



1200 NE 45TH ST

SEATTLE, WA 98105

DESIGN RECOMMENDATION MEETING | #3032085
SEPTEMBER 9, 2019

R RUNBERG
ARCHITECTURE
GROUP


barrientos RYAN



WALLINGFORD

PORTAGE BAY

SITE

UW CAMPUS



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01

CONTEXT & SITE

SITE AERIAL VIEW



DEVELOPER: BARRIENTOS RYAN

ARCHITECT: RUNBERG ARCHITECTURE GROUP
1 YESLER WAY, SEATTLE, WA 98104

ZONING: ZONING TYPE: SM-U 95-320 (MI);UNIVERSITY DISTRICT NW
NE 45TH ST - CLASS 1 PEDESTRIAN STREET

BUILDING CODE: 2015 SEATTLE BUILDING CODE

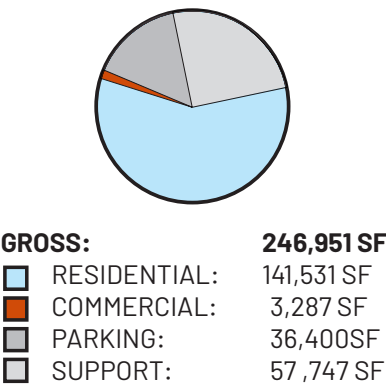
TAX ACCOUNT NUMBERS: 773360-0005

SDCI PROJECT #: 3032085

PROJECT ADDRESS: 1200 NE 45TH ST,
SEATTLE, WA 98105

SITE AREA: 15,238 SF (0.35 ACRES)

FAR BASE: 4.75 (72,381 SF)
 MAXIMUM: 12.00 (182,856 SF)
 PROPOSED: 11.67 (177,912 SF)

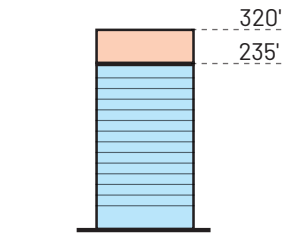


UNITS: 237

1-BED:	58
2-BED:	56
OPEN 1:	57
STUDIOS:	44
SEDU:	22

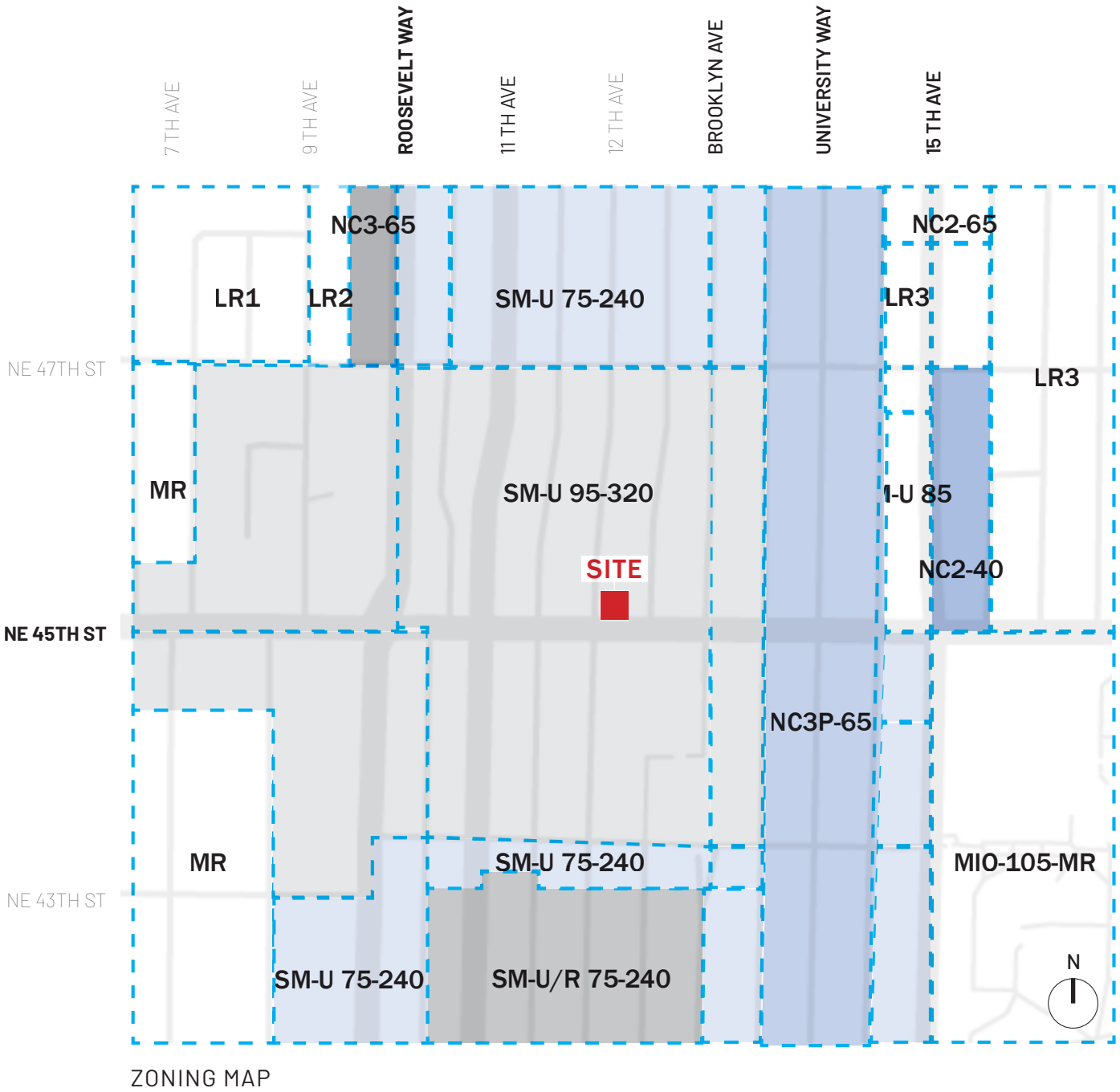


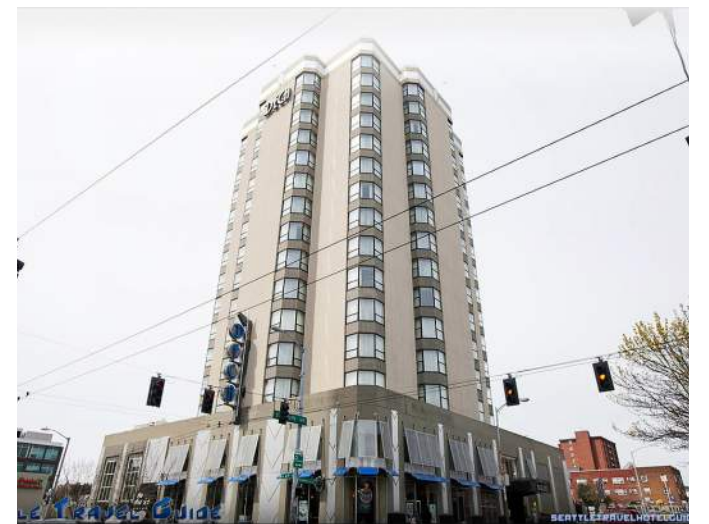
VEHICLE PARKING
REQUIRED: NONE
PROPOSED: 91 STALLS



HEIGHT
ALLOWABLE: 320 FT
PROPOSED: 225 FT
(24-STORIES)

PROJECT INFO: TYPE-1A CONSISTS OF 24 STORY HIGH-RISE APARTMENT TOWER WITH A RESIDENTIAL LOBBY / LEASING CENTER OFF 12TH AVE N.E. AND GROUND RELATED RETAIL SPACE FACING N.E. 45TH STREET WRAPPING THE CORNER TO 12TH AVE N.E. AND A ROOFTOP DECK ABOVE THE 22ND STORY.





1 DECA HOTEL



2 UW TOWER



3 THE M (future development)



4 CORE TOWER (future development)



7 CROSS AND CROWN CHURCH



10 NEPTUNE THEATER



13 LIGHT RAIL STATION (under construction)



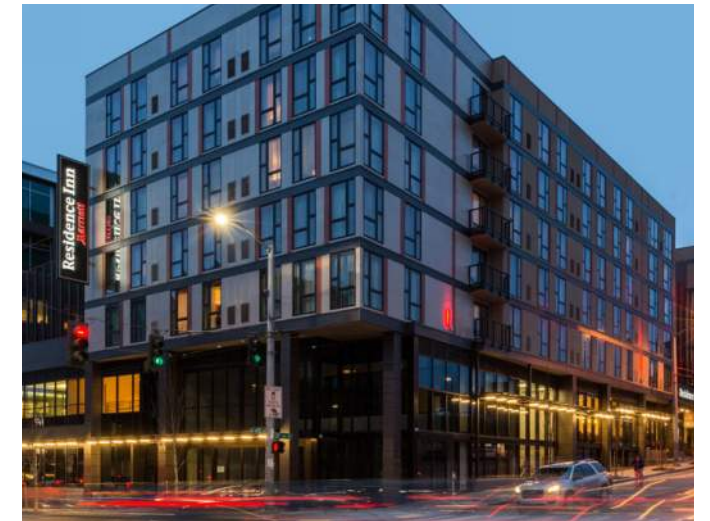
5 BRIDGES @ 11TH



8 UNIVERSITY DISTRICT BUILDING



11 WSECU



14 RESIDENCE INN BY MARRIOTT



6 TWELVE AT U DISTRICT



9 ADELAIDE APARTMENTS



12 WSECU



15 11 STORY RESIDENTIAL TOWER

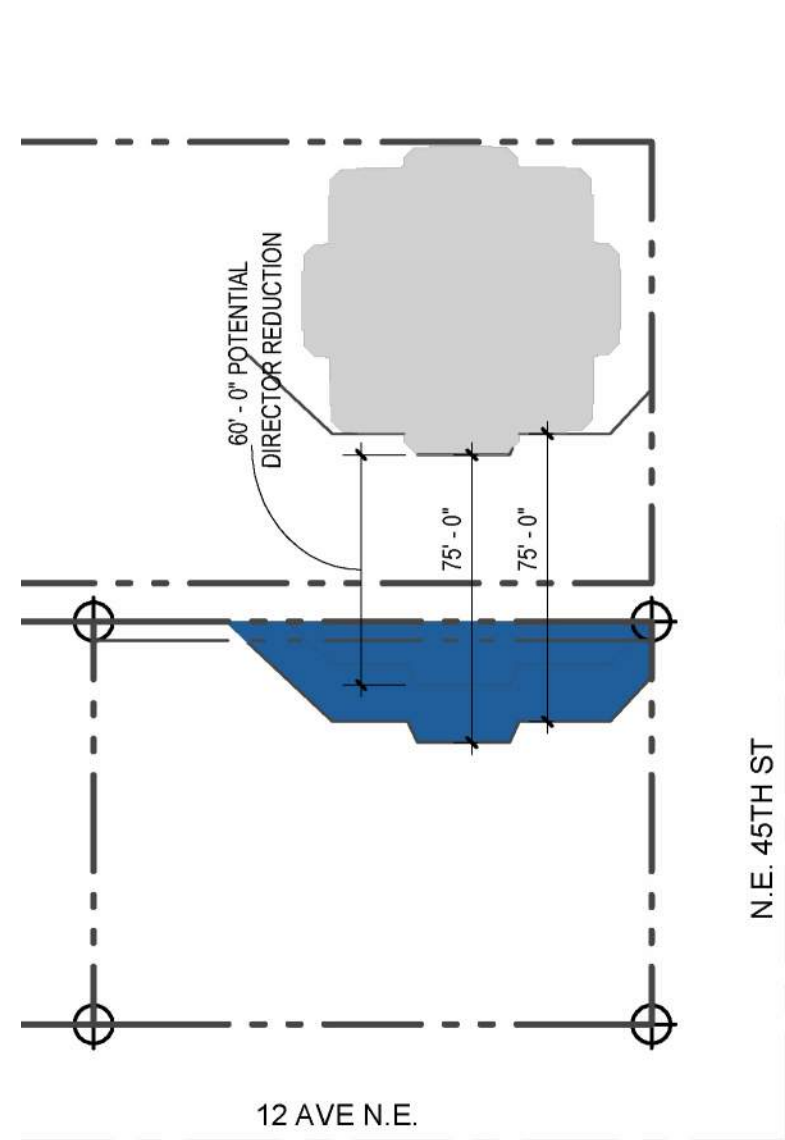


DIAGRAM - DECA TOWER SETBACK

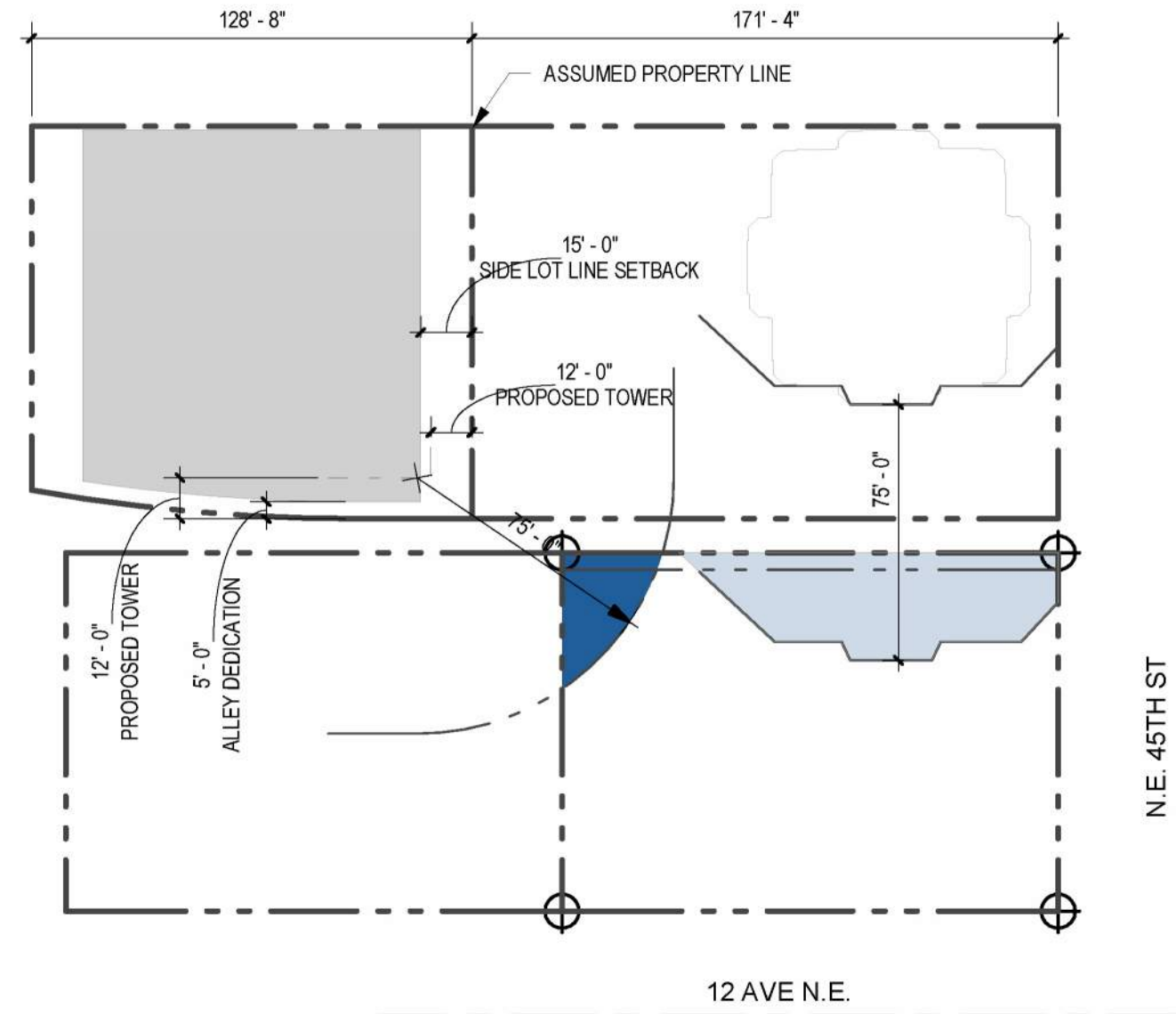


DIAGRAM - PROPOSED TOWER SETBACK

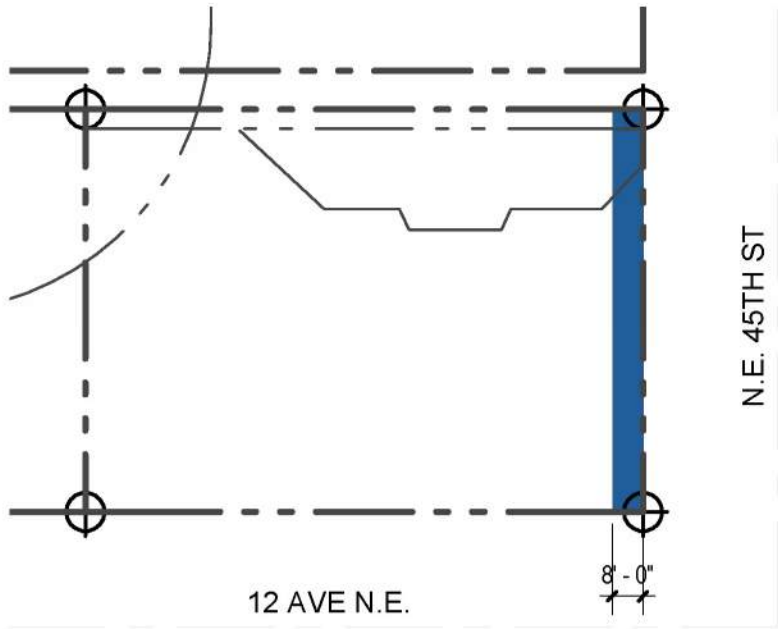


DIAGRAM - 45TH SETBACK

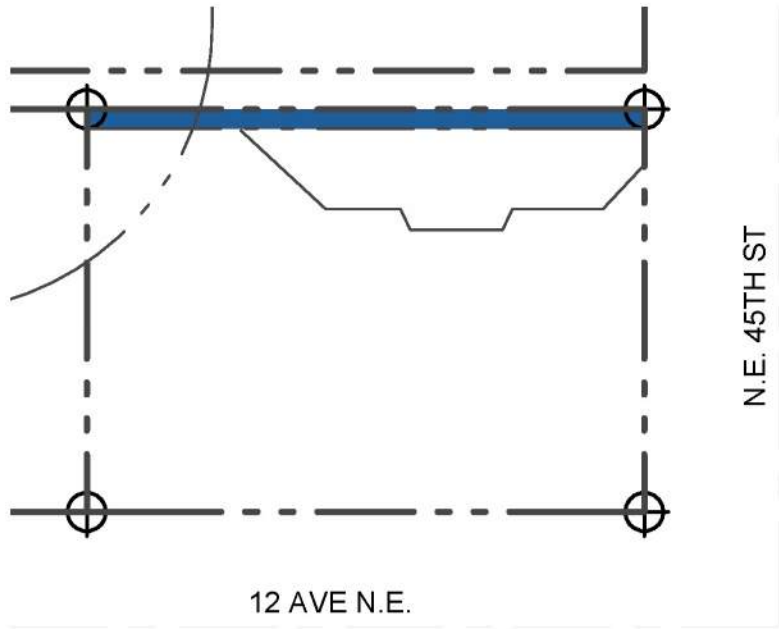


DIAGRAM - ALLEY DEDICATION

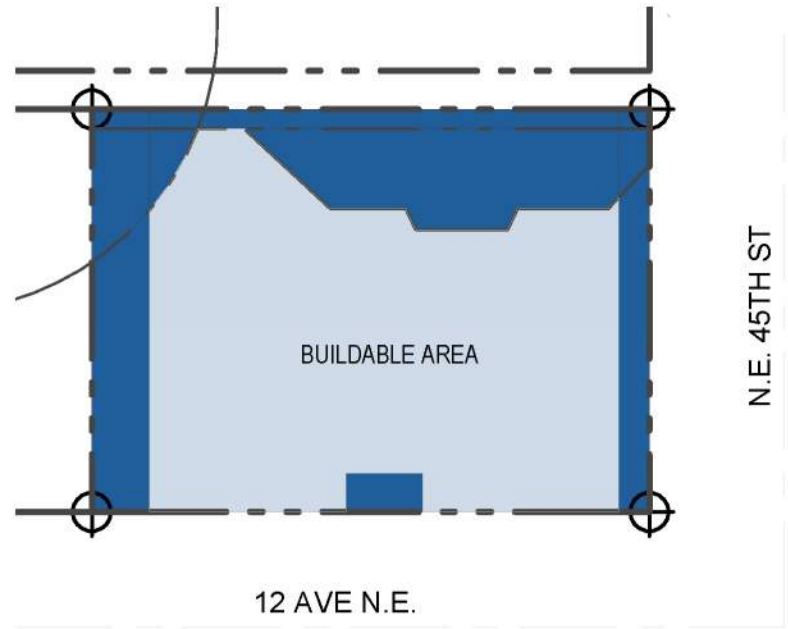


DIAGRAM - COMBINED

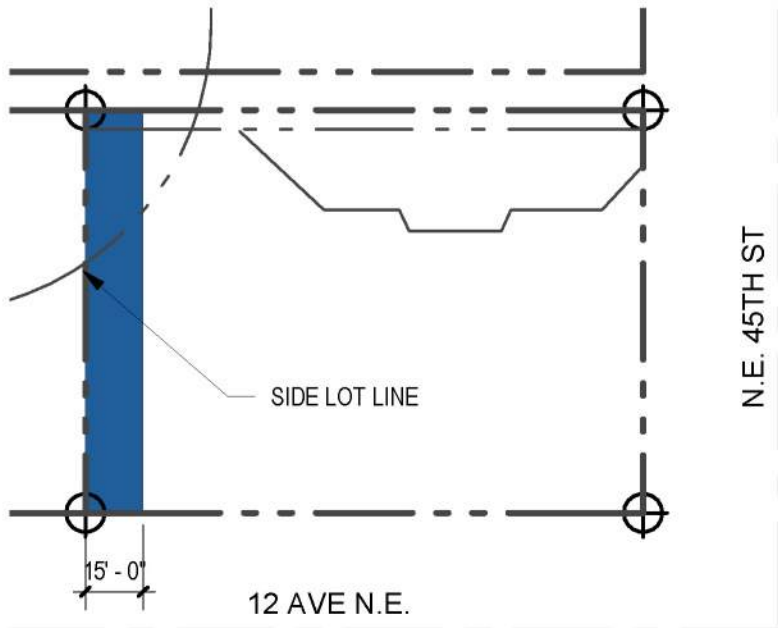


DIAGRAM - SIDE SETBACK

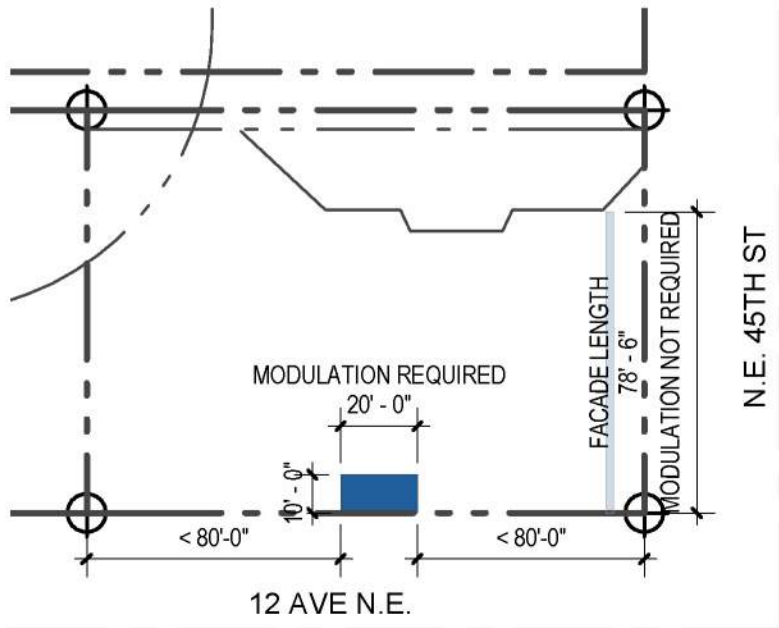


DIAGRAM - MODULATION

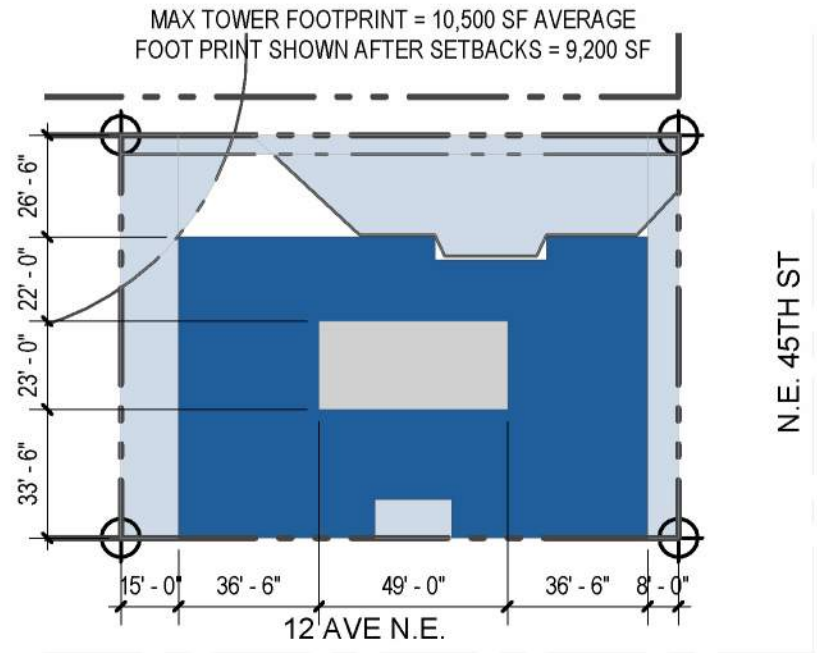
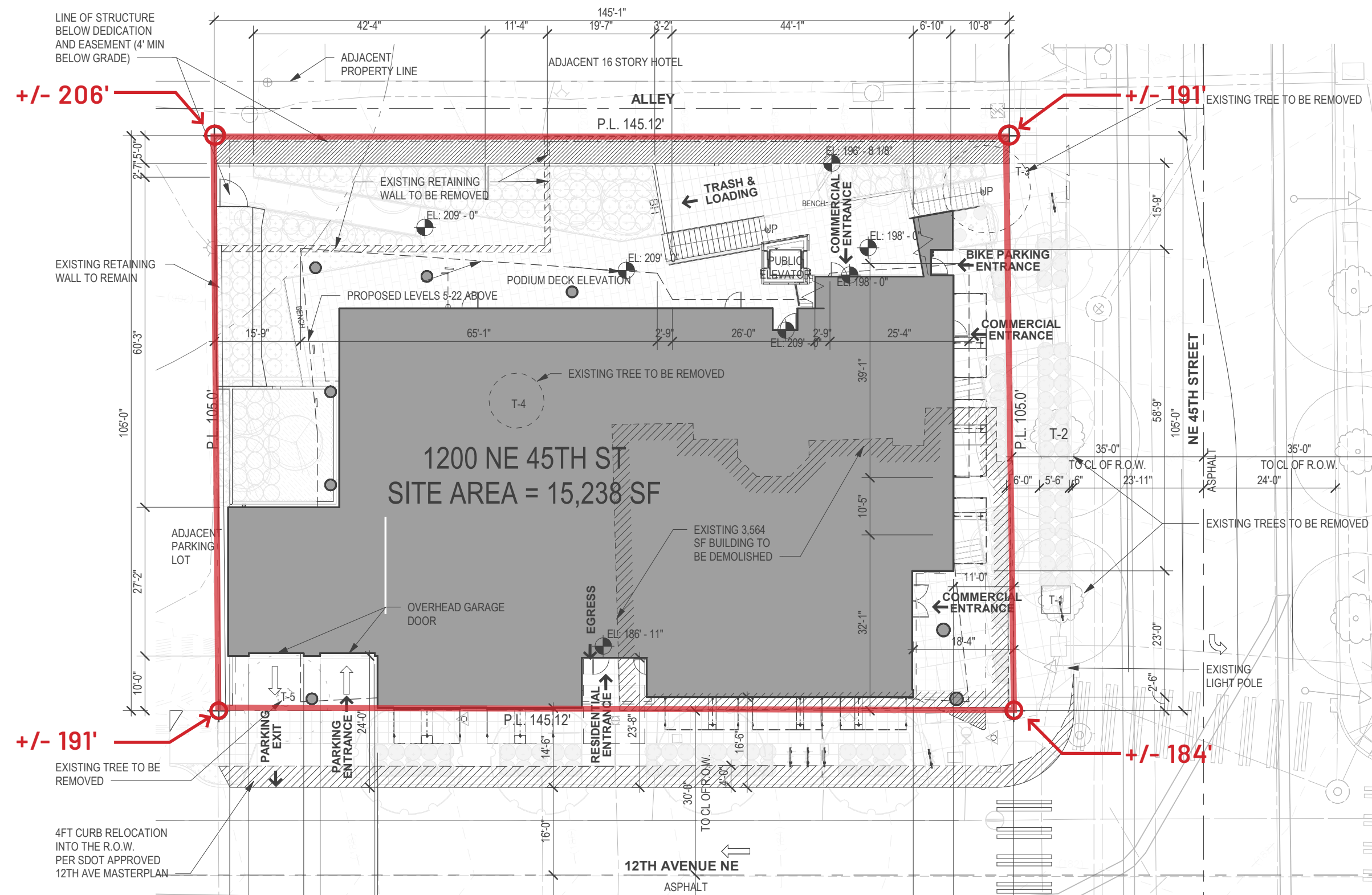


DIAGRAM - RESULTING TOWER PLAN

SITE SURVEY



LEGAL DESCRIPTION:

LOTS 1 THROUGH 5, INCLUSIVE, BLOCK
1, SHELTON'S ADDITION TO THE CITY
OF SEATTLE, ACCORDING TO THE PLAT
THEREOF RECORDED IN VOLUME 12
OF PLATS, PAGE 2, IN KING COUNTY,
WASHINGTON;

EXCEPT THE EAST 20 FEET OF LOTS 4
AND 5;

SITUATE IN THE CITY OF SEATTLE,
COUNTY OF KING, STATE OF
WASHINGTON



1. SW CORNER LOOKING EAST



2. EAST ALLEY



3. SIDE WALK CONDITION ALONG NE 45TH ST



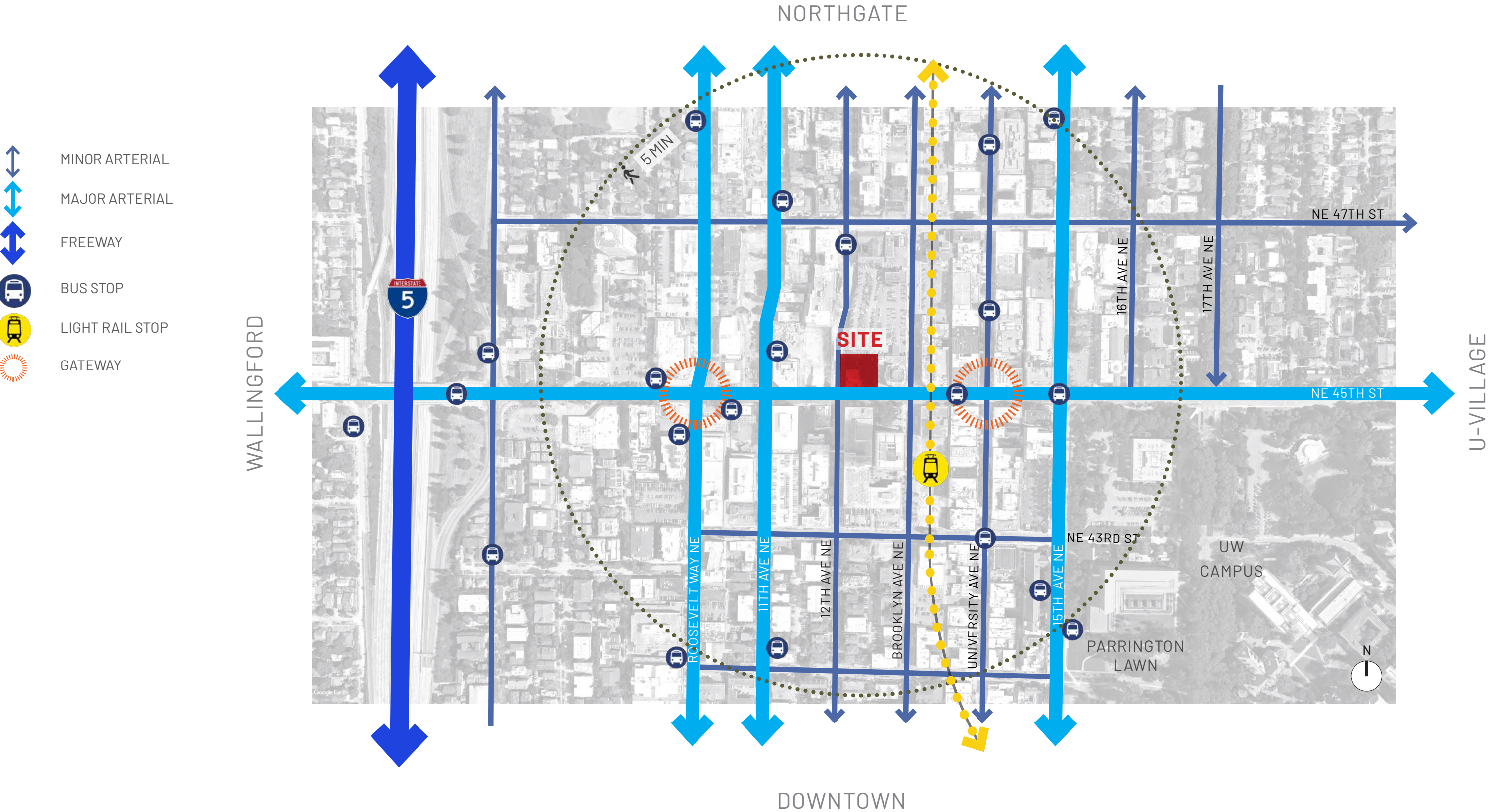
5. SIDE WALK CONDITION ALONG NE 45TH ST



4. SIDE WALK CONDITION ALONG 12TH AVE NE

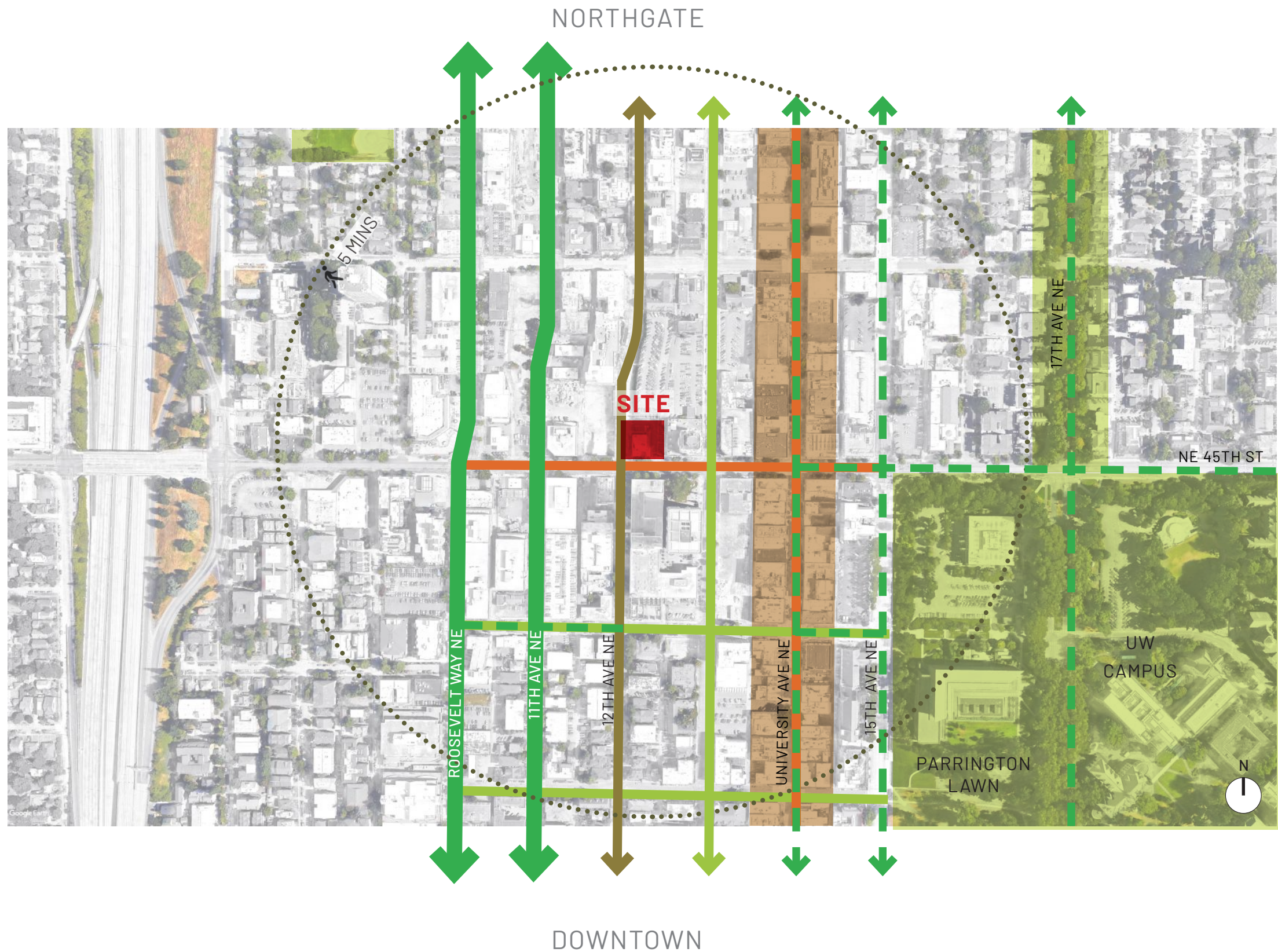


6. SW CORNER VIEW



- PARK / BOULEVARD
 - PEDESTRIAN ZONE
 - BICYCLE FRIENDLY
 - DEDICATED BIKE LANE
 - GREEN STREET
 - NEIGHBORHOOD GREENWAY
 - CLASS 1 PEDESTRIAN ST
- *ALL STREETS NOT IDENTIFIED AS GREEN STREET OR CLASS 1 PEDESTRIAN ARE CLASS 2 PEDESTRIAN

WALLINGFORD



02

RESPONSE TO EARLY DESIGN GUIDANCE

CS2. Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area. <i>With University Supplementary Guidance:</i>	
CS2-III Corner Lots: CS2-III-i. Special Site Features: For new buildings located on a corner, including, but not limited to the corner locations identified in Map 3 of the full Guidelines, consider providing special building elements distinguishable from the rest of the building such as a tower, corner articulation or bay windows. Consider a special site feature such as diagonal orientation and entry, a sculpture, a courtyard, or other device. Corner entries should be set back to allow pedestrian flow and good visibility at the intersection.	Applicant's Response: Following the direction of the board, the applicant retained the proposed setback of the base levels at the corner of 12 th Ave. and 45 th St. allowing space for pedestrian flow and highlighting the retail entry located there. The overall massing of the tower above effectively creates a large scale accent with its projecting sharp corner above supported by large, 3-story concrete columns. The mass of the retail is further accented by the use of materials in the base. By pulling the more solid, brick piers away from this area and filling it with glass for two stories, it connects visually to the horizontal gasket above and fills with light in the evening hours making a glowing corner entry. A large feature glass and steel canopy has been added to the corner to help reduce the experiential scale at the entry, making it more human oriented while also providing natural light and weather protection. All of this opens to the lowest entry level of the Neighborhood Public Open Space located at the corner.
CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood. <i>With University Supplementary Guidance:</i>	
CS3-A Emphasizing Positive Neighborhood Attributes CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials. CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means. CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.	Applicant's Response: CS3-A-1: The applicant followed the board's support of innital analysis where the design pulled inspiration from neighboring building modulation ratios of 20-30' at the Deca Hotel and the University of Washington highrise across NE 45 th St. The overall massing modulation is created using this as a basis for locating the main building recesses and steps that form vertical lines of the upper mass. The result is a modern form that references adjacent long standing landmarks. The top of the horizontal gasket separating the base from the upper levels of the building is aligned along the south facade with the base of the adjacent Deca Hotel, helping to form a cohesive street frontage along NE 45 th St at the same time stepping down the slope of the hill with the street. CS3-A-2: The resulting angled form of the building created as noted above and as a result of giving a

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.	75' buffer to the adjacent Deca Hotel for light, air, privacy and views is a more contemporary tower than the existing adjacent concrete towers. Glass window wall storefront paired with modern versions of brick and precast concrete support the updated feel. At the same time, the ratios and dimensions of the windows themselves and the mullions along the base of the building are derived from the tall narrow windows along the street frontage of the adjacent Hotel Deca. CS3-A-3: See responses in CS3-A-1&2. The main tower is also pulled as far south and west as possible to give space to the existing high rises and accent the corner while still maintaining a sun-lit public open space at grade. CS3-A-4: See responses in CS3-A-1&2.
PL1. Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them. <i>With University Supplementary Guidance:</i>	
PL1-A Network of Open Spaces: PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.	Applicant's Response: PL1-A-1: The Open space is located along the Pedestrian-designated, south facing NE 45 th St. façade, then wraps up the steeply sloped alley via a series of stepped open areas connected with stairways of varying heights leading up to the 3 rd level and connecting back to the alley via an accessible ramp. A public elevator serves all three levels of the open space along the alley. Further north along the alley, the Core Tower Neighborhood Open Space bridges from the alley to Brooklyn Ave NE. The proposed open space on this site is intended to connect to the Core Tower neighborhood open space via the alley, thereby forming additional pedestrian connections east-west and north-south through the neighborhood. PL1-A-2: The Public Open space is large and provides open spaces of varying size and character to support various activities. There are spillout areas at multiple levels from the retail and café. There are sunny open landscaped areas and large areas provided with weather protection. Outdoor areas that mix with interior space uses such as fitness (possibly public and residentially used), at-grade bike room, shaded quiet areas, and public seating.

PL2. Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features. <i>With University Supplementary Guidance:</i>	
PL2-A Accessibility: PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.	Applicant's Response: PL2-A-1: A public elevator has been added to the open space to serve all three levels of the plaza. In addition, the level 3 portion of the open space has been lowered to allow an accessible ramp to reconnect to the alley at the north end. The various entries to the building (retail, café, lobby, bike room, misc. common areas) floor levels are stepped and pulled back far enough from the sidewalk to create accessible entries at multiple levels that align with the sidewalk around the project. This system not only provides access to all levels of open space and the building for people of all abilities but helps those users connect to the network of Neighborhood Open Spaces otherwise cut off by the steeply sloped alley. The Open Space also helps separate pedestrians from vehicles using the alley. PL2-A-2: See PL2-A-1

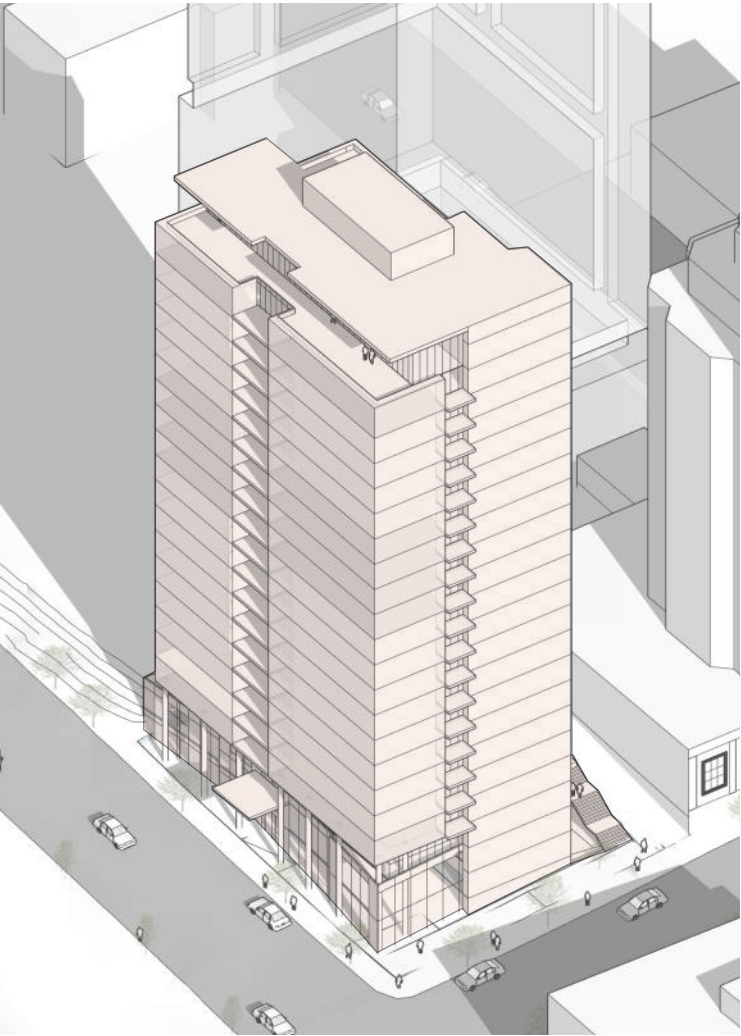
PL4. Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit. <i>With University Supplementary Guidance:</i>	
PL4-B Planning Ahead for Bicyclists: PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel. PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety. PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.	Applicant's Response: PL4-B-1: Bicycle traffic is expected from all directions. Paths of travel are provided with generous sidewalks, pathways and open space along the NE 45 th portions of the Neighborhood Public Open Space. Care is taken to separate and provide warnings at possible vehicle and bicycle crossings including providing a recessed open driveway area level with the adjacent sidewalk for maximum view range. The site is steeply sloped along the alley. Where stairs are located, bikes will travel in the alley but can otherwise access the ROW sidewalks as well as the Public Open Space easily from all adjacent bike lanes and sidewalks. PL4-B-2: Bike racks are provide in the right of way as well as in the Public Open Space. The building's main bike room is located at grade with a direct door onto the south facing Public Open Space along NE 45 th St. Although the primary bike room is easily accessed from the open space along NE 45 th Street at the same door used to access the public elevator, the room itself is hidden from outdoor view and will provide safe and secure storage for tenants. PL4-B-3: See PL4-B-1 & 2 above.
PL4-C Planning Ahead for Transit PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking. PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders. PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.	Applicant's Response: PL4-C-1: There are multiple bus stops within a ¼ mile of the project but none immediately adjacent. There is a major connection to light rail planned just a half block away from the site that will provide convenient connections to downtown Seattle, SeaTac Airport and Northgate. There is no aesthetic impact on the design of the building but providing parking is less of a concern than on a typical residential tower that does not have easy links to public transit. The cars are still important for longer trips and connections to areas not served by public transit, but the number of trips (cars coming and going at the driveway/sidewalk crossing) is far reduced when people commute via public transit. Uses like retail and café become important focal points as people head off to work on the light rail or are just getting home and need to run an errand. They can step off the light rail, get what they need and easily catch the next train. PL4-C-2: not applicable.

	<p>PL4-C-3: The Neighborhood Public Open Space and its connecting network provide a pleasant pedestrian path towards the proposed light rail station with convenient amenities along the way.</p>
<p>DC1. Project Uses and Activities: Optimize the arrangement of uses and activities on site. <i>With University Supplementary Guidance:</i></p>	
<p>DC1-B Vehicular Access and Circulation.</p> <p>DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.</p> <p>DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.</p>	<p>Applicant's Response:</p> <p>DC1-B-1: See PL2-A-1 above as well as (3. Access).</p> <p>DC1-B-2: See PL4-B above. The main bike room for the building is located adjacent to the lower level of the café at grade with the sidewalk along NE 45th St. but also accessed from the alley and the bike 'sharrow' lanes on 12th Ave. NE and NE 45th St. Publicly accessible bike parking hoops are also located in the ROW as well as the Public Open Space.</p>
<p>DC1-C Parking and Service Uses.</p> <p>DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.</p>	<p>Applicant's Response:</p> <p>DC1-C-2: All parking is provided below grade with proposed access from 12th Ave NE. The applicant feels this is a safer location than the alley while having the least visual and use impact on the rest of the building. The entry to parking is recessed providing an additional layer of safety and separation between the public realm and the garage doors. A large steel and glass canopy lets users easily identify the entrance and provides overhead weather protection for pedestrians. High quality materials consistent with the street facing facades are carried into the recessed area for an attractive finish. This area will be well-lit and signage will be used as needed for wayfinding and safety.</p>

<p>DC2. Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings. <i>With University Supplementary Guidance:</i></p>	
<p>DC2-A Massing:</p> <p>DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.</p> <p>DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.</p>	<p>Applicant's Response:</p> <p>DC2-A-1: As presented at EDG, the design team has studied the massing and proportions of the existing nearby towers to establish a standard bay size and pick up on a façade rhythm that has been applied to the current design. The tower placement itself is located in such a way as to provide maximum spacing from adjacent towers (existing and proposed) while also setting back at the SW corner of the site and along the south façade to provide much needed open space for pedestrian circulation around the site.</p> <p>DC2-A-2: As discussed at EDG, the angled facades and recessed balcony areas effectively reduce the perceived mass, particularly along the west façade, which will be most visible from afar and generates the widest façade condition. Note that the floor plates are roughly 9% smaller than code allows at upper levels.</p>
<p>DC2-B Architectural and Façade Composition:</p> <p>DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.</p> <p>DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.</p>	<p>Applicant's Response:</p> <p>DC2-B-1: Proportions have been carefully studied and tied to the neighborhood existing buildings. Angles and materials are used to create setbacks and form a contemporary building. Gaskets (recesses in the façade featuring material changes) are used vertically and horizontally to create alignments within the neighborhood and use material changes to further accentuate the massing concept. The roof form is expressive and visible from grade to provide a legible terminus and interest in the overall façade composition.</p> <p>DC2-B-2: The proposed sections of blank walls facing the street are narrow and are significantly smaller than permitted by code. All street-facing walls are clad with brick or precast concrete cladding with custom reveals to add texture and interest at a human scale.</p>
<p>DC2-D Scale and Texture:</p> <p>DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.</p> <p>DC2-D-2. Texture:</p>	<p>Applicant's Response:</p> <p>DC2-D-1: Canopies, recessed entries, lighting, signage, transparent glass, stepping floor levels, planting, seating, and a variety of materials are used to provide human scale and texture at the pedestrian level. The Neighborhood Open Space features a variety of spaces to provide room for both gathering and individual use.</p> <p>DC2-D-2: See above.</p>

Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.	
DC3. Open Space Concept: Integrate open space design with the building design so that they complement each other. With University Supplemental Guidance:	
DC3-A Building-Open Space Relationship: DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.	Applicant's Response: DC3-A-1: See PL1-A, and other sections above. The neighborhood open space wraps around the building façade and touches each level at critical entry points. The lower courtyard is adjacent to the commercial frontage along NE 45 th Street, the midlanding aligns with the mezzanine at the café space, and the upper plaza is adjacent to the fitness room and a micro retail unit. Note that the canopies at different locations are designed with the different characters of use in mind to help with the aesthetic design as well as wayfinding – retail related entries have one style, while the residential lobby has another.
DC3-I Pedestrian Open Space and Entrances: DC3-I-i. Plaza Location: Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. DC3-I-ii. Plaza Proportioning: Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk. DC3-I-iii. Seating: Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches. DC3-I-iv. Plaza Frontage: Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian-oriented uses. DC3-I-v. Planting Beds:	Applicant's Response: DC3-I-i: The main part of the Neighborhood Public Open Space is situated where the majority of the pedestrian traffic is expected, the most sun exposure is located, and where the zoning code requires a full building setback along NE 45 th st. It continues up around the east side of the building to provide connection to other neighborhood Open Spaces and offers a variety of characteristics to the space. DC3-I-ii: The open space follows the sidewalk grade where possible to maximize the permeable nature of the space. At limited locations and where it wraps adjacent to the alley it narrows and stairways and retaining walls with integral planters are introduced. The size of the spaces is kept to proportions compliant with the use but always at a human scale and less than 60 feet across. Planting, seating and café spill-out areas are used to break up the space. DC3-I-iii: Seating is provided with fixed benches as shown on the landscape plans at a quantity to meet land use code requirements for Open Space. DC3-I-iv: About 60% of the plaza is located in full sun along the southern edge of the site. Some open space is located to the north and east of the tower, meaning it will be sheltered and shaded but

Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.	this area will be well lit and is intended to be of a quieter character. Much of the building frontage along the Neighborhood Public Open Space is occupied by commercial use, including 100% of the frontage facing NE 45 th Street. DC3-I-v: The Public Open Space is provided with extensive planting (approx. 35%). There are several trees proposed for the Public Open Space and the adjacent right of way. The trees provide screening to the alley, street and nearby surface parking lots. The trees are limited to allow some area for sunlight and hardscape open areas.
DC4. Exterior Elements and finishes: Use appropriate and high-quality elements and finishes for the building and its open spaces. With University Supplementary Guidance:	
DC4-A Exterior Elements and Finishes: DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged. DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.	Applicant's Response: DC4-A-1: DC2-B-2 and CS3-A above. The podium base materials are proposed to include brick, dark bronze colored composite cladding, clear glazing, precast concrete rainscreen, and cast in place concrete. The body of the tower will be clad in a window wall system comprised of rhythmically spaced structural members and feature clear glazing, spandrel panels of back-coated glass and metal, and dark bronze colored composite cladding at the vertical gaskets. Decks will be cantilevered concrete and feature metal and glass railings. DC4-A-2: DC2-B-2 and CS3-A above.



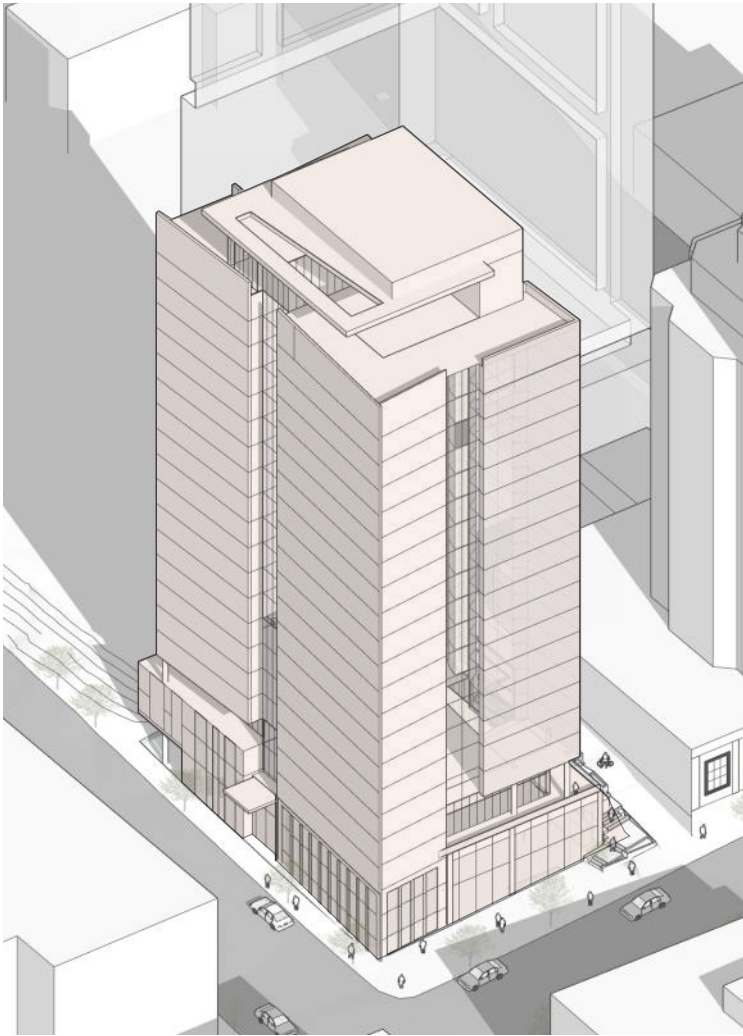
OPTION A - CODE COMPLIANT

PROS:

- Café retail space is at east end and opens up to alley and 45th, activating both facades and open space.
- A continuous open space pedestrian path weaves and extends up to upper level terrace.
- Upper Façade composition has strong, defined and logical lines. Upper façade mass is grounded on SE corner
- Upper level penthouse has strong directional language to sun and views (West) and ties into façade breaks. Massing form inherently screens roof top mechanical in logical and intentional manner.

CONS:

- Terraced pedestrian path along activated alley is impeded and conflicted with vehicular garage entrance.
- Vehicle access from alley is highly compromised due to steep grade and high traffic on 45th Ave. difficult maneuverability coming from north or south.
- Garage has extremely limited function due to steep grades. Even with speed ramp, only yields +/-12 stalls.
- Parking ramp cannot spiral down further without creating several significant departures along 12th Ave frontages.
- Lobby/Leasing must open to elevator core thus extends space all the way up to north property line. Conflicts with design guideline to minimize lobby frontage where possible.



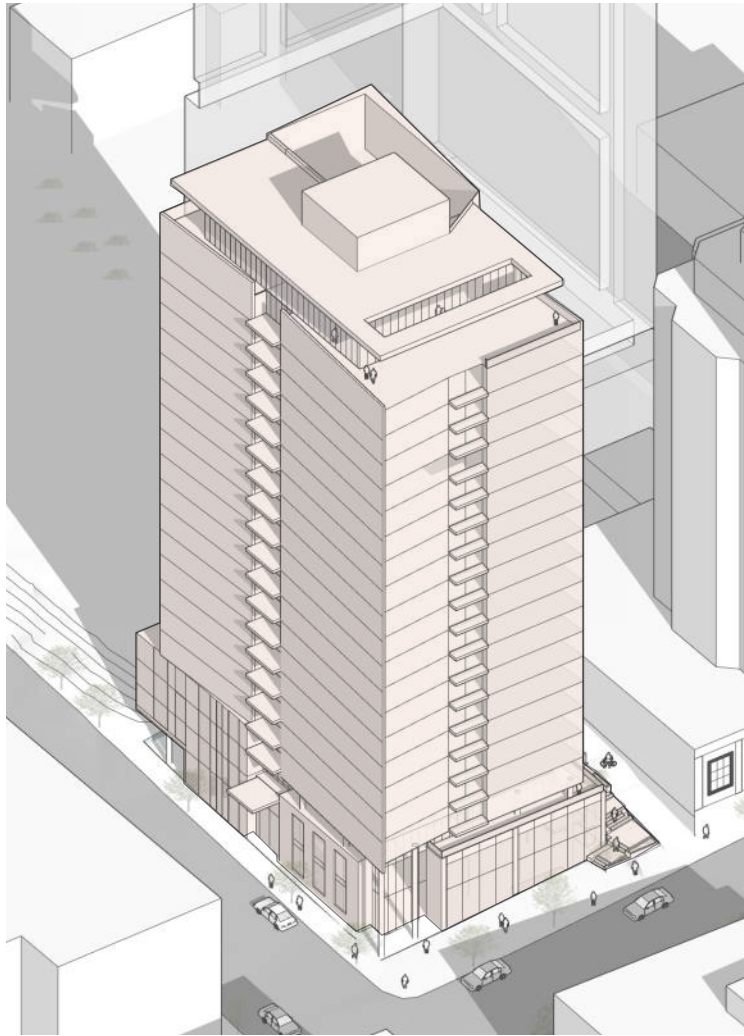
OPTION B

PROS:

- Café retail space is at east end and opens up to alley and 45th, activating both facades and open space.
- No vehicle access in narrow alley allows for convenient bike room access at alley, and more compatible “pedestrian friendly” function with other activating uses
- A continuous open space pedestrian path weaves and extends up to upper level terrace.
- Base composition clearly defines individual program functions in form and material. Form steps upward to north to echo site grade steps.
- Upper Façade composition has strong, defined and logical lines. Upper façade mass is grounded on SE corner
- Upper Façade composition has strong, defined and logical lines. Upper façade mass is grounded on SW corner
- Upper level penthouse has strong directional language to sun and views (South) and ties into façade breaks. Massing form inherently screens roof top mechanical in logical and intentional manner

CONS:

- Gateway corner does not open up to create inviting open space, or desired “outdoor living room” space and pedestrian relief from busy intersection
- Upper level façade composition coming down to grade, provides visual grounding, yet lacks inherent pedestrian/human scale and feels imposing.



OPTION C - PREFERRED

PROS:

- Gateway corner provides ample open space to public realm for inviting “outdoor living room”. Both retail spaces entrances can activate.
- Either Bank/retail or Café retail space can front on east end, opening up to alley and 45th, activating both facades and open space.
- No vehicle access in narrow alley allows for convenient bike room access at alley, and more compatible “pedestrian friendly” function with other activating uses. Outdoor seating, etc.
- A continuous open space pedestrian path weaves from the entire 45th St frontage and wraps adjacent alley extending up to upper level terrace – “shared alley” can extend to new neighboring development pathways and open space.
- Base composition clearly defines individual program functions in form and material. Form steps upward to north echoing site grades.
- Upper Façade composition has strong, defined and logical lines. Upper façade mass is grounded on NW corner
- Upper level penthouse has strong directional language to sun and views (both West and South) and ties into façade breaks. Massing form inherently screens roof top mechanical in logical and intentional manner



1 OPEN SPACE DEVELOPMENT

The open space concept proposed along the alley and south sides of the site was well received and highly encouraged by the public, given the neighborhood's desire to use alleys as pedestrian connectors, particularly near the new light rail station. Further detail was requested regarding accessibility, safety and security, adjacent programming and proposed uses for the open space itself.

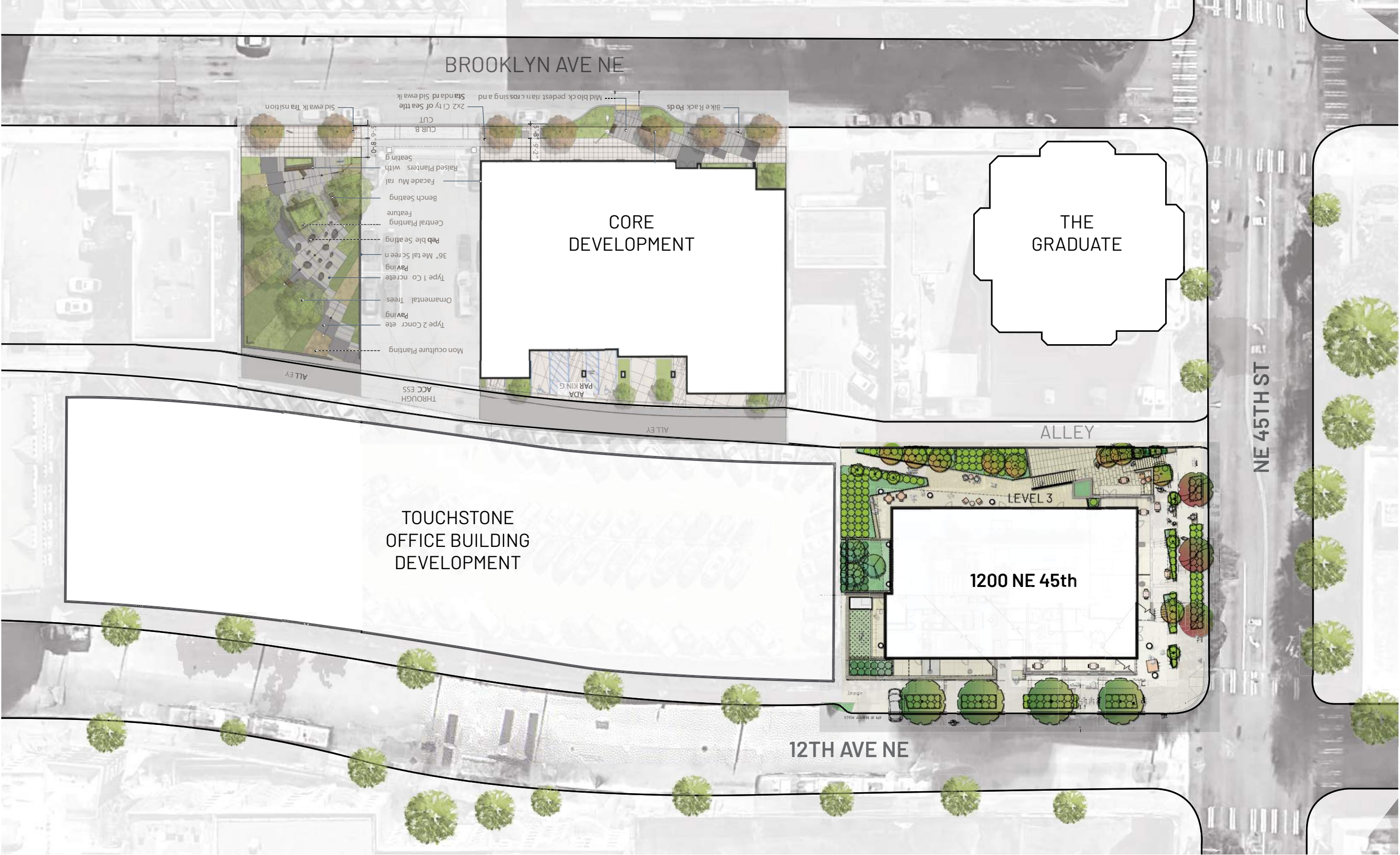
3 TOWER MASSING

The Board was supportive of the massing and modulation proposed at EDG. More development was requested on the balcony placement and design. In general the trellis shown at the terminus (top) of the building was appreciated and more development of that concept was encouraged.

2 PODIUM DESIGN

The Board liked the massing approach to the podium and its separation from the tower massing above with a gasket element between the two. The Board encouraged materiality with human scale, like brick, at the base. More detail was requested for the NW corner of the podium, particularly if SDOT approved a vehicle entry at that location, rather than at the alley.

1 OPEN SPACE DEVELOPMENT
PARTIAL BLOCK OPEN SPACE DIAGRAM



OPEN SPACE DEVELOPMENT 1

INTERSECTION ANALYSIS



1 RESIDENCE INN CORNER
ANGLED BASE PROVIDES ADDITIONAL PUBLIC SPACE ALONG NE 45TH ST.



2 WSECUCORNER
ARCHITECTURAL ELEMENT THAT EXPRESSES THE CORNER AND WRAPS AROUND TO CREATE WEATHER COVER. BUILDING SET BACK ON THE TWO LOWER LEVELS TO PROVIDE PUBLIC SPACE



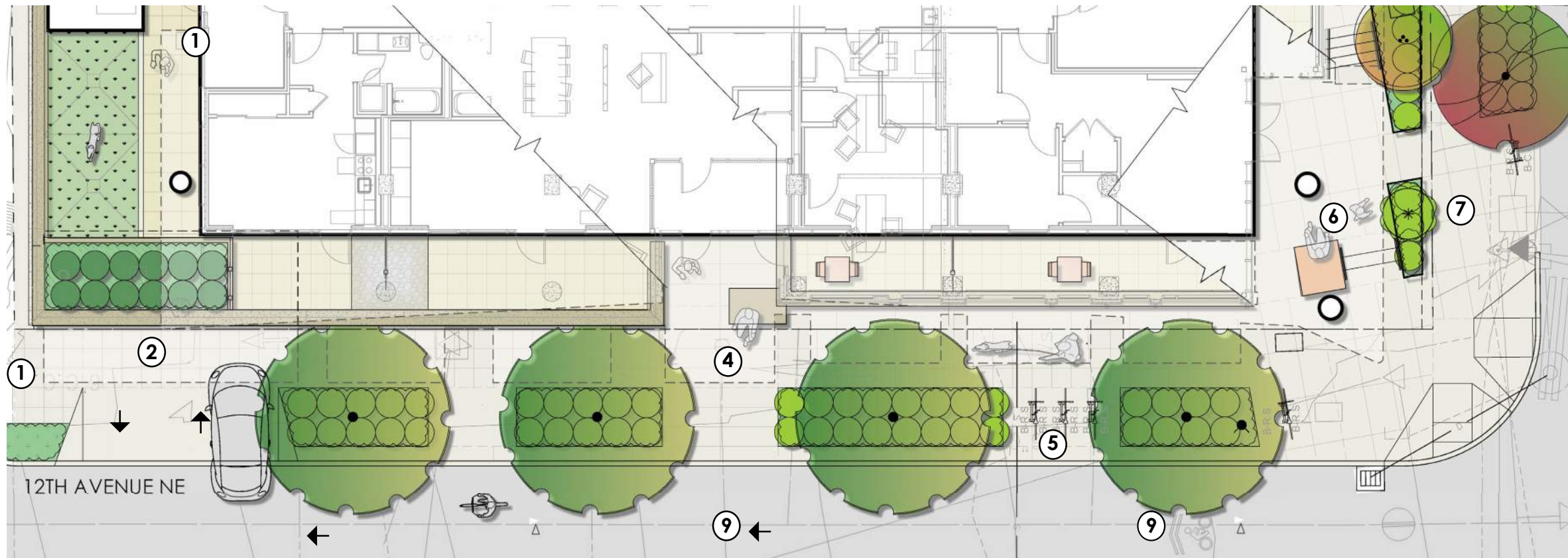
3 PROPOSED TOWER CORNER
THE FUTURE TOWER EXTENDS SIDEWALKS AND PROVIDES ADDITIONAL PUBLIC SPACE BY SETTING THE BUILDING FACADES 8 FEET FROM THE PROPERTY LINE AS WELL AS CARVING OUT THE MASSING IN THE PROMINENT CORNER



4 UW OFFICE BUILDING CORNER
THE BUILDING UTILIZES SITE AREA AND DOES NOT PROVIDE PUBLIC SPACE FOR PEDESTRIANS.

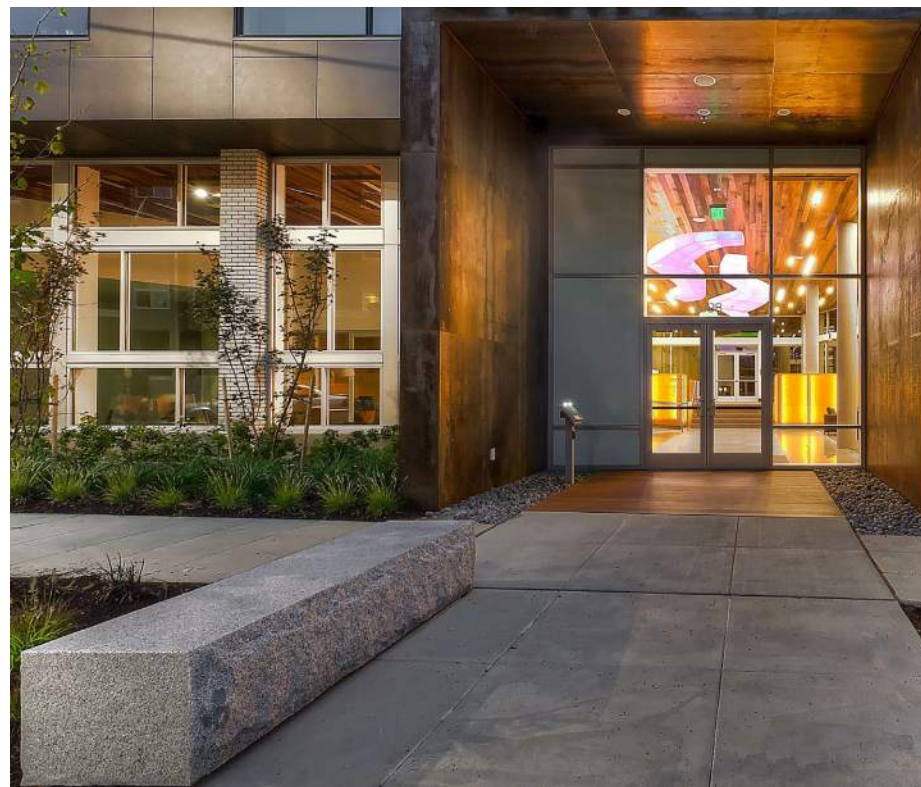
1 OPEN SPACE DEVELOPMENT

PEDESTRIAN EXPERIENCE



West

- ① meet existing sidewalk
- ② parking entry
- ③ bike route
- ④ residential entry
- ⑤ bike parking
- ⑥ generous entry w/ seating
- ⑦ steel planters
- ⑧ stepped walk and garden
- ⑨ sharrow



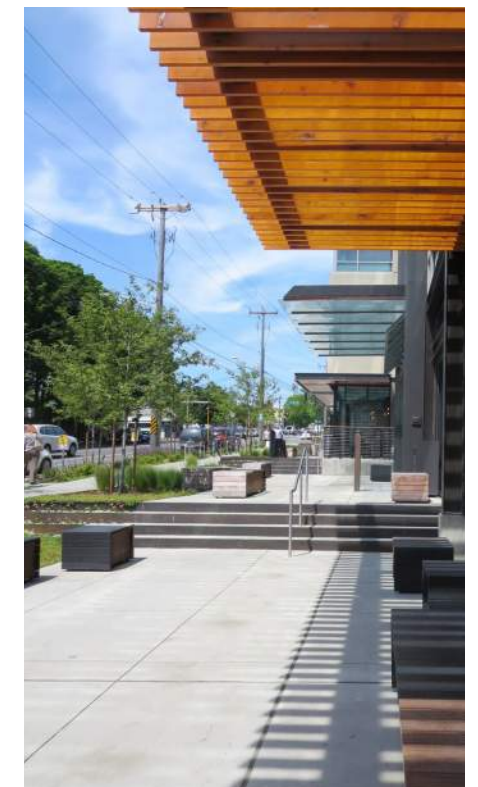
4 residential entry with slab seats



5 bike parking



7 steel planters



8 stepped walk and garden

East

- ① stepped walk and garden
- ② cafe entry & slab seating
- ③ bike racks, metal planters shelter pedestrians
- ④ public elevator access/
bike room access
- ⑤ hillclimb stair at alley
- ⑥ mezzanine entry
- ⑦ public elevator
- ⑧ amenity plaza
- ⑨ ramp access and soft slopes



1 OPEN SPACE DEVELOPMENT

OPEN SPACE ANALYSIS

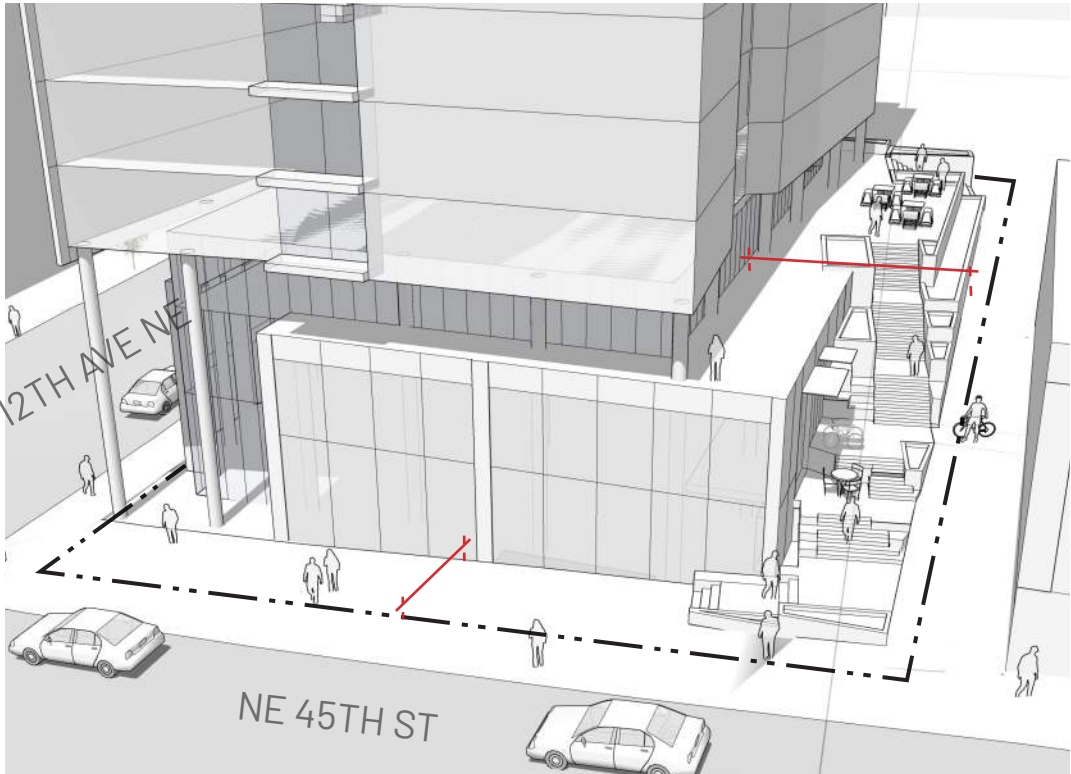
CS2. URBAN PATTERN AND FORM: STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.
PL1. CONNECTIVITY: COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.



VIEW OF SW CORNER



VIEW OF SE CORNER



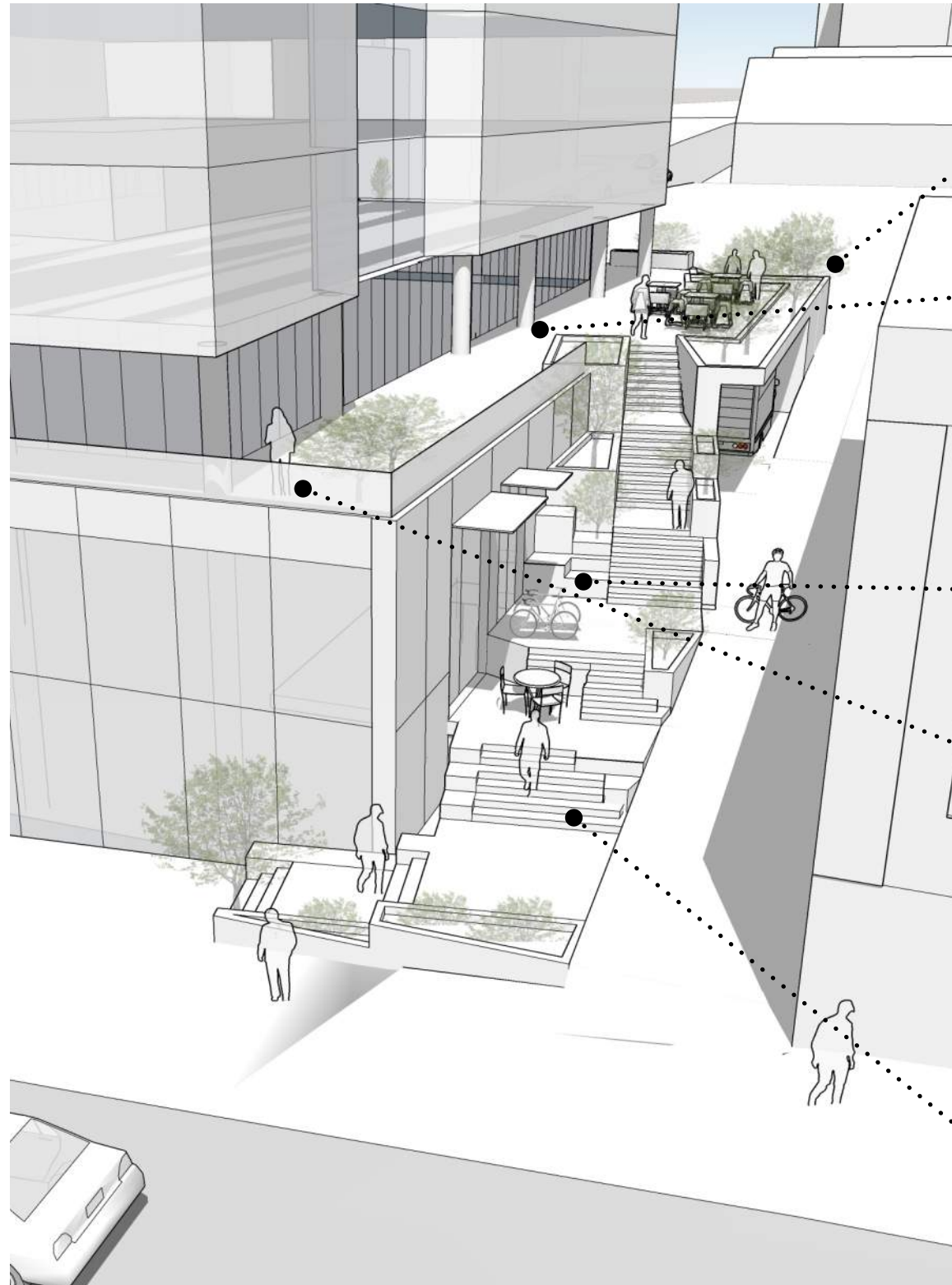
VIEW OF SE CORNER AT EDG



VIEW OF SE CORNER AT DRB



VIEW OF PUBLIC ENTRY TO ELEVATOR FROM SIDEWALK



ALLEY PLAZA AT EDG

CONNECTION TO THE FUTURE
NEIGHBORING PARK

AMENITY SPACE SPILLS OUT ONTO THE
ELEVATED PODIUM

ELEVATOR ACCESSIBLE ACCESS ADDED
SINCE EDG, CONNECTS LOWER PLAZA,
MEZZANINE AND UPPER PLAZA

RETAIL / CAFE MEZZANINE
CONNECTED TO THE ELEVATED PODIUM
STAIRCASE

LOOK OUT POINT HAS BEEN LOWERED
ONE FLOOR FOR BETTER CONNECTION
TO AT-GRADE PLAZA SPACE. IT HAS
DIRECT ACCESS TO THE CAFE MEZZANINE
ADJACENT.

PUBLIC ACCESS ACCESS ADDED OFF
PLAZA ON NE 45TH STREET. THIS DOOR ALSO
PROVIDES ACCESS TO THE ELEVATOR AT
LEVEL 1

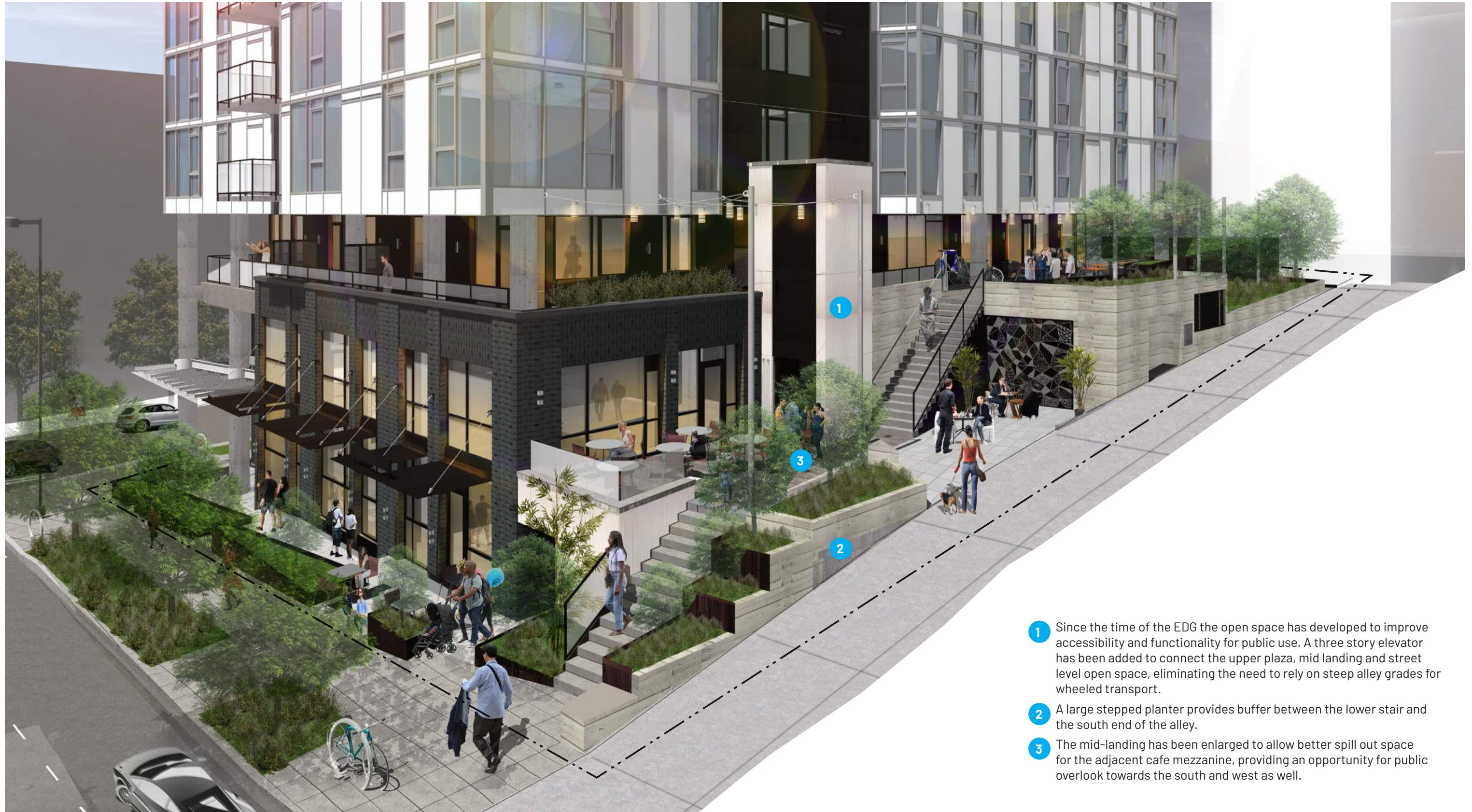
STAIRCASE CONNECTION TO THE UPPER
LEVEL OPEN SPACE



ALLEY PLAZA AT DRB

1 OPEN SPACE DEVELOPMENT

ALLEY PLAZA DESIGN



- 1 Since the time of the EDG the open space has developed to improve accessibility and functionality for public use. A three story elevator has been added to connect the upper plaza, mid landing and street level open space, eliminating the need to rely on steep alley grades for wheeled transport.
- 2 A large stepped planter provides buffer between the lower stair and the south end of the alley.
- 3 The mid-landing has been enlarged to allow better spill out space for the adjacent cafe mezzanine, providing an opportunity for public overlook towards the south and west as well.



Since the time of the EDG the design team has met with the community to discuss activating uses at the open space to benefit the local community. There is significant outdoor space and a small internal flex space directly adjacent to the upper plaza. Some of the ideas discussed included:

1. Small food service window, possibly on a rotating or temporary basis to prevent vacancy due to inability to cover long term rent;
2. Public amenities located outside, under cover, such as a bike repair station;
3. Mobile uses such as food trucks, which could use the driveway at the loading entrance for temporary use.
4. Locations for temporary art installations.



ALLEY PLAZA AT EDG



ALLEY PLAZA AT EDG



ALLEY PLAZA AT EDG



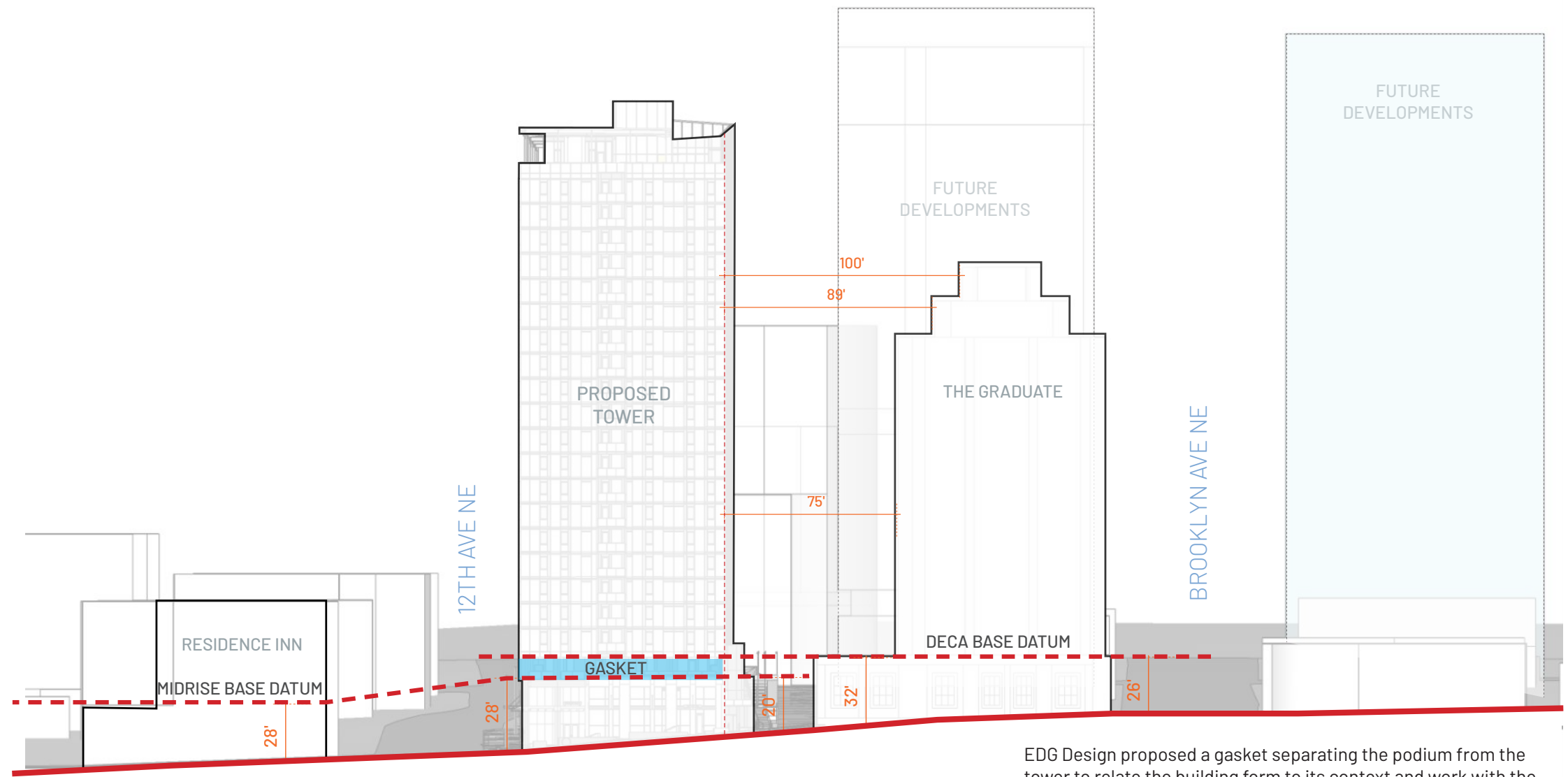
ALLEY PLAZA AT DRB



ALLEY PLAZA AT DRB

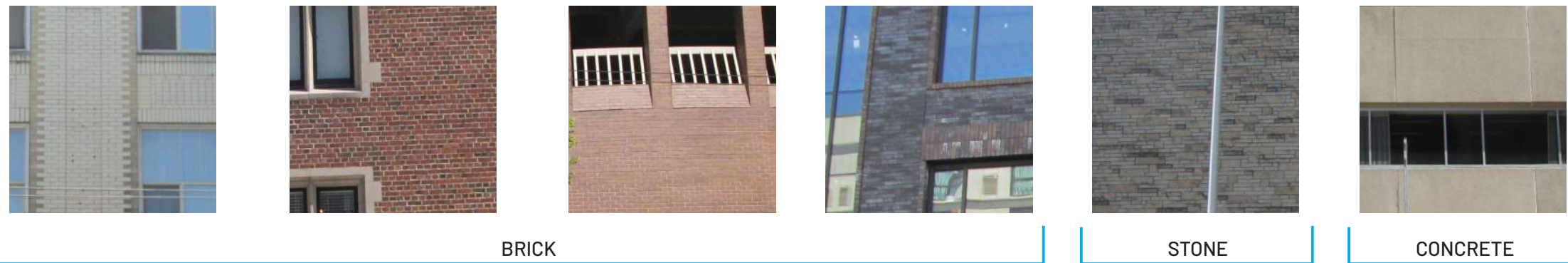


ALLEY PLAZA AT DRB



NEIGHBORHOOD MATERIAL CONTEXT

Materiality for the Podium base draws from neighboring buildings, incorporating hand-scaled materials such as brick and tactile materials like bronze cladding.





SW VIEW OF THE PODIUM

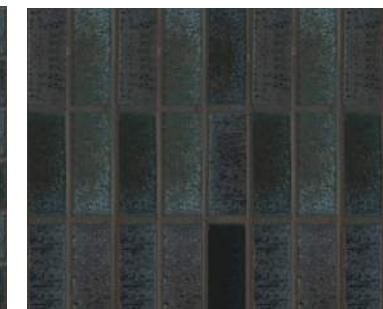


SOUTH ELEVATION

- 1** The commercial volume along NE 45th Street is clad in dark brick and features dark bronze bent plate canopies and accents. The glazing is expressed vertically, references the verticality of the multi-story windows along the podium of the Graduate building to the east. Brick provides a human scale and texture to the facade.



1A BRICK:
GREY/BLACK LIGHT TEXTURE
STACKED BOND BRICKS

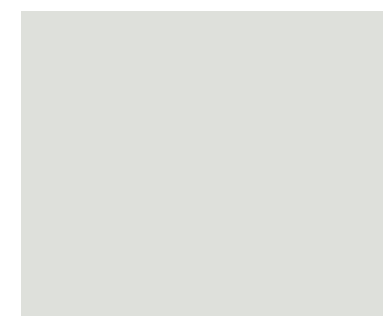


1B ACCENT BRICK:
GREY/BLACK LIGHT TEXTURE
STACKED BOND BRICKS



1C METAL PLANTER & CANOPY:
PLATE STEEL

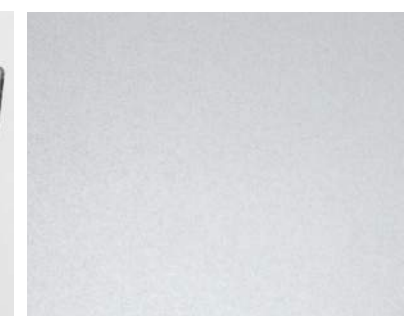
- 2** In contrast, aluminum curtain wall and a glassy canopy announce the primary commercial entry at the corner which is further accentuated by a voluntary setback and a three story column at the corner.



2A CURTAIN WALL & CANOPY:
BONE WHITE POWDERCOATED METAL



2B WINDOW & CURTAIN WALL:
PPG SOLARBAN 60 W/ CLEAR



2C CANOPY GLAZING:
FROSTED GLASS

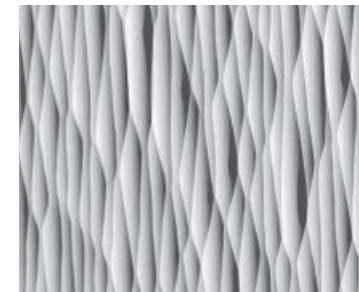
2 PODIUM DESIGN

EAST FACADE



NW VIEW OF THE PODIUM

- 3 The NW corner podium houses the residential lobby along 12th Ave NE and is the location of the parking garage entry at the northernmost end of the site. This element is expressed as a full two-story volume, contrasting with the 1.5 story podium expression along the south facade and accentuating the natural topography of the site along 12th Ave NE. It is clad in a textural precast concrete rainscreen cladding.
- 4 The vertical gasket between the NW podium volume and the South podium provides a logical spot for the residential entry. The entry is accentuated with a contrasting canopy, similar in color and material to the corner commercial canopy.
- 5 The horizontal gasket separating the podium from the tower above has been accentuated by a warm wood soffit material at the underside of the overhanging tower volume. The warm wood tone contrasts with the glass, dark bronze and brick cladding.



PRECAST PANEL:
TEXTURED GFRC PANEL-WHITE



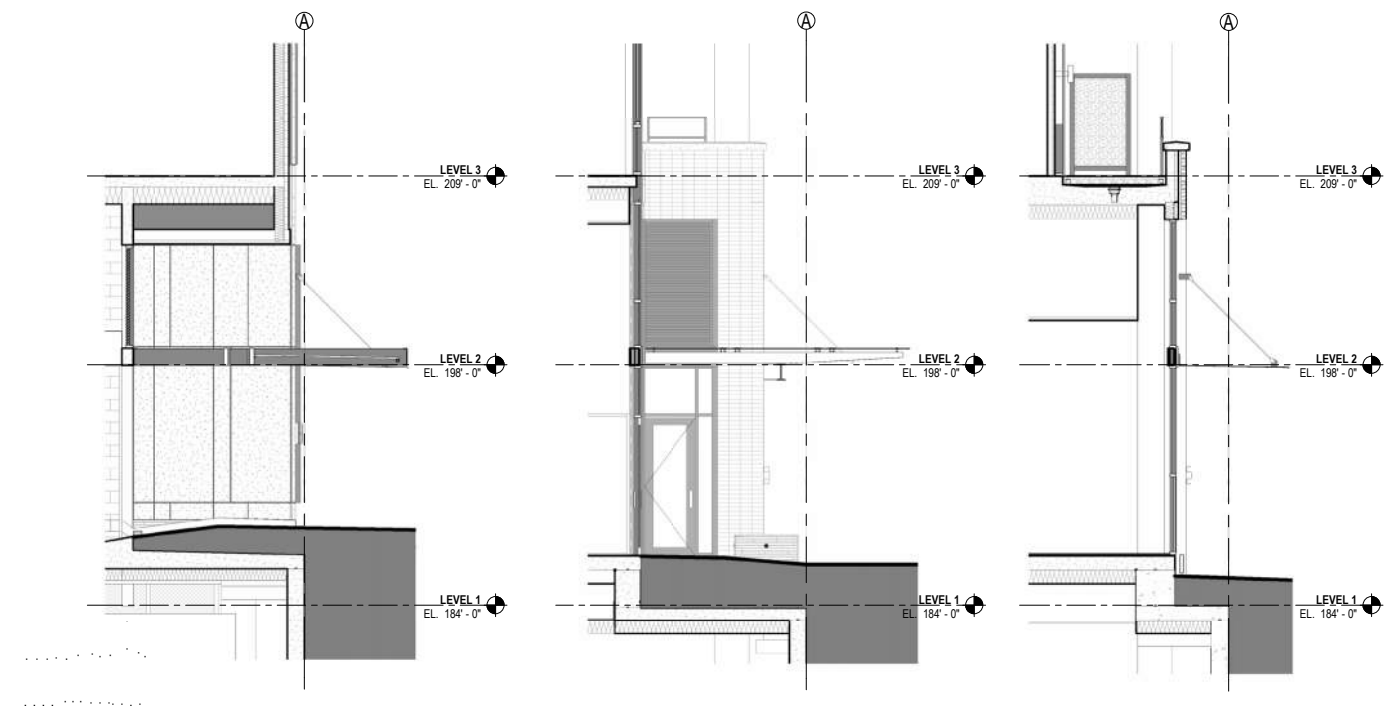
STOREFRONT:
DARK BRONZE ANODIZED ALUMINUM



WOOD PANEL SOFFIT:
WOOD TEXTURE RESIN BOARD
PANELS



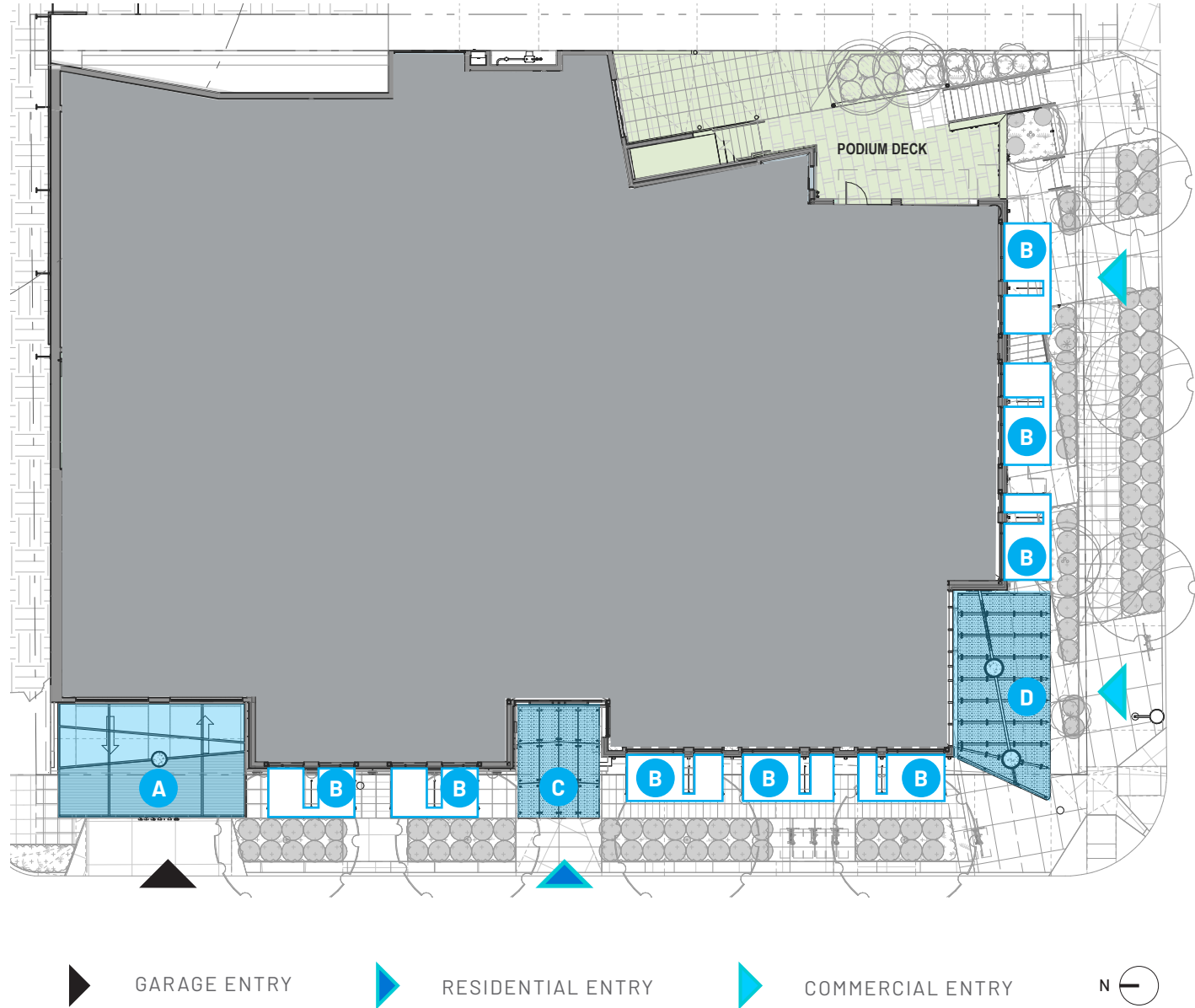
WEST ELEVATION



GARAGE CANOPY SECTION

RESIDENTIAL ENTRY
CANOPY SECTION

STREET CANOPY SECTION



A GARAGE ENTRY CANOPY

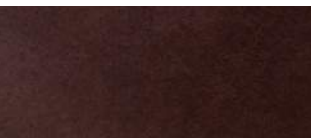


CANOPY STRUCTURE:
DARK BRONZE POWDERCOATED
METAL



CANOPY:
DARK BRONZE POWDERCOATED
CORRUGATED METAL

B STREET CANOPIES



METAL CANOPY:
PLATE STEEL - CASTANYE BLU-
BRONZE

C RESIDENTIAL ENTRY CANOPY



CANOPY STRUCTURE:
POWDERCOATED METAL



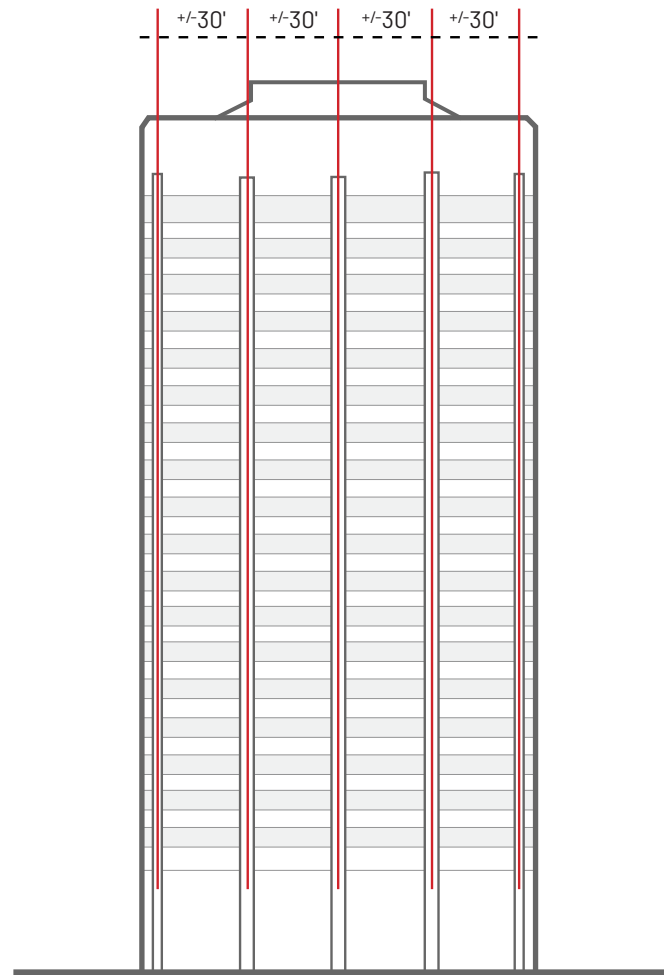
CANOPY GLAZING:
TEMPERED/LAMINATED
FROSTED GLASS

D COMMERCIAL ENTRY CANOPY



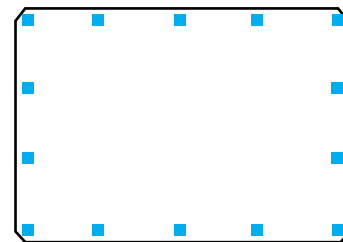
3 TOWER DESIGN

SURROUNDING TOWER ANALYSIS

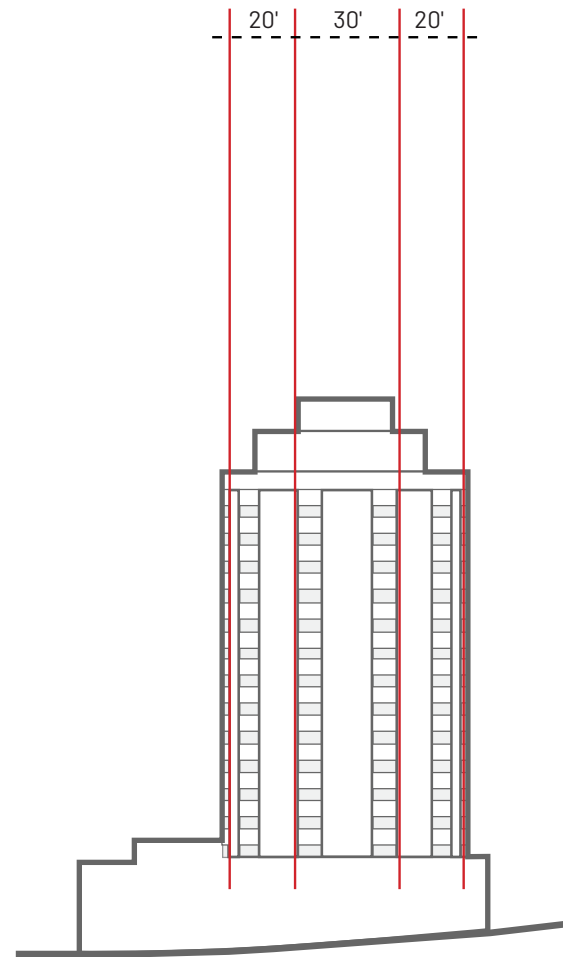


1 UW TOWER
1975 / 25 stories / 320'

CONCRETE STRUCTURE USES STRONG VERTICAL PATTERNS EXPRESSED BY EXPOSING STRUCTURAL COLUMNS ON THE EXTERIOR OF THE FACADE AND LOWER LEVELS

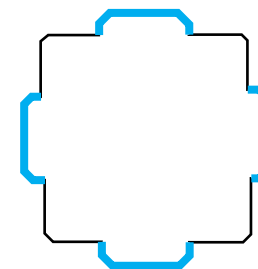
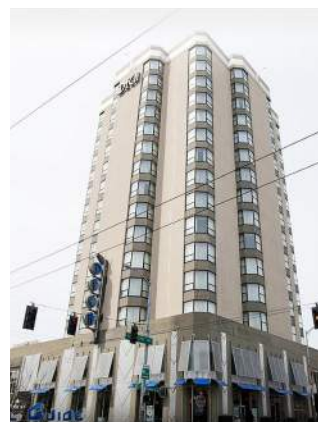


COLUMN GRID EXPRESSED ON THE PEDESTRIAN LEVEL

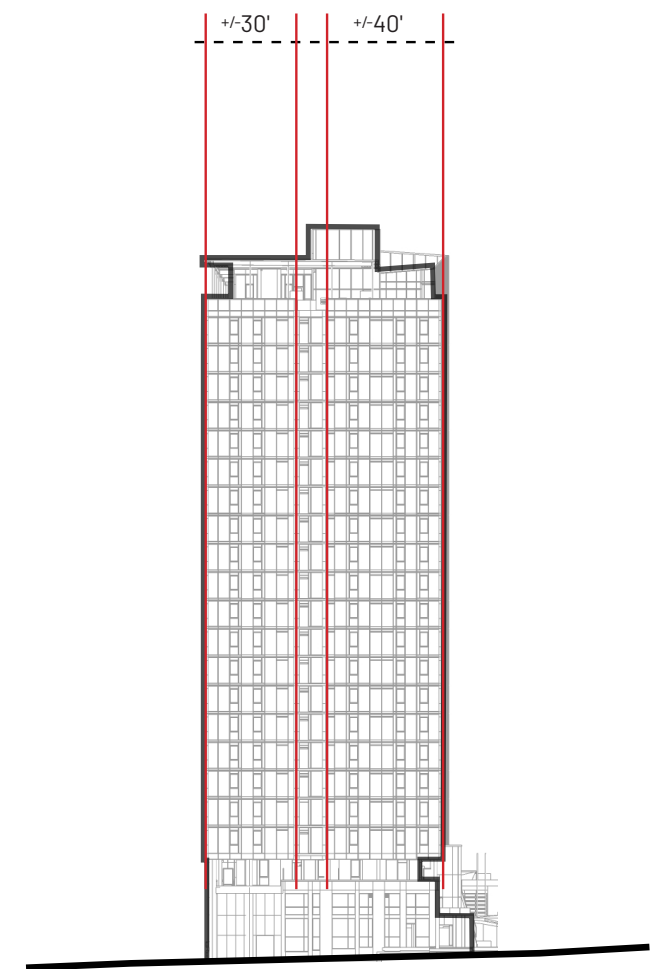


2 HOTEL DECA
1931 / 16 stories / 180'

STRONG VERTICAL EXPRESSION ESTABLISHED BY STACKED WINDOWS AND EXTRUDED BAY ELEMENTS

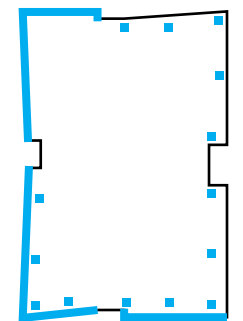


ARCHITECTURAL BAYS ESTABLISH FACADE DEPTH



3 PROPOSED TOWER
2022 / 23 stories / 240'

ARCHITECTURAL VOLUMETRIC PROPORTIONS ECHO THE PROPORTIONS OF SURROUNDING CONTEST TOWERS CREATING ITS OWN ARCHITECTURAL COMPOSITION OF THE FACADE



INTEGRATING BAYS AND EXPOSED COLUMN ENHANCE PEDESTRIAN EXPERIENCE AND CREATE FACADE DEPTH IN MODULATION



AERIAL VIEW @ EDG

• **ROOF LINE** HAS BEEN MODIFIED TO ADD INFLECTION TO THE ROOF LINE AND GIVE THE TOP OF THE BUILDING A MORE DISTINCTIVE FORM.

• **BALCONIES** HAVE BEEN MAINTAINED AT EVERY FLOOR LEVEL TO PROVIDE UNIFORMITY TO THE VERTICAL GASKETS THEY CREATE ON THE SOUTH AND WEST FACADES.

• **ANGLED WALLS** HAVE BEEN MODIFIED FROM PLANES TO VOLUMES, WITH THE OUTSIDE CORNERS EXPRESSED VOLUMETRICALLY WITH VISION GLAZING.

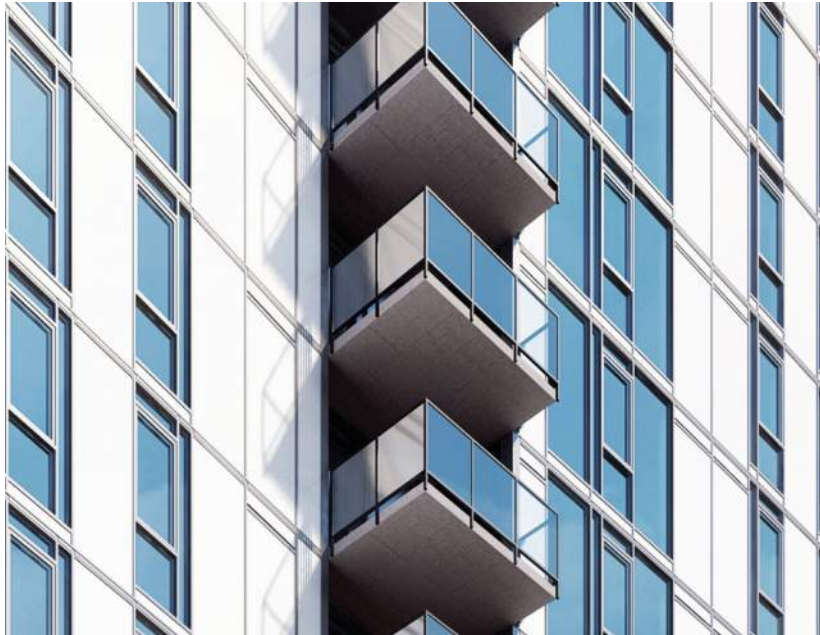
• **BUILDING ENTRY** REMAINS ON THE 12TH AVE FRONTAGE, WITH THE BALCONIES TO BREAK BETWEEN THE TOWER MASSES ALIGNING WITH THE LOCATION OF THE RESIDENTIAL ENTRY BETWEEN THE PODIUM VOLUMES BELOW.



AERIAL VIEW @ DRB

3 TOWER DESIGN

BALCONY DESIGN



BALCONY VIEW FROM BELOW

The design team studied the impact of balconies at every level vs. every other level as discussed in the Early Design Guidance Meeting. The team prefers balconies at every floor for the following reasons:

1. Creating an 'every-other-floor' pattern added a layer of complexity to the tower design that competes with the asymmetrical folded plane concept and diminishes the verticality of the tower massing.
2. In looking at the nearby towers already in the neighborhood (see page 34, previous) the horizontal rhythm of the existing towers is a floor by floor rhythm and it would be preferable for this building to be compatible.
3. Outdoor space on the south and west facades will be an amenity to the adjacent units and help to communicate the residential quality of the building program in the exterior design.



SOUTH BALCONY



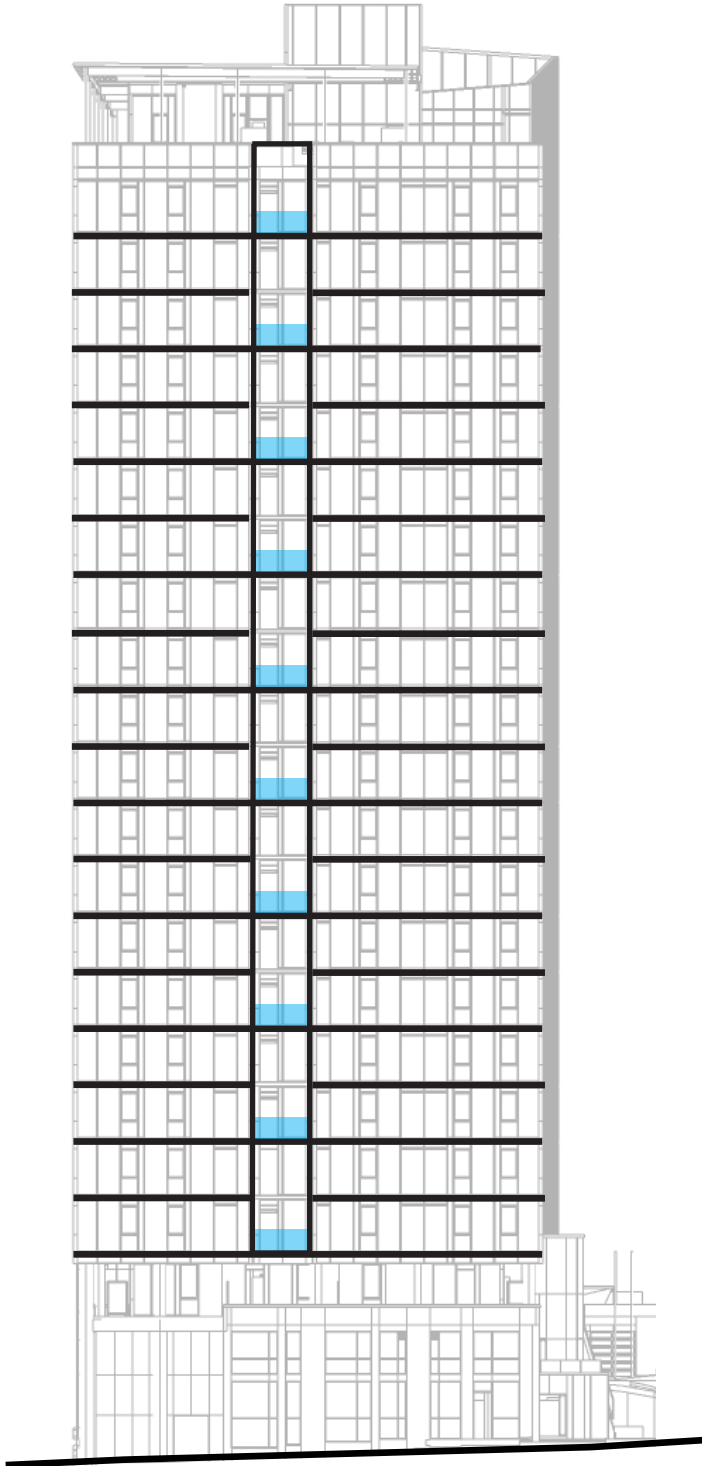
WEST BALCONY



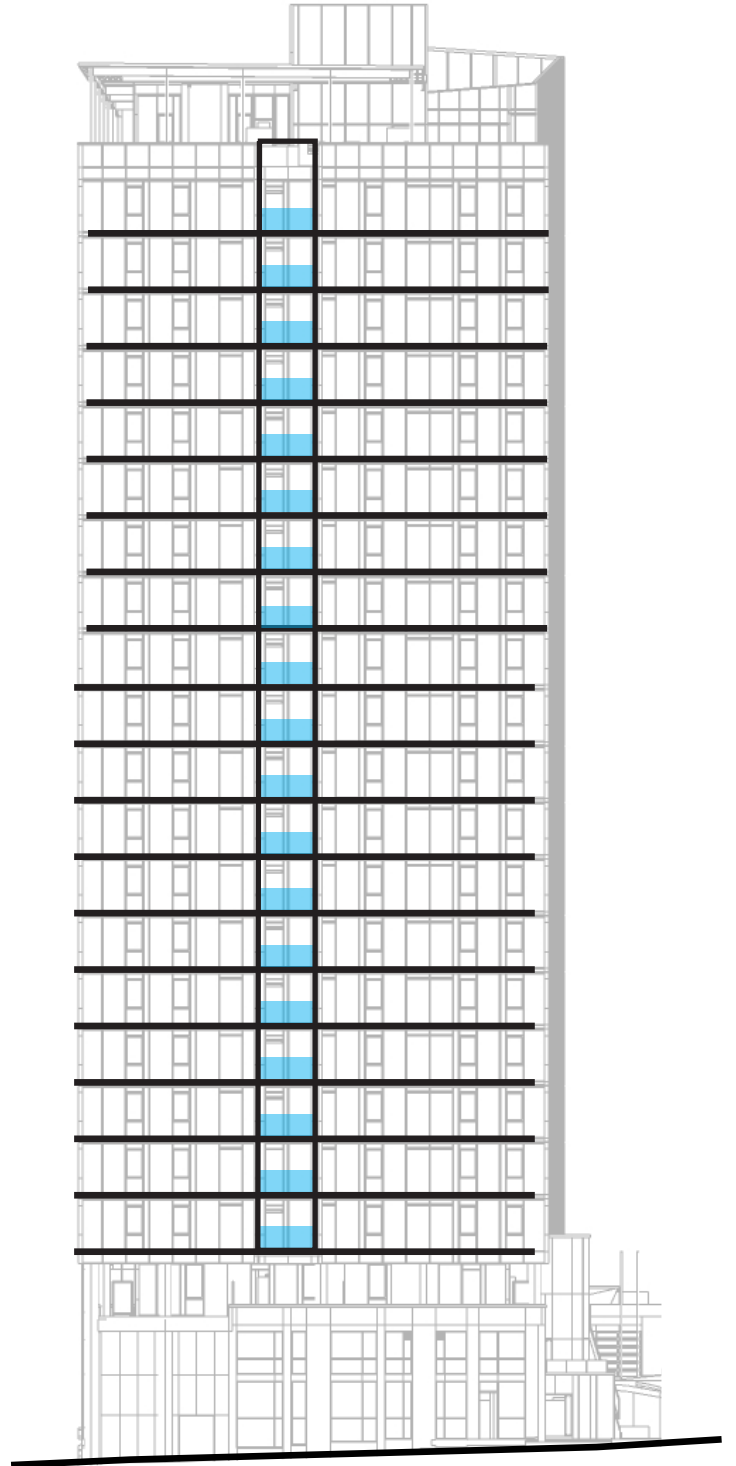
RAILING STRUCTURE:
DARK BRONZE POWERCOATED METAL



BALCONY RAILING:
PPG SOLARBAN 60 CLEAR



BALCONIES AT EVERY-OTHER-FLOOR



BALCONIES AT EVERY FLOOR



SW VIEW OF THE ROOFTOP

- 1 The top of the building terminates in an expressive building form, created by a large inverted roof line and corresponding trellis that defines the perimeter of the roof deck. This form is tied into the overall composition of the tower form via the dark vertical gasket along the west elevation that connects down to the primary building entry along 12th Ave NE.
- 2 The rooftop provides the bulk of the private amenity space for the residential tenants and is envisioned as a lively gathering space with several nodes for outdoor eating and activity along the south end of the rooftop.
- 3 The trellis does double duty by both providing a definitive termination to the sky as well as adding moments of shade across the rooftop gather spaces.
- 4 The inverted roof covers a large common room with kitchen and a media room tucked into the north end of the amenity volume.
- 5 Mechanical needs are housed behind the screened elements at the NE corner of the rooftop, allowing the gathering spaces to take full advantage of the southerly and westerly views.



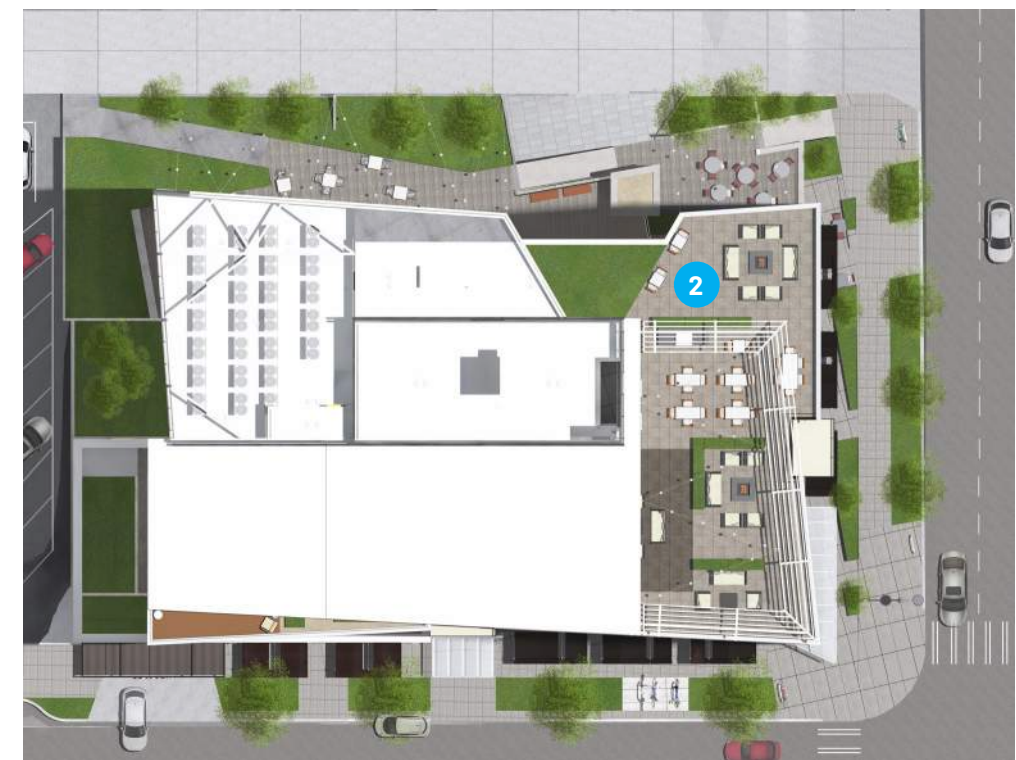
3 TRELLIS:
BONE WHITE

5 ROOF LOUVERS:
METAL

2 PEDESTAL PAVERS:
TEXADA HYDRAPRESSED SLABS -
DESERT SAND



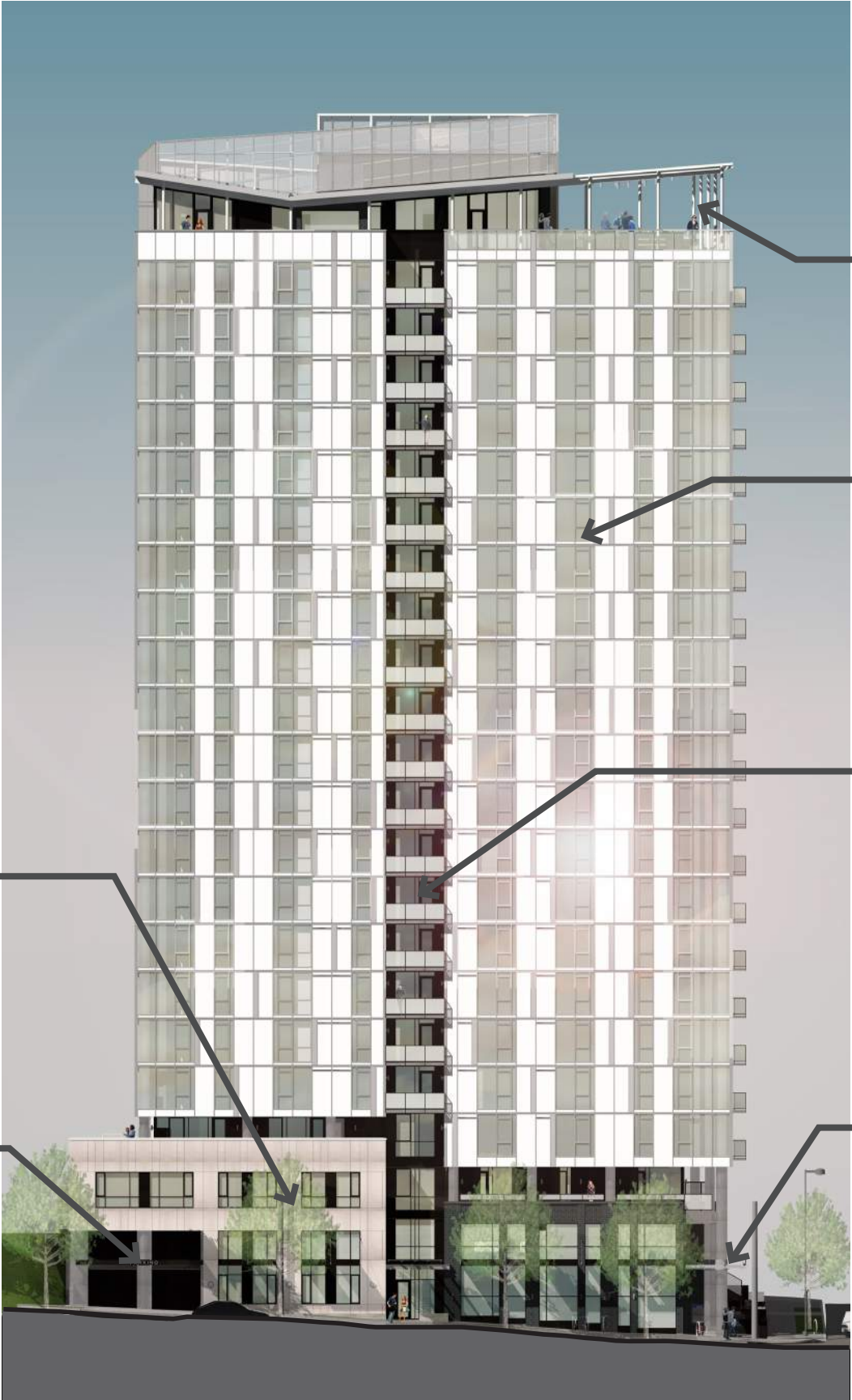
ROOFTOP VIEW



ROOFTOP PLAN

03

DESIGN DEVELOPMENT



DC2-A, DC2-B, DC2-D, DC4
The northern podium volume houses uses exclusive to the residential program and is expressed with contrasting colors and materials from the commercial base to the south. A deep canopy between the two podium massings indicates the primary residential entry.

DC1-B, DC1-C
The parking entry is located as far from the public open space as possible with garage doors recessed from the facade and extensive canopies projecting over the sidewalk to provide overhead weather protection.

DC2-B-1
The roof form is expressive and visible from grade to provide a legible terminus and interest in the overall facade composition.

CS3-A-1, CS3-A-2, DC2-A
The design of the tower is the result of the study of proportions of nearby towers to establish a standard bay size and pick up on a facade rhythm that has been applied to the current design. The angled facades and recessed balconies reduce the perceived mass.

DC2-A-2, DC-B-1
Recessed planes clad in dark materials and dark bronze aluminum windows create gaskets that act as secondary architectural elements to help accentuate and define the larger massing volumes in the overall building composition. This provides a lightness to the building and accentuates the contemporary character of the design.

CS2-III, CS3-A-2, PL1-A, DC2, DC3, DC4
The primary building corner is set back from the property line and features a two-story commercial facade accented by a 3-story exposed structural column which supports acute angled massing above. A large glass canopy helps define the corner at pedestrian level and ties into the large open space along NE 45th Street.

DC2-B-1
The roof form is expressive and visible from grade to provide a legible terminus and interest in the overall facade composition.

DC2-A-2, DC-B-1
Recessed planes clad in dark materials and dark bronze aluminum windows create gaskets that act as secondary architectural elements to help accentuate and define the larger massing volumes in the overall building composition. This provides a lightness to the building and accentuates the contemporary character of the design.

CS2-III, CS3-A-2, PL1-A, DC2, DC3, DC4
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PL2-A, DC3-I
The building is set back from the east property line to allow the large public plaza to wrap from the NE 45th Street frontage up along the alley. As noted in the revised U District design guidelines, the neighborhood would like to make alleys more pedestrian friendly, citing their importance in allowing all modes of transport to move through the neighborhood. In this case, the alley connects the proposed open space to the proposed open space of a new project on the opposite side of the alley at midblock. Concentrating the open space along the alley at this location is particularly important as the alley grade is very steep at the south end. The plaza is served by a publicly-accessed elevator that will provide accessible access along this thoroughfare, enhancing pedestrian and bicycle connections near the future light rail station.

DC2-A, DC2-B, DC2-D, DC3-I
The building is set back from the south property line to provide open space along busy NE 45th Street. The podium Massing is distinct from the remainder of the building and features high quality materials including brick, dark bronze cladding and aluminum storefront. Bent metal plate canopies provide overhead weather protection at the building facade and are spaced to accentuate the two-story brick piers that provide the defining architectural character of the retail base.

DC2-B-1

The roof form is expressive and visible from grade to provide a legible terminus and interest in the overall facade composition.

CS3-A-1, CS3-A-2, DC2-A

The design of the tower is the result of the study of proportions of nearby towers to establish a standard bay size and pick up on a facade rhythm that has been applied to the current design. The Angled facades and recessed balconies reduce the perceived mass.

DC2-A, DC2-B, DC2-D, DC3-I

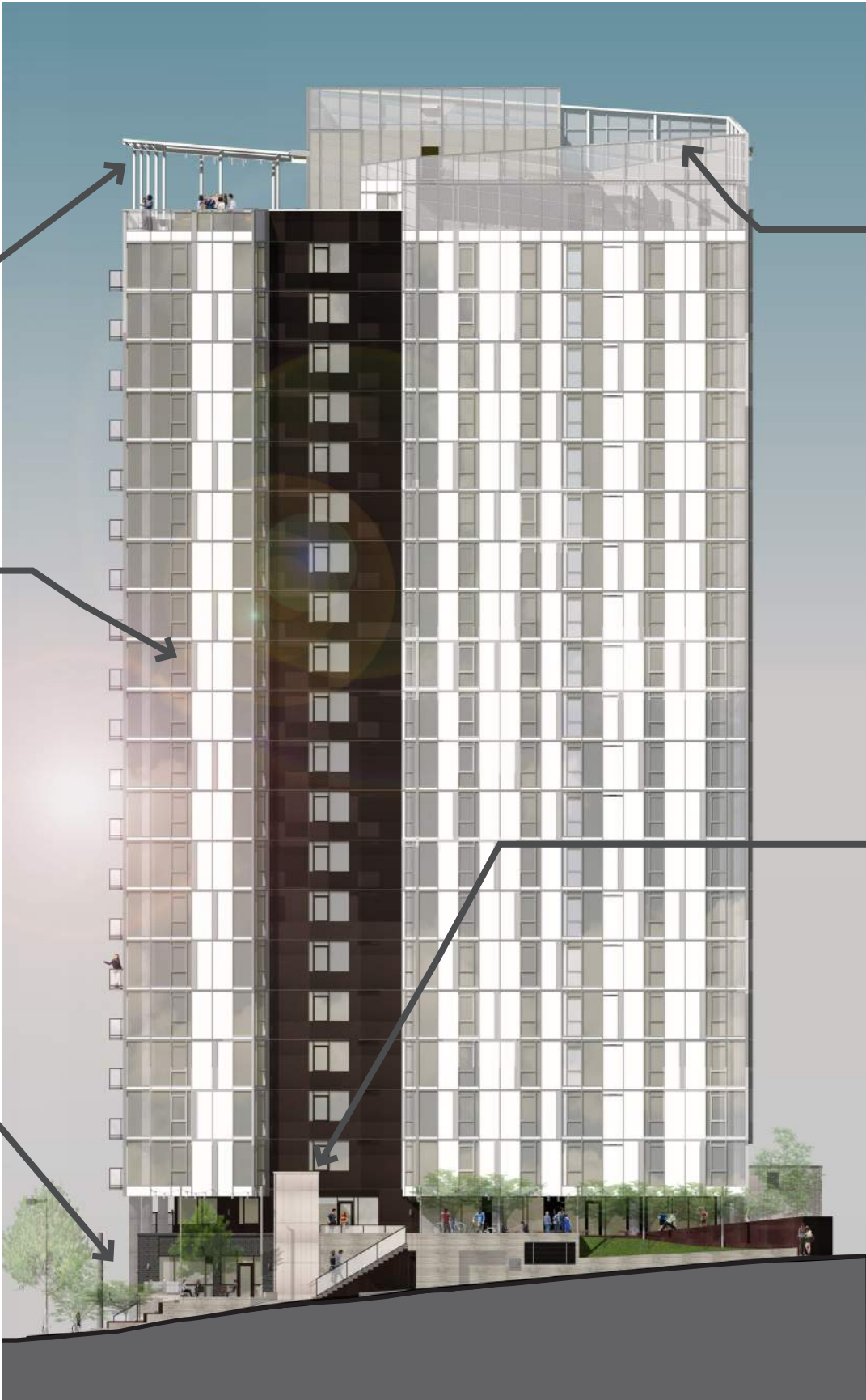
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DC2-B-1

The North east tower volume transitions into a mechanical screen element at the top of the building that shares proportion and materiality with the window wall system below.

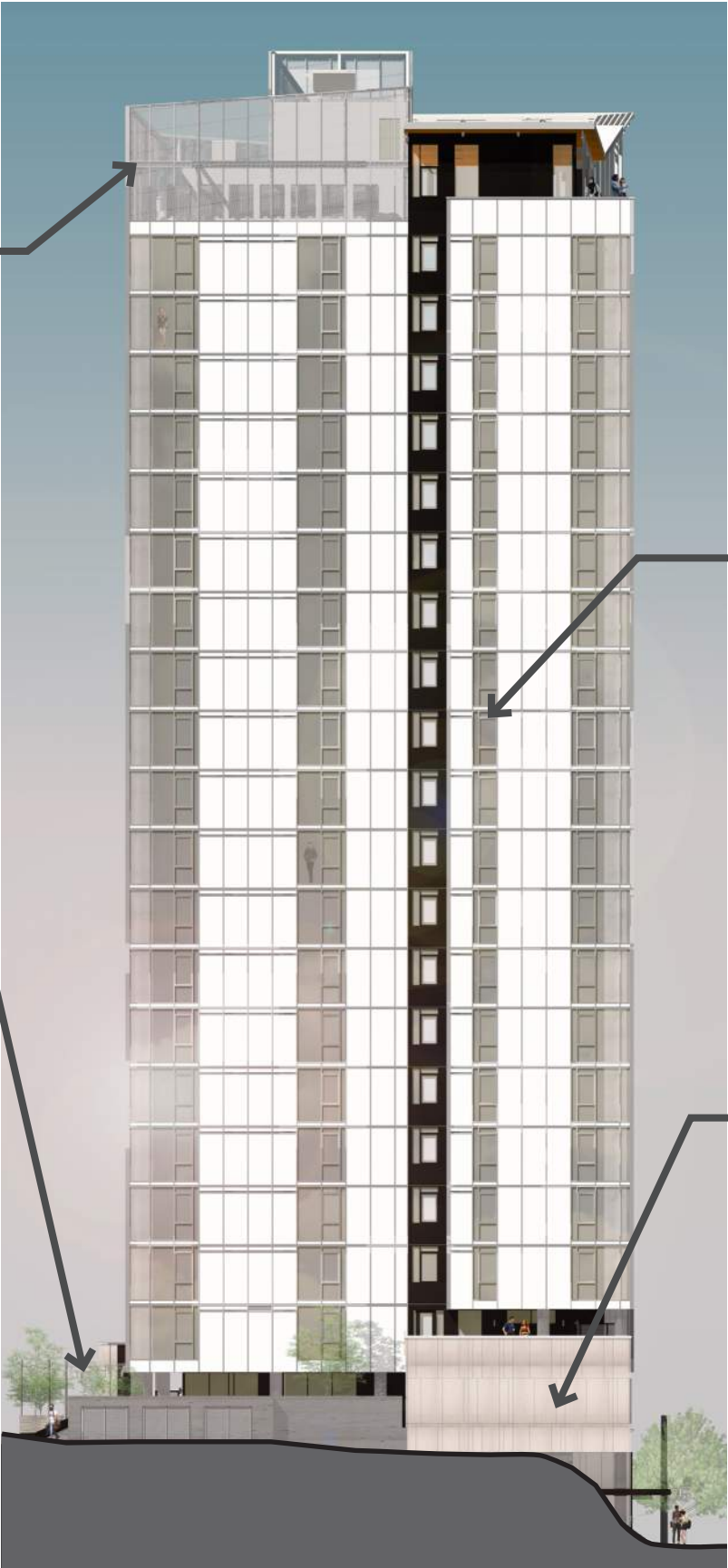
PL2-A, DC3-I

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DC2-B-1
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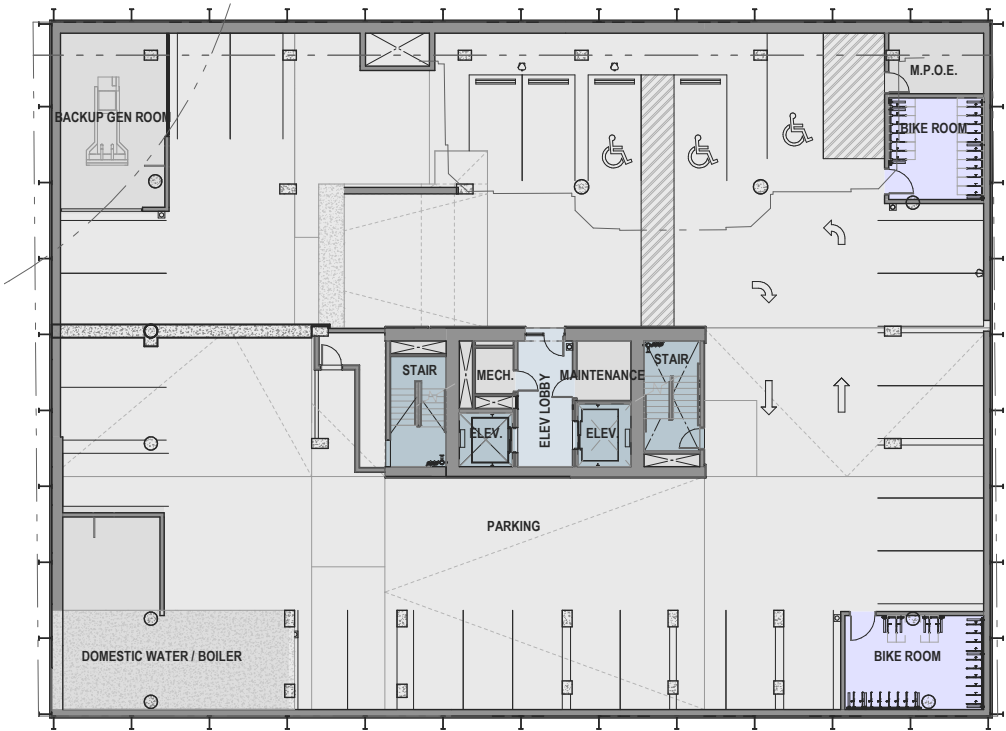
PL2-A, DC3-I
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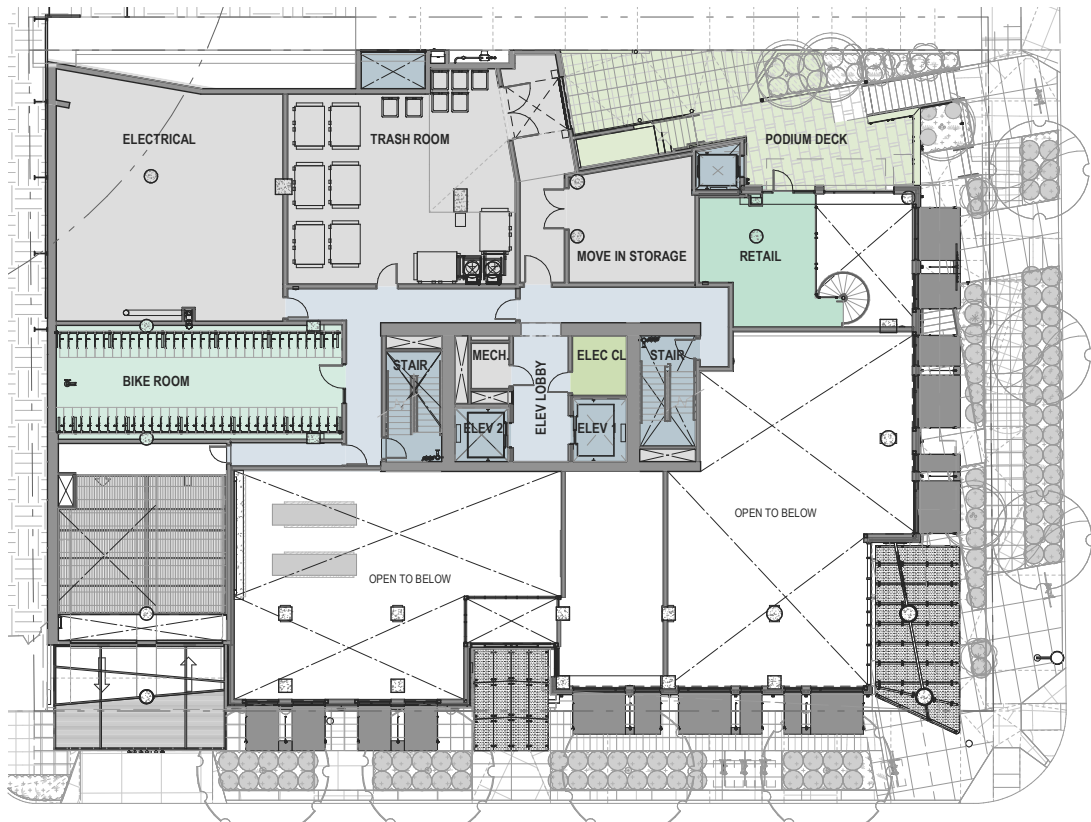
DC2-A-2, DC-B-1
Recessed planes clad in dark materials and dark bronze aluminum windows create gaskets that act as secondary architectural elements to help accentuate and define the larger massing volumes in the overall building composition. This provides a lightness to the building and accentuates the contemporary character of the design.

DC2-B
There is a zero-lot line condition at the north property line. Although the site immediately adjacent is likely to redevelop in the near future (it is currently a parking lot) the development plan is unknown at this time. Therefore, the project proposes to carry the same precast concrete cladding proposed for the west around to the north facade to provide a cohesive, volumetric podium expression. The east side of the podium is occupied by a large storm water planter that provides much-needed greenery along the open space at the alley.

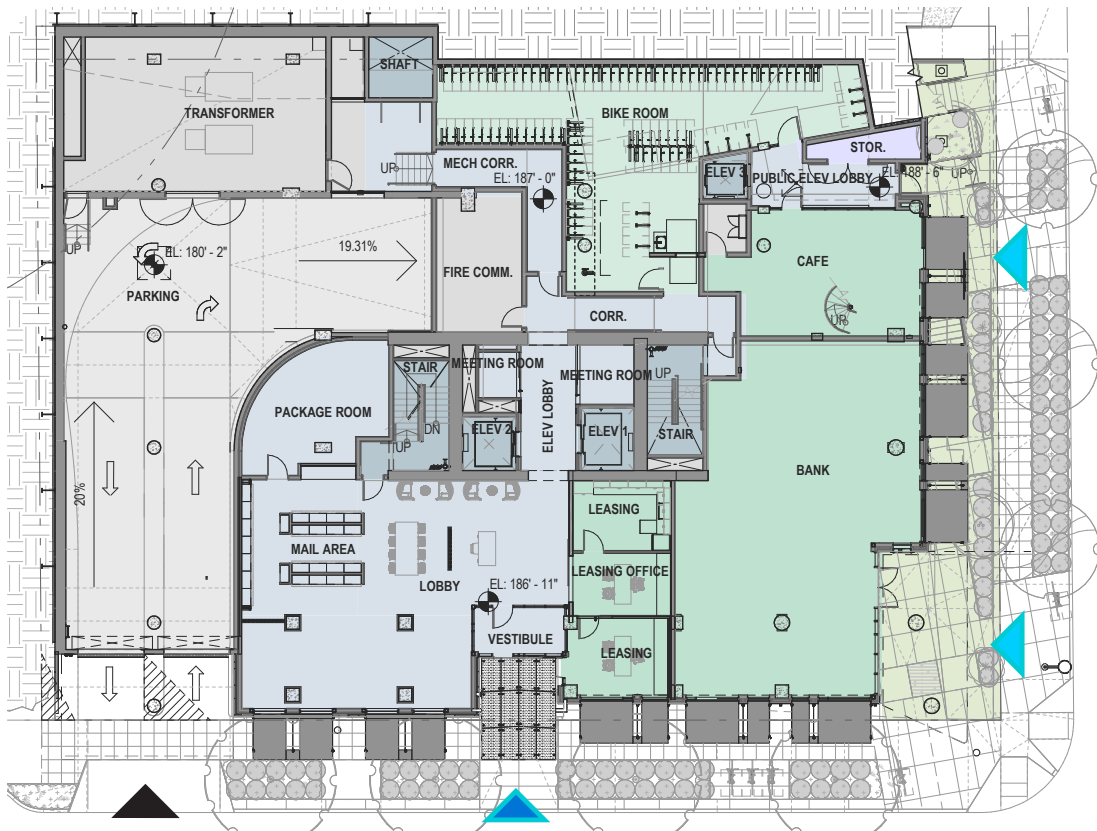
BUILDING PLANS



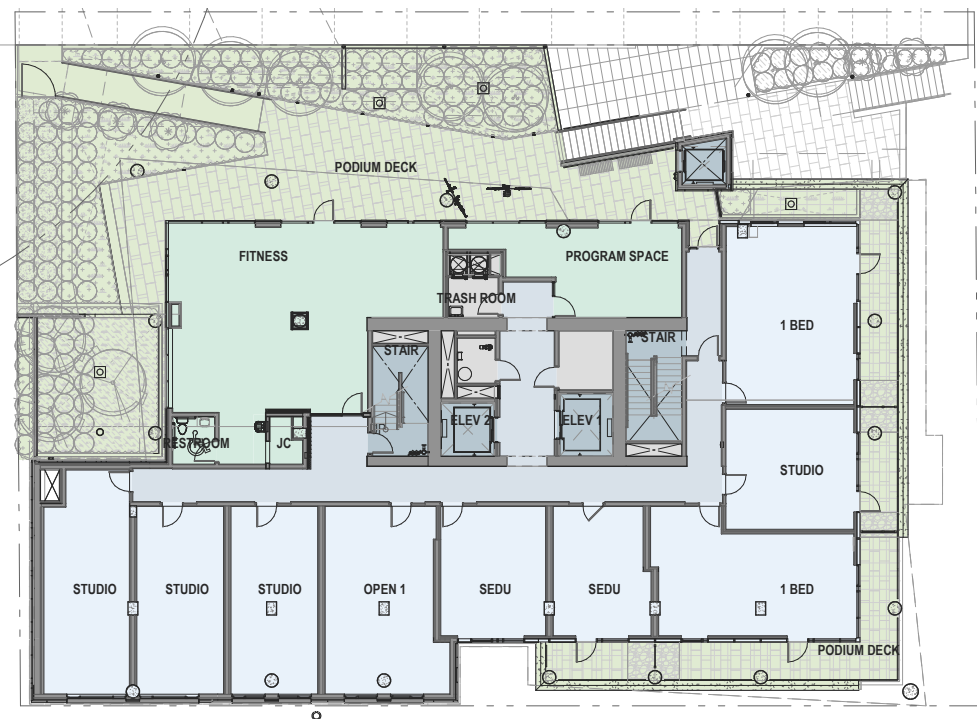
LEVEL P1



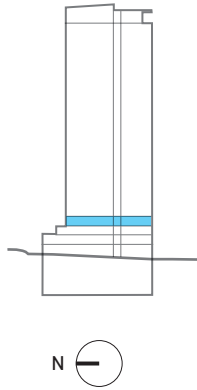
LEVEL 2



LEVEL 1



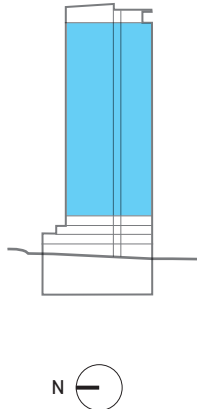
LEVEL 3



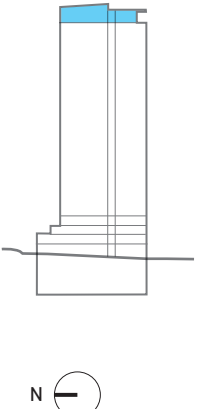
KEY:

- RESIDENTIAL
- LOBBY/CIRCULATION
- RETAIL
- AMENITY
- MECHANICAL / STORAGE
- PARKING
- ROOFDECK / BALCONY
- GARAGE ENTRY
- RESIDENTIAL ENTRY
- COMMERCIAL ENTRY

LEVEL 4

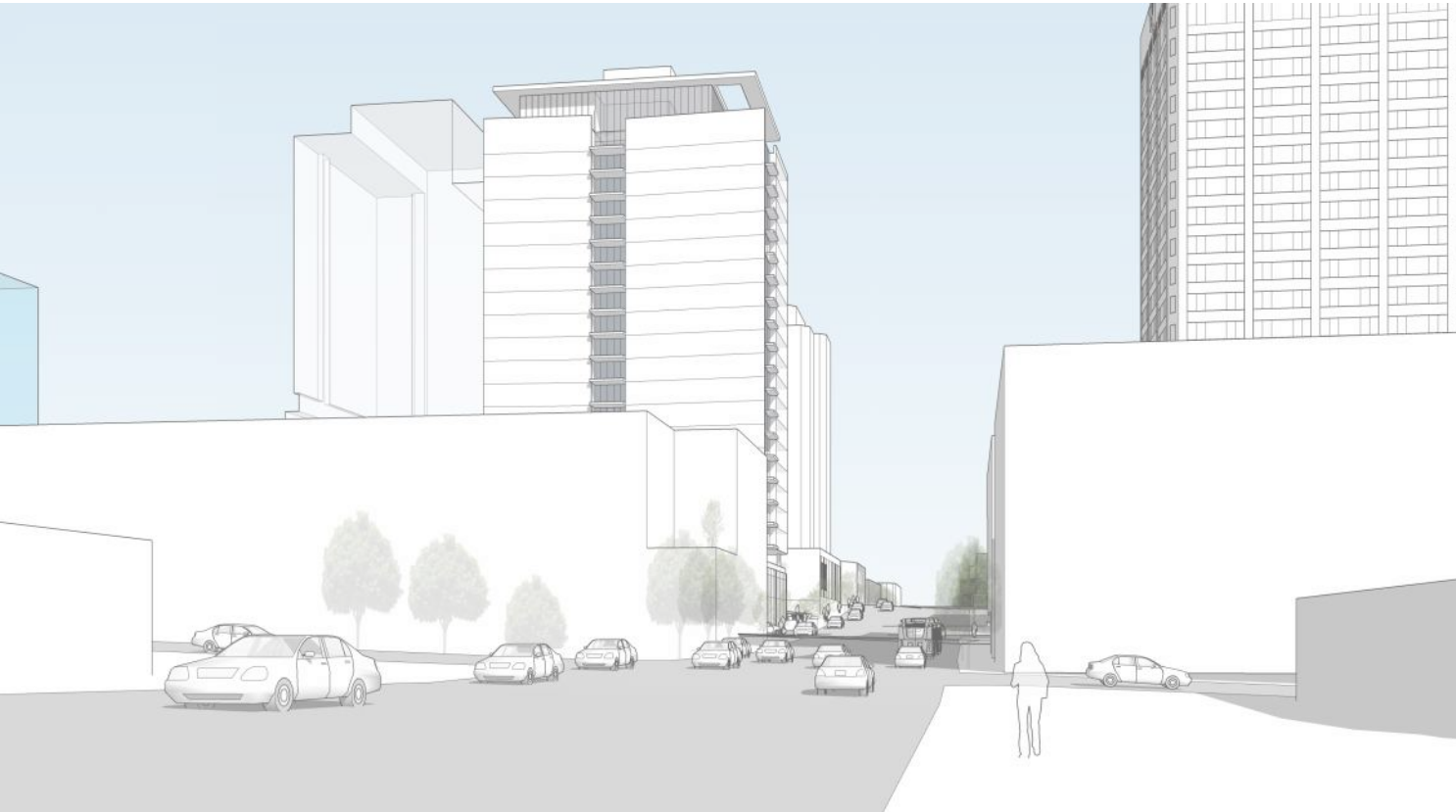


LEVELS 5-22



ROOF-DECK LEVEL

BUILDING PERSPECTIVES AT EDG VS. DRB



VIEW LOOKING EAST ALONG NE 45TH ST. AT EDG



VIEW LOOKING EAST ALONG NE 45TH ST. AT DRB



VIEW LOOKING WEST ALONG NE 45TH ST. AT EDG



VIEW LOOKING WEST ALONG NE 45TH ST. AT DRB



VIEW OF THE NORTH-EAST CORNER AT EDG



VIEW OF THE NORTH-EAST CORNER AT DRB



VIEW FROM LIGHT RAIL STATION AT EDG



VIEW FROM LIGHT RAIL STATION AT DRB

STREET LEVEL DESIGN



SITE PLAN



WEST FACADE SIDEWALK VIEW



SOUTH FACADE SIDEWALK VIEW



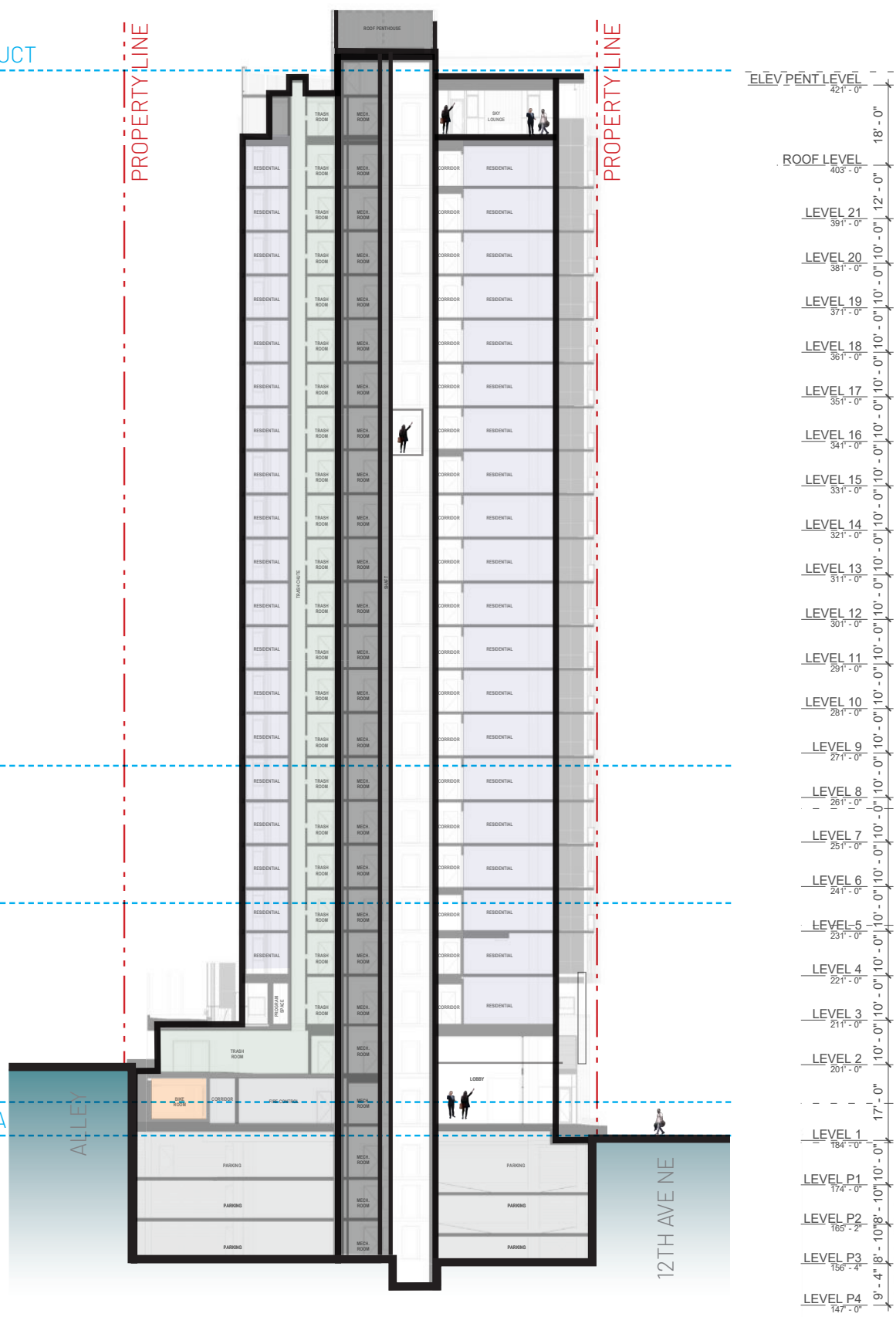
S-N BUILDING SECTION PERSPECTIVE

SMC 3.06.040 ADD STRUCT

75' FDA LEVEL

45' PODIUM HT LIMIT

AVG. GRADE
LOWEST LEVEL OF FDA



E-W BUILDING SECTION

PROPOSED MATERIAL PALETTE



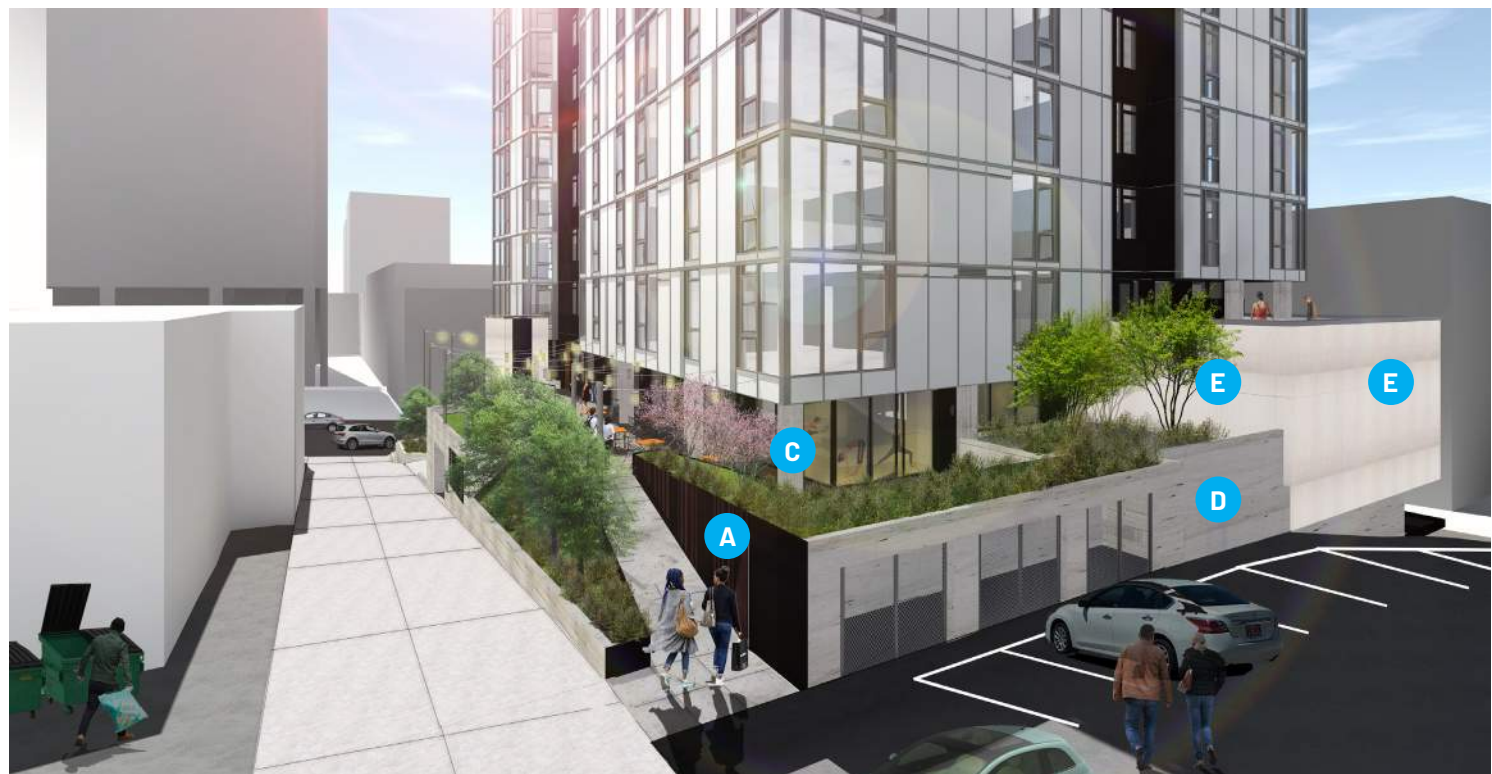
SW VIEW OF THE PODIUM



SE VIEW OF THE PODIUM

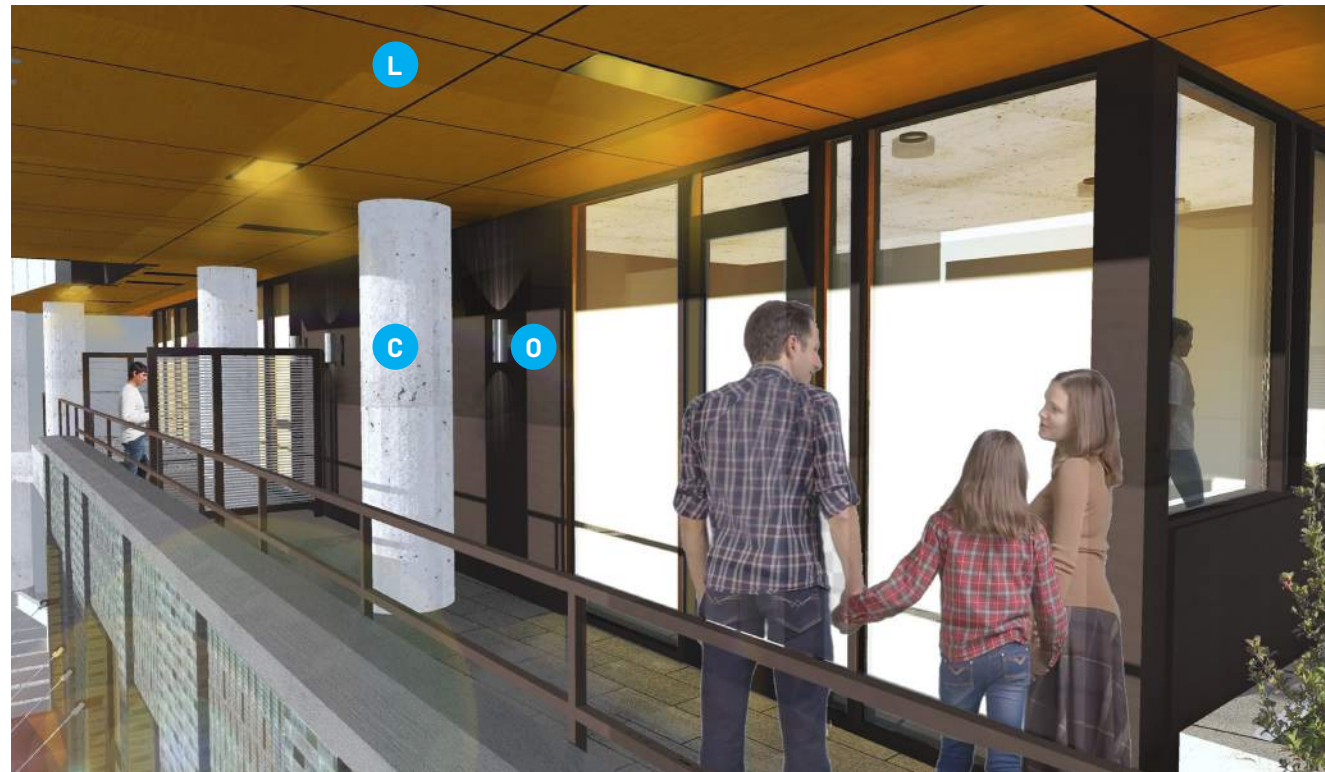


NW VIEW OF THE PODIUM

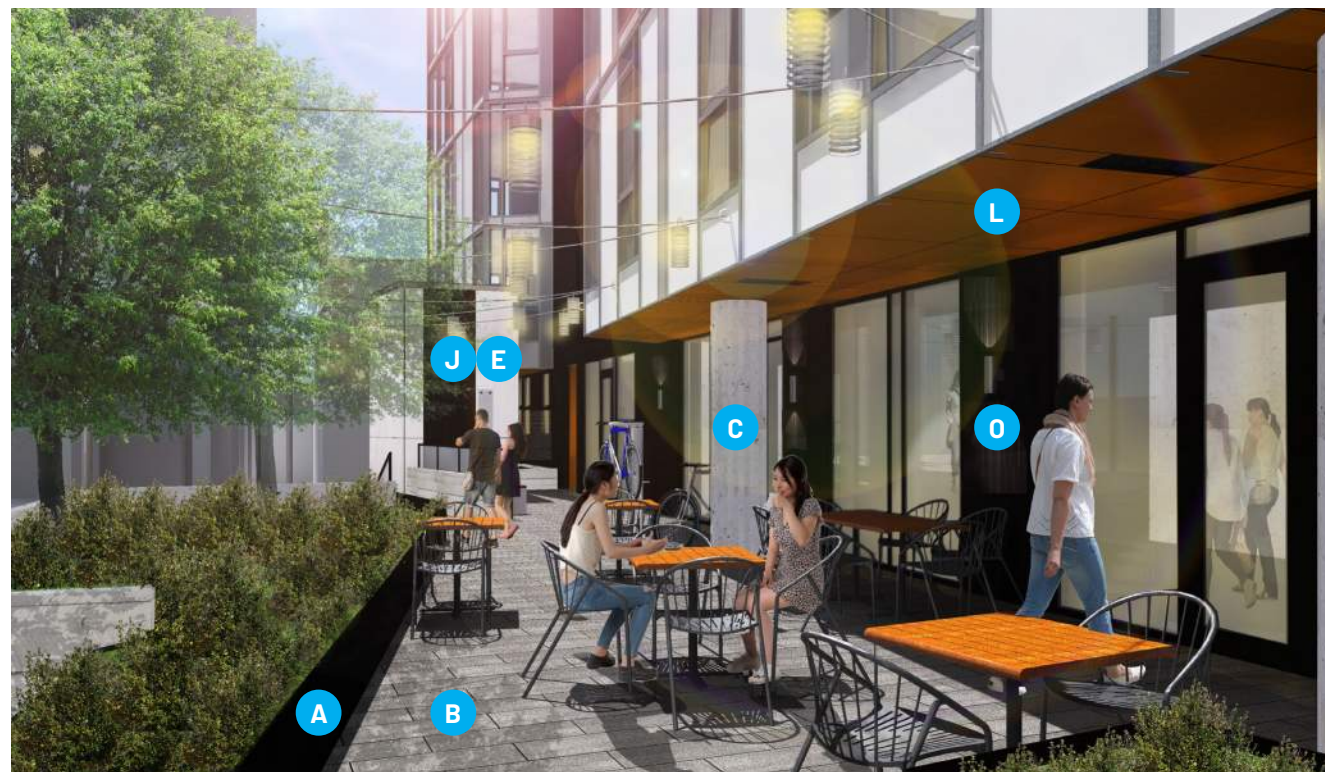


NE VIEW OF THE PODIUM

PROPOSED MATERIAL PALETTE

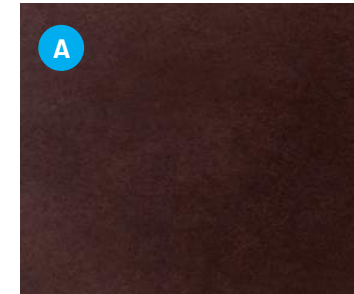


SE PODIUM LEVEL VIEW

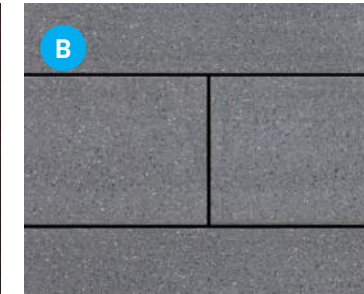


NE PODIUM LEVEL VIEW

BASE MATERIALS



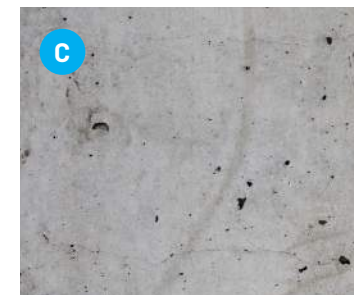
METAL PLANTER & CANOPY:
PLATE STEEL - CASTANYE BLU-BRONZE



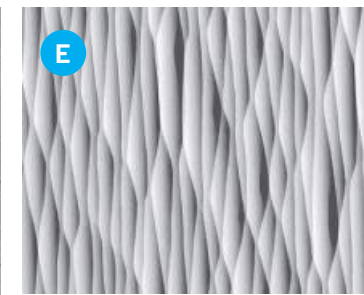
CONCRETE PEDESTAL PAVERS:
NATURAL - LIGHT SHOT BLAST



CONCRETE:
BOARD FORMED



CONCRETE:
CAST-IN-PLACE



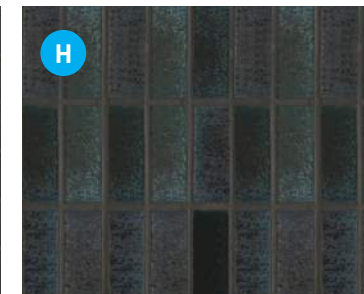
PRECAST PANEL:
TEXTURED GFRP PANEL - WHITE



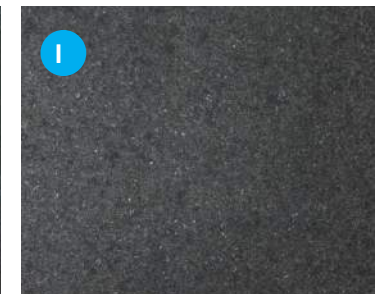
LIGHT PRECAST CAP:
GFRP CAP LIGHT SANDBLAST - WHITE



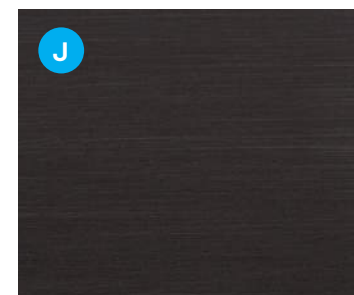
BRICK:
GREY/BLACK LIGHT TEXTURE
VERTICALLY STACKED BOND BRICKS



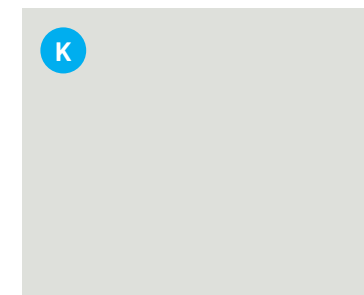
ACCENT BRICK:
GREY/BLACK LIGHT TEXTURE
VERTICALLY STACKED BOND BRICKS



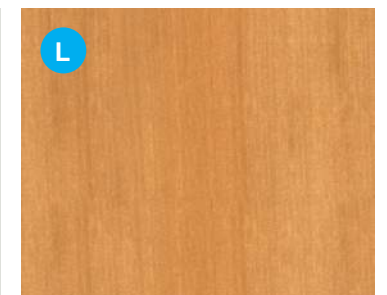
DARK PRECAST CAP:
GFRP CAP LIGHT SANDBLAST - DARK GREY



DARK METAL:
DARK BRONZE POWDERCOATED
METAL



WHITE METAL:
BONE WHITE POWDERCOATED
METAL



WOOD PANEL SOFFIT:
WOOD TEXTURE RESIN BOARD
PANELS

PROPOSED MATERIAL PALETTE



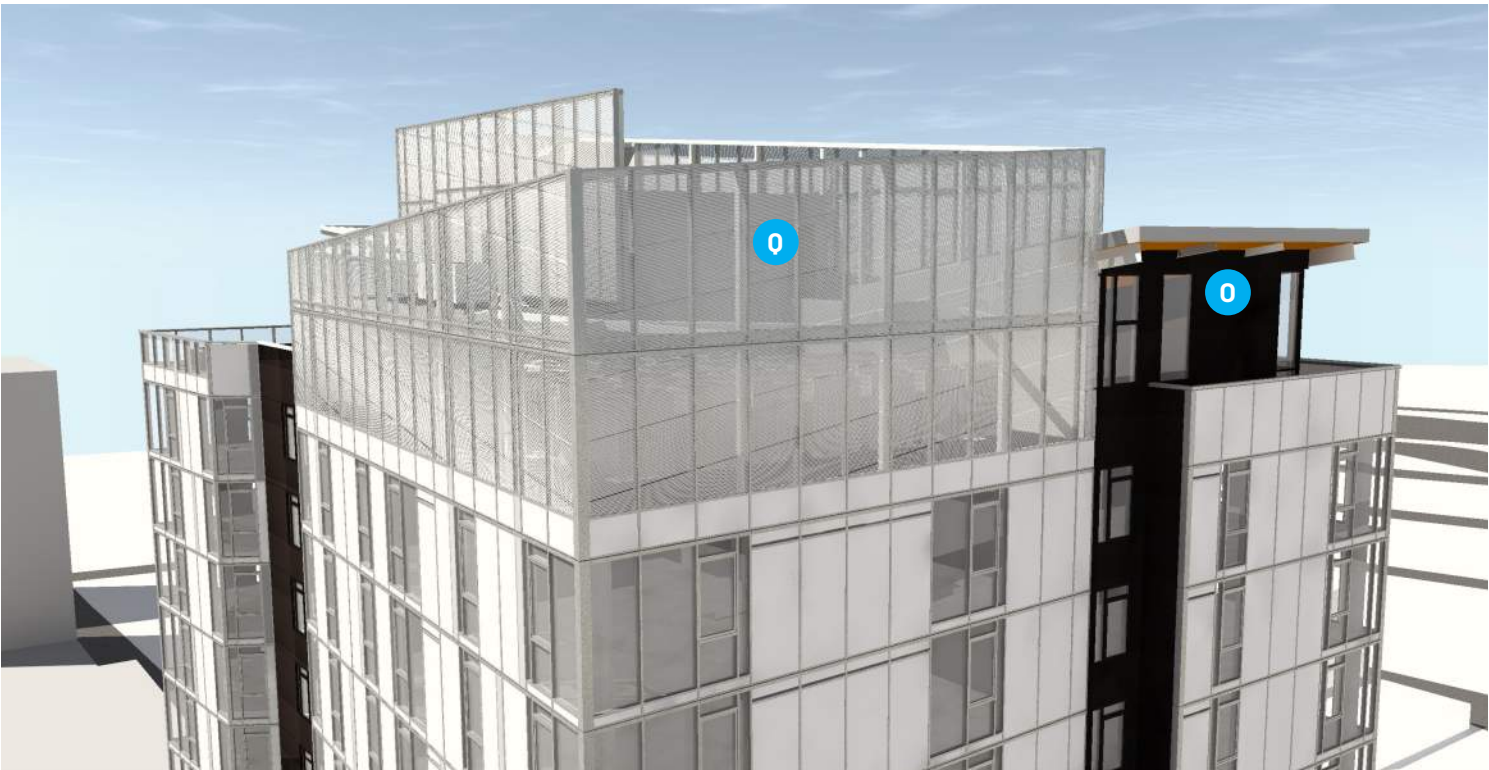
SW VIEW OF THE ROOFTOP



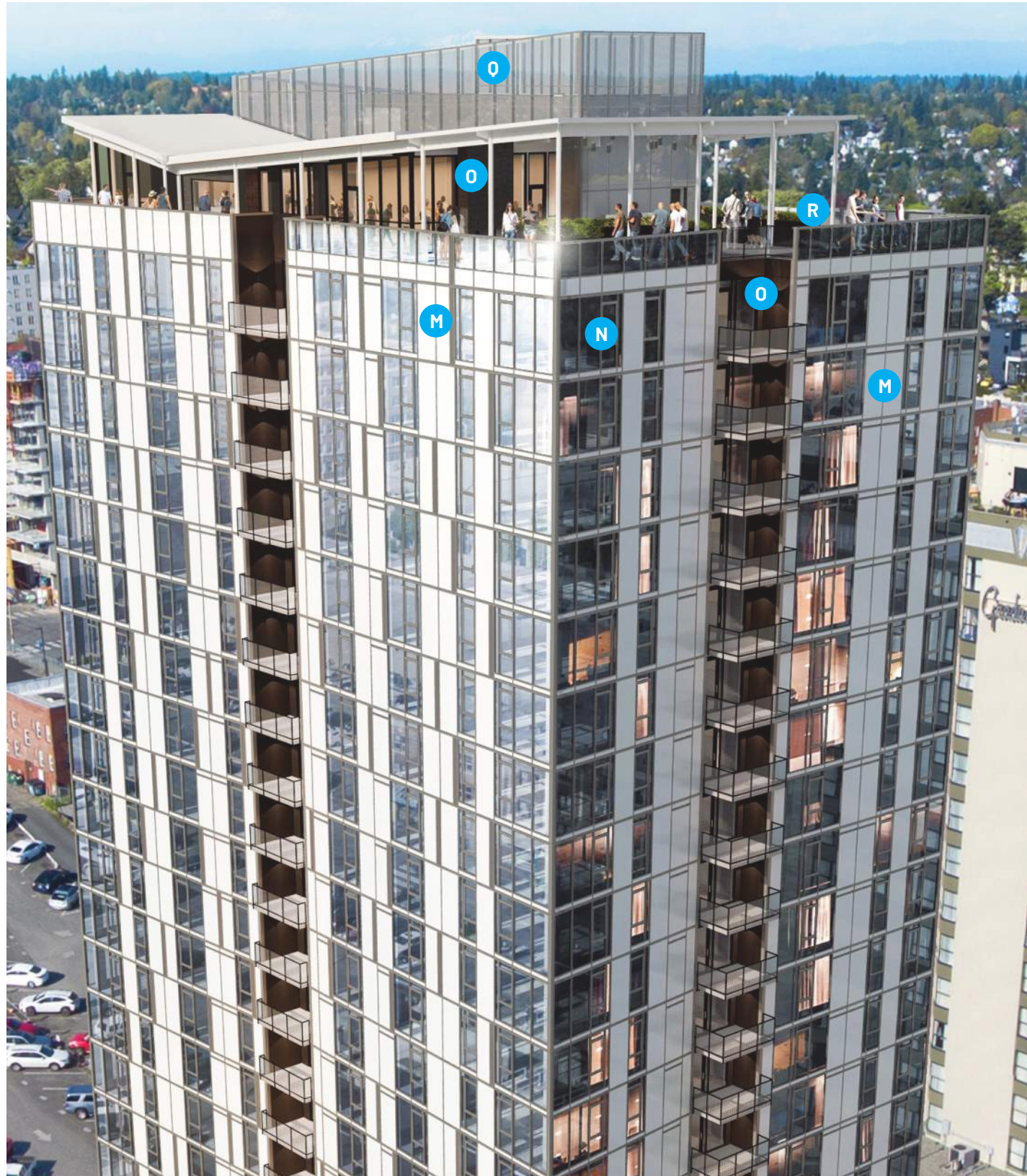
SE VIEW OF THE ROOFTOP



NW VIEW OF THE ROOFTOP

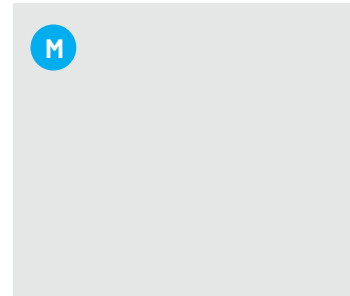


NE VIEW OF THE ROOFTOP

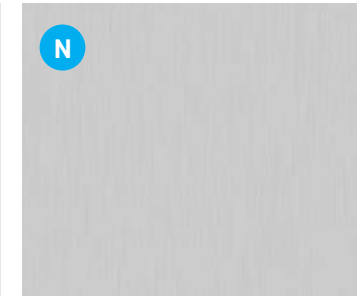


SW VIEW OF TOWER

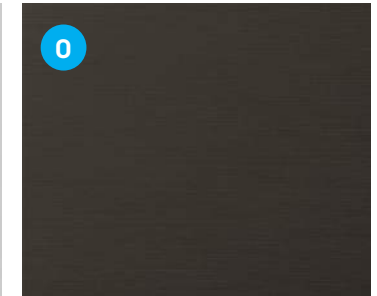
TOWER MATERIALS



SPANDREL GLAZING:
PPG - FACTORY APPLIED - BONE
WHITE



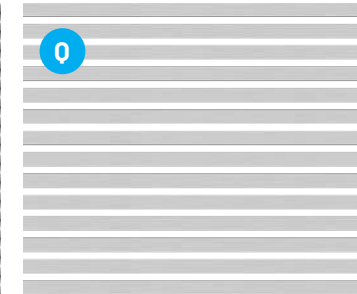
WINDOW WALL MULLIONS:
METALLIC LIGHT GRAY - POWDER
COATED



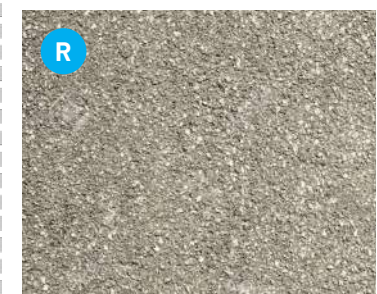
METAL PANEL:
DARK BRONZE - POWDER COATED METAL



ACCENT SPANDREL:
RIGIDIZED ALUMINUM - PATTERN
SATIN GREY



ROOF LOUVERS:
METALLIC LIGHT GREY - POWDER
COATED

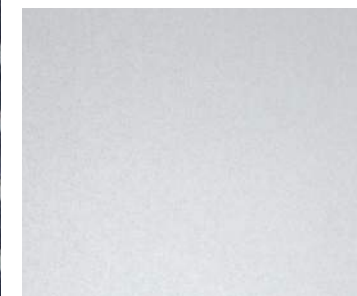


PEDESTAL PAVERS:
TEXADA HYDRAPRESSED SLABS -
DESERT SAND

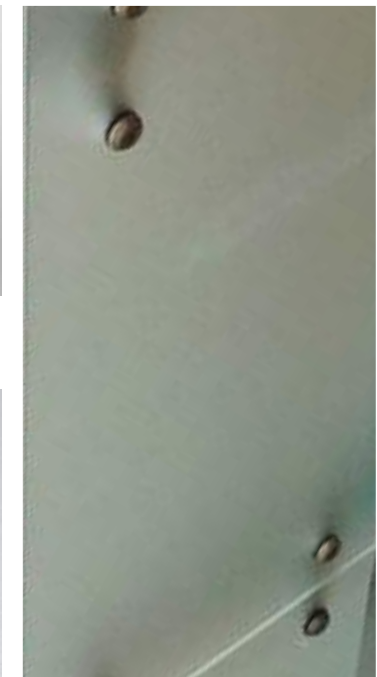
GLAZING



WINDOW & CURTAIN WALL:
PPG SOLARBAN 60 CLEAR



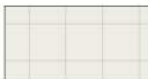
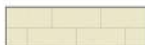







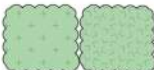



CANOPIES:
FROSTED GLASS



LANDSCAPE DESIGN



MATERIALS AND FINISHES

SYMBOL	DESCRIPTION
	<p><u>PAVING PER COS STD PLAN 420 WITH THE FOLLOWING EXCEPTIONS:</u></p> <ul style="list-style-type: none"> • SAND-COATED EXP. JOINTS, DEEP TOOLED SCORE JOINTS, NO SHINERS • LIGHT SANDBLAST FINISH • 2"x2" SCORING UNLESS OTHERWISE INDICATED ON PLAN
	<p><u>PAVER TYPE 1</u> 48"x24x3/4" THICK PORCELAIN PAVERS, RUNNING BOND PATTERN ON PEDESTALS. ARISTOKRAT HYDRAPRESSED SLABS, COLOR: TBD. AVAILABLE FROM ABBOTSFORD CONCRETE PRODUCTS, 1-800-663-4091 ALTERNATE: ARCHITREX PORCELAIN PAVERS, ARCHITREX.COM. BUZON PEDESTALS.</p>
	<p><u>PAVER TYPE 2</u> PAVERS ON PEDESTAL, 24"x24x2" THICK PRECAST CONCRETE PAVERS, TEXADA HYDRAPRESSED SLABS, COLOR: NATURAL. AVAILABLE FROM ABBOTSFORD CONCRETE PRODUCTS, 1-800-663-4091. PEDESTALS PER ARCH.</p>
	<p><u>BIKE RACK</u> BIKE RACK INSTALLED IN RIGHT-OF-WAY, PER DETAIL</p>
	<p><u>THROUGH JOINT</u></p>
	<p><u>PEBBLE MULCH</u> 7/8" WASHED DRAIN ROCK AVAIL FROM MARENAKOS ROCK CENTER, 425.392.3313 2" MIN. DEPTH, 4" MAX. DEPTH, REF. LANDSCAPE DETAILS</p>
	<p><u>METAL EDGING</u> GEOEDGE ALUMINUM RESTRAINT, AVAIL. FROM COLUMBIA GREEN TECHNOLOGIES, INC., 503.684.9123. INSTALL PER MFG. INSTRUCTION.</p>
	<p><u>PRIVACY FENCE</u> SEE ARCH. DWGS.</p>
	<p><u>TREE LIGHTING</u> TREE UPLIGHTS: BK LIGHTING, MODEL: LS-8-BLP-7-9-11</p>
	<p><u>PLANTING ON STRUCTURE</u> LAYERED GREEN ROOF SYSTEM WITH SEDUM MIX & ORNAMENTAL GRASSES, 6" DEPTH MIN. MOUNDED TO 24"</p>
	<p><u>BIORETENTION PLANTER</u> CONCRETE WALLS; SEE PLANTING SCHEDULE FOR PLANTING; SECTION PER CIVIL.</p>
	<p><u>PLANTING ON STRUCTURE</u> LAYERED GREEN ROOF SYSTEM WITH SEDUM MIX & ORNAMENTAL GRASSES, 6" DEPTH MIN. MOUNDED TO 12"</p>
	<p><u>DOG AREA SURFACING</u> SYNTHETIC TURF</p>

SYMBOL	BOTANICAL NAME	COMMON NAME
STREET TREES - APPROVED BY SDOT URBAN FORESTRY BY EMAIL 1/30/2019		
	QUERCUS MACROCARPA 'JFS-KW3'	URBAN PINNACLE OAK
	ULMUS 'FRONTIER'	FRONTIER ELM
TREES		
	ACER CIRCINATUM	VINE MAPLE
	ACER PALMATUM	JAPANESE MAPLE
	AMELANCHIER ALNIFOLIA	SERVICEBERRY
SHRUBS		
	BUXUS MICROPHYLLA 'WINTER GEM'	WINTER GEM JAPANESE BOXWOOD
	CORNUS SERICEA 'ISANTI'	REDTWIG DOGWOOD
	RSA 'NOALA'	CORAL FLOWER CARPET ROSE
	NANDINA DOMESTICA 'MOON BAY'	COMPACT HEAVENLY BAMBOO
	VIBURNUM x BODNANTENSE 'DAWN'	'DAWN' VIBURNUM
	VIBURNUM DAVIDII	DAVID'S VIBURNUM *
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY
	GAULTHERIA SHALLON	SALAL
	MAHONIA NERVOSA	LEATHERLEAF MAHONIA
	POLYSTICHUM MUNITUM	SWORD FERN
GROUNDCOVERS		
	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILYTURF
	33% CAREX OBNUPTA*	SLOUGH SEDGE
	33% IRIS TENAX	50% OREGON IRIS
	33% JUNCUS PATENS	50% COMMON RUSH

STREET TREES



Quercus Macrocarpa 'JFS-KW3'
Urban Pinnacle Bur Oak



Ulmus 'Frontier'
Frontier Elm



Acer palmatum
Japanese Maple



Amelanchier alnifolia
Saskatoon Serviceberry

SHRUBS



Nandina 'Moon Bay'
Moon Bay Heavenly Bamboo



Buxus microphylla 'Winter Gem'
Winter Gem Japanese Boxwood



Rosa 'Noala'
Coral Flower Carpet Rose



Viburnum bodnantense 'Dawn'
Dawn Viburnum

NATIVE MIX



Vaccinium ovatum
Evergreen Huckleberry



Gaultheria shallon
Salal



Mahonia nervosa
Leatherleaf Mahonia



Polystichum munitum
Sword Fern

BIORETENTION



Cornus sericea 'Kelseyii'
Kelsey Redtwig Dogwood



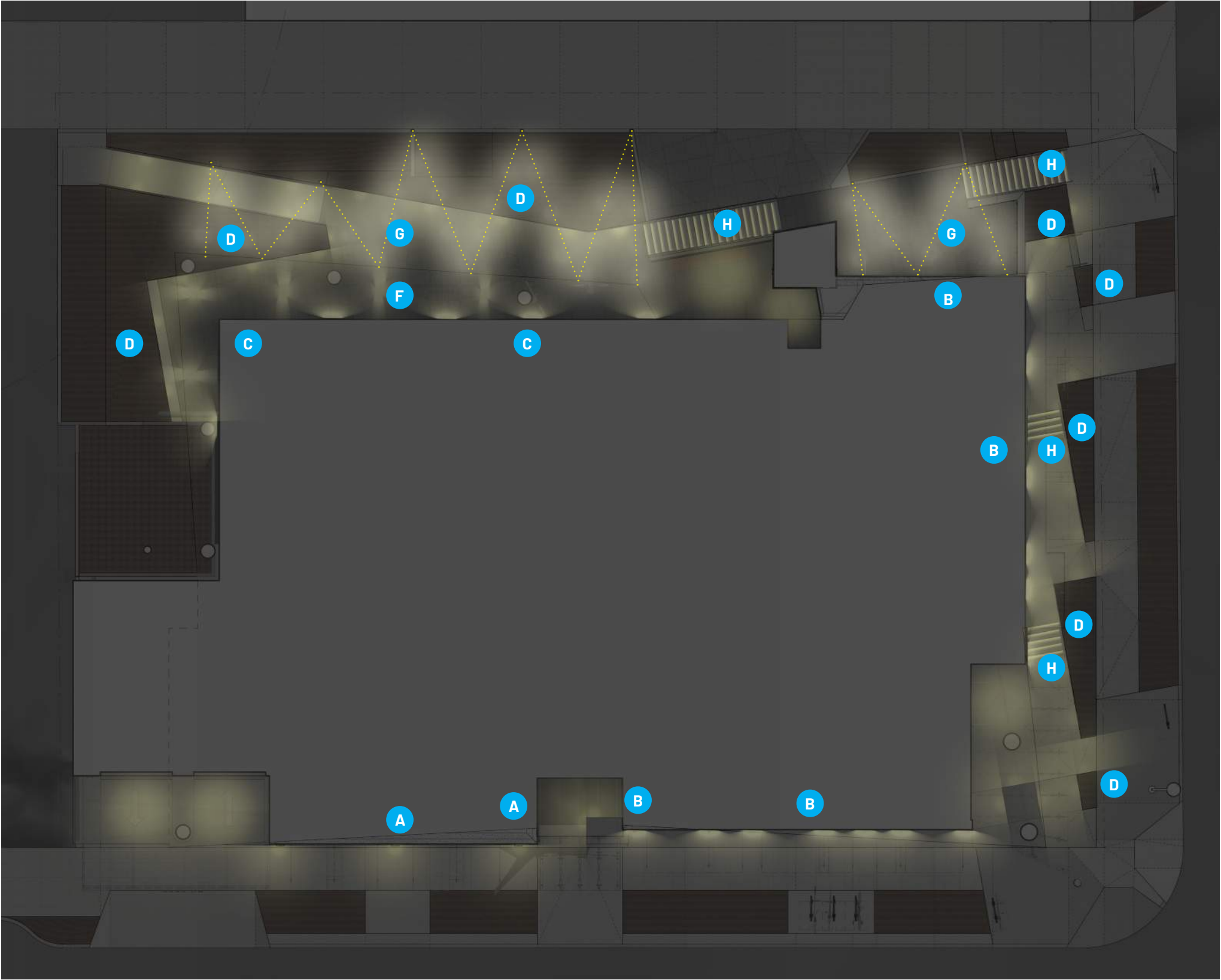
Spiraea x bumalda 'Denistar'
Superstar Spirea



Carex obnupta
Slough Sedge




Iris tenax
Oregon Iris





SITE PLAN


LIGHT FIXTURES


- A WALL SCONCE



- B WALL SCONCE



- C WALL SCONCE



- D PLANTER WALL LIGHT


- E TREE SPOTLIGHT


- F SOFFIT LIGHT


- G CATENARY LIGHT


- H STAIR LIGHT





SE PODIUM LEVEL VIEW



NE PODIUM LEVEL VIEW



OPEN SPACE VIEW

04

DESIGN DEPARTURES

POTENTIAL TYPE 1 DECISION
OPEN SPACE CONFIGURATION

The zoning review for this project is incomplete. As such, SDCI has indicated there may be a need for a Type 1 Decision on how the public space is configured. To that end we are requesting DRB feedback on this area to confirm it aligns with the intentions of the Design Guidelines. As currently designed the open space meets the area calculations required by SMC 23.58A.040, and the space is fully accessible and open to the public.

DRB comments on the following aspects of the open space would be helpful:

- 1 It is our intention to keep the open space open to the public 24/7 unless we find there are security related problems during operations, at which time we will work with the neighborhood to limit access to daylight hours only as directed by code.
- 2 No parking, storage or use by motor vehicles will occur in this area, however, we have designed a flat area off the alley with electrical and water access that could be used by a food truck during special festival days in the U-District, such as the UDP sponsored U District Street Fair, with special permits. Is this a viable use of the open space?
- 3 The open space is contiguous, however, because of the steep grade change along the alley, there is separation vertically into three levels with clear visible access to the upper levels of the open space via exterior stairs, a ramp at the north end, and a dedicated elevator.
- 4 We have elected to cover portions of the open space in order to provide some rain protection for pedestrians, and to meet other criteria in the zoning code. The amount of covered open space is less than the 20% maximum area as permitted by code.
- 5 We have placed a "maker space" available for community uses such as meetings, special classes, reservations for crafts projects, and pop-up uses related to food activities at the upper plaza. We have had discussions with the University District Partnership about coordinating use of this space with promotions in the U-District and for special projects and assemblies.

PLEASE SEE THE APPENDIX OF THIS PACKET FOR AN EXCERPT FROM THE ZONING CODE:
SMC 23.58A.040 - Bonus floor area for open space amenities



RELATED DESIGN GUIDELINES:

CS1-C TOPOGRAPHY

Use existing site topography when locating structures and open spaces on site.

CS2-B ADJACENT SITES, STREETS, AND OPEN SPACES

Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to building massing.

CS2-D-2 EXISTING SITE FEATURES

Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

PL1-A-1 ENHANCING OPEN SPACE

Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-B WALKWAYS AND CONNECTIONS

Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-C OUTDOOR USES AND ACTIVITIES

In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending. Where possible, include features in open

spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

PL2-A ACCESSIBILITY

Provide access for people of all abilities in a manner that is fully integrated into the project design. Add features to assist pedestrians in navigating sloped sites, long blocks, and other challenges.

DC2-A-1 SITE CHARACTERISTICS AND USES

Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

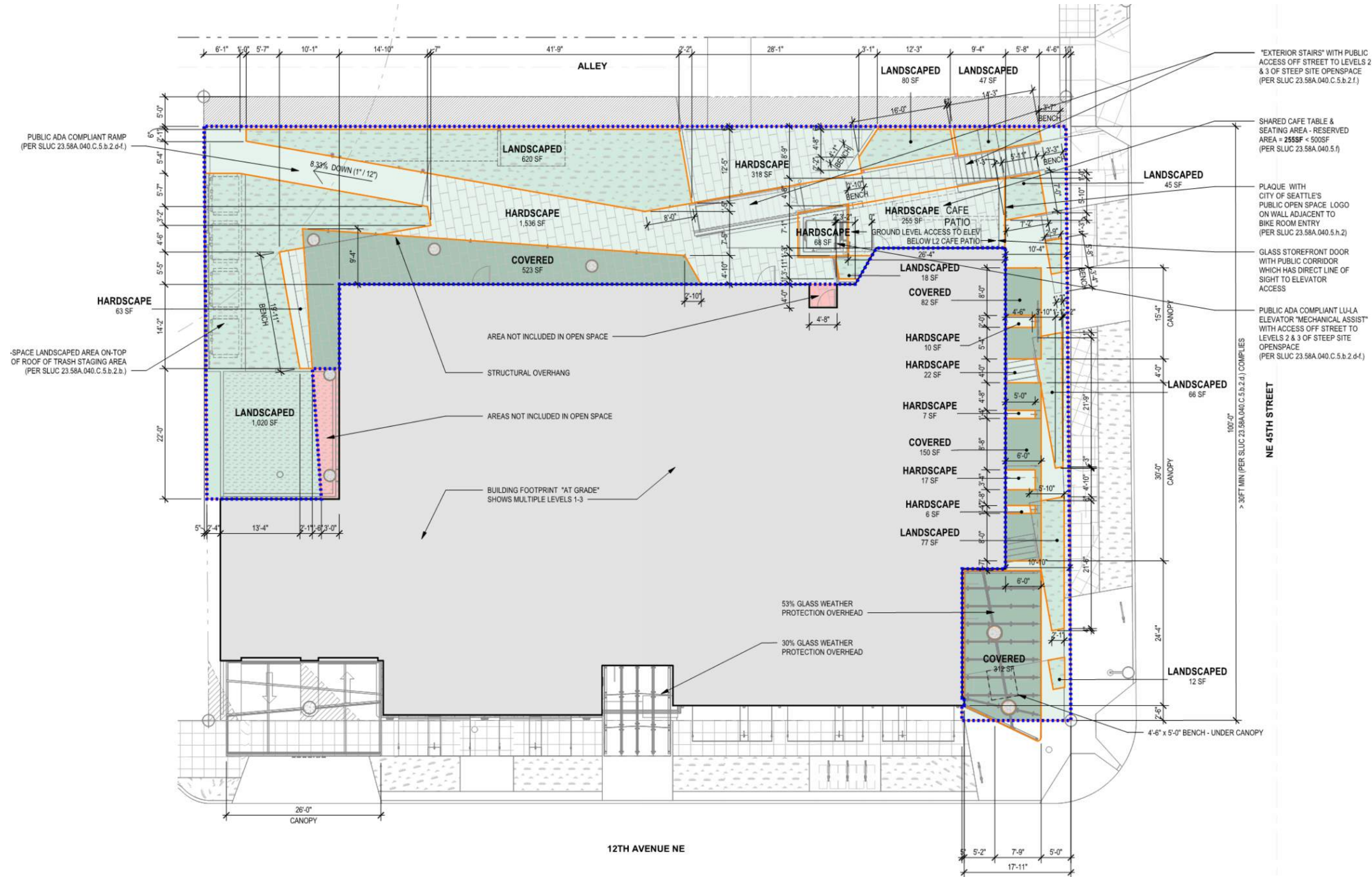
DC3-B-3 CONNECTIONS TO OTHER OPEN SPACE

Site and design project related open spaces to connect with, or enhance, the uses and activities of their nearby public open space

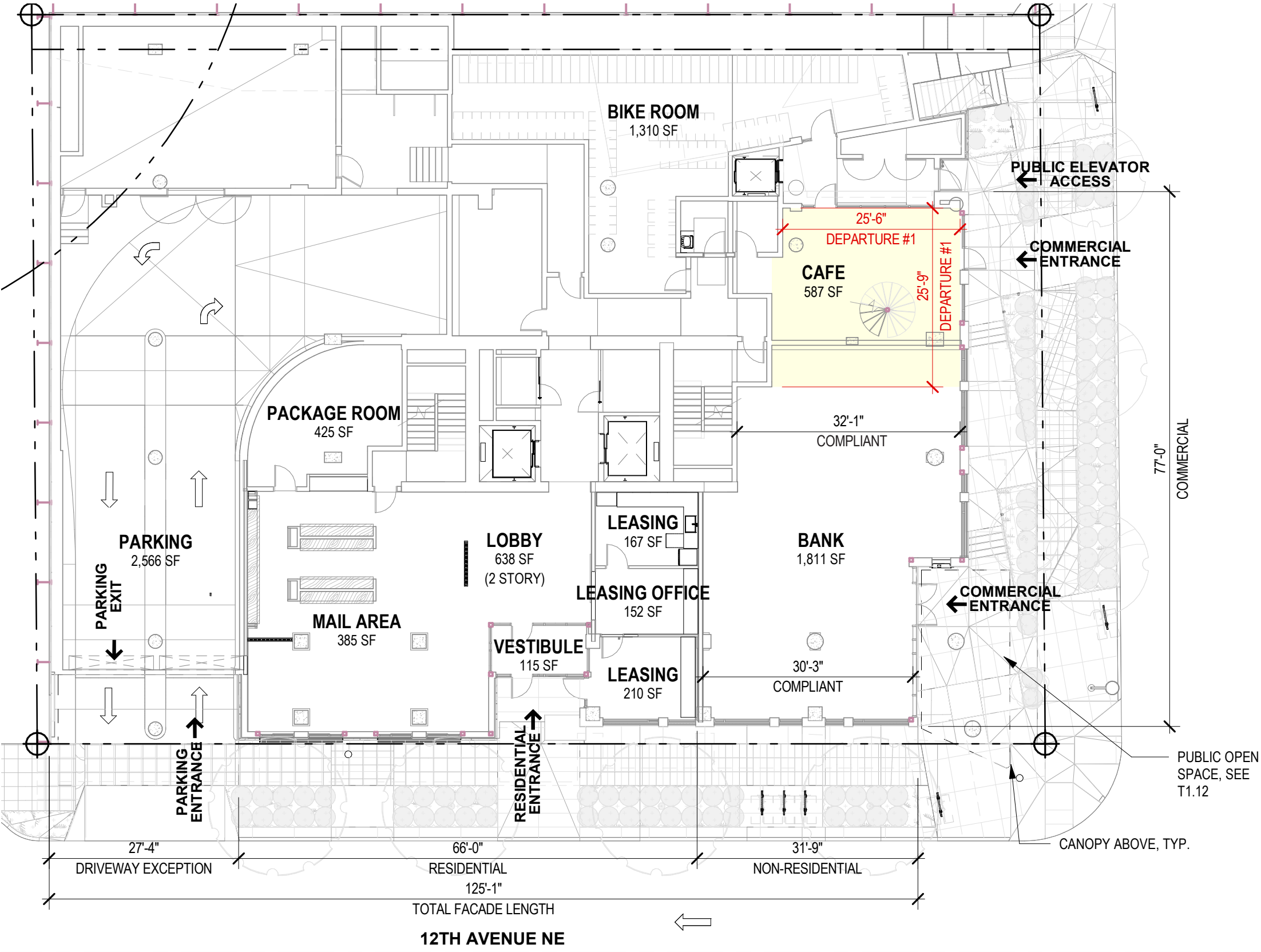
DC3-I PEDESTRIAN OPEN SPACES AND ENTRANCES

- i. Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.
- ii. Plazas should be sensitively proportioned and designed.
- iii. Plazas should have plenty of benches, steps, and ledges for seating.
- iv. Locate the plaza in a sunny spot and encourage public art and other amenities.
- v. Provide plenty of planting beds for ground cover or shrubs.

POTENTIAL TYPE 1 DECISION
OPEN SPACE CONFIGURATION



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The first departure request is to allow a portion of the commercial space facing NE 45th Street to be less than 30' in depth.

REQUIREMENT:

SMC 23.48.040.C.3: The space occupied by street-level uses shall be min. 13' floor to floor and extend 30' minimum in depth.

REQUEST:

To allow a 25'-6" depth for a length of 25'-9" on the NE 45th Street Frontage

$25'-9" / 77'-0" = 33\% \text{ OF FACADE FRONTAGE}$

JUSTIFICATION:

This departure is requested to allow egress from the residential tower stairs at this level. The egress corridor reduces the depth of the adjacent commercial space to 25'-6" deep for a length of 25'-9" length of façade. This allows the building to preserve the entire frontage along NE 45th Street for commercial use rather than interrupting the space with an egress corridor to the plaza (PL1-A-1 Enhancing Open Space, PL1-A-2 Adding to Public Life). This condition occurs primarily at a small retail space targeted for café use.

The need for this departure was not known at the time of EDG.

DESIGN DEPARTURE #2

CANOPY HEIGHT

The second departure request is to allow the canopies along the south façade to overhang the setback area along NE 45th Street less than 13'-0" above the walking surface below.

REQUIREMENT:

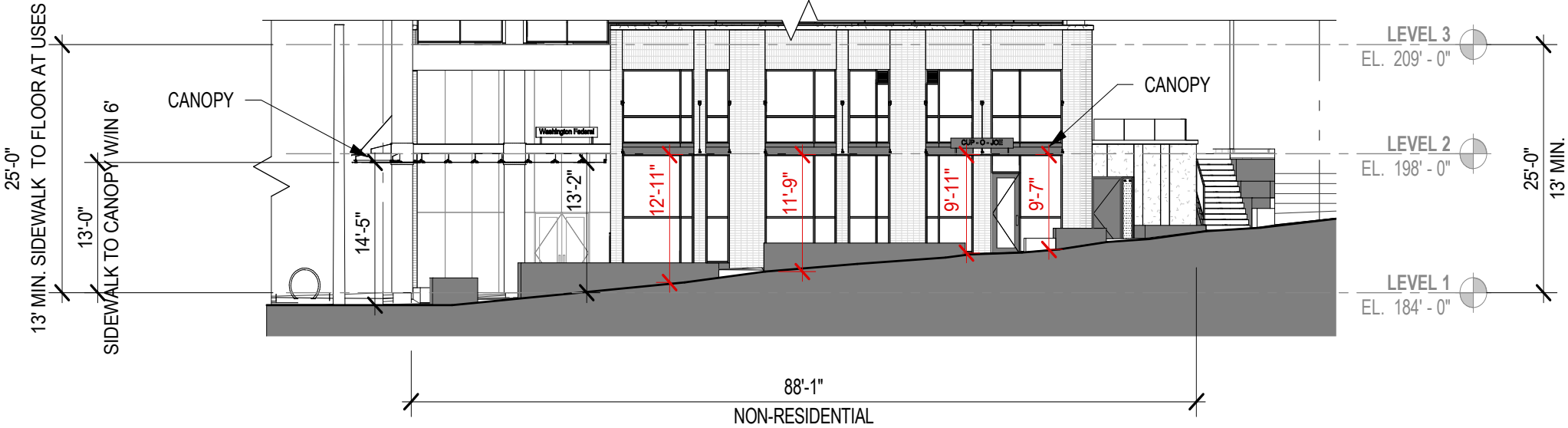
SMC 23.48.640.A.5: Bay windows, canopies, horizontal projections of decks, balconies with open railings, eaves, cornices, gutters, and other similar architectural features that are at least 13' above the sidewalk elevation are permitted to extend up to 4' into the setback.

REQUEST:

To allow the canopies to be closer than 13' above the sidewalk elevation in locations along the south facade setback area. The minimum height above the walking surface proposed is 9'-7" at the east end of the facade.

JUSTIFICATION:

This departure is requested to allow the canopies to remain a uniform height along the façade, rather than step with the sloping grade (DC2-B-1. Facade Composition).
The need for this departure was not known at the time of EDG.





The third departure requests to allow the canopies along the west façade to be discontinuous.

REQUIREMENT:

SMC 23.48.640.F.1: Continuous overhead weather protection is required for at least 60% of the street frontage along 12th Ave NE, as the building facade is within 10' of the property line.

REQUEST:

To allow discontinuous overhead weather protection along the west facade. Total amount of overhead weather protection will exceed 60% of the length of the facade, but it will not be continuous.

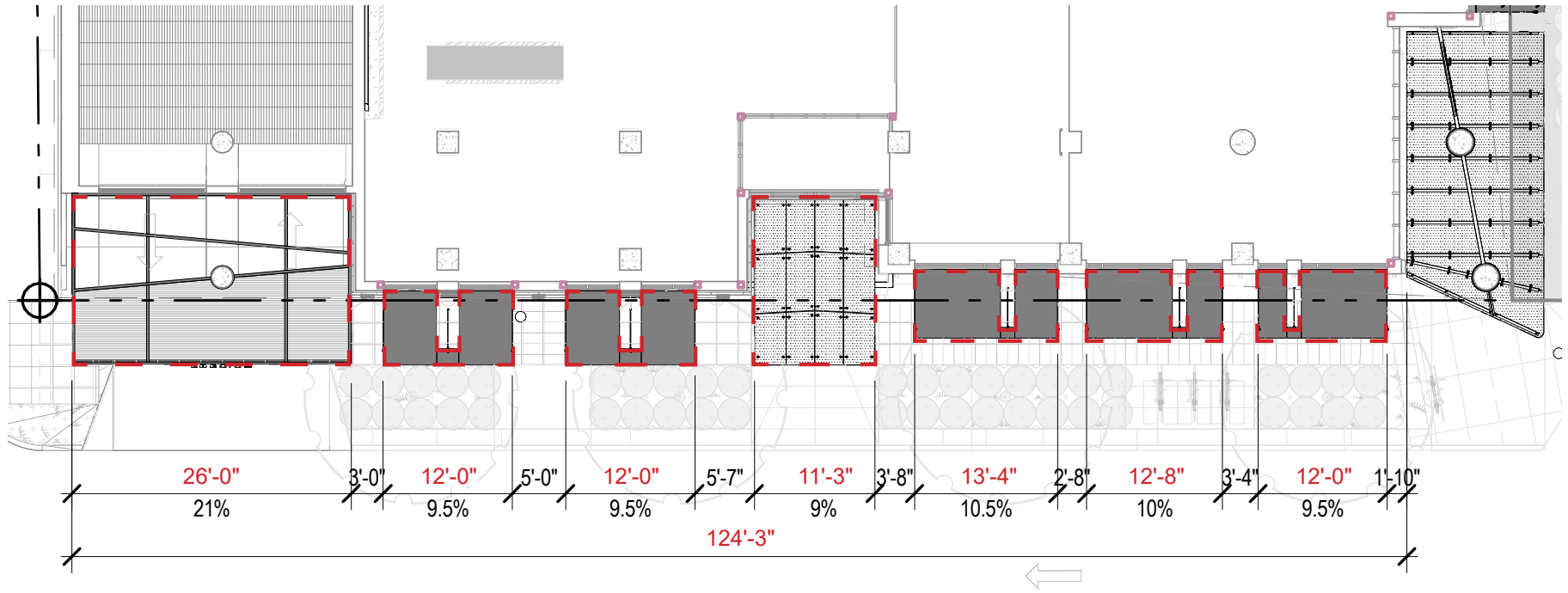
JUSTIFICATION:

The west façade is 124'-3" long, and therefore requires 74'-5" lineal feet of continuous overhead weather protection. In order to allow the canopy design to reinforce the overall design approach on the various components in the podium architecture (DC2-B-1. Facade Composition), the project proposes to provide a greater amount of total canopy length and area, but it will be discontinuous. The total length of canopy proposed is 99'-3".

$26'-0" + 12'-0" + 12'-0" + 11'-3" + 13'-4" + 12'-8" + 12'-0" = 99'-3"$ Total Lineal Feet

$99'-3" / 124'-3" = 80\%$ Street Coverage

The need for this departure was not known at the time of EDG.



12TH AVENUE NE

DESIGN DEPARTURE #4

FACADE MODULATION

The fourth departure request is to allow reduced upper level modulation width and depth on the west facade.

REQUIREMENT:

SMC 23.48.646 Table B: Modulation is required every 120' at midrise levels and every 80' feet at highrise levels. The modulation must set back 10' from the lot line and be minimum 20' in length parallel to the lot line.

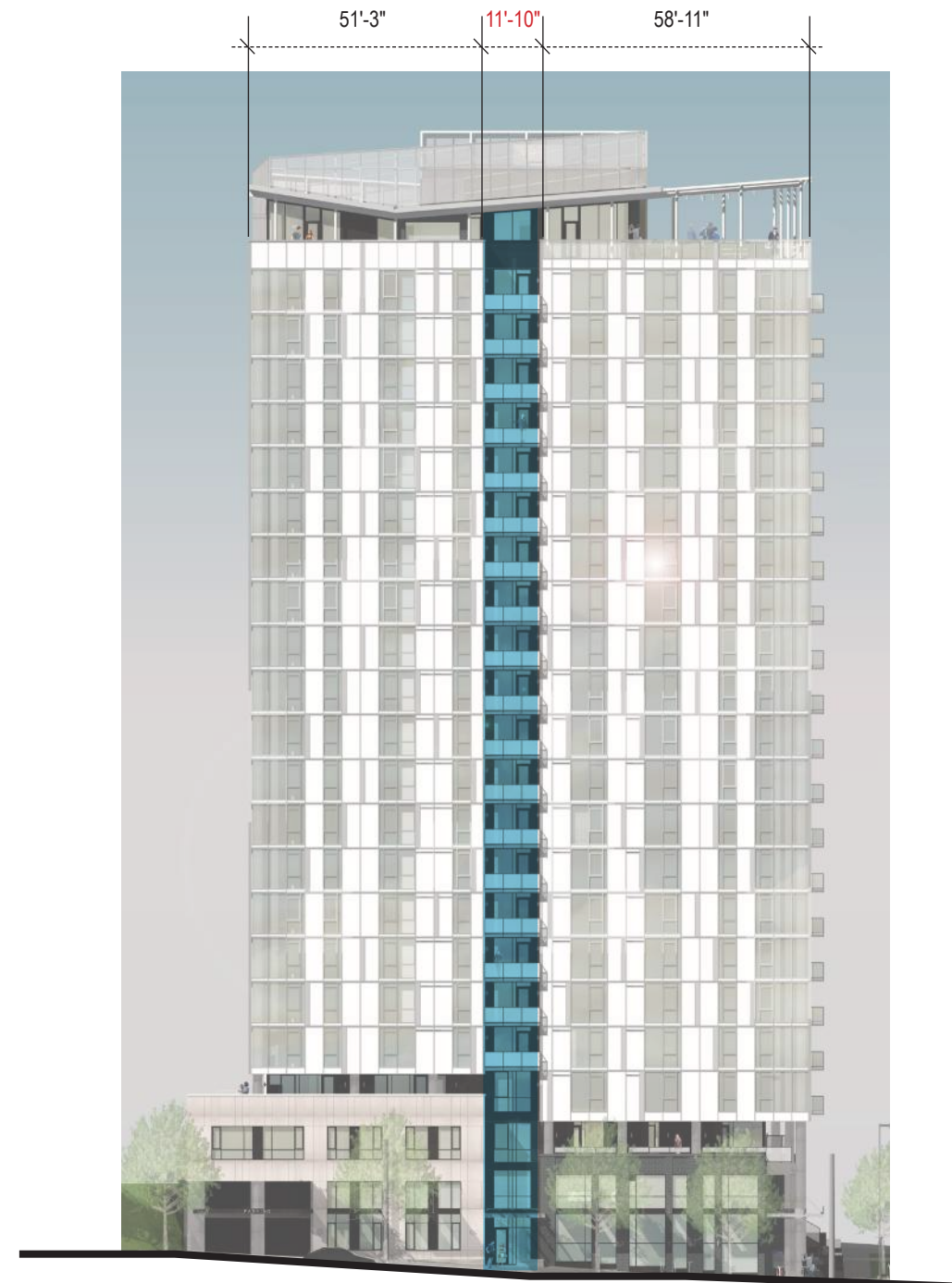
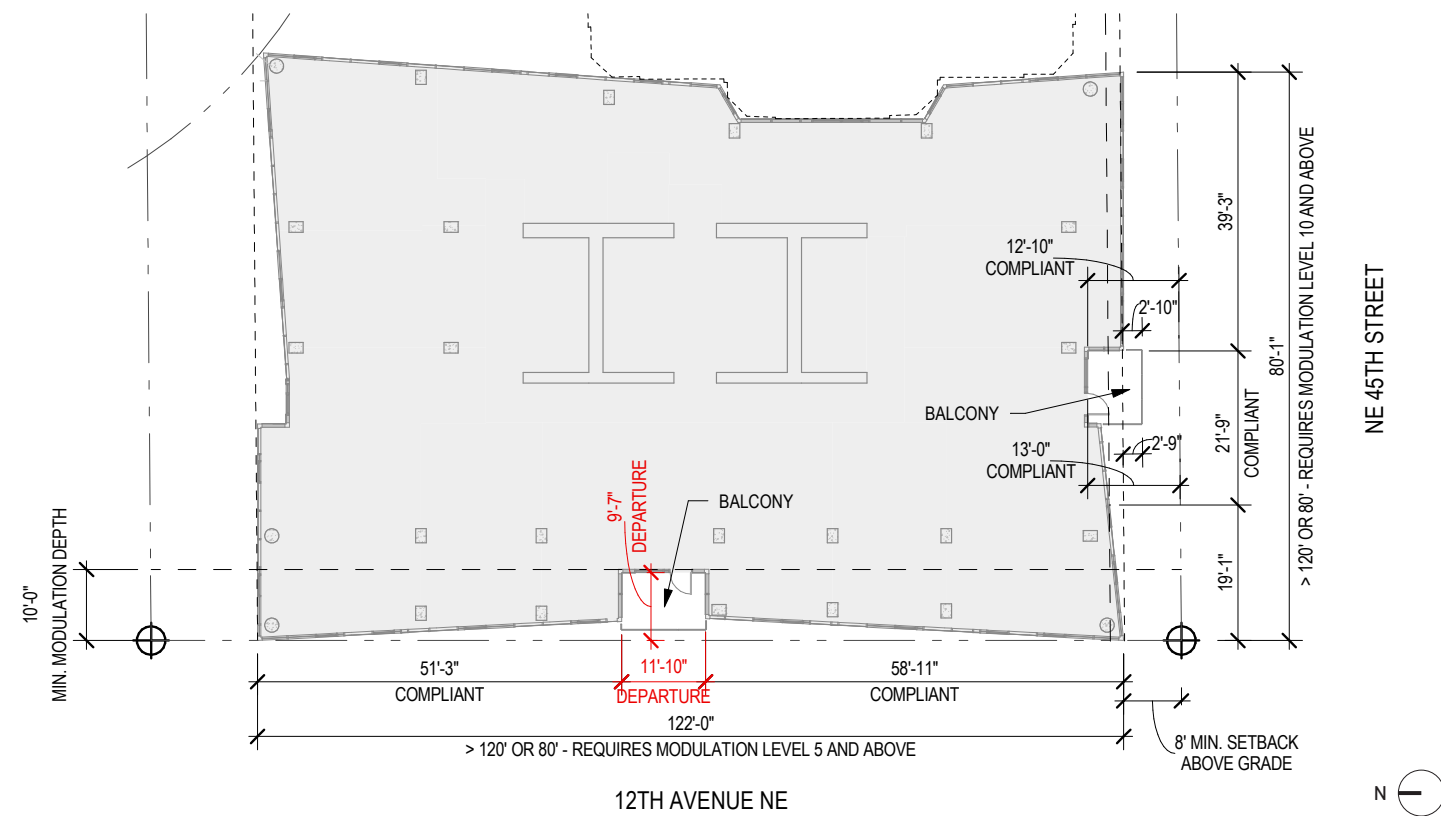
REQUEST:

To allow a modulation depth of 9'-7" by 11'-10" wide at midrise and high-rise portions of the West facing facade. This is a reduction of 5" in the minimum depth and 8'-2" in the required length.

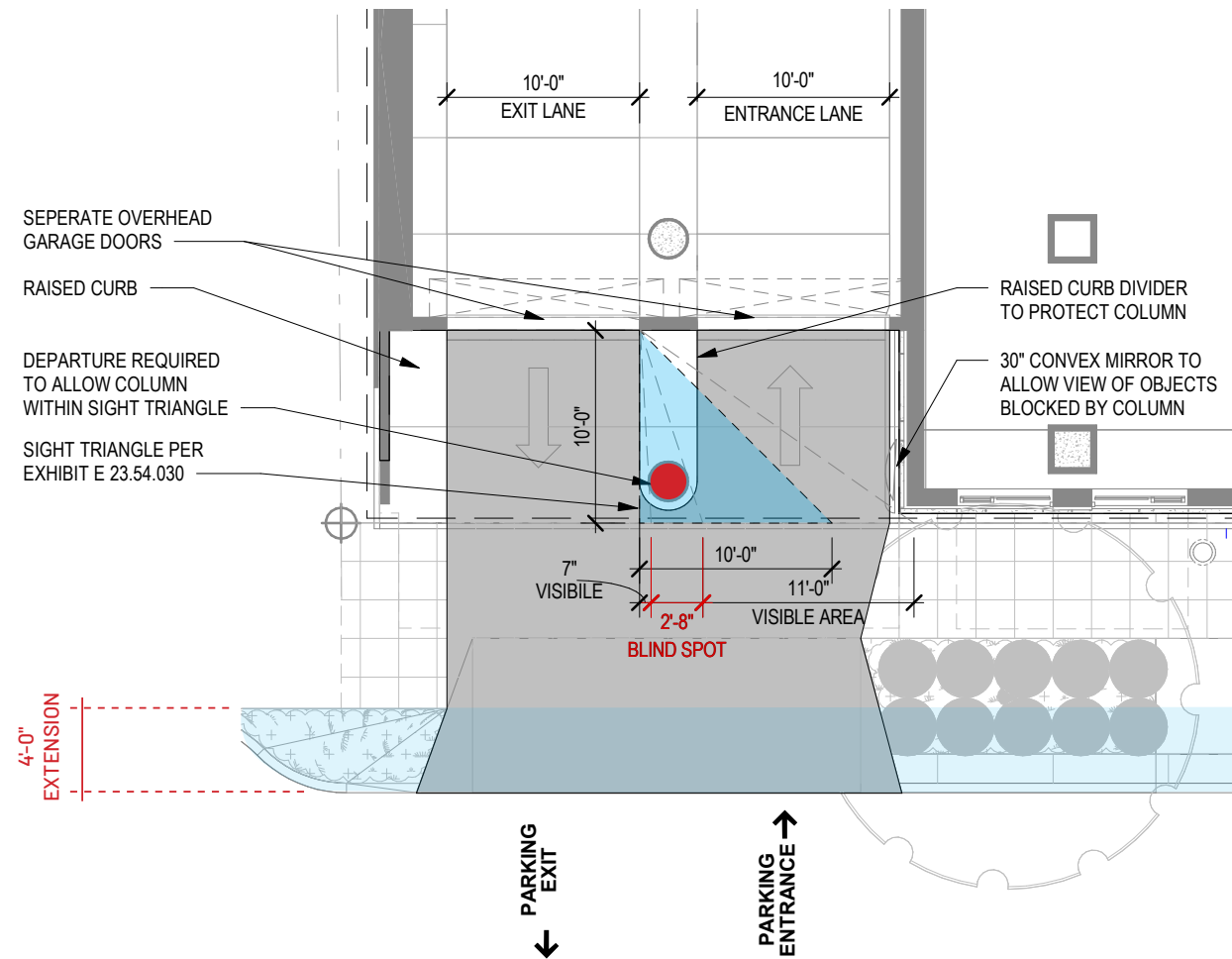
JUSTIFICATION:

The form and scale of the proposed modulation is based on context studies of the neighboring buildings (CS3-A Emphasizing Positive Neighborhood Attributes). The smaller modulation creates a better proportion and scale to the smaller scale of the tower width (DC2-B-1. Facade Composition.)

At the Early Design Guidance (EDG) meeting for the project the Design Review Board (DRB or board) indicated early unanimous support for the requested departure as the proposed design created a cohesive design solution and adequate height, bulk, and scale relief. (DC2-B-1. Façade composition.)



WEST FACADE MODULATION DIAGRAM



The fifth departure requests to allow a 24" diameter structural column to be located within the sight triangle area.

REQUIREMENT:

SMC 23.54.030.G.2: For driveways 22' wide or more, the code requires a sight triangle only on the side of the driveway uses as an exit, and shall be kept clear of any obstruction for a distance of 10' from the intersection of the driveway and the sidewalk.

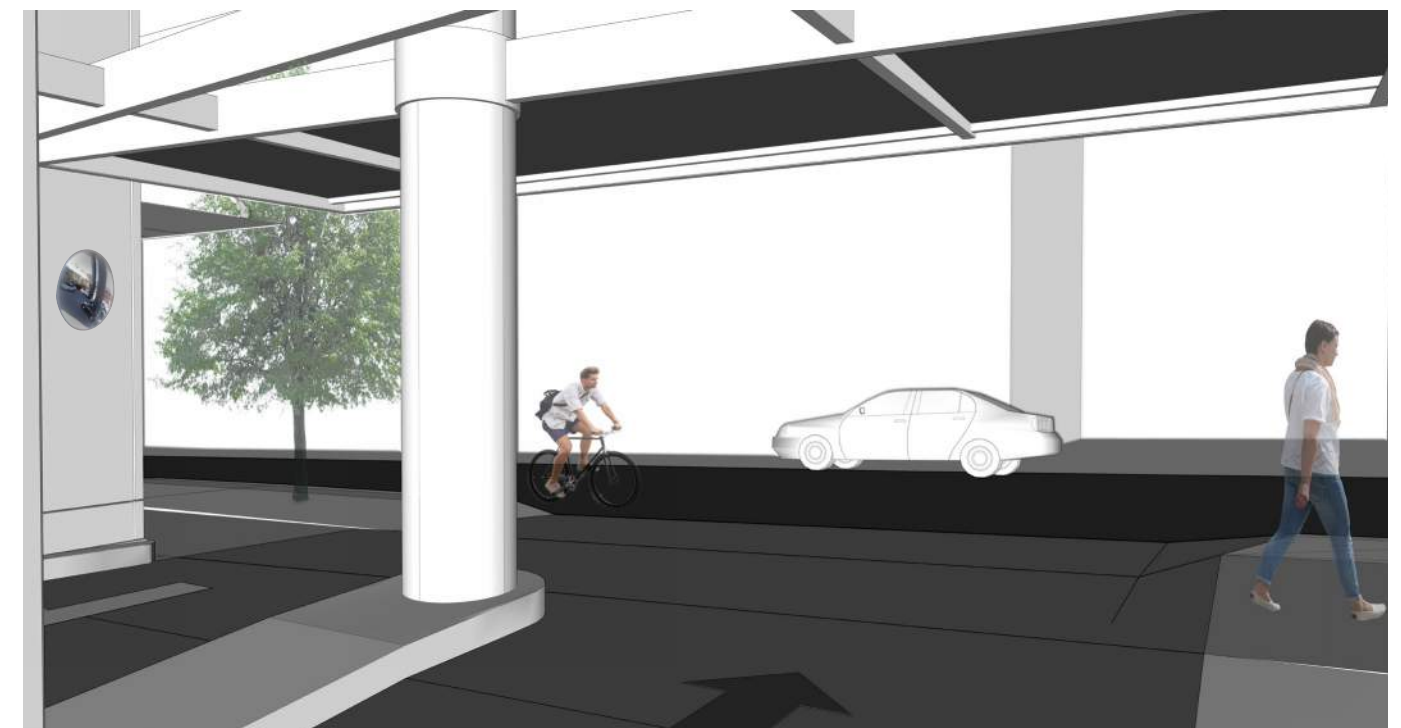
REQUEST:

A departure is requested to allow a 24" diameter structural column to be located within the sight triangle area. A mirror will be located so that drivers may see what is behind the column and there is a recessed entry to create a wider than required visible area.

JUSTIFICATION:

The driveway is located adjacent to the side lot line in order to have the least possible impact on the otherwise continuous retail and pedestrian frontage (CS2-B-2 Connection to the Street).

The need for this departure was not known at the time of EDG.



05

RENDERINGS

VIEW FROM THE NORTHWEST





VIEW FROM THE SOUTHWEST





06

APPENDIX

23.58A.040 – Bonus floor area for open space amenities

C. Performance option

1. General provisions

- a. An applicant electing to use the performance option shall provide the amenity on the same lot as the development using the bonus floor area, except as follows (N/A)
- b. The maximum area of any amenity or combination of amenities provided on a lot eligible for a bonus is established in this subsection 23.58A.040.C and may be further limited by Sections 23.58A.012, 23.58A.022, or the provisions of the zone. Open space amenities shall meet the standards of this subsection 23.58A.040.C in order to qualify for bonus floor area, except as may be authorized by the Director under subsection 23.58A.040.C.5. An open space amenity may also qualify as a required residential amenity or other open space requirement to the extent permitted by the provisions of the zone.

2. Amenities in Downtown zones in South Downtown:

N/A

3. Bonus ratio. Unless otherwise specified in the provisions of the zone, amenities may be used to gain bonus floor area according to the following ratios and subject to the limits of this Section 23.58A.040:

- a. For a neighborhood open space, 7 square feet of bonus floor area per 1 square foot of qualifying neighborhood open space area (7:1).

4. Maximum open space amenity in Highrise zone. In the Highrise zone, the amount of open space amenity for which bonus floor area may be allowed shall not exceed the lesser of the amount required to mitigate the impact created by the total bonus residential floor area in the development, or 15,000 square feet. For purposes of this Section 23.58A.040, the amount of open space required to mitigate that impact in the Highrise zone is 0.14 square feet of open space amenity per square foot of bonus residential floor area, unless the Director determines, as a Type I decision, that a different ratio applies based on consideration of one or both of the following:

- a. The overall number or density of people anticipated to use or occupy the structure in which bonus floor area will be located, in relation to the total floor area of the structure, is different from the density level of approximately 1.32 persons per 1,000 residential gross square feet, which was used to establish the ratio in subsection 23.58A.040.C, such that a different amount of open space is needed to mitigate the impacts of development;
- b. Characteristics or features of the development mitigate the impacts that the anticipated population using or occupying the structure in which bonus floor area will be located would otherwise have on open space needs.

5. Standards for open space amenities. The following standards apply to open space amenities, except as otherwise specifically stated in the provisions of the zone.

a. Public access

1) Public access for open space amenities in Downtown zones is regulated pursuant to subsection 23.58A.040.C.2.

2) Except for green street improvements, open space amenities not in Downtown zones shall be open to the public, without charge, each day of the year for a minimum of ten hours each day for a neighborhood open space and for a mid-block corridor in SM-U zones in the University Community Urban Center, and 24 hours each day of the year for a green street setback. The hours of public access identified above shall be during daylight hours, unless there are insufficient daylight hours, in which case the open space shall also be open during nighttime hours for the balance of the hours the open space is to remain open. Public access may be limited temporarily during hours that are otherwise required to be open to the public for necessary maintenance or for reasons of public safety.

3) Within the open space, property owners, tenants, and their agents shall allow members of the public to engage in activities allowed in the public sidewalk environment, except that those activities that would require a street use permit if conducted on the sidewalk may be excluded or restricted. Free speech activities such as hand billing, signature gathering, and holding signs, all without obstructing access to the space, any building, or other adjacent features, and without unreasonably interfering with the enjoyment of the space by others, shall be allowed. While engaged in allowed activities, members of the public may not be asked to leave for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others unless the space is being closed to the general public consistent with this subsection 23.58A.040.C. No parking, storage, or other use may be established on or above the surface of the open space except as provided in subsection 23.58A.040.C.5.b.2.f. Use by motor vehicles of open space for which bonus floor area is granted is not permitted. The open space shall be identified clearly with the City's public open space logo on a plaque placed at a visible location at each street entrance providing access to the amenity. The plaque shall indicate, in letters legible to passersby, the nature of the

bonus amenity, its availability for general public access, and additional directional information as needed.

b. Standards for neighborhood open space

1) Neighborhood open space in Downtown zones in South Downtown is regulated pursuant to subsection 23.58A.040.C.2 (N/A).

2) Neighborhood open space not in Downtown zones used to qualify for bonus floor area shall meet the conditions in this subsection 23.58A.040.C.5.b.2, unless a modification is allowed by the Director as a Type I decision, based on the Director's determination that, relative to the strict application of the standards, the exception will result in improved public access and use of the space or a better integration of the space with surrounding development.

a) The open space shall comply with the applicable provisions of this Section 23.58A.040. The open space shall consist of one continuous area with a minimum of 3,000 square feet and a minimum horizontal dimension of 10 feet.

b) A minimum of 35 percent of the open space shall be landscaped with grass, ground cover, bushes, and/or trees.

c) Either permanent or movable seating in an amount equivalent to 1 lineal foot for every 200 square feet of open space shall be available for public use during hours of public access.

d) The open space shall be located and configured to maximize solar exposure to the space, allow easy access from streets or other abutting public spaces, including access for persons with disabilities, and allow convenient pedestrian circulation through all portions of the open space. The open space shall have a minimum frontage of 30 feet at grade abutting a sidewalk and be visible from sidewalks on at least one street.

e) The open space shall be provided at ground level, except that in order to provide level open spaces on steep lots, some separation of multiple levels may be allowed, provided they are physically and visually connected and accessible to persons with disabilities.

f) Up to 20 percent of the open space may be covered by elements accessory to public use of the open space, including: permanent, freestanding structures, such as retail kiosks, pavilions, or pedestrian shelters; structural overhangs; overhead arcades or other forms of overhead weather protection; and any other features approved by the Director that contribute to pedestrian comfort and active use of the space. The following elements within the open space area may count as open space and are not subject to the percentage coverage limit: temporary kiosks and pavilions, public art, permanent seating that is not reserved for any commercial use, exterior stairs and mechanical assists that provide access to public areas and are available for public use, and any similar features approved by the Director. Seating or tables, or both, may be provided and reserved for customers

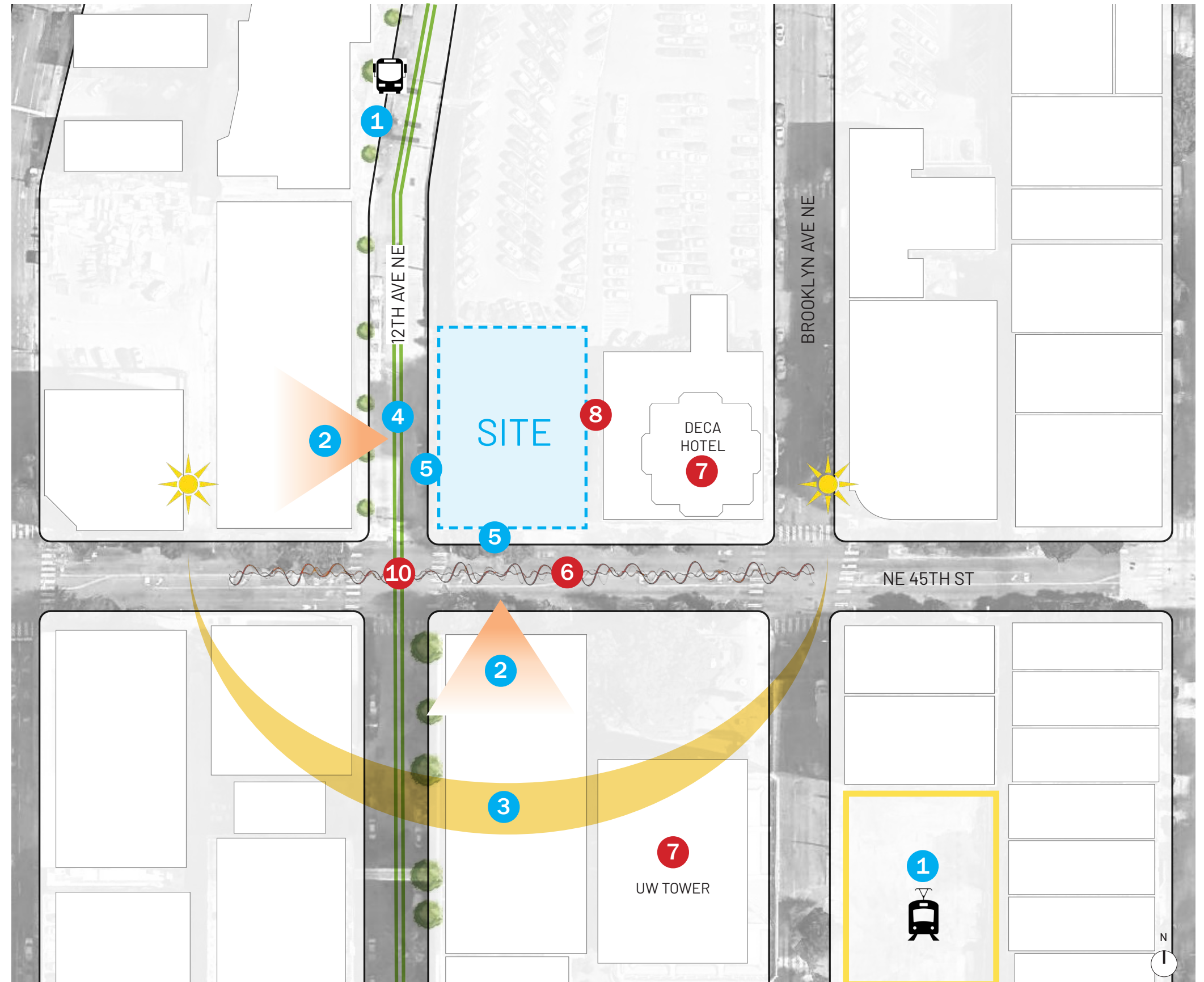
CONSTRAINTS AND OPPORTUNITIES

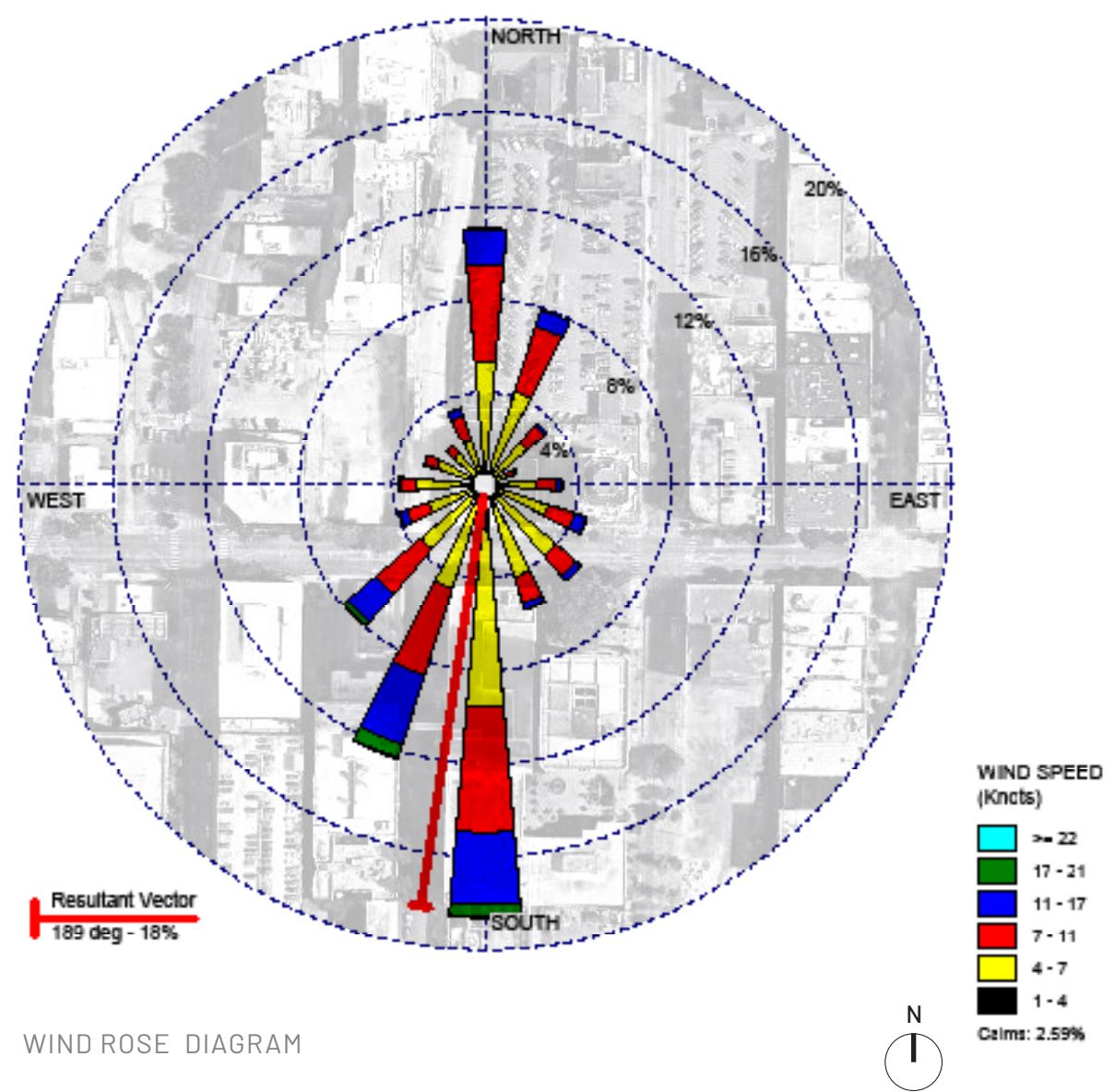
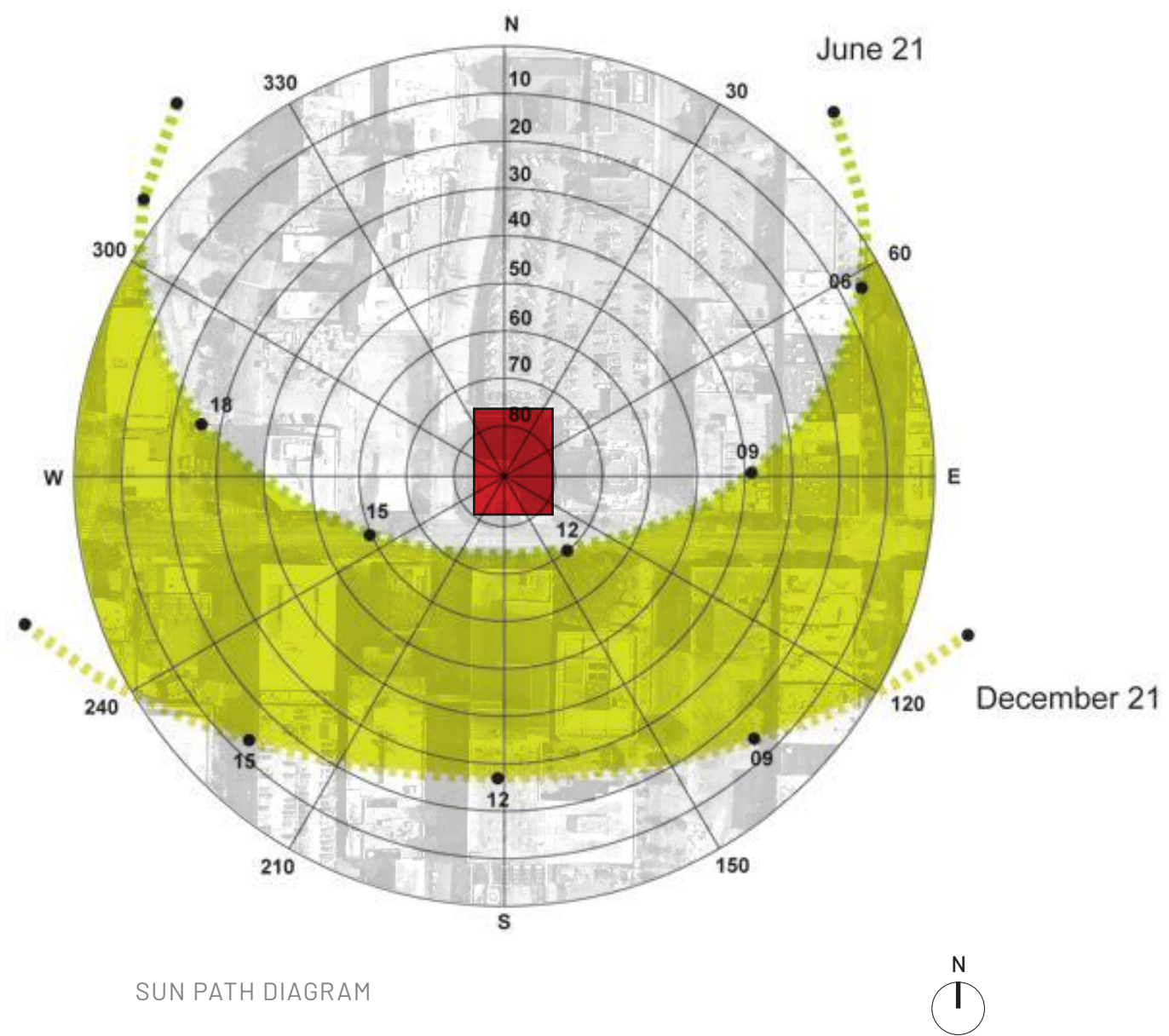
OPPORTUNITIES

- 1 ADJACENCY TO MAJOR TRANSIT ROUTES. LIGHT RAIL STATION, BUSES, FREEWAY
 - 2 VIEWS
 - 3 SOLAR ORIENTATION
 - 4 ADJACENCY TO GREENWAY
 - 5 IMPROVEMENT OF SIDEWALK CONDITIONS
- PROXIMITY TO UNIVERSITY OF WASHINGTON CAMPUS
- VIBRANT RETAIL CORE
- TRANSFORMING NEIGHBORHOOD

CONSTRAINTS

- 6 NOISE
- 7 SHADOW FROM SURROUNDING TOWERS
- 8 STEEP SLOPE ALONG THE ALLEY. LIMITED PARKING GARAGE ACCESS. DIFFICULT ALLEY CONDITIONS
- 9 CLOSE PROXIMITY OF DECA HOTEL
- 10 HEAVY TRAFFIC
- LIMITED SITE FOOTPRINT

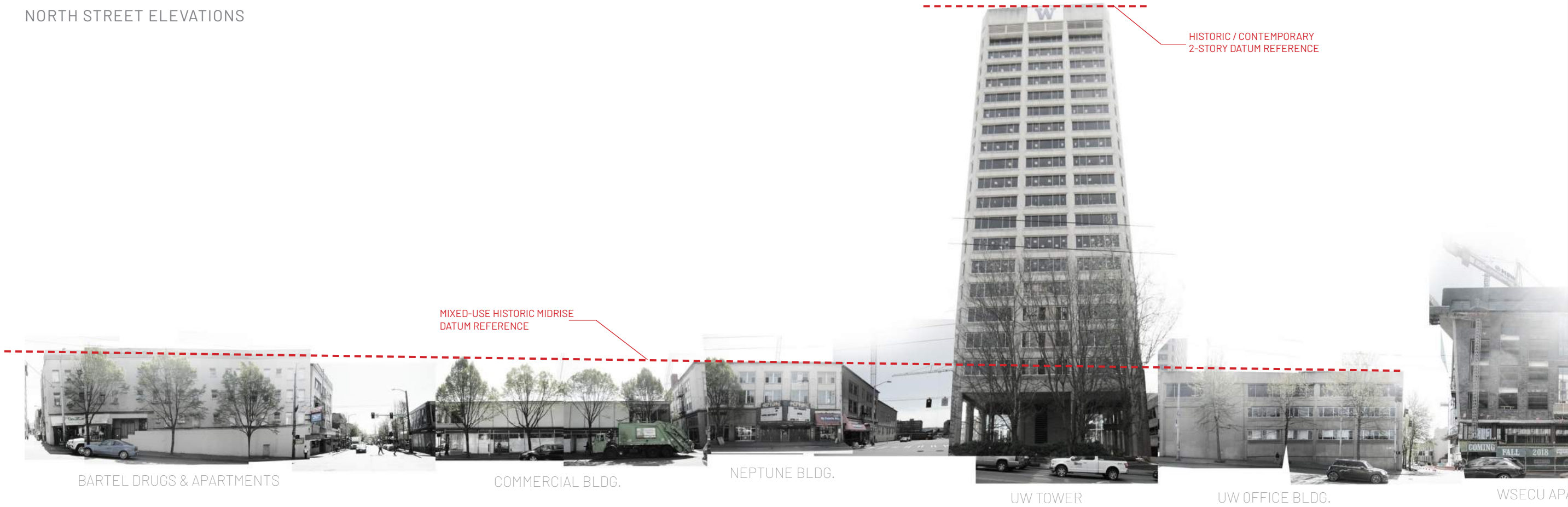




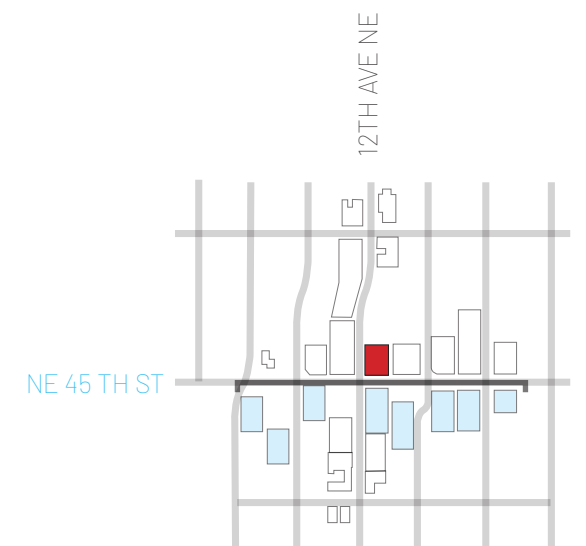
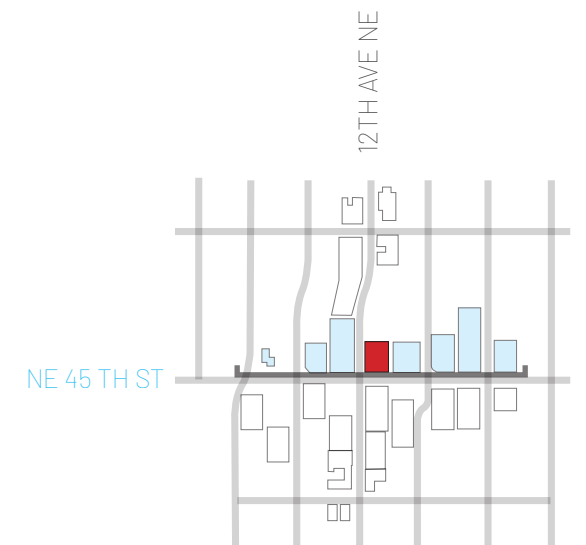
STREET ELEVATIONS



NORTH STREET ELEVATIONS



SOUTH STREET ELEVATIONS



STREET ELEVATIONS

