WALTON LOFTS WESTERN AVE & VINE ST SEATTLE, WASHINGTON

DESIGN RECOMMENDATION DPD PROJECT #3002311 JULY 16, 2013

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WALTON LOFTS

1809 SEVENTH AVENUE | SUITE 800
SEATTLE, WA 98101
206.284.5624
www.via-architecture.com

shoesmith cox architects pllc

KENNETH PHILP
LANDSCAPE ARCHITECTS PS
NE 55TH STREET tel 206-783-5840
ttle, WA 98105 fax 206-706-1915
w.kennethphilp.com

DESIGN RECOMMENDATION MEETING

previous DRB meeting(s)

This meeting represents the project's third appearance before the Downtown Design Review Board. The first EDG meeting defined the project concept and parti' diagram -- that of a 3 to 4-story "Belltown-scaled" masonry podium base with an elegant, recessive tower form above. The second, interim meeting further defined the massing, the design departures requested and the emerging design language of the building's architectural response.

The DRB was generally favorable to the building's direction and the departures requested, but wished to see more development of the design response in several key areas: the Vine Street green street design, the alley facade and response to the adjacent P-Patch park, the Western Avenue facade at street level, the manner in which the building deals with the view corridor and the design of the rooftop.

The DRB asked us to continue the established design language of Vine Street, to integrate the concepts of Growing Vine Street's framework plan, to talk with the gardeners and the neighbors, to look again at expanses of blank wall and to learn from the surrounding buildings -- in particular the Banner Building.

BEFORE - looking up Vine Street from the alley

AFTER - showing current scheme. Note relocation of watercourse to street edge, straightening of steps, gravity-fed system (instead of a recirculating "fountain"), and vertical runnels inset in brick columns.

BEFORE - alley facade from near top of Cistern Steps

AFTER - showing current scheme. Note transparency of "bike shop" corner with planters, wood green screens at transformer vent and recycle / trash area.

BEFORE - looking north along Western Avenue

AFTER - looking north along Western Avenue

BEFORE - aerial view looking southwest

AFTER - aerial view looking southwest

BEFORE - from Wall & Elliott looking northeast

AFTER - from Wall & Elliott looking northeast

community outreach

In addition to two Design Review Board meetings, the project's design and development team has met with, listened to, and incorporated feedback from the following community groups and stakeholders: Friends of Belltown Gardens, the Belltown Housing and Land-Use Subcommittee, the Belltown Community Council, the P-Patch gardeners, Seattle Department of Neighborhoods personnel responsible for the P-Patch park, DPD planning staff, and neighbors of the proposed development (including representatives and developers of Banner Building and 81 Vine Street.)

We have actively reached out to the community; and the design has changed considerably as a result of this significant time invested in dialog with these groups and individuals. For example, the Vine Street landscape design has been revised in response to community input and concerns. This process has been beneficial and we are excited about the changes that have come about as a result.

In addition to the design of Vine Street's right-of-way in a manner consistent with the Growing Vine Street initiative of 1985-2004, we have responded to neighbors concerns over the project's ability to contribute water to the Cistern Steps and/or the P-Patch and we wish to do exactly that. Some legal and technical details remain to be resolved within this initiative.

The community initially advocated that the project provide commercial and/or retail space along Western Avenue or at the Vine Street / Alley corner. Subsequent advice from commercial real estate brokers very familiar with the Belltown market and this neighborhood has convinced the developer that commercial space is likely not viable at this time. We are designing both residences and support spaces in these areas in such a way as to permit their future conversion to commercial use.

KEY ISSUES FOR THE D.R.B.

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site. (The building will be organized to optimize views, utilize the natural topography and support the human and vehicular circulation patterns of the neighborhood.)

DRB Guidance (EDG 1/8/2013): The Board noted this guideline's high importance.
DRB Guidance (EDG 2/3/11): The idea of a plinth both responding to Belltown's two and three story brick structures and carrying the weight of the metal and glass tower met with the Board's approval.

A-2 ENHANCE THE SKYLINE

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

DRB Guidance (EDG 1/8/2013): Responding to public comment, the Board requests more information about the placement and the characteristics of the mechanical penthouses. Atop some of the neighboring buildings, these equipment towers have interesting design characteristics which relate to the community's interest in providing exceptional and artistic infrastructure.
DRB Guidance (EDG 2/3/11): Although the applicant provided designs for the rooftop, the Board, responding to public comment and its earlier guidance, requests a much more interesting presence for the mechanical features and amenity space. The design ought to possess the interest and integrity similar to the rooftop of the Banner Building.

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.

DRB Guidance (EDG 1/8/2013): The Board supports the idea of a masonry podium or base and a glass and metal tower rising above it. The masonry plinth would relate in height and materials to older Belltown buildings.
DRB Guidance (EDG 2/3/11): The applicant provided more refined renderings of the elevations at this meeting. The general concept met with Board approval. See B-4 guidance.

B-2 CREATE A TRANSITION IN BULK & SCALE

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones. (The building proposes to step back in acknowledgement of surrounding buildings and open space.)

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

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

DRB Guidance (EDG 1/8/2013): The applicant's proposal to build in the view corridor was not accepted by the Board. A request for a departure would not likely be granted as it does not appear that projecting into the view corridor would better meet the design guidelines.
DRB Guidance (EDG 2/3/11): The change to the massing eliminated the structure's intrusion into the view corridor. The architect stated at the meeting that it was not the applicant team's intent to place balconies, railings and other appurtenances into the view corridor.

B-4 DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.
(While the building proposes to have a distinct base and "body", the two will be woven together through secondary elements, common proportions and other unifying elements.)

DRB Guidance (EDG 1/8/2013): As mentioned above, the Board agreed with the podium/tower concept. The shaping of the tower will be an important consideration as the design progresses.
DRB Guidance (EDG 1/8/2013): After much focused questioning on the building mass and the amount of lot coverage (see departure analysis at the end of the report), the Board expressed its satisfaction with the overall massing. At the Recommendation meeting, the applicant will need to provide the calculations showing that the amount of floor area equals what a code complying structure would possess.

C-1 PROMOTE PEDESTRIAN INTERACTION

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

DRB Guidance (EDG 1/8/2013): The location of the residential amenity area (the library) merited discussion. Does it make more sense to place this feature along Western Avenue rather than along and above Vine Street? By the next meeting, the architects should, at least, consider Western Avenue as an option and provide a strong rationale for their ultimate direction. Due to the adjacency of the Millionair Club and the practice of workers queuing along Western Avenue, discussion focused on how the design of the residential units fronting on the street could create a useful separation between the residential use and the pedestrian activity. As shown in the drawings, the planters separating the sidewalk from the units did not appear to provide adequate buffer. The building's relationship to the three conterminous rights of way, including the alley, should promote pedestrian interaction by the exceptional handling of materials, landscaping, and transparency.
DRB Guidance (EDG 2/3/11): The Board accepted the location of the resident amenity area extending along and above Vine Street. This placement provides better views than if the amenity area fronted onto Western. After the first EDG meeting, the applicant reduced the number of units facing Western at grade and added an exercise room. The façade along Western Avenue at street level remains problematic and appears a secondary consideration. It does little to promote the pedestrian realm and appears to turn its back on the street. The Board agreed with the decision to avoid unit entrances on the street; however, the landscaping and the design of the infill between the masonry piers require considerable development. The detailing and the quality materials will be important considerations at the Recommendation meeting.

C-2 DESIGN FACADES OF MANY SCALES

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

DRB Guidance (EDG 1/8/2013): The Board noted that the architect appeared to understand the importance of this guideline. Due to its visibility above the Millionair Club, the design strategy for the south facade will be an important consideration at the next meeting.
DRB Guidance (EDG 1/8/2013): See C-3.

C-3 PROVIDE ACTIVE - NOT BLANK - FACADES

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

DRB Guidance (EDG 1/8/2013): Emphasis focused on the desirability of transparency and attention to detail at street level for both Western Avenue and Vine Street. Due to the west facade's proximity and exposure to the P-Patch, the base along the alley should have more detail and interest than would normally be for an elevation facing an alley. At the second EDG meeting, the drawings should clearly identify where transparency and blank walls will occur at the three rights of way. Avoid large expanses of blank wall at the building's base. Detailing of the masonry provides an opportunity for exploration of texture and pattern along the structure's base to engage pedestrians.
DRB Guidance (EDG 2/3/11): The Board discussed the merits of providing greater transparency at the corner of Vine and the alley. See Board guidance C-6 below.

priorities and board recommendations from prior meetings

C-4 REINFORCE BUILDING ENTRIES

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

DRB Guidance (EDG 1/8/2013): The Board members expressed general agreement with the applicant that the primary residential entry ought to occur at the corner of Vine and Western.
DRB Guidance (EDG 2/3/11): No further discussion on this subject occurred.

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

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

DRB Guidance (EDG 1/8/2013): The applicant requested a departure for the design of the overhead weather protection. The Board noted that it was too early to determine whether holding the canopy a few feet away from the building edge made sense.
DRB Guidance (EDG 2/3/11): The Board stated its inclination to approve the departure request for the canopies. The applicant will need to provide more details of the canopy at the next meeting.

C-6 DEVELOP THE ALLEY FACADE

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

DRB Guidance (EDG 1/8/2013): Due to its visibility from the west, the alley facade has more importance than a typical alley. The design should have an attention to detail; in particular, the two proposed garage doors should possess interest and a level of refinement matching the rest of the structure.
DRB Guidance (EDG 2/3/11): Greater consideration should be given to the elevation of the bike storage area facing the alley and the plaza connecting with the P-Patch. The wall should possess greater transparency. The bike storage space should have the flexibility to change into a more active use over time. Endow this corner space with a presence (and possibly a use) that interacts with the P-Patch.

D-1 PROVIDE INVITING & USABLE OPEN SPACE

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

DRB Guidance (EDG 1/8/2013): Key to the project's success is continuing the design language established for Vine Street.DRB Guidance (EDG 2/3/11): Based on public comment heard by the Board, the landscape architect should continue to refine the design for Vine Street. The Vine Street design seems too monumental. Observations by the Board included that the runnel appeared too private and rigid. In addition, there ought to be more opportunities for water reclamation.
By the Recommendation meeting, SDOT will need to provide concept approval of the proposed Vine Street right of way improvements. The applicant will need to draw sections of the right of way to explain the steps, ramps and landings.

D-2 ENHANCE THE BUILDING WITH LANDSCAPING

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

DRB Guidance (EDG 1/8/2013): The alley facade ought to acknowledge the P-Patch amenity. Talk to the gardeners at the P-Patch. Design the plinth to complement the lush landscape across the alley. The design of the landscaping along Vine Street. should complete the gap between the area adjacent to the P-Patch and the area in front of the building at 81 Vine Street. Explore a rainwater collection system to complement the other systems along Vine Street. Similar to the others, the system should visibly express the process of collection and transmittal of water.
Provide concept landscape plans for the roof and terrace(s). Will the terrace above Vine Street possess a water collection system integrated with the Vine Street landscaping?
DRB Guidance (EDG 2/3/11): The terraces above Vine Street and on the rooftop have two dimensional features that echo the patterns and movement of the landscape developed for Vine Street. The development team should continue to work with the community refining the design for Vine Street. The notion of weaving landscape elements should be carefully thought through.

D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

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

DRB Guidance (EDG 1/8/2013): Consider using, landscaping, art and placemaking techniques to endow Western, Vine and the alley with an identity. Vine Street should integrate the concepts provided in the Growing Vine Street Revisted 2004 document.
DRB Guidance (EDG 2/3/11): The designs for Western Avenue, Vine Street, and the alley should contribute to creating a singular sense of place. The collaboration between the development team and the community ought to continue in order to support this goal. The introduction of art and hand crafted or individualized architectural and landscape elements will also contribute to making this a reality.

D-5 PROVIDE ADEQUATE LIGHTING

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

DRB Guidance (EDG 1/8/2013): Ensure safety by providing adequate pedestrian scaled lighting along the three rights of way.
DRB Guidance (EDG 2/3/11): Provide a concept lighting plan for the Recommendation meeting.

D-6 DESIGN FOR PERSONAL SAFETY & SECURITY

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

DRB Guidance (EDG 1/8/2013): See guidance for D-5.
DRB Guidance (EDG 2/3/11): Ensure that the design for Vine Street does not create security issues.

E-2 INTEGRATE PARKING FACILITIES

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.
Parking and service functions will occur within the building, will be accessed off the alley, and be shielded from the park and the public.

DRB Guidance (EDG 1/8/2013): Discussion focused on the need for two garage doors on the alley. The Board concluded that if two doors are needed that they should be well designed.
DRB Guidance (EDG 2/3/11): The applicant did not focus on the appearance of the garage doors. This issue may be an important consideration at the Recommendation meeting as the doors face the P-Patch.

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.
Parking and service functions will occur within the building, will be accessed off the alley, and be shielded from the park and the public.

priorities and board recommendations from prior meetings

VINE STREET (FROM GROWING VINE STREET, 2004)

The Vine Street Plan

The elements that tie Vine Street and the entire Belltown neighborhood together contextualize this as an urban neighborhood. The reappearing or reinforcing elements of the existing urban geometry are interfaced with the green street enhancements. In this manner, a visitor can read a rich, informative overlay.

The Runnel -- a rivulet; streamlet; brook

The granite curb becomes a subtle but persistent line through the length of the project, submerging and reappearing, suggesting alignments and surface reference. Re-grading and filling from the curb will redirect surface water flow toward a proposed urban bio-swale or runnel. The source of water for the runnel is roof watersheds of both existing and new developments. The proposed cistern towers at the alleys collect roof runoff from existing buildings. An aqueduct conveys some of this water into the 20-foot tanks. New developments are encouraged to express their required storm water detention systems as celebratory cistern/water features above grade.

All cisterns have hose bibs so that garden plots and landscaping can be watered. Signs inform residents and pedestrians about sustainable design and that the water is not potable.

The runnel is the water lifeline of the project. Its planting edge mitigates water quality as the water makes its way down the slope into the runnel and eventually into Elliott Bay. During both wet and dry conditions, the vegetation associated with the runnel is an attractive element.

text this page excerpted from Growing Vine Street, page 7

Community Involvement

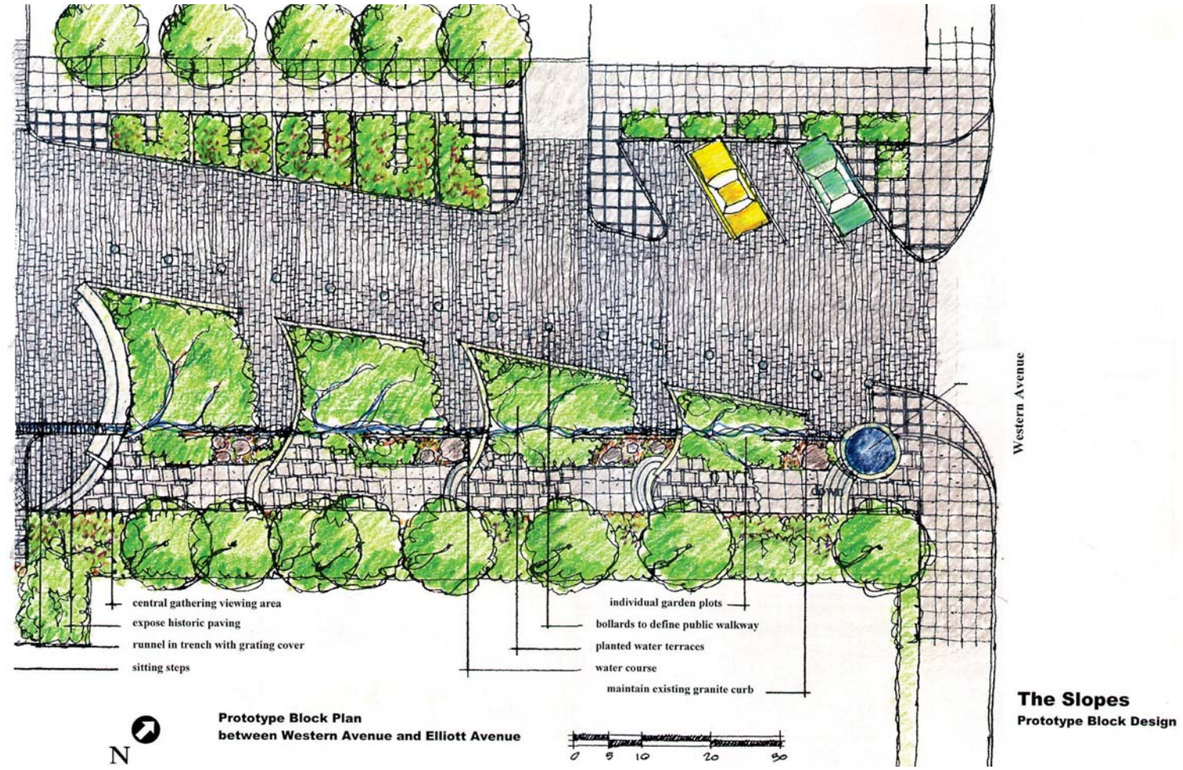
The plan's primary intent is to accommodate the present and future adoptions of landscape plots by the community. Portable plantings—planters on pallets with wheels—are at least an interim plantscape while the street grows. It is important that new developments recognize the importance of including the future residents in the creation of a planting/landscaping strategy. This strategy development could be the first opportunity new residents have to collectively improve their neighborhood and enhance their properties.

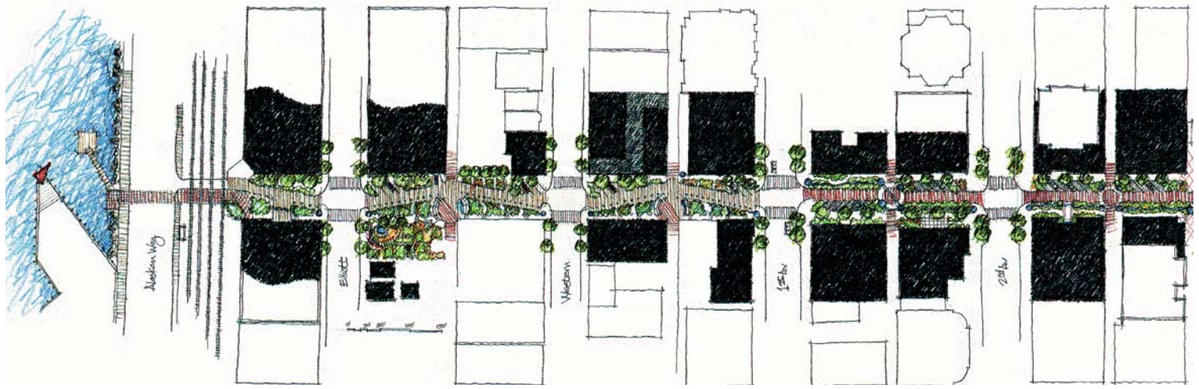
Three Zones

The eight blocks that comprise all of Vine Street contain four zones: an Entry Portal on each end, a Flats zone between Fifth and First Avenues, and a Slopes zone from First Avenue down to Alaskan Way and Elliott Bay. The street traffic flows one way -- east -- with back-in parking on each block. On the Slopes, the street pattern angles like switchbacks climbing a steep hill, which creates a triangular area for the Cistern Steps—plant and water terraces that allow the water to step downhill from the Flats to the Sound. From the terraces there are views down the Vine Street corridor to Elliott Bay. Pedestrian access is provided to the Vine Street streetcar stop at Alaskan Way and to the waterfront.

The Urban Surface

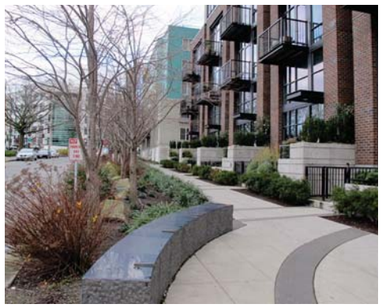
The landscaping treatment is intended to play a vital role in mitigating water quality, masking sound, improving air quality, and acting as a social community catalyst. The plant palette includes a wide range of suggested plant types, with the intention of encouraging a creative engagement on the part of the community, such as is demonstrated by the Belltown P-Patch. Breaking through the urban surface to dig into the earth provides a major metaphor for the runnel: relieving the surface tension of the city to expose the earth and its potential for life, growth, and hope. A further extension of the metaphor of life and hope is the pragmatic function of the runnel as a biofiltration swale collecting and cleansing urban runoff. The revelation of past human influences on the earth, in the form of old pavement layers, adds history (a kind of urban archaeology) and enriched texture to the urban tapestry. As the street surface is scraped to conform to the new drainage topography, successive layers of surface materials are revealed, from blacktop to brick (with a rich history of utility patchworks), to the concrete substrate, if necessary. The roadway surface forms a rich historical texture.





KEY POINTS:

This project embraces both the spirit and vision set forth in Growing Vine Street, and has been designed in direct response to community feedback as to how they would like to see that initiative incorporated. Input from the Friends of Belltown Gardens, the gardeners themselves, the Belltown Housing and Land-Use Subcommittee, the Belltown Community Council and neighborhood activists has significantly shaped this project -- particularly the design of the Vine Street right-of-way.



concept

The conceptual basis for the landscape design is found at the intersection of community, architecture, history, the urban fabric of Belltown, and the principles of Growing Vine Street. At this intersection is the confluence of the public and private realm where the building and street level systems allow for functional and experiential relationships to be realized. The thoughtful integration of these elements will help reinforce a sense of place, enhance the pedestrian experience, and stitch together what is now a void, completing a very important connection in the Growing Vine Street vision.

narrative

Surrounded by rich historic context with several architectural landmarks still present, this site presents countless opportunities. Perhaps the most important is the integration of the development with the goals of the community and vision of Growing Vine Street. The literal break in the urban surface allowing nature to express itself and the architectural recognition of place and its thoughtful response will profoundly influence functionality and the overall pedestrian experience. Careful consideration has been given to this moment where the built environment meets nature and the interplay between the two. Through the use of both constructed and authentic physical expressions and artistic interpretive elements placed at street level this story will be told.

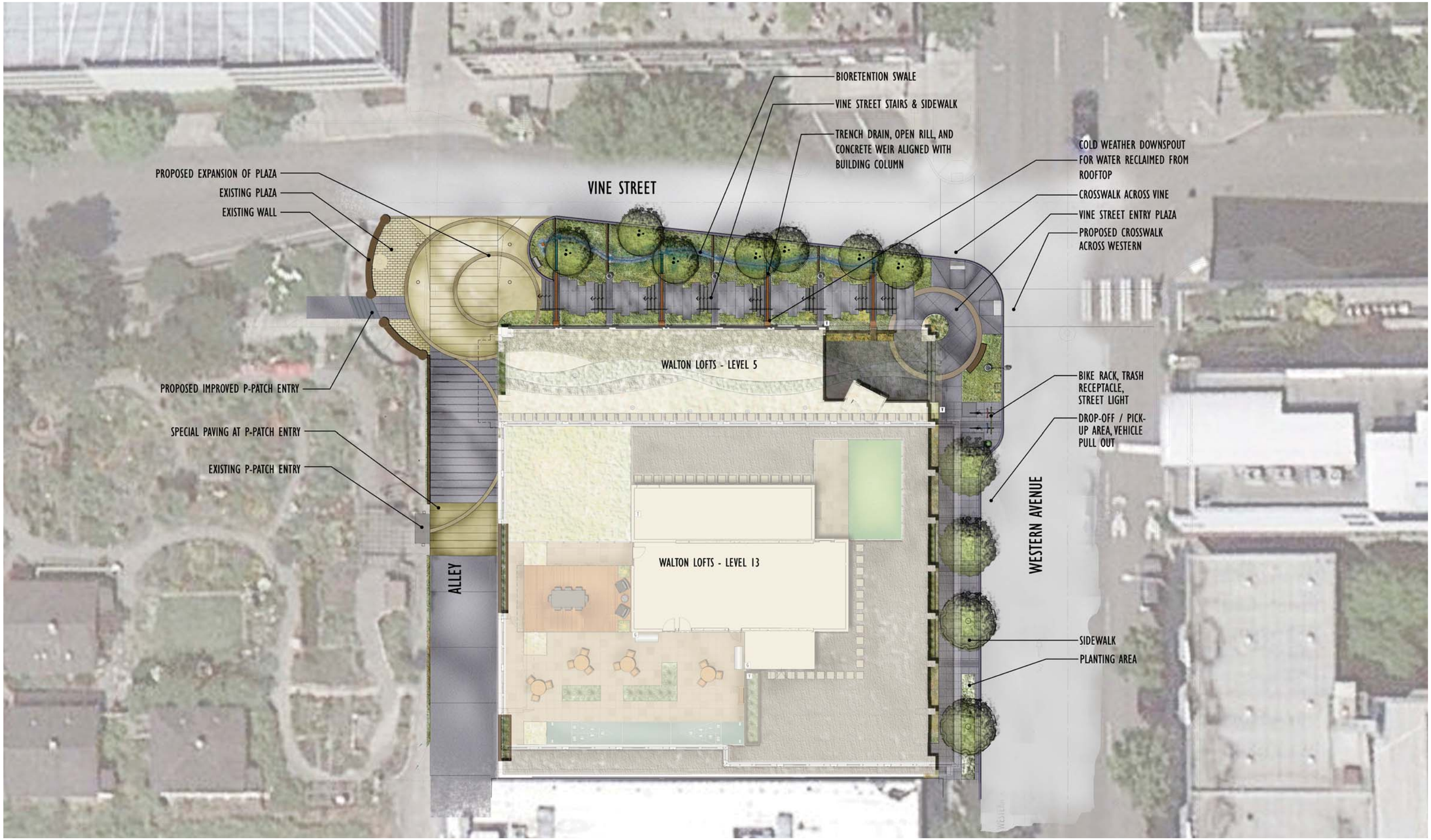
The streetscape should respond to and feel connected with the site's surroundings. This can be accomplished in a number of ways, such as translating the building's form to the horizontal ground plane creating pedestrian-scaled spaces that relate to the various building systems directly adjacent. These relationships are critical along Western Avenue, where there is fast-moving traffic and little evidence of interventions that make for a comfortable pedestrian environment. Due to the nature of this frontage and the volume it accommodates, it provides an opportunity that may be seen as the beginning of a pedestrian-level reconnection of this neighborhood to the larger Belltown and Downtown communities, a connection that we hope becomes stronger with current and future urban design efforts. For those approaching from the south along Western Avenue, the hardscape-oriented streetscape will begin to give way to a softer pedestrian node and open space where Vine Street and Western Avenue intersect. By reducing the width of Western avenue through the introduction of a curb bulb, a plaza is born where topography, water views, and access to light make this corner ideal for creating an inviting public streetscape that allows the introduction of rainwater, native plantings, and artistic interpretive or wayfinding elements.

From an urban design perspective, the corner of Western Avenue and Vine Street will serve as the building's primary entrance with an address on Vine Street, and will therefore be a prominent pedestrian node. The topography here affords unique prospect, which makes this a highly visible and important space. From a story-telling perspective, this intersection is a convergence of natural elements and urban history; it is here where you take in expansive views of Elliott Bay—the ultimate destination of the rainwater that falls here—as well as the Belltown Cottages, p-patch, & Cistern Steps and many historic brick buildings.

Descending from east to west along Vine Street, pedestrians' descend from a very busy urban environment into a visibly unique and special part of Belltown that is punctuated by views down to the p-patch, Cistern Steps and Elliot Bay beyond. The steep topography and precedent of other Green Street elements below, above and behind create a setting where the movement of rain water along Vine Street is demonstrated and united with the principles and goals of Growing Vine Street. The creation of an authentic rain water conveyance system moving water from the rooftop above down open downspouts, through artistic water patterned drains, and into a series of rivulets and weirs, along with the articulation of sidewalks, introduction of native plantings, and interpretive demonstration of the movement of rain water, will be the most important part of the Walton Lofts landscape vocabulary.

The nature of the urban environment and architectural cues, as well as the type and scale of the pedestrian environments change dramatically as you move from Western Avenue, down Vine Street to the p-patch plaza, alley and park along the west side of the building. With this comes the introduction of new colors and textures that are unique to both Belltown and the greater Downtown area. With the topography and adjacencies to the Belltown P-Patch and Cistern Steps, rain water conveyance and infiltration into the natural system will continue to inform the landscape design, though the conveyance of rain water and its demonstration will now be passed along to the Cisterns Steps, completing an anticipated connection many years in the making. Here, the finer-grained urban-agrarian context elicits a different vocabulary and design response. The awareness of the relationship between the building and landscape is reflected in programming that is both instructive and interpretive in nature, responding to the character of this space. The library, artistic elements created by local artisans, interpretive signs, softer planted and transparent surfaces in keeping with the p-patch vernacular and paving treatments and patterns reaching across the alley will help create an appropriate 'front door' to our western neighbors.

VINE STREET


BIORETENTION SWALE
VINE STREET STAIRS & SIDEWALK
TRENCH DRAIN, OPEN RILL, AND CONCRETE WEIR ALIGNED WITH BUILDING COLUMN
COLD WEATHER DOWNSPOUT FOR WATER RECLAIMED FROM ROOFTOP
CROSSWALK ACROSS VINE
VINE STREET ENTRY PLAZA
PROPOSED CROSSWALK ACROSS WESTERN
PROPOSED EXPANSION OF PLAZA
EXISTING PLAZA
EXISTING WALL
VINE STREET
WALTON LOFTS - LEVEL 5
BIKE RACK, TRASH RECEPTACLE, STREET LIGHT
DROP-OFF / PICK-UP AREA, VEHICLE PULL OUT
PROPOSED IMPROVED P-PATCH ENTRY
SPECIAL PAVING AT P-PATCH ENTRY
EXISTING P-PATCH ENTRY
WALTON LOFTS - LEVEL 13
ALLEY
WESTERN AVENUE
SIDEWALK
PLANTING AREA

Corner of Western Avenue and Vine Street. Note Cor-ten steel planters, vertical runnel / downspout within brick column and conveyance across sidewalk to rain gardens and weirs.

Head of rain garden watercourse. All detained roof water will be released to this point as well, resulting in a longer-duration flow of water through the rain gardens toward the Cistern Steps.

Looking up Vine Street, with watercourse to the left, steps with ornamental iron handrails, artisan-fabricated green screens along building edge and Cor-ten steel planters at base of bike shop windows.

Base of rain garden watercourse. Water reaching this point may be conveyed to the Cistern Steps, with the permission of those responsible for that private system, otherwise it enters the City's storm drainage at this point.

VINE STREET

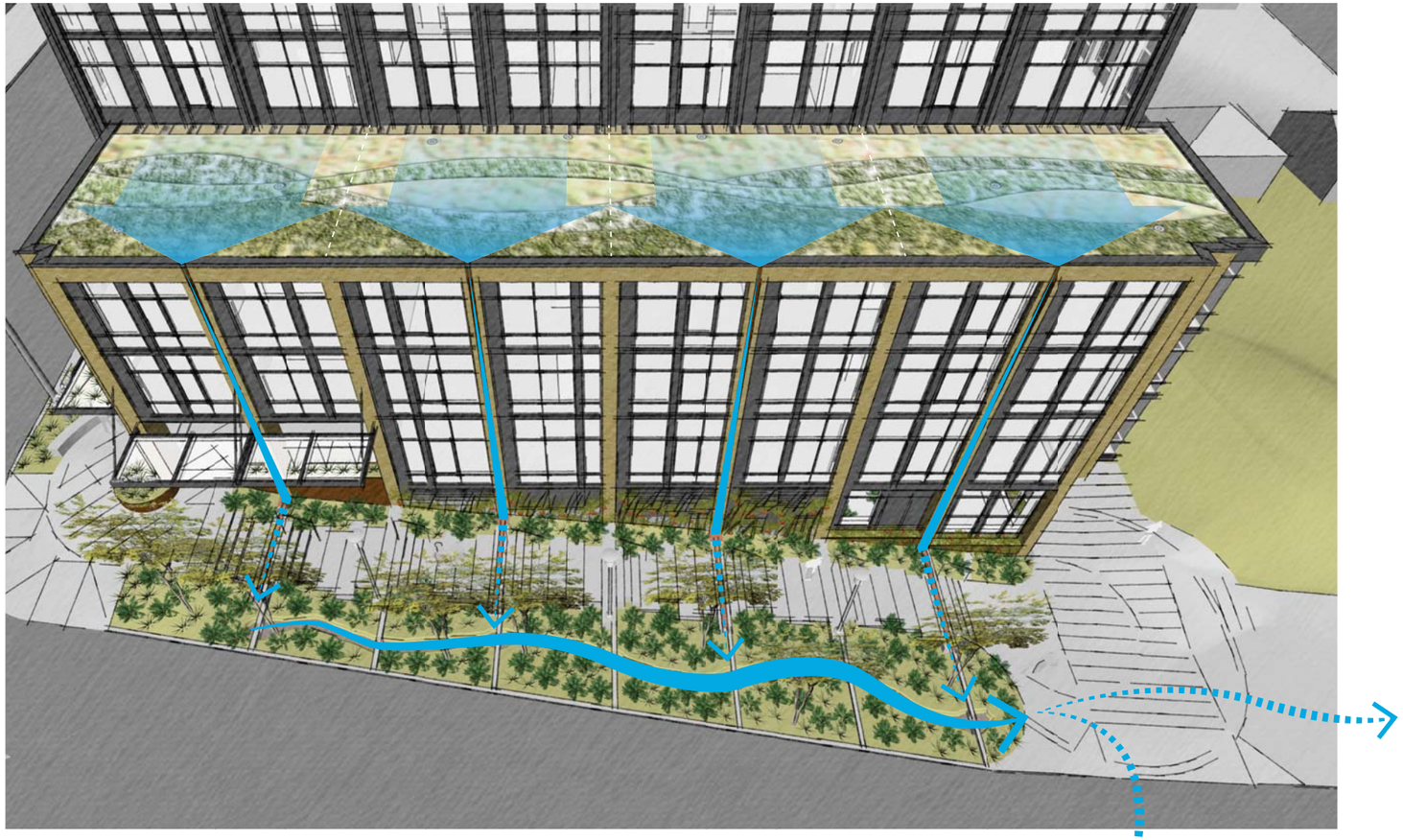
DRB Guidance (EDG 1/8/2013): Key to the project's success is continuing the design language established for Vine Street. and The design of the landscaping along Vine Street should complete the gap between the area adjacent to the P-Patch and the area in front of the building at 81 Vine Street. Explore a rainwater collection system to complement the other systems along Vine Street. Similar to the others, the system should visibly express the process of collection and transmittal of water. and
DRB Guidance (EDG 2/3/11): Based on public comment heard by the Board, the landscape architect should continue to refine the design for Vine Street. The Vine Street design seems too monumental. Observations by the Board included that the runnel appeared too private and rigid.

We are required to manage rainwater landing on our roofs, site and adjacent rights-of-way through detention and release into an approved storm drainage system. If we choose not to detain a percentage of this rainwater, we must upsize the detention tank and hold the remaining water for a longer term -- before its eventual release into the storm drainage system. This is what we are proposing -- to allow the roof area represented by the view corridor's green roof (about 22% of our total site) to drain in a visible and intuitive manner to the ground, to pass under the sidewalk and to cascade down to the Cistern Steps through a series of weirs and small-pond rain gardens. The remaining roof drainage will be detained, and then pumped to the head of the weir-way, from which it too will cascade down to the Cistern Steps through this same series of small ponds and rain gardens.

The Cisterns Steps represent a private storm drainage system. Seattle Public Utilities will allow us to tie into this system, requiring only the permission of those responsible for its function and maintenance.

KEY POINTS:

- ***Align concept with that expressed in Growing Vine Street***
- ***Provide water to the Cistern Steps***
- ***Authentic, gravity-fed and obvious flow of water from roof to Vine Street***
- ***Integrate building and green street / Integrate public and private systems***



above: diagram illustrating drainage of view corridor green roof below: images of conveyance across sidewalk to rain gardens / weirs

DRB Guidance (EDG 2/3/11): The designs for Western Avenue, Vine Street, and the alley should contribute to creating a singular sense of place. The collaboration between the development team and the community ought to continue in order to support this goal. The introduction of art and hand crafted or individualized architectural and landscape elements will also contribute to making this a reality.

We have responded to this guidance and to the input of the community by locating local artisan-fabricated elements within the pedestrian environment – along the alley and along the Vine Street hill climb. We have approached Belltown's Black Dog Forge to provide the design and fabrication of the iron greenscreeens, handrails, and other elements.

Within the context of our community meetings we have heard a few ideas for artwork from some of the local neighbors, but have not yet heard from the larger community regarding art direction. As a result, we believe that creating places for art, as part of an eventual community vision, is the best way for us to proceed with this project while the broader Belltown community establishes its desires with their own, separate process.

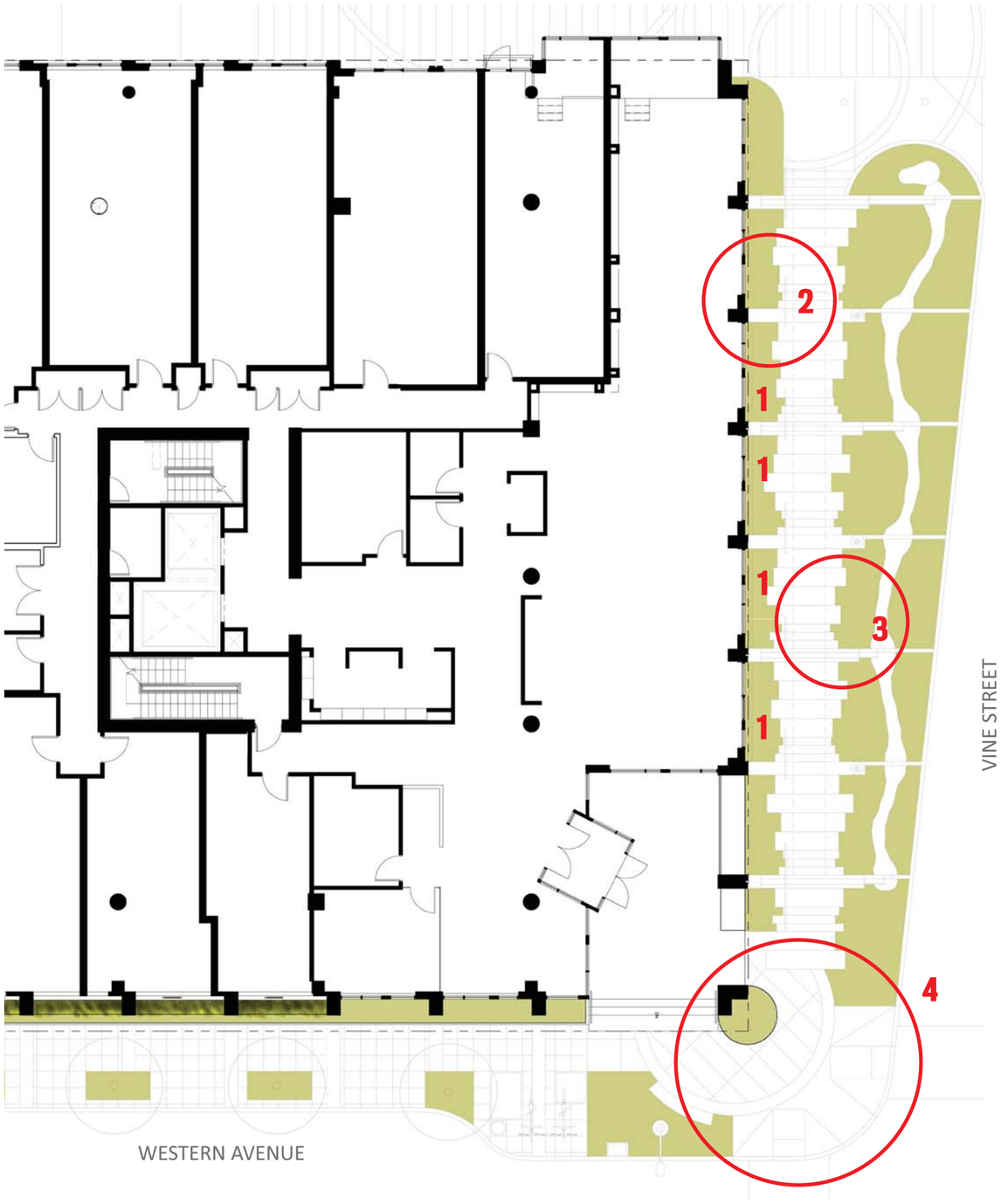
Places for Art

1 Shou sugi ban (charred wood) green screen panels within mechanical and venting areas of alley facade. Wood forms a good climbing and growing environment for plants along the southwestern exposure, and is consistent with design language of P-Patch park trellis, pergola and fences. Artisan-fabricated black iron green screen elements within mechanical venting or otherwise blank areas of Vine Street facade. (See sketch below.)

2 Artisan-fabricated handrails along Vine Street steps. (See sketch below.)

3 Stair risers inset and detailed so as to permit inset tile or cast-letter artistic expression. (See sketch below. Quotes from Dr. Seuss' "The Lorax" are shown as a placeholder.)

4 Locations most commonly requested for art piece -- supported by infrastructure to provide water & power to this location in the future.

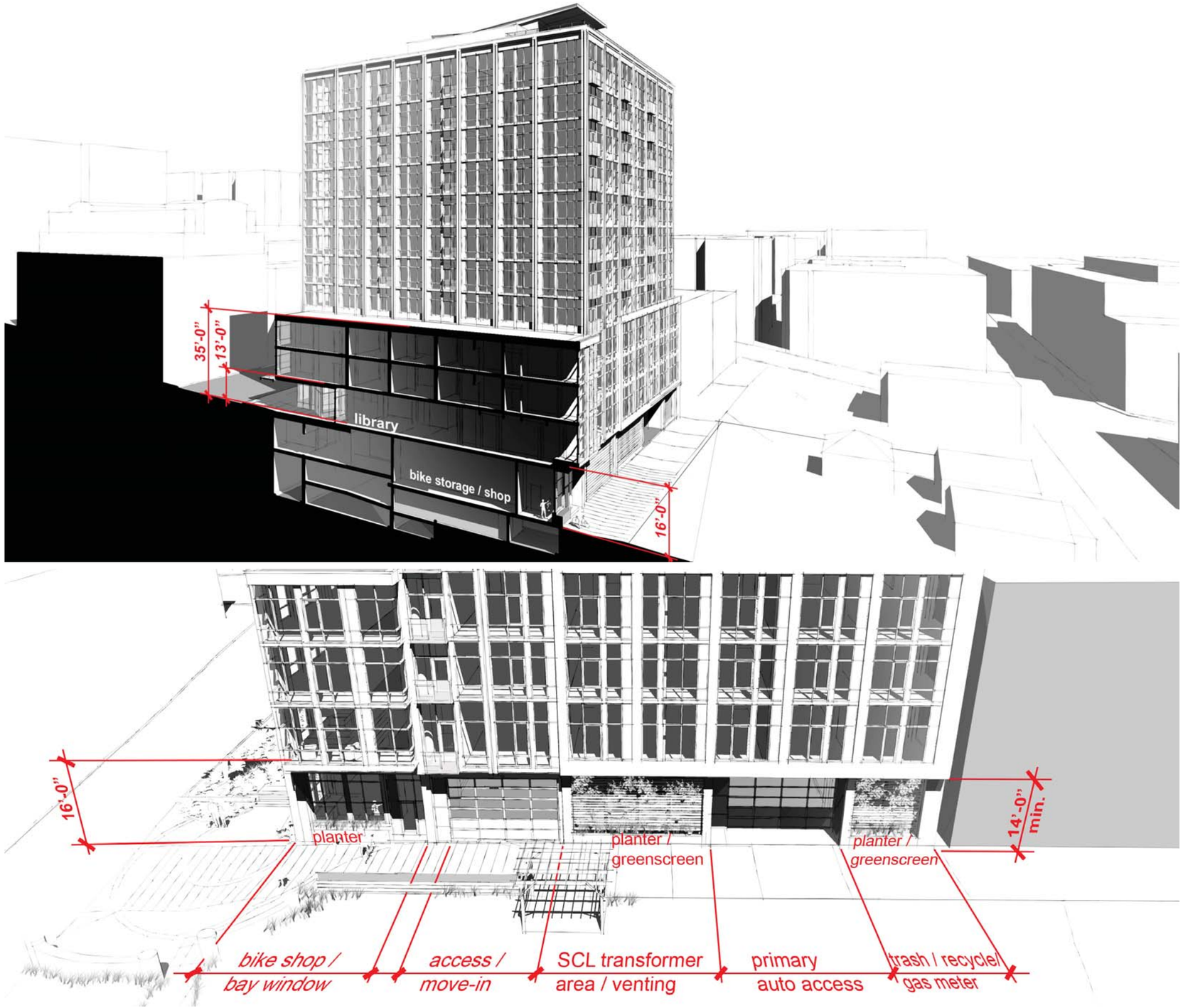


community interest -- artisans, and a place for art...

section through steps on Vine Street - note artisan-fabricated green screens, vertical rainwater runnels, and bike shop corner

looking south across Vine Street at green street, artisan-fabricated green screens, steps and bike shop corner

looking up Vine Street toward the bay window and bike shop



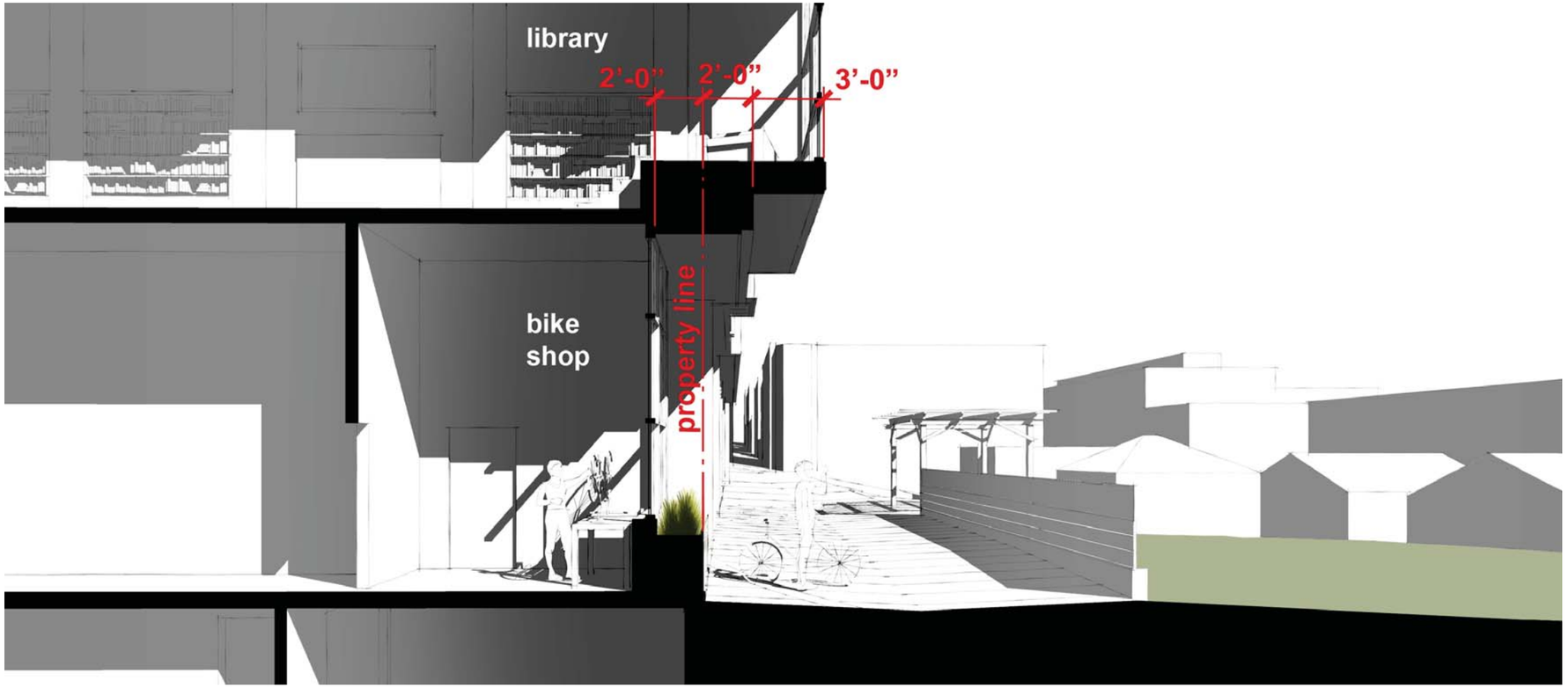
KEY POINTS:

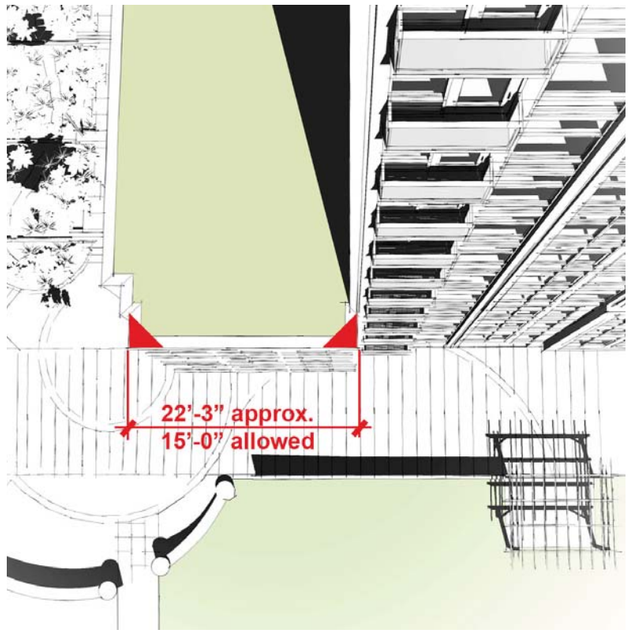
- ***Tie to P-Patch, in scale and material***
- ***Green screens at venting / mechanical areas***
- ***Flexibility and transparency at "Bike Shop" corner***
- ***One-story facade with emphasis on residential uses above***
- ***Safety -- eyes on the alley and the park***

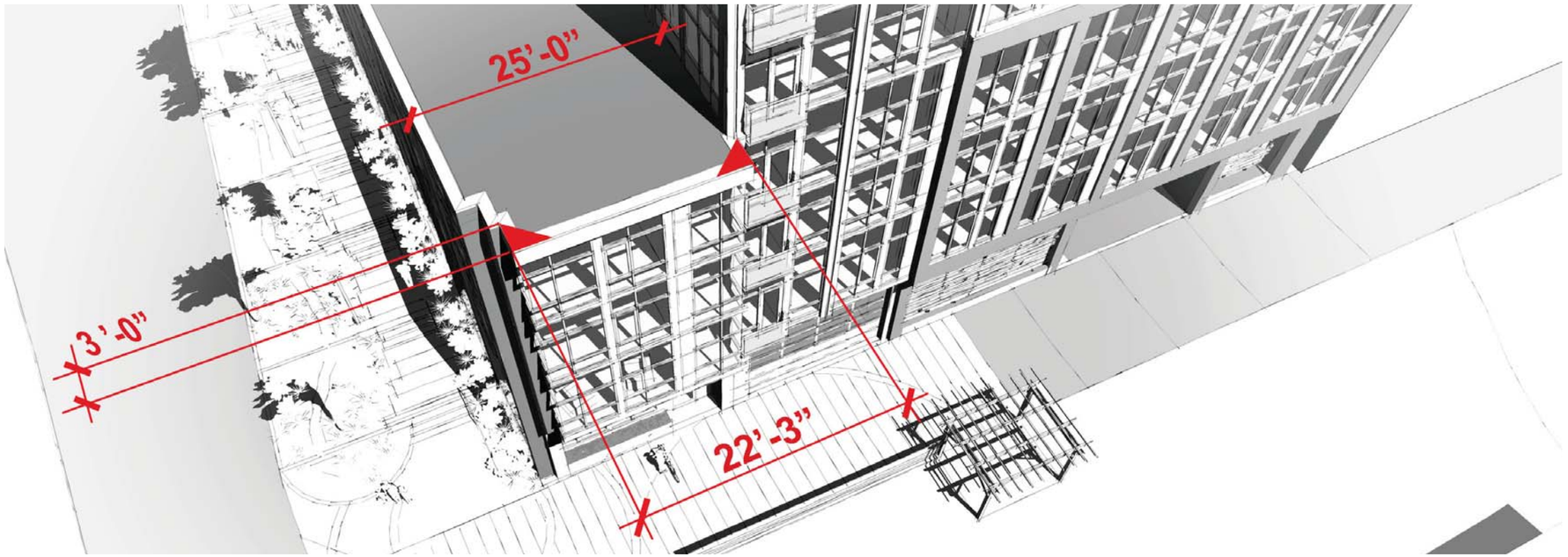
The alley side is arguably the “front” of the building. The same could be said of the Vine Street side, or the side facing Western Avenue. While the alley facade hosts the building’s access, service and mechanical areas by necessity, the west facade has been designed with the same rigor, sensitivity to proportion and attention to scale as the other three. While satisfying SDOT with regard to vertical clearances, slope, drainage, access and intersection design, we are also tying to the P-Patch Park -- in both form and materials -- creating a one-story alley facade with emphasis on the residential spaces above and a bay window for expression, articulation and safety. All of these moves respond favorably to the DRB’s direction to “pay attention” to this facade.

The bay window has been widely supported by the community, the P-Patch gardeners, by DPD staff and by the Design Review Board. If we are to do this, we wish to integrate it into both the design language and proportions of the building -- expressing the extent of the view corridor setback and articulating itself as a clean, square form.

The design departure requested for this item is for both width and shape, allowing square corners more consistent with the vocabulary of the building and a width expressive of the setback.







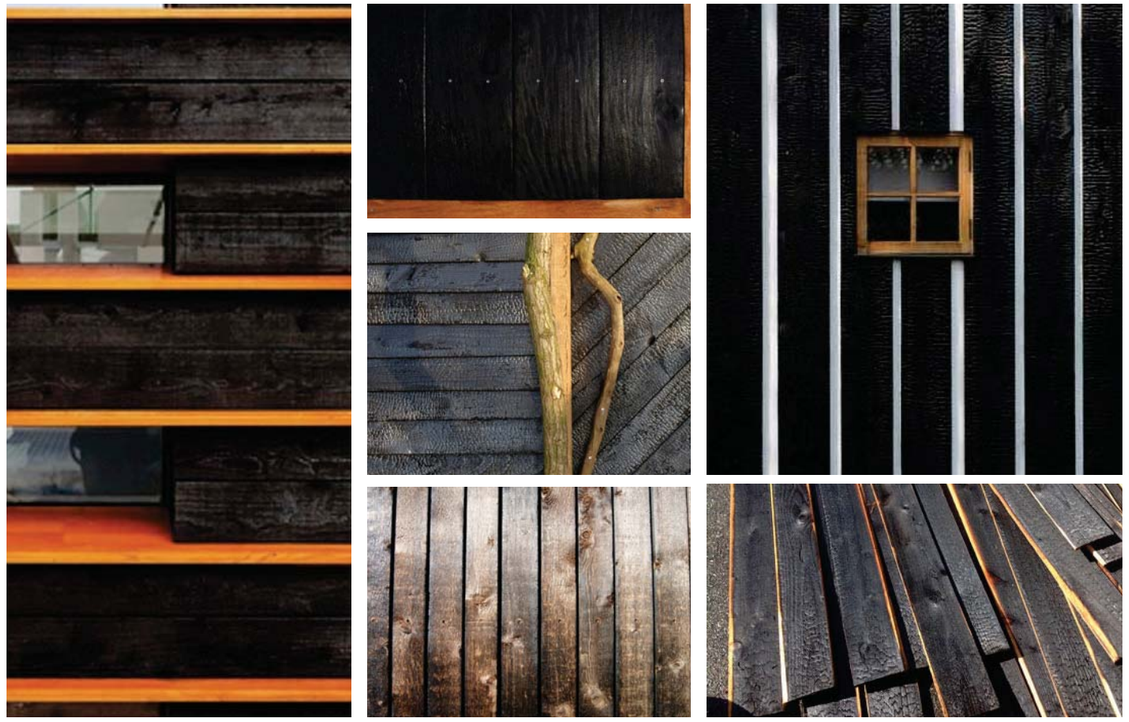
section at trash / recycling

section at transformer vault / venting

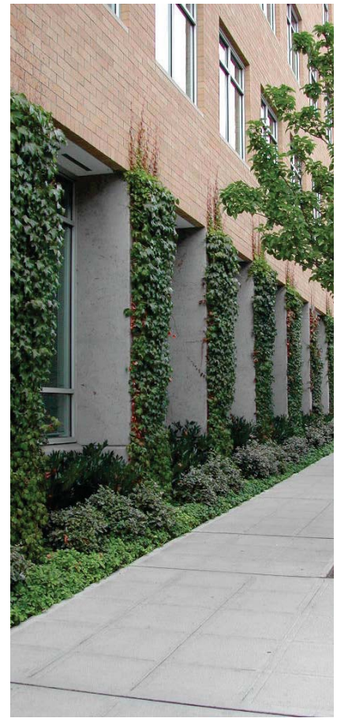
The alley is the required location for auto access, building service functions, trash / recycling and Seattle City Light's transformer vault. Balancing these mechanical elements within the proportions and design language of the building facade requires some artful compromise, and some artful screen solutions.

We're enchanted by the product / technique shown at right, the traditional Japanese art of charred cedar (or cypress) wood, both for beauty and the preservation of the wood without additional painting or treatments. We believe this material plays beautifully with the dark metal of the windows and the upper building, while creating a comfortable environment for vines and climbing plants along this southwest exposure.

We're currently investigating the use of this product, in spite of the requirement for non-combustable materials within 10 feet of transformer vault ventilation.



shou sugi ban -- charred cedar in contrast with unburnt wood



green screen precedent

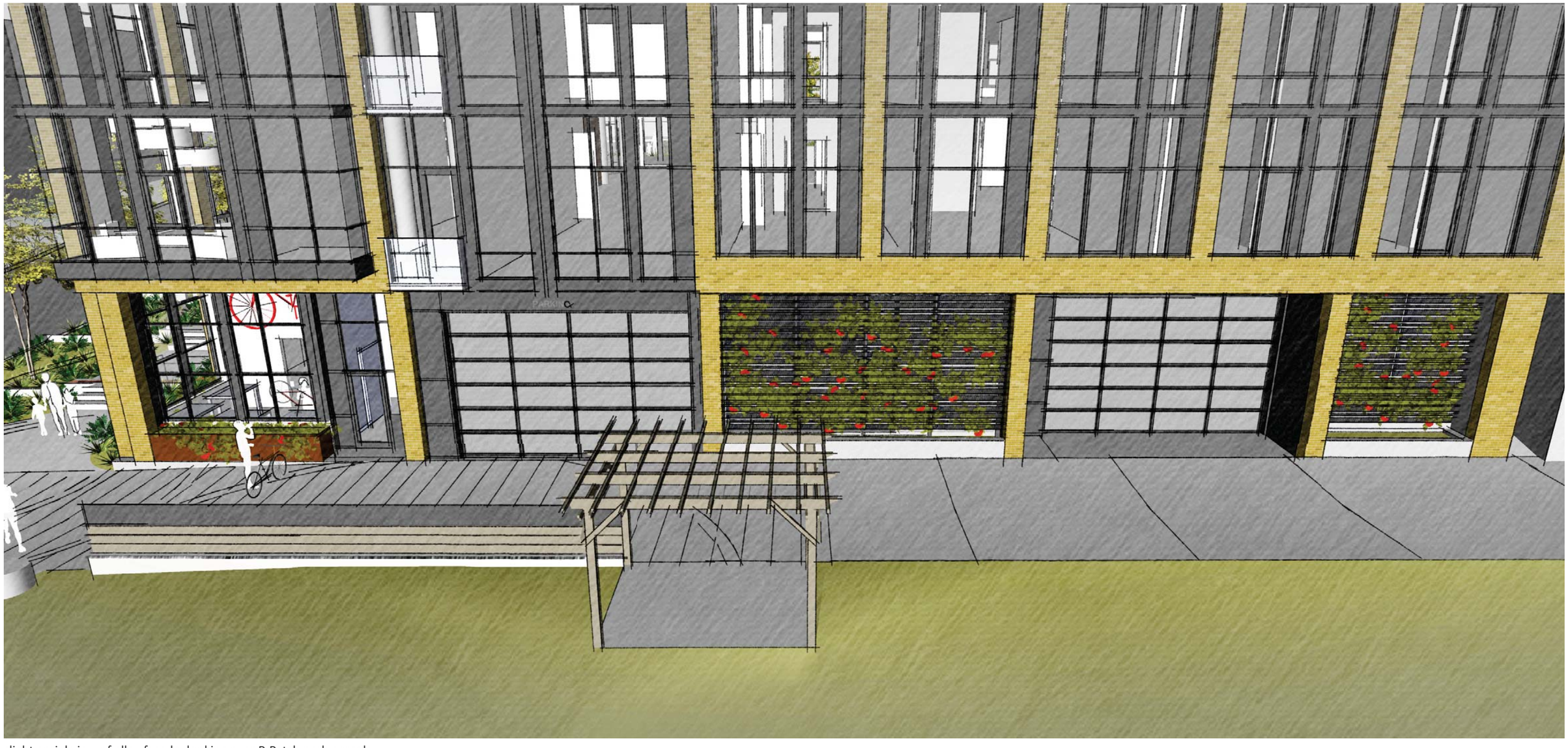
green screens

DRB Guidance (EDG 2/3/11): Greater consideration should be given to the elevation of the bike storage area facing the alley and the plaza connecting with the P-Patch. The wall should possess greater transparency. The bike storage space should have the flexibility to change into a more active use over time. Endow this corner space with a presence (and possibly a use) that interacts with the P-Patch.

Views and solar access from the principal area of the open space should be especially emphasized.

The alley facade's relationship to the P-Patch park requires that more discipline and design rigor be applied to the organization and proportions of elements within this facade. While drive-aisles and auto access locations are determined by their relationship to the building core, and the transformer vault's size and location is then determined through negotiation with Seattle City Light, other components of this facade have been balanced to create a meaningful secondary person-and-bicycle entrance, as well as to support the artful screening of mechanical areas, ventilation and trash / recycling funtions.

The "bike shop" at the corner of the alley and Vine Street serves as a workshop for the maintenance and recreational tinkering while animating and enlivening this corner of the building. The space offers tall ceilings, windows to the southwest and to Vine Street, and is designed to permit conversion to commercial, retail or other uses should that become appropriate or desirable.



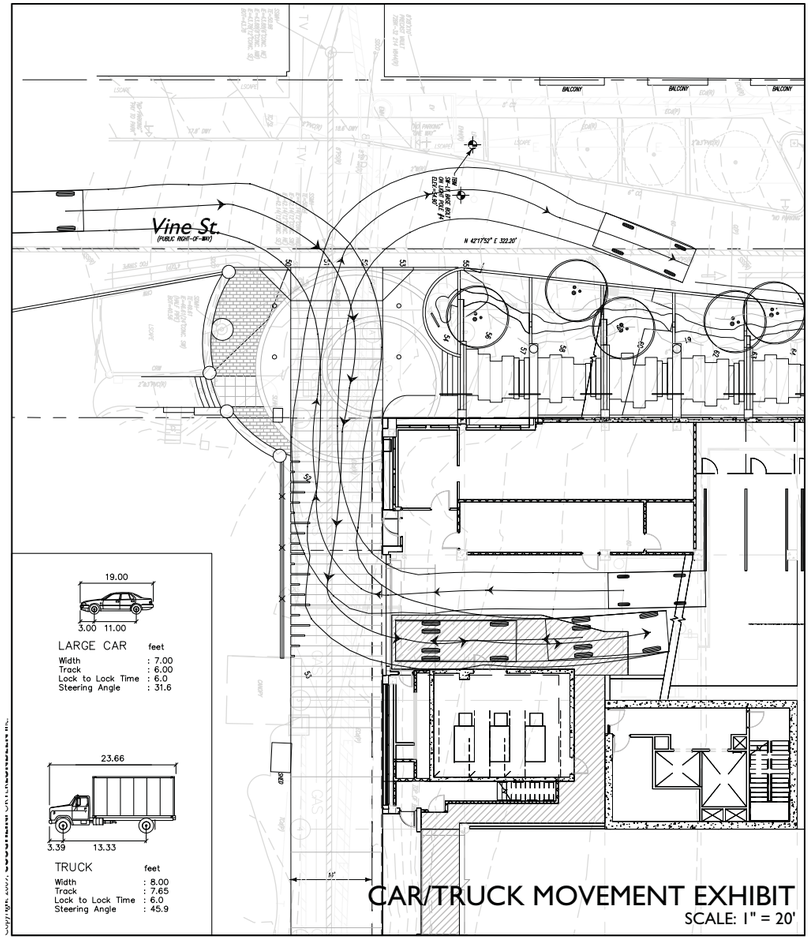
slight aerial view of alley facade, looking over P-Patch park pergola

Looking south from across Vine Street, the alley facade's integration into the design language of the building is both clear and obvious. The bike shop corner provides a note of interest and transparency, while the bay window extends the building's amenity 'library" out toward the alley, park, and corresponding views. Green screens along Vine Street fill non-transparent bays, provide visual interest and create a unique and artistic design signature for this important block.

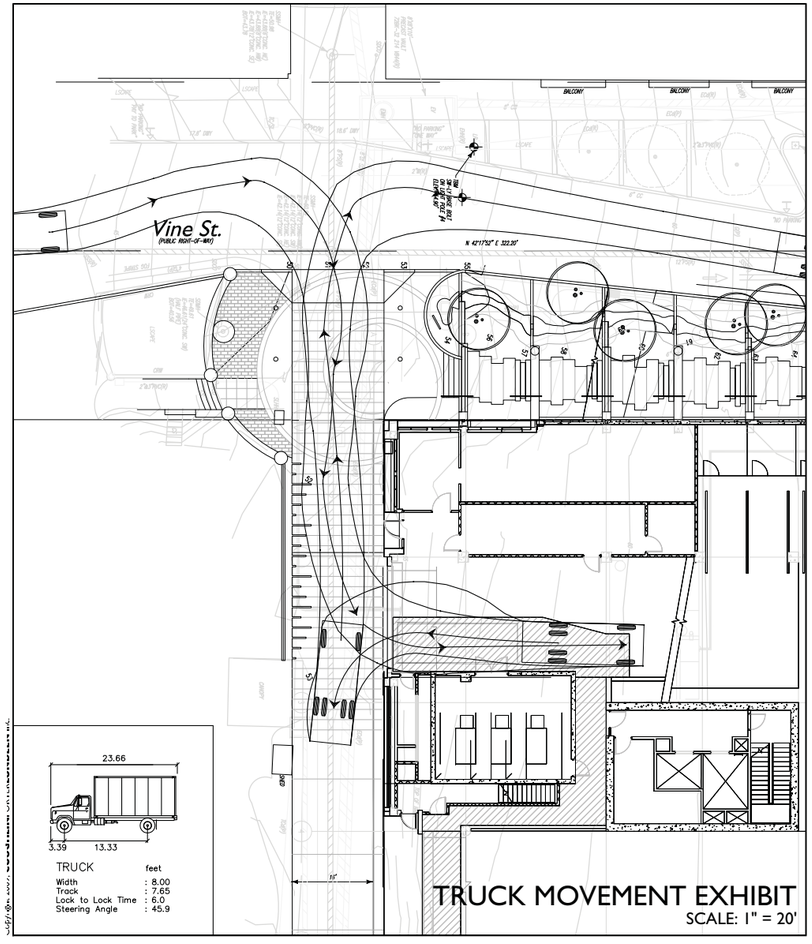
The continuity of the Vine Street design language expresed in Growing Vine Street and in the Cistern Steps is also obvious, giving the space between the sidewalk and the street over to cascades of water, discrete temporary ponds and the noise and movement of water under the influence of nature, terrain and gravity. The alley's expression of a "people place" dominates its automotive / vehicular functions and blends into the plaza at the head of the Cistern Steps.

The building's step back out above the alley facade further diminishes the presence of the service funtions, minimizing these in favor of the residential units, windows and the rhythm of the building base.

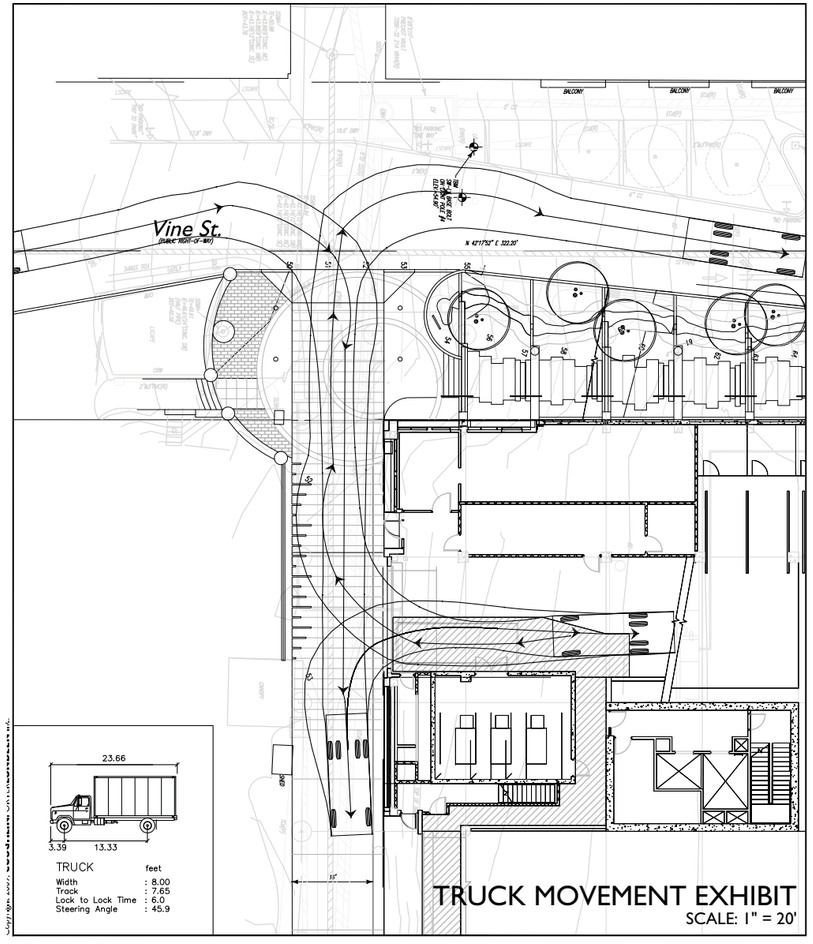
COUGHLIN PORTER **LUNDEEN**
STRUCTURAL · CIVIL · SEISMIC ENGINEERING



COUGHLIN PORTER **LUNDEEN**
STRUCTURAL · CIVIL · SEISMIC ENGINEERING



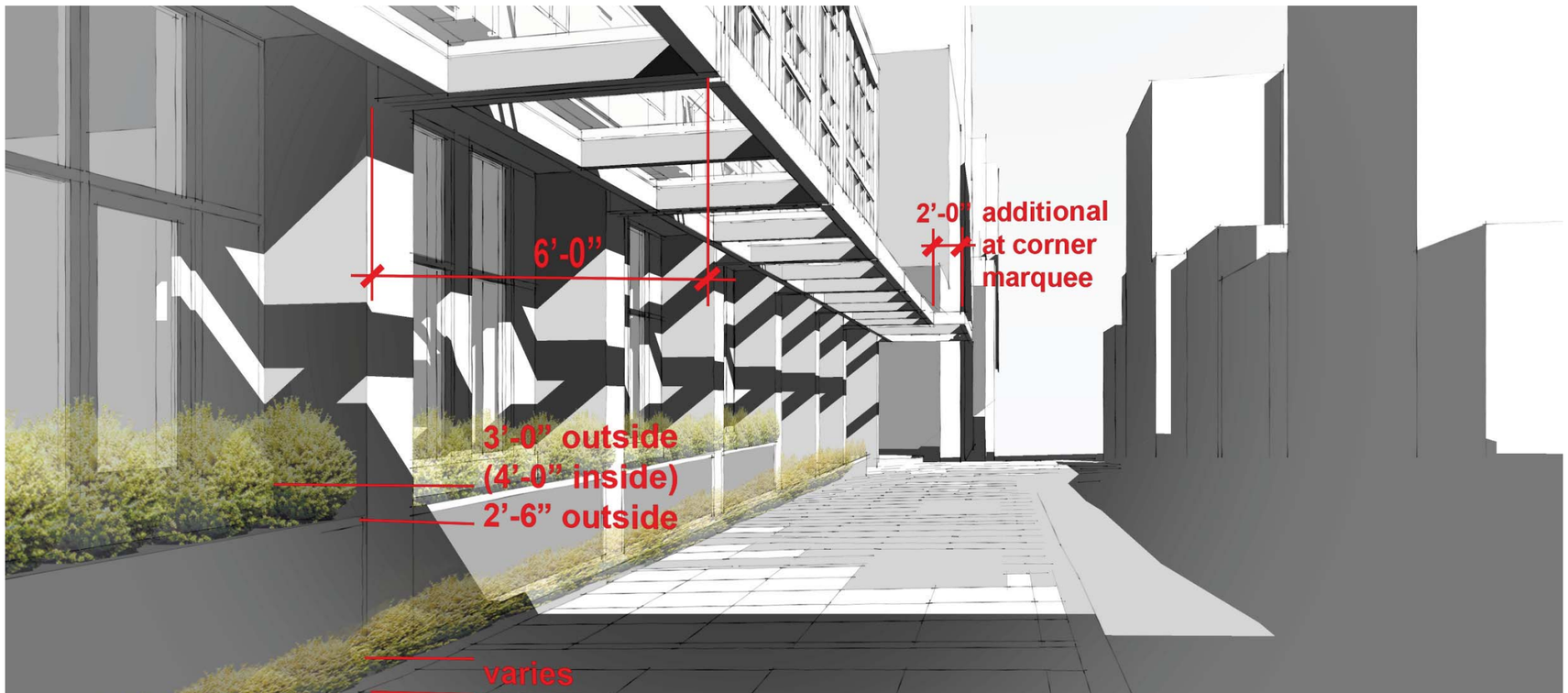
COUGHLIN PORTER **LUNDEEN**
STRUCTURAL · CIVIL · SEISMIC ENGINEERING



Neighbor and community feedback about the potential impacts of resident moving and loading activity have resulted in revisions to both the northernmost parking garage access ramp and door. Autoturn truck movement software demonstrates the movement of trucks and cars within the area indicated for resident move-in and move-out activity. Truck loading and unloading can occur within the building envelope and out of the alley, minimizing conflicts between resident moves and normal vehicular circulation within the alley. The ramp accessing the upper (partial) level of parking has been pushed to the east, creating a larger flat area for truck loading and moving. The northern garage door has been widened to 20 feet to accommodate this circulation and the passage of cars around trucks in the loading zone.

The design accommodates a nominal 24-foot truck, equal to or larger than the “three-to-four bedroom home” or “City Van” sized trucks offered by U-Haul or Ryder Truck Rental.

neighborhood / stakeholder input -- loading and service area

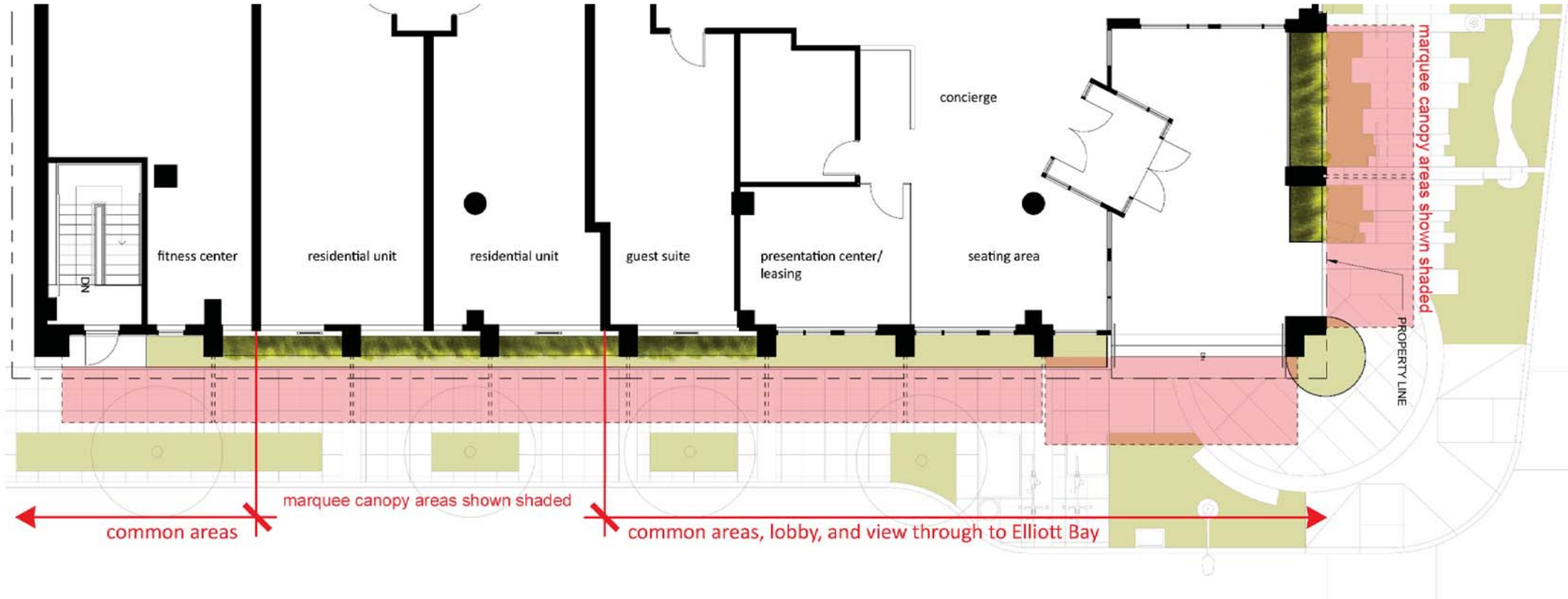


KEY POINTS:

- ***Flexible and Adaptable Spaces -- for future commercial or retail use***
- ***Quality of detail and design = confidence in the future of Western Avenue***
- ***Belltown scale and materiality of building’s podium base***
- ***Pedestrian comfort and safety***

The depth, rhythm and detailing of the Western Avenue facade creates interest, supports a high-quality pedestrian experience and reflects confidence in the future of this street and this neighborhood. The integration of landscaping along both sides of the sidewalk -- street trees in planter islands against the street edge and two tiers of planting against the building edge -- heralds the upcoming green street intersection while offering a unique experience.

In-ground planting at or near grade continues the length of the facade, with raised planters buffering residential unit windows within four of the central bays. Storefront windows are inset 2 feet along this facade, creating additional depth for planting and showcasing the brick pilasters of the building podium base.



Overhead weather protection, in the form of metal marquee canopies with glass infill, is continuous along this facade. The marquees are held about 12” off the face of the building, creating a drip zone into the plantings while discouraging longer-term occupancy of this zone by transient persons. At the corner bulb where Western Avenue intersects Vine Street, the marquee canopies step out to a depth of 8 feet -- signaling the building entry and reflecting the additional space available at this corner plaza. The combination of marquees, plaza, landscaping, and entry makes a uniquely engaging and activated corner that is not currently found in the surrounding neighborhood.

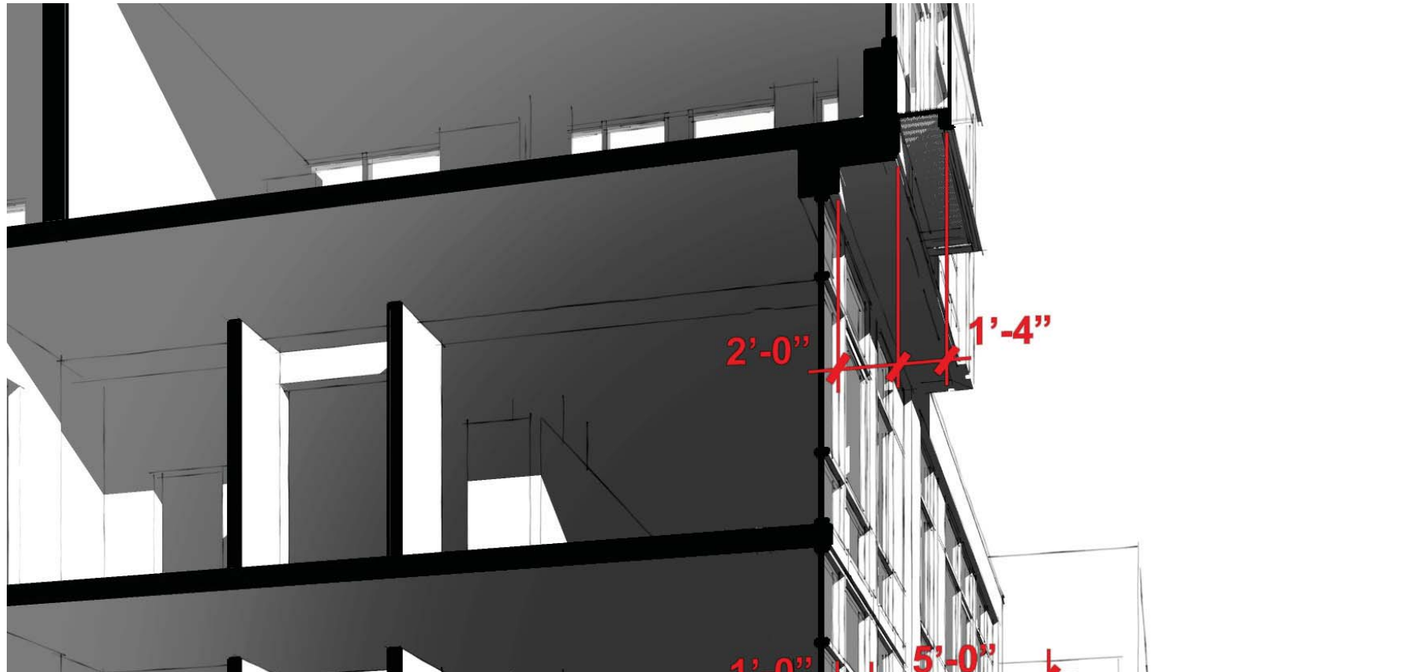
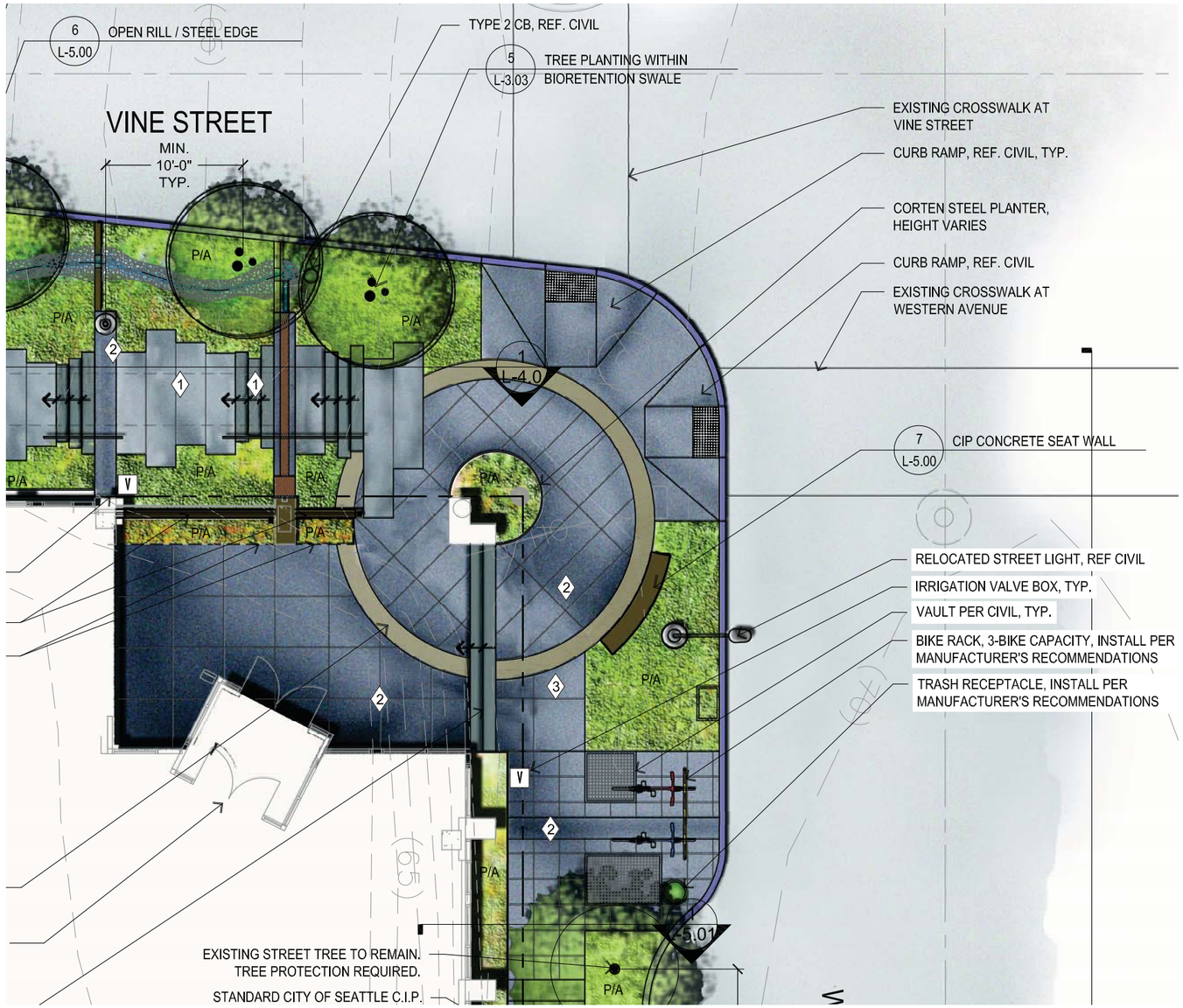


diagram showing extents of marquees and building overhangs along Western Avenue

crossing Vine Street looking south along Western Avenue sidewalk



view of Western Avenue and Vine Street corner from above

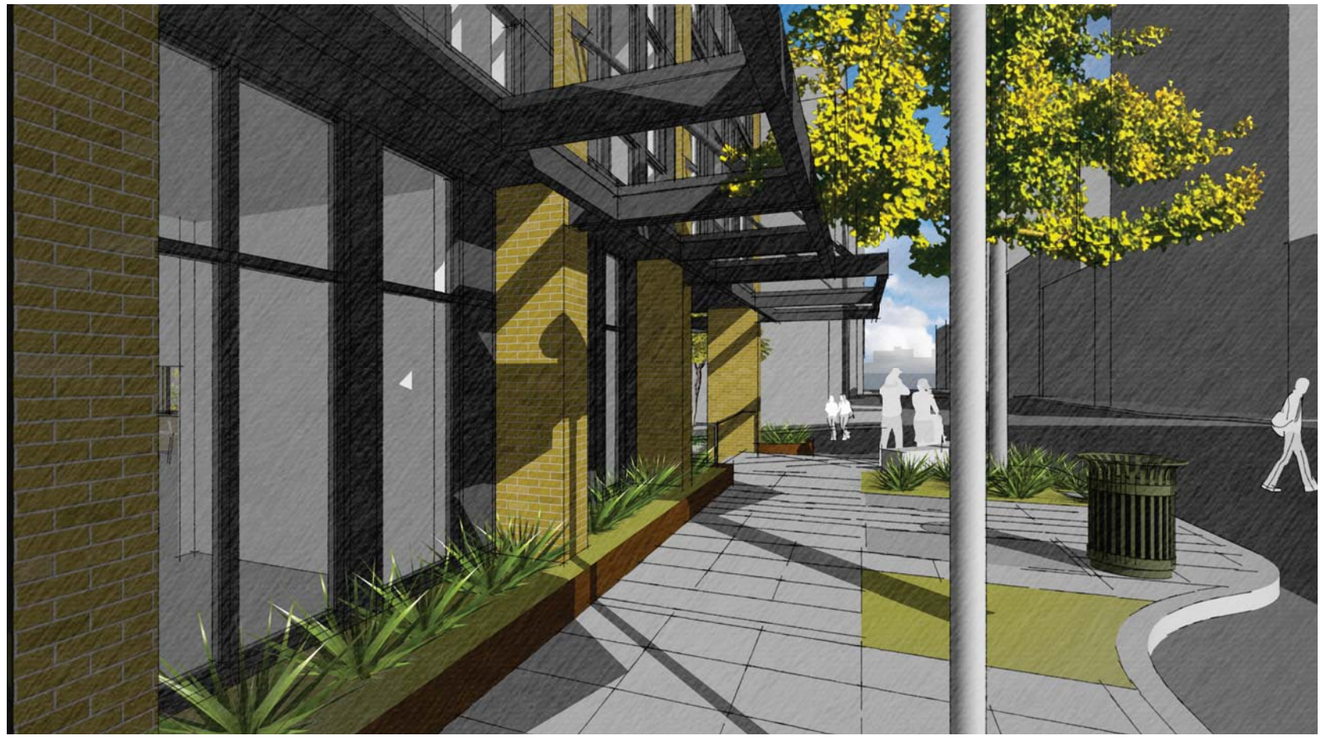
entry plaza at Western Avenue and Vine Street

The design of the Western Avenue and Vine Street corner plaza has been further developed through the Seattle Department of Transportation's Street Improvement Permit (S.I.P.) process. Street trees and pedestrian lighting locations have been adjusted to provide the required separation, and planting locations have been adjusted to allow desired circulation patterns at the intersection and street crossings. Pedestrian seating has been modified, bike racks located, street lighting accomodated and paving patterns established to the satisfaction of the S.I.P. process through the 30% completion level.

SDOT / S.I.P. -- revisions to entry plaza at corner

from property corner along Western Avenue looking northwest towards Vine Street corner

Looking west from across Western Avenue toward the building's entry plaza and corner bulb. Note views into the lobby and the amenity space "library", which continues the full depth of the building along Vine Street. Two steps down into the entry from the Western Avenue allow on-grade access from Vine Street, the building's chosen address. A 13-foot floor-to-floor height at this, the second floor, offers a pleasant streetscape scale as well as the ability to adapt spaces for future commercial or retail use.

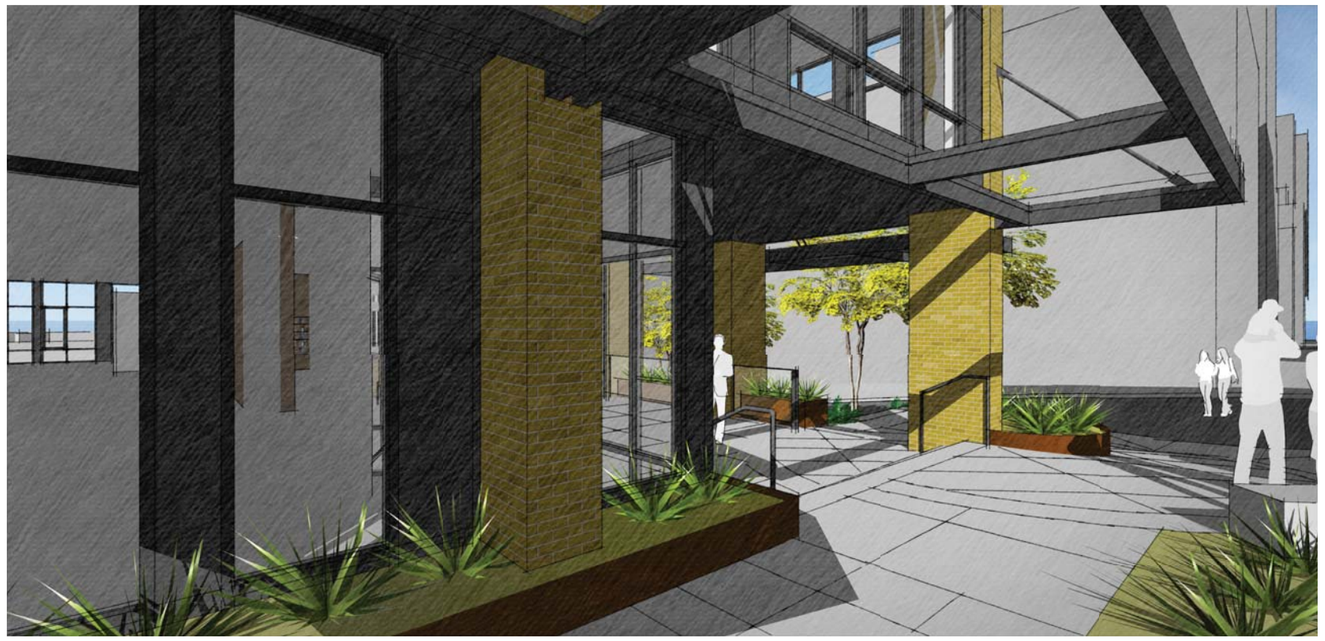


along Western Avenue looking north towards Vine Street corner

DRB Guidance (EDG 2/3/11): The Board accepted the location of the resident amenity area extending along and above Vine Street. This placement provides better views than if the amenity area fronted onto Western. After the first EDG meeting, the applicant reduced the number of units facing Western at grade and added an exercise room. The façade along Western Ave nue at street level remains problematic and appears a secondary consideration. It does little to promote the pedestrian realm and appears to turn its back on the street. The Board agreed with the decision to avoid unit entrances on the street; however, the landscaping and the design of the infill between the masonry piers require considerable development. The detailing and the quality materials will be important considerations at the Recommendation meeting.

We welcome comparison between the design proposed and that of any building in this neighborhood. The richness of materials, integration of landscaping, quality of the pedestrian cover, level of articulation and appropriateness of scale represent a significant level of commitment and investment and will serve to establish a higher standard of quality for the neighborhood.

We've stated a desire to "belong" to Belltown, and support that intention through superior massing; through the design, detailing and articulation of the 3-story podium base; through a timeless and enduring design concept and attention to detail. We're supporting that intention through the design of flexible spaces -- at the bike shop corner and along Western Avenue -- that will allow the building to grow, change and adapt to different uses as the neighborhood changes for the better. We're supporting that intention with active spaces at the ground plane, and along Vine Street -- and with careful consideration of neighborhood presence, lighting, supervision of the alley and public safety.



looking northwest through entry corner. Note view through building to Elliott Bay.

arrival view looking west. Note view completely through "library" amenity space to Elliott Bay.

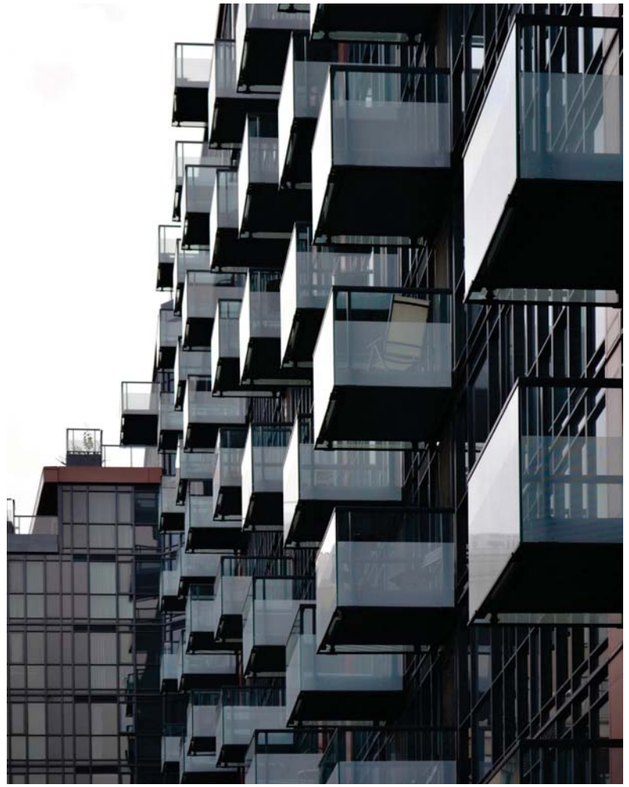
VIEW CORRIDOR

KEY POINTS:

- ***Extent of building reduced -- no view corridor impact***

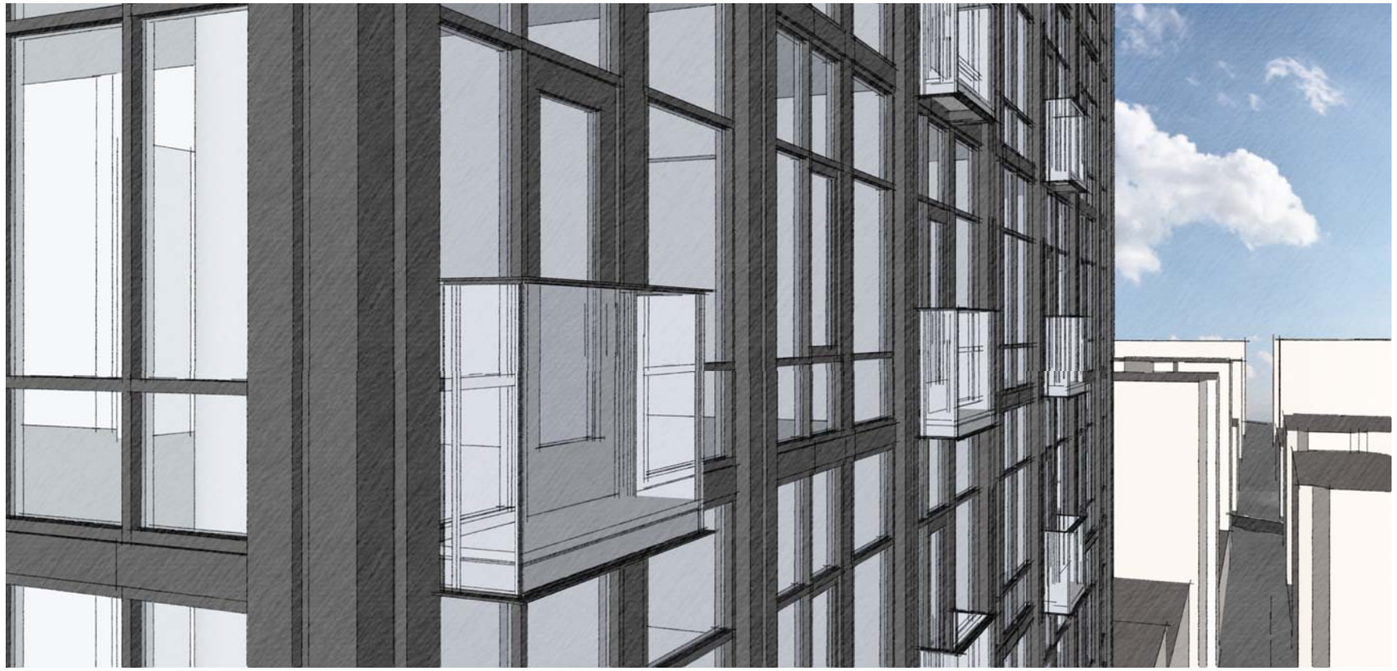
Recent interpretations by DPD planning staff suggest that a view corridor should be treated differently from other setbacks. Therefore normally allowable projections such as balconies, handrails and planters have been deleted from the proposal.

Decks along the building's north face have been reduced to "juliet" balconies, and do not project beyond the face of the building pilasters. The terrace above the view corridor setback has been eliminated, as have the balcony guardrails and planters formerly occupying this space. The building now conforms to the strictest interpretation of the view corridor. That is our intent.

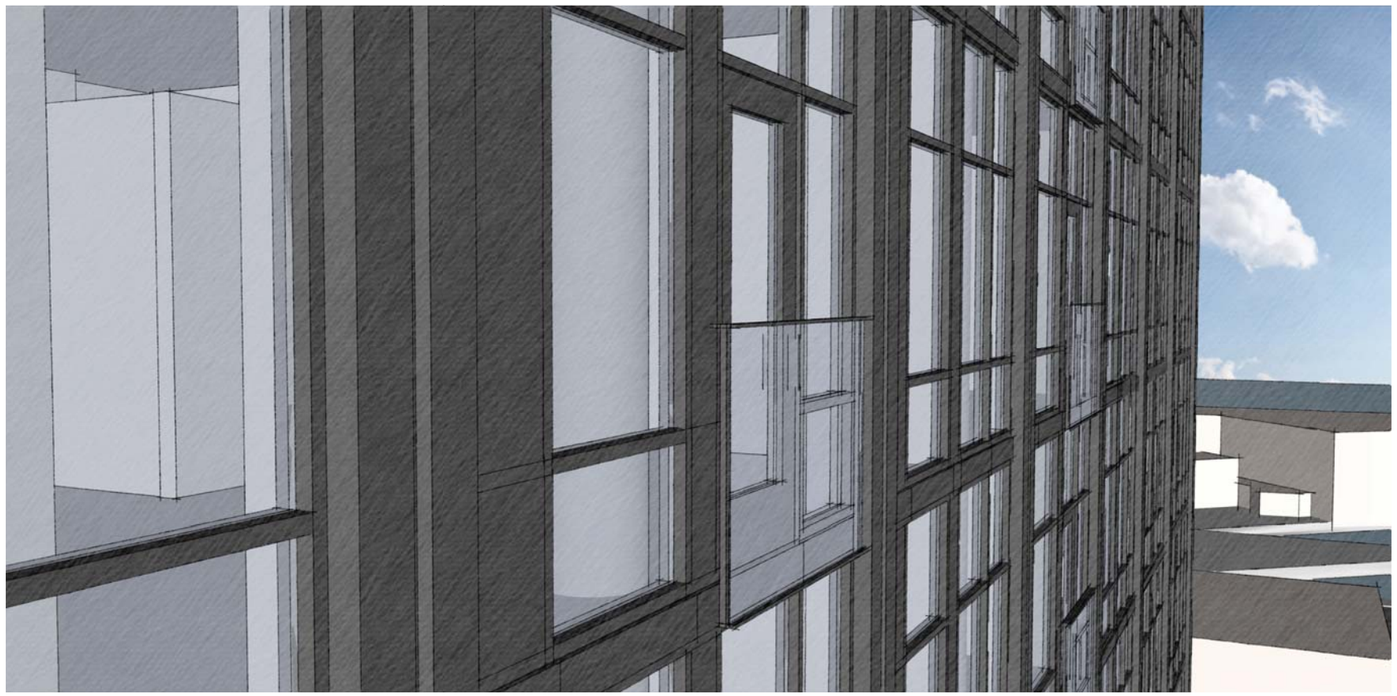


while our decks are considerably smaller than these, they share a simplicity of design and expression

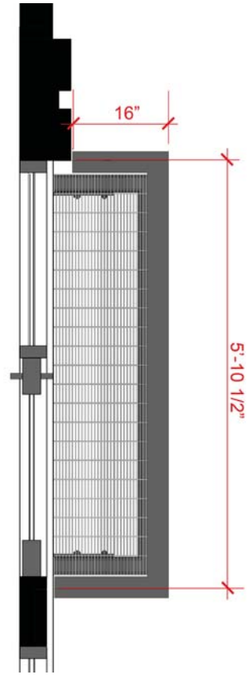
decks / "juliet" balconies

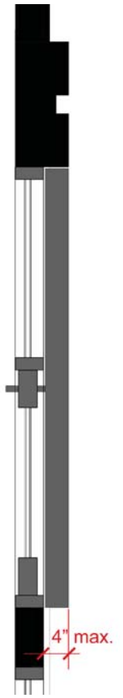


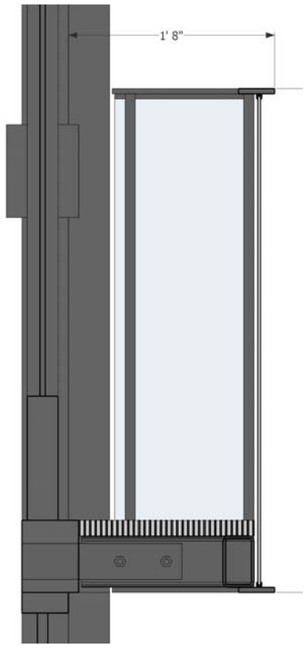
TYPICAL DECK @ EAST, WEST, & SOUTH FACADES (not at view corridor) - 16" projection with glass wrap



VIEW CORRIDOR DECK @ NORTH FACADE - detail showing "juliet" balconies at view corridor

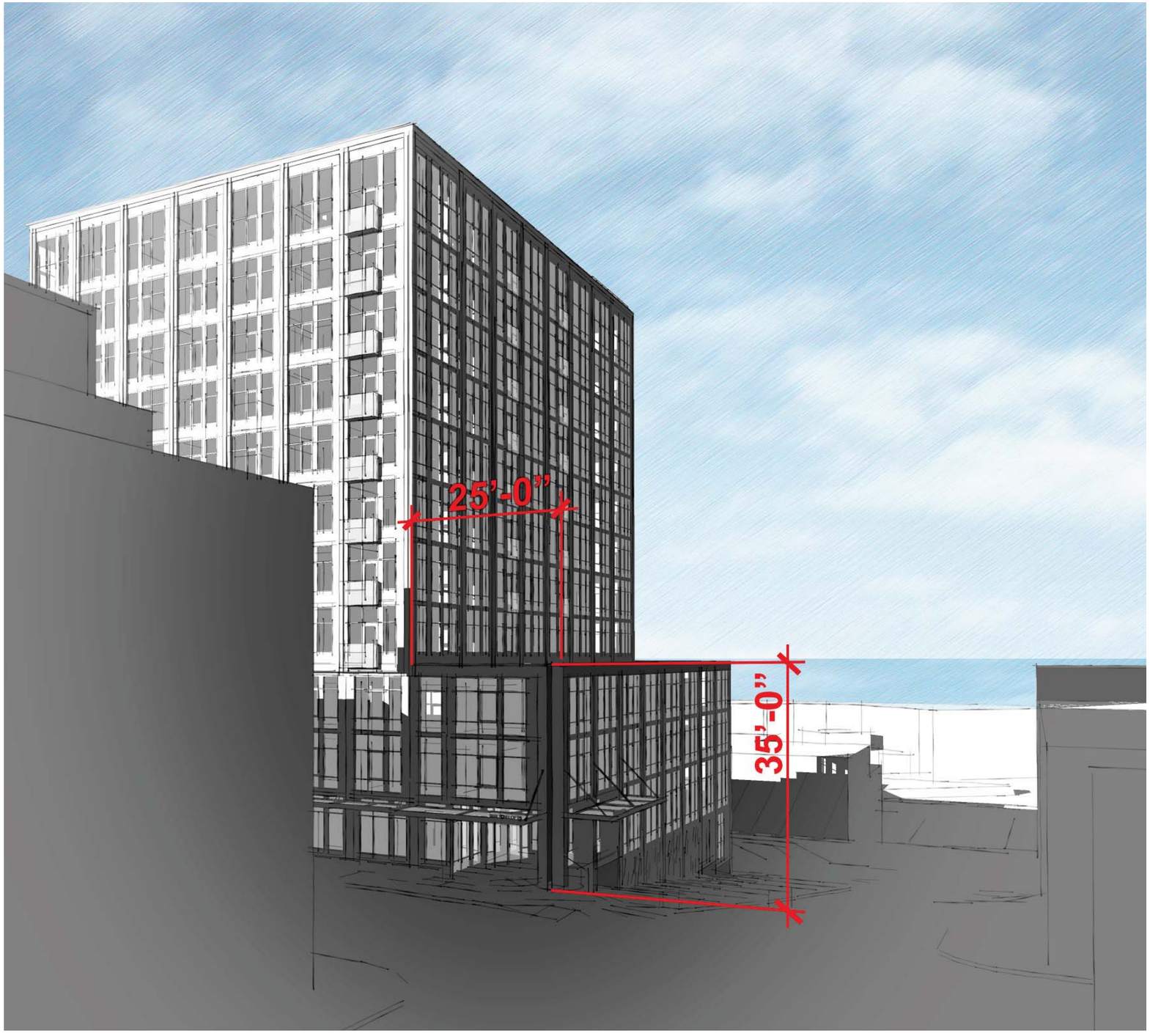




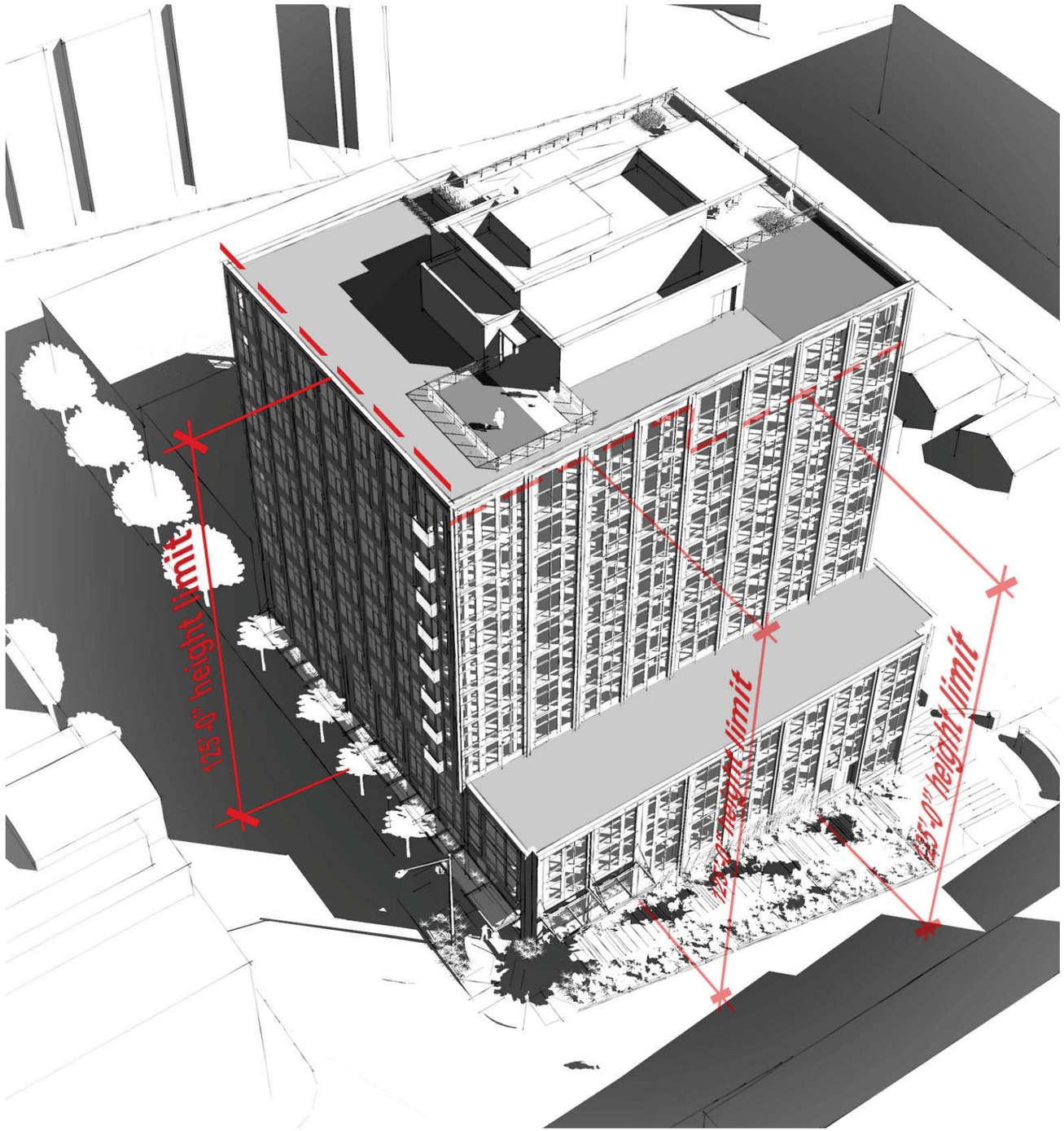


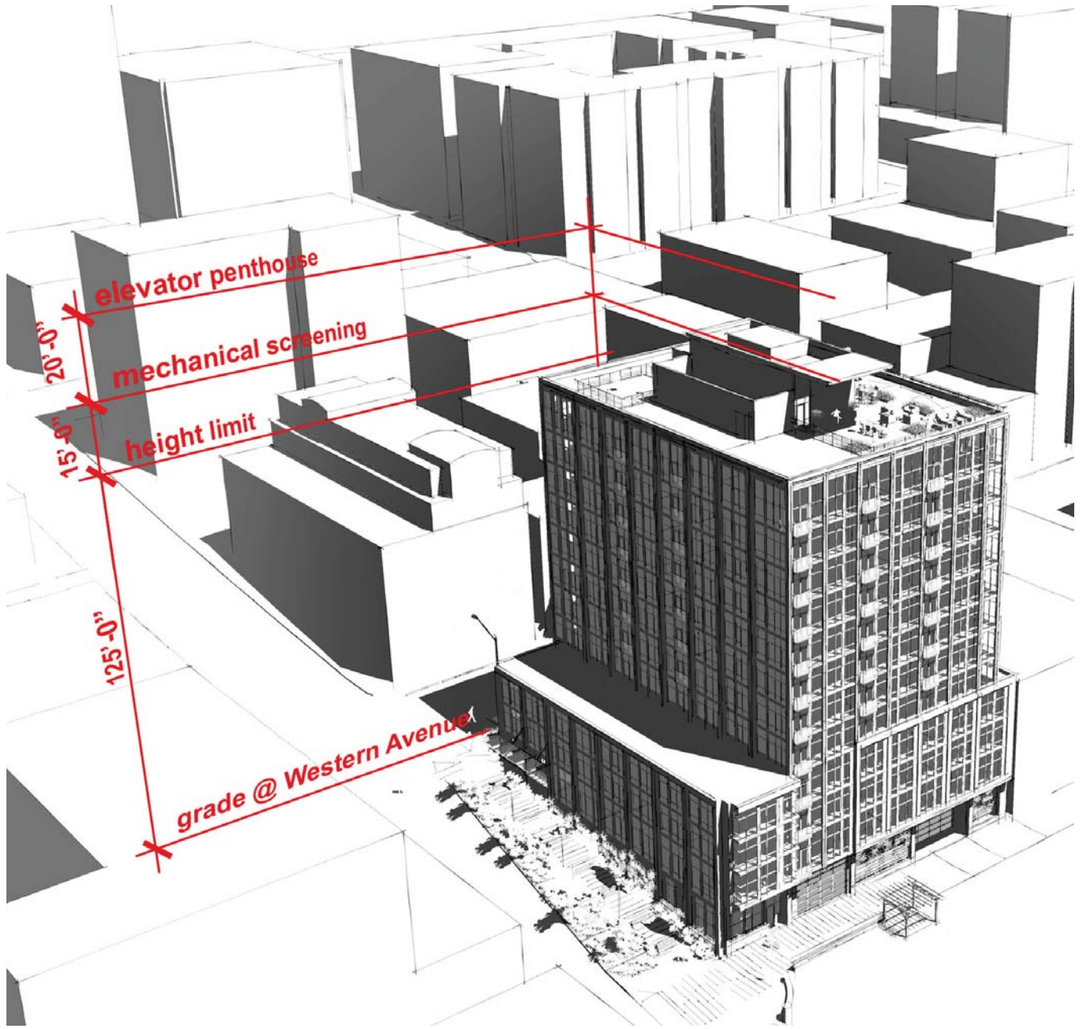
detail and section showing deck and railing. Note continuous glass skin with low-profile bar at top, bottom typical

Decks are designed to be simple and unassertive -- so as not to compete with the equally clean design and articulation of the building's tower mass. At 16" deep they do not permit barbeques or outdoor furnishings, (both of which are provided at the rooftop amenity area), but allow residents to open a door, to take in fresh air or an unobstructed view.



view from Vine Street looking west





The Western Avenue property line is the longest street property line. As such we were directed to measure the height of the building along this edge, instead of along Vine Street.

The resultant zoning envelope is somewhat larger, and is not required to step down at the western half of the site. The resultant envelope is also somewhat higher, by a little over 5 feet.

While we are proposing a taller 12th floor (with ceiling heights similar to that of the ground floor), we are not using all of this additional height. The roof is about 3'-7" below the maximum height allowed, and the bulk of the mechanical screening is well below the allowable height for these elements. Using a machine-room-less Eco-drive elevator we are also able to keep the elevator penthouse and overrun well below the allowable height for those elements - resulting in a rooftop considerably less-impactful than codes permit.

zoning correction -- height measurement

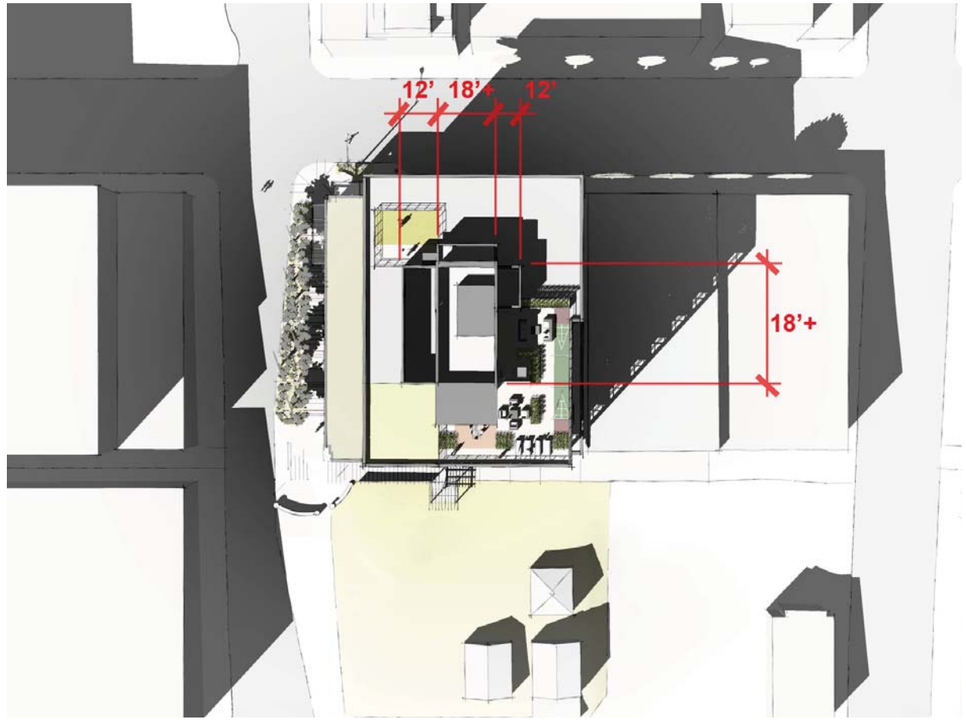
view from Banner Building terrace elevation

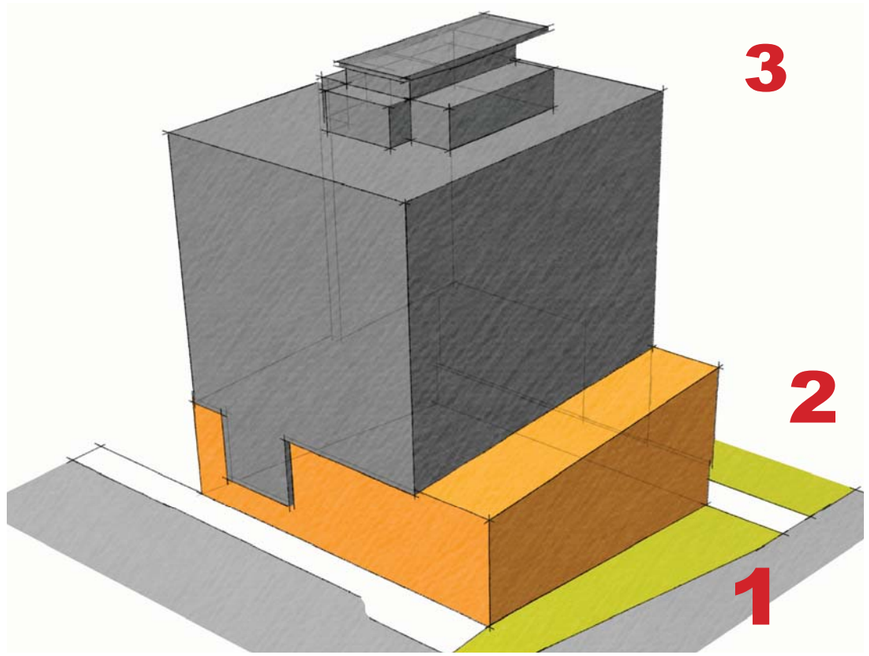
The design of the rooftop responds to the hierarchical structure we outlined at the first EDG meeting, and diagrammed at lower left.

We believe the success of this project will be first measured by the quality and pre-eminence of the Vine Street pedestrian experience, secondly by the scale and appropriateness of the podium's "belonging" to Belltown, and thirdly by what happens within the tower and up at the top. We've designed to this hierarchy and priority set, and look back to that as we make decisions about the rooftop's mechanical screening, scale and articulation of resident common areas.

KEY POINTS:

- ***Keep it quiet and low-key***
- ***Keep it small -- minimize impact of mechanical elements and screening***
- ***Keep it about what it does -- some shelter for gathering, dining and enjoyment of the views***





concept diagram of massing heirachy

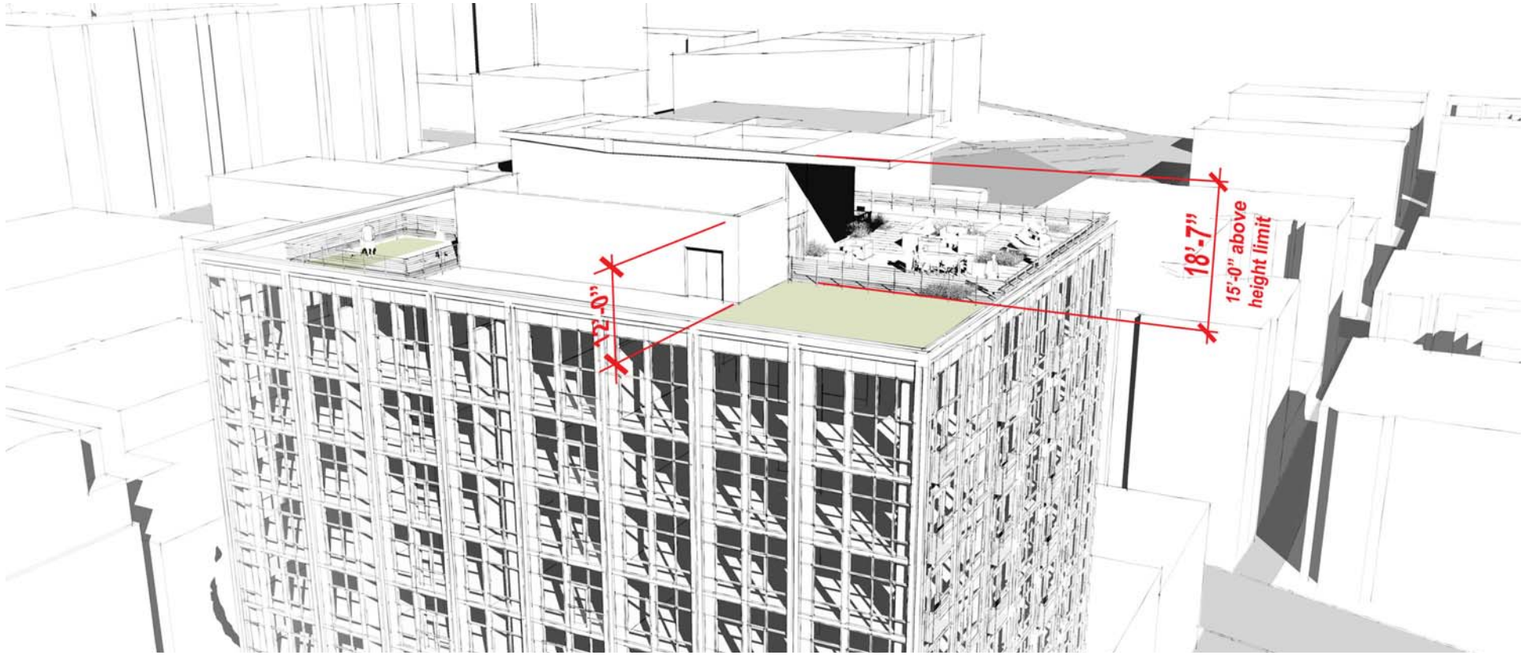


diagram of rooftop mechanical elements showing relative heights, massing, central location

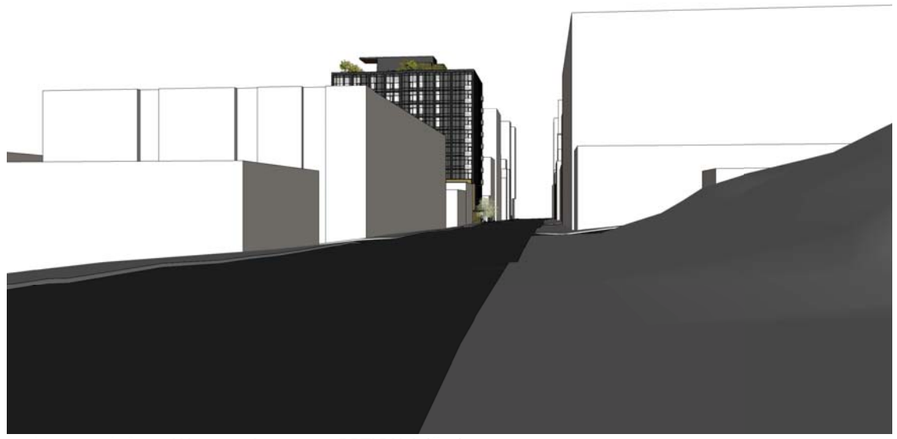
ROOFTOP

looking south from the Joseph Arnold Lofts -- OPTION 1 (flat)

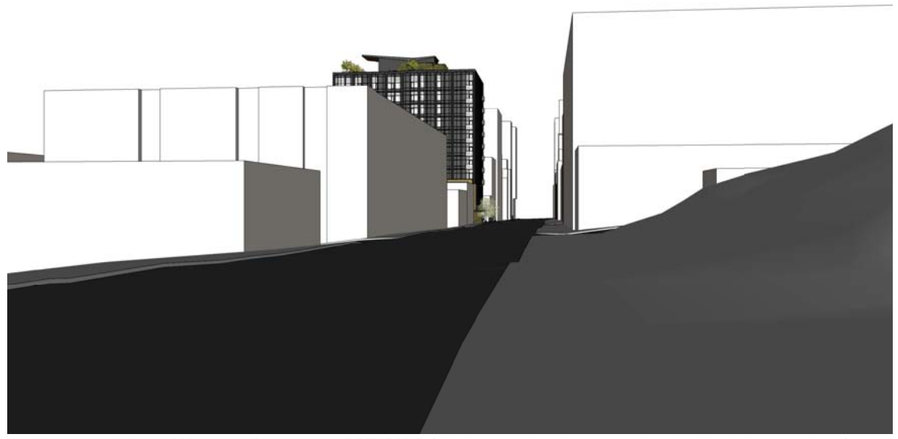
looking south from the Joseph Arnold Lofts -- OPTION 2 (slight up-tilt, above mechanical height envelope)

DRB Guidance (EDG 1/8/2013): Responding to public comment, the Board requests more information about the placement and the characteristics of the mechanical penthouses. Atop some of the neighboring buildings, these equipment towers have interesting design characteristics which relate to the community's interest in providing exceptional and artistic infrastructure.

DRB Guidance (EDG 2/3/11): Although the applicant provided designs for the rooftop, the Board, responding to public comment and its earlier guidance, requests a much more interesting presence for the mechanical features and amenity space. The design ought to possess the interest and integrity similar to the rooftop of the Banner Building.

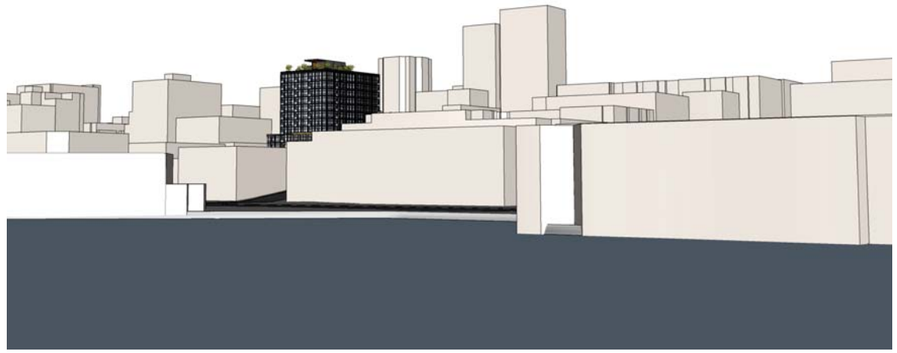


looking north from Western Avenue -- OPTION 1 (flat)

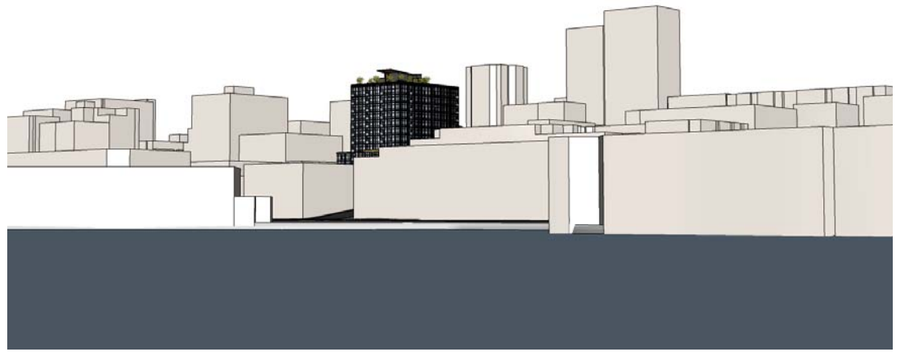


looking north from Western Avenue -- OPTION 2 (slight up-tilt, above mechanical height envelope)

81 Vine Street (renovation / addition)



looking east from Elliott Bay -- OPTION 1 (flat)



looking east from Elliott Bay -- OPTION 2 (slight up-tilt, above mechanical height envelope)

Banner Building

While we do not seek to duplicate the Banner Building, 81 Vine Street, the Joseph Arnold Lofts or Mosler Lofts, we do seek to learn from them as we develop a rooftop strategy appropriate to this building's function, context and massing. We borrow the differentness in both scale and expression, found atop 81 Vine and the simple expression of shelter for a people place found on Banner Lofts. We do not need the heroic entry signal of Joseph Arnold Lofts' aggressive blade (below), nor could we re-create the south-leaning solar-oriented envelope of Mosler Lofts.

We've tried to do two things -- to minimize both the scale and the visual impact of the building's machanical screens and elevator penthouse, and to provide shelter for the rooftop common space most dedicated to dining, barbeque and social gathering. We find that we can live within the allowable height for mechanical screening, for everything -- including the elevator overrun and machine room penthouse. We find that we can saddlebag smaller mechanical and electrical spaces against this taller mass, to diminish the unbroken mass and to cluster these elements closely toward the center of the building, and away from the nearest residential neighbors.

We note that the mechanical penthouse is literally not visible from most nearby locations at ground level, and is respectively unobtrusive from higher up in neighboring buildings as well....

from Vine Street, mid-block between Western and 1st Avenue

from Western and Cedar, looking south

Joseph Arnold Lofts (currently under construction)

long-range view from the south

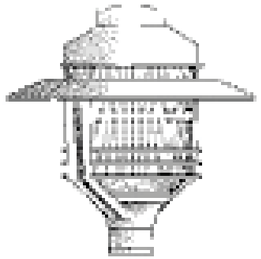
above: rooftop amenity space with gathering areas, barbeques, planting, green roof and shuffleboard court. Note rooftop mechanical equipment located toward center of roof, with larger elevator penthouse mass broken by smaller mechanical screens, electrical room, boiler room and shaft pressurization fans enclosure.
opposite page top left: view of south facade from Western Avenue, looking north
opposite page bottom left: view of south and west facades from Elliott and Wall Street
opposite page right: looking south from the rooftop of Joseph Arnold Lofts, (currently under construction)

CONCEPT LIGHTING PLAN

A

E

B

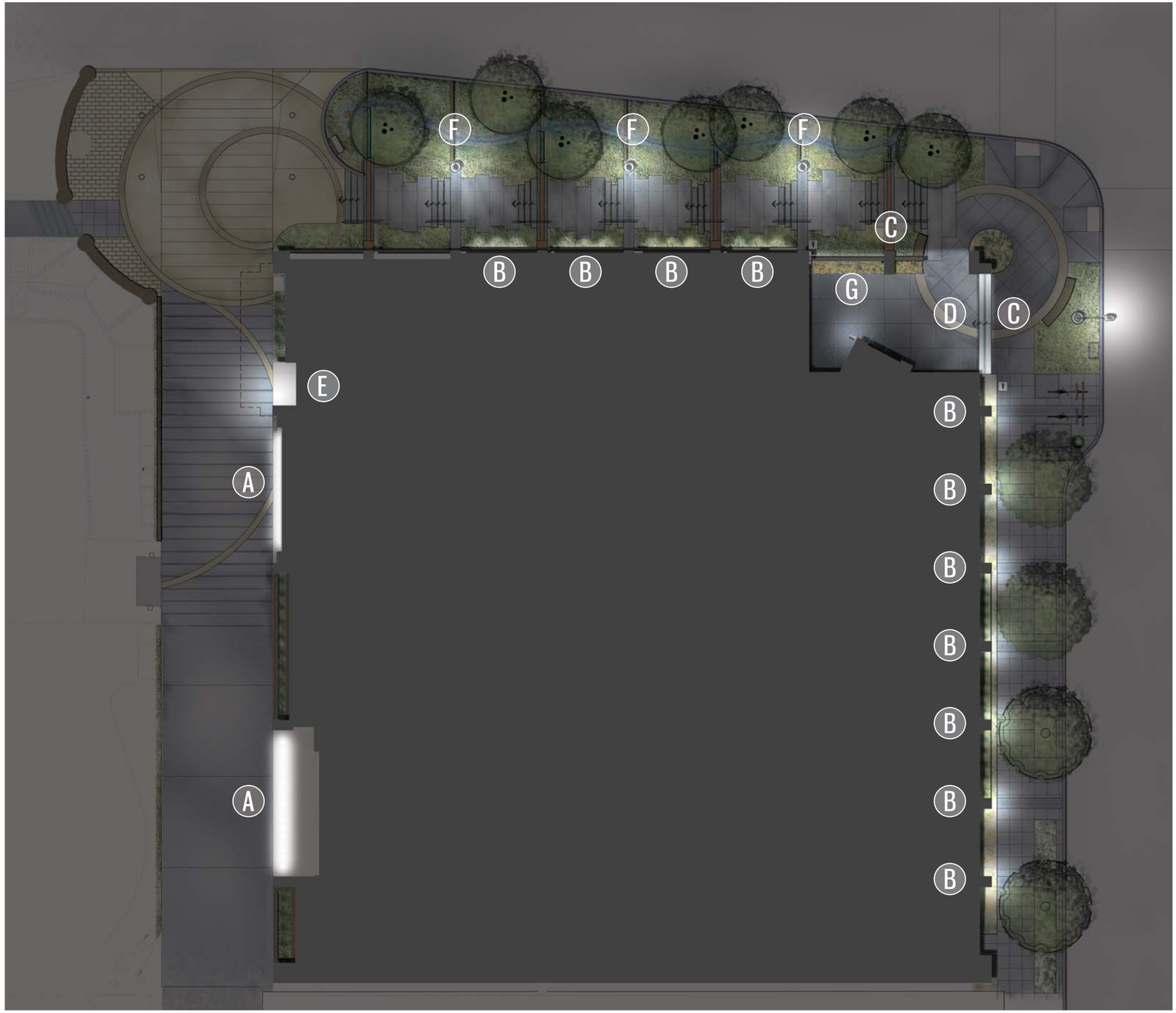


F

C

G

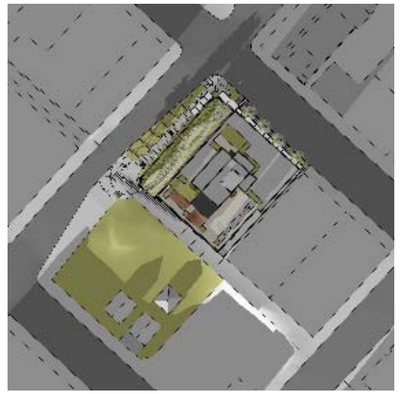
D



WINTER SOLSTICE

9AM

NOON

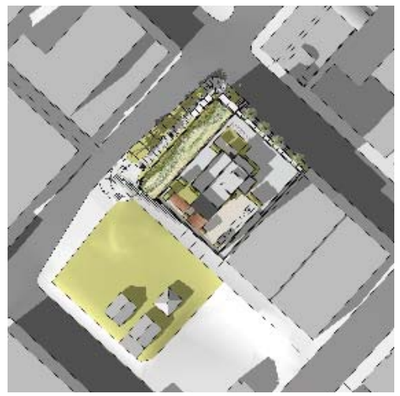


3PM

EQUINOX

9AM

NOON



3PM

SUMMER SOLSTICE

9AM

NOON

3PM

Design Departure #1 deleted per 5/2/2013 MUP Corrections

Design Departure #2

SMC 23.53.035.A.1
Structural Building Overhangs

Standard:

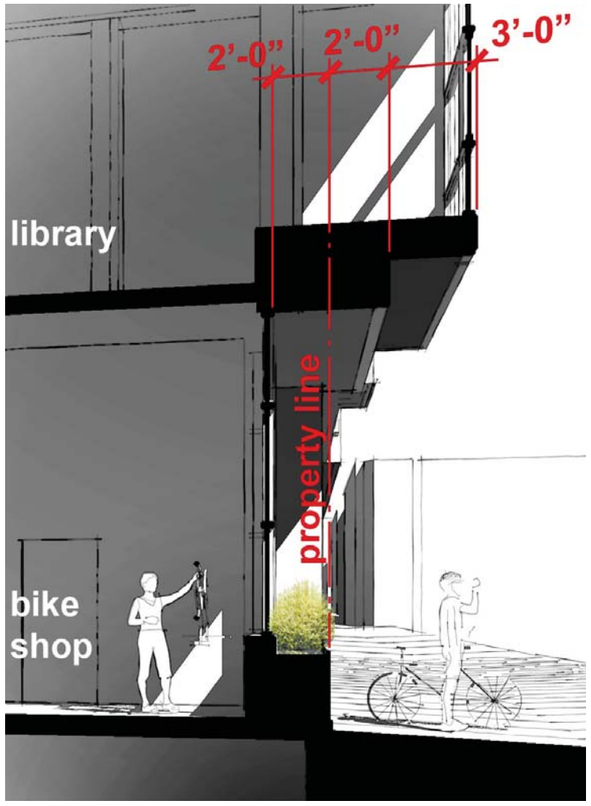
Vertical clearance shall be a minimum of 26’ from an alley.

Proposed:

Vertical clearance of +/-14’ from finished alley elevation within the 2’ alley dedication zone. +/-16’ vertical clearance from finished alley elevation to bottom of bay window at northern end of alley.

Rationale:

Providing 14’ of vertical clearance from the finished alley grade allows for better proportions and design consistency of the building podium at the highly visible alley/p-patch elevation. The 14’ vertical clearance is limited to the 2’ of area given over to the alley dedication, minimizing potential conflicts with service vehicles. The bay window projection is limited to +/- 22’ in width, and located near the end of the alley, away from the trash service areas.



Design Departure #3

SMC 23.53.035.A.4
Structural Building Overhangs

Standard:

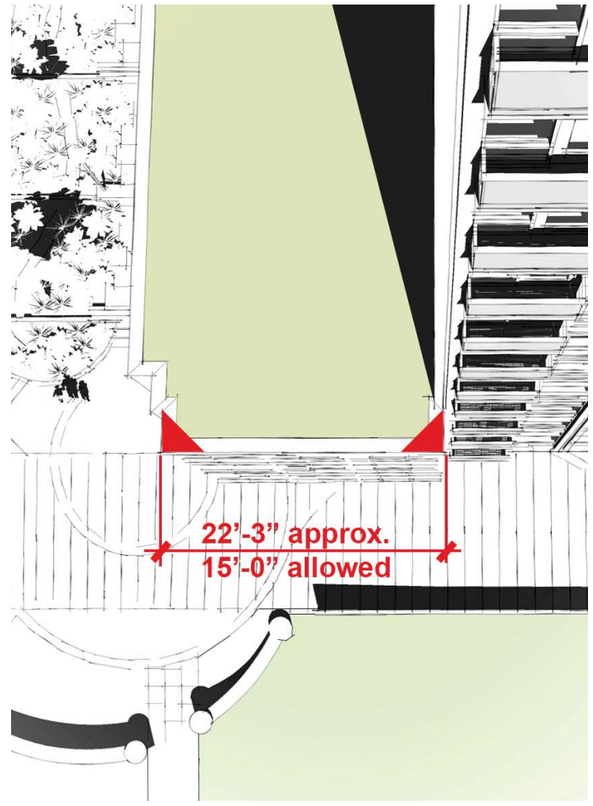
The maximum length of each bay window shall be 15’, reduced to 9’ with 45 degree angles.

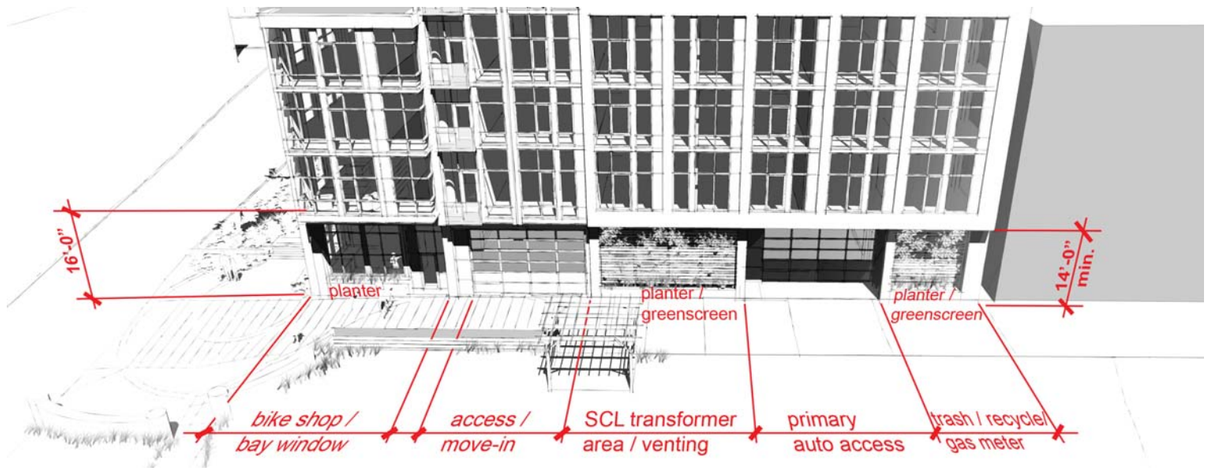
Proposed:

Square bay, as wide as 22’-3”, for consistency with design rhythm.

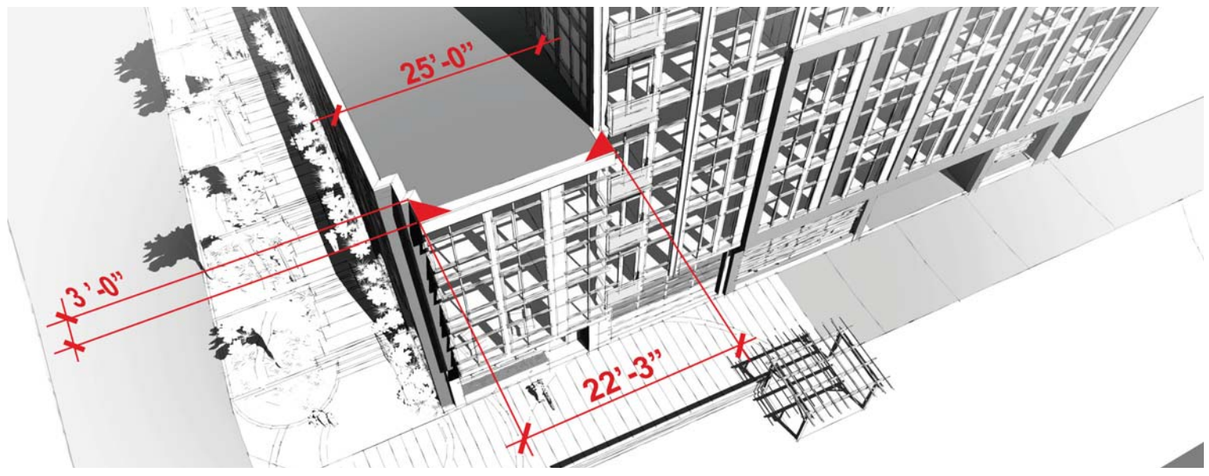
Rationale:

Width of bay guided by view corridor setback.





structural building overhang -- step back 2 feet over alley



structural building overhang -- bay window extent and articulation

Design Departure #4

SMC 23.49.018
Overhead Weather Protection

Standard:

Continuous overhead weather protection shall be required for new development along the entire street frontage, minimum dimension of 8’ horizontally from building wall.

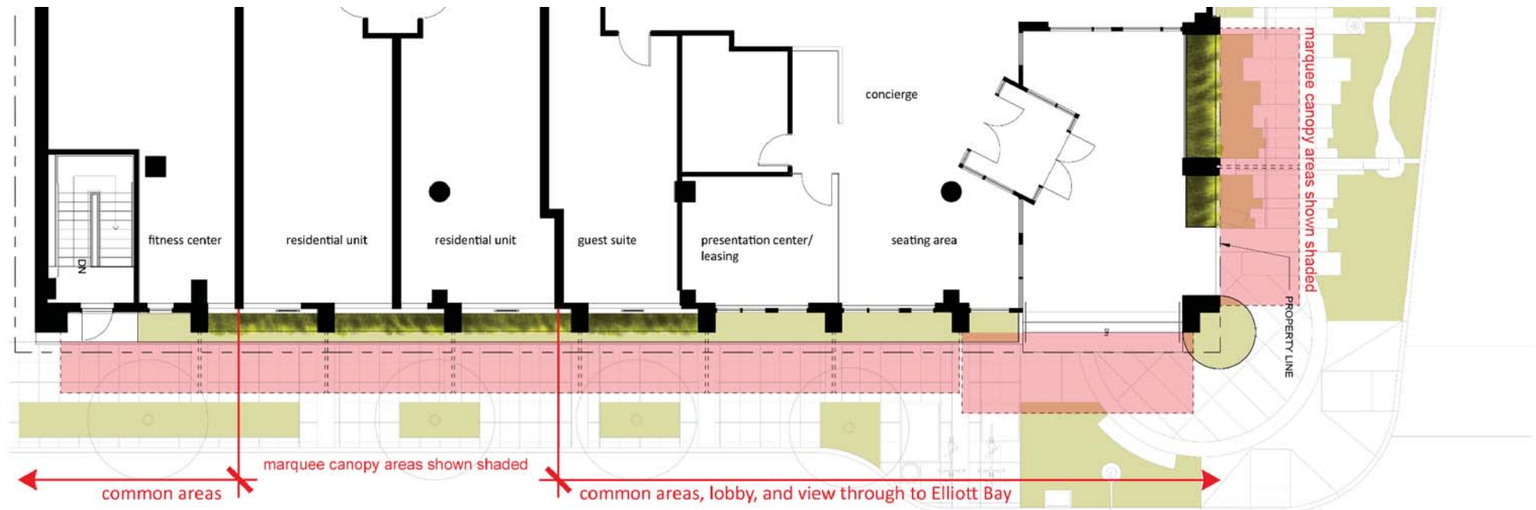
Proposed:

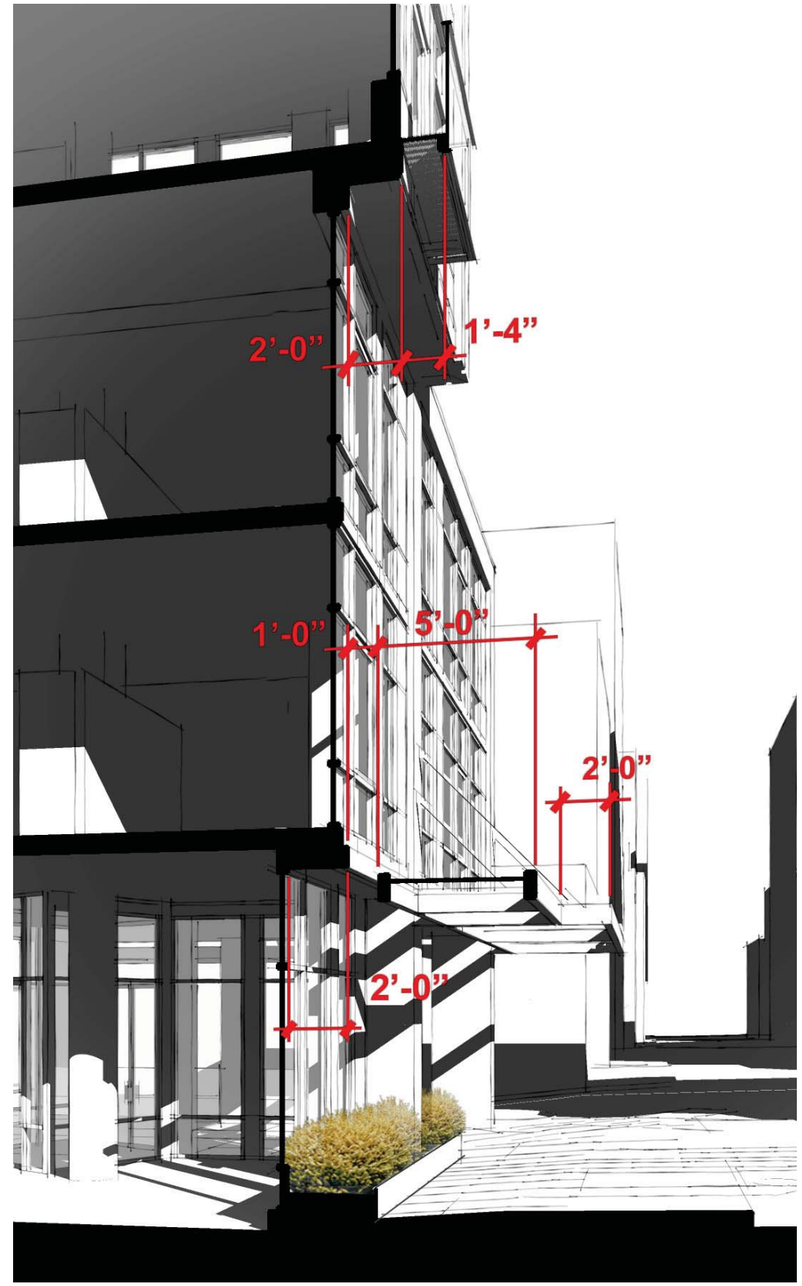
Overhead weather protection 6’ horizontally from building wall, with inside edge held as much as 12” from face of wall, except within corner bulb area.

Rationale:

Consistency with design of building, and requirements for street tree planting along Western Avenue sidewalk. Marquees held off face of building to create drip edge, both for landscape irrigation and to discourage habitation by neighborhood transient population.

Wider canopies possible at corner bulb area, as trees are farther away from face of building.





overhead weather protection -- marquees along Western Avenue

Design Departure #5

SMC 23.49.158
Lot Coverage above 85’

Standard:

For portions of of the structure between 0’-65’ height - 100% Lot Coverage
Greater than 65’ up to 85’ - 75% Lot Coverage
Greater than 85’ up to 125’ - 65% Lot Coverage

Proposed:

Average the lot coverage areas for all floors, reapportioning area to allow for consistent floor plate sizes in the tower portion of the building.

Rationale:

Averaging lot coverage for the portion of the building above 35’ results in better overall massing than prescribed by the code requirements, and better meets the intent of the development standards.

Allowable

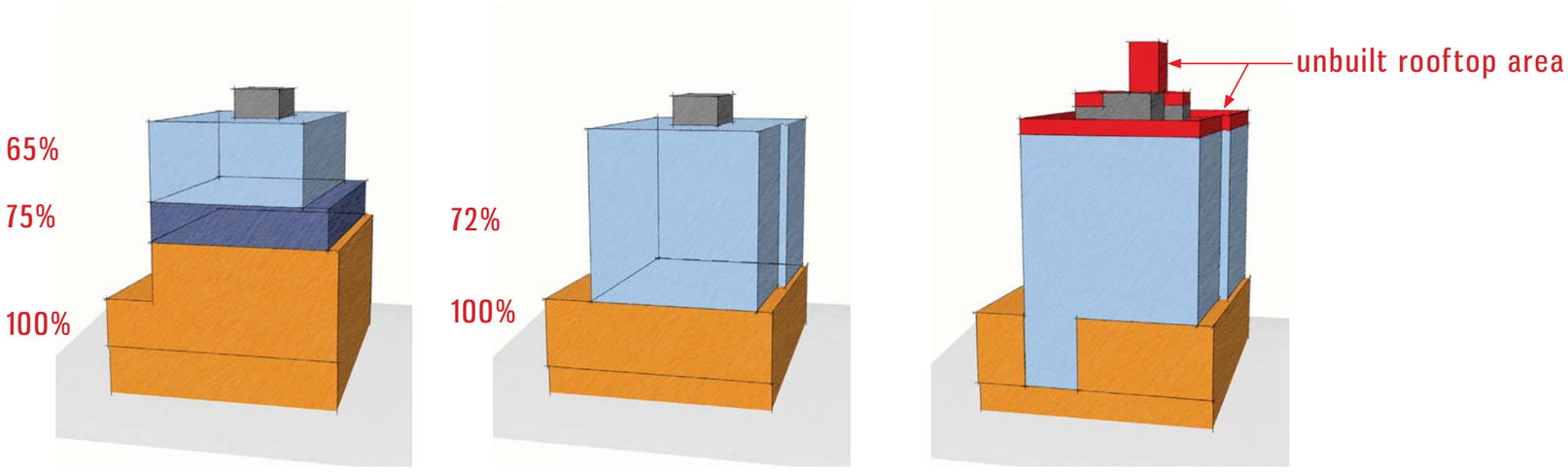
FLOOR	ELEVATION	WEST SEGMENT	EAST SEGMENT	TOTAL	COVERAGE
		182.25' (125')			
12	177.75'	9,360		9,360	65%
11	166.33'	9,360		9,360	65%
10	155.92'	9,360		9,360	65%
9	145.50'	154.58' (85') 9,360		9,360	65%
8	135.08'	10,800		10,800	75%
7	124.67'	134.58' (65') 10,800		10,800	75%
6	114.25'	11,400		11,400	79%
5	103.83'	11,400		11,400	79%
4	92.42	14,400		14,400	100%
3	82.00	14,400		14,400	100%
2	69.00	69.58' (0') 14,400		14,400	100%
1	54.00	14,400		14,400	100%

GROSS SQUARE FOOTAGE **139,440**

Requested

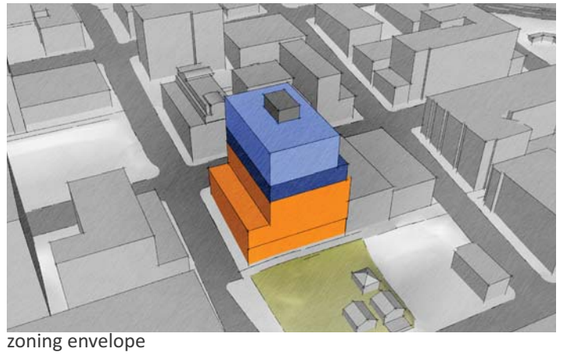
FLOOR	WEST SEGMENT	EAST SEGMENT	COVERAGE
	125'	125'	
12	10,355		71.9%
11	10,355		71.9%
10	10,355		71.9%
9	10,355		71.9%
8	10,355		71.9%
7	10,355		71.9%
6	10,355		71.9%
5	10,355		71.9%
4	13,954		96.9%
3	13,954		96.9%
2	13,233		91.9%
1	13,855		96.2%

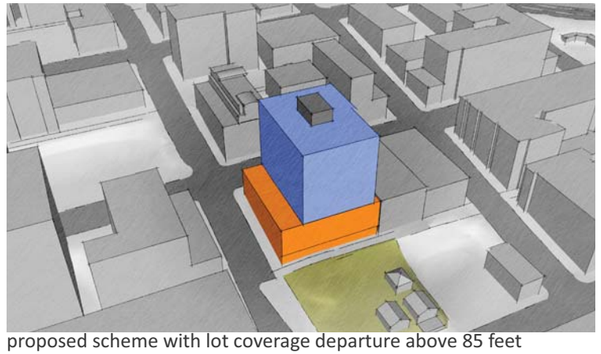
GROSS SQUARE FOOTAGE **137,836**



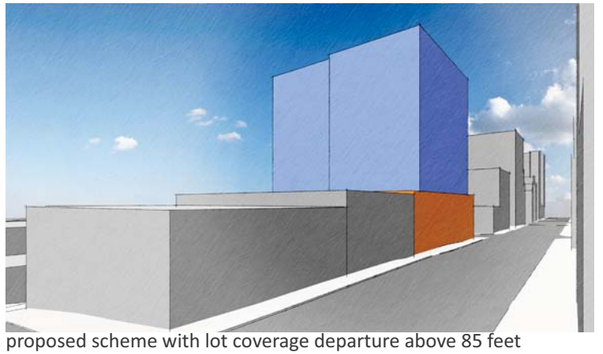
lot coverage above 85 feet -- building massing and articulation

On the opposite page, side-by-side comparisons of the zoning envelope and the proposed scheme reveal the reason behind the request; to permit a clearer, more straightforward and elegant expression of the concept parti’ we all endorse -- that of a clean and simple tower mass above a Belltown-scaled podium base.


zoning envelope

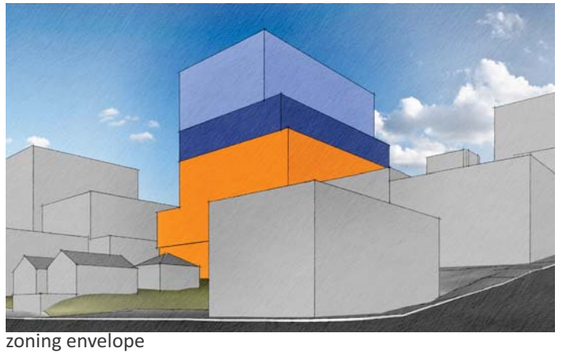

proposed scheme with lot coverage departure above 85 feet

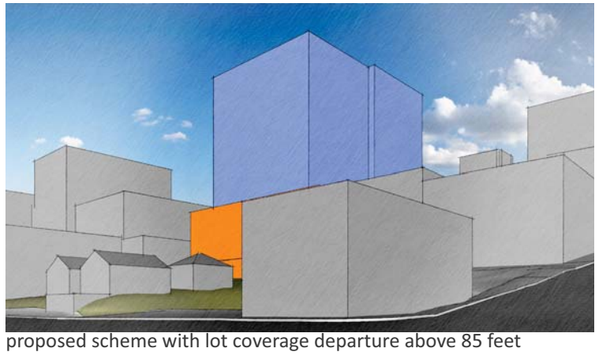

zoning envelope

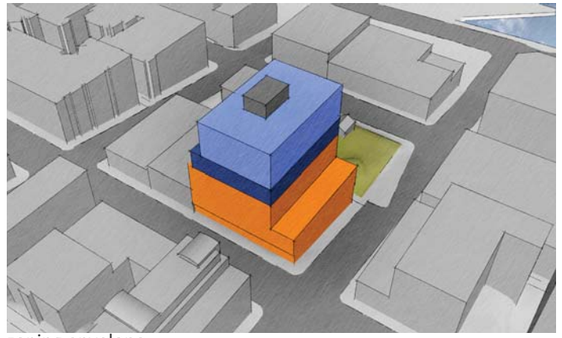

proposed scheme with lot coverage departure above 85 feet

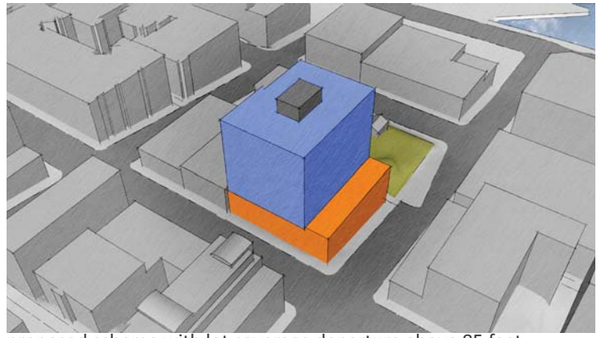

zoning envelope


proposed scheme with lot coverage departure above 85 feet

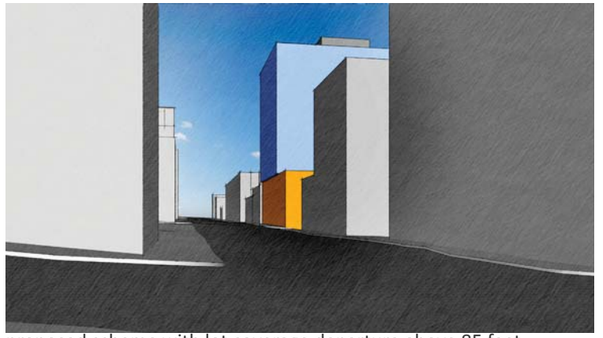

zoning envelope

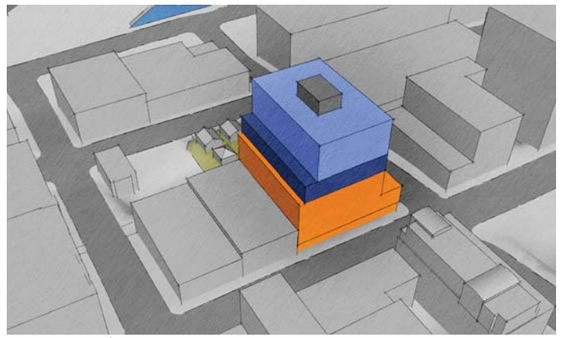

proposed scheme with lot coverage departure above 85 feet

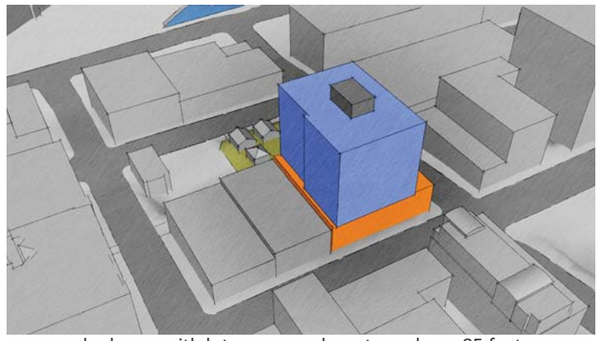

zoning envelope

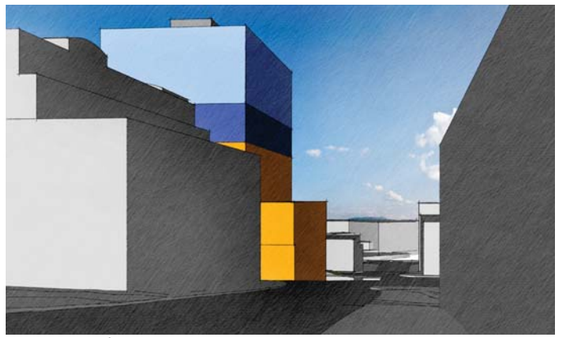

proposed scheme with lot coverage departure above 85 feet


zoning envelope


proposed scheme with lot coverage departure above 85 feet


zoning envelope

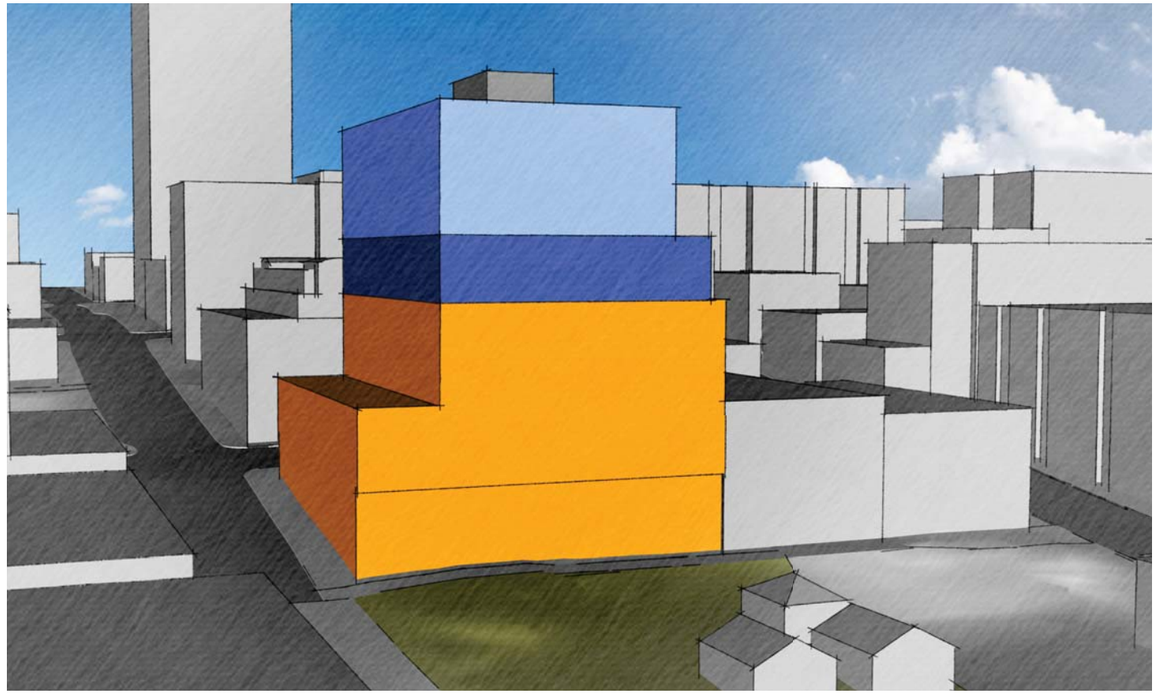

proposed scheme with lot coverage departure above 85 feet


zoning envelope


proposed scheme with lot coverage departure above 85 feet

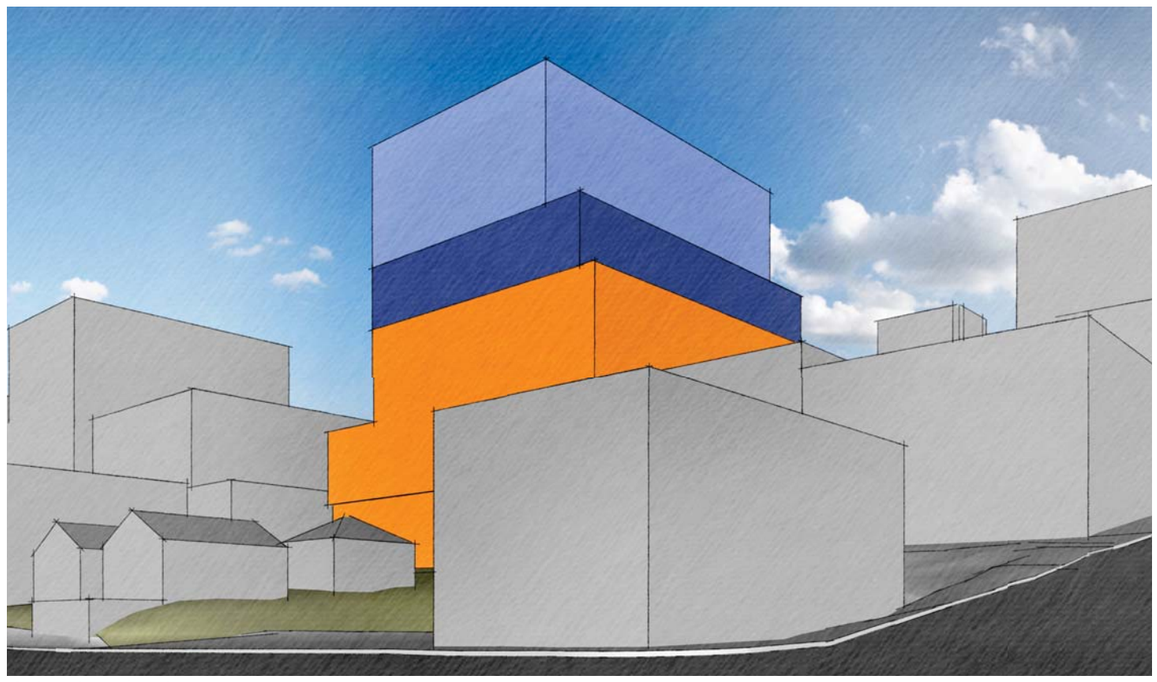
DESIGN DEPARTURES

proposed scheme with lot coverage departure above 85 feet



similar view of zoning envelope

proposed scheme with lot coverage departure above 85 feet



similar view of zoning envelope

Due to the intricate nature with which this site interacts with the Growing Vine Street plan and the larger historic Belltown neighborhood, we have worked closed with the community to create a design that completes the neighborhood intent for this lot. We've met with the DRB twice prior to this appearance and have held numerous meetings, discussions and dialogs with the community, neighborhood groups and stakeholders. The design has been re-shaped a result of the significant time invested with these groups and individuals, the Vine Street design in particular.

Vine Street:

We've crafted a Vine Street design that aligns with the concepts expressed in Growing Vine Street, responds to neighborhood desires for the project to contribute water to the Cistern Steps, meets the approval of the Seattle Department of Transportation, and incorporates artistic elements with opportunity for community contributed art. We propose a drainage strategy that contributes all of the storm water coming off the building to the Cistern Steps, through bio-filtration and gravity conveyance -- in an open and visible manner. About 1/4 of that water runs immediately down the face of the building, under the sidewalk and through the bio-swales toward the Cistern Steps. The remainder is detained for a longer period, and emerges more slowly through the same bio-filtration network of open, visible and gravity-fed ponds toward the Cistern Steps. The design and landscaping carry the concepts of the Cistern Steps up the remainder of the block and local artisan-fabricated greenscreens, handrails and other unique elements celebrate the artistic nature of the Belltown neighborhood.

Alley:

Because the entire facade is highly-visible and interacts with the P-Patch Park, the west facade has been designed with the same rigor, sensitivity to proportion and attention to scale as the other three facades. We've crafted an alley façade design response that emphasizes residential and common areas over the building's necessary access, service and mechanical areas, and that satisfies the requirements of SDOT with regard to vertical clearances, slope, drainage, access and intersection design. We are also tying to the P-Patch Park -- in both form and materials -- creating a one-story alley facade with emphasis on the residential spaces above and a bay window for expression, articulation and safety. The alley paving recognizes, supports and integrates with the P-Patch Park's pergola through screened and planted mechanical and venting areas and accessible access point along the alley.

Western Avenue:

We've offered a Western Avenue façade that creates interest, supports a high-quality pedestrian experience and reflects confidence in the future of this street and neighborhood. The façade has been created to the appropriate scale and rhythm, incorporates rich high-quality materials and landscaping, brings public and private space together through the incorporation of ground level amenity areas, has both facade and marquee transparency and bears a "commercial" design language -- flexible enough to be easily converted to retail use when the market permits.

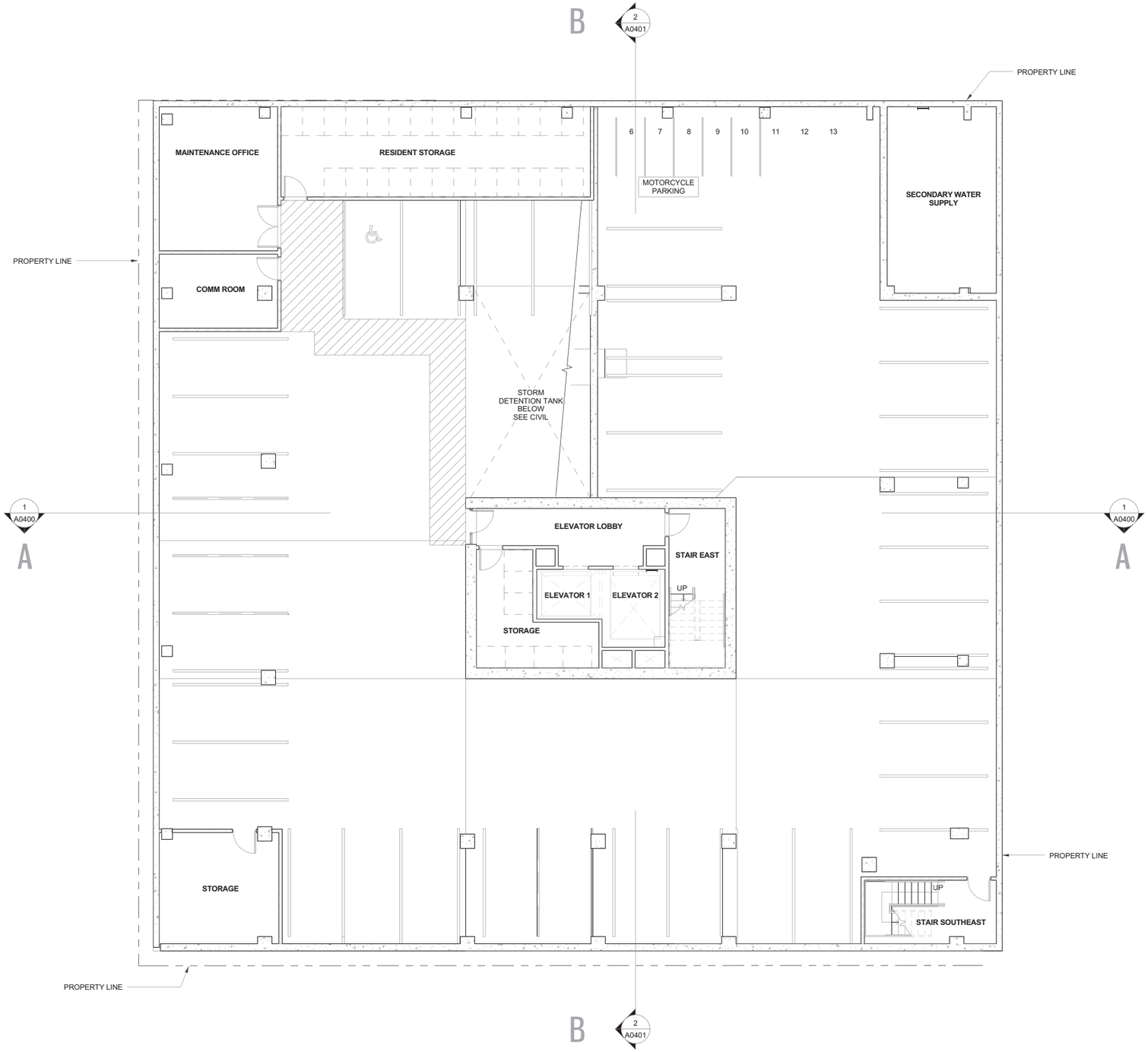
View Corridor:

We've crafted a view corridor design response that adheres to the strictest interpretation and does not interfere with the view corridor at all – all terraces have been removed and all balconies have been inset.

Rooftop:

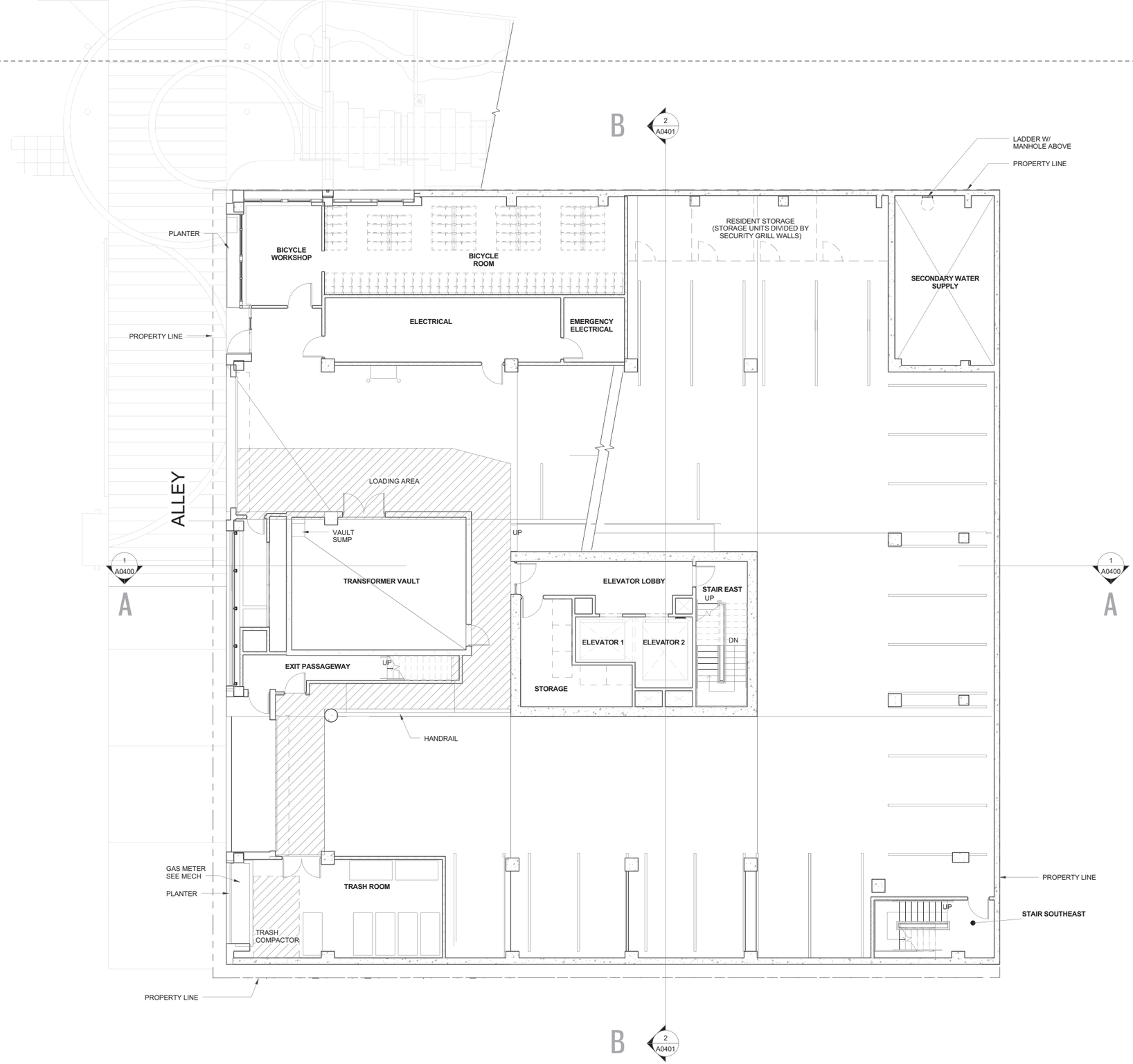
The building stays below the allowable height limit and the rooftop design minimizes both the scale and the visual impact of the building's mechanical screens and elevator penthouse and provides shelter for the rooftop common space. We're crafted a rooftop design that focuses on creating an appropriate and enjoyable place for our residents, but that also respects the views of surrounding residents.

We are the fourth piece of a Vine Street tapestry whose growing has barely begun. We've honored the massing and design partí supported by the DRB, and created a design response both elegant and timeless – a background building that is most about supporting the scale and richness of Belltown at the pedestrian level. We believe the design to be thoughtful and thorough. We believe the project heals a gap in the fabric of this neighborhood, in an elegant and respectful way. We're asking for the approval necessary to build it.



LEVEL P1 - PARKING

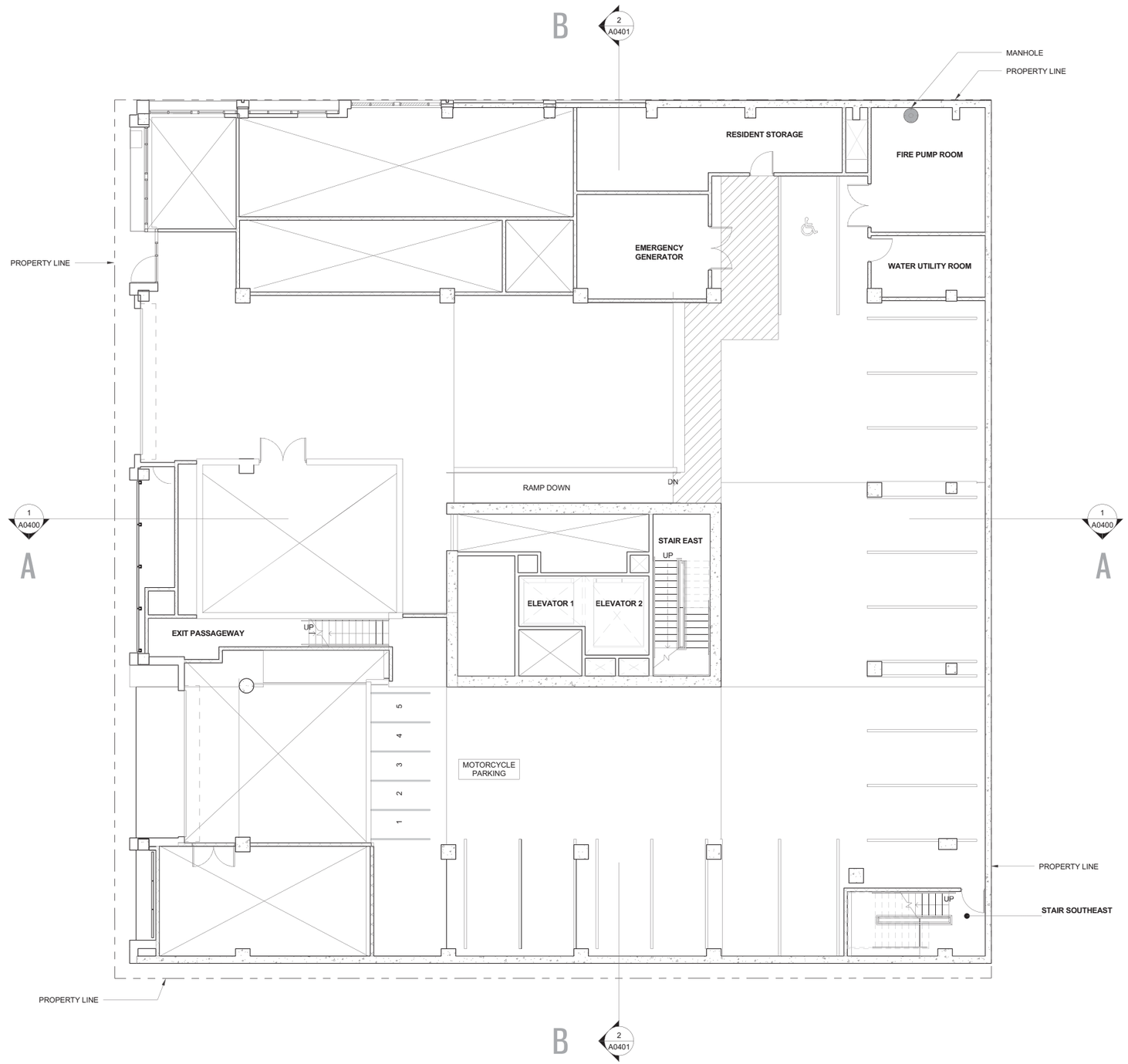
0 4' 8' 16'
1/16" = 1'-0"



LEVEL 1 - PARKING

0 4' 8' 16'
1/16" = 1'-0"

FLOOR PLANS



LEVEL 1.5 - PARKING

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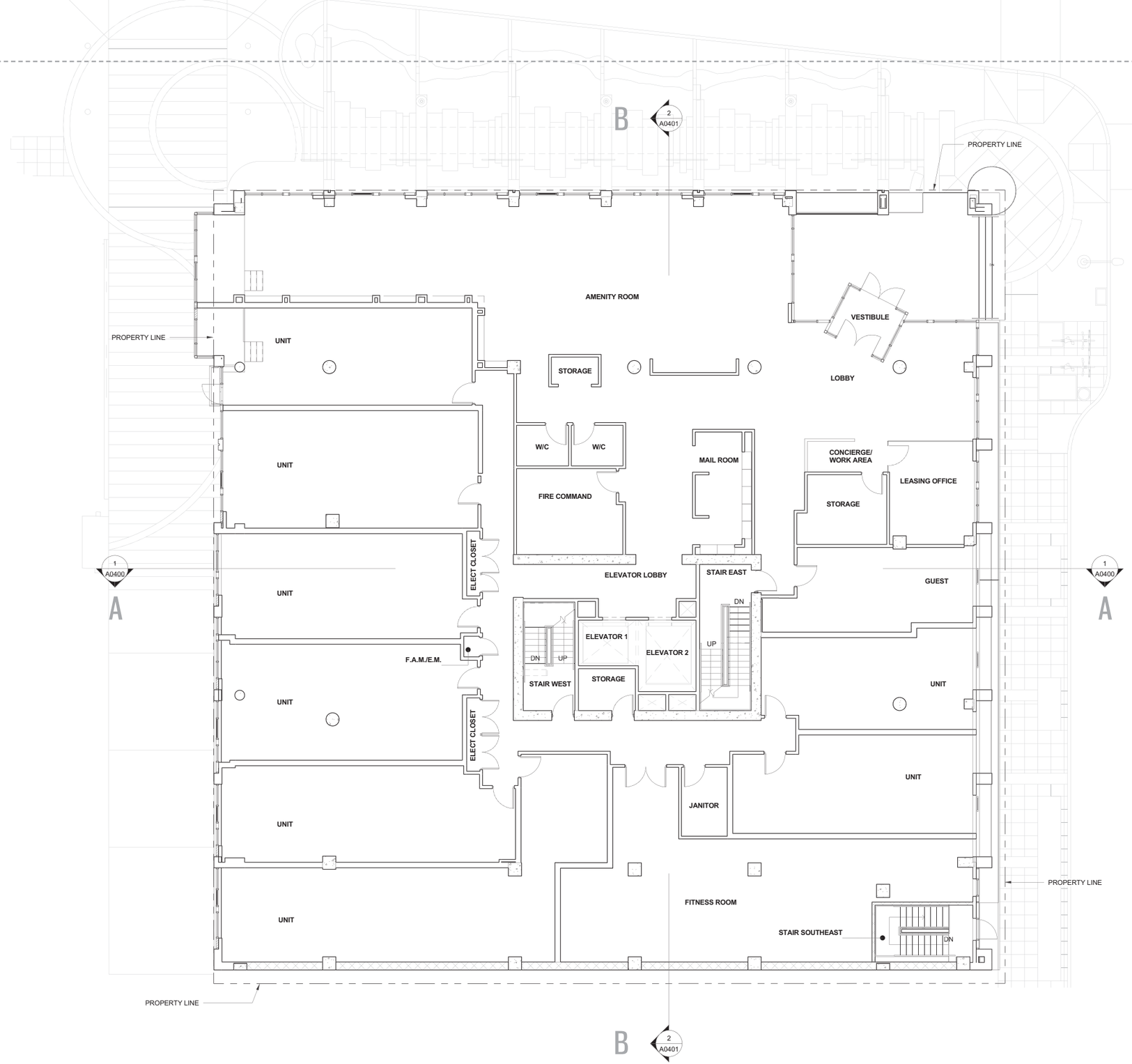
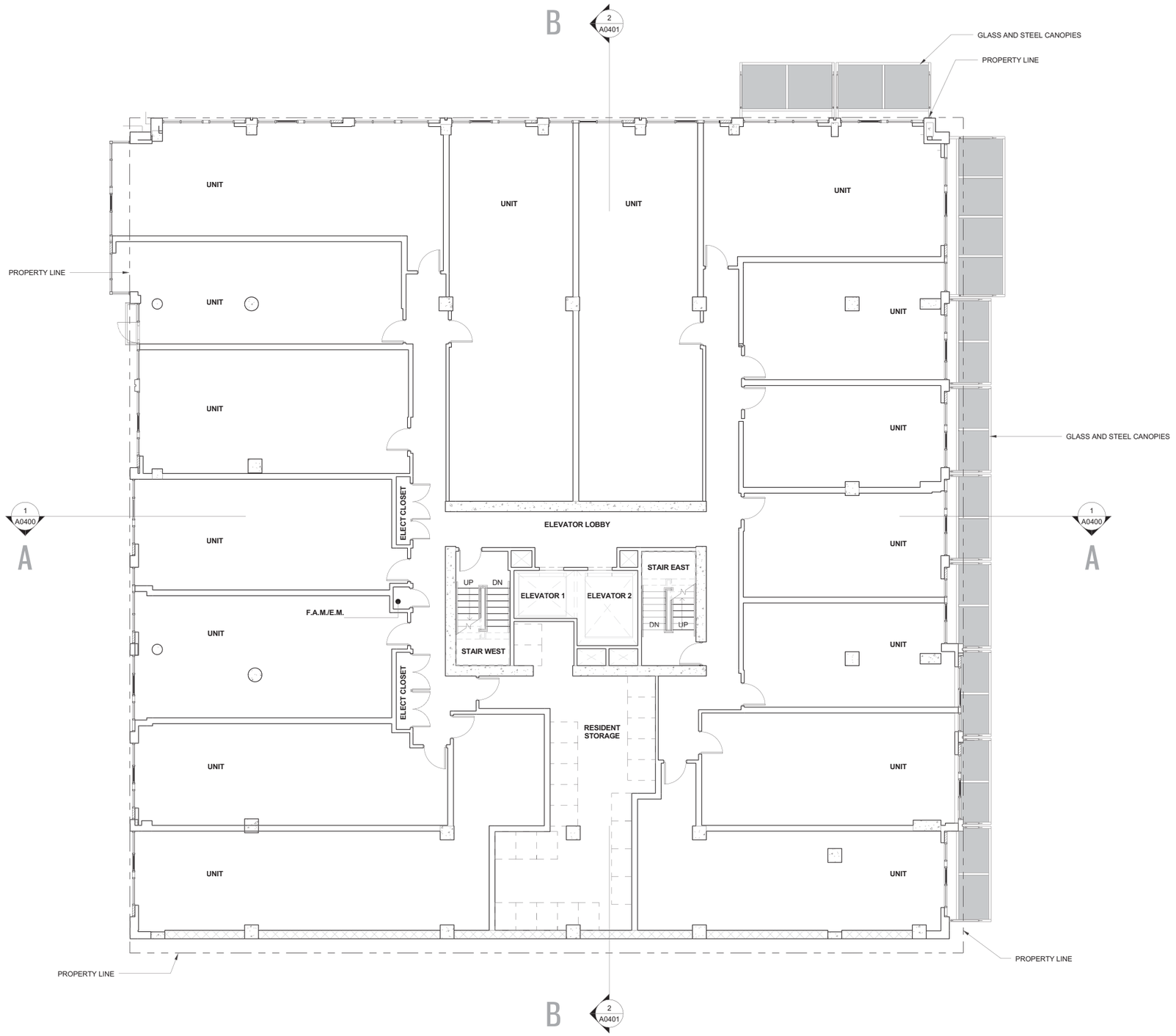


LEVEL 2 - RESIDENTIAL

0 4' 8' 16'
1/16" = 1'-0"

FLOOR PLANS



LEVELS 3-4 - RESIDENTIAL

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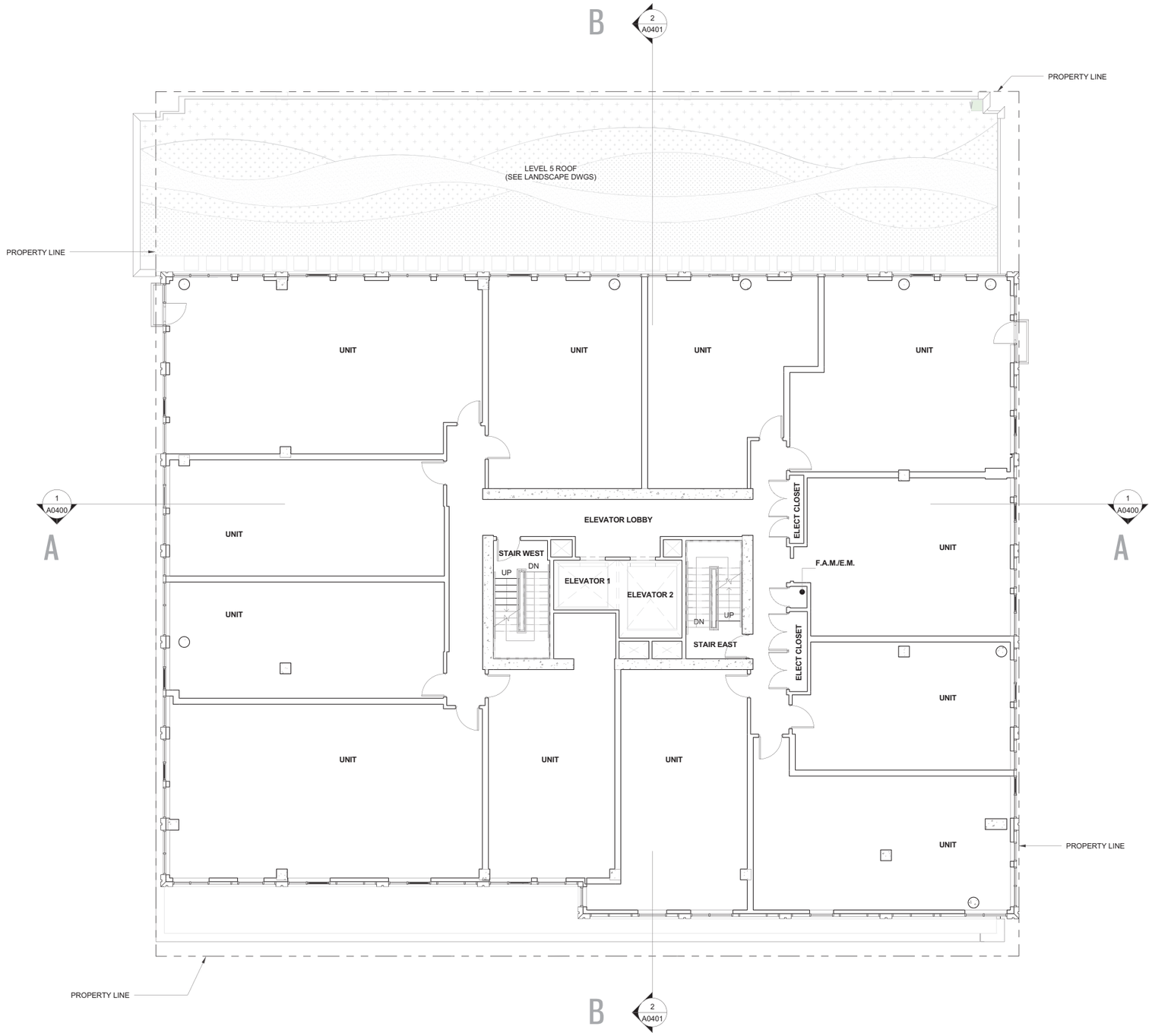

LEVEL 5 - RESIDENTIAL

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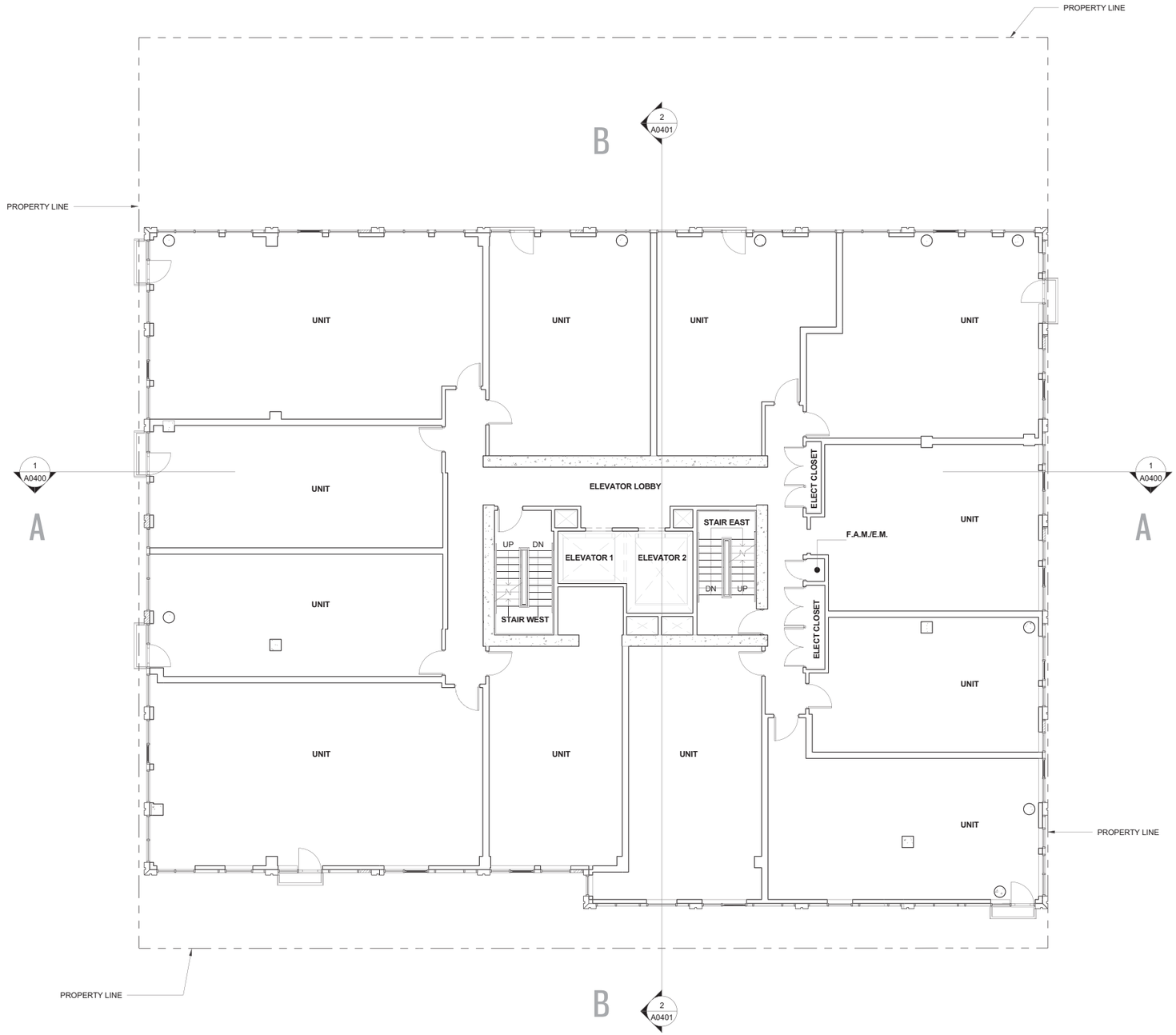
FLOOR PLANS



LEVELS 6-12 - RESIDENTIAL

0 4' 8' 16'
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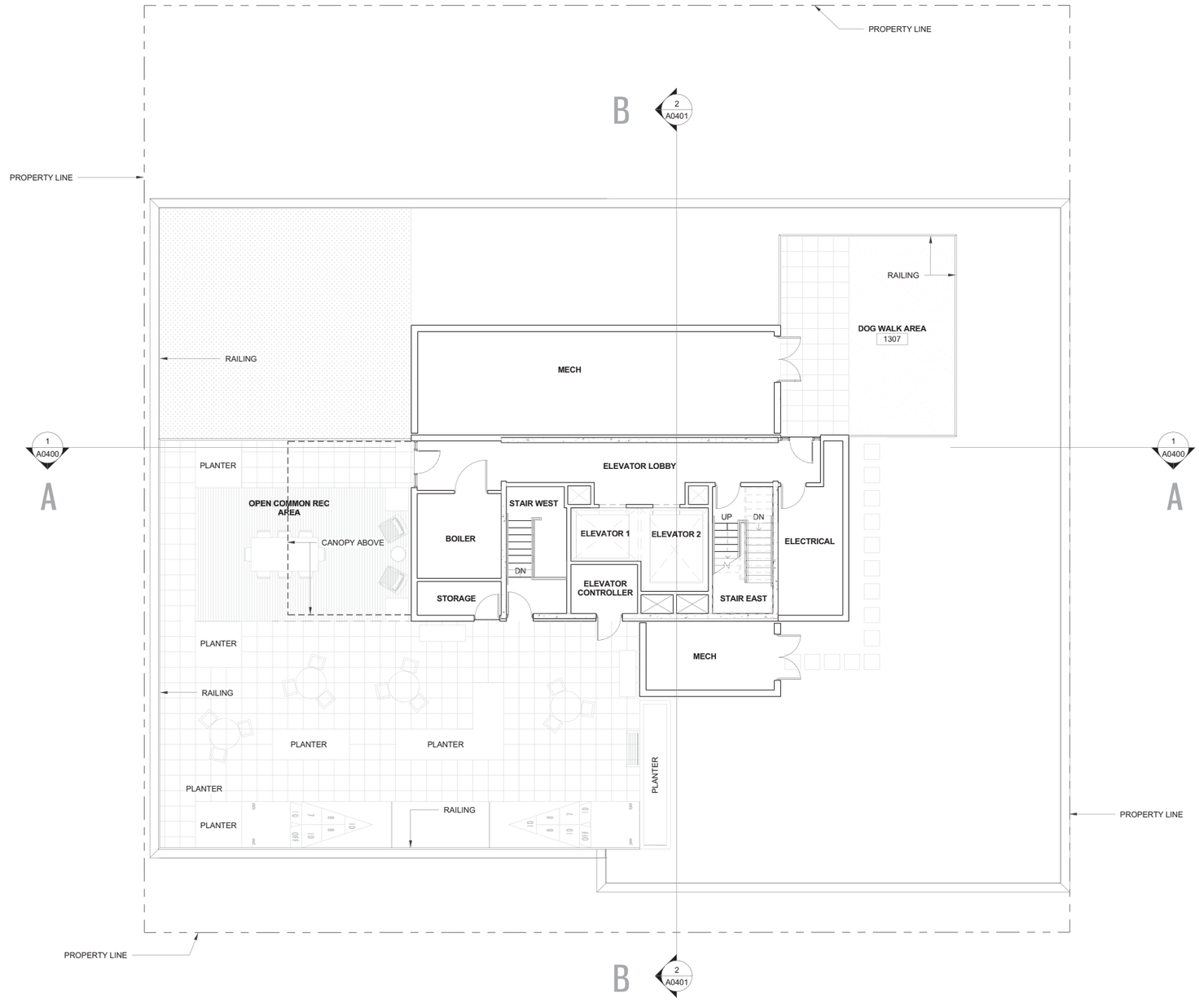
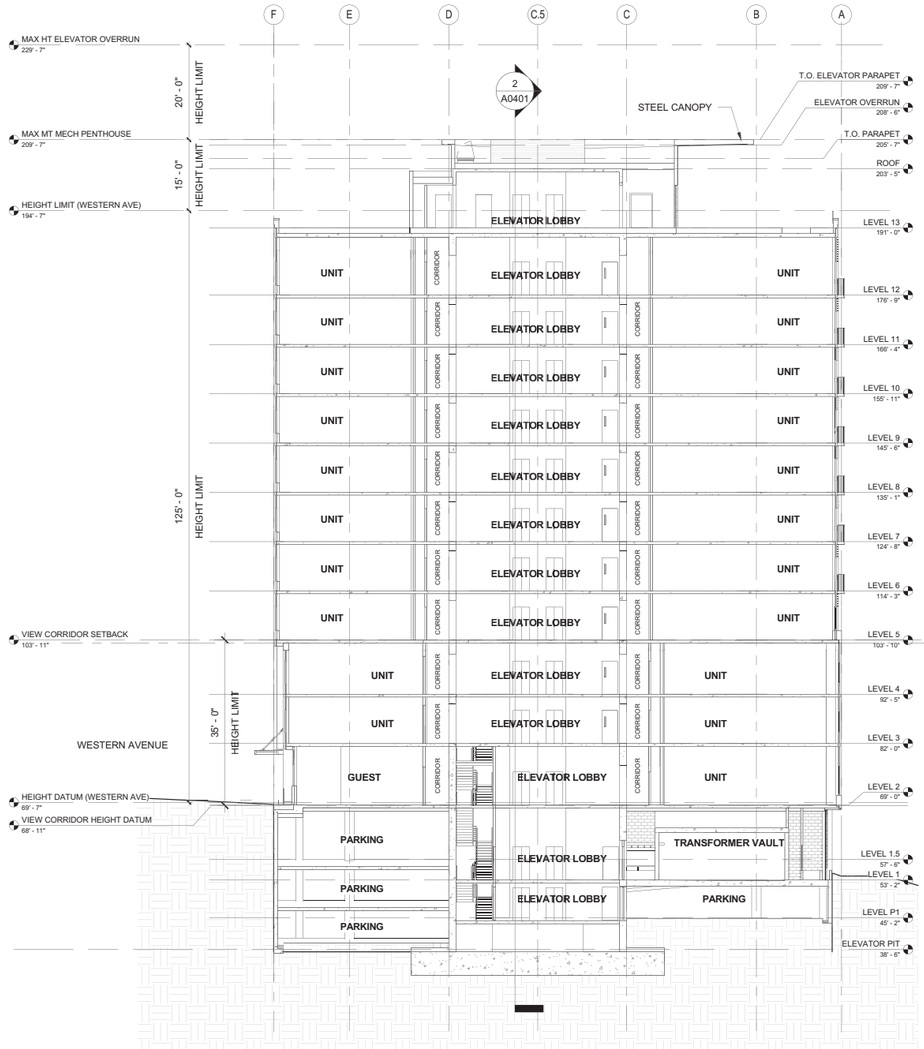


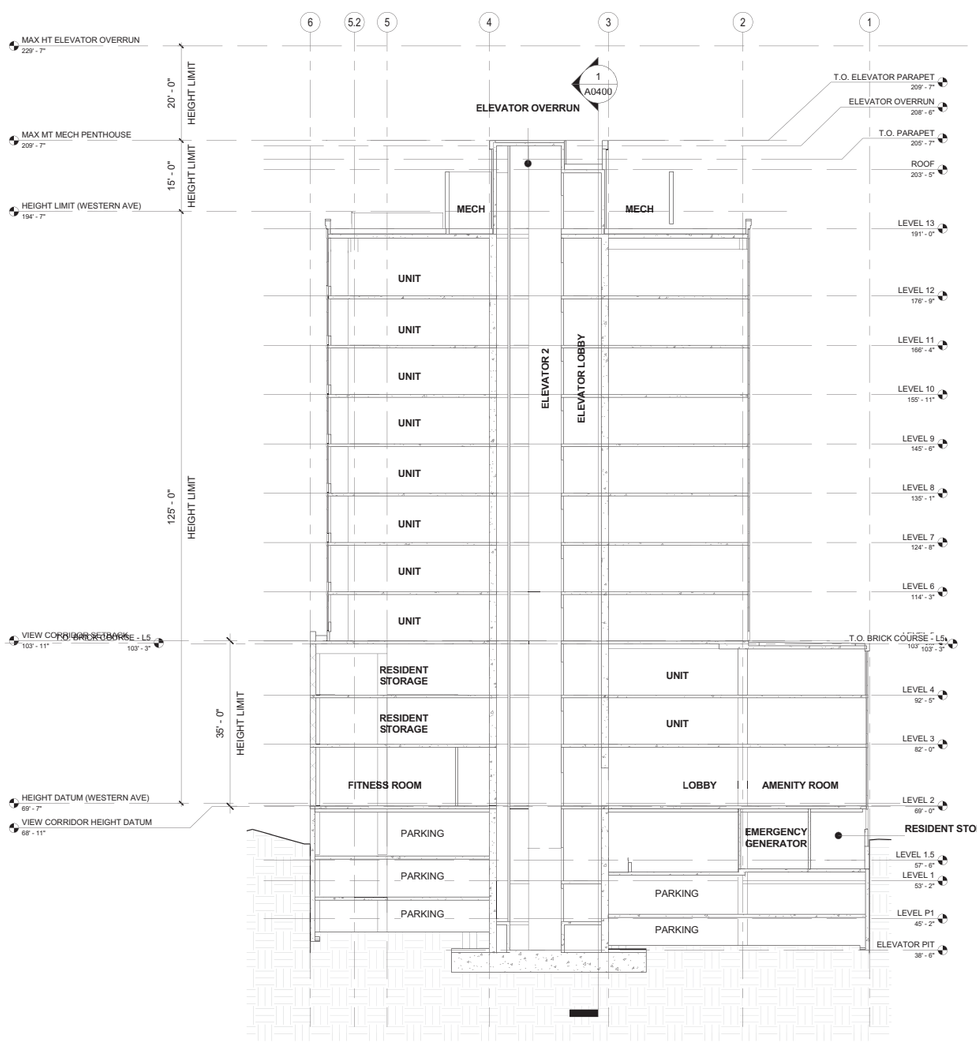
LEVEL 13 - ROOF TERRACE

0 4' 8' 16'
1/16" = 1'-0"

SECTIONS

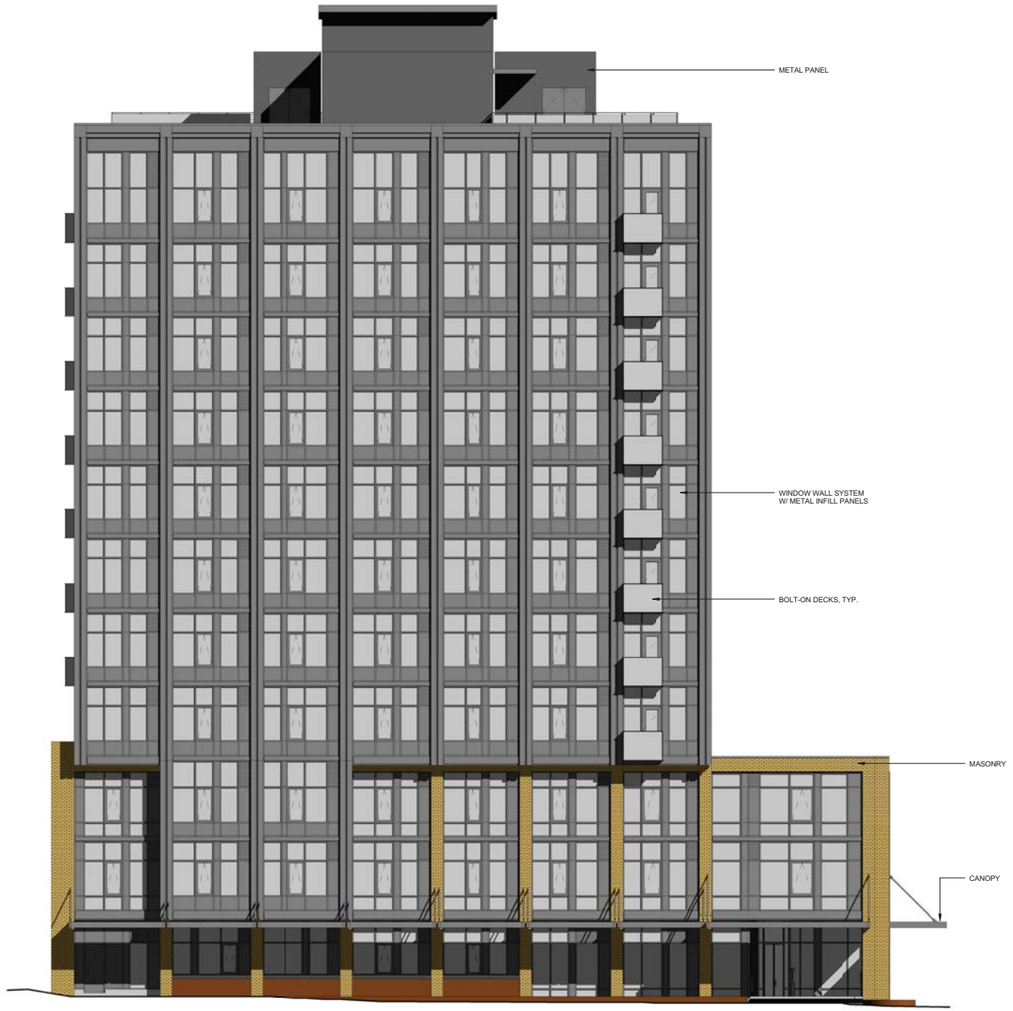


SECTION A-A

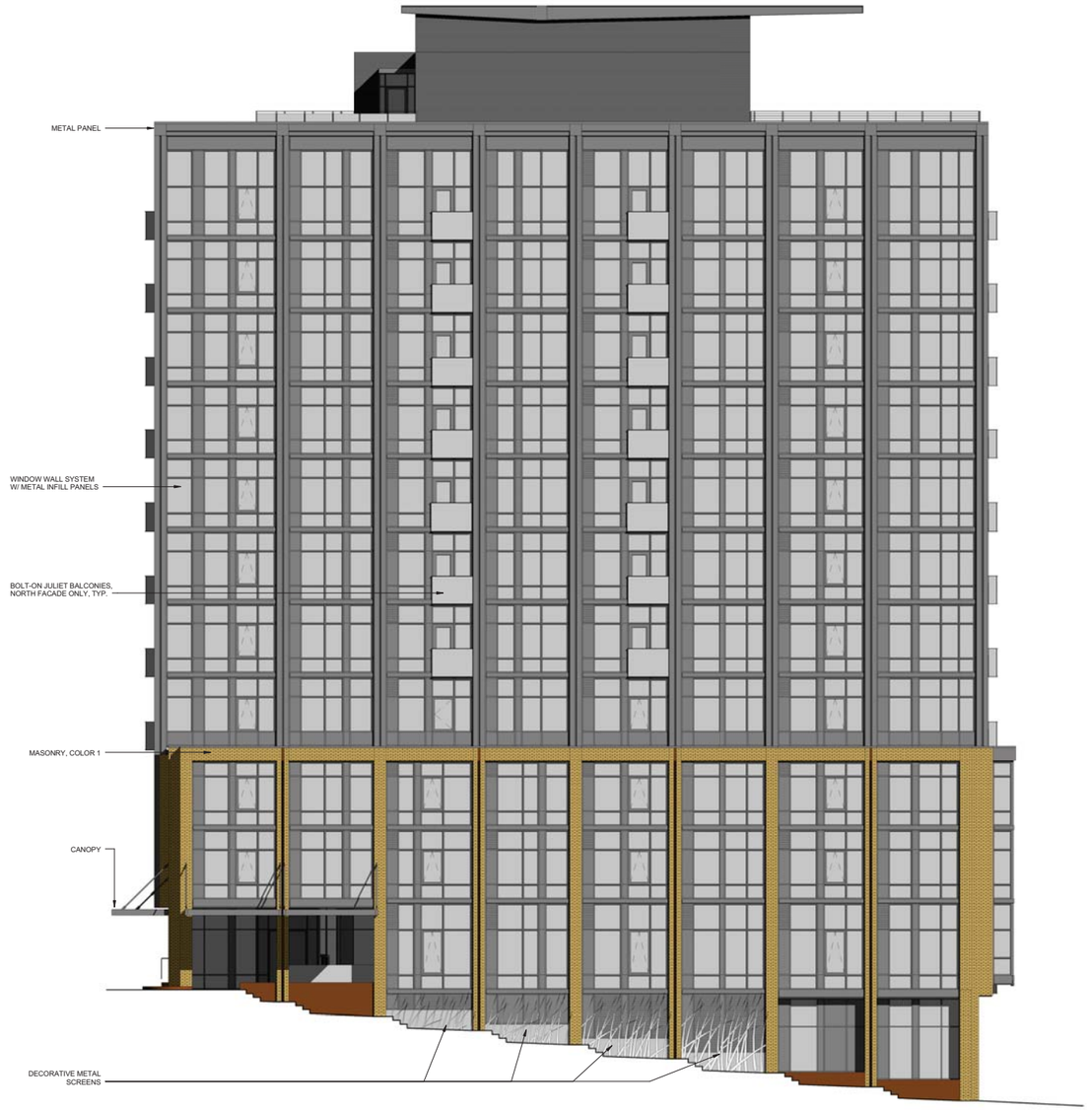


SECTION B-B

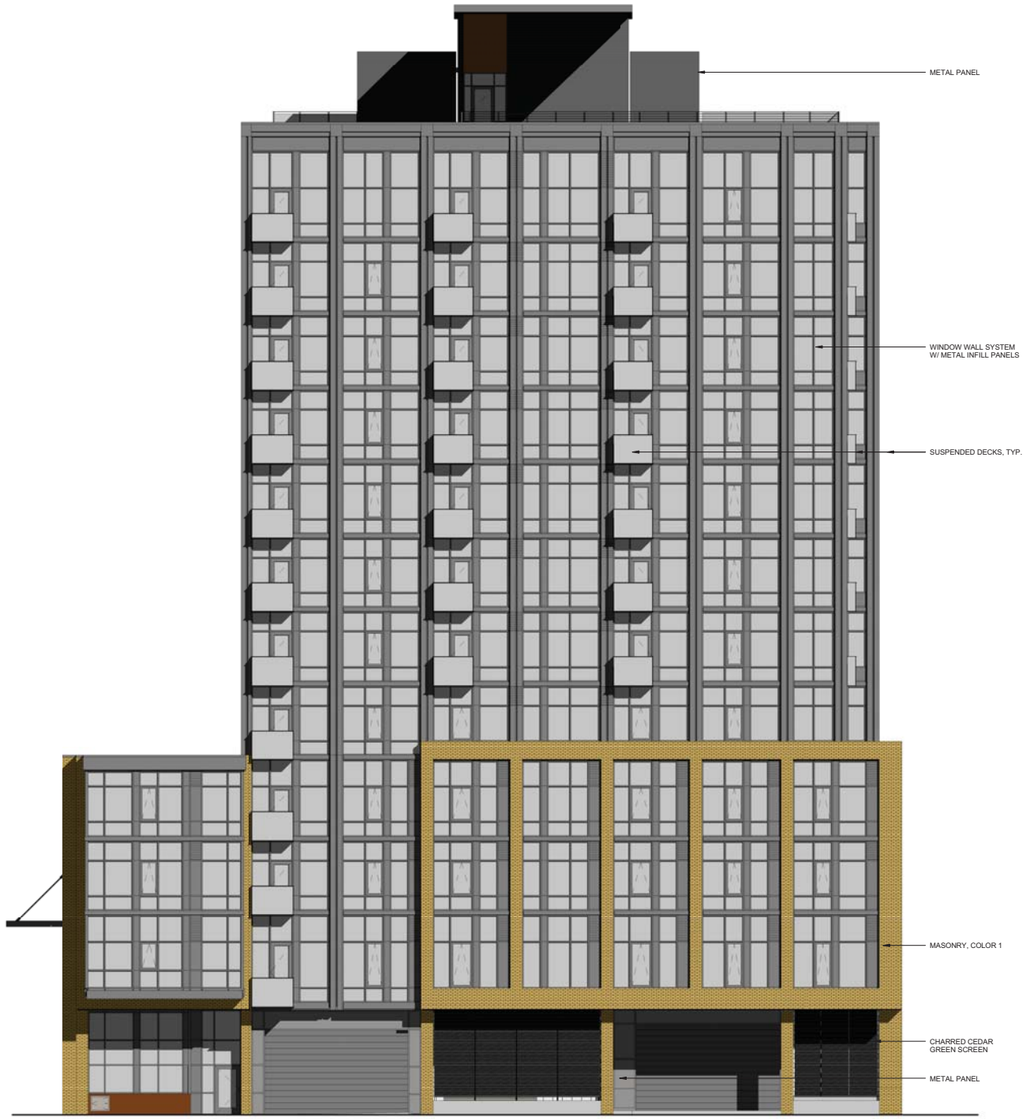
ELEVATIONS



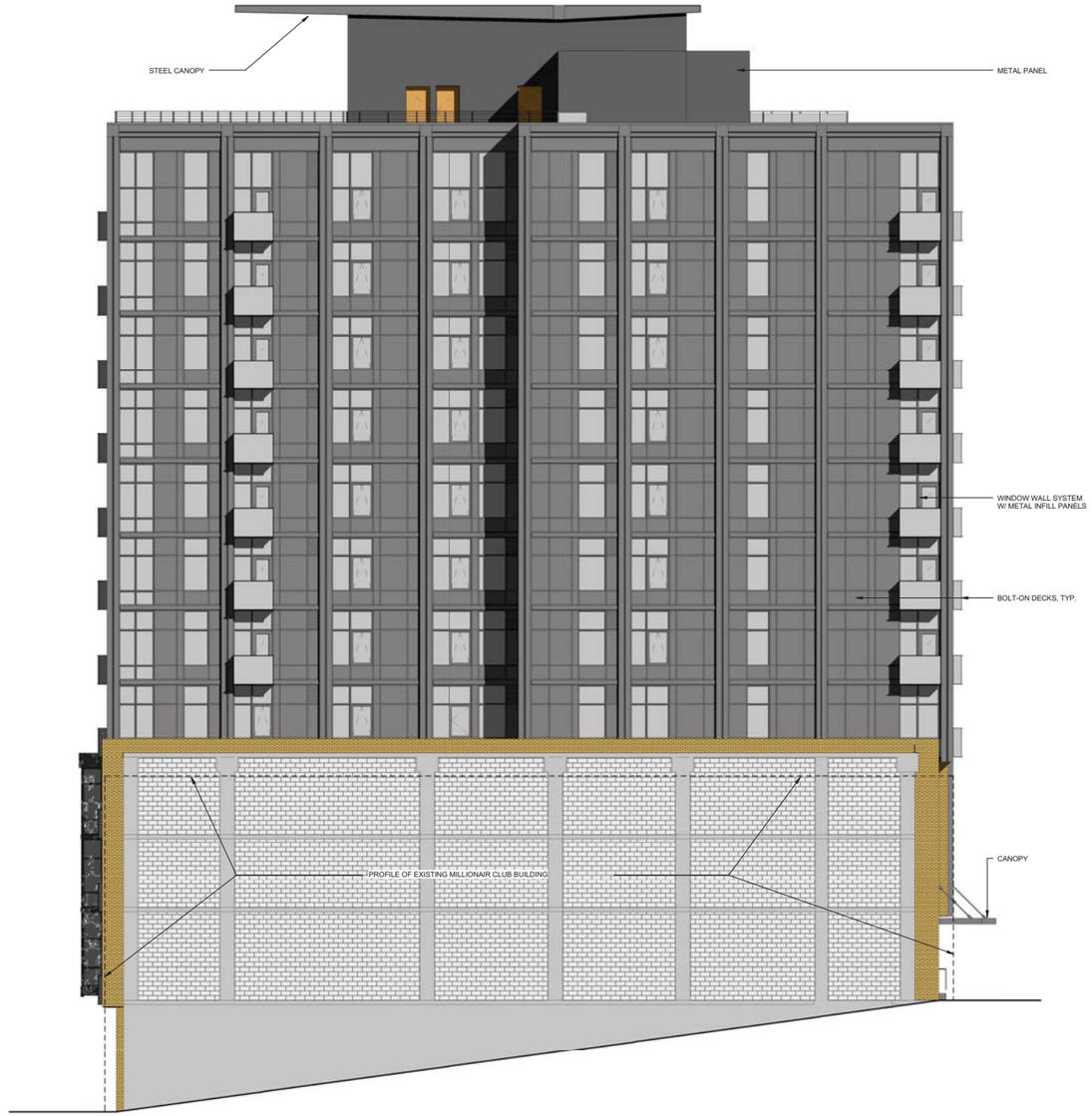
EAST ELEVATION - WESTERN AVE



NORTH ELEVATION - VINE ST



WEST ELEVATION - ALLEY



SOUTH ELEVATION


WALTON LOFTS