PROJECT INFORMATION

PROPERTY ADDRESS
701-719 Fourth Avenue
Seattle, WA 98104

DPD PROJECT #
3020955

OWNER
4th & Columbia LLC
2200 Biscayne Blvd
Miami, FL 33137
303 374 5400

ARCHITECT
LMN Architects
801 Second Avenue, Suite 501
Seattle, WA 98104
206 682 3460

4/C

4TH & COLUMBIA

DOWNTOWN DESIGN REVIEW BOARD

EARLY DESIGN GUIDANCE MEETING ON 11.17.15

PROJECT NO. 3020955

TABLE OF CONTENTS

1/ DEVELOPMENT OBJECTIVES

The proposed building is a high-rise mixed-use office and residential tower of approximately 101 stories above grade. The intent is to maximize the population of the tower in order to support a dense, vibrant community downtown, while creating a complementary addition to the Seattle skyline.

Located across the street from the Columbia Center, the site is on the west side of 4th Avenue between Columbia and Cherry Streets. The street level provides 2 levels of retail and lobbies, followed by a podium with 4 levels of above-grade parking, 6 levels of office, and 6 levels of hotel. Common recreation areas, including outdoor space for the residential units, are located at the podium roof level, in various carve-outs and setbacks in the podium, and in additional amenity levels of the tower. A slender residential tower extends from the podium to a proposed height of 1,111 feet above 4th Avenue.

PROGRAM SUMMARY

COMMERCIAL		310,762 sf
Retail	2 levels	15,500 sf
Office	6 levels	151,650 sf
Hotel	6 levels	143,612 sf
RESIDENTIAL		
Approx. 1200 units	83 levels	1,104,000 sf
PARKING		
Approx. 750 stalls		8 levels Below Grade / 4 levels Above Grade

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2/ DESIGN VISION

24/7

Seattle residents aren't surprised at how fast the city is growing. Eclectic culture; connection to nature; variety of small business; these are all components that set Seattle apart from any other city in America. From the iconic Space Needle to the Pioneer Square Underground, the urban landscape tells the tale of the city's history. As the city grows, the question arises, what does it mean to be a major city in the 21st century, and how will future building reflect this?

Seattle gets sustainable growth, and understands that you don't have to give up your uniqueness when you get big.

Sustainable growth means creating a critical mass, smaller footprint, the most people using the minimum amount of resources resulting in mutual benefit.

Sustainable growth means acknowledging your history and neighbors, being mindful of the past, creating a product that seamlessly fits in and functions as if it has always been there.

Sustainable growth means activating spaces 24/7, utilizing every space at every time of day, making spaces versatile enough to change with the ebb and flow of people .

4/C Neighborhood Activity Present & Future

EXISTING & UNDER CONSTRUCTION

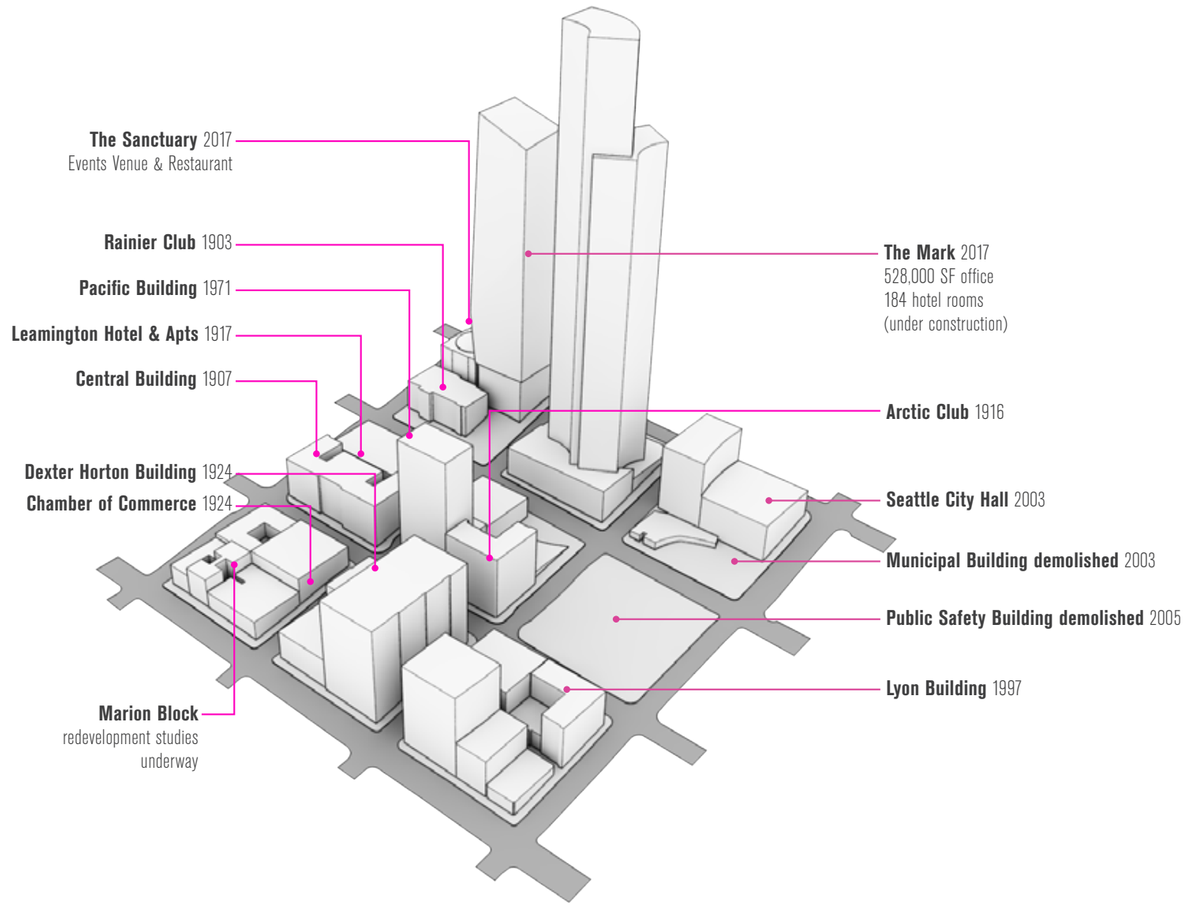
POPULATION DATA

Employees

Residents

Visitors

DENSITY: 13,321 PER SQ MI
Comparable to BOSTON, MA



2020 BUILD-OUT (ALL PROPOSALS)

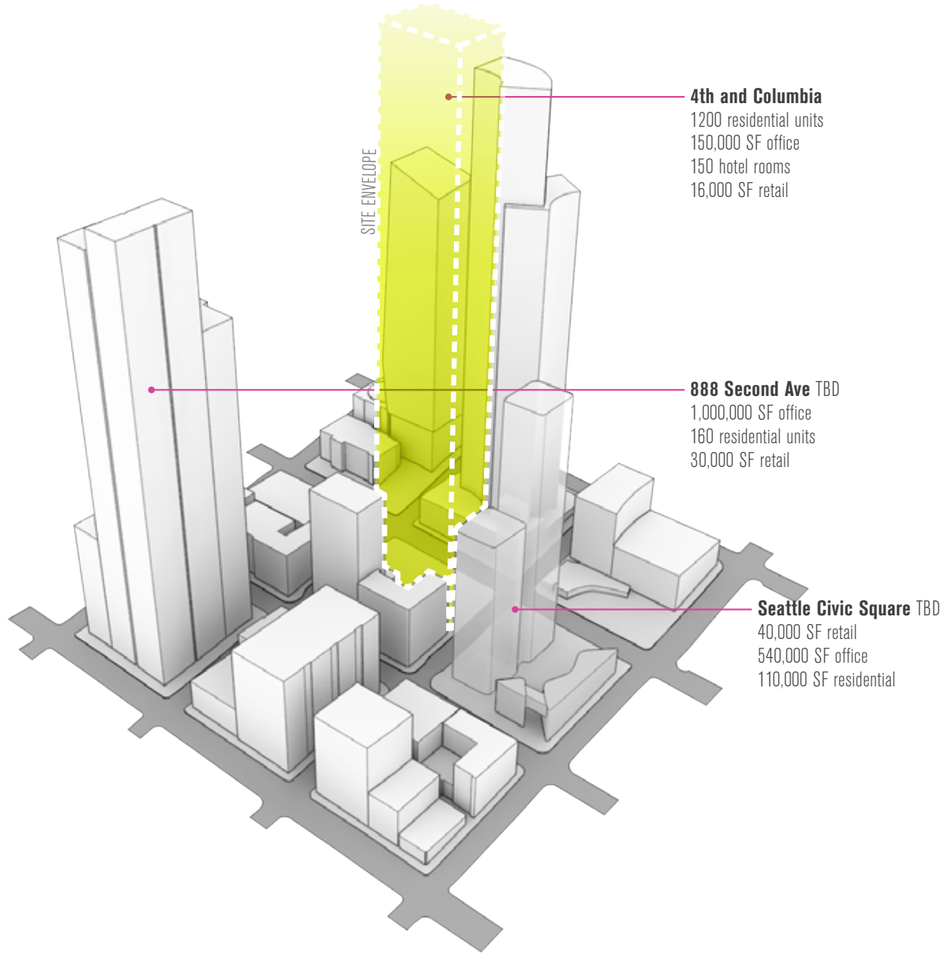
POPULATION DATA

Employees

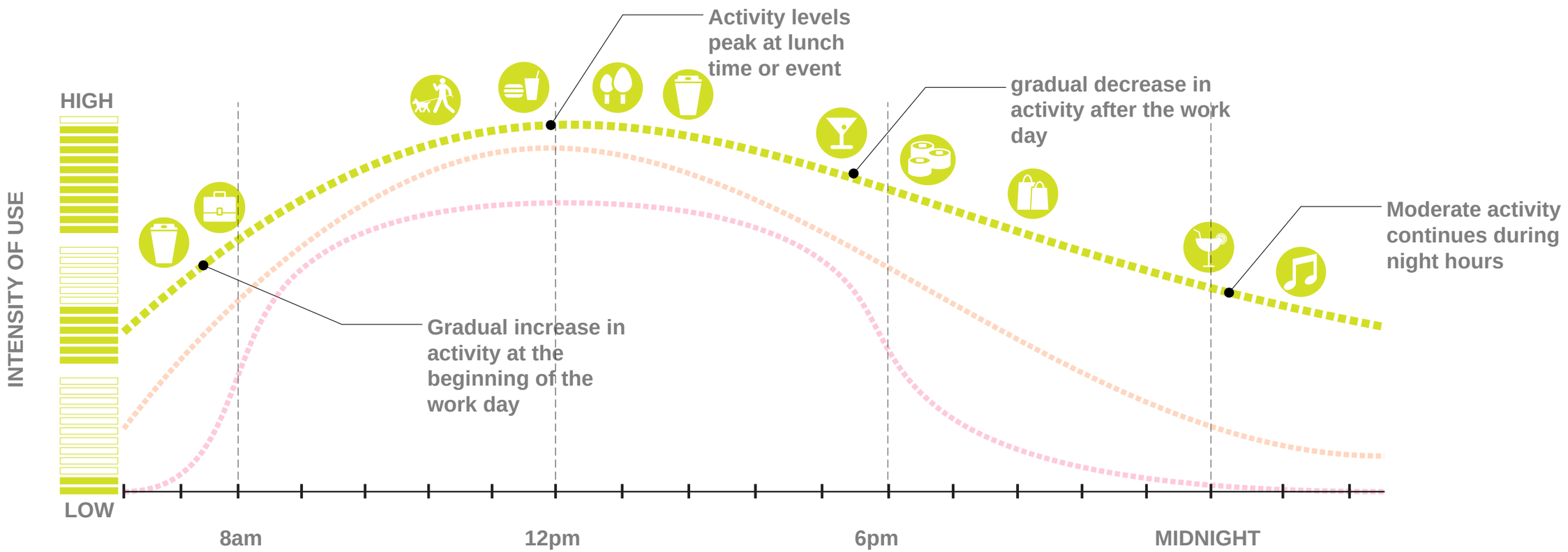
Residents

Visitors

DENSITY: 17,246 PER SQ MI
Comparable to SAN FRANCISCO, CA



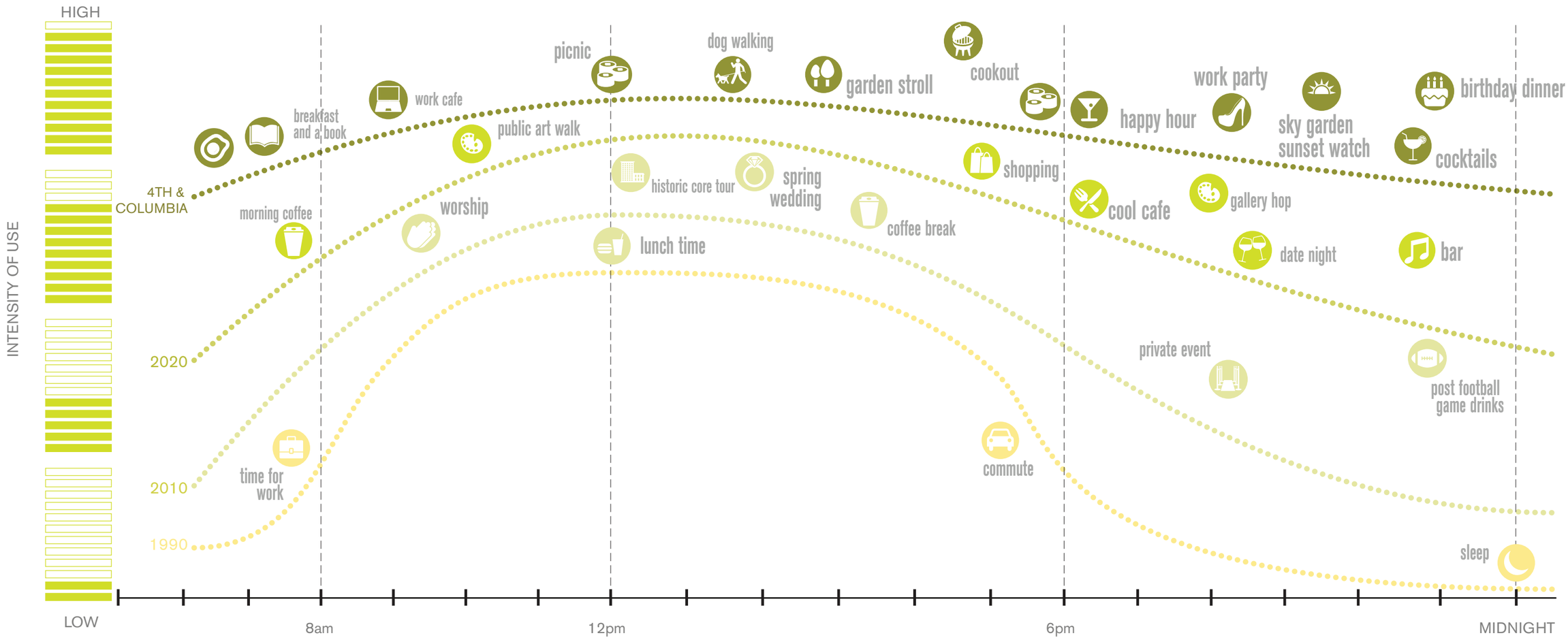
Daily Activity Cycle



Neighborhood Activation Over Time

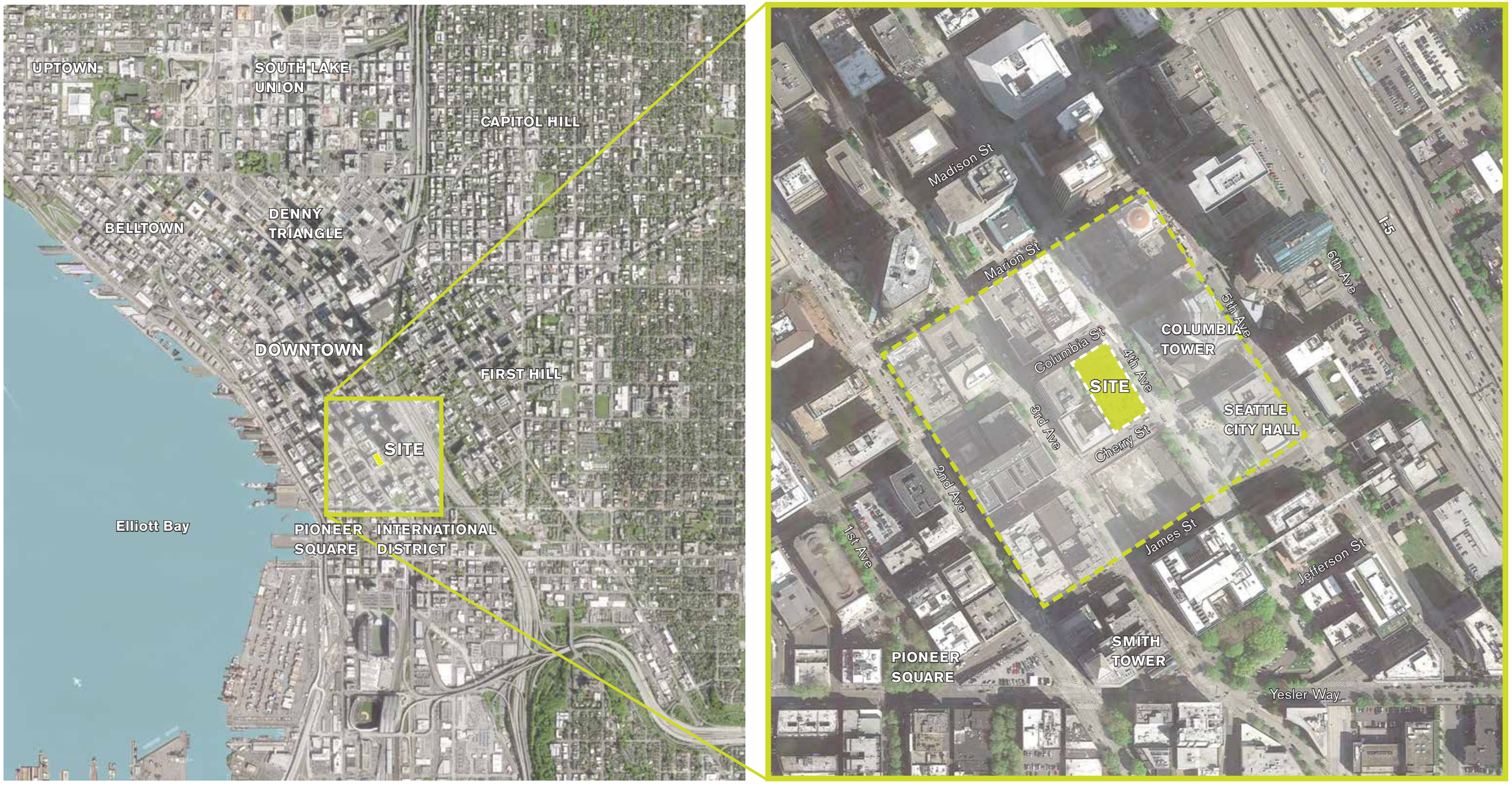
CONCLUSION

As Seattle becomes denser, it will create more demands on the city. Demands for amenities, demands for resources, and demands for places to live. New building trends clearly show a movement toward a downtown that is active 24 hours a day, 7 days a week. Proposed buildings around the site will create amenities that will be open at all hours of the day. Creating residential units in this area will allow people to live where they work and relax.



3/ URBAN DESIGN ANALYSIS

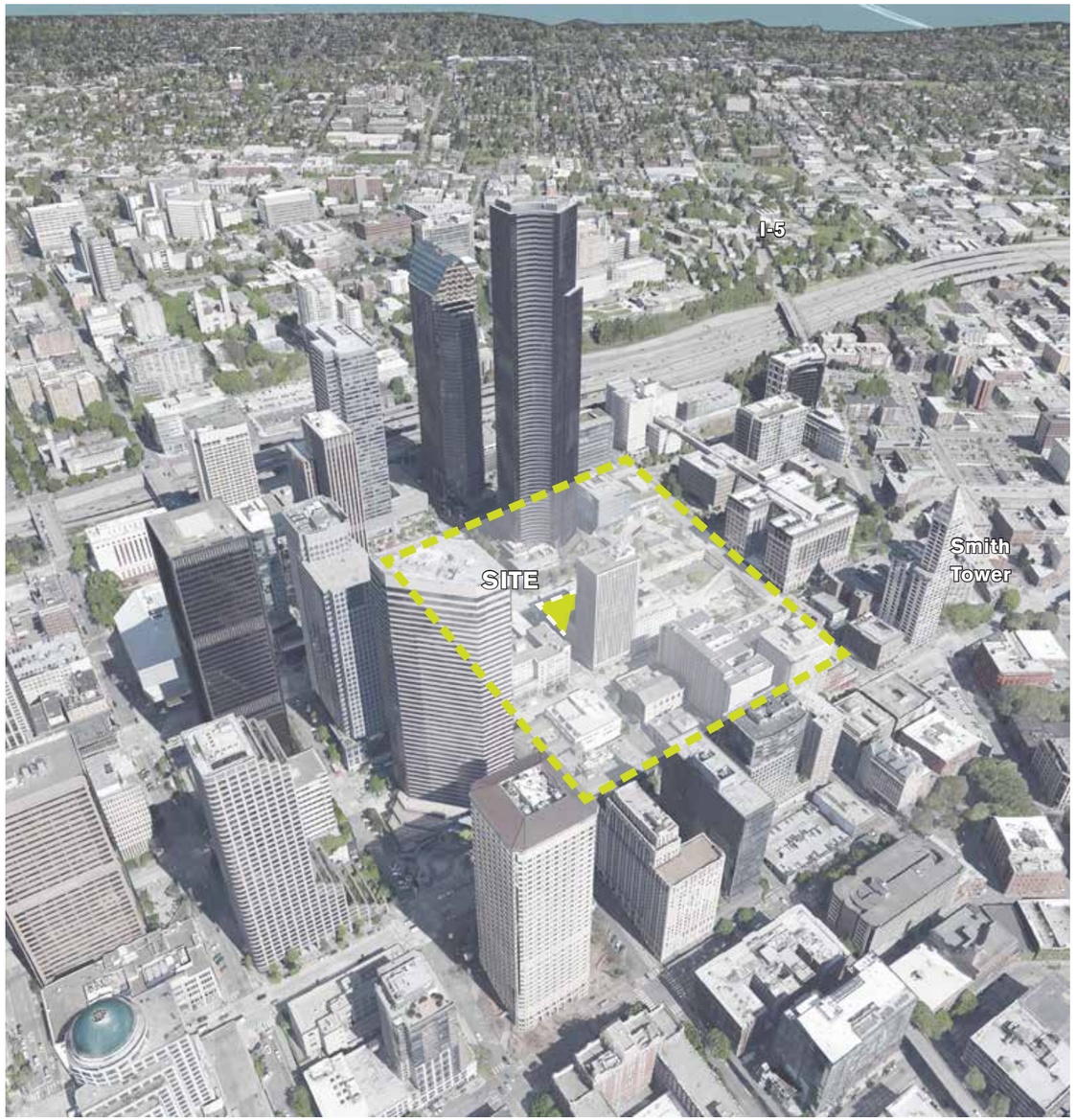
Vicinity Maps



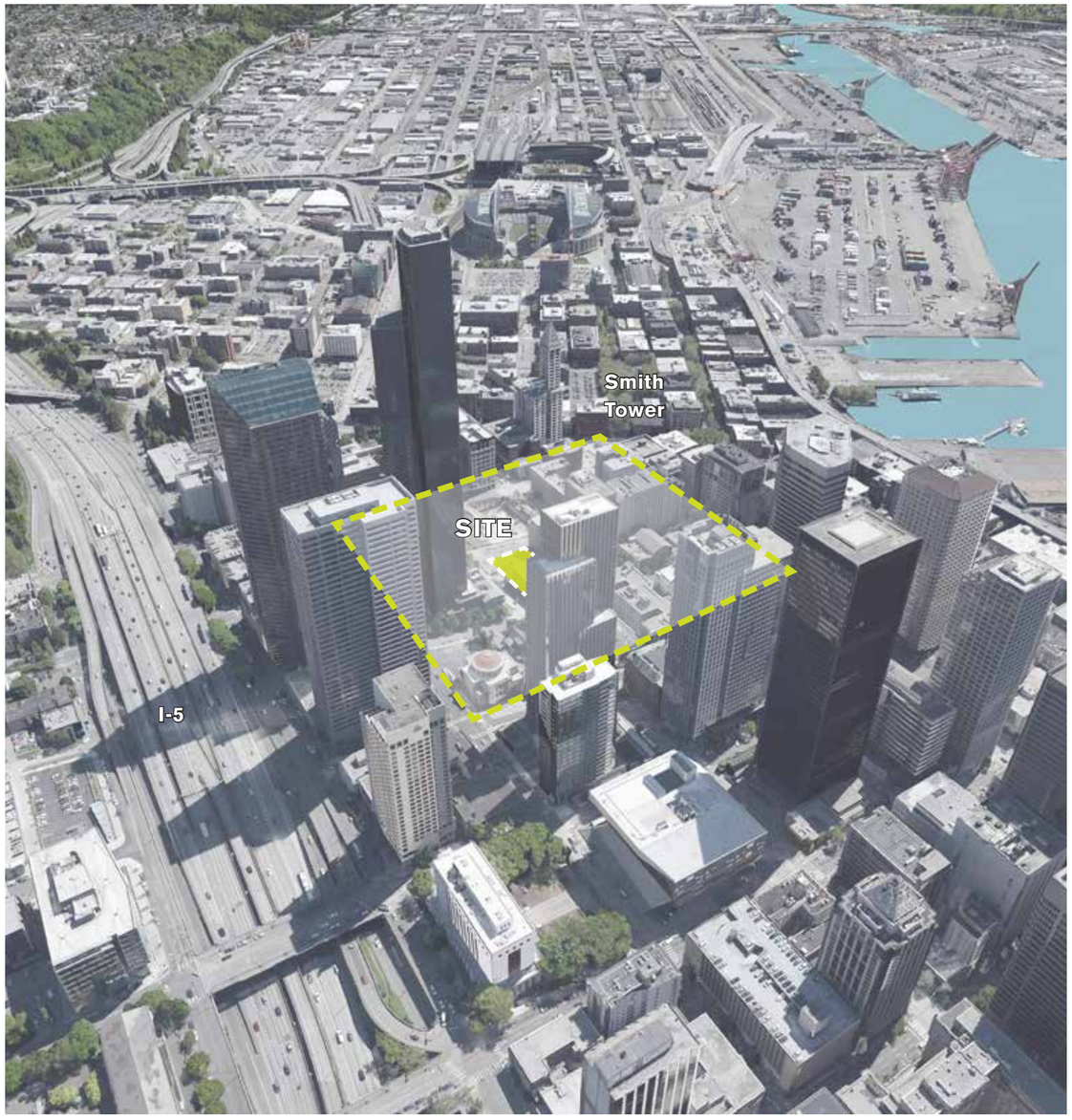
VICINITY MAPS

Bird's-eye Views

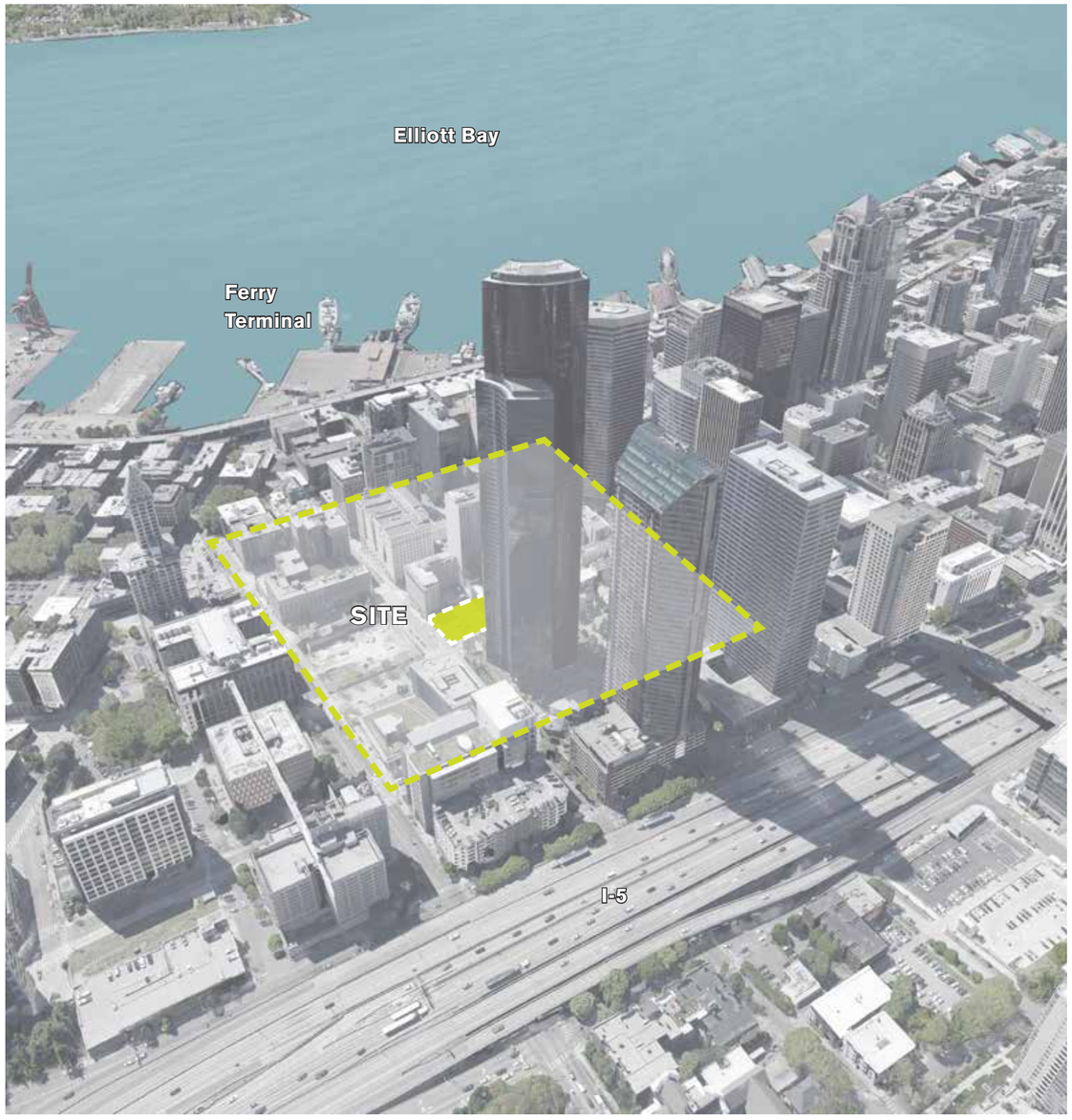
VIEW FROM THE SOUTH



VIEW FROM THE WEST

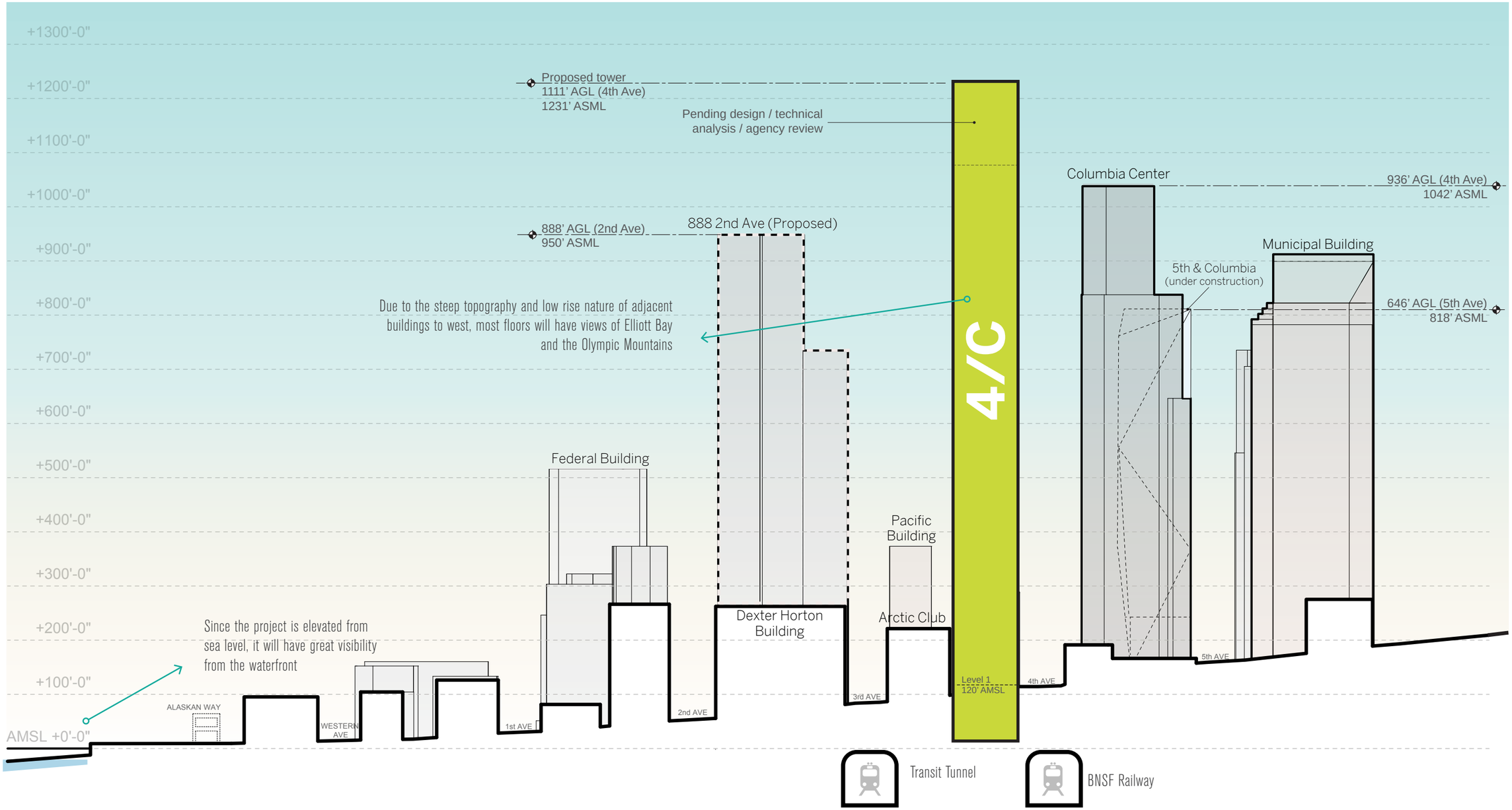


VIEW FROM THE NORTH



VIEW FROM THE EAST

Section Cut Along Cherry Street Looking North



4/ SITE ANALYSIS

Zoning – DOC U/450/U

The site is located at the south edge of the DOC1 zone adjacent to the DMC buffer zone between Downtown and the lower-height International District and Pioneer Square zones.

TRUE NORTH

Surrounding Uses

The south end of downtown is dominated by office uses with ground-floor retail. However, there are scattered residential uses, mostly in older low- and mid-rise buildings. A high-rise residential development is proposed for the Seattle Civic Square site immediately to the south of the project site. These residential projects will help bring after-hours street life to the area and reduce the need for transit and automobile traffic by allowing workers to live in the heart of the office core.

- Office
- Residential
- Hotel
- Retail
- Parking
- Institutional / Other
- Park

Street Classifications

Street Classifications

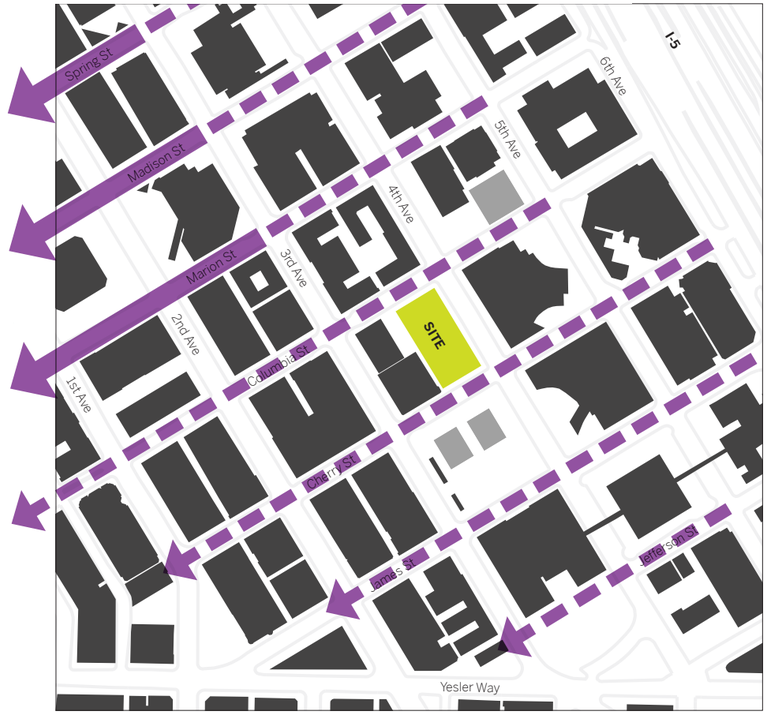
The site is bounded by busy streets with the 3rd Ave busway and automobile access to and from I-5 nearby.

- Principal Transit Street
- Principal Arterial
- Minor Arterial
- Green Street
- Interstate Highway

Pedestrian Street Classifications

The site is heavily pedestrian-oriented, but since Columbia and Cherry Streets are so steep, they have a lower pedestrian classification.

- Class I
- Class II
- Green Street



View Corridors

Columbia and Cherry Streets have views down to Elliott Bay that contribute to downtown Seattle's unique character, but this area does not require additional setbacks to enhance those view corridors.

- View Corridor - Setbacks Required
- View Corridor - No Setbacks Required

TRUE NORTH

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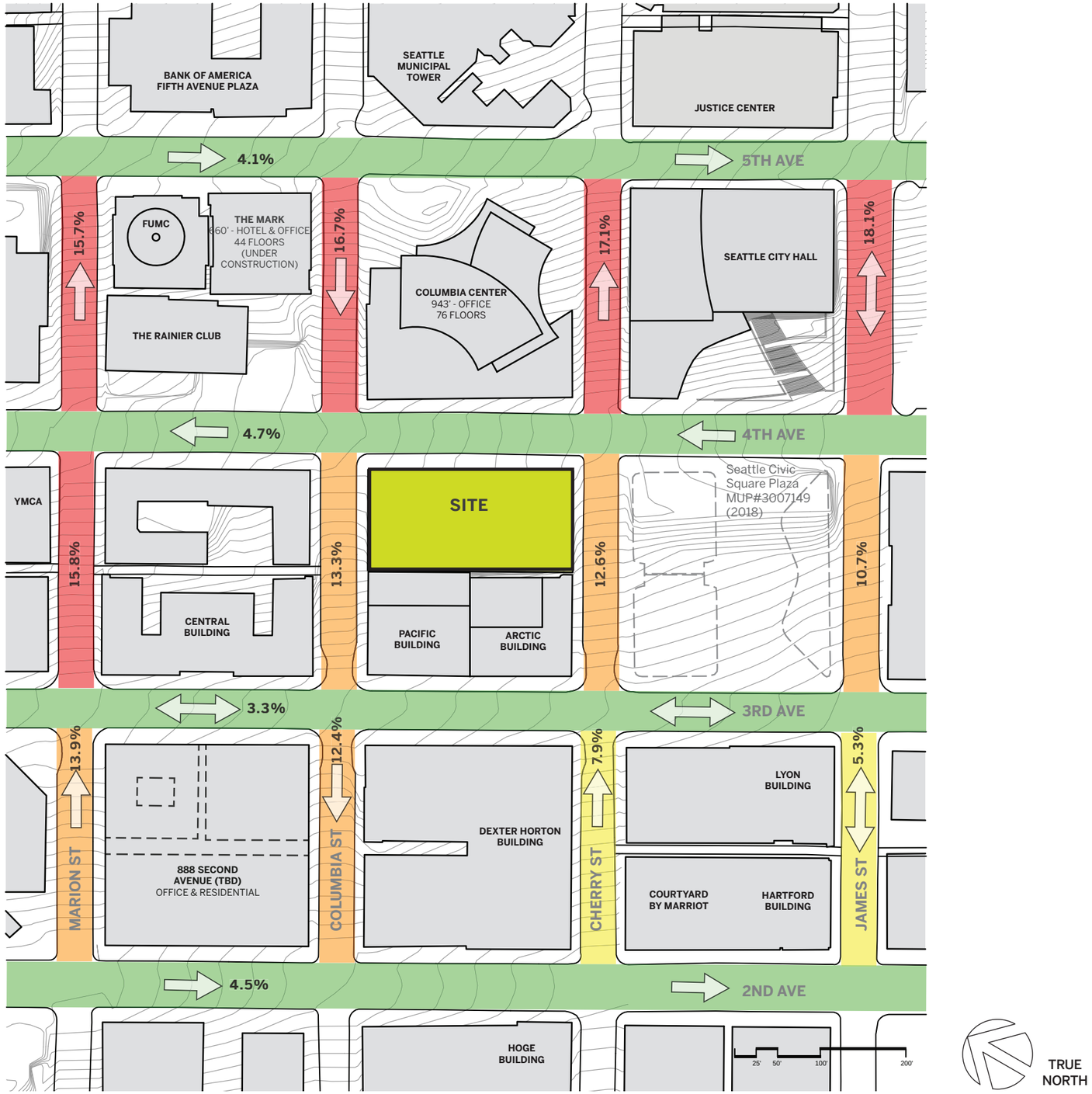
Steep Street Grades

Steep street grades along the east-west streets present both design challenges and opportunities. Pedestrian entrances are more ideal along the flatter north-south streets while vehicular access is best served on the steep streets.

- 0% - 5.0%
- 5.1% - 10.0%
- 10.1% - 15.0%
- 15.1% - 20.0%

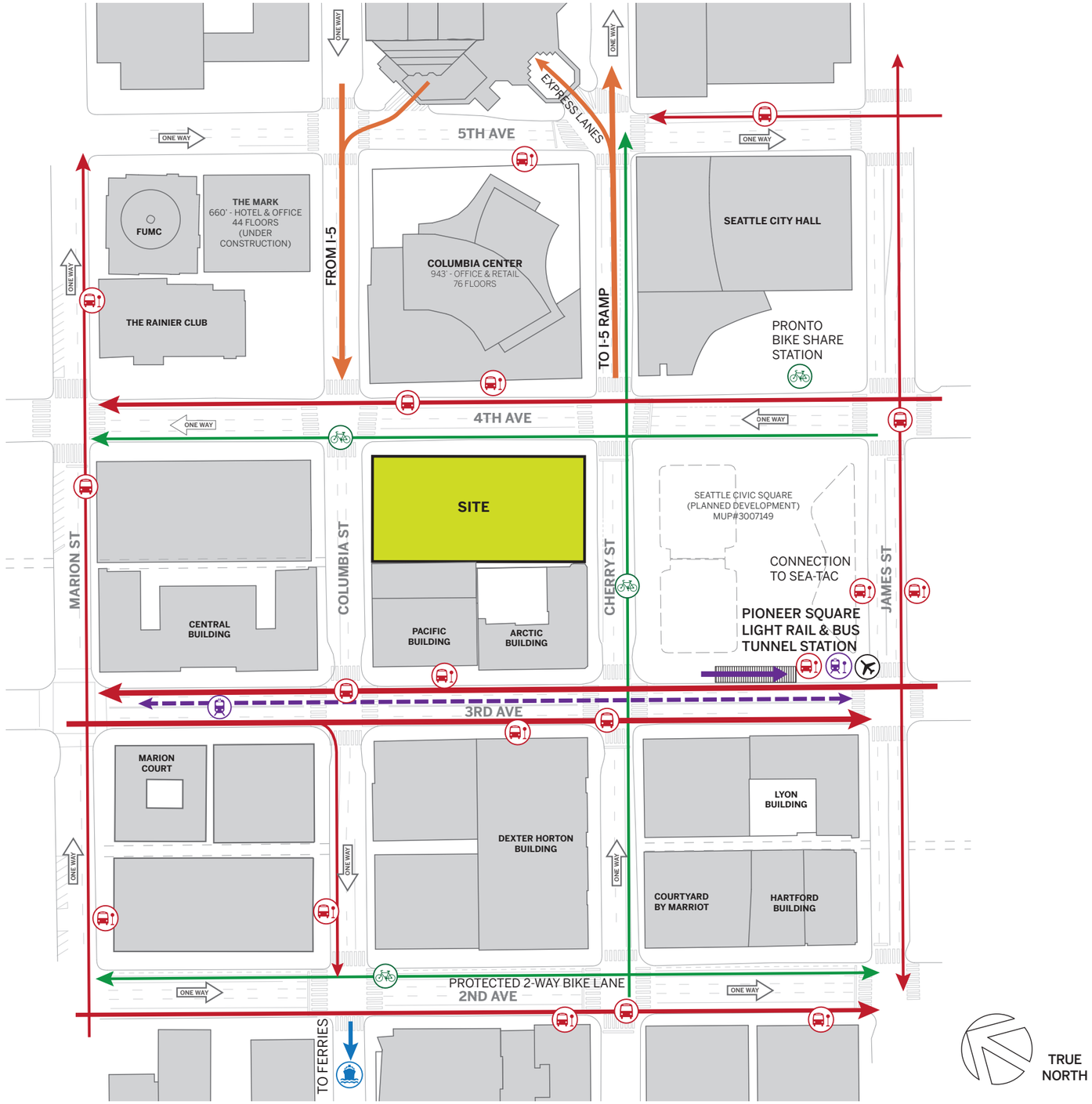


Traffic and Transit

The site is well served by frequent transit service on 3rd and 4th Avenues and the lightrail/bus tunnel, and has easy access to the ferries, First Hill and Capitol Hill.

One-way streets Cherry and Columbia direct automobile traffic to and from I-5.

- Bike Lane
- Bus Route
- Bus Stop
- Light Rail
- Light Rail Stop
- Transit Connection to Sea-Tac (via Light Rail)
- Bus Route
- Vehicular 1-5 Connections
- Bike Route
- Ferry Connection
- Underground Bus & Lightrail Tunnel

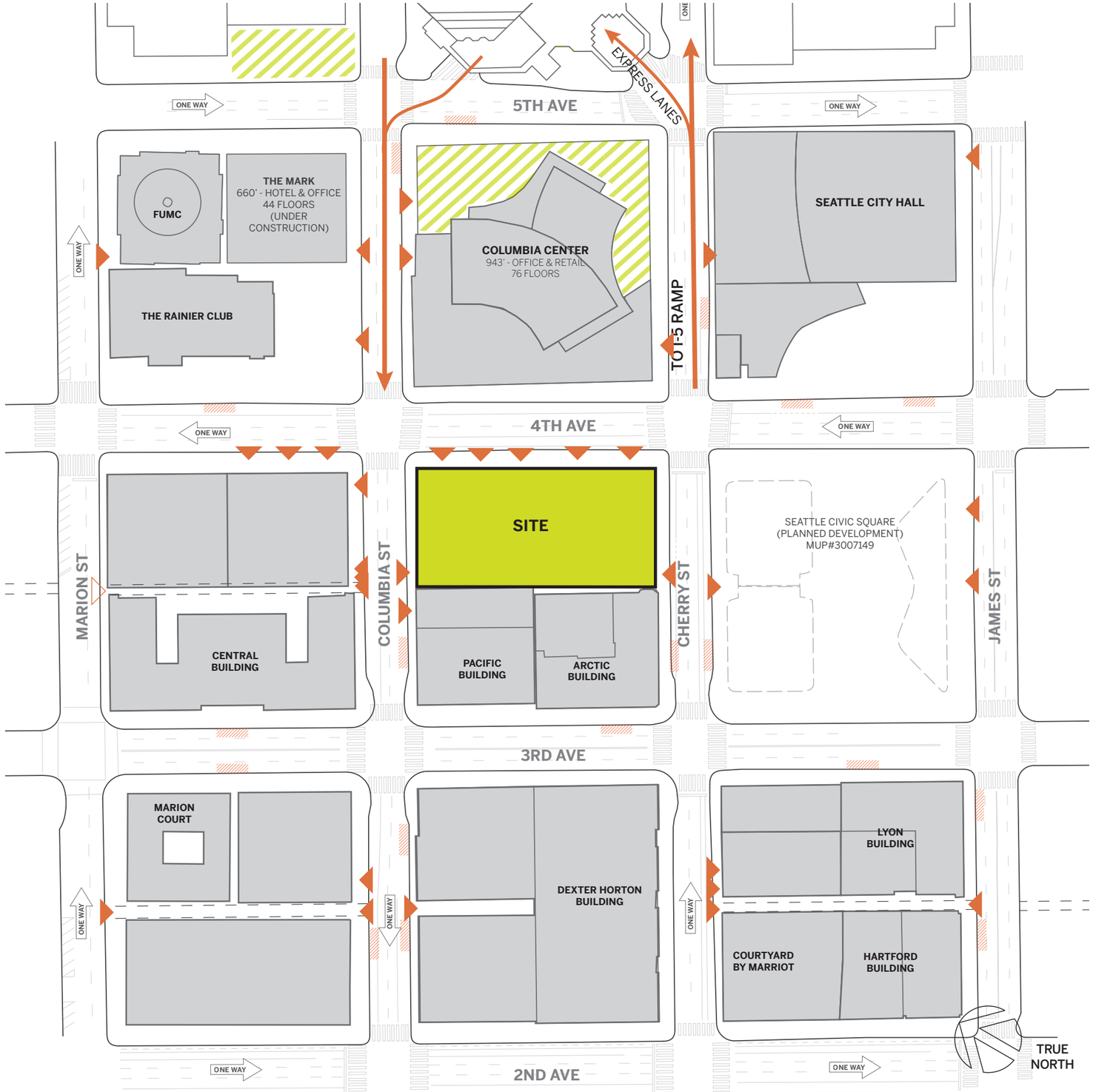


Existing Vehicular Access

Typically, vehicular access for below-grade parking and loading is located in alleyways or on the steeper sloped east-west streets. On-street loading and passenger drop-offs are located adjacent to main building/pedestrian access points.

Loading & Unloading / Passenger Drop-off

Existing Vehicular Access (Curb Cut)

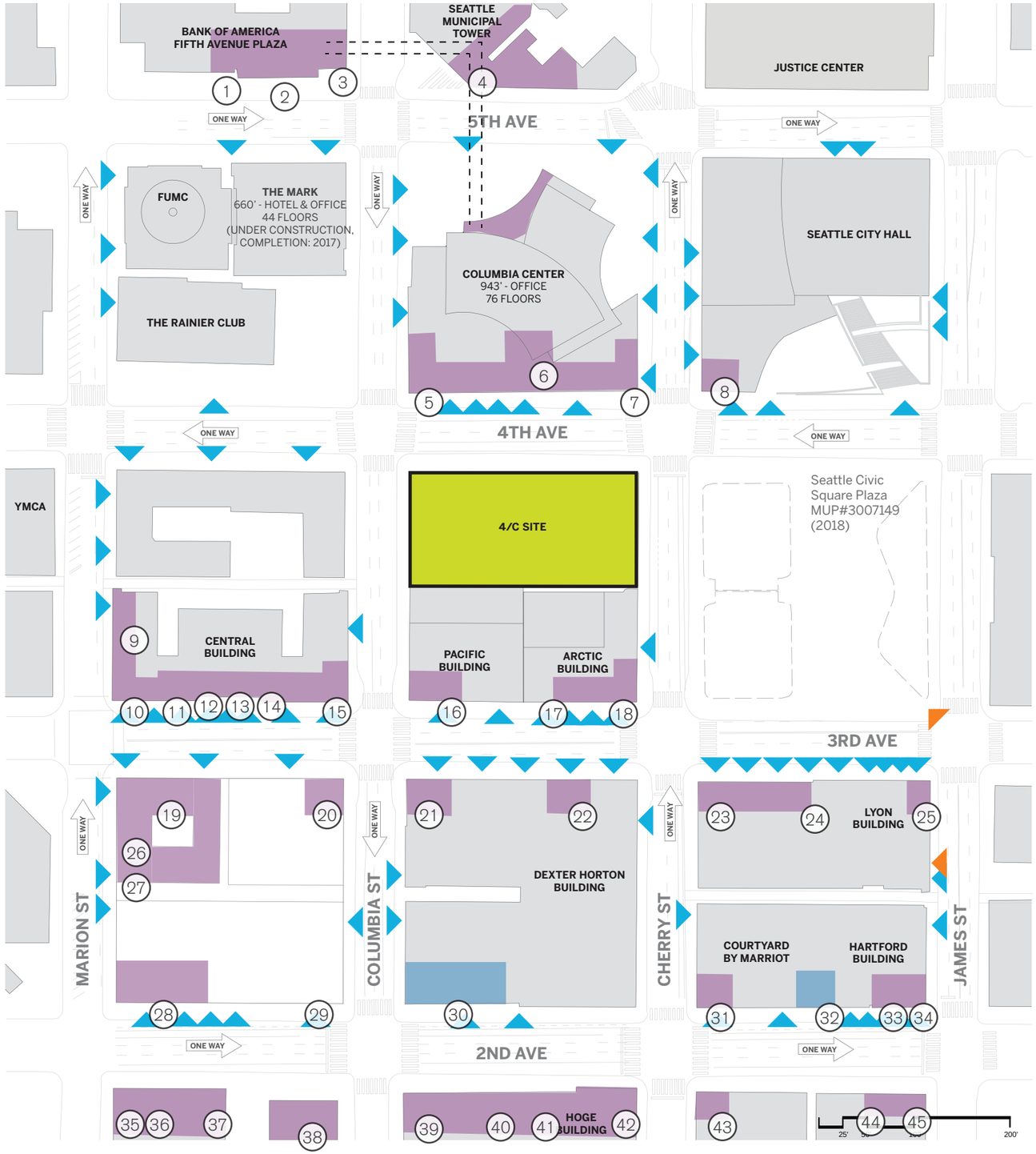


Pedestrian Access and Existing Ground Floor Use

Due to the slopes of the east-west streets, pedestrian access is typically located on the relatively flat north-south streets. Most, but not all, buildings surrounding the site have ground floor retail.

- Pedestrian Building Access
- Metro Station Entrance
- Office
- Retail

1. O'Asian Restaurant
2. Bank of America
3. Starbucks
4. Municipal Tower Atrium
5. McCormick's Fish House & Bar
6. Columbia Center Atrium
7. Starbucks
8. Einstein Bros Bagels
9. Lolo's Salon
10. 7 Eleven
11. FedEx Office
12. Red Bowls
13. Cherry Street Cafe
14. Subway
15. Rite Aid
16. Top Pot
17. Piroshki on 3rd
18. Juno
19. Zum Zum Cafe
20. Seattle Metropolitan Credit Union
21. Washington Federal
22. Pegasus Coffee
23. Mimosa Cafe
24. Happy Garden
25. Lacey OMalley Bail Bonds
26. Evergreens
27. Mad Oven BBQ
28. Metropolitan Grill
29. Unoccupied (former gym)
30. United Way of King County
31. Bistro
32. B9 Architects
33. Slate Coffee Roasters
34. Seattle Flowers
35. Tullys
36. Goodie Box
37. Key Bank
38. Harborstone Credit Union
39. Columbia Bank
40. Metropolitan Deli & Cafe
41. Custom Smoothies
42. Bank of America
43. Starbucks
44. Barbershop
45. Thai Taste



1/ DEVELOPMENT OBJECTIVES

2/ DESIGN VISION

3/ URBAN DESIGN ANALYSIS

4/ SITE ANALYSIS

5/ DESIGN GUIDELINES

6/ BUILDING PARAMETERS

7/ ARCHITECTURAL CONCEPTS

8/ LANDSCAPE & STREET LEVEL EXPERIENCE

9/ POTENTIAL DEPARTURES

Address
701-719 4th Avenue

King County Parcel Numbers
1 0942000615
2 0942000595

Overlay Districts
Commercial Core Urban Center Village
Airport Height Overlay: Outer Transitional Surface

Site Dimensions
119' x 240'

Site Area
28,560 sf

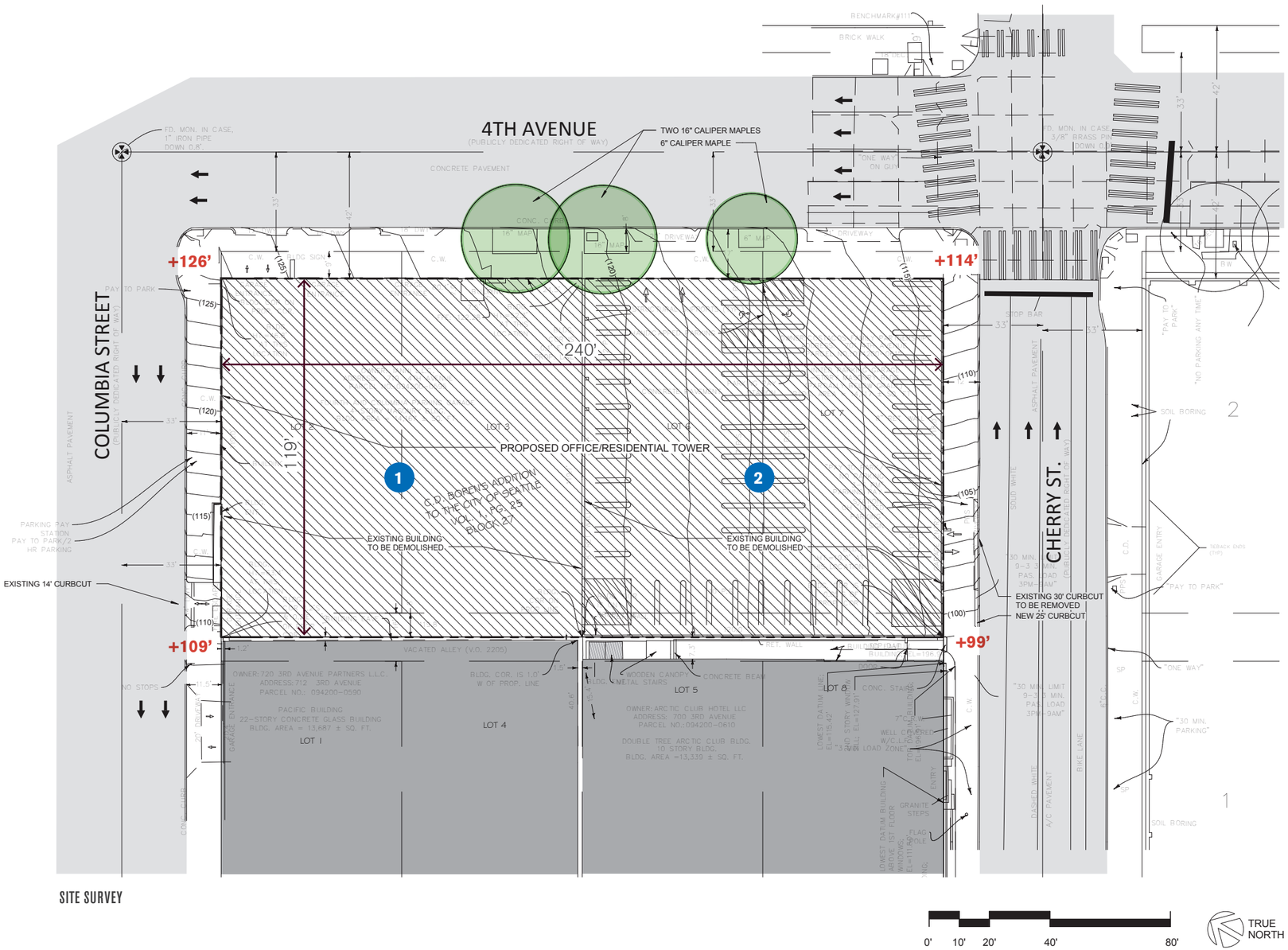
Zoning Classification
DOC1 U/450/U

Street Classifications

4th Ave:	Principal Transit Street
	Class I Pedestrian Street
Columbia St:	Principal Arterial
	Class II Pedestrian Street
Cherry St:	Principal Arterial
	Class II Pedestrian Street

View Corridors
Columbia St and Cherry St:
No setback required

Proposed Uses
Residential
Hotel
Office
Retail/Restaurant
Parking



SITE SURVEY

Land Use Code Summary

23.49.008 Structure Height

A.3 Maximum non-residential height = Unlimited
Residential base height = 450 feet
Residential maxim height = Unlimited
The proposed height is approximately 1111 feet.

23.49.009 Street-Level Use

Map 1G Not required.
Two levels of retail space will be provided with access from street level.

23.49.010 General Requirements for Residential Uses

B Common recreation area required equal to 5% of total gross residential floor area, up to the area of the lot (maximum 50% can be enclosed)
The outdoor common area will be located at the roof of the office podium adjacent to the main indoor common areas. Additional small indoor common areas will be distributed among the upper levels.

23.49.011 Floor Area Ratio

Table A Base = 6; Max = 20
The applicant intends to exceed FAR to approximately 12.

23.49.015 Bonus Residential Floor Area

B.1 Provide or contribute to low/moderate-income housing

23.49.016 Open Space

B 20 sf required per 1000 gsf of office floor area.
Private open space will be provided as a landscaped terrace at the top level of the office podium.

23.49.018 Overhead Weather Protection

A Required on all street frontages, except where setback 5 feet from street lot line and at driveways.
Glass canopies are planned for the entire length of all street frontages, except at driveways. Canopies will not be continuous at the setback lobby entrances.

23.49.019 Parking

B.2.b.1 One story of parking is permitted above the street-level story for each story of parking below grade, up to maximum of four stories above the street-level story. Separation and screening required.
All three architectural alternatives include 8 levels of below grade parking and 4 levels of above-grade parking.

C Maximum parking for non-residential uses = 1 space per 1000 sf except with special exception.
Parking will be provided at the maximum of 1 space per 1000sf.

E & F Bike parking required (with shower facility for office use over 250,000 sf).
Bicycle parking will be provided per development standards.

G Off-street loading berths required per SMC 23.54.035 Table A.
Off-street loading berths will be provided at the parking entrance level, accessed from Columbia and exiting onto Cherry.

H Access to parking to be from Columbia or Cherry
Parking entry and exit to be on Columbia & Cherry

23.49.022 Minimum Sidewalk Width

Map 1C
15 feet on 4th Ave (one-way street, side with no transit stops)
12 feet on Columbia St and Cherry St
The existing sidewalk widths meet this requirement.

23.49.024 View Corridor Requirements

Setbacks not required per Map 1D.

23.49.056 Street Facade, Landscape, Street Setbacks

A Minimum facade height
35 feet on 4th Ave
25 feet on Columbia St and Cherry St
The facade heights will exceed 25 feet.

B Facade setback limits
No limit per Map 1H

C Facade transparency minimum:
60% of facade between 2 and 8 feet on 4th Ave
25% of facade between 4 and 8 feet on Columbia St and Cherry St (due to street slope)=

D Blank facade
15 feet wide max. on 4th Ave
30 feet on Columbia St and Cherry St (due to street slope)
No blank facades on Stewart or Terry will exceed 15 feet in width.

E Street trees required on all streets.
Street trees and landscaping will be provided on all streets per development standards.

23.49.058 Upper-Level Development Standards

C Maximum length of unmodulated facade within 15' of lot line (applies to non-residential use in which a story exceeds 15,000 sf):
0 – 85 feet high = no maximum length
86 – 160 feet = 155 feet max length

D Upper-level width limit: Does not apply since lot is less than 200 ft deep

E Tower floor area limits for residential use above 160 ft
Average GFA per story if base height is exceeded = 13,800 sf max
Maximum residential GFA on any story = 16,500 sf
Maximum Tower Width = 145 ft max width parallel to 4th Ave for portions of building above 85 ft.
Potential Departure request to allow a variable setback depth for facade modulation.

23.54.035 Loading Berth Requirements

Per Table A
2 berths required for 155,000 sf of office use
1 berth required for 45,000 sf of retail use
Number of berths required for residential use TBD.

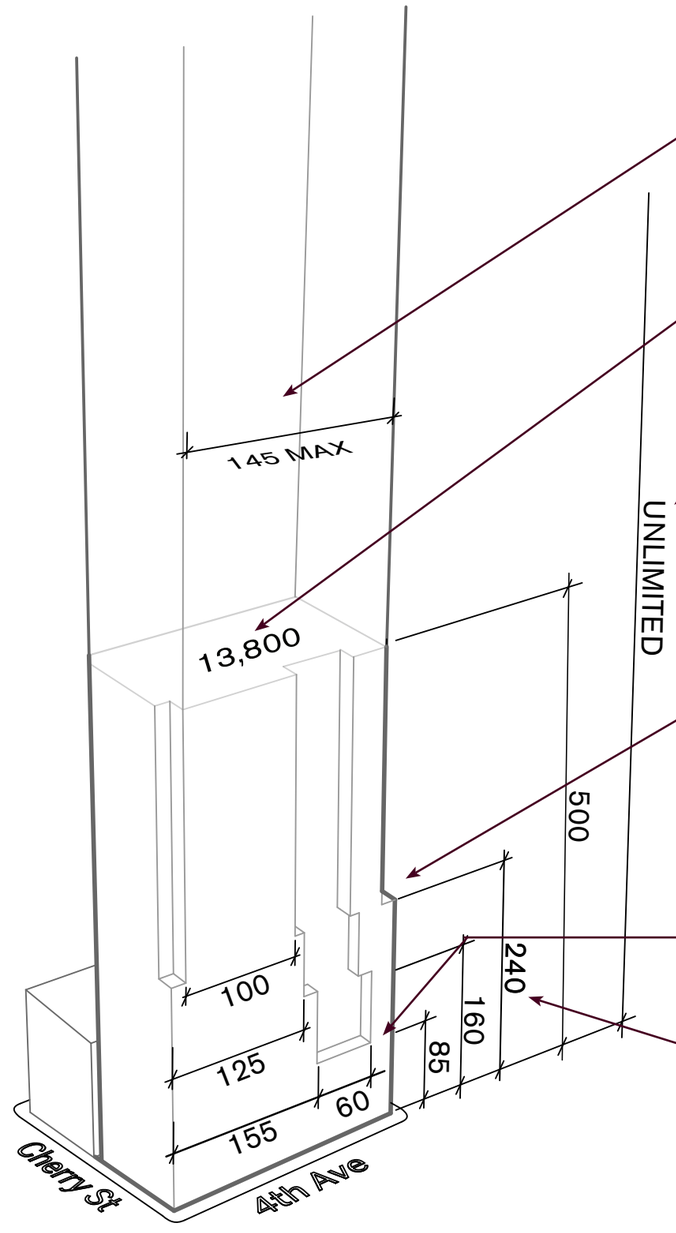
23.54.040 Solid Waste Storage Space

Per Table A
Residential (1236 units) = 4350 sf
Office development = 138 sf
Total = 4488 sf

23.64.006 Airport Height Overlay District

A.5 In Transition Areas, the boundaries of which are shown on the Official Airport Height Map, structures and trees shall not exceed the height of the inclined Transition Surfaces per Federal Aviation Regulation Part 77.

Zoning Envelope



Tower Width
The maximum width of a residential tower is 145 feet parallel to 4th Ave.

Tower Floor Area
The residential tower is limited to an average area per story of 13,800 SF.

Allowable Height
The maximum height limit is unlimited in this zone.

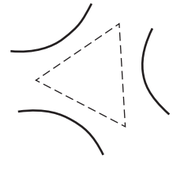
Facade Modulation
Maximum length of unmodulated facade within 15' of lot line (applies to non-residential use in which a story exceeds 15,000 sf):
0 – 85 feet high = no maximum length
86 – 160 feet = 155 feet max length
161 – 240 feet = 125 feet max length
241 – 500 feet = 100 feet max length
Above 500 feet = 80 feet max length
Per SMC 23.49.058, a set back of at least 15' must be included for at least 60' before the facade can be within 15' of the lot line.

Allowable Podium Height (Max FAR = 20)
Although the maximum height is unlimited in this zone, the maximum allowable height of non-residential use is 20 FAR.

Selected Neighboring Towers Existing and Proposed

Columbia Tower
1985 | 76 stories | 943 feet

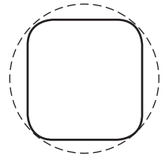
Office use. Dark, reflective glass gives this very tall tower a monolithic feel while the interlocking concave masses reduce its bulk. A multi-story retail podium allows pedestrian access from all sides on a sloping site.



3-sided
concave faces

Seattle Civic Square (planned)
Completion TBD | 43 stories | 520 feet

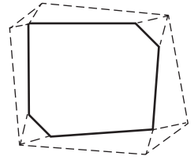
Mixed-use office and residential. Very simple extruded massing is softened with rounded corners. Patterned spandrels emphasize the horizontal floor plates rather then the vertical tower. A new civic plaza with retail space is integrated at street level.



rounded corners

The Mark (under construction)
Completion 2017 | 44 stories | 660 feet

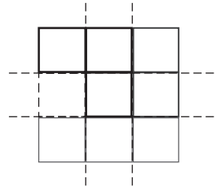
Mixed-use hotel and office. A faceted, crystalline tower sits on stilts four stories above the street. Green design elements include rooftop photovoltaic panels, rain water collection, and a street-level living wall.



faceted box
diagonal structure

888 Second Ave (planned)
Completion TBD | 60 stories | 880 feet

Mixed-use office and residential. This full-block building is broken up into smaller slender forms arranged around a central atrium.

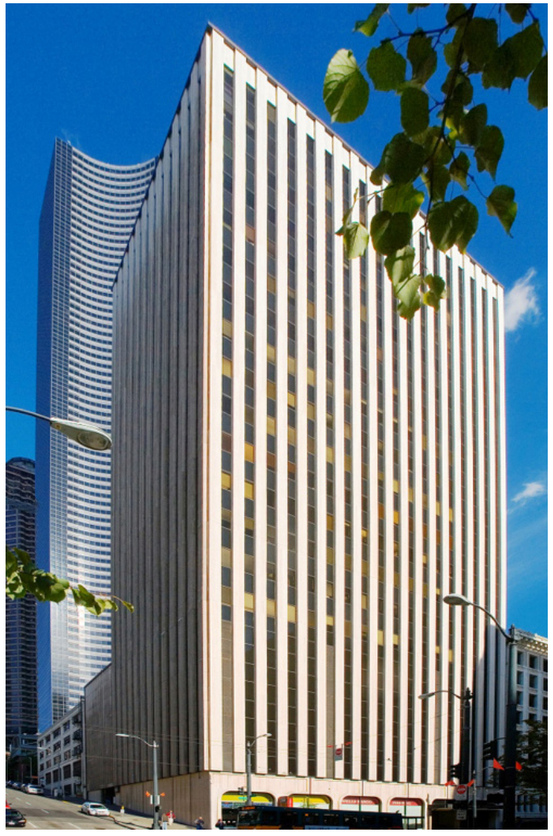


rectilinear grid
cluster of masses

Selected Neighboring Buildings

Seattle City Hall
2005 | 7 stories

Civic and municipal office use. The City Hall's highly articulated form is unified by a palette of materials including glass, steel, and stone. Each facade is given a unique texture of window mullions and glass fins in different spacings and orientations.



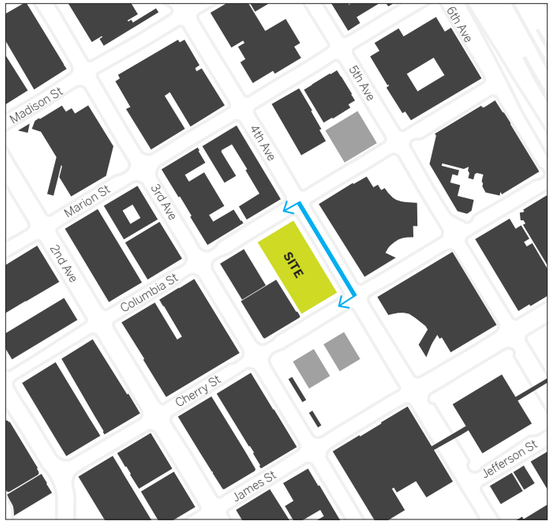
Pacific Building
1971 | 23 stories | 286 feet

Office use. Located directly west of the northern portion of the project site, this building emphasizes verticality with alternating bands of glass and stone panels. The street-level facade is treated as a separate monolithic stone base with openings for retail spaces on 3rd Ave.

Budget Parking Garage (Campbell Building Garage)
1923 | 2 stories

Parking (car rental). A parking garage located across Columbia St from the existing garage on the project site.

Existing Streetscape 4th Avenue



LOOKING WEST

SEATTLE CIVIC SQUARE (PROPOSED)

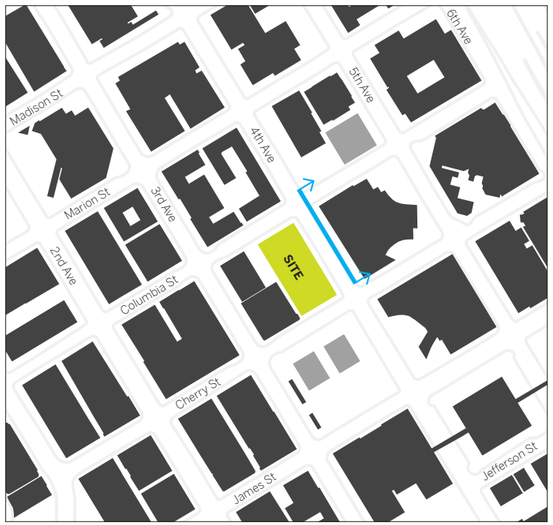
EXISTING PARKING GARAGE/SURFACE LOT

ARCTIC BUILDING BEYOND

EXISTING PARKING GARAGE

SITE

Cherry St **Columbia St**



LOOKING EAST

RAINIER CLUB

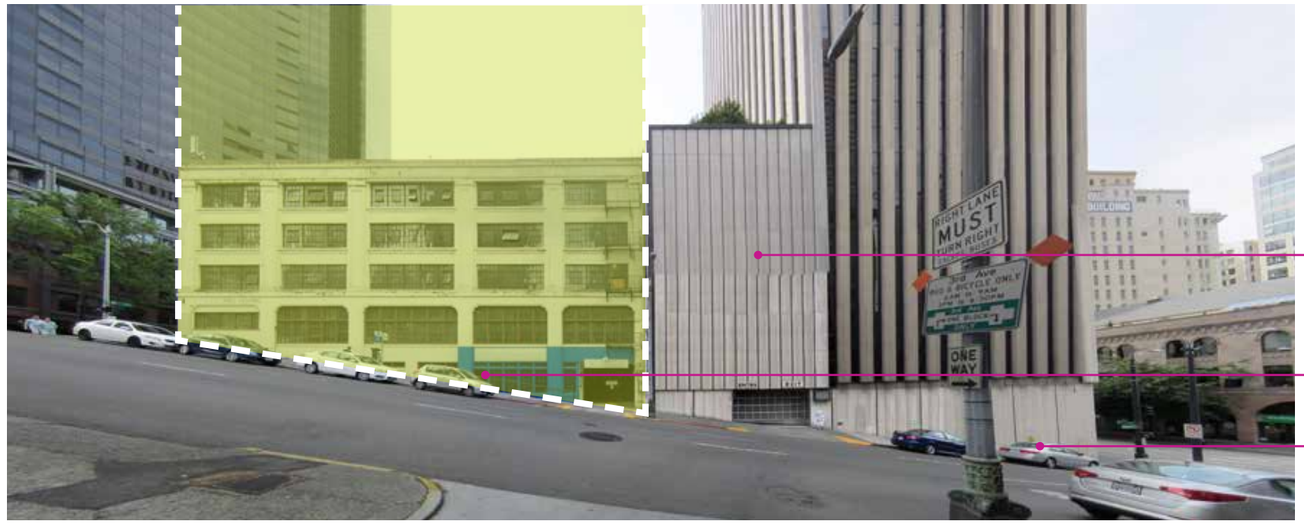
COLUMBIA TOWER: OFFICE/RETAIL

Columbia St **Cherry St**

Existing Streetscape Columbia Street

LOOKING SOUTH

COLUMBIA TOWER | EXISTING PARKING GARAGE | **SITE** | PACIFIC BUILDING: OFFICE



4th Ave — **3rd Ave**

- Blank facade at above-grade parking
- Areaway at sidewalk to allow access to former retail space
- Blank facade at street level

LOOKING NORTH

CENTRAL BUILDING: OFFICE | EXISTING PARKING GARAGE | RAINIER CLUB

3rd Ave — **4th Ave**

- Areaways at sidewalk to allow access to lower levels
- Retail space

Existing Streetscape Cherry Street

LOOKING NORTH

ARCTIC BUILDING: HOTEL

EXISTING PARKING GARAGE/SURFACE LOT

SITE

COLUMBIA TOWER

3rd Ave **4th Ave**

LOOKING SOUTH

PROPOSED SEATTLE CIVIC SQUARE: OFFICE AND RESIDENTIAL

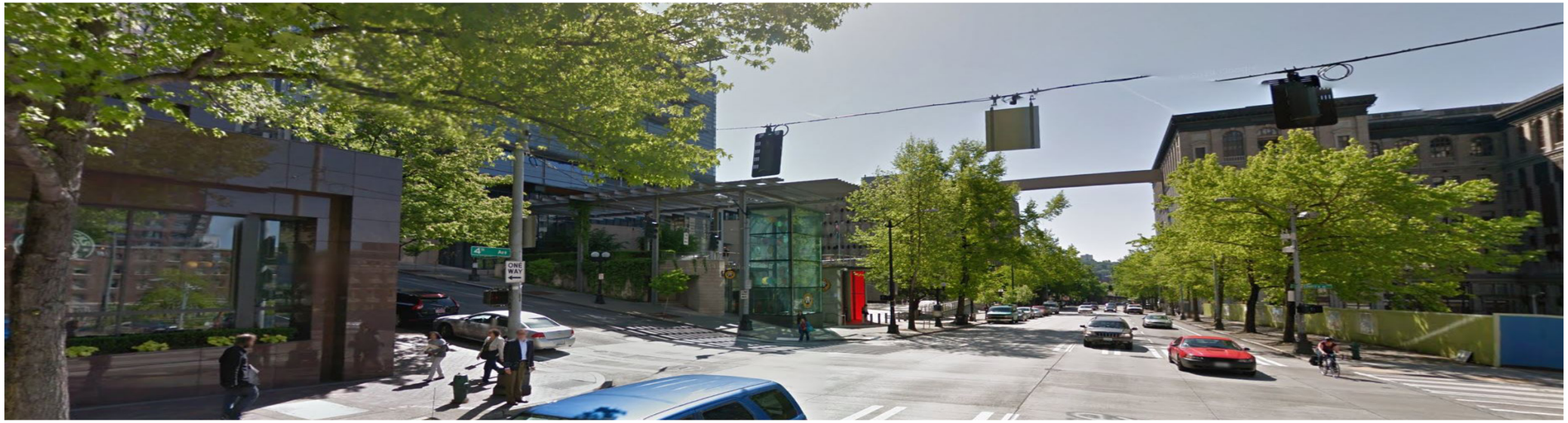
4th Ave **3rd Ave**

Major Intersections 4th Ave & Columbia Street

LOOKING NORTH

LOOKING SOUTH

Major Intersections 4th Ave & Cherry Street



LOOKING EAST

LOOKING WEST

Site Photos

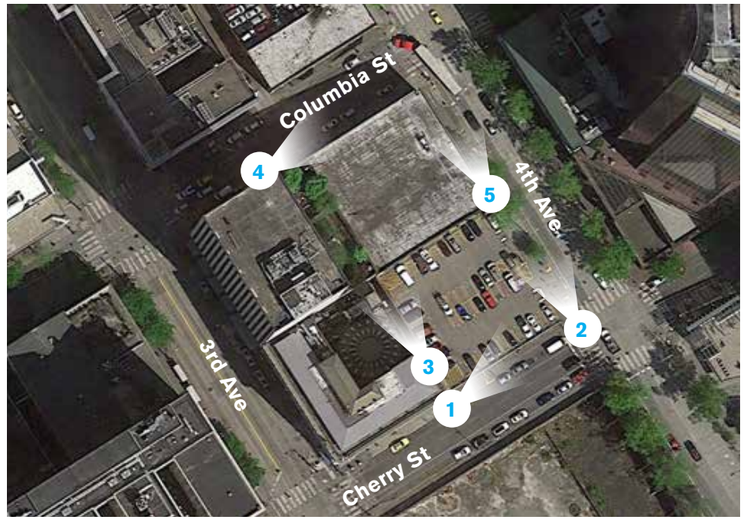


PHOTO LOCATION MAP

1 – CHERRY ST SIDEWALK AND CURBCUT

2 – 4TH AVE SIDEWALK AND CURBCUTS NEAR CHERRY ST

3 – AREAWAY AT ARCTIC BUILDING

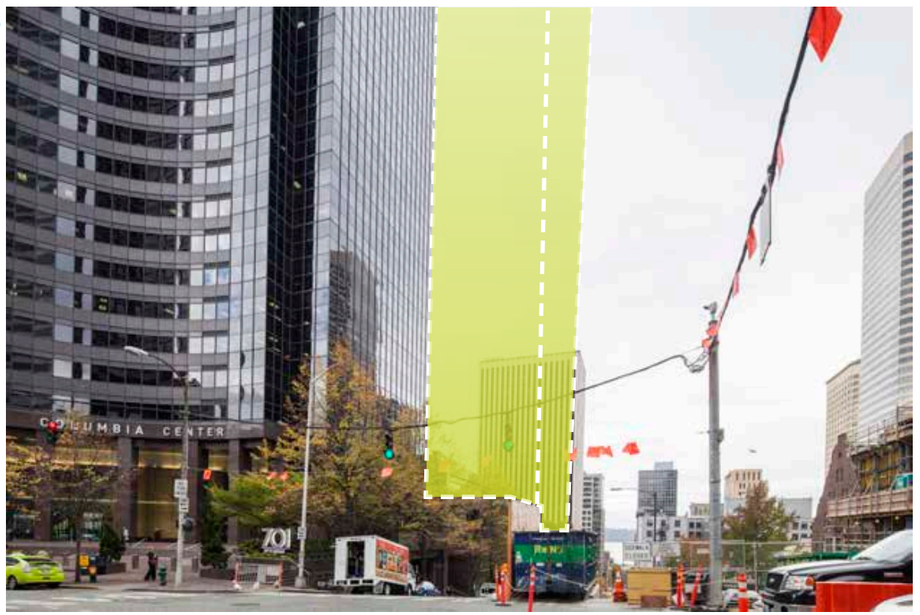
4 – COLUMBIA ST SIDEWALK AND CURBCUT

5 – 4TH AVE SIDEWALK AND CURBCUTS NEAR COLUMBIA ST

Street Views

A

B



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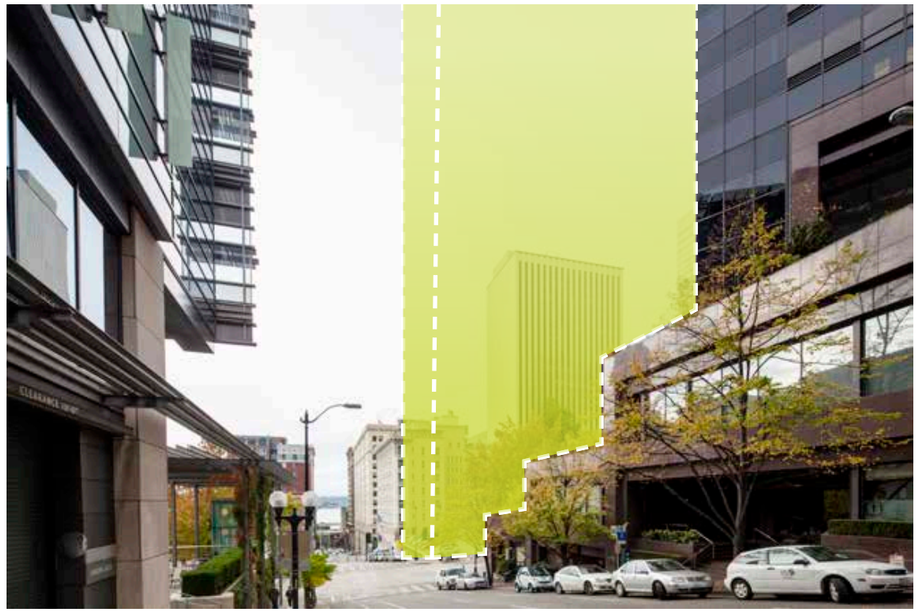

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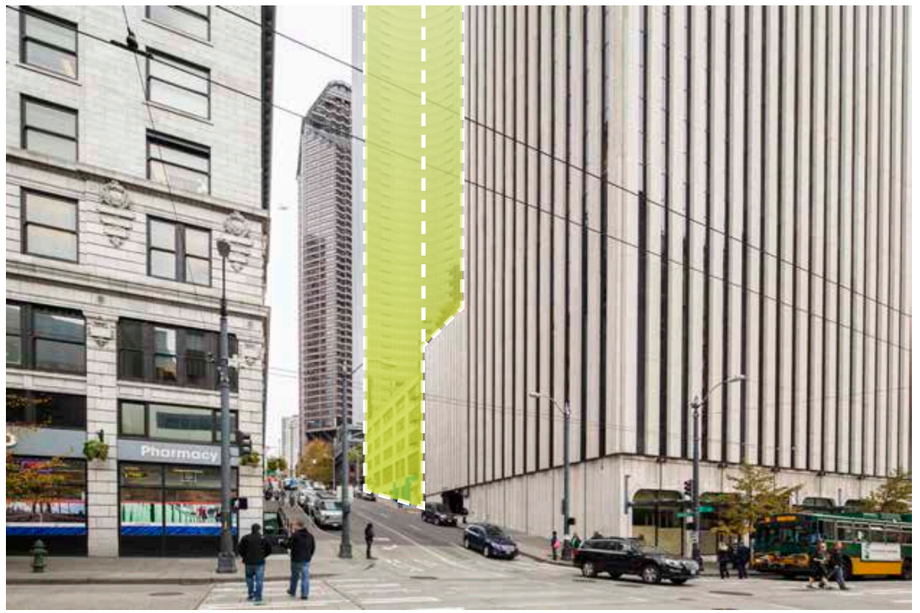
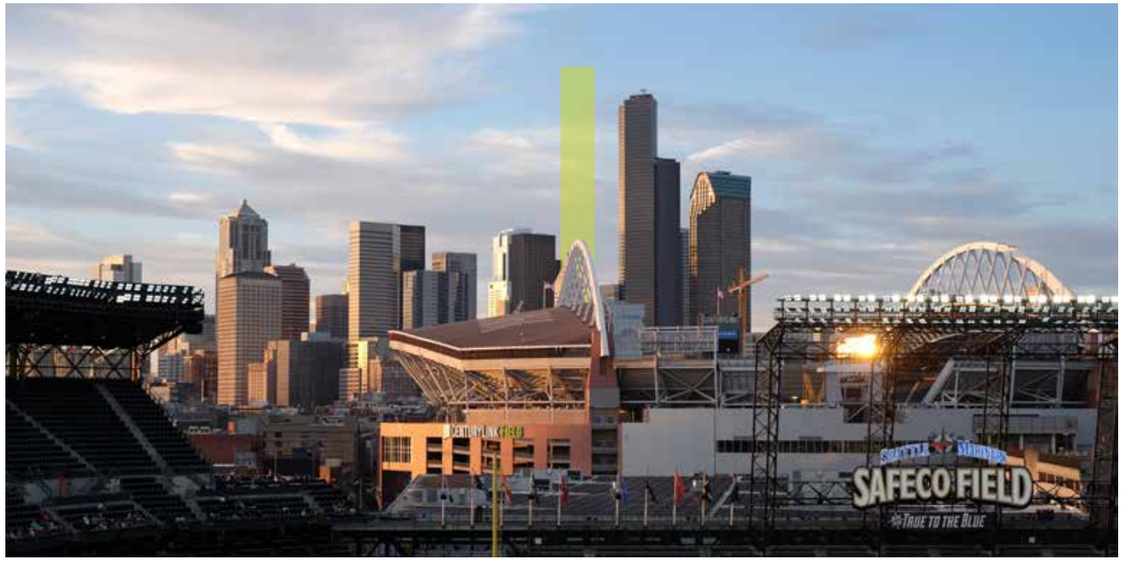


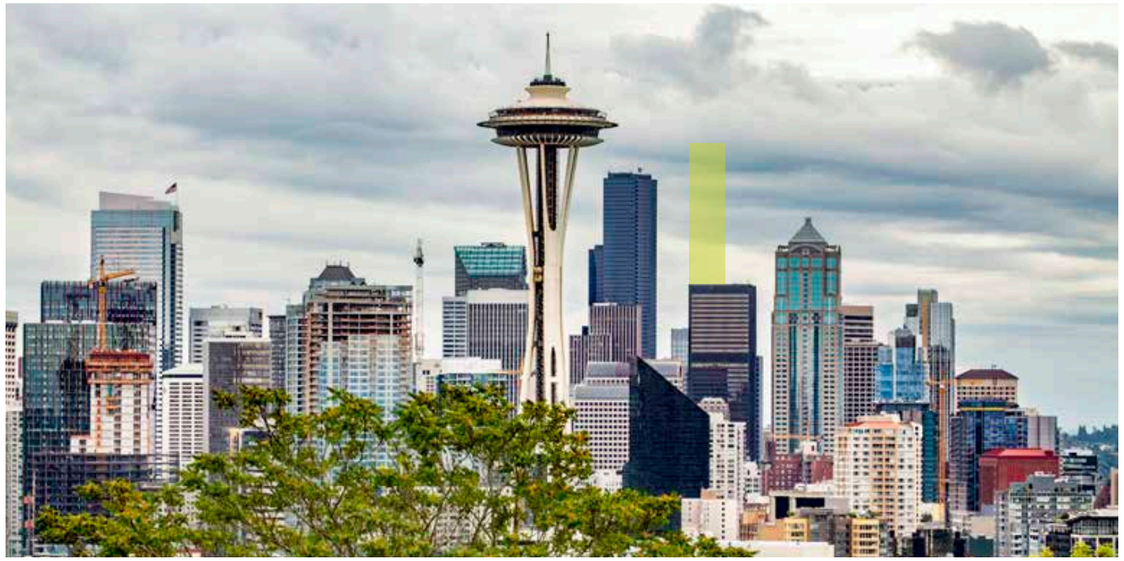
Selected Skyline Views

VIEW FROM BEACON HILL

VIEW FROM WEST SEATTLE



VIEW FROM SAFECO FIELD



VIEW FROM KERRY PARK

VIEW FROM WEST SEATTLE - DETAIL

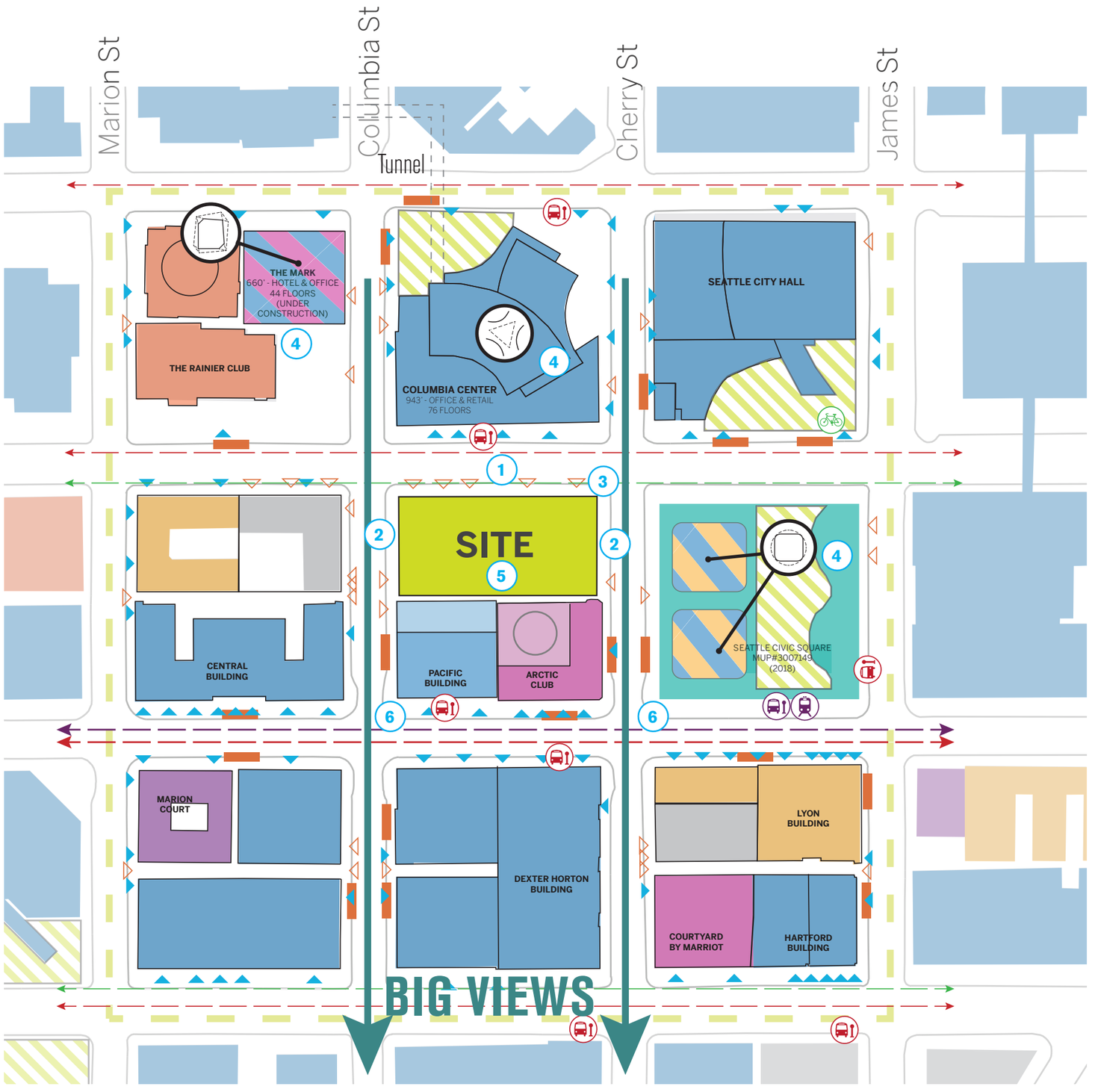
VIEW FROM PALISADES PARK

Comprehensive Site Analysis

- Office
- Residential
- Hotel
- Retail
- Car Loading Zone
- Bus Route
- Transit Tunnel
- Bike Lane
- Pedestrian Access
- Parking
- Institutional / Other
- Park
- Public Plaza
- Curb Cut
- Bus Stop
- Bus Tunnel Access
- Lightrail Access
- Bike Rentals

The site anaylisis has lead to the foloowing conclusions:

1. Pedestrian access should be on 4th Ave since the grade (4.7%) is not as steep as Columbia St (13.3%) and Cherry St (12.6%).
2. All Parking & loading accesses should be on Columbia St & Cherry St, and as close to the middle of the block as possible.
3. There is potential for an open space at the corner of 4th Ave & Cherry St. This would compliment the existing open space at City Hall, and the proposed open space at Civic Square. It also allows for easy access to the Light Rail and Bus Tunnel stops.
4. Proposed tower massing should complement the existing and other proposed towers surrounding it.
5. The site is expected to be active more hours in the day. More people will want to live in the area as activity increases. There will also be demand for more retail that is open outside of business hours.
6. Proposed project should preserve and enhance the big views to the water down Columbia St & Cherry St.



5/ DESIGN GUIDELINES

Downtown Design Guidelines
Applicant selected; Pending DRB identification of priority guidelines.

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

RESPONSE: The site is at the center of a group of existing and planned skyscrapers, with multiple towers reaching over 500 feet. Neighboring buildings include office, parking and residential uses, and range from contemporary to historic designs. These conditions and others, in particular the proposed tower's proximity to the iconic Columbia Center, will influence the design.

A-2 Enhance the skyline.
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

RESPONSE: The tower will have greater modulation at its lower half and podium where outdoor spaces are concentrated, while becoming a more singular, slender form toward the top. Rooftop equipment will be integrated into the overall building form. Its relationship with neighboring towers in the skyline will be a key driver of the design.

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

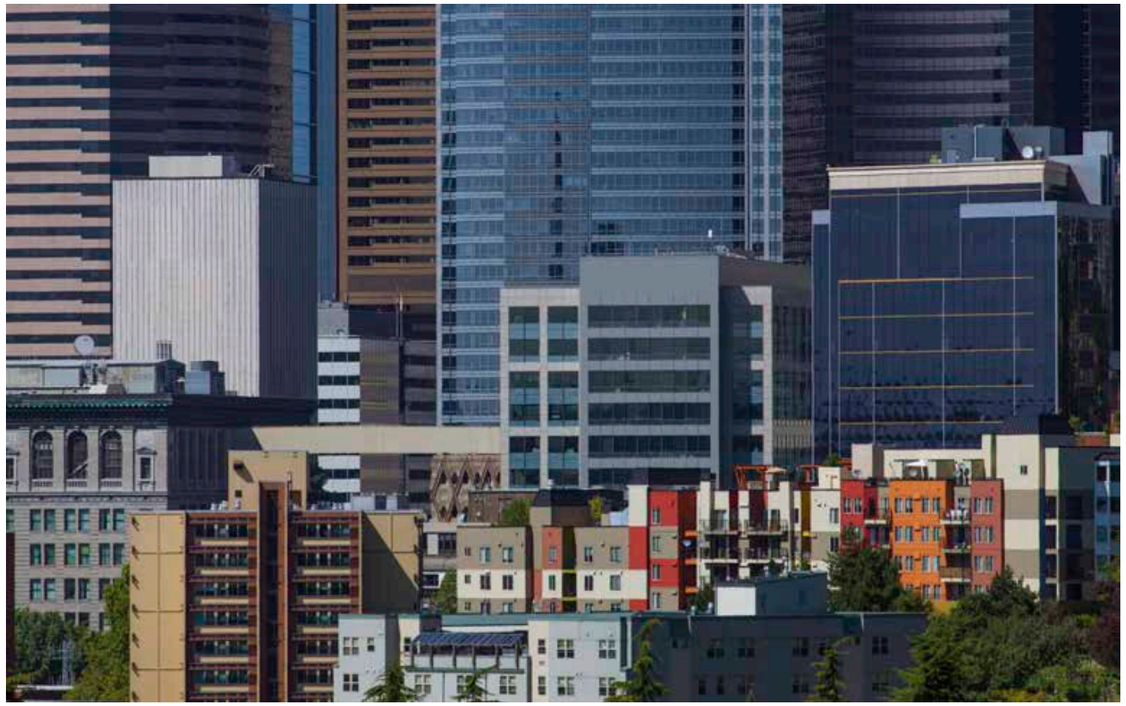
RESPONSE: The Columbia Center is rotated off the grid, while The Mark cantilevers over the historic First United Methodist Church. There is very little consistency in adjacent building form, from the ornamentation of the Arctic Club to the rounded massing of Civic Square, to the faceted geometry of the The Mark. The proposed tower will seek to respect its neighbors while maintaining the eclectic and diverse character of the area.

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.

RESPONSE: Particular attention was paid to the historical development phases in Seattle, and where the site fits within these phases both physically and historically. Seattle's diverse neighborhoods will be reflected through the building's own neighborhoods.

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

RESPONSE: Special attention will be given to integrating the residential tower massing into the podium and incorporating that expression into the pedestrian experience. The design will also strongly consider the podium structure massing and its compatibility with the existing Fourth Avenue building fabric.



A-2 - SEATTLE SKYLINE

C-1 - BROOKS SPORTS HEADQUARTERS BUILDING

C-2 - ASPIRA RESIDENTIAL TOWER

C-5 - 1111 THIRD AVENUE LOBBY REPOSITIONING

C-1 Promote pedestrian interaction

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

RESPONSE: Ground-floor retail spaces will be provided on along Fourth Avenue and Columbia with access from Fourth Avenue. Setback entrances and landscaping along Fourth Avenue activate the side of the building which is the most populated, due to its minimal slope and access to public transportation.

C-2 Design facades of many scales

Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

RESPONSE: The building lobby entrance and ground-floor retail spaces will provide a high degree of transparency at street level. Landscaping elements will tie- interior and exterior spaces together.

C-3 Provide active–not blank–facades.

Buildings should not have large blank walls facing the street, especially near sidewalks.

RESPONSE: The proposed design will incorporate significant landscape elements along street frontages.

C-4 Reinforce building entries

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

RESPONSE: The residential, office, hotel and retail entries will be addressed individually and be expressive of the programmatic use.

C-5 Encourage overhead weather protection

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

RESPONSE: All of the program entrances will have overhead weather protection. The design will incorporate a hierarchy of canopy elements consistent with program use. Gaps between weather protection will be minimized and space beneath them well lit. Where the third level creates opaque coverage, a warm colored soffit with illumination will be provided.

D-1 Provide inviting & usable open space.

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

RESPONSE: The current proposal envisions various locations for amenity and open space. At the ground level the rotated tower geometry allows the building elevation to pull back, allowing for an exterior pedestrian plaza at the SE corner.

D-2 Enhance the building with landscaping.

Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

RESPONSE: Given the density of the proposed building community, providing significant landscaping elements is a priority. The current proposal envisions bold landscape elements on all three street frontages, creating a feature element along Cherry Street, pedestrian friendly planting areas along Fourth Avenue and building landscaping along the building sidewalk on Columbia, making a visual tie to the green wall on the 5th and Columbia project.

D-3 Provide elements that define the place.

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building

RESPONSE: The proposed design envisions a dynamically integrated pedestrian realm at the ground level, linking the architecture, retail and building community. It is the design intent to create a destination experience as the foundation of the building design.

E-2 Integrate parking facilities.

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

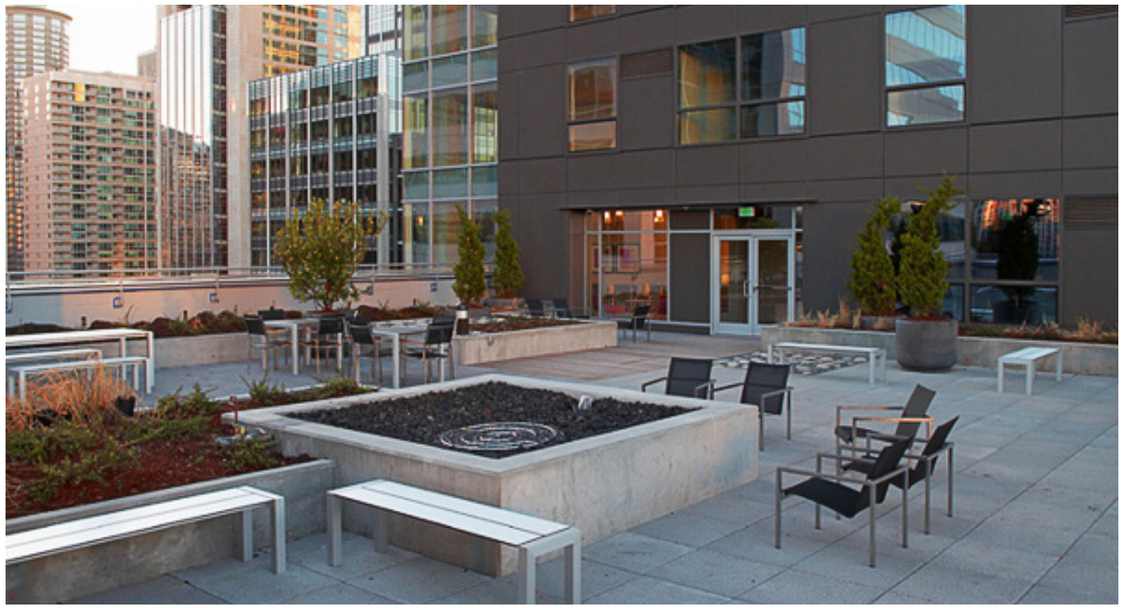
RESPONSE: The parking will be designed to incorporate effective alternate uses at building corners that link vertically thru the massing of the building, integrating the above grade parking into the overall facade design. Additionally care will be taken to effectively screen the above grade parking from light glare and other visual impacts.

The below grade parking access allows for pedestrian refuge between the above and below grade access. Curb cuts will be minimized to reinforce a positive pedestrian experience.

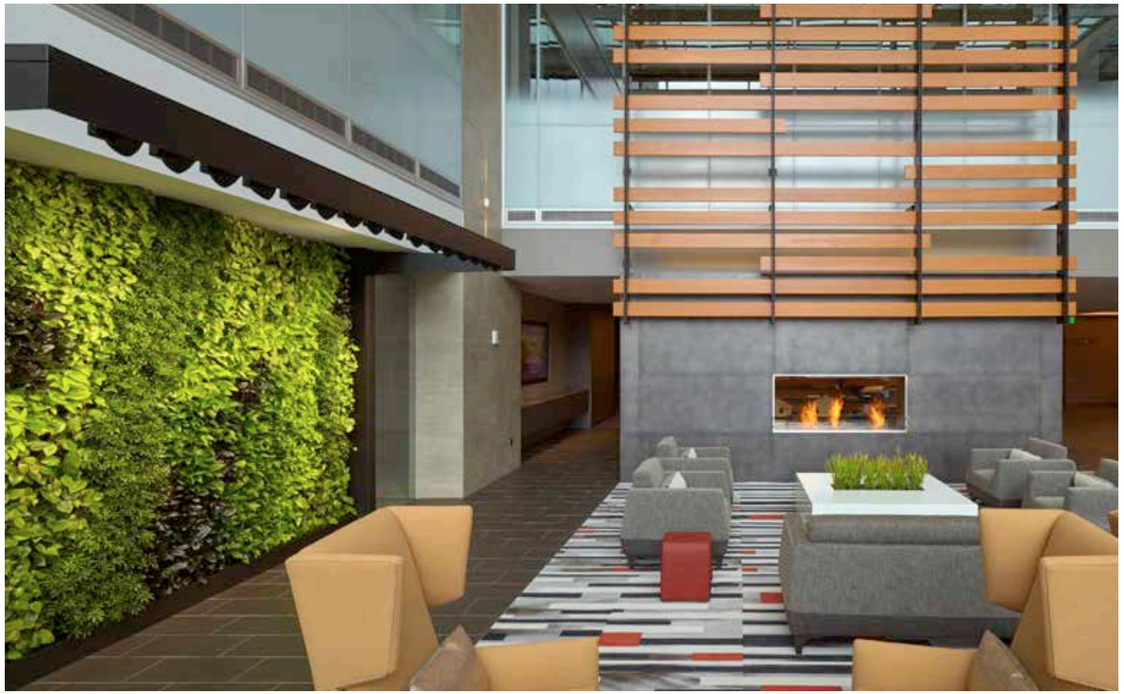
E-3 Minimize the presence of service areas.

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: It is the intent of the design to incorporate service areas within the building, away from the public realm. Thou we will be required to locate building systems on the exterior envelope at various locations, this will be done in a thoughtful integrated manner.



D-1 - ASPIRA RESIDENTIAL TOWER



D-2 - 1101 DEXTER STATION

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6/ DESIGN PARAMETERS

Finding an Ideal Arrangement

When creating a building that will impact the city, studies must be done to best anticipate what that impact will be. A large scale building means that even small adjustments can have a big impact. As each element below was studied, a reoccurring theme began to emerge: What is good for our neighbors, is also good for us.

Program

It is clear from the site analysis that the nine block area around the site is undergoing major redevelopment and change. Downtown Seattle is growing from a 9-5 environment to a much more active and dynamic 24/7 environment. The building should best utilize the site while making a minimum impact to its surroundings. It will also contribute positively to the surrounding area.

Structural Considerations

Tall buildings bring many structural considerations. Not only must the building simply stand up, but it also must not sway in the wind. In buildings of this nature, structure drives much of the design, and therefore must be taken into consideration at a very early stage of the design process.

Massing in Context

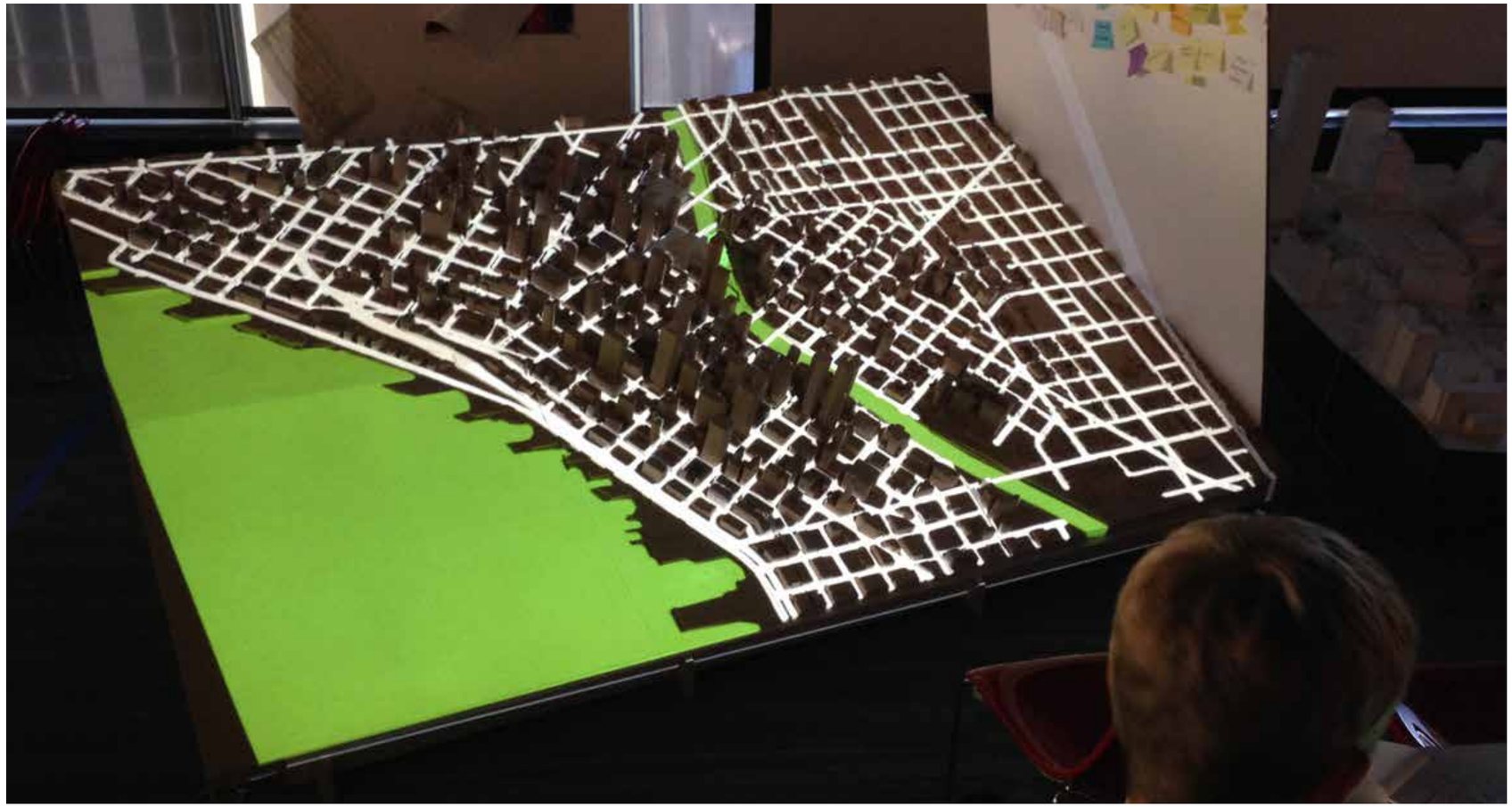
Seattle's sweeping views of mountains and water are so influential that Mt. Rainier even contributes to the skyline. Placement and size of the building are important for the neighboring buildings as much as they are for the proposed building. How can the building be positioned as to minimize overlap with surrounding buildings?

Wind Study

Wind displaced by the building can affect both pedestrians and the buildings surrounding it. It can also have a direct relation on how much structure is needed inside the building. By studying various tower configurations, shapes, and placements, the wind effect can be minimized for all parties.

Tower Shapes

When it comes to tall towers, even the smallest changes to the overall shape can have major impacts. Building shape can influence the structure of the building by creating more or less drag. Human perception is also important, will the building look like a smooth, glassy office tower? Or will it have depth and texture of a residential building?



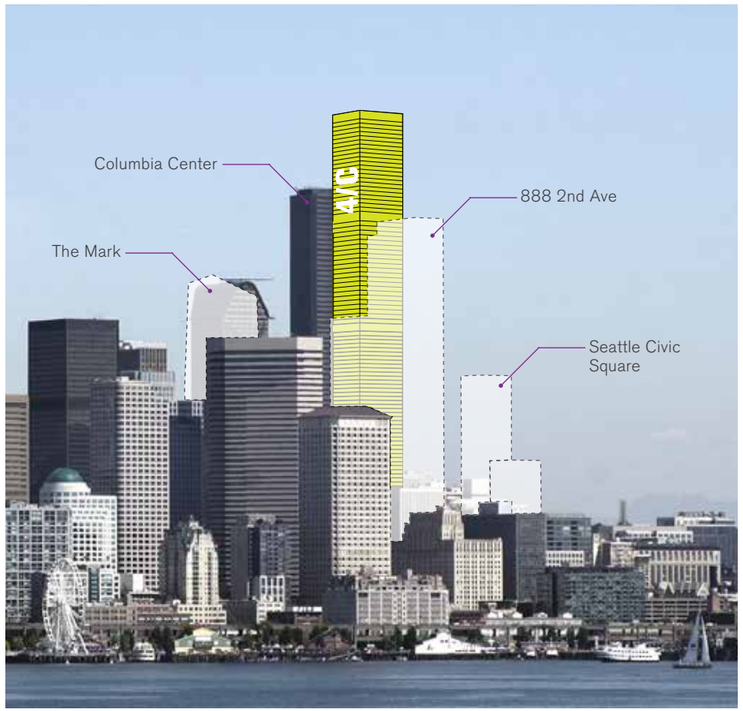
Massing In Context View from Elliot Bay

Comparative analysis of Seattle skyline from Elliot Bay with the proposed 4th and Columbia tower at 3 tower locations: north, center and south side of site.

Site Plan with Key Neighboring Towers (Existing + Proposed)

1. Columbia Center
2. 888 2nd Ave
3. The Mark (5th & Columbia)
4. Seattle Civic Square

Columbia Center + Existing Context

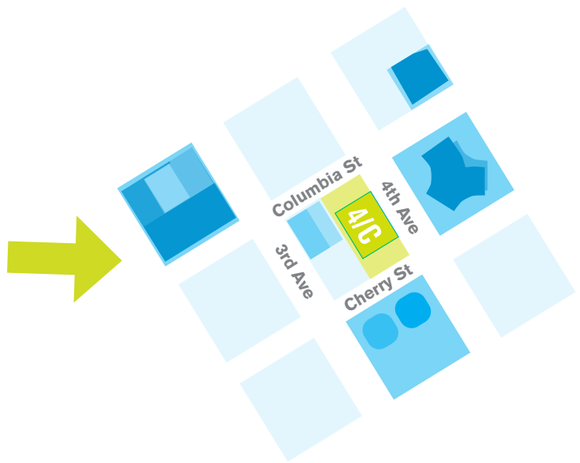


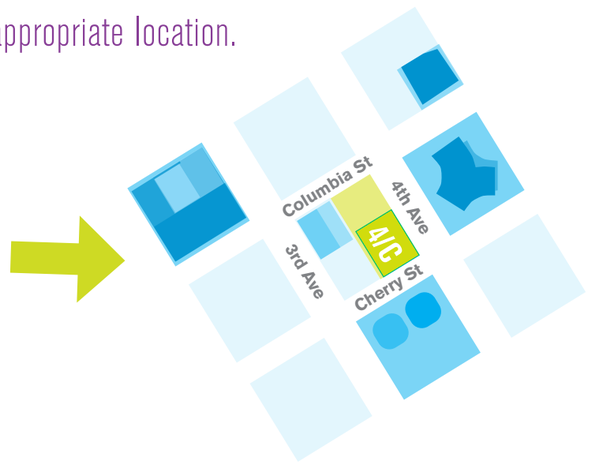
Columbia Center + Planned/Proposed Towers
4/C Tower at north end of site

Columbia Center + Planned/Proposed Towers
4/C Tower at center of site

Columbia Center + Planned/Proposed Towers
4/C Tower at south end of site

Tower location at the south end of site is the most appropriate location.





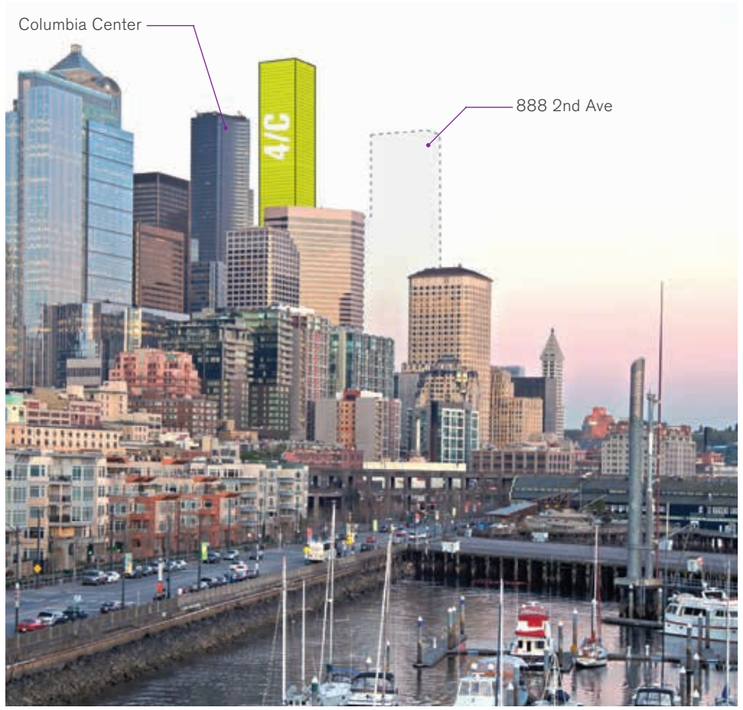
Massing in Context View from Bell Harbor

Comparative analysis of Seattle skyline from Bell Harbor with the proposed 4th and Columbia tower at 3 tower locations: north, center and south end of site.

Site Plan with Key Neighboring Towers (Existing + Proposed)

1. Columbia Center
2. 888 2nd Ave
3. The Mark (5th & Columbia)
4. Seattle Civic Square

Columbia Center + Existing Context

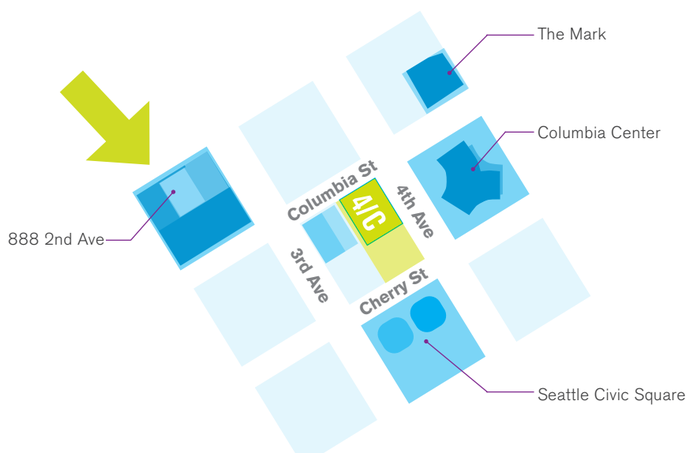


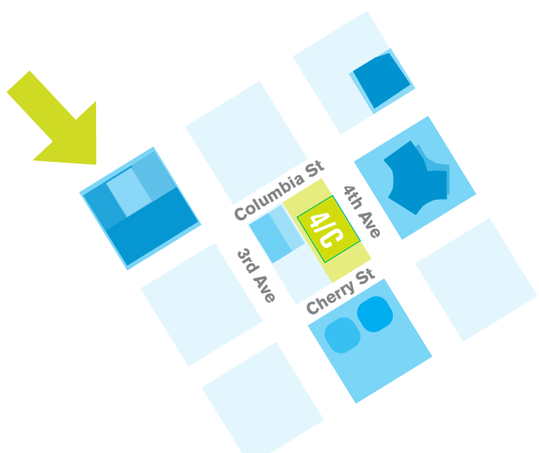
Columbia Center + Planned/Proposed Towers
4/C Tower at north end of site

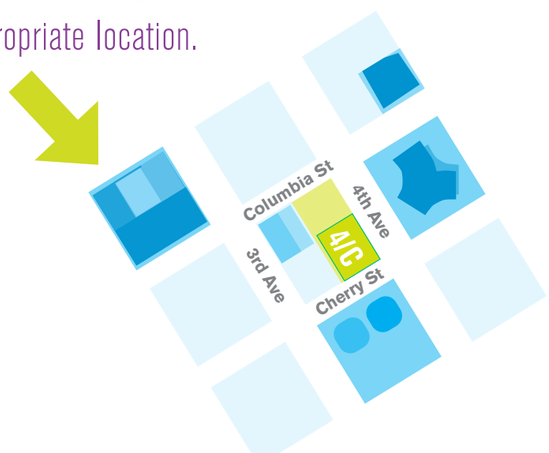
Columbia Center + Planned/Proposed Towers
4/C Tower at center of site

Columbia Center + Planned/Proposed Towers
4/C Tower at south end of site

Tower location at the south end of site is the most appropriate location.







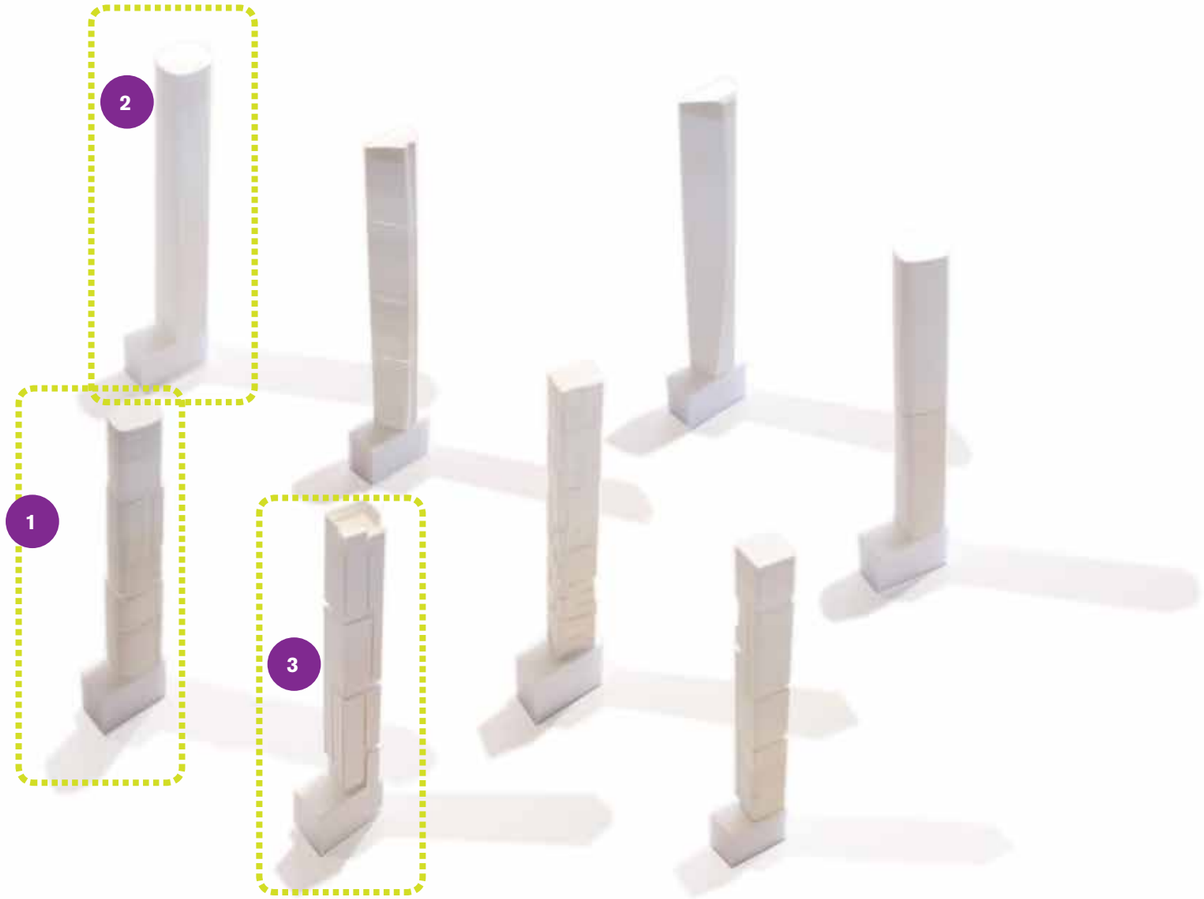
Tower Shapes

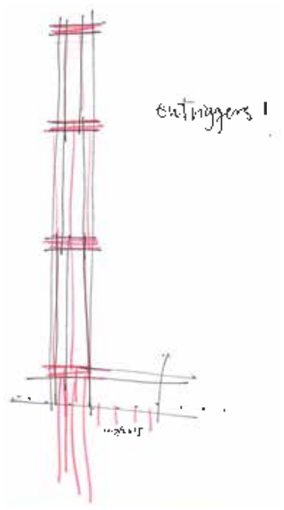
3 Types for further investigation

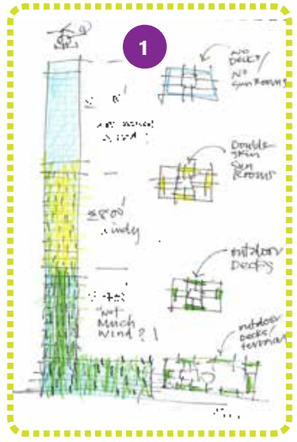
1. Rounded scheme with stepped massing to allow for terraces and balconies

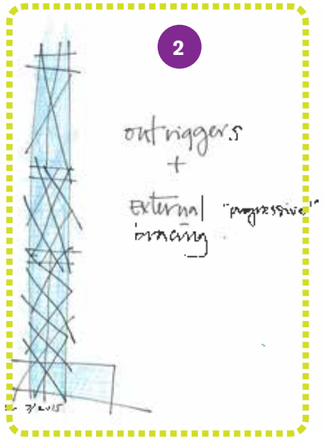
2. Square plan evolving into rounded plan with lateral X-bracing structure expressed in the form

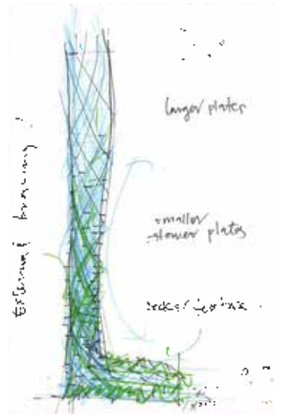
3. A rectangular scheme with several masses that break down the overall tower into interlocking pieces

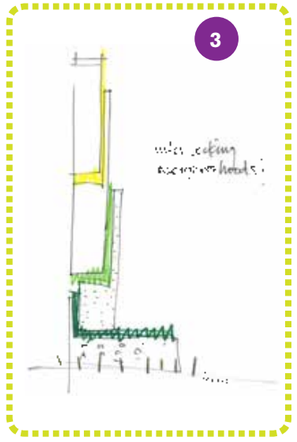








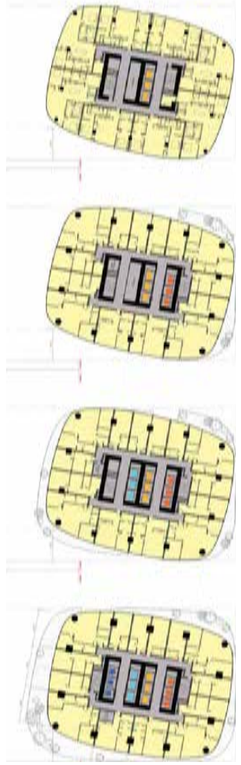


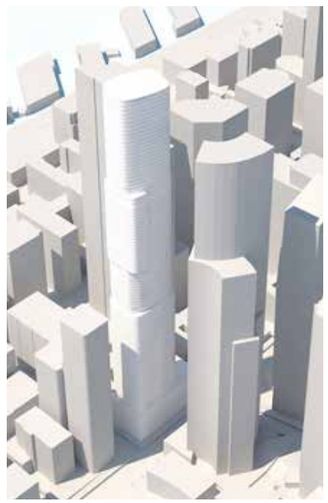


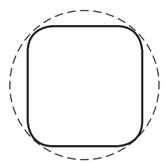
Tower Shapes

The boxy/staggered form is the most complementary, as it does not repeat the forms of existing and proposed neighbors

Rounded Scheme

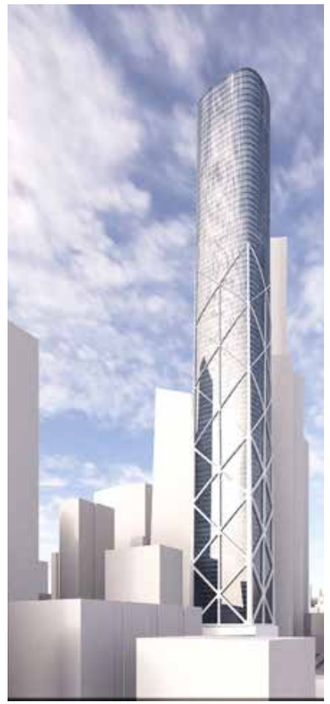


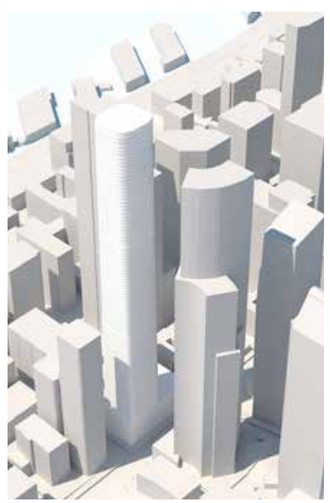


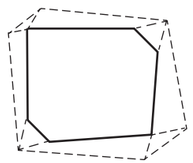


The rounded corners are similar to the proposed Civic Square Project, and curved facades mirror the concave curvature of Columbia Center

Transforming Scheme (square to rounded)

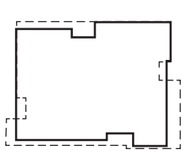






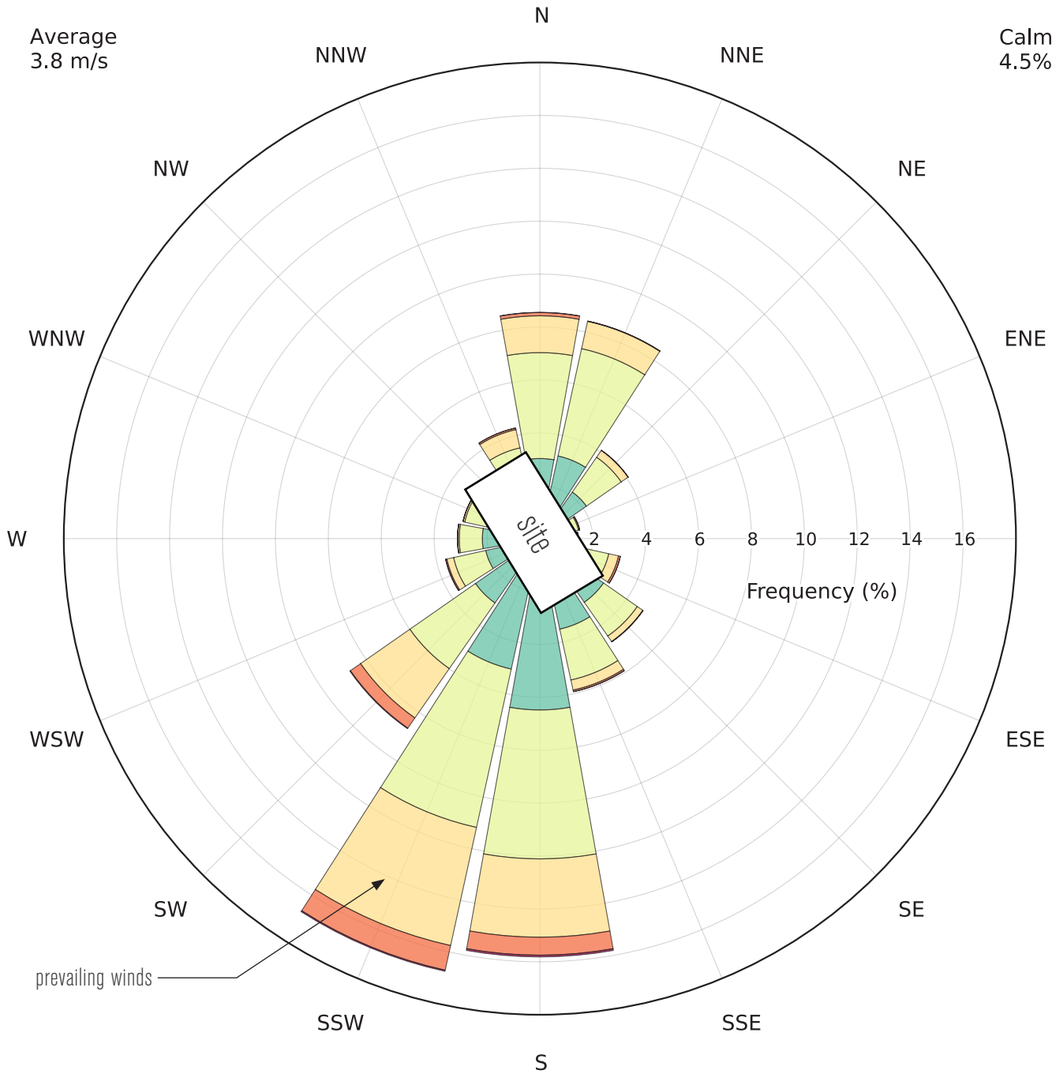
The transforming geometry and diagonal structure are similar to The Mark tower under construction, and retain the monolithic look of an office building

Broken-up / Boxy Scheme

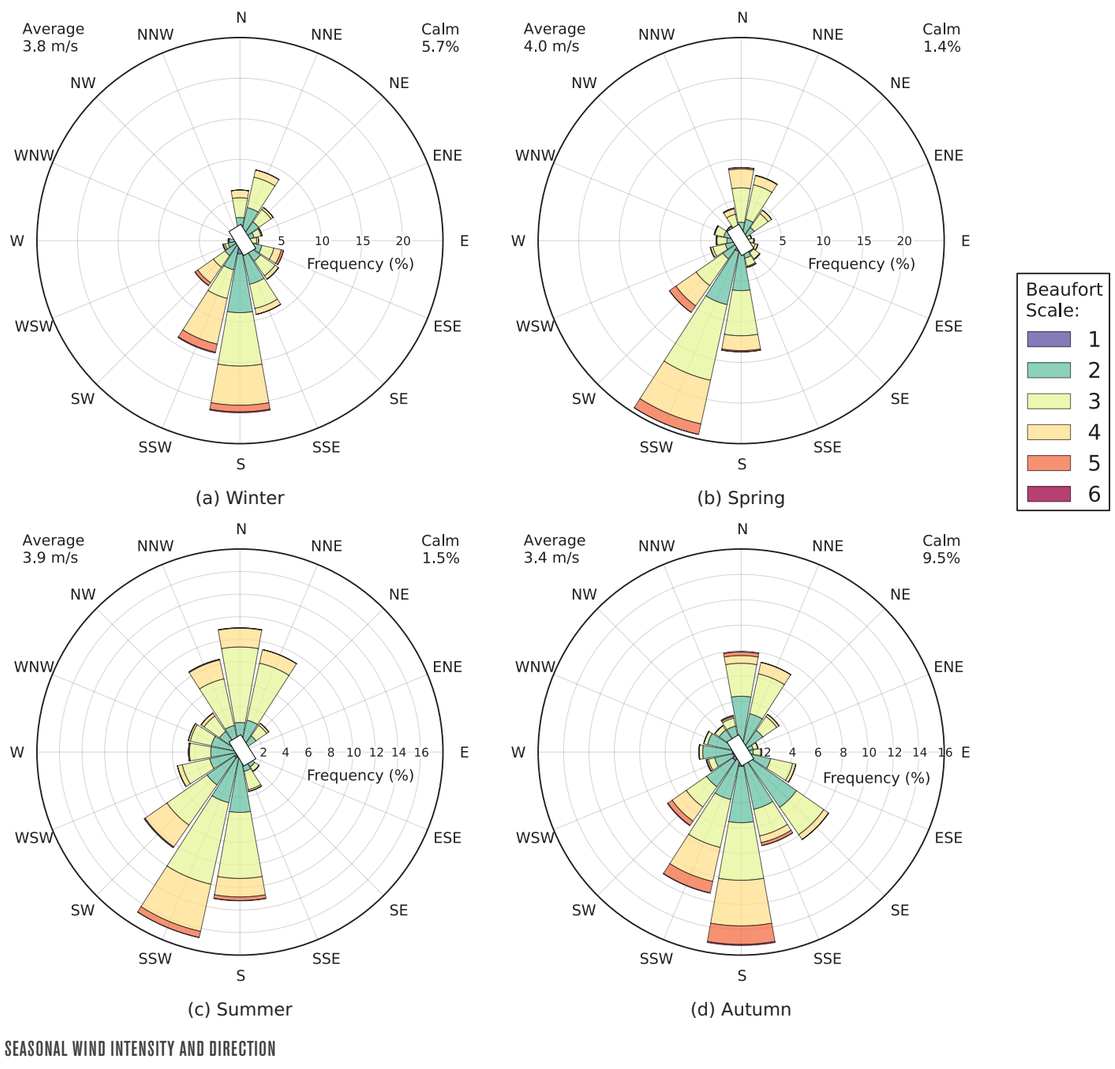


The many individual masses and carved volumes read like a mixed community and provide residential scale. This shape also provides superior flexibility with planning and unit layouts

Environmental Conditions Wind



ANNUAL WIND INTENSITY AND DIRECTION



SEASONAL WIND INTENSITY AND DIRECTION

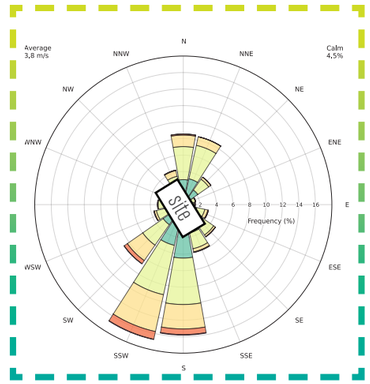
Rotating the building toward the south directs the narrowest facade to the prevailing wind, minimizing lateral loads on the building

Synthesis

As a result of analyzing views, structure, skyline impacts, program, architectural expression and contextual examples, we selected these design parameters to guide the development of 3 architectural alternatives:

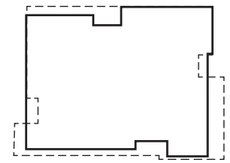
Design Conclusions

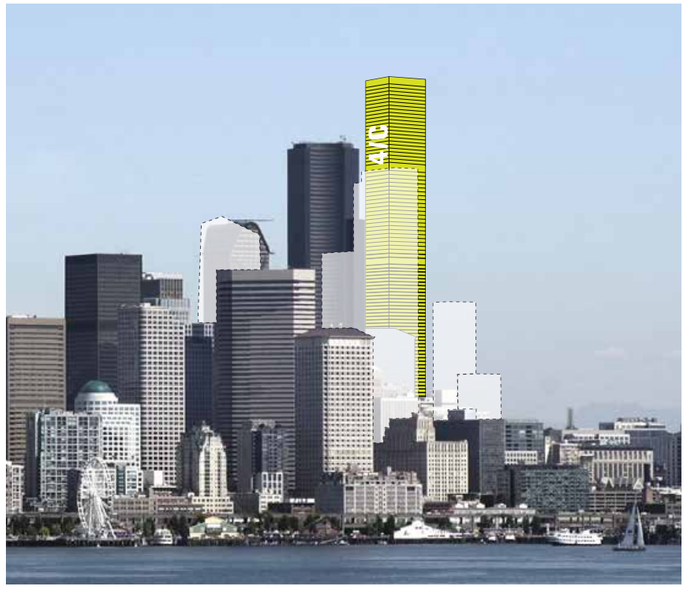
1. The boxy/staggered massing is the most complementary urban form, as it does not repeat the forms of existing and proposed neighbors while avoiding the monolithic tendencies of most tall buildings. It also provides the greatest flexibility and planning opportunities for a residential program
2. A height of between 1050-1150 is the “sweet spot” for constructability, wind and program.
3. A mix of retail, hotel and office are the most compatible commercial uses with the primarily residential population. These programs allow residents to work, shop and dine where they live, while making dense urban living more hospitable with guest rooms for visitors and multiple shared amenity floors
4. Balconies are safest and most likely to be enjoyed below 500’
5. Wind tunnel testing indicates that a tower on the south end of the site has the least impacts on 4/C and its neighbors
6. Skyline studies also indicate a tower at the south end of the site gives 4/C and its neighbors the most “breathing room”



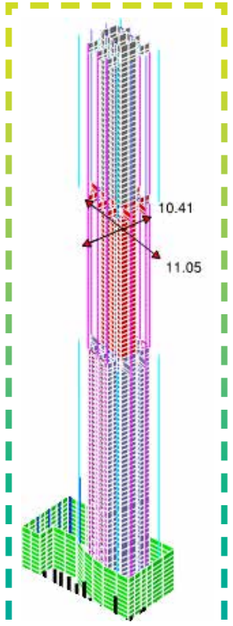
WIND ANALYSIS: SOUTH END OF SITE HAS LOWEST IMPACT

TOWER ON SOUTH END OF SITE

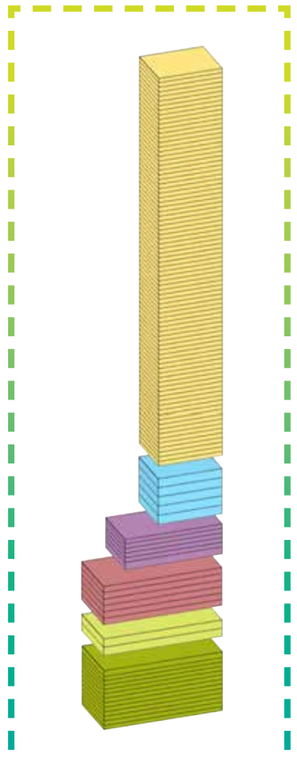




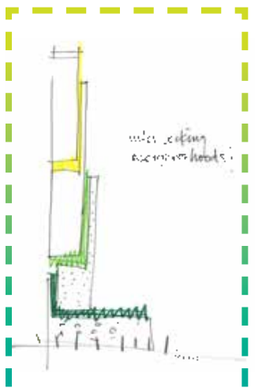
SKYLINE FROM FERRY: TOWER ON SOUTH END OF SITE

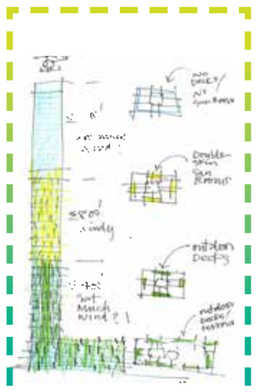


1100’ HEIGHT



MIXED-USE PROGRAM





GRADATION OF BALCONIES, MASSING

BOXY VOLUMES WITH HORIZONTAL BREAKS

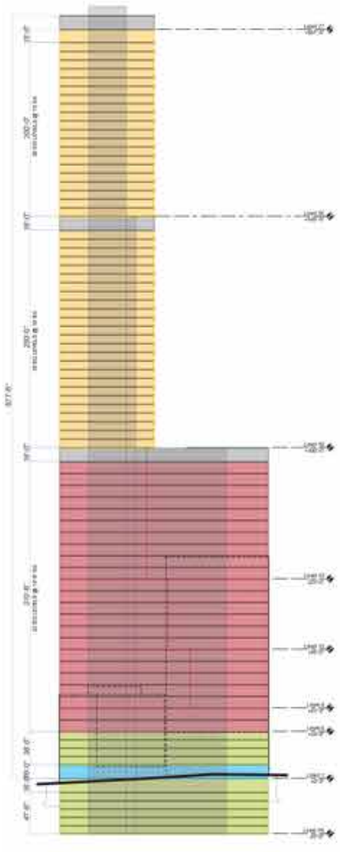
7/ ARCHITECTURAL CONCEPTS

Mixed-Use Program Studies

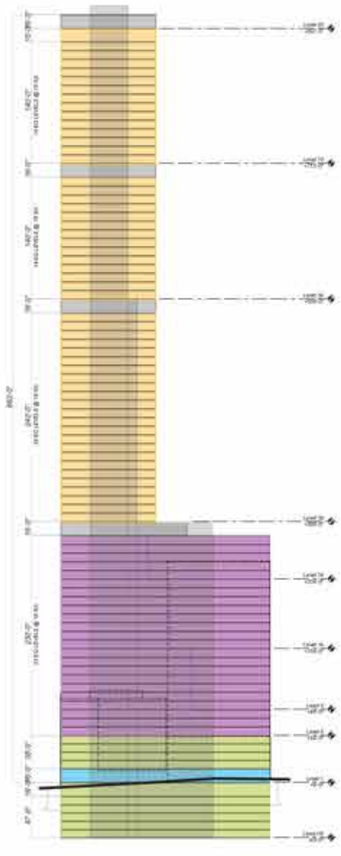
Many combinations of uses were considered in developing the program elements of the project. Ultimately, the project proposes a mix of multi-story retail, hotel, amenity and flexible office space that will complement the primary residential program.

Key

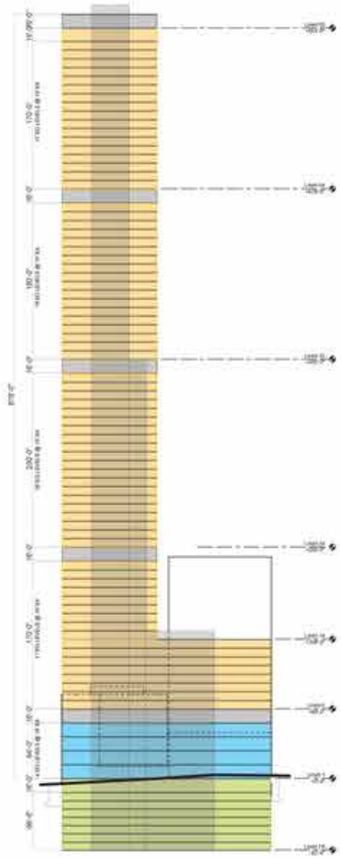
- Residential
- Hotel
- Office
- Parking
- Lobby/Retail
- Mechanical



Res. + 20 FAR Office

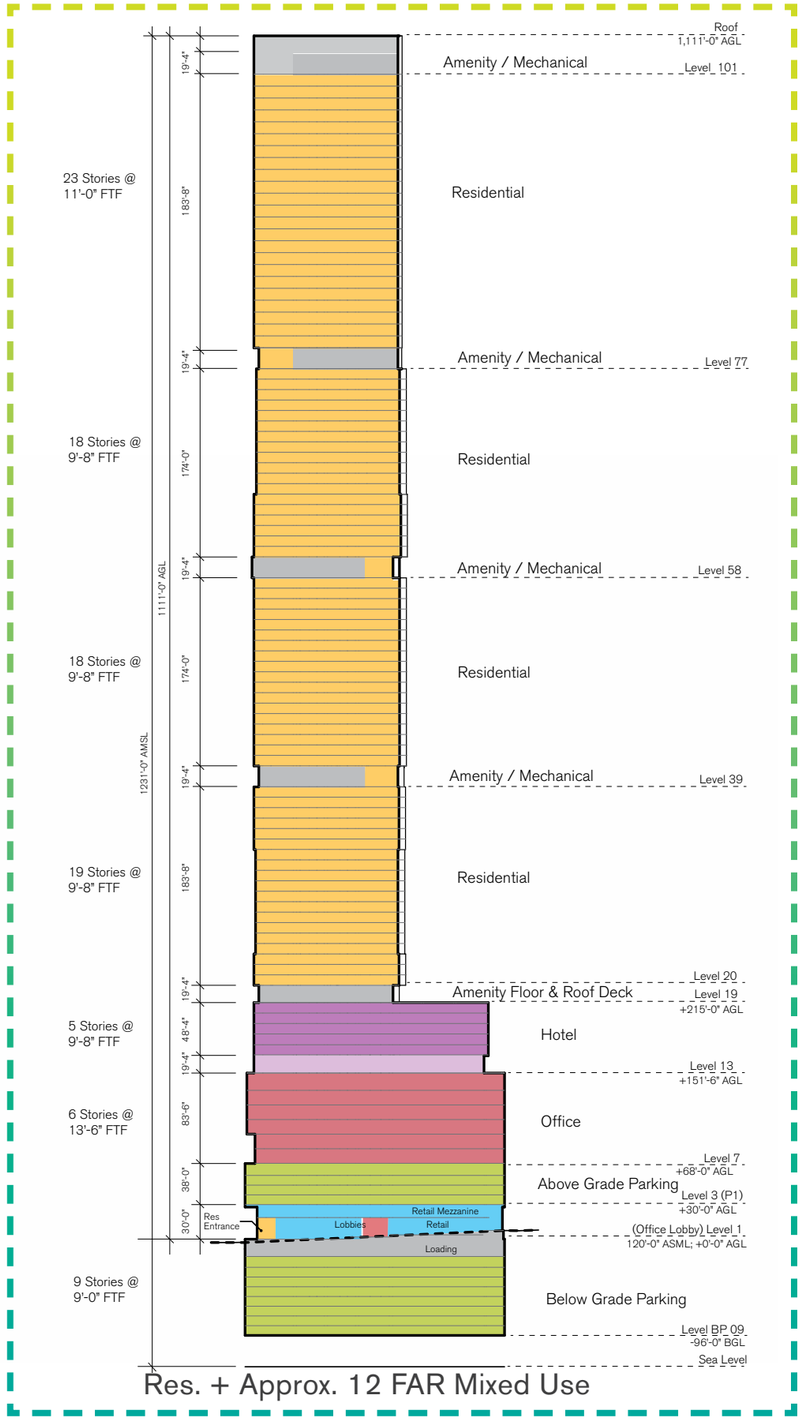


Res. + 20 FAR Hotel



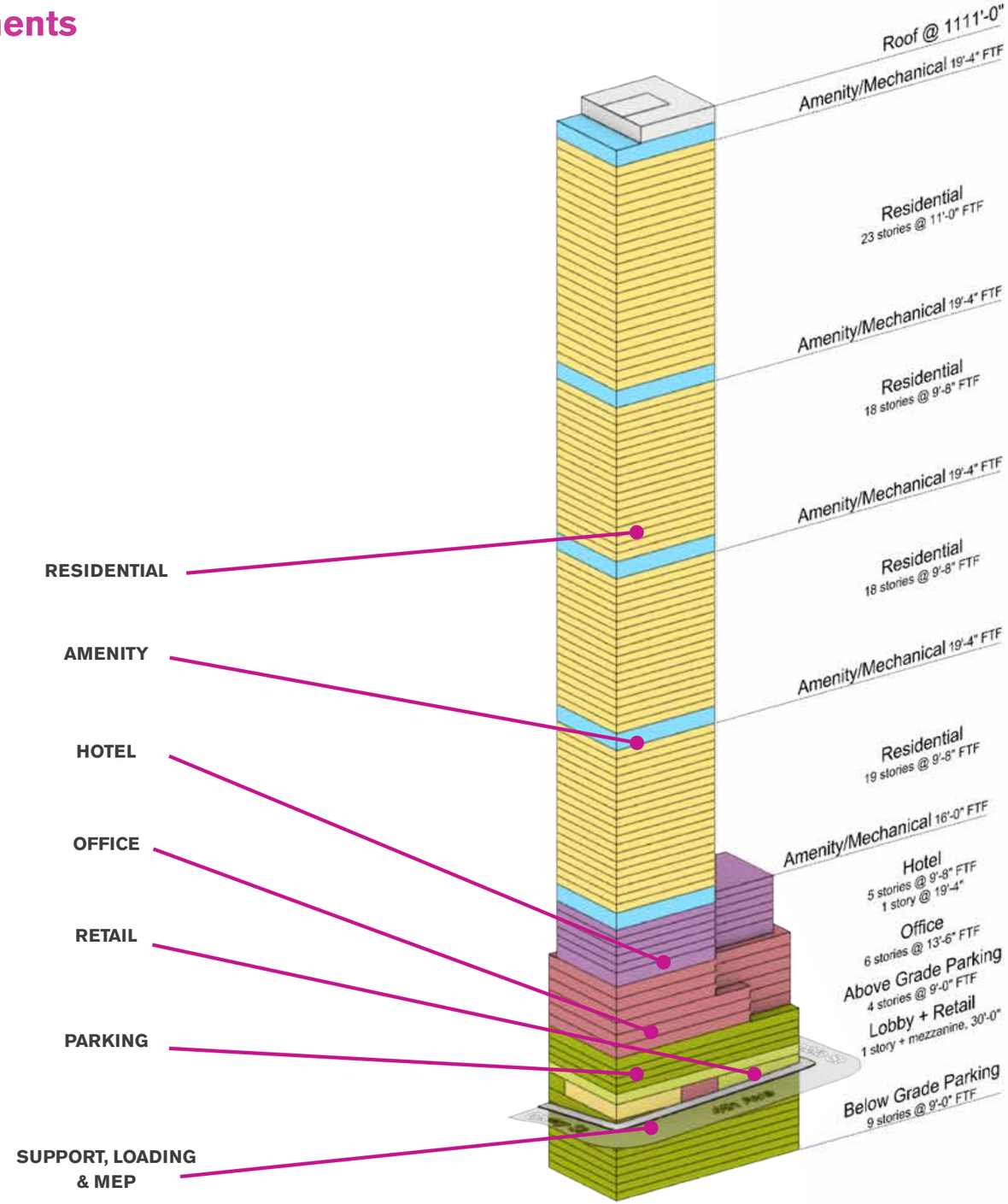
All Residential

Hotel and apartments share complementary amenities, while office allows residents to work "at home"

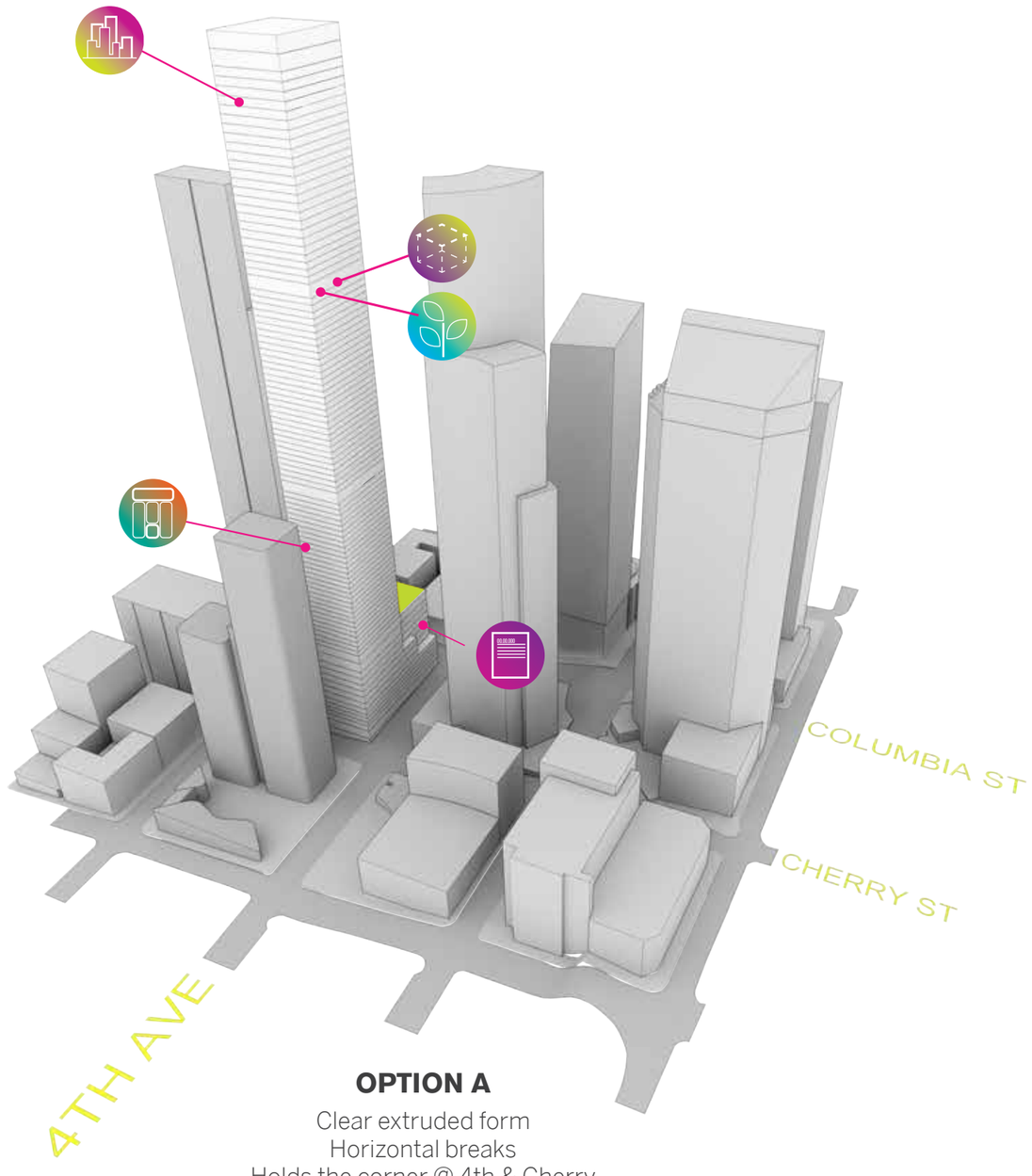


Res. + Approx. 12 FAR Mixed Use

Proposed Program Elements

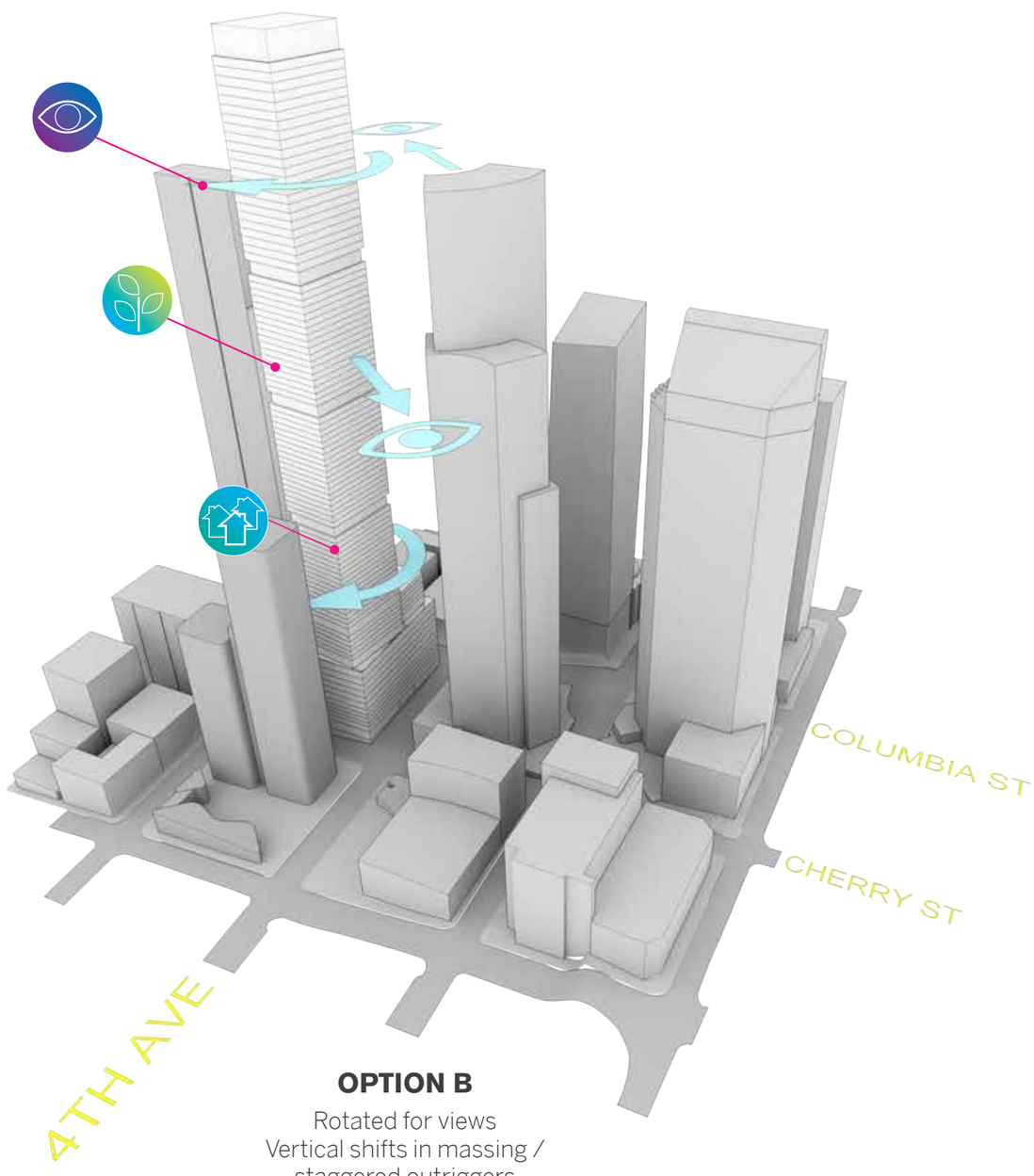


Development of Architectural Alternatives



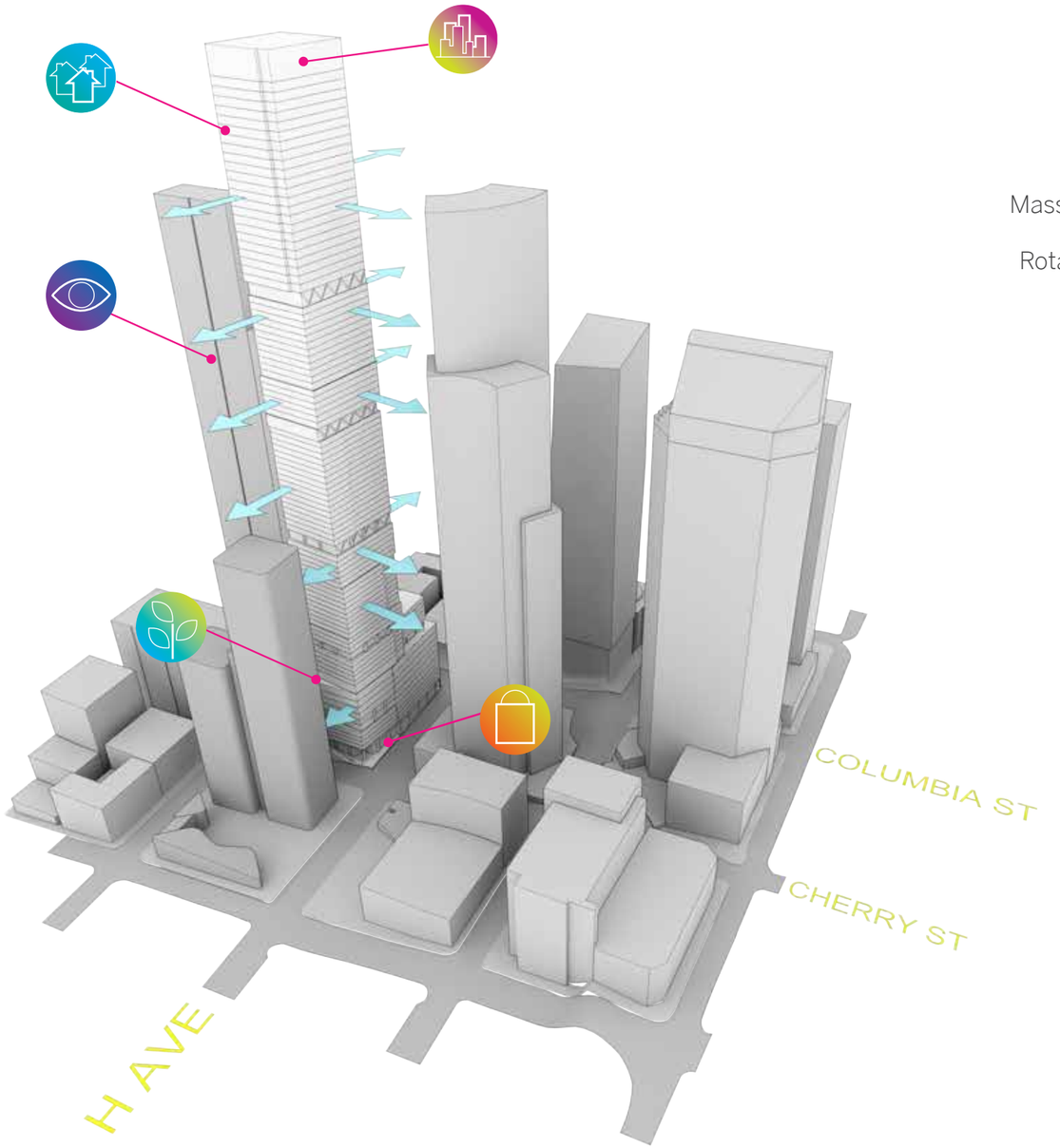
OPTION A

Clear extruded form
Horizontal breaks
Holds the corner @ 4th & Cherry
Podium steps back to minimum facade length



OPTION B

Rotated for views
Vertical shifts in massing / staggered outriggers



OPTION C

(Preferred Scheme)

Massing volumes broken down to respond to views, adjacencies, wind
Rotated for views and prevailing wind loads
Open corner plaza @ 4th & Cherry
Modulated podium massing

Skyline
Program
Views
Sky garden
Structure
Code prescribed setback
Neighborhoods
Retail

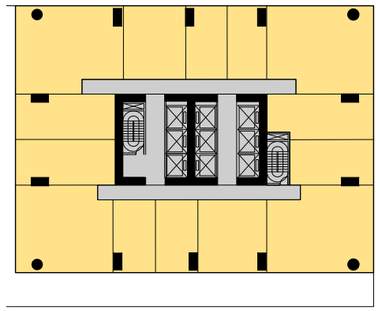
Three Architectural Alternatives

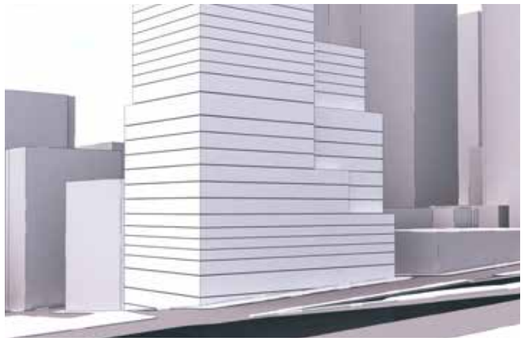
Each of the three options further refines the massing and conceptual decisions made through in-depth analysis of context, structural requirements, program, and views. Thus, all of the options include the same mix of hotel, office and residential program with above-grade parking and ground-level retail. Likewise, as per the view and skyline analyses, each alternate is located on the south end of the site. In all cases, loading and parking access is from Columbia and Cherry.

All of the alternates complement the neighboring buildings and would be an elegant addition to the Seattle skyline.

OPTION A:
Simple Extrusion (Code Compliant Scheme)

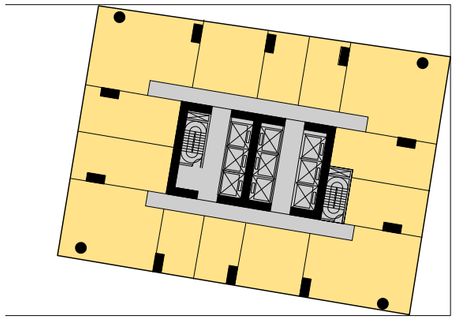
This form is the simplest expression of the program, with minimal articulation. The need for lateral bracing at various points in the tower creates an opportunity for double-height amenity levels and creates three distinct neighborhoods dividing the height of the tower into smaller masses.

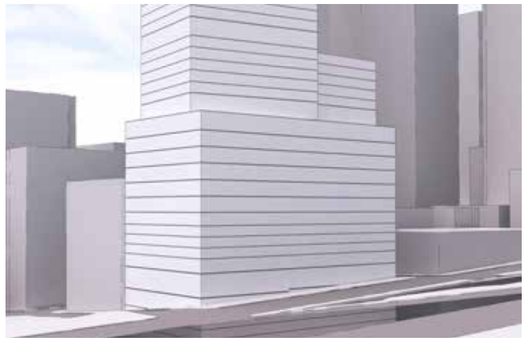




OPTION B:
Full-block Podium with Rotated Tower

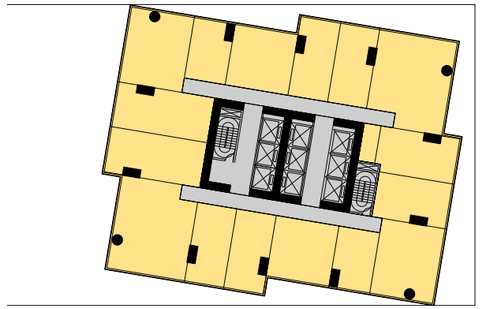
Rotating the tower off from the grid minimizes changes in wind loads to neighboring buildings and presents the narrowest face of the tower to the prevailing winds, while maximizing the views for both the proposed building and existing neighbors. Horizontal cuts in the building derive from the structural expression of the lateral system and allow for sky gardens and double-height amenity levels. The podium holds both corners and reflects the mass and bulk of buildings in the neighborhood.

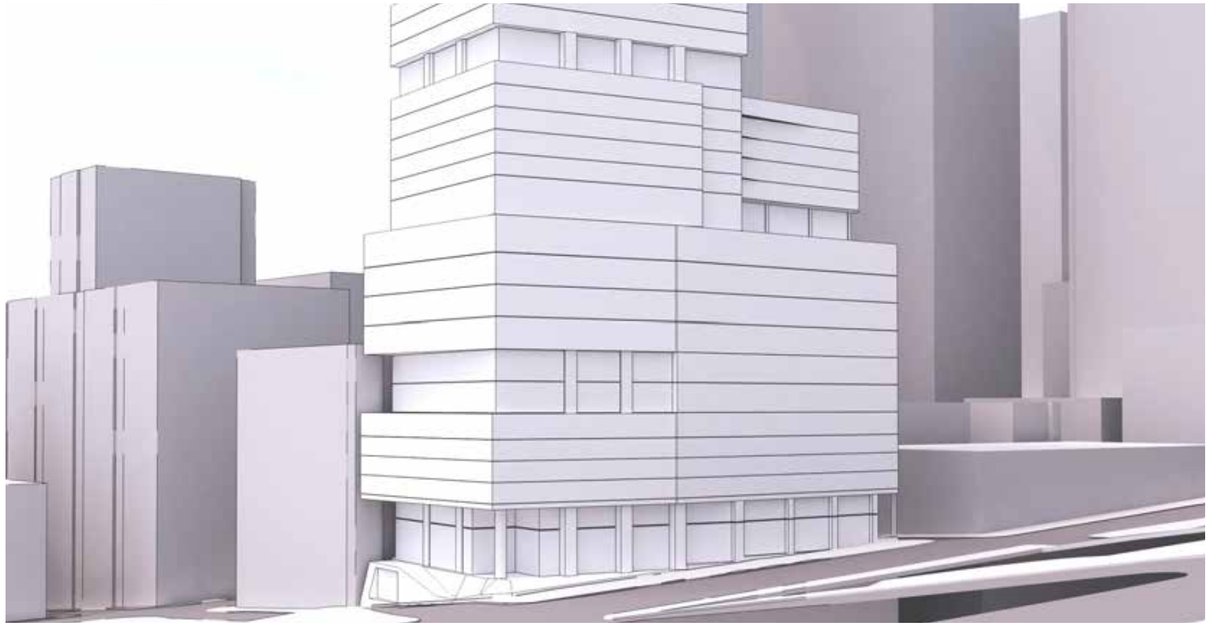




OPTION C:
Staggered/Shifting Volumes (Preferred)

In this scheme, the massing is broken down in scale with vertical and horizontal segmentation concentrated at the lower levels where most program shifts occur. These “cuts” reflect various interior and exterior influences, including significant heights in Seattle history (Smith Tower, Columbia Center, Space Needle), unit type and mix, as well as certain views and adjacencies that create distinct residential neighborhoods. By modulating the facade, the design avoids the monolithic extrusion typical of most high-rise towers, and feels more like a stitched-together urban community.





Option A

Simple Extrusion

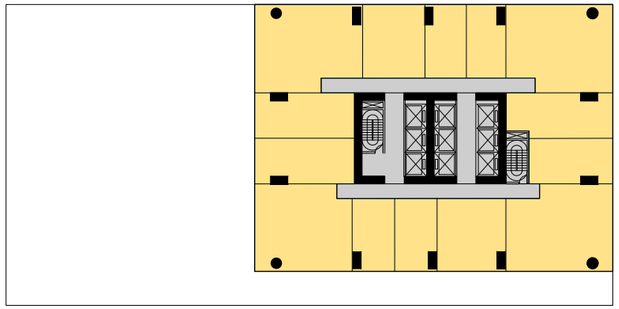
PROS

- More efficient construction
- Improved parking efficiency
- Simple, rational form
- Code compliant

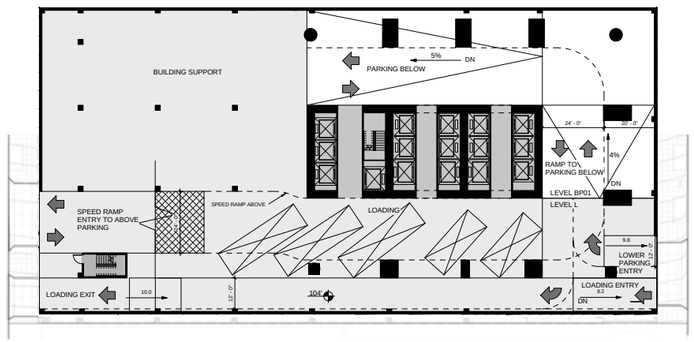
CONS

- Building does not rotate away from Columbia Center, and both towers' views are impacted
- Poor wind efficiency
- Minimal variety in floor plate options
- Form is most monolithic out of all options
- Prescriptive setbacks do not complement form or neighbors

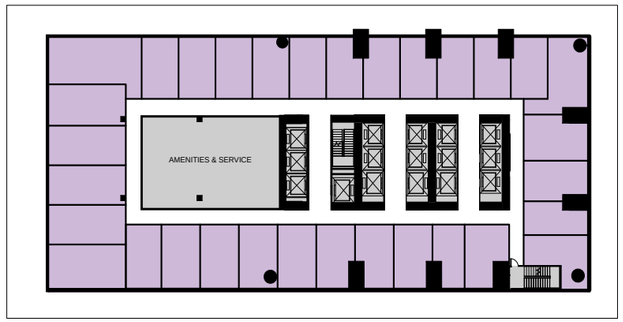
Level 1:
Lobbies & Retail



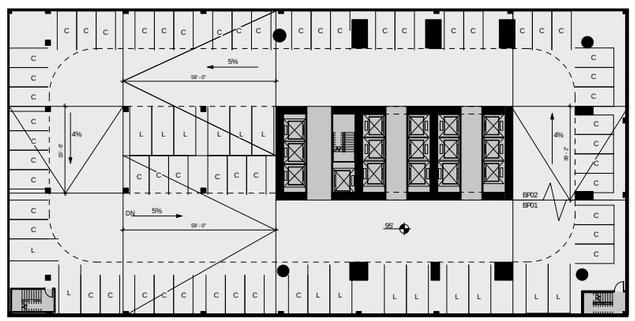
Typical Residential Floor
(20-100)



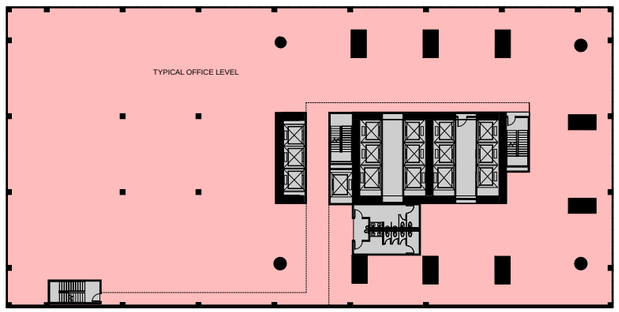
Level L:
Building Support & Loading



Levels 14-18:
Hotel



Levels BP01-BP08:
Below-grade Parking



Levels 7-12:
Office

Option B

Full-block Podium with Rotated Tower

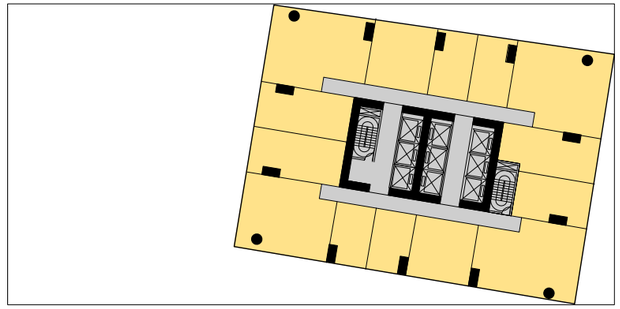
PROS

- Slight rotation helps preserve views from neighboring buildings
- Rotation creates separation from immediate neighbors, allowing for more glazing
- Simple, rational form
- More efficient construction

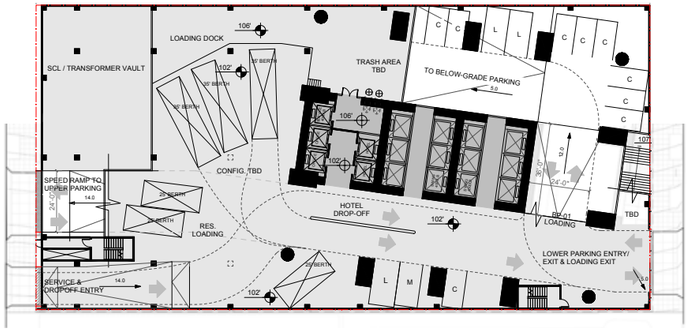
CONS

- Rotated core can create a more complicated parking scheme
- Departure required for modulation

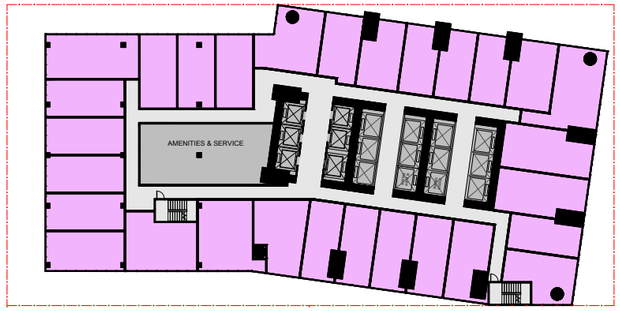
Level 1:
Lobbies & Retail



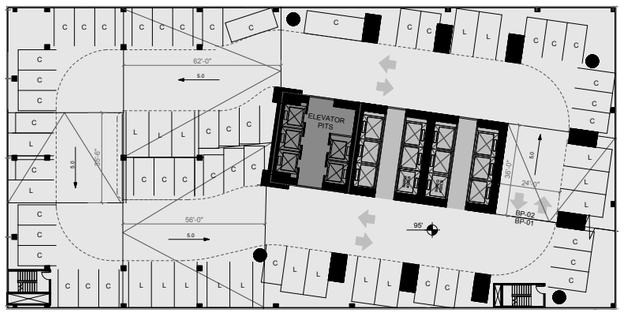
Levels 20-100:
Typical Residential



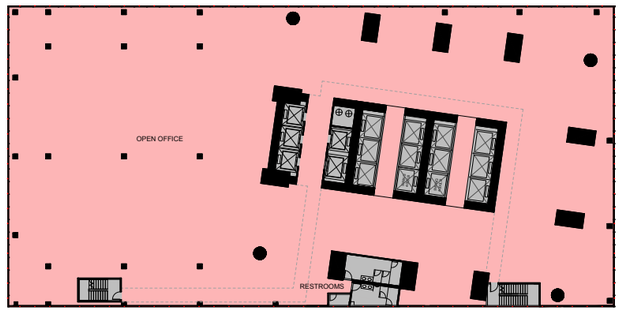
Level L:
Building Support & Loading



Levels 14-18:
Hotel



Levels BP01-BP08:
Below-grade Parking



Levels 7-12:
Office

Option C

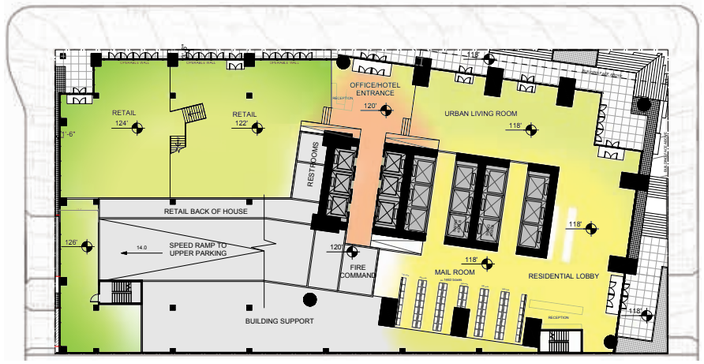
Staggered/ Shifting Volumes

PROS

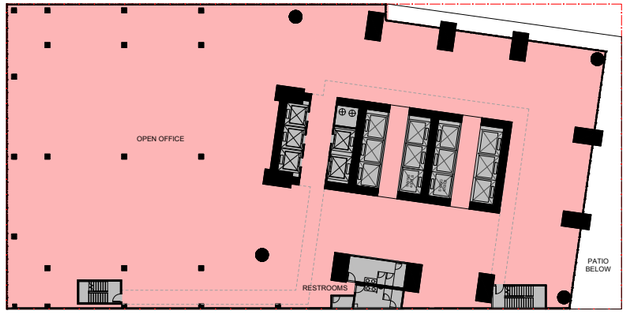
- Carved edges disrupt wind flow.
- Slight rotation helps preserve views from neighboring buildings.
- Variation in facade allows a more interesting skyline
- Creates the most variety in floor plate options.
- Undulations in building form can begin to address surrounding views and neighborhoods.

CONS

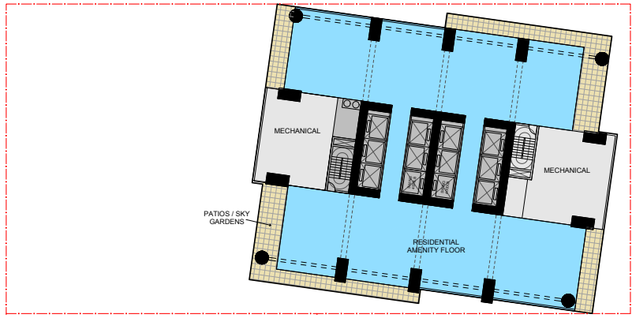
- Rotated core creates more complicated parking scheme.
- Departure required for modulation



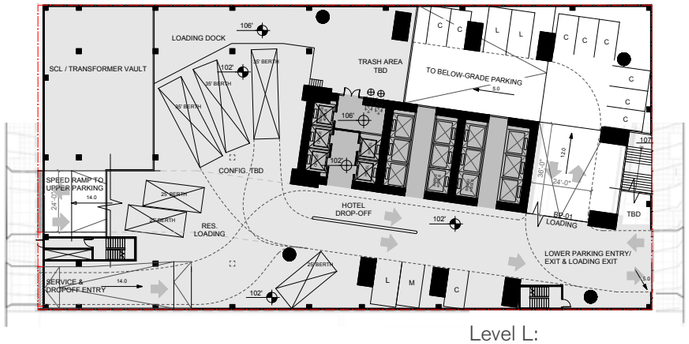
Level 1:
Lobbies & Retail



Levels 7-12:
Typical Office

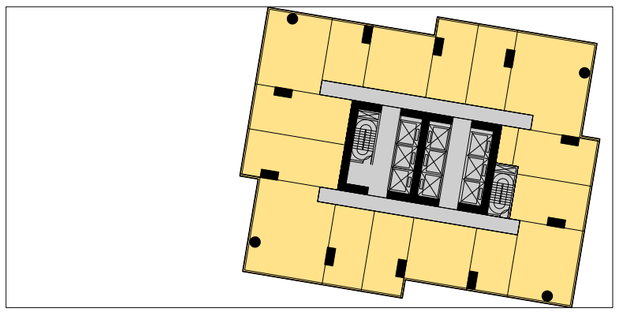


Level 39, 56, & 77:
Typical Amenity Level

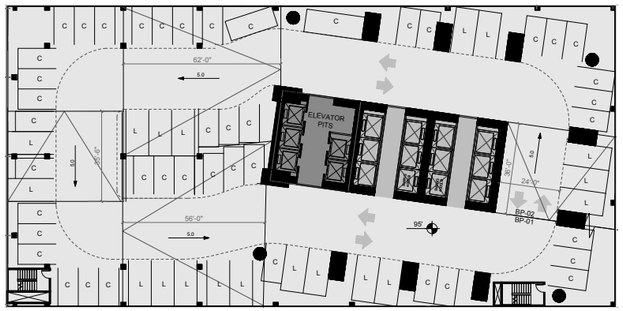


Level L:
Building Support &
Loading

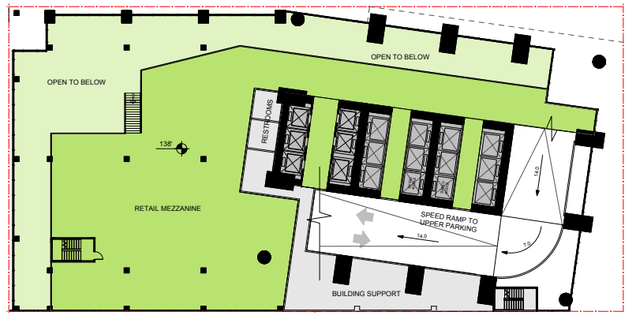
Levels 3-6:
Above-grade Parking



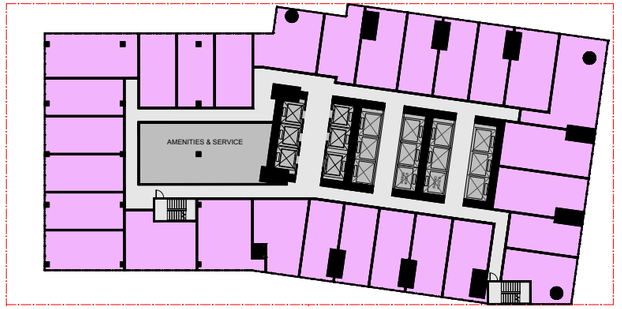
Levels 20-100:
Typical Residential



Levels BP01-BP08:
Below-grade Parking

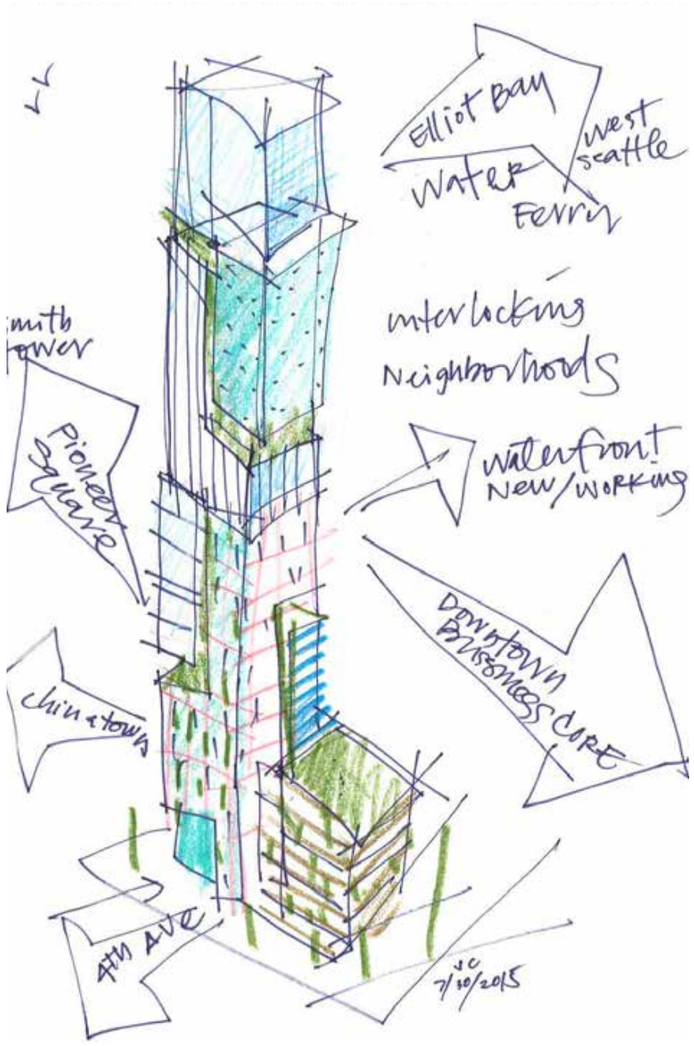


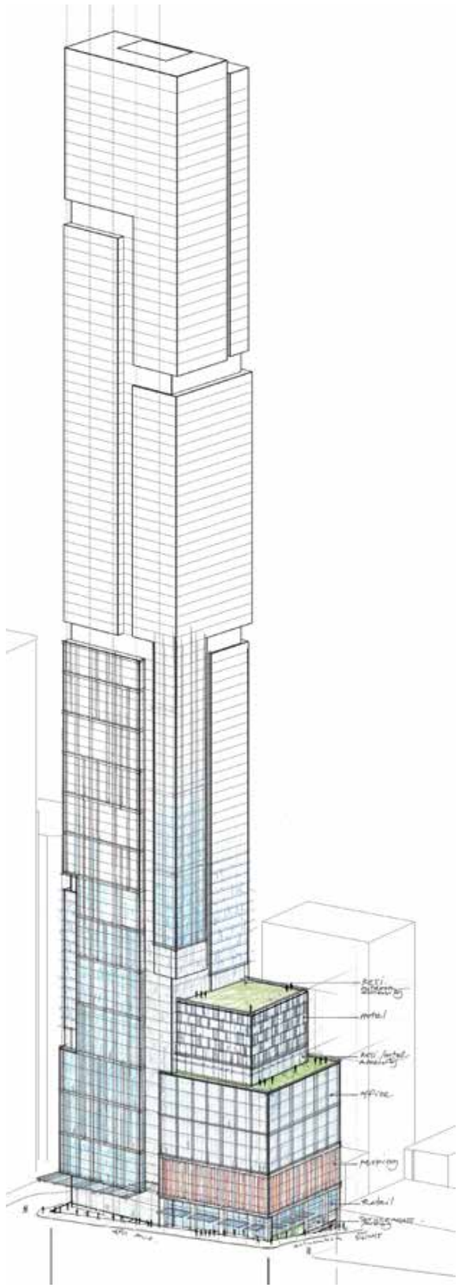
Level 2 (Mezz.):
Retail & Building Support

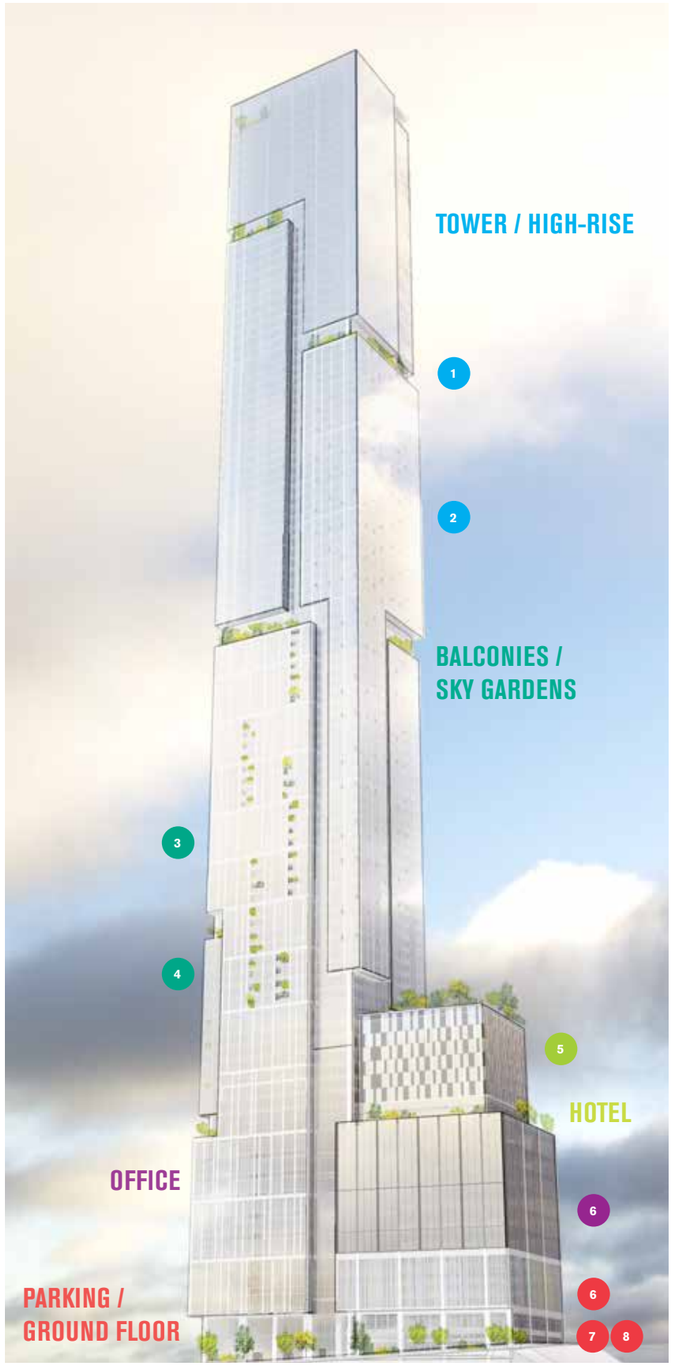


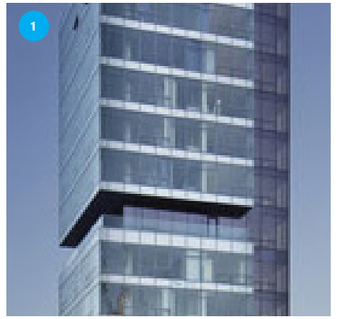
Levels 14-18:
Typical Hotel

Development of Preferred Scheme Interlocking Volumes

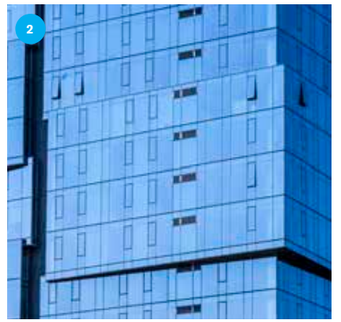








Butt-glazed mullions with spandrel, cuts for sky gardens or residential open space amenity



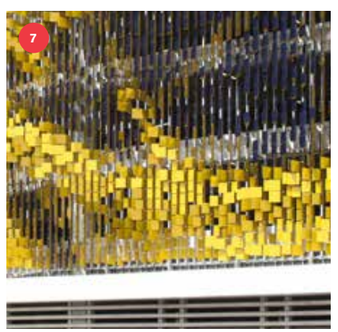
Operable windows, vision glass and spandrel glass in alternating pattern

Stone or metal panel grid composition, recessed balconies

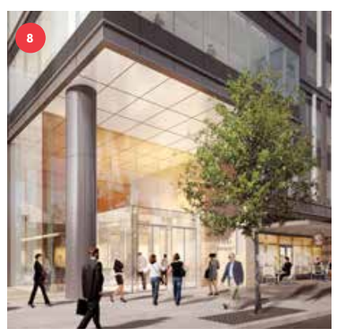
Metal frame with “divided light”

Window wall system with various sized punched windows, zinc/metal panels

Black metal channels with vision glass

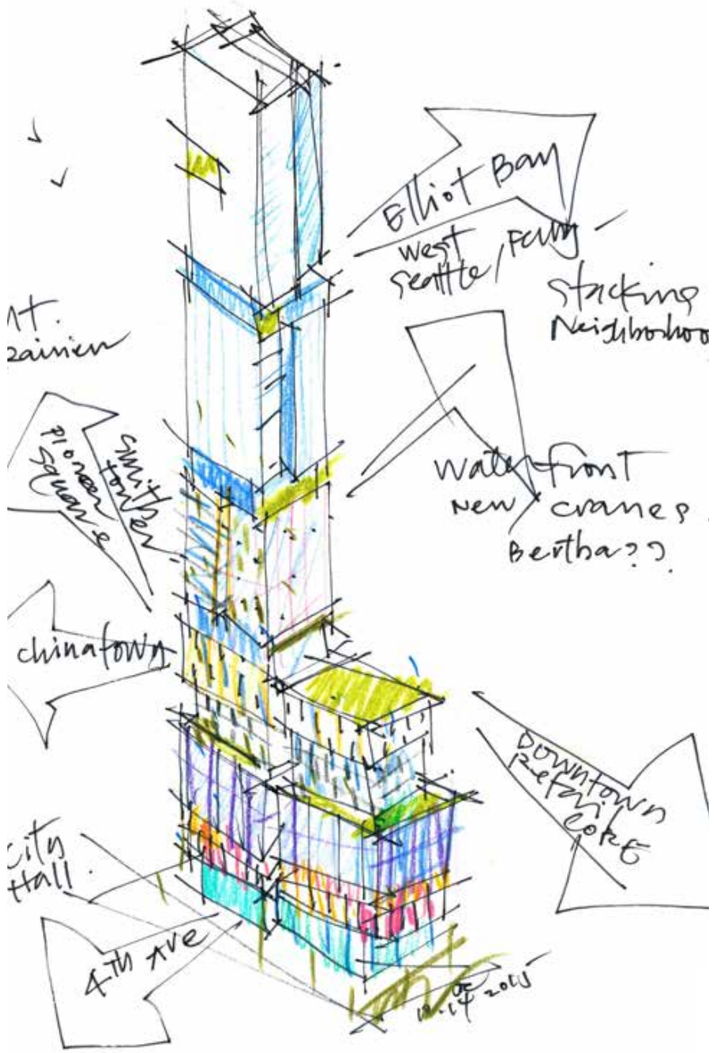


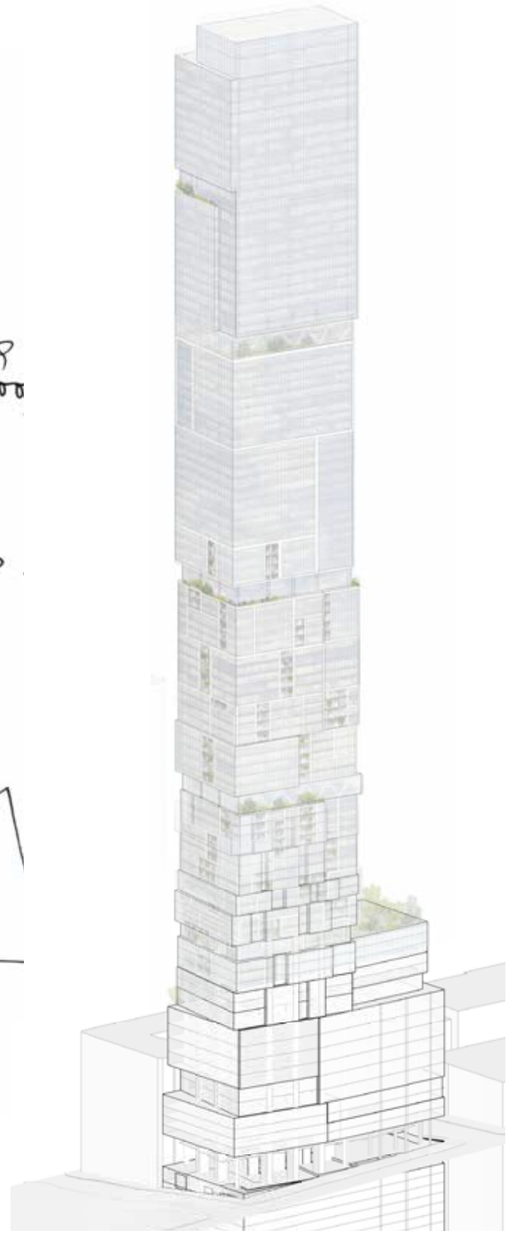
Opaque and perforated metal screen with colored fins (opaque where needed to block headlights)

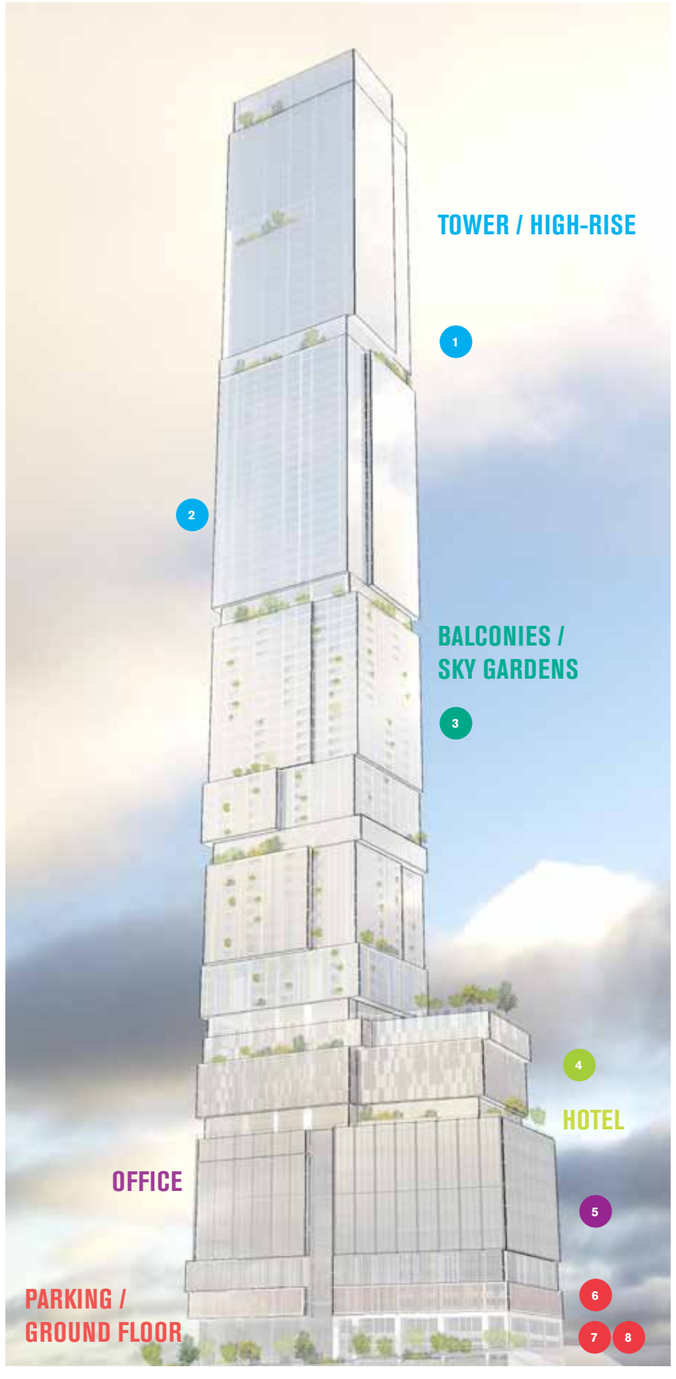


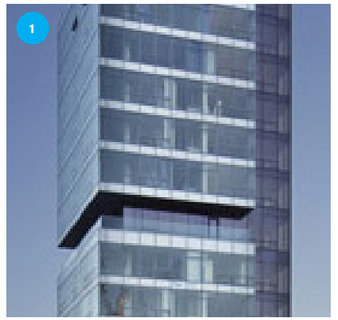
Transparency at grade, double-height entry expression, variety of scales

Development of Preferred Scheme Shifting Stack

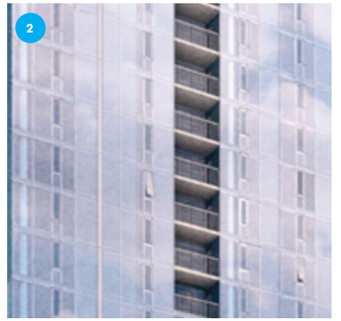




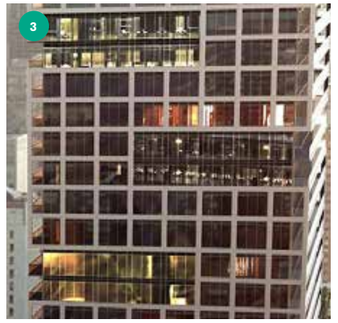




Butt-glazed mullions with spandrel, cuts for sky gardens or residential open space amenity



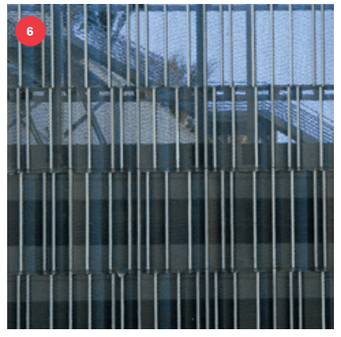
Operable windows, vision glass and spandrel glass in alternating pattern, slotted balconies



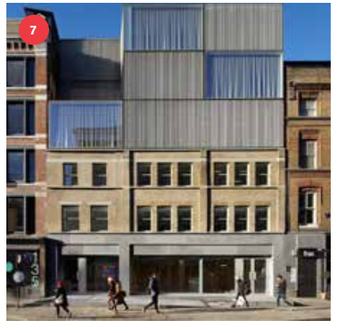
Stone or metal panel grid composition, recessed balconies / decks

Window wall system with various sized punched windows, zinc/metal panels

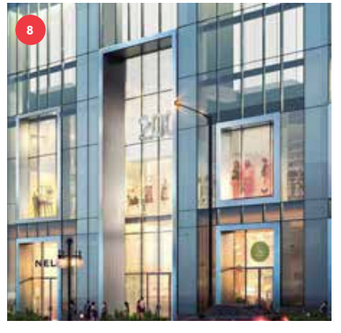
Black metal channels with vision glass



Opaque and perforated metal screen with vertical fins (opaque where needed to block headlights)



Stratified program and materiality, sampling of contextual clues



Transparency at grade, double-height retail expression, generous entrances

Shadow Analysis

Mar/Sep 21 **EQUINOX**

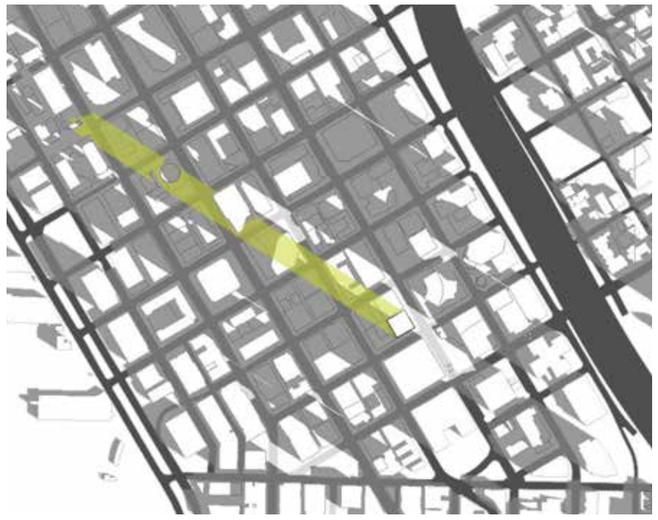
Existing Conditions

9:00 AM

12:00 PM

3:00 PM

With Proposed Tower



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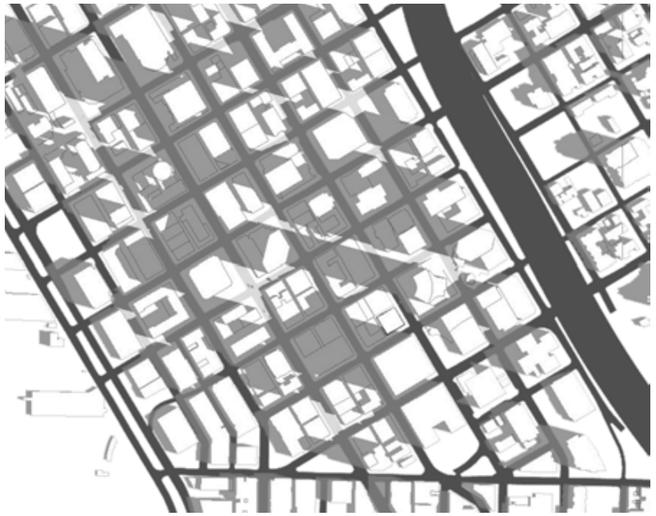
Jun 21 **SUMMER SOLSTICE**

Existing Conditions



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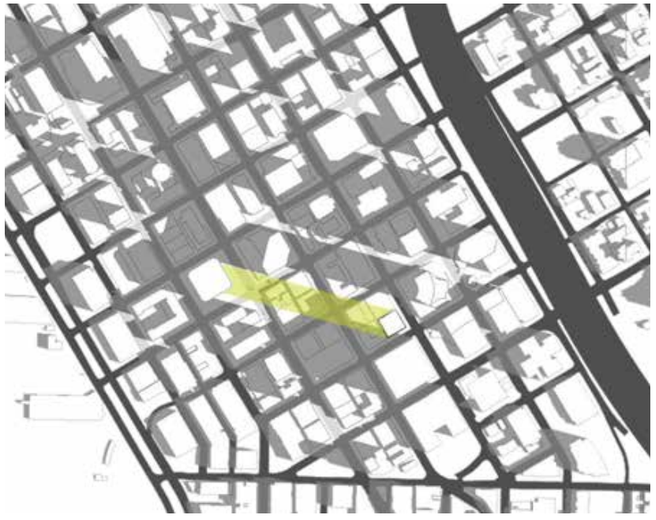
With Proposed Tower



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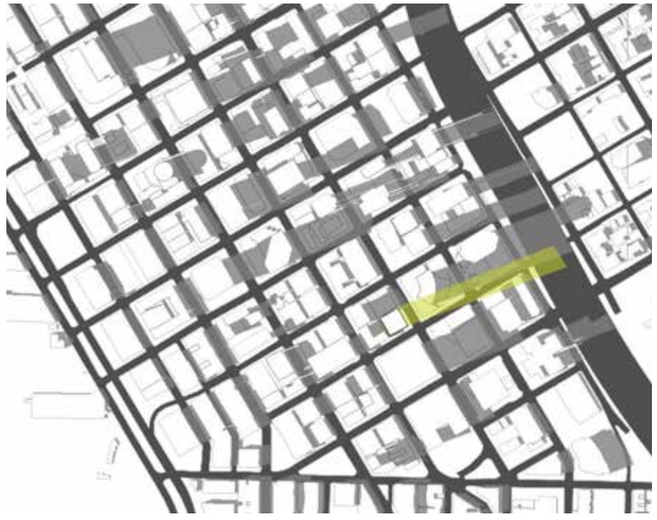

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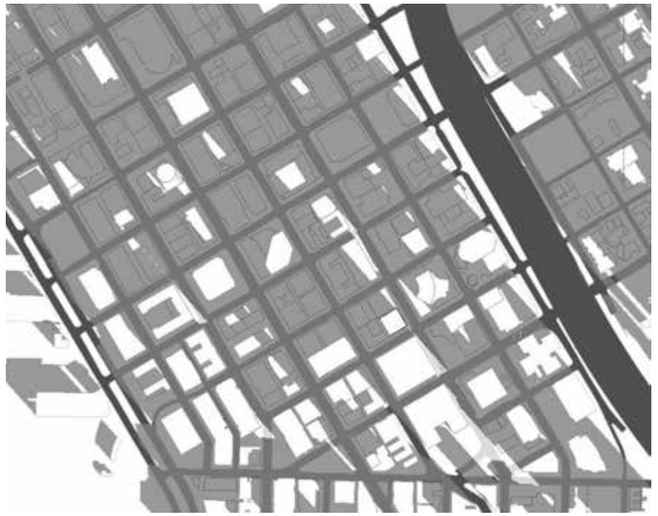
Dec 21 **WINTER SOLSTICE**

Existing Conditions



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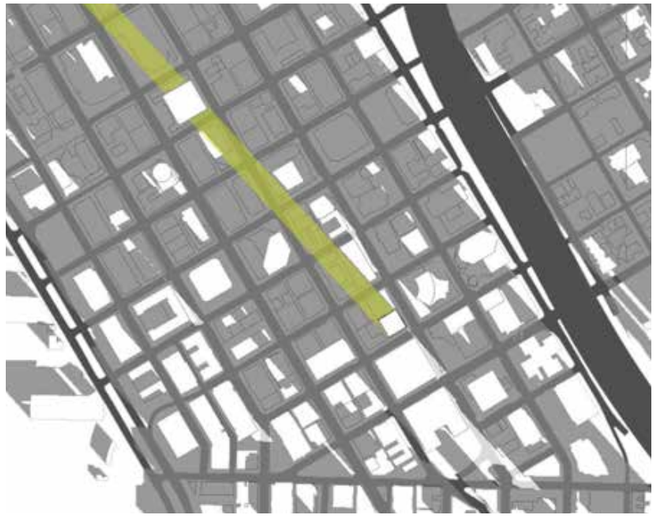
With Proposed Tower



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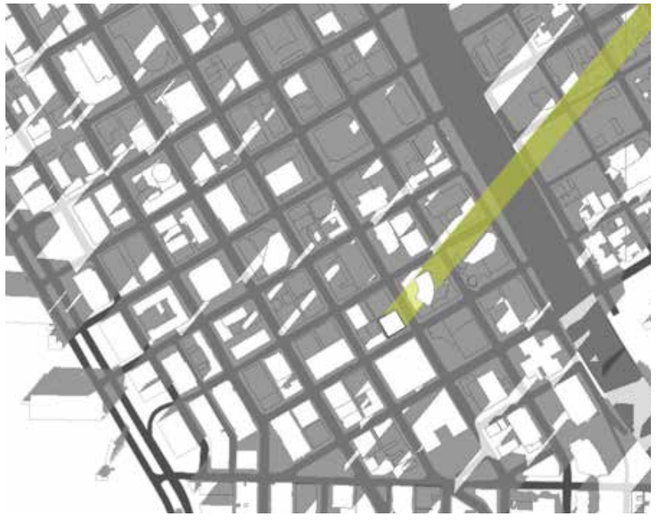

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8/ LANDSCAPE & STREET LEVEL EXPERIENCE

Vehicular & Outdoor Access

The majority of vehicle access points around the site occur on the streets, not the avenues. Due to an existing alley vacation, no loading or parking access is possible from an alley. The total number of curb cuts on the site will be reduced from seven to three. All three curbs cuts are in the general location of the vacated alley, on the steeper Columbia & Cherry Streets, as to not interfere with the proposed bike lane on 4th Ave. Columbia will have two curb cuts, one for above-ground parking and one for service access and drop-off, with an area of refuge between the two. Cherry will have one curb cut for below grade parking entry and exit.

The tree count on the site will increase from the existing three trees. This will complement the new public plaza which will be added along 4th & Cherry.

Green public amenities include decks, plazas, green roofs, landscaped site edges, and open space. Public amenities such as these are important for pedestrian, retail, and office environment, especially when the site can be connected to its surrounding context through green design elements. Serving both building users and visitors, they provide additional green space for aesthetics and functionality.

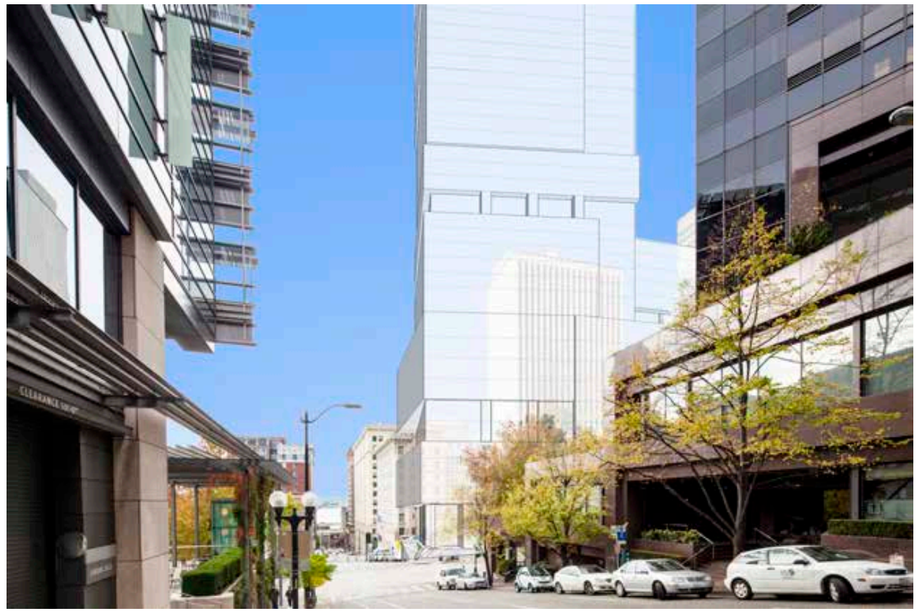
- Loading & Unloading / Passenger Drop-off
- Proposed Vehicular Access (Curb Cut)
- Existing Vehicular Access (Curb Cut)
- Future Tree
- Existing Tree
- Future Public Plaza
- Existing Public Plaza
- Future Private Rooftop Deck
- Existing Private Rooftop Deck
- Future Landscaped Site Edge
- Existing Landscaped Site Edge

Street Level Views

A

B

C

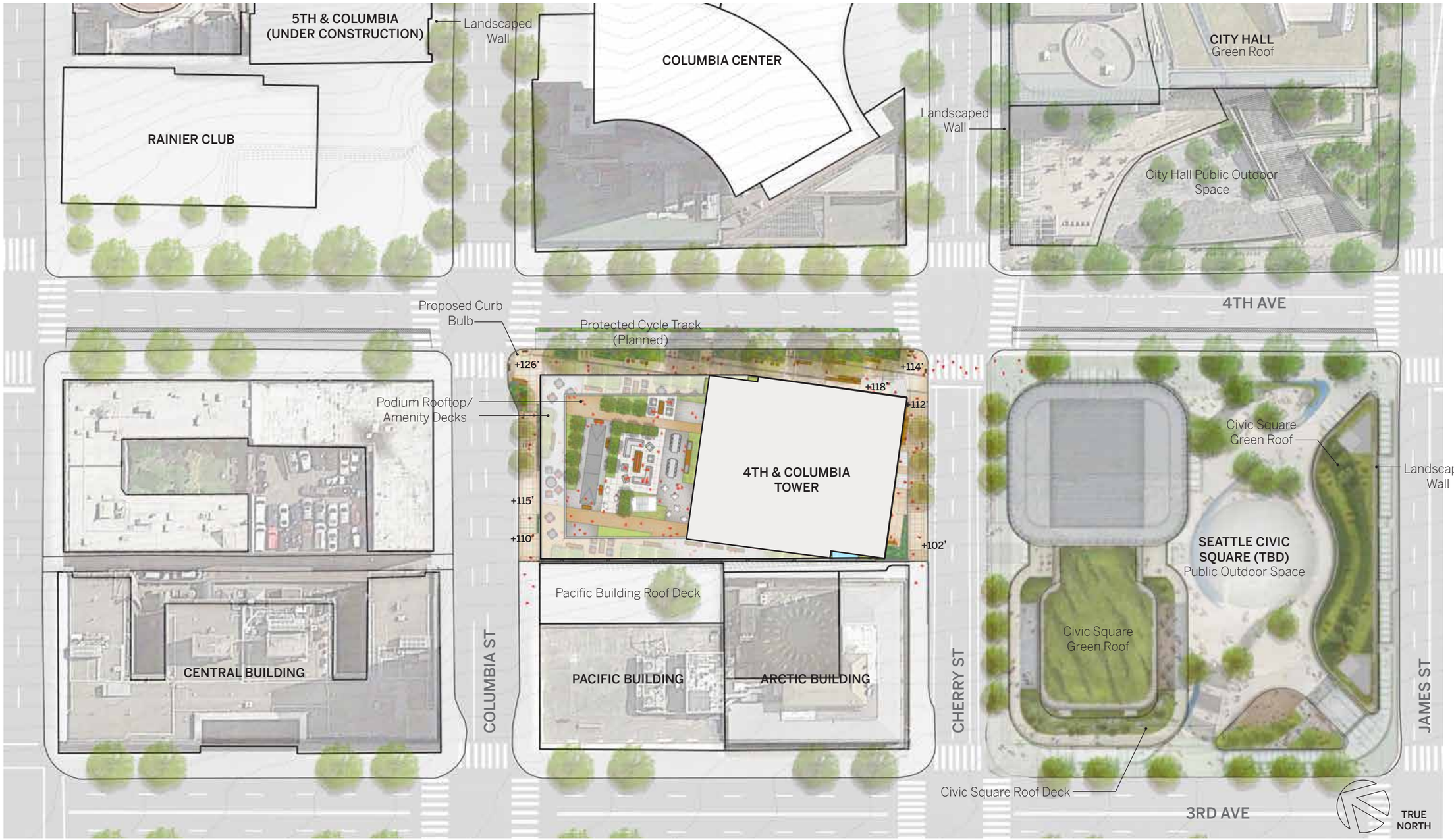


D

E

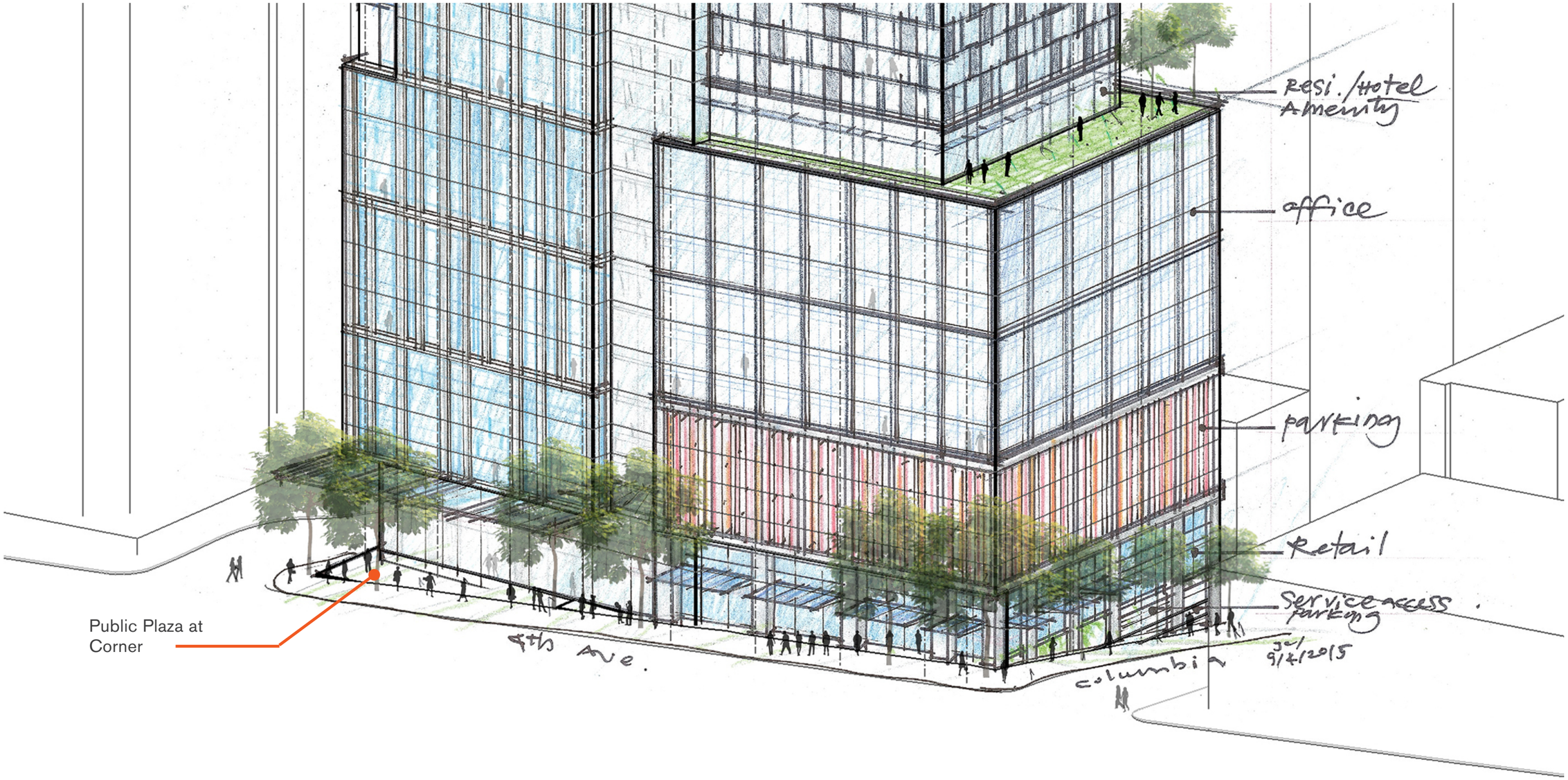
F

Site Plan



Street Level Plan

Street-Level Views



VIEW FROM CORNER OF 4TH & COLUMBIA

Street-Level Views

VIEW FROM CORNER OF 4TH & CHERRY

Street Level Program Concepts

RETAIL

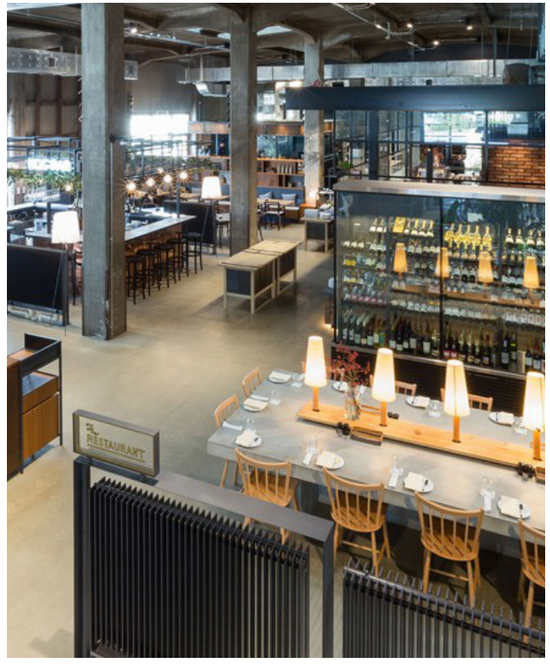
Cafe, boutique grocery, homegoods.
Resident-friendly retail

RETAIL / MARKET

Hybrid - Market feel but more
traditional layout

OPEN MARKET

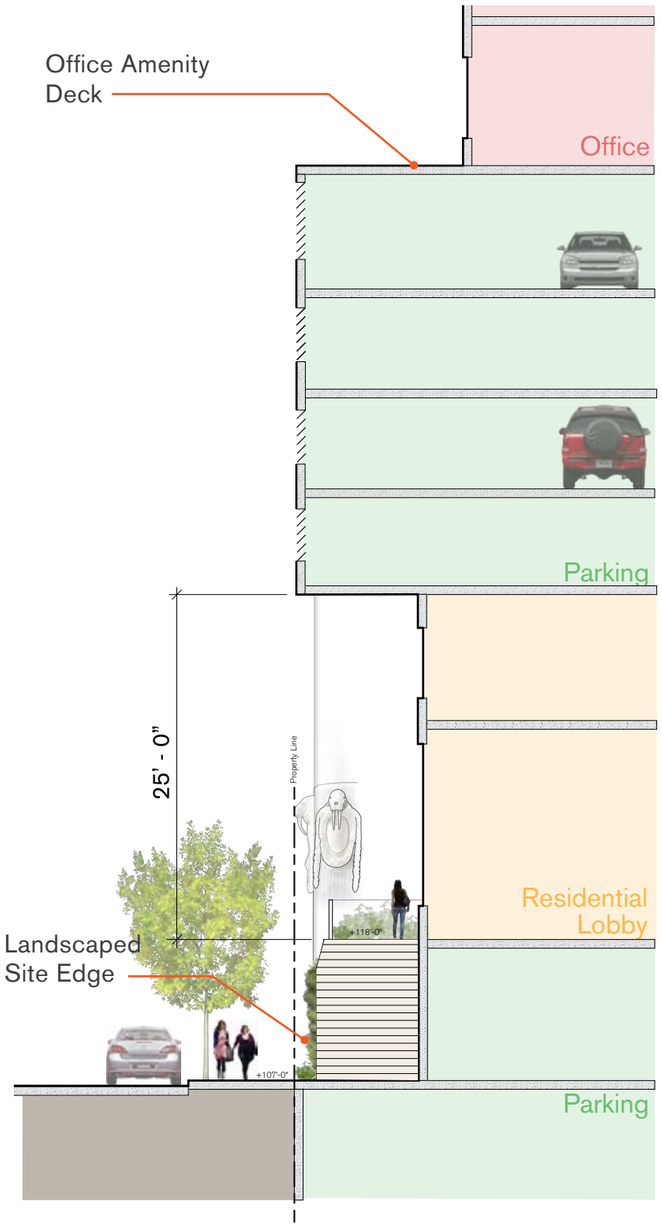
Smaller stalls, shared amenities, shared BOH/support



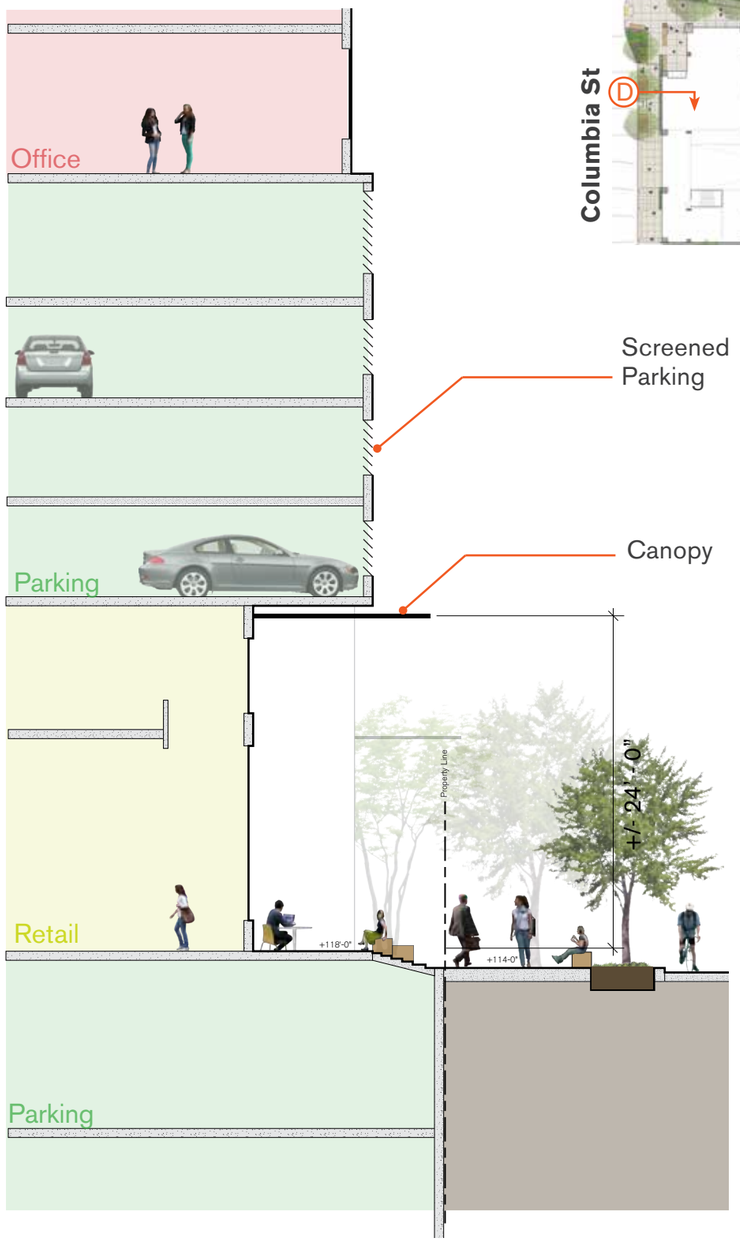
URBAN LIVING ROOM

Lounges, lobbies, food service, semi-public amenities, 'we-work' spaces

Street-Level Sections

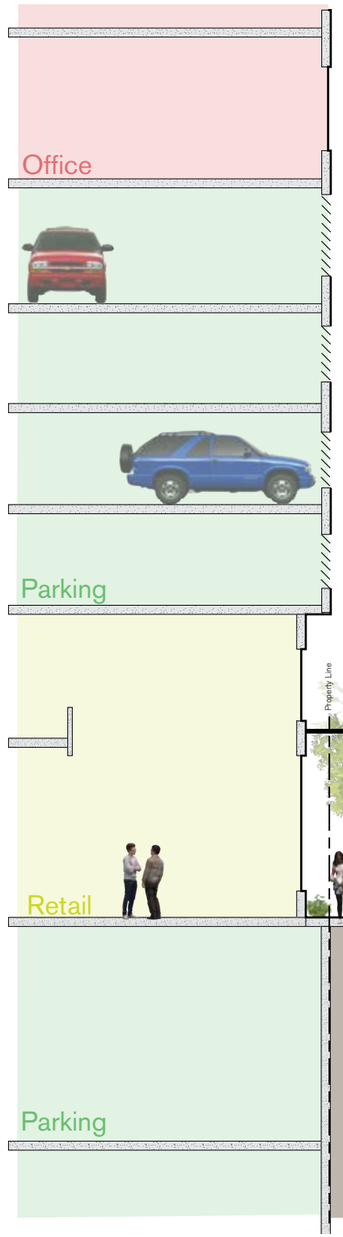


Section A



Section B

Street-Level Sections



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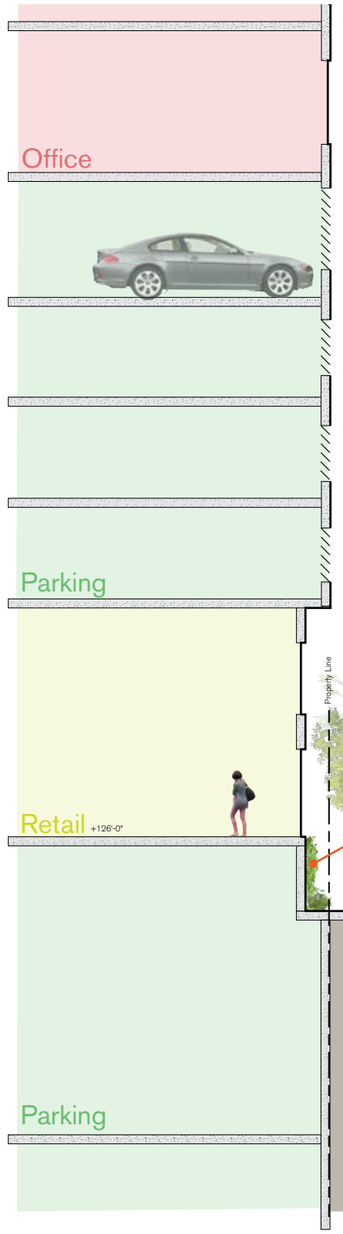


Section D

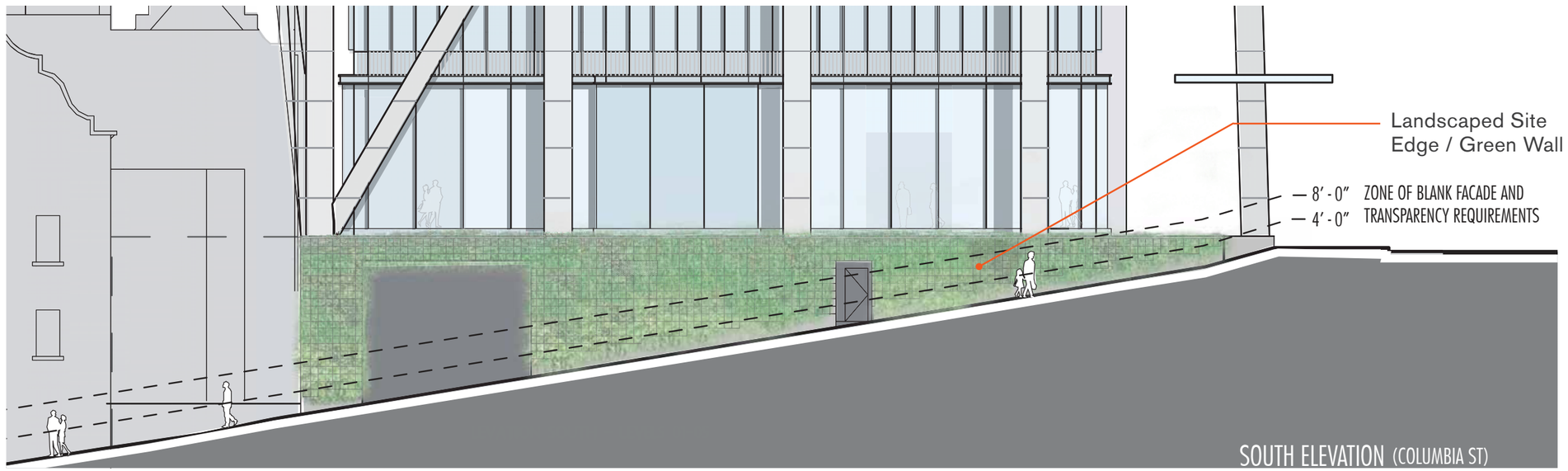
Neighboring Landscape Proposals

Seattle Civic Center Proposed Landscaped Wall – James Street

James Street elevation

The elevation has been revised to reduce mass at corners, provide more activity to the street, provide better overhead weather protection, and green walls provide visual interest at opaque areas required by the internal retail uses.

5th & Columbia Proposed Landscaped Wall – Columbia Street



4/C Proposed South Entry & Landscape

Cherry Street Elevation

Site Character

Distinct Civic Character

Open and Flexible Site Features

Custom Site Furnishings and Variety of Spaces

Visual Access to Historic Facade

Integrated Wall and Landscape Features

Public Space with Multiple Site Entries

Inside-Outside Connections

Site Vegetation

Abies grandis - Grand Fir

Metasequoia glyptostroboides - Dawn Redwood

Thuja plicata - Western Red Cedar

Grand Signature Tree: Coniferous Species

Liquidambar styraciflua - Sweetgum 4th Avenue

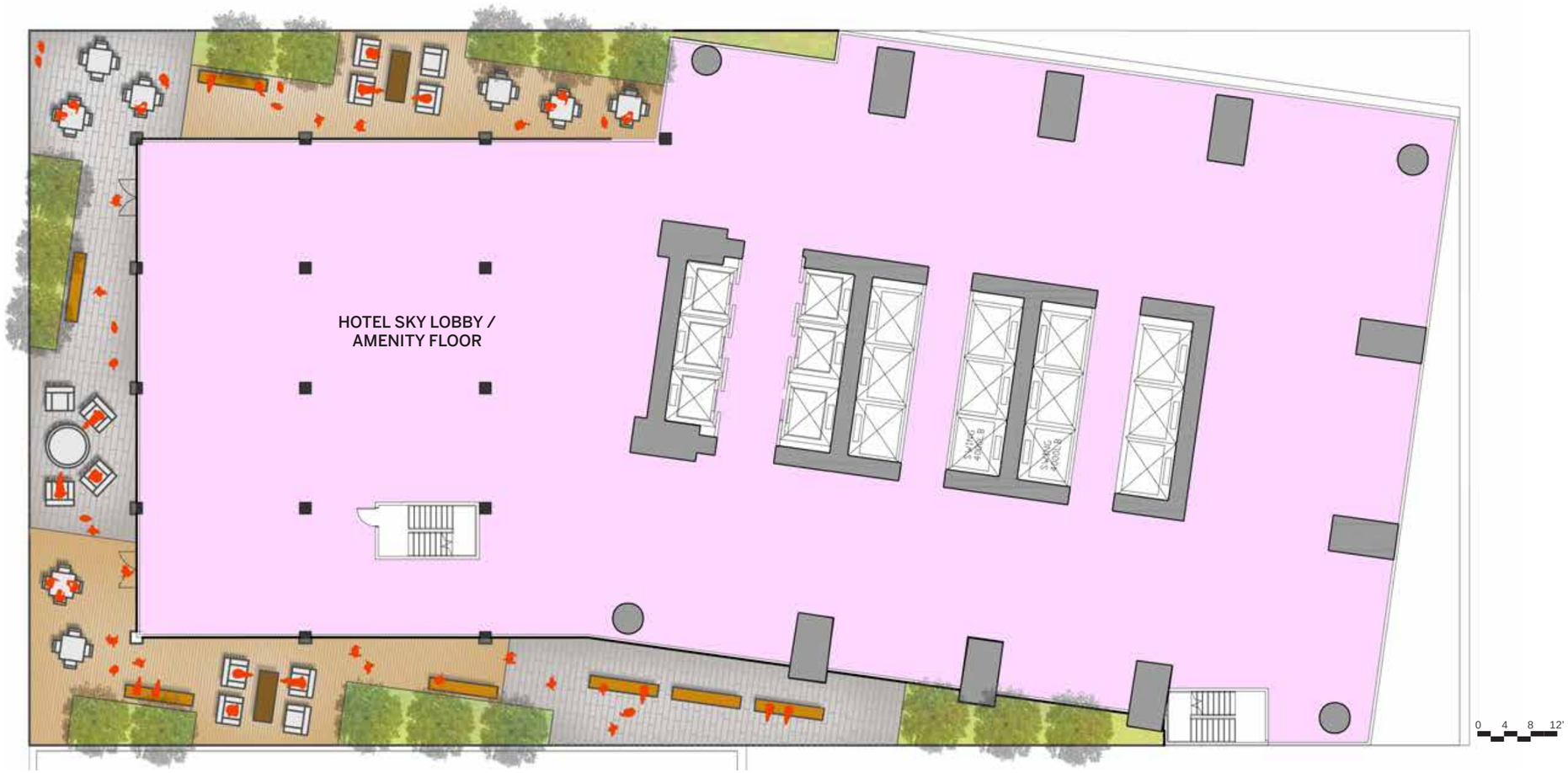
Tilia cordata - Littleleaf Linden Columbia and Cherry Streets

Street Tree: Deciduous Species

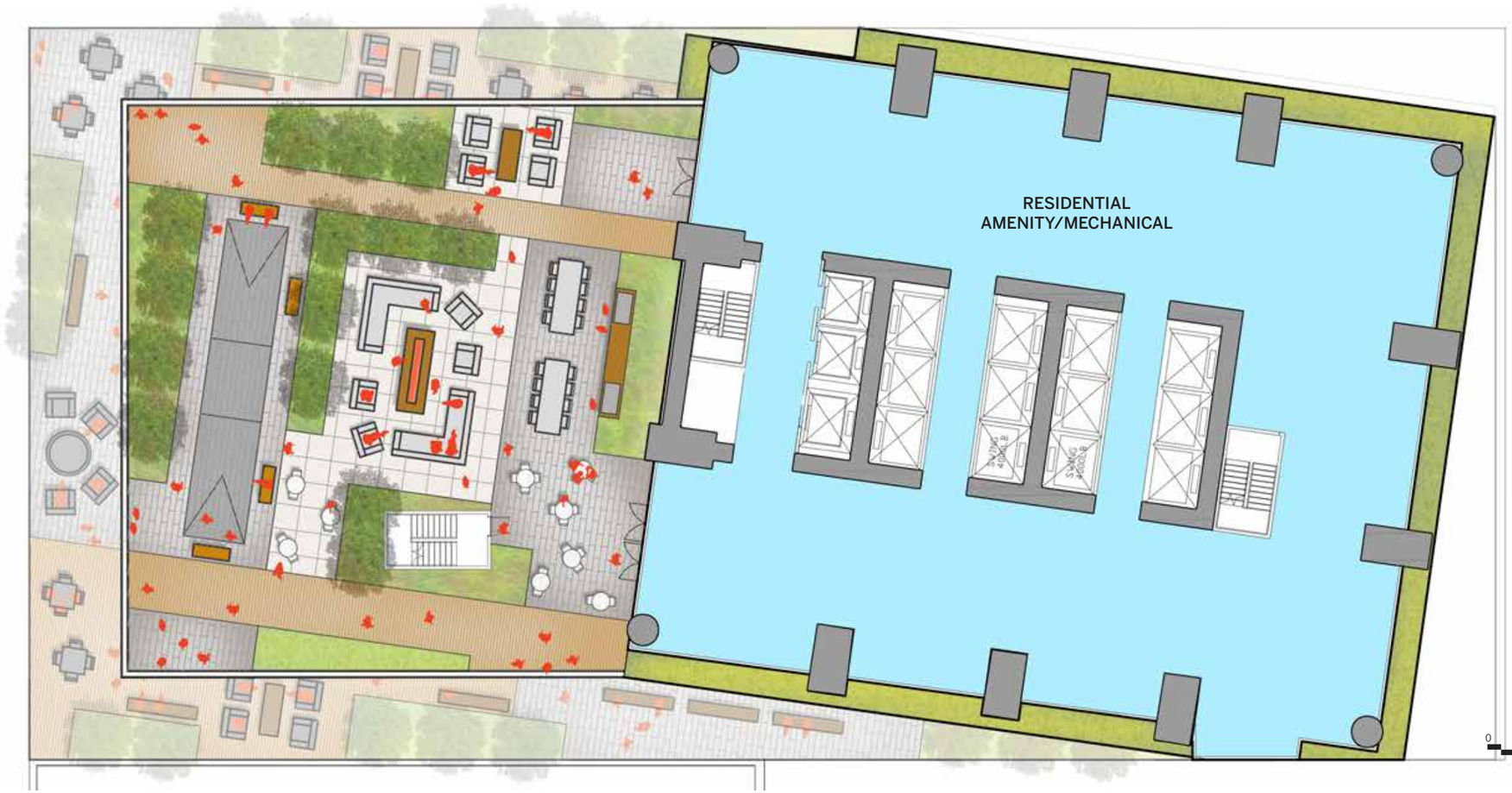
Green Walls

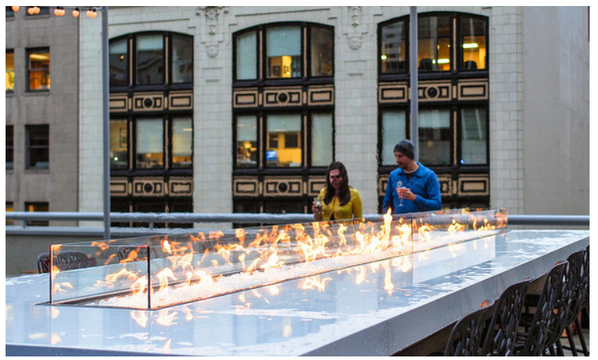
Streetscape and Upper Levels Planting Areas

Roof Deck Plans Lower Podium Deck



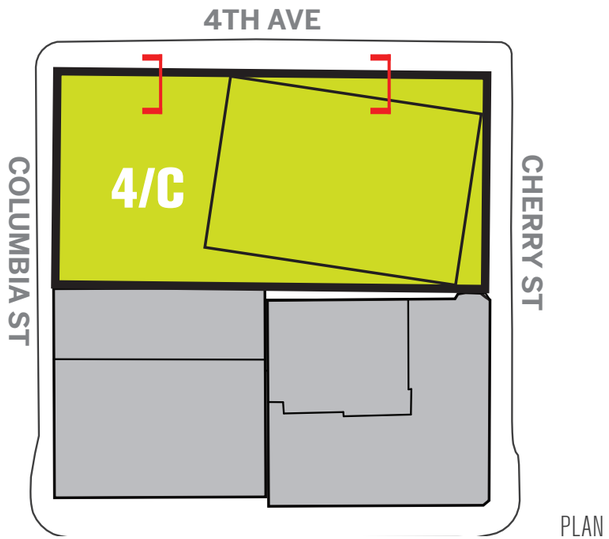
Roof Deck Plans Upper Podium Deck

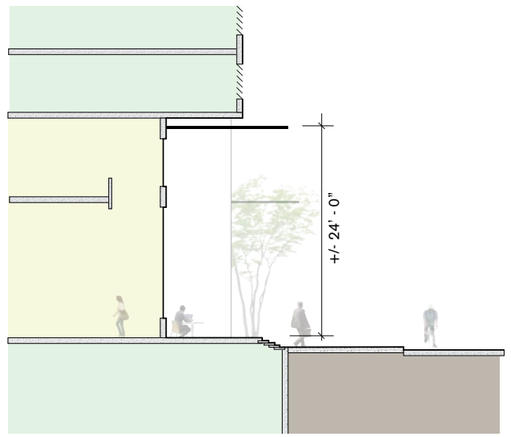


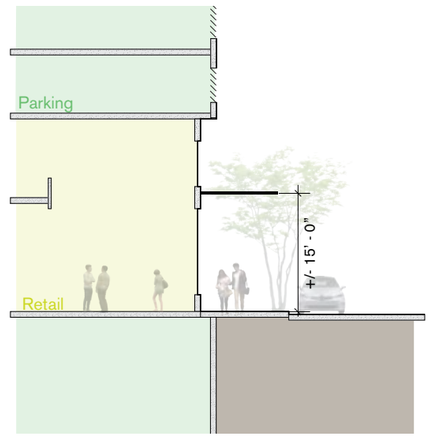


9/ POTENTIAL DEPARTURES

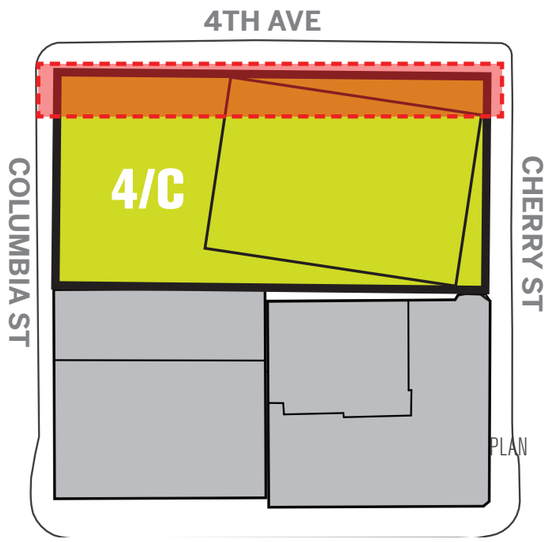
ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	MODIFICATION REQUESTED	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
1	**23.49.018** Overhead Weather Protection and Lighting.	**A.** Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that: **1.** are located farther than five (5) feet from the street property line or widened sidewalk on private property; or **2.** abut a bonused open space amenity feature; or **3.** are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width; or **4.** are driveways into structures or loading docks. **B.** Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less. **C.** The installation of overhead weather protection shall not result in any obstructions in the sidewalk area. **D.** The lower edge of the overhead weather protection must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk. **E.** Adequate lighting for pedestrians shall be provided. The lighting may be located on the facade of the building or on the overhead weather protection.	The current proposal requests a departure from the height restriction for overhead weather protection. Along 4th Avenue the sloping site and hierarchy of building entry may dictate a canopy height in excess of 15'-0". The proposal also requests a departure from the 2'-0" landscape setback along Cherry Street to allow for an alternate landscape feature.	To accommodate the multi-use program entries along Fourth Avenue, the hierarchy of overhead protection will be critical to the success of pedestrian way-finding. In addition an elevated canopy element is consistent with the scale of the building components. This departure Along Cherry Street will allow the design to accommodate a significant landscape feature that slopes back from the property line to take advantage of the southern exposure and provide a pedestrian level amenity that relates to the potential Civic Square development.	B-4 Design a well-proportioned & unified building C-2 Design facades of many scales C-4 Reinforce building entries C-5 Encourage overhead weather Protection

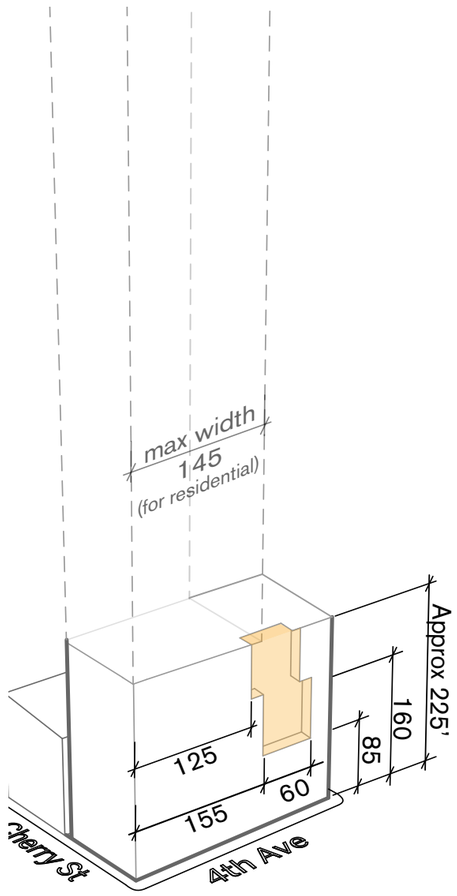


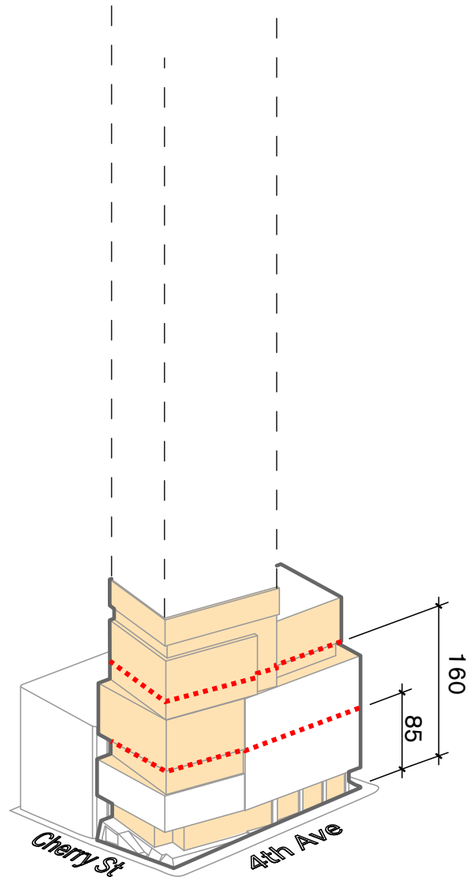


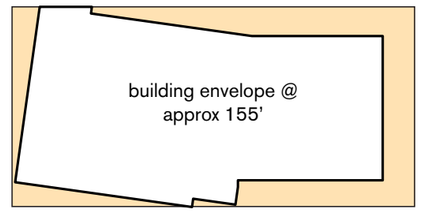


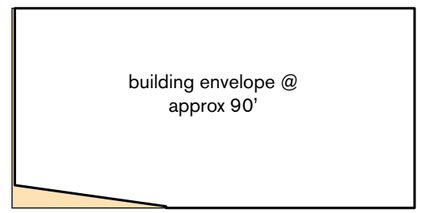
ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	MODIFICATION REQUESTED	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
2	**23.49.058.C** Upper-level development standards: Facade Modulation	Table A for 23.49.058: 86 to 160 feet elevation = 155 feet maximum length of unmodulated facade within 15 feet of street line. "Any portion of a facade exceeding the maximum length of facade prescribed on Table A for 23.49.058 shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line."	The current proposal requests a departure from the upper-level development standards to allow a variable setback with an Average depth of 15 feet from street lot-line that is more integrated into the street level development.	The proposed variable setback allows the form of the rotated residential tower to pull back from the SE corner and integrate with the office podium, and creates a corner plaza at the residential lobby entrance. The proposal provides for additional setback at the street level a vertical articulation connecting the tower form to the ground while visually breaking it from the northern podium mass. This articulation allows the podium proportions work with the other quarter block massing along fourth avenue.	B-4: Design a well-proportioned and unified building. C-4: Reinforce building entries.



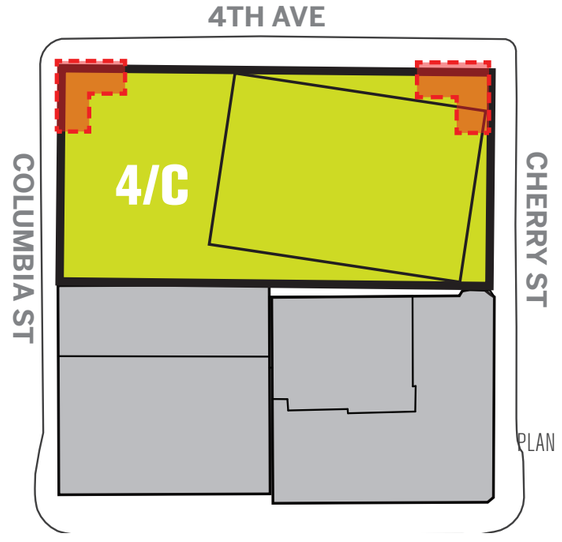


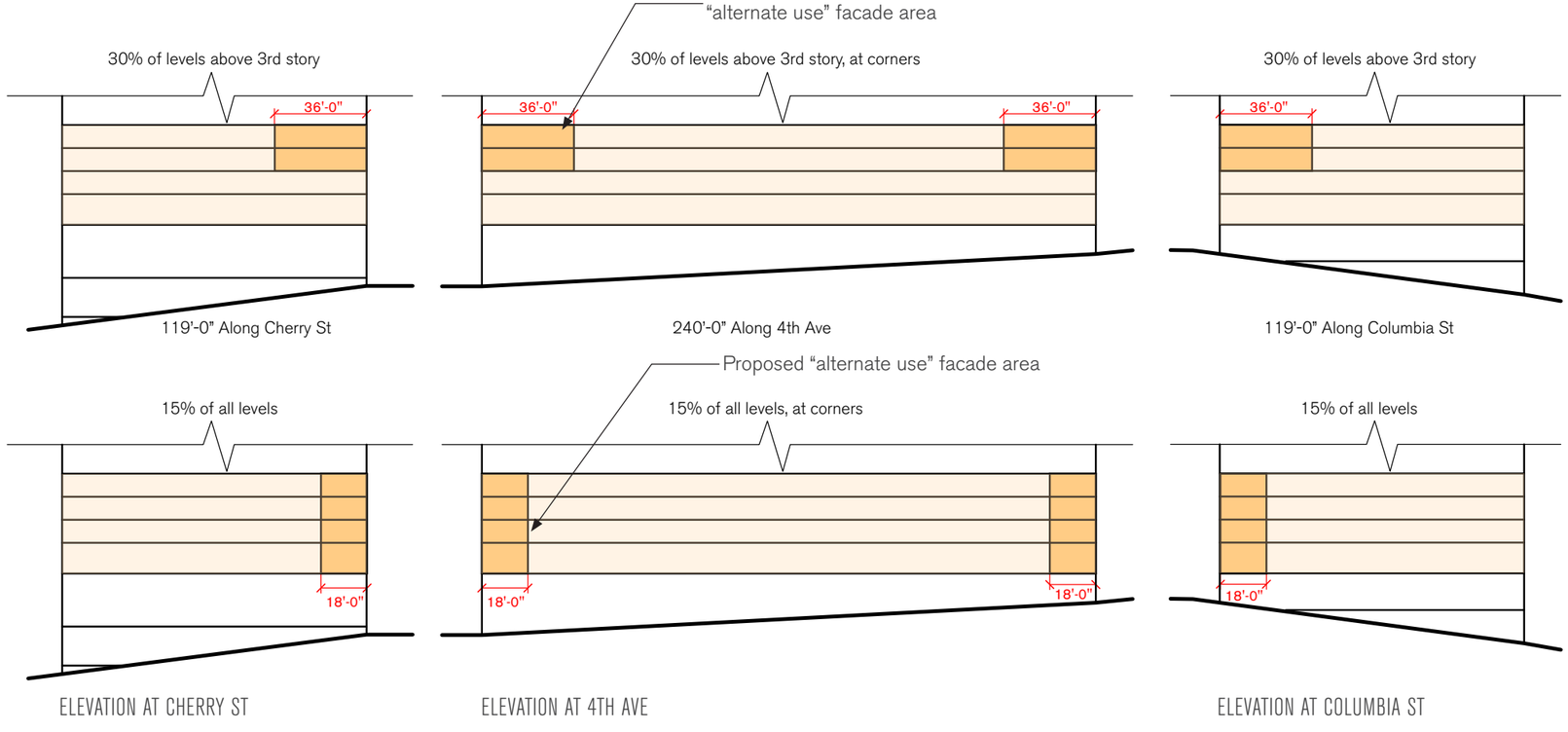






ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	MODIFICATION REQUESTED	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
3	**23.49.019** Parking quantity, location, and access requirements, and screening and landscaping of parking areas	**3.** Separation of parking located above the street-level story a. All parking provided above the street-level story of a structure shall be separated along all street lot lines by another use, except for lots that meet the conditions of subsection 23.49.019.B.2.b, which are subject to the provisions of subsections 23.49.019.B.3.b and 23.49.019.B.3.c. **b.** Except as provided in subsection 23.49.019.B.3.c, for parking that is allowed above the street-level story under the provisions of subsection 23.49.019.B.2.b, parking above the third story of a structure shall be separated from the street by another use for a minimum of 30 percent measured along each street frontage of the structure. For structures located at street intersections, the separation by another use shall be provided at the corner portion(s) of the structure. **4.** Screening of parking located above the street-level story. For parking that is allowed above the street-level story under the provisions of subsection 23.49.019.B.2.b, if parking is not separated from the street by another use, then screening of the parking is required as follows: **a.** Except as provided in subsection 23.49.019.B.4.b, the perimeter of each story of parking above the street-level story of the structure shall have an opaque screen at least 3.5 feet high where the parking is not separated from the street by another use. **b.** In the DMC 160 zone, on street frontages where parking is not separated from the street by another use, parking shall be enclosed by facades. The facades shall be designed to minimize the visual impacts and impacts of glare from vehicle headlights and interior garage lighting.	The current proposal requests a departure from the allocation of a minimum of 30 % street frontage for separated uses to Allow “other use” designated areas at above grade parking level facade to be distributed approximately 15% street frontage on 4 levels of the above grade parking. The total area of “other use” would be match the intent of 23.49.019-3.	Distribution at building corners on all 4 levels provides for a better balanced facade design and allows for a better vertical connection of the massing thru the podium levels.	C-3 Provide active—not blank—facades. Buildings should not have large blank walls facing the street, especially near sidewalks. E-2 Integrate parking facilities. Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.





4/C

4TH & COLUMBIA