

616 BATTERY

EARLY DESIGN GUIDANCE

06.07.22 | SDCI # 3039228-EG



WEBER THOMPSON
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HOLLAND + WEBER THOMPSON PROJECTS



The Ivey and The Ayer (Both Under Construction)



Kiara (Completed 2018)



Premiere on Pine (Completed 2015)



Fifteen Twenty-One (Completed by Holland Partner team members prior to joining Holland, 2008).

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THE DEVELOPMENT

616 BATTERY STREET

616 Battery is located at a major junction in Seattle's grids, where Denny, Dexter, 7th and Borealis Avenue, all intersect. One-way streets surround the site, and 7th has recently been dead-ended creating an inaccessible one-way frontage. This creates a new opportunity for a unique space at the end of the street that can improve the pedestrian experience and solve the awkward situation that currently exists. Two large multi-tower projects are planned and under construction to the southeast. A design that stands apart and separates itself, both in massing and articulation, will help break from the vocabulary of those projects and create a unique expression to anchor the end of the block. The project will be 440' and feature 45 levels of residential apartments, a large amenity program on multiple levels, and a mix of above and below grade parking to satisfy parking demand on such a small, irregularly shaped parcel. Proximity to Denny Park, several open lots, and very limited alley condition, means the project will have three street frontages. These create both opportunities and challenges that have been addressed in several ways through our design studies. Retail and bike parking will both be accessed along grade, but the shortened alley condition and the complexities of the narrow site mean space at grade is a premium. The new turnaround on 7th will create a bookend that connects all the way from the convention center, past Amazon's spheres, and now terminates at this site. Our retail and lobby all focus towards this new corridor and unique urban condition, and our podium steps down from the commercial scale of the developments to the south to better relate to the scale of the surrounding neighborhood.

Project Statistics

- 15,450 SF Site
- 1,775 - 2,150 SF of retail (Depending on ramping option)
- 440' Residential Apartment Tower
- 455-475 Residential Units
- 255-263 Parking Stalls (Above and below grade)
- 55'/65' Podium with a mix of residential units and parking.



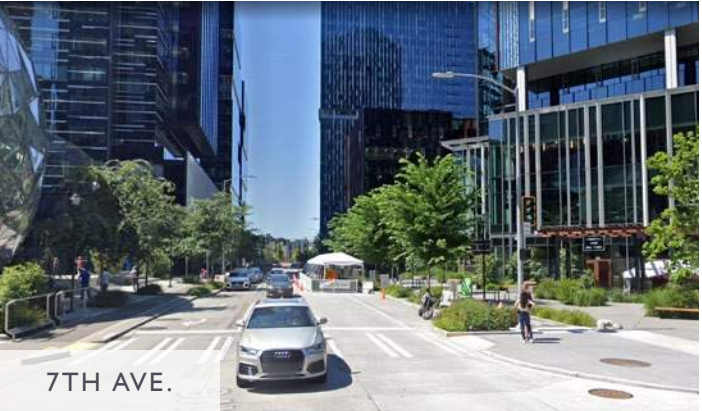
THE NEIGHBORHOOD

THE LOCAL NEIGHBORHOOD

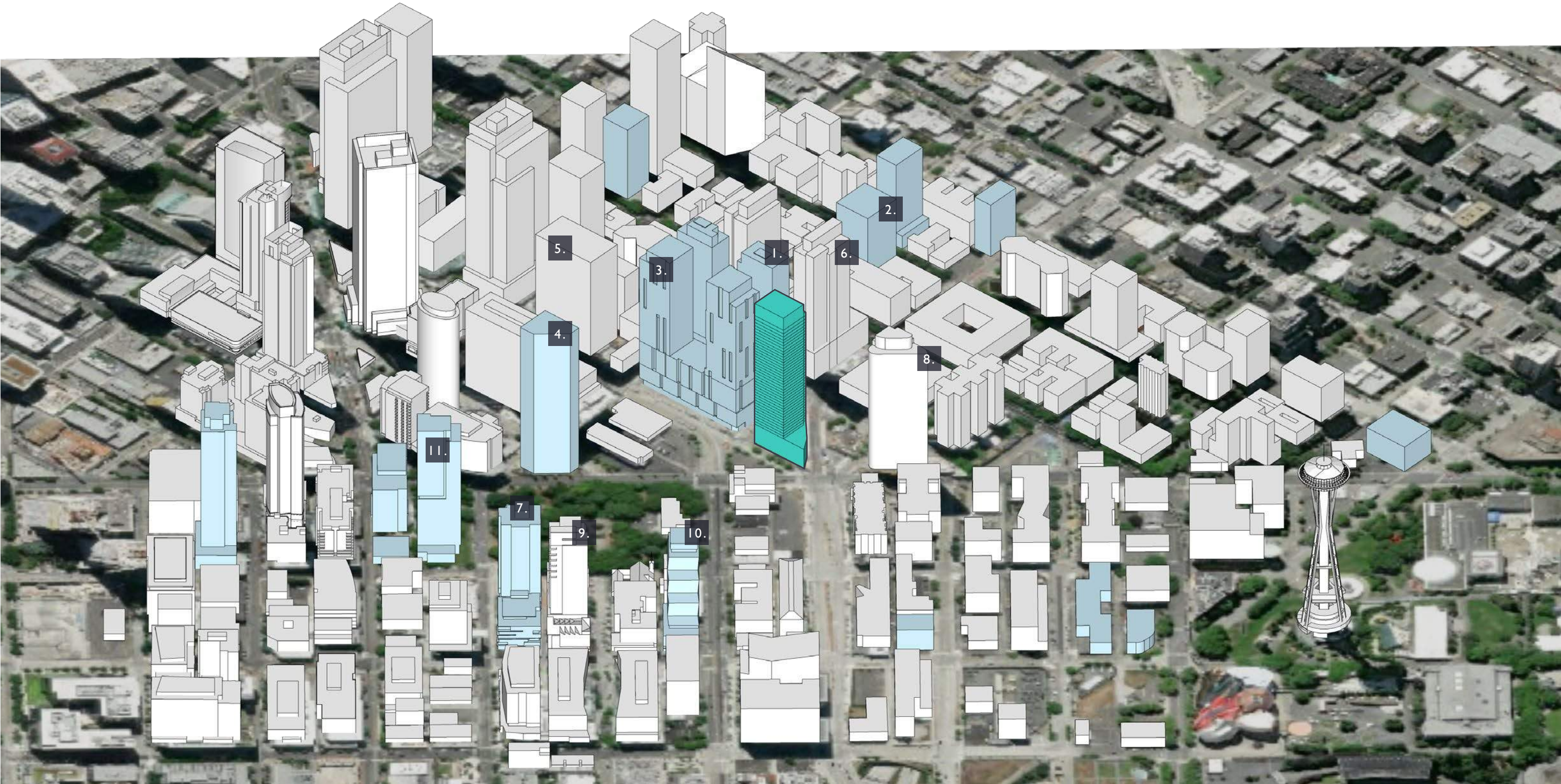
The local neighborhood is an evolving community containing a diverse array of uses including residential, office, and institutional and soon Biotech. The project also sits near the junction of SLU, Denny Triangle, Uptown and Belltown, with each containing a variety of building types, scale and uses. The Seattle Center and Space Needle are only several blocks away, and with Denny Park across the street, the site has abundant access to open spaces. Over the last 15 years this neighborhood has become a hub for office and innovation, a vibrant new residential district with thousands of new high-rise homes. It went from a zone covered in surface parking lots to a network of green spaces, pedestrian corridors and bike paths. While the site sits in the Denny Triangle, it is really part of something much larger.

7TH AVE.

While 7th Ave. is not considered a significant street from a zoning perspective, it has become a major thoroughfare through downtown, connecting the convention center, Pacific Place and the retail core, with Amazon, the spheres and the residential blocks to the north where this site lies. That now ends in front of our site, creating an opportunity to retake some of that space for landscaping and an improved pedestrian experience.



SITE CONTEXT AND SURROUNDING DEVELOPMENT



SURROUNDING CONTEXT AND NEIGHBORHOOD MASSING (REFER TO FOLLOWING PAGE FOR NUMBERING)

- Future Projects
- Project Building Envelope
- Existing Context

SITE CONTEXT AND SURROUNDING DEVELOPMENT

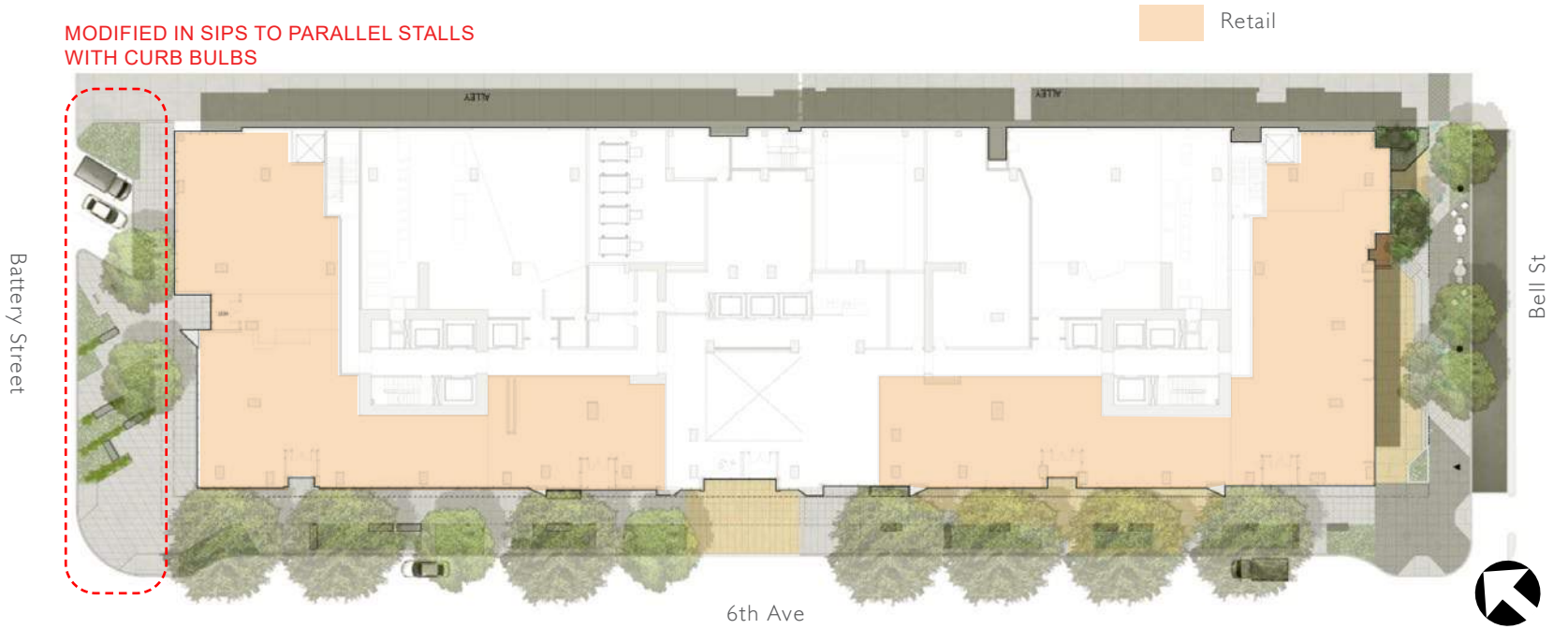
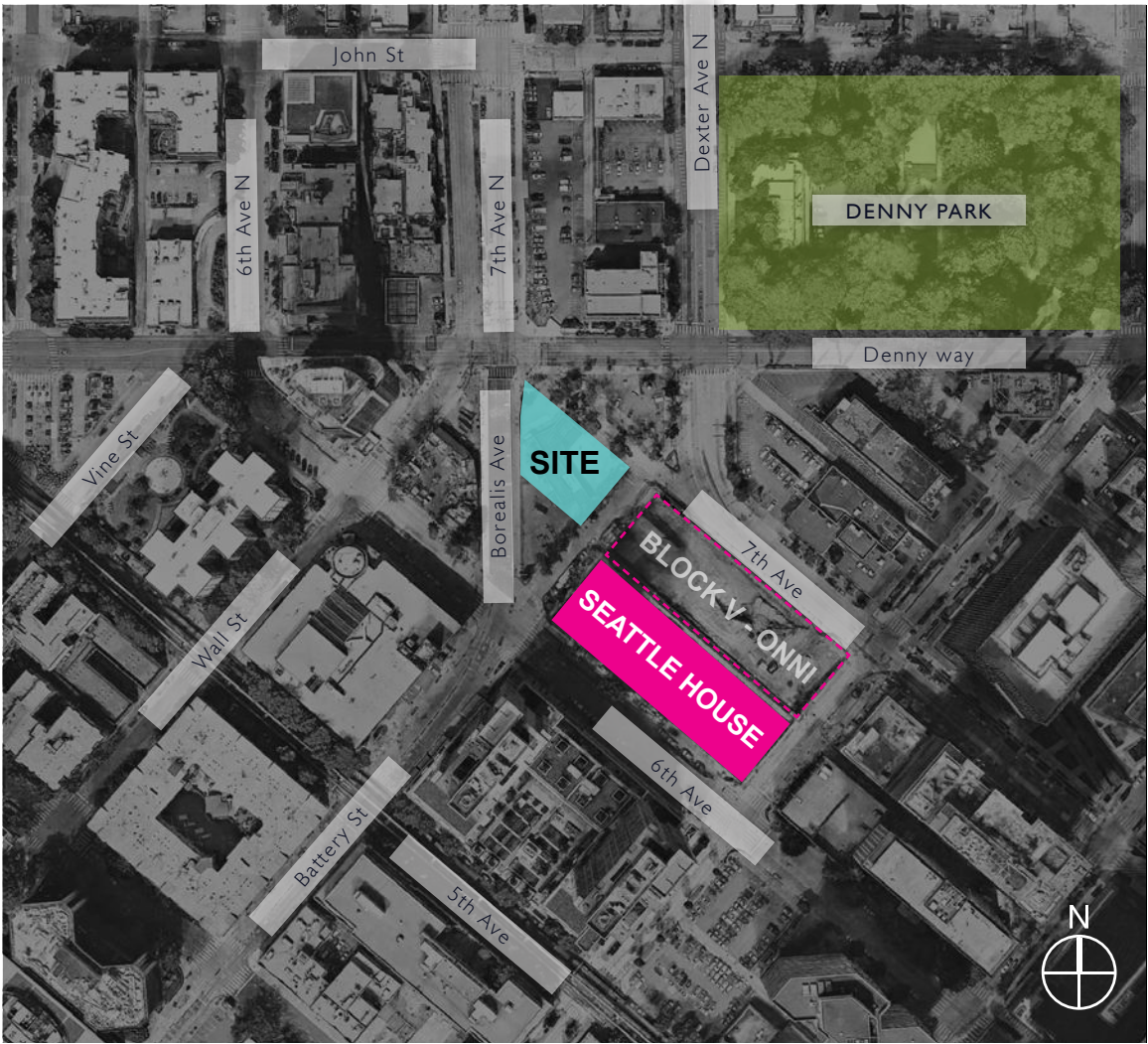


- Completed Project
- Under Construction
- Planned

NEIGHBORING DEVELOPMENT ANALYSIS

2300 6TH AVENUE (SEATTLE HOUSE)

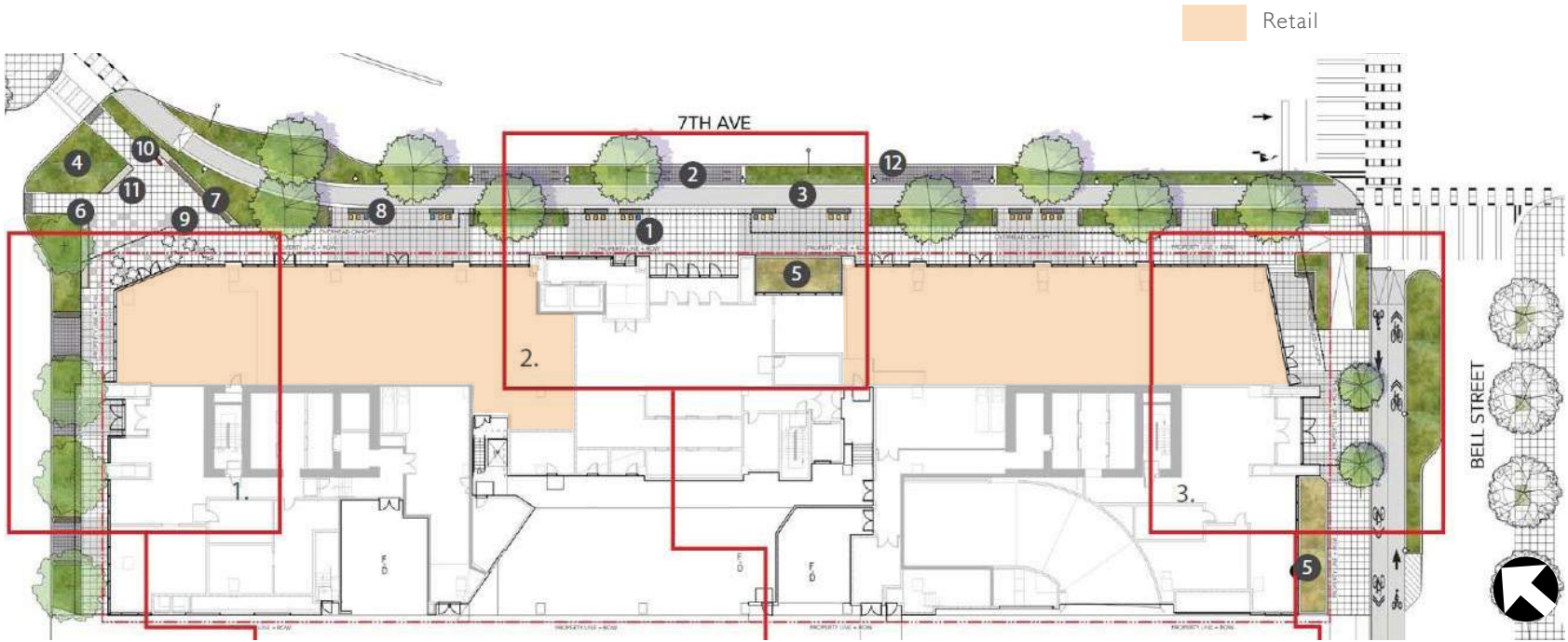
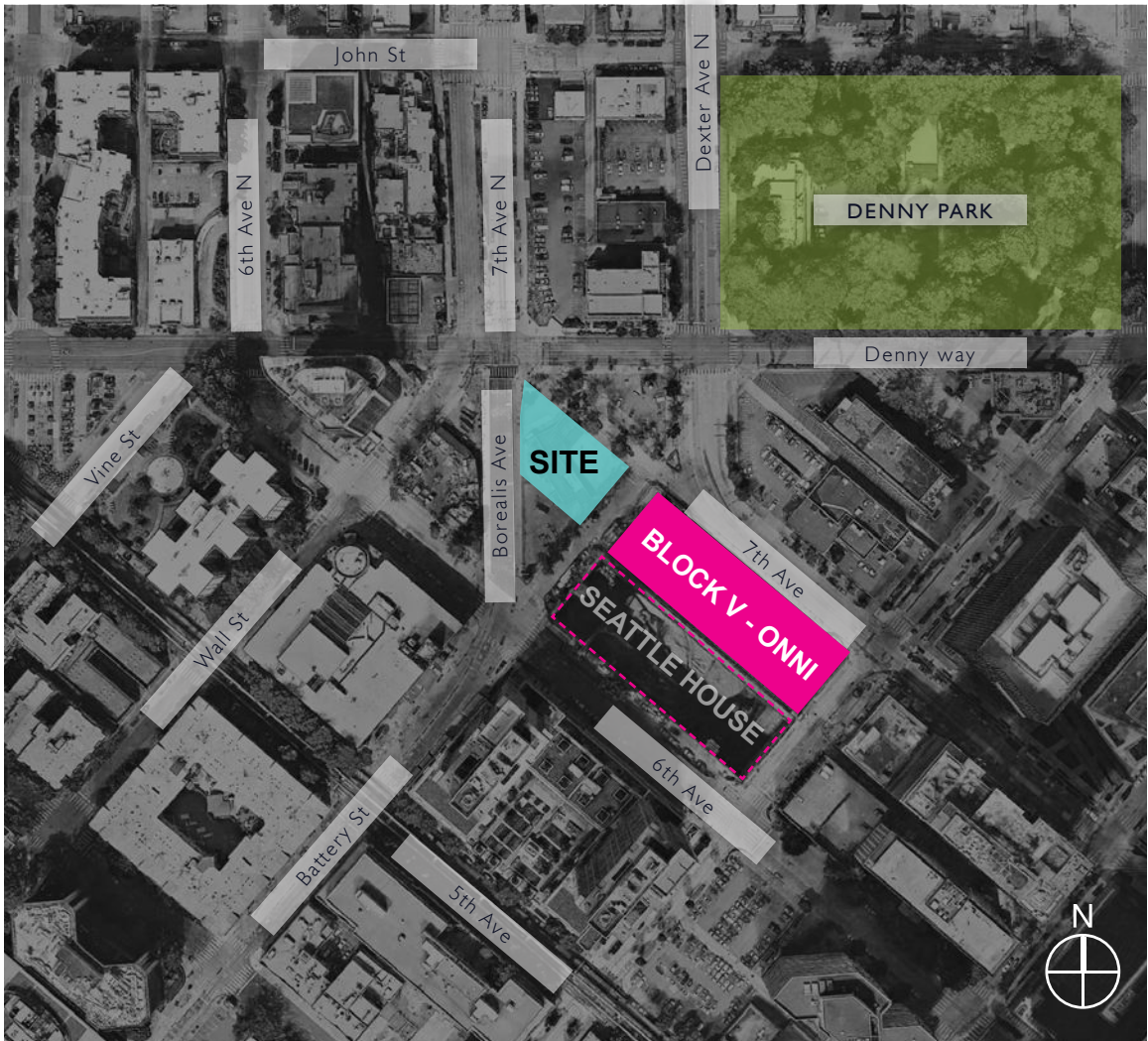
- Two predominantly residential towers with ground floor retail
- Primarily rectilinear massing with minimal massing variation
- Randomized staggered facade pattern in tower and portions of the podium
- Primarily Glass facade with additive solid vertical elements, some of which are angled to provide some visual interest
- Retail along northern facade adjacent to 616 Battery



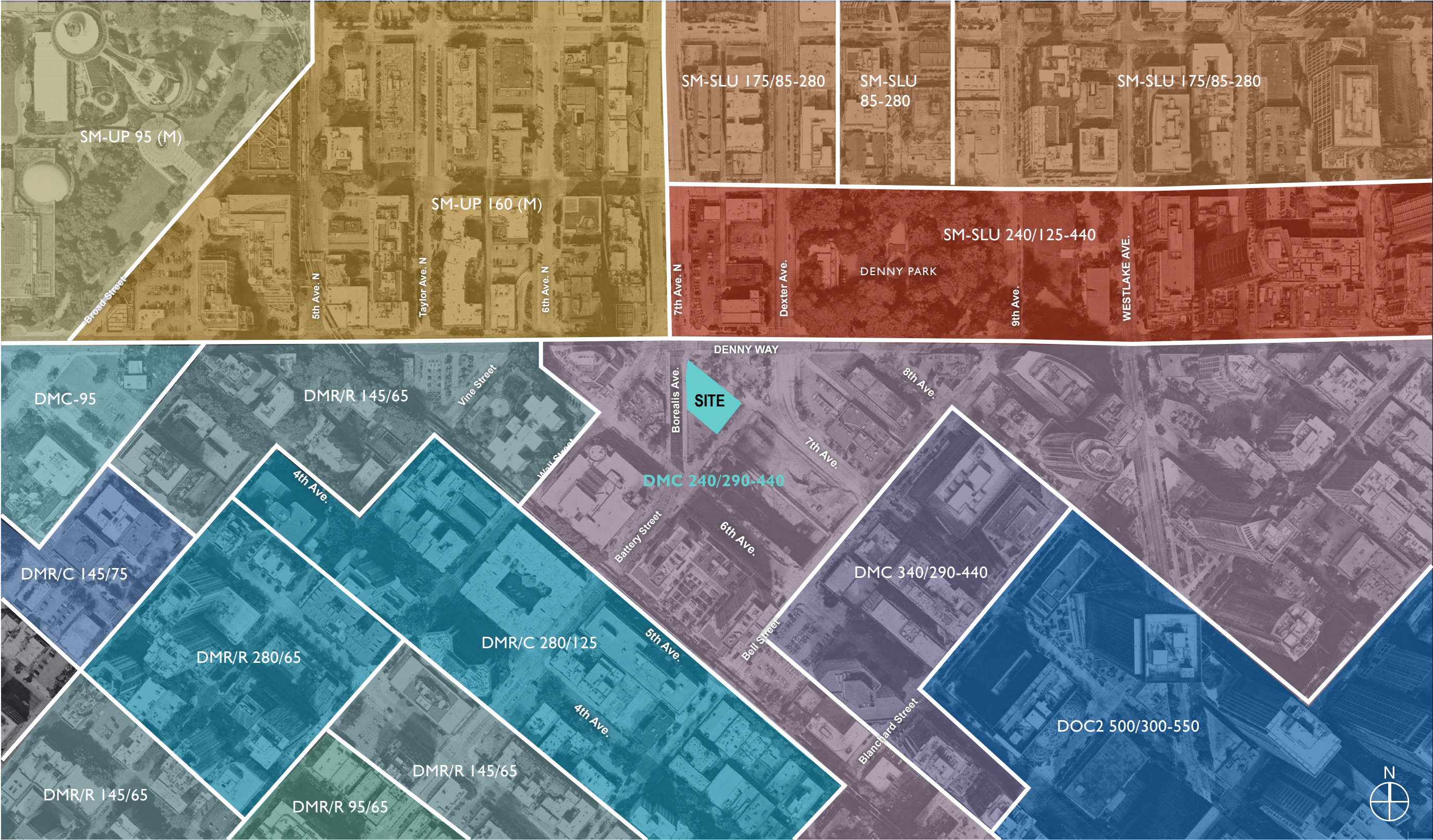
NEIGHBORING DEVELOPMENT ANALYSIS

BLOCK V (ONNI)

- Two predominantly residential towers with ground floor retail
- Primarily rectilinear massing with minimal massing variation
- Randomized staggered facade pattern in podium
- Primarily Glass facade with additive solid elements
- Retail and Residential entry along northern facade adjacent to 616 Battery.



ZONING OVERLAYS



STREET LEVEL ANALYSIS



PRINCIPAL ARTERIAL MAJOR BIKE LANE BUS STOP

BUILDING ENTRANCE TREE CANOPY

STREET ELEVATIONS



7TH AVE



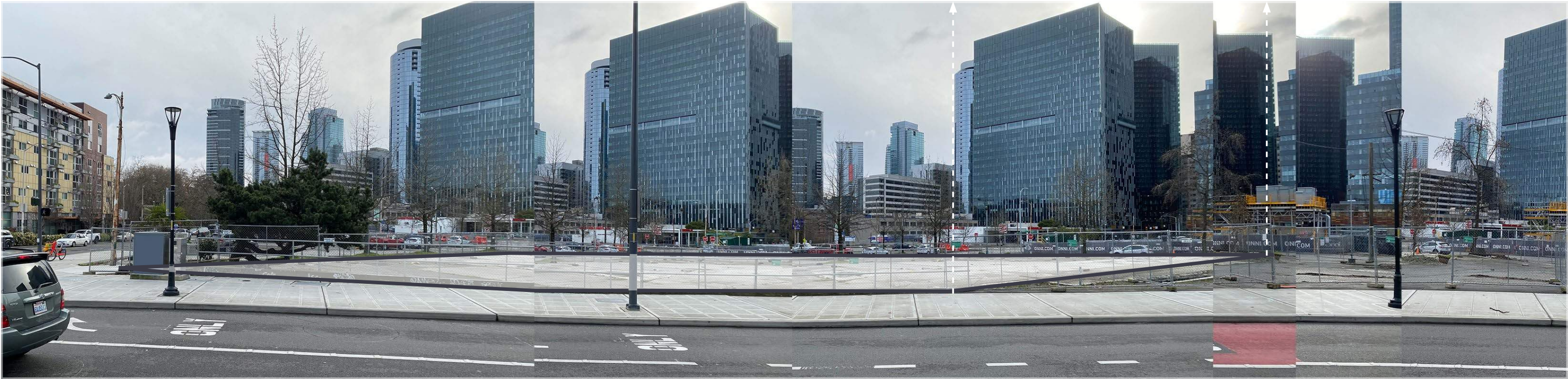
STREET ELEVATIONS



BATTERY ST



STREET ELEVATIONS



BOREALIS AVE



EXISTING SITE CONDITIONS



February 2022 site conditions @ corner of 7th and Battery looking northwest.



February 2022 site conditions @ corner of Borealis and Battery looking north.



July 2021 sidewalk and street improvements removed access to 7th Ave. in front of the site.



July 2021 sidewalk and street improvements at "alley" entry on Borealis after viaduct removal

SITE SURVEY & TRAFFIC STUDY

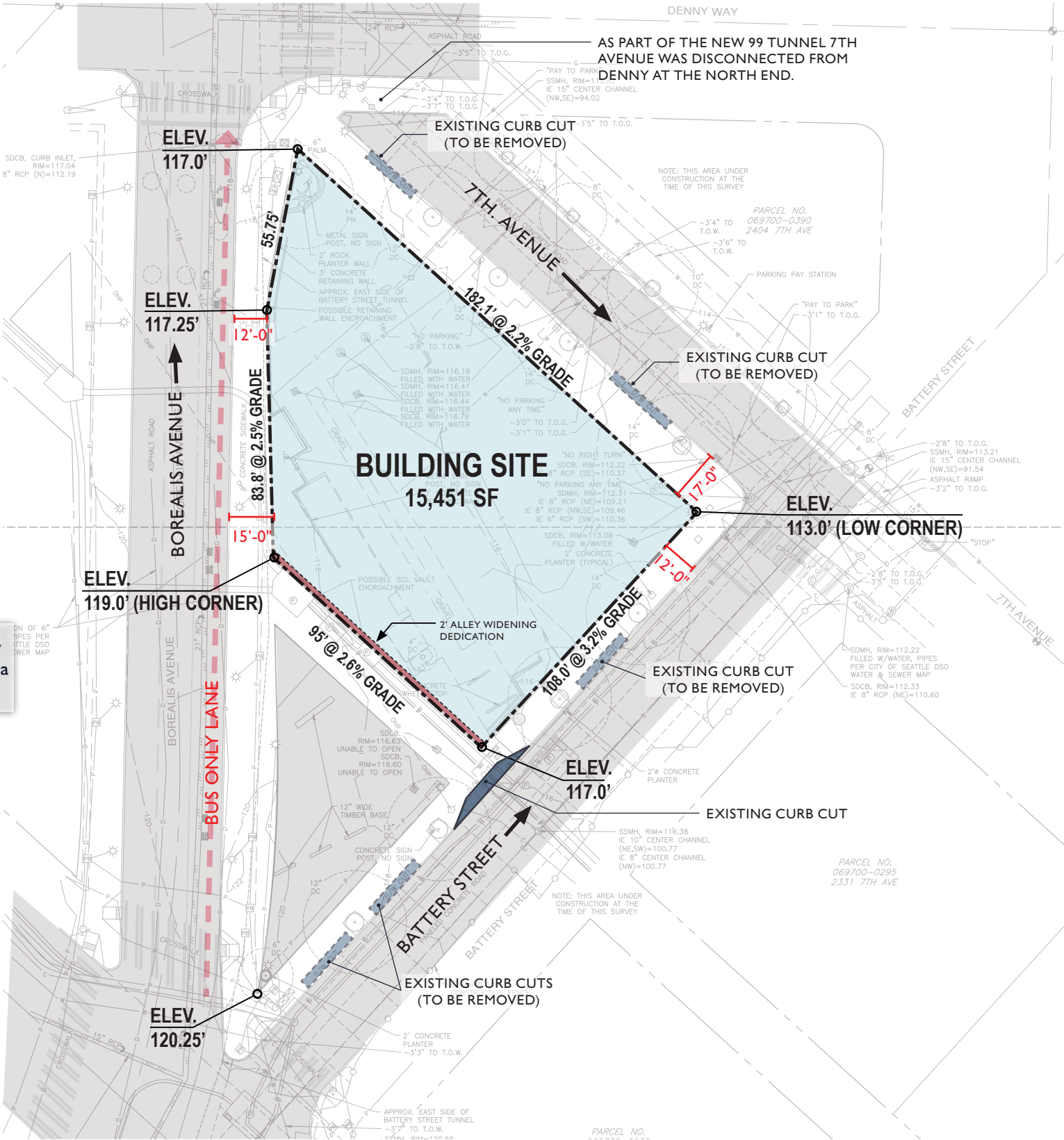
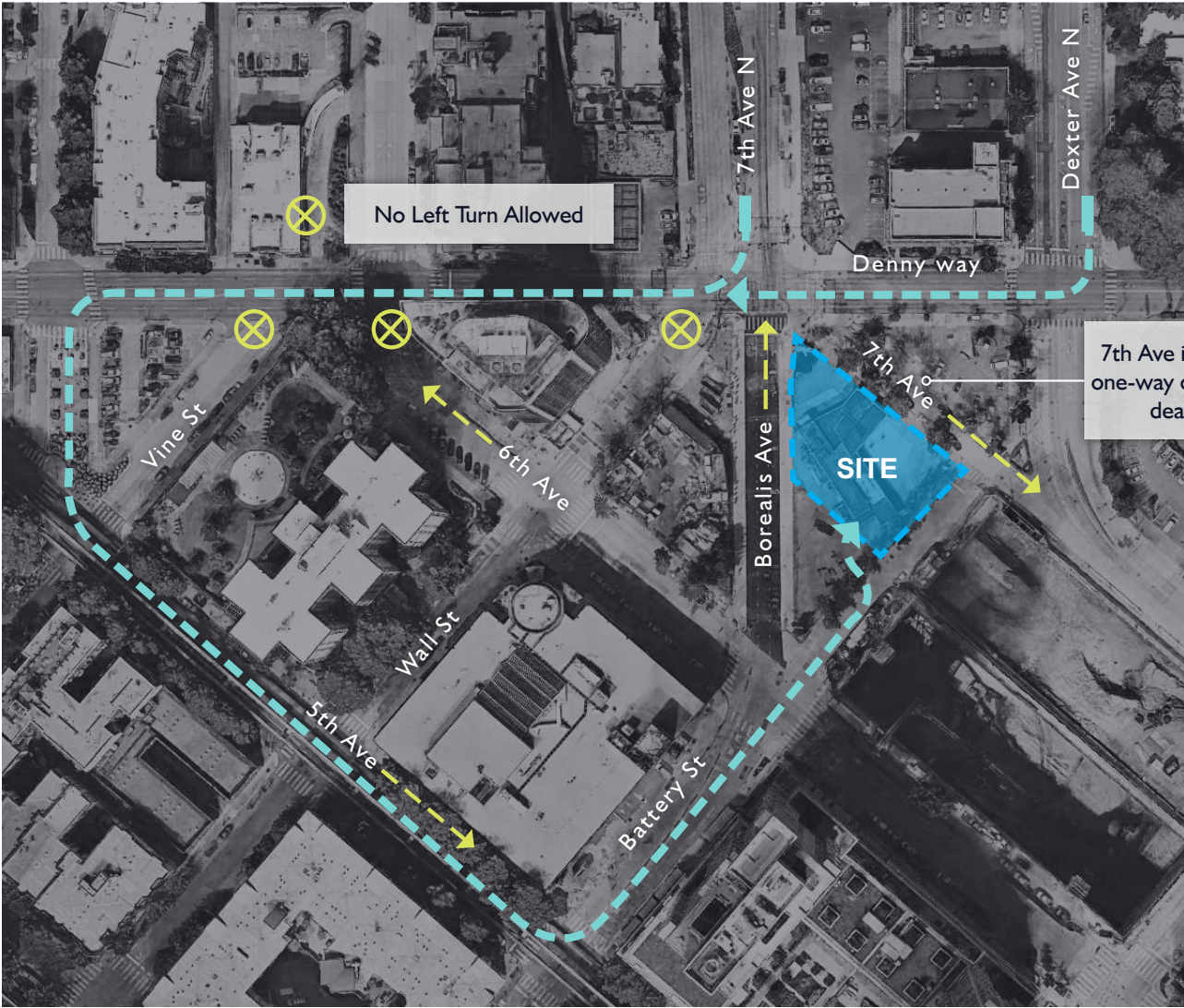
LEGAL DESCRIPTION:

LOTS 6,7 AND 8 IN THE BLOCK W OF BELL'S 6TH ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS AT PAGE 20, IN KING COUNTY, WASHINGTON.

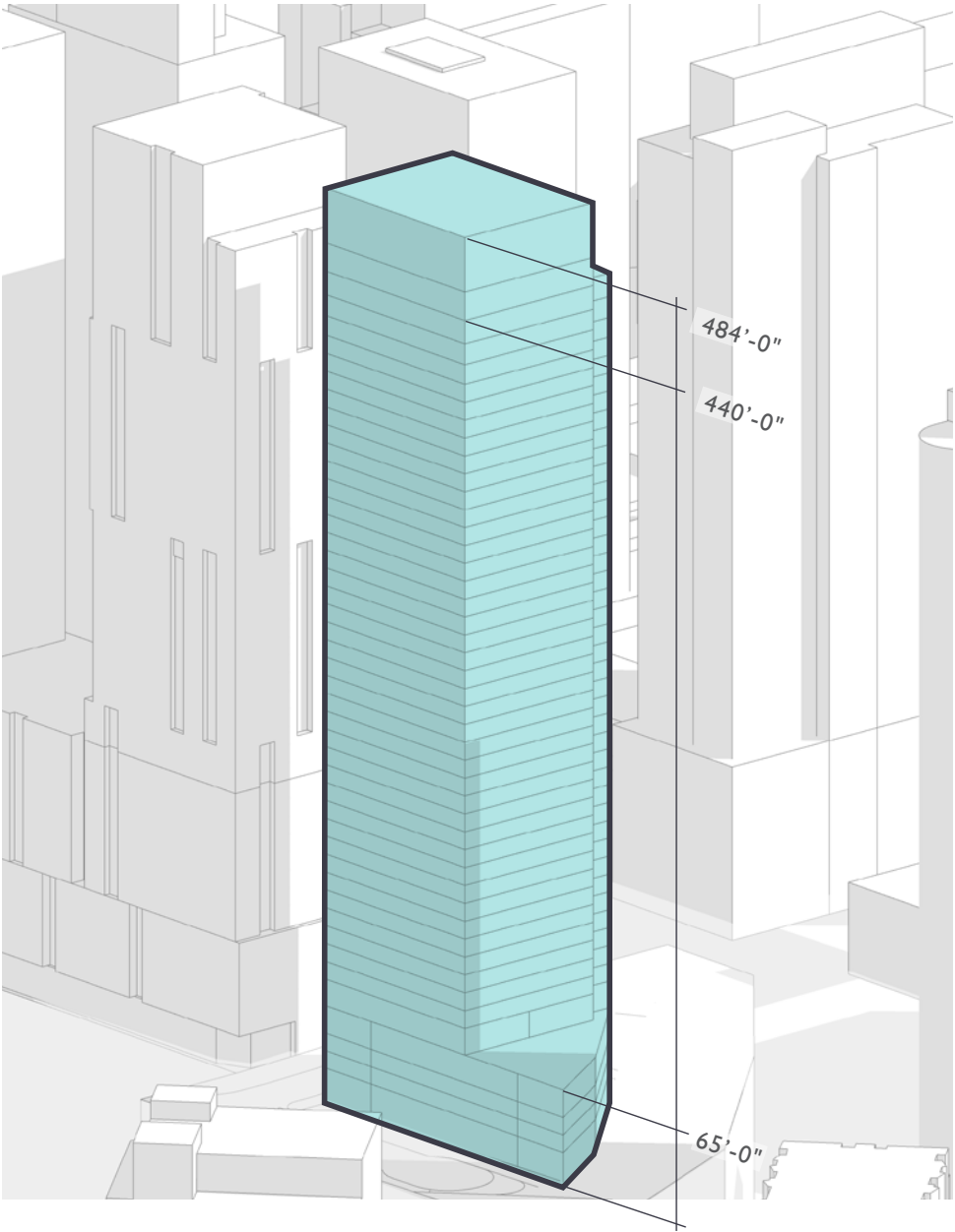
EXCEPT THAT PORTION OF 7TH AVENUE AS CONDEMNED PURSUANT TO THE CITY OF SEATTLE ORDINANCE NO. 50890;

AND EXCEPT THAT PORTION CONDEMNED PURSUANT TO THE CITY OF SEATTLE ORDINANCE NO. 77088 AND AS AMENDED BY THE CITY OF SEATTLE ORDINANCE NO. 77749;

AND EXCEPT THAT PORTION CONDEMNED PURSUANT TO THE CITY OF SEATTLE ORDINANCE NO. 104968 AND FURTHER CONVEYED TO THE CITY OF SEATTLE BY DEEDS RECORDED UNDER RECORDINGS NOS. 7502240081 AND 7502240082.

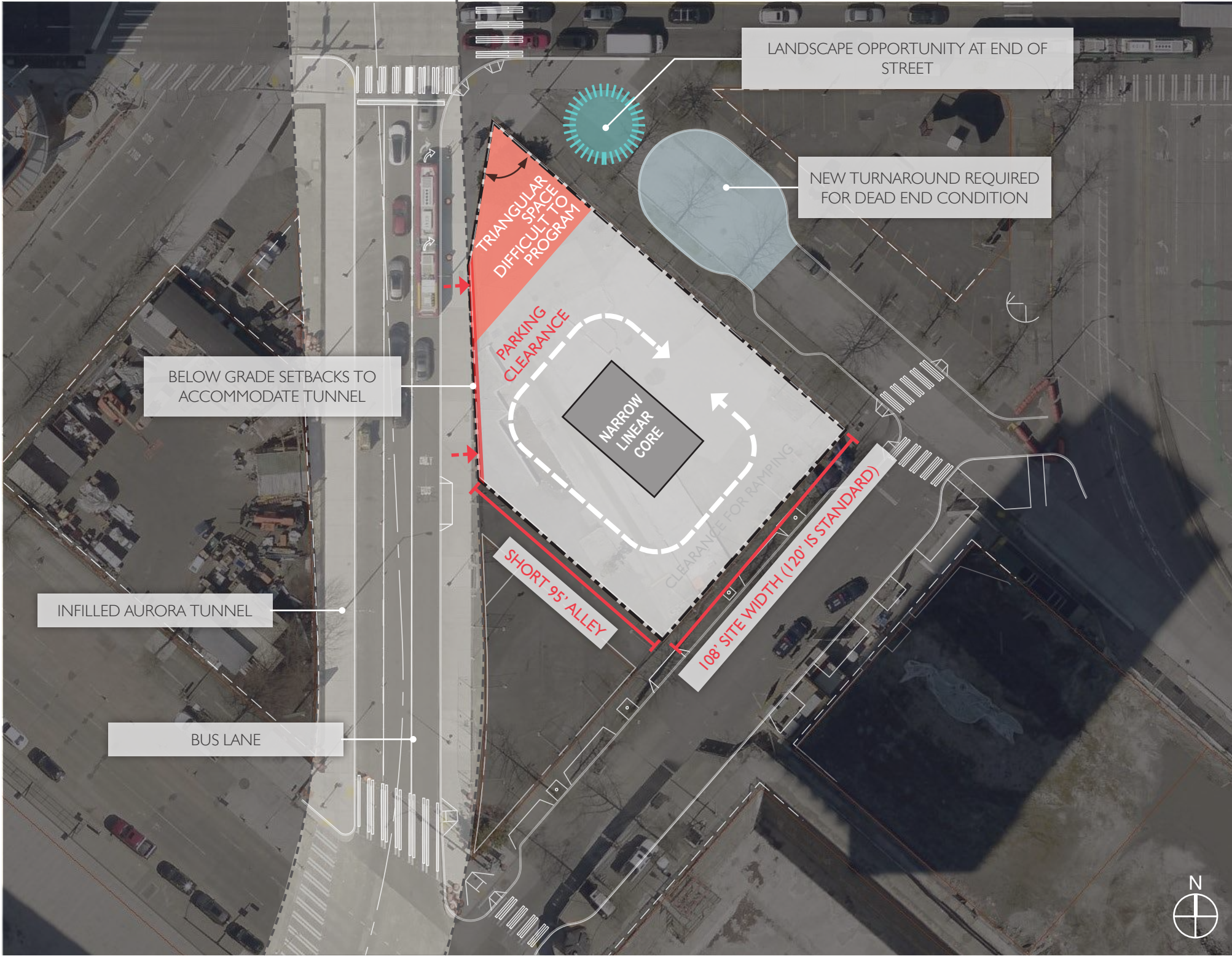


UNIQUE SITE CONDITIONS & ENVELOPE



ZONING / BUILDABLE ENVELOPE

- RESIDENTIAL HEIGHT: 440'-0"
- TOWER HEIGHT WITH MECHANICAL: 484'-0"
- PODIUM HEIGHT: 65'-0"
- MAX AVERAGE TOWER FLOOR PLATE: 10,700 SF
- MAX TOWER WIDTH: 120'-0"



SITE CONDITIONS DIAGRAM

ZONING INFORMATION

KING COUNTY PARCEL #	#0697000325
SITE AREA	15,451 SF
ZONING CLASSIFICATION (ZONING MAP 109)	DMC 240/290-440
NEIGHBORHOOD OVERLAY (23.49.056, MAP A)	DENNY TRIANGLE URBAN CENTER VILLAGE
STREET CLASSIFICATIONS (MAP 1B, MAP 1F)	7TH AVE – CLASS II PEDESTRIAN STREET, 30% MIN TRANSPARENCY / 30FT BLANK FACADE LIMIT BATTERY ST – CLASS II PEDESTRIAN STREET, 30% MIN TRANSPARENCY / 30FT BLANK FACADE LIMIT, 60FT WITH TYPE I RULING BOREALIS AVE – CLASS II PEDESTRIAN STREET, 30% MIN TRANSPARENCY / 30FT BLANK FACADE LIMIT
SIDEWALK WIDTHS (MAP 1C)	ALL ABUTTING STREETS REQUIRE A 12' SIDEWALK WIDTH AND ARE COMPLIANT
STREET LEVEL USE REQUIREMENTS (MAP 1G)	NONE REQUIRED
VIEW CORRIDORS (MAP 1D)	N/A
PROPERTY LINE FACADE (MAP 1H)	N/A
HEIGHT (23.49.008) (PODIUM HEIGHT – 65')	440' ALLOWED IF UTILIZING BONUS AVAILABLE UNDER SECTION 23.49.015 40' ADDITIONAL HEIGHT ALLOWED FOR STRUCTURES LOCATED IN DMC 240/290-440 OR 340/290-440 WHICH MAY EXCEED THE MAXIMUM HEIGHT LIMIT FOR RESIDENTIAL USE BY 10% OF THAT LIMIT COMMON RECREATION AREA ALLOWED UP TO 15' ABOVE THE MAX, AS LONG AS THE COMBINED COVERAGE OF ALL ROOFTOP FEATURES DOES NOT EXCEED 55% OF THE ROOF AREA FOR STRUCTURES THAT ARE SUBJECT TO MAXIMUM FLOOR AREA LIMITS
COMMON RECREATION AREA (23.49.010.B)	AN AREA EQUIVALENT TO 5% OF THE TOTAL GFA IN RESIDENTIAL USE, EXCLUDING ANY FLOOR AREA IN RESIDENTIAL USE GAINED IN A PROJECT THROUGH A VOLUNTARY AGREEMENT FOR HOUSING. 50% MAX. MAY BE ENCLOSED. 15' HORIZONTAL MIN. DIMENSION, EXCEPT LANDSCAPE SETBACKS AT 10' MIN. REQUIREMENT NOT TO EXCEED AREA OF LOT.
FLOOR AREA RATIO (23.49.011)	BASE = 5, MAX = 8 WITH BONUSES RESIDENTIAL USE IS FAR EXEMPT
OVERHEAD WEATHER PROTECTION (23.49.018)	CONTINUOUS OVERHEAD WEATHER PROTECTION REQUIRED ON ALL STREET FACADES WITHIN 5' OF PROPERTY LINE, 8' MINIMUM DEPTH

ROOFTOP FEATURES COVERAGE (23.49.008.B)	THE FACADES OF THE PORTION OF THE STRUCTURE ABOVE THE LIMIT DO NOT ENCLOSE AN AREA GREATER THAN 9,000 SQUARE FEET.
PARKING (23.49.019, 23.49.019.B.2/3)	3.49.019.A: NO PARKING, EITHER LONG-TERM OR SHORT-TERM, IS REQUIRED FOR USES ON LOTS IN DOWNTOWN BIKE SPACES: 1 SPACE FOR EVERY 2 DWELLING UNITS IF PROVIDING PARKING ON LOTS LESS THAN 30,000 SF OR 150 FEET IN DEPTH OR LESS, PARKING IS PERMITTED ABOVE THE STREET-LEVEL STORY PARKING ABOVE THE THIRD STORY OF A STRUCTURE SHALL BE SEPARATED FROM THE STREET BY ANOTHER USE FOR A MINIMUM OF 30 PERCENT ALONG EACH STREET FRONTAGE. FOR STRUCTURE LOCATED AT STREET INTERSECTIONS, THE SEPARATION BY ANOTHER USE SHALL BE PROVIDED AT THE CORNER.
LANDSCAPING REQUIREMENTS IN DENNY TRIANGLE URBAN VILLAGE (23.49.056.F.1)	ALL NEW DEVELOPMENT IN DMC ZONES IN THE DENNY TRIANGLE URBAN VILLAGE, SHALL PROVIDE LANDSCAPING IN THE SIDEWALK AREA OF THE STREET RIGHT-OF-WAY. THE SQUARE FOOTAGE OF LANDSCAPED AREA PROVIDED SHALL BE AT LEAST 1.5 TIMES THE LENGTH OF THE STREET LOT LINE (IN LINEAR FEET).
TOWER FLOOR AREA LIMITS (23.49.058, TABLE B)	10,700 SF AVERAGE MAXIMUM FLOOR PLATE SIZE FOR A TOWER THAT EXCEEDS THE BASE HEIGHT LIMIT. 11,500 SF MAXIMUM FLOOR PLATE SIZE FOR ANY STORY
UPPER LEVEL DEVELOPMENT STANDARDS (23.49.058)	23.49.058.B.2 & 3 FACADE MODULATION: DOES NOT APPLY TO RESIDENTIAL TOWERS. 23.49.058.C.1 RESIDENTIAL FLOOR PLATES: 10,700 SF AVERAGE, 11,500 SF MAX FOR ANY STORY. 23.49.058.C.2 MAXIMUM TOWER WIDTH: ABOVE 85', AND IN THE GENERAL NORTH/SOUTH DIRECTION (PARALLEL TO THE AVENUES), SHALL BE 120' OR 80 PERCENT OF THE WIDTH OF THE LOT LINE, WHICHEVER IS LESS. 120FT. IS THE LIMITING FACTOR ON THIS SITE.
MIN. STREET FAÇADE HEIGHT REQUIREMENT (23.49.056.A.1)	15' (CLASS II PEDESTRIAN)
FAÇADE TRANSPARENCIES (23.49.056 C.4)	CLASS II PEDESTRIAN STREETS: A MINIMUM OF 30 PERCENT OF THE STREET LEVEL STREET-FACING FACADE SHALL BE TRANSPARENT.
BLANK FAÇADE LIMITS (23.49.056 D.2 / 3)	A. BLANK FACADE SEGMENTS SHALL BE NO MORE THAN 30 FEET WIDE, EXCEPT FOR GARAGE DOORS, WHICH MAY EXCEED 30 FEET. BLANK FACADE SEGMENT WIDTH MAY BE INCREASED TO 60 FEET IF THE DIRECTOR IN A TYPE I DECISION DETERMINES THAT THE FACADE SEGMENT IS ENHANCED BY ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING, OR SIMILAR FEATURES THAT HAVE VISUAL INTEREST. THE WIDTH OF GARAGE DOORS SHALL BE LIMITED TO THE WIDTH OF THE DRIVEWAY PLUS 5 FEET. B. ANY BLANK SEGMENTS OF THE FACADE SHALL BE SEPARATED BY TRANSPARENT AREAS AT LEAST 2 FEET WIDE.
ALLEY IMPROVEMENT (23.53.030.F.1)	MIN. ALLEY WIDTH OF 20'. CURRENT ALLEY IS 16'. 1/2 THE DIFFERENCE REQUIRED AS DEDICATION = 2'-0"

COMMUNITY OUTREACH SUMMARY

SUMMARY OF OUTREACH METHODS

PRINTED OUTREACH – DIRECT MAILING, HIGH IMPACT

Posters were mailed to 716 residences and businesses and shared with one neighborhood community group. Poster, details on distribution and list of community groups who received the poster via email are in the Community Outreach Documentation Appendix A.

ELECTRONIC / DIGITAL OUTREACH – PROJECT WEBSITE, HIGH IMPACT

Project website established and publicized via poster. Monitored daily for comments from the website. Developed an interactive project website with project information and a public commenting function. Website included in Community Outreach Documentation Appendix A.

ELECTRONIC / DIGITAL OUTREACH – SURVEY, HIGH IMPACT

Online survey established and publicized via poster with link to survey featured on project website. Survey text and results included in Community Outreach Documentation Appendix A.

WHAT WE HEARD FROM RESPONDENTS

DESIGN RELATED COMMENTS

- When asked what is most important to them about a new building on the property, 61 percent of survey respondents said interesting and unique design; 44 percent said relationship to neighborhood character.
- Respondents encouraged the project team to pay attention to aesthetics and create interesting, quality plans that are distinct from other buildings with forward-looking design/materials that reflect the change occurring in the neighborhood.
- When asked what the most important consideration is for designing exterior space, 62 percent of survey respondents said landscaping; 43 percent said lighting and safety features; and 24 percent said seating options and places to congregate.
- One respondent encouraged connectivity with neighboring buildings with brightly-lit, safe and landscaped walkways and another encouraged public art. One respondent encouraged maintaining the property appropriately to help improve the general area.

NON-DESIGN RELATED COMMENTS

- Retail. When asked what retail components respondents were most interest in for this location, 80 percent said new restaurants or bars; 40 percent said new places for coffee or breakfast; and 30 percent said new stores for shopping. When visiting a building, office, restaurant or retailer, 57 percent of respondents said they were most interested in thoughtful design that is open and welcoming; 48 percent said great people and service; 38 percent said calm, restful places to rest and relax; 38 percent said a sense of openness and natural light; 19 percent said local businesses and small businesses.

WHAT WE IMPLEMENTED

DESIGN RELATED COMMENTS

- The community is interested in a design that will bring something unique, vibrant, and forward-thinking to the neighborhood. It is important that the design team is cognizant of the immediate context and is responsive to some of the neighboring properties, including Denny Park, Seattle Center, and the adjacent residential highrise developments, in addition to the immediate blocks surrounding the site and their current condition.
- Materiality and aesthetics are important to members of the community, consideration should be taken into the usage of the materials that are contemporary and attractive.
- The community has placed an emphasis on promoting a safe, well-lit and active project through the use of landscape and open space design, lighting, seating, walkways, art, and other safety features.
- Members of the community have expressed the importance of the retail configuration at this location. The design team will carefully consider how retail on the project is integrated into the overall urban fabric of the surrounding area.
- Parking and site access were also important items outlined by the respondents. Study and analysis will be performed in order to create efficient parking and site access locations that integrate naturally into existing circulation patterns, while mitigating potential negative impacts on the neighborhood.
- One respondent encouraged an interesting top feature.

DESIGN GUIDELINES

DOWNTOWN DESIGN GUIDELINESRESPONSE

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.	The unique site geometry and the many notable site adjacencies provide ample opportunity to craft a building massing that is locally and contextually site responsive. The intersection of two shifted grids creates a unique condition in Seattle's urban fabric while also contributing to the site's shape. Additionally, the project offers direct visual relationships with many significant areas including Denny Park, the Seattle Center, the Puget Sound, and more.
A-2 Enhance the Skyline	Design the upper portion of the building to promote visual interest and variety in the downtown skyline.	This site is visually prominent from many areas and locations. Careful exploration will be incorporated into each design option so that the expression of the top of the tower contributes to the unique and forward facing context of the Denny Triangle. Multiple viewpoints and angles will be analyzed in order to achieve this goal.
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.	This project lies at the intersection of many unique aspects of Seattle's urban fabric including two city planning grids, neighborhoods, and many new and upcoming developments. The major building components will be explored in context with these existing neighborhood conditions in order to ensure that the project reinforces strong urban features and contributes to the overall energy and dynamism of the area.
B-2 Create a Transition in Bulk and Scale	Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones. Height limits and upper level setback requirements were established downtown to create large-scale transitions in height, bulk, and scale. More refined transitions in bulk and scale must also be considered. Buildings should be compatible with the scale of development anticipated by the applicable.	The site has some significantly varying contextual scales including large, high-rise residential developments to the South, large open areas in Denny Park, and various other scales of immediate adjacencies. The design of the project, overall tower location, and major massing elements will seek to create elegant and thoughtful transitions between these various elements.



A-1
Diagram – Unique urban site condition drives design response and shaping of design options



A-2
Reference image – Dynamic tower form at top enhances Seattle Skyline



B-1
Reference Image – Major building elements relate directly to existing urban fabric, reinforce wayfinding, building entrances, and pedestrian patterns



B-2
Reference Image – Podium and tower integration in addition to detailing and fenestration creates elegant transitions to neighboring context

DESIGN GUIDELINES

DOWNTOWN DESIGN GUIDELINES		RESPONSE
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.	The design team has taken into consideration the responses from the Public outreach program which placed an emphasis on a contemporary architectural expression that is elegant and visually distinct from immediate context. The design team will craft a design response that is cohesive and is implemented at all scales of the building, from major massing moves to materiality and detailing.
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 appear safe, welcoming, and open to the general public. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.	Careful analysis has been completed of the existing urban patterns, and direct adjacencies with public spaces including other retail uses, parks, major walkways and bike paths, etc. The uses at the ground level have been carefully arranged in order to promote pedestrian activity and create a safe and engaging project. Landscaping and open space design, lighting, and signage will reinforce these elements to create a vibrant pedestrian ecosystem.
C-2 Design Facades of Many Scales	Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.	The design of the project utilizes various scales of massing moves in order to break down the scale of the major building elements. In further developing the project, the design team will integrate facade patterns and systems which reinforce these massing shifts, while further reducing the scale of major elements for an improved pedestrian experience.



B - 4

All major building components, materiality and detailing are cohesively designed to create a unified design, while also responding to the pedestrian



C - 1

Building features will be integrated with sidewalk spaces to create engaging pedestrian spaces



C - 2

Through development and study of the facade, fenestration patterns and detailing will be utilized to break down the facade to a more human scale

DESIGN GUIDELINES

DOWNTOWN DESIGN GUIDELINES RESPONSE

C-3 Provide Active not blank facades Buildings should not have large blank walls facing the street, especially near sidewalks. The unique site configuration creates some challenges with a shortened alley, however the design team will implement methods in order to maximize active facades on all sides of the project wherever possible.

C-4 Reinforce Building Entries To promote pedestrian comfort, safety, and orientation, reinforce the building’s entry. Major building elements have been integrated in order to highlight prominent building entrances. The addition of materiality, detailing, and overhead canopy design and configuration will further reinforce these entrances to promote wayfinding and pedestrian safety.

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. Views and solar access from the principal area of the open space should be especially emphasized. The design creates active facades and environments that will focus transparency, lighting and safety towards nearby open spaces and to the streetscape improvements around the site.

D-2 Enhance the building with landscaping Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material. The project team will look for opportunities in building reveals and at project entries to provide additional landscaping to further enhance the pedestrian realm. The wide sidewalks and cul-de-sac along 7th provide unique opportunities for pedestrian enhancements and additional landscaping. Battery and Borealis will also be upgraded in alignment with the new developments across the street to create a more seamless, landscaped pedestrian realm.



The design team will place an emphasis creating visual interest, mitigating blank facades and providing street activation at grade



Major building elements relate directly to existing urban fabric, reinforce wayfinding, building entrances, and pedestrian patterns



Reference images of landscaping concepts and potential design solutions for the new pedestrian zone created around the cul-de-sac on 7th. The project team will look for opportunities in building reveals and setbacks to provide additional landscaping to further enhance the pedestrian realm.



Due to constraints of the tunnel under the ROW on Borealis, the team is studying how to integrate planting in unique ways.

Our Vision is to create a building that:

Is unique, dynamic and responsive

Inspired projects do not mimic the trends of the past, but acknowledge their presence and build towards the future. The Denny Triangle is a rapidly evolving neighborhood, and a variety of forms and styles are beginning to mark its skyline. With so many projects in the area the opportunity arises to differentiate and create something that responds uniquely to our site's nature and the urban fabric around it. Each facade should be responsive to the orientation and context, utilizing solutions that are dynamic to create the best response for each unique condition.



Images that show projects that creates dynamic facades that are responsive to their site and surrounding conditions.



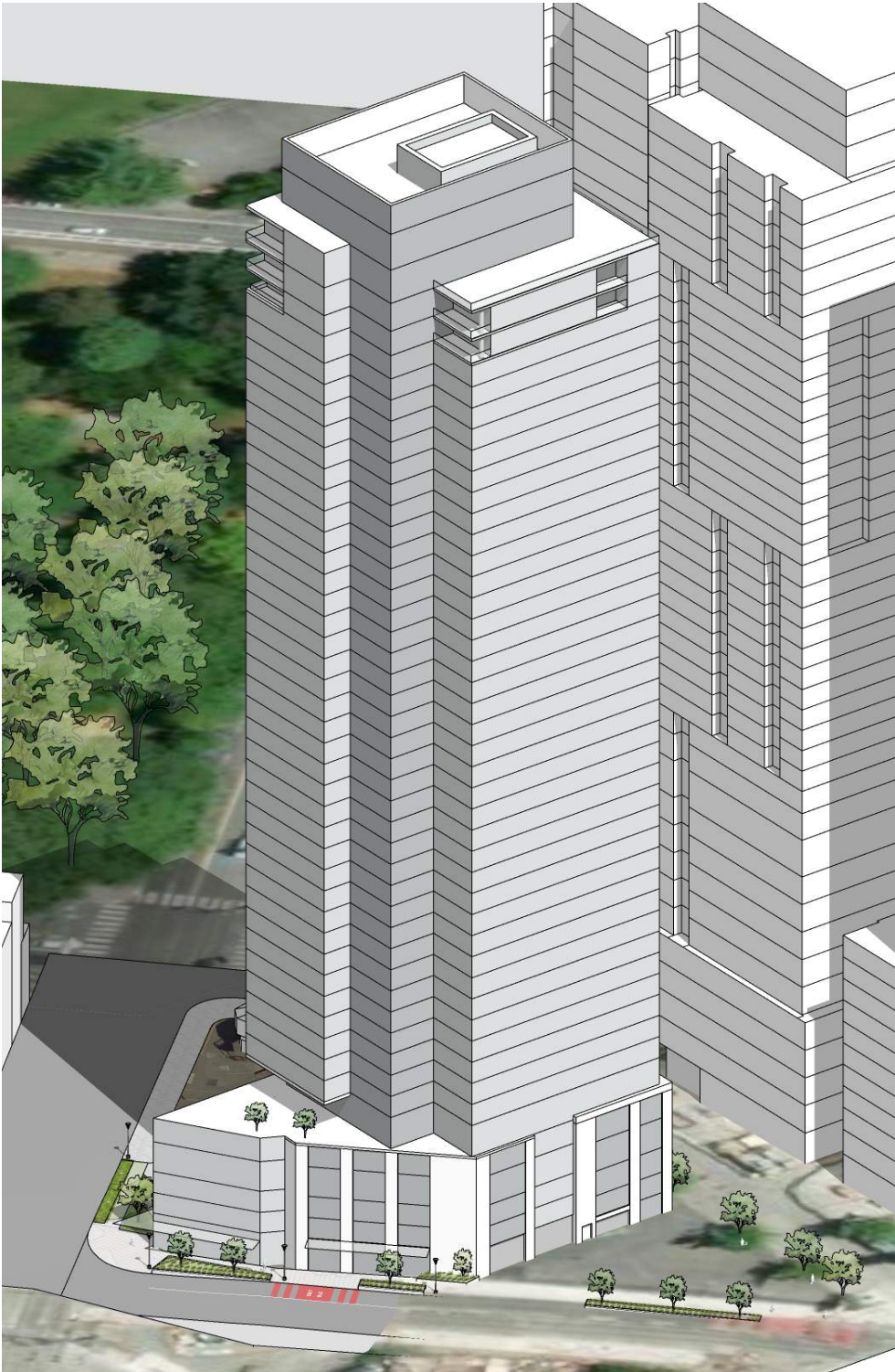
Elegantly Blends Solidity with Transparency

Our drive to make projects higher performing and more environmentally friendly is creating the opportunity to weave solid materials back into facades as an integral part of the design. A synergy between solid and transparent materiality prioritizes natural light, occupant health, and views, while maintaining a high performance and elegant design. This also affords the project the opportunity to more creatively screen the above grade parking and create a seamless transition in the facades between transparency and solidity.

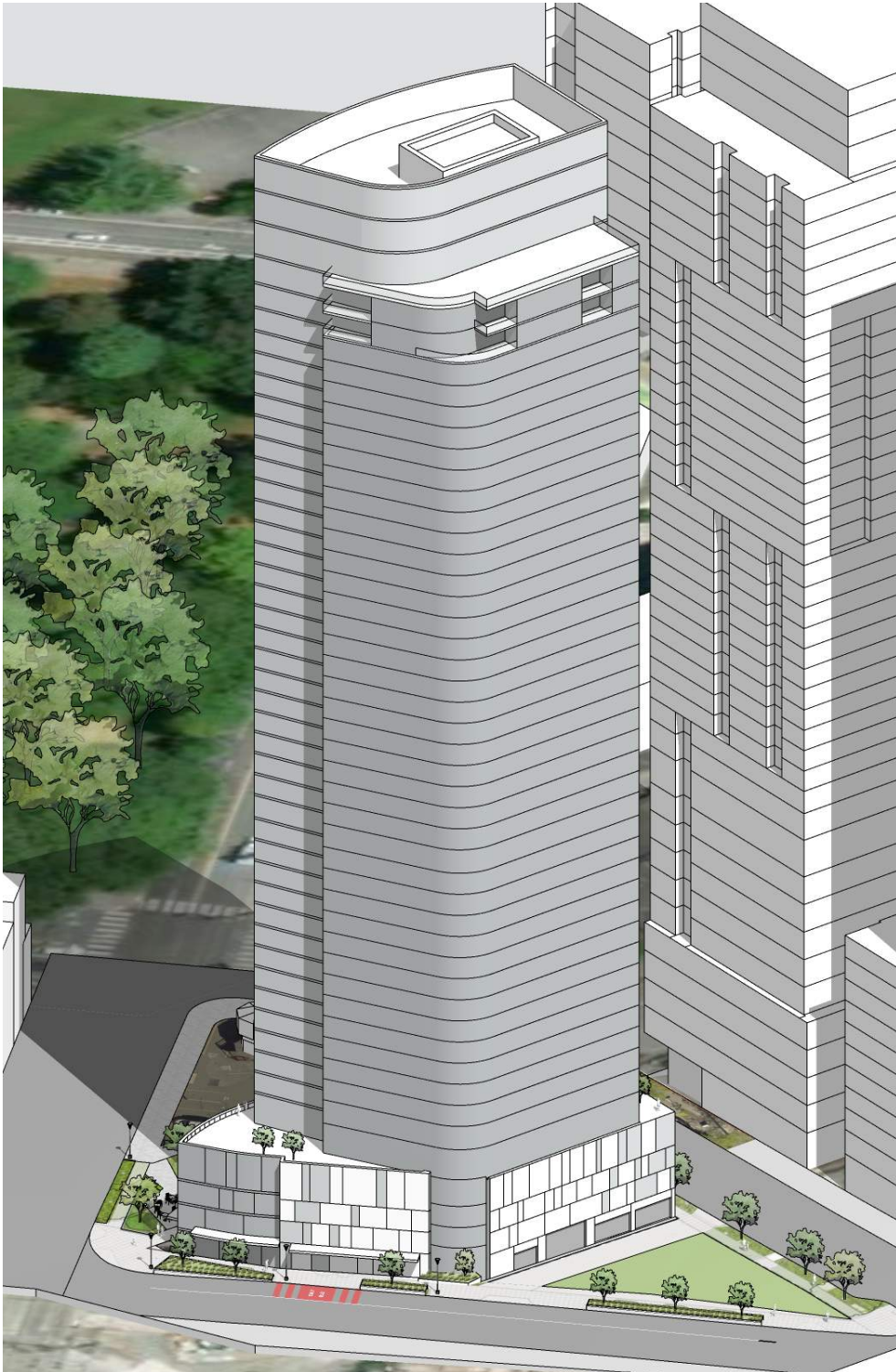
MASSING OPTIONS

MASSING OPTIONS

The concepts and naming for our three options derived from solutions for dealing with the angled site geometry unique to this site. The three solutions are to step, bend and fold the massing around the corner.



STEP (CODE COMPLIANT)



BEND



FOLD (PREFERRED)

**Different colors in massing options suggest potential material distinctions that will be continuously studied as the design develops and in conjunction with board guidance.*

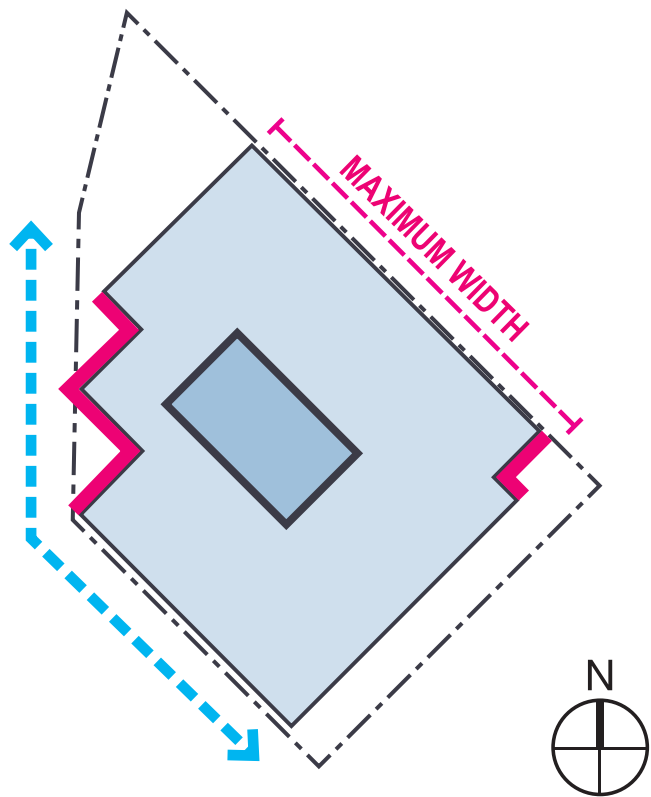
OPTION I – STEPS (CODE COMPLIANT)

GENERATIVE DIAGRAM

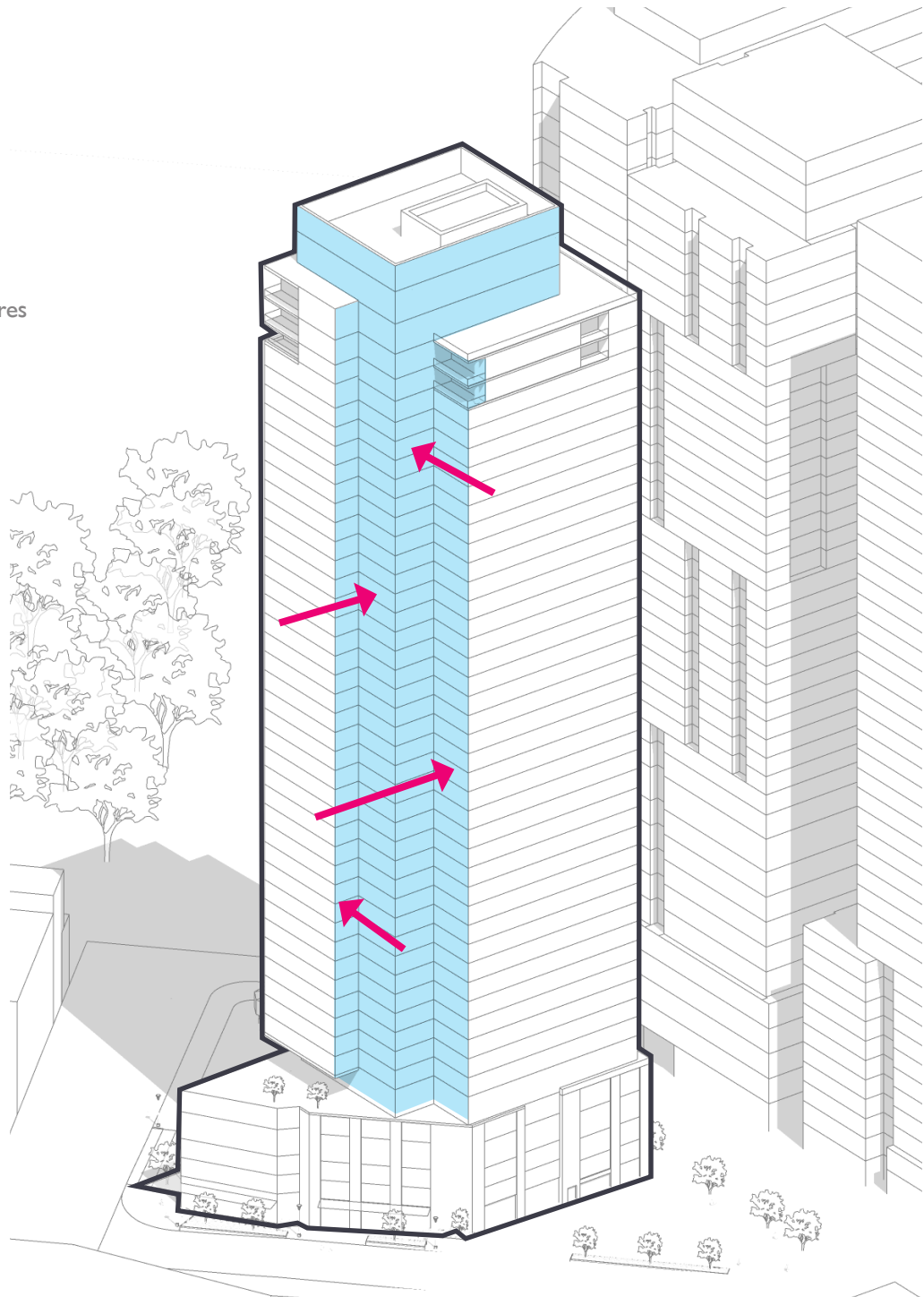
Option I utilizes a stepping, rectilinear tower form that breaks down the massing of the tower using a stacked approach. The stepped massing responds to the site geometry and is code compliant. Various tower massing elements are brought to grade to interlock the podium, grade and tower.

KEY STATISTICS:

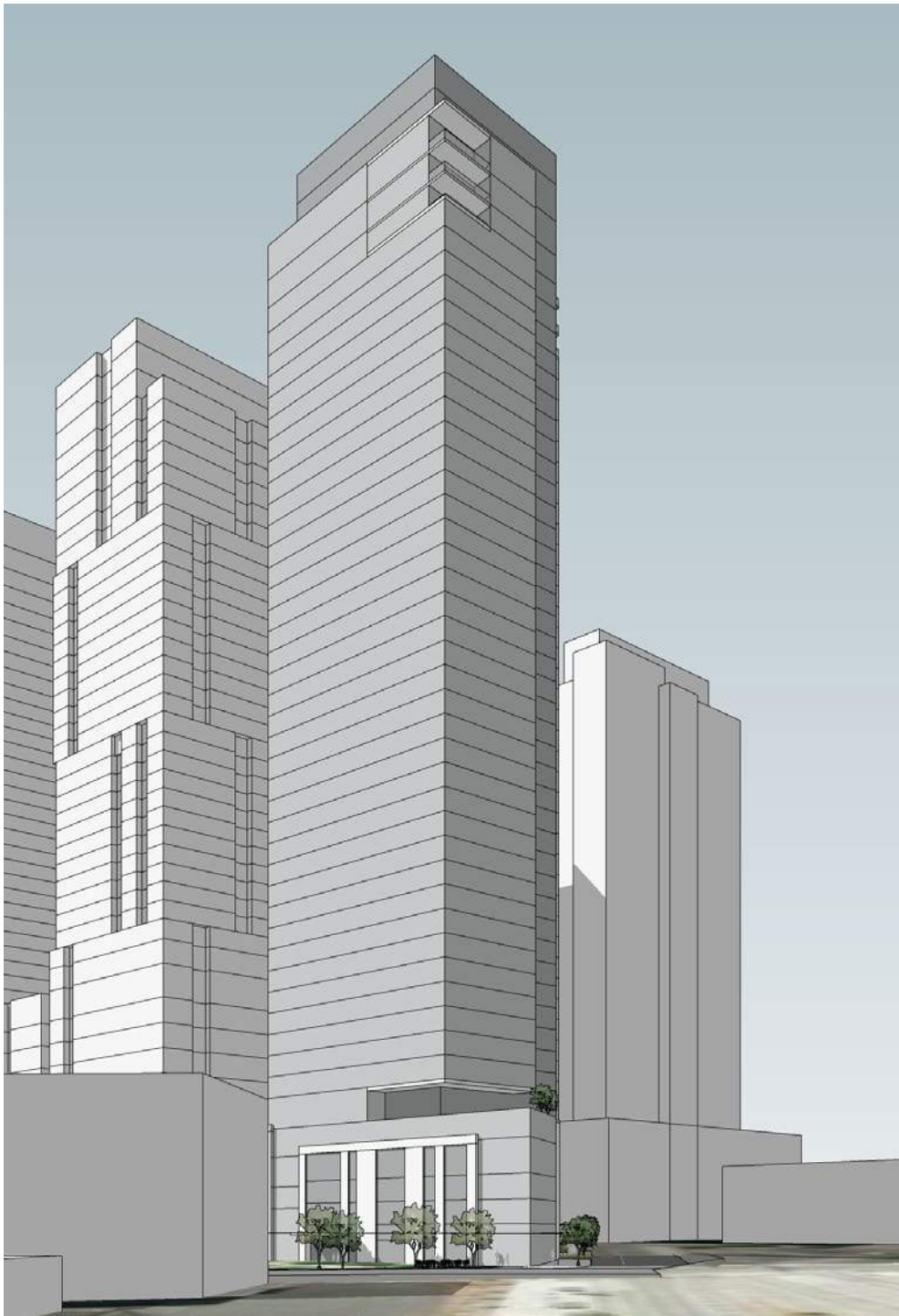
Average Floorplate:	10,700 SF	Parking Stalls:	263
Podium Height:	65'	Retail Area:	1,750 SF
Residential Units:	473	Tower height:	440' + Rooftop Features



SHAPING THE FORM
Portions of the tower form are pushed and pulled in order to break down the massing of the tower and accommodate the unique shape of the site while still remaining code compliant.

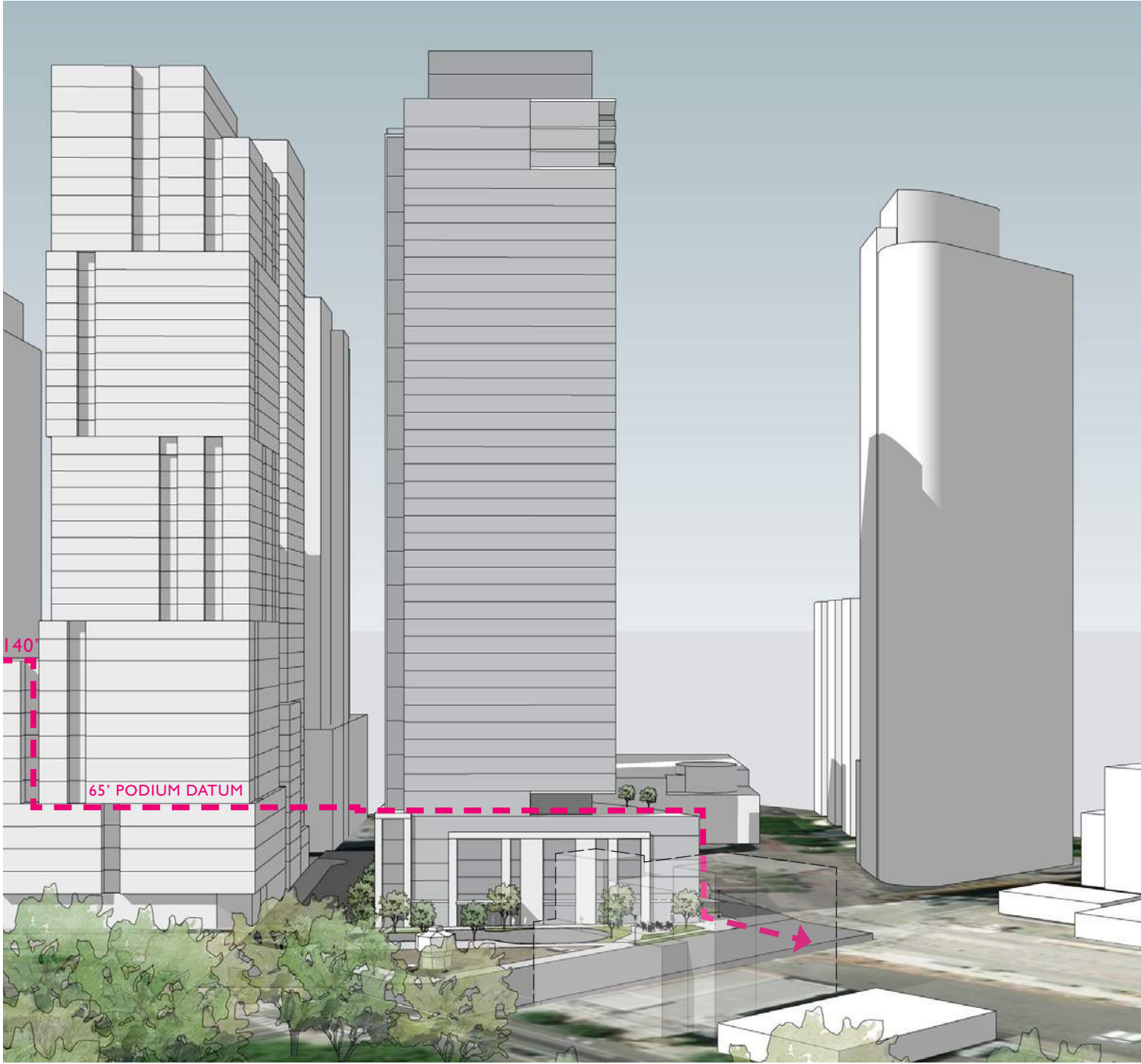


3D TOWER SHAPING DIAGRAM



VIEW FROM NORTHEAST ALONG 7TH AVE.
The color scheme in this massing model is not intended to imply materiality, but rather identify several fields with varying amounts of solidity vs. clear glass. The stepped forms that overlay each other would most likely manifest as alternating plays on a central design theme, with varying percentages of solid vs. glass facade systems and expressions.

OPTION 1 – (CODE COMPLIANT)

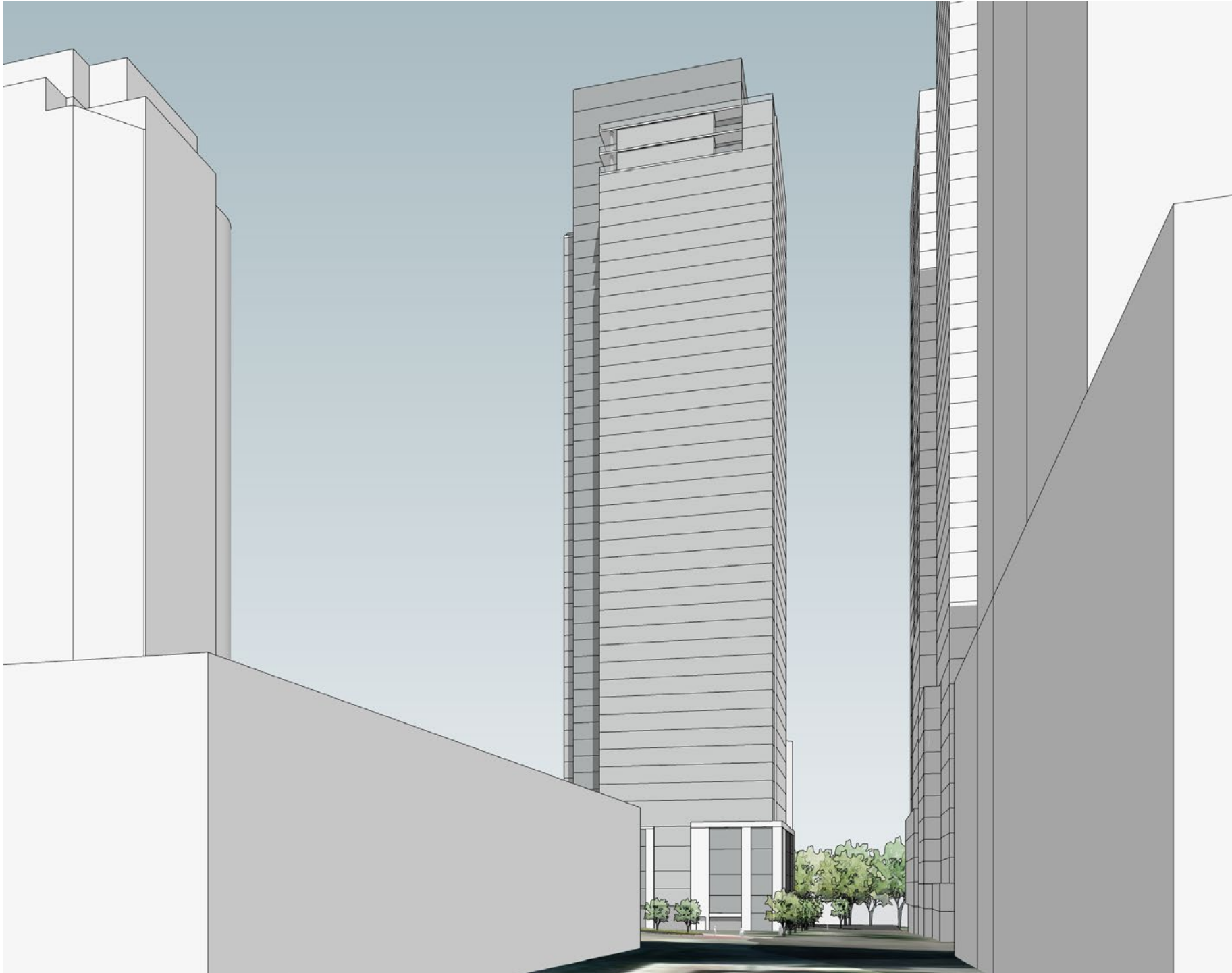


VIEW FROM EAST
From the northwest the project will be highly visible since Denny Park acts as natural step in the zoning. The podium is formed by a series of stacked bays that vary in height and step vertically around the base.



VIEW FROM NORTHWEST
From the west, steps along the angled property line define different vertical elements that create the three major massing elements, each shifting further north and south to break down the form.

OPTION 1 – (CODE COMPLIANT)



VIEW FROM BATTERY STREET TO THE SOUTHWEST

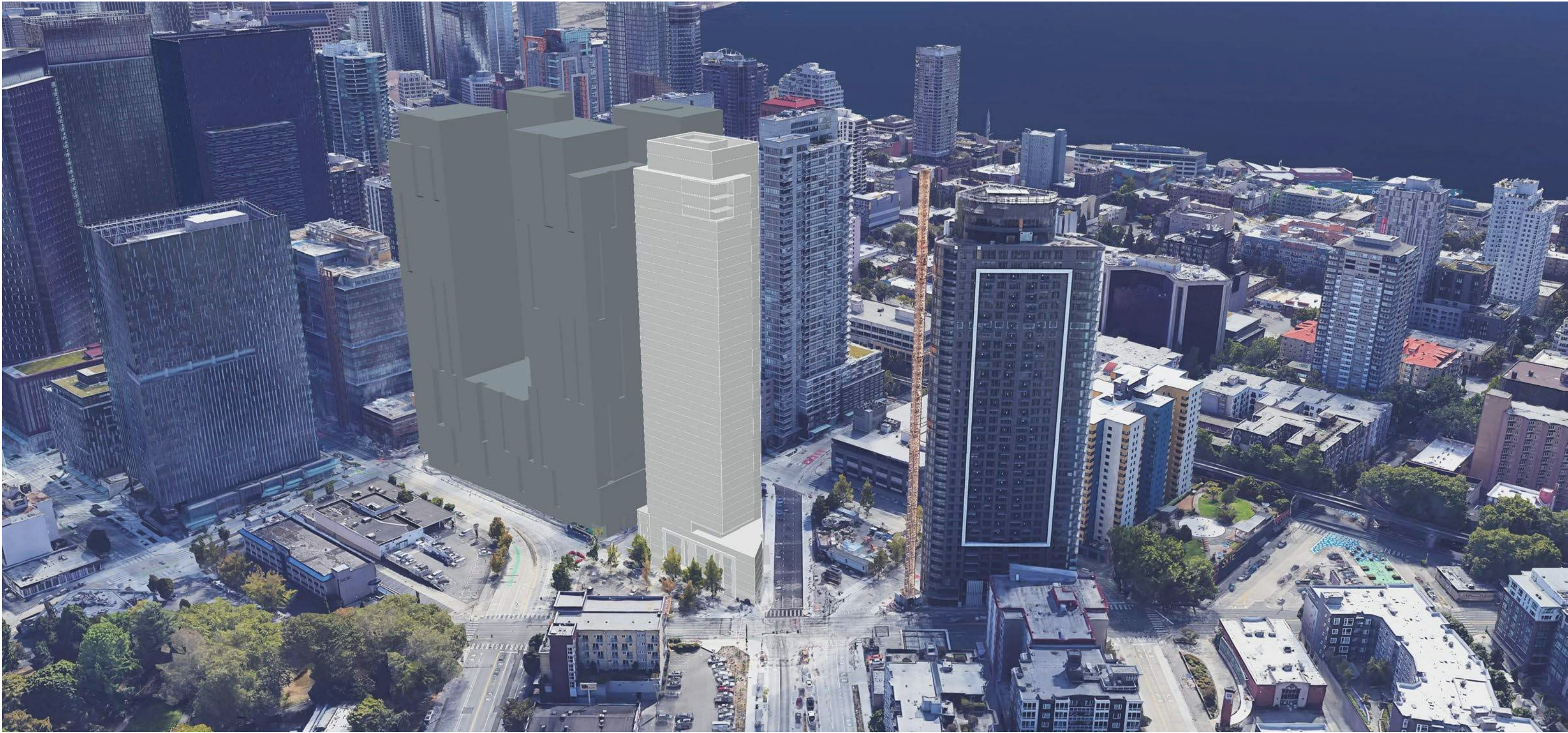


7TH AVE FACADE FROM DENNY



VIEW FROM SOUTH, AT 7TH AND BATTERY INTERSECTION

OPTION 1 – (CODE COMPLIANT)



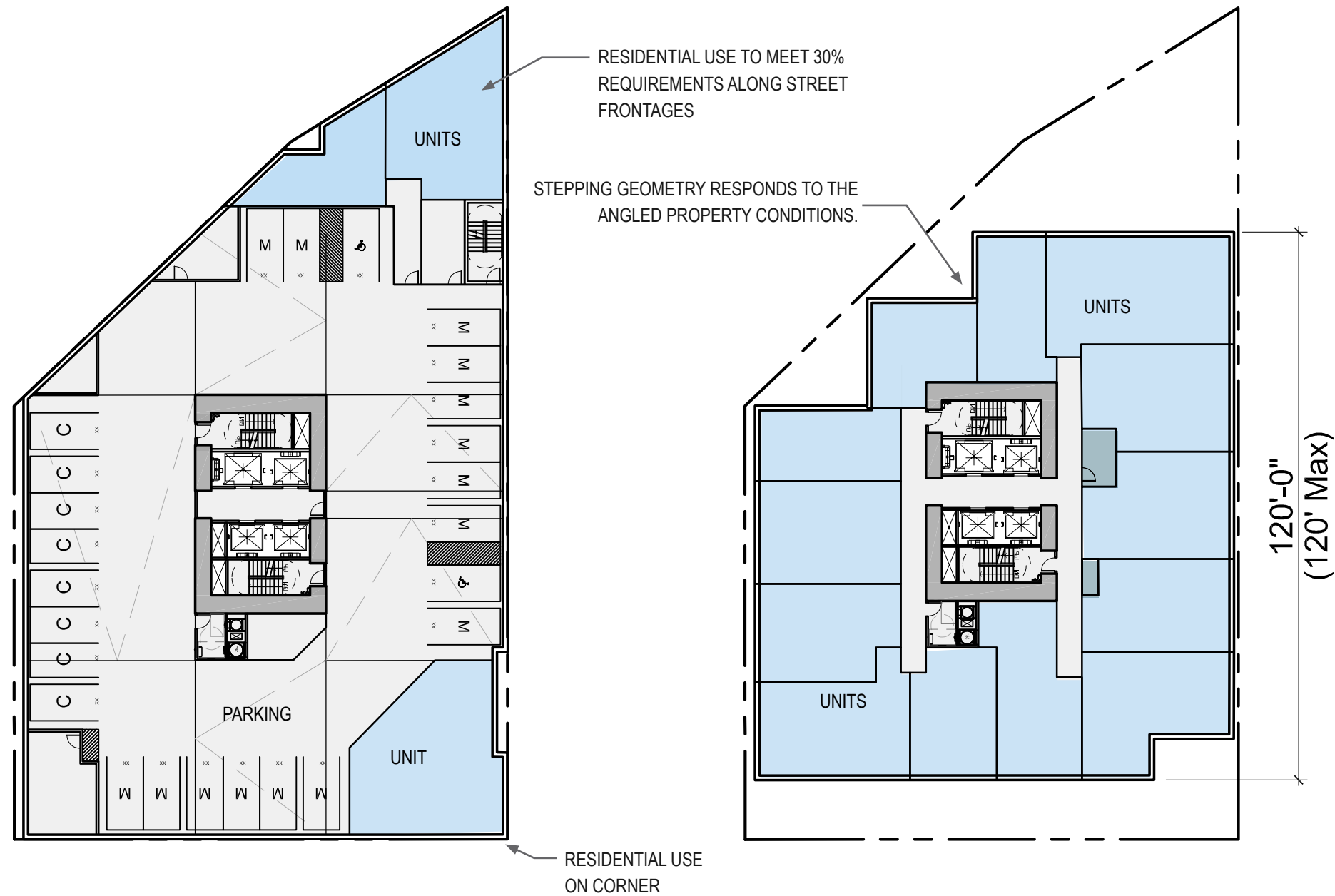
AERIAL VIEW FROM THE NORTH WITH CONTEXT

OPTION 1 – (CODE COMPLIANT)

GROUND FLOOR / SITE PLAN COMPOSITE

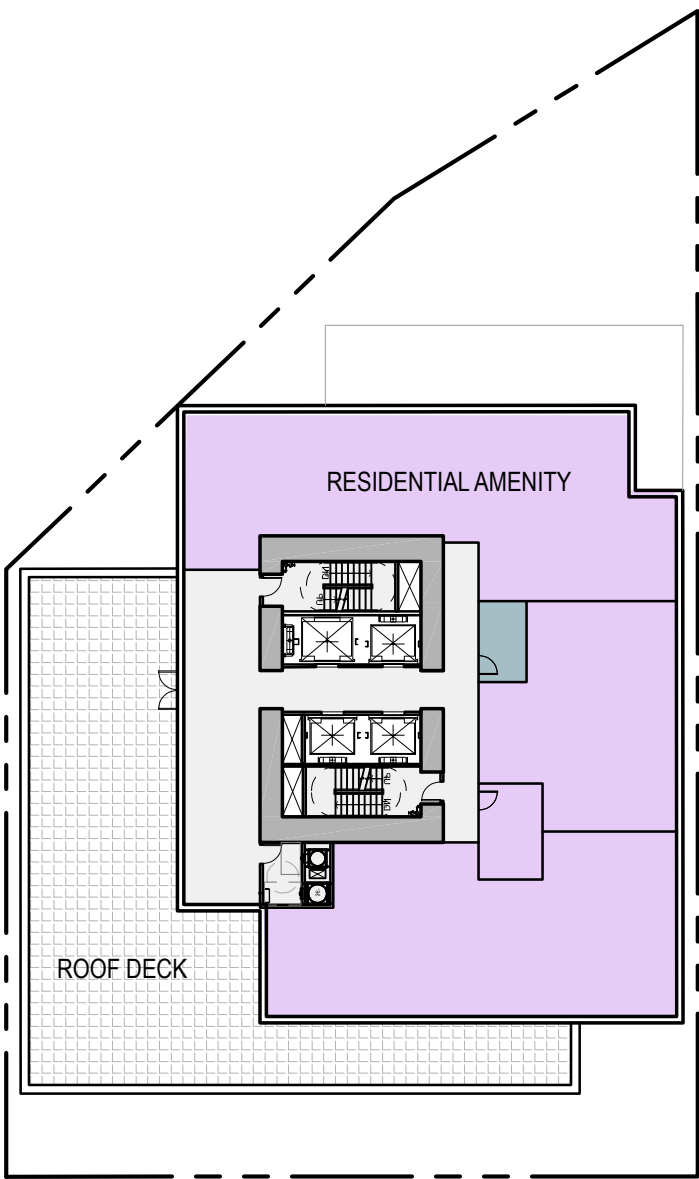


OPTION I – (CODE COMPLIANT)



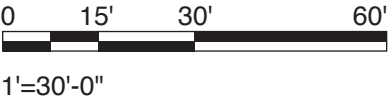
TYPICAL PODIUM PLAN

TYPICAL PODIUM PLAN



ROOFTOP PLAN

- Lobby / Amenity Space
- MEP / Fire
- Retail
- Vehicular Entry / Exit Point
- Residential Units
- Loading / Trash / Circulation
- Exterior Roof Terrace
- Pedestrian Building Entry / Exit



OPTION 2 – BEND

GENERATIVE DIAGRAM

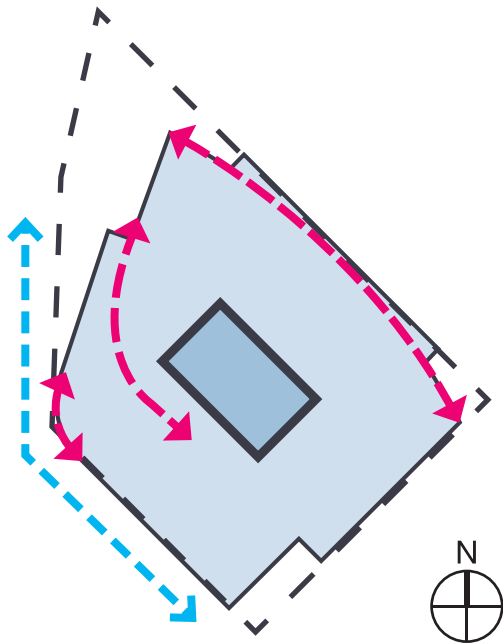
Option 2 creates a sweeping form that responds to the angular form of the site and surrounding urban fabric. Solid massing elements flank the East side of curvilinear portion of the tower massing. Option 2 utilizes subtle curvature in the podium to create some interplay between podium and tower, bringing the tower to grade at select locations.

KEY STATISTICS:

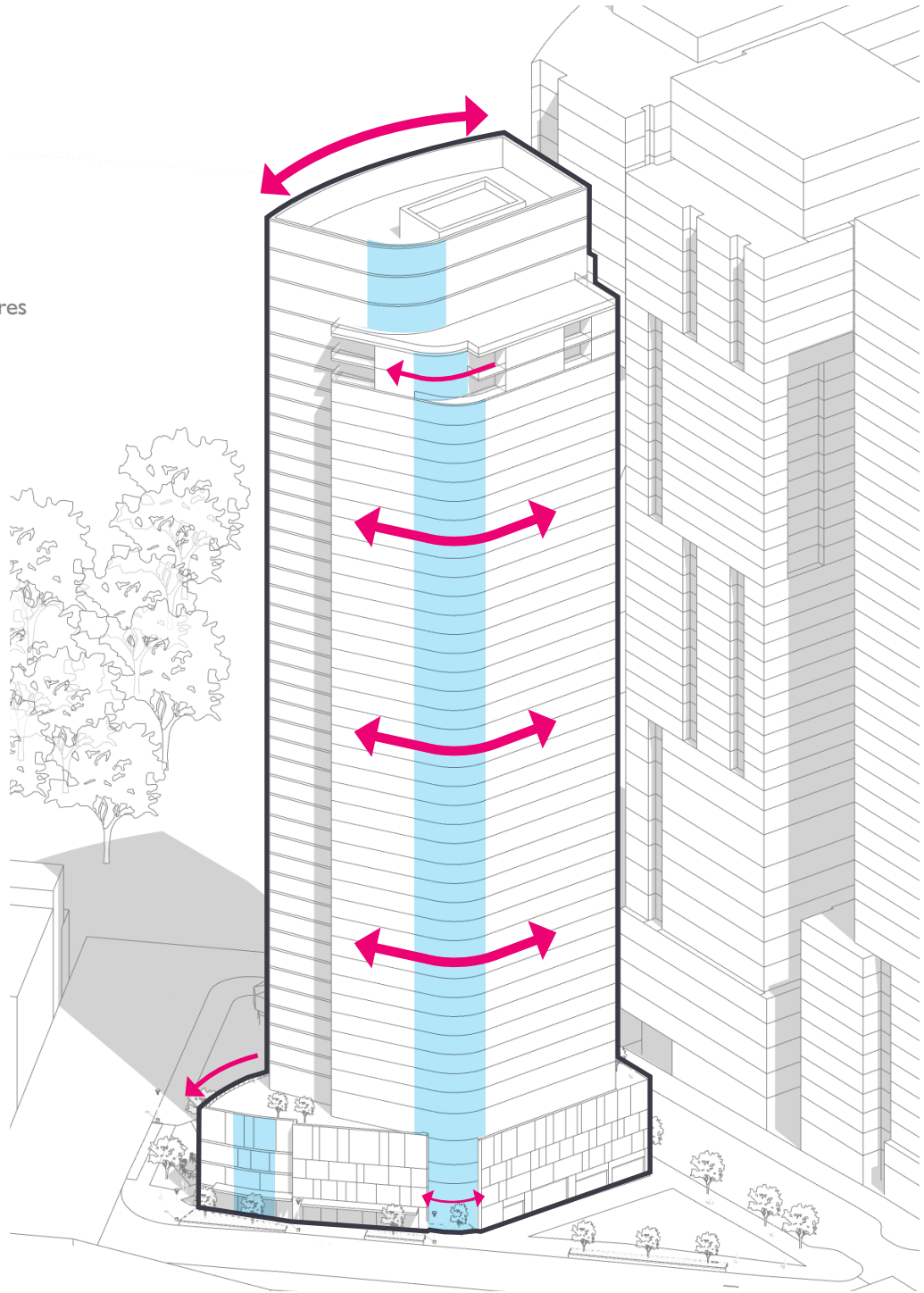
Average Floorplate:	10,700 SF	Parking Stalls:	263
Podium Height:	55'	Retail Area:	2,000 SF
Residential Units:	472	Tower height:	440' + Rooftop Features



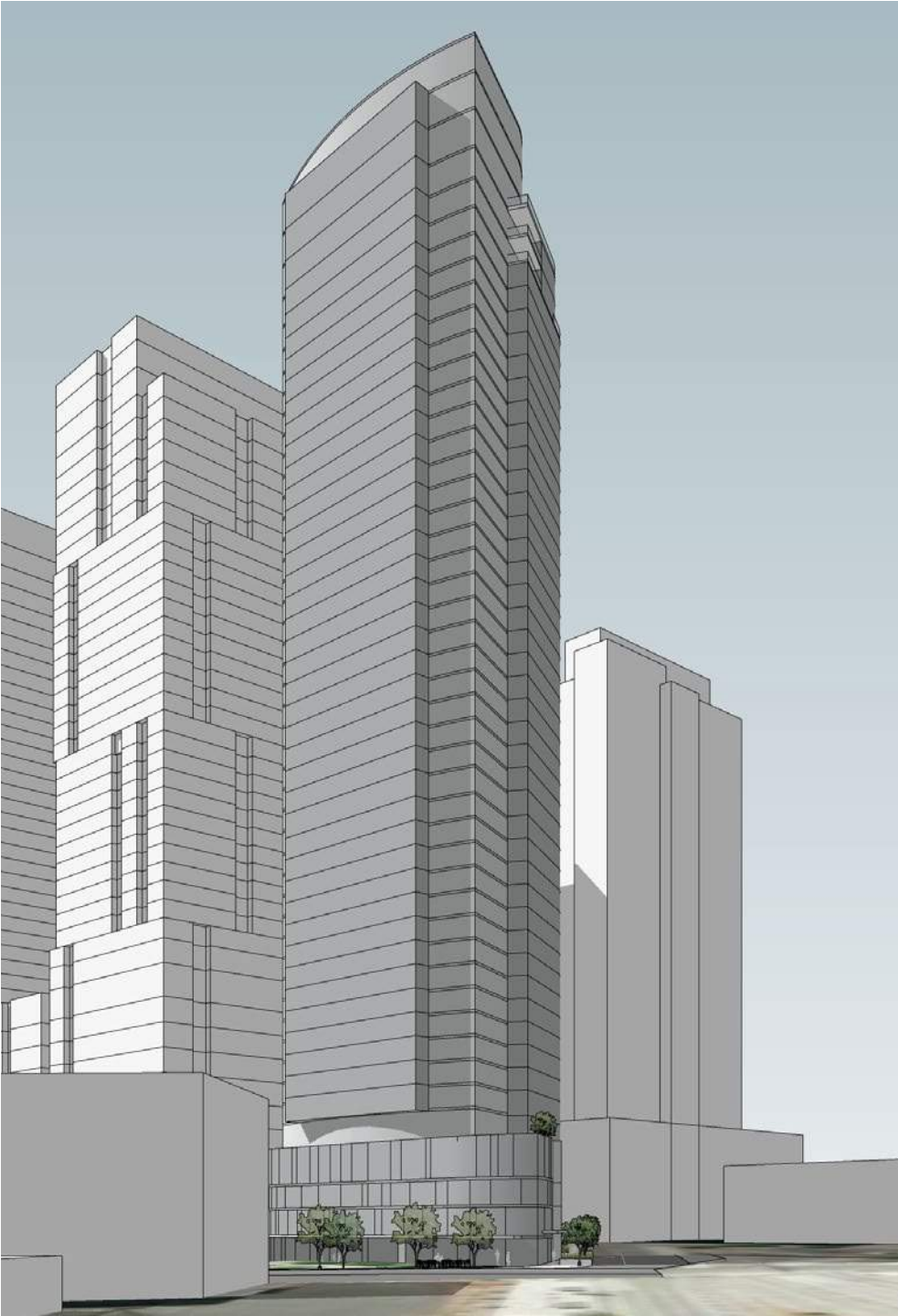
SURFACE BENDS
Simple bends in the primary elements of the tower form capture area views and streamline the design.



SHAPING THE FORM
Two primary sweeps indicated in pink form the basis of the tower massing. The North corner of the massing is pulled out in response to urban context. Two rectilinear forms flank each side of the swept massing to ground the tower.

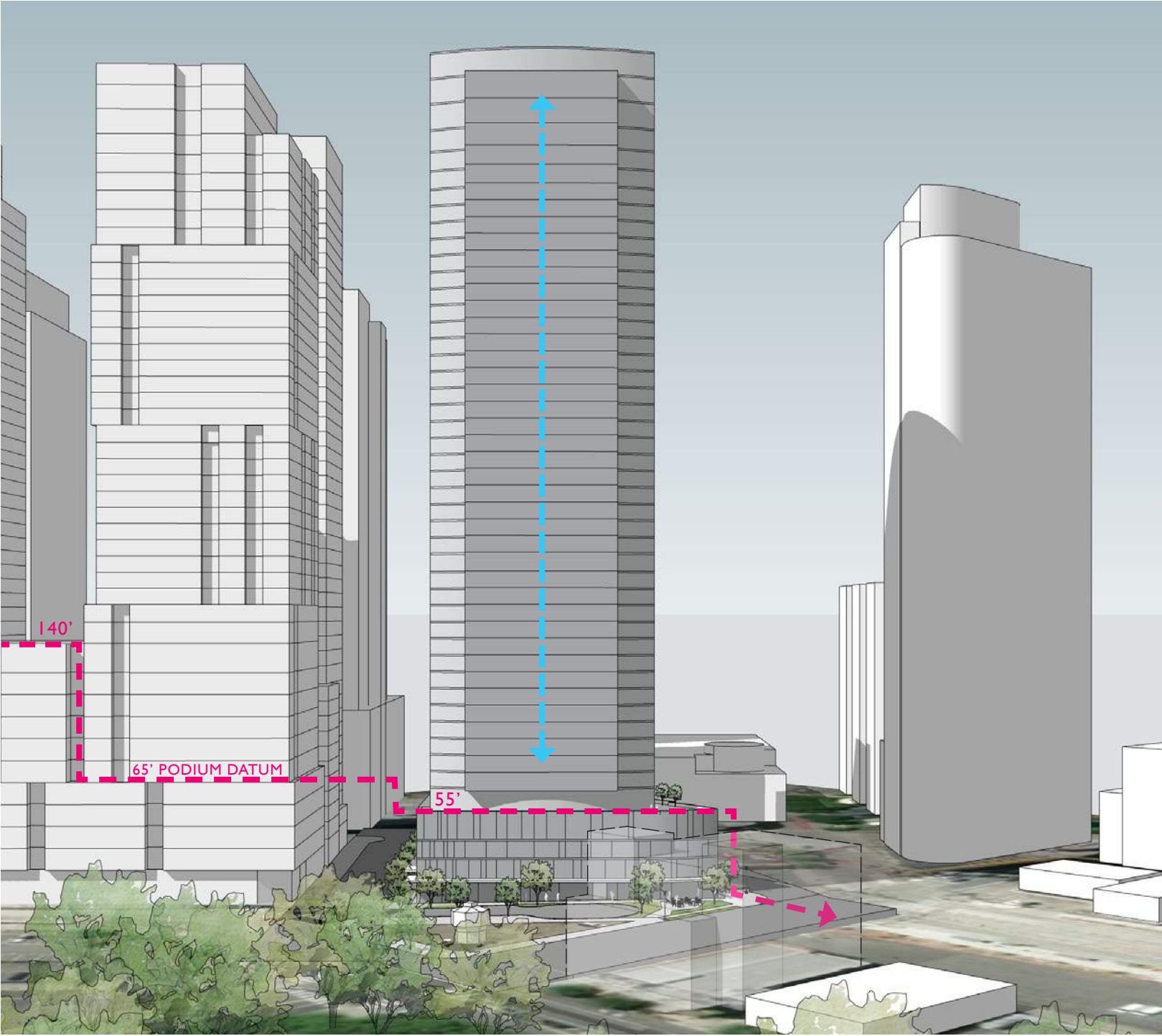


3D TOWER SHAPING DIAGRAM



VIEW FROM NORTHEAST ALONG 7TH AVE.
The color scheme in this massing model is not intended to imply materiality, but rather identify several fields with varying amounts of solidity vs. clear glass. While the main swept feature may be predominantly glass, the central mass may feature a more solid treatment.

OPTION 2 – BEND

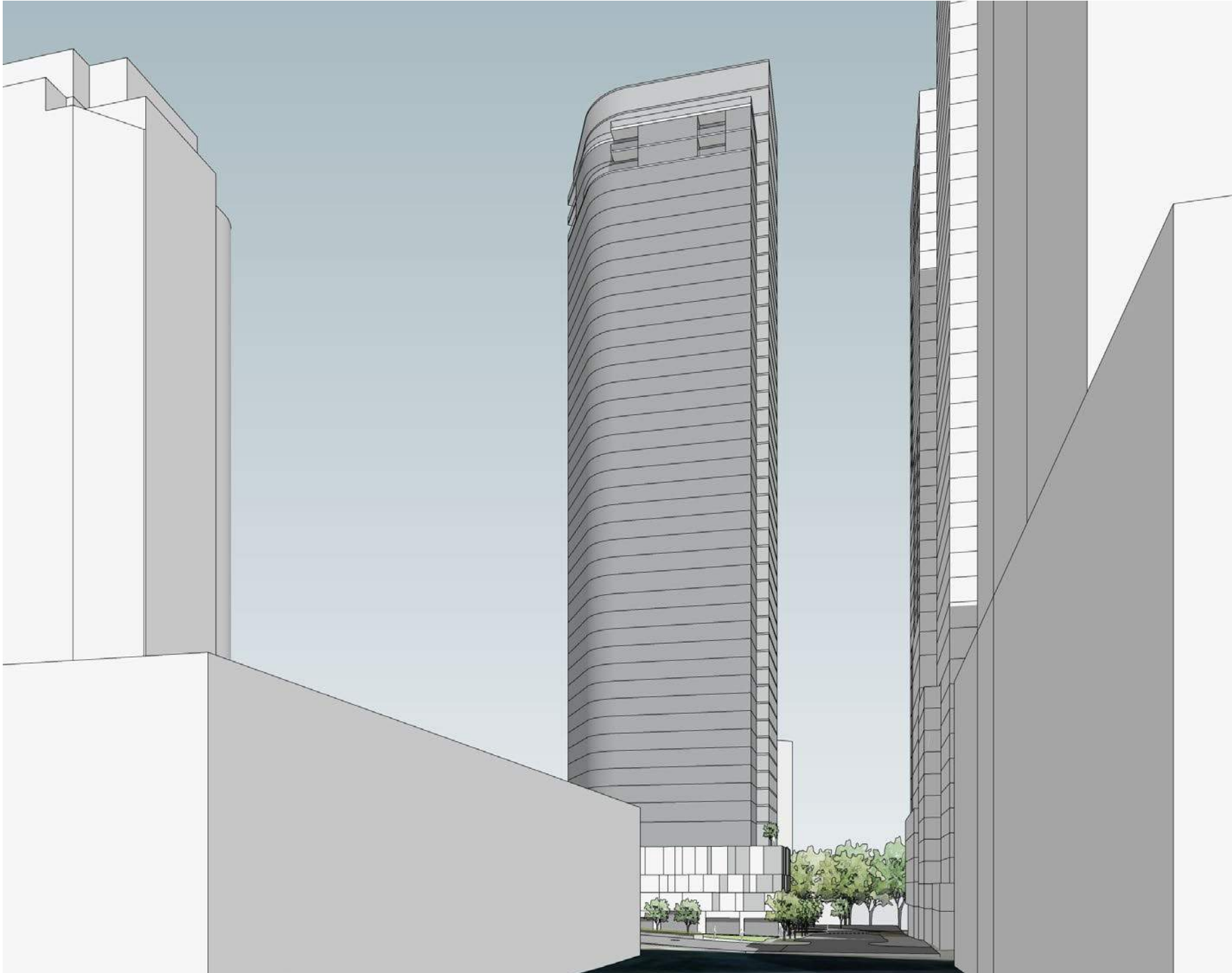


VIEW FROM EAST
From the Northwest the project will be highly visible since Denny Park acts as natural step in the zoning. The design is symmetrical from this vantage point.



VIEW FROM NORTHWEST
From the west, the tower's forms sweep around the corner in the property line and blend the triangular mass into a single element. The podium itself is defined separately with the tower form expressed to grade at the corner.

OPTION 2 – BEND



VIEW FROM BATTERY STREET TO THE SOUTHWEST
The larger sweeping form, while unified, actually elongates the facades and artificially increases the appearance of the tower width.



7TH AVE FACADE FROM DENNY



VIEW FROM SOUTH, AT 7TH AND BATTERY INTERSECTION
Entry to the tower is expressed at the corner where it meets grade.

OPTION 2 – BEND



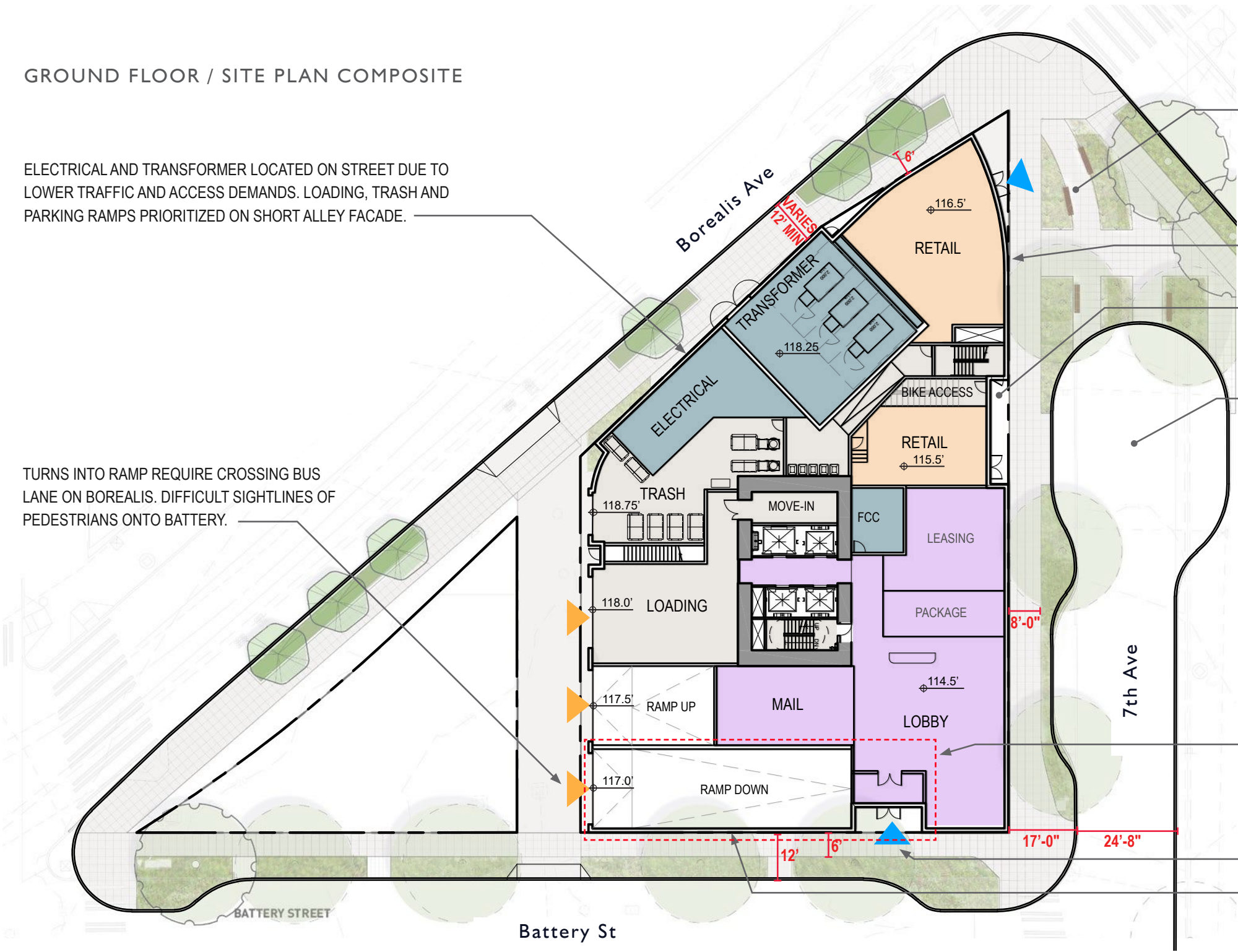
AERIAL VIEW FROM THE NORTH WITH CONTEXT

OPTION 2 – BEND

GROUND FLOOR / SITE PLAN COMPOSITE

ELECTRICAL AND TRANSFORMER LOCATED ON STREET DUE TO LOWER TRAFFIC AND ACCESS DEMANDS. LOADING, TRASH AND PARKING RAMPS PRIORITIZED ON SHORT ALLEY FACADE.

URNS INTO RAMP REQUIRE CROSSING BUS LANE ON BOREALIS. DIFFICULT SIGHTLINES OF PEDESTRIANS ONTO BATTERY.



COURTYARD IN THE R.O.W. TO BE COORDINATED WITH SDOT AND PROVIDE SPILLOUT SPACE FOR RETAIL

SWEPT FORMS EXPRESSED AT GRADE

DEDICATED BIKE ENTRY OFF 7TH WITH STAIR / RAMP DOWN TO LARGE BIKE ROOM.

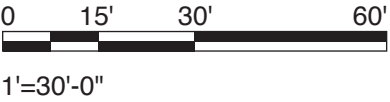
TURNAROUND BEING COORDINATED WITH SDOT. EXACT LOCATION IN THE R.O.W. DETERMINED THROUGH SIPS PROCESS.

MULTIPLE COLUMN TRANSFERS WOULD SACRIFICE PODIUM UNITS ON L2 AND PARKING STALLS ON MULTIPLE LEVELS.

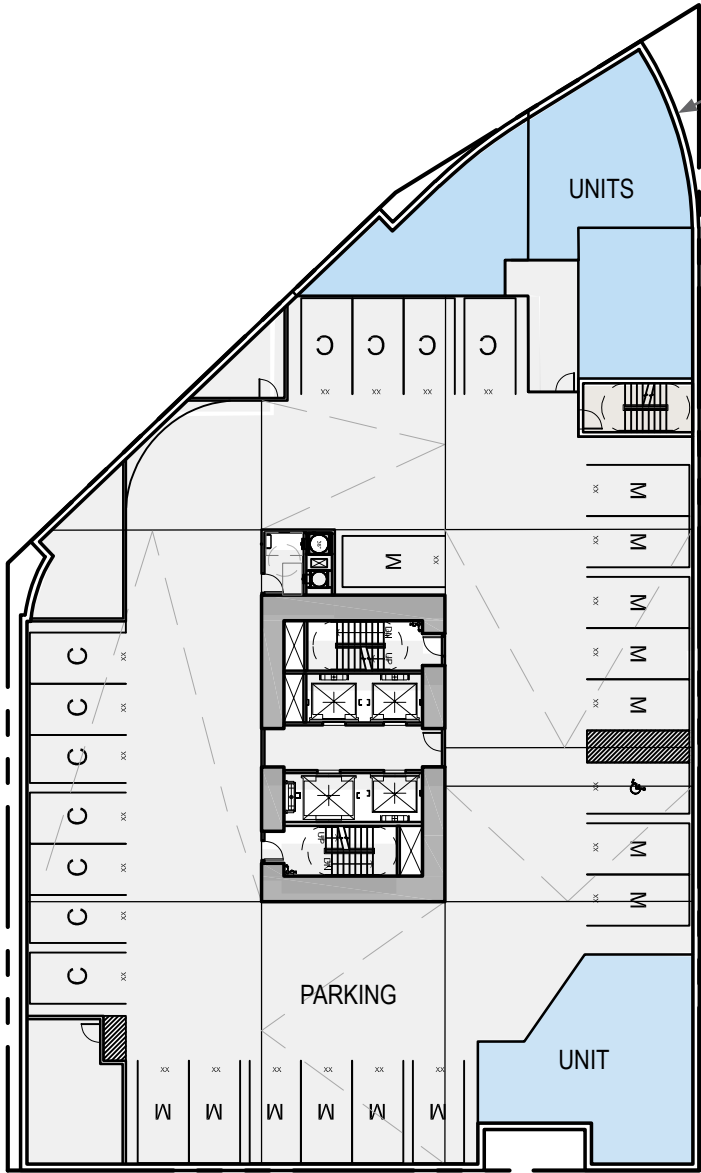
MAIN BUILDING ENTRY ON BATTERY WHERE TOWER EXTENDS TO GRADE

DEPARTURE REQUIRED FOR BATTERY ON BLANK FACADES. SHADOW BOX NOT POSSIBLE

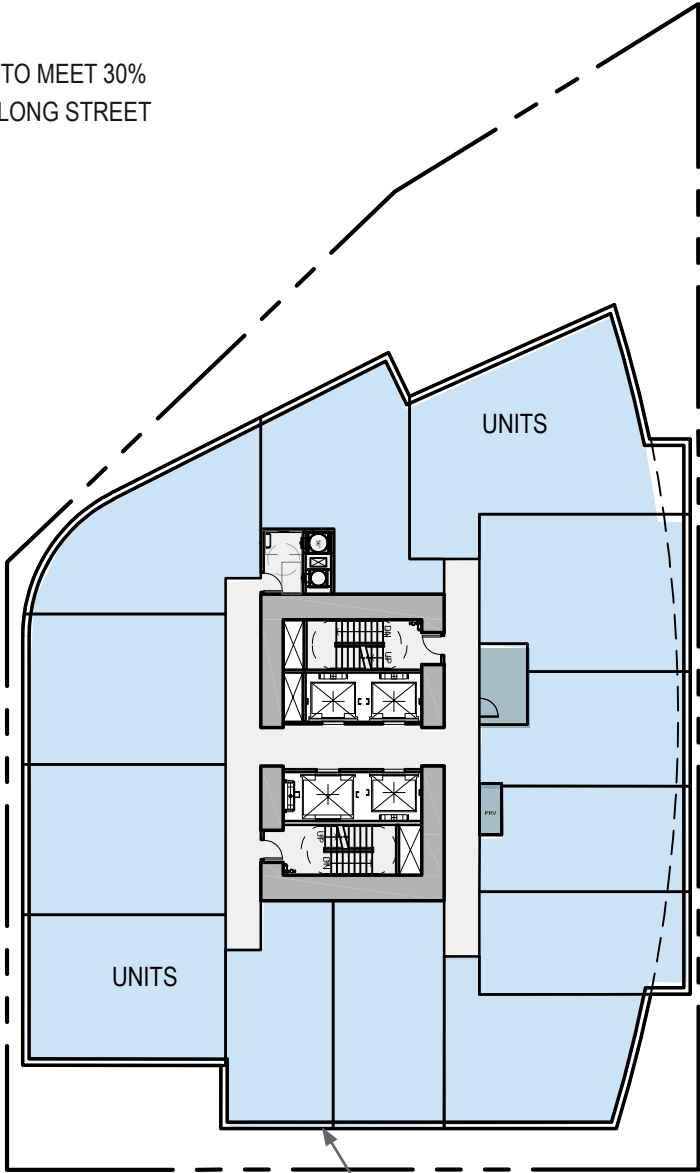
- Lobby / Amenity Space
- MEP / Fire
- Retail
- Vehicular Entry / Exit Point
- Residential Units
- Loading / Trash / Circulation
- Exterior Roof Terrace
- Pedestrian Building Entry / Exit



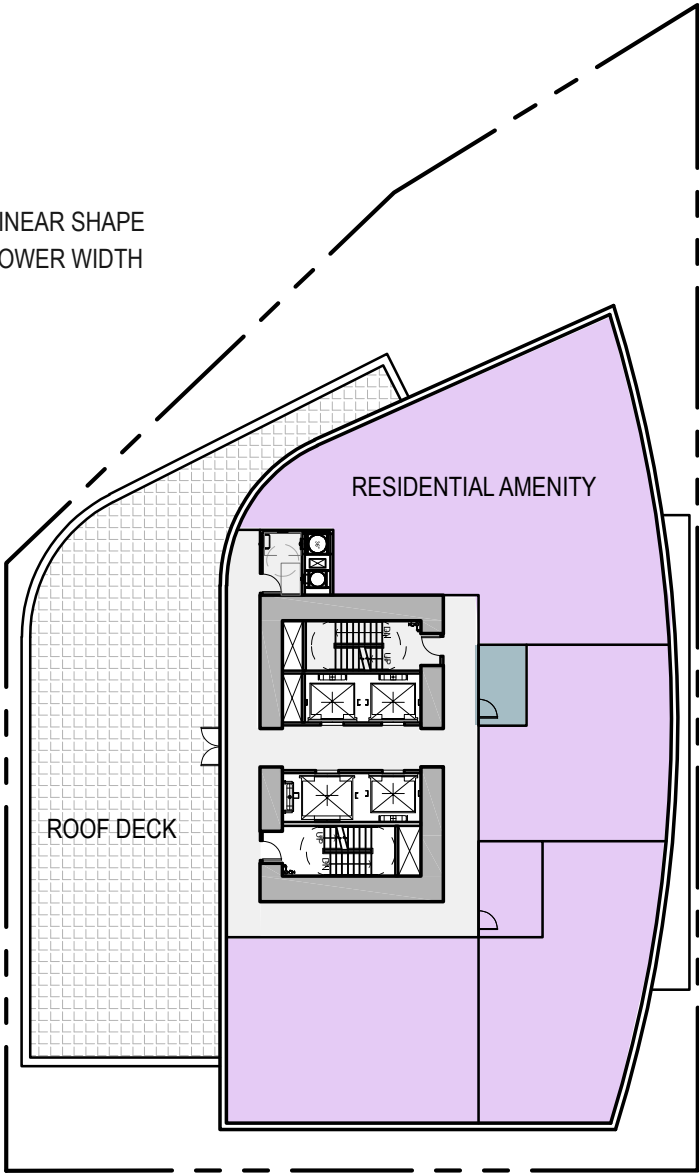
OPTION 2 – BEND



TYPICAL PODIUM PLAN



TYPICAL PODIUM PLAN



ROOFTOP PLAN

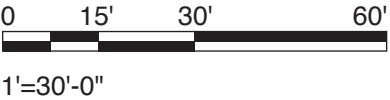
- Lobby / Amenity Space
- Residential Units
- MEP / Fire
- Loading / Trash / Circulation
- Retail
- Exterior Roof Terrace
- Vehicular Entry / Exit Point
- Pedestrian Building Entry / Exit

RESIDENTIAL USE TO MEET 30% REQUIREMENTS ALONG STREET FRONTAGES

RESIDENTIAL USE ON CORNER

STEPPED FORM PULLS AWAY FROM TOWERS TO THE SOUTH.

NON-RECTILINEAR SHAPE REQUIRES TOWER WIDTH DEPARTURE

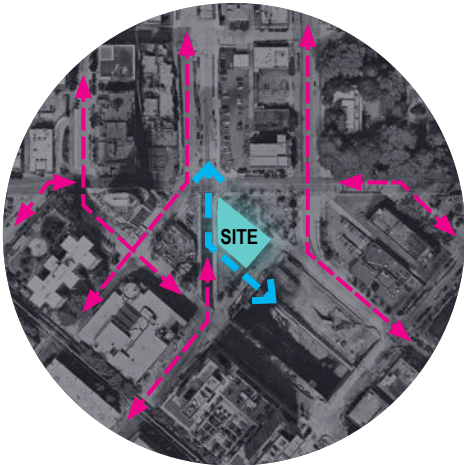


OPTION 3 – FOLD (PREFERRED)

GENERATIVE DIAGRAM

Option 3 took its inspiration from the urban fabric in the area, capturing the geometry of the adjacent shifted street grids and site form and folding the facades in the same nature. Not only does this create opportunities for great differentiation of the massing forms, but it creates an angular massing that yields a unique tower form that is both contextual and differentiated from the neighboring projects. Those forms are carried through the entire project, from the tower, to the podium and even facade treatments, creating a unified language that permeates the design.

KEY STATISTICS:			
Average Floorplate:	10,700 SF	Parking Stalls:	263
Podium Height:	55'	Retail Area:	2,150 SF
Residential Units:	473	Tower height:	440' + Rooftop Features



URBAN SCALE

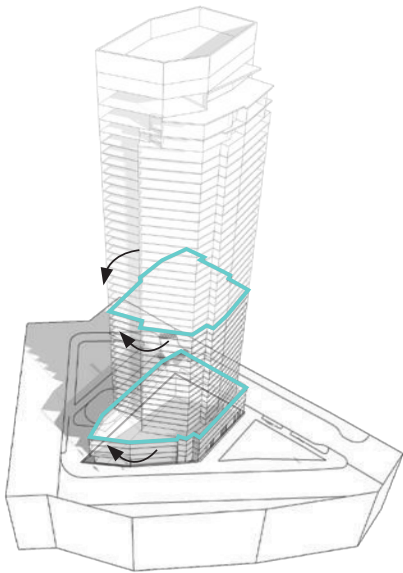
The confluence of two major urban grid patterns generates many unique urban conditions and site shapes in the immediate area.



FACADE SCALE

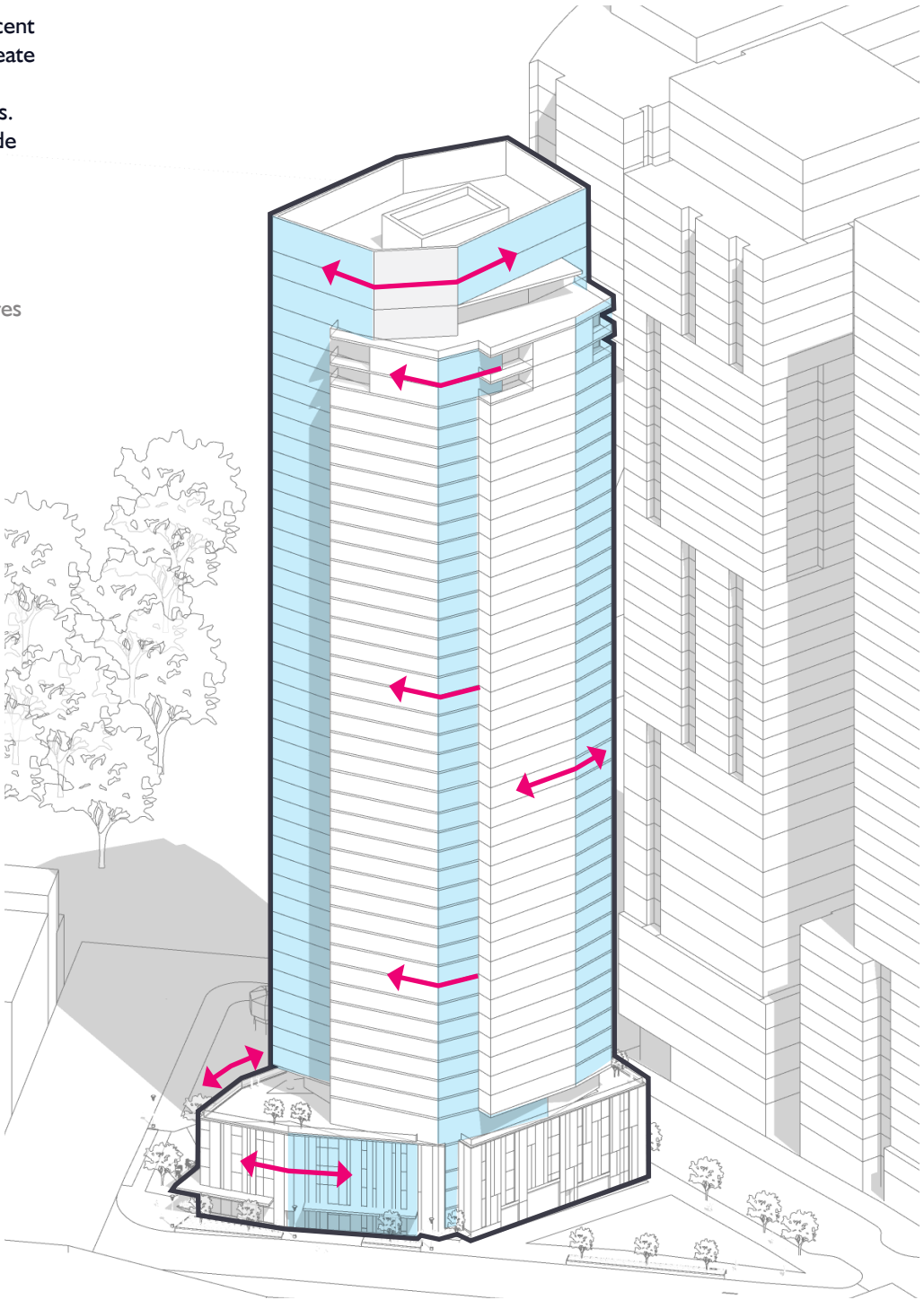
The continuation of this concept exists at all scales in the project, with the facade patterning likewise utilizing a folded geometry.

FOLDS AT MANY SCALES

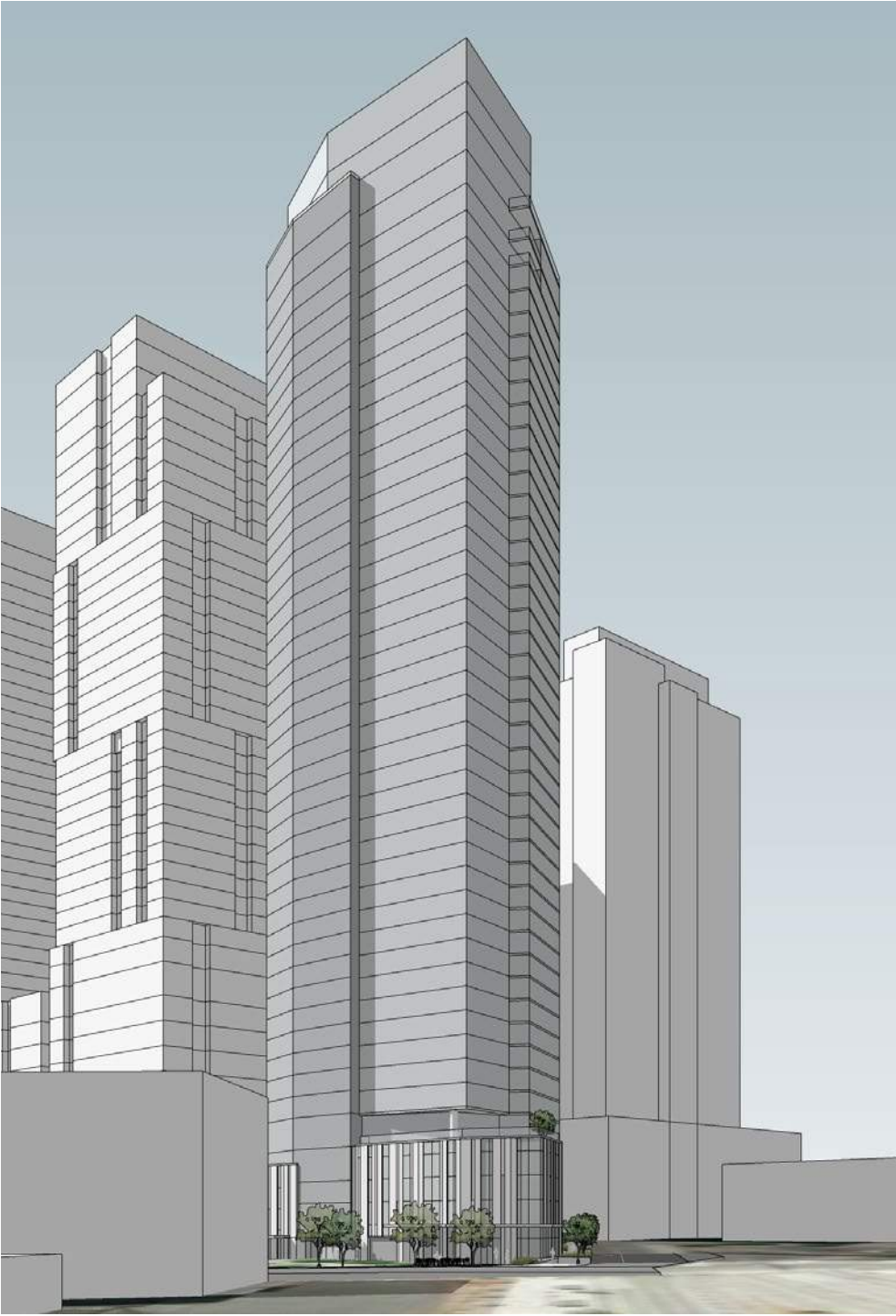


BUILDING SCALE

The 616 site is likewise impacted, taking on a folded geometry profile. The building design responds to these urban patterns by folding portions of the massing in response to urban context.



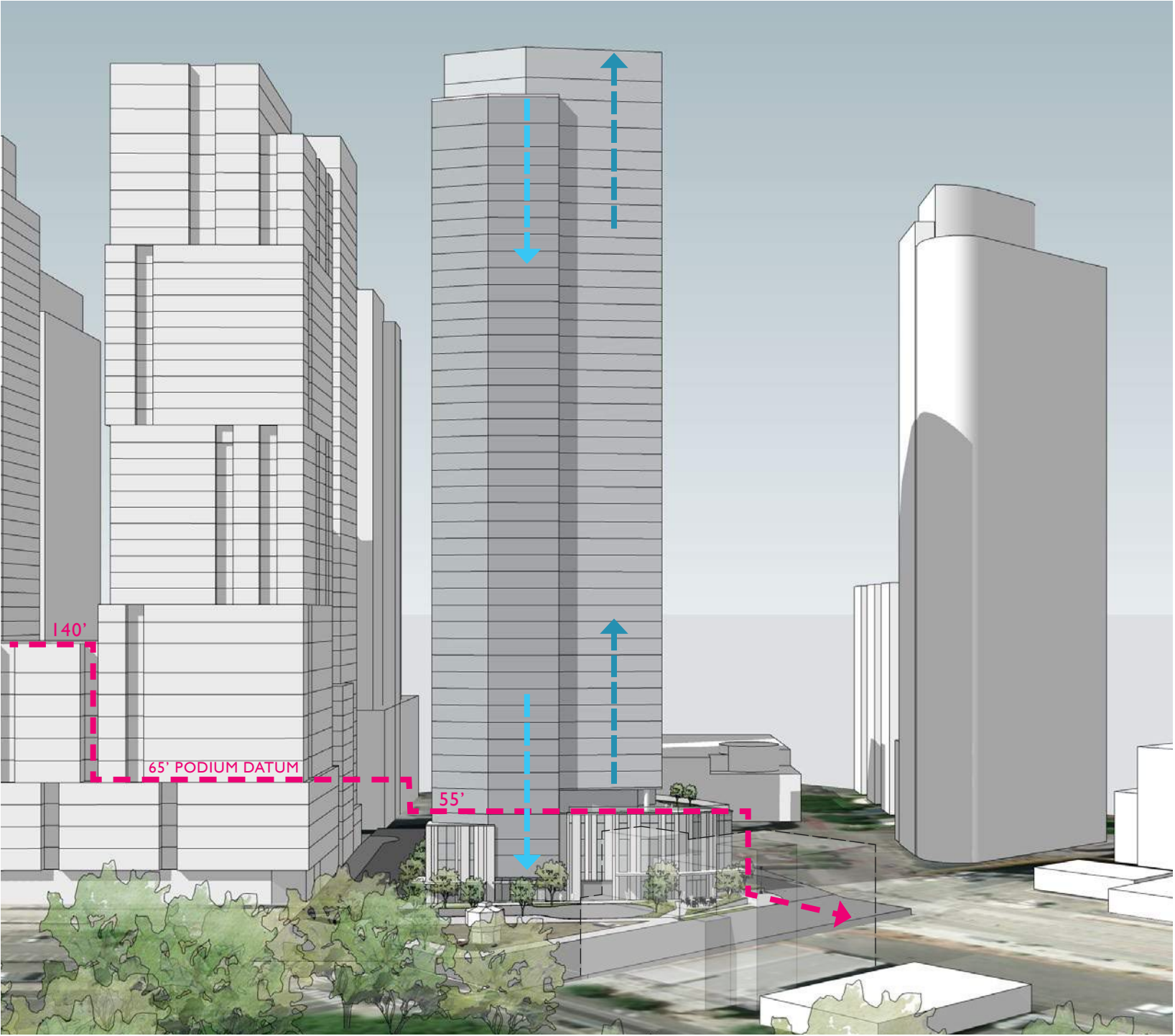
3D TOWER SHAPING DIAGRAM



VIEW FROM NORTHEAST ALONG 7TH AVE.

The color scheme in this massing model is not intended to imply materiality, but rather identify several fields with varying amounts of solidity vs. clear glass. While the northern edge might be predominantly glass, the south, east and west facades might incorporate higher percentages of solid materials to respond to solar inclinations and heat gain.

OPTION 3 – FOLD (PREFERRED)



VIEW FROM EAST

From the northwest the project will be highly visible since Denny Park acts as a natural step in the zoning. The design is intentionally asymmetrical to draw the eye to the main northern expression and away from the large blocks to the south. The scale of the podium steps down significantly from the larger projects to the south, matching the scale of smaller projects to the north and west.



VIEW FROM NORTHWEST

From the west, the tower's folds create a dynamic shift around the triangular corner, introducing additional folds and steps at the top to create visual interest and respond to public comment about unique rooftop forms. The folds in the facades will also catch and reflect light differently further differentiating each place.

OPTION 3 – FOLD (PREFERRED)



VIEW FROM BATTERY STREET TO THE SOUTHWEST
The folding geometry is accentuated at the top of the tower to increase its legibility from a distance.



7TH AVE FACADE FROM DENNY (Pedestrian scaled elements and solid materials enhance the street room.)



VIEW FROM SOUTH, AT 7TH AND BATTERY INTERSECTION
Entry to the tower is expressed at the corner where it meets grade.

OPTION 3 – FOLD (PREFERRED)



AERIAL VIEW FROM THE NORTH WITH CONTEXT
Angled, asymmetrical form creates a distinctive "protruding" on the northern edge that will be highly visible from the South Lake Union and all of north Seattle.

OPTION 3 – FOLD (PREFERRED)

GROUND FLOOR / SITE PLAN COMPOSITE

ELECTRICAL AND TRANSFORMER LOCATED ON STREET DUE TO LOWER ACCESS DEMANDS. HIGHER ACCESS REQUIREMENTS FOR LOADING, TRASH AND PARKING RAMPS ARE PRIORITIZED ON SHORT ALLEY FACADE.

RAISED LANDSCAPING PLANTERS REQUIRED DUE TO THE DECOMMISSIONED BATTERY STREET TUNNEL. THESE CREATE A STRONGER BUFFER ALONG BOREALIS, ENHANCING THE PEDESTRIAN EXPERIENCE.

COURTYARD IN THE R.O.W. TO BE COORDINATED WITH SDOT AND PROVIDE SPILLOUT SPACE FOR RETAIL

FOLDED FORMS EXPRESSED AT GRADE FURTHER ENHANCE THE LANDSCAPING IN THE ROW AND CREATE A MORE VISIBLE ENTRY TO THE RETAIL FROM DENNY.

DEDICATED BIKE ENTRY OFF 7TH WITH STAIR / RAMP DOWN TO LARGE BIKE ROOM.

TURNAROUND BEING COORDINATED WITH SDOT. EXACT LOCATION IN THE R.O.W. DETERMINED THROUGH SIPS PROCESS.

MID-BLOCK RAMP ACCESS PUTS RAMP IN IDEAL LOCATION FOR ACCESS AND MINIMAL FOOTPRINT (CAN QUICKLY TUCK UNDER HIGHER B.O.H. SLABS). ALLOWS MORE AREA FOR RETAIL AND BETTER FRONTAGE ON BATTERY WITH NO B.O.H. OR BLANK FACADES.

MAIN BUILDING ENTRY ON 7TH EXPRESSED BY TOWER FORMS THAT EXTEND TO GRADE. ADDITIONAL SETBACKS INCREASE PEDESTRIAN EXPERIENCE AT ENTRY.

RETAIL ON CORNER FOR BEST ACTIVATION AND RELATIONSHIP TO RETAIL TO THE SOUTH.

CURB BULBS REDUCE PEDESTRIAN CROSSING DISTANCE, SLOW TRAFFIC

LOBBY WRAPS ALONG BATTERY FOR ADDITIONAL TRANSPARENCY AND ACTIVATION

Lobby / Amenity Space

MEP / Fire

Retail

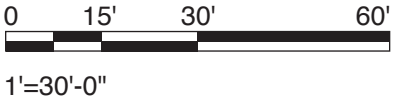
Vehicular Entry / Exit Point

Residential Units

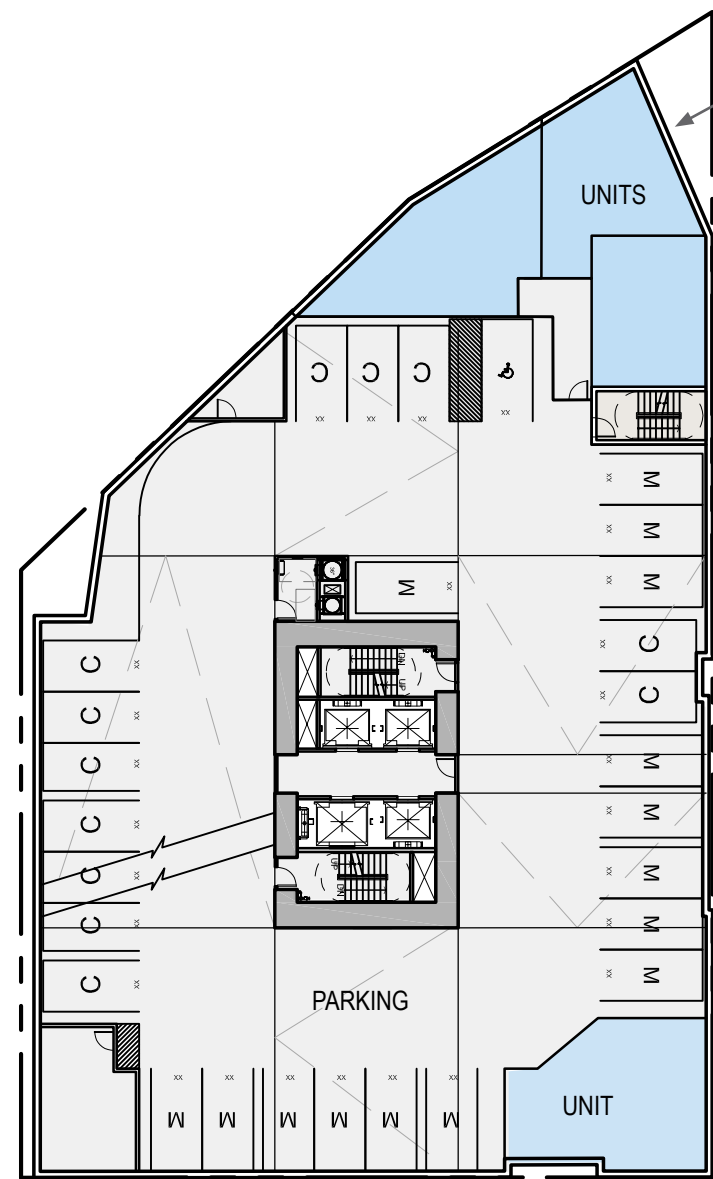
Loading / Trash / Circulation

Exterior Roof Terrace

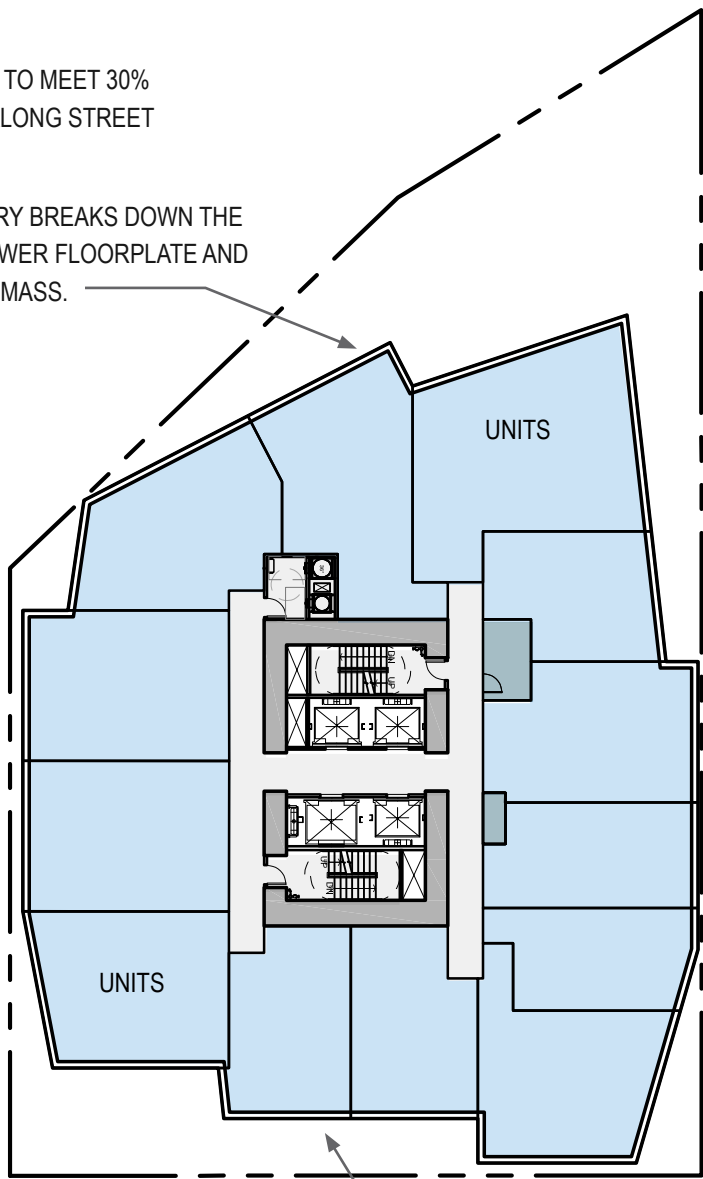
Pedestrian Building Entry / Exit



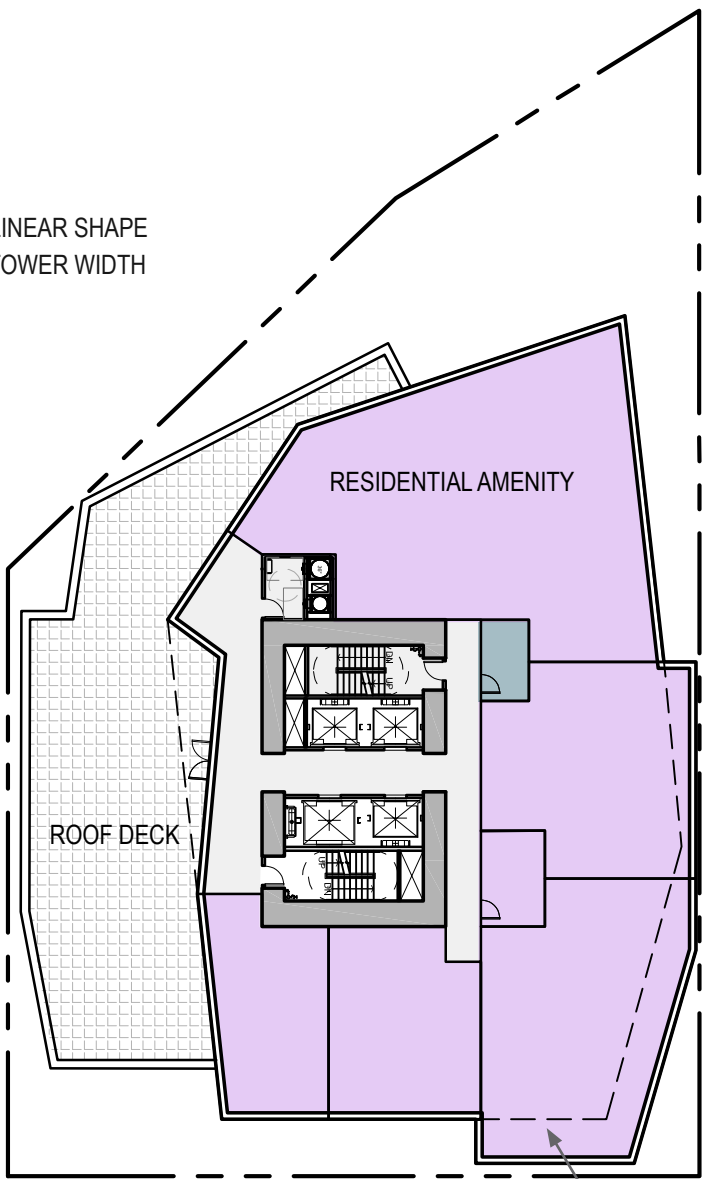
OPTION 3 – FOLD (PREFERRED)



TYPICAL PODIUM PLAN



TYPICAL PODIUM PLAN



ROOFTOP PLAN

- Lobby / Amenity Space
- MEP / Fire
- Retail
- Vehicular Entry / Exit Point
- Residential Units
- Loading / Trash / Circulation
- Exterior Roof Terrace
- Pedestrian Building Entry / Exit

RESIDENTIAL USE TO MEET 30% REQUIREMENTS ALONG STREET FRONTAGES

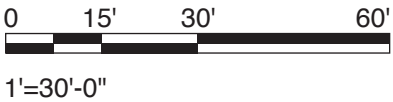
FOLDED GEOMETRY BREAKS DOWN THE SCALE OF THE TOWER FLOORPLATE AND REDUCES VISUAL MASS.

NON-RECTILINEAR SHAPE REQUIRES TOWER WIDTH DEPARTURE

RESIDENTIAL USE ON CORNER

STEPPED FORM PULLS AWAY FROM TOWERS TO THE SOUTH.

MECHANICAL SCREEN EXTENTS ABOVE



MASSING SUMMARY

RAMPING AND GROUND LEVEL OPTIONS

1. STEP (CODE COMPLIANT)



2. BEND



3. FOLD (PREFERRED)



MASSING SUMMARY

NORTHWESTERN FACADE FROM OVER DENNY PARK



1. STEP (CODE COMPLIANT)

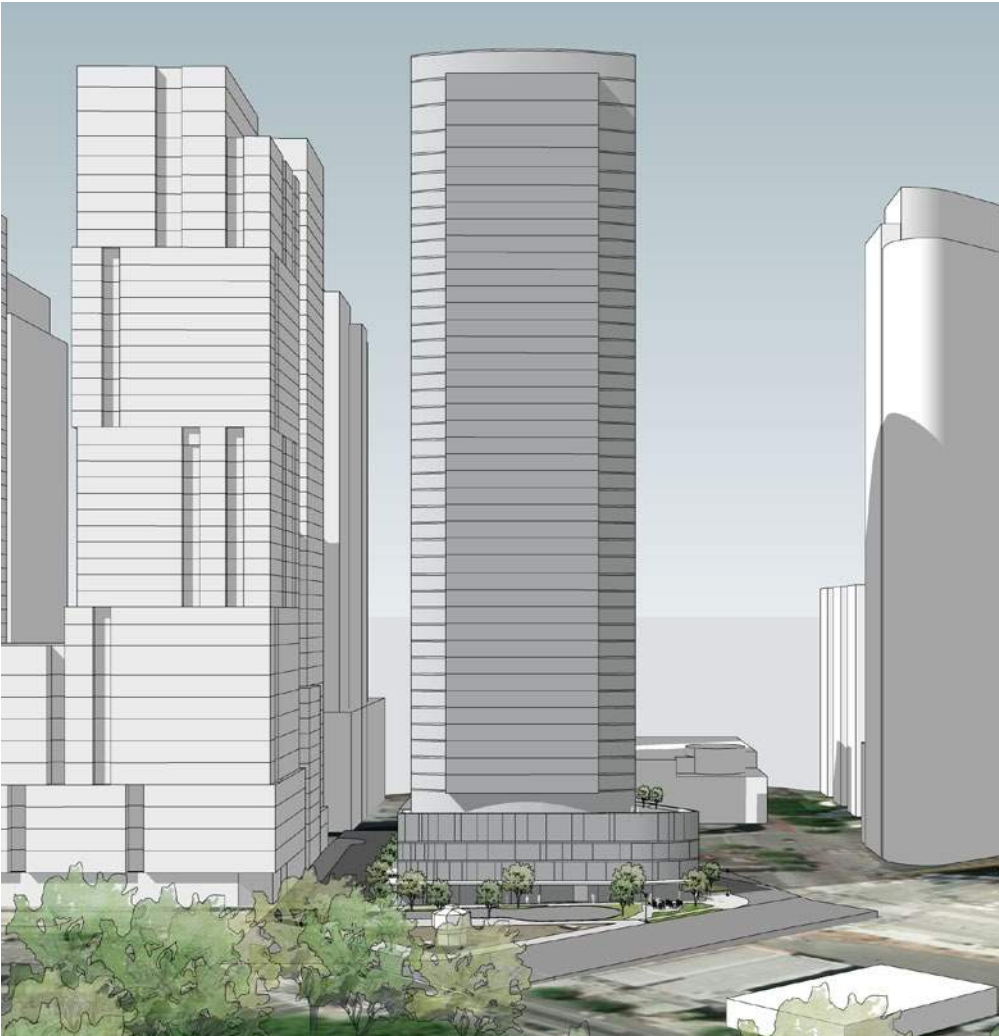
Largely driven by needing to be code compliant on tower width, the first scheme is largely void of site response and is constrained to a fairly typical rectangular box that covers the site east to west with several steps in the NW corner to accommodate the angled property line. Large facade treatments break down the facade massing and the podium utilizes the full height allowance at 65'.

PROS

- Stepped forms break up tower vertically.
- Code compliant

CONS

- Boxy massing similar to adjacent developments and only provides "more of the same"
- Maintaining code compliant tower width limits massing moves and increases bulk and scale, reducing modulation.



2. BEND

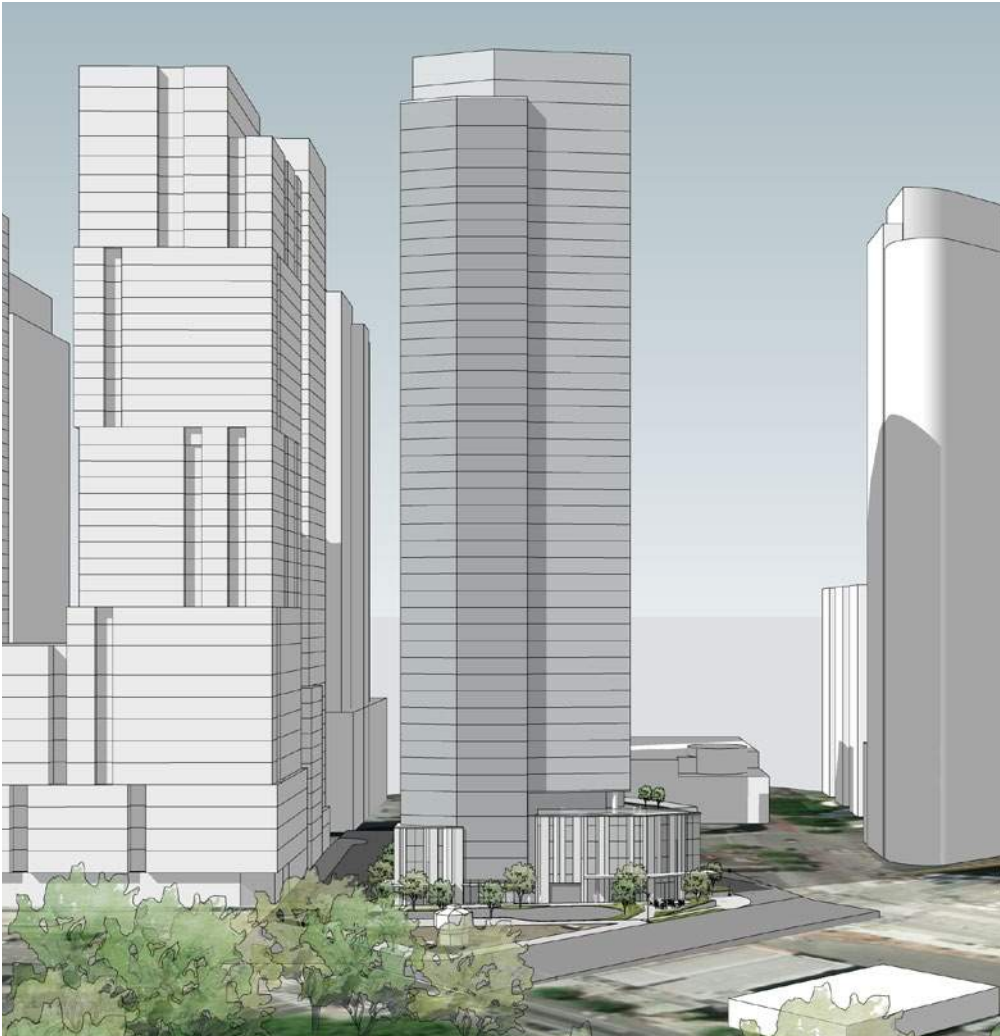
Bend was envisioned as a response to the angled forms in the site and a way to unify the language of the tower while also allowing the form to adjust around the uniquely shaped site. A more formal, symmetrical expression on the east faces the park and gives way to a stronger expression at the northern corner that will be highly visible from SLU and all of northern Seattle.

PROS

- Curved facade provides elegant form and tower top and breaks from rectilinear forms in the projects to the south.

CONS

- Requires departures
- Large radius curves required on small constrained site create monolithic facades that do little to break down the tower massing.
- "Floating" massing elements disconnect tower from grade.



3. FOLD (PREFERRED)

Fold derived from our goal to create a truly site responsive form and expression of the angled forms that make up the site and urban fabric surrounding the site. Overlapping angled forms provide opportunities for the massing to be broken into smaller scales vertically and horizontally, and create an asymmetrical design that utilizes the unique shape of the site. The dynamism of that form is focused north away from adjacent towers and towards the views, space needle, and lower zones.

PROS

- Facets and folds create a large number of opportunities to break down the mass and scale of the tower.
- Exceeding tower width allows for added modulation of forms.
- Concept is truly site responsive, taking cues from the urban fabric to inform massing.
- Provides unique addition to the skyline from all vantage points around the city. Most differentiated from surrounding developments, a unique architectural expression.
- Responds best to public outreach comments about unique forms.

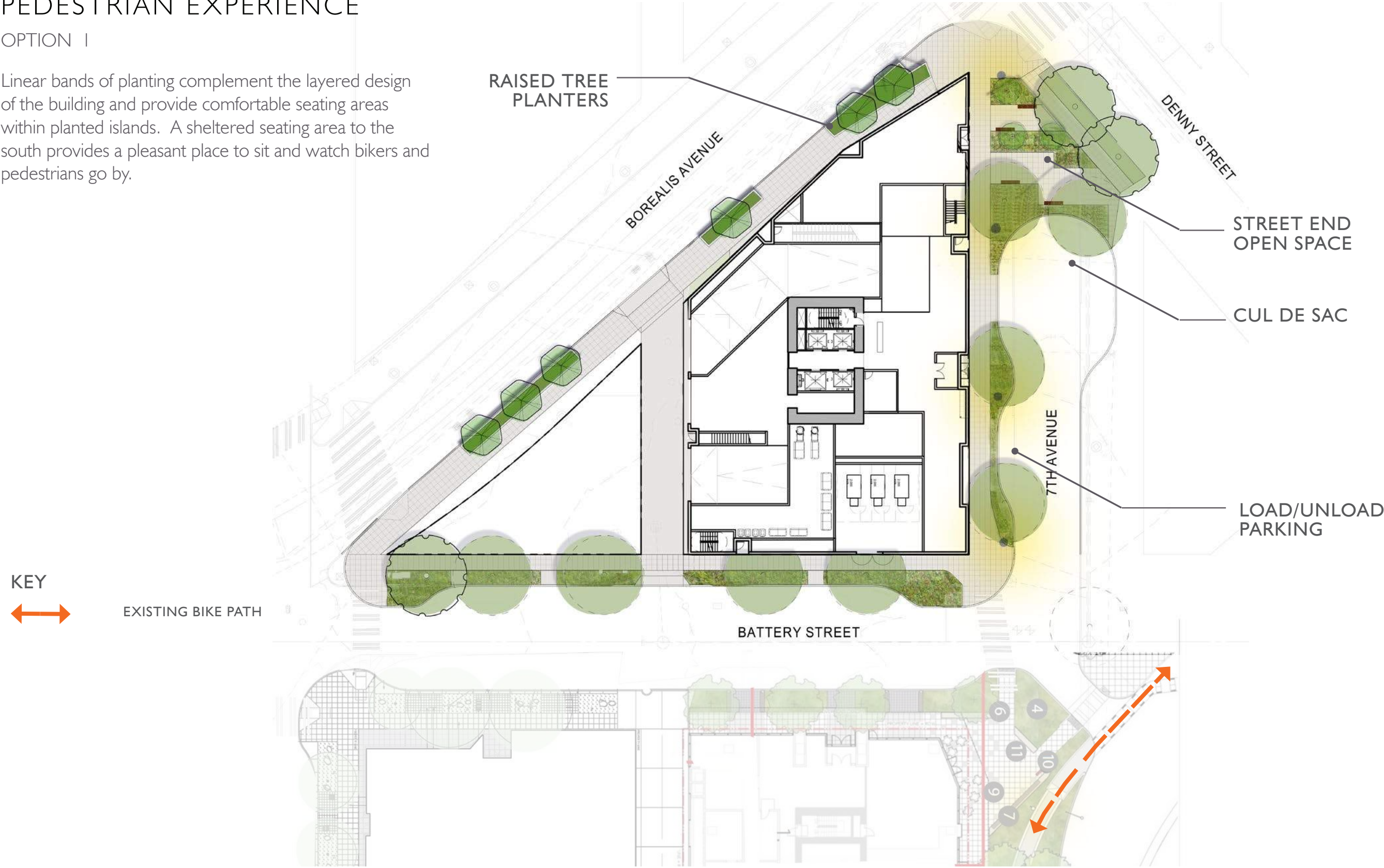
CONS

- Requires departures

LANDSCAPE, STREETSCAPE & PEDESTRIAN EXPERIENCE

OPTION 1

Linear bands of planting complement the layered design of the building and provide comfortable seating areas within planted islands. A sheltered seating area to the south provides a pleasant place to sit and watch bikers and pedestrians go by.



KEY

EXISTING BIKE PATH

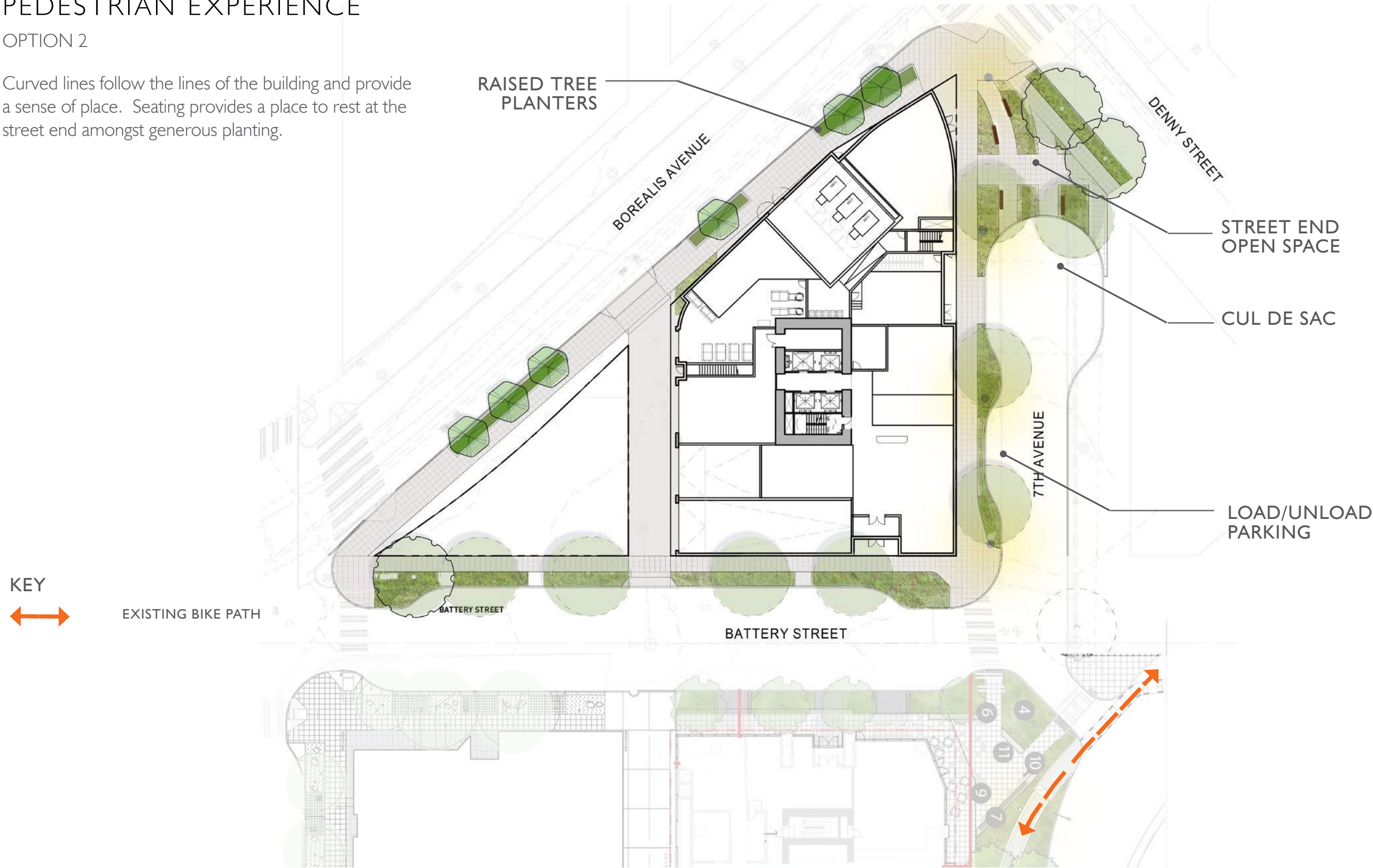
0' 40' 80'

1" = 40'-0"

LANDSCAPE, STREETSCAPE & PEDESTRIAN EXPERIENCE

OPTION 2

Curved lines follow the lines of the building and provide a sense of place. Seating provides a place to rest at the street end amongst generous planting.



KEY
↔

LANDSCAPE, STREETSCAPE & PEDESTRIAN EXPERIENCE

PREFERRED – OPTION 3

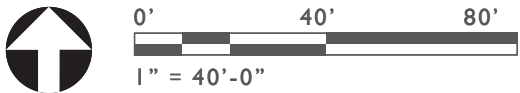
Folded angles define this street end open space on 7th. Generous seating draws pedestrians in to an open space sheltered with planting and shaded by new and existing trees. Raised planters on Borealis allow for street trees and a green edge at the curb. Curb bulbs on Battery expand green space and define crossings. Curves in the landscape allow for continuity with landscapes to the south of the project allowing it to feel seamless.

KEY

BIKE PATH



7TH AVE FACING SOUTH FROM SITE



LANDSCAPE, STREETSCAPE & PEDESTRIAN EXPERIENCE

ANGLES AND BERMS



EVENING LIGHTING



CAFE TABLES



CURBSIDE TREE PLANTERS – BOREALIS



PLANT PALETTE – TREES

STREET TREES



LIQUIDAMBAR STYRACIFLUA (MATCH EXISTING)
SWEET GUM



CORNUS 'EDDIE'S WHITE WONDER'
FLOWERING DOGWOOD

BIORETENTION



ACER CIRCINATUM
VINE MAPLE



MAGNOLIA 'SWEETBAY'
MAGNOLIA

AMENITY



PINUS CONTORTA
SHORE PINE



BETULA NIGRA 'CULLY'
RIVER BIRCH

PLANT PALETTE

EVERGREEN

SHRUBS



ITEA VIRGINICA 'HENRY'S GARNET'
SWEETSPIRE



PINUS MUGO VAR. PUMILLO
DWARF MUGO PINE



DAPHNE 'ETERNAL FRAGRANCE'
DAPHNE



SARCACocca H. VAR. HUMILIS
DWARF SWEET BOX



CORNUS SERICEA 'SILVER AND GOLD'
YELLOW TWIG DOGWOOD



SPIRAEA BETULIFOLIA VAR. LUCIDA
WHITE SPIRAEA

GRASSES/PERENNIALS



HOSTA 'COOL AS A CUMCUMBER'
HOSTA



ACANTHUS MOLLIS
BEAR'S BREECHES



DRYOPTERIS ERYTHROSORA 'BRILLIANCE'
AUTUMN FERN



POLYSTICHUM SETIFERUM
ALASKAN FERN



DISPOROPSIS PERNYI 'BILL BAKER'
EVERGREEN SOLOMON'S SEAL



CAREX TESTACEA
NEW ZEALAND SEDGE



GEUM 'MANGO LASSI'
AVENS



ANEMONE 'HONORINE JOBERT'
JAPANESE ANEMONE



CALLUNA 'FIREFLY'
HEATH



HEMEROCALLIS 'FULL MOON MAGIC'
DAYLILY



CROCOSMIA
CROCOSMIA



FRAGARIA CHILOENSIS
BEACH STRAWBERRY

BIORETENTION



CAREX PACHYSTACHYA
CHAMISSO SEDGE



JUNCUS ENSIFOLIUS
DAGGER LEAVED RUSH

DEPARTURES

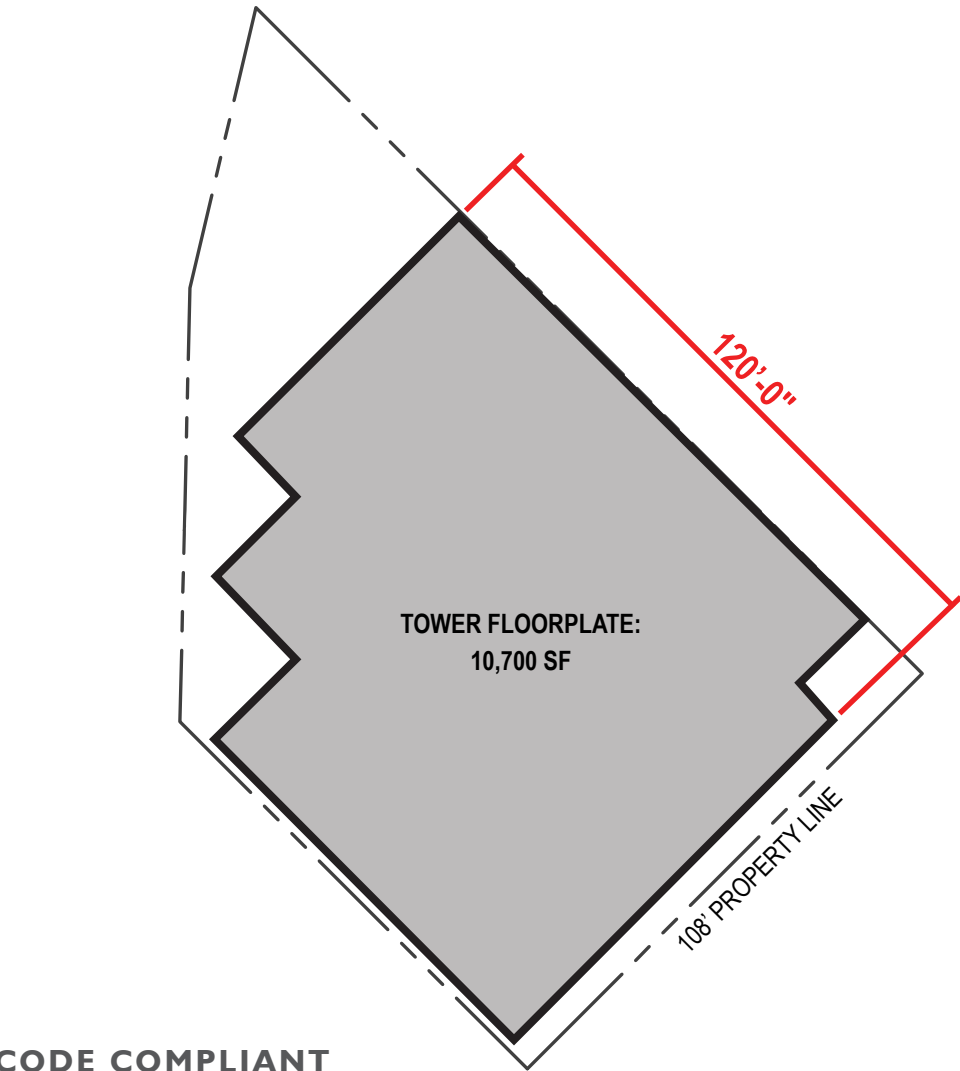
ANTICIPATED DEPARTURES – SUMMARY

CODE REQUIREMENT	DEPARTURE REQUEST	RATIONALE	ASSOCIATED GUIDELINES
<div>1. SMC 23.49.058.C.2.a</div> <div>In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue</div>	<div>Option 2 is proposing a tower width of 128'-9", a departure of 8'-9"</div> <div>Option 3 is proposing a tower width of 132'-6", a departure of 12'-6"</div>	<div>Our design solutions in Options 2 & 3 utilize the unique nature of the site to create elongated but more highly modulated facades that create a more slender tower in the north-south direction. Not only does this allow for a more interesting architectural form that is more responsive to existing context and the surrounding environment, but breaks apart the massing and creates a more elegant architectural solution that better differs from the projects to the south, and provides more separation, addressing public comment. Given the location of the site, we are not obstructing adjacent views or views from the northwest and slenderizing the building and setting back the corners to create better sightlines for neighboring towers.</div>	<div>A-1 Respond to the physical environment</div> <div>A-2 Enhance the skyline</div> <div>B-1 Respond to neighborhood context</div> <div>B-2 Create a transition in bulk & scale</div> <div>B-3 Reinforce the positive urban form & architectural attributes of the immediate area</div> <div>B-4 Design a well-proportioned and unified building</div>
<div>2. SMC 23.49.056.D</div> <div>Blank facade limits for Class II pedestrian streets. Blank facade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. Blank facade segment width may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus 5 feet.</div>	<div>Option 2 is proposing two stretches of blank facade along Borealis Street and Battery Street with a combined length of 152'-3". Four 2'-0" wide transparent areas would be required to comply with this section.</div> <div>Option 3 is proposing a single 90'-6" stretch of blank facade along Borealis Street. Two 2'-0" wide transparent areas would be required to comply with this section.</div>	<div>Due to the unique shape of the site, a shortened alley and street frontages on three sides (no internal property lines), the need to locate some of the BOH mechanical spaces required for this size of building shifted to Borealis. While everything will be done to treat this facade as nicely as possible, with overhead weather protection and high quality materials, transparency is not allowed into such electrical rooms. Granting this departure also allows the facade along the two major pedestrian streets (7th and Battery) to feature more active uses and supplement and enhance the retail being built to the south.</div>	<div>A-1 Respond to the physical environment</div> <div>B-1 Respond to neighborhood context</div> <div>B-3 Reinforce the positive urban form & architectural attributes of the immediate area</div>

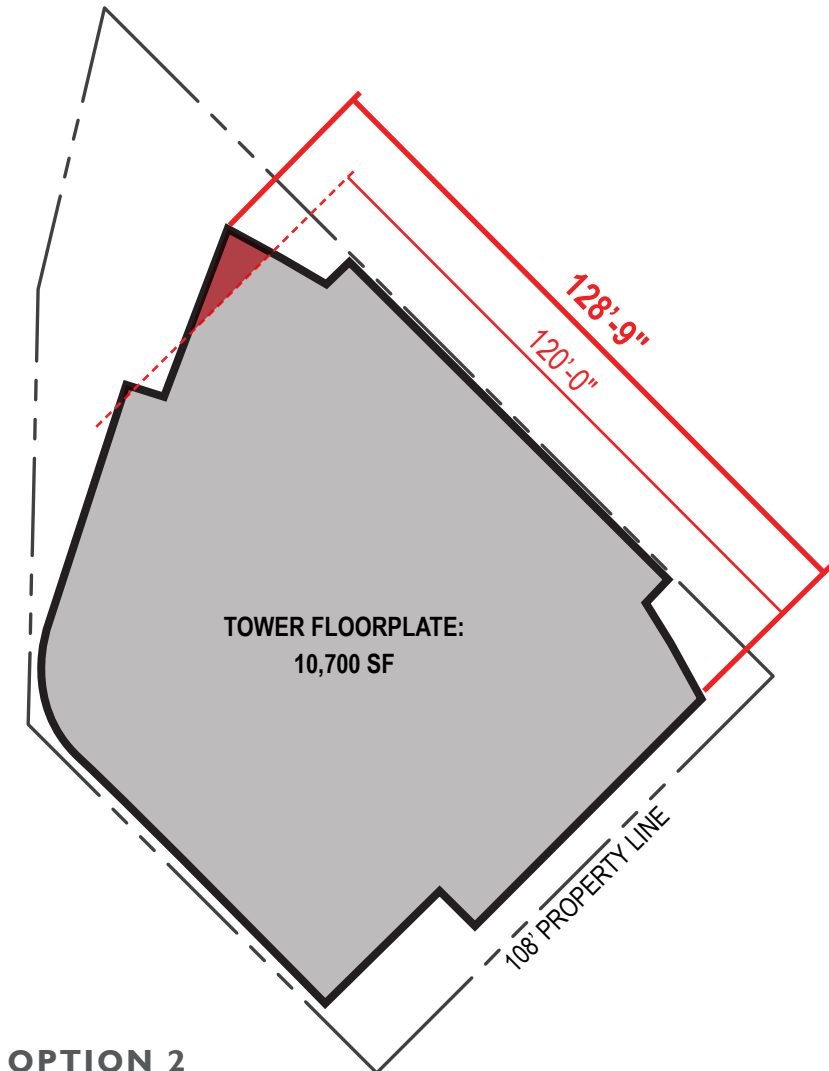
ANTICIPATED DEPARTURE #1 – TOWER WIDTH

CODE REQUIREMENT	DEPARTURE REQUEST	RATIONALE	ASSOCIATED GUIDELINES
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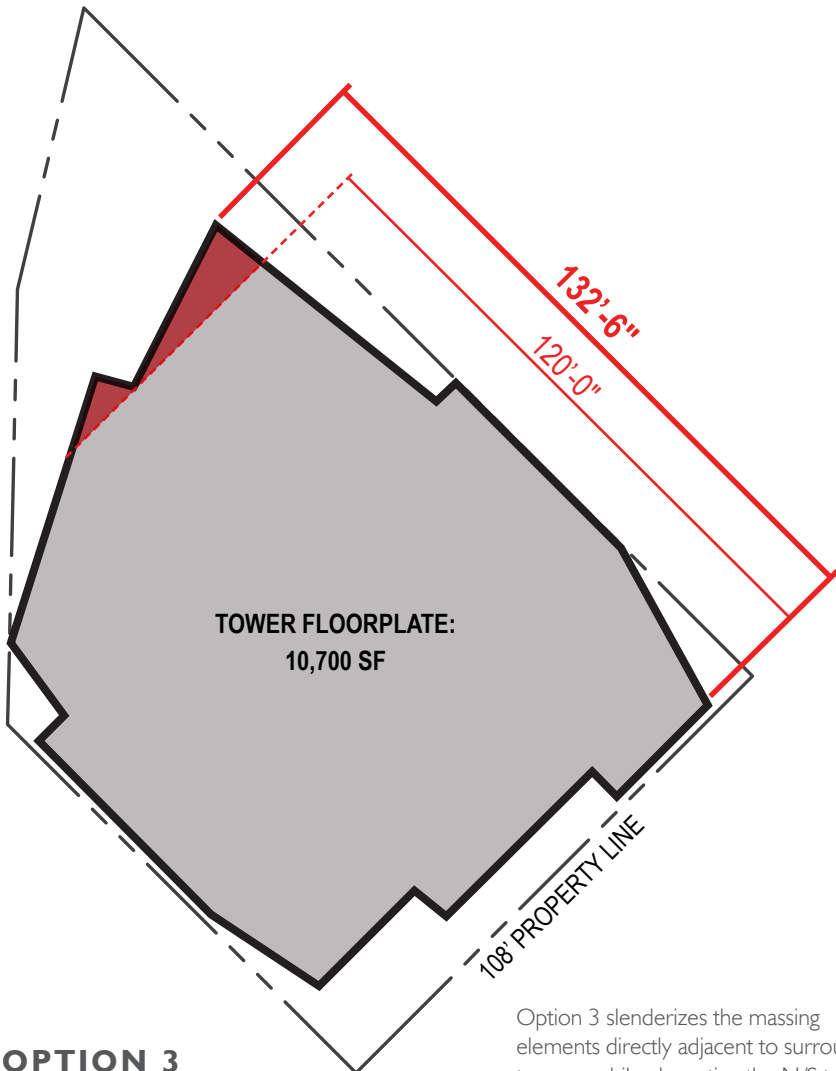
<p>SMC 23.49.058.C.2.a</p> <p>In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue, whichever is less.</p>	<p>Option 2 is proposing a tower width of 128'-9", a departure of 8'-9"</p> <p>Option 3 is proposing a tower width of 132'-6", a departure of 12'-6"</p>	<p>Our design solutions in options 2 & 3 utilize the unique nature of the site to create elongated but more highly modulated facades that create a more slender tower in the north-south direction. Not only does this allow for a more interesting architectural form that is more responsive to existing context and the surrounding environment, but it breaks apart the massing and creates a more elegant architectural solution that better differs from the projects to the south, and provides more separation, addressing public comment. Given the location of the site, we are not obstructing adjacent views or views from the northwest and slenderizing the building and setting back the corners create better sightlines for neighboring towers.</p>	<p>A-1 Respond to the physical environment A-2 Enhance the skyline B-1 Respond to neighborhood context B-2 Create a transition in bulk & scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building</p>
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Portion of massing that is out of compliance



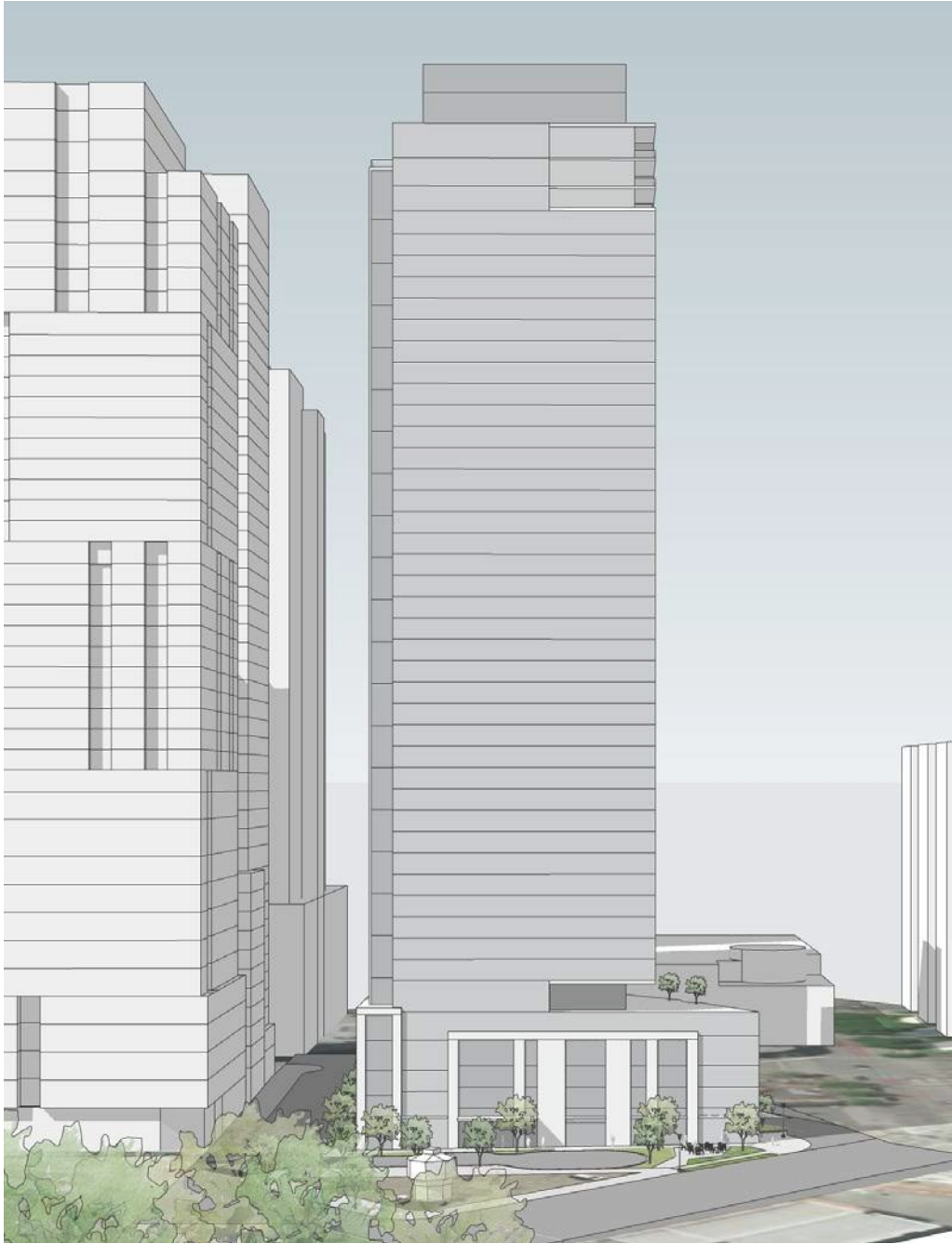
Total tower width: 128'-9"
Allowable tower width: 120'-0"
Difference of 8'-9"



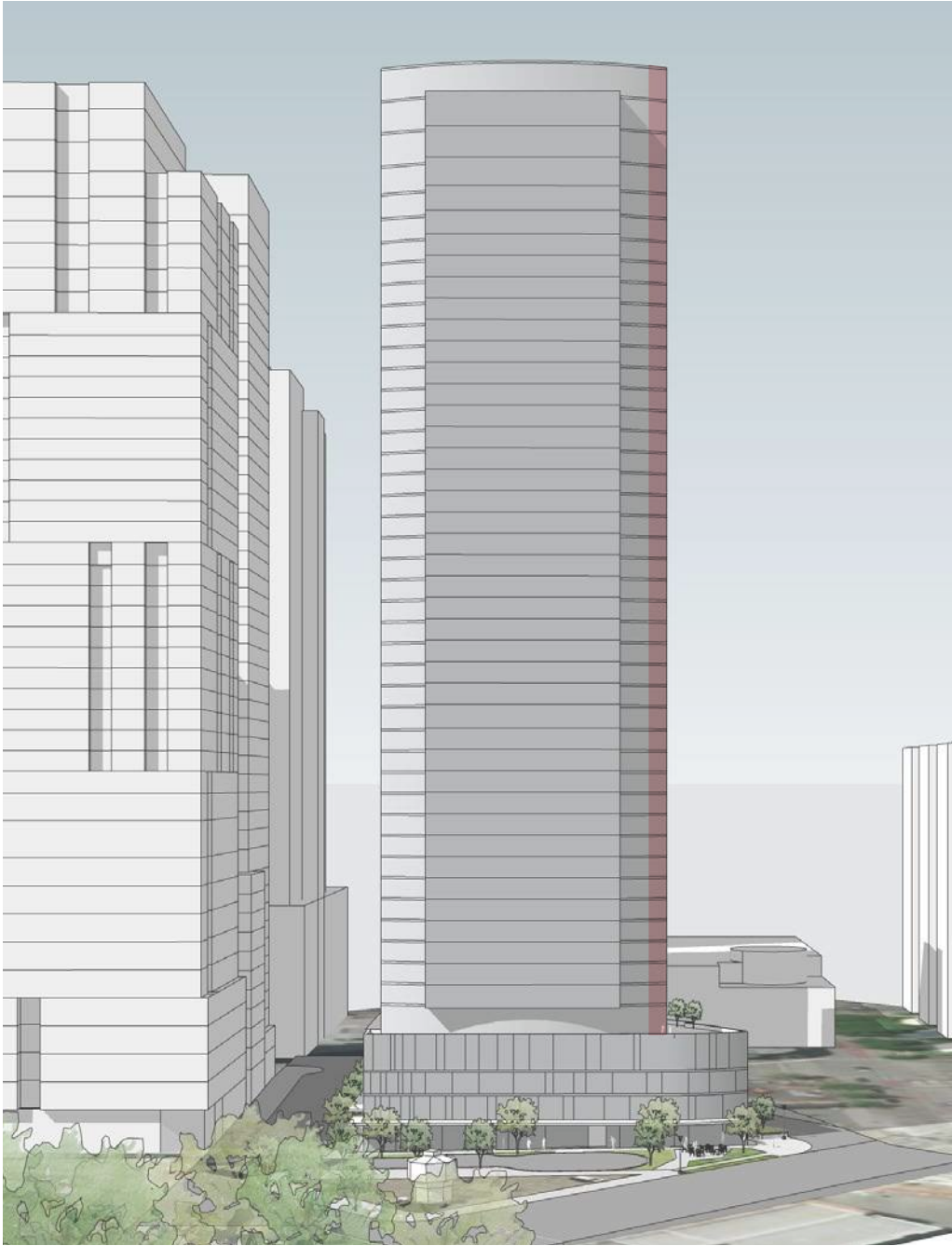
Option 3 slenderizes the massing elements directly adjacent to surrounding towers, while elongating the N/S to dimensions to increase sight lines around the project and reduce visual impacts from adjacent towers.

ANTICIPATED DEPARTURE #1 - TOWER WIDTH

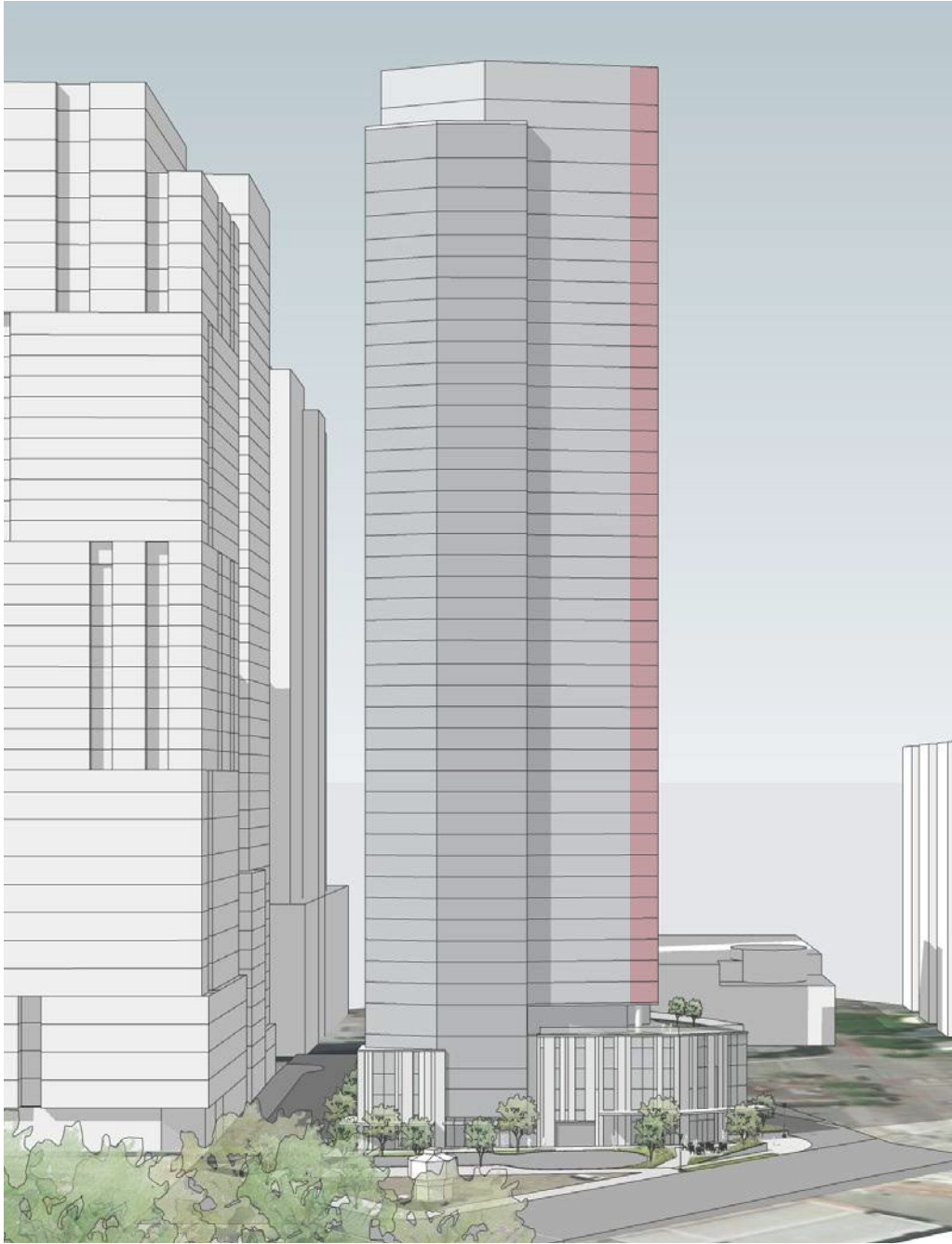
VIEW FROM EAST



OPTION 1 (CODE COMPLIANT)



OPTION 2



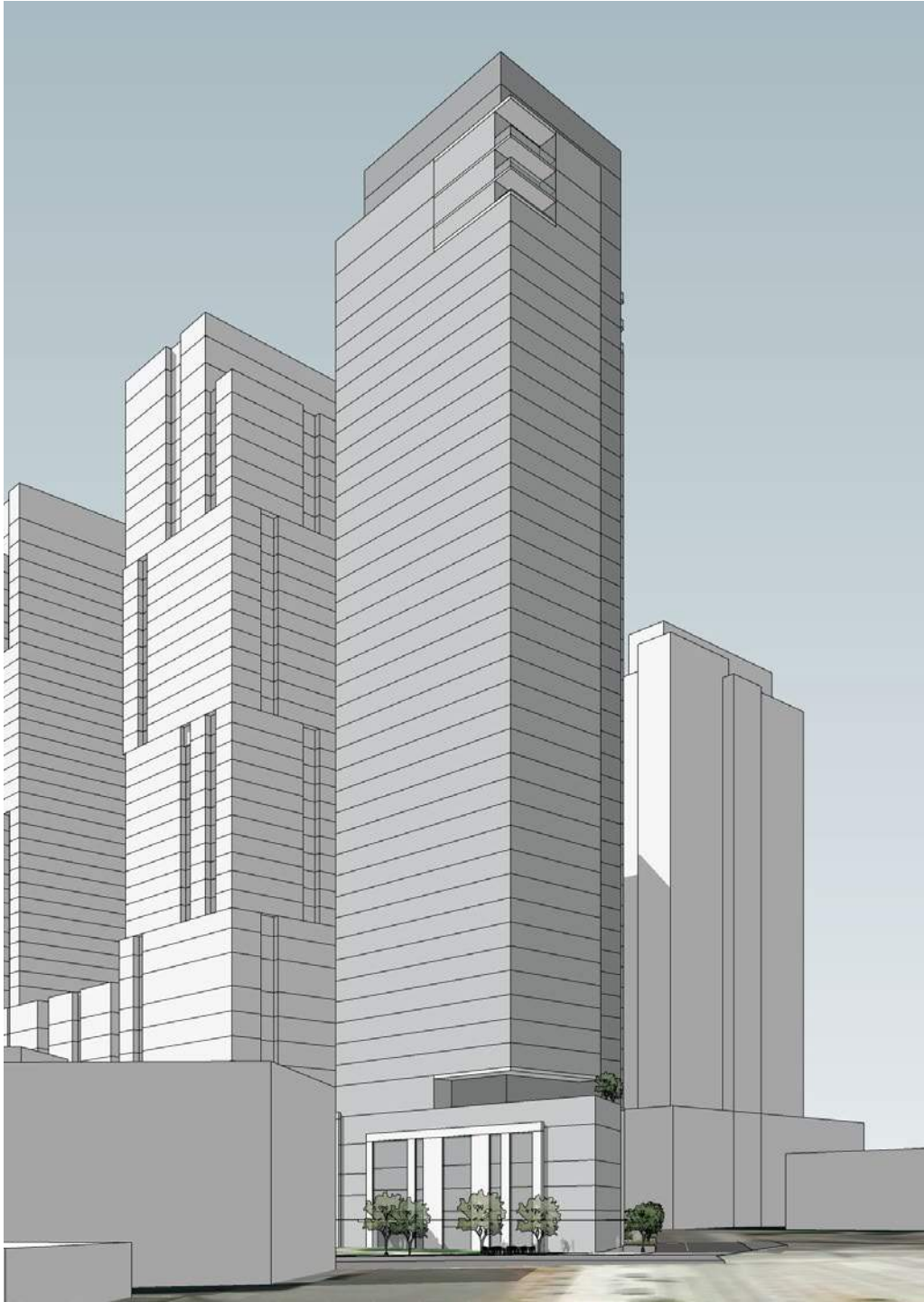
OPTION 3

Due to the massing of the tower being broken down in various ways, even when viewed at a completely oblique angle the increase in tower width is hardly perceptible. Only a small sliver of the tower exceeds the allowable tower width and true modulation steps like shown in option 3 will be far more visible in reality than in this early massing style as reflections, shadows and reveals help define the tower over just changes in materiality.

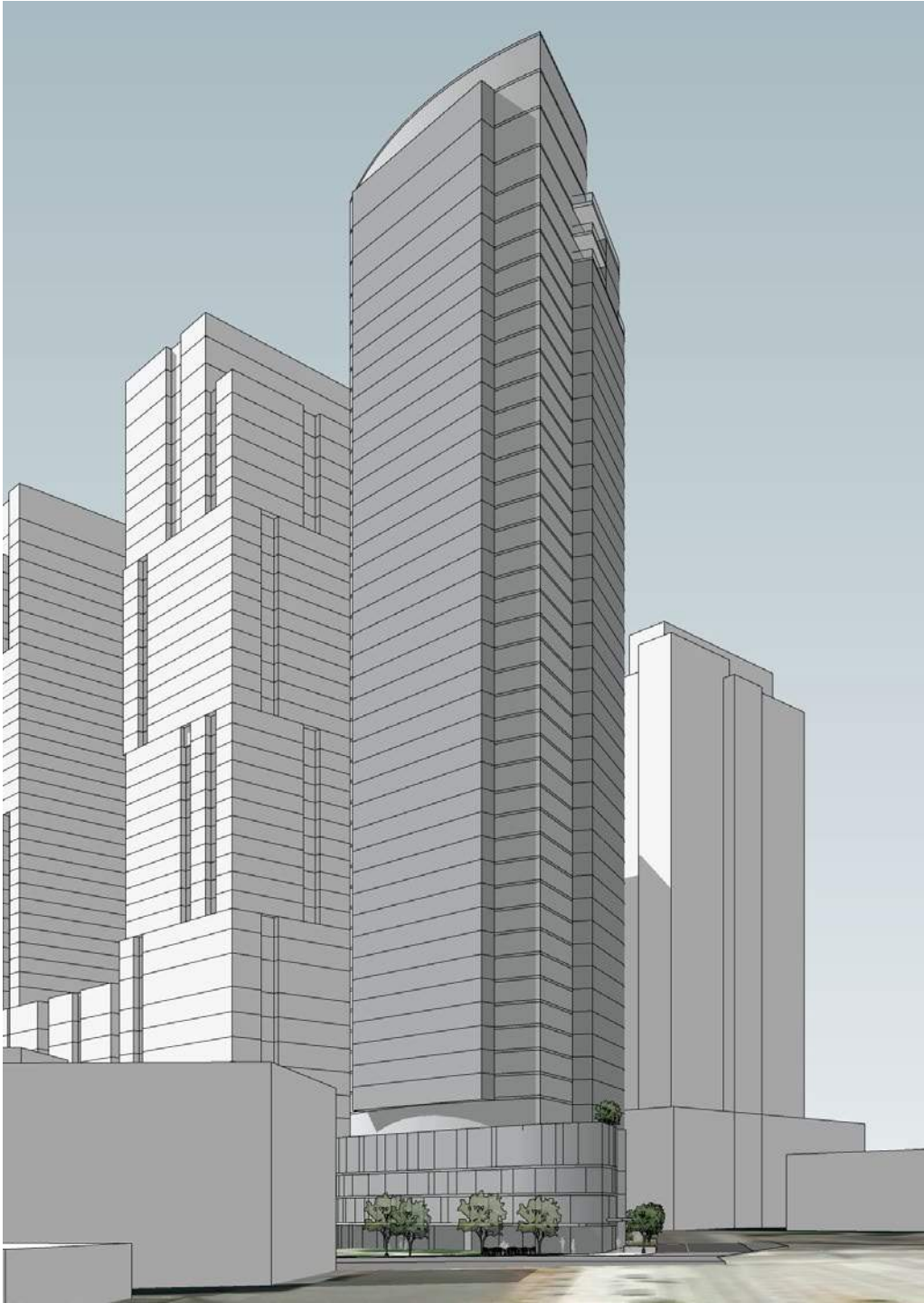
Portion of massing that exceeds tower width

ANTICIPATED DEPARTURE #1 – TOWER WIDTH

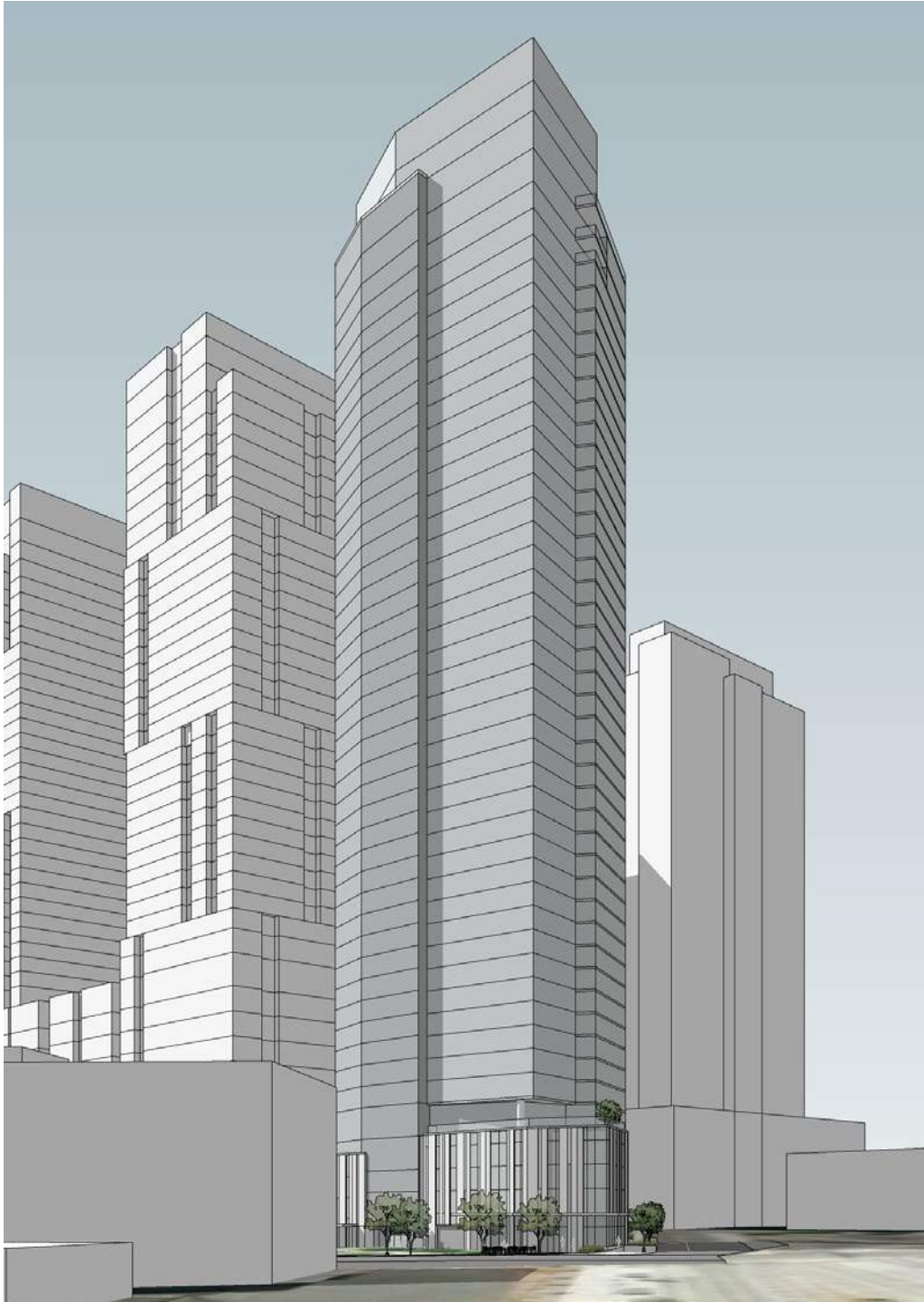
VIEW FROM NORTHEAST



OPTION 1 (CODE COMPLIANT)



OPTION 2

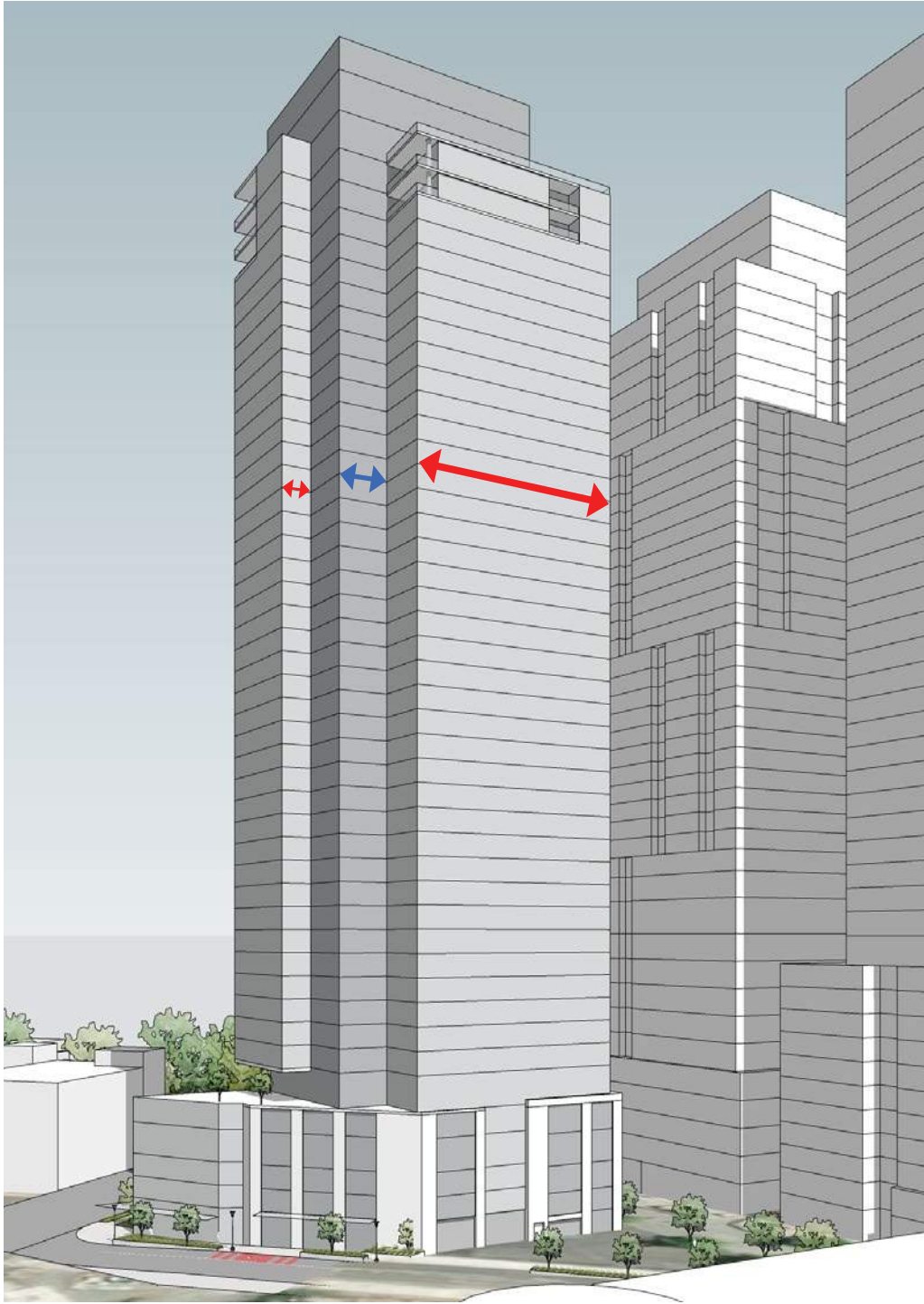


OPTION 3

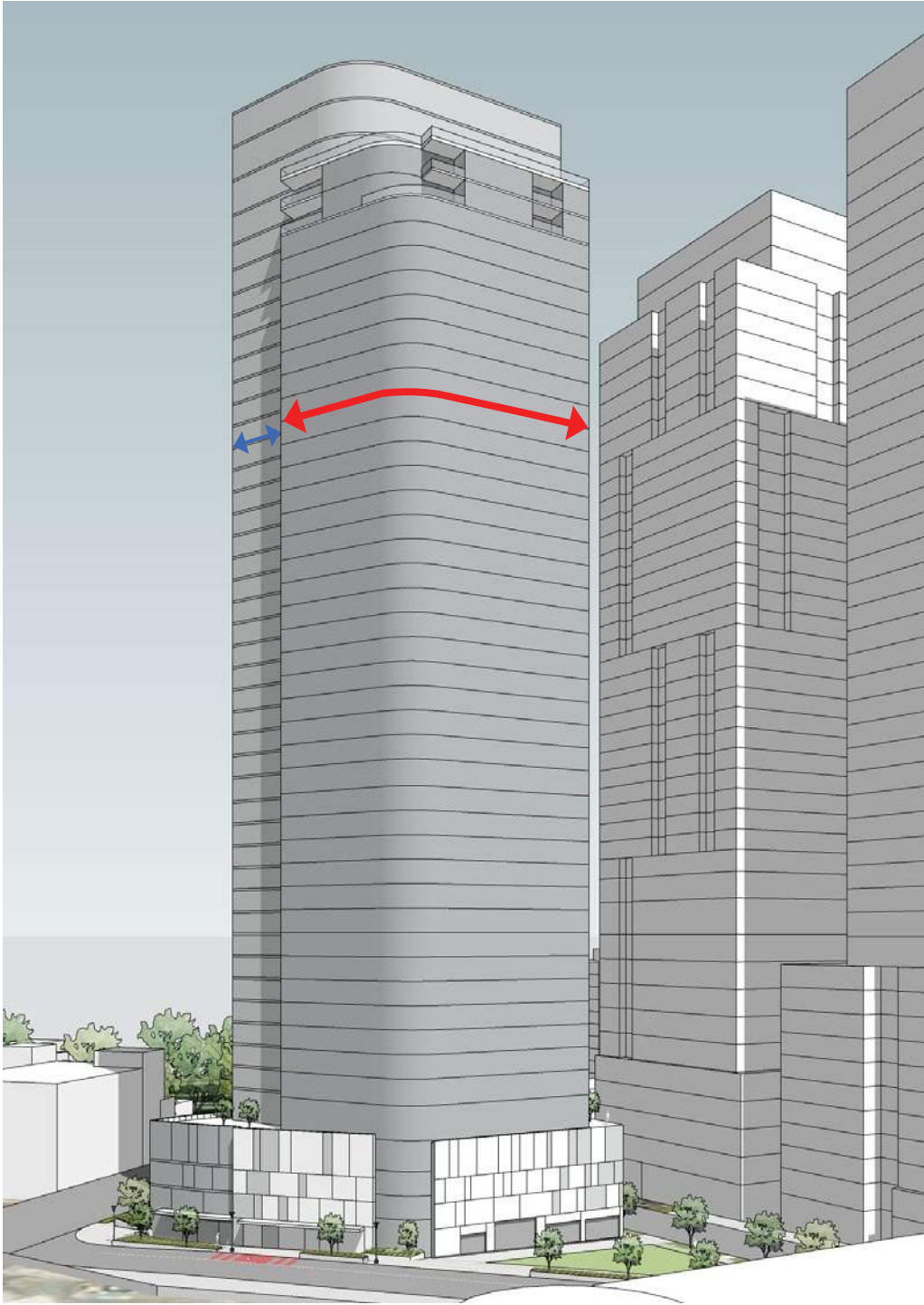
In Options 2 and 3, the tower width departure allows for a more dramatic tower form with shaping responsive to the unique property and its context. The differences in the horizontal width are nearly imperceptible. The more unique shaping actually reduces the visual bulk and scale from many vantage points and allows for additional modulation.

ANTICIPATED DEPARTURE #1 – TOWER WIDTH

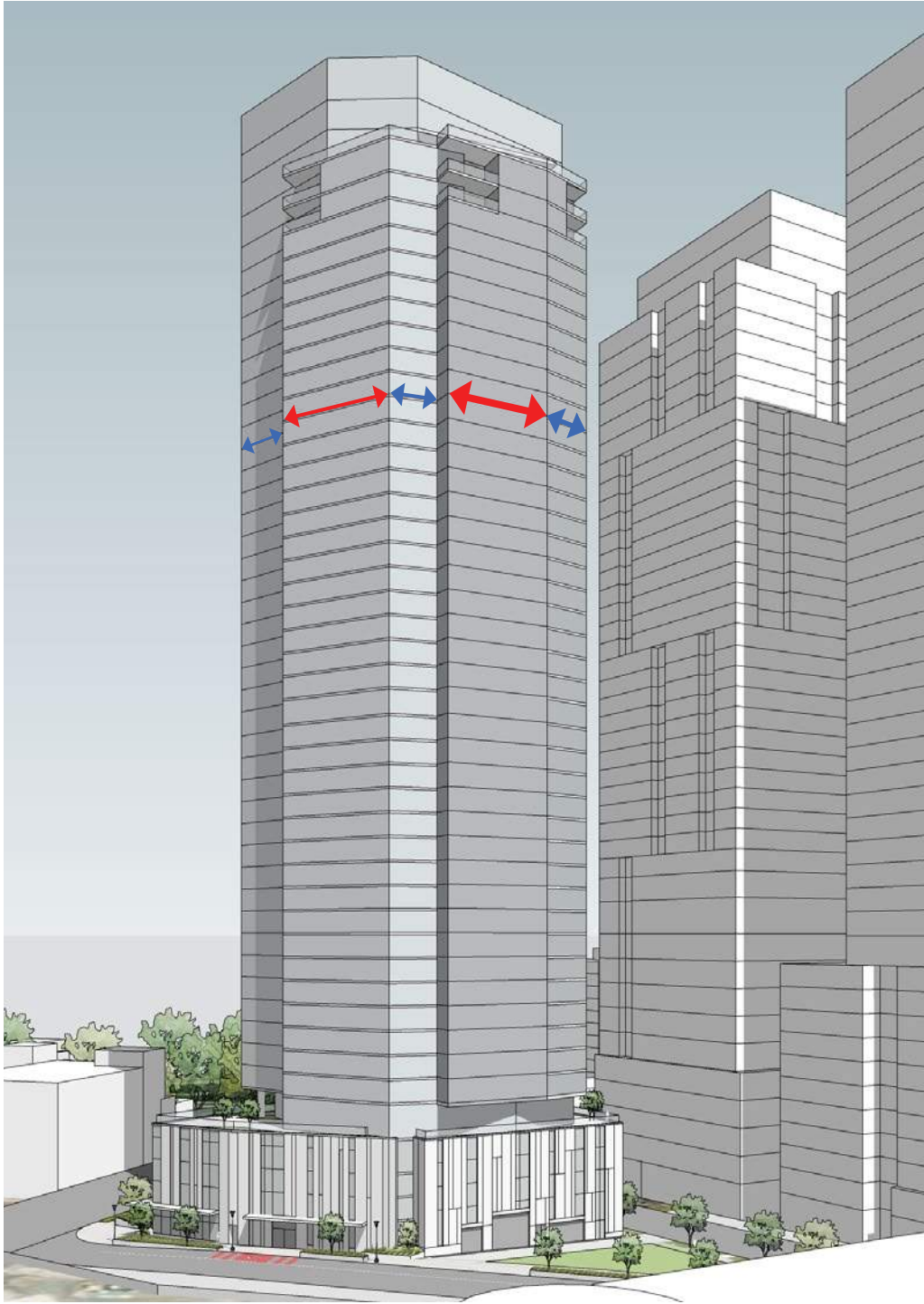
VIEW FROM NORTHWEST



OPTION 1 (CODE COMPLIANT)



OPTION 2



OPTION 3

Allowing the tower to modulate at the corners (and throughout the massing as shown in Option 3), allows the tower to take on a more slender appearance that is far more defined than a rectangular box with one stepped corner.

ANTICIPATED DEPARTURE #2 – BLANK FACADES

CODE REQUIREMENT	DEPARTURE REQUEST	RATIONALE	ASSOCIATED GUIDELINES
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2. SMC 23.49.056.D.3
- a. Blank facade limits for Class II pedestrian streets. Blank facade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. Blank facade segment width may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus 5 feet.

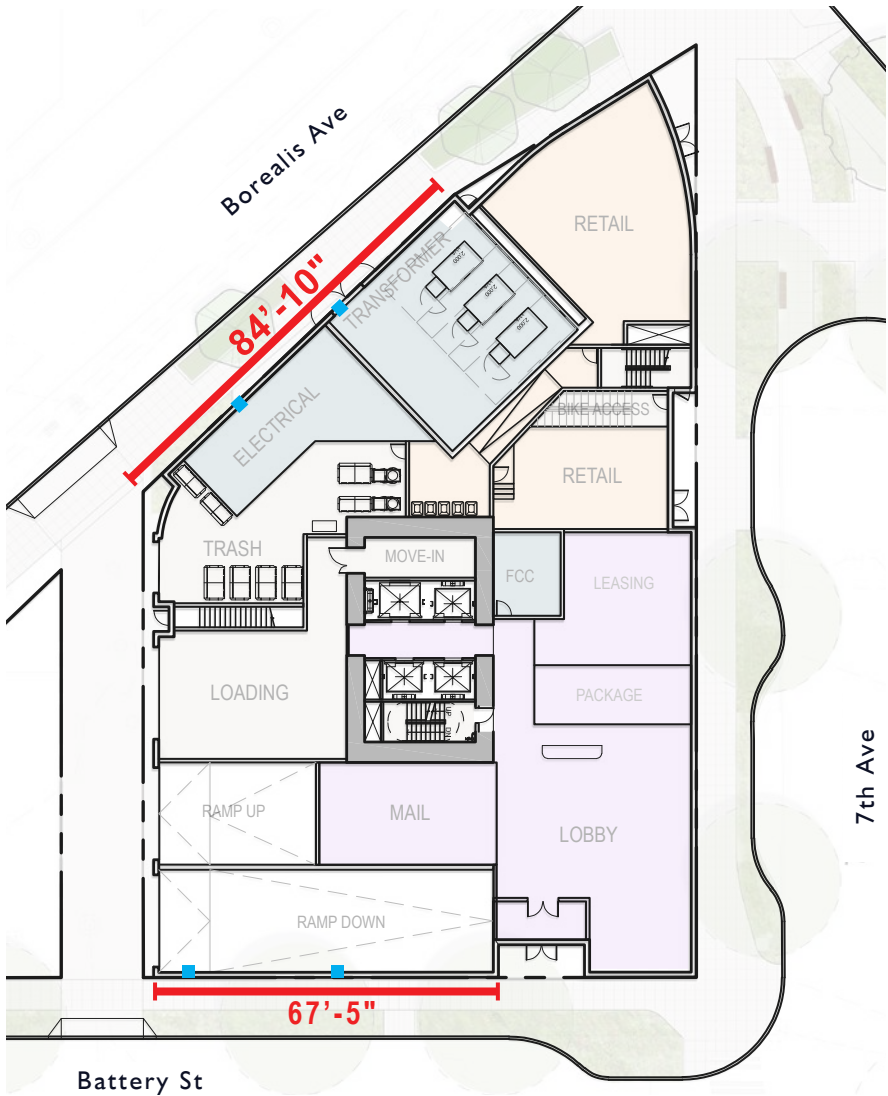
b. Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.

Option 2 is proposing two stretches of blank facade along Borealis Street and Battery Street with a combined length of 152'-3". Four 2'-0" wide transparent areas would be required to comply with this section.

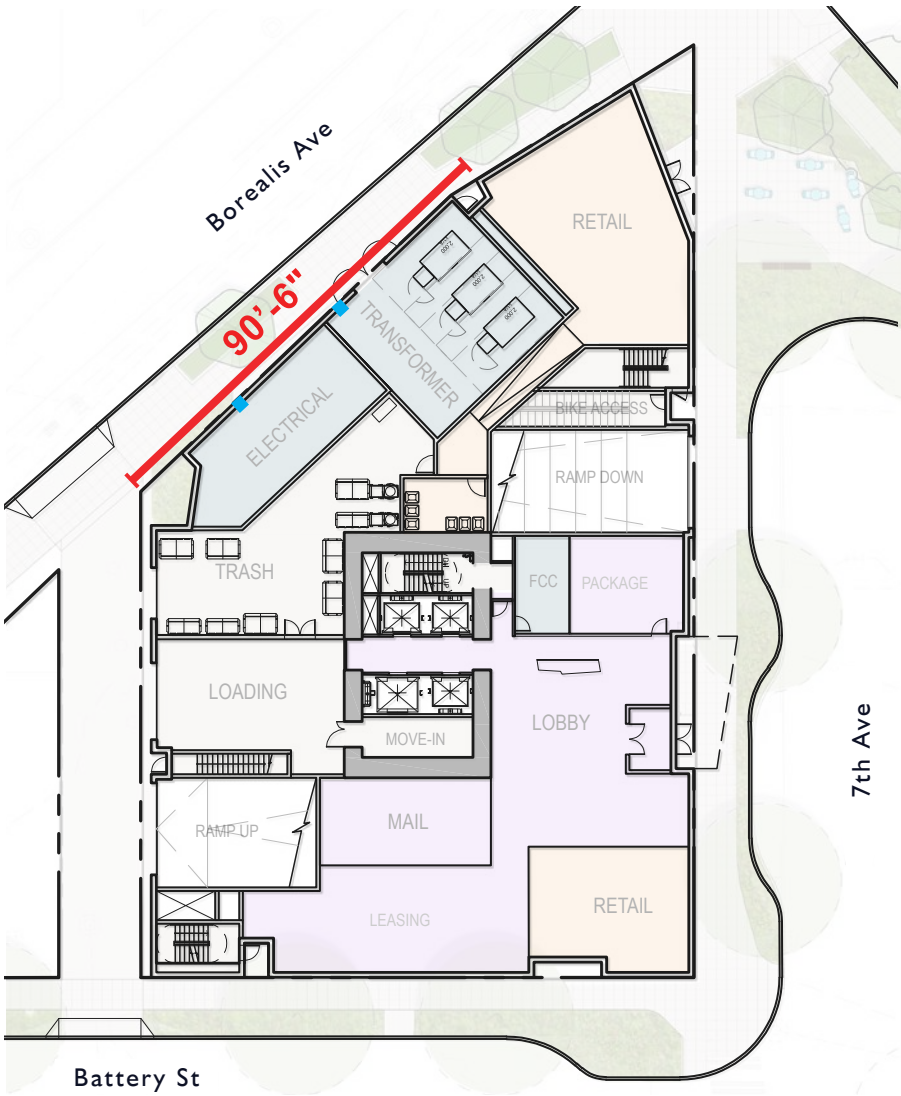
Option 3 is proposing a single 90'-6" stretch of blank facade along Borealis Street. Two 2'-0" wide transparent areas would be required to comply with this section.

Due to the unique shape of the site, a shortened alley and street frontages on three sides (no internal property lines), the need to locate some of the BOH mechanical spaces required for this size of building shifted to Borealis. While everything will be done to treat this facade as nicely as possible, with overhead weather protection and high quality materials, transparency is not allowed into such electrical rooms. Granting this departure also allows the facade along the two major pedestrian streets (7th and Battery) to feature more active uses and supplement and enhance the retail being built to the south.

- A-1 Respond to the physical environment
- B-1 Respond to neighborhood context
- B-3 Reinforce the positive urban form & architectural attributes of the immediate area



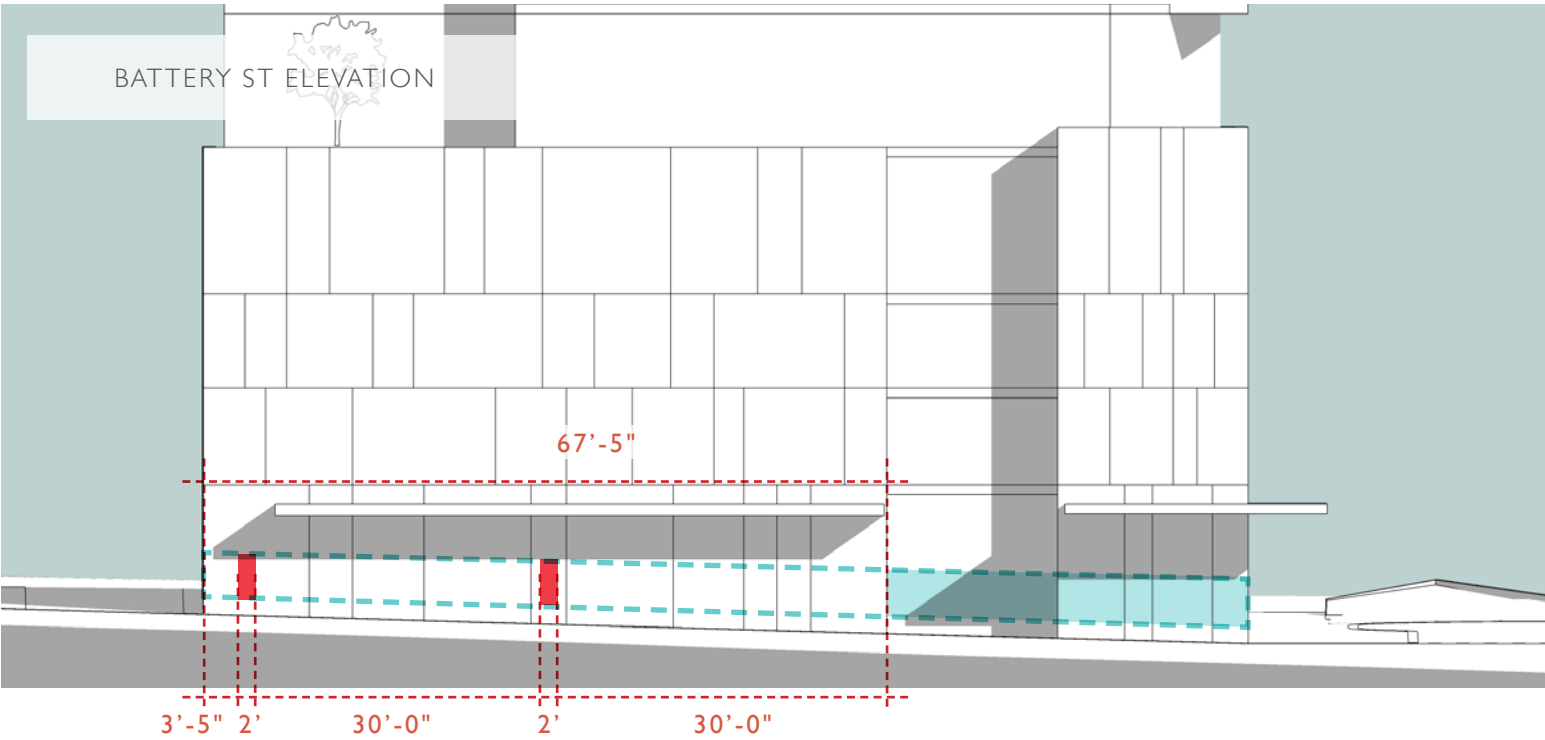
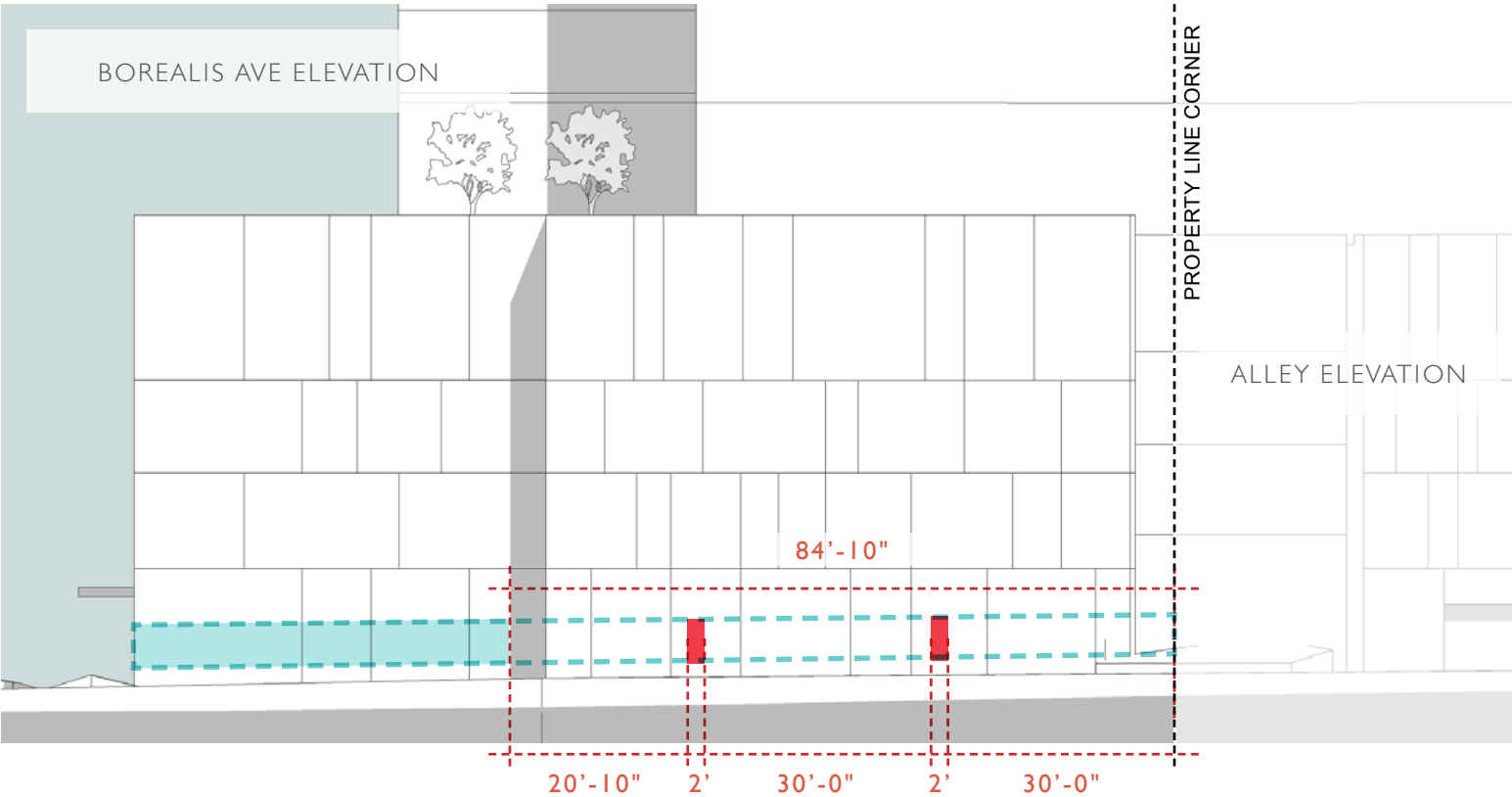
OPTION 2



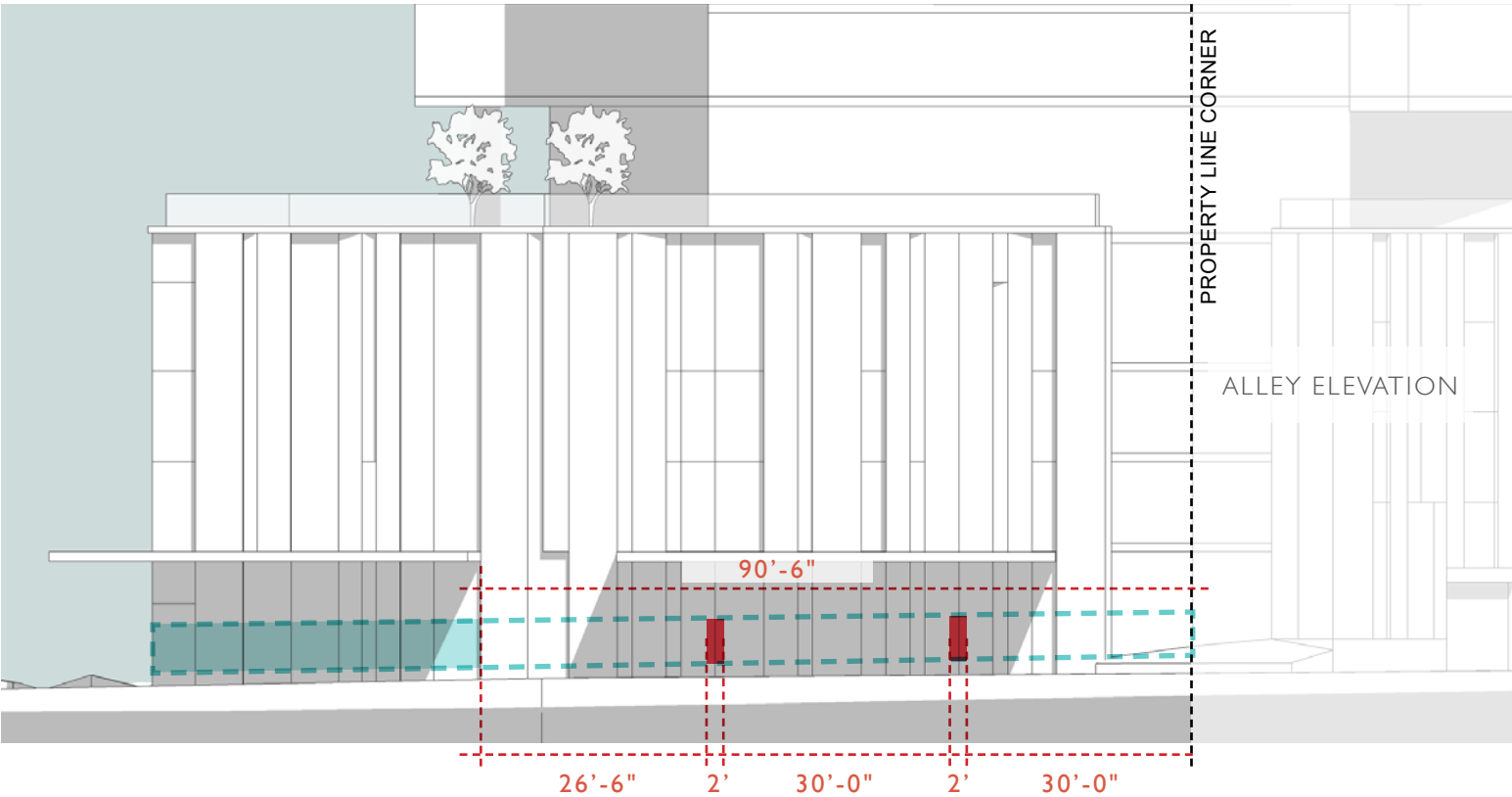
OPTION 3

ANTICIPATED DEPARTURE #2 – BLANK FACADES

OPTION 2



OPTION 3

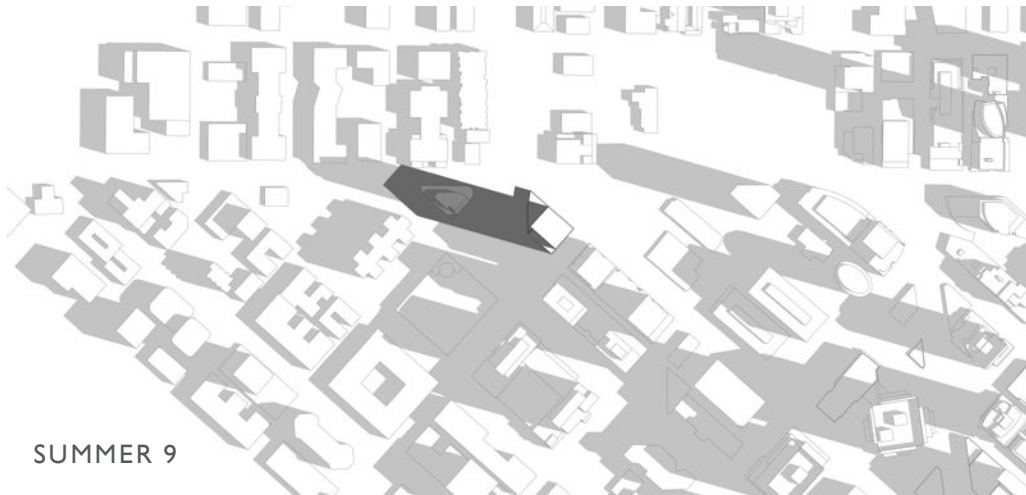


The departure request exists only at small portions of the facade along both Borealis and Battery for Option 2 and Borealis for Option 3. Allowing continuous solid areas at these locations permits the design team to create a more active street experience along the two more pedestrian oriented streets, 7th and Battery.

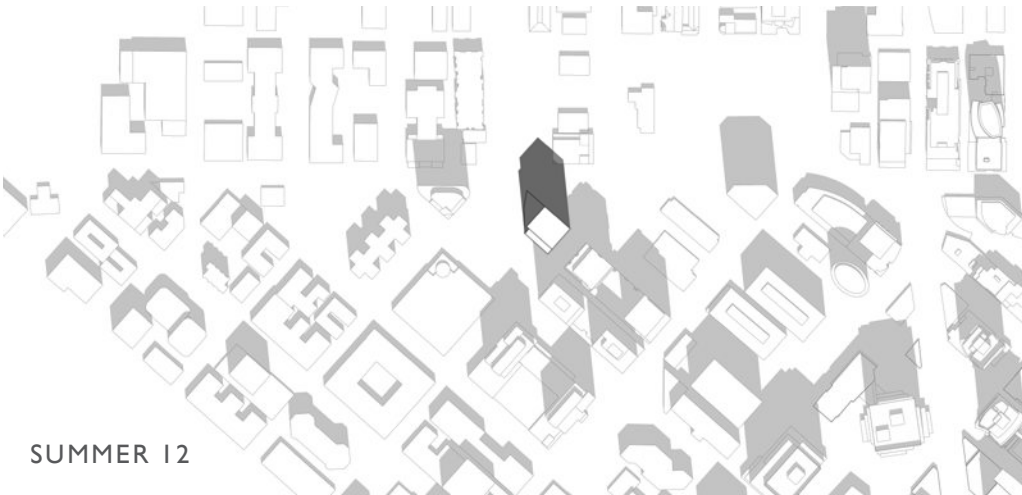
- Area requiring blank facade limits
- Required 2' Transparent Areas / Breaks in Blank Facades
- Transparent Facade area meeting requirements

Drawings are not to scale

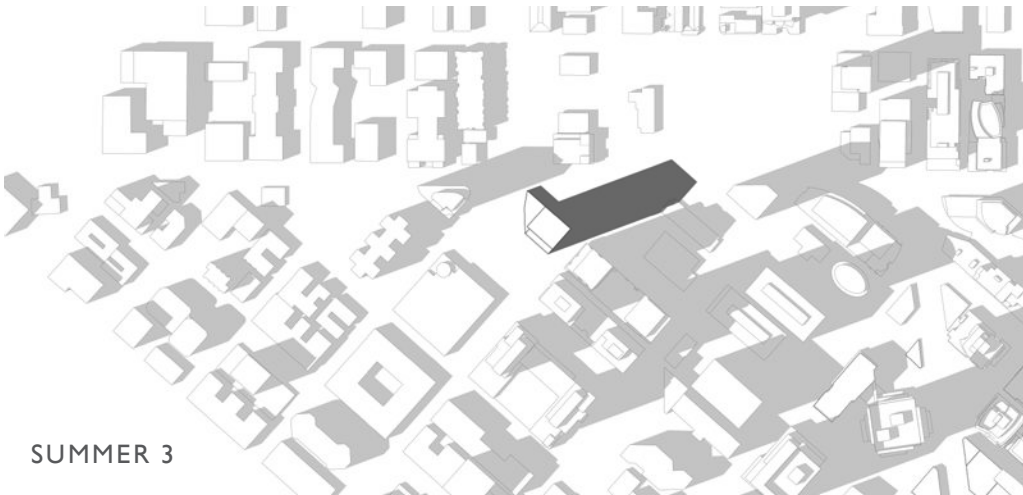
SHADING STUDY



SUMMER 9



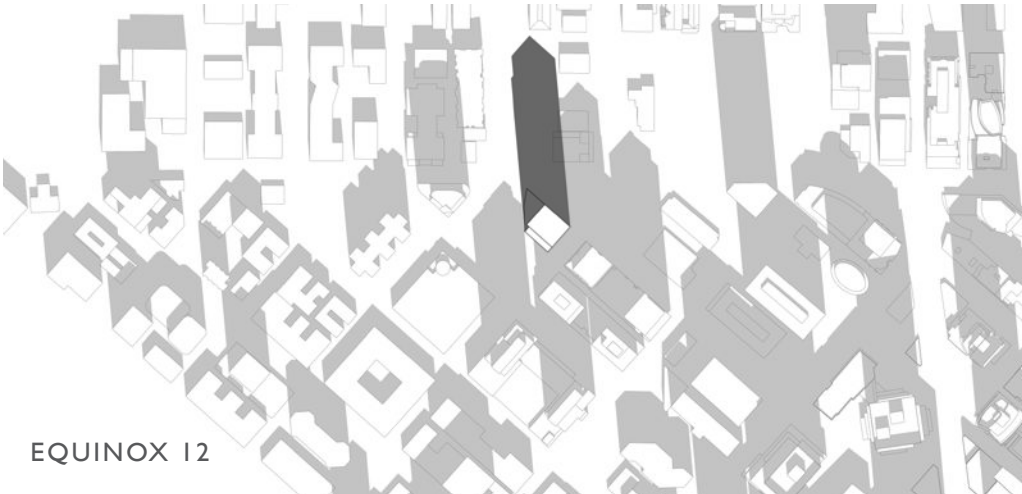
SUMMER 12



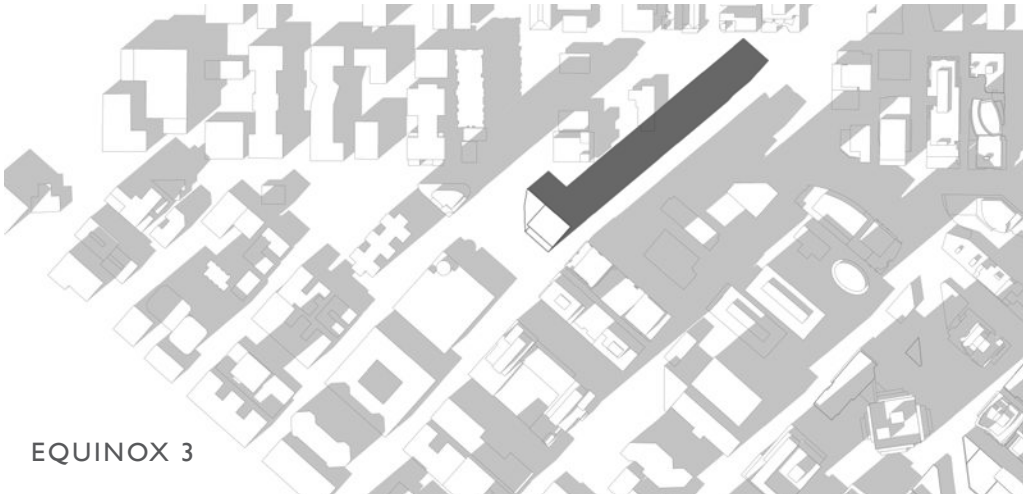
SUMMER 3



EQUINOX 9



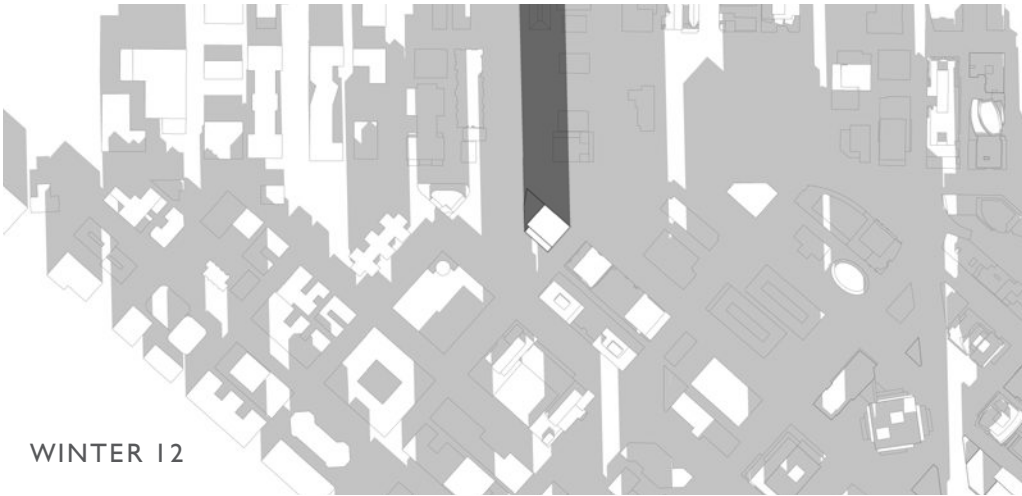
EQUINOX 12



EQUINOX 3



WINTER 9



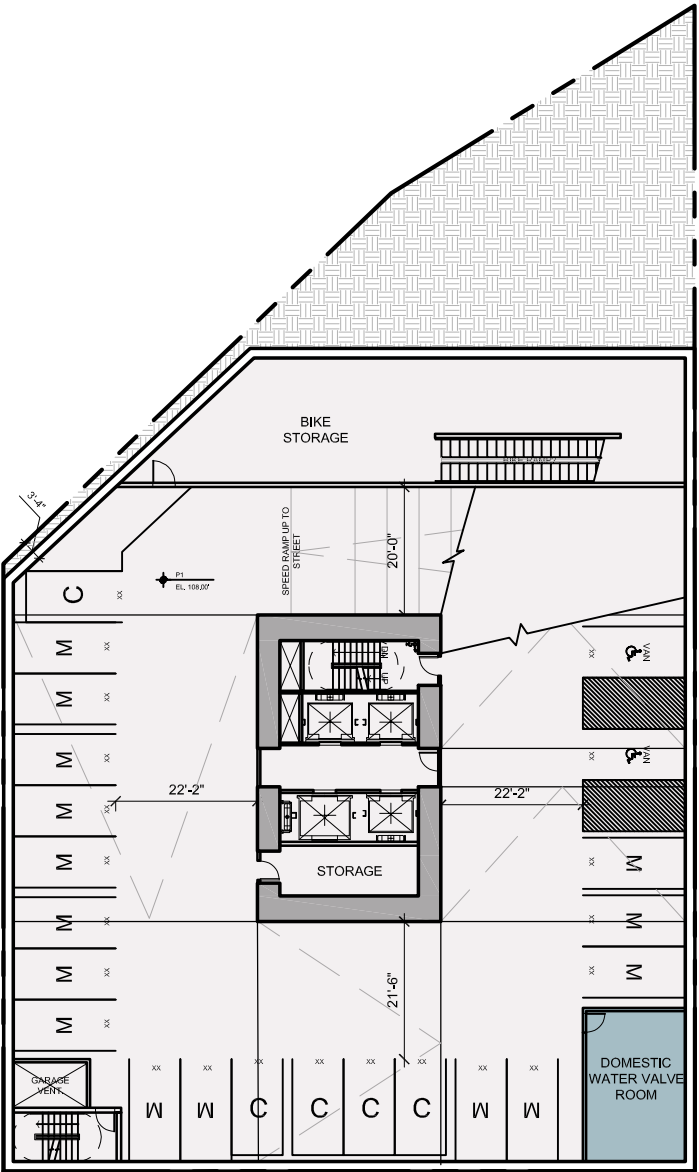
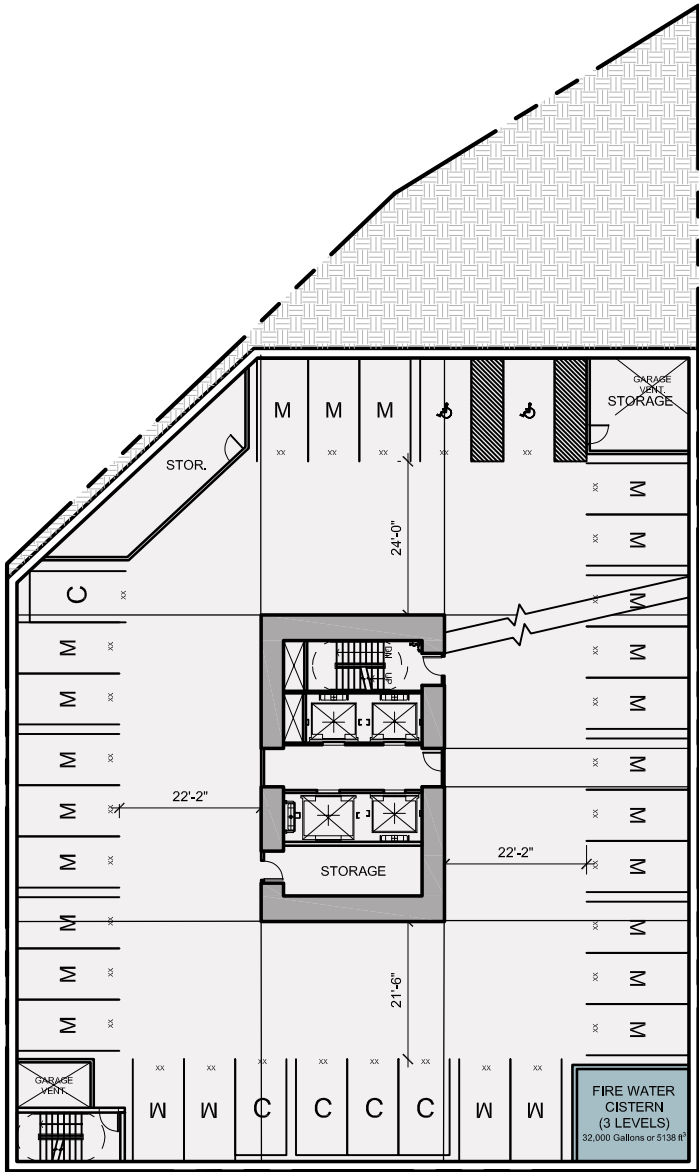
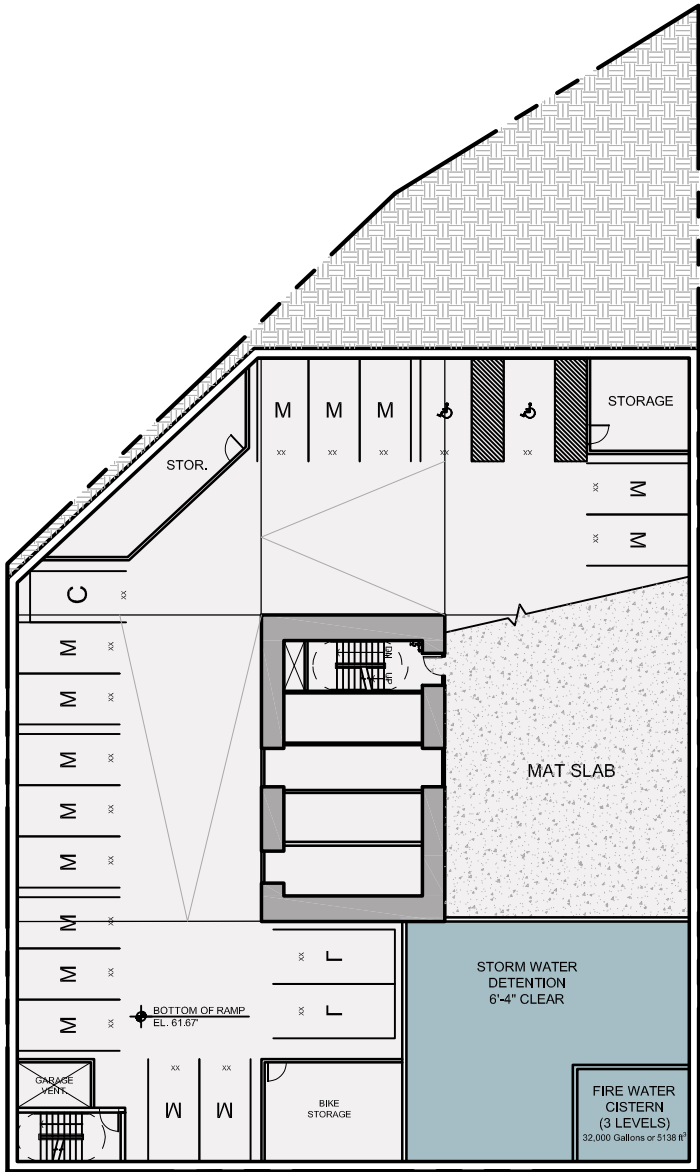
WINTER 12



WINTER 3

BELOW GRADE FLOOR PLANS

(OPTION 3)



BOTTOM OF PARKING PLAN

TYPICAL PARKING PLAN

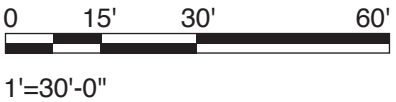
LEVEL PI PLAN

- Lobby / Common Space
- Commercial Office

- MEP / Fire
- Loading / Trash / Circulation

- Retail
- Exterior Roof Terrace

- Landscaping / Green Roof
- Building Entry / Exit



THANK YOU