

CASCADIA HOLDINGS, LLC



WEBER THOMPSON GRAPHIC PRESENTATION

**Presentation to City of Seattle  
DESIGN REVIEW BOARD — EARLY DESIGN GUIDANCE**

DPD # 3010926

# 2030 8th Avenue

February 9, 2010



WEBER THOMPSON

# CONTENTS

PROJECT VISION STATEMENT .....	1	ZONING CONSTRAINTS: FAÇADE WIDTH.....	32
GENERAL SITE ZONING INFORMATION .....	2	ZONING CONSTRAINTS: BASE HEIGHT RESTRICTIONS .....	33
PROJECT AND SITE STATISTICS .....	3	ZONING CONSTRAINTS: BASE HEIGHT RESTRICTIONS IN CONTEXT .....	34
SITE ANALYSIS: VIEW DIAGRAM .....	4	BUILDING SECTION.....	35
SITE ANALYSIS: SITE DIAGRAM .....	5	STACKING DIAGRAMS .....	36 – 37
SITE ANALYSIS: 3-D SITE DIAGRAM .....	6	LEVEL 1 PLAN .....	39
SITE CONTEXT: FUTURE DEVELOPMENT .....	7	TYPICAL PLANS.....	40
SITE CONTEXT: PEDESTRIAN VIEWS OF SITE.....	8	ROOF PLAN.....	41
SITE CONTEXT: VIEWS OF SITE .....	9	BASE DESIGN CONCEPTS.....	43
SITE CONTEXT: WESTLAKE / LENORA / 8TH AVENUE INTERSECTION .....	10	DESIGN CONCEPT INSPIRATION – OPTION 1 BASE .....	45
SITE CONTEXT: WESTLAKE / LENORA / 8TH AVENUE INTERSECTION .....	11	OPTION 1 BASE– NORTH ELEVATION .....	46
SITE CONTEXT .....	12	OPTION 1 BASE – WEST ELEVATION .....	47
SITE ANALYSIS .....	13	OPTION 1 BASE.....	49
SITE ANALYSIS – 8TH AVENUE ELEVATION CONTEXT STUDIES.....	14	DESIGN CONCEPT INSPIRATION – OPTION 2 BASE .....	51
SITE ANALYSIS – LENORA STREET ELEVATION CONTEXT STUDIES.....	15	OPTION 2 BASE – NORTH ELEVATION .....	52
CODE PRESCRIPTIVE DIAGRAM.....	17	OPTION 2 BASE – WEST ELEVATION .....	53
OPTION 1 – PERSPECTIVES .....	18	OPTION 2 BASE.....	55
OPTION 2 – PERSPECTIVES .....	19	DESIGN CONCEPT INSPIRATION – OPTION 3 BASE PREFERRED .....	57
OPTION 3 – PERSPECTIVES – PREFERRED.....	20	OPTION 3 BASE PREFERRED – NORTH ELEVATION.....	58
OPTION 3 – FLOOR PLANS – PREFERRED.....	21	OPTION 3 BASE PREFERRED – WEST ELEVATION.....	59
EDG DIRECTION .....	22 – 25	OPTION 3 BASE PREFERRED– ALTERNATE FAÇADE TREATMENT .....	60
PREVIOUSLY PROPOSED PARKING ENTRIES.....	26	OPTION 3 BASE PREFERRED.....	61
ALTERNATIVE PARKING DIAGRAMS.....	27 – 29	EMERGING CONCEPTS TOWER FAÇADE .....	63 – 65
ALTERNATIVE PARKING DIAGRAMS – SINGLE ENTRY OFF 8TH .....	30	ANTICIPATED DEPARTURES .....	67
ALTERNATIVE PARKING DIAGRAMS – DUAL ENTRY – PREFERRED OPTION .....	31	LANDSCAPE.....	69 – 71

2030 8th Avenue introduces 350 residential units to the Denny Triangle neighborhood of downtown Seattle. The project includes 350 parking stalls, more than half of which will be below grade. For the residents, a large common area rooftop terrace and amenities will provide additional living space, and a way to meet and socialize with neighbors and friends. The building will also provide two ground-floor retail spaces, including a potential restaurant location on the highly visible corner where 8th Avenue meets Lenora Street and Westlake Avenue.

From a minimal 120’ x 128’ site a 400’ tower will rise. A sleek, contemporary, curtainwall system unbroken by external decks will drape an interior concrete frame giving shape to urban sculpture. Mechanical and other building systems will be concealed with a sculpted top rising an additional 40’ from the rooftop.

With such a small footprint, attention to base sculpting will be critical to connecting the tower to the ground without creating a tower that simply sits atop a podium. Likewise, the base massing and architecture should improve the pedestrian experience, and respond to the Lenora green street.

Residents of 2030 8th Avenue will support the City’s goals for more residential density downtown, which in turn provides support for local small shops and services. With the emerging South Lake Union / Denny Triangle employment center within walking distance, and the streetcar connection to the bus tunnel / light rail, this project is truly pedestrian and transit friendly which will be one of several strategies employed to achieve LEED Silver Certification.



Inspiration Image: Carina Condominiums Vancouver BC  
(Not by Weber Thompson)

ZONING INFORMATION

ADDRESS:	2030 8th Avenue
OVERLAY DISTRICT:	Denny Triangle
MAP 1A ZONING:	DMC 240 / 290-400
MAP 1B STREET CLASSIFICATIONS:	Lenora = Green Street, 8th Avenue = Minor Arterial
MAP 1C SIDEWALK WIDTHS:	Lenora = Variable, 8th Avenue = 15'
MAP 1F PEDESTRIAN STREET CLASSIFICATIONS:	Lenora = Green Street 8th Avenue = Class 1
MAP 1G STREET LEVEL USES:	Lenora = None 8th Avenue = Required
REQUIRED SITE SETBACKS:	3'-0" Property Line Setback on 8th Avenue, 15'-0" Building Setback above 45'-0" along Lenora, Above grade easement restricting development above vacated alley.
ALLOWABLE HEIGHT LIMITS:	400' (+10% additional height for mechanical uses and screening)
MAXIMUM FLOORPLATE:	100% Coverage allowed to 85' (after site setbacks), 11,500 gsf max above 85', 10,700 gsf average above 85'.
FAÇADE WIDTH:	80% of site width for sites equal to or under 120' wide. 80% of our site (120' wide) = 96'-0". Greater than 80% width requires 15'-0" setback for 50% of site width. If our building is wider than 80% of the site, a 15'-0" setback is required after 60'-0" of façade width.
ANTICIPATED DEVELOPMENT DEPARTURES:	At this early stage, we anticipate the following departure requests:
• DEPARTURE #1:	Moderate Reduction of Common Recreation Space
• DEPARTURE #2:	Façade Width
• DEPARTURE #3:	Street Level Use
• DEPARTURE #4:	Lenora Street Setback



ZONING MAP

PROJECT STATISTICS:

NUMBER OF FLOORS  
AND FLOOR AREA (SF):

	Floors	Area (approx.)
Lobby/Retail/BOH	1	12,838 sf
Apartment Admin	1	3,192 sf
Parking (3 above grade, 7 below grade)	10	134,976 sf
Storage	1	12,429 sf
Storage / Residential	1	11,628 sf
Residential	32	341,066 sf
Amenity	1	7,784 sf

NUMBER OF RESIDENTIAL  
UNITS:

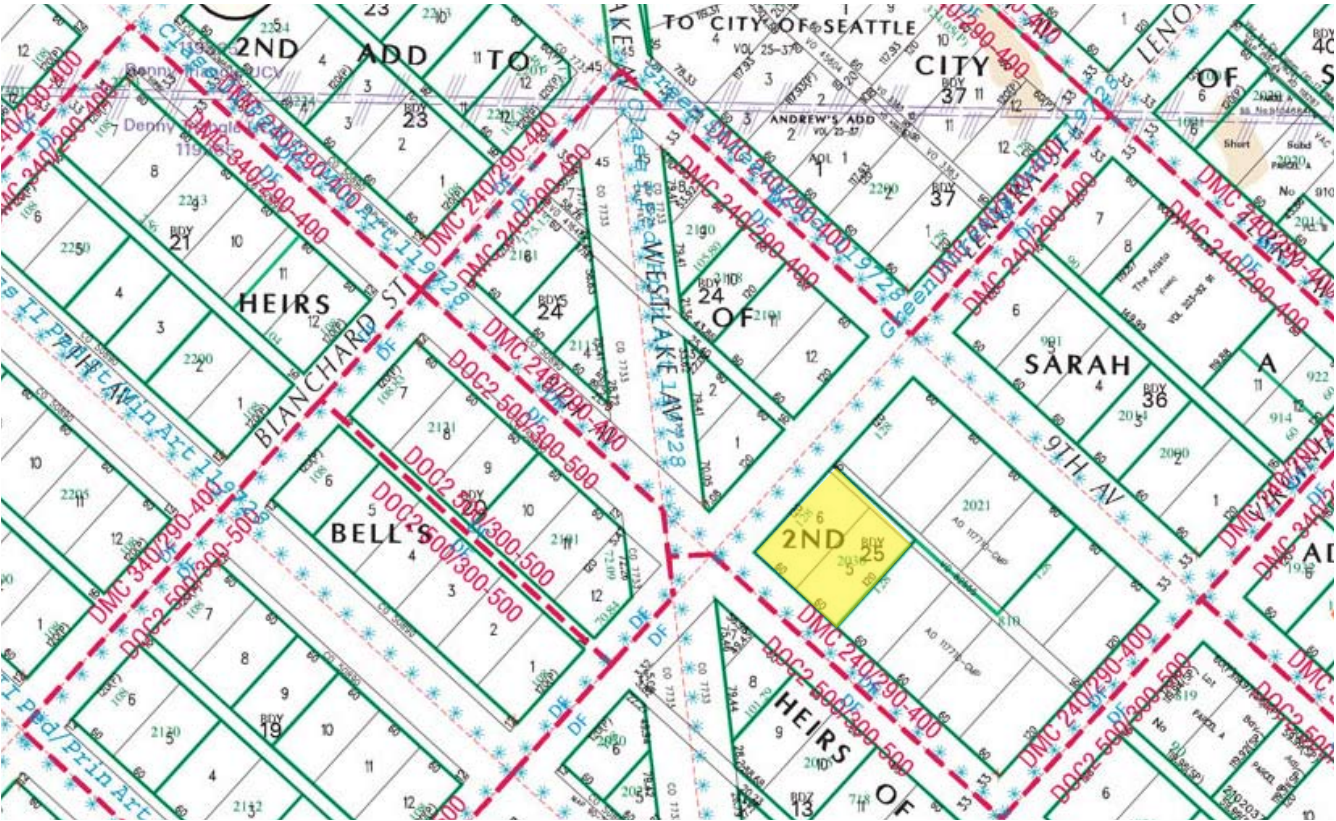
350 (D.U. approx.)

NUMBER OF PARKING  
STALLS:

350 (1/Unit)

RETAIL:

Space 1 = 526 sf  
Space 2 = 2,572 sf



ZONING MAP

SITE STATISTICS:

ROW CHARACTERISTICS:

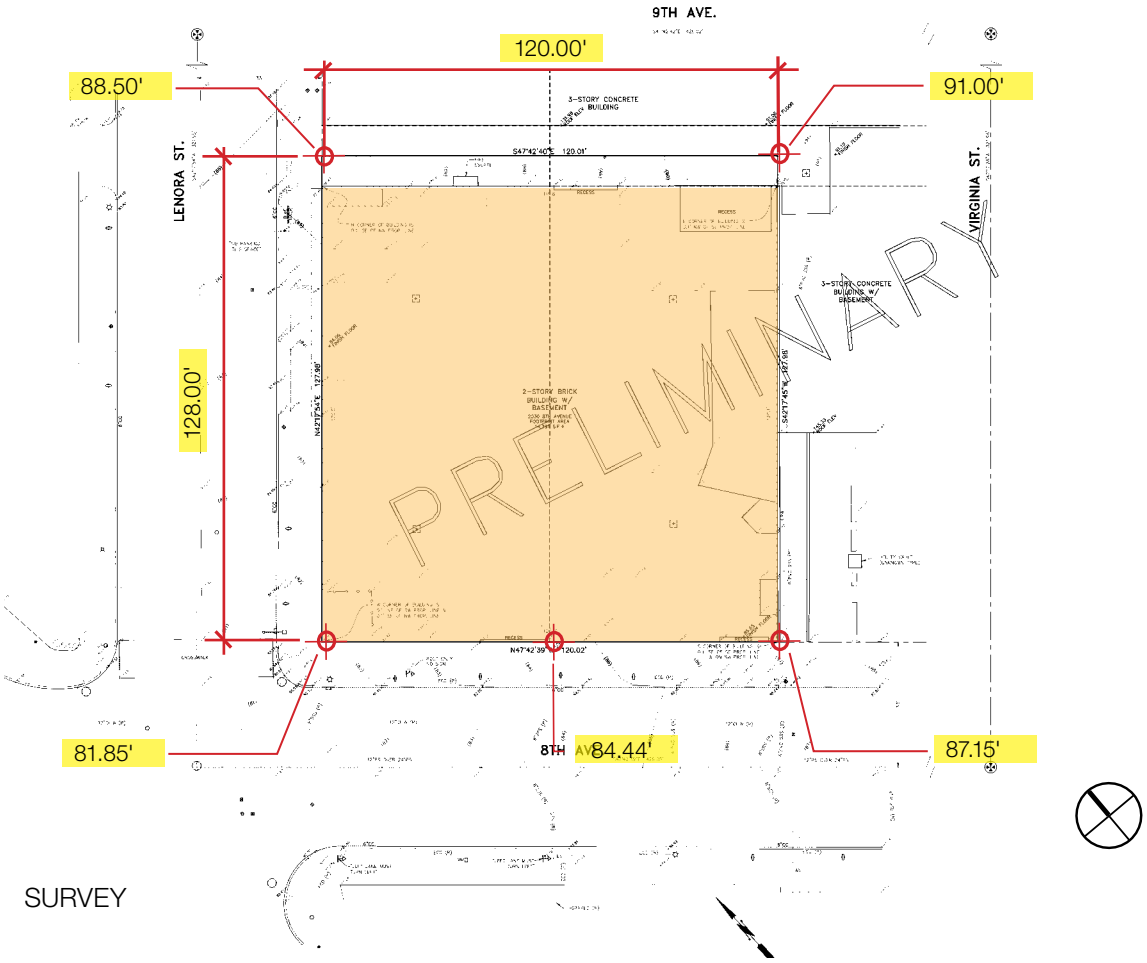
- 8th Avenue:**
- N-S 2-way street
  - Class 1 Pedestrian / Minor Arterial
  - ROW 66’ with a roadway of 44’
  - Map 1C requires 15’ sidewalks
  - Existing Sidewalks are 12’

- Lenora Street:**
- E-W 2-way street
  - Green Street

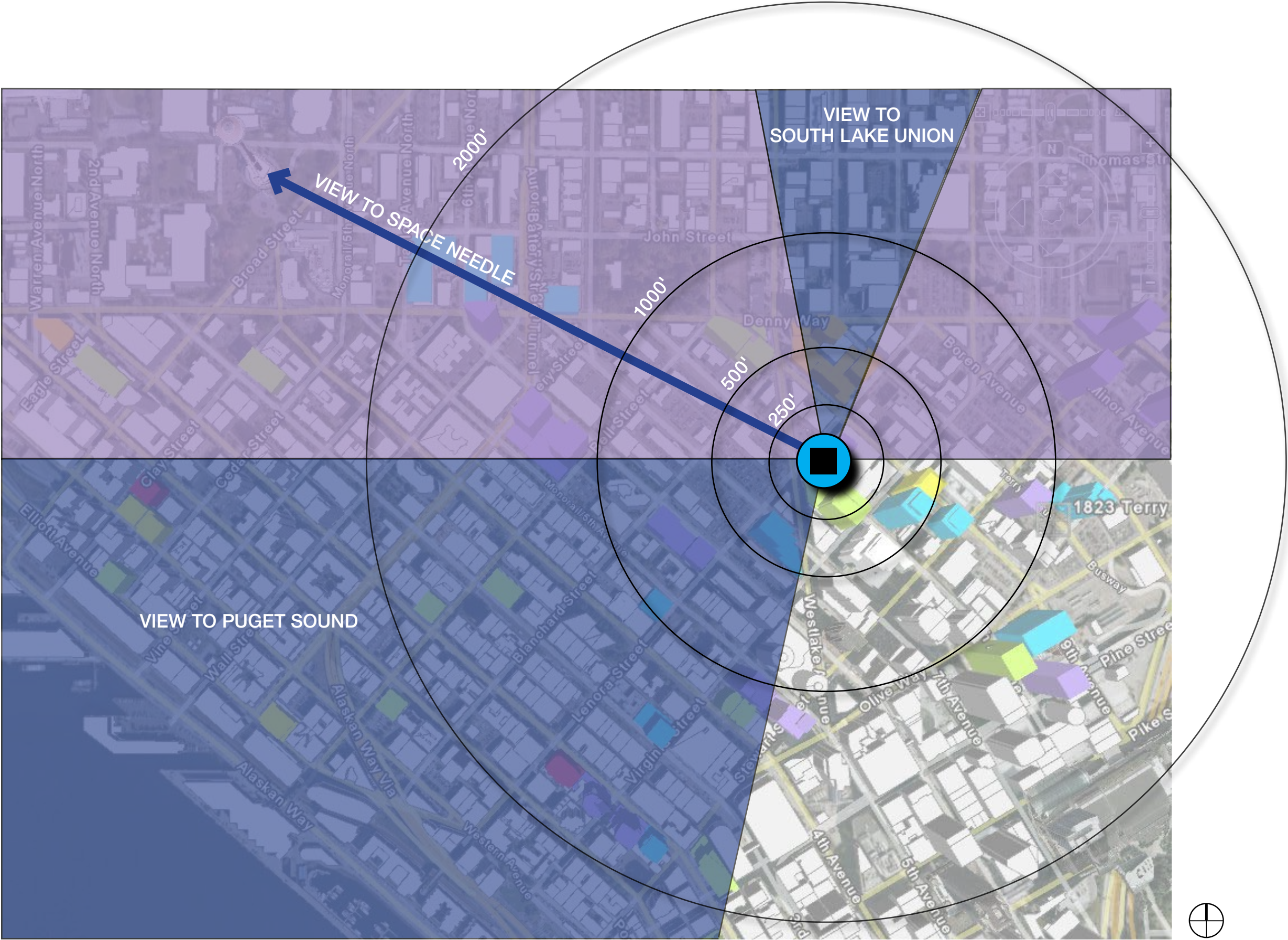
- Westlake Avenue:**
- N-S 2-way street w/ trolley
  - Class 1 Pedestrian / Principal Arterial
  - ROW 90’

TOPOGRAPHY:

The West corner of the site is approximately 10’ below the East corner of the site. These two points represent the low and high points on the site respectively. The site rises from the West corner in both the Southwest (along 8th) and Northeast (along Lenora) directions by 6 and 4 feet respectively. The alley rises approximately 6’ from Lenora street to the East corner of the site.



SURVEY



KEY

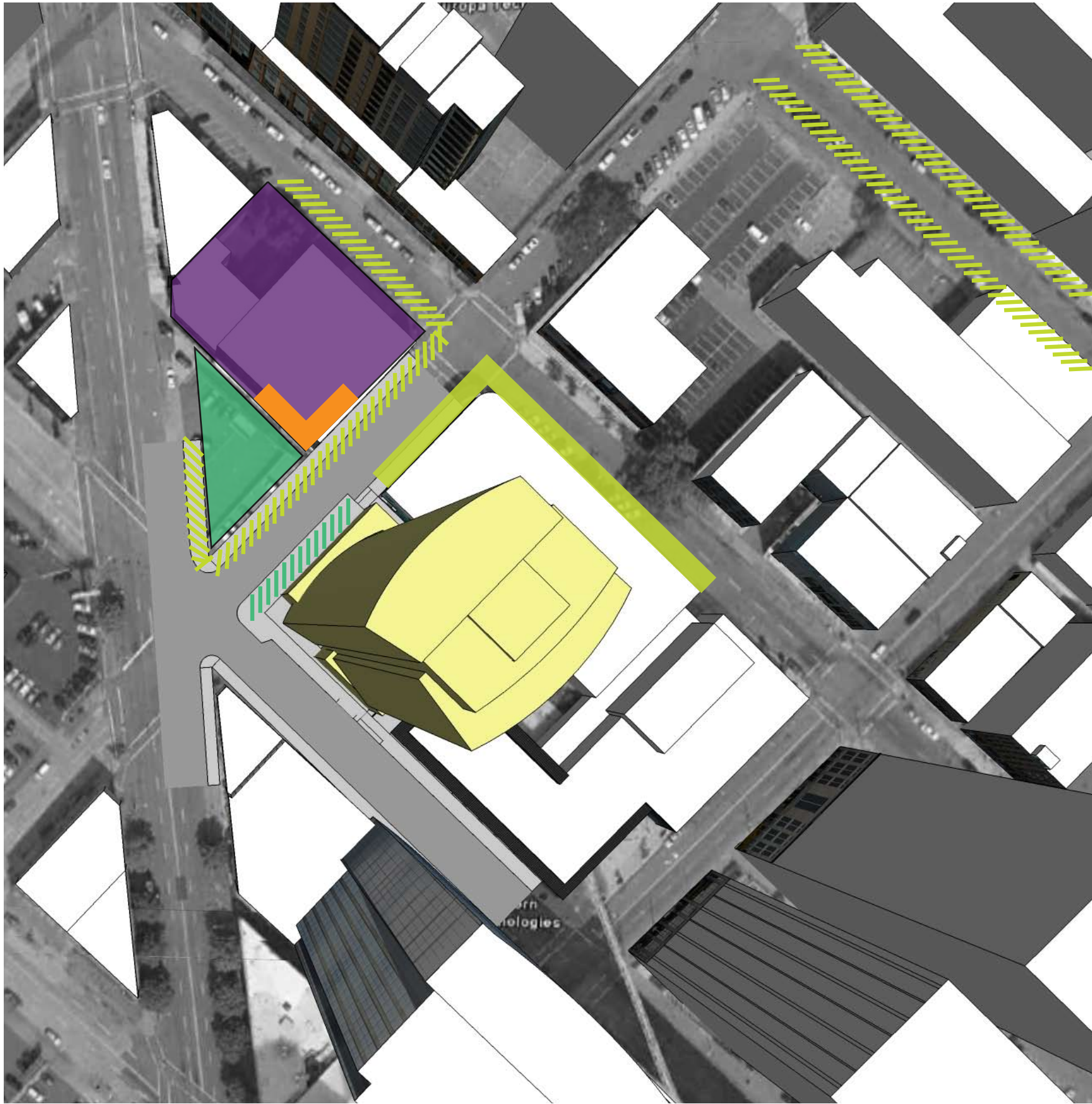
<div></div>	MAJOR VIEW
<div></div>	TERRITORIAL VIEW



## KEY

- PROPOSED BUILDING SITE
- SEATTLE POLICE WEST PRECINCT
- RECENT DEVELOPMENT
- PROPOSED CONSTRUCTION
- TALKING BOOK & BRAILLE LIBRARY
- CORNISH COLLEGE OF THE ARTS
- PROPOSED PARK
- GREEN STREET
- PEDESTRIAN 1ST CLASS
- TROLLEY ROUTE
- SPECIAL LANDSCAPING DISTRICT
- SUN PATH
- POLICE ACCESS
- BUILDING GARAGE ACCESS

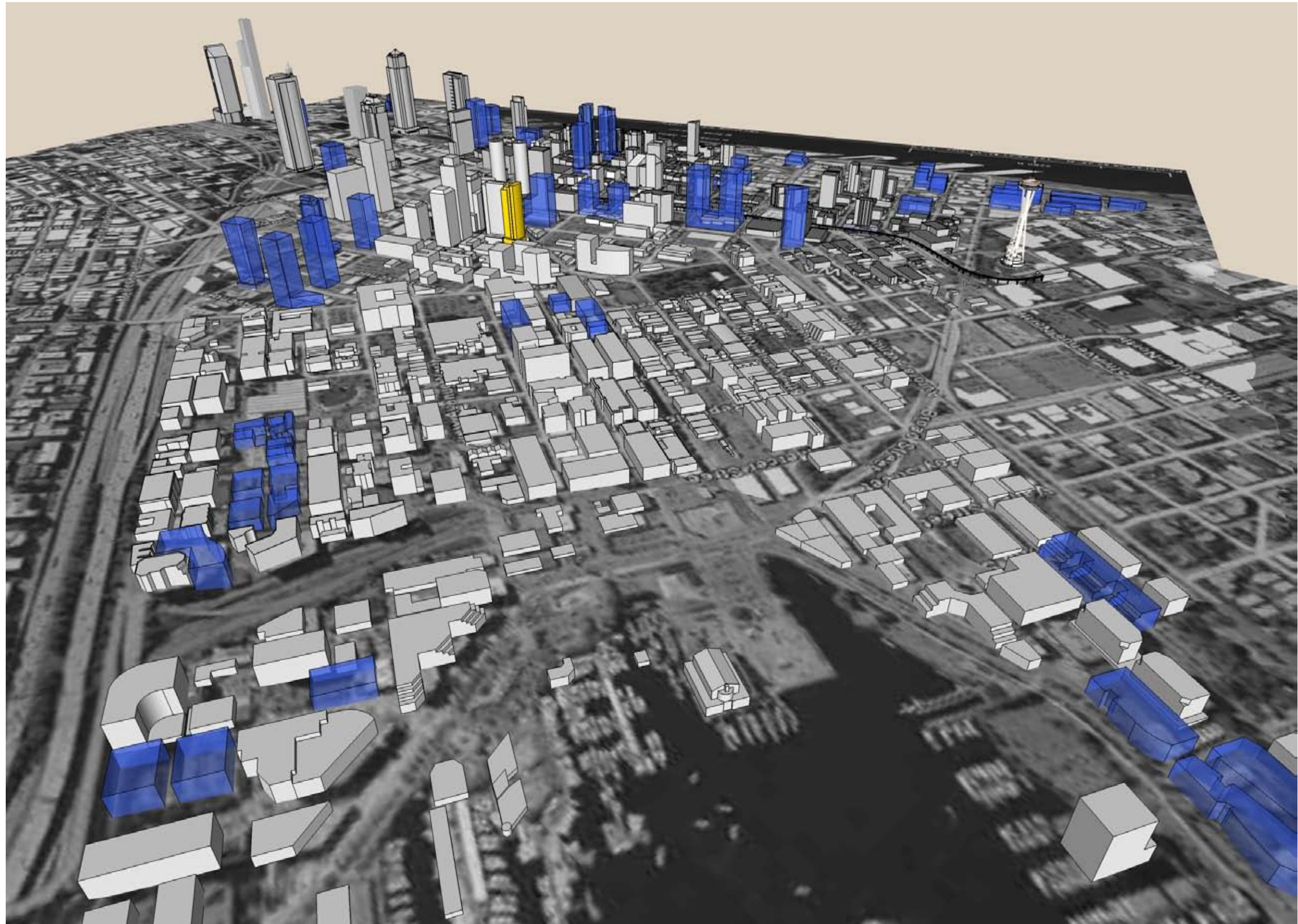


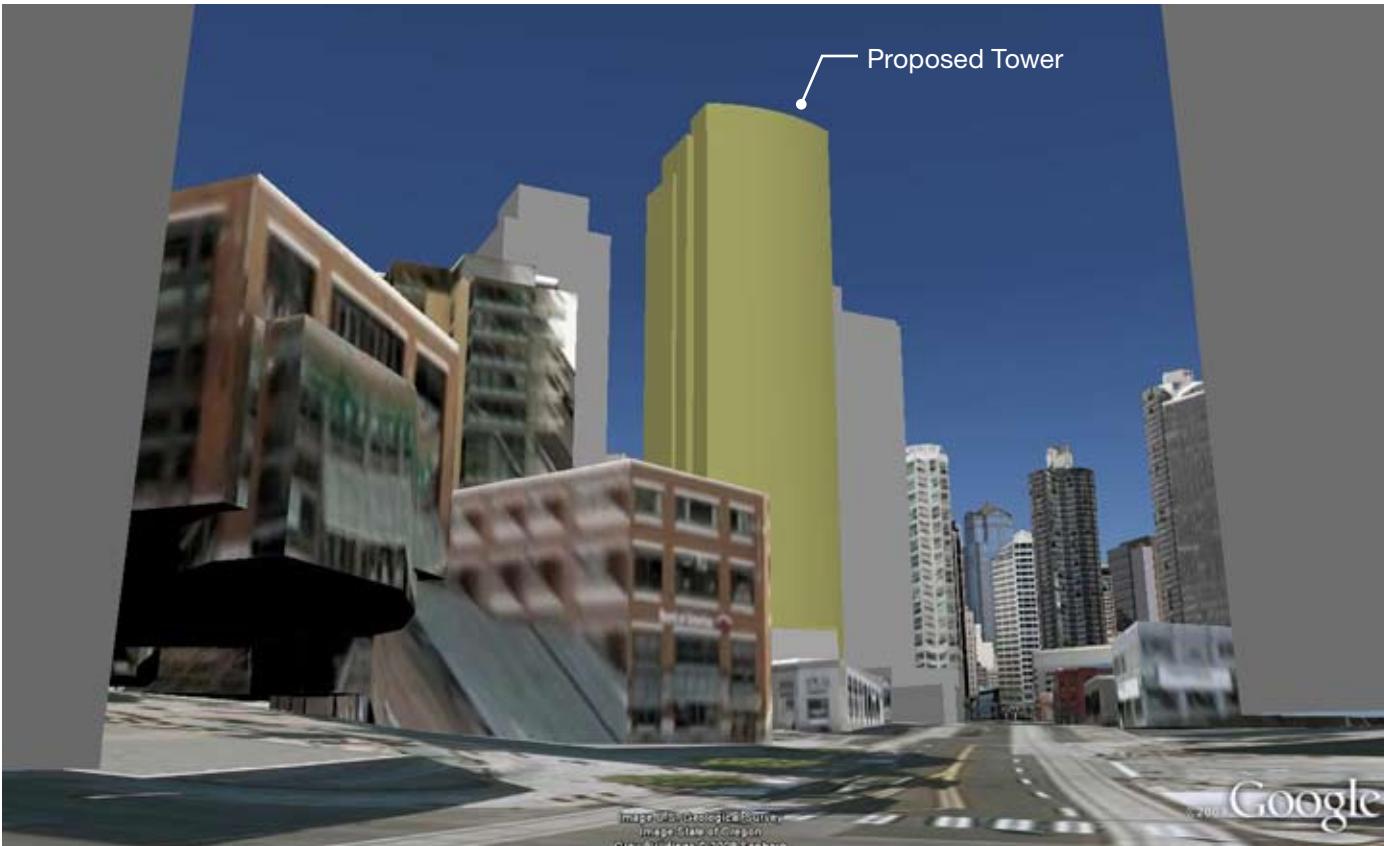


# KEY

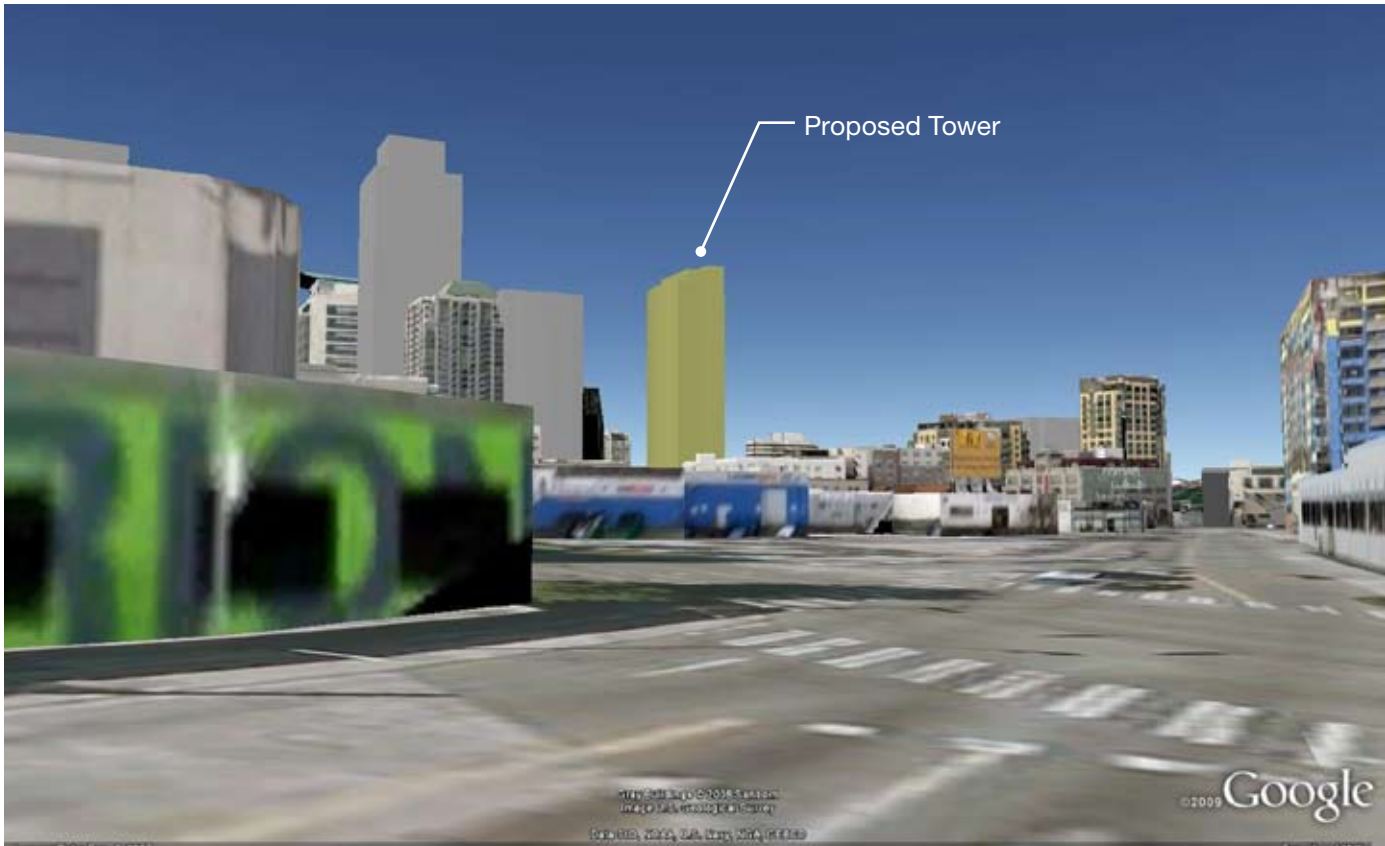
- PROPOSED CORNISH PERFORMANCE HALL\*
  - PERFORMANCE HALL ENTRY\*
  - PROPOSED PARK\*
  - EXISTING GREEN STREET IMPROVEMENT
  - NEW PROPOSED GREEN STREET IMPROVEMENT\*
  - NEW PROPOSED GREEN STREET IMPROVEMENT (2030 8TH AVENUE)
  - PROPOSED 2030 8TH AVE
- \* by others







VIEW FROM DENNY & WESTLAKE



VIEW FROM DENNY & STEWART



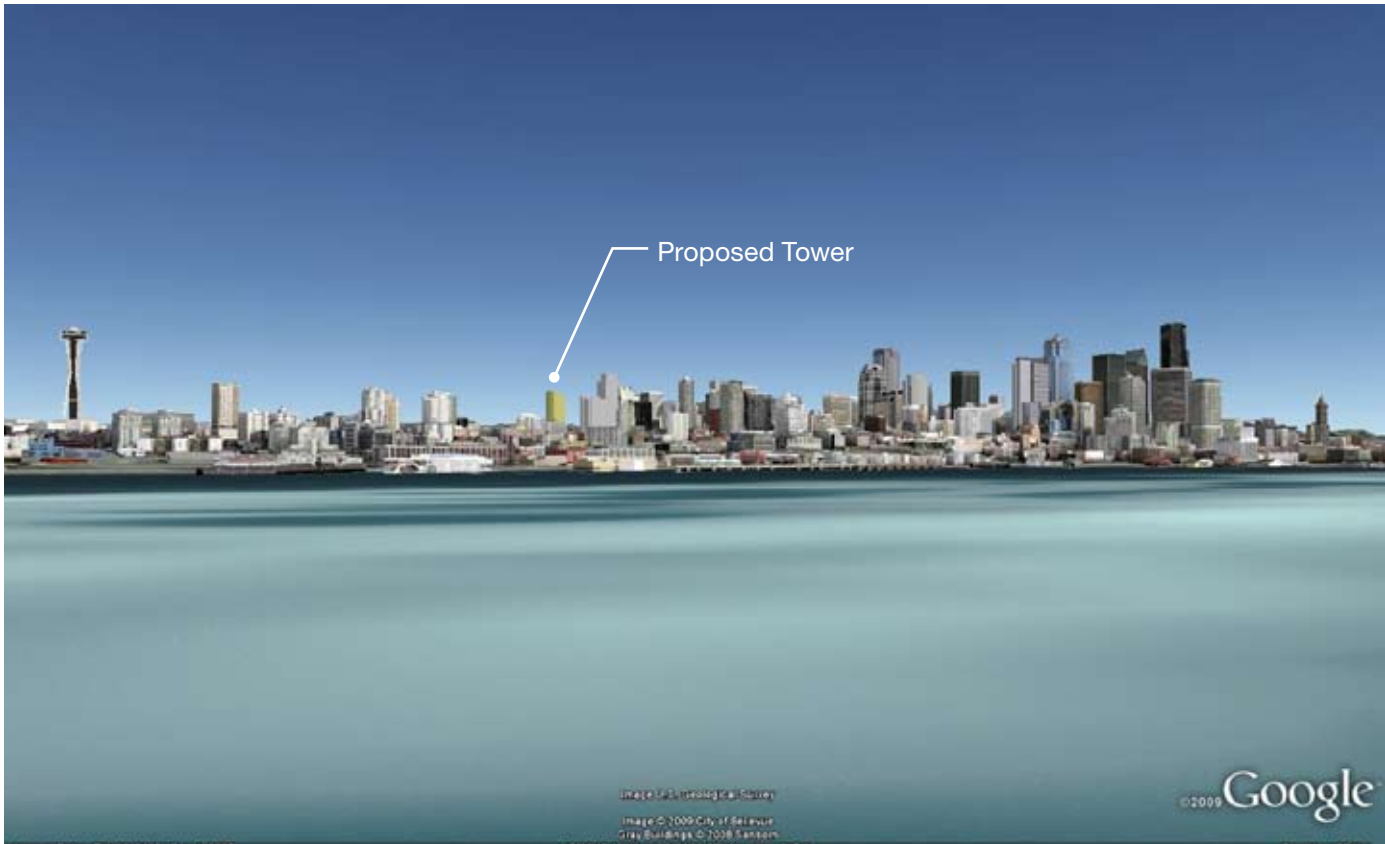
VIEW FROM LAKE UNION PARK AT VALLEY & WESTLAKE



VIEW FROM DENNY & WALL



VIEW FROM LAKEVIEW BOULEVARD



VIEW FROM ELLIOTT BAY



VIEW FROM KERRY PARK



VIEW FROM SPACE NEEDLE



VIEW FROM SITE



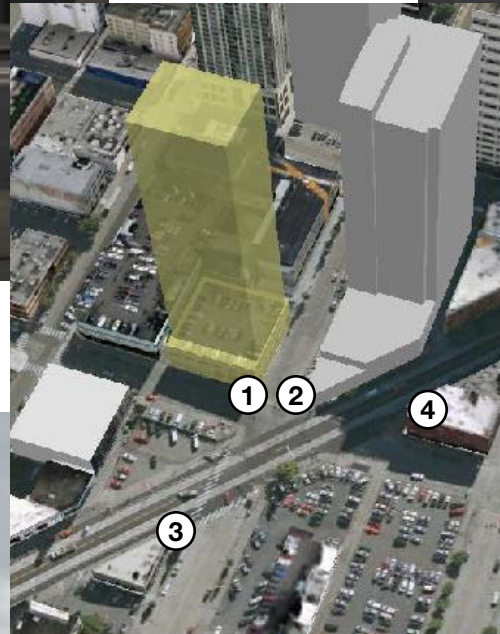
VIEW TO SITE



① CORNER VIEW: 8TH & LENORA AT WESTLAKE



② CORNER VIEW: 8TH & WESTLAKE (SOUTH)



③ CORNER VIEW: 8TH & WESTLAKE (NORTH)



④ CORNER VIEW: WESTLAKE & LENORA

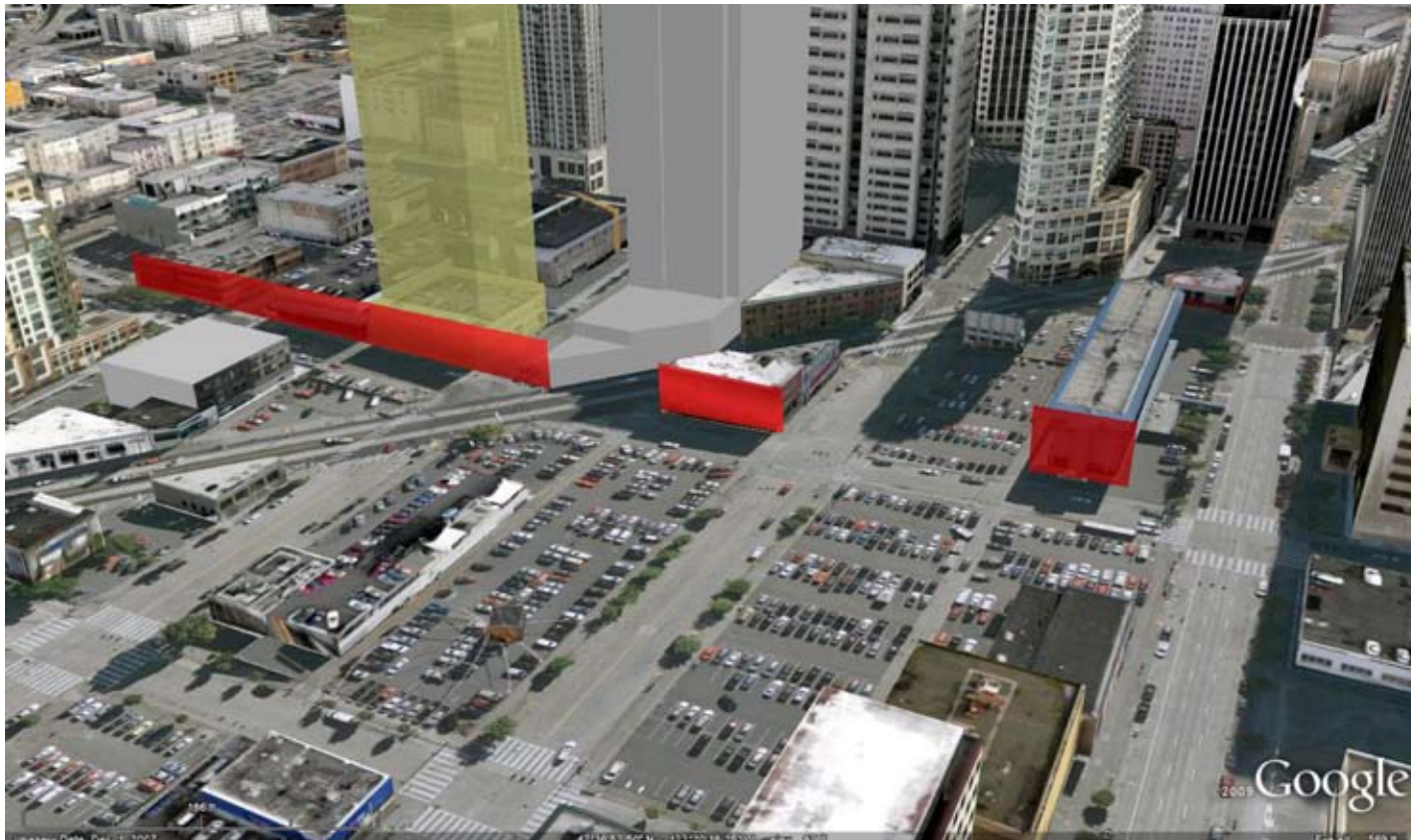




CONTEXT ACROSS LENORA



CONTEXT ACROSS 8TH AVENUE



STREET WALL

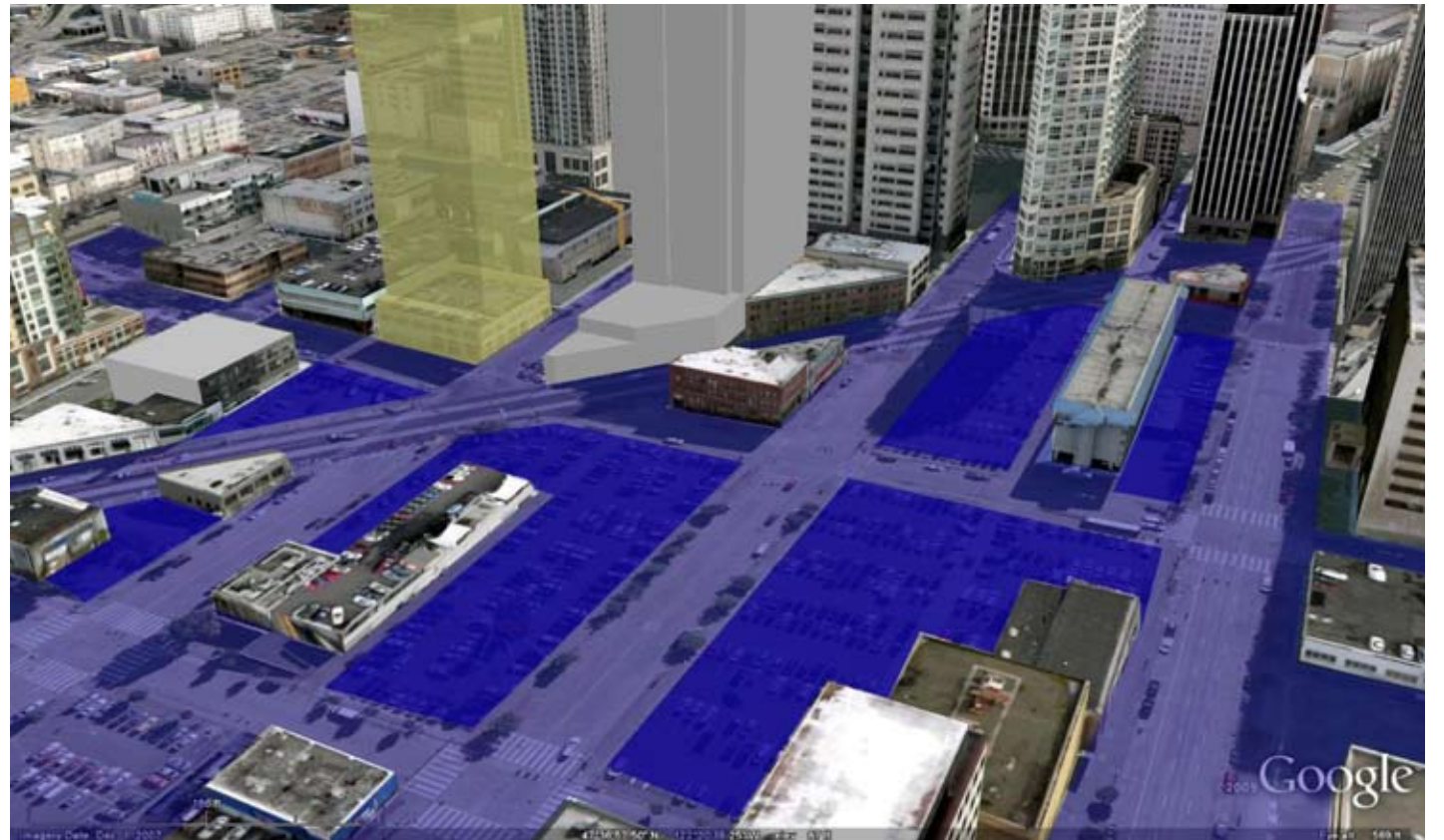
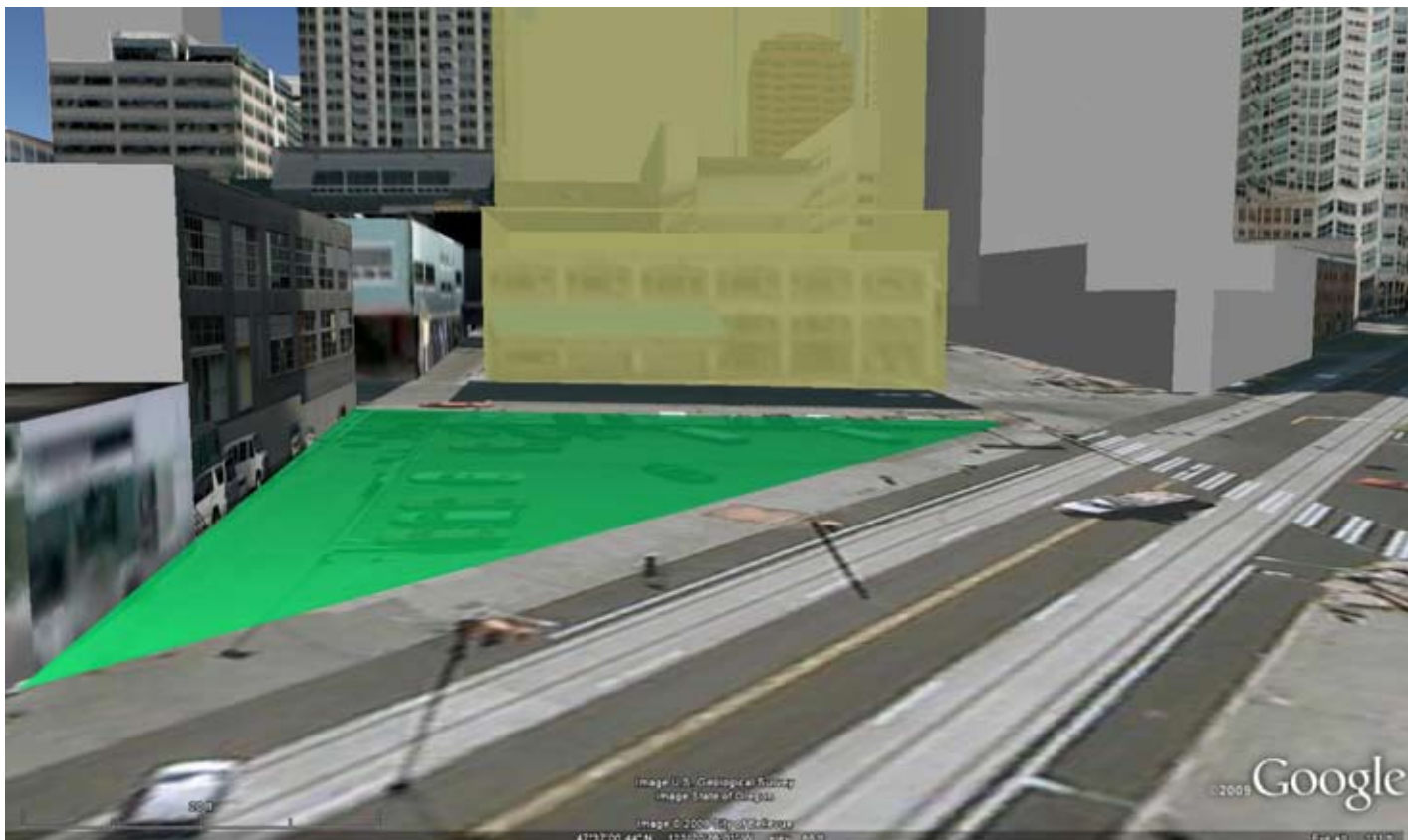
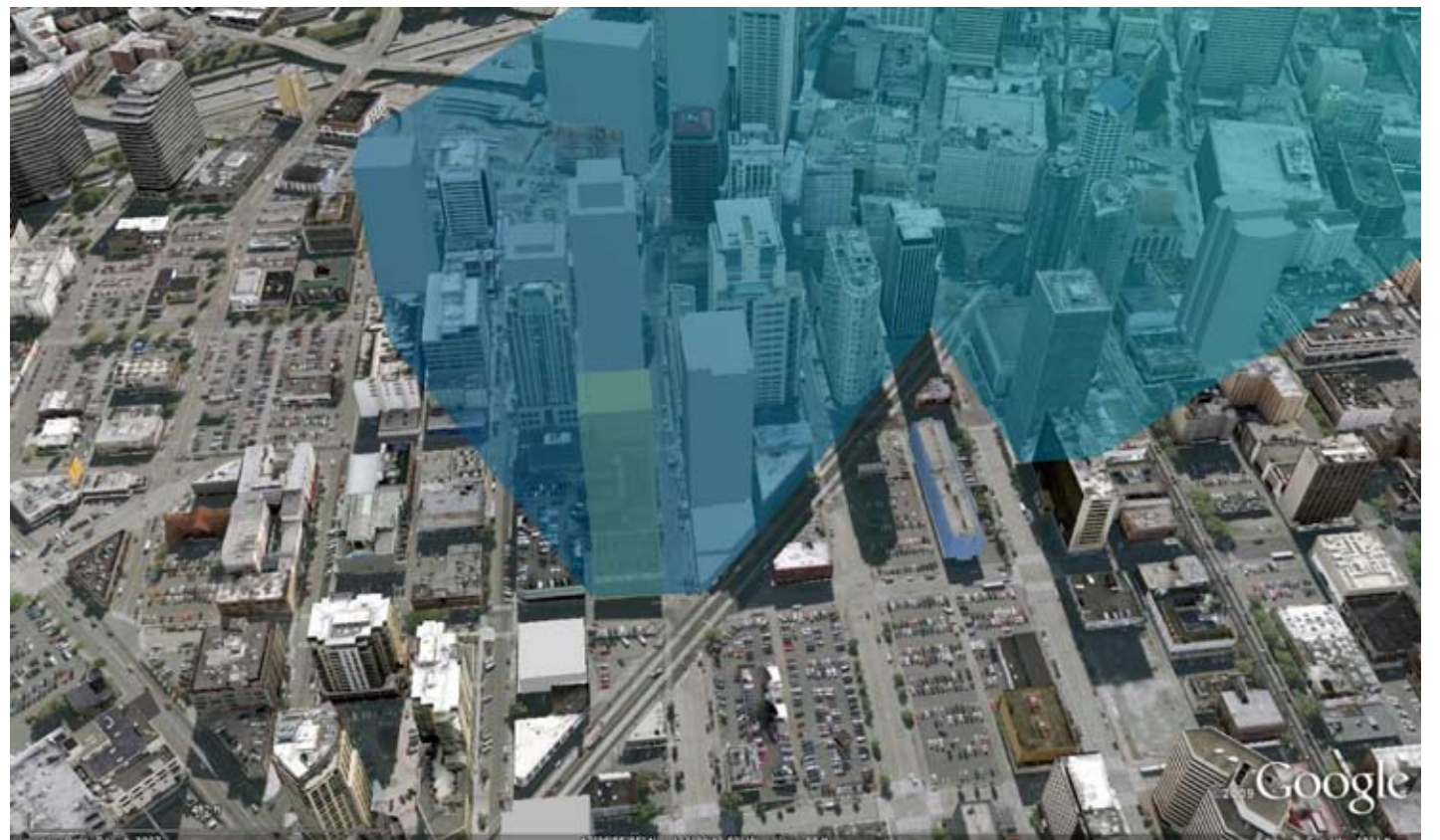


FIGURE GROUND

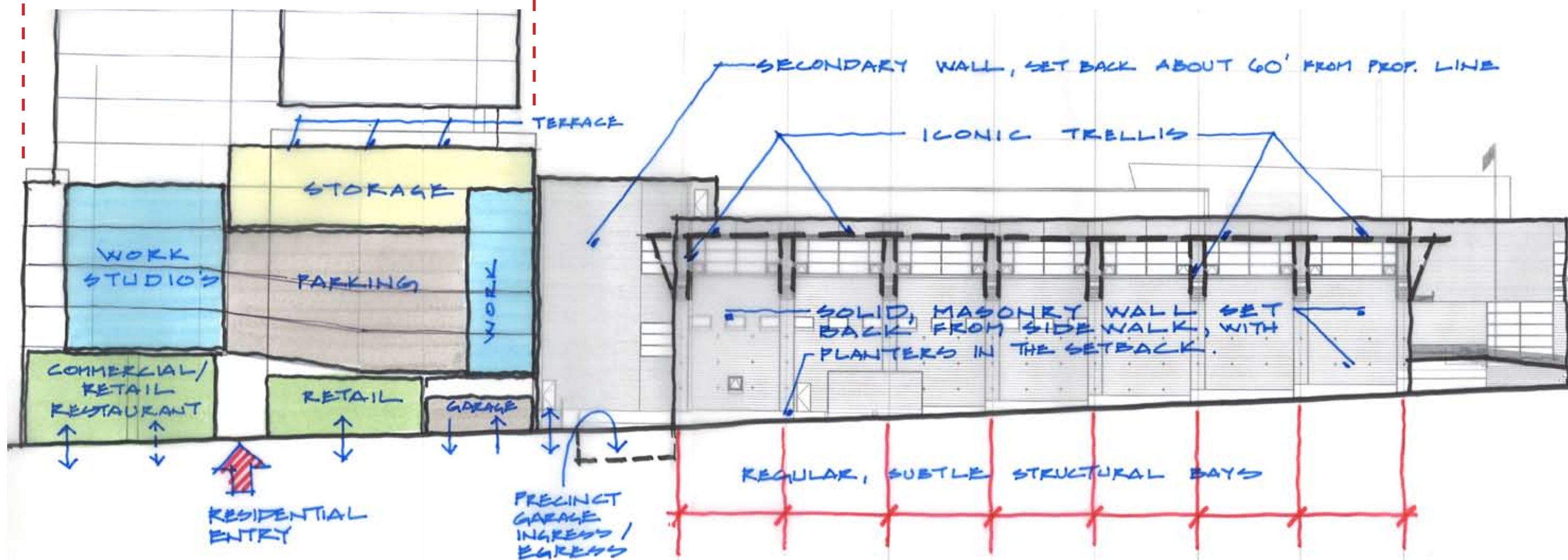


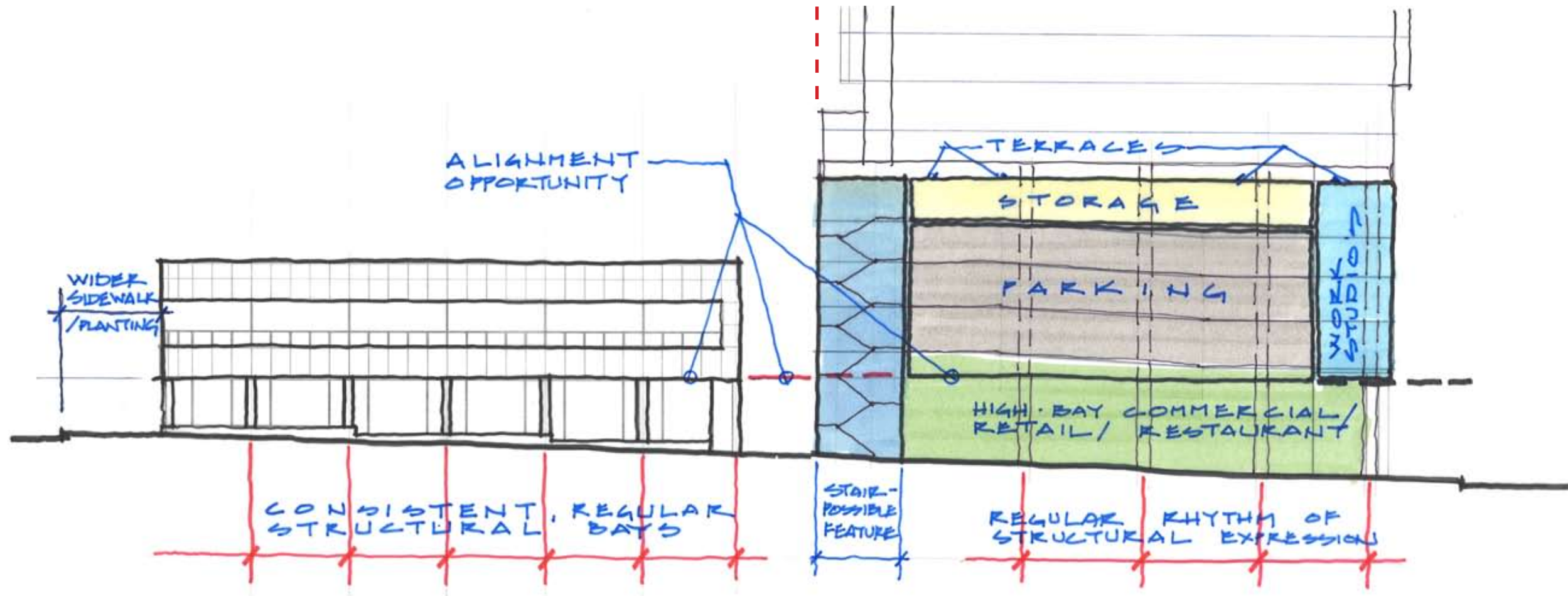
PROPOSED PARK / EXPOSED FACADE

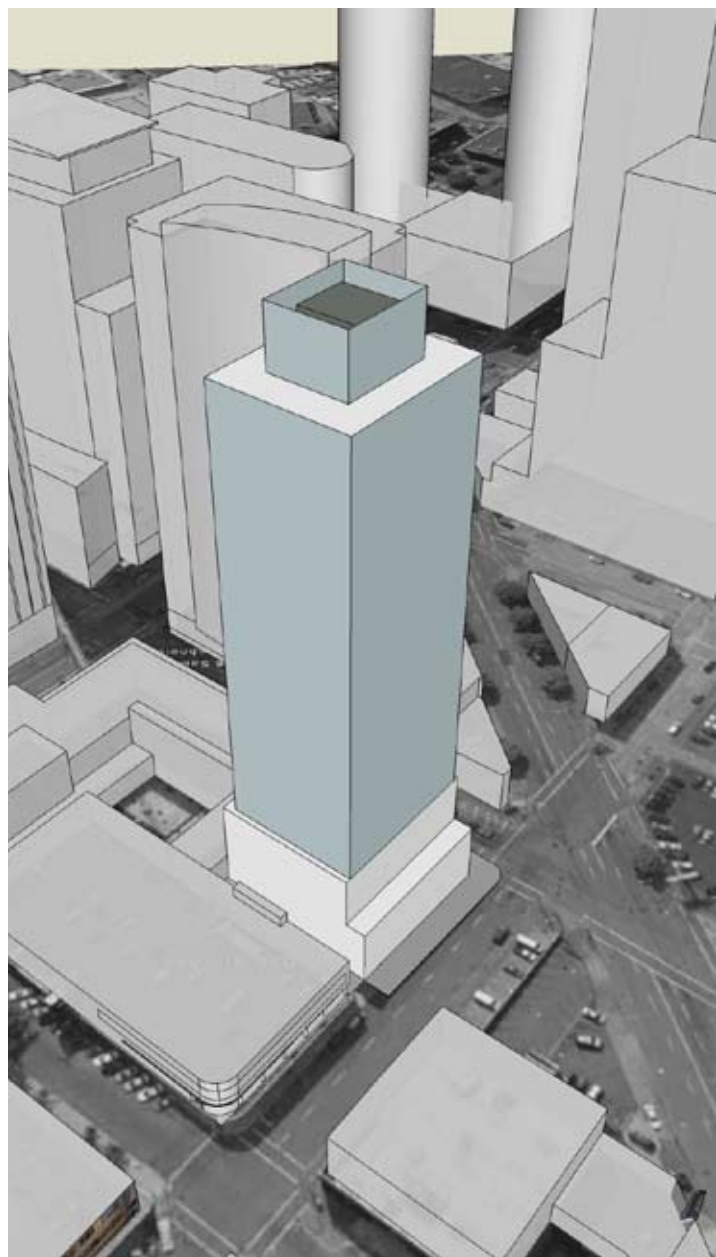
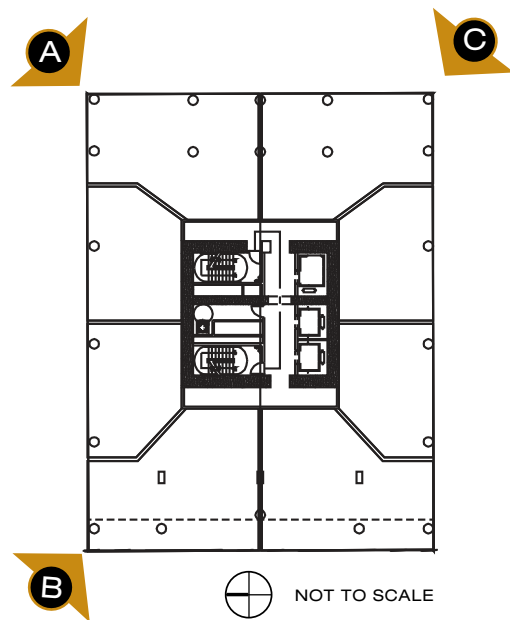


LEADING EDGE

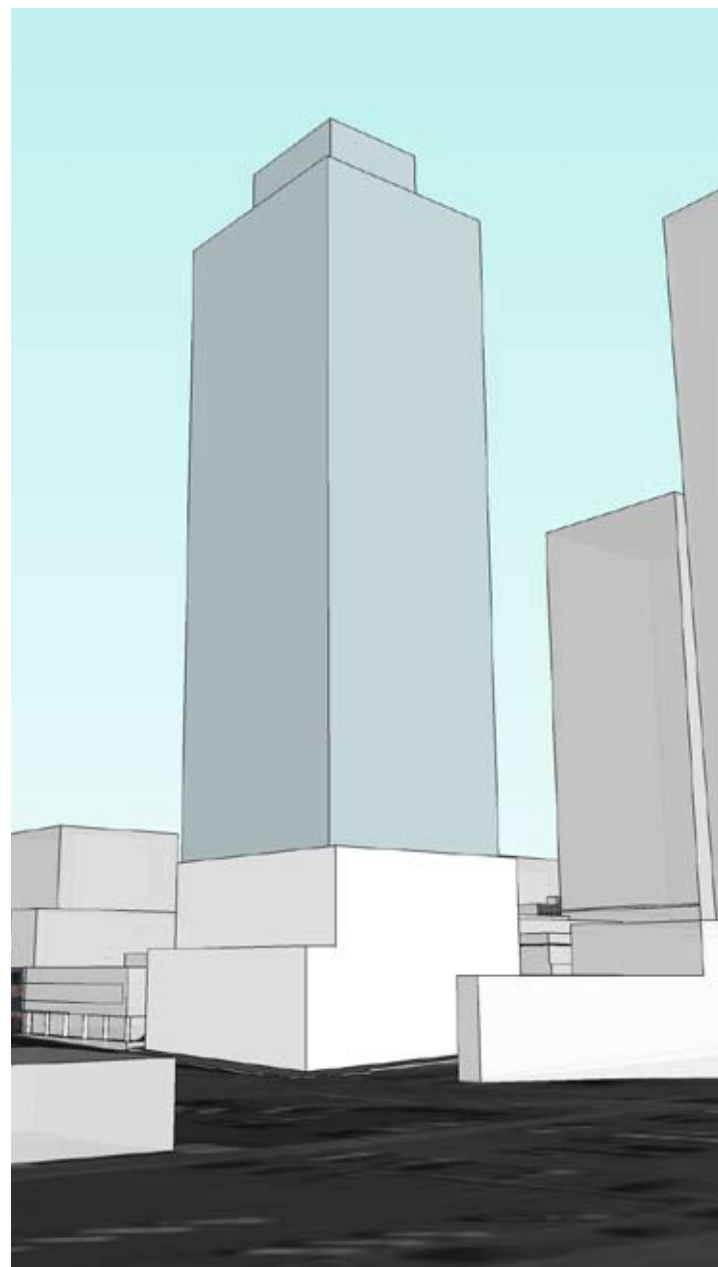








A

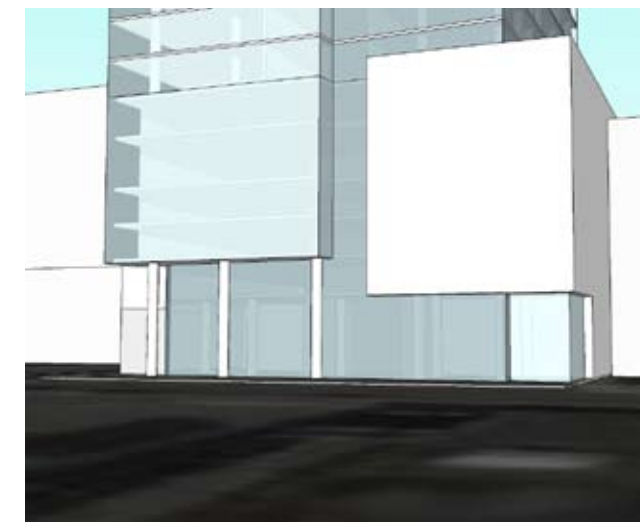
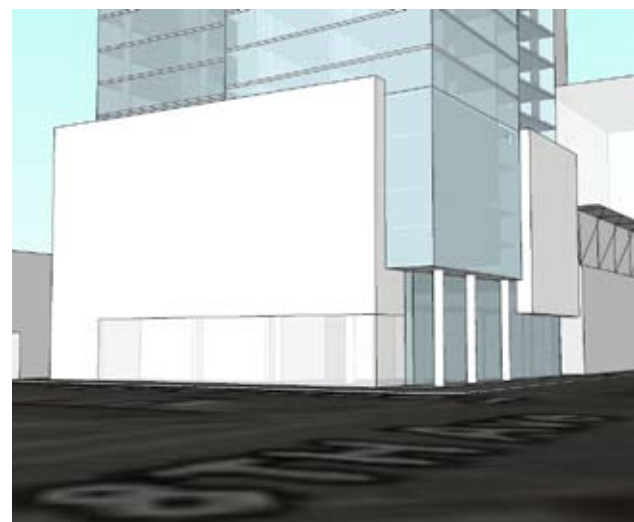
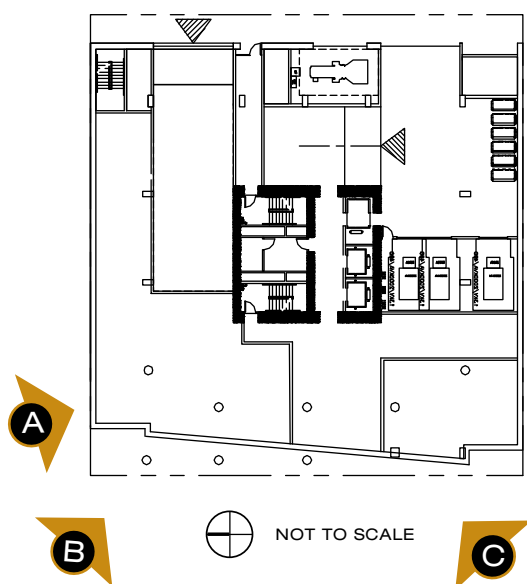
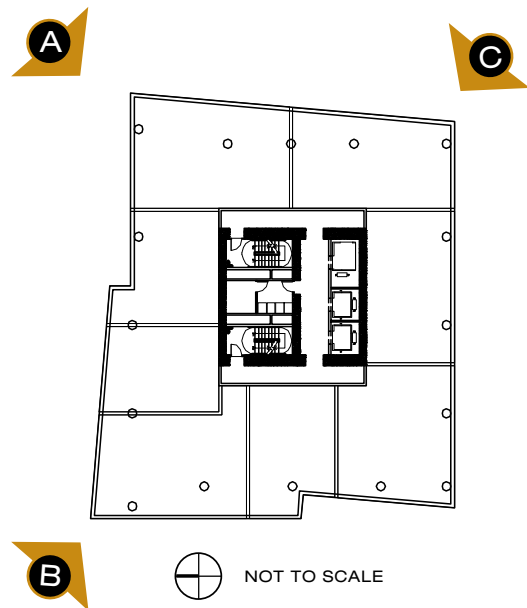


B



C



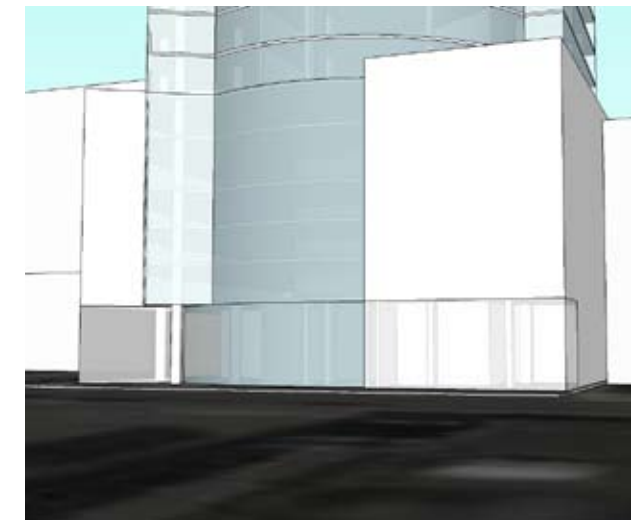
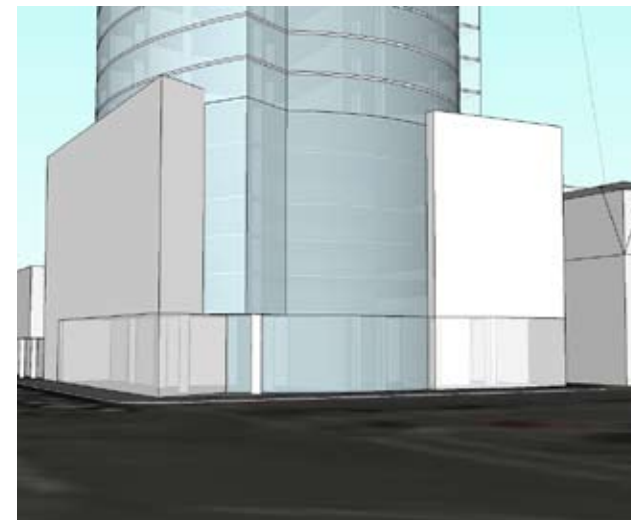
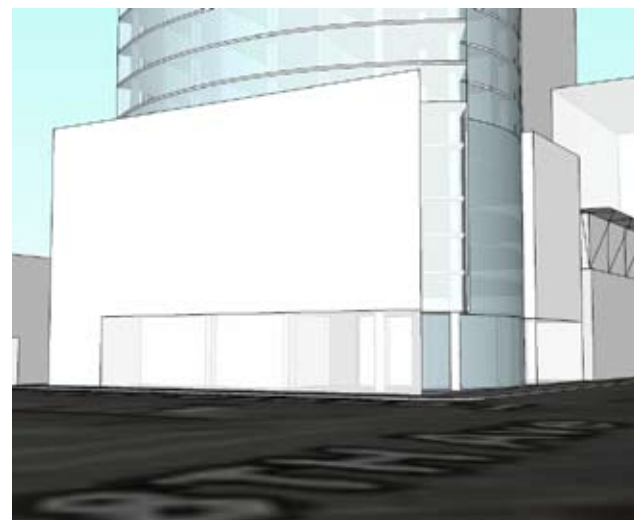
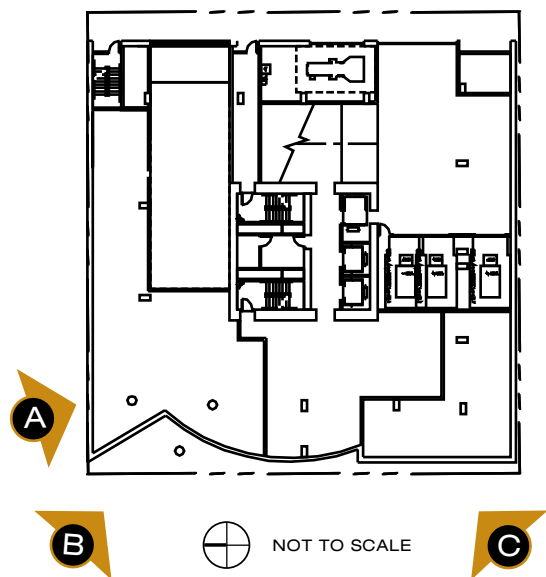
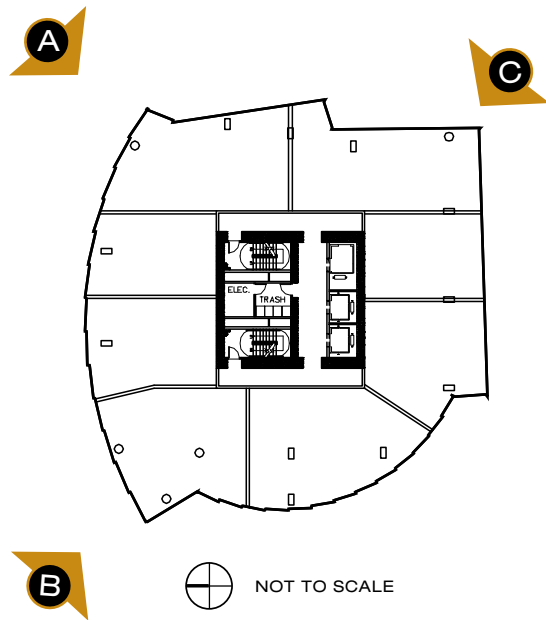


A

B

C



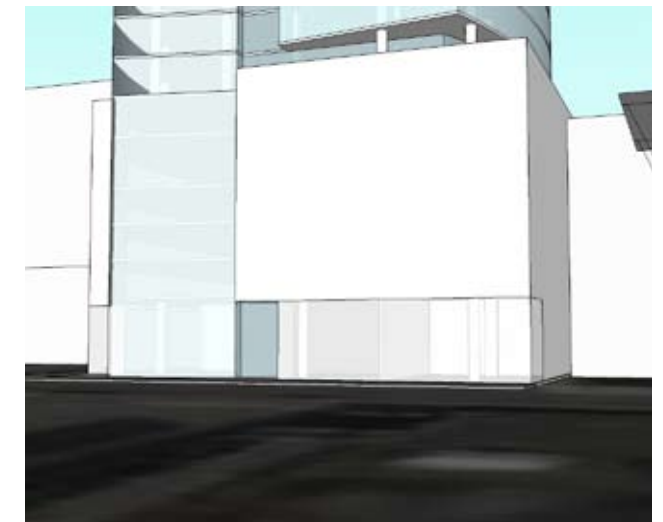
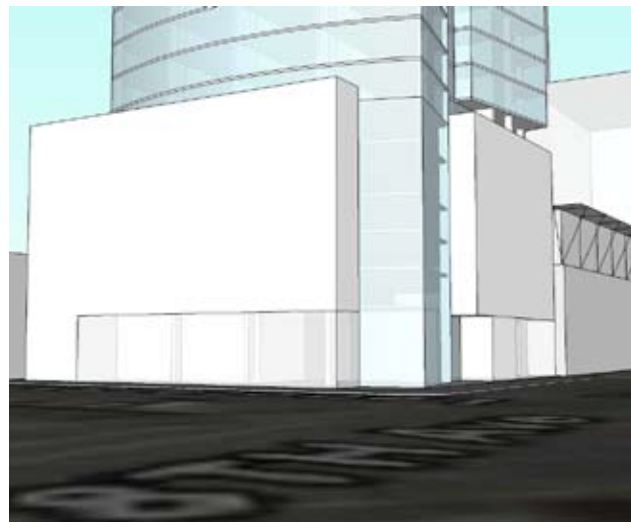
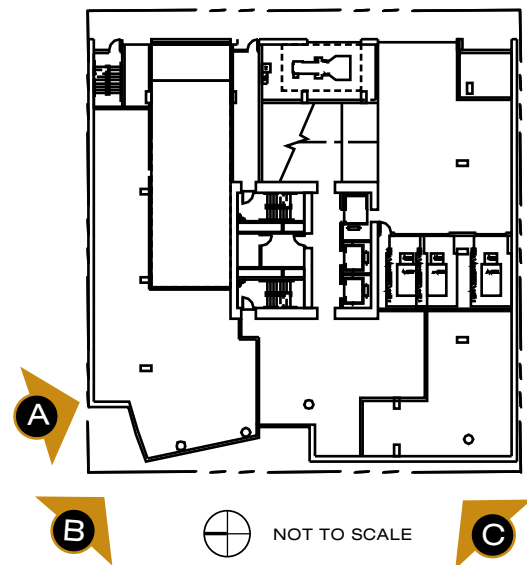
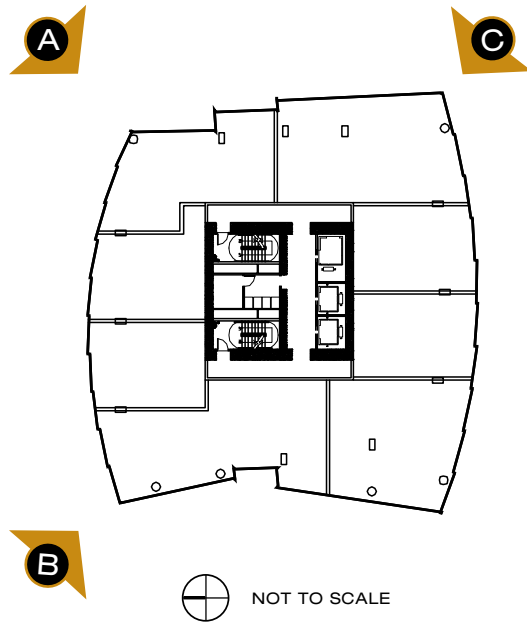


A

B

C





A

B

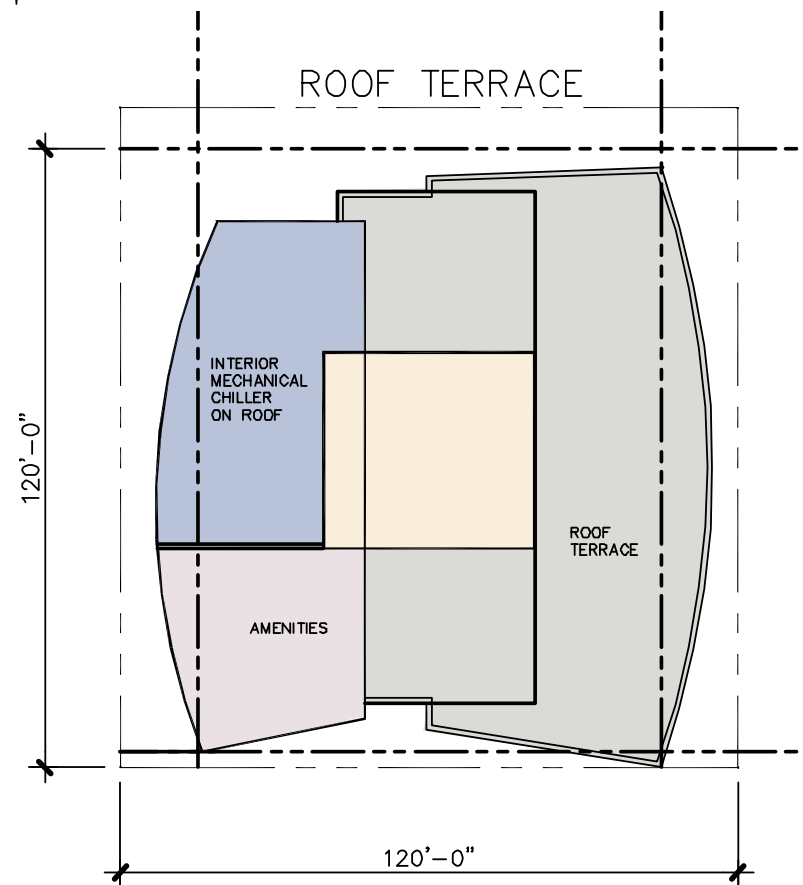
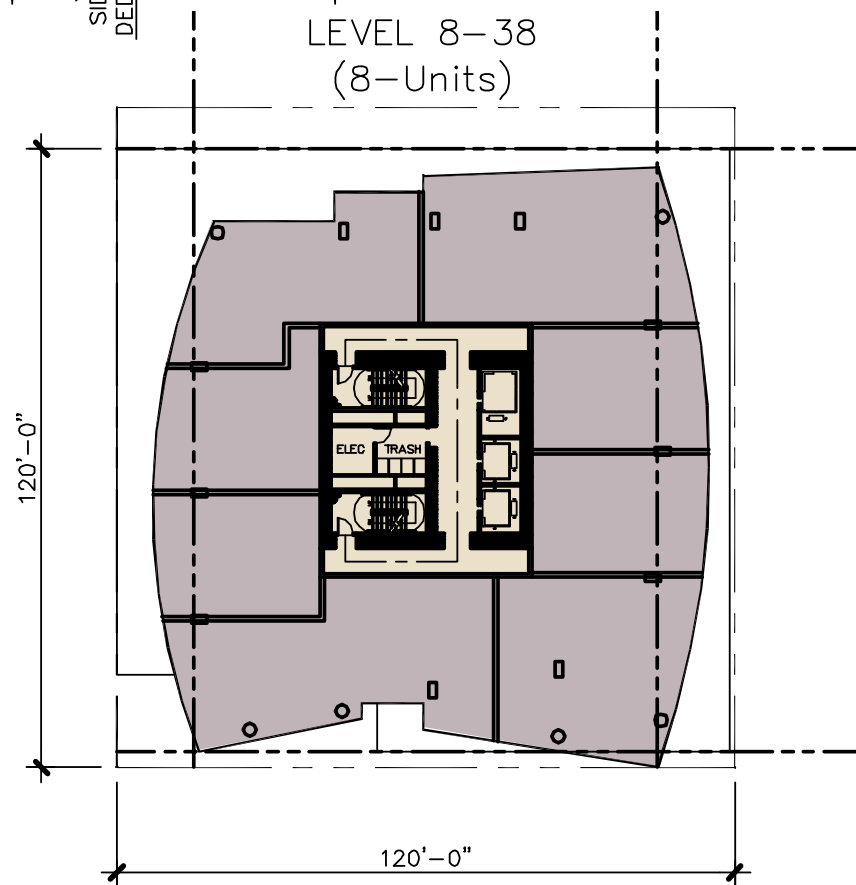
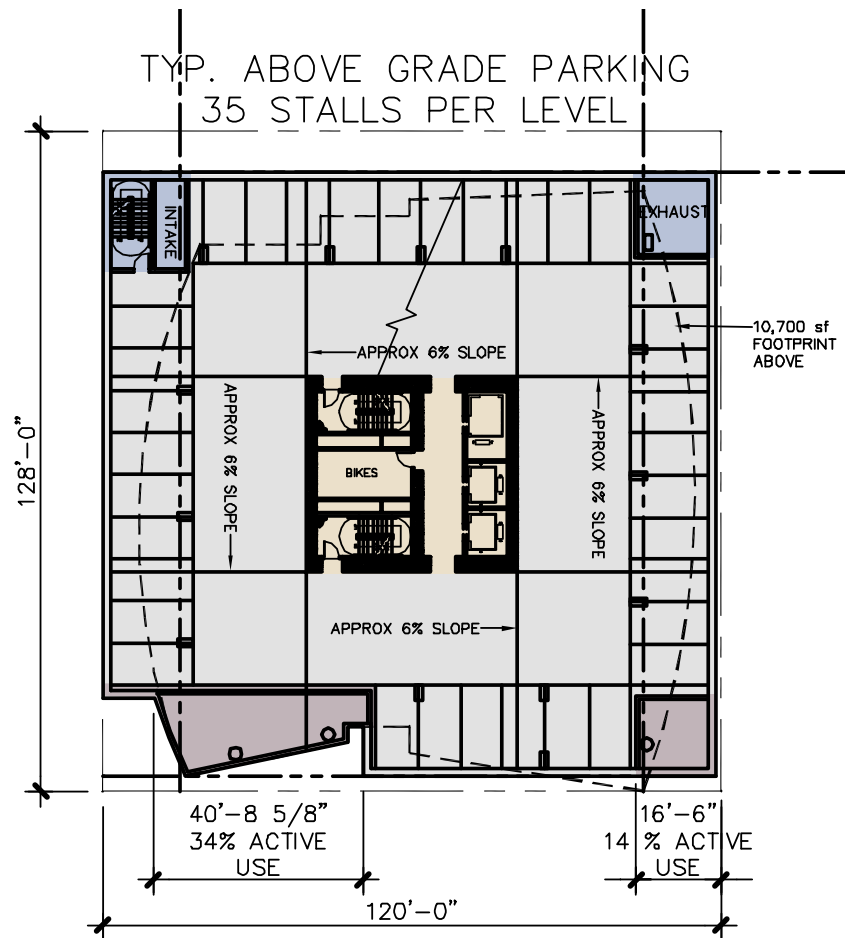
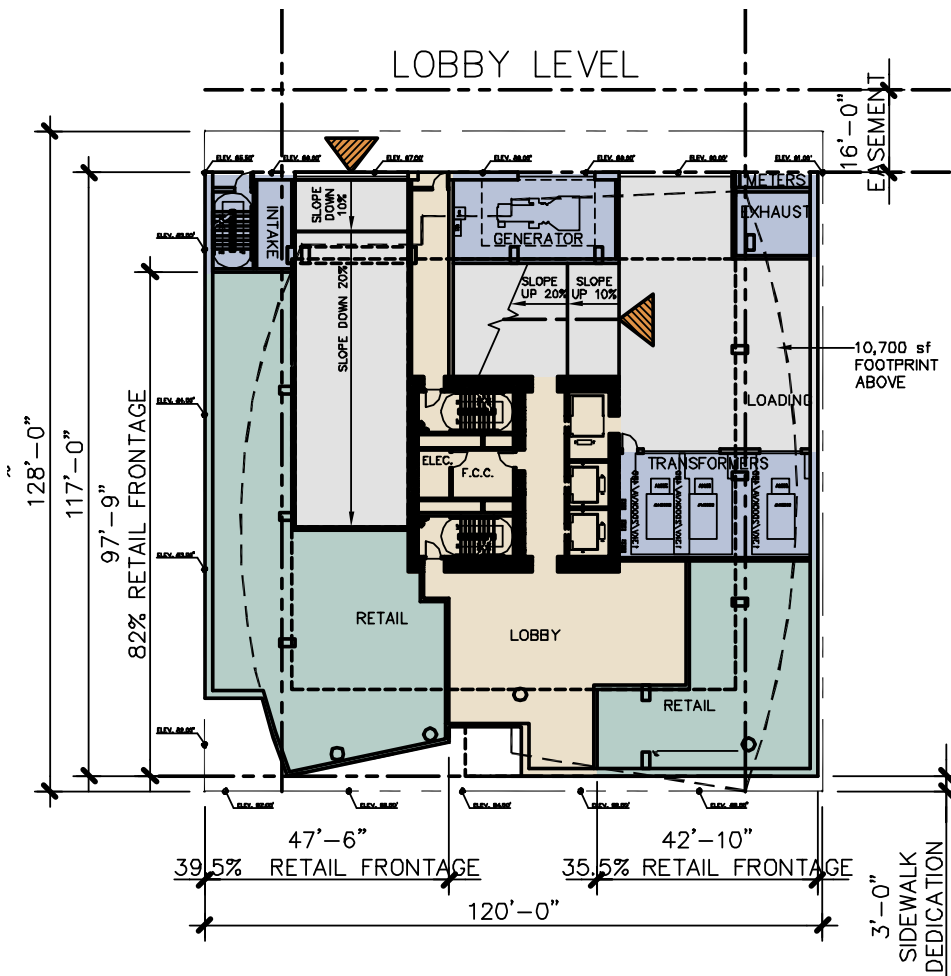
C



# TYPICAL RESIDENTIAL FLOORPLATE = 10,700 SF

- PROS
- Massing effectively creates a slim / dynamic building profile
  - Verticality reinforced through building form
  - Base and Tower elegantly interact
  - Base creates entry points / possible areas for outdoor retail seating
  - Floorplate configuration maximizes views

- CONS
- Slightly bulkier in appearance than Option #2, but not as bulky as Option #1.



NOT TO SCALE



PRIORITIES:

After visiting the site, considering the analysis of the site and context provided by the applicants, and hearing public comment, the Design Review Board members offered design guidance using the guidelines found in the City of Seattle’s “Design Review Guidelines for Downtown Development, April, 1999”. These guidelines are intended to be used in evaluating the design during the Master Use Permit phase of the review. In their deliberations, the Board provided the following comments as a precursor to prioritizing guidelines for this project:

- Small site leading to an elegant tower
- Opportunities to address 8th and Lenora corner as well as relationship to Westlake — bringing tower expression down with corner treatment is a positive step
- Screening of upper levels of garage with accessory work spaces is a positive step, in particular with proposal to anchor each corner of base structure with these accessory uses. Helps to not rely on decorative base façade treatment
- Appreciation of efforts to activate 8th due to appearance of SPD west precinct
- Future input from landscape architect is important to understand relationship of proposed departure for increased facade height on Green Street.
- Option 3 is board preferred option as well
- Development of a unique front to address Westlake is important
- Back of the building is very important, in particular for the base structure along south and east facades
- Refer to option 1 studies as it pertains to articulation and scale of base structure.

The Board indicated that the guidelines listed below were initial guidance for the project and that further meetings will be needed to review the development of the project and to provide additional design guidance:

SECTION A — SITE PLANNING & MASSING: RESPONDING TO THE LARGER CONTEXT

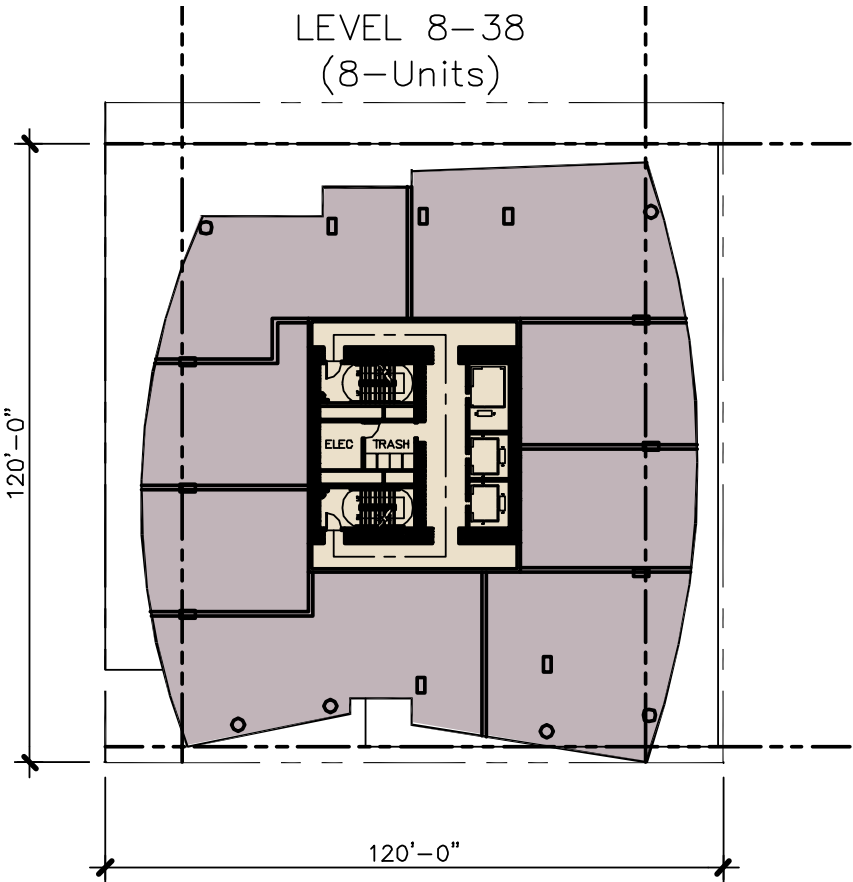
A-1 Respond to the physical environment.

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

*The board ranked this as a high priority for the project due to the proximity of Westlake Ave, the Space Needle and the general development appearing in Denny Triangle. The board was interested in hearing from the architects in their presentation what anchors this building to Seattle in terms of design, architecture, materials or other features. The board also commended to development of a LEED building.*

A-2 Enhance the skyline.  
Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

*The board ranked this as a high priority for the project, in part due to its location and visibility as well as the proposal for a decorative/ornamental top. The board appreciated the attempts to give a subtle quality to the screening top.*



A-1 GRAPHICS FROM THE PREVIOUS EDG



A-2

SECTION B — ARCHITECTURAL EXPRESSION: RELATING TO THE NEIGHBORHOOD CONTEXT

B-1 Respond to the neighborhood context.  
Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

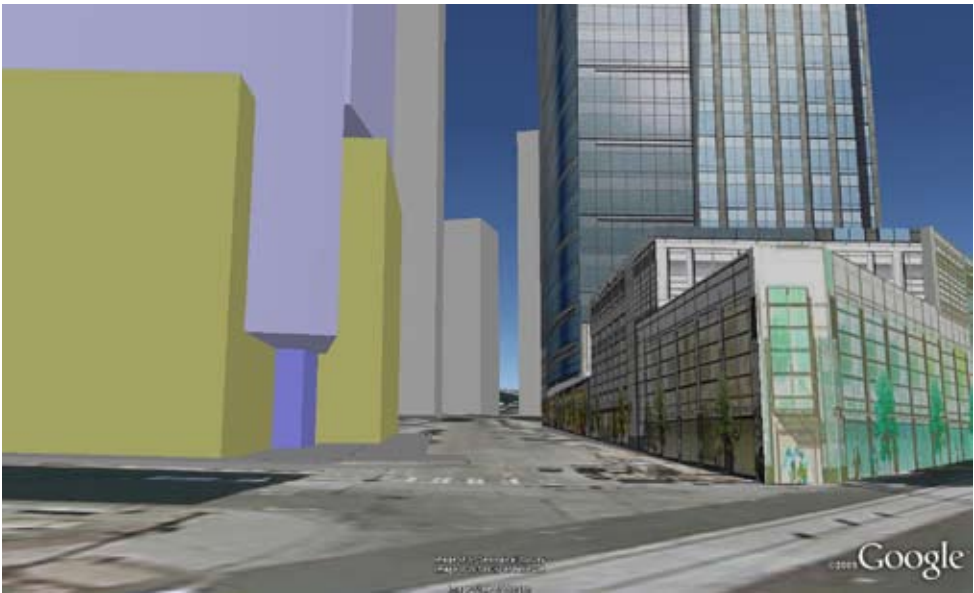
B-3 Reinforce the positive urban form & architectural attributes of the immediate area.  
Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

*The board gave a high priority to both B1 and B3, in part due to the opportunity to create a new context through developments like this in the Denny Triangle.*

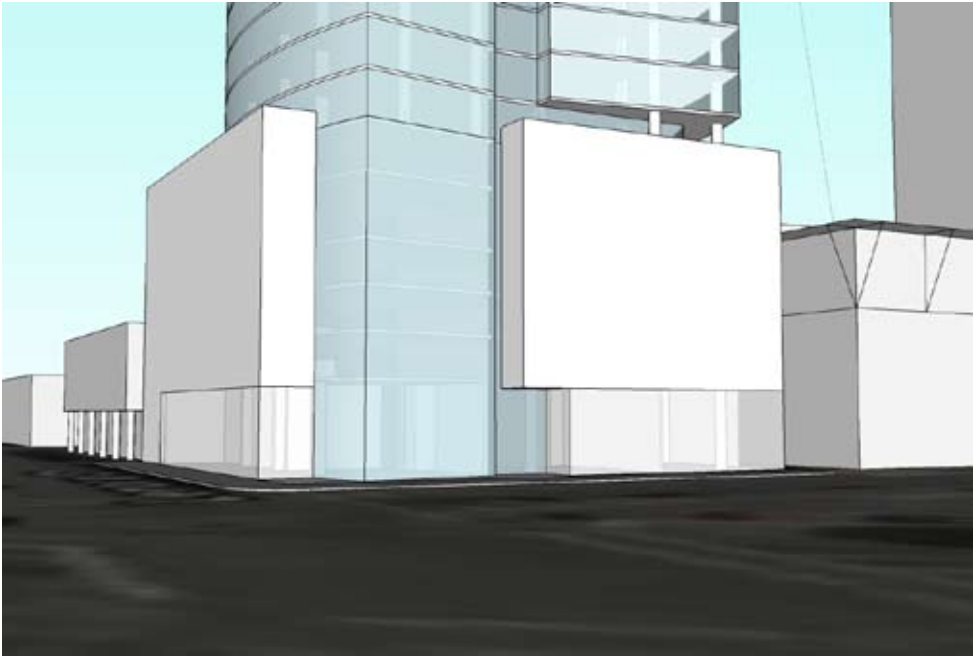
B-4 Design a well-proportioned & unified building.  
Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

*The Board ranked this guideline as a high priority. The board felt it was important to continue development of this tower as a sleek and slender tower. The board also felt it was important to continue efforts to coordinate the transition between the base and the tower in a sensitive way as demonstrated in Option 3. The board expressed interest and support in locating the open space at the podium between the base and tower.*

**NEW CONSIDERATION:**  
*When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept: Building and Garage Entrances.*



B-3



B-4

SECTION C — THE STREETScape

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.

*The board was generally supportive of the approach taken for the retail uses, particularly at the 8th and Lenora corner, along with the approach to bring the tower portion down to the street level. The board also expressed their support to locate accessory studio spaces for the residential units on the upper garage floors.*

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.

*The board indicated that this was a high priority, in particular due to the need to screen the above ground parking. The board supported the idea of bringing the tower portions of the structure down to street level, the approaches to screen the above ground parking with uses as well as the overall concept for the base of the structure. The board also indicated that they would continue to look at the development of the Lenora facades, including the development of the Green Street, to evaluate the project in relationship to this guideline.*

C-3 Provide active not blank facades

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

C-4 Reinforce building entries.

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

*The board prioritized these two guidelines due to the corner location of the building and the surrounding developments. The board is interested in continuing to look at the screening of the parking with uses and materials, how the entry ways for both the residential and retail uses are developed and how the south and east facades on the base structure are developed. The board also directed the applicant to look at how the design at the proposed stair tower on Option 3 at the NE corner at Lenora and the access easement will be enhanced.*

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.

*The Board is interested in reviewing how the overhead weather protection on the building will be used to deal with the pedestrian scale along both 8th and Lenora.*

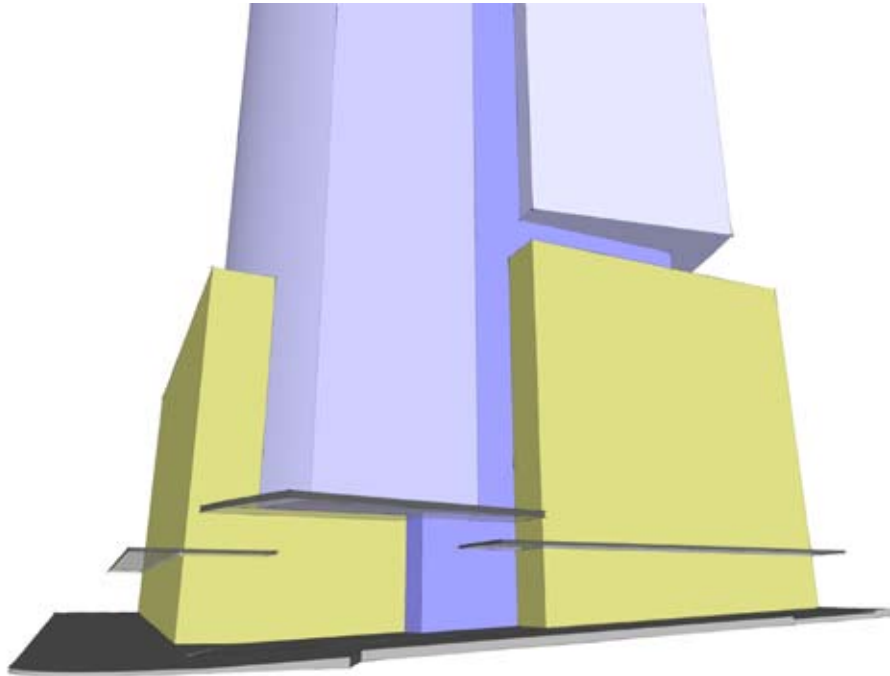
C-6 Develop the alley facade.

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

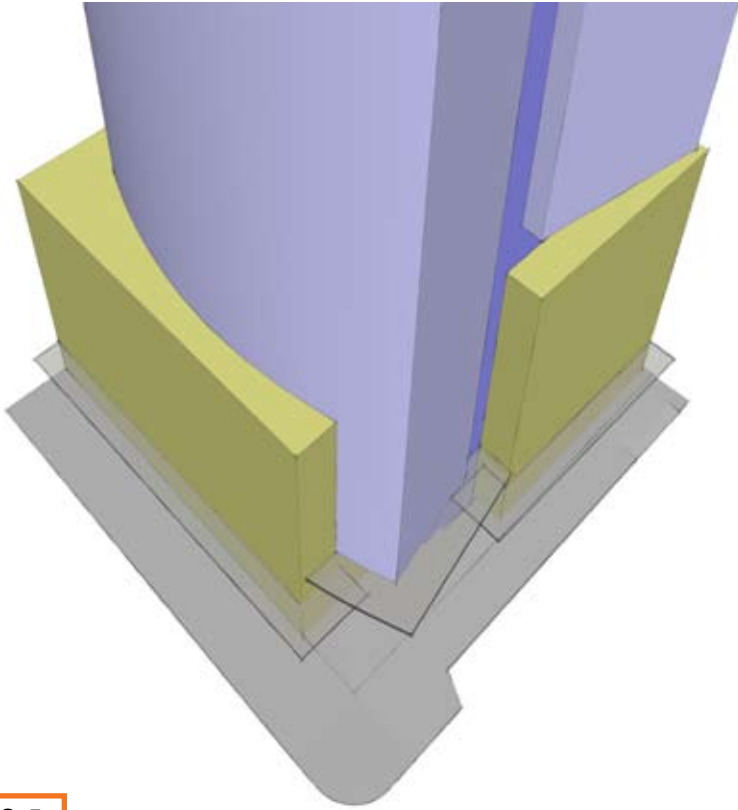
*The Board indicated that this guideline is important in looking at its relationship to both pedestrian and vehicular traffic associated with the project. The Board directed the applicant to look at ways to activate the corner of the building nearest the easement entrance.*

NEW CONSIDERATION:

*Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing: visibility into building interiors; different textures, colors, or materials that break up the wall's surface.*



C-4



C-5

SECTION D — PUBLIC AMENITIES: ENHANCING THE STREETScape & OPEN SPACE

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.

*The board ranked this as a high priority, in particular due to the Lenora Green Street. In addition, the board is interested in how landscaping at the street level as well a potential landscaping at the podium for the common recreation area, can be used to enhance the building facades.*

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.

*The board is interested in how the development team will respond to this guideline, in particular due to the corner orientation, proximity to Westlake and the Green Street frontage.*

SECTION E — VEHICULAR ACCESS & PARKING: MINIMIZING THE ADVERSE IMPACTS

**NEW CONSIDERATION:**  
**E-1 Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.**  
**Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.**  
**a. minimize the number of curb cuts and locate them away from street intersections;**  
**b. minimize the width of the curb cut, driveway, and garage opening;**  
**c. provide specialty paving where the driveway crosses the sidewalk;**  
**d. share the driveway with an adjacent property owner;**  
**e. locate the driveway to be visually less dominant;**  
**f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color**  
**(See also Guideline C-4.)**

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.

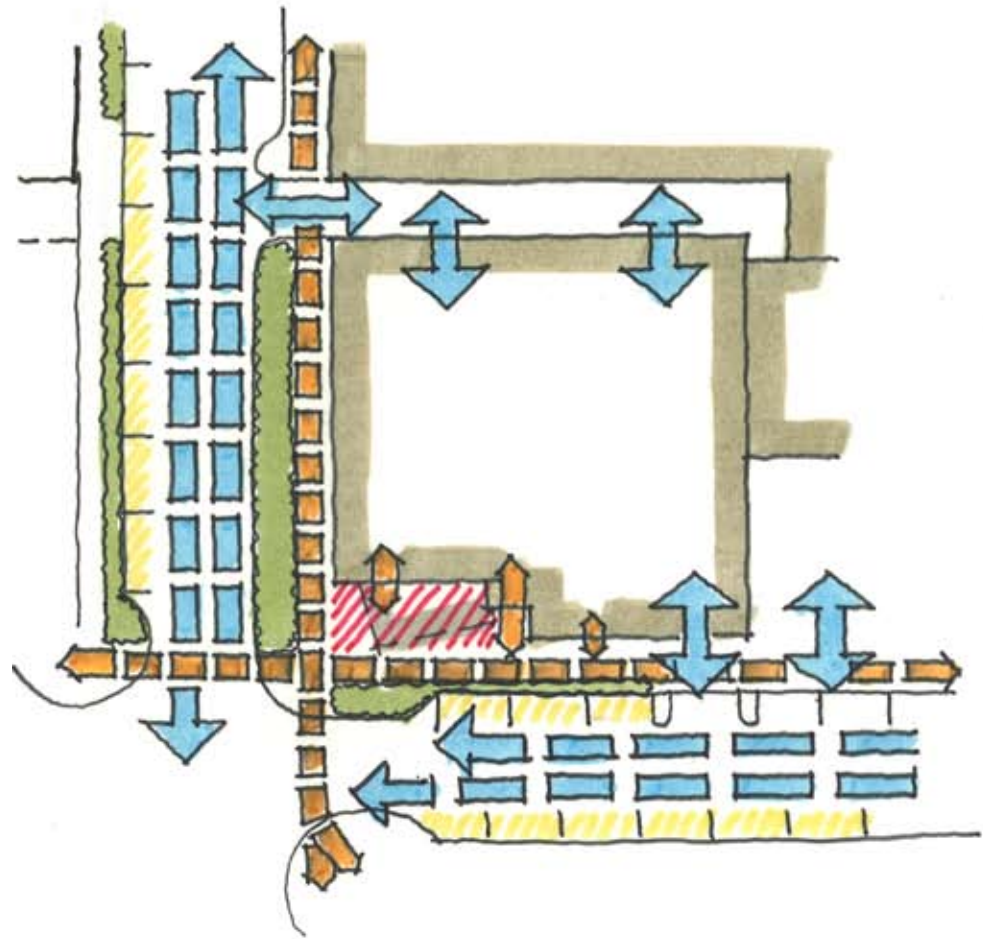
*The board prioritized this due to the visibility of the above ground garage structure in relationship to the base.*

**NEW CONSIDERATION:**  
**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.**

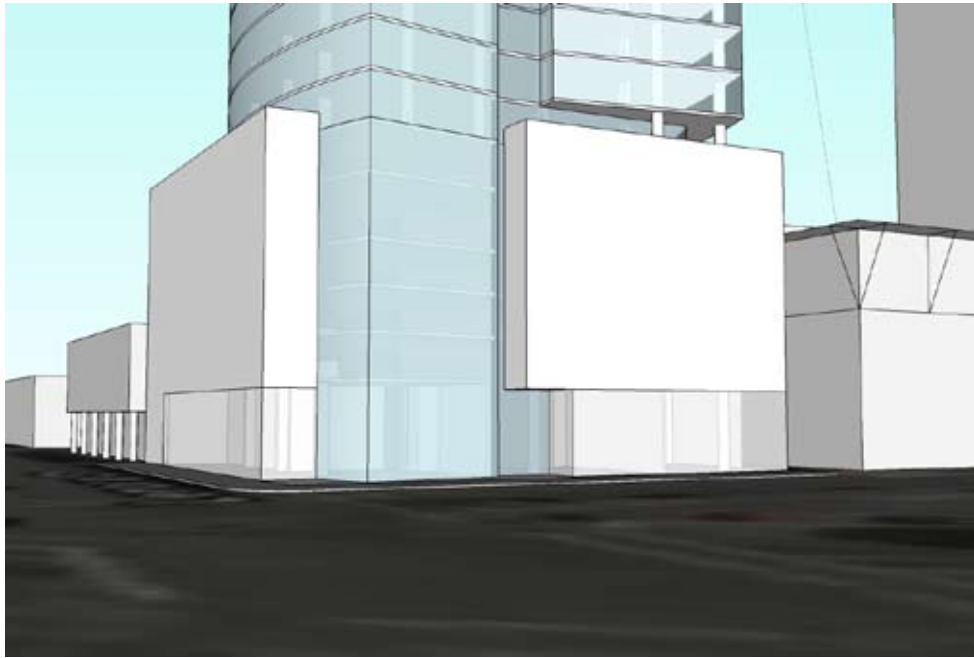
NEXT STEPS

- In addition to seeing their guidance applied to both projects, the Board was specifically interested in seeing the following issues detailed at their next meeting:
- 1. Cross section of the building, in particular at pedestrian level and upper floors
  - 2. Show how the tower and the podium levels are integrated
  - 3. Develop sketches showing the pedestrian experience along both 8th Ave and Lenora
  - 4. A context model
  - 5. Details of the podium level common recreation area both with internal views and appearance from the adjacent right of ways

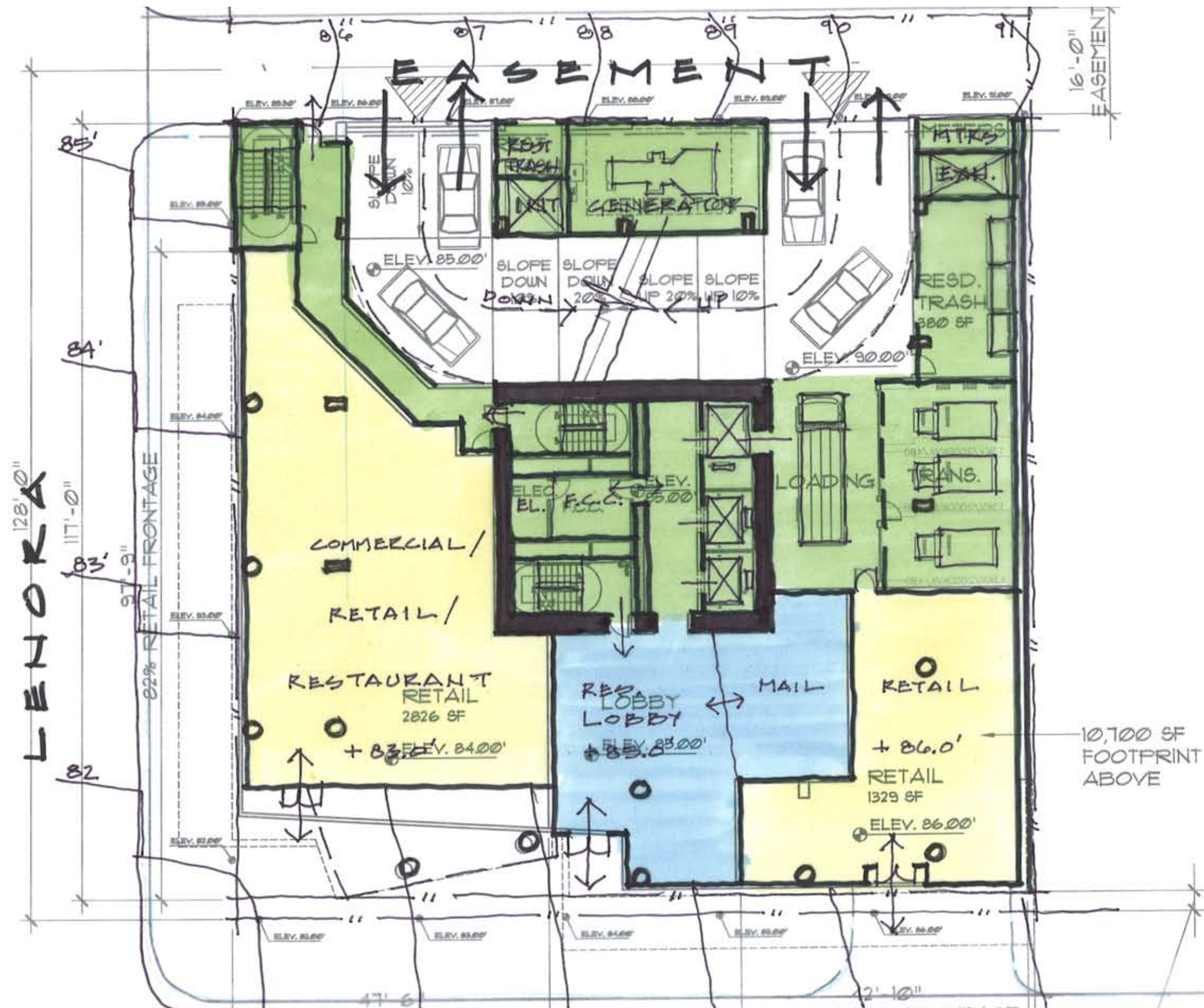
*The board also expressed its general support for the departures, however indicated that further study of the Green Street setback would be needed along with other details that pertain to each departure.*

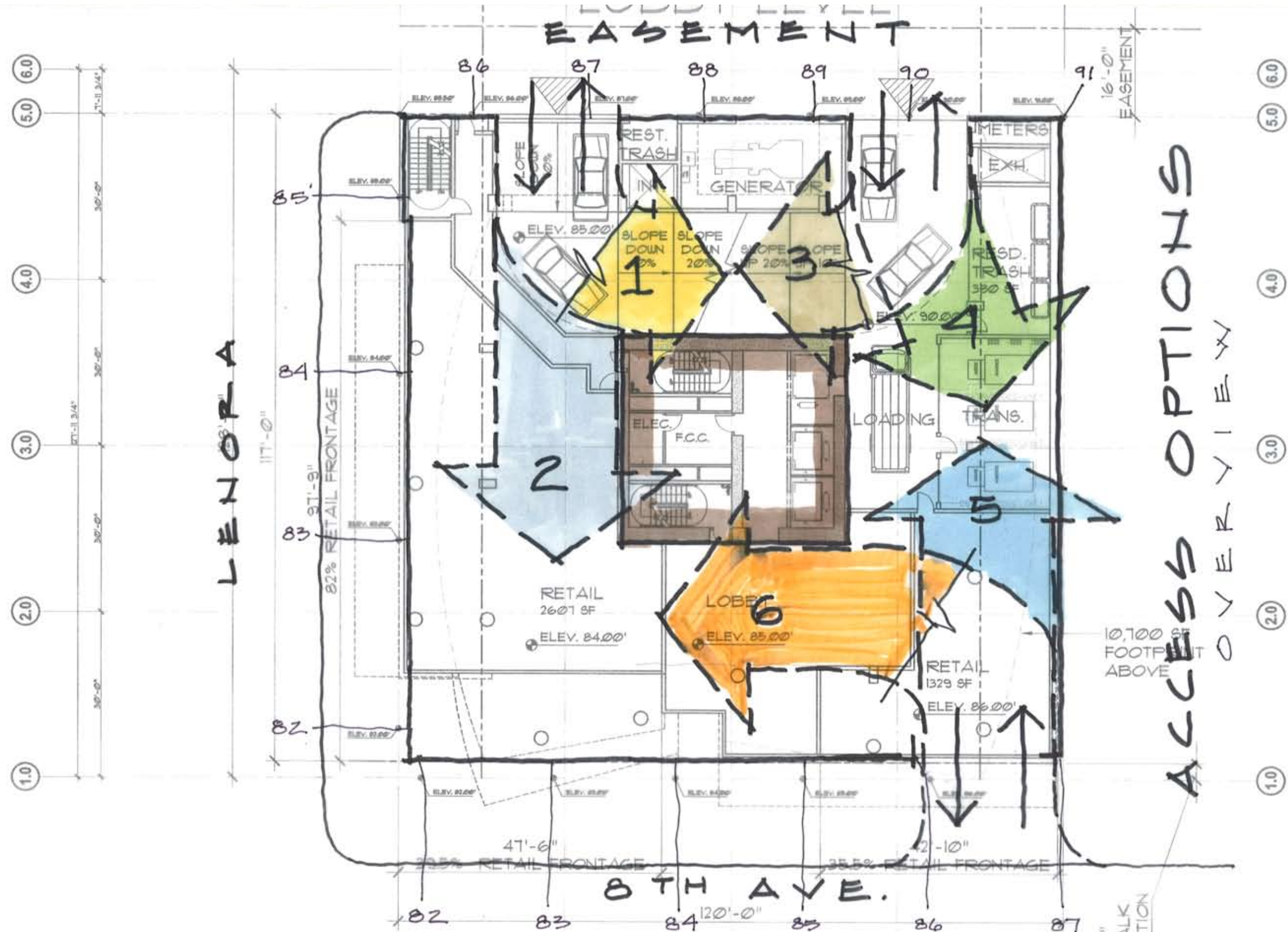


D-2



E-2

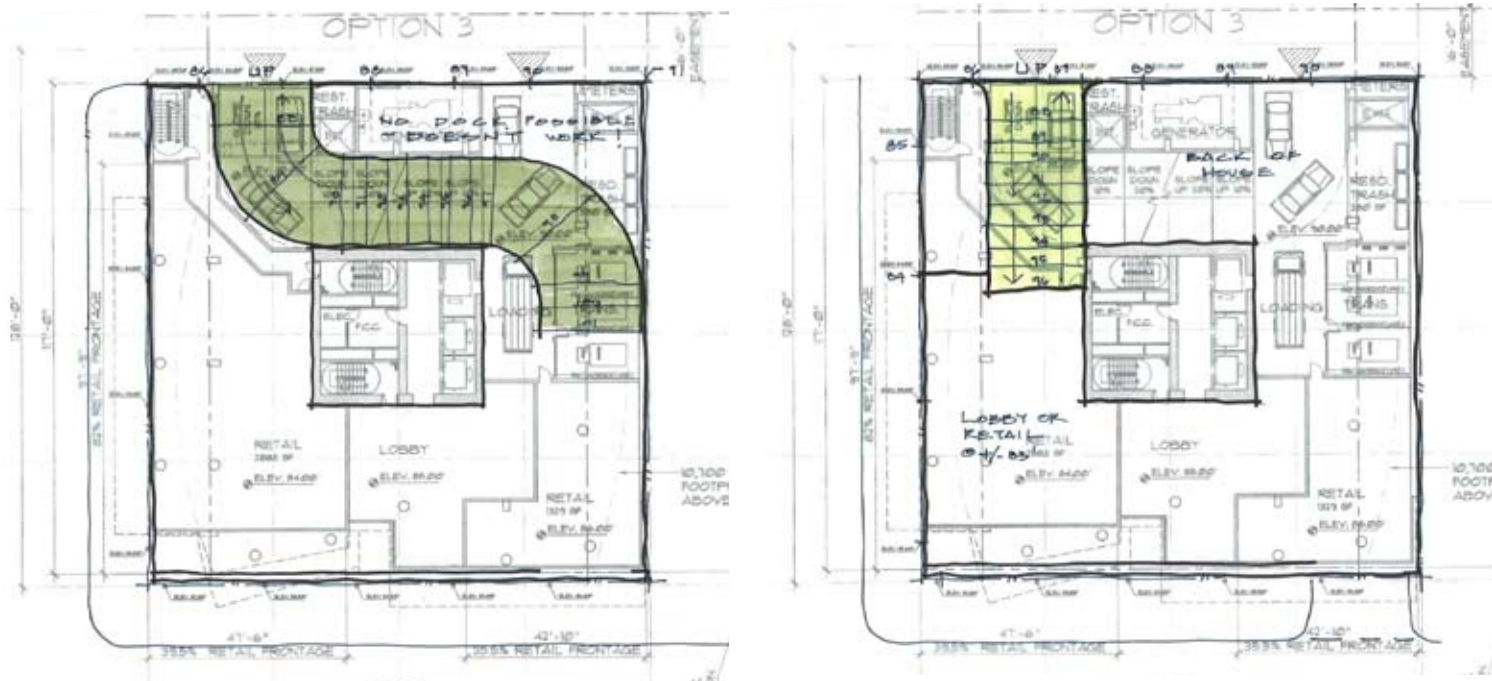




GARAGE ENTRY LOCATION 1



Upper Level Parking Access



Lower Level Parking Access

GARAGE ENTRY LOCATION 2

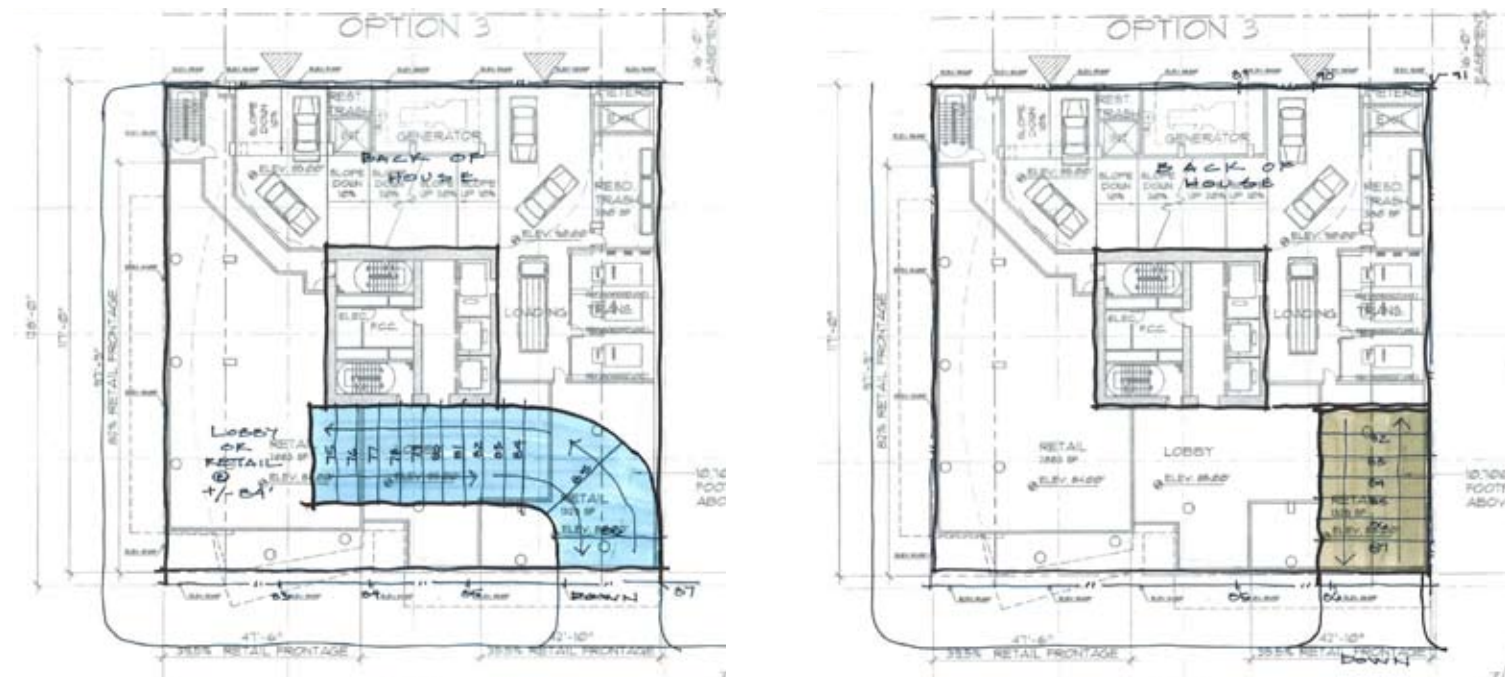


Upper Level Parking Access

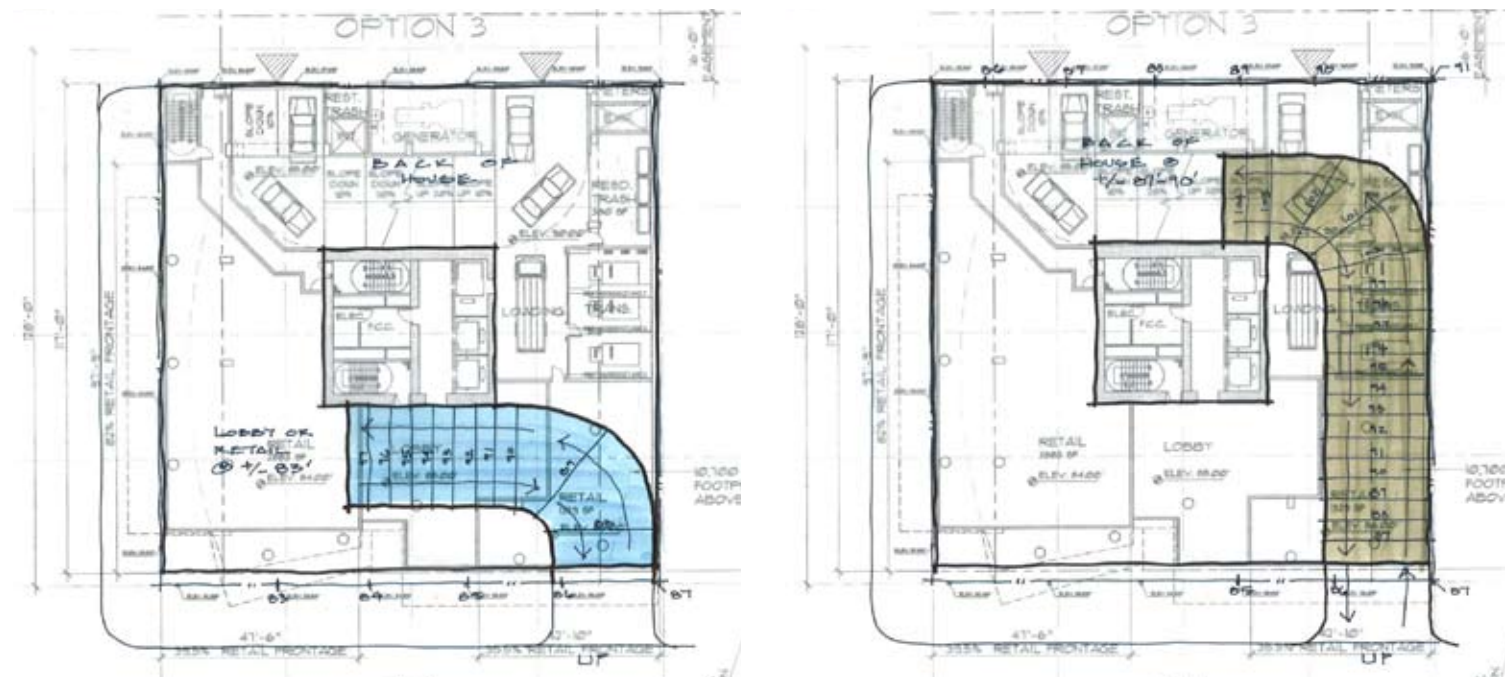


Lower Level Parking Access

### GARAGE ENTRY LOCATION 3



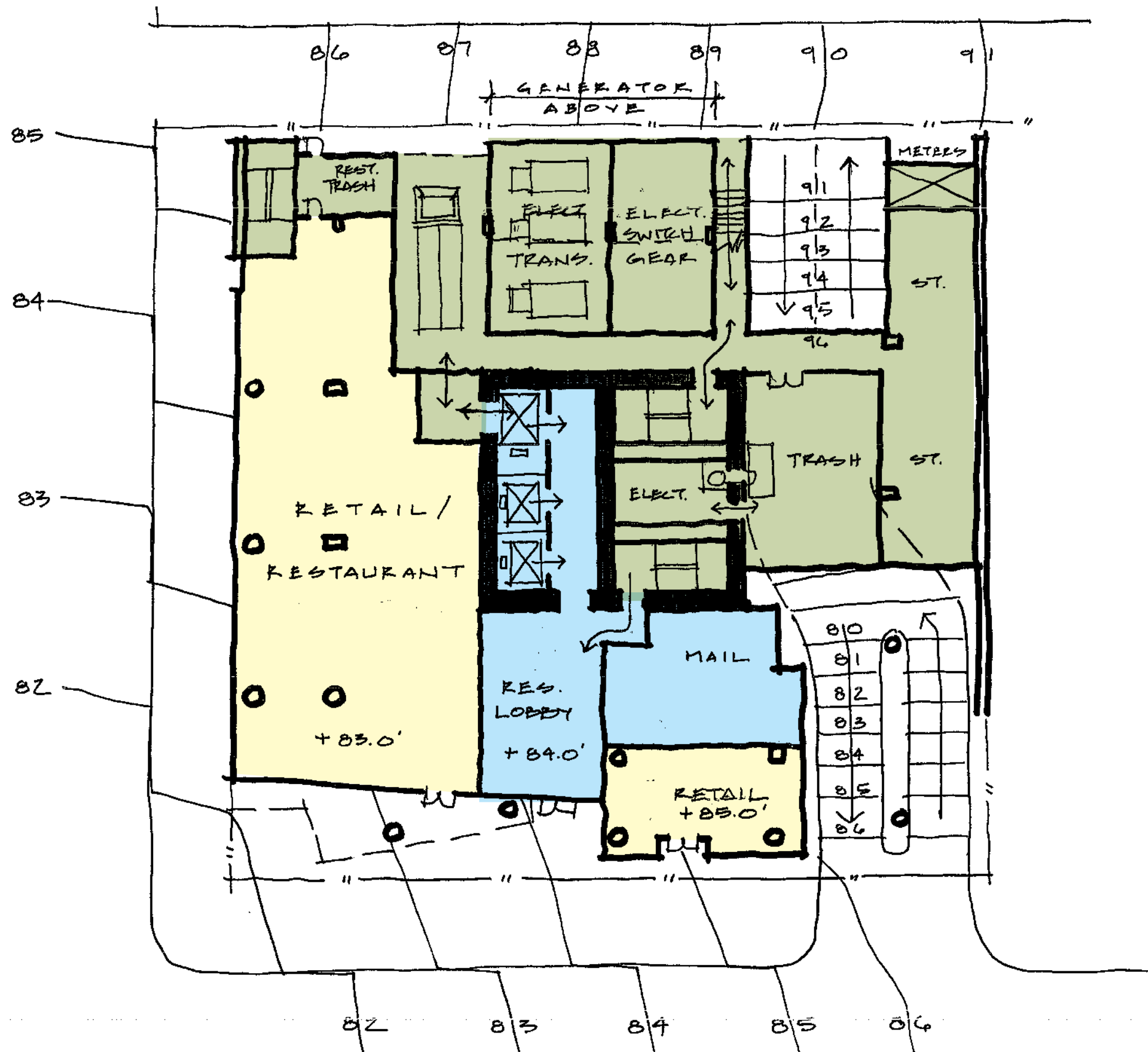
### Upper Level Parking Access



### Lower Level Parking Access







**BUILDING WIDTH EQUALS 80%  
(OF SITE AT 8TH AVENUE PROPERTY LINE)**

- 
- 15' GREEN STREET  
SETBACK AT 45'-0"
- 120'-0"
- 15'-0"
- 96'-0" = 80% FACADE WIDTH
- 12'-0" SIDEWALK  
(15'-0" REQUIRED)
- 3'-0" SIDEWALK DEDICATION
- 10,120 sq FOOTPRINT
- 16'-0" EASEMENT
- LENORA STREET  
(GREEN STREET)
- 8TH AVENUE
- 9'-0" = 25% GLAZING  
EASEMENT REQUIRED  
FOR ADDITIONAL GLAZING

**BUILDING WIDTH GREATER THAN 80%  
(OF SITE AT 8TH AVENUE PROPERTY LINE)**

- 
- 15' GREEN STREET  
SETBACK AT 45'-0"
- 128'-0"
- LENORA STREET  
(GREEN STREET)
- 16'-0" EASEMENT
- 10,100 sq. FOOTPRINT
- 15'-0"
- 3'-0" SIDEWALK DEDICATION
- 8TH AVENUE  
12'-0" SIDEWALK  
(15'-0" REQUIRED)
- 15'-0" 60'-0" = 50% FACADE WIDTH 40'-0" 5'-0"
- 120'-0"

15' GREEN STREET  
SETBACK AT 45'-0"

109'-2 3/4"

128'-0"

16'-0" EASEMENT

10,100 SF FOOTPRINT

FACADE CURVES  
HOLD WIDTH OF  
BUILDING AT  
PROPERTY  
LINE BELOW  
80% THRESHOLD,  
BUT BOW OUT TO  
PROVIDE  
PROGRAMMATIC  
RESPONSES AND  
ALLOW FOR  
MORE DYNAMIC  
BUILDING  
SHAPING  
OPPORTUNITIES

LOW BASE  
APPROX. 60'-0"  
RESPONDS TO  
GREEN STREET

LENORA STREET  
(GREEN STREET)

8TH AVENUE  
12'-0" SIDEWALK  
(15'-0" REQUIRED)

15'-0"

90'-10" = LESS THAN 80% FACADE WIDTH

14'-2"

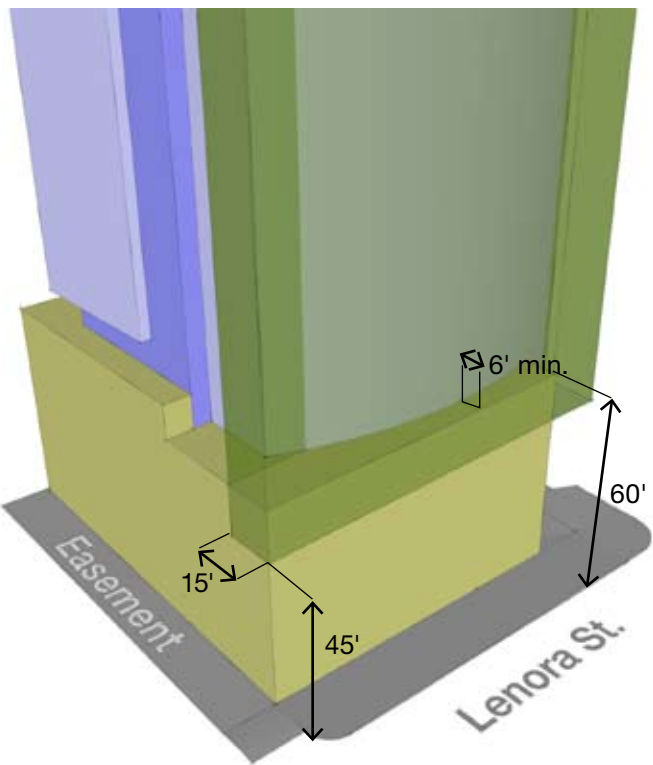
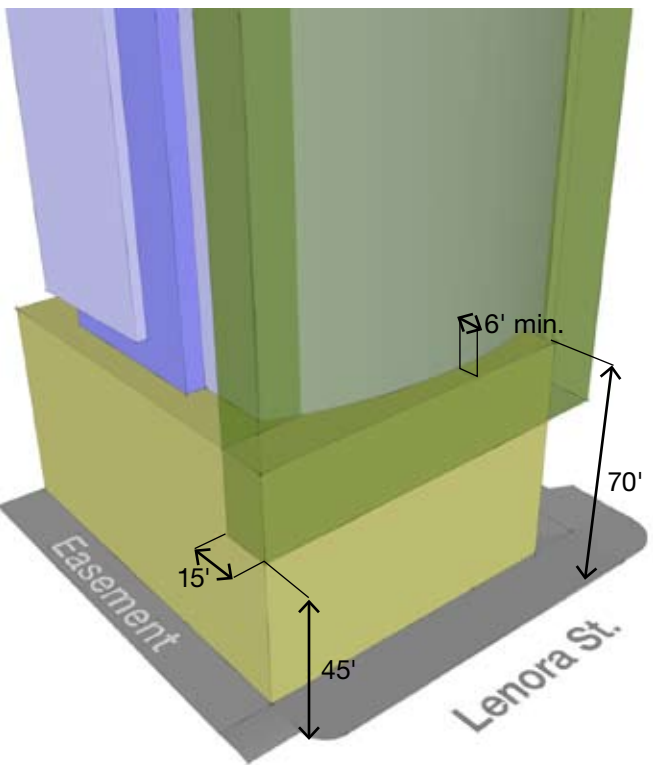
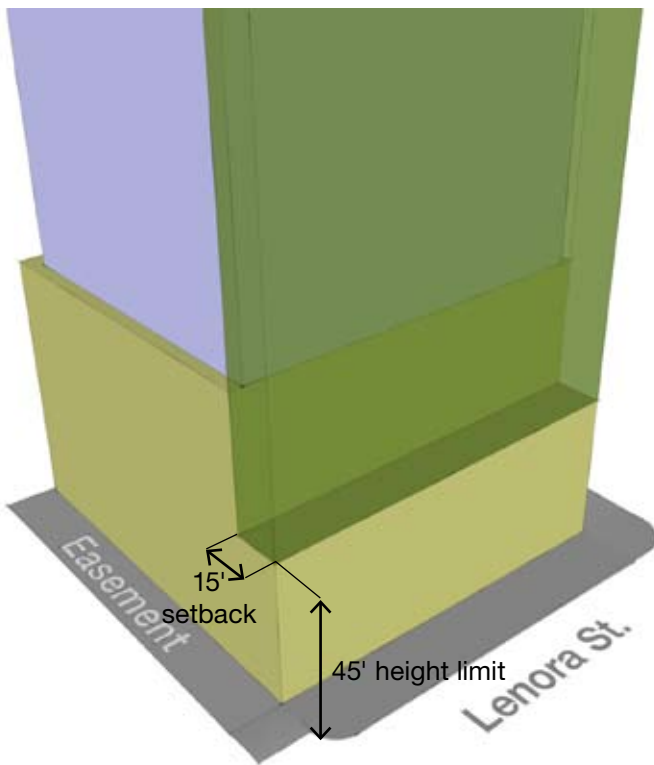
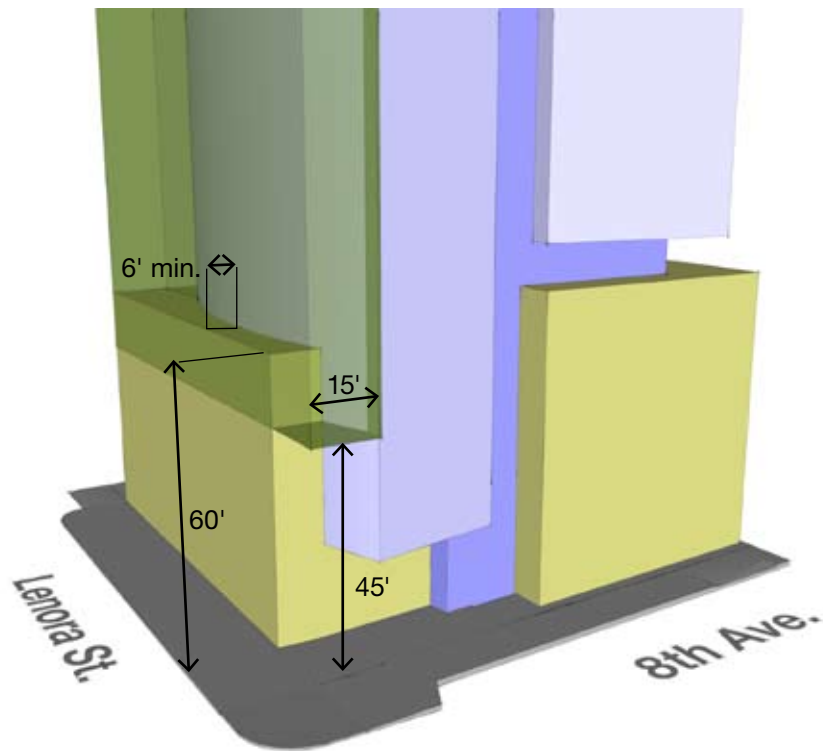
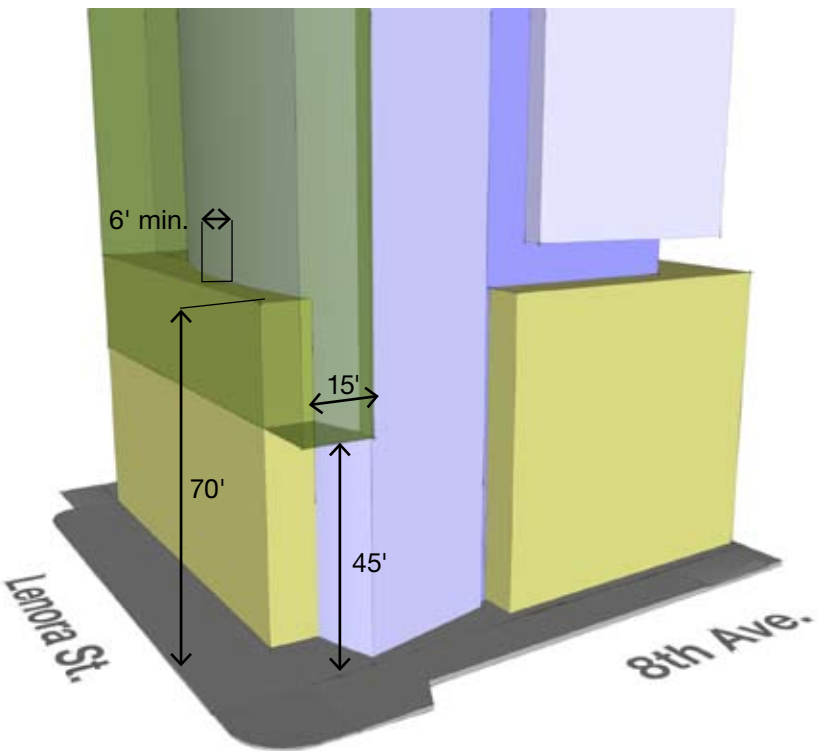
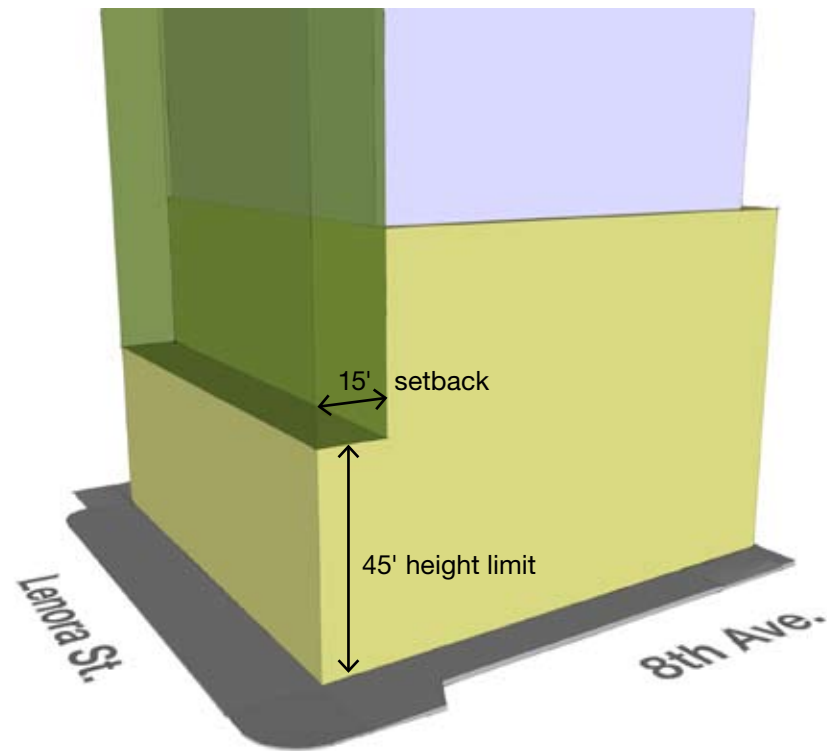
120'-0"

3'-0" SIDEWALK DEDICATION

PREScribed ZONING

PREVIOUS EDG PROPOSAL

PROPOSED TOWER

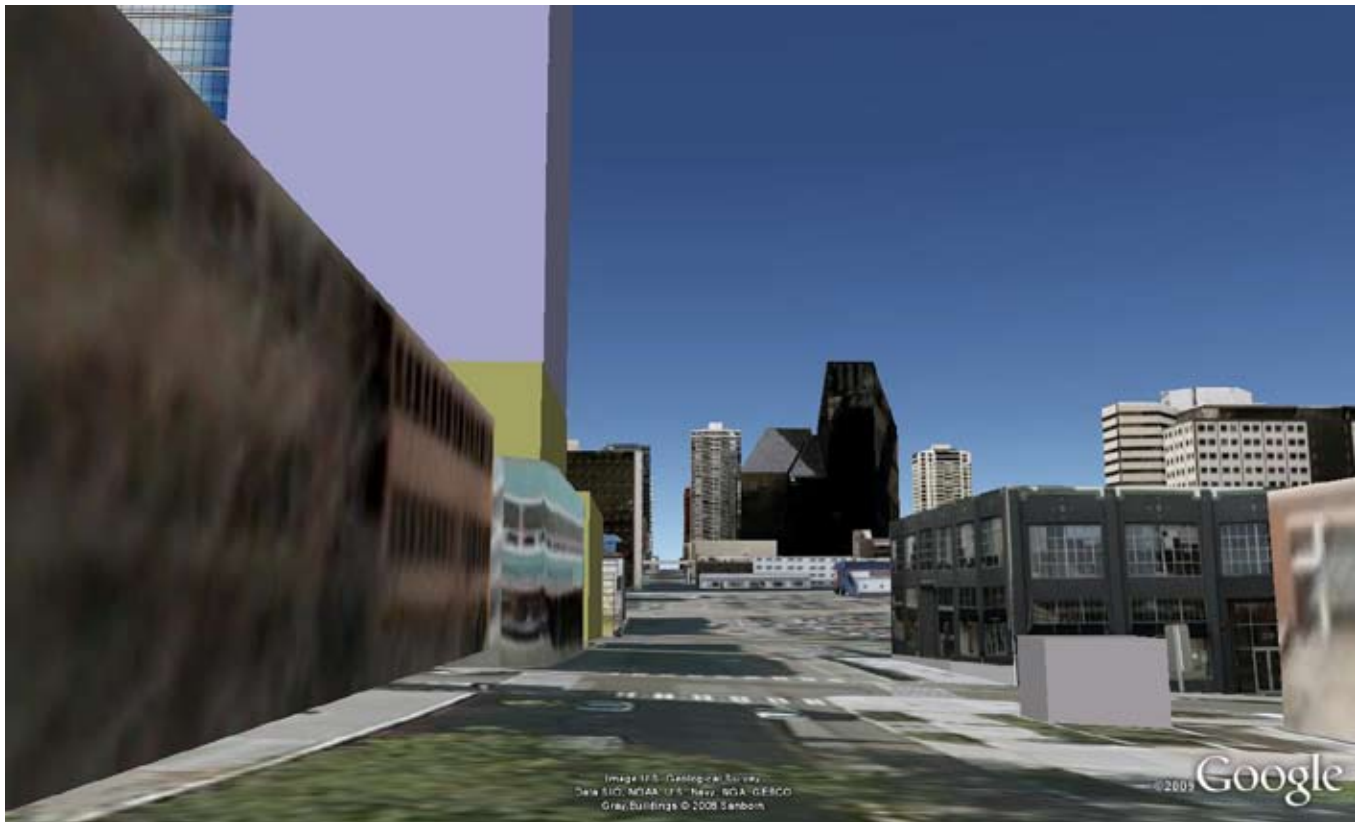




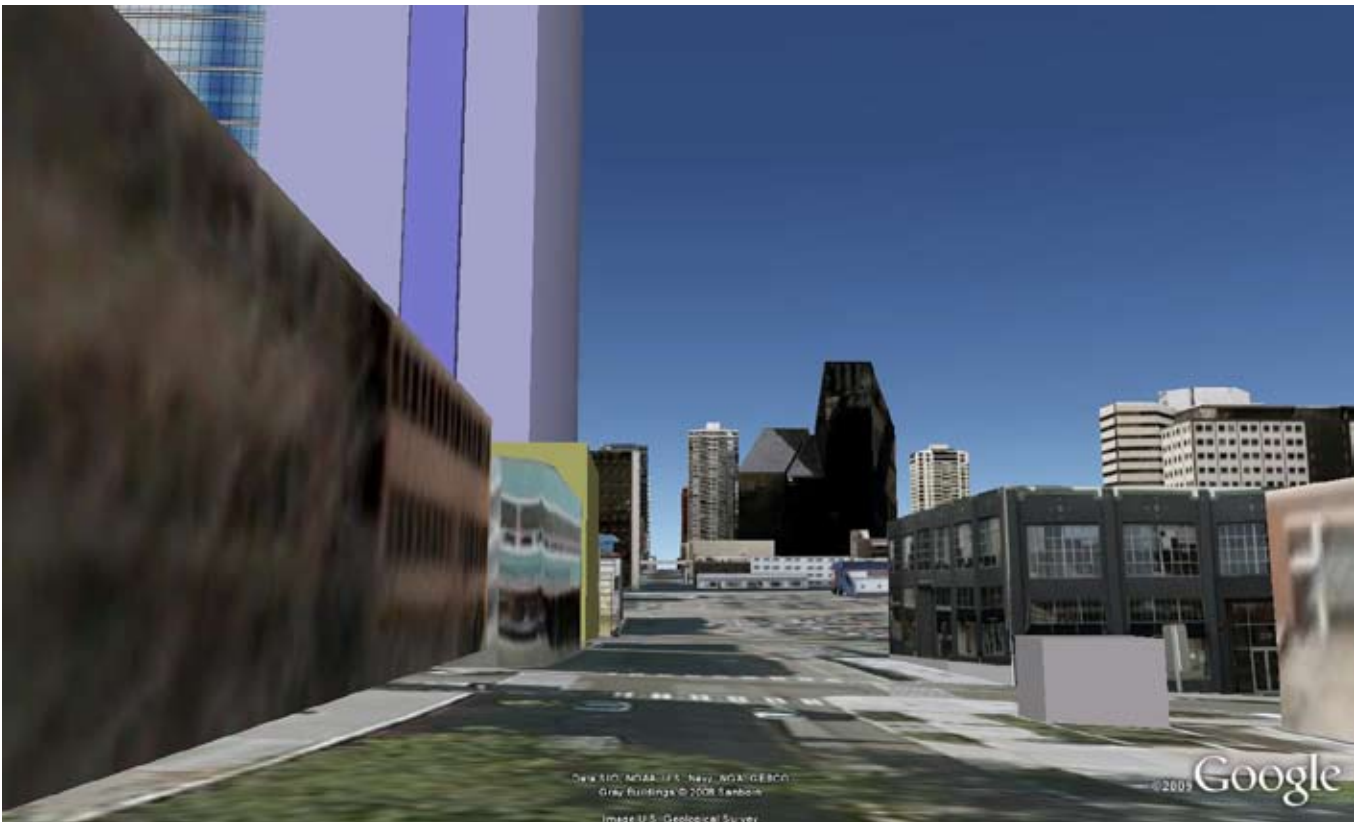
PRESCRIBED ZONING: VIEW EAST ALONG LENORA



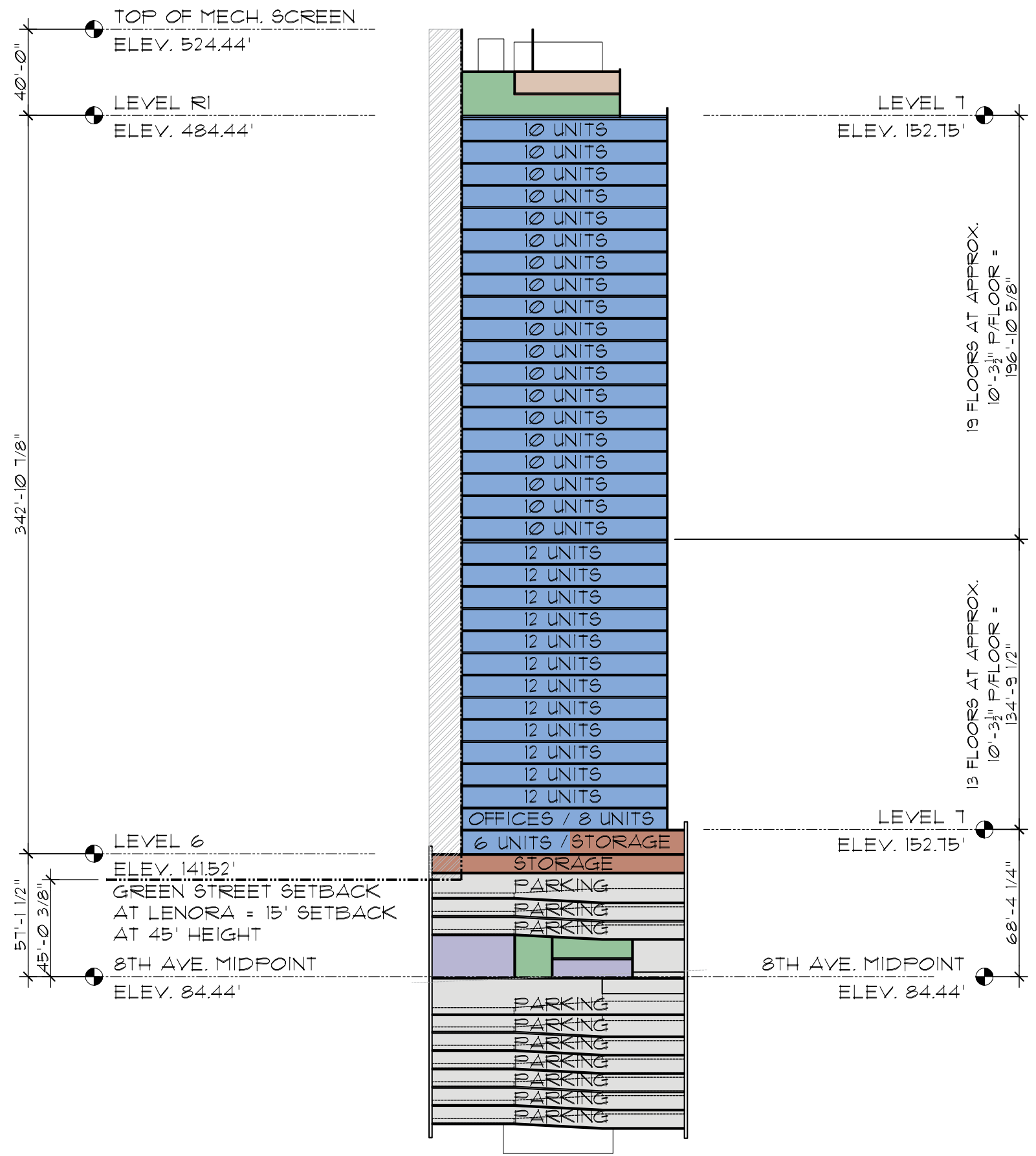
PROPOSED ZONING: VIEW EAST ALONG LENORA

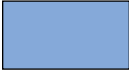






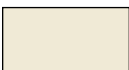


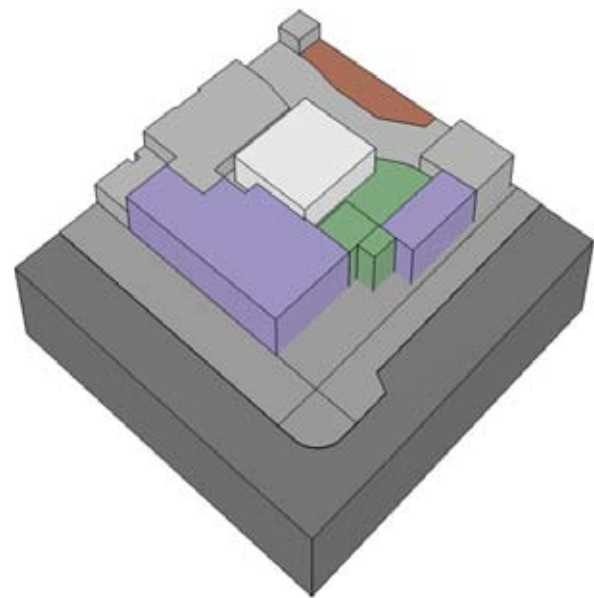
PRESCRIBED ZONING: VIEW WEST ALONG LENORA



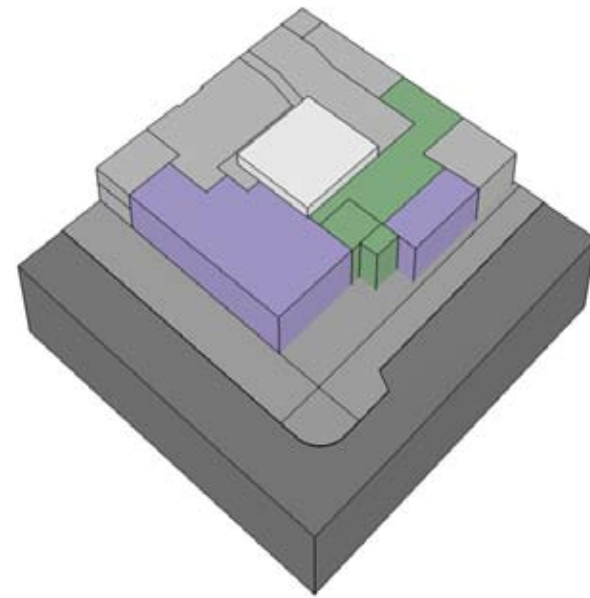
PROPOSED ZONING: VIEW WEST ALONG LENORA



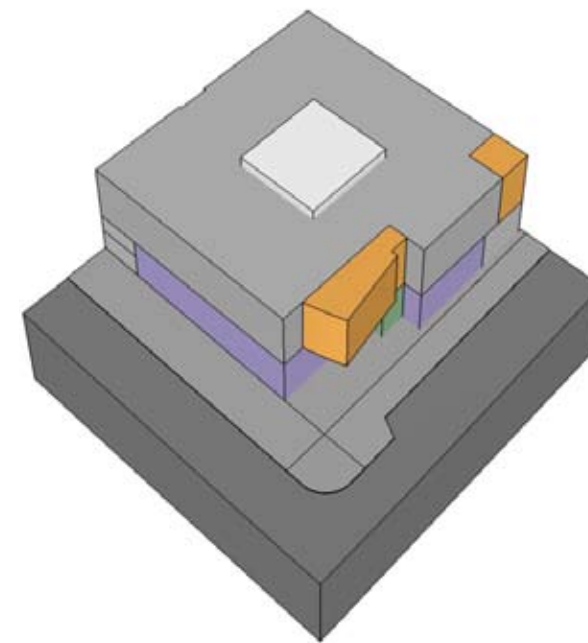
KEY	
	RESIDENTIAL
	WORK STUDIO
	RETAIL
	RES. LOBBY / AMENITY
	STORAGE
	PARKING
	MECH / BLDG SERVICES
	CORE



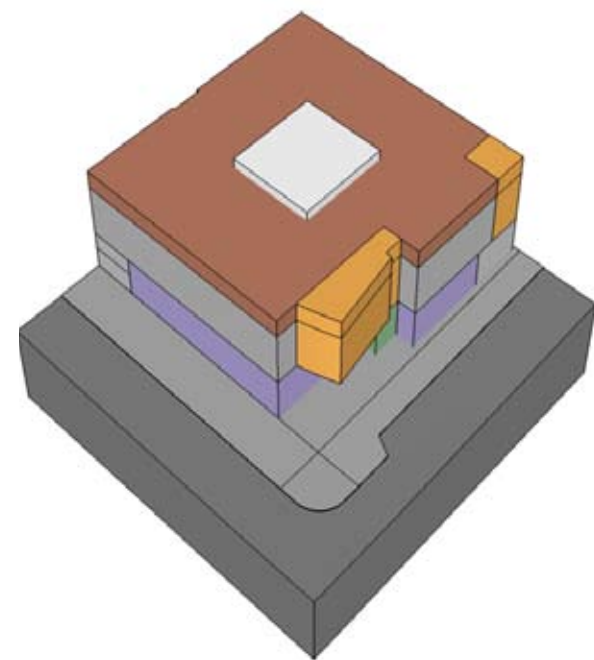
LEVEL 1



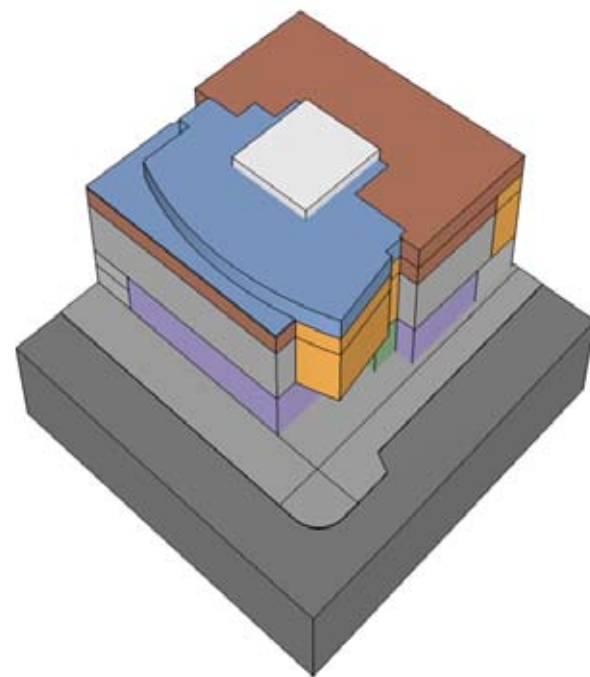
LEVEL 1M



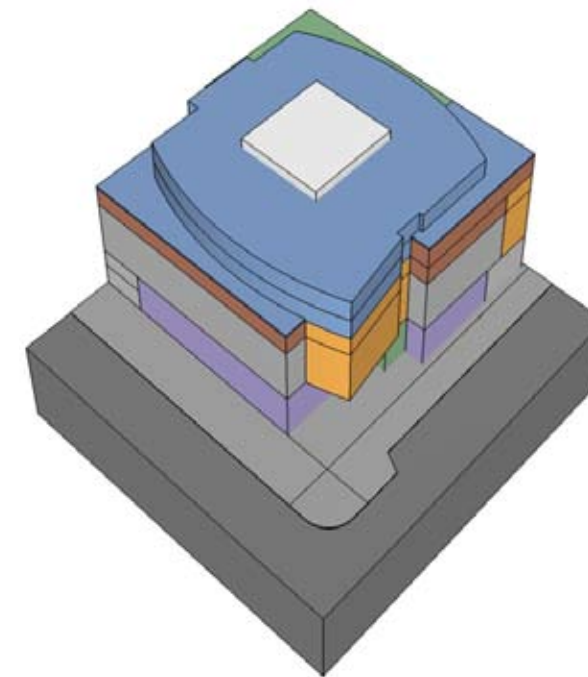
LEVEL 2 – 4



LEVEL 5

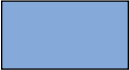






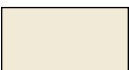


LEVEL 6

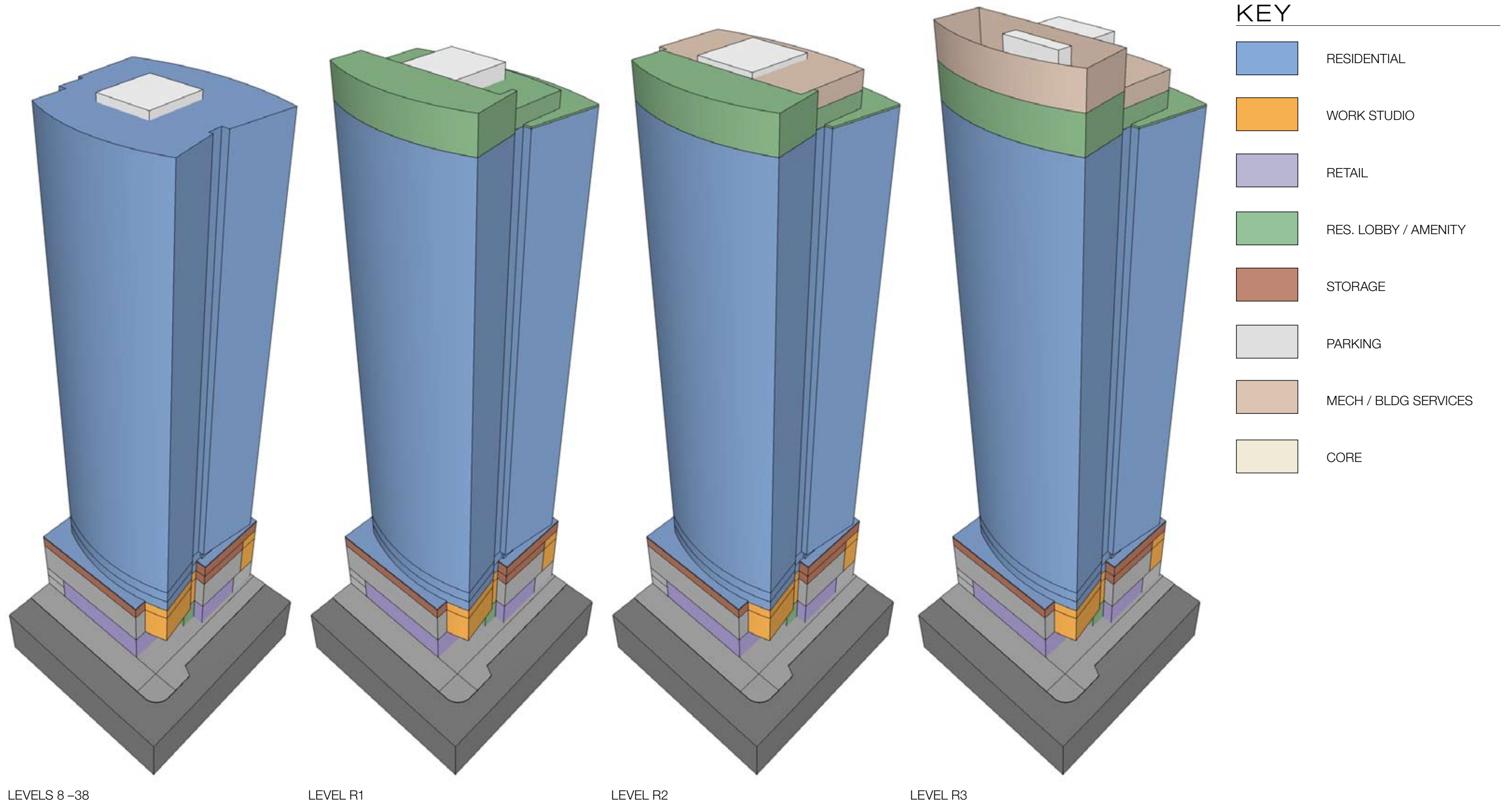


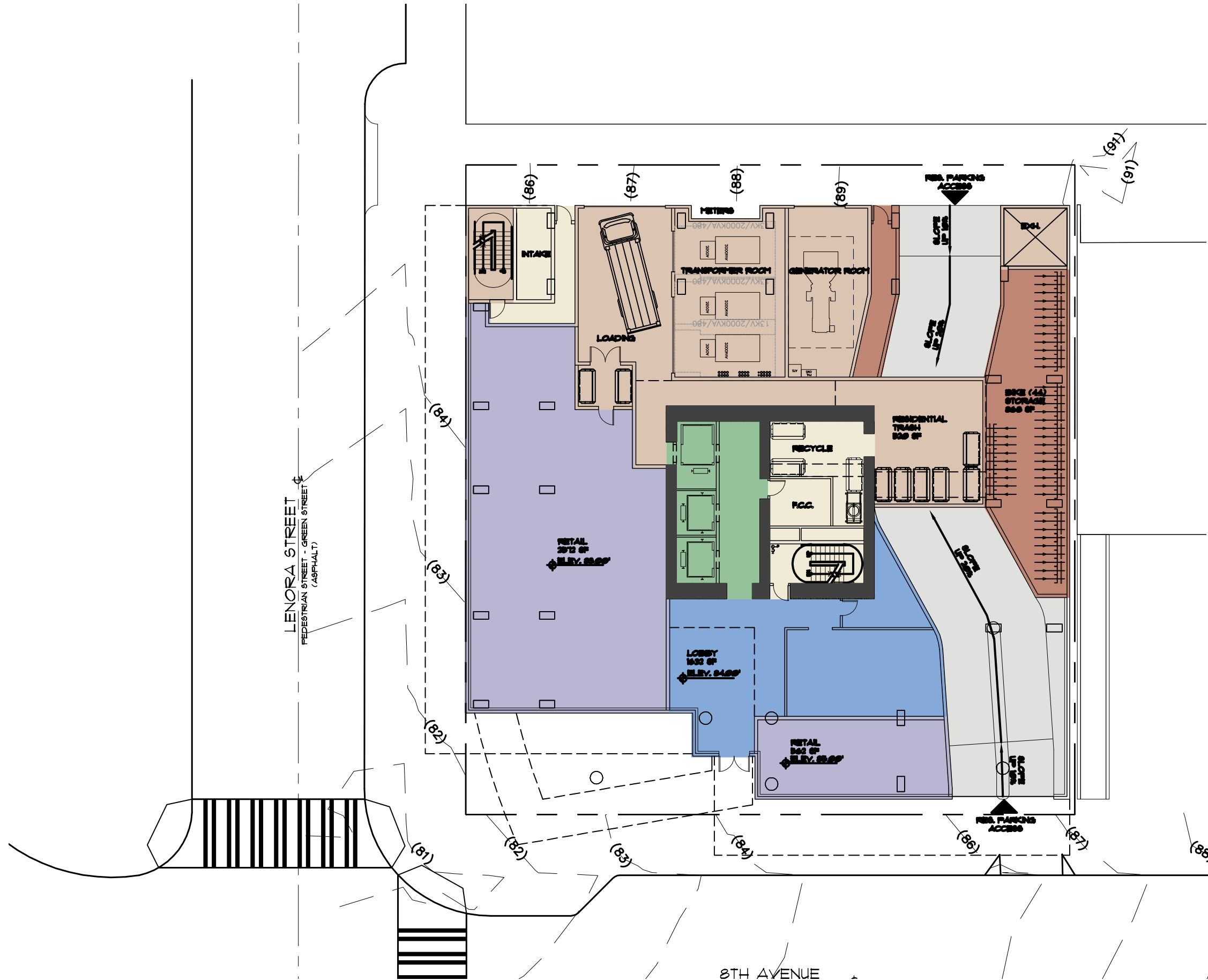
LEVEL 7

## KEY

	RESIDENTIAL
	WORK STUDIO
	RETAIL
	RES. LOBBY / AMENITY
	STORAGE
	PARKING
	MECH / BLDG SERVICES
	CORE

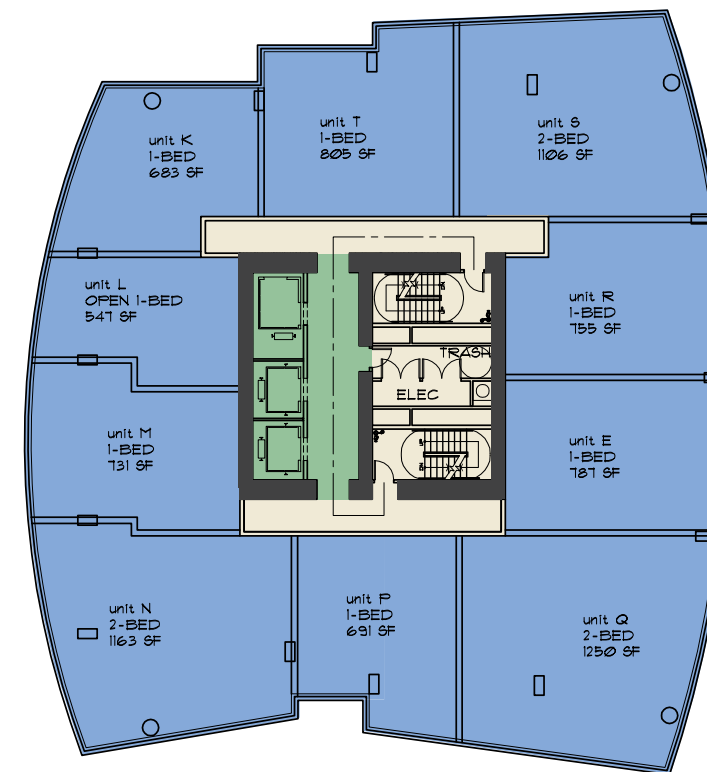
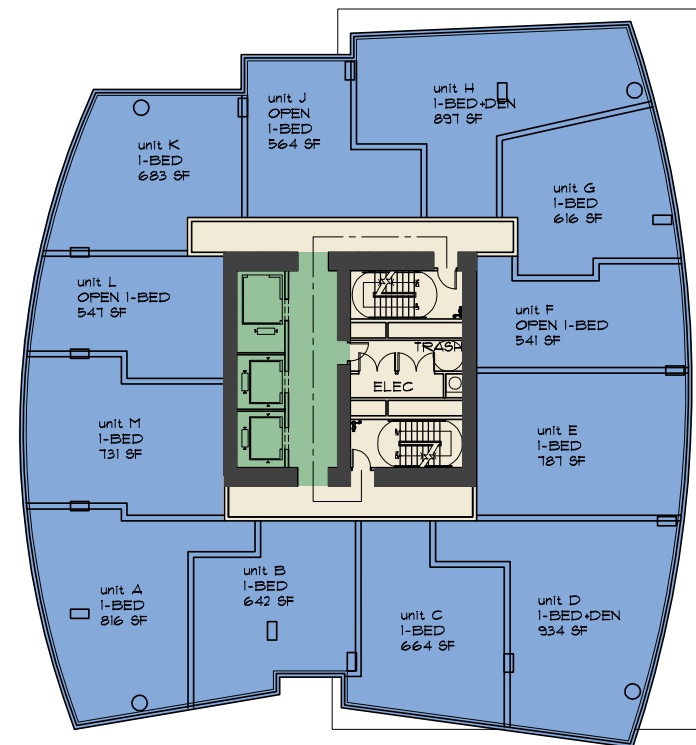
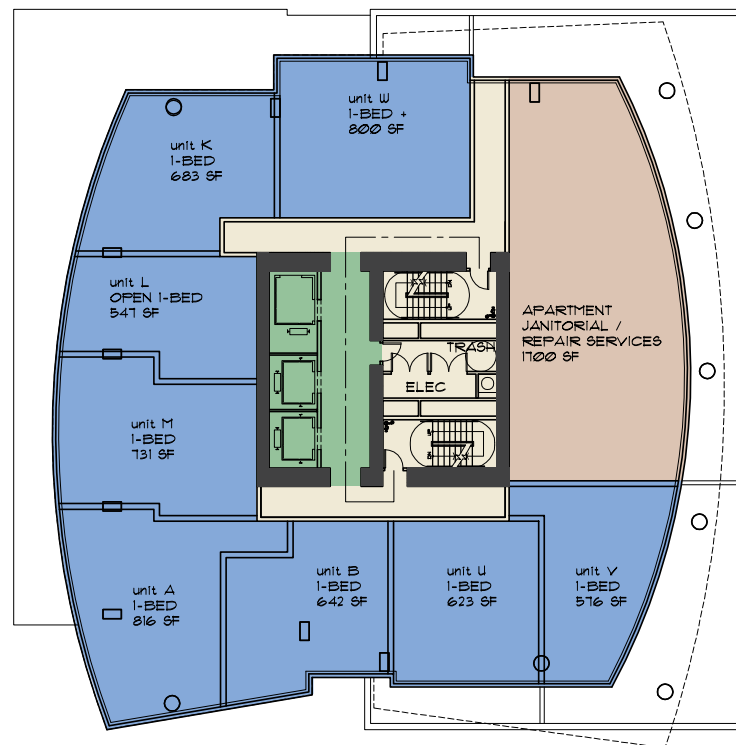
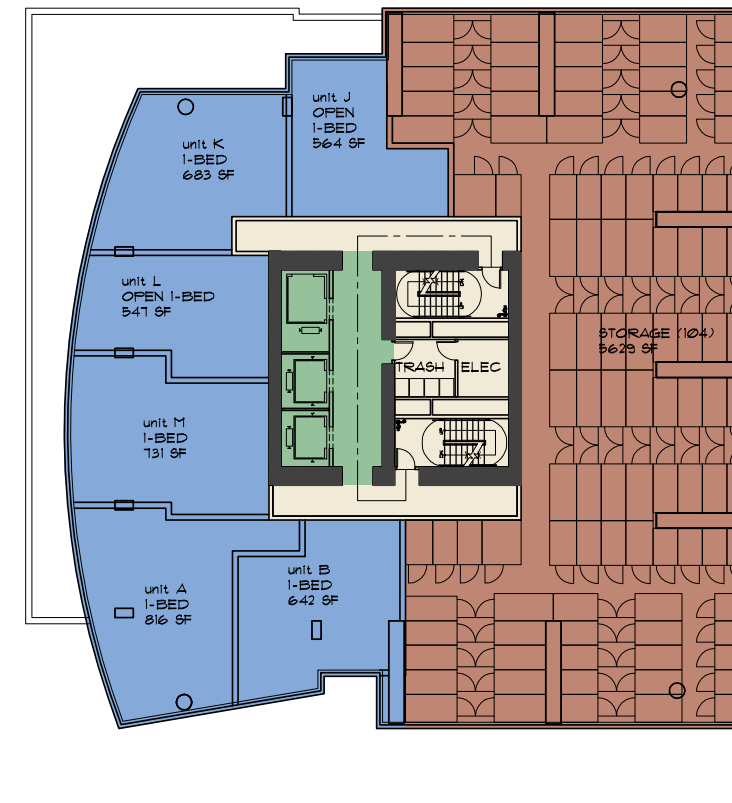
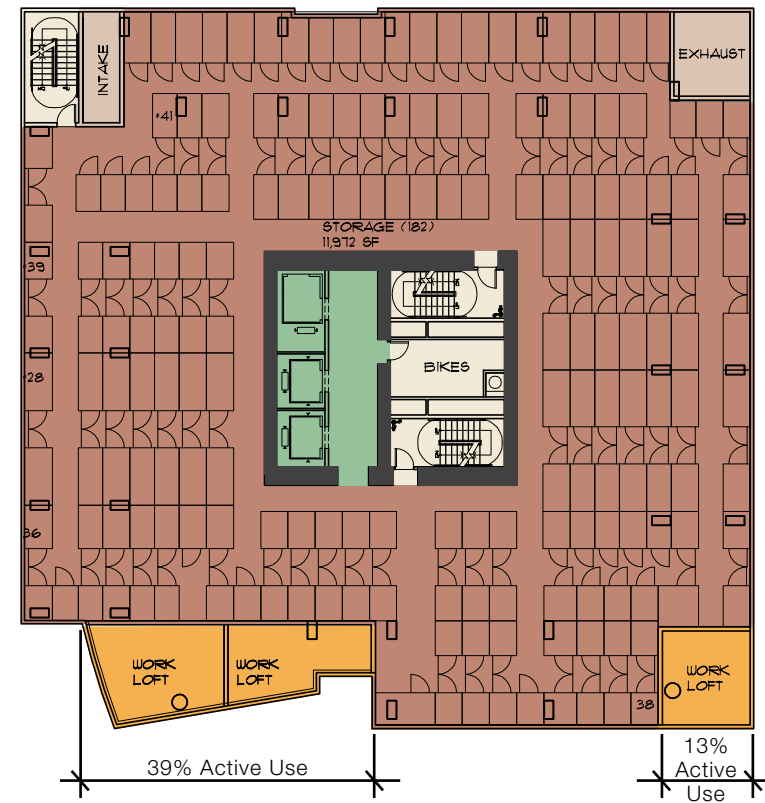














KEY	
	RESIDENTIAL
	WORK STUDIO
	RETAIL
	RES. LOBBY / AMENITY
	STORAGE
	PARKING
	MECH / BLDG SERVICES
	CORE



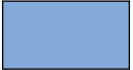






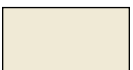


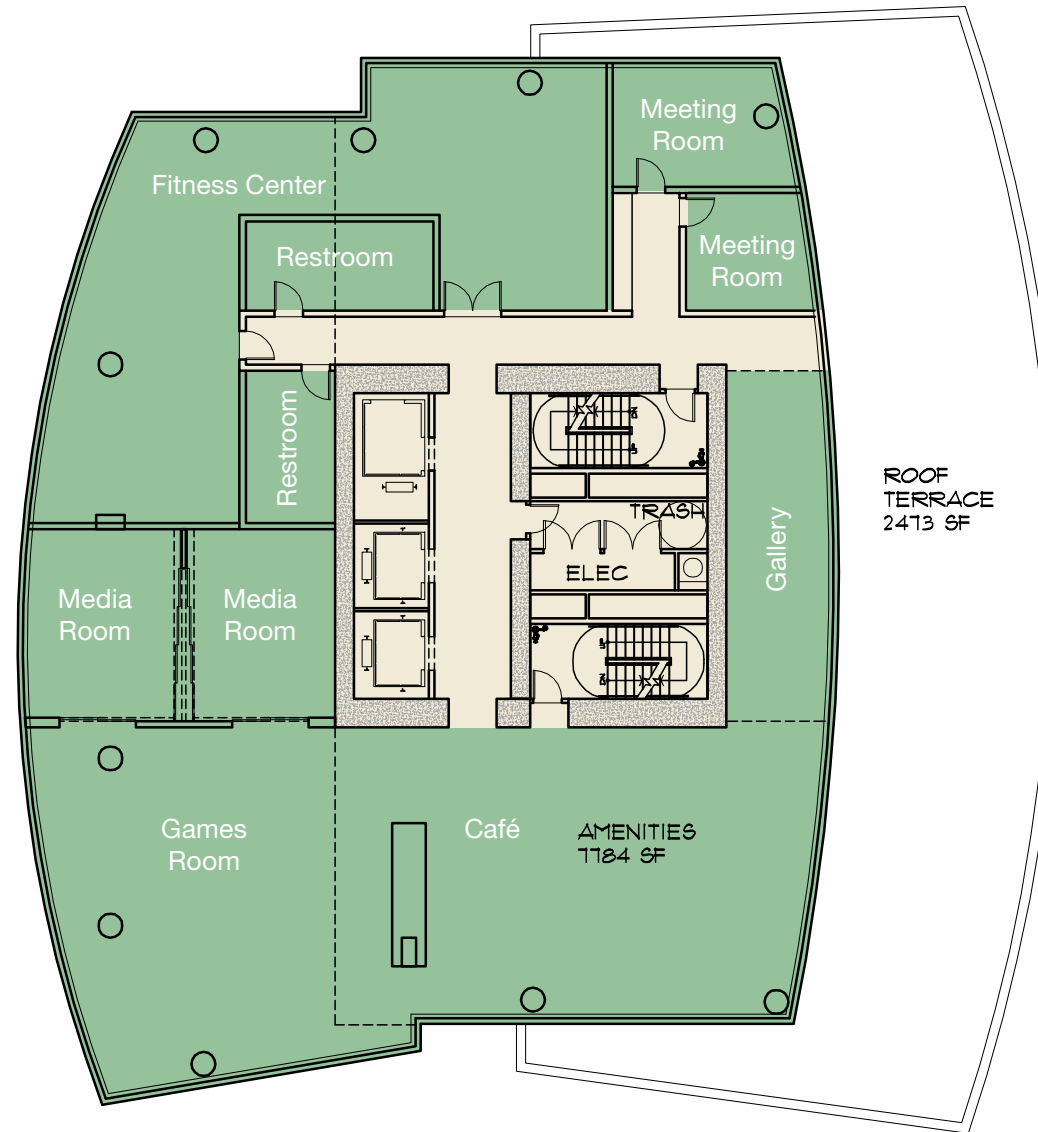
## KEY

	RESIDENTIAL
	WORK STUDIO
	RETAIL
	RES. LOBBY / AMENITY
	STORAGE
	PARKING
	MECH / BLDG SERVICES
	CORE



# KEY

	RESIDENTIAL
	WORK STUDIO
	RETAIL
	RES. LOBBY / AMENITY
	STORAGE
	PARKING
	MECH / BLDG SERVICES
	CORE





# DAY VS. NIGHT

- Manipulation of light
- Shade
- Shadow
- Lighting
- Drama



# FAÇADE AS ART

- Composition
- Frame
- Sculpture
- Imagery



# MOVEMENT

- Scale of Speed
- Scale of Time
- Mode of Travel
- Changing Perceptions



# NORTHWEST IMAGERY

- Natural Forces
- Quality of light
- Water
- Texture
- Modified Environment

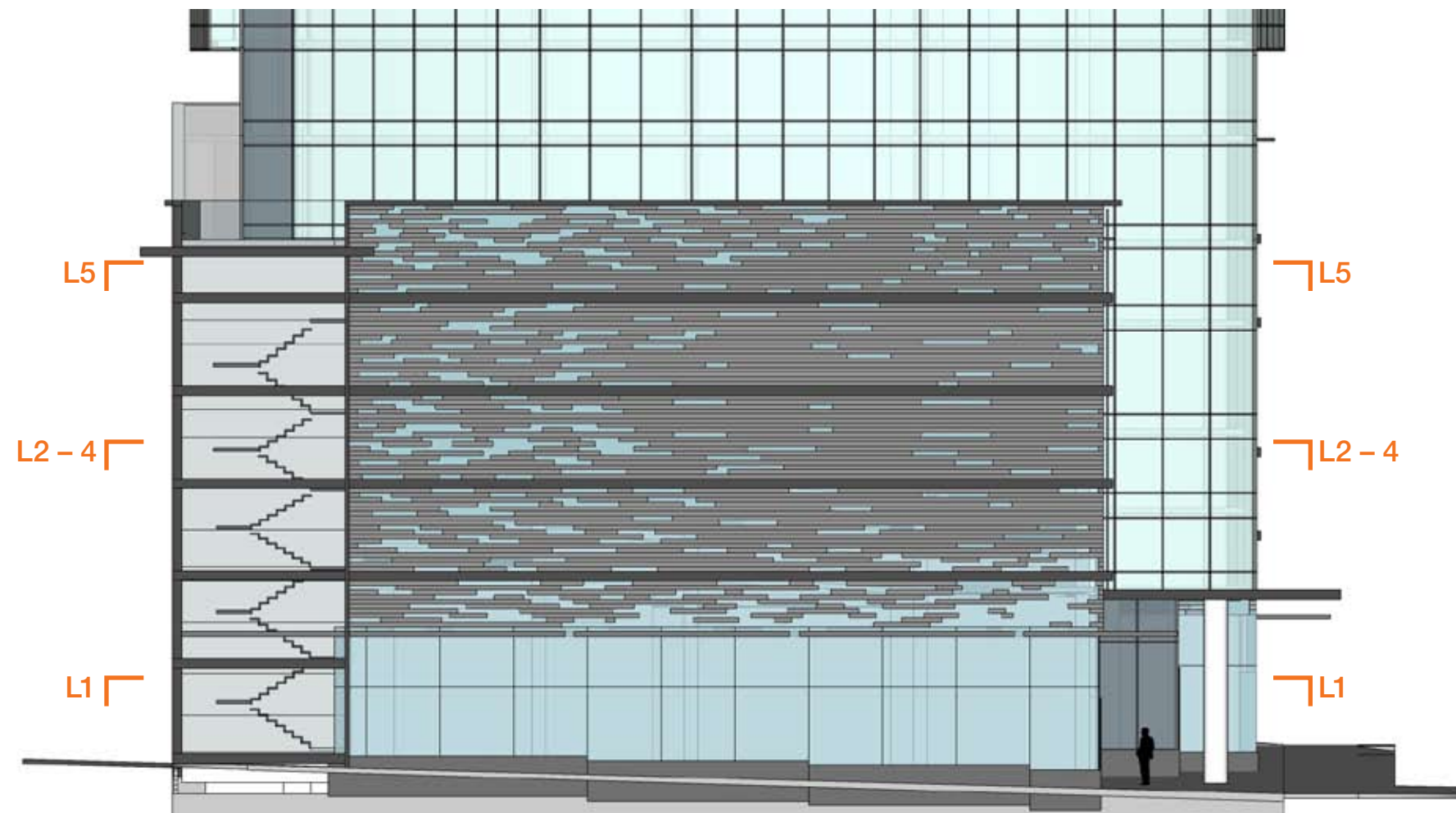


# CONCEPT: EROSION

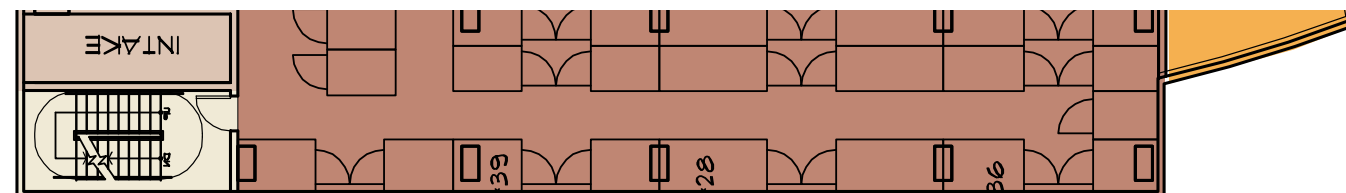
This scheme celebrates the area's forces of erosion, evoking our region's glacial history, and volcanic present, Seattle's propensity for landslides and beach erosion as well as the Denny Triangle's history of man made geologic modification.

Strong horizontal lines recall earthen strata, where solid soils are riddled with soft glacial till deposits. Nature, acting as artist, erodes the soft layers over time, leaving behind sculpture.

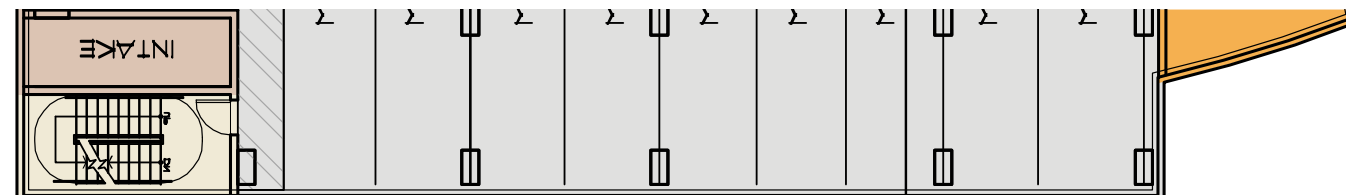
At night, the voids will glow like lava pockets deep within the region's converging tectonic plates. As one moves around the site, the glowing pockets will be revealed and concealed, creating a twinkling of light across the façade.



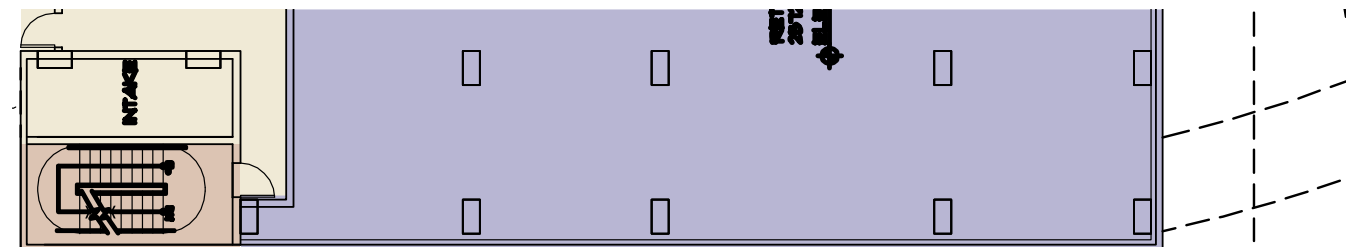
NORTH ELEVATION



LEVEL 5



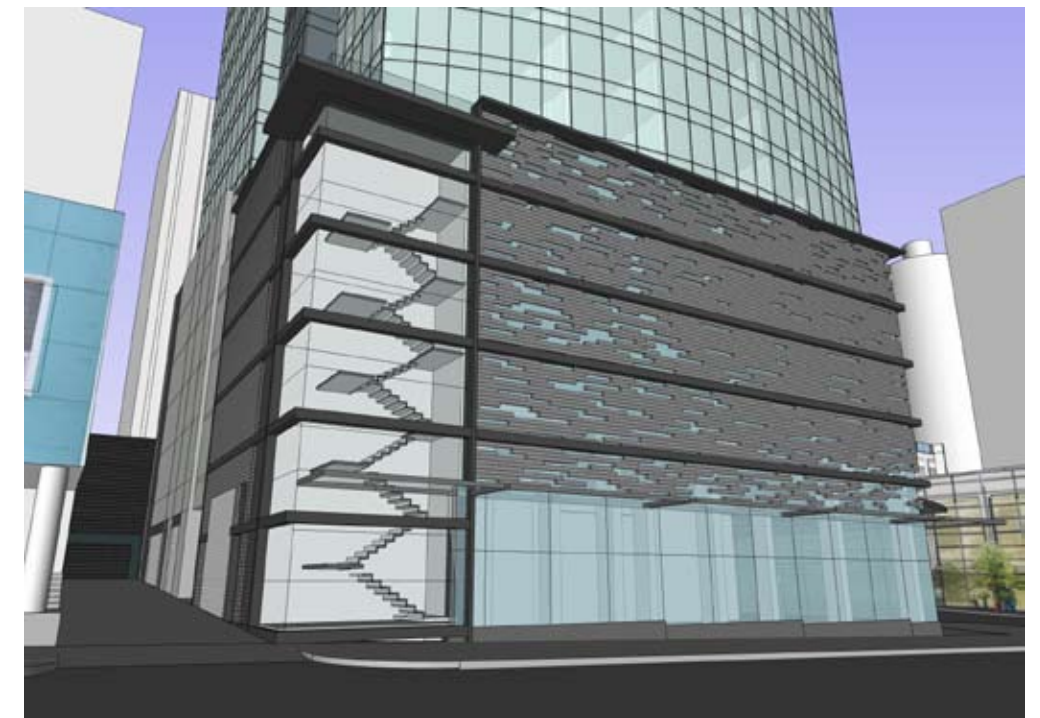
LEVEL 2 - 4



LEVEL 1

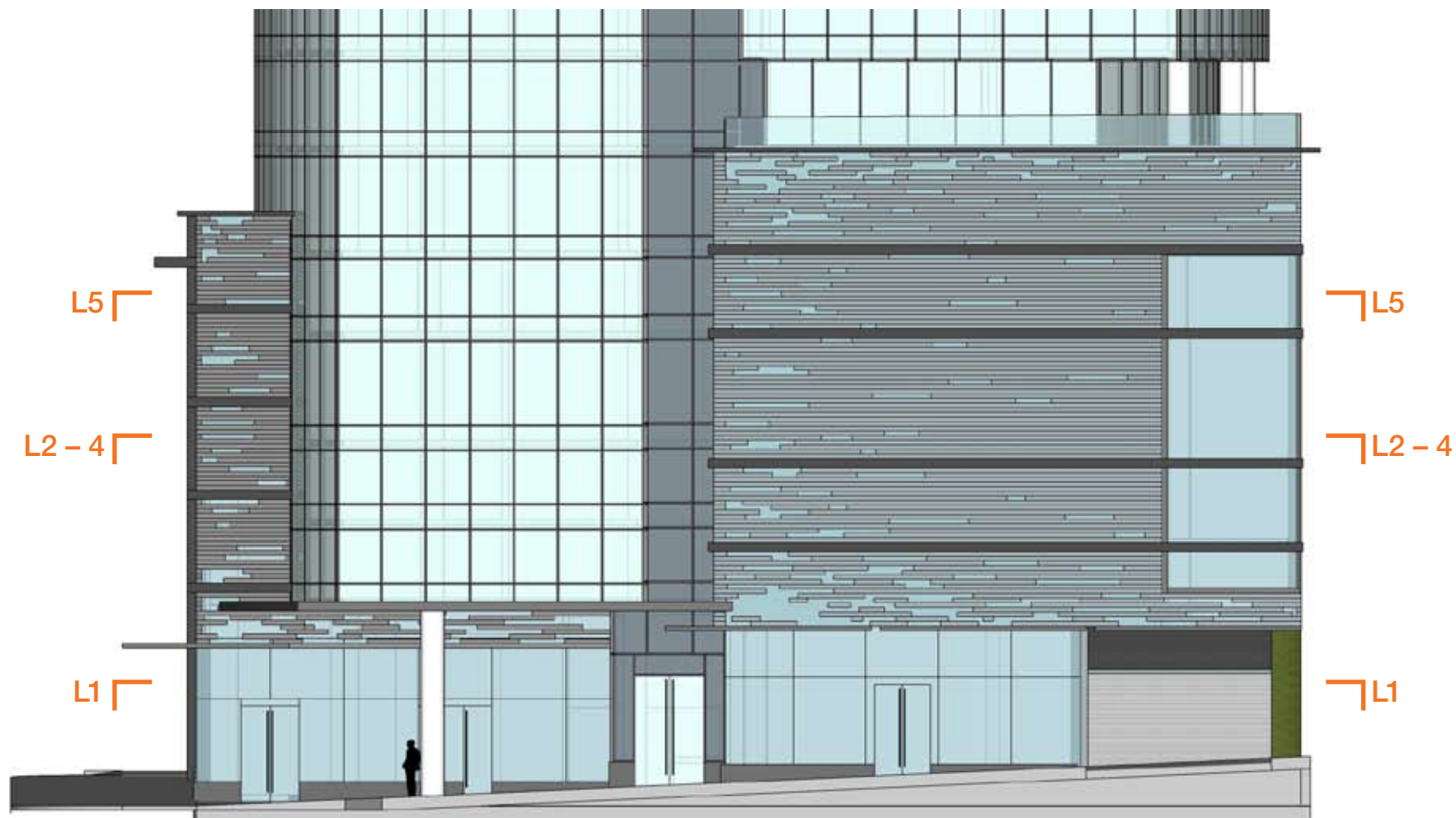


LOOKING WEST ALONG LENORA

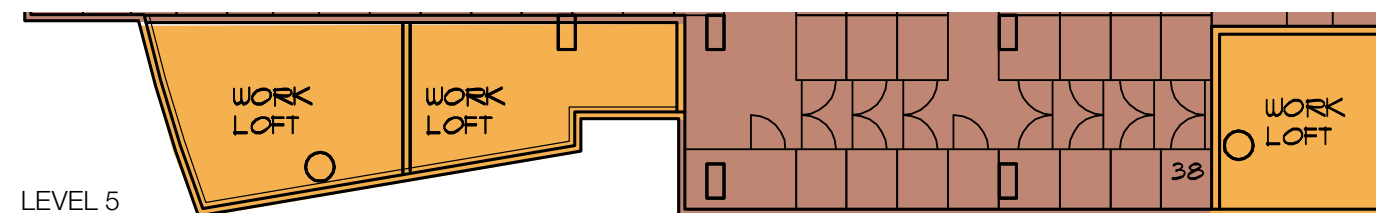


LENORA FAÇADE MID-BLOCK

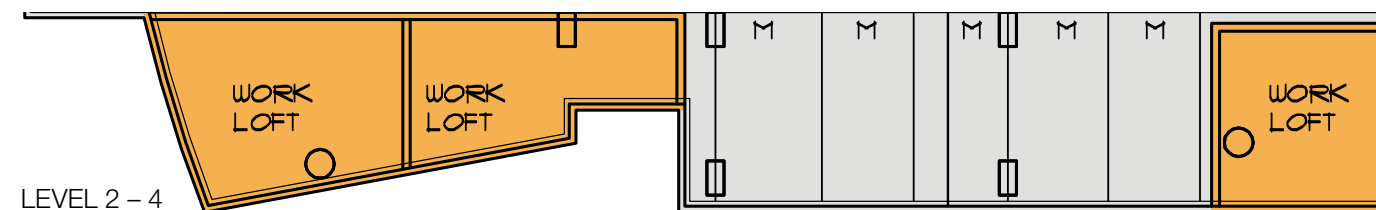




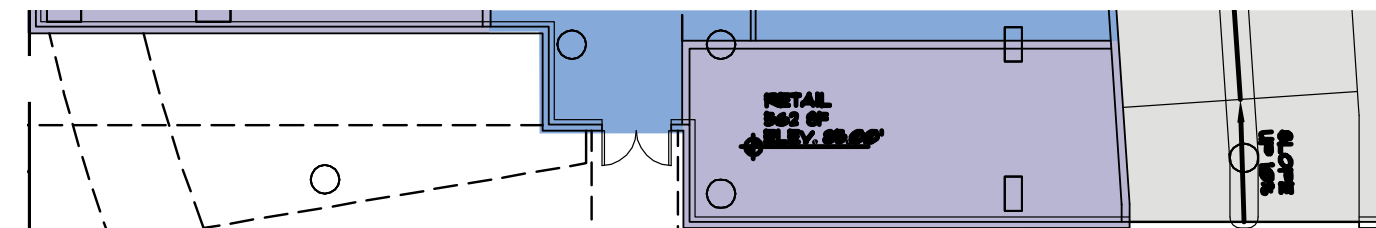
WEST ELEVATION



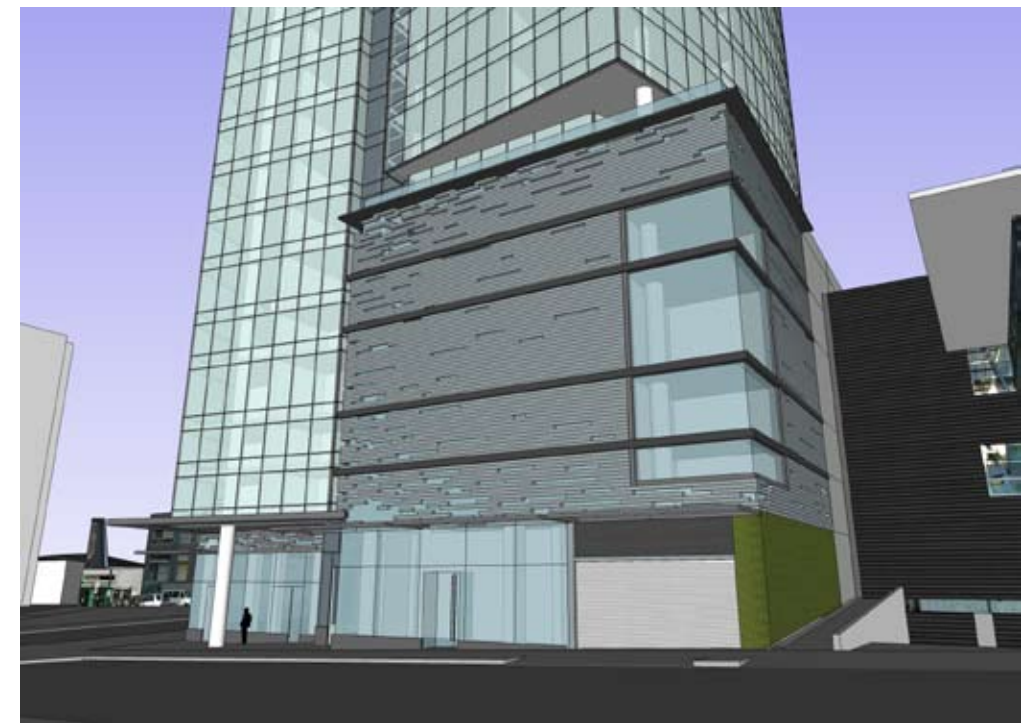
LEVEL 5



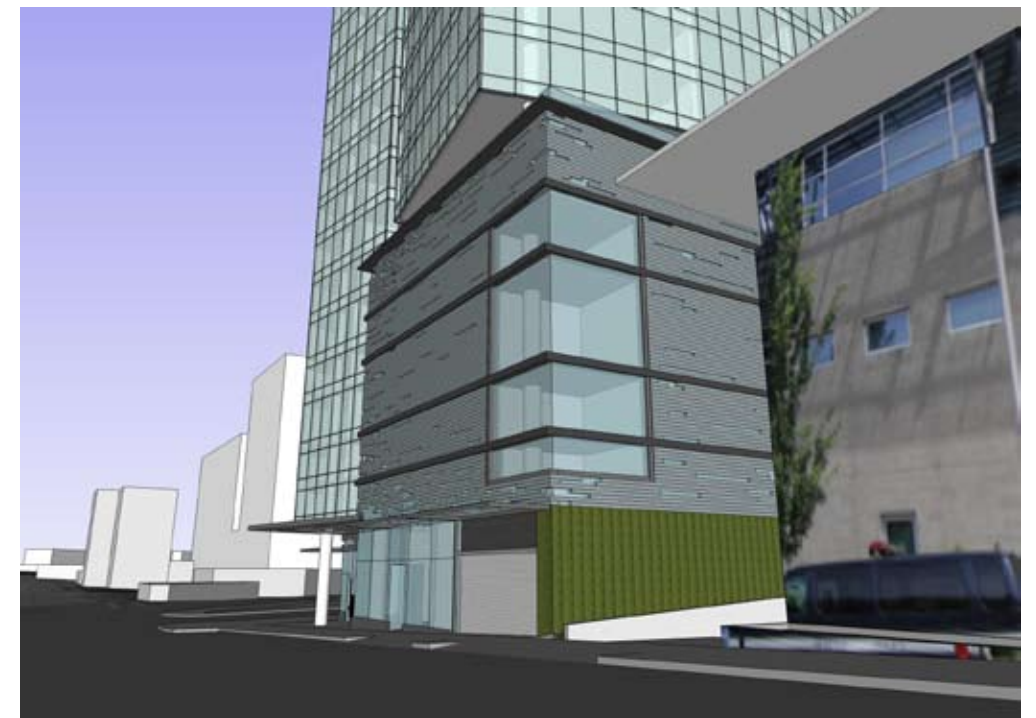
LEVEL 2 - 4



LEVEL 1

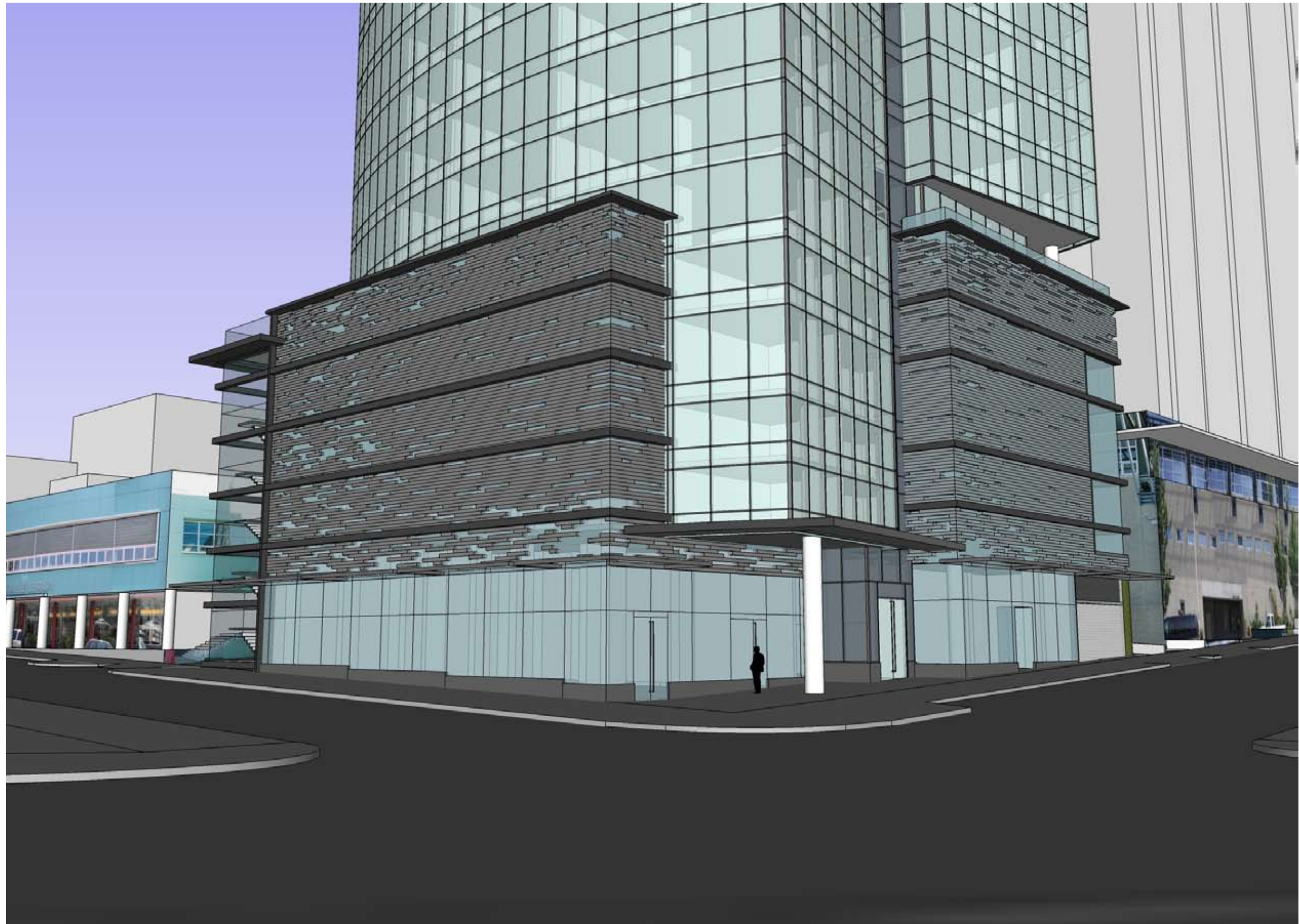


8TH AVENUE FAÇADE MID-BLOCK



LOOKING NORTH ALONG 8TH AVENUE





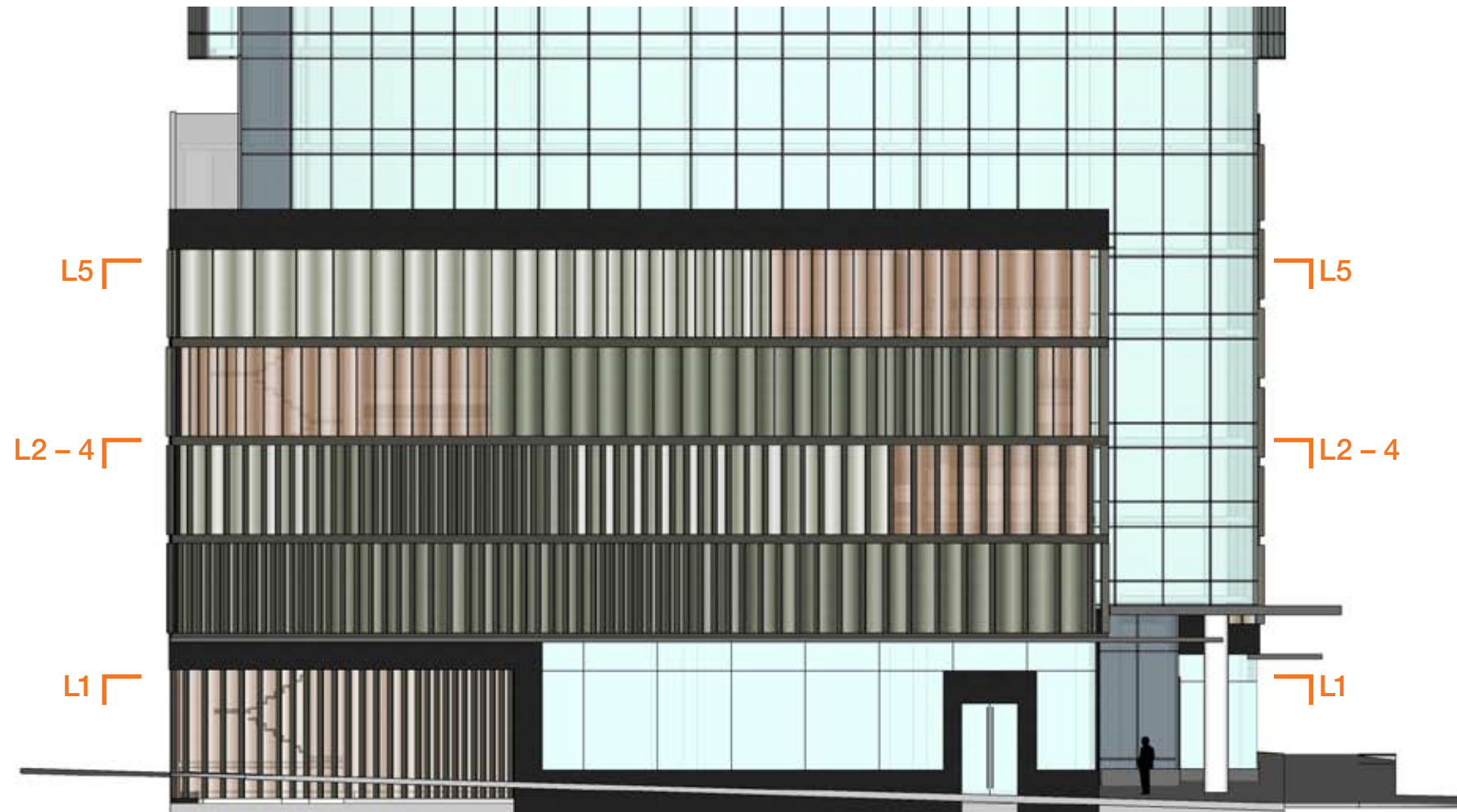


# CONCEPT: MOVEMENT

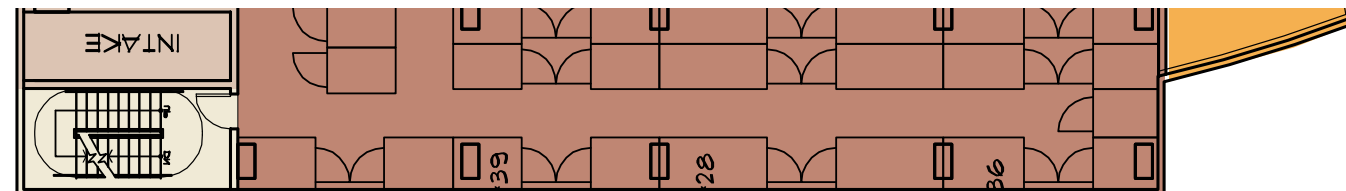
The corner of 8th and Lenora at Westlake is exposed to the 6 way intersection of 8th Avenue and Lenora Street at Westlake Avenue. This scheme recognizes that our building will be perceived from constantly changing perspectives, at variable speeds relating to the movement of people in different modes of transport (pedestrian, trolley, car, etc.).

We take advantage of this changing perspective through the use of vertical fins that vary in spacing and angle as they extend from horizontal supports on the façade. Like small waves this façade treatment creates a series of ripple effects, differing from band to band, simultaneously revealing and concealing a wall of lightly colored glass behind. This tidal effect will constantly alter one's perception of the building's base.

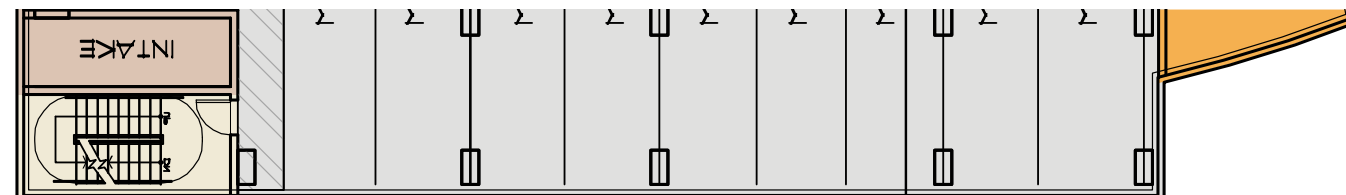
At night this effect takes on new drama as the glass will glow, revealing a new intensity to the color.



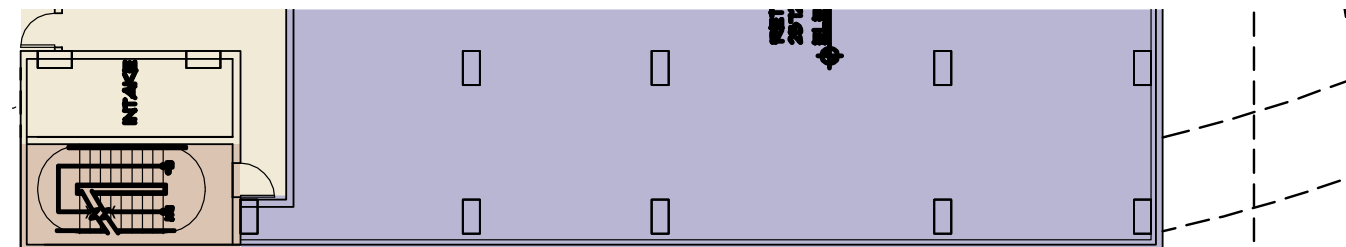
NORTH ELEVATION



LEVEL 5



LEVEL 2 - 4



LEVEL 1



LOOKING WEST ALONG LENORA

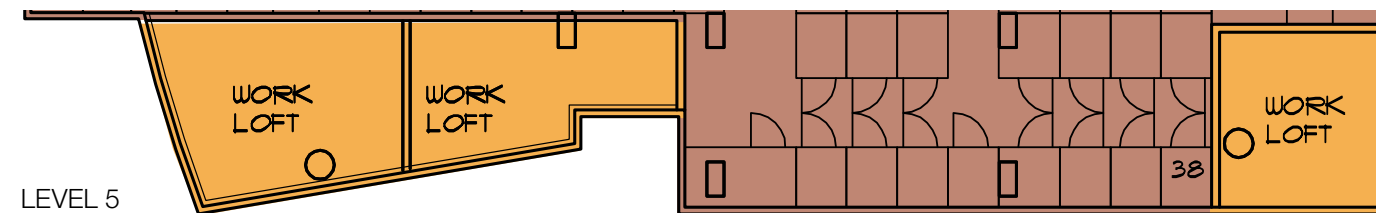


LENORA FAÇADE MID-BLOCK

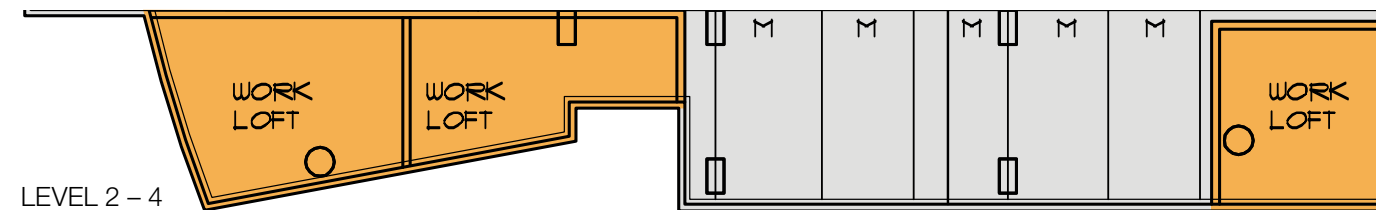




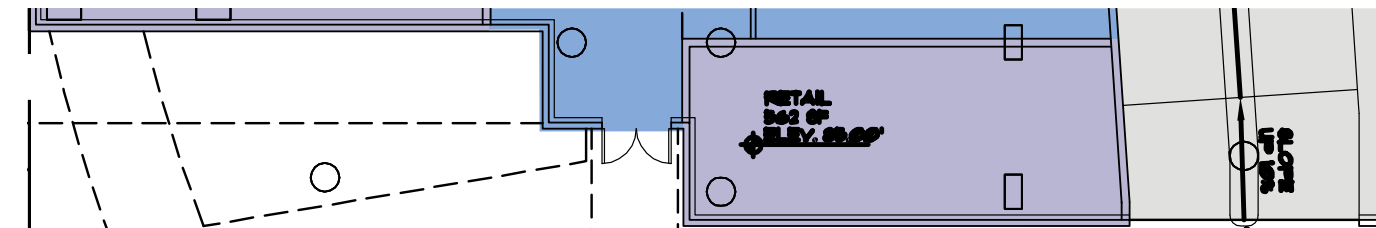
WEST ELEVATION



LEVEL 5



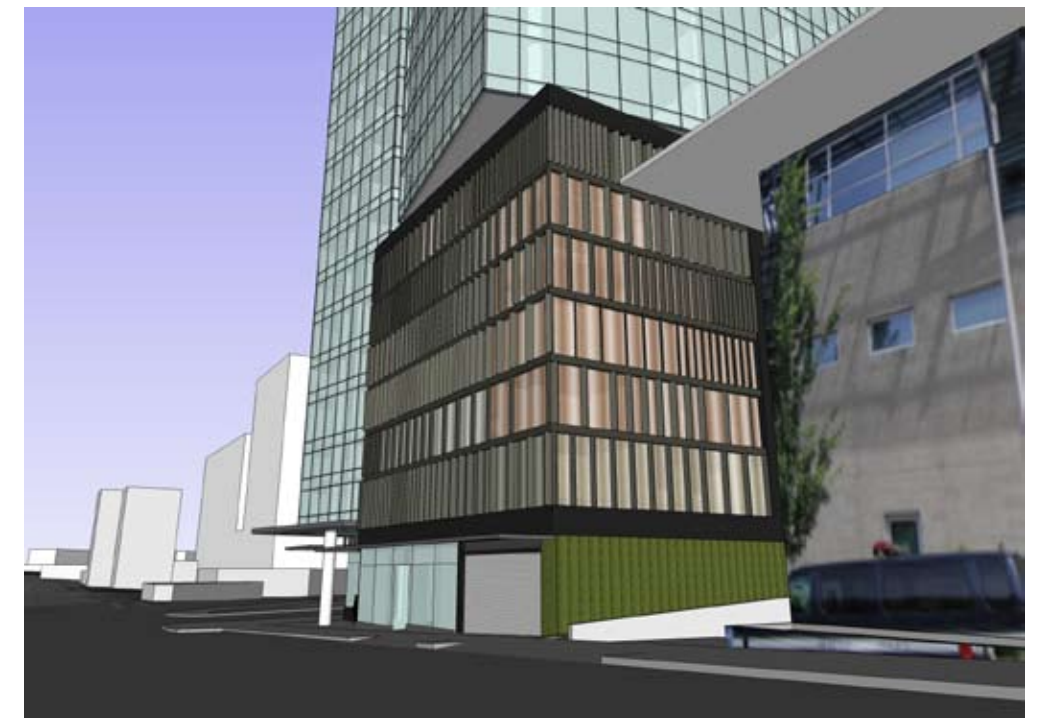
LEVEL 2 - 4



LEVEL 1



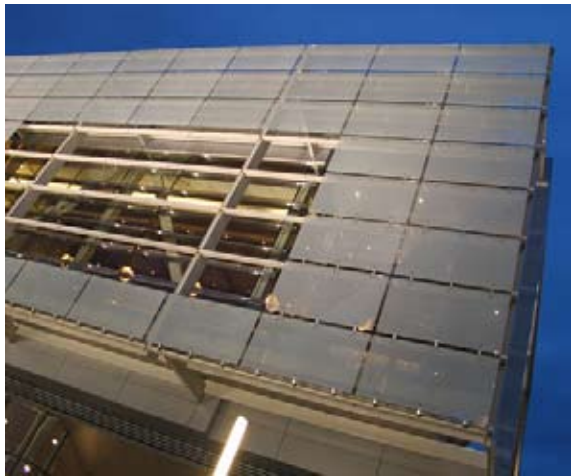
8TH AVENUE FAÇADE MID-BLOCK



LOOKING NORTH ALONG 8TH AVENUE





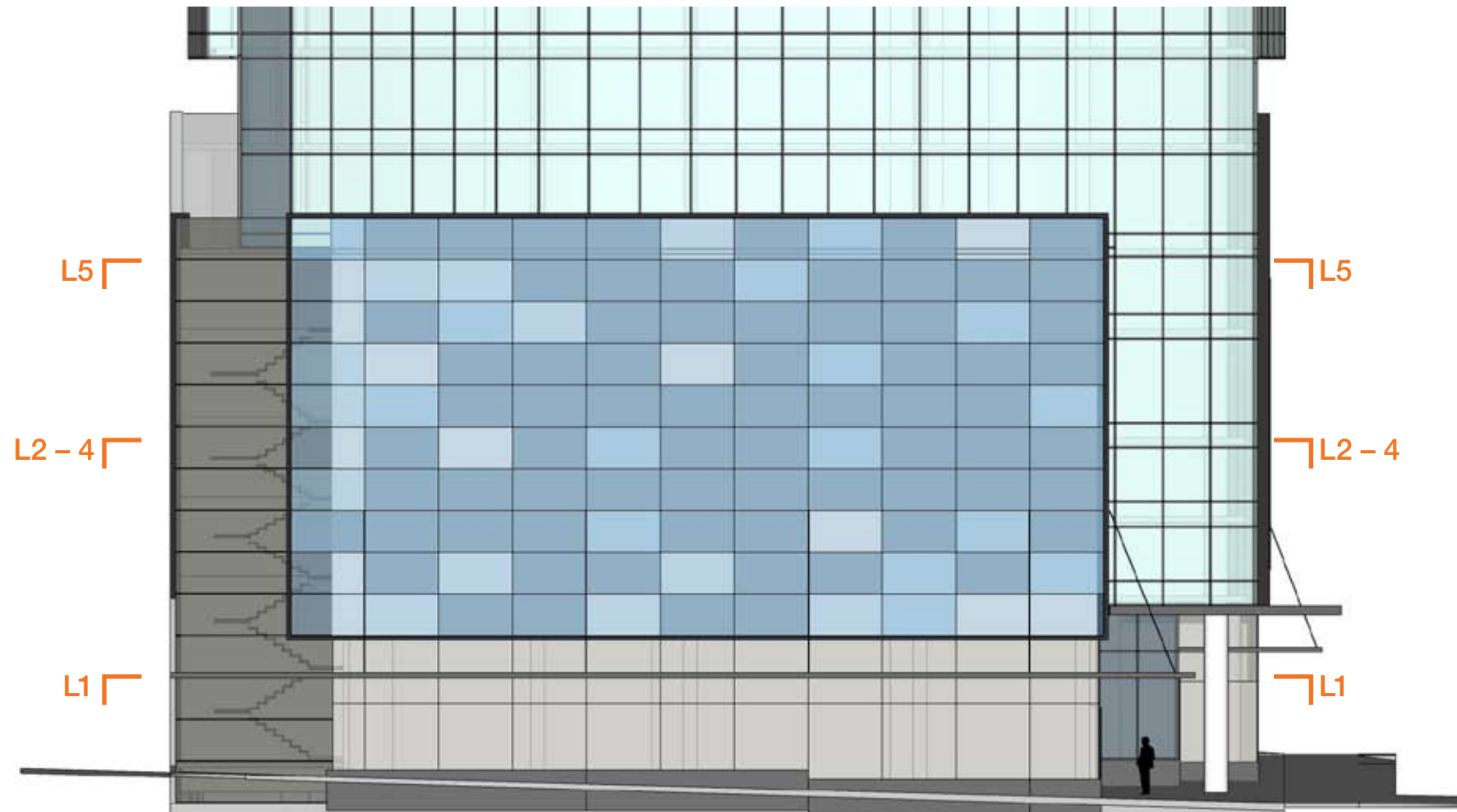


# CONCEPT: FRAMED ART

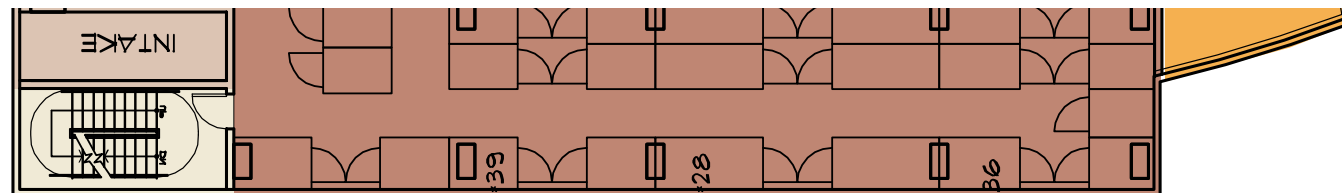
Responding to the site's highly visible location, its close proximity to Cornish School of Art, and the building's relationship to a proposed park across the street, we propose a composed façade as an architectural frame of art. This façade treatment will become the backdrop to the park as well as a signature part of an emerging arts neighborhood.

A modularly partitioned frame allows for several fractal pieces of art to create a composed whole. Like a foggy northwest day, each panel could vary in depth of opacity or translucency, manipulating color, creating texture, revealing the artistic imagery slowly and subtly.

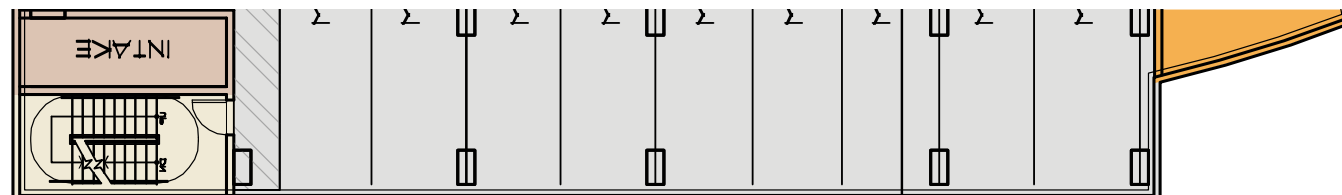
The position or angle of each fractal within the frame combined with nighttime illumination will create a fusion of movement, architecture and art both during the day and night.



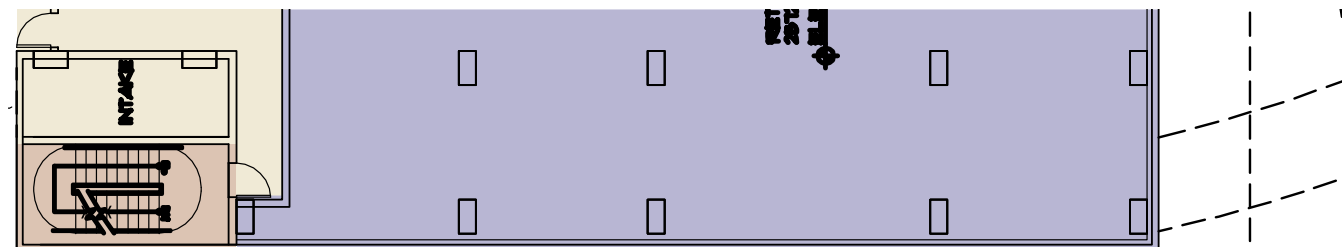
NORTH ELEVATION



LEVEL 5



LEVEL 2 - 4



LEVEL 1



LOOKING WEST ALONG LENORA

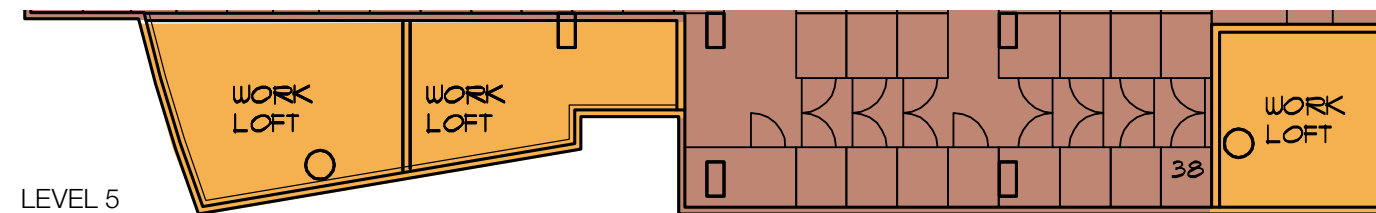


LENORA FAÇADE MID-BLOCK

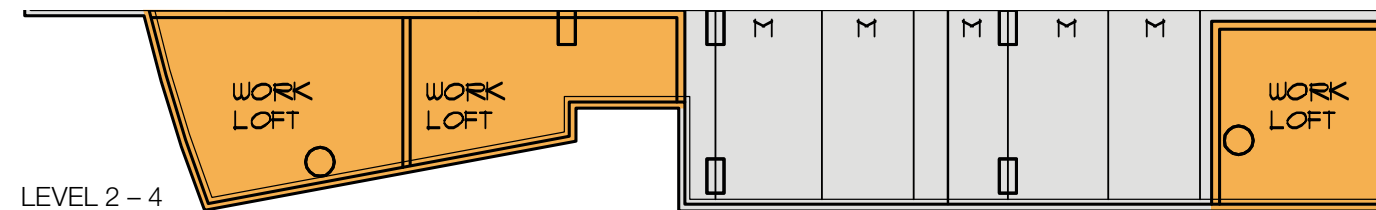




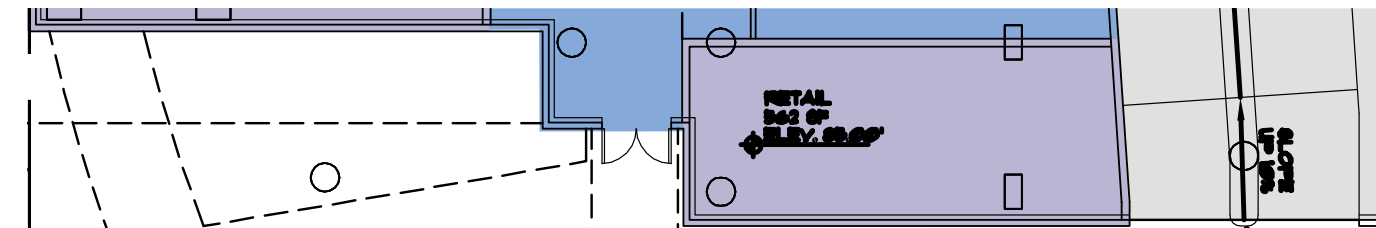
WEST ELEVATION



LEVEL 5



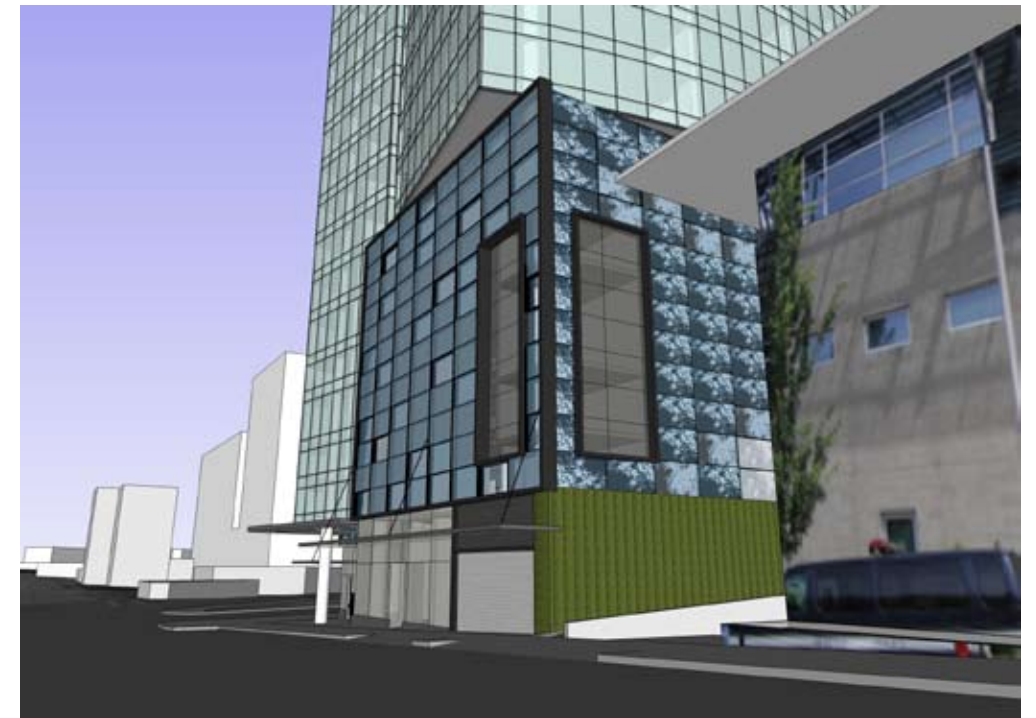
LEVEL 2 - 4



LEVEL 1

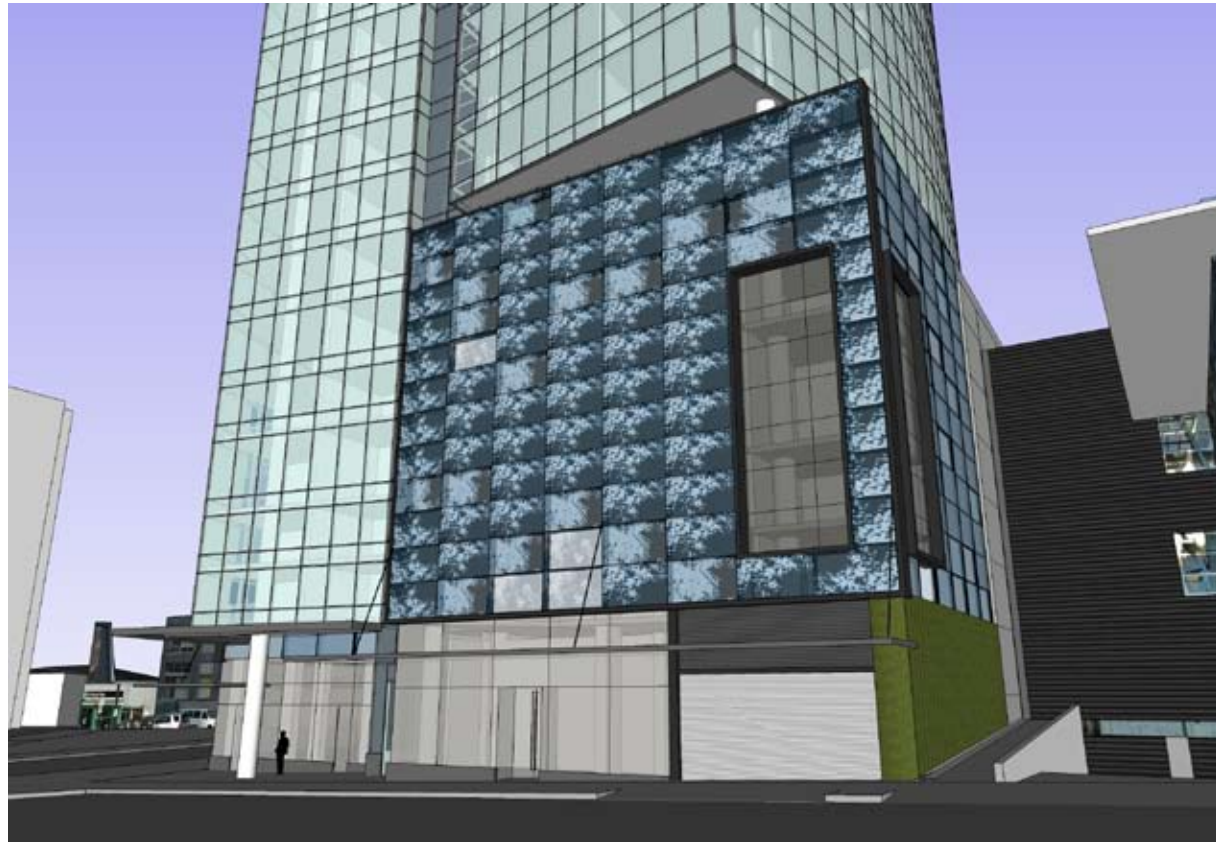


8TH AVENUE FAÇADE MID-BLOCK



LOOKING NORTH ALONG 8TH AVENUE





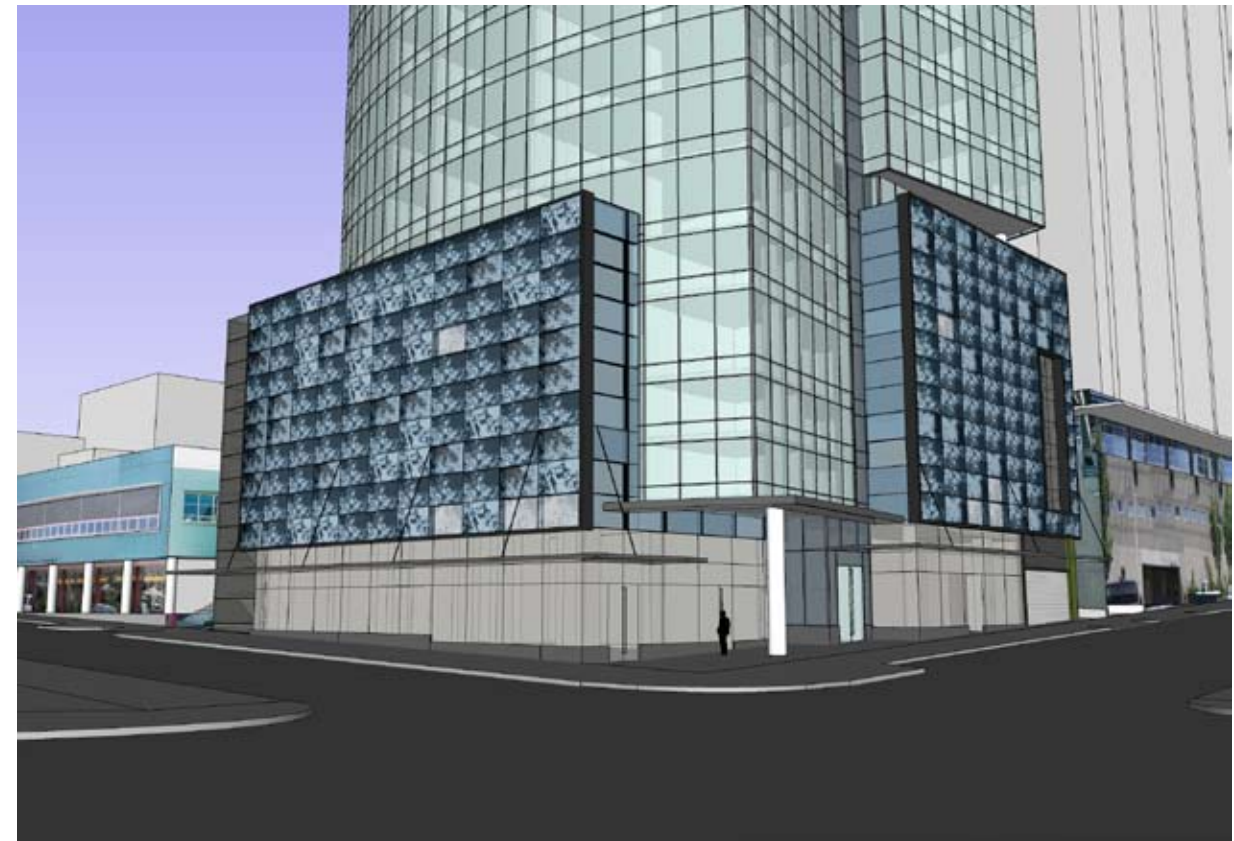
8TH AVENUE FAÇADE MID-BLOCK



LOOKING NORTH ALONG 8TH AVENUE



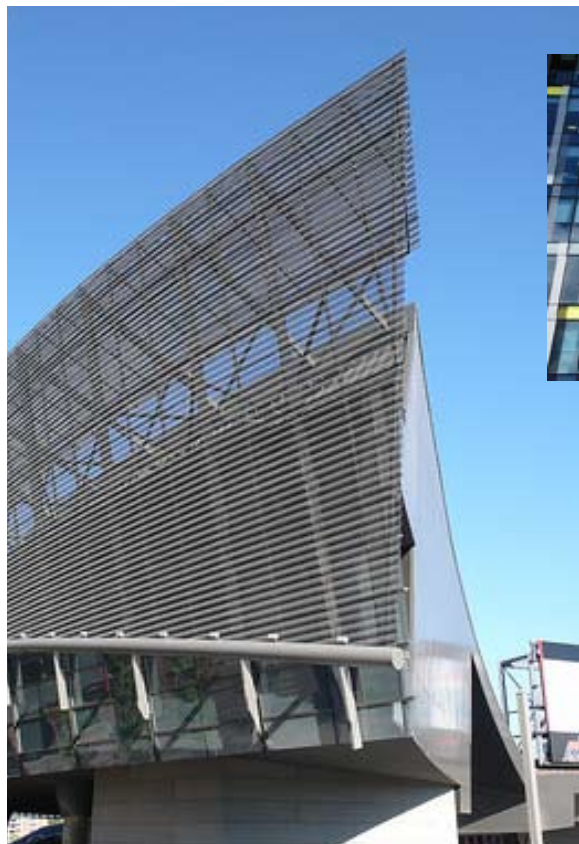
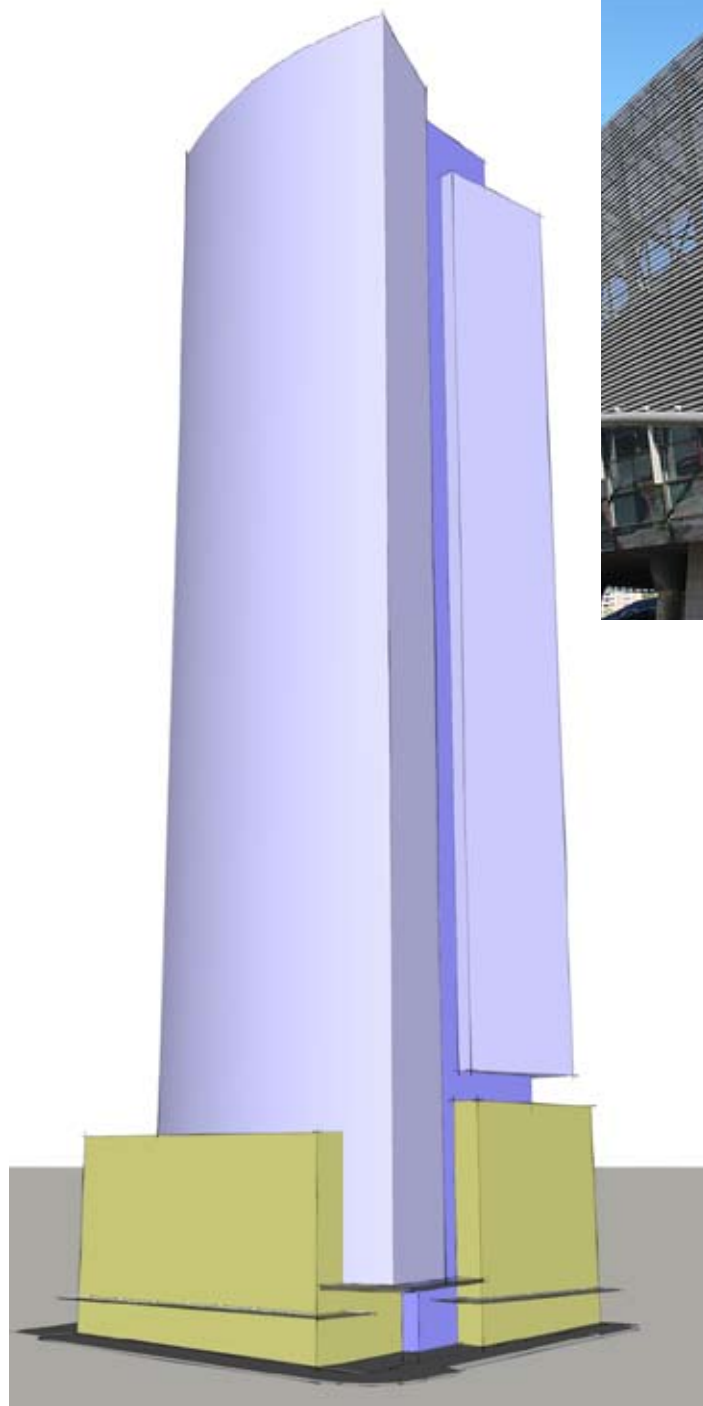
LOOKING WEST ALONG LENORA

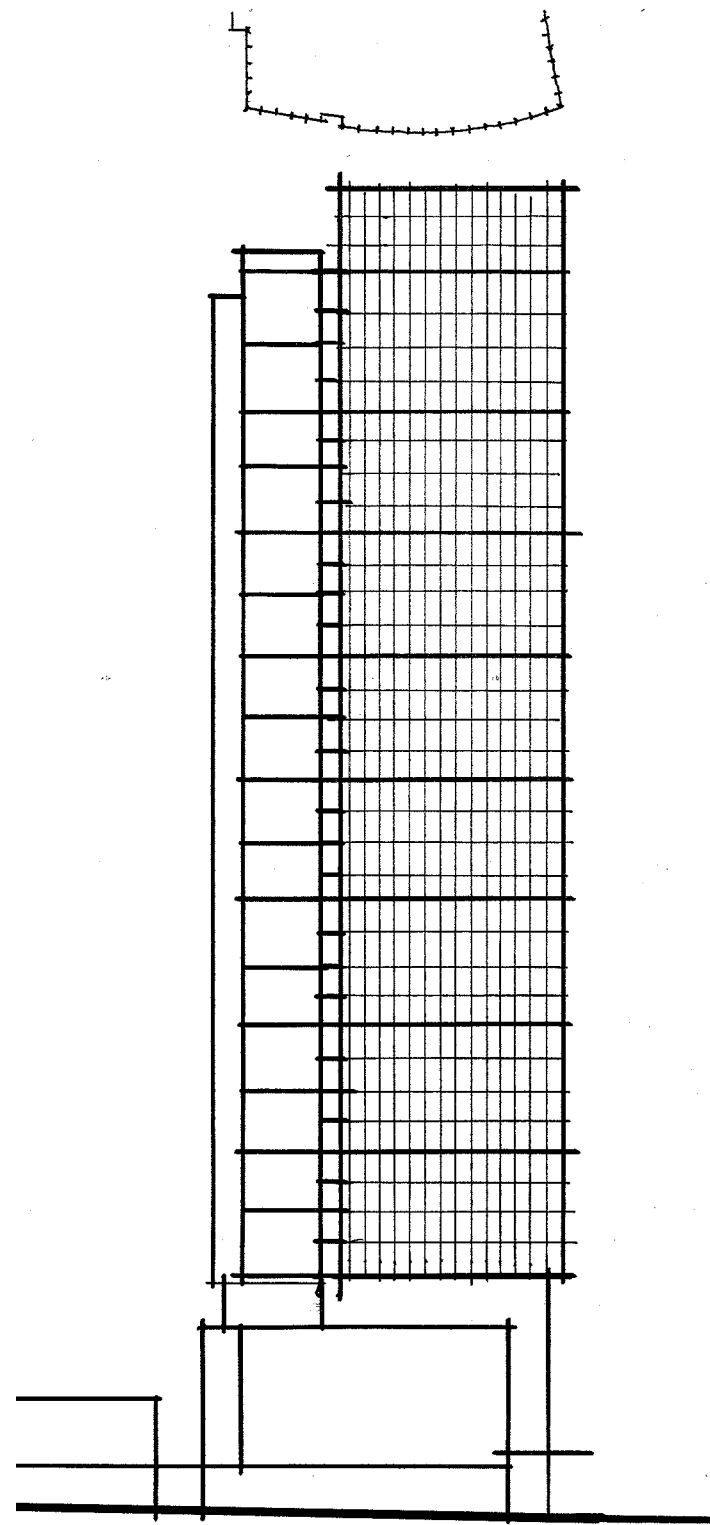


CORNER OF 8TH AVENUE AND LENORA

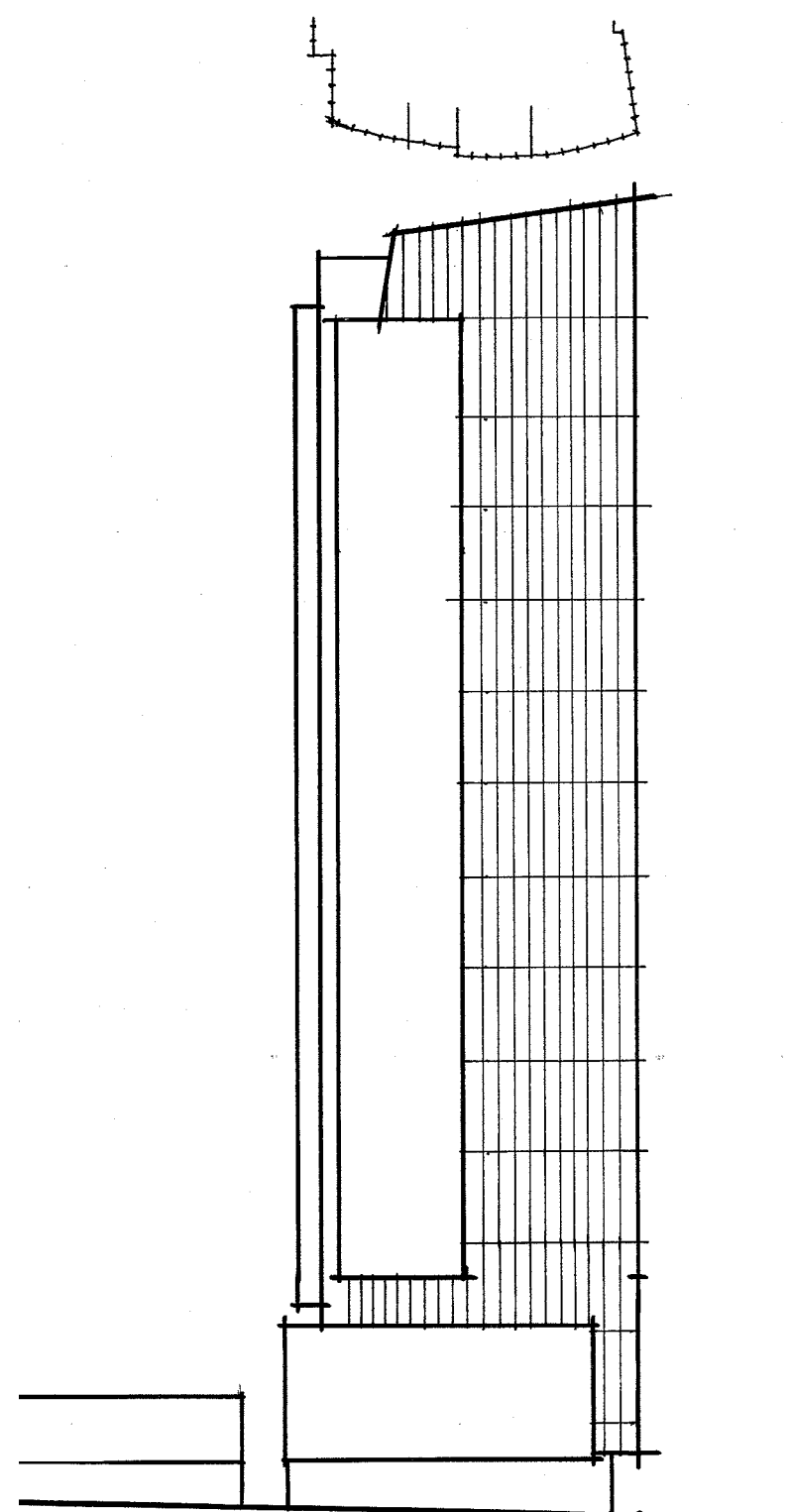
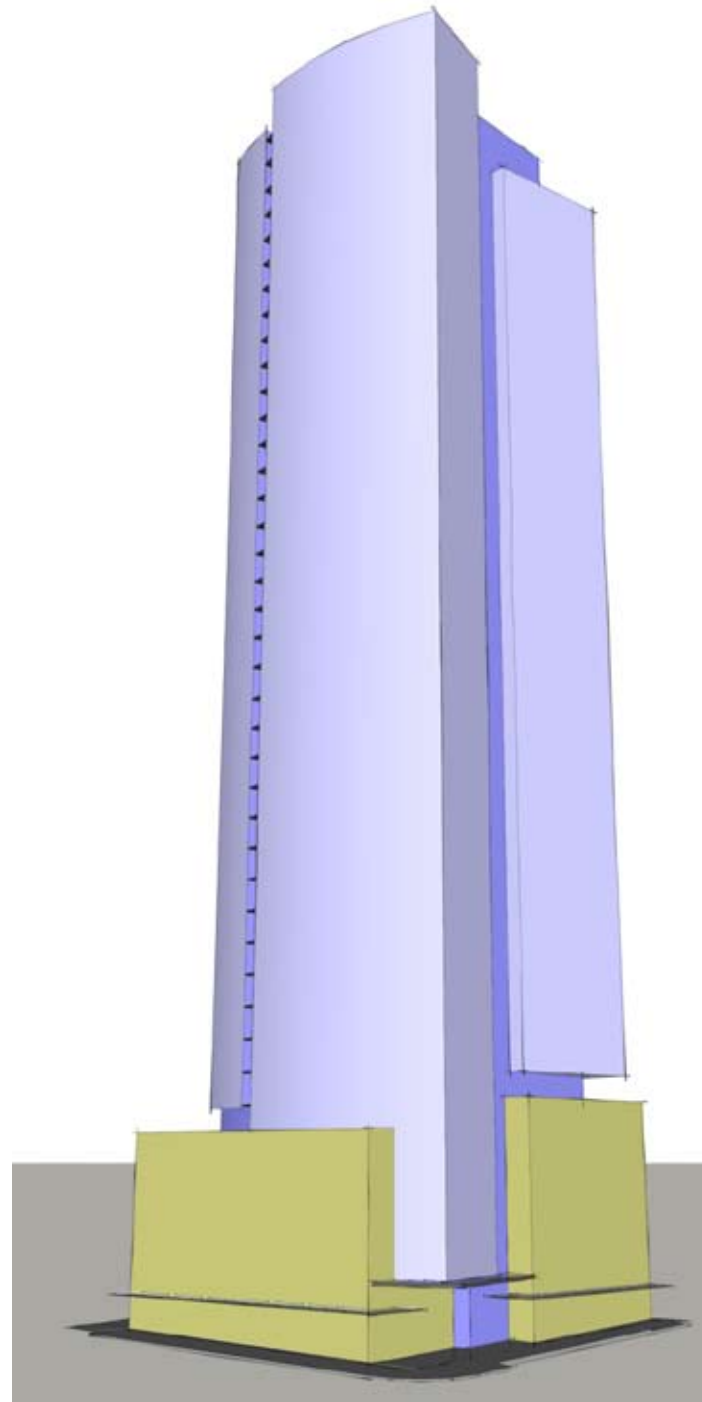




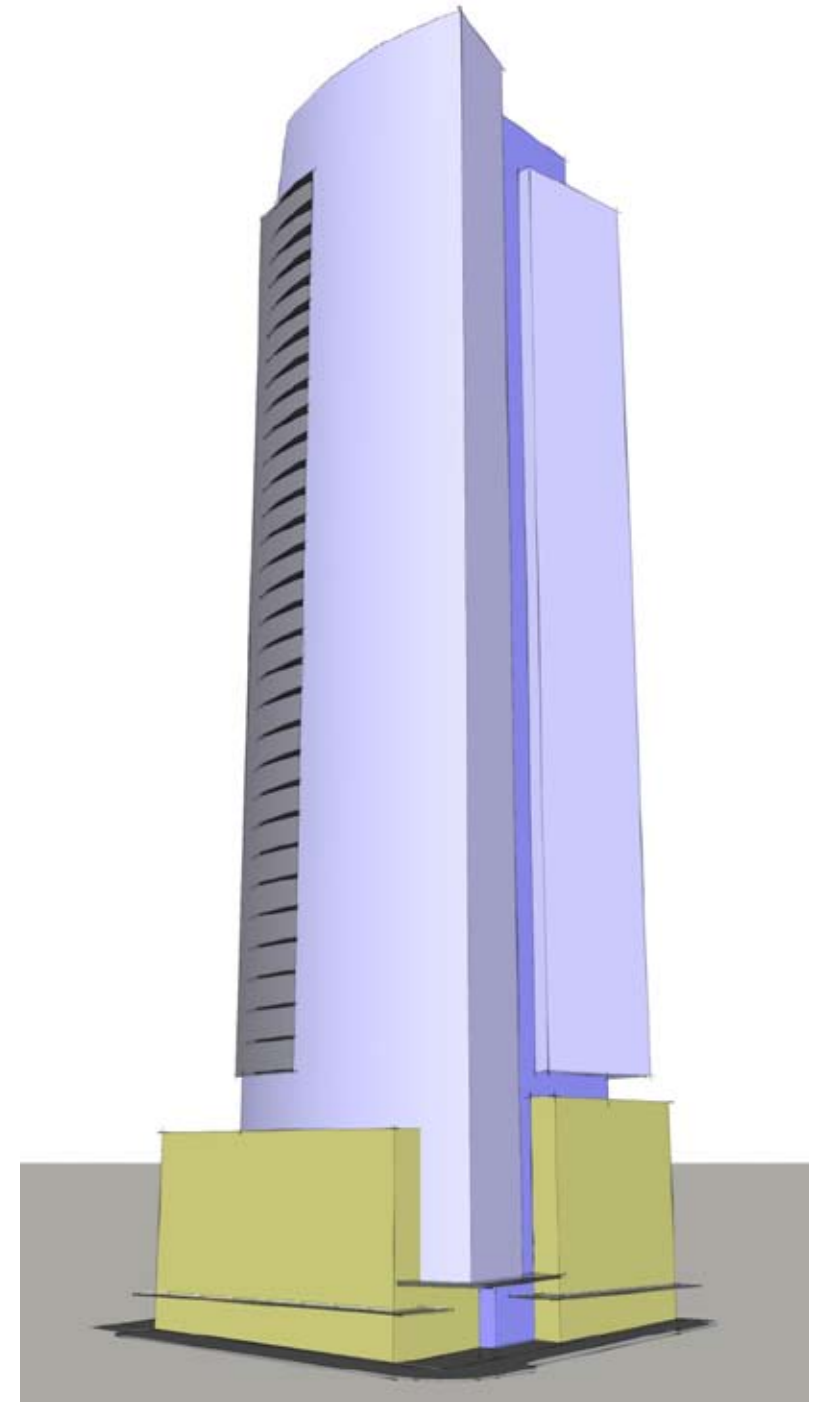


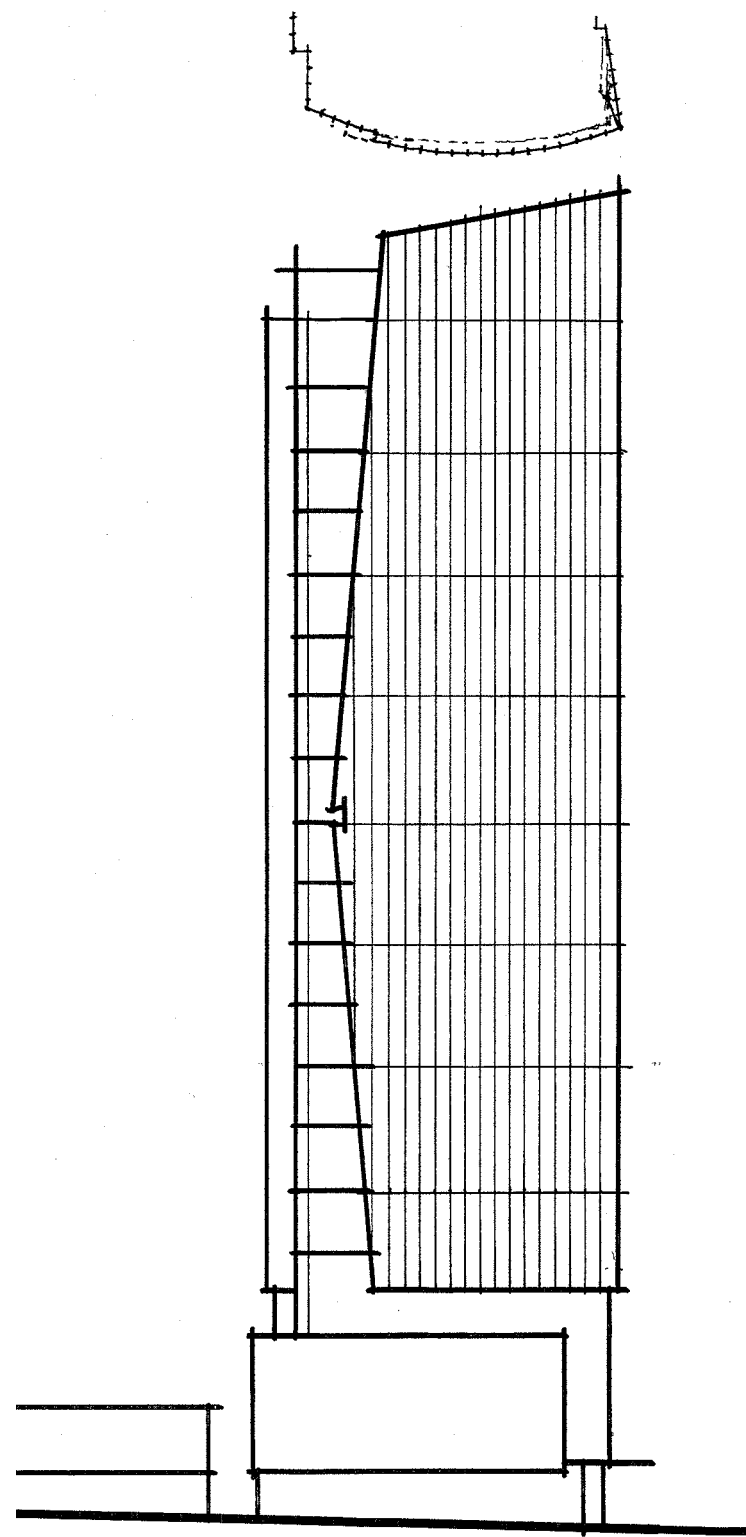


OPTION 1

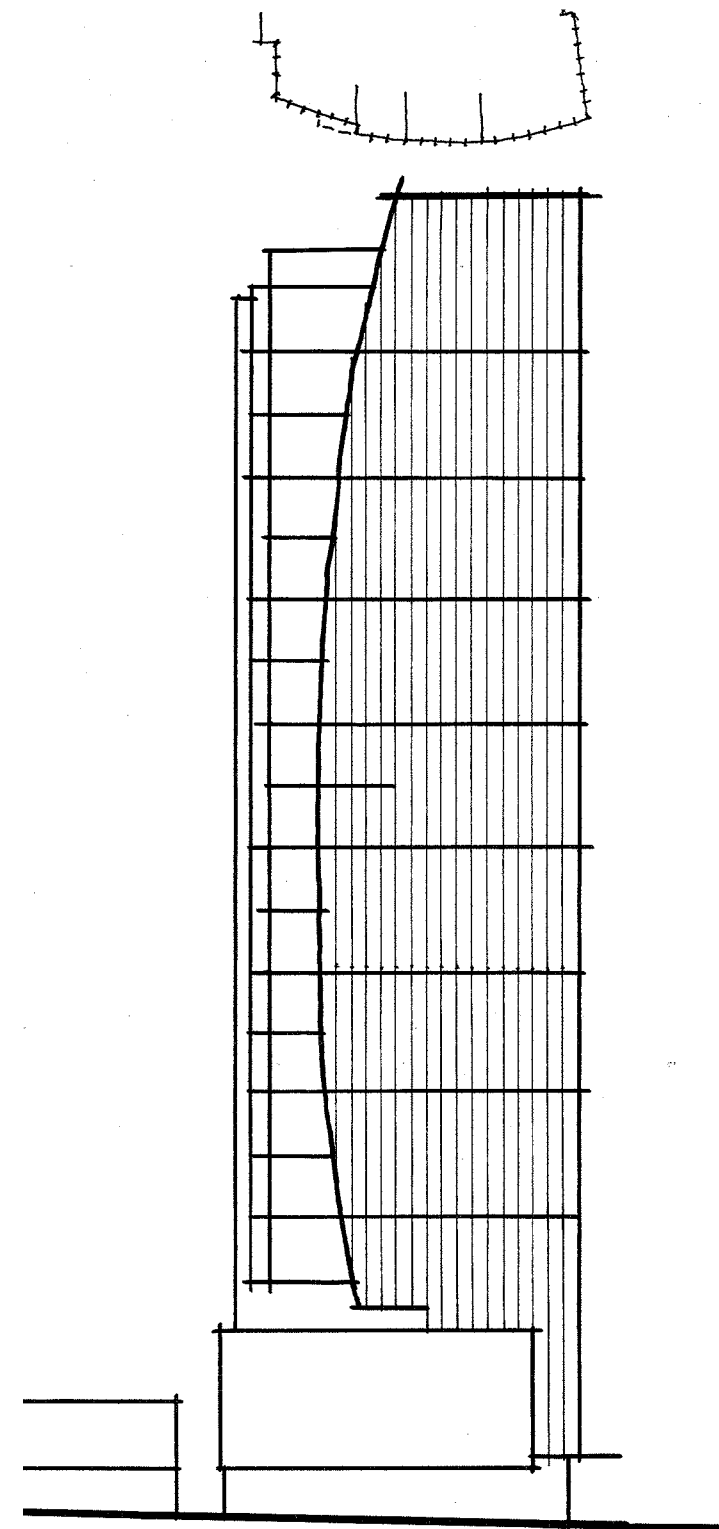
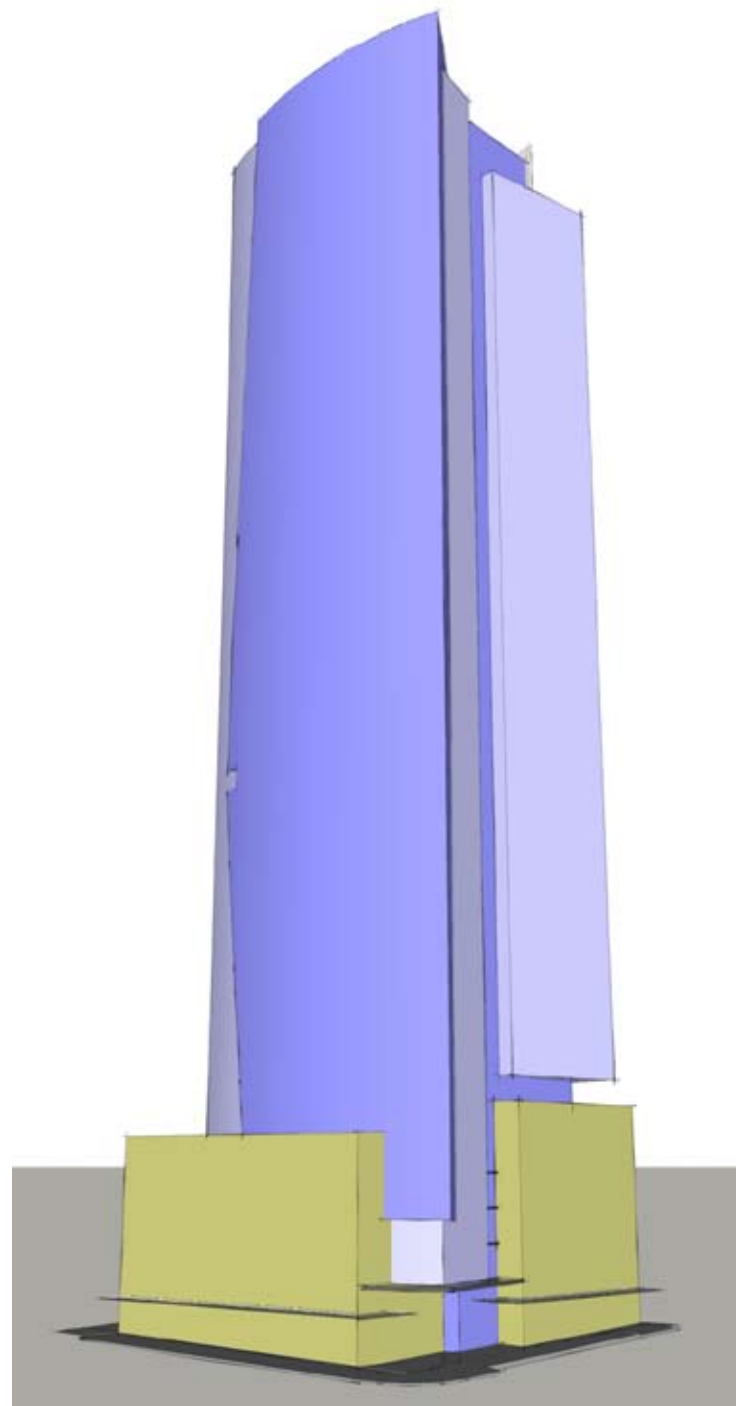


OPTION 2

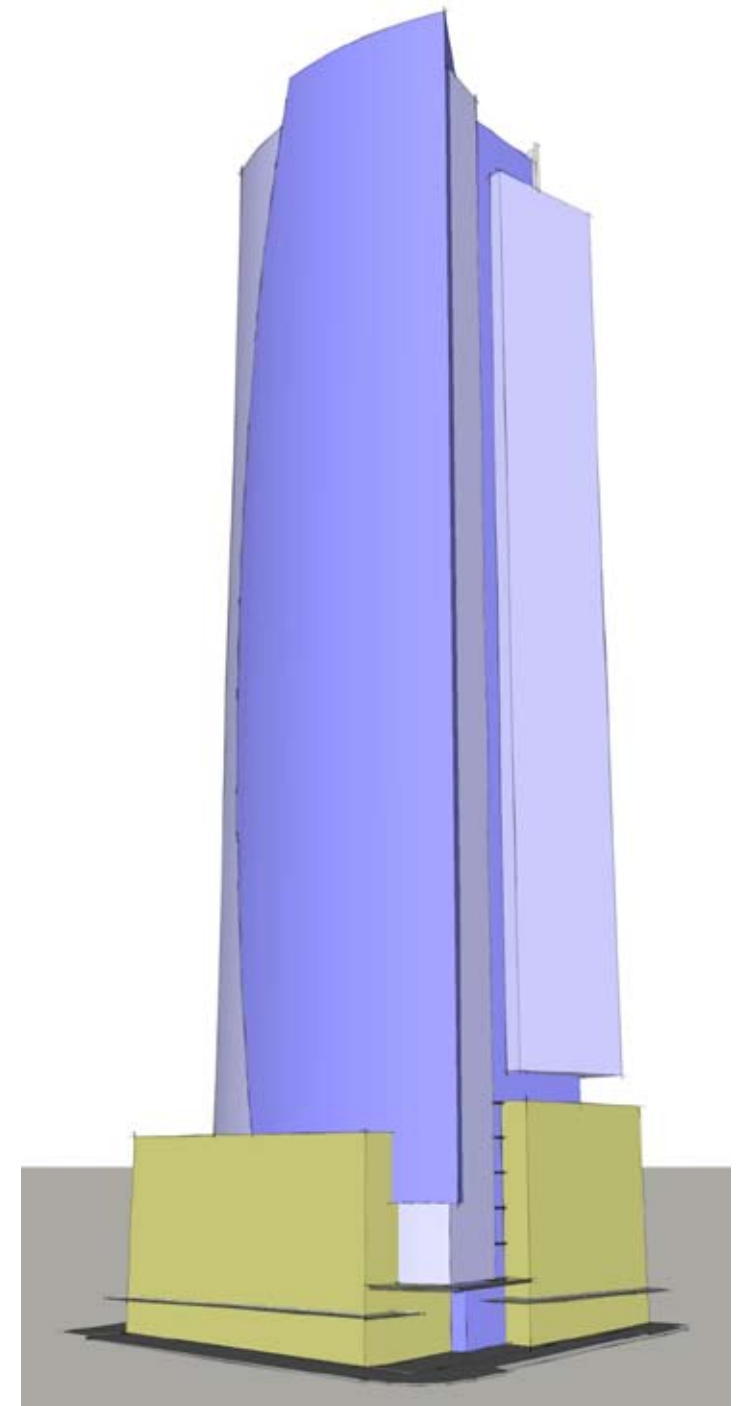




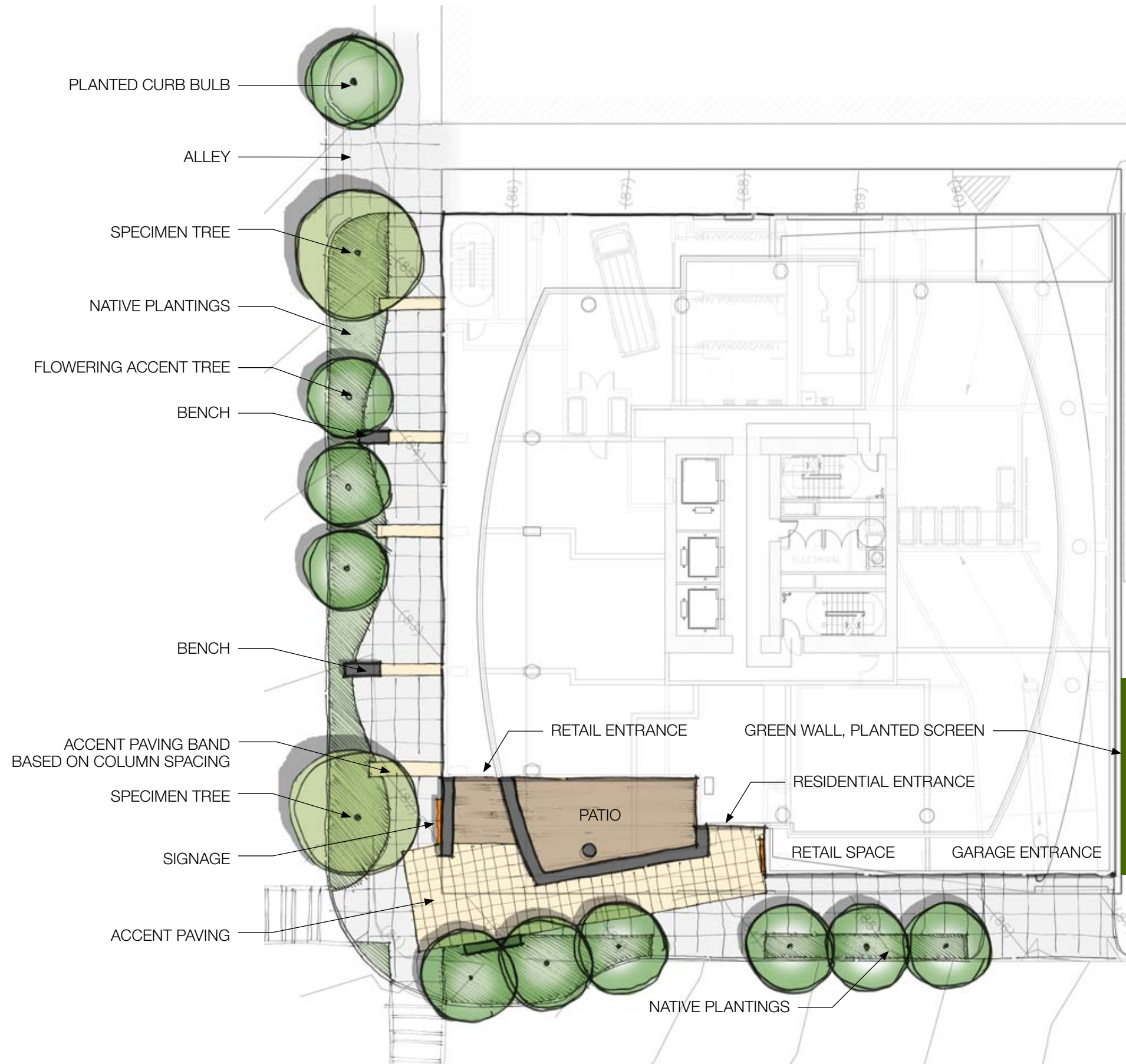
OPTION 3



OPTION 4

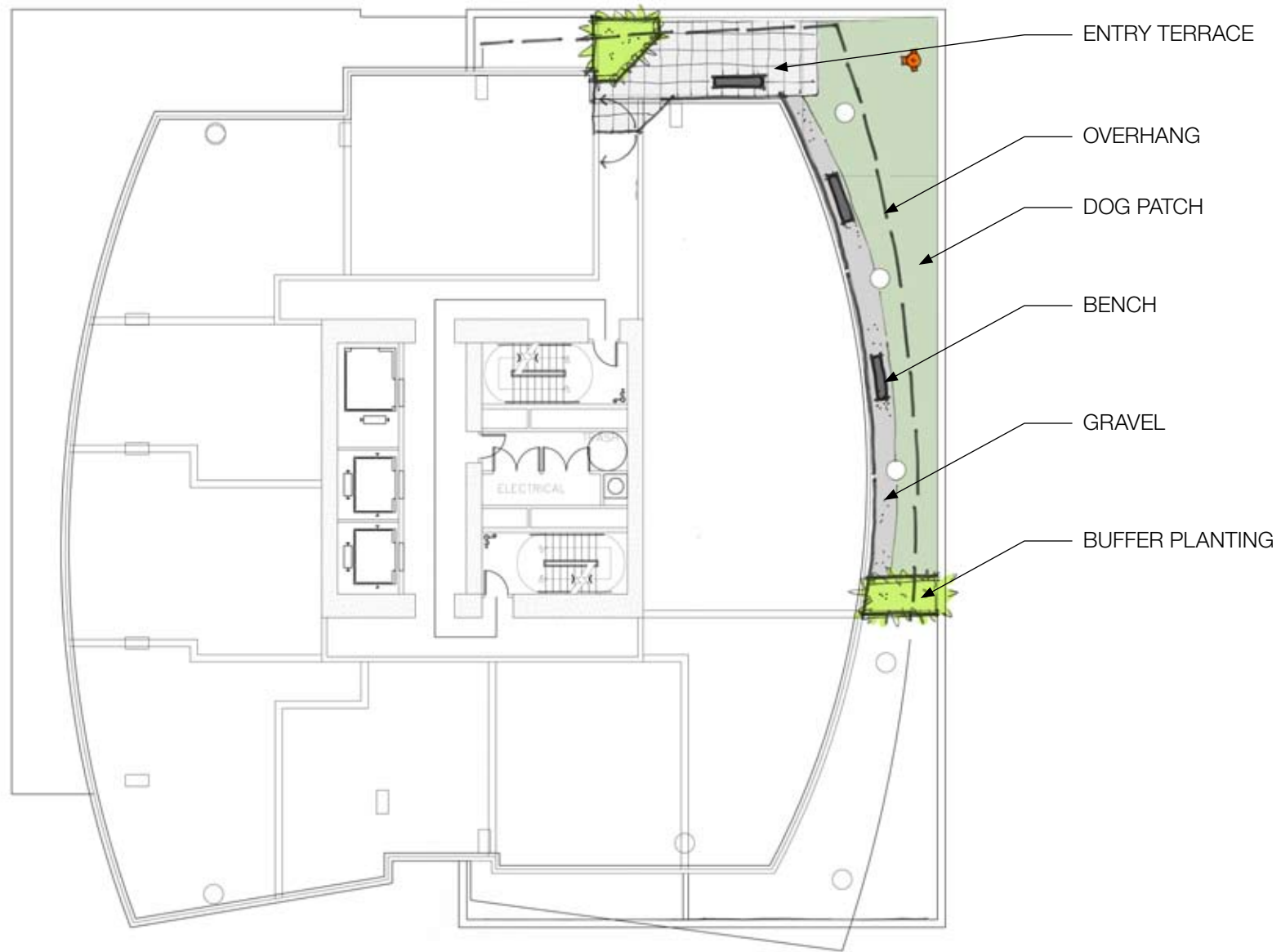


Anticipated Design Departures				
CODE SECTION	CODE REQUIREMENT	DEPARTURE REQUEST	DIFFERENCE	RATIONALE FOR REQUEST
SMC 23.49.010 B,1 COMMON RECREATION AREA	AN AREA EQUIVALENT TO FIVE (5) PERCENT OF THE GROSS FLOOR AREA IN RESIDENTIAL USE. SMC 23.49.010 B. 9. : FOR LOTS ABUTTING DESIGNATED GREEN STREETS, UP TO FIFTY (50) PERCENT OF THE COMMON RECREATION AREA REQUIREMENT MAY BE MET BY CONTRIBUTING TO THE DEVELOPMENT OF A GREEN STREET. IN NO INSTANCE SHALL THE AMOUNT OF REQUIRED COMMON RECREATION AREA EXCEED THE AREA OF THE LOT. FOR THIS PROJECT WE ARE REQUIRED TO HAVE 6403 SF OF COMMON RECREATION SPACE, 3202 SF OF WHICH MUST BE EXTERIOR SPACE.	WE PROPOSE 9108 SF OF TOTAL COMMON RECREATION SPACE (2793 SF OF EXTERIOR COMMON RECREATION SPACE AND 6315 SF OF INTERIOR COMMON RECREATION SPACE). HOWEVER, THE AMOUNT OF PROPOSED EXTERIOR COMMON RECREATION SPACE DOES NOT EQUAL OR EXCEED 50% OF THE TOTAL AMOUNT REQUIRED. WE ASK FOR A DEPARTURE TO REDUCE THE AMOUNT REQUIRED FROM 50% EXTERIOR TO 43%.	409 SF	DUE TO THE SMALL SITE, THE AVAILABLE "OPEN AIR" OPPORTUNITIES ARE LIMITED TO A SMALL SPACE AT LEVEL 7 AND THE ROOFTOP. WE HAVE MAXIMIZED THE USE OF EXTERIOR COMMON RECREATION SPACE ON THE ROOFTOP AND THE PODIUM ROOF DECK. WE PROPOSE A SIGNIFICANT GREEN STREET IMPROVEMENT, ALONG WITH A CORNER PLAZA (THAT DUE TO IT'S SEMI COVERED CONDITION CANNOT BE USED FOR COMMON RECREATION SPACE / OPEN SPACE). THESE OPEN SPACES CONSTITUTE APPROXIMATELY 1850 SF OF LANDSCAPED, AND CAFE SEATING SPACES FOR THE PUBLIC. ADDITIONALLY, AT LEVEL 7, 805 SF OF USABLE, BUT DIMENSIONALLY EXCLUDED COMMON RECREATION SPACE IS PROVIDED. THIS SPACE ALONE SATISFIES THE DEFICIENT EXTERIOR COMMON RECREATION SPACE.
SMC 23.49.058 D.2 MAXIMUM TOWER WIDTH	IN DMC ZONES, THE MAXIMUM FACADE WIDTH FOR PORTIONS OF A BUILDING ABOVE EIGHTY-FIVE (85) FEET ALONG THE GENERAL NORTH/SOUTH AXIS OF A SITE (PARALLEL TO THE AVENUES) SHALL BE ONE HUNDRED TWENTY (120) FEET OR EIGHTY (80) PERCENT OF THE WIDTH OF THE LOT MEASURED ON THE AVENUE, WHICH EVER IS LESS. ON A LOT WHERE THE LIMITING FACTOR IS THE EIGHTY (80) PERCENT WIDTH LIMIT, THE FACADE WIDTH IS ONE HUNDRED TWENTY (120) FEET, WHEN AT ALL ELEVATIONS ABOVE A HEIGHT OF EIGHTY-FIVE (85) FEET, NO MORE THAN FIFTY (50) PERCENT OF THE AREA OF THE LOT LOCATED WITHIN FIFTEEN (15) FEET OF THE STREET LOT LINE(S) IS OCCUPIED BY THE STRUCTURE	THE PROPOSED TOWER IS APPROXIMATELY 109' WIDE. 91% OF THE LOT WIDTH.	11% LOT WIDTH = 13'-0"	THE THIN POINT OF THE TAPERED FACADE OF THE TOWER FRONTING 8TH AVENUE IS APPROXIMATELY 90 FEET WIDE (75% OF THE LOT WIDTH), BUT IN ELEVATION, ACCOUNTING FOR THE FULL BREADTH OF THE TOWER WIDTH, THE OVERALL FACADE WIDTH IS APPROXIMATELY 109 FEET. THE PROPOSED TOWER'S ADDITIONAL WIDTH IS A FUNCTION OF, AND RESPONSE TO REQUIRED TOWER SHAPING TO PROVIDE FUNCTIONAL SPACES AND VISUAL INTEREST.
SMC 23.49.009B3 STREET LEVEL USE	A MINIMUM OF SEVENTY-FIVE (75) PERCENT OF EACH STREET FRONTAGE AT STREET-LEVEL WHERE STREET LEVEL USES ARE REQUIRED MUST BE OCCUPIED BY USES LISTED IN SUBSECTION A. THE REMAINING TWENTY-FIVE (25) PERCENT OF THE STREET FRONTAGE AT STREET LEVEL MAY CONTAIN OTHER PERMITTED USES AND/OR PEDESTRIAN OR VEHICULAR ENTRANCES.	A DEPARTURE HAS BEEN REQUESTED TO INCREASE THE 10' MIN. DISTANCE FROM THE PROPERTY LINE FOR STREET LEVEL USES TO 20'.	AN ADDITIONAL 10 FEET FROM PROPERTY LINE.	THE PROJECT MAINTAINS 86% STREET FRONT USE, BUT OVER HALF OF THIS AREA IS BEYOND 10' FROM THE PROPERTY LINE, REDUCING THE AMOUNT OF SPACE WE CAN INCLUDE TO 40%. THE GROUND LEVEL IS INTENTIONALLY PULLED AWAY FROM THE PROPERTY LINE TO CREATE ADDITIONAL PEDESTRIAN AMENITY AND SIDEWALK CAFE OR RETAIL SPILL-OUT SPACES. THE DEPARTURE PROVIDES AN ADDITIONAL 10 FEET OF DEPTH THAT STREET FRONT USES CAN BE FROM PROPERTY LINE.
SMC 23.49058 F.2 FACADE HEIGHT ON GREEN STREET	WHEN A LOT IN A DMC OR DOC2 ZONE IS LOCATED ON A DESIGNATED GREEN STREET, A CONTINUOUS UPPER-LEVEL SETBACK OF FIFTEEN (15) FEET SHALL BE PROVIDED ON THE STREET FRONTAGE ABUTTING THE GREEN STREET AT A HEIGHT OF FORTY-FIVE (45) FEET.	A DEPARTURE HAS BEEN REQUESTED TO INCREASE THE HEIGHT OF THE SETBACK TO 61' TO THE TOP OF RAILING. ADDITIONALLY, WE REQUEST REDUCING THE REQUIRED SETBACK TO 6' AT THE CREST OF THE CURVED FACADE, BUT MAINTAIN 15' MINIMUM AT THE BUILDING CORNERS.	16' ADDED TO HEIGHT OF SETBACK REQUIREMENT. 9 FEET REDUCED SETBACK AT THE MINIMUM POINT.	DUE TO SITE SIZE RESTRICTIONS, OUR BASE STRUCTURE IS LIMITED. THEREFORE PARKING ABOVE GRADE HAS BEEN LIMITED TO 3 FLOORS, BUT THE REQUIRED STORAGE AND OPERATIONS FOR THE BUILDING STILL REQUIRE ADDITIONAL BASE VOLUME. PARKING 7 LEVELS BELOW GRADE ALLOWED US TO REDUCE THE FACADE HEIGHT TO 61'. ADDITIONALLY, WE REQUEST THAT THE SIZE OF THE SITE, PROGRAM REQUIREMENTS AND THE PROPOSED CURVING NATURE OF THE BUILDING MASSING BE CONSIDERED IN REDUCING THE REQUIRED SETBACK TO 6' MINIMUM (CREST OF CURVE), WITH SETBACKS OF 15' MIN. AT THE BUILDING CORNERS ALONG LENORA. THE CURVE WILL HELP REDUCE THE SENSE OF ENCROACHMENT OVER THE GREEN STREET.



REFERENCE IMAGERY



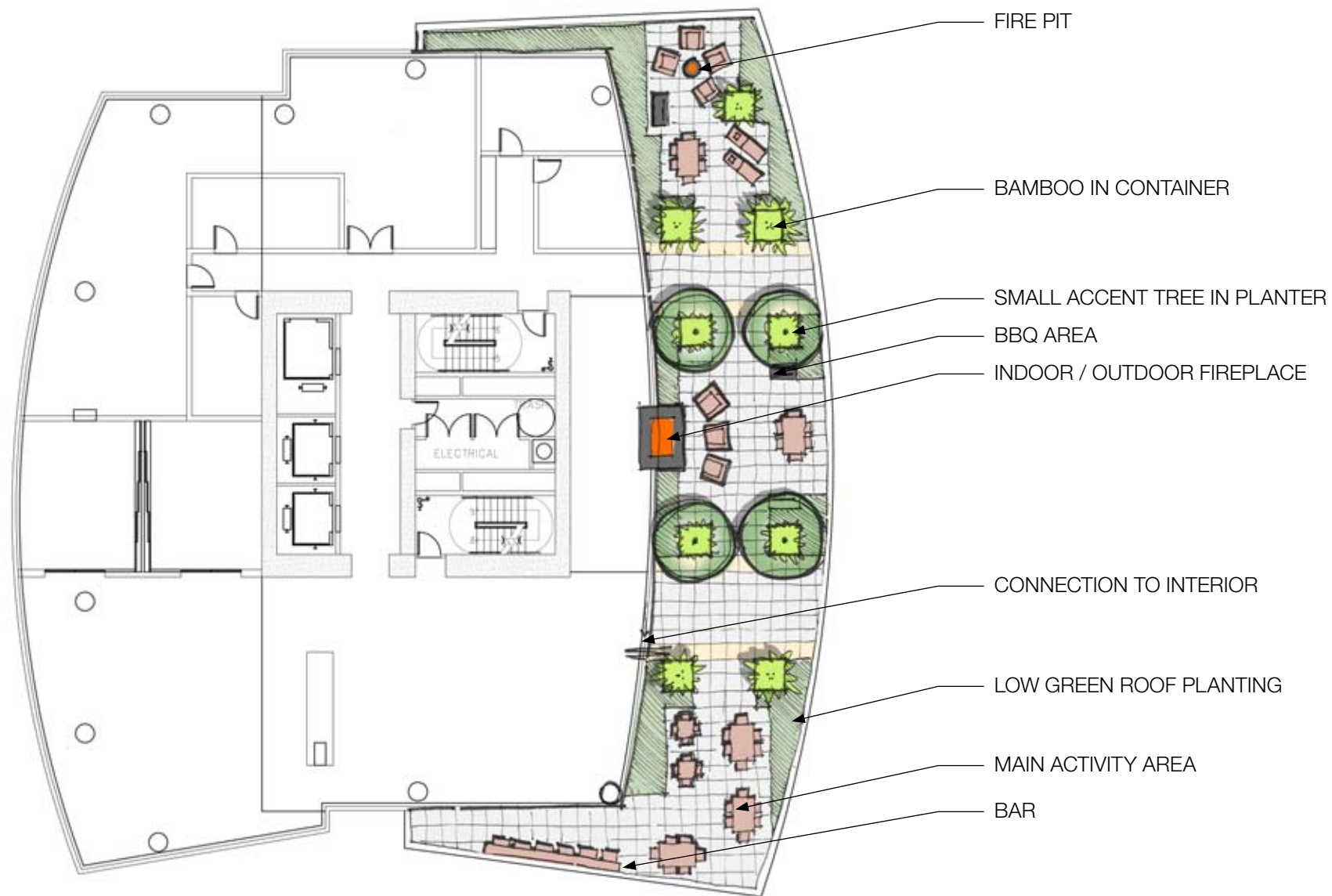


REFERENCE IMAGERY



0 10' 20' 40'  
1"=20'-0"





# REFERENCE IMAGERY

