



DRB RECOMMENDATION MEETING

## The 8 Tower Seattle, WA

**DRAFT**

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SDCI PROJECT NO.:

3025536

DATE:

TBD

APPLICANT:

Radim Blazej, CEO & Founder  
Caron Architecture  
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**CARON**

CARON REF #2016.049

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## PROJECT HISTORY

**EDG 1**  
01/03/17

**EDG 2**  
04/18/17

## PROJECT TEAM

### OWNER

North American Asset Management Group LLC

### ARCHITECT

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## SITE INFORMATION

### ADDRESS:

2300 8th Ave Seattle, WA 98121

### SDCI PROJECT NO.:

3025536

### PARCEL(S):

066000-0395

### SITE AREA:

9,878 SF

### OVERLAY DESIGNATION:

Denny Triangle Urban Center Village. Frequent Transit Corridor

### LEGAL DESCRIPTION:

BELL HEIRS OF S A 2ND ADD LESS POR FOR ST;  
PLAT BLOCK: 22

## DEVELOPMENT STATISTICS:

### ZONING:

DMC 240 / 290-440

Note: The size is up zoned to 240/290-440. This project will remain vested in the old code and is not seeking to take advantage of the new MHA up zone in Downtown.

### ALLOWABLE HEIGHT:

440'

### FAR:

Base: 5; Max: 7



CORNER OF BELL STREET & 8TH AVENUE

### 3.0 Proposal

#### DEVELOPMENT OBJECTIVES

This proposal is for a 42-story mixed use development located at the intersections of Denny Way, Bell Street, and 8th Avenue that includes 312 residential units, 4,068 SF of street level commercial space and below-grade parking for 72 vehicles. Parking is not required for this site since it is in the urban center. The street frontage will be comprised of ground level commercial space along Denny Way and wrap around the corners of Bell Street and 8th Avenue. The primary residential entrance will be at the corner of 8th Avenue and Bell Street. Private amenity space will be provided on the second level and roof top deck. The goal is to enhance the Denny Triangle and develop a link between South Lake Union and Belltown.

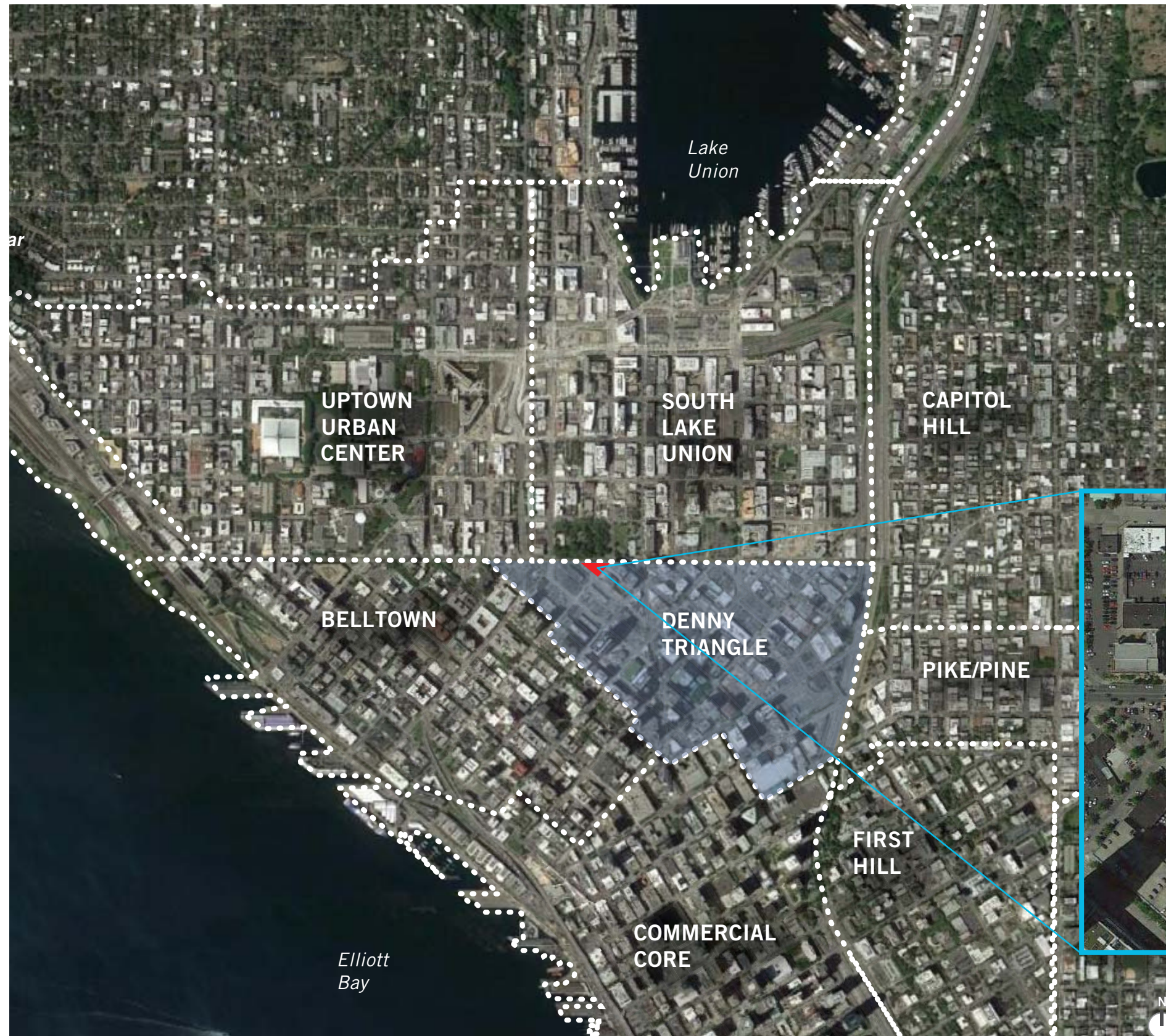
The preferred option 3 is a cohesive concept of a solitaire mass object, sculpted and shaped with reveals and chamfers to create an irrational element which provides different views from all three facades. These elements unify the base, tower and roof top. Each facade has distinct abrasions in different shapes and locations which break up the mass of the building and create areas for public space, decks and terraces. Site specific building massing and form celebrate the solitaire nature of the tower sitting on a unique triangular site.

The proposed development, on a small triangular site with a grade change of 14' along Denny Way, respond well to the larger physical context. The building's Green Street design enhances Bell Street's pedestrian and bike friendly artery while the building's shape is of a simple yet elegant tower with unique and interesting facades with large areas of glazing on each street. Corners of the building are chamfered and sculpted to break the vertical edges of the building form. The building's shape and sculpted roof form will be recognizable amongst other high rises in the neighborhood.

#### DEVELOPMENT SUMMARY

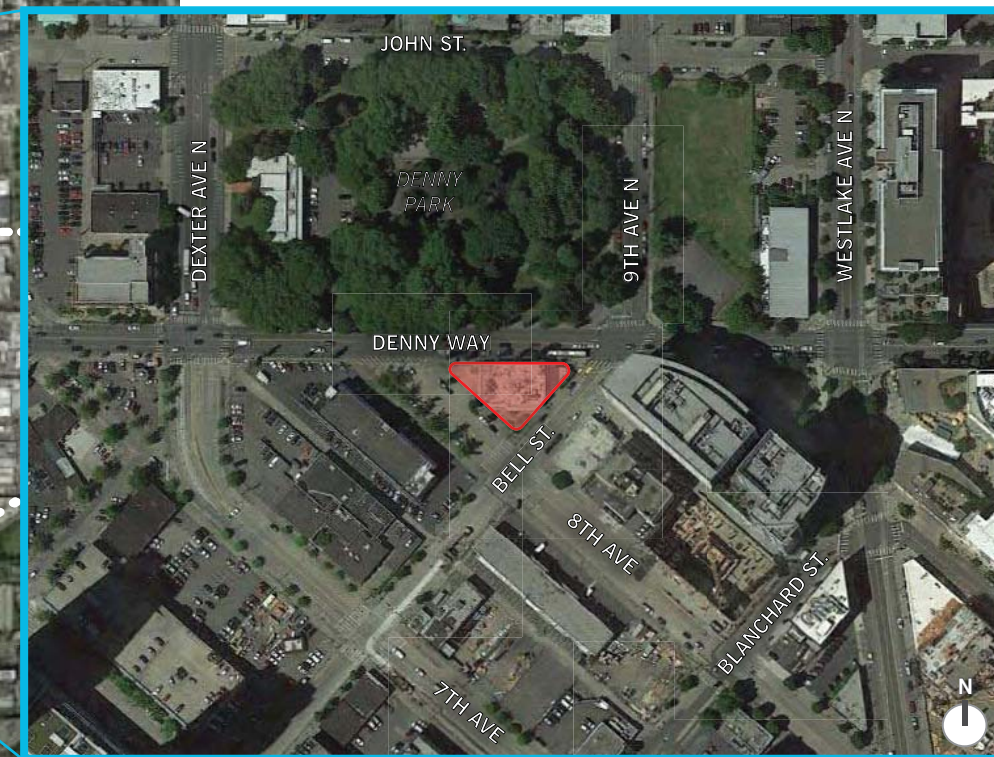
LEVEL	GROSS SF		RESIDENTIAL UNITS		COMMERCIAL SF	PARKING STALLS	BIKE STALLS
	PER FLOOR	TOTAL	PER FLOOR	TOTAL			
L45	1,956	1,956	-	-	-	-	-
L44	1,956	1,956	-	-	-	-	-
L43	1,956	1,956	-	-	-	-	-
L42	4,721	4,721	-	-	-	-	-
L29-41	8,240	107,120	8	104	-	-	-
L25-28	8,267	33,068	8	32	-	-	-
L14-24	8,360	91,960	8	88	-	-	-
L5-13	8,455	67,640	8	72	-	-	-
L3-4	8,321	16,642	8	16	-	-	-
L2	8,115	8,115	-	-	-	-	-
L1	7,778	7,778	-	-	2,719	-	-
B	8,561	8,561	-	-	1,349	-	63
P1	9,478	9,478	-	-	-	22	40
P2	9,478	9,478	-	-	-	25	-
P3	9,478	9,478	-	-	-	25	-
<b>TOTAL</b>	<b>379,907 SF</b>		<b>312 Units</b>		<b>4,068 SF</b>	<b>72 Stalls</b>	<b>103 Stalls</b>

## 4.0 Summary Context Analysis



### URBAN CONTEXT

The Denny Triangle neighborhood has been undergoing incredible transformation over the past decade following the leadership of Vulcan and Amazon to create an urban technology campus. Many parcels in the surrounding neighborhood are currently being developed or have proposals for development. At the intersection of the three surrounding neighborhoods is Denny Park. Filled with a nearly century-old arboretum, the park is a respite from urban hustle and bustle. The neighborhood is bound by key arterials that traverse the city, including Denny Way, Aurora Ave/Highway 99 two blocks to the west, and Interstate 5 to the east. Natural features, such as steeply sloping Capitol Hill to the east, Lake Union to the north and Elliott Bay to the west inform the outer edges of the surrounding area. These three conditions combine to form a vibrant urban community with access to a burgeoning job market, the cultural amenities of downtown and recreational areas.

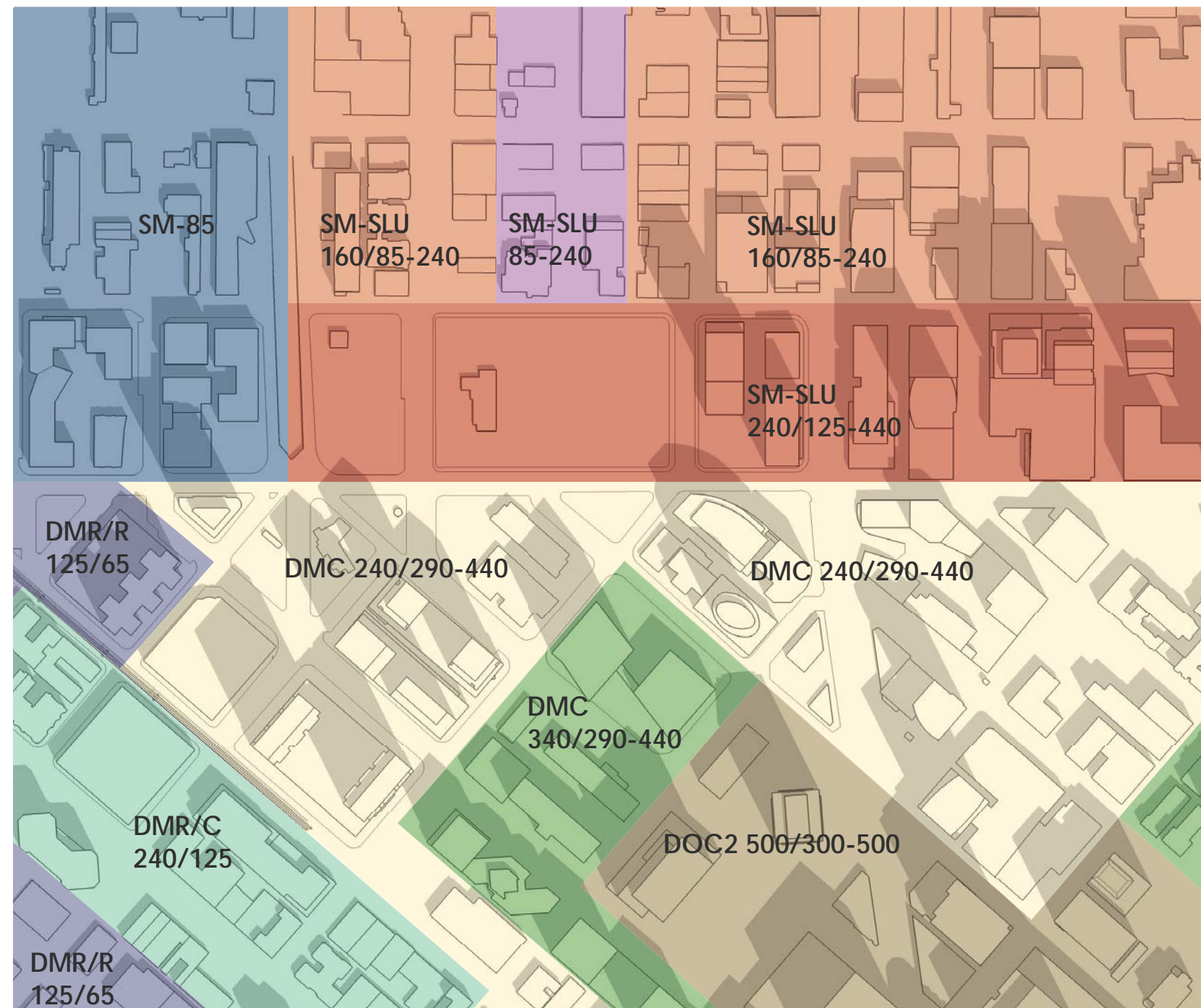


## 4.0 Summary Context Analysis










### ZONING SUMMARY

Zoning of the surrounding area loosely follows the intersection of the major arterials and natural features. Denny Way generally demarcates the edge of the high-rise downtown zoning. North of Denny Way zoning heights become restricted the closer they are to Lake Union. Similar conditions are present westward from the site, with lower height restrictions closer to Elliott Bay.

The site is within the DMC 240/290-440 zone, which is a Downtown Mixed Commercial zone with a maximum height allowance of 440 feet. As noted above, based on the zoning designations, the maximum residential height is 440 feet on all surrounding sites. South of the site is the downtown commercial core with height restrictions of 500 feet gradually increasing to unlimited height. Allowable surrounding uses are generally mid-rise and high-rise residential and office use. Hotels and the retail core of the city are located south and east of the site, near the Washington State Convention Center.

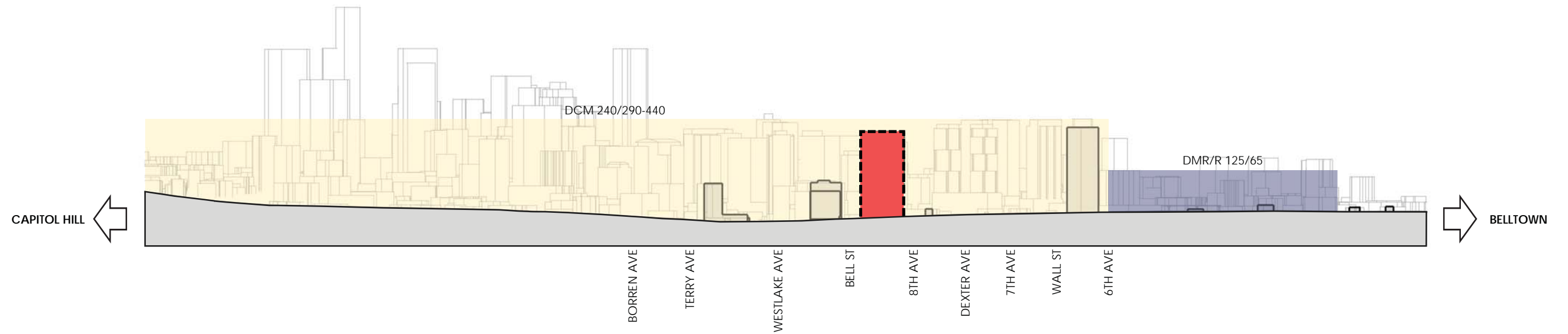


#### MAP KEY

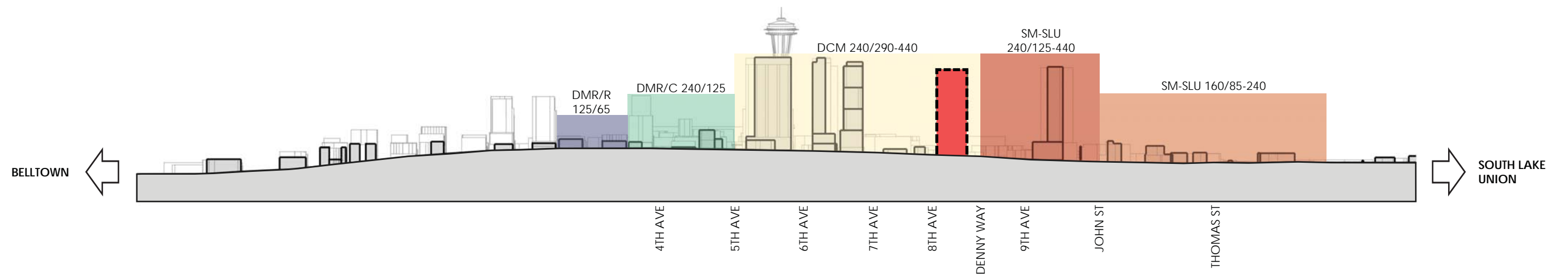
 SM-SLU 240/125-400	 SM-85	 DMR/R 125/65
 SM-SLU 85-240	 DMC 240/290-400	 DMR/C 240/125
 SM-SLU 160/85-240	 DMC 340/290-400	 DOC2 500/300-500

## 4.0 Summary Context Analysis

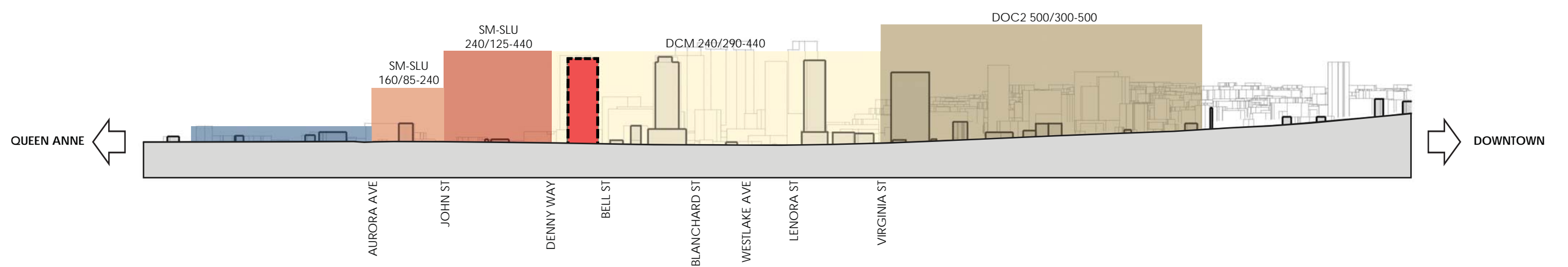
### 1 DENNY WAY ZONING SECTION



### 2 BELL STREET ZONING SECTION



### 3 8TH AVENUE ZONING SECTION



## 4.0 Summary Context Analysis



**1 SEATTLE CENTER**  
 DISTANCE FROM SITE (0.8 MI):  
 🚲 9 MIN. 🚶 16 MIN.



**2 SPACE NEEDLE**  
 DISTANCE FROM SITE (0.6 MI):  
 🚲 8 MIN. 🚶 13 MIN.



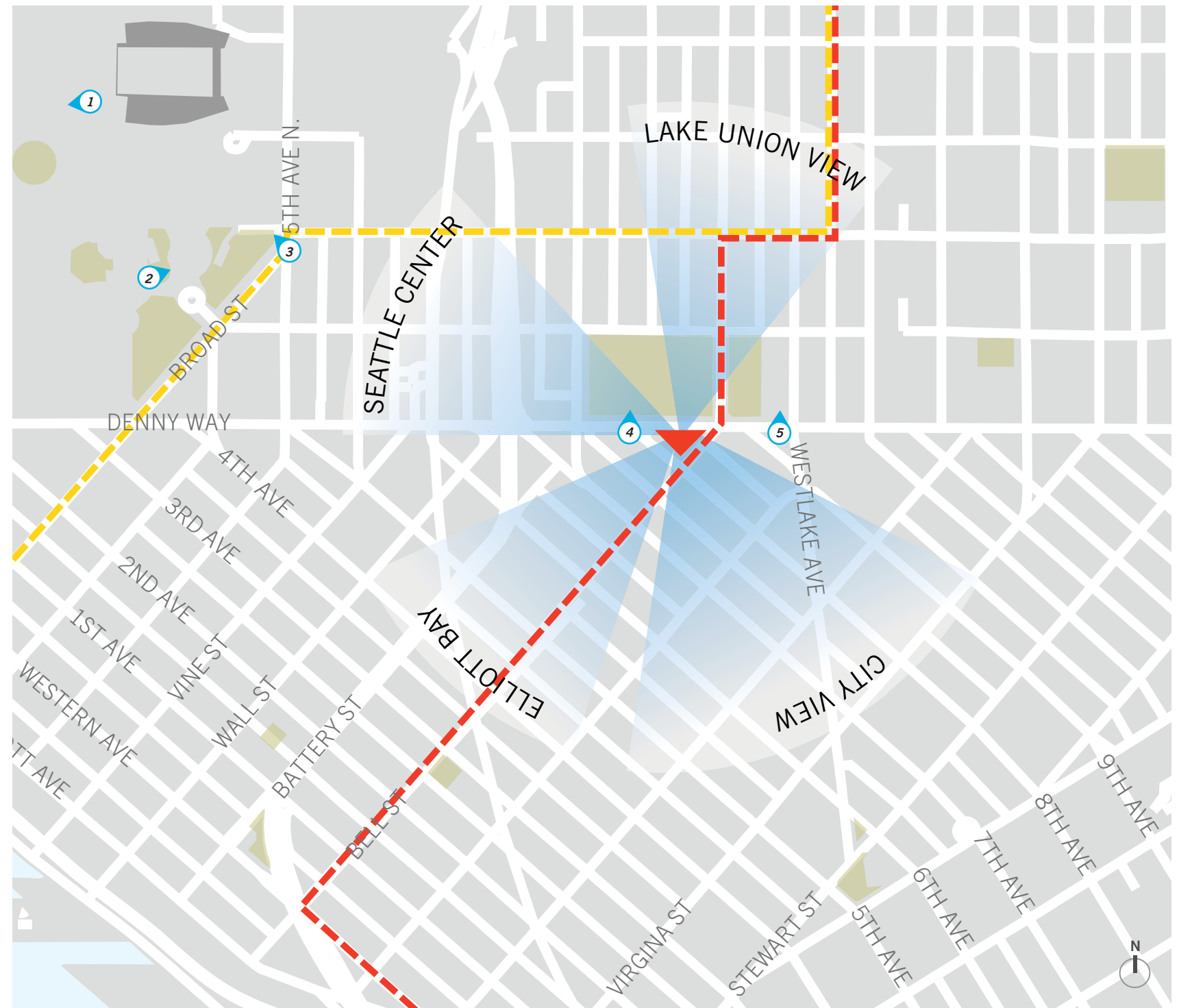
**3 EMP MUSEUM**  
 DISTANCE FROM SITE (0.7 MI):  
 🚲 8 MIN. 🚶 12 MIN.



**4 DENNY PARK**  
 DISTANCE FROM SITE (0.1 MI):  
 🚲 3 MIN. 🚶 2 MIN.



**5 SLU DISCOVERY CENTER**  
 DISTANCE FROM SITE (0.2 MI):  
 🚲 2 MIN. 🚶 3 MIN.



### VICINITY & WALKING MAP KEY

- Project Site
- Park & Open Space
- Lake to Bay Trail
- - - Market to MOHAI Trail
- 👁️ View

## 5.0 Existing Site Conditions

### SITE & SURROUNDING USES

As noted, the surrounding neighborhood is undergoing rapid change from a predominantly low-rise warehouse and commercial services area to a high-rise residential and office area with a focus on technology related jobs. Currently there are 15 projects planned or under construction within 4 city-block radius of the site. Each of these projects except for one includes a high-rise tower. In the immediate one block area, there are 6 residential towers as well as two major office tower developments planned or under construction (buildings 6, 7, 11, 12 and 13, to right).

Buildings 9 and 10 to the right are part of Amazon's Rufus 2.0 development, which is nearing completion. Most major office development in the area is targeted toward Amazon and other technology related jobs. Housing in the area is similarly targeted at people working in the area.

### PROJECTS (INFO ON FOLLOWING PAGE)

- 1 1120 DENNY WAY
- 2 121 BOREN AVE N
- 3 1001 JOHN ST
- 4 970 DENNY WAY
- 5 2101 9TH AVE
- 6 111 WESTLAKE AVE N
- 7 2202 8TH AVE
- 8 2100 7TH AVE
- 9 2021 7TH AVE
- 10 2101 7TH AVE
- 11 2200 7TH AVE
- 12 2301 7TH AVE
- 13 2300 6TH AVE
- 14 600 WALL ST
- 15 910 JOHN ST





## 5.0 Existing Site Conditions

### SITE & SURROUNDING USES



**1** 1120 DENNY WAY  
MIXED-USE PROJECT  
1,179 UNITS, 28,118 SF RETAIL



**2** 121 BOREN AVE N  
MIXED-USE PROJECT  
436 UNITS, 1,800 SF RETAIL



**3** 1001 JOHN ST  
RESIDENTIAL  
403 UNITS



**4** 970 DENNY WAY  
MIXED-USE PROJECT  
468 UNITS 15,580 SF RETAIL



**5** 2101 9TH AVE  
MIXED-USE PROJECT  
430 UNITS, 8,284 SF RETAIL



**6** 111 WESTLAKE AVE N  
MIXED-USE  
470 UNITS, 400,000 SF OFFICE, 35,000 SF RETAIL



**7** 2202 8TH AVE  
MIXED-USE  
447 UNITS, 7,367 SF RETAIL



**8** 2100 7TH AVE



**9** 2021 7TH AVE



**10** 2101 7TH AVE



**11** 2200 7TH AVE  
MIXED-USE  
853,049 SF OFFICE, 23,128 SF RETAIL



**12** 2301 7TH AVE  
MIXED-USE  
638 UNITS, 10,509 SF RETAIL



**13** 2300 6TH AVE  
MIXED-USE  
1,016 UNITS, 25,000 SF RETAIL

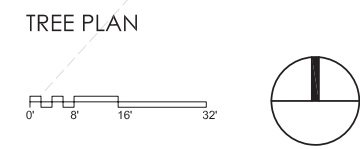
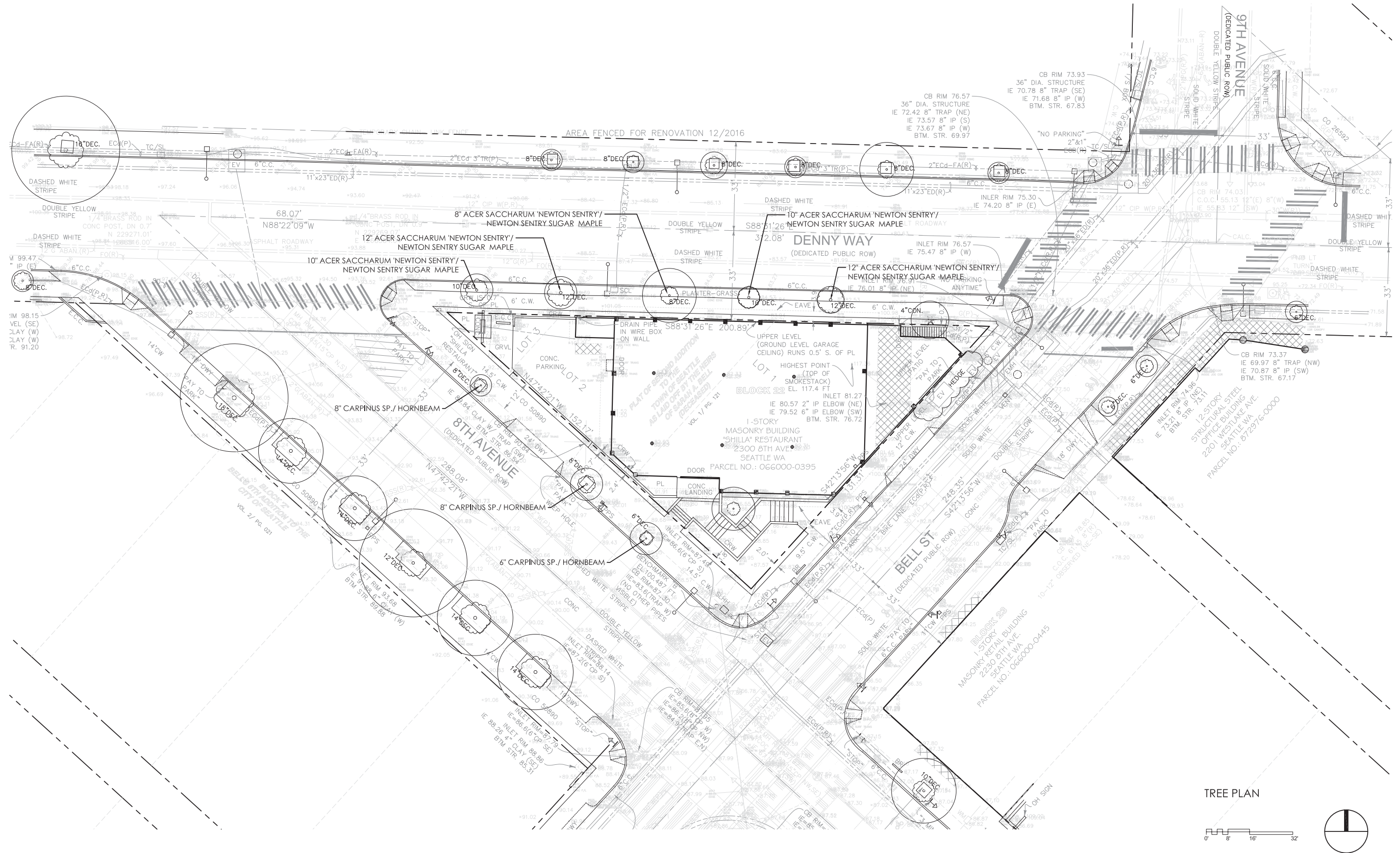


**14** 600 WALL ST  
MIXED-USE  
400 UNITS, 1,950 SF RETAIL



**15** 910 JOHN ST  
MIXED-USE  
129 UNITS, 6,000 SF RETAIL

# 5.0 Survey



## 5.0 Site Photos

1 LOOKING EAST DOWN DENNY WAY



2 LOOKING SOUTHEAST DOWN 8TH AVE



3 LOOKING NORTHEAST ACROSS 8TH AVE



4 LOOKING NORTHWEST ACROSS BELL STREET



5 LOOKING WEST DOWN DENNY WAY



6 LOOKING SOUTH ACROSS DENNY WAY

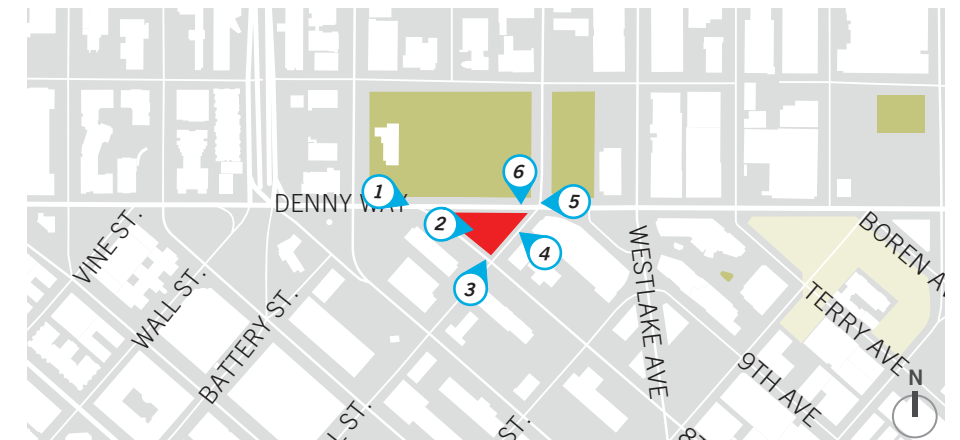


### OPPORTUNITIES & CONSTRAINTS

Located between 8th Avenue, Bell Street, and Denny Way, the site is a small triangle shaped with the opportunity to be a standalone development that distinguishes itself as a notable addition to the evolving Denny Triangle.

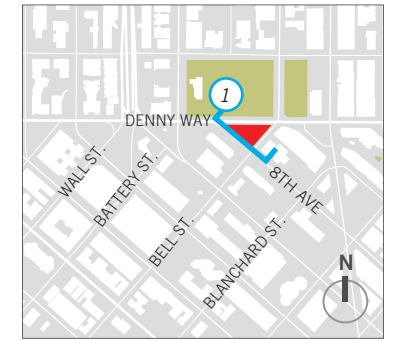
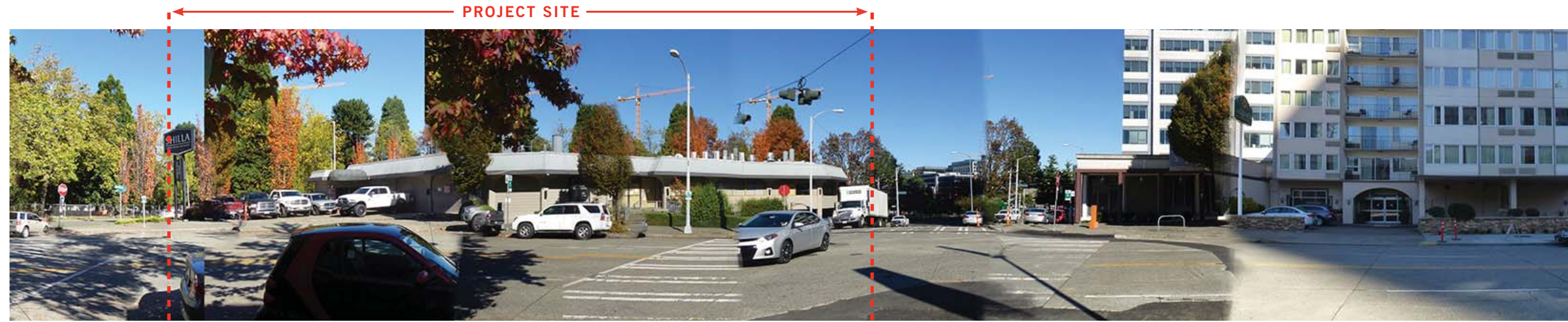
With uncomfortable pedestrian environments along Denny Way and Bell Street, the project can cultivate the streetscapes into appealing pathways, allowing the extension of pedestrian oriented corridors, improvement of the neighborhood's curb appeal, and showcasing the proposed tower.

The site has a slope of approximately 11' from East to West, generating a full story of grade difference. This grade difference becomes difficult to traverse and will need split and double story levels, potentially permitting large retail and amenity spaces to form.

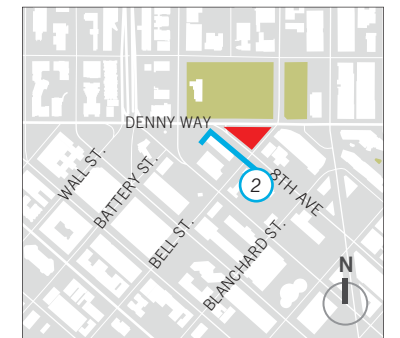


## 5.0 Streetscapes

### 1 8TH AVE, FACING NORTHEAST

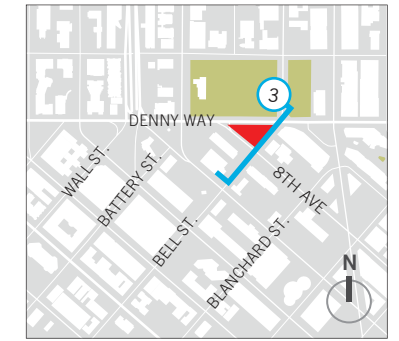


### 2 8TH AVE, FACING SOUTHWEST

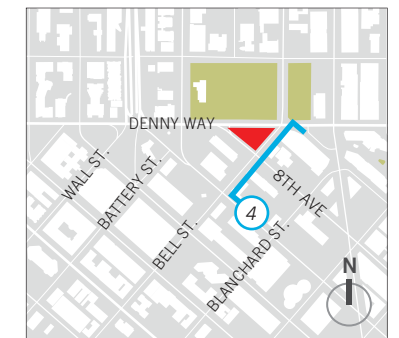


## 5.0 Streetscapes

### 3 BELL STREET, FACING NORTHWEST

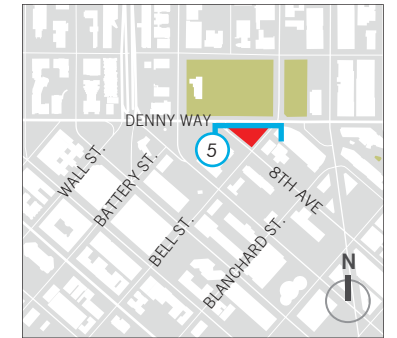


### 4 8TH AVE, FACING SOUTHEAST

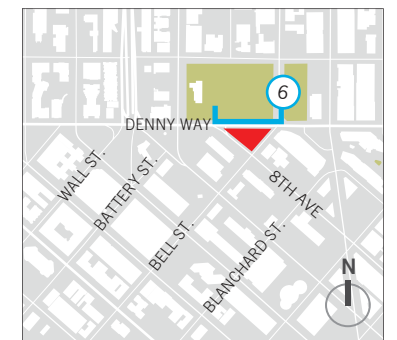
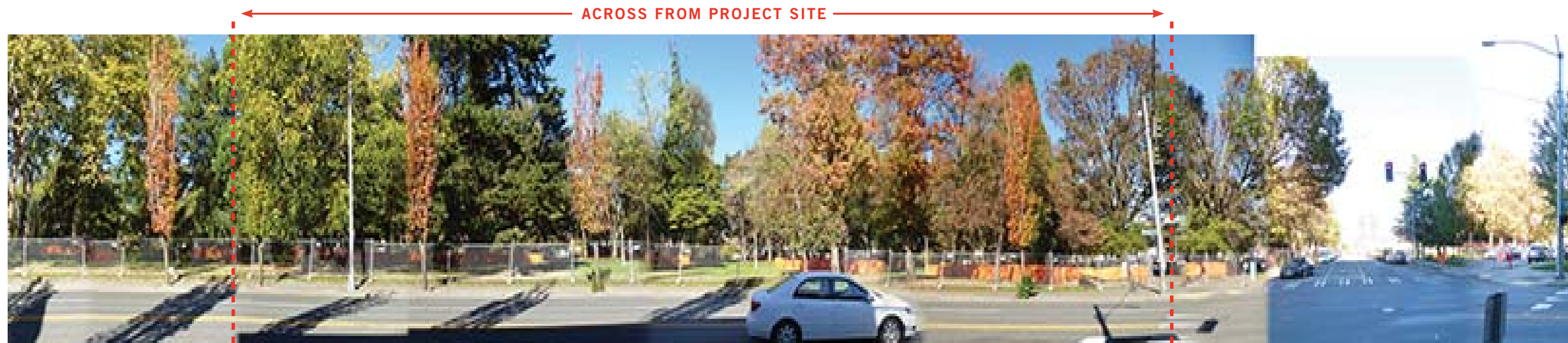


## 5.0 Streetscapes

### 5 DENNY WAY, FACING SOUTH



### 6 DENNY WAY, FACING NORTH



## 6.0 Zoning Data

Zoning: DMC 240 / 290-400

Note: The size is up zoned to 240/290-440. This project will remain vested in the old code and is not seeking to take advantage of the new MHA up zone in Downtown.

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROPOSED DESIGN
Maximum Height	23.49.008	A.3	Max Height is 290 feet for residential/400 feet w/bonus residential floor area available under code section 23.49.015 - Voluntary agreements for low income housing.	√
Exceeding Maximum Height		B	Structures located in DMC 240/290-400 zones may exceed maximum height for residential use by 10% if 1) the facades of the portion of the structure above the limit do not enclose an area greater than 9,000 sf, 2) the enclosed space is occupied by only those uses or features otherwise permitted in this section. 3) this provision shall not be combined with any other height exception for screening or other rooftop features.	√
Rooftop Features		D.1	The following are permitted w/ unlimited rooftop coverage and may not exceed the height limits as indicated: a) Open railings, planters, clerestories, skylights, parapets and firewalls up to 4 feet above the applicable height limit; b) insulation material, rooftop decks and other similar features up to 2 feet above applicable height limit if enclosed by parapets or walls; c) solar collectors up to 7 feet above height limit	√
Rooftop Features		D.2	Limited to 55% of roof coverage: stair penthouses, mechanical equipment, covered or enclosed common recreation area or eating and drinking establishment, allowed 15' above height limit; elevator penthouses allowed 23'-25' or 10' if rooftop is used as usable open space. Rooftop features must be screened	√
General Requirements for Residential Uses	23.49.010	B	Common Recreation Area required for all residential uses 1) = 5% of total gross sq ft. in residential use and be designated as common use and shall not exceed the area of the lot. 2) Max. 50% of area may be enclosed. 3) Min. Horizontal dimension shall be 15', except for open space provided as landscaped setback area a street level, which shall have a min. horizontal dimension of 10' and not less than 225 sq ft. in area 9) lots abutting Green Streets: up to 50% of the common recreation area may be met by contributing to the development of a Green Street, or by Director's waiver, contributing to a Green Street in the vicinity.	√
FAR	23.49.011	Table A	Base FAR: 5 in DMC 240/290-400; Max FAR: 7	√
Exemptions & Deductions from FAR Calculations		B	The following are not chargeable floor area: Street-level uses meeting re q's of 23.49.009, whether required or not by that code section, if min. floor-to-floor height is 13', 15' min. depth from the street-level street facing facade and overhead weather protection is provided; floor area below grade; Residential Use; floor area that is used only for short-term parking or parking accessory to residential use, or both, limited to one parking space per dwelling unit; mechanical equipment fully contained within a structure, 3.5% deduction of calculated chargeable gross floor area; mechanical equipment on the roof.	√
Overhead Weather Protection	23.49.018		Continuous overhead weather protection shall be provided along the entire street frontage of a lot except for those portions that: are located 5' from the street property line, abut a bonus open space amenity feature, separated from the street by a 2' wide landscaped area, or driveways into structures. Overhead weather protection shall have a min. dim. Of 8' horizontally from the wall or be 2' from the curb. Height must be min. 10' and max 15' above sidewalk. Provide adequate lighting.	√
Parking Requirements	23.49.019	B	Parking location within structures: On Class II pedestrian streets parking may be permitted at street level if: at least 30% of street frontage of any street-level parking area excluding frontage occupied by garage doors is separated from the street by other uses; the facade of the separating uses satisfies the transparency and blank wall standards.	√
Bicycle Parking		E	Bicycle Parking: Residential Uses - 1 space: 2 dwelling units up to 50 spaces, 1 space: 4 units greater than 50 spaces Retail Uses - 1 space: 5,000 SF gross retail floor area	√
Off-Street Loading		G	Off-street loading shall be provided according to loading berth requirements and space standards. See below section 23.45.035	√
Curb Cut Location		H	Curb cut location is preferred on Class II Pedestrian Street minor arterial, then Class II Pedestrian. Street major arterial, and lastly Green Street.  Class II/Arterial - 8th Ave Class II/Arterial - Denny Way Designated Green Street - Bell Street	√

## 6.0 Zoning Data

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROPOSED DESIGN
Sidewalks	23.49.022		Sidewalk widths are 12' per Map 1C	√
A Odor	23.49.025	A	Venting of fumes, etc. Shall be at least 10' above finished sidewalk grade.	√
Facade Height	23.49.056	Table A	Min. Facade Height: Class II pedestrian street = 15', Green Street = 25'	√
DMC Zone Facade Requirements		B	Facade setback limits, structures greater than 15' above sidewalk grade: 15'-35' facade shall be located within 2' of the street lot line, except for public open space or common outdoor recreation area rec'd for residential use; max. Setback is 10', total area of a facade setback more than 2' shall not exceed 40% of the total facade area between 15'-35', no setback deeper than 2' shall be wider than 20' measured parallel to the lot line, the facade of the structure shall return to within 2' of the lot line between each setback area for a min. of 10' in length.	√
Facade Setback Limits		B.2.b	Max setback area between street lot line and fronting facade shall not exceed the area derived from multiplying the averaging factor by the street frontage width. Class I has an averaging factor of 5 and Class II/Green Street have a factor of 10.	√
Facade Transparency		C	Facade Transparency Requirements: between 2'-8' above the sidewalk: min. 30% transparent on Class II Pedestrian Streets, min. 60% transparent on Green Streets. Does not apply to portions of structures in residential use.	√
Blank Facade Limits		D	Blank Facade Limits: between 2'-8' shall be no more than 15' wide on Green Streets, and may be increased to 30' if Director approves visual enhancements; 30' limit in Class II Pedestrian Streets increased to 60' by Director. Any blank facade segments shall be separated by transparent area at least 2' wide. Total of all blank facade segments, including garage doors shall not exceed 70% for Class II frontage and 40% for Designated Green Street.	√
Setback Landscaping Requirements		F	Landscaping area shall be provided at a ratio of 1.5 times the length of the street lot line in the sidewalk R.O.W., Shall be at least 18" wide. Green Street landscaping shall meet the requirements of the Director's Rule	√
Definition of "Tower"	23.49.058	A	A "tower" is a portion of a structure, not including rooftop features, in which portion all gross floor area is contiguous and which portion is above 1) 65' for a structure that includes an entire block front or is on a block with no other structures.	√
Tower Floor Area		E	Tower floor area limits and width limits apply to structures in residential use that are also 160' or greater in height.	√
Max. Floor Area		E.1.Table B	Max. Residential floor area of any story in a tower: 10,700 sf.	√
Tower Width Limit		E.2	Max tower width shall be 120' or 80% of the width of the lot measured in the general North-South direction (along the Ave not the Street) above 160' for residential use. On lots less than 10,700 sf in area and are surrounded on all sides by R.O.W the maximum facade length is 120'. Decks and balconies do not count toward this length restriction.	DEPARTURE REQUESTED
Tower Separation		F.1	Tower spacing for structures over 160' in height: no separation is required for structures on different blocks.	√
Green Street Setback		G.2	Lots abutting Green Streets, that is not a designated view corridor, shall have a continuous 15' upper-level setback above 45'	DEPARTURE REQUESTED
Loading Berth Requirements	23.54.035	C & Table A	Off street loading shall be provided for uses in Table A. (1) loading berth is required for "Medium Demand" uses constituting between 10,000-60,000 sf of aggregate area. The min. loading berth dimensions shall be 35' long by 10' wide with vertical clearance of 14'. The length dimension may be reduced to 25' by determination of the director.	√
Parking Standards	23.54.030	H	Attendant Parking: In downtown zones, any off-street parking area or structure providing more than 5 parking spaces where cars are parked solely by attendants employed for that purpose shall have parking spaces at least 8' wide and 15' long. Sections 23.54.030.A-E Shall not apply, except for driveway slope. Should attendant parking be discontinued, all provisions of this code section shall apply.	√
Solid Waste	23.54.040	Table A	Solid waste & recycling storage space for developments over 100 dwelling units= 575 sq ft. +4 sq ft for every dwelling unit above 100.	√
Height Calculation	23.86.006	E	Measuring height in downtown zones and South Lake Union Urban Center: 1) Determine the major street lot line, which shall be the lot's longest street lot line. 2) Determine the slope of the street lot line. 3) the maximum height shall be measured as one of two options: a) the slope of the major street lot line is less than or equal to 7.5%, the elevation of max. Height shall be determined by adding the maximum permitted height to the existing grade elevation at the midpoint of the major street lot line. (On a through lot the elevation of max. Height shall only be applicable to the half of the lot nearest the major street lot line. The other half of the lot shall be determined by using the same method on the opposite street lot line); b) When the slope of the major street lot line exceeds 7.5% the major street lot line shall be divided into four or fewer equal segments not longer than 120' long and the elevation of maximum height shall be determined by adding the maximum permitted height to the midpoint of each segment. (On through lots follow the procedure above, using the segments).	√



# 7.0 Site Plan

- KEY**
- Retail
  - Lobby/Amenity
  - Utility/BOH
  - Circulation
  - Parking/Garage
  - Retail Entrance
  - Residential Entrance
  - Parking Entrance
  - Bike Path



## 8.0 Design Guidelines

### Site Planning and Massing

A1 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.

#### A1.1. Response to Context

##### [Architect Response:](#)

The project site is a small and unique triangular shaped lot, 9,878 sf in area. The site is separated from Seattle's oldest Denny park by one of the busiest arterials Denny Way. The site is located at a juncture of downtown Seattle and South Lake Union. The feasibility of the project dictates that the building inhabits as much of the allotted area as possible per floor, yet the triangular shape prevents this from occurring at the extreme ends of the building. The DRB proposal is a refinement of the original scheme, "a sculpted solitaire". The building will be chamfered at the corners, provided with irregular modulation reveals and opening usable space at the ground level for outdoor activities, street furniture and landscaping. The design will also make use of the hypotenuse side of the site to connect visually with the Denny park and Lake Union beyond.

A2 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.

#### A2.1. Desired Architectural Treatments

##### [Architect Response:](#)

The solitaire location and wide exposure from Denny Way, Denny Park and 9th avenue creates opportunity for a unique and memorable design to enhance Seattle skyline. Building facades have distinct reveals and chamfers to create a unique tower shape. These reveals are in different planes and in strategic locations creating areas for balconies and recesses. In some areas balconies were removed or installed on every other floor to create more modulation. Pushing and pulling the facade along Bell street and chamfering and removing shards of outer skin reveals different glazing systems characterized differences in mullion colors and glazing properties, as well as distinct lighting effects at night. These irregular modulation moves transition to exposed base around the tower and create a unique design to celebrate the solitaire nature of the tower sitting on its own block.

#### A2.2. Rooftop Mechanical Equipment

##### [Architect Response:](#)

Building's exterior glazed skin is pulled up past the floor line to screen or become part of the mechanical penthouse at locations. At other locations, the mechanical penthouse becomes extension of facade's recesses and extend contrast to the overall skin. Overall, the sculpted penthouse form is consistent with 'exposed' portion of the solitaire massing with irregular edges and contrasting roof form against the sky and other buildings.

### Architectural Expression

B1 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.

#### B1.1. Adjacent Features and Networks

##### [Architect Response:](#)

The building form, facades and the streetscape respond sensitively to the surrounding neighborhood context. Street frontages is designed to improved to form a safe pedestrian environment on all sides of the project. Denny frontage along the major arterial maintains the SDOT standard. The streetscape environment along the 8th avenue and Bell Street is designed to accommodate vibrant pedestrian and bicycle activities as well as landscaping. The design of street level facade is developed to reflect neighborhood character and embrace visual relationship between inside and outside with transparent facade punctuated occasionally by opaque surfaces. Care will be taken to study the visual effects the building will have on Denny Park. The building is proposed to be setback from the Green Street at Bell Street to accommodate a wider right-of-way and enhance green street setback with publicly accessible seating spaces. The wider sidewalk, seating spaces and facade transparency provide visibility and access to interior activities.

#### B1.2. Land Uses

##### [Architect Response:](#)

The design of the building is in response to consideration for the setback from the Green Street in the height, bulk and scale of the project. The development acknowledges the transition of zoning from the Downtown area to the South

Lake Union in the allowed heights of buildings.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

#### B3.1. Building Orientation

#### B3.3. Pedestrian Amenities at the Ground Level

##### [Architect Response:](#)

Architectural language fosters a cohesive structure. The tower and base integration along the Bell Street is now integrated for other two facades to enhanced "reveal" around the base of the building. This design approach has resulted into unique conditions on all three facades and corners. Each corner at the street level has a unique design both in streetscape as well as with facade treatment. The architectural design is coordinated with landscape and hardscape treatments on street level enhancing tower to base relationship, inside outside visual continuity and pedestrian experiences.

The residential pedestrian entrance will be located on 8th Ave and Bell street corner, which faces southwest and has the widest right-of-way width. Retail spaces will front onto Bell Street and NE corner of 8th Avenue, which will incorporate the Green Street concepts outlined by the City of Seattle, including setbacks and landscaping. The Denny Way frontage will be improved and include building elements to enliven the street environment and massing to break down the long frontage.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the 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.

#### B4.1. Massing

#### B4.2. Coherent Interior/Exterior Design

#### B4.3. Architectural Details

##### [Architect Response:](#)

Following Board's support for "abraded" concept, tower massing concept is further developed delineating how the tower envelope meets the sidewalk grade. Visual distinction between tower and podium is eliminated. There is a cohesive concept of reveals and shards, either removed or pushed and pulled from a basic triangular envelope, which integrate the base, tower and penthouse. Exterior elevations and envelope images are added to illustrate this concept. Building facades at corners have distinct chamfering which replaced previous rounded corners. The mid-facade reveals- eroded angular shapes with irregularity in location and form, are in different planes and in strategic locations creating areas for balconies and decks. Unique design and massing creates a specific design to celebrate the solitaire nature of the tower sitting on its own block and provide different vistas of the project as you approach from different directions.

### The Streetscape

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

#### C1.1. Street Level Uses

#### C1.2. Retail Orientation

#### C1.3. Street-Level Articulation for Pedestrian Activity

##### [Architect Response:](#)

Attention is paid to the integration and celebration of the Green Street in the design of the building. Proposed retail spaces open onto the Green Street and onto 8th Ave. Two corners have retail spaces while the third, south corner is punctuated by a residential entry. The Bell Street sidewalk is widened to create seating spaces and have a mid-point access to retail. Design elements are incorporated into the facade along Denny way to enliven the street frontage. Variations in the heights of architectural features help break up the potential monumentality of the tower form, and work to enliven the street presence of the spaces within.

## 8.0 Design Guidelines

Specifically, based on our field observations, the Bell Street sidewalk on the project side is visualized as an active pedestrian walkway with adjacent dedicated bike lane. This is further acknowledged by comments from public and the board. The location of the building facade along the Bell Street is set back varies between 8'-10' to 9'-11" from the property line. This increases the visual and usable sidewalk between 20'-10" to 21'-11" from curb including the landscape planting strip, bike racks and wood decked seating platforms.

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

### C3.1. Desirable Facade Elements

#### [Architect Response:](#)

Two corners on Denny Way are anchored by retail program/entrances with clear glazing. The main residential entrance is at the corner of 8th Avenue and Bell Street. All corners of the project provide activity within and have small gathering spaces along the sidewalks. The facade along Denny Way is composed of two layers of glazing systems creating visual interest.

C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

### C4.1. Entry Treatments

#### [Architect Response:](#)

Building entries for the residential tower and two retail spaces are recessed and have a different glazing system than that of the main tower facade. Along with locations of these entries at three corners of the triangular project, distinct seating platforms, paving patterns and overhead canopies help reinforce these entries promoting orientation, identity, and connectivity at a pedestrian scale. Parking access is located on the 8th avenue, the least of the active streets.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

### C5.1. Overhead Weather Protection Design Elements

#### [Architect Response:](#)

Canopies are located around the whole perimeter of the building. Their design reflects the type of skin/ facade they are located on. Additionally, they are broken into segments to reflect the changing character of the facade as well as accommodate grade change around the building. A prominent and distinctive canopy is located above the main residential entry to help visually guide visitors.

## Public Amenities

D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

### D1.1. Pedestrian Enhancements

### D1.2. Open Space Features

#### [Architect Response:](#)

Per Board's guidance, the Green Street hill climb is reevaluated to work with interior adjacent program functions. Each of the interior functions visually extend to the exterior that is enhanced with landscape treatment and wood decked seating platforms that modulate its presence along the sidewalk and energize the pedestrian experience. Private use and activity was explored to allow retail expansion to the area, however, in the end was eliminated on most the facade for "moments of pause" spaces along the sidewalk; places for public seating and respite.

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

### D2.1. Landscape Enhancements

#### [Architect Response:](#)

The project plans to continue Bell Streets evolution into a green street. Opportunities to stop and pause with seating and landscape hardscape elements are added along the hill climb to provide the public with urban mini-plazas to

sit, enjoy, and take a break. The middle section allows access to retail as well. All places are provided with weather protection and will be well lit with eyes on the street for approximately 18 hours a day.

D3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

### D3.1. Public Space Features and Amenities

### D3.2. Intersection Focus

#### [Architect Response:](#)

A sculpted solitaire volume is a fitting representation for the project being situated on a solitary block. Push and pull on corners, chamfering and creating irrational reveals on all facades help to create a dynamic design which changes and provides different vistas depending on the point of view. It also expresses unity of form and function as the recessed and deeper areas respond to balconies or significant elements on the street level.

Encouraged by comments from the board and the public, building corners are articulated, especially at the sidewalk level. All corners are setback to improve physical space and visual continuity.

NW corner of the site is envisioned as The Park Corner responding to Denny Park across the street. This corner is enhanced with retail that is setback from the property line creating outdoor seating platforms, integrated landscape areas with seating benches, special "Beech Tree" and opportunity for outdoor seating for commercial use.

The corner at Denny Way and Bell Street is also set back to retail front and create space for outdoors seating and activities.

The South corner is visualized as an art corner with an art object up lighted with in ground light fixtures, entrance to residential lobby with identifiable overhead canopy, and adjacent seating platforms.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

### D6.1. Safety in Design Features

#### [Architect Response:](#)

Allocating retail functions and placing the residential entry along the ground floor allow for foot traffic across the site and encourages more eyes to lookout on the street. Additionally, entrances to these uses are located at the corners of the building, allowing for views along all sides of the structure when entering and exiting, promoting a safer atmosphere.

## Vehicular Access And Parking

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

### E2.2. Parking Structure Entrances

#### [Architect Response:](#)

Parking facilities are minimized with a staging area behind the garage doors. Additional staging and valet pick up/drop of is proposed to be located within a parking strip off 8th avenue.

E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

### E3.1. Methods of Integrating Service Areas

#### [Architect Response:](#)

Parking access is located on the 8th Avenue, the least of the active street. The width of access to parking is the minimum required for one lane in and one lane out. The height of the door opening is reduced to meet requirements for passenger vehicles.

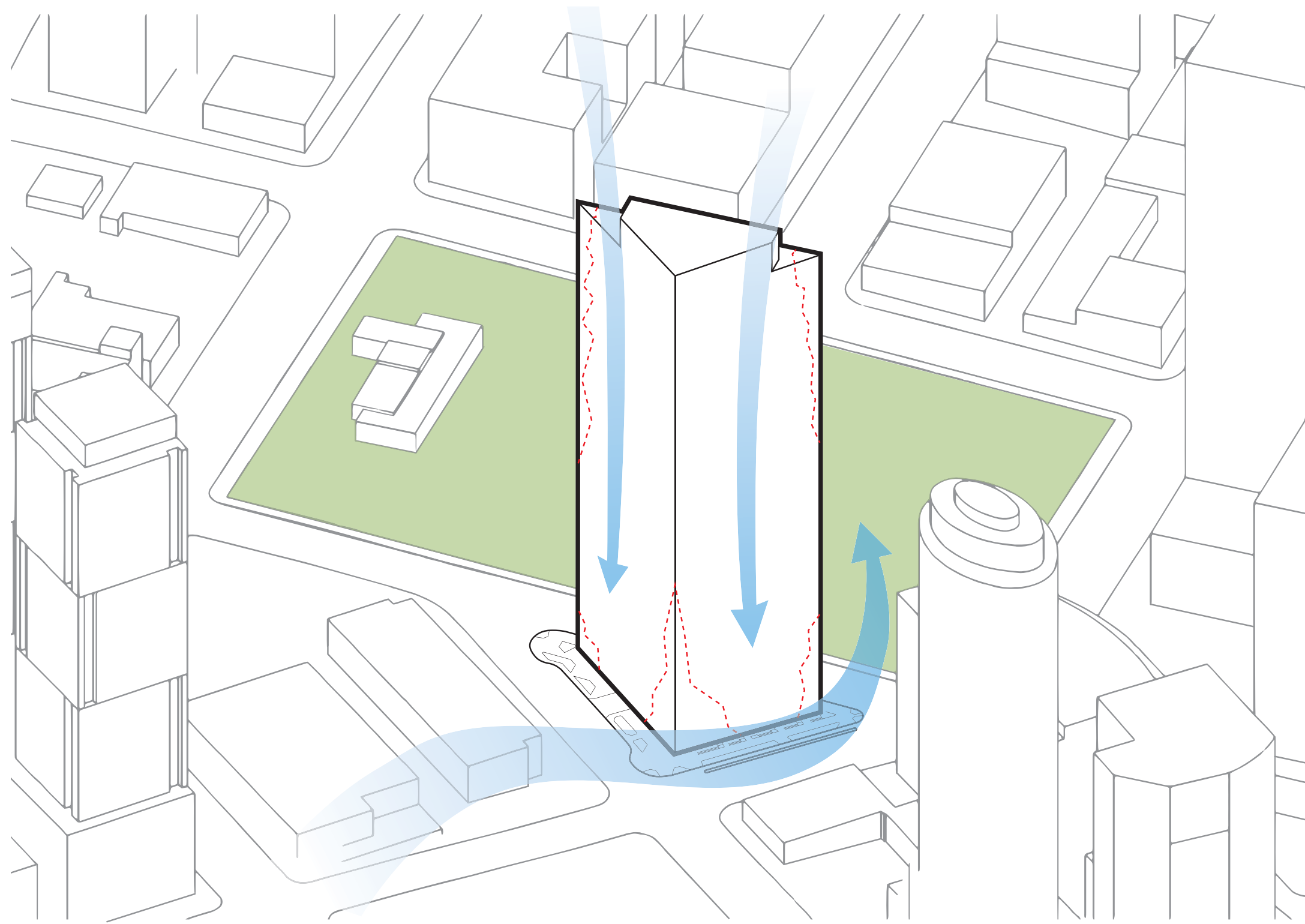
## 8.0 Project Design History



	EDG 1: OPTION 2	EDG 2: OPTION 3	DRB (OPTION 3 - DEVELOPED)
# STORIES:	38-Stories	42-Stories	42-Stories
# UNITS:	331 Units	286 Units	312 Units
AMENITY SF:	12,171 SF	12,797 SF	12,547 SF
COMMERCIAL SF:	5,020 SF	4,265 SF	4,068 SF
PARKING STALLS:	75 Stalls	75 Stalls	72 Stalls
BIKE STALLS:	110 Stalls	143 Stalls	143 Stalls
OPPORTUNITIES:	<ul style="list-style-type: none"> <li>• Fewer Stories</li> <li>• Dynamic Appearance</li> <li>• Expanded Green Street/Pedestrian Realm</li> </ul>	<ul style="list-style-type: none"> <li>• Soft transitions to surfaces of a triangular shape building.</li> <li>• 7'+ setback at Bell (Green) Street with opportunities for pedestrian pause platforms.</li> </ul>	<ul style="list-style-type: none"> <li>• Soft transitions to surfaces of a triangular shape building.</li> <li>• 7'+ setback at Bell (Green) Street with opportunities for pedestrian pause platforms.</li> </ul>
CONSTRAINTS:	<ul style="list-style-type: none"> <li>• Limited Modulation</li> <li>• Limited Balconies</li> </ul>	<ul style="list-style-type: none"> <li>• Requires Departure</li> </ul>	<ul style="list-style-type: none"> <li>• Requires Departure</li> </ul>
CODE COMPLIANCE:	No	No, 1 Departure Requested: Green Street Upper Level Setback	No, 2 Departures Requested

## 8.0 Project Design History | Design Concept

### SITE CONTEXT

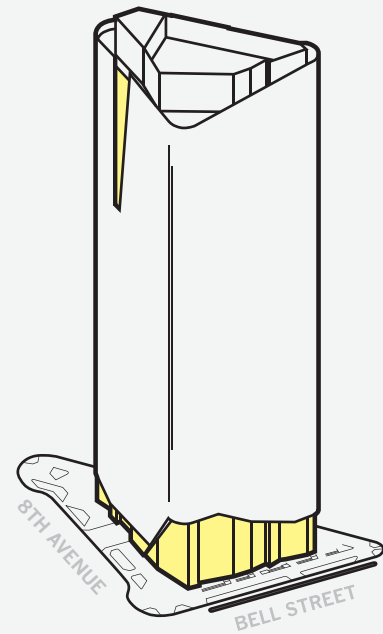


VIEW LOOKING NORTHWEST

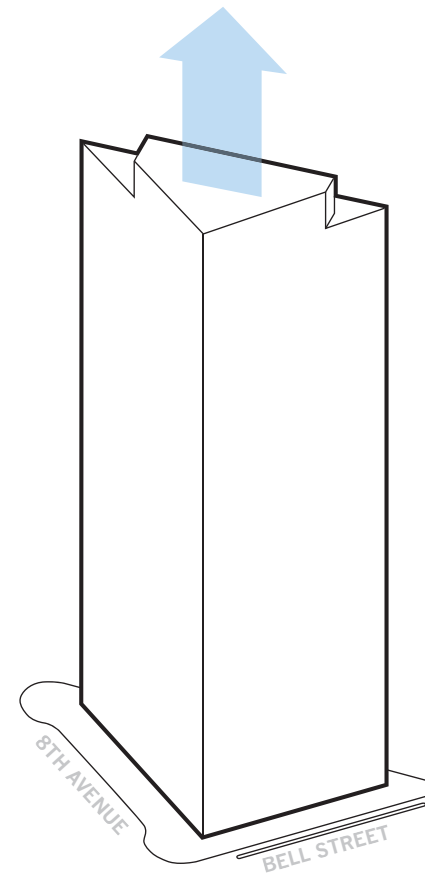
## 8.0 Project Design History

### MASSING CONCEPT

EDG 2 DESIGN

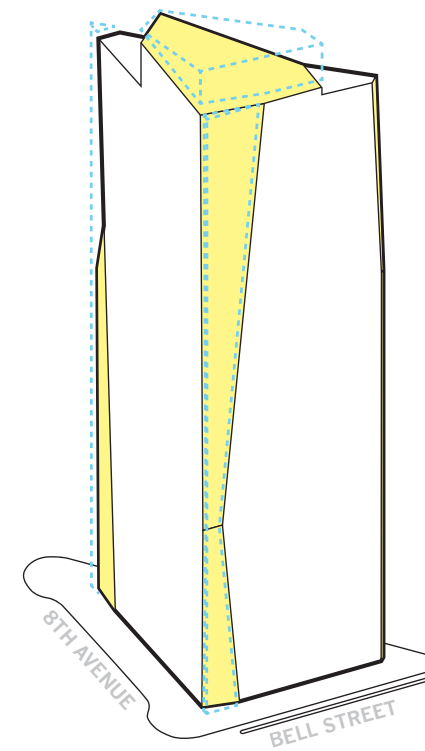


### DRB DESIGN REFINEMENT: BELL STREET FACADE



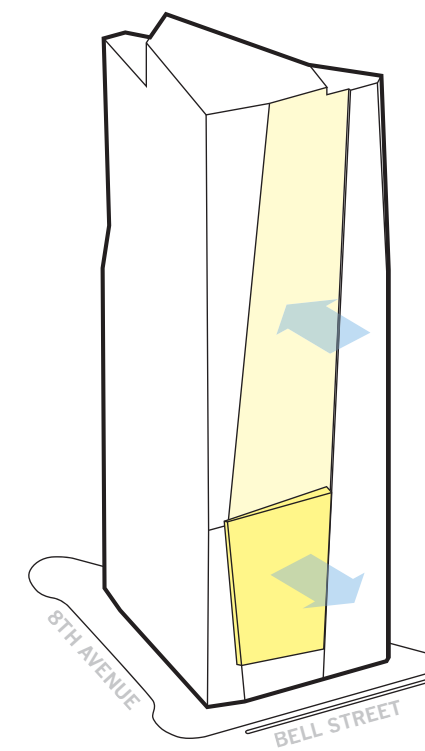
#### EXTRUSION

By extruding the property line upwards to maximum allowable height, the initial building massing begins to take shape. The facade on Bell Street is offset 8' from the property line to allow for future movement in the design and warrant a building free of a traditional podium.



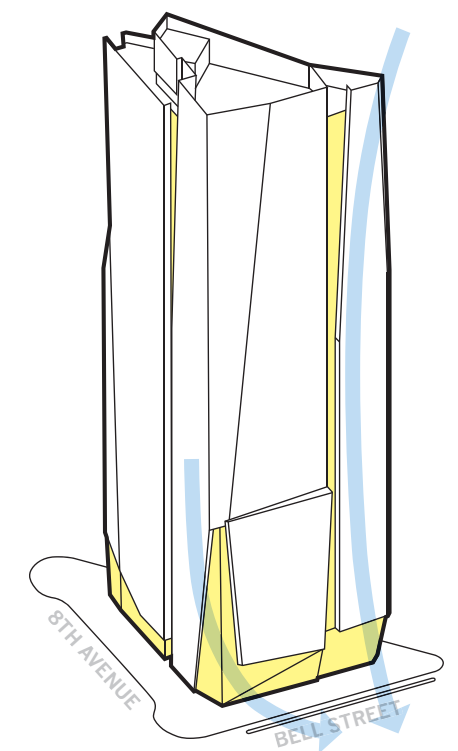
#### CHAMFERS

The building's three corners and roof are cut back to allow for a more slender and monolithic appearance. These angles also help to give a sense of entry on the ground floor and uniqueness to each side.



#### PUSH AND PULL

Further detail is added to the Bell Street facade by pushing and pulling part of the mass. This not only helps to break down the building's monolithic presence, but better engages with the sidewalk below.

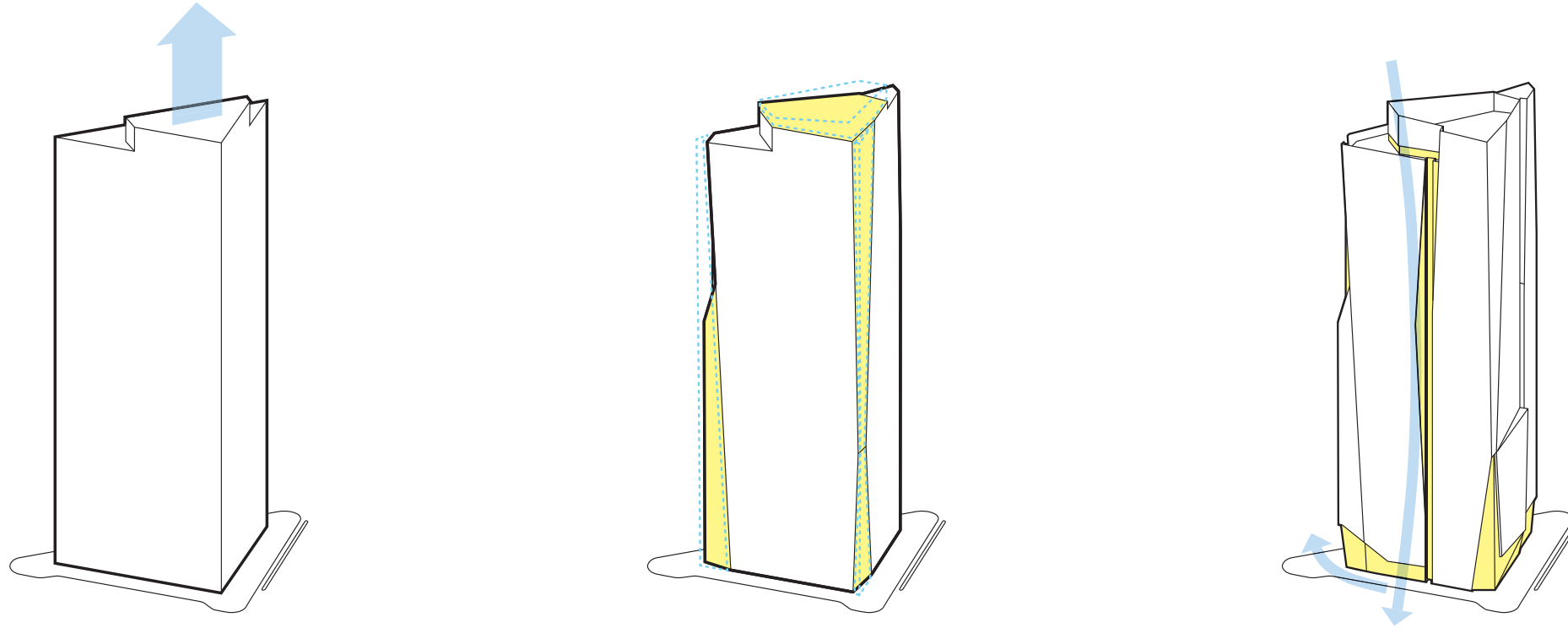


#### RECESSES

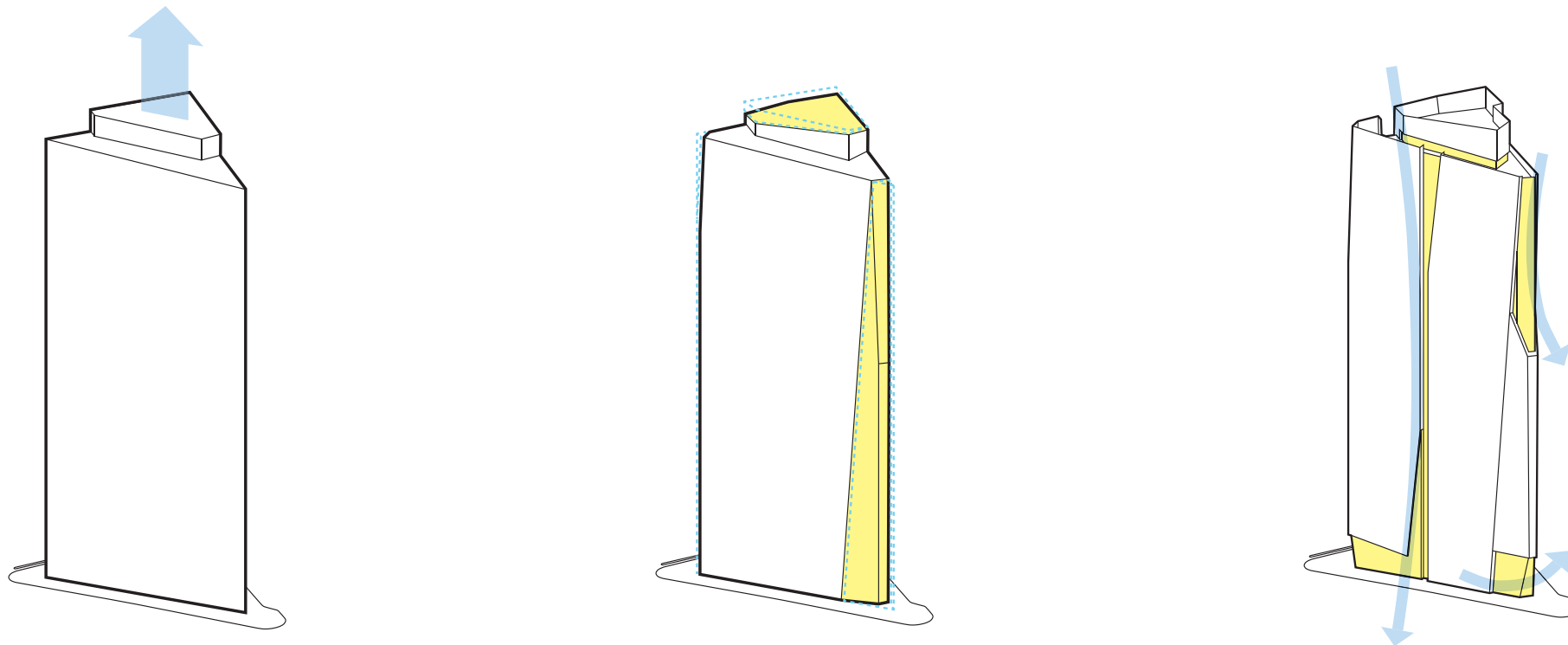
Vertical cuts are made on each side to open up space for decks and to give depth to the facade. Similar cuts along the base emphasize previous design moves and further define the building's entries.

## 8.0 Project Design History

### DRB DESIGN REFINEMENT: 8TH AVENUE FACADE



### DRB DESIGN REFINEMENT: DENNY WAY FACADE



**OVERALL FORM & MATERIALITY**

**BELL STREET ELEVATION**

**BUILDING CANOPIES**

**DISTINCT CHARACTER OF STREET CORNERS**

**PENTHOUSE ROOF FORM**



## 8.0 EDG 2 Design Review Response

### OVERALL FORM & MATERIALITY

#### EDG 2 COMMENTS

- 1. Massing and Architectural Concept.
- The Board acknowledged that they reviewed an interesting and challenging design concept at the first EDG and wanted to see that concept fully embraced at this stage, with that concept more clearly expressed throughout the building elevations, base and top (A2, B4).

#### DRB RESPONSE

The applicant revised the overall massing of the building to retain principals of massing and modulation from the original concept while eliminating the rounded corners. These are expressed on building facades, base and roof top. The language of eroded angular shapes with irregularity in location and form, peeled back exterior skin and tower meeting the sidewalk plane is consistently applied to entire building form. The concept of a sculpted monolith with vertical modulation help define a well-balanced building form.

EDG2 DESIGN: NORTHWEST VIEW



DRB DESIGN REFINEMENT: NORTHWEST VIEW



A Fissure: Depth & Texture  
B "Shard" Cut-Out

C Chamfered Corners  
D Sculpted Roof Form

## 8.0 EDG 2 Design Review Response

### OVERALL FORM & MATERIALITY

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EDG2 DESIGN: SOUTHWEST VIEW



DRB DESIGN REFINEMENT: SOUTHWEST VIEW



A Fissure: Depth & Texture

B "Shard" Cut-Out

C Chamfered Corners

D Sculpted Roof Form

## 8.0 EDG 2 Design Review Response

### OVERALL FORM & MATERIALITY

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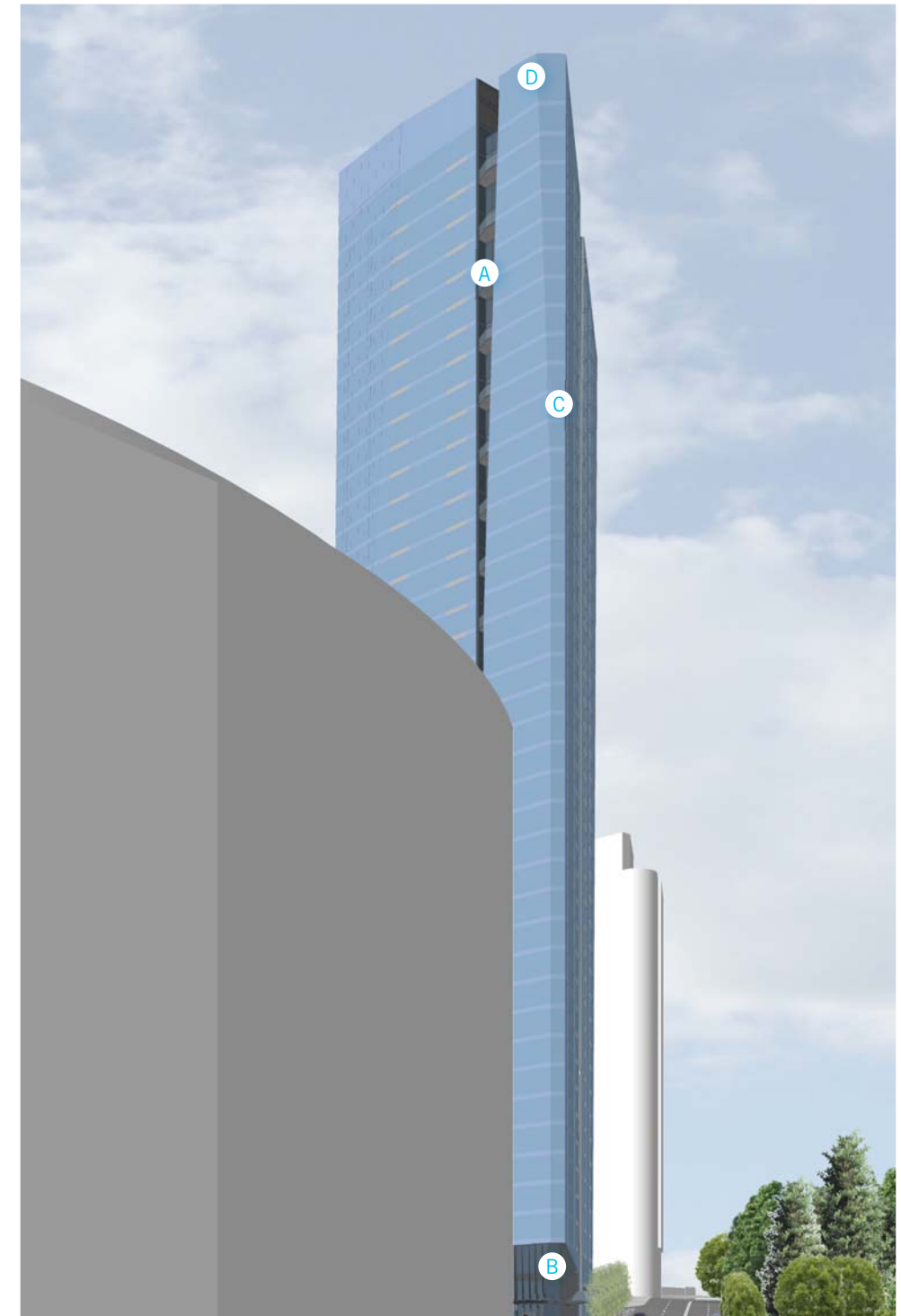
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EDG2 DESIGN: NORTHEAST VIEW



DRB DESIGN REFINEMENT: NORTHEAST VIEW



A Fissure: Depth & Texture

B "Shard" Cut-Out

C Chamfered Corners

D Sculpted Roof Form

## 8.0 EDG 2 Design Review Response

### OVERALL FORM & MATERIALITY

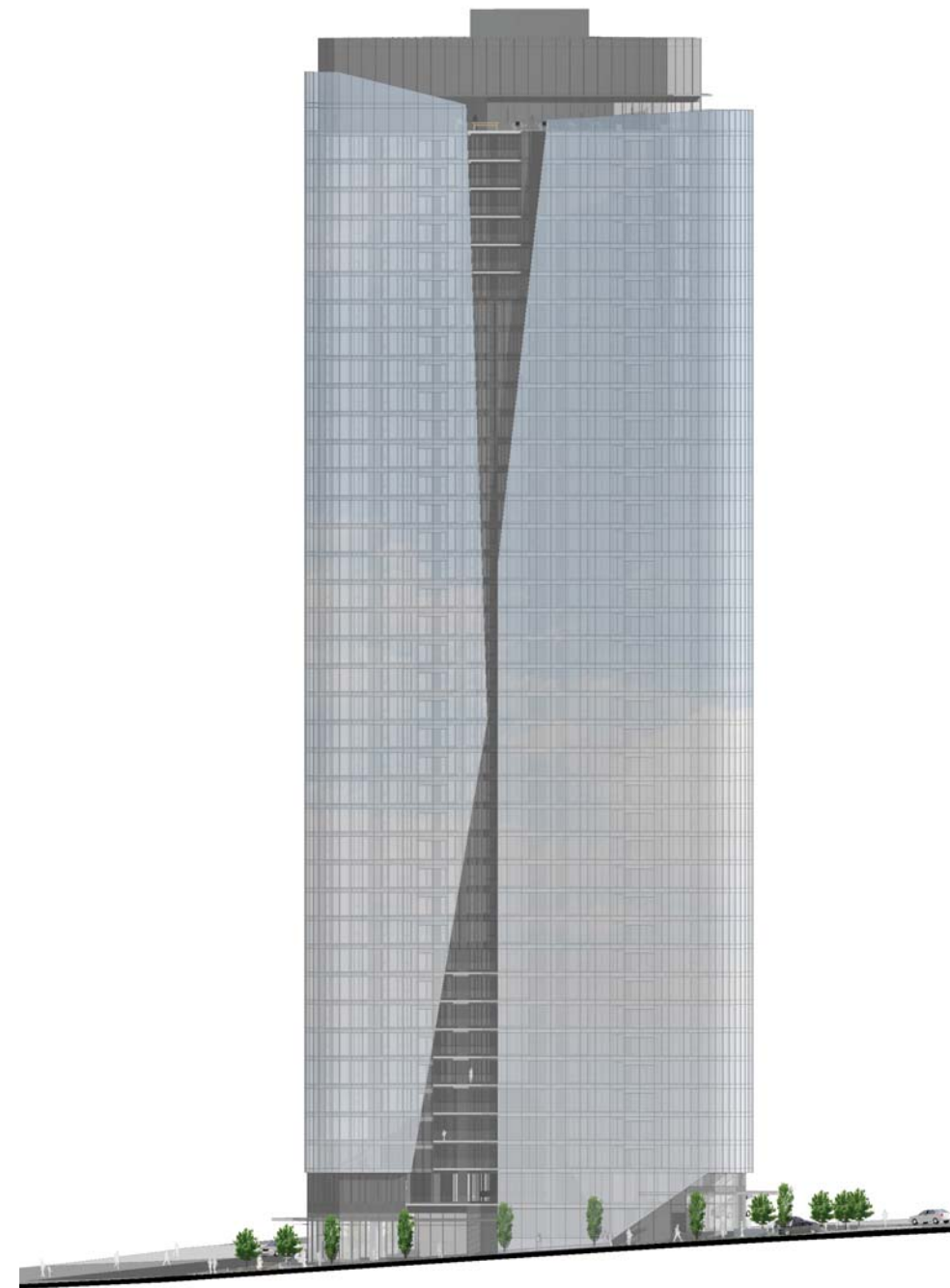
#### EDG 2 COMMENTS

1. Massing and Architectural Concept.
  - The Board noted that the eroded shapes of the base and top reinforced and related to each other in both plan view and the elevation views.
  - The Board felt the building base has been successfully resolved where the podium has been eliminated and instead the tower concept extends directly to the sidewalk creating a more dramatic and elegant solution consistent with the design concept. The Board was also very supportive of the irregular and dramatic base design, where the building skin appears to peel back in organic, angular forms (A2, B4).
  - The Board was also very pleased with the design of the building top, clearly expressing the chard-like language (A2).
  - The Board emphasized that the pushing down at the top and peeling up of the skin at the base were very successful (A2, B4)

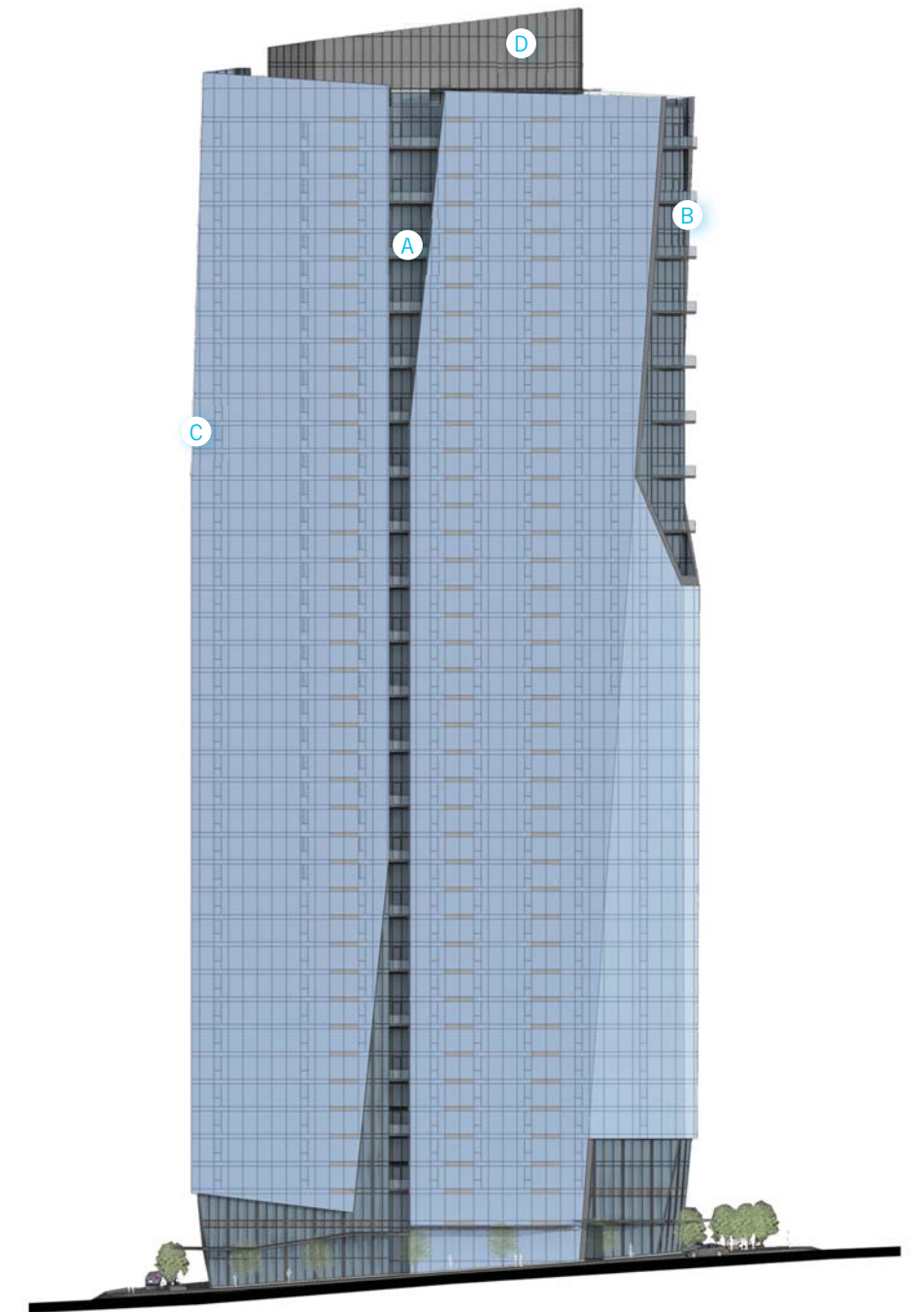
#### DRB RESPONSE

Based on this guidance, the applicant has developed the building form that reinforces the overall geometry in both plan views and elevation views. The proposal maintains the eroded and modulated base as well as sculpted top of the tower; the reliefs (fissures) are edited and one was added on the Bell street facade.

EDG2 DESIGN: NORTH ELEVATION



DRB DESIGN REFINEMENT: NORTH ELEVATION



- A Fissure: Depth & Texture
- B "Shard" Cut-Out
- C Chamfered Corners
- D Sculpted Roof Form

## 8.0 EDG 2 Design Review Response

### OVERALL FORM & MATERIALITY

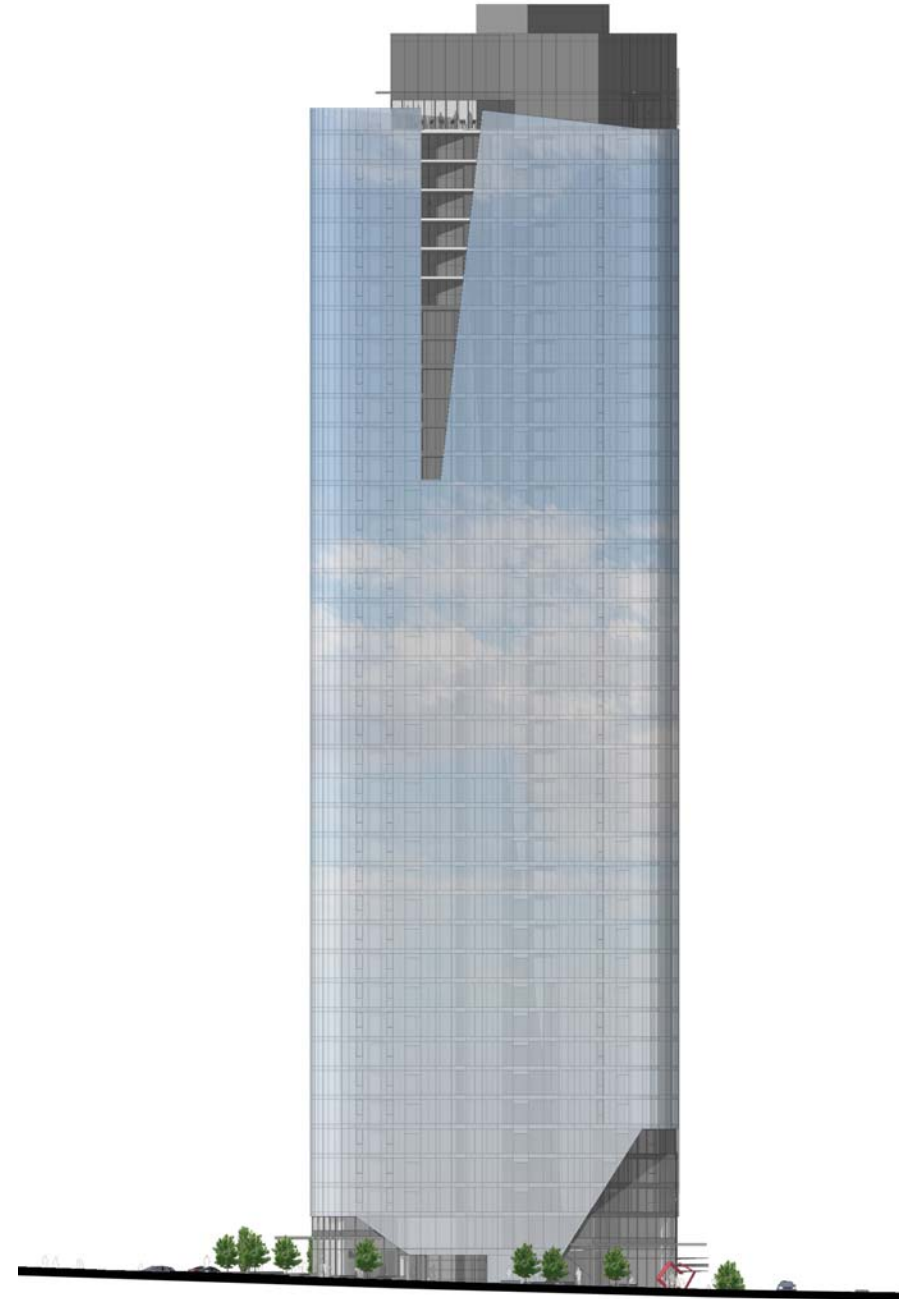
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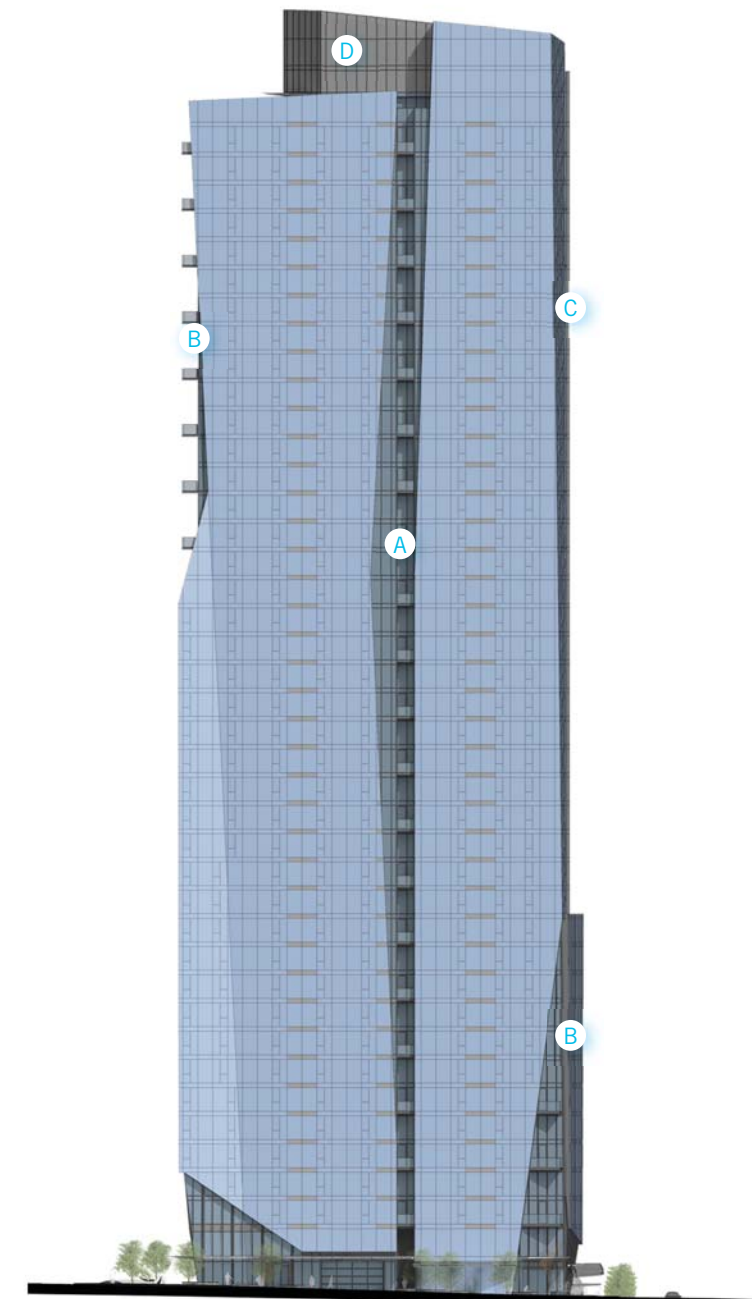
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EDG2 DESIGN: SOUTHWEST ELEVATION



DRB DESIGN REFINEMENT: SOUTHWEST ELEVATION



- A Fissure: Depth & Texture
- C Chamfered Corners
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## 8.0 EDG 2 Design Review Response

### OVERALL FORM & MATERIALITY

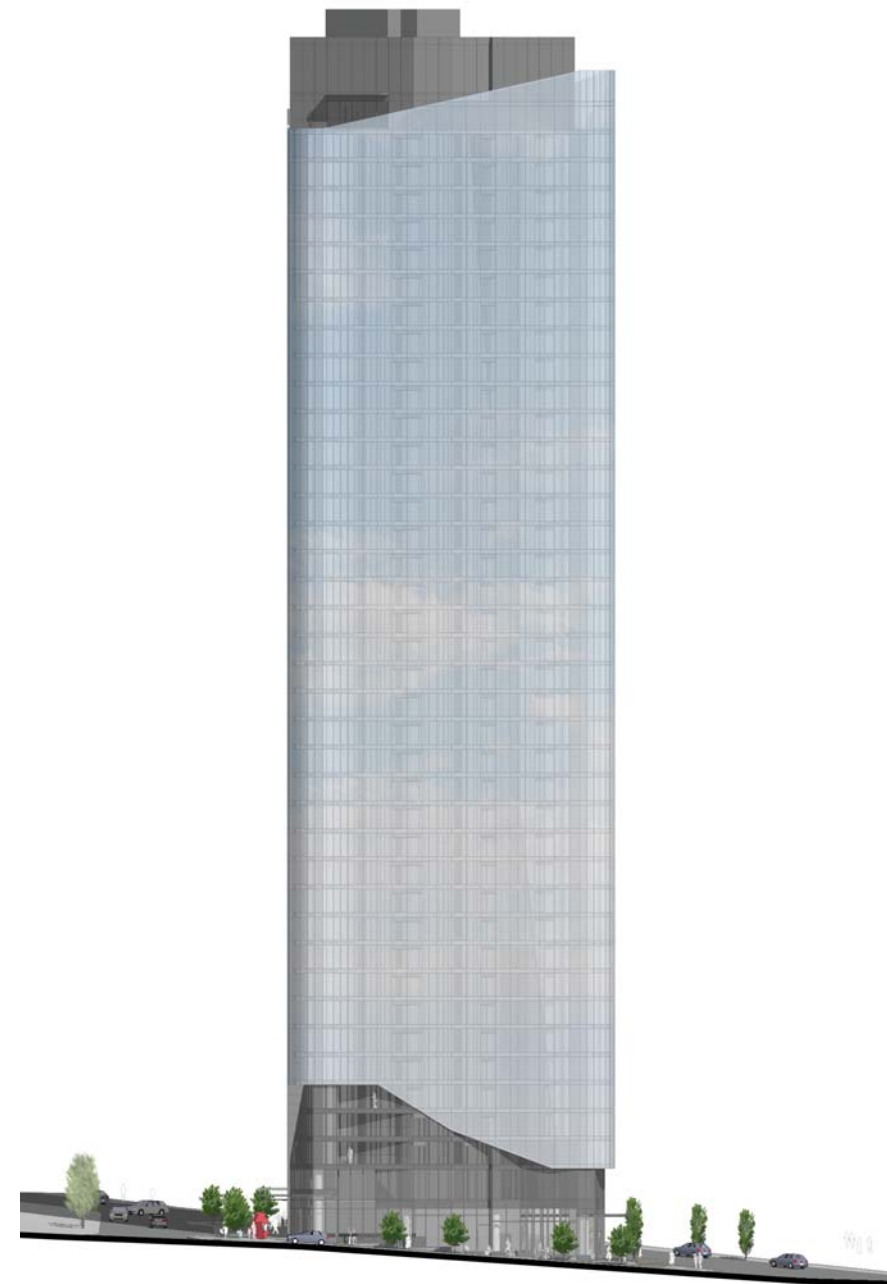
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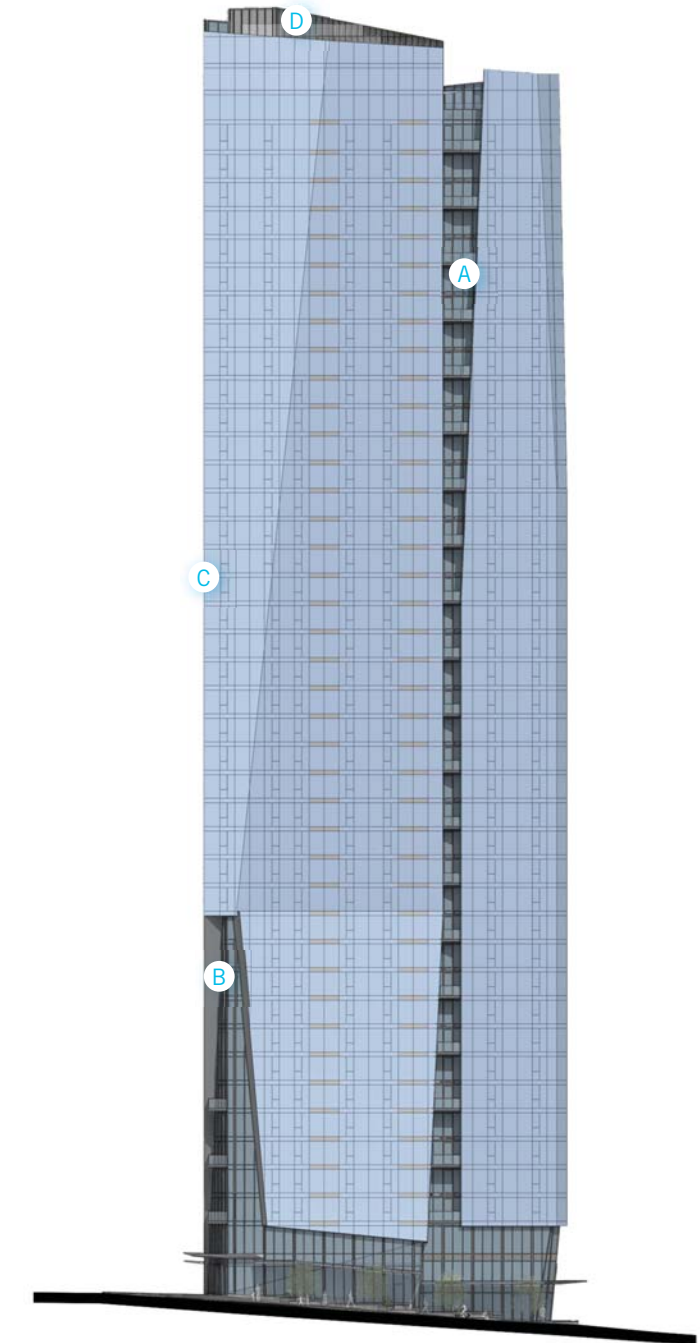
#### DRB RESPONSE

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EDG2 DESIGN: SOUTHEAST ELEVATION



DRB DESIGN REFINEMENT: SOUTHEAST ELEVATION



- A Fissure: Depth & Texture
- B "Shard" Cut-Out
- C Chamfered Corners
- D Sculpted Roof Form

## 8.0 EDG 2 Design Review Response

### OVERALL FORM & MATERIALITY

#### EDG 2 COMMENTS

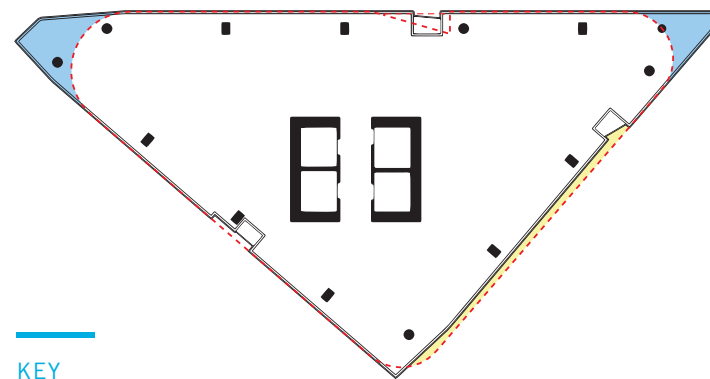
##### 1. Massing and Architectural Concept

- Of particular concern were the building corners, which were shown as a regular curved semi-circle form that extends the length of the tower on all three corners. The Board agreed that this extruded curvature was both inconsistent with the natural angular forms and fissures of the design concept and the regularity with which these corner curves occurred detracted from the organic, nature inspired design concept. The Board suggested that a more sheared off and/or varied and irregular corner

#### DRB RESPONSE

- The language of eroded angular shapes with irregularity in location and form, peeled back exterior skin and tower meeting the sidewalk plane is consistently applied to entire building form. The concept of a sculpted monolith with vertical modulation help define a well-balanced building form. These refinements in building design and constructibility review eliminates the rounded building corners to orthogonal elements that are sheared off to provide identifiable forms to building corners.

#### DRB: PLAN VIEW



#### KEY

- Overlap
- Overlap
- - EDG2 Design

EDG2 DESIGN



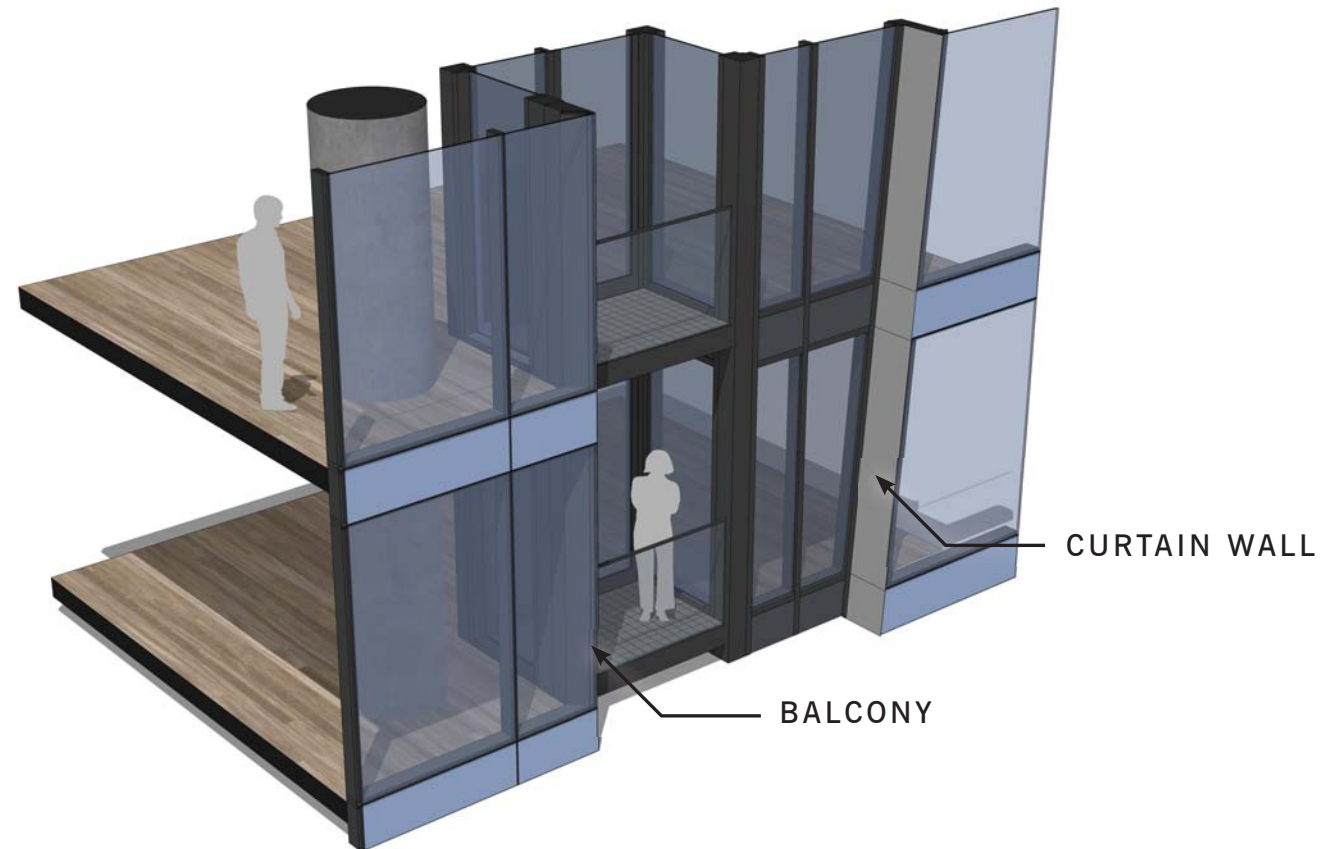
DRB DESIGN REFINEMENT



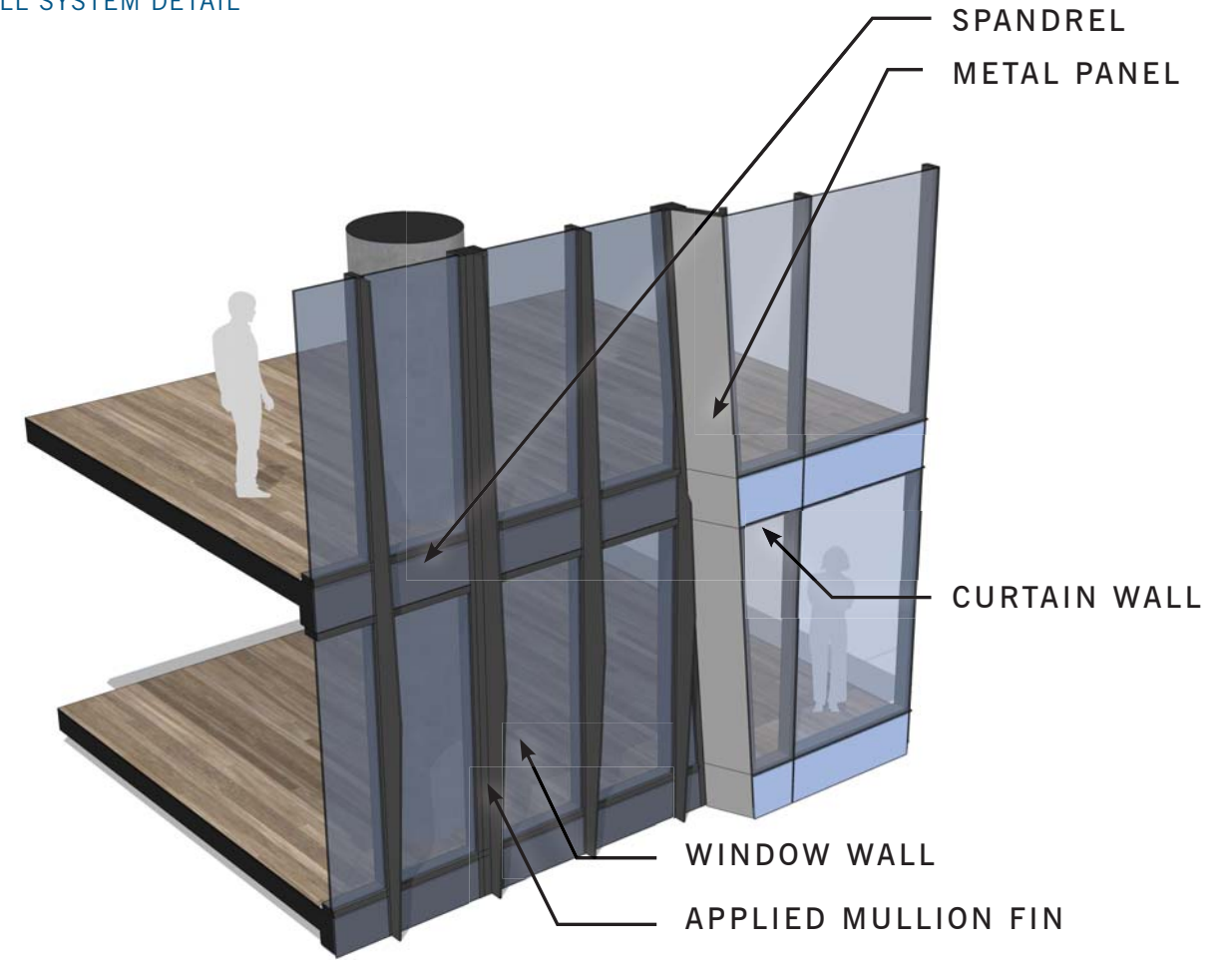
# 8.0 EDG 2 Design Review Response

## OVERALL FORM & MATERIALITY

### BALCONY DETAIL



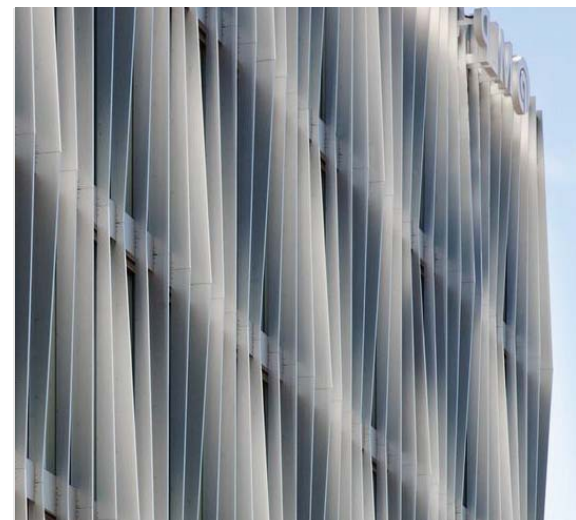
### WALL SYSTEM DETAIL



### SIMILAR BUILDINGS IN THE NEIGHBORHOOD



### MATERIAL DETAILS





## 8.0 EDG 2 Design Review Response

### BELL STREET ELEVATION

#### EDG 2 COMMENTS

##### 2. Bell Street Elevation

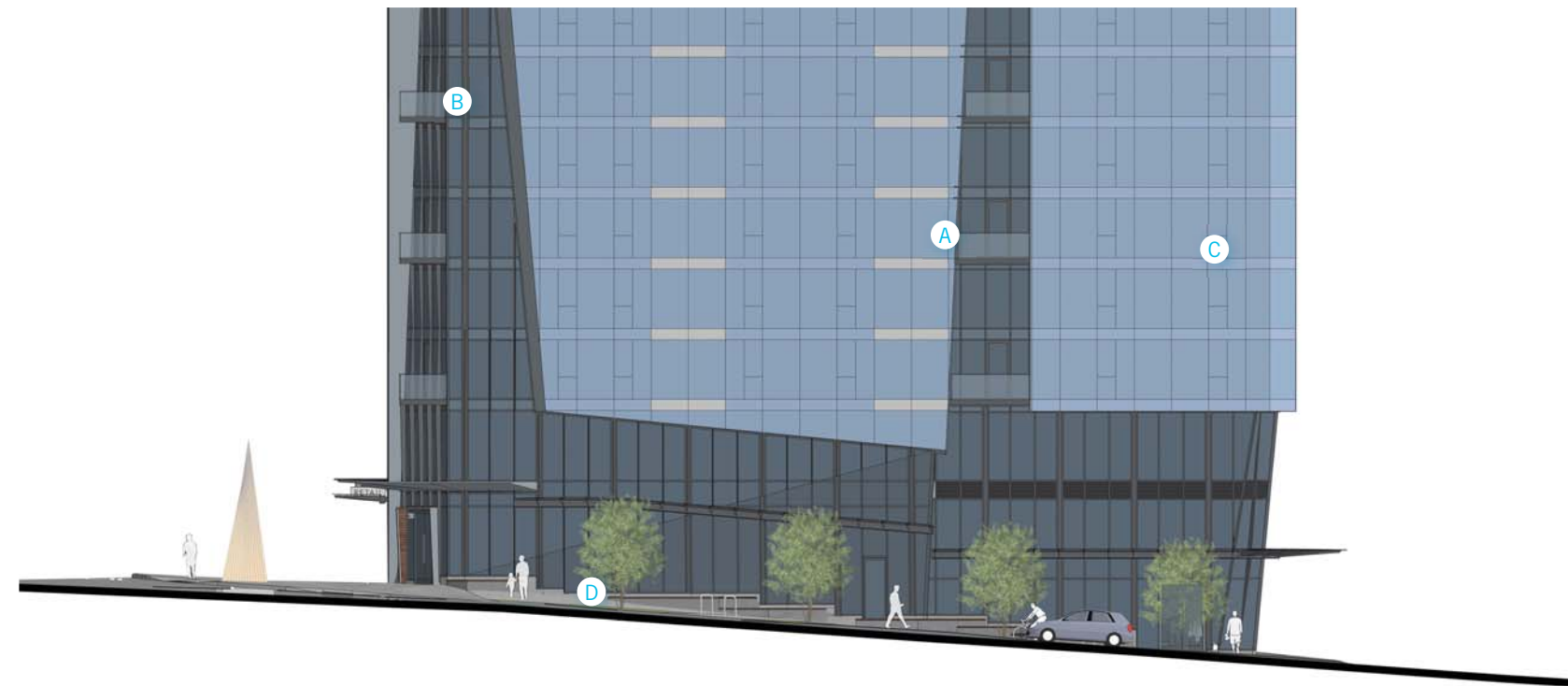
- As discussed above in the discussion of the tower design, the Board focused on the Bell Street tower elevation specifically noting that this elevation needed greater attention integrating the 'fissure' design concept fully on this elevation. This treatment should provide the modulation that is intended (and reiterated by the Board's guidance) on the other two elevations (A2, B4).

#### DRB RESPONSE

Based on Board's recommendation, a continuous fissure is integrated on Bell Street facade that is similar in concept to fissures on other two facades. This fissure on the Bell Street facade help facade modulation while peeling back the tower skin and visually connecting commercial and residential lobby spaces at street level. Street level experience is further enhanced with wood decked seating platforms complementing the building geometry.

#### DRB: DESIGN REFINEMENT

- A** Fissure: Depth & Texture    **B** "Shard" Cut-Out    **C** Chamfered Corners    **D** Public Outdoor Space



BELL STREET ELEVATION

#### EDG2 DESIGN



BELL STREET ELEVATION

## 8.0 EDG 2 Design Review Response

### 8TH AVE ELEVATION

#### EDG 2 COMMENTS

##### 3. Streetscape.

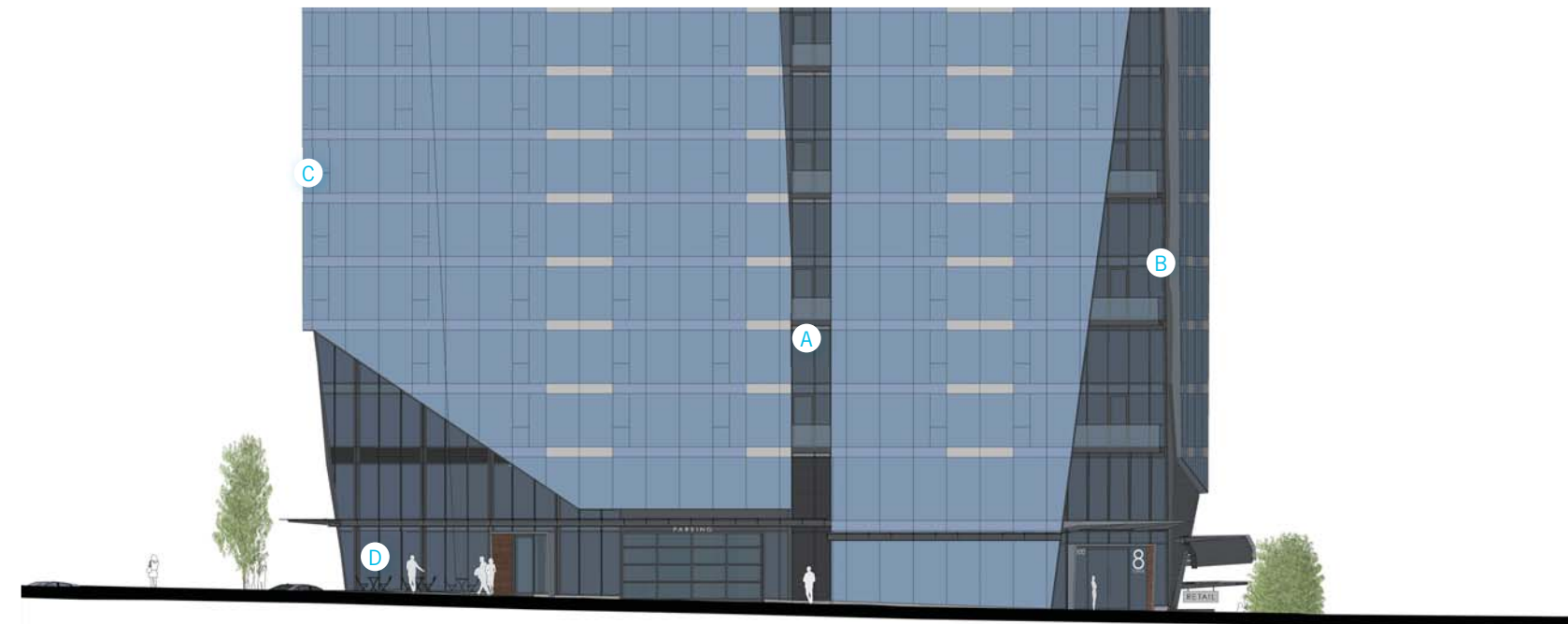
- The Board felt the manner and shape in which the skin was pulled up at the base of 8th and Bell was very successful. The Board encouraged using this same strategy around the rest of the building (B4).

#### DRB RESPONSE

Architectural language of successful tower and base integration along the Bell Street is now integrated on other two facades to enhanced “reveal” around the base of the building. This design approach has resulted into unique conditions on all three facades and corners. The architectural design is coordinated with landscape and hardscape treatments on street level enhancing tower to base relationship, inside outside visual continuity and pedestrian experiences.

#### DRB: DESIGN REFINEMENT

- A** Fissure: Depth & Texture    **B** “Shard” Cut-Out    **C** Chamfered Corners    **D** Public Outdoor Space



8TH AVE ELEVATION

#### EDG2 DESIGN



8TH AVE ELEVATION

## 8.0 EDG 2 Design Review Response

### DENNY WAY ELEVATION

#### EDG 2 COMMENTS

##### 3. Streetscape.

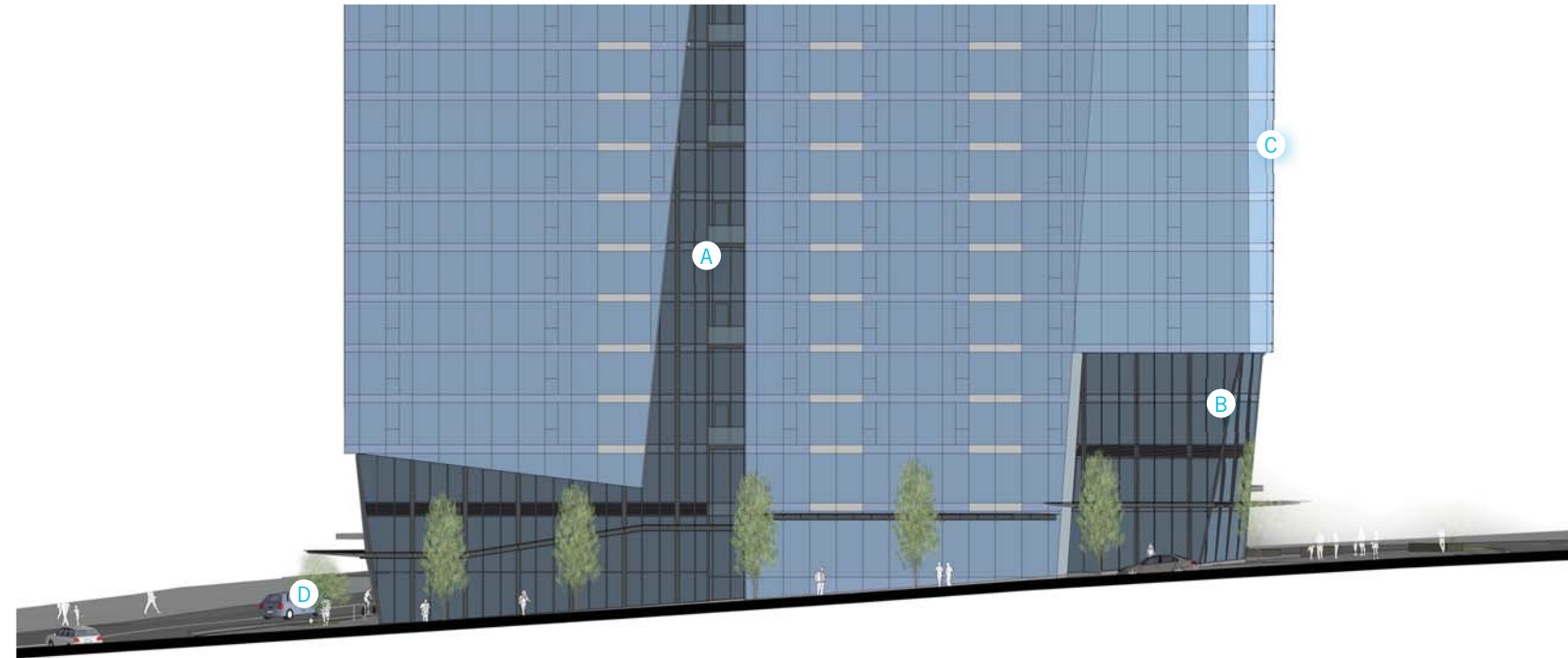
- The Board felt the manner and shape in which the skin was pulled up at the base of 8th and Bell was very successful. The Board encouraged using this same strategy around the rest of the building (B4).

#### DRB RESPONSE

Architectural language of successful tower and base integration along the Bell Street is now integrated on other two facades to enhanced “reveal” around the base of the building. This design approach has resulted into unique conditions on all three facades and corners. The architectural design is coordinated with landscape and hardscape treatments on street level enhancing tower to base relationship, inside outside visual continuity and pedestrian experiences.

#### DRB: DESIGN REFINEMENT

- A** Fissure: Depth & Texture    **B** “Shard” Cut-Out    **C** Chamfered Corners    **D** Public Outdoor Space



DENNY WAY ELEVATION

#### EDG2 DESIGN



DENNY WAY ELEVATION

## 8.0 EDG 2 Design Review Response

### BELL STREET PERSPECTIVE

#### EDG 2 COMMENTS

##### 3. Streetscape.

- The Board agreed with public comment that wider sidewalks would be preferred and would help justify their consideration of the Green Street setback departure request (B3.3, C1.3).

#### DRB RESPONSE

Based on our field observations, the Bell Street sidewalk on the project side is visualized as an active pedestrian walkway with adjacent dedicated bike lane. This is further acknowledged by comments from public and the board. The location of the building facade along the Bell Street is set back varies between 8'-10' to 9'-11" from the property line. This increases the visual and usable sidewalk between 20'-10" to 21'-11" from curb including the landscape planting strip, bike racks and wood decked seating platforms. The sidewalk width exceeds minimum requirements established by SDOT. Further, this width is increase by creating extension of walkway surface to the face of the building and sprinkled with wood slat seating platforms that are irregular in geometry responding to the architectural language of the building form. Deep overhead articulated overhead canopy is modulated with sidewalk grade to enhance the pedestrian experiences.

#### DRB DESIGN REFINEMENT: BELL STREET

**A** Canopies    **B** Retail Signs    **C** Unique Entry    **D** Sitting Platforms



BELL STREET PERSPECTIVE

#### EDG2 DESIGN: BELL STREET



BELL STREET PERSPECTIVE

# 8.0 EDG 2 Design Review Response

## BELL STREET - GREEN STREET

### DRB DESIGN REFINEMENT

- A Canopies
- B Retail Signs
- C Unique Entry
- D Sitting Platforms



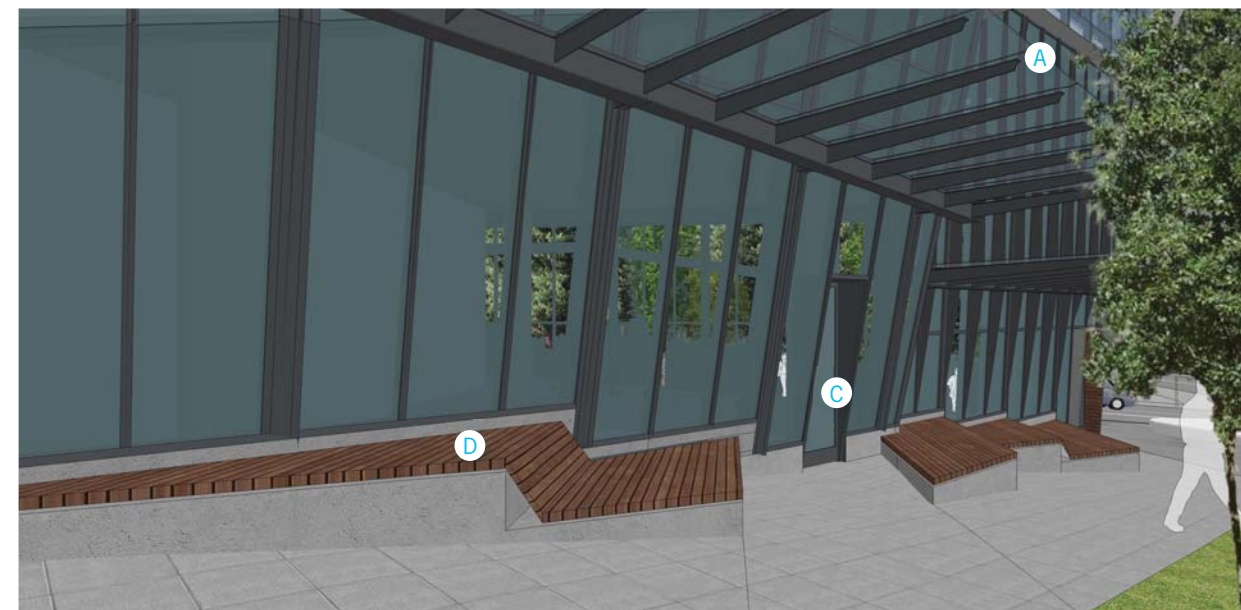
1. CORNER OF 8TH AVENUE & BELL STREET



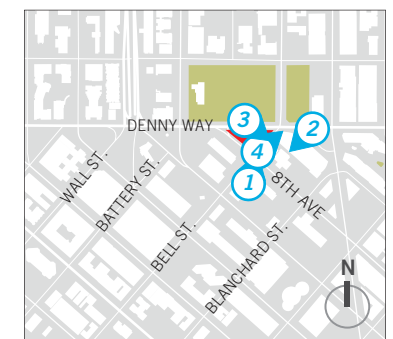
2. BELL STREET LOOKING SOUTHWEST



3. INSIDE BUILDING, LOOKING AT BELL STREET



4. VIEW OF BELL STREET LOOKING NORTHEAST

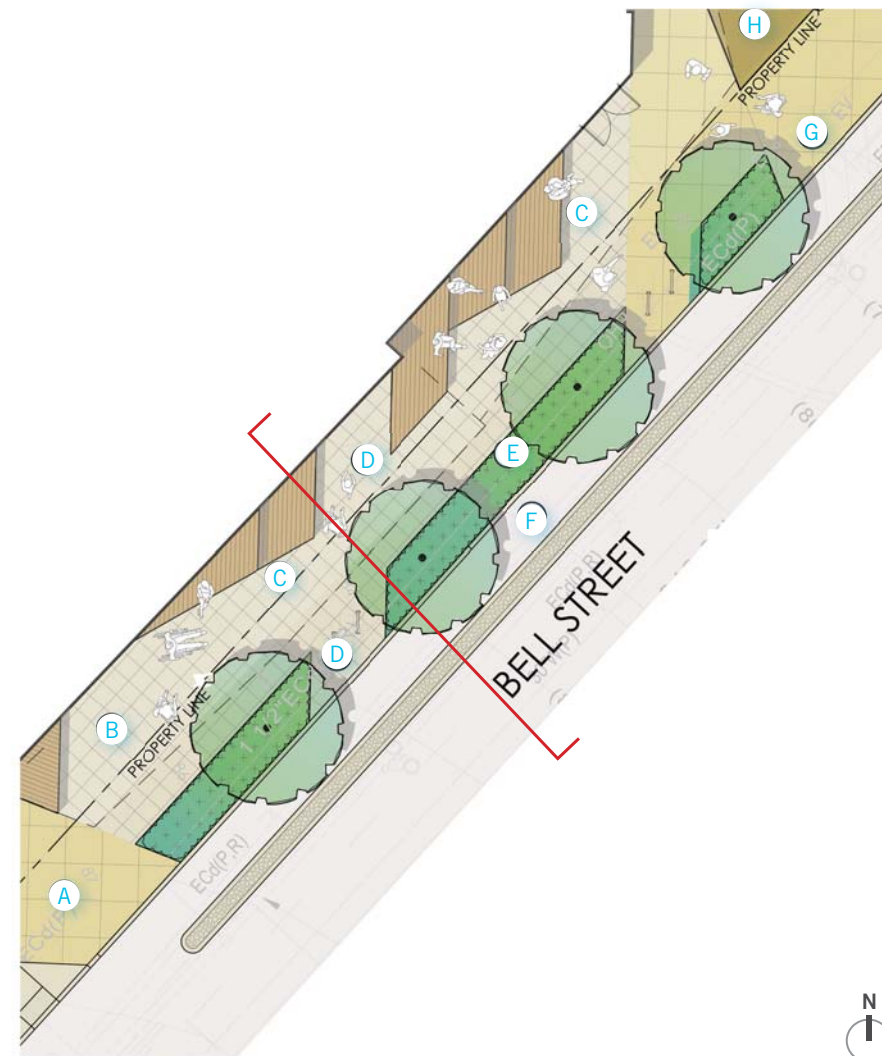


## 8.0 EDG 2 Design Review Response

### BELL STREET - GREEN STREET

#### BELL STREET LANDSCAPE PLAN

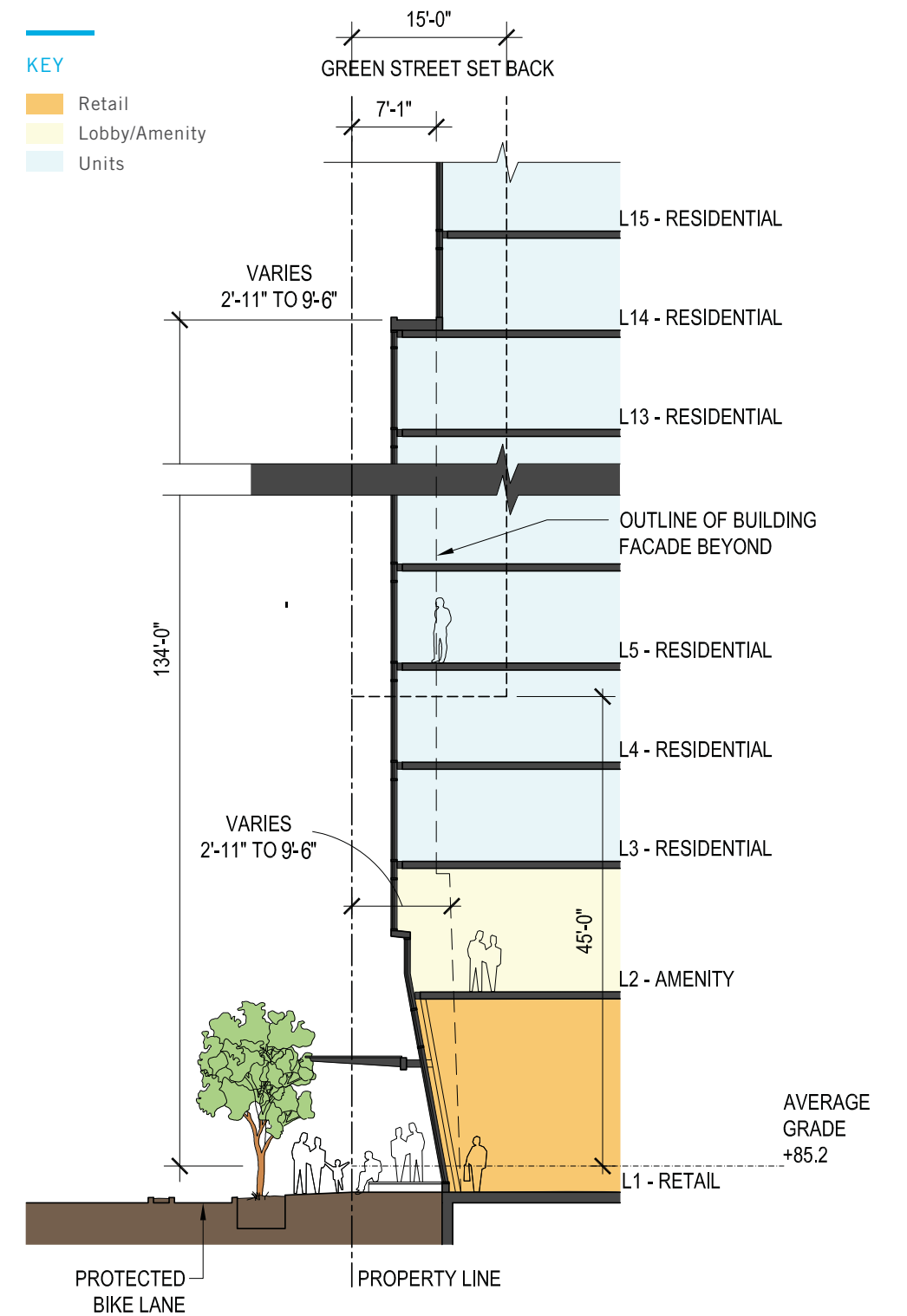
- A** 45-degree scoring at corners, light broom finish, sawcut joints
- B** Building pulled back, overhead canopy for better pedestrian activity
- C** Folded wood benches protected by canopy
- D** Commercial Entry
- E** Bell Street angled, extending planting strips
- F** Bike Rack
- G** Corner Stone Seating



#### SECTION

##### KEY

- Retail
- Lobby/Amenity
- Units



#### GREEN STREET REFERENCE IMAGES



## 8.0 EDG 2 Design Review Response

### BUILDING CANOPIES

#### EDG 2 COMMENTS

##### 3. Streetscape

- The Board acknowledged public comment about the overhead canopies and agreed that the design of these canopies should not detract from the concept of the tower meeting the base directly with forms that erode and peel back from the tower skin. The canopies should be designed as glassy and frameless elements that provide overhead weather protection, but blend seamlessly into the building design without breaking the concept with an abrupt horizontal projection or detract from the subtractive quality of the base design (B4, C5.1).
- The Board also noted that the shape, form and height of the canopies should be irregular and faceted to reinforce the design concept (B4, C5.1).
- The Board agreed with public comment that the integration of the Bell Street Concept Plan into the design of this streetscape was very positive (B3.3, C1.3).

#### DRB RESPONSE

Overhead canopies are integrated with the tower base “reveal” while modulated to work with sidewalk grade and provide maximum protection over sidewalks. Canopies are simplified for a glassy look and frameless edge toward the streets with fritted glass and articulated to compliment facade geometries. A prominent canopy was added to the residential entry to make it clearly identifiable. Canopies are sloped toward the building to protect pedestrians on sidewalks from dripping water.

In concert with the architectural facade language of the eroded angular shapes with irregularity in location and form, peeled back exterior skin, overhead canopies as well are shaped, faceted and modulated to reflect the changes of facade systems along each street.

#### DRB: DESIGN REFINEMENT

- A** Light Fritted Glass    **B** Fine Blade Structure    **C** Extensive Overhang for Public Space



CANOPY VIEW

#### EDG2 DESIGN

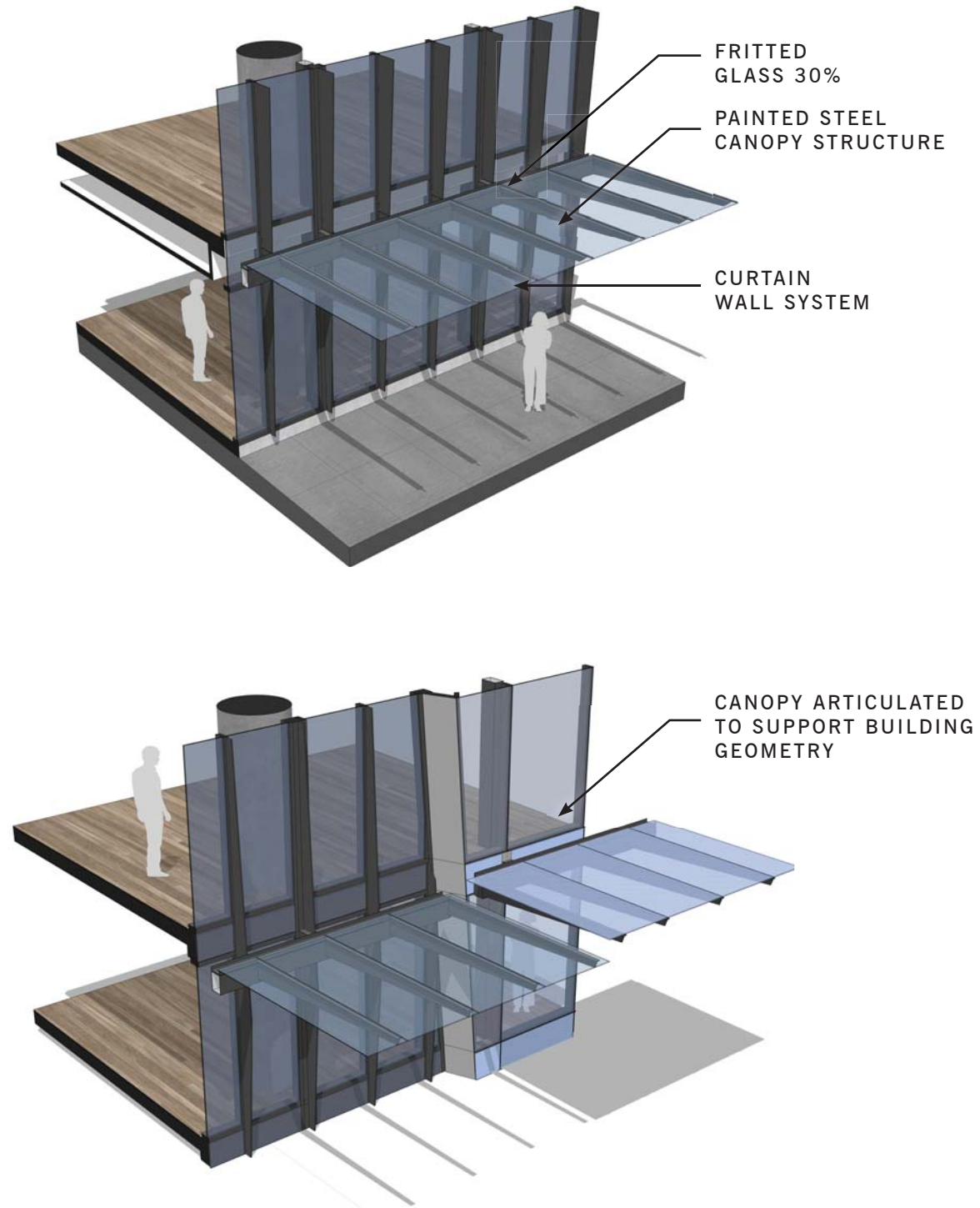


CANOPY VIEW

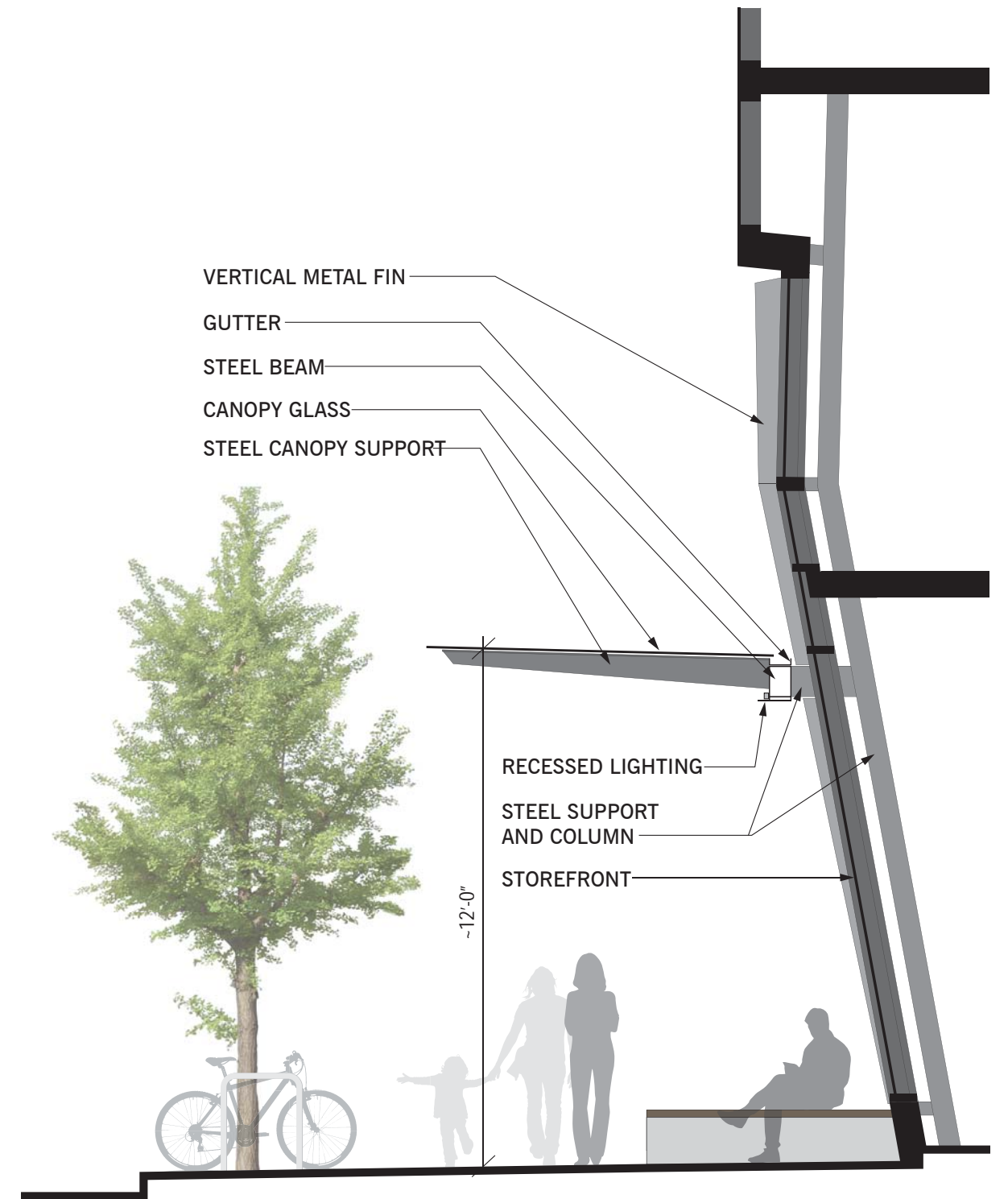
# 8.0 EDG 2 Design Review Response

## BUILDING CANOPIES

### CANOPY DETAILS



### TYPICAL CANOPY SECTION





## 8.0 EDG 2 Design Review Response

### PARK CORNER

#### EDG 2 COMMENTS

##### 3. Streetscape

- The Board echoed public comment in support of the setback building corners, opening up the ground plane for physical and visual circulation for pedestrians (B3.3, C1.3).
- The Board was supportive of the landscape design concept and agreed with public comment that each of the three corners should be designed with a distinct language and expression that responds to the unique conditions of each corner (B1, B3.3, C1.3).

#### DRB RESPONSE

Encouraged by comments from the board and the public, building corners are articulated, especially at the sidewalk level. All corners are setback to improve physical space and visual continuity.

The NW corner of the site is envisioned as The Park Corner responding to Denny Park across the street. This corner is enhanced with retail that is setback from the property line creating outdoor seating platforms, integrated landscape areas with seating benches, special "Beech Tree" and opportunity for outdoor seating for commercial use.

#### DRB: DESIGN REFINEMENT

- A** Denny Way too narrow and crowded; moved entry away from corner
- B** Open entry up to plaza
- C** Create a more human-scale experience with public open space, additional trees, and additional seating



CORNER OF 8TH AVENUE & DENNY WAY

#### EDG2 DESIGN

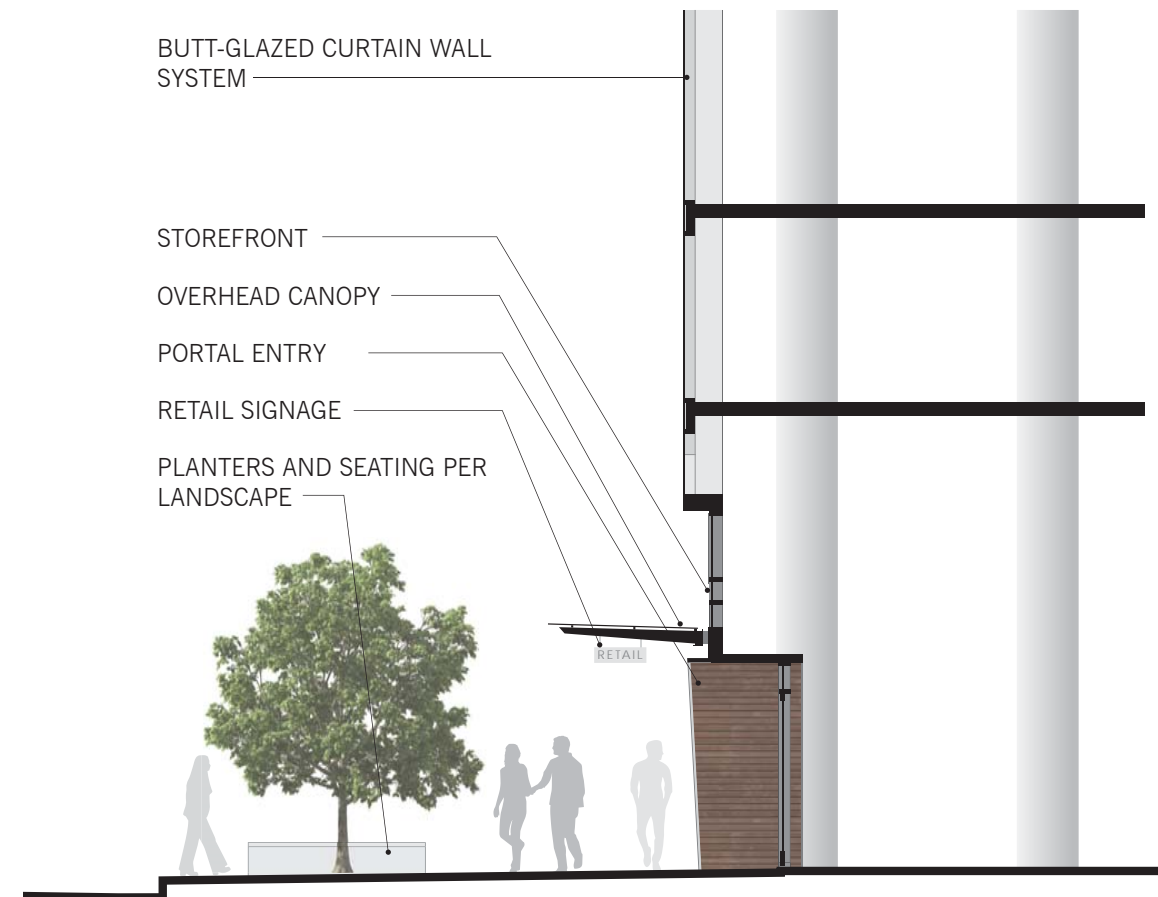


CORNER OF 8TH AVENUE & DENNY WAY

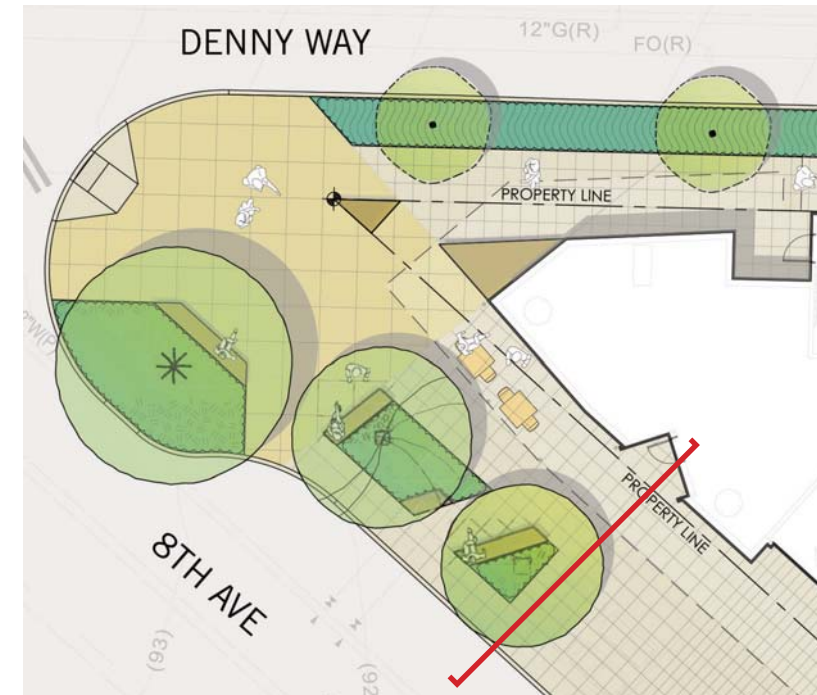
# 8.0 EDG 2 Design Review Response

## PARK CORNER

### 8TH AVENUE & DENNY WAY SECTION

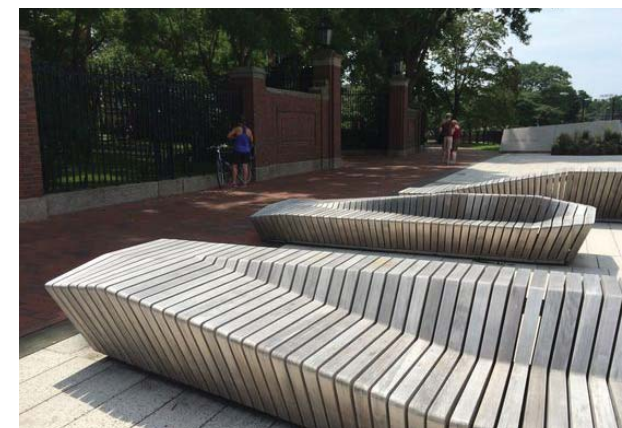
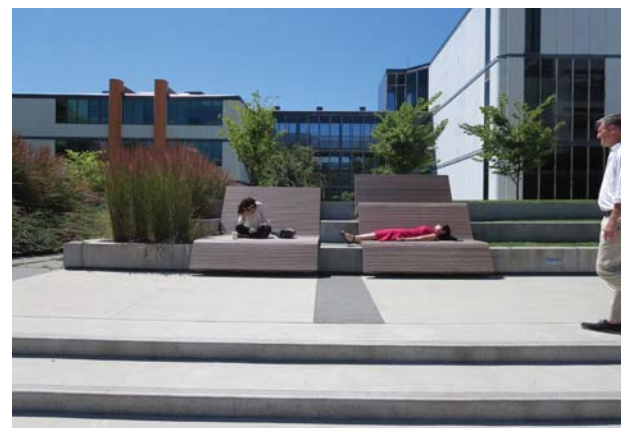


### SITE DIAGRAM



PLAN KEY  
Section Cut

### INSPIRATION IMAGES



## 8.0 EDG 2 Design Review Response

### RETAIL CORNER

#### EDG 2 COMMENTS

##### 3. Streetscape

- The Board echoed public comment in support of the setback building corners, opening up the ground plane for physical and visual circulation for pedestrians (B3.3, C1.3).
- The Board was supportive of the landscape design concept and agreed with public comment that each of the three corners should be designed with a distinct language and expression that responds to the unique conditions of each corner (B1, B3.3, C1.3).

#### DRB RESPONSE

Encouraged by comments from the board and the public, building corners are articulated, especially at the sidewalk level. All corners are setback to improve physical space and visual continuity.

The corner at Denny Way and Bell Street is also set back to retail front and create space for outdoors seating and activities.

#### DRB: DESIGN REFINEMENT

- A** Retail entry set back from Denny Way
- B** Updated landscape design to improve physical space
- C** Create a more human-scale experience with public open space and additional seating



CORNER OF DENNY WAY & BELL STREET

#### EDG2 DESIGN

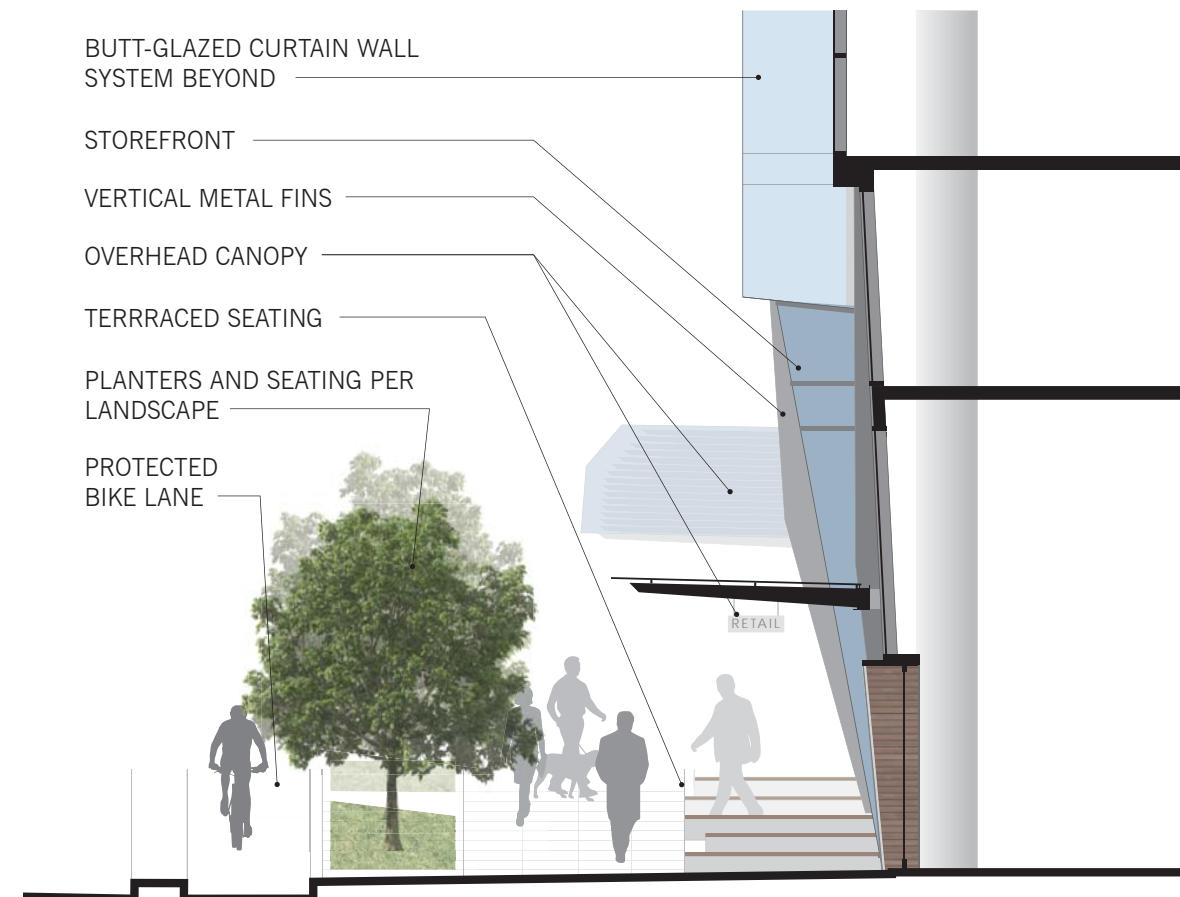


CORNER OF DENNY WAY & BELL STREET

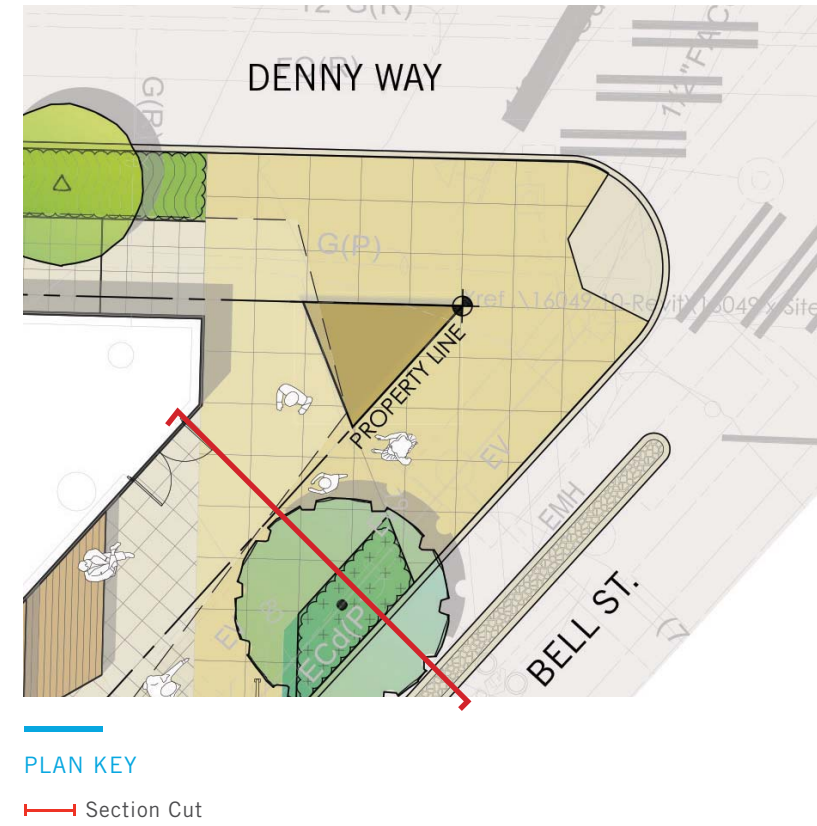
## 8.0 EDG 2 Design Review Response

### RETAIL CORNER

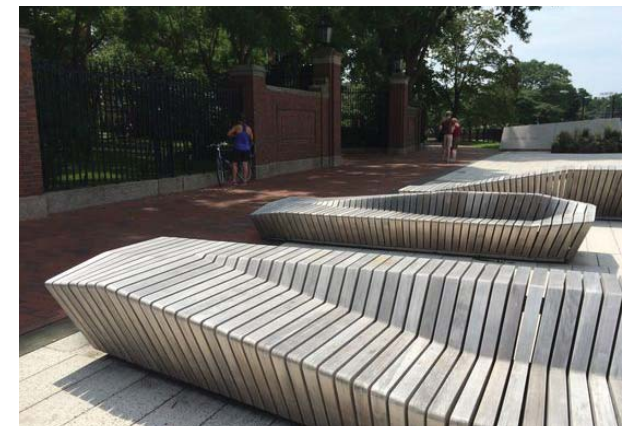
#### DENNY WAY & BELL STREET SECTION



#### SITE DIAGRAM



#### INSPIRATION IMAGES



## 8.0 EDG 2 Design Review Response

### ART CORNER

#### EDG 2 COMMENTS

##### 3. Streetscape

- The Board echoed public comment in support of the setback building corners, opening up the ground plane for physical and visual circulation for pedestrians (B3.3, C1.3).
- The Board was supportive of the landscape design concept and agreed with public comment that each of the three corners should be designed with a distinct language and expression that responds to the unique conditions of each corner (B1, B3.3, C1.3).

#### DRB RESPONSE

Encouraged by comments from the board and the public, building corners are articulated, especially at the sidewalk level. All corners are setback to improve physical space and visual continuity.

The South corner is visualized as an art corner with an art object up lighted with in ground light fixtures, entrance to residential lobby with identifiable overhead canopy, and adjacent seating platforms.

#### DRB: DESIGN REFINEMENT

- A** Create a wide and welcoming right of way for pedestrian and bicycle access
- B** Open entry to Bell Street and protect from busy Denny Way
- C** Create a more human-scale experience with public open space, additional trees, and additional seating



CORNER OF 8TH AVE & BELL ST.

#### EDG2 DESIGN

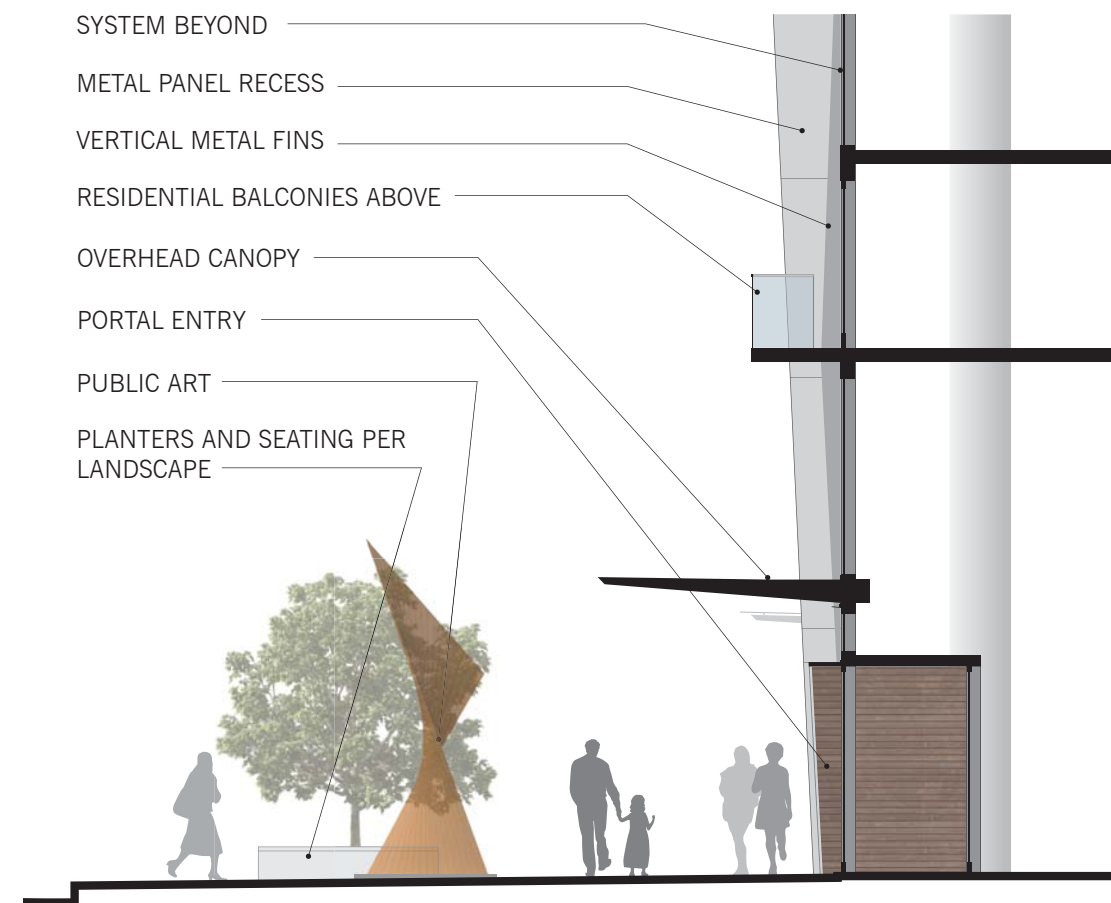


CORNER OF 8TH AVE & BELL ST.

## 8.0 EDG 2 Design Review Response

### ART CORNER

#### 8TH AVENUE & BELL STREET SECTION



#### SITE DIAGRAM



#### PLAN KEY

Section Cut

#### ART EXAMPLES



## 8.0 EDG 2 Design Review Response

### PENTHOUSE ROOF FORM

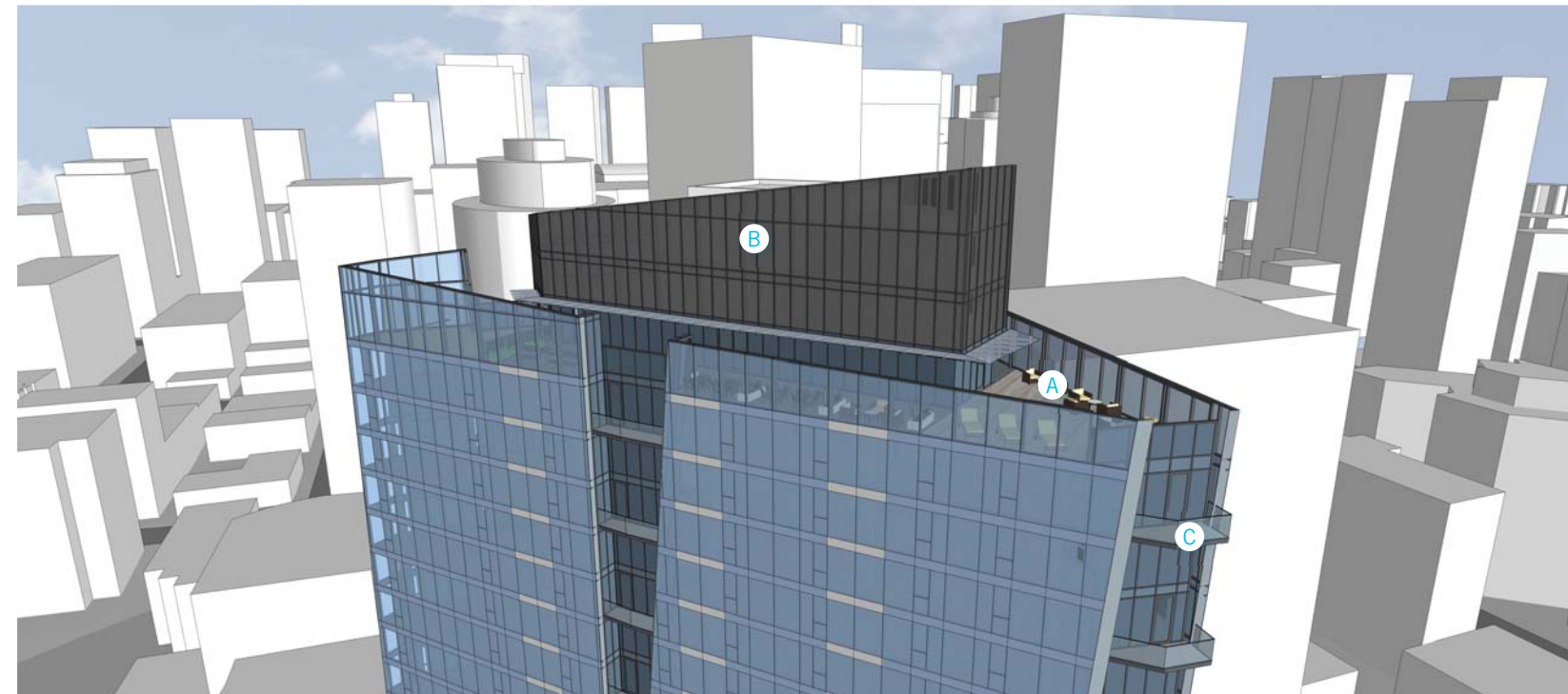
#### EDG 2 COMMENTS

##### 1. Massing and Architectural Concept

- Clearly express the architectural concept at top of building
- The Board was very pleased with the design of the building top, clearly expressing the shard-like language.
- The Board emphasized that the pushing down at the top and peeling up of the skin at the base were very successful.
- The Board was very supportive of the rooftop form and integration of the mechanical equipment screening.

#### DRB: DESIGN REFINEMENT

- A** Outdoor Amenity   **B** Mechanical Penthouse   **C** Residential Balconies



AERIAL VIEW OF ROOFTOP

#### EDG2 DESIGN



AERIAL VIEW OF ROOFTOP

## 8.0 Itemized Response to EDG

PRIORITIES & BOARD RECOMMENDATIONS		DESIGN TEAM RESPONSE	REFERENCE
<b>1a</b>	The Board acknowledged that they reviewed an interesting and challenging design concept at the first EDG and wanted to see that concept fully embraced at this stage, with that concept more clearly expressed throughout the building elevations, base and top (A2, B4).	The applicant revised the overall massing of the building to retain principals of massing and modulation from the original concept while eliminating the rounded corners. These are expressed on building facades, base and roof top. The language of eroded angular shapes with irregularity in location and form, peeled back exterior skin and tower meeting the sidewalk plane is consistently applied to entire building form. The concept of a sculpted monolith with vertical modulation help define a well-balanced building form.	
<b>1b</b>	<p>The Board noted that the eroded shapes of the base and top reinforced and related to each other in both plan view and the elevation views.</p> <p>i. The Board felt the building base has been successfully resolved where the podium has been eliminated and instead the tower concept extends directly to the sidewalk creating a more dramatic and elegant solution consistent with the design concept. The Board was also very supportive of the irregular and dramatic base design, where the building skin appears to peel back in organic, angular forms (A2, B4).</p> <p>ii. The Board was also very pleased with the design of the building top, clearly expressing the chard-like language (A2).</p> <p>iii. The Board emphasized that the pushing down at the top and peeling up of the skin at the base were very successful (A2, B4).</p>	Based on this guidance, the applicant has developed the building form that reinforces the overall geometry in both plan views and elevation views. The proposal maintains the eroded and modulated base as well as sculpted top of the tower; the reliefs (fissures) are edited and one was added on the Bell street facade.	
<b>1c</b>	<p>The Board struggled with the treatment of the tower design and felt the design concept did not yet express itself legibly and clearly on all elevations:</p> <p>i. The Board reiterated they were very supportive of the exciting, bold design concept as shown in the sketches, but the drama of the concept was not borne out by the physical models provided (A2, B4).</p> <p>ii. Of particular concern were the building corners, which were shown as a regular curved semi-circle form that extends the length of the tower on all three corners. The Board agreed that this extruded curvature was both inconsistent with the natural angular forms and fissures of the design concept and the regularity with which these corner curves occurred detracted from the organic, nature inspired design concept. The Board suggested that a more sheared off and/or varied and irregular corner treatment would help better express the creative design concept more successfully throughout the building (B4).</p> <p>iii. The Board also commented on the constructibility challenges of these curved corners and the detailing of such forms needs to be well considered (B4).</p> <p>iv. The Board was very enthusiastic about the 'fissure' cut-outs from the building skin, but agreed that these crevices did not translate clearly enough due to a lack of texture and depth in certain areas. The Board noted that the areas where decks were shown did achieve this notable depth and texture, but where the decks dissolved, the depth of the material change between the exterior building skin and the reveal of the interior was too minimal (shown at approx. 18 inches) to read clearly. The Board cautioned that, as shown, the fissures risk appearing more as a graphic element and not as a form of modulation. The applicant will need to demonstrate clearly at the next meeting that the breaks in the facade are legible from a distance (A2, B4).</p> <p>v. The Board encouraged exploration of the fissure elements, examining the frequency and depth of the cuts (A2, B4).</p> <p>vi. The Board also discussed that the materiality, mullions, color and other architectural detailing of the exterior skin versus the interior is not known at this early stage, but that those details could also help make this fissure concept more legible from a distance. The Board encouraged the applicant to provide alternative skin treatments at the next meeting showing variation that demonstrates the contrast between the exterior skin and interior reveals (A2, B4.3).</p> <p>vii. The Board noted that the tower elevation along Bell lacked the 'fissure' feature and this absence weakened the overall concept; therefore, the Board recommended this treatment appear on all three tower elevations (A2, B4).</p>	The language of eroded angular shapes with irregularity in location and form, peeled back exterior skin and tower meeting the sidewalk plane is consistently applied to entire building form. The concept of a sculpted monolith with vertical modulation help define a well-balanced building form. These refinements in building design and constructibility review eliminates the rounded building corners to orthogonal elements that are sheared off to provide identifiable forms to building corners. The facade along Bell street is sculpted to provide a dynamic and irregular massing. Glazing systems overall building form and the eroded angular shapes (fissures and base and top) are distinctly delineated to aid in the visibility and recognition of these elements. In addition, night lighting helps to distinguish these features. Bell Street facade is enhanced with an additional fissure stretching from sidewalk to roof.	
<b>2a</b>	As discussed above in the discussion of the tower design, the Board focused on the Bell Street tower elevation specifically noting that this elevation needed greater attention integrating the 'fissure' design concept fully on this elevation. This treatment should provide the modulation that is intended (and reiterated by the Board's guidance) on the other two elevations (A2, B4).	Based on Board's recommendation, a continuous fissure is integrated on Bell Street facade that is similar in concept to fissures on other two facades. This fissure on the Bell Street facade help facade modulation while peeling back the tower skin and visually connecting commercial and residential lobby spaces at street level. Street level experience is further enhanced with wood decked seating platforms complementing the building geometry.	



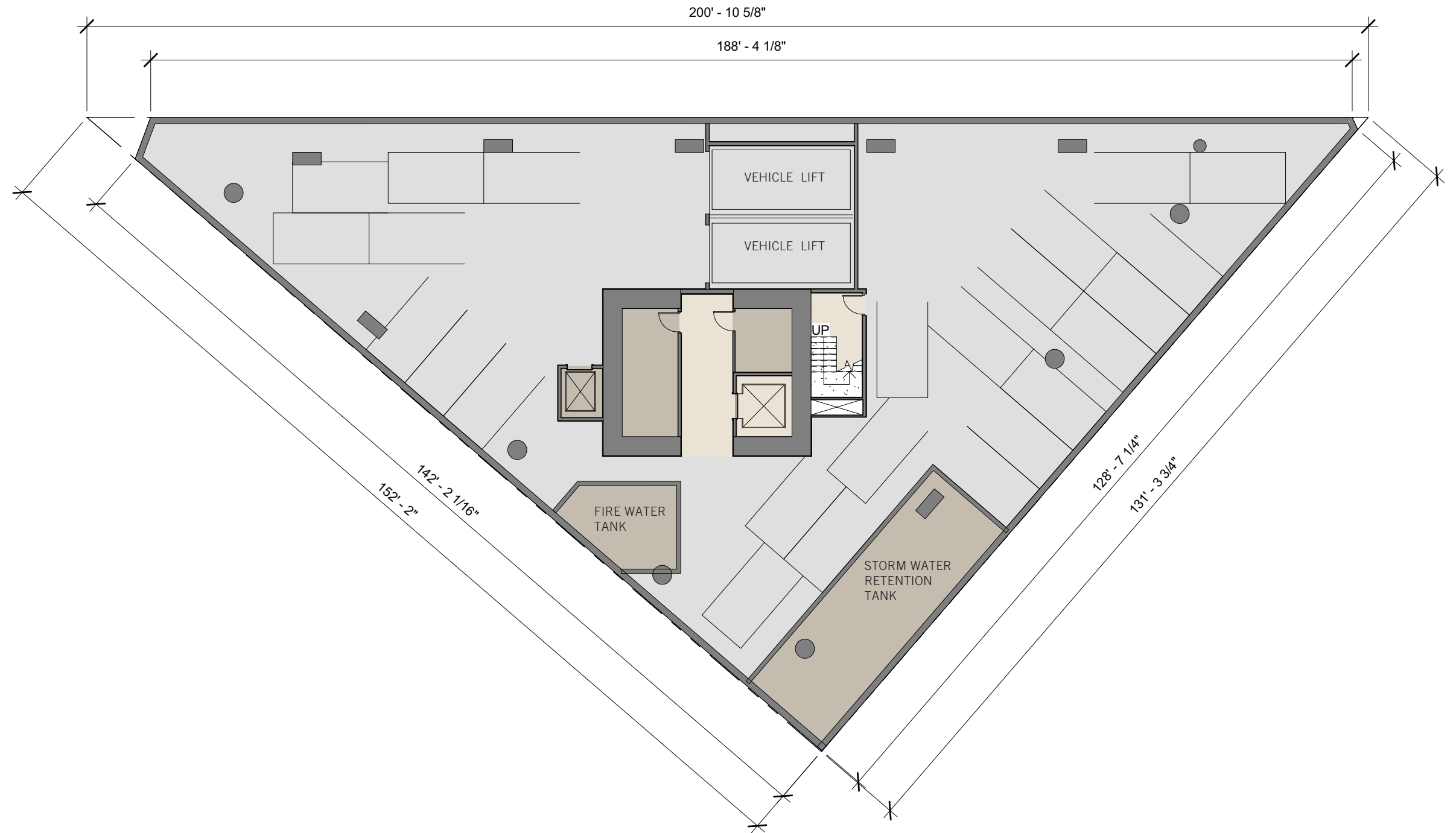
## 8.0 Itemized Response to EDG

PRIORITIES & BOARD RECOMMENDATIONS		DESIGN TEAM RESPONSE	REFERENCE
<b>3a</b>	The Board felt the manner and shape in which the skin was pulled up at the base of 8th and Bell was very successful. The Board encouraged using this same strategy around the rest of the building (B4).	Architectural language of successful tower and base integration along the Bell Street is now integrated on other two facades to enhanced “reveal” around the base of the building. This design approach has resulted into unique conditions on all three facades and corners. The architectural design is coordinated with landscape and hardscape treatments on street level enhancing tower to base relationship, inside outside visual continuity and pedestrian experiences	
<b>3b</b>	The Board acknowledged public comment about the overhead canopies and agreed that the design of these canopies should not detract from the concept of the tower meeting the base directly with forms that erode and peel back from the tower skin. The canopies should be designed as glassy and frame-less elements that provide overhead weather protection, but blend seamlessly into the building design without breaking the concept with an abrupt horizontal projection or detract from the subtractive quality of the base design (B4, C5.1)	Overhead canopies are integrated with the tower base “reveal” while modulated to work with sidewalk grade and provide maximum protection over sidewalks. Canopies are simplified for a glassy look and frameless edge toward the streets with fritted glass and articulated to compliment facade geometries. A prominent canopy was added to the residential entry to make it clearly identifiable. Canopies are slopped toward the building to protects pedestrians on sidewalks from dripping water.	
<b>3c</b>	The Board also noted that the shape, form and height of the canopies should be irregular and faceted to reinforce the design concept (B4, C5.1).	In concert with the architectural facade language of the eroded angular shapes with irregularity in location and form, peeled back exterior skin, overhead canopies as well are shaped, faceted and modulated to reflect the changes of facade systems along each street.	
<b>3d</b>	The Board agreed with public comment that the integration of the Bell Street Concept Plan into the design of this streetscape was very positive (B3.3, C1.3).	Based on the comments from public and the board, the Bell Street sidewalk width is increased to 12'-0". The sidewalk width exceeds minimum requirements established by SDOT. Further, this width is increase by creating extension of walkway surface to the face of the building and sprinkled with wood slat seating platforms that are irregular in geometry responding to the architectural language of the building form.	
<b>3e</b>	The Board echoed public comment in support of the setback building corners, opening up the ground plane for physical and visual circulation for pedestrians (B3.3, C1.3).	Encouraged by comments from the board and the public, building corners are articulated, especially at the sidewalk level. All corners are setback to improve physical space and visual continuity.  NW corner of the site is envisioned as The Park Corner responding to Denny Park across the street. This corner is enhanced with retail that is setback from the property line creating outdoor seating platforms, integrated landscape areas with seating benches, special “Beech Tree” and opportunity for outdoor seating for commercial use. The corner at Denny Way and Bell Street is also set back to retail front and crate space for outdoors seating and activities. The South corner is visualized as an art corner with an art object up lighted with in ground light fixtures, entrance to residential lobby with identifiable overhead canopy, and adjacent seating platforms.	
<b>3f</b>	The Board agreed with public comment that wider sidewalks would be preferred and would help justify their consideration of the Green Street setback departure request (B3.3, C1.3).	Based on our field observations, the Bell Street sidewalk on the project side is visualized as an active pedestrian walkway with adjacent dedicated bike lane. This is further acknowledged by comments from public and the board. The location of the building facade along the Bell Street is set back varies between 8'-10' to 9'-11" from the property line. This increases the visual and usable sidewalk between 20'-10" to 21'-11" from curb including the landscape planting strip, bike racks and wood decked seating platforms. The sidewalk width exceeds minimum requirements established by SDOT. Further, this width is increase by creating extension of walkway surface to the face of the building and sprinkled with wood slat seating platforms that are irregular in geometry responding to the architectural language of the building form. Deep overhead articulated overhead canopy is modulated with sidewalk grade to enhance the pedestrian experiences.	
<b>3g</b>	The Board was supportive of the landscape design concept and agreed with public comment that each of the three corners should be designed with a distinct language and expression that responds to the unique conditions of each corner (B1, B3.3, C1.3).	Proposal maintains three distinct corner treatments reflected both in facade as well as in Landscape and hardscape design elements and are integrated in the overall experiences that are part of architectural language of the tower. All corners are setback to improve physical spaces and visual continuity. NW corner of the site is envisioned as The Park Corner responding to Denny Park across the street. This corner is enhanced with retail that is setback from the property line creating outdoor seating platforms, integrated landscape areas with seating benches, special “Beech Tree” and opportunity for outdoor seating for commercial use. The corner at Denny Way and Bell Street is also set back to retail front and crate space for outdoors seating and activities. The South corner is visualized as an art corner with an art object up lighted with in ground light fixtures, entrance to residential lobby with identifiable overhead canopy, and adjacent seating platforms.	
<b>4a - 4d</b>	The Board noted that the gasket between the podium and tower was too low as shown and should be more gracious (A2, B4).	Based on encouragement from the board and the public for the articulated dramatic building form, support for the green street improvements and sidewalk widening, unique and identifiable street level experiences at three building corners as illustrated in the preferred scheme at EDG 2, this design proposal focuses on the preferred scheme from EDG 2. The design team elected not to proceed with the code compliant option.	

# 9.0 Floor Plans

- KEY**
- Retail
  - Lobby/Amenity
  - Outdoor Amenity
  - Units
  - Utility/BOH
  - Circulation
  - Parking/Garage
  - Deck

## TYPICAL PARKING LEVEL (P3 - P1)

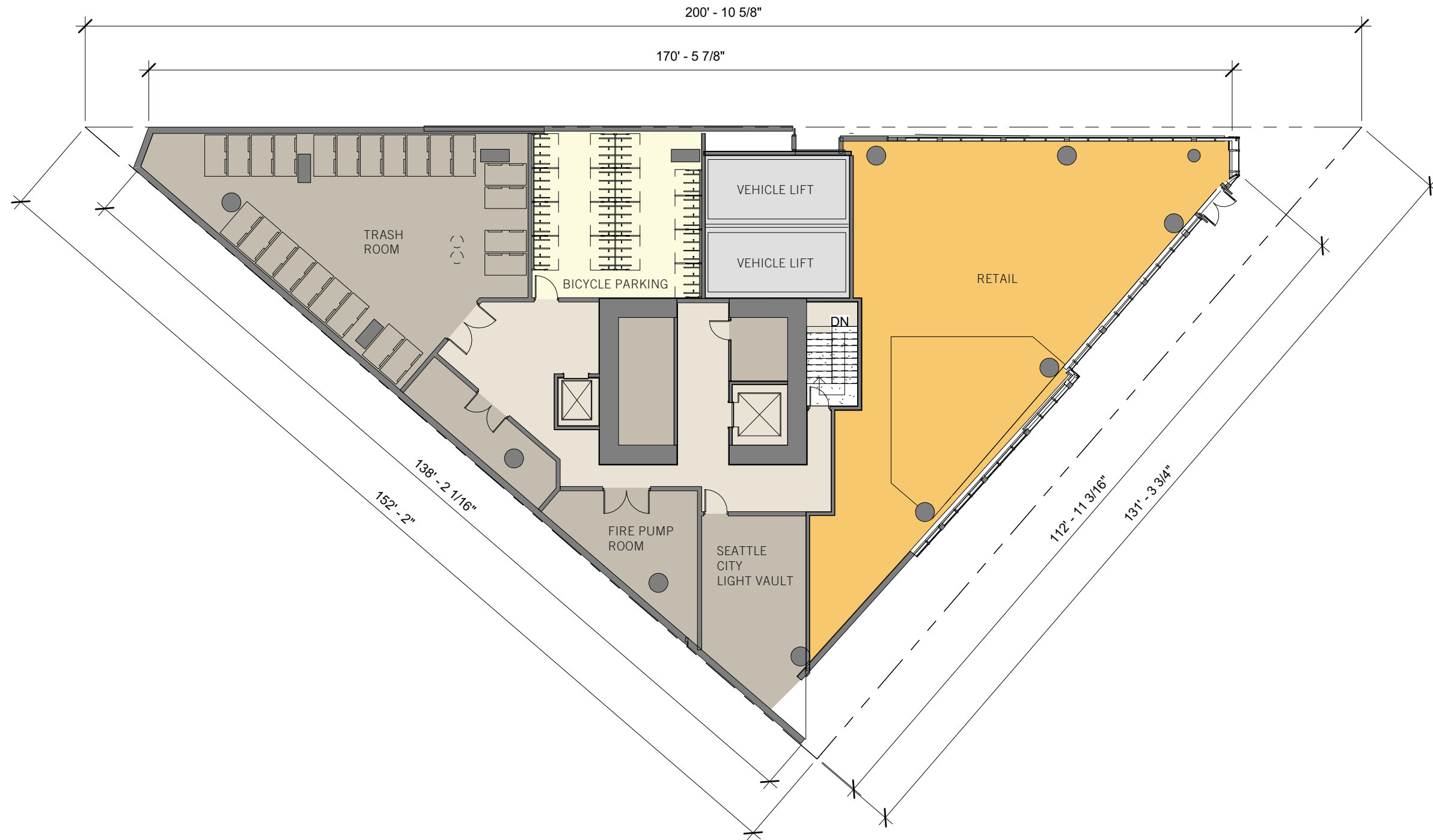


# 9.0 Floor Plans

## LEVEL B

### KEY

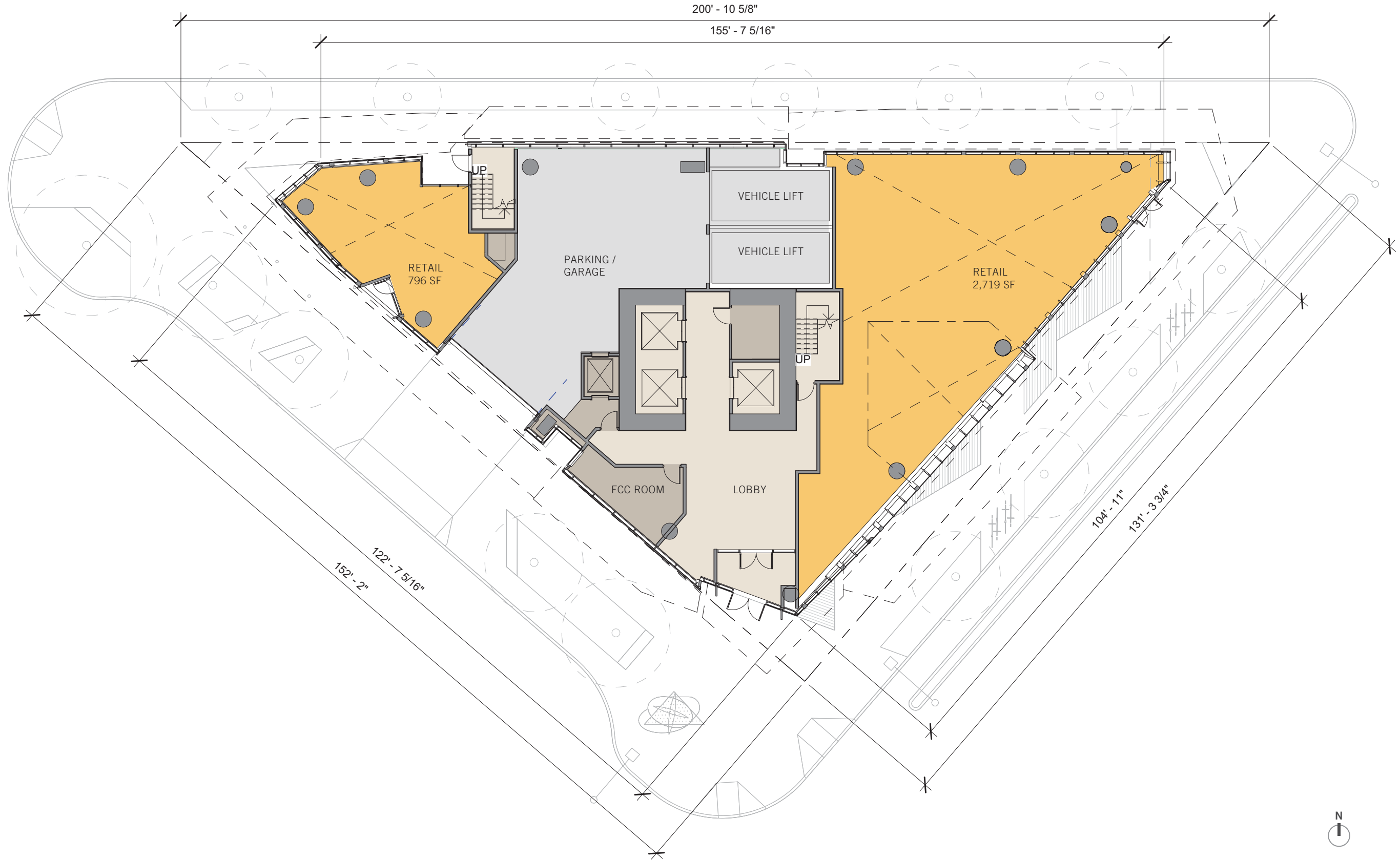
- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck



# 9.0 Floor Plans

## LEVEL 1

- KEY**
- Retail
  - Lobby/Amenity
  - Outdoor Amenity
  - Units
  - Utility/BOH
  - Circulation
  - Parking/Garage
  - Deck

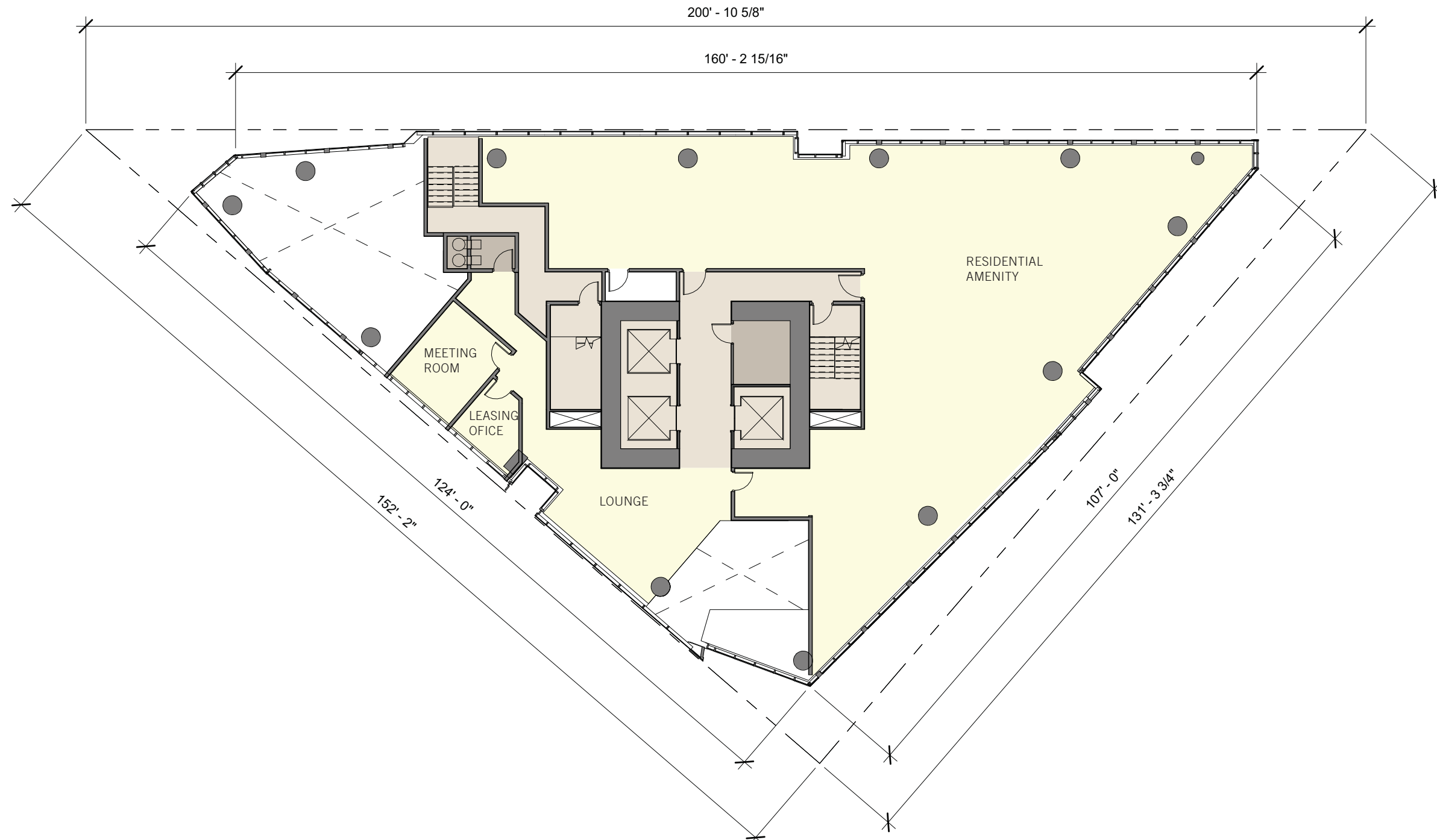


# 9.0 Floor Plans

## LEVEL 2

### KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck

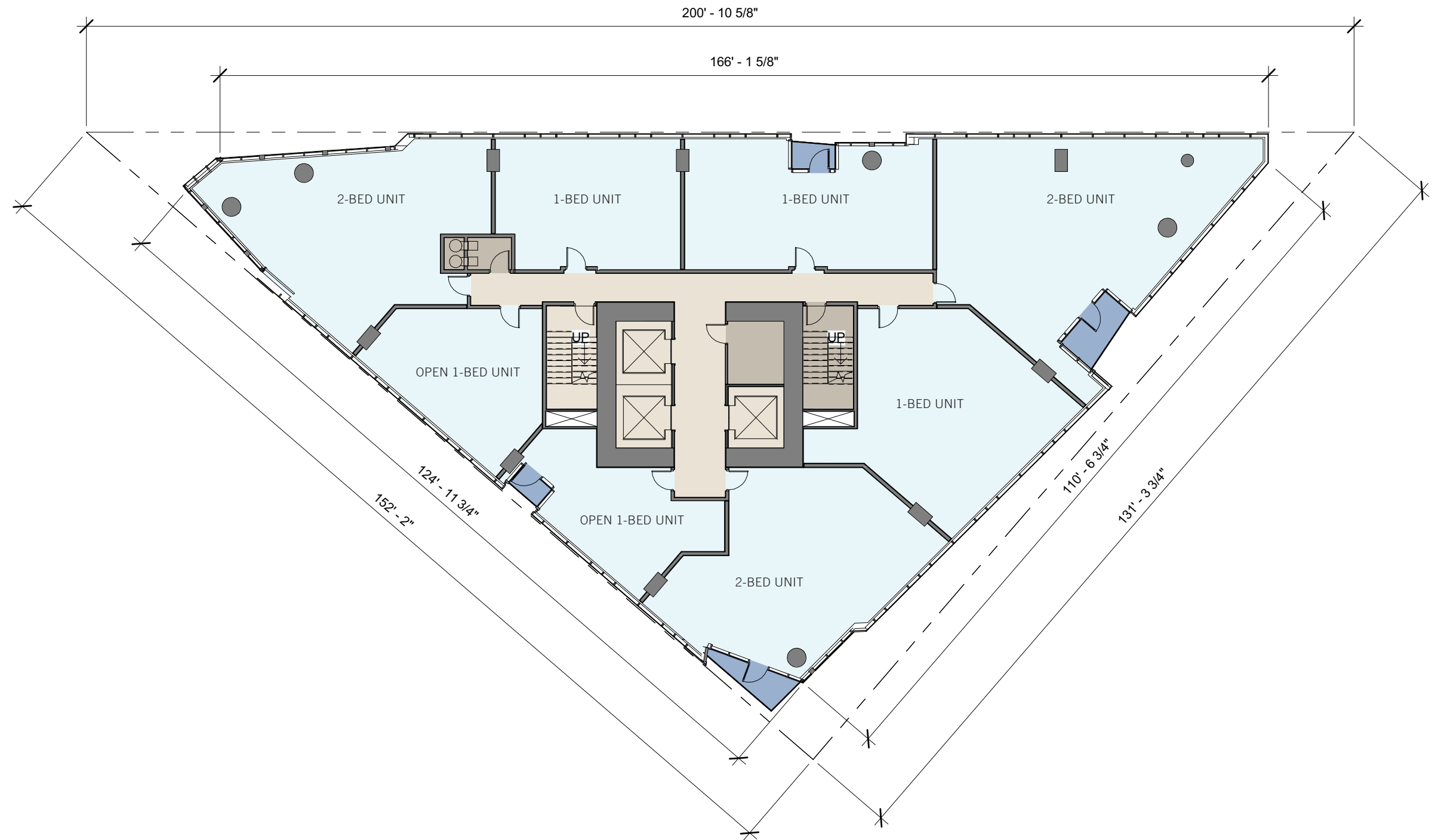


# 9.0 Floor Plans

## LEVEL 3-4

### KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck

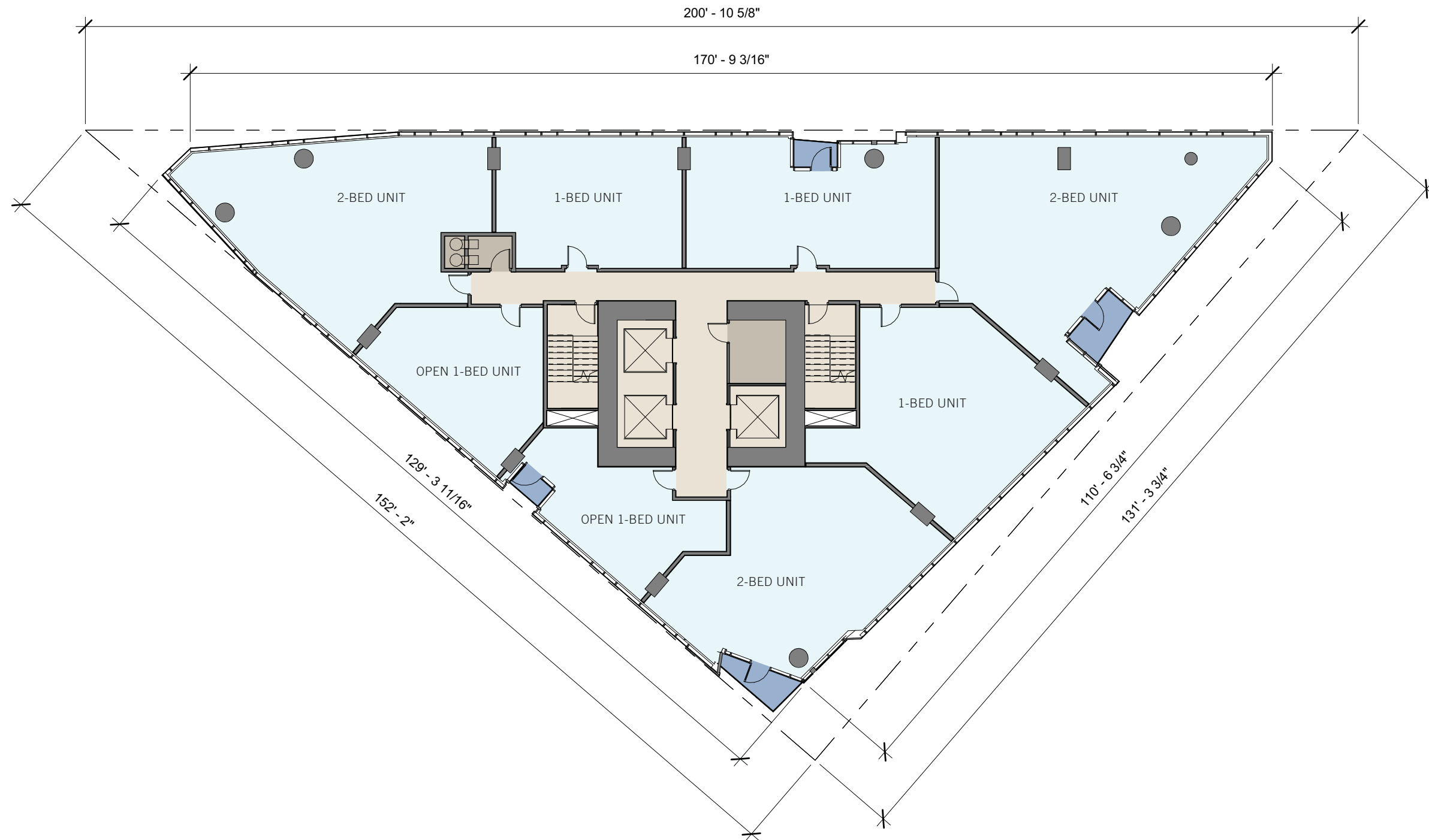


# 9.0 Floor Plans

## LEVEL 5-13

### KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck

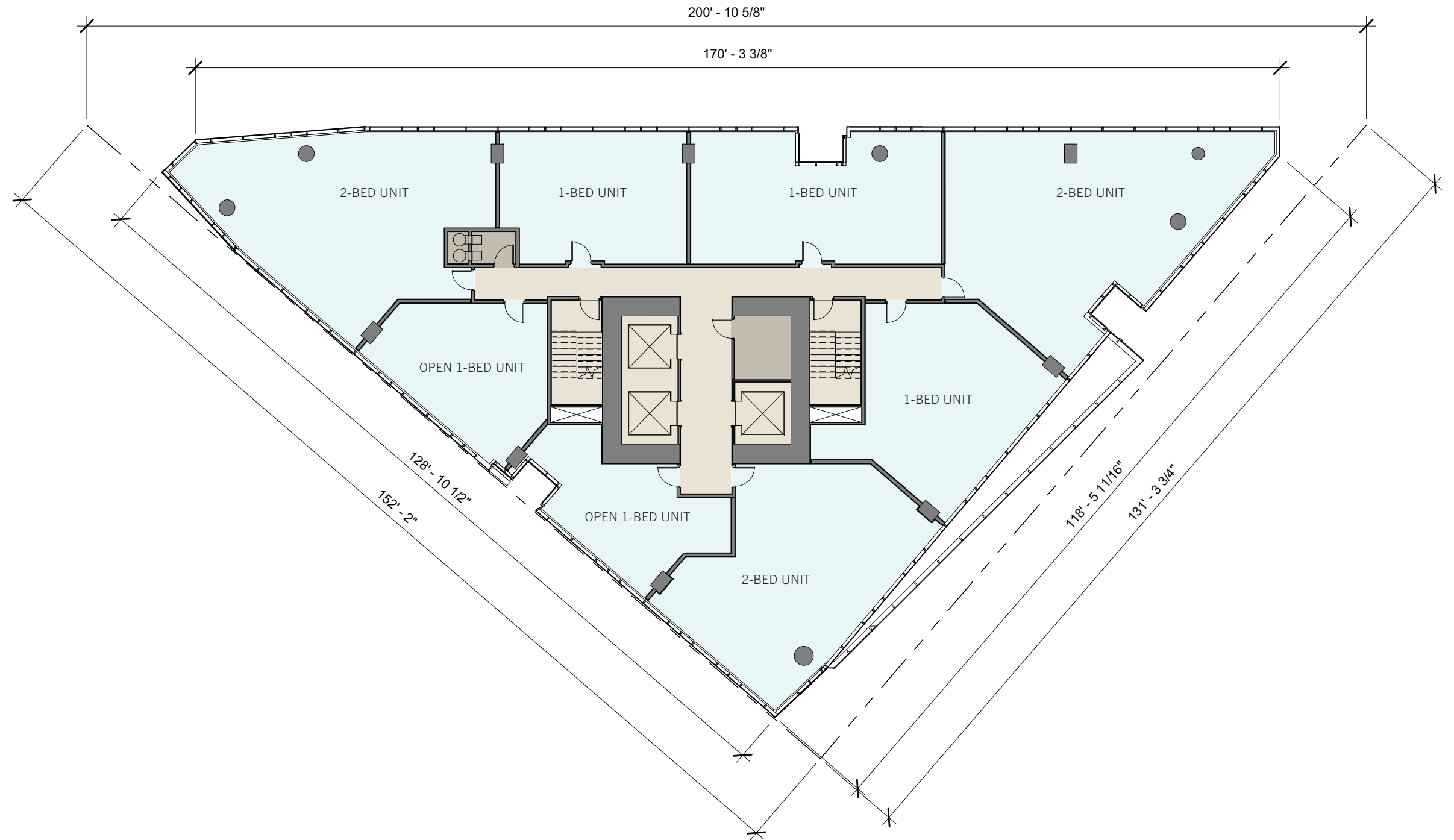


# 9.0 Floor Plans

## LEVEL 14-24

### KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck



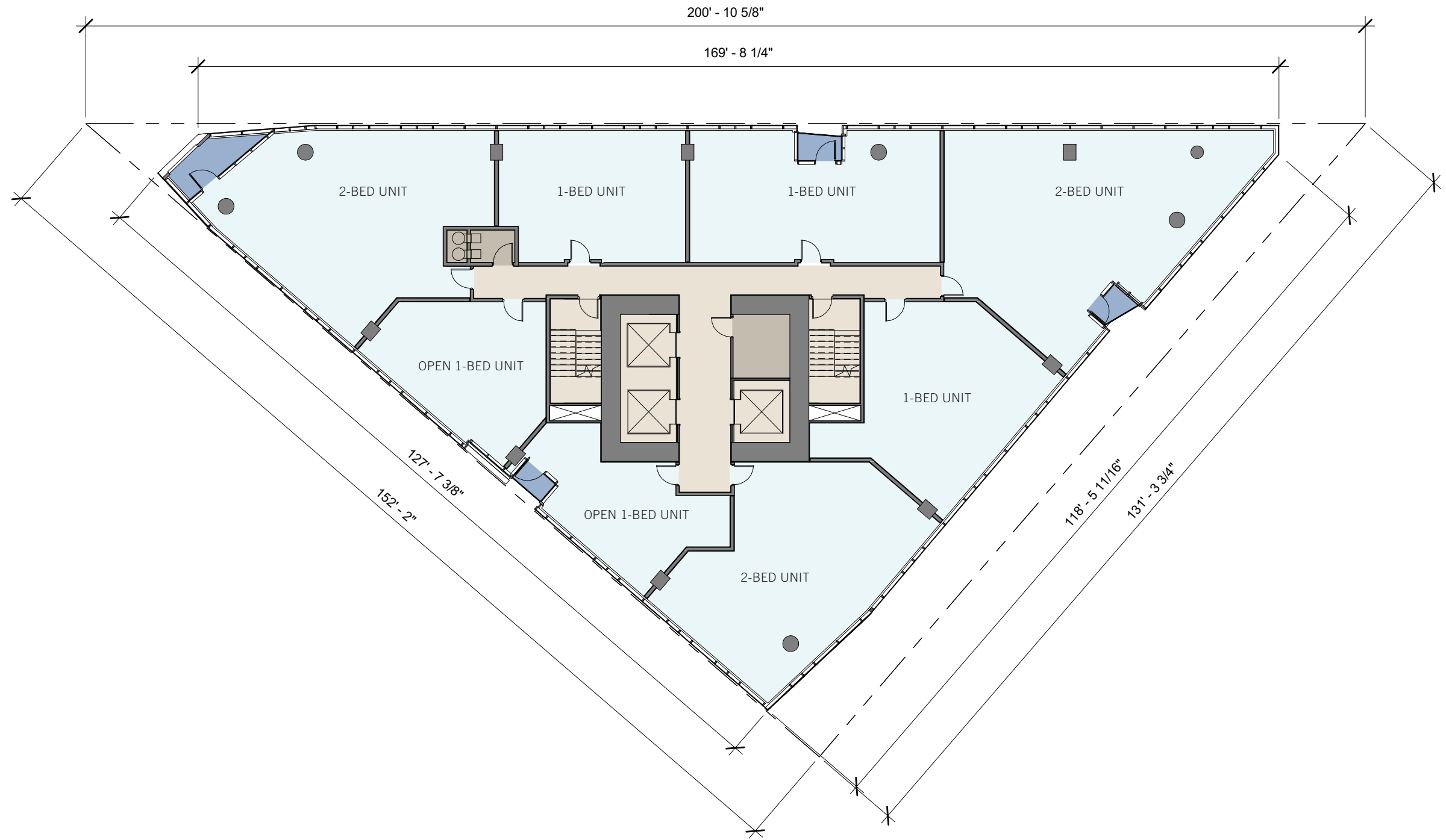


# 9.0 Floor Plans

## LEVEL 25-28

### KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck

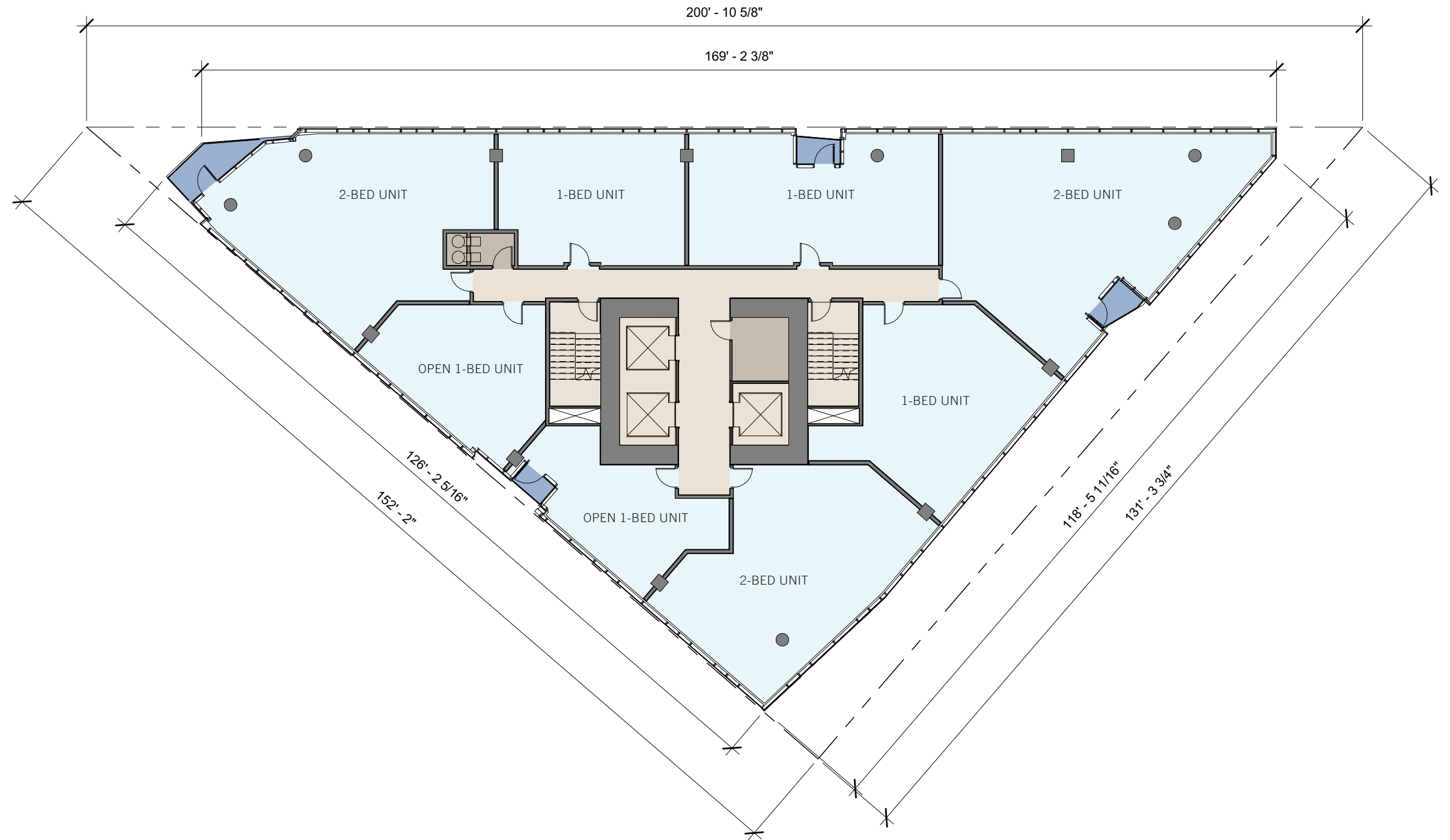


# 9.0 Floor Plans

## LEVEL 29-41

### KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck



# 9.0 Floor Plans

## LEVEL 42

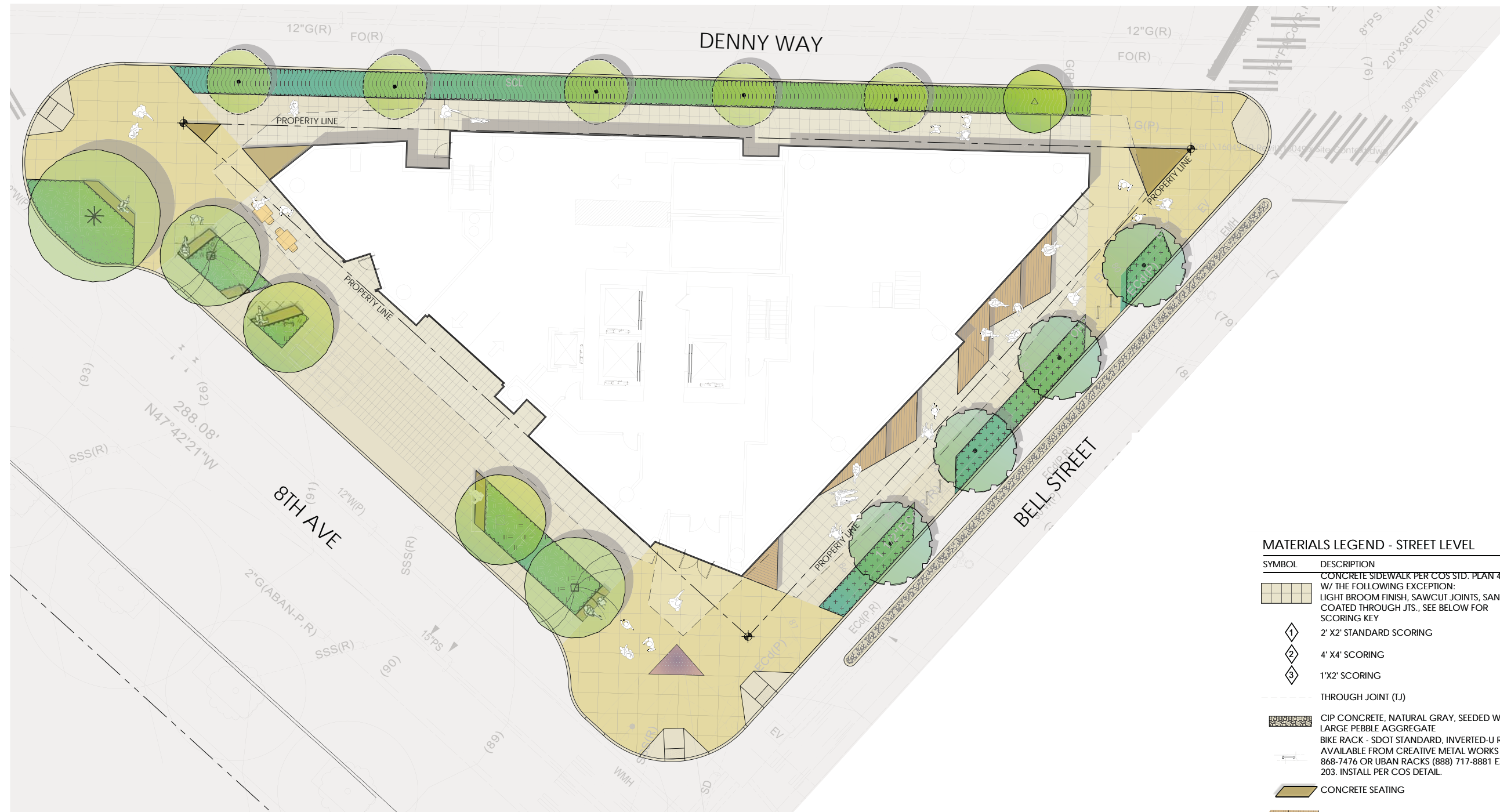
### KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck



# 10.0 Composite Landscape / Hardscape Plan

## STREET LEVEL



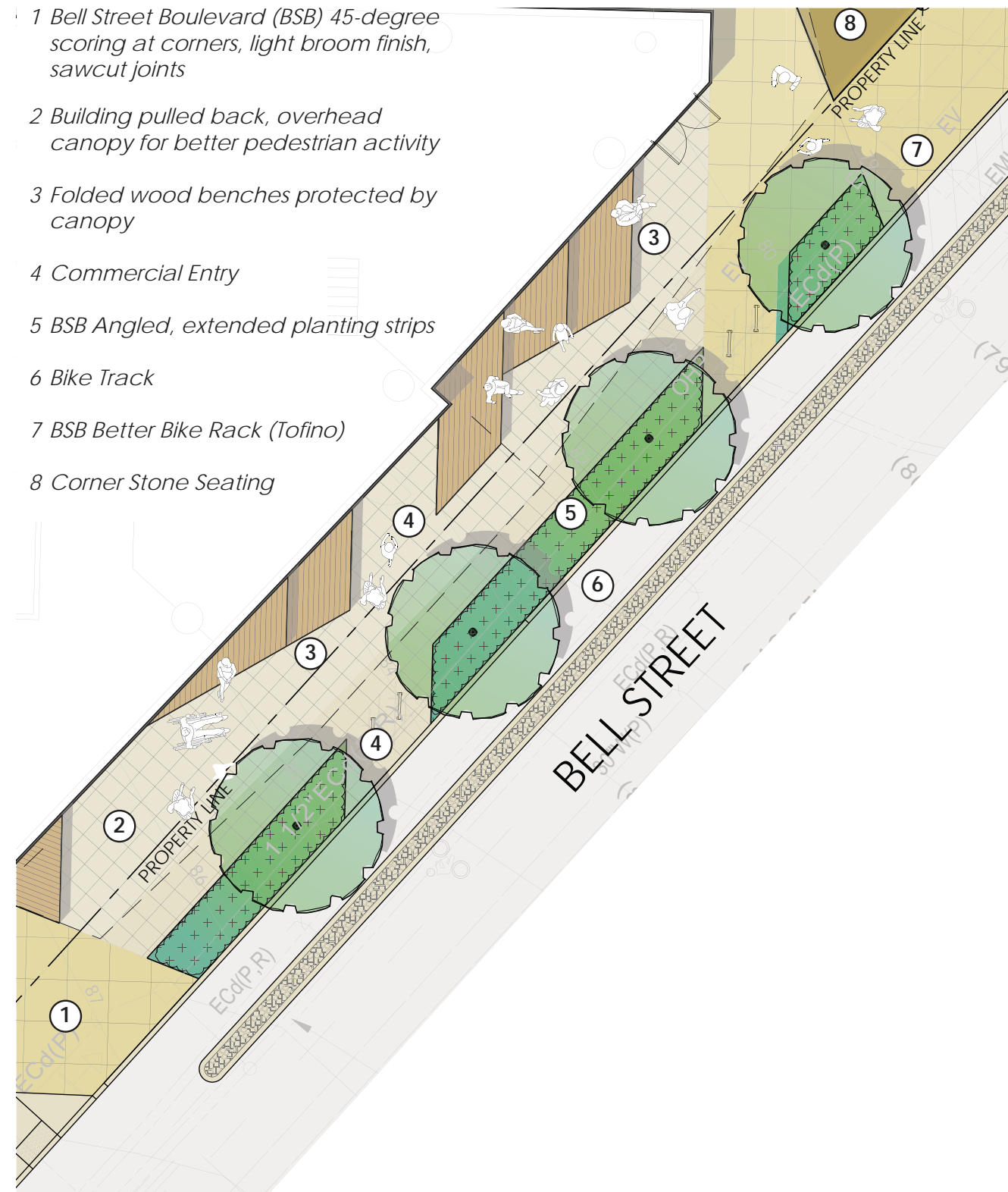
**MATERIALS LEGEND - STREET LEVEL**

SYMBOL	DESCRIPTION
	CONCRETE SIDEWALK PER COS STD. PLAN 420 W/ THE FOLLOWING EXCEPTION: LIGHT BROOM FINISH, SAWCUT JOINTS, SAND COATED THROUGH JTS., SEE BELOW FOR SCORING KEY
	2' X2' STANDARD SCORING
	4' X4' SCORING
	1'X2' SCORING
	THROUGH JOINT (TJ)
	CIP CONCRETE, NATURAL GRAY, SEEDED WITH LARGE PEBBLE AGGREGATE
	BIKE RACK - SDOT STANDARD, INVERTED-U RACK, AVAILABLE FROM CREATIVE METAL WORKS (503) 868-7476 OR UBAN RACKS (888) 717-8881 EXT. 203. INSTALL PER COS DETAIL.
	CONCRETE SEATING
	WOOD DECKING
	SDOT CAFE PAVEMENT MARKER



**BELL STREET DETAIL**

- 1 Bell Street Boulevard (BSB) 45-degree scoring at corners, light broom finish, sawcut joints
- 2 Building pulled back, overhead canopy for better pedestrian activity
- 3 Folded wood benches protected by canopy
- 4 Commercial Entry
- 5 BSB Angled, extended planting strips
- 6 Bike Track
- 7 BSB Better Bike Rack (Tofino)
- 8 Corner Stone Seating



3 Folded wood benches



5,7 BSB Angled, extended planting strips, Tofino Bike Rack



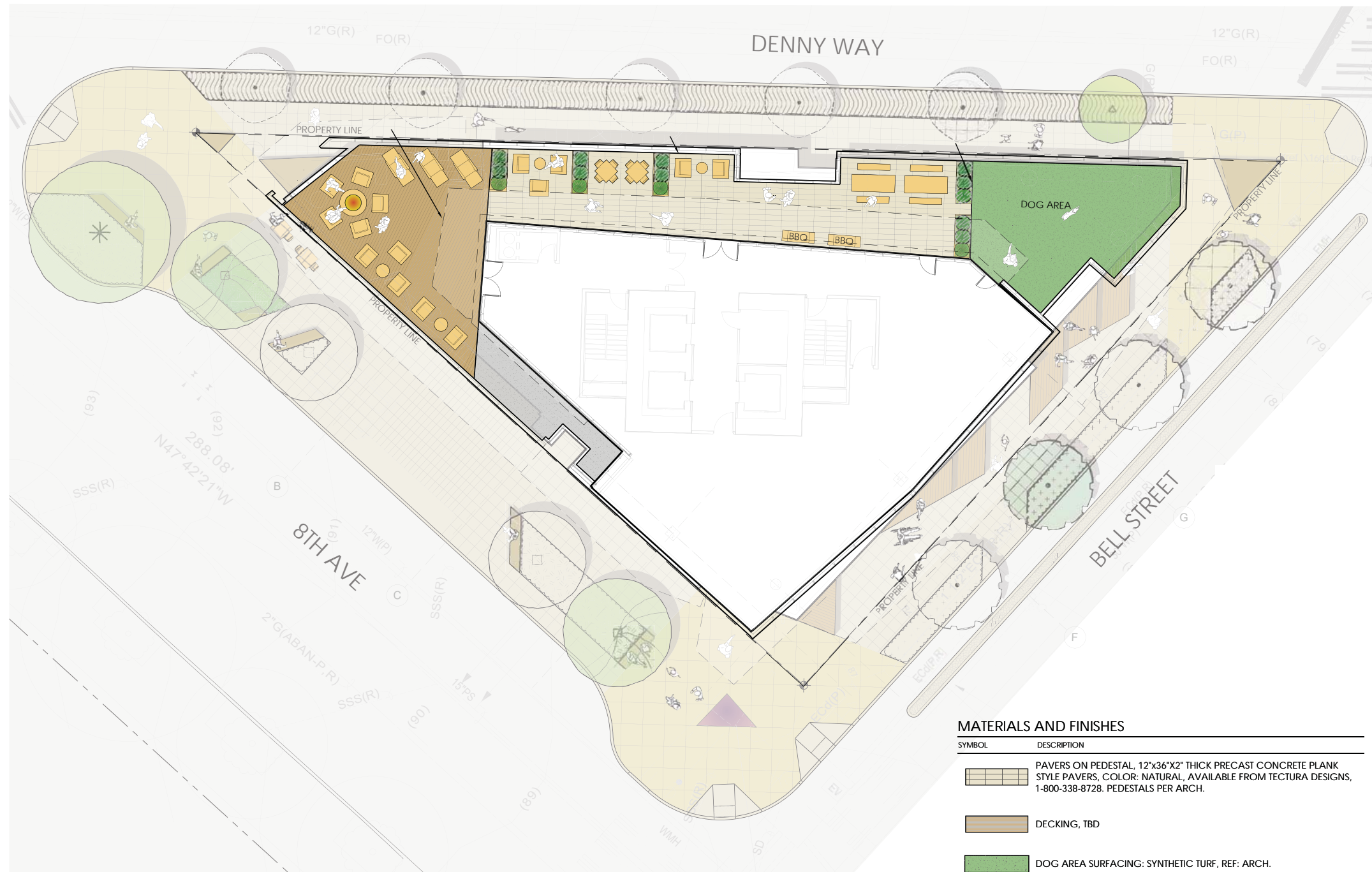
6 Bike Track (Broadway)



8 Corner Stone Seating

# 10.0 Composite Landscape / Hardscape Plan

## ROOF LEVEL



*cool corner*



*cozy edge*

# 10.0 Composite Landscape / Hardscape Plan

## PLANTS

**PLANT SCHEDULE - STREET LEVEL**

APPROVED BY SHANE DEWALD, SDOT URBAN FORESTRY VIA EMAIL ON 5/8/17.

SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	COND.	SPACING
<b>STREET TREES*</b>				
@ 8TH AVE				
□	ZELKOVA SERRATA 'VILLAGE GREEN' / ZELKOVA	2.5" CAL. B&B	B&B	PER PLAN
□	GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD GINKGO	2.5" CAL. B&B	B&B	PER PLAN
*	FAGUS SYLVATICA / BEECH TREE	3" CAL. B&B	B&B	PER PLAN
@ BELL ST				
●	MAGNOLIA VIRGINIANA 'JIM WILSON' PP12065 / MOONGLOW MAGNOLIA	2.5" CAL. B&B	B&B	PER PLAN
@ DENNY				
△	ACER SACCHARUM 'NEWTON SENTRY' / NEWTON SENTRY SUGAR MAPLE	2" CAL. B&B	B&B	PER PLAN
<b>SHRUBS &amp; GROUNDCOVER</b>				
@ 8TH AVE				
=  =  =	VIBURNUM DAVIDII / DAVID'S VIBURNUM	2 GAL.	CONT.	36" O.C.
=  =  =	LIRIOPE SPICATA / CREEPING LILYTURF	1 GAL.	CONT.	28" O.C.
=  =  =	SPIRAEA X BUMULDA 'DENISTAR' / SUPERSTAR SPIREA	1 GAL.	CONT.	24" O.C.
@ BELL ST				
	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY' / LITTLE BUNNY DWARF FOUNTAIN GRASS	1 GAL.	CONT.	24" O.C.
	CAREX TESTACEA / ORANGE NEW ZEALAND SEDGE	1 GAL.	CONT.	24" O.C.
	LONICERA PILEATA / PRIVET HONEYSUCKLE	1 GAL.	CONT.	30" O.C.
@ DENNY AVE				
	TAXUS BACCATA 'REPANDENS' / SPREADING ENGLISH YEW	2 GAL.	CONT.	30" O.C.
	CORNUS STOLONIFERA 'FARROW' / ARCTIC FIRE RED TWIG DOGWOOD	2 GAL.	CONT.	30" O.C.
	HAKONECHLOA MACRA / JAPANESE FOREST GRASS	1 GAL.	CONT.	24" O.C.

### TREES



*Zelkova serrata 'Village Green'*  
Zelkova



*Ginkgo biloba 'Autumn Gold'*  
Autumn Gold Ginkgo



*Fagus sylvatica*  
Beech Tree



*Magnolia virginiana 'Jim Wilson'*  
Moonglow Magnolia

### SHRUBS



*Viburnum davidii*  
David's Viburnum



*Spiraea 'Denstar'*  
Superstar Spirea



*Lonicera pileata*  
Boxleaf Hydrangea



*taxus baccata 'Repandens'*  
Spreading English Yew



*Cornus stolonifera 'Farrow'*  
Arctic Fire Red Twig Dogwood

### GROUNDCOVERS



*Pennisetum 'Little Bunny'*  
Little Bunny Dwarf Fountain Grass



*Carex testacea*  
Orange New Zealand Sedge

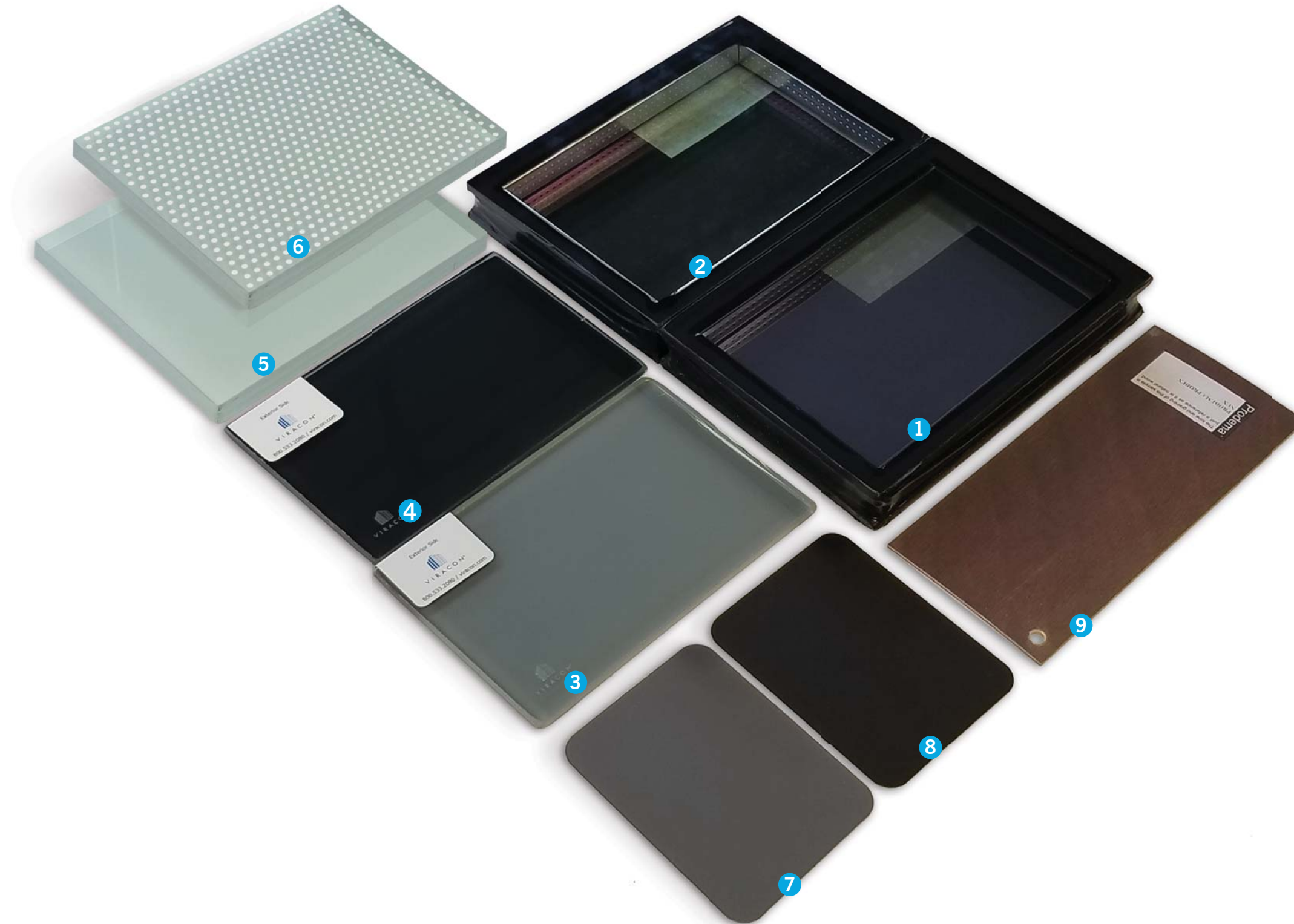


*Pachysandra terminalis*  
Japanese Spurge



*Hakonechloa macra*  
Japanese Forest Grass

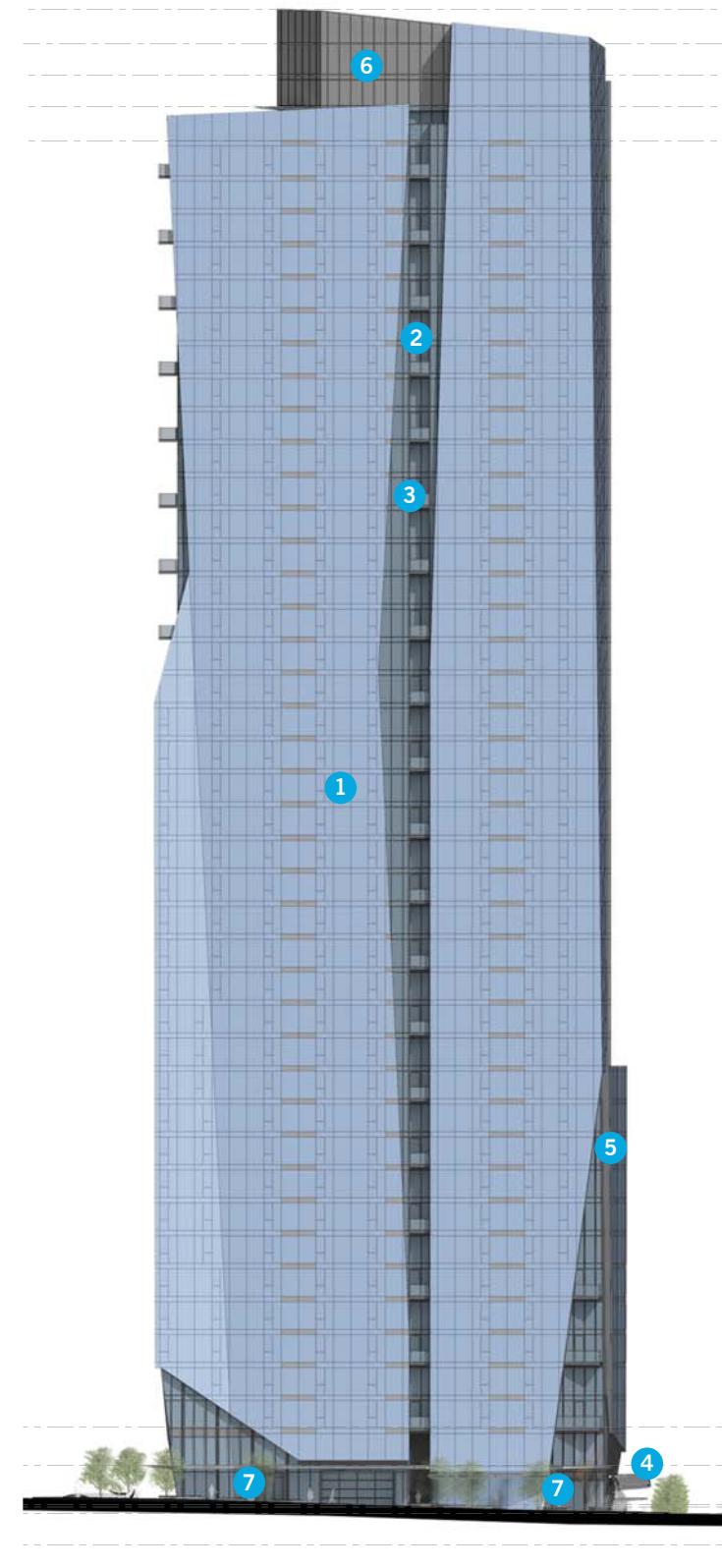
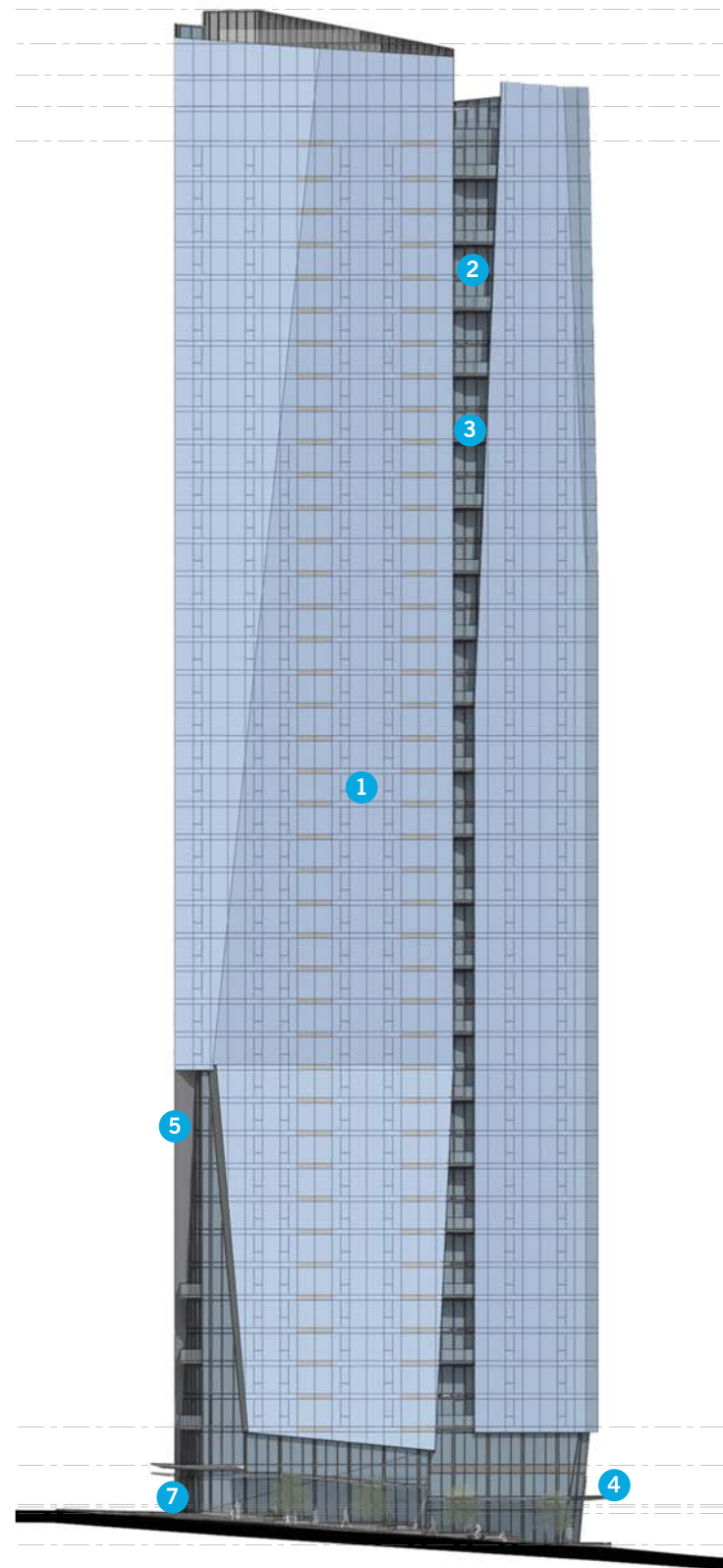
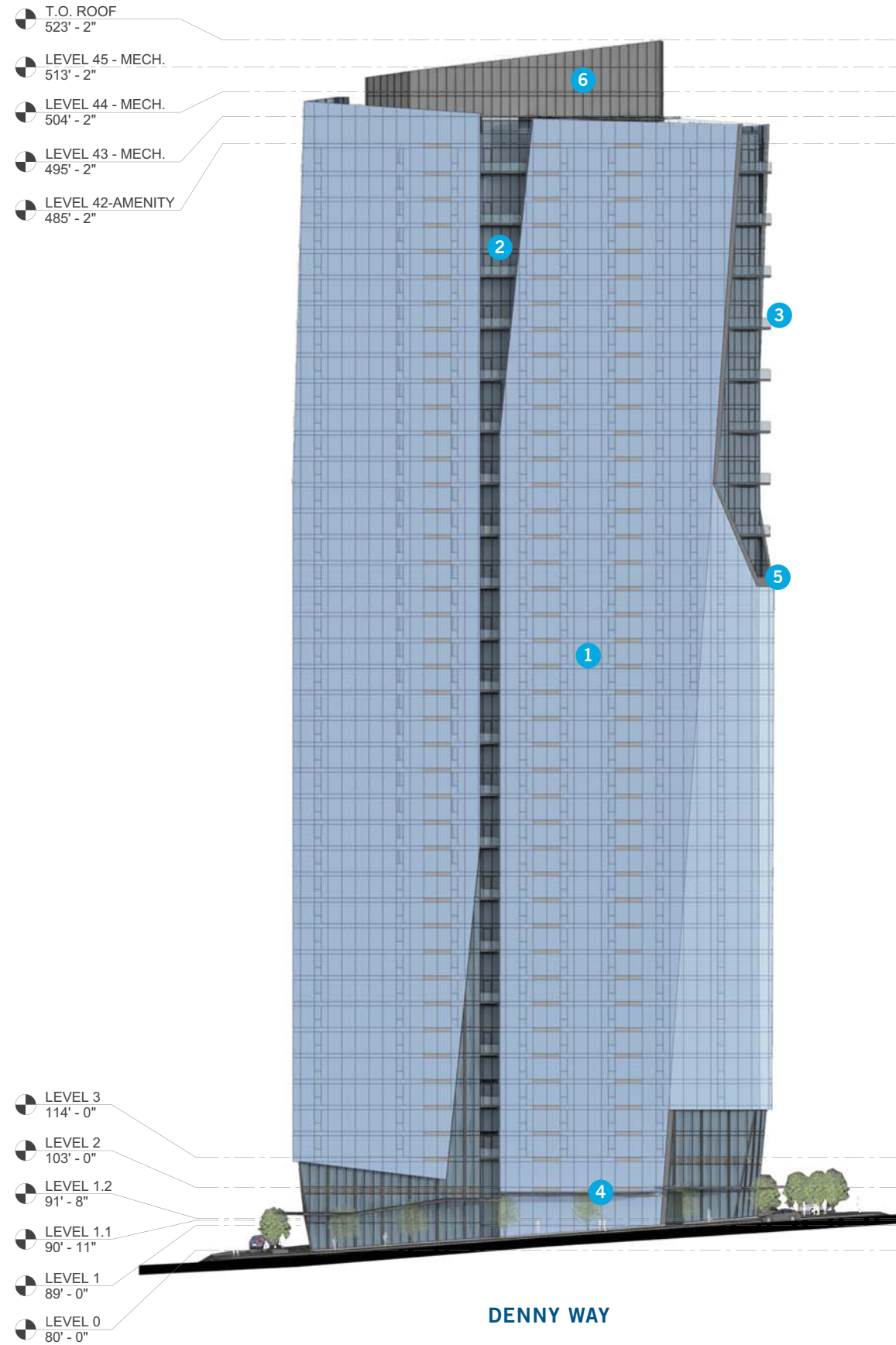
## 11.0 Material & Color Palette



- 1 Vision Glass  
Viracon  
VRE1-38
- 2 Vision Glass  
Viracon  
VNE1-63
- 3 Spandrel Glass 1  
Viracon  
V948 Medium Gray
- 4 Spandrel Glass 2  
Viracon  
V908 Gray
- 5 Balcony Glass  
Viracon  
VNE1-38
- 6 Canopy Glass  
Viracon  
VNE1-63 | Screen 5959
- 7 Metal Panel 1  
Medium Gray
- 8 Metal Panel 2  
Dark Gray
- 9 Wood Panel  
Prodema  
Prodex Nux



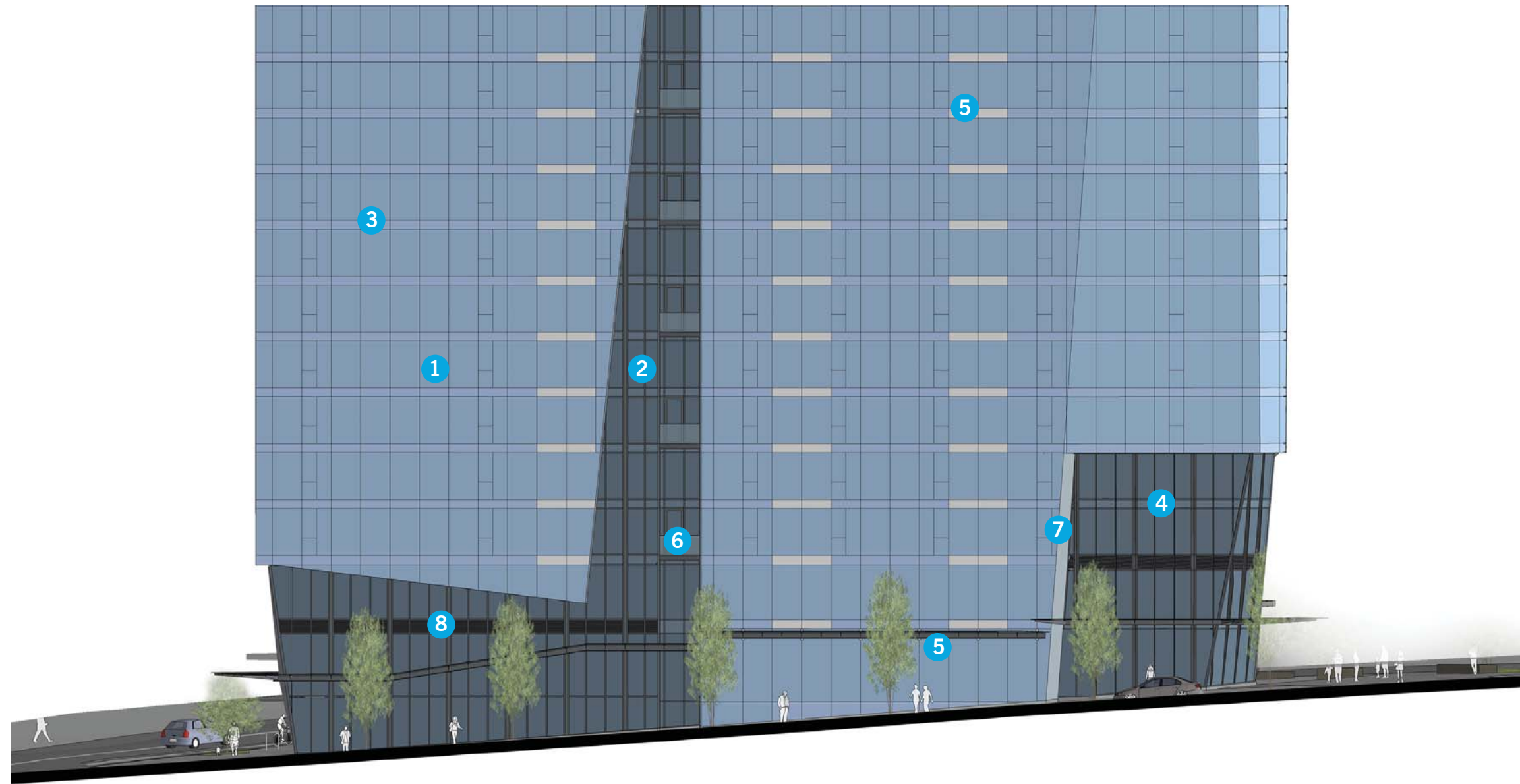
# 12.0 Building Elevations | Materials



- ① Vision Glass 1
- ② Vision Glass 2
- ③ Balcony Glass
- ④ Canopy Glass
- ⑤ Metal Panel 1
- ⑥ Metal Panel 2
- ⑦ Wood Paneling

# 12.0 North Street Elevation | Materials

## DENNY WAY ELEVATION



### MATERIALS



1 Vision Glass 1



2 Vision Glass 2



3 Spandrel Glass 1



4 Spandrel Glass 2



5 Canopy Glass



6 Balcony Glass



7 Metal Panel 1

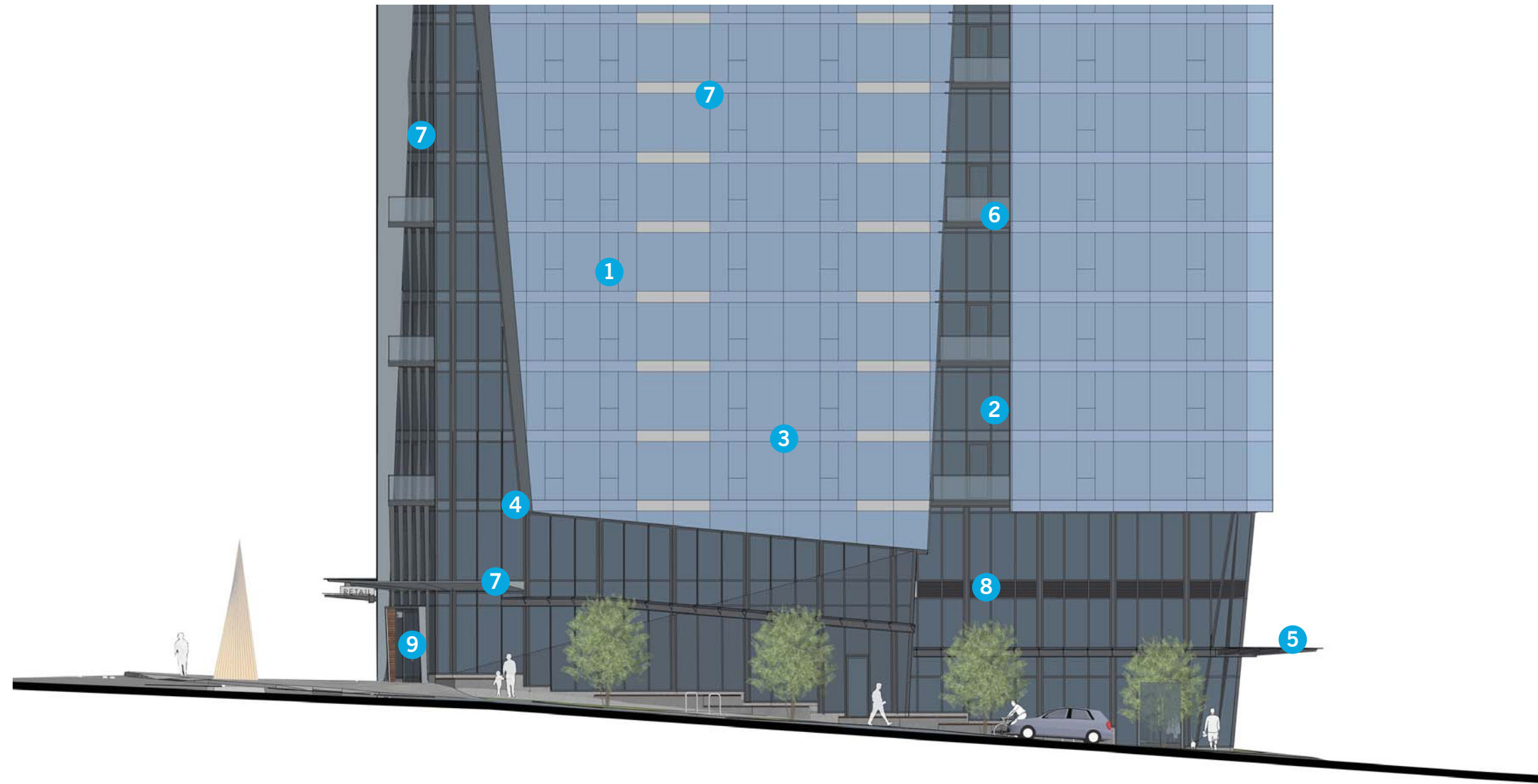


8 Metal Panel 2



9 Wood Panel

BELL STREET ELEVATION



MATERIALS



1 Vision Glass 1



2 Vision Glass 2



3 Spandrel Glass 1



4 Spandrel Glass 2



5 Canopy Glass



6 Balcony Glass



7 Metal Panel 1



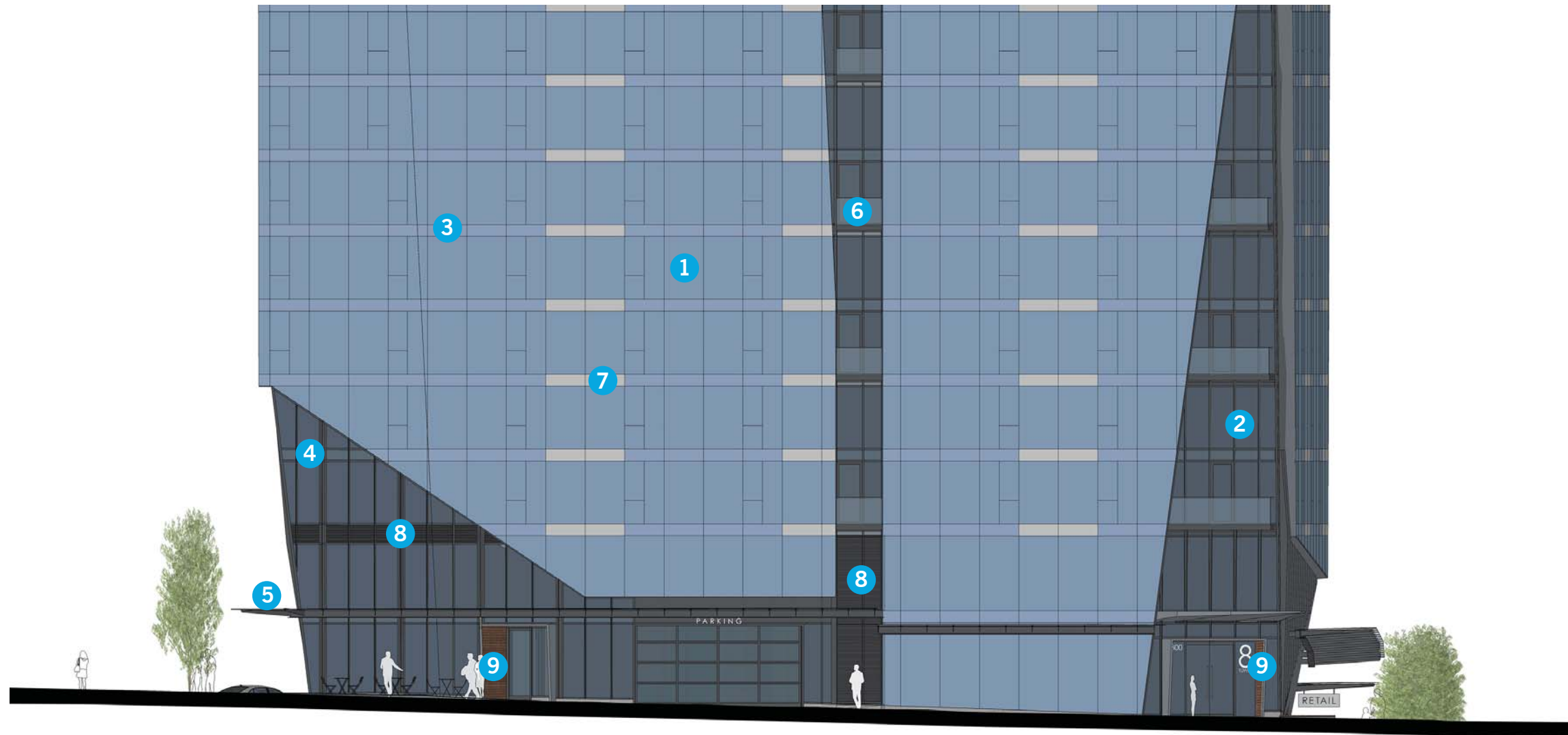
8 Metal Panel 2



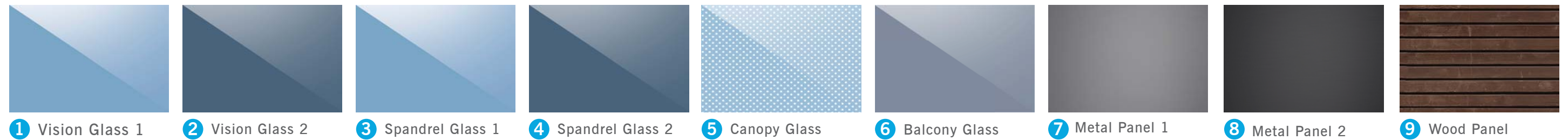
9 Wood Panel

# 12.0 South West Street Elevation | Materials

## 8TH AVENUE ELEVATION

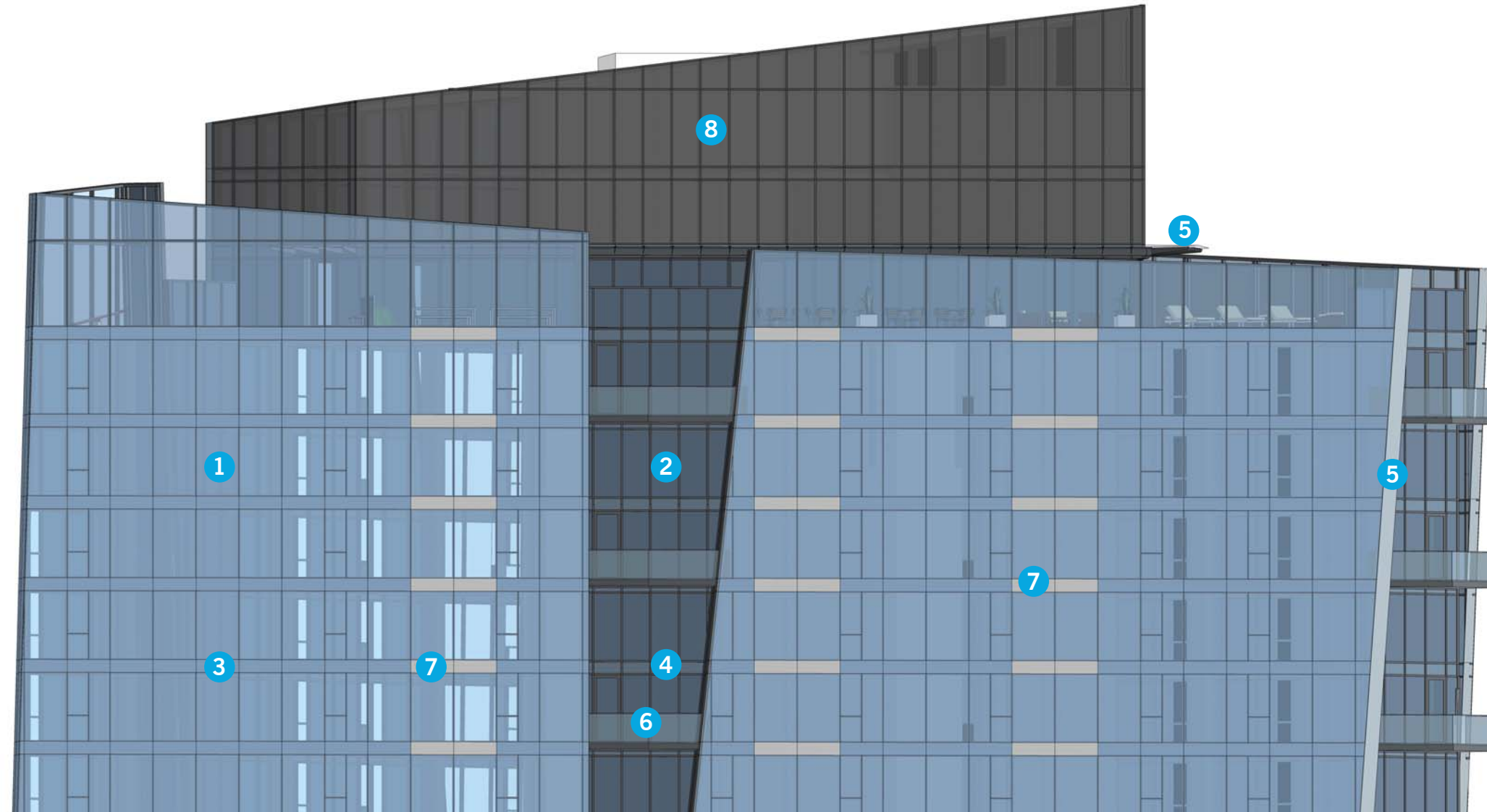


### MATERIALS



# 12.0 Roof Elevation | Materials

## DENNY ROOF ELEVATION



### MATERIALS



1 Vision Glass 1



2 Vision Glass 2



3 Spandrel Glass 1



4 Spandrel Glass 2



5 Canopy Glass



6 Balcony Glass



7 Metal Panel 1



8 Metal Panel 2



9 Wood Panel

13.0 Renderings



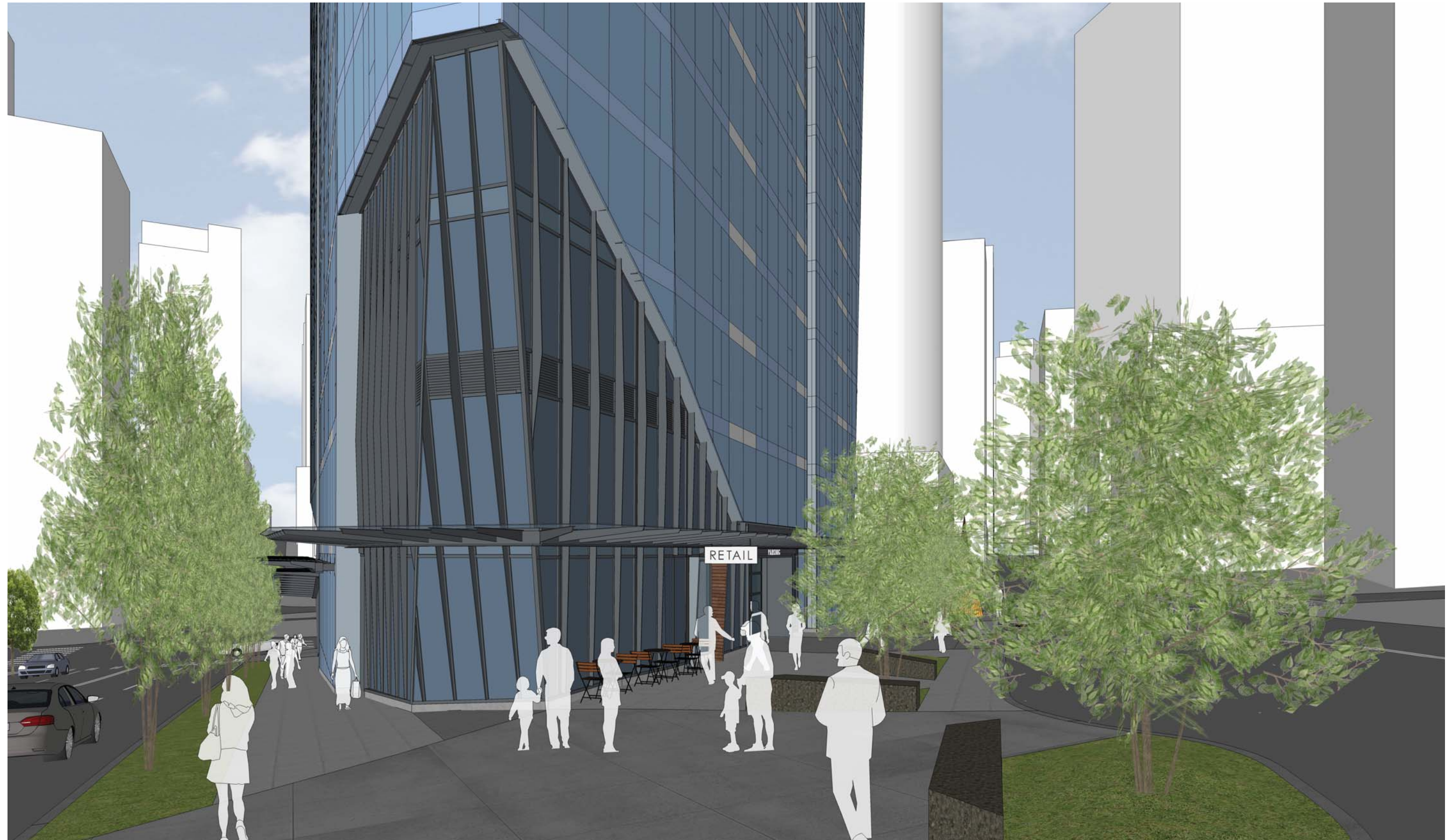
SOUTHWEST VIEW

## 13.0 Renderings



AERIAL VIEW

13.0 Renderings



8TH AVENUE & DENNY WAY



13.0 Renderings



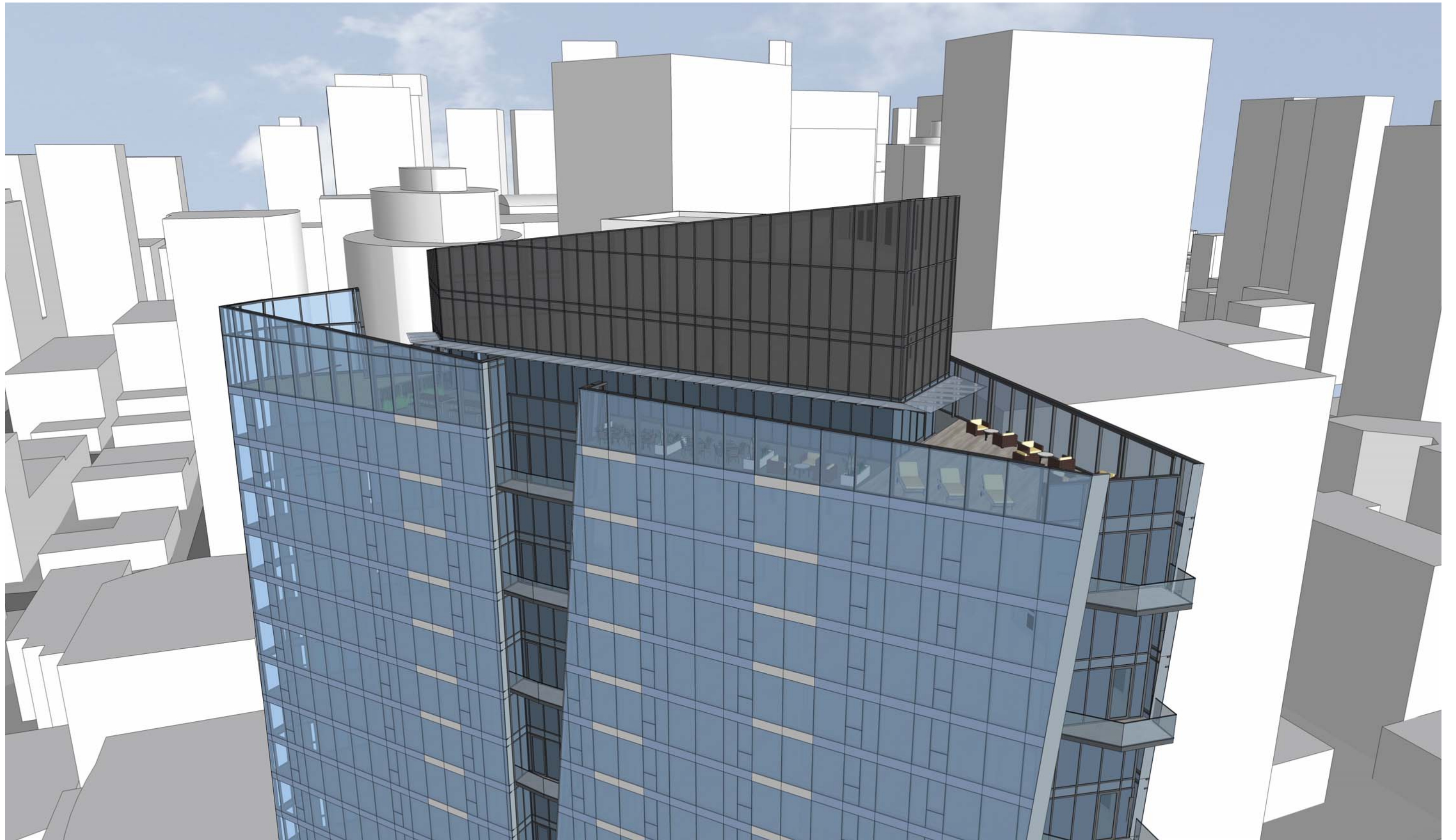
8TH AVENUE & BELL STREET

13.0 Renderings



BELL STREET & DENNY WAY

## 13.0 Renderings



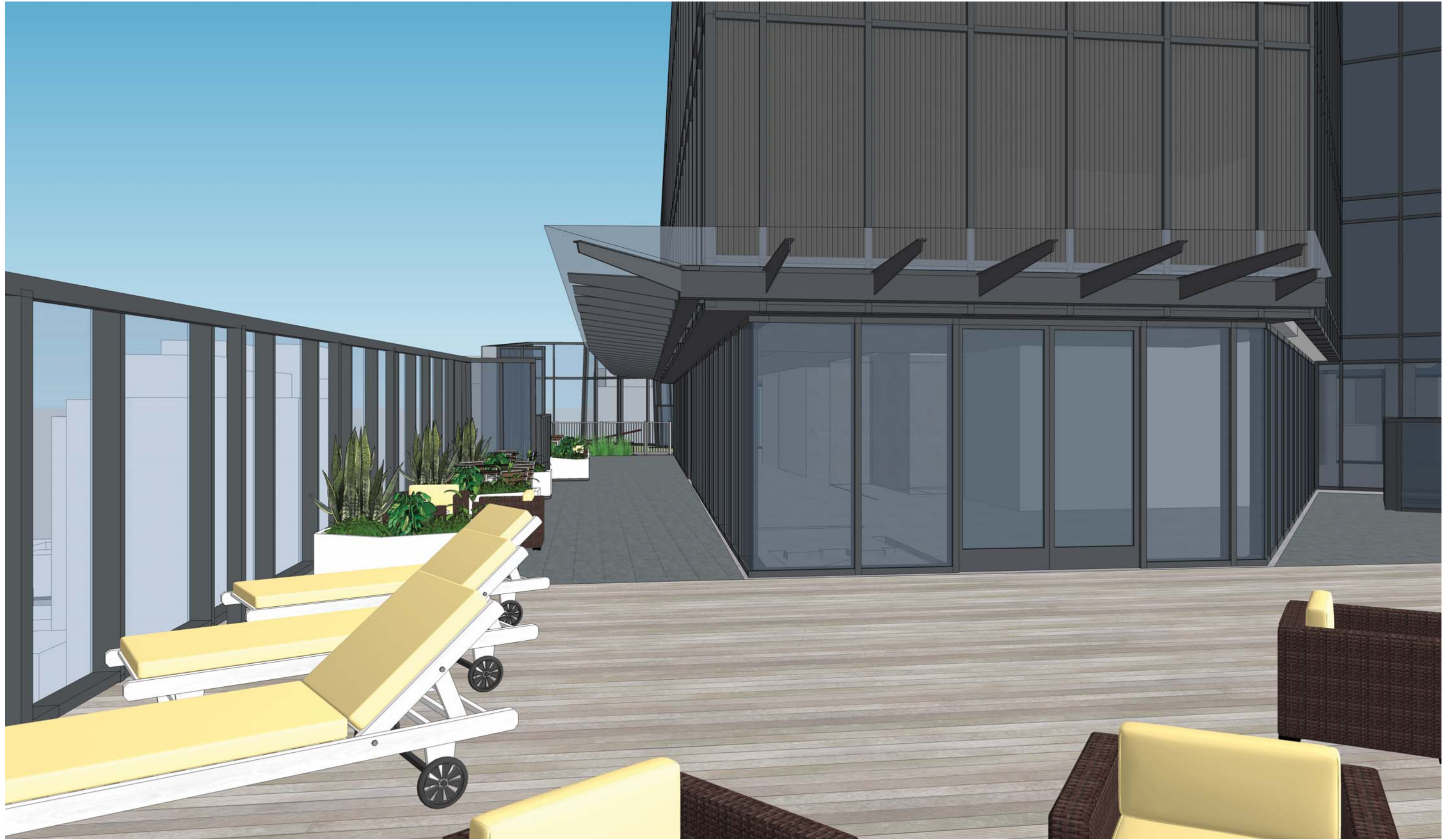
ROOF DECK AERIAL

## 13.0 Renderings



ROOF DECK AMENITIES

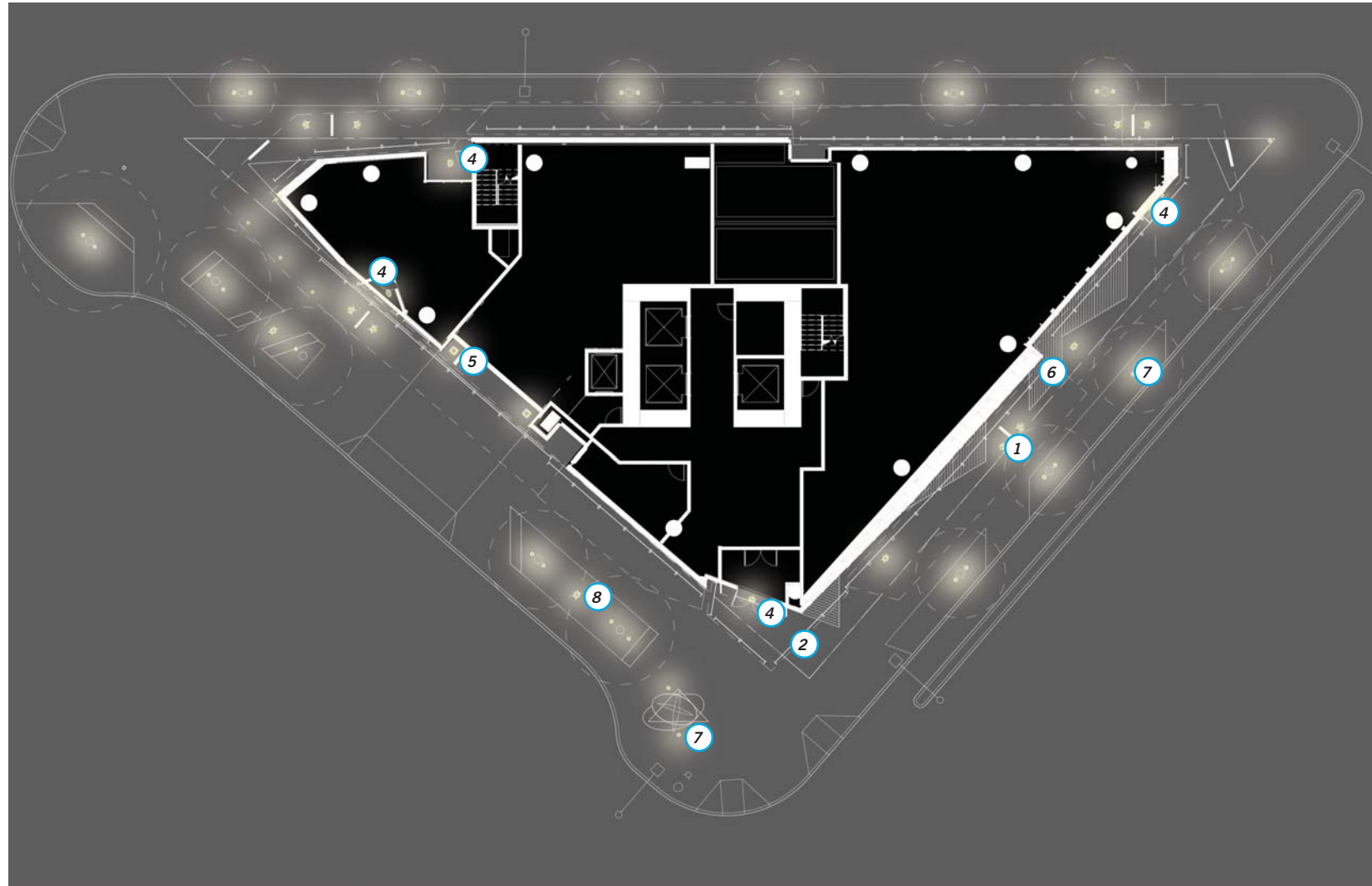
13.0 Renderings



ROOF DECK AMENITIES

# 14.0 Exterior Lighting Plan

## LEVEL 01 PLAN



### LIGHT FIXTURES



01 Directional Light



02 LED Linear Wash



03 Railing Mount Fixture



04 Recessed LED Egress Light



05 Soffit Light

### LANDSCAPE LIGHT FIXTURES



06 Bench Light



07 Tree Up-light



08 Bollard Light

### LIGHTING EFFECTS



LED Landscape Wash



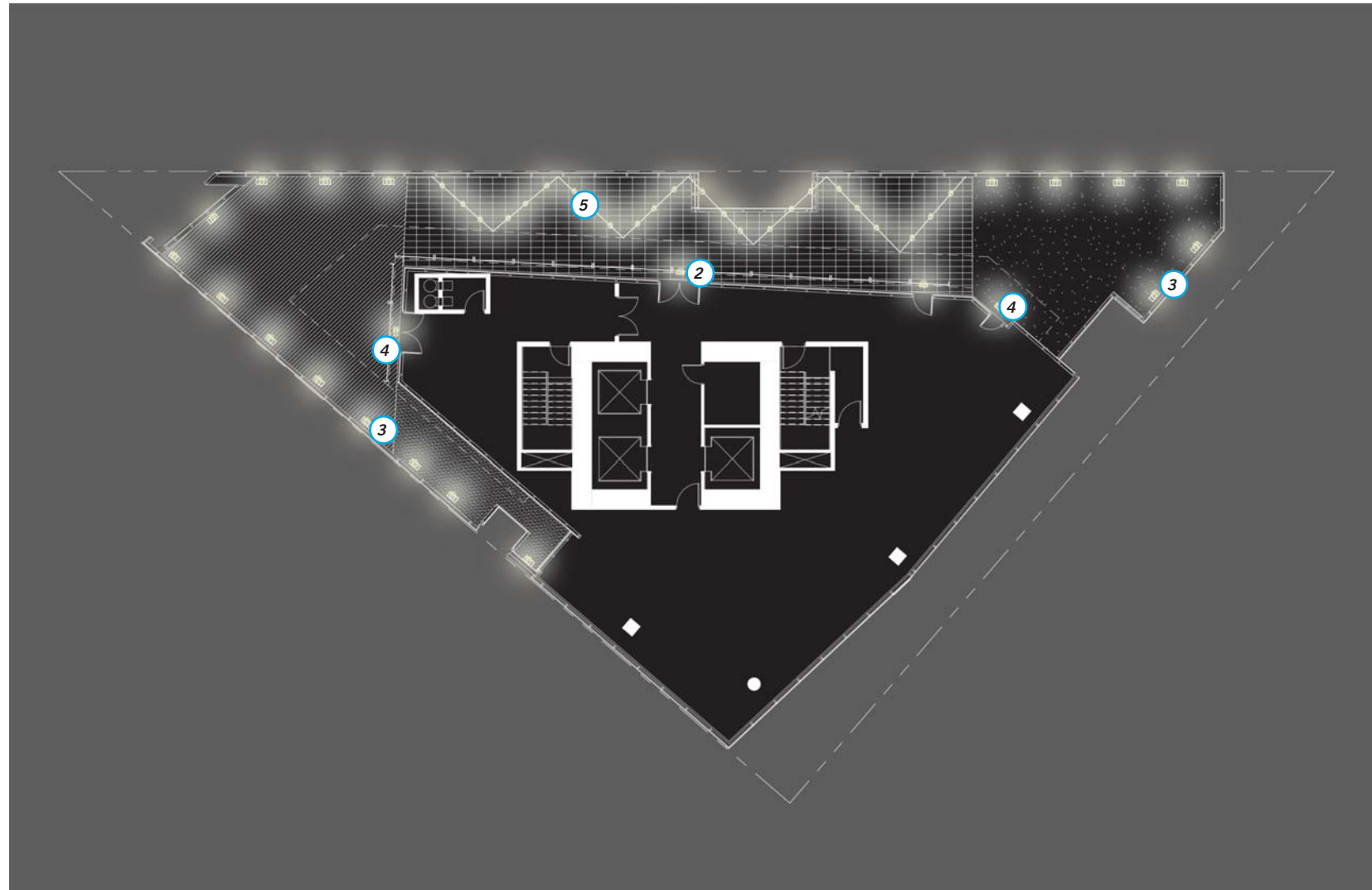
Linear Wall Wash



Railing Mount Fixture Effect

# 14.0 Exterior Lighting Plan

## ROOF PLAN



## LIGHT FIXTURES



01 Directional Light



02 LED Linear Wash



03 Railing Mount Fixture



04 Recessed LED Egress Light



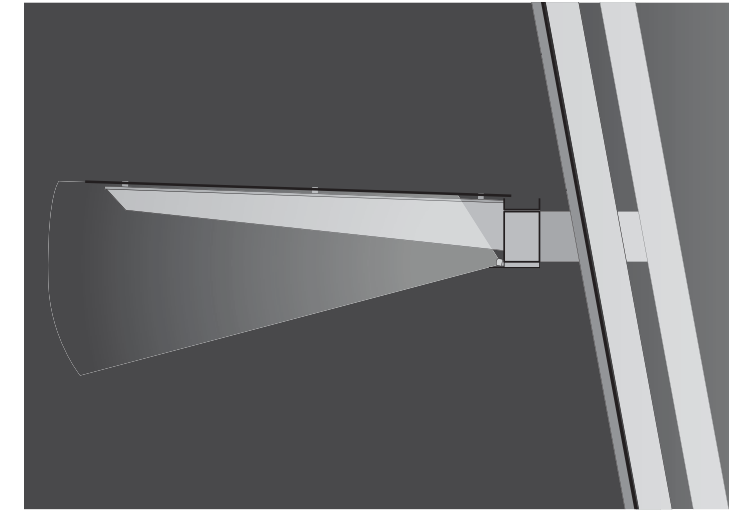
05 String Lights

# 14.0 Exterior Lighting Plan

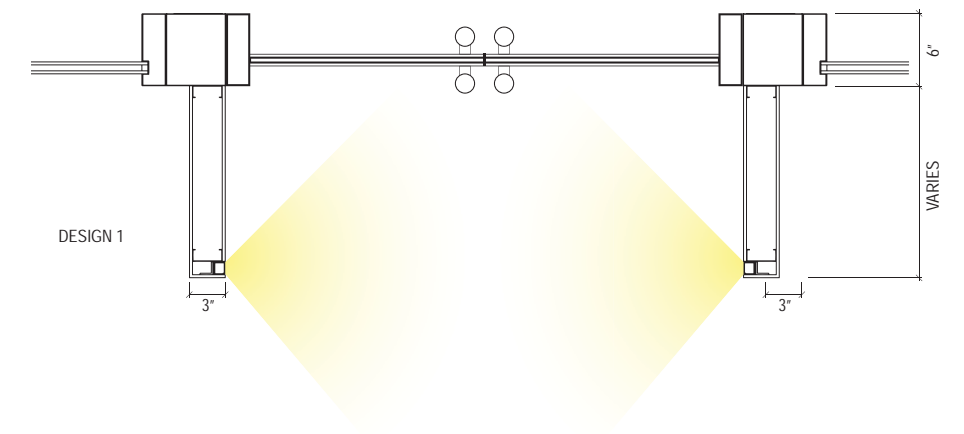
SOUTH EAST VIEW



CANOPY LIGHTING



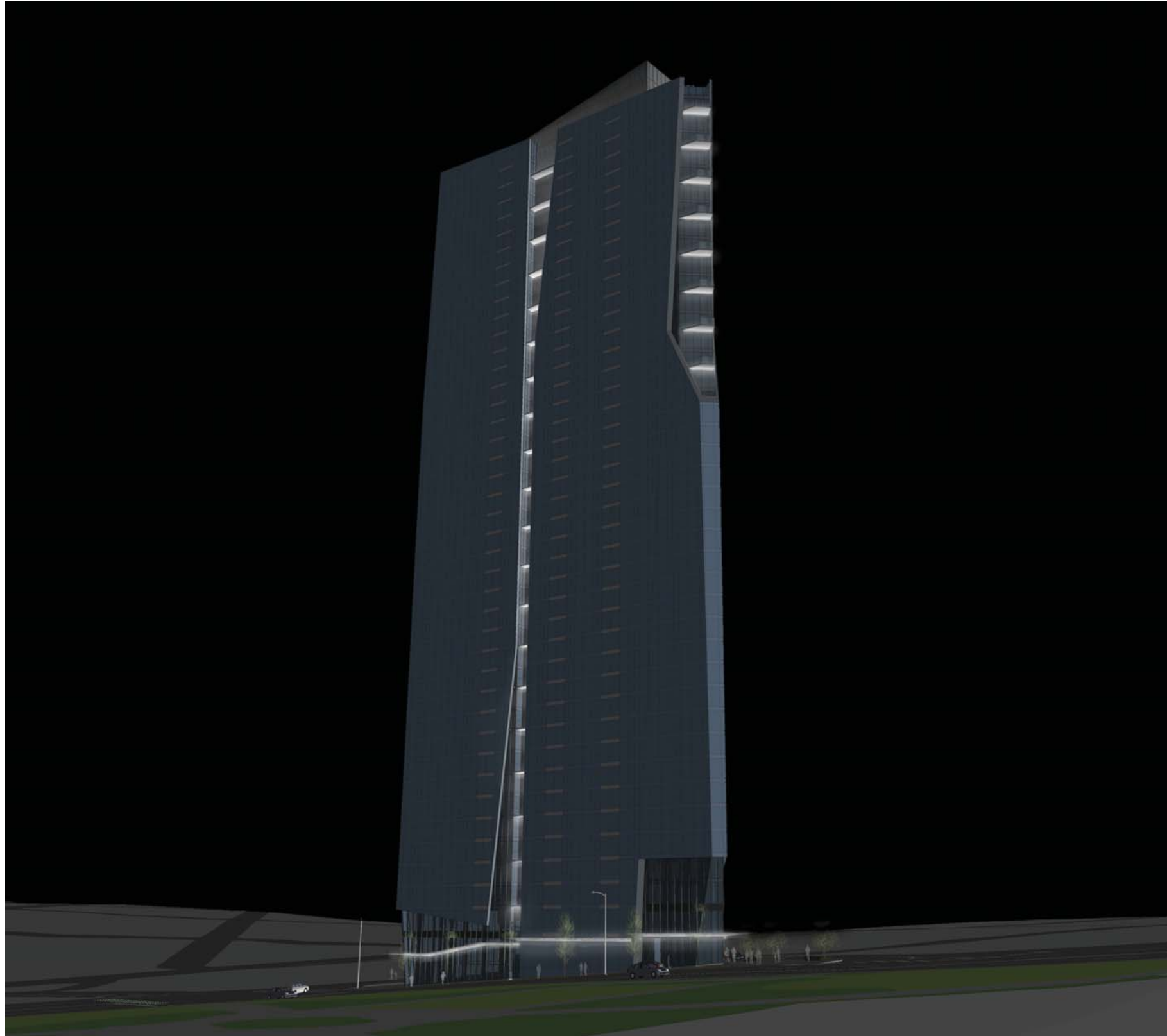
PORTAL LIGHTING DIAGRAM



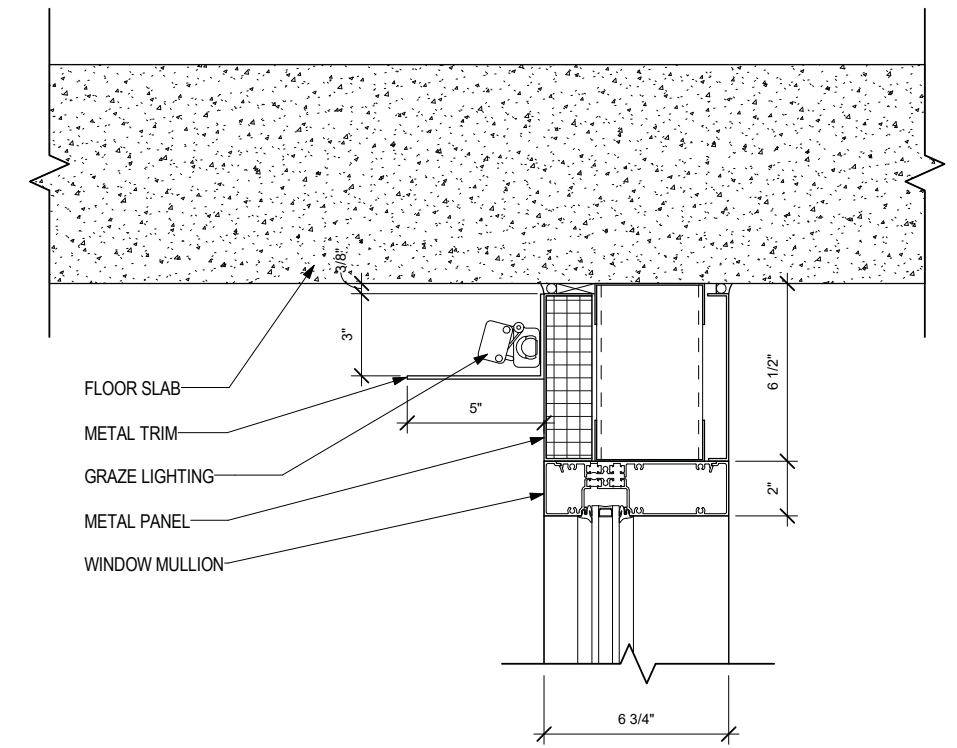


# 14.0 Exterior Lighting Plan

## SOUTH EAST VIEW



## LIGHTING SECTION

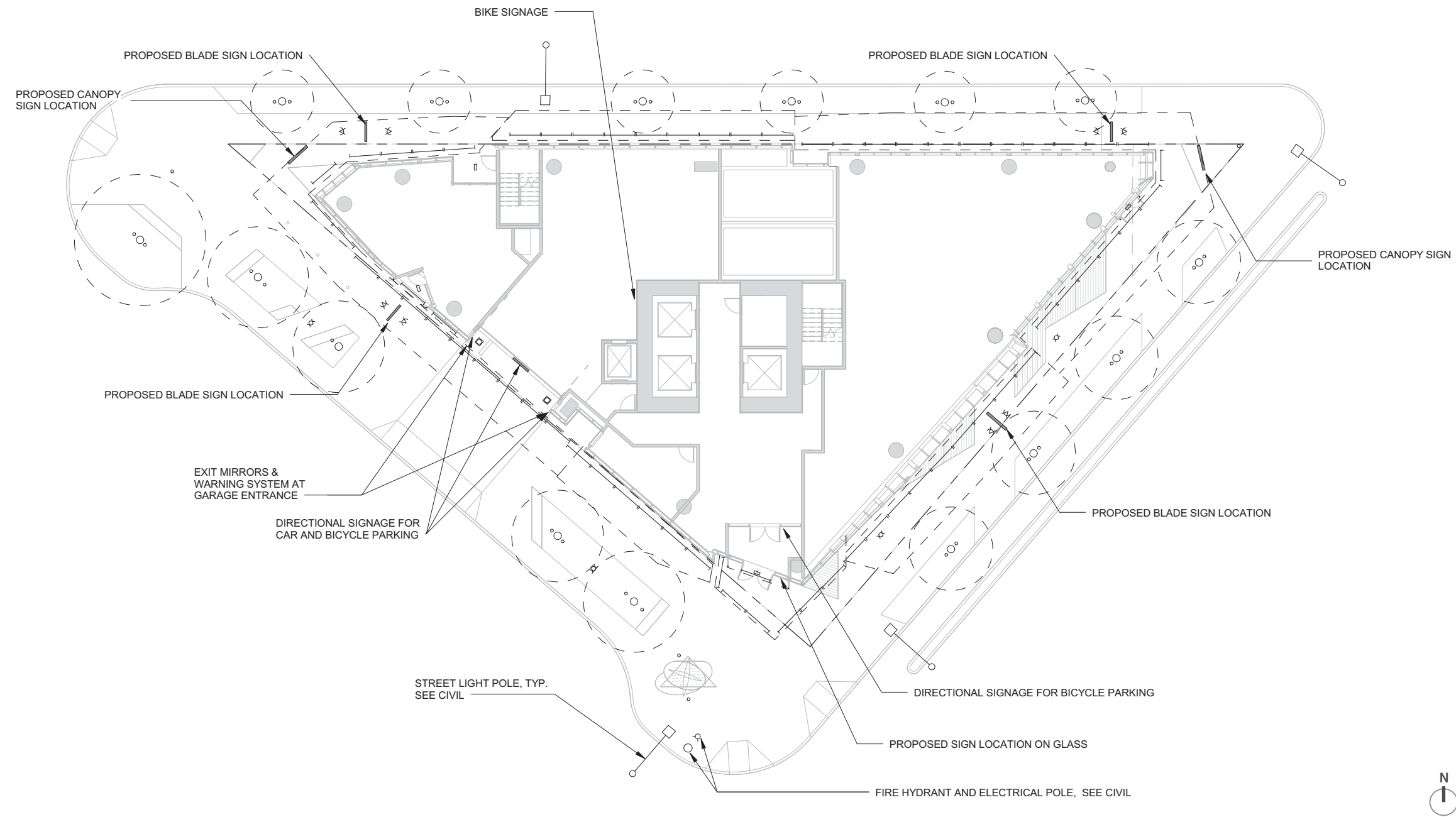


15.0 Signage Concept Plan



# 15.0 Signage Concept Plan

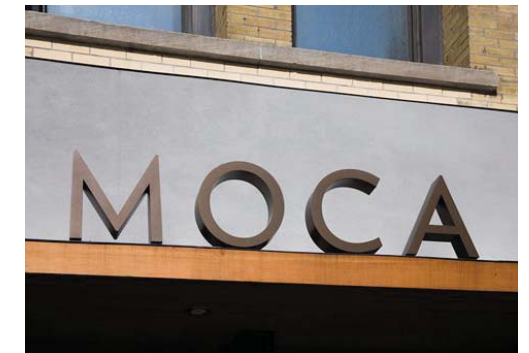
## SIGNAGE CONCEPT PLAN



## SIGNAGE EXAMPLES



Blade Sign

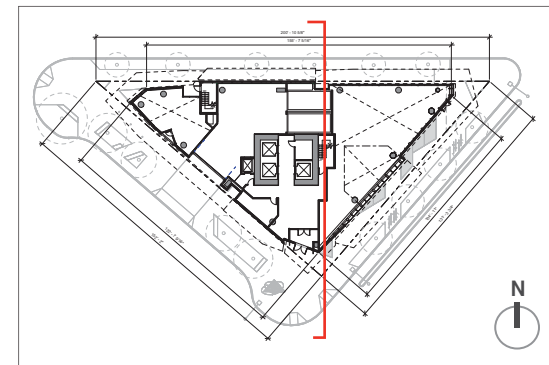


Canopy Sign

# 16.0 Building Section A

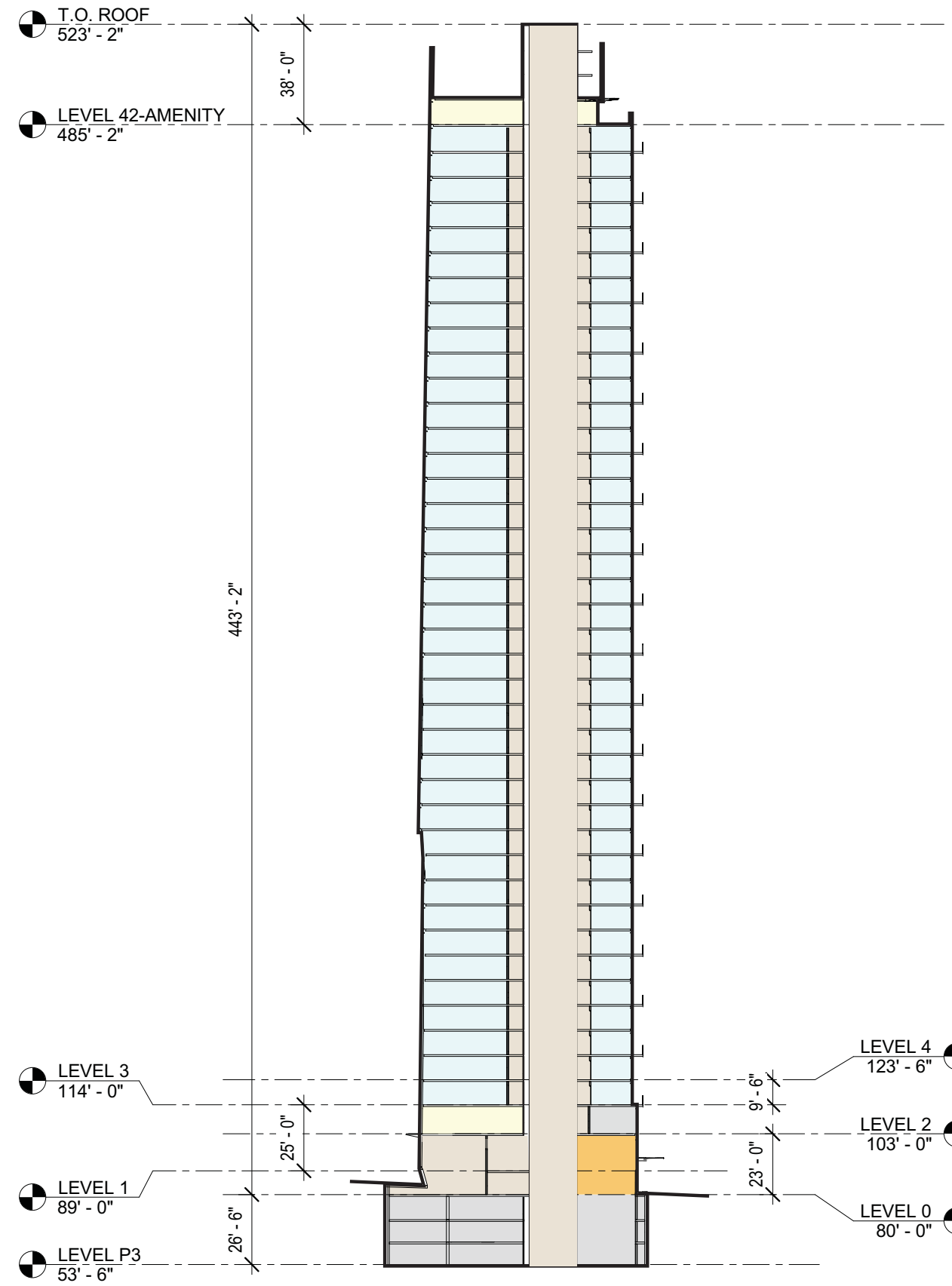
## KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck



## PLAN KEY

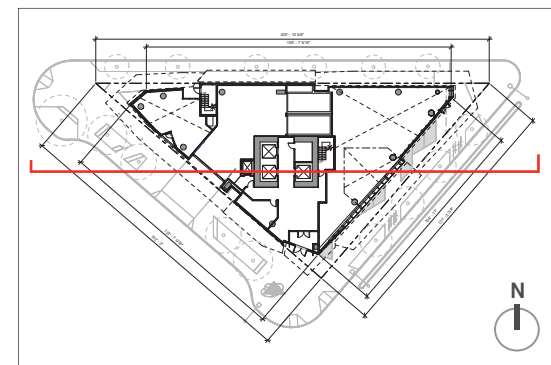
- Section Cut



# 16.0 Building Section B

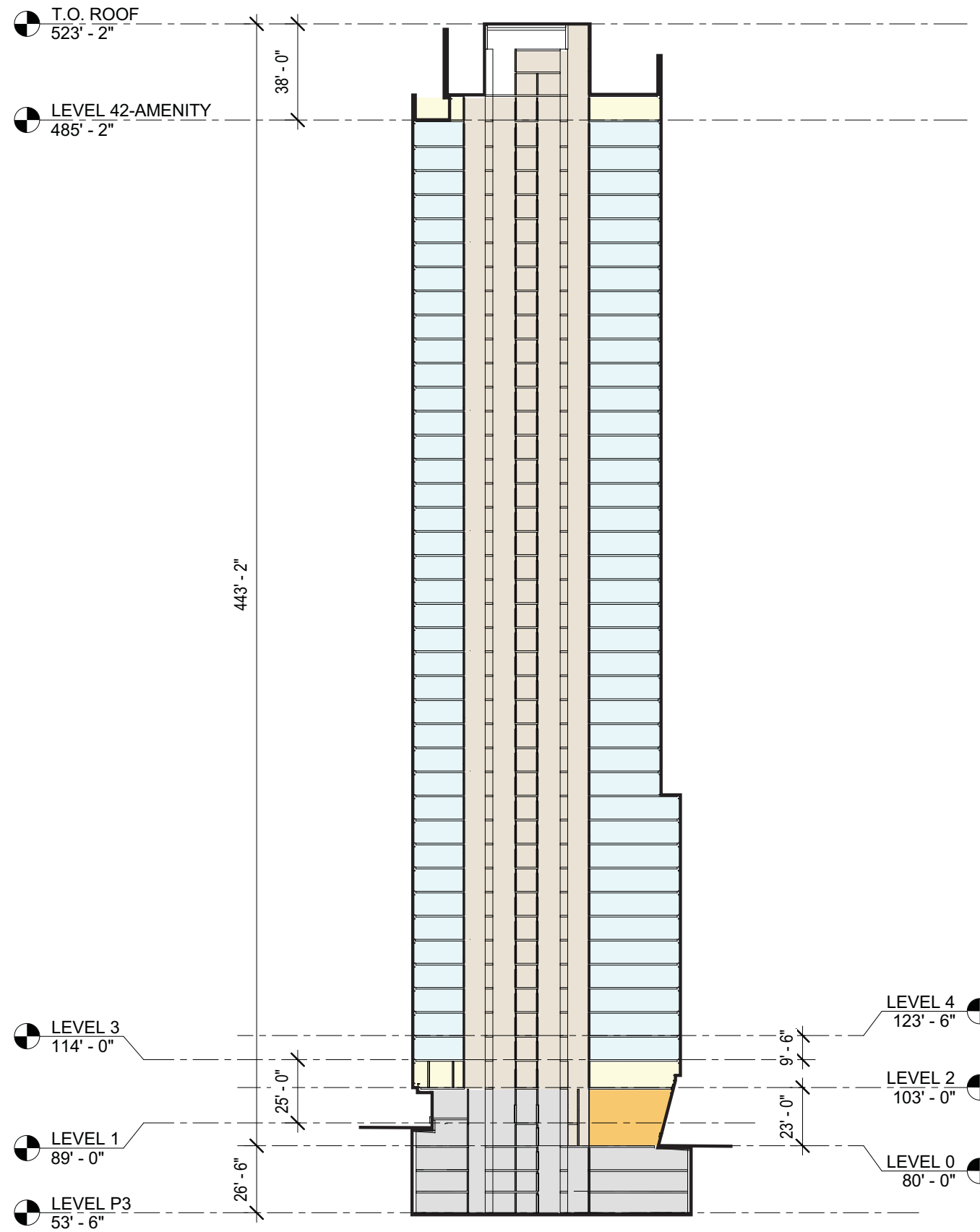
## KEY

- Retail
- Lobby/Amenity
- Outdoor Amenity
- Units
- Utility/BOH
- Circulation
- Parking/Garage
- Deck



## PLAN KEY

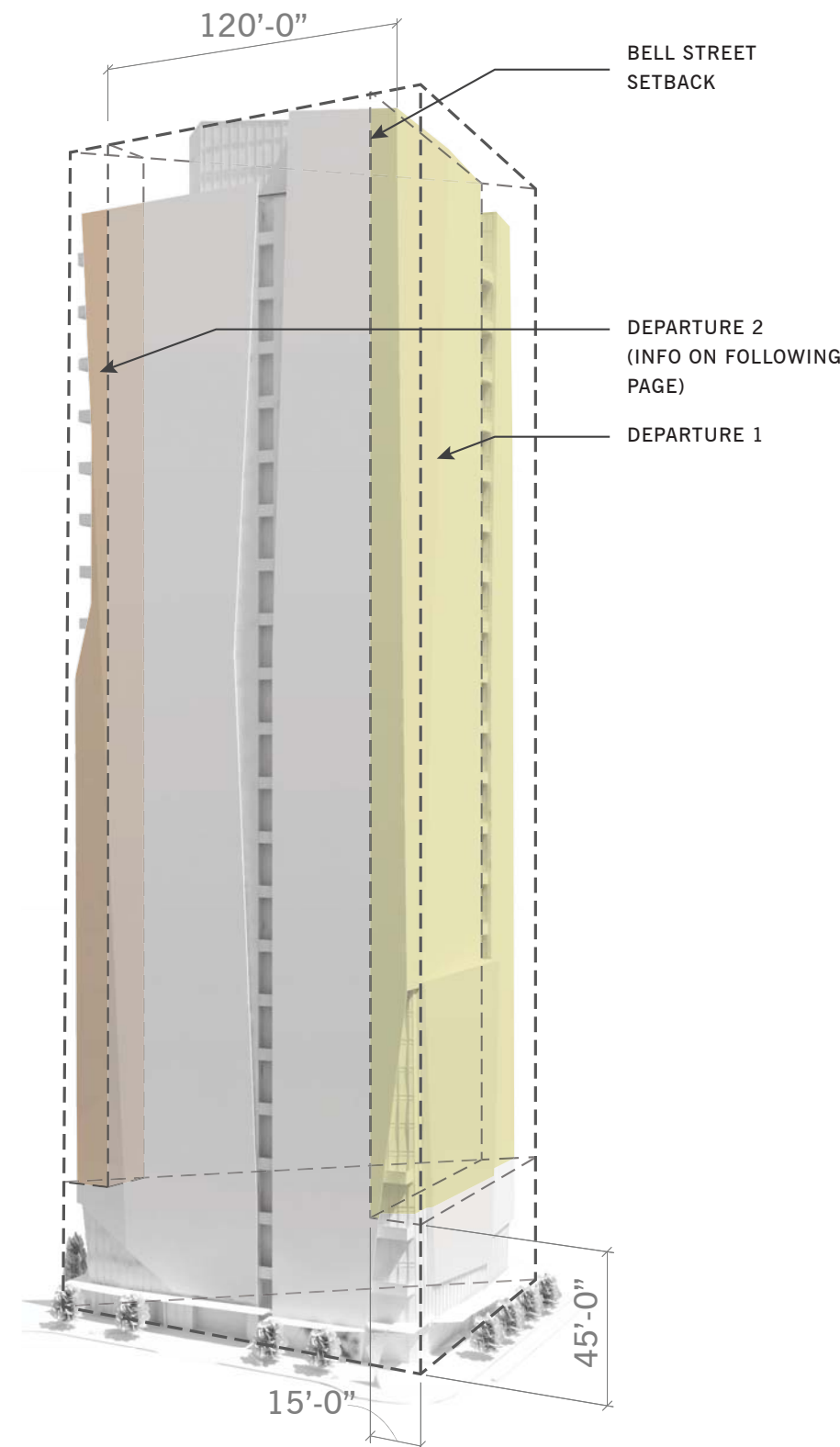
— Section Cut



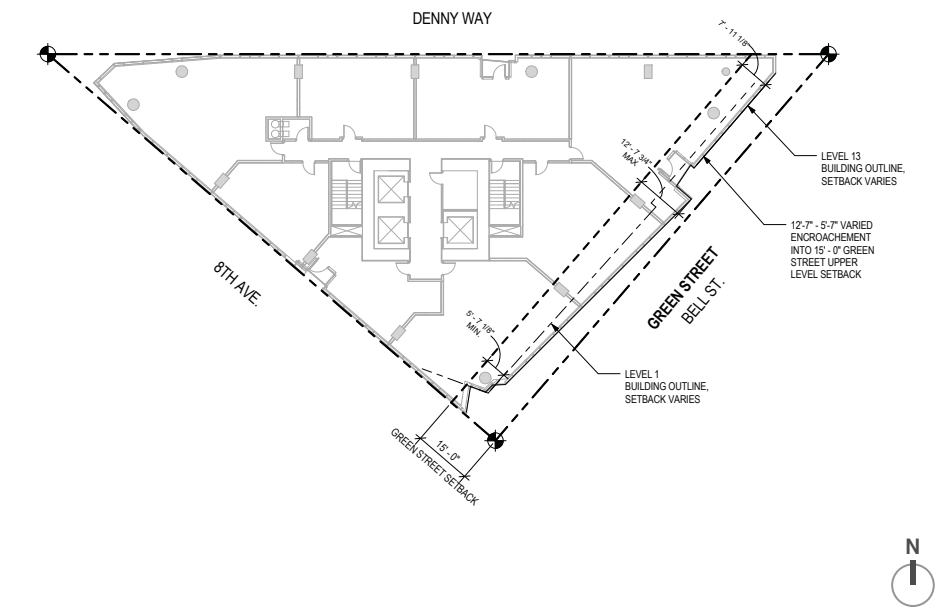
# 17.0 Departure 1

CODE CITATION:	23.49.058G.2
CODE REQUIREMENT:	Lots abutting Green Streets, that is not a designated view corridor, shall have a continuous 15' upper-level setback above 45'
PROPOSED DESIGN DEPARTURE:	Reduce the Green Streets setback to allow for a 50% usage.
RATIONAL FOR DEPARTURE / CORRESPONDING DESIGN GUIDELINE:	<p>CS2 Urban Pattern and Form</p> <p>A2. Architectural Presence: solitary location with wide exposure from Denny Street, Denny Park and 9th Avenue creates an opportunity for a unique, memorable design to enhance Seattle's skyline.</p> <p>B3. Full block triangular site, however small in scale, allows the building to make a presence on all three sides with different facade treatments while expressing a cohesive design concept.</p> <p>D5. Respect for adjacent sites: preferred option allows for trading some height of the building for a slightly wider profile that is compensated with rounded corners to visually and physically reduce the bulk of the building. As a result, the impact of shadow and mass is reduced on the adjacent Denny Park.</p> <p>CS3 Architectural Concept</p> <p>A2. The ideas of a solitary tower expressing a design of erosion and abrasion provide a distinctive architectural identity to the building.</p> <p>PL1 Connectivity</p> <p>A1, 2. Pedestrian interaction is enhanced with a Green Street at the base of the tower which provides opportunities for public engagement and a place to pause and rest. The addition of a Green Street along a principal artery with a bike lane results in a livelier street edge along the path from downtown to South Lake Union. The wide Green Street sidewalk is further enhanced with multiple terraces for seating and the possibility of food and beverage servicing to enrich Bell Street's pedestrian thoroughfare.</p> <p>PL3 Open Space</p> <p>C3 Ancillary Activities: allow spaces along Bell street and 8th Avenue for activities such as sidewalk vending, seating, and restaurant dining to occur. Building is set back from the street and incorporates spaces with weather coverings under which retail uses can extend.</p> <p>DC2 Architectural Concept</p> <p>A2, B1, E1. Abraded block of solid stone exposed to elements on all three sides is a fitting expression for a project which occupies a solitary street block. Contrast between softer outside 'skin' and jagged cracks and crevasses creates a composition which is functional as well as interesting. The concept also enhances and respects adjacent sites and uses by softening the edges, reducing massing and providing modulation and interest on long facades. Form and function are unified by using the deeper crevices for well-placed residential terraces while the abrasions at street level are used for building entrances and enhanced pedestrian activity.</p>

DIAGRAM 1



FLOOR PLAN



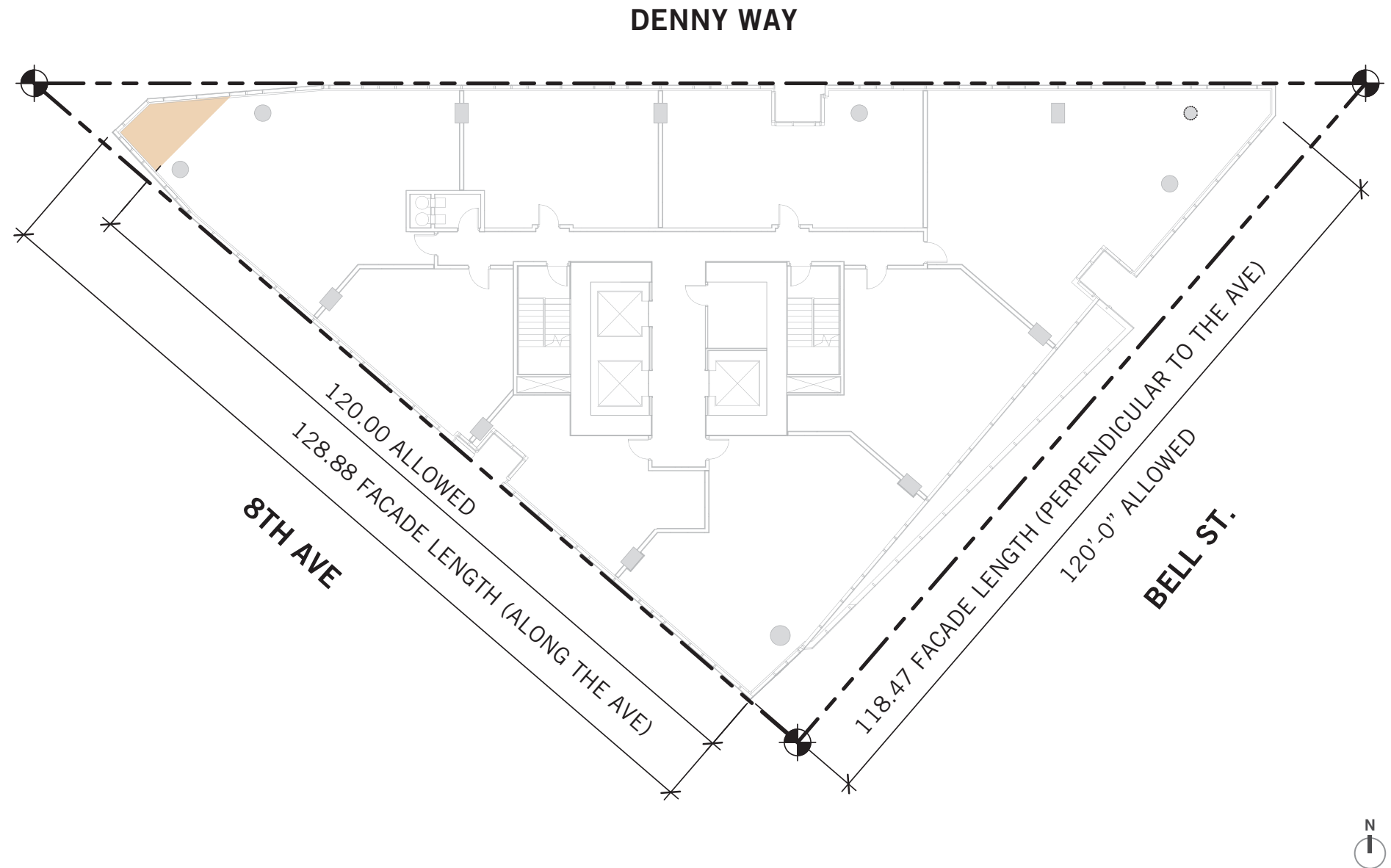
**STATISTICS:**

DRB GROSS # CURRENT DESIGN:  
347,132.57 SF

GFA OF CC OPTION FROM EDG2:  
330,078.36 SF

## 17.0 Departure 2

CODE CITATION:	SMC: 23.49.058.E.2 - Tower Width Limit
CODE REQUIREMENT:	Max tower width shall be 120' or 80% of the width of the lot measured in the general North-South direction (along the Avenue not the Street) above 160' for residential use. On lots less than 10,700 SF in area and are surrounded on all sides by R.O.W. the maximum facade length is 120'. Decks and balconies do not count toward this length restriction.
PROPOSED DESIGN DEPARTURE:	8th Ave. tower face is proposed to be 135'-2".
RATIONAL FOR DEPARTURE / CORRESPONDING DESIGN GUIDELINE	With different geometry at the corners and extended modulation and chamfering of the corners, the departure from this standard was reintroduced to the project. The rounded corner floor plate allowed for 120' facade width requirement. Since, irregular and chamfered facets are used to replace rounded corners of the tower for consistence of concept and a singular vision of the project, reevaluation of width criteria has become necessary. The irregular and faceted surfaces, unique to each facade and building corner, extend from ground level to roof which envelopes the mechanical systems. Irregularity, unpredictability and uniqueness are further explored and used as a design language for the tower's form. Irregular and chamfered facets expressed on the Bell Street facade are applied to all three facades of the tower for consistence of concept and a singular vision for the project. Creating a singular design vision without a strong vertical offset that could have resulted from the code require 120' facade width with 15' setback would have adversely impact the architectural expression supported through design guidance. Therefore, this departure is requested. Elimination of the rounded corners and transition to modulated chamfered corners, together with additional modulation and balconies within the facades, resulted in longer facade along 8th avenue. The dynamic profile and expanded crevasses, provide more dynamic and landmark inspiring tower, enhancing the skyline and providing more unified architectural concept. (A2, B4)

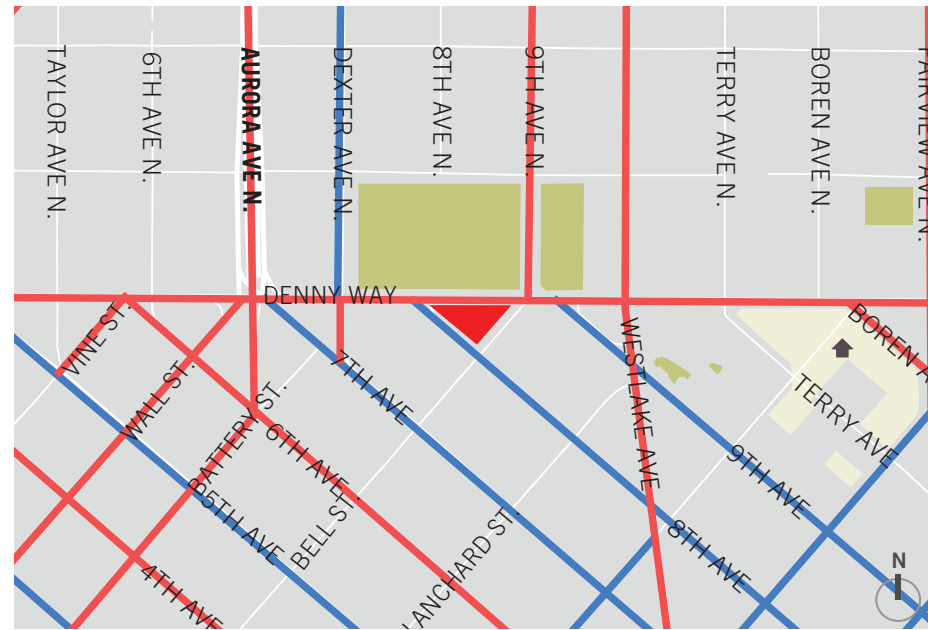


# APPENDIX



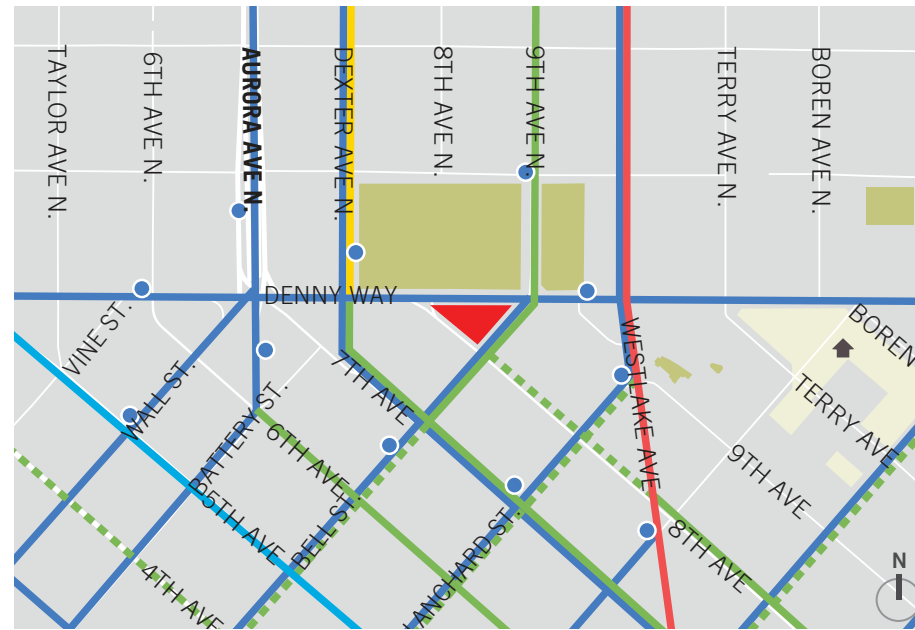
# 18.0 Urban Context

## 1 ARTERIAL CLASSIFICATIONS



- Principal Arterial
- Minor Arterial

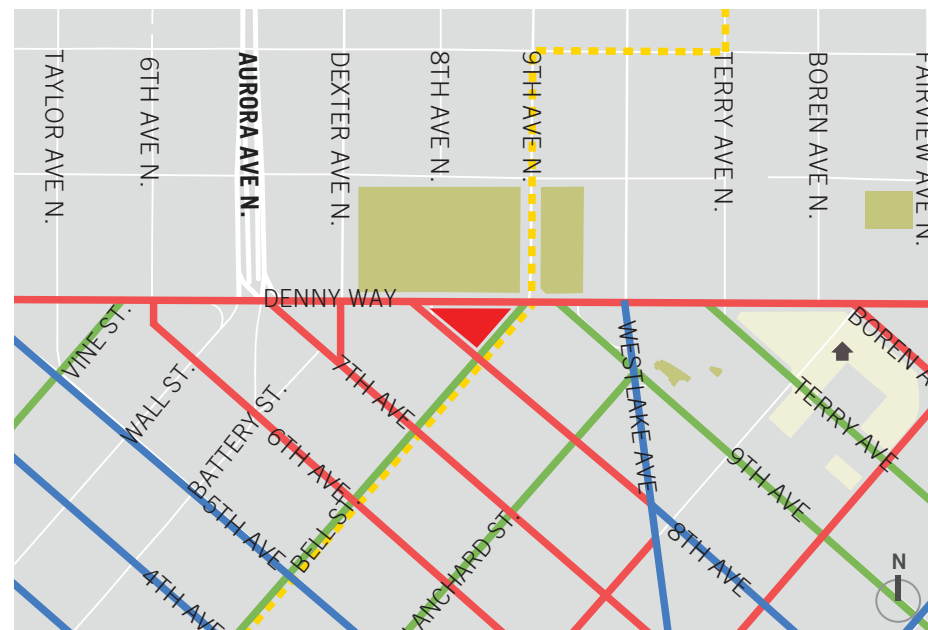
## 3 PUBLIC TRANSIT AND BICYCLE ROUTES



## STREET CLASSIFICATIONS & PROGRAM

The project is positioned at the intersection of two Class II Pedestrian Streets (Denny Way and 8th Avenue) and a Green Street (Bell St.). With Denny Way acting as a principal arterial and Bell Street as a Green Street/Market to MOHAI trail segment, 8th Avenue becomes the most ideal point for curb cuts and vehicle access. A special intent will need to be created for Bell Street, as it will become the major pedestrian thoroughfare and accesses many of the commercial programs being developed.

## 3 PEDESTRIAN STREET CLASSIFICATIONS



- Class I
- Class II
- Green Street
- - - Market to MOHAI

## 4 PROGRAM



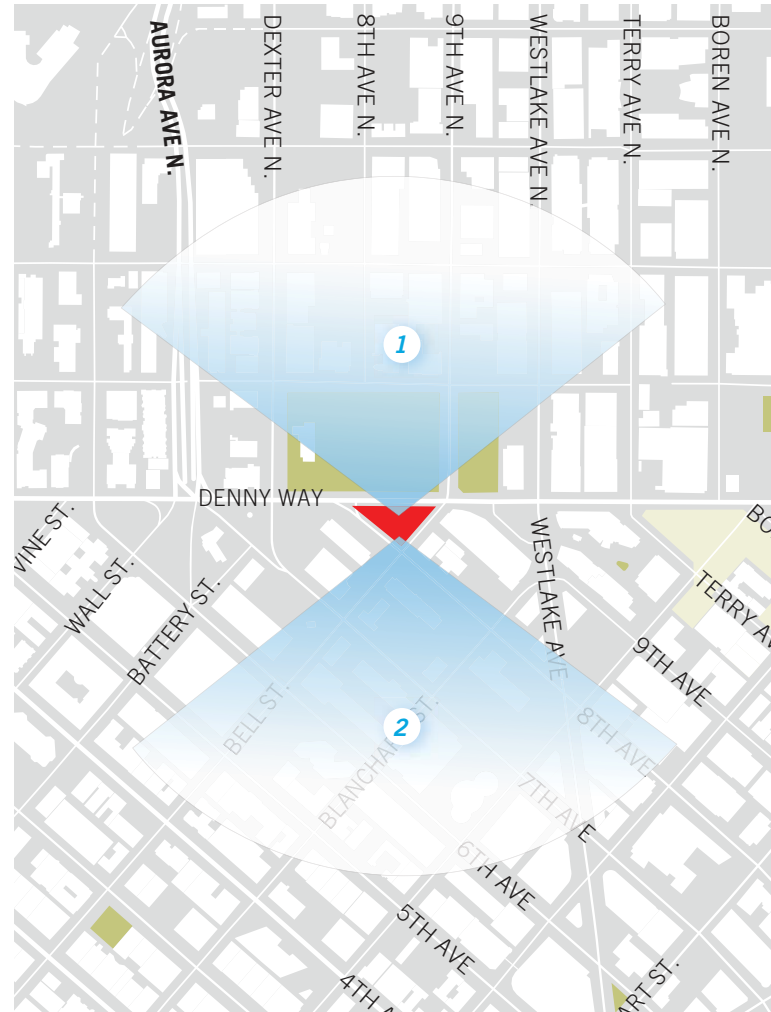
- Future
- Residential/Mixed-Use
- Office
- Civic/Institutional
- Commercial/Retail

## TRANSIT & TRANSPORTATION

Public transportation around the development is highly dense and can reach far across the city. Nearby transit includes bus numbers 5, 8, 26, 28, 62, 118, 119, 121, 122, and E Line which access Shoreline, Greenwood, Northgate, Hilltop, Leschi, Mt. Baker, Queen Anne, Pioneer Square, Greenlake, and Ravenna.

Bike lanes around the site are commonly occurring and current plans are in place to expand upon the existing paths. To increase usability of the bike lanes, located a block away on 9th Avenue and Westlake, is a Pronto Station which allows for easy bicycle renting.

## 18.0 Panoramic Views

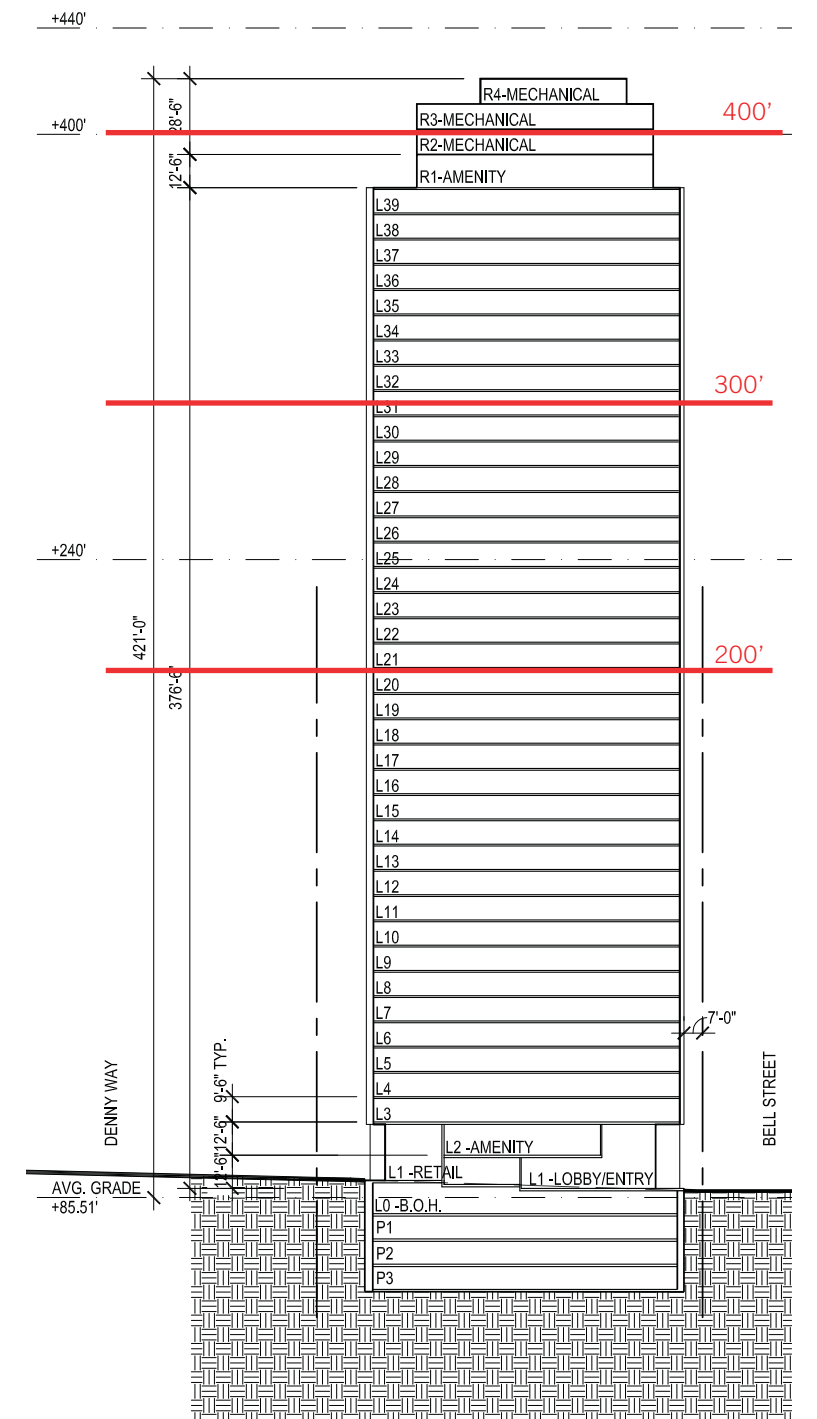
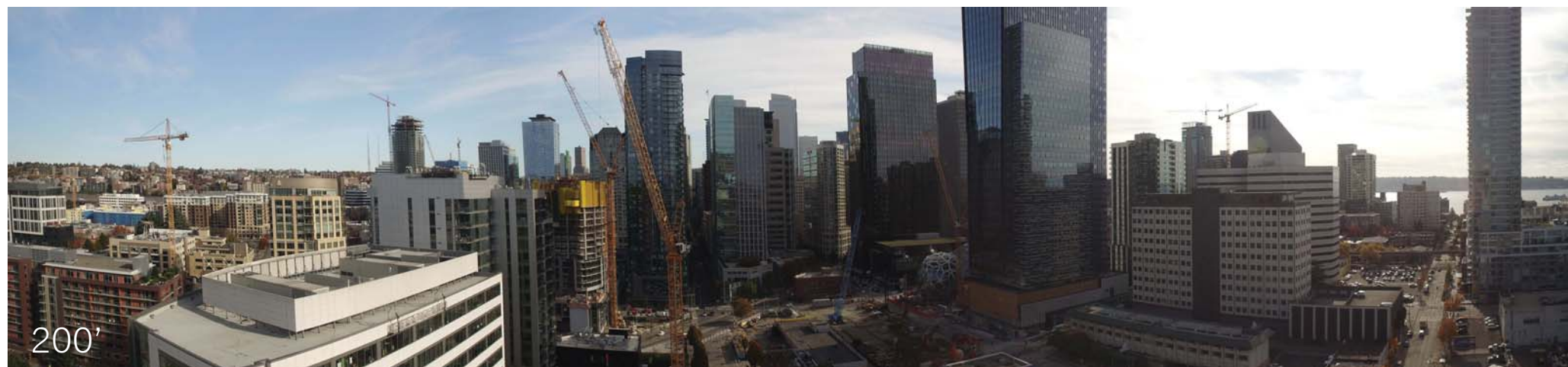
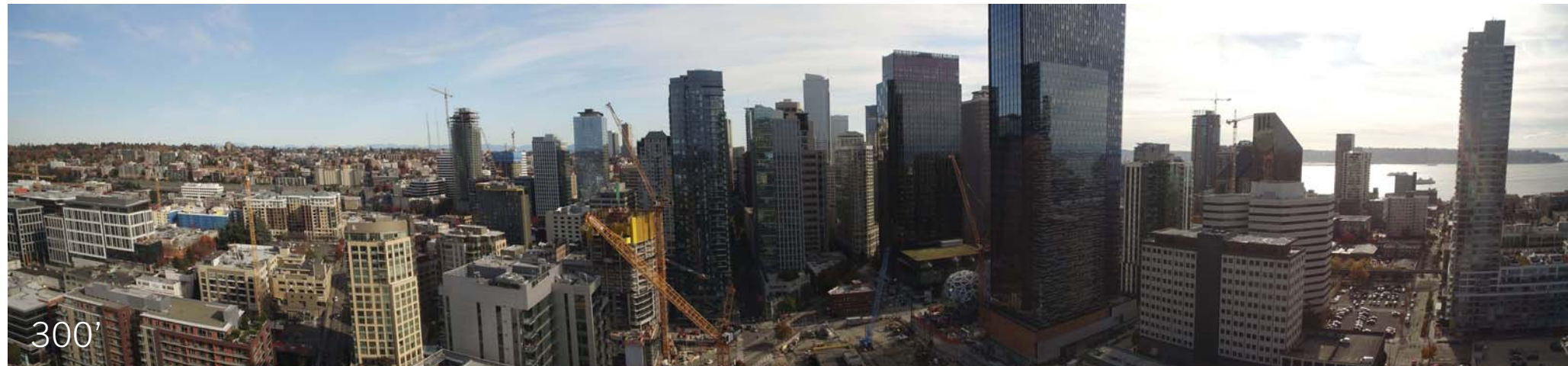
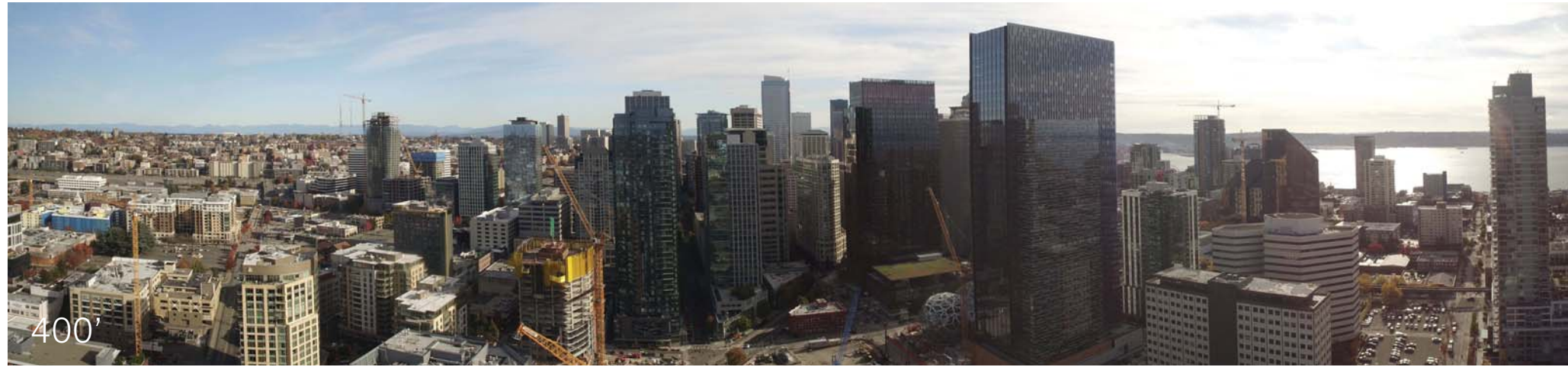


1 NORTHERN VIEWS



# 18.0 Panoramic Views

## 2 SOUTHERN VIEWS



# 18.0 Shadow Study

