DESIGN REVIEW BOARD RECOMMENDATION MEETING

2ND + STEWART | 1613 2ND AVENUE

DPD# 3025998 January 17, 2017

HEWITT

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Project background:

- Approved EDG#2 04/07/2015
- Approved Final Recommendation Meeting 09/29/1015
- Approved Land Use Application February 4th, 2016 per "City of Seattle Analysis and Decision of the Director. " (SDCI # 3016702, p.15)
- MUP issuance 06/15/16 (SDCI#3016702)

Following substantive changes in building program, the approved proposal met a SEPA threshold requiring a "Major MUP Revision." (SDCI #3025998) Below is a brief summary comparison between the approved and the proposed MUP Revision:

	Approved DRB PROPOSAL: 9/29/2015 SDCI #3016702	Proposed MAJOR MUP REVISION: 01/17/2017 SDCI # 3025998
Parking Below Grade	7 Levels, 96 stalls	5 Levels, +/- 63 stalls
Parking Above Grade	4 Levels, 49 stalls	*no parking above grade*
SF of Retail	+/- 2,705 SF	+/- 4,726 SF (ON two levels)
# Vehicle Garage Entries	2	1
# of Residential Units	177	265 (+1 guest suite unit)
# of requested departures	4	4

Project Vision

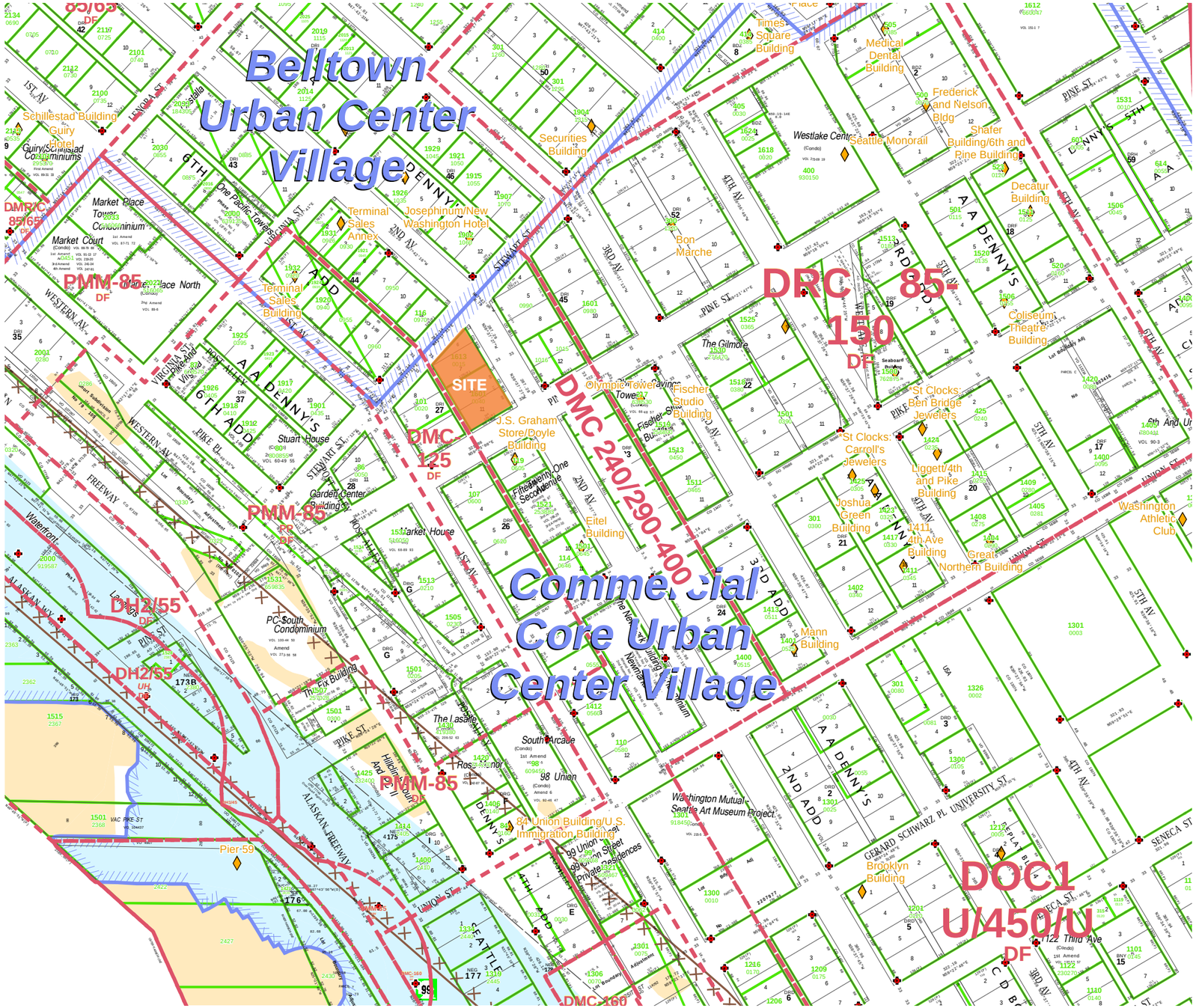
The development site at Second Avenue, from Stewart Street to Pine Street, is located adjacent to the Pike Place Market Historic District and just a few short blocks from the City's shopping core. It is situated on one of the highest intersections in the downtown area and borders the edge where a shift in the City street grid occurs, forming a tapered, rectangular parcel adjacent to the 1908 era Broadacres Building. The project's location and site are the basis of design influence.

Streetscapes offer variety of character and activity. Stewart Street is pedestrian-scaled and has a strong visual relationship to the Market and Elliott Bay beyond. Second Avenue is a broad, north to south, heavily-used city connector for vehicles, bicycles, and King County Metro and Sound Transit bus services. Each street is highly active and unique. The tower design responds with retail frontage lining both streets, activating the pedestrian realm and featuring two-story retail use contained in an expressive "glass box". Above the box on the third level, a triangular shaped outdoor terrace creates a "gasket" between the residential tower and reduces the scale of the structure from a pedestrian's perspective.
Tower massing relates to the greater cityscape via a reflection of a 17-degree shift in the street grid occurring at the intersection of Second Avenue and Stewart Street. A segment of the east facade cants away from Second Avenue, oriented perpendicular to Stewart Street. This same angle is expressed on the southwest facade over the Broadacres Building. This allows some visual separation between the proposed structure and the tower at the south corner of Second and Pine. The upper-level tower form continues the shifted geometries of the street grid to form the roof level amenity rooms and terraces. At the roof, the common recreation program, elevator penthouse and screened mechanical forms are organized to provide a unique and direct engagement of the structure and skyline. The interior rooms and associated terraces allow occupants to connect with dramatic urban and natural vistas.

DEVELOPMENT OBJECTIVES -
The proposal is a 400', 39-story, mixed-use residential structure with associated services and common recreation areas. 2-story ground level retail and below-grade residential parking are planned.

Approximate quantities are as follows:

Residential:	±265 apartment units
Affordable housing incentive:	Cash payment option proposed
Ground level retail:	±4,726 sf
Parking:	±63 stalls; consisting of 5 levels below grade,
Potential departure requests:	Facade maximum setback limits Overhead weather protection width Internal arking aisle width Facade modulation



PROJECT ADDRESS:
Development Site Address includes both parcels:
1613 Second Ave. (MJA Building)
1601 Second Ave. (Broadacres Building)

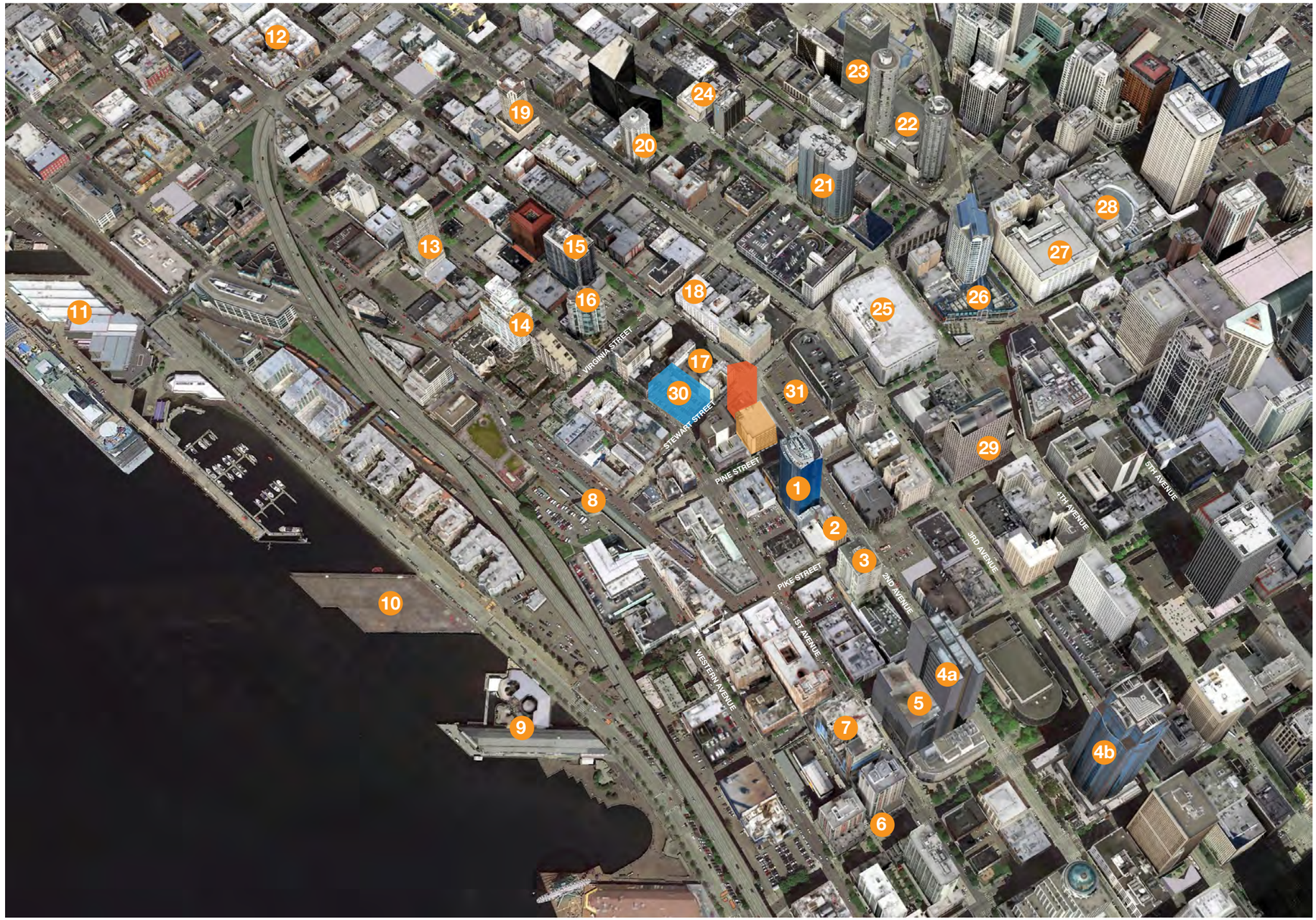
KING COUNTY PARCEL NUMBERS:
197720-0015 (MJA Building)
1977200040 (Broadacres Building)

SITE AREA:
8,483 sf (MJA Building)
12,195 sf (Broadacres Building)
Total Site Area: 20,678 sf

OVERLAY DISTRICT:
Commercial Core Urban Center Village

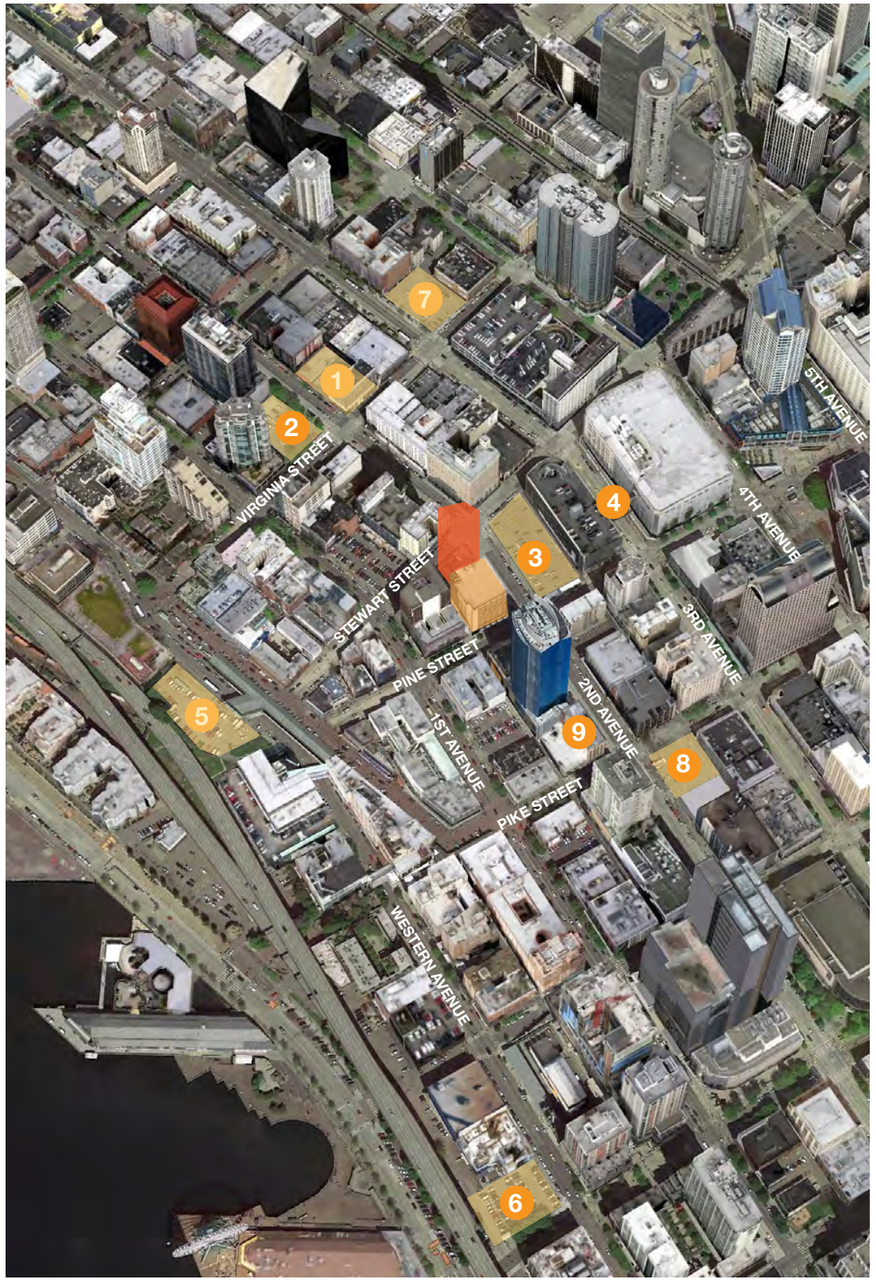
ZONING CLASSIFICATION:
DMC 240/290-400

STREET CLASSIFICATIONS:
Stewart Street:
Class I Pedestrian Street
Principal Transit Street:
No view corridors
Second Avenue:
Class I Pedestrian Street
Principal Transit Street:
No view corridors



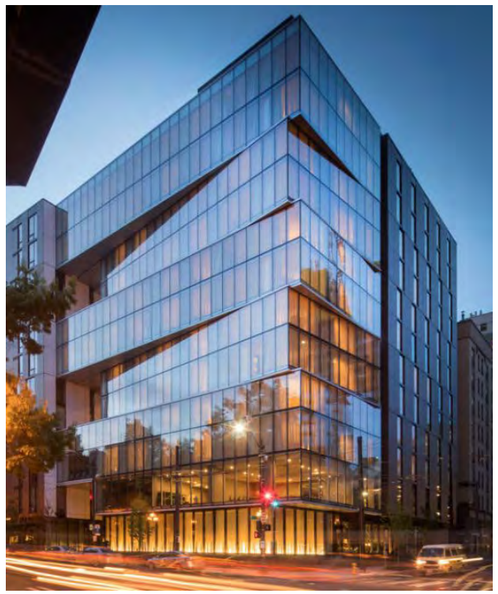
1 Fifteen Twenty-One 2nd Avenue
2 Eitel Building
3 Newmark Tower / Target
4a Russel Investment Center
4b 1201 3rd Avenue
5 Seattle Art Museum
6 Harbor Steps
7 Four Seasons Hotel / Residences
8 Pike Place Market
9 Seattle Aquarium
10 Pier 62 & 63
11 Bell Street Pier
12 Belltown Court
13 Continental Place Condominiums
14 Market Place Tower
15 Cristalla Residences
16 One Pacific Tower
17 Viktoria
18 Moore Theatre
19 The Grand View Condominiums
20 Royal Crest Condominiums
21 Escala
22 The Westin Seattle
23 The Westin Building
24 Cinerama
25 Macy's
26 Westlake Center
27 Nordstrom
28 Pacific Place
29 Century Square
30 1900 1st Avenue Apartment/Hotel
31 204 Pine Street (Under Construction)

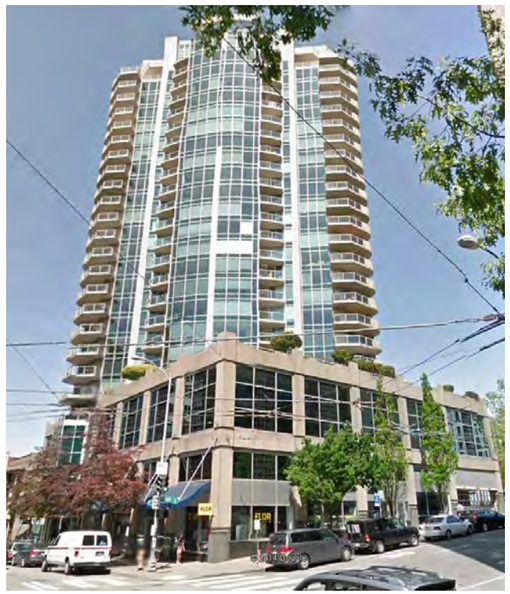

VIRGINIA STREET
STEWART STREET
PINE STREET
PIKE STREET
1ST AVENUE
2ND AVENUE
3RD AVENUE
4TH AVENUE
5TH AVENUE
WESTERN AVENUE
Commercial / Office
Residential Mixed-Use
Parking
Hotel
Cultural
Arts & Entertainment
Park
Services
Site
N
0 40 80 160

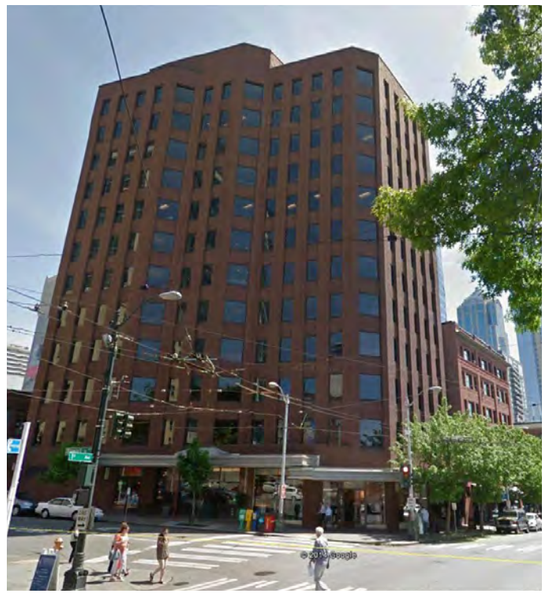


1 2000 2nd Avenue - 9-story Hotel
2 2001 2nd Avenue
3 204 Pine Street
4 3rd Avenue Bus Corridor Improvements
5 PC1-North
6 Western & University
7 2000 3rd Avenue
8 1430 2nd Avenue
9 Eitel Building


VIRGINIA STREET
STEWART STREET
NORDSTROM
MACY'S
3RD AVENUE
5TH AVENUE
WESTERN AVENUE
SITE
PINE STREET
1ST AVENUE
2ND AVENUE
PIKE STREET
4TH AVENUE
SUMMER SUN PATH
WINTER SUN PATH
25 MILE RADIUS
SEATTLE ART MUSEUM
BENAROYA HALL
Belltown
Commercial Core
Pike Place Market
Towers
Parks
Transit
View Corridor
1st Avenue
Sun Path


1900 1st Avenue - Apartments / Hotel

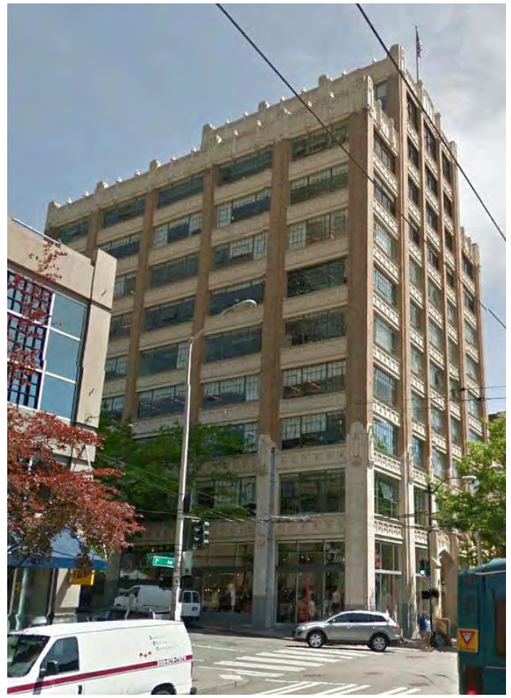

1st & Virginia


101 Stewart


2nd & Pine - Doyle Building

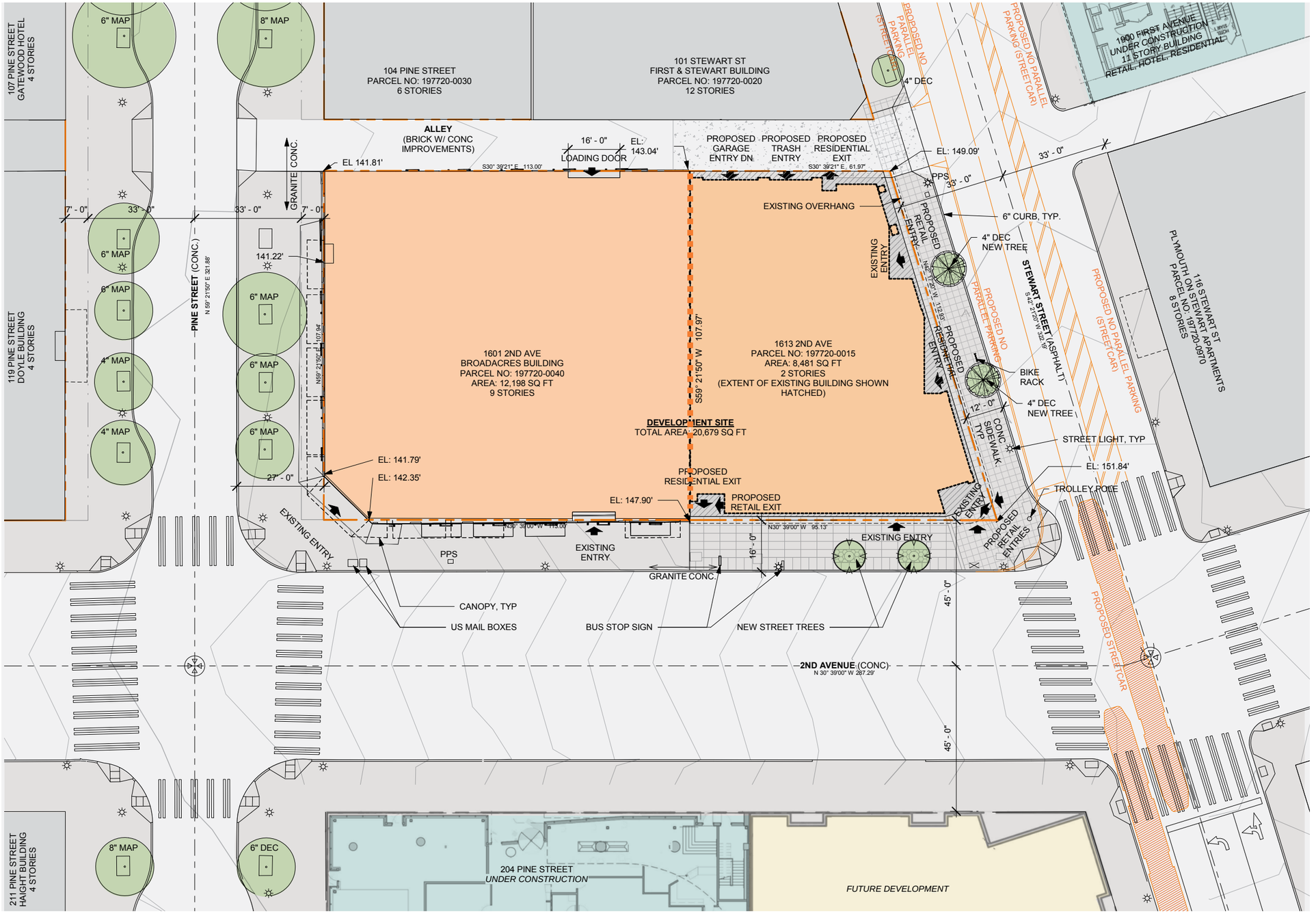

2nd & Pine (under construction)


Cristalla Building


Terminal Sales Building


Josephinum Building


Viktoria Building


107 PINE STREET
GATEWOOD HOTEL
4 STORIES
119 PINE STREET
DOYLE BUILDING
4 STORIES
211 PINE STREET
HAIGHT BUILDING
4 STORIES
104 PINE STREET
PARCEL NO: 197720-0030
6 STORIES
101 STEWART ST
FIRST & STEWART BUILDING
PARCEL NO: 197720-0020
12 STORIES
1900 FIRST AVENUE
UNDER CONSTRUCTION
11 STORY BUILDING
RETAIL, HOTEL, RESIDENTIAL
116 STEWART ST
PLYMOUTH ON STEWART APARTMENTS
PARCEL NO: 197720-0910
8 STORIES
ALLEY
(BRICK W/ CONC
IMPROVEMENTS)
EL 141.81'
S30° 39'21" E 113.00'
16' - 0"
LOADING DOOR
EL: 143.04'
PROPOSED
GARAGE
ENTRY DN
PROPOSED
TRASH
ENTRY
PROPOSED
RESIDENTIAL
EXIT
S30° 39'21" E 61.97"
EL: 149.09'
4" DEC
PPS
33' - 0"
PROPOSED NO PARALLEL PARKING (STREETCAR)
EXISTING OVERHANG
6" CURB, TYP.
4" DEC
NEW TREE
EXISTING
ENTRY
PROPOSED
RETAIL
ENTRY
N42° 17'24" W 112.95'
PROPOSED NO
PARALLEL PARKING
STEWART STREET (ASPHALT)
S 42° 21'20" W 122.19'
PROPOSED NO PARALLEL PARKING (STREETCAR)
BIKE
RACK
4" DEC
NEW TREE
12' - 0"
CONC
SIDEWALK
TYP.
STREET LIGHT, TYP
EL: 151.84'
TROLLEY POLE
PROPOSED STREETCAR
PINE STREET (CONC.)
N 59° 21'50" E 321.88'
GRANITE CONC.
7' - 0"
33' - 0"
33' - 0"
7' - 0"
141.22'
N59° 21'50" E 107.94'
6" MAP
8" MAP
4" MAP
27' - 0"
1601 2ND AVE
BROADACRES BUILDING
PARCEL NO: 197720-0040
AREA: 12,198 SQ FT
9 STORIES
S59° 21'50" W 107.97'
1613 2ND AVE
PARCEL NO: 197720-0015
AREA: 8,481 SQ FT
2 STORIES
(EXTENT OF EXISTING BUILDING SHOWN
HATCHED)
DEVELOPMENT SITE
TOTAL AREA: 20,679 SQ FT
EL: 141.79'
EL: 142.35'
EL: 147.90'
PROPOSED
RESIDENTIAL EXIT
PROPOSED
RETAIL EXIT
EXISTING ENTRY
N30° 39'00" W 115.00'
N30° 39'00" W 95.13'
EXISTING ENTRY
PPS
EXISTING
ENTRY
16' - 0"
GRANITE CONC.
PROPOSED
RETAIL
ENTRIES
CANOPY, TYP
US MAIL BOXES
BUS STOP SIGN
NEW STREET TREES
45' - 0"
45' - 0"
2ND AVENUE (CONC)
N 30° 39'00" W 287.29'
PROPOSED STREETCAR
8" MAP
6" DEC
204 PINE STREET
UNDER CONSTRUCTION
FUTURE DEVELOPMENT

02/04/15 MUP DECISION

Board Direction

The Board congratulated the design team on significant improvements to the project. The shaft of the building was deemed elegant and smart. The simplification of the base form and the re-articulation of the northwest corner were acknowledged as deft moves, as was the continuation of the golden Swisspearl cladding from the outside to the inside in order to encapsulate the parking ramp structure as it protruded into the double-height interior retail and lobby space.

As noted above, the Board approved three of the four total requested departures by a vote of 3-0. The overall design of the building and landscaping was approved by a vote of 3-0, with the following guidance and directives:

- The Board encouraged further study and refinement of the rooftop design;
- The Board recommended that the design team work further with neighbors in the alley to further refine and to address vehicular safety concerns;
- The Board encouraged the design team to continue an exploration of whether the overall design might not be strengthened without the introduction of new materials and color for the proposed screening/cladding of the above grade parking along 2nd Avenue.

Recommended Condition of Approval

Overhead weather protection should be continuous and include the widths of the three easternmost large structural columns along Stewart Street.

DECISION – DESIGN REVIEW

After considering the proposed design and design solutions presented in relation to previously prioritized design guidelines and after having heard public comments on the project's design, the three Design Review Board members present unanimously **recommended approval** of the subject design and unanimously **recommended approval** of the requested development standard departures from the requirements of the Land Use Code (listed above), with the above stated condition.

MAJOR MUP REVISION RESPONSE

Below are 4 categories with relevant design guidelines reviewed at the final recommendation meeting held on 09/29/2015 and described in the MUP decision "board direction" as shown on the left. The purpose of the itemization is to demonstrate how the approved concepts are continued to be reflected in the proposed design. The following pages are exhibits supporting each category.

- **MASSING**

express the "shift " in the city grid and urban pattern | A-1, B-1

- **ROOF**

Enhance the skyline and define it's relationship to the whole | A-2

- **STREET LEVEL EXPERIENCE**

activate the pedestrian experience | C-1

- **ALLEY DEVELOPMENT**

Unify the corner and promote pedestrian activity | C-6, E-1

Approved DRB: 9/29/2015

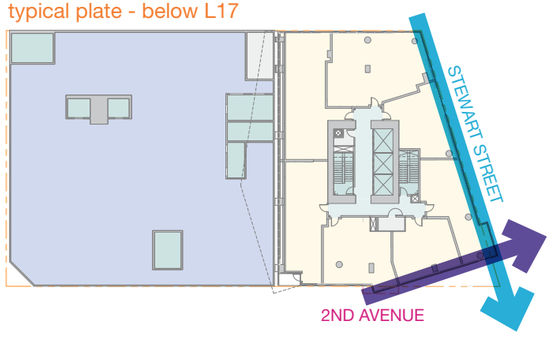
Residential with roof top amenity, L8 - L39

Amenity, L7

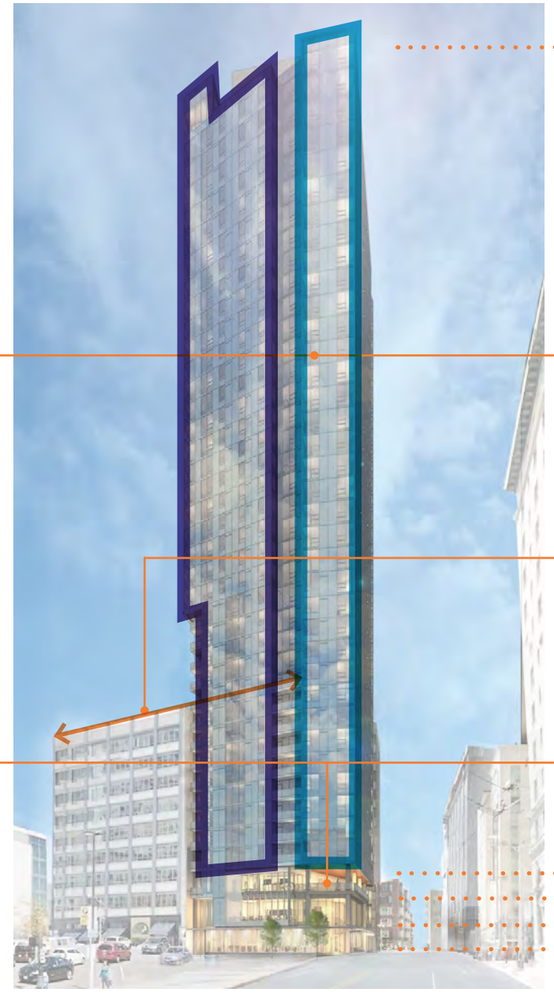
Parking/Unit, L3 - L6

Amenity, L2
Residential/Retail, L1

typical plate - below L17



Major MUP Revision: 01/17/2017

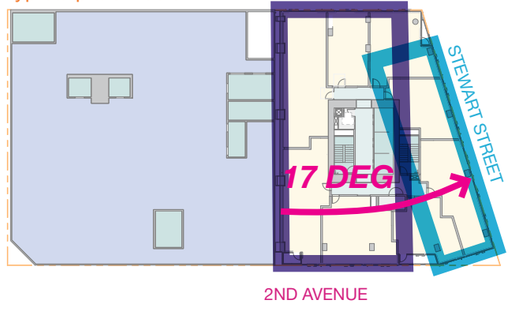


Residential with roof top amenity, L4 - L39

balcony stack up to level 12 creates a datum relating to the Broadacres Building
Please see east elevation p. 42

Amenity, L3
Retail, L2
Retail/Residential, L1

typical plate - below L17



02/04/15 MUP Decision / Board Direction:
"The Board congratulated the design team on significant improvements to the project. The shaft of the building was deemed elegant and smart."

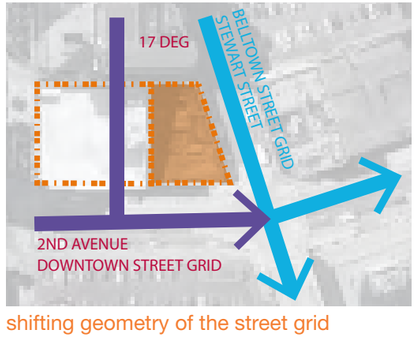
MUP Revision Response:
In order to maintain the approved concept of the tower massing, two conditions are proposed. First, a retention a concept of a "cant and shift" of the street grid being reflected in the massing needs to be maintained. Secondly, the massing of the tower should enhance the aspect ratio (height to width) inherent in the geometry of the site.

A-1 Respond to the Physical Environment

Tower massing responding to the shift and cant of the street grid pattern, please see grid diagrams below.

A-1 Respond to the Physical Environment

due to the elimination of above grade parking the "break" in the tower expressed by the outdoor amenity terrace is moved closer to the street to Level 03 elongating the express of the tower form.



shifting geometry of the street grid

Approved DRB: 9/29/2015

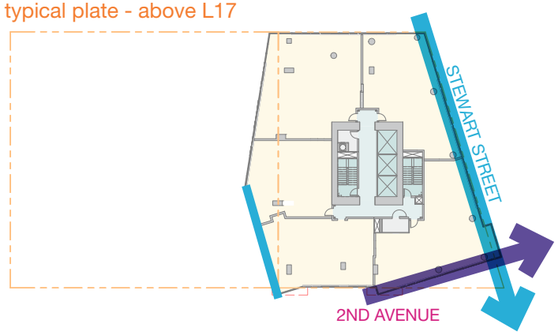
Residential with roof top amenity

Amenity

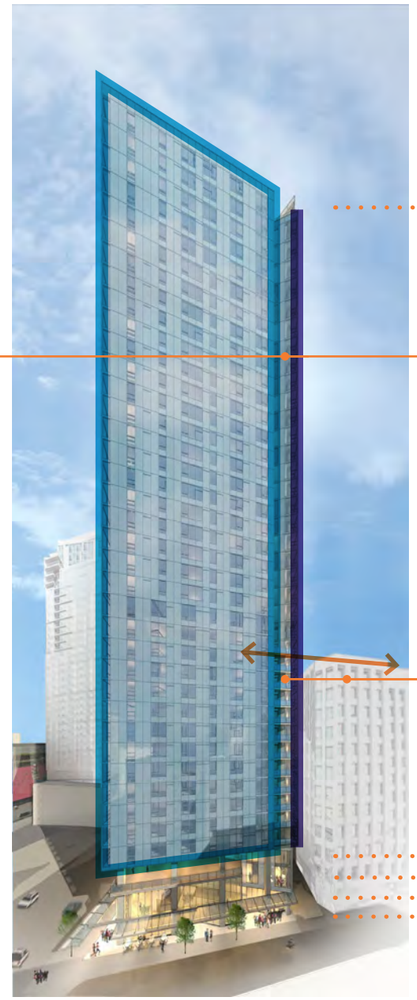
Parking/Unit

Amenity
Retail

typical plate - above L17



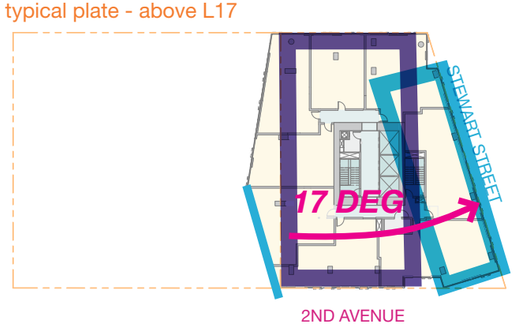
Major MUP Revision: 01/17/2017



Residential with roof top amenity

Amenity, L3
Retail, L2
Retail/Residential, L1

typical plate - above L17



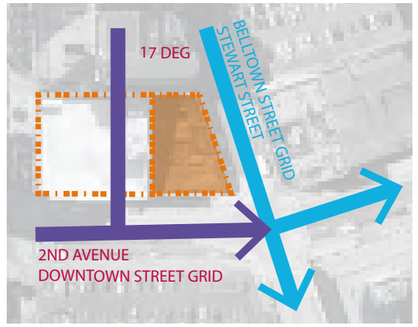
A-1 Respond to the Physical Environment

A notch on the west end of the north facade reflects the massing shifting to relate to the street grid in a similar manner as the east facade.

B-1 Respond to the neighborhood context

stack of balconies in NW corner notch extend up to level 15 providing an element in the facade similar to the height of the neighboring 101 Stewart Building.

shifting geometry of the street grid



Approved DRB: 9/29/2015

Major MUP Revision: 01/17/2017

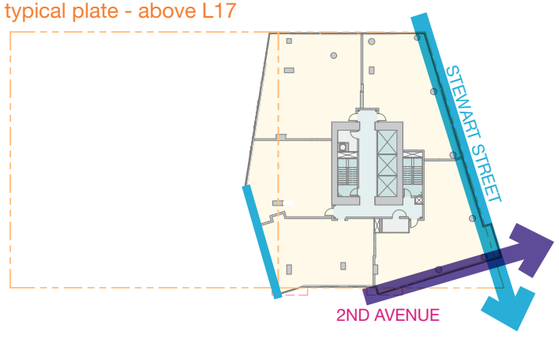
A-2 Enhance the Skyline

C-6 Develop the Alley Facade

The west facade is similar to previously approved MUP design. A notch in the NW corner of the facade and location of vision and spandrel glazing are the slight differences to the 60'-5" long facade.

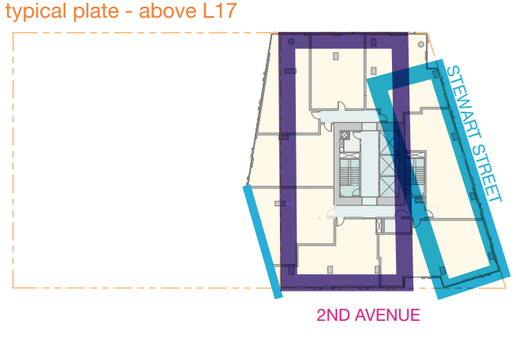
Approved DRB: 9/29/2015

typical plate - above L17



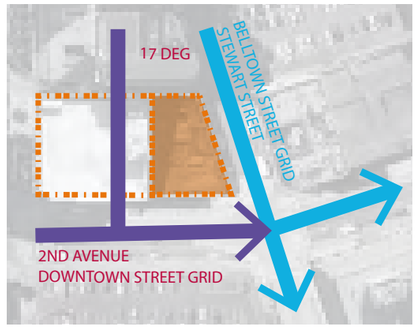
Major MUP Revision: 01/17/2017

typical plate - above L17



A difference between the approved concept and the Major MUP Revision proposed is a reflection of a change in internal program. The increase of two additional "penthouse" floors are expressed as a slight setback in the facade. This setback is the same as the approved MUP concept but occurring at a lower floor.

shifting geometry of the street grid



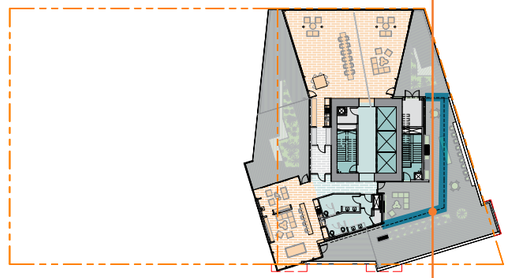
Approved DRB: 9/29/2015

view looking northeast

view looking southwest

A-2 Enhance the Skyline

covered area created by L40 mech level above refined to better relate to the massing of the tower than the approved 09/29/16 version



Amenity Roof Top L39:
09/29/15 configuration

02/04/15 MUP Decision / Board Direction:
"The Board encouraged further study and refinement of the rooftop design; p.15"

09/29/2015 Final Recommendation Meeting, p. 14:

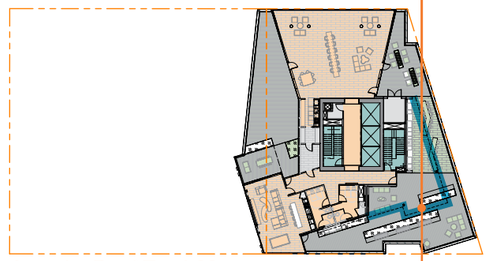
"There was a positive response to the unusual rooftop configuration, but the Board would like to see further details, and from a variety of perspectives, how it caps the building."

MUP Revision Response:
L40 rooftop configuration at Final Recommendation meeting as shown on the left was further refined to meet the direction given by the Board at the REC and was included in the approved MUP. Current proposal reflects the configuration of the final approved MUP 02/04/2016. Notable refinements is the massing housing mechanical equipment

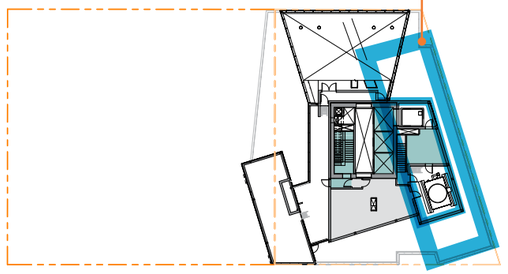
Major MUP Revision: 01/17/2017

view looking northeast

view looking southwest



Amenity Roof Top L39:
Proposed MUP Revision

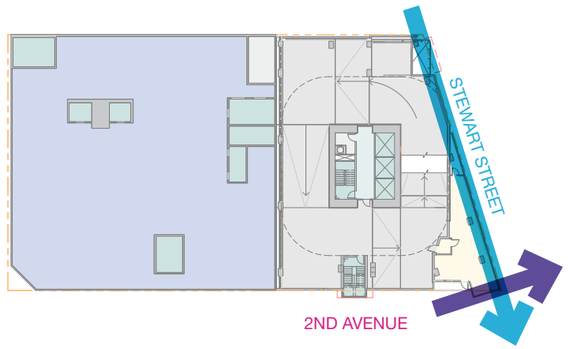


Mechanical L40

Approved DRB: 9/29/2015

view from 2nd + Stewart

shifting geometry of the street grid



A-1 Respond to the Physical Environment

4 levels of above grade parking - approved 09/29/15

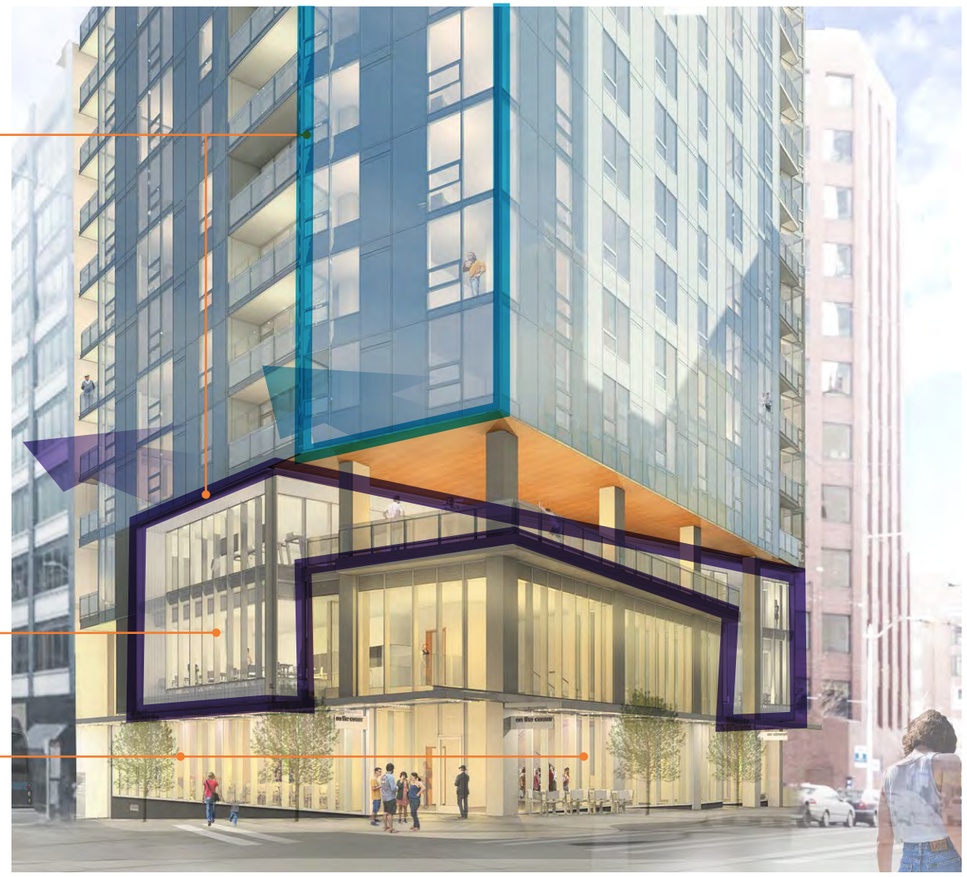
Proposed - no above grade parking; 2 levels of retail uses; residential amenity above on L03 expressed as a "glass box"

C-1 Promote Pedestrian Interaction

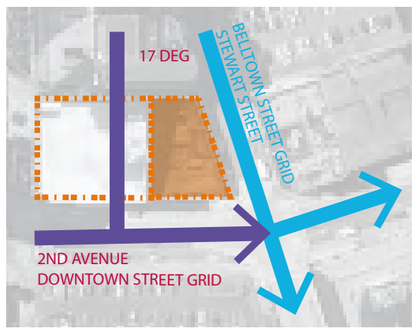
The Board encouraged the design team to continue an exploration of whether the overall design might not be strengthened without the introduction of new materials and color for the proposed screening/cladding of the above grade parking along 2nd Avenue.

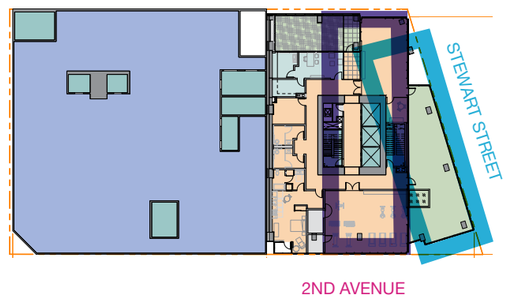
Response: a unified "glass box" running diagonally through levels 2 and 3 replace the Swiss pearl wrapping of the above grade parking at Stewart St and white precast on Second Ave.

Major MUP Revision: 01/17/2017



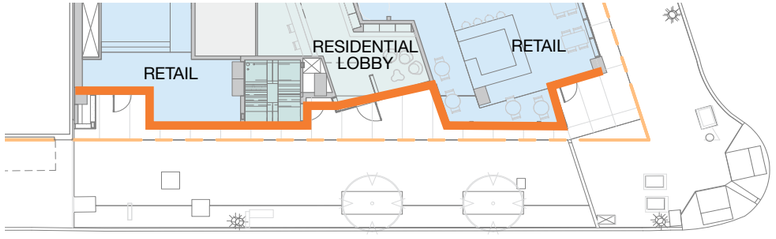
view from 2nd + Stewart





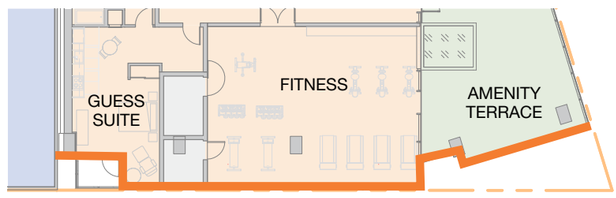
Approved DRB#1: 9/29/2015

L03-L04

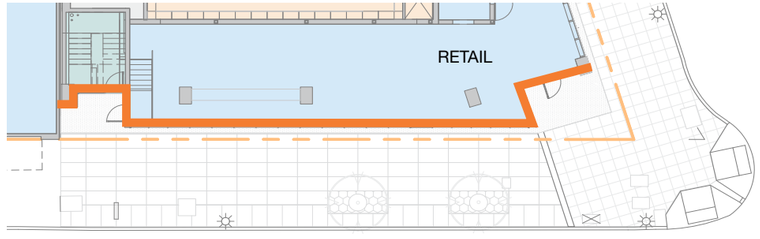


L01/L02

Major MUP Revision: 01/17/2017



L03



L01

Proposed major MUP revision relocates the residential entry to Stewart Street allowing for an increased, continuous retail frontage on Second Ave. On level 03, residential amenity uses - fitness and an outdoor terrace "extend" an activated facade beyond the edges of the business day

Approved DRB: 9/29/2015

street level view from hotel on Stewart Street

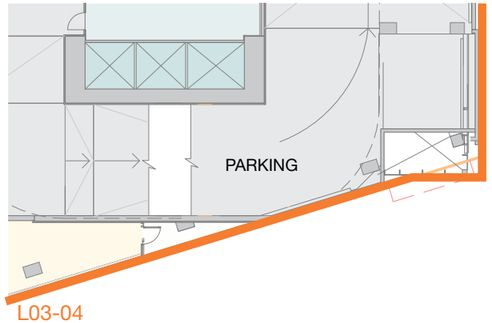
B-1 Respond to the Neighborhood context

C-6 Develop the Alley Facade

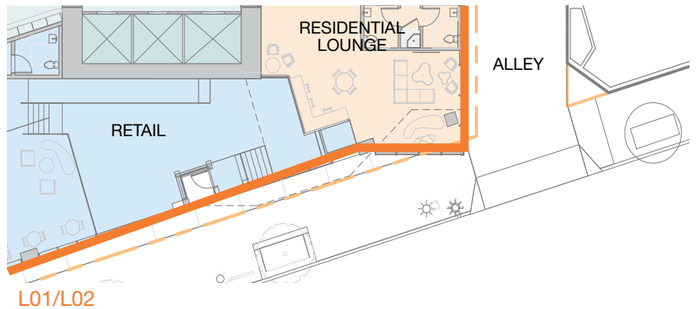
E-1 Integrate Parking Facilities

Location of previously approved residential lounge

Location of previously approved parking entry adjacent to Stewart Street



L03-04



L01/L02

Major MUP Revision: 01/17/2017

street level view from hotel on Stewart Street

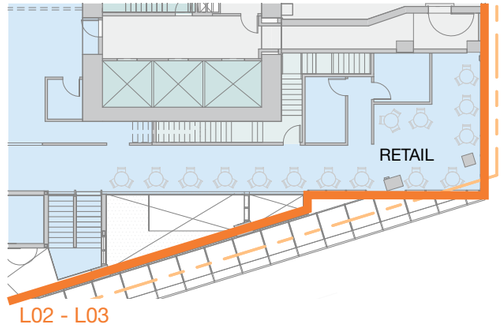
09/29/15 Board's Deliberations:
The simplification of the base form and the re-articulation of the northwest corner were deft moves, as was the continuation of the golden Swisspearl cladding from the outside to the inside to encapsulate the parking ramp structure as it protruded into the double-height interior retail and lobby space.

Response:
The garage entry adjacent to Stewart Street has been eliminated. Garage entry is now located at the south end of proposed structure. Retail uses wrap the corner at the alley the "encapsulated" parking ramp as an object slicing through the lower levels is replaced with a translucent "box" containing active retial and residential uses.

E-1 Integrate Parking Facilities

C-6 Develop the Alley Facade

C-1 Promote Pedestrian Interaction



L02 - L03

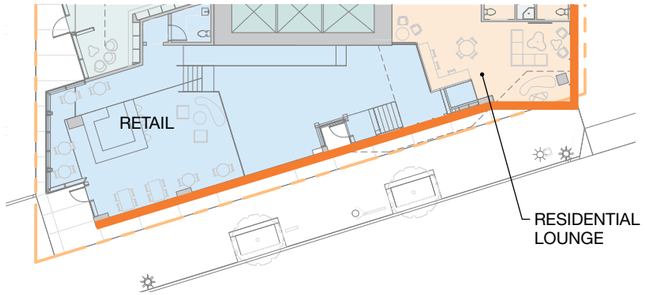
L01

09/29/15 Board's Deliberations:
Demonstrate to the Board how the turning radii in and out of the parking openings would work safely and effectively; The Board recommended that the design team work further with neighbors in the ally, and further refine and to address vehicular safety concerns;

Response:
The garage entry adjacent to Stewart Street has been eliminated. Garage entry is now located at the south end of proposed structure. Retail uses wrap the corner at the alley

Approved DRB: 9/29/2015

street level view | Stewart Street

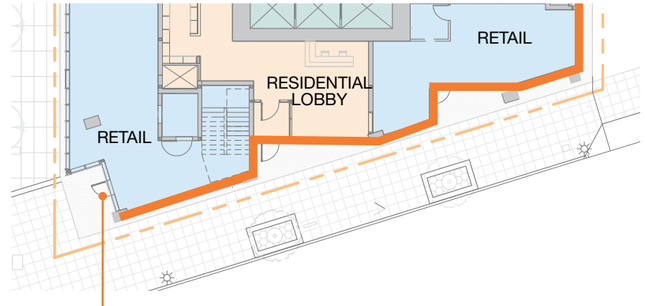


Previously approved design with parking ramp "wrapper" expressed on exterior facade and interior retial spaces

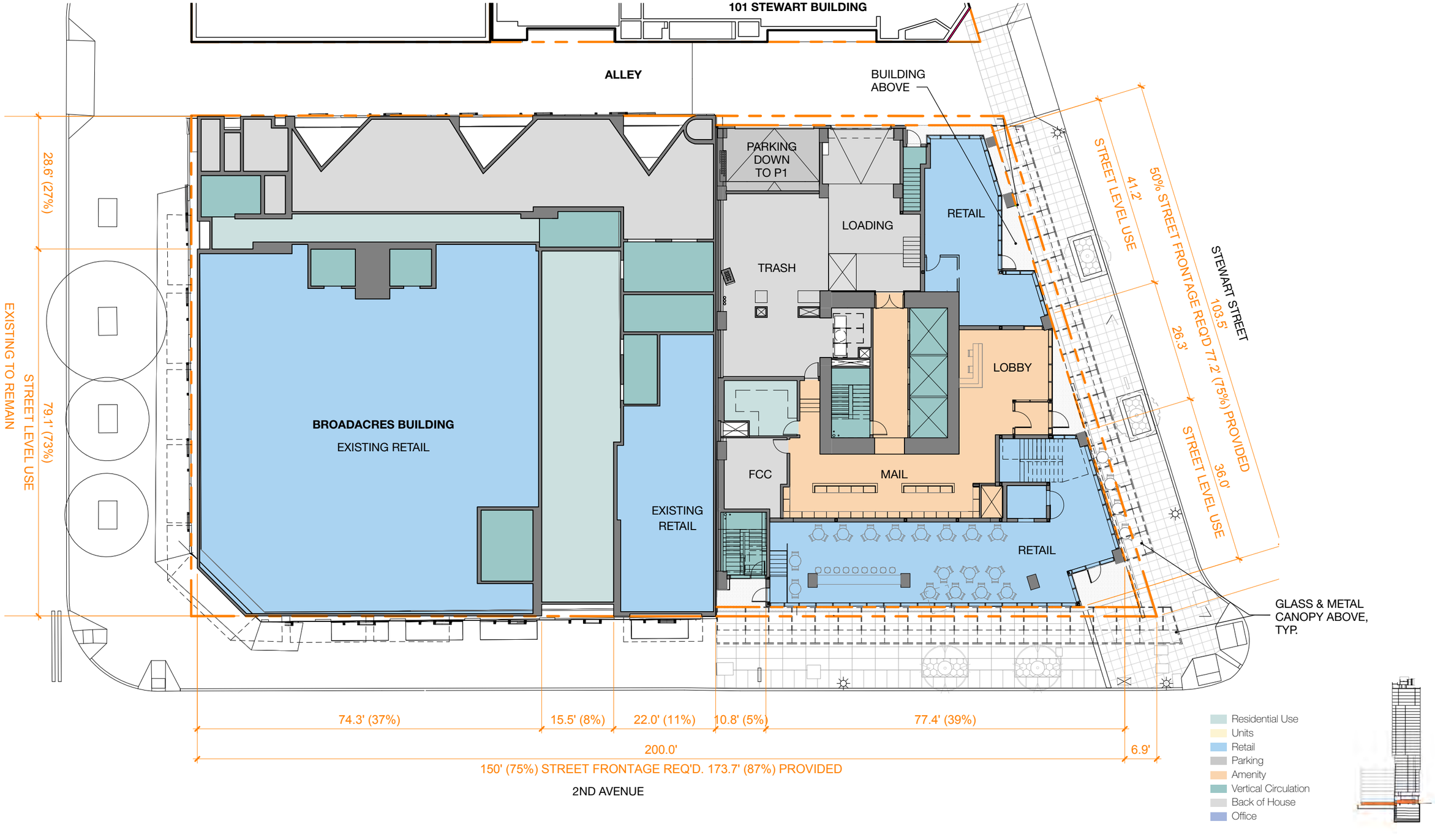
Proposed Major MUP revision design reinterprets the parking wrapper as a "glass box" containing retial and residential uses are expressed in the interior and exterior

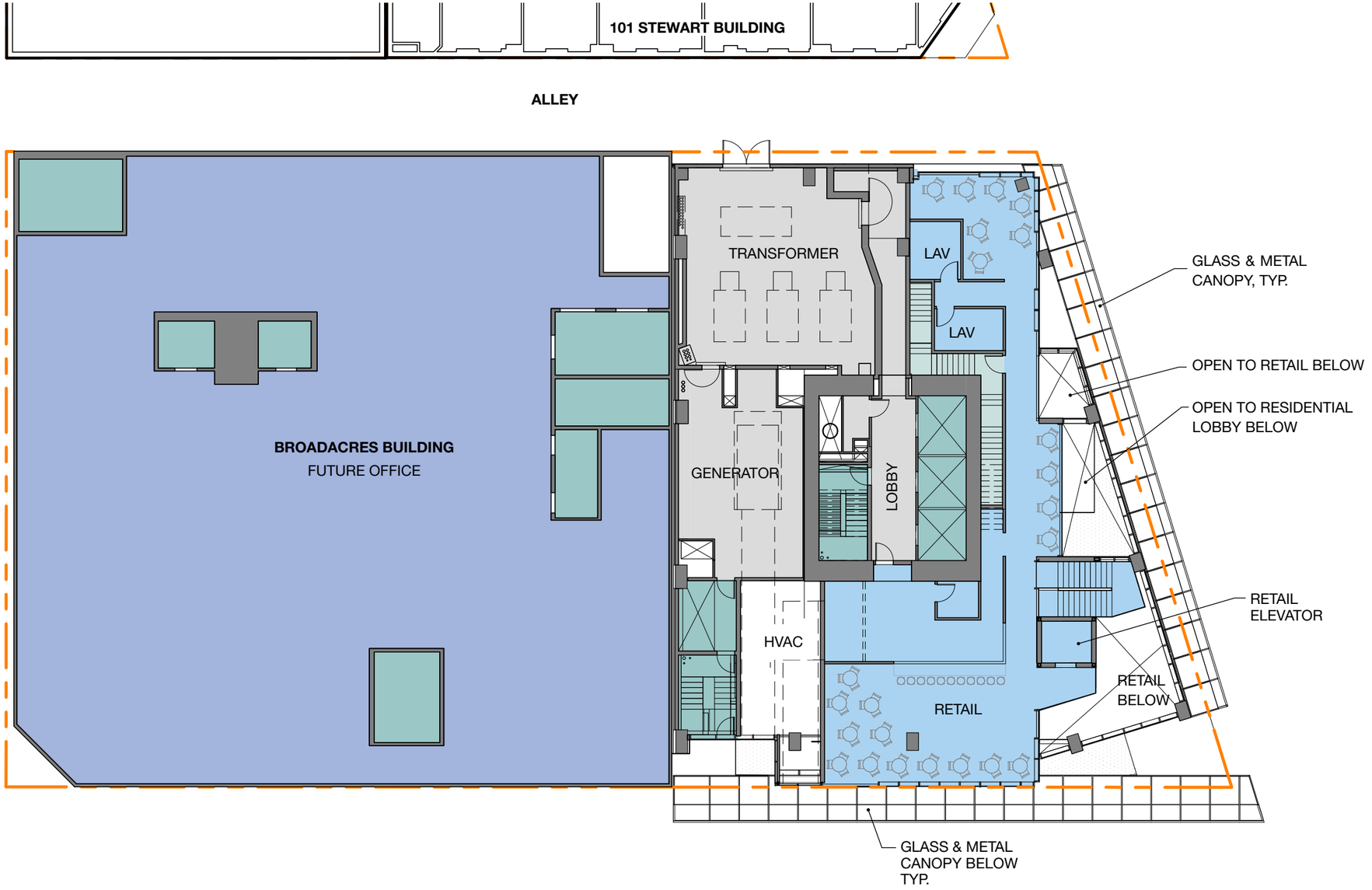
Major MUP Revision: 01/17/2017

street level view | Stewart Street

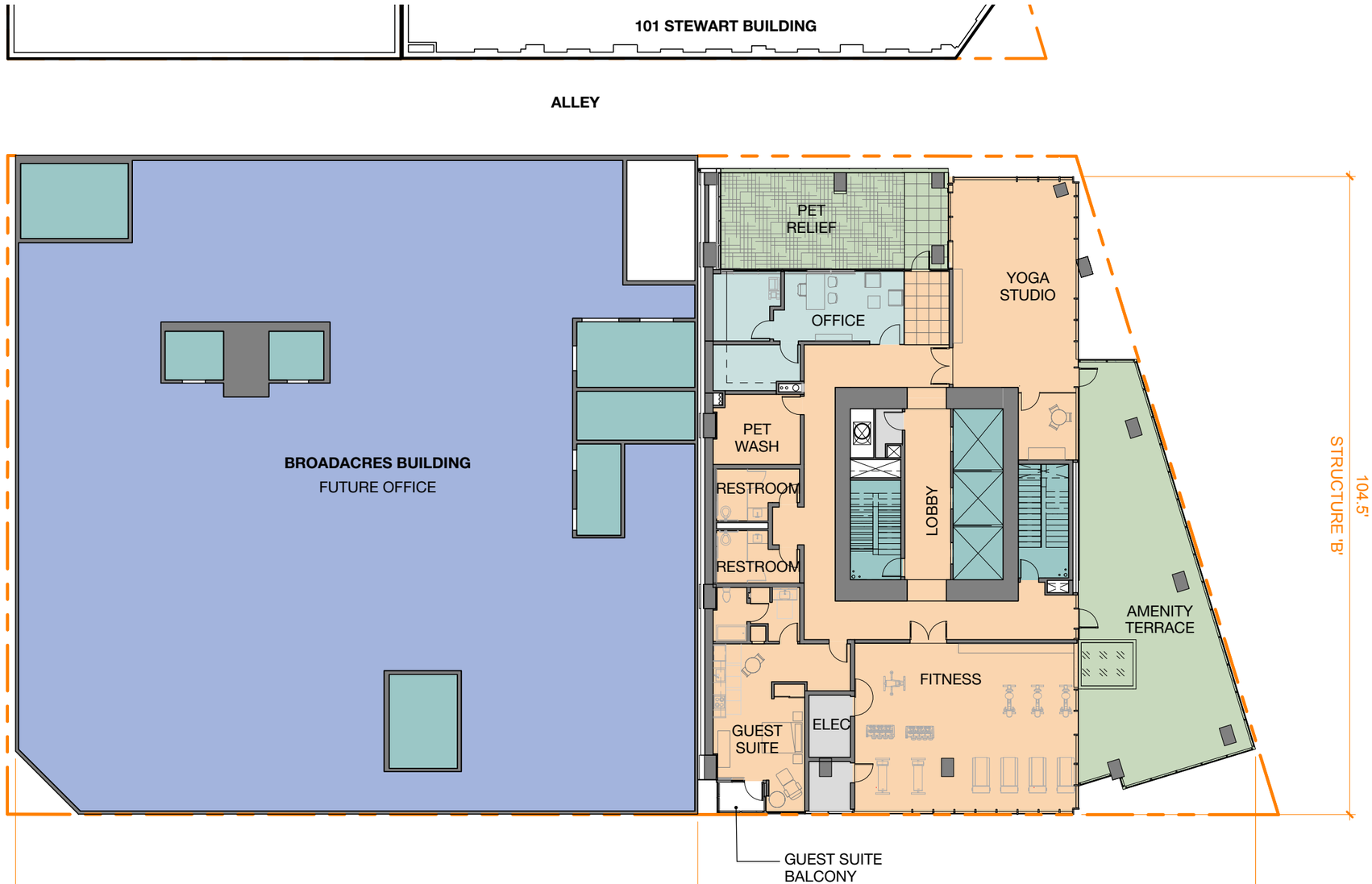


recesses in street facade accommodate accessibility needs for a level surface across the sloping street


101 STEWART BUILDING
ALLEY
BUILDING ABOVE
PARKING DOWN TO P1
LOADING
RETAIL
TRASH
LOBBY
BROADACRES BUILDING
EXISTING RETAIL
FCC
MAIL
EXISTING RETAIL
RETAIL
STEWART STREET
103.5'
50% STREET FRONTAGE REQ'D 77.2' (75%) PROVIDED
41.2'
STREET LEVEL USE
26.3'
36.0'
STREET LEVEL USE
28.6' (27%)
79.1' (73%)
STREET LEVEL USE TO REMAIN
GLASS & METAL CANOPY ABOVE, TYP.
74.3' (37%)
15.5' (8%)
22.0' (11%)
10.8' (5%)
77.4' (39%)
200.0'
6.9'
150' (75%) STREET FRONTAGE REQ'D. 173.7' (87%) PROVIDED
2ND AVENUE
Residential Use
Units
Retail
Parking
Amenity
Vertical Circulation
Back of House
Office



- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office



- Residential Use
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- Retail
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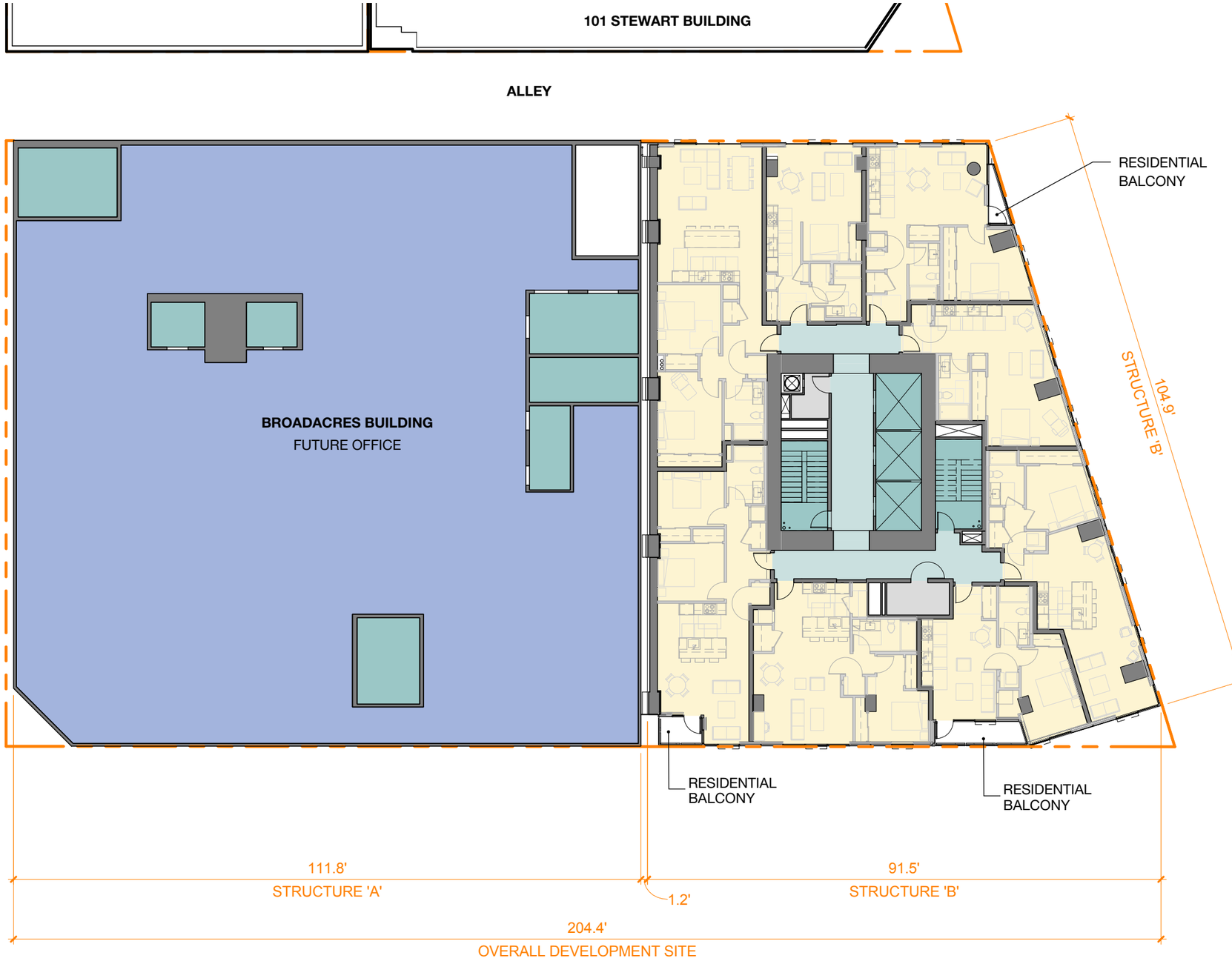
- Amenity
- Vertical Circulation
- Back of House
- Office



- Residential Use
- Units
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- Vertical Circulation
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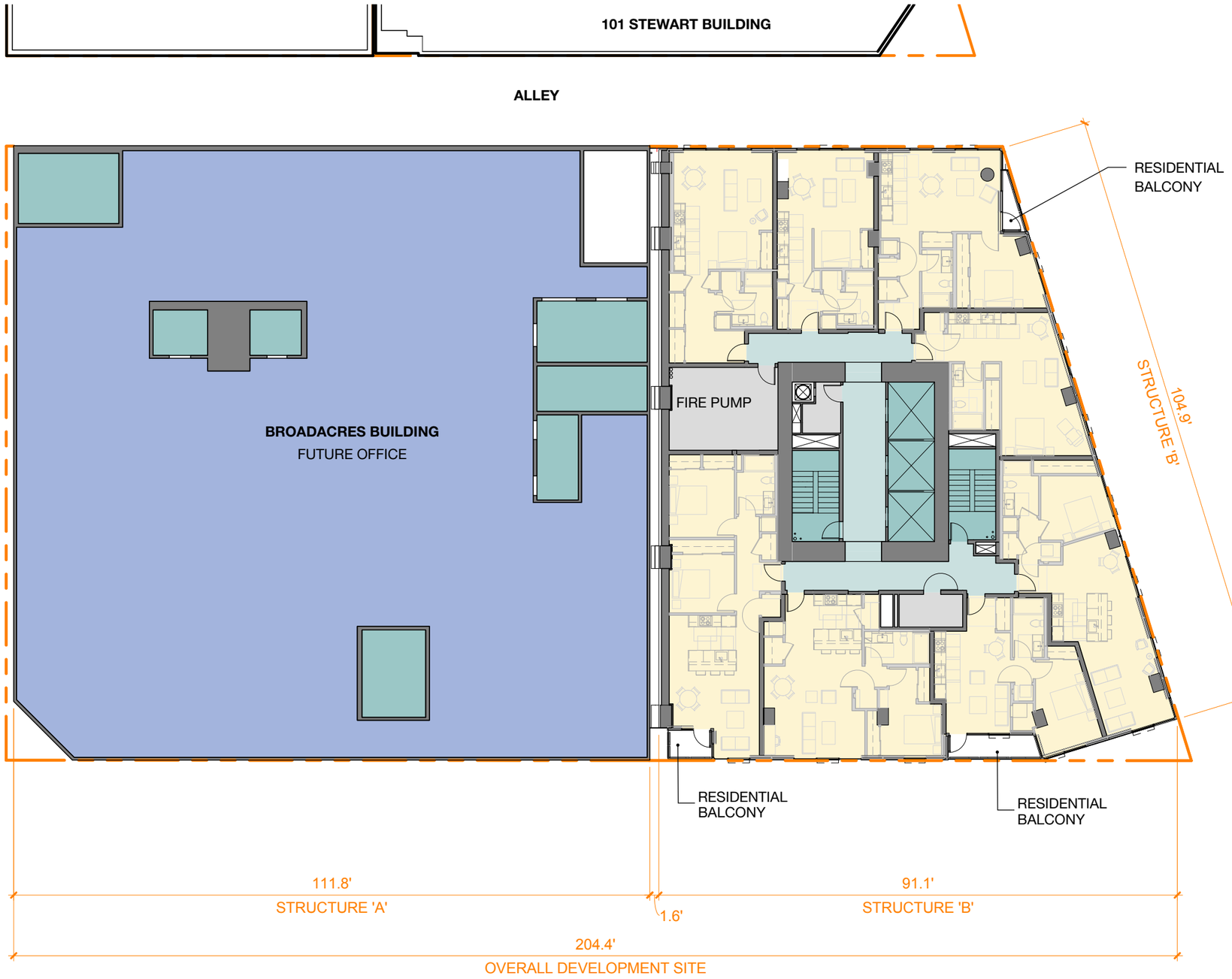
- Office

HEWITT

N 0 5 10 20



- Residential Use
- Units
- Retail
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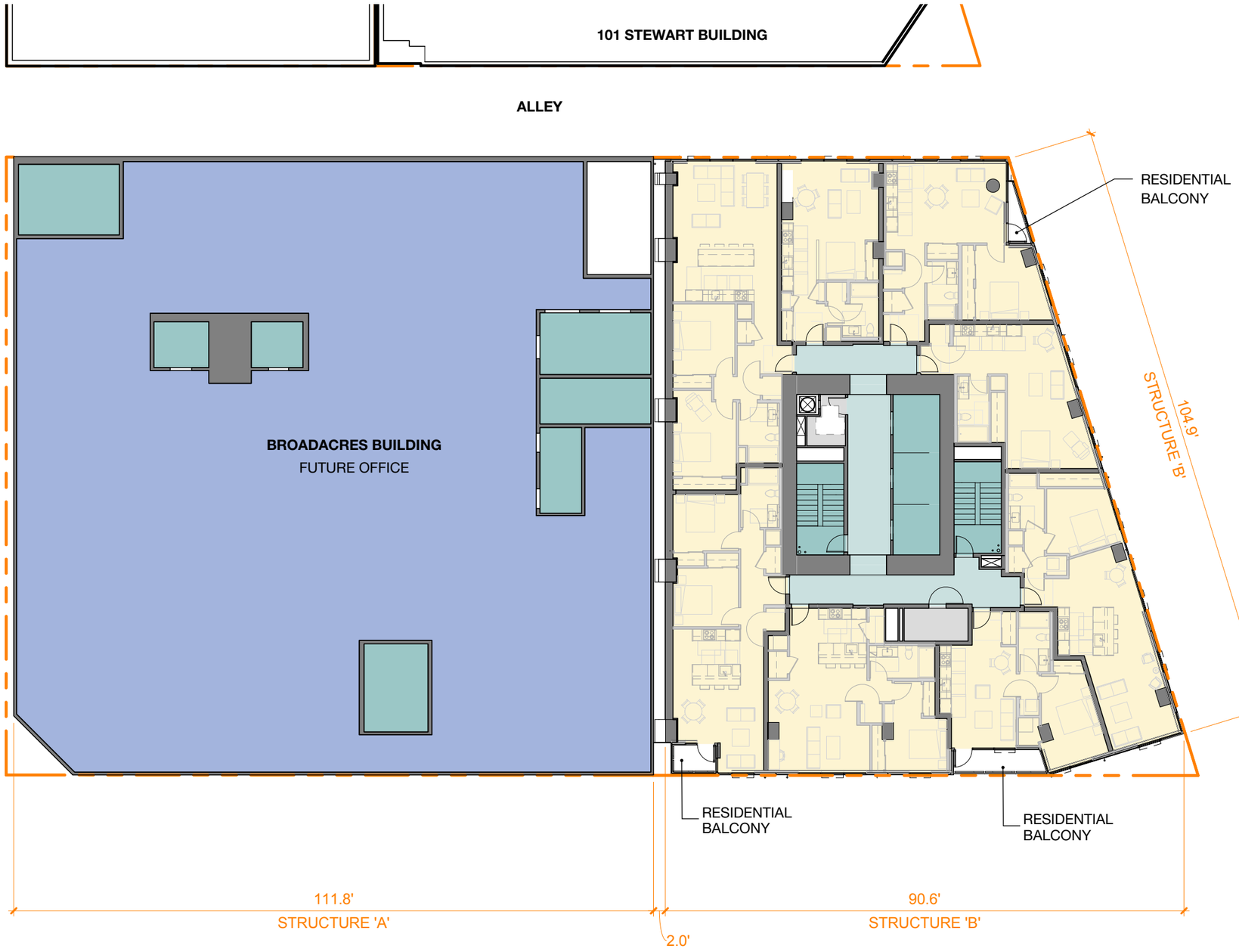
- Amenity
- Vertical Circulation
- Back of House
- Office



- Residential Use
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- Retail
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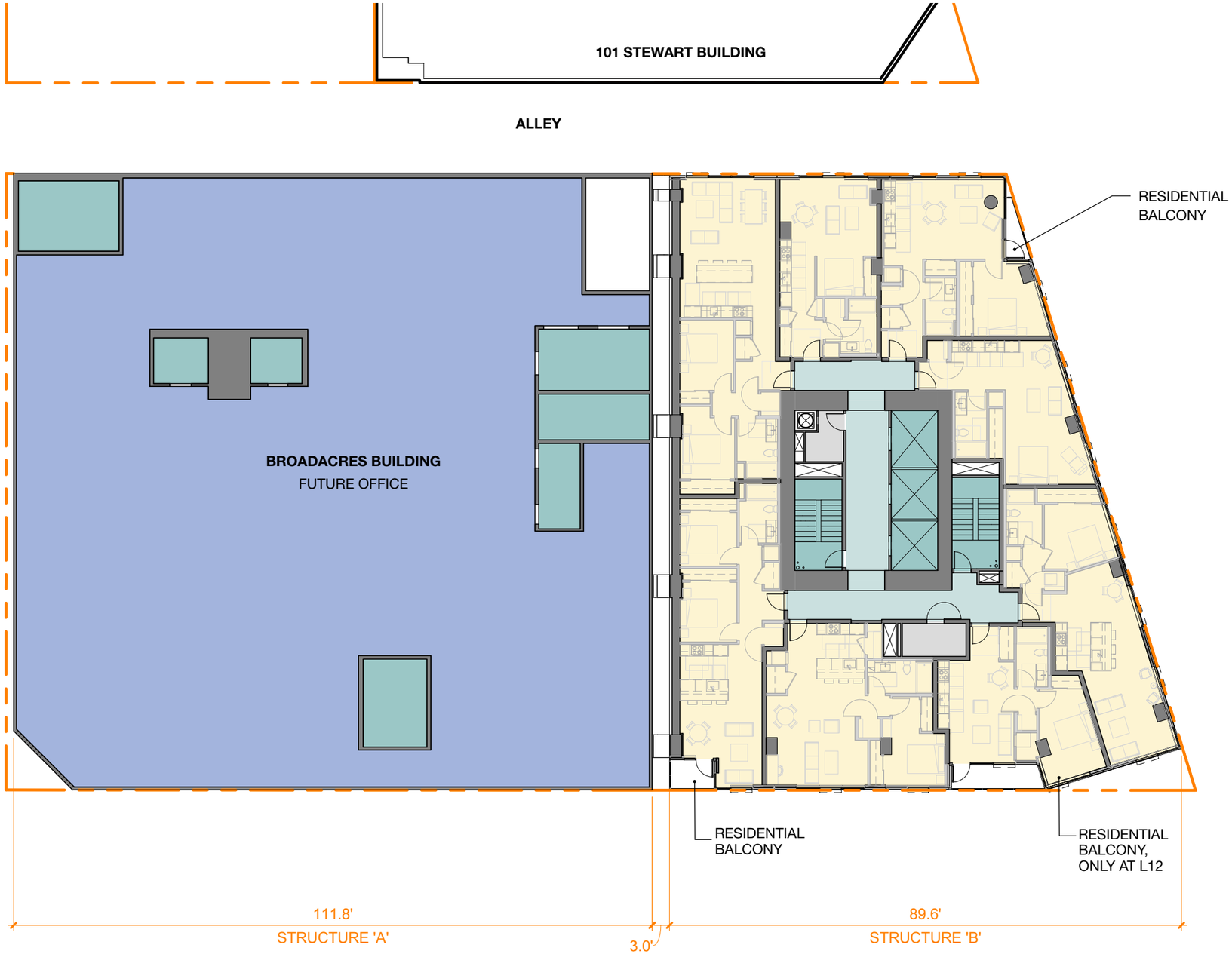
- Back of House
- Office



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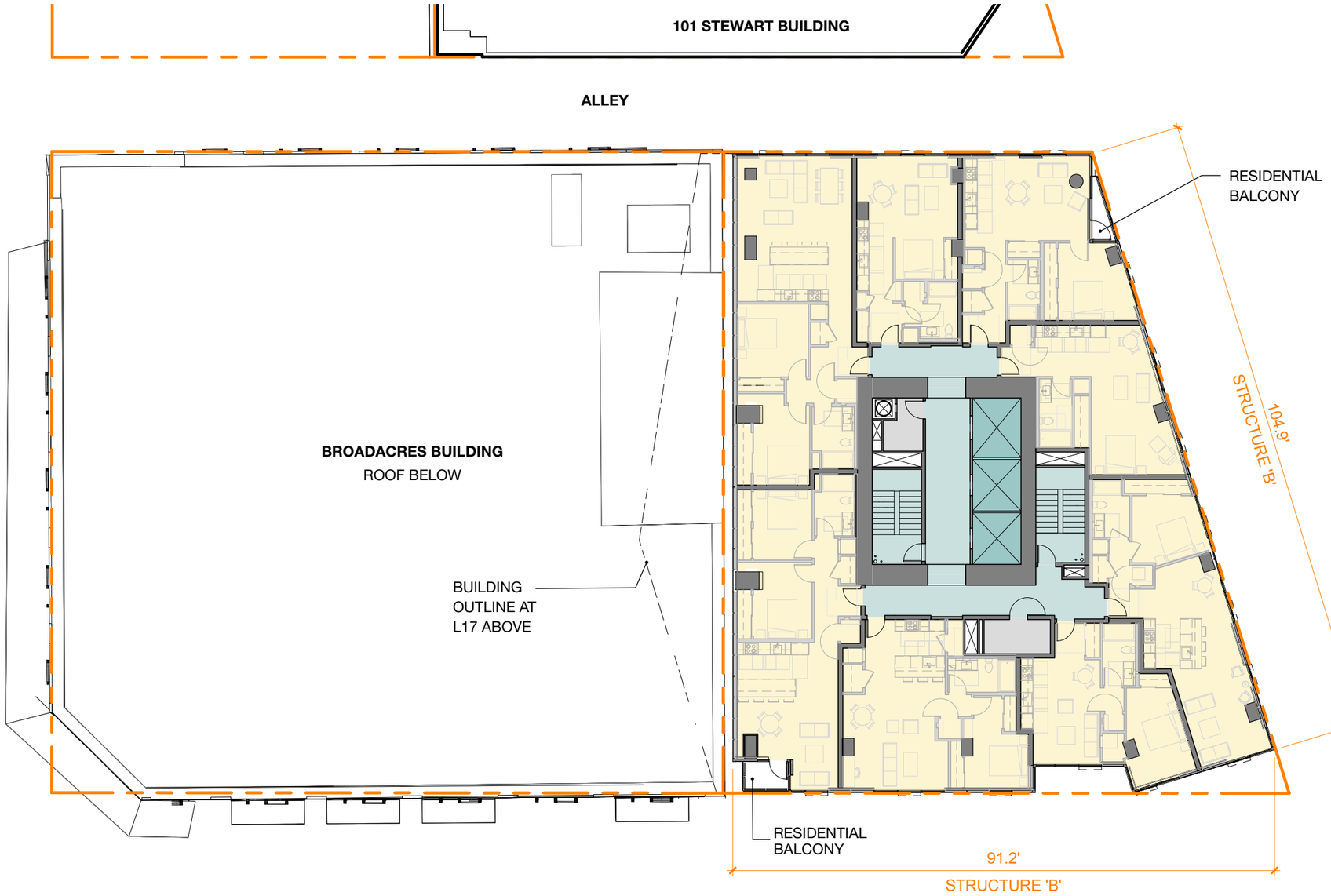
- Office



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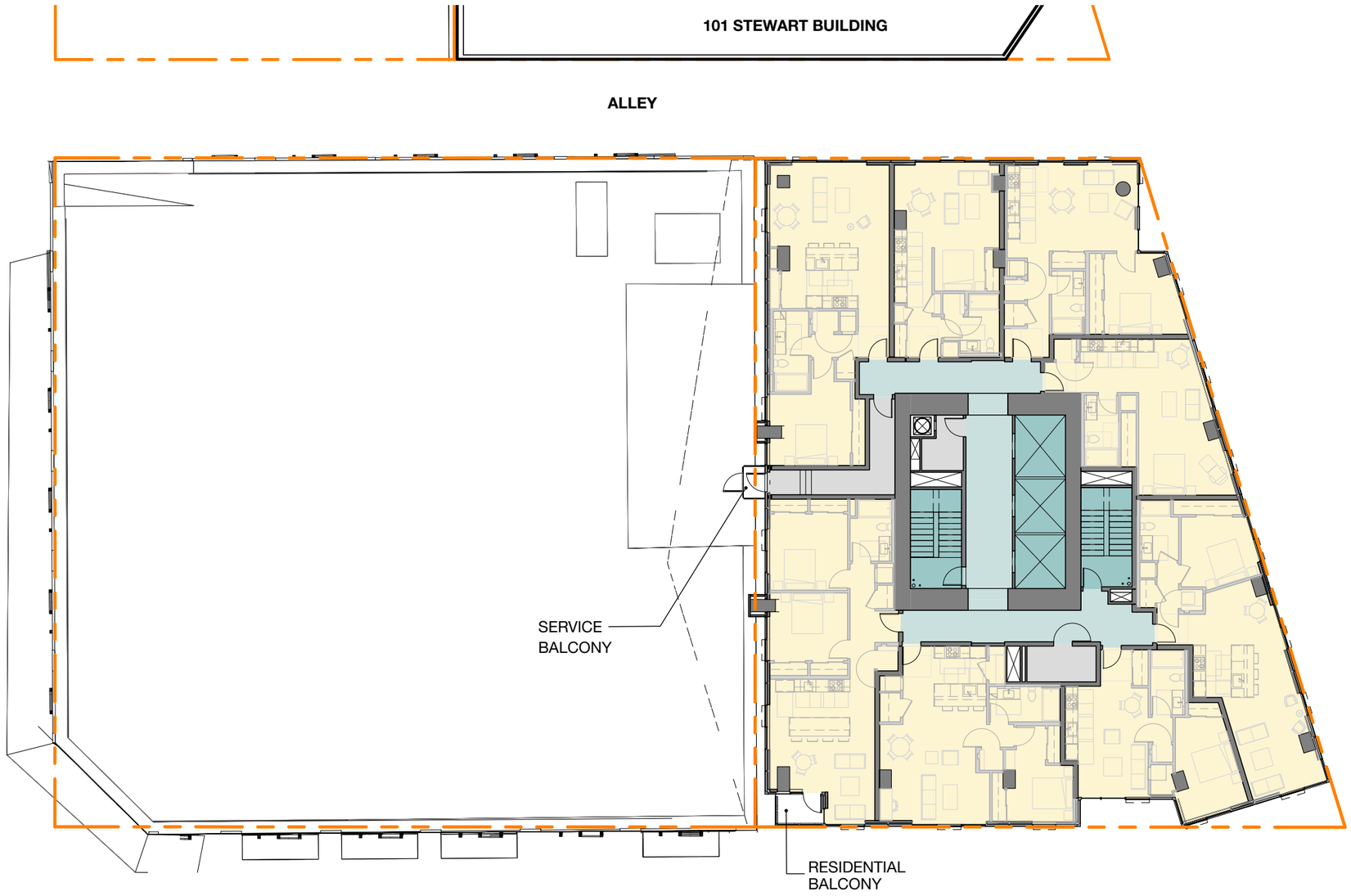

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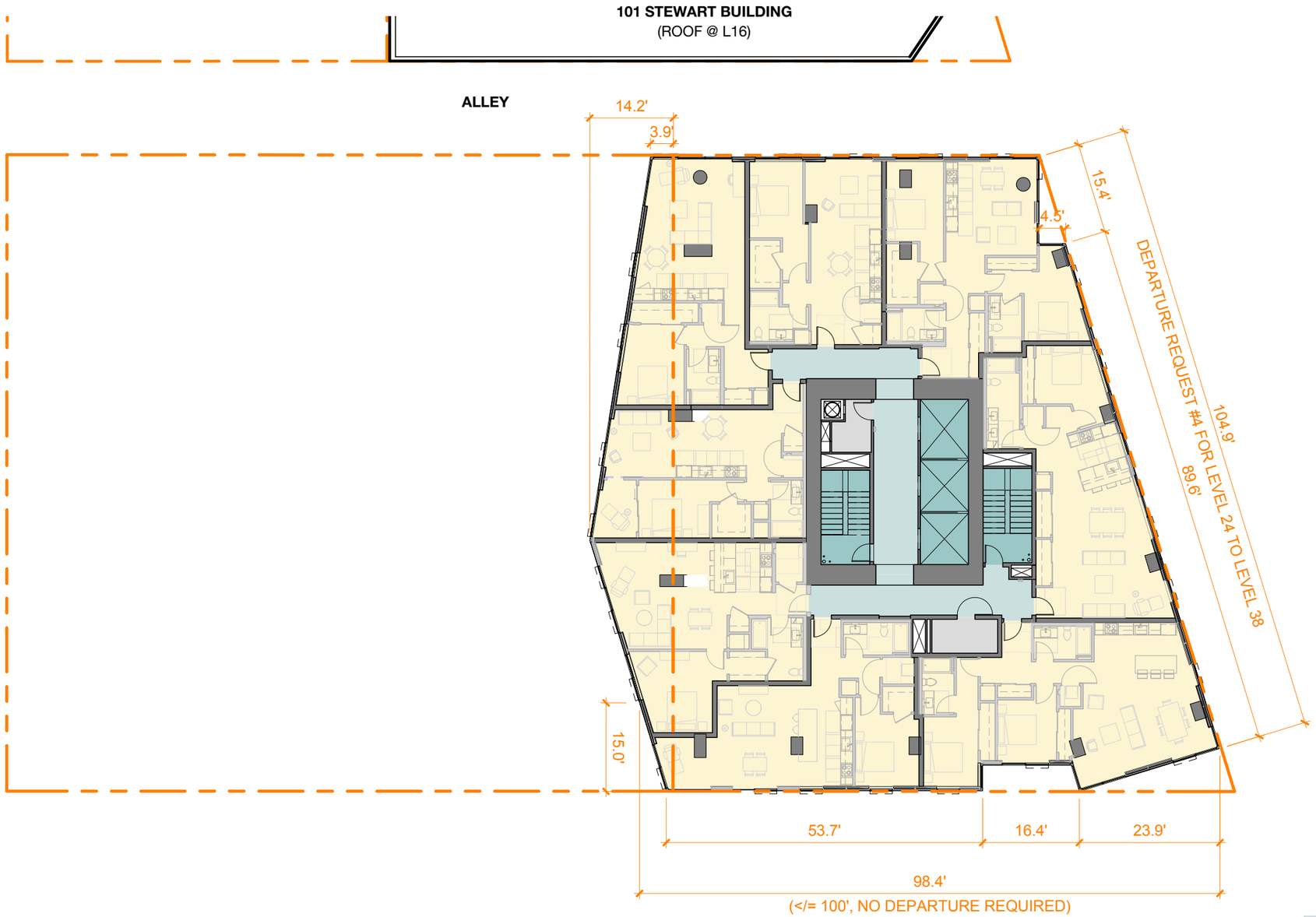
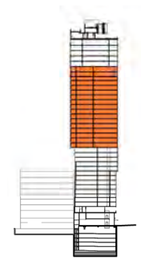
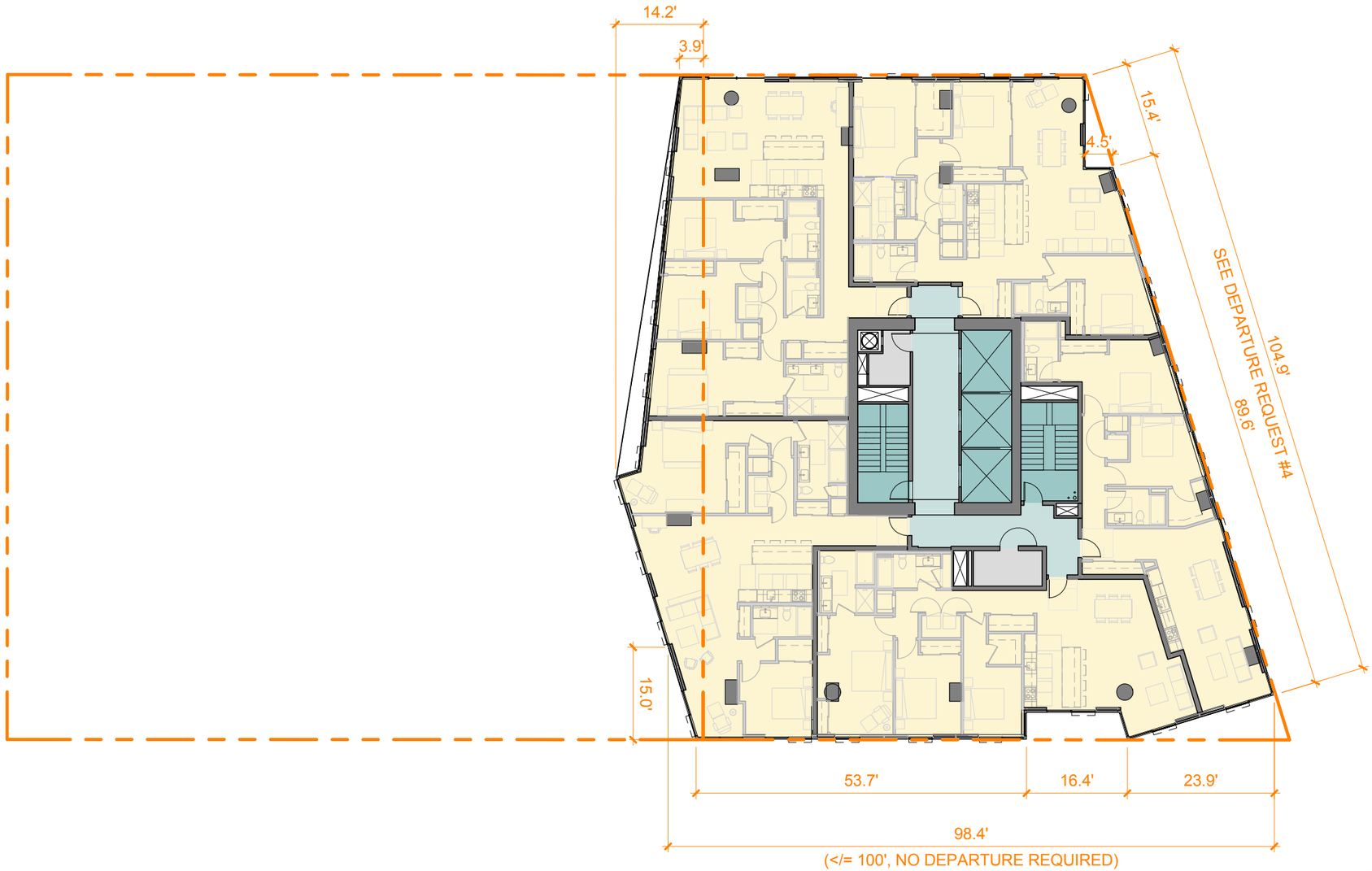


Residential Use
Units
Retail
Parking
Amenity
Vertical Circulation
Back of House
Office





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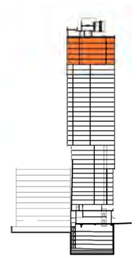

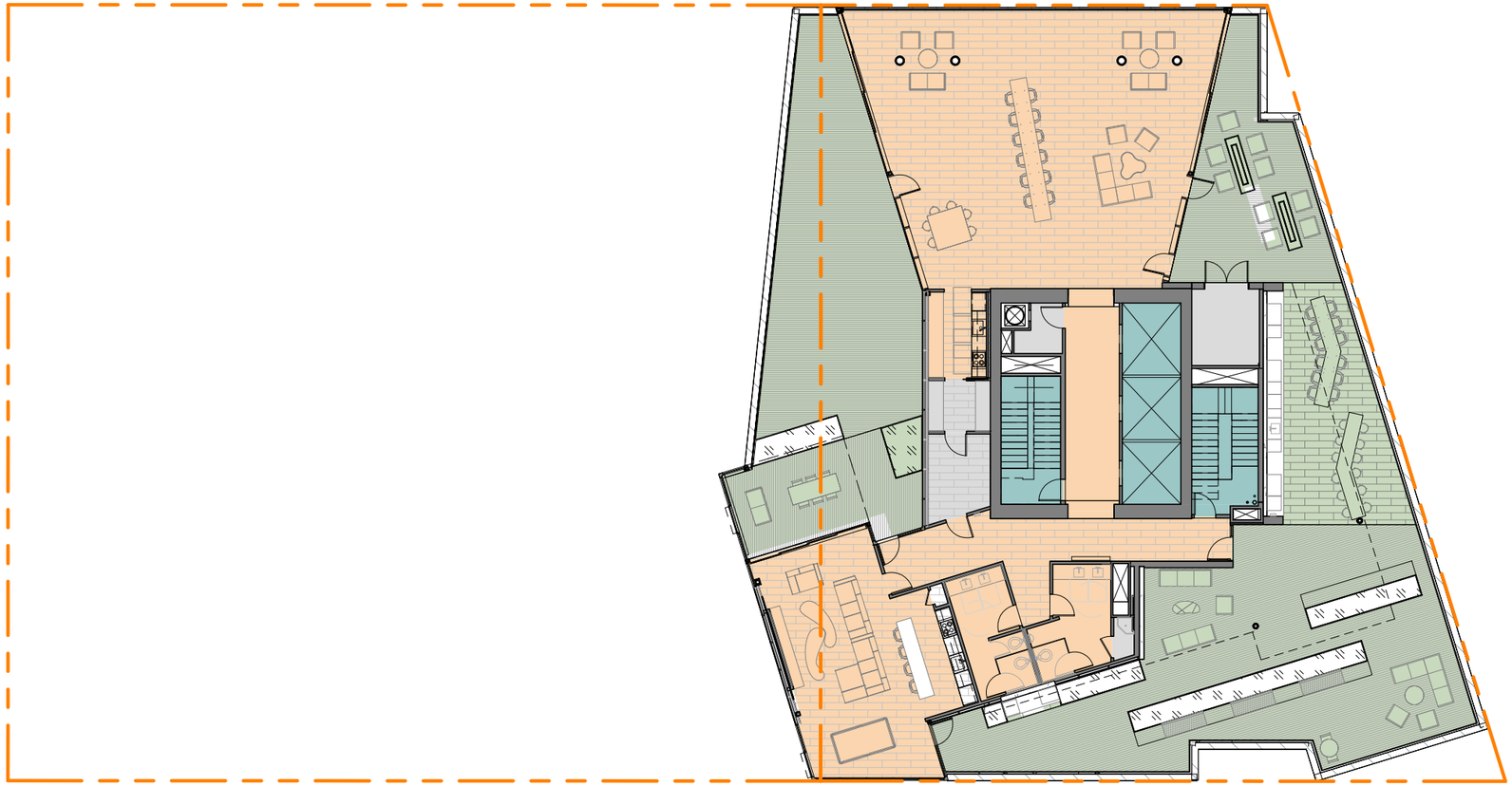

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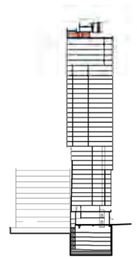

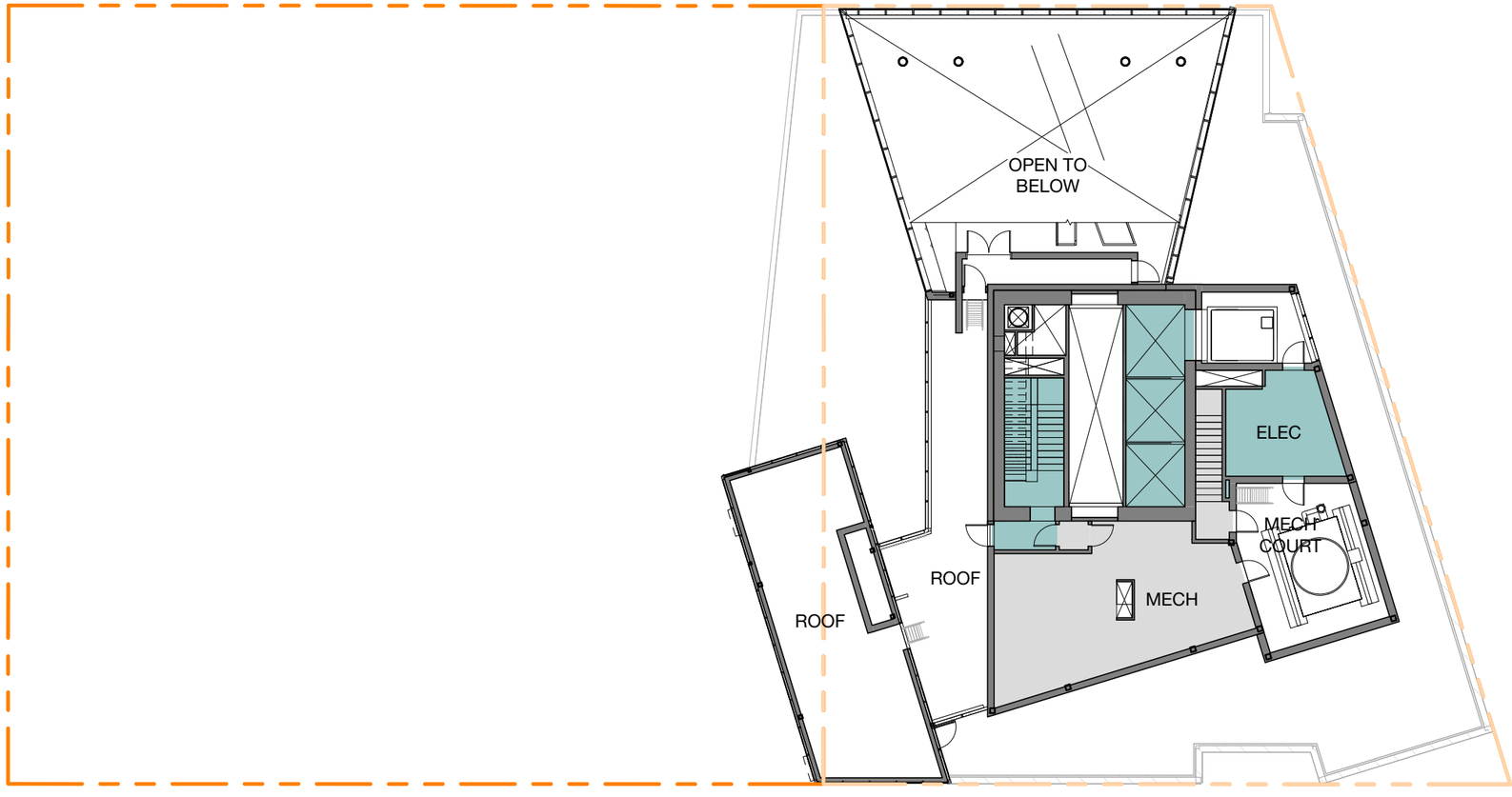

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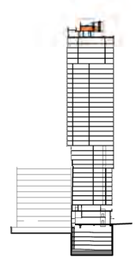

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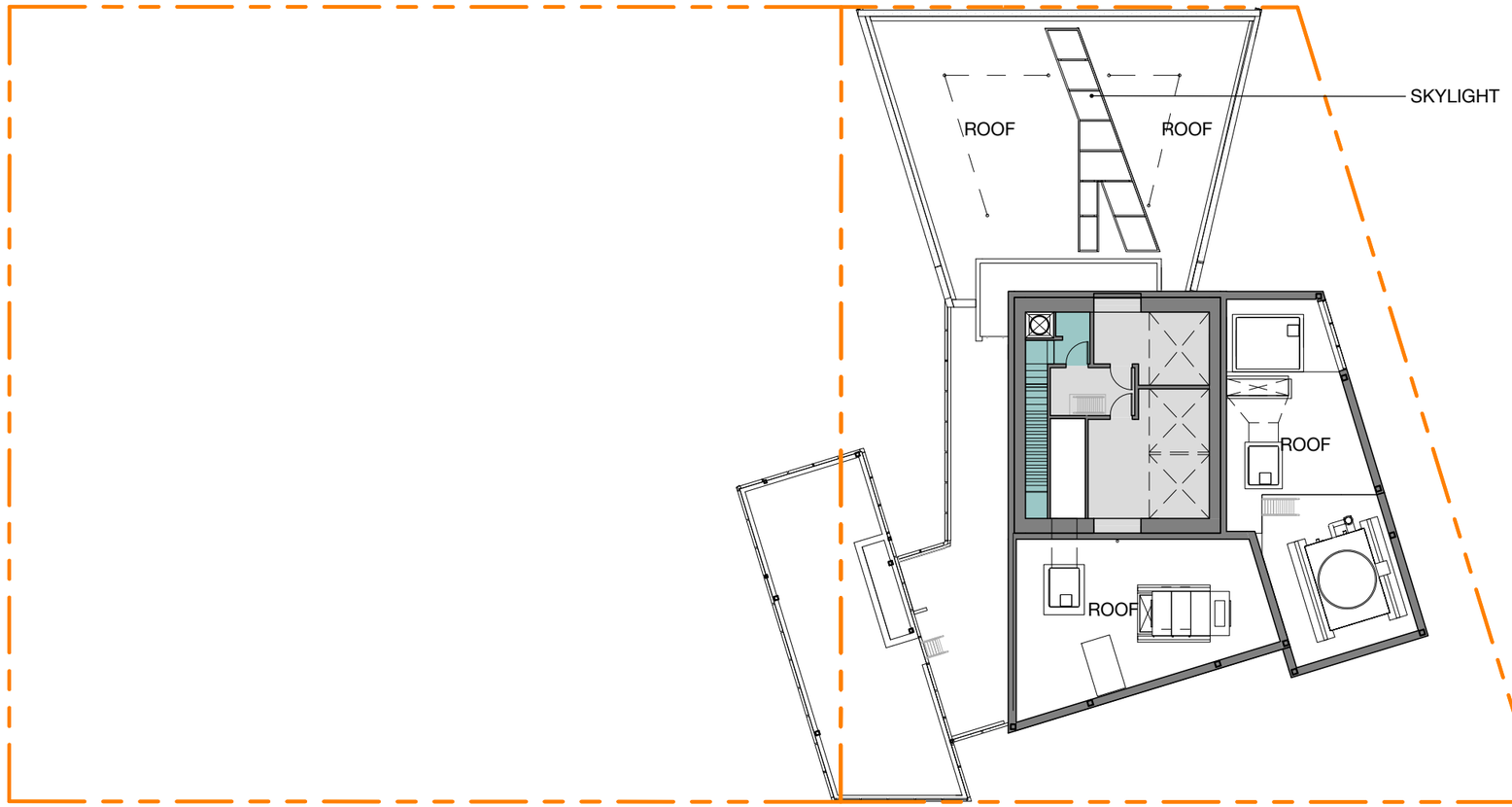

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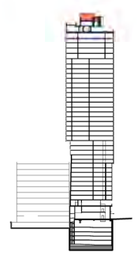

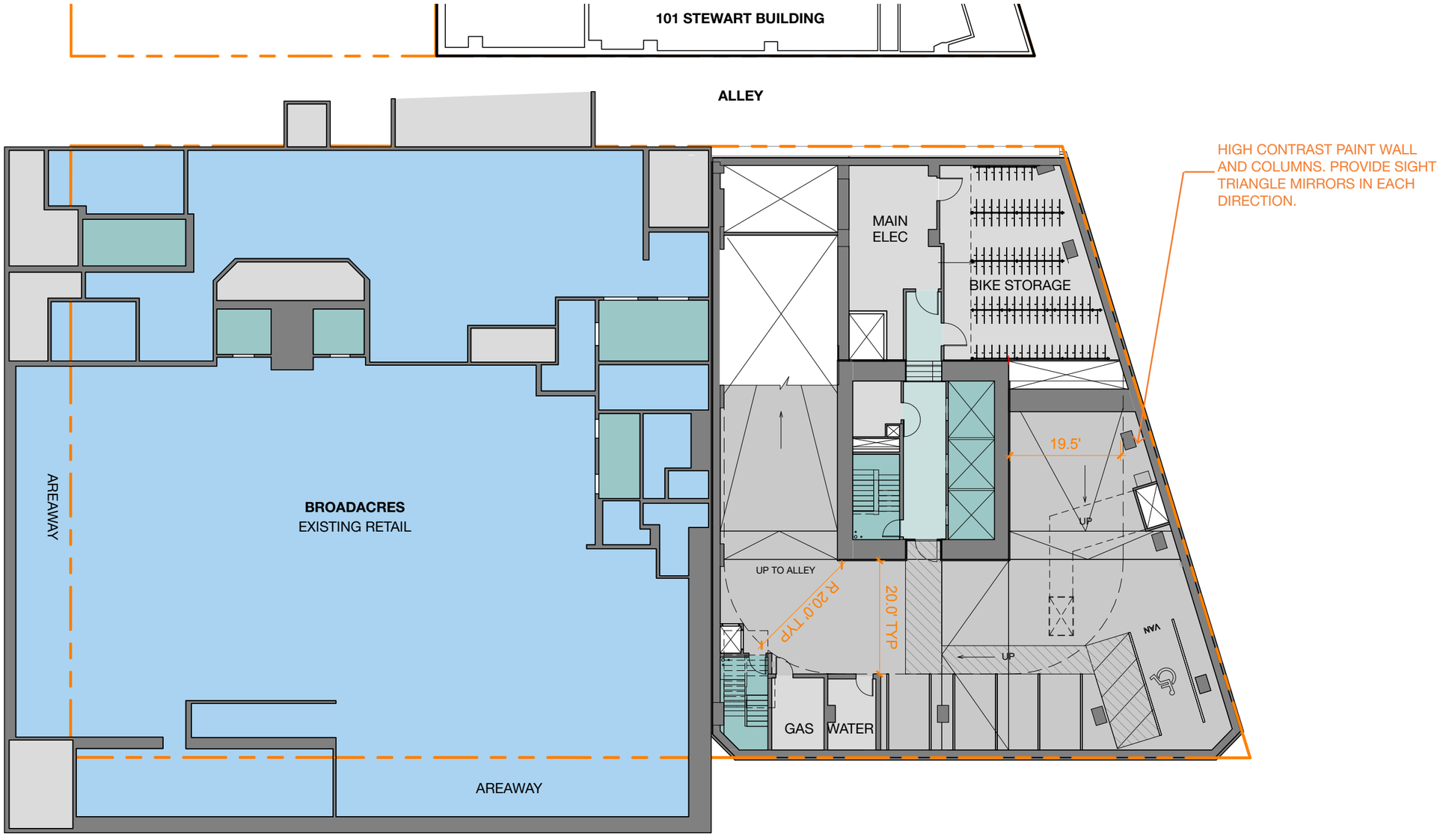

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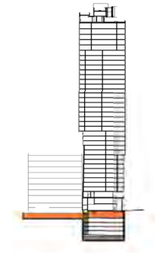

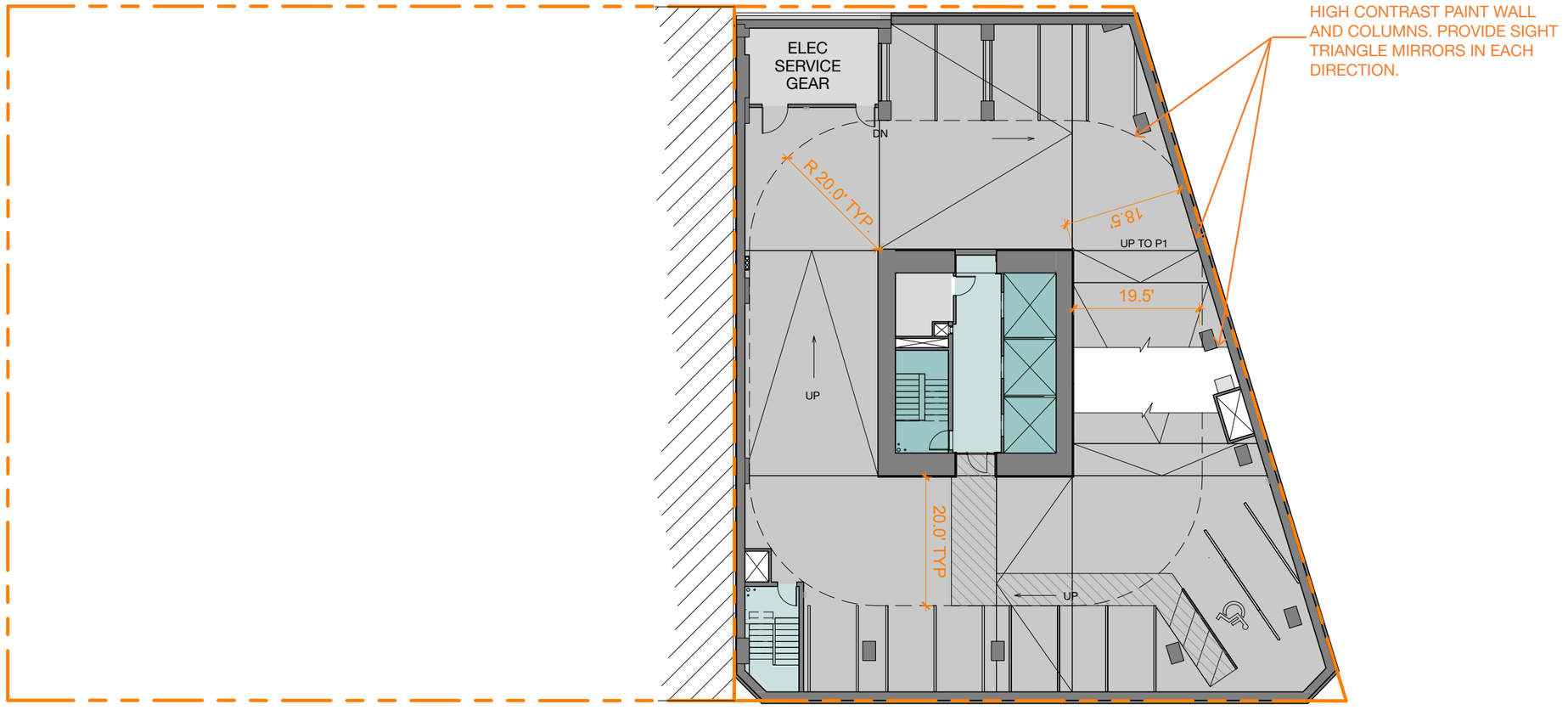

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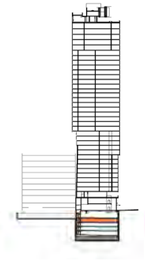

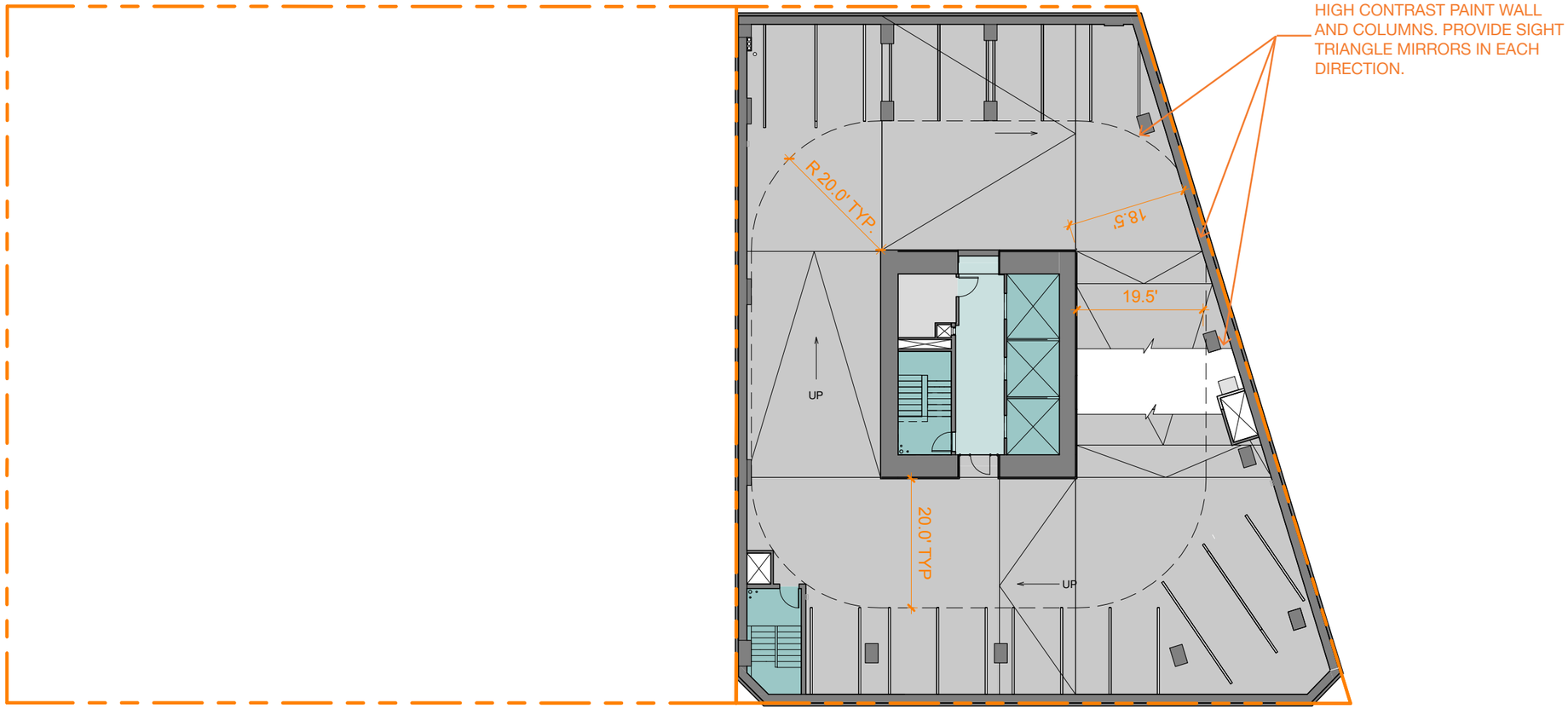

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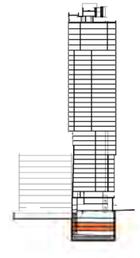

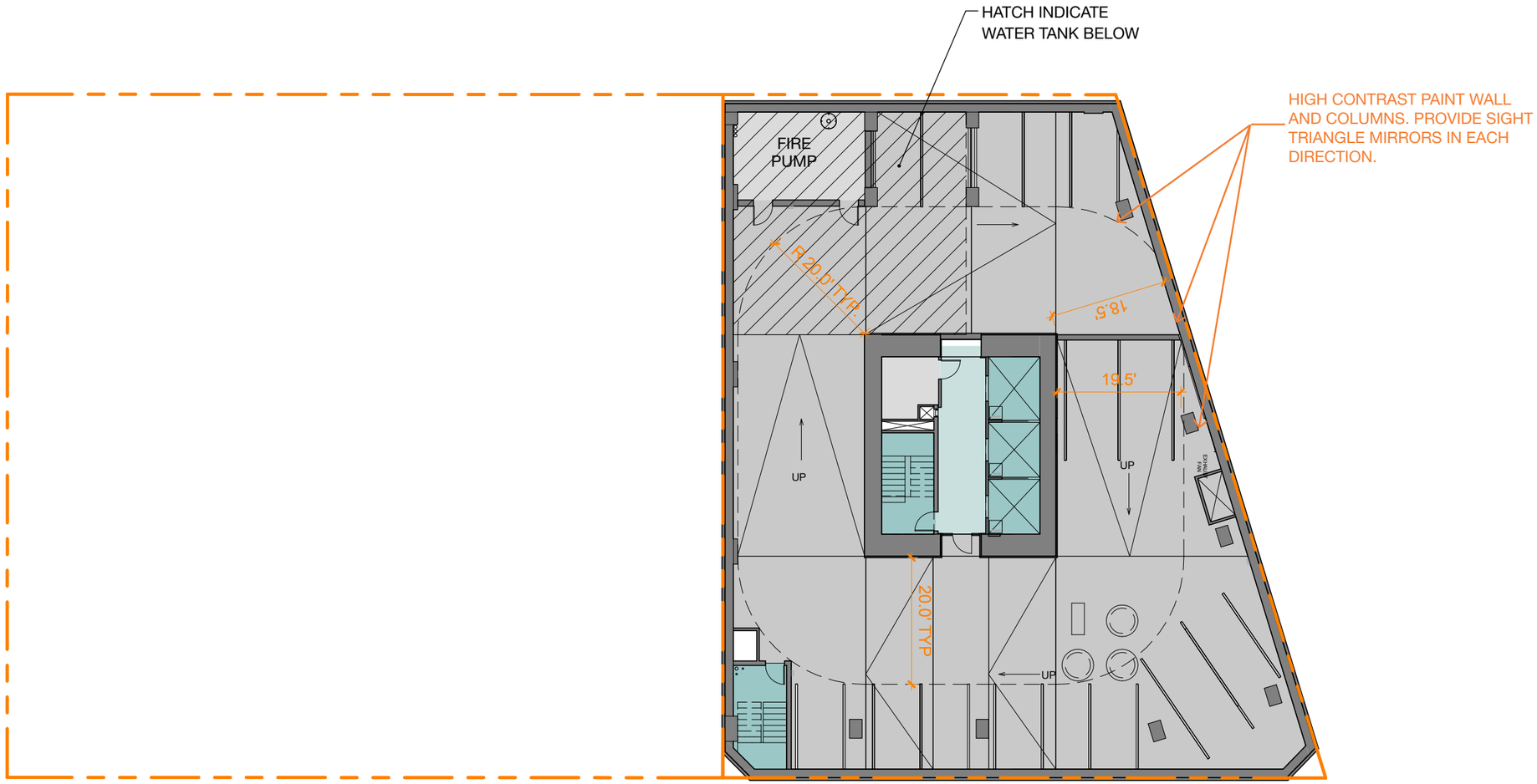

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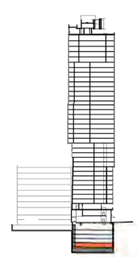
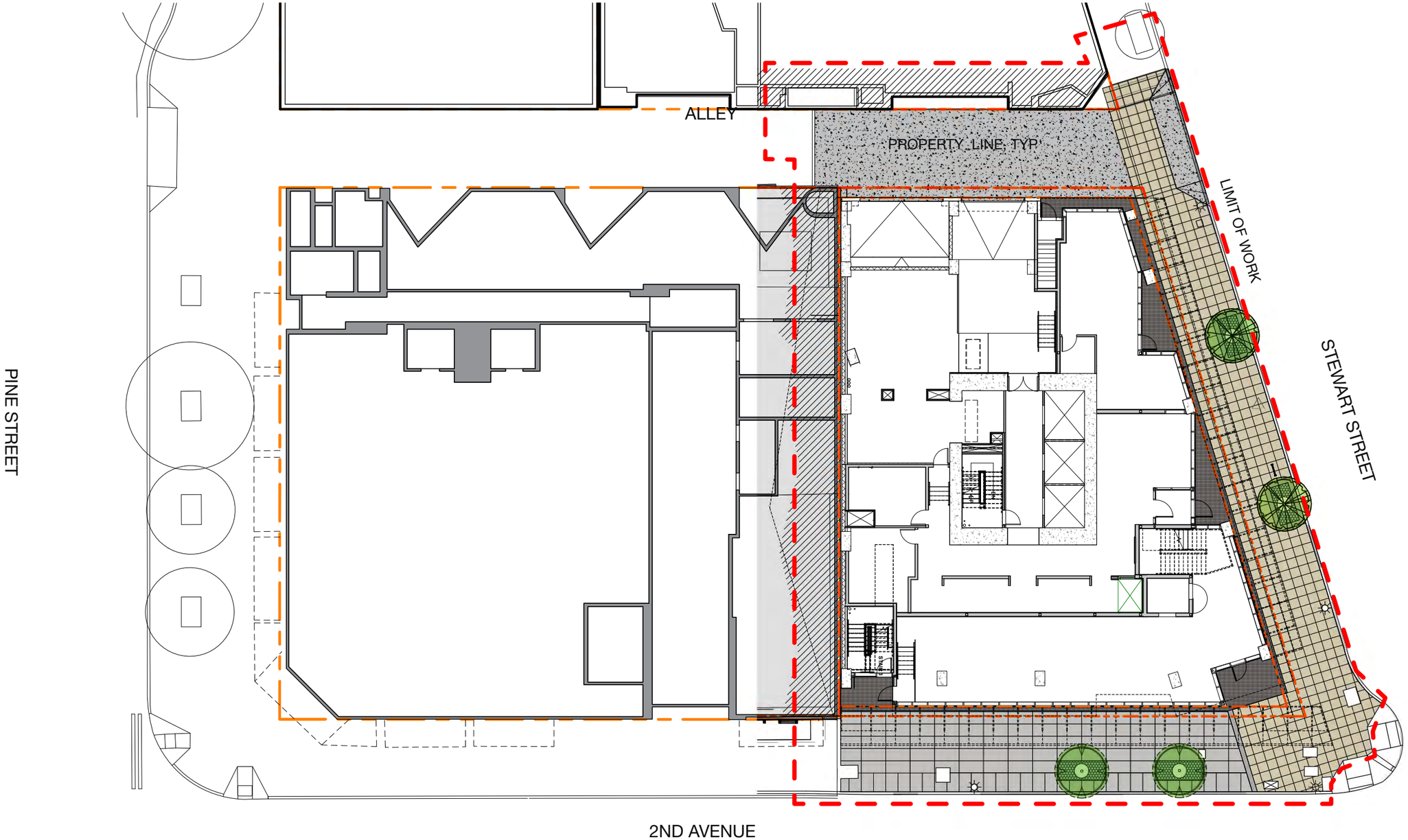
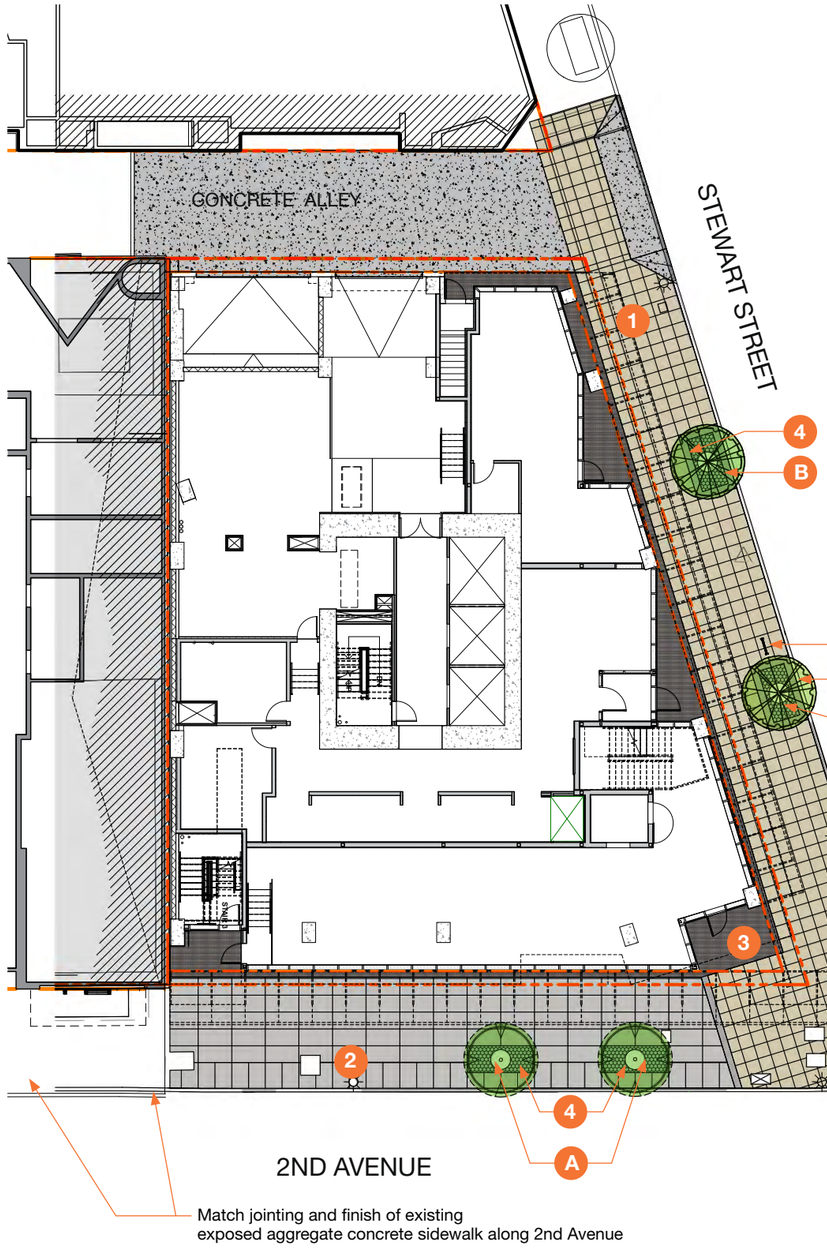


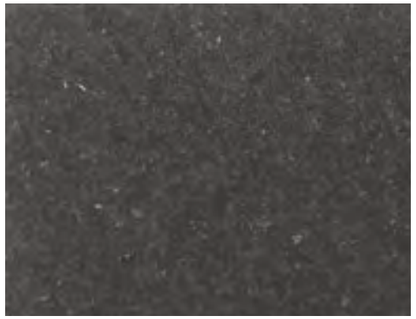

ALLEY
PROPERTY LINE, TYP
LIMIT OF WORK
STEWART STREET
PINE STREET
2ND AVENUE



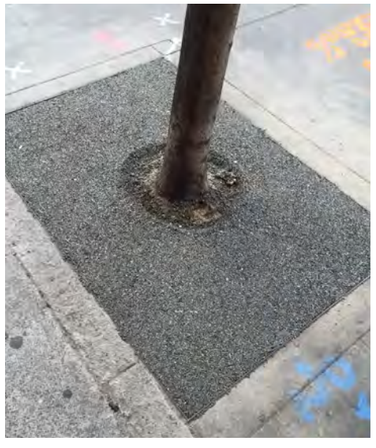
MATERIAL PALETTE - STREET LEVEL

1 COS Sandblasted Concrete Paving with 2'x'2' Score Pattern to match existing at Stewart Street

2 Top-seeded Aggregate Concrete Paving with Screed at Joints. Sidewalk to match existing at 2nd Avenue.



3 Granite Accent Pavers, Thermal Finish

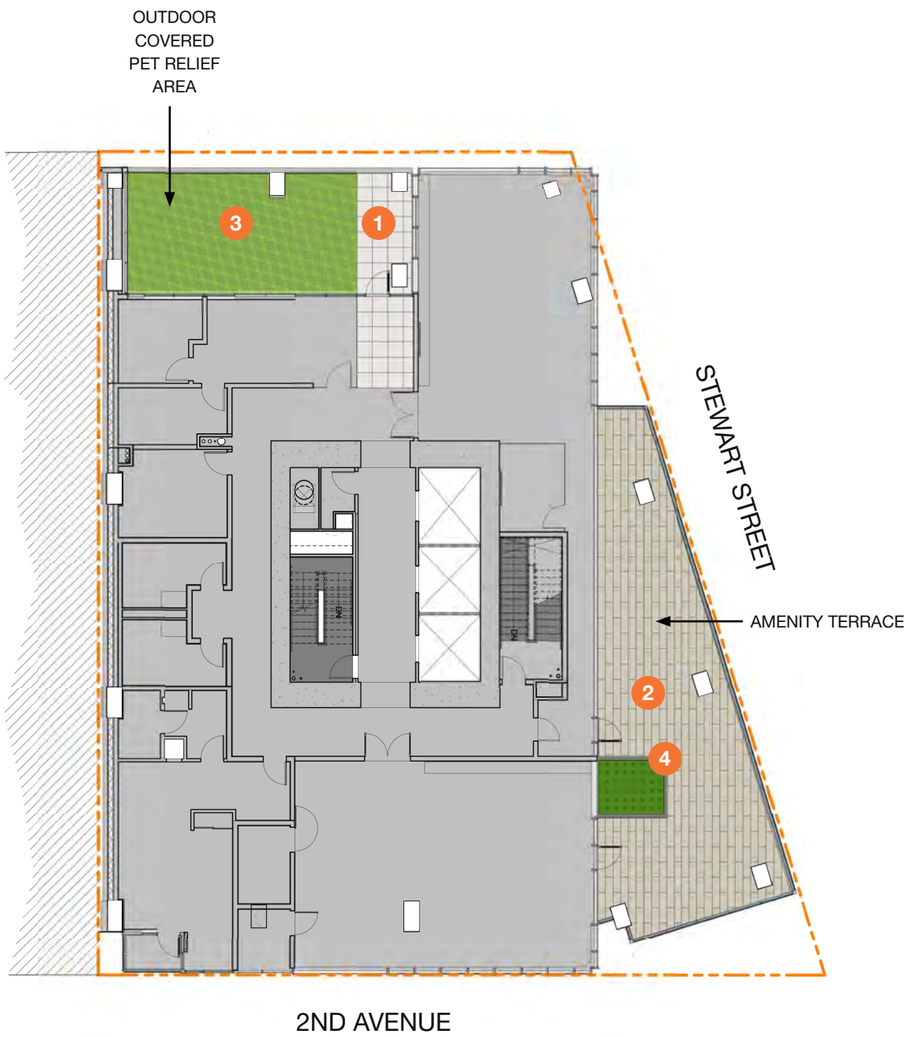


4 Flexi-pave Surfacing (At tree pit locations)

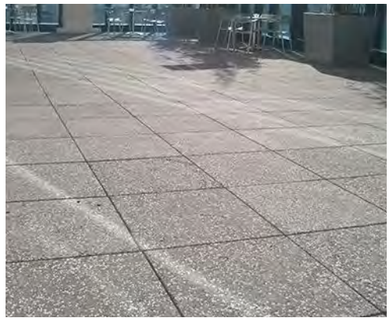
PLANTING PALETTE | STREET LEVEL

A *Acer x Freemani 'Armstrong'* Armstrong Maple

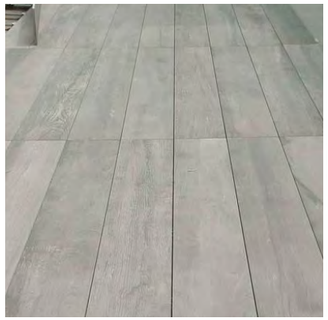
B *Acer saccharum subsp. nigrum ' Green Column'* - Green Column Black Maple (Matches existing at Stewart Street)



MATERIAL PALETTE | LEVEL 7 TERRACE



1 Concrete Pedestal Pavers



2 Concrete/Porcelain Plank Pavers

3 Synthetic Grass (Dog Relief Area)

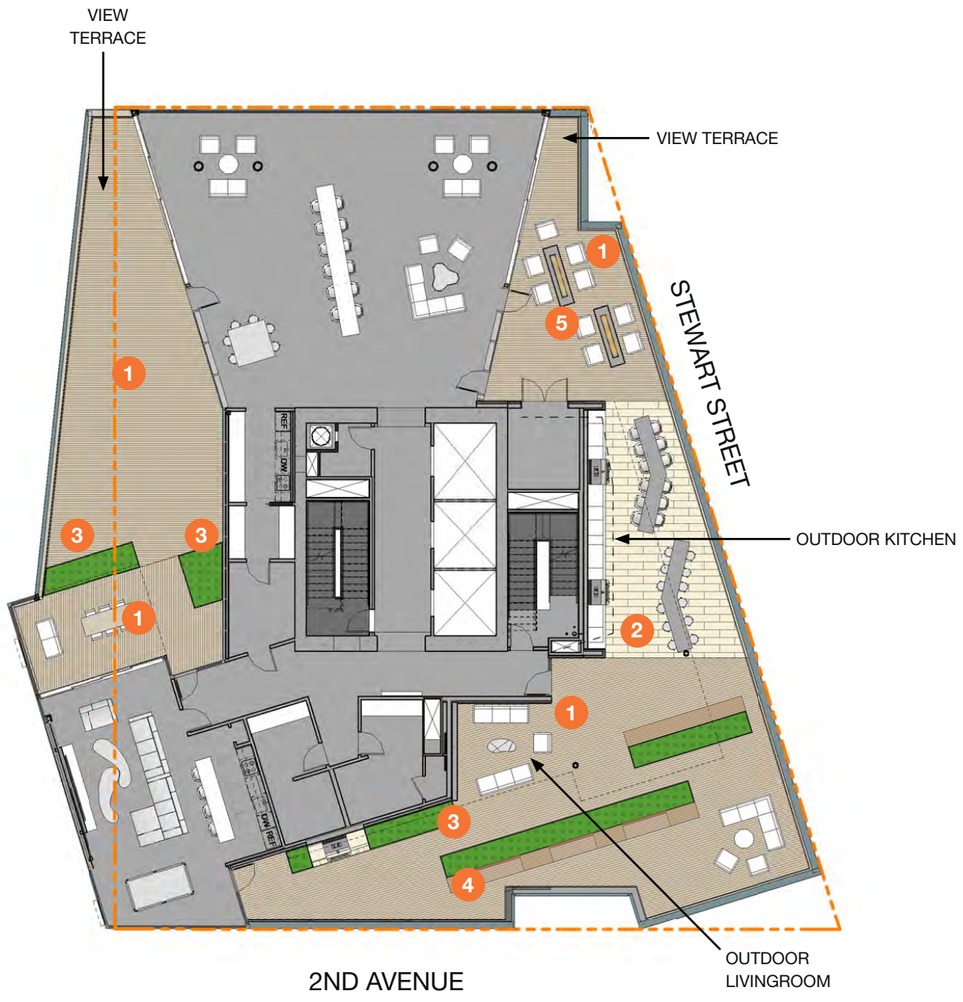
4 Decorative Fiberglass Planters

PLANTING PALETTE | LEVEL 7 TERRACE

Phormium tenax - New Zealand Flax

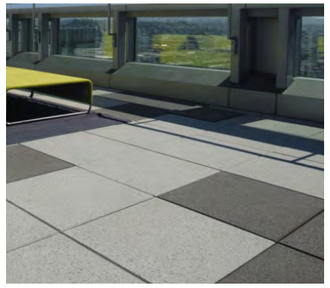
Stipa tenuissima - Mexican Feather Grass

Crocosmia x crocosmiiflora '*Emily McKenzie*' - Crocosmia



MATERIAL PALETTE | ROOF TERRACE

1 Wood Decking



2 Concrete Pavers

3 Custom Blackened Steel Raised Landscape Planter

4 Custom Wood Seating Element

5 Fire Table Element

PLANTING PALETTE | ROOF TERRACE

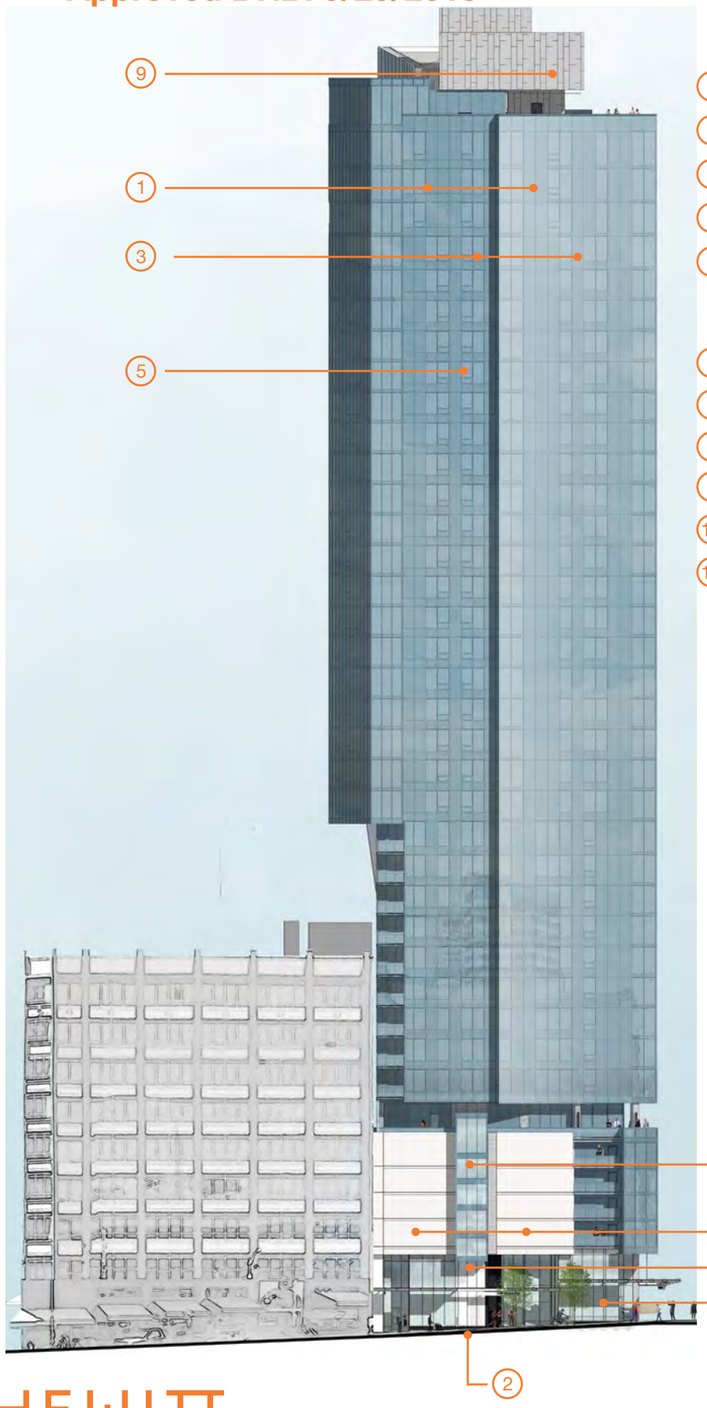
Elymus glaucus - Blue Wild Rye Grass

Stipa tenuissima - Mexican Feather Grass

Achillea millefolium 'Walther Funcke' - Walter Funcke Yarrow

Fragaria chiloensis - Beach Strawberry

Approved DRB: 9/29/2015



Materials Pallete:

1. Spandrel Glass
2. Spandrel Glass: Curtain Wall
3. Vision Glass
4. Vision Glass: Curtain Wall
5. Operable Awning Windows

* Window Wall Mullion Exterior to match adjacent panels

6. Cement Composite Panels
7. Concrete
8. Precast Concrete Panel
9. Architectural Metal Panel
10. Louvers
11. Metal Mesh

Major MUP Revision: 01/17/2017

Materials Pallete:

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3. Vision Glass 2: Curtain Wall
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5. Translucent Glass
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* Window Wall Mullion Exterior to match adjacent panels

8. Cast In Place Concrete
9. Stone Cladding
10. Architectural Metal Panel
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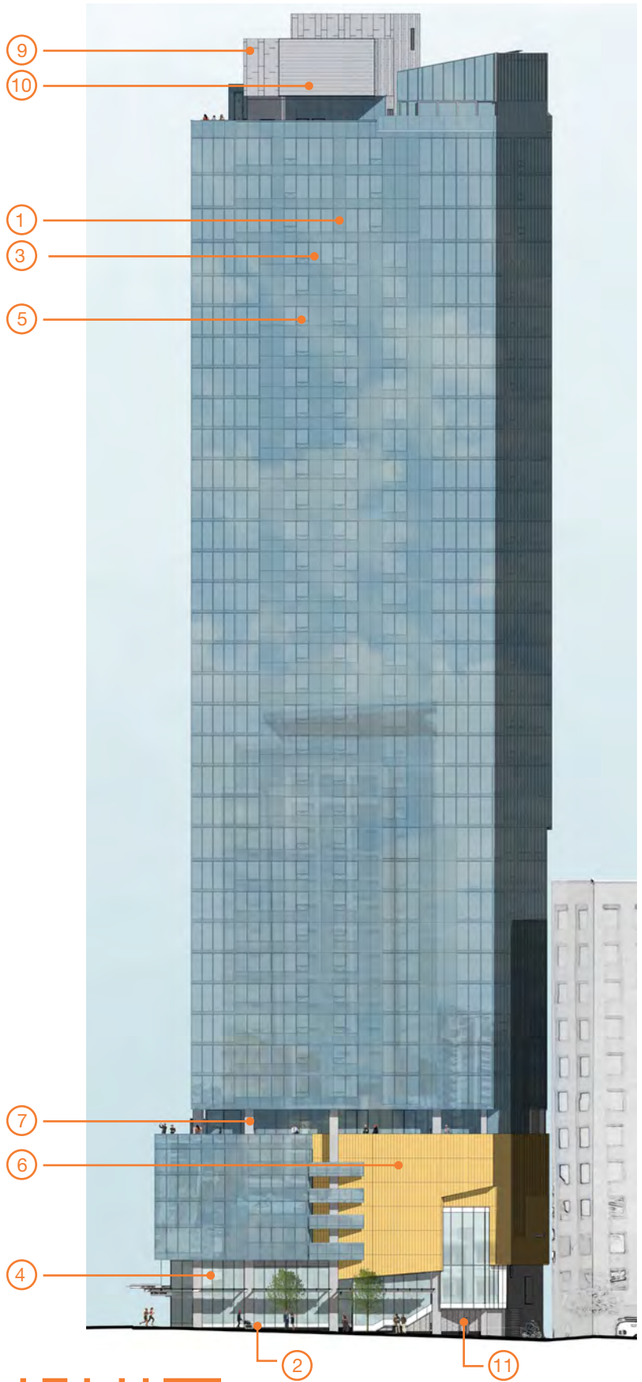
Approved DRB: 9/29/2015



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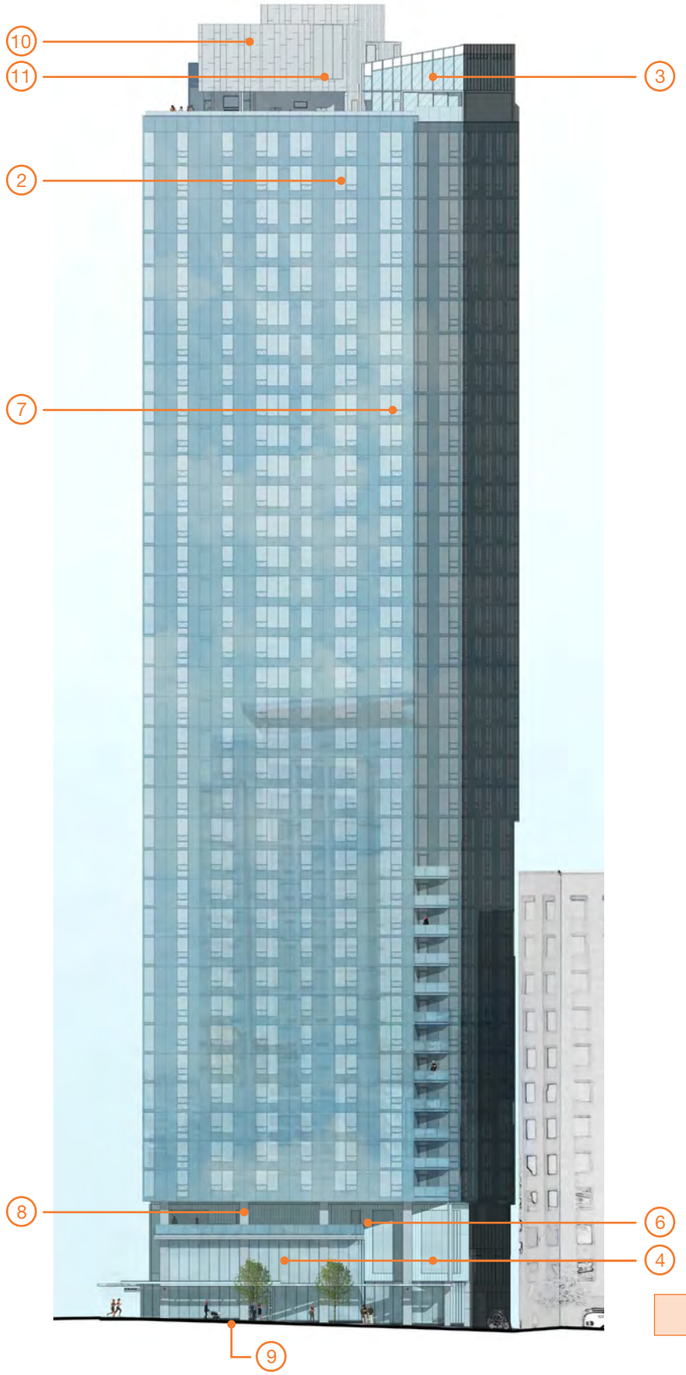
Major MUP Revision: 01/17/2017



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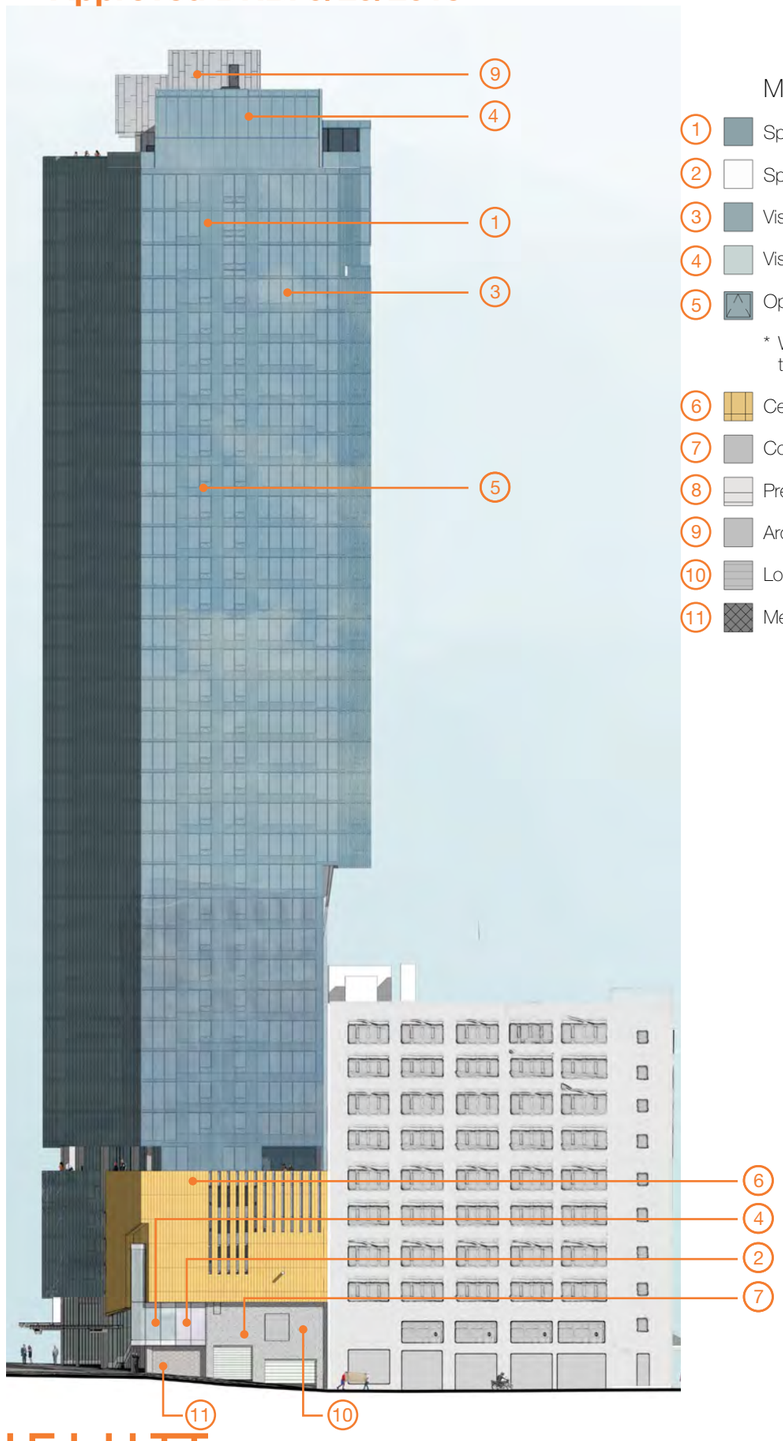
0 10 20 40

Approved DRB: 9/29/2015



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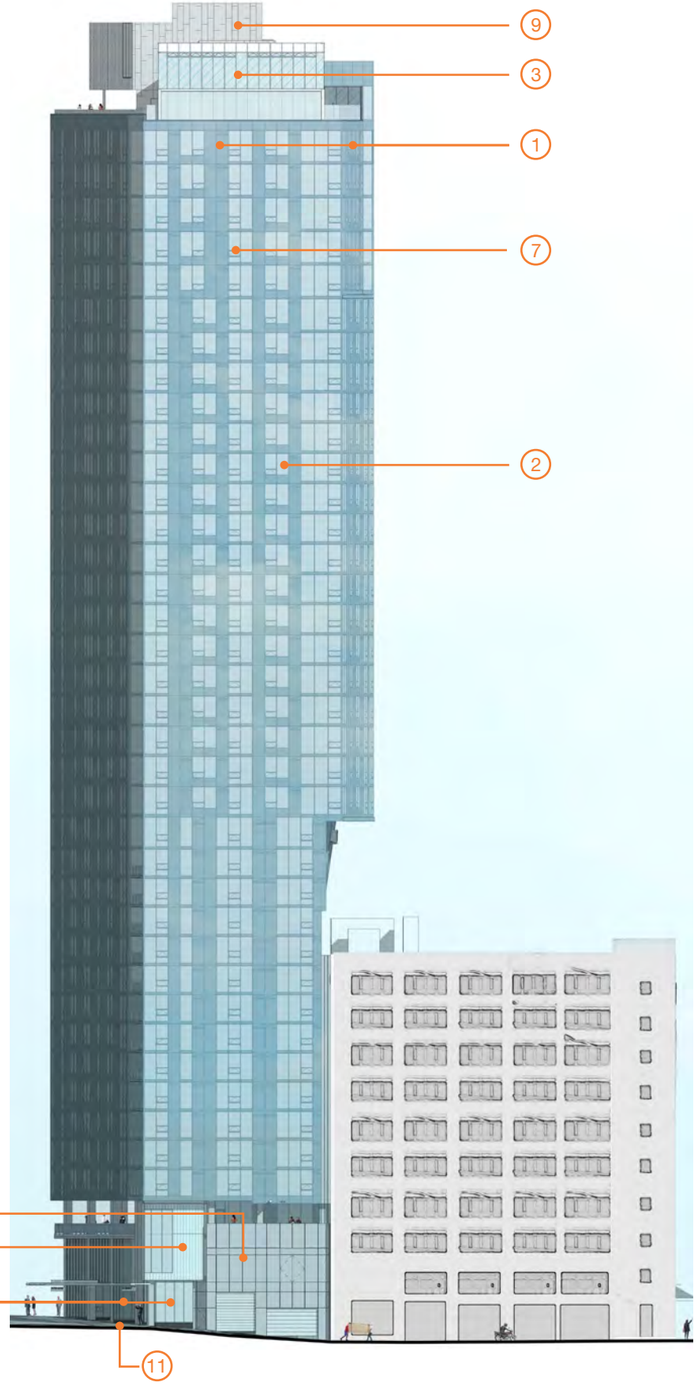
Major MUP Revision: 01/17/2017



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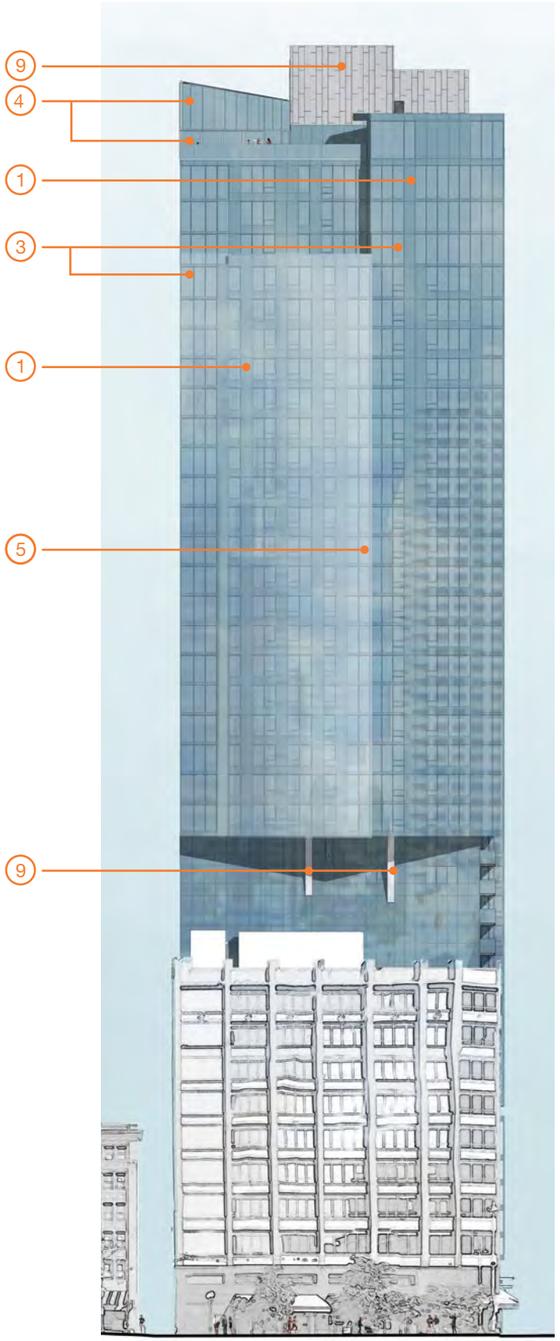

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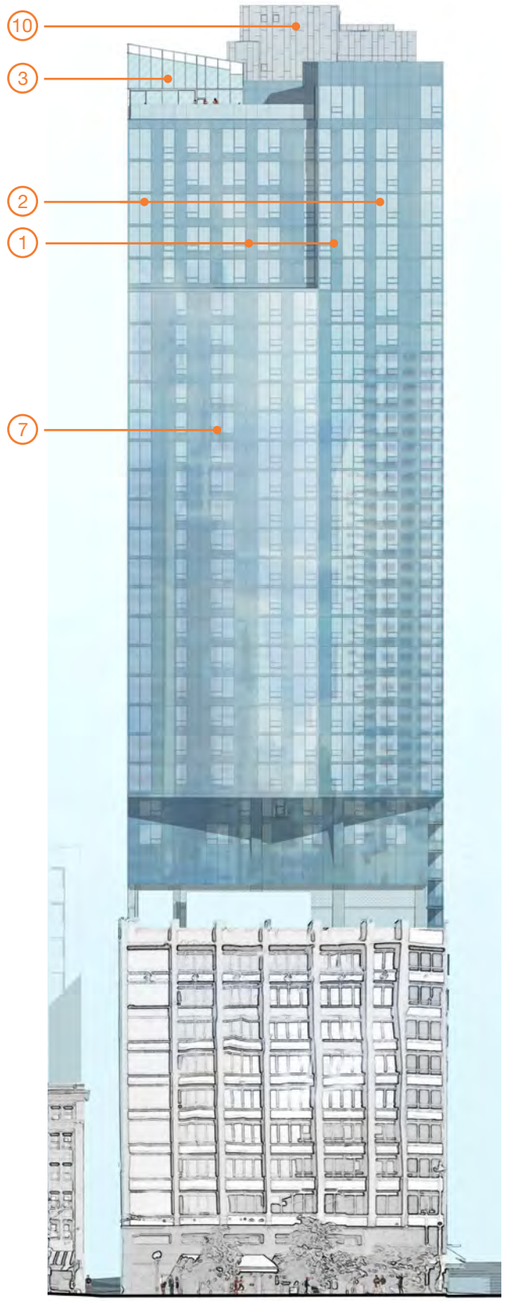
Major MUP Revision: 01/17/2017



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10. Architectural Metal Panel
11. Louvers

MATERIALS PALETTE

1 Spandrel Glass
SW 6251 “outerspace” on #2 surface on clear float glass

2 Vision Glass 1
Guardian AG 50 - 27% reflectance outside 'light silver' color #2 surface on clear float glass.

3 Vision Glass 2
Guardian AG 43 - 30% reflectance outside 'light silver' color #2 surface on clear float glass

4 Curtain Wall Vision Glass 3
Guardian Super Neutral SN 68; 11% outside reflectance, Ultra Clear

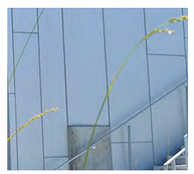
5 Translucent Glass

6 Translucent Channel Glass
double glazed

7 Window Wall Mullion / operable awning window sash
factory painted 2-coat Duranar coating 'Silversmith'

8 Exposed Cast-in-Place Concrete

9 Stone Base and Wall Panels -
polished black granite panels



10 Architectural Metal Panel
flat metal wall panels Phoenix flex system color - Reynobond Colorweld 500 “Silversmith”

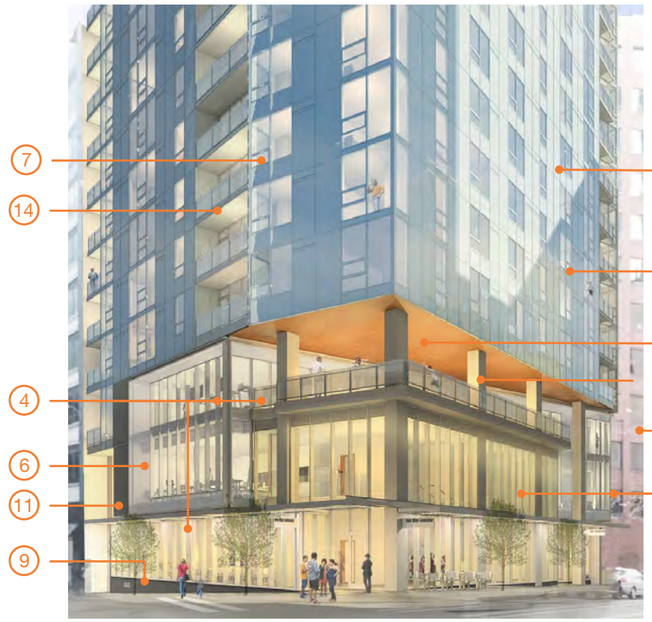
11 Horizontal Aluminum Louvers
horizontal blades; painted aluminium; color to match architectural metal panels

12 Wood Slat Soffit -
4" wide western red cedar; arch grade 'A clear;' with penetrating oil finish

13 Spandrel Glass Shadow Box
insulated spandrel unit; color - ici 1316 "swiss white" on #4 surface

14 Bolt-on Glass Balcony
Hansen architectural system, series 1100 with skirt to match window wall mullion

15 Amenity Glass Railing
Hansen architectural system, Square-Techwall-Barrier System



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9 Stone Cladding
10 Architectural Metal Panel
11 Louvers

view along Stewart Street looking west

view from Stewart Street looking south

view from 1st Avenue + Stewart Street looking east

view from Pine Street looking north

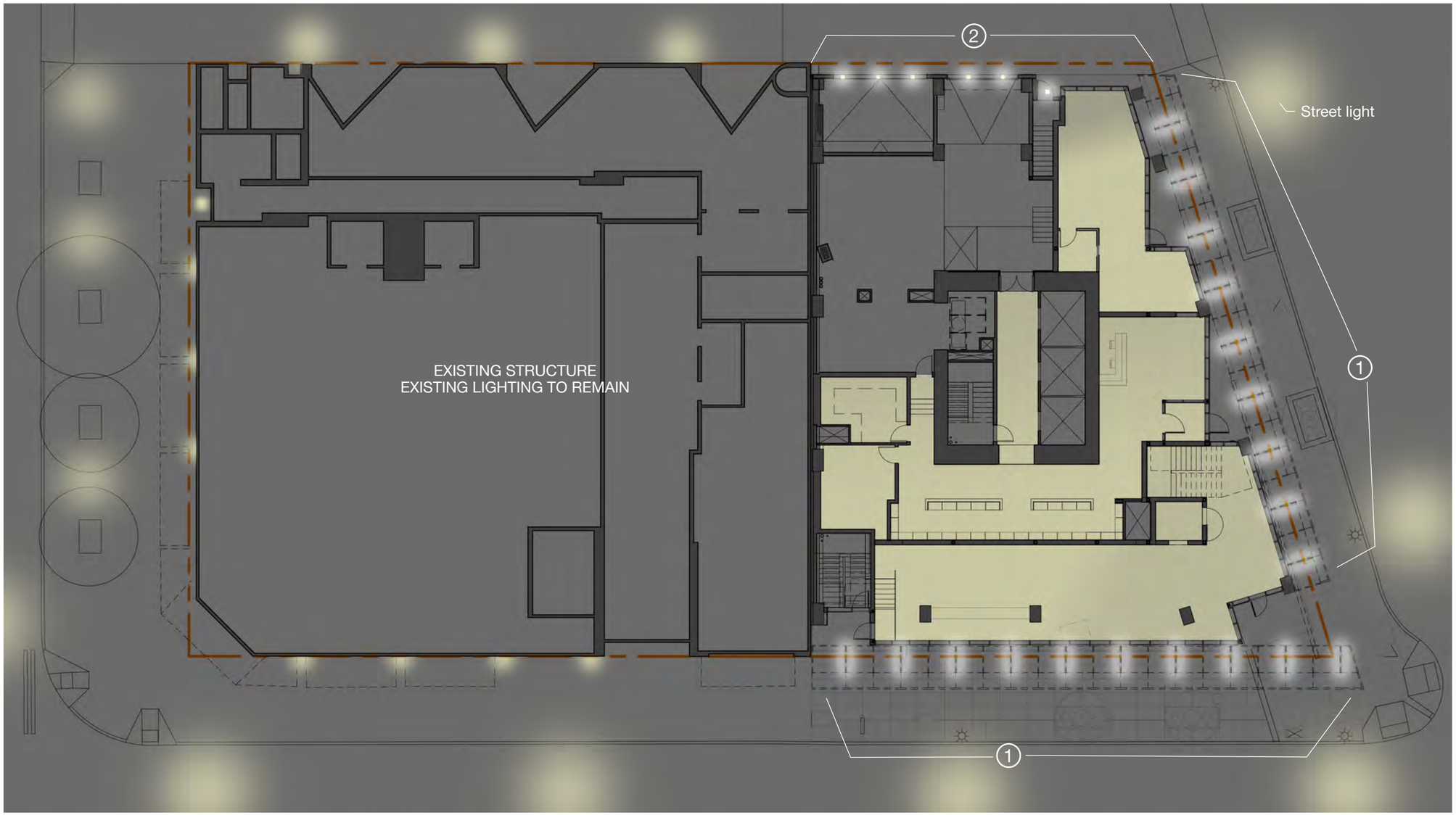
view along Stewart Street looking west

view from Stewart Street looking south

view from 1st Avenue + Stewart Street looking east

view from Pine Street looking north


on the corner
on the corner


2
Street light
1
EXISTING STRUCTURE
EXISTING LIGHTING TO REMAIN
1

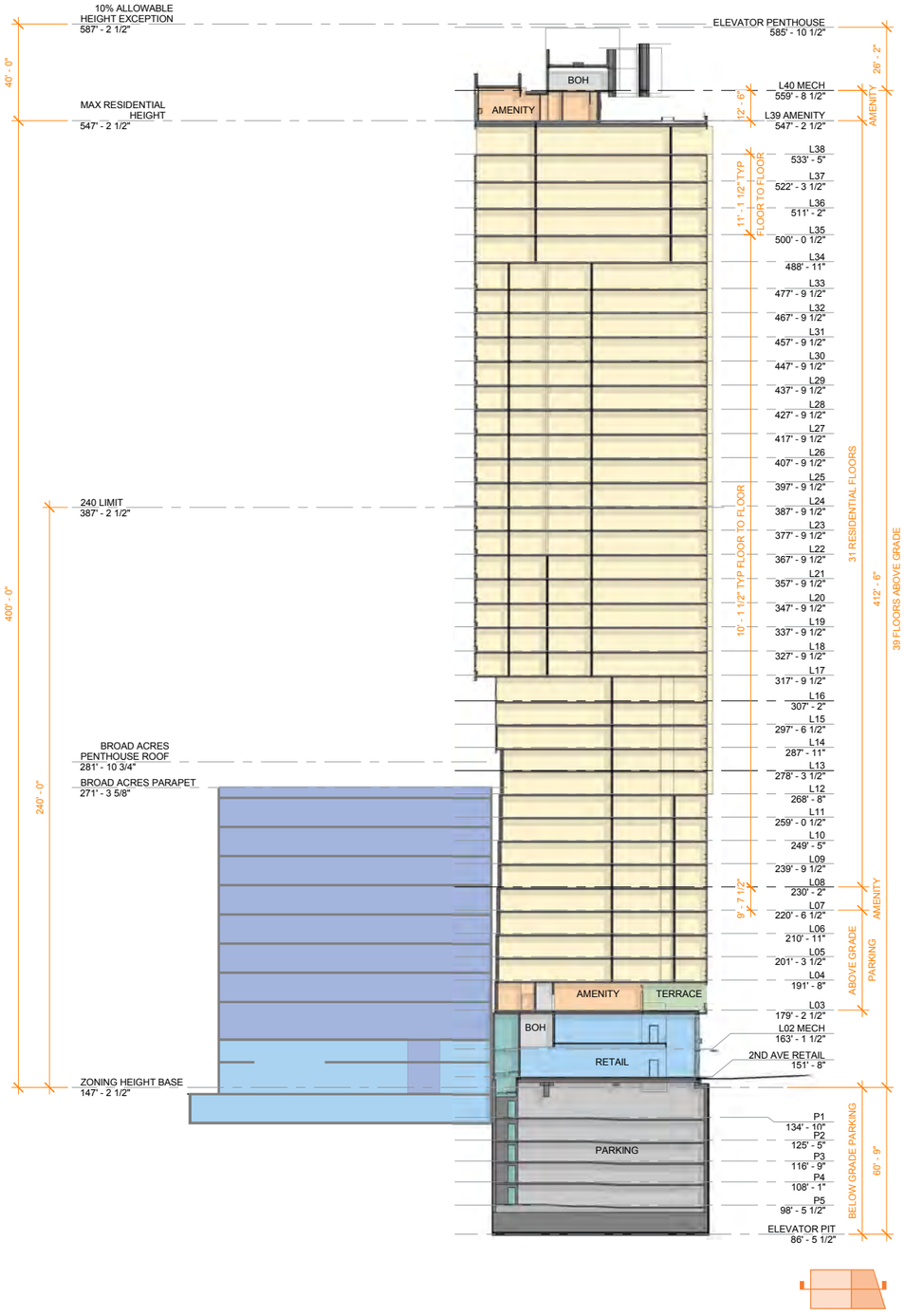

1 canopy lighting

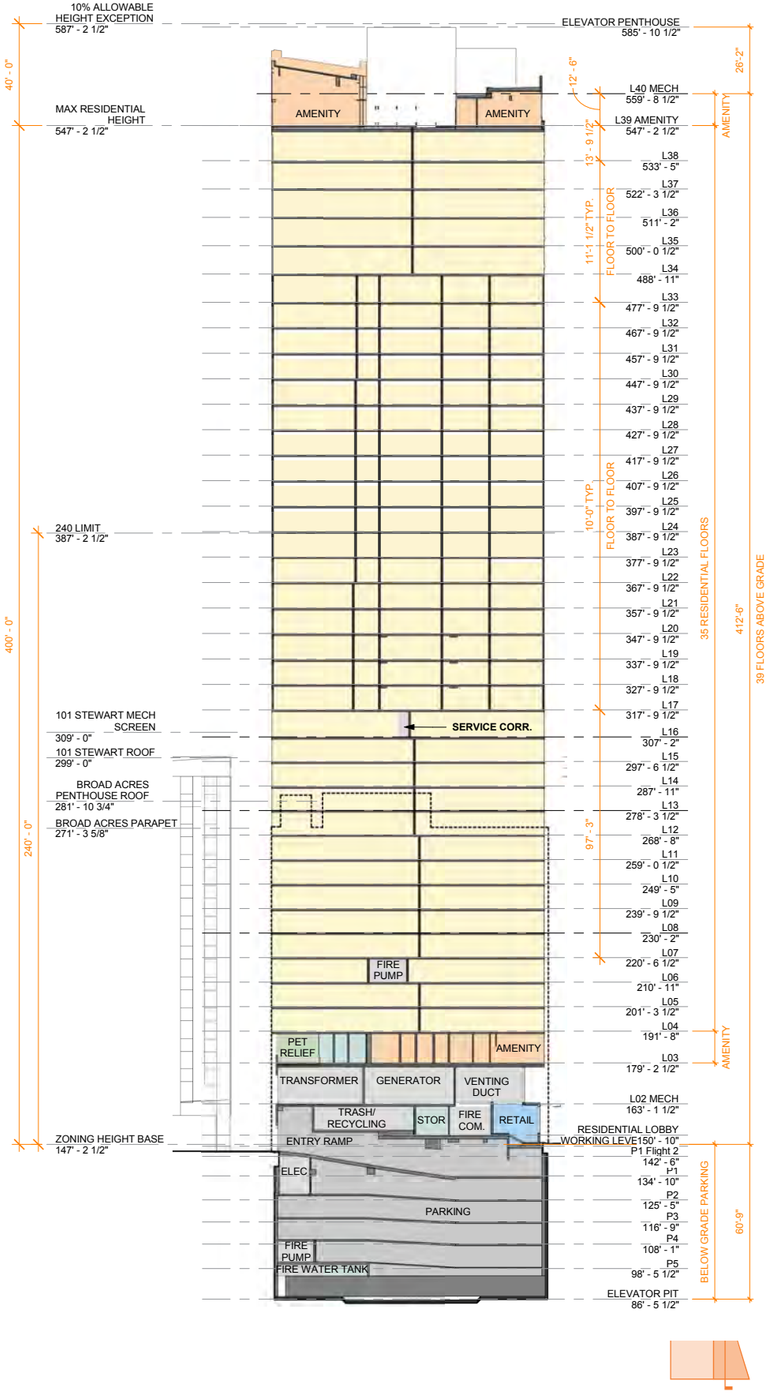

2 soffit lighting

Stewart Street

2nd Avenue

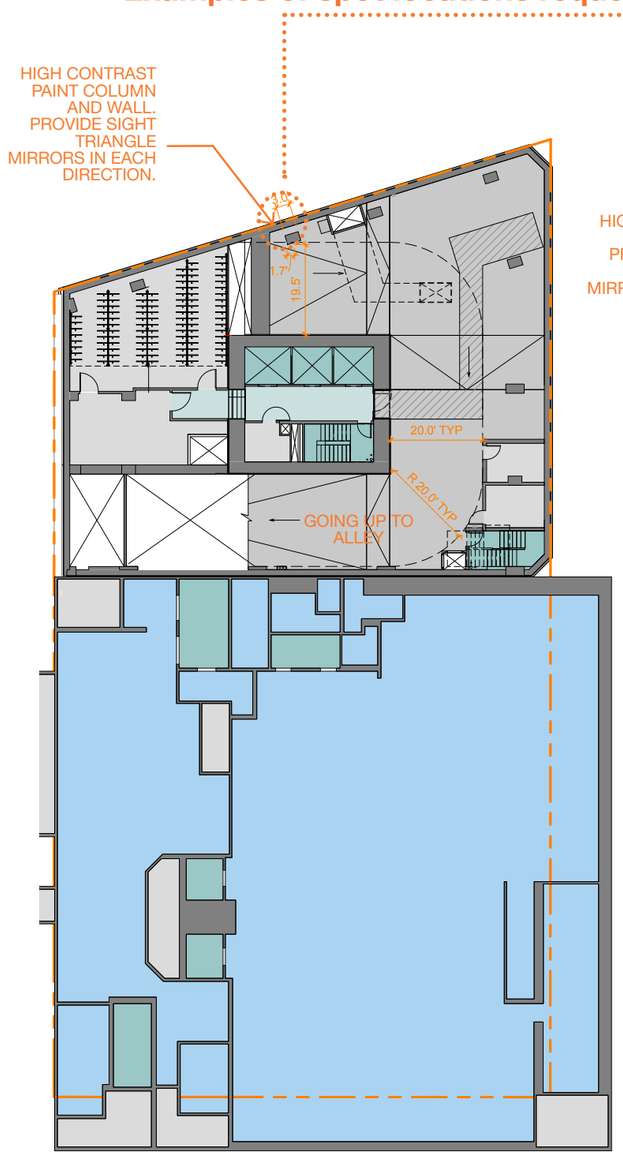
OVERALL BUILDING SECTIONS



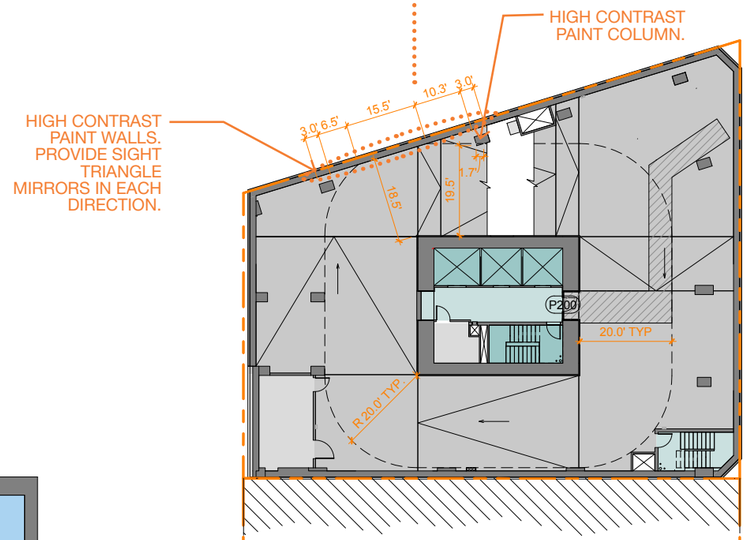


Residential Use
Units
Retail
Parking
Amenity
Vertical Circulation
Back of House
Office

Examples of spot locations requesting varying widths less than 20'



P1 to street level



below grade parking P2-P5 sim.

ITEM #1

DEVELOPMENT STANDARD

SMC 23.54.030.E.1 - Parking Aisles

REQUIREMENT

Parking aisles shall be provided according to the requirements of Exhibit C for 23.54.030; footnote 1. Minimum Aisle width for two-way traffic shall be 20' or greater.

REQUEST

The applicant requests drive aisle widths of less than 20' for spot locations for drive aisles not associated with vehicle backing distances rather than 20' minimum required.

JUSTIFICATION

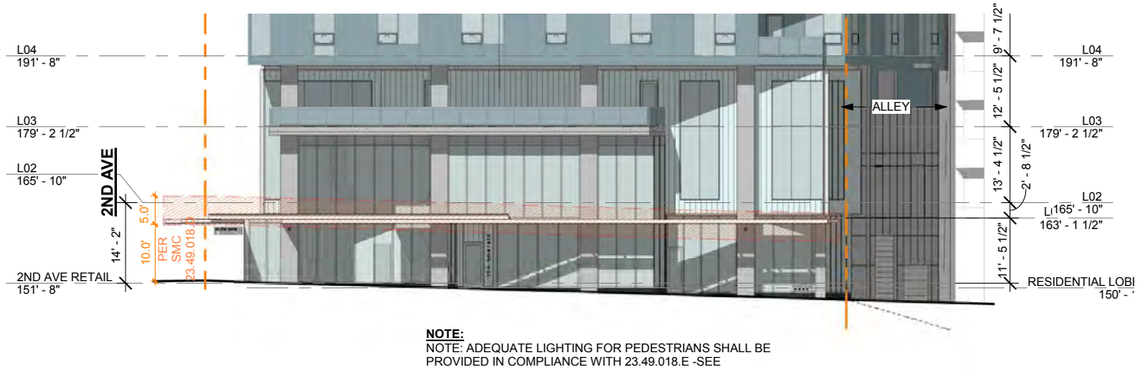
- No parking is required in downtown zones.
- No non-residential parking is being proposed. Garage to be used solely by residents familiar with the garage layout. The departure request does not impact vehicle backing distances from stalls or barrier free parking spaces.
- Low capacity garage (approx. 63 below-grade stalls).
- 18' - 6" min dimension for two-way traffic is in the spirit of SMC.23.054.030.D.1.b. and City of Seattle alley widths.
- Corner mirrors, traffic signaling, and high visibility marking of reduced areas to be implemented.
- Internal parking garage to reduce the impact of nearby street parking availability.

RELEVANT DESIGN GUIDELINES

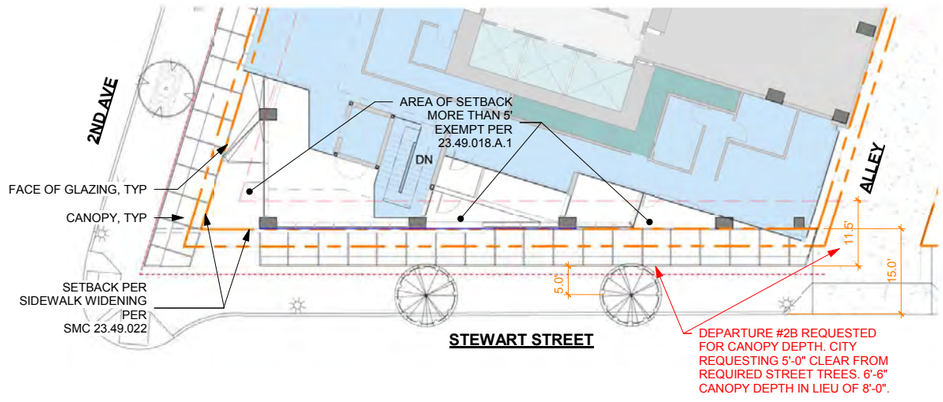
The requested departure better meets and exceeds the design guidelines listed below:

C-1 Promote pedestrian interaction.
E-2 Integrate parking facilities.

Stewart St Elevation



level 2



ITEM #2B

DEVELOPMENT STANDARD

SMC 23.49.018 - Overhead Weather Protection and lighting - Stewart Street.

REQUIREMENT

Overhead weather protection shall have a mininum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feete from curb line, whichever is less.

REQUEST

The applicant requests a reduction of the requirement of eight (8) feet measured horizontally from the building wall due to conflict with new streetcape trees requirement of five (5) feet clearance from tree trunks in coordination with the SDOT urban forestor, and review under project street improvement permit. The proposed reduction would provide 6 feet 6 inches measured horizontally from the building.

JUSTIFICATION

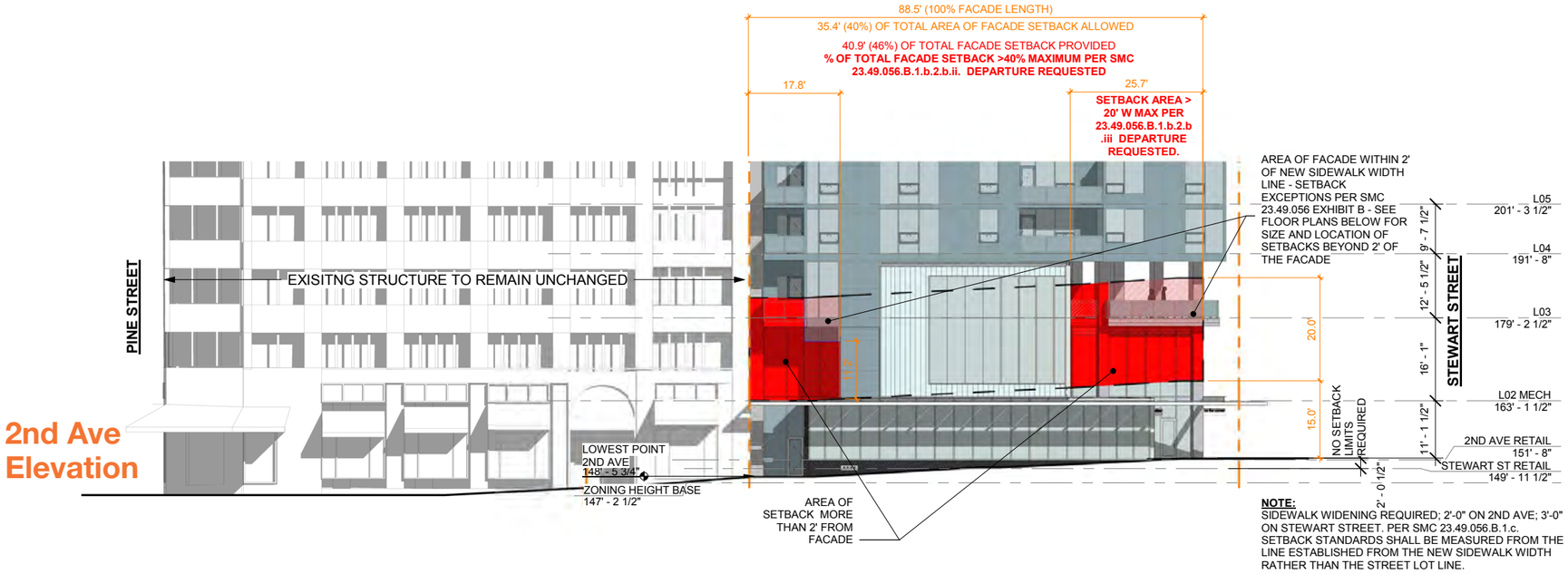
The proposal request eliminating a conflict with the street trees and provides a clear, consistent, unified canopy to best relate to a well defined street edge. Increased areas of overhead protection remain entries.

RELEVANT DESIGN GUIDELINES

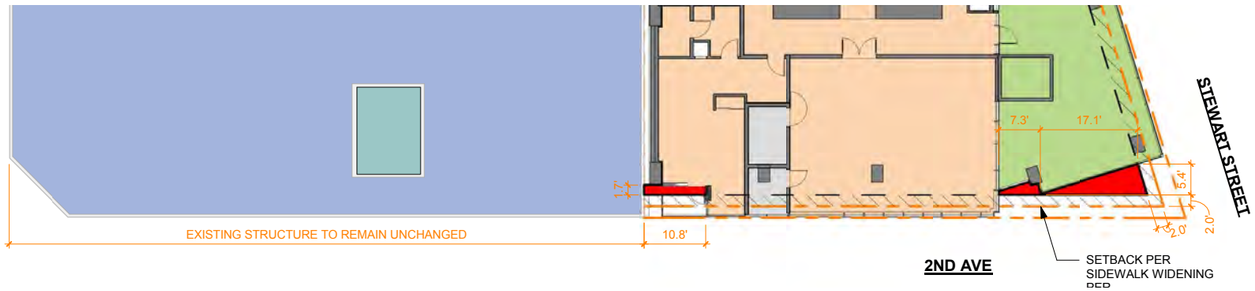
The requested departure better meets and exceeds the design guidelines listed below:

A-1 Respond to the physical environment.
C-6 Develop the alley facade.
D-3 Provide elements that define the place.
E-2 Integrate parking facilities.

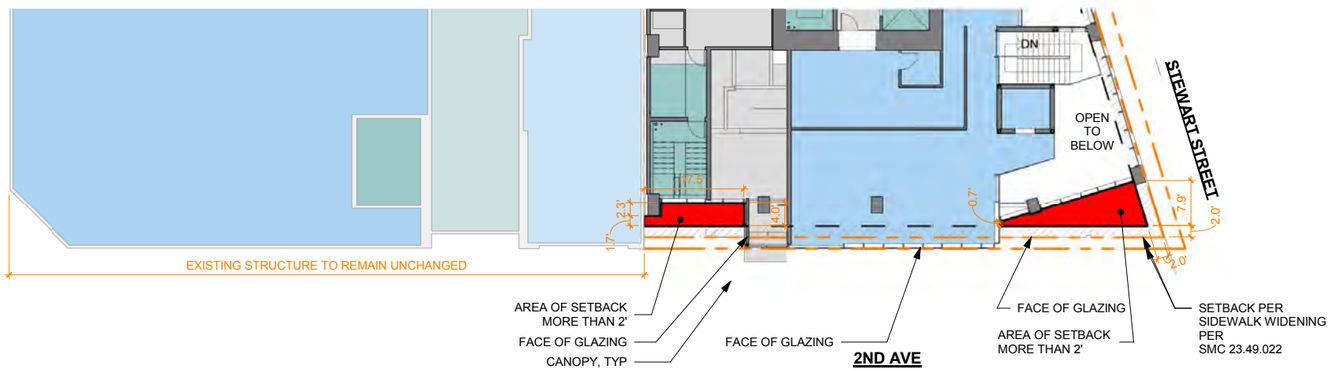
2nd Ave Elevation



level 3



level 2



ITEM #3

DEVELOPMENT STANDARD

SMC 23.49.056.B.1.b.2.b - Exemption to Maximum Setback Limits

REQUIREMENT

Facade setbacks shall be provided according to the requirements of Exhibit B for 23.49.056. The total area of a facade that is set back more than 2' from the street lot line shall not exceed 40% of the total facade area between the elevations of 15 and 35'. No setback deeper then 2' shall be wider than 20', measured parallel to the street lot line.

REQUEST

The applicant requests that the total area of a facade that is set back more than 2' from the street lot line shall exceed 40% by 8.1' and 29% of the facade area and that has a setback deeper than 2' shall be wider than the maxinum 20' by 5.7' at the 2nd Avenue retail entrance.

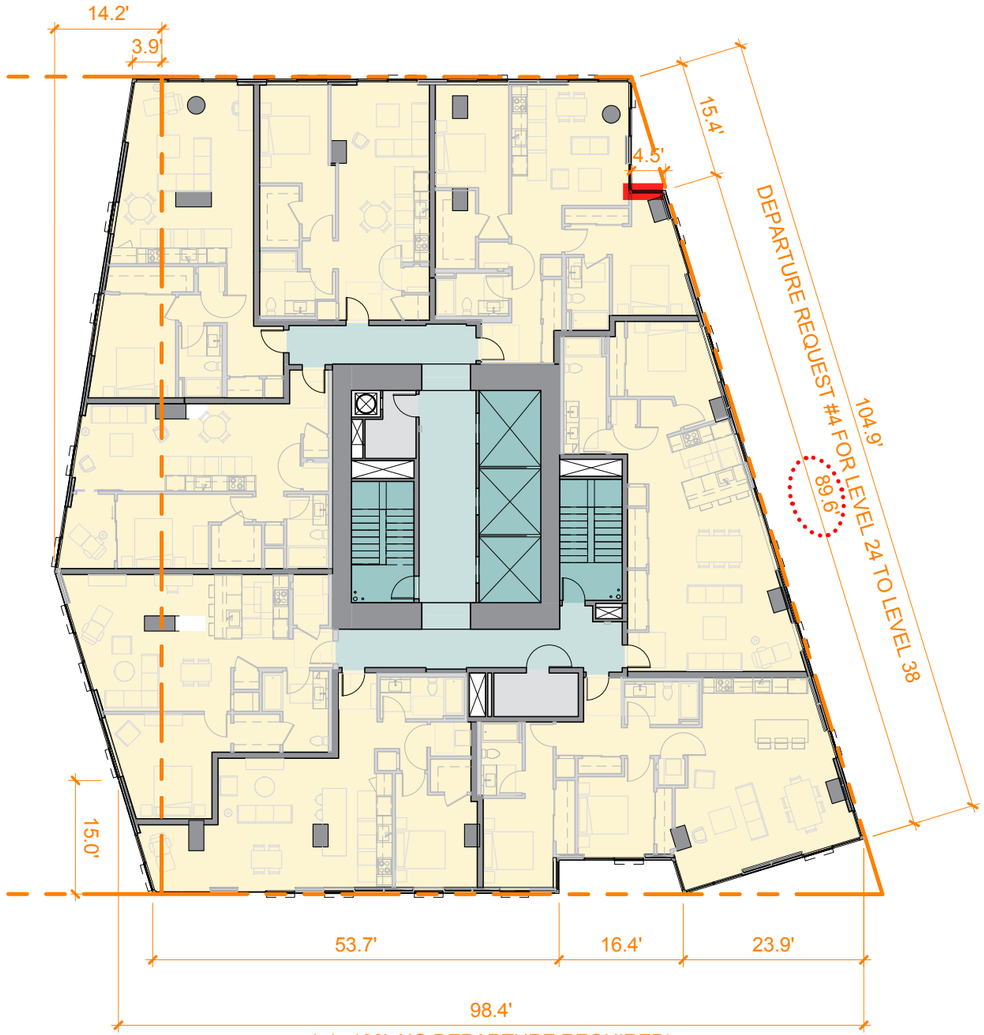
JUSTIFICATION

Transparent facade at the street edge creates tall (+/- 25'H active retail fronts. These facades are setback at street level for entries which extend higher than 15' above this facade; a clear street edge is formed as the land use code intends.

RELEVANT DESIGN GUIDELINES

The requested departure better meets and exceeds the design guidelines listed below:

B-2 Create a transition in bulk & scale.
B-4 Design a well-proportioned & unified building.
D-3 Provide elements that define the place.



NOTE: length of proposed east facade reduces the length to less than 100' compared to the approved 09/29/15 version

ITEM #4

DEVELOPMENT STANDARD

SMC 23.49.058.C.3 - Facade modulation

REQUIREMENT

The maximum length of a facade without modulation is prescribed in Table A for 23.49.058. This maximum length shall be measured parallel to each street lot line, and shall apply to any portion of a facade, including projections such as balconies, that is located within 15 feet of street lot lines.

REQUEST

The applicant requests that the total length of Stewart street facade to be setback less than 15' at the NW corner as required between 241 to 500 feet height by 4.9'.

JUSTIFICATION

Total facade length is 104.9' with a modulation at 89'. The clean facade reinforces a building mass that has a slenderness ratio of tower. The notch at the NW corner relates to the "shift and cant" in the change in the City's street grid.

RELEVANT DESIGN GUIDELINES

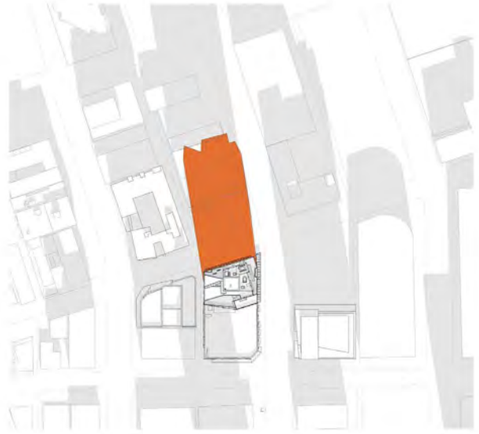
The requested departure better meets and exceeds the design guidelines listed below:

A-1 Respond to the Physical Environment.
B-4 Design a well-proportioned & unified building.

APPENDIX

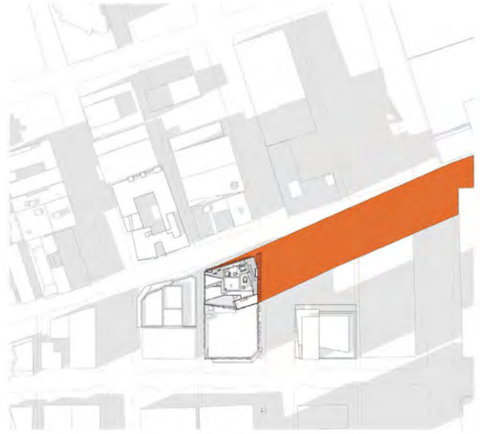
HEWITT

EQUINOX



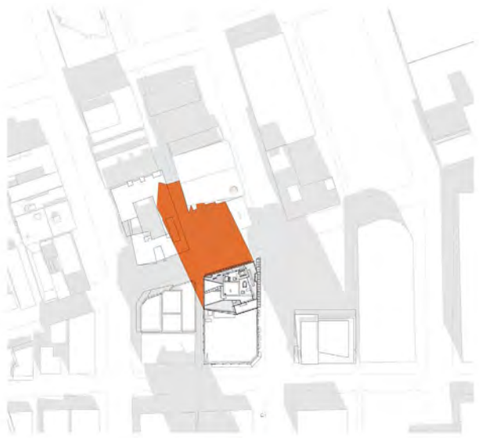
EQUINOX 10AM

EQUINOX 12PM

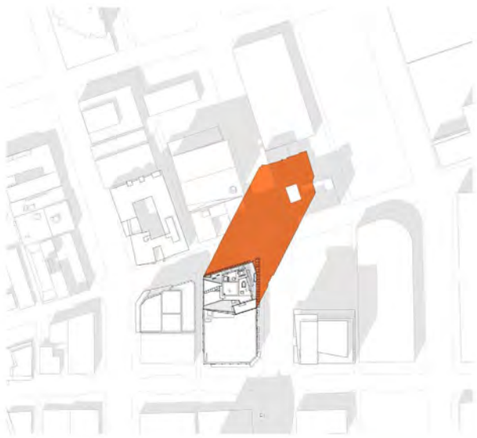


EQUINOX 2PM

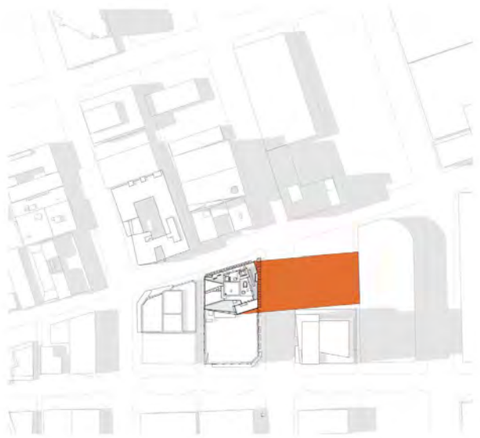
JUNE 21



JUNE 21 10AM



JUNE 21 12PM

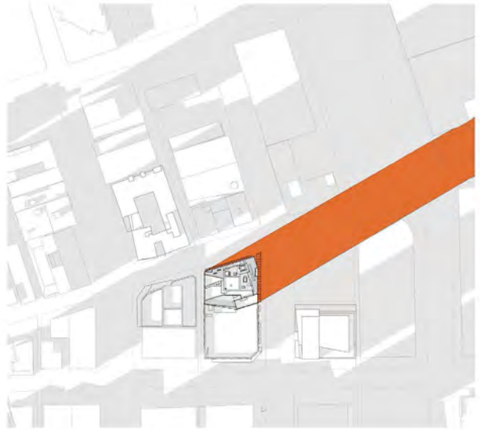


JUNE 21 2PM

DEC 21

DEC 21 10AM

DEC 21 12PM



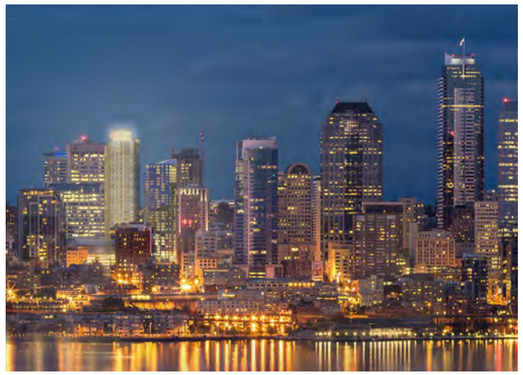
DEC 21 2PM

A-1 Respond to the physical environment.
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

A-1 Response:
The proposal site occurs at a change in the street grid alignment providing a non-standard lot shape. The massing of the building responds to the changing grid. Nearby buildings vary in height and scale. The proposal modulates its massing to respond to the different scales of its neighbors. The site occurs at the edge of a lower scale zone providing dramatic views of Elliot Bay, Pike Place Market and the downtown core.

A-2 Enhance the skyline.
Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

A-2 Response:
The arrangement and expression of the residential rooftop amenity spaces provide a varied roof line. These spaces directly relate to the massing of the residential levels below.



B-1 Respond to the neighborhood context.
Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-1 Response:
The proposal's site near the northern edge of the Pike Place Market has the opportunity to contribute to the pedestrian experience on Stewart Street. The street level building facades are setback to create a two-story base. Retail spaces wrap the street level facades to activate the sidewalk. two residential entries on each street provide address. The second floor residential lounge, open to retail, commands the corner created on Stewart Street and the alley providing a view to the Market as well as allowing the retail to wrap the corner offering a similar vantage point.

B-2 Create a transition in bulk & scale.
Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

B-2 response:
The southeast facade, between the Broadacres Building and the mechanical penthouse of 101 Stewart, recesses its massing up to level 17, acknowledging the differing heights of its neighbors such as 1915 Second Ave.

B-4 Design a well-proportioned & unified building.
Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-4 Response:
The proposed area of new development on the site and irregular shape, combined with a 400' height achieved through the affordable housing incentive, creates a tall, slender appealing architectural form. Taut window wall cladding reinforces a distinctive form created by the unique site.

C-1 Promote pedestrian interaction.
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

C-1 Response:
The expansive retail frontage enhances pedestrian interaction with double height transparent storefront facades at the street.

C-6 Develop the alley facade.
To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C-6 Response:
Limited alley length for building services is mitigated with transparent facades at the intersection of the alley and Stewart Street. At the street level, a secondary day-to-day residential entry ascends via a stair to the second floor. This residential program is overlapped at the same intersection providing pedestrian activity, lighting for security for the alley and a vantage toward the Market and Elliot Bay.

D- 3 Provide elements that define the place.
Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D-3 Response:
The site's prominent location relative to the Pike Place Market, the downtown retail core, and Belltown neighborhood provides a unique opportunity. Retail spaces with double height glazing on Second Ave and Stewart Street wrap the north corner. A second floor residential lounge is positioned at Stewart Street and the alley. The angle of the alley relative to Stewart creates a highly visible corner from the market. The tall storefront glazed bay could provide a memorable marker viewed from the Market on Stewart.

23.49.008 Structure Height
The base structure height for residential use is 290'. The maximum height is 400'.

The proposed structure height is 400' and intends to meet the requirements of SMC 23.49.015 (voluntary agreements for low and moderate income housing.)

23.49.009 Street-Level Use Requirements
A. Street-level uses are required per Map 1G; required street-level uses include Retail sales.
B.1 A minimum of 75% of each street frontage must be occupied by uses listed in subsection A. The remaining 25% may contain other permitted uses and/or pedestrian or vehicular entrances
B.1.b The frontage required to be occupied by street-level uses is reduced to 50 percent, while the remaining 50 percent may contain other permitted uses and/or pedestrian or vehicular entrances, for each street frontage that is 120 feet in length or less if either:
1) the lot does not abut an alley, or
2) the lot abuts more than one street requiring street-level uses.
B.3 Required street-level uses shall be located within ten (10) feet of the new sidewalk width.

The proposal complies.

23.49.011 Floor area ratio
Table A: Base = 5; Max = 7
B.1. Exemptions and deductions from FAR calculations.
b. Street-level uses meeting the requirements of Section 23.49.009.
f. Residential use
I.1) Floor area that is used only for: short-term parking or parking accessory to residential uses, or both, subject to a limit on floor area used wholly or in part as parking accessory to residential uses of one parking space for each dwelling unit on the lot with the residential use served by the parking

Chargeable FAR will not exceed the applicable base FAR; The proposal complies.

23.49.018 Overhead Weather Protection and Lighting.
A. Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot, except along those portions of the structure facade that:
1. are located farther than five (5) feet from the street property line or widened sidewalk on private property.
3. Are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width.
B. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.
D. The lower edge of the overhead weather protection must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk.

Please see departure request on pages 56.

23.49.019 Parking quantity, location and access requirements, and screening and landscaping of surface parking areas.
A. Parking quantity requirements
1. No parking, either long-term or short-term, is required for uses on lots in Downtown zones

Five (5) levels of below-grade parking are proposed. Proposal complies.

SMC 23.49.022 Minimum Sidewalk and Alley Width
MAP C; Stewart Street to be increased 3'; 2nd Avenue to be increased 2'; a 2' alley dedication is required.
The proposal complies.

SMC 23.49.056 Street facade, landscaping, and street setback requirements
A. Minimum Facade Height. Table A, Class 1 pedestrian streets: 25'

The proposal complies.

B. Facade setback limits; b. Structures greater than 15 feet in height are governed by the following criteria: Setbacks between the elevations of 15 and 35 feet above sidewalk grade at the street lot line are permitted according to the following standards, as depicted in Exhibit B for 23.49.056:

i. The maximum setback is 10 feet.
ii. The total area of a facade that is set back more than 2 feet from the street lot line shall not exceed 40 percent of the total facade area between the elevations of 15 and 35 feet.
iii. No setback deeper than 2 feet shall be wider than 20 feet, measured parallel to the street lot line.
iv.The facade of the structure shall return to within 2 feet of the street lot line between each setback area for a minimum of 10 feet. Balcony railings and other nonstructural features or walls are not considered the facade of the structure

B.1.b.2.b - Exemption to Maximum Setback Limits

Please see departure request on pages 57.

C. Facade Transparency Requirements.
2. Facade transparency requirements do not apply to portions of structures in residential use.
4.a. Class I pedestrian streets: A minimum of 60 percent of the street level street-facing facade shall be transparent.

On the single defined lot, facades of the existing structure to remain, will remain unchanged; For portions of the proposed structure not in residential use, min 60% of street level street-facing facades will be transparent.

D. Blank Facade Limits.
c. Blank facade limits do not apply to portions of structures in residential use.
2.a. Blank Facade Limits for Class I Pedestrian Streets shall be no more than 15 feet wide.
c. The total width of all blank facade segments, including garage doors, shall not exceed 40 percent of the street-facing facade of the structure on each street frontage, or 50 percent if the slope of the street frontage of the facade exceeds 7.5 percent.

Facades of the existing structure to remain, will remain unchanged; the proposed structure will comply.

E. Street Tree Requirements. Street trees are required on all streets that have a pedestrian classification and abut a lot.

The proposal complies.

SMC 23.49.058.C Facade Modulation
Facade modulation required above 85' for portions of the structure within 15' of a street property line. Length of unmodulated facades decreases per Table A for 23.49.058

Please see departure request on page 58.

23.49.058.E Tower Floor Area Limits
Table 23.49.058D1: 10,700 sf average floor area for structures exceeding the base height; The maximum floor area of any story in a tower is 11,500 sf

The proposal complies.

23.49.058.E.2 Maximum Tower Width
Maximum facade width above 85' along 2nd Avenue. Limited to 80% of the street frontage or 120' whichever is less

The proposal's maximum tower width is 120'; The proposal complies.

SMC 23.49.058.F Tower Spacing
No separation required between structures on different blocks; on the same block but different zones and from existing structures allowed before the effective date of ordinance 122054.

The proposal complies.
SMC 23.54.030.E.1 Parking Aisles

Please see departure request on page 55.

SMC 23.49.20 Demonstration of LEED Silver Rating
This Section applies if a commitment to earn a LEED Silver rating or substantially equivalent standard is a condition of a permit.

LEED Silver is a required condition of the Affordable Housing voluntary payment option. The project shall demonstrate to the Director the extent to which the applicant has complied with the commitment to earn a LEED Silver rating no later than 180 days after issuance of final Certificate of Occupancy for the new structure.