

1930

BOREN AVENUE

VBOB LLC | LMN | WEISMAN DESIGN GROUP
DESIGN REVIEW | SDCI PROJECT # 3031389-LU | FEBRUARY 19, 2018



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1.0 PROPOSAL

DEVELOPMENT SUMMARY

The proposal at 1930 Boren Avenue is an approximately 159 ft. high commercial building. The site is bounded by Boren Avenue to the west, Virginia Street to the north, an alley to the east and a proposed mixed-use building on a podium to the south.

The project is planning for approximately 115,000 sf of office use and 4,250 sf of retail use. Parking will be provided below grade for up to 97 spaces. The structure will consist of 10 stories above grade and 4 stories of parking below grade. No departures are being requested.

SITE CONTEXT

The project site is located within the DMC 240/290-440 zone and within the Denny Triangle Urban Center Village. The project site is bordered by the DMC 340/290-440 zone to the south of Boren Avenue.

The Denny Triangle neighborhood is rapidly evolving with several new buildings reflecting increased density and taller residential and commercial developments. Four new proposed projects surround the site and exemplify this new era of development. 1916 Boren Avenue (SDCI #3029383) is directly east of the site and is planned as a mixed use building with a

440 ft tower and 8-story podium directly adjacent to the site and an 8-story “sidecar” hotel over the podium adjacent to Stewart Street. To the north across the alley is 1901 Minor Avenue (SDCI# 3019623) a residential building with two 400 ft tall towers on top of an 8-story podium. Across Virginia Street is 2014 Fairview Avenue (SDCI# 3021621) a 440 ft tall residential tower with a 4 story podium. Seattle Children’s hospital is also beginning the MUP process for a new 23-story building across the street on Boren Avenue with office, laboratories, research and development to accompany the research building currently under construction at 1920 Terry Avenue.

GOALS AND OBJECTIVES

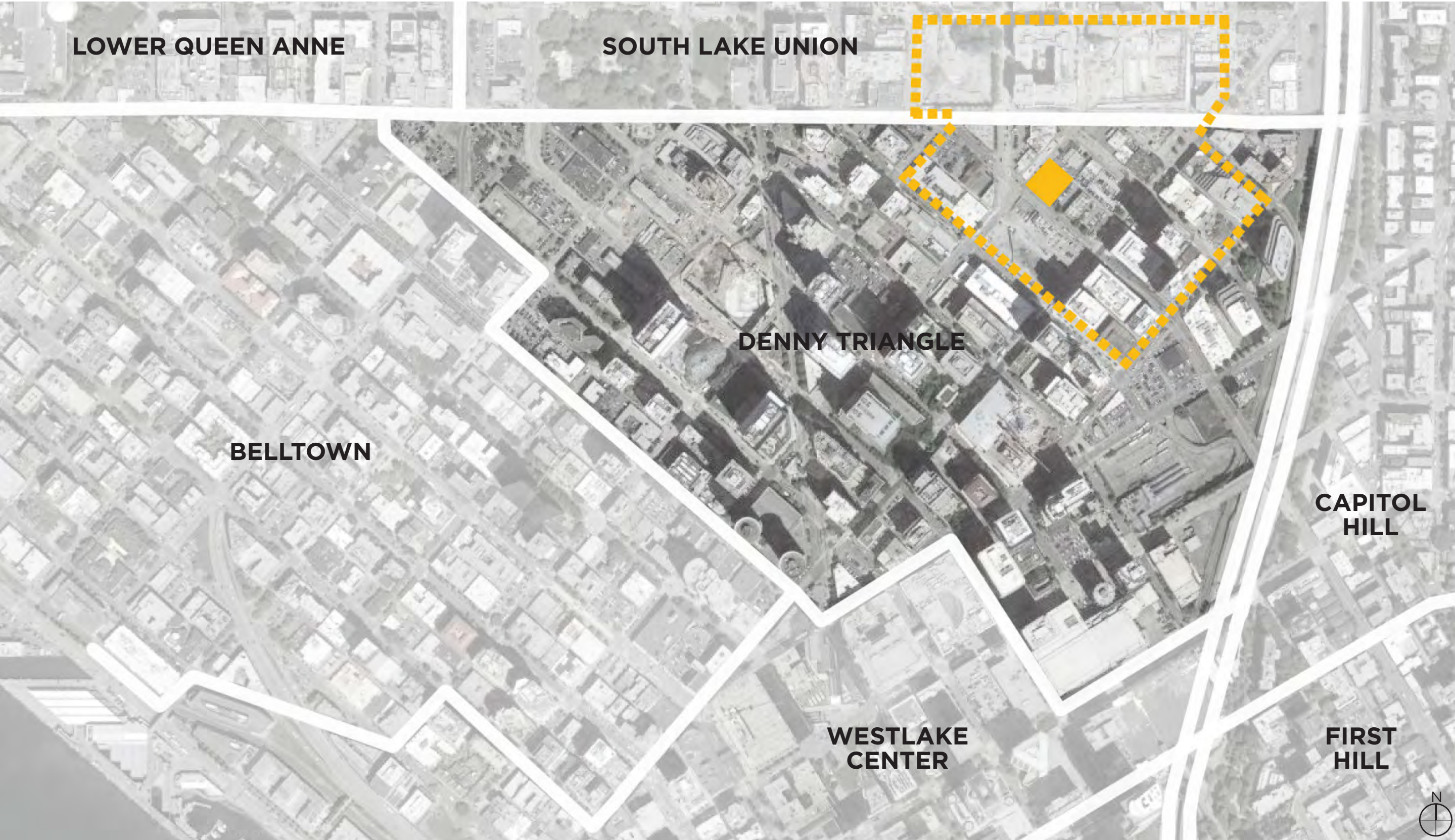
The team envisions an elegant form with subtle sophistication in the mix of new and traditional building materials.

- The project will enhance the pedestrian experience with activated retail space along two frontages and increased landscaping along the street.
- Sustainable design will be incorporated into the project to embrace Seattle’s commitment to environmental stewardship.
- The interior spaces will maximize daylight and access to fresh air to create an inviting working environment.
- The exterior architecture will be grounded with a refined design providing a complimentary addition to the overall urban fabric.



2.0 SUMMARY CONTEXT ANALYSIS

AERIAL MAP



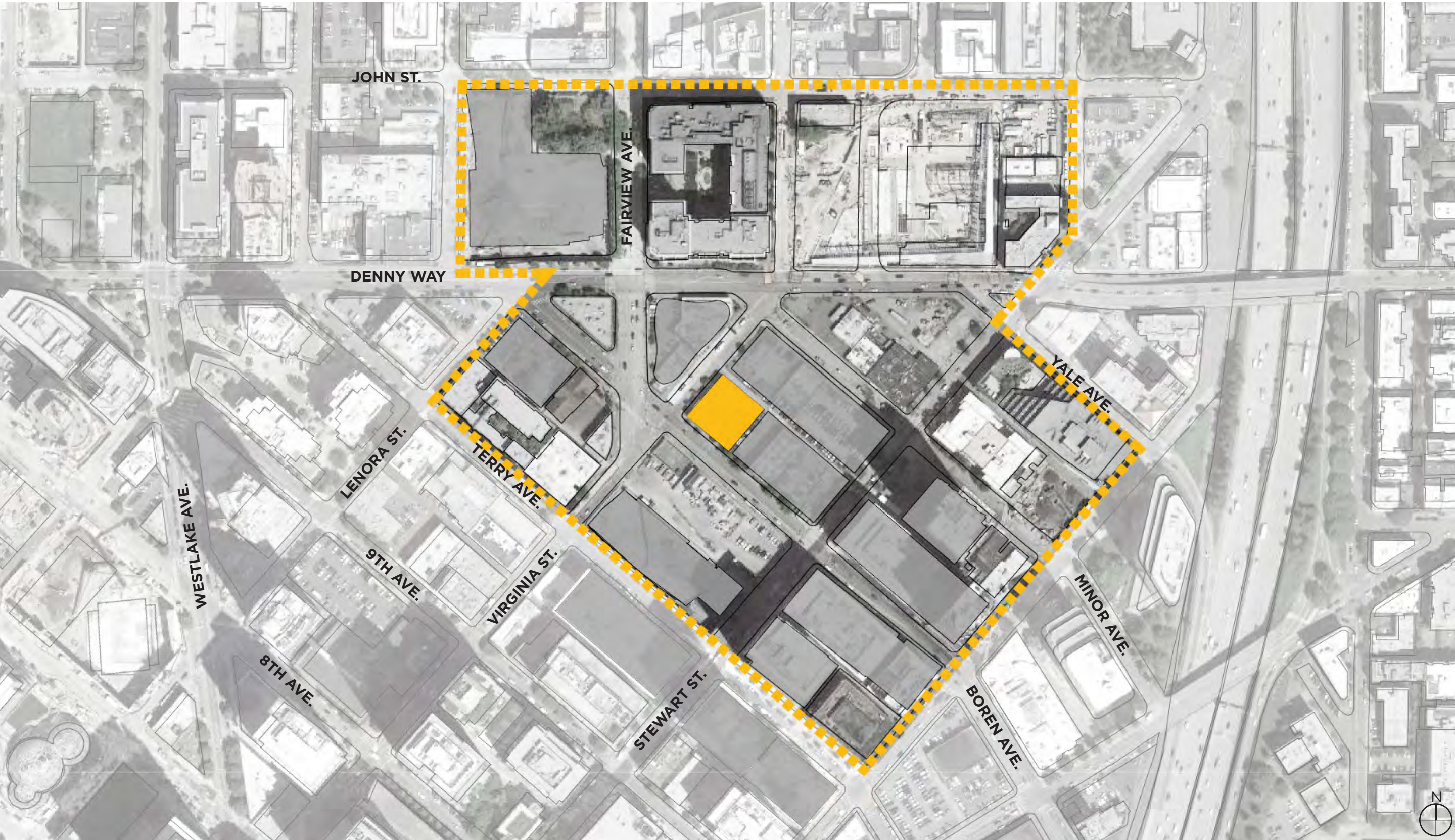
2.0 SUMMARY CONTEXT ANALYSIS

ZONING



2.0 SUMMARY CONTEXT ANALYSIS

AERIAL 3 BLOCK x 3 BLOCK VICINITY MAP



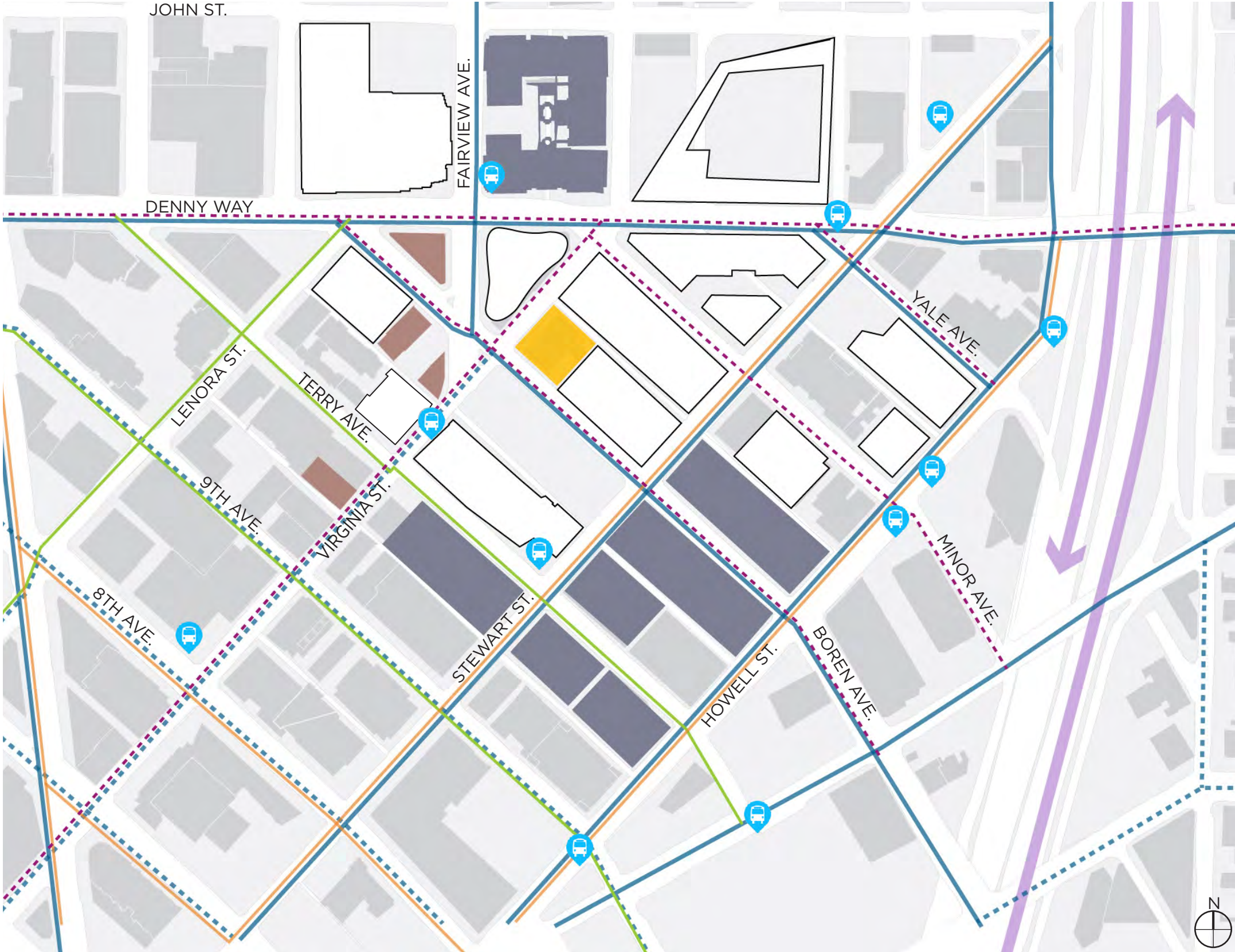
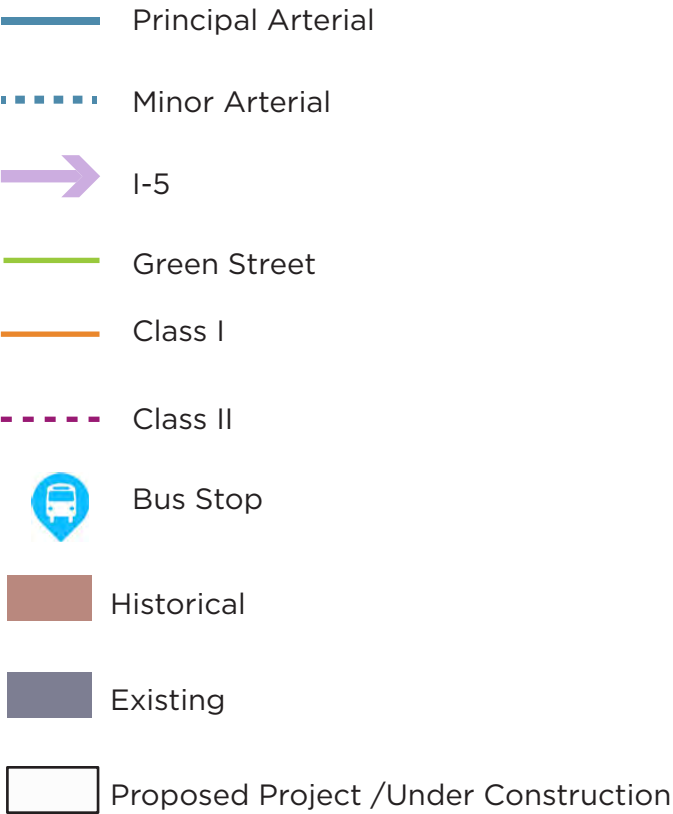
2.0 SUMMARY CONTEXT ANALYSIS

TRANSPORTATION VICINITY MAP

The site is located along Boren Avenue which is a principal arterial road connecting the Denny Triangle area to First Hill. Both Boren Avenue and Virginia Street are indicated as Class II pedestrian streets. One block away is Stewart Street, another principal arterial with quick access to the site and the downtown core for those traveling southbound on I-5.

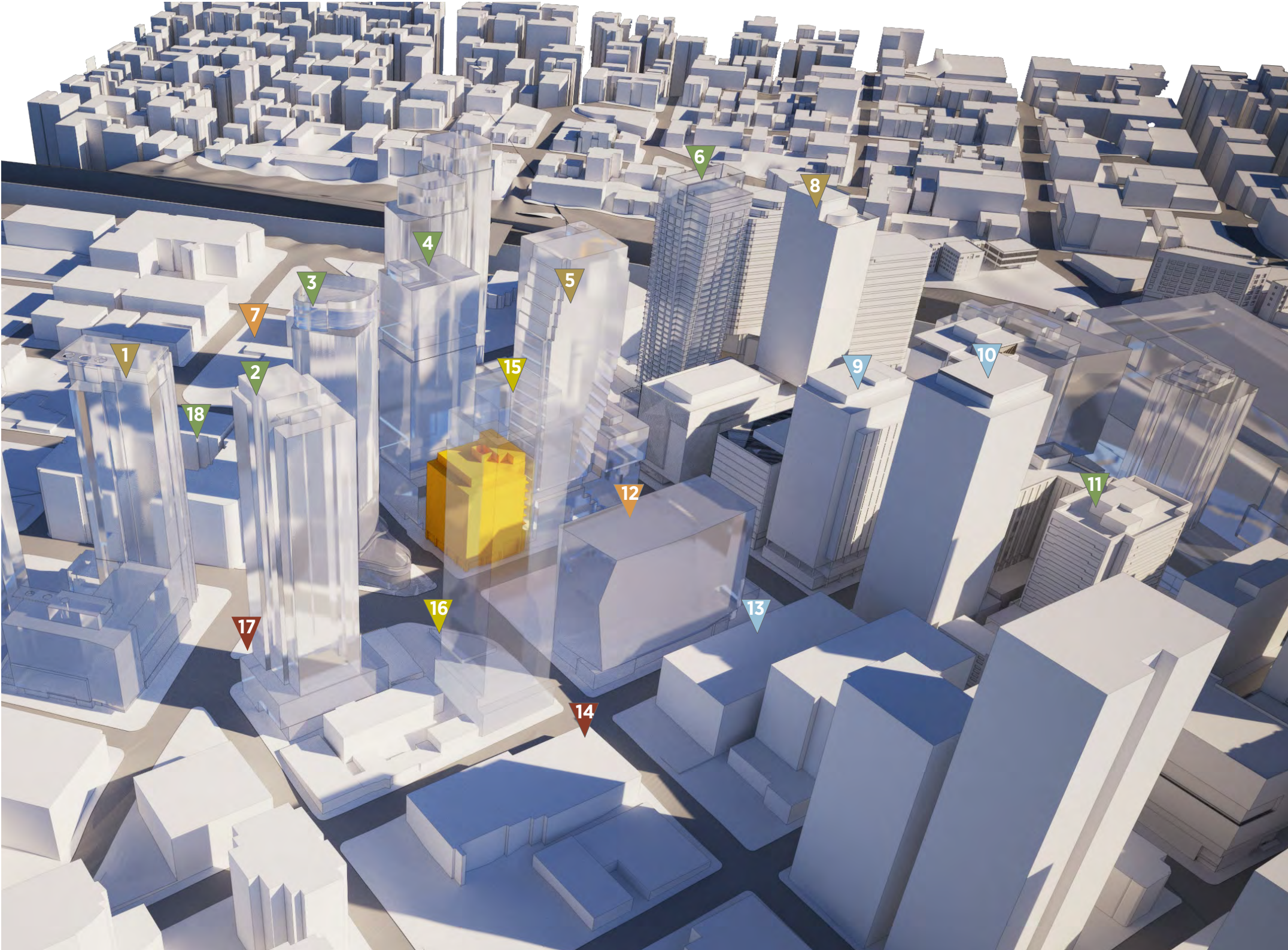
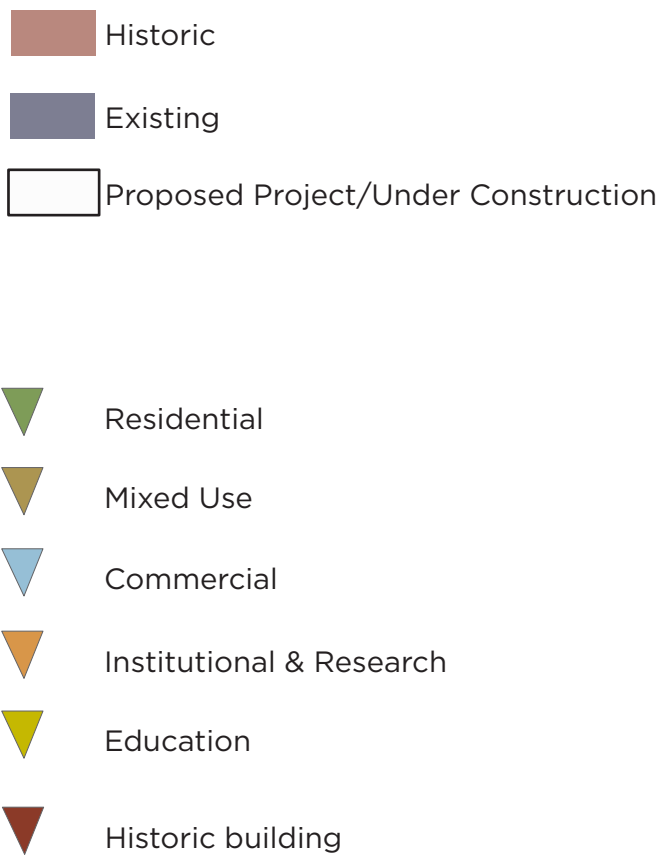
Bus service is available near the site and connects users to downtown, South Lake Union, First Hill, Seattle Center and other surrounding neighborhoods. Access to the South Lake Union street car is a short walking distance while the Sound Transit Link light rail is a ten minute walk.

The project intends to elevate the pedestrian experience along the sidewalk to create a welcoming and safe environment.



2.0 SUMMARY CONTEXT ANALYSIS

BUILDING CONTEXT



2.0 SUMMARY CONTEXT ANALYSIS

BUILDING CONTEXT



- Historic
- Existing
- Proposed Project/Under Construction

- Residential
- Mixed Use
- Commercial
- Institutional & Research
- Education
- Historic building



1 1120 Denny Way (400')



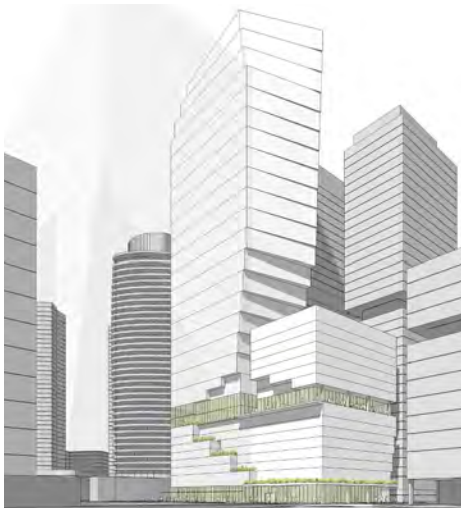
2 2019 Boren Avenue (440')



3 2014 Fairview Ave (400')



4 1901 Minor Avenue (400')



5 1916 Boren Ave (440')



6 Kinects (400')
1823 Minor Avenue



7 Seattle City Light Substation (40')
1250 Denny Way

2.0 SUMMARY CONTEXT ANALYSIS

BUILDING CONTEXT



- Historic
- Existing
- Proposed Project/Under Construction

- Residential
- Mixed Use
- Commercial
- Institutional & Research
- Education
- Historic building



8 TILT 49 (400')
1812 Boren Avenue



9 Hill 7 (160')
1099 Stewart Street



10 Midtown 21 (295')
1007 Stewart Street



11 Aspira (400')
1823 Terry Avenue



12 Seattle Children's Research Institute (210')
1920 Terry Avenue



13 Amazon Kumo (75')
1915 Terry Avenue

2.0 SUMMARY CONTEXT ANALYSIS

BUILDING CONTEXT



- Historic
- Existing
- Proposed Project/Under Construction

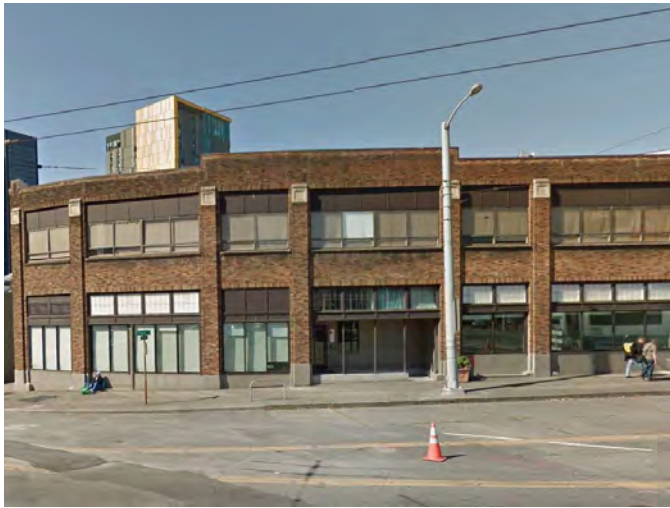
- Residential
- Mixed Use
- Commercial
- Institutional & Research
- Education
- Historic building



14 Spruce Street School (45')
914 Virginia Street



15 1000 Virginia Street



16 Cornish Annex Building (25')
1020 Virginia Street



17 Recovery Cafe (20')
2022 Boren Avenue



18 Mirabella (120')
116 Fairview Avenue N

2.0 SUMMARY CONTEXT ANALYSIS

SITE PHOTOS



View from Virginia Street



View from Boren Avenue

3.0 SITE CONDITIONS

SITE PLAN - PROPOSED

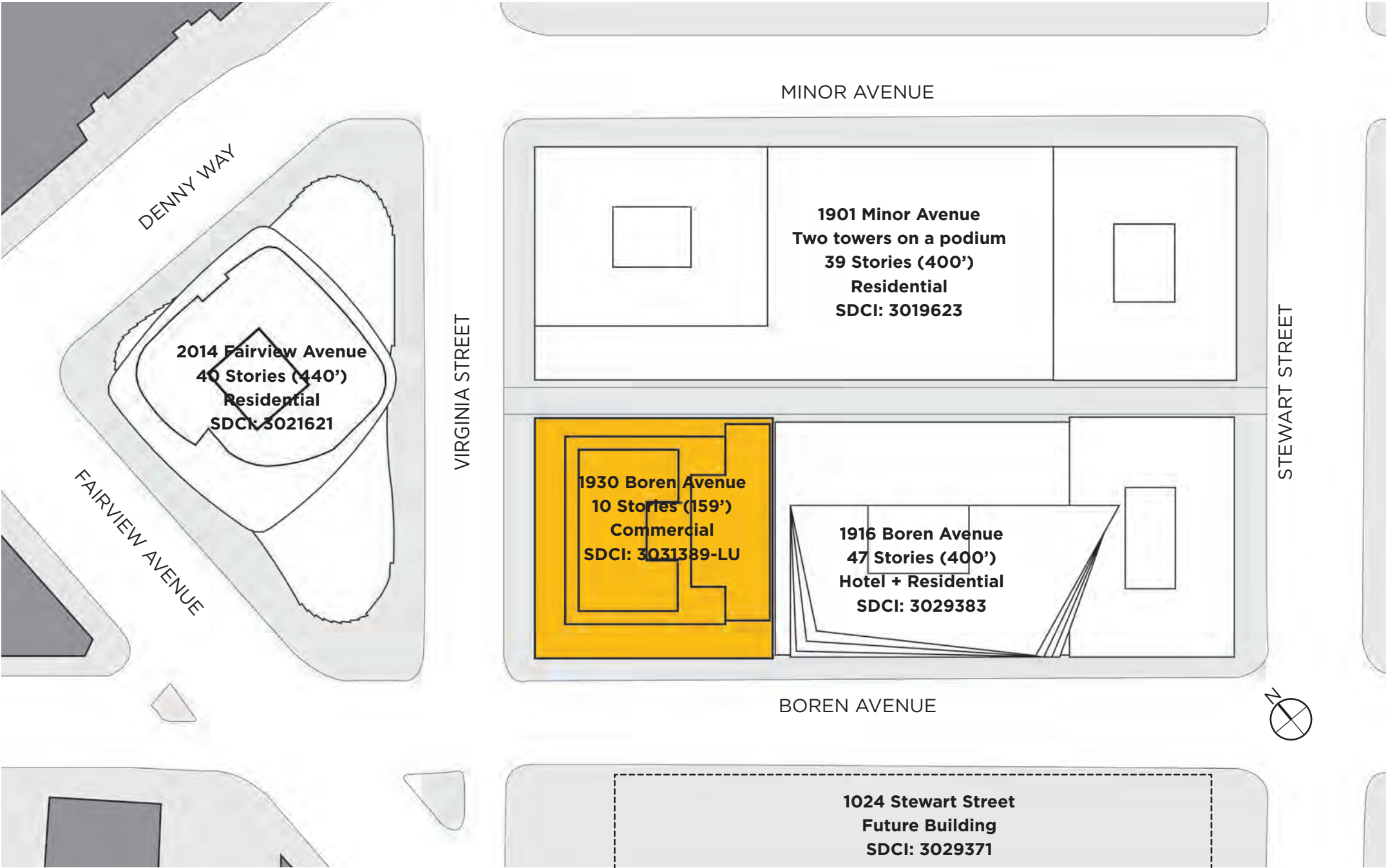
1930 Boren Avenue
(SDCI #3031389-LU)
159ft commercial building with 10 stories and approximately 115,000 sf of office use and 4,250 sf of retail use. Parking will be provided below grade for up to 97 spaces. The structure will consist of 10 stories above grade and 4 stories of parking below grade.

1916 Boren Avenue
(SDCI #3029383)
Designed as a mixed use building with a 440 ft tower and 8-story podium directly adjacent to the site and an 8-story “sidecar” hotel over the podium adjacent to Stewart St. Hotel access is currently proposed as a through lobby from Boren Avenue and the alley. Pedestrian access to the residential tower is off of Boren Avenue.

1901 Minor Avenue
(SDCI# 3019623)
A residential building with two 400 ft tall towers on top of an 8-story podium. The main lobby entrance is off of Minor Avenue.

2014 Fairview Avenue
(SDCI# 3021621)
A 440 ft tall residential tower with a 4 story podium. The main lobby is off of Fairview Avenue with loading off of Virginia Street.

1024 Stewart Street
(SDCI# 3029371)
Seattle Children’s hospital is beginning the MUP process for a new 23-story building with office, laboratories, research and development.



3.0 SITE CONDITIONS

SITE PLAN - ADJACENT USE



4.0 ZONING DATA

ZONING SUMMARY

STRUCTURE HEIGHT

23.49.008
Non-Residential: 240ft
Rooftop Features: 35% Coverage
- 15ft above the applicable height limit: Stair Penthouse, Common Recreation Area, Mechanical Equipment
- 25ft above applicable height limit: Elevator penthouse
- 35ft above applicable height limit: Elevator Penthouse that accesses rooftop open space.

STREET-LEVEL USE

23.49.009 - Map 1G
Boren Avenue – Not Required
Virginia Street– Not Required

FLOOR AREA RATIO

23.49.011 - Table A
DMC 240/290-440
FAR Base = 5
FAR Max = 8
FAR Deductions = 3.5% of GFA for mechanical
FAR Exemptions = Ground floor retail

OPEN SPACE

23.49.016
20sf required per 1,000 SF of office area

OVERHEAD WEATHER PROTECTION

23.49.018
Continuous overhead weather protection required.

CAR PARKING

23.49.019
Not required. Maximum allowed is one parking space per 1,000sf.

OFF STREET LOADING

23.49.019.G
Low demand (Table A - 23.54.035)
2 loading berths required (10’W x 35’L)

MINIMUM SIDEWALK WIDTH

23.49.022
Boren Avenue = 12ft (Map 1C)
Virginia Street = 12ft (Map 1C)

MINIMUM FACADE HEIGHT

23.49.056.A
Boren Avenue = Class II pedestrian (Map 1F)
Virginia Street = Class II pedestrian (Map 1F)
Boren Avenue = 15ft (Table A)
Virginia Street = 15ft (Table A)

FACADE SETBACK LIMITS

23.49.056.B.2
Limits apply to street facing facade that is 15ft or less in height.
Maximum area of setback is the width of the street frontage multiplied by 10.

FACADE TRANSPARENCY

23.49.056.C
Class II pedestrian streets: A minimum of 30 percent of the street level street-facing facade shall be transparent. Required between 2’-0” and 8’-0” above the sidewalk.

BLANK FACADE LIMITS 23.49.056.D

Blank facade segments shall be no more than 30 feet wide. Required between 2’-0” and 8’-0” above the sidewalk. Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide. The total of all blank facade segments shall not exceed 70% of the street facade.

STREET TREES

23.49.056.E
Required on all streets.

DENNY TRIANGLE LANDSCAPE

23.49.056F
Provide landscaping in sidewalk area of the right of way as a square footage of 1.5 times the length of the street lot line. Must be 18” wide, along entire length of street lot line, except at building entrances, vehicular access (not to exceed 50% of the length of the lot line).

MAXIMUM LENGTH OF UNMODULATED FACADE

23.49.058
Not applicable.

UPPER LEVEL SETBACK

23.49.058
Not required.

BICYCLE PARKING

23.54.015 - Table D
Long-term - 1 Space per 2,000sf of office area
Short-term - 1 space per 10,000sf office area

BICYCLE COMMUTER SHOWER

23.54.015.K.8
Two showers for every 100,000 SF of office use.

SOLID WASTE STORAGE

23.54.040 Table A
Office: 275sf required.
Retail: 82sf required.

5.0 COMPOSITE SITE PLAN



6.0 RESPONSE TO EDG

OVERALL COMMENTS

1 - MASSING & DESIGN CONCEPT

The Board unanimously supported the preferred option, stating their appreciation for the clear and concise packet. The Board further commented on option 3, noting the preferred option was more elegant and provided a strong massing response to the neighborhood. In addition, the indicated masonry form provided a successful counterpoint to the surrounding glass towers and an identity for this corner which would improve wayfinding. The Board also appreciated the physical model presented by the design team at the EDG meeting, commenting that the model provided greater insight into how the proposal would fit within the context, specifically calling out the proposal's appropriate scale response to the adjacent podium of the project pending at 1916 Boren Avenue. (B2 Create a Transition in Bulk and Scale) Moving forward, the Board provided the following direction:

1A - Building terminus. Though the Board supported the building's off-set core which created a successful building terminus and worked well with the adjacent building; there was some concern that the building's rigid massing form was diminished by the flush condition of the penthouse along the zero-lot-line edge. At the next meeting the Board would like to see details related to the material transition from the square form to penthouse along this edge. (A2.2. Rooftop Mechanical Equipment; B4 Design a Well-Proportioned & Unified Building)

1B - The Box. The Board unanimously supported the simple form, regular rhythm, and rigor established by the loft-style proportions of the proposed design concept. In addition, the Board appreciated the grid pattern and slight variation along Boren and Virginia Avenue. (B4 Design a Well-Proportioned & Unified Building)

1C - However, the Board agreed the base (first two-stories) needed further refinement with the goal of reinforcing the rigor and geometry established by the upper stories. The Board would like to see additional studies of the undercut, specifically with the following options: (B4 Design a Well-Proportioned & Unified Building, C1.3. Street-Level Articulation for Pedestrian Activity):

- i.** Recess the entire base expression
- ii.** Recess the entire base consistently for half the amount of depth
- iii.** Recess across the Virginia Street façade consistently, with a lesser depth
- iv.** Recess at the entry point along Virginia (at the center), which could also improve the legibility of the entry point along this street and enhance the symmetry.
- v.** The Board acknowledged that the design resolution of the undercut may result in a departure request related to minimum commercial depth along Virginia Street. The Board stated they would be open to such a departure if this resulted in the best solution, however studies would need to be provided.

1D - The Board was intrigued by the brace frame but commented that this should be secondary or tertiary to the masonry frame. (B4 Design a Well-Proportioned & Unified Building)

1E - The Board discussed the proposed balconies, commenting that further refinement was needed to integrate the balconies. The Board requested the design team refine the balcony at the proposed location, study alternative balcony locations, or potentially remove the balconies altogether. (B4 Design a Well-Proportioned & Unified Building)

2A - LANDSCAPING

The Board supported the proposed green roof and conceptual roof deck plan which provided a thoughtful response to this highly visible façade. (D2 Enhance the Building with Landscaping)

2B - The Board appreciated the streetscape design which continued the design language by carrying out the grid pattern onto the sidewalk with pavement treatment and landscaping locations. (D2 Enhance the Building with Landscaping)

3 - MATERIALS

The Board emphasized that the success of the design concept and proposed building typology (simple masonry form) relied heavily on material application and detailing. As such, the Board provided direction related to the conceptual material sketches and precedent images. The Board supported the indicated material palette including brick, metal, large amounts of glazing, brace frame, and the proposed lot line elevation concept 1 which carried around the grid pattern to this elevation. The Board provided the following direction moving forward, with the goal of creating a consistent rigor and rhythm across the entire building (B4 Design a Well-Proportioned & Unified Building):

3A - Potentially carry the masonry language from Virginia Street to the alley base. (C6 Develop the Alley Façade)

3B - At the next meeting clarify what type of masonry/CMU is proposed, as well as the mortar. (B4.3. Architectural Details)

3C - Resolve the transition from the alley to the lot line condition by extending the rigor of the alley façade to the lot line condition. (B4 Design a Well-Proportioned & Unified Building)

3D - Provide details related to the guardrail at the next meeting. (B4.3. Architectural Details)

3E - Provide renderings illustrating the canopy details and varying widths. (B4.3. Architectural Details)

3F - Provide enlarged sections clarifying the depth and detailing from the frame to window system. (B4.3. Architectural Details)

6.0 RESPONSE TO EDG

COMMENT 1 - MASSING & DESIGN CONCEPT

1A - Building terminus. Though the Board supported the building's off-set core which created a successful building terminus and worked well with the adjacent building; there was some concern that the building's rigid massing form was diminished by the flush condition of the penthouse along the zero-lot-line edge. At the next meeting the Board would like to see details related to the material transition from the square form to penthouse along this edge. (A2.2. Rooftop Mechanical Equipment; B4 Design a Well-Proportioned & Unified Building)

RESPONSE

The elevator hoistways in the core along the lot line limit the ability to offset the penthouse from the mass below. To address the boards concern the team has proposed changing the building material at the penthouse from precast concrete to metal panel. The change in material, color and pattern will create a visual break from the rigid massing form below as it wraps around to Boren Ave. and the Alley.



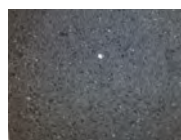
1 - Metal Panel Color (Dark)



2a - Precast Concrete Panel (Light)



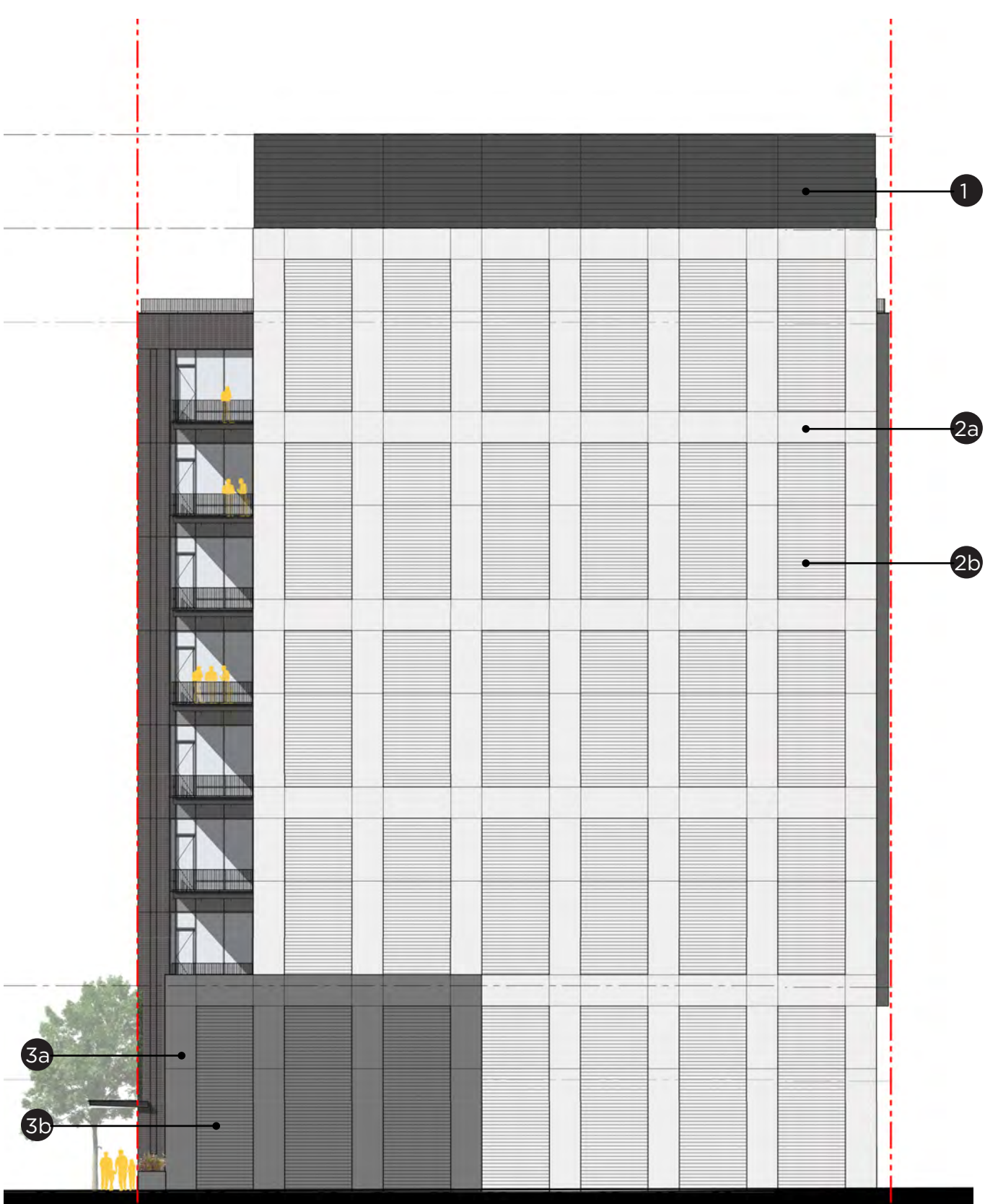
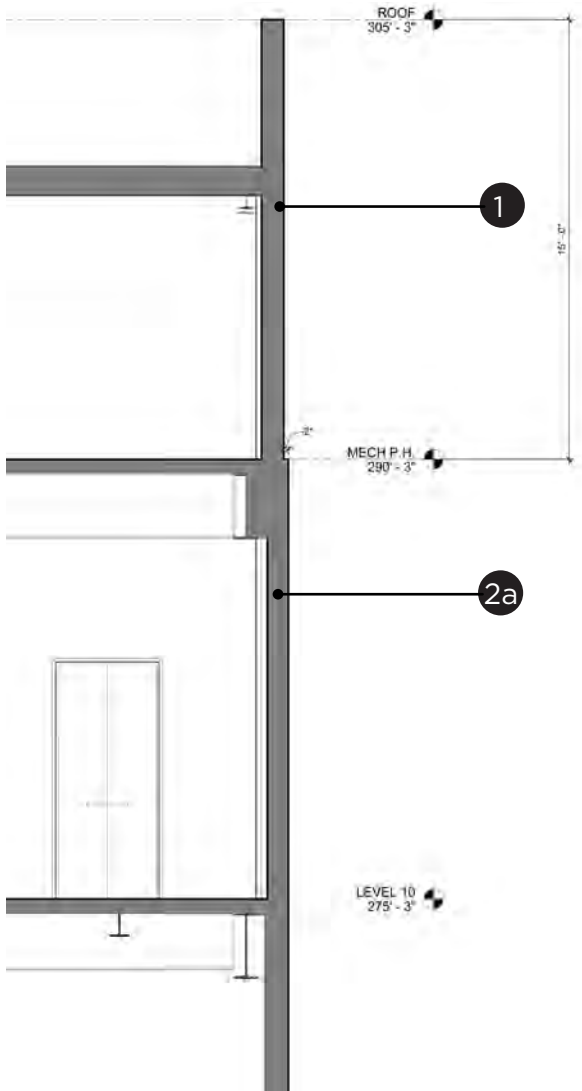
2b - Precast Formliner (Light)



3a - Precast Concrete Panel (Dark)



3b - Precast Formliner (Dark)



ELEVATION AT LOT LINE

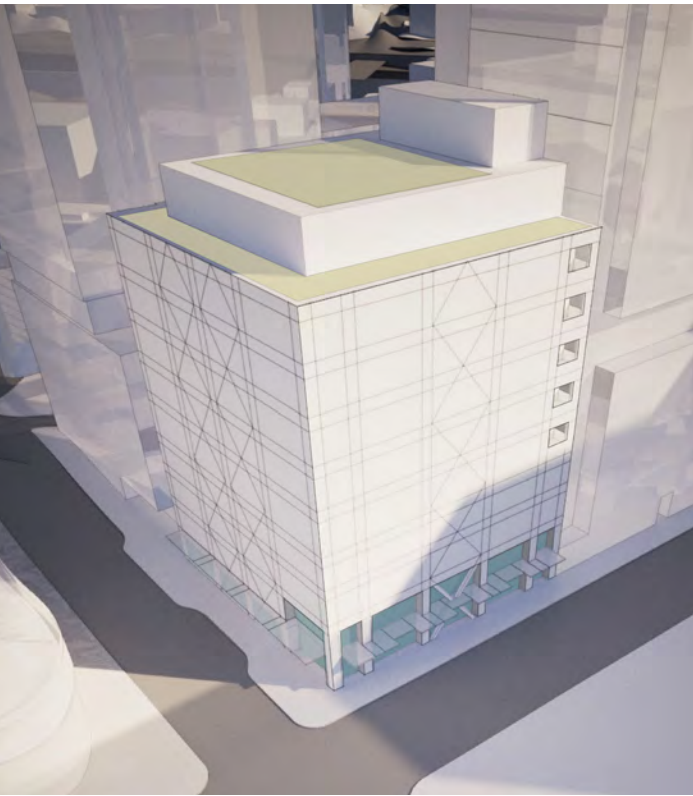
6.0 RESPONSE TO EDG

COMMENT 1 - MASSING & DESIGN CONCEPT

1B - The Box. The Board unanimously supported the simple form, regular rhythm, and rigor established by the loft-style proportions of the proposed design concept. In addition, the Board appreciated the grid pattern and slight variation along Boren and Virginia Avenue. (B4 Design a Well-Proportioned & Unified Building)

RESPONSE

The form and rhythm of the design has been maintained with further refinement to the window bay spacing to establish more rigor along Boren Avenue.



EDG



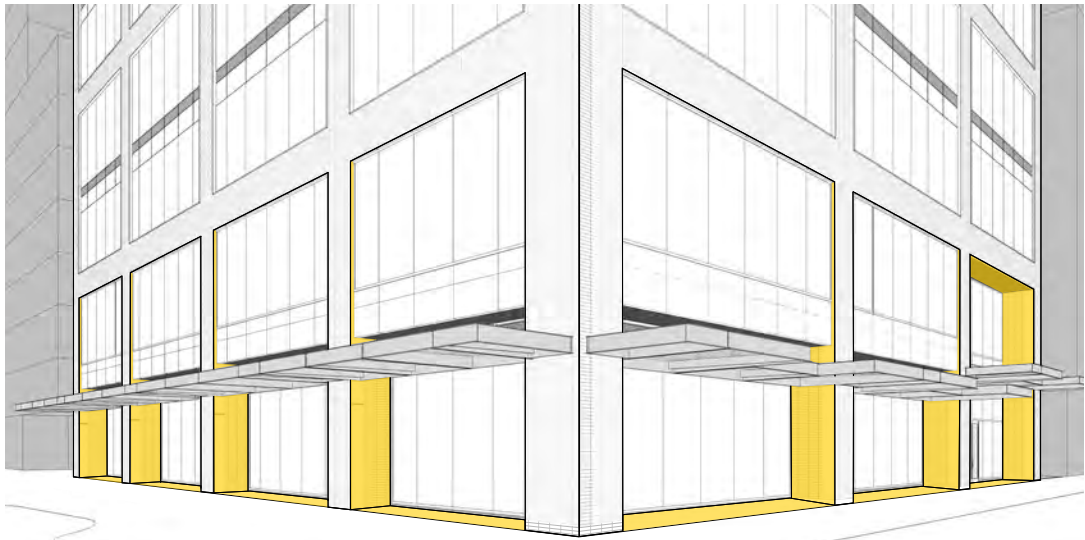
DRB

6.0 RESPONSE TO EDG

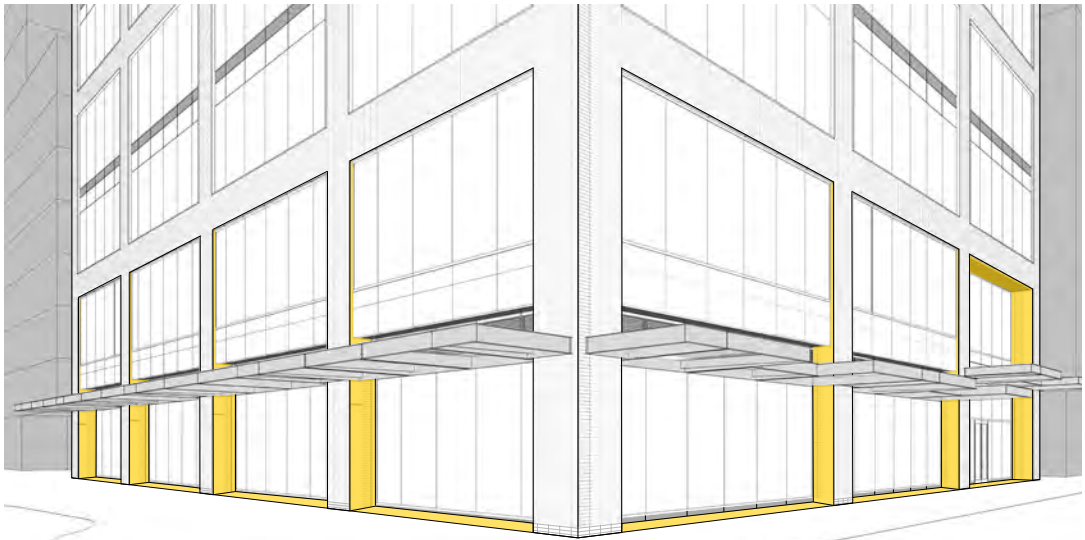
COMMENT 1 - MASSING & DESIGN CONCEPT

1C - However, the Board agreed the base (first two-stories) needed further refinement with the goal of reinforcing the rigor and geometry established by the upper stories. The Board would like to see additional studies of the undercut, specifically with the following options: (B4 Design a Well-Proportioned & Unified Building, C1.3. Street-Level Articulation for Pedestrian Activity):

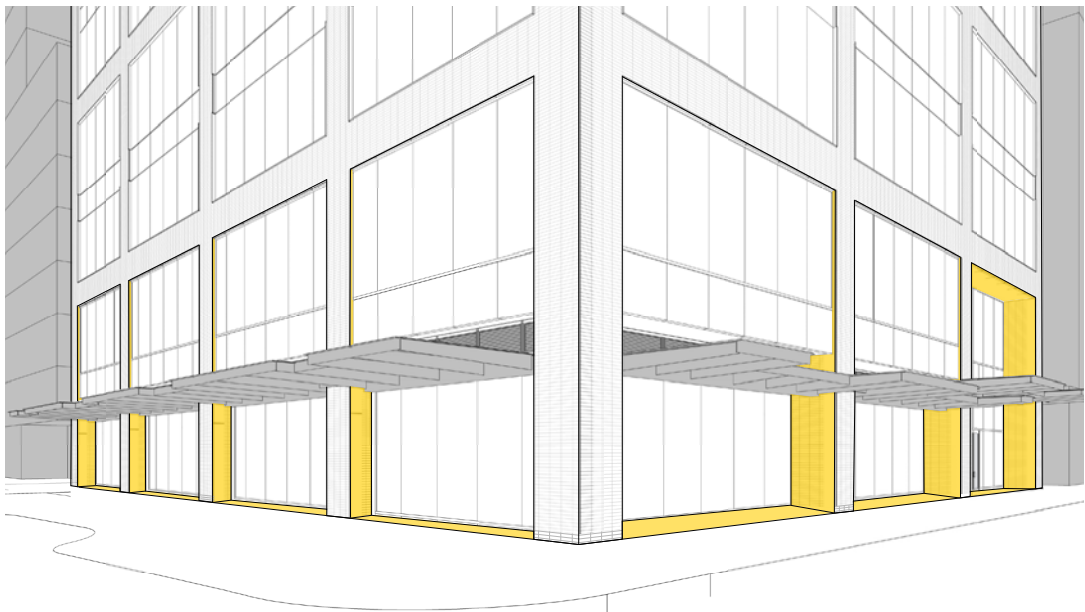
- i.** Recess the entire base expression
- ii.** Recess the entire base consistently for half the amount of depth
- iii.** Recess across the Virginia Street façade consistently, with a lesser depth
- iv.** Recess at the entry point along Virginia (at the center), which could also improve the legibility of the entry point along this street and enhance the symmetry.
- v.** The Board acknowledged that the design resolution of the undercut may result in a departure request related to minimum commercial depth along Virginia Street. The Board stated they would be open to such a departure if this resulted in the best solution, however studies would need to be provided.



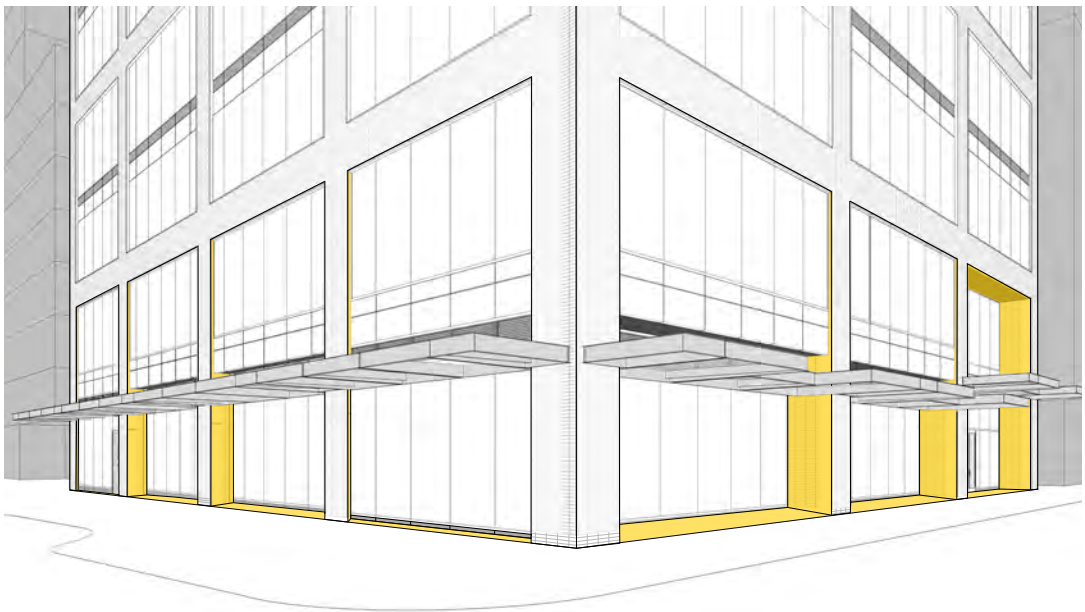
Option i - Recess the entire base expression (4'-6")
**Does not meet Street Level Use depth requirements along Virginia St.*



Option ii - Recess the entire base for half the amount of depth (2'-1")
**Requires a canopy departure for depth of canopy along Boren Avenue.*



Option iii - (Preferred) Recess Virginia St. facade consistently with a lesser depth. Boren Avenue (4'-6") Virginia Street (2'-1")



Option iv - Recess middle bays along Virginia St. further (4'-6")
**Does not meet Street Level Use depth requirements along Virginia St.*

6.0 RESPONSE TO EDG

COMMENT 1 - MASSING & DESIGN CONCEPT

PREFERRED (OPTION III)

RESPONSE

Option iii studied recessing Virginia St. facade consistently with a lesser depth.

Pros:

- Deeper setback along Boren Ave. to mitigate narrower sidewalk width and enhance pedestrian experience along a heavily trafficked street.
- Provides relief at the storefront along Virginia St. without compromising the 15' depth requirement for street level use/ retail non/chargeable area. A larger recess would create a narrow retail space that does not meet code standards. The sidewalk and planter strip are wider on Virginia St. reducing the need for a deeper setback.



OPTION iii VIEW

OPTION iii PLAN

6.0 RESPONSE TO EDG

COMMENT 1 - MASSING & DESIGN CONCEPT

1D - The Board was intrigued by the brace frame but commented that this should be secondary or tertiary to the masonry frame. (B4 Design a Well-Proportioned & Unified Building)

RESPONSE

To ensure masonry frame is primary, competing brace frames have been removed.



EDG



DRB

6.0 RESPONSE TO EDG

COMMENT 1 - MASSING & DESIGN CONCEPT

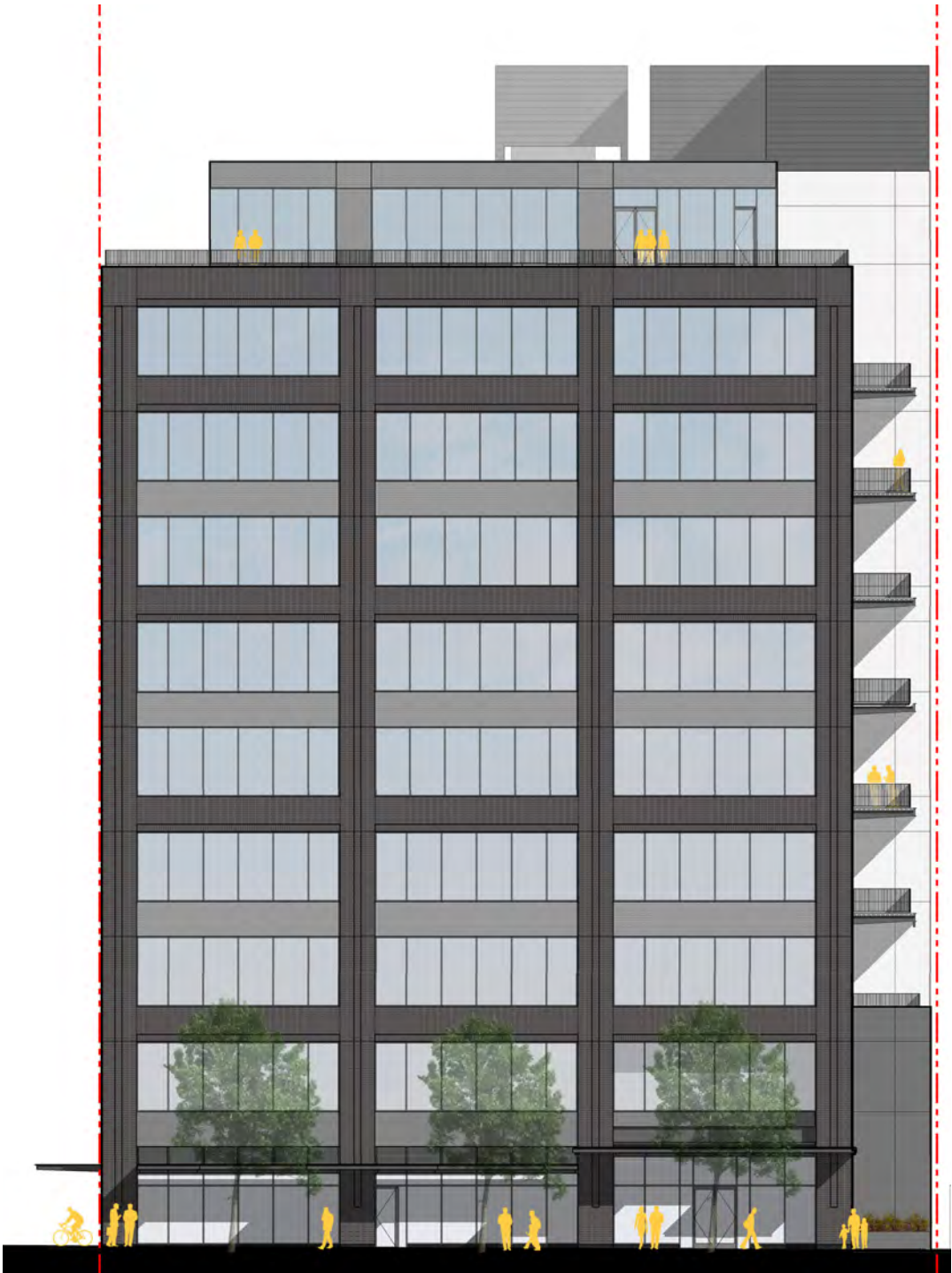
1E - The Board discussed the proposed balconies, commenting that further refinement was needed to integrate the balconies. The Board requested the design team refine the balcony at the proposed location, study alternative balcony locations, or potentially remove the balconies altogether. (B4 Design a Well-Proportioned & Unified Building)

RESPONSE

The balconies have remained in their original location to help keep the rigidity of the massing form at the corner of Boren Ave. and Virginia St. In discussions with the neighbor to the south this is the preferred location for the balconies as it provides relief for the adjacent residential tower. To address the board's concern the design team has refined the Boren Ave. facade to have three equal bays. The steel balconies are set back from the Boren Ave. facade to allow the brick piers to terminate and complete the massing form.



EDG



DRB - BOREN ELEVATION



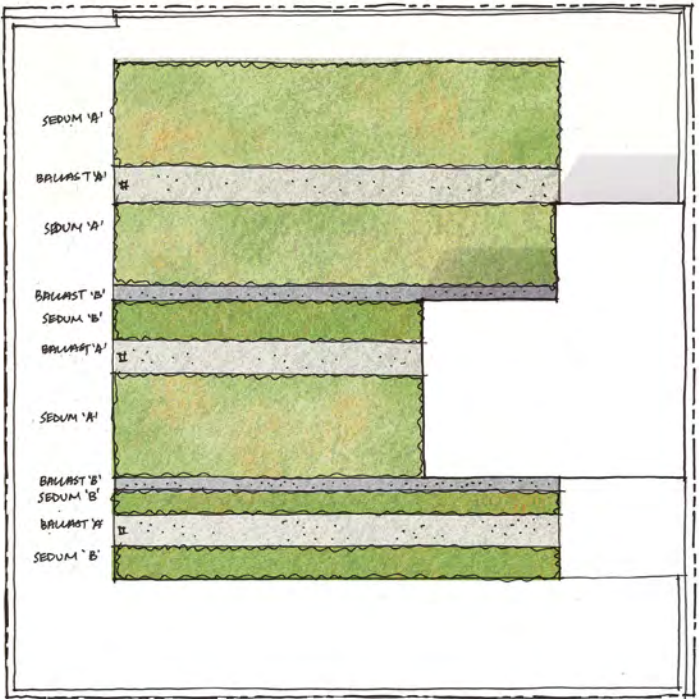
DRB - VIEW FROM BOREN AVENUE AND VIRGINIA STREET

6.0 RESPONSE TO EDG

COMMENT 2 - LANDSCAPING

2A - The Board supported the proposed green roof and conceptual roof deck plan which provided a thoughtful response to this highly visible façade. (D2 Enhance the Building with Landscaping)

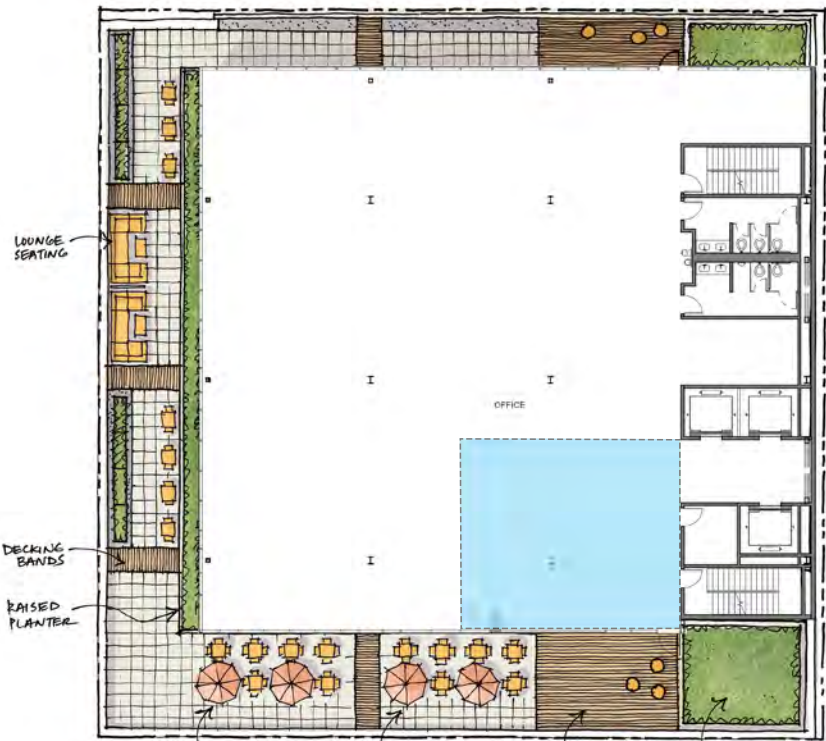
RESPONSE
The level 10 roof deck design remains the same with minor updates to accommodate massing changes and maintenance access.



ROOF



ROOF



LEVEL 10

EDG



LEVEL 10

DRB

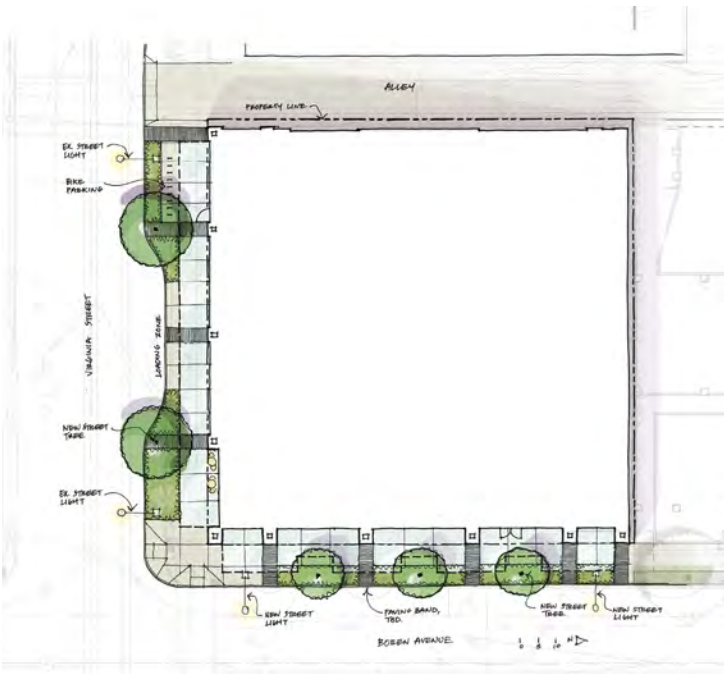
6.0 RESPONSE TO EDG

COMMENT - LANDSCAPING

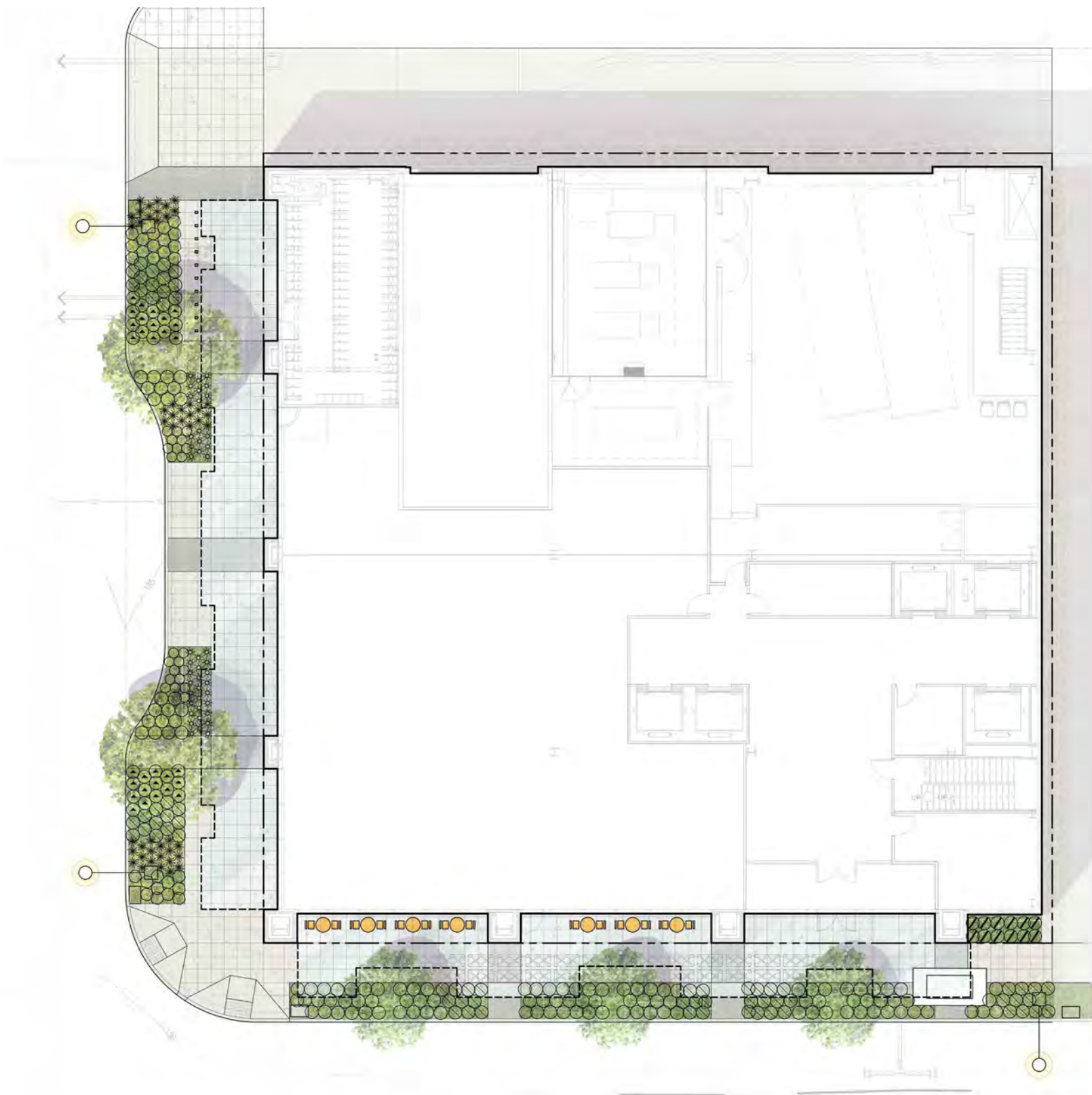
2B - The Board appreciated the streetscape design which continued the design language by carrying out the grid pattern onto the sidewalk with pavement treatment and landscaping locations. (D2 Enhance the Building with Landscaping)

RESPONSE

The streetscape design remains the same with minor updates as further refinements are made.



EDG



DRB

6.0 RESPONSE TO EDG

COMMENT 3 - MATERIALS

3A - Potentially carry the masonry language from Virginia Street to the alley base.
(C6 Develop the Alley Façade)

3B - At the next meeting clarify what type of masonry/CMU is proposed, as well as the mortar. (B4.3. Architectural Details)

RESPONSE

To keep the purity of the brick massing form the brick along Virginia St. terminates after it turns the corner in the alley. CMU with a skim coat finish is proposed along the base of the alley facade to match the look and finish of the precast panels along the lot line facade. This material is easier to maintain along the Alley facade. The precast panels along the lot line facade turn the corner on the south side of the alley facade.



1 - Metal Panel Color (Dark)



2 - Precast Concrete Panel (Light)



3 - Metal Panel Color (Light)



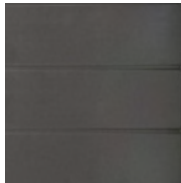
4 - Brick



5 - Mortar

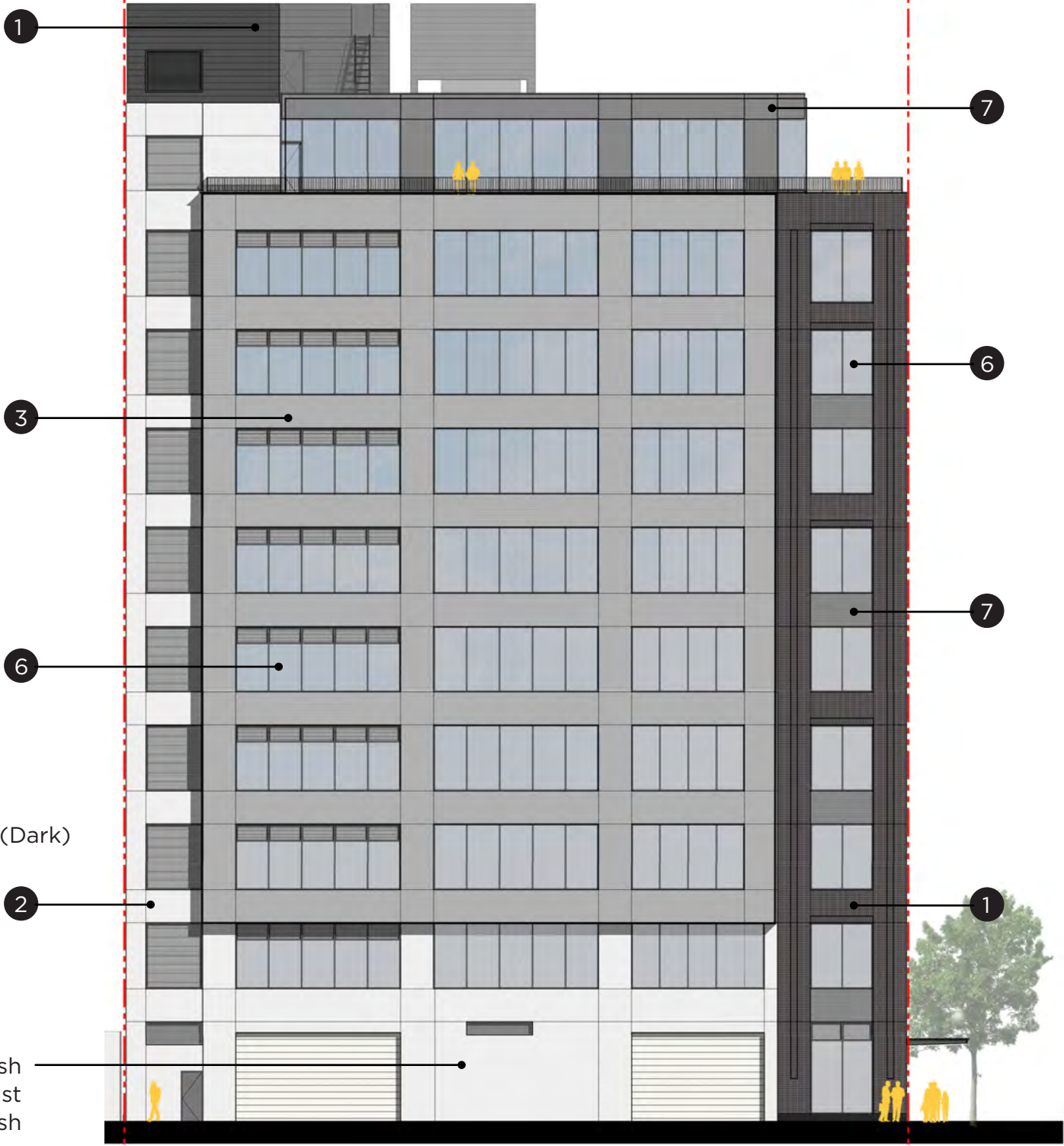


6 - Glass



7 - Metal Panel Color (Dark)

CMU with concrete finish skim coat to match precast concrete panel finish



ALLEY ELEVATION

6.0 RESPONSE TO EDG

COMMENT 3 - MATERIALS

3C - Resolve the transition from the alley to the lot line condition by extending the rigor of the alley façade to the lot line condition. (B4 Design a Well-Proportioned & Unified Building)

RESPONSE

The rhythm and rigor of the Boren Ave. and Virginia St. facades are incorporated into the patterning of the precast concrete panels on the lot line facade. The upper portion of the alley facade is a metal panel that carries the horizontal datums of the lot line facade and brick facades along Virginia St. and Boren Ave.



SOUTHEAST VIEW FROM ALLEY

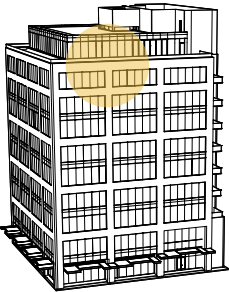
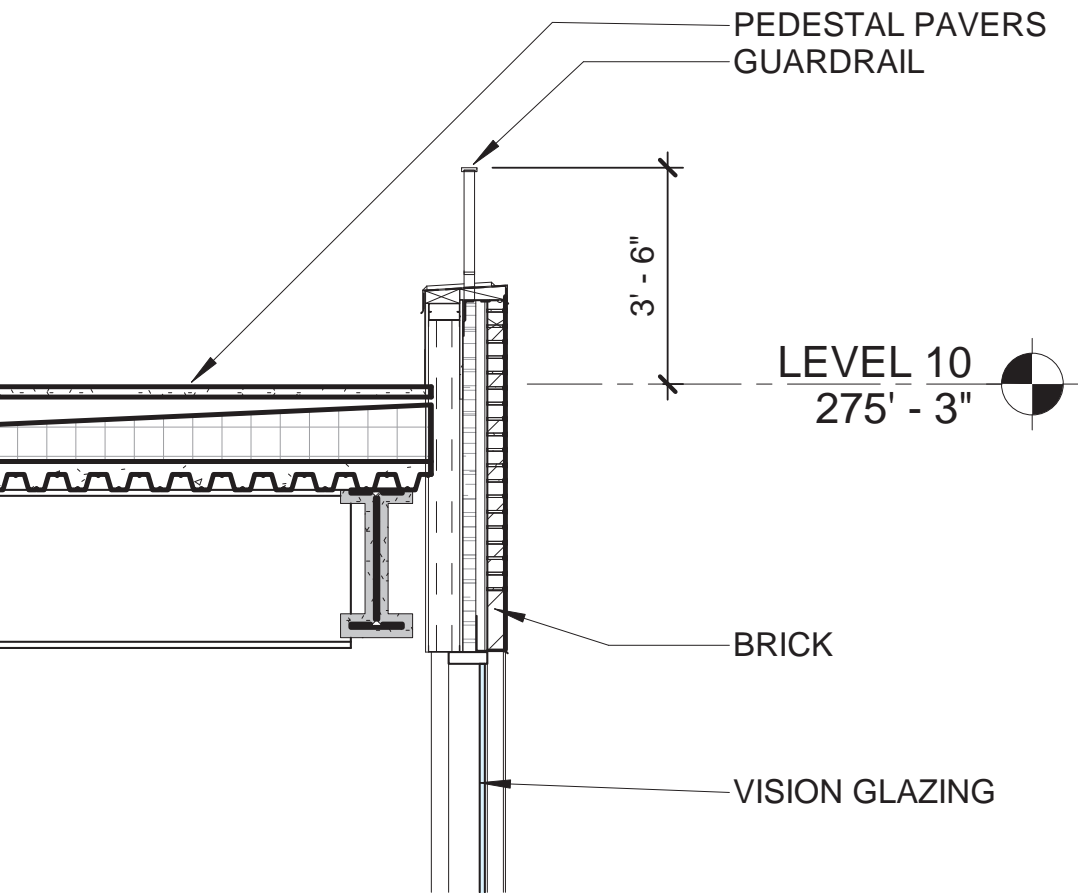
6.0 RESPONSE TO EDG

COMMENT 3 - MATERIALS

3D - Provide details related to the guardrail at the next meeting. (B4.3. Architectural Details)

RESPONSE

A black metal picket railing is designed at the parapet of the level 10 roof deck.



6.0 RESPONSE TO EDG

COMMENT 3 - MATERIALS

3E - Provide renderings illustrating the canopy details and varying widths. (B4.3. Architectural Details)

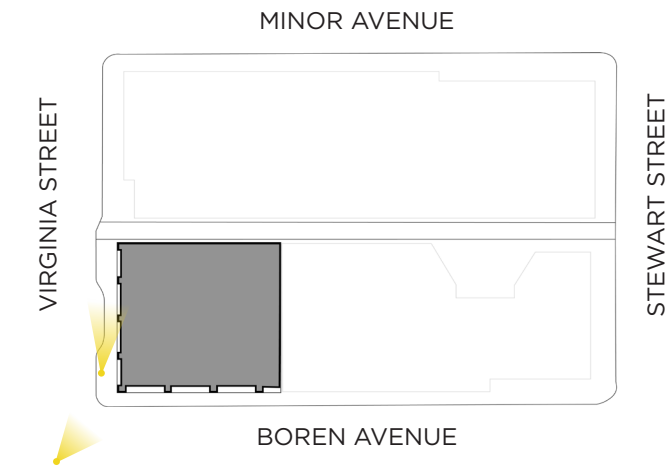
RESPONSE
Dark steel supports carry a translucent glass canopy. The canopy along Boren Avenue uses an asymmetrical break in the design to incorporate the required tree clearances. The canopy language turns the corner and continues along Virginia Street.



Translucent Canopy Glass



VIEW LOOKING DOWN VIRGINIA STREET



VIEW FROM CORNER OF BOREN AVENUE AND VIRGINIA STREET

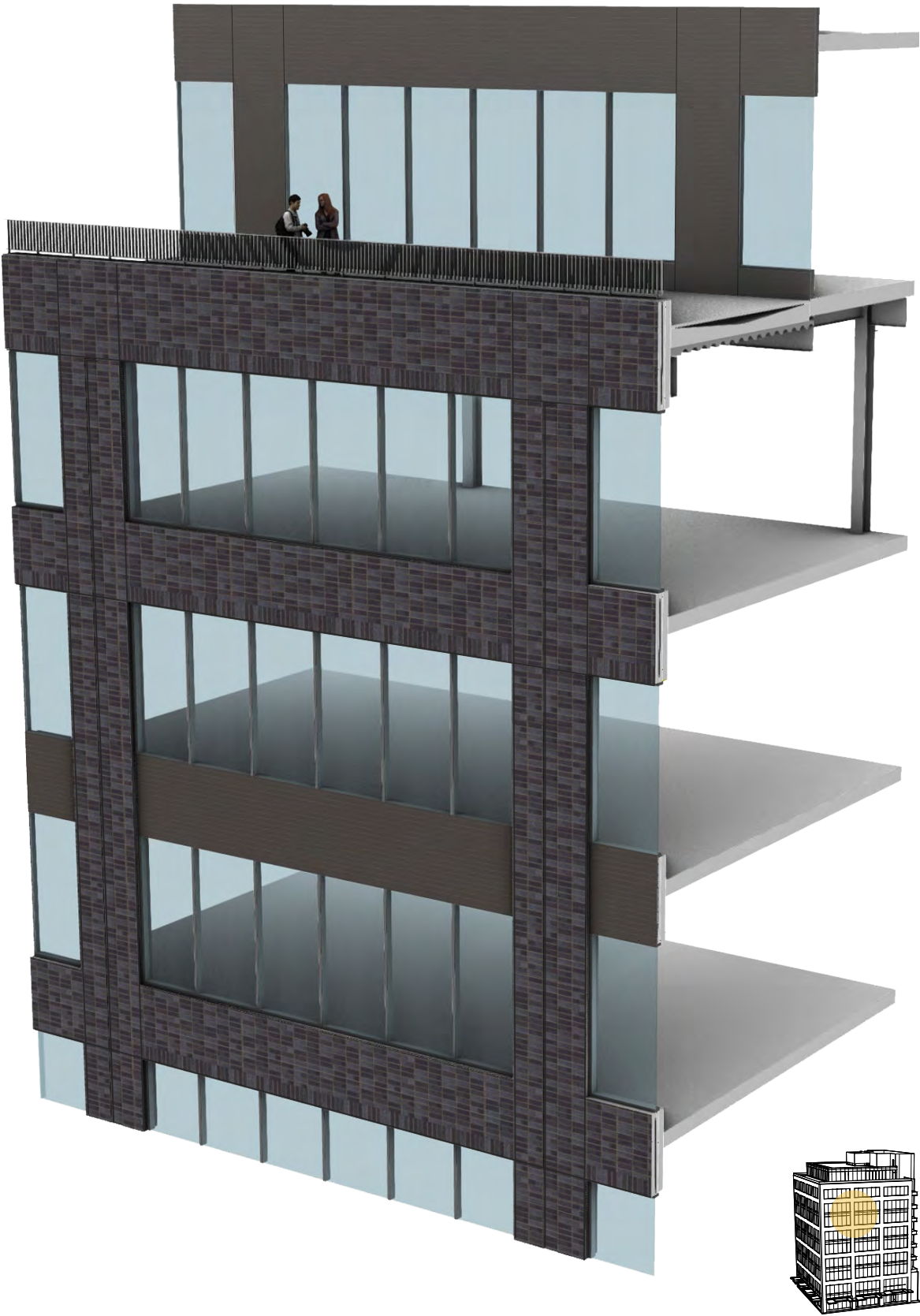
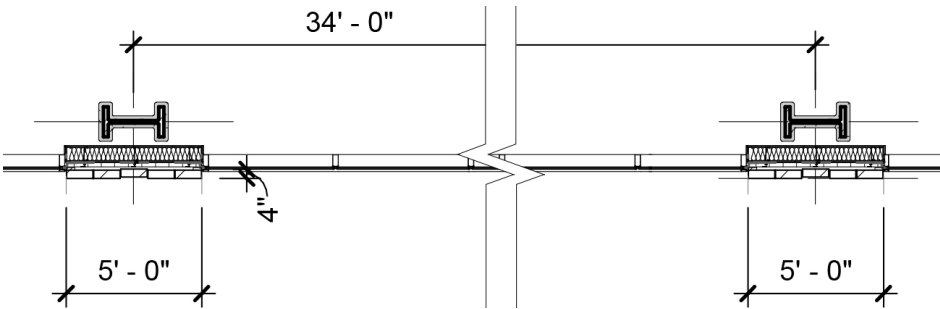
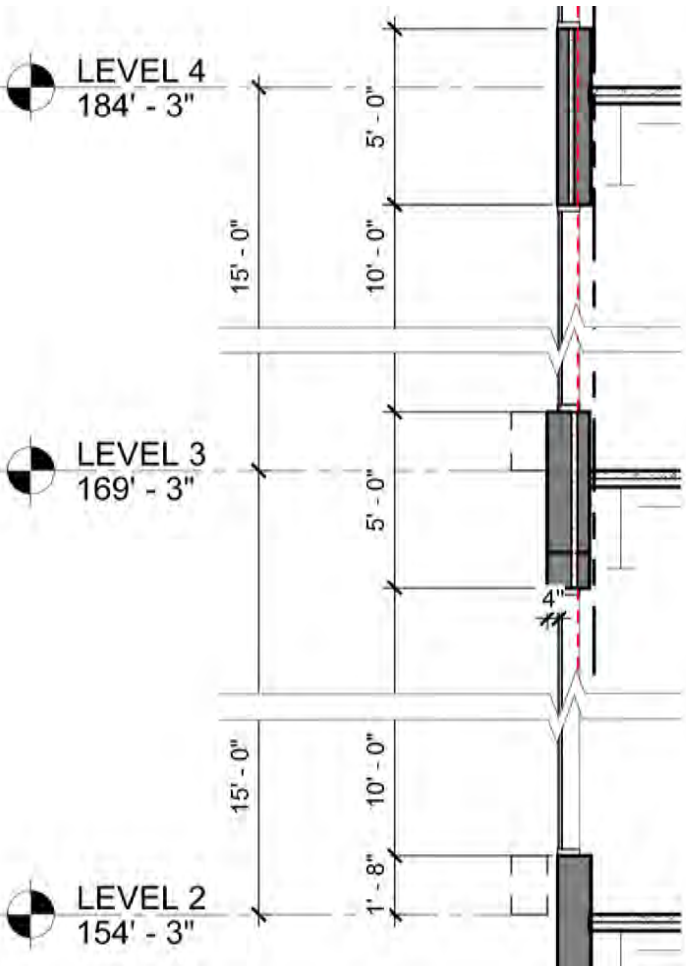
6.0 RESPONSE TO EDG

COMMENT 3 - MATERIALS

3F - Provide enlarged sections clarifying the depth and detailing from the frame to window system. (B4.3. Architectural Details)

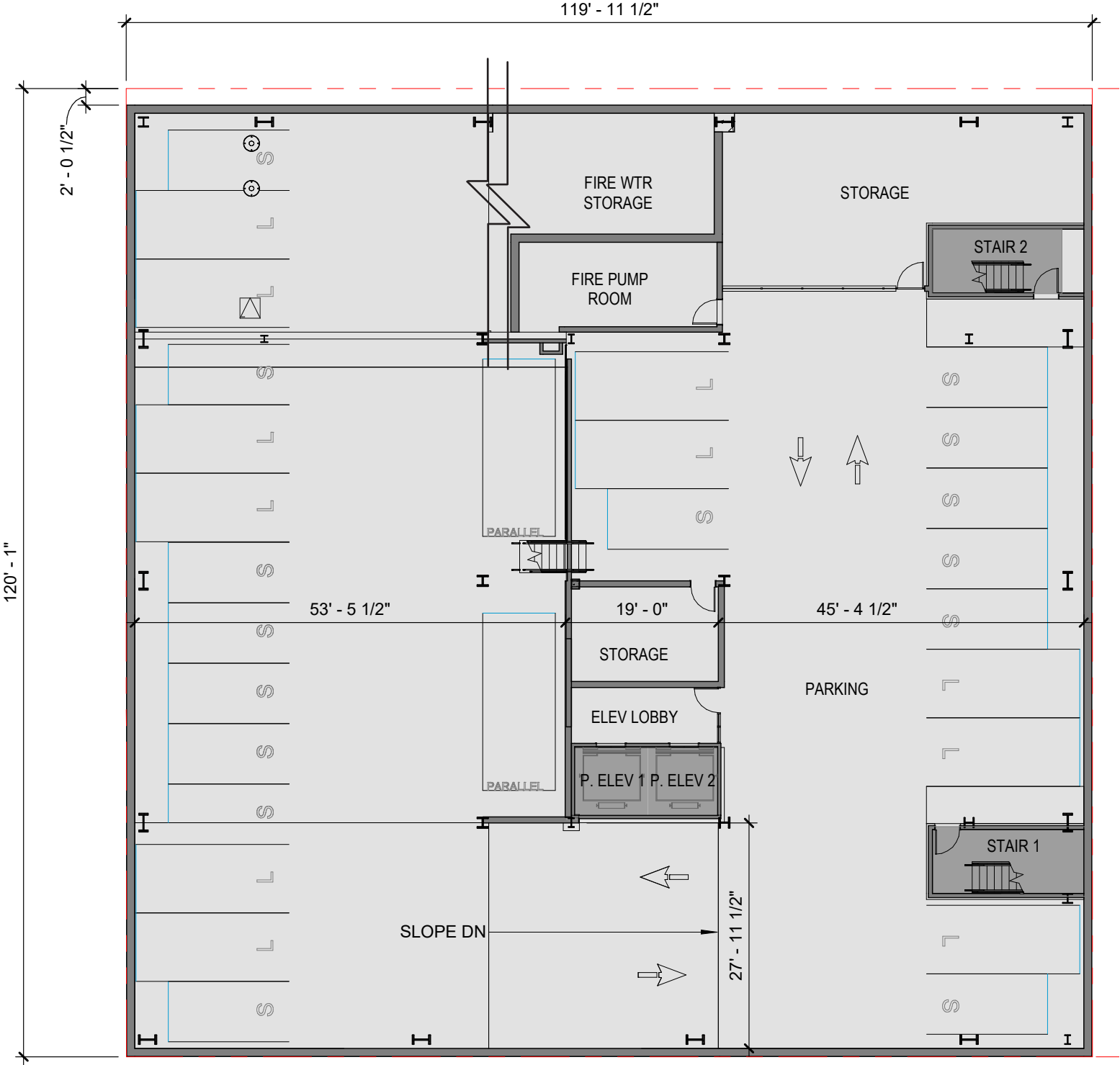
RESPONSE

The window bay has been recessed into the brick bay to provide depth to the facade.



7.0 FLOOR PLANS

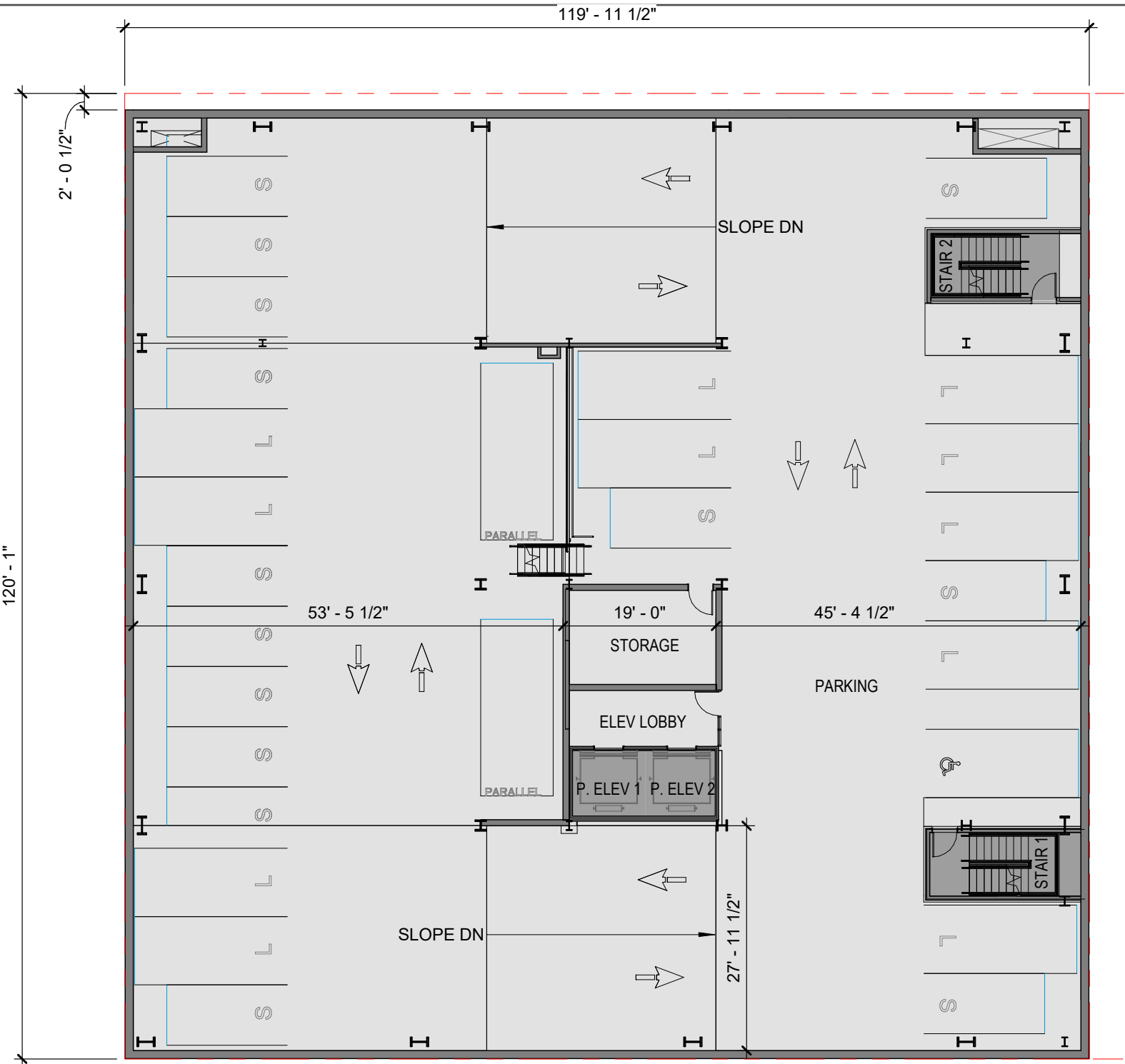
- Street Level Use
- Lobby / Building Amenity
- Office
- Outdoor Amenity
- Service/Parking
- Major Vertical Penetration



FLOOR PLAN / LEVEL P4

7.0 FLOOR PLANS

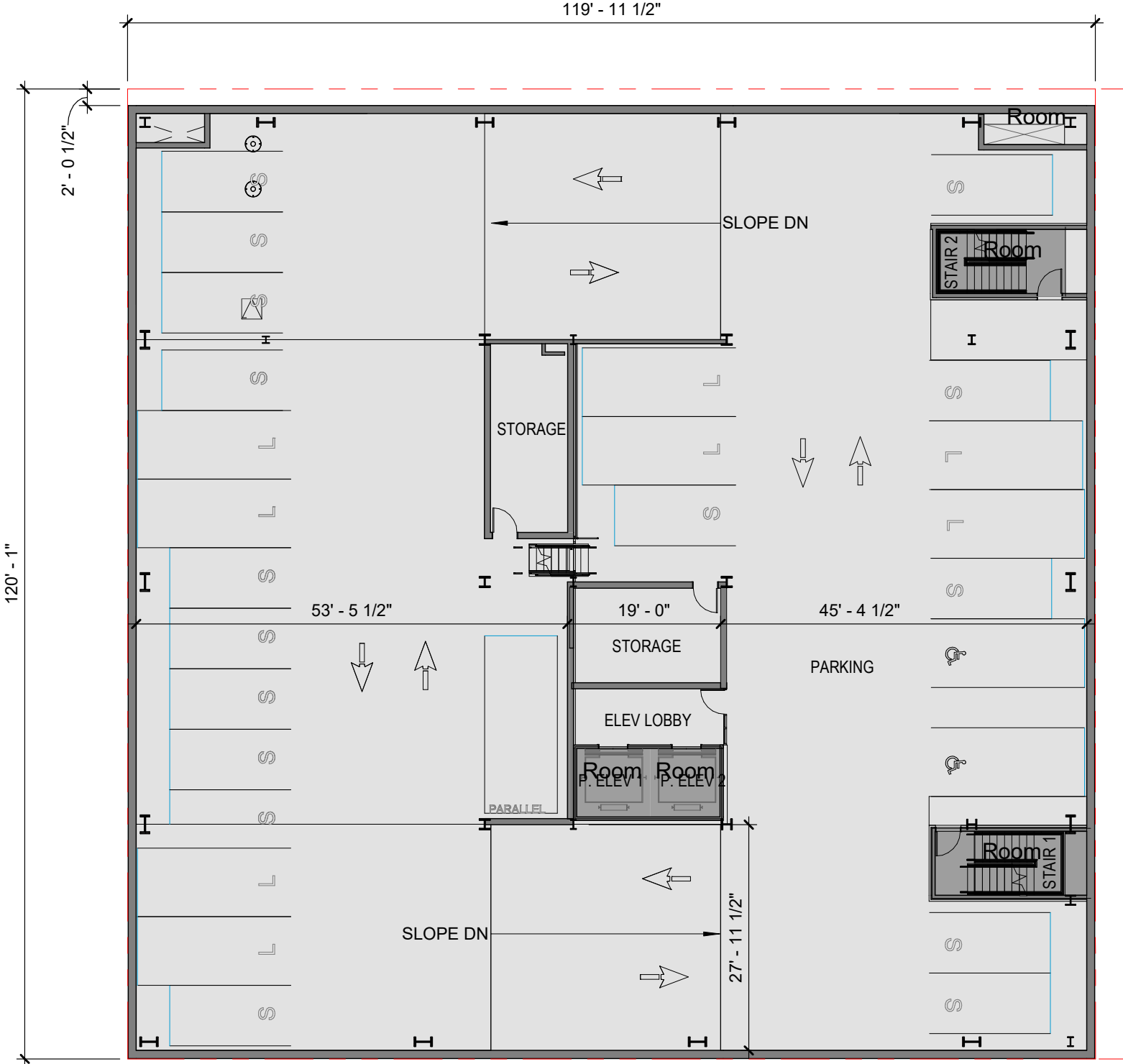
- Street Level Use
- Lobby / Building Amenity
- Office
- Outdoor Amenity
- Service/Parking
- Major Vertical Penetration



FLOOR PLAN / LEVEL P3

7.0 FLOOR PLANS

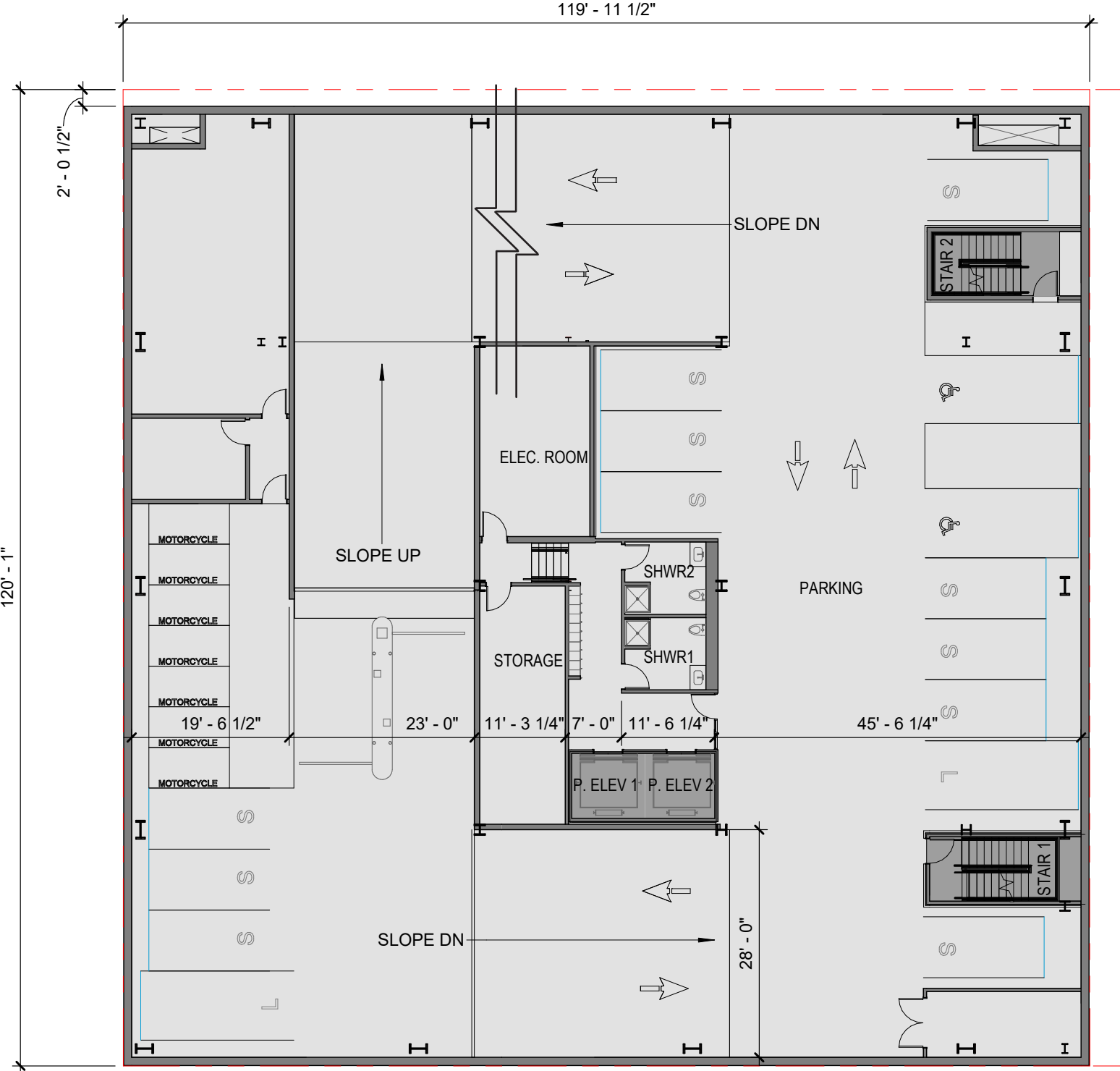
- Street Level Use
- Lobby / Building Amenity
- Office
- Outdoor Amenity
- Service/Parking
- Major Vertical Penetration



FLOOR PLAN / LEVEL P2

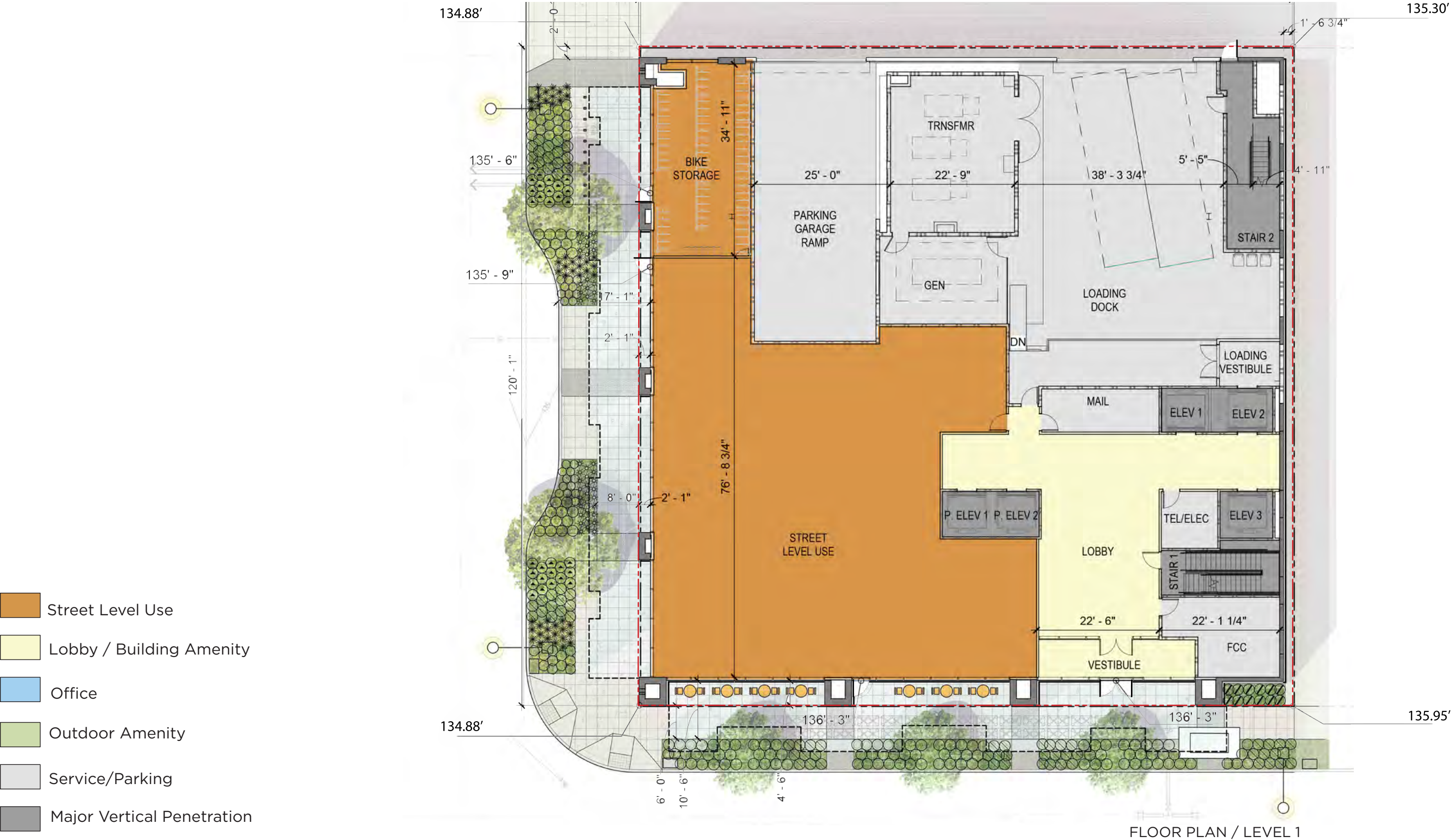
7.0 FLOOR PLANS

- Street Level Use
- Lobby / Building Amenity
- Office
- Outdoor Amenity
- Service/Parking
- Major Vertical Penetration

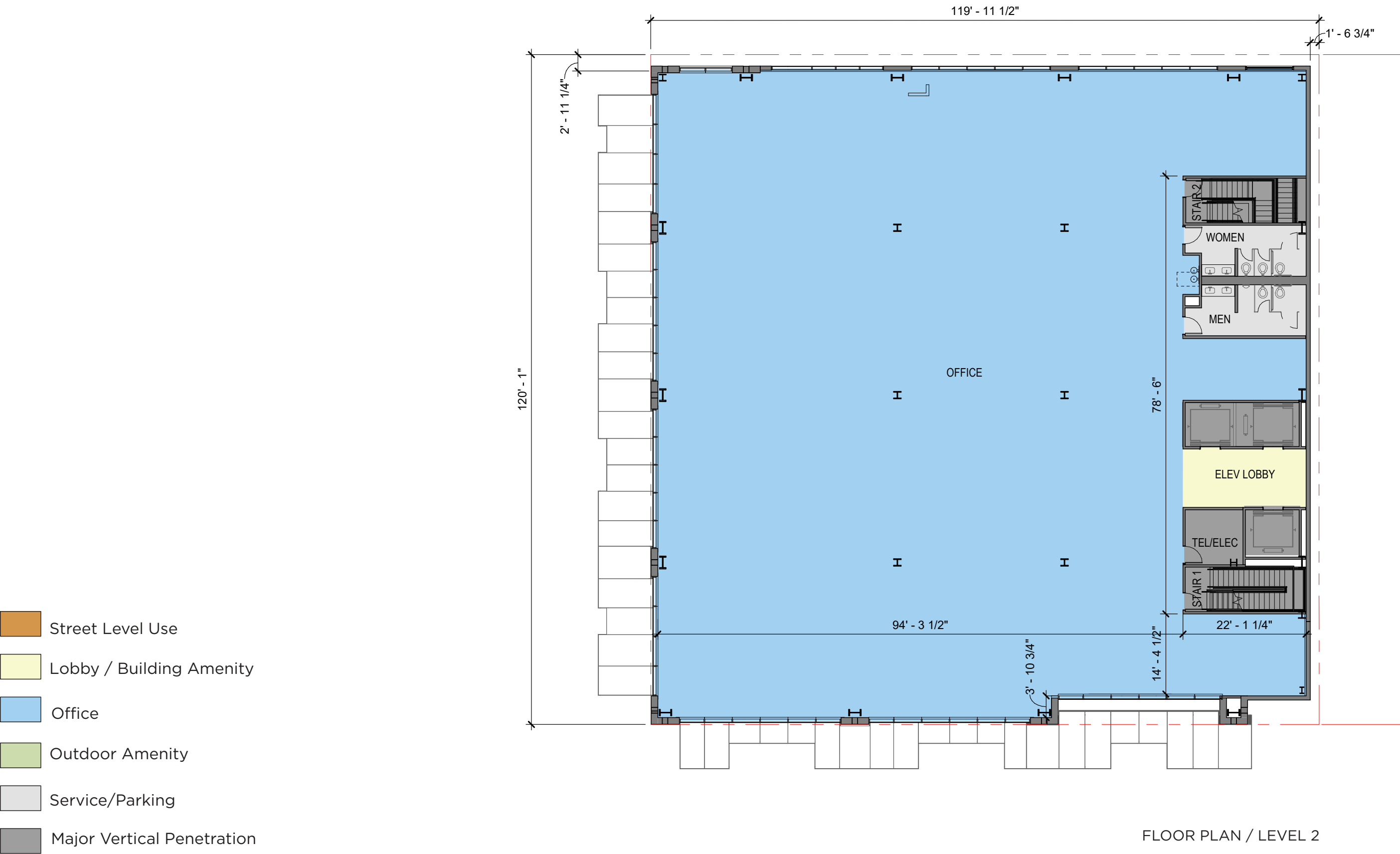


FLOOR PLAN / LEVEL P1

7.0 FLOOR PLANS



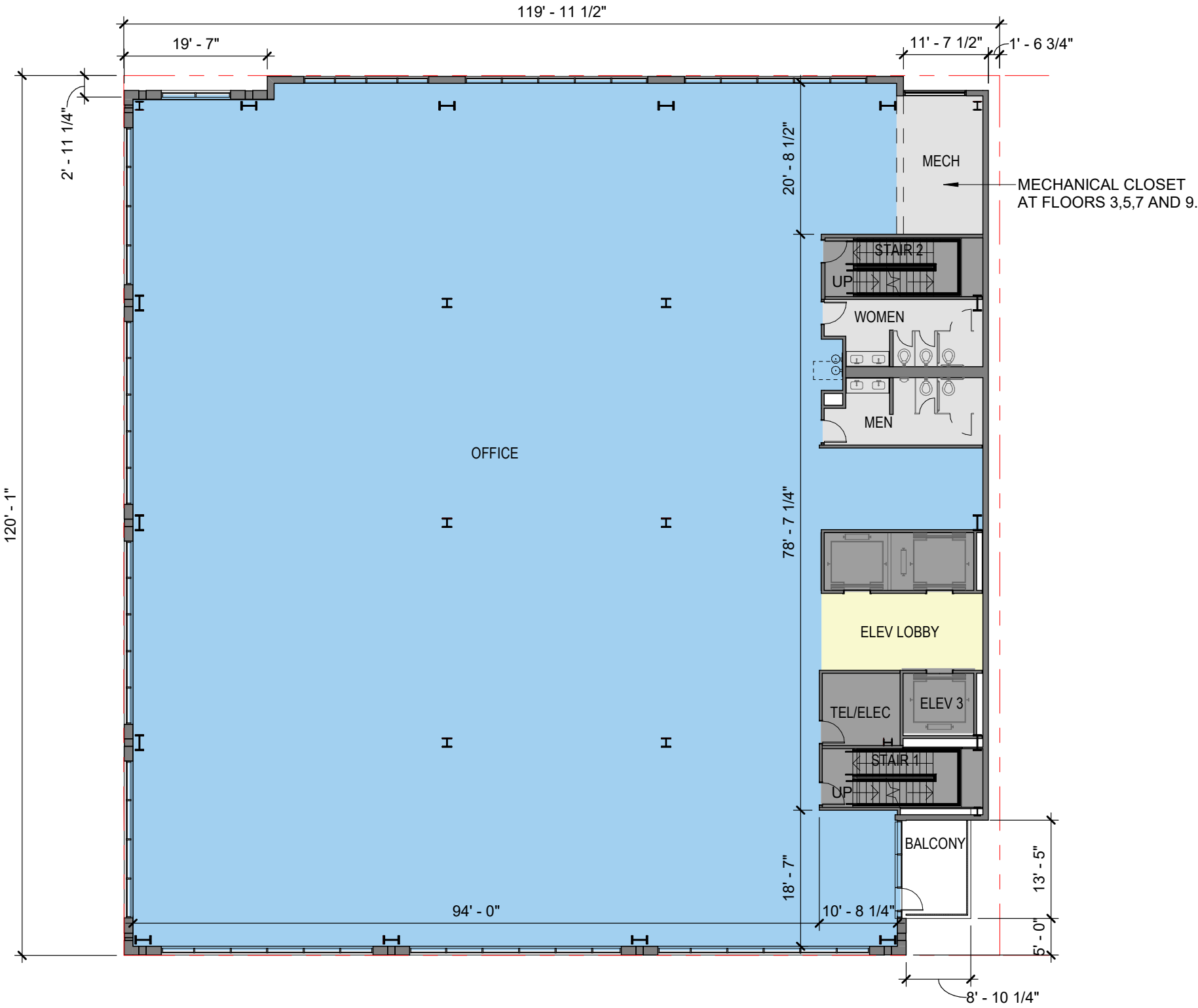
7.0 FLOOR PLANS



FLOOR PLAN / LEVEL 2

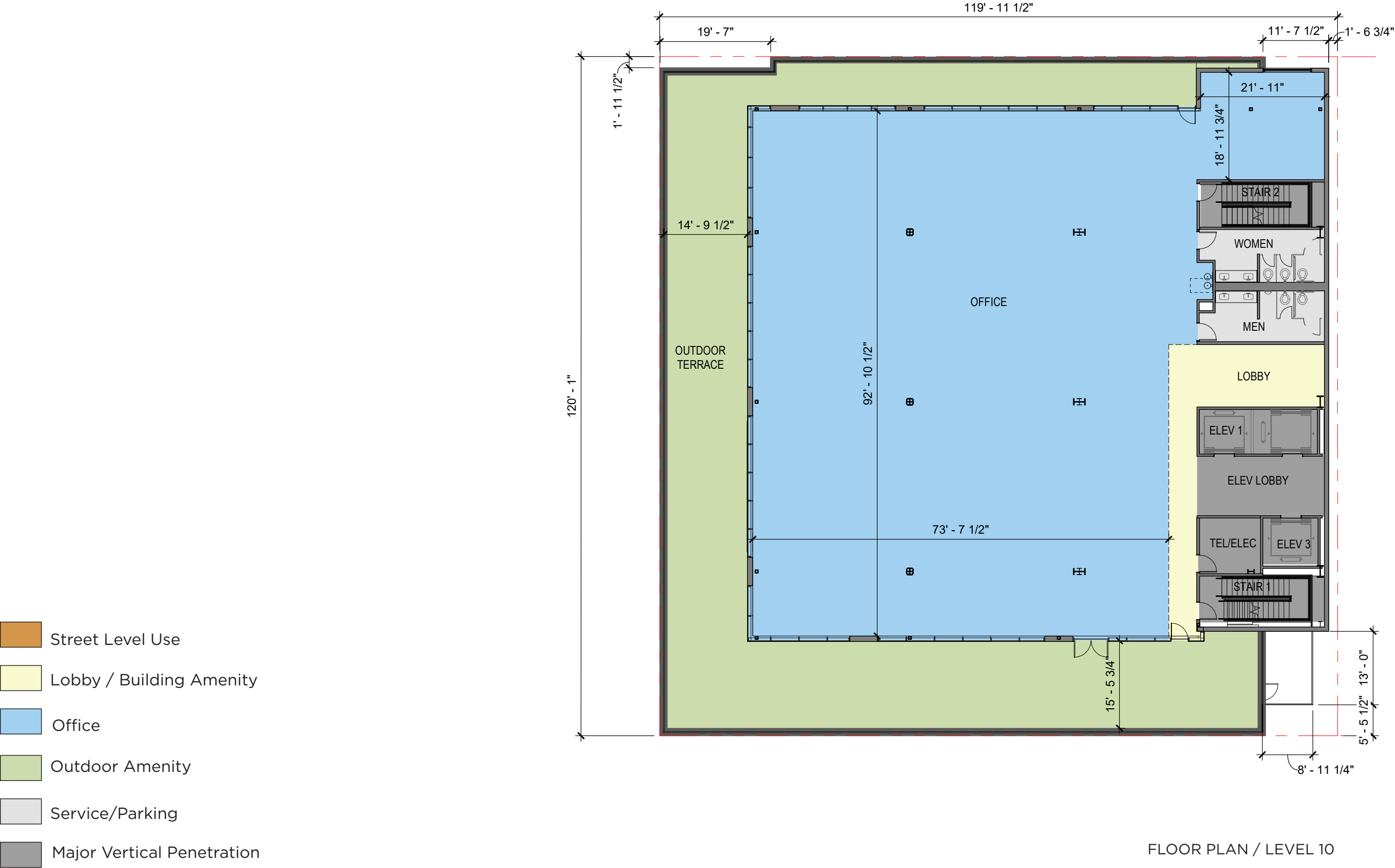
7.0 FLOOR PLANS

- Street Level Use
- Lobby / Building Amenity
- Office
- Outdoor Amenity
- Service/Parking
- Major Vertical Penetration



FLOOR PLAN / 3-9 LEVEL

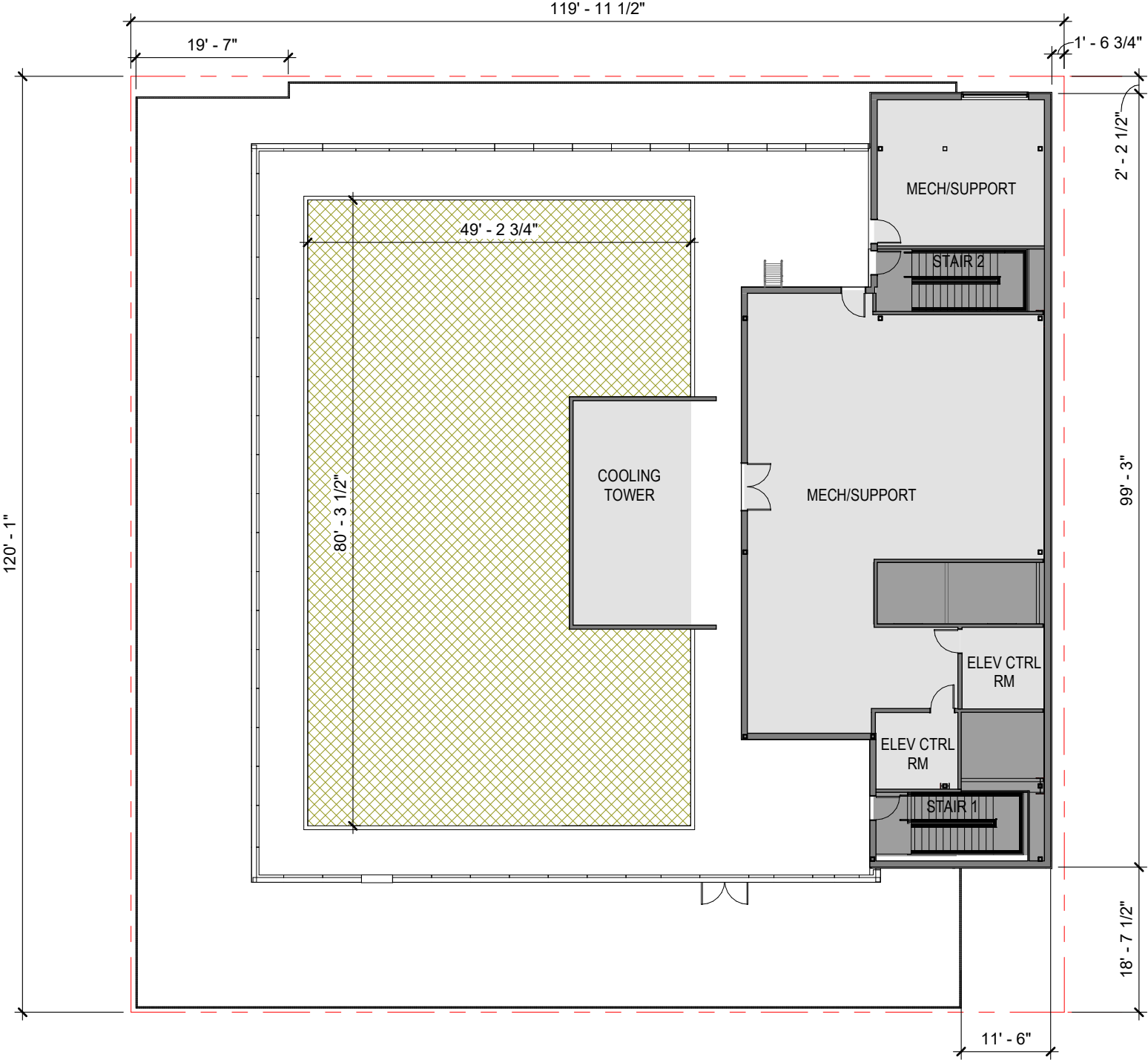
7.0 FLOOR PLANS



FLOOR PLAN / LEVEL 10

7.0 FLOOR PLANS

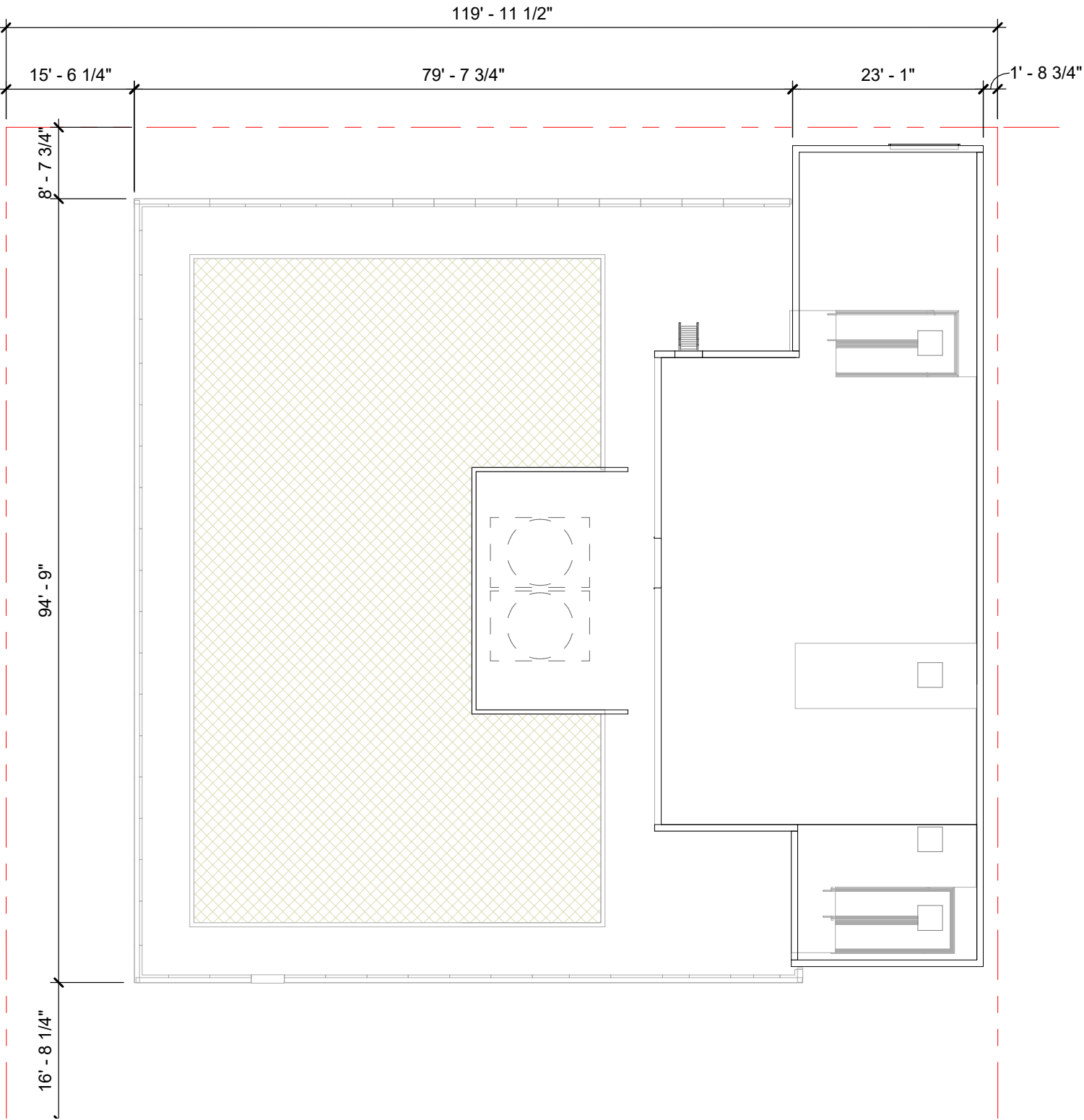
- Street Level Use
- Lobby / Building Amenity
- Office
- Outdoor Amenity
- Service/Parking
- Major Vertical Penetration



FLOOR PLAN / MECHANICAL PENTHOUSE LEVEL

7.0 FLOOR PLANS

- Street Level Use
- Lobby / Building Amenity
- Office
- Outdoor Amenity
- Service/Parking
- Major Vertical Penetration



FLOOR PLAN / ROOF PLAN

8.0 LANDSCAPE DESIGN



1 Bike parking



2 Paving pattern and texture (subject to SDOT approval)

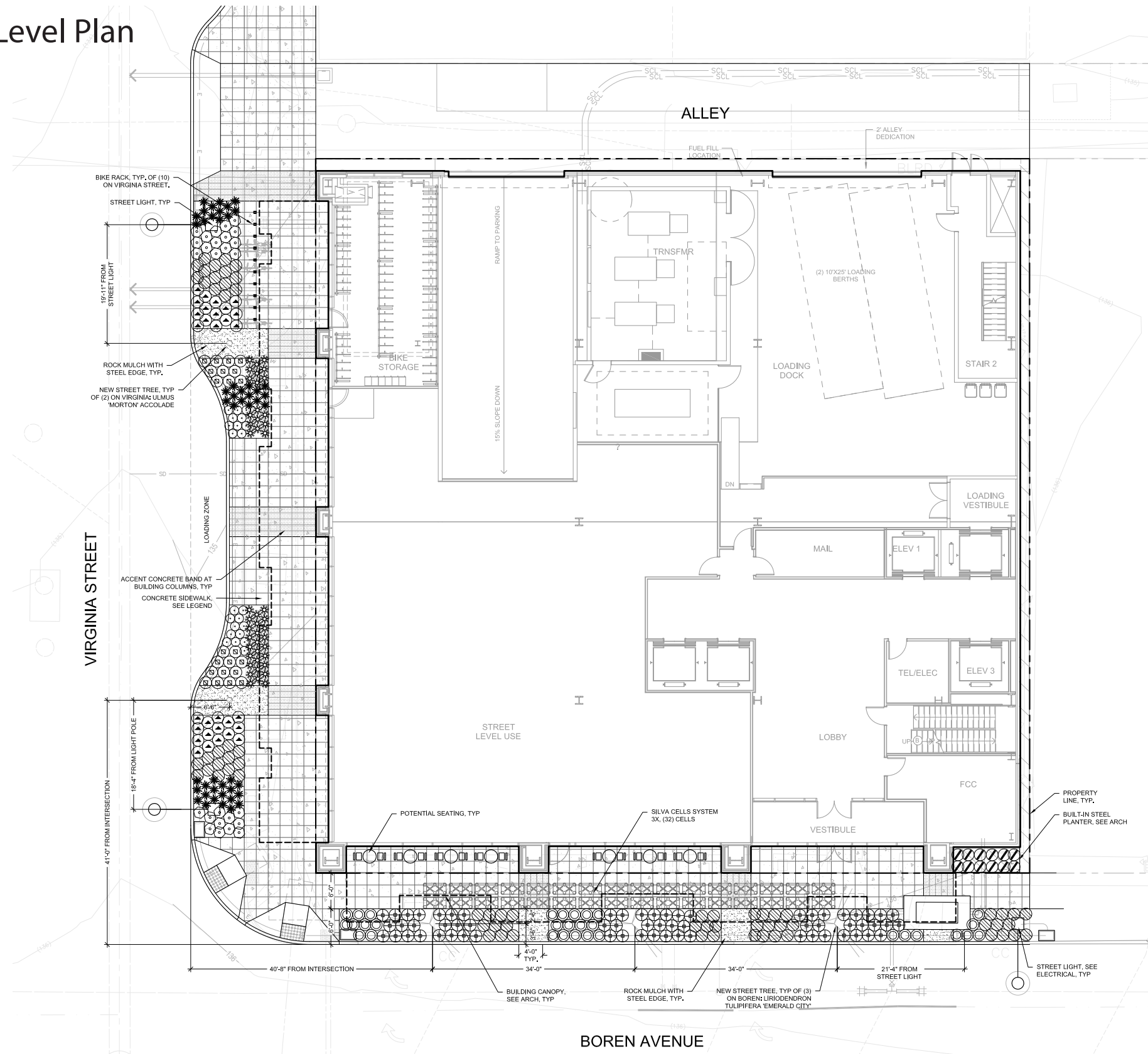


3 Potential cafe seating at retail



8.0 LANDSCAPE DESIGN

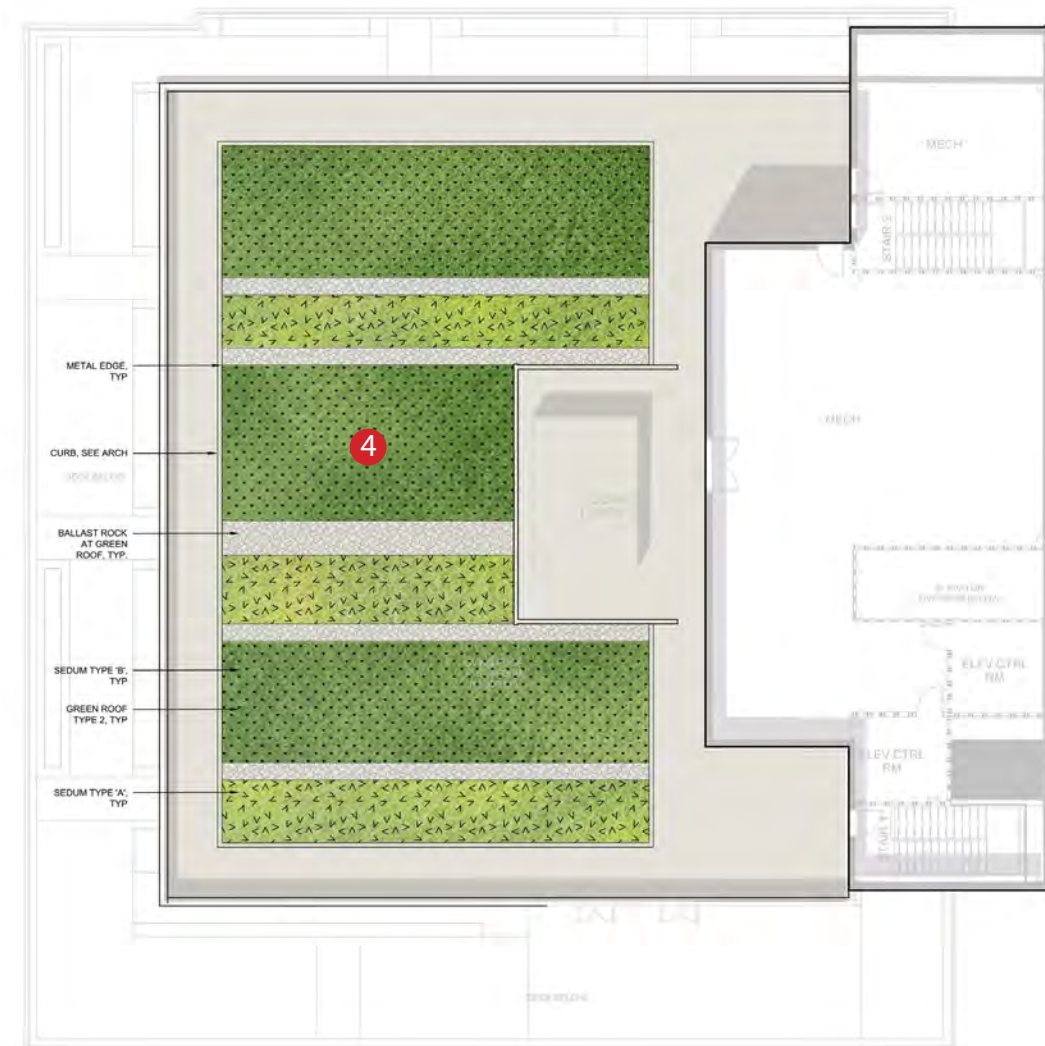
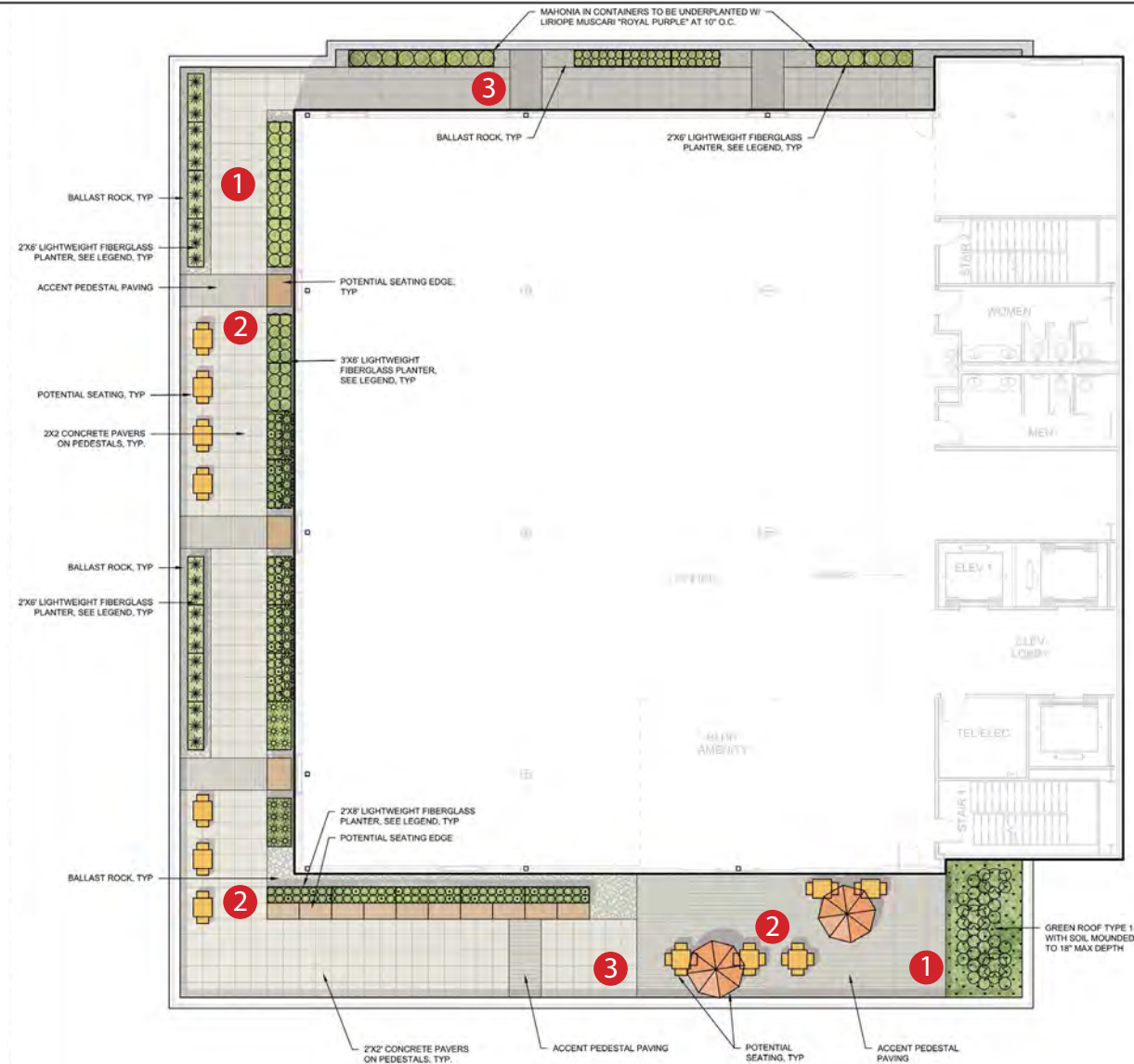
Street Level Plan



PLANTING SCHEDULE * INDICATES DROUGHT-TOLERANT OR NATIVE SPECIES PER CITY OF SEATTLE GREEN FACTOR LI

SYMBOL	BOTANICAL/COMMON NAME
STREET TREES	
	* ULMUS 'MORTON' ACCOLADE ACCOLADE ELM
	LIRIODENDRON TULIPIFERA 'EMERALD CITY' EMERALD CITY TULIP TREE
SHRUBS / PERENNIALS / ORNAMENTAL GRASSES / GROUNDCOVER	
	* TAXUS BACCATA 'REPANDENS' SPREADING ENGLISH YEW
	* LONICERA PILEATA BOX-LEAF HONEYSUCKLE
	* HEBE 'RED EDGE' RED EDGE HEBE
	* MAHONIA REPENS CREEPING MAHONIA
	* VIBURNUM DAVIDII DAVID VIBURNUM
	* RHODODENDRON 'GLACIER' EVERGREEN AZALEA
	* EUPHORBIA AMY. VAR. ROBBIAE MRS. ROBB'S BONNET
	* POLYSTICHUM MUNITUM SWORD FERN
	RHUS TYPHINA STAGHORN SUMAC
	* EPIMEDIUM X RUBRUM BARRENWORT
	* SPIRAEA JAPONICA 'LITTLE PRINCESS' LITTLE PRINCESS JAPANESE SPIREA
	MAHONIA x MEDIA 'WINTER SUN' HYBRID MAHONIA
	* MISCANTHUS SINENSIS 'ADAGIO' MAIDEN HAIR GRASS
	* CALAMAGROSTIS X A. 'KARL FOERSTER' KARL FOERSTER FEATHER REED GRASS
	* HELICTOTRICHON SEMPERVIRENS BLUE OAT GRASS
	* LIRIOPE MUSCARI 'ROYAL PURPLE' 'ROYAL PURPLE' LILYTURF
	* ACHILLEA 'MOONSHINE' YARROW
GROUNDCOVER / GREEN ROOF / MISC	
	* GREEN ROOF - SEDUM TYPE 'A'
	* GREEN ROOF - SEDUM TYPE 'B'
	ROCK BALLAST
	ROCK MULCH (STREET LEVEL)
	SOIL CELLS

8.0 LANDSCAPE DESIGN



1 Roof terrace landscaping



2 Potential roof terrace seating



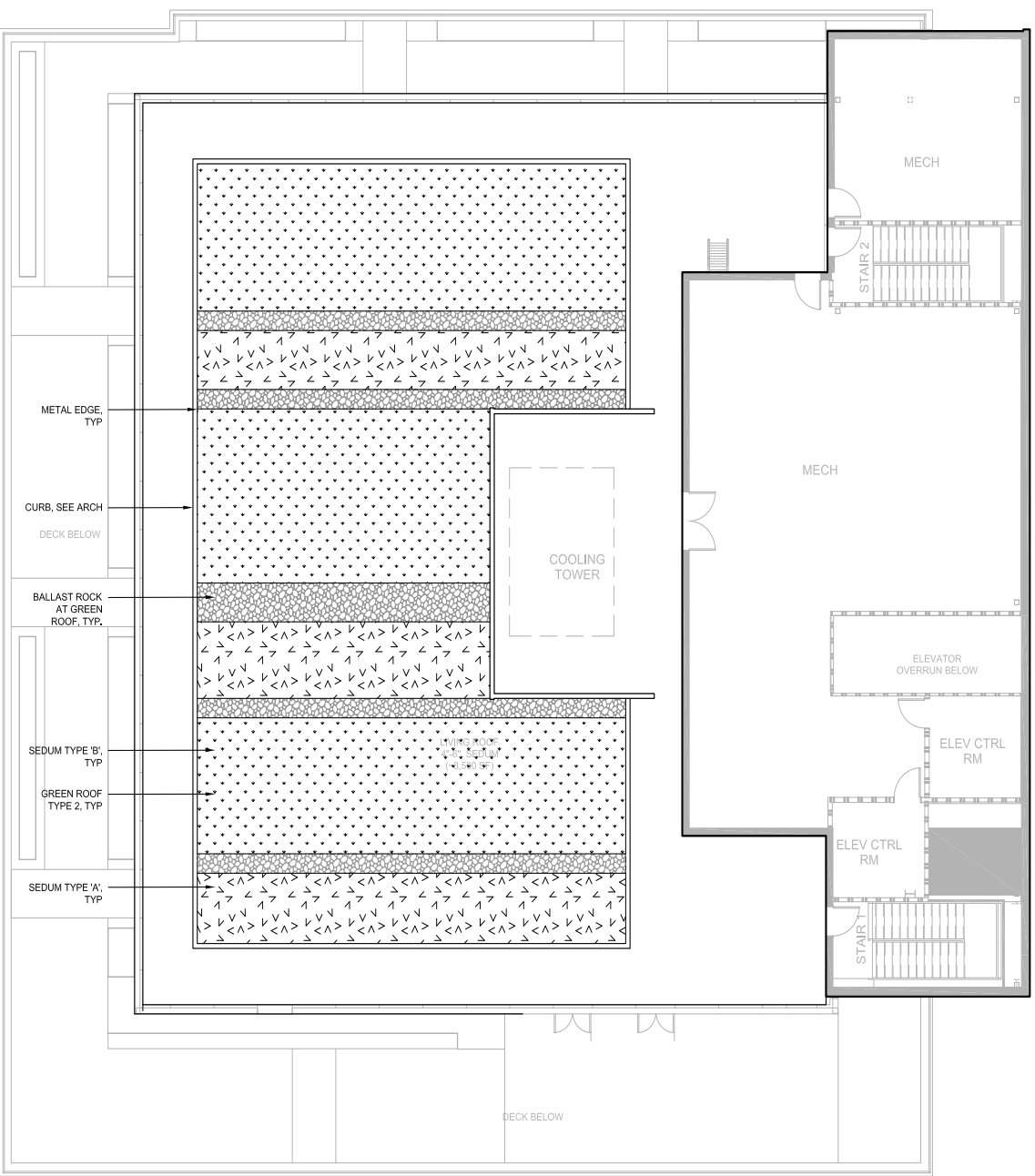
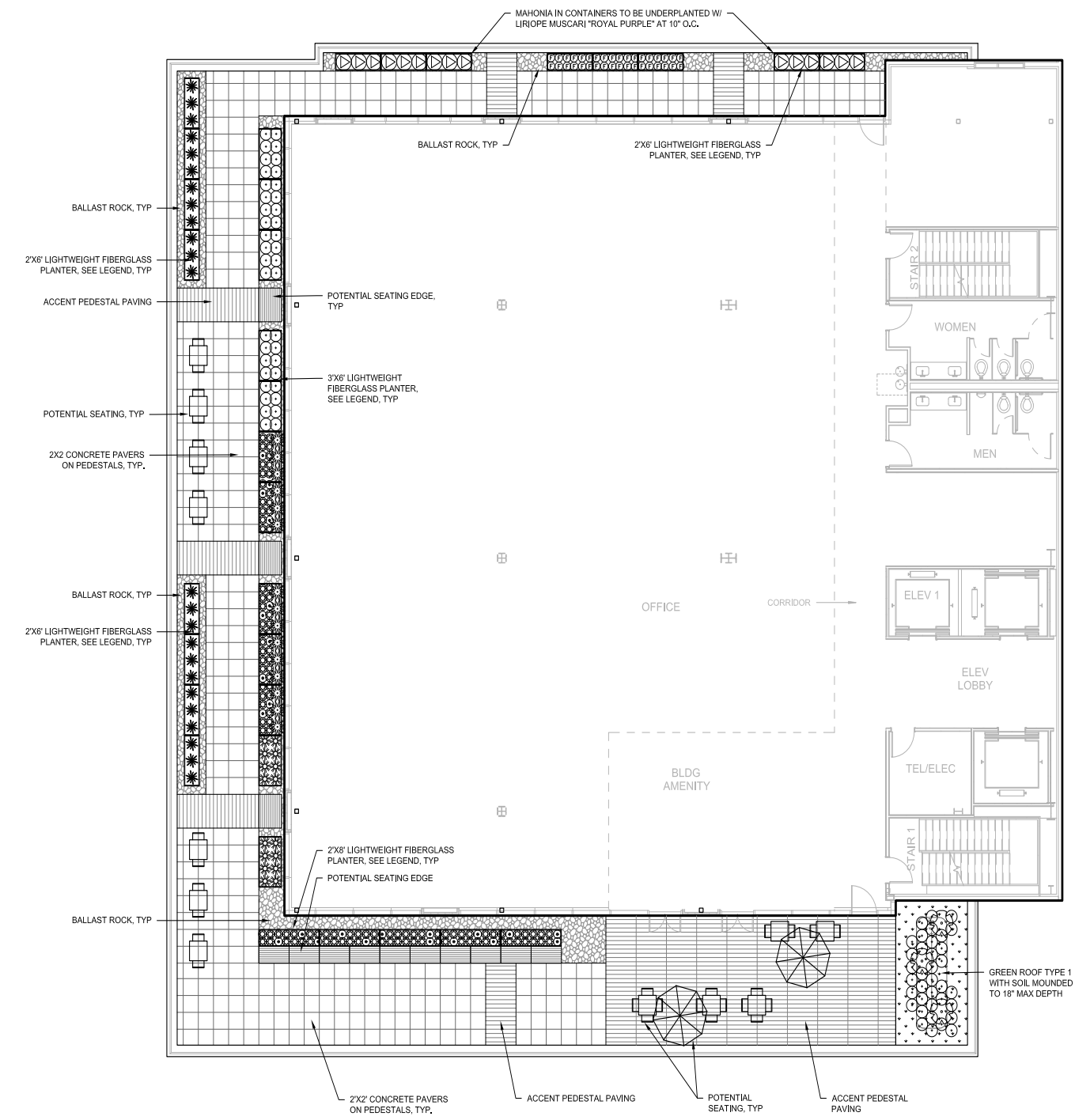
3 Pedestal pavers with accent paver bands



4 Sedum green roof




8.0 LANDSCAPE DESIGN

Roof Level Plan



8.0 LANDSCAPE DESIGN

Planting Palette

STREET LEVEL	
LEVEL 10	
GREEN ROOF	



Ulmus 'Morton Accolade' - Accolade Elm



Liriodendron tulipifera 'Emerald City' - Emerald City Tulip Poplar



Taxus baccata 'Repandens' - Spreading English Yew



Lonicera pileata - Box-leaf Honeysuckle



Viburnum davidii - David Viburnum



Mahonia repens - Creeping Oregon Grape



Rhododendron 'Glacier' - Glacier Evergreen Azalea



Hebe 'Red Edge' - Red Edge Hebe



Spiraea japonica 'Miss Princess' - Little Princess Japanese Spirea



Euphorbia amy. Var. robbiae - Mrs. Robb's Bonnett



Helictotrichon sempervirens - Blue Oat Grass



Calamagrostis x acutiflora 'Karl Foerster' - Feather Reed Grass



Rhus typhina - Staghorn Sumac



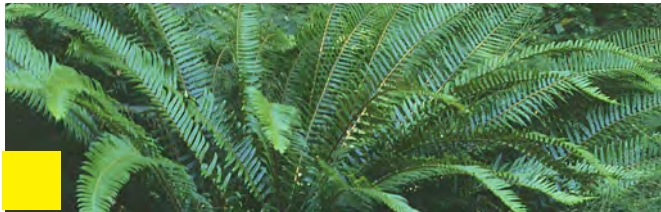
Mahonia x 'Winter Sun' - Winter Sun Hybrid Mahonia



Miscanthus sinensis 'Adagio' - Adagio Maiden Hair Grass



Epimedium x rubrum - Ruby Barrenwort



Polystichum munitum - Sword Fern



Liriope muscari 'Royal Purple' - Royal Purple Lilyturf



Achillea millefolium 'Moonshine' - Moonshine Yarrow



Sedum 'Color Max' & 'Tuff Stuff' mix - Stonecrop, various

9.0 ELEVATIONS



1. Brick



2. Mortar



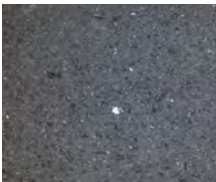
3. Window glazing



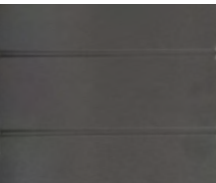
4. Railing



5. Precast concrete panel (Light)



6. Precast concrete panel (Dark)



7. Metal panel (Dark)



8. Metal panel (Dark)



9. Canopy glass



EXTERIOR ELEVATION - WEST - BOREN AVENUE

9.0 ELEVATIONS



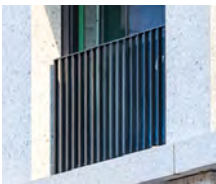
1. Brick



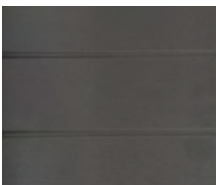
2. Mortar



3. Window glazing



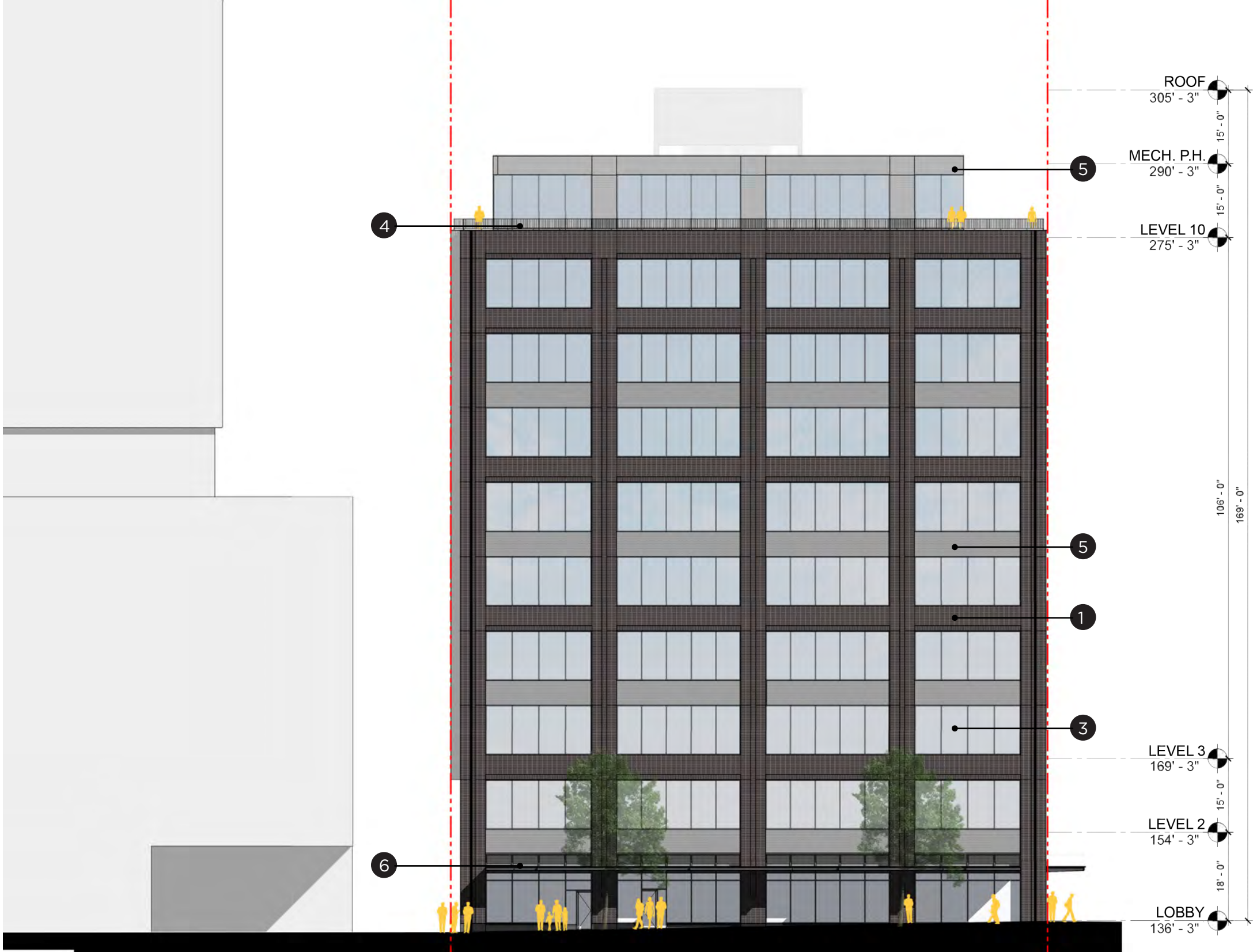
4. Railing



5. Metal panel (Dark)



6. Canopy glass



EXTERIOR ELEVATION - NORTH - VIRGINIA STREET

9.0 ELEVATIONS



1. Brick



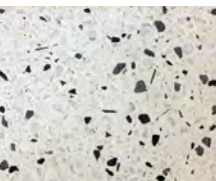
2. Mortar



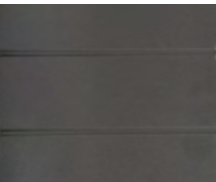
3. Window glazing



4. Railing



5. Precast concrete panel (Light)



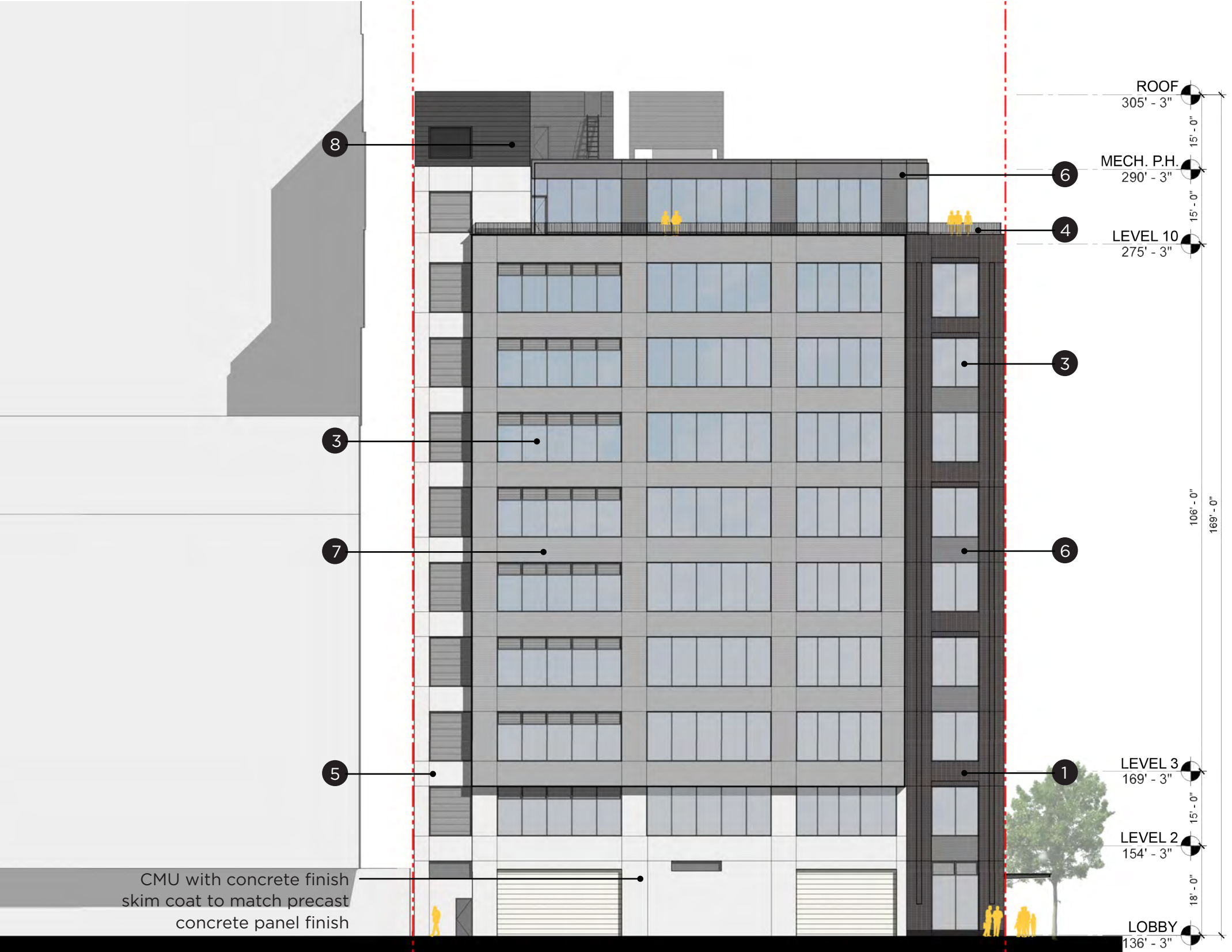
6. Metal panel (Dark)



7. Metal panel (Light)



8. Metal panel (Dark)



EXTERIOR ELEVATIONS - EAST - ALLEY

9.0 ELEVATIONS



1. Brick



2. Mortar



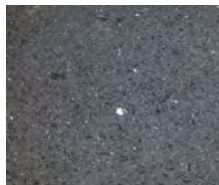
3. Window glazing



4. Railing



5a. Precast concrete panel (Light)



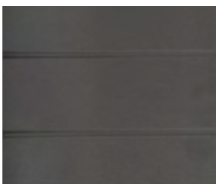
6a. Precast concrete panel (Dark)



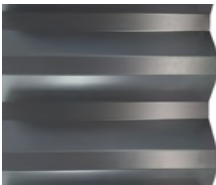
5b. Precast concrete panel horizontal formliner (Light)



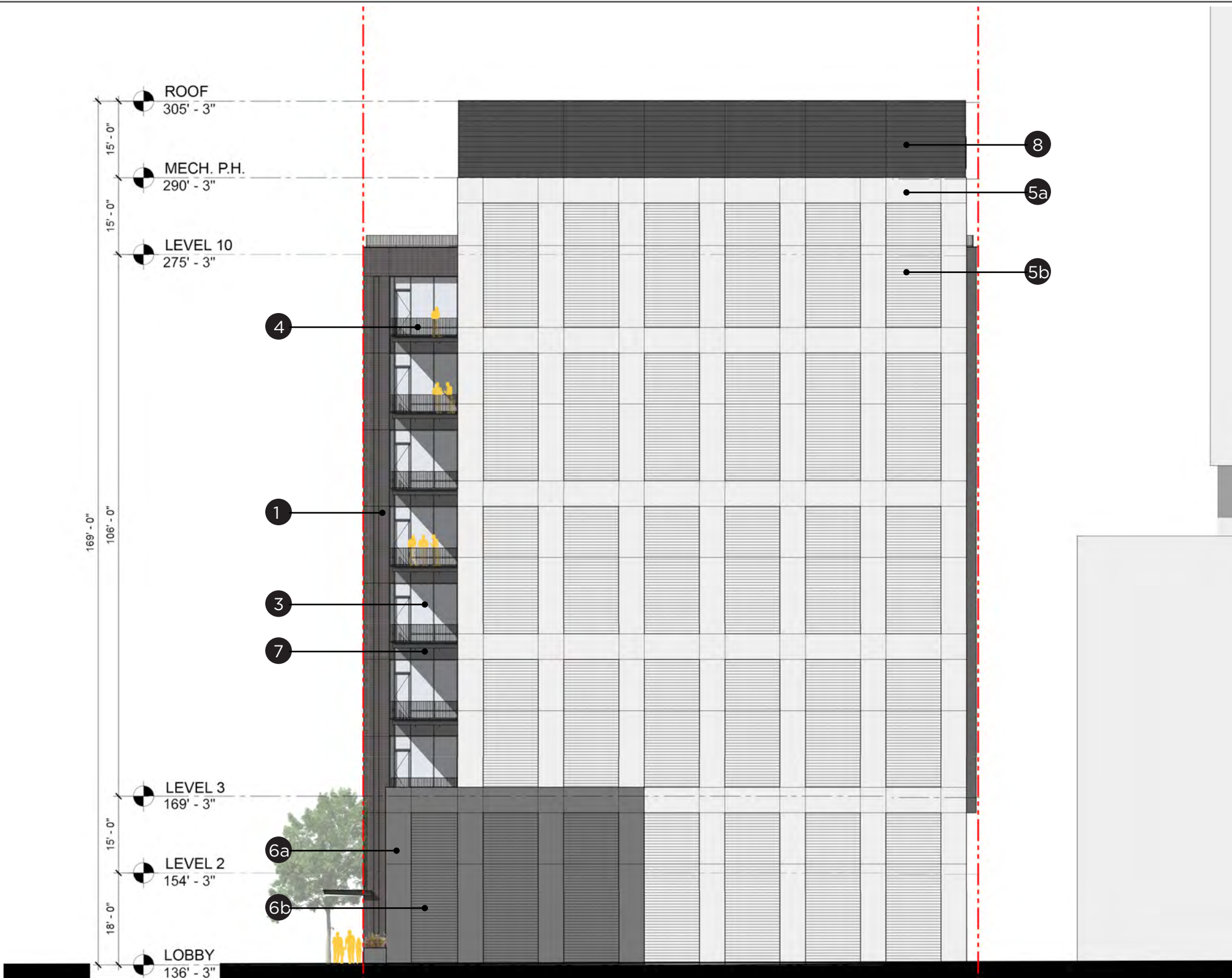
6b. Precast concrete panel horizontal formliner (Dark)



7. Metal panel (Dark)



8. Metal panel (Dark)



EXTERIOR ELEVATIONS - SOUTH - LOT LINE

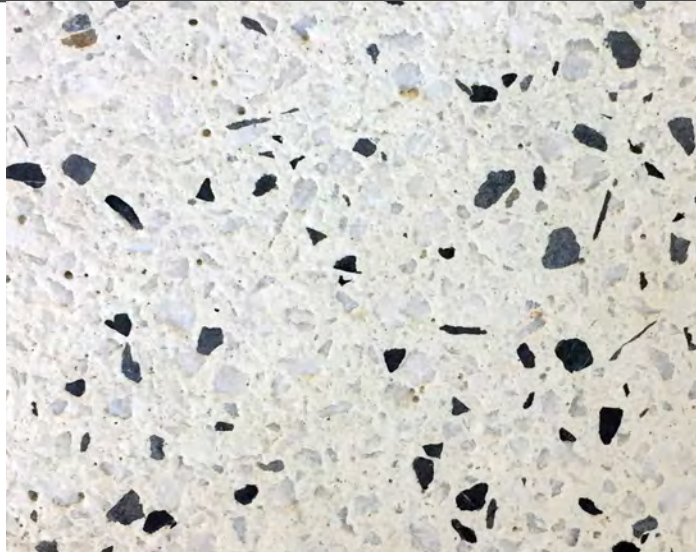
10.0 MATERIAL AND COLOR PALETTE



Brick



Window Glazing



Precast concrete panel (Light)



Precast concrete panel (Dark)



Mortar (Natural Gray)



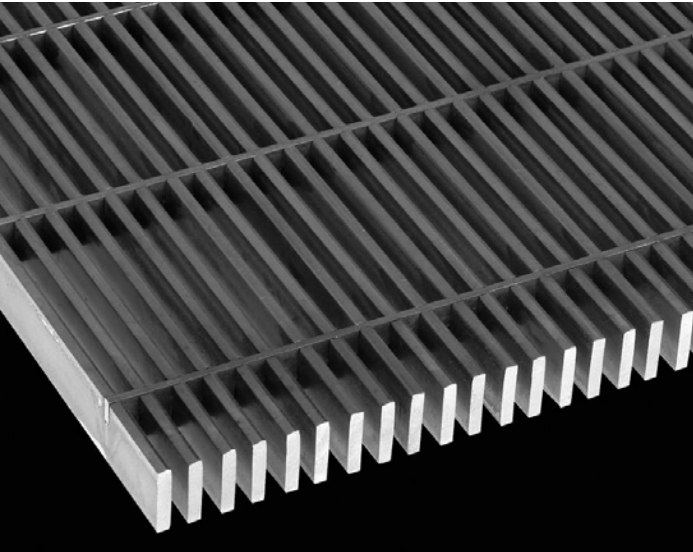
Canopy Glass



Precast with horizontal formliner (Light)



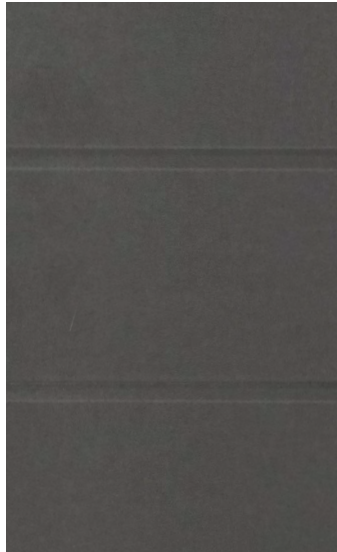
Precast with horizontal formliner (Dark)



Balcony floor grating



Balcony railing



Dark Metal panel with horizontal rib



Light Metal panel with horizontal rib



Metal panel with horizontal "V" (Dark)

11.0 RENDERINGS



AERIAL VIEW

11.0 RENDERINGS



BOREN AVENUE AND VIRGINIA STREET VIEW



VIRGINIA STREET AND ALLEY VIEW

11.0 RENDERINGS



BOREN AVENUE AND LOTLINE VIEW



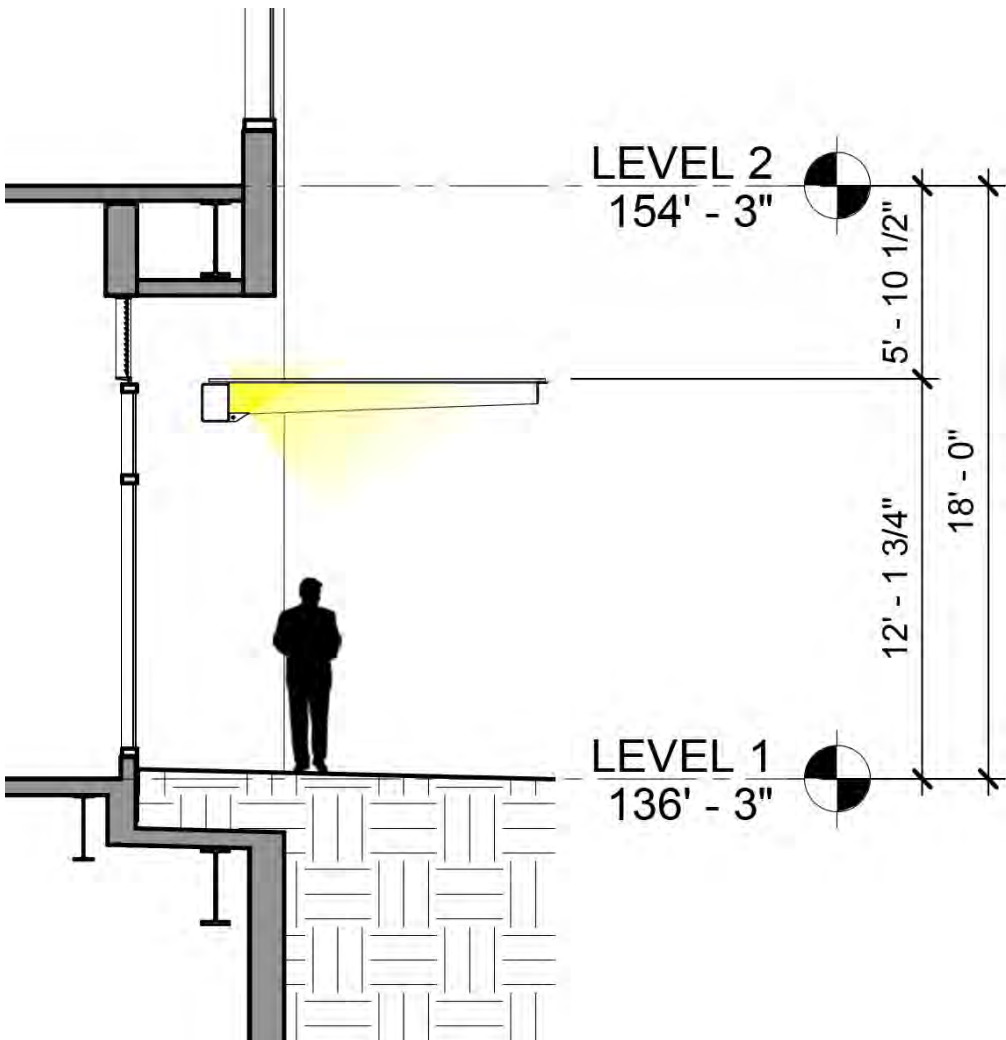
BOREN AVENUE AND LOTLINE VIEW

11.0 RENDERINGS



VIRGINIA STREET SIDEWALK VIEW

12.0 EXTERIOR LIGHTING



CANOPY LIGHTING SECTION

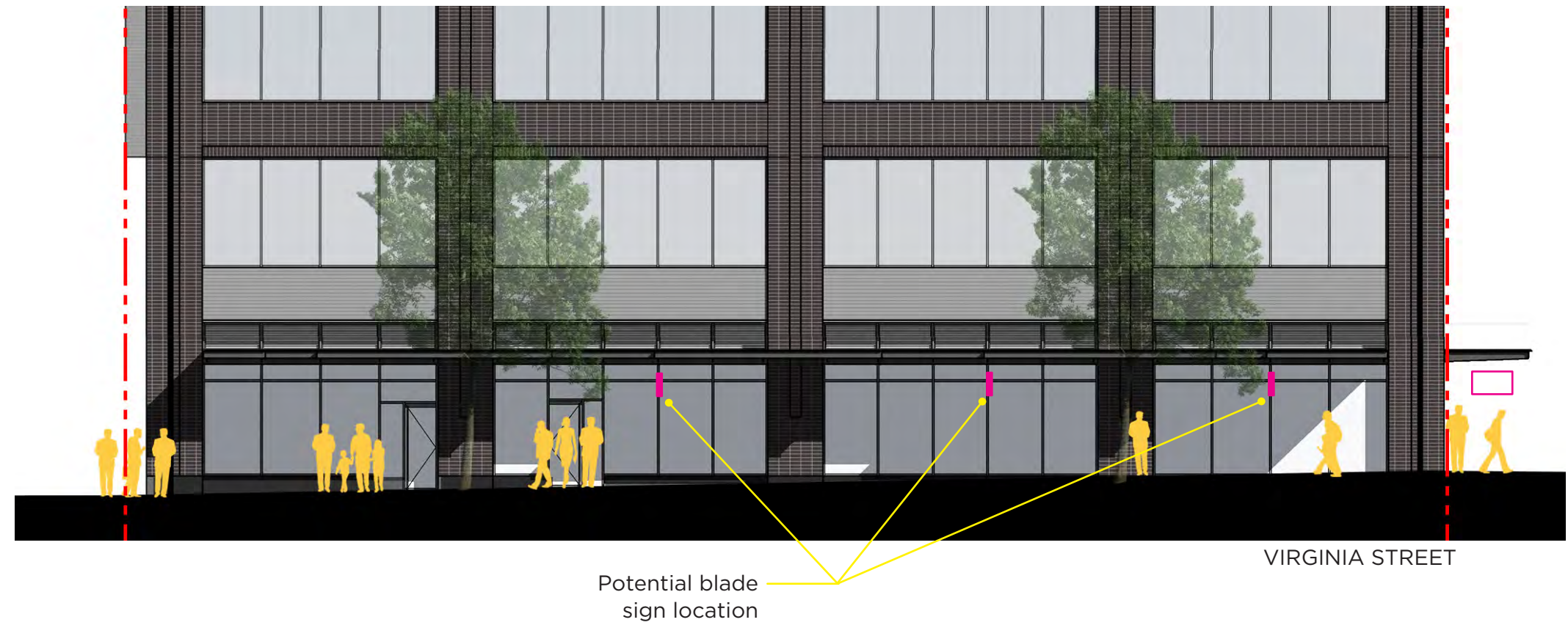
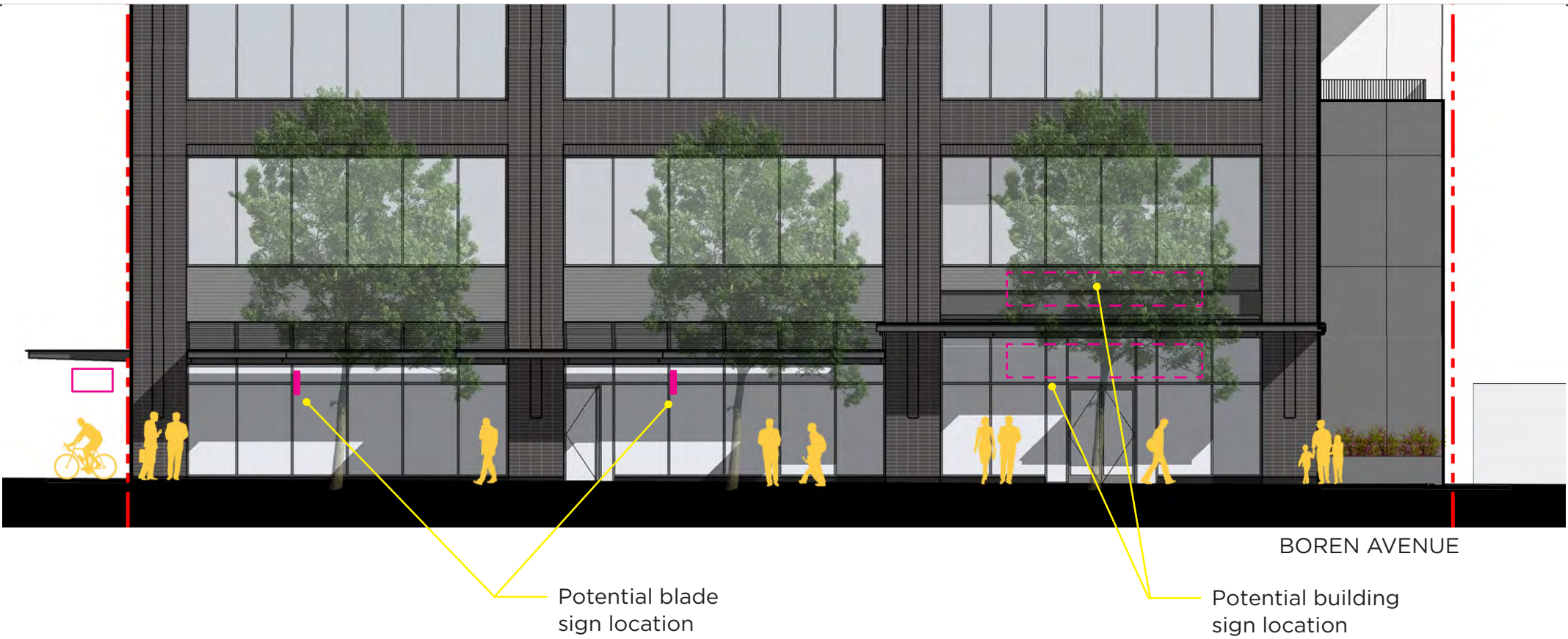


UPLIGHTING AT CANOPY



LIGHTING PLAN

13.0 SIGNAGE

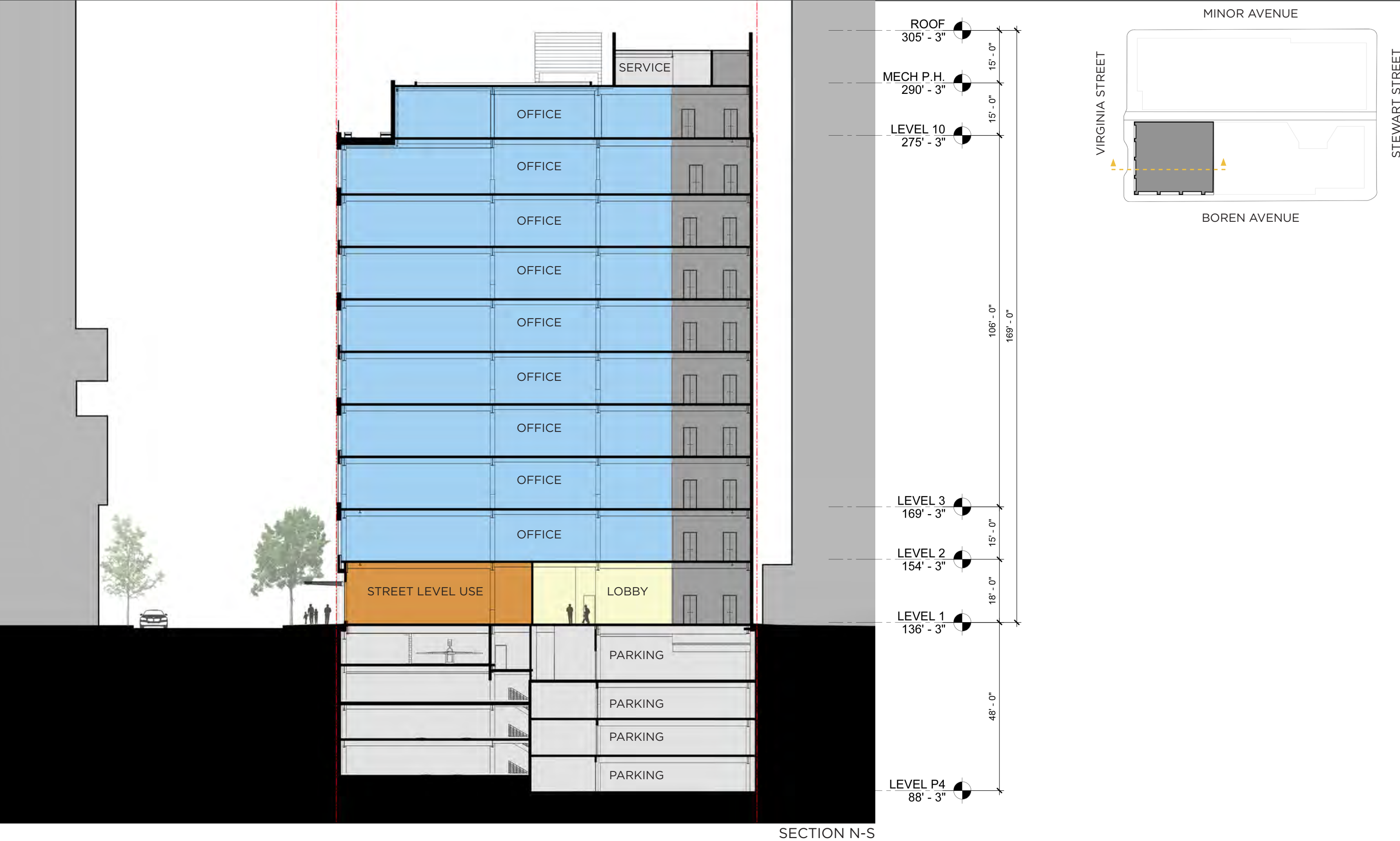


13.0 SIGNAGE

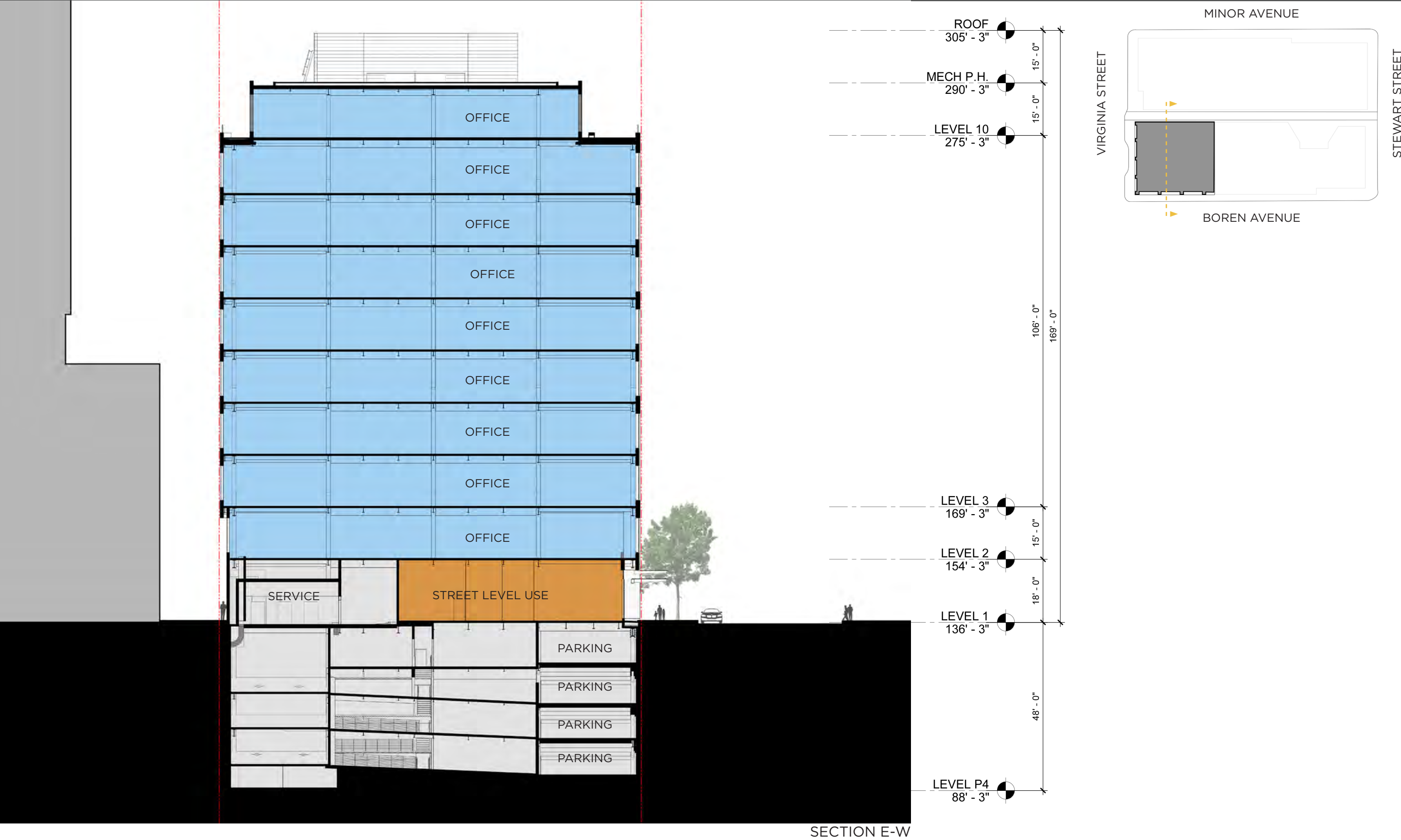


VIRGINIA STREET SIDEWALK VIEW

14.0 BUILDING SECTIONS



14.0 BUILDING SECTIONS



APPENDIX

15.0 APPENDIX

SURVEY

Legal Description

Parcel A- The Southwesterly 60 feet of lots 5 and 6, block 52, second addition to the town of Seattle, as laid off by the heirs of Sarah A. Bell “Deceased” “commonly known as heirs of Sarah A. Bell’s 2nd addition to the city of Seattle”, according to the plat thereof recorded in volume 1 of plats, page 121, in King county, Washington.

Parcel B- The Northeasterly 60 feet of lots 5 and 6, block 52, second addition to the town of Seattle as laid off by the heirs of Sarah A. Bell “Deceased” “commonly known as heirs of Sarah A. Bell’s 2nd addition to the city of Seattle”, according to the plat thereof recorded in volume 1 of plats, page 121, in King county, Washington.

Site Area- 14,406 square feet or 0.3307 acres.

Existing Building

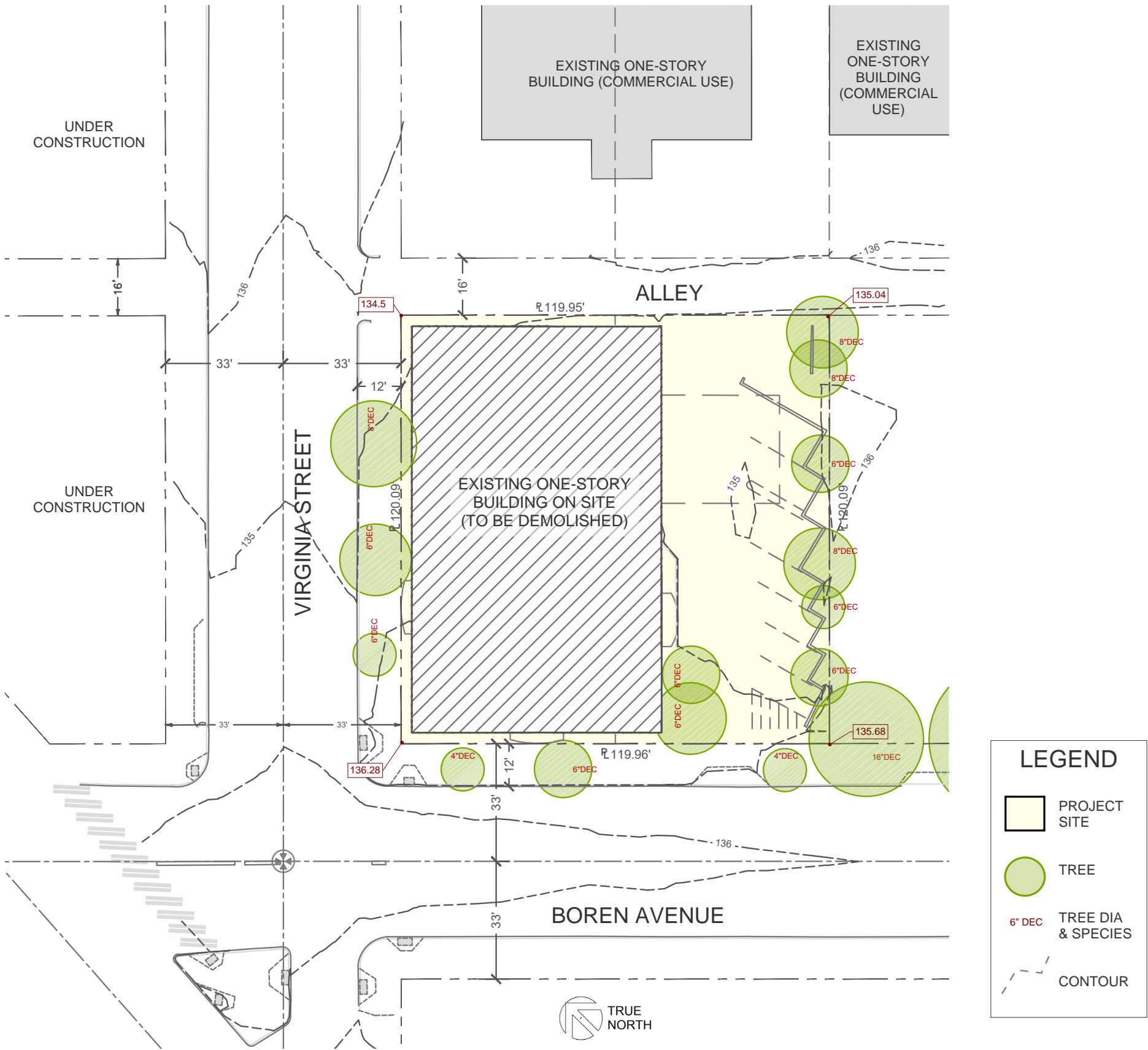
The current use on site is a two-story commercial office building with porte cochere.

Existing Landscape

The existing trees in the right-of-way and on site were planted when the existing building was built/opened in 2003, making them less than 15 years old.

SDOT has reviewed the trees in the ROW, assessed them to not be exceptional, in poor health and has approved that they be replaced.

Additionally, we have reviewed the trees within the project boundary. These trees have been determined to be in poor health. Additionally, they do not meet requirements of the Exceptional Tree Rule (16-2008) and thereby are proposed to be removed.



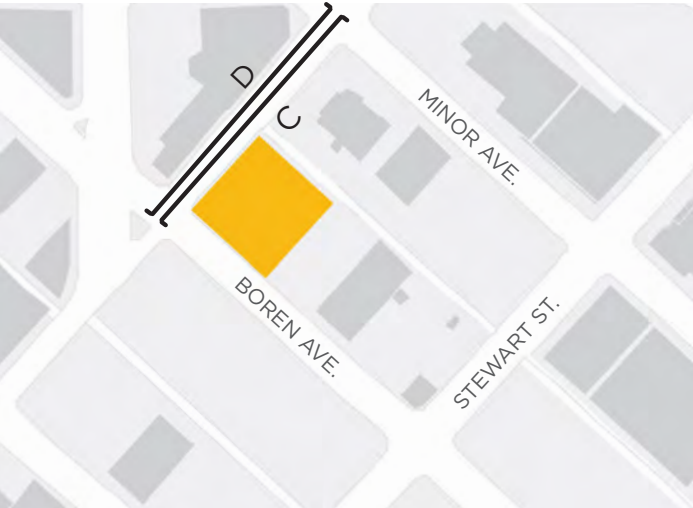
15.0 APPENDIX

STREETSCAPE - BOREN AVENUE



15.0 APPENDIX

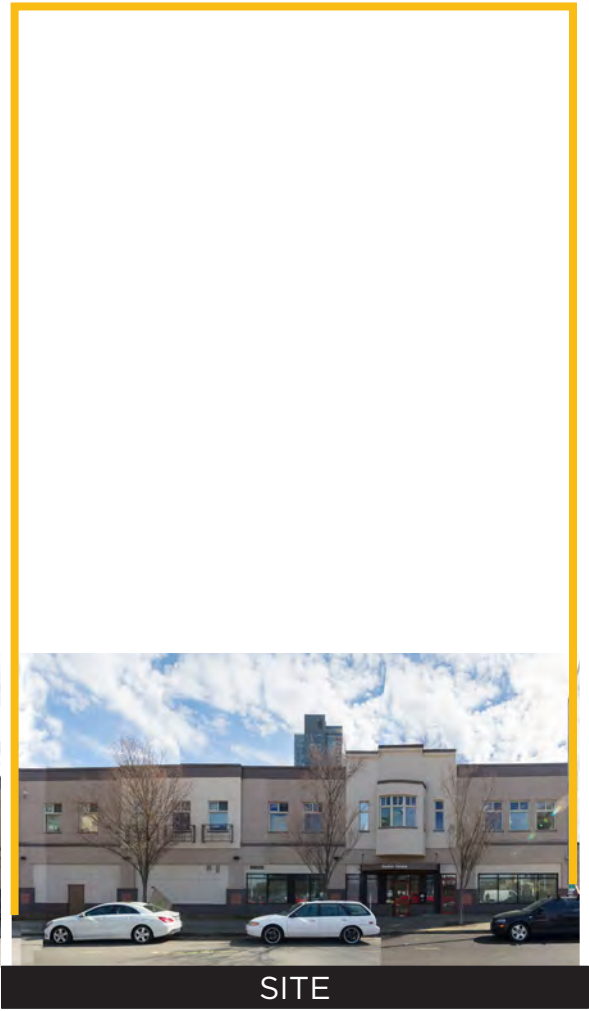
STREETSCAPE - VIRGINIA STREET



C- VIEW ALONG VIRGINIA STREET LOOKING SOUTHEAST



Minor Ave.



Boren Ave.

159'-0"

D- VIEW ALONG VIRGINIA STREET LOOKING NORTHWEST

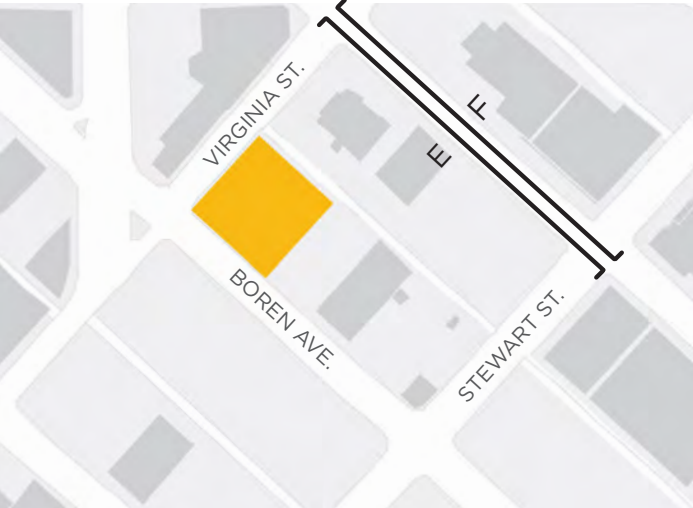


Boren Ave.

Minor Ave.

15.0 APPENDIX

STREETSCAPE - MINOR AVENUE



E- VIEW ALONG MINOR AVENUE LOOKING SOUTHWEST



Stewart St.

Virginia St.

F- VIEW ALONG MINOR AVENUE LOOKING NORTHEAST

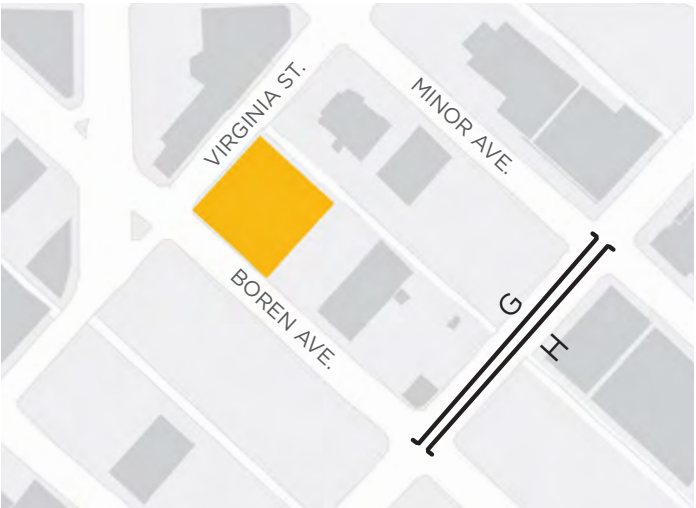


Virginia St.

Stewart St.

15.0 APPENDIX

STREETSCAPE - STEWART STREET



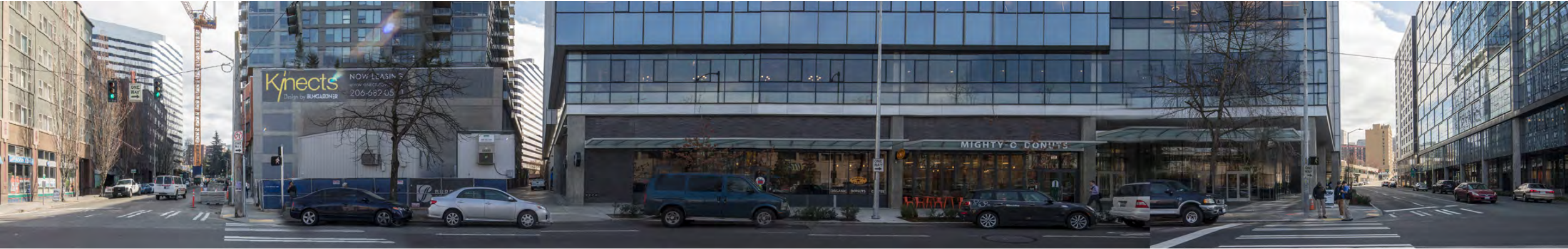
G- VIEW ALONG STEWART STREET LOOKING NORTHWEST



Boren Ave.

Minor Ave.

H- VIEW ALONG STEWART STREET LOOKING SOUTHEAST



Minor Ave.

Boren Ave.

15.0 APPENDIX

DOWNTOWN DESIGN GUIDELINES

B-1

Respond to the Neighborhood Context

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

Response:
Located in the heart of the Denny Triangle neighborhood with a mix of tall modern towers and small scale historic buildings the project will seek to provide some relief in scale from the adjacent residential buildings. The design recognizes the opportunity to contribute to the architectural language of the neighborhood with a mix of modern and traditional materials.



B-4

Design a Well-Proportioned & Unified Building

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

Response:
In recognition of the tall shifting towers surrounding the site and to hold its position on the corner the massing will maintain a pure form. Setbacks at the ground level will enhance the pedestrian experience and potential balconies at the southeast corner will provide an architectural expression separating the building from its neighbor. The massing will be articulated with expansive areas of glass and architectural details that create a comprehensive facade and unified building design. The interior spaces will maximize daylight and access to fresh air to create an inviting working environment.

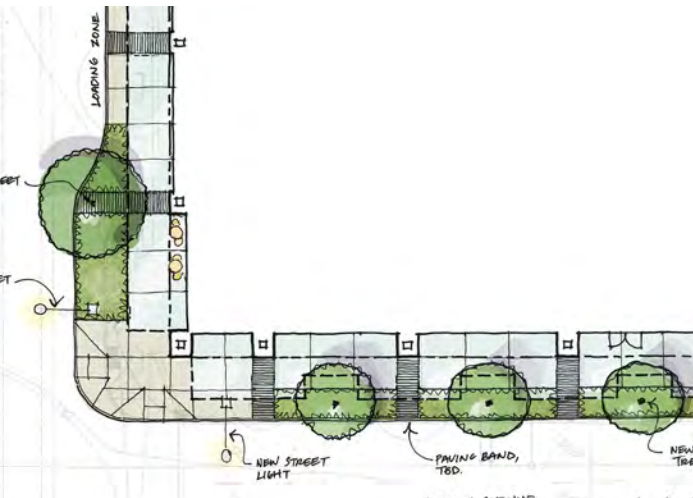


C-1

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.

Response:
Retail use is planned along Boren Ave. and Virginia St. to activate the sidewalk and enhance the interaction between building occupants and the community. The ground level retail bays along Boren Ave. are setback into the building to draw pedestrians in and create a safe and welcoming space adjacent to the sidewalk.

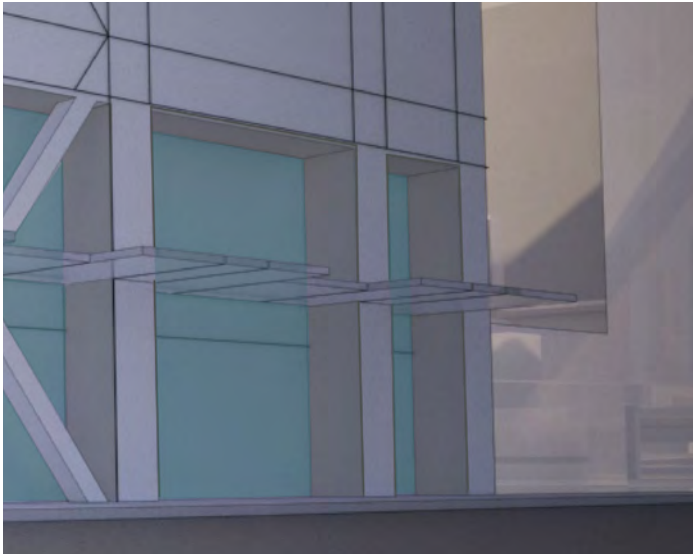


C-4

Reinforce Building Entries

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

Response:
The main lobby entrance along Boren Ave. has been recessed to create a larger and more inviting public area in front and give a safe space for building users to enter and exit the building before transitioning to the pedestrian sidewalk space.



15.0 APPENDIX

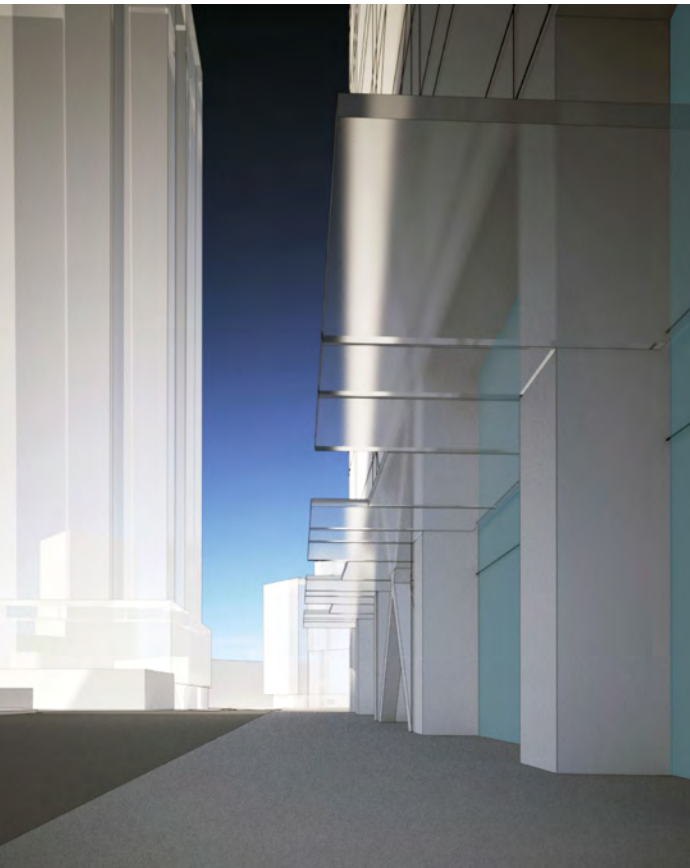
DOWNTOWN DESIGN GUIDELINES

C-5

Encourage Overhead Weather Protection

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes

Response:
Continuous overhead canopies will be provided along Boren Ave. and Virginia St. to improve pedestrian comfort and to reinforce building main entry.



C-6

Develop the Alley Facade

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

Response:
The building material along Boren Ave. and Virginia St. will return for one bay into the alley to wrap the corner and enhance the pedestrian experience along Virginia St at the alley. The rest of the alley facade will be finished with a quality material and a window design that responds to the proposed residential building across the alley.



D-1

Provide Inviting & Usable Open Space

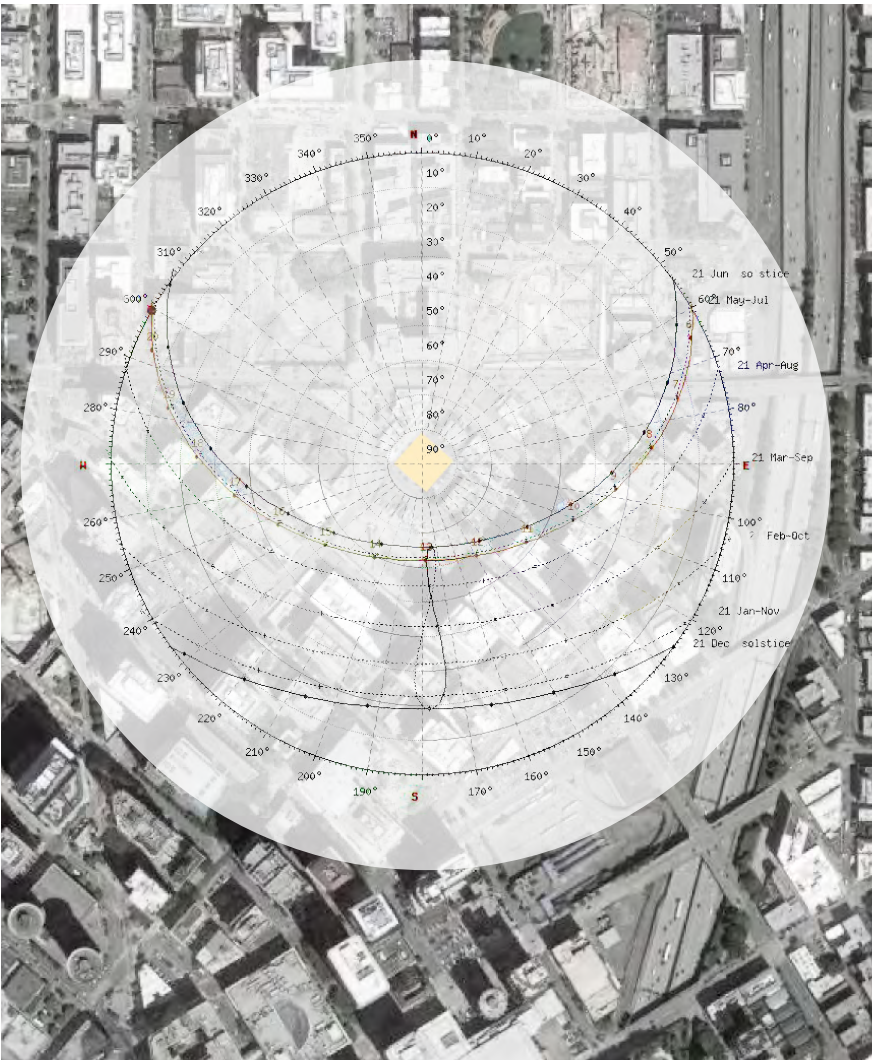
Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. View and solar access from the principal area of the open space should be especially emphasized.

Response:
The design of open space on Level 10 is orientated towards Boren Ave. and Virginia St. to allow for the most expansive views available on site. The open space will also capture south sun to provide good solar access. Landscaping will be provided to be visually pleasing and also provide a buffer from the interior office space and the exterior public open space.



15.0 APPENDIX

SHADOW STUDY

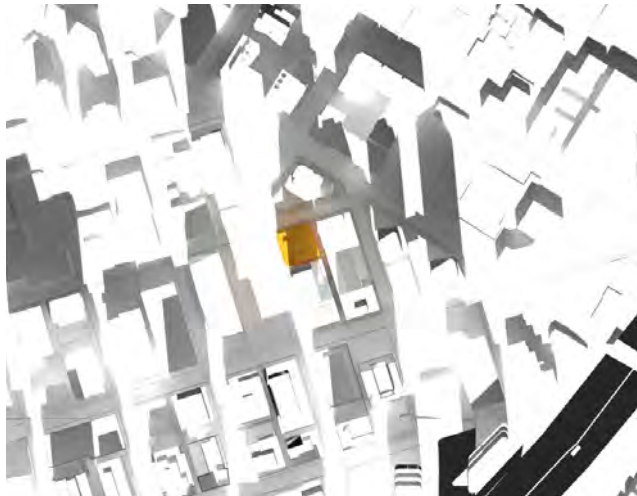


9:00 AM

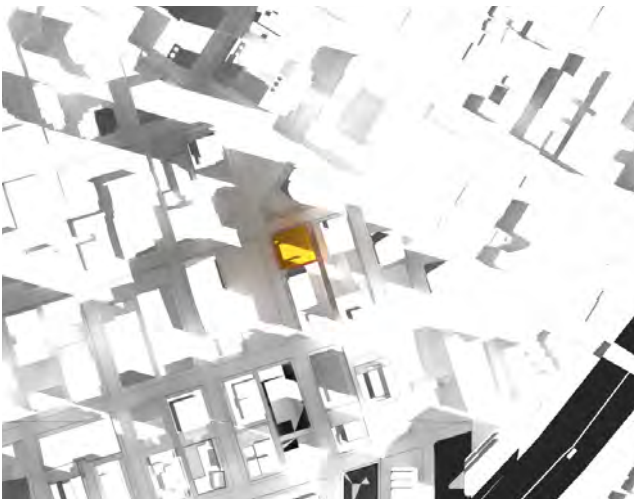
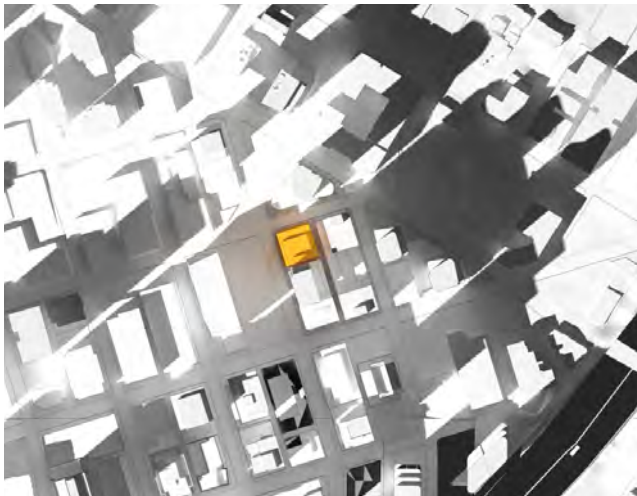


MARCH 21

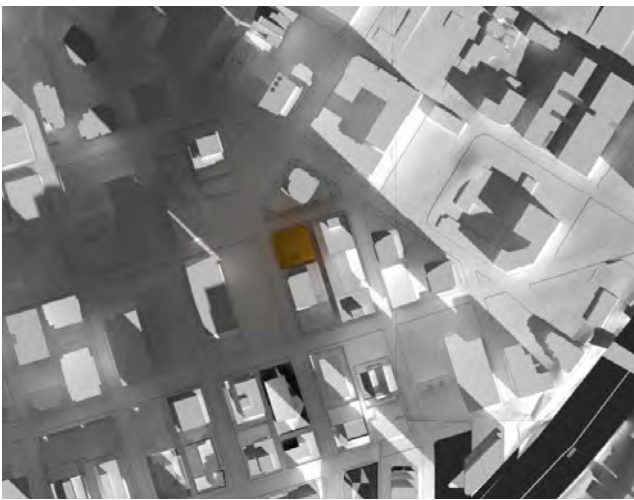
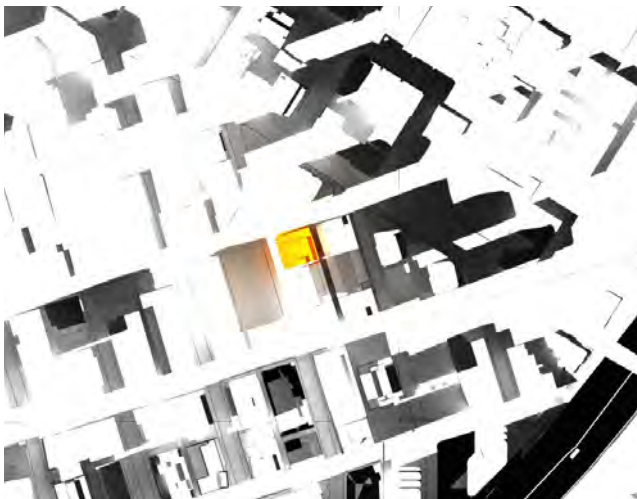
12:00 PM



3:00 PM



JUNE 21



DECEMBER 21





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