DESIGN REVIEW BOARD RECOMMENDATION MTG

TROY LAUNDRY / BOREN INVESTMENT BLOCK

DPD PROJECT #3012675
05.08.2013

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PROJECT SUMMARY
DESCRIPTION + CONTACTS

PROPERTY ADDRESS:
307 Fairview Avenue North
Seattle, WA 98109

DPD PROJECT NO:
3012675

OWNER:
Touchstone SLU LLC
2025 1st Avenue, Suite 1212
Seattle, WA 98121

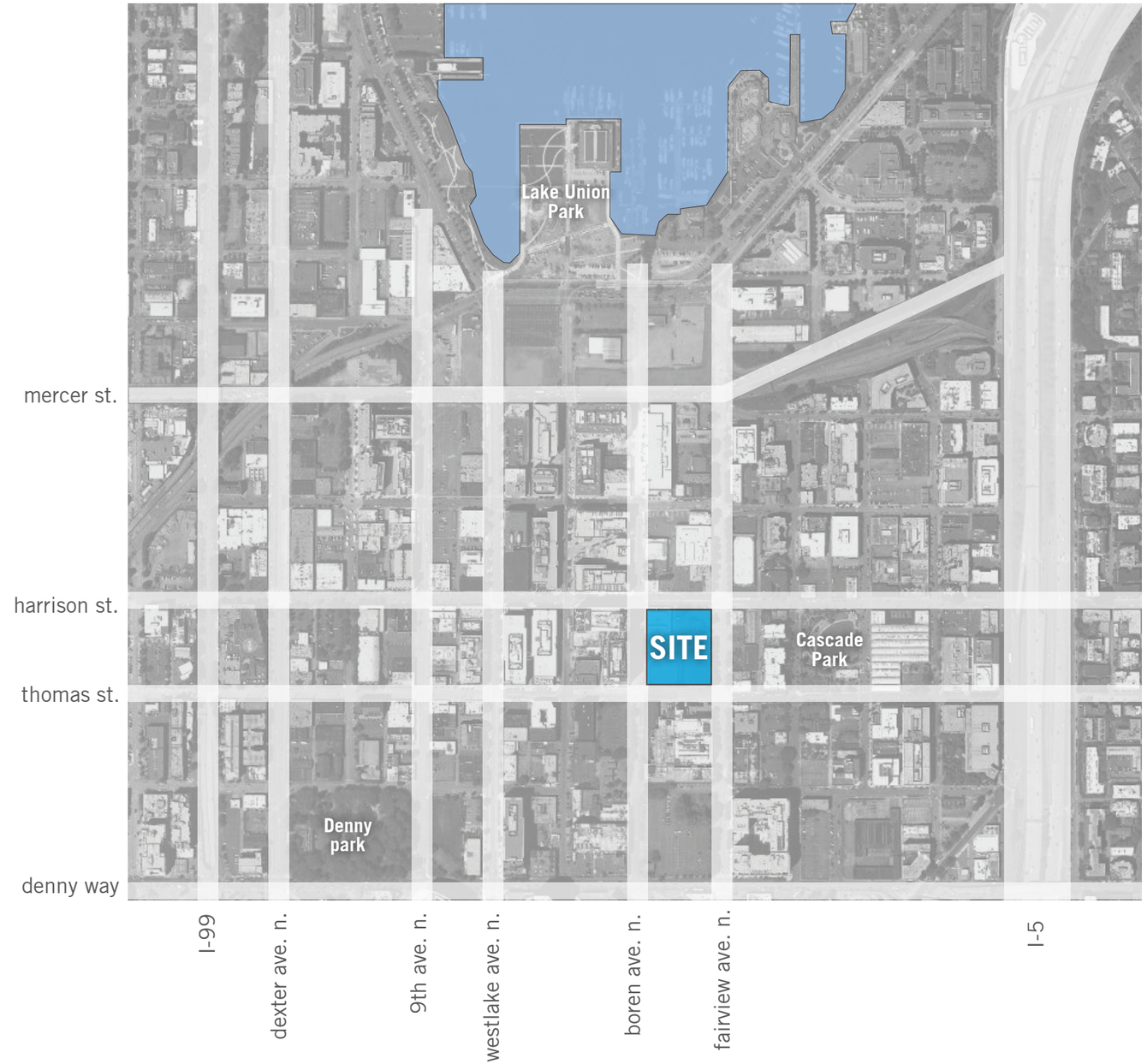
OWNER CONTACT / APPLICANT:
Paul Klansnic
206.357.2305
pklansnic@touchstonecorp.com

ARCHITECT:
Perkins+Will
1221 2nd Avenue, Suite 200
Seattle, WA 98101

CONTACT:
Andrew Clinch
206.381.6000
andrew.clinch@perkinswill.com

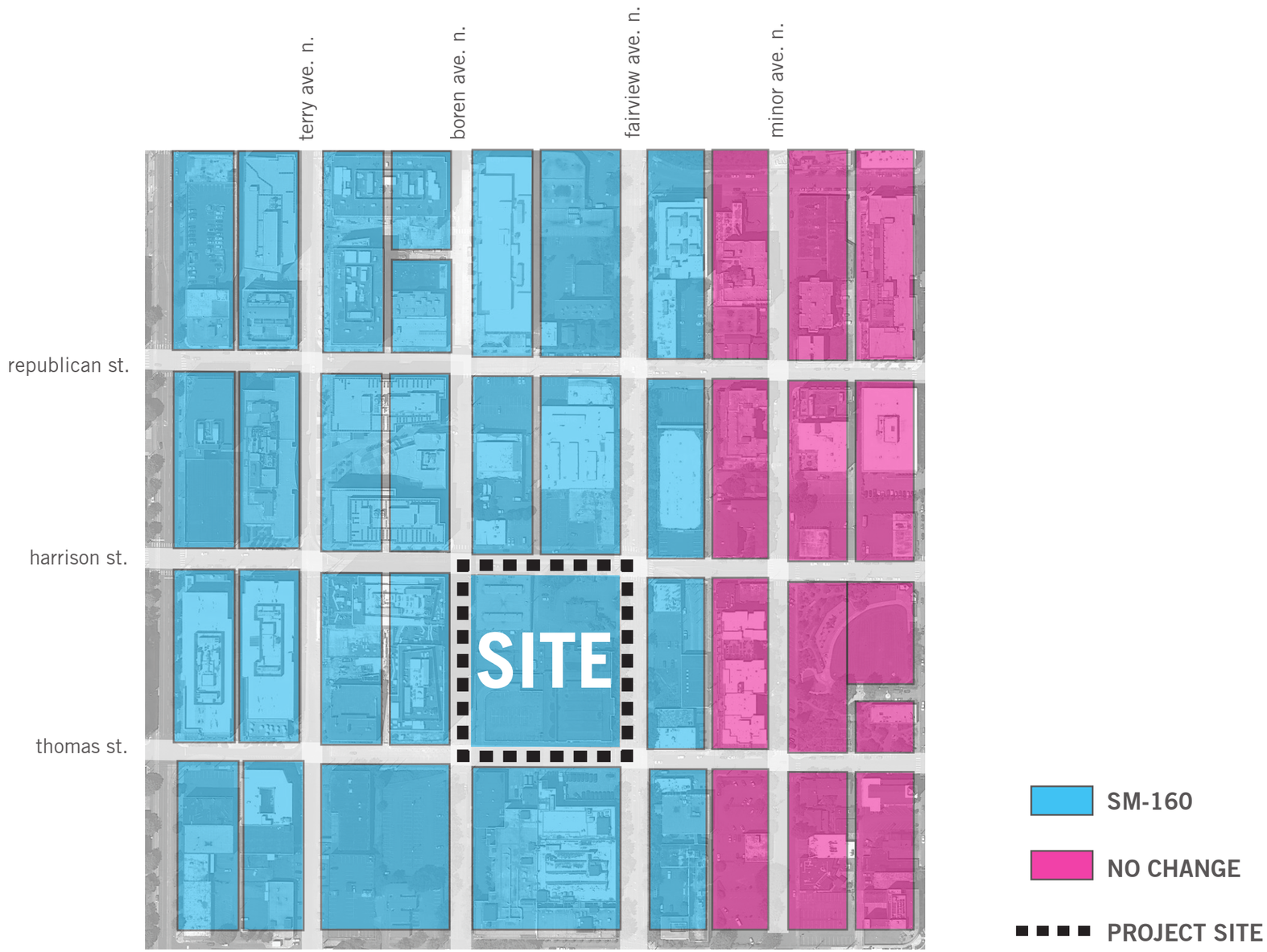
PROJECT DESCRIPTION:

The proposed development is for two office buildings approximately 12 and 13 stories, over below-grade structured parking beneath the entire site. The buildings would contain primarily technology office space with some accessory retail at street level. Commercial uses would total approximately 800,000 gross square feet with approximately 800 parking stalls beneath. Additionally 4,000 square feet of Retail space will be located on Thomas Street.



ZONING ANALYSIS

PER SOUTH LAKE UNION ZONING PROPOSAL, VERSION #21



CODE SUMMARY

PER SOUTH LAKE UNION ZONING PROPOSAL, VERSION #21

HEIGHT LIMIT (per 23.50.051.D2):
- 160'

ROOFTOP FEATURES (per 23.50.020):
- Rooftop features may extend 15' above the height limit.

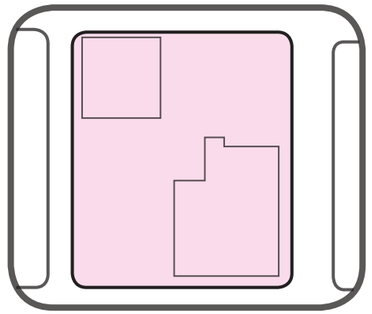
FAR (per 23.50.051):
- Site area is 109,129 sf.
- Maximum FAR of 7 (= max gross floor area of **763,903 sf**)

LANDMARKS - TWO LANDMARKED BUILDINGS:
- Troy Laundry Building
- Boren Investment Building

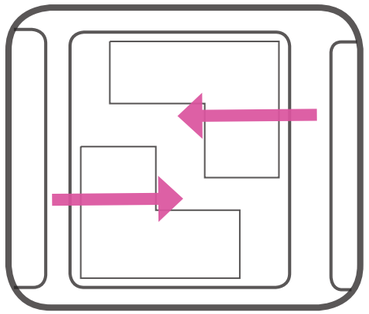
REQUIRED PARKING (per 23.54.020.M):
- 1/1000 = 805 total stalls provided below grade

ADDITIONAL REQUIREMENTS (per 23.50.051):
- LEED Gold rating
- A Transportation Management Program must be developed which allows for no more than 40% of trips to and from the the project being made in SOV's.

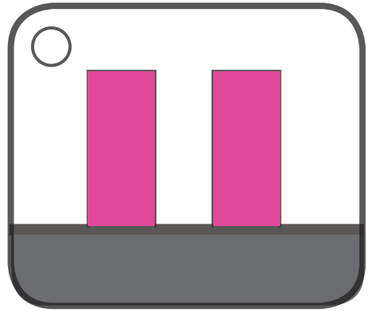
PROJECT GOALS / DESIGN GOALS



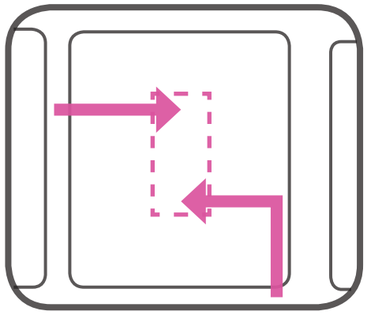
APPROXIMATELY
800,000 SF



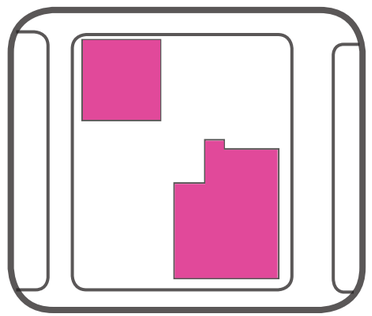
BUILDING ENTRANCES
TO CENTRAL COURTYARD



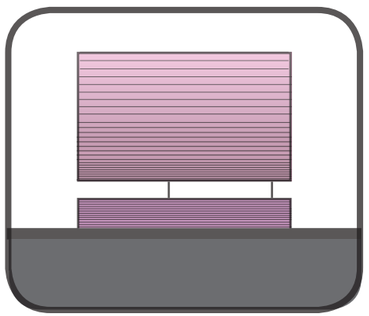
2 TOWER DEVELOPMENT



PUBLIC / PEDESTRIAN
CROSS BLOCK CONNECTION
THROUGH CENTRAL COURTYARD



ACTIVATE AND INTEGRATE THE TROY
LAUNDRY AND BOREN
INVESTMENT BUILDINGS



TEXTURAL FABRIC

EXISTING BUILDING
TROY LAUNDRY BUILDING

Thomas Street

Fairview Avenue North

EXISTING BUILDING
BOREN INVESTMENT BUILDING

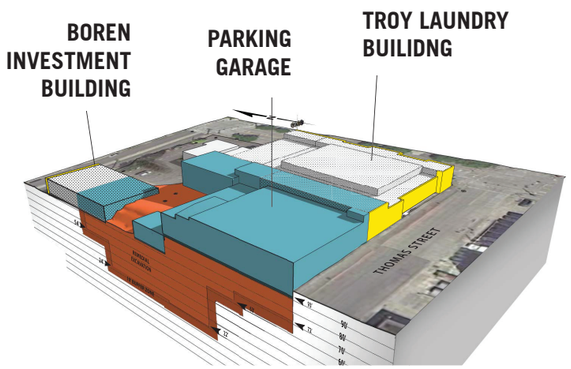
Boren Avenue + Harrison Street

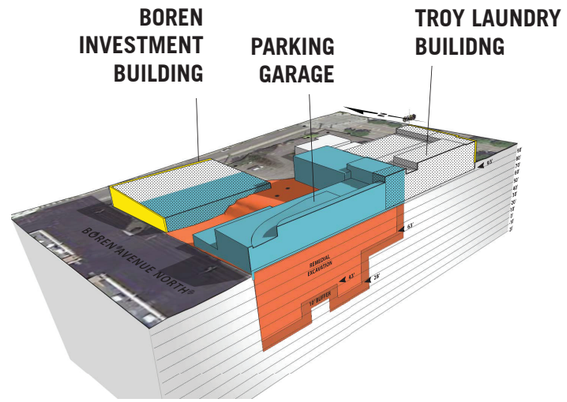
Harrison Street

Boren Avenue

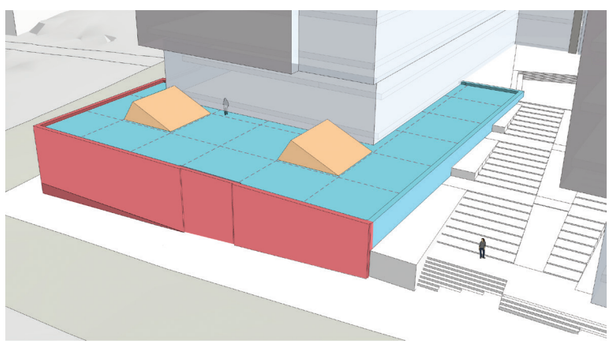
HISTORIC PRESERVATION BOARD

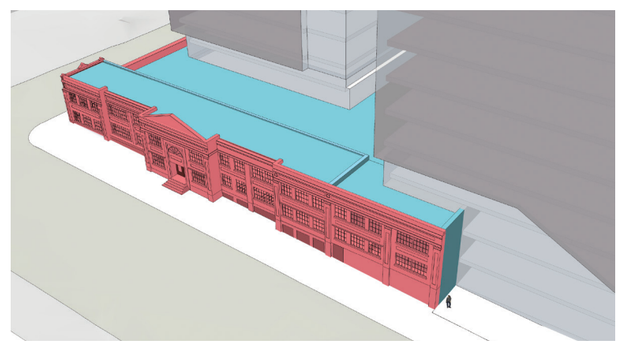
MEETING SUMMARIES





ARC Meeting on January 11, 2013



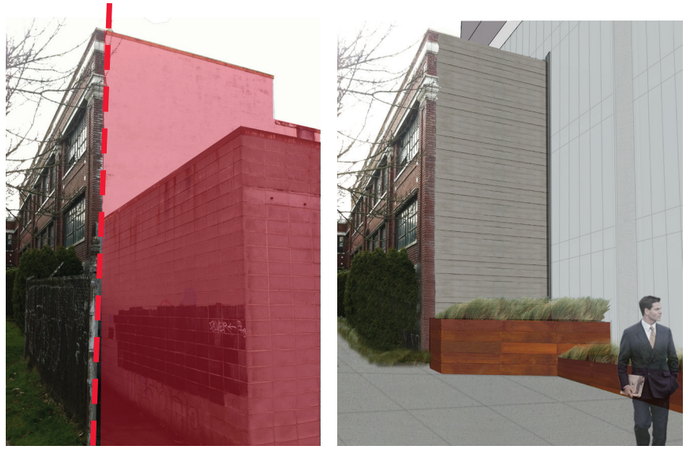


Board Meeting on February 6, 2013

Boren Investment Building (1957 photograph)

Troy Laundry Building (1957 photograph)

HISTORIC PRESERVATION BOARD



Troy Laundry Building - Northeast corner

Troy Laundry Building - Southwest corner

Boren Investment Building - Northeast corner

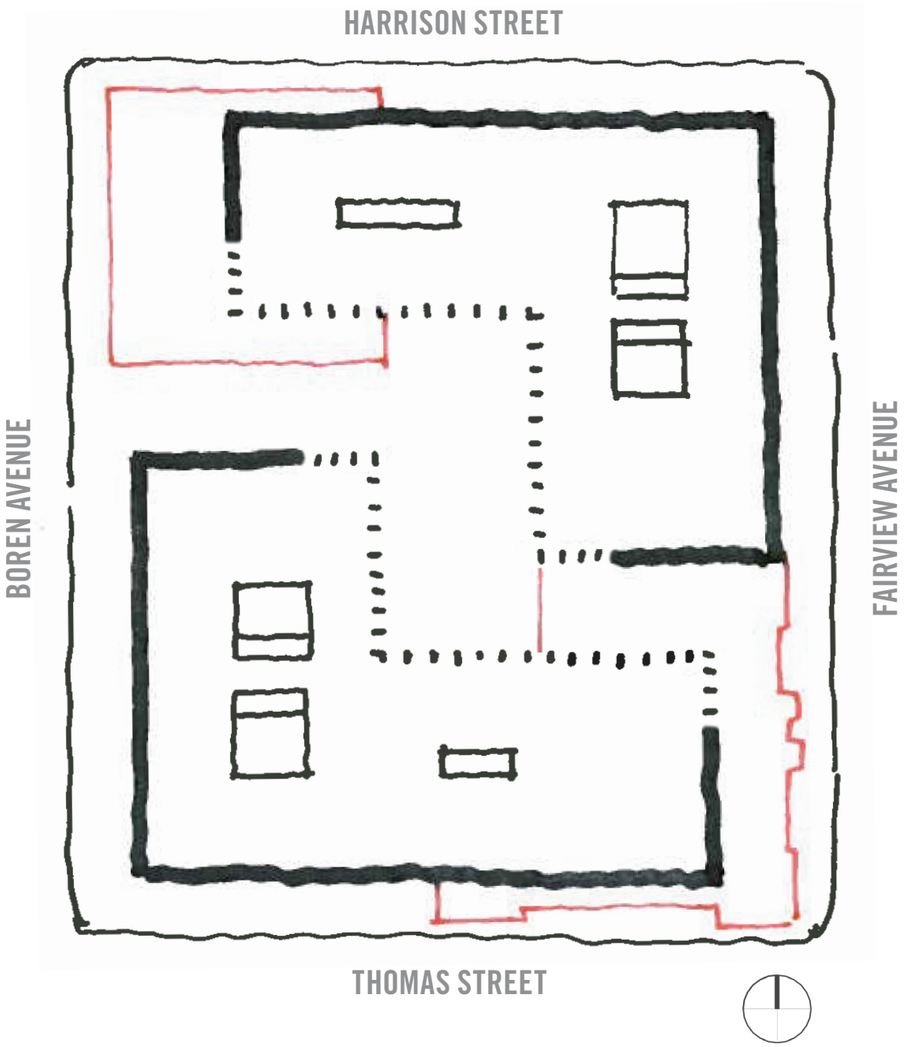
Boren Investment Building - Southwest corner

ARC Meeting on March 15, 2013

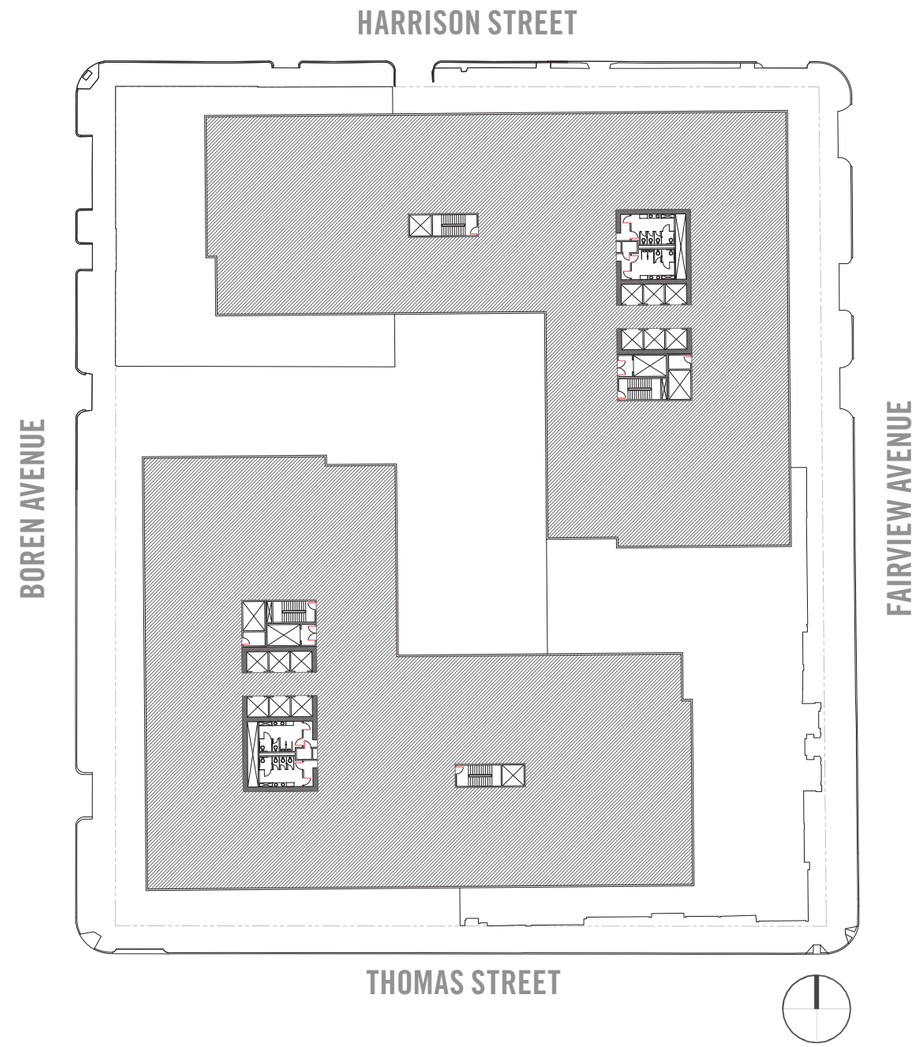
Glass Samples for the North and South towers

ARC Meeting on April 26, 2013

“4 CORNERS” DESIGN CONCEPT



Exterior Envelope - “Jacket” Concept



Typical Tower Floor Plan

DESIGN GUIDELINES
PER THE SOUTH LAKE UNION DESIGN GUIDELINES

Site Planning:

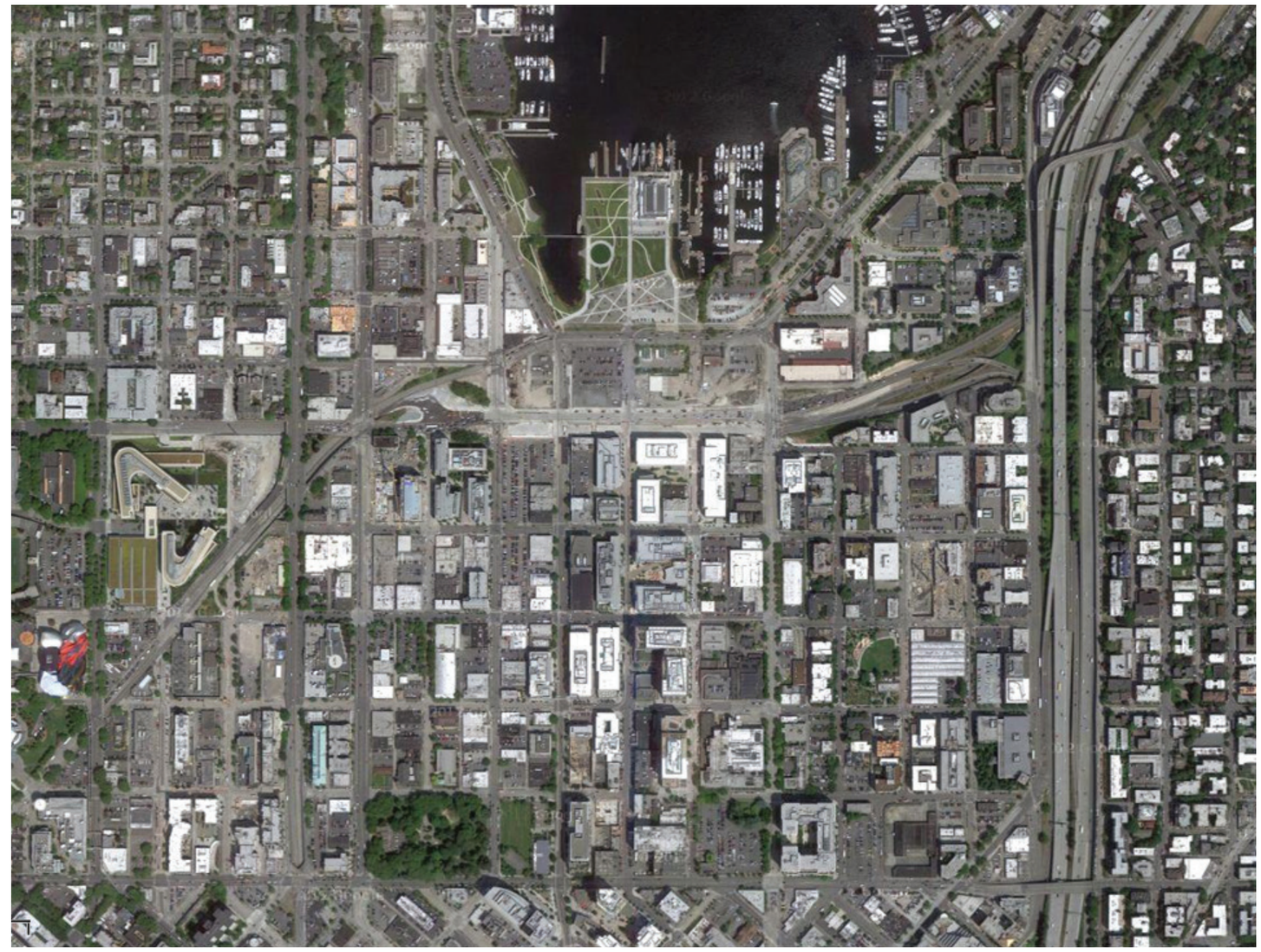
- *A-1 Responding to Site Characteristics*: The siting of the buildings should respond to site conditions and **opportunities.**
- *A-2 Streetscape Compatibility*: The siting of the buildings should reinforce desirable **spatial characteristics** of the right-of-way.
- *A-4 Human Activity Supplemental Guidelines*: Create graceful transitions at the streetscape level between public and private uses; Keep **neighborhood connections** open; Design for a network of safe and well-lit connections to encourage **human activity.**

Architectural Elements and Materials:

- *C-1 Architectural Context:* New buildings proposed for existing neighborhoods with a well defined and desirable character should be compatible with the architectural character and siting pattern of neighboring buildings. **Re-use and preserve important buildings** and **landmarks** when possible. **Expose historic signs** and vintage advertising on buildings where possible. Respond to the history and character in the adjacent vicinity in terms of **patterns, style, and scale**. Encourage historic character to be revealed and reclaimed.
- *C-2 Architectural Concept and Consistency*: Building design elements should create a well proportioned and unified building form and exhibit an **overall architectural concept**. Building form should identify functions within the building.
- *C-4 Exterior Finish Materials*: Building exteriors should be durable and attractive, with **texture, pattern**, and high-quality detailing.

Pedestrian Environment:

- *D-1 Pedestrian Open Spaces and Entrances:* Convenient and attractive access to the building's entry should be provided to ensure comfort and security. Opportunities for creating **lively, pedestrian-oriented open space** should be considered.



RESPONSE TO EDG COMMENTS

COMMENT #1: MASSING

1. The Board was concerned that the proposed interlocking masses give the appearance of a single large mass. This massing option also reduces the opportunity of daylight views across the site.

a. The upper masses should be designed to **avoid the appearance of a single superblock mass.**

i. The Board suggested rearranging the two buildings to provide additional views of daylight across the site. The proposed new building masses could shift to respond to the landmarks, and also provide more directly visible openings between the upper masses. (A-1, A-2, A-4, B-1, C-1, C-2, D-7)

ii. If the buildings are not rearranged, at a minimum the corners of the upper masses facing the courtyard should be glazed or treated to **maximize daylight through the site and enhance the appearance of two different buildings**. The Board noted that the left hand sketch on page 25 of the packet demonstrates this concept. (A-2, B-1, C-1, C-2)

iii. Regardless of massing, the two buildings should be designed to be **visually distinct** while creating a **related design concept** for the entire site. The Board noted that one strategy would be to reference the different **color** and scale of each historic building in the new building above the related historic landmark. (B-1, C-1, C-2, C-3, C-4)

Response:

a-ii. The outer "jacket" glazing has been pulled back to allow the "inner lining" to move outward, which enhances the tower separation.

a-iii. We have added a color to each tower to make each visually distinct. The tower colors create a holistic palette that works with the Troy Laundry and Boren Investment brick colors.

VIEW FROM SOUTHEAST CORNER - FAIRVIEW AVENUE

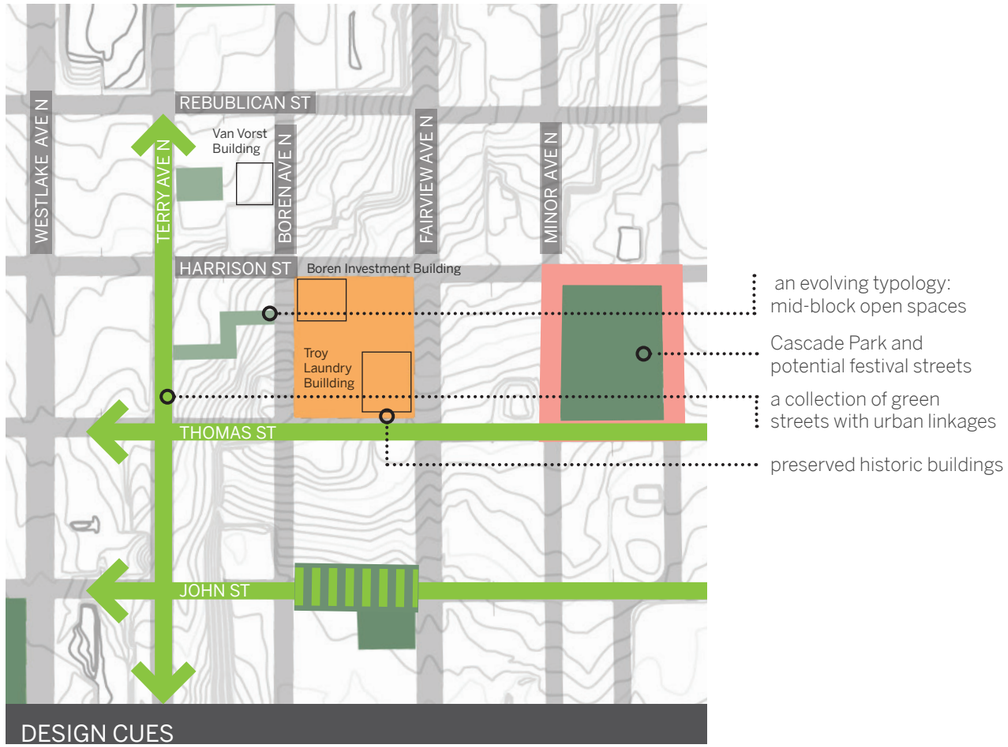
RESPONSE TO EDG COMMENTS

COMMENT #1: MASSING

VIEW FROM SOUTHEAST CORNER - FAIRVIEW AVENUE + THOMAS STREET

EXTENDED NEIGHBORHOOD CONTEXT

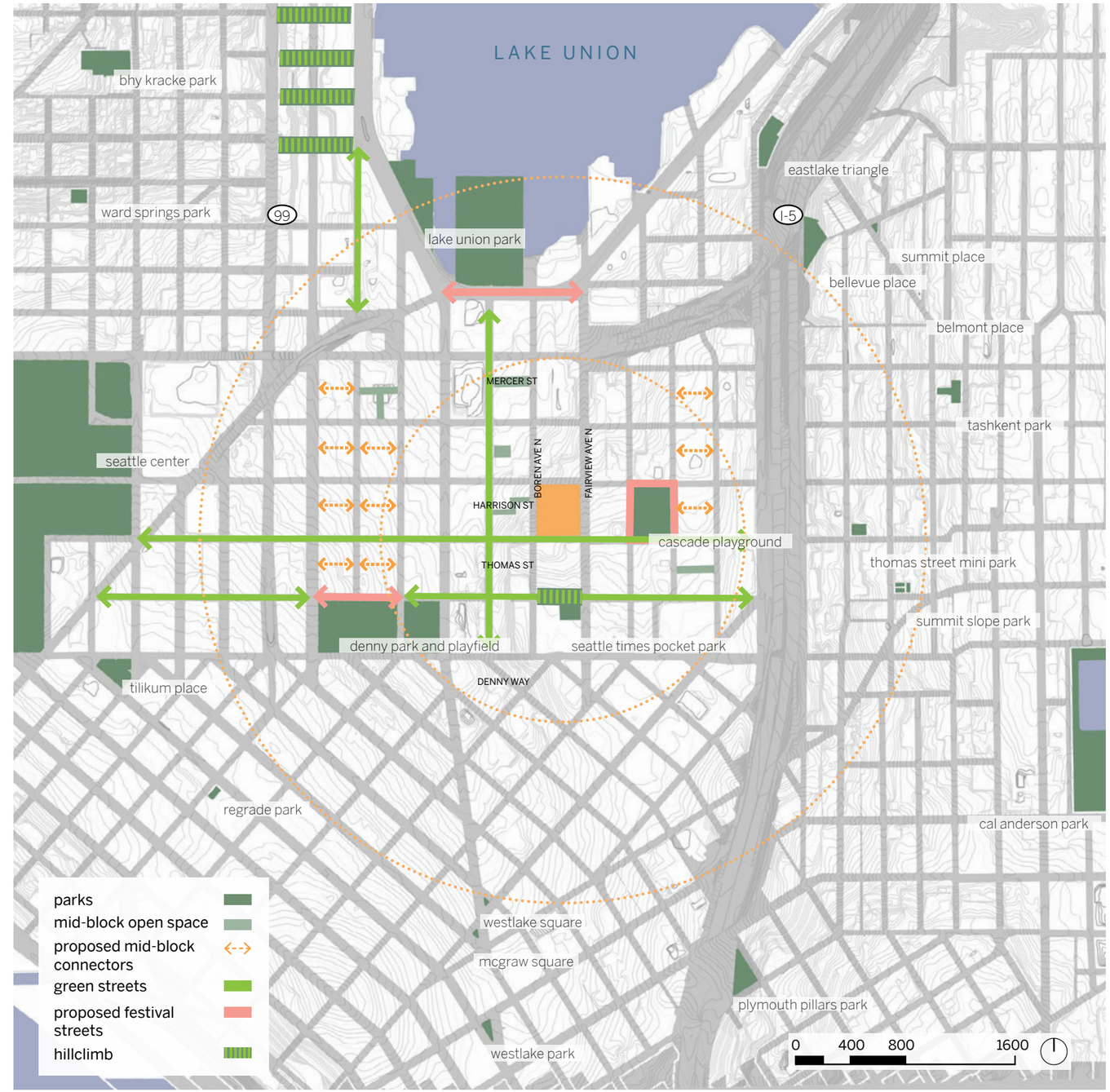
SOUTH LAKE UNION



DESIGN CUES

A significant open space typology has begun to appear in South Lake Union in recent years, with semi-public hill-climbs and mid-block connections providing alternate forms of public gathering space, pedestrian linkages, and stormwater management potentials.

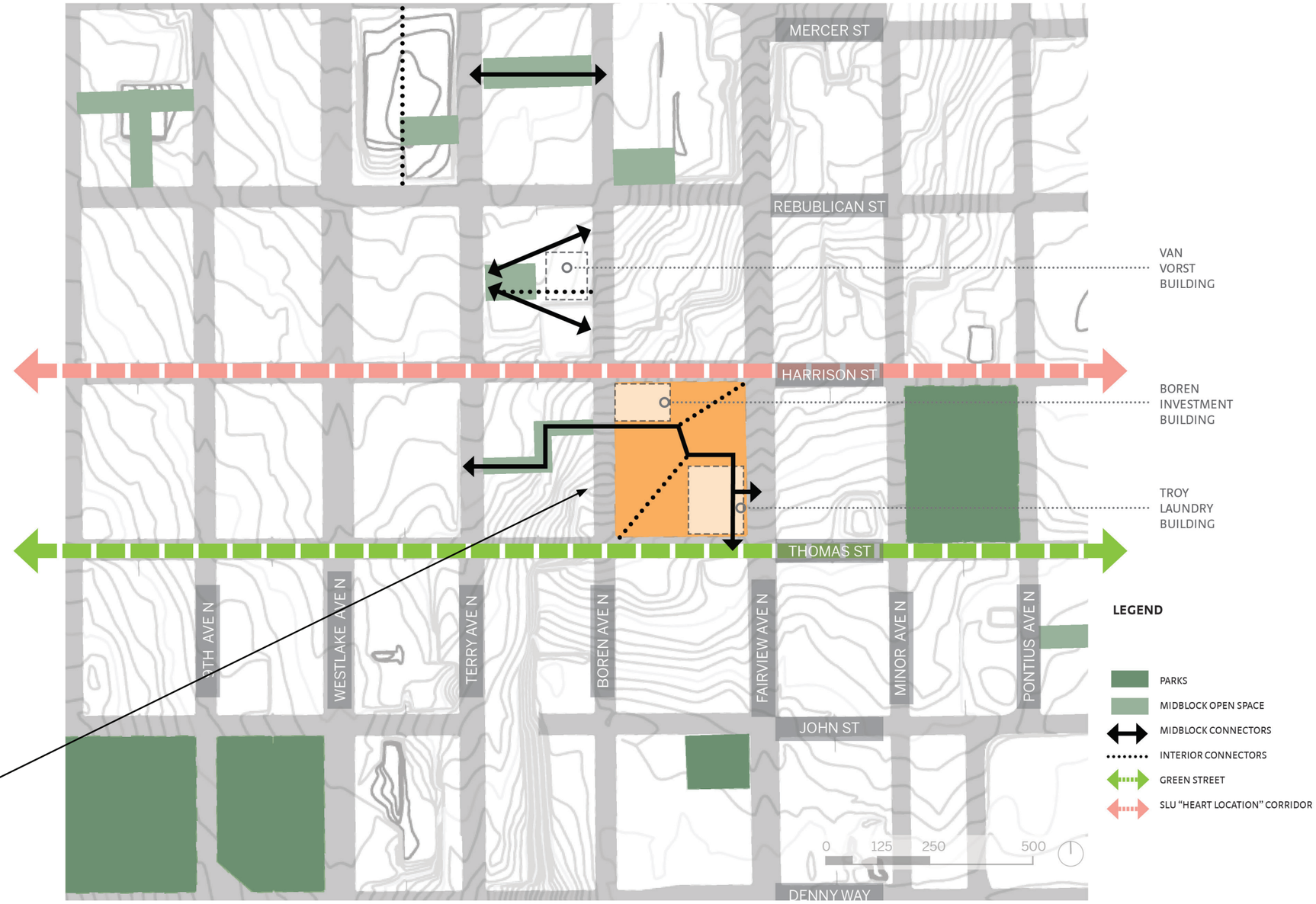
The green street designation of John Street, Thomas Street, and Terry Avenue has created great potential for a generous, shared public realm.



NEIGHBORHOOD CONTEXT
SOUTH LAKE UNION

South Lake Union Design Guideline
A-2 Streetscape Compatibility:

- The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians.
- Streetscape compatibility is a high priority of the neighborhood with redevelopment.
- Sidewalk-related spaces should appear safe, welcoming and open to the general public.



TROY THROUGH-BLOCK CONNECTIONS

OPEN SPACE DIAGRAM
SITE PLAN

South Lake Union Design Guidelines:

A-1 Responding to Site Characteristics

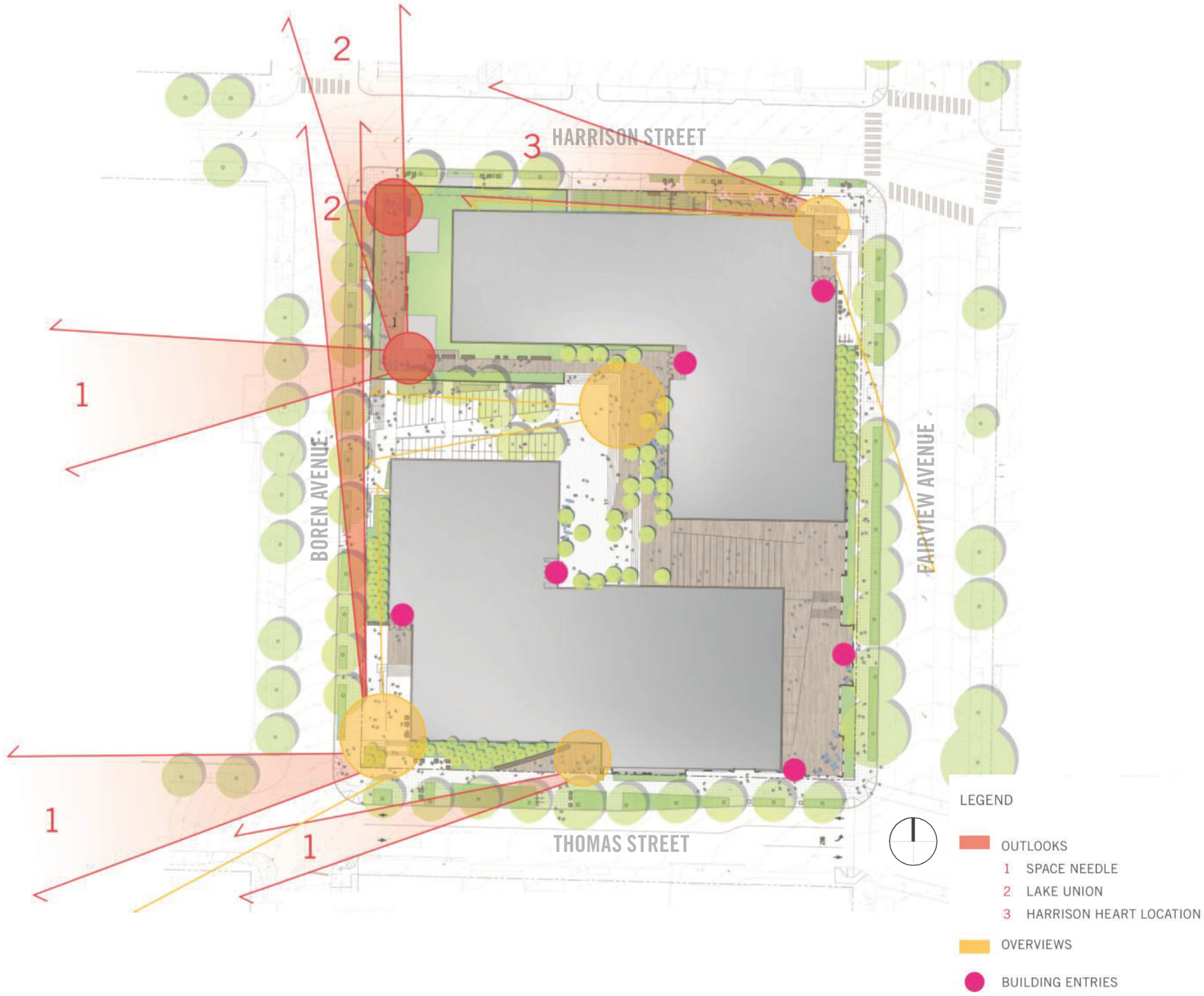
- Encourage provision of "outlooks and overlooks" for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

A-2 Streetscape Compatibility

- Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

A-4 Human Activity

- Create graceful transitions at the streetscape level between the public and private uses.
- Support the creation of a hierarchy of passive and active open space within South Lake Union



RESPONSE TO EDG COMMENTS

COMMENT #2: ENTRIES

2. Entries:

a. The building entries should be **enhanced** in the proposed new portions of the building. (A-2, A-3, C-2, D-1)

b. The **northeast** corner may offer an opportunity for a primary entry. (A-2, A-3, A-10, C-2)

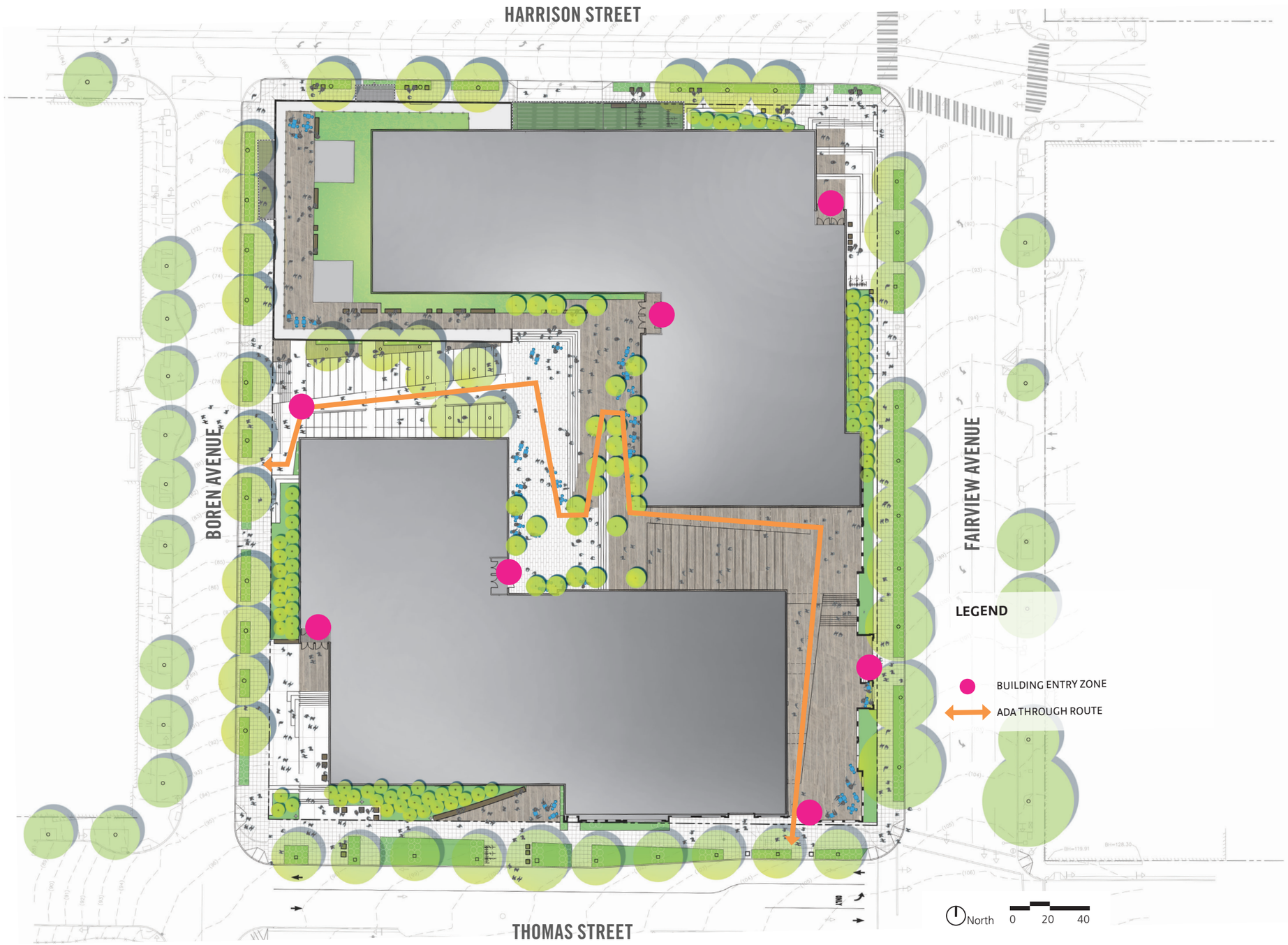
South Lake Union Design Guidelines:

A-3 Entrances Visible from the Street

- Entries should be clearly identifiable and visible from the street.

D-1 Pedestrian Open Spaces and Entrances

- Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

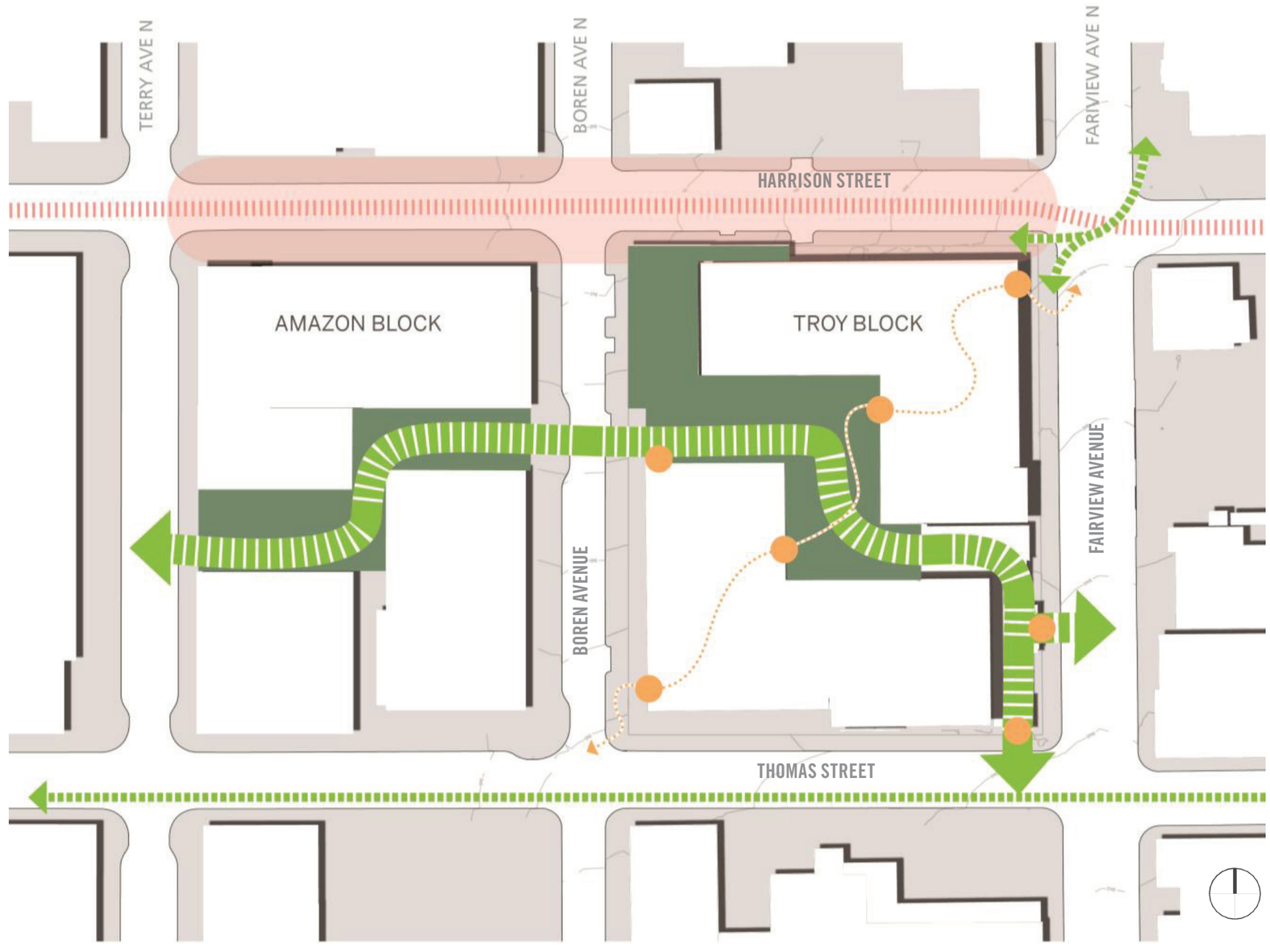


MID-BLOCK PEDESTRIAN CONNECTION

South Lake Union Design Guidelines:

A-4 Human Activity

- New development should be sited and designed to encourage human activity on the street. Keep neighborhood connections open, and discourage closed campuses.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity



SHORT TERM PARKING

South Lake Union Design Guidelines:

3.a Streetscape Compatibility and Context

The site should include opportunities for passenger loading/unloading, and the street level treatment should respond to the context and uses at each street frontage.

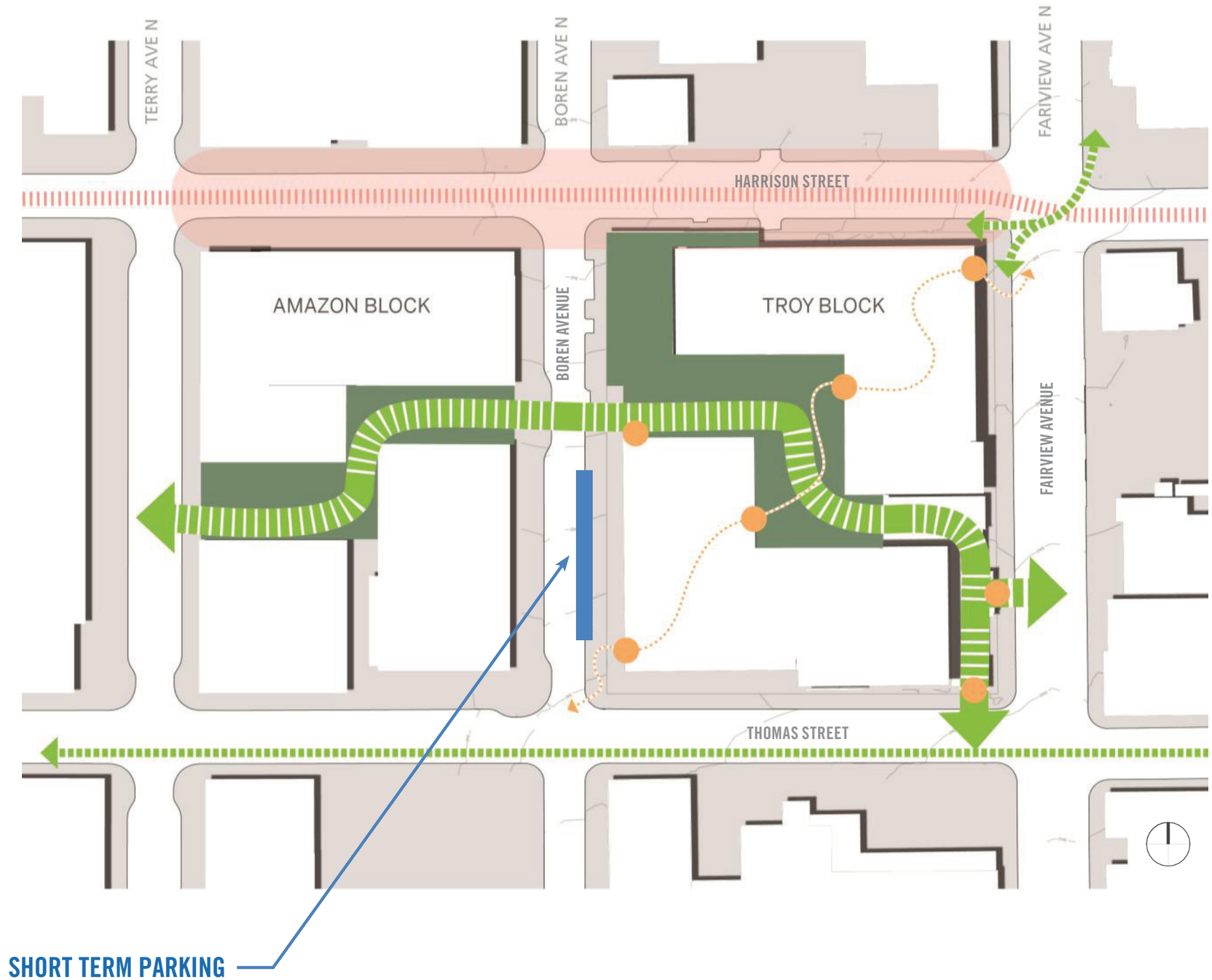
The Board suggested that Thomas Street should include opportunities for on-street passenger load/ unload areas, and Boren Ave may be a more appropriate street for rain gardens.

Response:

Current planning responds to projected drop off needs in relation to the multiple site entries on Boren and the adjacent block in conjunction with GSI systems grade requirements and supporting Thomas Greenstreet objectives.

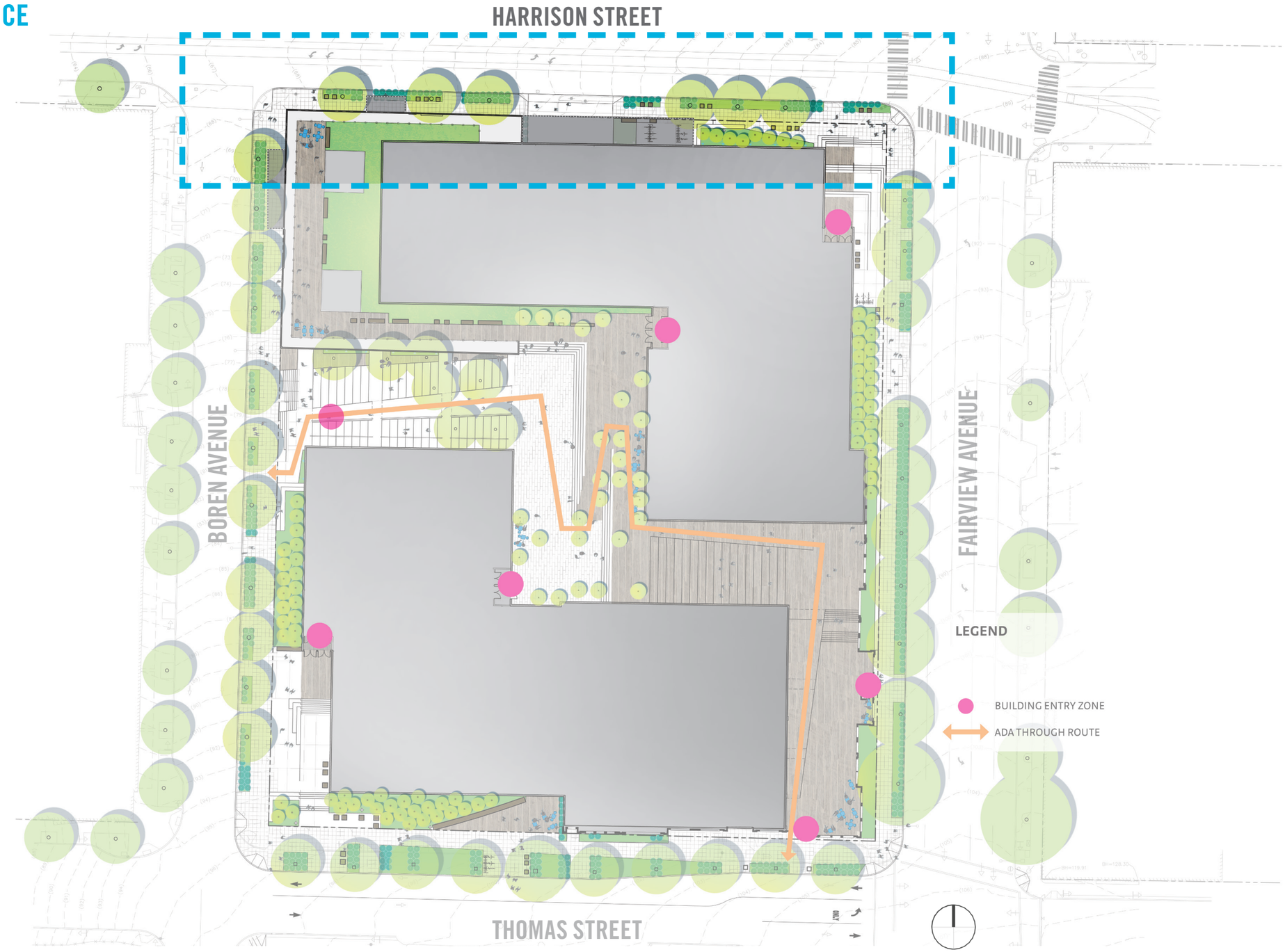
- The proposal offers on-street passenger load/unload areas in the southern section of Boren Avenue, reflecting the discussions with City representatives regarding the combination of Green Street and GIS objectives for Thomas Street. The positive solar exposure, views, and potential for gathering areas on Thomas Street suggests the opportunity to develop a positive Green Street condition.

- The proposed location of on-street passenger load/ unload area is in the vicinity of the building entry and adjacent to crosswalks.



HARRISON STREET

PEDESTRIAN EXPERIENCE



NORTHEAST ENTRY
FAIRVIEW AVENUE + HARRISON STREET

Comment #1: Massing

1b. The **glazed 'zipper' should be enhanced** to strengthen the upper building mass design intent and distinction from the historic buildings. (C-1, C-2, C-4)

i. The Board noted that one strategy to meet this guidance could be an additional street level setback at the northeast corner, similar to the setback between the zipper and upper mass at the courtyard.

ii. The zipper has been enhanced in three ways:

- We have moved the entrances to the NE corners and SW corners, and they have a **15' deep recess** which greatly enhances the zipper on all four side.
- The added color above gives greater identity to the clean, clear glass below the zipper.
- Accent lighting at the recessed columns at grade also highlight the zipper at night.

Comment #2: Entries

a. The building entries should be **enhanced** in the proposed new portions of the building. (A-2, A-3, C-2, D-1)

b. The **northeast** corner may offer an opportunity for a primary entry. (A-2, A-3, A-10, C-2)

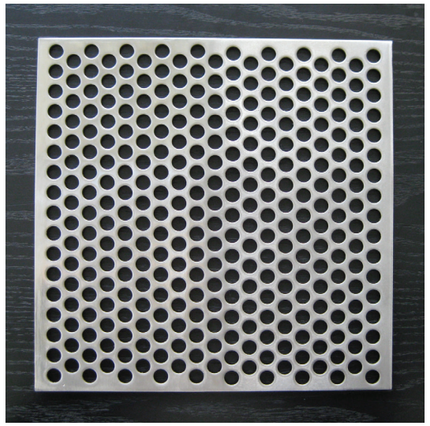
RESPONSE TO EDG COMMENTS

COMMENT #3: STREETSCAPE COMPATIBILITY AND CONTEXT

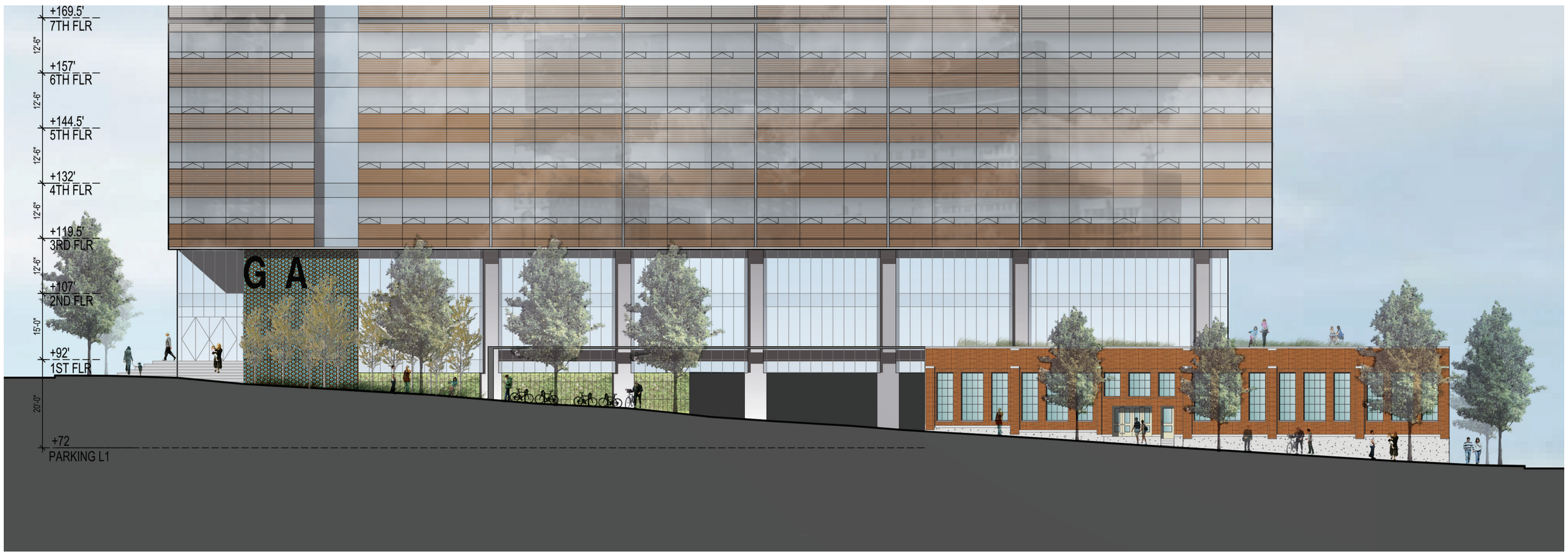
a. The proposed design should respond to the Harrison Street "heart location" in the Design Review Guidelines and the proposed development across Harrison Street to the north. For "heart location" guideline statements, see pages 8-9 of the South Lake Union Design Guidelines: "Amenities to consider are: **pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.**" (A-1, A-2, A-8, A-10, C-1, C-5, D-2, D-6, D-10, D-11, E-1)

Response:

a. The "heart location" on Harrison Street has amenities that start with the historic texture of the Boren Investment Building that we are addding back a steel canopy which was present on the original facade. Additional landscaping green walls lead to the North Tower entrance that holds the corner



PERFORATED METAL MESH



HEART LOCATION
HARRISON STREET

Streetscape Compatibility and Context

The proposed design should respond to the Harrison Street "heart location" in the Design Review Guidelines and the proposed development across Harrison Street to the north.

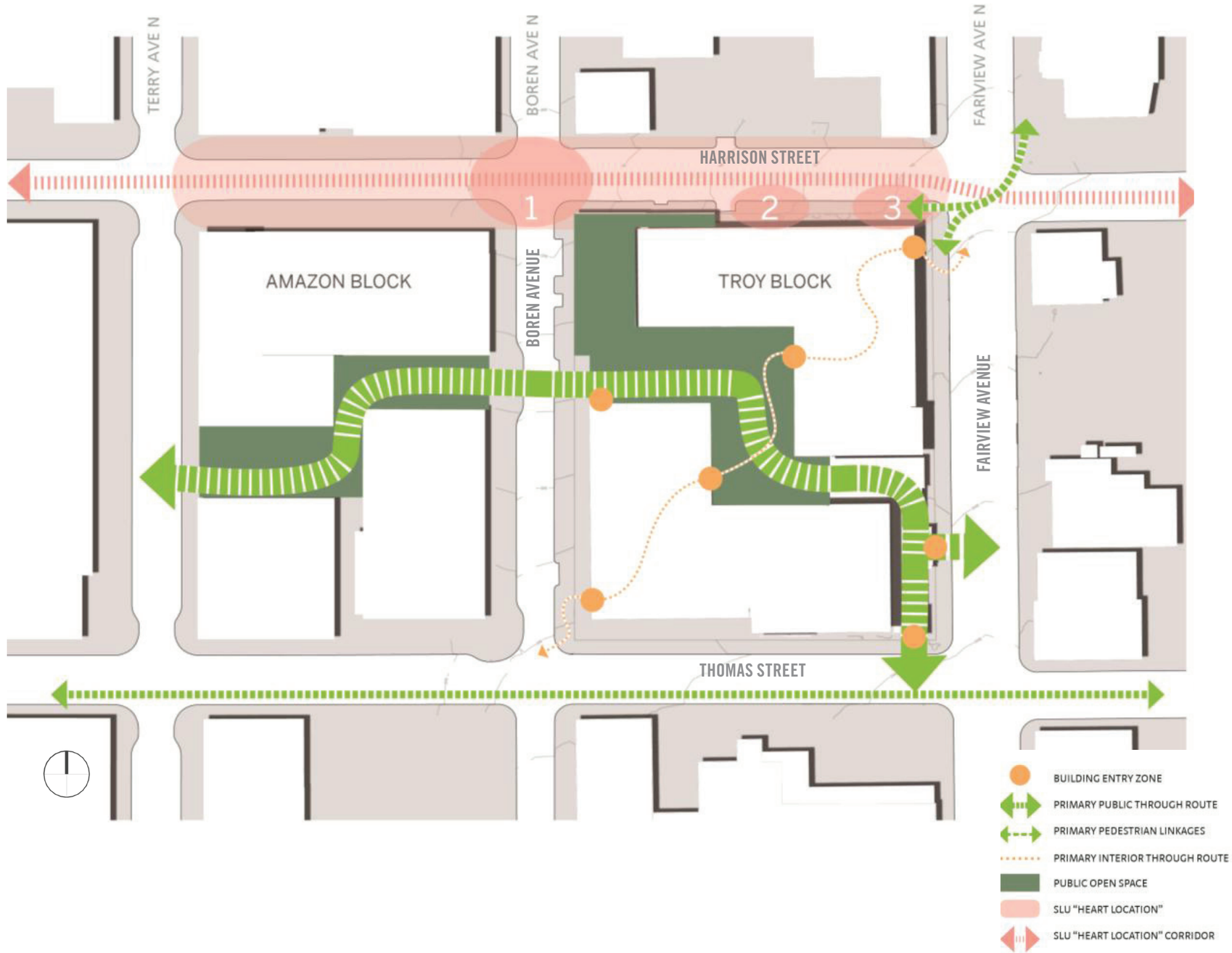
Response:

Detailed landscaping, special paving areas, seating and pedestrian scaled lighting are included in setback and ROW areas all along the block.

Additionally:
1. Restored historic building with active public use roof garden overlook semi-visible from street.

2. Vine covered trellis spanning garage entry and bike parking area with seat steps.

3. Northeast building entry plaza provides Harrison street overlook opportunity.



HEART LOCATION
HARRISON STREET HARDSCAPE

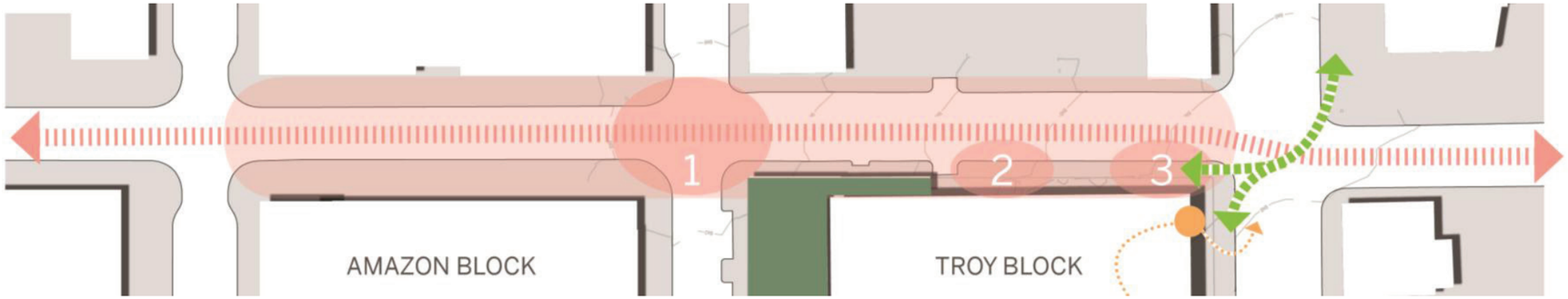
South Lake Union Design Guidelines:

A-2 Streetscape Compatibility

- Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.

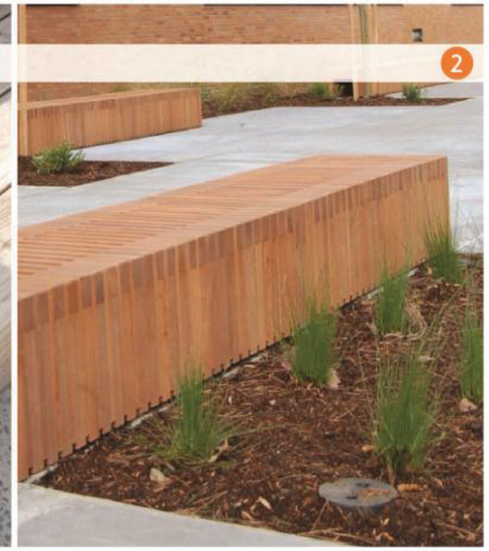
D-1 Pedestrian Open Spaces and Entrances

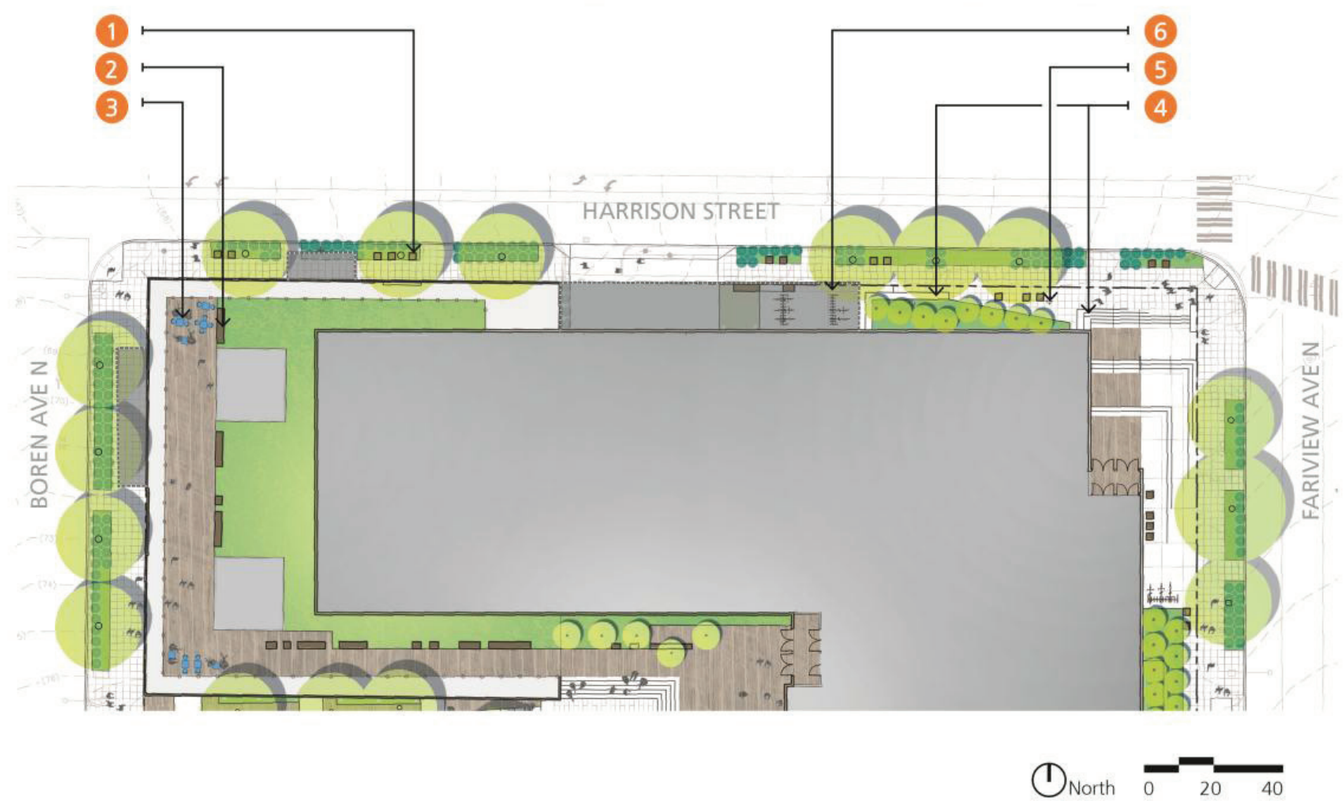
- Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.



HEART LOCATION

HARRISON STREET HARDSCAPE





HEART LOCATION
HARRISON STREET LANDSCAPE

South Lake Union Design Guidelines:

A-1 Responding to Site Characteristics

- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. Examples include **sustainable landscaping**.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

- Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.
- Encourage **landscaping that meets LEED criteria**. This is a priority in the Cascade neighborhood.

E-3 Landscape Design to Address Special Site Conditions

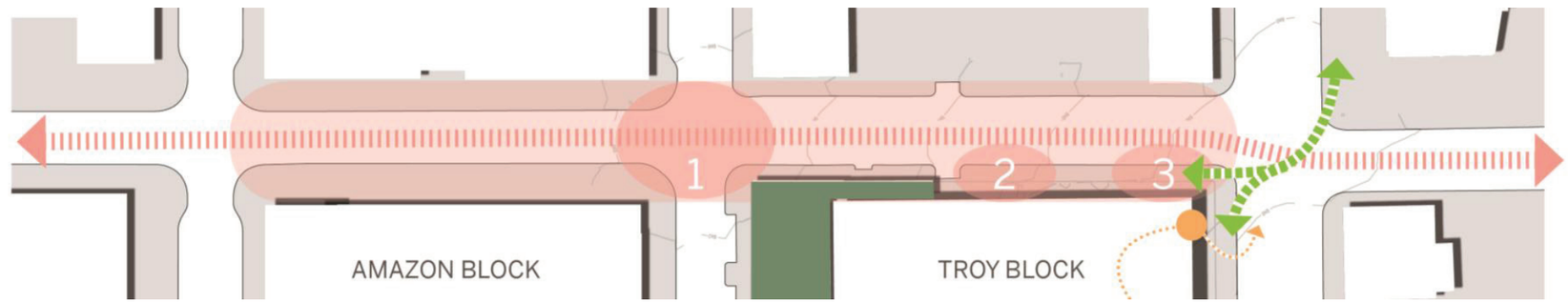
- Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

(Green walls)
B-1 Height, Bulk, and Scale Compatibility

- Consider using architectural features to **reduce building scale** such as: landscaping; **trellis**; complementary materials; detailing; accent trim.

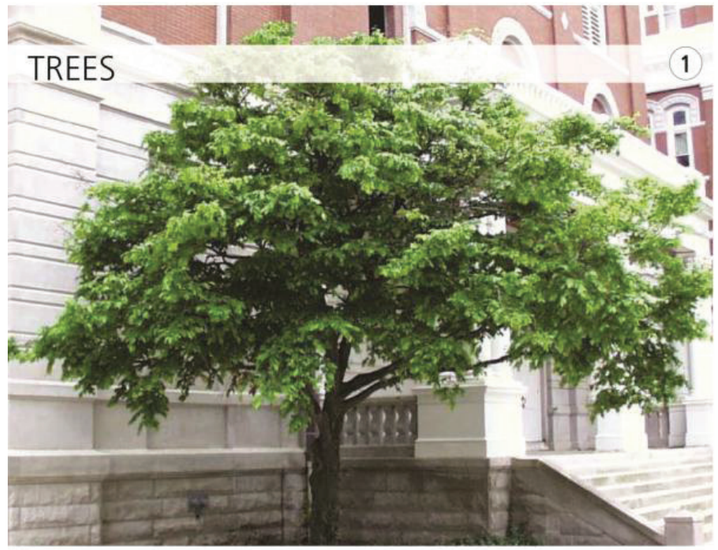
D-2 Blank Walls

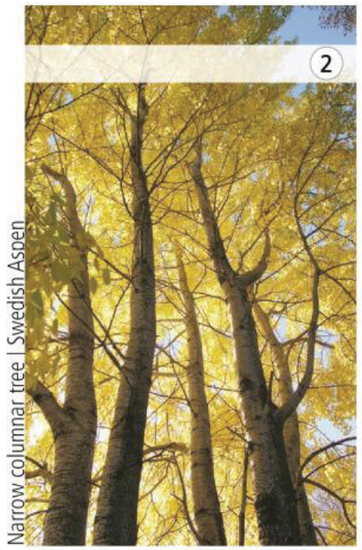
- Buildings should **avoid large blank walls** facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

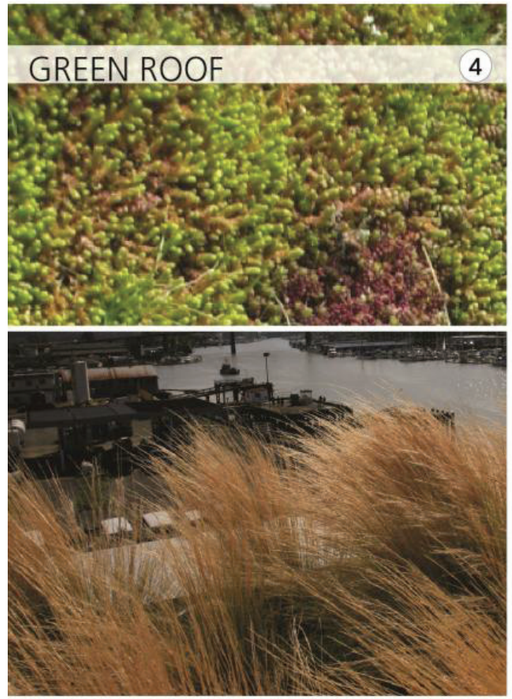


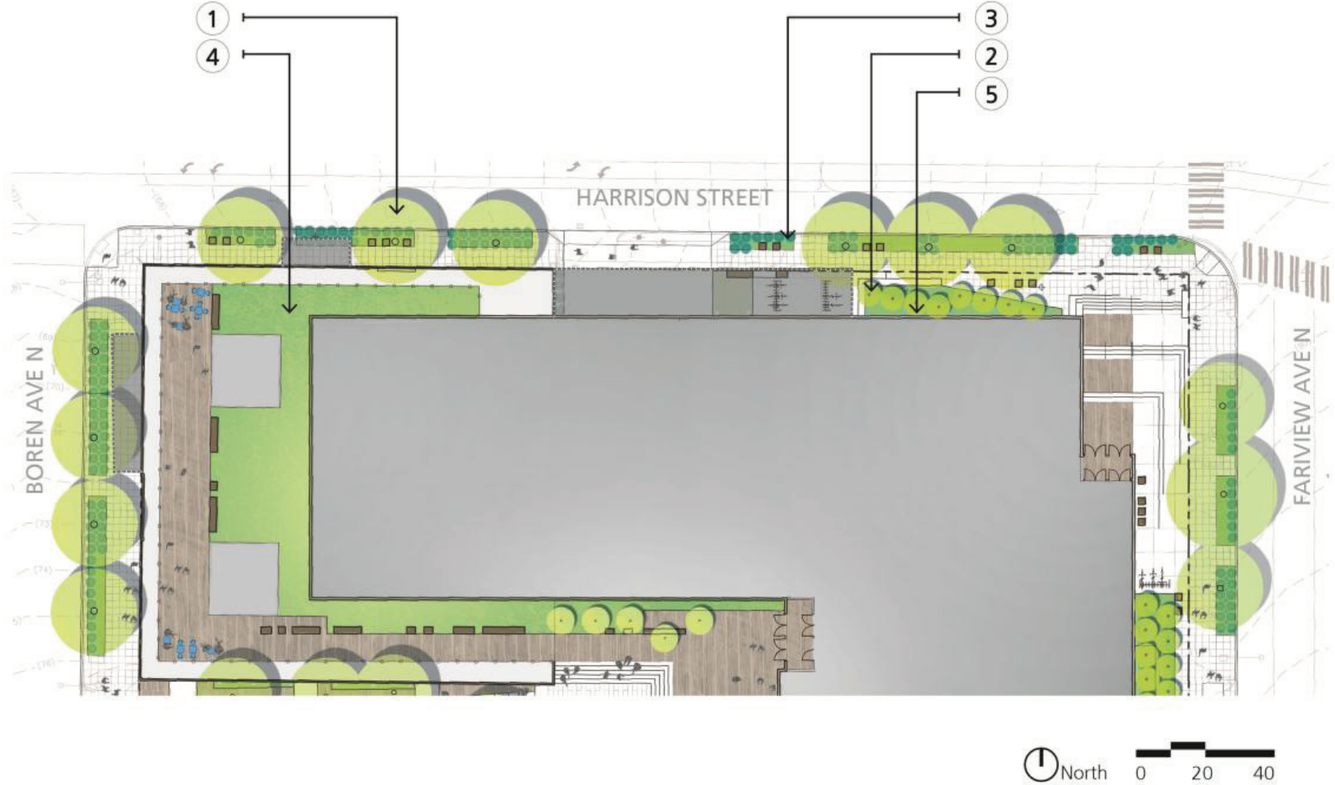
HEART LOCATION

HARRISON STREET LANDSCAPE



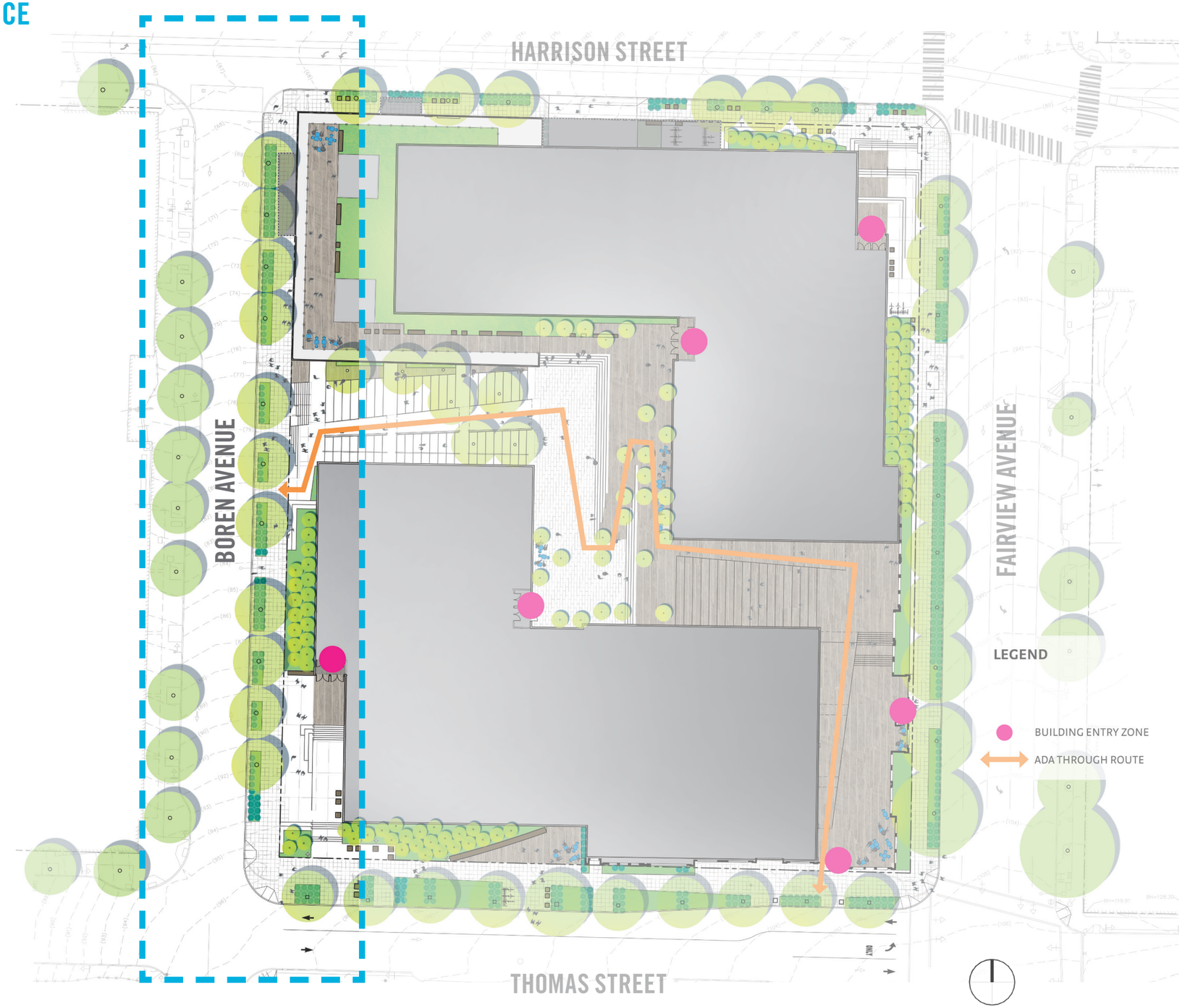






BOREN AVENUE

PEDESTRIAN EXPERIENCE



RESPONSE TO EDG COMMENTS

COMMENT #3: STREETSCAPE COMPATIBILITY AND CONTEXT

b. The site should include opportunities for passenger loading/unloading, and the street level treatment should respond to the context and uses at each street frontage. The Board suggested that Thomas Street should include opportunities for on-street passenger load/unload areas, and Boren Ave may be a more appropriate street for rain gardens. (A-2, A-4, A-8, E-1, E-2, E-3)

Response:

- The proposal offers on-street passenger load/unload areas in the southern section of Boren Avenue, reflecting the discussions with City representatives regarding the combination of Green Street and GIS objectives for Thomas Street. The positive solar exposure, views, and potential for gathering areas on Thomas Street suggests the opportunity to develop a positive Green Street condition.

- The proposed location of on-street passenger load/unload area is in the vicinity of the building entry and adjacent to crosswalks.

VIEW OF COURTYARD ENTRY FROM BOREN AVENUE

SOUTHWEST ENTRY
BOREN AVE + THOMAS ST

Comment #2: Entries

a. The building entries should be **enhanced** in the proposed new portions of the building. (A-2, A-3, C-2, D-1)

b. The **northeast** corner may offer an opportunity for a primary entry. (A-2, A-3, A-10, C-2)

A-3 Entrances Visible from the Street

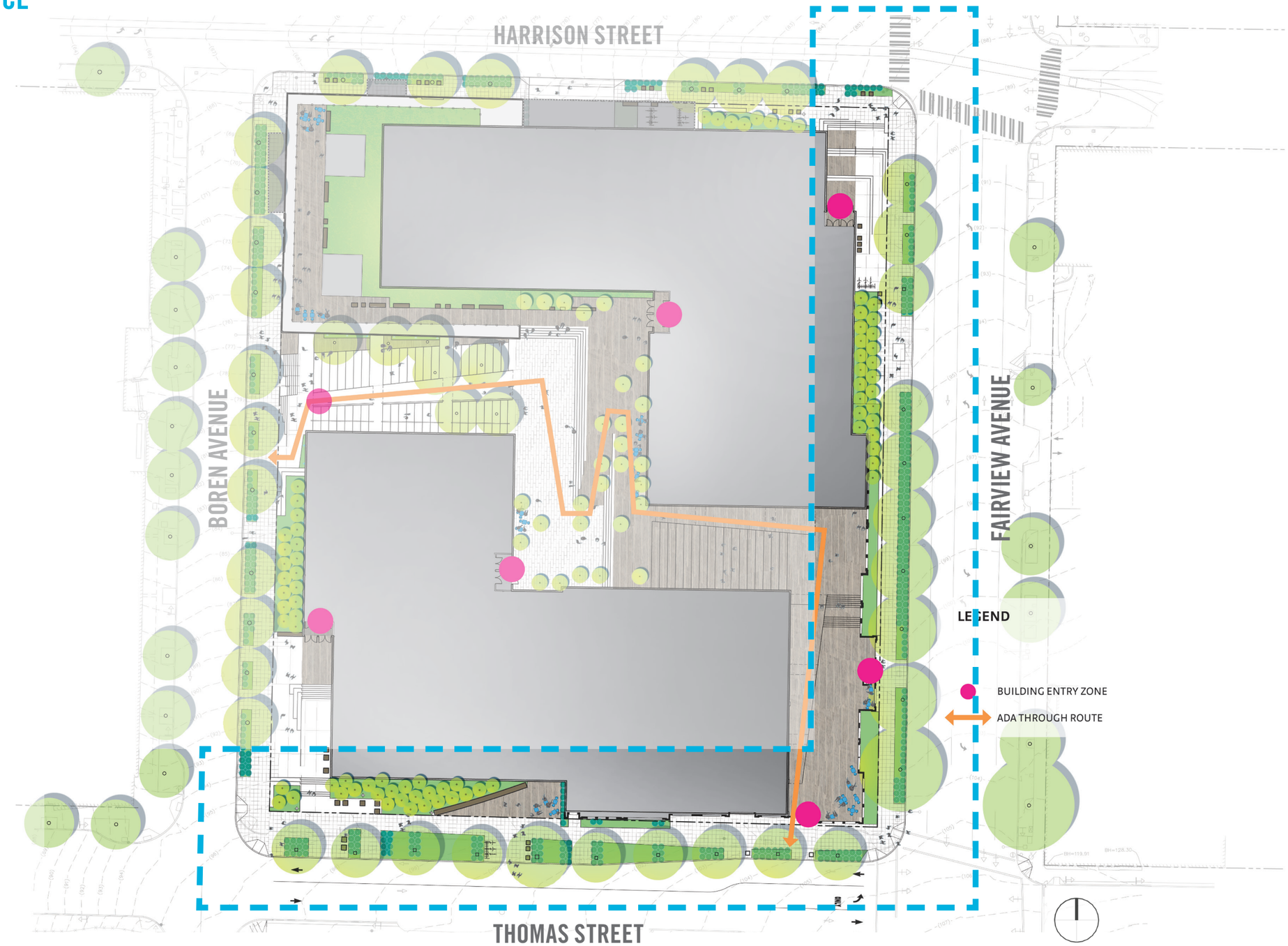
- Entries should be clearly identifiable and visible from the street.

D-1 Pedestrian Open Spaces and Entrances

- Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be **sufficiently lighted** and entry areas should be **protected from the weather**. Opportunities for creating lively, pedestrian-oriented open space should be considered.

THOMAS STREET + FAIRVIEW AVENUE

PEDESTRIAN EXPERIENCE



VIEW OF COURTYARD ENTRY FROM BOREN AVENUE

SOUTHEAST ENTRY

FAIRVIEW AVE + THOMAS ST

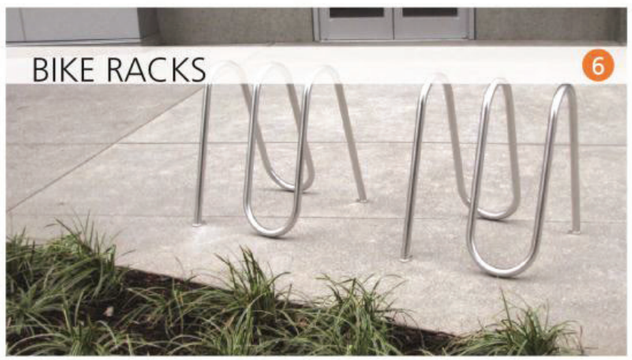
FAIRVIEW AVENUE
MAJOR TRAFFIC THOROUGHFARE

PERIMETER HARDSCAPE

Sawcut concrete

Skateboard deterrent paving

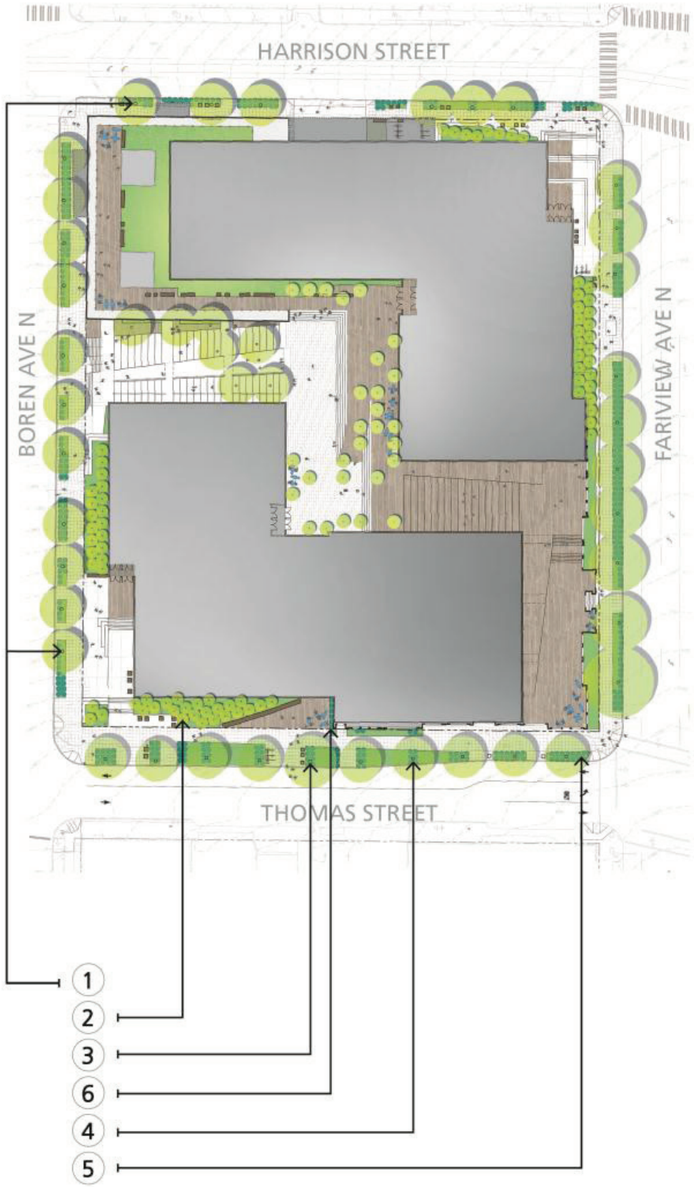
Cast concrete benches + seats



Corten steel planter at Troy

Pedestrian scale lighting

PERIMETER LANDSCAPE



LIGHTING DIAGRAM
SITE PLAN

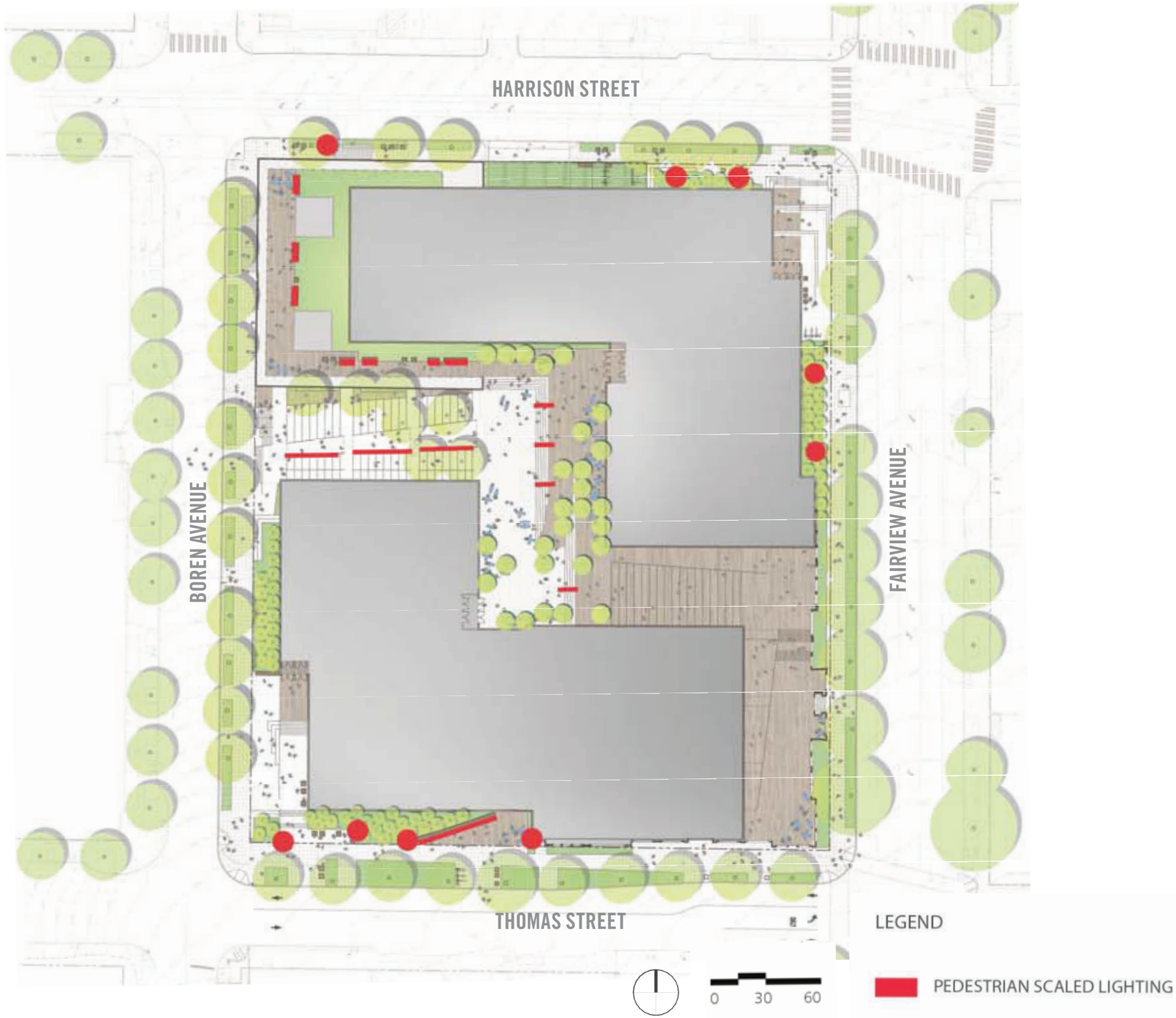
South Lake Union Design Guidelines:

A-4 Human Activity

- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

D-7 Personal Safety and Security

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are: enhanced pedestrian and street lighting; well- designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street; police horse tie-up locations for routine patrols and larger event assistance.



SOLAR STUDY
GATHERING HOTSPOTS

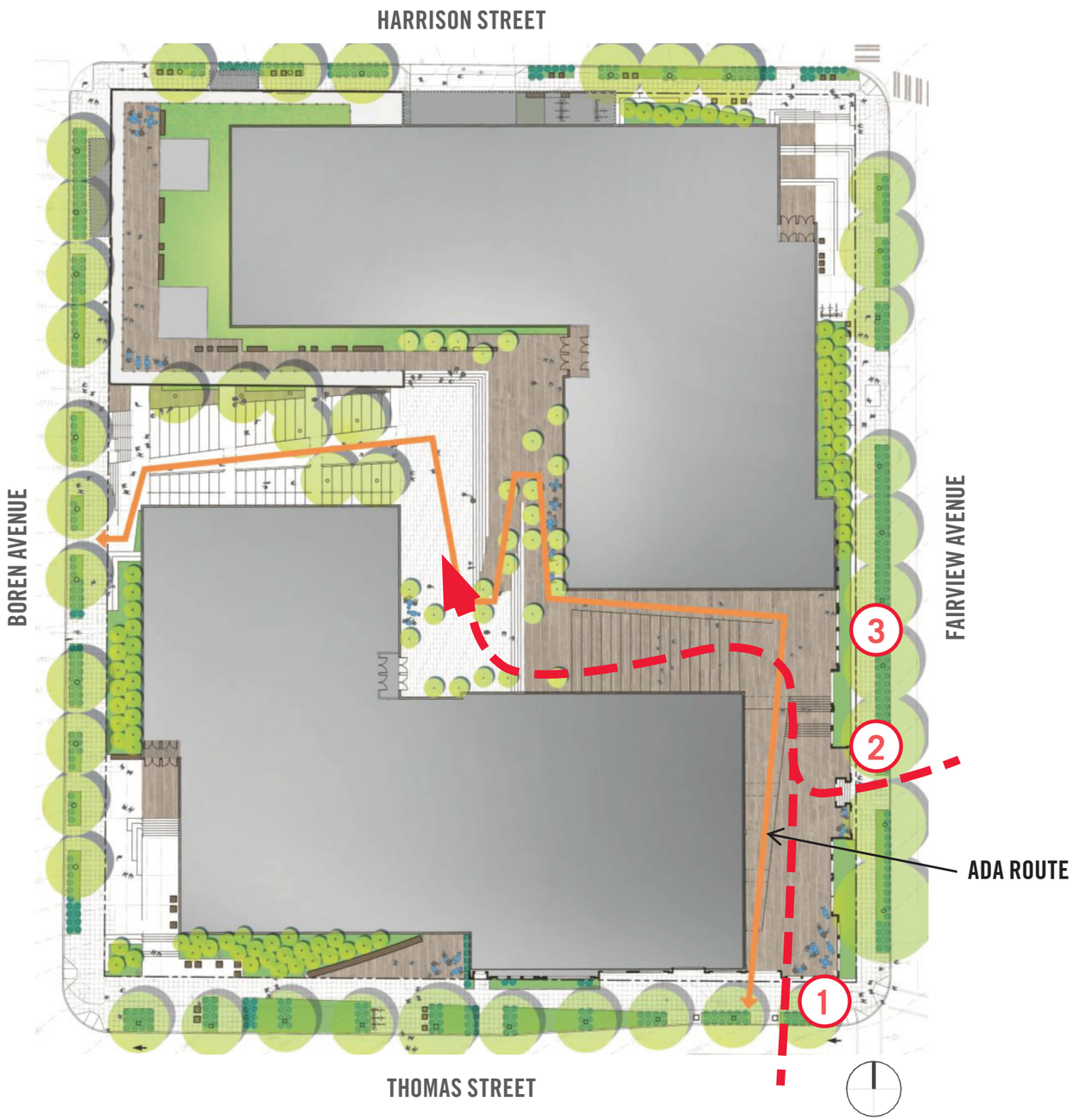
LEGEND

SOLAR ZONES

GATHERING ZONES

COURTYARD

THROUGH-BLOCK CONNECTION



TROY LAUNDRY BUILDING INTERIOR

THROUGH-BLOCK CONNECTION / SOUTHEAST COURTYARD ENTRY

VIEW OF TROY LAUNDRY BUILDING INTERIOR PASS-THROUGH

COURTYARD

HILLCLIMB AND PLAZA

COURTYARD

ENTRY INTO TROY BUILDING

VIEW OF INTERIOR COURTYARD

COURTYARD
ART ELEMENTS

South Lake Union Design Guidelines:

C-1 Architectural Context

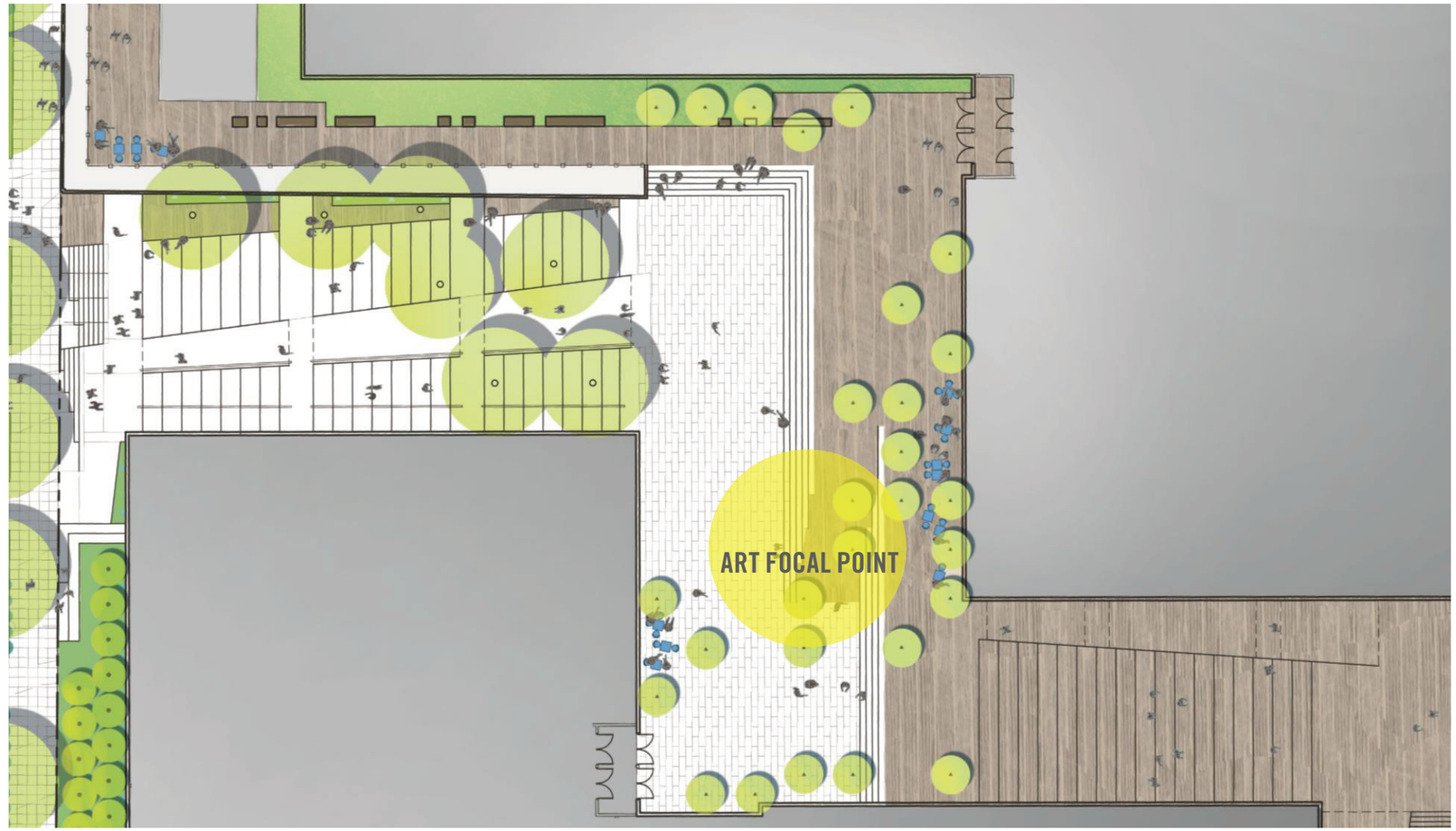
- Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork

Response:
Study options for art focal point in main plaza which is visible from outside, acting to connect Troy Block to the surrounding neighborhood and to drawn people in.

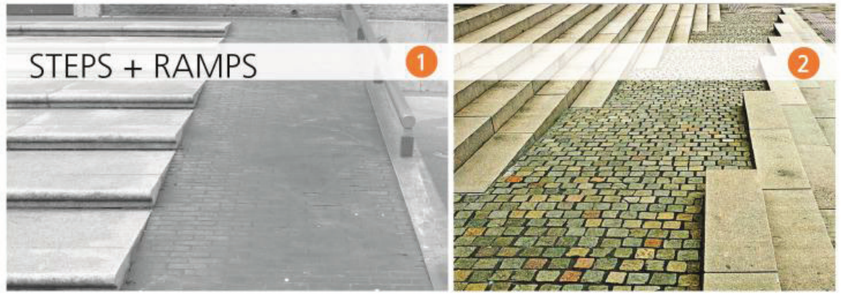
E-2 Landscaping to Enhance the Building and/or Site

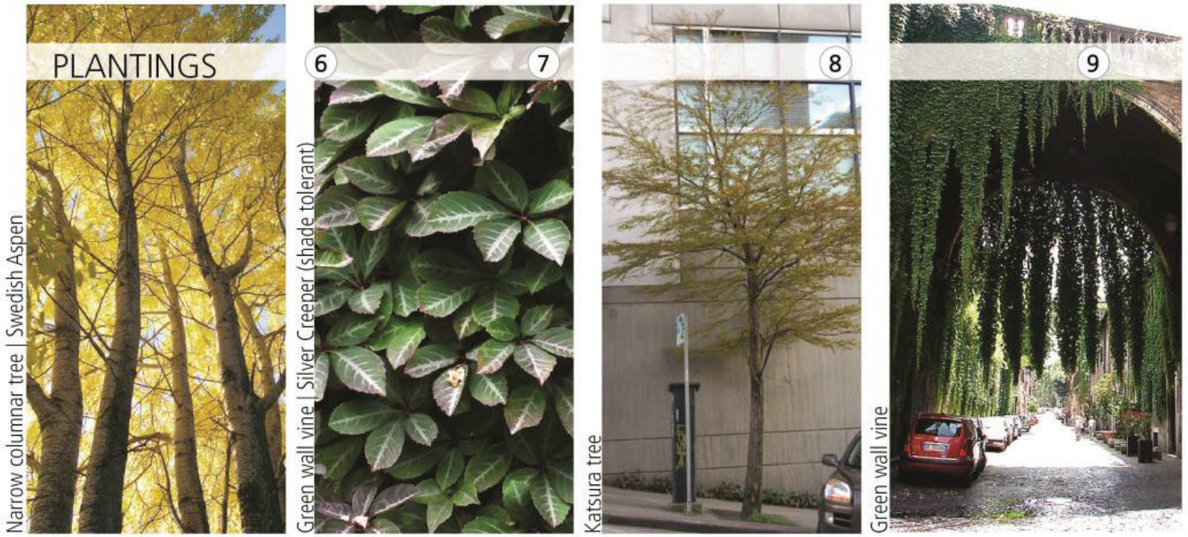
- Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

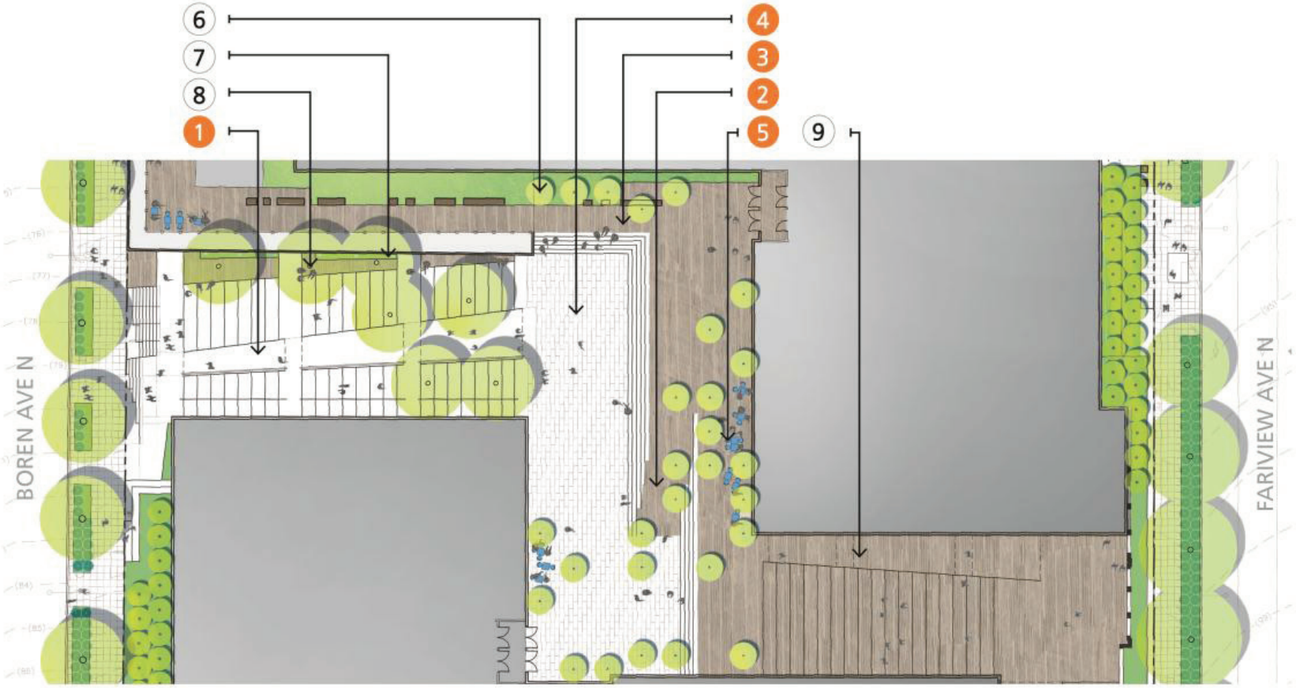
Response:
Study options for reuse of the Troy Laundry sign within the project.



COURTYARD
MATERIALS







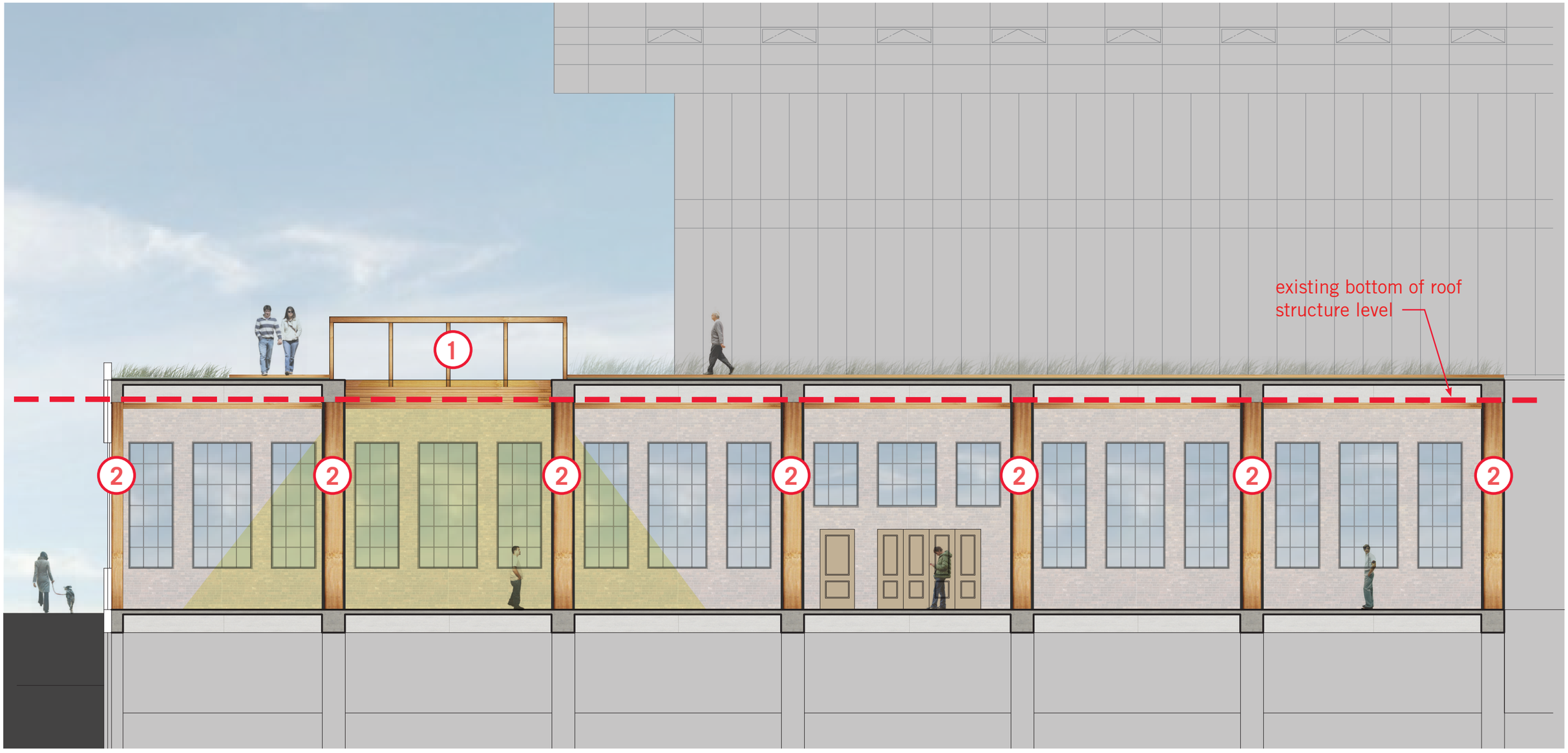
WEST COURTYARD ENTRY

BOREN AVENUE

VIEW OF COURTYARD ENTRY FROM BOREN AVENUE

BOREN INVESTMENT BUILDING

SECTION

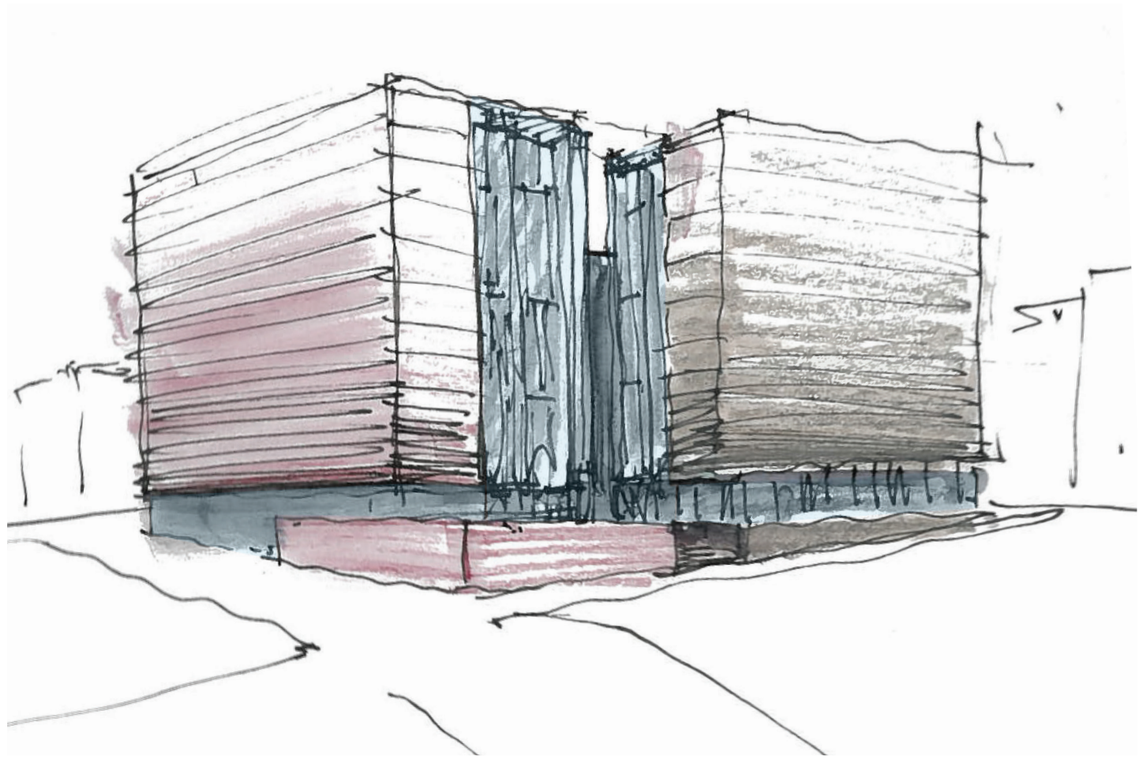


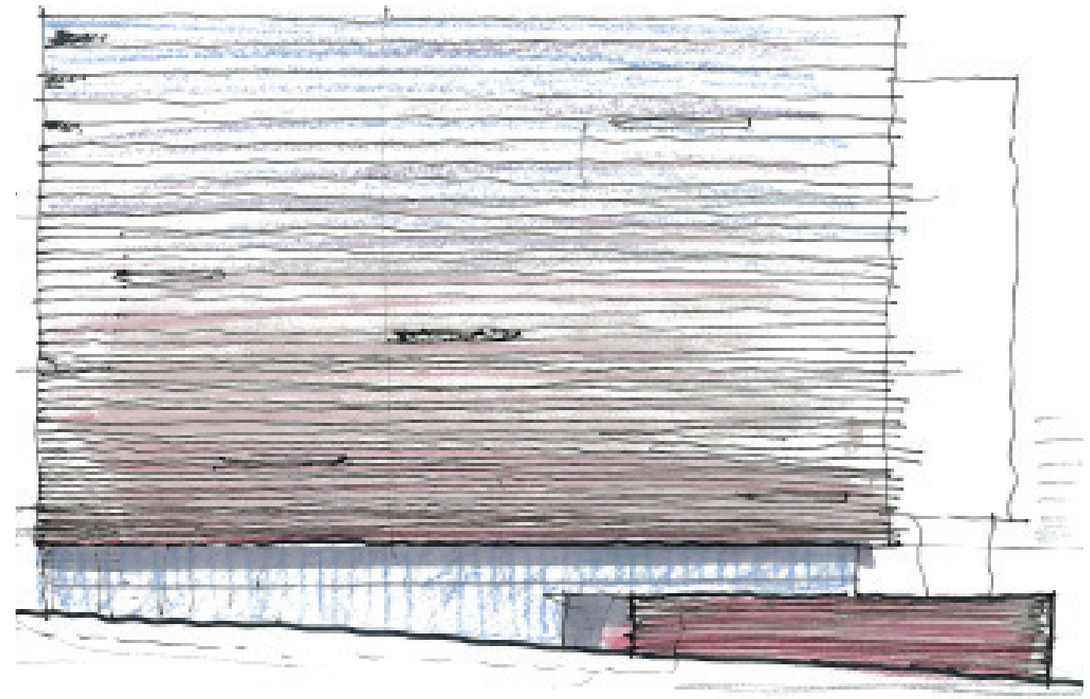
1 existing skylight re-installed

2 steel column clad with existing wood columns

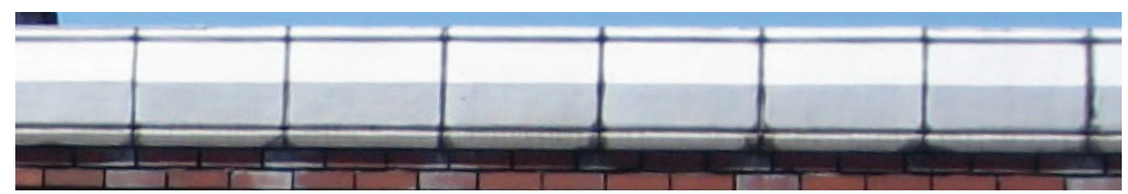
EXTERIOR ENVELOPE

CONCEPT SKETCHES





Boren Investment Building brick sill



Troy Laundry Building terra cotta pattern

Boren Investment Building brick

Troy Laundry Building brick pattern

PREVIOUS GLAZING CONCEPT
FROM EDG MEETING ON NOVEMBER 7, 2012

1. The Board was concerned that the proposed interlocking masses give the appearance of a single large mass. This massing option also reduces the opportunity of daylight views across the site.

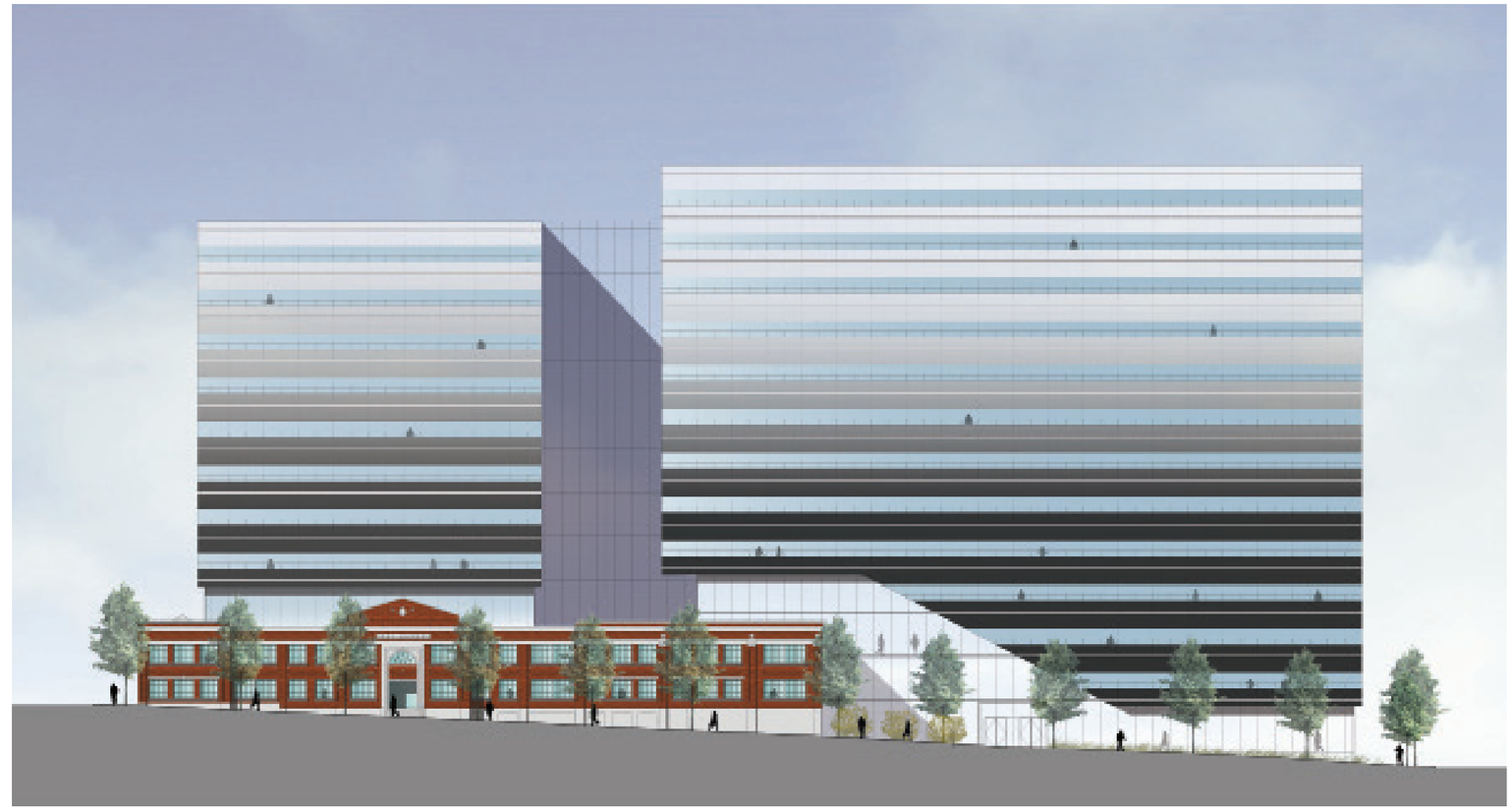
a. The upper masses should be designed to **avoid the appearance of a single superblock mass.**

i. The Board suggested rearranging the two buildings to provide additional views of daylight across the site. The proposed new building masses could shift to respond to the landmarks, and also provide more directly visible openings between the upper masses. (A-1, A-2, A-4, B-1, C-1, C-2, D-7)

ii. If the buildings are not rearranged, at a minimum the corners of the upper masses facing the courtyard should be glazed or treated to **maximize daylight through the site and enhance the appearance of two different buildings**. The Board noted that the left hand sketch on page 25 of the packet demonstrates this concept. (A-2, B-1, C-1, C-2)

iii. Regardless of massing, the two buildings should be designed to be **visually distinct** while creating a **related design concept** for the entire site. The Board noted that one strategy would be to reference the different **color** and scale of each historic building in the new building above the related historic landmark. (B-1, C-1, C-2, C-3, C-4)

iv. The new buildings should be designed with a scale that relates to both the **horizontal and vertical** scale of the historic structures below. The Board suggested referencing the historic structure bay widths as one strategy to meet this guidance. (B-1, C-1, C-2, C-3, C-4)



Response:

a-ii. The outer "jacket" glazing has been pulled back to allow the "inner lining" to move outward, which enhances the tower separation.

a-iii. We have added a color to each tower to make each visually distinct. The tower colors create a holistic palette that works with the Troy Laundry and Boren Investment brick colors.

a-iv. The color gradation has a shift that occurs at the column module which has similiar proportions to Troy and Boren.

a-iv. We have also added recess accents into the facade to break down the proportions at three different scales

ELEVATION
FAIRVIEW AVENUE

REVISED GLAZING CONCEPT

BOREN AVENUE

REVISED GLAZING CONCEPT

FAIRVIEW AVE + THOMAS ST

REVISED GLAZING CONCEPT

BOREN AVE + HARRISON ST

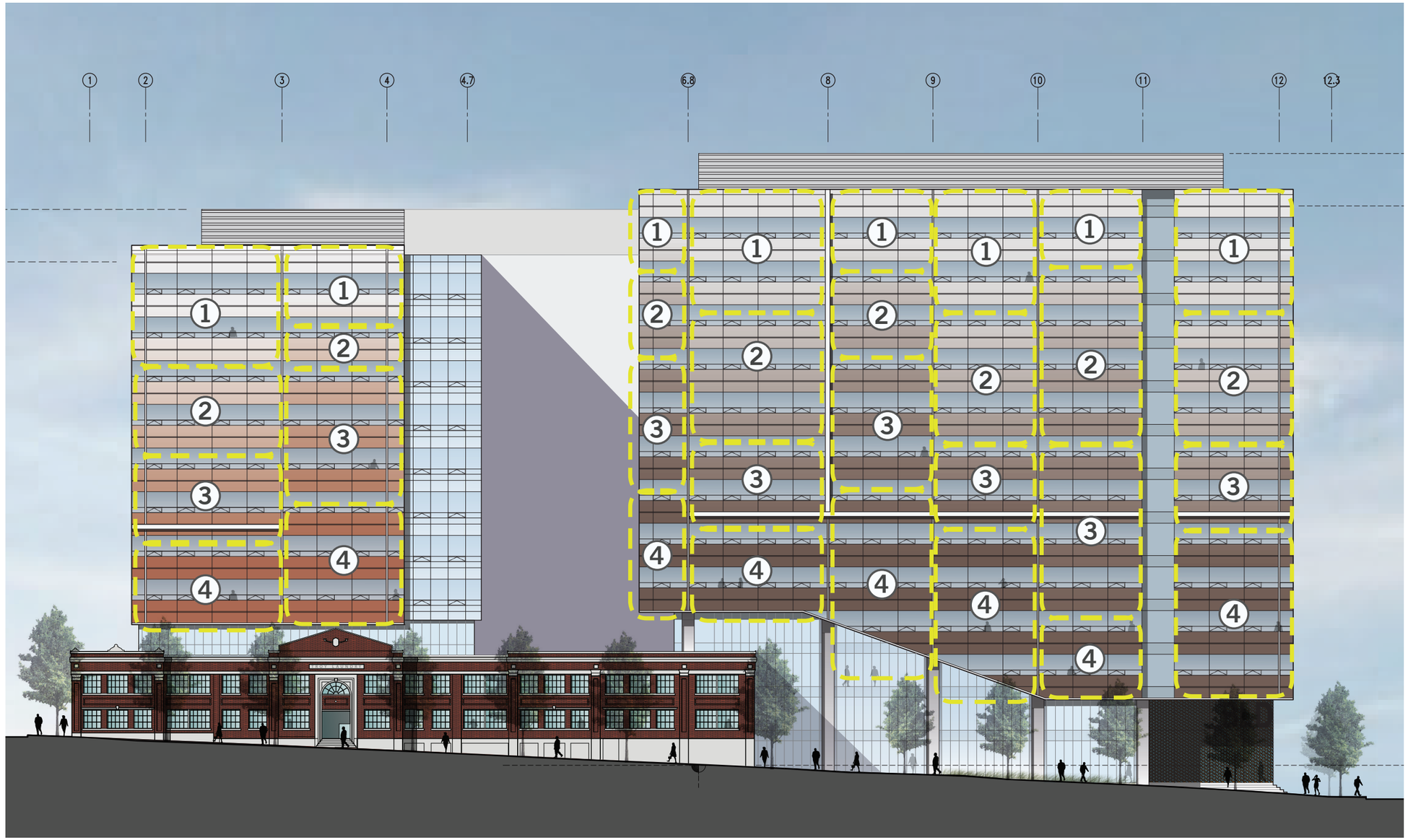
ELEVATION
FAIRVIEW AVENUE

ZONE 1 - 1 INCH FRIT BANDS

ZONE 2 - 2 INCH FRIT BANDS

ZONE 3 - 3 INCH FRIT BANDS

ZONE 4 - 4 INCH FRIT BANDS



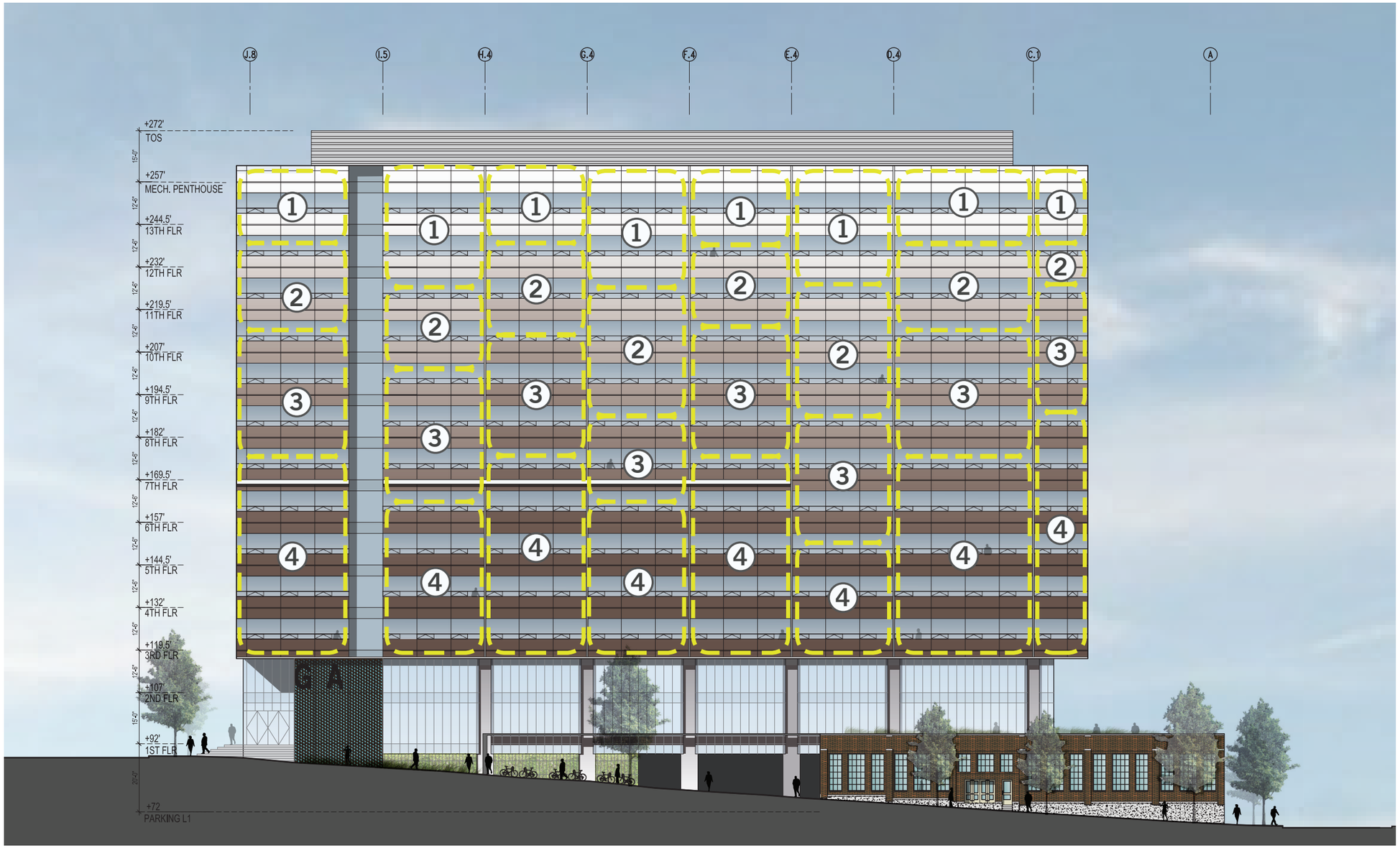
ELEVATION
HARRISON STREET

ZONE 1 - 1 INCH FRIT BANDS

ZONE 2 - 2 INCH FRIT BANDS

ZONE 3 - 3 INCH FRIT BANDS

ZONE 4 - 4 INCH FRIT BANDS



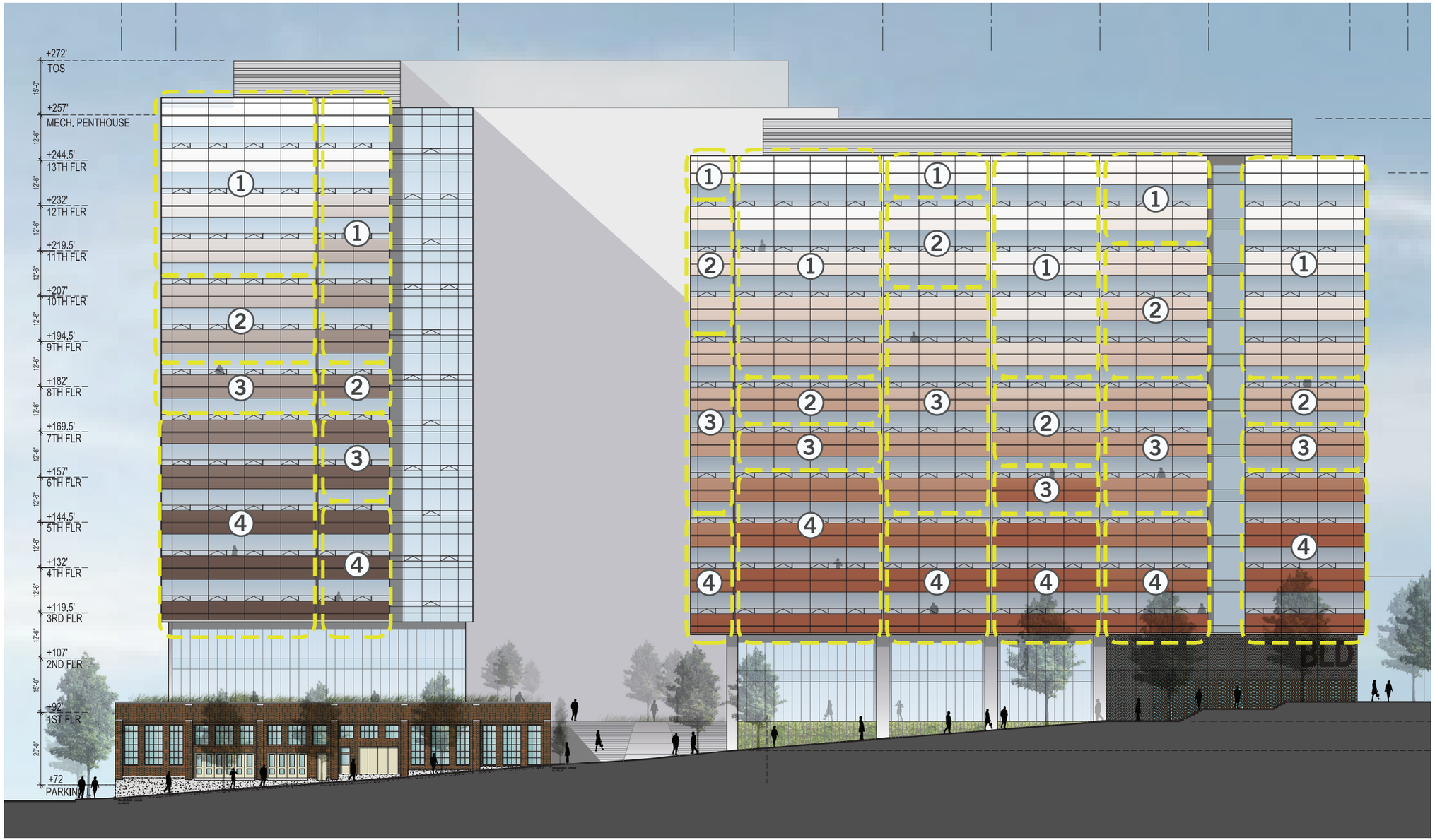
ELEVATION
BOREN AVENUE

ZONE 1 - 1 INCH FRIT BANDS

ZONE 2 - 2 INCH FRIT BANDS

ZONE 3 - 3 INCH FRIT BANDS

ZONE 4 - 4 INCH FRIT BANDS



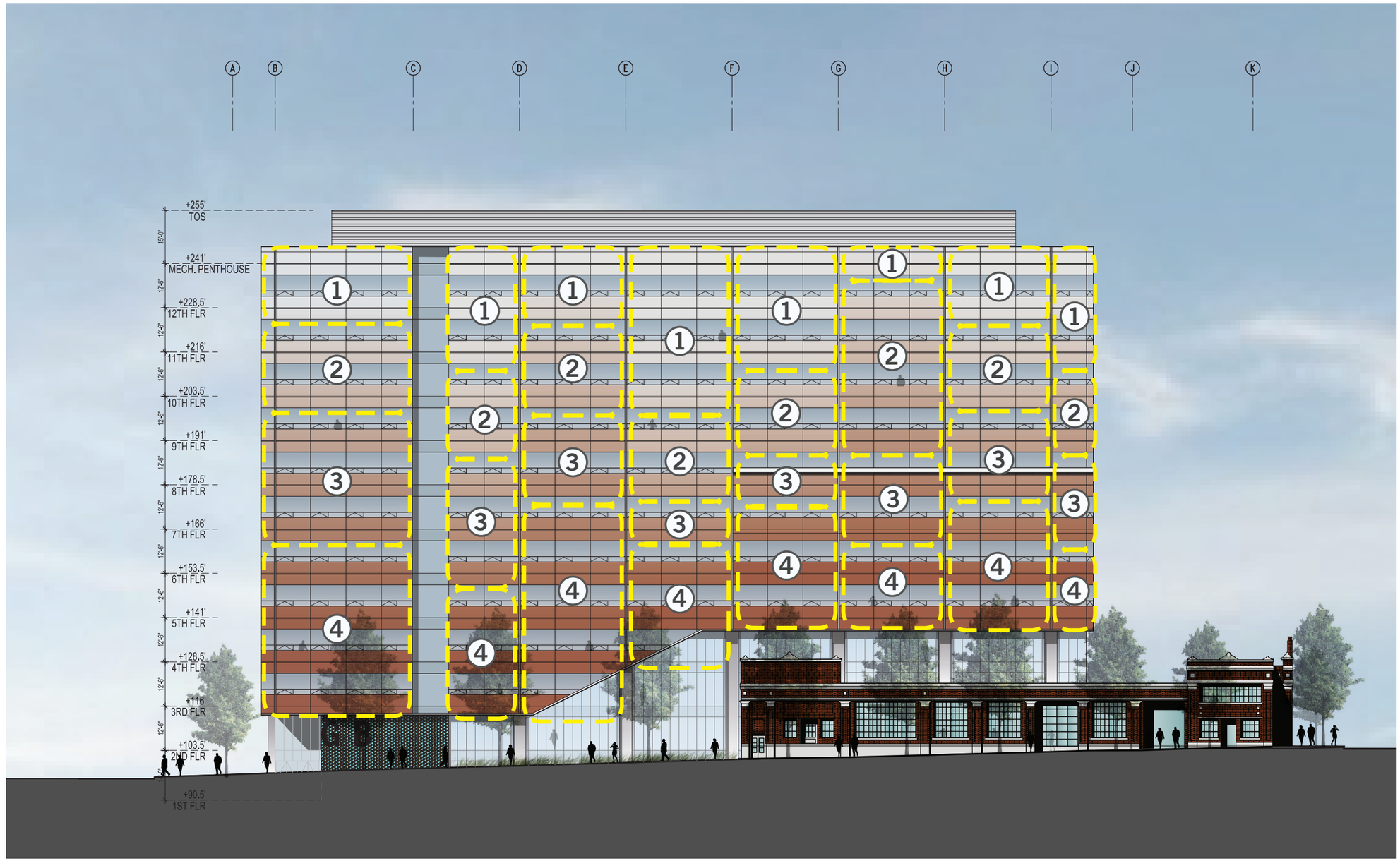
ELEVATION
THOMAS STREET

ZONE 1 - 1 INCH FRIT BANDS

ZONE 2 - 2 INCH FRIT BANDS

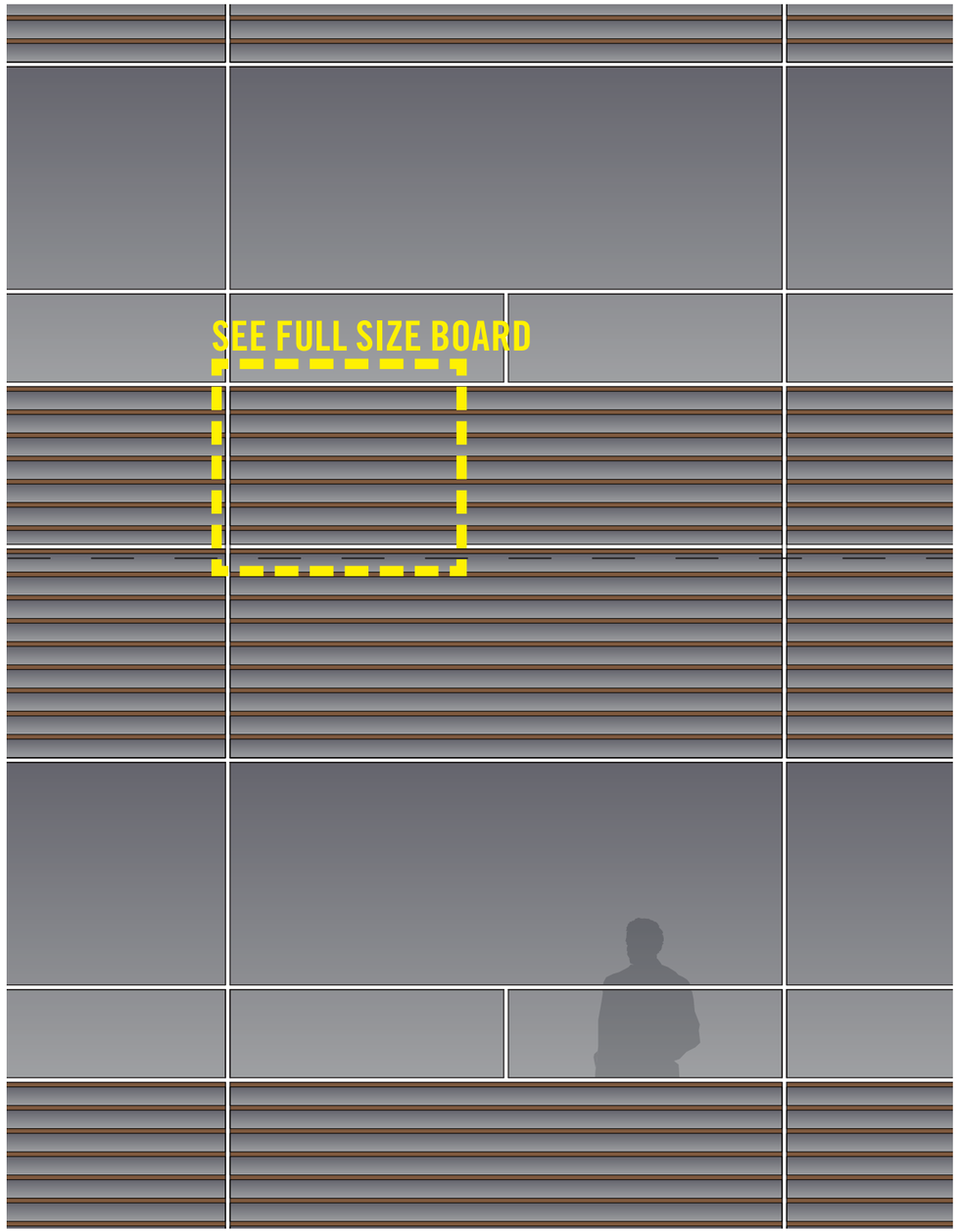
ZONE 3 - 3 INCH FRIT BANDS

ZONE 4 - 4 INCH FRIT BANDS



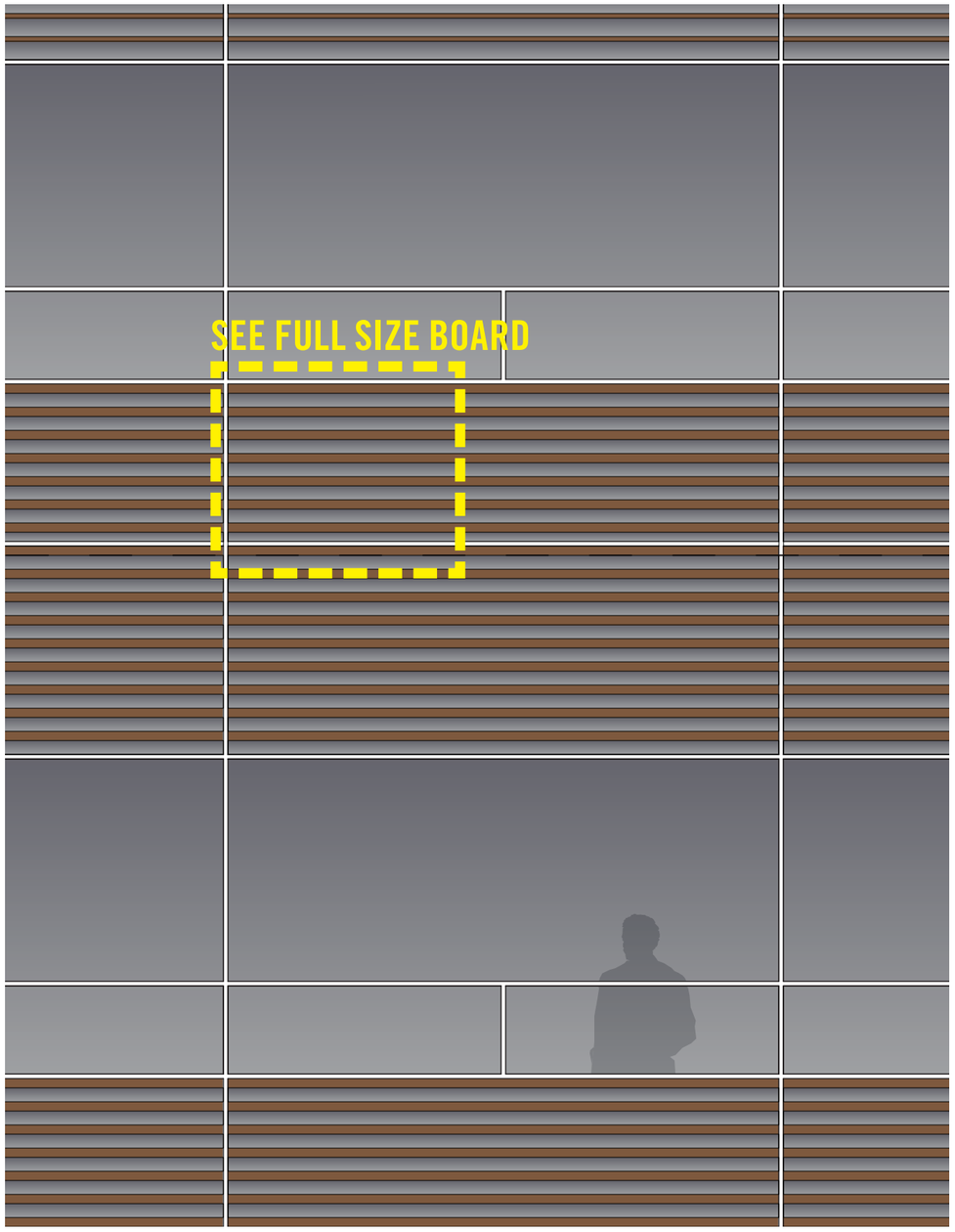
NORTH TOWER

1 INCH FRIT - 20% COLOR



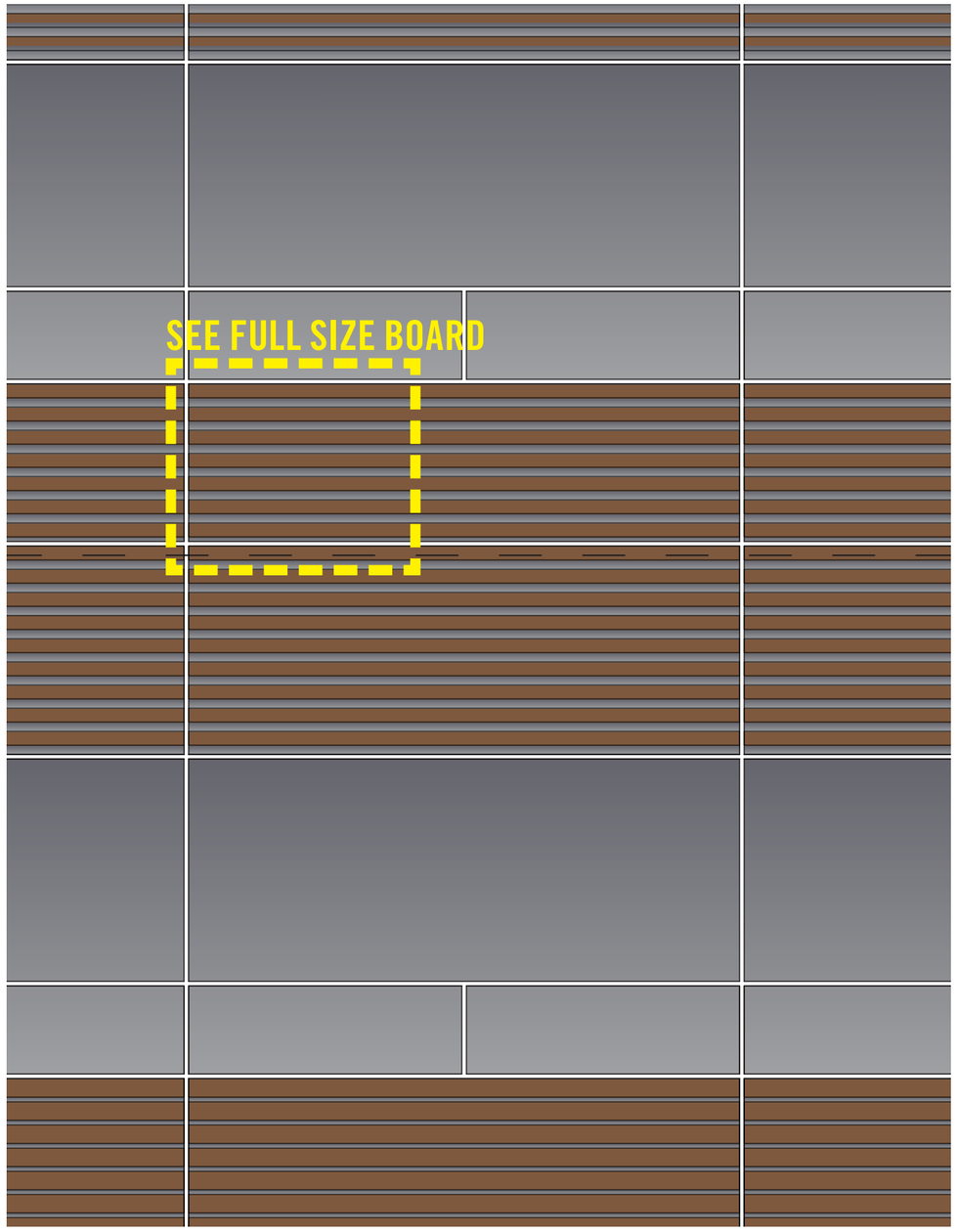
NORTH TOWER

2 INCH FRIT - 40% COLOR



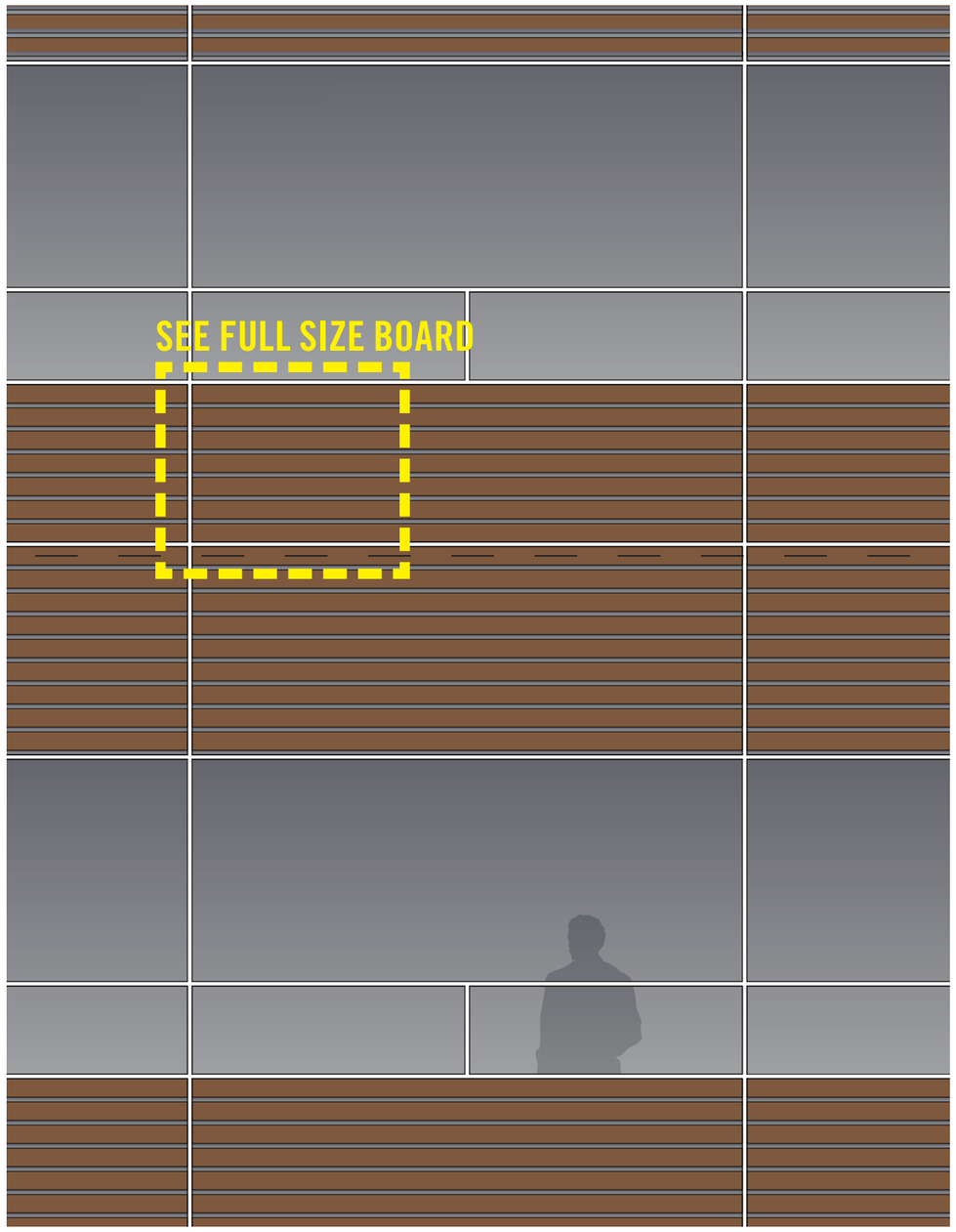
NORTH TOWER

3 INCH FRIT - 60% COLOR



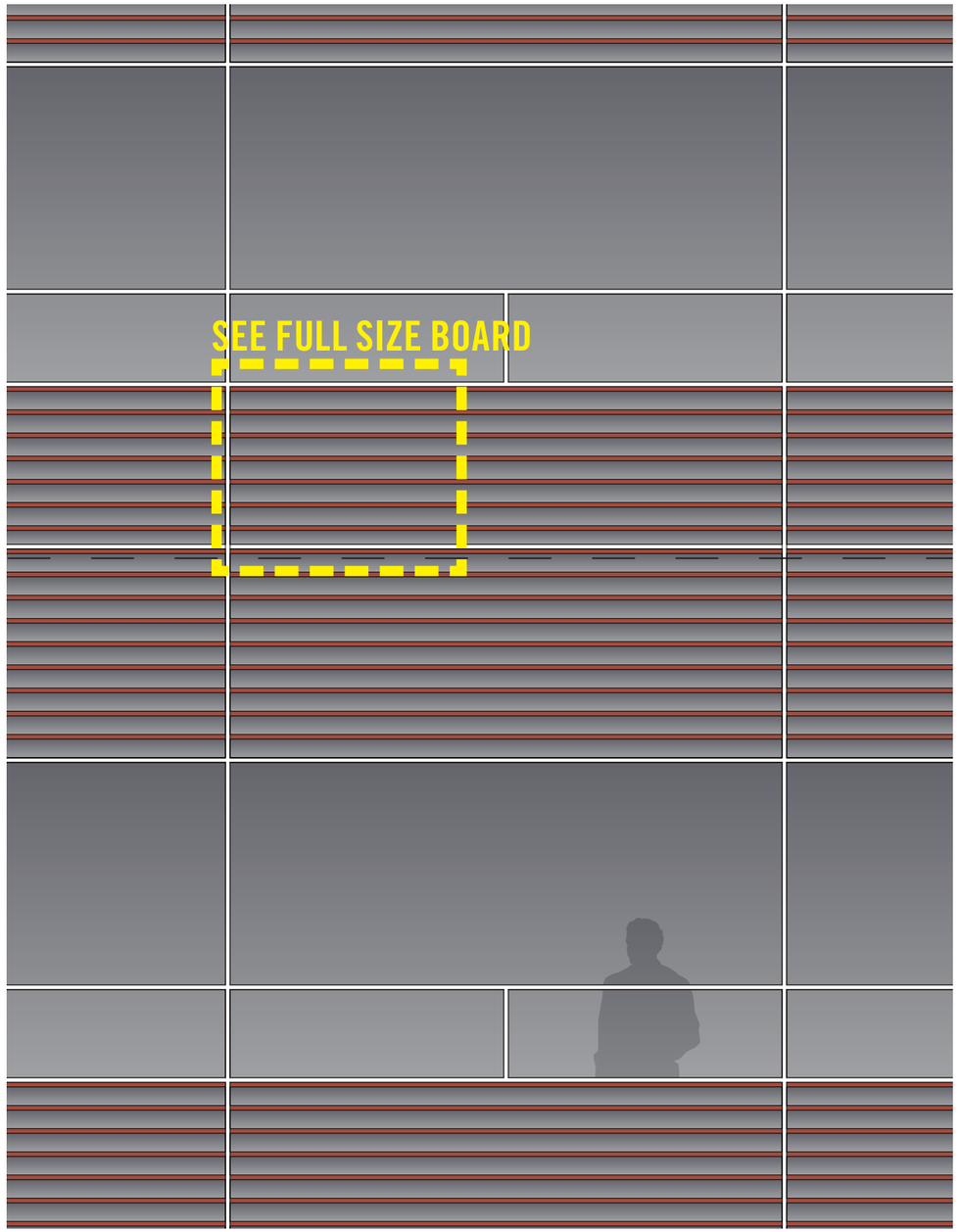
NORTH TOWER

4 INCH FRIT - 80% COLOR



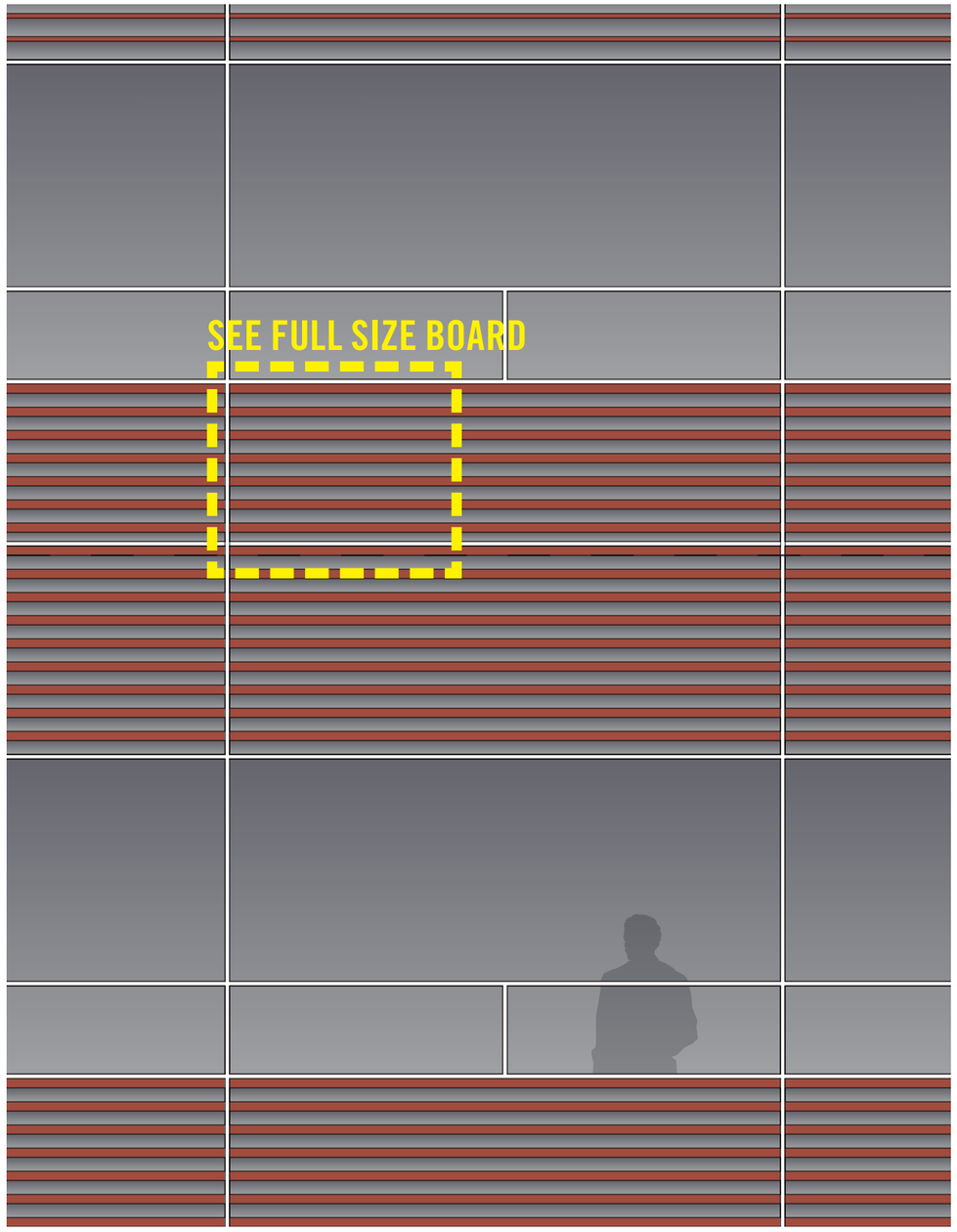
SOUTH TOWER

1 INCH FRIT - 20% COLOR



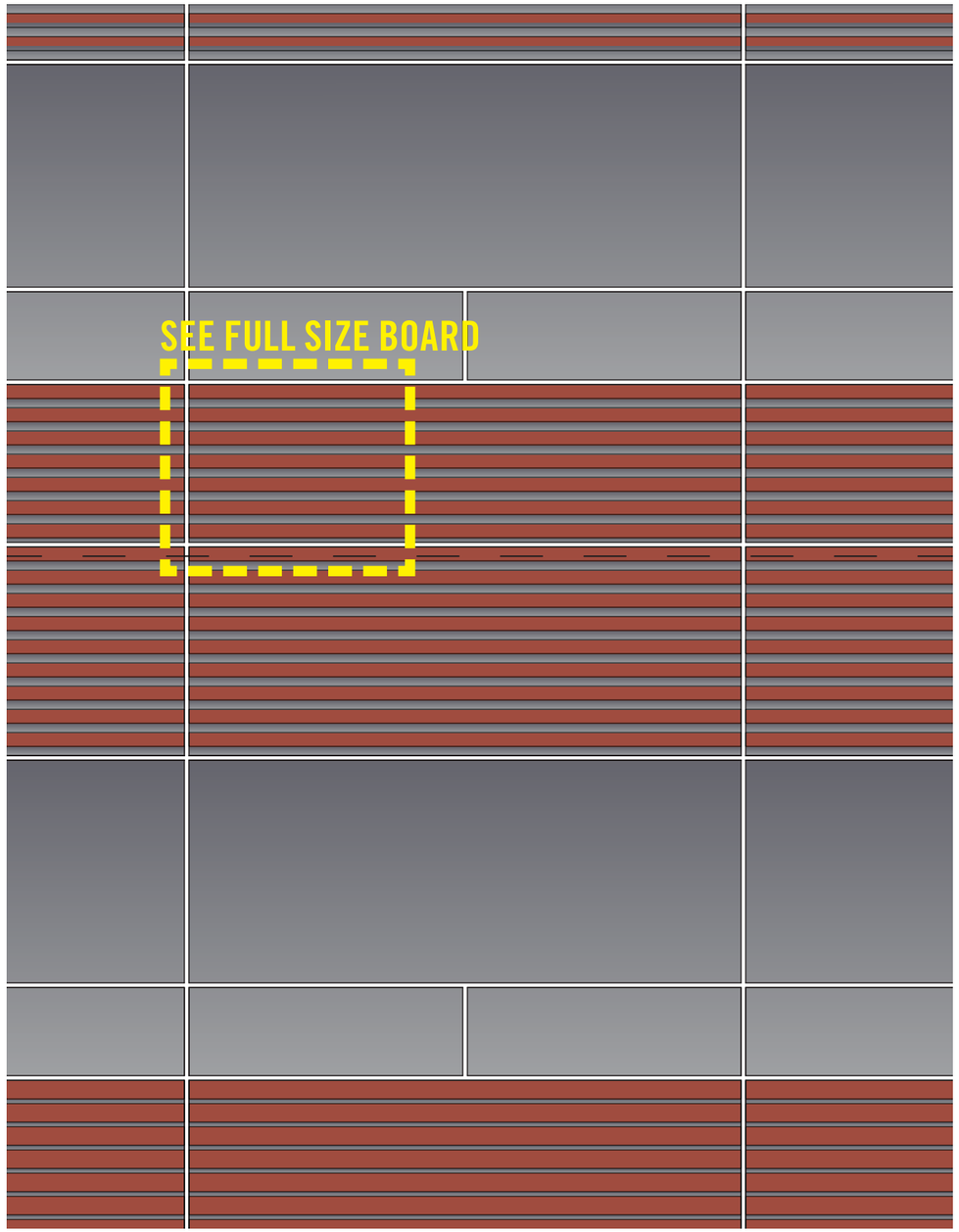
SOUTH TOWER

2 INCH FRIT - 40% COLOR



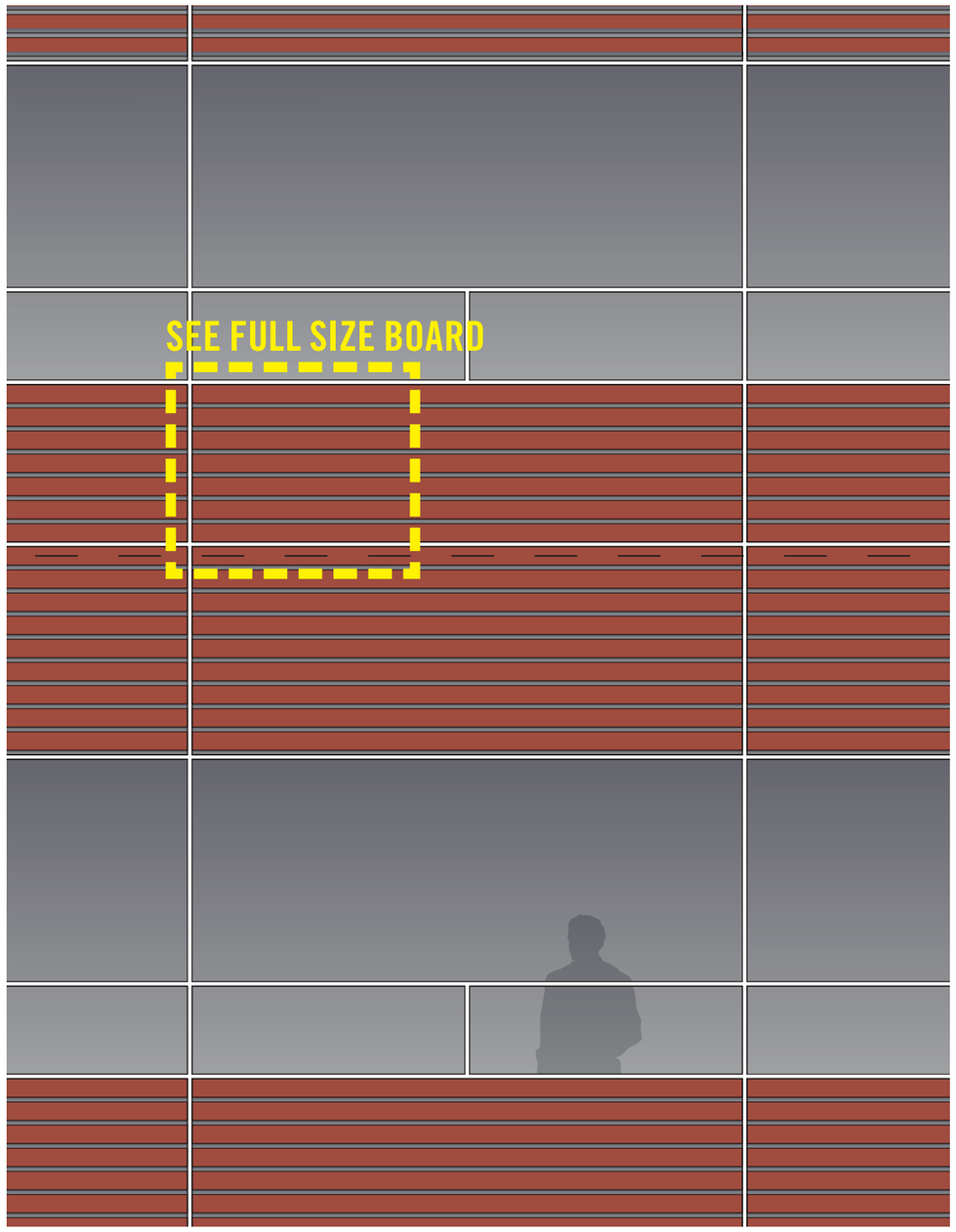
SOUTH TOWER

3 INCH FRIT - 60% COLOR



SOUTH TOWER

4 INCH FRIT - 80% COLOR



NORTH TOWER
GLASS PHOTOS AT SITE

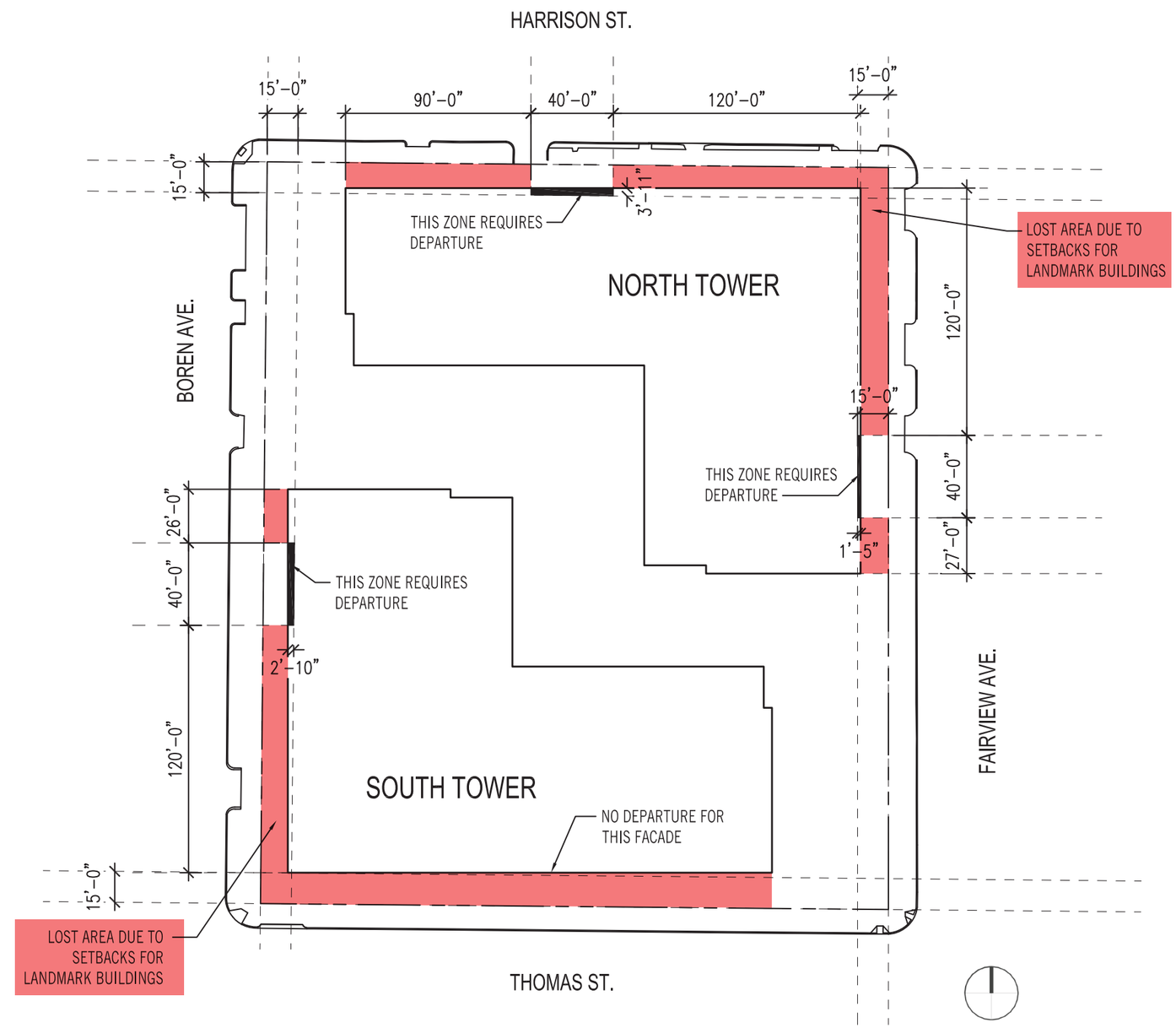
SOUTH TOWER
GLASS PHOTOS AT SITE

DEPARTURE #1

23.48.013.D.1-2 Facade Modulation

Response:

We have pushed our buildings back from the property line 10' to 16' from grade to roof to respect the Troy Laundry Building and Boren Investment Building, per request of Seattle Landmarks Preservation Board. This has resulted in lost potential area and modulating the remaining building will be insignificant and busy to the clean elevations. The major modulation shown in the elevations was to identify the building entrances.



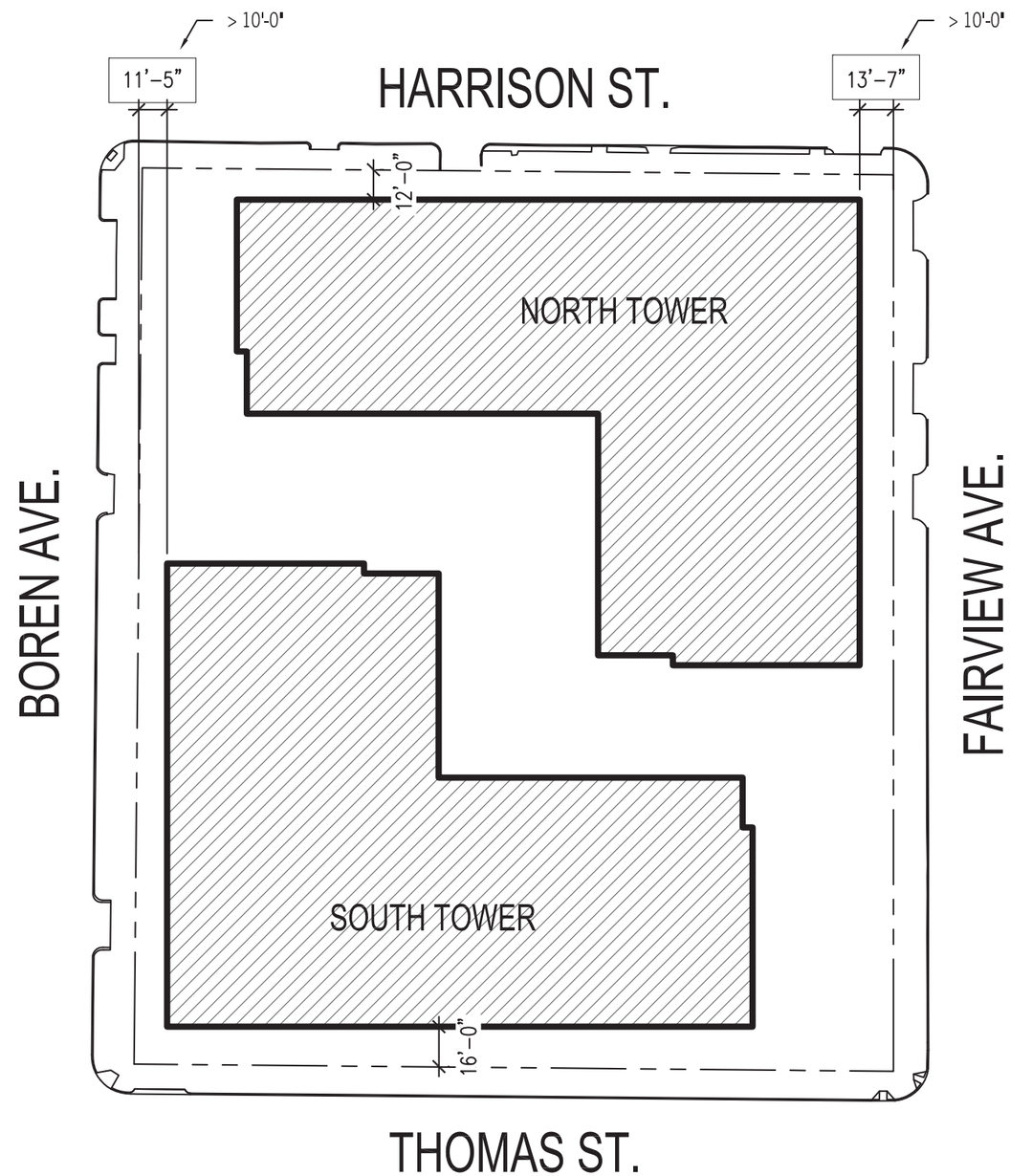
DEPARTURE #2

23.48.014.A.3a Setbacks

Response:

We have continuously pushed our buildings back from the property line 10' to 15' to respect the Troy Laundry Building and Boren Investment Building, per request of the Seattle Landmarks Preservation Board, which exceeds the 12' maximum.

We are also not able to hold the buildings to the property line for the first 20'-0" from the NE and SW corners.

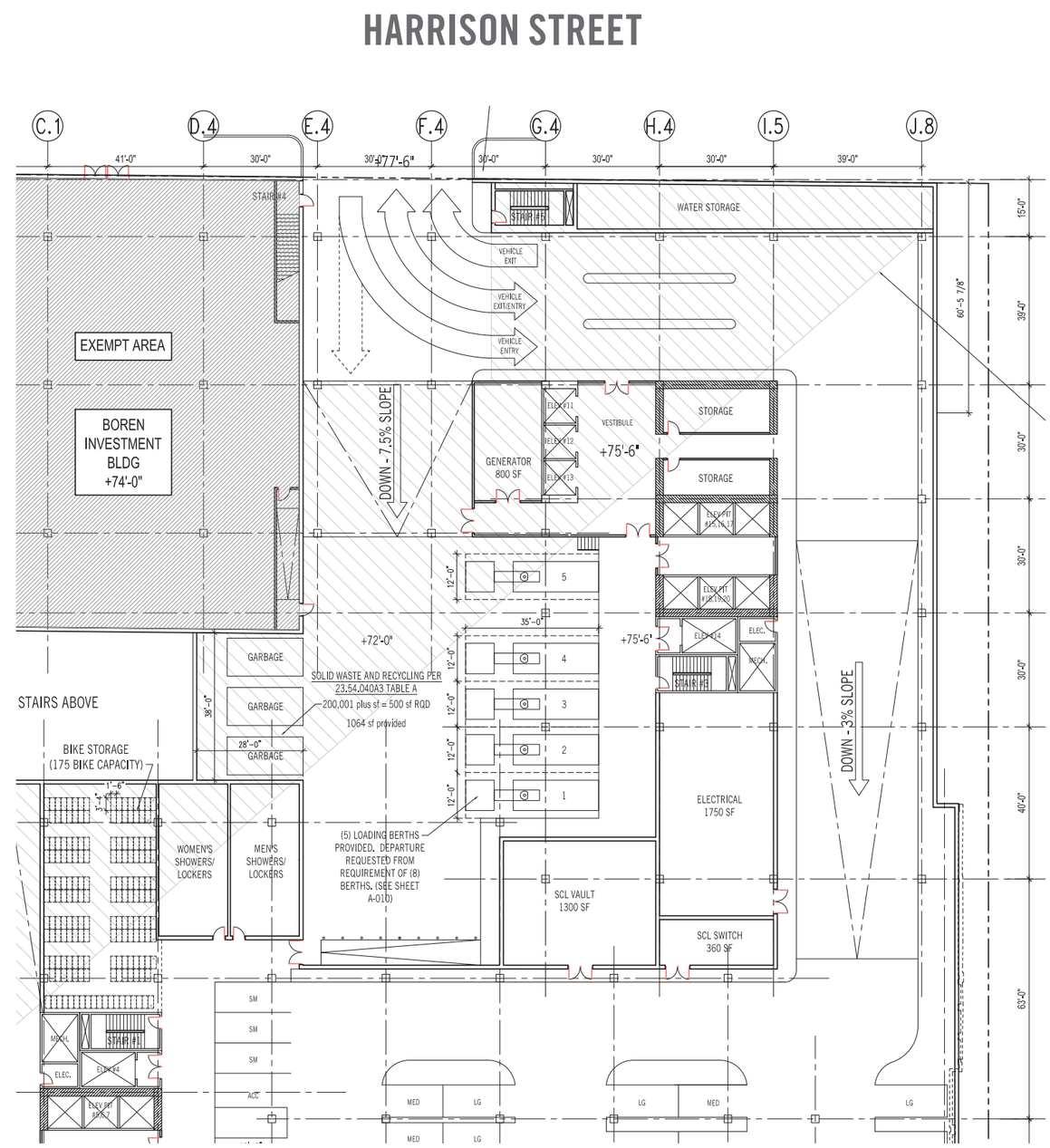


DEPARTURE #3

23.54.035.A Required Parking and Loading

Response:

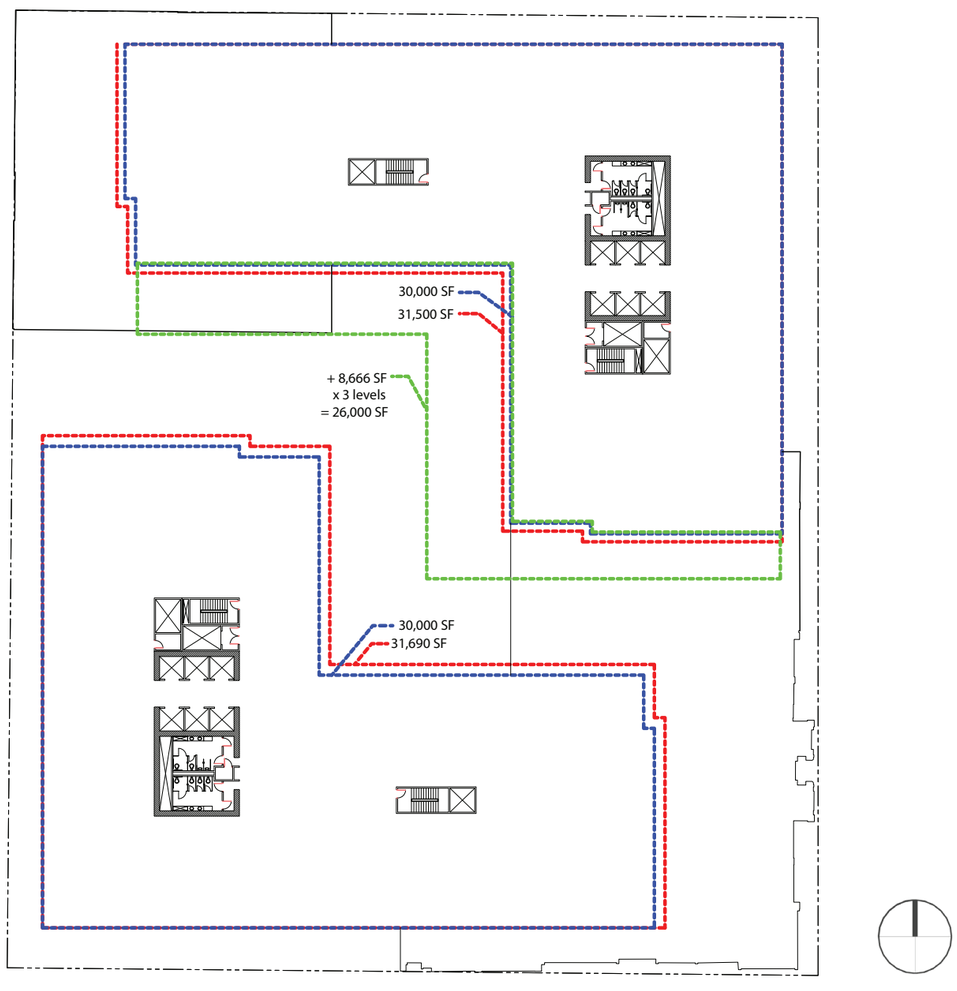
The code requires 8 loading berths for this project. The plans show 5 loading berths for trucks and 3 for garbage. The tenant for this type of project and use will not require more than 5 loading berths.

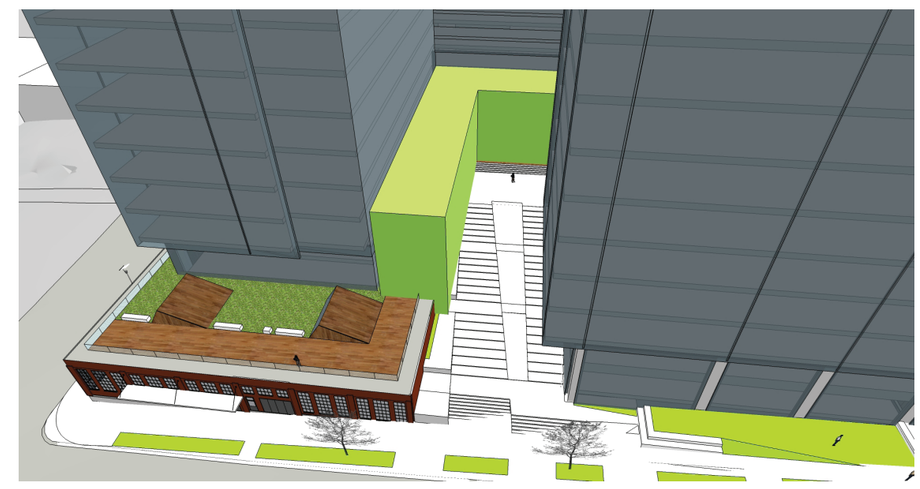


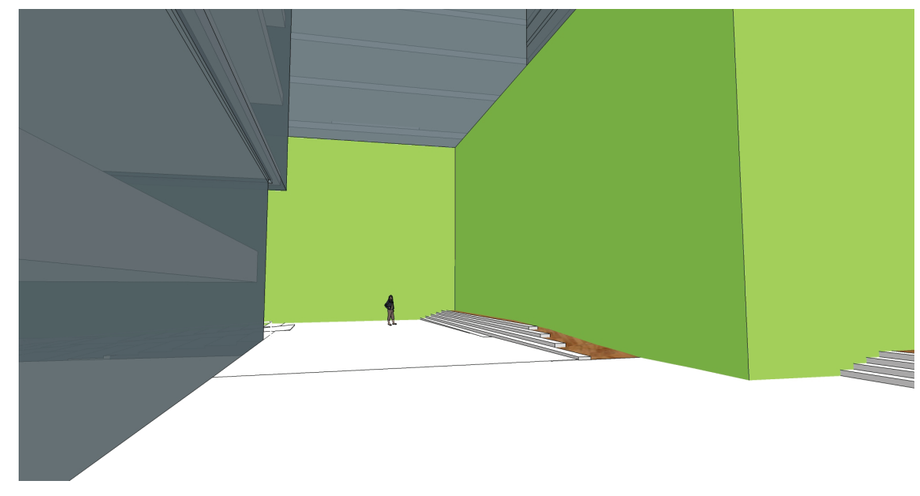
DEPARTURE #4

23.48.013.B - Floor Area Size

Response:
The revised draft states floor areas can be departed up to 5%. Allowable floor plate size is 30,000 SF. We feel that increasing our floor size to 31,500 SF is not noticeable in the tower floor plates, and it allows the pedestrian courtyard to have more open space.







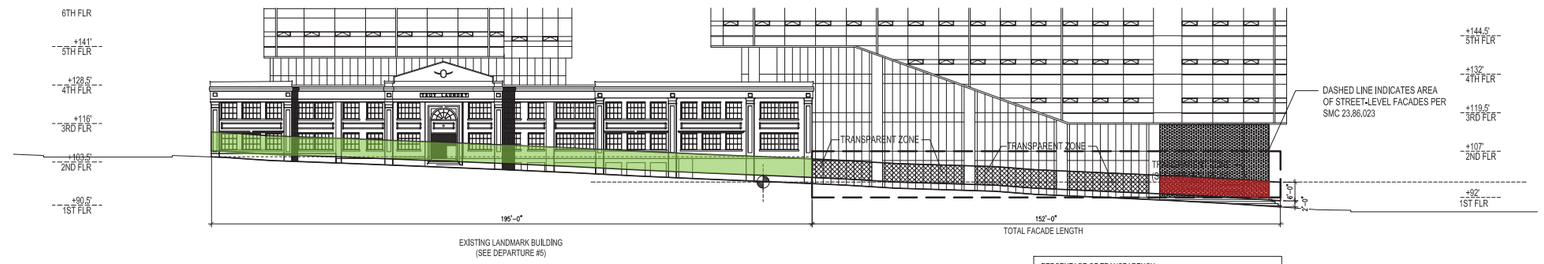
DEPARTURE #5

23.48.014.D1.a Transparency

Response:

We have two landmark buildings on the site and we do not want to manipulate the buildings historic character to meet the transparency requirements, we are asking that they be exempt from the calculations. We also have included a perforated stainless metal at each entry to serve at identifiers and signage.

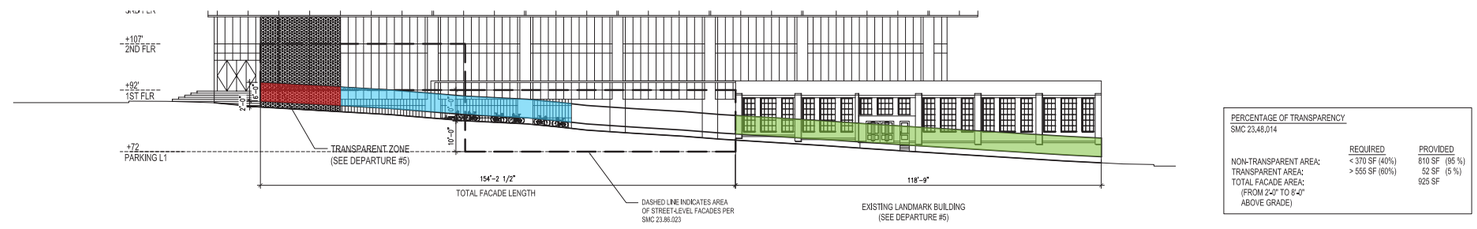
Additionally we have locations where the steep site slope doesn't allow for transparency. We have added green walls in these locations.



1 EAST ELEVATION 1/16"=1'-0"

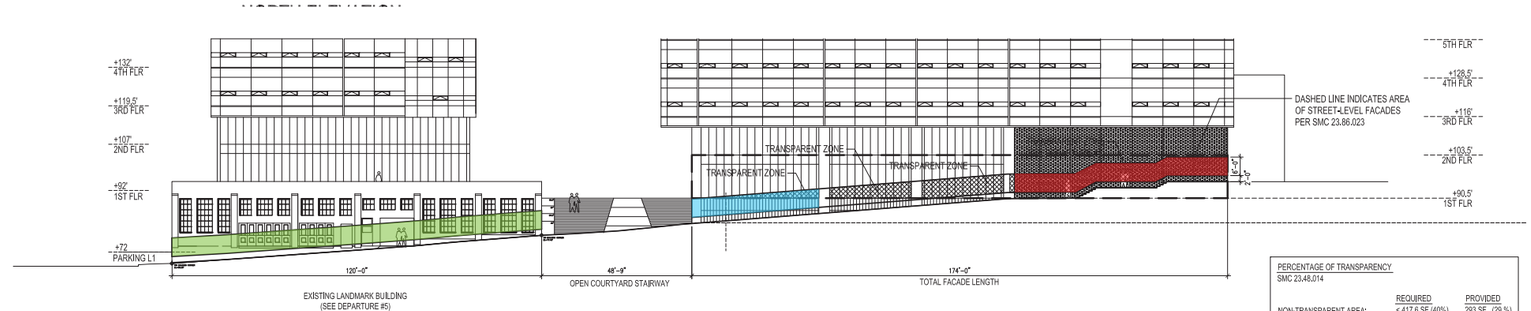
PERCENTAGE OF TRANSPARENCY
SMC 23.48.014

	REQUIRED	PROVIDED
NON-TRANSPARENT AREA:	< 364.8 SF (40%)	115 SF (13 %)
TRANSPARENT AREA:	> 547.2 SF (60%)	797 SF (87 %)
TOTAL FACADE AREA: (FROM 2'-0" TO 8'-0" ABOVE GRADE)		912 SF



PERCENTAGE OF TRANSPARENCY
SMC 23.48.014

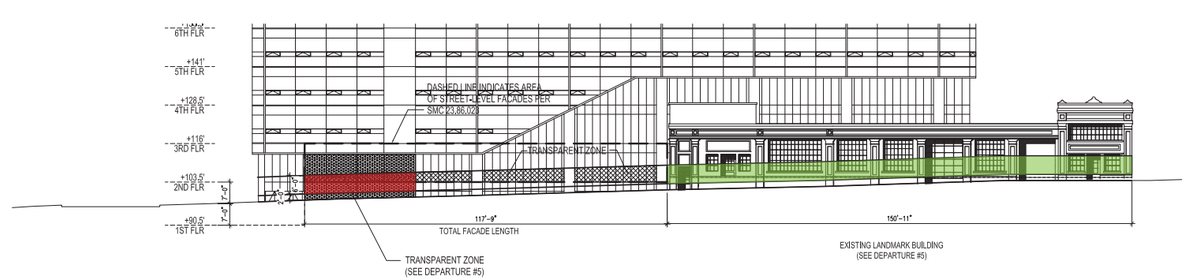
	REQUIRED	PROVIDED
NON-TRANSPARENT AREA:	< 370 SF (40%)	870 SF (95 %)
TRANSPARENT AREA:	> 555 SF (60%)	52 SF (5 %)
TOTAL FACADE AREA: (FROM 2'-0" TO 8'-0" ABOVE GRADE)		925 SF



1 WEST ELEVATION 1/16"=1'-0"

PERCENTAGE OF TRANSPARENCY
SMC 23.48.014

	REQUIRED	PROVIDED
NON-TRANSPARENT AREA:	< 417.6 SF (40%)	293 SF (29 %)
TRANSPARENT AREA:	> 626.4 SF (60%)	751 SF (71%)
TOTAL FACADE AREA: (FROM 2'-0" TO 8'-0" ABOVE GRADE)		1,044 SF



1 SOUTH ELEVATION 1/16"=1'-0"

PERCENTAGE OF TRANSPARENCY
SMC 23.48.014

	REQUIRED	PROVIDED
NON-TRANSPARENT AREA:	< 282.4 SF (40%)	310 SF (13 %)
TRANSPARENT AREA:	> 423.6 SF (60%)	396 SF (56 %)
TOTAL FACADE AREA: (FROM 2'-0" TO 8'-0" ABOVE GRADE)		706 SF

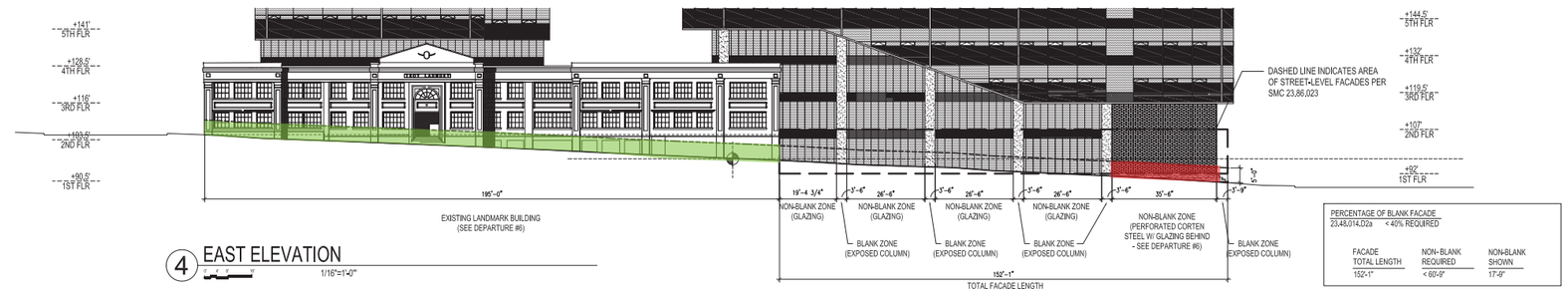
DEPARTURE #6

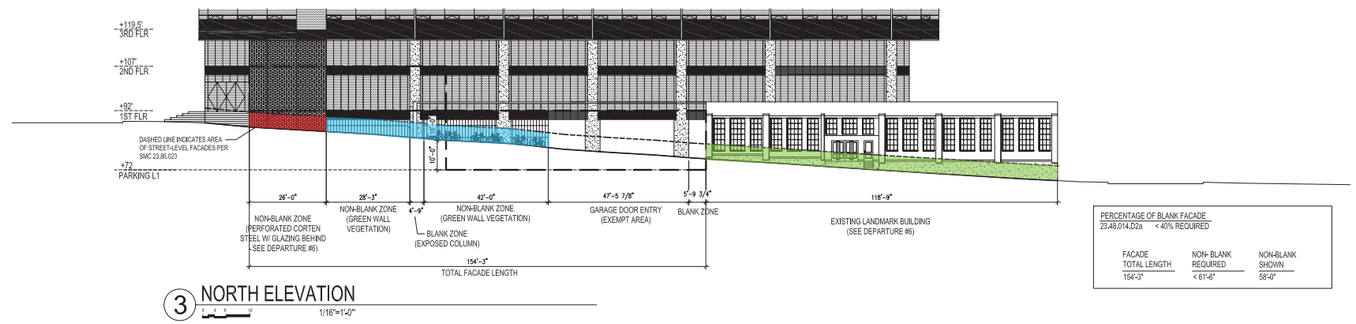
23.48.014.D2.a - Blank Facades

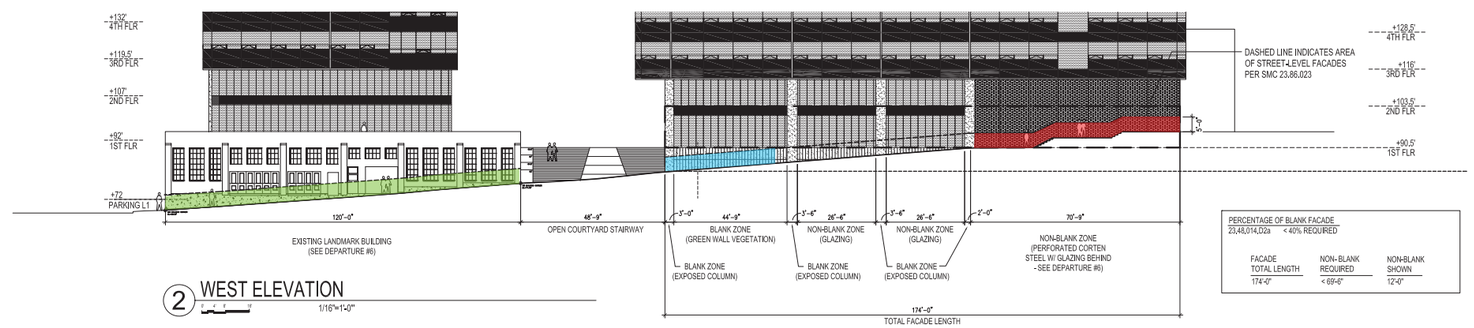
Response:

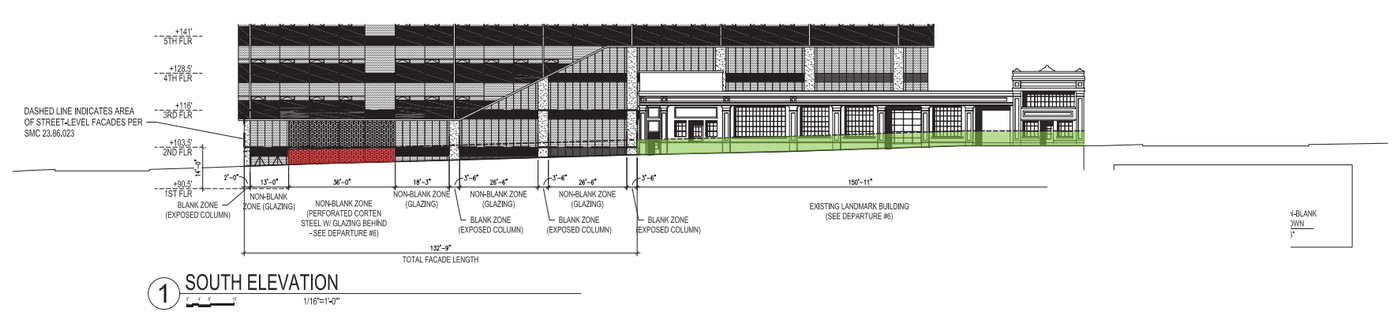
We have two landmark buildings on the site and we do not want to manipulate the buildings historic character to meet the blank facade requirements, we are asking that they be exempt from the calculations. We also have included a perforated stainless metal at each entry to serve at identifiers and signage.

Additionally we have locations where the steep site slope doesn't allow for transparency. We have added green walls in these locations.







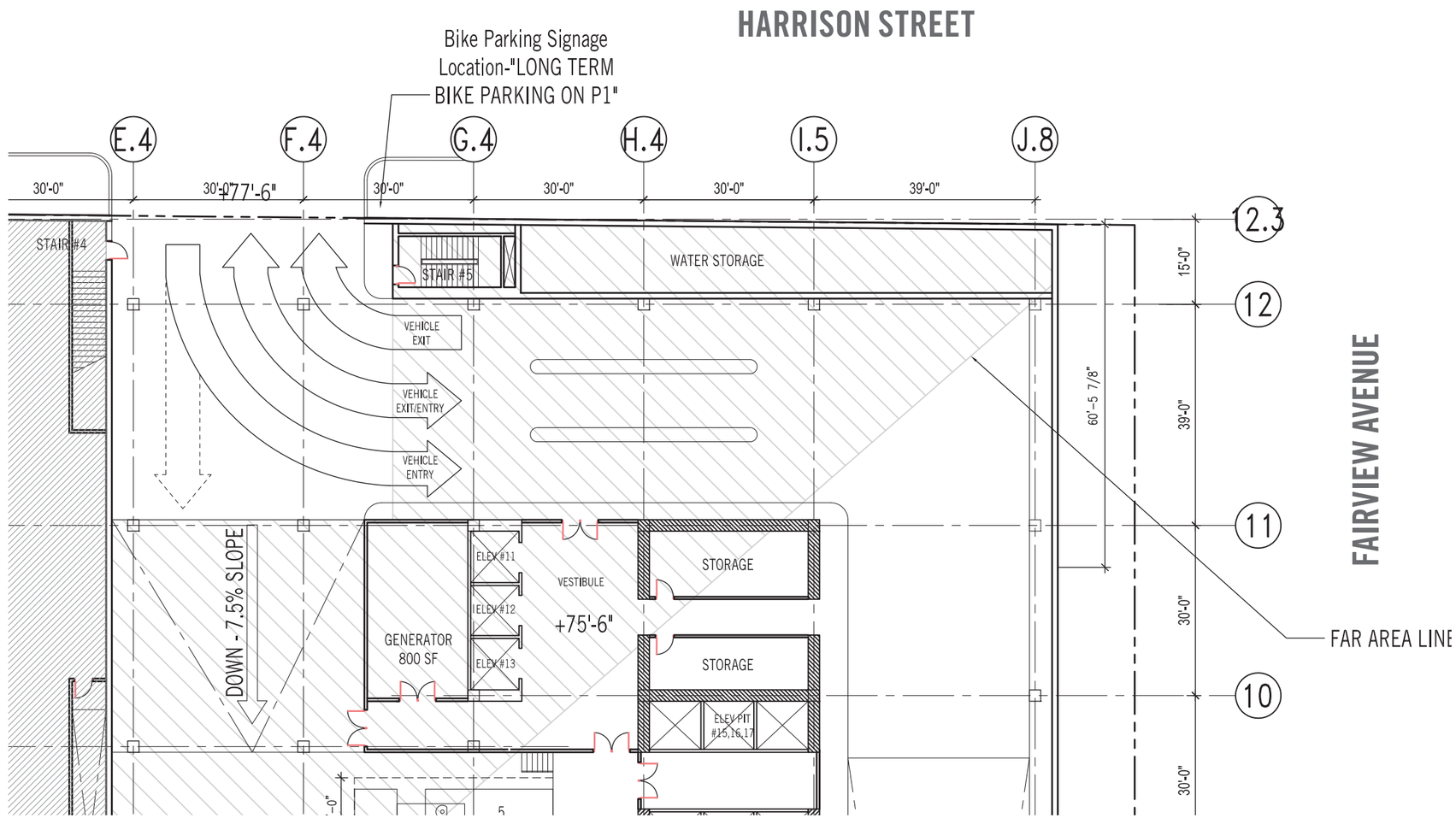


DEPARTURE #7

23.54.030 Curbcut

Response:

To help alleviate long queuing 2 exits with 1 entrance is requested requiring a wider curbcut and this is the shared loading entrance.

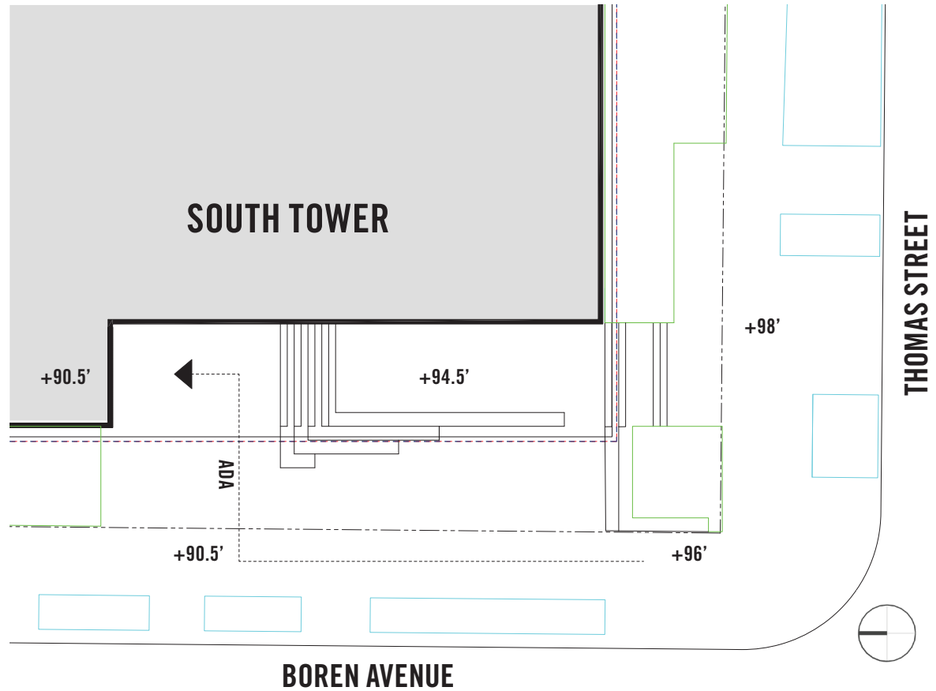


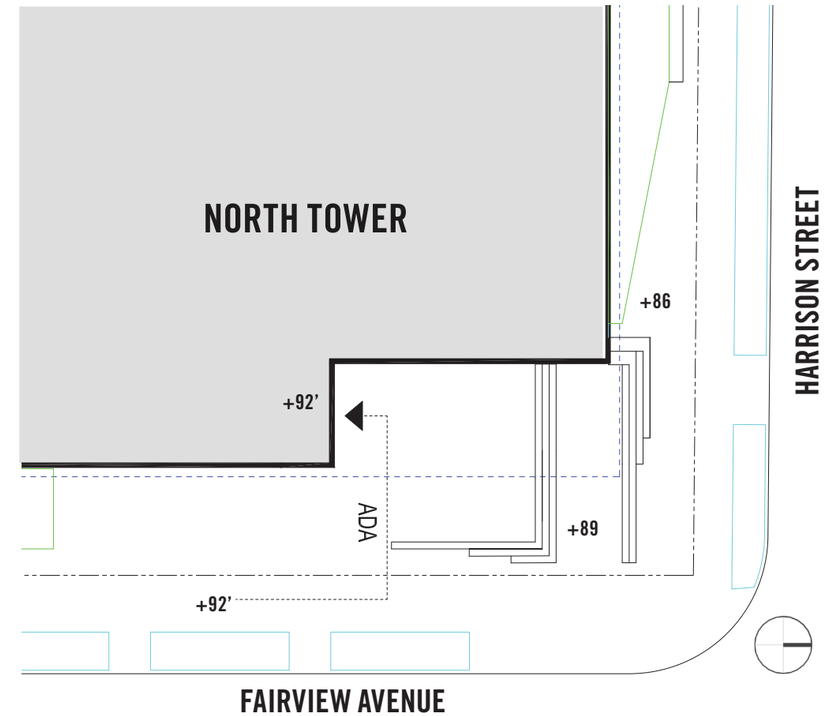
DEPARTURE #8

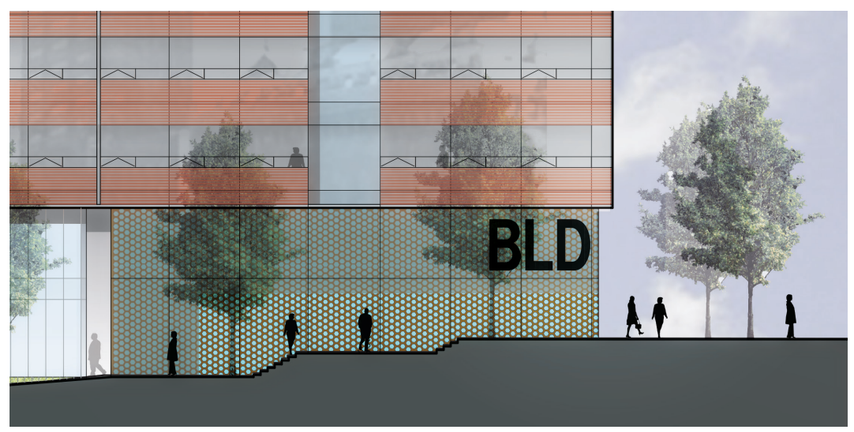
23.48.014.A1 Pedestrian Entry

Response:

We have provided a direct path of travel between the entry grade level and the sidewalk, even though the site slopes away more than the minimum 3'-0".





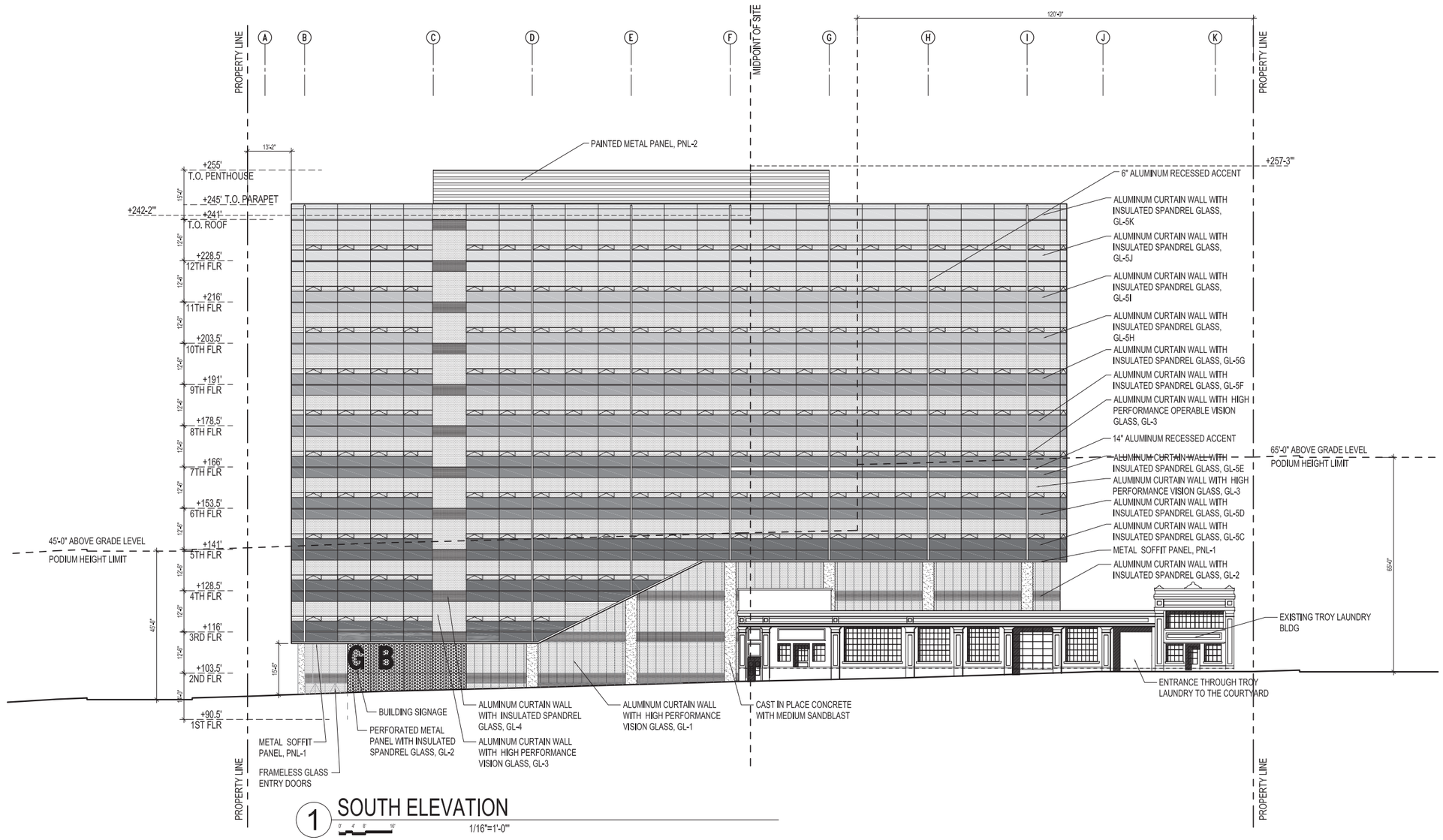


DEPARTURE #9

23.48.010.6b Facade Height

Response:

We want to have the enclosed mechanical room aligned with the building facade below to have a continuous mass and form. Due to the steep sloping site we are not able to have a minimum 25' height at our base on the western portion of Thomas Street.



DEPARTURE #10

23.48.013.F Tower Standards

SMC 23.48.013F4c requires landscaped open space an amount equal to 15% of the lot area (or 16,369.35 sq ft) at ground level.

- Total site area: 109,129 SF
- Total on site landscape: 8,413 SF (7.8%)

D-1 Pedestrian Open Spaces and Entrances. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.

Response:

- The proposal provides active, public open space geared towards maximum usability and mid-block pedestrian access and circulation.
- The proposal offsets the percentage of hardscape with dense plantings of columnar trees, green roofs and vine covered walls and trellises.
- The proposal provides pedestrian furnishings supporting gathering and public use that does not interfere with pedestrian traffic flow.
- Preliminary study shows feasible solutions to increase percentage of landscaped area to 10%.

SMC 23.48.013F4g requires the project to address the needs of pedestrians and provide bike facilities. Consideration of these requirements will be made in consultation with Shelley Bolser based on needs that may be identified through the Design Review process.

Response:

- Total parking for approx 40 bikes with 20 under trellis cover.
- Additional bike parking is feasible.

DEPARTURE #11

23.48.024B2 Setback Landscape

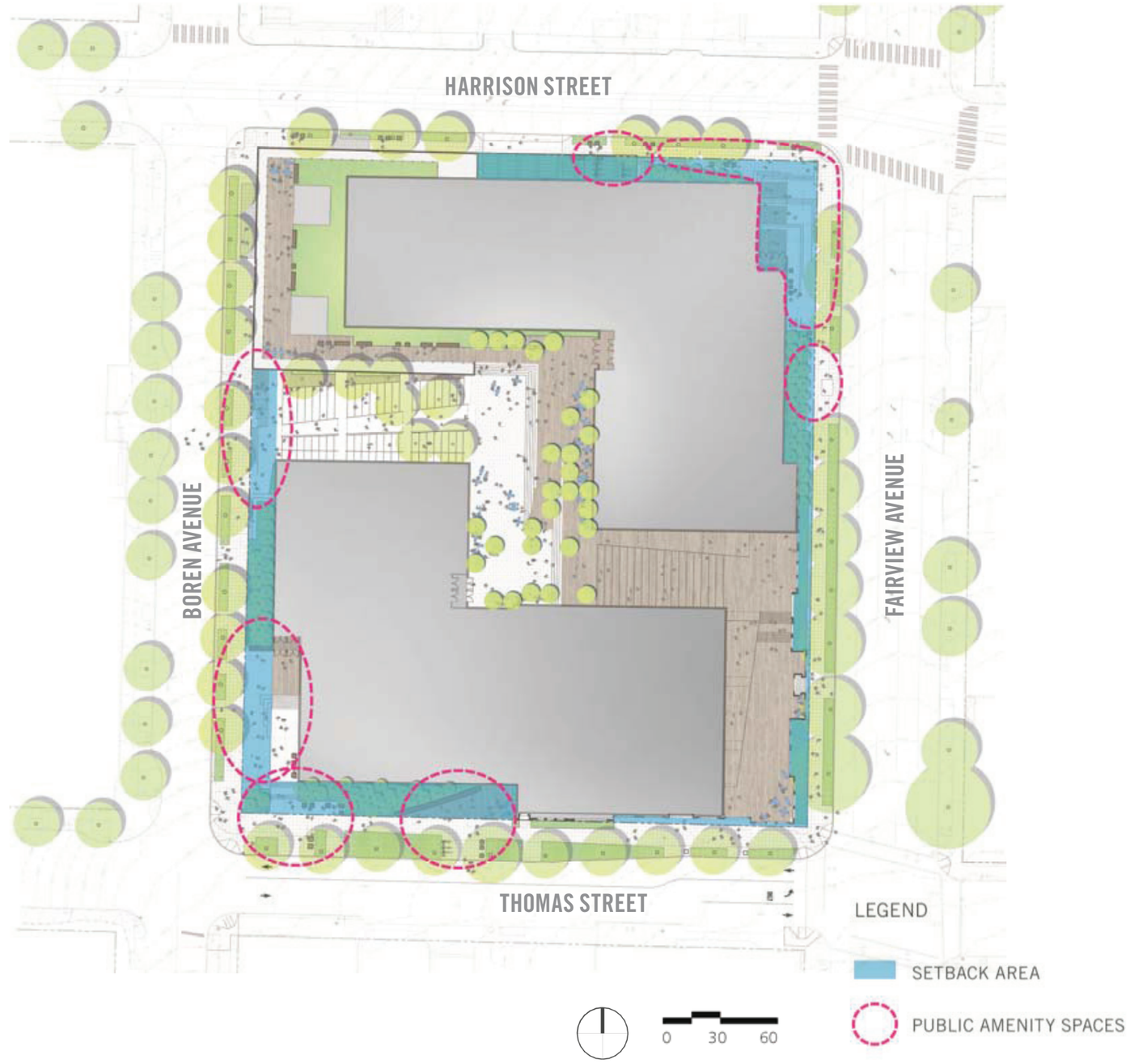
Landscaping for Setback Areas and Berms. Each setback area or berm required shall be planted with trees, shrubs, and grass or evergreen groundcover. Features such as **pedestrian access** meeting the Washington State Rules and Regulations for Barrier-Free Design, decorative pavers, sculptures or fountains may cover a maximum of **thirty (30) percent** of each required landscaped area or berm.

- Total setback area 12,035 SF
- Hardscaped w/in setback 6,916 SF (58%)

Response:

- The proposal offsets the percentage of hardscape with dense tree plantings, green roofs and vine covered walls and trellises w/in the setback in conjunction with publicly accessible plaza spaces with seating, lighting and surrounding landscape in an effort to provide a maximum of public amenity spaces and signal desired public use.

- The proposal meets Green Factor requirements and supports Green Streets objectives, in part, through the use of extensive ROW plantings and GSI plantings on Thomas Street.

- The historic Troy and Boren buildings have green roofs.

- In support of Harrison Street Heart Location objectives, an extensive vine covered trellis spans the vehicular entry to the underground parking and the bike parking.