"  
79'-6"  
67'-0"  
51'-0"



# PRIORITY CITYWIDE GUIDELINES

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

## CS3-A Emphasizing Positive Neighborhood Attributes

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means. **RESPONSE:** The material palette uses straightforward elements in a modern pattern that provides texture and layering in the facades. The facades are composed with a balance of rigor – through regular horizontal and vertical datum lines (structure, glazing mullions, and break lines in cladding), and playfulness through subtle variation on and around those datum lines.



CS3-A2  
CLOSE-UP VIEW OF SHADING FINs & GLAZING DETAIL

## CS3-B Local History and Culture

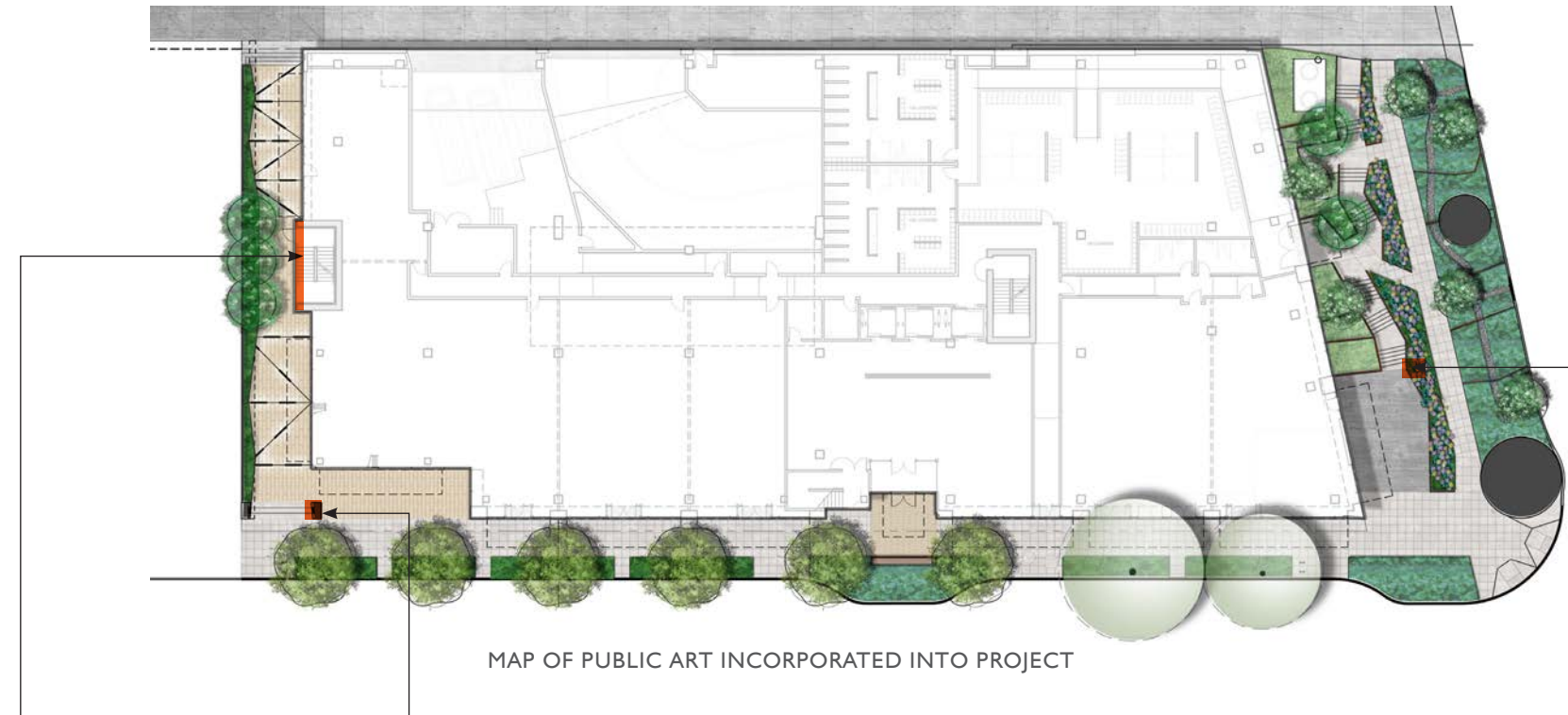
**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources. **RESPONSE:** The connections through the site – at the mid-block passage on the west, and Troll Ave right-of-way on the east – provide excellent place making opportunities, and the design intends to fully realize the opportunities through attention to these key passages. The existing neighborhood museum provides an excellent resource for artifacts and sculpture to be incorporated into the project in public areas; the team has worked with the owner to procure a segment of the Berlin Wall, dedicated in 2001 to American Troops in the Berlin Airlift, to be incorporated into the landscape design in a location close to where the wall segment currently sits.



CS3-B1  
COMMUNITY ART PIECE OF BERLIN WALL FRAGMENT



# PRIORITY CITYWIDE GUIDELINES



CS3-B1

COMMUNITY ART PIECE: WEST STAIR GATE



CS3-B1

COMMUNITY ART PIECE: WEATHERVANE



CS3-B1

COMMUNITY ART PIECE: BERLIN WALL FRAGMENT



# PRIORITY CITYWIDE GUIDELINES

PLI Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

## PLI-A Network of Open Spaces

**PLI-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. **RESPONSE:** Connections and enhancements of the network of surrounding open spaces – including the plaza around JP Patches, A.B. Ernst Park, and the Burke Gilman Trail – were carefully studied in early massing and concept studies for the project, and have guided the development of the project into design development.

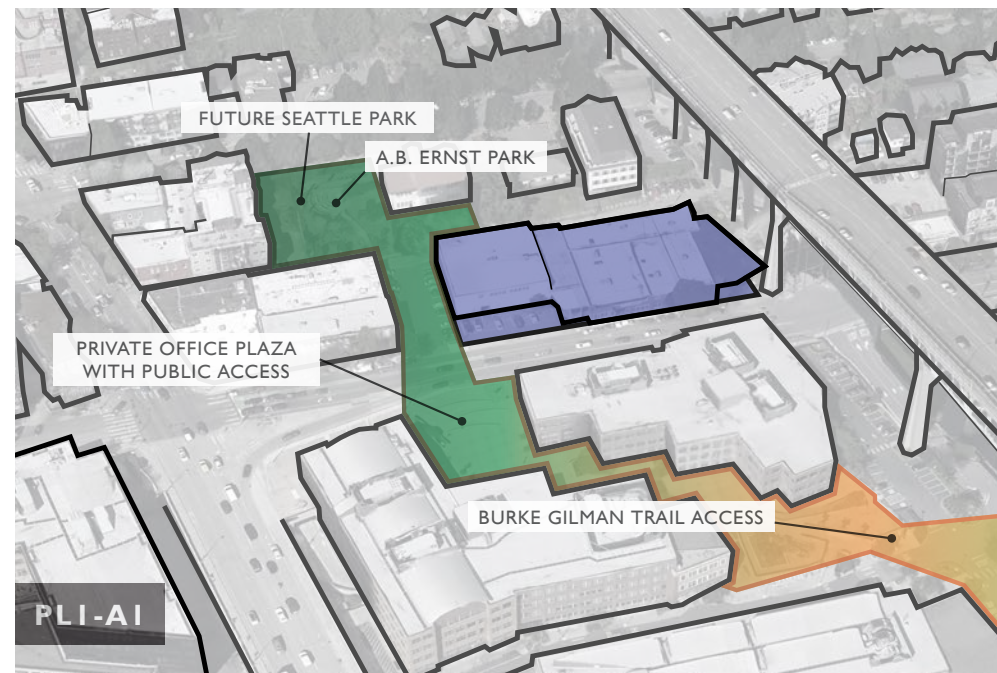
## PLI-B Walkways and Connections

**PLI-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project. **RESPONSE:** The “hill climb” along Troll Ave provides new stairs with intermediate plazas along with a new sloped sidewalk. The N 34th Street sidewalk has been widened and additional curb bulbs provided, especially important for pedestrian safety at the north-south crossing of N 34th Street. The through block connection provides a pedestrian access from N 34th Street to A.B. Ernst Park and the Fremont Library in perpetuity. These pedestrian infrastructure improvements provide great assets to pedestrians moving through and around the project.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

## PL2-B Safety and Security

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights. **RESPONSE:** A conceptual lighting scheme is being developed with safety in mind, especially in areas that are not currently well lit in the existing condition – the alley, and Troll Ave right-of-way. Motion-activated lighting will be used to deter unwanted activity at the north and east sides of the project.



OPEN SPACE CONTINUITY DIAGRAM FROM EDG 2/2/15



STREET-LEVEL RETAIL



AERIAL VIEW OF 34TH ST & TROLL AVE PEDESTRIAN CONNECTIONS



TROLL AVE EVENING RENDERING



# PRIORITY CITYWIDE GUIDELINES

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. **RESPONSE:** The south facade along N 34th boasts a 77% transparent facade – achieved through clear storefront glazing at retail and the primary office entry. Troll Avenue is also significantly transparent as viewed from the sidewalk, with views into the southeast corner retail, limited views into the bike lobby, and the first floor of office meeting grade at the alley.

## PL2-C Weather Protection

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. **RESPONSE:** Several types of canopies are used in the project. The most common is the retail canopy along the south and east facades at retail frontage, a light glass and steel canopy hung from the terra cotta frame, with integrated signage and lighting opportunities. The second type of canopy is a modified retail canopy used on the west facade, designed in coordination with DPD to provide weather protection while meeting the intent of the building code to prevent the buildup of smoke at occupied areas. The canopy marking the primary office building lobby entry on N 34th Street features a cantilevered black steel frame with integrated strip lighting along the perimeter and a wood panel underside with recessed can lights. The bike lobby entry canopy (along the Troll Avenue hill climb) is a smaller version of the primary office entry.

## PL2-D Wayfinding

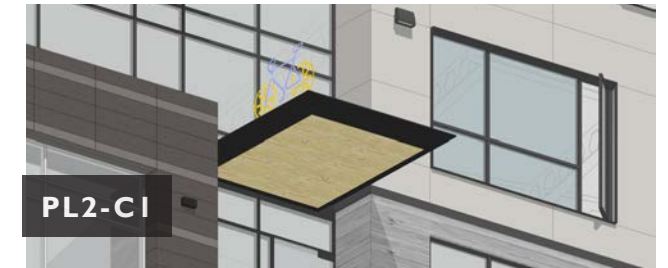
**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible. **RESPONSE:** A number of wayfinding elements, especially at the mid-block passage, provide visual cues to pedestrians. Specifically, at the north and south ends of the passage are simple indications of what is on the other end (i.e. the Fremont Library to the north, and N 34th Street to the south).



VIEW OF RETAIL LOOKING EAST ALONG N 34TH ST



THROUGH BLOCK CONNECTION NORTH PORTAL FROM ALLEY



BIKE ENTRY LOBBY CANOPY



OFFICE ENTRY CANOPY



TYPICAL RETAIL CANOPY



MODIFIED CANOPY AT THROUGH BLOCK CONNECTION

# PRIORITY CITYWIDE GUIDELINES

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

## PL3-A Entries

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. **RESPONSE:** The primary building entry has been carefully composed, using a glazed vertical slot with building signage, a prominent entry canopy, a special surround at the double entry door, a break in the terra cotta retail base, and the asymmetrical insertion of the feature stair, with a varied pattern of terra cotta baguettes. New street trees flank either side of the primary entry, and a curb bulb widens the planted well across from the entry, separated by special finer-grained paving in the ground plane.

## PL3-C Retail Edges

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building. **RESPONSE:** The retail edges are very porous and transparent, not only on the primary street frontage of N 34th Street, but also as the retail wraps to the full depth of the project at the through block connection, and as the southeast corner retail wraps north along Troll Ave. Careful attention was paid to provide finish floor levels close to grade to maximize direct access and improve visual connections from the public realm to the retail at all locations.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

## PL4-B Planning Ahead for Bicyclists

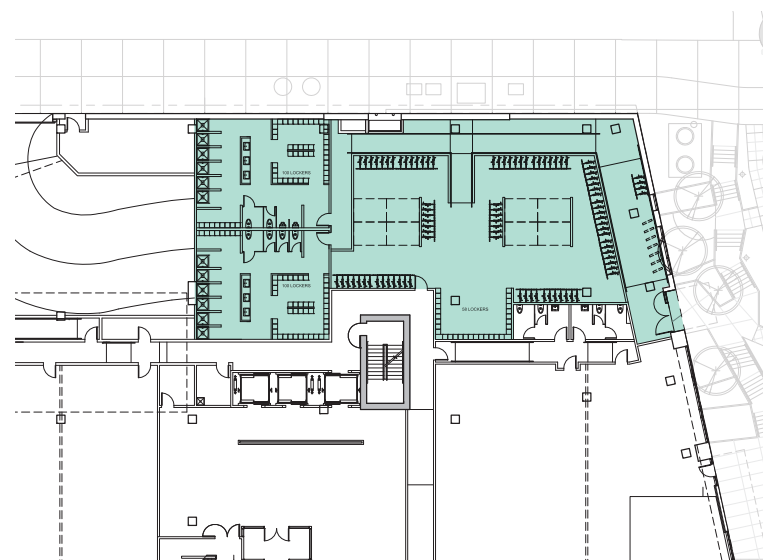
**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety. **RESPONSE:** Extensive bicycle facilities, including bike storage, showers and lockers, are provided at the northeast corner of the ground level. Convenience is achieved through location and easy identification with a canopy, signage, and a large swing door to accommodate a commuter with their bike. Security and safety are achieved through secure access, cameras and lighting.



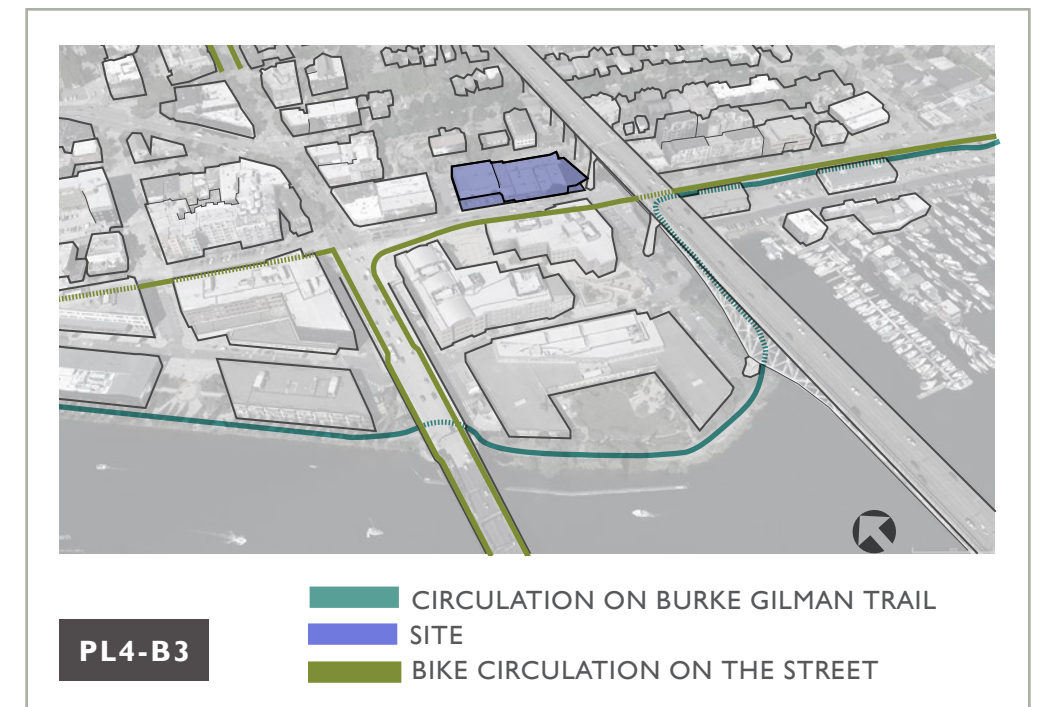
PL3-A4  
CLOSE-UP OF PRIMARY BUILDING ENTRY



PL3-C1  
VIEW OF SOUTHEAST CORNER RETAIL LOOKING NORTHWEST



PL4-B2  
ENLARGED PARTIAL L1 PLAN



PL4-B3  
BIKE CIRCULATION MAP



# PRIORITY CITYWIDE GUIDELINES

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project. **RESPONSE:** The primary connections to east-west bicycle route along N 34th Street and access to the Burke Gilman Trail one block south of the project were studied extensively at initial project planning. These informed the new location of the bike lobby entry, in a prominent location that is visible and easily accessed from the sidewalk corner at the northwest corner of N 34th Street and Troll Ave.

DCI Project Uses and Activities: Optimize the arrangement of uses and activities on site.

## DCI-B Vehicular Access and Circulation

**DCI-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers. **RESPONSE:** The conflicts between loading and garbage services with passenger vehicles, pedestrians, and bicyclists was identified at Early Design Guidance, and the applicant has revised the ground floor circulation patterns to provide better separation. The relocation of the Bike Lobby at the east end of the site separates bikes from motor vehicles. A separate garage entry for retail vehicles, office vehicles, and garbage/loading further alleviate issues of congestion, especially at the garage entry door. Specialty treatment of the alley west of the loading/garbage area signal that it is a zone that might have pedestrians crossing the alley to access the park and library.

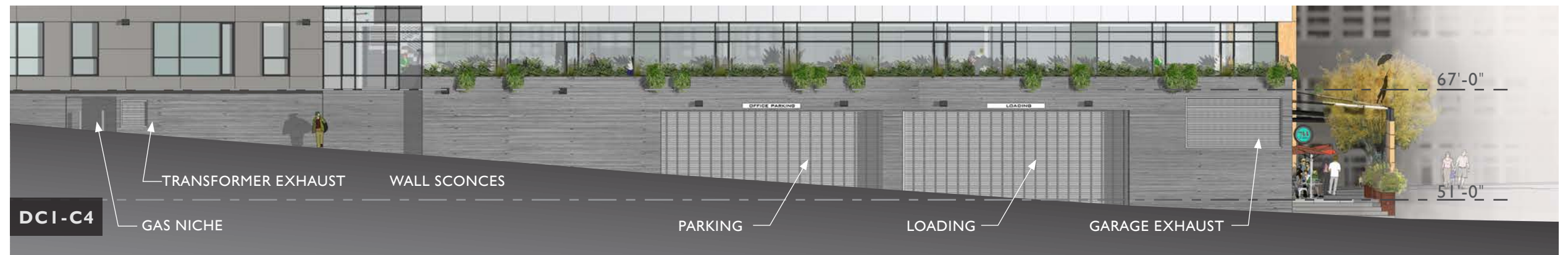
## DCI-C Parking and Service Uses

**DCI-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. **RESPONSE:** The service uses, including loading, garbage pickup, office and retail parking, gas meters, major ventilation exhaust ducts are all placed in the alley elevation, though limited by the change in grade to minimize visual impact and enhance pedestrian experience on the other three (very public) sides of the building.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.



**DCI-B1**  
BIKE LOBBY ENTRY



**DCI-C4**  
PARTIAL NORTH (ALLEY) ELEVATION



# PRIORITY CITYWIDE GUIDELINES

## DC2-B Architectural and Facade Composition

**DC2-B-1. Façade Composition:** Design all building facades – including alleys and visible roofs – considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned. **RESPONSE:** Careful attention has been paid to the composition on all sides of project, including alley elevations. See full building elevations on pages 22-23.

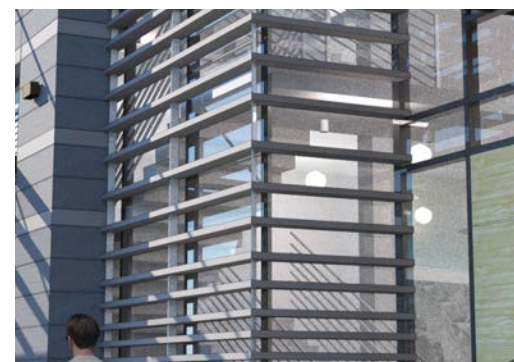
## DC2-D Scale and Texture

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. **RESPONSE:** Finer details appear especially in the first two floors, along the more public sides of the building – in the differentiation of texture in terra cotta tiles, in subtle differences in window wall metal frame, in color changes in the cementitious panel to break up massing portions, and in landscape elements like the weathered steel retaining walls along both the mid-block passage and the Troll Ave right of way.

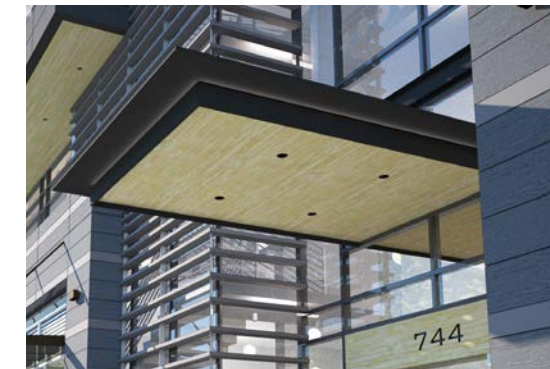
**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate. **RESPONSE:** Finer details appear in several ways to “warm up” a modern facade – through weathered steel, wood cladding at the L2 soffits and canopies, and in the warm-hued terra cotta. This warmth is an important aspect of the material palette for the project.



DC2-B1  
EAST ELEVATION RIGHT-OF-WAY



TERRA COTTA BAGUETTE



PHENOLIC WOOD PANEL ENTRY AND CANOPY SOFFIT



SMOOTH DARKER TERRA COTTA TILE AT THE OFFICE FLOORS



DC2-D2  
SOUTH ELEVATION DETAIL



COMBED AND SMOOTH TERRA COTTA TILE WITH STEEL ANGEL FRAME



# PRIORITY CITYWIDE GUIDELINES

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

## DC3-A Building-Open Space Relationship

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development. **RESPONSE:** Several areas of the ground floor plan and exterior spaces are designed specifically to provide a good “fit” between indoor program (primarily retail) and the sidewalk – the northwest corner retail, the southwest corner retail with an extended plaza toward N 34th Street, the southeast corner retail with an extended plaza connected to the pedestrian hill climb. The location of the bike lobby, mid-way up the Troll Ave hill climb, is carefully coordinated with the elevation of the sloped sidewalk and stairways and landings.

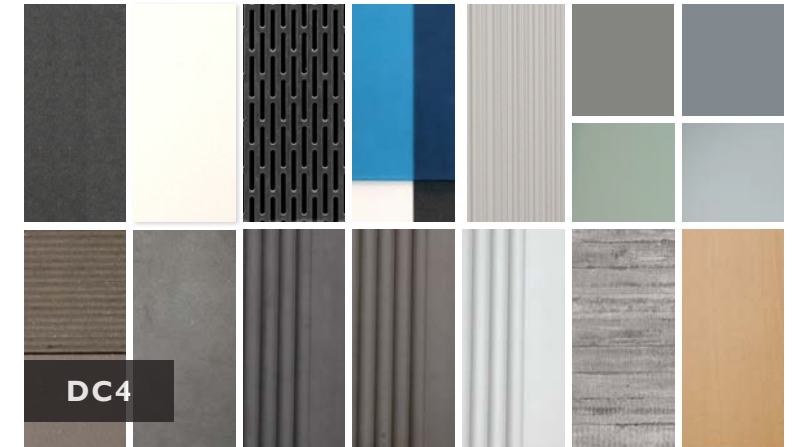
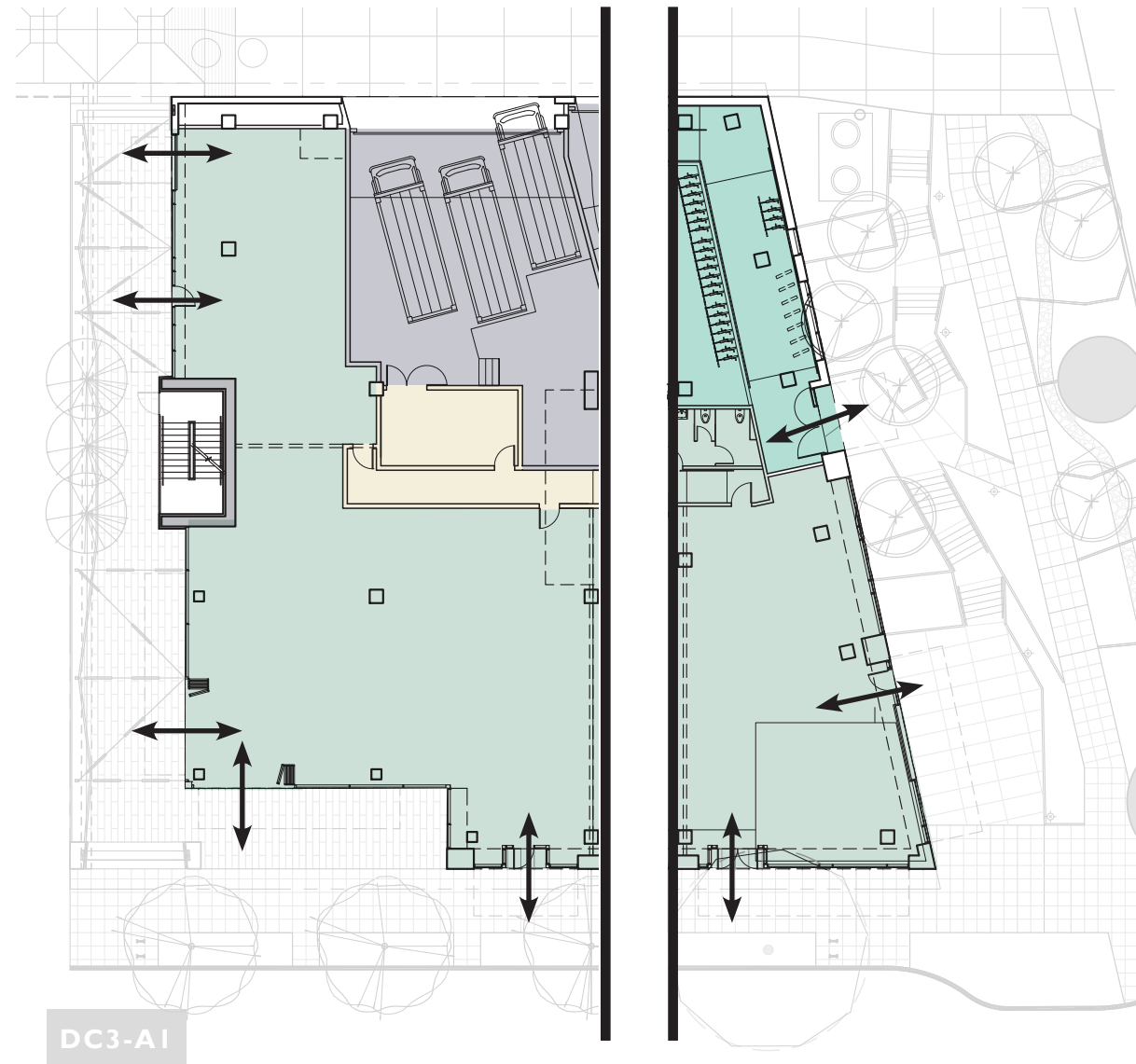
## DC3-B Open Space Uses and Activities

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function. **RESPONSE:** The through block connection at the west end is designed primarily to allow pedestrian movement along the west side, and act as an egress court for the exit stair located at the midpoint, while providing static areas below cover along the eastern edge, associated with the retail spaces. The open space in the Troll Ave right-of-way is meant to serve as a moment of repose, and potentially act as an extension of the southwest corner retail. Each of these spaces is sized and planned accordingly, considering outdoor furniture and space requirements for people.

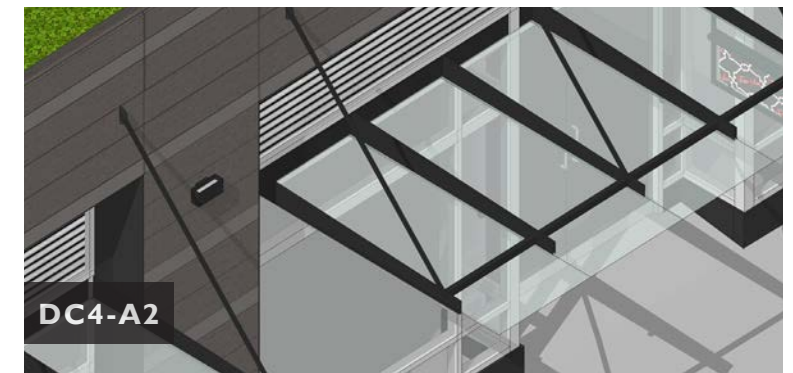
DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces. DC4-A Exterior Elements and Finishes.

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged. **RESPONSE:** The materials are chosen for texture when viewed both up close and for fields of color and pattern when viewed from further away. The colors are chosen to provide adequate contrast between parts and a pleasing composition as a whole. The materials are selected to be high quality and durable – primarily terra cotta, composite panels, hi-density cementitious panels, and aluminum glazing systems.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions. **RESPONSE:** Corners, edges and transitions are detailed with careful consideration of best practices with each type. Rainscreen systems are used throughout with any large fields of cladding material.



MATERIALS SAMPLES – SEE PAGE 24 FOR DETAILS



TYPICAL RETAIL AT CANOPY



AXONOMIC VIEW OF TROLL AVENUE R.O.W.



# PRIORITY CITYWIDE GUIDELINES – SIGNAGE

## DC4-B Signage

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context. **RESPONSE:** A signage concept has been developed with the building design as a whole and with easy identification and wayfinding in mind. Primary signage include a building name, address, bike lobby secondary entry, wayfinding, garage entries, and several types of retail signage.



SW CORNER RETAIL SIGNAGE CONCEPT



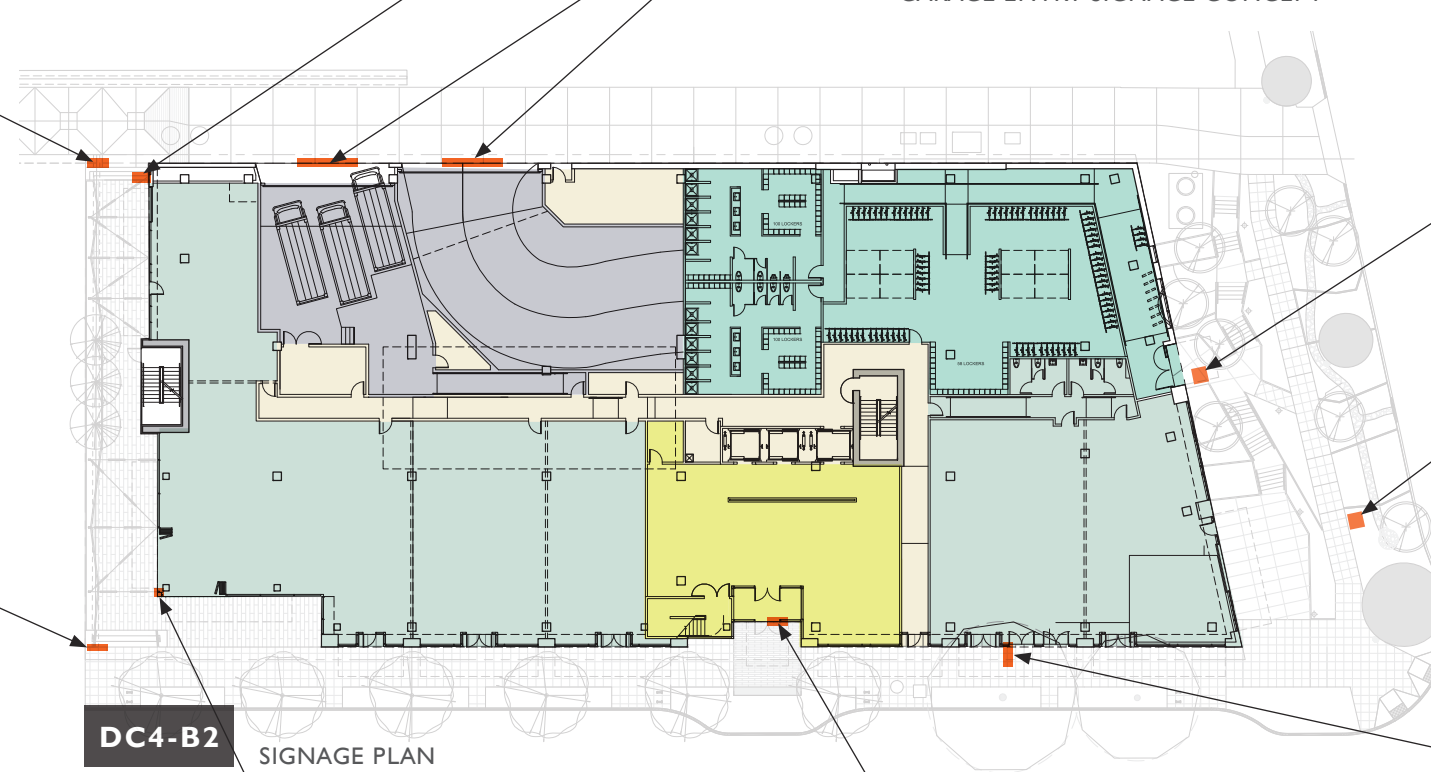
GARAGE ENTRY SIGNAGE CONCEPT



BIKE ENTRY SIGNAGE CONCEPT



NORTH THROUGH BLOCK CONNECTION WAYFINDING SIGNAGE CONCEPT



DC4-B2 SIGNAGE PLAN

PLAQUES WITH GALLONS PER DAY TREATED – MOUNTED FLUSH IN SIDEWALK

WATER TREATMENT EDUCATIONAL SIGNAGE



TROLL SIGNAGE CONCEPT



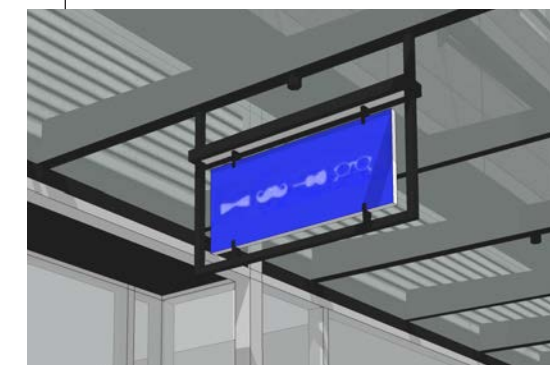
SOUTH THROUGH BLOCK CONNECTION WAYFINDING SIGNAGE CONCEPT



SW CORNER RETAIL SIGNAGE CONCEPT



PRIMARY BUILDING SIGNAGE CONCEPT



TYPICAL RETAIL BLADE SIGNAGE CONCEPT



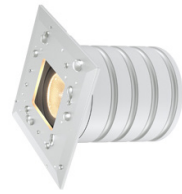
# LIGHTING PLAN



PASS-THROUGH CATENARY LIGHTS



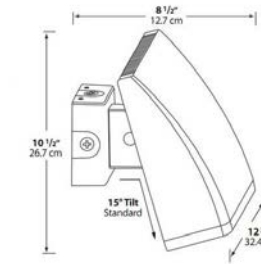
RECESSED CANOPY CAN LIGHT



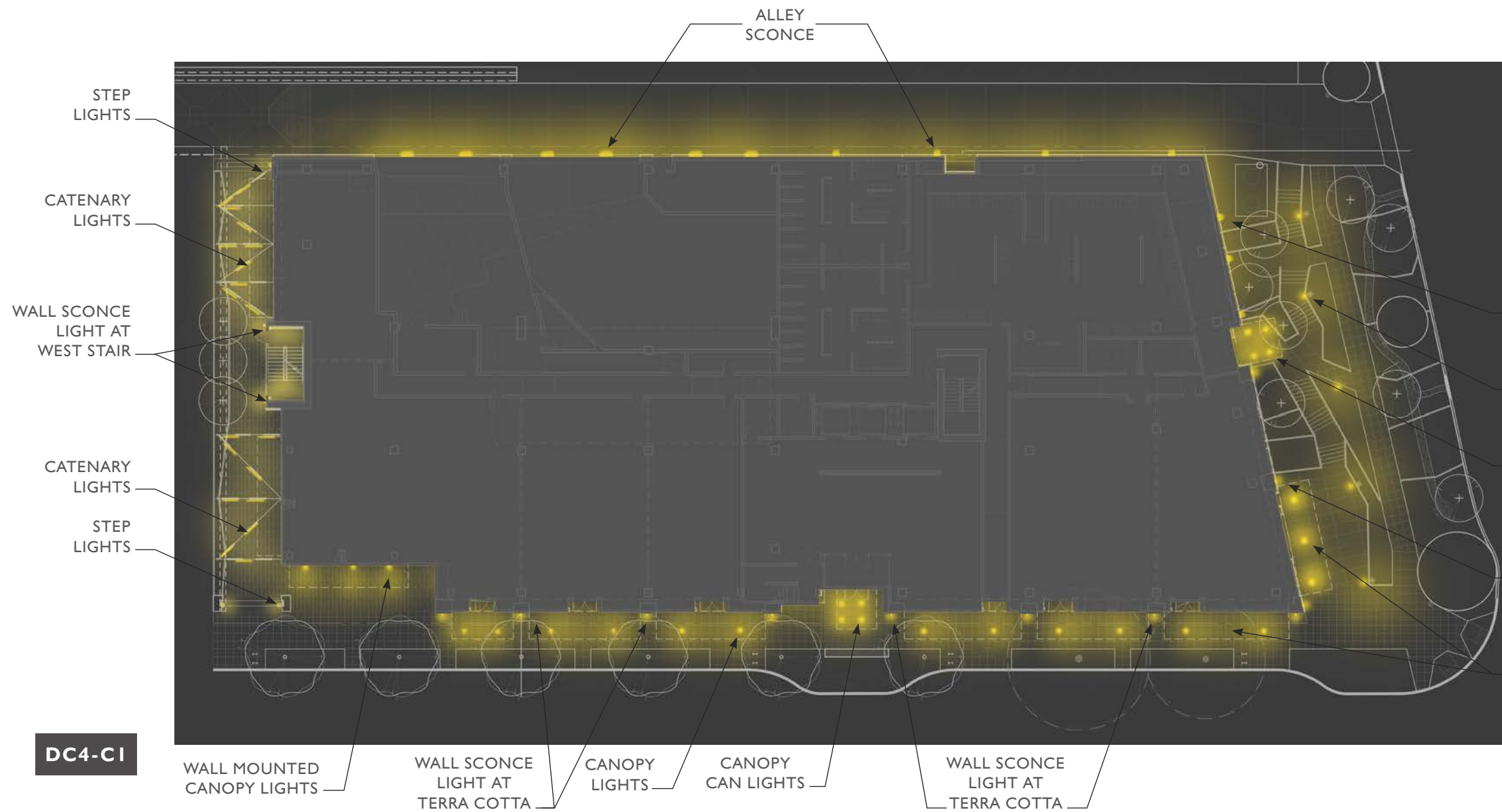
RECESSED STEP LIGHT



CANOPY LIGHTING



ALLEY SCONCE LIGHTING



TROLL AVE R.O.W. COLUMN LIGHTS



WALL SCONCE LIGHTS



# PRIORITY CITYWIDE GUIDELINES

## DC4-C Lighting

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art. **RESPONSE:** Lighting is used to highlight the texture of the terra cotta retail base with up and down light. Recessed lights in canopies provide basic illumination for primary entry and exit. Landscape lighting at the western through block connection is “festival” lighting using fixtures strung from posts to the building. At the Troll Ave expanded right-of-way, tall light posts provide good illumination of the area, especially the walking surfaces, while staying out of reach and tamper proof, and providing additional sculptural features in the public area. Additional small spot lights highlight the feature art piece on the Troll Avenue right-of-way.

## DC4-D Trees, Landscape, and Hardscape Materials

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials. **RESPONSE:** The plant material proposed in the project forms three functions: 1) to help filter and retain/detain stormwater in raingardens, stormwater planters, bioretention cells and green roofs; 2) to provide pollinating plants for birds, butterflies and bees and 3) to help enliven the public and private realm with color, texture and seasonal change. Planting on Troll Ave is a modern ‘parterre’ of varying levels that add interest as pedestrians walk up the hill.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible. **RESPONSE:** The weathering steel retaining walls, concrete pedestal pavers and scored concrete paving are the predominant hardscape materials at grade. The building entrance is noted with special color and texture. The through block connection uses a paver that is differentiated from the scored concrete sidewalk. The alley paving from the mid-block passage to the A.B. Ernst staircase is further differentiated with diagonal and radial scoring patterns. On the roof, wood pedestal pavers as well as concrete pedestal pavers are proposed.



# SHADOW DIAGRAMS

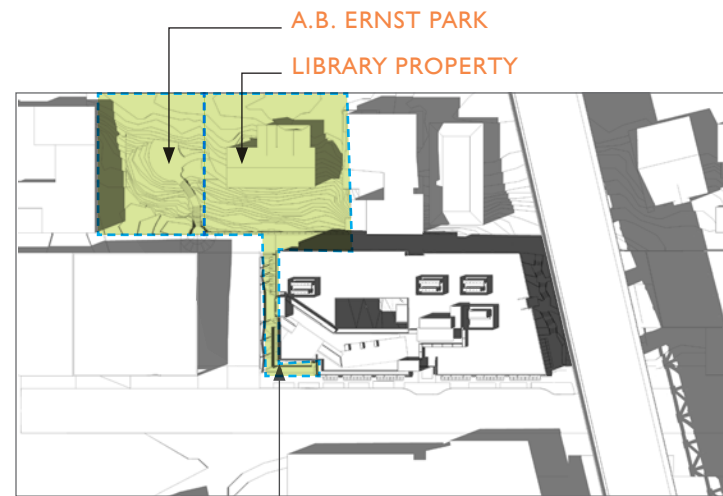
## SUMMER SOLSTICE – JUNE 21



9AM

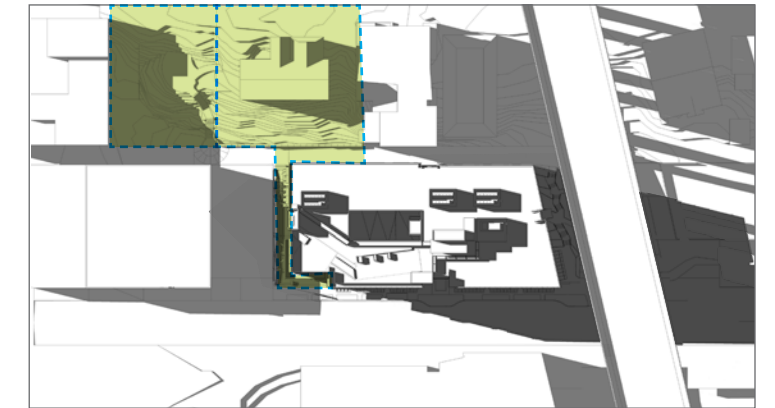


12 NOON



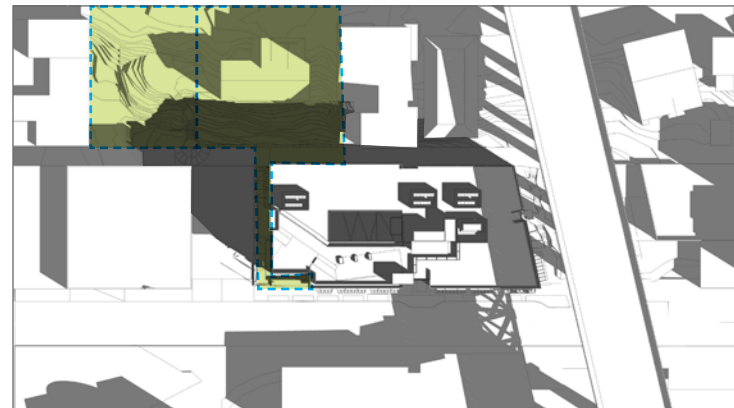
3PM

ONSITE OPEN SPACE



6PM

## SPRING/AUTUMN EQUINOX – MARCH / SEPTEMBER 21



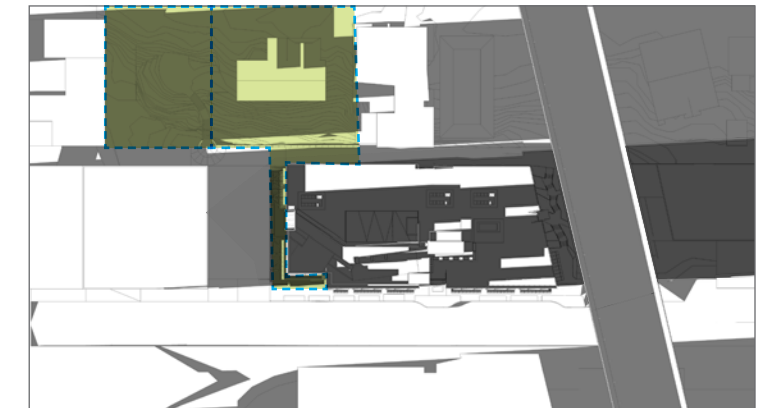
9AM



12 NOON

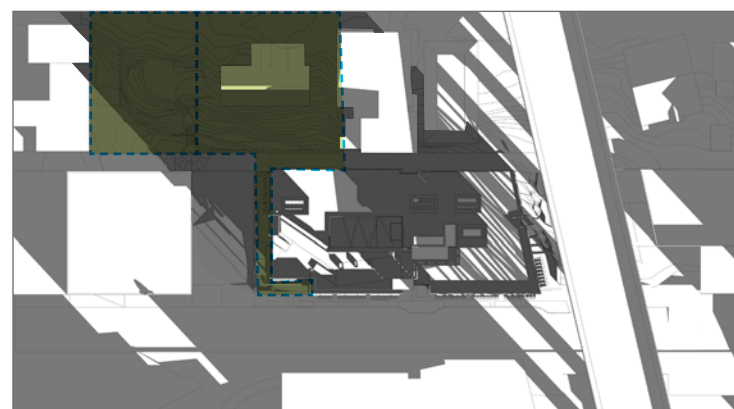


3PM



6PM

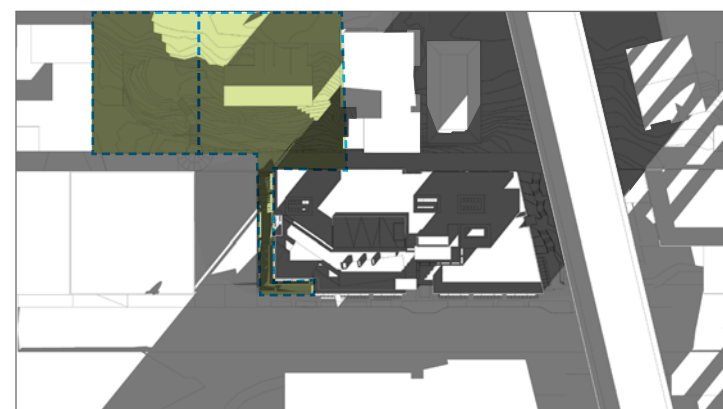
## WINTER SOLSTICE – DEC 21



9AM



12 NOON



3PM



6PM (SUNSET AT 4:30PM)



# APPENDIX



# SITE SURVEY

