

1200 HOWELL ST



EARLY DESIGN GUIDANCE

DOWNTOWN DESIGN REVIEW BOARD MEETING ON 12/1/2015

DPD #3021813







CONTENTS

URBAN FRAMEWORK

Project Information and Neighborhood	4
Zoning Summary / Zoning Map	6
Project Vicinity Building Use and City Context	8
Transportation and Street Level Analysis Maps	10
Surrounding Projects	12
Neighboring Projects	16
Site Details / Survey	19
Climate Analysis and Solar Orientation	20
Street Elevations and Photos	22

MASSING OPTIONS

Option 1	28
Option 2	32
Option 3 (Preferred)	36
Options Comparison	38

STREETSCAPE AND PREFERRED MASSING

Parti Diagrams	43
Grade Level Plan	44
Composed Street Level Plans and Elevations	45
Project Street Character Views	47
Design Inspiration Images	52

DESIGN GUIDELINES AND ANTICIPATED DEPARTURES

Design Guidelines and Responses	54
Anticipated Departures	60

LANDSCAPE CONCEPT

Landscape Concept and Reference Images	66
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APPENDIX

Sun Shadow Studies	69
Preferred Option Plans	70
Building Section	73

PROJECT INFORMATION

PROJECT DESCRIPTION & VISION

The 1200 Howell project is located near the northeastern edge of the Denny Triangle neighborhood, between Minor Avenue and the major I-5 South on-ramp off Yale. The site is in close proximity to the downtown office core and major employers in South Lake Union, with easy access to both transit and vehicular routes. This portion of the Denny Triangle is currently one of the busiest areas of Seattle in terms of growth, with tower cranes for projects in construction and many more “pipeline” projects in design.

1200 Howell is being developed as a residential condominium, offering a mix of unit sizes and configurations that will cater to new urbanite buyers and established homebuyers alike. This project will truly promote urban living and decreased dependence on the automobile for transportation, enabling residents to live, work and partake in the neighborhood cafes, shops and culture.

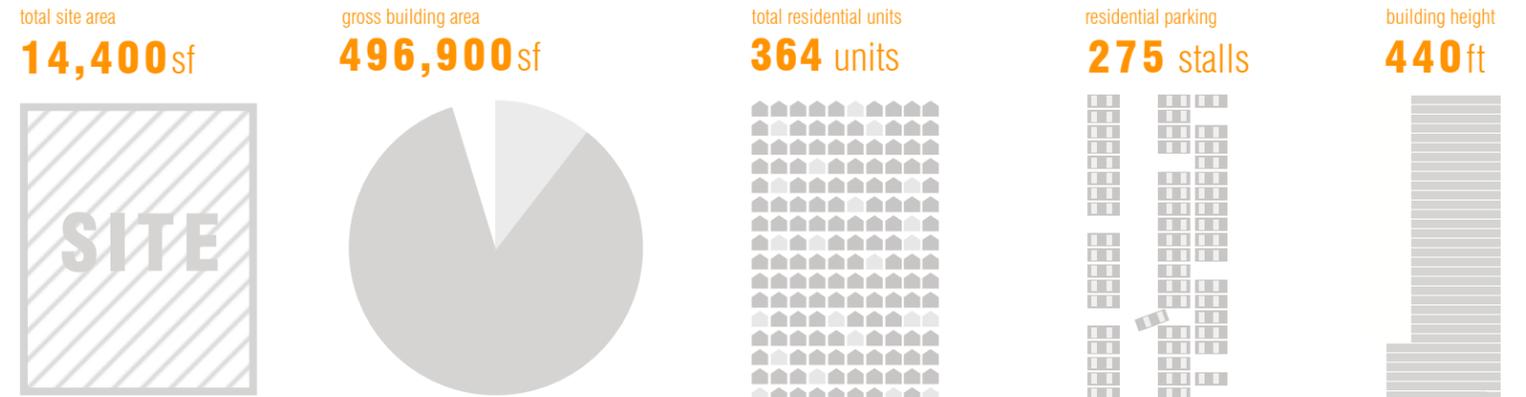
Amenities will be located at two levels, the 7th floor at the top of the project podium, providing spaces for residents to relax amongst the immediate neighborhood scale and the rooftop spaces at the 40th floor in the larger context of the City and its surroundings, capturing the spectacular regional views available from the site. The retail location has been chosen to enhance Howell Street as the emerging, retail / restaurant / and hospitality corridor connecting to the new convention center with the residential entry and lobby on the quieter Minor Avenue. The streetscape is further animated at the pedestrian level by living units at the intersection corner by living spaces on the 2nd to 6th floors.

1200 Howell will be designed as a unique, dynamic and modern high-rise residential building, utilizing new forms that will not only define the project and the neighborhood, but also bring new vibrancy to the Seattle skyline.

Burrard Development is a boutique development firm operating out of Vancouver, Canada with a focus on developing livable communities and award-winning site-specific buildings throughout the Pacific Rim. 1200 Howell is Burrard Development’s first project in Seattle and our team is thrilled to participate in shaping this dynamic emerging neighborhood in downtown Seattle.

PROJECT STATISTICS

PROGRAM	FLOORS	AREA (APPROXIMATE)
BELOW GRADE PARKING	P2-P6	54,520 SF
GRADE LEVEL RETAIL	L1	2,700 SF
RESIDENTIAL	L2-L41	413,400 SF
AMENITY & ROOF DECK	L7, R1	21,100 SF



NEIGHBORHOOD

DENNY TRIANGLE

Connecting the Retail Core to Seattle's South Lake Union neighborhood, Denny Triangle is one of Downtown's fastest growing neighborhoods with beautiful new developments pushing it forward. This vibrant area seamlessly integrates professional and residential communities with restaurants, bars, unique shops and public parks, all connected via the Seattle Streetcar Line.

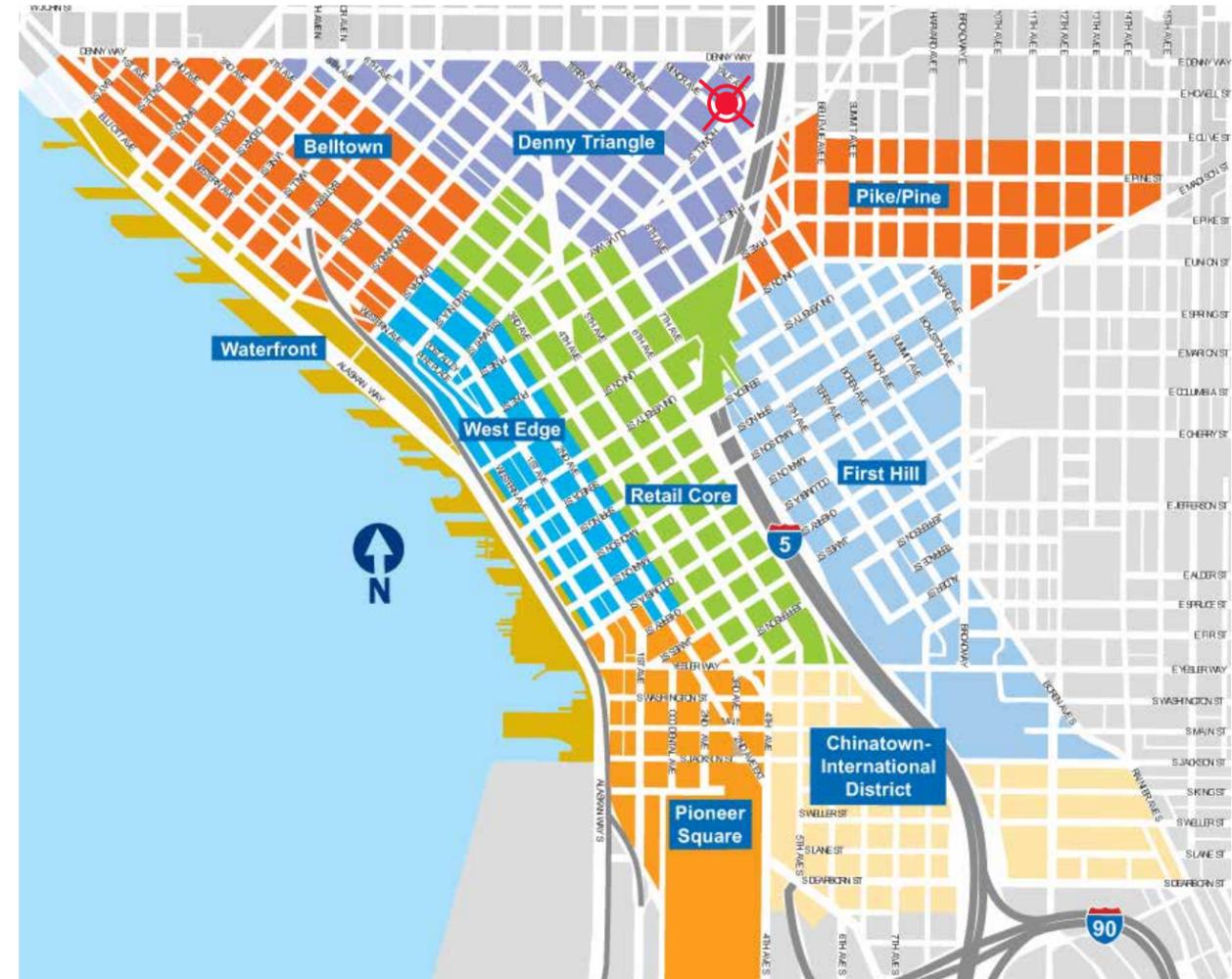
NEIGHBORHOOD PROFILE

Denny Triangle has edged past South Lake Union as Downtown's fastest growing neighborhood, with a 27% percent increase in population in just the past five years. In 2013 Via6, one of Seattle largest apartment complexes, opened at 6th Avenue and Blanchard Street adding 654 units to the apartment inventory in Denny Triangle. Over 1,000 additional apartment and condominium units are expected to open by the end of 2017 including the phase one of Insignia Towers condominium, Premiere on Pine, Cirrus and Stratus.

It is not just residential projects contributing to the transformation of Denny Triangle. Office development has added 1.7 million square feet to the neighborhood since 2005. Amazon.com has 2.2 million square feet in two towers under construction with two more towers in the pipeline and another building at 1915 Terry under renovation. Touchstone is building a 222-room hotel/office project with nearly 300,000 square feet of office space. Several other projects are in planning stages or waiting on permits, including several hotel projects and a potential convention center expansion at Convention Place Station.

NEIGHBORHOOD HISTORY

The Denny Triangle was regraded in the first part of the century to accommodate the growth of Seattle's city grid and increased property values. The project removed Denny Hill, one of the proverbial seven hills of Seattle. It ran east from First Avenue between Pike Street and Denny Way. Hill and street were named after the Denny family, who were among the city's earliest white inhabitants. The First Avenue regrade was started in 1897 and completed on January 6, 1899. From 1902 to 1911, the Hill was sluiced into Elliott Bay by pumping water from Lake Union using hydraulic mining techniques in a series of regrades along Pike and Pine Streets, Second Avenue, and the massive Denny Regrade No. 1 which regraded everything remaining between Fifth Avenue and the waterfront. In 1929-30, Denny Regrade No. 2 removed the final pieces of the hill east of Fifth Avenue using steam shovels.



The site sits near the northeast corner of the Denny Triangle Neighborhood.



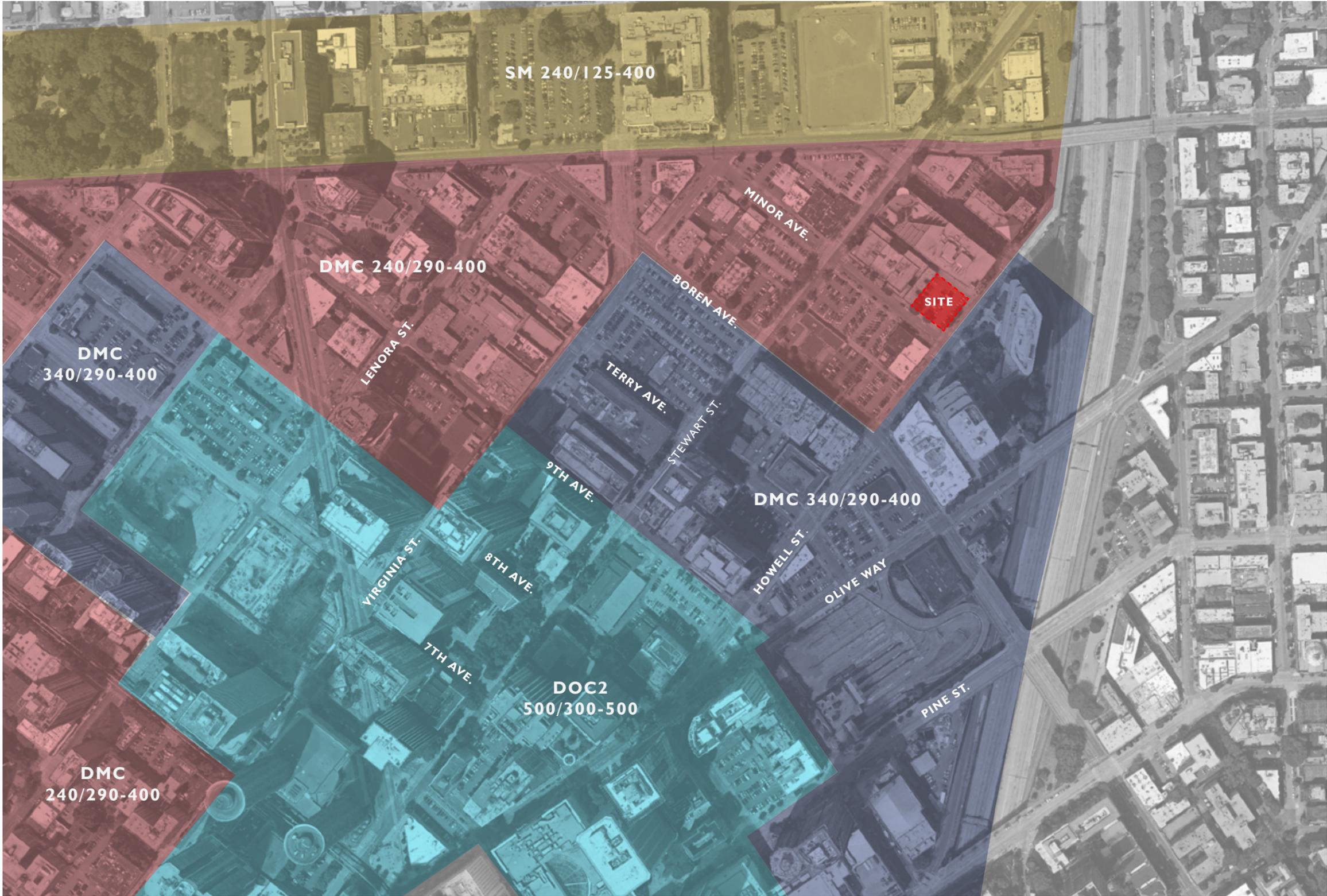
A picture of the 1929 Regrade of Denny Hill into its current topography.

ZONING SYNOPSIS

KING COUNTY PARCEL #'S	0660002325, 0660002310
ZONING CLASSIFICATION (MAP 1A; 23.49.008.A.3)	DMC 240/290-400
SITE AREA	14,400 SF (120' X 120')
PERMITTED USES (23.48.004)	OFFICE, HOTEL, RETAIL, RESIDENTIAL, ETC.
NEIGHBORHOOD OVERLAY (23.49.056, MAP A)	DENNY TRIANGLE URBAN CENTER VILLAGE
STREET CLASSIFICATIONS (23.49 MAP 1B, MAP 1F)	HOWELL STREET: PRINCIPAL TRANSIT STREET, CLASS 1 PEDESTRIAN STREET MINOR STREET: CLASS 2 PEDESTRIAN STREET
HEIGHT (23.49.008.B)	400' FOR RESIDENTIAL USE IF UTILIZING BONUS AVAILABLE UNDER SECTION 23.49.015 40' ADDITIONAL HEIGHT ALLOWED FOR STRUCTURES LOCATED IN DMC 240/290-400 OR 340/290-400 WHICH MAY EXCEED THE MAXIMUM HEIGHT LIMIT FOR RESIDENTIAL USE BY 10% OF THAT LIMIT IF... 1. THE FACADES OF THE PORTION OF THE BUILDING EXCEEDING THE HEIGHT LIMIT DO NOT ENCLOSE AN AREA EXCEEDING 9,000 SF. 2. THE ENCLOSED SPACE IS OCCUPIED ONLY BY THOSE USES OR FEATURES OTHERWISE PERMITTED IN THIS SECTION AS AN EXCEPTION TO THE HEIGHT LIMIT COMMON RECREATION AREA ALLOWED UP TO 15' ABOVE 400', AS LONG AS THE COMBINED COVERAGE OF ALL ROOFTOP FEATURES DOES NOT EXCEED 55% OF THE ROOF AREA FOR STRUCTURES THAT ARE SUBJECT TO MAXIMUM FLOOR AREA LIMITS
STREET LEVEL USE REQUIREMENTS (23.49.009; MAP 1G)	NONE REQUIRED
REQUIREMENTS FOR RESIDENTIAL USES (23.49.010)	COMMON RECREATION AREA EQUIVALENT TO 5% OF TOTAL GROSS FLOOR AREA SHALL BE PROVIDED. 50% OF COMMON RECREATION AREA MAY BE ENCLOSED BASE = 5, MAX = 7 W/ BONUSES
FLOOR AREA RATIO (23.49.011)	EXEMPTIONS: STREET LEVEL SPACES (REQUIRED OR NOT) THAT MEET REQUIREMENTS OF 23.49.009), RESIDENTIAL USES, LIVE/WORK UNITS, FLOOR AREA BELOW GRADE, PARKING ACCESSORY TO RESIDENTIAL USES (UP TO RATIO OF 1:1); 3.5% ALLOWANCE FOR MECHANICAL EQUIPMENT
BONUS RESIDENTIAL FLOOR AREA (23.49.015)	PROVIDE LOW/MODERATE INCOME HOUSING WITHIN OR ADJACENT TO PROJECT, OR BY PAYING THE CITY TO BUILD OR PROVIDE THE HOUSING (PAYMENT OPTION), OR COMBINATION OF BOTH
OVERHEAD WEATHER PROTECTION (23.49.018)	CONTINUOUS OVERHEAD WEATHER PROTECTION REQUIRED ALONG THE ENTIRE STREET FRONTAGE OF A LOT, MINIMUM 8' DEPTH, MINIMUM 10' ABOVE SIDEWALK, MAXIMUM 15' ABOVE SIDEWALK

PARKING (23.49.019)	NO PARKING REQUIRED WHEN PROVIDED, ONE STORY OF PARKING IS PERMITTED ABOVE THE STREET LEVEL STORY OF THE STRUCTURE FOR EACH STORY OF PARKING PROVIDED BELOW GRADE, UP TO A MAXIMUM OF FOUR STORIES ABOVE GRADE (23.49.019.B.2.b)
SEPARATION OF PARKING (23.49.019.B.3)	PARKING SHALL BE SEPARATED FROM THE STREET BY ANOTHER USE FOR A MINIMUM OF 30% ALONG EACH STREET FRONTAGE OF THE STRUCTURE ABOVE THE THIRD STORY OF A STRUCTURE
BICYCLE PARKING (23.49.019.E)	1 SPACE FOR EVERY 2 DWELLING UNITS
MINIMUM FACADE HEIGHTS (TABLE A 23.49.056)	CLASS 1 PEDESTRIAN STREETS - 25'; CLASS 2 PEDESTRIAN STREETS - 15'
FACADE TRANSPARENCY (23.49.056.C)	CLASS 1 PEDESTRIAN STREETS - 60%; CLASS 2 PEDESTRIAN STREETS - 30%
BLANK FACADES (23.49.056.D)	CLASS 1 PEDESTRIAN STREETS - 15' MAX.; CLASS 2 PEDESTRIAN STREETS - 30' MAX.
LANDSCAPING REQUIREMENTS IN DENNY TRIANGLE URBAN VILLAGE (23.49.056.F.1)	ALL NEW DEVELOPMENT IN DMC ZONES IN THE DENNY TRIANGLE URBAN VILLAGE, SHALL PROVIDE LANDSCAPING IN THE SIDEWALK AREA OF THE STREET RIGHT-OF-WAY. THE SQUARE FOOTAGE OF LANDSCAPED AREA PROVIDED SHALL BE AT LEAST 1.5 TIMES THE LENGTH OF THE STREET LOT LINE (IN LINEAR FEET).
FACADE MODULATION (23.49.058, TABLE A)	MAXIMUM LENGTH OF UN-MODULATED FACADE WITHIN 15 FEET OF STREET LOT LINE - 100' MAXIMUM LENGTH ABOVE 241'
TOWER FLOOR AREA LIMITS (23.49.058, TABLE B)	10,700 SF AVERAGE MAXIMUM FLOOR PLATE SIZE FOR A TOWER THAT EXCEEDS THE BASE HEIGHT LIMIT. 11,500 SF MAXIMUM FLOOR PLATE SIZE FOR ANY STORY
MAXIMUM TOWER WIDTH (23.49.058.E.2.a)	MAXIMUM TOWER WIDTH ABOVE 85' ALONG N/S AXIS ALONG THE AVENUES = 120' OR 80% OF LOT WIDTH, WHICHEVER IS LESS LOT WIDTH = 120'; CALCULATION: 120' X 80% = 96' MAX TOWER WIDTH
TOWER SPACING (23.49.058.F)	TOWER SPACING FOR ALL STRUCTURES OVER ONE HUNDRED SIXTY (160) FEET IN HEIGHT IN THOSE DMC ZONED AREAS SPECIFIED BELOW: 1. FOR THE PURPOSES OF THIS SECTION, NO SEPARATION IS REQUIRED: A. BETWEEN STRUCTURES ON DIFFERENT BLOCKS B. FROM A STRUCTURE ON THE SAME BLOCK THAT IS NOT LOCATED IN A DMC ZONE; OR C. FROM A STRUCTURE ALLOWED PURSUANT TO THE LAND USE CODE IN EFFECT PRIOR TO THE EFFECTIVE DATE OF ORDINANCE 122054. ON DMC ZONED SITES WITH MAXIMUM HEIGHT LIMITS OF MORE THAN ONE HUNDRED SIXTY (160) FEET LOCATED IN THE DENNY TRIANGLE URBAN CENTER VILLAGE... ALL PORTIONS OF THE TOWER THAT ARE ABOVE ONE HUNDRED TWENTY-FIVE (125) FEET IN HEIGHT MUST BE SEPARATED BY A MINIMUM OF SIXTY (60) FEET FROM ANY PORTION OF ANY OTHER EXISTING TOWER ABOVE ONE HUNDRED TWENTY-FIVE (125) FEET IN HEIGHT.
SIDEWALK WIDTHS (23.49.338.3 MAP C)	MINOR AVE. REQUIRES A 12' SIDEWALK. HOWELL REQUIRES A 15' SIDEWALK SINCE NO TRANSIT STOPS ARE LOCATED ON THE PROJECT SIDE OF THE STREET (PER MAP C)

ZONING MAP



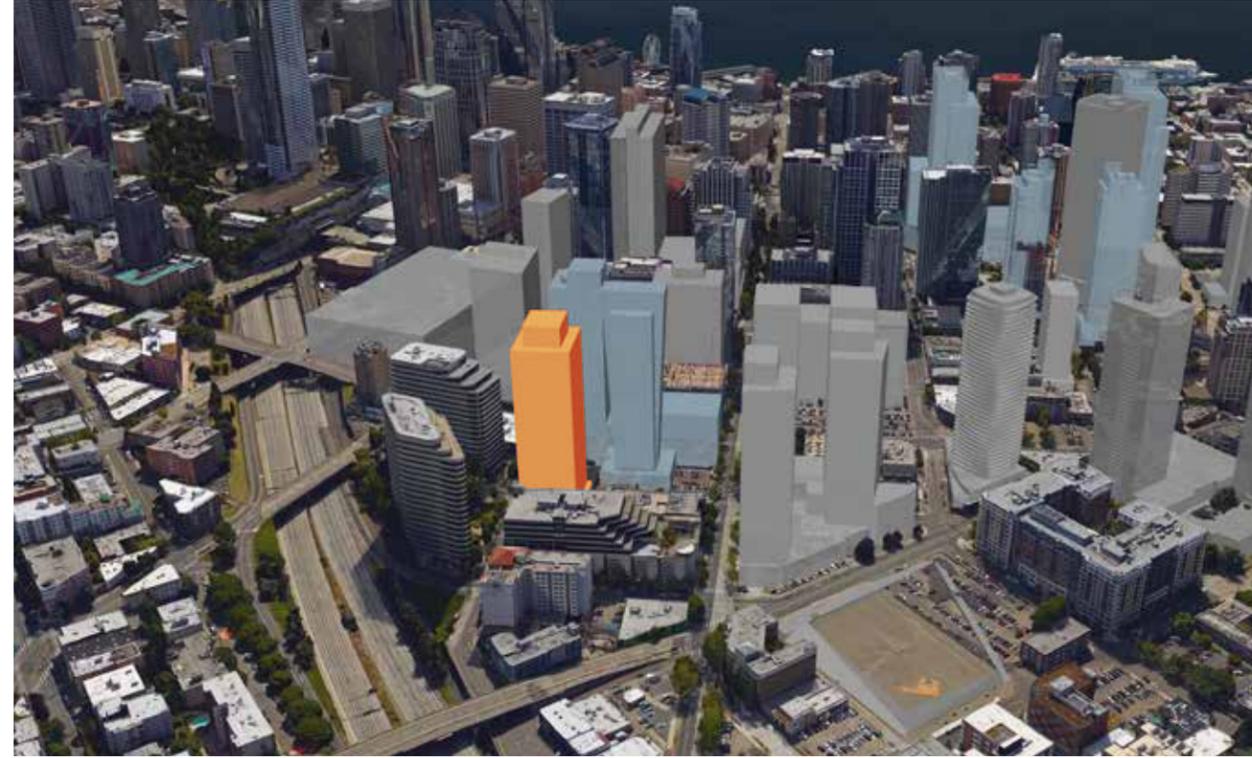
- SM240/125-400
- DMC 240/290-400
- DMC 340/290-400
- DOC 500/300-500



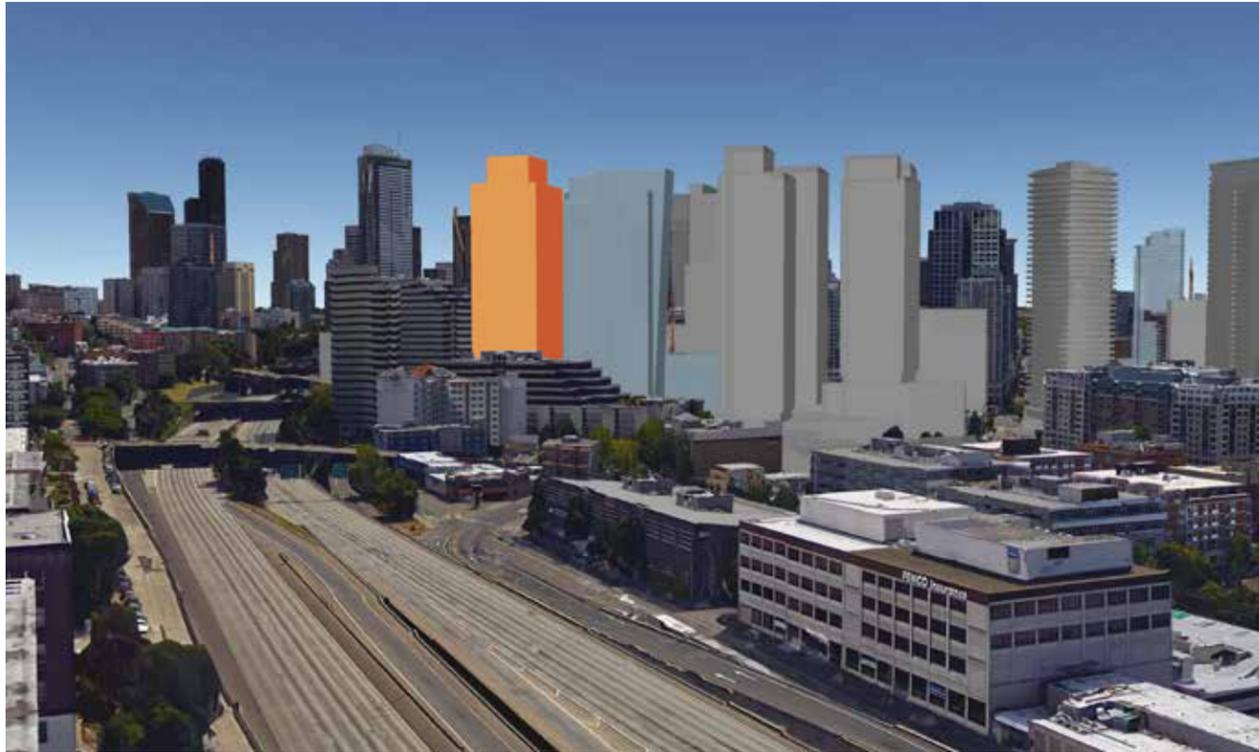
CITY VIEWS



VIEW LOOKING NORTH



AERIAL VIEW LOOKING SOUTHWEST



VIEW LOOKING SOUTH



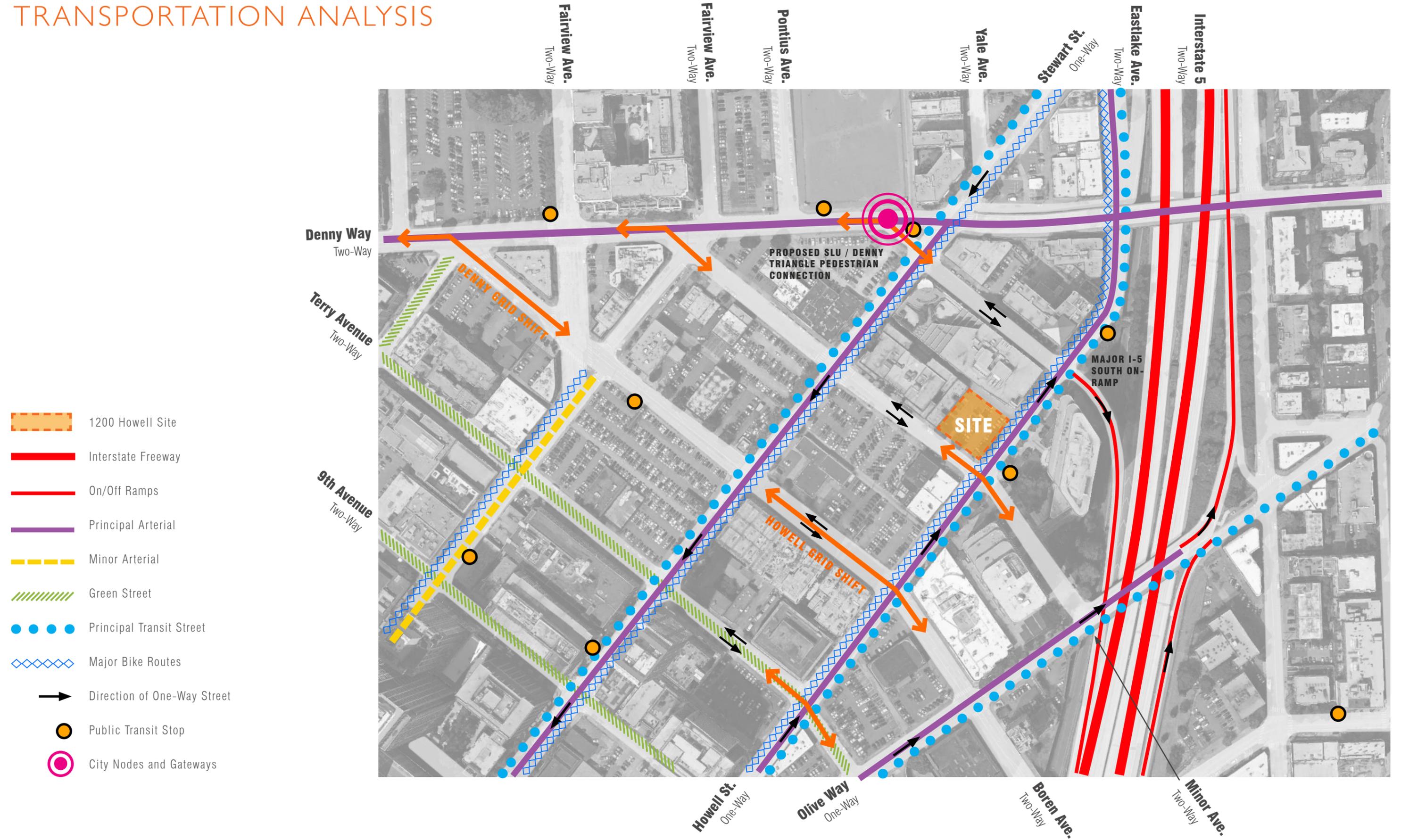
VIEW LOOKING WEST

- 1200 HOWELL
- UNDER CONSTRUCTION
- PLANNED PROJECTS

PROJECT VICINITY AND BUILDING USE



TRANSPORTATION ANALYSIS



EXISTING STREET LEVEL ANALYSIS DIAGRAM



- 1200 Howell
- Main Building Entries
- Retail Entry
- Tree Canopy
- Overhead Weather Protection
- Automotive Entry

NEARBY DEVELOPMENT



1 KINECTS #3004848

KINECTS is located across Minor to the west of 1200 Howell. A distinct angled facade that slopes out with height defines this project.

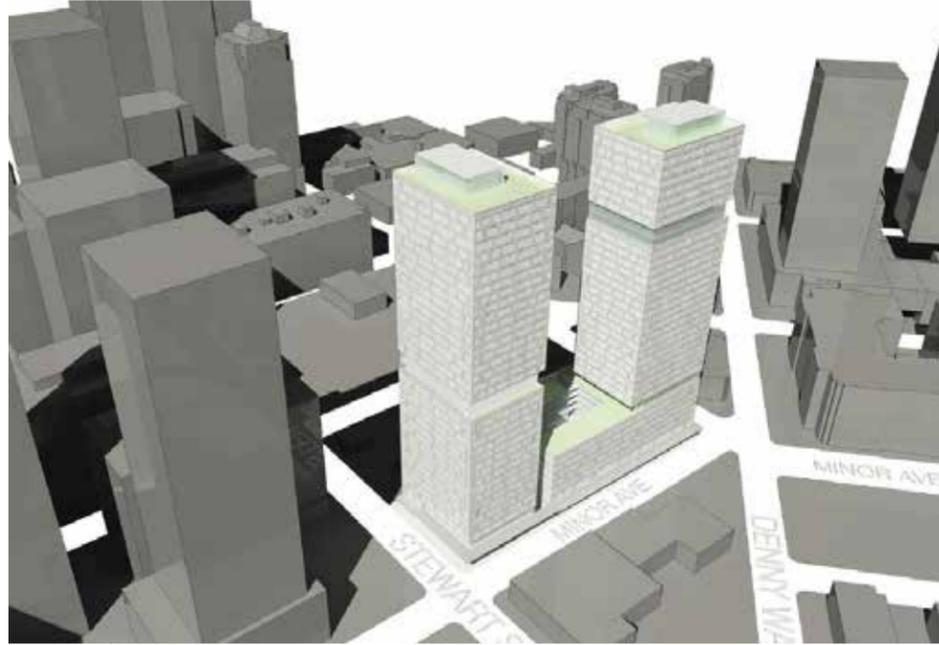


2 TILT 49 #3016574

Sharing the block with KINECTS, Tilt 49 is a half block project with both residential and office components. Its 440ft residential tower sits at the corner of Howell and Boren.

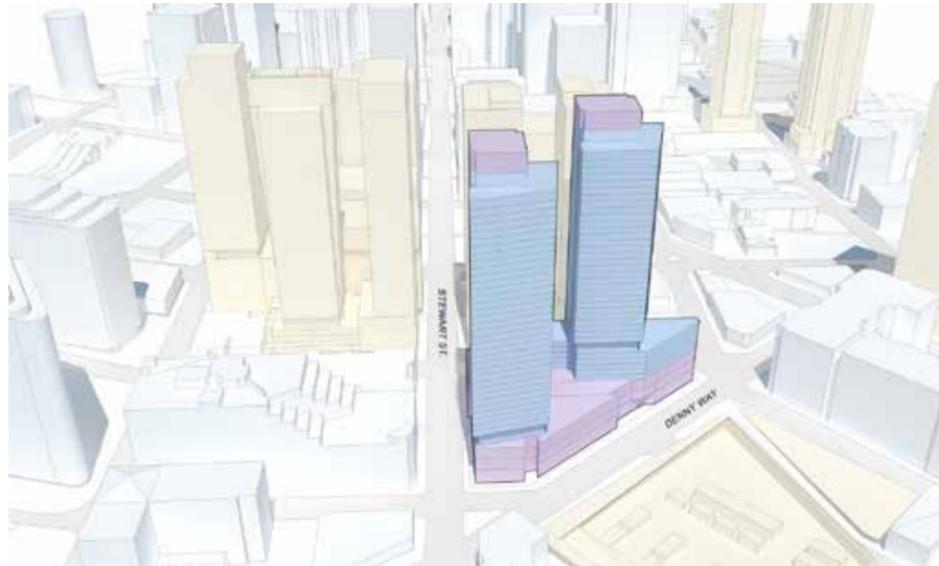


NEARBY DEVELOPMENT



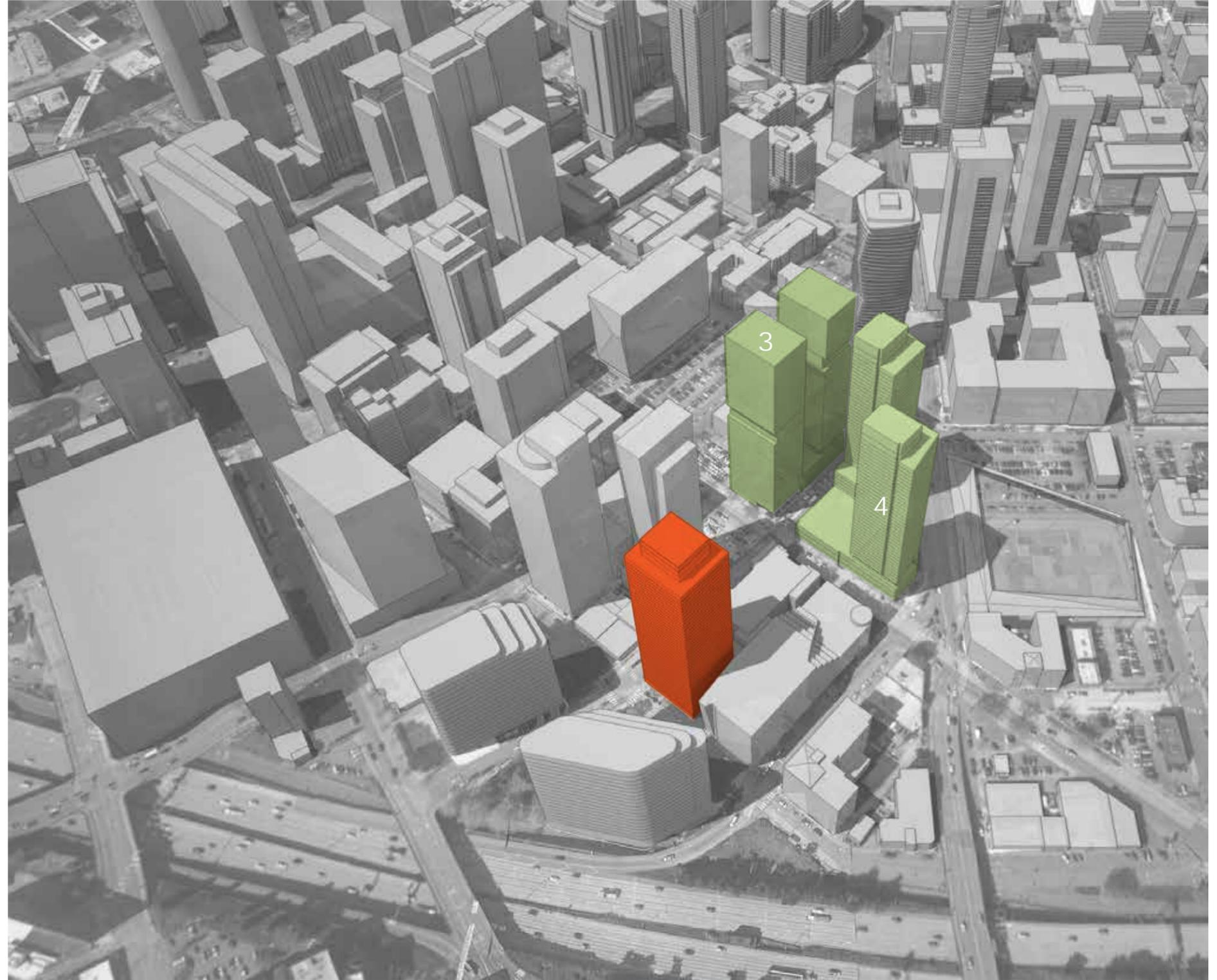
3 1901 MINOR #3019625

A dual tower proposal with 440ft residential towers over a six story podium.



4 1200 STEWART #3020943

Another dual tower proposal, this site previously achieved a MUP and is now under the control of a new developer.



NEARBY DEVELOPMENT



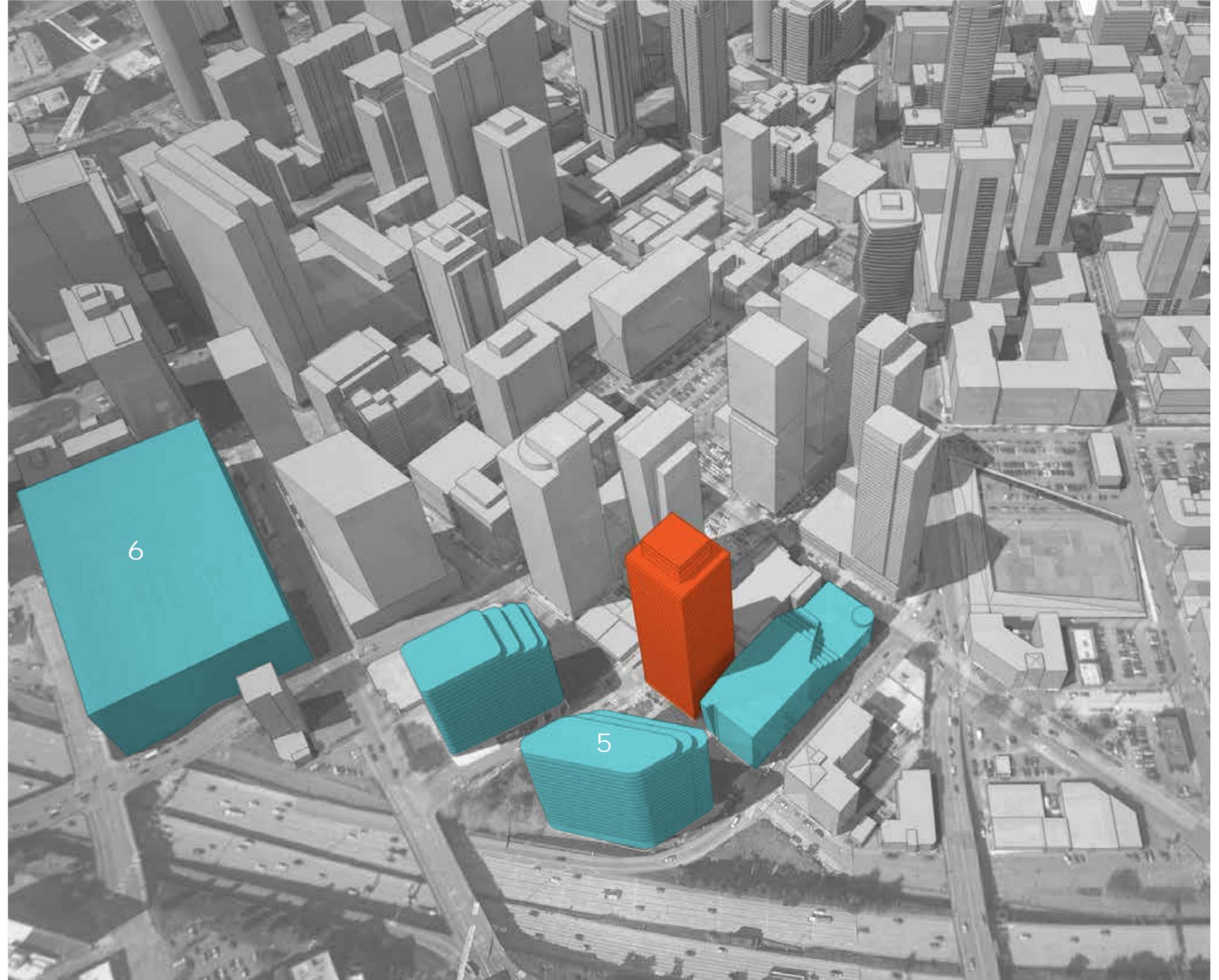
5 METROPOLITAN PARK TOWERS

Located across the street to the south of 1200 Howell, the Metropolitan Park Towers are 280' office buildings built in 1988.

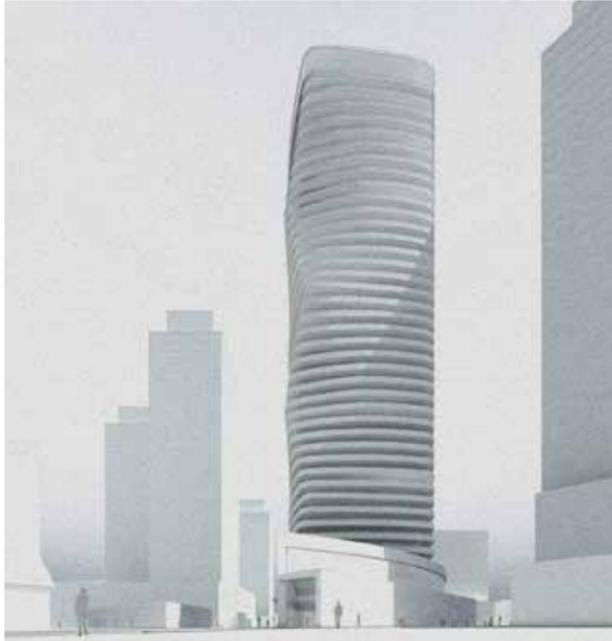


6 WA STATE CONVENTION CENTER EXPANSION #3020177

The new Washington State Convention Center will lay three blocks to the west and include two mixed-use projects along Howell.



NEARBY DEVELOPMENT



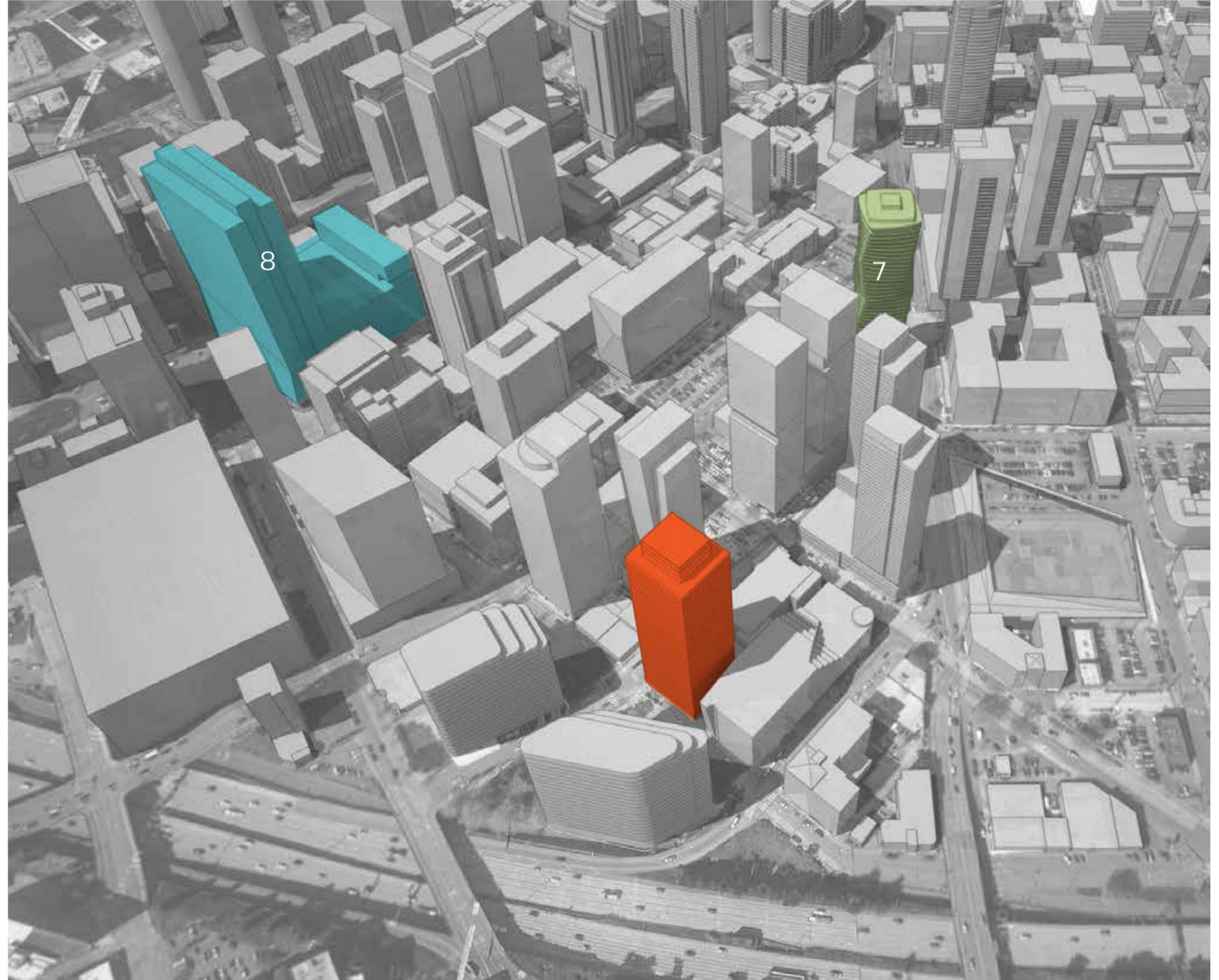
7 2014 FAIRVIEW #3021621

A 440ft residential tower with undulating decks defining the shape of the tower.



8 9TH & STEWART #3013951

A 500' mixed-use project that covers an entire city block. The project will include residences, and hotel, and convention center.



EXISTING BUILDINGS



1814 MINOR AVE - ARION COURT

The adjacent partner to our site is the Arion Court, is a 3 story building built in 1903 and since updated. The project currently is under ownership and operation of the Low Income Housing Institute (LIHI). The project has no windows along the property line to our site but does feature two light wells (as seen in the picture above) that set back to the north and allow light into the interior of the project.

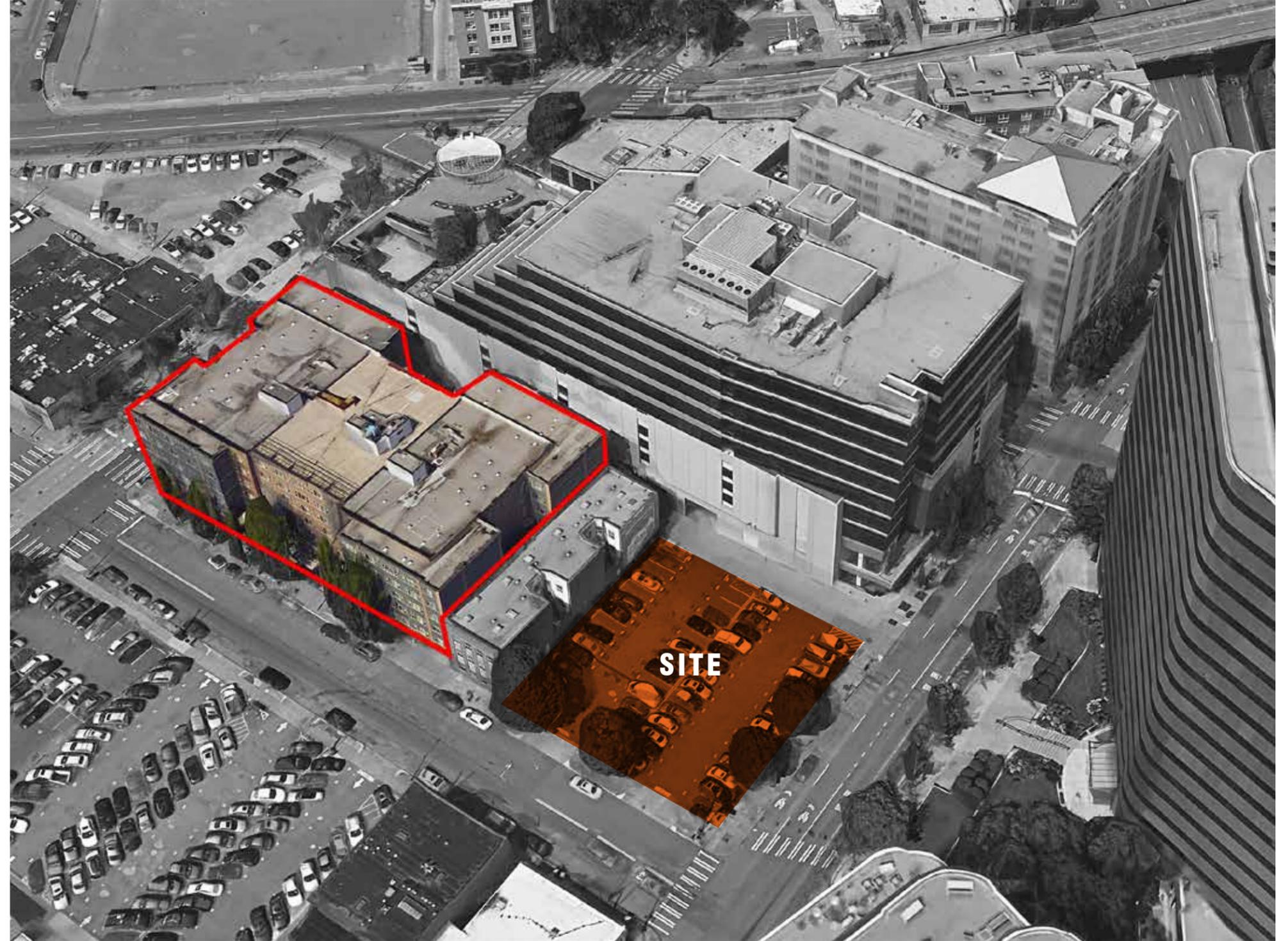


EXISTING BUILDINGS



1820 MINOR AVE - BALFOUR PLACE APARTMENTS

Balfour Place Apartments is a 90,000sf apartment building built in 1993. It is a six story wood frame structure with 200 units and several retailers at the base, including a karaoke parlour and convenience store. It currently has a rooftop deck under construction in the NW corner of the project and parking access located off minor at the south end of the building.



EXISTING BUILDINGS

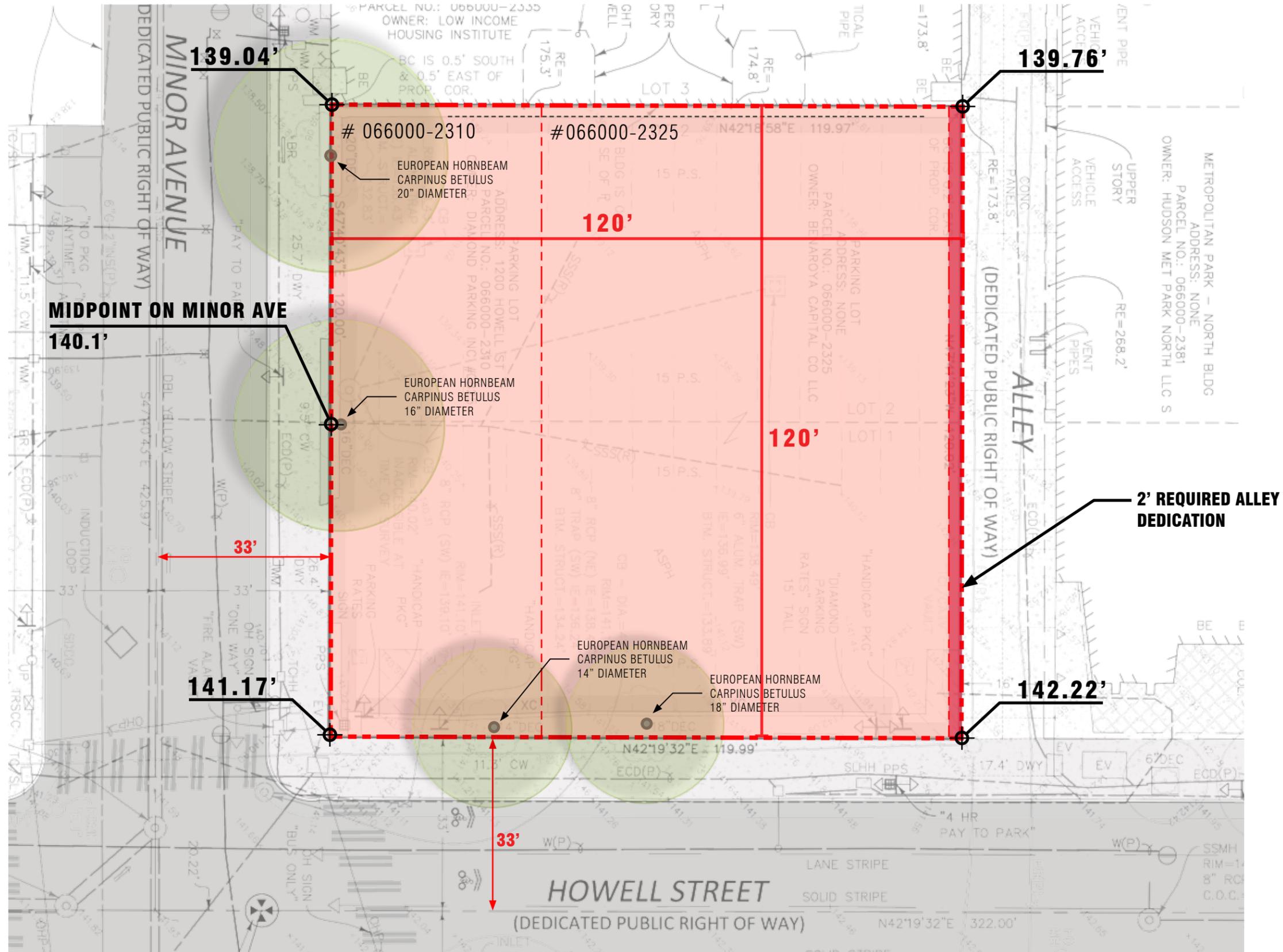


1220 HOWELL ST - METROPOLITAN PARK NORTH

To the east of our project site lies the Metropolitan Park North project. Finished in 2001, this mixed-use project is a 132', 11 story building that has nearly 190,000sf of office space and 558 parking stalls, many which are above grade. Their key tenant is a 24 Hour Fitness at the opposite corner from our project. Key architectural cues include their strong horizontal banding at the top five floors and an angled projecting element that lies across the alley.



SITE DETAILS



SITE INFORMATION

PARCEL #: 066000-2310
LEGAL DESCRIPTION:
 BELL HEIRS OF S A 2ND ADD SWLY 40 FT

PARCEL #: 066000-2325
LEGAL DESCRIPTION:
 BELL HEIRS OF S A 2ND ADD NELY 80 FT

SURVEYED AREA:	14,398 SF
DIMENSIONS:	120' x 120'
CURRENT USE:	PARKING LOT
BASE BUILDING HEIGHT:	140.10'
GRADE CHANGE:	3.18'
EXISTING SIDEWALK WIDTH:	
HOWELL:	12.0'
MINOR:	12.0'

2' REQUIRED ALLEY DEDICATION

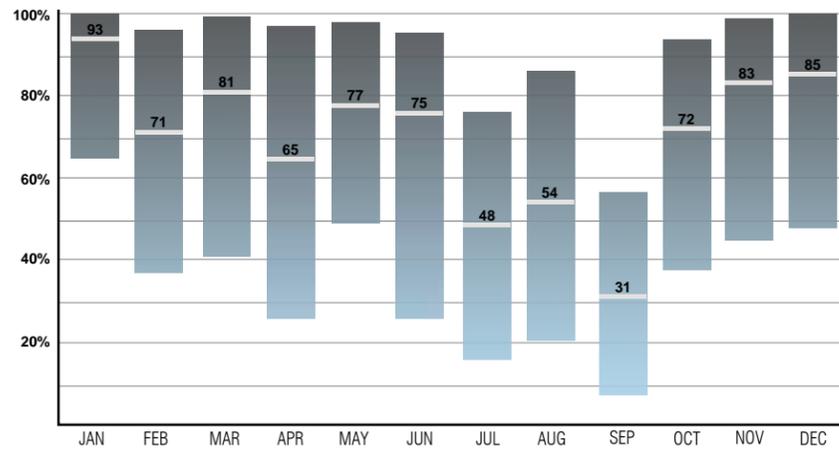
CLIMATE ANALYSIS

SEATTLE, WASHINGTON

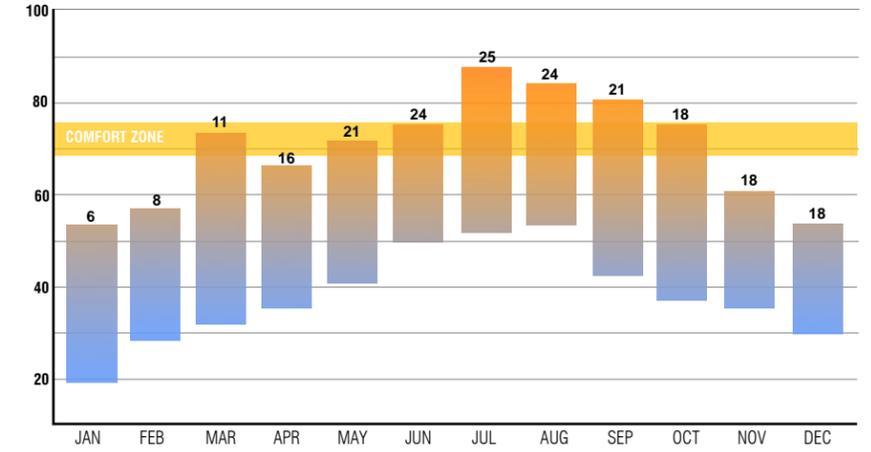
The Seattle climate defines itself as a moderate zone with far more heating days than cooling. With our project open to the South and East for the foreseeable future, maximizing heat gain from these two directions will reduce heating loads throughout much of the year, while passive strategies of natural ventilation and thermal mass can accomplish much of the cooling load needed in the hotter summer months.

To accomplish these goals, large spans of high efficiency glass with low solar heat gain coefficients as well as U-Values will be utilized to allow in light and retain heat. Floor systems that incorporate solid materials such as wood and concrete will serve as thermal mass for the space, absorbing heat during the day and releasing it slowly at night.

A massing that allows for operable windows and shaded terraces will aid in reducing cooling loads during the few cooling days, creating a balance that will reduce energy usage and increase human comfort throughout the building.

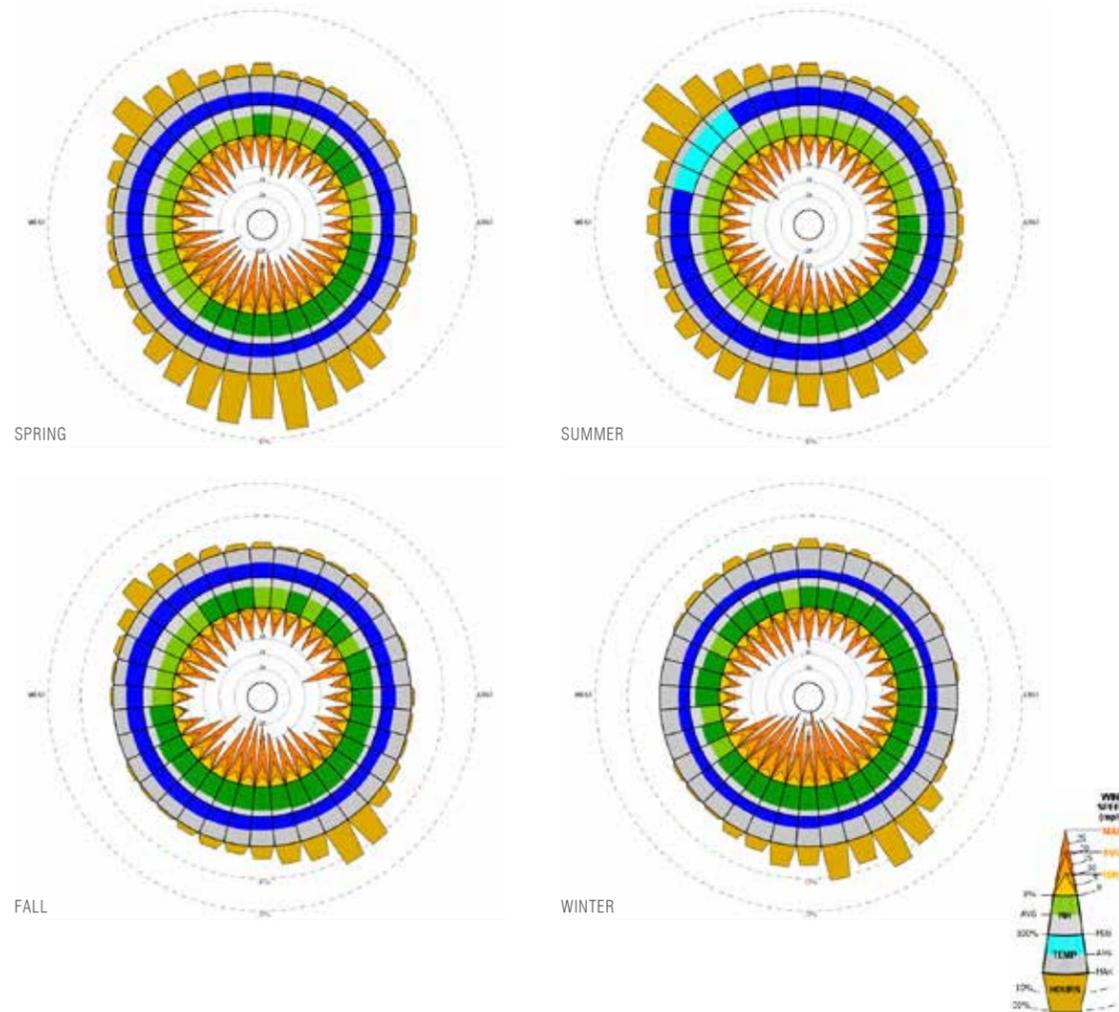


AVERAGE CLOUD COVER

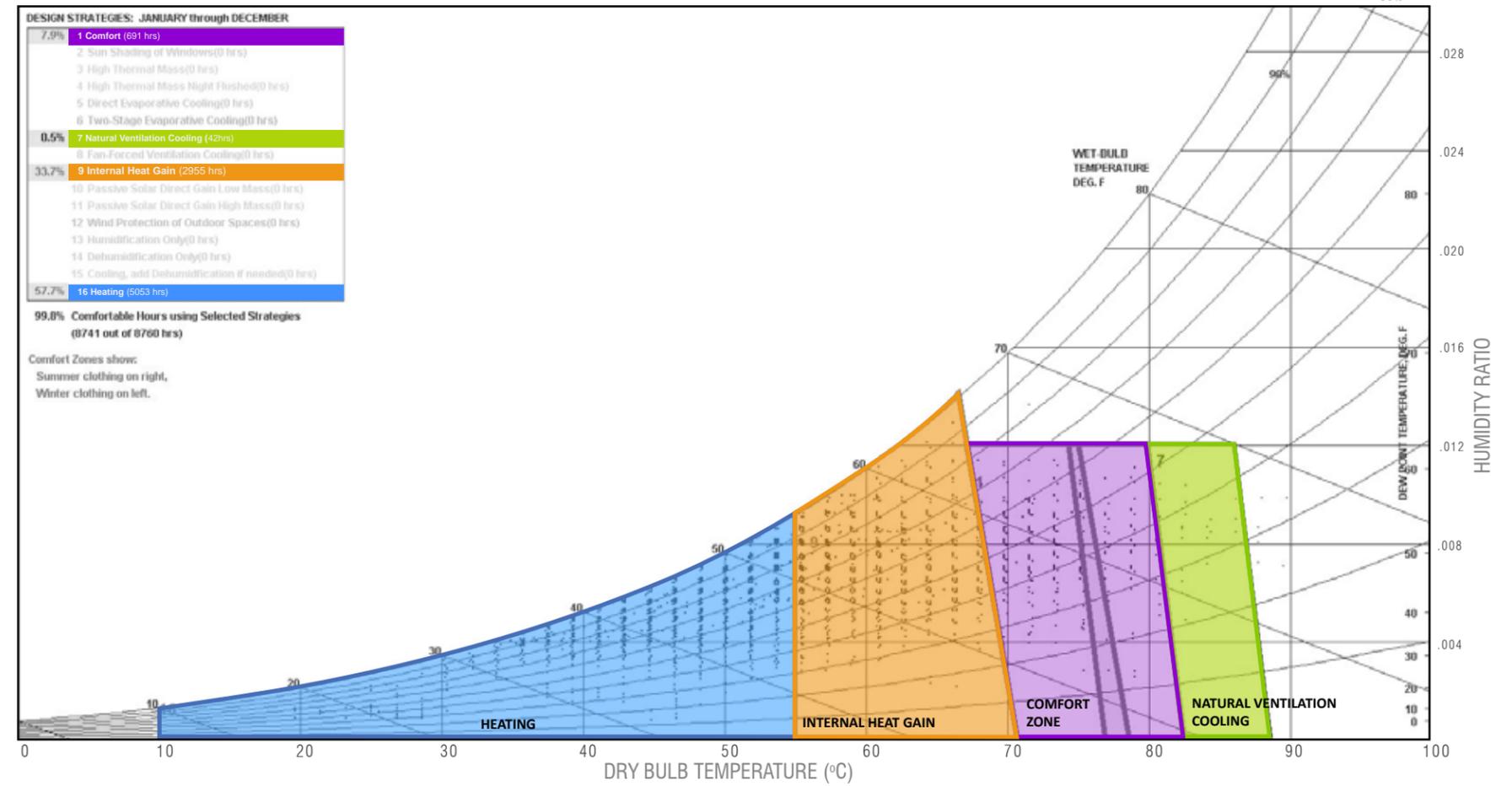


AVERAGE HI/LOW TEMPERATURE °F

SEASONAL WIND ROSES

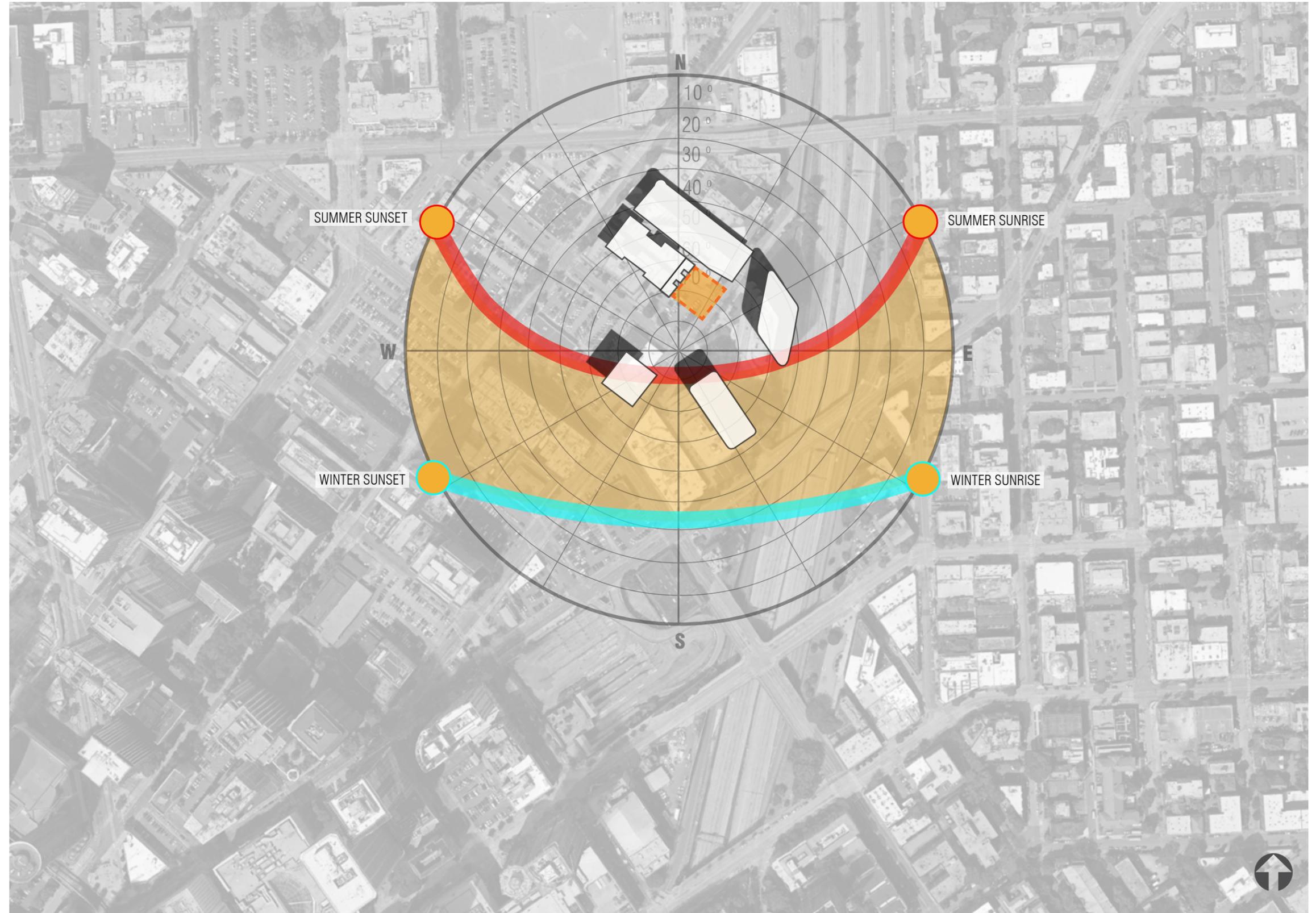


PSYCHROMETRIC CHART



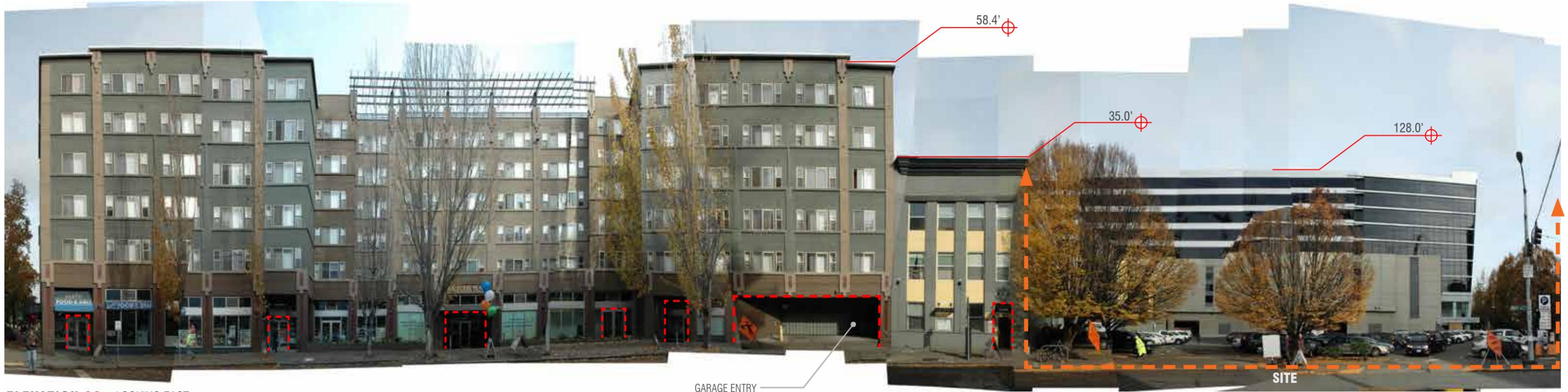
This psychrometric chart represents the frequency at which various levels of temperature and humidity occur throughout the year. The comfort zone, overlaid in purple, highlights the range of temperature and humidity at which the majority of people are comfortable (Accounting for season clothing). The use of specific sustainable strategies can extend the boundaries of the comfort zone by adapting the building design to address the climate. Using the sustainable strategies selected from this chart has the potential to greatly reduce the heating and/or cooling demands on a building.

SOLAR ORIENTATION



-  1200 Howell Site
-  Summer Solstice
-  Winter Solstice

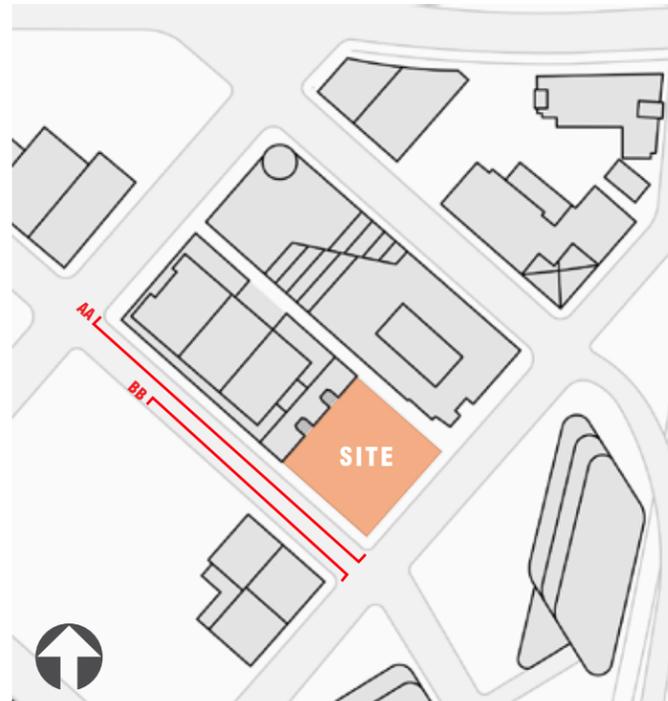
MINOR STREET ELEVATIONS



ELEVATION AA - LOOKING EAST

GARAGE ENTRY

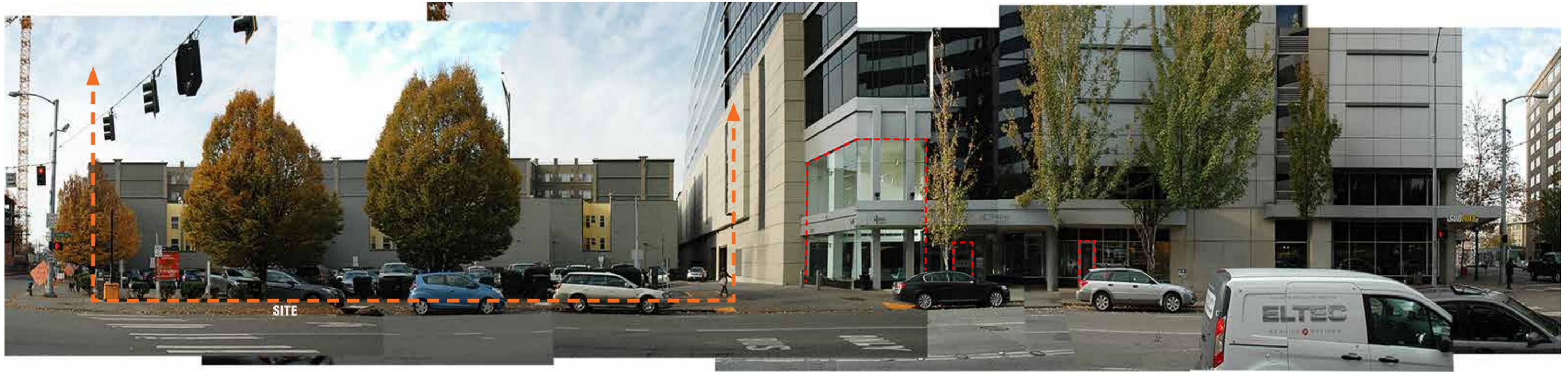
SITE



ELEVATION BB - LOOKING WEST

*ALL HEIGHTS MEASURED FROM PROJECT HEIGHT BASE POINT, MEASURED FROM THE MID POINT ON HOWELL.

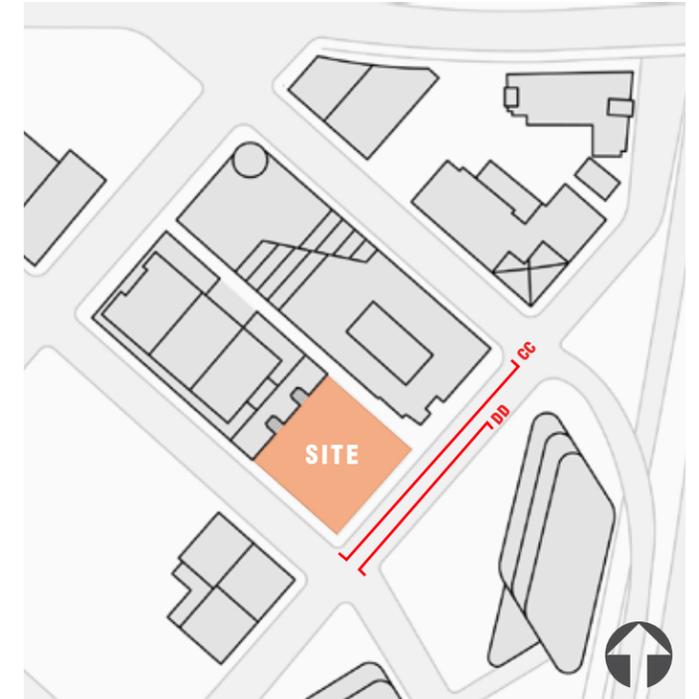
HOWELL STREET ELEVATIONS



ELEVATION CC - LOOKING NORTH



ELEVATION DD - LOOKING SOUTH



*ALL HEIGHTS MEASURED FROM PROJECT HEIGHT BASE POINT, MEASURED FROM THE MID POINT ON HOWELL.

ALLEY ELEVATIONS AND PHOTOS



ELEVATION EE - LOOKING EAST



PANORAMIC A - LOOKING EAST



PANORAMIC B - LOOKING NORTH

*ALL HEIGHTS MEASURED FROM PROJECT HEIGHT BASE POINT, MEASURED FROM THE MID POINT ON HOWELL.

SITE AND CONTEXT FEATURES



VIEW C - NORTHWEST



VIEW D - LOOKING NORTH



VIEW E - LOOKING SOUTH



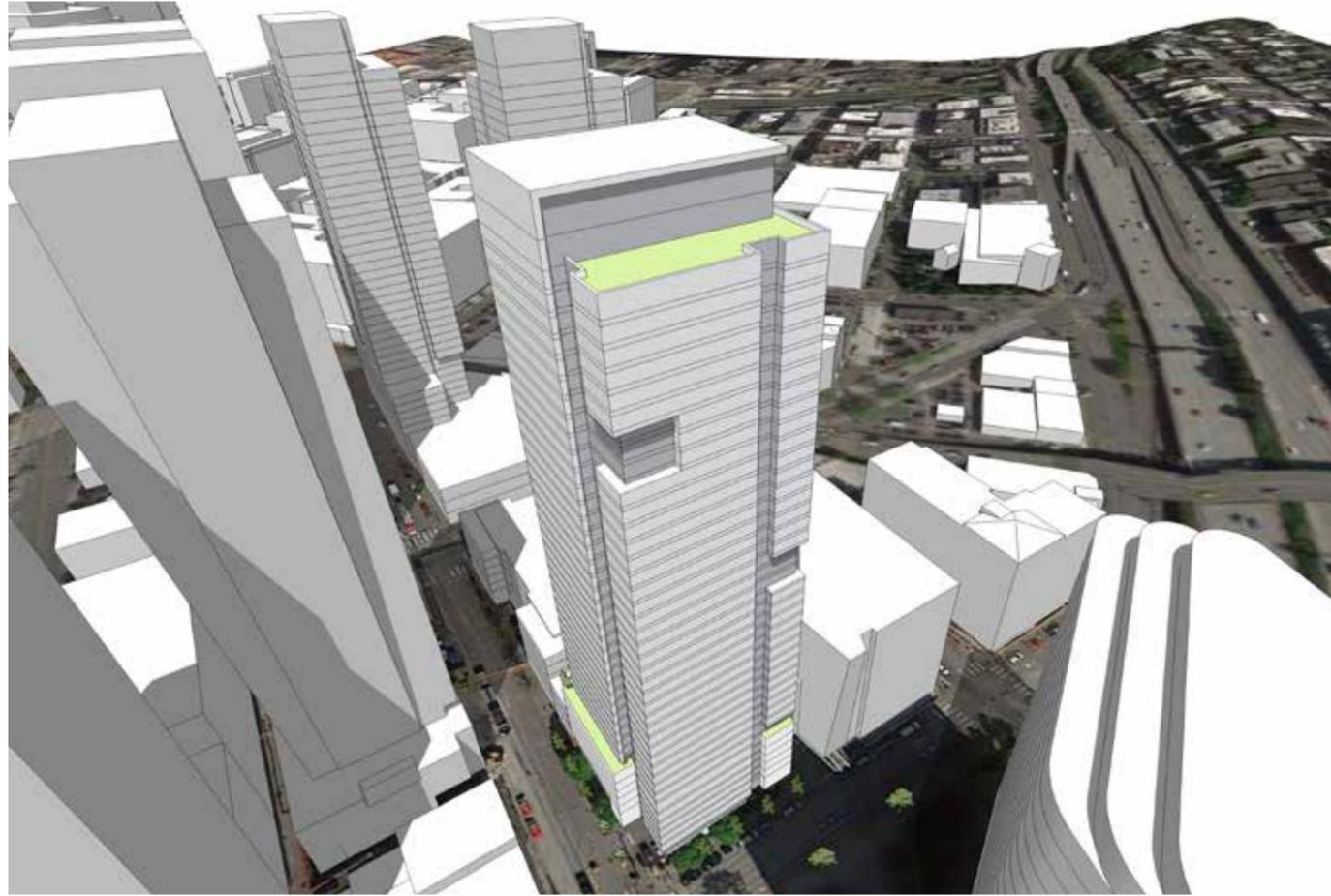
VIEW F - LOOKING NORTHEAST





MASSING OPTIONS

OPTION 1



VERTICAL REVEAL

Our first option employs several shifting rectilinear masses to create a breakdown in form. Vertical reveals break up the tower massing per code requirements, and horizontal breaks create visual relief to an otherwise simple massing. The facade treatment of the tower tracks all the way down to the street, where it is broken by a setback level of retail and building entry.

PROS

- Code compliant
- Horizontal and vertical reveals break down the massing of the tower.
- Erosions at key locations provide visual relief and unique units at high visibility locations.
- Simplicity of massing reduces construction costs.

CONS

- Rectilinear massing does not maximize views from the site.
- Shape and orientation does not acknowledge nearby development or the shift in the grid at this site.
- Similar to other construction and design in the area.
- Larger area of podium activation nets in significant parking loss.

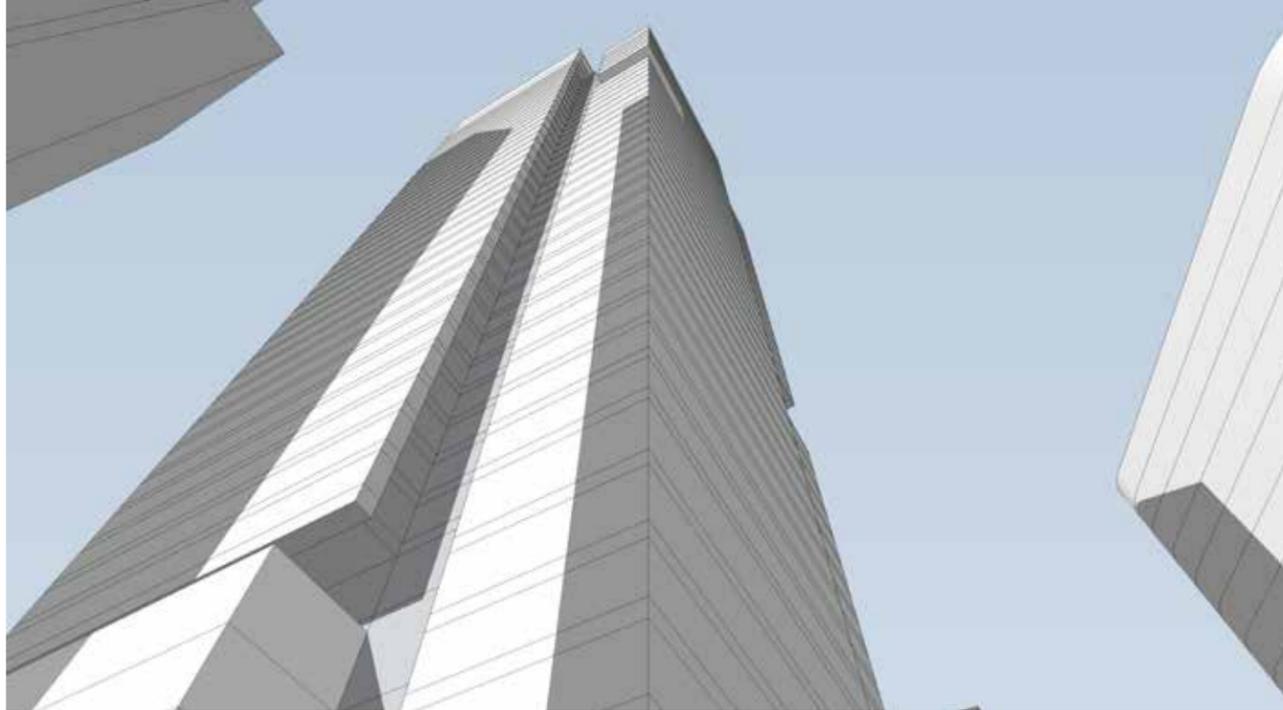


OPTION 1



View 1 (Left Top) displays the massing from the northeast, with Elliot Bay and much of downtown in the background. View 2 (Left Bottom) places the site within the currently planned buildout, looking from above I-5 to the north. The tower's location remain prominent even with the large amount of development in the Denny Triangle and becomes an important tower in the foreground of the Seattle Skyline. View 3 (Above) shows the 180 degree uninterrupted view of the project from the north, east, and south.

OPTION 1



VIEW LOOKING UP FROM THE CORNER OF HOWELL AND MINOR.

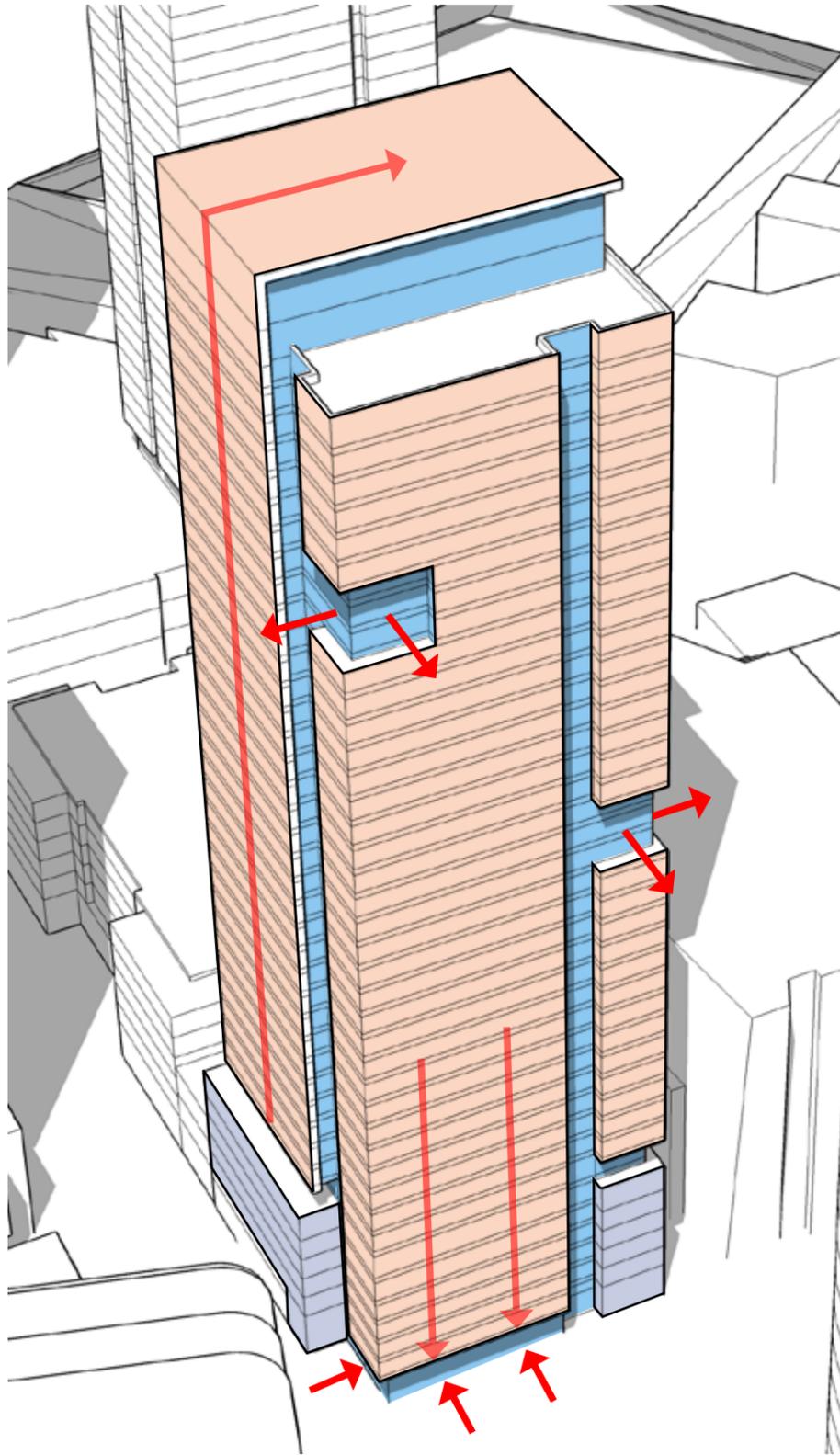


PODIUM AT THE CORNER OF HOWELL AND MINOR.



VIEW LOOKING NORTH ON I-5.

OPTION 1



PINWHEEL MASSING W/ "EROSIONS"



LEVEL 1 PLAN



TYPICAL ABOVE GRADE PARKING LEVEL



TYPICAL TOWER PLAN

SPACE FUNCTION KEY

- RESIDENTIAL
- RETAIL
- COMMON SPACE
- ELEVATOR / STAIR
- BOH / LOADING / PARKING



OPTION 2



GRID SHIFT

Our second option begins to draw cues from site relationships and the grid shift at Howell. Angled vertical forms respond to the angles across the street, while a central core ties into the grid on the site. The vertical masses break at different heights, reducing the mass at the top of the tower and creating dynamism in the skyline of the downtown.

PROS

- Angular forms break from the site grid and respond to the shift in the city grid at the site.
- Tower elements break from the podium to create a unique expression.
- Vertical masses break up the facade horizontally.
- Tower glass expresses all the way to the ground level, activating the corner all the way to street level and hiding the function of the above grade parking.

CONS

- Fails to provide scaled relationships to the nearby projects without any horizontal breakdown up the tower.
- Inside corners in the massing block views and create privacy issues.
- The rooftop amenity at the top is small.

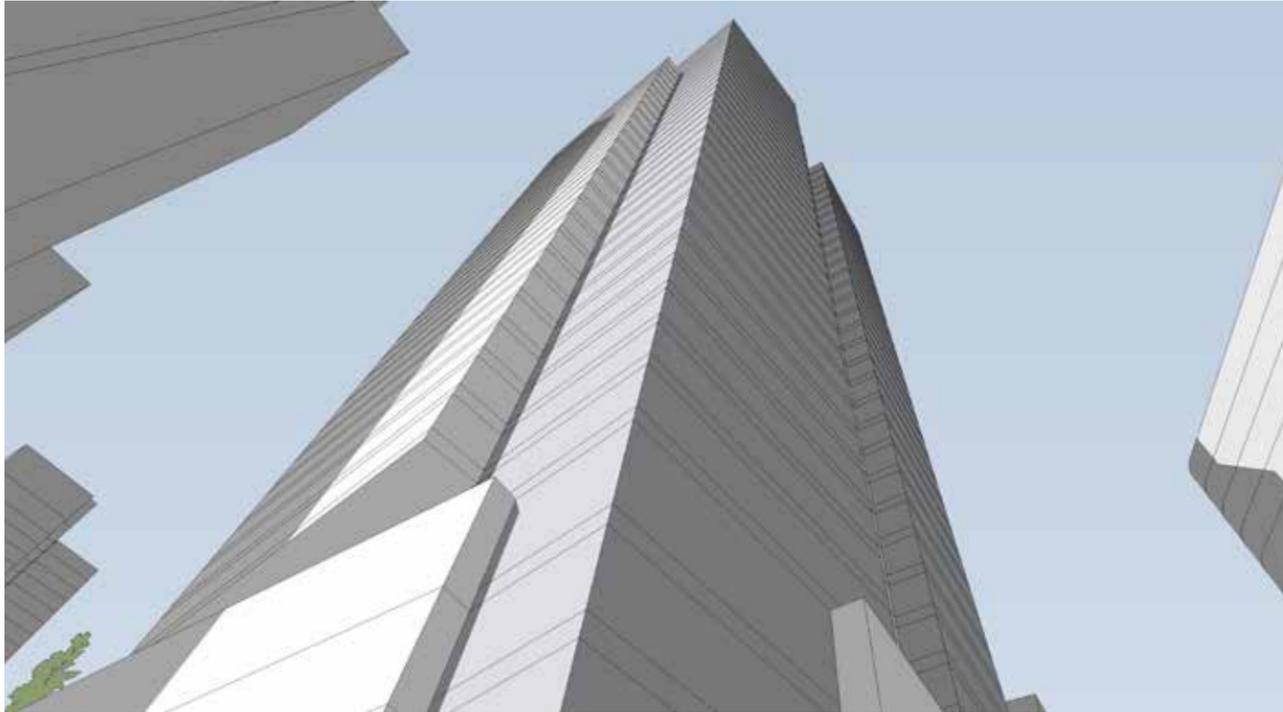


OPTION 2



View 1 (Left Top) displays the massing from the northeast, with Elliot Bay and much of downtown in the background. View 2 (Left Bottom) places the site within the currently planned buildout, looking from above I-5 to the north. The tower's location remains prominent even with the large amount of development in the Denny Triangle and becomes an important tower in the foreground of the Seattle Skyline. View 3 (Above) shows the 180 degree uninterrupted view of the project from the north, east, and south.

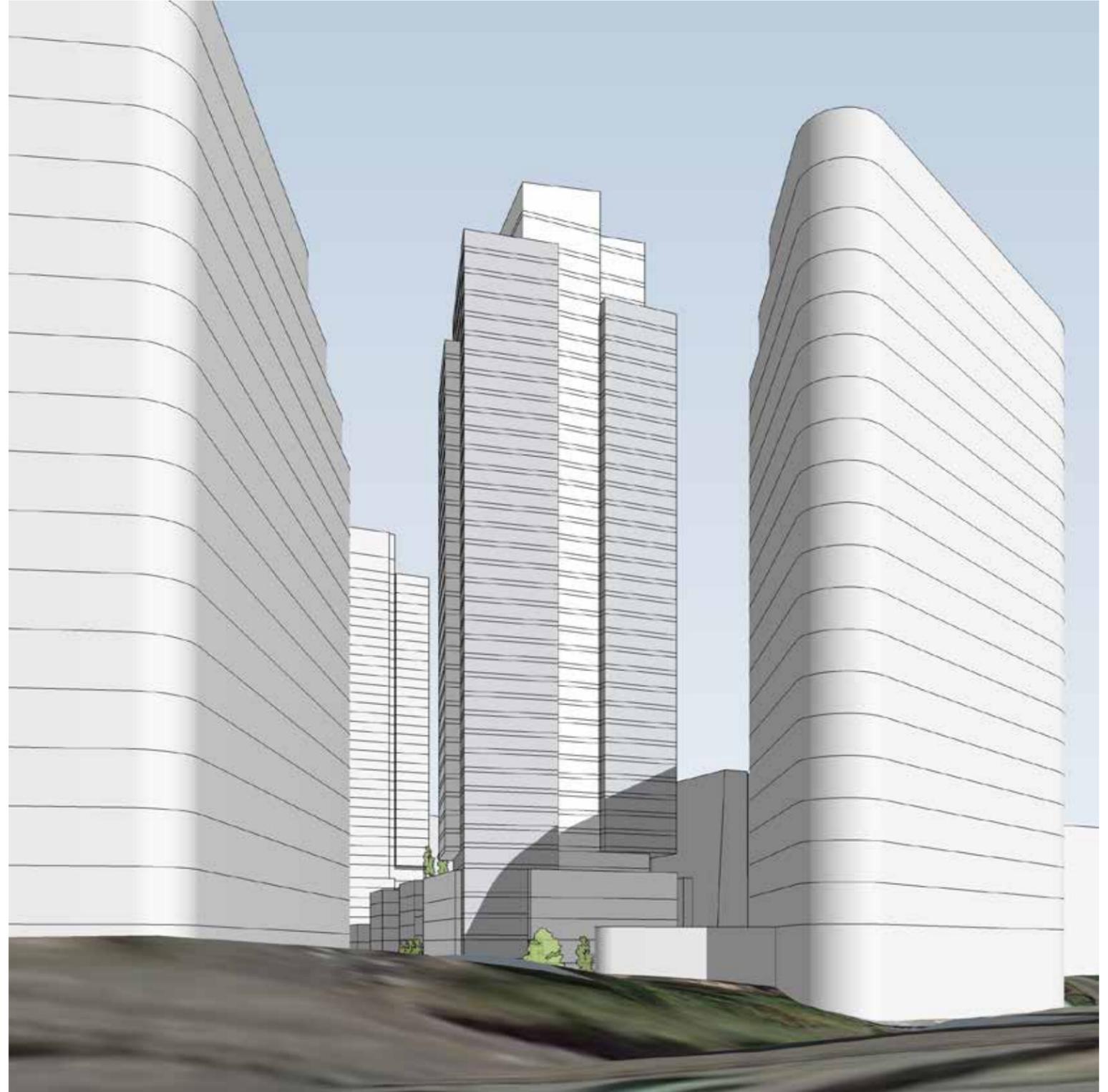
OPTION 2



VIEW LOOKING UP FROM THE CORNER OF HOWELL AND MINOR.

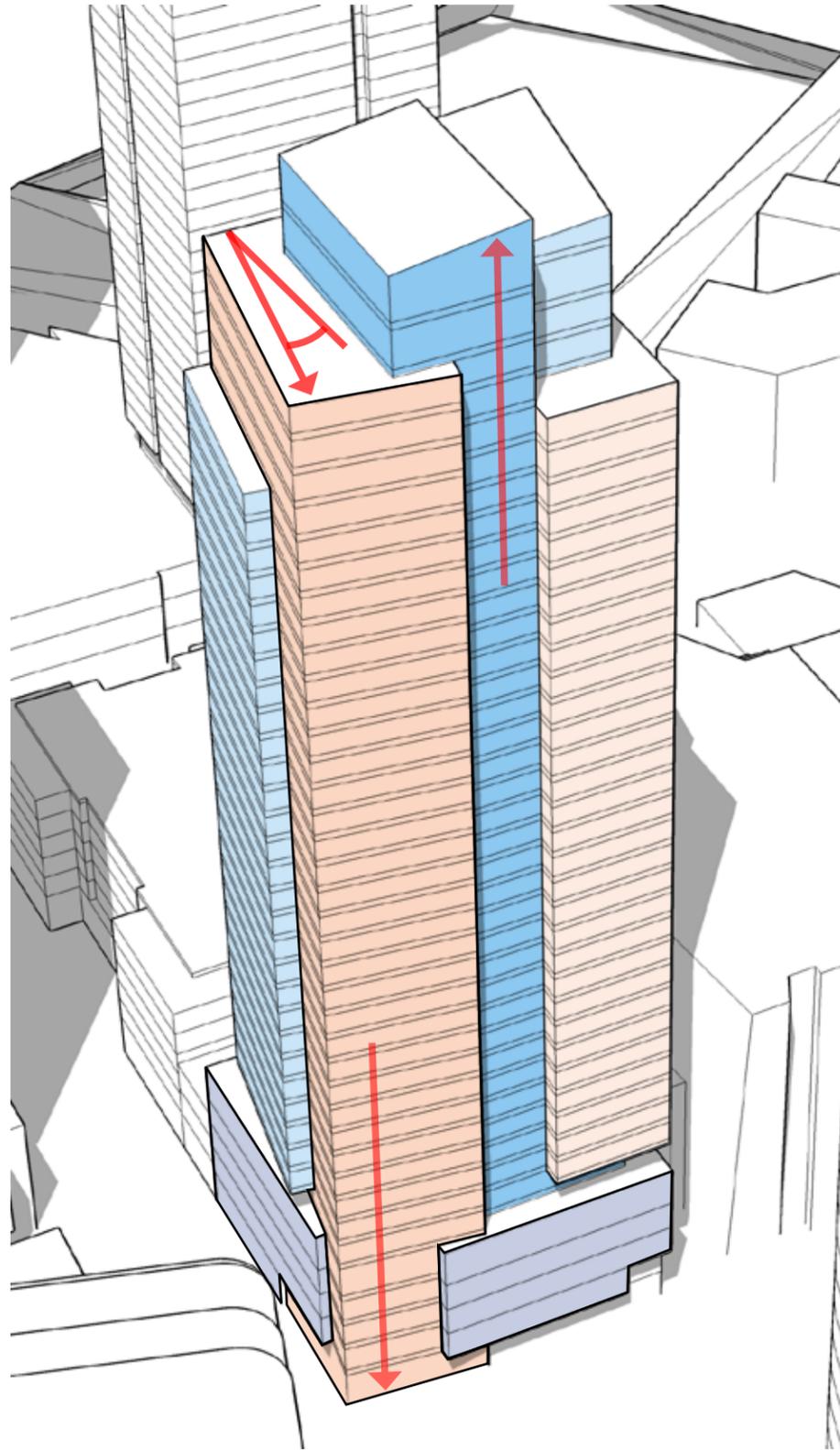


PODIUM AT THE CORNER OF HOWELL AND MINOR.



VIEW LOOKING NORTH ON I-5.

OPTION 2



GRID RESPONSIVE MASSING WITH STRONG VERTICAL MASSES



LEVEL 1 PLAN



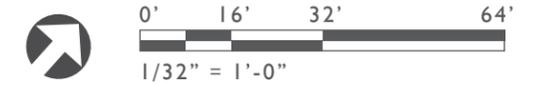
TYPICAL ABOVE GRADE PARKING LEVEL



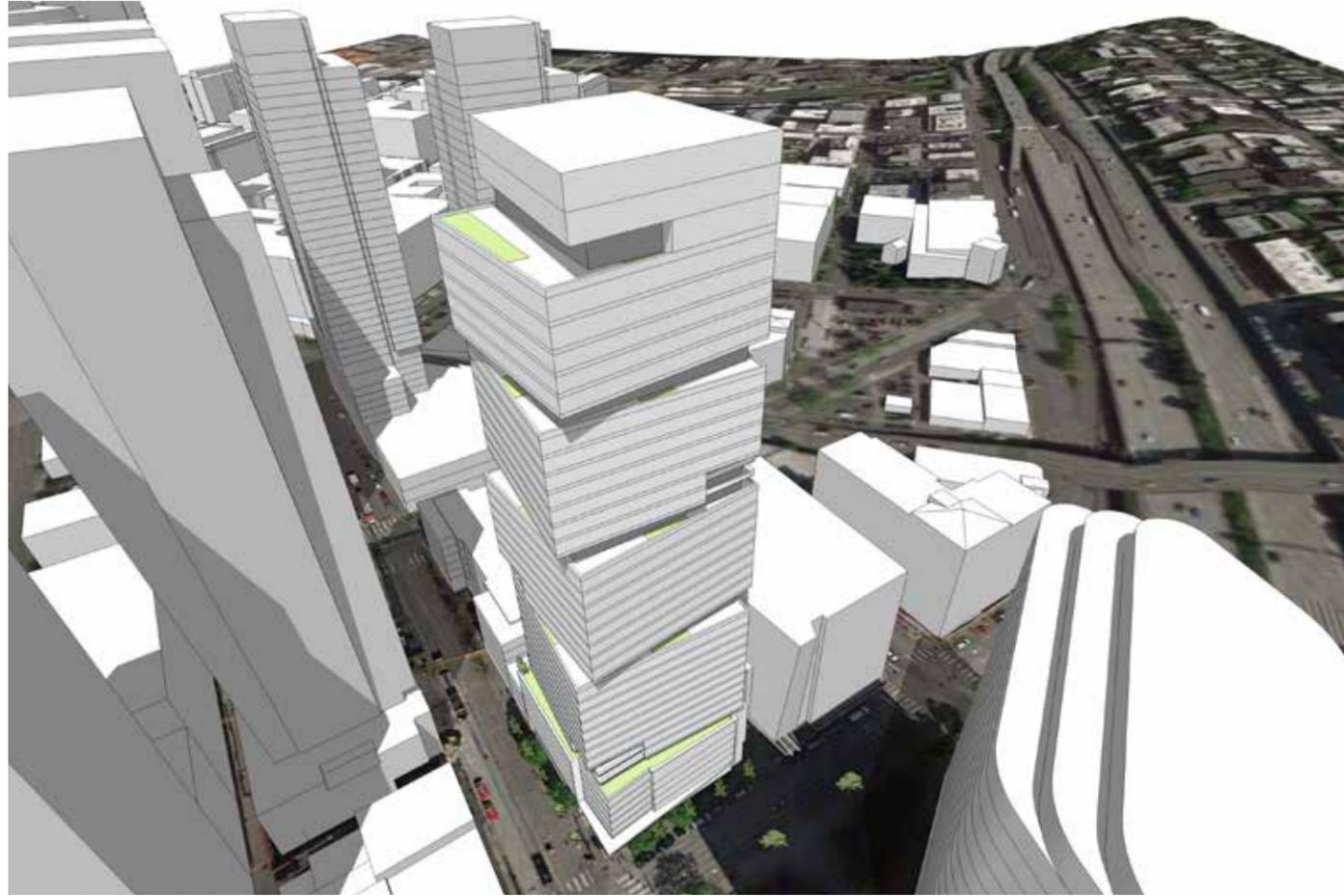
TYPICAL TOWER PLAN

SPACE FUNCTION KEY

- RESIDENTIAL
- RETAIL
- COMMON SPACE
- ELEVATOR / STAIR
- BOH / LOADING / PARKING



OPTION 3 - PREFERRED



STACK EFFECT

Our third and preferred option takes elements and concepts from both of our first options and utilizes their strengths to create a truly unique tower for the city. Shifting boxes rotate to realize views and reduce adjacencies with nearby towers, and the reveals between them break down the towers massing and create opportunities for vegetated decks. Erosions at key corners provide both unique units and visual relief. Residential units at the podiums share the massing from above to unify the architecture and activate the street level and above grade parking.

PROS

- Iconic design and massing breaks from the surrounding rectilinear masses.
- Rotation in tower mass directs views away from adjacent towers.
- Massing is inherently broken down in scale from reveals at massing shifts.
- Erosions provide visual interest to viewers.
- Decks throughout the height of the tower provide additional greenspace and planting areas.

CONS

- No horizontal breaks are present in the massing, meaning some walls are 120' in length.
- Challenge for structure and window washing.



OPTION 3 - PREFERRED



View 1 (Left Top) displays the massing from the northeast, with Elliot bay and much of downtown in the background. View 2 (Left Bottom) places the site within the currently planned buildout, looking from above I-5 to the north. The tower's location remains prominent even with the large amount of development in the Denny Triangle and becomes an important tower in the foreground of the Seattle Skyline. View 3 (Above) shows the 180 degree uninterrupted view of the project from the north, east, and south.

OPTION 3 - PREFERRED



VIEW LOOKING UP FROM THE CORNER OF HOWELL AND MINOR.

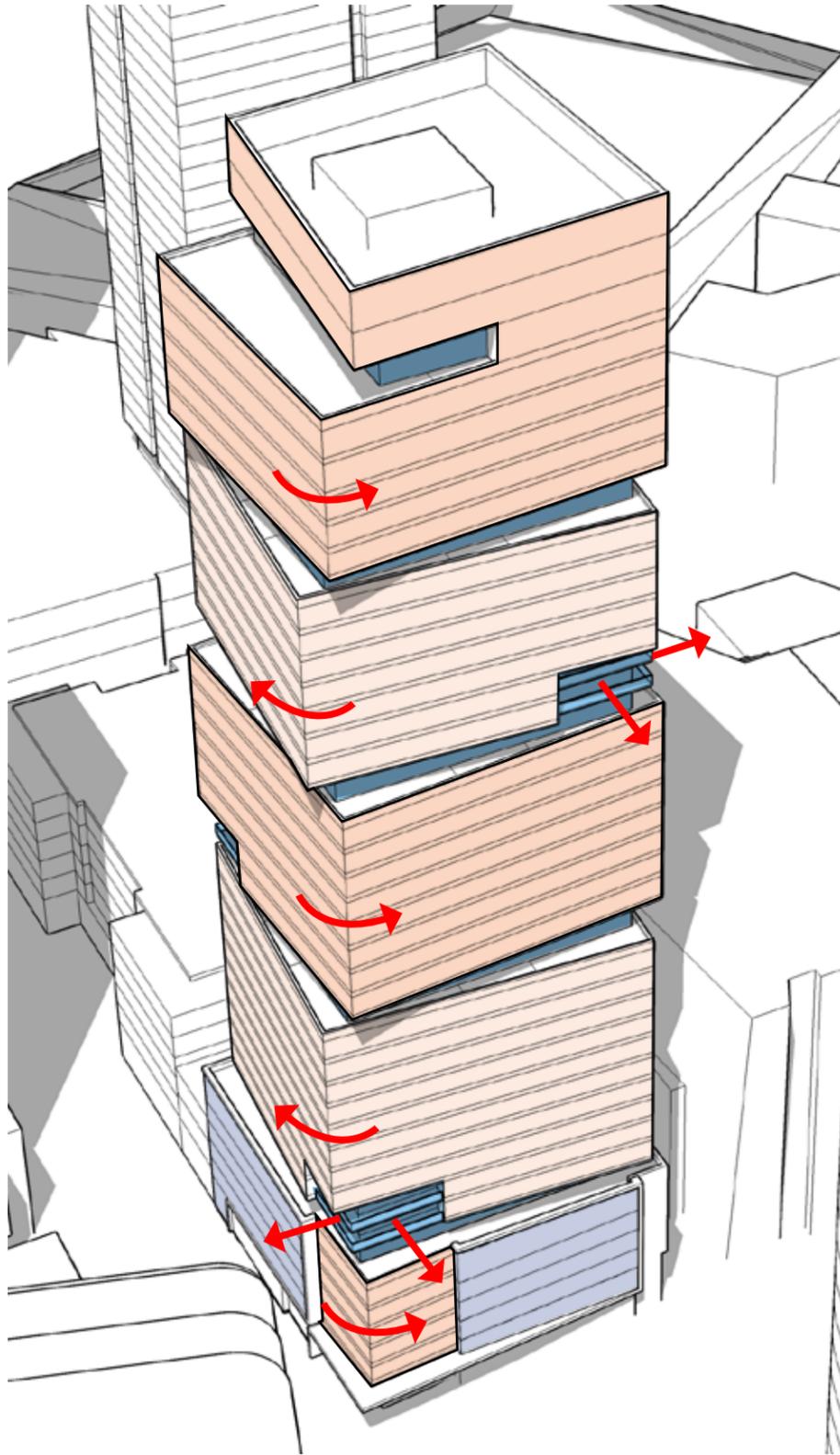


PODIUM AT THE CORNER OF HOWELL AND MINOR.



VIEW LOOKING NORTH ON I-5.

OPTION 3 - PREFERRED



PREFERRED ROTATING MASSING.



LEVEL 1 PLAN



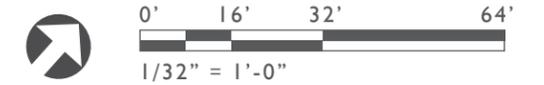
TYPICAL ABOVE GRADE PARKING LEVEL



TYPICAL TOWER PLAN

SPACE FUNCTION KEY

- RESIDENTIAL
- RETAIL
- COMMON SPACE
- ELEVATOR / STAIR
- BOH / LOADING / PARKING



OPTION COMPARISON



VERTICAL REVEAL

Our first option employs several shifting rectilinear masses to create a breakdown in form. Vertical reveals break up the tower massing per code requirements, and horizontal breaks create visual relief to an otherwise simple massing. The facade treatment of the tower tracks all the way down to the street, where it is broken by a setback level of retail and building entry.

- Code compliant
- Horizontal and vertical reveals break down the massing of the tower.
- Erosions at key locations provide visual relief and unique units at high visibility locations.
- Simplicity of massing reduces construction costs.



GRID SHIFT

Our second option begins to draw cues from site relationships and the grid shift at Howell. Angular vertical forms match the angles across the street, while a central core ties into the grid on the site. The vertical masses break at different heights, reducing the mass at the top of the tower and creating dynamism in the skyline of the downtown.

- Angular forms break from the site grid and respond to the shift in the city grid at the site.
- Tower elements break from the podium to create a unique expression.
- Vertical masses break up the facade horizontally.
- Tower glass expresses all the way to the ground level, activating the corner all the way to street level and hiding the function of the above grade parking.



STACK EFFECT - PREFERRED

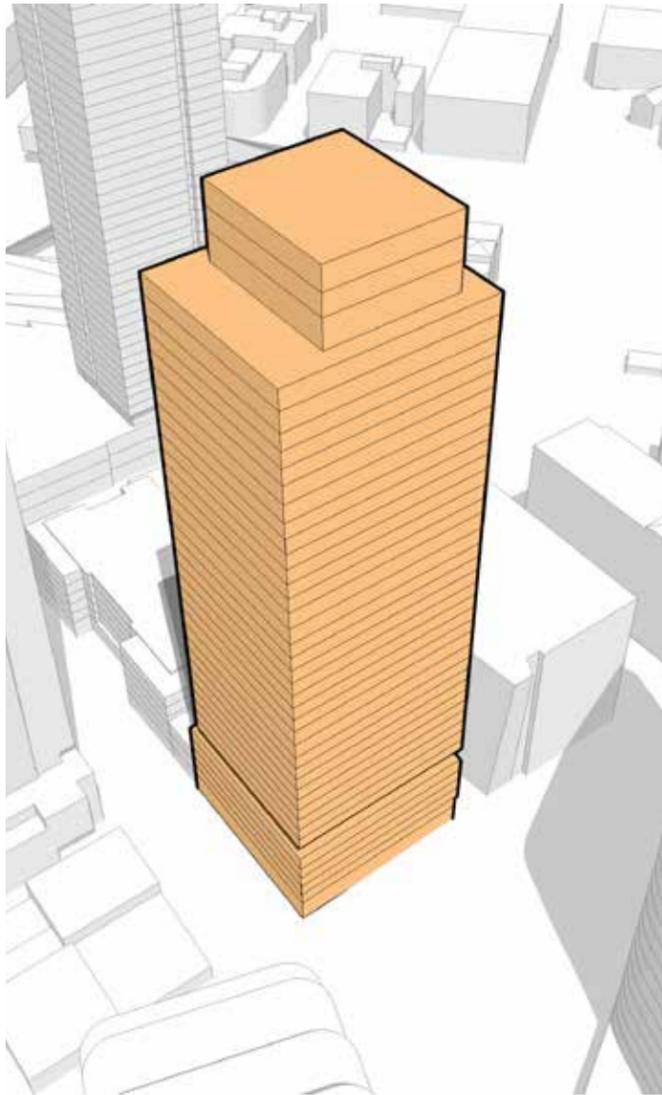
Our third and preferred option takes elements and concepts from both of our first options and utilizes their strengths to create a truly unique tower for the city. Shifting boxes rotate to realize views and reduce adjacencies with nearby towers; the reveals between them break down the tower's massing and create opportunities for vegetated decks. Erosions at key corners provide both unique units and visual relief. Residential units at the podiums share the massing from above to unify the architecture and activate the street level and above grade parking.

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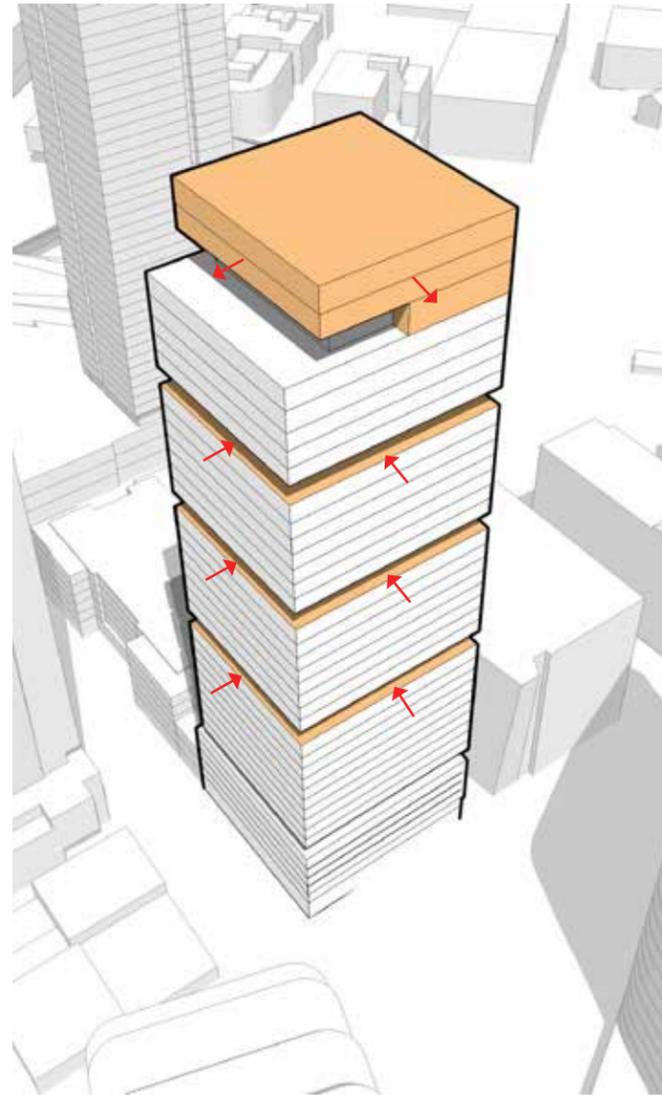
PREFERRED MASSING & STREETScape

TOWER PART I



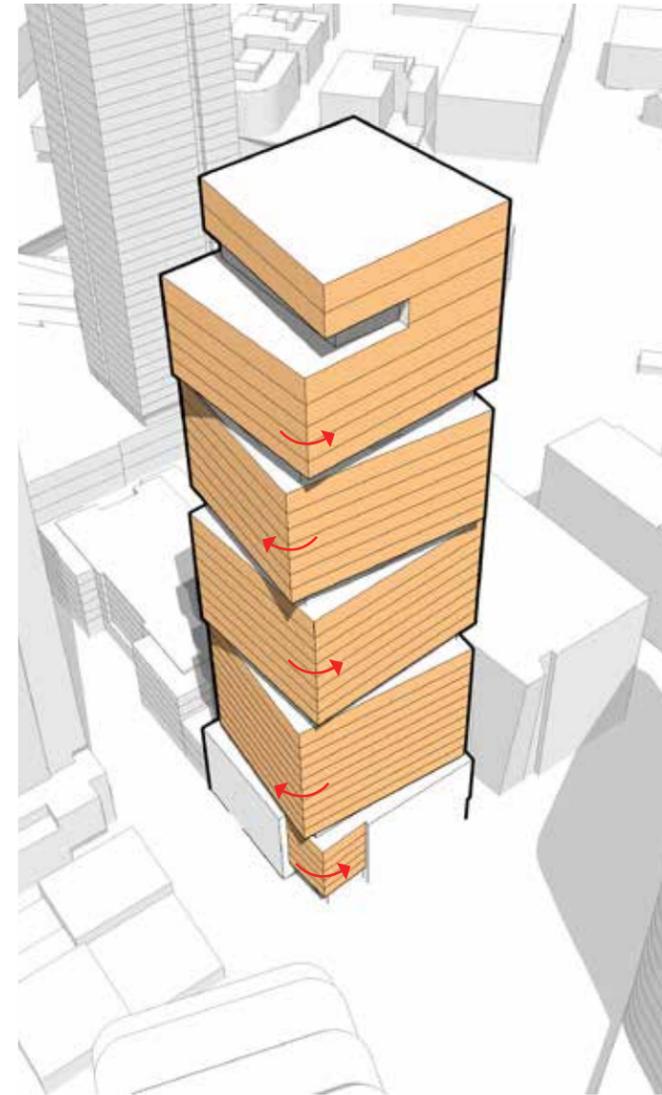
1.0 TOWER MASSING

Defined by the sites boundaries, the towers massing utilizes the entire site to allow for an efficient footprint. The tower itself breaks from the Podium at the L7 amenity level, defining the tower and podium as their own massing elements.



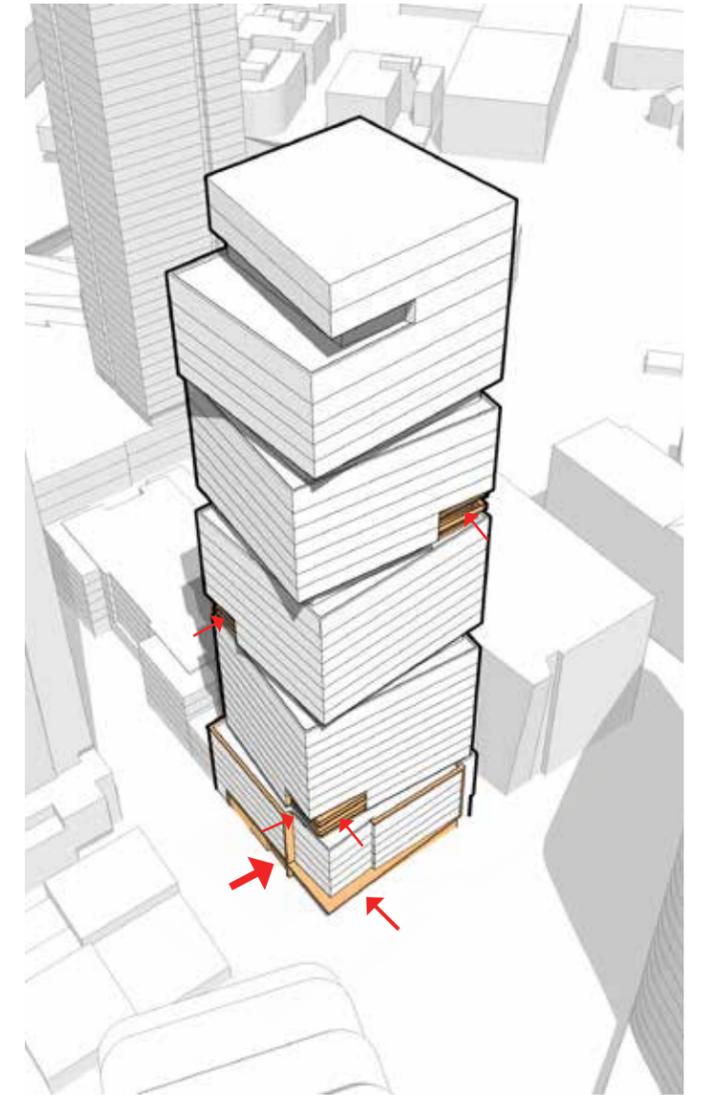
2.0 SCULPTING FOR FUNCTION

Reveals in the massing add functional outdoor space to a larger number of units than many towers of this scale. Each is spaced at a shrinking interval to accentuate the verticality of the tower from the street level. The mass from those reveals is then encapsulated at the top of the tower to both hide mechanical equipment and create a unique crown to this highly visible building in the Seattle skyline.



3.0 SHIFT MASSING

Many projects in the city are facing issues with resident proximity and views to adjacent projects. By shifting the tower's massing, views down street corridors and around other projects are enhanced and create a distinctive form in the city.



4.0 EROSIONS AND L1 ENHANCEMENT

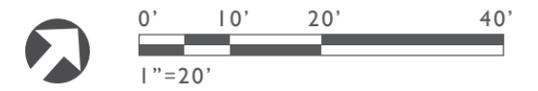
Erosions in the tower's massing create opportunities for unique units in key view locations around the tower. They also help break up the massing and create visual interest. At the ground level the podium defines the different function and entries, each with their own scale.

GRADE LEVEL PLAN



KEY

- RESIDENTIAL
- RETAIL
- PARKING AREA
- ELEVATOR / STAIR
- BOH / LOADING
- PEDESTRIAN ENTRY
- VEHICULAR ENTRY

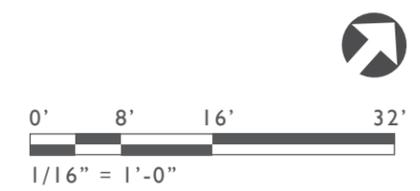


GRADE LEVEL PLAN / ELEVATION STUDY



KEY

- RESIDENTIAL
- RETAIL
- PARKING AREA
- ELEVATOR / STAIR
- BOH / LOADING

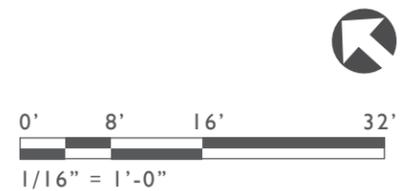


GRADE LEVEL PLAN / ELEVATION STUDY



KEY

- RESIDENTIAL
- RETAIL
- PARKING AREA
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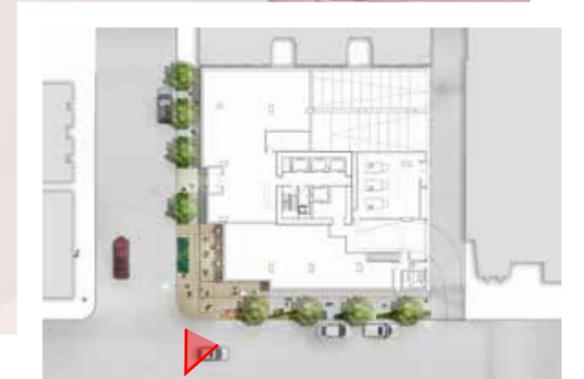


PROJECT STREET CHARACTER



VIEW LOOKING NORTH

PROJECT STREET CHARACTER



VIEW LOOKING NORTHWEST

PROJECT STREET CHARACTER



VIEW LOOKING EAST

PROJECT STREET CHARACTER



VIEW LOOKING SOUTHWEST

PROJECT STREET CHARACTER

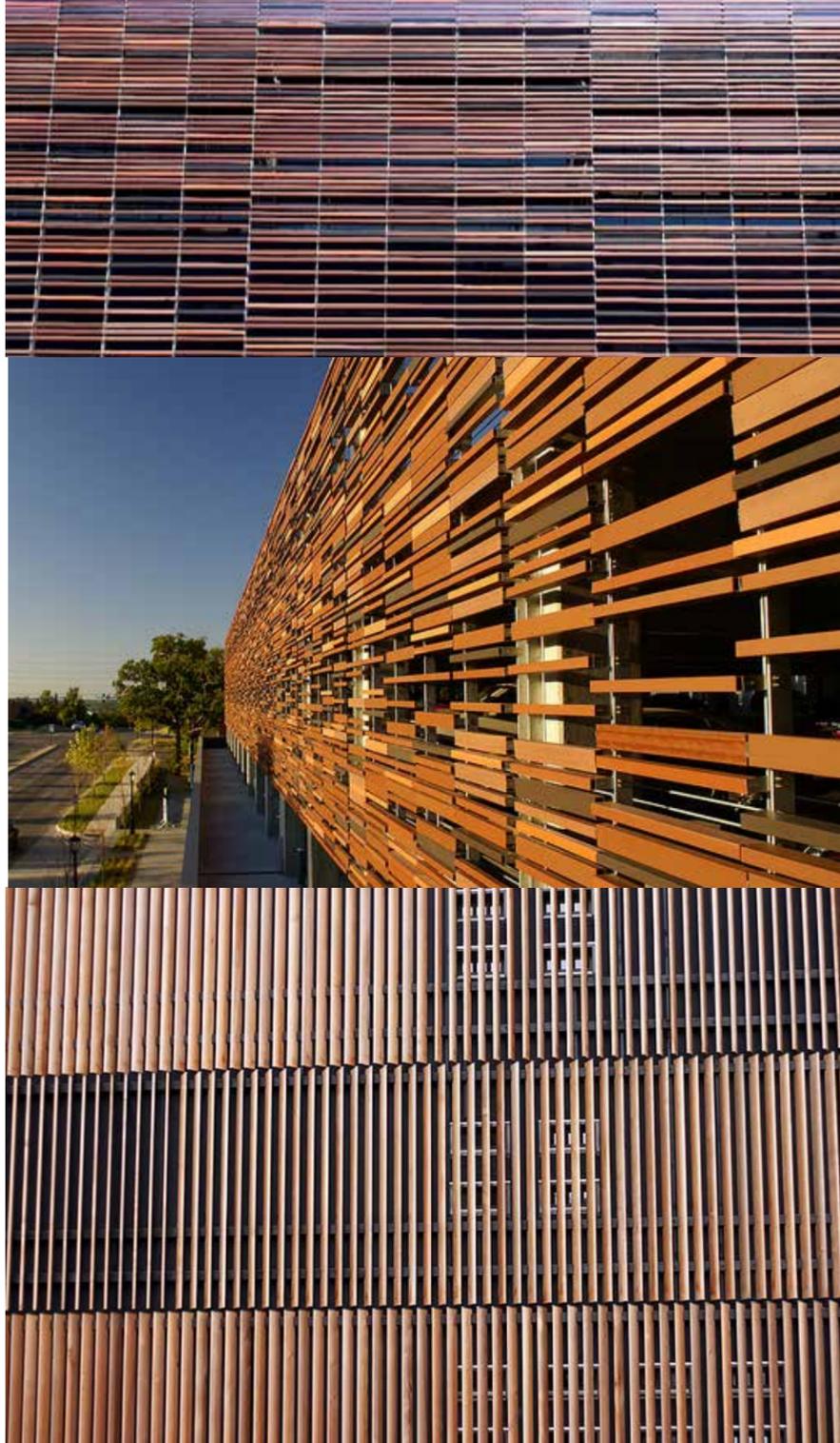


TOWER DESIGN INSPIRATION

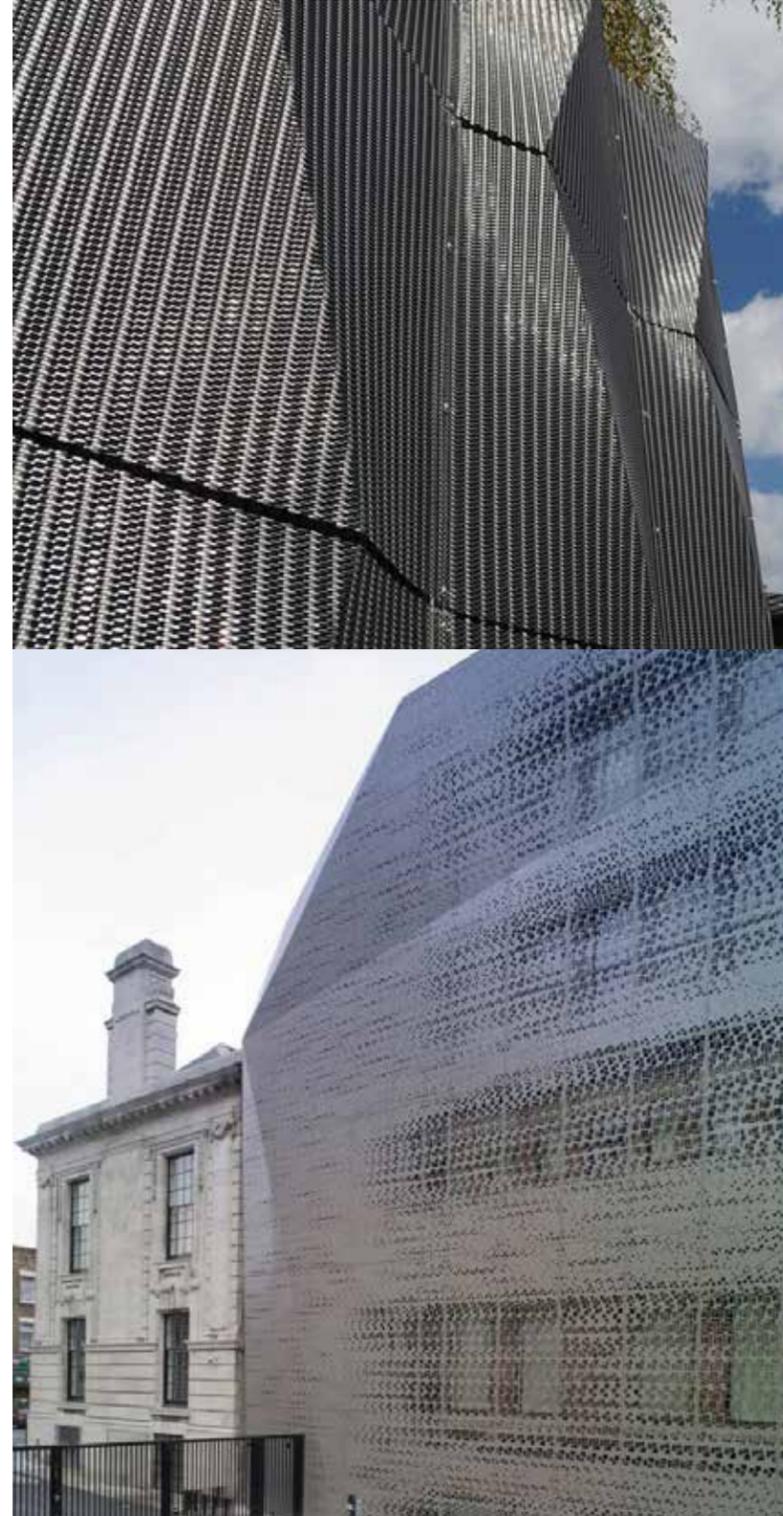


PODIUM DESIGN INSPIRATION

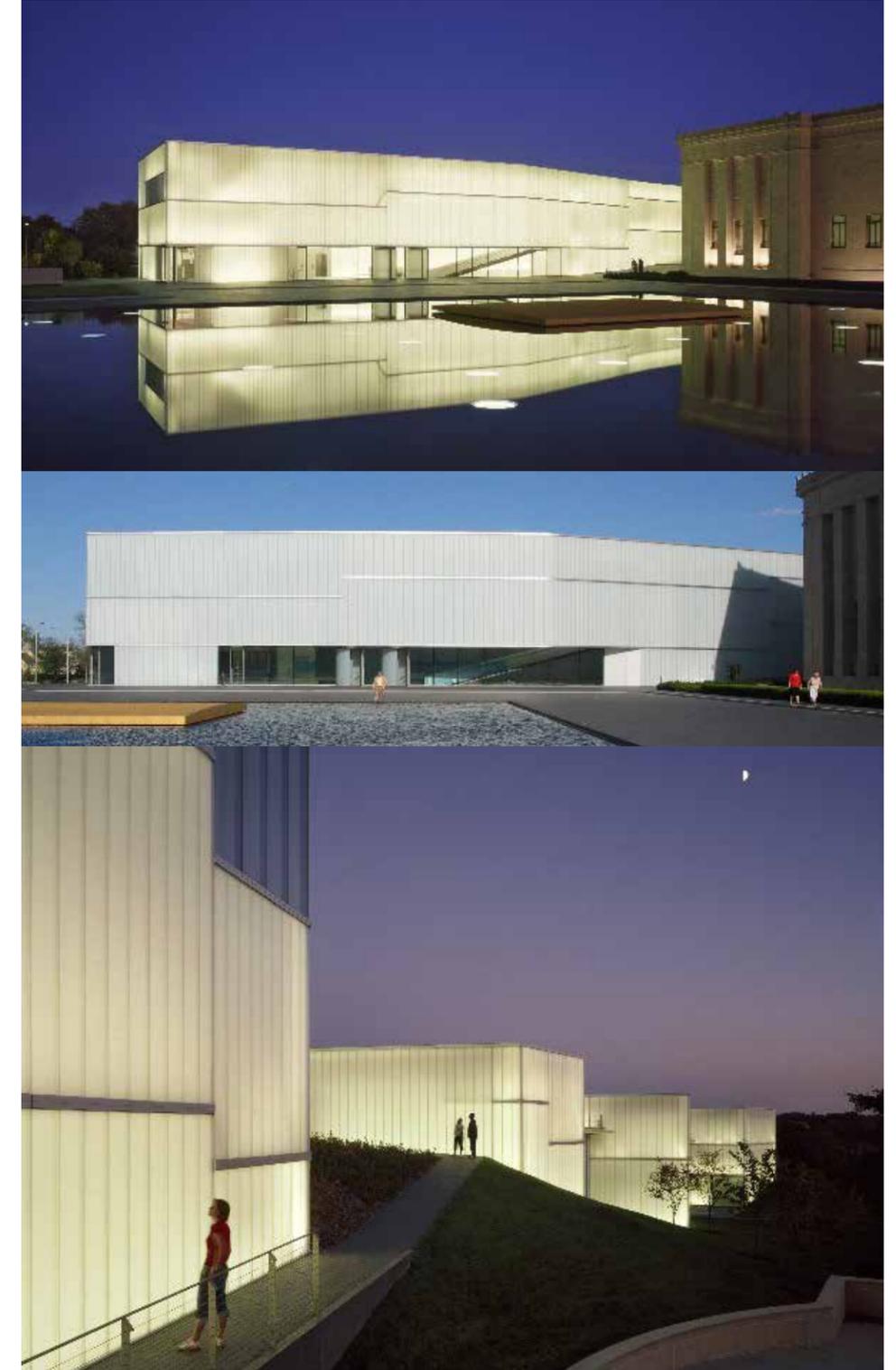
METAL / WOOD LOUVERS



PERFORATED STEEL



CHANNEL GLASS





DESIGN GUIDELINES

DESIGN GUIDELINES

CITYWIDE GUIDELINE

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.

Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

- d. Access to direct sunlight—seasonally or at particular times of day;
- e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
- f. views of the site from other parts of the city or region; and
- g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A-2 ENHANCE THE SKYLINE

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A sculptured top can lend a distinctive identity to the building while helping to orient people as they approach and go places downtown. Reducing the area of the top floors reduces the appearance of the overall bulk and generally produces a more interesting building form. As buildings increase in height, the more visible upper portion can be shaped and finished to appear increasingly slender and more ornamental.

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.

Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

- a. a surrounding district of distinct and noteworthy character;
- b. an adjacent landmark or noteworthy building;
- c. a major public amenity or institution nearby;
- d. Neighboring buildings that have employed distinctive and effective massing compositions;
- e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway);
- f. direct access to one or more components of the regional transportation system.

SUPPLEMENTAL GUIDANCE

RESPONSE

This project's emerging neighborhood includes a wide variety of contextual scales, styles, uses and patterns. The design recognizes this unique opportunity with an iconic form that provides interest from all vantage points. The tower's series of stacked and rotated boxes that pull away from each other helps reinforce view opportunities towards Lake Union and downtown. The angles created by the shifting massing are referential to the shift in the city grid present in the Denny Triangle neighborhood.

The erosions that occur between the boxes and at the corners add an additional layer of visual interest and will be seen from many directions including north bound I-5, looking west from Capitol Hill and the major transit and vehicular route along east bound on Howell Street. The podium provides activation at all street fronts and recognizes the importance of its corner siting. The residential entry is located on Minor Avenue similar to its neighbors to the north. More active retail is focused on the Howell Street side including a setback that will encourage outdoor uses for the public.

This tower's iconic form will serve as a new and modern contribution to the changing architectural language of the neighborhood. Its series of shifting boxes broken up by inset "sky terrace" levels get smaller as the tower gets higher, adding a layer of verticality and a sense of forced perspective. Each of the boxes is defined by an eroded corner at different locations, such that the punctuations are viewed at varying levels and orientations. The top of the building with its large overhang and final shift in direction is also stepped back, opening up to allow for an extensive rooftop community space looking towards downtown and north to Lake Union. Views of the project along I-5 will express this kinetic form.

Location of the residential lobby, retail and primary entries is significant in that the site clearly has a quieter (Minor Avenue) and busier (Howell Street) adjacency to its street facades. The podium design will activate the corner of Howell St and Minor Avenue from L2 to the top of the podium. Retail space located on Howell Street will complement the adjacencies of nearby office buildings and other retail uses. Back of house uses are concentrated on the alley. The design of the podium will be sensitive to security, minimizing non-activated recesses and alcoves.



DESIGN GUIDELINES

CITYWIDE GUIDELINE

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.

C-1 PROMOTE PEDESTRIAN INTERACTION

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

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.

C-3 PROVIDE ACTIVE - NOT BLANK - FACADES

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

SUPPLEMENTAL GUIDANCE

Buildings that exhibit form and features identifying the functions within the building help to orient people to their surroundings, enhancing their comfort and sense of security while downtown.

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- setbacks, projections, and open space;
- relative sizes and shapes of distinct building volumes; and
- roof heights and forms.

Building modulations and articulated structural bays establish a framework for composing facades scaled to reflect the activities performed within. Architectural elements arranged to enhance orientation, comfort, and visual interest invite pedestrian interaction. Transparency at the street level enlivens the street environment, providing interest and activity along the sidewalk and at night providing a secondary, more intimate, source of lighting.

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Blank facades limit pedestrian interaction with the building, effectively “deadening” the street environment where they occur. They provide opportunities for defacement with graffiti and encourage other undesirable activities.

RESPONSE

The proportions of the tower’s shifting boxes are carefully considered as they become shorter when located higher in the tower. The angle of the shifts is consistent and recalls the shift present in the neighborhood grid. These shifts always begin just after an “erosion” or “sky terrace” floor. This organization allows for a visual break between the stacked boxes. Materials and consistent detailing of the skin will support the unified appearance of the tower.

The podium will include retail and lobby spaces along both street fronts activating the sidewalk and providing places of interaction for both residents and the community. This includes a setback at the corner for outside space ancillary to the retail.

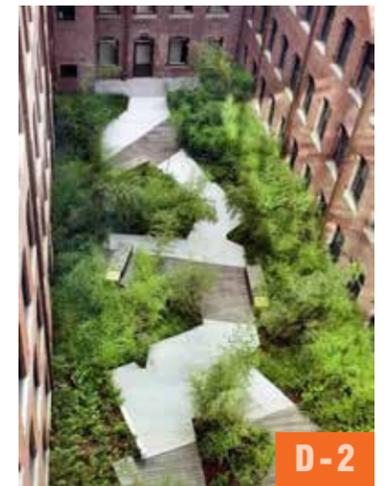
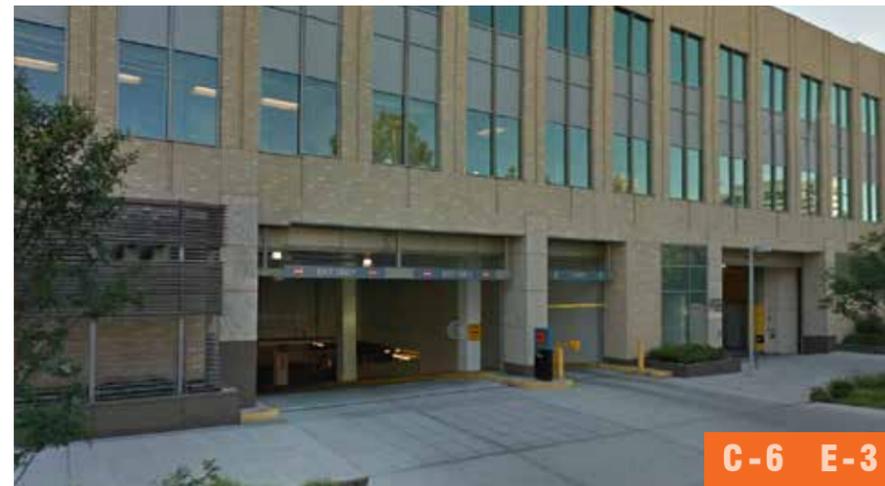
The podium meets the street edges for the first six stories. The street level design will include a tall retail and lobby space, overhead weather protection and landscaping features that reflect the smaller scale appropriate to the pedestrian experience. The activation of the podium at the corner has been brought down to Level 2 further enhancing the connectivity of the building at the street level. Mullion patterning and the presence of operable windows will help to further define the scale of both the podium and the tower.

Programming for the Level 1 street facades will ensure that those elevations are transparent and active. The podium includes both parking and residential uses. The residential activation at the podium corner occurs at all levels at the key intersection of Howell St and Minor Avenue. The remaining portions of the podium will be carefully designed with respect to materials, detailing and lighting to complement the interest of both the corner units on L2-L6 and the iconic forms of the rising tower.



DESIGN GUIDELINES

CITYWIDE GUIDELINE	SUPPLEMENTAL GUIDANCE	RESPONSE
<p>C-4 REINFORCE BUILDING ENTRIES</p>	<p>To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.</p> <p>Entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. In order to increase personal safety, entries and associated open spaces should be designed to avoid the creation of isolated areas and to maintain lines of sight into and out of the space.</p> <p>To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.</p>	<p>The entries for residential and commercial spaces will be appropriately located at Minor Avenue and Howell Street locations and will be reinforced with canopy design, lighting and signage.</p>
<p>C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION.</p>	<p>Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.</p> <p>Overhead weather protection helps to define the pedestrian realm and reduce the scale of tall buildings. Transparent or translucent canopies along the length of the street provide welcome weather protection, resulting in a more pedestrian friendly environment. Lighting beneath canopies and marquees adds intimacy and promotes a sense of security. Busy downtown bus stops benefit greatly from canopies extending along the building facade.</p>	<p>Overhead weather protection will be provided continuously as required with the exception of one minor area as outlined in our anticipated Departures.</p>
<p>C-6 DEVELOP THE ALLEY FACADE.</p>	<p>To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.</p> <p>Alleys downtown can be threatening or alluring, and often both. Like streets, alleys should accommodate a variety of needs while providing for a safe and comfortable pedestrian environment.</p>	<p>The alley façade will be designed with attention to safety including minimizing alcoves and recessing wherever possible and with adequate lighting.</p>
<p>D-1 PROVIDE INVITING & USABLE OPEN SPACE.</p>	<p>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.</p> <p>New buildings downtown are encouraged to incorporate public spaces to enhance the pedestrian environment, reinforce the downtown open space network, and offset the additional demand for public open space from downtown employment. New residential buildings downtown are encouraged to incorporate usable private open space.</p>	<p>The tower design affords multiple opportunities for open space from street level to the roof. At Level 1, a setback in the façade at the retail area provides for active outdoor gathering for both the residents and the public and supports the adjacent retail space. Level 7 is an amenity floor with both indoor and outdoor open space provided for the residents. The erosion floors that occur between the shifting boxes allow for a continuous private outdoor terrace for the units on those levels. Level 41 will contain community space for the residents as well as an extensive roof top terrace.</p>
<p>D-2 ENHANCE THE BUILDING WITH LANDSCAPING.</p>	<p>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.</p> <p>To avoid public safety problems, maintain trees and shrubs so that normal lines of sight are preserved and nighttime security lighting remains effective.</p>	<p>The street level landscape for Howell St and Minor Avenue will be designed to meet city standards. There will be additional opportunities for landscape design at the amenity floors on L7 and R1.</p>



DESIGN GUIDELINES

CITYWIDE GUIDELINE	SUPPLEMENTAL GUIDANCE	RESPONSE	
<p>D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE</p>	<p>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.</p>	<p>Distinctive landscaping, street furniture, and special attractions can help establish a special identity for the building, attracting visitors and providing orientation and comfort to those using it. To add interest and enrich the quality of public spaces, art may be part of wall or paving surfaces, elements of landscaping, fountains, or free standing sculpture.</p>	<p>There will be opportunities to define place at the street level through the setback at the retail corner and a canopy design that responds to primary design cues at the podium corner and the activated facades.</p>
<p>D-6 DESIGN FOR PERSONAL SAFETY & SECURITY</p>	<p>Design the building and site to promote the feeling of personal safety and security in the immediate area.</p>	<p>New buildings downtown are encouraged to incorporate public spaces to enhance the pedestrian environment, reinforce the downtown open space network, and offset the additional demand for public open space from downtown employment. New residential buildings downtown are encouraged to incorporate usable private open space.</p>	<p>All facades accessible to the public at the street level will be designed with security and safety as a consideration including an appropriate lighting design for each area.</p>
<p>E-1 MINIMIZE CURB CUT IMPACTS.</p>	<p>Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.</p>	<p>Like blank facades, curb cuts effectively “deaden” the street environment where they occur by limiting pedestrian interaction with the building. Curb cuts tend to increase pedestrian exposure to moving vehicles, limit opportunities for landscaping and street trees, eliminate on-street parking spaces, and prohibit uses which promote pedestrian interaction.</p>	<p>The project design limits all vehicular access to the alley; in fact it eliminates an existing street curb cut providing access to the surface parking lot off currently on the site.</p>
<p>E-2 INTEGRATE PARKING FACILITIES.</p>	<p>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.</p>	<p>Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape.</p>	<p>The podium levels L2-L6 contain parking uses and residential units. Corner activation through residential uses, material selection, lighting and detailing will be considered in the design of these facades to ensure the tower and podium are integrated.</p>
<p>E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS.</p>	<p>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.</p>	<p>Unightly service areas and elements adversely impact the downtown pedestrian environment and create hazards for pedestrians and autos.</p>	<p>All service areas are currently located off of the alley.</p>





ANTICIPATED DEPARTURES

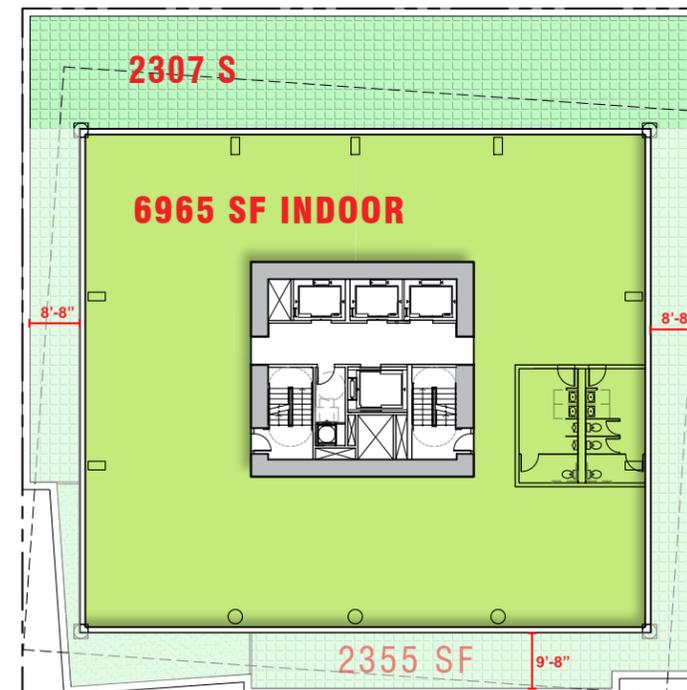
ANTICIPATED DEPARTURE #1 – PREFERRED OPTION

OUTDOOR AMENITY AREA

DEVELOPMENT STANDARD	REQUIREMENTS	PROPOSED	JUSTIFICATION
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SMC 23.49.010.2	<p>Common recreation area. Common recreation area is required for all new development with more than 20 dwelling units. Required common recreation area shall meet the following standards:</p> <ol style="list-style-type: none"> 1. An area equivalent to 5 percent of the total gross floor area in residential use, excluding any floor area in residential use gained in a project through a voluntary agreement for housing under Section 23.49.015, shall be provided as common recreation area. The amount of required common recreation area shall not exceed the area of the lot. The common recreation area shall be available to all residents and may be provided at or above ground level. 2. A maximum of 50 percent of the common recreation area may be enclosed. 3. The minimum horizontal dimension for required common recreation areas shall be 15 feet, except for open space provided as landscaped setback area at street level, which shall have a minimum horizontal dimension of 10 feet. No required common recreation area shall be less than 225 square feet. 	<p>While the area of common recreation area exceeds the lot area (14,400sf), the total outdoor area with a minimum of 15' does not equal 50% of total area.</p>	<p>While more than 50% of our common recreation area is enclosed (17,958 sf), we have exceeded the total common recreation area required (14,400 sf) by 20%. Due partly to the small lot and also because of the provision of additional common recreation area footage, it is prohibitively difficult to meet the 50% open common recreation area requirement. There is additional outdoor common recreation area square footage provided that will still be a benefit to the residents but does not meet the minimum requirements for the code. We propose that although the exterior portion of the common recreation area provided is less than required by code that the total combined recreation space provided with the additional 20% of square footage would be a desired and superior benefit to the residents.</p> <p>Associated Guidelines: A-2 - Enhance the skyline B-4 - Design a well-proportioned & unified building</p>
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REQUIRED COMMON RECREATION AREA (sf)	
TOTAL RESIDENTIAL AREA	305,634
AMENITY AREA REQUIRED (5% TOTAL RES.)	15,282
TOTAL SITE AREA	14,400
BECAUSE THIS EXCEEDS THE TOTAL SITE AREA, THE SITE AREA DEFINES THE COMMON RECREATION AREA REQUIRED	14,400
PROVIDED COMMON RECREATION AREA (sf)	
LEVEL 7 OUTDOOR RECREATION	2,307
LEVEL 7 INDOOR RECREATION	6,965
LEVEL R1 OUTDOOR RECREATION	2,460
LEVEL R1 INDOOR RECREATION	6,225
TOTAL COMMON RECREATION AREA	17,957
TOTAL ALLOWED ENCLOSED RECREATION AREA (%50)	8,979
PROVIDED ENCLOSED RECREATION AREA	13,190



L7 Amenity Level



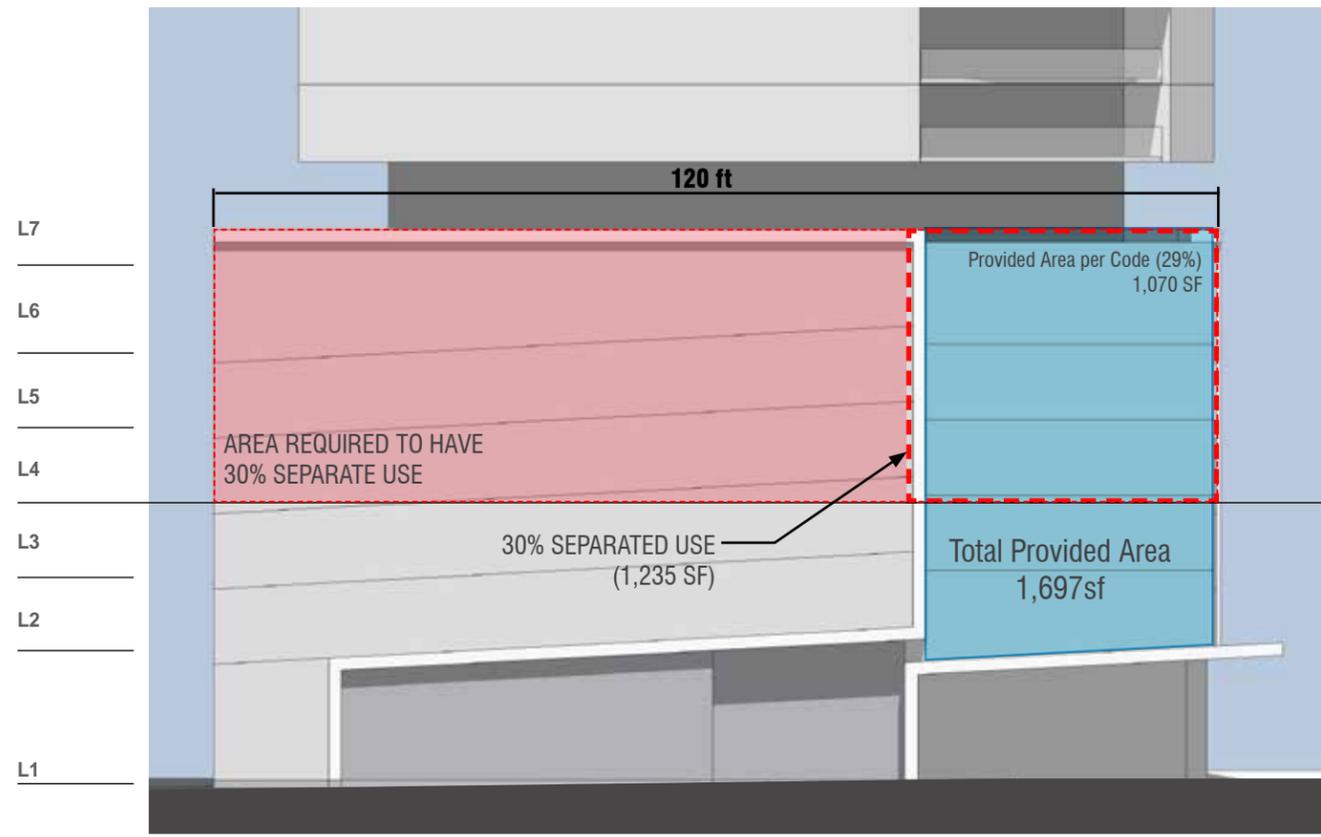
R1 Amenity Level



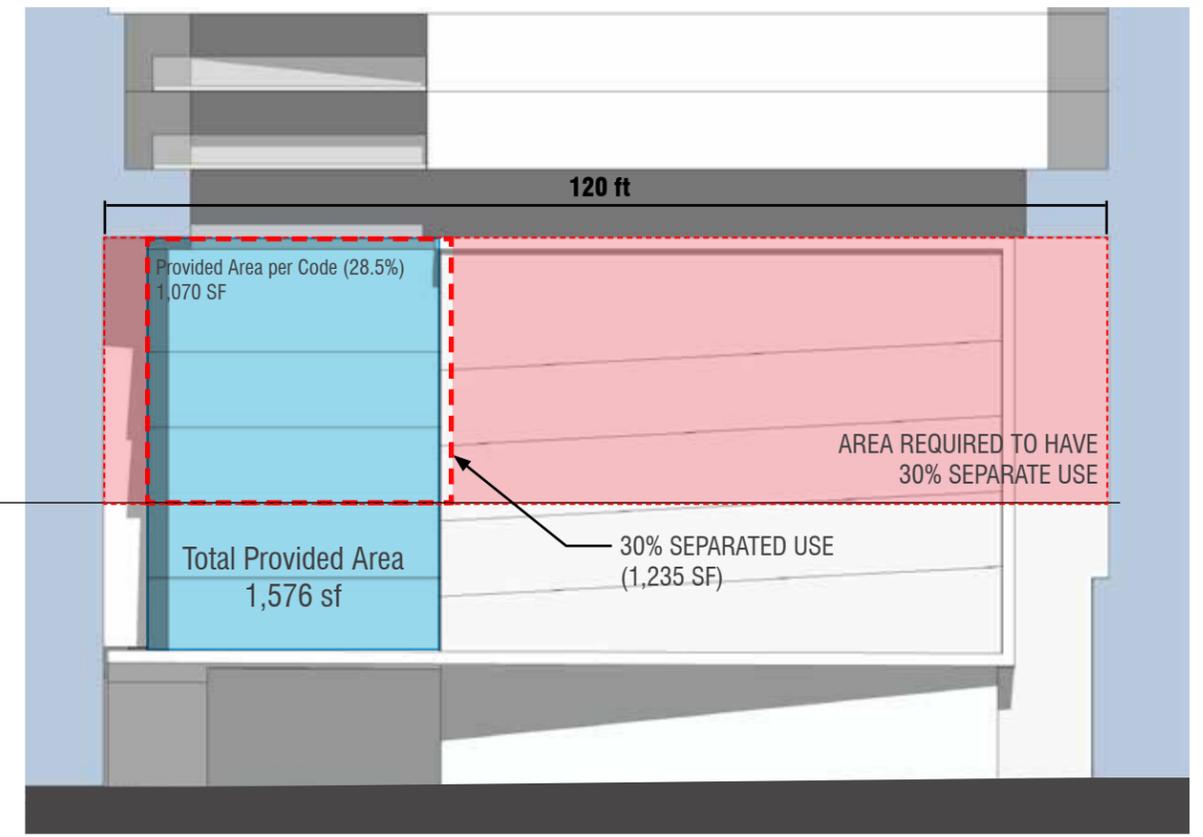
ANTICIPATED DEPARTURE #2 – PREFERRED OPTION

SEPARATION OF PARKING

DEVELOPMENT STANDARD	REQUIREMENTS	PROPOSED	JUSTIFICATION
<p>SMC 23.49.019.B.3</p>	<p>3. Separation of parking located above the street-level story</p> <p>a. All parking provided above the street-level story of a structure shall be separated along all street lot lines by another use, except for lots that meet the conditions of subsection 23.49.019.B.2.b, which are subject to the provisions of subsections 23.49.019.B.3.b and 23.49.019.B.3.c.</p> <p>b. Except as provided in subsection 23.49.019.B.3.c, for parking that is allowed above the street-level story under the provisions of subsection 23.49.019.B.2.b, parking above the third story of a structure shall be separated from the street by another use for a minimum of 30 percent measured along each street frontage of the structure. For structures located at street intersections, the separation by another use shall be provided at the corner portion(s) of the structure.</p>	<p>Instead of providing the required 30% only above Level 3, we have provided a much larger area spread across all levels of the podium. We are proposing significantly more than what is required by Code. The second and third floors will be more impactful than the fourth and fifth floors. The greatest concentration of other uses being “upholstered” to the facade is at the corner.</p>	<p>This facade enhancement will place several residential units in these locations. We have successfully built “upholstered” living units in this fashion within the City.</p> <p>Allowing this departure would result in a significantly increased area of podium activation that would be located closer to the sidewalk where it could be better appreciated from the street level. While we are currently just slightly under the required 30% on all required floors, the resultant increased area of activation and reallocation of where it occurs strengthens the building and the neighborhood.</p> <p>Associated Guidelines: C-1 - Pedestrian Interaction C-2 - Minimizing blank facades and provides a greater benefit to the neighborhood</p>



Podium facade on Minor Ave.



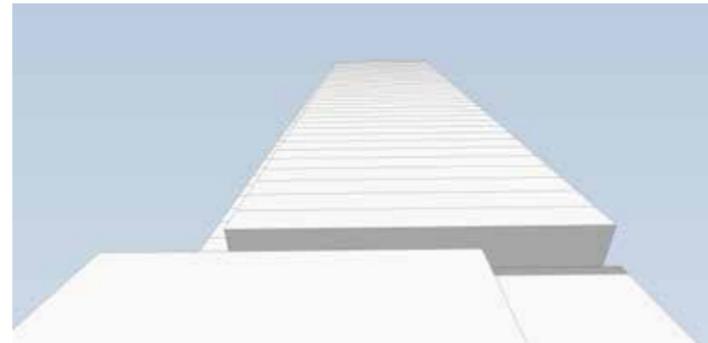
Podium facade on Howell St.

ANTICIPATED DEPARTURE #3 – PREFERRED OPTION

TOWER WIDTH

DEVELOPMENT STANDARD	REQUIREMENTS	PROPOSED	JUSTIFICATION
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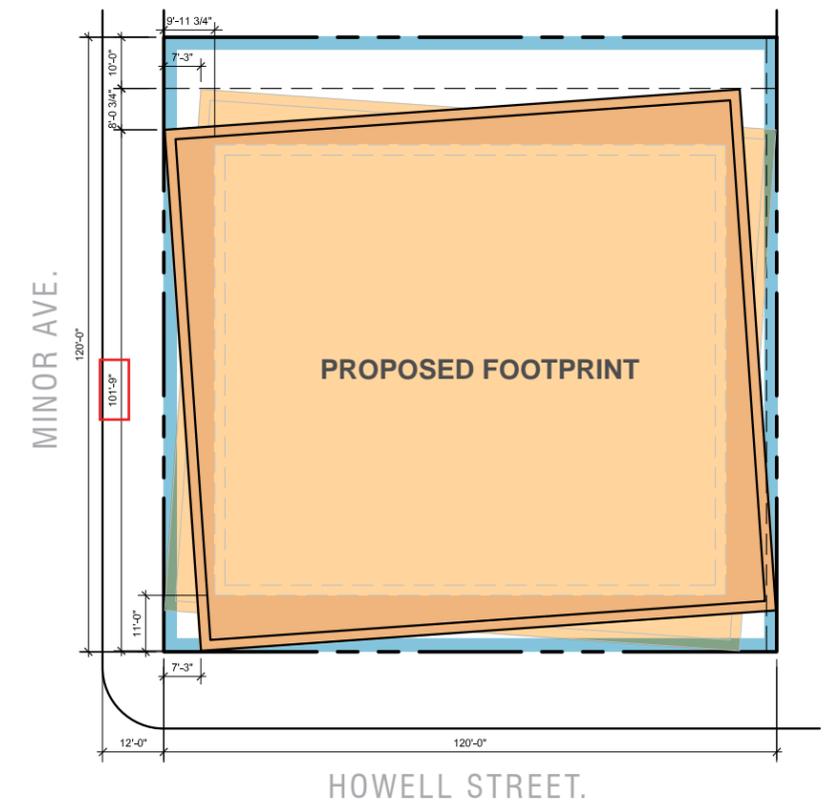
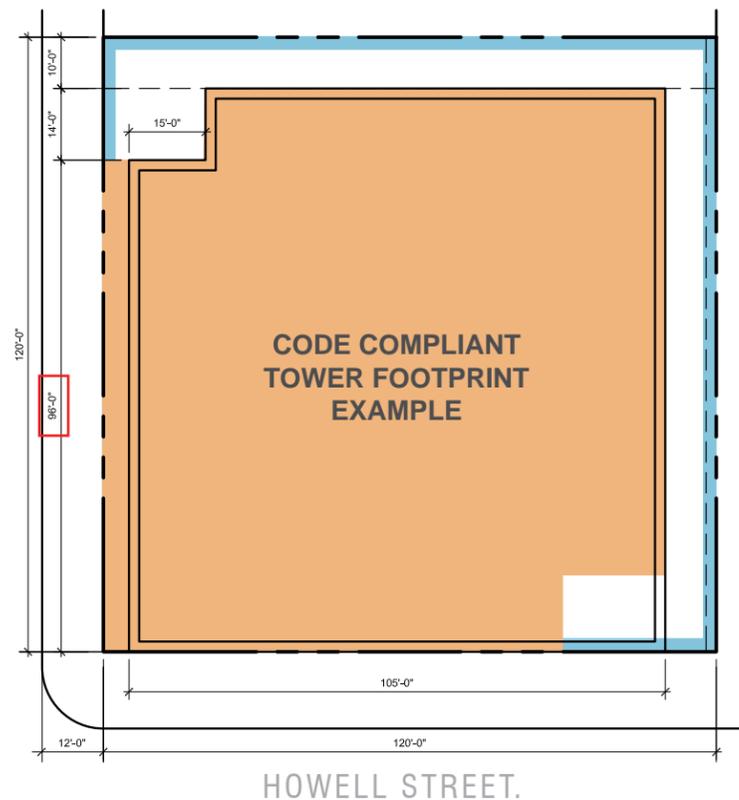
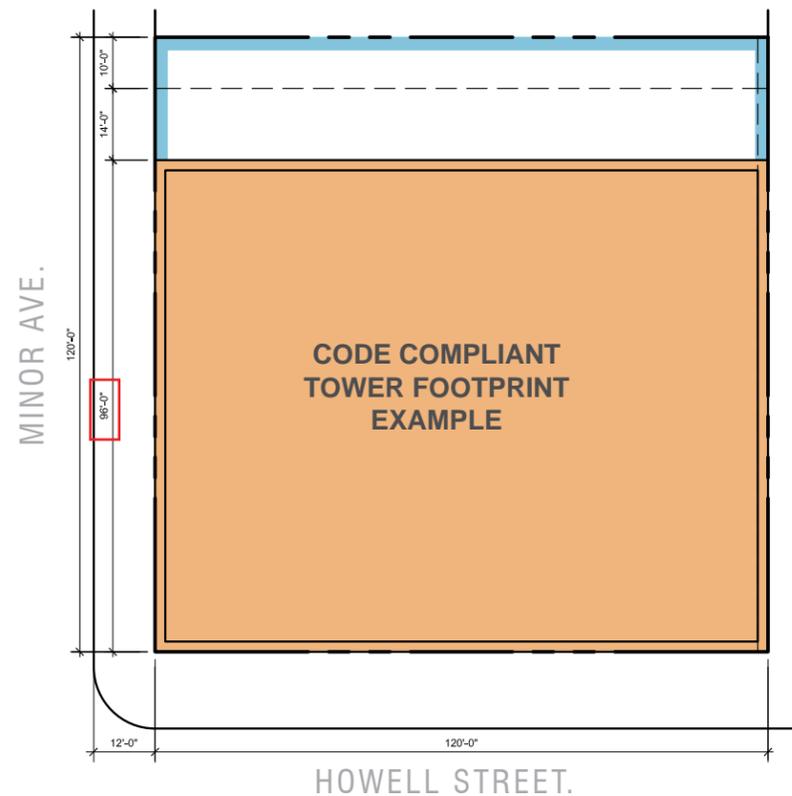
<p>SMC 23.49.058.E.2</p>	<p>a. In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue, whichever is less, except that:</p> <p>1) On a lot where the limiting factor is the 80 percent width limit, the maximum facade width is 120 feet, if at all elevations above a height of 85 feet, no more than 50 percent of the area of the lot located within 15 feet of the street lot line(s) is occupied by the structure; and</p> <p>2) On lots smaller than 10,700 square feet that are bounded on all sides by street right-of-way, the maximum facade width shall be 120 feet.</p> <p>b. In DOC1 and DOC2 zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 145 feet.</p> <p>c. The projection of unenclosed decks and balconies, and architectural features such as cornices, shall be disregarded in calculating the maximum width of a facade.</p>	<p>The length of the N/S facade along Minor Ave. is 101' which is 84% of the lot length of 120', an unintended Code penalty for small sites. We propose that our massing and horizontal breakdowns accomplish more than a simple vertical setback would.</p>	<p>We propose that although the west façade (along Minor Avenue) exceeds the minimum width of 80% of the lot, the resulting perspective created by the shifting series of boxes moving apart from one another, in addition to the eroded corners of the boxes, is equally effective in minimizing the appearance of the tower's width. By allowing this departure – the massing can take a more dynamic and interesting form while remaining under the required 10,700 average floorplate size.</p> <p>Associated Guidelines: B-2 - Create a transition in bulk & scale B-4 - Design a well-proportioned & unified building</p>
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Code compliant facade modulation - Looking up on Minor Ave.



Tower with proposed width and modulation - Looking up on Minor Ave.

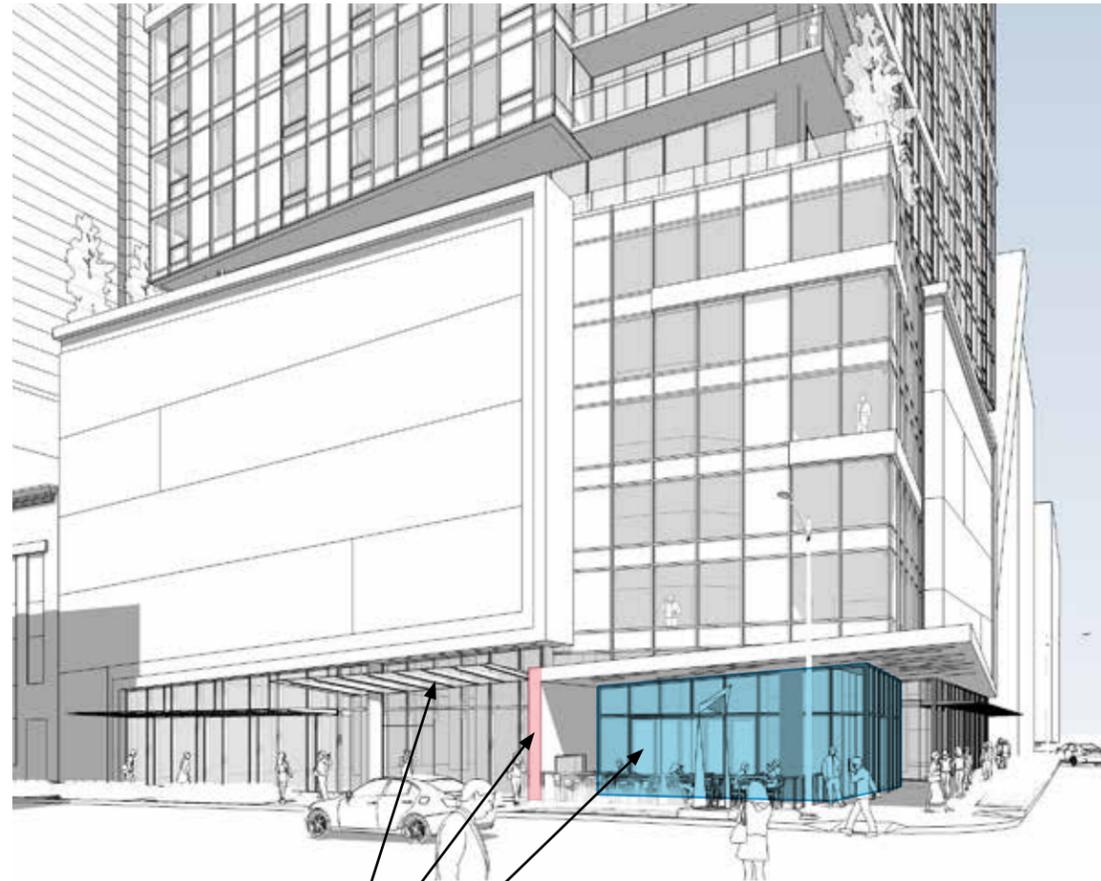


ANTICIPATED DEPARTURE #4 – PREFERRED OPTION

OVERHEAD WEATHER PROTECTION

DEVELOPMENT STANDARD	REQUIREMENTS	PROPOSED	JUSTIFICATION
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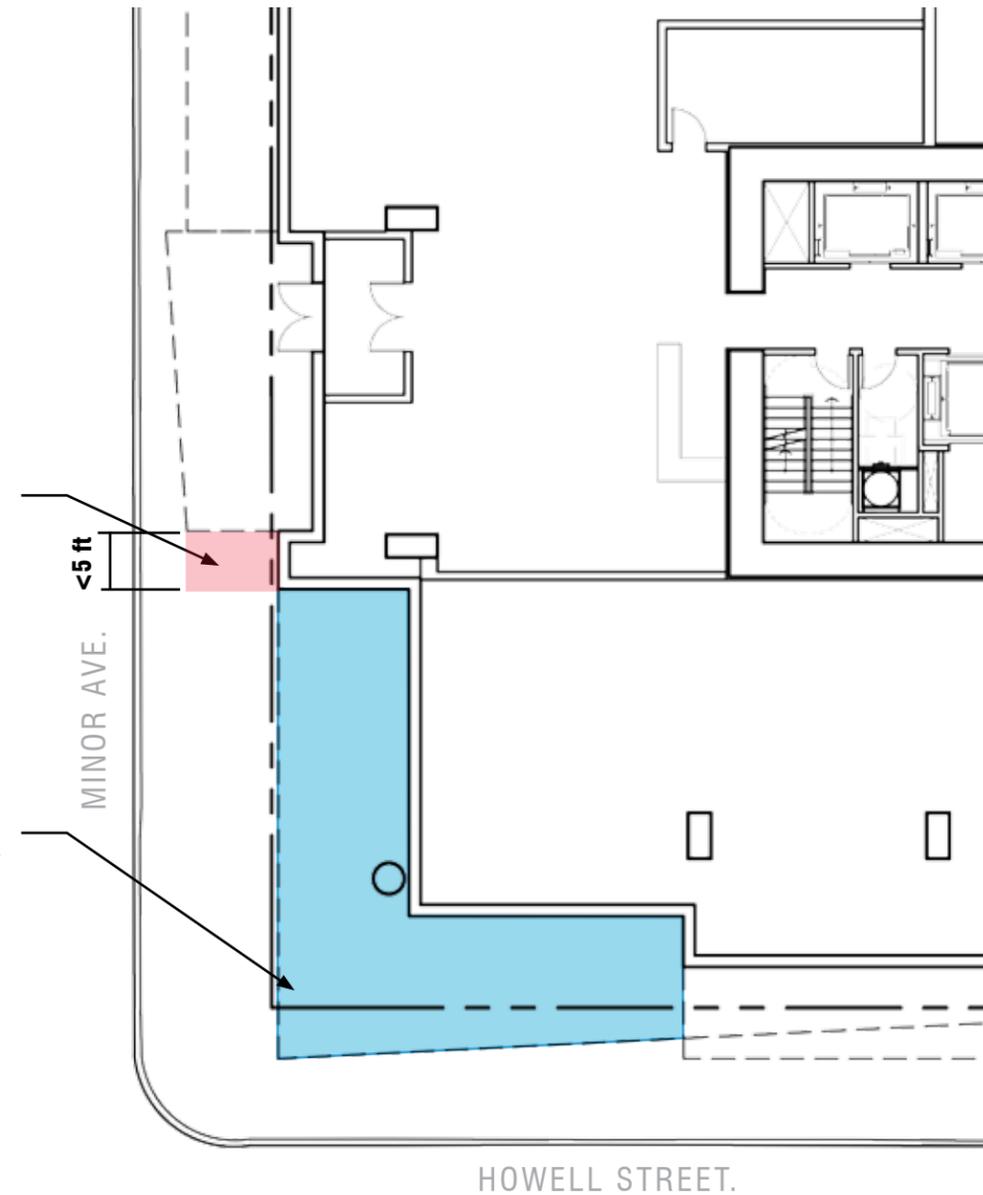
<p>SMC 23.49.018.A.1</p>	<p>Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that:</p> <ol style="list-style-type: none"> 1. are located farther than five (5) feet from the street property line or widened sidewalk on private property; or 2. abut a bonused open space amenity feature; or 3. are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width; or 4. are driveways into structures or loading docks. 	<p>We have a distance of less than 5' that does not have overhead weather protection, between the residential lobby and retail space.</p>	<p>There is a small area near the residential lobby which does not have overhead weather protection, but we are providing overhead weather protection at the outdoor retail seating area, even though it is not required, as it is more than 5' from the property line.</p> <p>The canopy is held away from the retail frame, allowing it to come to ground, resulting in a cleaner composition.</p> <p>Associated Guidelines: C-5 - Encourage overhead weather protection D-1 - Provide inviting & usable open space</p>
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- CODE COMPLIANT ENTRY CANOPY
- AREA REQUESTING DEPARTURE
- WEATHER PROTECTION PROVIDED, THOUGH NOT REQUIRED

OVERHEAD WEATHER PROTECTION NOT PROVIDED THIS AREA, IS REQUIRED (AREA REQUESTING DEPARTURE)

OVERHEAD WEATHER PROTECTION PROVIDED THIS AREA, THOUGH NOT REQUIRED

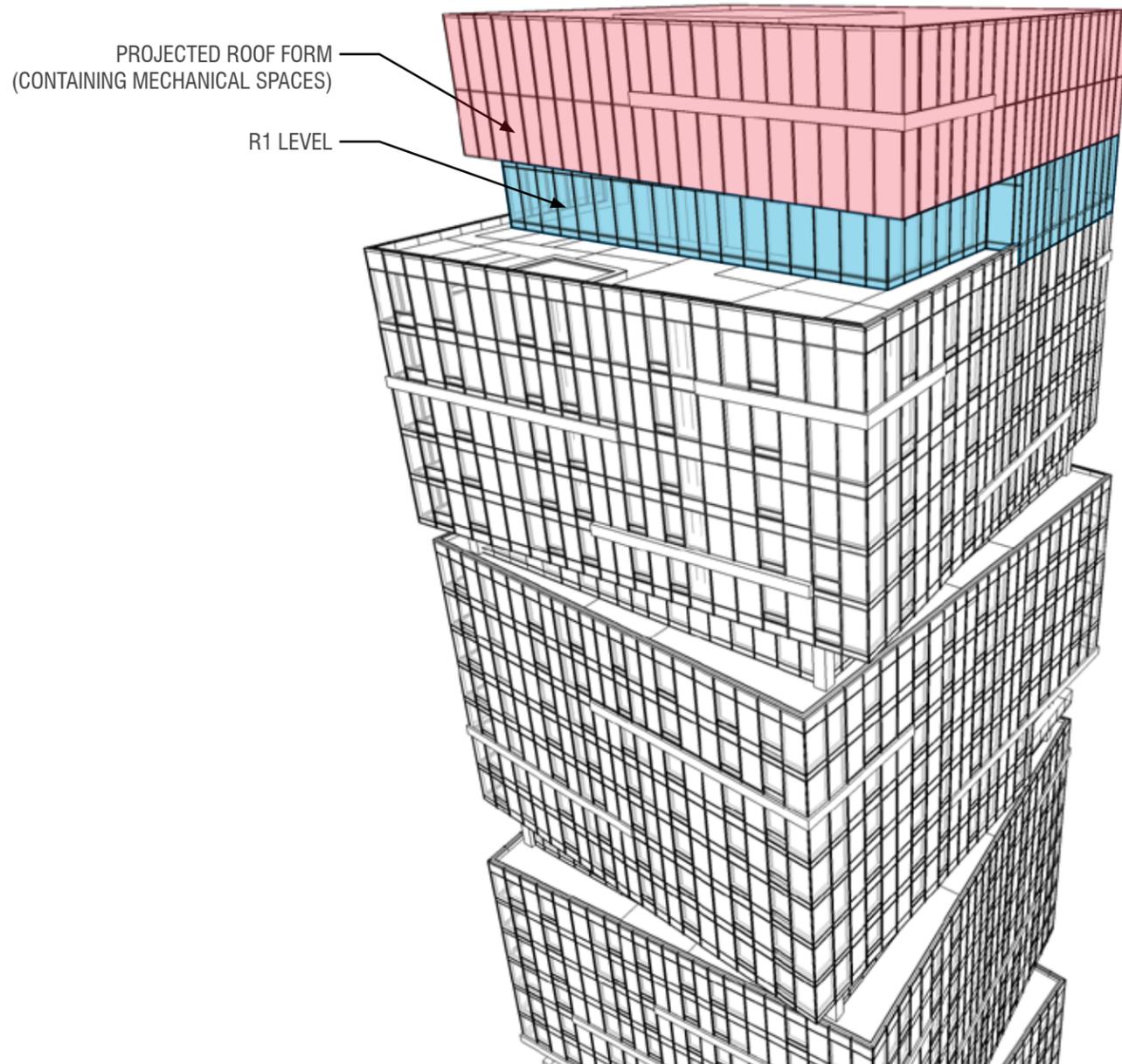


ANTICIPATED DEPARTURE #5 – PREFERRED OPTION

ROOFTOP COVERAGE

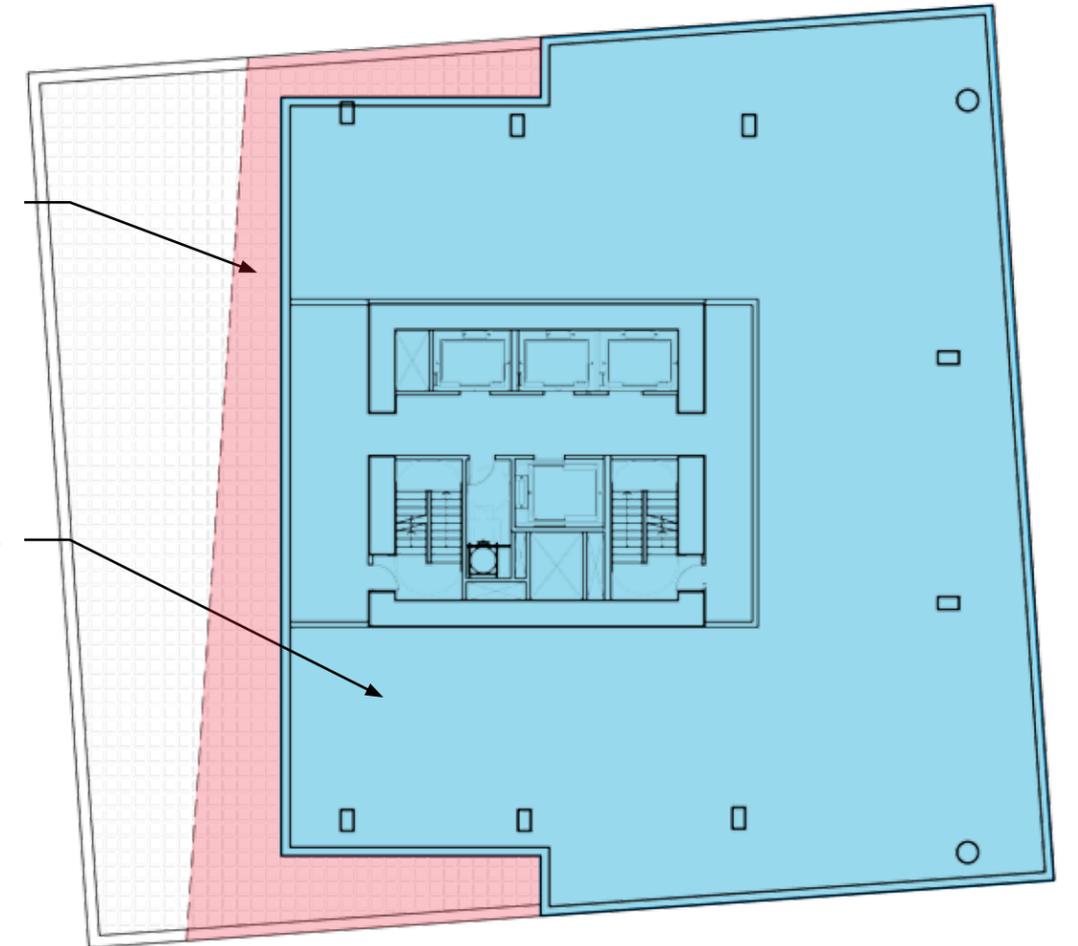
DEVELOPMENT STANDARD	REQUIREMENTS	PROPOSED	JUSTIFICATION
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<p>SMC 23.49.008 B.1</p>	<p>B. Structures located in DMC 240/290-400 or DMC 340/290-400 zones may exceed the maximum height limit for residential use, or if applicable the maximum height limit for residential use as increased under subsection 23.49.008.A.4, by 10 percent of that limit, as so increased if applicable, if:</p> <p>1. the facades of the portion of the structure above the limit do not enclose an area greater than 9,000 square feet</p>	<p>The facades at the R1 Level (amenity space) enclose an area of approximately 8,425sf. The projected roof form encloses an additional 1,190sf, resulting in an overage of approximately 615sf.</p>	<p>The top of the structure exceeds the maximum area allowed only when including the projected roof form (containing mechanical areas). The presence of any overhead weather protection is valuable to the comfort of the occupants of the roof terrace, and creates an elegant and intuitive building termination, which will be viewed from many vantage points in the City.</p> <p>Associated Guidelines: A-1 - Respond to the physical environment A-2 - Enhance the skyline</p>
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9,615sf PROVIDED WITHIN MECHANICAL LEVEL FACADES, RESULTS IN OVERAGE OF +/- 615sf (AREA REQUESTING DEPARTURE)

8,425sf PROVIDED WITHIN FACADES AT R1 LEVEL





LANDSCAPE DESIGN

GRADE LEVEL LANDSCAPE PLAN

5' WIDE PLANTER STRIP

6'-0" WIDE SIDEWALK:
CITY STANDARD 2X2 CIP
CONCRETE SCORED PAVING

ENTRY SPECIAL PAVING

ART PIECE

SPECIAL CIP CONCRETE
SCORED PAVING

OUTDOOR DINING

ART PIECE

EXISTING LIGHT POLE

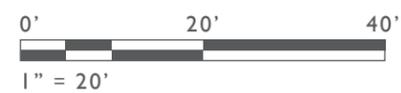
"ROCK" BENCHES

BENCHES

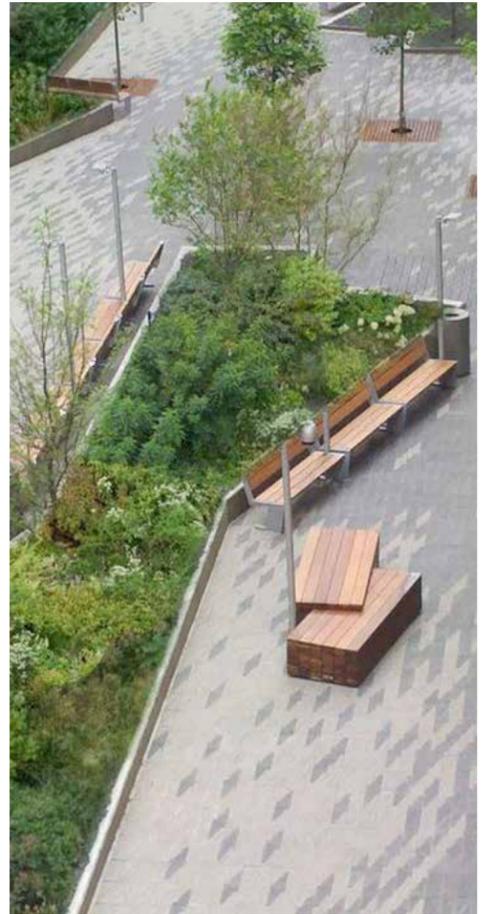
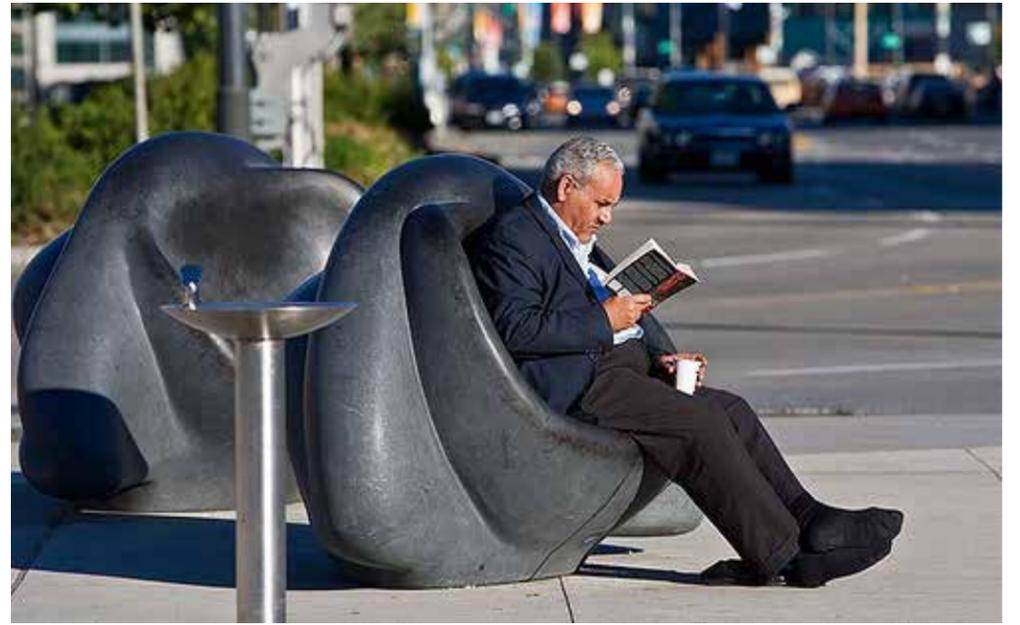
MINOR AVENUE

HOWELL STREET

SIDEWALK: CITY STANDARD 2X2
CIP CONC SCORED PAVING
PLANTER STRIP



LANDSCAPE INSPIRATION IMAGES

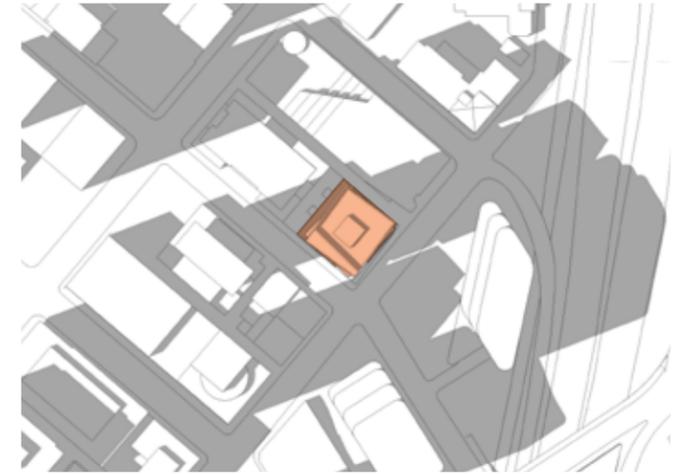
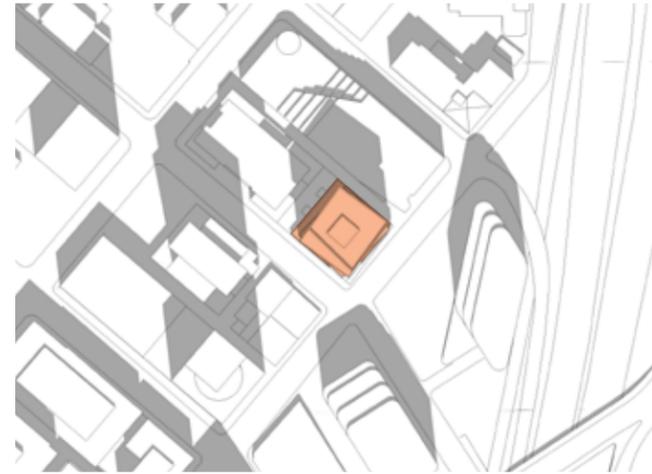
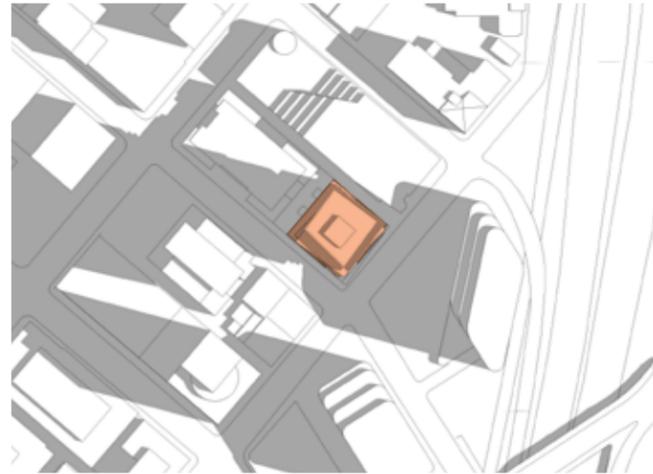




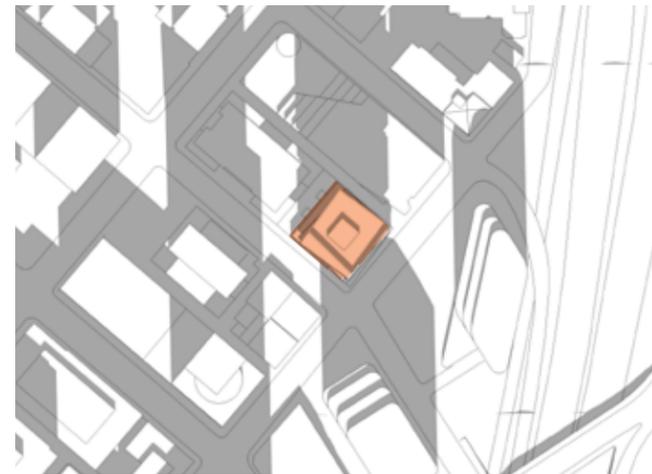
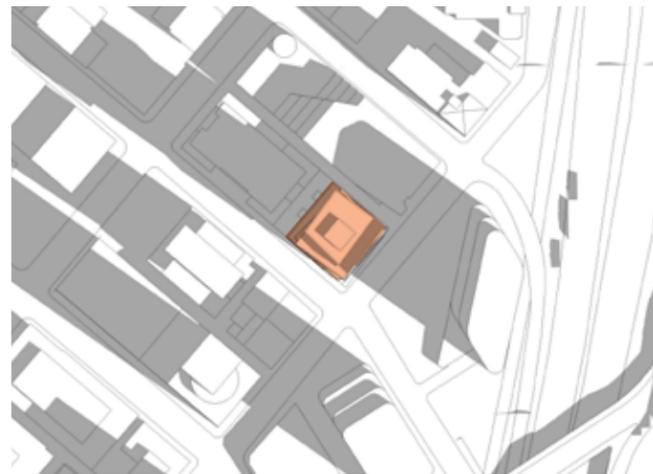
APPENDIX

SUN SHADOW STUDIES

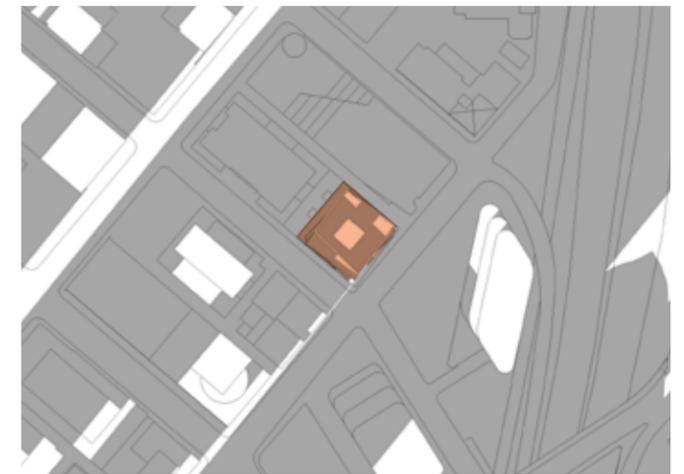
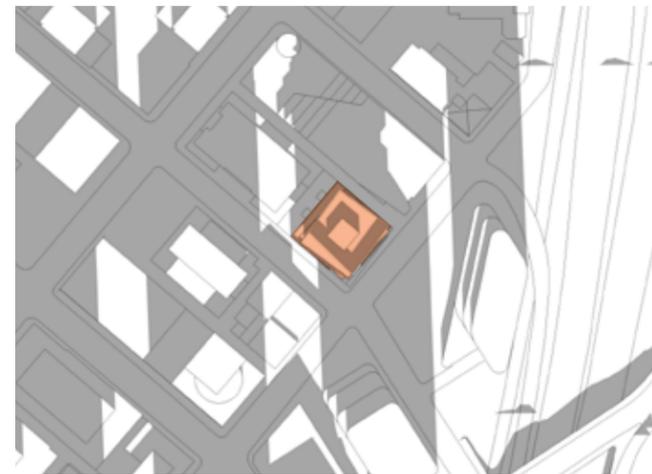
SUMMER SOLSTICE



FALL/SPRING EQUINOX



WINTER SOLSTICE



9 am

12 pm

3 pm



PLANS

SPACE FUNCTION KEY

- RESIDENTIAL
- RETAIL
- COMMON SPACE
- ELEVATOR / STAIR
- BOH / LOADING / PARKING
- AMENITY
- MECHANICAL



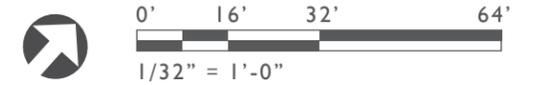
TYPICAL BELOW GRADE PARKING PLAN



LEVEL 1 PLAN



LEVEL 2 PLAN



PLANS

SPACE FUNCTION KEY

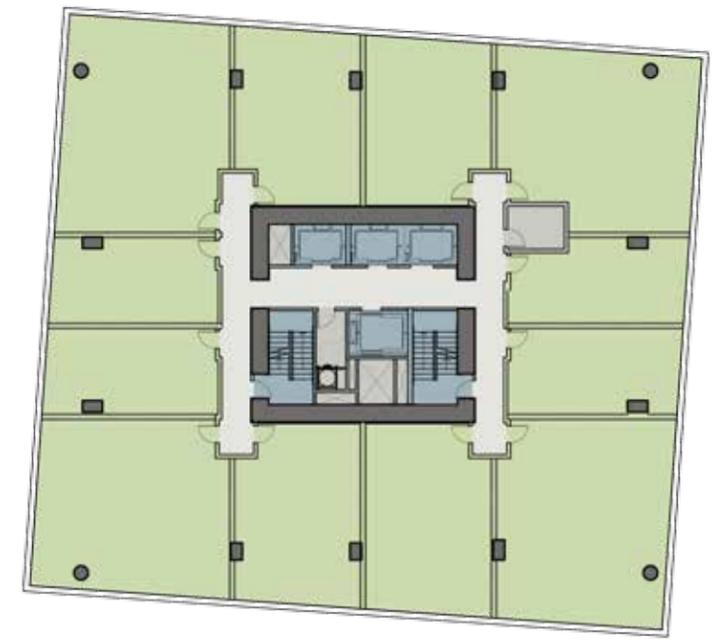
- RESIDENTIAL
- RETAIL
- COMMON SPACE
- ELEVATOR / STAIR
- BOH / LOADING / PARKING
- AMENITY
- MECHANICAL



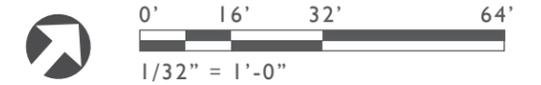
TYPICAL PODIUM PLAN



LEVEL 7 AMENITY PLAN

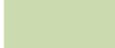


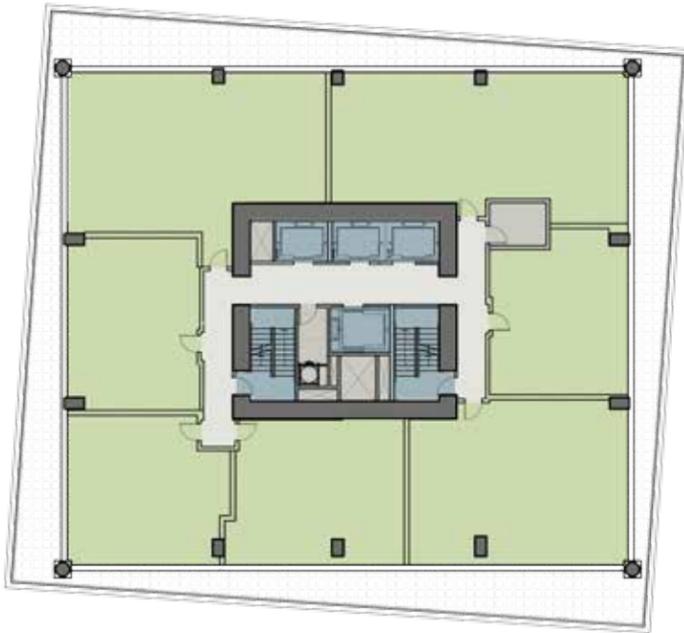
LEVEL 10-17 PLAN



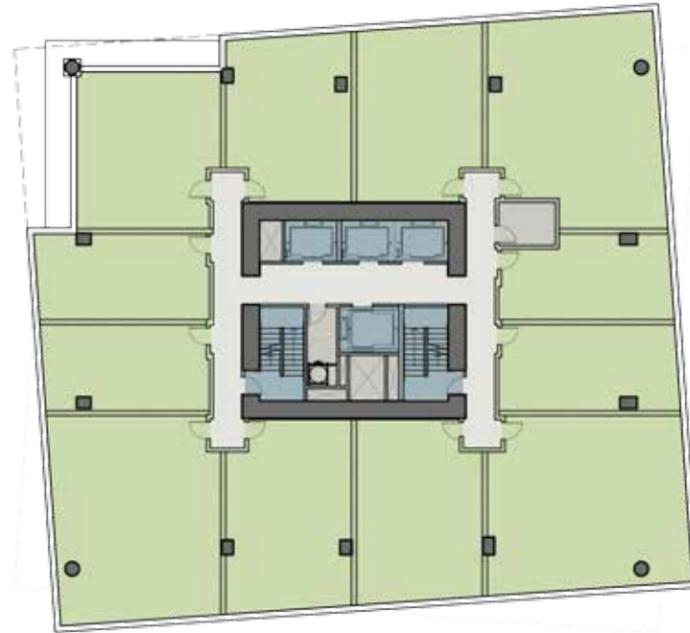
PLANS

SPACE FUNCTION KEY

	RESIDENTIAL
	RETAIL
	COMMON SPACE
	ELEVATOR / STAIR
	BOH / LOADING / PARKING
	AMENITY
	MECHANICAL



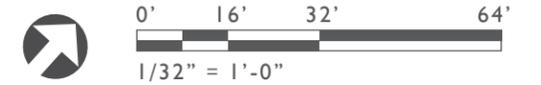
LEVEL 18 PLAN



LEVEL 19 PLAN



R1 AMENITY PLAN



BUILDING SECTION

SPACE FUNCTION KEY

- RESIDENTIAL
- RETAIL
- COMMON SPACE
- ELEVATOR / STAIR
- BOH / LOADING / PARKING
- AMENITY
- MECHANICAL



EAST / WEST SECTION

