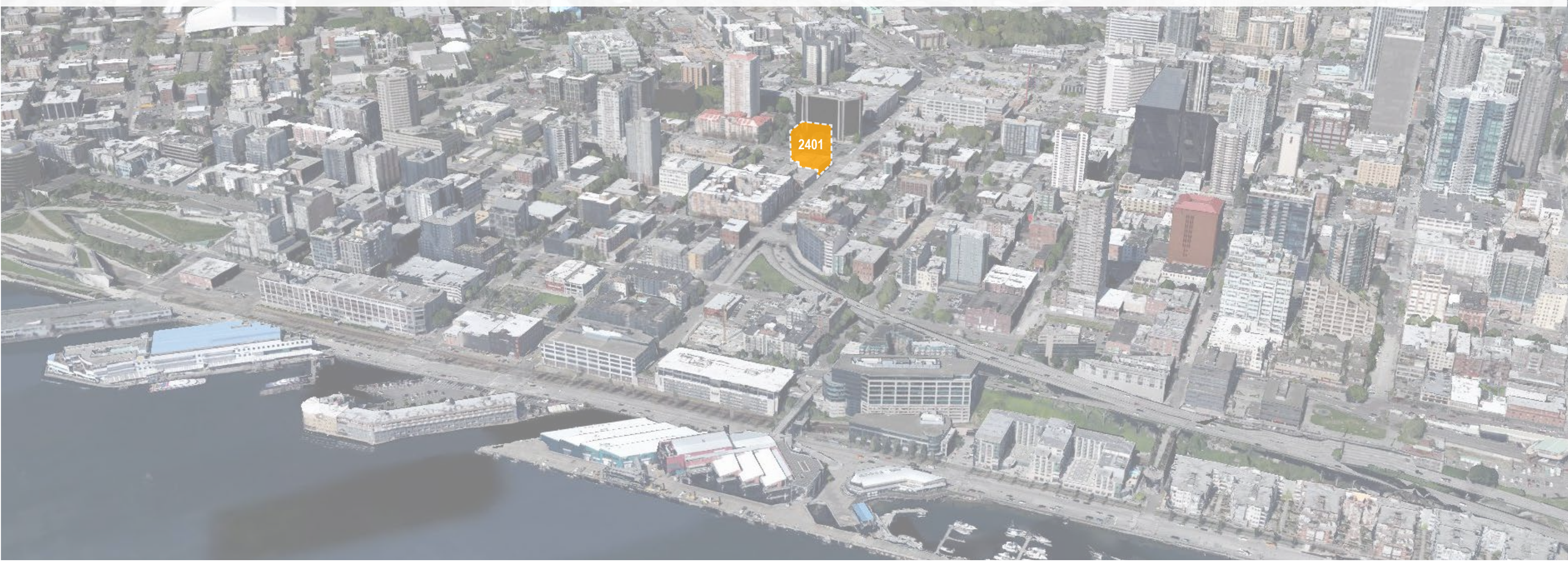
URBAN GREEN VILLA | 2401 3RD AVENUE | SEATTLE, WASHINGTON



EARLY DESIGN GUIDANCE

DPD Project Number : 3021375

October 20, 2015

CHAINQUI DEVELOPMENT

DSA DEVELOPMENT SERVICES, LLC

Gwest

TABLE OF CONTENTS

OWNER

Chainqui Development Belltown, LLC (“CDB”)

CDB is the U.S. development subsidiary of Chainqui Construction Development Co., Ltd.(“Chainqui”), a well-respected constructor of commercial buildings in Taiwan. Chainqui also offers cement products, rents and sells public housing, and provides career development services.

The company, founded in 1972 with headquarters in Taipei, Taiwan, was formerly known as Chain Qui Development Co. Ltd.

Chainqui is a developer of high quality residential commercial developments throughout East Asia, and intends to bring its expertise in the development of high-end residential and commercial projects to the U.S. market.

DEVELOPER

DSA Development Services, LLC (“DSA”)

DSA is commercial real estate development and consulting services company with expertise and experience covering a broad range of project types, including mixed-use, commercial office, retail, multi-family residential and hospitality projects. Committed to providing clients with the highest quality consulting services, DSA manages client risk through our integrated processes, bringing its development assignments to a timely, successful and profitable conclusion.

DSA understands the complexities of real estate development. Services are comprehensive and integrated. DSA efficiently and effectively manages the development process from concept to reality. Our principals include architects, land planners and developers whose combined experience touches the widest range of commercial, retail, living and hospitality projects. We have the vision, tools and talent
to help our clients achieve the development successes they expect.

DSA’s skill in all aspects of real estate development helps our clients navigate the development process
from site selection, through the due diligence process, project team formation and control, entitlements, financing, and construction.

DESIGN ARCHITECT

GWest Architecture LLC (“GWest”)

GWest creates design solutions that respond to the challenges of a changing world and competitive environment.... design solutions that are built to last. GWest approaches each design project as unique, seeking solutions that best serve its clients’ style, needs and budget.

The firm’s multi-talented and experienced professionals work together in a complementary fashion to challenge and support one another in a winning synergy that delivers measurable results. Our internal and external processes are collaborative and focused on achieving the highest possible impact.

GWest consistently applies a strategic design focus to Brand Identity, Market, Product Differentiation, Risk mitigation, Value Analysis, Business context, and Sustainable design solutions.

LANDSCAPE ARCHITECT

Lotus Landscape Design

Lotus Landscape Design is a professional design-build landscape company that provides the highest quality services through licensed Landscape Architects, and licensed, bonded, and insured contractors to make landscaped areas functional and enjoyable.

With more than 10 years landscaping experience, Lotus Landscape Design is highly regarded by valued clients, who continue to refer new clients. Lotus Landscape Design insists on creating the best living spaces for clients. Lotus Landscape Design m otto is “In the kaleidoscopic world, cultivate a lotus blossom with a spiritual grace.”

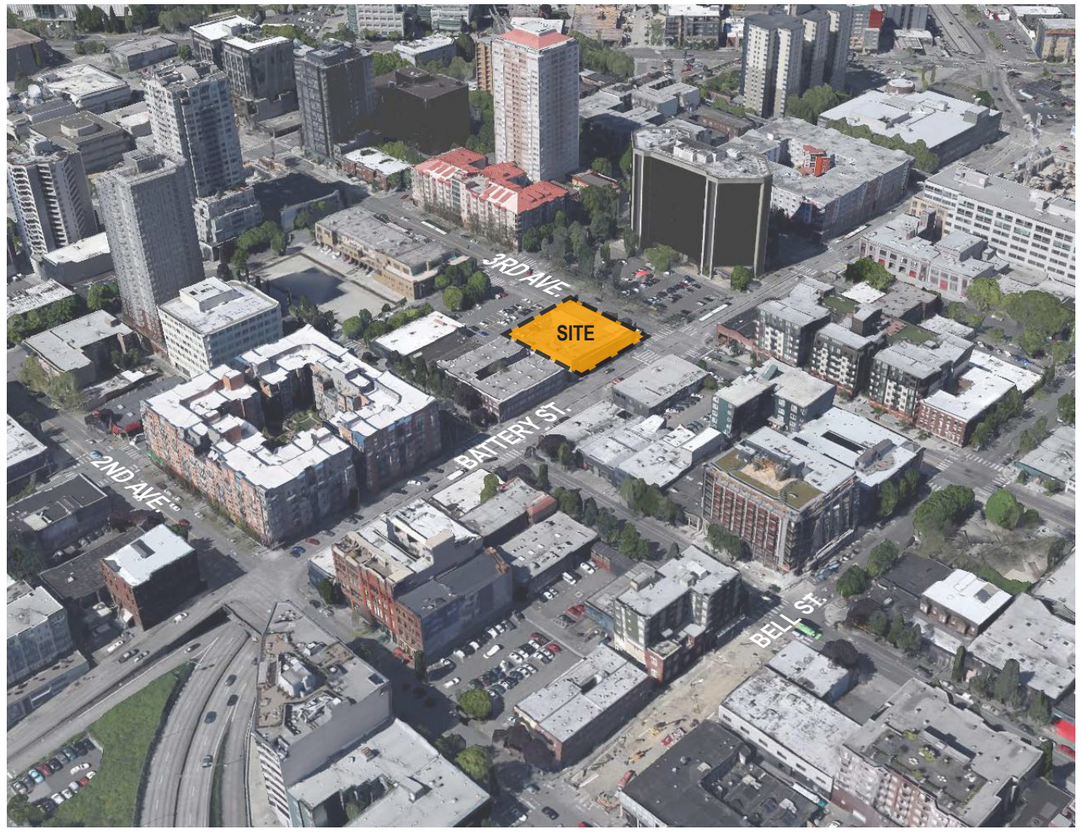
DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES:

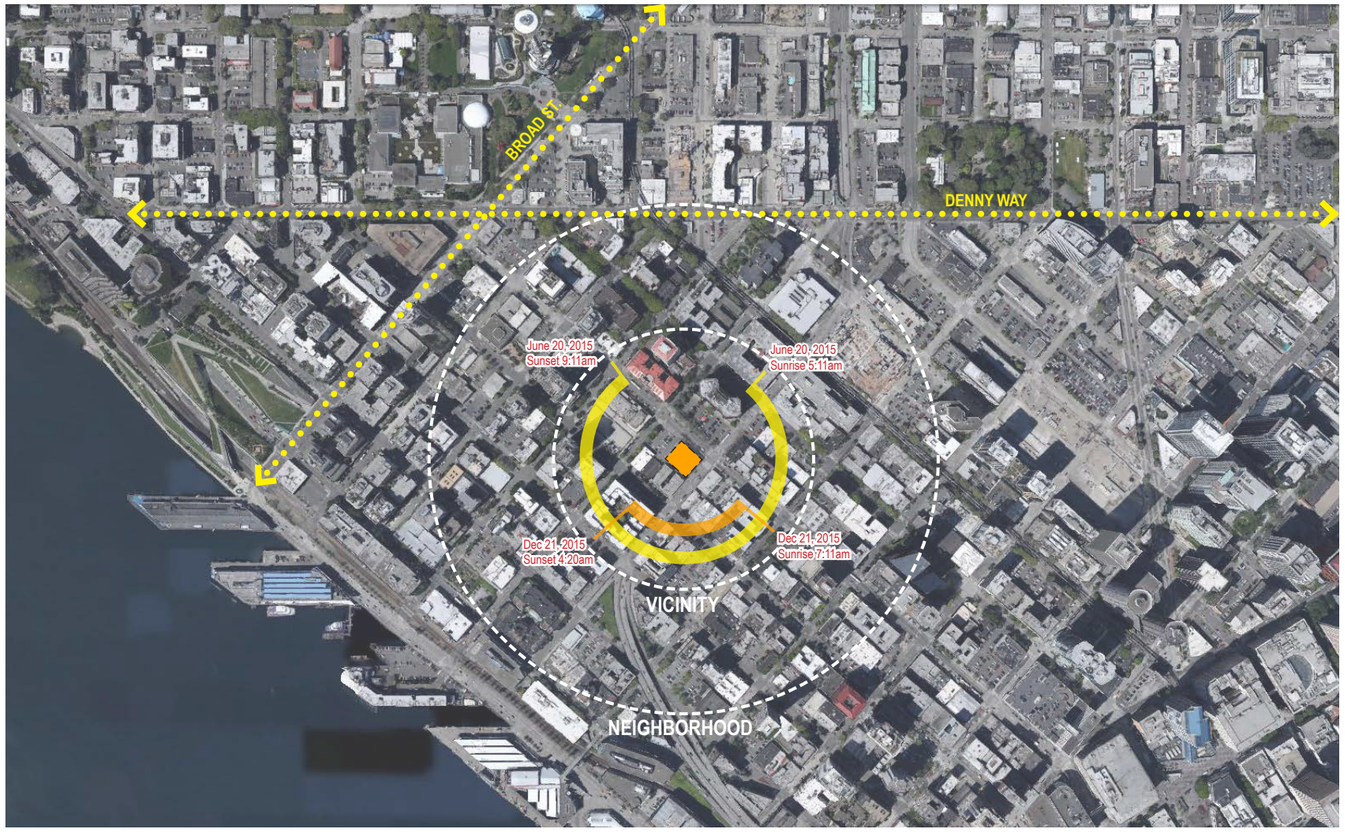
The 3rd and Battery Project will be Chainqui's first U.S. project, introducing their "Human Spirit, Integrity and Sustainable brand". The positive, proactive and creative team to advance the state of the art in residential and commercial development, leading to demand and the creation of a new living environment. The Project will appeal to a tech-savvy and multi-cultural segment of the population, including market segments of age 22 to 32 (Gen-Y / Wise Geeks), 5 – 10 years out of college and purchasing condominiums for urban living, and for future investment.

The Project context is mixed residential and low-rise commercial. Currently on the Project site is a 2 story building dating from the 50s occupied by U.S. Bank. The proposed Project consists of a retail podium with 11 stories of condominiums above, and 4 floors of underground parking. The site immediately abuts the Battery Street tunnel, which will be reworked in some as-yet-to-be-determined manner once abandoned. It is expected that abandonment and rework of the Battery Street tunnel and lid will trail the completion of this Project (targeted completion in July 2018) by 2 years or more. DSA and GWest are currently cooperating and communicating with the Department of Planning and Development, the Downtown Design Review Board, the Belltown Community Council, and Green Vine Street 20/20 to create a project vision that reinforces community objectives for development of Belltown.

Programmatically, and in response to design guidelines, the residential entry for the Project will front on Third Avenue (which is also the frontage that will be least disrupted during Battery Street Tunnel replacement / abandonment). Retail storefronts will wrap around the Third Avenue and Battery Street sides, with a "green return" into the alley. An objective of the client, and of the community, is to create a garden atmosphere based on the theme "Boutique Urban Green Villa", similar to that of living in a boutique villa in France, while respecting and building on the unique character of Belltown, with its mix of cafes, bars, restaurants, shops and new and old residents. The proposed designs include green walls at street and upper levels, and terrace and pocket gardens on upper levels. The green enhancements will include landscaping along the 3rd Avenue and Battery Street sides (the latter being provisional, until final disposition of the tunnel is decided). The landscaping will include elements of water, stone and green, and soften the street and sidewalk with fluid lines suggesting the movement of water.



BIRD'S EYE PHOTO



AERIAL PHOTOGRAPH

PROJECT DATA:

Building Address: 2401 3rd Avenue, Seattle, WA

Legal Description: Lots 7 and 8, block 25, second addition to that plat of the city of Seattle as laid off by A.A. Denny and W.N. Bell (Commonly known as Bell & Denny's 2nd Addition to the city of Seattle), according to the plat thereof, recorded in volume 1 of plats, page 77, in King County, Washington.

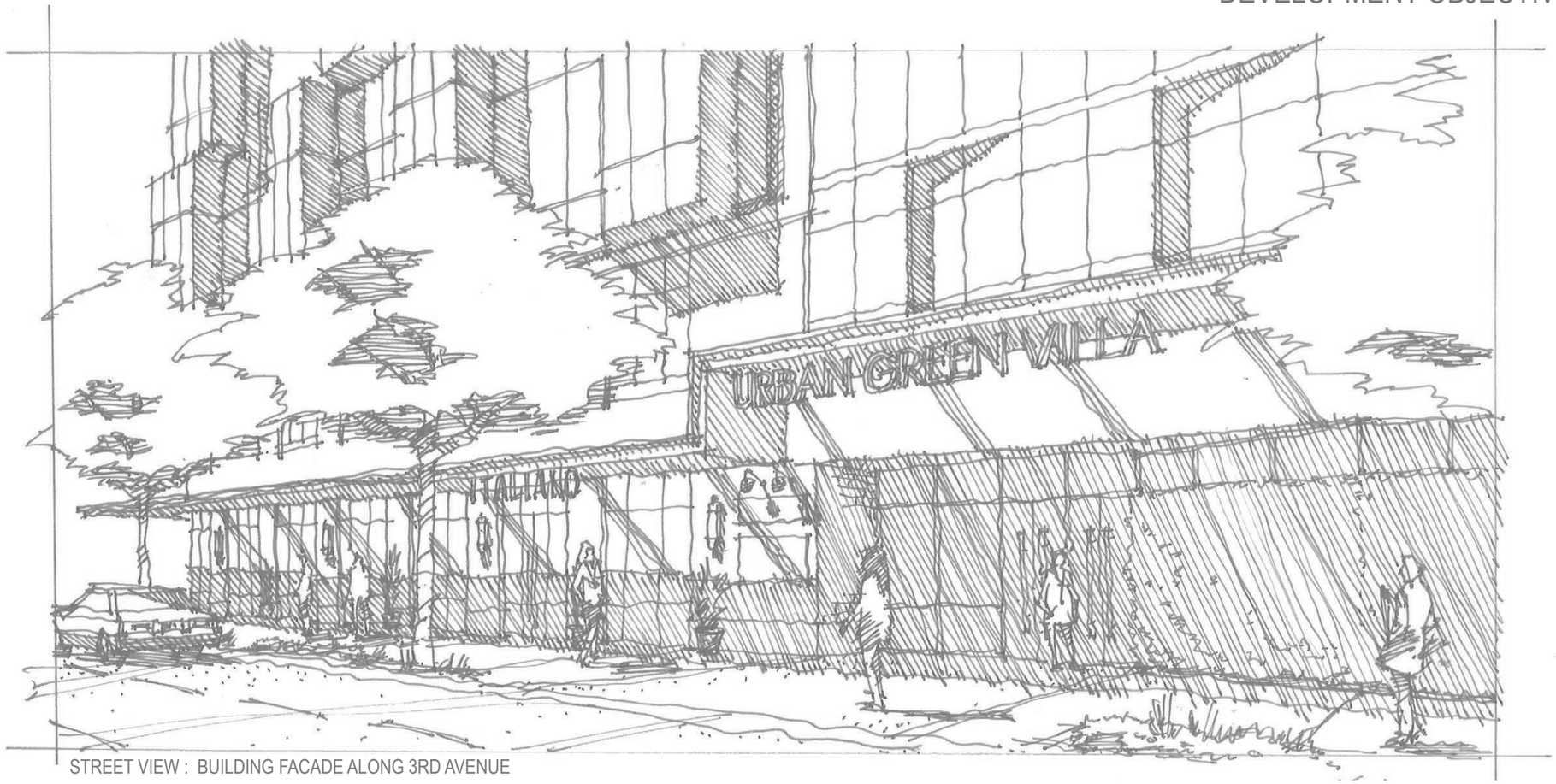
Assessor's Tax Parcel #: 065600-0215

Current Zoning: DMR/R 125/65

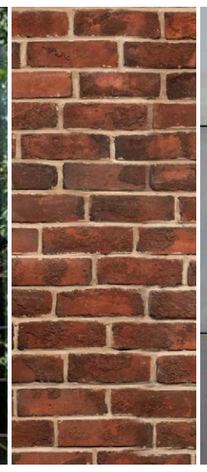
Gross Lot Area: 12,960 sf

Project Description: 12 floor - Mixed-use residential building containing:

- 116 Residential Units
- 5,000 sf ground floor retail space
- 112 parking stalls (underground)



STREET VIEW : BUILDING FACADE ALONG 3RD AVENUE



NEIGHBORHOOD ATMOSPHERE

We expect the Urban Green Villa Project to bring an increased level of vitality to the community along this part of 3rd Avenue and surroundings by virtue of being a 24/7 occupied building. Urban Green Villa will bring lights-on after-hours to this block, as well as generating business for its own retail space, and surrounding businesses in the area. The canopies along the 3rd Avenue and Battery Street frontages will be an asset to residents, retail customers, and also to commuters along this part of the 3rd Avenue transit corridor. Landscaping is planned to soften the line between project and city, to create a relaxed and engaging pedestrian flow, and will be designed in concert with planned transit stops.

Our goal is to create a project that engages the Belltown and larger community, creates opportunities for cultural, work, and residential living, and brings human scale and nature to the street along this block. We do this by shaping the street level through landscaping, retail and residential lobbies, by introducing green walls and gardens (sky garden), and by drawing cues from traditional architecture in the area, such as bay windows, which signify residential occupancy, but freshly interpreted.

ZONING & LAND USE SUMMARY

PROJECT DATA :

LEGAL DESCRIPTION:
Bell & Denny's 2nd Add Less Street, Plat Block: 25, Plat Lots: 7 & 8

LAND SQUARE FOOTAGE:
108' x 120' = 12,960 sf

ZONING MAP 1A:
DMR/R 125/65
Downtown Mixed Residential, 65' height non-residential uses 125' height on Residential uses

NEIGHBORHOOD:
Belltown Urban Center Village
Separate Guideline Booklet for design standards and features for architectural review

STREET CLASSIFICATION MAP 1B:
Battery Street: Principal Arterial
3rd Avenue: Principal Transit Street

SIDEWALKS WIDTHS MAP 1C:
Battery Street: 12'
3rd Avenue: 18'

VIEW CORRIDORS MAP 1D:
Battery Street: View Corridor no setback requirements
3rd Avenue: Not a View Corridor

EXISTING PUBLIC BENEFIT FEATURES MAP 1E:
None

PEDESTRIAN STREET CLARIFICATION MAP 1F:
Battery Street: Class II
3rd Avenue: Class I

STREET LEVEL USES REQUIRED MAP 1G:
Battery Street: None required
3rd Avenue: Street Level Uses Required

PROPERTY LINE FACADES MAP 1H:
Battery Street: None required
3rd Avenue: Property Line Façade Required

PARKING USES PERMITTED MAP 1I:
Battery Street: No parking required
3rd Avenue: No parking required

PUBLIC AMENITY FEATURES MAP 1J:
Battery Street: None required
3rd Avenue: None required

PIKE PLACE MARKET MAP 1K:
Not in Market Zone

DOWNTOWN ZONING REGULATIONS :

23.49.008 Height:
- 65' limit for non-residential uses, 125' limit for residential uses 125' building height (PROPOSED)
- Rooftop Features above the Height limit:
- 4' for railings, planters, skylights, parapets, clerestories
- 7' for solar collectors (unlimited rooftop coverage)
- 50' for flagpoles, smokestacks and religious symbols
- 15' (does not exceed 55 percent of the roof top area) for stair & elevator penthouses, covered or enclosed common recreation area, mech. Equip, solar collectors, wind turbines. Top of mechanical enclosure 15' above roof level (PROPOSED)

23.49.009 Street Level Uses
- 75% of frontage use must be occupied by permitted use (sales, services, dining, etc) Approx. 5,000 sf commercial space (PROPOSED)

23.49.010 General Requirements for Residential Uses
- Common Recreation Area: 5% of total gross residential area is required.
- Maximum 50% of common area can be enclosed
- Minimum horizontal dimension of any space shall be 15'

23.49.011 Floor Area Ratio
- Base FAR 1, Maximum FAR 2
- Areas not included in FAR
  - Street Level Uses (retail, sales & services, etc)
  - Residential uses
  - Floor areas below grade
  - Parking
  - Child Care, Museums, Human Services, Public Restrooms, showers for bike commuters
  - 3.5% allowance for mechanical space

23.49.018 Overhead Weather Protection
- Continuous overhead protection required
- 8' wide minimum, 10' to 15' above the sidewalk

23.49.019 Parking Requirements
- No parking is required.
- Parking is allowed above grade at this lot, but not on 3rd Ave side
- Bicycle Parking is required 1 for every two dwelling units up to 50, then 1:4 units.

23.49.024 View Corridor Requirements
- Battery Street setbacks only required west of 1st Avenue

23.49.028 Keeping of Animals
- Up to 3 small pets per dwelling unit are allowed.

DOWNTOWN MIXED RESIDENTIAL REGULATIONS :

23.49.144 Prohibited Uses
- Outdoor storage, heliports, manufacturing, waste management, drive-in business

23.49.144 Principal and Accessory Parking
- Parking for non-residential uses is limited to 1 space per 1,000 sf of floor area.
- No parking limits or requirements for residential parking

23.49.156 Minimum Lot Size
- 19,000 sf for buildings over 125' high

23.49.158 Coverage and Level Sizes
- Up to height of 65', 100% lot coverage
- 65' to 85' height, 75% lot coverage
- 85' to 125' height, 65% lot coverage

23.49.162 Street Façade Requirements
- A. Minimum Façade Height.
  - 3rd Avenue – 25' minimum façade height
  - Battery St - - 15' minimum façade height
- B. Façade Setback Limits.
  - On 3rd Avenue
  - (1) No setback limits shall apply up to an elevation of fifteen (15) feet above sidewalk grade.
  - (2) Between the elevations of fifteen (15) and thirty-five (35) feet above sidewalk grade, the facade shall be located within two (2) feet of the street property line, except that:
    - i. Any exterior public open space that satisfies the Downtown Amenity Standards, whether it receives a bonus or not, and any outdoor common recreation area required for residential uses, shall not be considered part of a setback.
    - ii. Setbacks between the elevations of fifteen (15) and thirty-five (35) feet above sidewalk grade at the property line shall be permitted according to the following standards (See Exhibit 23.49.162 B.):
      - (a) The maximum setback shall be ten (10) feet.
      - (b) The total area of a facade that is set back more than two (2) feet from the street property line shall not exceed forty (40) percent of the total facade area between the elevations of fifteen (15) and thirty-five (35) feet.
      - (c) No setback deeper than two (2) feet shall be wider than twenty (20) feet, measured parallel to the street property line.
      - (d) The facade of the structure shall return to within two (2) feet of the street property line between each setback area for a minimum of ten (10) feet. Balcony railings and other nonstructural features or walls shall not be considered the facade of the structure.
- C. Facade Transparency Requirements.
  - a. Class I pedestrian streets: A minimum of sixty (60) percent of the street-level facade shall be transparent.
  - b. Class II pedestrian streets and designated green streets: A minimum of thirty (30) percent of the street-level facade shall be transparent.
  - c. When the slope of the street frontage of the facade exceeds seven and one-half (7½) percent, the required amount of transparency shall be reduced to fifty (50) percent on Class I pedestrian streets and twenty-five (25) percent on Class II pedestrian streets and designated green streets.
- D. Blank Façade Limits.
  - 3rd Avenue; 40% of façade, blank face limit 15'
  - Battery St; 70% of façade, blank face limit 30'
- F. Landscaping Requirements.
  - 1. Street Tree Requirements. Street trees are required on all streets that have a pedestrian classification and abut a lot. If areaways are located beneath the sidewalk, the street trees shall be planted in below-grade containers with provisions for watering the trees. Street trees shall be planted according to street tree planting standards in the Right-of-Way Improvements Manual.
  - 2. Landscaping in the Street Right-of-way if Green Factor standards do not apply. New development that is not required to achieve a Green Factor score shall provide landscaping in the sidewalk area of the street right-of-way. The square feet of landscaped area provided shall be at least 1.5 times the length of the street lot line. The following standards apply to the required landscaped area:
    - a. The landscaped area shall be at least 18 inches wide and shall be located in the public right-of-way along the entire length of the street lot line.
    - b. Exceptions shall be allowed for building entrances, vehicular access or other connections between the sidewalk and the lot, but exceptions shall not exceed 50 percent of the total length of the street lot line(s).
    - c. As an alternative to locating the landscaping at the street lot line, all or a portion of the required landscaped area may be provided within 5 feet of the curb line.
    - d. Landscaping provided within 5 feet of the curb line shall be located and designed in relation to the required street tree planting and take into consideration use of the curb lane for parking and loading.
    - e. Landscaping shall not reduce unobstructed sidewalk width to less than 5 feet on east/west streets or less than 8 feet on avenues, except that in South Downtown, landscaping shall not reduce unobstructed sidewalk width to less than 8 feet on east/west streets or less than 5 feet on avenues.
    - f. All plant material shall be planted directly in the ground. A minimum of 50 percent of the plant material shall be perennial.
    - g. Landscaping shall be consistent with applicable landscaping guidelines for designated green streets or approved street design concept plans identified in the Right-of-Way Improvements Manual.

23.49.164 Maximum Width, Depth and Separation Requirements
- No limit under 65'
- 65' and above – 90' maximum width, depth on 3rd Avenue
- 65' and above – 120' maximum width, depth on Battery Street

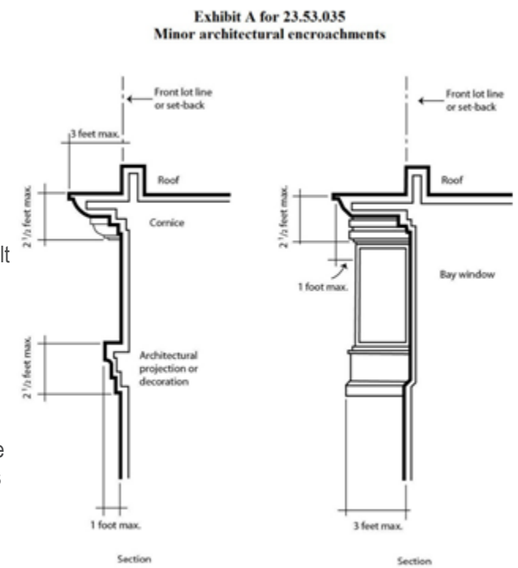
23.49.166 Side and Green Street Setback Requirements
- No requirements on lots less than 120' in length

23.53.035 Structural building overhangs and minor architectural encroachments
A. Minor architectural encroachments.

Minor architectural encroachments include overhead horizontal extensions of a purely architectural or decorative character such as cornices, eaves, sills, and belt courses that do not create any interior volume or floor area.

Exhibit A for 23.53.035
Minor architectural encroachments

4. Vertical clearance. Clearance to any minor architectural encroachment shall be a minimum of 8 feet above all sidewalk elevations, or 16 feet above all elevations of an alley, or greater when required by other regulations.

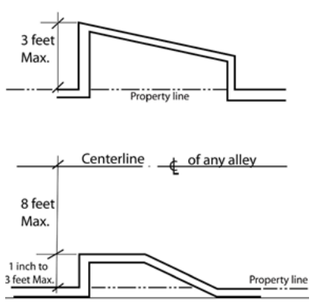


DOWNTOWN MIXED RESIDENTIAL REGULATIONS (CONTINUED) :

B. Structural building overhangs. Structural building overhangs include bay windows, balconies, and other projections into and over public places as defined under Title 15 that exceed the limits of minor architectural encroachments as set forth in subsection 23.53.035.A and that increase either the floor area of the building or the volume of space enclosed by the building above grade.

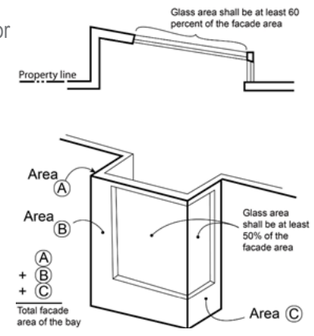
1. An annual permit from the Seattle Department of Transportation is required for structural building overhangs.
2. Structural building overhangs shall be removable per Title 15.
3. Structural building overhangs shall not be part of the essential building structure and shall not contain building systems, such as plumbing.
4. Vertical clearance: Clearance to any structural building overhang shall be a minimum of 8 feet above all sidewalk elevations, or 26 feet above all elevations of an alley, or greater if required by other regulations.
5. Depth: The maximum horizontal projection for a structural building overhang, measured to the furthest exterior element, shall be 3 feet, and the projection shall in no case be closer than 8 feet to the centerline of any alley (see Exhibit B for 23.53.035).

Exhibit B for 23.53.035
Depth of structural building overhangs



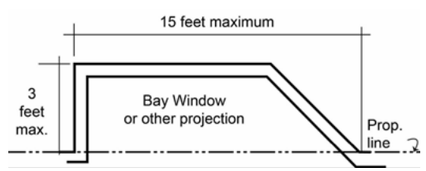
6. Transparency: The glass areas of each bay window shall be a minimum of 50 percent of the sum of the areas of all the vertical surfaces of the bay window. At least 60 percent of such required glass area for each bay window shall be on the vertical surface most parallel to the property line (see Exhibit C for 23.53.035).

Exhibit C for 23.53.035
Transparency requirements for structural building overhangs



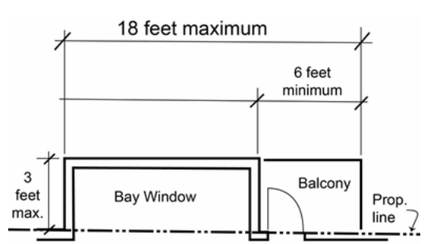
7. Length: The maximum length of each structural building overhang shall be 15 feet measured at any location that is beyond the property line. The bay or other projection may be shaped in any way that remains within the 3 foot by 15 foot envelope beyond the property lines (see Exhibit D1 for 23.53.035).

Exhibit D1 for 23.53.035
Maximum length of structural building overhangs



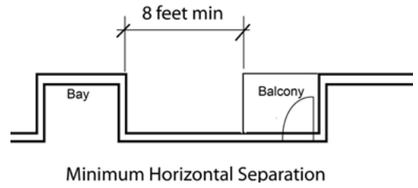
8. Bay window and balcony combinations: If a bay window and a balcony are located immediately adjacent to one another, and the floor of such balcony has a minimum horizontal dimension of 6 feet parallel to the property line, the maximum length of the bay window and balcony together shall be 18 feet (see Exhibit D2 for 23.53.035).

Exhibit D2 for 23.53.035
Maximum length of bay window and balcony combinations



9. Separation: The minimum horizontal separation between bay windows, between balconies, and between bay window and balcony combinations, shall be 8 feet (see Exhibit E for 23.53.035).

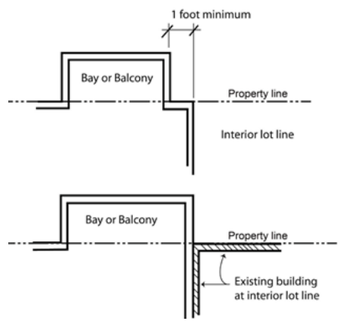
Exhibit E for 23.53.035
Separation between structural building overhangs



Minimum Horizontal Separation

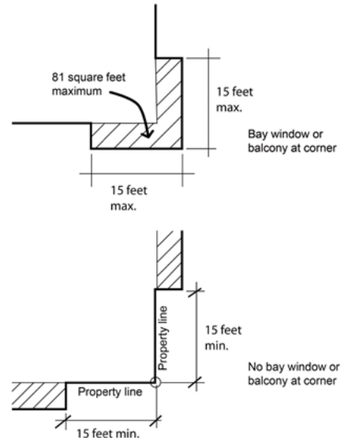
10. Interior lot lines: Each bay window or balcony or other projection over a street or alley shall also be horizontally separated from interior lot lines by a minimum of 1 foot (except where the wall of a building on the adjoining lot is flush to the interior lot line immediately adjacent to the projecting portions of such bay window or balcony, then the bay window, balcony or projection may be placed at the interior lot line) (see Exhibit F for 23.53.035).

Exhibit F for 23.53.035
Minimum distance from interior lot lines for structural building overhangs



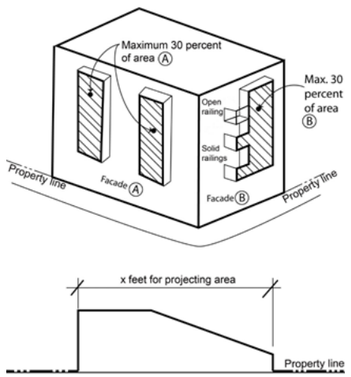
11. Corners: Bay windows, balconies, and other projections may be located at a property corner but are limited to a maximum width of 15 feet along each facade of the corner, and a maximum total horizontal area of 81 square feet per floor. If there is no bay at the corner, then the minimum distance from the property corner to the nearest projecting bay is 15 feet (see Exhibit G for 23.53.035).

Exhibit G for 23.53.035
Structural building overhangs at property corners



12. Total facade area: The total vertical surface area of bay windows, balconies and other projections, measured at the maximum horizontal dimension into the public property, shall not exceed 30 percent of the total vertical surface area of the respective street-facing or alley facade. The vertical surface area of all solid balcony railings that project beyond the property line is included in this calculation; open railings are not (see Exhibit H for 23.53.035).

Exhibit H for 23.53.035
Structural building overhangs



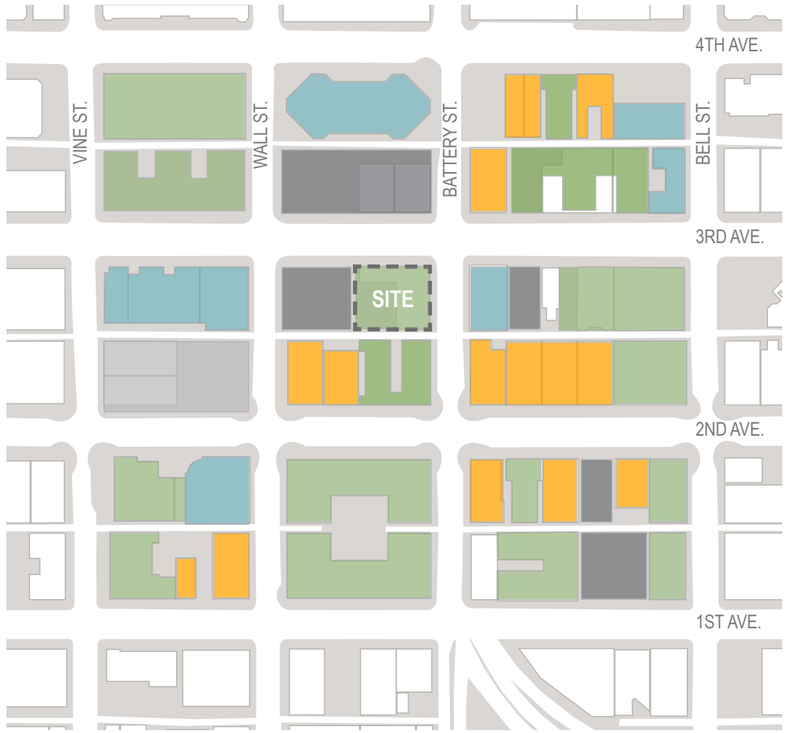
C. Canopies. Canopies shall be no closer than 6 feet to the curb.

D. Street trees. If the Seattle Department of Transportation landscape architect indicates that retention of street trees would be unfeasible, planting of new street trees of at least 4 inch caliper shall be required.

ZONING MAP

LEGEND :

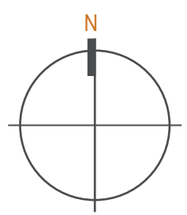
- ZONING BOUNDARY
- URBAN CENTER VILLAGE BOUNDARY

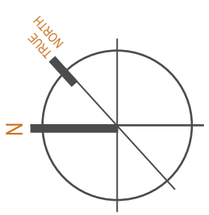


VICINITY MAP

LEGEND :

- MULTI-FAMILY
- MIXED-USE
- RETAIL/ SERVICE
- OFFICE
- WAREHOUSE
- PARKING
- OTHER HOUSING
- VACANT
- PARK/ PLAYGROUND
- OTHER
- GOVERNMENT SERVICES



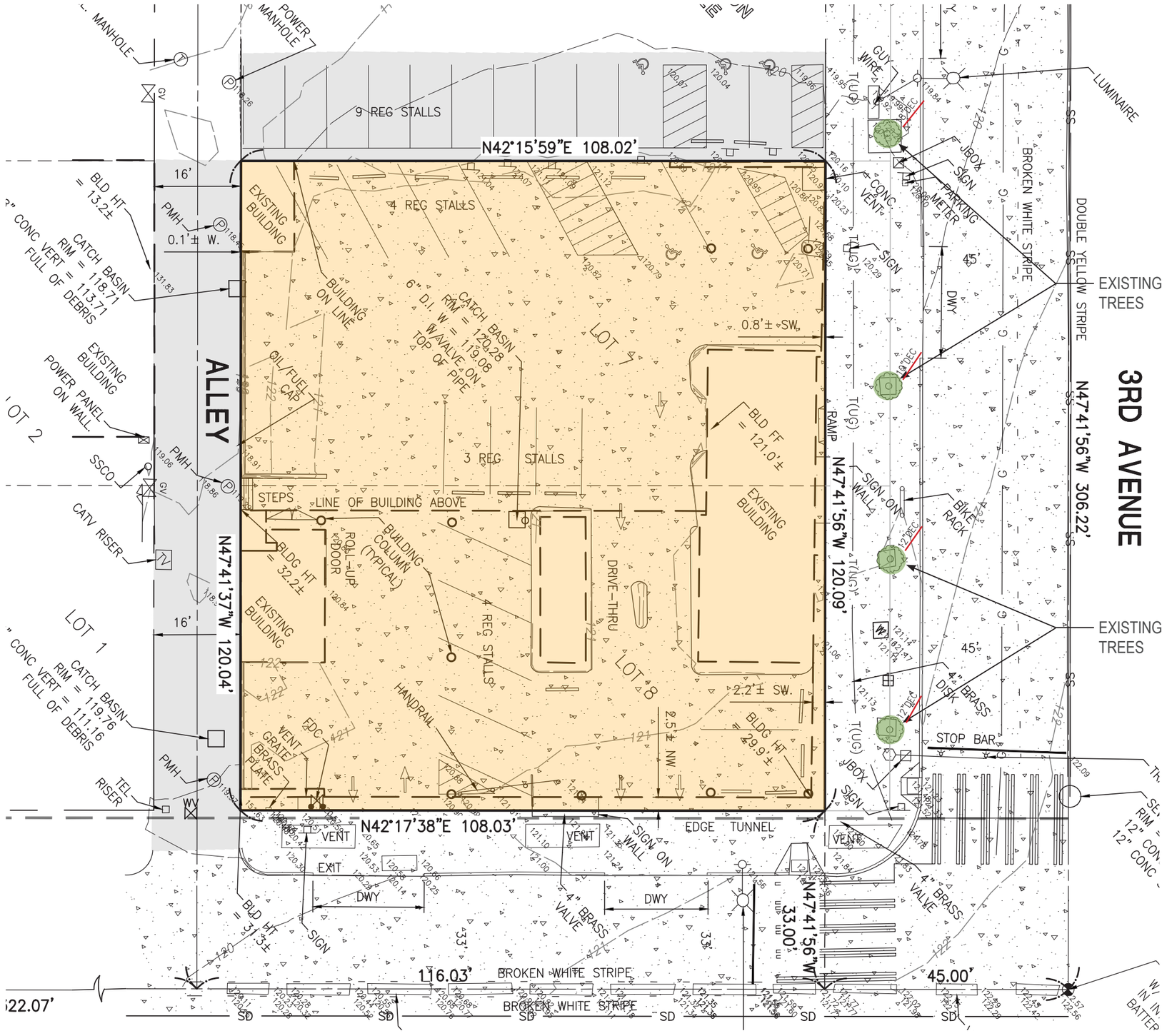


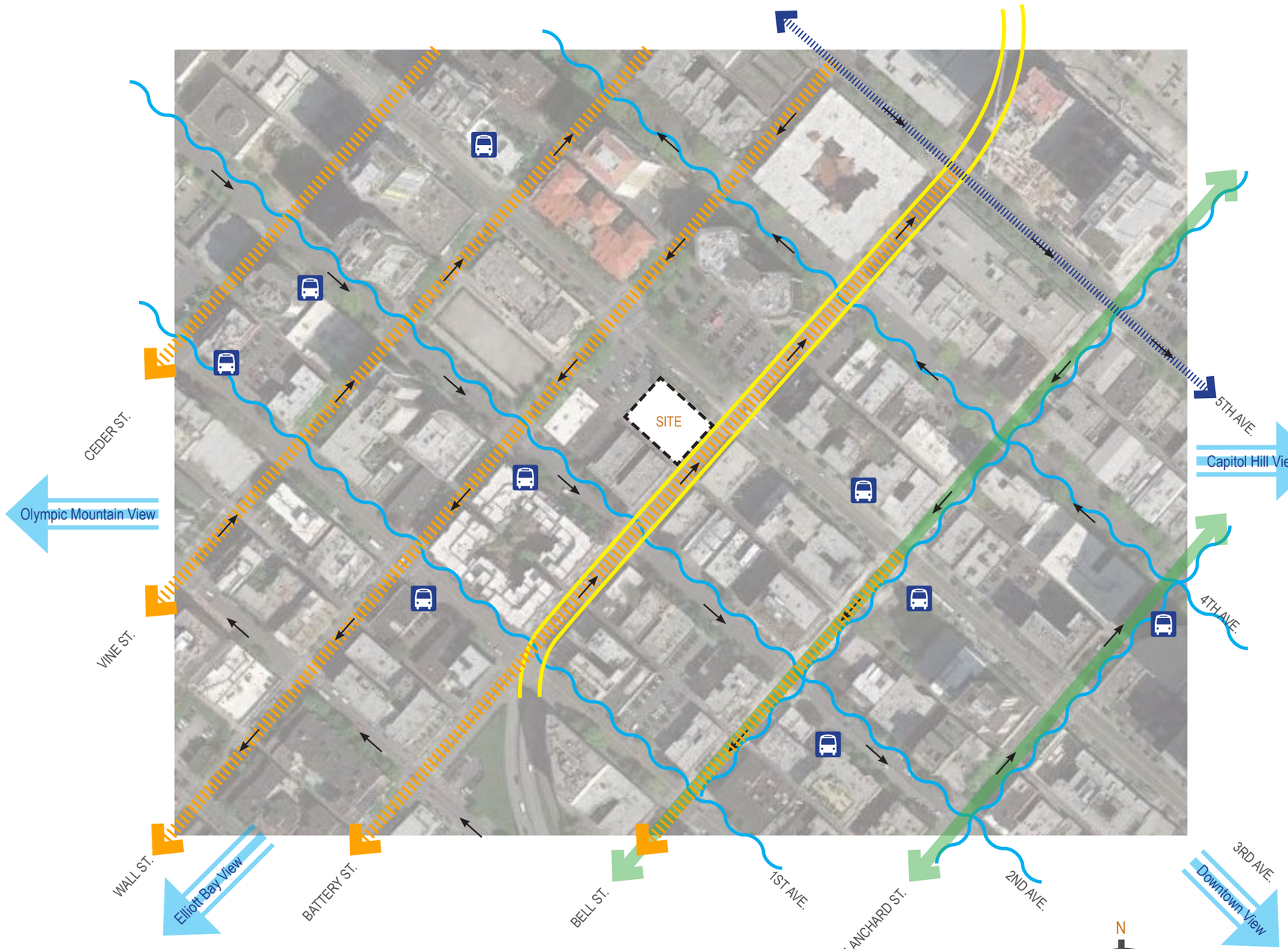
SITE SURVEY

Current use of the site improvements is a two story office building adjacent to existing surface parking. Along southeastern property line, underground Battery Tunnel is currently running a few feet away from the property line of the site. Within the southeasterly sidewalk, air vents from the tunnel with metal grating and removable planters are observed.

For the project, we assume project north to be along the direction of 3rd Avenue. Brick paving covers the alley on the west side of the site. Across from the alley, 3 story residential building is situated. There is surface parking across 3rd Avenue.

The project will include improvements within zero setback buildable area along all sides of property lines with some minor adjustments.

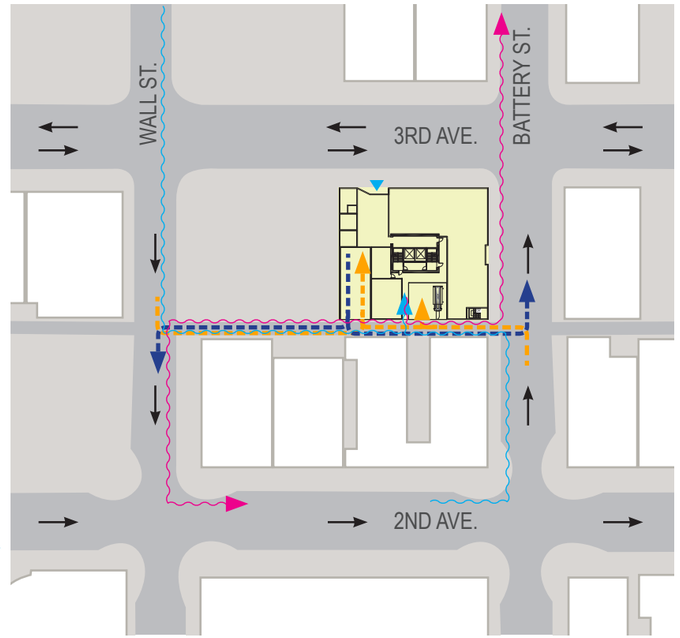




NEIGHBORHOOD MAP

LEGEND :

- VIEW CORRIDOR
- GREEN STREET
- TUNNEL
- BICYCLE LANE
- ELEVATED MONORAIL
- ONE WAY TRAFFIC
- BUS STOP



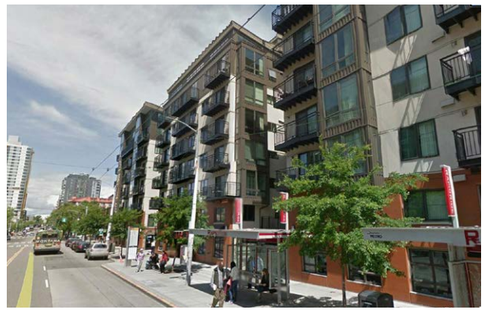
MAP OF ACCESS OPPORTUNITIES AND CONSTRAINTS

LEGEND :

- VEHICLE INCOMING ACCESS
- VEHICLE OUTGOING ACCESS
- TRAFFIC DIRECTION
- MAIN PEDESTRIAN ACCESS
- BICYCLE INCOMING ACCESS FROM BICYCLE LANES
- BICYCLE OUTGOING ACCESS TO BICYCLE LANES

1. 4th & Battery Building

2. Centennial Tower Apartments



3. Moda Apartments

4. Belltown Court Condominium

5. 2nd & Bell Building (Apartment)

6. Legacy Centre Seattle (Mixed-Use)

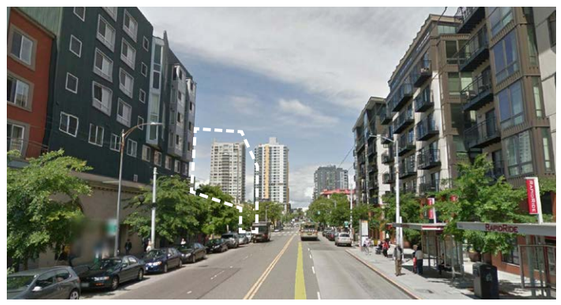
PROMINENT SURROUNDING BUILDINGS

Belltown is home to numerous iconic and historical buildings, many of which are landmarks. The buildings represent almost every style: Federal (like the Lexington and Concord Apartments immediately to the Southwest of our project site across the alley), Gothic, Spanish Colonial, Italianate, International Style (like the mid-century modern US Bank building, dating from 1954 currently standing on the 3rd and Battery project site, and the 1951 building across Battery Street to the Southeast), and recently built contemporary styled buildings. There is a large variety of ages and types of buildings in Belltown compared to other neighborhoods in Seattle.

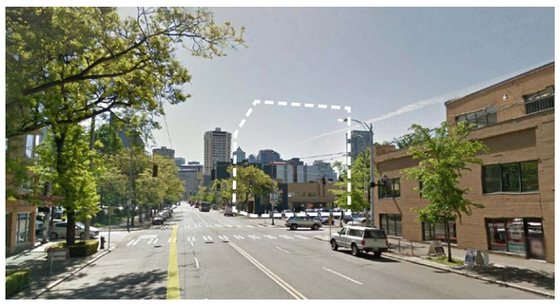
Residential building in Belltown, as in many of Seattle's neighborhoods, has followed a pattern: the early decades of the 20th century saw construction of low-rise apartment buildings near downtown and neighborhood centers (urban villages). These apartments were served by bus, trolley, and streetcar lines, and are in many cases without on-site parking. Then followed a period through the mid and late 20th century where new residential construction was almost entirely in the surrounding suburban areas, and the downtown area came to be seen strictly as a working area. It was not until the 1980s and successful renewal of areas like Pike Place public market and Pioneer Square that new residential construction came back to the downtown areas. Belltown was one of the earliest areas to experience renewed residential construction. By this time, zoning and economics were dictating a denser use of the area – i.e. taller building heights. The 7 story condominium structure at 1st and Battery exemplifies this latter type.

In addition to Residential construction, of which there is quite a bit, there is a large variety of commercial building types, ranging from low-rise commercial along the main Northwest – Southeast avenues built during the interwar years, to the Union halls characteristic of Belltown during the Postwar years, and newer glass modern high rises built during the age of urban renewal from the late 60s onward.

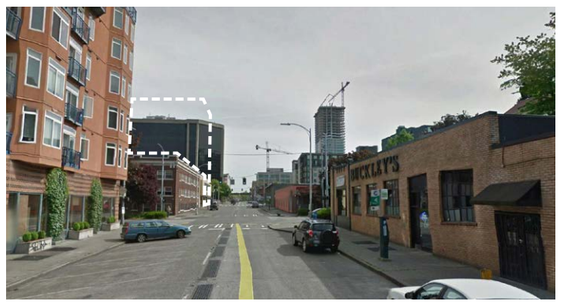
Guidelines call for new buildings to "establish a sympathetic transition between newer and older buildings", and for "compatible design to respect the scale, massing and materials of adjacent buildings and landscape", while avoiding a mimetic approach to design. "Creative, contemporary architectural solutions are encouraged." The most obvious departure from these stated goals will be in allowable building height and floor area, due to recent zoning, which can create a critical density that will make multi-modal transit options viable, and encourage a vibrant community life at all hours of the day and evening.



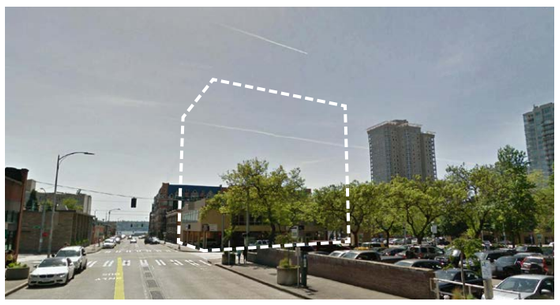
A. 3rd Ave - Looking North



B. 3rd Ave - Looking South

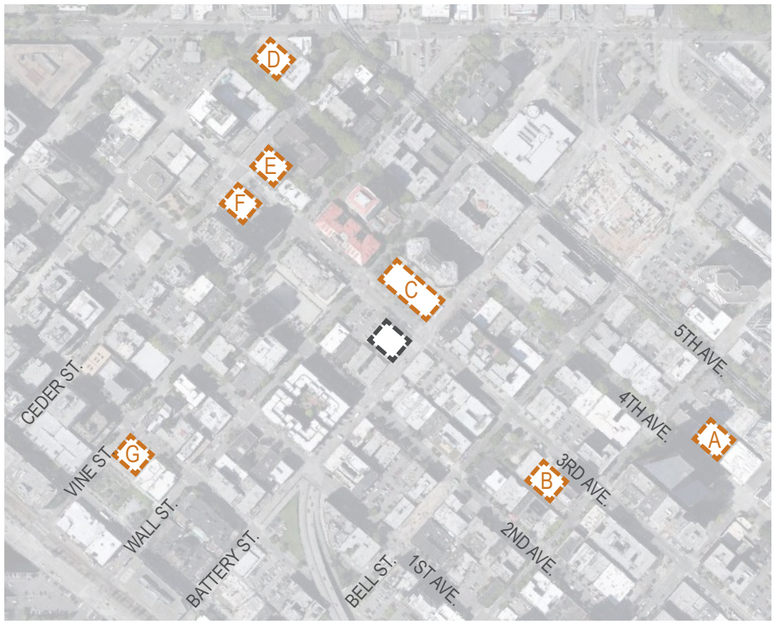


C. Battery St. - Looking East



D. Battery St. - Looking West

A. 2116 4TH AVE - RESIDENTIAL TOWER
BUILDING MASS CONTAINS SEVERAL FRAMED SUB-SECTIONAL BUILDING VOLUMES

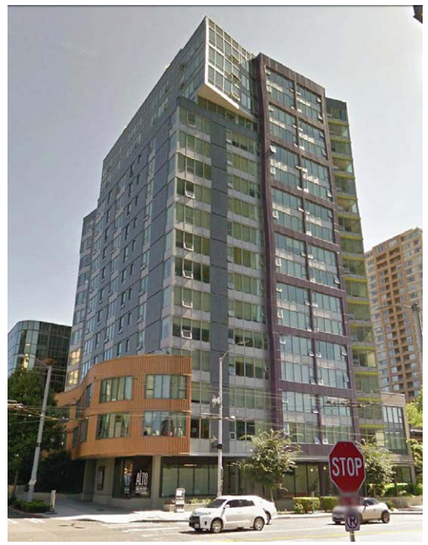


NEW DEVELOPMENT PROJECTS IN NEIGHBORHOOD

B. 2217 3RD AVE - MULTI-FAMILY BLDG
STAGGERED BAY WINDOWS AND BALCONIES CREATE RHYTHMICAL SHADOW ON ITS FACADE

C. 2400 3RD AVE - OFFICE BUILDING
LOW RISE OFFICE BUILDING WITH REPETITIVE FACADE DESIGN AND MASONRY CLADDED PODIUM

D. 2720 4TH AVE - RESIDENTIAL TOWER
LARGE VOLUME OF MASSING CONSISTING OF VARIETY OF SIMPLE FORMS



E. 311 CEDER ST. - RESIDENTIAL TOWER
UNIQUE SHAPES OF MASSING VOLUMES CREATE STRONG INFLUENCE IN THE COMMUNITY

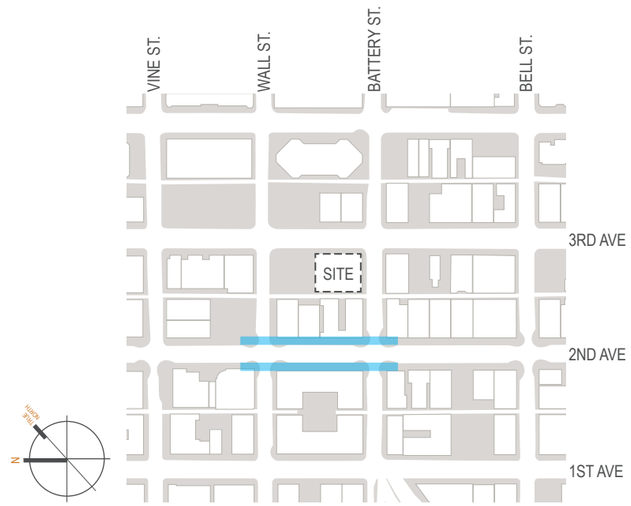
F. 225 CEDER ST. - RESIDENTIAL TOWER
BUILDING MASS ROUGHLY SHAPED PER AREA COVERAGE REQUIREMENTS WITH VERTICAL BAY WINDOW STRIPS

G. 2521 WESTERN AVE - RESIDENTIAL
BUILDING MASS ROUGHLY SHAPED PER AREA COVERAGE REQUIREMENTS

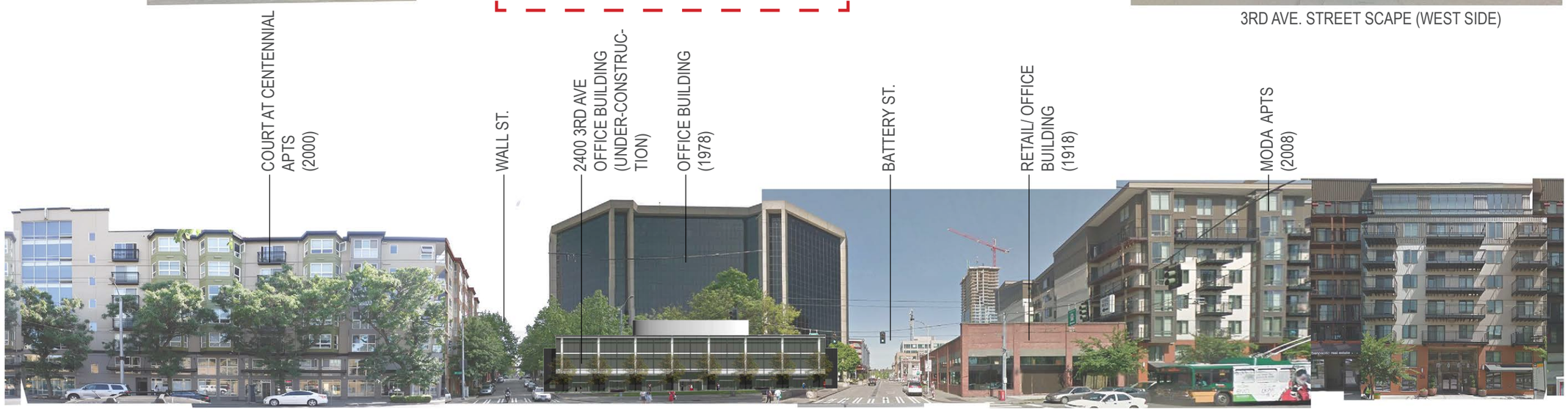
2ND AVE. STREET SCAPE (WEST SIDE)

2ND AVE. STREET SCAPE (EAST SIDE)

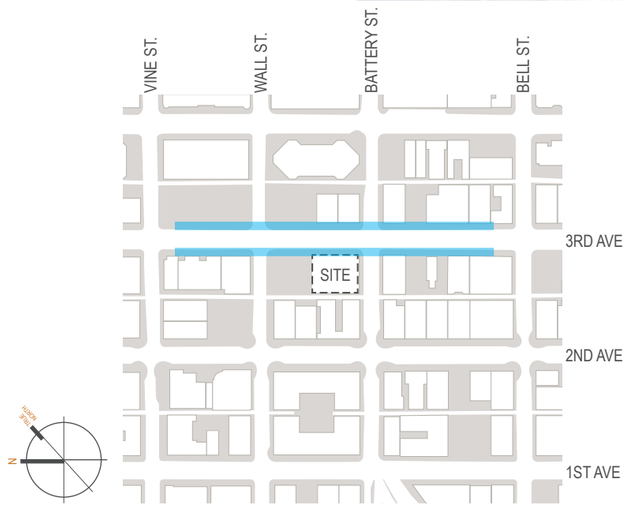
STREET SCAPE IMAGE



3RD AVE. STREET SCAPE (WEST SIDE)



3RD AVE. STREET SCAPE (EAST SIDE)

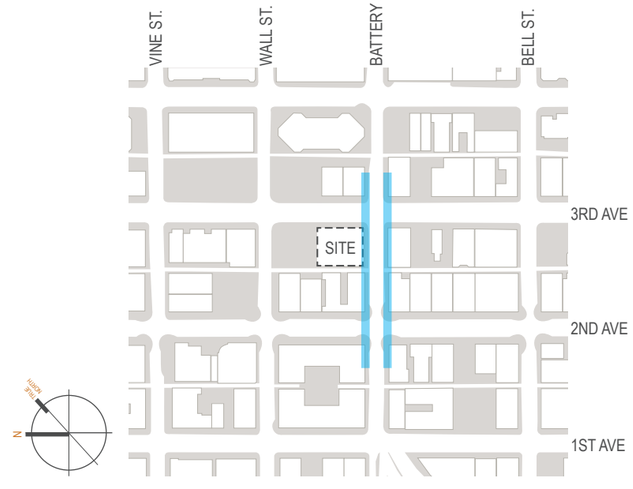


STREET SCAPE IMAGE

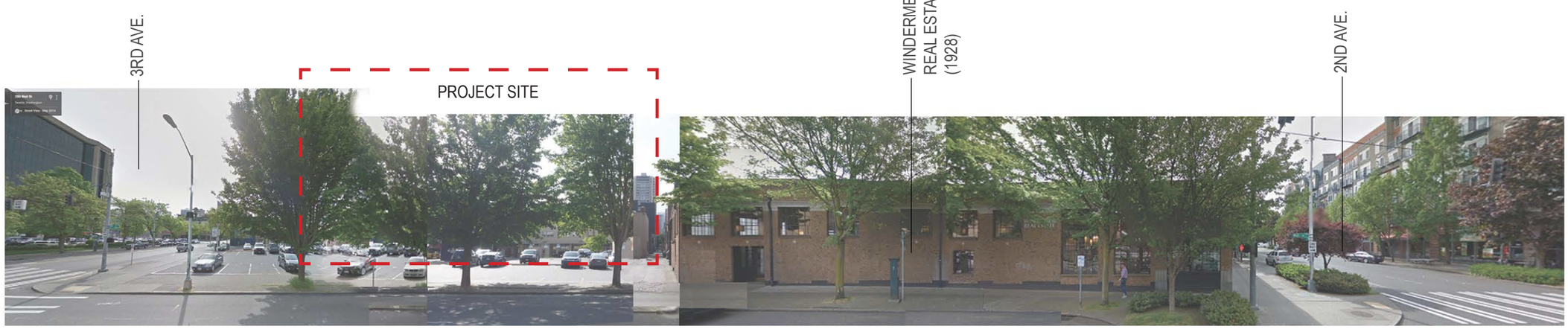
BATTERY ST. STREET SCAPE (NORTH SIDE)

BATTERY ST. STREET SCAPE (SOUTH SIDE)

STREET SCAPE IMAGE



WALL ST. STREET SCAPE (NORTH SIDE)



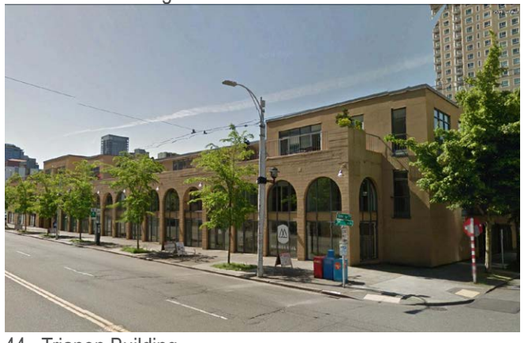
WALL ST. STREET SCAPE (SOUTH SIDE)

STREET SCAPE IMAGE

7. Barnes Building (Odd Fellows Hall)

11. Hull Building

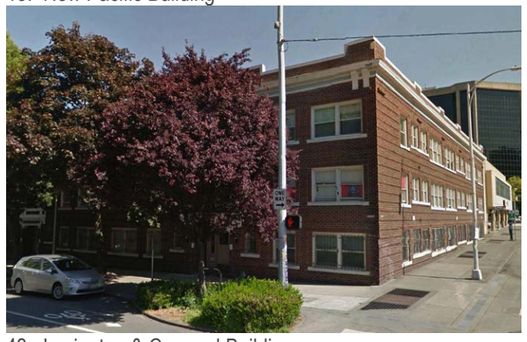
32. Adams Building



44. Trianon Building

10. Fire Station No.2

13. New Pacific Building



43. Lexington & Concord Building

46. 3rd & Vine Street Building

BELLTOWN HISTORICAL BUILDING CHARACTER

Historic buildings in Belltown range from the single family wood-frame houses at Belltown Cottage Park along Elliott Avenue – some of the last remaining wood frame houses in the Downtown area – through early 20th century low-rise apartment and commercial buildings, to mid-century modern low-rises, such as that on the project site, to late 20th century high-rise glass-walled commercial buildings. Prominent along 1st avenue also are the trade union halls dating from the early and mid 20th century that once characterized the area.

The historic residential buildings in the area are mostly low-rise apartment buildings. Many of these are clad in brick, and built in the Federal style. Some are older, Italianate, and clad in stucco, wood siding, or other materials. The latter often have features such as canopies at sidewalk level, and projecting bay windows. The Federal style brick buildings are more monumental in massing. The majority of these structures are 3 stories. There are examples with and without retail at street level.

Newer zoning, and the need to create greater density to make mass transit viable, and maximize the potential for 24 hour active urban lifestyle combining work, play, transportation and dwelling, dictate that the 3rd and Battery project will be larger in scale than the existing historic buildings. Furthermore, Belltown Urban Village Design Guidelines recommend that new buildings not take a mimetic approach to the surrounding historic Architecture. However, there are essential qualities that can and should be promoted: an engaging street level, featuring a variety of retail, dining, entertainment, and service uses, building canopies offering shelter from sun and rain, and bringing the building scale down to sidewalk level, and an engaging variation in the upper structure to help mediate between the building scale and human scale.

Appendix

Belltown Historic and Icon Building Inventory

CONCRETE STRUCTURE WITH BRICK PODIUM LEVELS.

ALASKA BUILDING

1904

HIGHEST BUILDING IN WEST PART OF THE US FOR 40 YEARS.

SMITH TOWER

1914

HISTORICAL APPLICATION OF BAY WINDOWS IN THE PAST AND NOW.

BAY WINDOW CHARACTERISTIC

CONTEMPORARY STYLE AND BUILDING TECHNOLOGY RESHAPES TRADITIONAL STYLE OF BAY WINDOWS.

1900 –

1950 –

2000 – PRESENT

1869 ~

INCORPORATION OF SEATTLE

1890 ~ 1930

AMERICAN FOURSQUARE

MASS-PRODUCED STYLE OF AMERICAN HOUSING. THIS STYLE WAS INTRODUCED IN SEATTLE AND CARRIES STRONG BUILDING CHARACTER THROUGH CENTURY.

1910 ~ 1940

SEATTLE BOX

UNIQUE ARCHITECTURAL STYLE INTRODUCED IN SEATTLE WITH CHARACTERS OF SQUARE SHAPE AND BAY WINDOWS.

STRONG BUILDING COMPOSITION WITH DEFINED BASE, BODY HAS BEEN CONSIDERED AS ONE OF THE IMPORTANT CHARACTER OF SEATTLE'S RICH HISTORY.

Strong podium gesture to respect both historical and contemporary condition of building base design.
Expected exterior material: masonry blocks, stone, metal panels.

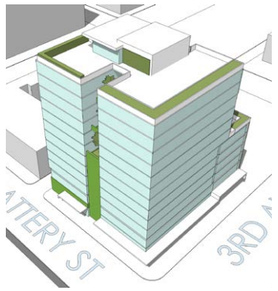
BELLTOWN DESIGN REFERENCE

PRIORITY DESIGN GUIDELINES :

Site Planning & Massing

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT:

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

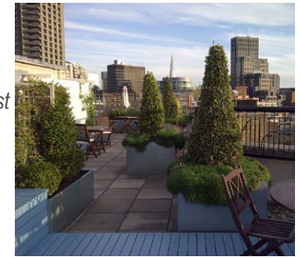


Response:

The site is surrounded by variety of building types. The condition of the site is considered as being in transition. The proposed project offers new design standard based on the community guideline.

A-2 ENHANCE THE SKYLINE:

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



Response:

Proposed rooftop amenity areas, sky garden and roof garden offer active space along downtown skyline connecting adjacent similar proactive projects for community enhancement.

Architectural Expression

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT:

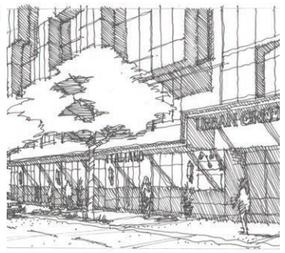
"Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood."

Response:

The Project utilizes both key design elements derived from the historical community and current building design technologies to reinforce strong community development.

B-2 CREATE A TRANSITION IN BULK & SCALE:

"Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less intensive zones."

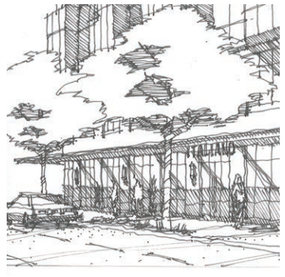


Response:

The Project carries out traditional facade design approach of the community at podium levels and current construction technologies for upper levels. In addition, the building mass is divided into subsections to contain varieties of functions.

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

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



Response:

The Project proposes better visual connection with glazed storefront and brick wall based on human scale between retail spaces and pedestrian streets along the immediate area for positive urban environment.

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."

Response:

All brick finish podium, glass wall and metal wall with an essence of integrated landscaping are the key building design features of the Project. Also, the use of color will be coordinated with surrounding building in the neighborhood.

The Streetscape

C-1 PROMOTE PEDESTRIAN INTERACTION:

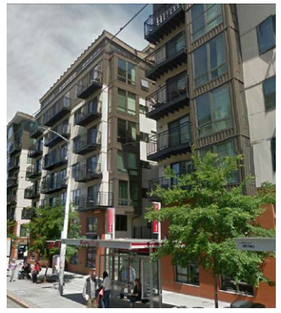
"Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk related spaces should appear safe, welcoming, and open to the general public."

Response:

The building facade at street level visually opens to public with transparent building elements. Proposed green walls offer continuity to/ from street level landscaping.

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."



Response:

The Project offers variety of comfortable building scales for residents, customers and the neighborhood.

C-3 PROVIDE ACTIVE -NOT BLANK- FACADES:

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

Response:

Building facade of the project offers unique connections to public with green connection, retail atmosphere and welcoming residential entry.

The Streetscape

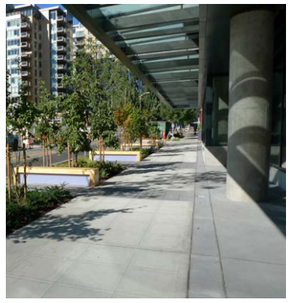
C-4 REINFORCE BUILDING ENTRIES:

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

Response:
As guided by the Downtown Design Guidelines, the project offers welcoming atmosphere, smooth transition to pedestrian traffic and interactive area at the residential entry.

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION:

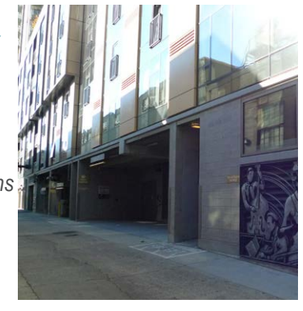
"Project applicants are encouraged to provide continuous, well lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes."



Response:
Proposed continuous storefront/ entry canopies offers ample of light and weather protection.

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."



Response:
The Project utilizes safe building features such as security lighting, safety/ security doors for utility areas and parking access in order to provide safe environment for pedestrian traffic.

Public Amenities

D-1 PROVIDE INVITING & USABLE OPEN SPACE:

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

D-2 ENHANCE THE BUILDING WITH LANDSCAPING:

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

Response:
The Project offers proposed applications of variety of landscaping features including vertical vine walls, green screen wall, planters, green roof and sky terrace.

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."

Response:
The proposed elements as facade enhancement include vegetated walls, brick walls and retail walls.

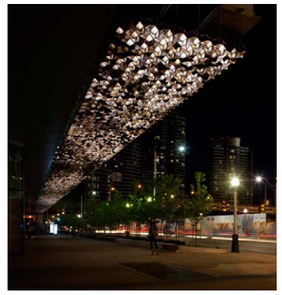
D-4 PROVIDE APPROPRIATE SIGNAGE:

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

Response:
Proposed signage design will be visible and clear from public space and respectful in the community.

D-5 PROVIDE ADEQUATE LIGHTING:

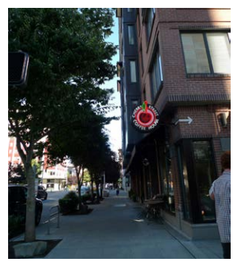
"To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage."



Response:
Proposed lighting design include sufficient lighting for pedestrian, such as canopy soffit light and pilaster light.

D-6 DESIGN FOR PERSONAL SAFETY & SECURITY:

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



Response:
Frontage of the Project design offers safe and comfortable area with proposed landscaping, sufficient lighting and simple wall configuration for both pedestrians and residents.

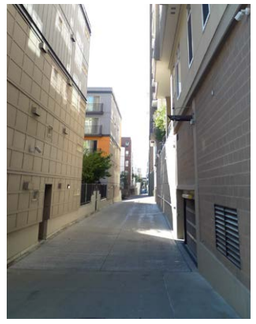
Vehicular Access & Parking

E-1 MINIMIZE CURB CUT IMPACTS:

"Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians"

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."



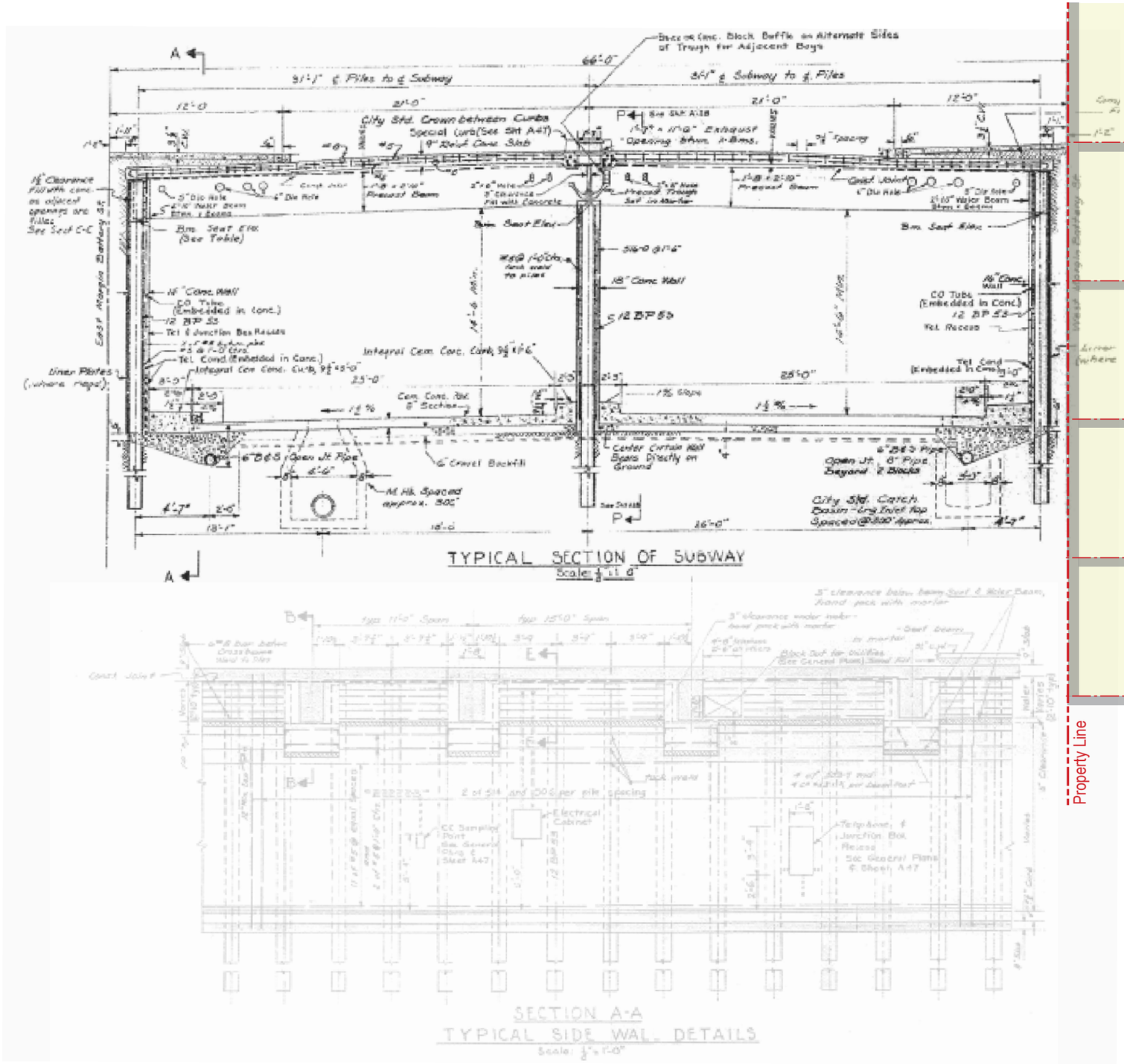
Response:
The Project facilitates integrated underground parking space with design consideration of security and public safety.

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS:

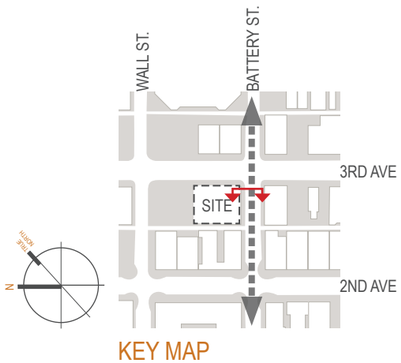
"Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front."

Response:
The Project facilitates service areas accessible from alley side with a consideration of use of roll-up door for screening purpose.

STREETSCAPE IMPROVEMENT OPPORTUNITY



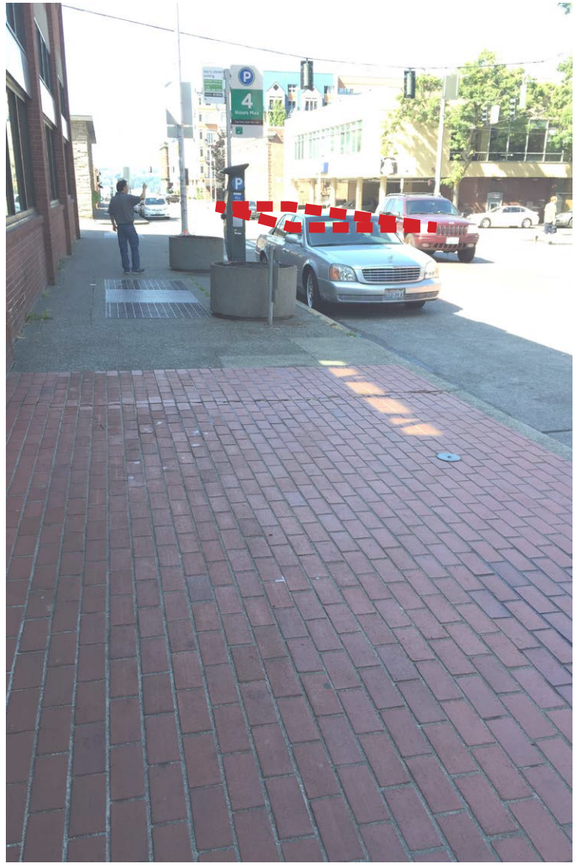
BATTERY STREET TUNNEL
Image, above, is a diagrammatic relationship between the Project and existing Battery Tunnel structure.



KEY MAP

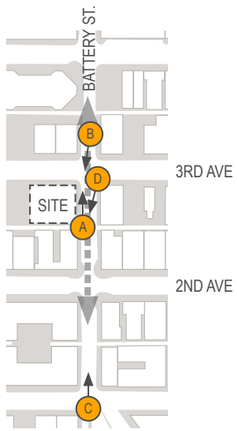
A.
STREET SCAPE IMPROVEMENT OPPORTUNITY
Existing sidewalk and vents will be preserved until determination of use after closure of Battery Street Tunnel.

Image: Looking Northeast from the site



B.
STREET SCAPE IMPROVEMENT OPPORTUNITY
Movable planters are ideal for vegetation in the current condition of infrastructures. The idea is for future street scape improvement opportunity.

Image: Looking Southwest



KEY MAP

BATTERY STREET TUNNEL
These images indicate street scape improvement opportunity areas for post closure condition of Battery Street Tunnel.

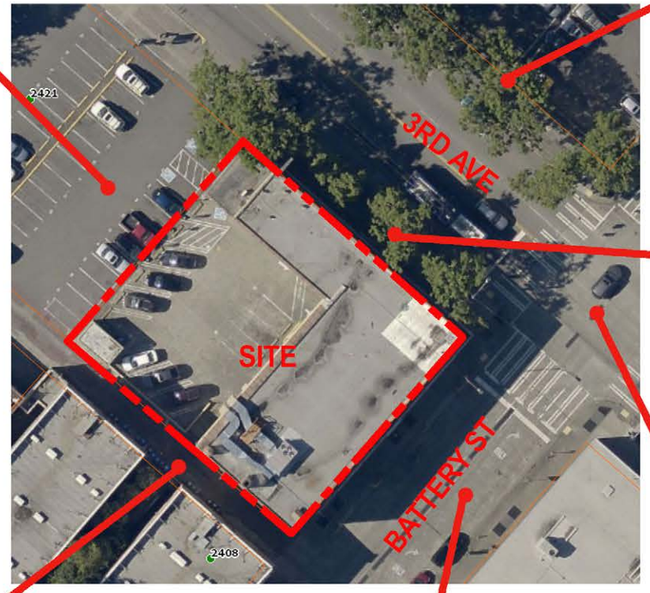
C.
STREET SCAPE IMPROVEMENT OPPORTUNITY

Image: Looking Northeast

D.
STREET SCAPE IMPROVEMENT OPPORTUNITY

Image: Looking West

SITE LANDSCAPE COLLAGE



Site Analysis:

1. Traffic: the site is located at the intersection of 3rd Ave and Battery St. It's a medium to hreavy traffic circulation area for both automobiles & pedestrian, especially on 3rd Ave.

2. Building: the site is located within Downtown Mixed Residential Zone in Belltown. It's a neighborhood with mixture of new and old residential / commercial buildings.

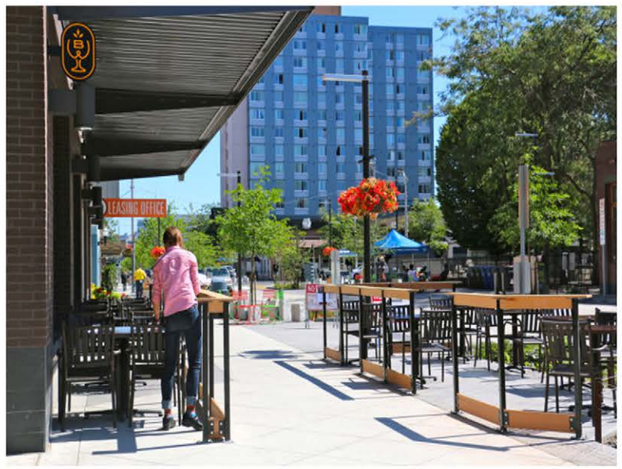
3. Streetscape: there are a row of beautiful street trees along 3rd Ave providing nice pedestrian walking space. However, Battery street doesn't have any landscaping area due to the highway 99 tunnel. The environment of the pedestrian walkway is not as pleasant as 3rd Ave. Currently the City of Seattle is considering to back-fill the 99 tunnel in the future.

4. Street Parking: Street Parking are allowed on both 3rd Ave & Battery St, and the parking meter are located infront of our site area on 3rd Avenue.

5. Sidewalk: The pedestrian sidewalk along 3rd Ave is 18' wide with three existing decidulous street trees. The Battery St sidewalk is 12' wide. There are 3 vent steel plate and some utility facilities on ground. Both existing sidewalks are concrete paving without much design.

6. Street Furniture: there are no street furniture like bench on both street walkways adjacent to our site. It is necessary to provide appropriate public seating and gathering areas to improve streetscape and public space.

7. Alley: Existing alley is not in a good condition. According to Belltown Design Guidelines, this alley adjacent to our site are designated as " Brick Pavement". However, we need to confirm this requirement with City of Seattle and Design Review Board.



DMR Landscaping Requirements:

1. Street tree : Street trees shall be planted according to street tree planting standards in the R-O-W Improvement Manual.

2. Landscaping area: New development that is not required to achieve Green Factor Score shall provide landscaping area at least 1.5 times the length of the street lot line.

3. Sidewalk width: Landscaping shall not reduce unobstructed sidewalk width to less than 5 feet on east/west streets (Battery St) or less than 8' on avenues (3rd Ave).

4. Planting materials: All plant materials shall be planted directly in the ground. A minimum of 50 percent of the plant materials shall be perennial.

Belltown Design Guidelines:

1. Promote pedestrian interaction.

2. Encourage overhead weather protection.

3. Develop the alley facade & pavement.

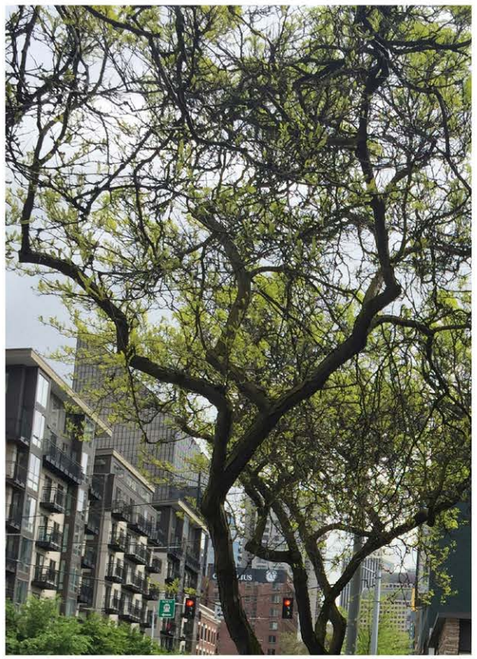
4. Provide inviting & usable open space.

5. Enhance the building with landscaping
- **a. Special pavements**
- **b. Living plant materials**
- **c. Planters**

6. Provide elements that define the space
- **a. Art and heritage**
- **b. Street furniture**

7. Provide appropriate signage

8. Provide adequate lighting



TREE

FLOWERS

STREETSCAPE DESIGN PLAN

WATER

ROCK

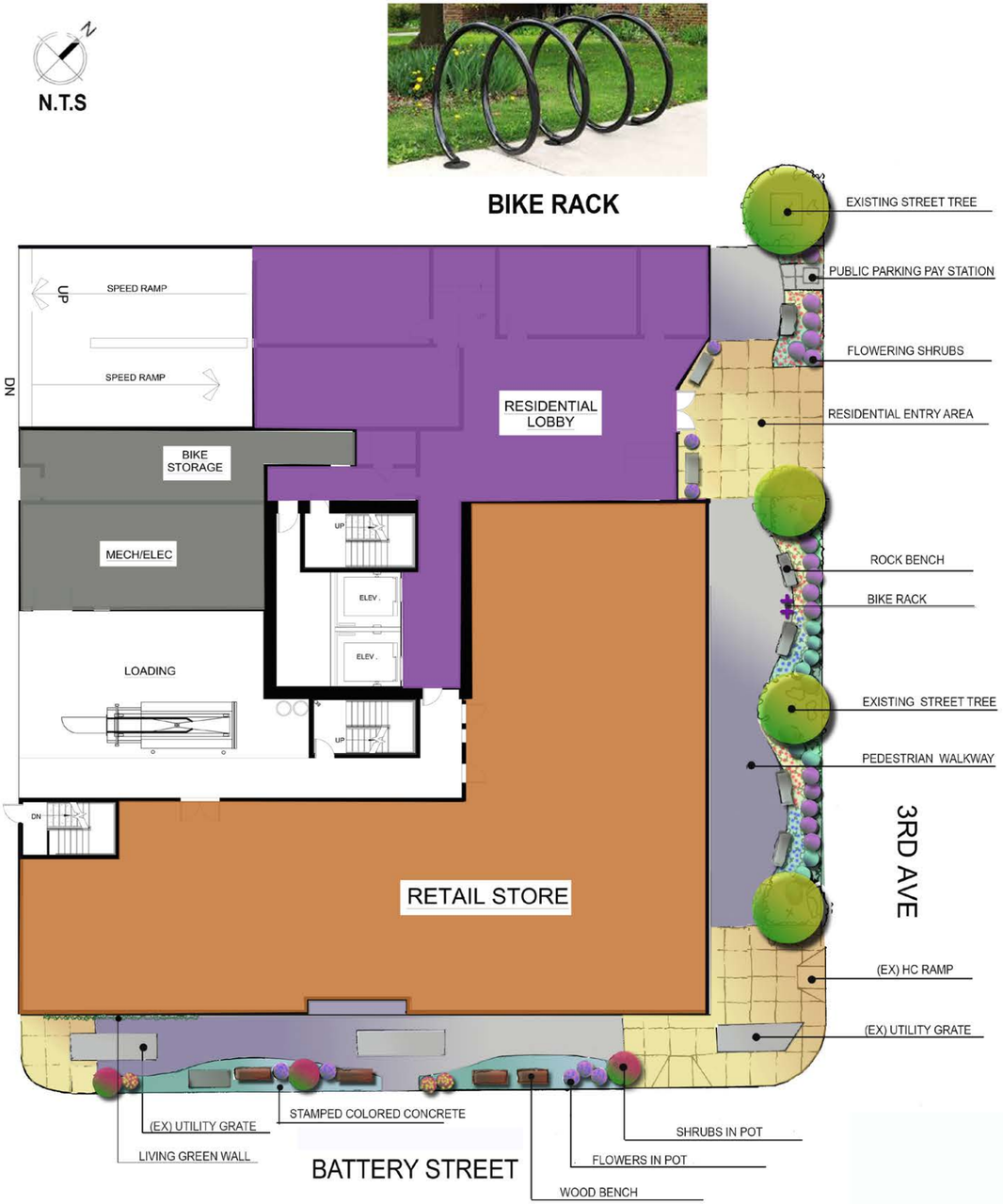
URBAN GREEN VILLA
LOTUS LANDSCAPE DESIGN

GREEN SCREEN TRELLIS

LIVING GREEN WALL

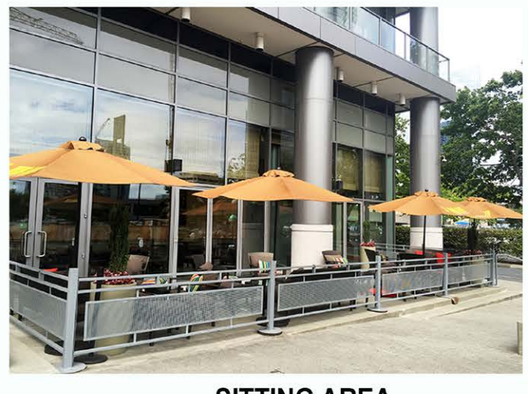
FLOWER POTS & ART WORKS

BIKE RACK



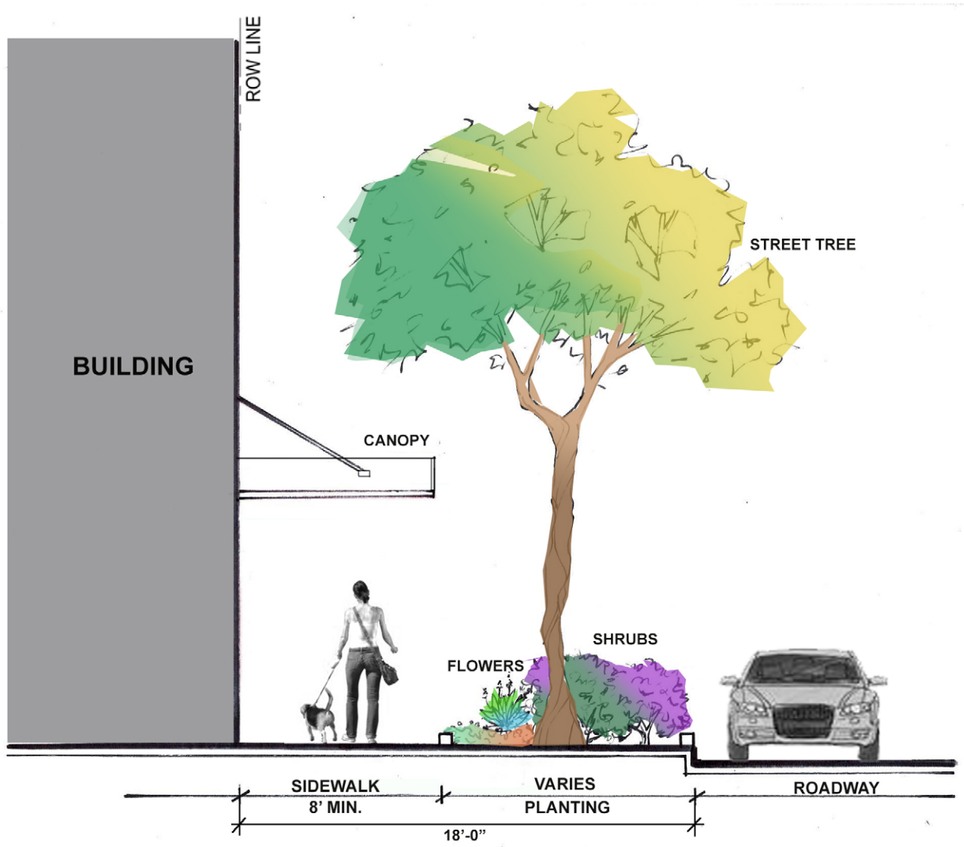
ENTRY IMAGE & CANOPY

STREETSCAPE

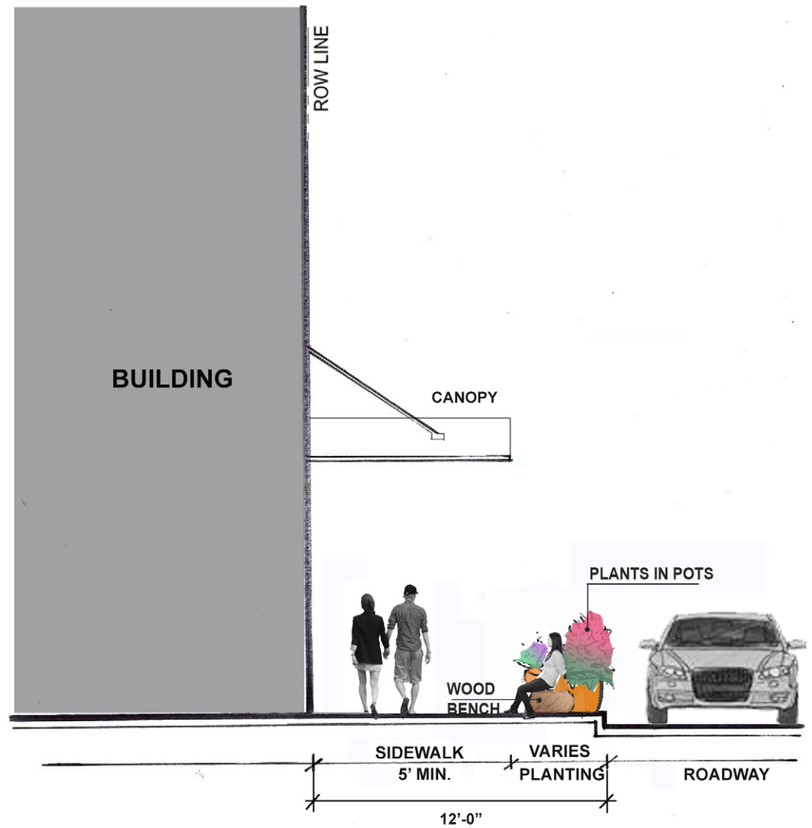


SITTING AREA

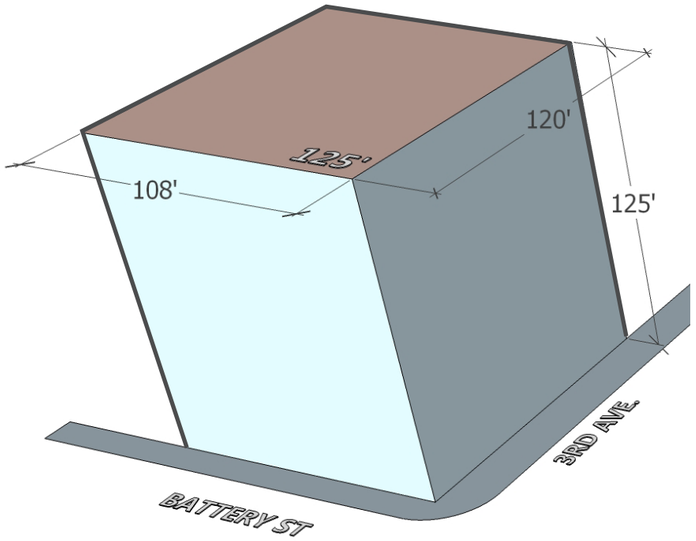
STREETSCAPE DESIGN PLAN



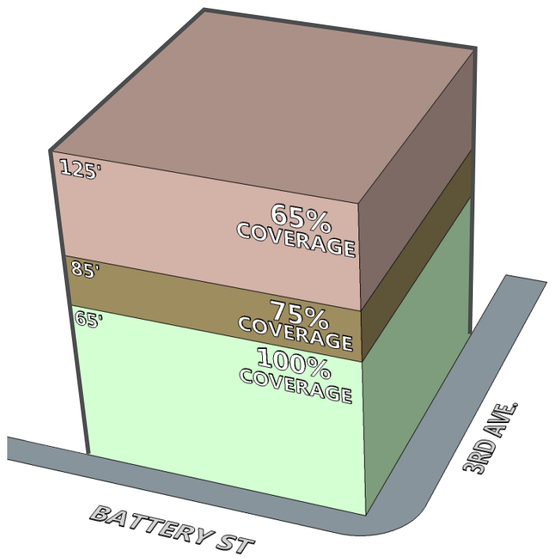
3RD AVENUE



BATTERY STREET



HEIGHT REQUIREMENT

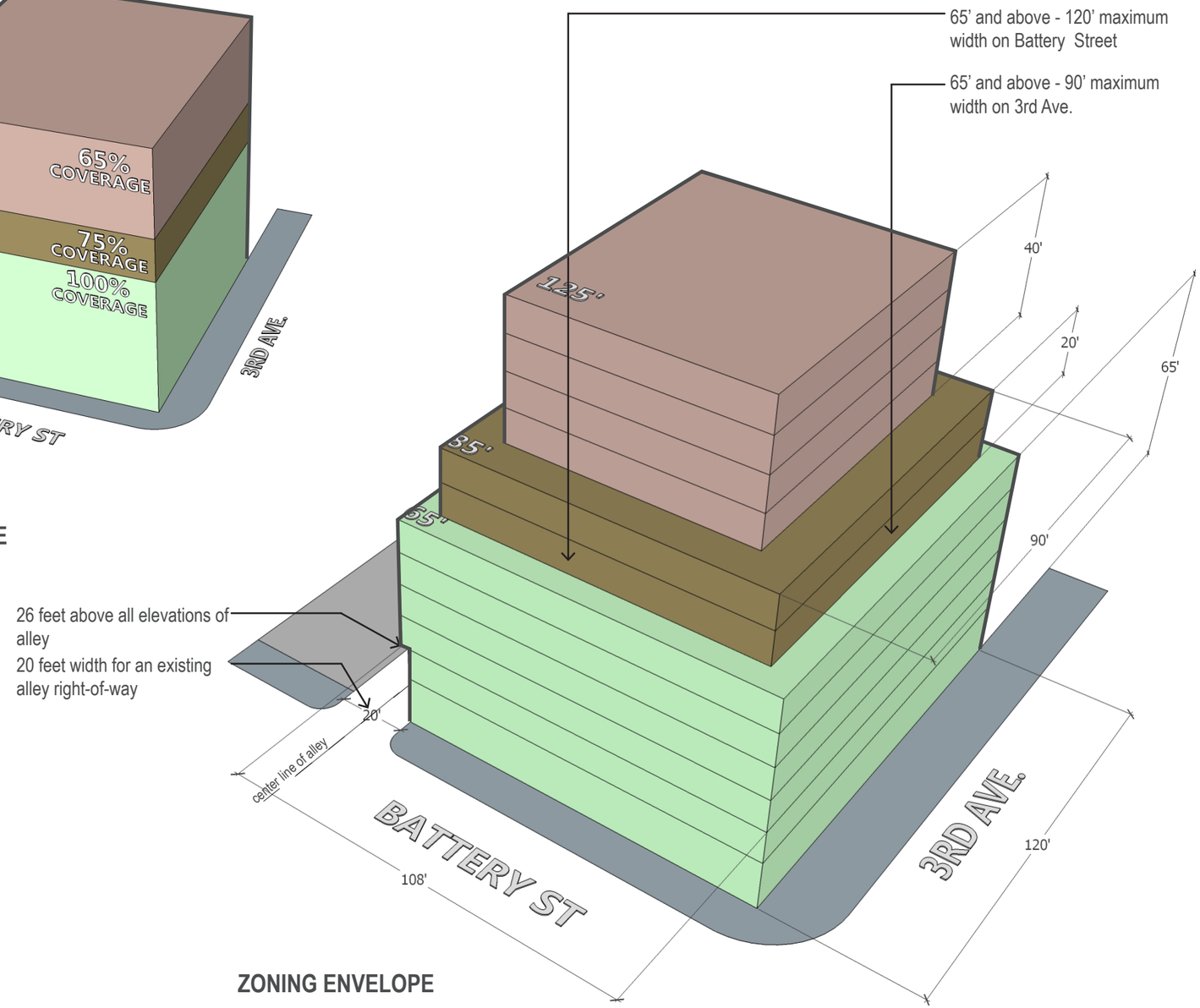


LOT COVERAGE

LOT COVERAGE CALCULATION

THIS IS AN ALLOWABLE BUILDING MASSING WITHIN THE PRESCRIBED ZONING ENVELOPE. THIS MASSING IS ILLUSTRATED FOR THE PURPOSE OF CALCULATION TOTAL BUILDABLE AREA FOR THIS SITE.

LEVEL	AREA	COVERAGE
12	8424 SF	65%
11	8424 SF	65%
10	8424 SF	65%
9	8424 SF	65%
8	9720 SF	75%
7	9720 SF	75%
6	12960 SF	100%
5	12960 SF	100%
4	12960 SF	100%
3	12960 SF	100%
2	12720 SF	100%
1	12720 SF	100%
Gross Square Footage	130,416 SF	



ZONING ENVELOPE

OPTION 1

Benefits:

- Maximizes allowable coverage, with no departures required
- Simplified symmetrical massing makes for efficient unit and core layout
- Concentrating building massing toward SE (Battery Street) side, creates more light and air space for upper floor units abutting adjacent property to NW

Challenges:

- Wedding Cake shape along Battery Street frontage may be considered overly strong, and creates tall unbroken façade along Battery Street side.

OPTION 2

Benefits:

- Maximizes allowable coverage
- Optimizes presence of building at street corner with strong urban form
- Equal emphasis on 3rd avenue and Battery Street sides
- Concentrating massing toward street creates more light and air along alley side, and adjacent property to NW.

Challenges:

- Massive scale at street side is departure and more urban in scale from traditional Belltown low-rise commercial and residential
- Shift of mass toward corner results in asymmetrical layout of elevator core at upper floors, complicating unit layout.

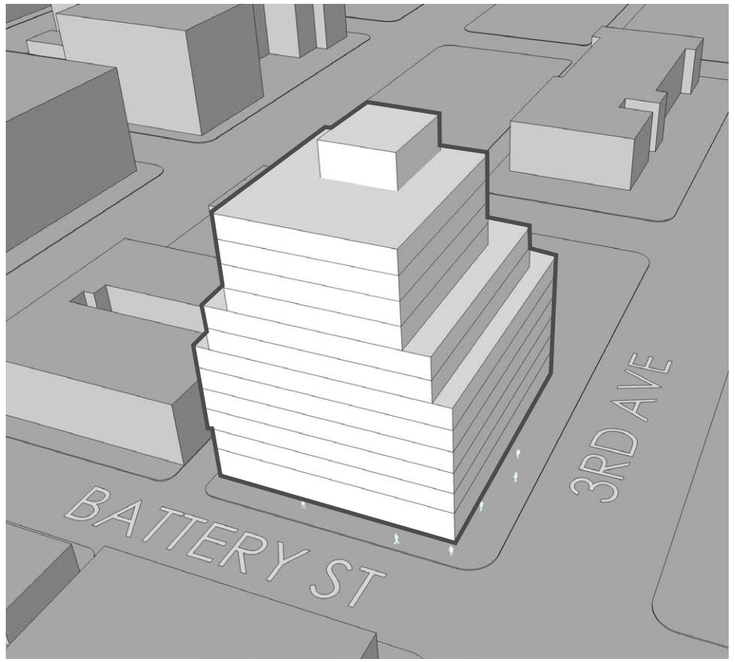
OPTION 3

Benefits:

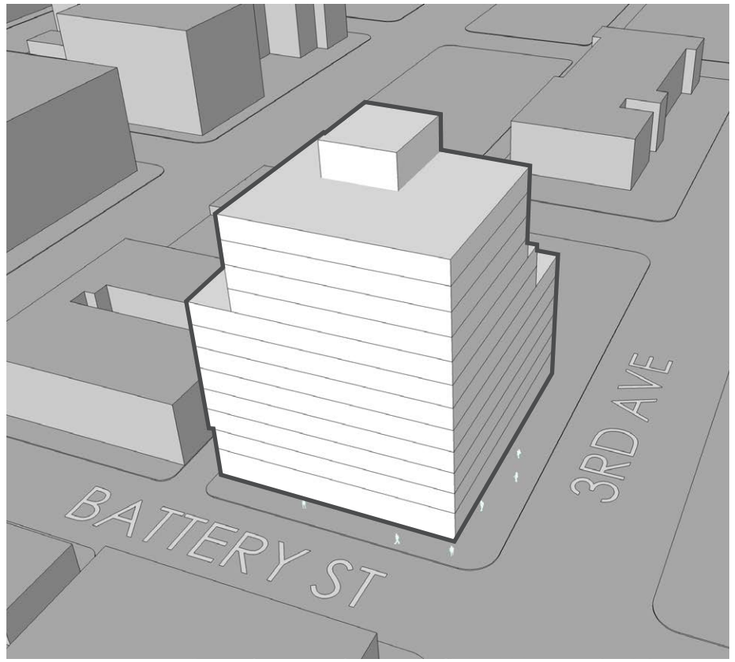
- Elegant form with green area to break up building mass and introduce light and air
- Symmetrical layout about elevator core facilitates unit layout
- Accent Green wall along Battery Street contributes to future Battery Street corridor development
- Moving building massing toward outside to create center green area breaks up building massing, and creates more opportunities for light and air to the units

Challenges:

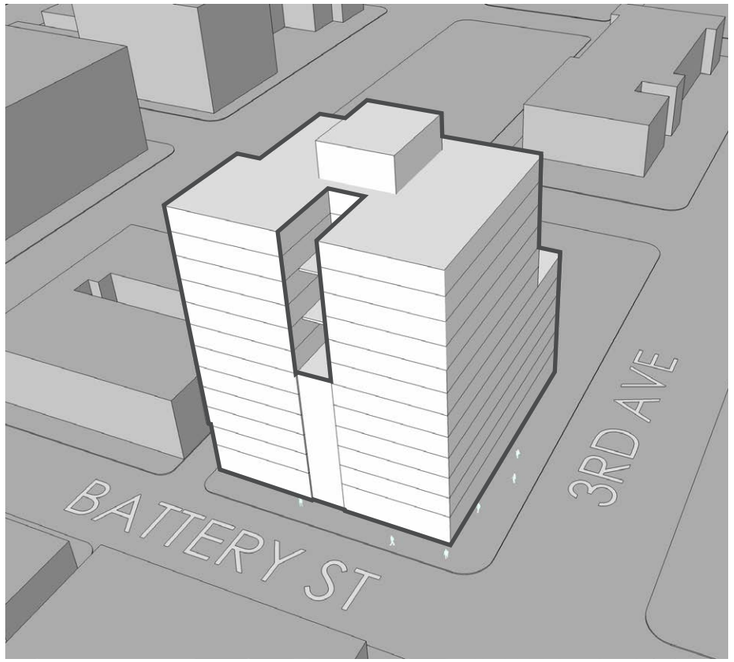
- Massive scale at street side is departure and more urban in scale from traditional Belltown low-rise commercial and residential



OPTION 1



OPTION 2



OPTION 3

BUILDING MASSING OPTION 1

OPTION 1

Benefits:

- Maximizes allowable coverage, with no departures required
- Simplified symmetrical massing makes for efficient unit and core layout
- Concentrating building massing toward SE (Battery Street) side, creates more light and air space for upper floor units abutting adjacent property to NW

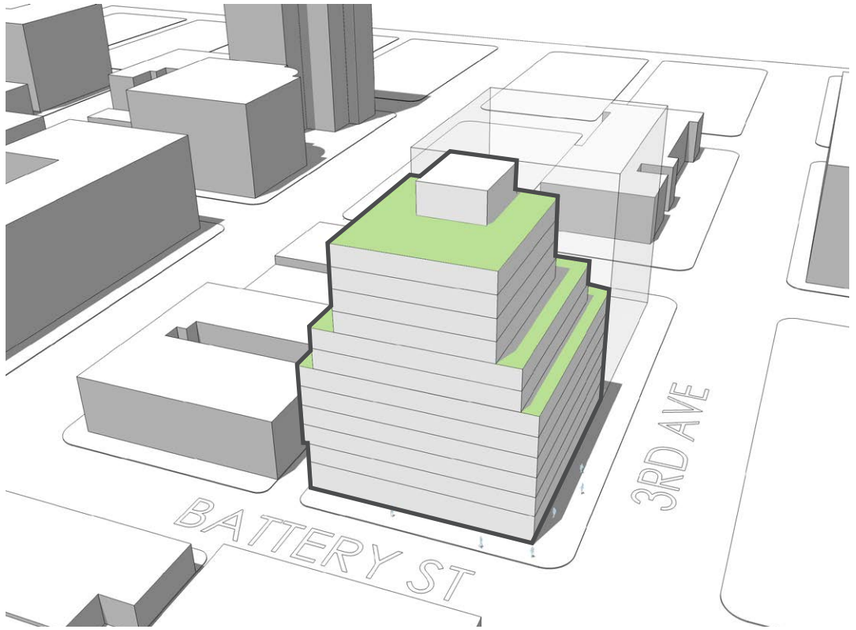
Challenges:

- Wedding Cake shape along Battery Street frontage may be considered overly strong, and creates tall unbroken façade along Battery Street side.

BUILDING DATA :

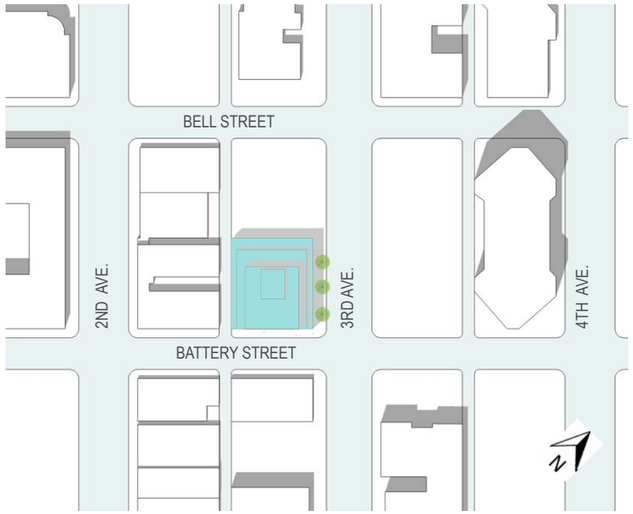
LEVEL	# OF UNITS	COMMERCIAL
< ABOVE GROUND >		
12	12 UNITS	
11	12 UNITS	
10	14 UNITS	
9	14 UNITS	
8	14 UNITS	
7	9 UNITS	
6	9 UNITS	
5	8 UNITS	
4	8 UNITS	
3	8 UNITS	
2	8 UNITS	
1	N/A	5,000 SF
TOTAL	116 UNITS	5,000 SF

# OF PARKING STALLS	
< BELOW GROUND >	
B1	25 STALLS
B2	34 STALLS
B3	34 STALLS
B4	19 STALLS
TOTAL	112 STALLS

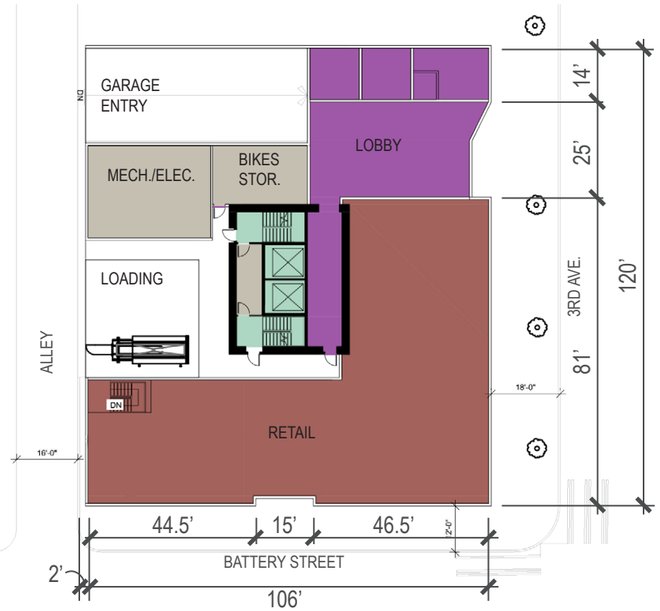


BIRD'S EYE VIEW - LOOKING NORTH WEST

BIRD'S EYE VIEW - LOOKING EAST

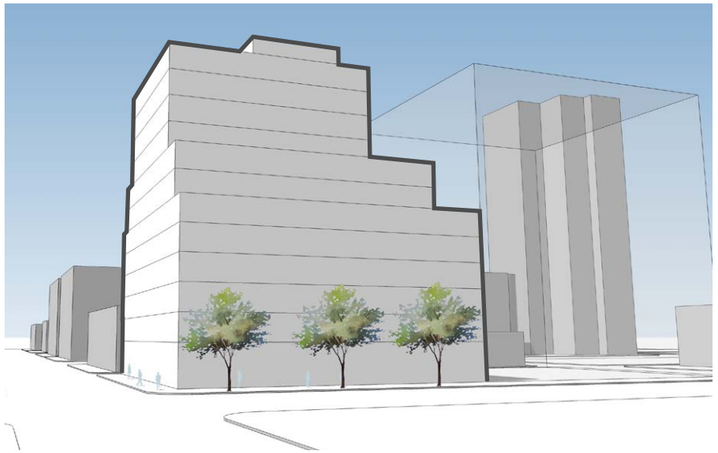


SITE PLAN

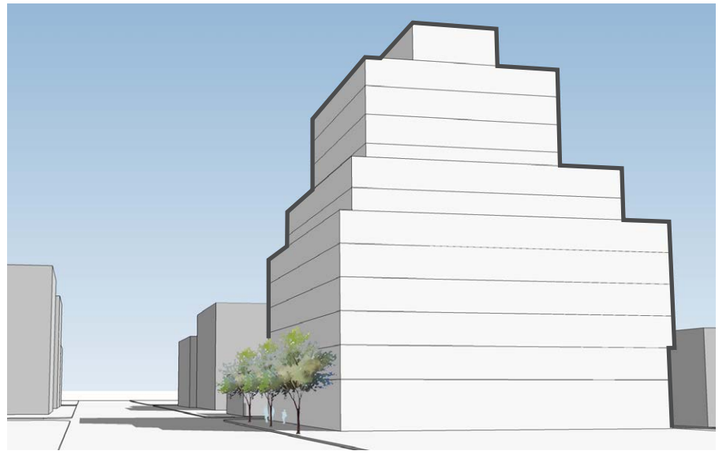


GROUND LEVEL PLAN

TYPICAL FLOOR PLAN

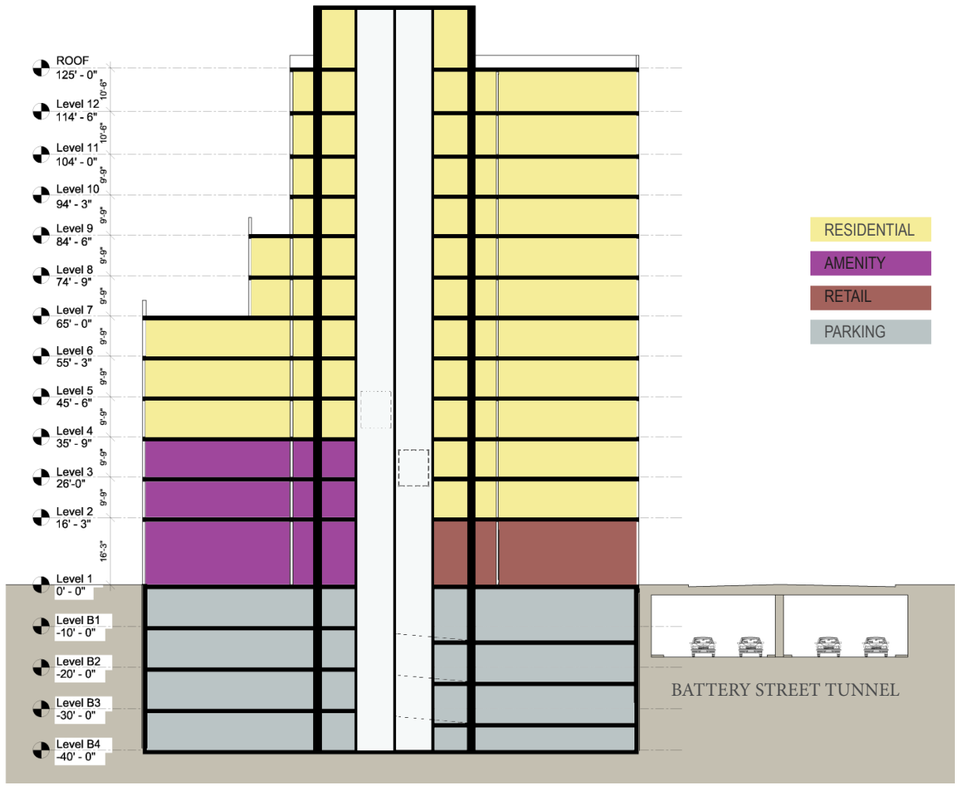


STREE VIEW - LOOKING SOUTH



STREET VIEW - LOOKING WEST

AERIAL VIEW

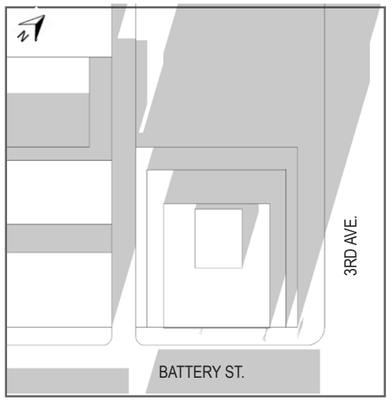


BUILDING SECTION

STREET VIEW - LOOKING NORTH

BUILDING MASSING OPTION 1 - SOLAR STUDY

WINTER SOLSTICE



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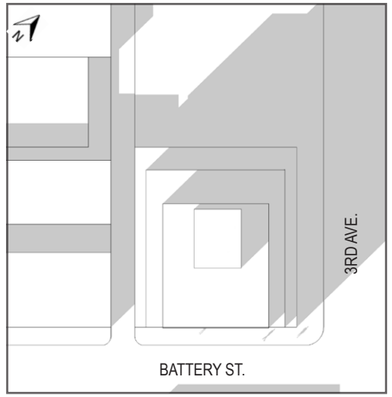

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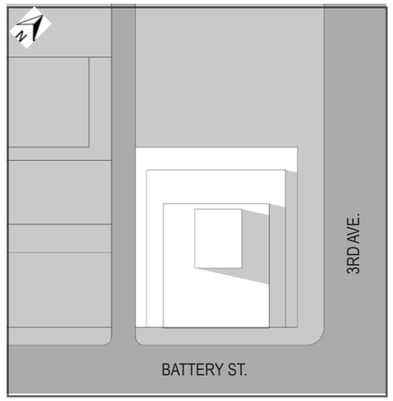

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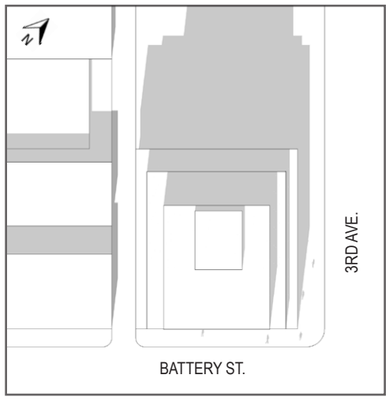
EQUINOX



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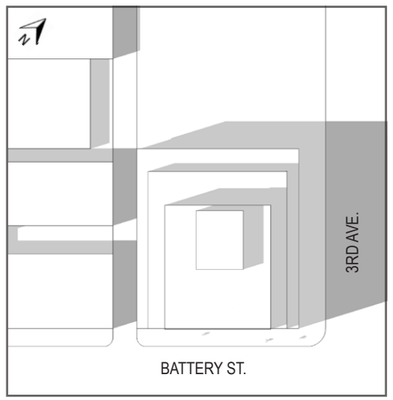

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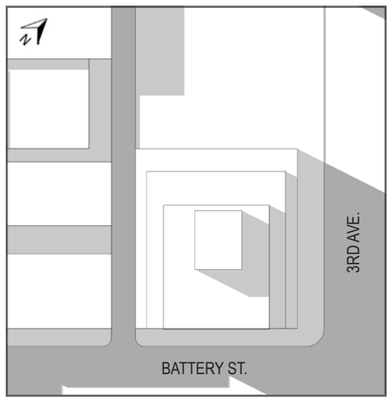

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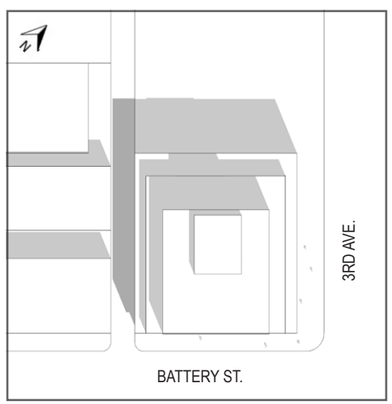
SUMMER SOLSTICE



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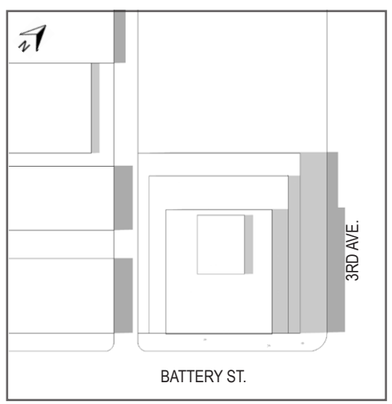

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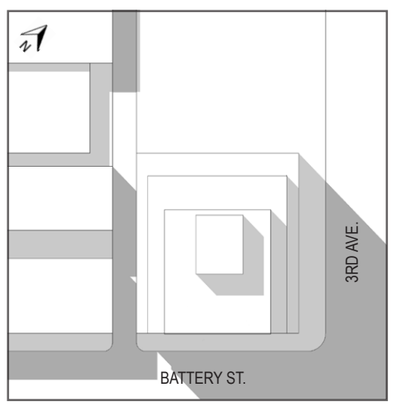

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OPTION 2

Benefits:

- Maximizes allowable coverage
- Optimizes presence of building at street corner with strong urban form
- Equal emphasis on 3rd avenue and Battery Street sides
- Concentrating massing toward street creates more light and air along alley side, and adjacent property to NW.

Challenges:

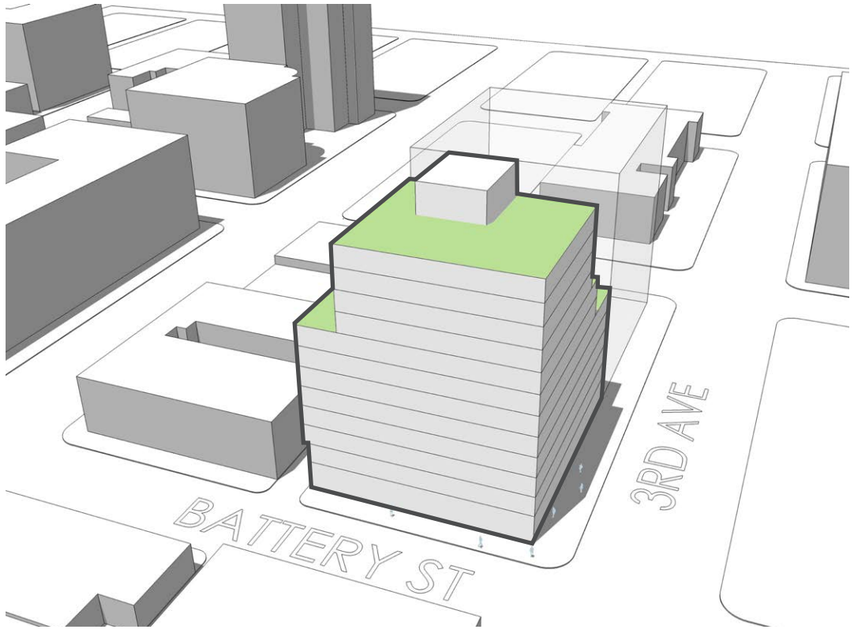
- Massive scale at street side is departure and more urban in scale from traditional Belltown low-rise commercial and residential
- Shift of mass toward corner results in asymmetrical layout of elevator core at upper floors, complicating unit layout.

BUILDING DATA :

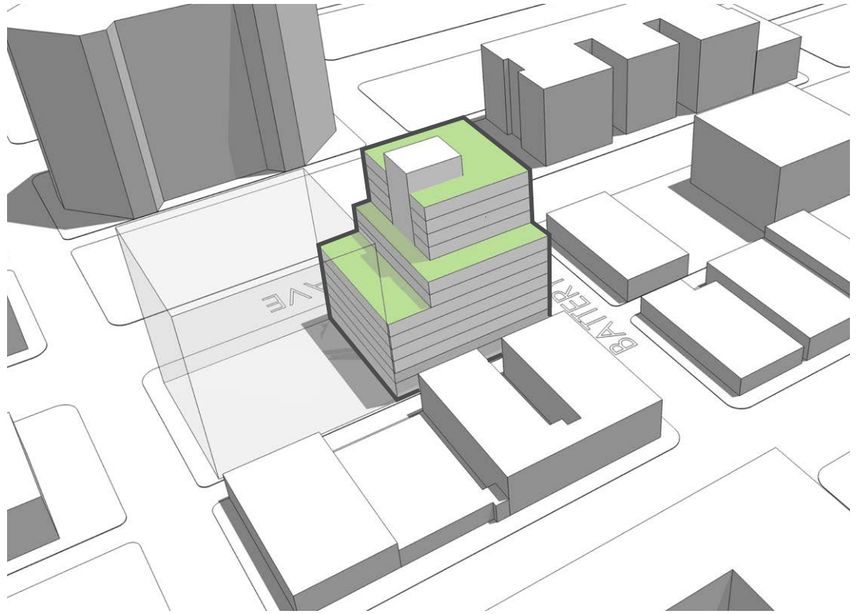
LEVEL	# OF UNITS	COMMERCIAL
< ABOVE GROUND >		
12	12 UNITS	
11	12 UNITS	
10	14 UNITS	
9	14 UNITS	
8	14 UNITS	
7	9 UNITS	
6	9 UNITS	
5	8 UNITS	
4	8 UNITS	
3	8 UNITS	
2	8 UNITS	
1	N/A	5,000 SF
TOTAL	116 UNITS	5,000 SF

OF PARKING STALLS

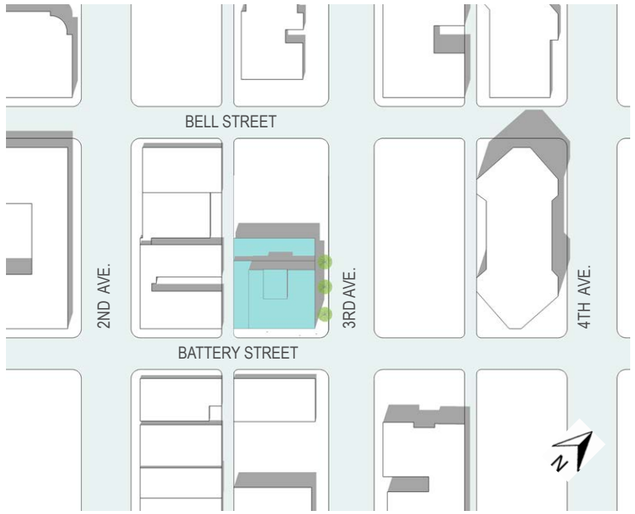
< BELOW GROUND >	
B1	25 STALLS
B2	34 STALLS
B3	34 STALLS
B4	19 STALLS
TOTAL	112 STALLS



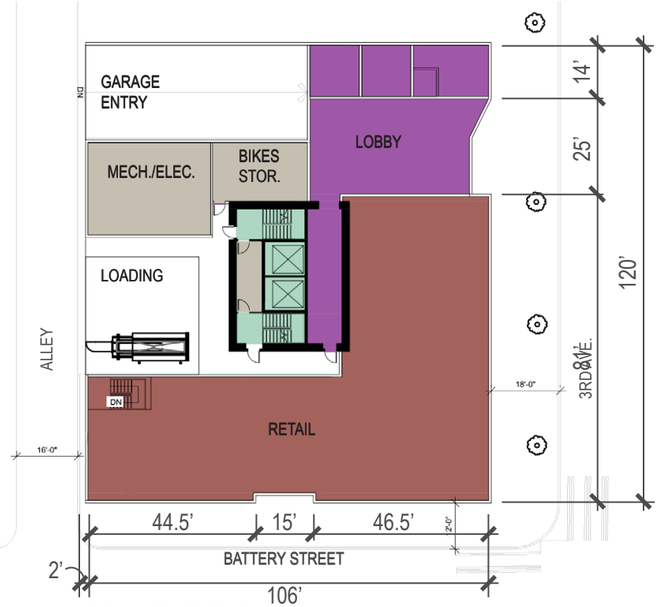
STREET VIEW - LOOKING NORTH



STREET VIEW - LOOKING EAST



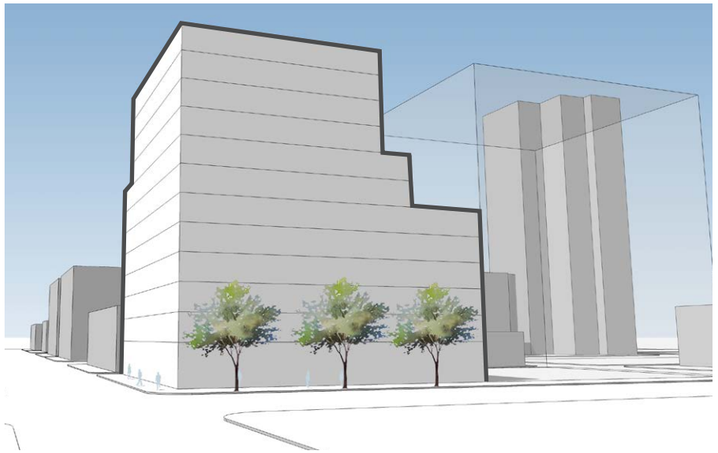
SITE PLAN



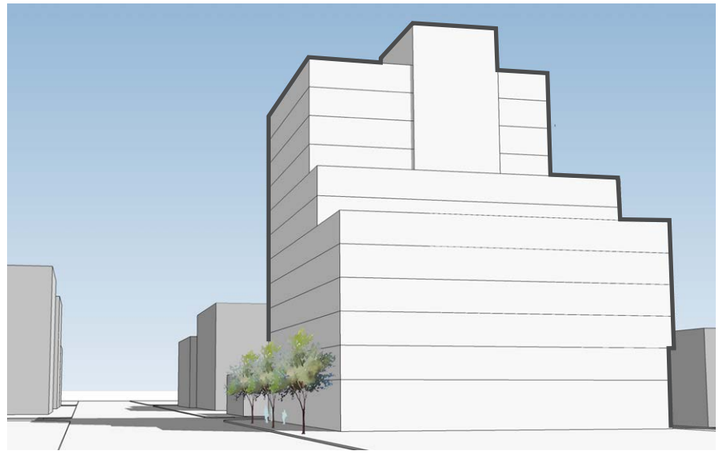
GROUND LEVEL PLAN

TYPICAL FLOOR PLAN

BUILDING MASSING OPTION 2

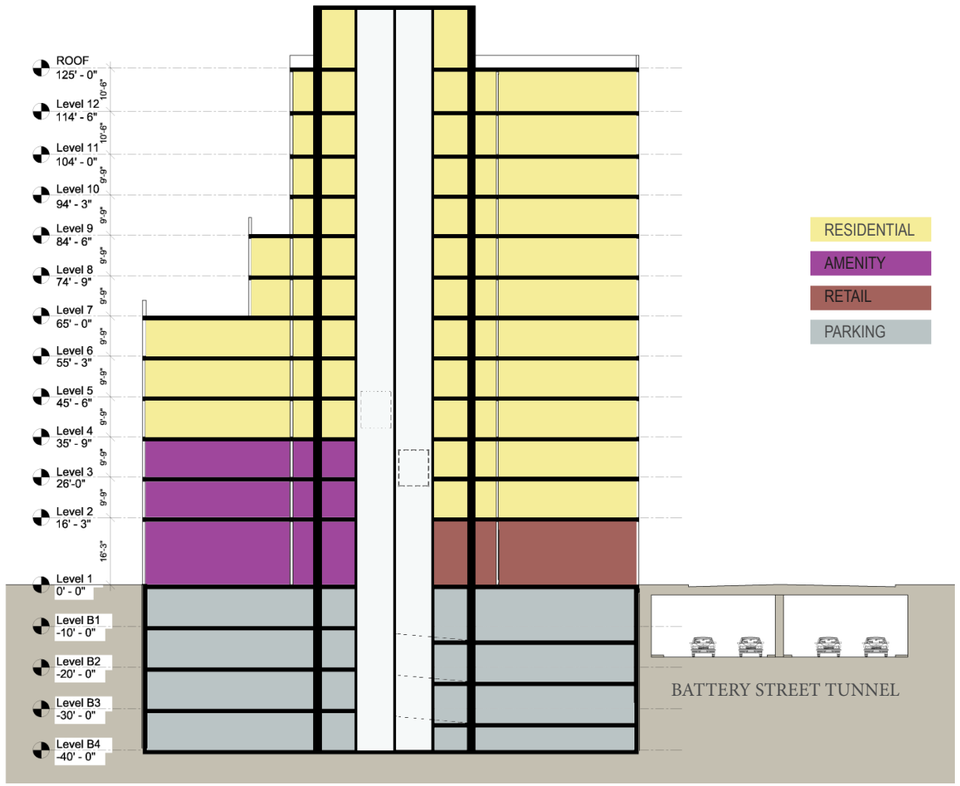


STREET VIEW - LOOKING WEST



STREET VIEW - LOOKING SOUTH

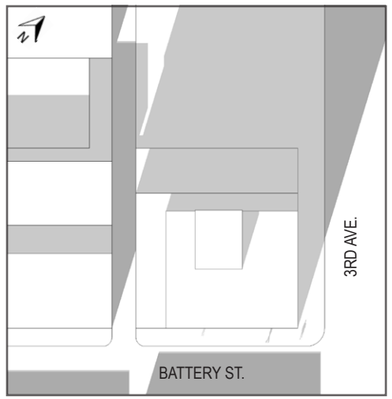
AERIAL VIEW



BUILDING SECTION

STREET VIEW - LOOKING NORTH

WINTER SOLSTICE



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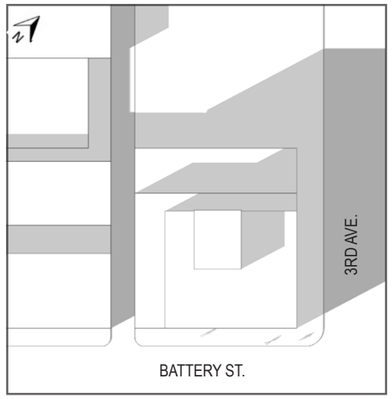

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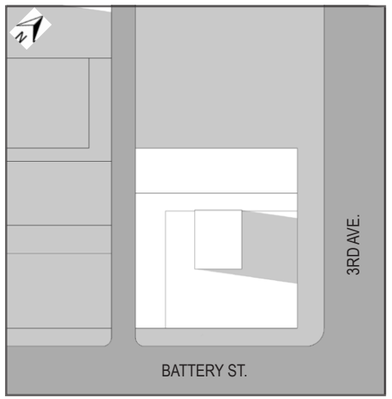

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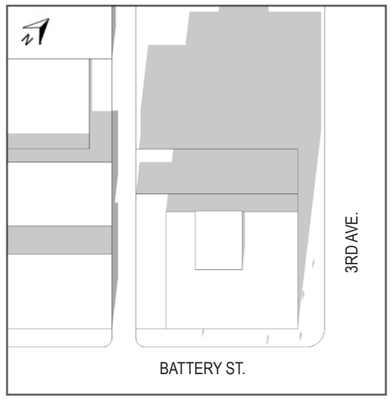
EQUINOX



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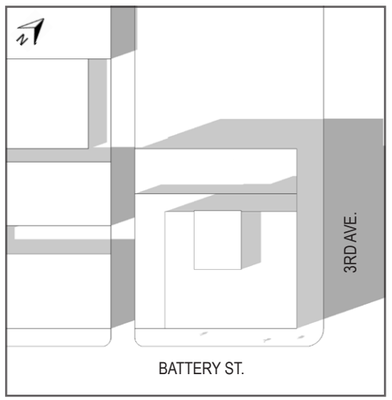

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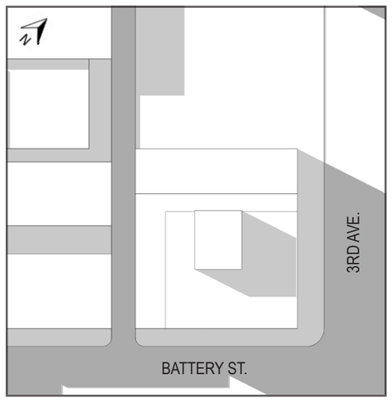

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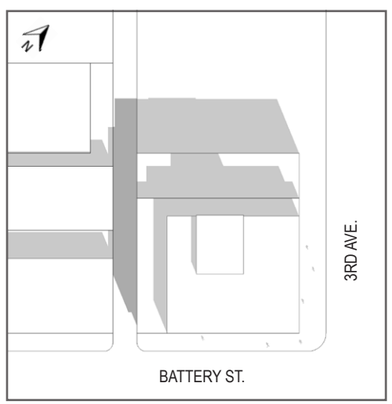
SUMMER SOLSTICE



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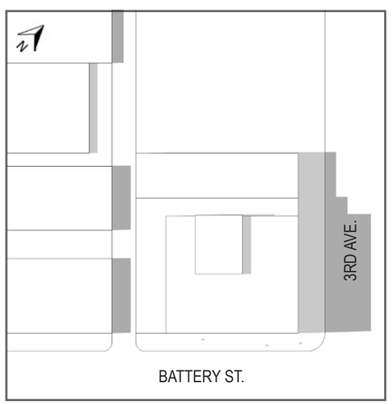

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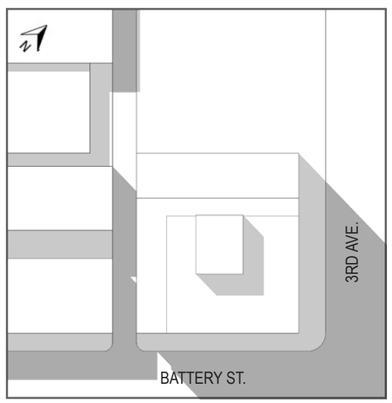

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BUILDING MASSING OPTION 3 - PREFERRED

OPTION 3

Benefits:

- Elegant form with green area to break up building mass and introduce light and air
- Symmetrical layout about elevator core facilitates unit layout
- Accent Green wall along Battery Street contrib utes to future Battery Street corridor development
- Moving building massing toward outside to create center green area breaks up building massing, and creates more opportunities for light and air to the units

Challenges:

- Massive scale at street side is departure and more urban in scale from traditional Belltown low-rise commercial and residential

BUILDING DATA :

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< ABOVE GROUND >		
12	12 UNITS	
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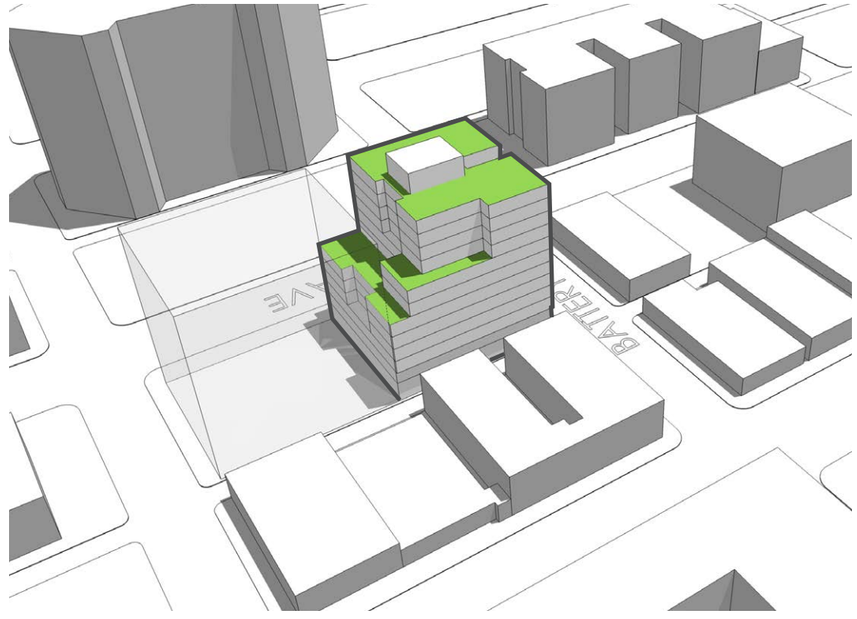
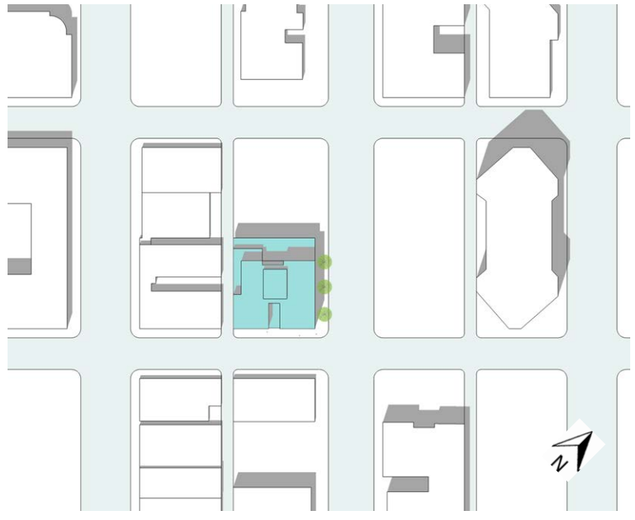
5	8 UNITS	
4	8 UNITS	
3	8 UNITS	
2	8 UNITS	
1	N/A	5,000 SF
TOTAL	116 UNITS	5,000 SF

# OF PARKING STALLS	
< BELOW GROUND >	
B1	25 STALLS
B2	34 STALLS
B3	34 STALLS
B4	19 STALLS
TOTAL	112 STALLS

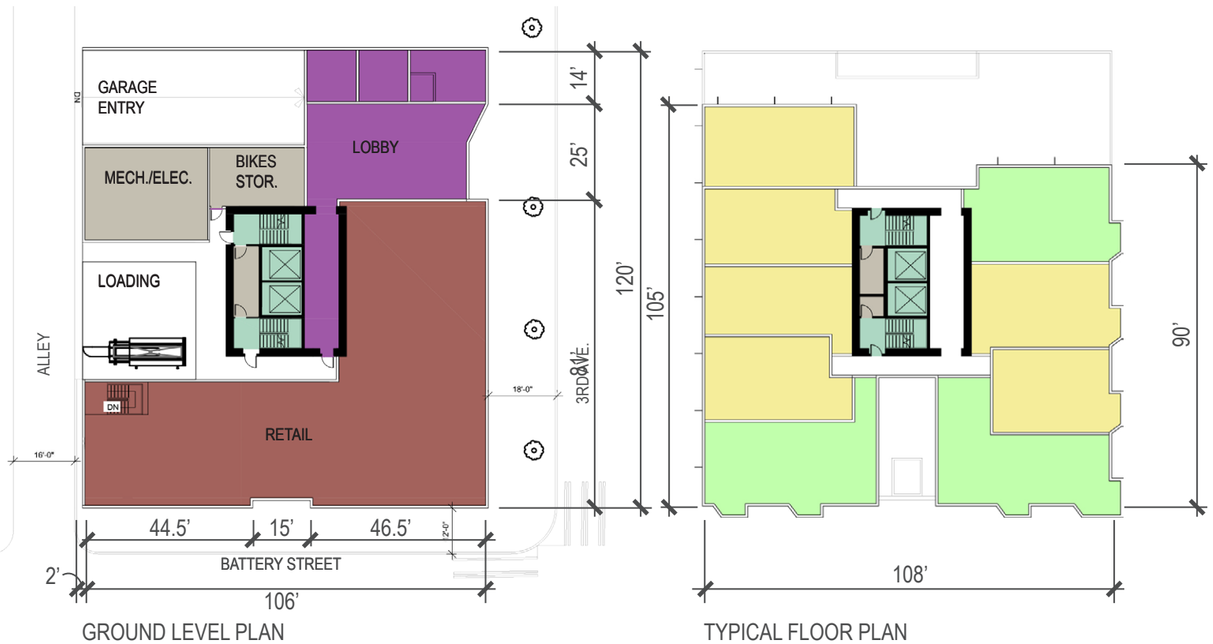
BIRD'S EYE VIEW - LOOKING NORTH



BIRD'S EYE VIEW - LOOKING EAST



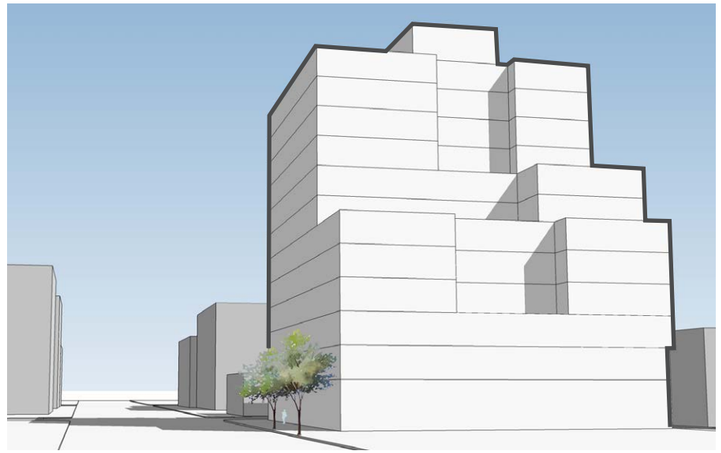
SITE PLAN



GROUND LEVEL PLAN

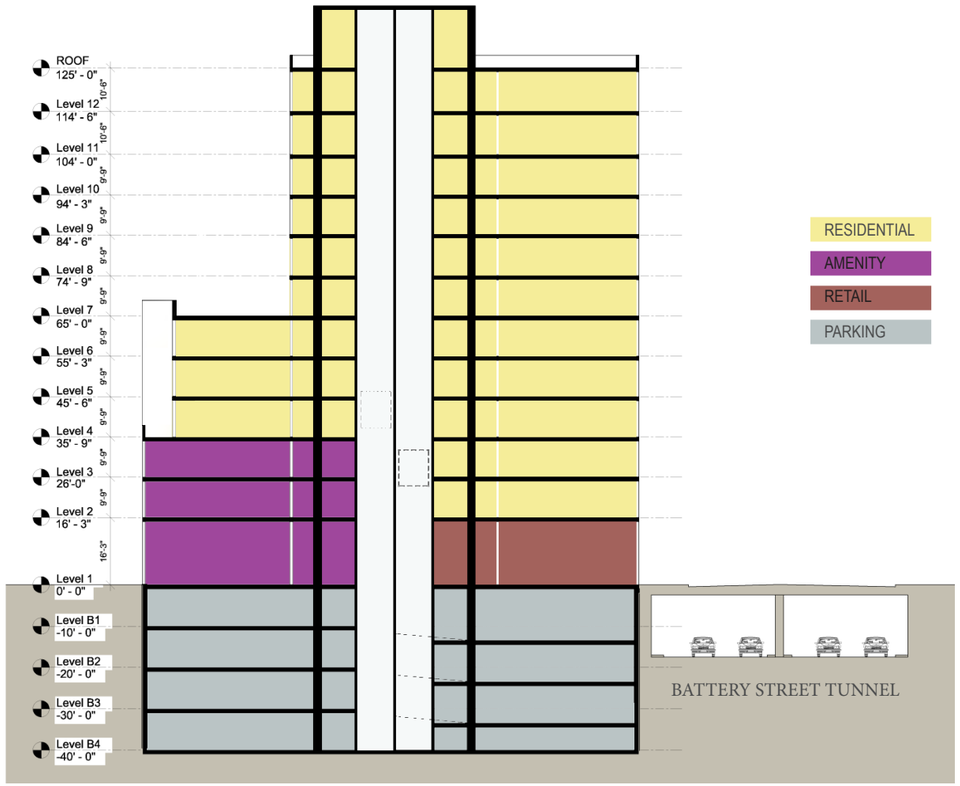
TYPICAL FLOOR PLAN

STREET VIEW - LOOKING WEST



STREET VIEW - LOOKING SOUTH

AERIAL VIEW

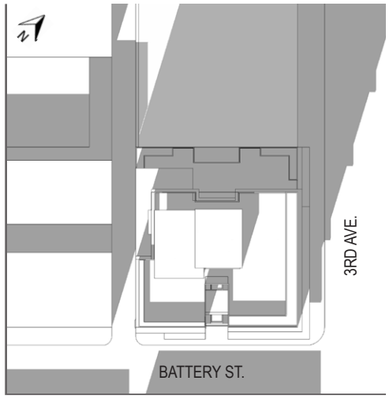


BUILDING SECTION

STREET VIEW - LOOKING NORTH

BUILDING MASSING OPTION 3 - PREFERRED - SOLAR STUDY

WINTER SOLSTICE



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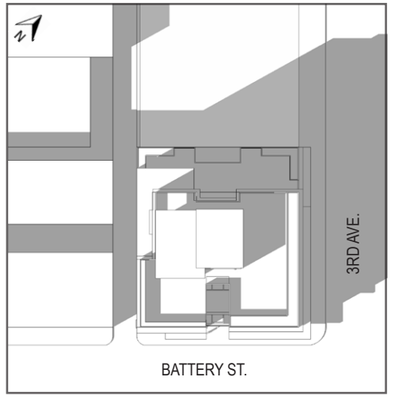

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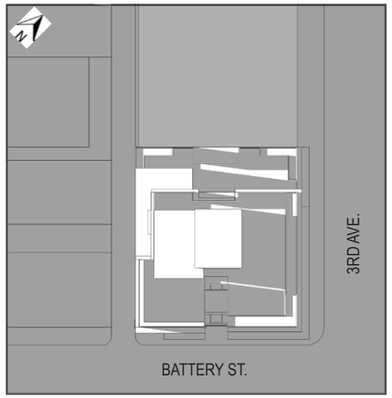

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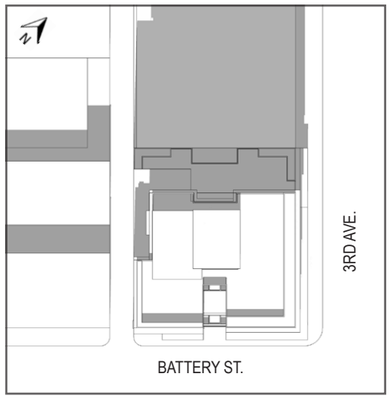
EQUINOX



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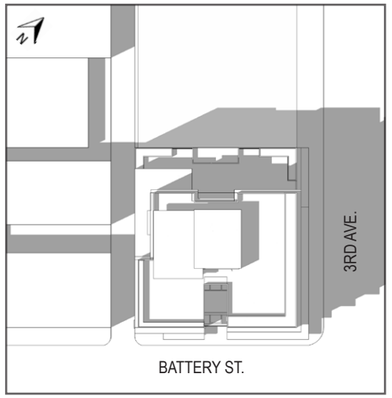

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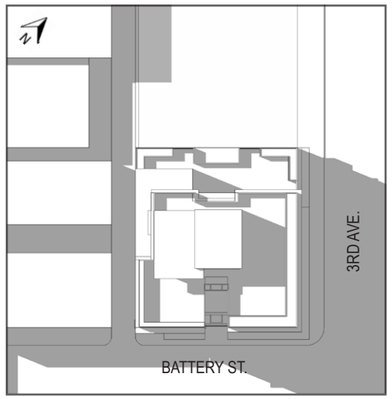

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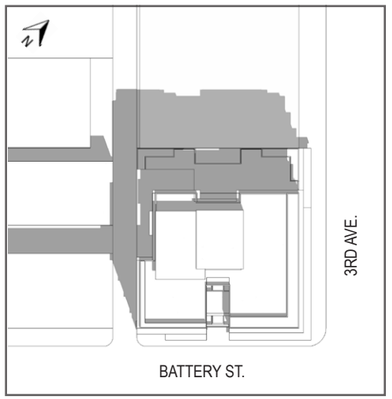
SUMMER SOLSTICE



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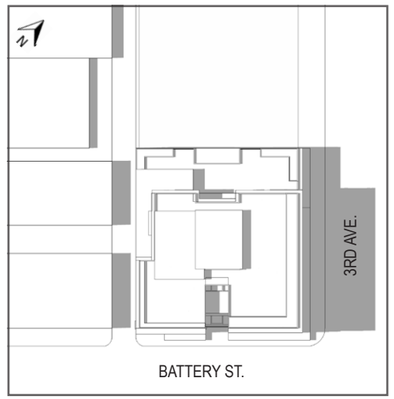

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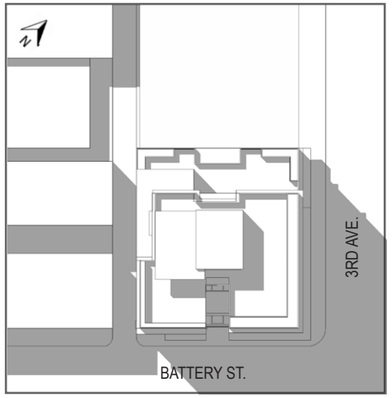

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STREETSCAPE EXPERIENCE - OPTION 3 (PREFERRED) - PODIUM OPTION-A

STREET VIEW - LOOKING SOUTH AT RESIDENTIAL ENTRY

At residential entry, the Project proposes pedestrian friendly green wall and creats emphasis with differenciated canopy structure.

STREET VIEW - LOOKING WEST

Brick pilasters and brick walls create anchoring effect to the proposed building in order to support unique building character above.

STREET VIEW - LOOKING WEST

Both strong and soft apeals of pedestrian canopies goes well with heavy aesthetic of building podium with masonry exterior finish. Also, green wall is introduced along with plant pots for green connection to the community.

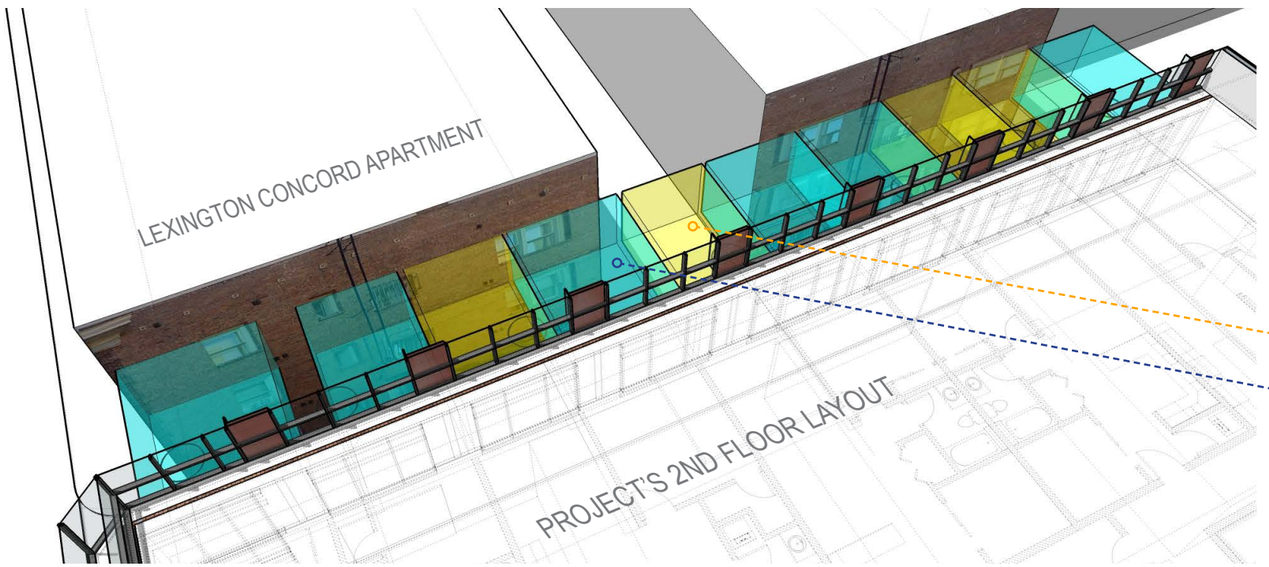
BIRD'S EYE VIEW - LOOKING WEST

Light-weight (removable) landscaping accessories and furniture are proposed along Battery street for community friendly streetscape. In addition, differentiated paving pattern is proposed for nodes such as a residential entry and street corners.

STREETSCAPE EXPERIENCE - OPTION 3 (PREFERRED) - PODIUM OPTION-A

STREET VIEW - LOOKING NORTH ALONG ALLEY

Along with Seattle Downtown Design suggestions, ground floor retail corner is expected to be transparent for energizing the area.



UNIT'S VIEW STUDY - RESPONSE TO NEIGHBORING BUILDING

STRATEGIES:

1. On 2nd level of Project's building, major concern of views looking out Lexington Concord building from living rooms of the Project will be responded with unit arrangements in order to avoid direct views of the windows of neighboring buildings. Since resident's activity in bed rooms is much less than one in living rooms, we focused on living room arrangement.
2. As an additional approach to the response above, frosted glass will be incorporated in lower rows of glass sections of the windows on 2nd and 3rd floors in order to minimize direct views into living rooms.

Maximum viewable area from Project's living rooms (Yellow)

Maximum viewable area from Project's bed rooms (Blue)

STREET VIEW - LOOKING NORTHWEST ALONG 3RD AVE.

Building mass incorporates facade modulation with landscaping features that creates varieties of building scale.

STREET VIEW - LOOKING SOUTHWEST

Large building mass was divided into three unique building scales for transition from neighboring buildings and human scale at podium level.

STREETSCAPE EXPERIENCE - OPTION 3 (PREFERRED) - PODIUM OPTION-B

STREET VIEW - LOOKING SOUTH AT RESIDENTIAL ENTRY

At residential entry, the Project proposes pedestrian friendly green wall and creats emphasis with differenciated canopy structure.

STREET VIEW - LOOKING WEST

With brick cladded podium derived from the community design, transparent storefront is proposed for continuous visual connection to pedestrian area.

STREET VIEW - LOOKING WEST

Both strong and soft apeals of pedestrian canopies goes well with heavy aesthetic of building podium with masonry exterior finish. Also, green wall is introduced along with plant pots for green connection to the community.

BIRD'S EYE VIEW - LOOKING WEST

Light-weight (removable) landscaping accessories and furniture are proposed along Battery street for community friendly streetscape. In addition, differentiated paving pattern is proposed for nodes such as a residential entry and street corners.

STREETSCAPE EXPERIENCE - OPTION 3 (PREFERRED) - PODIUM OPTION-B

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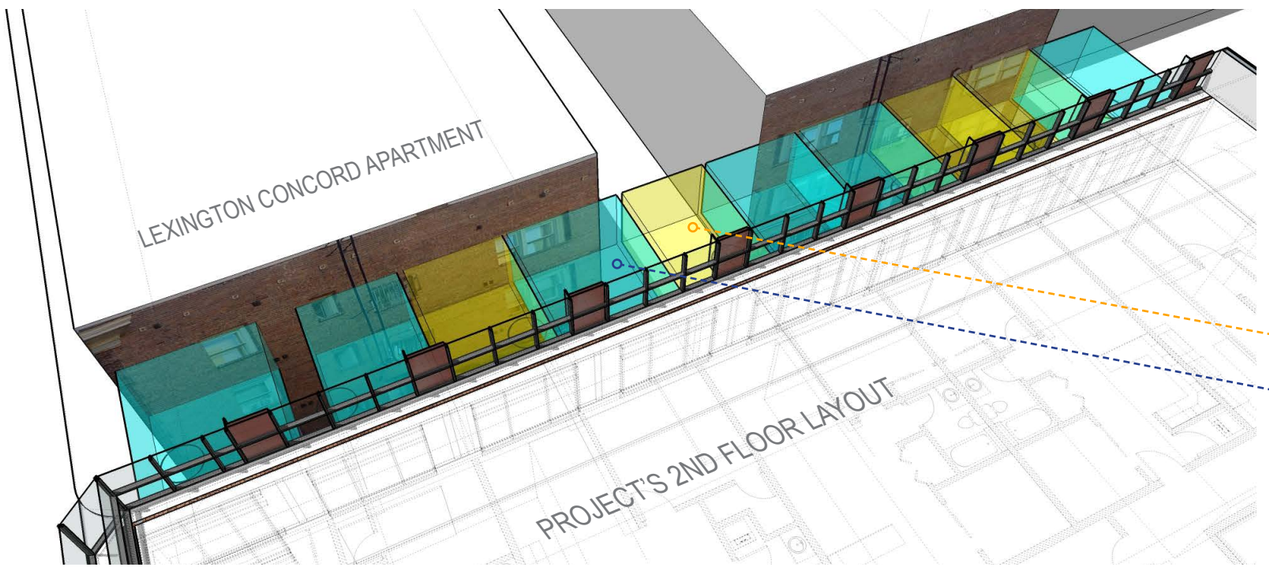

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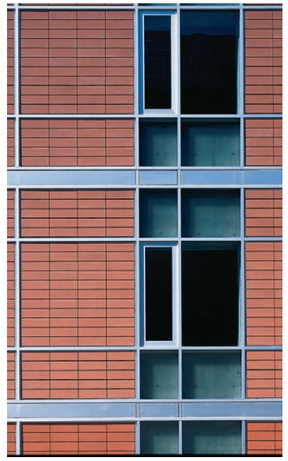
Building mass incorporates facade modulation with landscaping features that creates varieties of building scale.

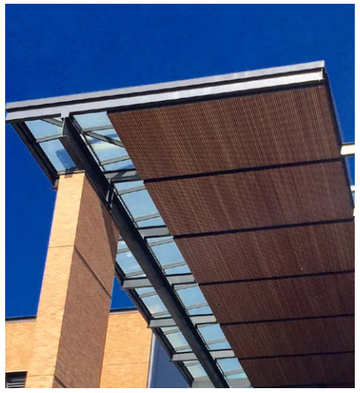
STREET VIEW - LOOKING SOUTHWEST

Large building mass was divided into three unique building scales for transition from neighboring buildings and human scale at podium level.

EXTERIOR VERTICAL SHADES
Reduces direct sun light from west along with maintaining visibility through transparency of shades.

ACCENT COLOR PANEL
Create architectural rhythm within glass/metal facade to enhance existing characters of streetscapes in the community.





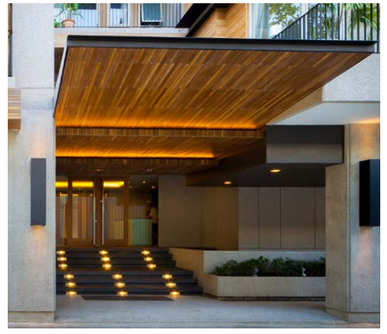
PEDESTRIAN/ ENTRY CANOPY
Consisted with both glass panels and wood soffit panels to create boutique environment along the storefront and the residential entry.

EXTERIOR MASONRY FINISH
Carried from Belltown neighborhood design environment, masonry pilasters and walls are emphasizing the existing Belltown community.

EXTERIOR FINISH
Well proportioned finish materials in suitable module blocks for aesthetic and functionality.

BAY WINDOW
Laid out in checker pattern to introduce a signature character to the neighborhood for community enhancement.

INTEGRATED VEGETATION
Provides simulated natural environment to the downtown community for environmentally friendly streetscapes.



RESIDENTIAL ENTRY
Provides unique character of architectural transition from exterior to interior space together with both entry canopy and pedestrian canopy.

THANK YOU