



DRB RECOMMENDATION

2121 5th Ave Seattle, WA

SDCI PROJECT NO.:
3022614

MEETING DATE:
October 17, 2017

APPLICANT TEAM:
Charles Wallace, Project Manager
Caron Architecture
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2505 3rd Ave Suite 300C Seattle 98121

CARON

CARON REF #2015.045



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PROJECT TEAM

OWNER
2121 LLC

CARON ARCHITECTURE CONTACT
Charles Wallace, Project Manager
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206.367.1382
Caron Reference No.: 2015.045

PROJECT HISTORY

EDG 1
03/01/16

EDG 2
01/06/17

SITE INFORMATION

ADDRESS:
2121,2115 5th Ave Seattle

SDCI PROJECT NO.:
3022614

PARCEL(S):
069600-0045, 069600-0050

SITE AREA:
12,972 SF

OVERLAY DESIGNATION:
Belltown Urban Center Village, Downtown Fire District, Frequent Transit Overlay

PARKING REQUIREMENT:
None

LEGAL DESCRIPTION:
Bells 5th ADD Less St, Plat Block: J, Plat Lot:
9, 10

DEVELOPMENT STATISTICS:

ZONING:
DMC 240/290-440

LOT SIZE:
12,972 SF

FAR:
8.0 (90,804 SF; 5.0 Base + 3.0 Bonus)

PROPOSED FAR:
98,580

RESIDENTIAL UNITS:
119

HOTEL ROOMS:
207

COMMERCIAL RETAIL SF:
4,515 SF

PARKING STALLS:
121

3.0 Proposal

DEVELOPMENT OBJECTIVES

Our proposal is to design and construct a mid-block development on the west side of 5th Avenue bounded by existing buildings to the north and south, with Blanchard Street to the north and Lenora Street to the south. The block is bisected by an alley, and it is zoned DMC 240/290-440 with a site area of approximately 12,972 SF. The development will be a mixed-use, high-rise building of approximately 249,000 total gross square feet built to a height of 170'. There will be approximately 119 residential units, approximately 207 hotel rooms and approximately 121 parking spaces accessed from the alley with a shared entry for loading. All building services and vehicular access are proposed at the alley. Ground floor retail with a shared hotel lobby and a separate residential lobby will activate the streetscape on 5th Avenue. Hotel parking will be valet and limited retail parking is accessed directly from alley.

SITE DESCRIPTION & ANALYSIS

The site is located mid-block, abutted by existing buildings, where a new residential tower (The Martin) anchors the corner of Lenora Street and 5th Avenue. It is currently occupied by one story buildings. The surrounding area has many designated landmarks. Several proposed and new developments are located in the immediate vicinity. Pike Place Market Historic District is only a few blocks away.

Street trees and the Monorail front the site on 5th Avenue. The sidewalk elevation at the Southeast corner along 5th Avenue is approximately 6 inches below the Northeast corner. The Southwest corner along the alley is approximately 6 inches below the Northwest corner. The site slopes up westward making the alley 5.5ft above 5th Avenue.

DEVELOPMENT SUMMARY

SITE AREA		12,972
ALLOWED FAR (WITH BONUS)	8	103,776
PROPOSED FAR		98,580

5,196 SF left Allowable

PROJECT MATRIX

FLOOR	USE	FLOOR TO FLOOR HEIGHT (FT)	CUMULATIVE HEIGHT (FT)	LOBBY & ENCLOSED AMENITY AREA (SF)	COMMERCIAL NSF	GROSS FLOOR AREA (SF)	PARKING STALLS	TOTAL HOTEL KEYS	EXEMPT AREA (SF)	FAR	TOTAL RESIDENTIAL UNITS
ROOF	RESIDENTIAL AMENITY	0	169.05	1,818							0
L18	RESIDENTIAL	9.17	169.05			9,998.63					17
L17	RESIDENTIAL	9.17	159.88			9,998.63					17
L16	RESIDENTIAL	9.17	150.71			9,998.63					17
L15	RESIDENTIAL	9.17	141.54			9,998.63					17
L14	RESIDENTIAL	9.17	132.37			9,998.63					17
L13	RESIDENTIAL	9.17	123.2			9,998.63					17
L12	RESIDENTIAL	9.17	114.03			9,998.63					17
L11	HOTEL	11	104.86			9,998.63		23	267.29	9,731.34	
L10	HOTEL	8.67	93.86			9,998.63		23	267.29	9,731.34	
L9	HOTEL	8.67	85.19			9,998.63		23	267.29	9,731.34	
L8	HOTEL	8.67	76.52			9,998.63		23	267.29	9,731.34	
L7	HOTEL	8.67	67.85			9,998.63		23	267.29	9,731.34	
L6	HOTEL	8.67	59.18			9,998.63		23	267.29	9,731.34	
L5	HOTEL	8.67	50.51			9,998.63		23	267.29	9,731.34	
L4	HOTEL	8.67	41.84			9,719.32		23	383.35	9,335.97	
L3	HOTEL	8.67	33.17			9,719.32		23	383.35	9,335.97	
L2	HOTEL AMENITY	9.5	24.5	9,654	1,275	10,459.27		0	378.59	10,080.68	
L1	RETAIL/ LOBBY/ REST.	15	15	2,627	3,240	11,502.96	0		6,219.25	5,283.71	
P1	PARKING/BOH	9.67				11,484.00	0				
P2	PARKING/BOH	9				11,484.00	19				
P3	PARKING	8.57				11,484.00	34				
P4	PARKING	8.4				11,484.00	34				
P5	PARKING	8.4				11,484.00	34				
SUBTOTAL										102,155.71	
										Mechanical exception of 3.5%	3,575.45
TOTAL			169.05	14,100	4,515	238,801.69	121	207		98,580.26	119

STUDIO + OPEN 1	1 BD	2 BD	TOTAL
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
70	49	0	119

70	49	0	119
59%	41%	0%	100%

4.0 Summary Context Analysis

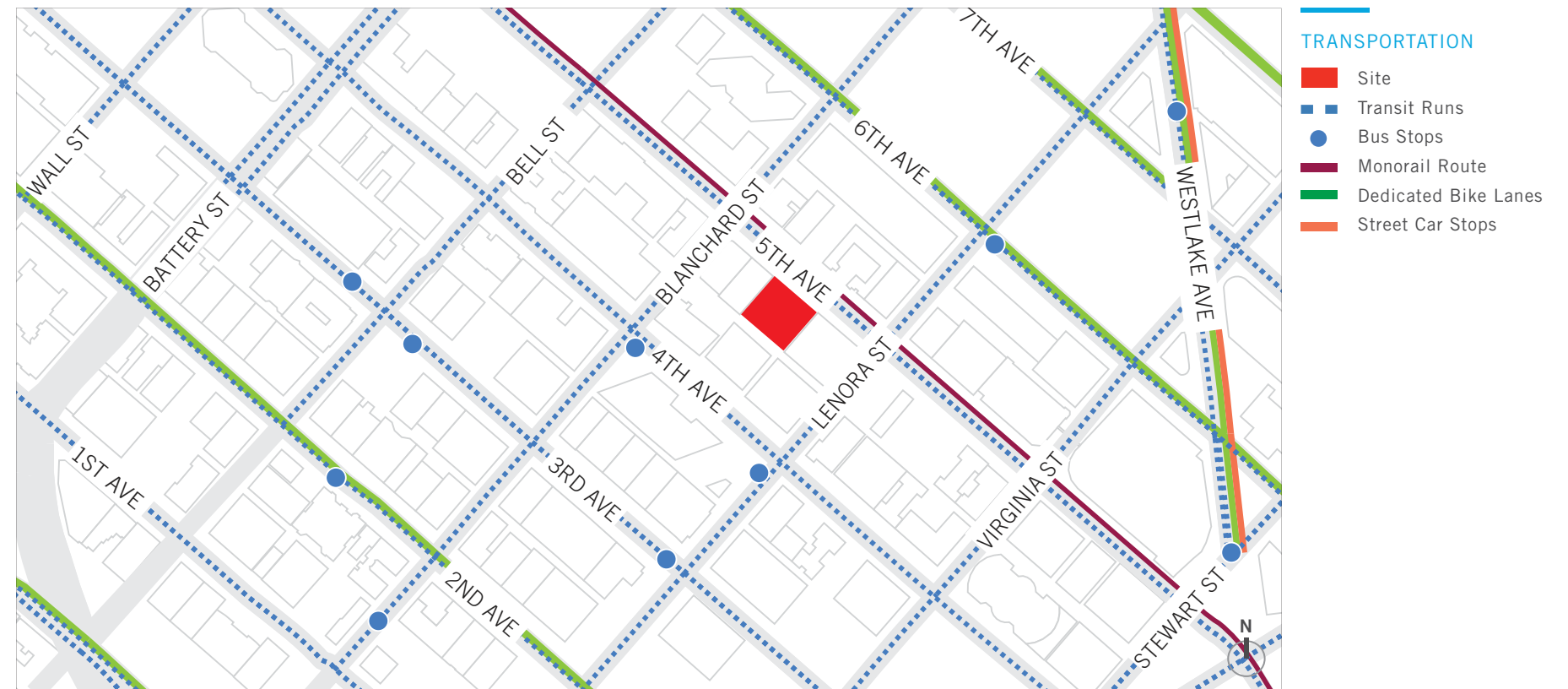
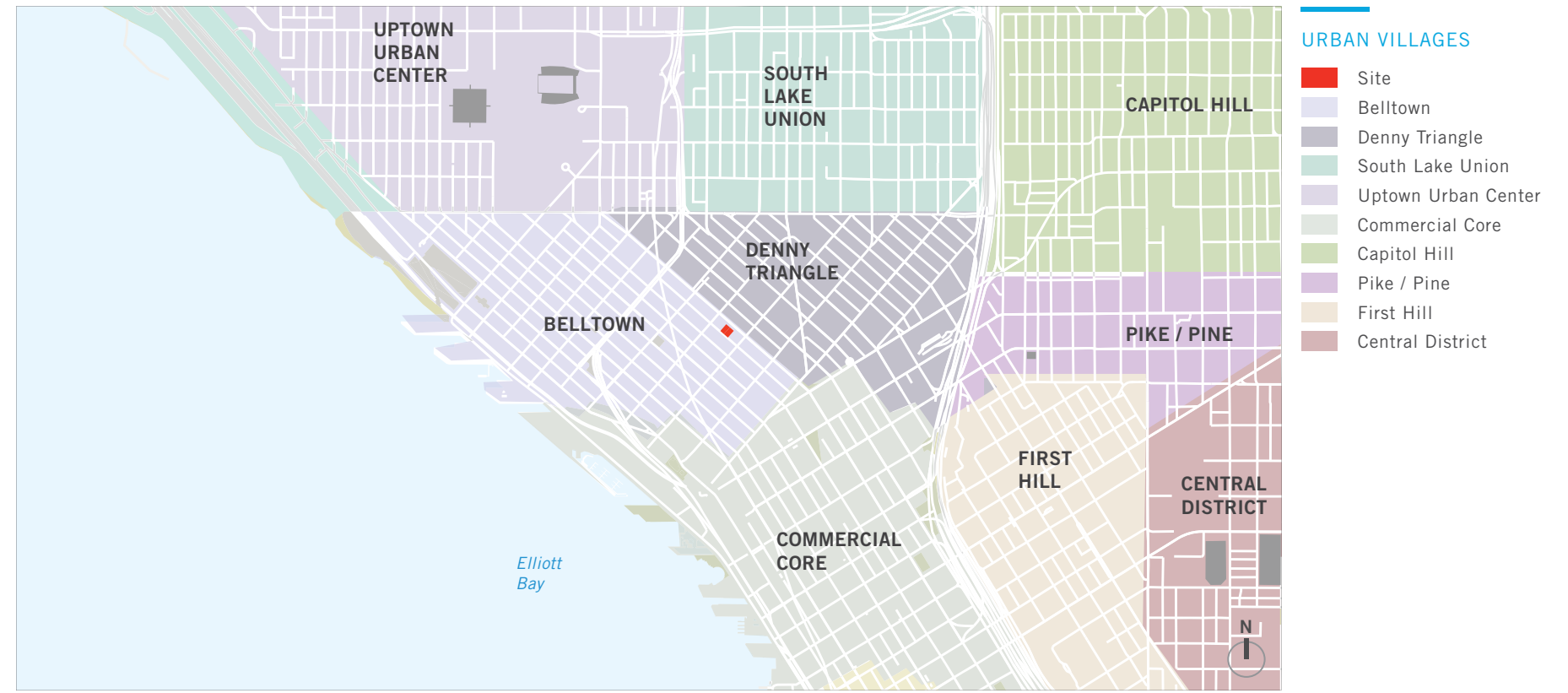
BELLTOWN URBAN VILLAGE

The site is located within the Belltown neighborhood of downtown, near the edges of the Commercial Core, Denny Triangle and Waterfront neighborhoods. Belltown is the northern neighborhood of downtown Seattle. It is an eclectic and diverse neighborhood in architectural character, demographic group, businesses and social culture. It is one of the densest residential communities, where new developments are adjoined with/adjacent to historic brick buildings, a shopping and dining destination, and home to a wide variety of businesses. This diversity forms the neighborhood's social and cultural fabric and is reflected in the built environment through its architecture, public art and street amenities.

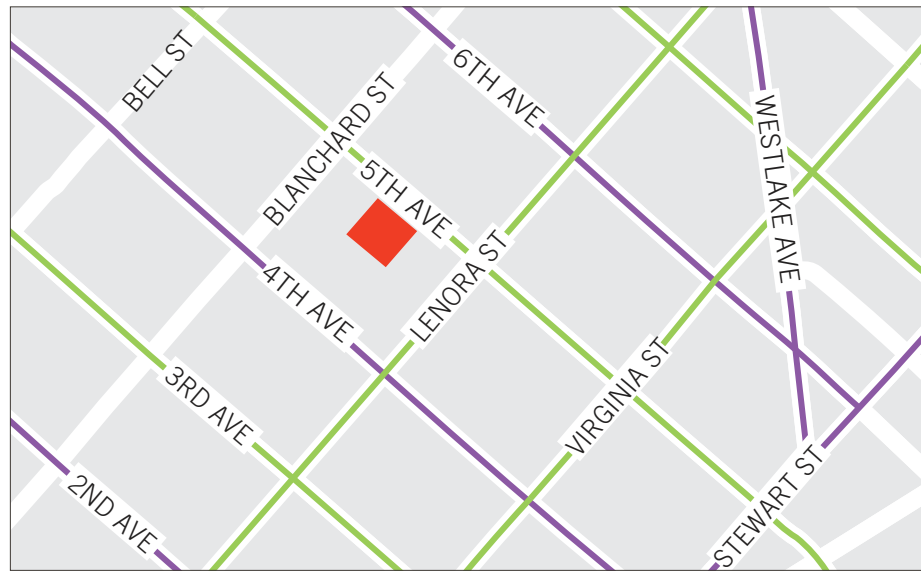
ZONING ANALYSIS

The site is composed of a single mid-block lot and is located on the west side of 5th Avenue bound by existing buildings to the north and south, with Lenora Street to the south, Blanchard Street to the north, and the alley to the west. This lot has a total of buildable site area of 106' x 120'. Site constraints include: a 2' alley dedication, maximum height limits, and non-residential use Floor Area Ratio (FAR).

The site is located within the DMC 240/290-440 zone near a mid-point of the region's historic topographic peak, which presently is the gateway to the Belltown Neighborhood. Belltown stretches northwest from the Central Business District to lower Queen Anne. Denny Hill was one of the proverbial seven hills of Seattle, its relatively flat terrain is a result of a regrading project from 1902 – 1911. With the exception of the steep grades at the harbor's edge, Belltown has the flattest terrains of all Seattle neighborhoods.

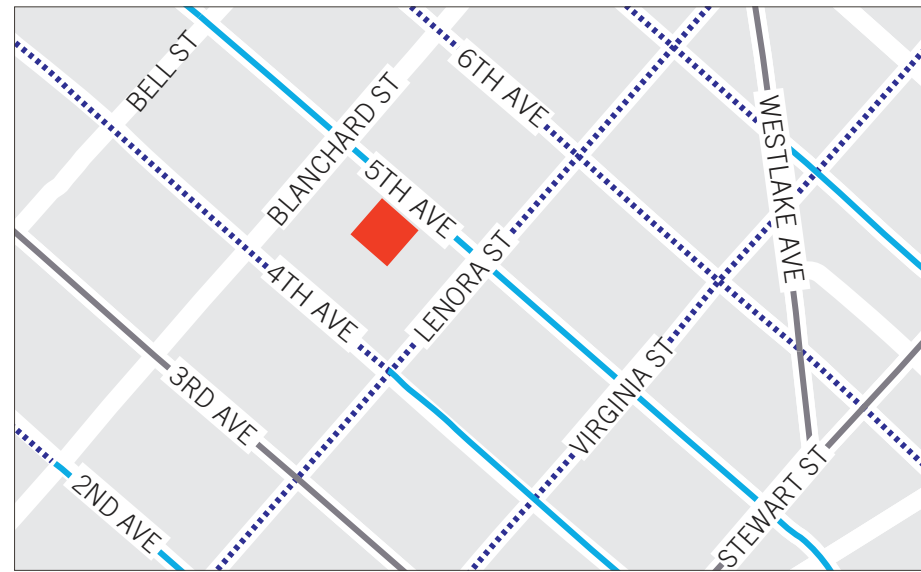


4.0 Summary Context Analysis



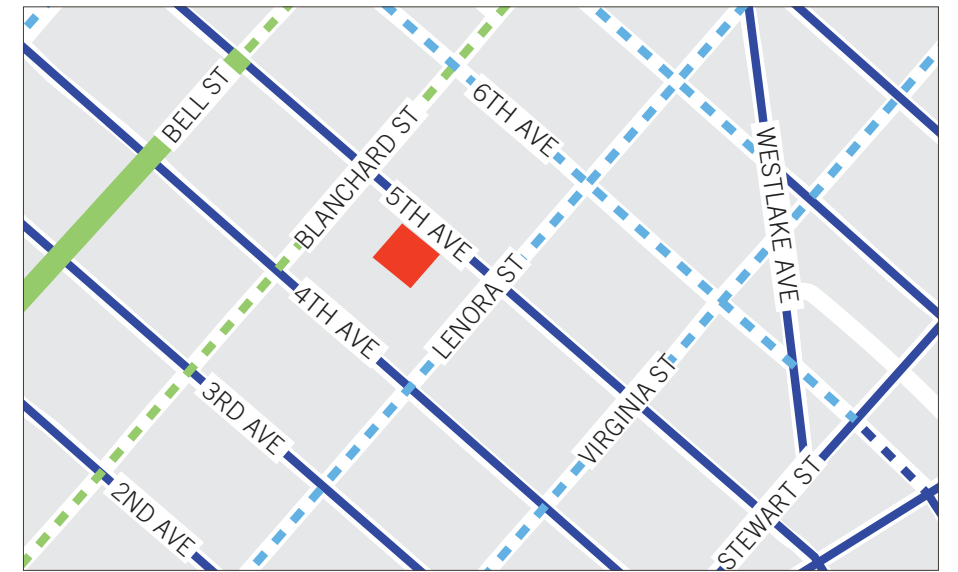
STREET CLASSIFICATIONS

- Site
- Principal Arterial
- Minor Arterial



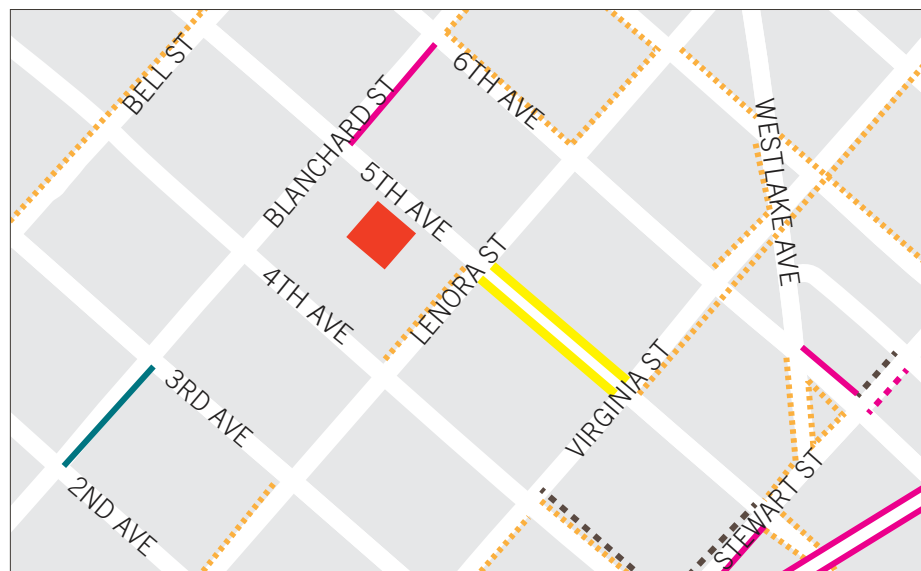
REQUIRED SIDEWALK WIDTHS

- Site
- 18' Wide Sidewalk
- 15' Wide Sidewalk
- - - 12' Wide Sidewalk



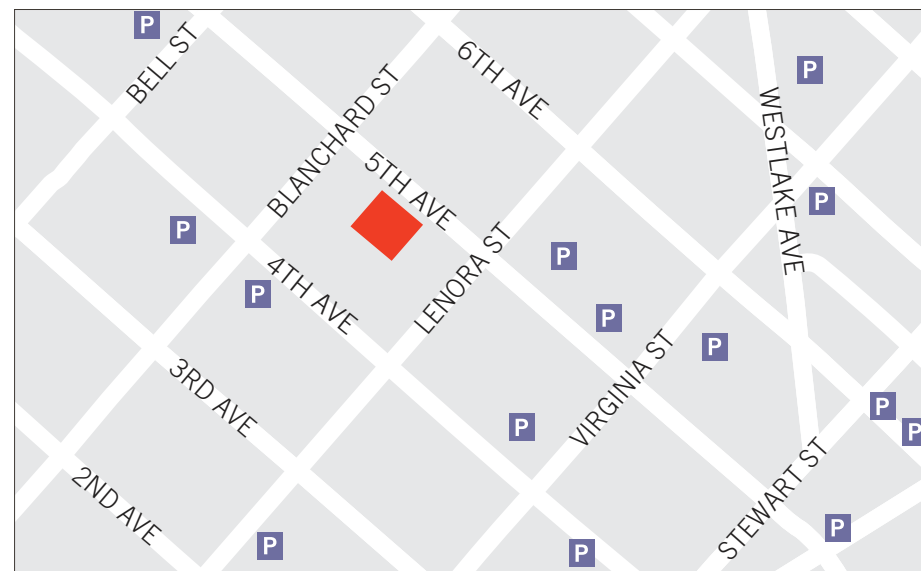
PEDESTRIAN STREET CLASSIFICATION

- Site
- Green Street
- Class I
- - - Class II



PARKING CATEGORIES / RESTRICTIONS

- Site
- Carpool
- Restricted Parking Zone
- - - No Parking
- - - AM / PM Restrictions
- PM Restrictions
- AM Restrictions



PARKING GARAGES & LOTS

- Site
- P Garages & Lots

4.0 Summary Context Analysis



**COMMUNITY NODES/
LANDMARKS:**
The surrounding area has many landmarks. Several proposed and new developments are located in the immediate vicinity. Pike Place Market Historic District is only a few blocks away.



1 MONORAIL
ACROSS FROM PROJECT SITE



2 SEATTLE CENTER
0.6 MILE FROM PROJECT SITE



3 CINERAMA AT 2100 4TH AVE
0.1 MILE FROM PROJECT SITE

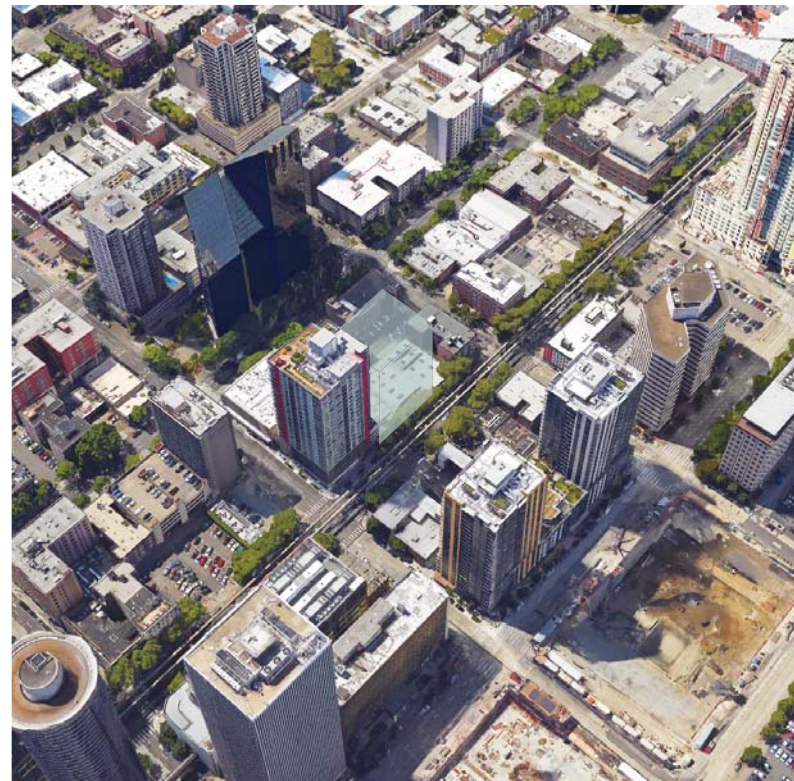


4 PIKE PLACE MARKET
0.5 MILE FROM PROJECT SITE

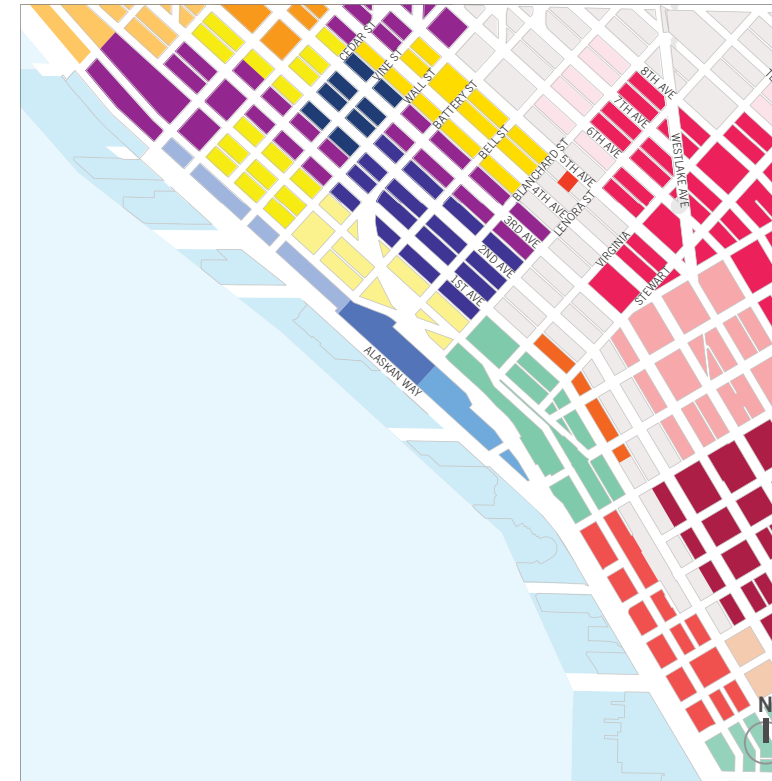
5.0 Existing Site Conditions



AERIAL MAP (NORTH)

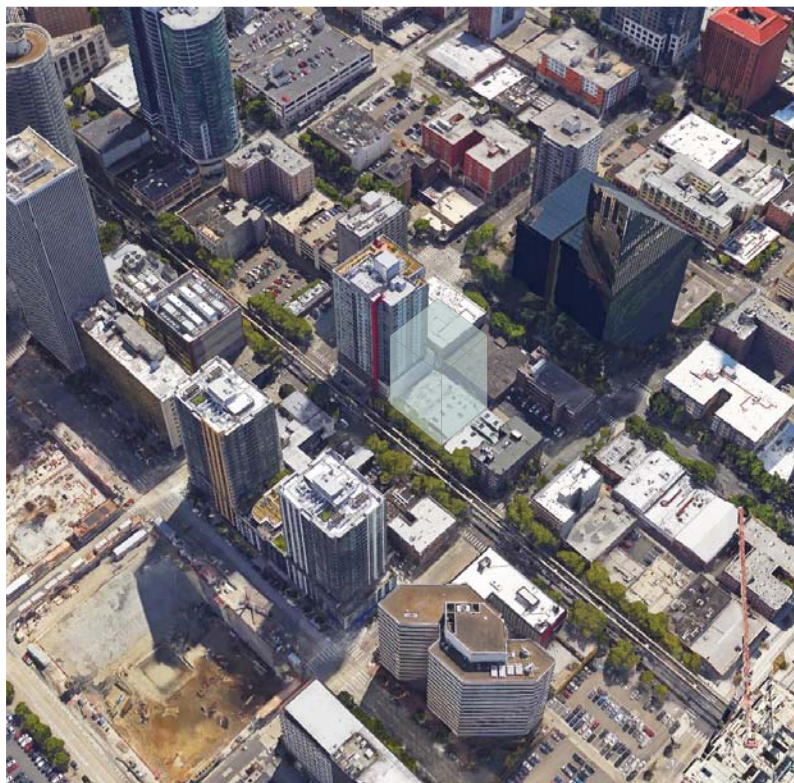


AERIAL MAP (SOUTH)

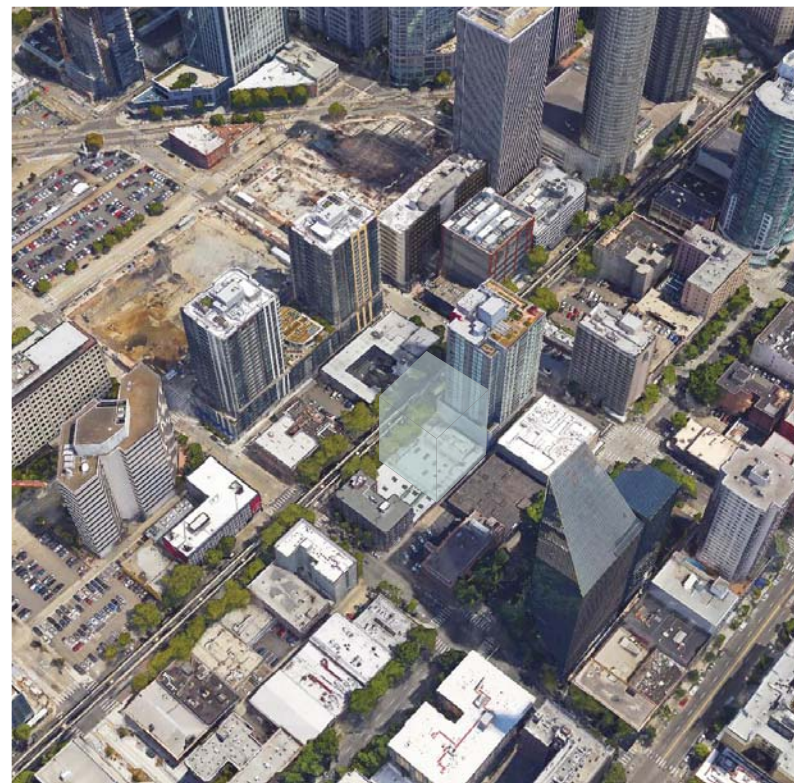


ZONING MAP

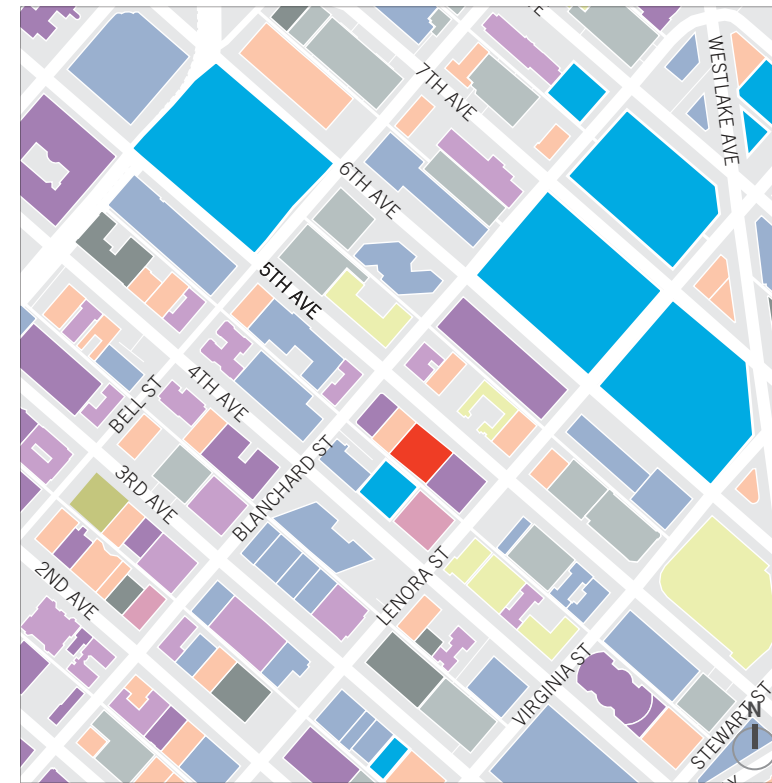
- Site
- DMR/R 85/65
- DMR/R 125/65
- DMR/R 240/65
- DMR/C 85/65
- DMR/C 125/65
- DMR/C 240/125
- DMC-65
- DMC-85
- DMC-123
- DMC-160
- DMC 240/290-440
- DMC 340/290-440
- DRC 85-150
- DOC2 500/300-500
- DOC1 U/450/U
- DH1/45
- DH2/65
- DH2/55
- DH2/85
- PMM-85



AERIAL MAP (EAST)



AERIAL MAP (WEST)



SURROUNDING USES

- Site
- Mixed-Use Apartments
- Office Building
- Under Construction
- Retail
- Parking
- Service
- Residential
- Hotel
- Entertainment
- Park

5.0 Site Photos

SITE CONTEXT

The site is located mid-block, abutted by existing buildings, where a new residential tower (The Martin) anchors the corner of Lenora Street and 5th Avenue. It is currently occupied by one story buildings

Street trees and the Monorail front the site on 5th Avenue. The sidewalk elevation at the Southeast corner along 5th Avenue is approximately 6 inches below the Northeast corner. The Southwest corner along the alley is approximately 6 inches below the Northwest corner. The site slopes up westward making the alley 5.5ft above 5th Avenue.



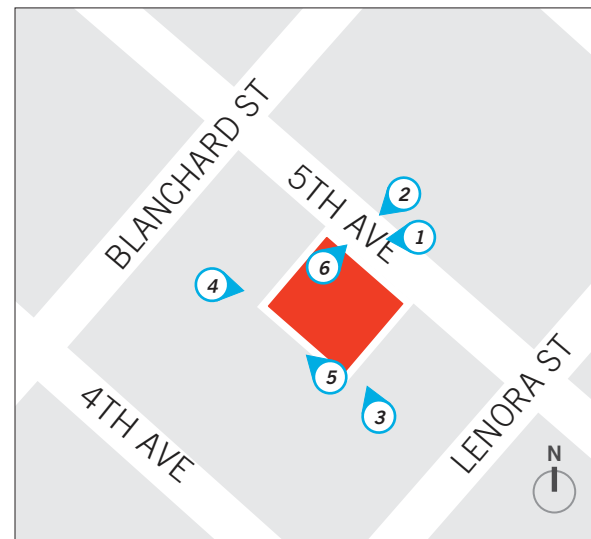
1 FACING PROJECT SITE FROM 5TH AVE



2 FACING PROJECT SITE FROM 5TH AVE



3 THE MARTIN, 24-STORY MIXED-USE APARTMENTS



MAP KEY

Project Site

View



4 BACK ALLEY, BEHIND PROJECT SITE



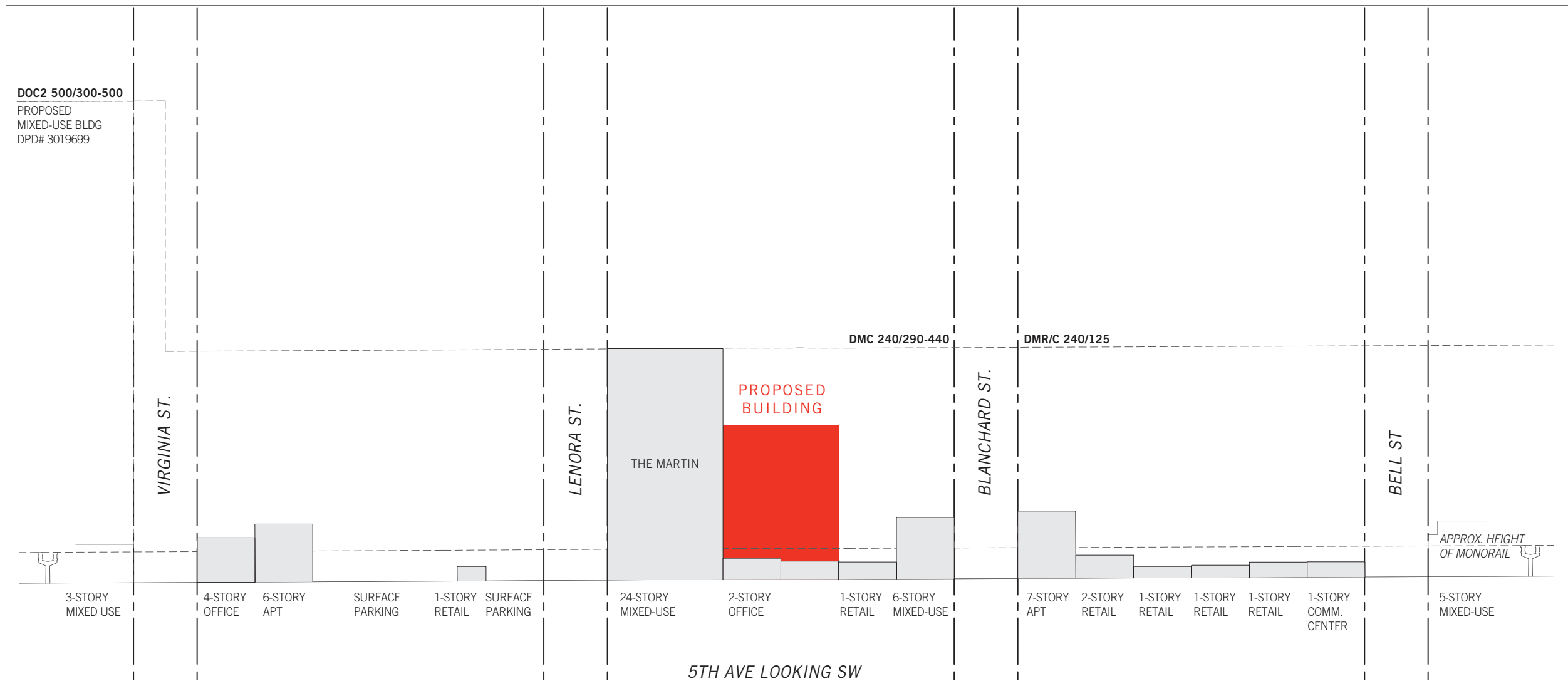
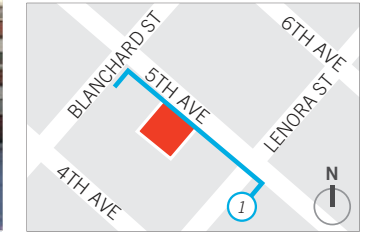
5 BACK ALLEY



6 SURFACE PARKING & 3-STORY MOTEL

5.0 Streetscapes

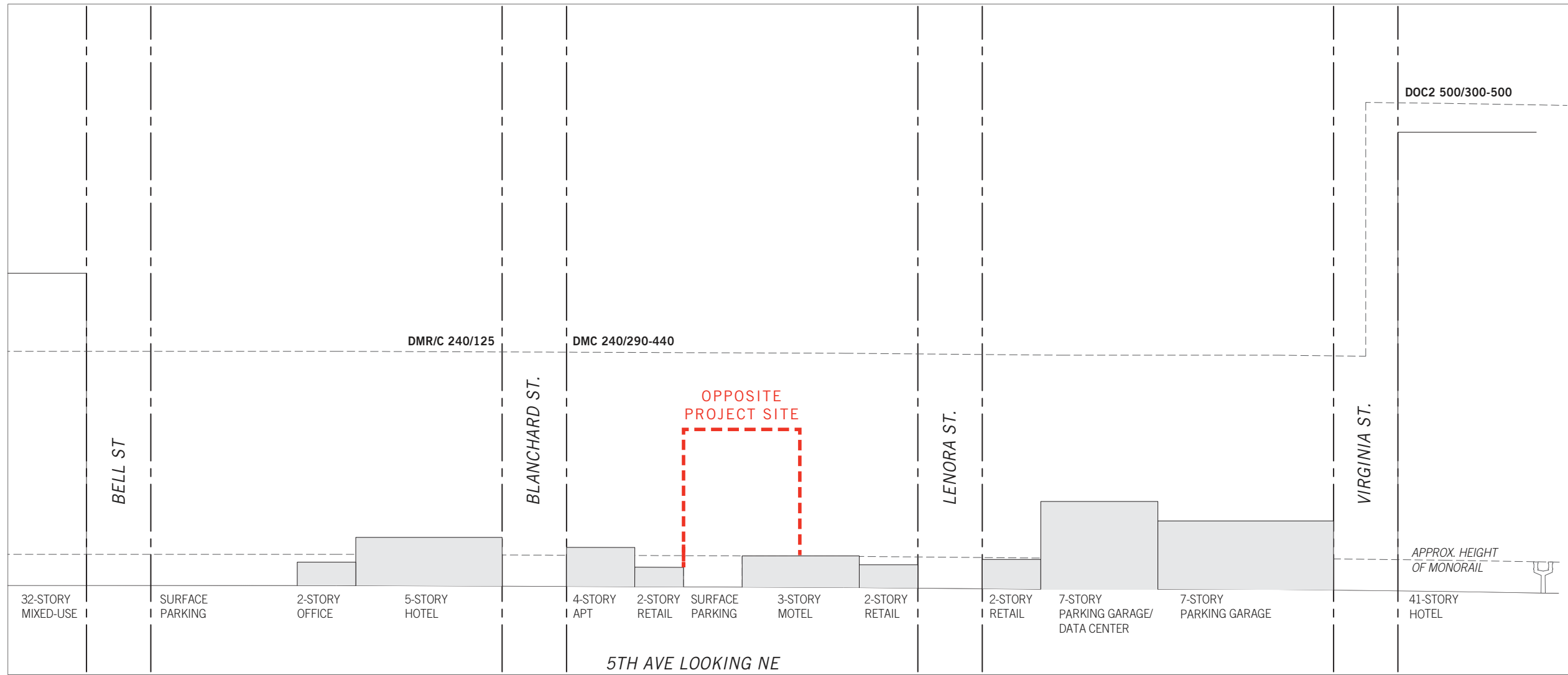
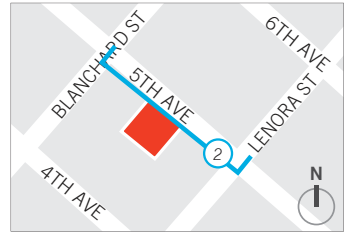
1 5TH AVE, FACING SOUTHWEST



STREET SECTION 1: 5TH AVE LOOKING SW

5.0 Streetscapes

2 5TH AVE, FACING NORTHEAST



STREET SECTION 2: 5TH AVE LOOKING NE

5.0 Design Cues / Diagrams

DESIGN CUES

The site is located mid-block, abutted by existing buildings, where a new residential tower (The Martin) anchors the corner of Lenora Street and 5th Avenue. It is currently occupied by one story buildings. Across the alley to the West, the Potala Tower is under construction.

The new mixed-use developments with residential towers are contemporary with a base, shaft, entablature vertical rhythm. Material choices are window walls with various exterior wall cladding systems and accent colors.



1 CIRRUS APARTMENTS
41-STORY APARTMENT BUILDING



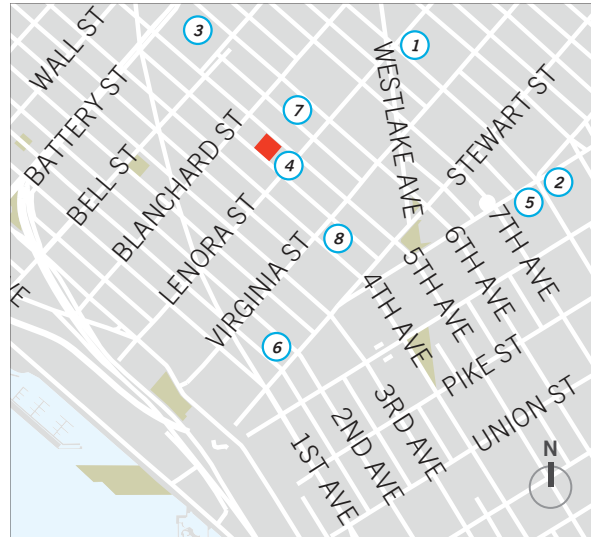
2 THE OLIVIAN APARTMENTS
27-STORY APARTMENT BUILDING



3 INSIGNIA SEATTLE
41-STORY TWIN TOWER COMPLEX



4 THE MARTIN
24-STORY APARTMENT BUILDING



MAP KEY

- Project Site
- ① View



5 OLIVE 8
39-STORY HOTEL-CONDO BUILDING



6 VIKTORIA APARTMENTS
24-STORY APARTMENT BUILDING



7 VIA 6
25-STORY TWIN TOWER COMPLEX



8 THE ESCALA MIDTOWN
30-STORY CONDOMINIUM BUILDING

5.0 Historic Buildings

BELLTOWN HISTORY

Historic buildings in Belltown range from Belltown Cottage Park along Elliott Avenue – some of the last remaining wood frame houses in the Downtown area – through the 20th century low-rise apartment and commercial buildings. Many of these are clad in brick and built in Federal style, which are more monumental in massing. Belltown Urban Village Design Guidelines recommended that new buildings do not take a mimetic approach to surrounding Historic Architecture. However, there are essential qualities that can and should be promoted: an engaging street level, featuring a variety of uses, bringing the building scale to sidewalk level and an engaging variation on the upper portion to help mediate between the building scale and human scale.



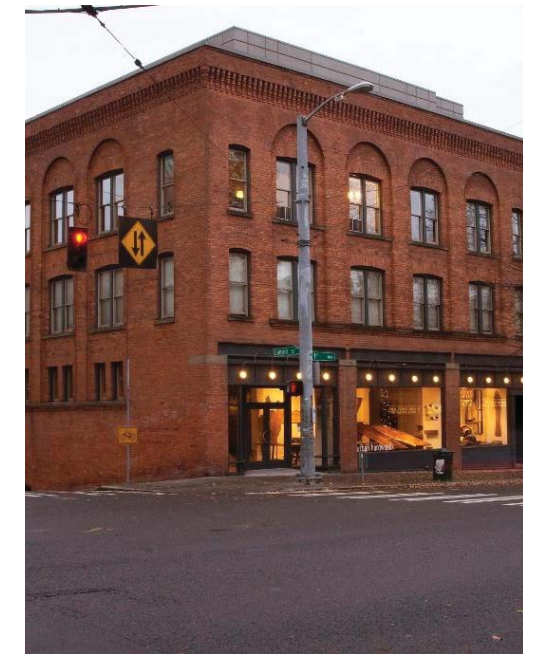
1 SEATTLE EMERGENCY MANAGEMENT
2320 4TH AVE



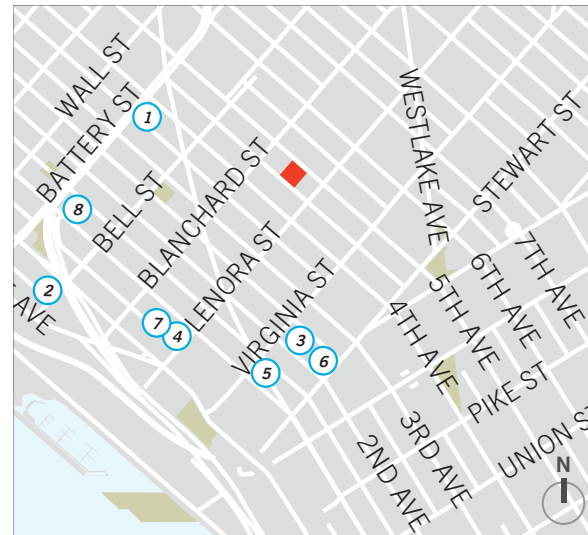
2 SEATTLE EMPIRE LAUNDRY BUILDING
66 BELL ST; RED PAVING BRICK WITH A GRAY CONCRETE FOUNDATION



3 MOORE THEATRE
1932 2ND AVE



4 GUIRY HOTEL
2101-2105 1ST AVE



MAP KEY

- Project Site
- ① View



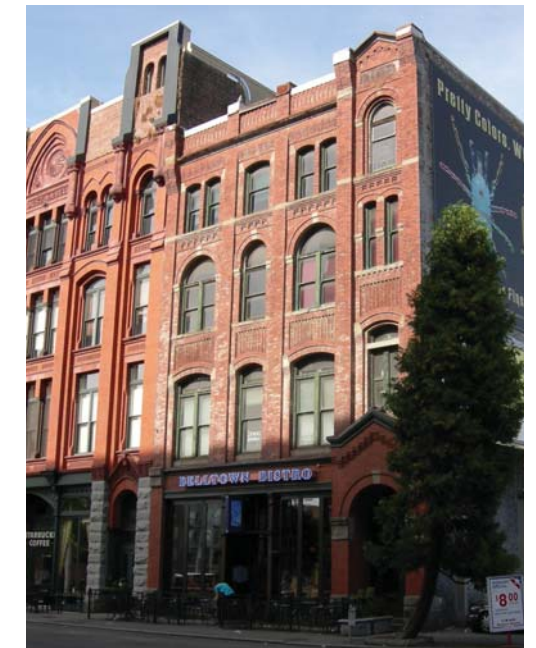
5 TERMINAL SALES BUILDING
1932 1ST AVE



6 JOSEPHINUM
1902 2ND AVE



7 SCHILLESTAD BUILDING
2111 1ST AVE

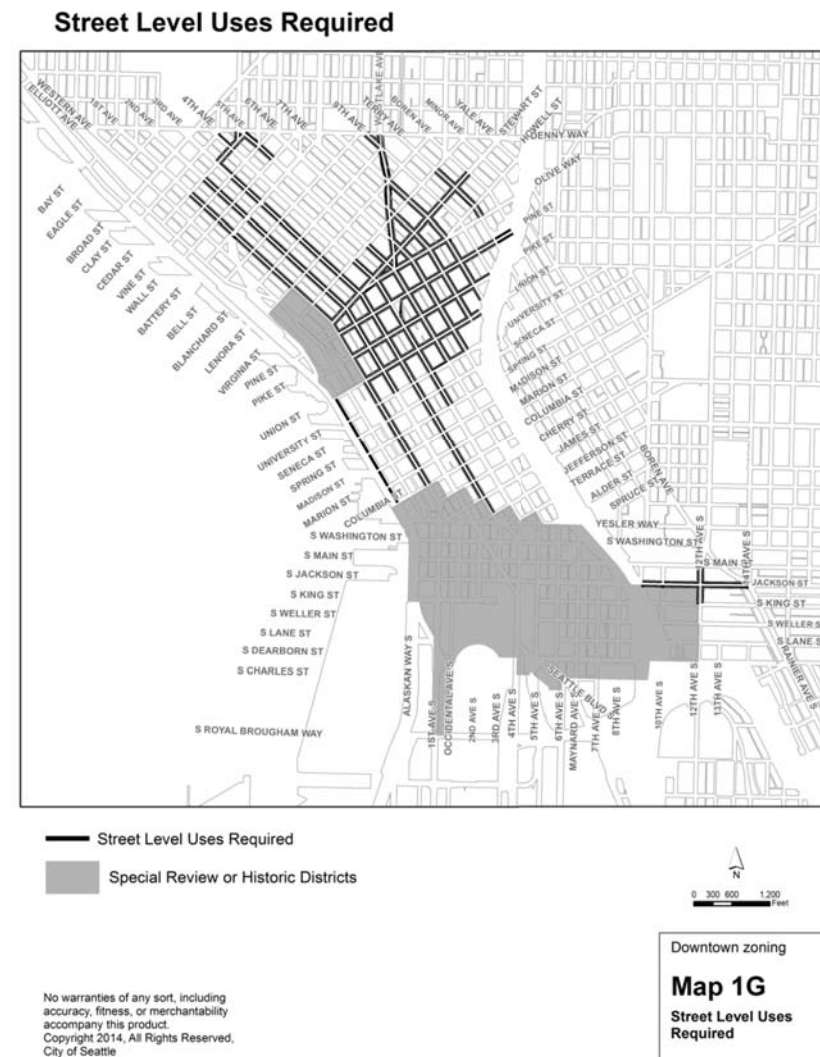


8 BARNES BUILDING
2320 1ST AVE

6.0 Zoning Data

PROVIDED	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED
Scope of Provisions Permitted Uses	23.49.002 23.47A.004		DMC 240-290-440 Permitted uses per 23.45.504 Table A	Provided
Structure Height	23.49.008	A.3	Base height for commercial use: 240 ft Base height for residential use: 290 ft	Provided
		b	Additional height increase of 10%: Structure above limit encloses 9,000 sq ft. or less and uses of the space are limited to those permitted in 23.49.008.	Provided
		D.2	Combined coverage of all rooftop features may not exceed 55% of the roof area for structures that are subject to maximum floor area limits per story pursuant to section 23.49.058 or 35% of the roof area for other structures.	Provided
			a. Maximum 15ft above height limit allowed for solar collectors, stair penthouses, play equipment and open-mesh fencing as long as the fencing is at least 15ft from the roof edge, covered or enclosed common recreation area or eating and drinking establishments, mechanical equipment and wind turbines.	Provided
			b.2) Elevator penthouses up to 23ft above the applicable height limit for a penthouse designed for an elevator cab up to 8ft high	Provided
			b.4) If the elevator provides access to a rooftop designed to provide usable open space, an additional 10ft above the amount permitted in subsection 23.49.008.D.2.b.2 shall be permitted.	Provided
Street Level Use	23.49.009		Per Map 1G, site is not designated street requiring street level use limitations. This section is not applicable.	N/A

Map 1G



6.0 Zoning Data

PROVIDED	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED
General Requirements for Residential Use	23.49.010	B	Common recreation area: provide a minimum of 5% gross floor area in residential use. Maximum of 50% must be enclosed. Minimum dimensions: 15ft min. dimension in any direction, and no area less than 225 sq.ft (87,560SF x .05) = 4,378SF amenity required; 6,00SF provided at roof top.	Provided
Floor Area Ratio (FAR)	23.49.011	Table A	Base FAR: 5 Max FAR: 8	Provided
		B.1.b	Area of street level use is exempt provided that street level use has a floor-to-floor height of min. 13ft; is at least 15ft deep; and overhead weather protection is provided.	
		B.1.f	Residential floor area is exempt.	
		B.1.k	Below grade floor area is exempt.	
		2.b	Mechanical equipment located on the roof is exempt; Allowance of 3.5% for mechanical equipment fully within structure.	
Overhead Weather Protection	23.49.018	A	Continuous overhead weather protection is required. Minimum of 8 ft. of protection measured from face of wall, or extend within 2 ft. of curb line, whichever is less. Overhead weather protection must be at an elevation of between 10 ft and 15 ft above the sidewalk. Provide adequate lighting for pedestrians.	Provided
Parking Requirements	23.49.019	A.1	No vehicular parking required	-
		B.1.a	No street level parking is permitted on a Class 1 pedestrian street unless separated by other uses. (Map 1F: Class 1 Ped.)	Provided
		B.2.b	Parking is permitted above the street level story of the structure at a rate of 1 parking level per parking level provided below grade of same capacity, to a max of 4 stories. Separation and screen requirements apply to above street level parking.	Provided
		B.3.b	Separation: A minimum of 30% of street frontage at parking levels above street level must be another allowable use.	Provided
		C.1	Parking ratio: 1 non-residential use stall per 1000 sq ft. Max 95 stalls allowed; 38 stalls proposed.	Provided
		D	Ride-sharing / transit incentive program: Required for new structures with more than 10,000 sq ft. of non-residential use.	Provided
		Table A	Bike Parking Hotel: .05/ Room Residential: 1/2 D.U Retail (over 10,000 SF): 1/5,000 S.F 78 bike total required; Approx. 90 provided.	Provided
		H	Parking access must be from alley	Provided
Parking Space Standards	23.54.030		Residential Parking: When more than 5 parking spaces are provided, a min. 60% must be striped for medium stalls. Non-Residential Parking: When 20 or more parking spaces are provided, a min 35% and max. 65% must be striped for small stalls; a min. 35% of spaces shall be large Min.vertical clearance: 6'-9" at vehicle entrance and at least one floor level	Provided/Departure
		D.2	Driveway width: for non-residential use, 12 ft. min. for one-way, 22' min for two-way; 20' proposed.	Provided/Departure
		E	Parking aisle width (Exhibit C) 90 degree stalls 8ft. wide requires 22ft aisle width; 20ft aisle width proposed.	Provided/Departure
Loading Berth	23.54.035	Table A	Low Demand: 40,000 - 60,000 sq.ft = 1 loading berth Width: 10 ft. Length 35 ft. Vertical Clearance: 14 ft.	Provided
Sidewalk Width	23.49.022	Map 1C	Min. sidewalk width of 15 ft.	Provided
Alley Width	23.53.030	Table C	20 ft. Right-of-way. 2'-0" dedication will be provided.	Provided
		F.1	Underground and overhead portions of structures that would not interfere with the functioning of the alley may be allowed by the Director of the DPD after consulting with the Director of Transportation.	
Odor & Light	23.49.025	A	Venting of odor & smoke: Must be located a min. of 10 ft. above sidewalk and directed away from residential use within 50 ft. of vent.	Provided
		C	Lighting & glare: Exterior lighting shall be shielded and directed way from adj. uses. Interior lighting in parking garages shall be shielded.	Provided
Solid Waste & Recyclable Materials Storage & Access	23.54.040	Table A	Shared storage space for solid waste Residential 100+ units: 575 sq.ft + 4 sq.ft. for each unit above 100 Non Residential 50,001 - 100,000 sq.ft: 225 sq.ft; Provided 575 + (36x4) = 719 SF; 860 provided	DRB

6.0 Zoning Data

PROVIDED	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED
		B	Mixed-use development with both residential and non residential: Meet residential requirement plus 50% of non-residential requirement. Recycling storage for each use must be separated.	Provided
		F	Access to storage area must be directly off alley for containers greater than 2 c.y	Provided
Minimum Facade Height	23.49.056	Table A	Class I pedestrian street: 25 ft	Provided
		B.1	Map 1H	N/A
<p>Property Line Facades</p>				

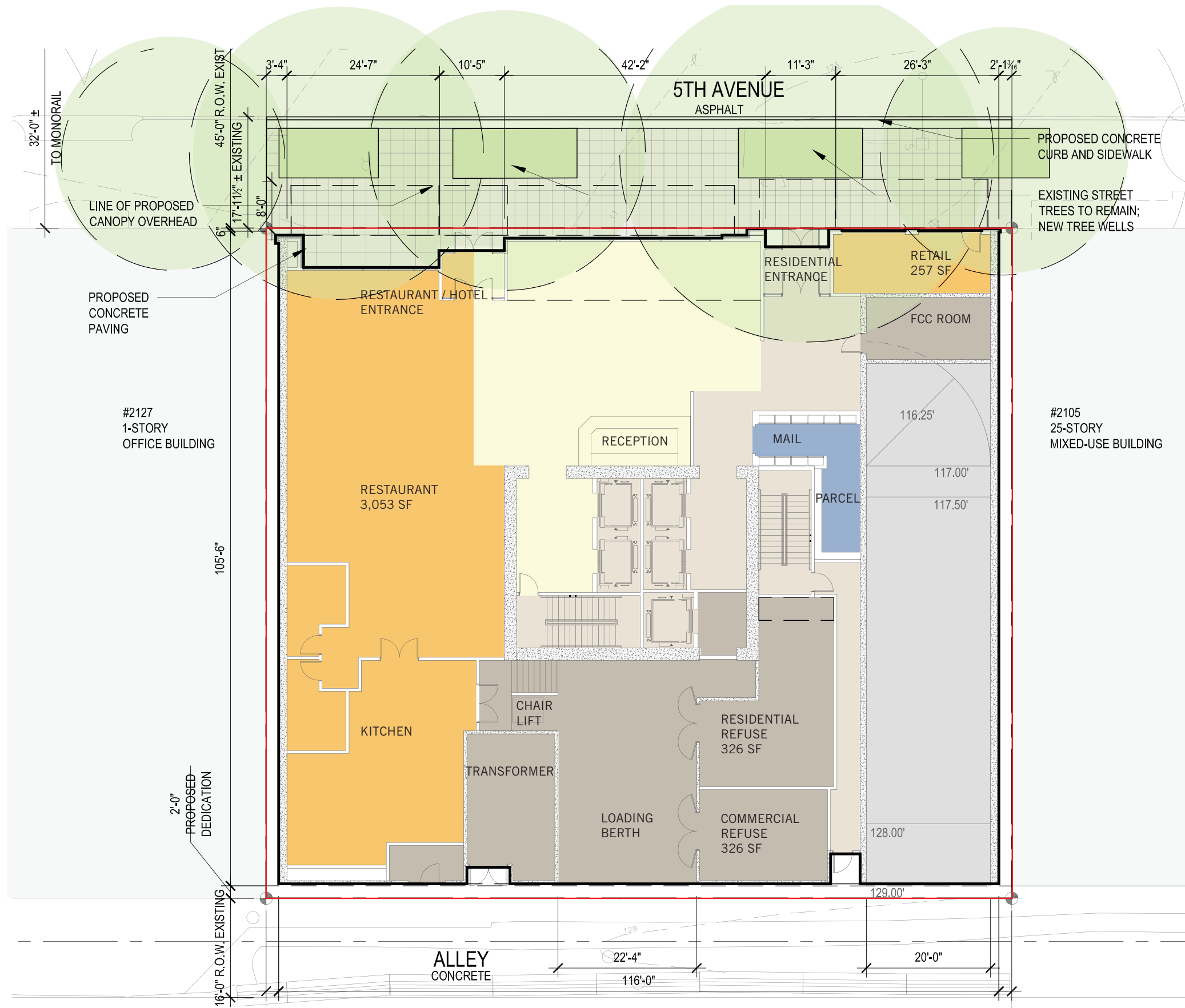
6.0 Zoning Data

PROVIDED	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED
Setbacks		B.2	Setback limits: No limits up to 15 ft. above sidewalk. Setback limits apply between 15 ft above sidewalk and 25 ft. Max. area of all setbacks is 5 * street lot line width of 60 ft = 300 sq ft. Max width of a setback greater than 15 ft. from the sidewalk line shall not be more than 30% of the lot frontage.	Provided
Facade Transparency		C.4.a	Class 1 pedestrian streets required a minimum of 60% of street level, street facing facade shall be transparent between 2 and 8 ft. above the sidewalk. This applies to non-residential use only.	Provided
Blank Facade		D.2	Maximum of 15 ft. of street level facade between 2 and 8 ft above the sidewalk. This applies to non-residential use only	Provided
Facade Modulation	23.49.039	C. Table A	Maximum 155 ft. of unmodulated facade allowed within 15 ft of street lot line for elevation 86- 160 ft. No limit for elevation 0- 85 ft.	Provided
Tower Spacing	23.49.058		The height above which the tower floor area limits and tower width limits according to 23.49.058.C and the tower spacing limits according to 23.49.058.D would apply shall be increased from 160 feet to 170 feet if: A) The upper-level width, tower spacing, and upper-level setback standards according to Section 23.49.058 would prevent a development from being able to achieve an average tower floor plate of at least 7,500 square feet for floors above 85 feet in height; and B) The height of the development does not exceed 170 feet, excluding exempt rooftop features.	Provided
Tower GFA limits	23.49.058.C	Table B	Average residential gross floor area limit per story of a tower if height does not exceed the base height limit for residential use: 10,000 SF	Provided
Transportation Impact Mitigation	23.52.008	Table A	Downtown zone with 81 - 250 dwelling units or 12,001 - 30,000 sq.ft. of non-residential area with at least 1 D. U.	Provided
		B	Impact analysis required	Provided
MHA Commercial	23.58B.020	B.1	Construction of new structure with more than 4,000 SF of commercial use	Provided
		23.58B.040	Excluding the first 4,000 SF of street-level commercial use	Provided
MHA Residential	23.58C.025	B.1	Construction of new structure with more than 4,000 SF of commercial use	Provided

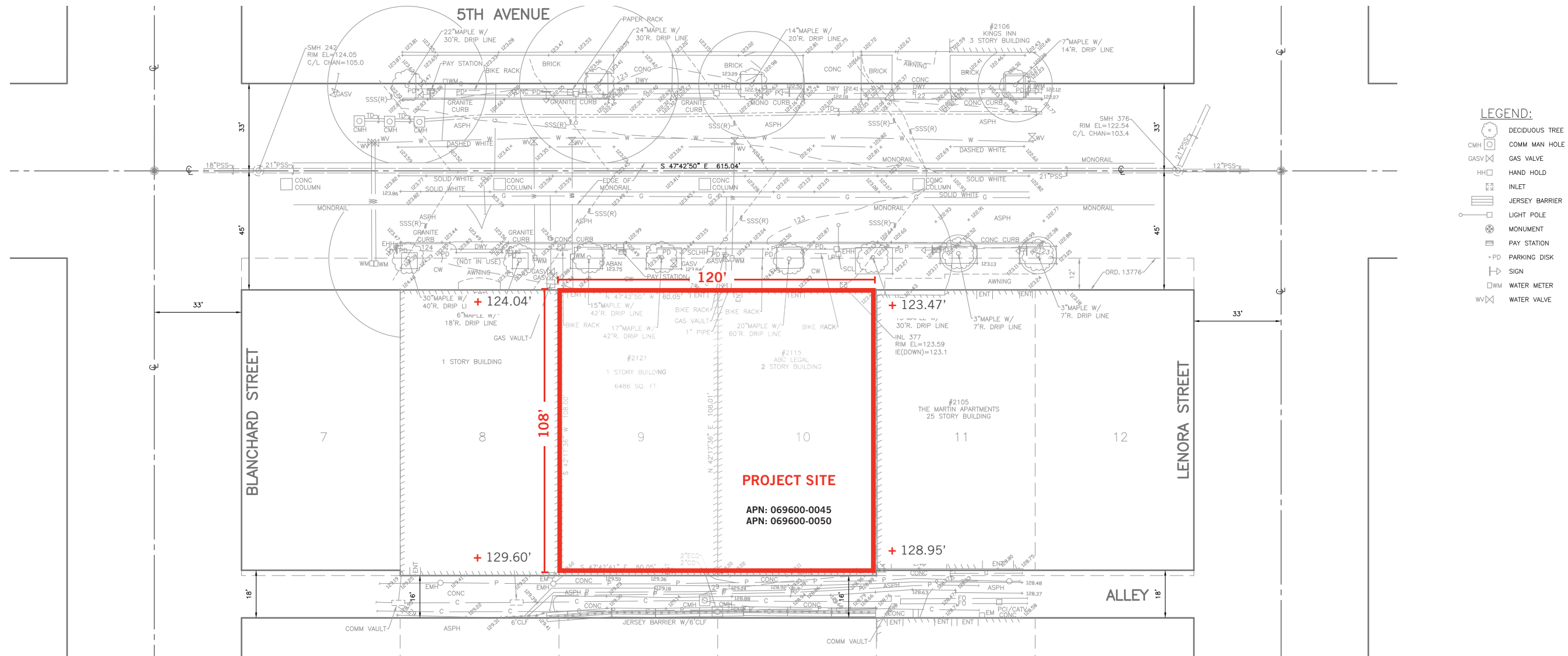
7.0 Site Plan

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Landscape Area
- Property Line
- Restaurant / Hotel Entrance
- Residential Entrance



7.0 Survey / Tree Survey



NOTES

- | | |
|---|--|
| <ol style="list-style-type: none"> 1) HORIZONTAL DATUM:
WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE NAD 83/91 2) VERTICAL DATUM: NAVD 88 3) THE RIGHTS OF WAY SHOWN HEREON WERE CALCULATED USING A BEST FIT APPROACH BASED ON FOUND MONUMENTS, CITY QUARTER SECTION MAPS, AND CITY ORDINANCES. 4) HORIZONTAL & VERTICAL CONTROL

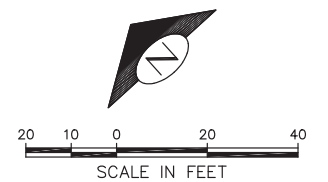
MONUMENT IN CASE AT INTX LENORA ST & 5TH AVE
N: 227789.087
E: 1268708.998
EL: 121.17 | <p>MONUMENT IN CASE AT INTX VIRGINIA ST AND 5TH AVE
N: 227502.497
E: 1269024.096
EL: 119.81</p> <ol style="list-style-type: none"> 1. DATE OF SURVEY: NOVEMBER 2 & 6, 2015 2. EQUIPMENT USED: LEICA TS 12. 3. UTILITIES SHOWN HEREON WERE FROM PHYSICAL STRUCTURES, OR FROM SURFACE PAINT MARKINGS BY A LOCATOR SERVICE. 4. 1' CONTOUR INTERVAL. |
|---|--|

LEGAL DESCRIPTION

LOT 9 IN BLOCK J OF BELL'S 5TH ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 1 OF PLATS, PAGE 191, RECORDS OF KING COUNTY AUDITOR;

EXCEPT THE NORTHEASTERLY 12 FEET THEREOF CONDEMNED FOR WIDENING OF 5TH AVENUE IN KING COUNTY SUPERIOR COURT CAUSE NO. 52280, AS PROVIDED IN ORDINANCE NO 13776 OF THE CITY OF SEATTLE;

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



8.0 Itemized Response to EDG

Design Guidelines for Downtown Seattle

B3.1 Building orientation

[ARCHITECT RESPONSE:](#)

The project is located mid-block with the main building entrances on the street facing façade and vehicular access off the alley.

B3.2 Features to complement

[ARCHITECT RESPONSE:](#)

Within the surrounding area along 5th Ave. there are several 2 to 6-story older buildings and one high-rise directly adjacent the project site. The proposed design employs a podium element with brick veneer to complement the older structures on the block. A massing recess at levels 3 and 4 has been included in response to the adjacent monorail, stepping away from the monorail structure and providing more privacy for tenants. The recess also emphasizes the podium element. The fenestration pattern on the vertical massing element (southeast and northwest corners) complements the neighborhood's residential window patterns, reinforcing the scale and rhythm of existing structures in the area. The podium height is in alignment with existing 2-story commercial structures.

B3.3 Pedestrian amenities at the ground level

[ARCHITECT RESPONSE:](#)

The street level façade has setbacks at each of the two building entrances as well as the transparent wall of the proposed restaurant area. The wall is designed as a folding wall system which will increase the usable space at the sidewalk and create a more dynamic and inviting area. There will be continuous overhead protection across the street facing façade combined with lighting, landscaping, bike racks, seating and signage.

B4.1 Massing

[ARCHITECT RESPONSE:](#)

The concept of the proposed design consists of three major volumes separated by recesses—horizontal and vertical—that create a gasket like feature. Window openings and window wall patterns run through the massing volumes, unifying the project. Architectural features such as canopies, accent lighting and finishes are located to further reinforce the design concept. In response to the site context, the division of massing elements includes a significant reveal at the elevation of the monorail.

B4.2 Coherent interior/exterior design

[ARCHITECT RESPONSE:](#)

Where retail and restaurant use make up the majority of the base of the structure, a larger window wall pattern is used to provide for greater transparency and a more commercial feel. The fenestration pattern of the upper portion of the structure is smaller in scale a detailed to reflect a more residential aesthetic. At the street level, the façade is set back and folding wall systems are incorporated into the design to create a more pedestrian friendly environment and allow for greater flow between indoor and outdoor spaces. Amenity space at the roof top is screened behind an extension of the window wall system as the parapet. A large canopy/trellis caps-off the roof top space, but does not interfere with the verticality of the solid corner massing element.

B4.3 Architectural details

[ARCHITECT RESPONSE:](#)

Exterior finishes at each of the three volumes is unique including brick veneer, textured GFRC panels, and glazing system. Fenestration details change between massing elements as well. Tinted glazing and a darker color window wall frame are used at the recesses to further define them. A slightly reflective glass will be used at the "transparent" box for the northeast and southwest corners of the upper levels to increase the play of light.

C1.1 Street level use

[ARCHITECT RESPONSE:](#)

The street level façade has setbacks at each of the two building entrances as well as the transparent wall of the proposed restaurant area. Maximum transparency at the street level lends to the design of a secure and inviting interior that is appropriate to the hotel and restaurant uses. The wall is designed as a folding wall system which will increase the usable space at the sidewalk and create a more dynamic and inviting area.

C1.2 Retail orientation

[ARCHITECT RESPONSE:](#)

A small retail space is located on the south end of the street level and a restaurant use is located at the north end. The restaurant space is setback to deepen the sidewalk space and both the retail and restaurant facades include folding wall systems that open the sidewalk.

C1.3 Street level articulation for pedestrian activity

[ARCHITECT RESPONSE:](#)

The street frontage includes two building entrances—one for residential access and one for shared hotel and restaurant access. The entrances are recessed and further articulated with raised canopies, signage, and lighting. Folding wall systems at the retail and restaurant uses as well storefront entrance designs that maximize transparency are included to promote pedestrian-oriented activities. Exterior finishes at the street level are cast textured GFRC panels and brick veneer. Both are highly durable materials that include a rich texture and pedestrian scale pattern and detailing. Canopies vary in height by use which helps with pedestrian orientation.

C2.1 Modulation of facade

[ARCHITECT RESPONSE:](#)

Exterior finishes at each of the three volumes is unique and fenestration details change between massing elements. Tinted glazing and a darker color window wall frame are used at the recesses to further define them. Accent lighting is employed at the horizontal recess at levels 3 and 4 to address privacy at those levels as they relate to the adjacent monorail. A slightly reflective glass will be used at the "transparent" box for the northeast and southwest corners of the upper levels to increase the play of light.

D4.1 Desired Signage Elements

[ARCHITECT RESPONSE:](#)

Signage will be clean and modern in appearance, located only at the street level, and will be provided in two scales: small scale blade signs below the canopies and larger signage over the canopies to identify the separation of uses and entrances.

D4.2 Unified signage system

[ARCHITECT RESPONSE:](#)

While the project is not large with many uses, the signage plan does include blade signs mounted below the canopies along with signage and addressing mounted above the canopies. All signage is proposed to be lit with directional lighting.

D4.3 Signage types

[ARCHITECT RESPONSE:](#)

Signage will be provided in two scales: small scale blade signs below the canopies and larger signage over the canopies to identify the separation of uses and entrances. Project signage will likely be included on perimeter fencing or barriers during construction.

8.0 Itemized Response to EDG

D4.4 Discourage upper-level signage

[ARCHITECT RESPONSE:](#)

No upper level signage is proposed.

Design Guidelines for the Belltown Urban Center Village

A. Site Planning & Massing

A1. Respond to Physical Environment: Take advantage of street grid, topography and view orientation.

[ARCHITECT RESPONSE:](#)

As a relatively flat mid-block site, few opportunities exist to incorporate any special design response to these two conditions. The mid-block location also dictates position of glazed areas, and we oriented the openings in east- west direction to potentially capture Cascade/ Olympic view, but with current and future development we anticipate only territorial views.

B. Architectural Expression

B1. Respond to neighborhood context

[ARCHITECT RESPONSE:](#)

The block and block across the street represent relatively undeveloped portion of the fifth avenue with predominantly 1-3 stories older commercial structures, adapted with new retail and office functions. The southern corner of the block has been developed with 24 story tower. There is no prevailing pattern in architectural style or finish in the block.

B3. Reinforce the positive urban form and architectural attributes of the immediate area.

[ARCHITECT RESPONSE:](#)

As mid block location, the aim is for simple, well detailed building with active street front and sidewalk areas and location of building services to the alley side.

B3.1 Respond to nearby design features

[ARCHITECT RESPONSE:](#)

Proposed street level building façade features design elements that reinforce the pedestrian environment of the area. Façade modulation and exterior finishes breaks the street level massing down into two sections, each with fenestration patterns that are in keeping with the rhythm of both old and new adjacent building facades. Canopies create a strong horizontal line used to visually and physically connect the base of the building to the existing street level environment.

B4. Design a well-proportioned and unified building

[ARCHITECT RESPONSE:](#)

The size of the site restrains large architectural moves on the building. Facade detailing and interplay between hotel and residential portion will provide the public face of the project. Facade modulation is accentuated by “solid” vertical massing and “transparent” corner box.

C. The Streetscape

C1. Promote pedestrian interaction

[ARCHITECT RESPONSE:](#)

Existing sidewalk is 15' and we will provide food and beverage tenant, in addition to the residential/ hotel lobbies. Special attention would be made to made those as inviting as possible and transparent to passerby. Tall and inviting street-level street-facing facade is provided with maximum glazing.

C1.I - V. Retail concentration, Commercial space size, Desired public realm elements, building site and corners, pedestrian attraction

[ARCHITECT RESPONSE:](#)

Small retail and restaurant uses are found all along 5th Ave. interrupted often by residential entrances. The proposed design is in keeping with that rhythm and concentration.

The small infill site limits the opportunity for significant size variation of spaces and uses, but the proposal includes a smaller retail space on the south end and a larger restaurant use on the north end separated by a residential entrance. Right of way space in front of the project will be improved and include large tree planter beds, concrete paving with accented colored areas and a 2'x2' grid pattern, bike parking, pedestrian seating elements, lighting and blade signs. The project will not have any building/site corner conditions.

Retail, hotel and restaurant uses are conducive to day and night pedestrian traffic. Retail and restaurant façade treatments are designed to be interactive and inviting to the general public.

C2. Design facades of many scales

[ARCHITECT RESPONSE:](#)

Combination of hotel/ residential/ retail portion will be one scale explored on the elevation, facade detailing/ window pattern and color will be separate layer, also addressing the necessary blank walls on the property lines.

C3. Provide active- not blank- facades

[ARCHITECT RESPONSE:](#)

Street facing facade will be mostly glazed, with full transparency at the street level. Partial blank walls will occur at the property lines. We plan to address it will material/ texture/ color treatment.

C4. Reinforce building entries

[ARCHITECT RESPONSE:](#)

Signage and canopies will direct people to either retail or residential/ hotel entries. Special lighting, materials, and sidewalk treatment will also provide guidance.

C5. Encourage overhead weather protection

[ARCHITECT RESPONSE:](#)

Overhead protection will be continuous along 5th avenue, with potentially separated but overlapping canopies for retail and lobby.

C6. Develop alley facade

[ARCHITECT RESPONSE:](#)

Alley facade above first two levels will receive similar treatment to 5th avenue facade

D. Public Amenities

D4. Provide appropriate signage

[ARCHITECT RESPONSE:](#)

Retail and hotel signage will be provided on the street as well as on the building.

D5. Provide adequate lighting

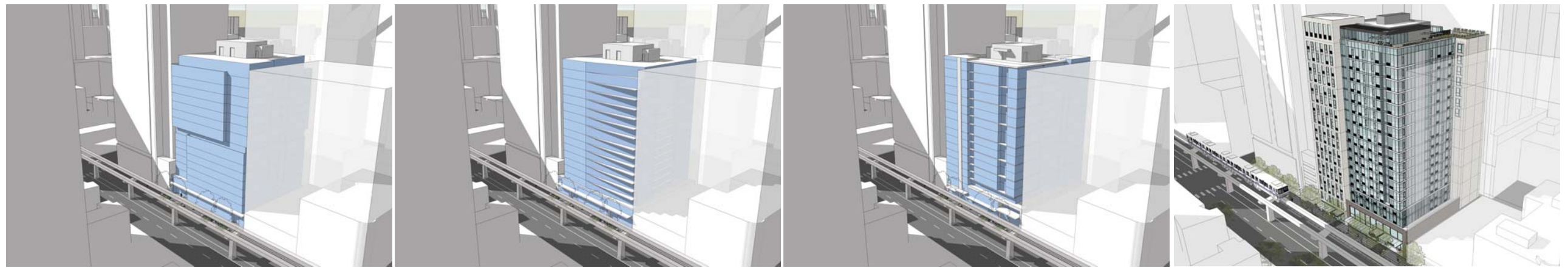
[ARCHITECT RESPONSE:](#)

The ground level will be mostly transparent, with interior lighting spilling onto the sidewalk. We will provide security shielded lighting on alley to provide safe alley environment.

8.0 Itemized Response to EDG

BOARD COMMENTS		DESIGN TEAM RESPONSE	REFERENCE
1a	1. The streetscape: a. See b-3, c-1, c-2, and d-4 priority guidelines.	Noted.	
1b	Reconsider the location and articulation of the restaurant entrance	The design intent is for the restaurant and hotel to share an entrance. The entrance is located between the restaurant and the hotel lobby area. The street facade at the restaurant use is transparent and is proposed as a nanawall-like system whereby the storefront opens up to allow for a connection to the public at the sidewalk and allows for the option of outdoor seating.	Level 1 Plan, pg. 26 Views, pg. 44
1c	Consider Insetting The Walls Of The Proposed Restaurant To Provide For Sidewalk Seating; The Proposed Valet Station And Complicated Structural Elements Would Seem To Interfere With Any Indoor/Outdoor Restaurant Flexibility.	The transparent wall at the restaurant use area has been inset 6 feet from the property line allowing for the potential of outdoor seating and therefore making a stronger connection to the pedestrian experience.	Level 1 Plan, pg. 26 Views, pg. 44
1d	Explore a folding wall at the sidewalk edge for restaurant	There are two folding wall sections along the street level facade; a nanawall-like system is proposed at the small retail area on the northeast side and at the restaurant.	Views, pg. 44
1e	Provide canopies of staggering heights across front of the building.	Canopies are proposed in a continuous manner along the project street frontage. The heights of the canopies are shown at 10 ft. High at the retail and lobby areas, and a height of 15 ft. Is shown over the two building entrances and restaurant. This draws attention to the entrances and creates a more interesting space in the public right of way with canopy height variation.	Elevations, pg. 36 Views, pg. 43
1f	Provide for the next meeting vignettes and sections that illustrate more clearly the functioning of the interior stair located in between entries at the middle of the ground-level 5th avenue facade.	The stair connecting the ground level and second level uses at the street-front facade has been removed from the design. The lobby space at the street-front facade is still a double-height space providing a spatial and visual connection between the two levels.	Level 1 Plan, pg. 26 Level 2 Plan, pg. 27
1g	Provide east/west sections to help explain ground and lower level relations to sidewalk, streetscape, and the monorail structure	A site section in the east/west direction has been provided on sheet a4.00 Demonstrating the physical relationship of the lower level floors of the project to the adjacent monorail structure. The levels most significantly effected by the monorail structure are levels 3 and 4 and these levels have been pulled back as a response to that adjacency. Exterior lighting at the window wall facade on these levels facing the monorail has been incorporated to provide some level of privacy to the hotel rooms on that level. Lighting will illuminate that facade on those levels, reflecting off the glass surface and thereby reducing transparency from the exterior to the interior. The details of the streetscape and relationship of the street-level facade to the sidewalk area are shown in the section as well, however the enlarged elevation best describes the interaction of the street-level uses with the public right-of-way.	Site Section, pg. 49 Views, pgs. 42-45
2a	Massing Details: See b-3, b-4, c-2 guidelines. The board preferred the third massing option which set the basically unmodulated south third of the front facade slightly proud of the rest of the building's front which was modulated with inset ribbons of balconies from above the base to the top. The overall effect was to impart a strong vertical cast to the 115 foot wide by 170 foot tall box.	The project design presented in this mup application is consistent with the third massing option presented in the edg meeting. There is a strong and solid corner tower-like element on the south side of the street-facing facade with a separate "box" floating over the lower podium levels. The fenestration pattern of the "box" is clearly different from the tower element and this mass appears lighter with use of a high level of glazing. This design massing is radially symmetrical in plan such that the massing is shown in a similar fashion on the alley-facing facade. The strong vertical language of the facade remains with this massing approach and the ribbon created by the recesses of the "box".	Elevations, pgs. 35-38 Views, pgs. 42-45
2b	It is unclear how the 5th avenue facade is intended to interact with the monorail or monorail structure.	In response to the adjacency of the monorail along the 5th avenue facade, the levels that align with the monorail elevation have been recessed back approximately 3 feet from the rest of the facade above. This creates a strong shadow line at the elevation of the monorail visually minimizing those two levels from public view. Another design feature employed at the third and fourth levels is the application of lighting to cast light at the facade which can provide some level of visual privacy from the passing monorail. This lighting is intended to be minimal, visually interesting, compliment the architecture, and be non-invasive the to the hotel guests.	Site Section, pg. 49 Views, pgs. 45 & 55
2c	Provide east/west sections that show the monorail as a determinative factor for the articulation of the lower floors and setbacks.	A site section in the east/west direction has been provided on sheet a4.00 Demonstrating the physical relationship of the lower level floors of the project to the adjacent monorail structure. The levels most significantly effected by the monorail structure are levels 3 and 4 and these levels have been pulled back as a response to that adjacency.	Site Section, pg. 49

8.0 Project Design History



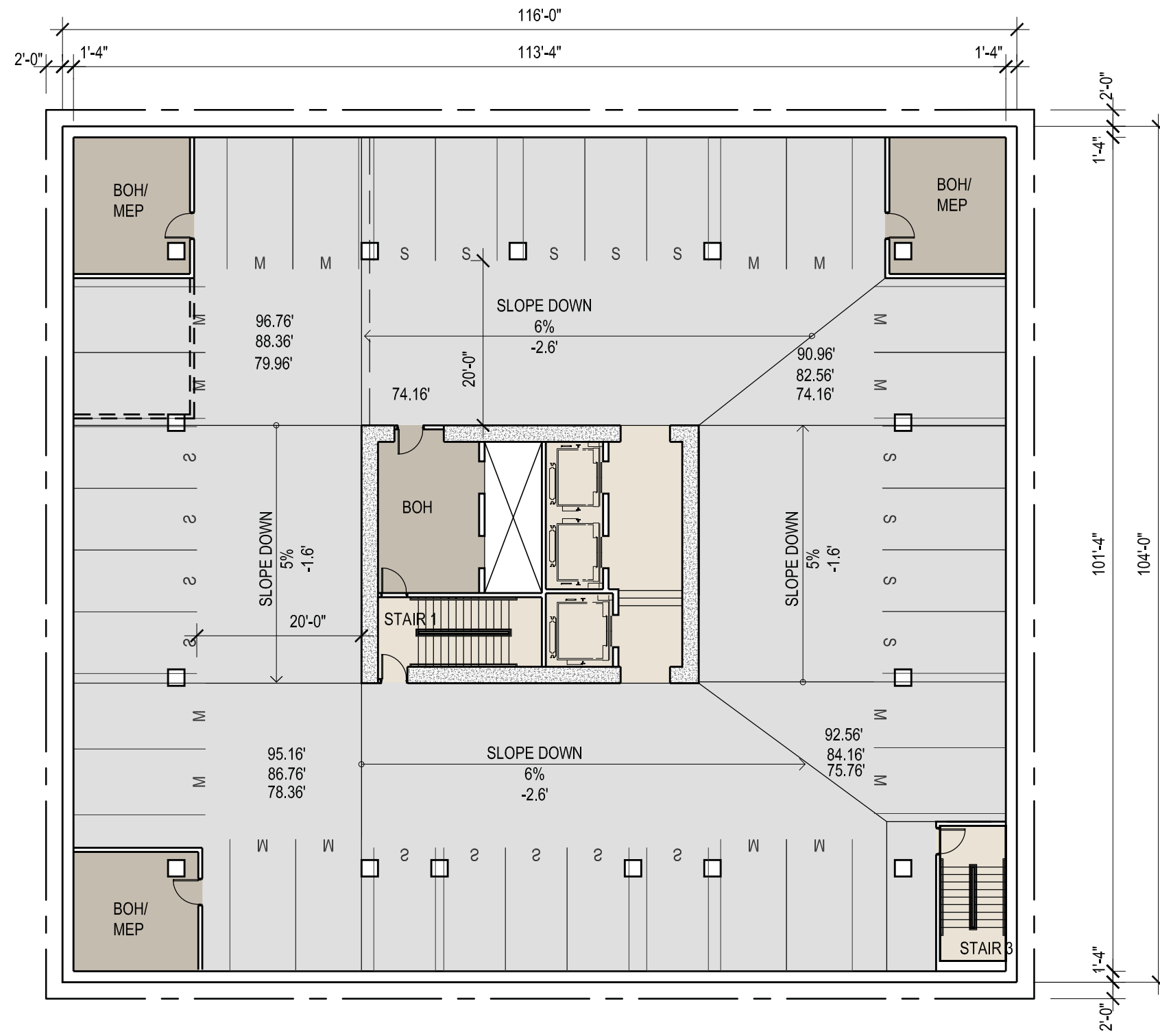
	EDG 2: OPTION 1	EDG 2: OPTION 2	EDG 2 : OPTION 3 - BOARD APPROVED	DRB (OPTION 3 - DEVELOPED)
BUILDING HEIGHT:	160'	160'	160.05'	170' (Compliant with current code)
LOBBY & RESIDENTIAL AMENITY AREA:	8,300 SF	8,300 SF	14,937 SF	6,465 SF
RESTAURANT & RETAIL AREA:	3,900 SF	3,900 SF	3,995 SF	3,240 SF
GROSS SF:	247,320 SF	242,430 SF	250,784 SF	238,800 SF
PARKING STALLS:	86 Stalls	120 Stalls	120 Stalls	121 Stalls
TOTAL HOTEL KEYS:	168 Keys	168 Keys	168 Keys	207 Keys
PROPOSED FAR:	84,620 SF	84,620 SF	89,755 SF	98,580 SF
TOTAL RESIDENTIAL UNITS:	128 Units	129 Units	136 Units	119 Units
RESIDENTIAL GFA:	89,790 SF	88,050 SF	87,560 SF	70,015 SF
CODE COMPLIANT:	Yes	No	No, Departure Requested	No, Departure Requested

9.0 Floor Plans

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

PARKING LEVELS 3-5

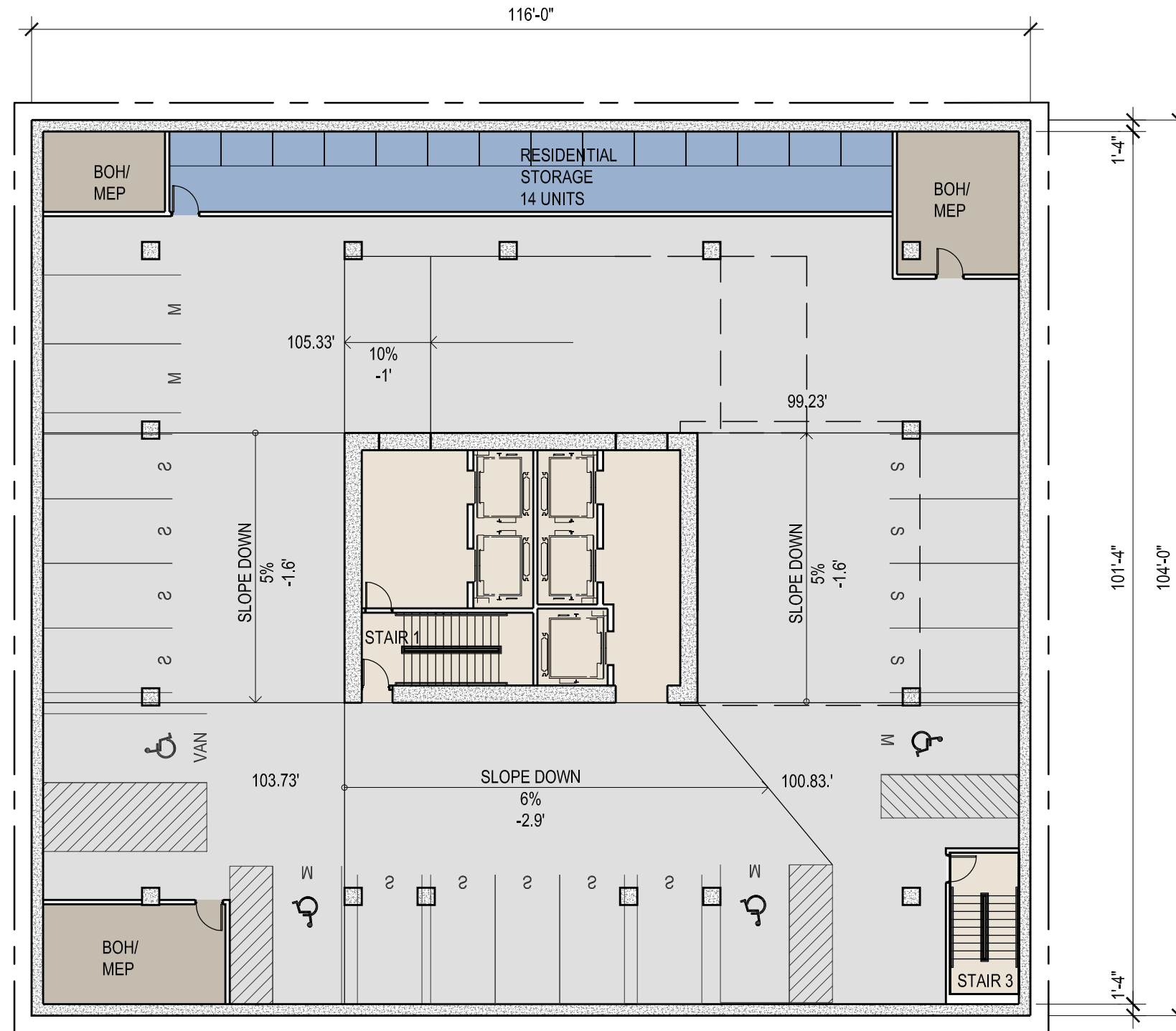


9.0 Floor Plans

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

PARKING LEVEL 2

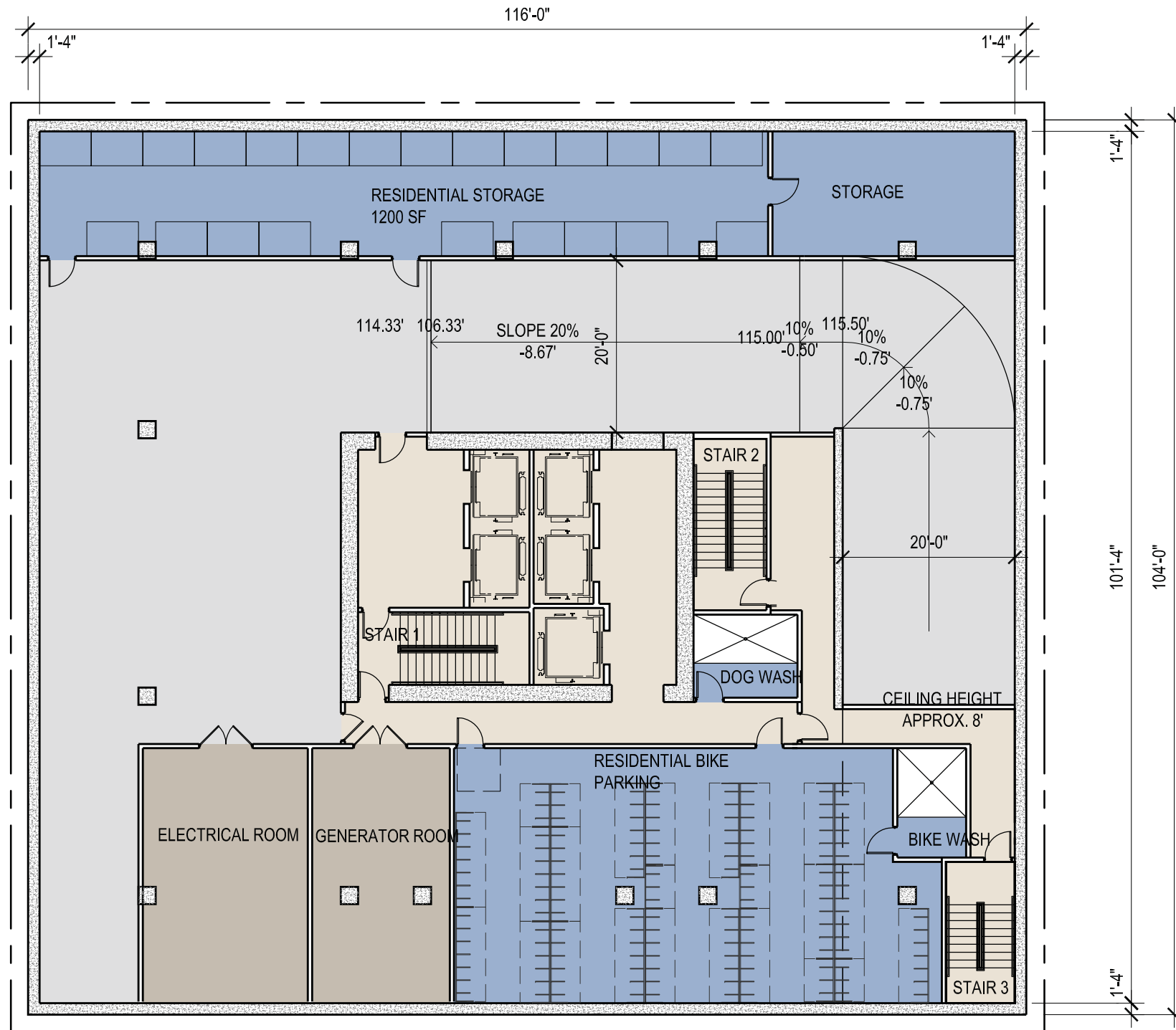


9.0 Floor Plans

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

PARKING LEVELS 1

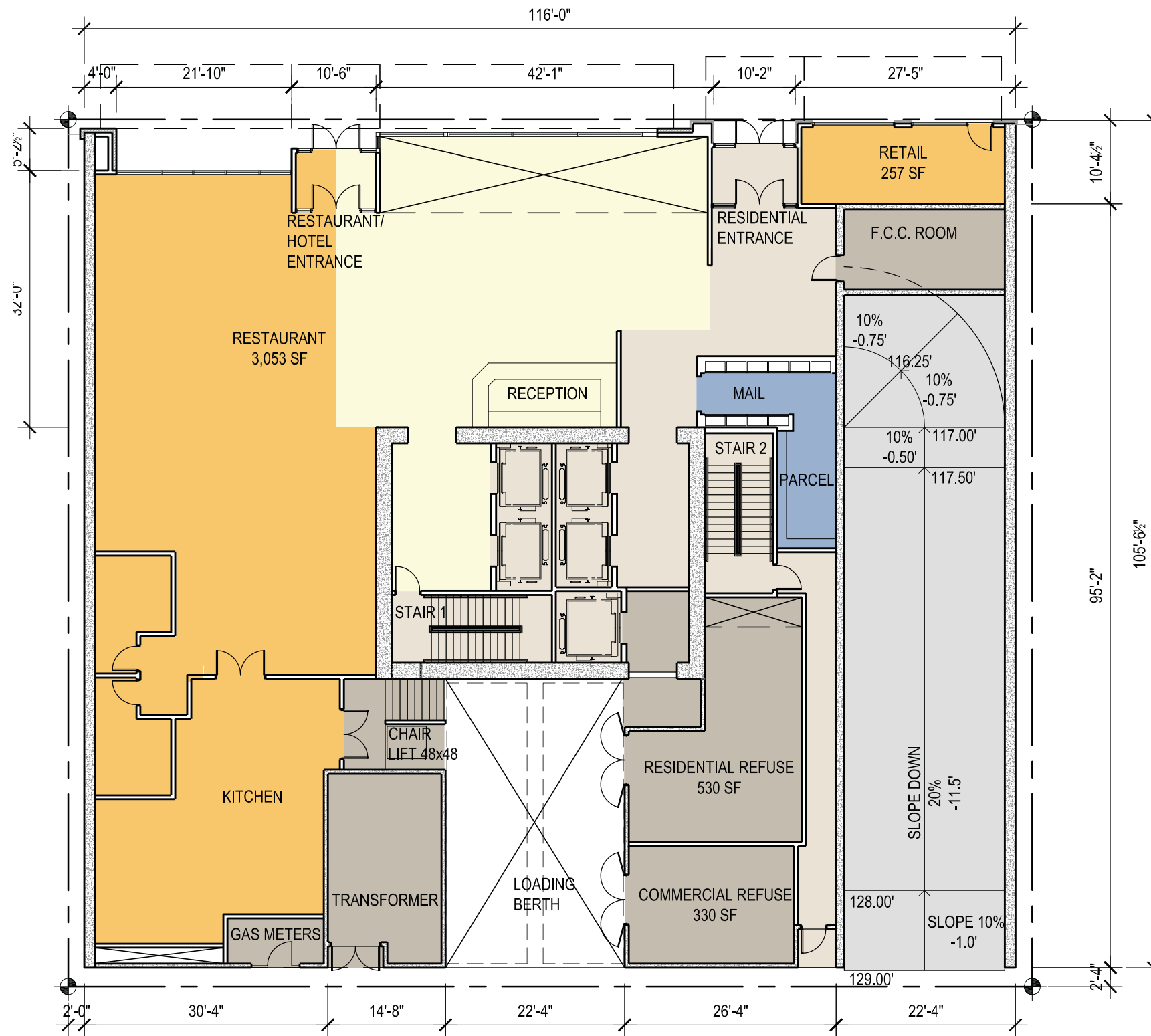


9.0 Floor Plans

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

LEVEL 1

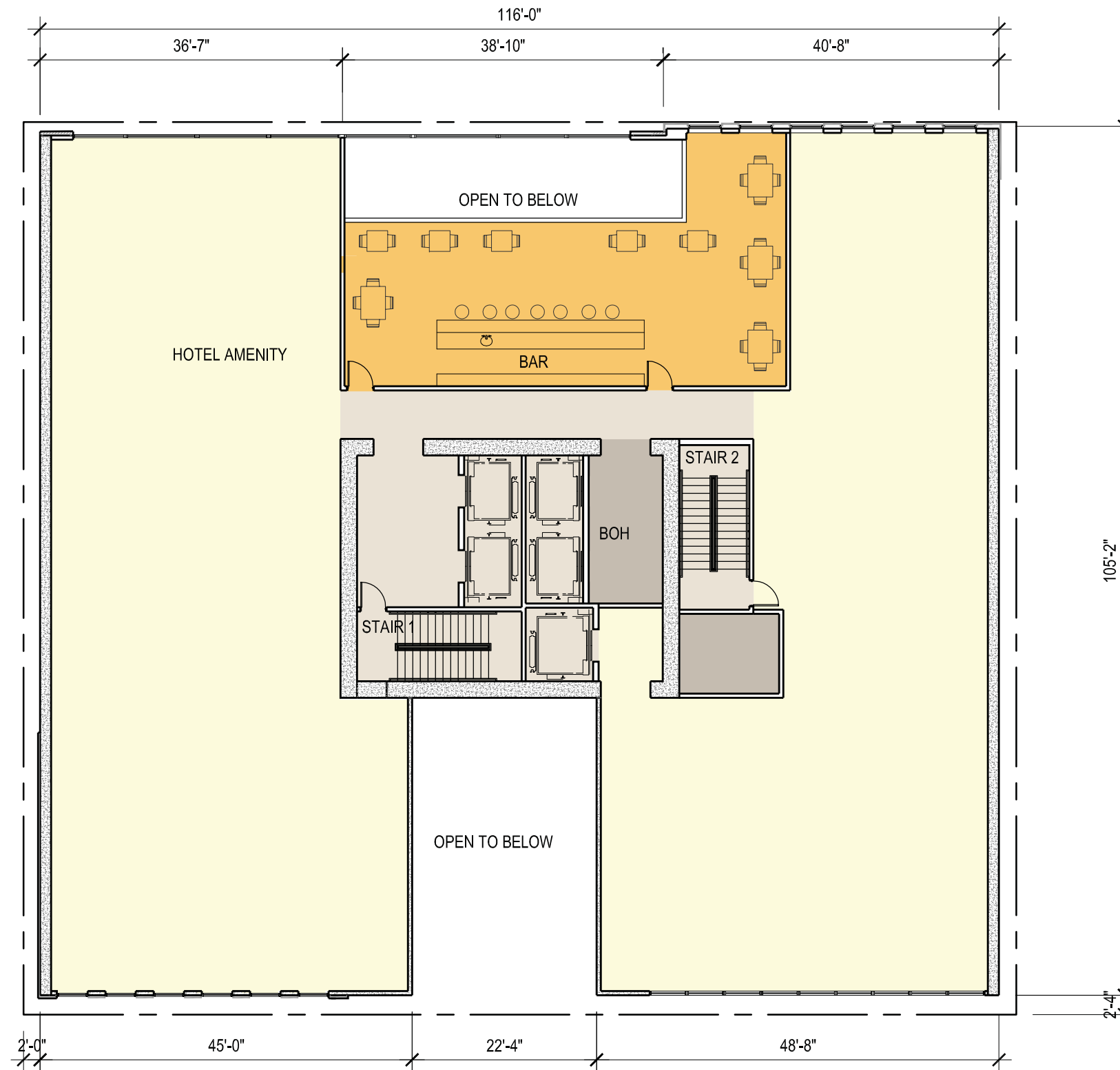


9.0 Floor Plans

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

LEVEL 2

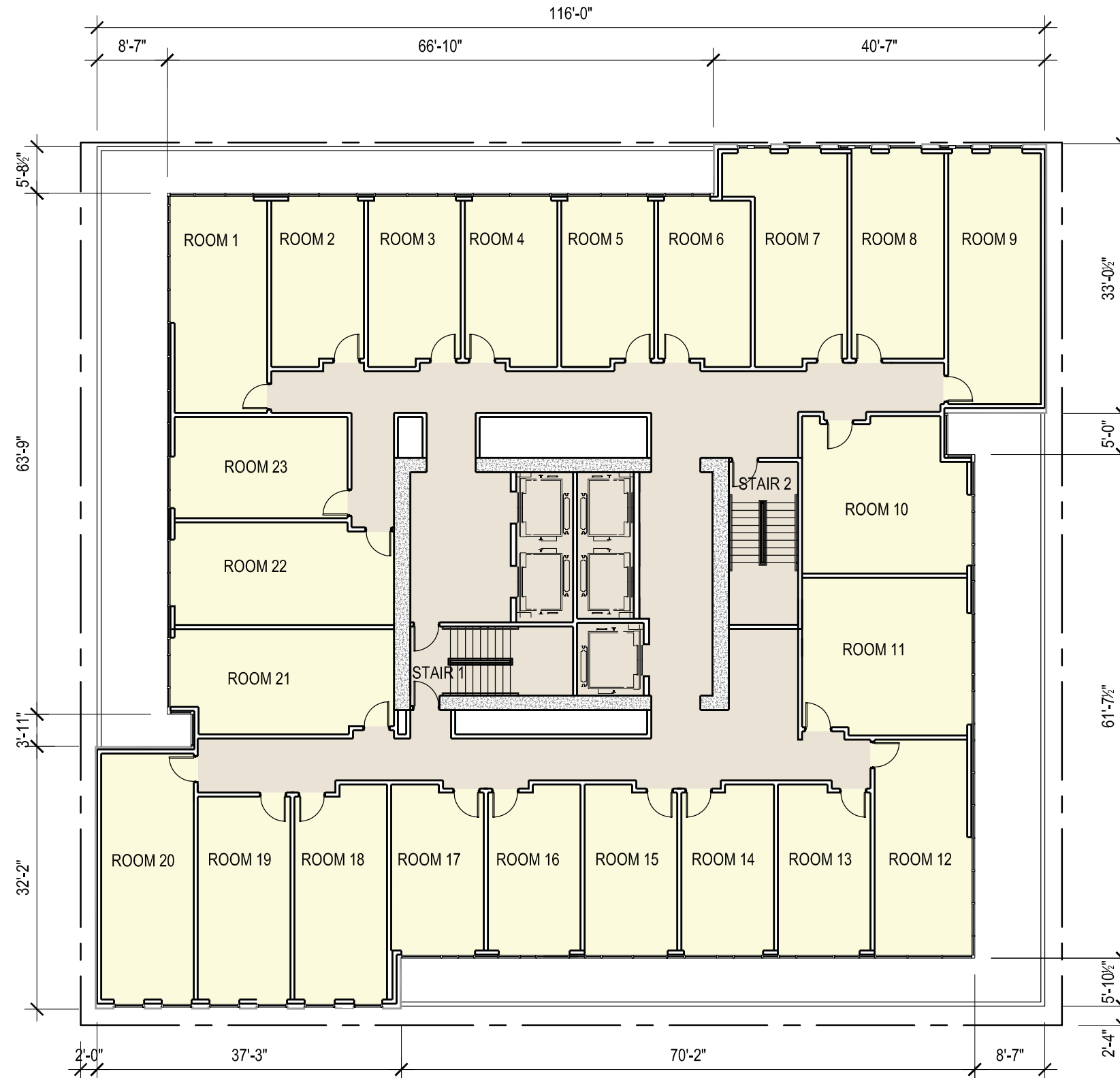


9.0 Floor Plans

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

LEVEL 3-4



9.0 Floor Plans

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

LEVEL 5-11

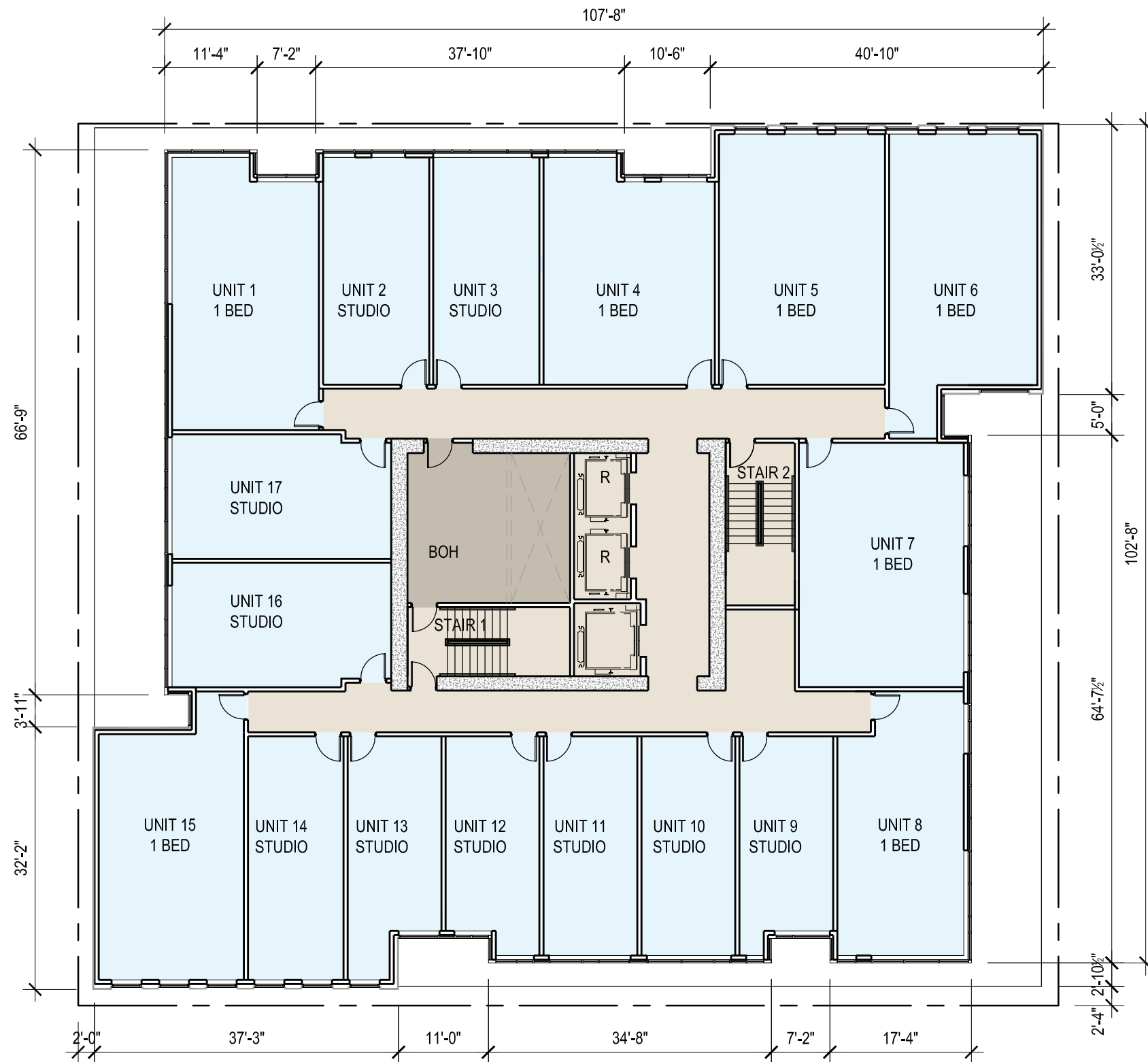


9.0 Floor Plans

KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

LEVEL 12-18

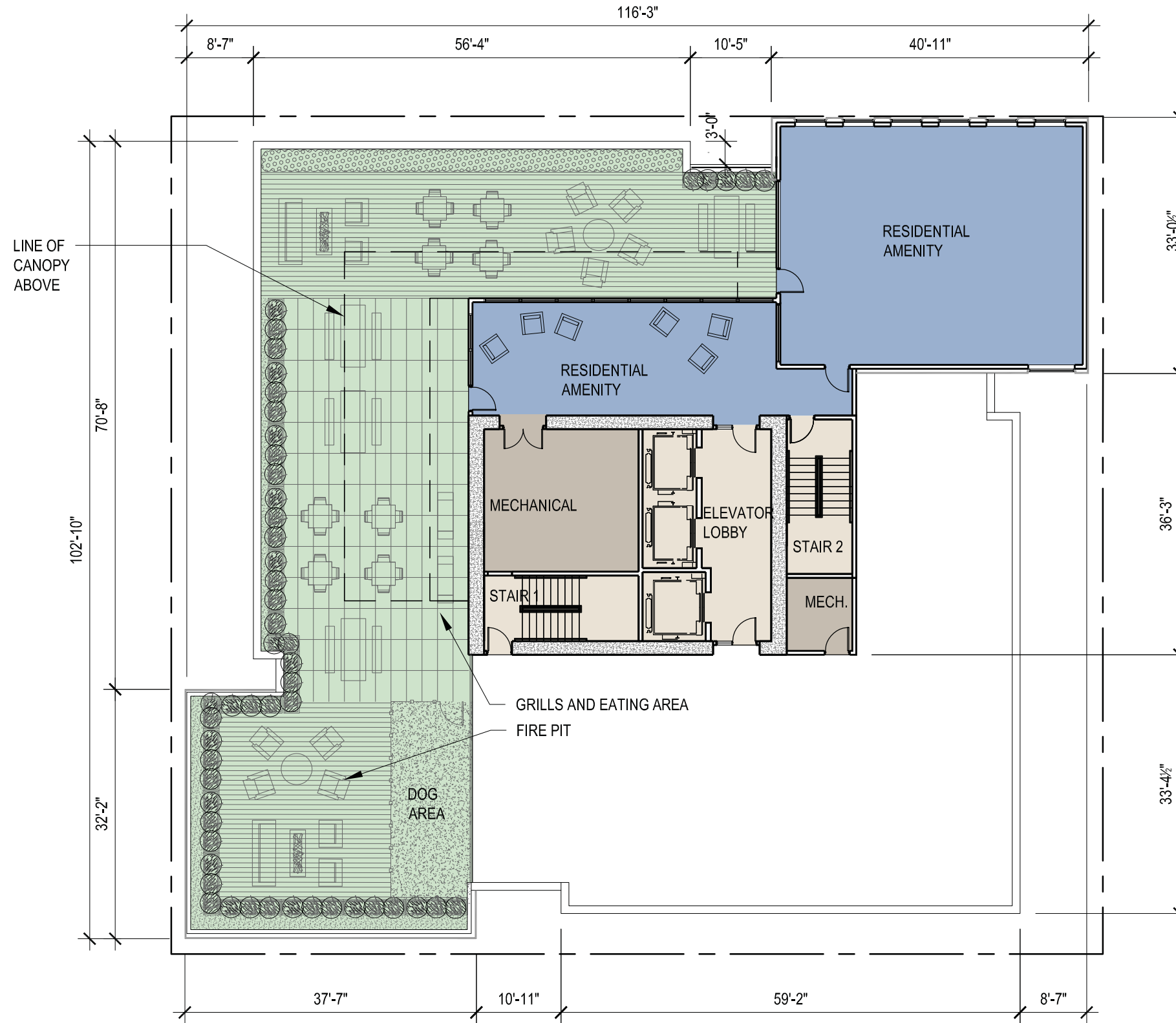


9.0 Floor Plans

KEY

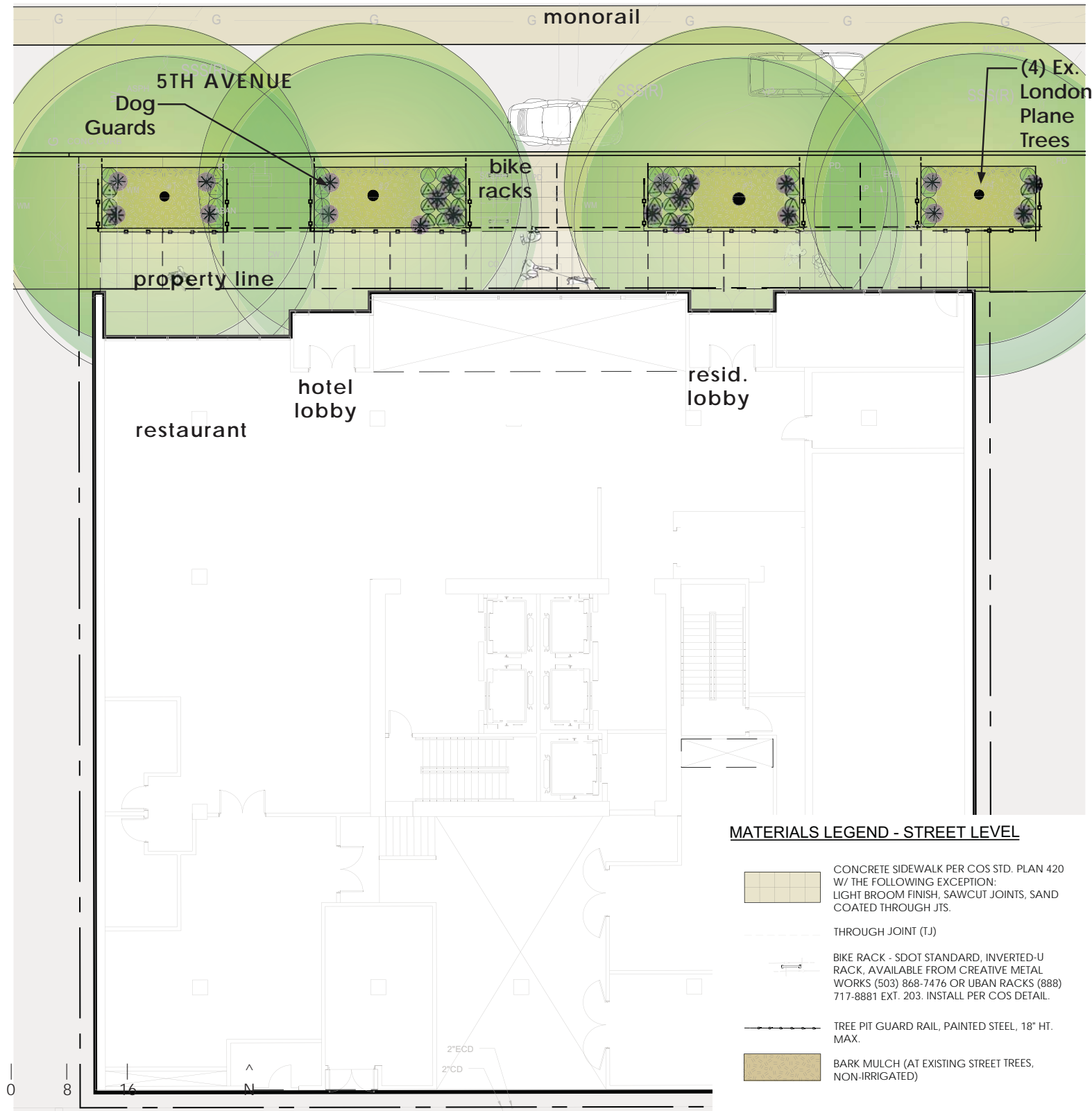
- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof

ROOF LEVEL



10.0 Composite Landscape / Hardscape Plan

STREET LEVEL



5th Ave.

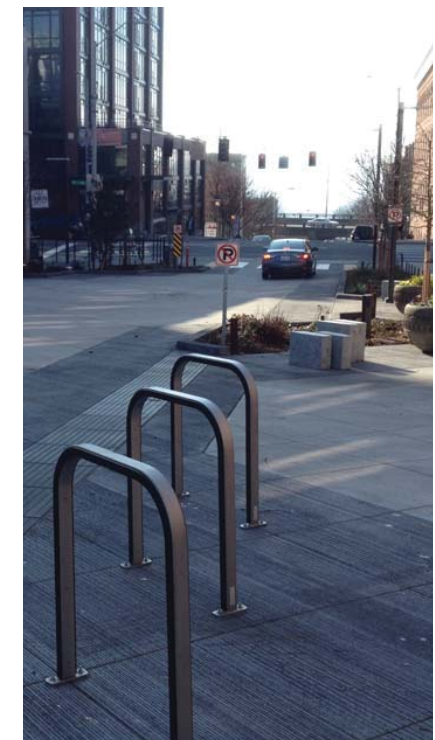


monorail and street trees (London Plane)

Streetscape



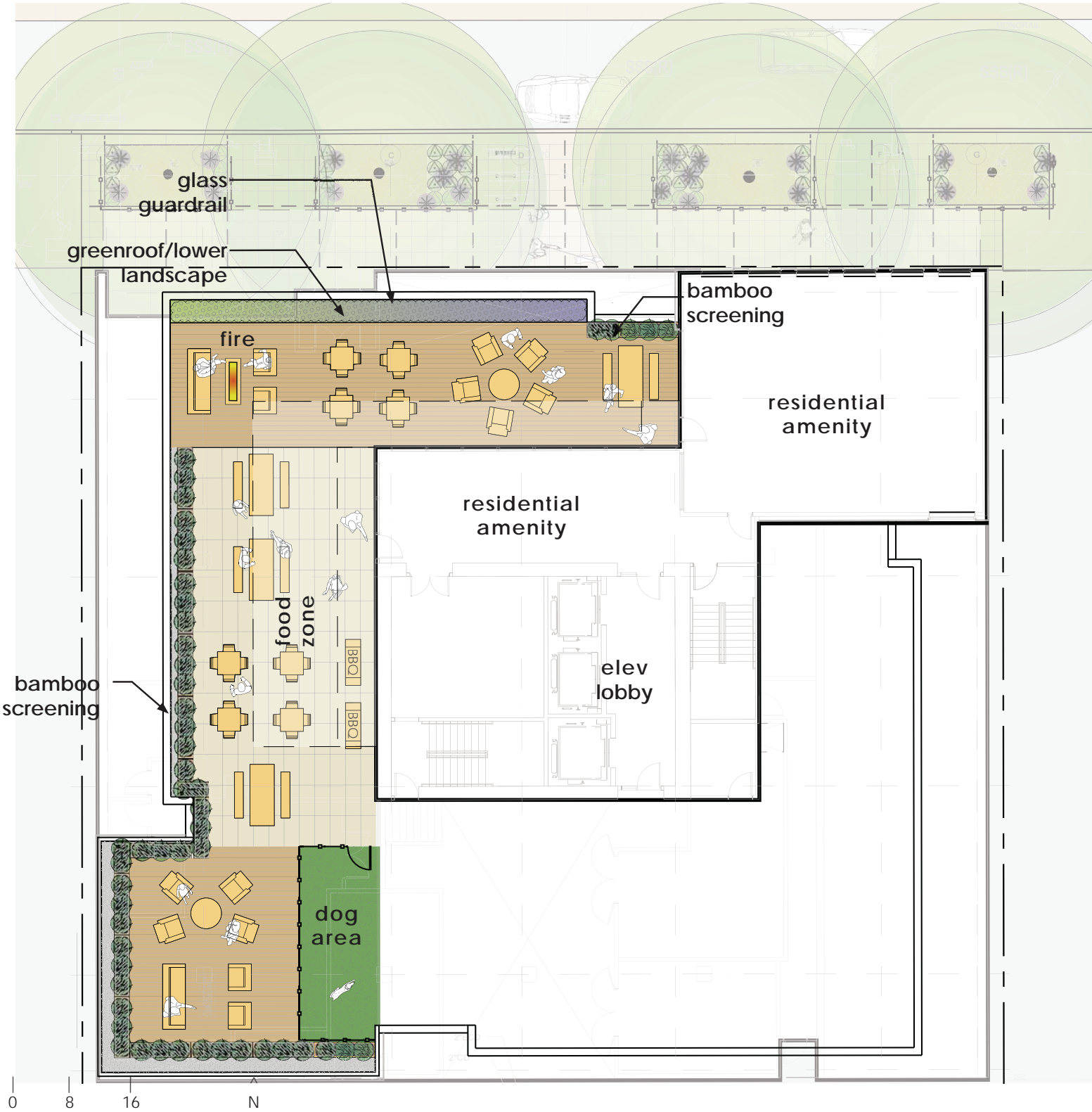
Dog Guards, typ.



better bike rack

10.0 Composite Landscape / Hardscape Plan

ROOF LEVEL



decking and activity



fire and fun



low landscape at guardrail



outdoor kitchen

10.0 Composite Landscape / Hardscape Plan

PLANTS

STREETSCAPE

SHRUBS, PERENNIALS & GROUNDCOVER



VIBURNUM DAVIDII / DAVID'S VIBURNUM



HELLEBORUS ORIENTALIS/ LENTEN ROSE

WITH THE FOLLOWING GROUNDCOVER BENEATH:

LIRIOPE SPICATA / CREEPING LILYTURF

SHRUBS



Buxus microphylla 'Winter Gem'
Winter Gem Japanese Boxwood



Liriope spicata
Creeping Lilyturf



Helleborus orientalis
Lenten Rose

ROOF



PHYLLOSTACHYS AUREA / GOLDEN BAMBOO

NANDINA DOMESTICA 'GULF STREAM'/
COMPACT HEAVENLY BAMBOO

WITH GROUNDCOVER:

OPHIPOGON PLANISCAPUS 'NIGRESCENS' / BLACK
MONDO GRASS



PREVEGETATED SEDUM TILE BY ETERA 'COLOR MAX'
PLANTED WITH THE FOLLOWING PERENNIALS 12" O.C.,
SPECIES PLANTED IN GROUPS OF 5-7.

SEDUM 'AUTUMN JOY'/AUTUMN JOY STONECROP

ACHILLEA MILLEFOLIUM 'MOONSHINE'/YARROW

PLANTERS @ ROOF



Phyllostachys aurea
Golden Bamboo

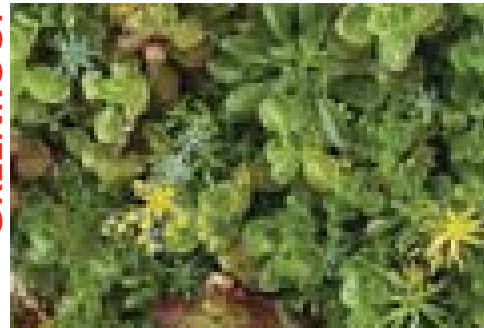


Nandina domestica 'Gulf Stream'
Gulf Stream Heavenly Bamboo



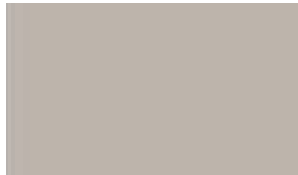
Ophiopogon planiscapus 'Nigrescens'
Black Mondo Grass

GREENROOF

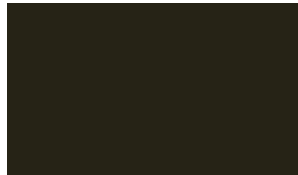


11.0 North Elevation

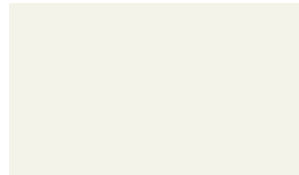
MATERIALS



M1 Metal - Parchment
Color: Cool Parchment;
Dura Tech 5000; AEP Span
Use: Accent Panel



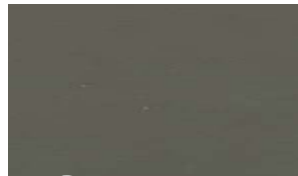
M2 Metal - Bronze
Color: Cool Dark Bronze;
Dura Tech 5000; AEP Span
Use: Accent Panel



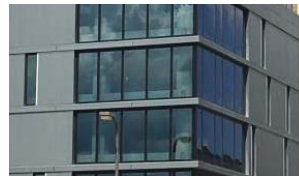
M3 Metal - White
Color: Cool Regal White;
Dura Tech 5000; AEP Span
Use: Accent Panel



PN1 GFRC Panels
Color: Cream
Use: Field Panels



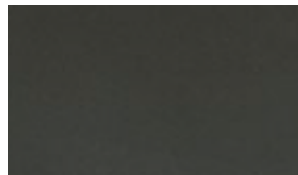
WW1 Window Wall w/ Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Metal Shaving Gray
Use: Field Panels



WW2 Window Wall w/ Tinted Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Iron Mountain Gray
Use: Field Panels



C1 Concrete
Color: Natural Boardform Finish
Use: L1 & L2 Exterior Walls



BK1 Brick
Mutual Material; Redondo Gray
Use: Street Facade



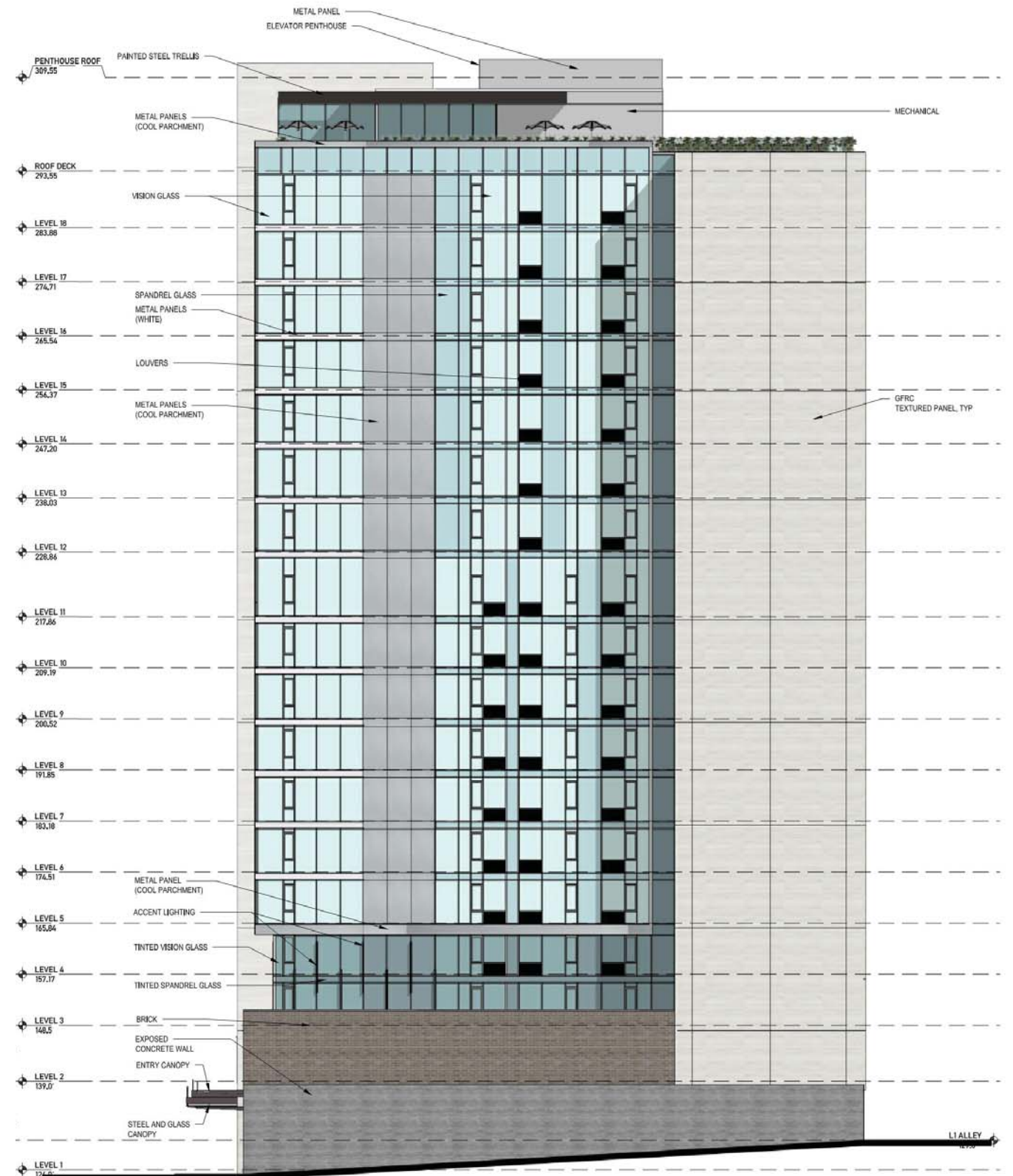
WW3 Window Wall w/ Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Seawolf Gray
Use: Field Panels



GL1 Glass
Viracon - Frosted
Use: Street Canopies

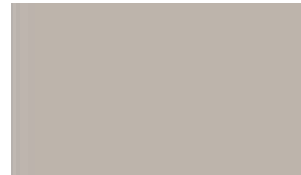


FW1 Folding Wall System w/ Vision Glass
Insulated Clear Glass Units
Use: Street Level

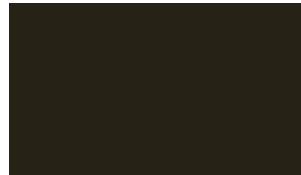


11.0 East Elevation

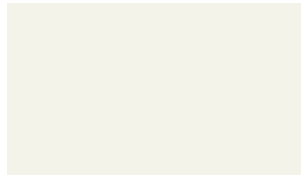
MATERIALS



M1 Metal - Parchment
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Dura Tech 5000; AEP Span
Use: Accent Panel



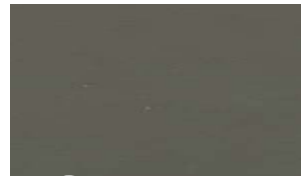
M2 Metal - Bronze
Color: Cool Dark Bronze;
Dura Tech 5000; AEP Span
Use: Accent Panel



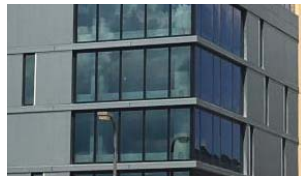
M3 Metal - White
Color: Cool Regal White;
Dura Tech 5000; AEP Span
Use: Accent Panel



PN1 GFRC Panels
Color: Cream
Use: Field Panels



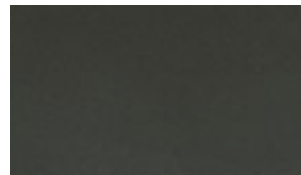
WW1 Window Wall w/ Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Metal Shaving Gray
Use: Field Panels



WW2 Window Wall w/ Tinted Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Iron Mountain Gray
Use: Field Panels



C1 Concrete
Color: Natural Boardform Finish
Use: L1 & L2 Exterior Walls



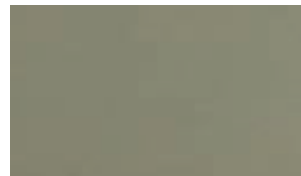
BK1 Brick
Mutual Material; Redondo Gray
Use: Street Facade



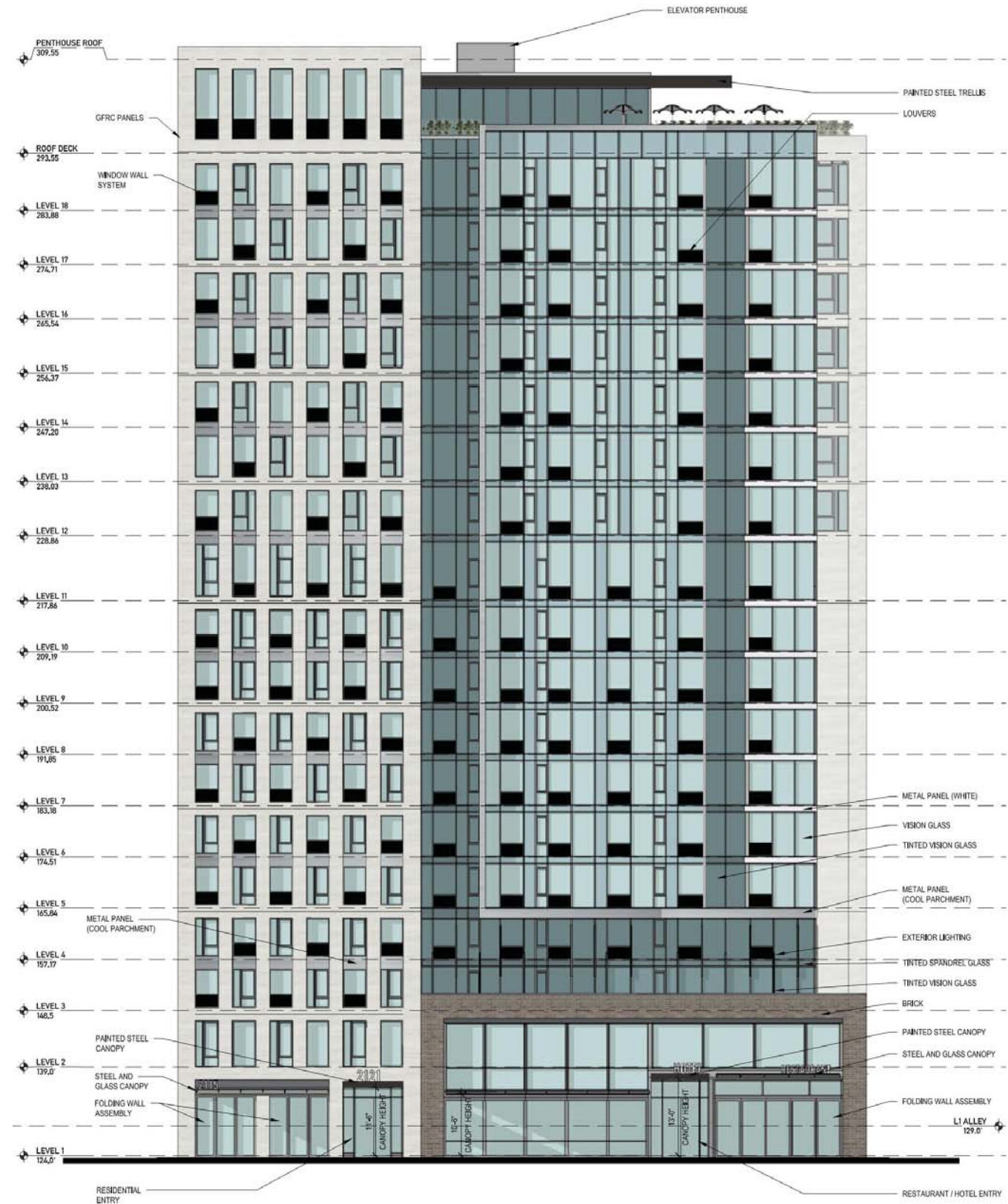
WW3 Window Wall w/ Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Seawolf Gray
Use: Field Panels



GL1 Glass
Viracon - Frosted
Use: Street Canopies

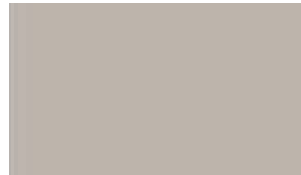


FW1 Folding Wall System w/ Vision Glass
Insulated Clear Glass Units
Use: Street Level

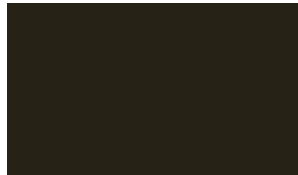


11.0 South Elevation

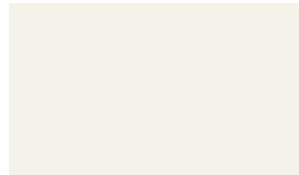
MATERIALS



M1 Metal - Parchment
Color: Cool Parchment;
Dura Tech 5000; AEP Span
Use: Accent Panel



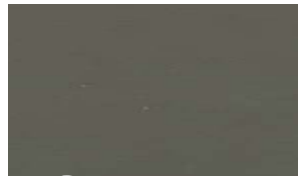
M2 Metal - Bronze
Color: Cool Dark Bronze;
Dura Tech 5000; AEP Span
Use: Accent Panel



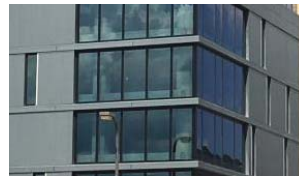
M3 Metal - White
Color: Cool Regal White;
Dura Tech 5000; AEP Span
Use: Accent Panel



PN1 GFRC Panels
Color: Cream
Use: Field Panels



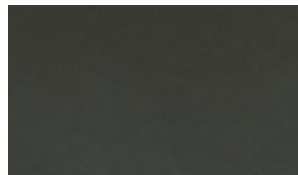
WW1 Window Wall w/ Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Metal Shaving Gray
Use: Field Panels



WW2 Window Wall w/ Tinted Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Iron Mountain Gray
Use: Field Panels



C1 Concrete
Color: Natural Boardform Finish
Use: L1 & L2 Exterior Walls



BK1 Brick
Mutual Material; Redondo Gray
Use: Street Facade



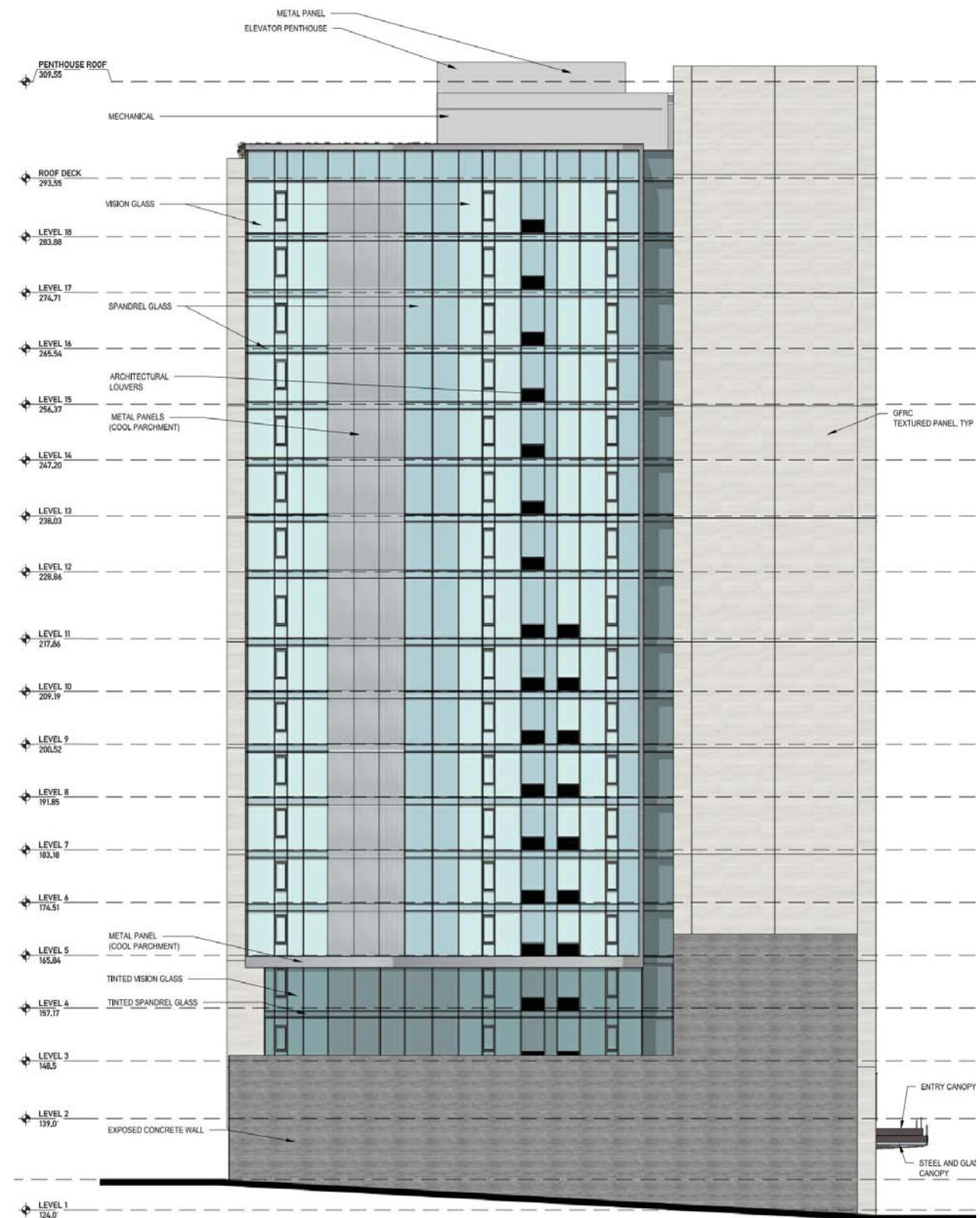
WW3 Window Wall w/ Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Seawolf Gray
Use: Field Panels



GL1 Glass
Viracon - Frosted
Use: Street Canopies

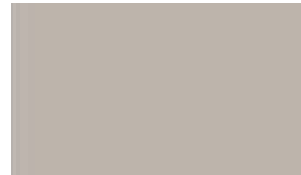


FW1 Folding Wall System w/ Vision Glass
Insulated Clear Glass Units
Use: Street Level

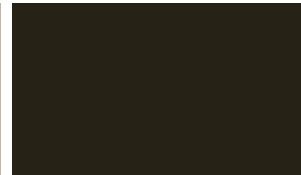


11.0 West Elevation

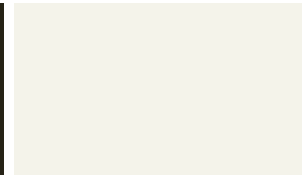
MATERIALS



M1 Metal - Parchment
Color: Cool Parchment;
Dura Tech 5000; AEP Span
Use: Accent Panel



M2 Metal - Bronze
Color: Cool Dark Bronze;
Dura Tech 5000; AEP Span
Use: Accent Panel



M3 Metal - White
Color: Cool Regal White;
Dura Tech 5000; AEP Span
Use: Accent Panel



PN1 GFRC Panels
Color: Cream
Use: Field Panels



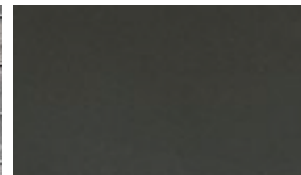
WW1 Window Wall w/ Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Metal Shaving Gray
Use: Field Panels



WW2 Window Wall w/ Tinted Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Iron Mountain Gray
Use: Field Panels



C1 Concrete
Color: Natural Boardform Finish
Use: L1 & L2 Exterior Walls



BK1 Brick
Mutual Material; Redondo Gray
Use: Street Facade



WW3 Window Wall w/ Vision & Spandrel Glass
Insulated Clear Units / Opaque Glass Units
Finish: Powder Coated - Seawolf Gray
Use: Field Panels



GL1 Glass
Viracon - Frosted
Use: Street Canopies



FW1 Folding Wall System w/ Vision Glass
Insulated Clear Glass Units
Use: Street Level



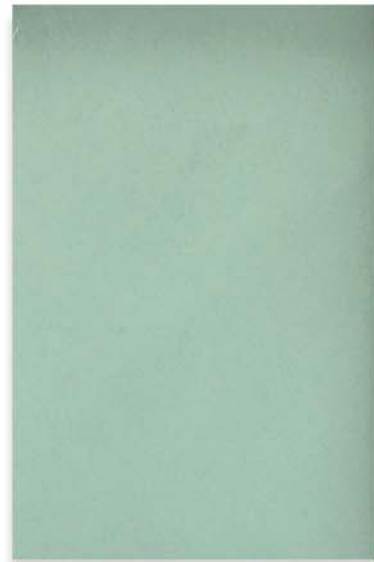
12.0 Material Board



Tinted Vision & Spandrel Glass
(WW 2)



WW2 Window Wall w/ Tinted
Vision & Spandrel Glass



Vision & Spandrel Glass
(WW1 & WW3)



WW3 Window Wall w/ Vision &
Spandrel Glass



WW1 Window Wall w/ Vision &
Spandrel Glass



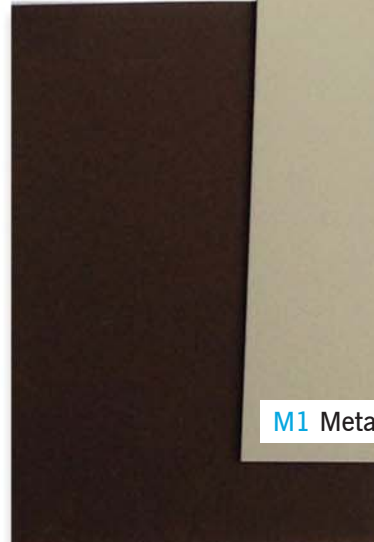
PN1 GFRC Panels



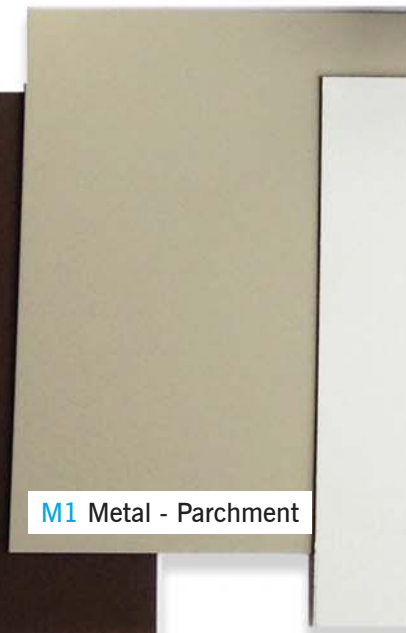
GL1 Glass



BK1 Brick - Redondo Gray



M2 Metal - Bronze



M1 Metal - Parchment



M3 Metal - White



C1 Board Form Concrete

13.0 Renderings



NW AERIAL VIEW

13.0 Renderings



NW AERIAL VIEW



NE AERIAL VIEW



SW AERIAL VIEW



SE AERIAL VIEW

13.0 Renderings

STREET LEVEL LOOKING SOUTH

- A Window Wall System
- B Folding Wall System
- C Metal Panel
- D Brick



13.0 Renderings

STREET LEVEL LOOKING NORTH

- A Architectural Louvers
- B Window Wall System w/ Operable Vents
- C Steel & Glass Canopy
- D Textured GFRC Panels
- E Folding Wall System
- F Seating



13.0 Renderings



FOLDING WALL CLOSED



FOLDING WALL OPENED

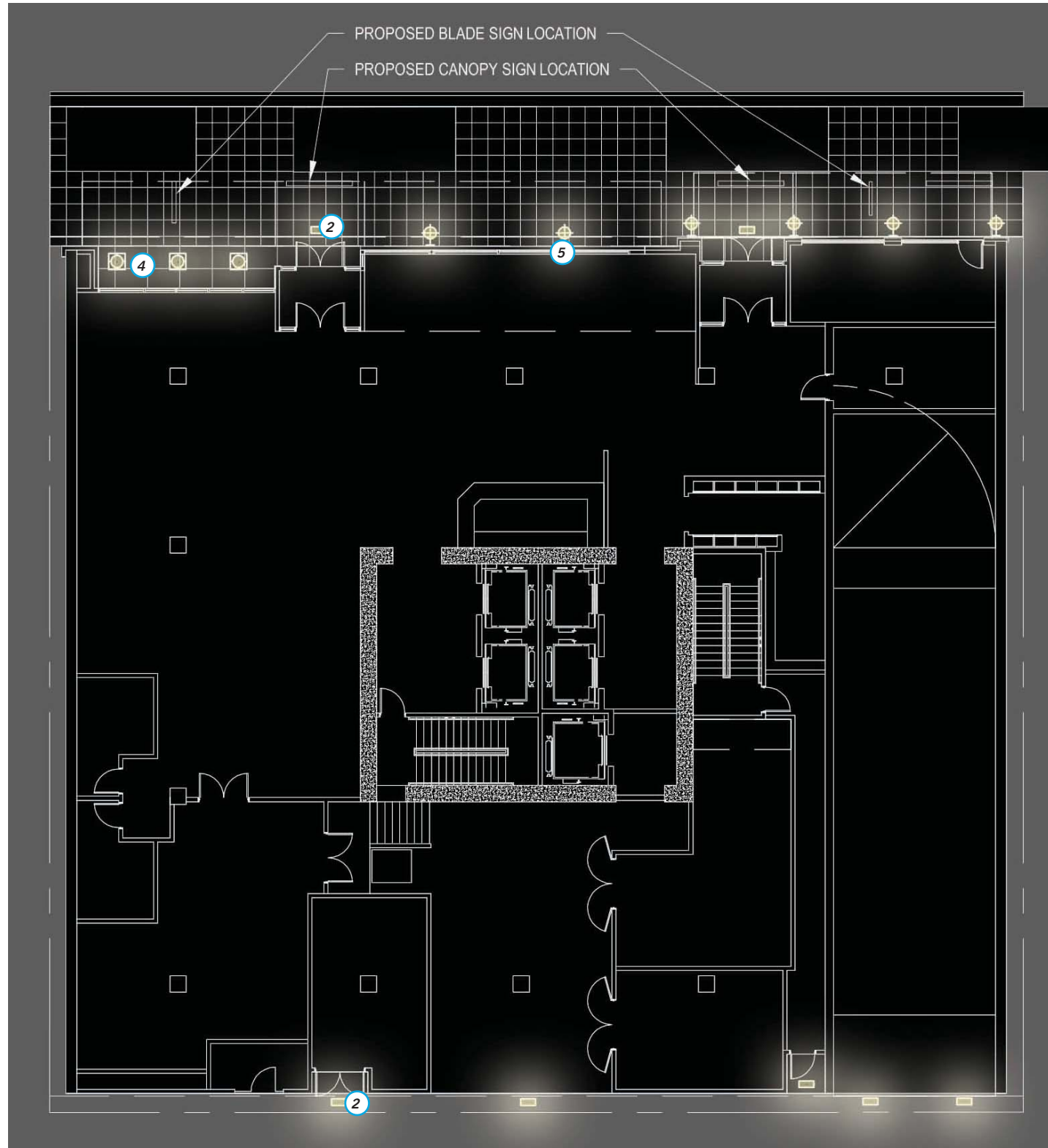
13.0 Renderings



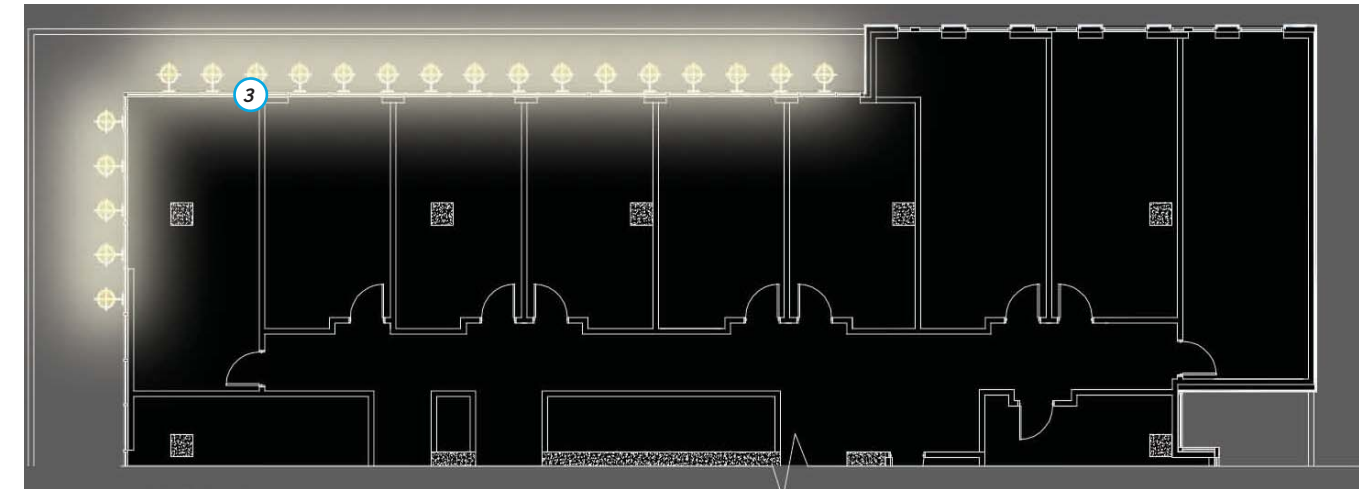
RELATIONSHIP TO THE MONORAIL

14.0 Exterior Lighting Schedule & Plan

LEVEL 1 PLAN



LEVEL 3-4 PLAN

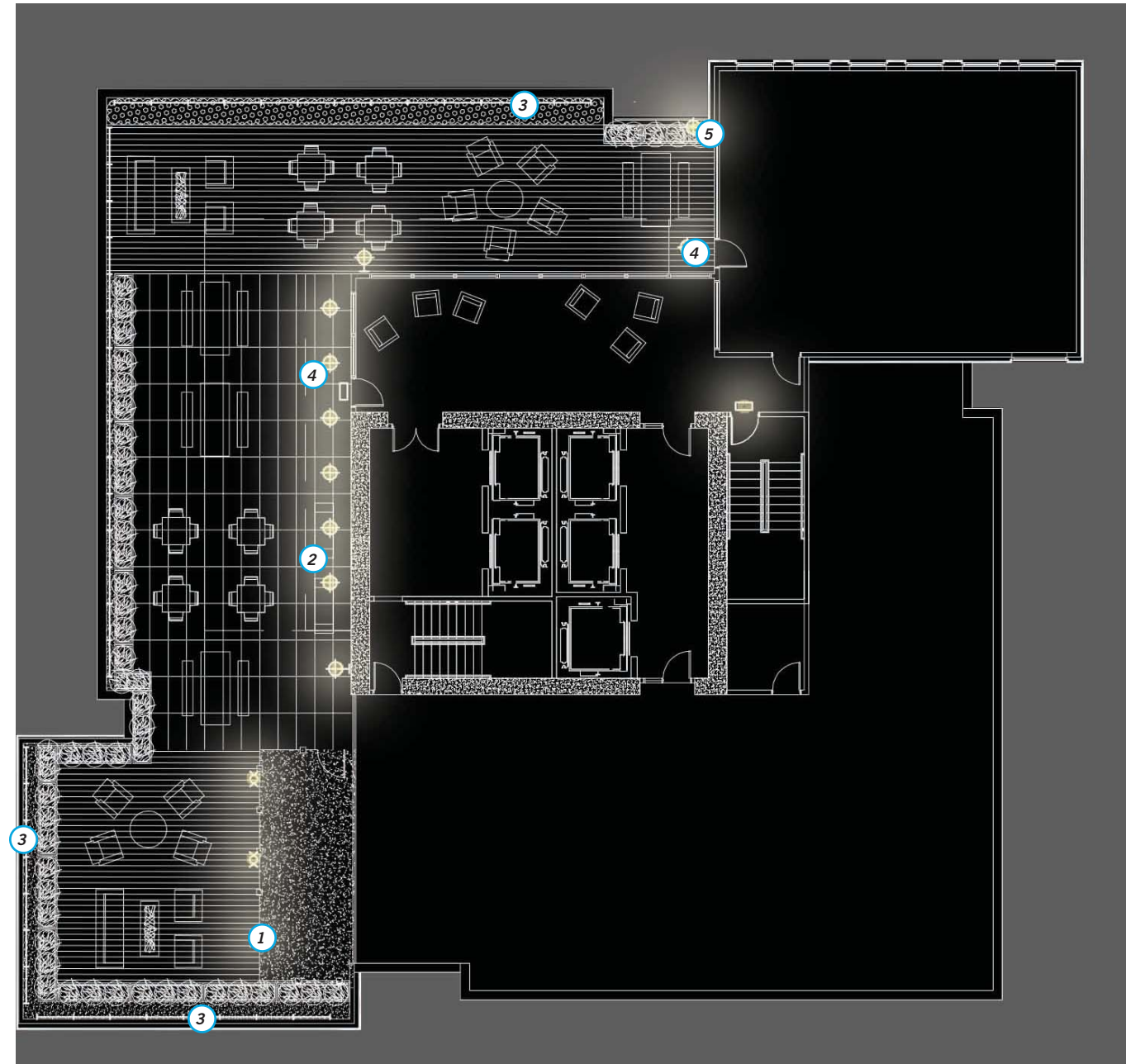


LIGHTING DETAILS



14.0 Exterior Lighting Schedule & Plan

ROOF PLAN



LIGHTING DETAILS



01 Bollard Light



02 Egress Light



03 LED Tube



04 Flush Soffit Light

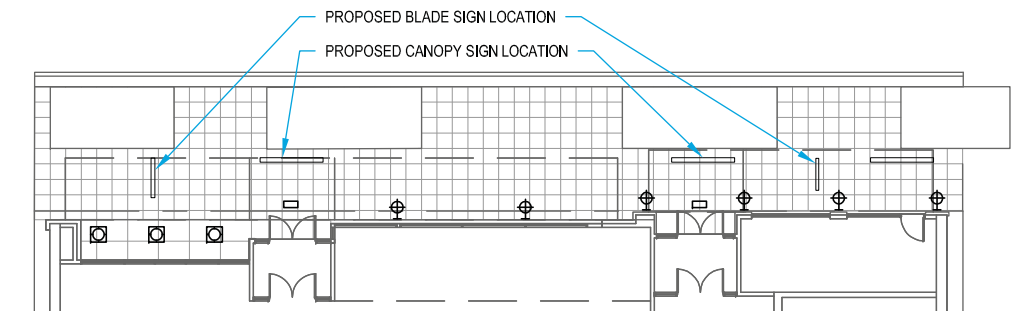


05 Wall Mounted Down Light

15.0 Signage Concept Plan



SIGNAGE PLAN



SIGNAGE DETAILS



01 Blade Sign

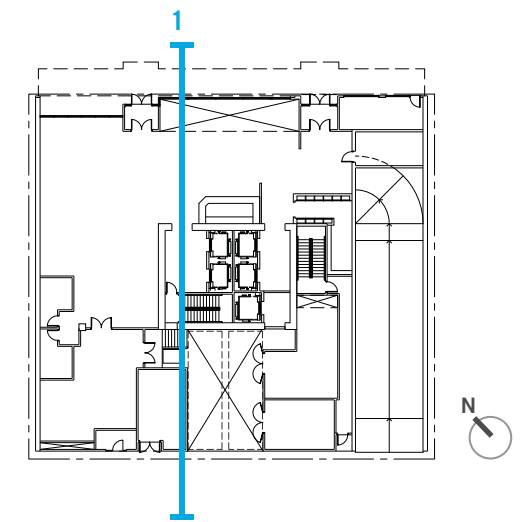
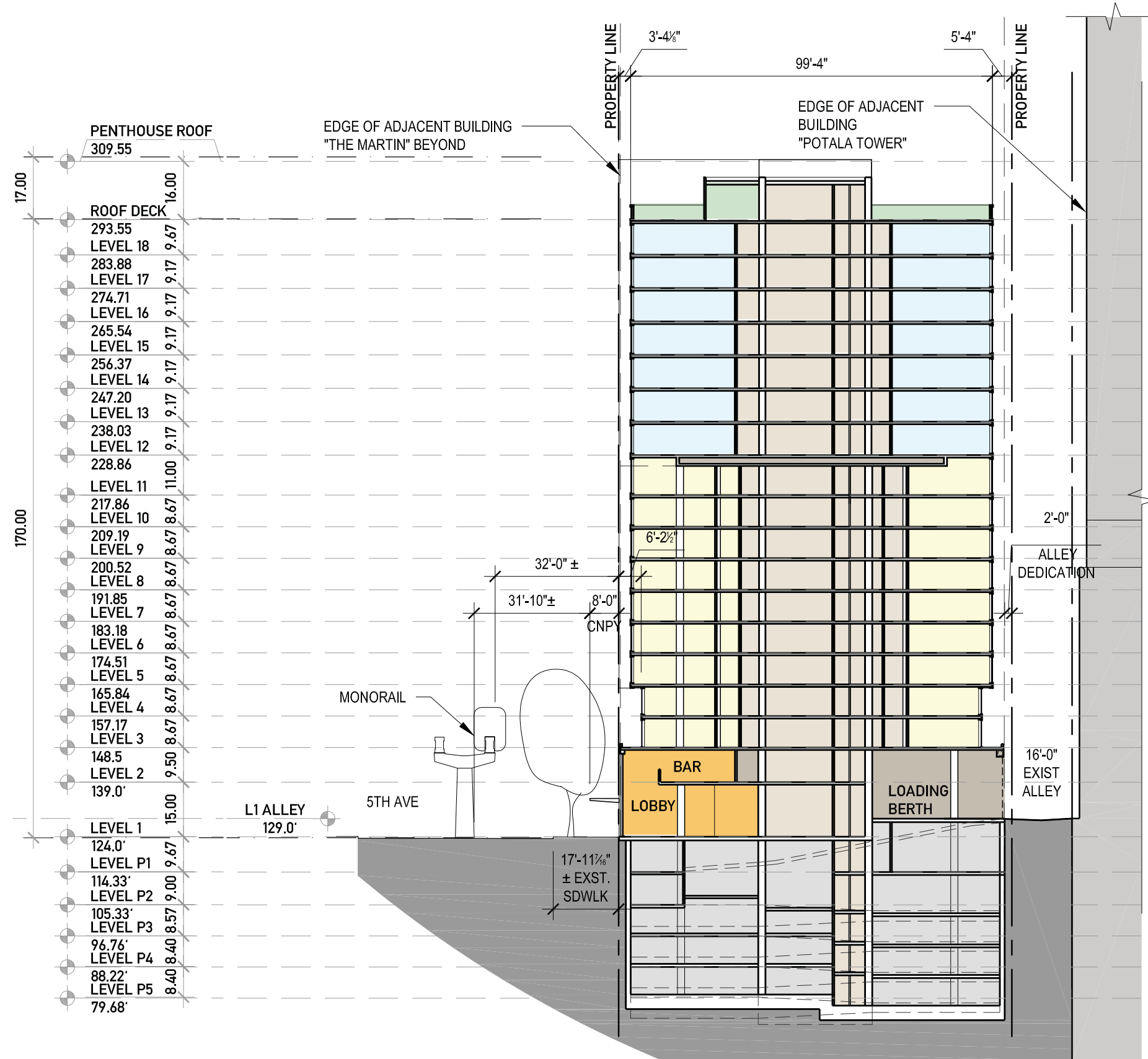


02 Canopy Sign

16.0 Building Sections

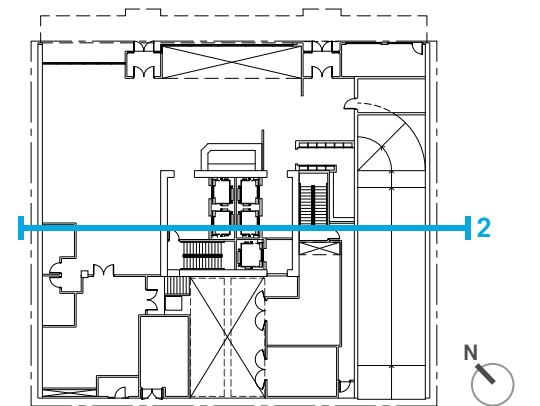
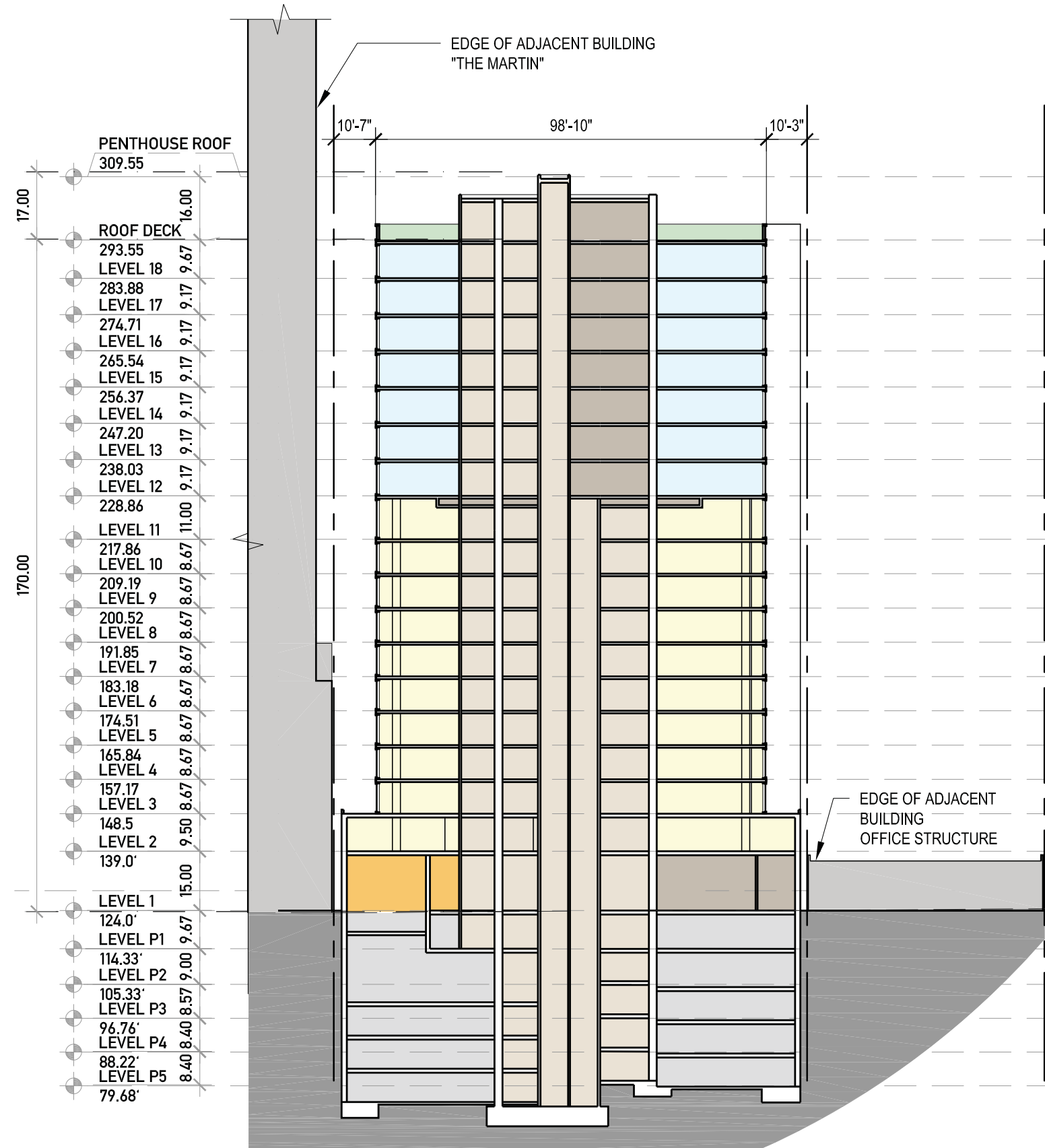
KEY

- Commercial / Restaurant
- Units
- Hotel
- Residential Amenity
- Parking / Garage
- Circulation
- Utility / BOH
- Roof



16.0 Building Sections

- KEY**
- Commercial / Restaurant
 - Units
 - Hotel
 - Residential Amenity
 - Parking / Garage
 - Circulation
 - Utility / BOH
 - Roof



17.0 Departures

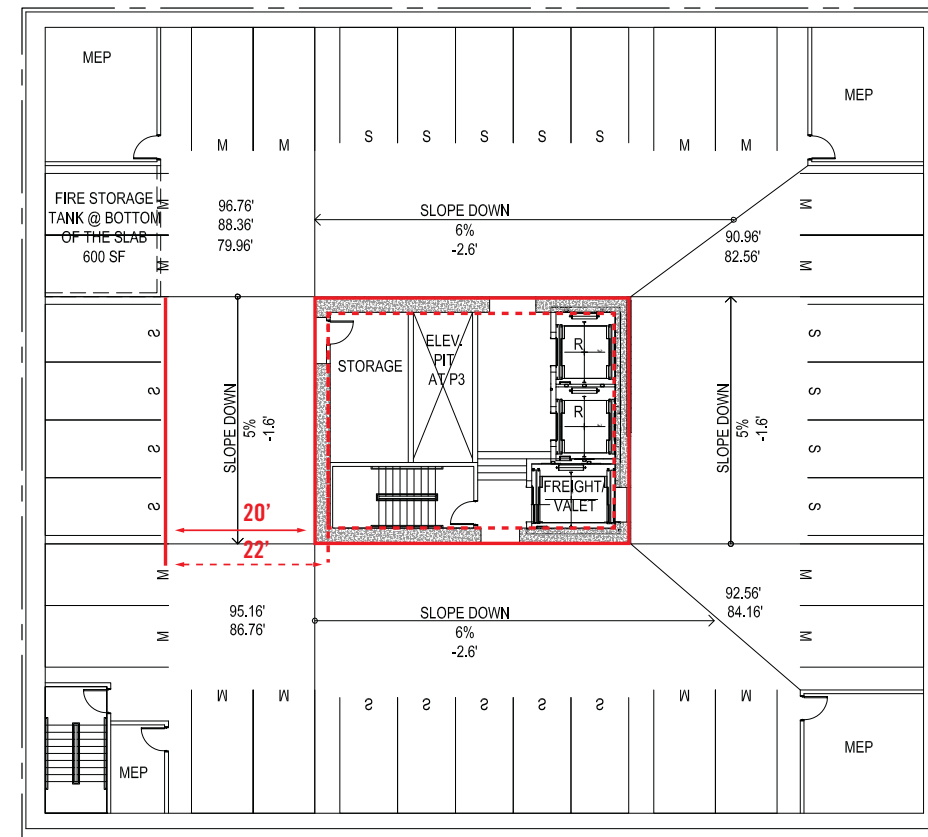
DRIVE AISLE WIDTH

CODE CITATION:	23.54.30.D.2
CODE REQUIREMENT:	2.A.Driveway widths. 2) The min. Width of driveways for two way traffic shall be 22 ft. Min. And the max. Width shall be 25 ft.
DEPARTURE REQUESTED:	Request a 20 ft. Wide parking garage entrance (driveway)
RATIONALE:	Driveway is proposed to be reduced to match the reduced dimension of the drive aisle width of 20 feet.

DRIVEWAY WIDTH

CODE CITATION:	23.54.30.E (Exhibit C)
CODE REQUIREMENT:	Exhibit c: 90 deg. Parking angle requires a 20 ft. Wide drive aisle at stalls measuring 7.5 X 15.0 Ft; a 22 ft. Wide aisle is required as stalls measuring 8.0 X 16.0 Ft.; A 24 ft. Wide aisle is required as stalls measuring 8.5 X 19.0 Ft.
DEPARTURE REQUESTED:	Request a 20 ft. Wide drive aisle width throughout the parking garage
RATIONALE:	Parking is not required in the dmc zone. Garage parking is desired in this neighborhood. Reducing the drive aisle width to provide appropriate backing distance, this allows for parking stalls to be located on all sides of the garage, around the central structural core. Core size has been minimized while maintaining building code requirements for vertical circulation and accessibility. This combined with site constraints limits the available interior space for parking layout. Proposed design results in an increase of 40% of parking.

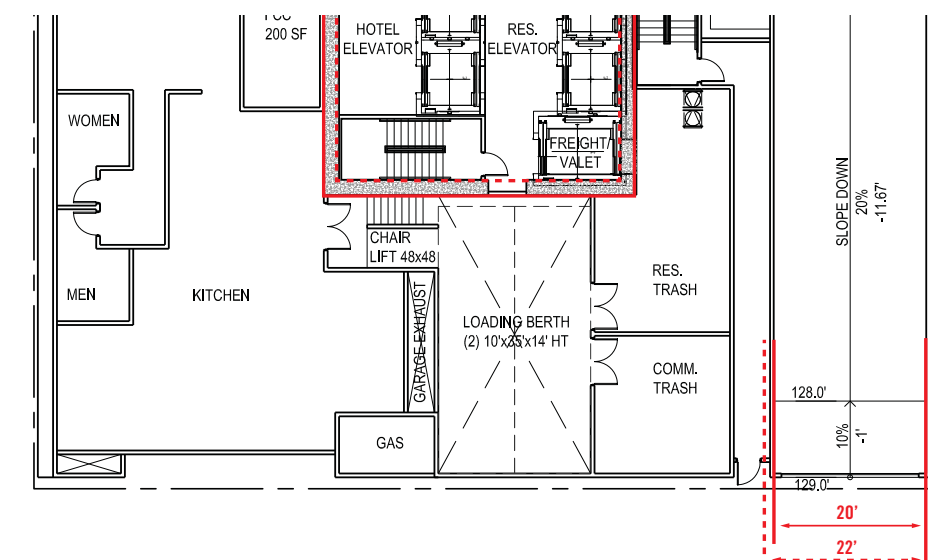
LEVEL P3-P5



KEY

- Proposed
- - - Required per 23.54.30.D.2.a.2

LEVEL 1



17.0 Departures

STALL SIZE RATIO

CODE CITATION:	23.54.30
CODE REQUIREMENT:	Parking space requirements: 1. Residential use b. When more than five parking spaces are provided, a min. Of 60% of spaces shall be striped for medium vehicles. The min. Size for a medium parking space shall also be the max. 40% Of the parking spaces may be striped for any size, provided that when parking spaces are striped for large vehicles, the min. Required aisle width shall be as shown for medium vehicles. 2. Non-residential use c. When 20 or more parking spaces are provided, a min. Of 35% of the spaces shall be striped for small vehicles. The min. Required size for small parking spaces shall also be the max. A max. Of 65% of the parking spaces may be striped for small vehicles. A min. Of 35% of the spaces shall be striped for large vehicles.
DEPARTURE REQUESTED:	Request to reduce the large stall ratio. Project proposes 58% small stalls, 41% medium stalls and 1% large stalls
RATIONALE:	The project does not require parking. Parking is desired in this neighborhood and is maximized with the proposed layout. Using smaller stall size allows for an increase in number of stalls provided resulting in an increase of 40% in parking.

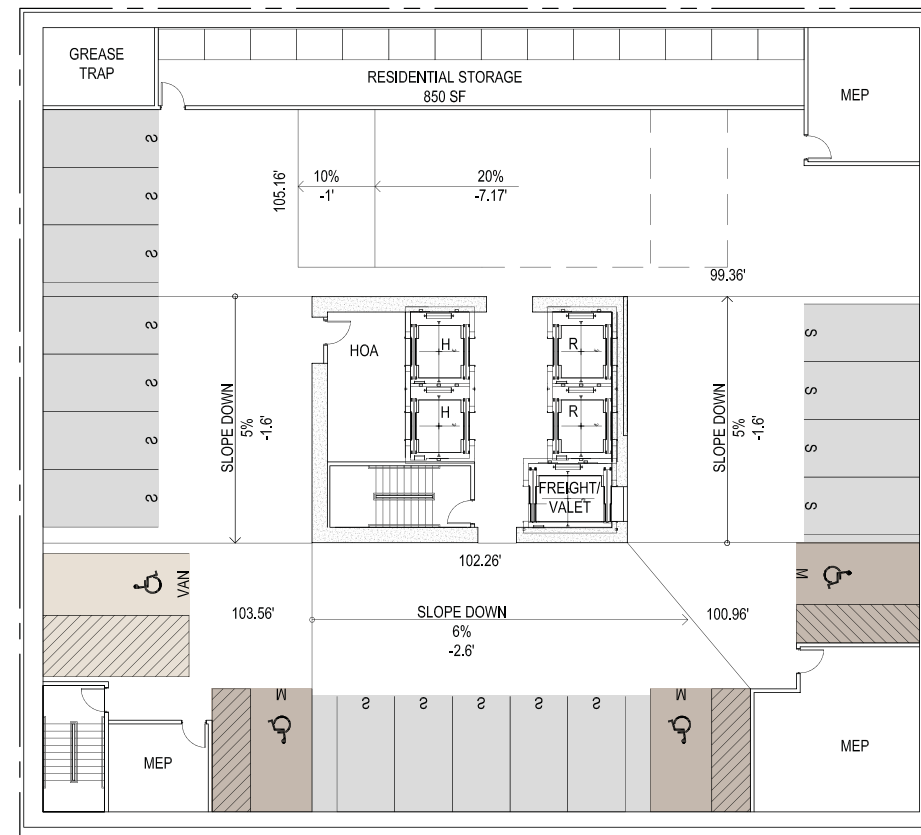
STALL RATIO

Small Stalls = 70 - 58%

Medium Stalls = 49 - 41%

Large Stalls = 1 - 1%

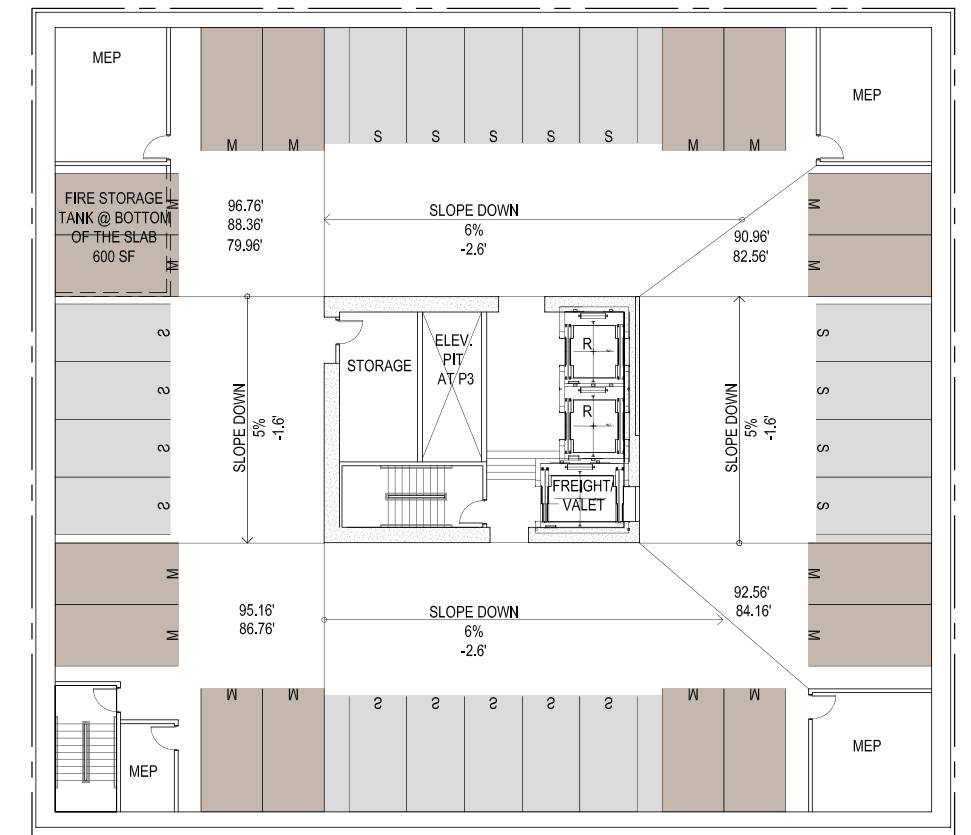
LEVEL P2



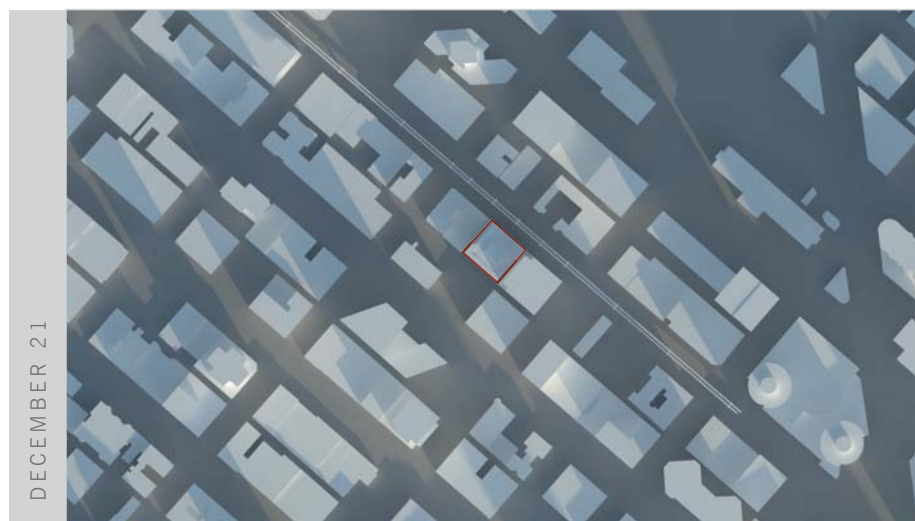
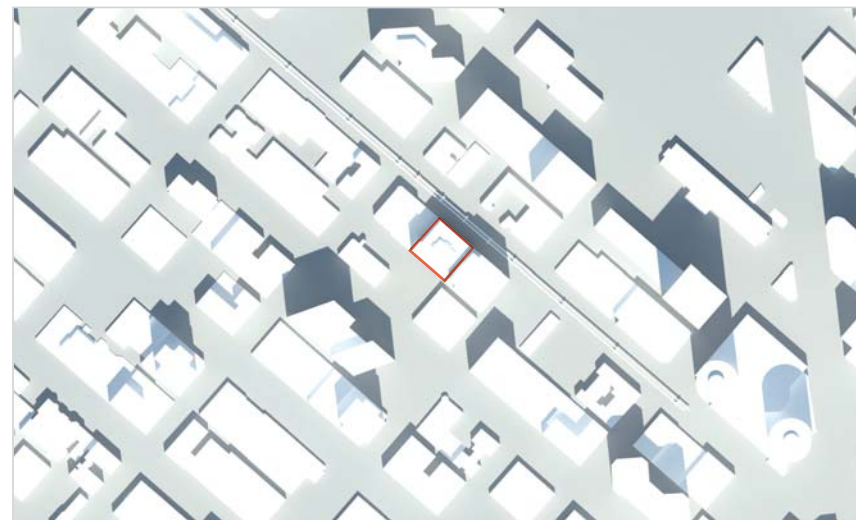
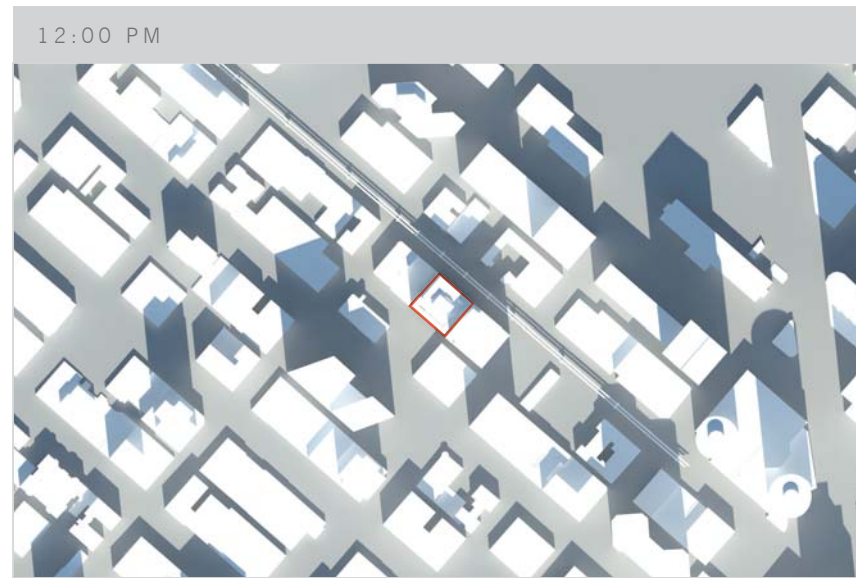
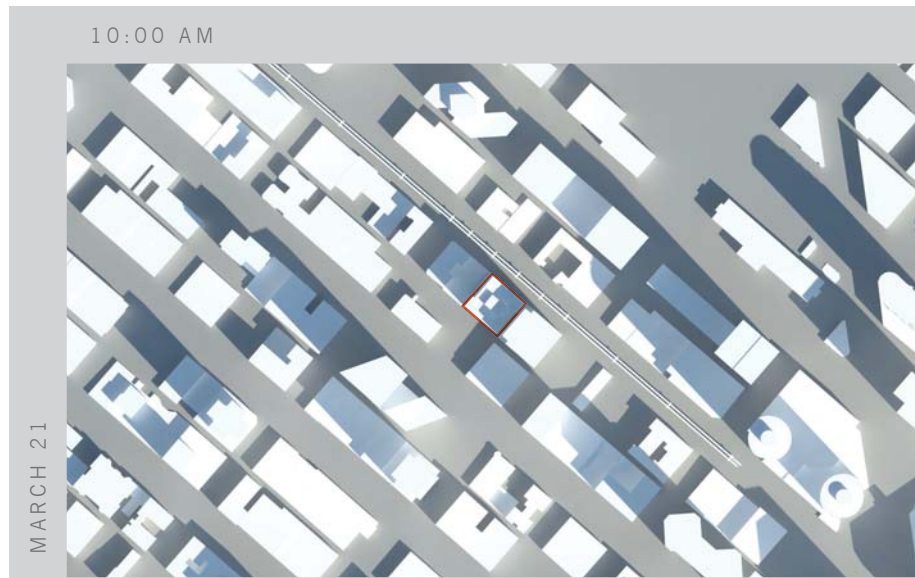
KEY

- Large Stall
- Medium Stall
- Small Stall

LEVEL P3-P5

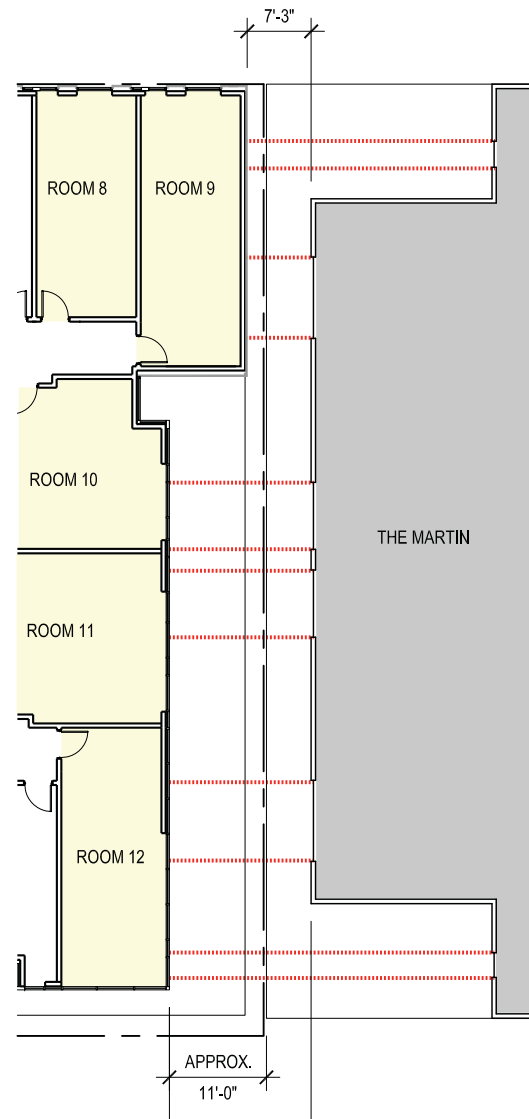


18.0 Shadow Study



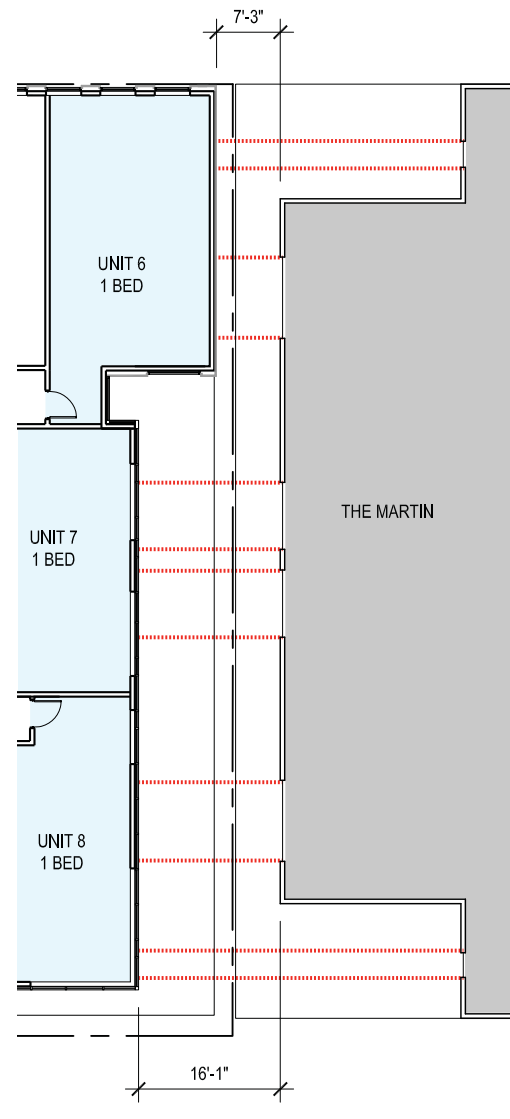
18.0 Window Study

LEVEL 11-18 PARTIAL PLAN

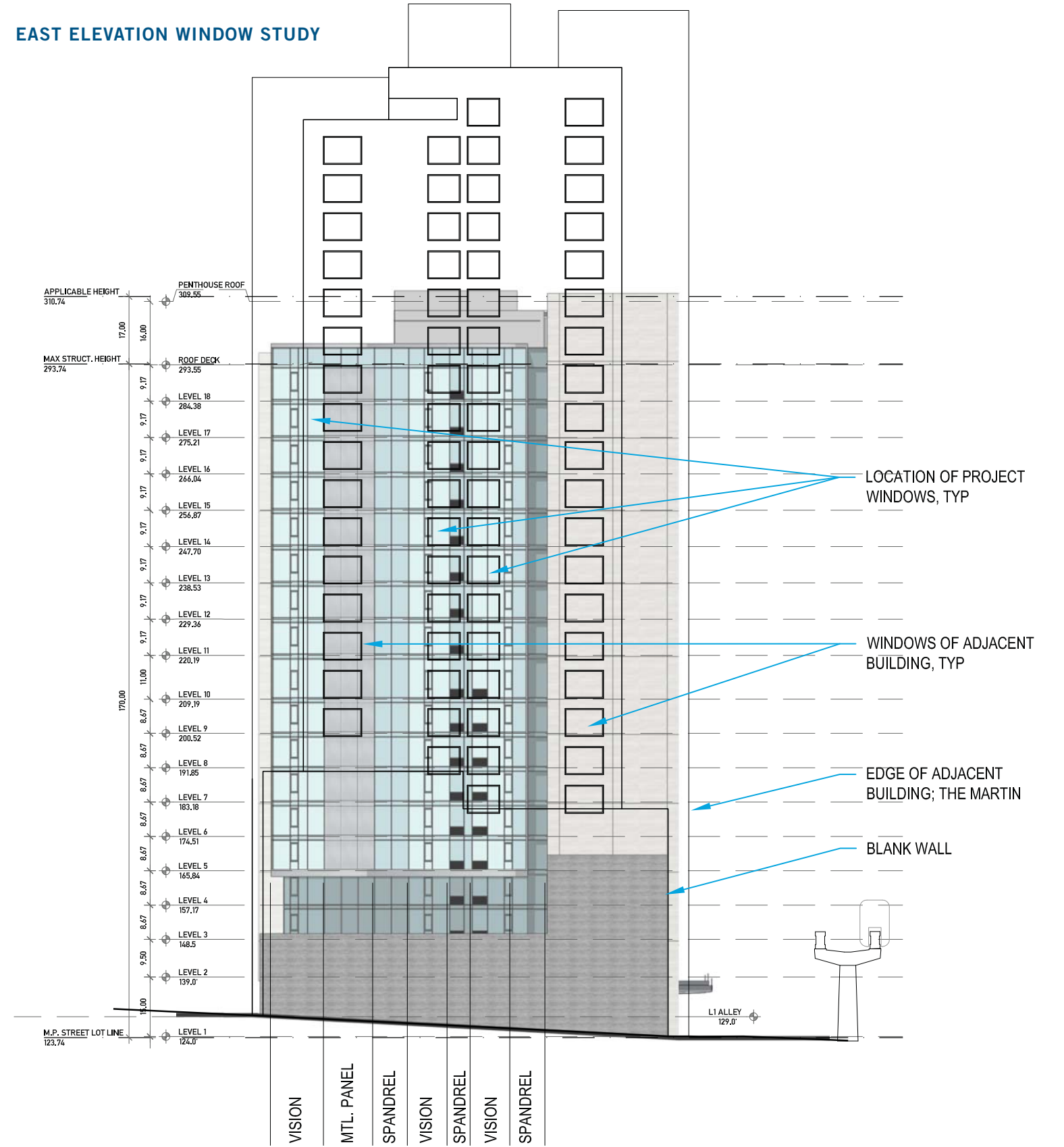


- KEY**
- - - Martin Windows
 - Hotel
 - Units

LEVEL 11-18 PARTIAL PLAN



EAST ELEVATION WINDOW STUDY



18.0 Monorail Study



RELATIONSHIP TO THE MONORAIL