2033 4TH AVENUE

DESIGN REVIEW MEETING

SDCI #3038668-LU /6 SEPT 2022

third place design co-operative
where architecture meets community

project introduction

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contacts

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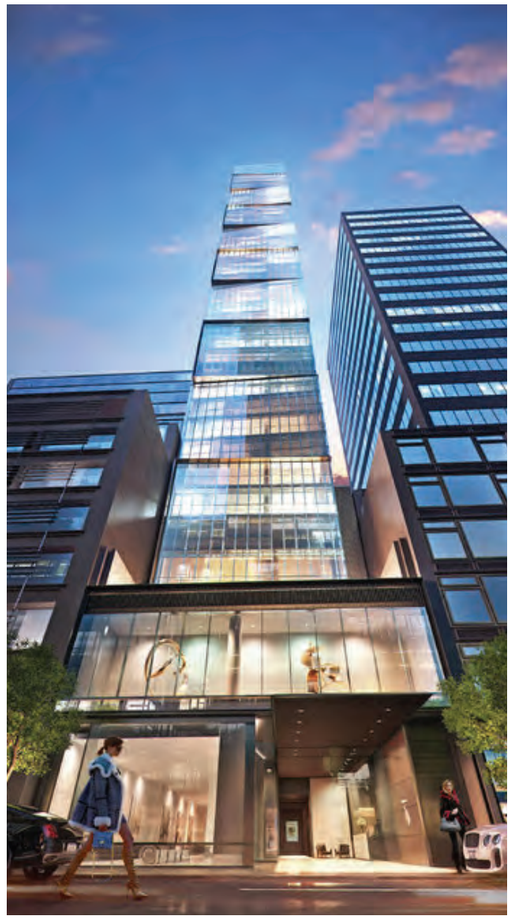
project information

Site Address: 2033 4th Avenue, Seattle, WA 98121
DPD Project: #3038667-EG
Parcel: #197720-1215
Site Area: 6,479 SF
Overlay Designation: Belltown Urban Village
Gross Floor Area of Proposed development: 269,588 GSF
Parking Requirement: None required
Legal description: Lot 3, Block 49, A A Denny's 6th Addition to the City of Seattle

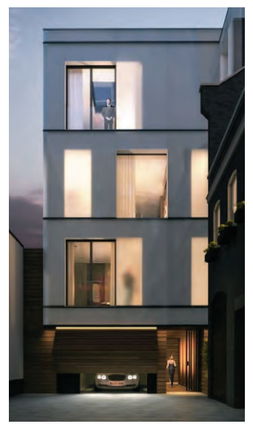
development statistics

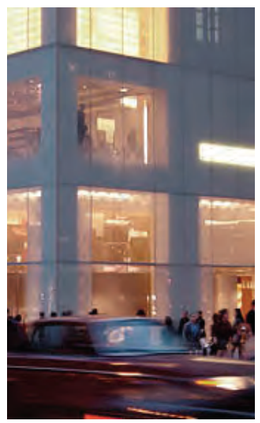
Zoning: DMC 240/290-440
Proposed Building Height: approximately 455' (440' plus 15' allowable mechanical penthouse)
Lot Size: 6,479 SF
Allowed FAR: = 8 Total
Allowable FAR: 51,832 SF
Parking: no vehicular parking required;
20 stalls provided through valet parking service.

Precedent: Collins House - BatesSmart



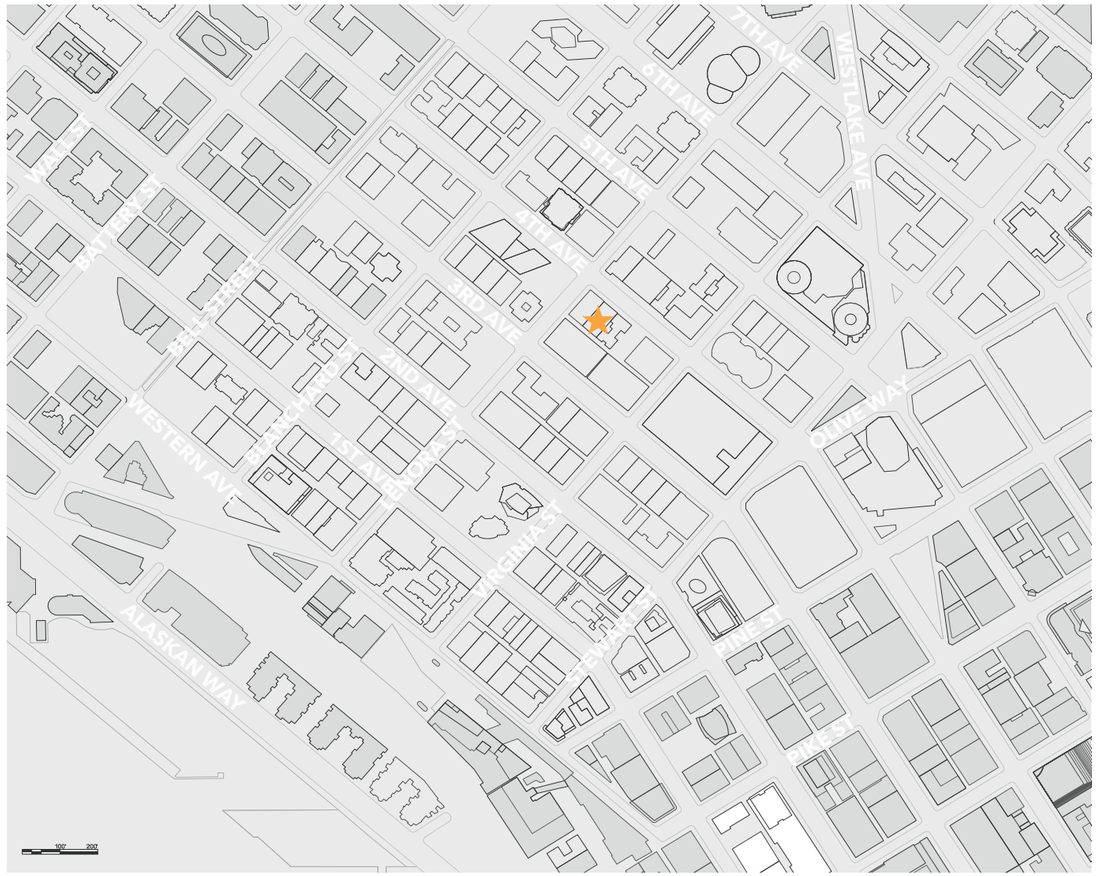
Precedent: 118 East 59th Tower - SCDA





Precedent: various frit glazed buildings

project proposal



The proposed development seeks to enhance the eclectic community of the Belltown neighborhood by providing a contemporary building design inspired by the spirit of the Pacific Northwest, as well as much needed residential units within downtown Seattle. The site's urban context consists of hotels, apartments, office buildings, parking lots, and future mixed-use high-rises currently under construction. With the use of light, glazing, and screening, the design strives to create harmony between the historic buildings, vibrant existing buildings such as the Cinerama, and the ultramodern developmentsproposed around this changing neighborhood.

Key features:

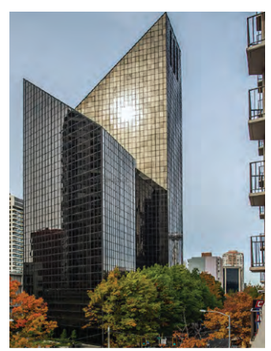
- 400 residential units
- 528 Commercial square feet
- 25 parking stalls provided below grade, valet parking service
- Fully glazed first level, creating maximum visibility and play between exterior and interior space.
- The Street-level facade is set back from the 4th Avenue sidewalk to create a patio for the cafe/bar. Inside, the cafe/bar spills over and shares the space with the residential lobby. The fully glazed facade creates maximum visibility and the proposed wood ceiling will extend from the interior to the exterior blurring the boundaries between public and private space.
- Levels 2 and 3 will provide amenity spaces for residents and visitors, such as gyms, kitchens, gathering rooms and workspaces.
- Levels 4-45 will house SEDU, studio, 1 bedrm and 3 bedrm units
- Level 46-48 will house a spectacular rooftop pool deck and spa/meditation space for residents to unwind and enjoy.

This project will help fulfill the need for added residential use in the Downtown and Belltown Urban Village while also creating an exciting and engaged street level accessible to the greater community. It is ideally located near many modes of public transportation and is in a highly walkable neighborhood near many of Seattle's attractions and large employers such as Amazon.

Existing Site: Photo from northeast

site context

Context: Cinerama Movie Theatre



4th and Blanchard Bldg

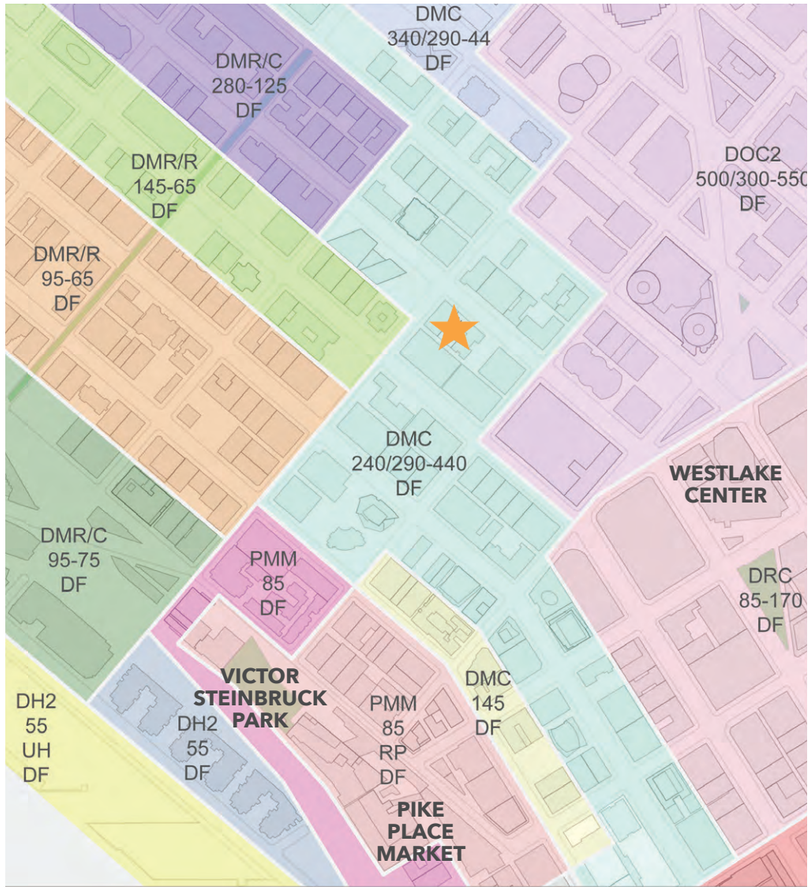
Amazon Globes

project context

zoning and land usage maps

ZONING

The project is located in the heart of the downtown core with great options both within walking distance and ample transportation opportunities to see the rest of the city. The site is located within the DMC zone but directly adjacent to the office core of downtown making it a great location to live.

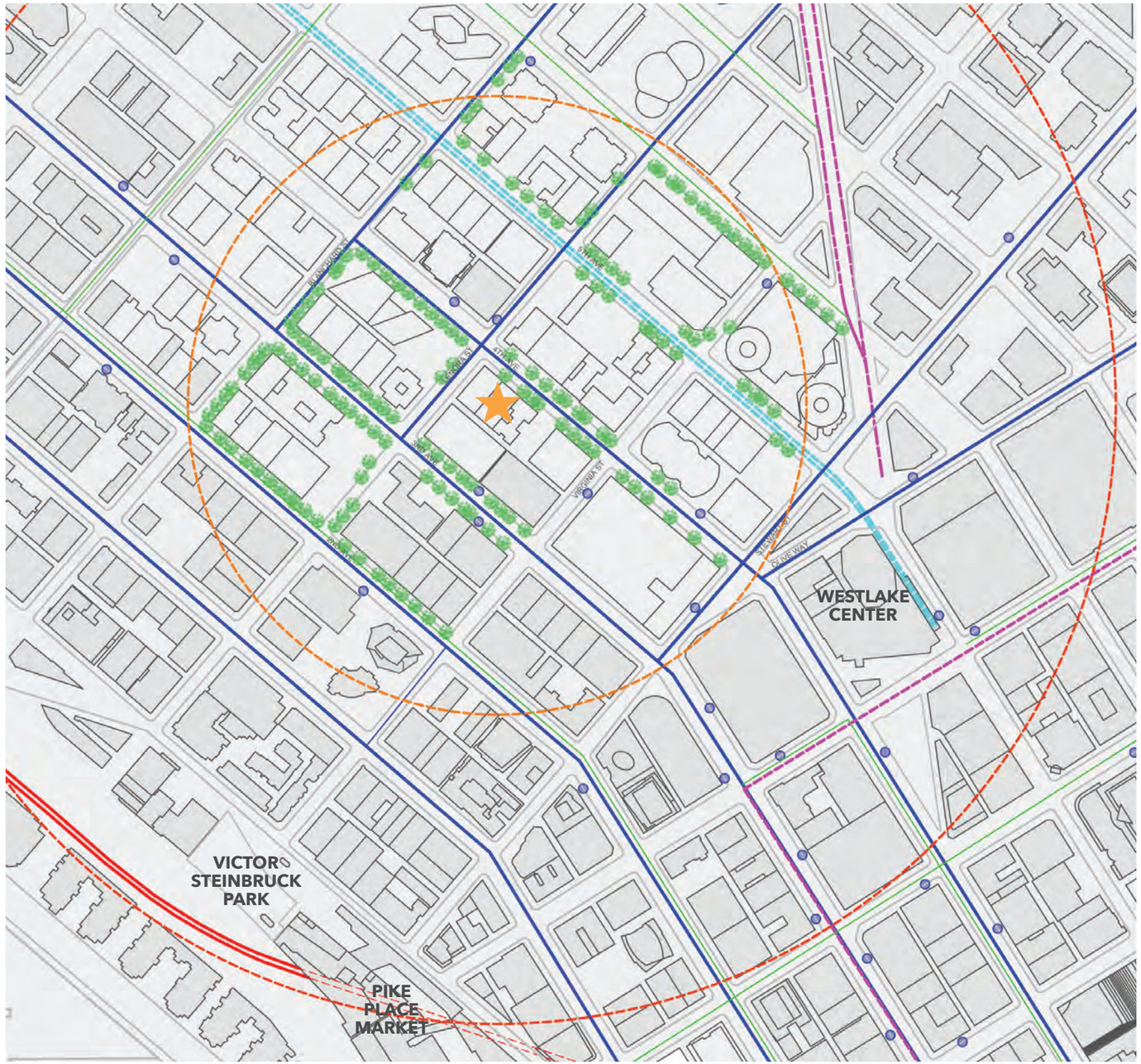


9-BLOCK USAGE KEY:

- Site
- Mixed-Use
- Retail
- Services
- Offices
- Parking
- Residential
- Under Construction

project context

walking and transportation map



WALKING KEY

- Site
- 5 Minute Walking Radius
- 10 Minute Walking Radius

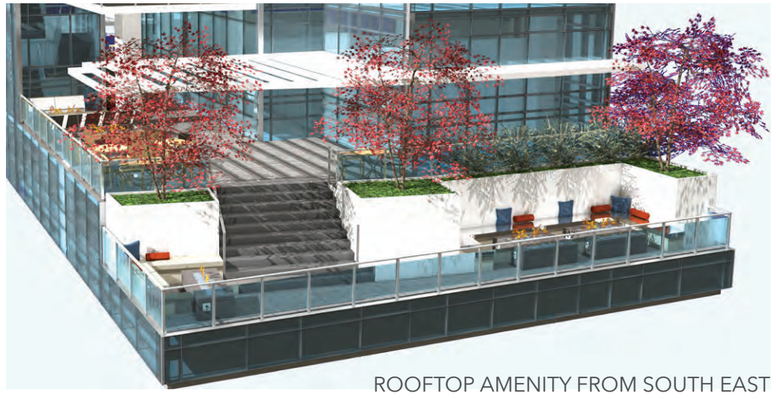
TRANSIT KEY:

- Site
- Bus Route
- Bus stops
- Light Rail/Trolley
- Seattle Monorail
- Bike routes

zoning summary

code compliance

STREET LEVEL



ROOFTOP AMENITY FROM SOUTH EAST

SECTION AT STREET

23.49.008– STRUCTURE HEIGHT

A.3 - 240’ limit for non-residential uses, 290’ limit max for residential uses, 400’ limit max for residential uses with incentives.

Proposed: Preferred scheme has a building height of approximately 440 feet which includes commercial and residential uses.

Proposed: Preferred scheme remains below allowable roof coverage.

23.49.009 – STREET-LEVEL USES

A – One or more street level uses required on street level on all lots abutting street designated on Map 1G

4th Ave: Street Level Uses NOT Required between Virginia and Lenora

B.1 – 75% of the street frontage required to be occupied by permitted uses such as services, retail, entertainment uses, etc.

Proposed: Over 75% of the proposed street frontage complies with permitted street level uses (bar/cafe with lounge area)

23.49.010 – REQUIREMENTS FOR RESIDENTIAL USES

B – Common recreation area: 5% of total gross floor area in residential use.

Max of 50% of common area may be enclosed min. horizontal dimension for required common area shall be 15 feet, except at open spaces. No space shall be less than 225 square feet.

Proposed: The proposed design will include amenities located at street level, above street level, and at rooftop.

Residential floor area: 153,997 SF x .05 = 7,700 SF

Required amenity area provided = 6,480 SF

Per 23.49.010 the area required shall not exceed the area of the lot.

23.49.011 – FLOOR AREA RATIO

A.1 – Base FAR: 5, Max FAR: 14 (7 FAR Purchases from property to the south)

B.1 – Exemptions from FAR calculations are as follows:

Street Level Uses (retail, sale & services)

Residential uses

Floor area below grade

3.5% allowance for mechanical space

Proposed:

Site Area: 6,479x (8) = 51,832 SF

Allowable FAR: 51,832 SF.

Proposed FAR: 0 SF

23.49.015 – BONUS RESIDENTIAL

A.2 – Bonus development requires voluntary agreement with the city to provide the following mitigation; low-income housing, moderate-income housing by performance or payment option

23.49.018 – OVERHEAD WEATHER PROTECTION

A – Continuous weather protection required along entire street frontage of structure

B – Minimum dimension of 8’ wide or extend to 2’ from curb line, whichever is less

D – Must be between 10’ to 15’ above the sidewalk

Proposed: Proposed canopy will be continuous along the the street frontage.

DEPARTURE: To help keep healthy tree coverage along 4th Ave we propose a 2-0 reduction in the width of the weather protection. The full depth would interfere with the existing and proposed street trees.

23.49.019/23.54.015 – REQUIRED PARKING

A.1 – No Parking is required

E.1 – Min. number of off-street bike parking spaces required is as follows:

Commerical:

Short term: 1 space per 1,000 SF

Long term: 1 space per 5,000 SF

Residential:

Short term: 1 space per 20 dwelling units

Long term: 1 space per dwelling unit (note: after first 50 stalls additional spaces are required at 3/4 this ratio)

Proposed: Proposed design includes 20 automobile parking by valet

Bike Parking - Short term: 1+ (400/20= 20) = 21 stalls

Long Term: 1 + 50 + [(400-50) * .75= 262.5] = 314 stalls

Total Bike Parking required/provided:

Short term: 22 (4 on the street) stalls

Long term: 314 stalls

zoning summary
code compliance

ENLARGEMENT OF WINDOW WALL SHOWING FRIT

23.49.056 - MINIMUM FAÇADE HEIGHT

A.1 – Class I Pedestrian Street (DMC): 25′

B.2 Facade setback limits:

if structure is >15-0 ft high, setback limit applies to the façade between 15-0 ft above the sidewalk and min. Façade height

Max area of all setbacks between street lot line & facade along each street frontage shall not exceed area derived by multiplying averaging factor by width of street front along the street. Averaging factor is 5 on class I pedestrian streets.

Max. Width of any setback exceeding 15-0 ft depth from lot line shall not exceed 80-0 ft or 30% of the lot frontage on that street, whichever is less

Proposed: Preferred scheme has an inset along street facade that is 21 ft tall

DEPARTURE: the additional setback area is to provide a comfortable outdoor seating area.

C.1 – Façade Transparency Requirements:

Transparency requirements apply to the area between 2′ and 8′ above the sidewalk

C.2 – Façade Transparency requirements do not apply to residential use areas.

C.4 - Class I pedestrian Streets: Min. of 60% of street level, street-facing façade to be transparent.

D.2 – Blank Façade Limits for Class I Pedestrian Street

Blank façade areas shall be no more than 15′ wide.

Proposed: Preferred scheme is approx. 95% transparent along the street level facade.

E – Street trees are required on all pedestrian classified streets

Proposed: One additional street tree is required and provided.

ENLARGEMENT OF WINDOW WALL SHOWING MULLION EXTENSIONS

23.49.058 – UPPER-LEVEL DEVELOPMENT STANDARDS

C.1 – Façade Modulation

Modulation is required above a height of 85′ for any portion of structure that is within 15′ from a street lot line.

D - If any part of a tower exceeds 160′ in height, then all portions of the tower that are above 125′ in height must be separated from any other existing tower that is above 160′ in height, and the min. separation required between towers from all points above the height of 125′ in each tower is 80′.

E.1 – Max limit on residential gross floor area per story

Avg residential area limit of a tower if height exceeds the base height limit for residential use: 10,700 SF

E.2.A – Maximum Tower Width

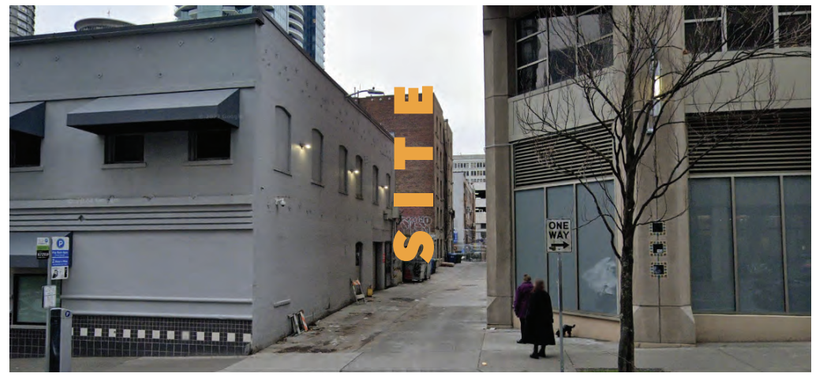
Max width of building above 85′ along north/south axis (parallel to the Avenues) shall be 120′ or 80% of the width of the lot, whichever is less

E.2.A.1 – Exception: On a lot where the limiting factor is the 80% width limit, the max. façade width is 120′, if all elevations above a height of 85′, no more than 50% of the area of the lot located within 15′ of the street lot line.

F.3 – If any part of a tower exceeds 160′ in height, then all portions of the tower that are above 125′ in height must be separated from any other existing tower that is above 160′ in height, and the min. separation required between towers from all points above the height of 125′ in each tower is 80′.

Proposed: Preferred scheme will employ a modulated facade design that will be requesting a departure

DEPARTURE: To help create a cohesive design on all side of the narrow site, a departure is requested regarding the 80% max width above 85′ While the project is located on an interior lot, the corner lot to the north will not be developed for 30+ years and with the one way traffic traveling south on 4th ave, the design team felt it important to provide a cohesive design that not only approached the primary street facade but also the corner view.



EXISTING ALLEY FROM NORTH (LENORA)

23.53.030 – ACCESS EASEMENT STANDARDS

B.1 – Width of new alley right-of-ways in the Downtown zones is to be 20 feet wide.

F.1 - Existing Alleys Which Do Not Meet the Minimum Width – When existing structures are located in the portion of the lot to be dedicated, that portion of the lot shall be exempt from dedication requirements.

Proposed: Preferred scheme will allow for downtown zoned alley width of 20 feet by providing the 2′ alley dedication.

23.54.035 – LOADING BERTH REQUIREMENTS

Table A: Low demand (lodging): 1 (40,000 - 60,000 GSF) Residential is exempt

Table A: Minimum of 10-0 wide X 14-0 high X 35-0 long

Proposed: Preferred scheme will allow for a 10-0 x 35-0 loading berth.

priority design guidelines

seattle and belltown design guidelines

SITE PLANNING & MASSING

A.2 ENHANCE THE SKYLINE

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile

Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;

b. specify and compose a palette of materials with distinctive texture, pattern, or color; and

c. provide or enhance a specific architectural rooftop element.

Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

Response: The gentle 'stepping down' of the mass as the building rises is inspired by the view from the City - the layers of water, trees, hills and mountains. Colored frit patterns on the window wall glass enhances the layers much like a fog enhances the layers of a mountain range. Mullion extensions are the framework of the composition and help transition from the large-scale of the skyscraper to human-scale at street level.

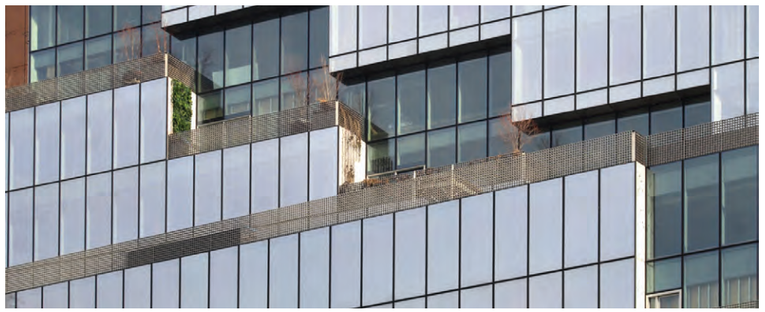
ARCHITECTURAL EXPRESSION

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.
Considerations (from the Belltown Supplemental Guidance:

B-1.a. Compatible Design: Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

B-1.c. Visual Interest: Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.



Response: The 'stepping down' of the mass of the building is more pronounced on the south facade so that there is a distinct setback that relates to the scale of the the neighboring historic Stratford building . Not only do the techniques discussed in A.2 provide visual interest, the design of the cafe/ bar patio area at street level provides a vibrant space with an artistic indoor/ outdoor ceiling inspired by Mount Ranier and the Cascade Mountain Range to draw people into the building.

B.2 CREATE A TRANSITION IN BULK & SCALE

Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

Considerations:

d. effect of site size and shape;

e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); ;

i. architectural massing of building components

j. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern

m. reducing the bulk of the building's upper floors;

B-2.A.(Belltown Guidance) Discourage Bulky Structures: The objective of this guideline is to discourage overly massive, bulky or unmodulated structures that are unsympathetic to the surrounding context.

Response: The gentle reduction in mass of the structure as it rises adds a stuble visual interest and gives a nod to our inspiration - the former hills of Belltown and the gentle rise of the mountains that surround Seattle. The tower mass reduces as it rises and the color gradient of the frit pattern on the glazing lightens to give the sense of a tower disappearing into the sky.

ARCHITECTURAL EXPRESSION

B.3 REINFORCE THE POSITIVE URBAN FORM & ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

Considerations (from the Belltown Supplemental Guidance:

Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining.

B-3.a. (Belltown Guidance) Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment.

B-3.b. (Belltown Guidance) Context: Use regulating lines to promote contextual harmony, solidify relationship between new and old buildings, and lead the eye down the street.

B-3.c. (Belltown Guidance) Fenestration Patterns: Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encourages.

Response: The preferred design's gentle stepping and distinct patterning creates a individual tower that is also being a 'good neighbor'. The gentle stepping gives breathing room to the neighboring brick building. The distinct patterning of the facade is inspired by the golden section, a ratio found in nature. The golden section patterning is used at the large-scale of the facade and scales down to human-scale at the street The street scape features a open patio with direct connection into the lobby..

priority design guidlines

seattle and belltown design guidelines

ARCHITECTURAL EXPRESSION

B.4 DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING

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

Considerations:

a. setbacks, projections, and open space

b. relative sizes and shapes of distinct building volumes

c. roof heights and forms

d. facade modulation and articulation;

e. windows and fenestration patterns;

f. corner features;

g. streetscape and open space fixtures;

h. building and garage entries; and

i. building base and top.

j. exterior finish materials;

Response: While the project is located on an interior lot, the design focuses on providing balance and importance to all facades equally starting at 85 ft since the likelyhood of changes on the neighboring lots is low. the corner lot to the north and the property cannot be developed to be any taller than 160 ft (currently there is no plans for development of either of those lots). The property across the alley is a newer building that is less than 85 ft

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THE STREETSCAPE

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..

Considerations:

e. open facades (i.e., arcades and shop fronts);

f. multiple building entries;

g. windows that encourage pedestrians to look into the building interior;

j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

C-1.c. (Belltown Guidance) Public Realm Elements: Incorporate the following elements in the adjacent public realm and in open spaces around the building: unique hardscape treatments, pedestrian-scale sidewalk lighting, accent paving (especially at entries), creative landscape treatments (planting, planters), seating, inclusion of art elements.

C-1.e. (Belltown Guidance) Pedestrian Attraction: 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. Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk.

Response: The preferred design is primarily glazed and a large portion of the street facing facade will be stepped back to encourage pedestrian interaction and interest. An outdoor seating area will be linked to the interior cafe/ bar space with operable glazed panels, allowing the interior lounge and cafe/bar space to flow out, engaging the pedestrian. A horizontal seating element provides physical but not visual separation. The articulation of the massing above meets the ground, providing for a natural and distinct marker. For further definition, the outdoor seating and the residential entry will be identified with accent paving and integrated greenery.

C.2 DESIGN FACADES OF MANY SCALES

Design architectural features, fenestration patterns, and material 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.

Considerations:

a. the fenestration pattern;

b. exterior finish materials;

c. other architectural elements;

d. light fixtures and landscaping elements

Response: The fenestration is multilayered to achieve the pattern. We are using multiple colors of window wall mullions, an overlay pattern of mullion extensions and frit colors. The patterning is repeated at a smaller (more human scale) at the street level.

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VEHICULAR ACCESS & PARKING

E.2 INTEGRATE PARKING FACILITIES

Design vehicular entries to parking structure so that they do not dominate the street frontage of a building.

E.3 MINIMIZE THE PRESENCE OF SERVICE AREAS.

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

Response: Garage access will be available for valet parked cars only and solid waste staging. Building services and utilities are also found in garage and will not be visible to pedestrians. Alley will be kept clear and open to through traffic.

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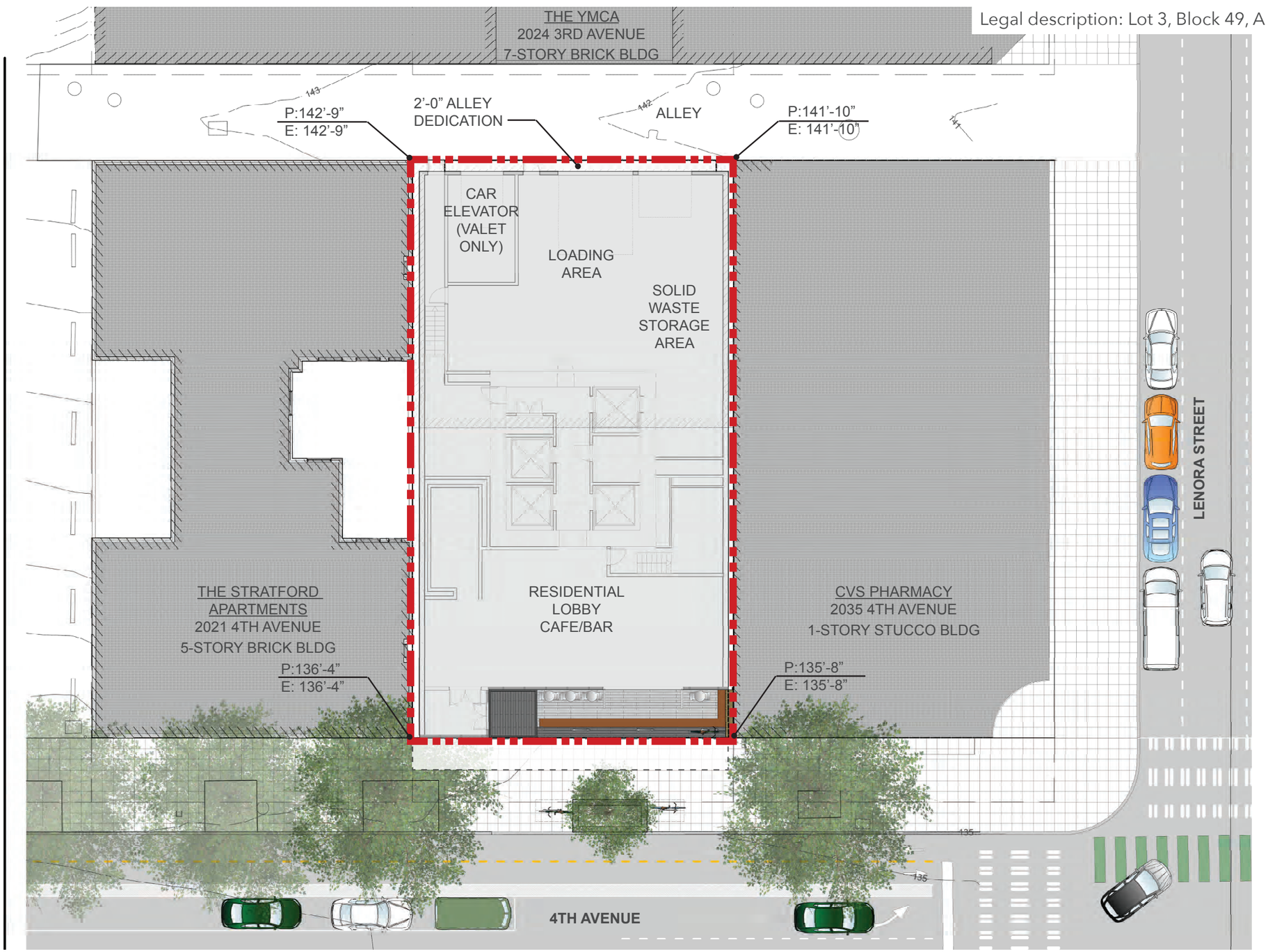
site plan

site plan

Legal description: Lot 3, Block 49, A A Denny's 6th Addition to the City of Seattle



PROJECT
NORTH

summary of edg guidance

meeting comments

1. Massing:

a. The Board was unclear if the fritted glazing and infill panels could be achieved when moving up the tower, as seen in Alternative 2. The Board noted that the applicant should continue to develop the concept and demonstrate how this concept would be achieved in the Recommendation packet. A-1.a, A-2.1, B-1.2, B-1.c, B-2.3, B-2.A,B-3.c., B.4.1, C-2.1, C-3, C-6.C.

b. The Board verbalized their support for a skinny tower that would be a first of its kind in Seattle, indicated some support for alternative one, and the greatest amount of support for Alternative Three. The Board gave guidance to further develop the preferred option Alternative 3. A-1.a, A-2.1, B-1.2, B-1.c, B.4.1, C-2.1, C-3, C-6.C.

c. The Board discussed whether a flat façade for a tower this scale is appropriate but stated that given the size limitations of the site and minimal modulation, it seemed appropriate. A-1.c, B-1.c, B-2.1, B-2.3, B-2.A, B-3.c.

d. The Board had difficulty understanding the Frit and mural strategy designed for all four sides of the building and the differentiation of the base of the building from the tower as presented in the preferred alternative. The Board asked for further clarification in the Recommendation packet showing how the strategy will work and how the material elements will be applied. The Board also gave guidance to explore other options that are simpler in concept and application colors, forms and textures, targeting three different approaches applied to the tower skin. A-1.c, B-1.c, B-2.1,B-2.3, B-2.A, B-4.

e. The Board acknowledged the similarities of all three alternatives given the extremely small site and were compelled by the preferred alternative, especially in relationship to the rooftop and strategies for concealing elements of the building core, and especially if the strategy can be executed well. A-1.a, A-2.1, B-1.2, B-1.c, B.4, C-2.1,C-3, C-6.C.)

f. The Board stated that alternatives one and three embraced the idea of a slender tower while alternative two seems to have more tension that pulls away from the slender concept. The Board supported development of Alternative 3. A-1.c, B-1.c, B-2.1, B-1.c, B-2.3, B-2.2, B-3.c, C-6.1

g. The Board requested additional clarification in the Recommendation packet specifying the location and application of vision glass versus spandrel glass, tectonics of facade articulation, and glare and solar reflection for façade treatments. C-1.3, D-1, D-5.1, D-5.c

Response:The gentle 'stepping down' of the mass as the building rises is inspired by the views from the CIty....the layering of the sound, hills, trees and then mountains. we have also employed colored frit and mullion extensions to further accent the concept..gradiant from dark to light as the tower rises into the sky.

The project is located on an interior lot, but the design focuses on providing balance and importance to all facades equally starting at 85 ft since the likelyhood of changes on the neighboring lots is low. The lots to either side cannot be developed beyond 160 ft (currently there is no plans for development of either of those lots). The property across the alley is a newer building that is less than 85 ft.

We also studied a code compliant version and found that although it is lovely tower, it lacks the added detail of the gentle massing stepping that further empathsizes the concept. There is also a lack of modulation and no reduction in bulk - the lot is too small to reduce floor plates as we rise.

#2. Street Level:

a. The Board asked for additional information in the Recommendation packet showing how the loading and valet parking would work with the street level design, in relationship to the bike lane and the left turn only on Lenora Street, as mentioned in both SDOT and public comments. C-6.A, C-6.2, D-1.1, E-1.1, E-2.1, E-3.1

b. The Board gave guidance to modify the massing along the 4th Avenue building façade to provide opportunities for human interaction and create a unique and identifiable residential entry. The Board supported the related canopy departure request and identified and prioritized the appropriate design guidelines B-3.c, C-1, C-4.1, C-4.2, D-2.a, D-2.b, D-3.2.

c. The Board supported the glassy insert expression at the building's southeast corner which helps to reinforce the residential entry. C-1, C-4.1, C-4.2, D-2.a, D-2.b, D-3.2.

d. The Board supported the street sections and insets at the sidewalk along 4th Avenue that depict the potential for a sidewalk café. C-6.A, C-6.2, D-1.1, E-1.1, E-2.1, E-3.1

e. The Board verbalized their concern about the relationship between the building massing at grade and design details that will affect the valet parking and loading zone along 4th Avenue, which appear not to be coordinated with SDOT, and the possibility of a massing change if the current loading and valet approach are not approved. The Board requested additional details and confirmation from SDOT in the Recommendation packet, demonstrating that proposed approach is a viable design. C-6.A, C-6.2, D-1.1, E-1.1, E-2.1, E-3.1.

f. The Board requested additional information about the valet parking, queuing and other information contained in the pending traffic study discussed by the design team and it affects the overall building design. C-6.A, C-6.2, D-1

Response: The design team hired a traffic engineer to further study the valet parking and the bike lane. Based on research by the engineer and meeting with SDOT we have determined a recommended layout for the street frontage that allows for safe pedestrian accesss to the front entry and the valet checkin.

#3. Alley: .

a. The Board supported the design that includes the required amount of space to accommodate the solid waste and loading dock area in such a narrow site, as specified in their design. C-6.A, C-6.1, C-6.2, D-1.1, E-1.1, E-2.1, E-3.1.

b. The Board supported potential changes to the building massing at grade and along the alley to provide any necessary setbacks for compliant waste removal per Seattle Public Utility design requirements. C-6.A, C-6.1, C-6.2, D-1.1, E-1.1, E-2.1, E-3.1.

c. The Board also stated that other waste staging areas for any adjacent building should be shown in all subsequent packet submittals. C-6.A, C-6.1, C-6.2, D-1.1, E-1.1, E-2.1, E-3.1.

d. The Board requested more zoomed in views of the alley in terms of ma openings; including doors, gates, vents, louvers, etc., that are required to support the program. C-6.A, C-6.1, C-6.2, D-1.1, E-1.1, E-2.1, E-3.1.

Response: The design team modified the preferred design to contiune to be a good neighbor and manage as much of our alley uses on site.

Solids Waste: We updated the solid waste storage and submitted it for approval to Seattle Public Utility's requirements. They have indicated it is approved as shown with one minor update (see MUP drawings for the additional item).

Loading Zone: The project is not required to provide a loading zone on site, but has chosen to.

Parking Access Management: As you can read in the valet report, the best scenario to minimize this project's impact on the existing alley is by doing all the parking of autos by valet.

The site is a very small lot but the project is still looking to manage their loading and solid waste needs on site, additionally to reduce possibility of backups in alley all the parking will be done by valet.

summary of edg guidance
meeting comments

#4. Top of Tower:

a. The Board acknowledged that the design team identified specific priority guidelines that generally relate to their design approach of the tower, however the Board noted that as expected at EDG, that there was not yet enough information to provide feedback concerning the mechanical spaces, plan view diagrams, and other elements and how they related to the buildings overall massing. They requested that this information be provided in the Recommendation packet. A.2, A-2.2, B-1.c, B-2.2, B.4, C-2.1, C-3, C-6.C, D-4.4, D-5.c.

b. The Board reinforced the need to see the integration of rooftop equipment into a seamless building design and not be added as a disorganized afterthought. A.2, A-2.2, B-1.c, B-2.2, B.4, C-2.1, C-3, C-6.C, D-4.4, D-5.c.

Response: The Design Team further developed the Top of Tower to create a variety of residential amenties that artfully conceal the required mechanical.

Development Standard Departures

1. Overhead Weather Protection (SMC 23.49.018): : The Code requires that overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.

The applicant is proposing to reduce the width of the overhead weather protection by 2 feet to reduce potential impacts to the existing street trees along 4th Ave.

The justification as stated is the desire to maintain healthy tree coverage along 4th Ave.

The Board indicated full support of the departure request for the reasons provided, as the departure has the potential to better meet the intent of Design Guidelines B-3.3. Pedestrian Amenities at the Ground Level, C-1.3. Street Level Articulation for Pedestrian Activity, C.4 Reinforce Building Entries, C.5 Encourage Overhead Weather Protection, D-1.1. Pedestrian Enhancements,

C-5.A, Overhead Weather Protection Design Considerations.

Response: The Design will maintain continuous overhead protection along the frontage but 6-0 from face of building instead of 8-0. This minor reduction will allow for slightly more space for the existing and new street trees.

Development Standard Departures

1. Upper-Level Development Standards (Maximum Tower Width SMC 23.49.058): The code limits tower width of the lot which amounts to 48'. The applicant proposes a tower width that is 1'-9" to 12' wider than permitted (49'-9" to 60' wide), with a zero lot line condition.

a. The Board did not support this departure as shown in the EDG packet. The Board stated that there are a lot of questions remaining in terms of building fenestration and glazing and that they were not fully convinced that the departure to increase tower width would result in a design that better meets the intent of the Design Guidelines, especially as the design is striving for a slender building expression.

If the applicant continues to request this departure, the Board noted that additional explorations and studies will be required to show how the departure will lead to a design that better meets the intent of Design Guidelines , such as to better conceal the tower core, or accentuate the tower top, better express the slender tower concept, or other design rational. This information will require clear depictions of the departure in the Recommendation packet, including three-dimensional representation with elevations and sections that demonstrate how the building will result in a better design.

The Board did not support development of Alternative 2 or the related departure.

Response: From the Board's recommendation, the design team considered several options, including a code compliant version, as the concept was further developed. In the code compliant option, keeping the tower at the maximum 48' width, the proposal is lovely but it lacks the added detail and complexity of the gentle massing stepping that further empathsizes the concept. There is also a lack of modulation and no reduction in bulk - the lot is too small to reduce floor plates as we rise.

The revised preferred concept was strengthened by adding gradiant of color, frit pattern development, mulltion extensions with a destinct pattern and most importantly, sublter change in the mass of the tower as it rises. This subtle massing trimming helps the tower read as it disappears into the sky.

7

preferred alternative from EDG meeting

building perspectives

EXTERIOR SKIN: WINDOW WALL

The entire tower we will be taking advantage of the flexibility of the window wall system's colors and depths on the mullion system and ability to mix and match the infill panels to acheive a cohesive building.

NORTHEAST AND SOUTH WEST INSERT

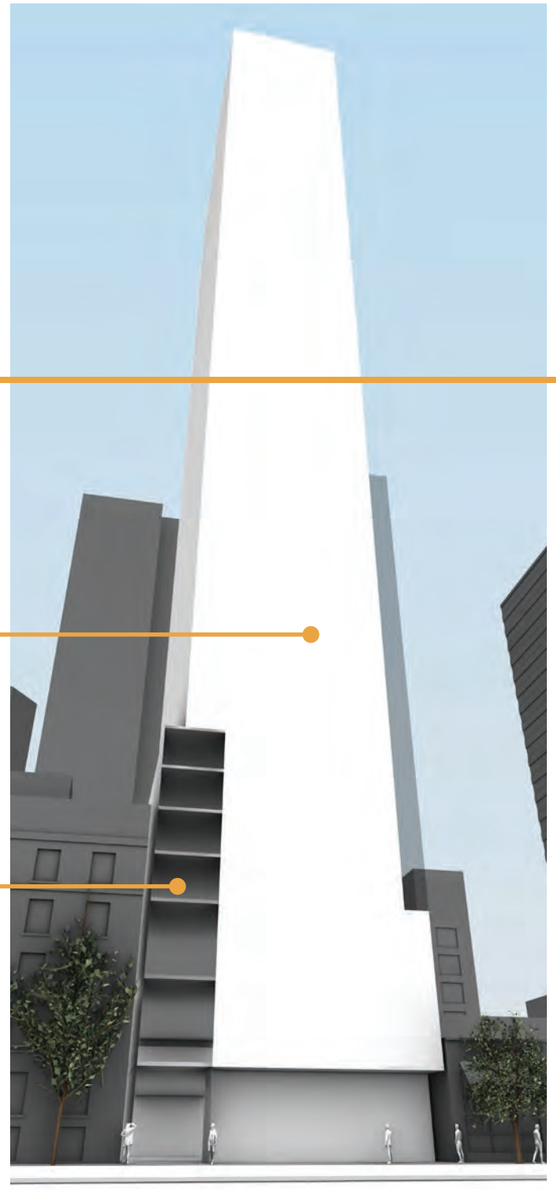
This areas will be a mix of transculent and frit glass, accentuating dimensionality.

MAIN BODY

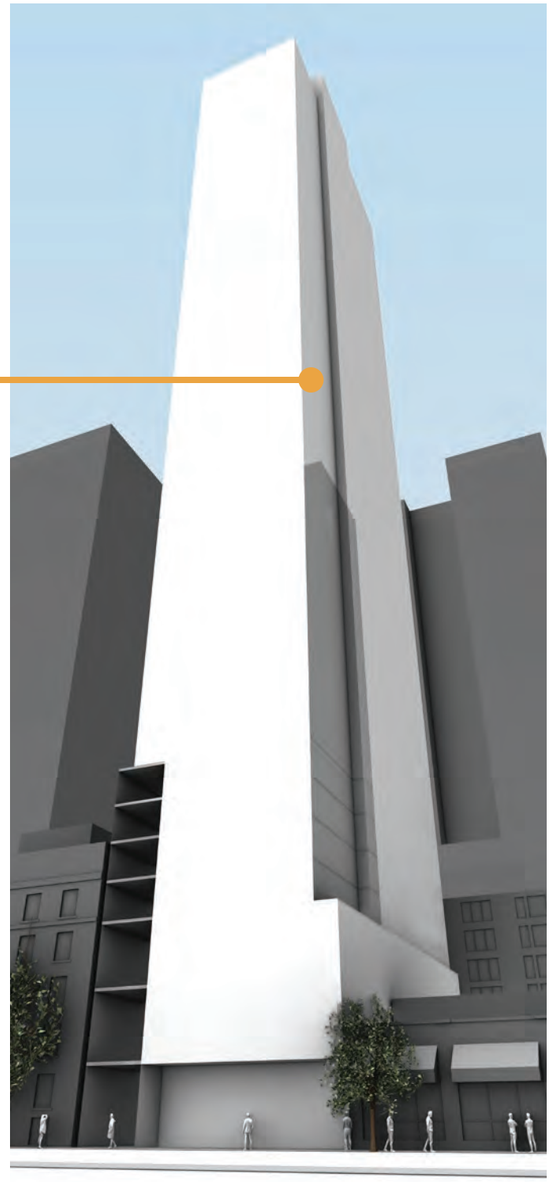
These areas will be mix of solid, frit patterned and clear glazing see page 40-41 for inspiration for the patterning to be considered.

ENTRY ACCENT INSERT

This areas marks the entry and we will use a mix of colored and clear glazing to accent the entry and street level pedestrian zone.



PERSPECTIVE - PROJECT FROM SOUTHEAST



PERSPECTIVE - PROJECT FROM NORTHEAST

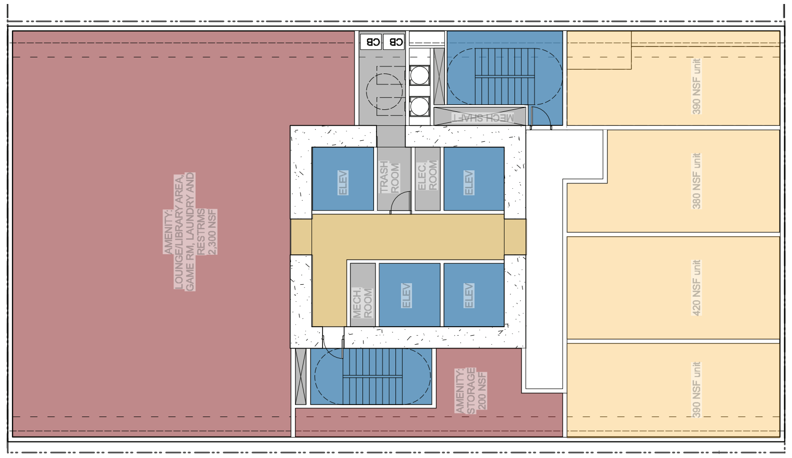
ELEVATION - PROJECT EAST

preferred alternative from EDG meeting

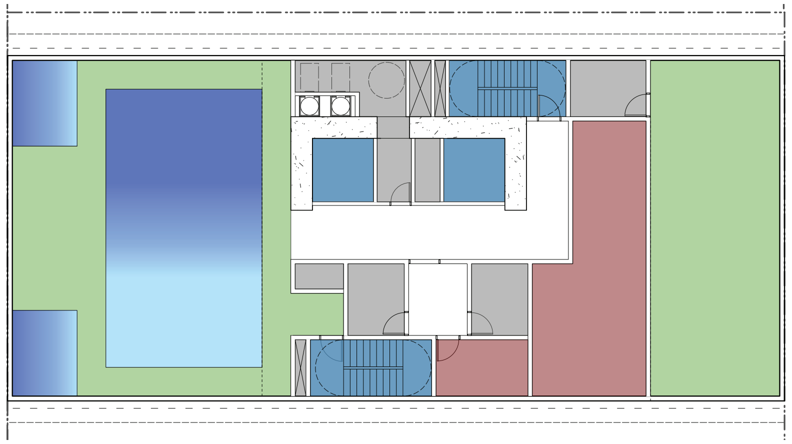
floor plans

LEGEND

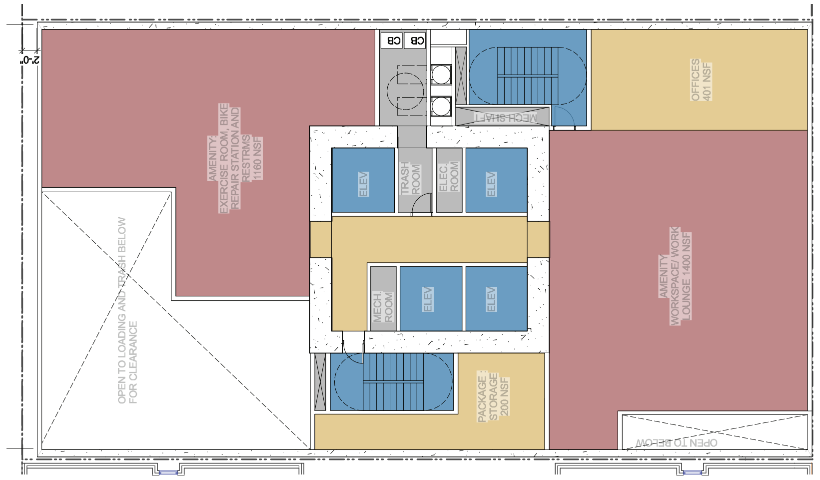
- 🟪 ./SEDU
- 🟨 STUDIO
- 🟦 3 BEDROOM CO-LIVING
- 🟦 ELEVATOR/STAIR
- ⬜ UTILITY/SERVICE
- 🟩 ROOF DECK
- 🟨 LOBBY/HOSPITALITY
- 🟥 AMENITY
- ▨ STREET USE



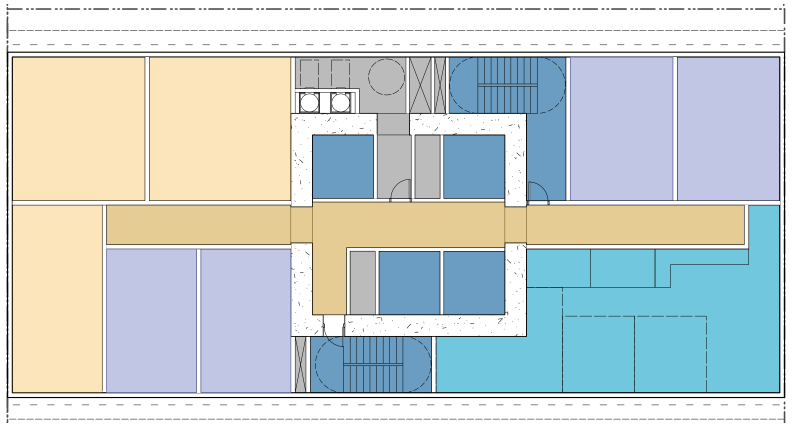
SEDU LEVELS 4-7 DIAGRAM



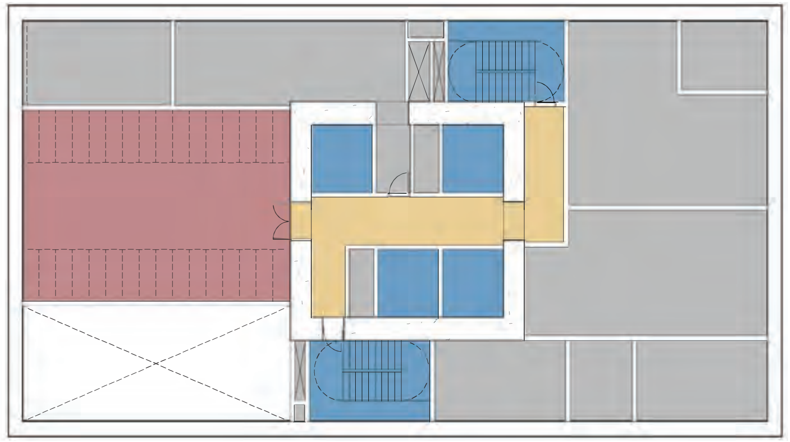
ROOFTOP POOL AND AMENITY LEVEL 45 DIAGRAM



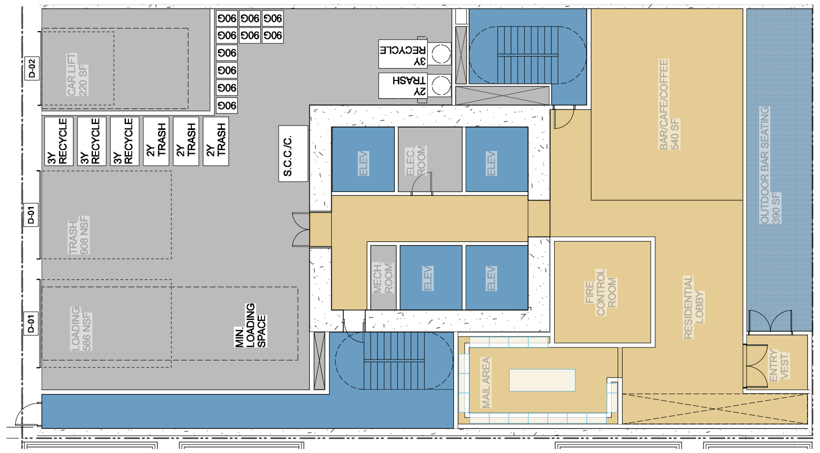
LEVEL 2 AMENITY DIAGRAM



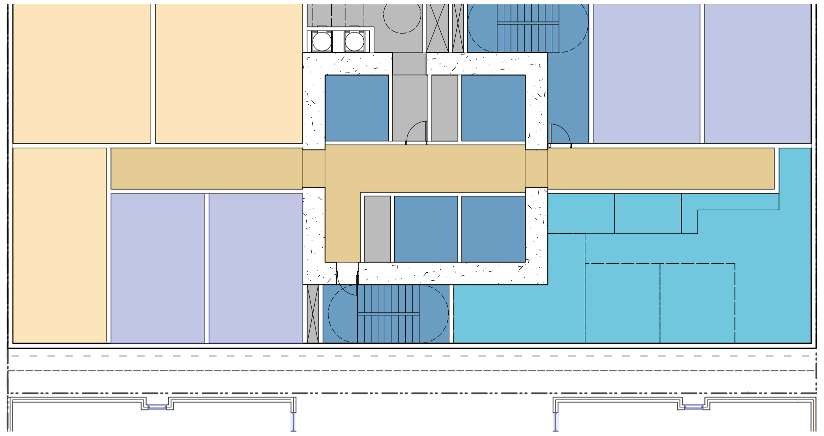
APARTMENT LEVELS 20-44 DIAGRAM



BASEMENT LEVEL -1 DIAGRAM



LEVEL 1 STREET DIAGRAM



SEDU LEVELS 8-12
APARTMENT LEVELS 13-19 DIAGRAM

tower design development

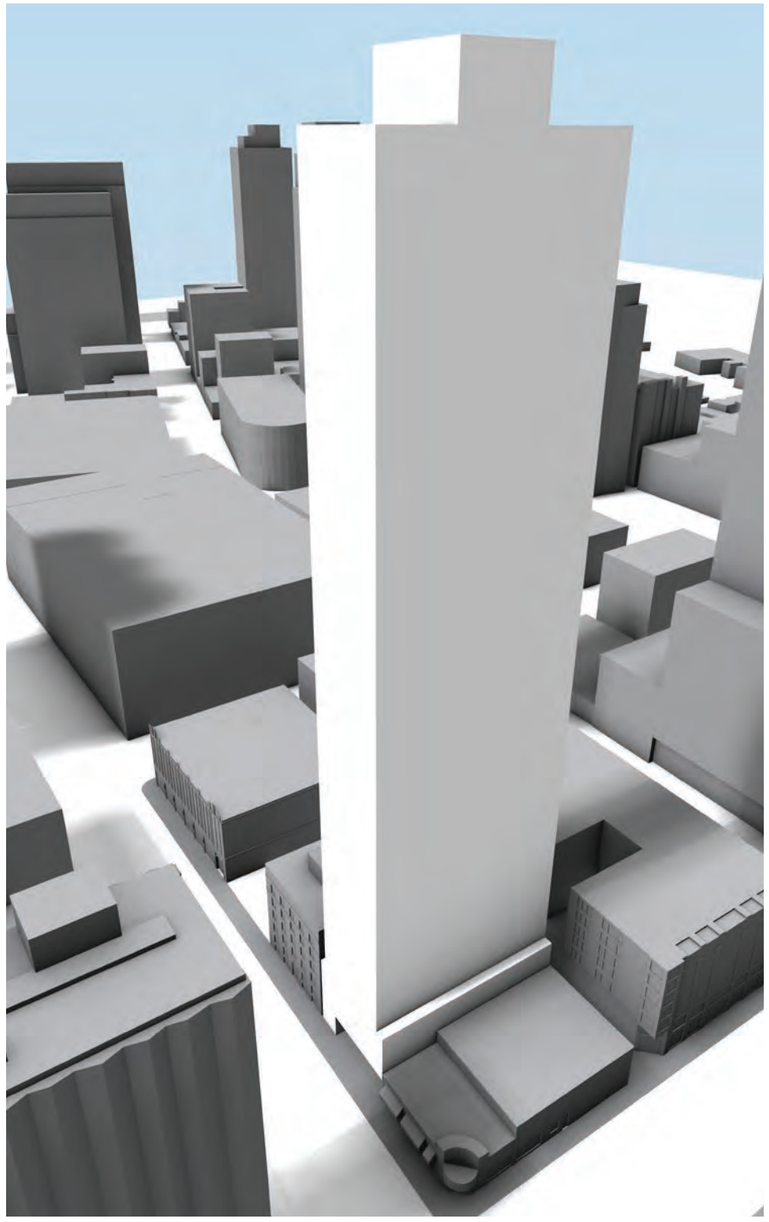
code compliant tower massing

Upper-Level Development Standards
(Maximum Tower Width SMC 23.49.058):

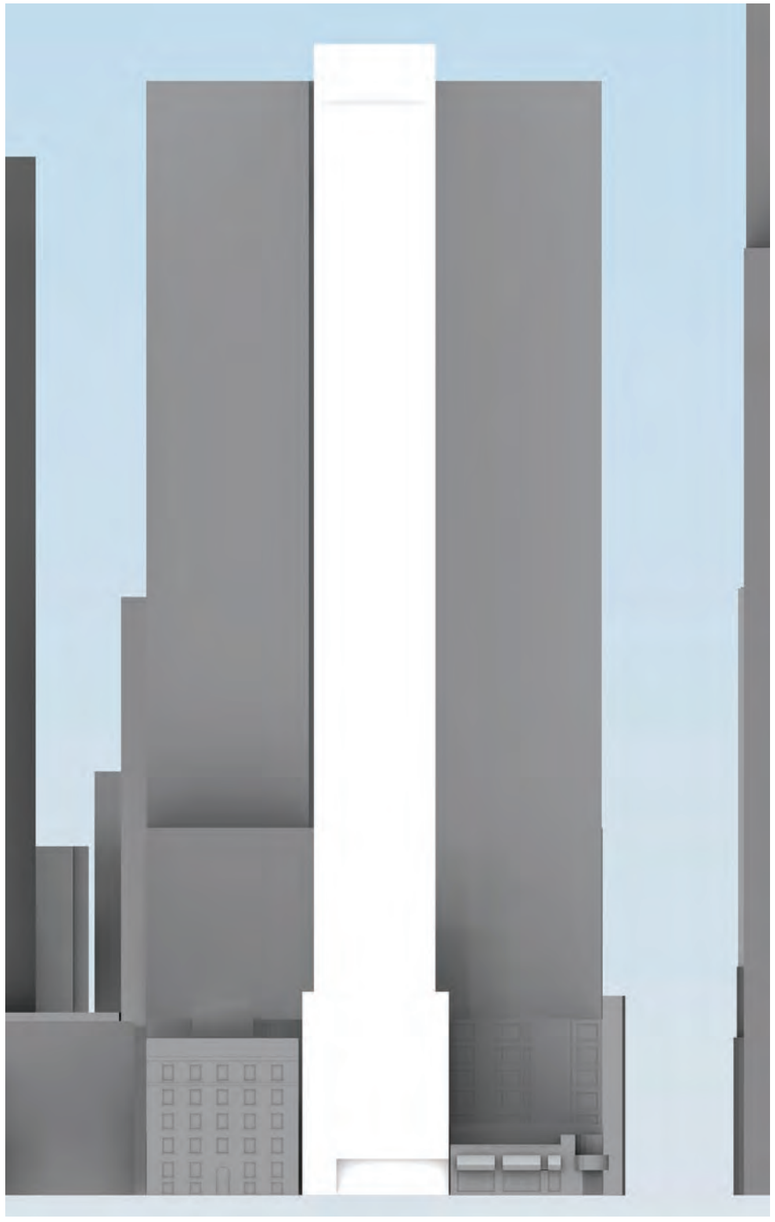
Code Compliant tower width meets the following code sections

A.2 Enhance the Skyline
Visually elegant, pencil tower

B-4. Massing and coherent architectural concept.
The Design is well proportioned and unifed.



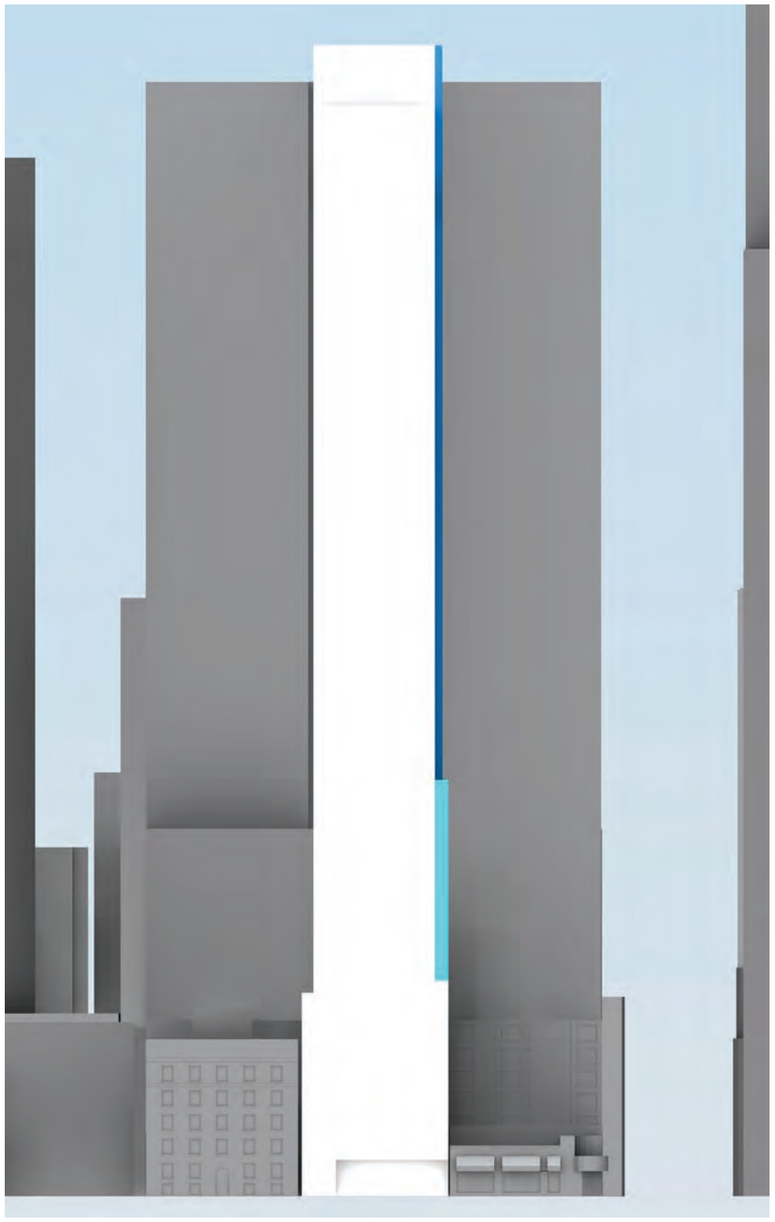
3D



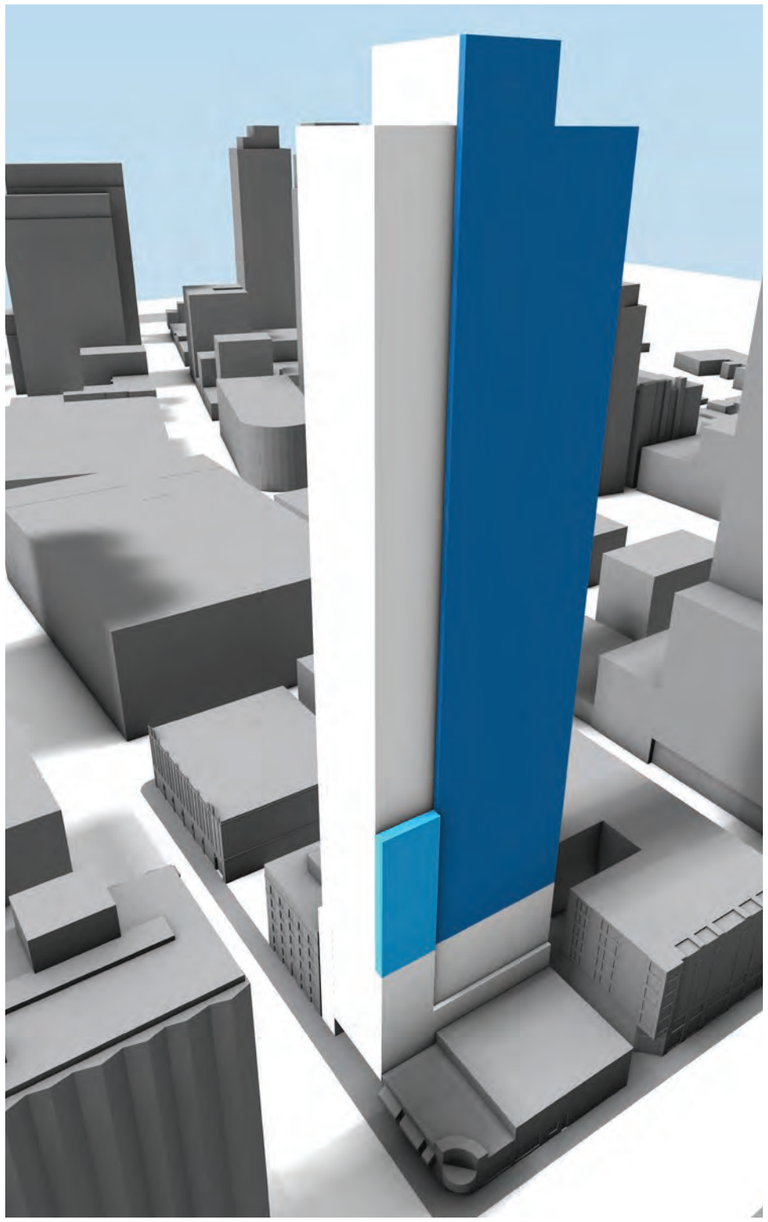
ELEVATION

tower design development

departures requested tower massing



ELEVATION



3D

Upper-Level Development Standards

(Maximum Tower Width SMC 23.49.058):

While the project is located on an interior lot, the design focuses on providing balance and importance to all facades equally starting at 85 ft since the likelyhood of changes on the neighboring lots is low. the corner lot to the north and the property cannot be developed to be any taller than 160 ft (currently there is no plans for development of either of those lots). The property across the alley is a newer building that is less than 85 ft.

Departure allows for the following:

A.2 Enhance the Skyline

Visually elegant and unique, grid informed by golden ratio to create balanced and harmoneous pattern

A2-2.1.a Sculpt or profile the facade

the departure allows for this by giving us floor area to eliminate Honors historic Belltown geology by stepping like the hills that once stood on site. Respects historic building to South by shifting added floor area to North, giving neighbor “breathing room”

B-1.c Visual Interest

Although the steps are subtle, they add a additional layer of detail that further enhances the concept and the overall building’s design

B-2.3 Reduction in Bulk (reducing the bulk of the upper floors)

B-2.A Discourage bulky structures, in particular unmodulated structures are discouraged.

By adding slightly to the floor plates at lower levels we are able to carve away mass to reduce the bulk of the tower as it rises.

B-4.1 Massing and coherent architectural concept. Distinct building volumes.

The subtle steps add the concept by enhancing the steps - creating a series of building volumes

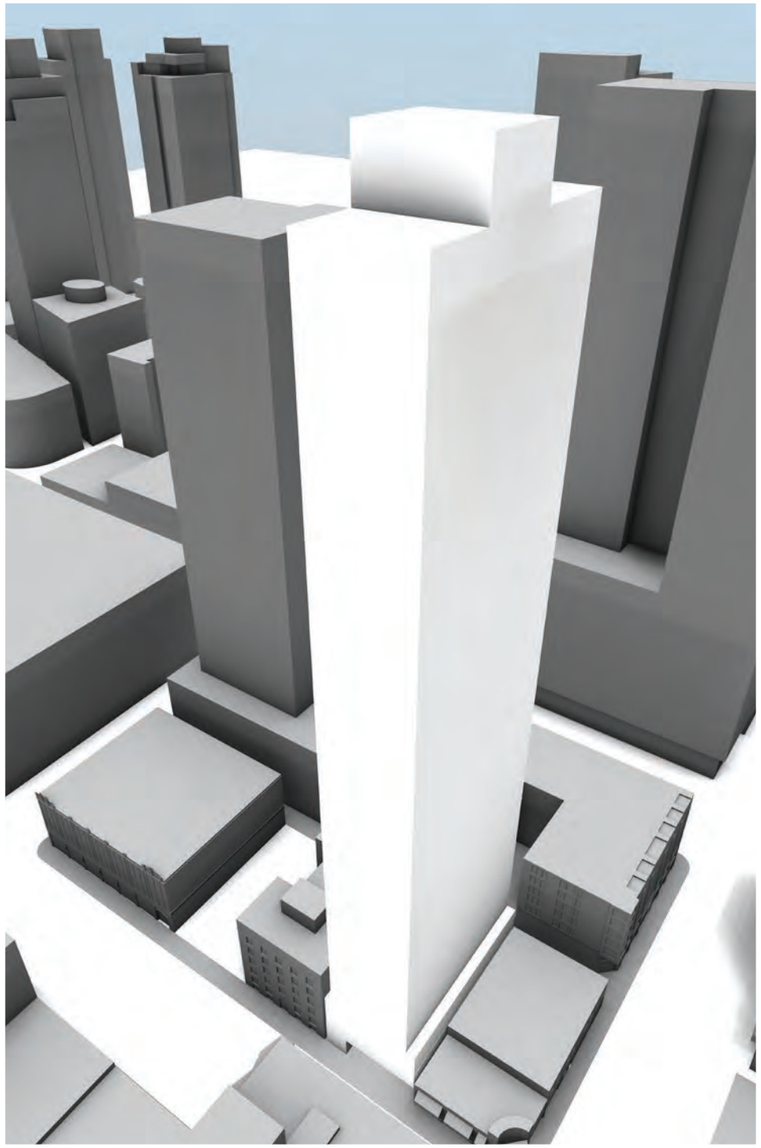
KEY

90% of site width, 53’-10”

83% of site width, 51’-10”

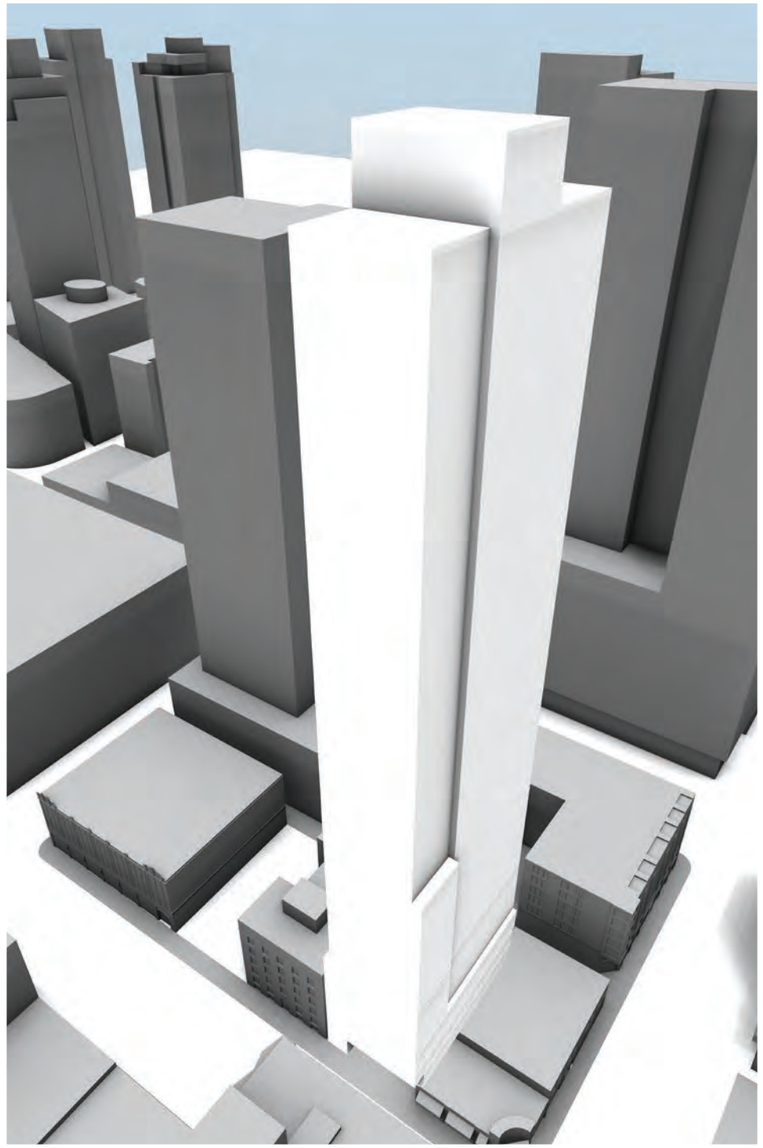
tower design development

tower patterning diagrams



PLAIN TOWER

Code compliant massing



STEPPING "HILLS"

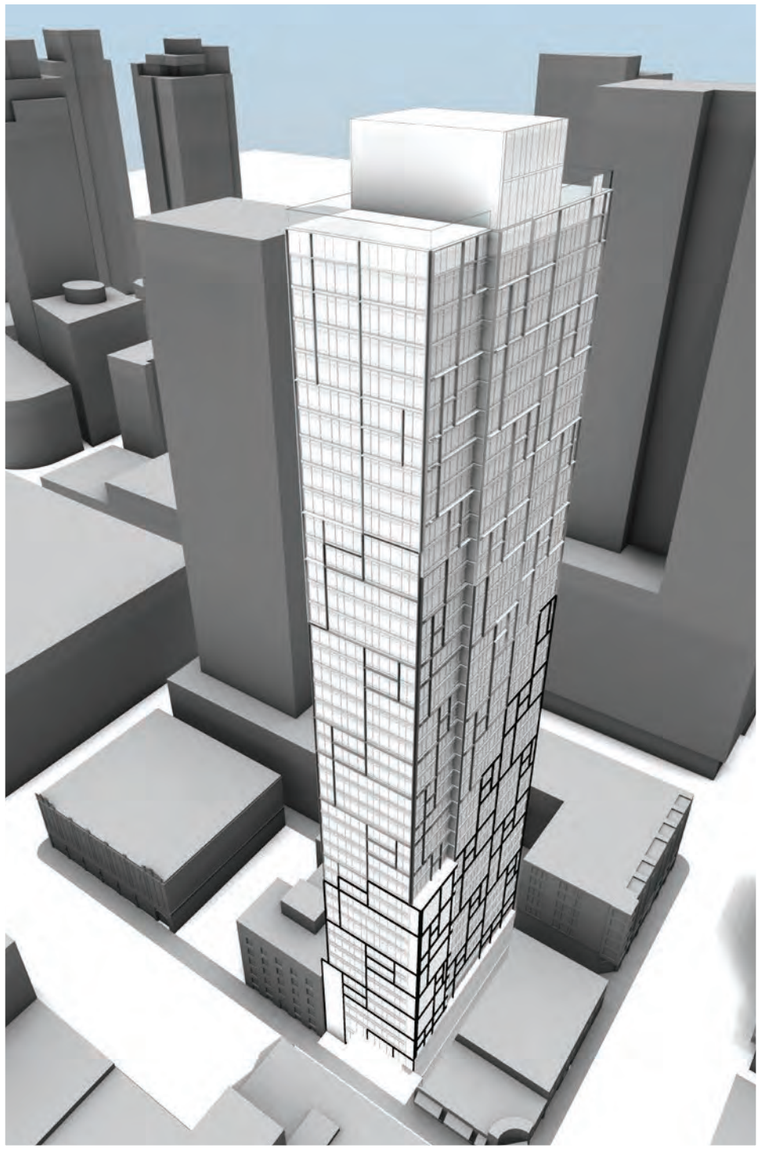
Departure request massing overlay

LAYER ONE: BASE WINDOW PATTERN

Window wall overlay

tower design development

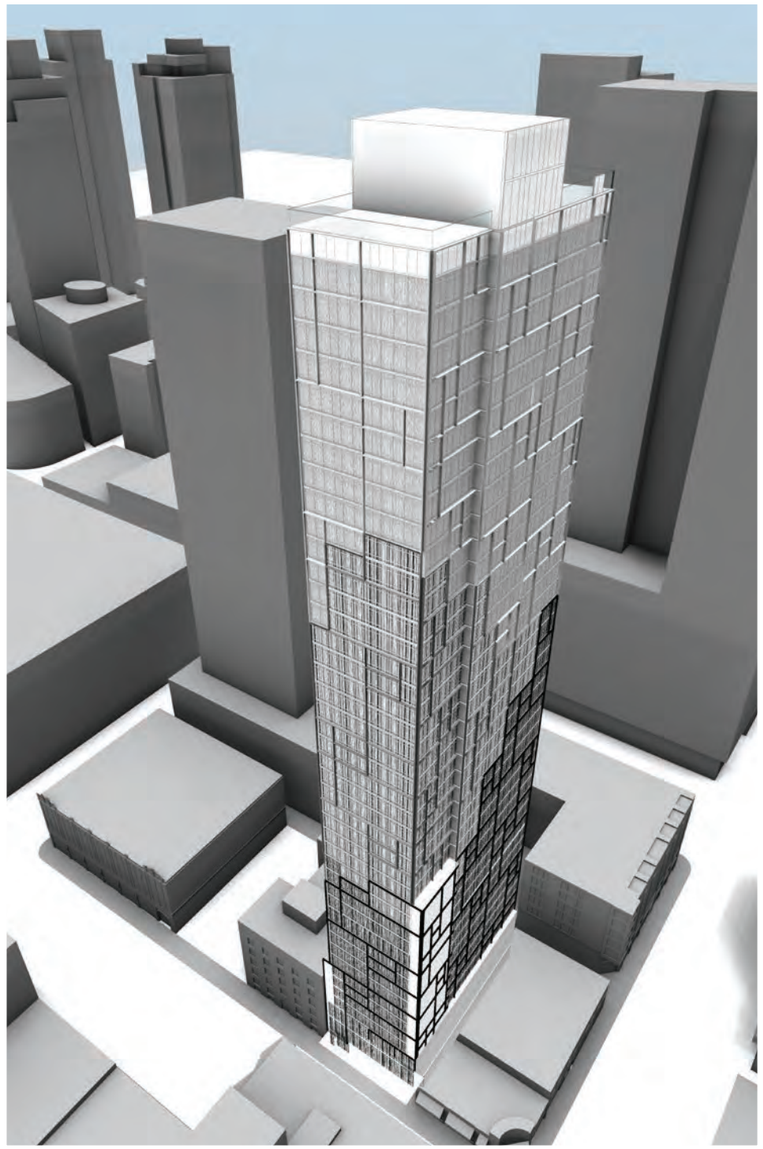
departures requested tower massing



LAYER TWO: "GATHERING GRID"

Mullion extensions overlay

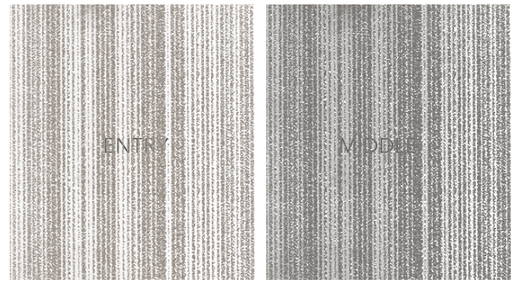
See page 20 for more detail



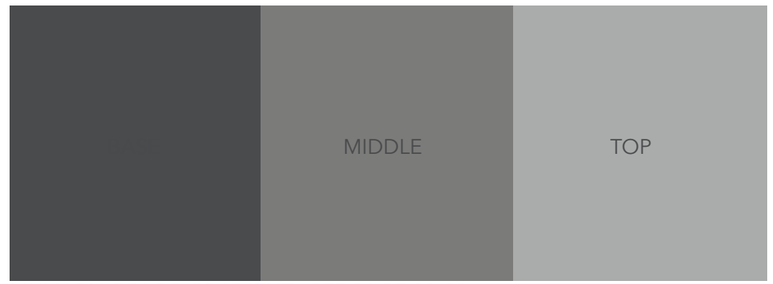
LAYER THREE: GRADIENT FRIT AND MULLION COLOR

Mullion patterning: See pages 22-23 for more detail

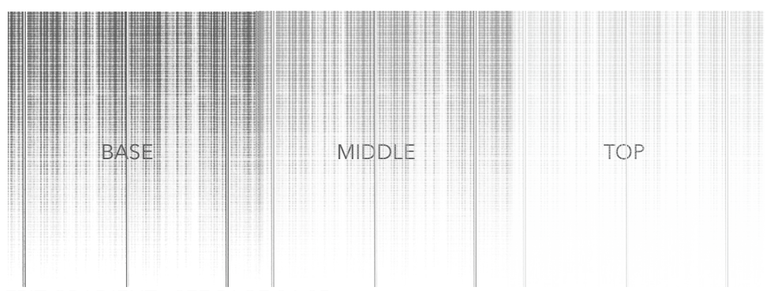
Frit on glazing: See pages 20-21 for more detail



ACCENT PANEL ELEMENTS - SEE PAGE 23



MULLION COLOR GRADIENT - SEE PAGE 22-23



FRIT GRADIENT - SEE PAGE 24-25

tower design development

window wall development

MULLIONS: DEPTH AND COLOR OPTIONS

VERTICAL AND HORIZONTAL MEMBER

Window wall system allow for customization of the vertical and horizontal meembers - they allow for change in color, width and depth. They also allow for ‘false’ members at exterior and also allow ‘elimination’ of members for bipassing floor lines. This will allow us to explore the patterning at the exterior to further our desire to create a cohesive design as it rises over 400 FT into the sky.

INFILL PANELS: GLASS AND METAL OPTIONS

INFILL PANELS

Window wall system allows for both glazed and metal panel infill. on the south and north side where we are limited on amount of windows due to building code we are planning on using a mix of glass panels, glass panels backed with metal and metal panels to achieve desire pattern.

TYPICAL MODULE: WEST AND EAST ELEVATION

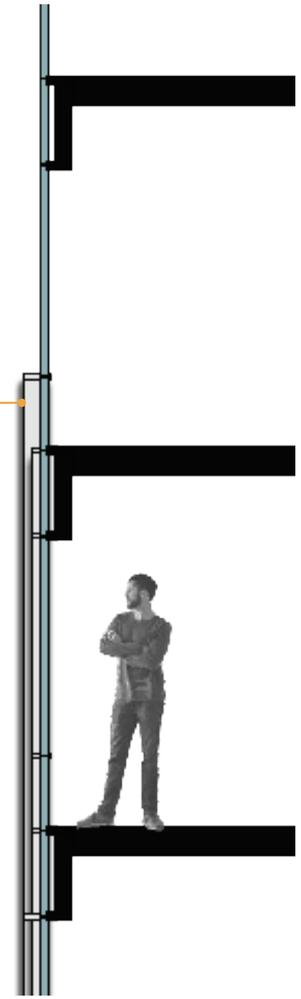
TYPICAL MODULE: NORTH AND SOUTH ELEVATION

PARTIAL SECTION
TYPICAL WINDOW WALL

tower design development

gathering grid development

3D IMAGE OF MULLION EXTENSIONS



PARTIAL SECTION:
WINDOW WALL SECTION WITH 6" DEEP MULLION EXTENSION

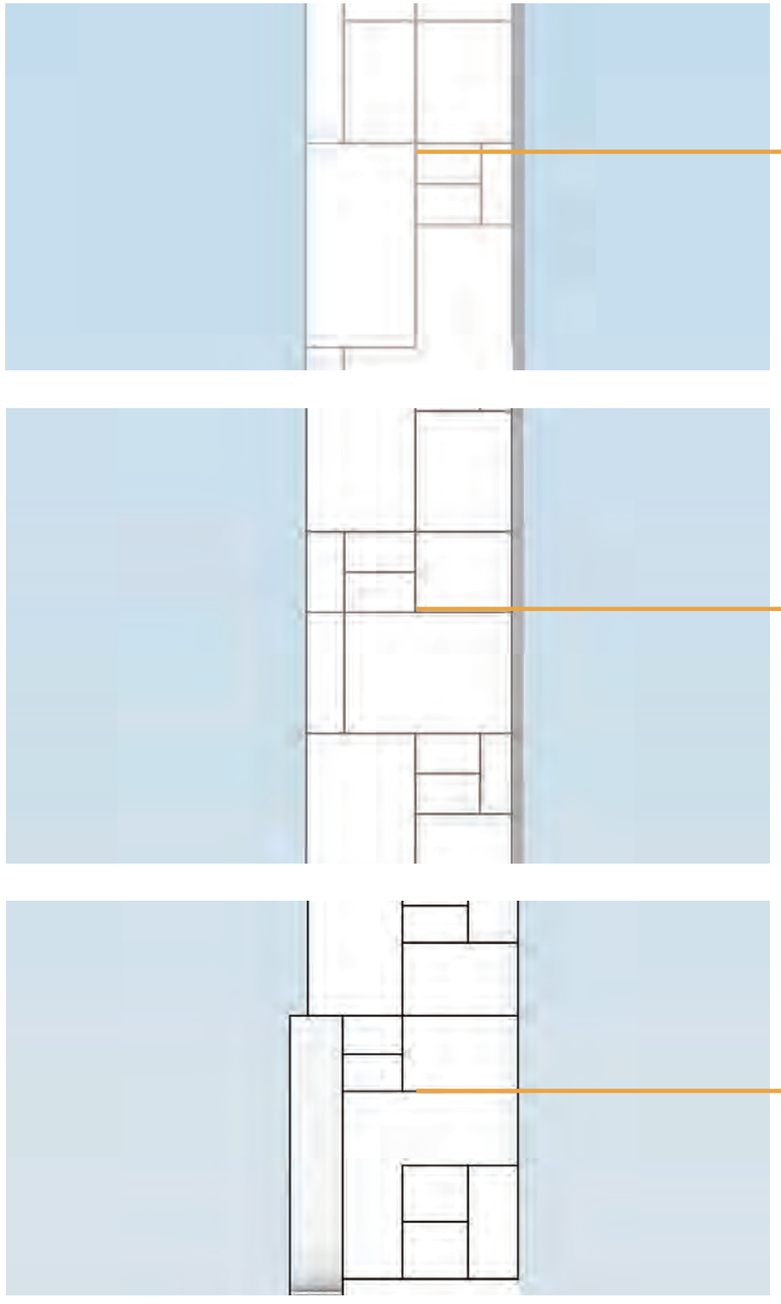
tower design development

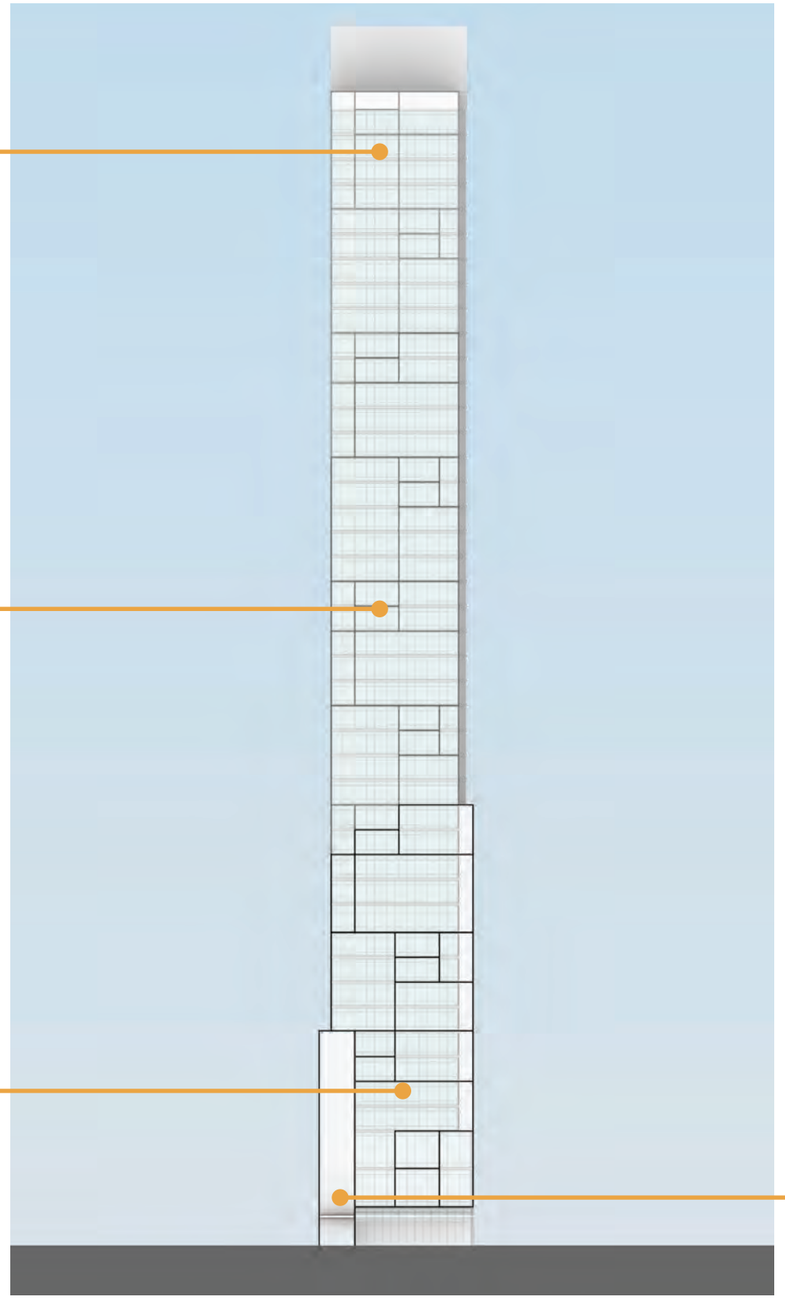
mullion extensions development - color gradient

INSPIRATIONAL IMAGE

INSPIRATION

Surrounding Seattle is made up of series of hills and forests that rise into the mountains. The softly rolling hills and valleys overlap. This creates flowing, undulating pattern that because of the distorted scale is visually pleasing. It is familiar, both close and far away

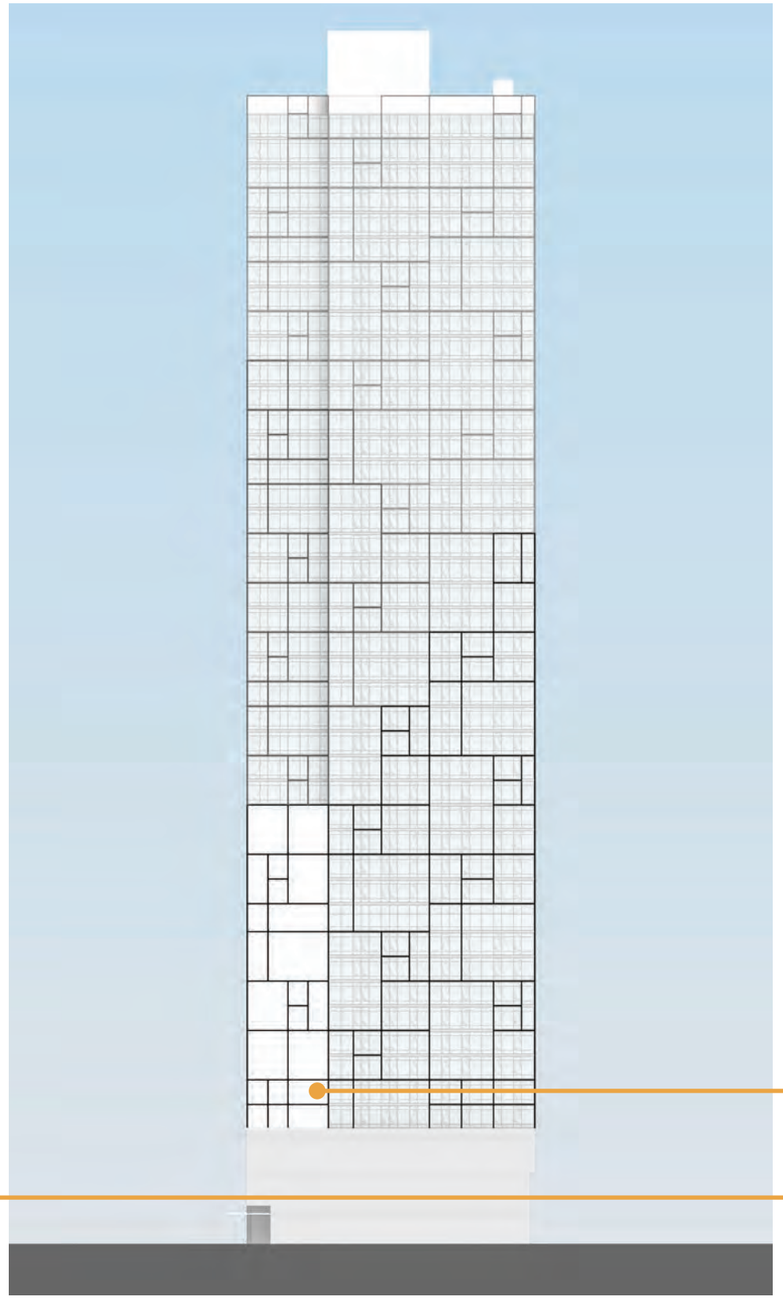




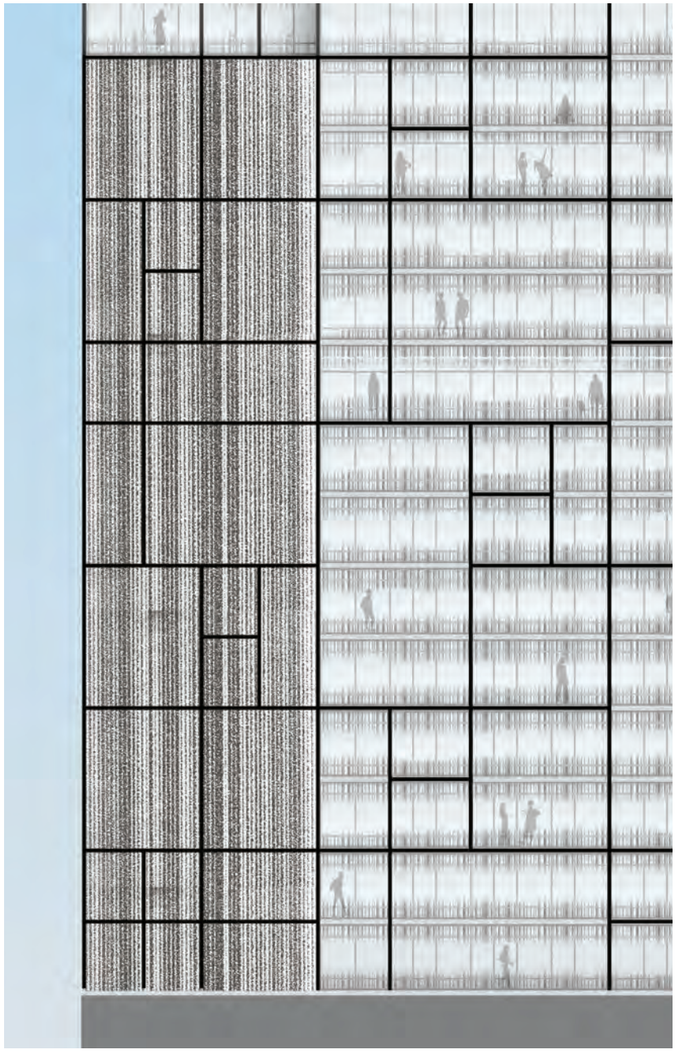
EAST ELEVATION OF MULLION EXTENSION PATTERN

tower design development

tower accent development

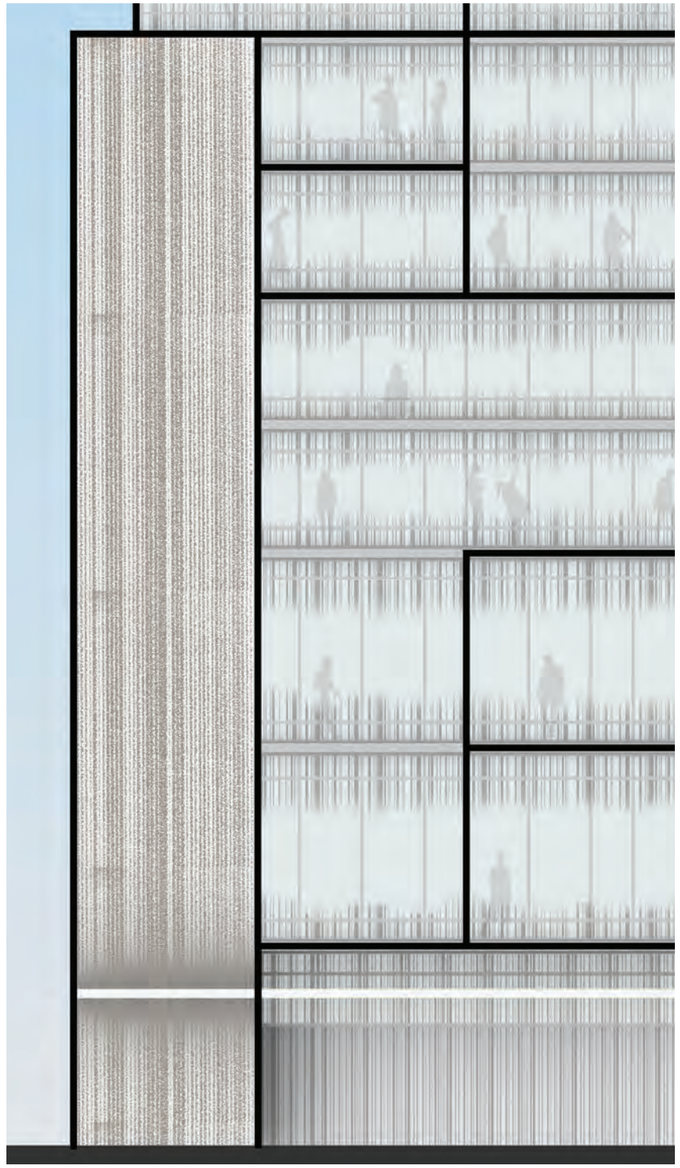


NORTH ELEVATION OF MULLION EXTENSION PATTERN



TOWER MIDDLE ACCENT

Stable, rising hills



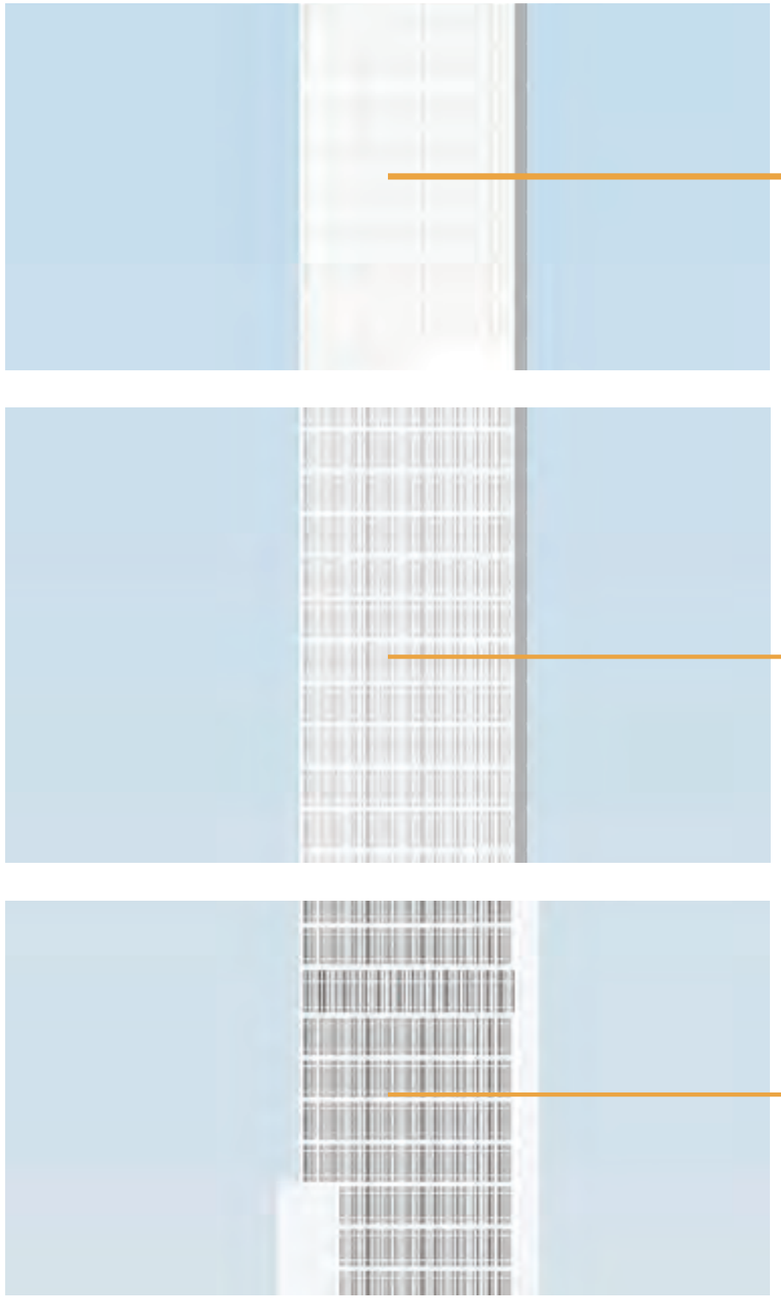
TOWER STREET LEVEL ACCENT

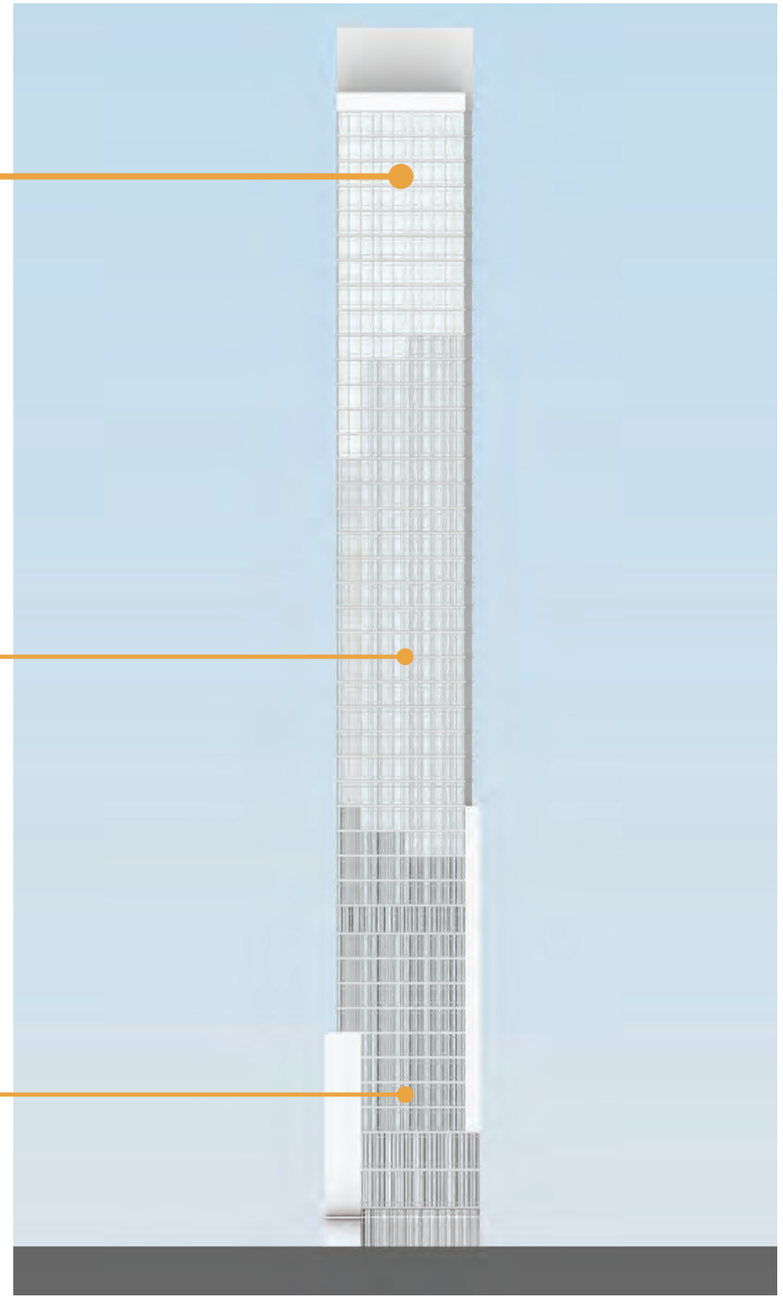
Beacon to the entry

tower design development

scale of frit patterning - tower overall

INSPIRATIONAL IMAGE





EAST ELEVATION OF FRIT PATTERN

GLAZING: FRIT

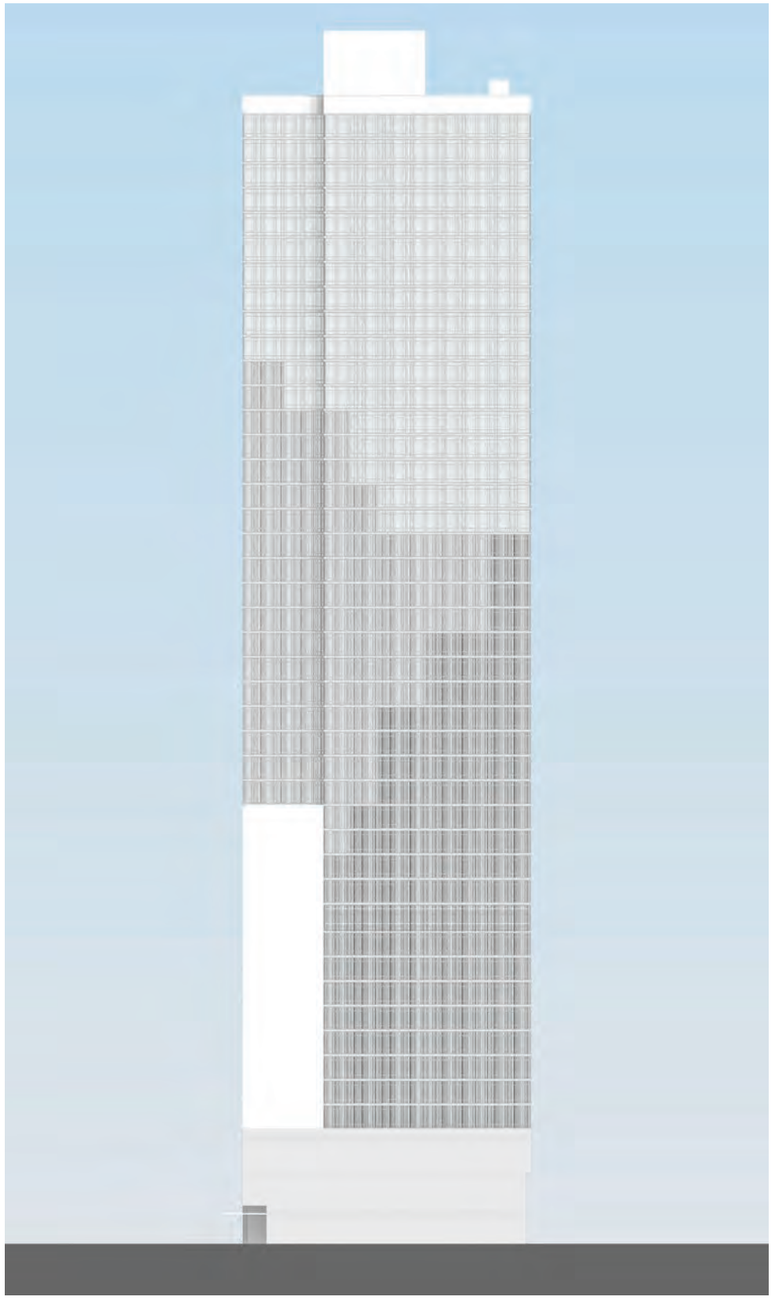
FRIT

Fritted glazing has been around for centuries, but has seen a rebirth recently thanks to its energy-saving abilities and smooth, gradient aesthetic it produces.

Frit is a ceramic component that can be laid out into an assortment of patterns, most typically consisting of dots or lines. These patterns can then be silk-screened onto annealed glass using frit paint. Then, the glass is fired in a tempering furnace, which strengthens and improves the safety of the glass under thermal stress. This also makes the frit integral to the glazing rather than an applied paint. The resulting product is glass of determined transparency that, when used in building facades, can reduce solar heat gain and even make buildings more visible and less deadly for birds.

tower design development

scale of frit patterning - humanscale at windows



NORTH ELEVATION OF FRIT PATTERN

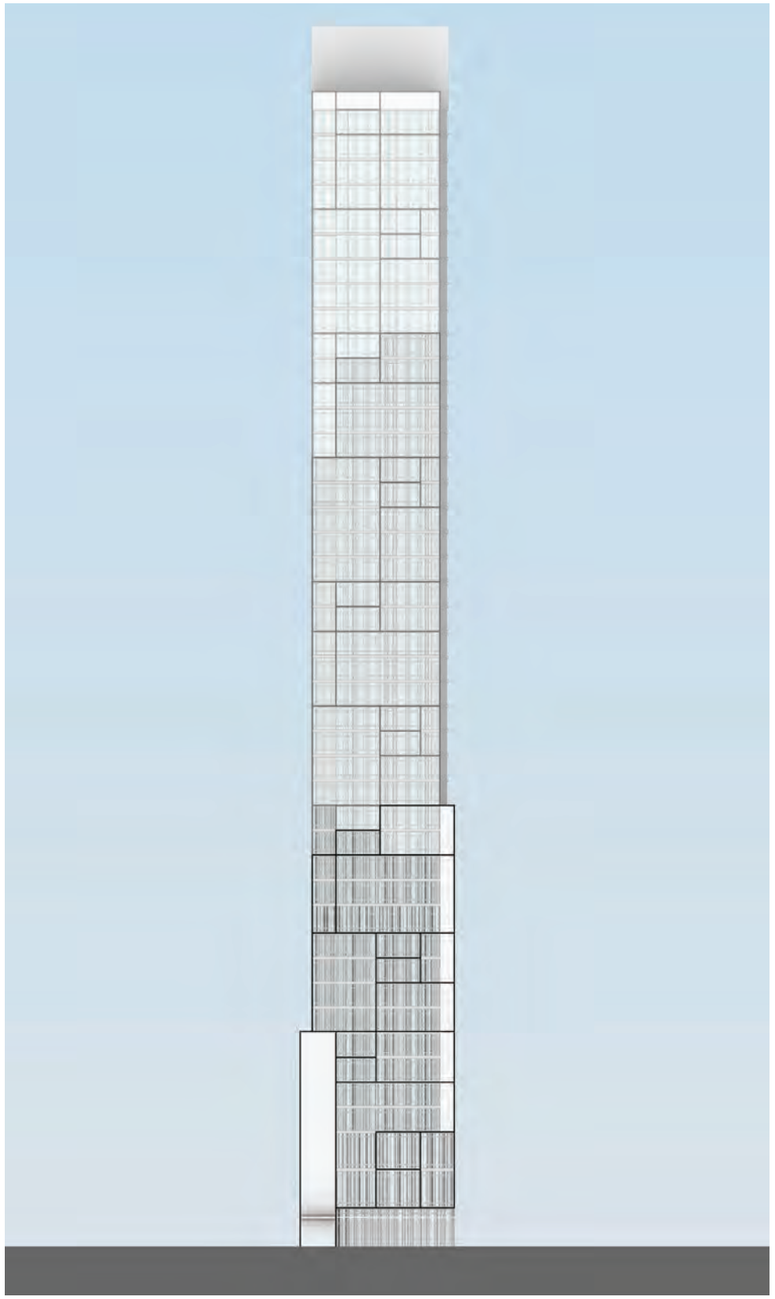
APPROXIMATE TRANSPARENT VISION PANELS LOCATIONS
[NORTH ELEVATION (SOUTH SIM)

FRIT PATTERN: TYPICAL

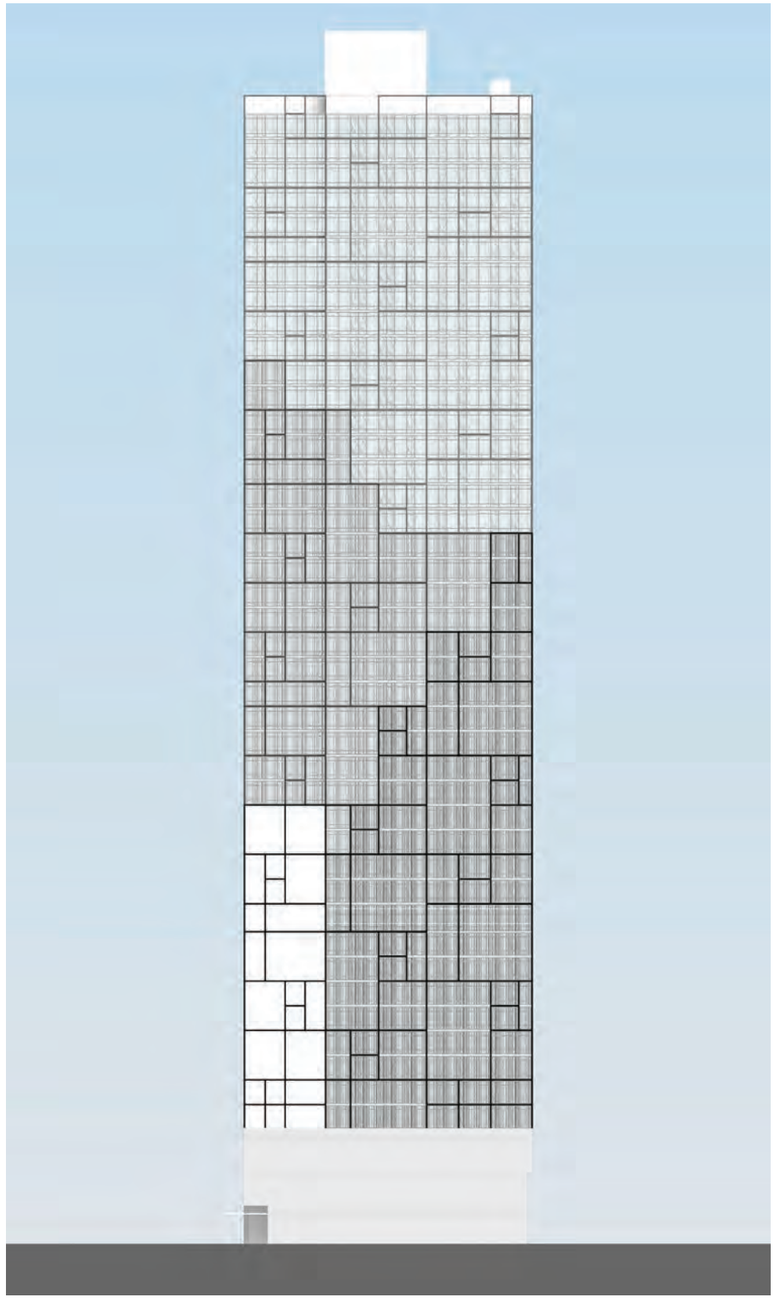
INSPIRATION IMAGE - LIGHT SHINING THROUGH DENSE FOREST

tower design development

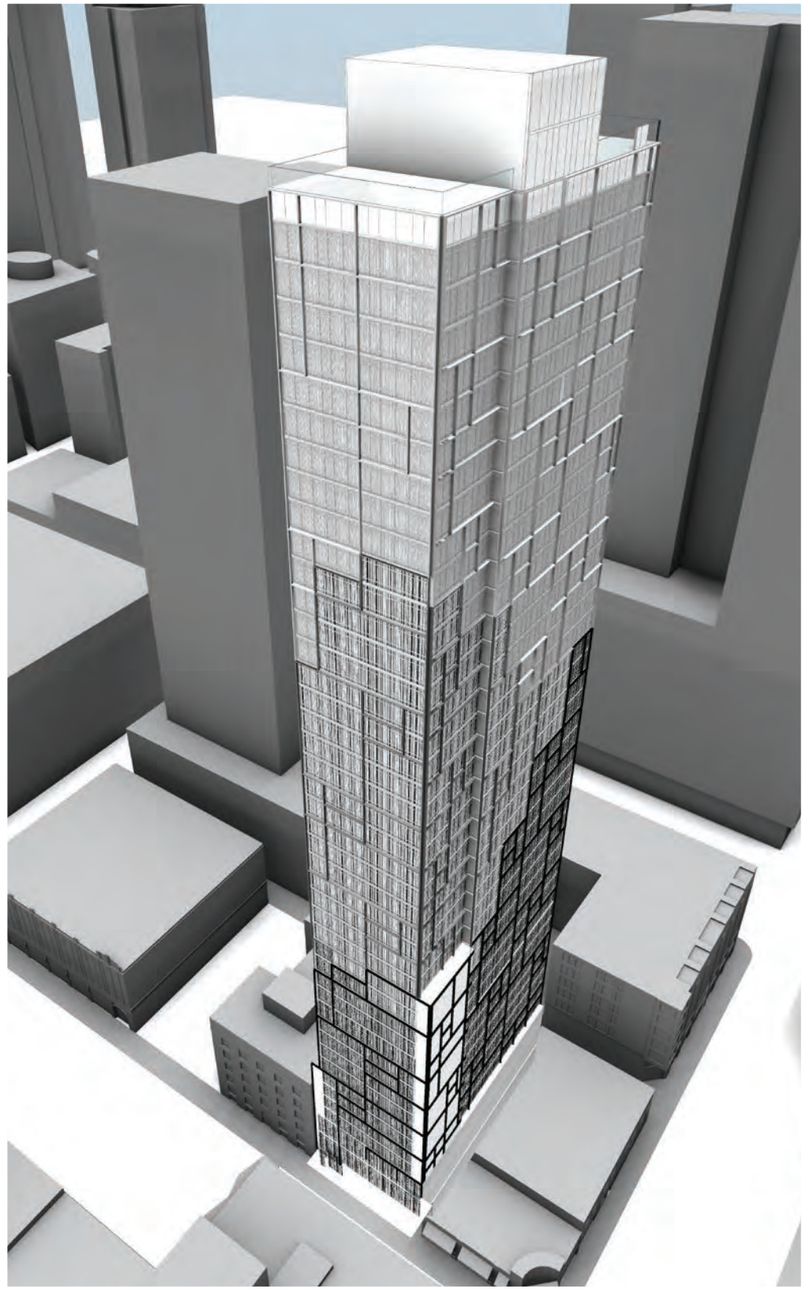
overlayed patterning - tower overall



EAST ELEVATION OF OVERALL PATTERNING



NORTH ELEVATION OF OVERALL PATTERNING



tower design development

overlayed patterning - street level

ENTRY ELEVATION

PERSPECTIVE

INSPIRATION FOR THE ENTRY WALL

INSPIRATION FOR THE ENTRY SIGNAGE

Patterning at street level:

Our first connection with the landscape of the Pacific Northwest is the edge of the forest. we opted to introduce wood elements at the entry as a welcoming, warm to look and feel .to an otherwise tall, glass box.

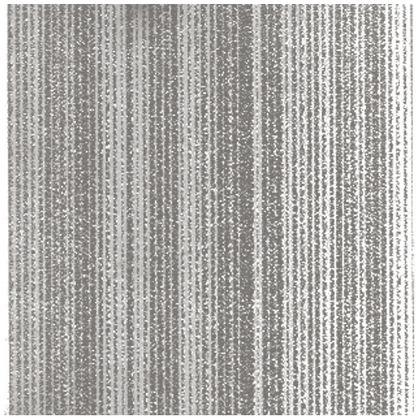
INSPIRATIONAL IMAGE:
BAR WALL - BLACKENED STEEL WITH WOOD INSERT

tower design development

materials boards

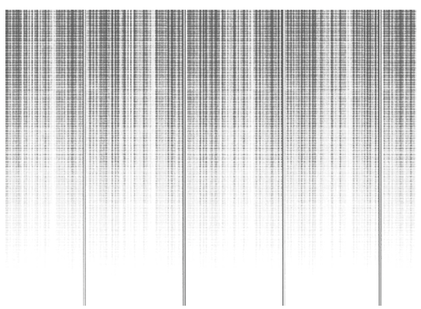
TOP MULLIONS, COLOR: SILVER

BODY FRIT: CUSTOM PATTERN, SILVER

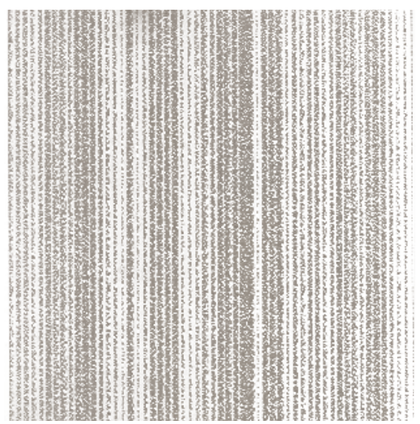


ACCENT FRIT: CUSTOM PATTERN, GREY

MIDDLE MULLIONS COLOR: GREY

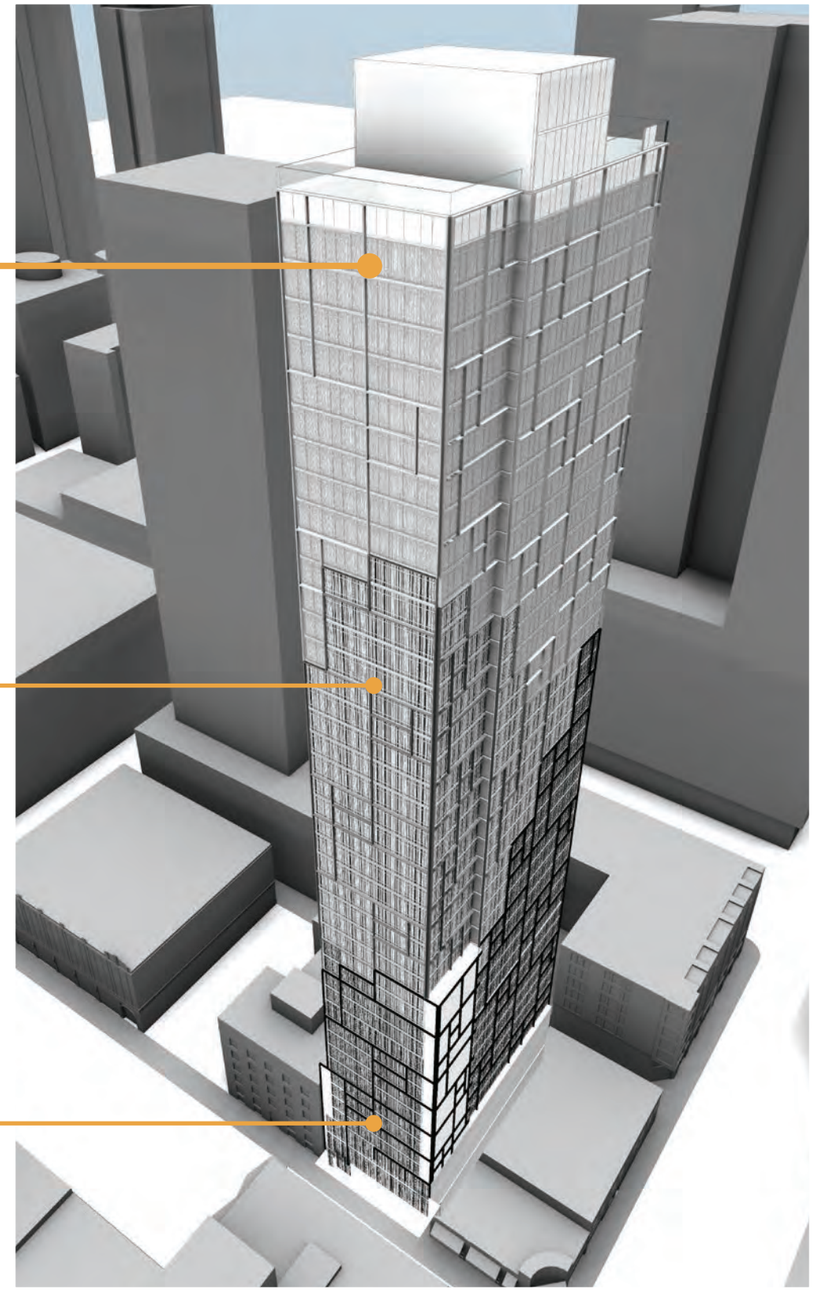


BODY FRIT: CUSTOM PATTERN, GREY



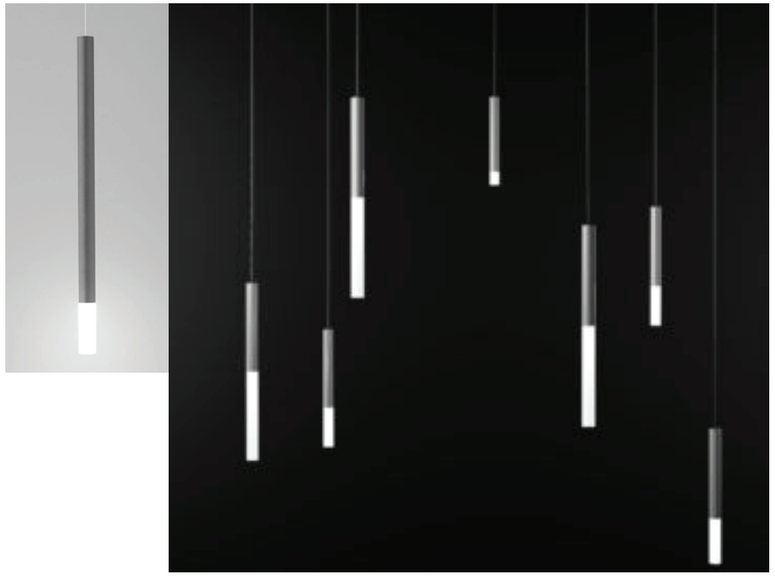
ACCENT FRIT CUSTOM PATTERN, TAN

BOTTOM MULLIONS COLOR: CHARCOAL



tower design development

materials and lighting board



LIGHTING AT CEILING MOUNTAIN RANGE
LUXR MM SERIES (CUSTOM), LED SPOTS IN VARIOUS LENGTHS

UNDERSIDE OF OVERHEAD PROTECTION
CLEAR FINISHED WOOD SLATS WITH LINEAR LIGHTING
ENOLIGHT SPARK SERIES RECESSED MOUNT WOOD SLAT LINEAR LIGH

SEATING BAR
CLEAR FINISHED WOOD SLATS WITH BLACKENED STEEL SURROUND

streetscape design development

plans and departures requested

Setback at street level (SMC 23.49.056.b.2):

Facade setback limits:

A.1) if structure is >15-0 ft high, setback limit applies to the façade between 15-0 ft above the sidewalk and min. Façade height

B. Max area of all setbacks between street lot line & facade along each street frontage shall not exceed area derived by multiplying averaging factor by width of street front along the street. Averaging factor is 5 on class I pedestrian streets.

C. Max. Width of any setback exceeding 15-0 ft depth from lot line shall not exceed 80-0 ft or 30% of the lot frontage on that street, whichever is less

Response: The setback is 9 ft deep x 45 ft long. This is to provide a larger outdoor seating area, along with the main entry. The higher notch at the street allows for more dramatic outdoor seating area - we are able to layer the ceiling plane to create outdoor 'rooms' - further distinguishing the main emtry from the outdoor seating area. The lowered ceiling planes would allow light to flow through while sutblly dividing the space.

Overhead Weather Protection (SMC 23.49.018): : The Code requires that overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.

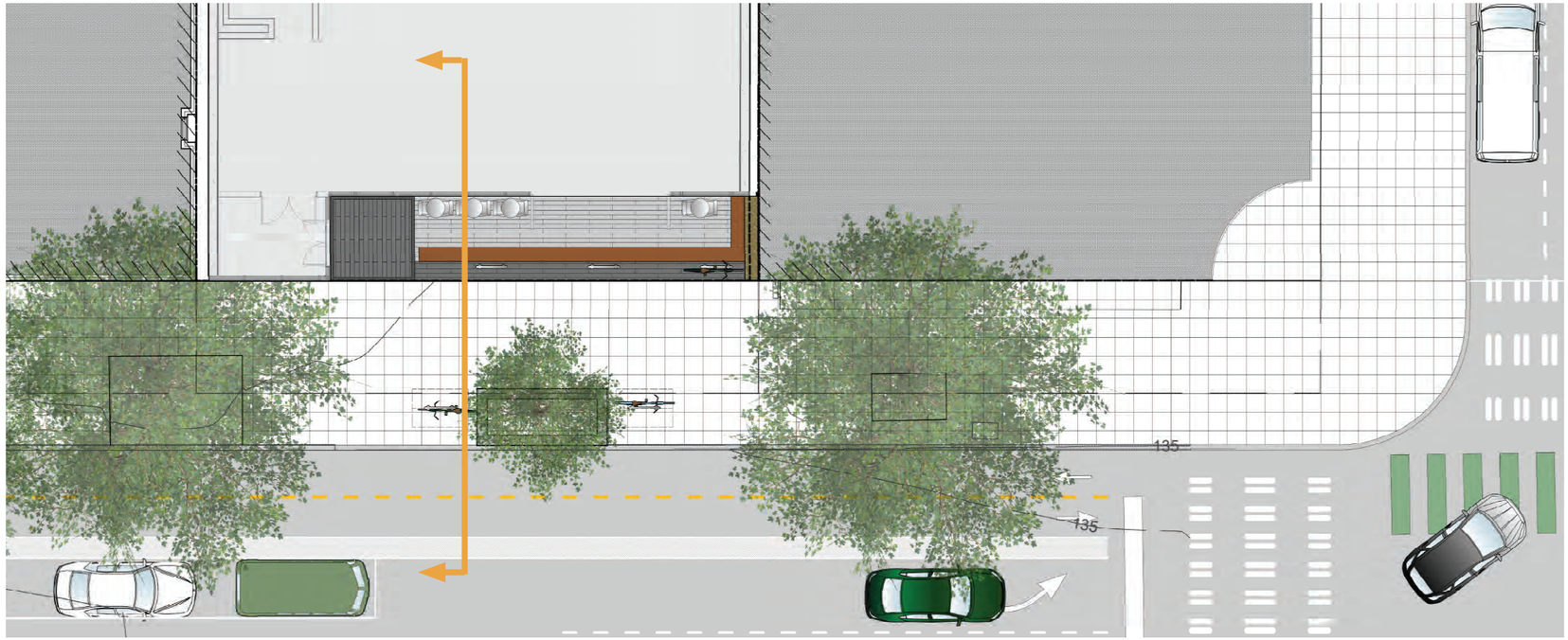
The applicant is proposing to reduce the width of the overhead weather protection by 2 feet to reduce potential impacts to the existing street trees along 4th Ave.

The justification as stated is the desire to maintain healthy tree coverage along 4th Ave.

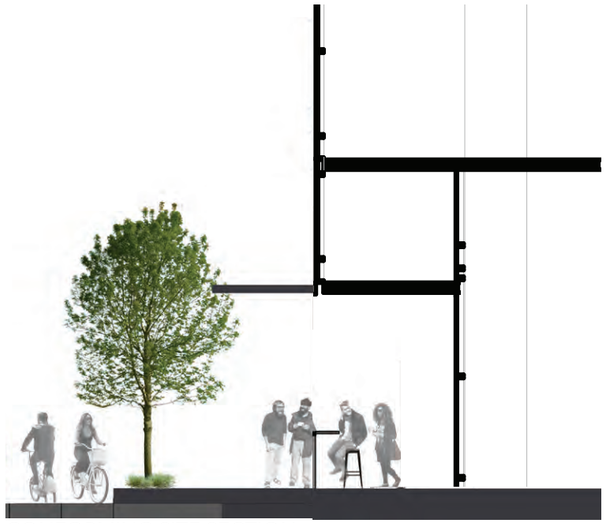
The Board indicated full support of the departure request for the reasons provided, as the departure has the potential to better meet the intent of Design Guidelines B-3.3. Pedestrian Amenities at the Ground Level, C-1.3. Street Level Articulation for Pedestrian Activity, C.4 Reinforce Building Entries, C.5 Encourage Overhead Weather Protection, D-1.1. Pedestrian Enhancements,

C-5.A, Overhead Weather Protection Design Considerations.

Response: To help keep healthy tree coverage along 4th Ave we propose a 2-0 reduction in the width of the weather protection. The full depth would interfere with the existing street trees.



SITE PLAN

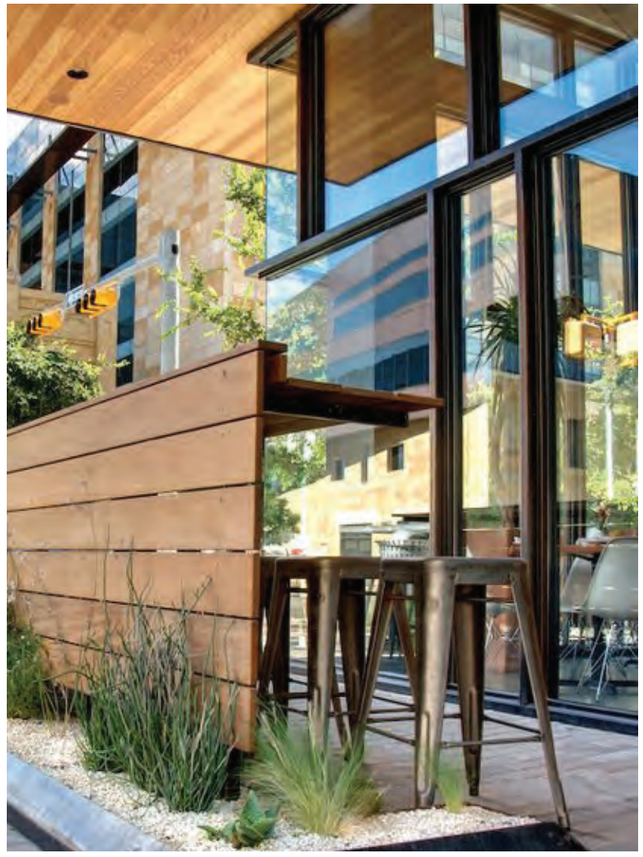


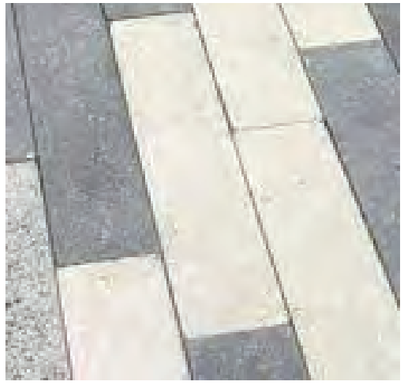
CONFORMING SITE SECTION

DEPARTURE SITE SECTION

streetscape design development

street level furnishings and landscaping





Why these departures are requested

Activation of the street scape

4th avenue is an active multi-modal street. The design of the site takes advantage as well as looks to enhance that experience. The building is recessed to provide an outdoor area that connects the interior of the building with the street and a bar is set along the edge of the sidewalk. People sitting at the outdoor area help to activate the street and in turn people walking along the sidewalk provide opportunities for people sitting at the bar to people watch.

Paving patterns

The paving at this outdoor area is designed with two patterns. One that is in the more public areas along the edge of the street and at the building entrance, and another that is at the semi-public seating area. These are smaller in scale than the two by two pattern in the sidewalk to create a more human scale as you enter the building and create a sense of transition from public to private.

streetscape design development

perspective

streetscape design development

elevation

alley design development

solid waste storage, loading zone and automobile parking

Alley and solid waste storage, loading area and automobile parking:

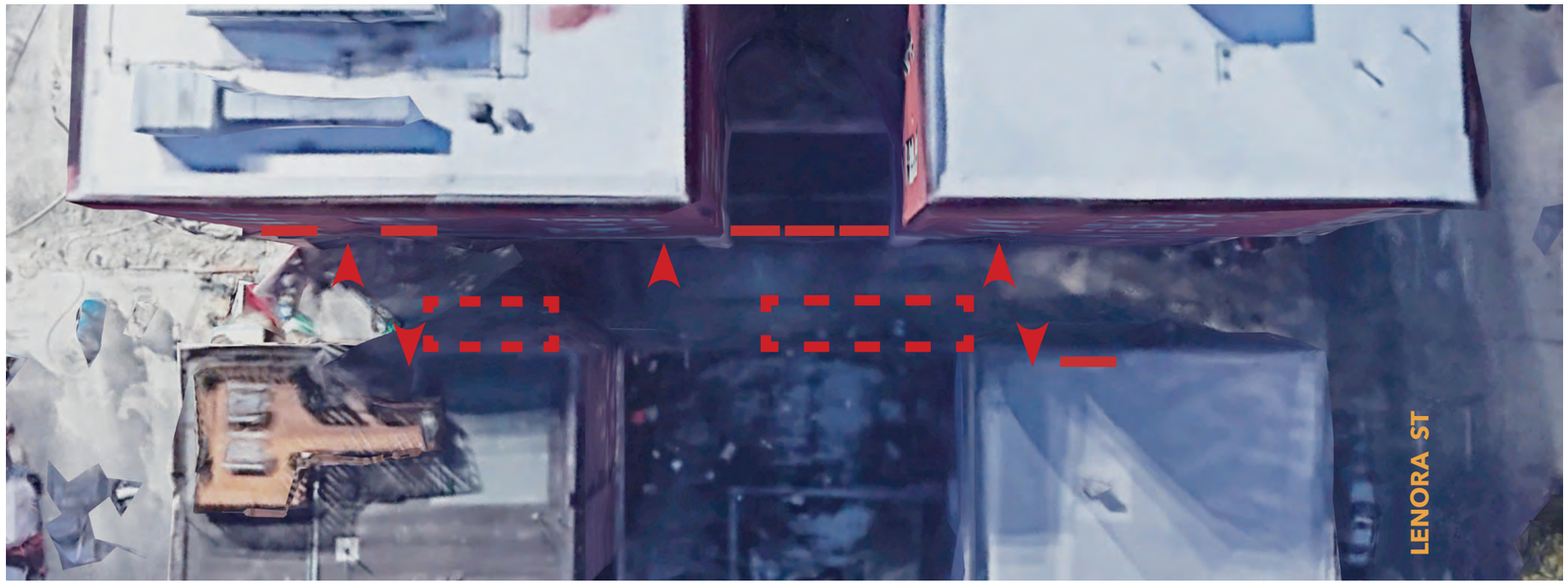
The site is a very small lot but the project is still looking to manage their loading and solid waste needs on site, additionally to reduce possibility of backups in alley all the parking will be done by valet.

Solids Waste: We updated the solid waste storage and submitted it for approval to Seattle Public Utility's requirements.

Loading Zone: The project is not required to provide a loading zone on site, but has chosen to. On the following page we have autoturn diagrams to show how a panel truck will utilize the loading space.

Parking Access Management: The best scenario to minimize this project's impact on the existing alley is by doing all the parking of autos by valet. we are in the process of working with SDOT to determine the best location for the valet dropoff for the 20 spaces we are providing on site.

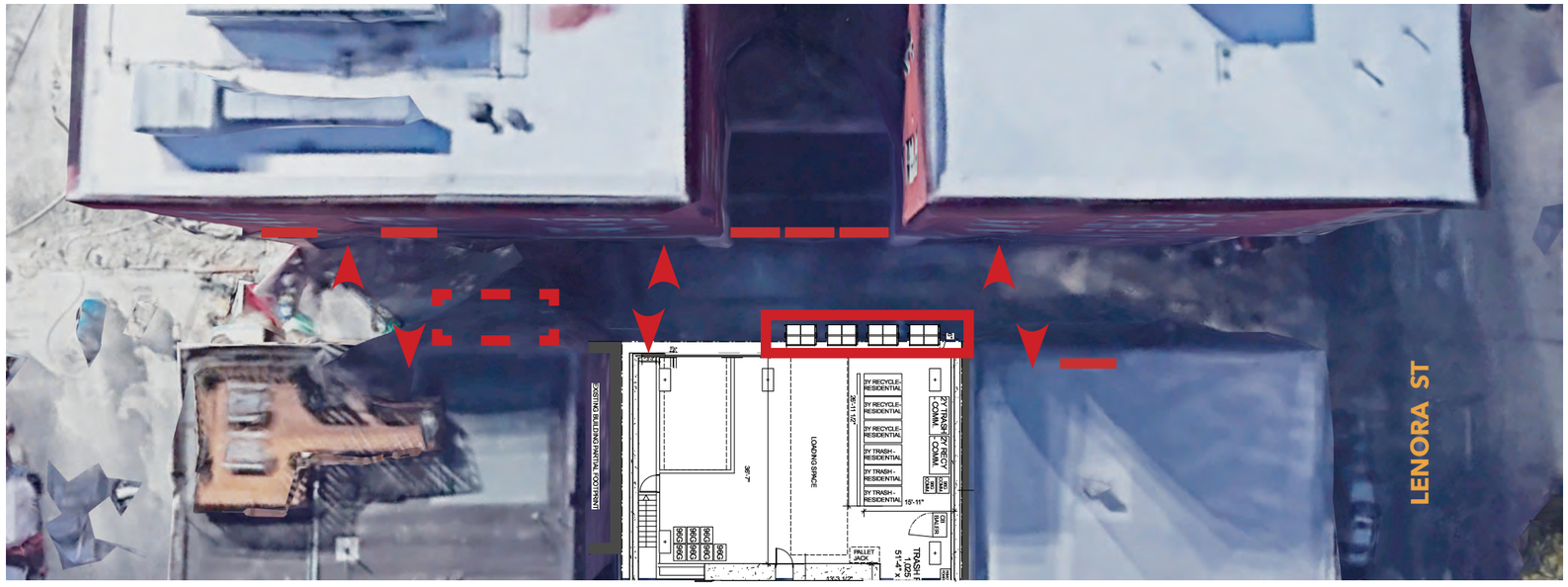
The design team modified the preferred design to continue to be a good neighbor and manage as much of our services on site as possible.



EXISTING ALLEY CONDITION

KEY

- TRASH/LOADING DOORS
- CURRENT STAGING AREA
- NEW STAGING AREA
- ENTRY POINT (MAN DOOR)



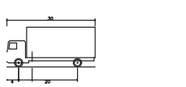
PROPOSED CONDITION

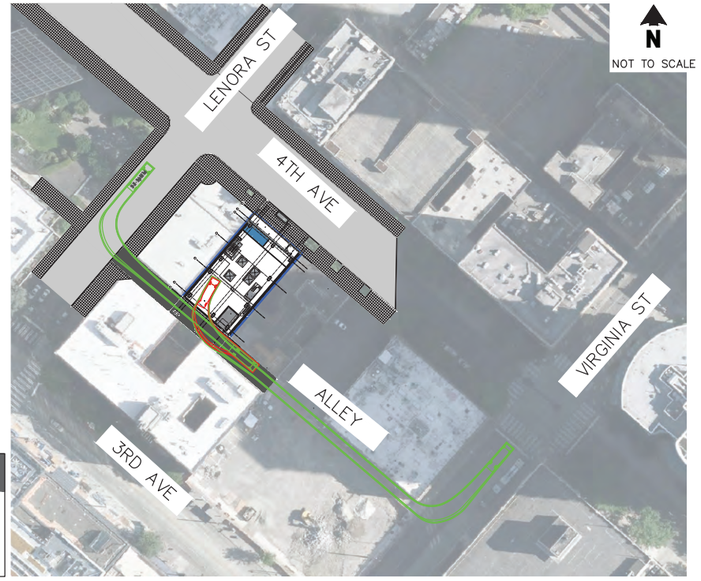
alley design development

alley usage diagrams

Autoturn Diagrams

The diagrams show how a 30-ft and 20-ft truck can manuever to use the loading dock on our site.

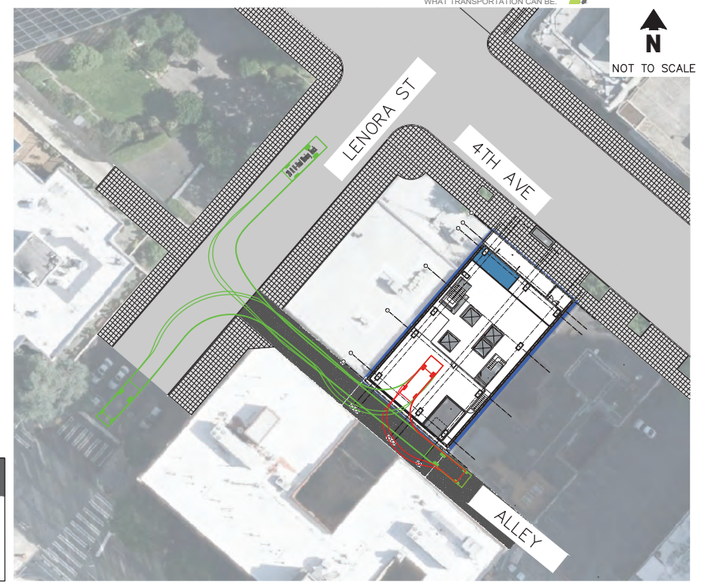




2033 4th Avenue - Loading Dock (SU-30) August 22, 2022 FIGURE 1

2033 4th Avenue Vehicle Turning Analysis

transpogroup WHAT TRANSPORTATION CAN BE.



2033 4th Avenue - Loading Dock (20-ft U-Haul) August 22, 2022 FIGURE 2

2033 4th Avenue Vehicle Turning Analysis

transpogroup WHAT TRANSPORTATION CAN BE.

top of tower design development

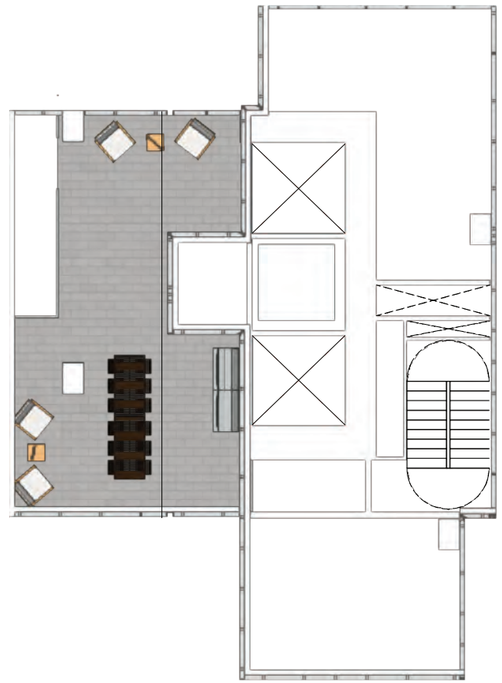
amenity spaces

Rooftop amenities

The roof top amenity area was modified from the EDG preferred design to wrap the rooftop around the building core. It provides a series of separate spaces that create a sequential change in relation to scale of the users. A covered lanai or porch creates an indoor outdoor relation with the building and provides an outdoor space that can be used year round. This leads to areas covered by arbors that are open to the sky by still provide a human scale to the spaces. The sequence ends in spaces that are open to the sky offering up an experience that allows the residence and users to engage with the unique environment of being hundreds of feet in the air.

The east and west sides of the rooftop amenities vary just as much as the sequential changes in the indoor to outdoor transitions. The east side is focused looking out to the city and the cascades. It is terraced providing a verity of opportunities for seating and more places for people to enjoy the views. The west side looks out to the Puget sound and provides a pool and spa on this side to link the building to the water.

LEVEL 47 AMENITY PLAN

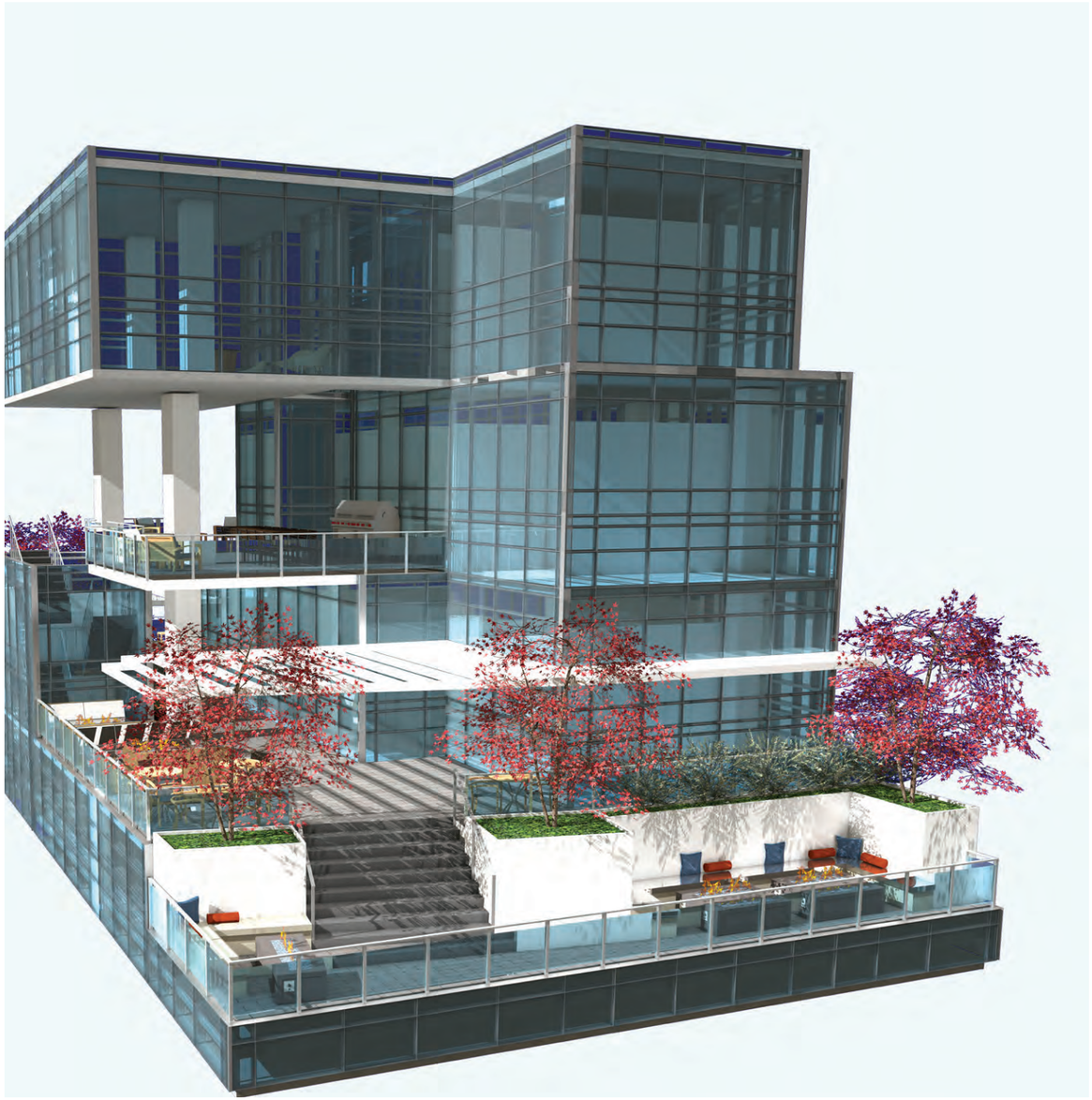


LEVEL 48 AMENITY PLAN

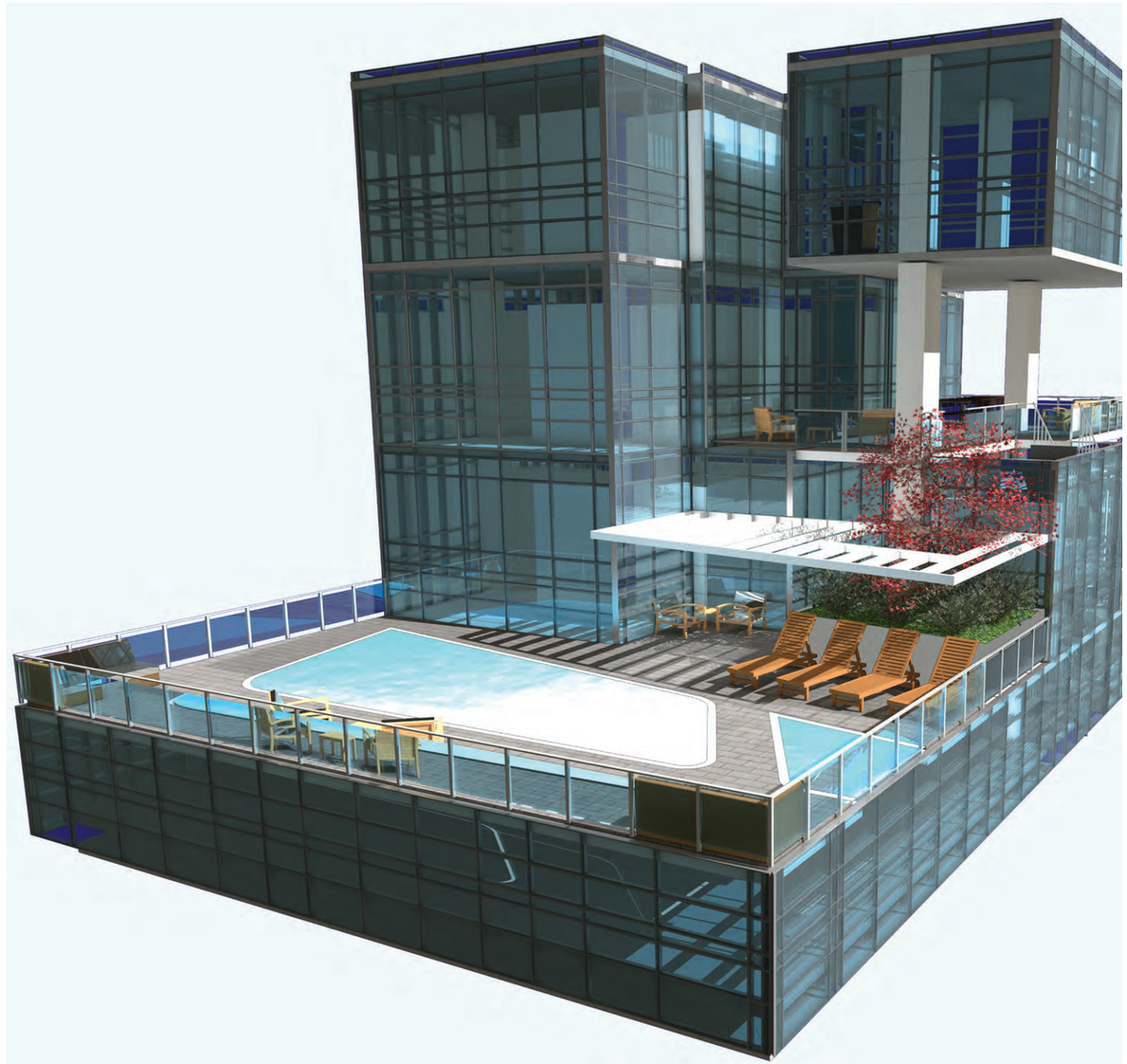
LEVEL 49 AMENITY PLAN

top of tower design development

amenity perspectives



B. ROOF DECK FROM SOUTHEAST



A. ROOF DECK FROM SOUTHWEST

planting design development

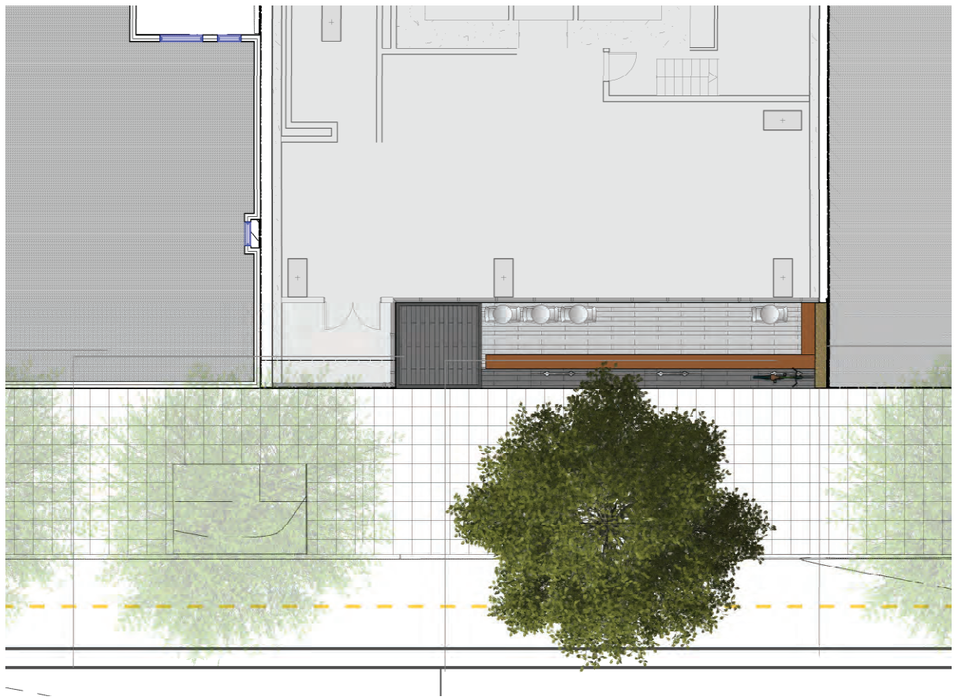
planting design scheme

Planting design

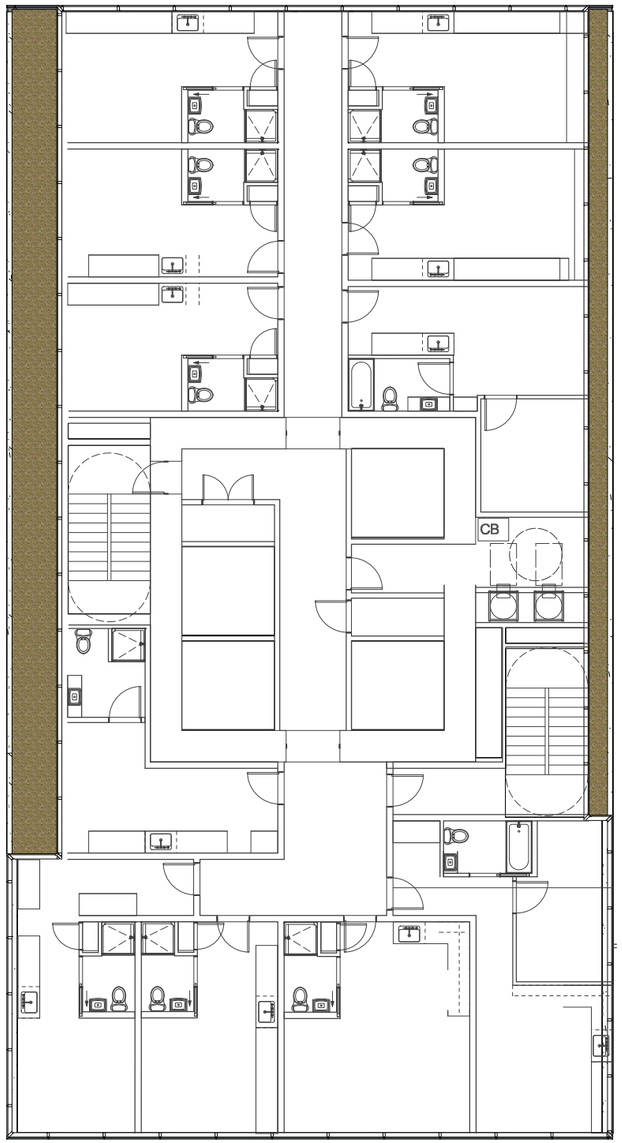
The planting is made up of native and adaptive plants that add texture and scale to the project. At the street level an additional Red Oak will be provided at the sidewalk to complement the existing oaks. At the building a planter will be provided with a trellis to hide the backside of the adjacent building to the north, create seasonal interest, and human scale.

The planting at the roof will consist of a variety of plants both evergreen and seasonal. The trees will be in raised planters and grow to approximately 15-20' and will provide an overhead canopy that relates to the arbor that they are planted next to. The plants are lower growing and designed to help define spaces and create interest, but not to block views.

At intermittent roof areas where the building steps back green roofs will be provided to visually enhance the views to these rooftops from the floors above as well as provide stormwater mitigation.



STREET LEVEL PLANTING



LEVEL 8 STORMWATER PLANTING PLAN

LEVEL 47 PLANTING PLAN

planting design development

street level, green roof and top of tower plantings


blue fescue - roof


new zealand sedge -street/roof


star jasmine - street


serviceberry - roof


coral bells- roof


echinacea- roof

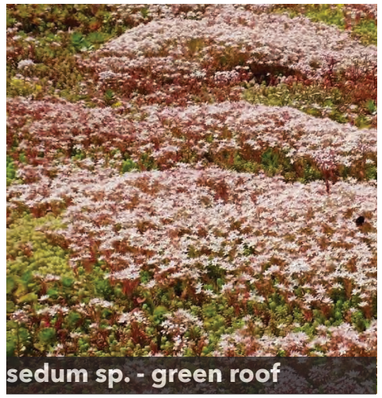

maidenhair fern-roof


red oak - street tree


box honeysuckle - roof


hosta - roof


hellebore - street and roof


sedum sp. - green roof


huckleberry- roof

Plantings for this project:

The mix of plants were chosen for hardiness and ability to survive roof deck conditions (wind, drastic change in microclimate conditions, adaptable to low watering), year round interest, low maintenance and appropriate size for tight spaces.

summary of departure requests

Setback at street level (SMC 23.49.056.b.2):

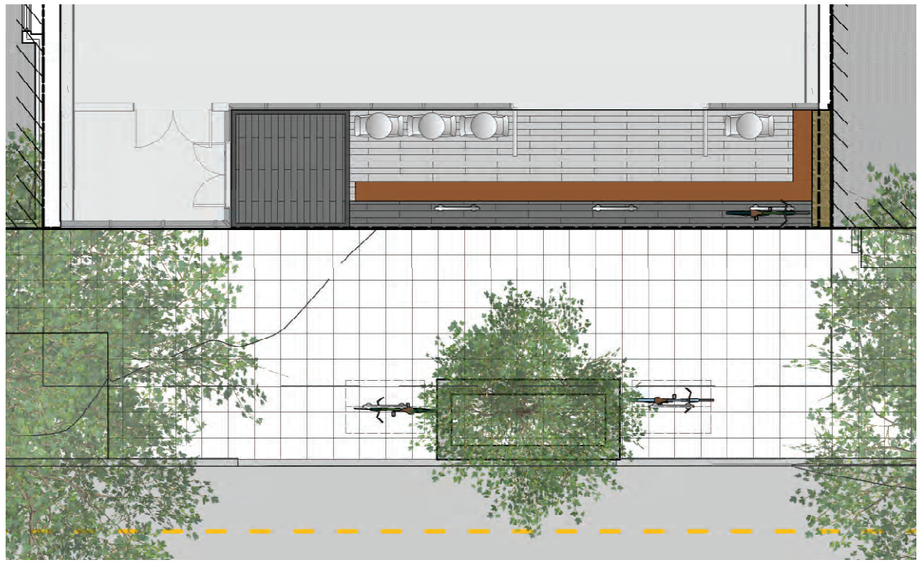
Facade setback limits:

A.1) if structure is >15-0 ft high, setback limit applies to the façade between 15-0 ft above the sidewalk and min. Façade height

B. Max area of all setbacks between street lot line & facade along each street frontage shall not exceed area derived by multiplying averaging factor by width of street front along the street. Averaging factor is 5 on class I pedestrian streets.

C. Max. Width of any setback exceeding 15-0 ft depth from lot line shall not exceed 80-0 ft or 30% of the lot frontage on that street, whichever is less

Response: The setback is 9 ft deep x 45 ft long x 21 ft tall. This is to provide a larger outdoor seating area, along with the main entry. The higher notch at the street allows for more dramatic outdoor seating area - we are able to layer the ceiling plane to create outdoor 'rooms' - further distinguishing the main emtry from the outdoor seating area. The opening behind the canopy would allow light to flow through while subtlety dividing the space.

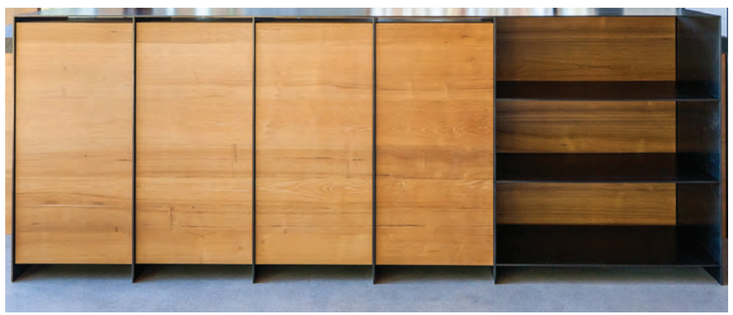


SITEPLAN

PARTIAL ELEVATION

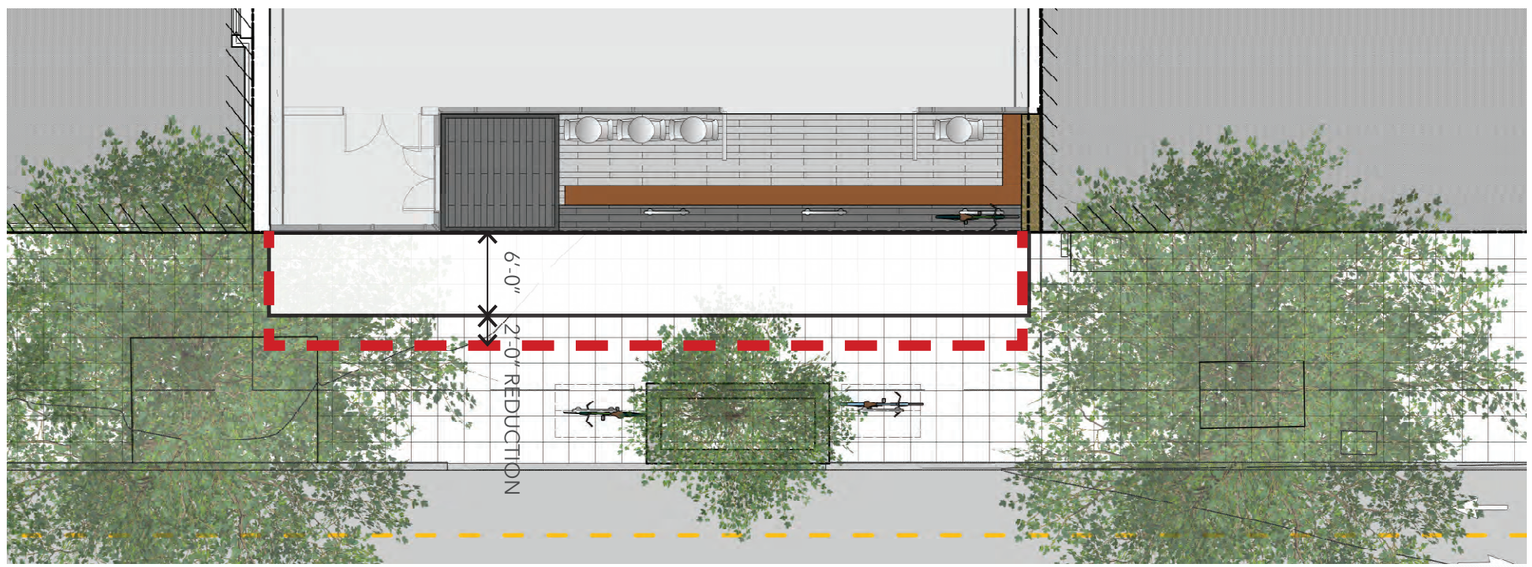
INSPIRATIONAL IMAGE: TOPOGRAPHIC MAP CEILING

LIGHTING AT CEILING MOUNTAIN RANGE
LUXR MM SERIES (CUSTOM), LED SPOTS IN VARIOUS LENGTHS



INSPIRATIONAL IMAGE:
BAR WALL - BLACKENED STEEL WITH WOOD INSERT

summary of departure requests



SITEPLAN

STREET EDGE SECTION

Overhead Weather Protection (SMC 23.49.018): : The Code requires that overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.

The applicant is proposing to reduce the width of the overhead weather protection by 2 feet to reduce potential impacts to the existing street trees along 4th Ave.

The justification as stated is the desire to maintain healthy tree coverage along 4th Ave.

The Board indicated full support of the departure request for the reasons provided, as the departure has the potential to better meet the intent of Design Guidelines B-3.3. Pedestrian Amenities at the Ground Level, C-1.3. Street Level Articulation for Pedestrian Activity, C.4 Reinforce Building Entries, C.5 Encourage Overhead Weather Protection, D-1.1. Pedestrian Enhancements,

C-5.A, Overhead Weather Protection Design Considerations.

Response: To help keep healthy tree coverage along 4th Ave we propose a 2-0 reduction in the width of the weather protection. The full depth would interfere with the existing street trees.

EXISTING STREET TREES AT THE CORNERS OF PROJECT

summary of departure requests

Upper-Level Development Standards (Maximum Tower Width SMC 23.49.058): The code limits tower width of the lot which amounts to 48'. The applicant proposes a tower width that is 1'-10" to 3'-10" wider than permitted (50'-10" to 53'-10" wide).

a. The Board did not support this departure as shown in the EDG packet. The Board stated that there are a lot of questions remaining in terms of building fenestration and glazing and that they were not fully convinced that the departure to increase tower width would result in a design that better meets the intent of the Design Guidelines, especially as the design is striving for a slender building expression.

If the applicant continues to request this departure, the Board noted that additional explorations and studies will be required to show how the departure will lead to a design that better meets the intent of Design Guidelines , such as to better conceal the tower core, or accentuate the tower top, better express the slender tower concept, or other design rational. This information will require clear depictions of the departure in the Recommendation packet, including three-dimensional representation with elevations and sections that demonstrate how the building will result in a better design.

The Board did not support development of Alternative 2 or the related departure.

Response: From the Board's recommendation, the design team considered several options, including a code compliant version, as the concept was further developed. In the code compliant option, keeping the tower at the maximum 48' width, the proposal is lovely but it lacks the added detail and complexity of the gentle massing stepping that further empathsizes the concept. There is also a lack of modulation and no reduction in bulk - the lot is too small to reduce floor plates as we rise.

The revised preferred concept was strengthened by adding gradiant of color, frit pattern development, mulltion extensions with a destinct pattern and most importantly, sublter change in the mass of the tower as it rises. This subtle massing trimming helps the tower read as .....

.

levels 8-19 90% at street facade and 83% at alley facade:

Approx. 372 GSF per flr

levels 20-46 80% at street facade and 83% at alley facade:

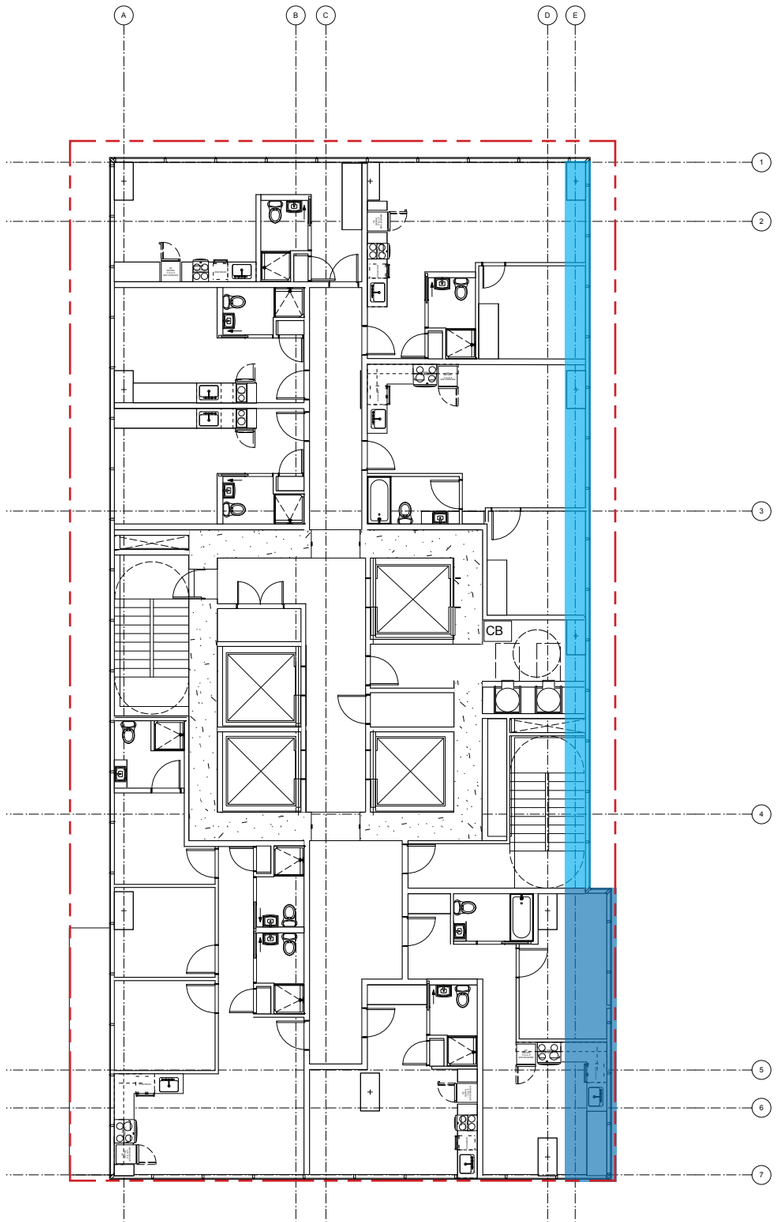
Approx. 215 GSF per flr)

See Pages xxxxx

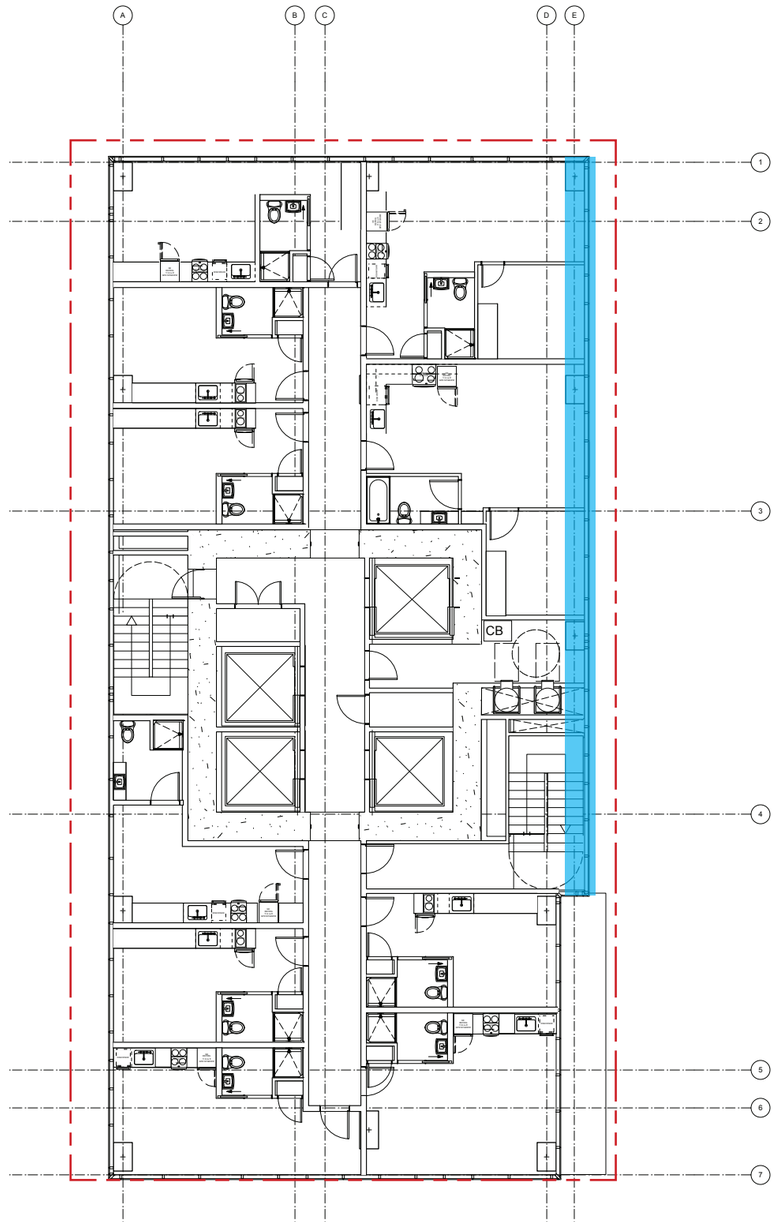
KEY (AREAS PART OF THE REQUESTED DEPARTURE)

90% of site width, 53'-10"

83% of site width, 51'-10"

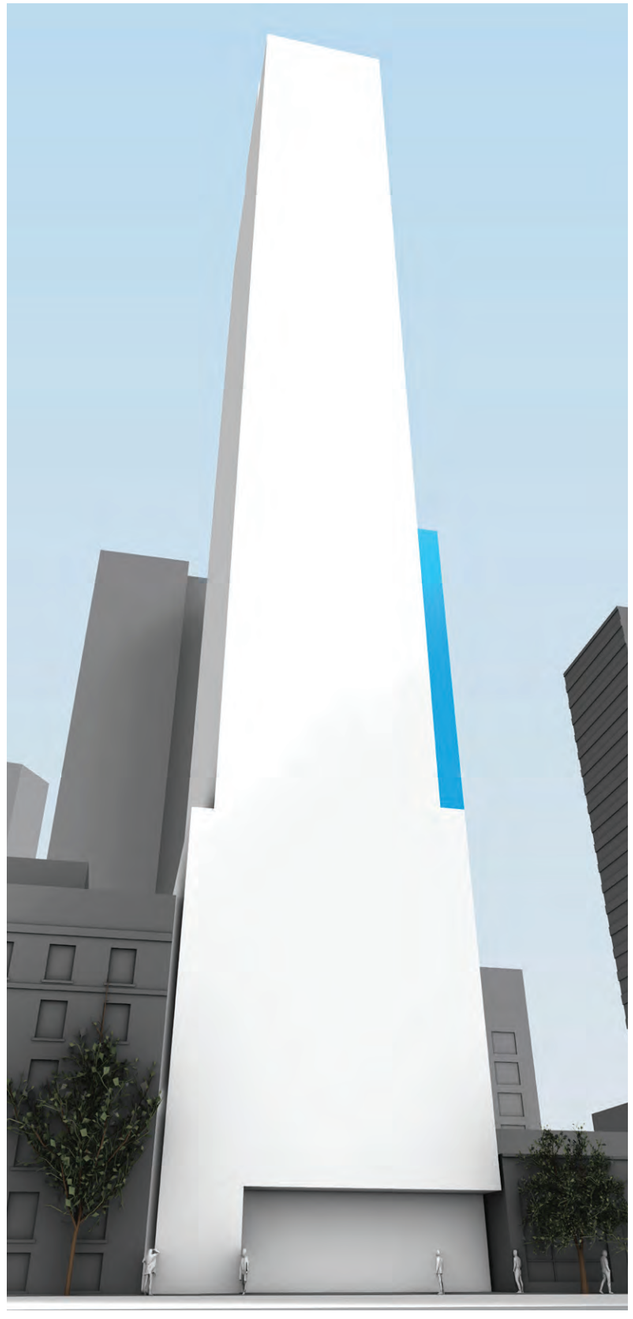


TOWER FLOOR PLAN: LEVELS 8 - 19 RESIDENTIAL

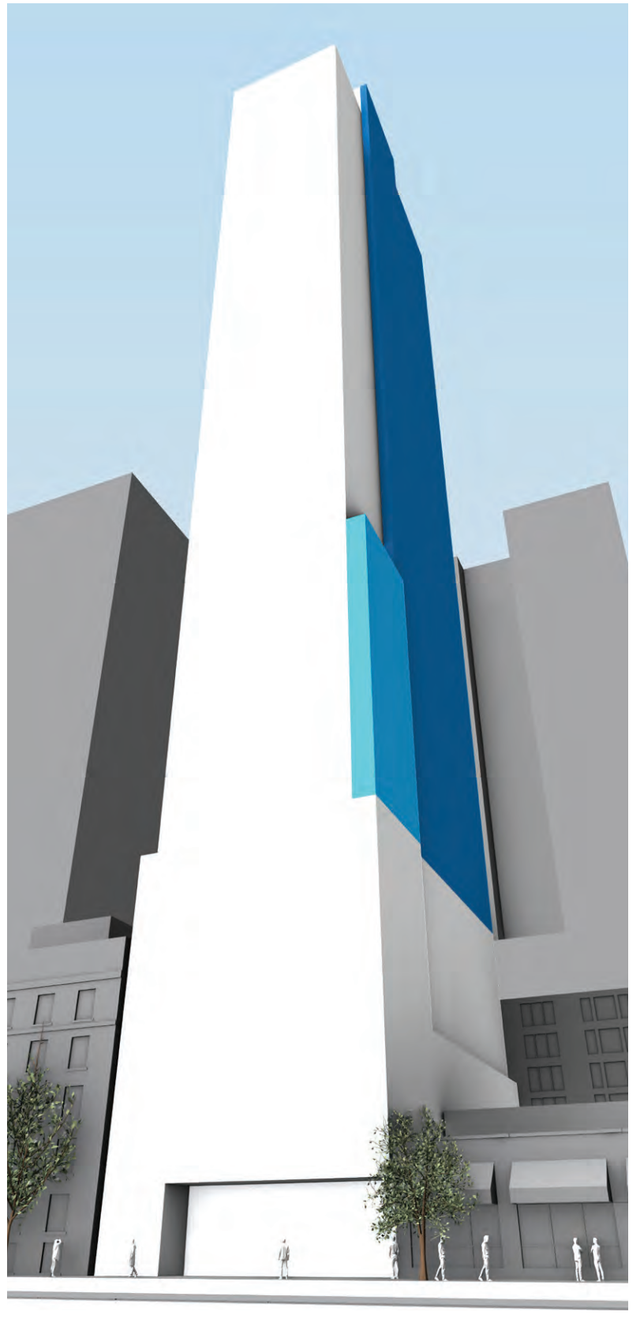


TOWER FLOOR PLAN: LEVELS 20 - 46 RESIDENTIAL

summary of departure requests



CODE COMPLIANT TOWER



TOWER WITH DEPARTURES

Upper-Level Development Standards (Maximum Tower Width SMC 23.49.058): cont

While the project is located on an interior lot, the design focuses on providing balance and importance to all facades equally starting at 85 FT since the likelyhood of changes on the neighboring lots is low. the corner lot to the north and the property cannot be developed to be any taller than 160 FT (currently there is no plans for development of either of those lots). The property across the alley is a newer building that is less than 85 FT.

Departure allows for the following:

A.2 Enhance the Skyline

By adding slightly to the floor plates at lower levels we are able to carve away mass to reduce the bulk of the tower as it rises.

A2-2.1.a Sculpt or profile the facade

The departure allows for this by giving us floor area to eliminate as the tower rises. we also wanted to give more breathing room to the brick building to the south

B-1.c Visual Interest

Although the steps are subtle, they add an additional layer of detail that further enhances the concept and the overall building's design

B-2.3 Reduction in Bulk (reducing the bulk of the upper floors)

B-2.A Discourage bulky structures, in particular unmodulated structures are discouraged.

By adding slightly to the floor plates at lower levels we are able to carve away mass to reduce the bulk of the tower as it rises.

B-4.1 Massing and coherent architectural concept. Distinct building volumes.

The subtle steps add the concept by enhancing the steps - creating a series of building volumes.

KEY (AREAS PART OF THE REQUESTED DEPARTURE)

90% of site width, 53'-10"

83% of site width, 51'-10"

tower design development

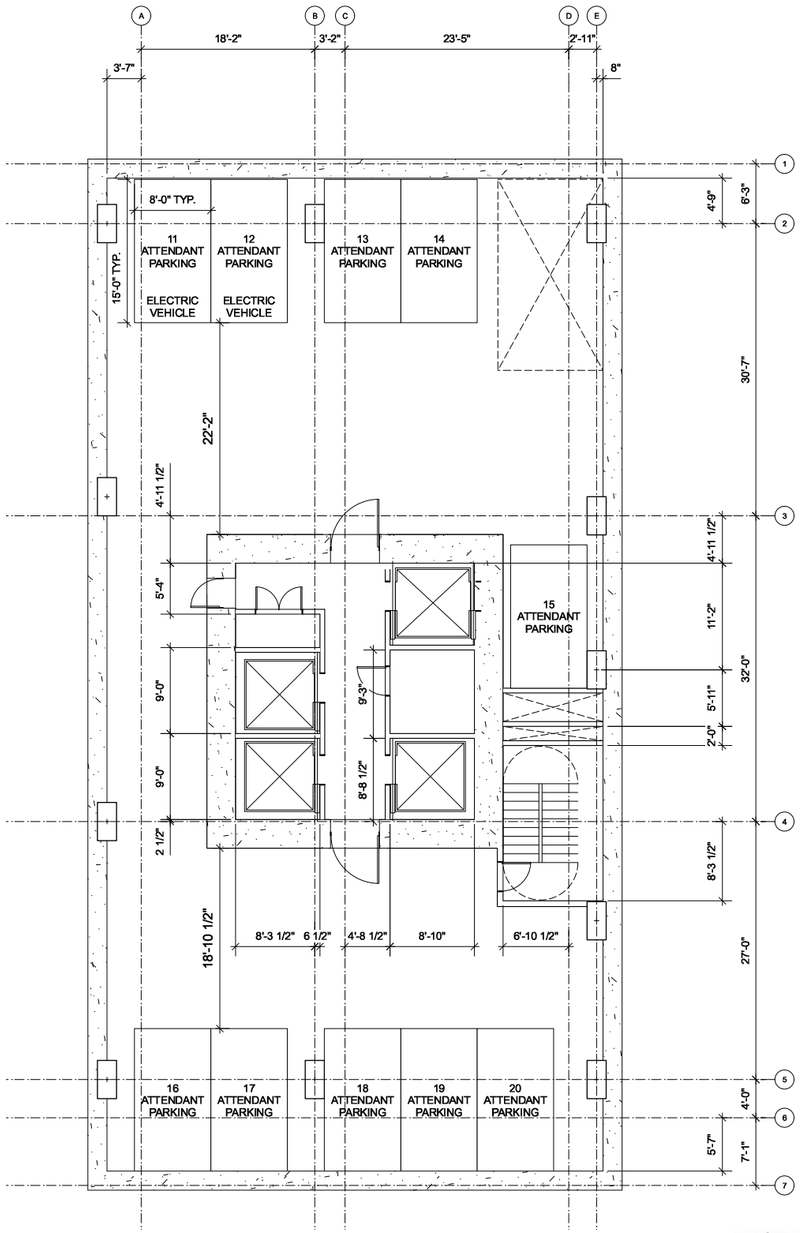
perspectives

tower design development

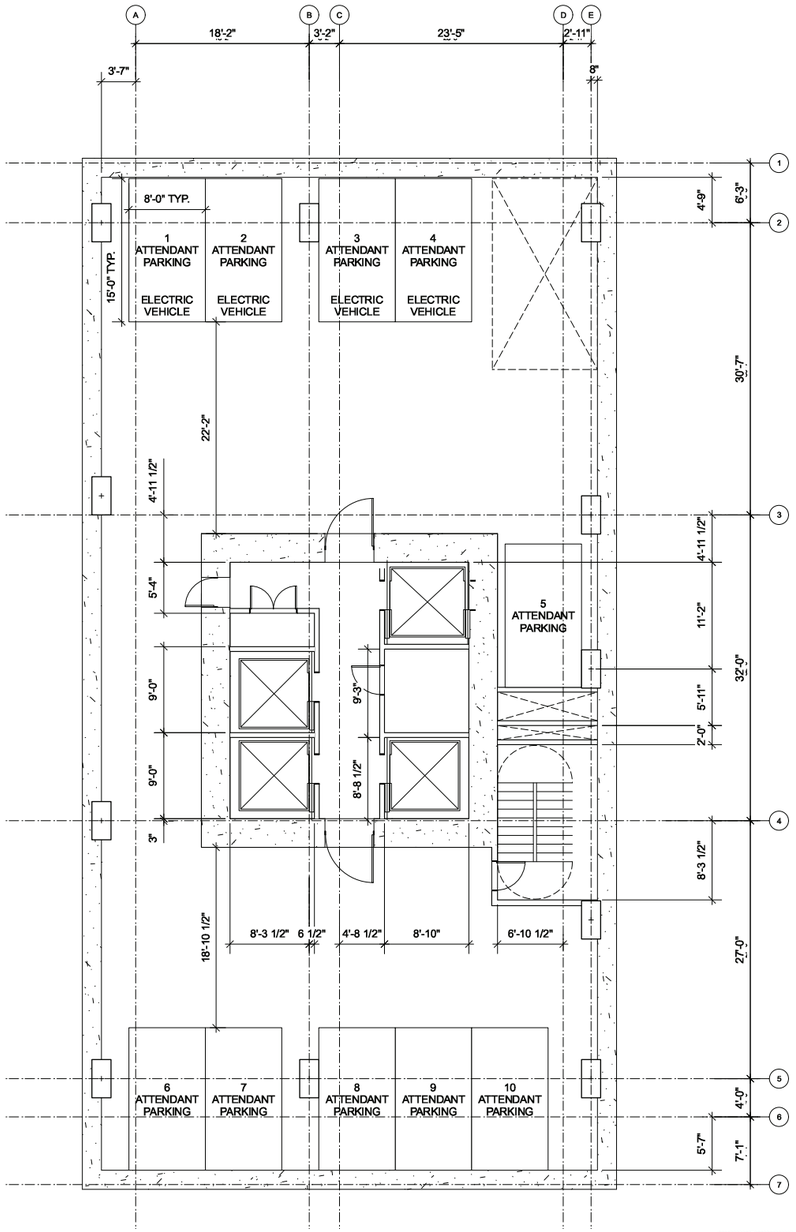
perspectives

tower floor plans

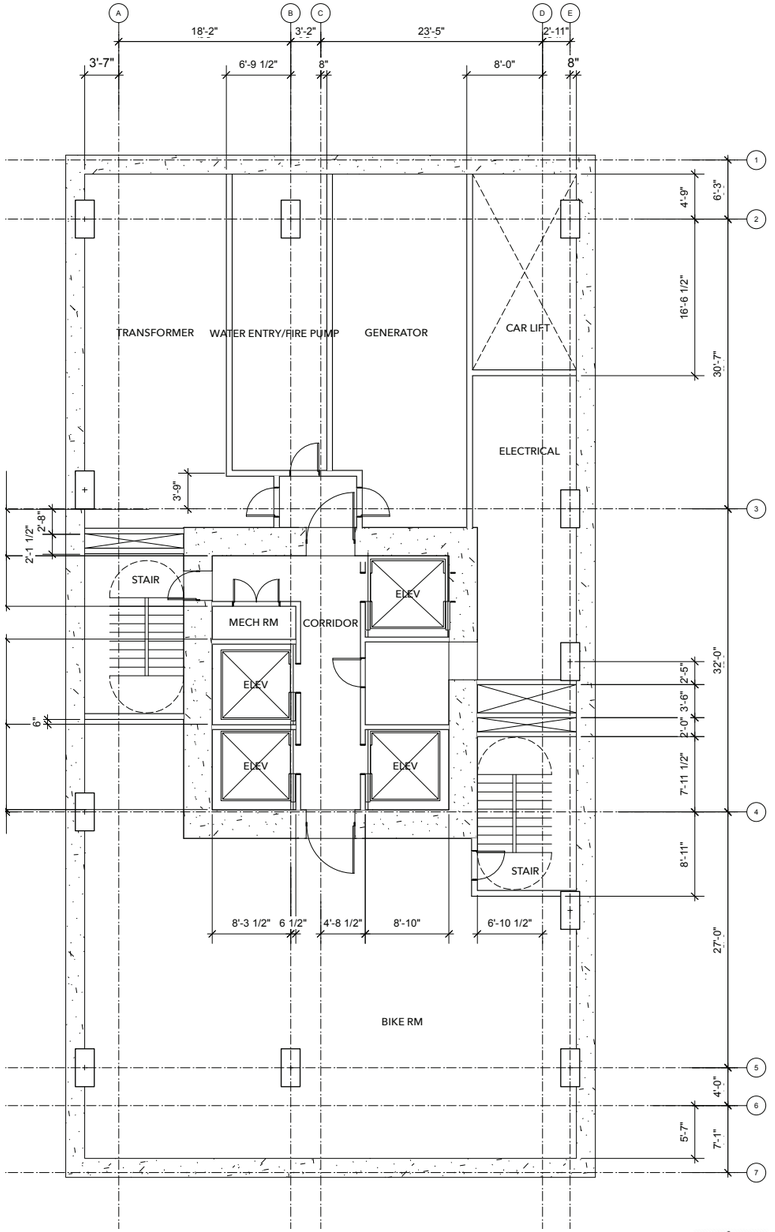
basement plans



TOWER FLOOR PLAN: LEVEL -3 PARKING



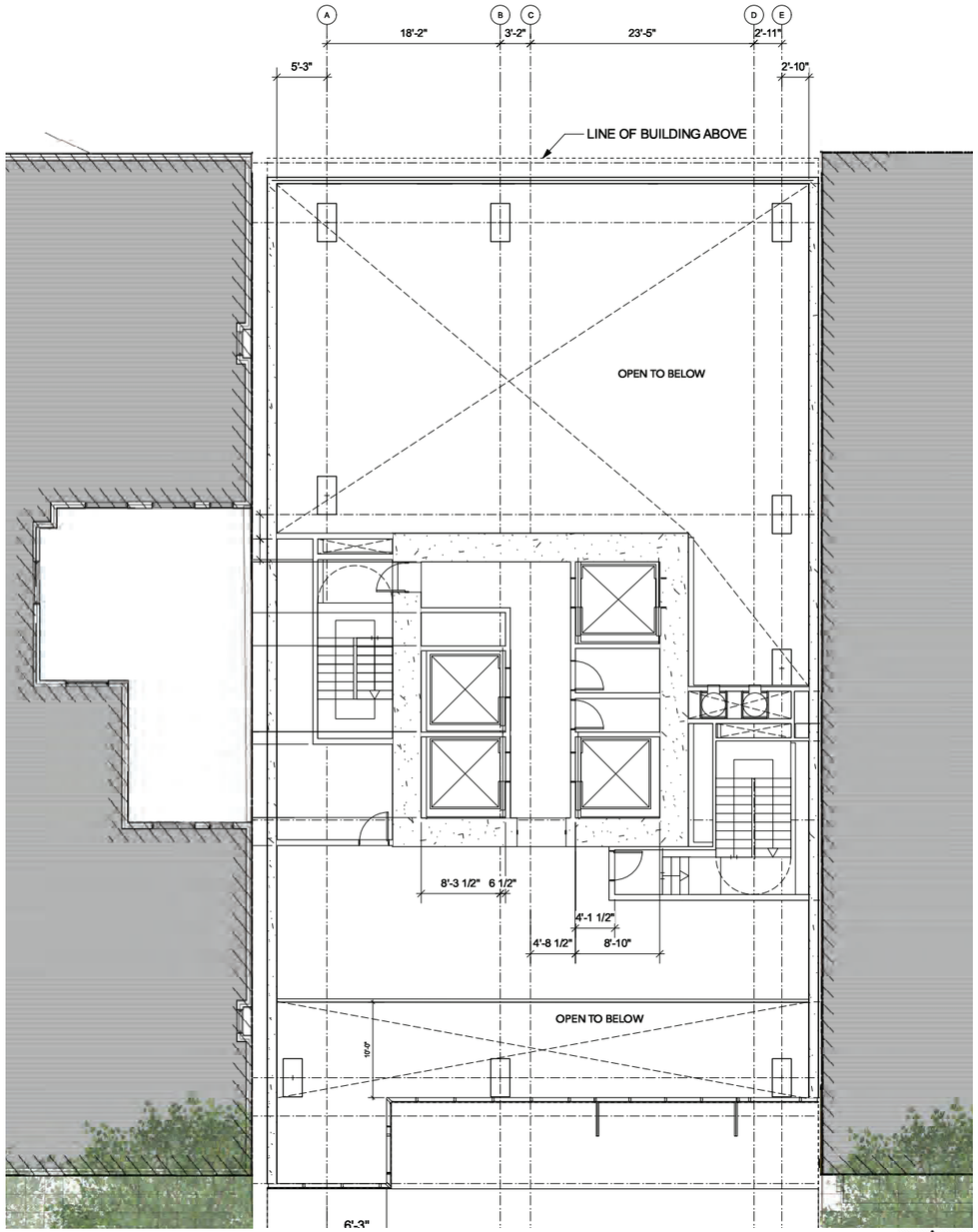
TOWER FLOOR PLAN: LEVEL -2 PARKING



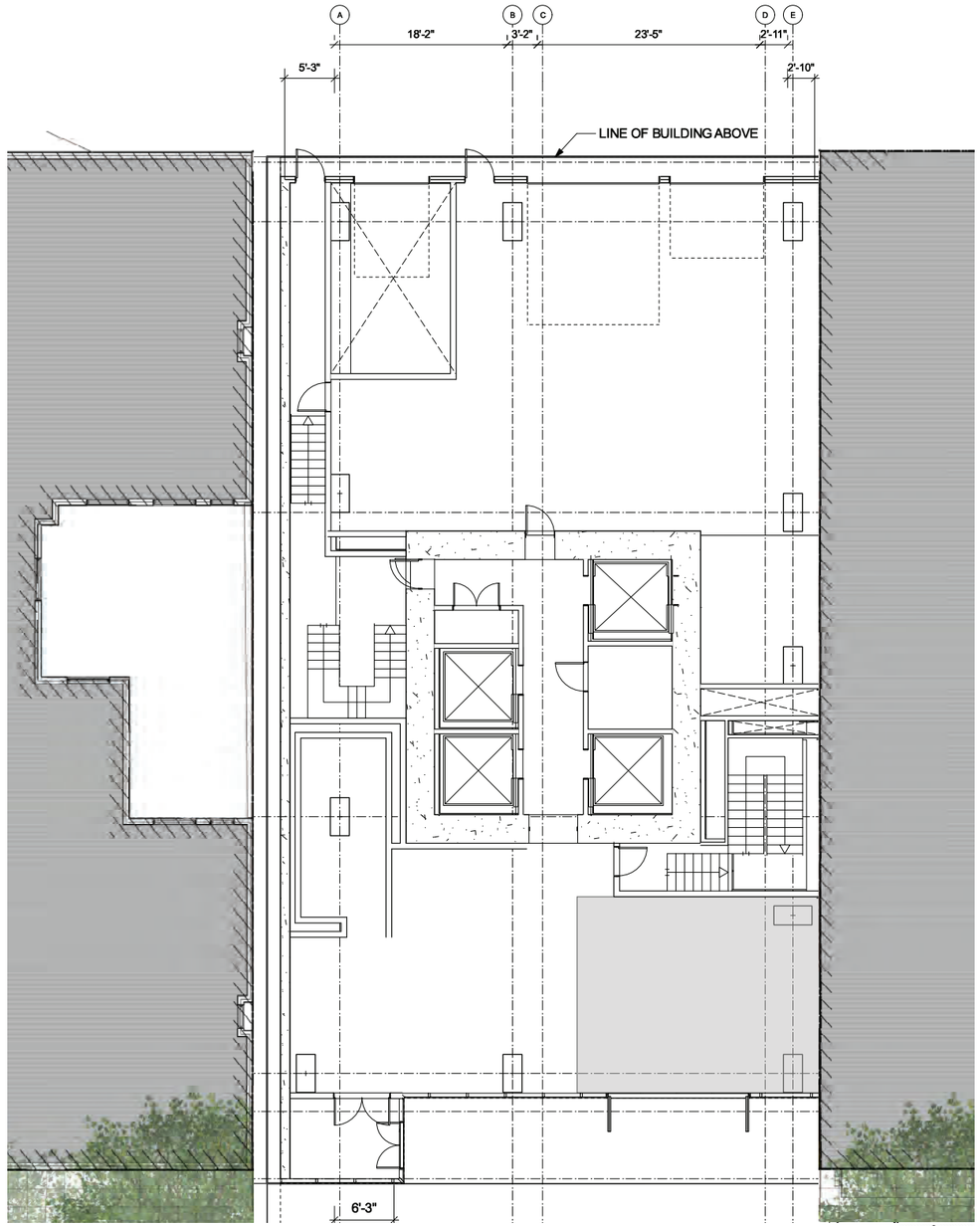
TOWER FLOOR PLAN: LEVEL -1 BASEMENT

tower floor plans

street and level 2 plans



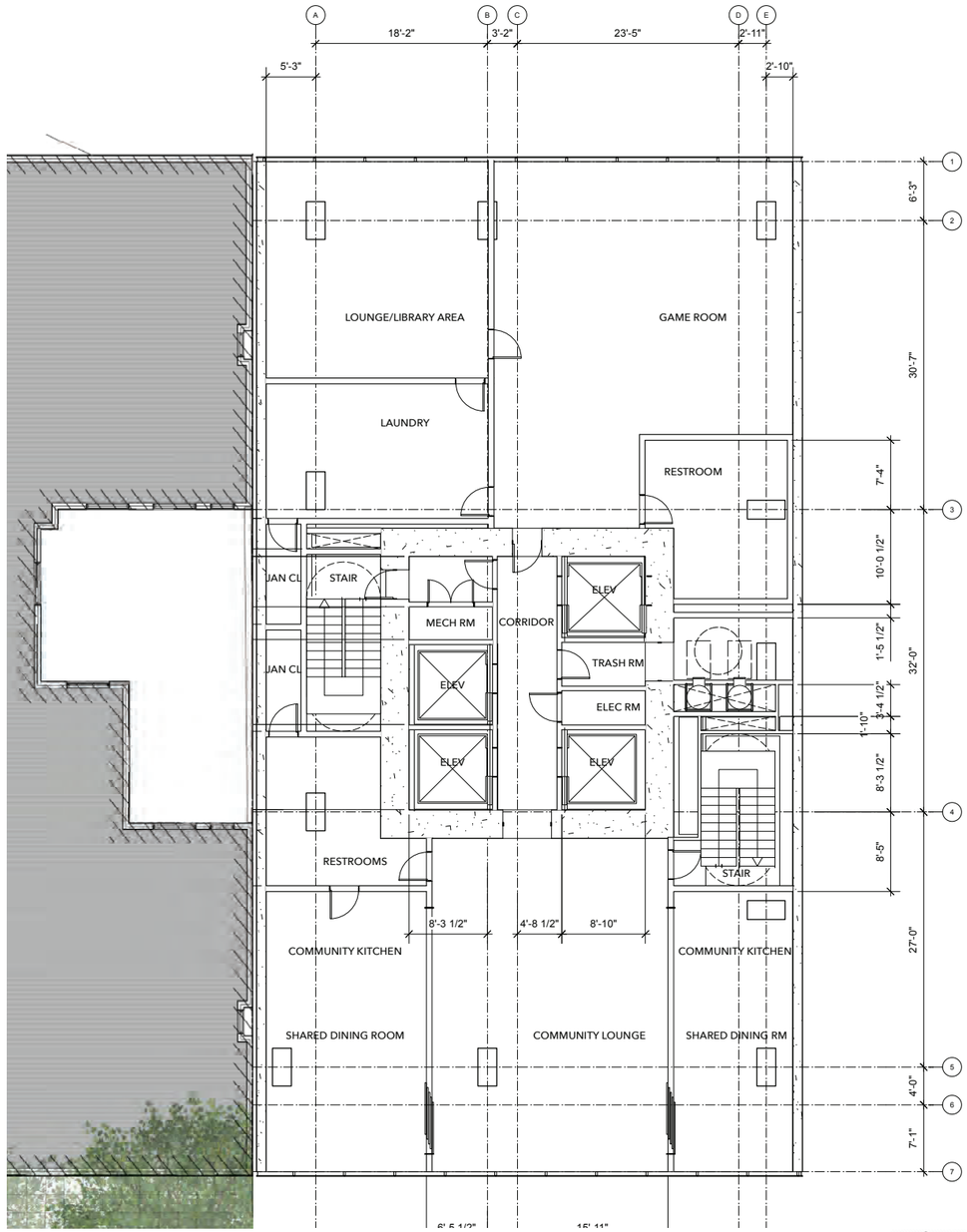
TOWER FLOOR PLAN: LEVEL 2 AMENITY



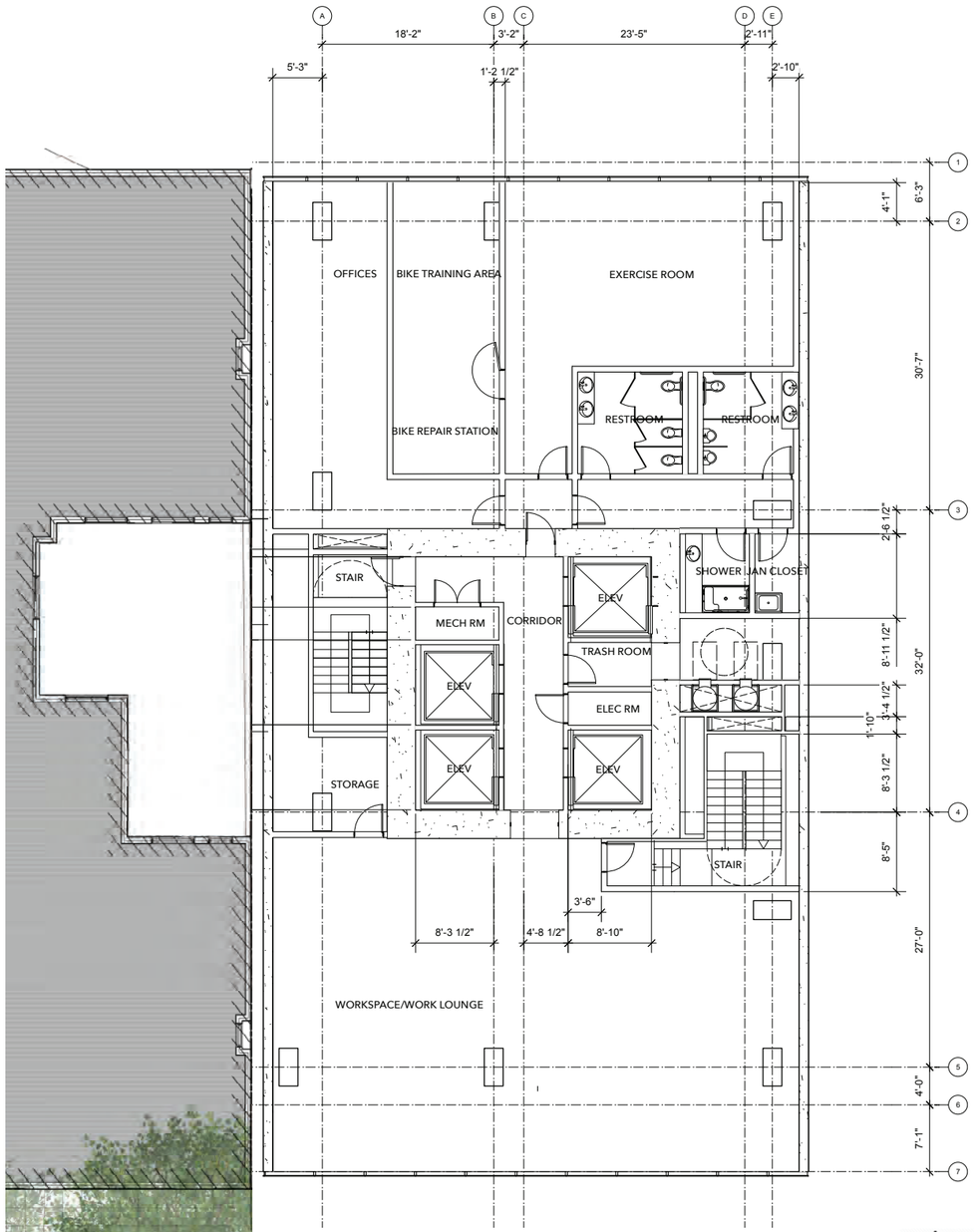
TOWER FLOOR PLAN: STREET LEVEL

tower floor plans

residential levels



TOWER FLOOR PLAN: LEVEL 2 AMENITY AREAS



TOWER FLOOR PLAN: LEVEL 3 AMENITY AREAS

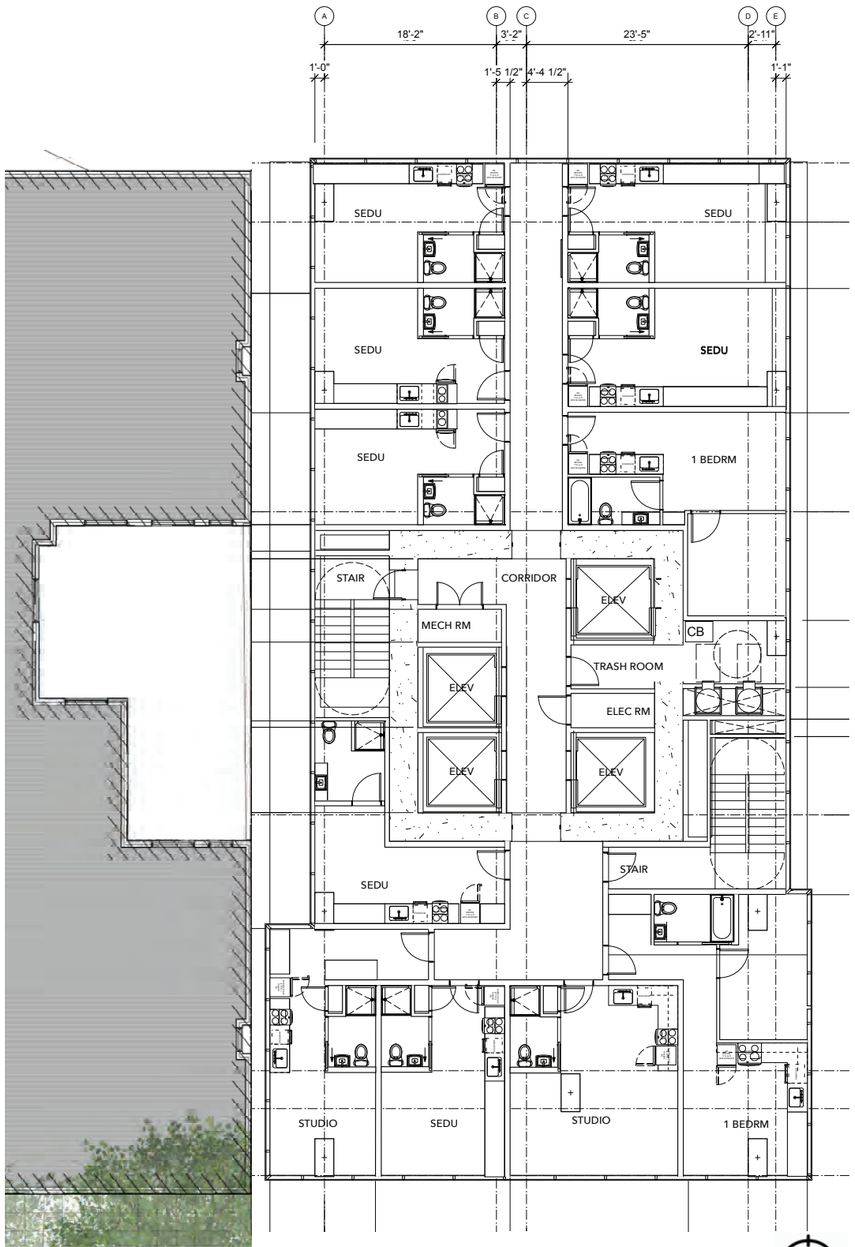
tower floor plans

residential levels (showing areas part of the departure request)

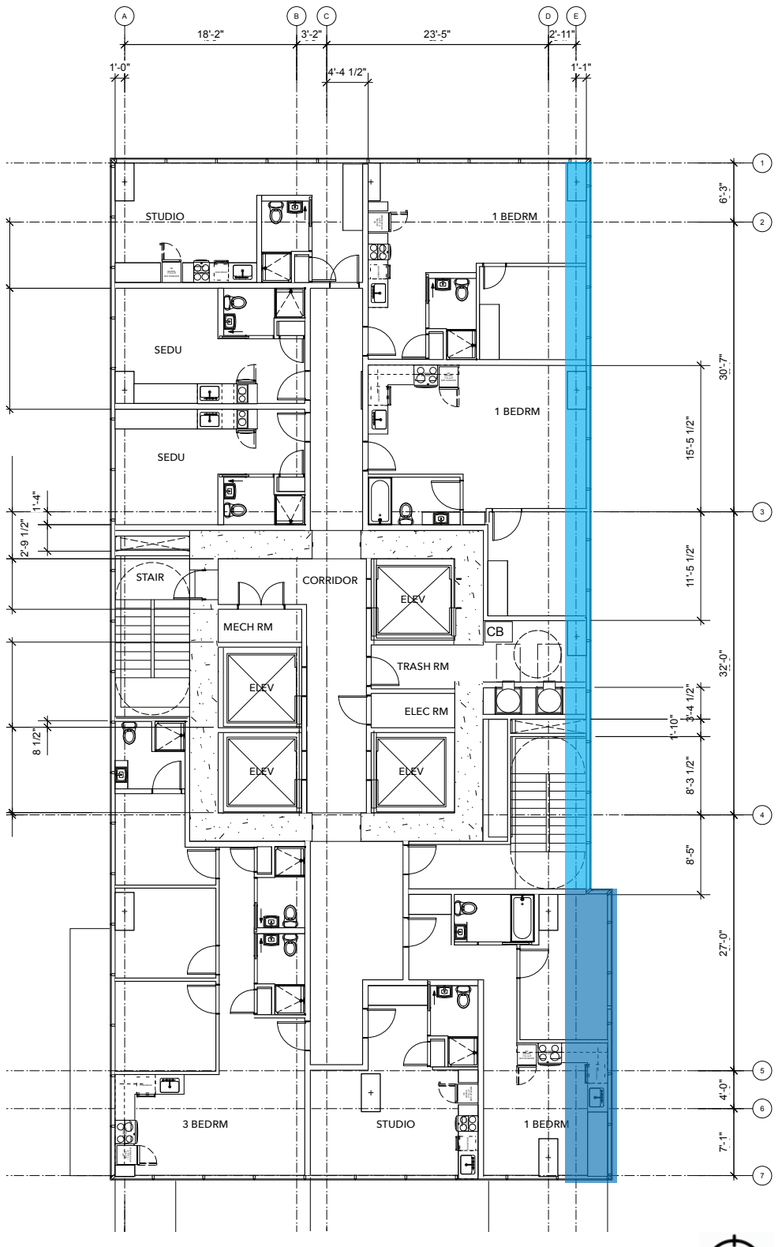
KEY (AREAS PART OF THE REQUESTED DEPARTURE)

90% of site width, 53'-10"

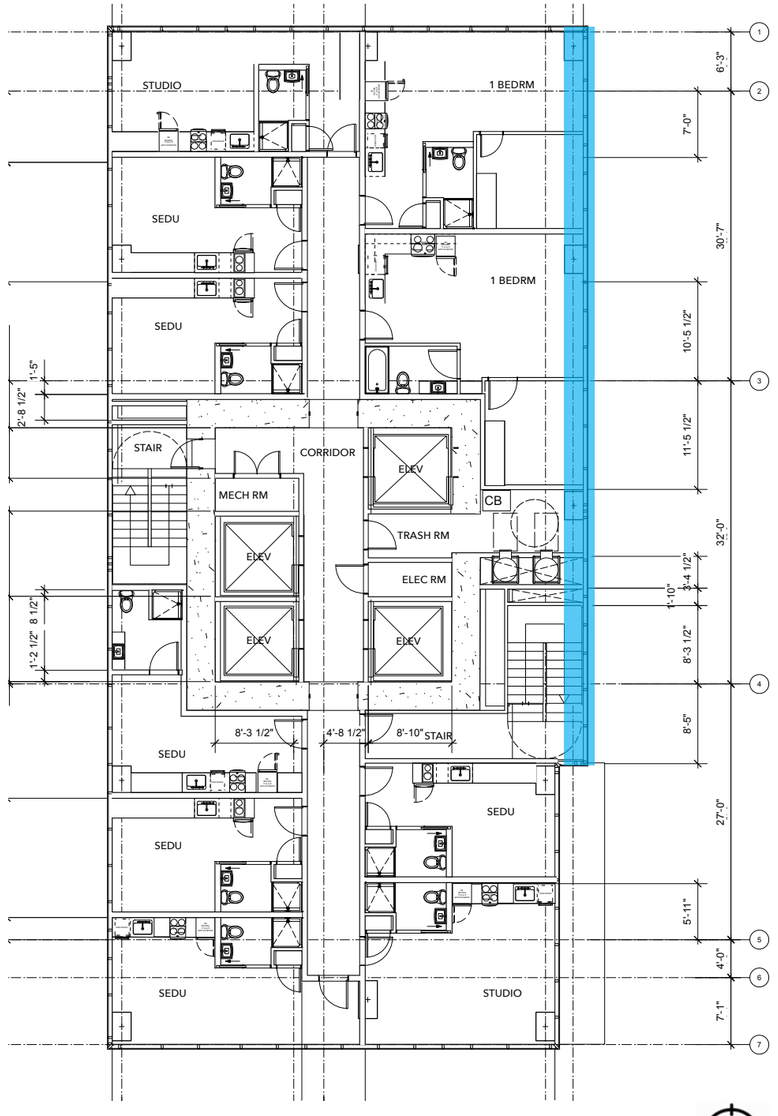
83% of site width, 51'-10"



TOWER FLOOR PLAN: LEVELS 4 - 7 RESIDENTIAL



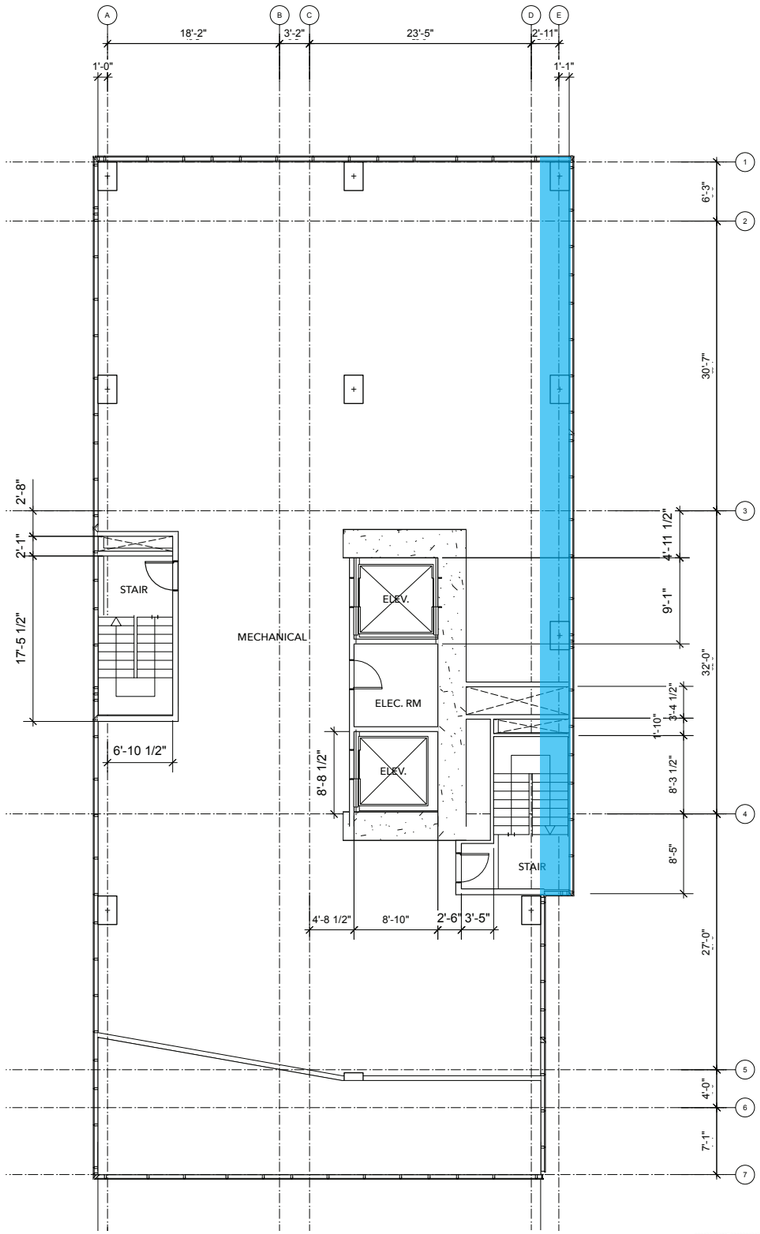
TOWER FLOOR PLAN: LEVELS 8 - 19 RESIDENTIAL



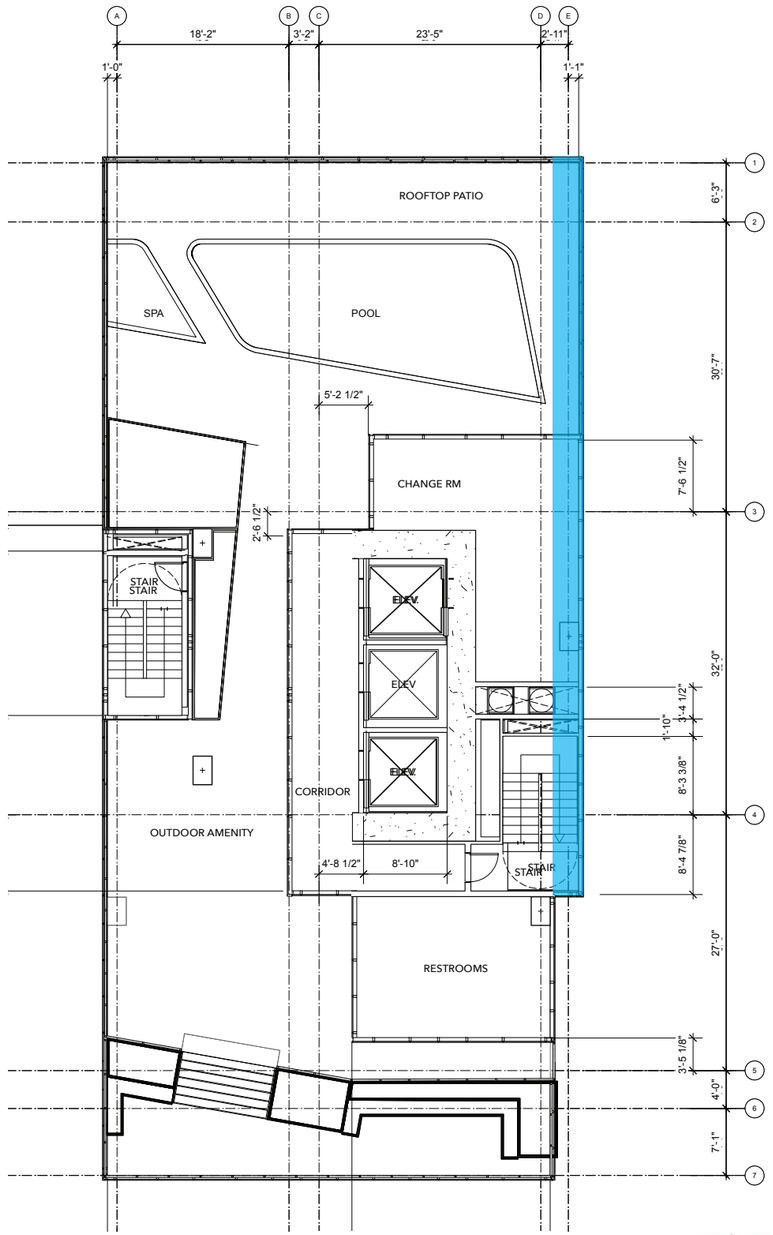
TOWER FLOOR PLAN: LEVELS 20 - 45 RESIDENTIAL

tower floor plans

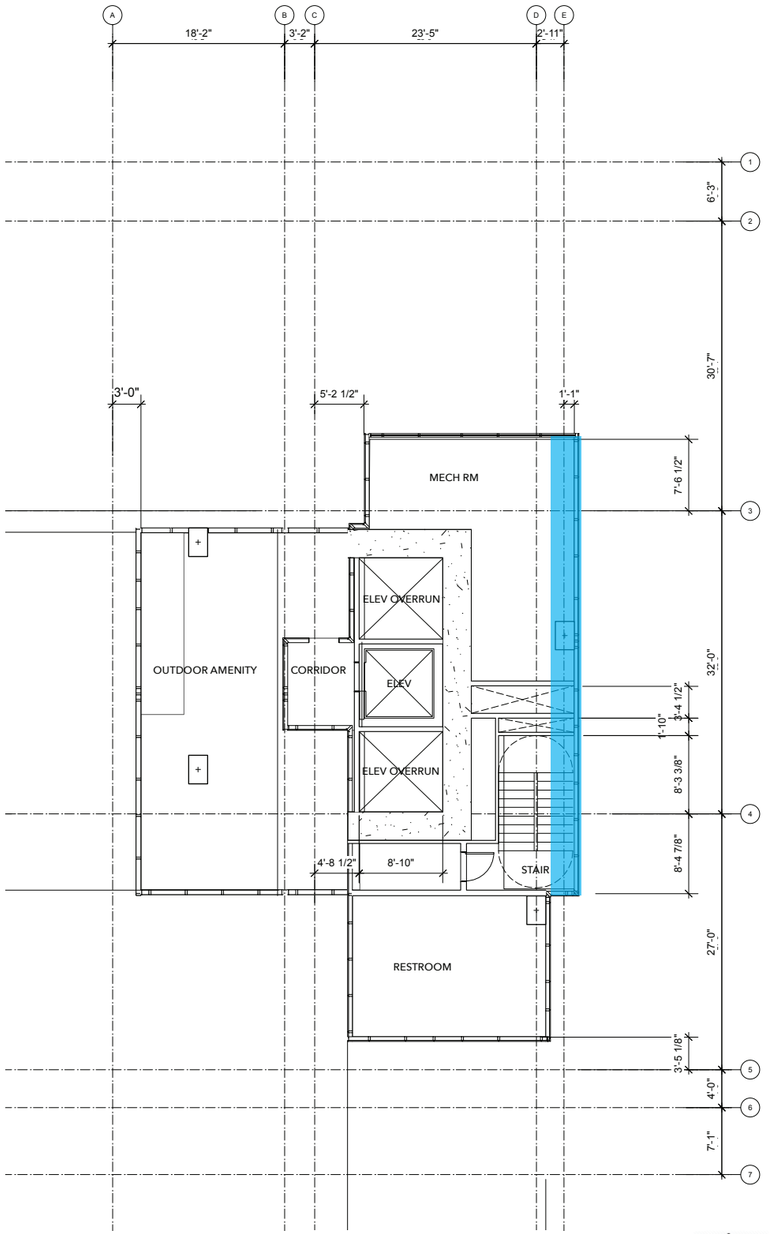
residential levels



TOWER FLOOR PLAN: LEVEL 46 POOL EQUIPMENT LEVEL



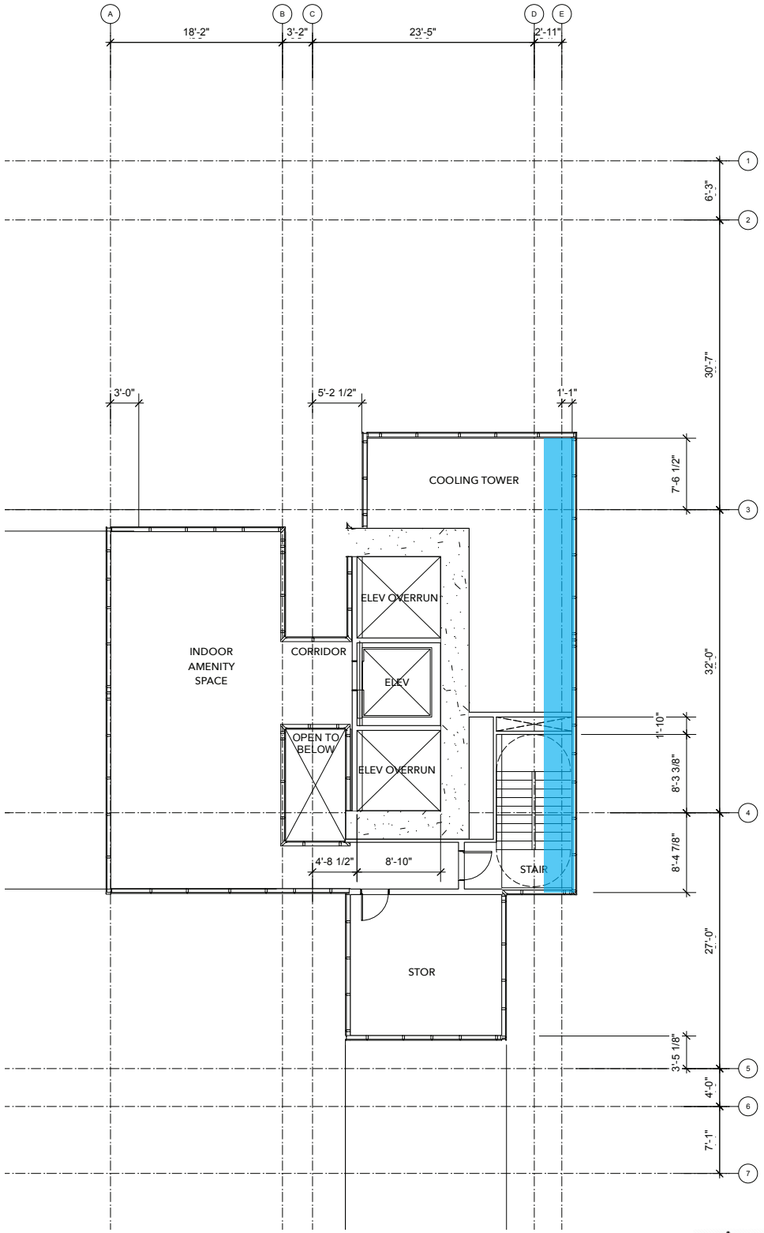
TOWER FLOOR PLAN: LEVEL 46 AMENITY AREA



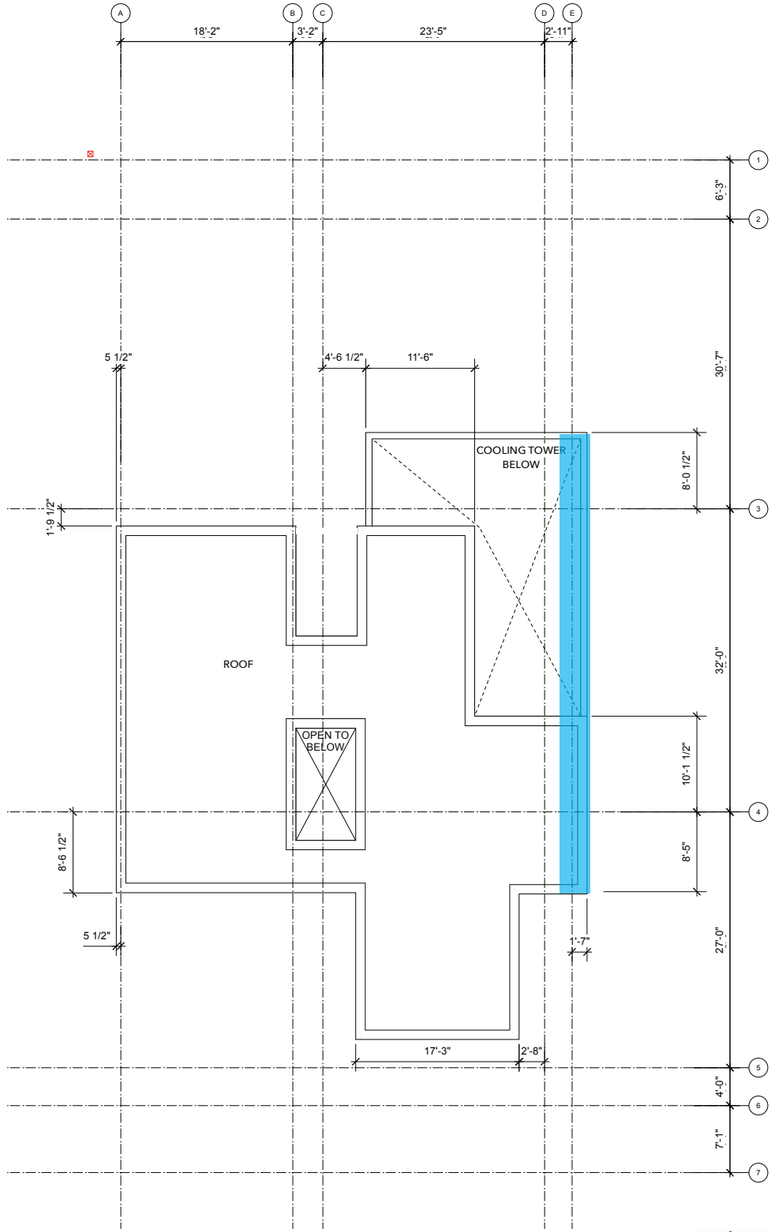
TOWER FLOOR PLAN: LEVEL 47 AMENITY AREA/MECHANICAL

tower floor plans

residential levels (showing areas part of the departure request)



TOWER FLOOR PLAN: LEVEL 48 AMENITY AREA/MECHANICAL



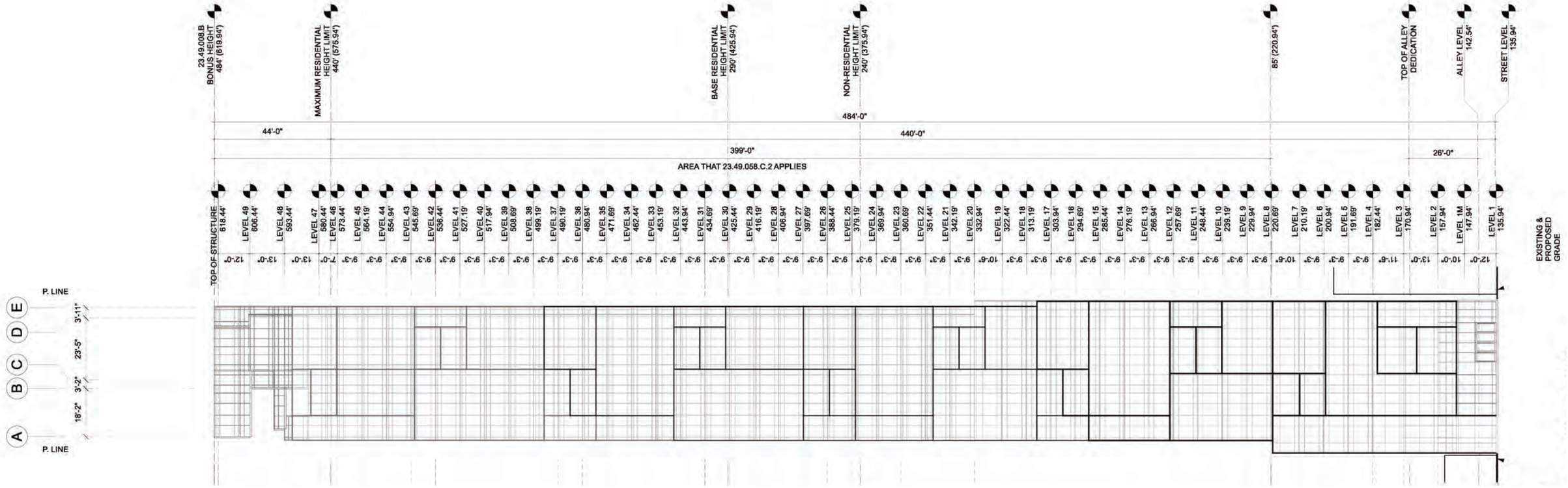
TOWER ROOF PLAN

KEY (AREAS PART OF THE REQUESTED DEPARTURE)

- 90% of site width, 53'-10"
- 83% of site width, 51'-10"

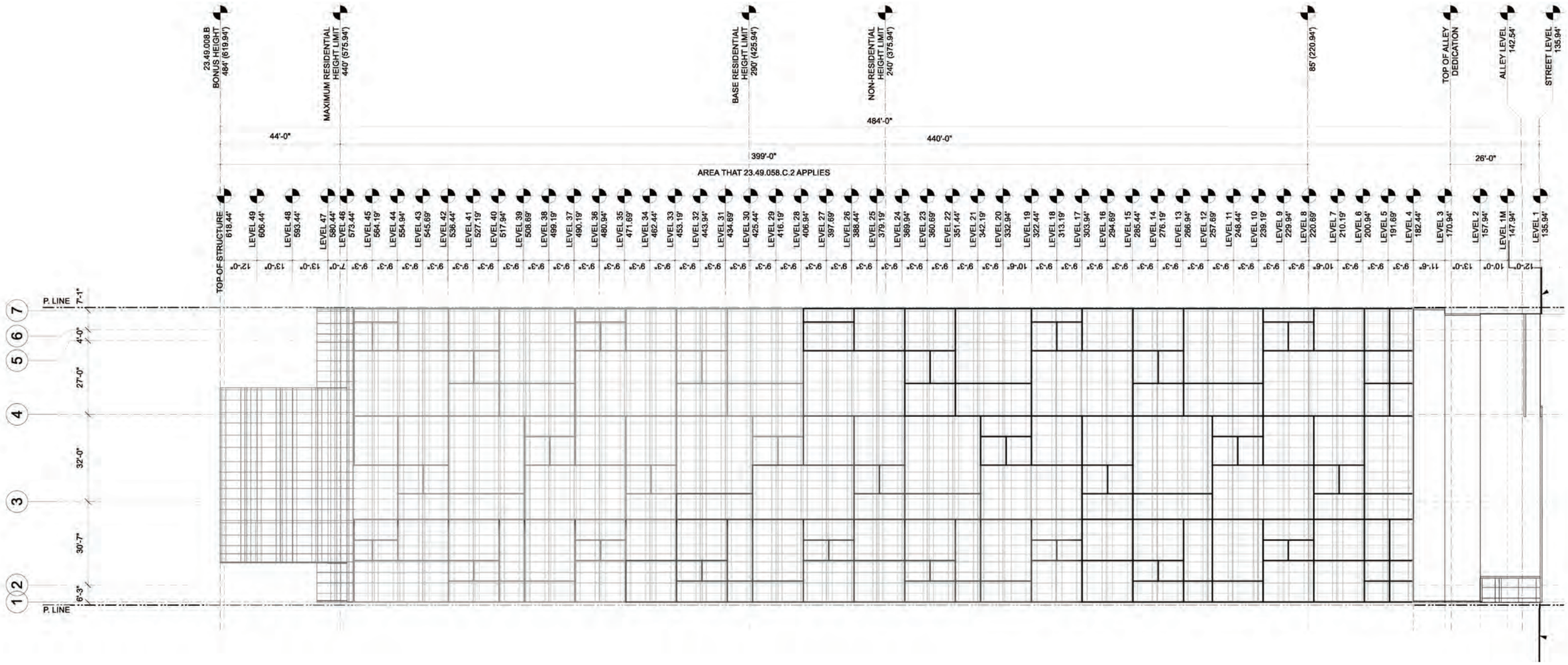
tower elevations

east (street) elevation



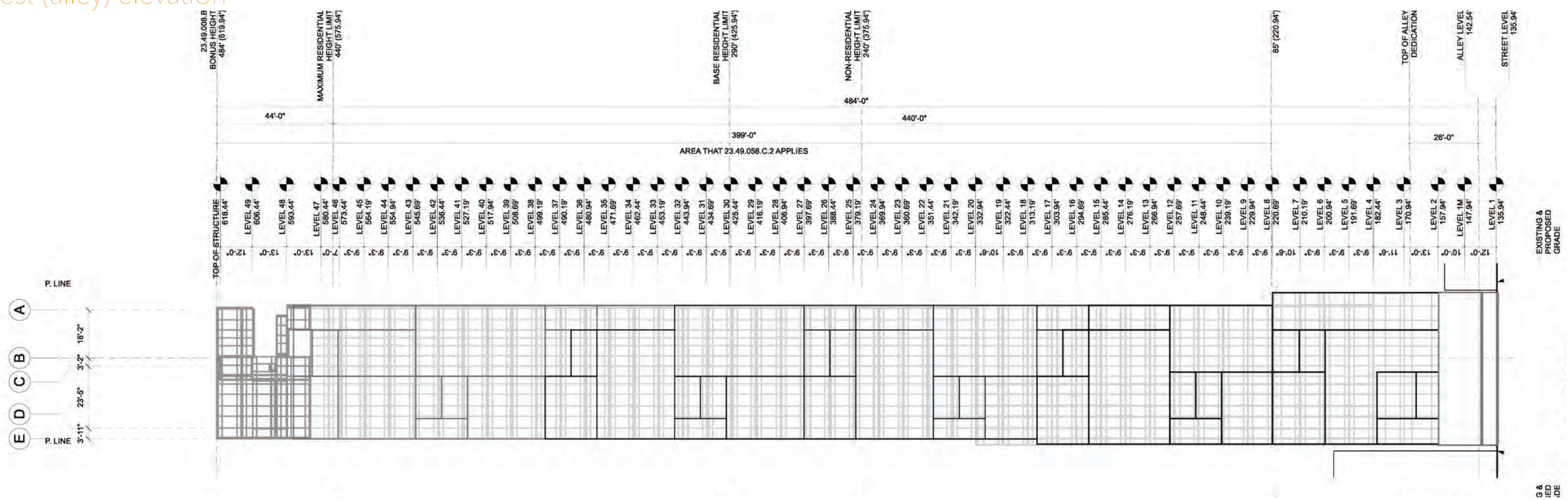
tower elevations

south elevation



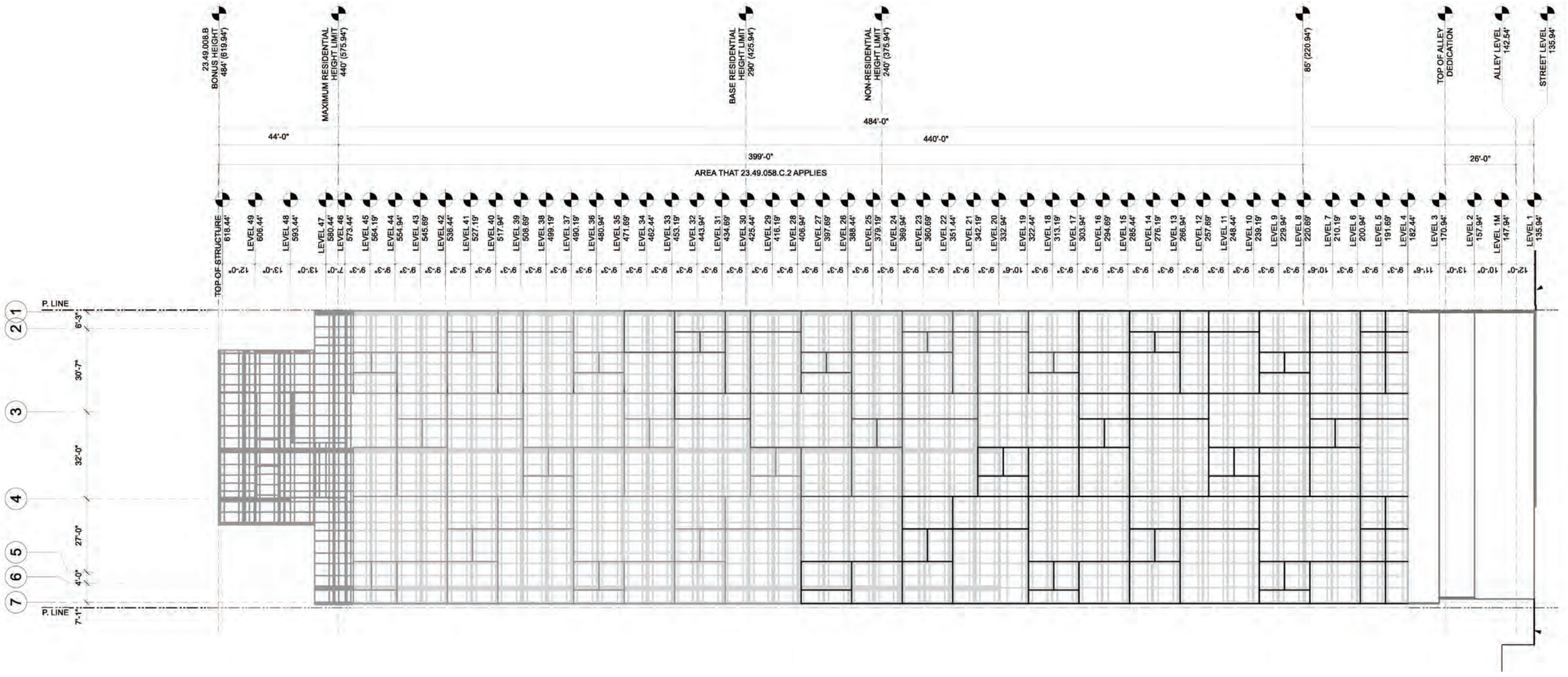
tower elevations

west (alley) elevation



tower elevations

north elevation



third place design co-operative

where architecture meets community