DEVELOPER
Martin Selig Real Estate
1000 Second Avenue
Suite 1800
Seattle, WA 98104

ARCHITECT
Perkins + Will
1301 Fifth Avenue
Suite 2300
Seattle, WA 98101

LANDSCAPE ARCHITECT
Swift Company
3131 Western Avenue
Suite M423
Seattle, WA 98121

CONTENTS /

DEVELOPMENT OBJECTIVES

The 75 Marion project proposes redevelopment of the block bounded by Alaskan Way, Western Avenue, Columbia Street and Marion Street. A mixed-use tower with ground floor retail will replace two existing structures and surface parking.

75 Marion will reactivate all four of its street frontages and redefine the new waterfront experience along Alaskan Way.

Varied spatial experiences will differentiate the building for office tenants, residents and those who experience the building as a pedestrian.

The tower will respond to its urban context through the scale of its parts and simplicity of its skin. By virtue of location and iconic presence, 75 Marion will serve as a gateway and landmark for those arriving to Seattle by ferry.

DEVELOPMENT SUMMARY

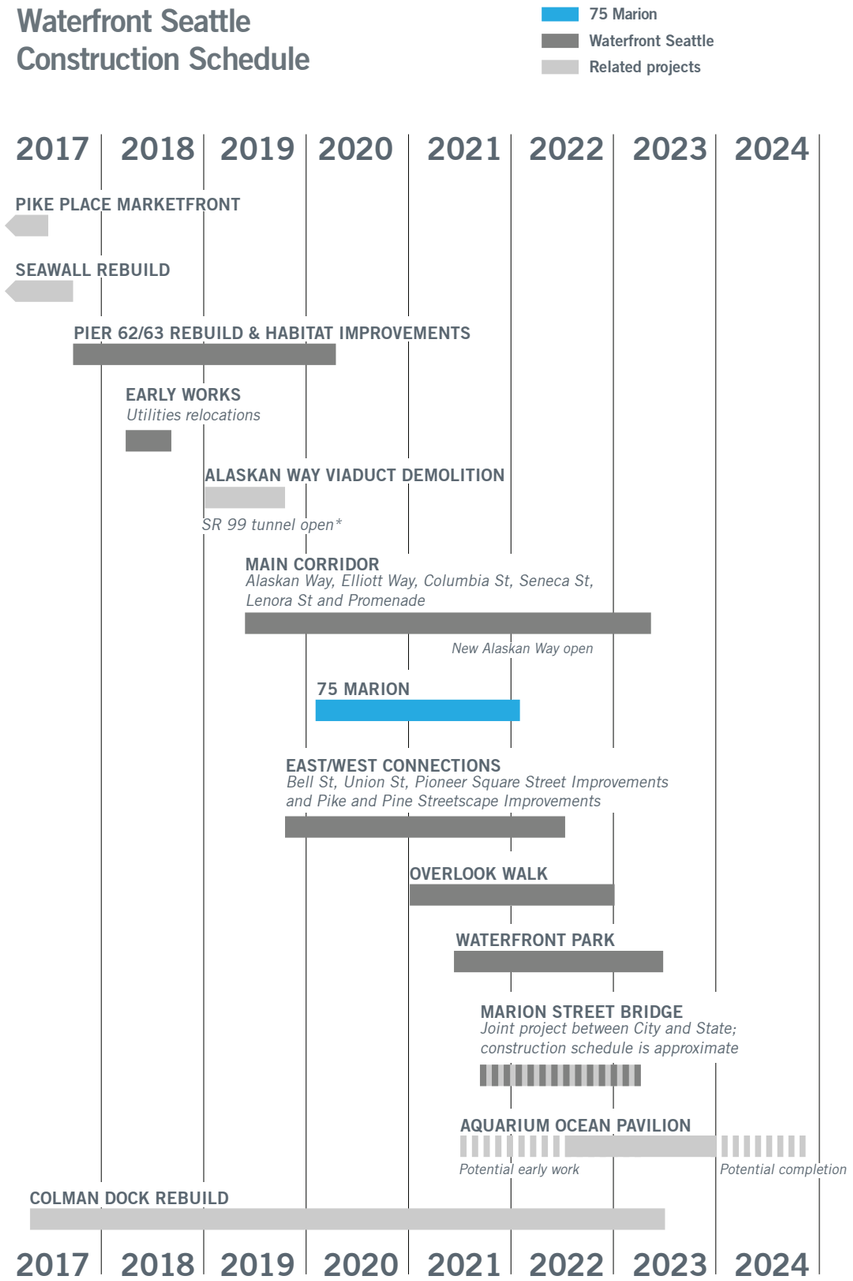
Located on Alaskan Way across from Colman Dock, the 75 Marion Tower is at the center of downtown Seattle's waterfront. The site offers unobstructed views of Elliott Bay and is connected via pedestrian bridge to the ferry terminal.

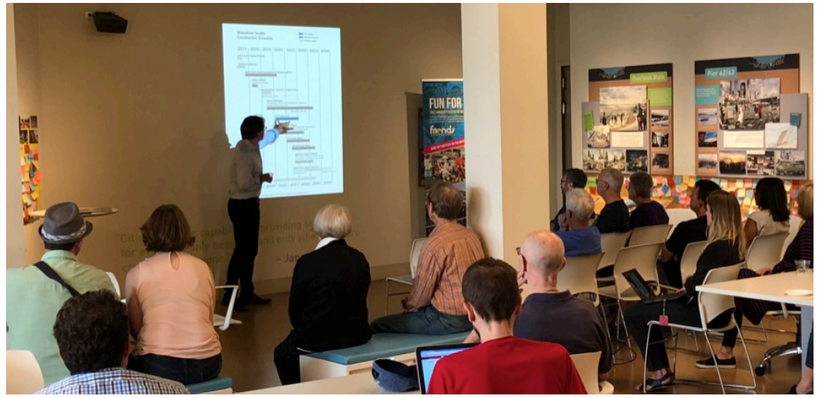
The 75 Marion tower is a 504,000 SF, 15-story high-rise structure at 185 ft tall consisting of approximately:

- 278 below grade parking stalls on three levels
- 20,000 SF street level retail space
- Three levels of commercial office space with approximately 34,000 SF gross floor area per floor
- Four levels of commercial office space with approximately 25,000 SF gross floor area per floor
- Seven residential levels with approximately 21,000 SF gross floor area per floor
- Approximately 106 residential units
- Rooftop residential amenity
- 7,000 SF exterior terrace at level 5 for office and residential tenants

The exterior skin will optimize views and every residential unit will have access to a private balcony. The project anticipates the removal of the Alaskan Way Viaduct and will offer space for vibrant retail along all street frontages.

Waterfront Seattle Construction Schedule





WATERFRONT COORDINATION

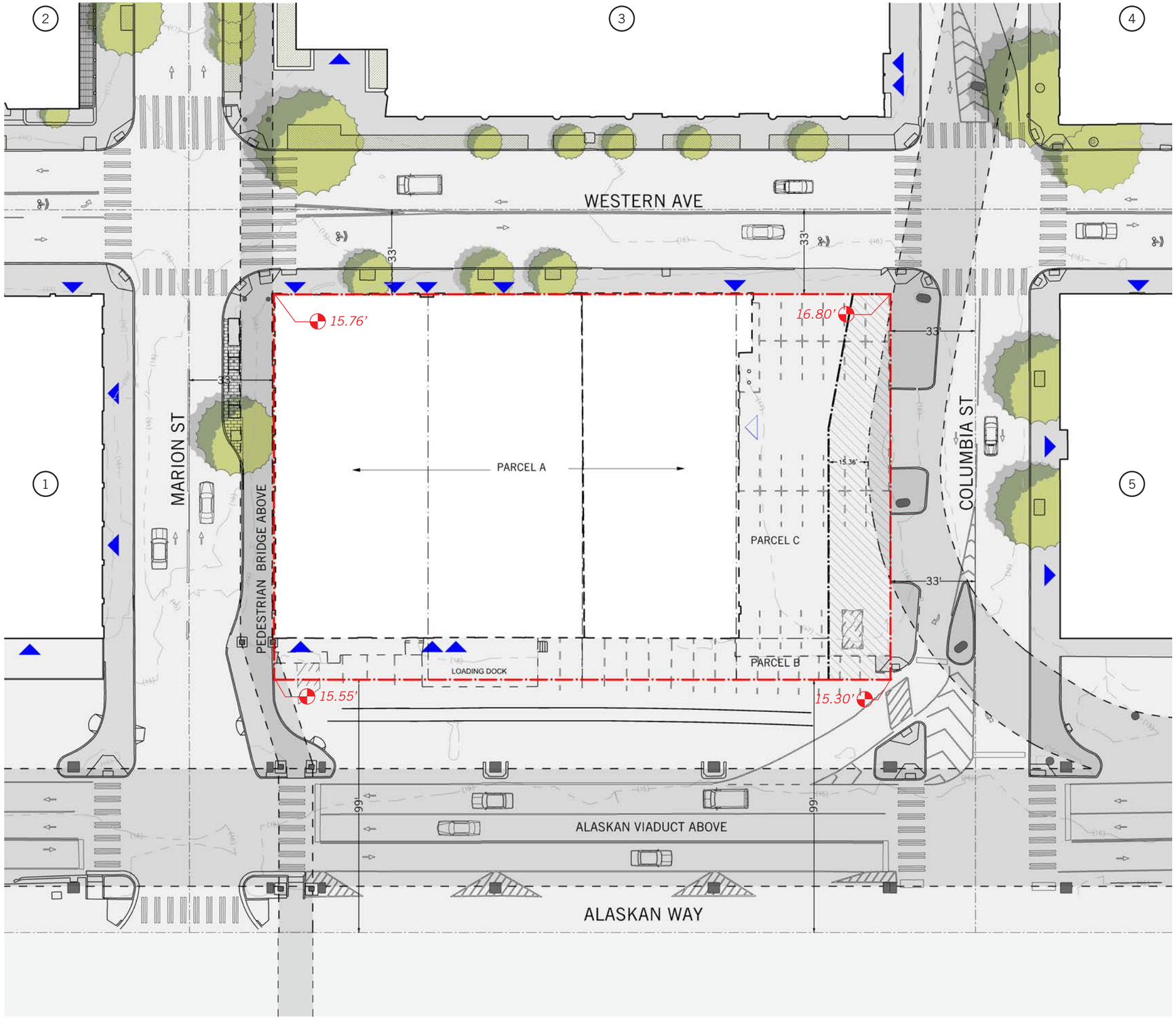
To address the complexity of the site and anticipated work along the waterfront and at the Marion Street Pedestrian Bridge, there has been ongoing coordination with the Office of the Waterfront, SDOT and WDOT. The development team is working to find synergies between the project schedules and objectives.

PUBLIC OUTREACH

The project team participated in public outreach through printed, electronic and in-person outreach. On September 5, 2018, Design Principal, Erik Mott presented the proposed development to the West Edge Neighborhood Association and on September 20, 2018 there was a site walk open to the public advertised through posters. No comments or questions have been received through the project hotline or email to date. During the in-person outreach events, participants raised questions about the location of retail, connections to the Marion Street Pedestrian Bridge, vehicular access to the site and considerations for the project if the Waterfront LID does not pass.

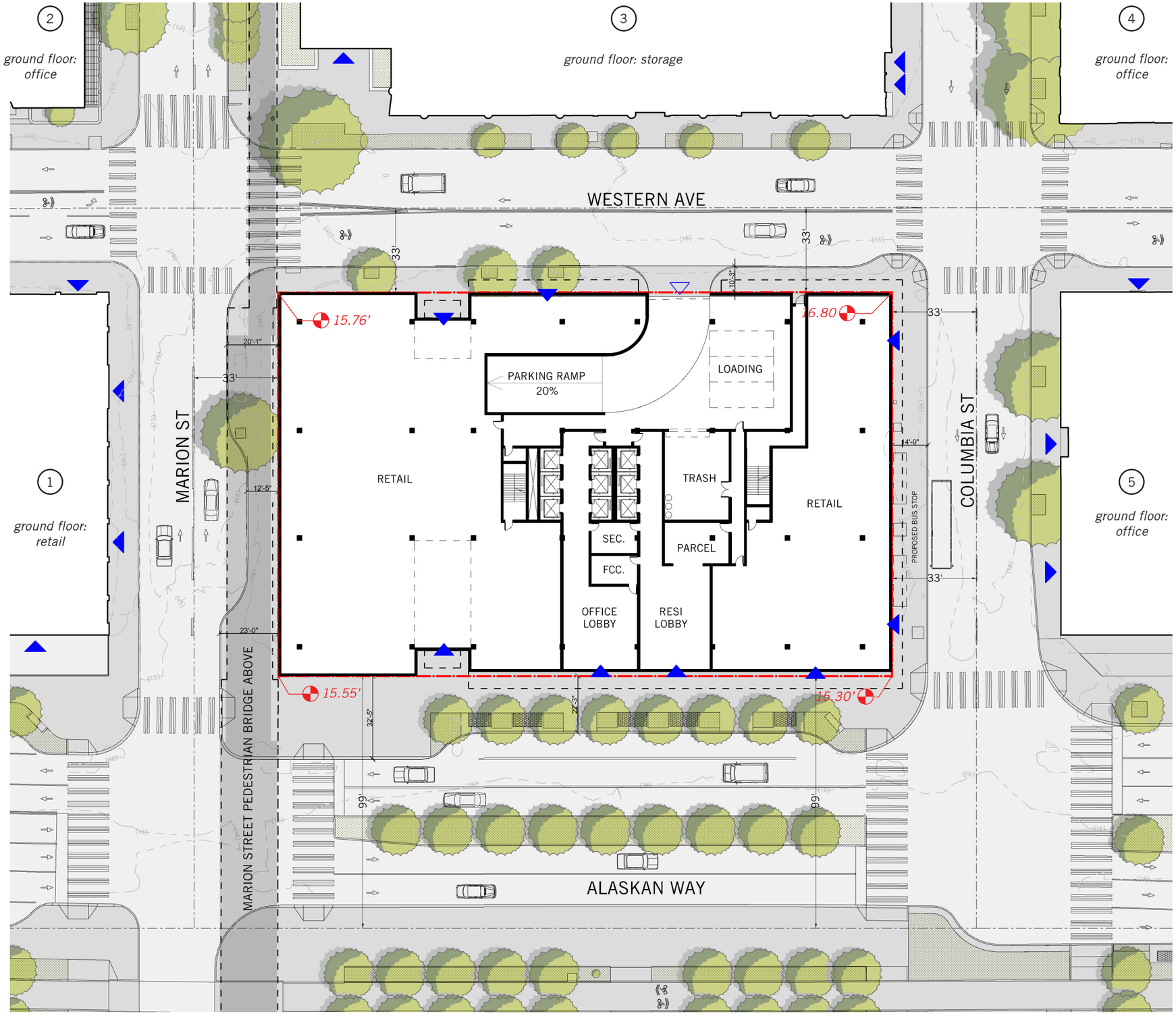
SECTION 02 / EXISTING CONTEXT PLAN

Above grade connections currently border the site to the north, west and south: the Marion Street Pedestrian Bridge extending from First Avenue to the Colman Dock Ferry Terminal; the Alaskan Way Viaduct; and the Columbia Street vehicular on-ramp to the Viaduct.



1 Maritime Building
2 Federal Office Building
3 The Post Apartments
4 The Journal Building
5 Polson Building

Pedestrian Entry
Vehicular Entry



The removal of the Alaskan Way Viaduct and Columbia Street Viaduct will improve the pedestrian environment surrounding the site. As part of the Waterfront developments, the pedestrian bridge at Marion Street will be replaced and upgraded. Ample ground level retail will be accessed at the right of way and through an enclosed pedestrian connection running from Alaskan Way to Western Avenue at the north end of the site. Residential and office lobbies are proposed off of Alaskan Way.

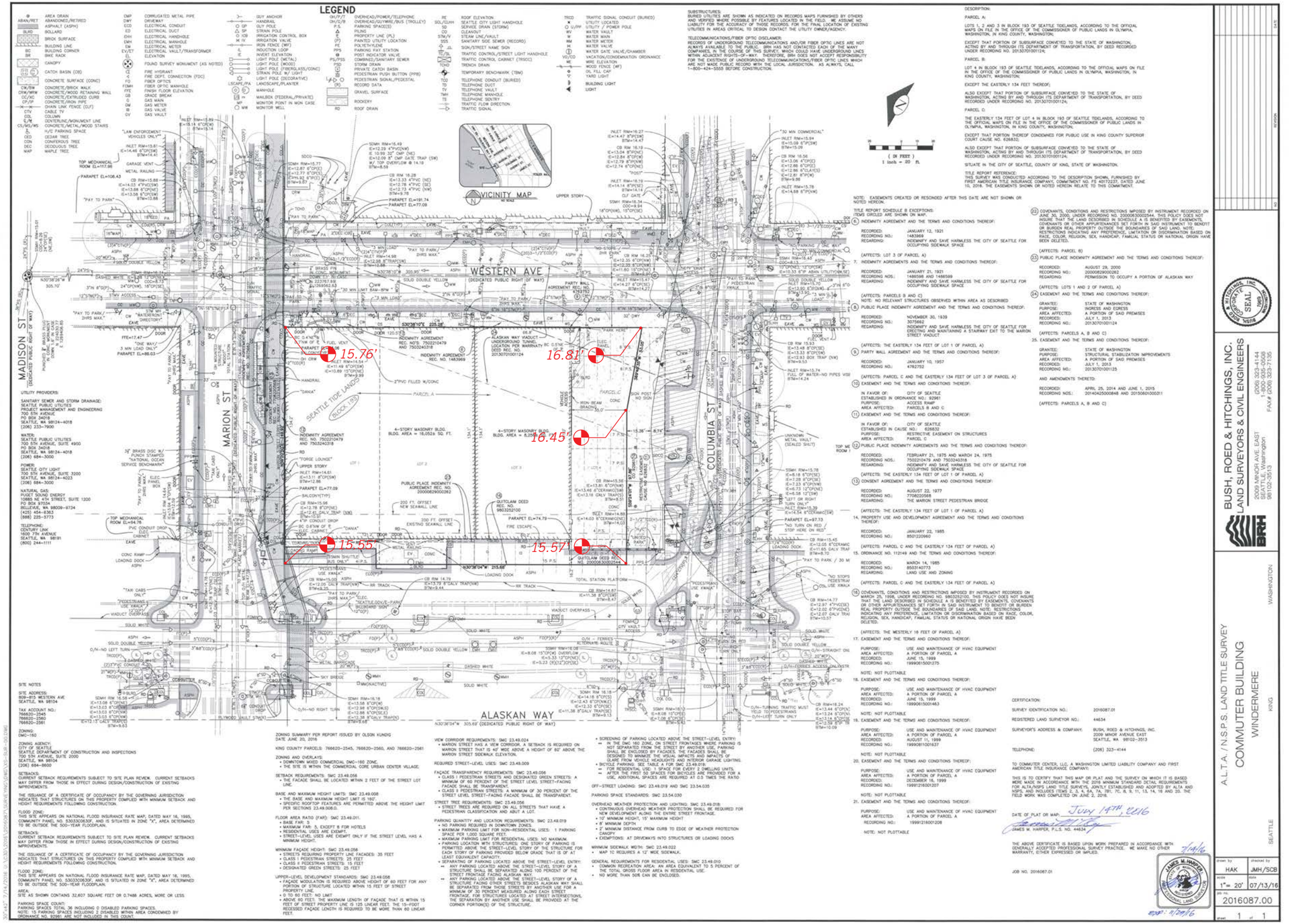
Columbia Street will become a transit street with rapid ride stops at the right of way adjacent to the site.

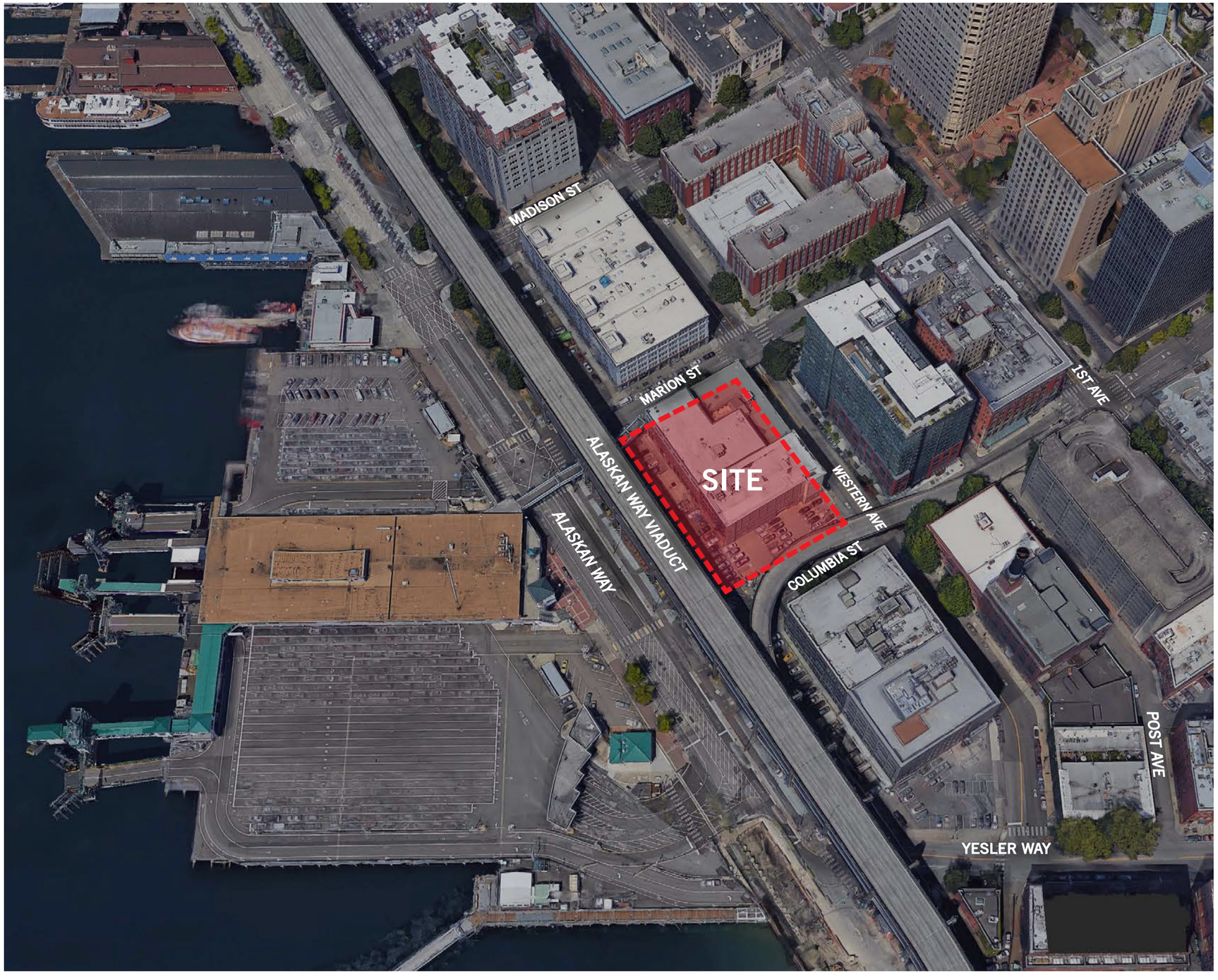
Loading will be from Western Avenue and parking entry is proposed at Marion.

1 Maritime Building
2 Federal Office Building
3 The Post Apartments
4 The Journal Building
5 Polson Building

Pedestrian Entry
Vehicular Entry

0' 16' 32'


LEGEND
VICINITY MAP
WESTERN AVE
(DEDICATED PUBLIC RIGHT OF WAY)
MADISON ST
(DEDICATED PUBLIC RIGHT OF WAY)
MARION ST
COLUMBIA ST
ALASKAN WAY
(DEDICATED PUBLIC RIGHT OF WAY)
SEATTLE TIDE LANDS
BLOCK 193
15.76'
16.81'
16.45'
15.55'
15.57'
UTILITY PROVIDERS:
SITE NOTES
ZONING SUMMARY PER REPORT ISSUED BY OLSON KUNDIG
DATE: JUNE 20, 2016
SURVEYOR'S NOTES
DESCRIPTION:
PARCEL A:
PARCEL B:
PARCEL C:
TITLE REPORT SCHEDULE B EXCEPTIONS:
CERTIFICATION:
BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS
A.L.T.A. / N.S.P.S. LAND TITLE SURVEY
COMMUTER BUILDING
WINDERMERE
SEATTLE
KING
WASHINGTON
drawn by HAK
checked by JMH/SCB
scale 1" = 20'
date 07/13/16
project 2016087.00
sheet 1 of 1



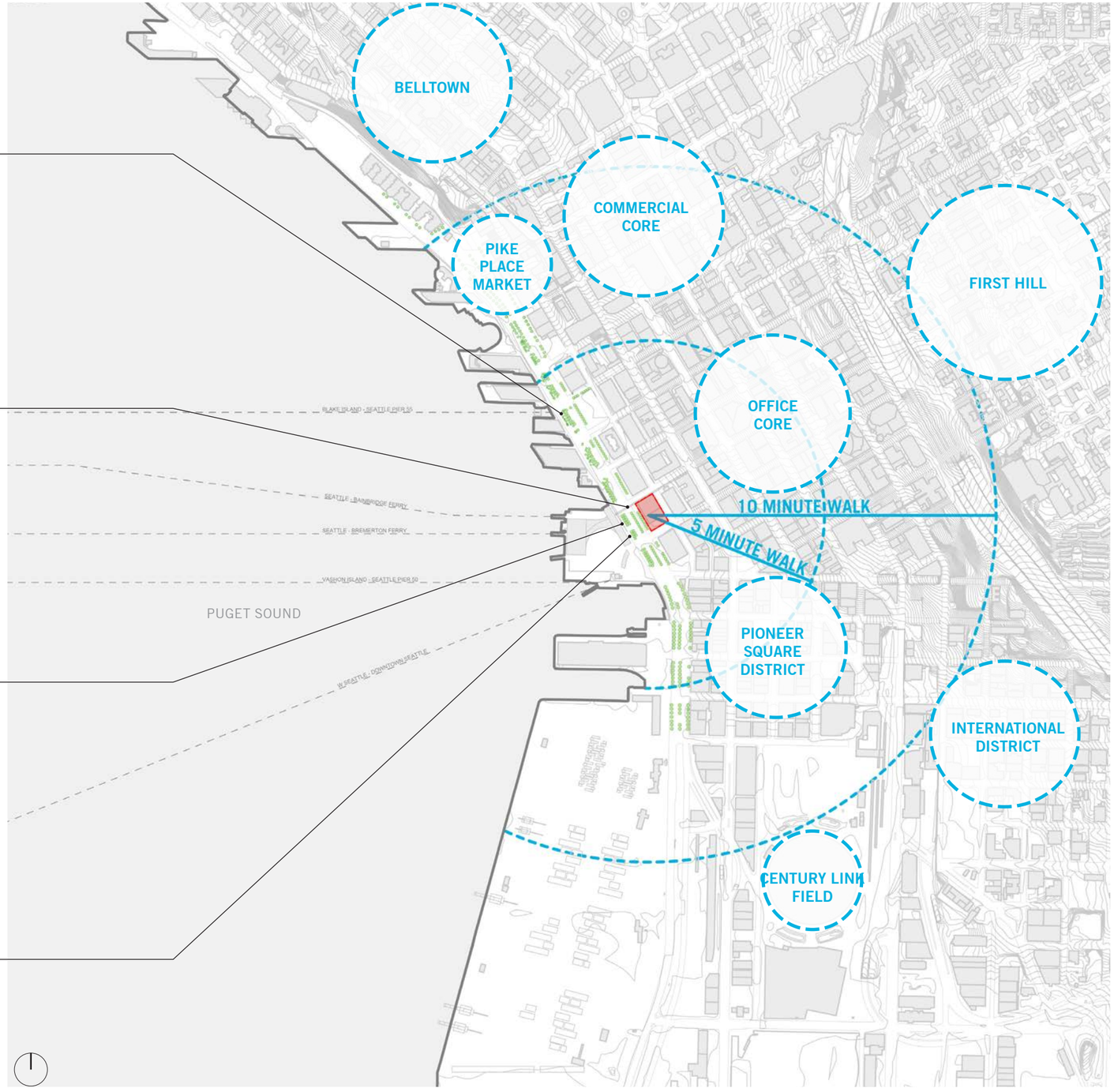
2023

2018

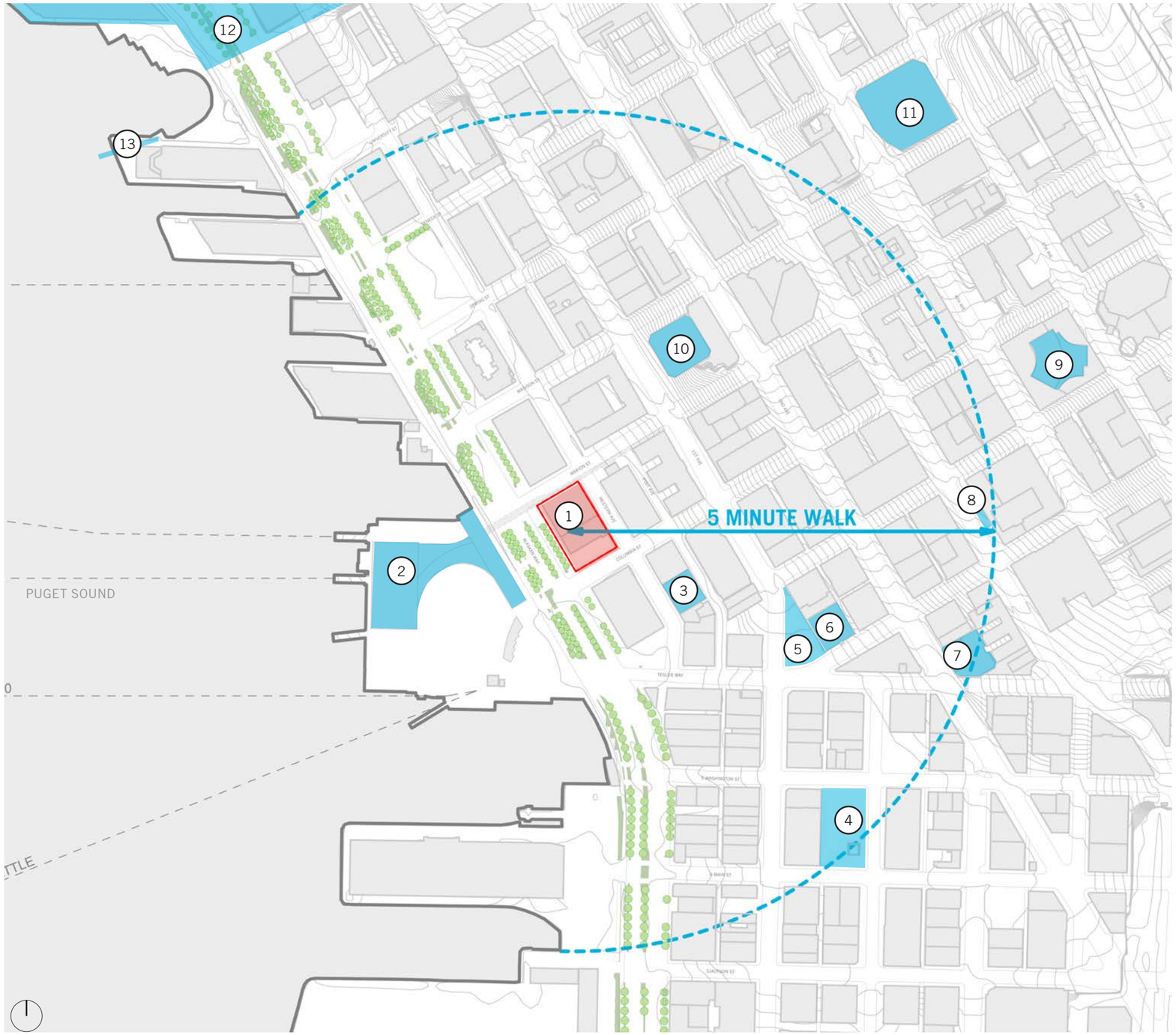
1935

75 Marion is at the heart of the Seattle Waterfront and a multi-modal transit hub serving buses, Rapid Ride, and ferries.

The site is adjacent to the Pioneer Square District and a short walk from the Pike Place Market and Downtown Core.



**Waterfront renderings are from Seattle Design Commission Waterfront Design Review Package from December of 2017.*

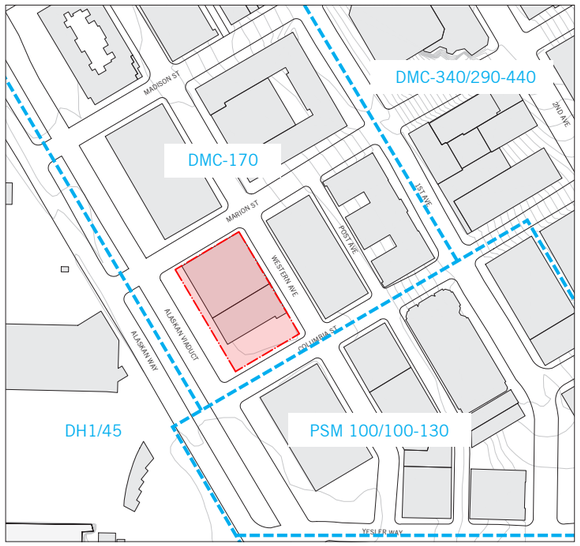


For those arriving by ferry, the 75 Marion will be a landmark along the water's edge signaling a gateway to downtown.

The site is relatively flat; the topography starts to incline more steeply east of Western Street. Many of downtown Seattle's landmarks are within a 5 minute walk of the site or just beyond.

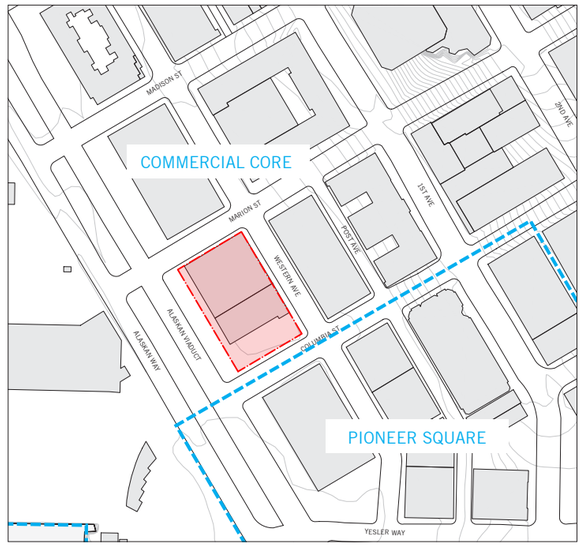
1 Project Site
2 Colman Dock/Ferry Terminal
3 Seattle Steam New Post Station
4 Occidental Square
5 Pioneer Square
6 Pioneer Building
7 Smith Tower
8 Pioneer Transit Station
9 Columbia Tower
10 Henry M. Jackson Federal Building
11 Seattle Public Library
12 Pike Place Market
13 Seattle Great Wheel

Zoning



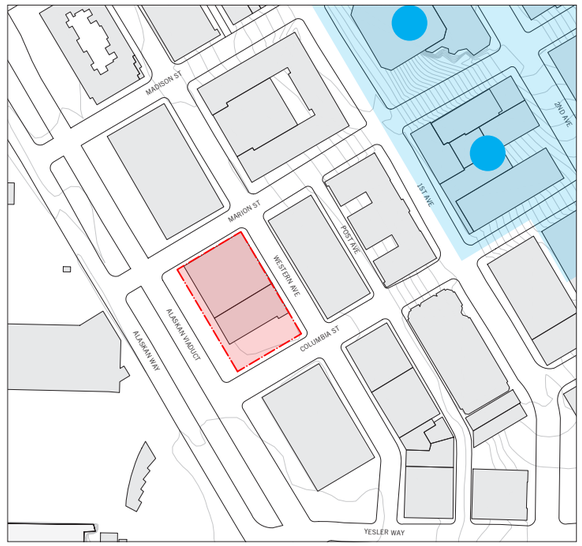
Project Site
Zoning boundary

Urban Villages in Downtown Urban Center



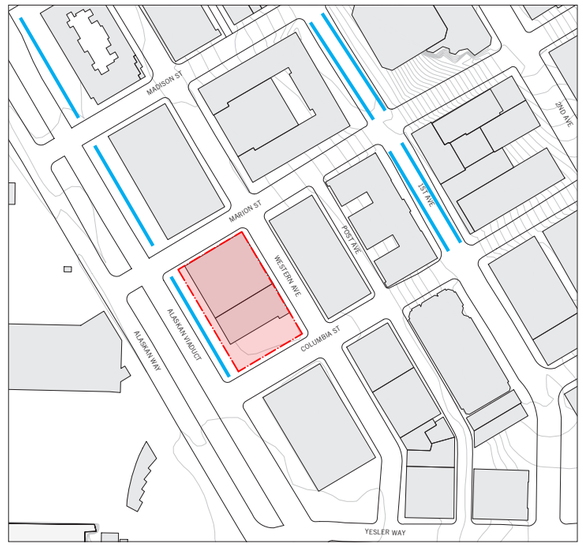
Downtown Urban Center Boundary

Public Amenity Features



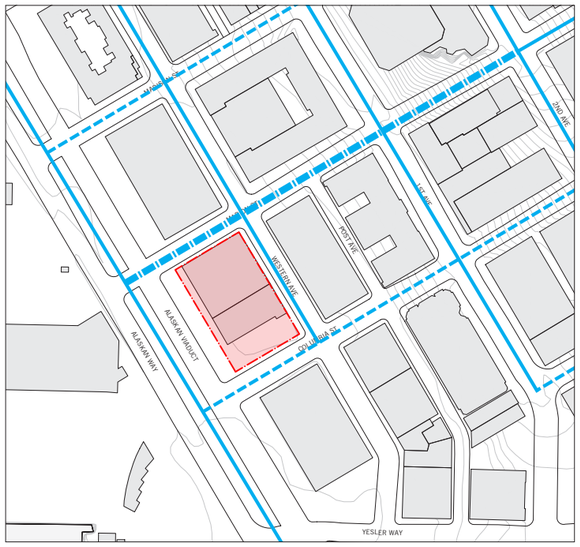
Hillside Terrace
Hill Climb Assist

Street Level Uses Required



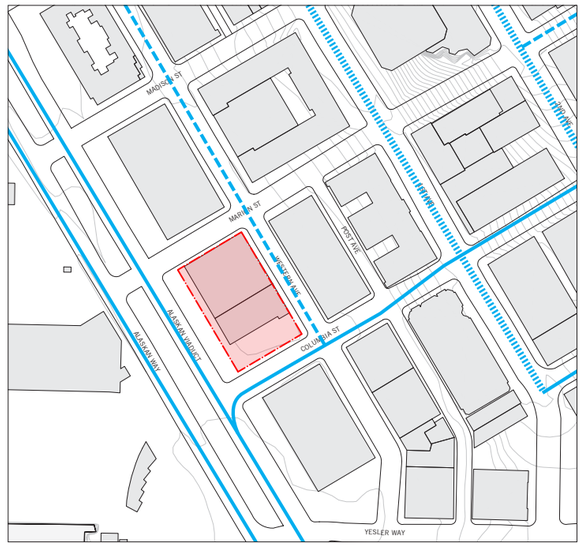
Street level uses required

Pedestrian Street Classification



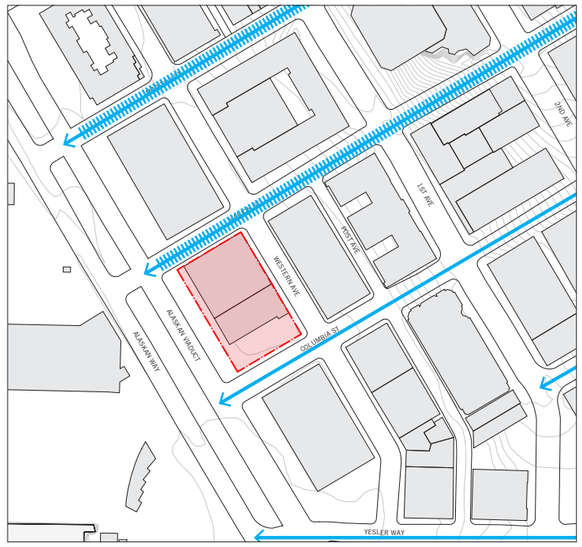
Class I
Green Street

Street Classifications



Principle Arterial
Minor Arterial
Principal Transit Street

View Corridors



View Corridor
View Corridor Setback Required

Property Line Facades

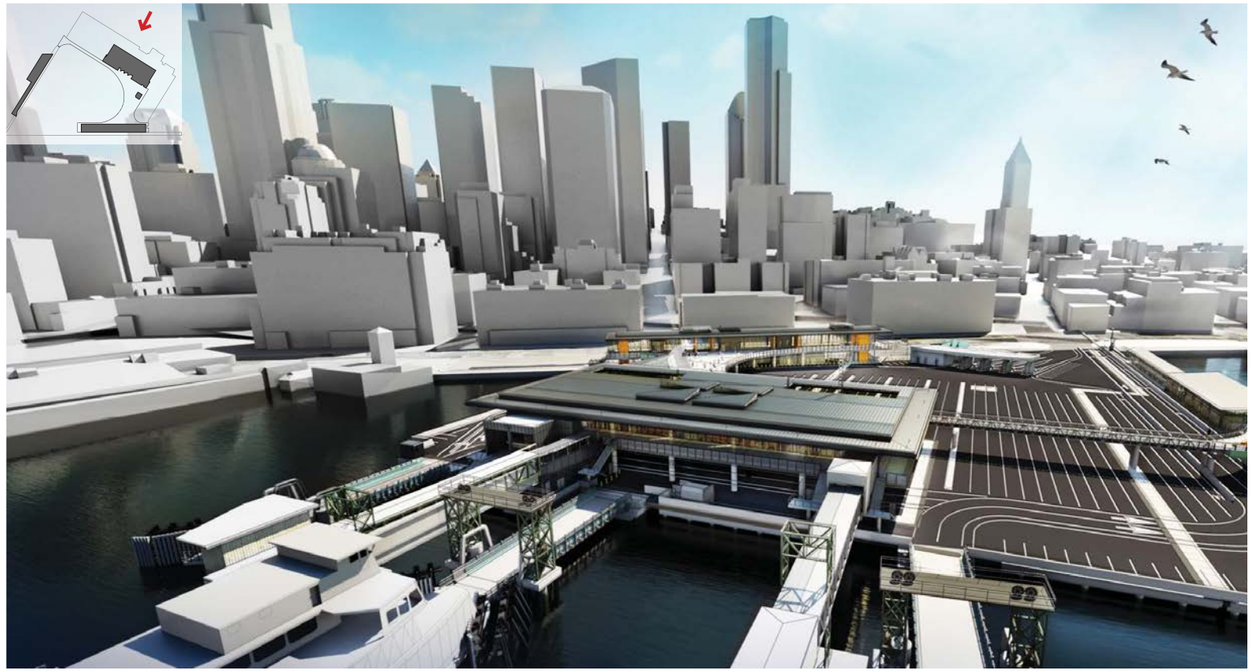
Property Line Facades Required

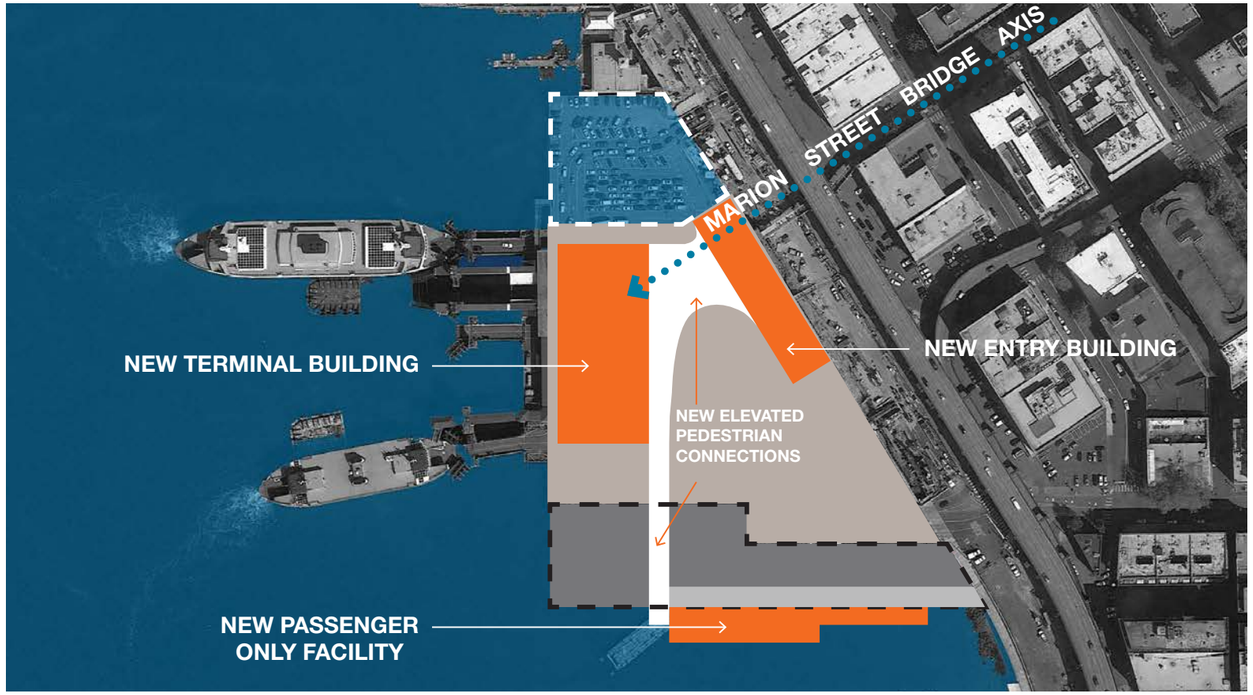
Currently, transportation connections surrounding the site largely occur above grade. In the future, the ground plane will be more highly utilized as a means of accessing Rapid Ride, the Ferry and Alaskan Way pedestrian and bike paths.

The pages that follow include illustrations of the future Colman Dock Ferry Terminal and Marion Street Pedestrian Bridge.

**Images of the new Colman Dock Ferry Terminal are from Seattle Design Commission 2016.08.04 Colman Dock Presentation*

**historic photo of Colman Dock from WSDOT BLOG*





**Images of the new Colman Dock Ferry Terminal are from Seattle Design Commission 2016.08.04 Colman Dock Presentation*

VIEW OF ENTRY BUILDING FROM NORTH

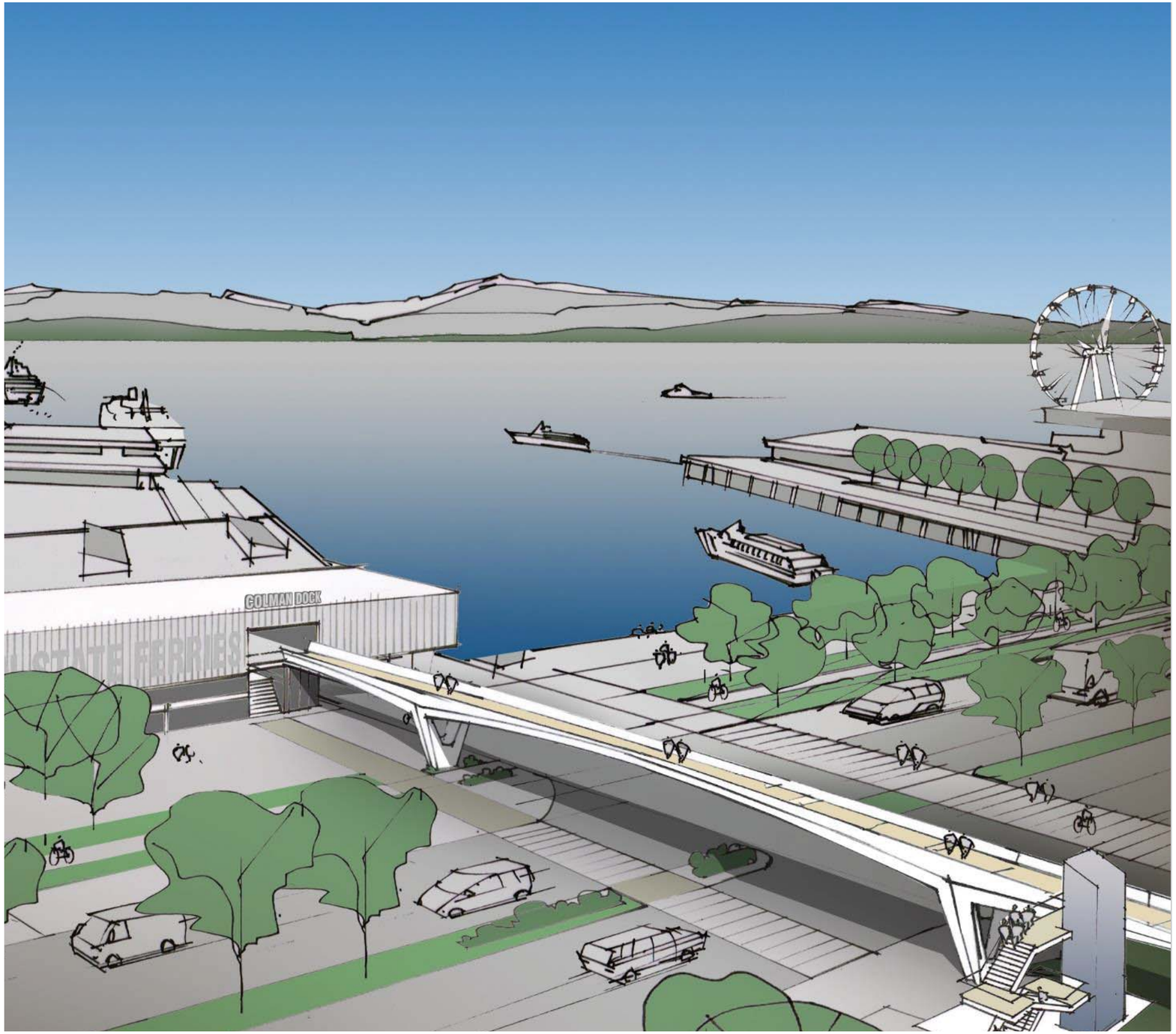
VIEW OF MARION STREET STAIR

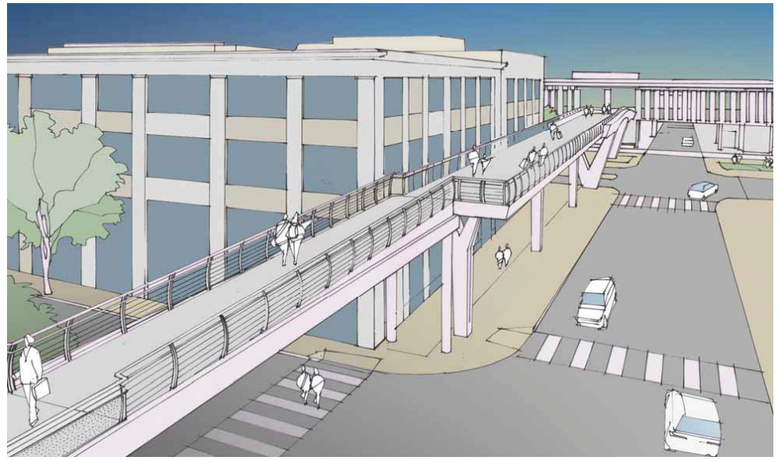
VIEW OF ENTRY BUILDING SOUTH ENTRY

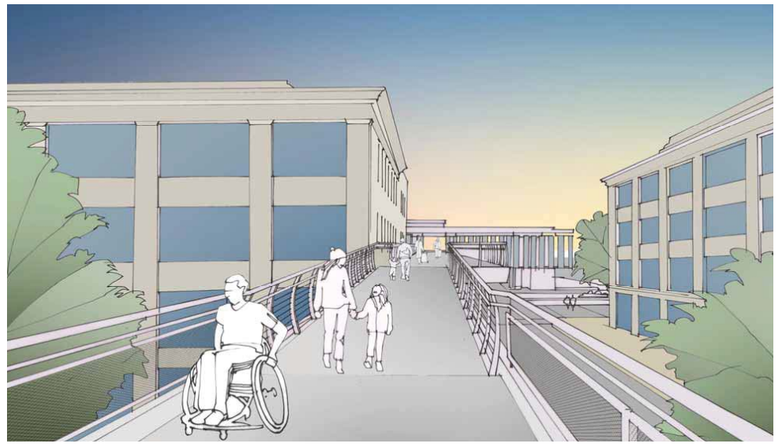
VIEW ACROSS MARION STREET BRIDGE

**Images are from the Marion Street Pedestrian Bridge Preliminary Concepts dated February 18, 2016*

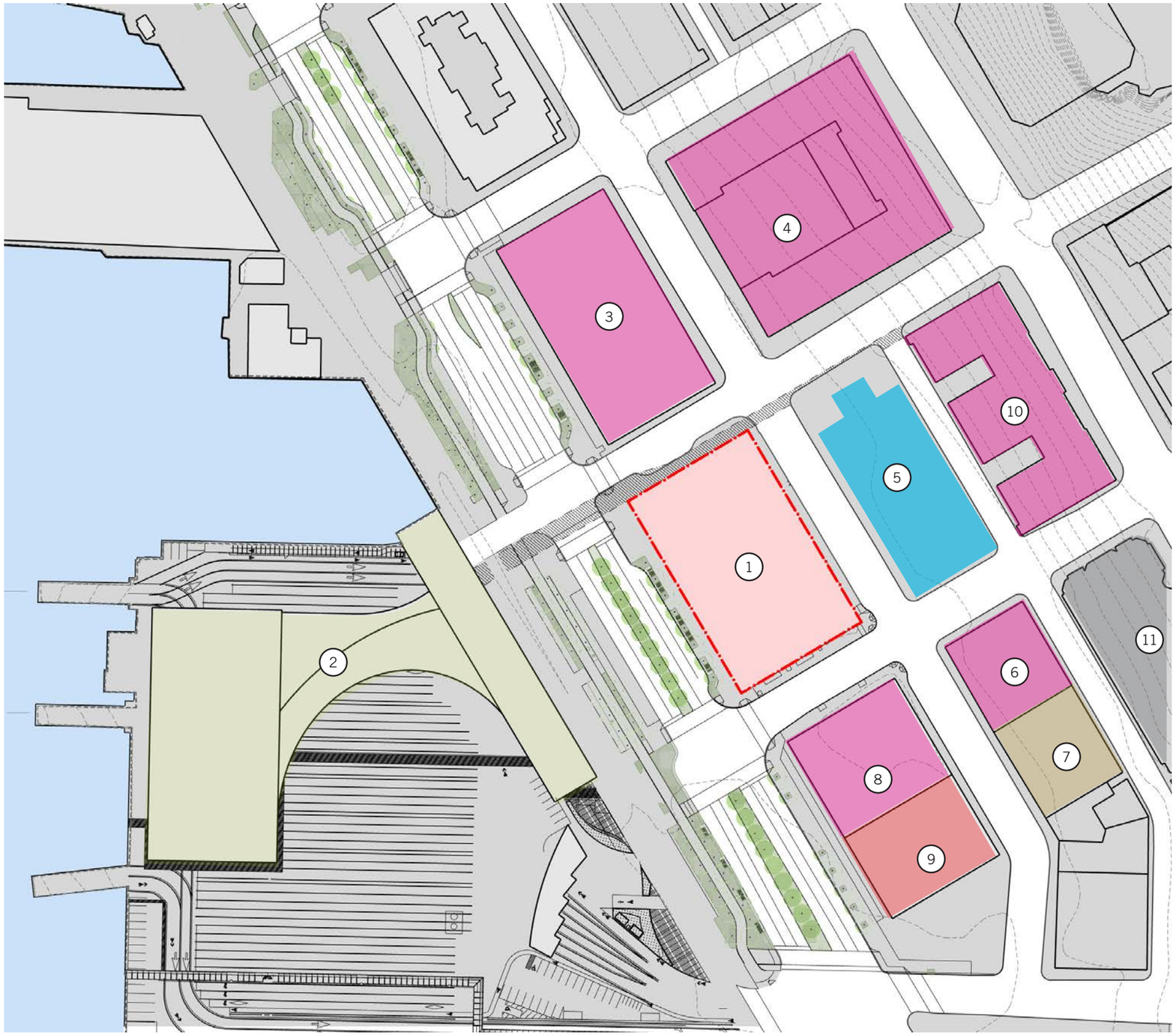
**Images are from the Marion Street Pedestrian Bridge Preliminary Concepts dated February 18, 2016*







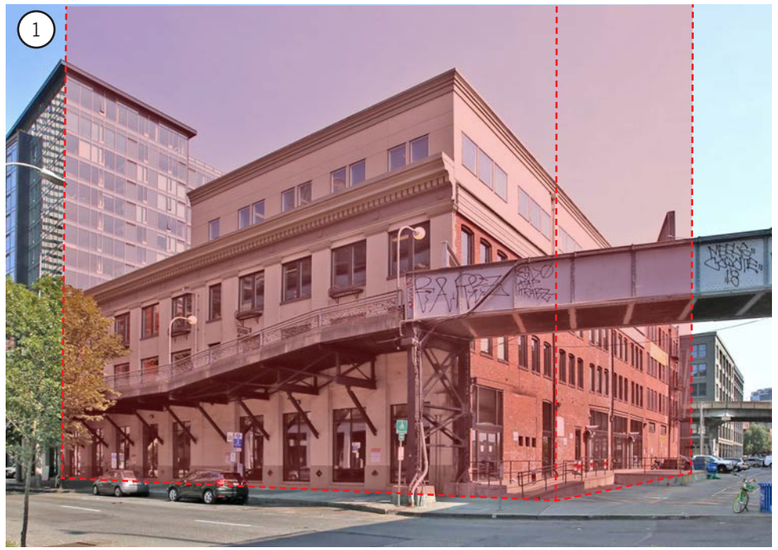
The immediate vicinity of the site is largely characterized by office use. The Post Building to the east is residential and 75 Marion would expand the residential community through approximately 106 apartment units.



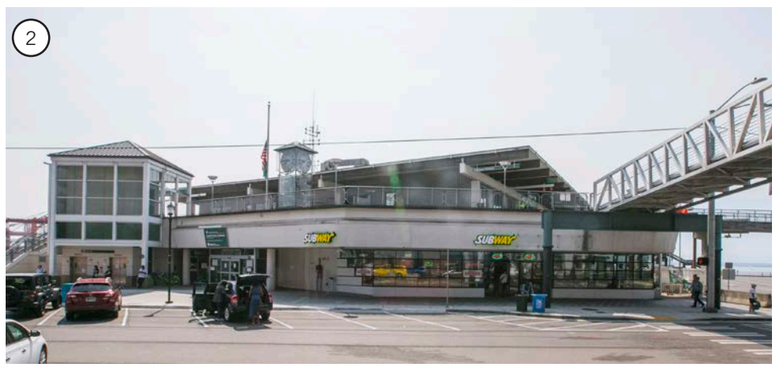
- Residential
- Office
- Transportation
- Industrial
- Parking
- Loft/Warehouse
- Project Site
- Zoning Boundary
- Ferry/Water Taxi Route

1	Project Site
2	Seattle Ferry Terminal
3	Maritime Building
4	Federal Office Building
5	The Post Apartments
6	The Journal Building
7	Seattle Steam New Post Station
8	Polson Building
9	Western Building
10	Colman Building
11	1st & Columbia Garage

1



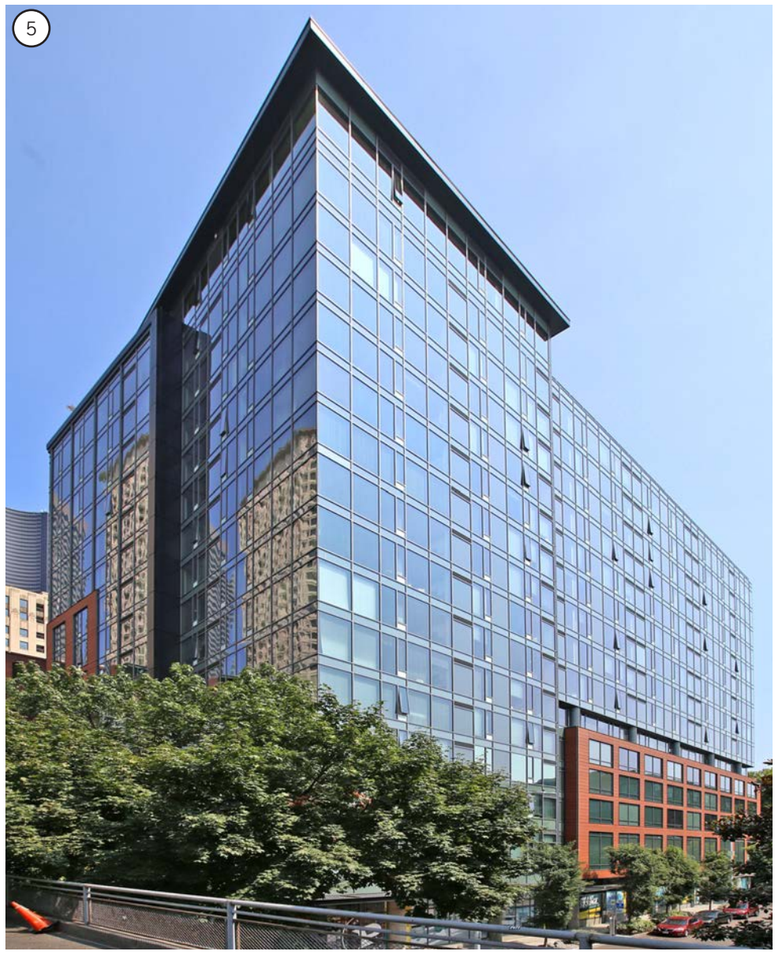
2



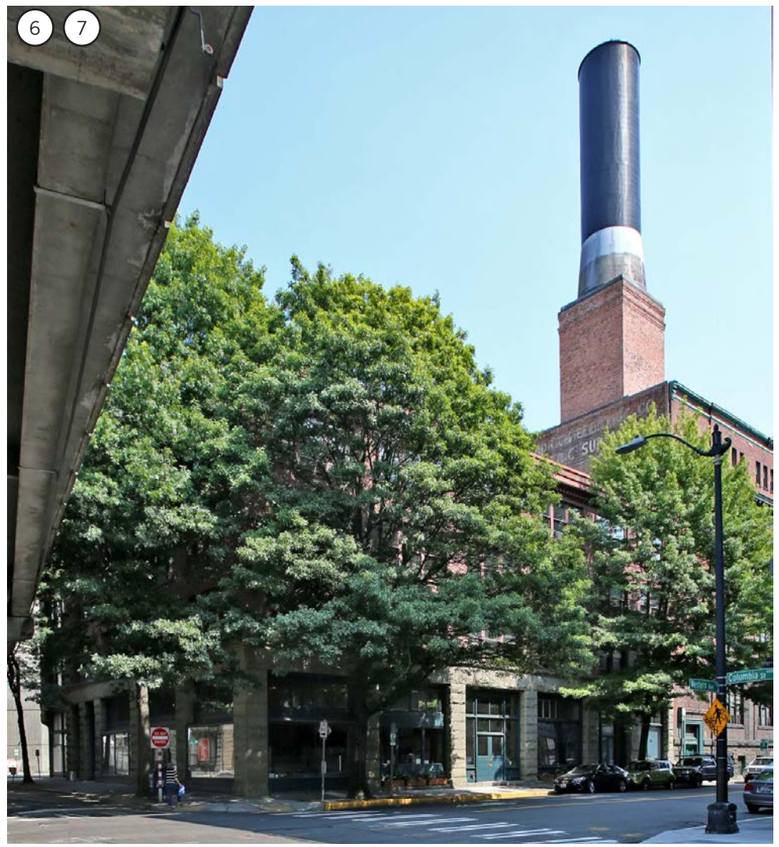
3

4

5



6 7



8 9

SECTION 03 / VIEW AT INTERSECTION OF MARION ST & WESTERN AVE

1 - LOOKING WEST

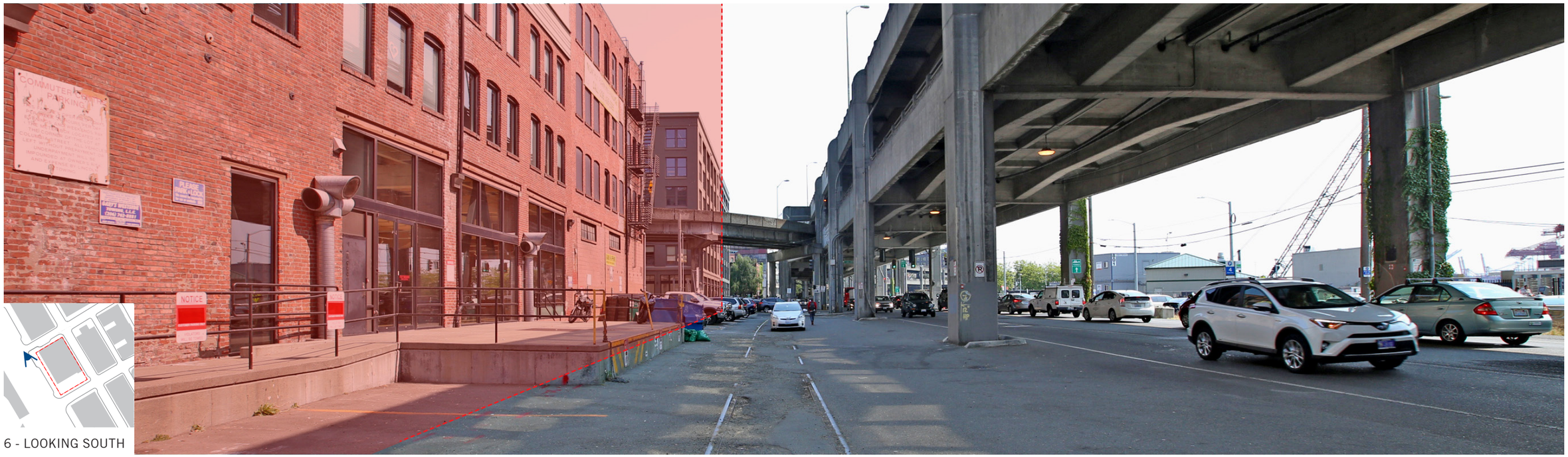
2 - LOOKING SOUTH

3 - LOOKING WEST

4 - LOOKING NORTH

SECTION 3 / VIEW AT INTERSECTION OF MARION ST & ALASKAN WAY

5 - LOOKING EAST



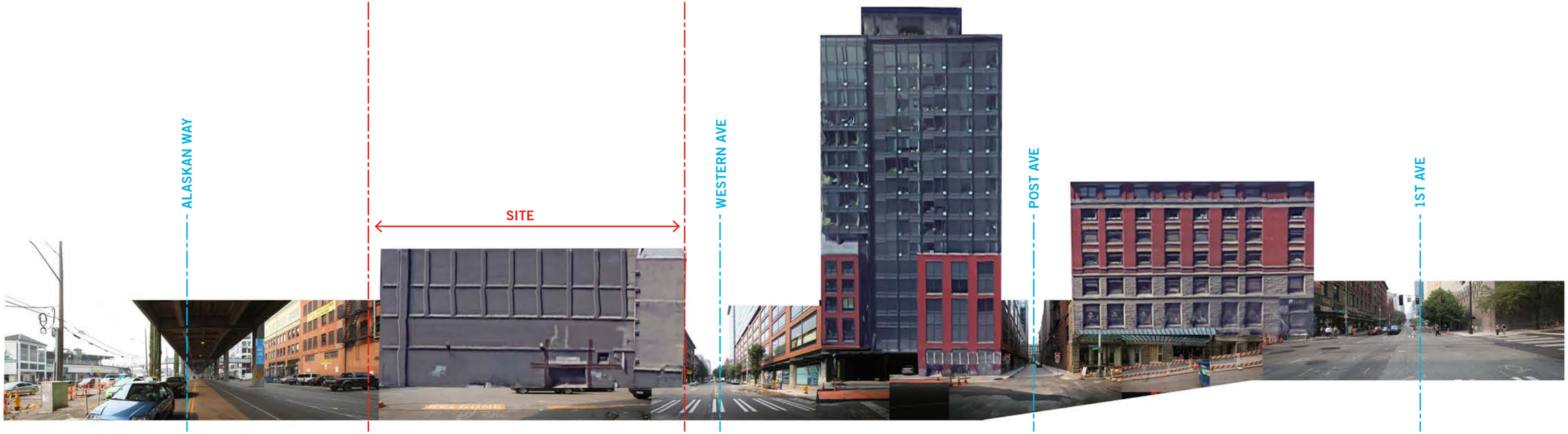
6 - LOOKING SOUTH

7 - LOOKING NORTH

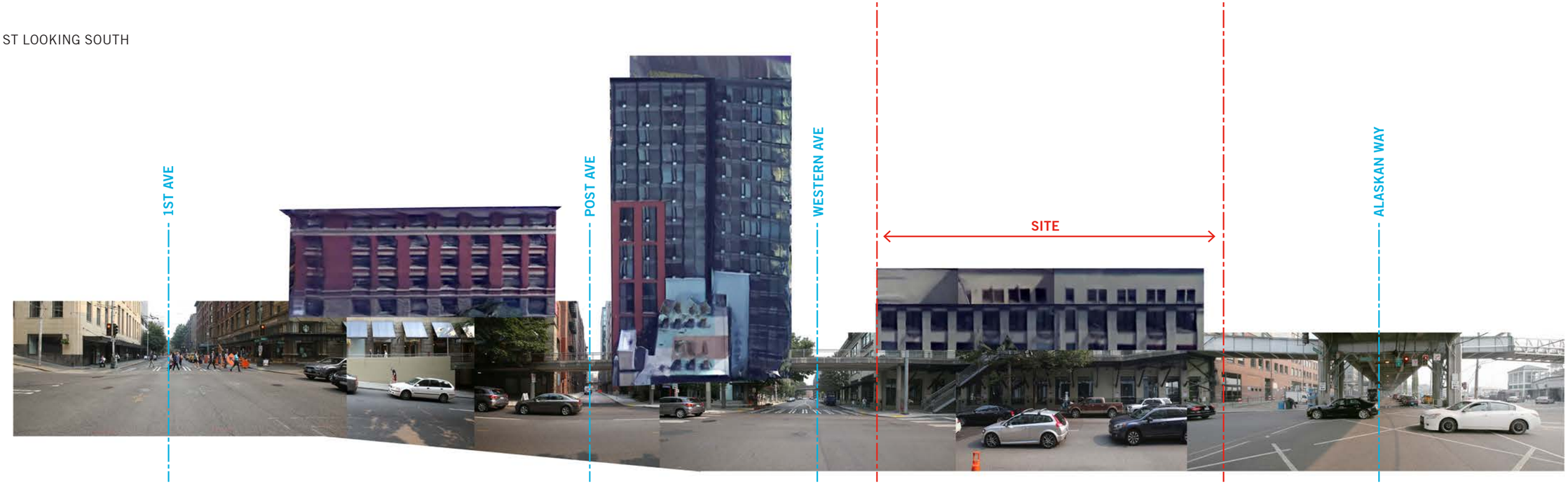
8 - LOOKING EAST

SECTION 03 / PHOTO MONTAGE STREET SECTION

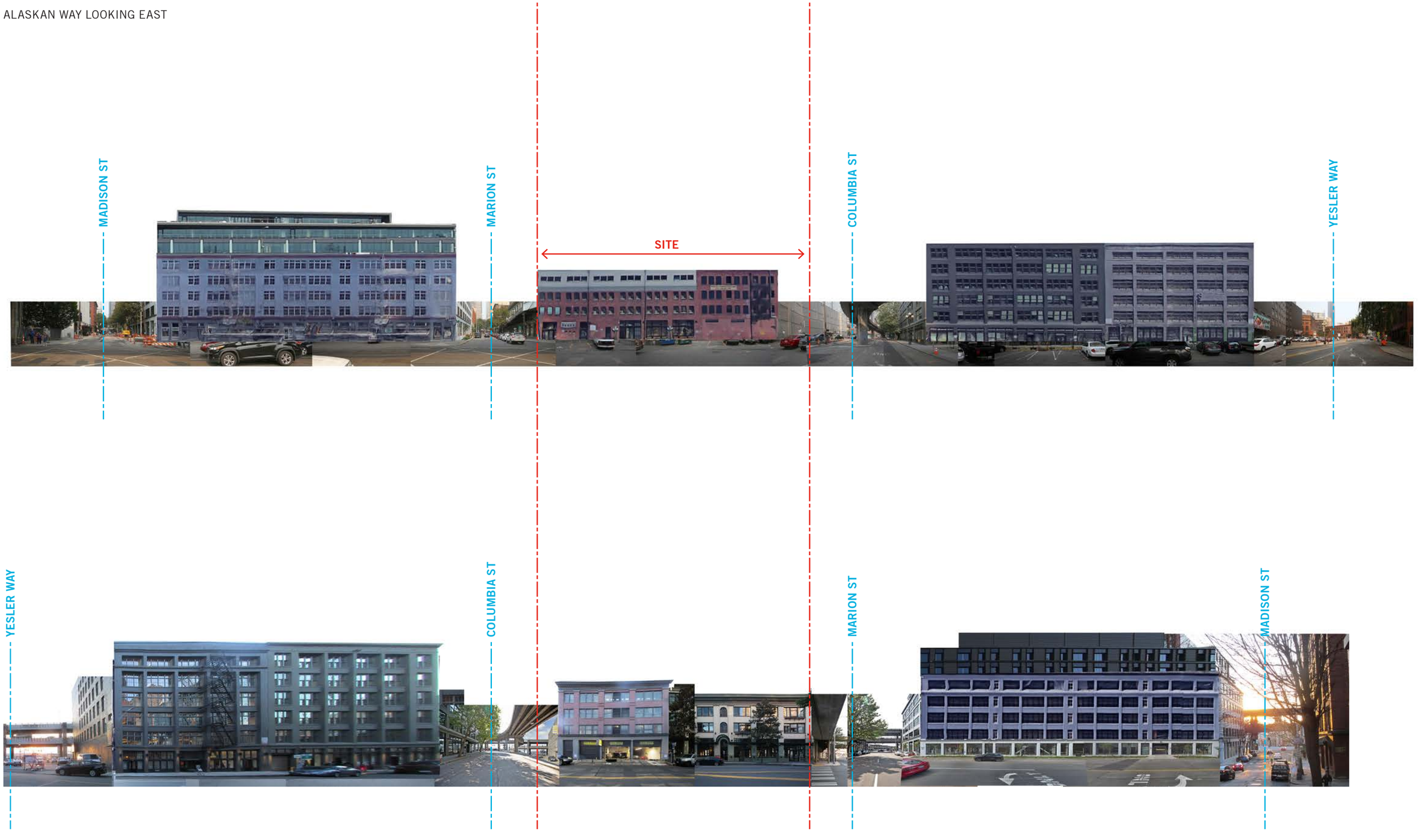
COLUMBIA ST LOOKING NORTH

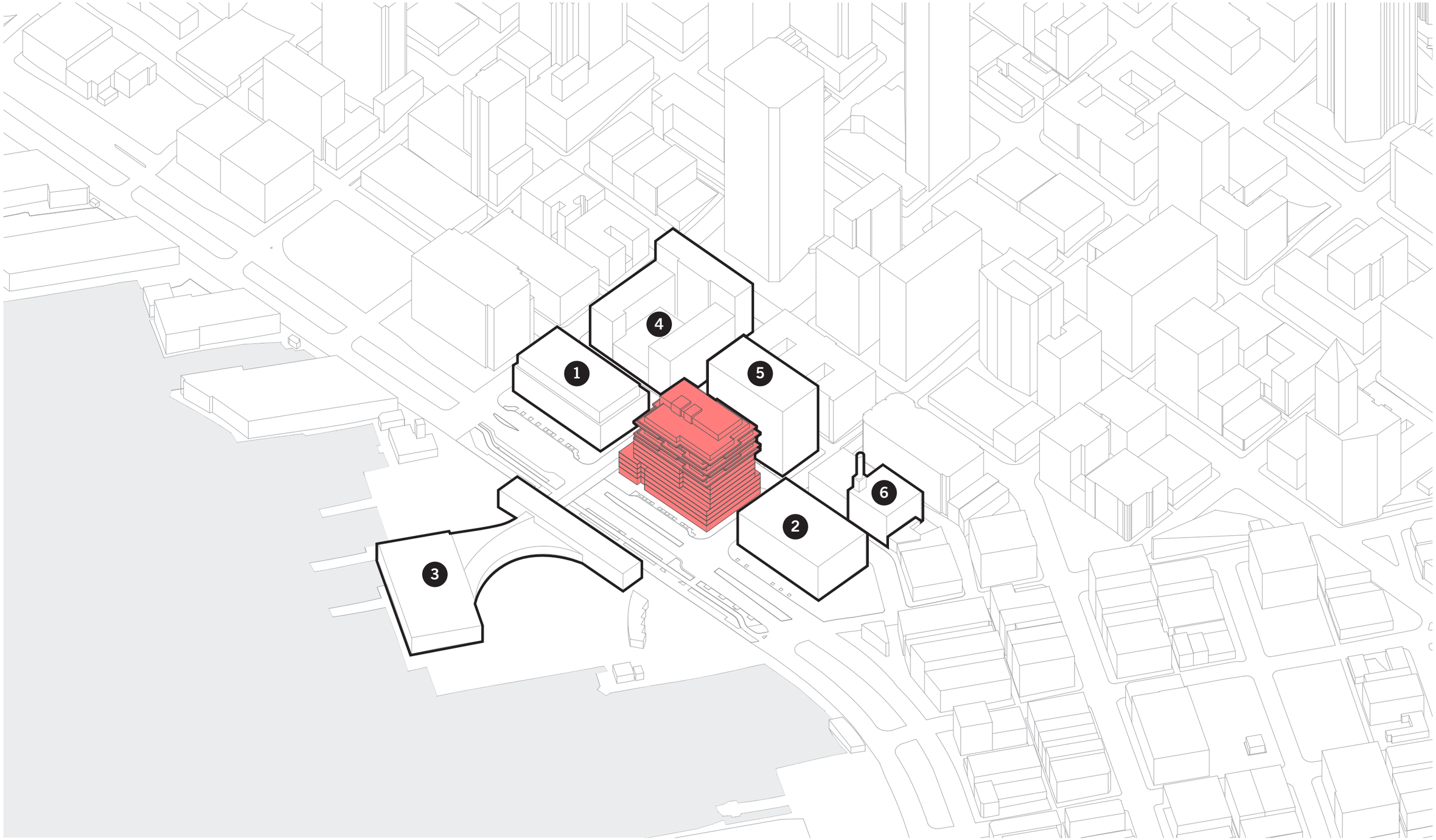


MARION ST LOOKING SOUTH

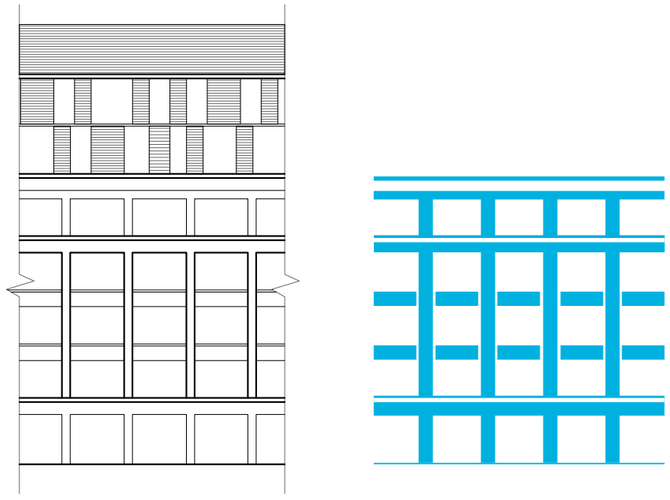


ALASKAN WAY LOOKING EAST

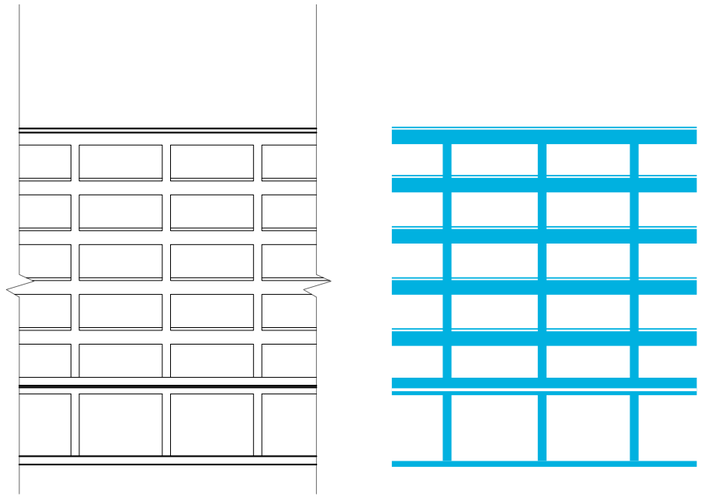



1
2
3
4
5
6

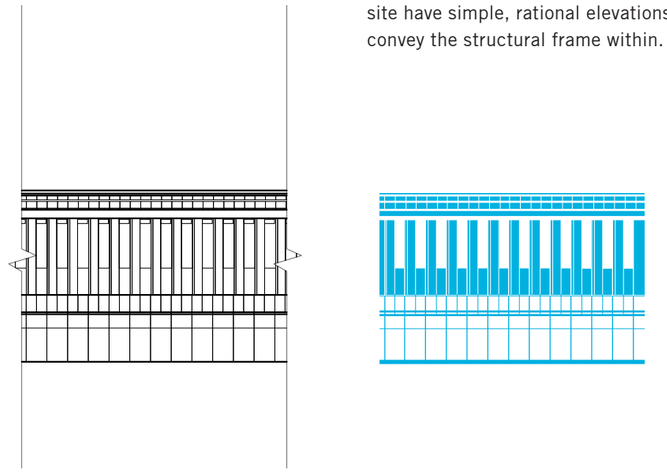
Many of the buildings surrounding the site have simple, rational elevations that convey the structural frame within.



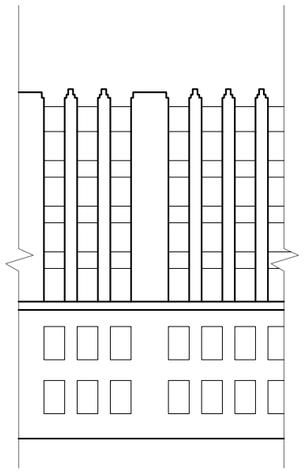
1 MARITIME BUILDING



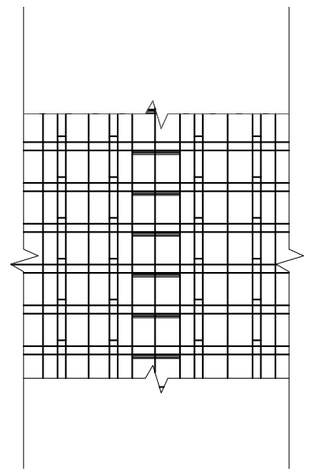
2 POLSON BUILDING



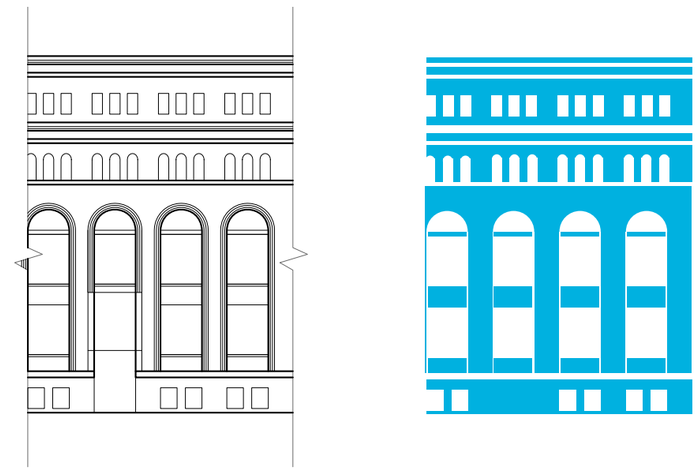
3 COLMAN DOCK



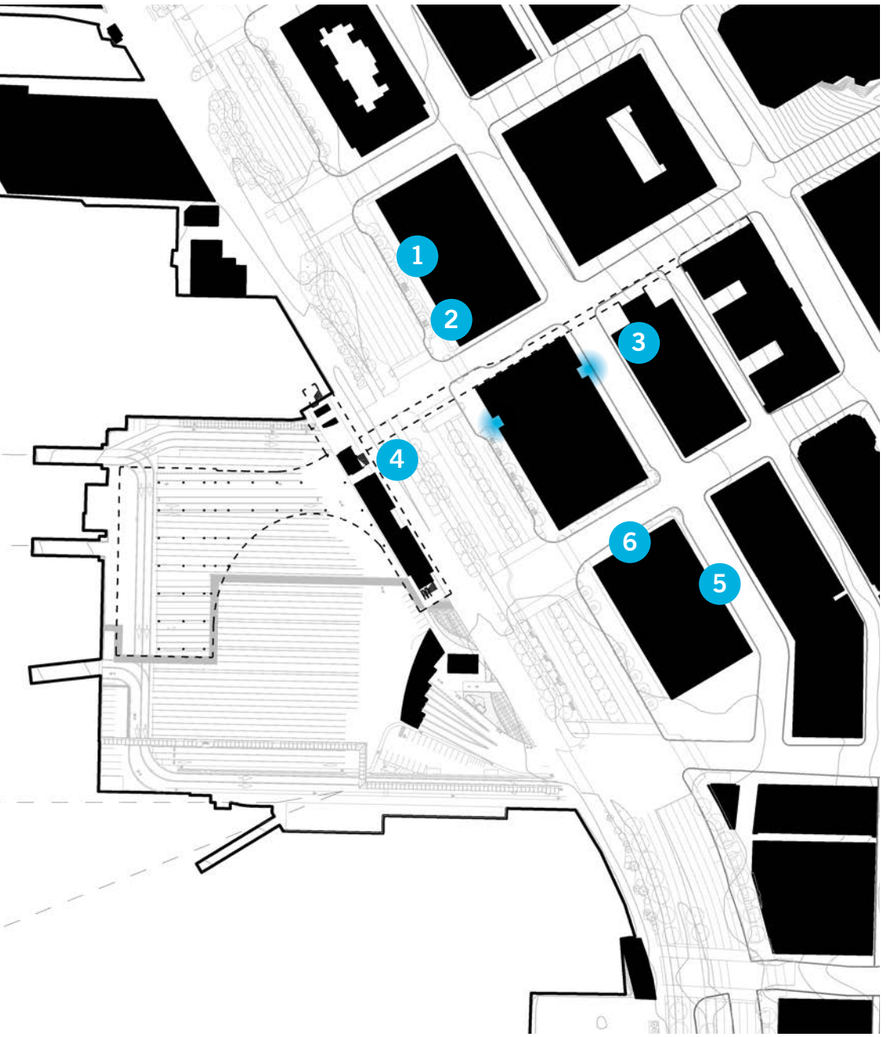
4 FEDERAL OFFICE BUILDING

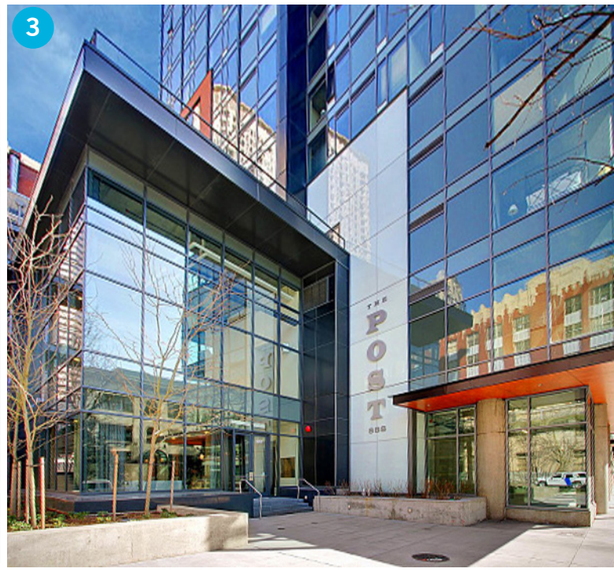


5 THE POST APARTMENTS



6 SEATTLE STEAM PLANT





The historic Maritime, Polson and Western Buildings were built as warehouses at the turn of the twentieth century and have understated entries that fit within the facade rhythm. Contemporary canopies are reserved for the main points of entry and continuous overhead weather protection is not provided.

Loading docks along Alaskan Way demonstrate how uses along the waterfront have changed over time.

The Post Apartments and future Colman Dock Ferry Terminal have more pronounced and porous main entries.

The preferred 75 Marion "Erode" scheme builds upon the potential pedestrian energy at the north ends of the adjacent Post Apartments and Ferry Terminal through entries reinforced by the massing and associated with multi-story interior space.

75 Marion's Alaskan Way edge is proposed to be at grade in order to support pedestrian access and contribute to Alaskan Way's new character.

DMC-170

DOWNTOWN URBAN CENTER COMMERCIAL CORE

Relevant bonus sections are underlined

SMC 23.49.008 HEIGHT LIMIT:
170' height limit plus additional rooftop features.

23.49.008.D.2
The following rooftop features are permitted up to the heights indicated below, as long as the combined coverage of all rooftop features, whether or not listed in this subsection 23.49.008.D.2, does not exceed 55 percent of the roof area for structures that are subject to maximum floor area limits per story pursuant to Section 23.49.058, or 35 percent of the roof area for other structures.
a. The following rooftop features are permitted to extend up to 15 feet above the applicable height limit: 1) Solar collectors; 2) Stair penthouses; 3) Play equipment and open-mesh fencing, as long as the fencing is at least 15 feet from the roof edge; 4) Covered or enclosed common recreation area or eating and drinking establishment; 5) Mechanical equipment; and 6) Wind turbines.
b. Elevator penthouses as follows: 1) In the PMM zone, up to 15 feet above the applicable height limit; 2) Except in the PMM zone, up to 23 feet above the applicable height limit for a penthouse designed for an elevator cab up to 8 feet high; 3) Except in the PMM zone, up to 25 feet above the applicable height limit for a penthouse designed for an elevator cab more than 8 feet high; 4) Except in the PMM zone, if the elevator provides access to a rooftop designed to provide usable open space, an additional 10 feet above the amount permitted in subsections 23.49.008.D.2.b.2 and 23.49.008.D.2.b.3 shall be permitted.

23.49.008.E
In the DMC 170 zone, an additional 5 feet in height is permitted above the otherwise applicable height limit, subject to the following:
1. The street-level portion of the structure is occupied by street-level uses specified in subsection 23.49.009.A, has a minimum floor-to-floor height of 18 feet, and meets the provisions of subsection 23.49.009.B, regardless of whether the street-level uses are required pursuant to Map 1G;
2. The applicable height limit, including any additional height allowed in this subsection 23.49.008.E, shall be used as the height limit above which rooftop features are permitted according to subsection 23.49.008.D

23.49.008.F
In all Downtown zones except the IDM 75-85 and PMM-85 zones and all DH1, DH2, and PSM zones, and except for projects that receive additional height pursuant to subsection 23.49.008.G, an additional 10 feet in height is permitted above the otherwise applicable maximum height limit for residential uses for a structure that includes residential dwelling units that comply with all of the following conditions:
1. Unit number and size. The structure includes a minimum of ten dwelling units that each have a minimum area of 900 gross square feet and include three or more bedrooms; and
2. Amenity area. Each dwelling unit shall have access to an outdoor amenity area that is located on the same story as the dwelling unit and meets the following standards:
a. The amenity area has a minimum area of 1300 square feet and a minimum horizontal dimension of 20 feet; and
b. The amenity area must be common amenity area, except that up to 40% of the amenity area may be private provided that: the private and common amenity area are continuous and are not separated by barriers more than 4 feet in height; and the private amenity areas are directly accessible from units meeting these requirements; and
c. The common amenity area includes children's play equipment; and
d. The common amenity area is located at or below a height of 85 feet.

SMC 23.49.009 STREET LEVEL USE REQUIREMENTS:

Per Map 1G, street level uses are required along Alaskan Way.

SMC 23.49.009.B General standards
1. The amount of street frontage required to be occupied by street-level uses is as follows:
a. Except as provided in subsection 23.49.009.B.1.b, a minimum of 75 percent of each street frontage at street level where street-level uses are required must be occupied by uses listed in subsection 23.49.009.A. The remaining 25 percent of the street frontage at street level may contain other permitted uses and/or pedestrian or vehicular entrances.

SMC 23.49.010 GENERAL REQUIREMENTS FOR RESIDENTIAL:

B. Common recreation area. Common recreation area is required for all new development with more than 20 dwelling units. Required common recreation area shall meet the following standards:
1. An area equivalent to 5 percent of the total gross floor area in residential use, excluding any floor area in residential use gained in a project through a voluntary agreement for housing under Section 23.49.015, shall be provided as common recreation area. The amount of required common recreation area shall not exceed the area of the lot. The common recreation area shall be available to all residents and may be provided at or above ground level.
2. A maximum of 50 percent of the common recreation area may be enclosed.
3. The minimum horizontal dimension for required common recreation areas shall be 15 feet, except for open space provided as landscaped setback area at street level, which shall have a minimum horizontal dimension of 10 feet. No required common recreation area shall be less than 225 square feet.
4. Common recreation area that is provided as open space at street level shall be counted as twice the actual area in determining the amount provided to meet the common recreation area requirement.
5. In mixed use projects, the Director may permit a bonused public open space to satisfy a portion of the common recreation area requirement, provided that the space meets the standards of this Section 23.49.010, and the Director finds that its design, location, access, and hours of operation meet the needs of building residents.
9. For lots abutting designated green streets, up to 50 percent of the common recreation area requirement may be met by contributing to the development of a green street. The Director may waive the requirement that the green street abut the lot and allow the improvement to be made to a green street located in the general vicinity of the project if such an improvement is determined to be beneficial to the residents of the project.

SMC 23.49.011 FLOOR AREA RATIO:

Base FAR of 5, maximum FAR of 6, except 9 for hotels.

SMC 23.49.018 OVERHEAD WEATHER PROTECTION:

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

SMC 23.49.019 PARKING

A.1. No parking, either long-term or short-term, is required for uses on lots in Downtown zones.

H.1.b. Curb Cut location - If a lot does not abut an alley and abuts more than one right-of-way, the location of access is determined by the Director as a Type I decision after consulting with the Director of Transportation. Unless the Director otherwise determines under subsection 23.49.019.H.1.c, access is allowed only from a right-of-way in the category, determined by the classifications shown on Map 1B and Map 1F of the Downtown Overlay Maps or another map identified in a note to Map 1F, that is most preferred among the categories of rights-of-way abutting the lot, according to the ranking set forth below, from most to least preferred (a portion of a street that is included in more than one category is considered as belonging only to the least preferred of the categories in which it is included): 1) Access street; 2) Class II pedestrian street/ Minor arterial; 3) Class II pedestrian street/ Principal arterial; 4) Class I pedestrian street/Minor arterial; 5) Class I pedestrian street/Principal arterial; 6) Principal transit street; 7) Designated green street.

SMC 23.49.024 VIEW CORRIDOR REQUIREMENTS:

Per Map 1D, Table for Section 23.49.024 C and Exhibits 23.49.024C and 23.49.024 D, a setback of 40 feet is required above a height of 60 feet along Marion Street.

SMC 23.49.056 TRANSPARENCY:
Transparency requirements are as follows: a. Class I pedestrian streets and designated green streets *(Alaska, Western, Marion)*: A minimum of 60 percent of the street level street-facing facade shall be transparent. b. Class II pedestrian streets *(Columbia)*: A minimum of 30 percent of the street level street-facing facade shall be transparent.

SMC 23.49.056 BLANK FACADE LIMITS:
Blank facade limits for Class I pedestrian streets and designated green streets: 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. facade shall be separated by transparent areas at least 2 feet wide. The total width of all blank facade segments, including garage doors, shall not exceed 40 percent of the street-facing facade of the structure on each street frontage, or 50 percent if the slope of the street frontage of the facade exceeds 7.5 percent.
Blank facade limits for Class II pedestrian streets: Blank facade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. The total of all blank facade segments, including garage doors, shall not exceed 70 percent of the street facade of the structure on each street frontage; or 75 percent if the slope of the street frontage of the facade exceeds 7.5 percent.

SMC 23.49.058.B.2 FACADE MODULATION:

b. In the DMC 170 zone, facade modulation is required above a height of 60 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.

c. The maximum length of a facade without modulation is prescribed in Table A for 23.49.058. This maximum length shall be measured parallel to each street lot line, and shall apply to any portion of a facade, including projections such as balconies, that is located within 15 feet of street lot lines.

Per Table A for 23.49.058, in the DMC 170 zone, the maximum length of unmodulated facade within 15 feet of street lot line is 125 feet.

d. Any portion of a facade exceeding the maximum length of facade prescribed on Table A for 23.49.058 shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.

DESIGN REVIEW GUIDELINES FOR DOWNTOWN DEVELOPMENT

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 nearby or beyond the immediate context of the building site.

A-2 ENHANCE THE SKYLINE

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

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.

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 street scape characteristics of nearby development.

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 cohoerent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

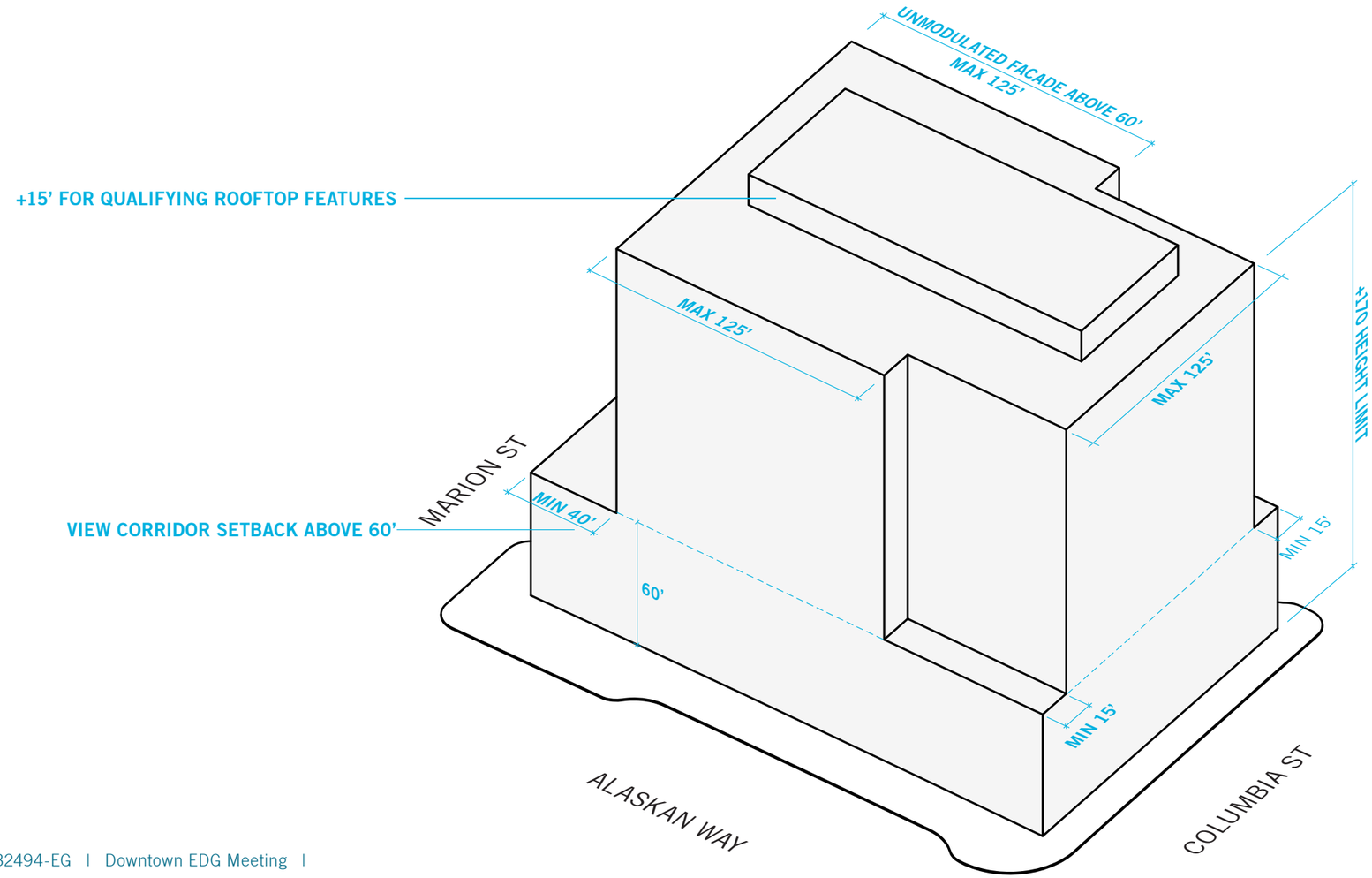
C-1 PROMOTE PEDESTRIAN INTERACTION

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

C-4 REINFORCE BUILDING ENTRIES

To promote pedestrian comfort, safety, and orientation, reinforce building entries.

ZONING ENVELOPE



SCHEME 1 / BARBELL

Scheme Benefits

- Simple, unified form
- Additional corners created at office and residential levels
- Balconies create unique texture

Scheme Disadvantages

- Static
- Reduced balcony space for residents
- Residential program at level 5 not evident in form

Departures

- Facade modulation at Columbia Street

SCHEME 2 / CARVE

Scheme Benefits

- Adheres to zoning envelope requirements
- Simple, unified form
- Ample balcony space for residents

Scheme Disadvantages

- Static
- Promotes visual interest and variety in the downtown skyline to a lesser extent than the preferred scheme

SCHEME 3 / ERODE (PREFERRED)

Scheme Benefits

- The cleaved podium responds to context and the dynamic tower form responds to unique and highly visible location
- Sense of entry and reduction of scale at podium promotes pedestrian interaction
- Shifting balconies create multistory exterior balconies for residents and sense of individual identity to units
- Form creates additional corners at residential levels

Scheme Disadvantages

- More complex and costly construction
- Requires multiple departures

Departures

- Overhead weather protection is not proposed beneath the Marion Street Pedestrian Bridge
- Facade modulation at Columbia Street, Alaskan Way and Western Avenue

SECTION 06 / BARBELL

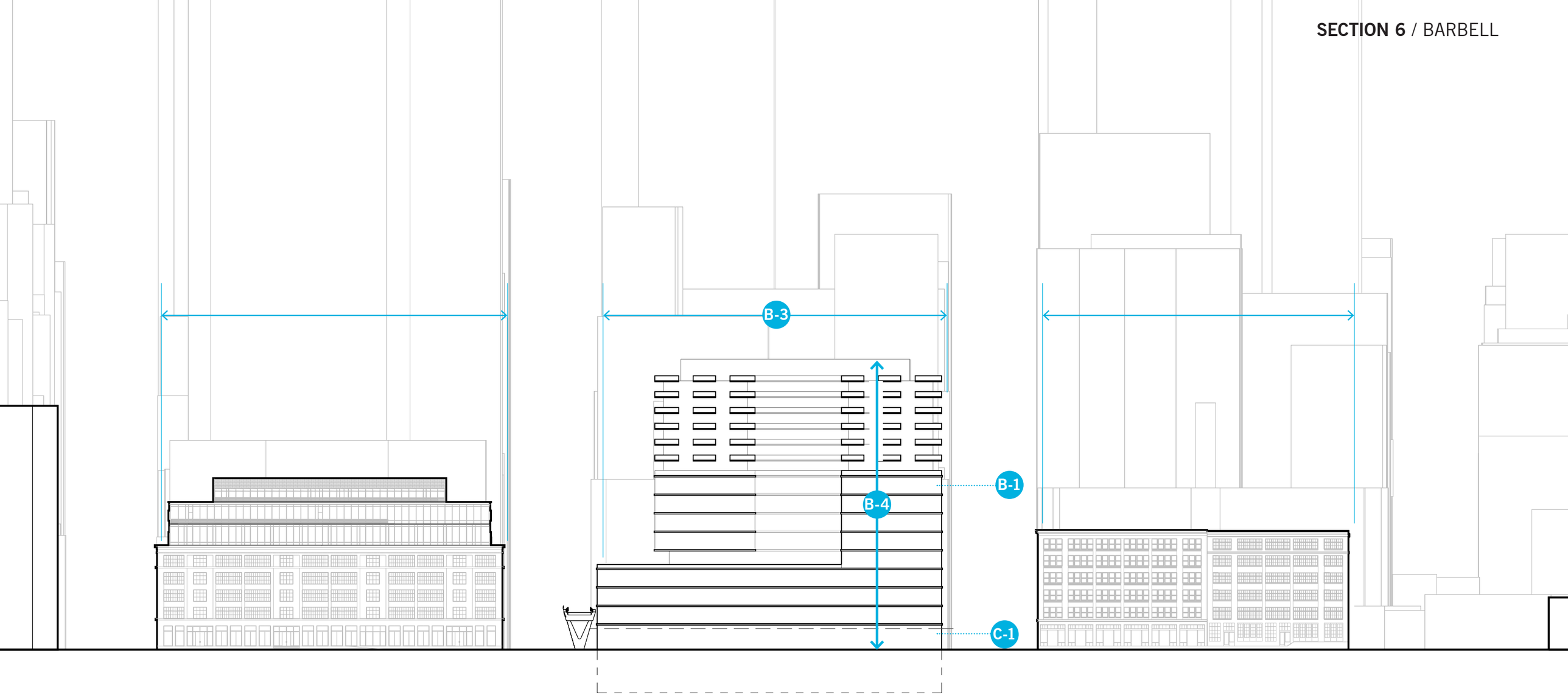
A central inset creates additional corners for the office and residential floors, reduces the scale of the tower and unifies the office portion of the building with the residential portion above. Individual balconies create a surface aligned with the office enclosure.

Exterior amenity spaces are provided for office users and residents at level 5 where the building sets back to respect the view corridor at Marion Street and the modulation requirements.

View from Marion Street Pedestrian Bridge

SE Corner from Western Avenue

NE Corner from Western Avenue



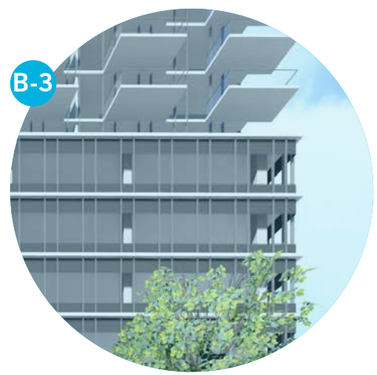
B-1 **RESPOND TO THE NEIGHBORHOOD CONTEXT**

The podium volume is a similar scale to surrounding buildings.

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

The blocks to the north and south of the site share a similar built footprint to the proposed project and are characterized by buildings that have the same treatment at all frontages (no apparent front or back). Similarly, all four of the 75 Marion street facing elevations are proposed to be unified in expression.

The facades of the adjacent buildings rationally convey internal structure (see analysis on page 27). To optimize views, a highly transparent envelope with a regular rhythm that reinforces the horizontal slab edge is proposed.



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

The tower form is unified and provides visual interest through repetitive balconies.

C-1 **PROMOTE PEDESTRIAN INTERACTION**

Retail space with a high level of transparency and 18-foot floor to floor height is proposed along all street frontages to the greatest extent possible.

1ST AVE

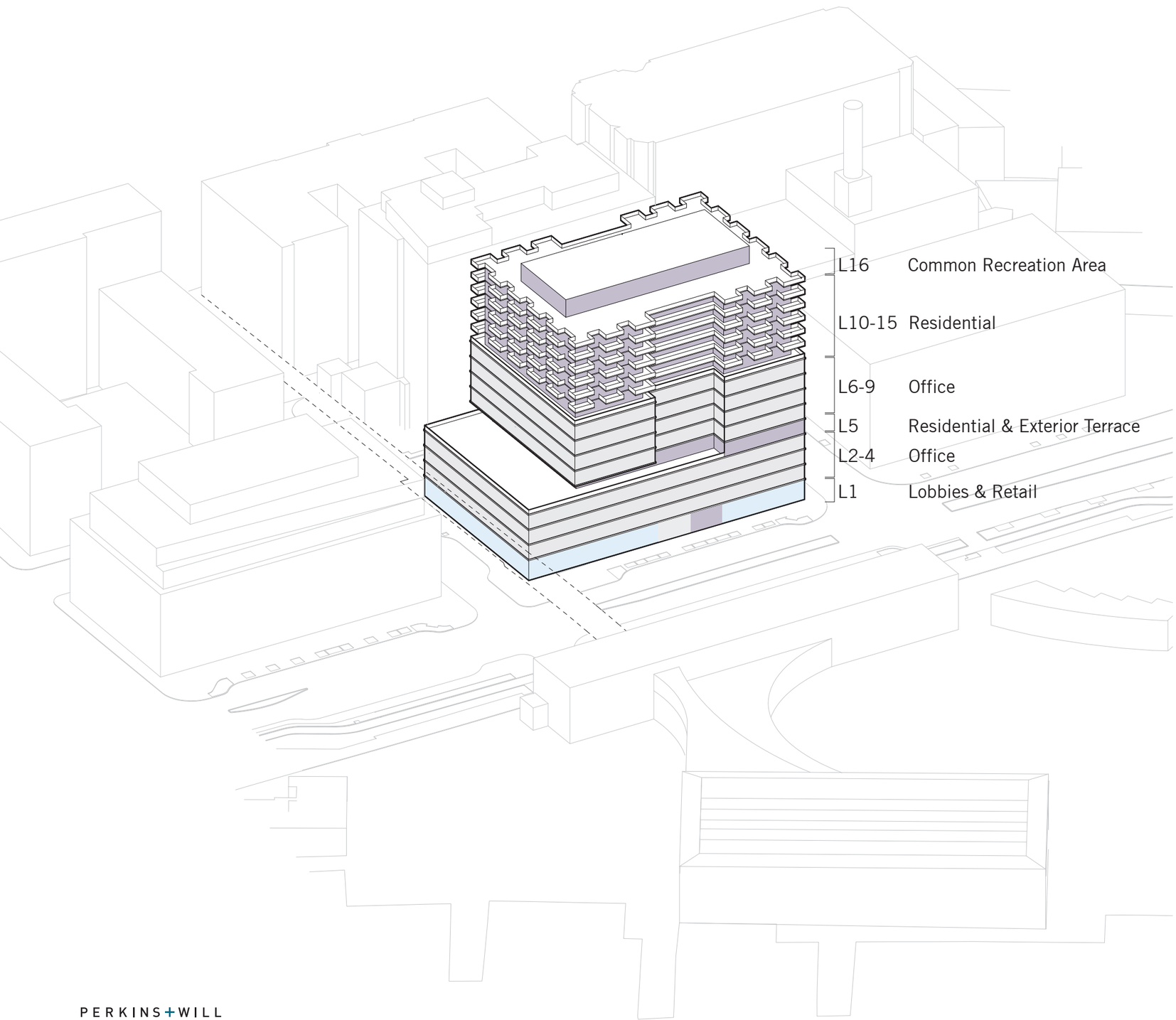
WESTERN AVE

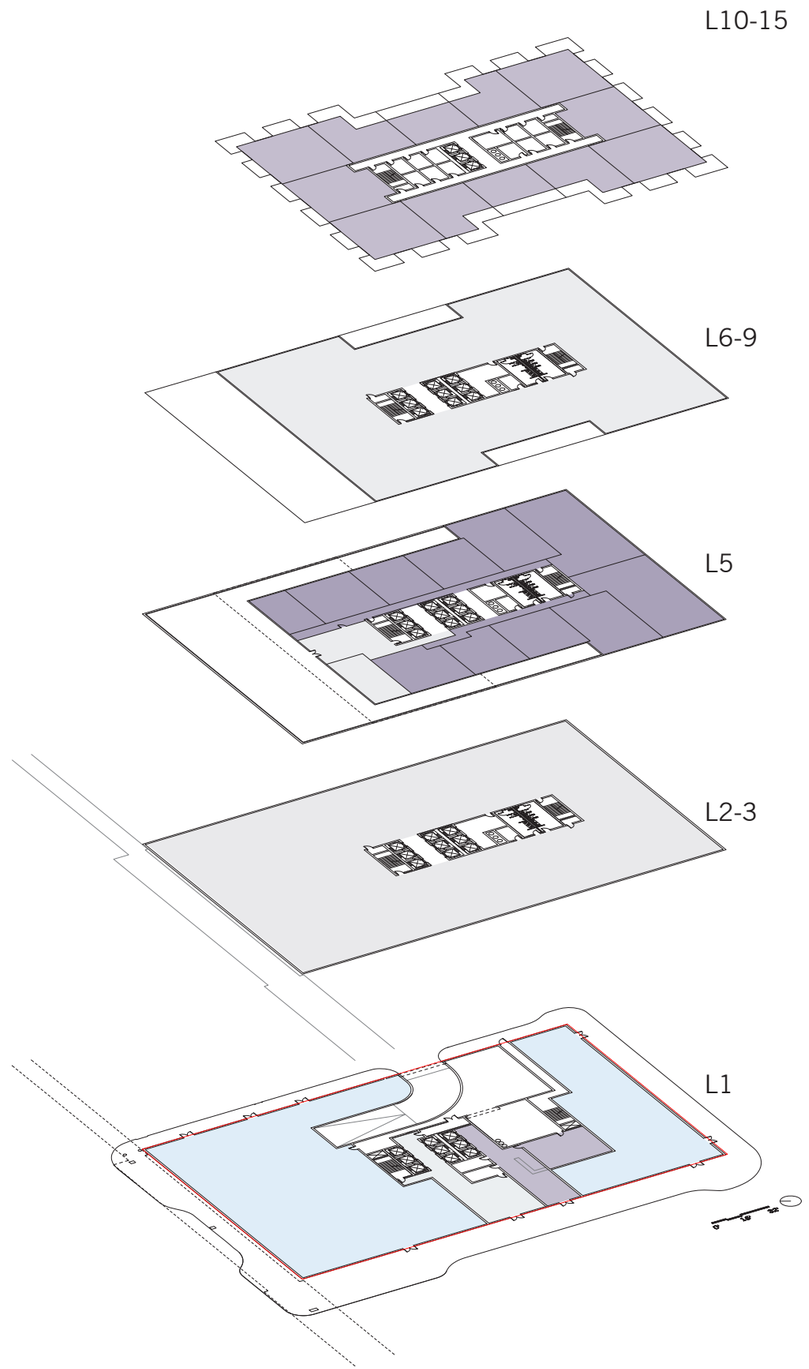
ALASKAN WAY

West elevation from Alaskan Way

SW Corner from Alaskan Way

NW Corner from Alaskan Way


L16 Common Recreation Area
L10-15 Residential
L6-9 Office
L5 Residential & Exterior Terrace
L2-4 Office
L1 Lobbies & Retail


L10-15
L6-9
L5
L2-3
L1

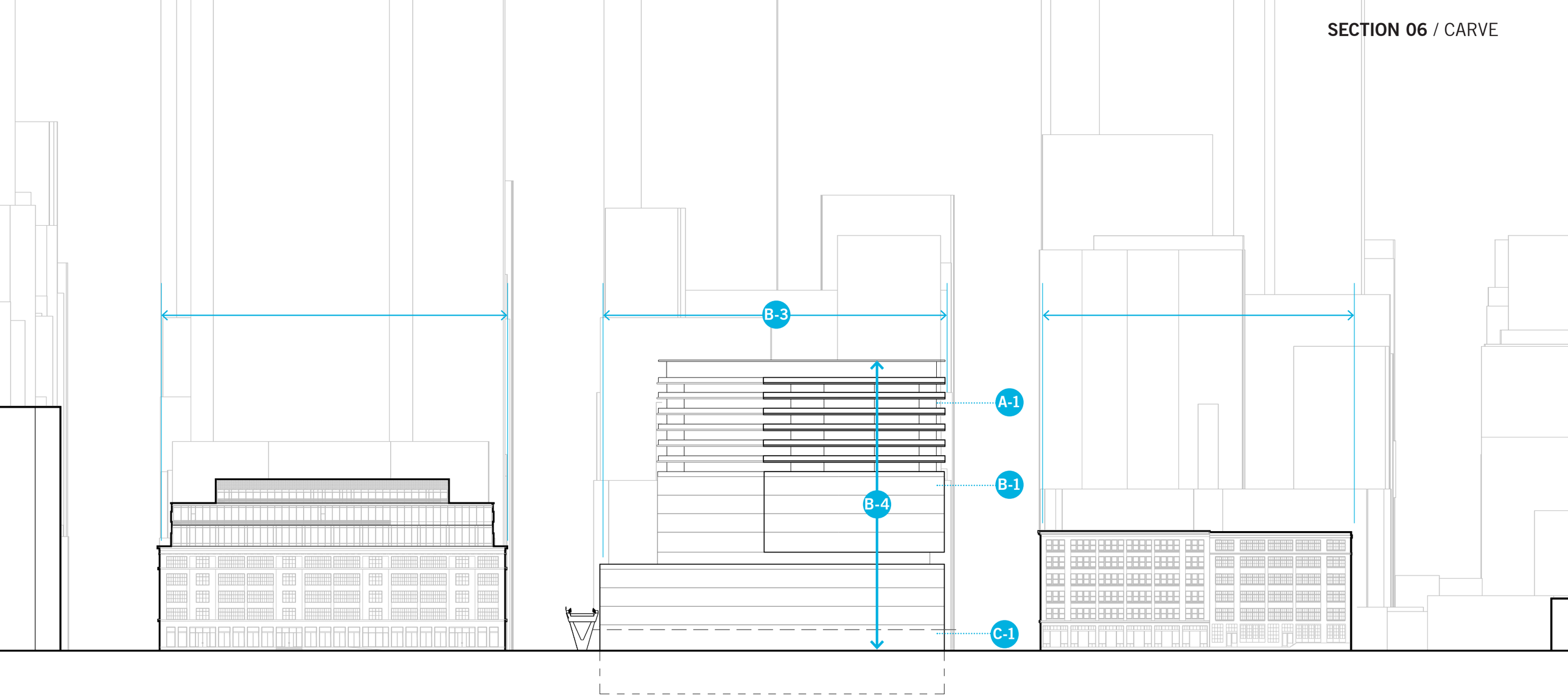
Setbacks at the south end of the building at Western Avenue and Alaskan Way unify the office portion of the building with the residential portion above and compliments the simplicity of the surrounding historic fabric.

Exterior amenity spaces are provided for office users and residents at level 5 where the building sets back to respect the view corridor at Marion Street and the modulation requirements.

View from Marion Street Pedestrian Bridge

SE Corner from Western Avenue

NE Corner from Western Avenue



A-1 **RESPOND TO THE PHYSICAL ENVIRONMENT**

Linear, unified balconies evoke the form of nearby ferries and cruise ships.

B-1 **RESPOND TO THE NEIGHBORHOOD CONTEXT**

The podium volume is a similar scale to surrounding buildings and the overall form relates to context through simplicity.

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

The blocks to the north and south of the site share a similar built footprint to the proposed project and are characterized by buildings that have the same treatment at all frontages (no apparent front or back). Similarly, all four of the 75 Marion street facing elevations are proposed to be unified in expression.

The facades of the adjacent buildings rationally convey internal structure (see analysis on page 27). To optimize views, a highly transparent envelope with a regular rhythm is proposed.

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

The tower form is unified while honestly conveying the program within.

C-1 **PROMOTE PEDESTRIAN INTERACTION**

Retail space with a high level of transparency and 18-foot floor to floor height is proposed along all street frontages to the greatest extent possible.

1ST AVE

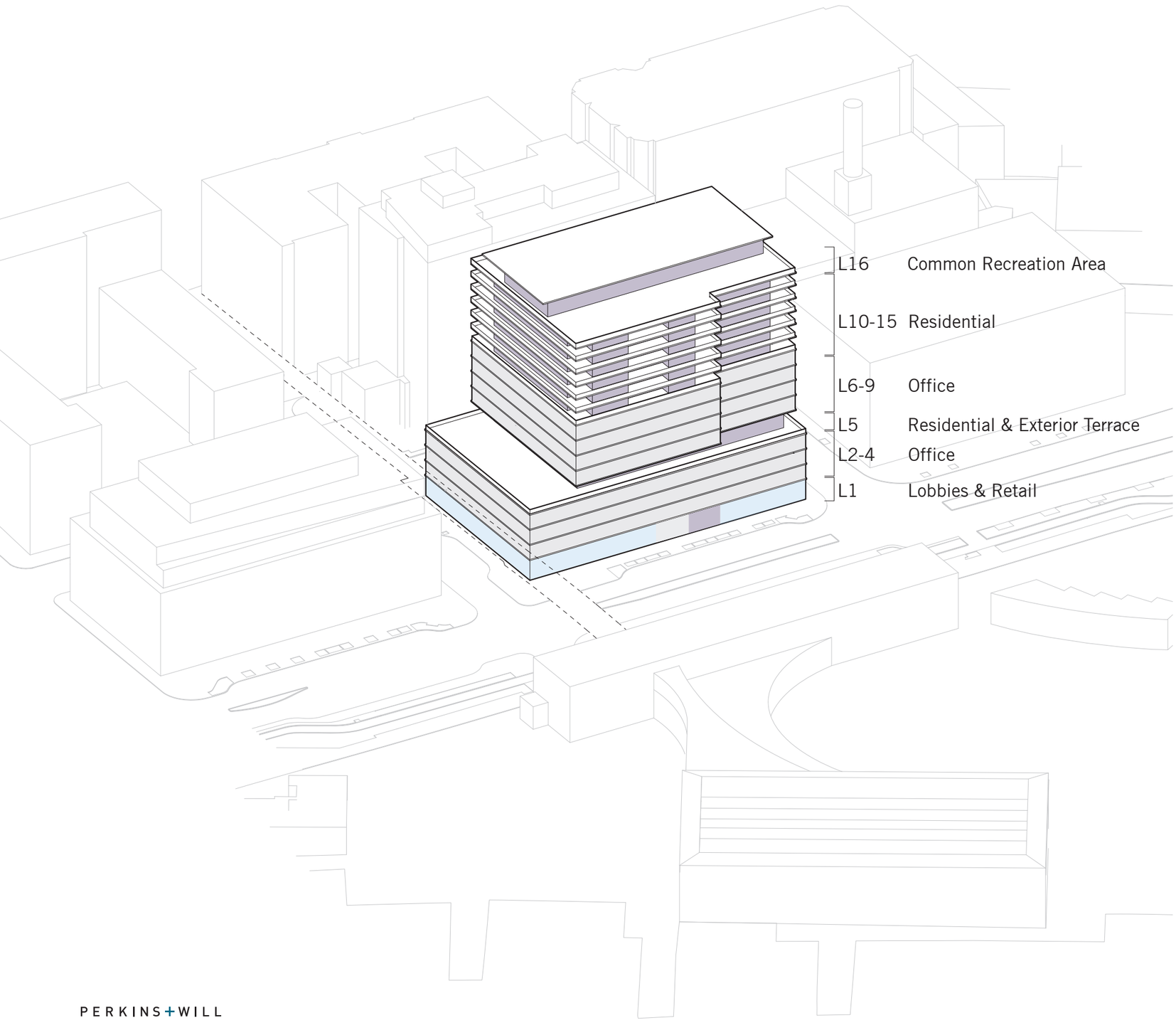
WESTERN AVE

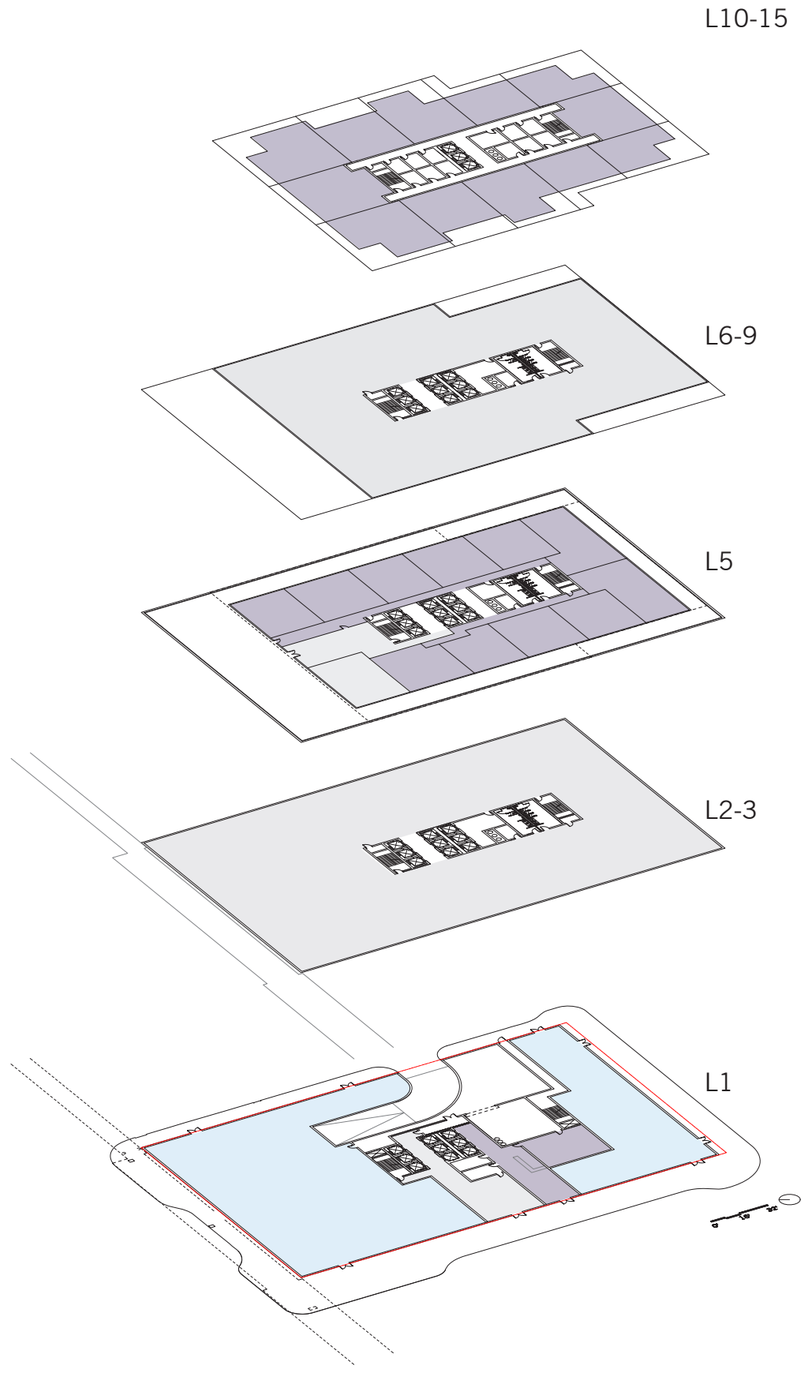
ALASKAN WAY

West elevation from Alaskan Way

SW Corner from Alaskan Way

NW Corner from Alaskan Way


L16 Common Recreation Area
L10-15 Residential
L6-9 Office
L5 Residential & Exterior Terrace
L2-4 Office
L1 Lobbies & Retail


L10-15
L6-9
L5
L2-3
L1

SECTION 06 / ERODE (PREFERRED)

Shifting balconies define the residential floors and provide double height exterior space to residents. The form is more restrained at the base and becomes more dynamic above, which serves to differentiate the building from its surroundings. The intent is to maintain material simplicity and restraint as the Maritime and Polson buildings do.

The space between the two volumes at the base is a multistory interior passageway flanked by retail and the office lobby.

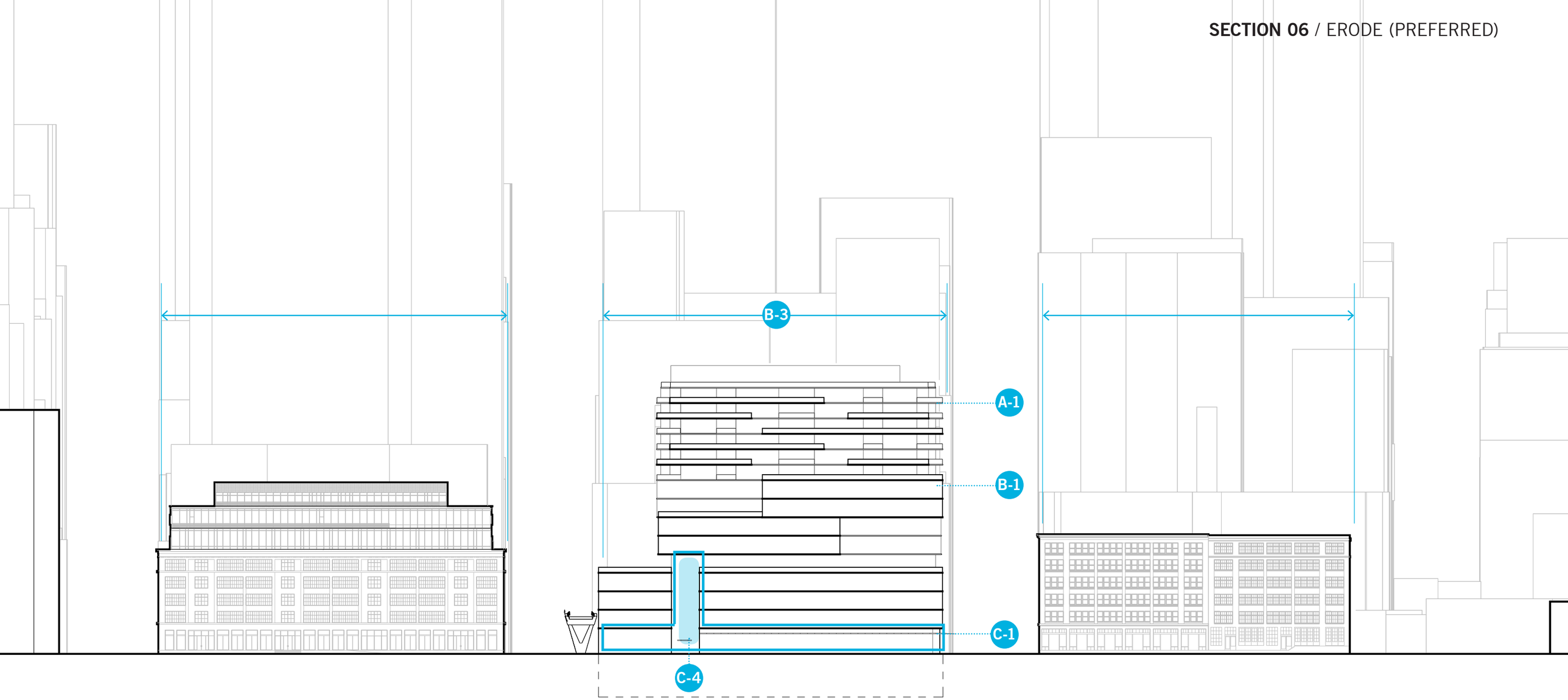
Exterior amenity spaces are provided for office users and residents at level 5 where the building sets back to respect the view corridor at Marion Street and the modulation requirements.

The preferred scheme unifies office and residential portions of the building while creating unique exterior spatial experiences for residents. Maintaining a connection to the context through panoramic views is a priority.

View from Marion Street Pedestrian Bridge

SE Corner from Western Avenue

NE Corner from Western Avenue



A-1 **RESPOND TO THE PHYSICAL ENVIRONMENT**

Dynamic shifting volumes respond to views from Alaskan Way, Seattle Waterfront, Colman Dock and Puget Sound while providing multistory exterior space at residential balconies.

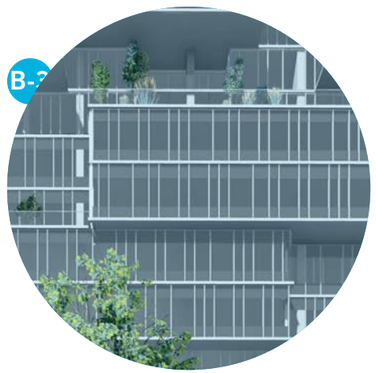
B-1 **RESPOND TO THE NEIGHBORHOOD CONTEXT**

The scale of the modulation becomes smaller as the building ascends. Larger volumes at the base relate to the simple, historic forms of the adjacent buildings along Alaskan Way.

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

The blocks to the north and south of the site share a similar built footprint to the proposed project and are characterized by buildings that have the same treatment at all frontages (no apparent front or back). Similarly, all four of the 75 Marion street facing elevations are proposed to be unified in expression.

The facades of the adjacent buildings rationally convey internal structure (see analysis on page 27). To optimize views, a highly transparent envelope with a syncopated but regular rhythm that reinforces the horizontal is proposed.



C-1 **PROMOTE PEDESTRIAN INTERACTION**

Retail space with a high level of transparency and 18-foot floor to floor height is proposed along all street frontages to the greatest extent possible.

C-4 **REINFORCE BUILDING ENTRIES**

Entries are reinforced through building form and an interior atrium. The entry is clearly identifiable and visible from Alaskan Way (similar at Western Avenue). Sufficient lighting and weather protection is proposed at entries to ensure security and positive pedestrian experience. These primary retail entries respond to contextual patterns (see page 28).

1ST AVE

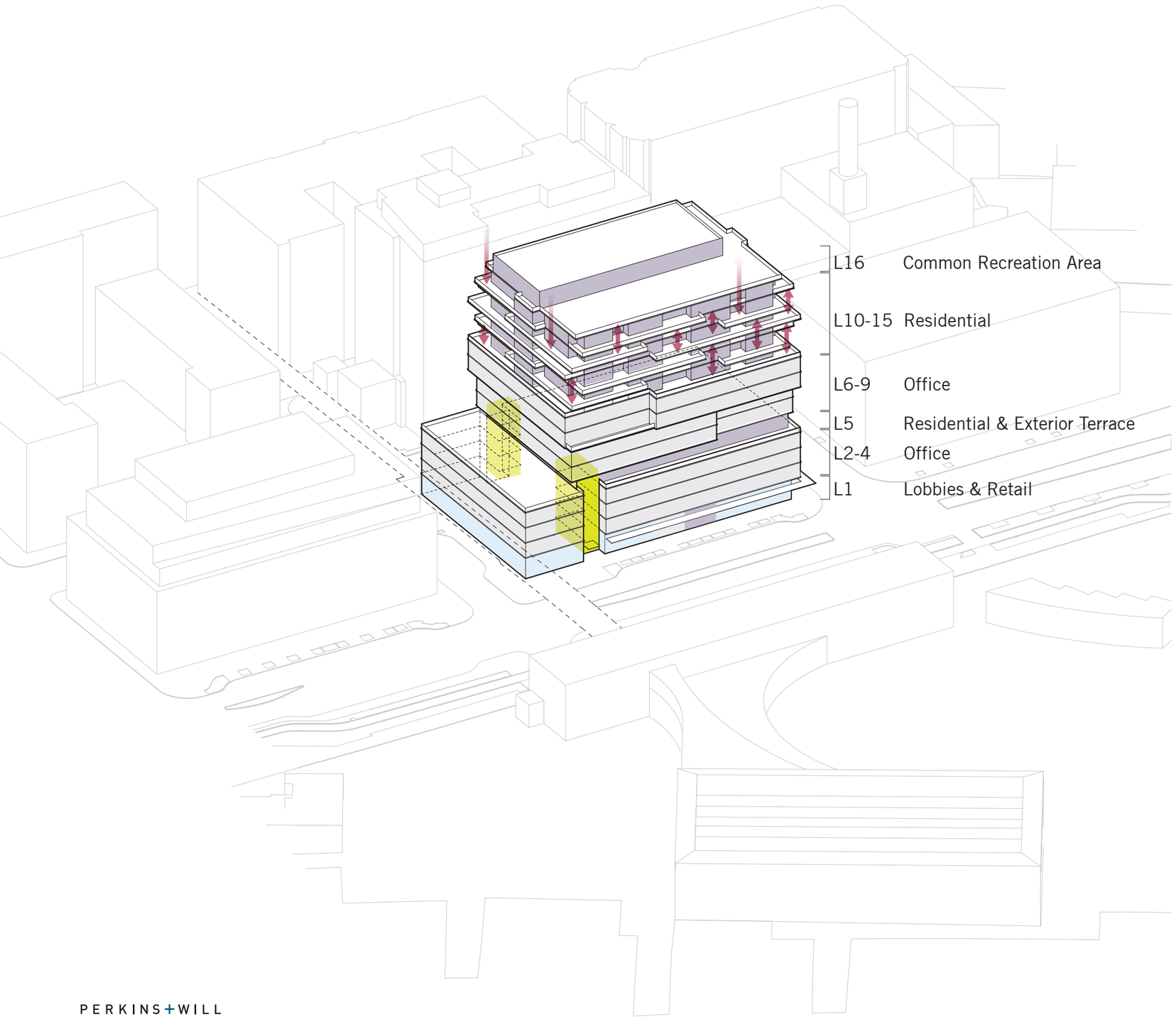
WESTERN AVE

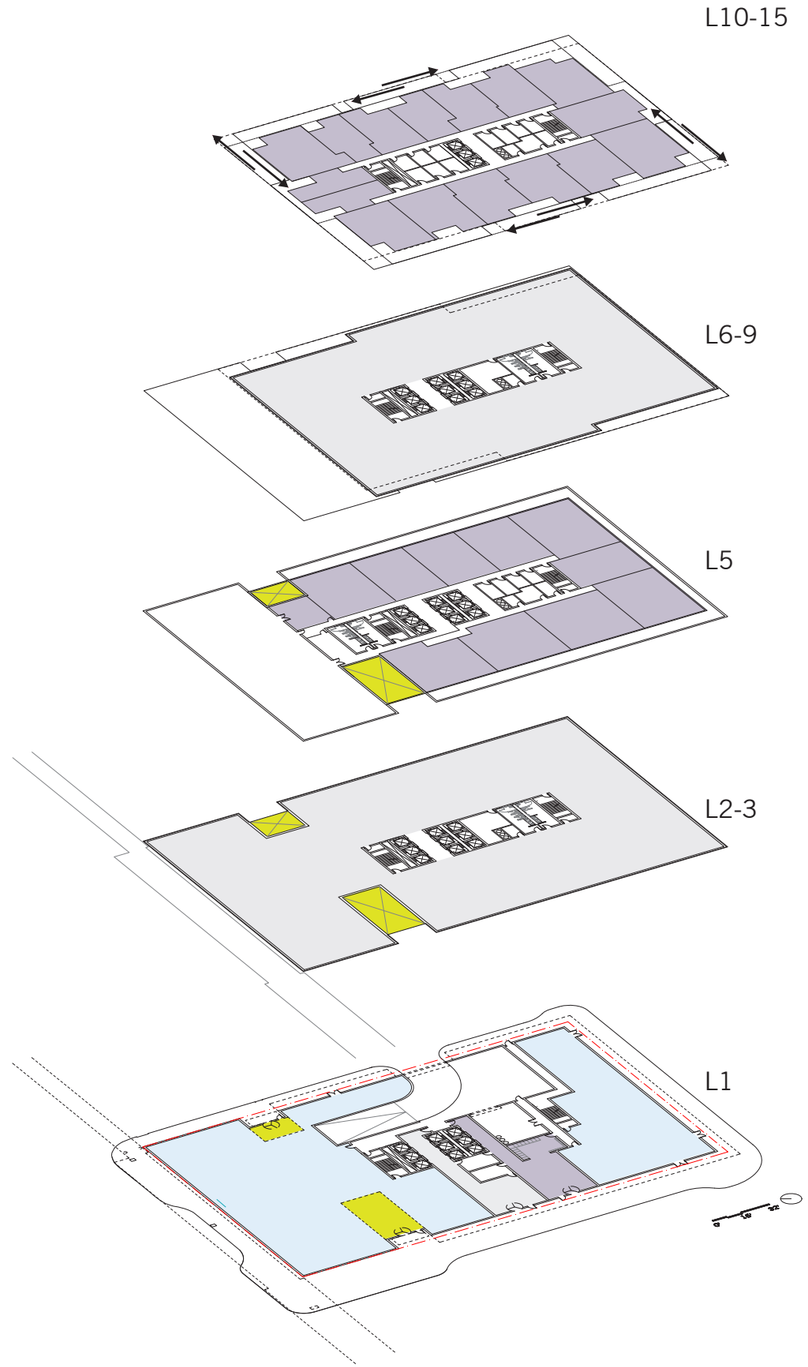
ALASKAN WAY

West elevation from Alaskan Way

SW Corner from Alaskan Way

NW Corner from Alaskan Way


L16 Common Recreation Area
L10-15 Residential
L6-9 Office
L5 Residential & Exterior Terrace
L2-4 Office
L1 Lobbies & Retail

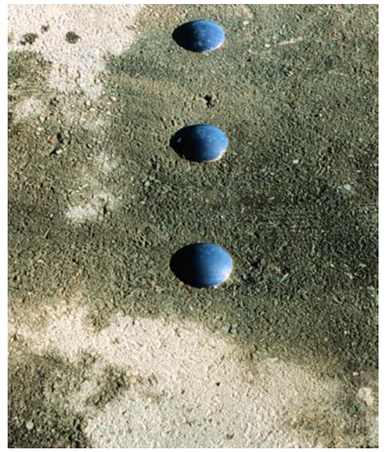

L10-15
L6-9
L5
L2-3
L1

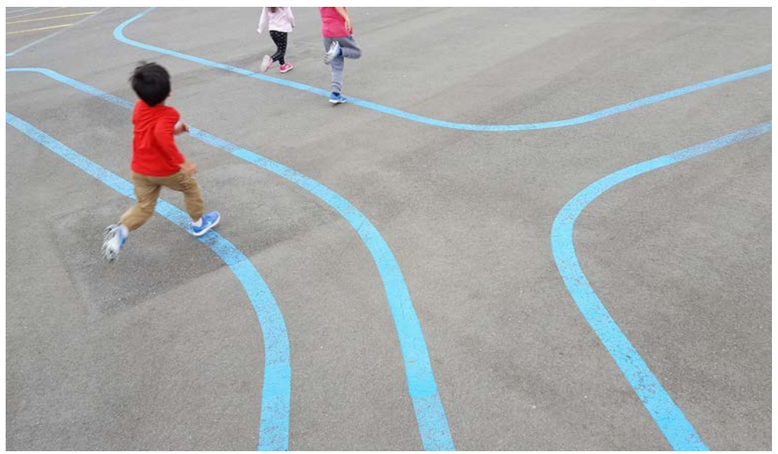


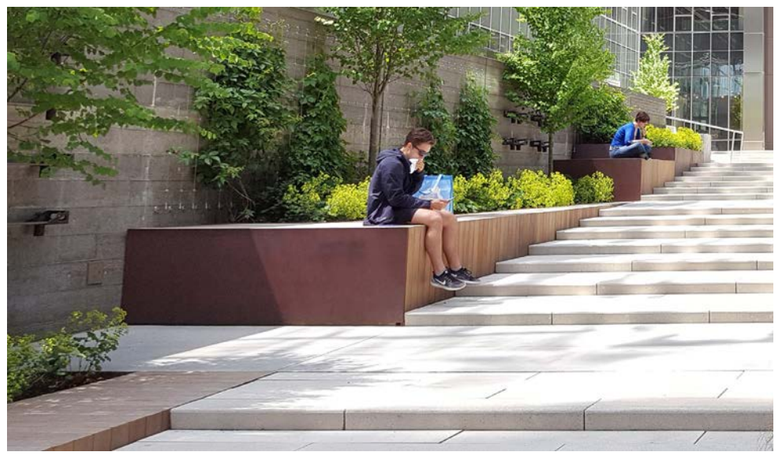

GASWORKS PARK 0.2 MI
LAKE UNION 2.0 MI

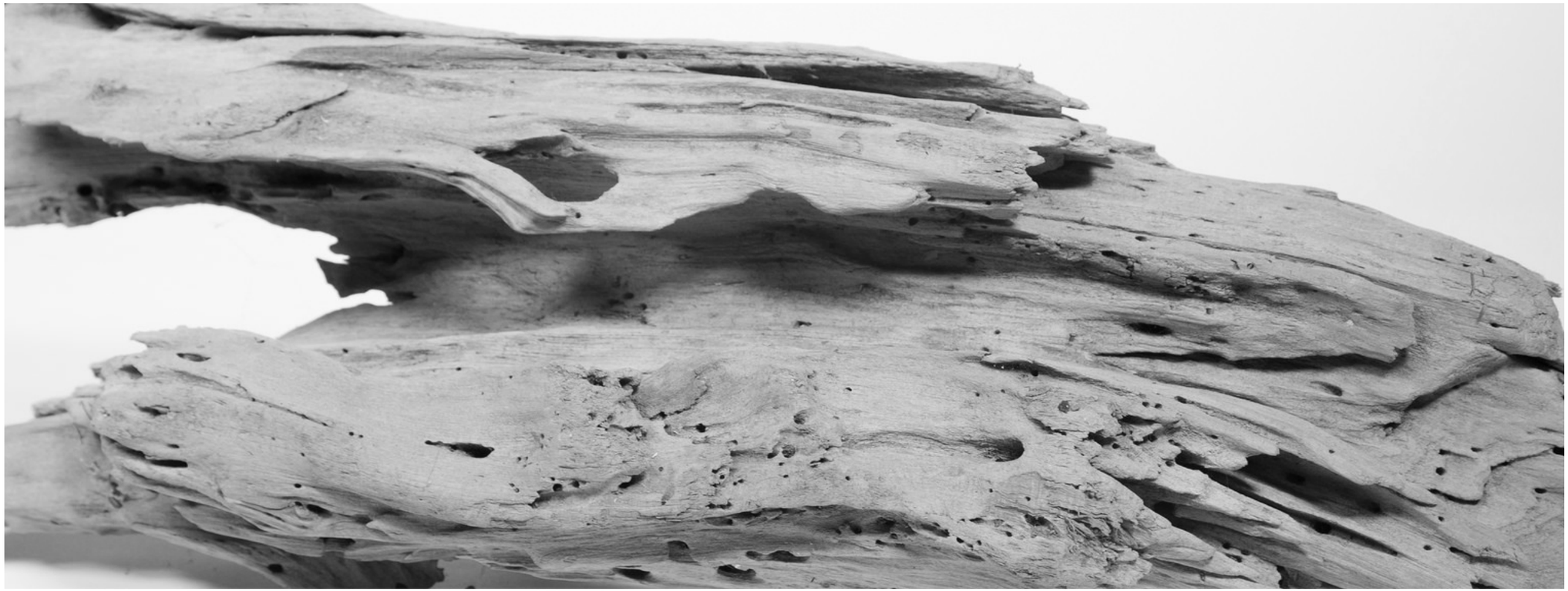


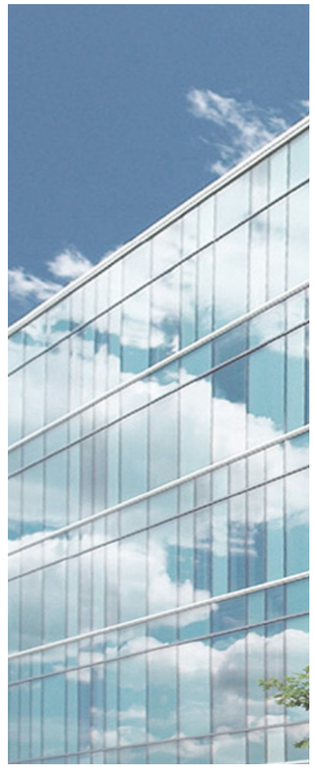
Museum
Zeughaus

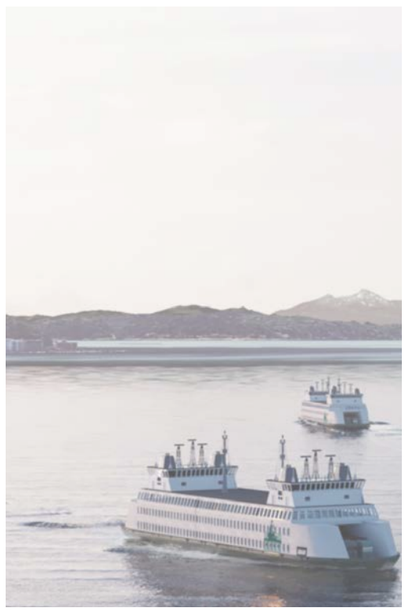


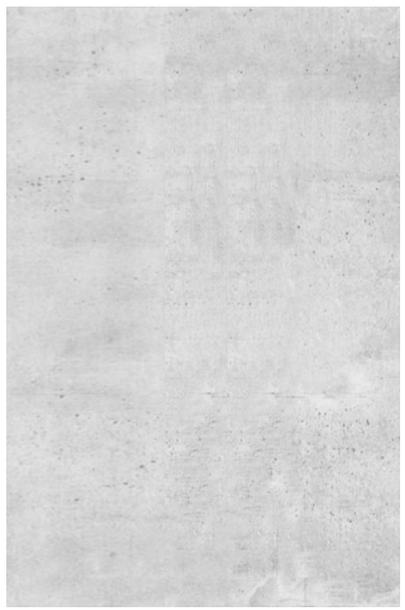




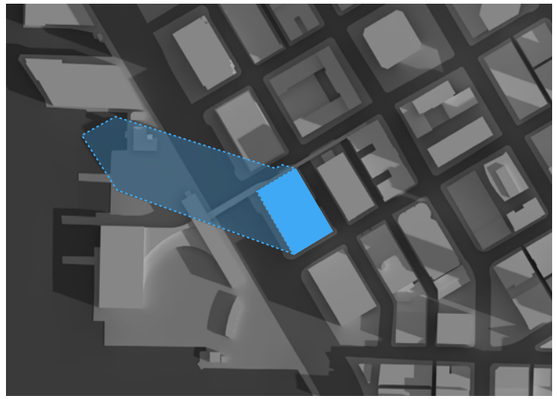
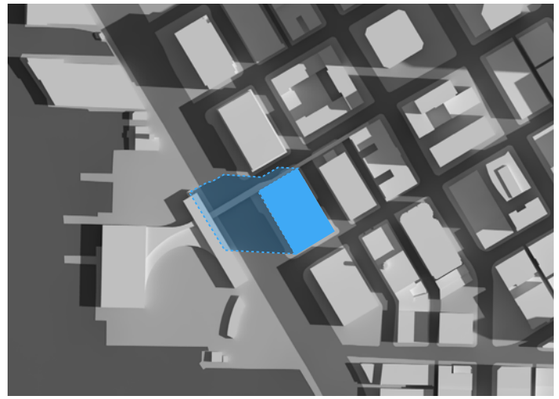
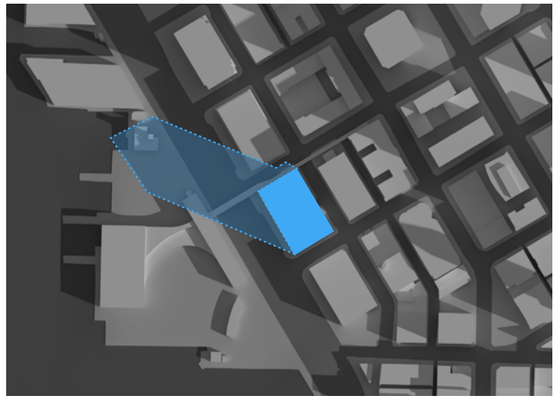
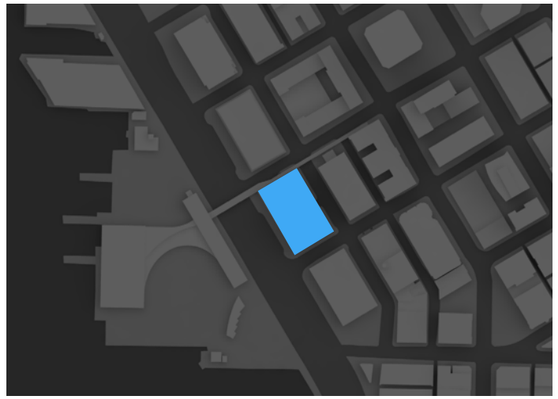
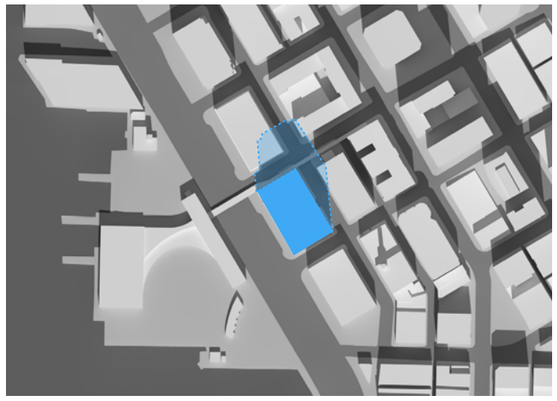
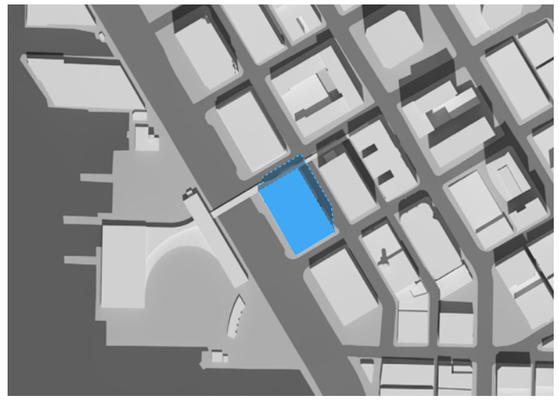
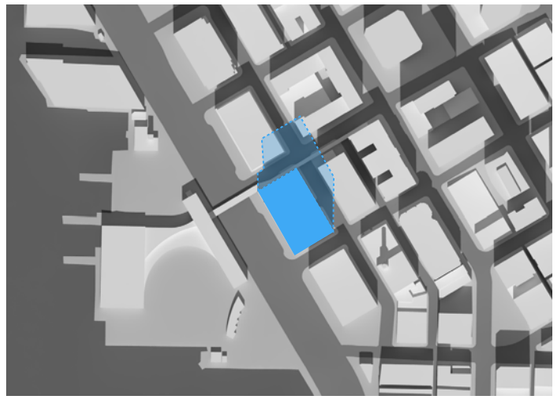
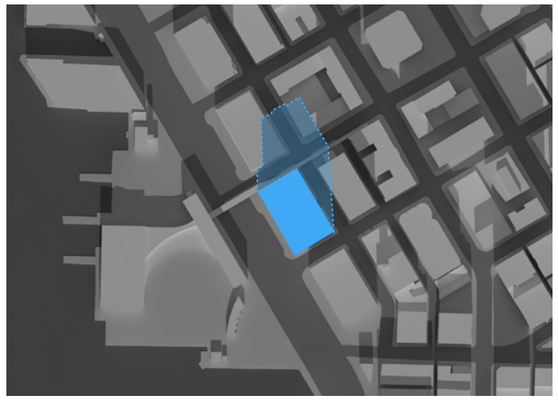
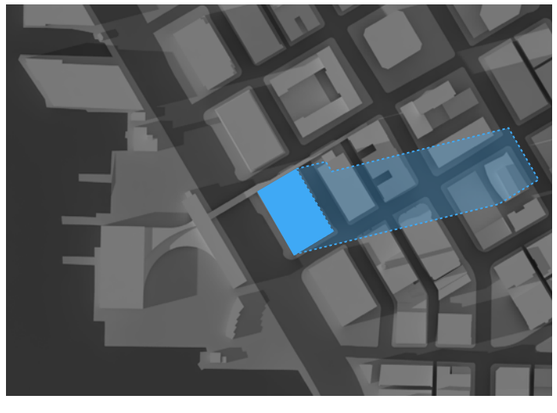
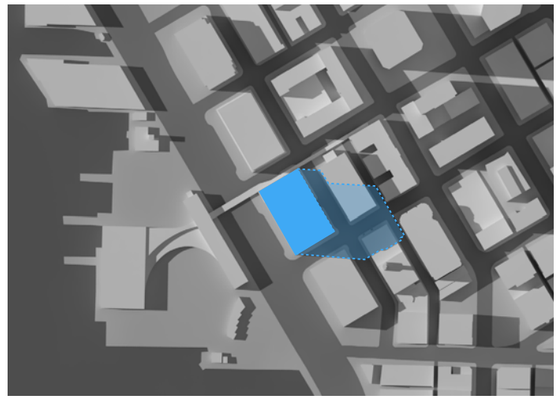
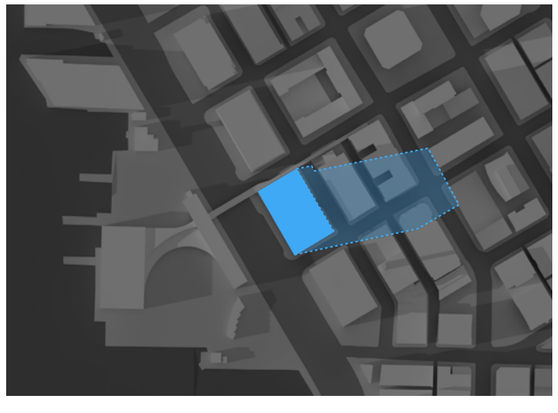
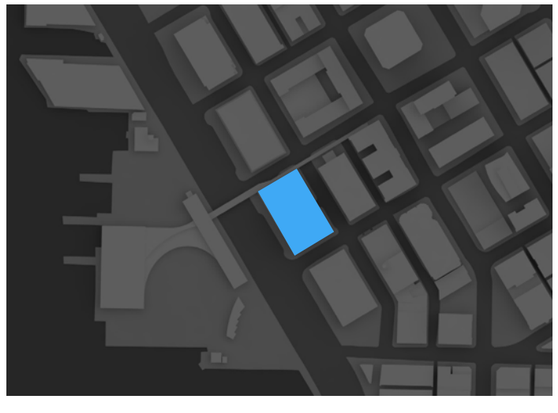


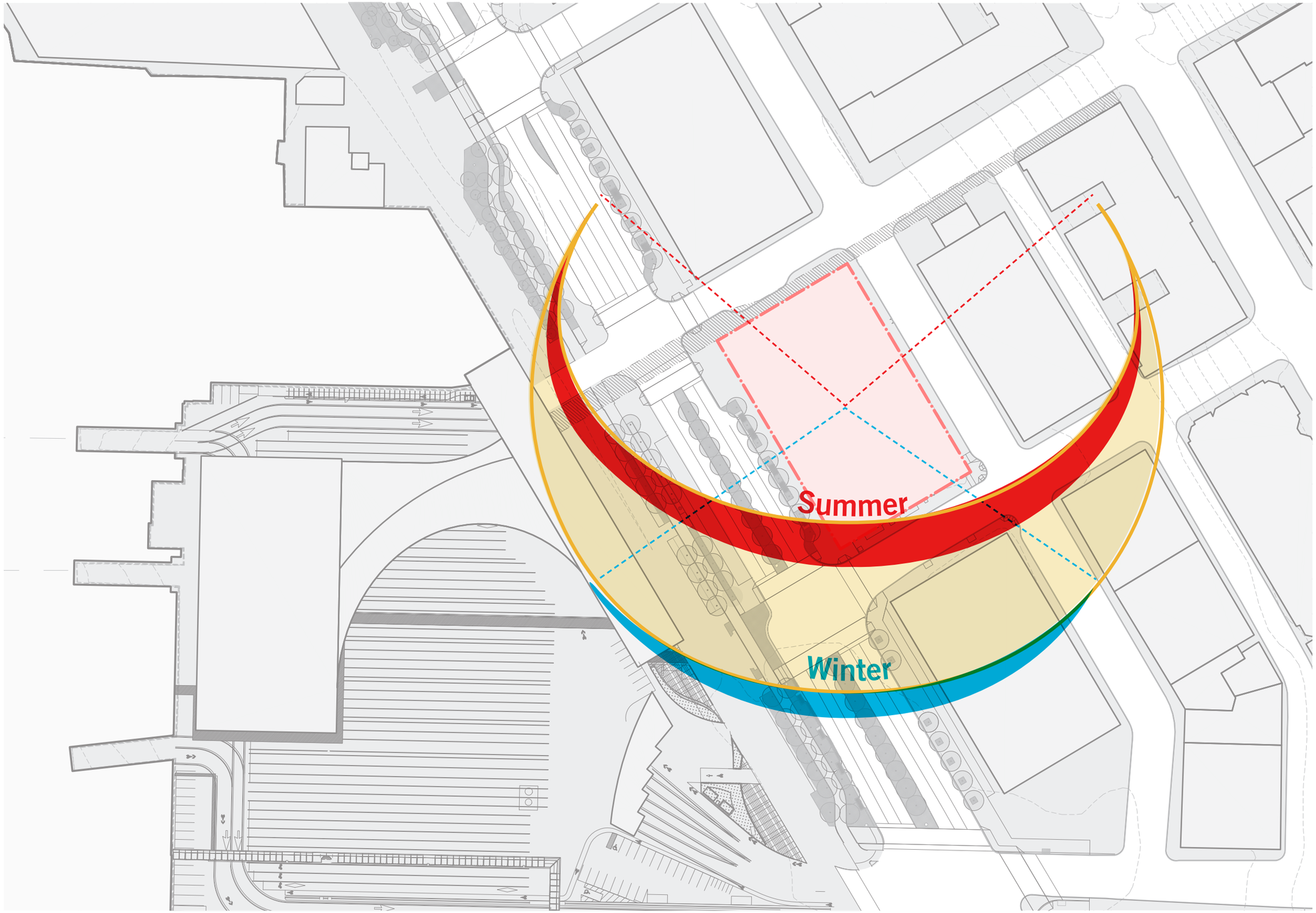






SECTION 06 / ZONING ENVELOPE SHADOW STUDY

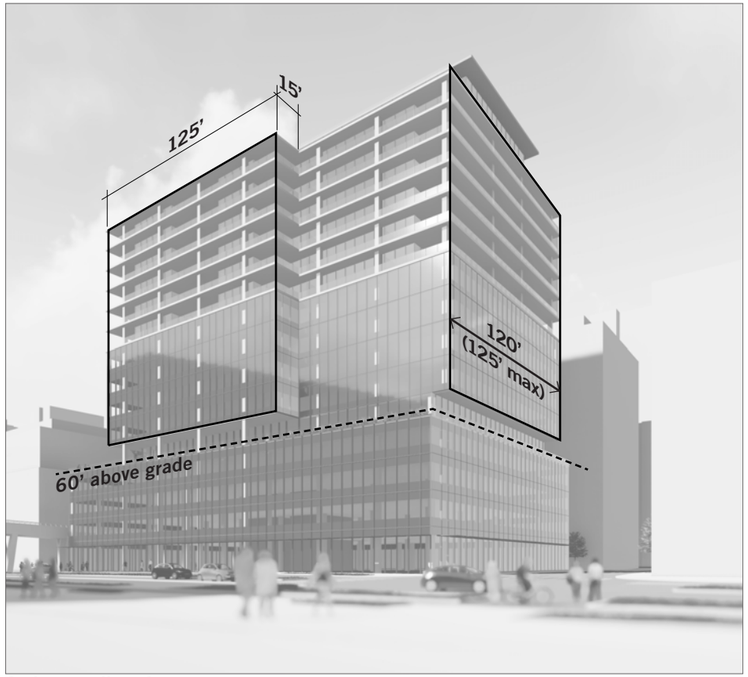
	VERNAL SOLSTICE	SUMMER SOLSTICE	AUTUMNAL SOLSTICE	WINTER SOLSTICE
8 AM				
12 PM				
5 PM				



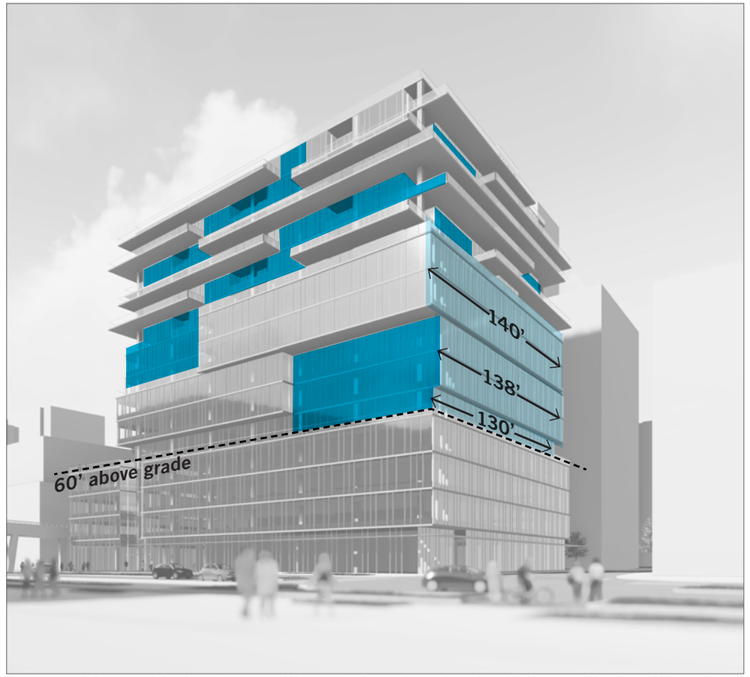
The SW side of the site will have the most unobstructed views toward the sound and is has the most exposure to the afternoon sun. The exterior space above the podium at level 5 is created by a view corridor setback and will have the best solar exposure in the late afternoon in the summer months.

PREFERRED SCHEME PROPOSED DEPARTURES /

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
SMC 23.49.058.B.2 Facade Modulation: b. In the DMC 170 zone, facade modulation is required above a height of 60 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line. c. The maximum length of a facade without modulation is prescribed in Table A for 23.49.058. This maximum length shall be measured parallel to each street lot line, and shall apply to any portion of a facade, including projections such as balconies, that is located within 15 feet of street lot lines. *Per Table A for 23.49.058, in the DMC 170 zone, the maximum length of unmodulated facade within 15 feet of street lot line is 125 feet.* d. Any portion of a facade exceeding the maximum length of facade prescribed on Table A for 23.49.058 shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.	Modulated portions of the facade are set back 10 feet instead of 15 feet along Alaskan Way and Western Avenue above 60 feet above grade. The length of unmodulated length of facade exceeds 125' along Columbia Street above 60 feet above grade.	The reduced modulation depth allows for more easily constructible cantilevers and meets the intent of the land use code and Downtown Design Guidelines A-2 and B-4, through creation of a dynamic and unique facade. Columns are located inboard of the skin at the office volumes which creates the opportunity for more modulation than an extruded form provides. The shifting modulation of the office volumes produces facade lengths in excess of 125' at Columbia Street but creates more shadow and visual interest than the code compliant form.



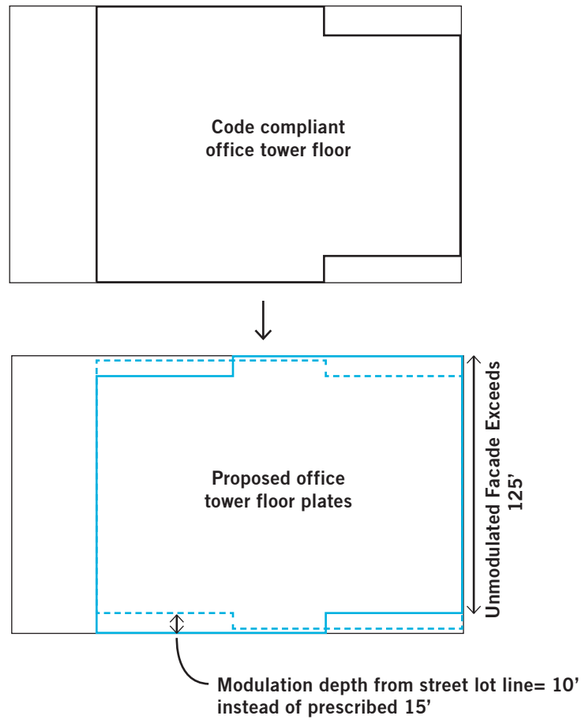
Code compliant form



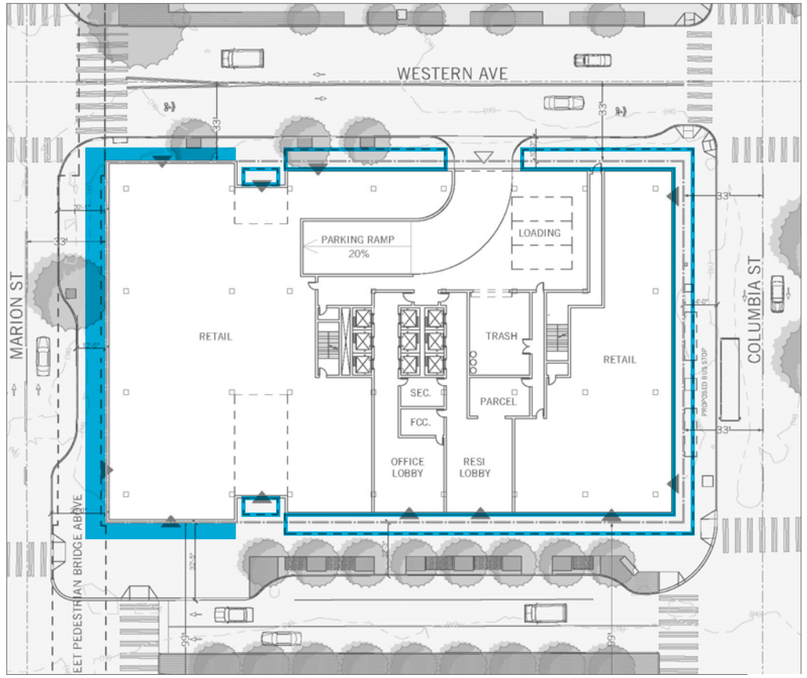
Proposed form with departures (Western Ave elevation is similar to Alaskan Way elevation)

Length of unmodulated facade exceeds maximum of 125'

Modulated areas are setback 10' minimum from street property lines instead of 15' minimum



Code Citation & Requirement (Excerpt)	Proposed Departure	Rationale
SMC 23.49.018 Overhead Weather Protection: A. Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that: 1. are located farther than five (5) feet from the street property line or widened sidewalk on private property; or 2. abut a bonused open space amenity feature; or 3. are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width; or 4. are driveways into structures or loading docks. B. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less. C. The installation of overhead weather protection shall not result in any obstructions in the sidewalk area. D. The lower edge of the overhead weather protection must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk. E. Adequate lighting for pedestrians shall be provided. The lighting may be located on the facade of the building or on the overhead weather protection.	The preferred scheme has a distinct volume at the north that is associated with the Marion Street Pedestrian bridge. No overhead weather protection is proposed beneath the Marion Street Pedestrian Bridge or at the north volume.	Overhead weather protection beneath the Marion Street Pedestrian Bridge is redundant. Additionally, the absence of overhead weather protection at the north podium volume differentiates it from the south podium volume and echoes the street level conditions at the Maritime and Polson buildings (Downtown Design Guideline B-3). See context analysis on page 28.



Proposed overhead weather protection

Departure from 23.49.018 requested

Code compliant overhead weather protection

Proposed absence of overhead weather protection at north volume