DRAFT

# 800 STEWART

RECOMMENDATION MEETING

800 Stewart St, Seattle, WA
SDCI#3034006-EG
MM.DD.2020

DRAFT

WEBER THOMPSON

LINCOLN PROPERTY COMPANY

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## TABLE OF CONTENTS

# 01 PROJECT VISION AND OVERVIEW









Virginia St

9th Ave

8th Ave

Stewart St

## VISION SUMMARY

The 800 Stewart tower is a 53-story, 569-unit residential building with commercial office levels and ground floor retail. Approximately 97 parking stalls proposed. Existing building to be demolished. Takeaway's from Design Guidance

- How the tower meets the ground
- Resolution of the top of the tower and enhancing the skyline from all sides
- Resolution between "podium" (10' portion of office levels) and tower
- Creating a unified design

| PROGRAM | FLOORS | AREA |
|---|---|---|
| Below Grade Parking | P1-P6 | 73,722 SF |
| Grade Level | L1 | 9,936 SF |
| Office | L2-5 | 48,929 SF |
| Residential | L7-52 | 531,504 SF |
| Amenity & Roof Deck | L6, L33, R1 | 30,575 SF |

total site area
**13,555 SF**

gross building area
**703,021 GSF**

total residential units
**569 UNITS**

parking
**97 STALLS**

building height
**605 FT**

# REC

CURRENT - Refract Scheme Renderings

## TOWER OVERVIEW & DESIGN CONCEPT

1. Massing Scheme:
a. The Board continued to support the applicant's preferred scheme agreeing that it had the most potential to appropriately respond to context and enhance the skyline. (B-1, A-2)

2. Design Concept:
a. The Board agreed that the "Refract" design concept had evolved positively since the first EDG meeting and provided guidance to explore further enhancements that would strengthen its expression. (A-2, A-1. B-4)

2b. The Board agreed that this strengthening could occur in a number of ways and asked the design team to specifically explore the following possibilities:
i. Establishing a baseline exterior expression for the pure rectangular form of the tower with a distinctly different expression for the refracted elements. (A-2, B-1)

## THE TOP OF TOWER

2b. The Board agreed that this strengthening could occur in a number of ways and asked the design team to specifically explore the following possibilities:
ii. Exploration of the use of color to highlight and strengthen the expression of the two punched openings at the top of the tower. Ideally this development would be tied to that of the proposed programmable strip LED lighting. (B-4, A-1)

3. The Tower:
a. The Board agreed that the top of the tower did not yet seem to be tied to the overall design concept and directed the design team to explore further options in the articulation of the canopy, the parapet condition and the mechanical screening. (B-4)

b. The Board agreed that a more deliberate articulation of these elements would be required to create a unified architectural expression. (B-4)

## GROUND PLANE & PEDESTRIAN EXPERIENCE

4. Ground plane and Pedestrian Experience:
a. The Board agreed that the programming and expression of building entries would require further exploration. In particular the Board requested further study of the corner and the regular, rectangular entry recesses relative to the refracted geometry of the tower above. (D-3, C-1, C-2)

a. The Board provided additional guidance that the arrangement and
expression of the overhead weather protection should also be included in this exploration and that the result should be a unified and coherent
expression at the pedestrian level. (B-4, C-4, C-1)

b. The Board supported the deployment of the precast concrete panels at the north property line and directed the applicant to explore the possibility of the treatment returning at the alley. (B-3, B-4)

c. The Board encouraged the applicant to continue their effort to make common cause with adjacent building owners in developing the intervening open space, as a safe and attractive pedestrian environment in this area would be of great benefit to all in the neighborhood. (C-1, D-6)

# EDG1

03 Refract (Preferred Scheme)

# EDG2

03 Refract (Preferred Scheme Development)

# TOWER OVERVIEW & DESIGN CONCEPT

**Board Guidance**

**1 a.** The Board continued to support the applicant's preferred scheme agreeing that it had the most potential to appropriately respond to context and enhance the skyline. (B-1, A-2)

**2 a.** The Board agreed that the "Refract" design concept had evolved positively since the first EDG meeting and provided guidance to explore further enhancements that would strengthen its expression. (A-2, A-1. B-4)

**2 b.i.** The Board agreed that this strengthening could occur in a number of ways and asked the design team to specifically explore the following possibilities:

Establishing a baseline exterior expression for the pure rectangular form of the tower with a distinctly different expression for the refracted elements. (A-2, B-1)

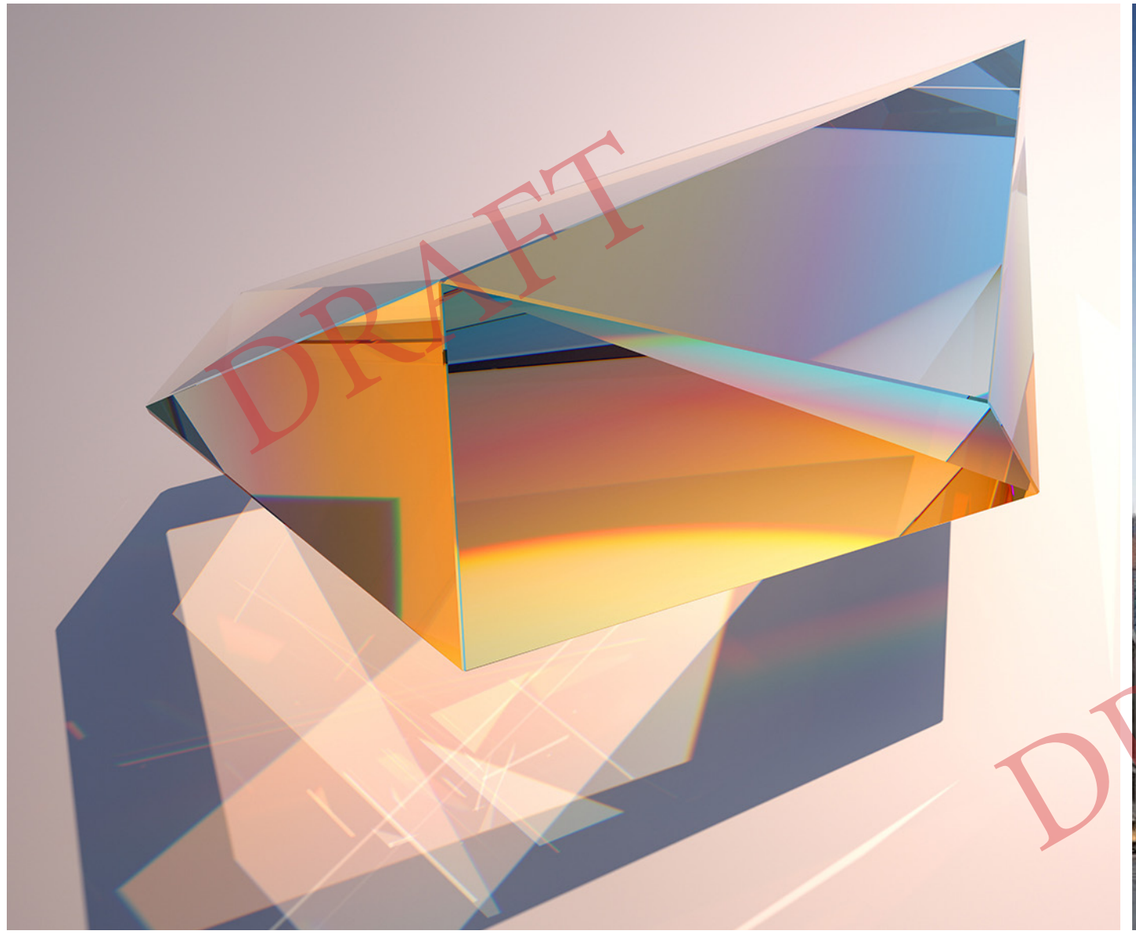
## RESPONSE

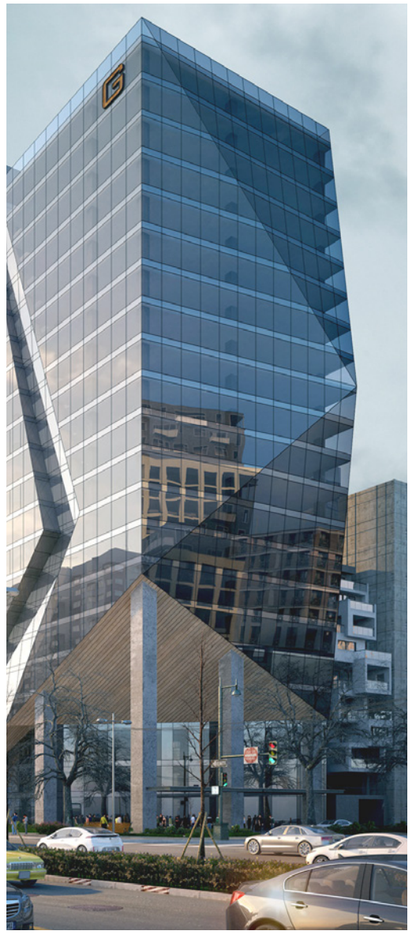
The design team has refined the expression of the two primary façade languages that correspond to the refracted portions of the tower massing. The rectilinear façade language includes the angled curtain wall panel pattern (and integrated lighting) with a subtly blue-grey glazing. The refracted portions of the tower are absolutely minimally fenestrated with minimal butt-glazing and a low iron, ultra-clear but high performance glazing. The third façade language includes the white precast concrete panel with angled panels that wraps the North and East portions of the podium.





(PLACEHOLDER RENDERING)





## REFRACT THE URBAN FABRIC

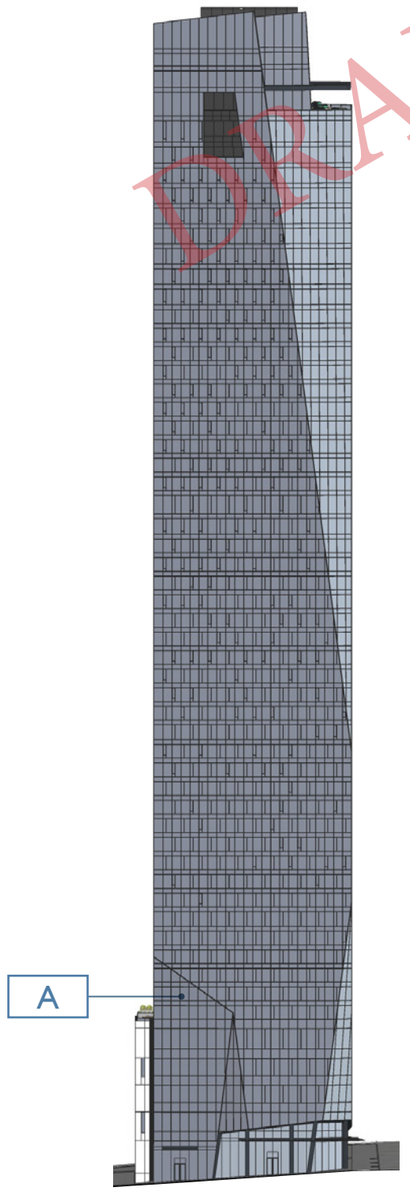
The massing of 800 Stewart is a response to three major Parti concepts that result in a unified and cohesive design. The three concepts are: **Refraction, Contextual Response, and Vortex shedding.**

**Refraction** is a bending or change in direction of a propagating light wave. This is also the phenomena that creates rainbows when the sun's rays enter and then change direction inside of raindrops. The design of 800 Stewart seeks to embrace this concept of refraction, by bending and faceting elements of the facades, in an effort to create a sculpted and playful tower that will possess a gem-like quality. In an effort to artistically amplify the unique qualities of the various facets, varied subtle "tone on tone" glass colors will reflecting the sun, clouds, light, weather and other buildings as they dance over the surface of these divergent faceted surfaces. The qualities of the new tower will create an immediate visual relationship by reflecting back the elements of existing urban fabric.

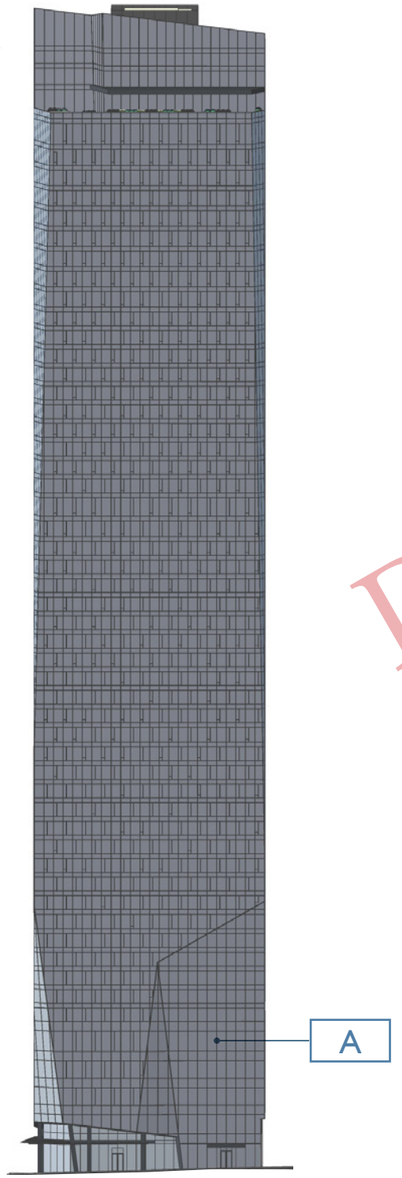
| | |
|---|---|
| REFRACT | TRANSFORMATIVE |
| METAMORPHIC | ELEGANT |
| ENVIRONMENTAL | REFLECTIVE |
| EPHEMERAL | ATMOSPHERIC |
| ILLUSORY | ETHEREAL |
| VORTEX | SHEDDING |

# EDG2

West Elevation - PREVIOUS

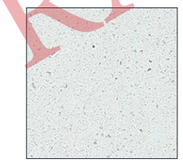



South Elevation - PREVIOUS




Facade Type A - Tower
Gray Tinted Vision Glass

Facade Type B - Facet
Clear Vision Glass

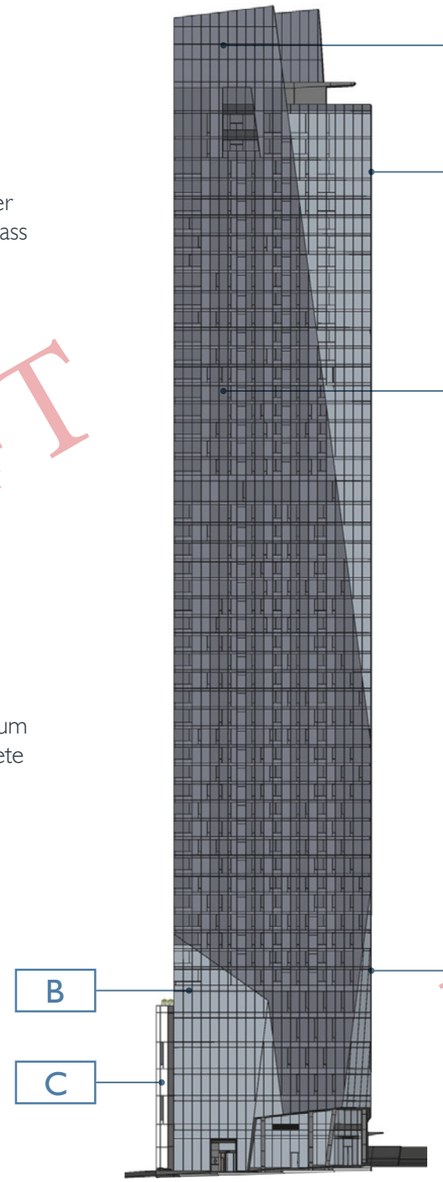


Facade Type C - Podium
White Precast Concrete

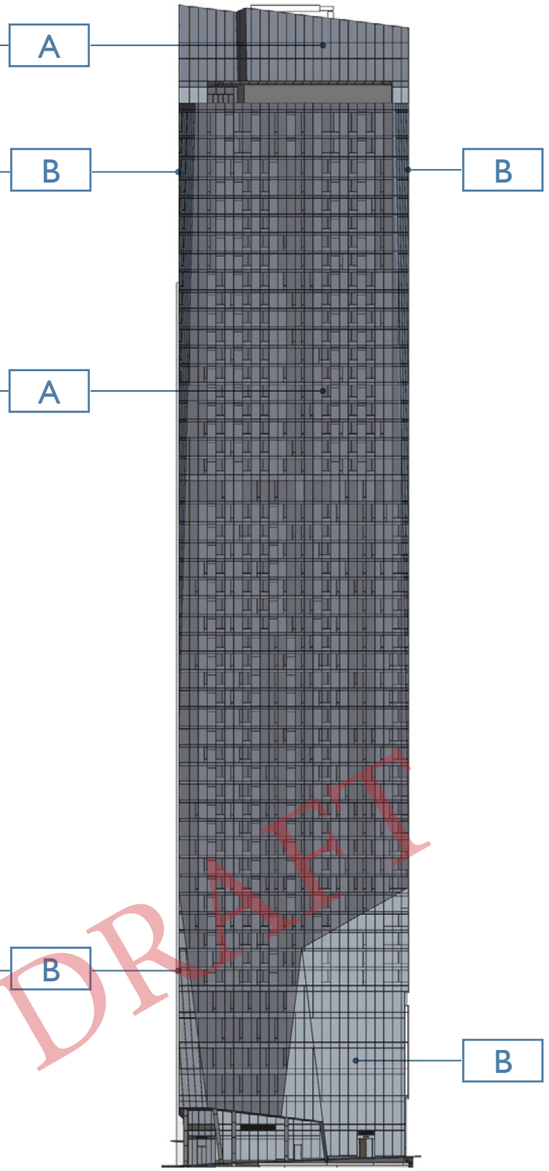


# REC

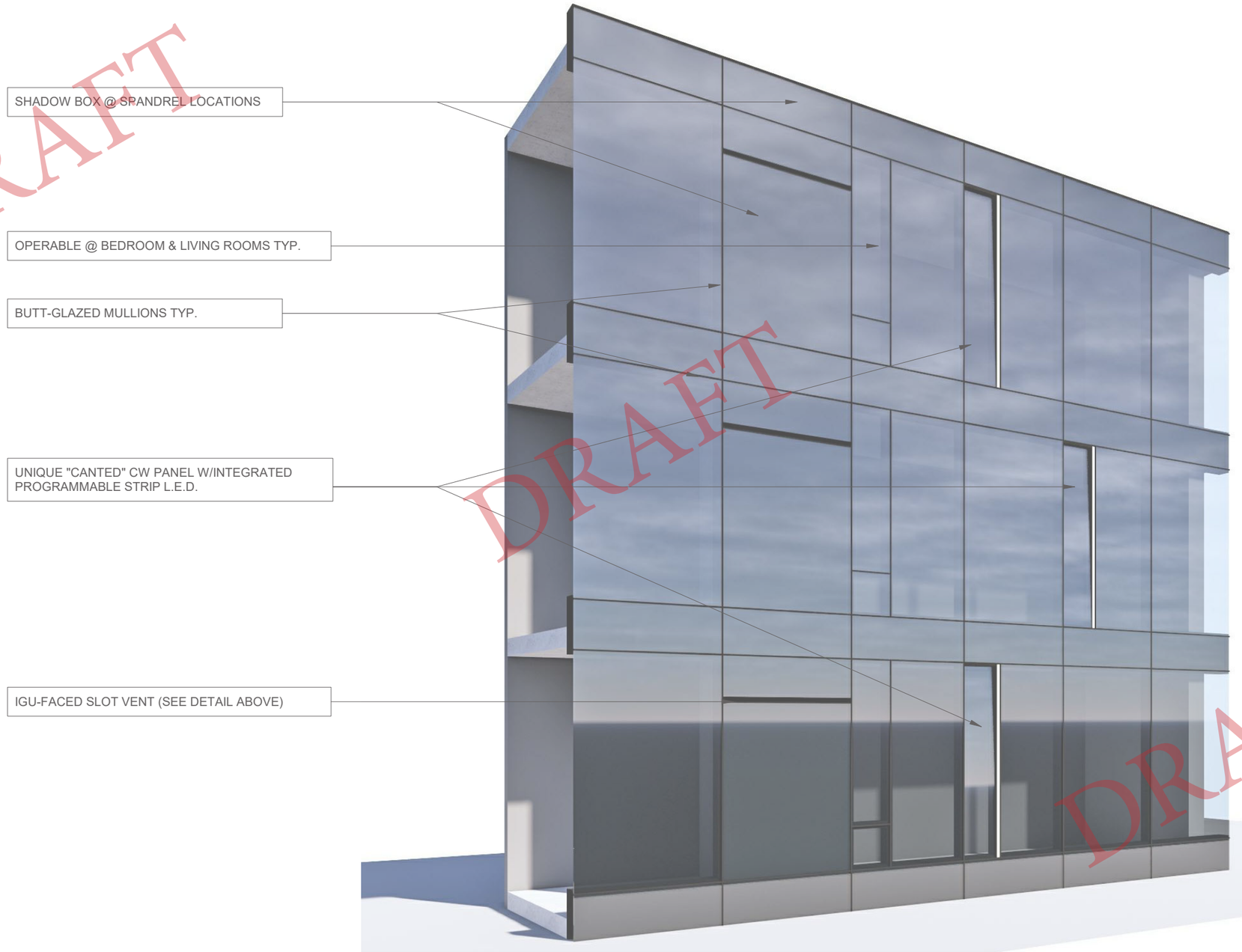
West Elevation - CURRENT




South Elevation - CURRENT

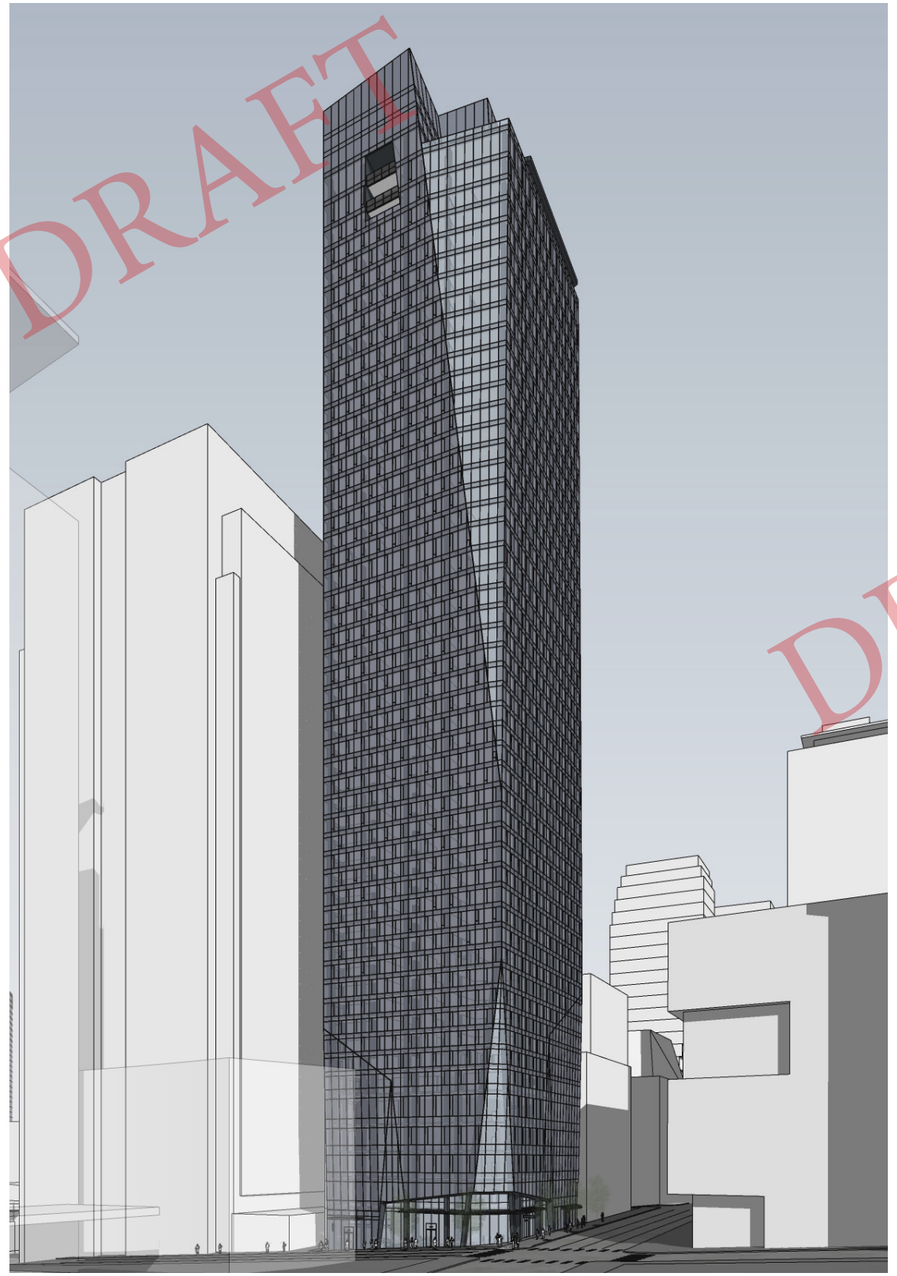


# FACADE DETAILS & MATERIALS



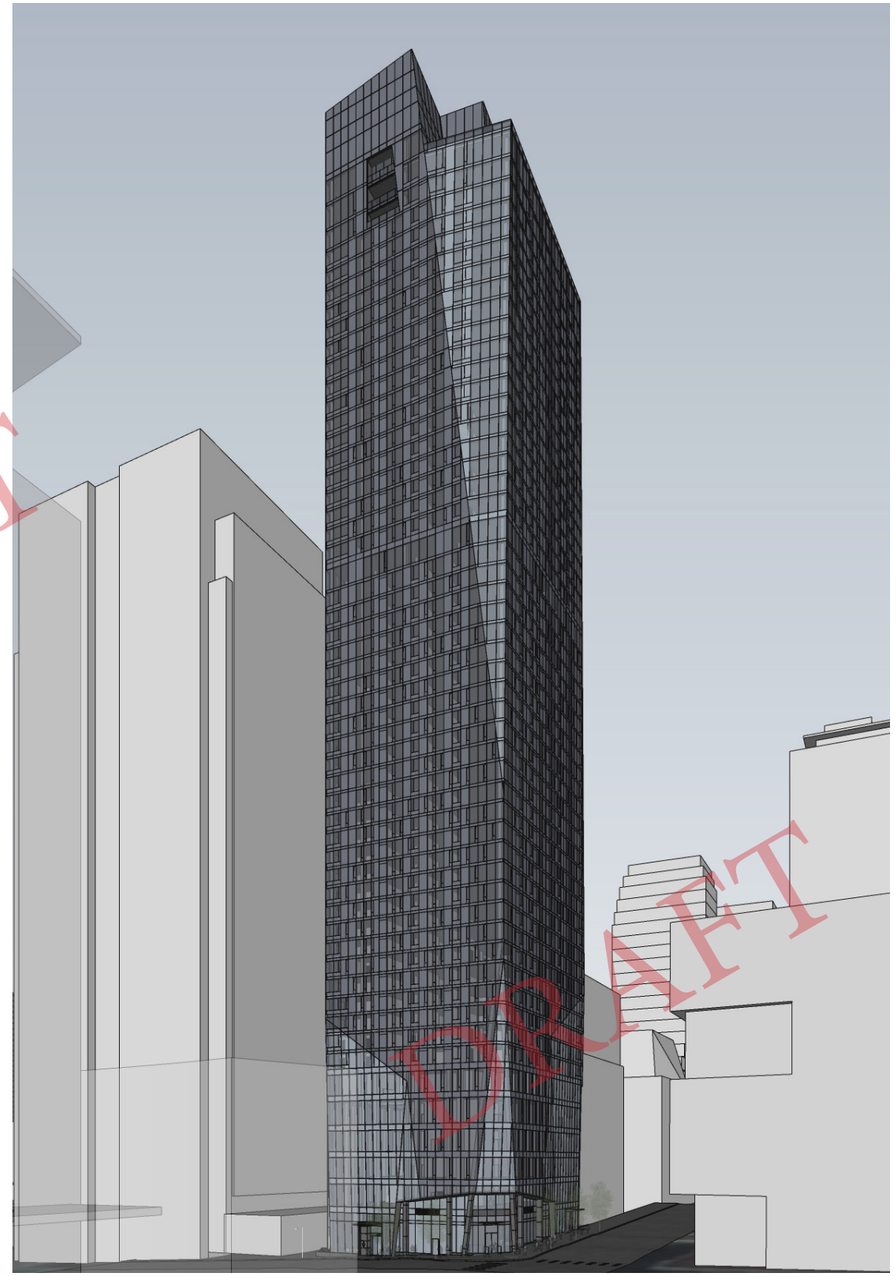
# EDG2

South West Corner - PREVIOUS



# REC

South West Corner - CURRENT



## TOWER & FACET - FACADE DETAILS & MATERIALS



# TOP OF THE TOWER

**Board Guidance**

**2 b.ii.** The Board agreed that this strengthening could occur in a number of ways and asked the design team to specifically explore the following possibilities:

Exploration of the use of color to highlight and strengthen the expression of the two punched openings at the top of the tower. Ideally this development would be tied to that of the proposed programmable strip LED lighting. (B-4, A-1)

**3 a.** The Board agreed that the top of the tower did not yet seem to be tied to the overall design concept and directed the design team to explore further options in the articulation of the canopy, the parapet condition and the mechanical screening. (B-4)

**3 b.** The Board agreed that a more deliberate articulation of these elements would be required to create a unified architectural expression. (B-4)

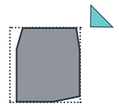
## RESPONSE

The design team has taken a holistic approach to refining the top of the tower. The integration of the various elements including the R1 canopy, mechanical screening, outdoor landscape area, exterior walls, and materiality have been modified in order to bring a more resolved and elegant tower top that is cohesive with the design language of the rest of the project.



## ROOFTOP AT SOUTHWEST CORNER

The design team continues to refine the design and details at the tower top. The glass canopy is re-proportioned to provide appropriate weather protection. The railings at the roof terrace are heightened to provide protection from strong winds and discomfort.





# EDG2

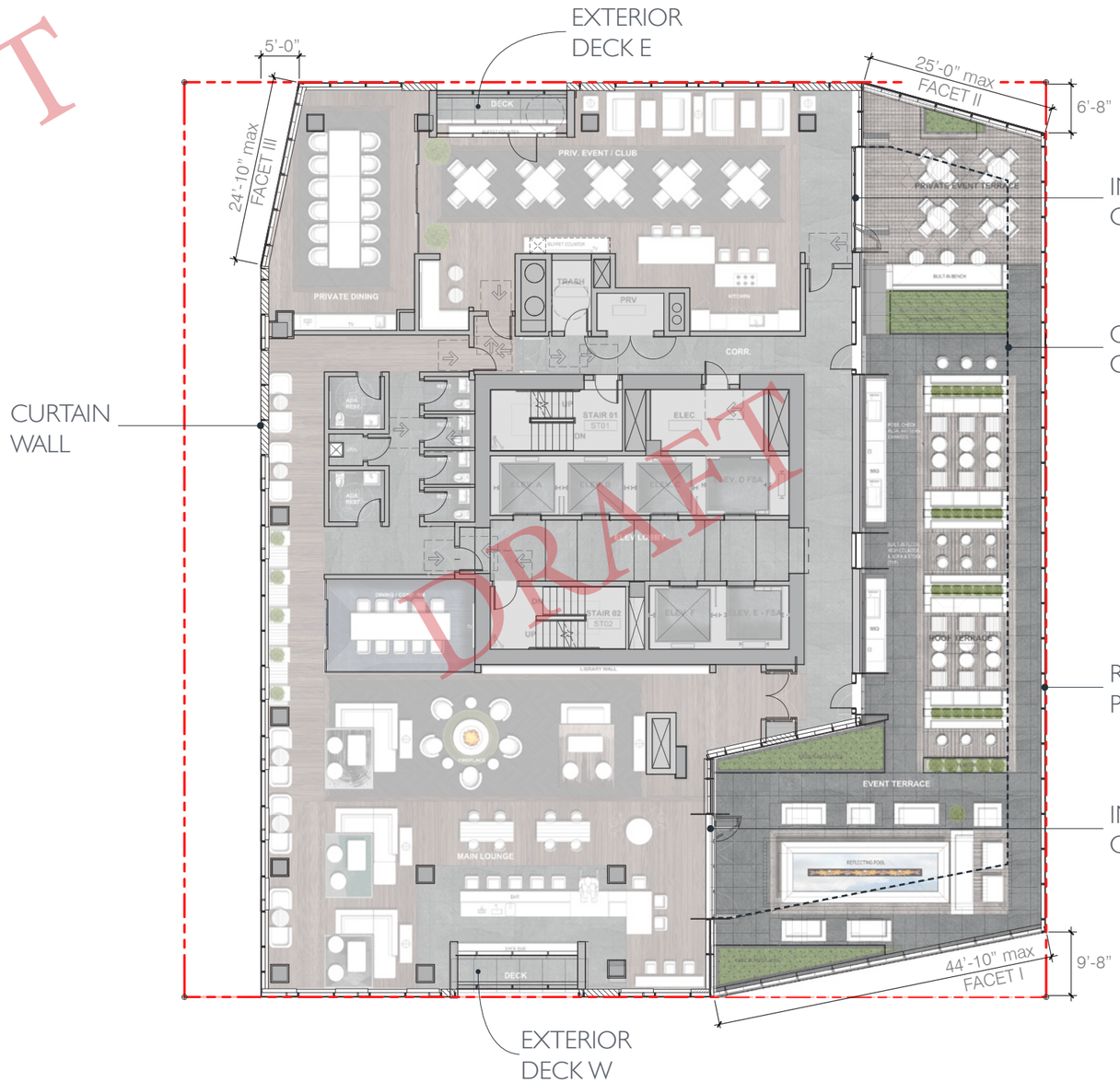
(PLACEHOLDER TO MATCH COMPARISON)



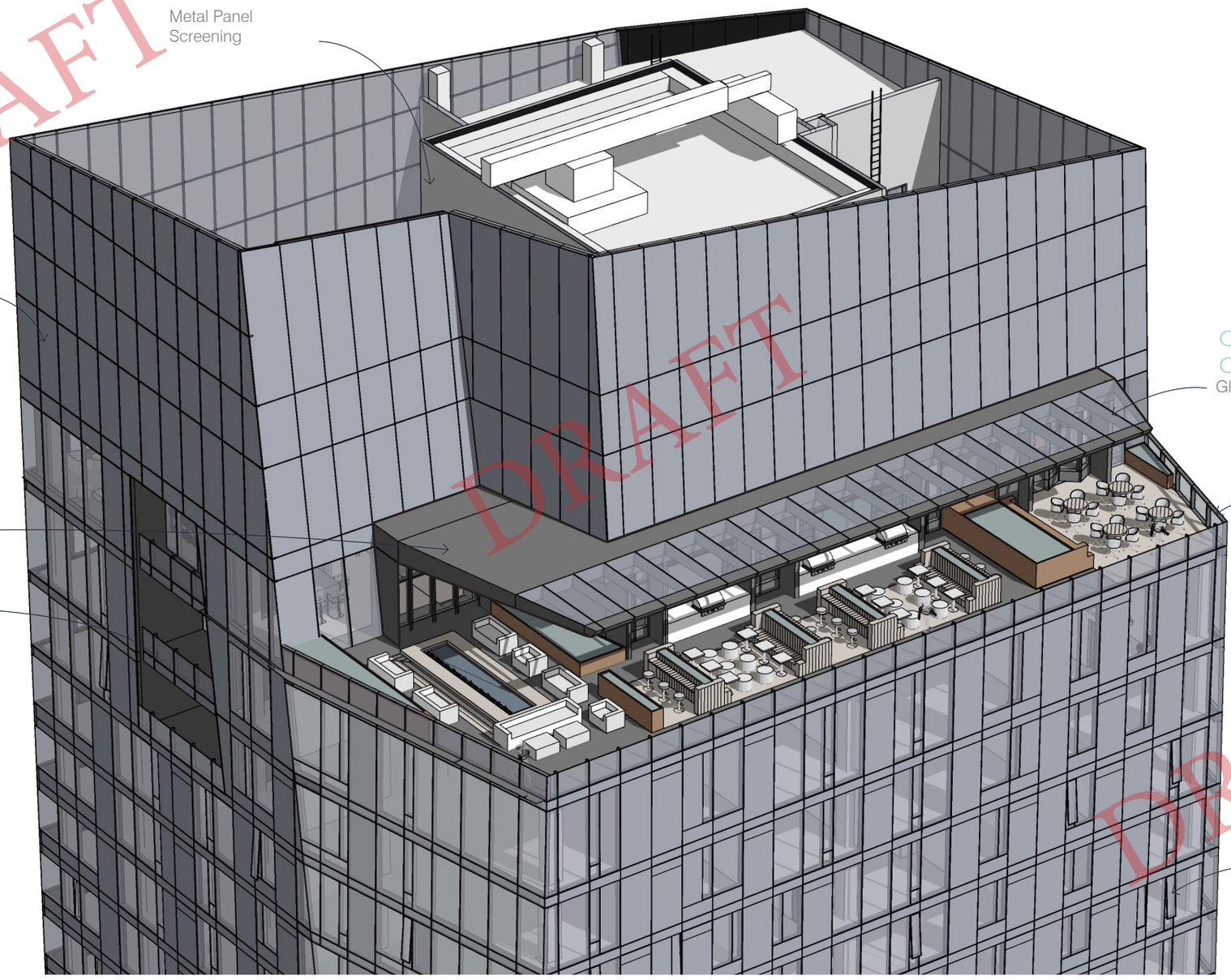
# REC

# R1 PLAN - SHOW OVERHEAD DASHED





# ROOFTOP DIAGRAM



SCREENING
Metal Panel Screening

CURTAIN WALL
Programmable LED Lighting and Continuous Glass Curtain Wall at Tower Top

INSIDE OUTSIDE CONNECTION
Metal Entry Portal

EXTERIOR DECK W
Glass Railing Inset from Curtain Wall

CANOPY OVERHEAD
Glass Canopy

RAILING PROTECTION
Enclosure at 7ft in Height

Operable Windows

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## ROOFTOP SECTION



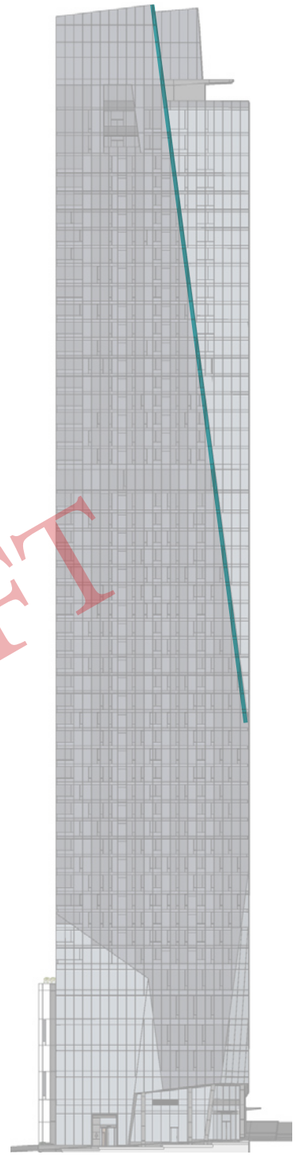




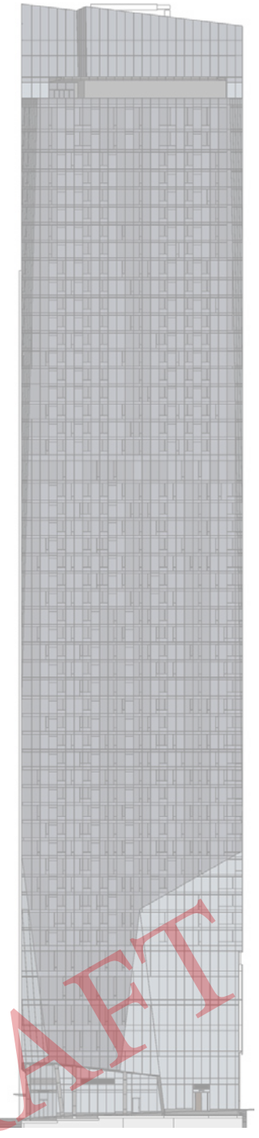
(PLACEHOLDER RENDERING)

# MURMURATION

The mesmerizing nature of the flocks of starlings is emulated by computational design of the facade skin system. The flowing changes of direction are caused by the movements of one bird rippling out to the handful of birds surrounding it. The 800 Stewart tower is designed to mirror the dynamic nature of the Seattle skys and weather.



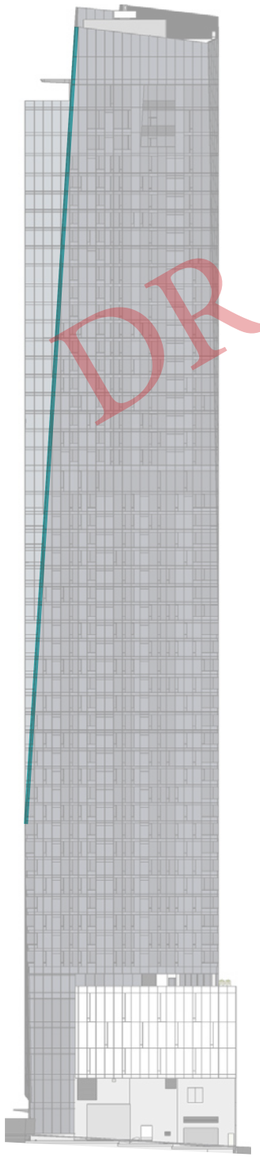
West Elevation



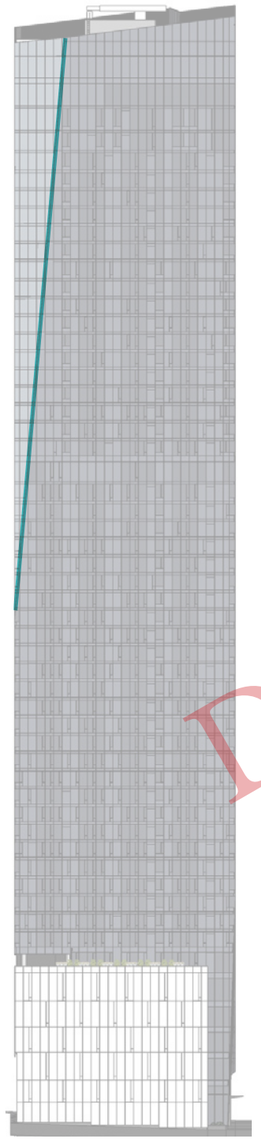
South Elevation

(murmuration lighting to be added in graphics)

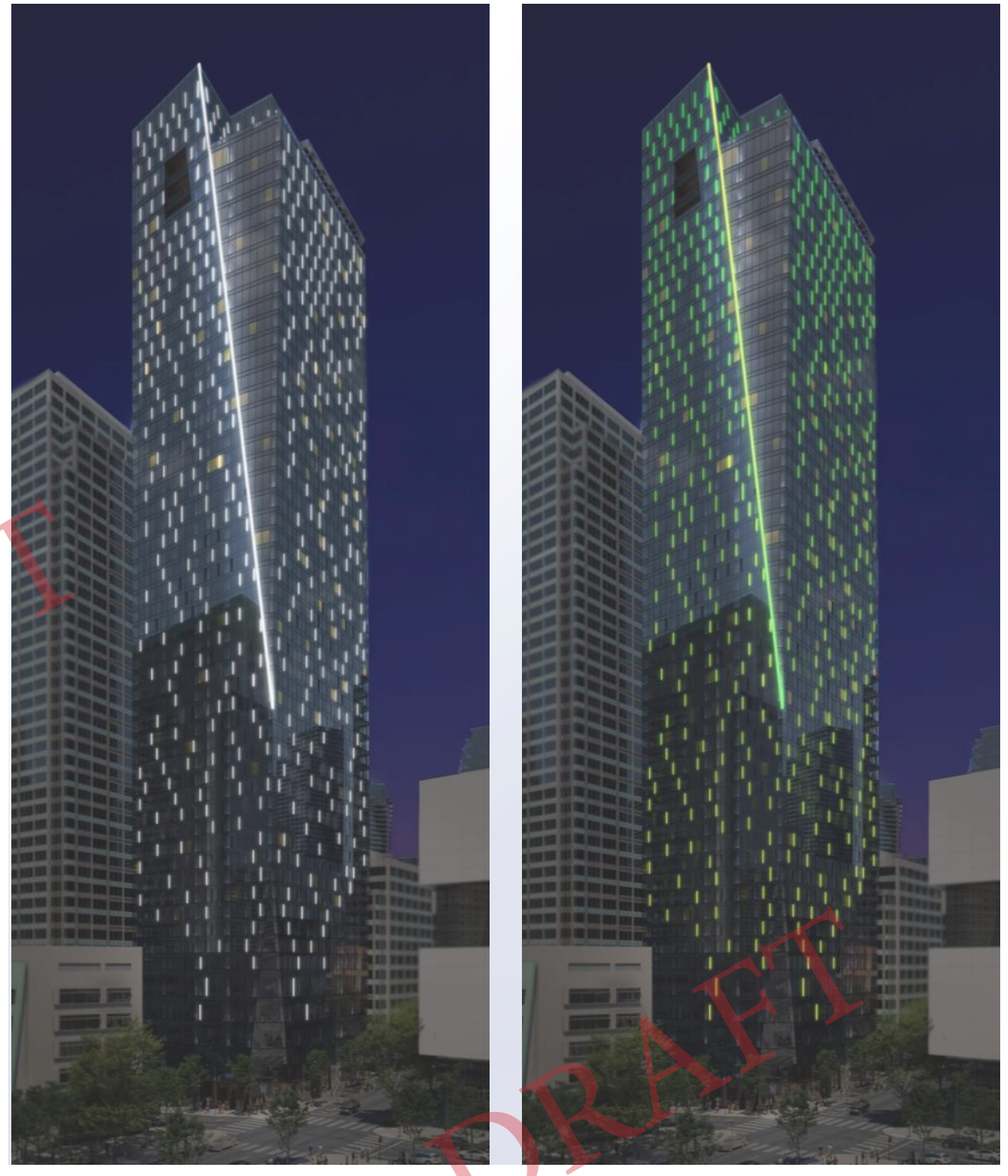
PROGRAMMABLE LIGHTING



East Elevation



North Elevation



Lighting Renderings

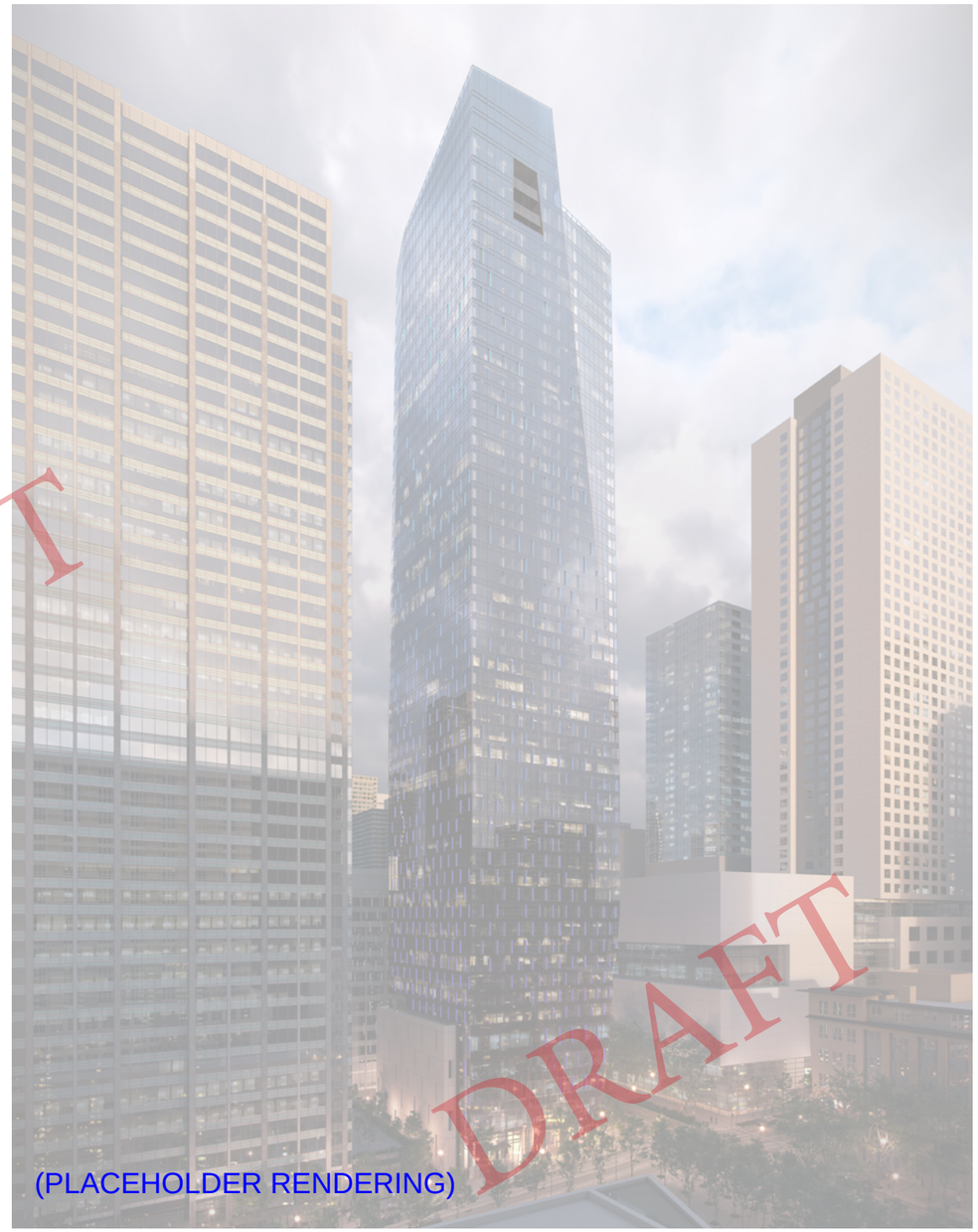
## SEATTLE SKYLINE STUDY




Skyline from West Seattle - Oct 2019

## TOWER AT DUSK

EDG2




REC

## SEATTLE SKYLINE STUDY




Skyline from Gas Works Park - Sept 2019

## TOWER TOP NIGHT TIME RENDERING


EDG2


REC

# GROUND PLANE & PEDESTRIAN EXPERIENCE

**Board Guidance**

**4 a.a.** The Board agreed that the programming and expression of building entries would require further exploration. In particular the Board requested further study of the corner and the regular, rectangular entry recesses relative to the refracted geometry of the tower above. (D-3, C-1, C-2)

The Board provided additional guidance that the arrangement and expression of the overhead weather protection should also be included in this exploration and that the result should be a unified and coherent expression at the pedestrian level. (B-4, C-4, C-1)

**4 b.** The Board supported the deployment of the precast concrete panels at the north property line and directed the applicant to explore the possibility of the treatment returning at the alley. (B-3, B-4)

**4 c.** The Board encouraged the applicant to continue their effort to make common cause with adjacent building owners in developing the intervening open space, as a safe and attractive pedestrian environment in this area would be of great benefit to all in the neighborhood. (C-1, D-6)

## RESPONSE

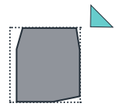
The design team has taken several steps to enhance the building entrances. Most significantly we moved the primary corner retail entry to the corner portion of the storefront. This was a verbal recommendation for study in the EDG 2 meeting and allows the corner retail entrance to be housed within the strong architectural expression created by the angled “wishbone” columns and punched in portion of the storefront glazing. The entrance provides a focal point for this bold architectural statement. Additionally, the design team has refined the other building entrances to each be of a similar language but contain a specific character that is unique to their programmatic use. The office entrance portal has been integrated with the overhead canopy and detail so that it appears to “float” within the portal. A clean lighting scheme and detailing reflect the commercial use of this entrance. Likewise, the residential entrance is utilizing a portal with integrated floating canopy however the design has integrated a large blackened steel pilaster. This pilaster grounds the entrance, provides a more residential feeling for the entrance, and provides an opportunity for prominent residential signage. These moves strengthen the architectural expression of the project at grade, provide a unique yet unified entrance condition for the various programmatic uses, and enhance wayfinding.

The design team has also extended the usage of the precast paneling to the Alley (East) façade and have continued the archetype of the sloped panel in this façade language to tie it to the curtain wall in the rest of the tower. Additionally, a small landscaped area at the Northwest corner extends the spirit of the open space in the adjacent property, and the materiality and detailing of the North façade provides a human scale and tactile façade language to enhance the open space from within our property line.

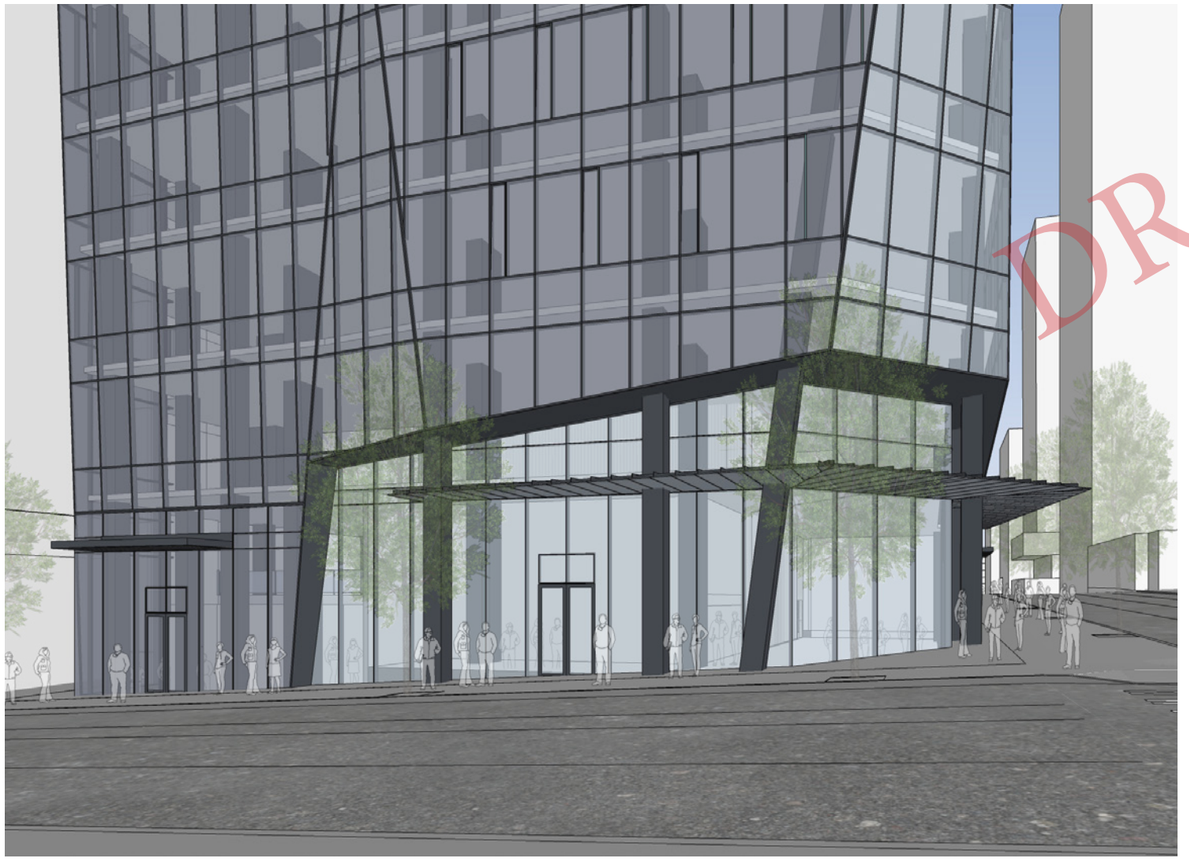

(PLACEHOLDER RENDERING)

## 8TH AVE ENTRIES

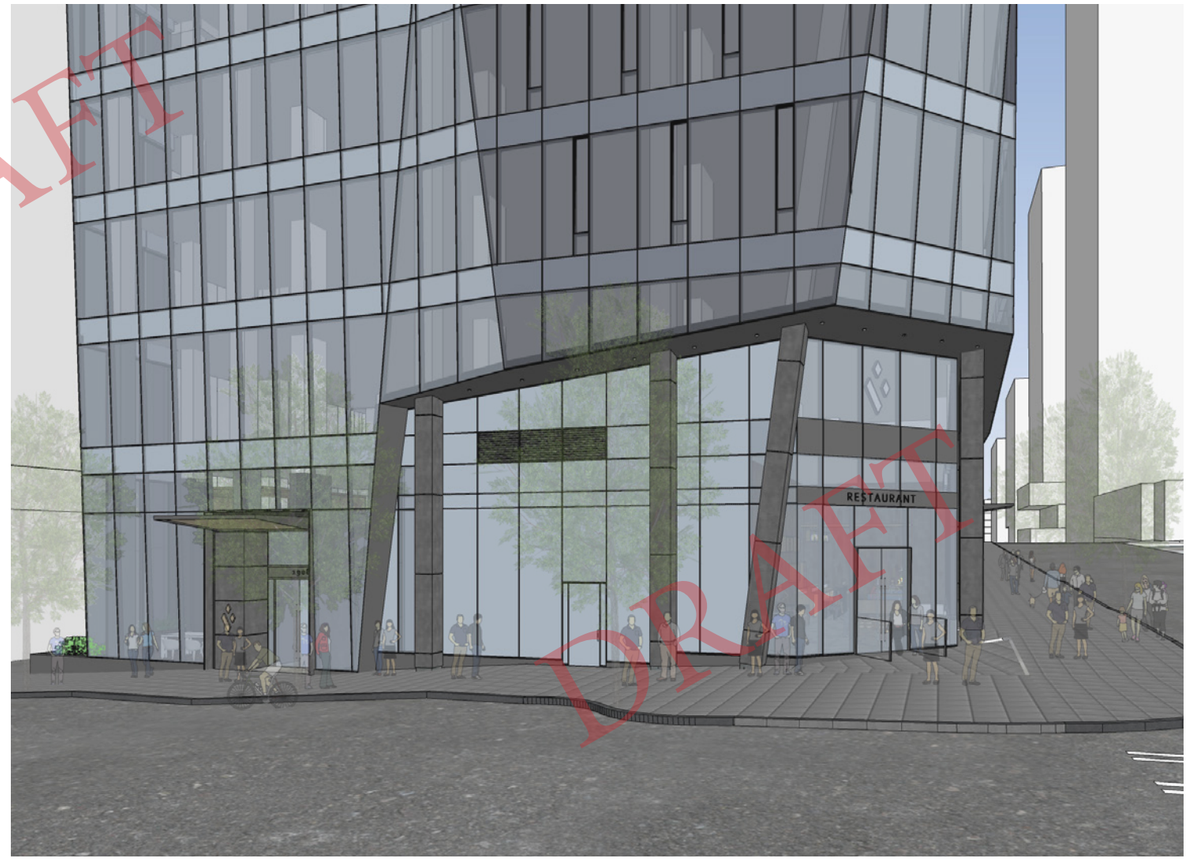
The residential entrance is utilizing a portal with integrated floating canopy however the design has integrated a large blackened steel pilaster. This pilaster grounds the entrance, provides a more residential feeling for the entrance, and provides an opportunity for prominent residential signage.



# EDG2



# REC

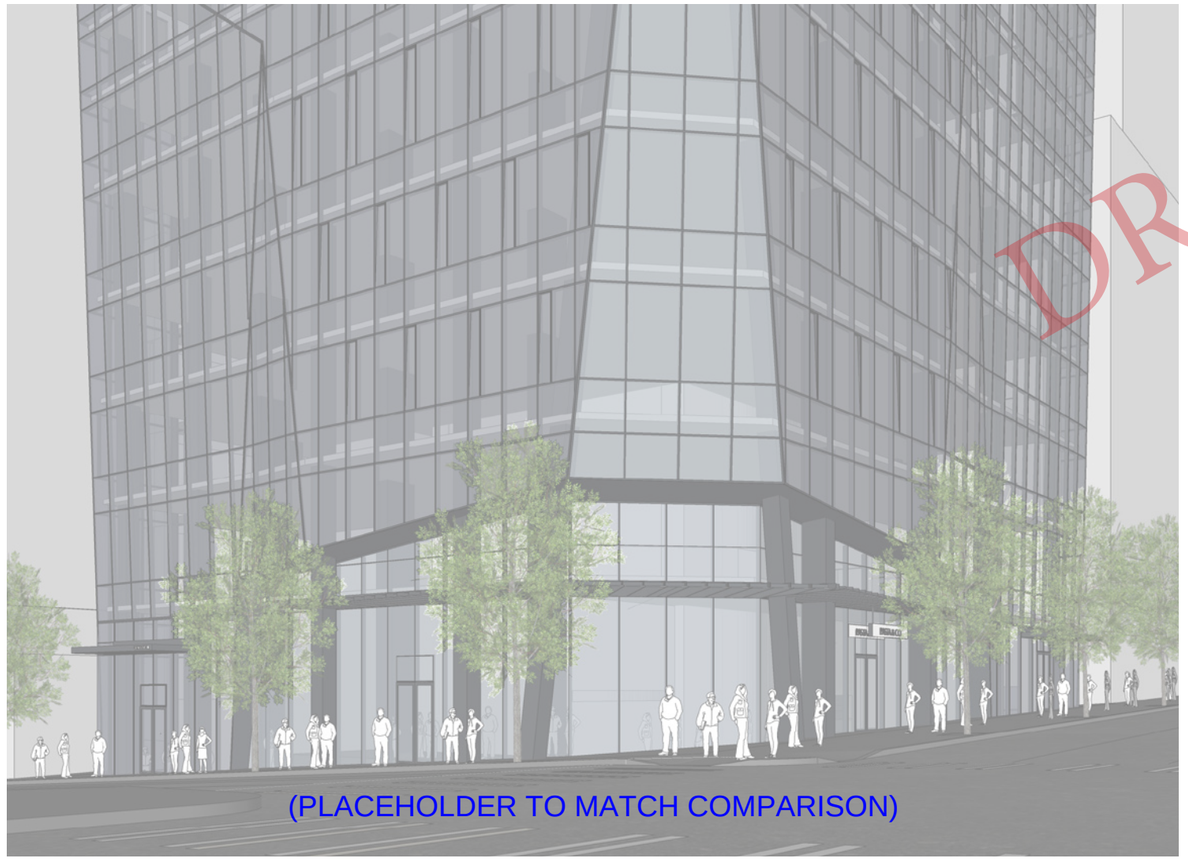


## STEWART ST ENTRIES

The residential entrance is utilizing a portal with integrated floating canopy however the design has integrated a large blackened steel pilaster. This pilaster grounds the entrance, provides a more residential feeling for the entrance, and provides an opportunity for prominent residential signage.



# EDG2

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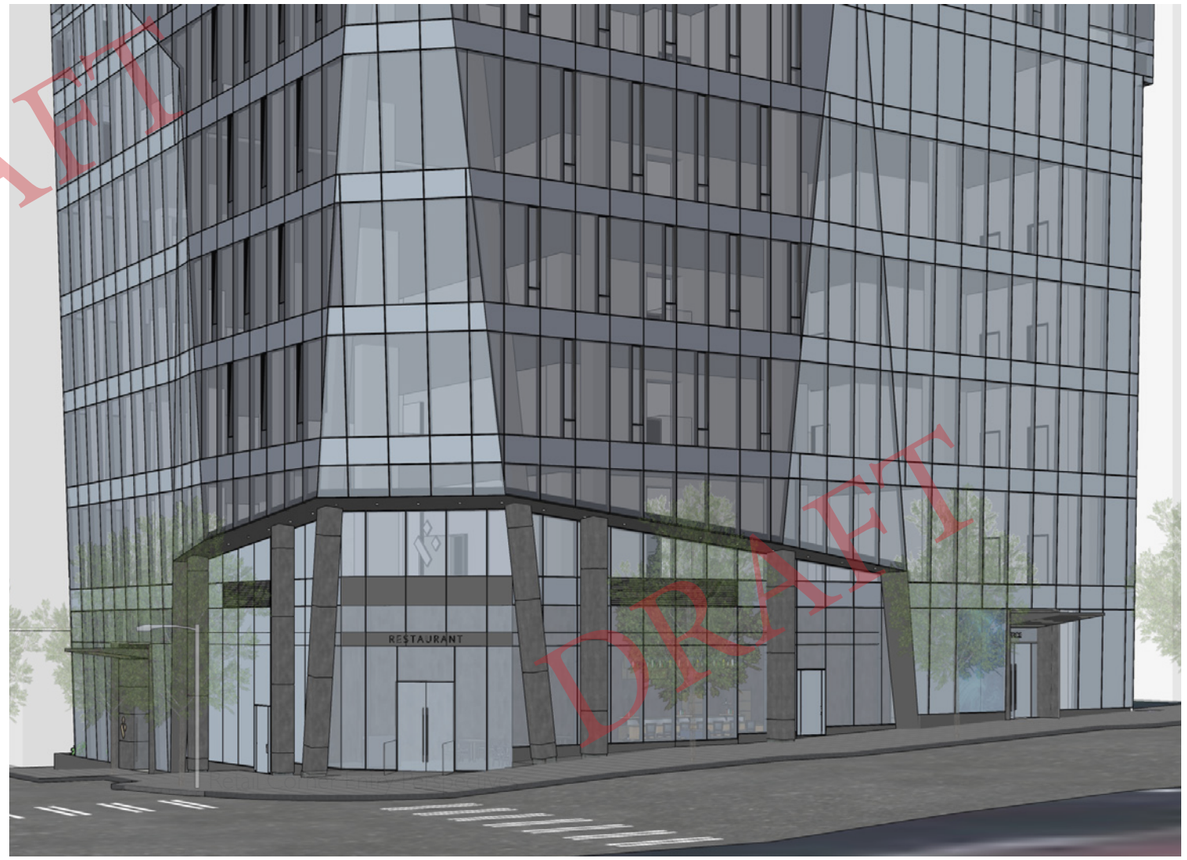
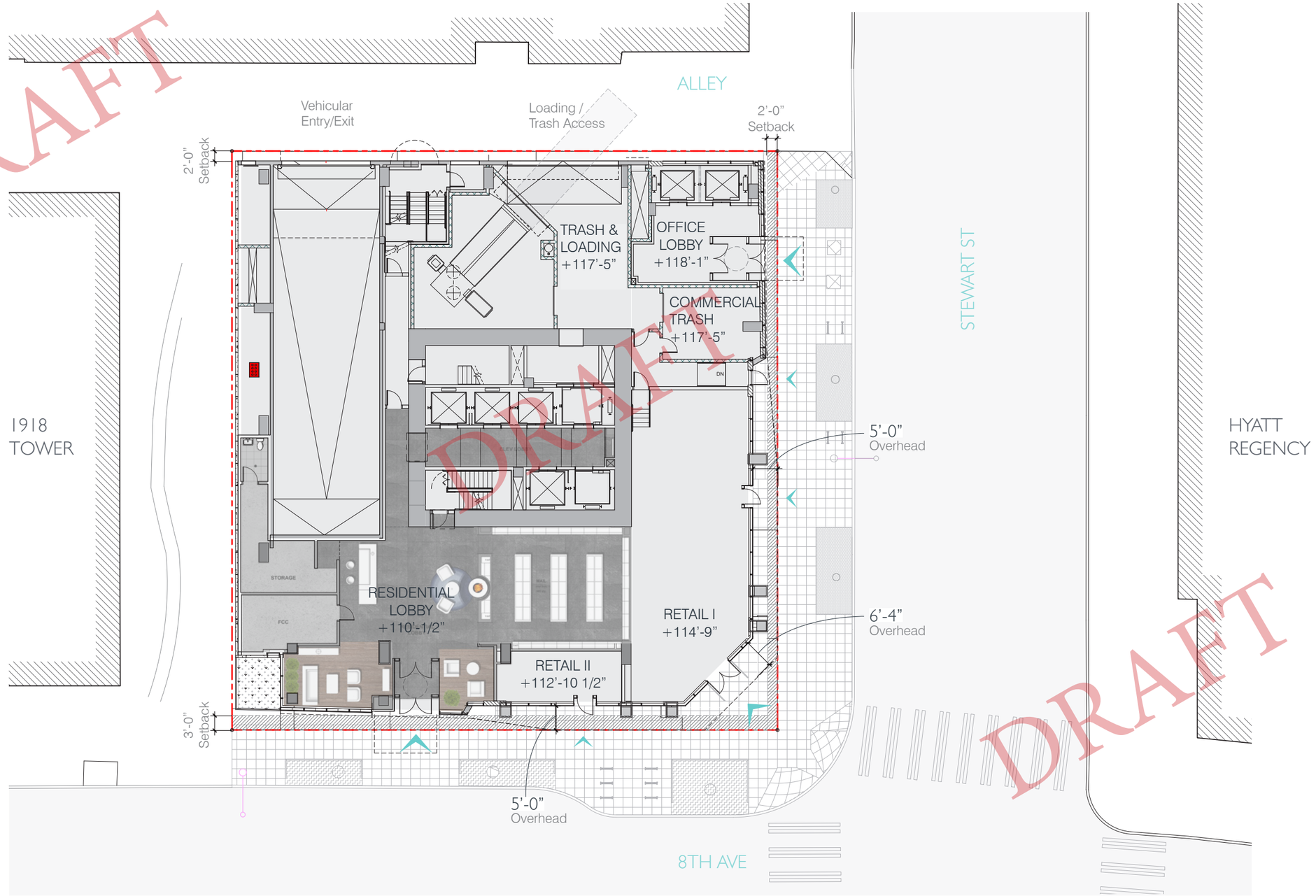


# COMPOSITE SITE PLAN



# PEDESTRIAN EXPERIENCE & RHYTHM

FACETED CORNER

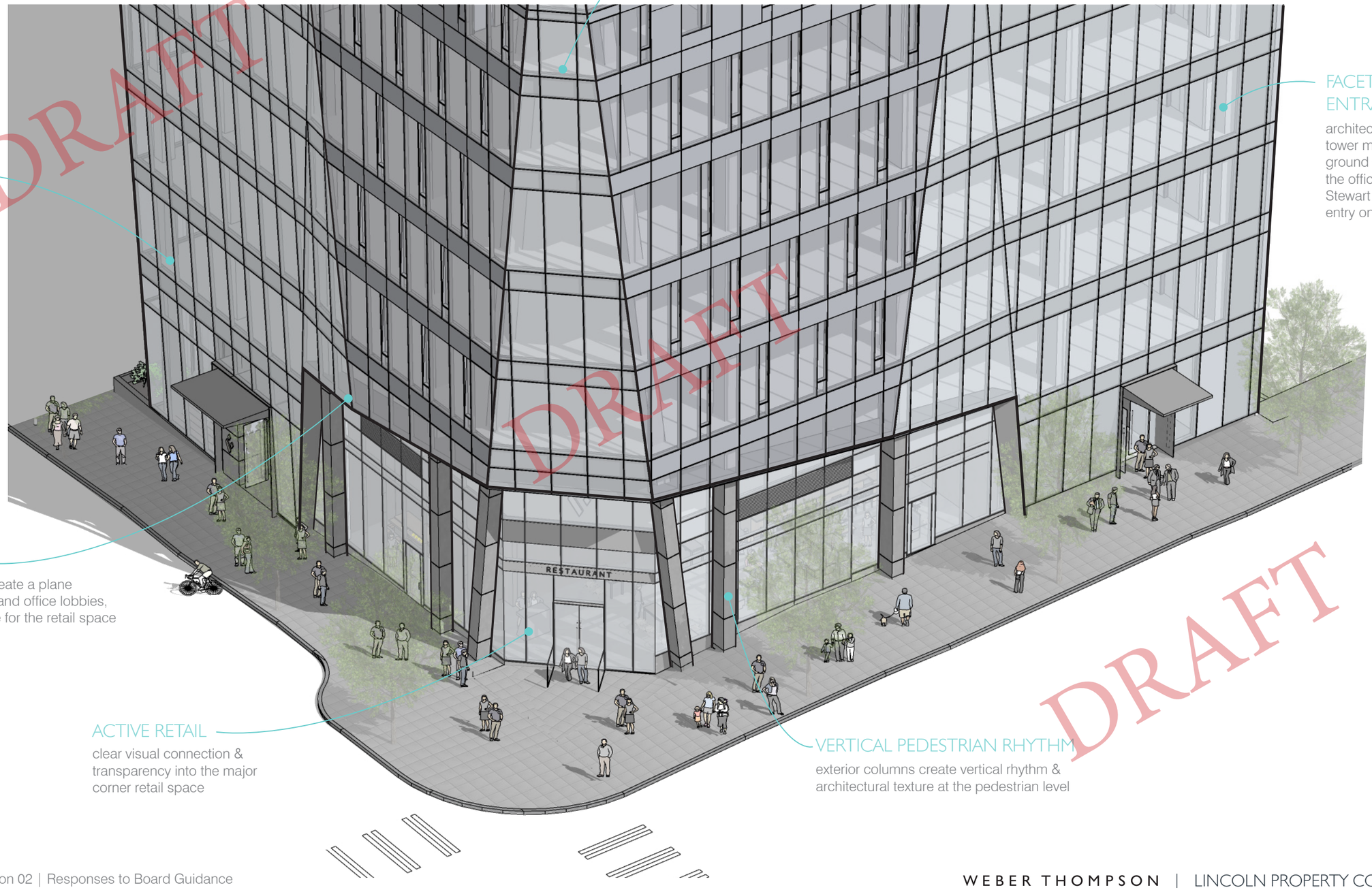
create a distinct architectural expression and to respond to the US District Court plaza across 8th Ave

FACETED RESIDENTIAL ENTRANCE

residents from the 569 units come and go on a daily basis

FACETED OFFICE ENTRANCE

architecturally sculpted tower meets the ground while denoting the office entry on Stewart St (residential entry on 8th Ave)




FOLDING PLANES

Corner retail is setback to create a plane change from the residential and office lobbies, providing a unique presence for the retail space

ACTIVE RETAIL

clear visual connection & transparency into the major corner retail space

VERTICAL PEDESTRIAN RHYTHM

exterior columns create vertical rhythm & architectural texture at the pedestrian level


## WEST ELEVATION | 8TH AVE

Most significantly we moved the primary corner retail entry to the corner portion of the storefront. This was a verbal recommendation for study in the EDG 2 meeting and allows the corner retail entrance to be housed within the strong architectural expression created by the angled “wishbone” columns and punched in portion of the storefront glazing. The entrance provides a focal point for this bold architectural statement.





Vision Glass
Gray-Blue, Clear


Vision Glass
Light Gray, UltraClear


Metal Panel
Dark Gray


Architectural Concrete


Precast Concrete
White Smooth Finish

Metal Panel
Blackened Steel with
Sealant

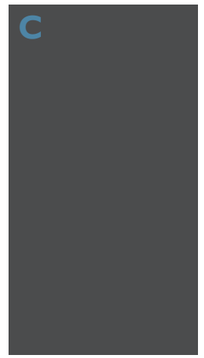

## SOUTH ELEVATION | STEWART ST

The office entrance portal has been integrated with the overhead canopy and detail so that it appears to “float” within the portal. A clean lighting scheme and detailing reflect the commercial use of this entrance.



Vision Glass
Gray-Blue, Clear


Vision Glass
Light Gray, UltraClear




Metal Panel
Dark Gray


Architectural Concrete


Precast Concrete
White Smooth Finish

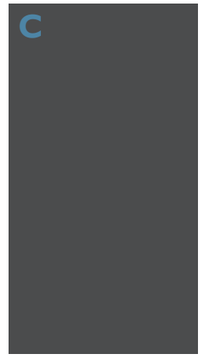
Metal Panel
Blackened Steel with
Sealant

## EAST ELEVATION | ALLEY

The office entrance portal has been integrated with the overhead canopy and detail so that it appears to “float” within the portal. A clean lighting scheme and detailing reflect the commercial use of this entrance. These moves strengthen the architectural expression of the project at grade, provide a unique yet unified entrance condition for the various programmatic uses, and enhance wayfinding.


A
Vision Glass
Gray-Blue, Clear

B
Vision Glass
Light Gray, UltraClear



C
Metal Panel
Dark Gray

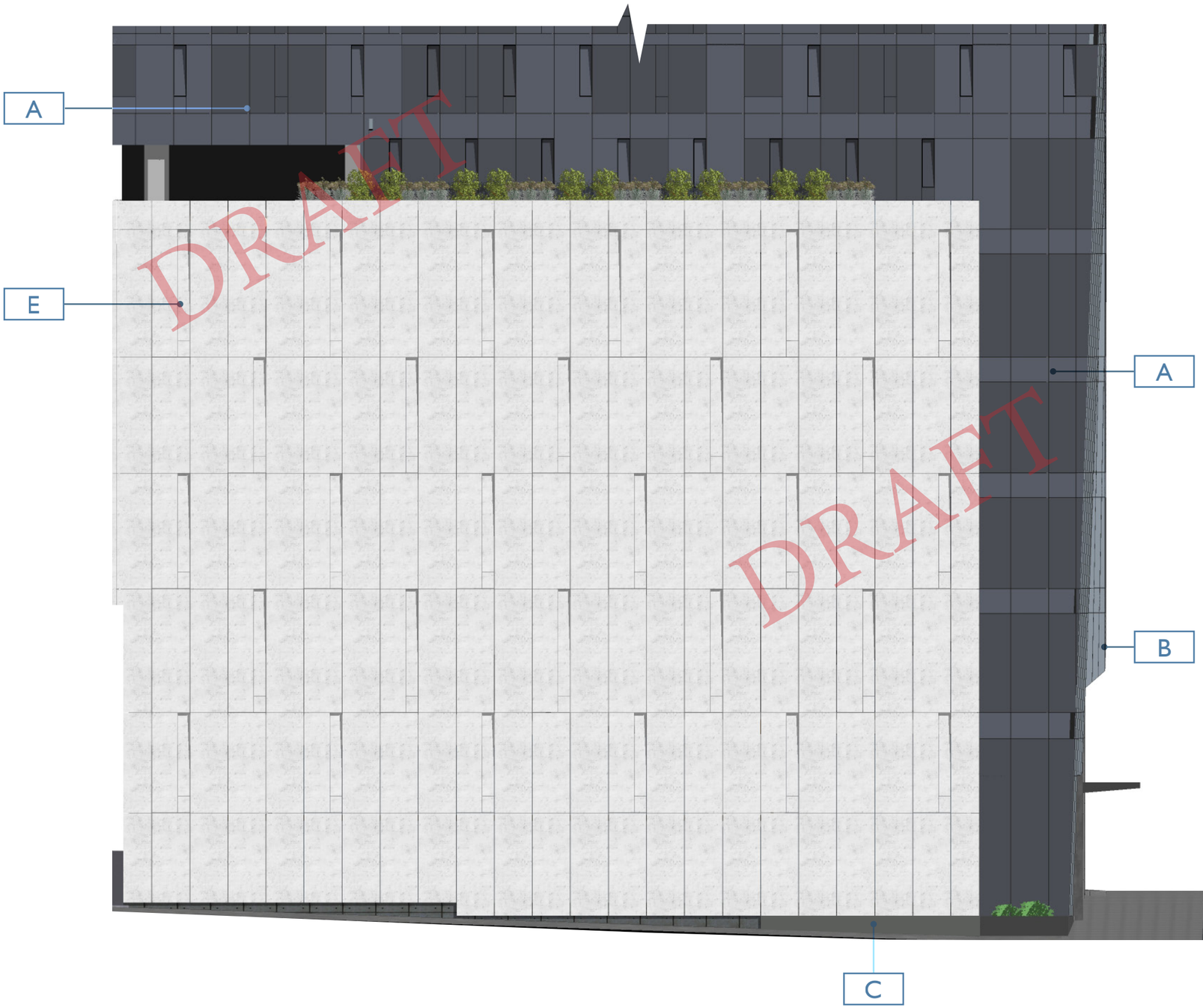
D
Architectural Concrete

E
Precast Concrete
White Smooth Finish

Metal Panel
Blackened Steel with
Sealant

## NORTH ELEVATION | THOROUGHFARE

The design team has also extended the usage of the precast paneling to the Alley (East) façade and have continued the archetype of the sloped panel in this façade language to tie it to the curtain wall in the rest of the tower. Additionally, a small landscaped area at the Northwest corner extends the spirit of the open space in the adjacent property, and the materiality and detailing of the North façade provides a human scale and tactile façade language to enhance the open space from within our property line.






A
Vision Glass
Gray-Blue, Clear

B
Vision Glass
Light Gray, UltraClear

C
Metal Panel
Dark Gray

D
Architectural Concrete

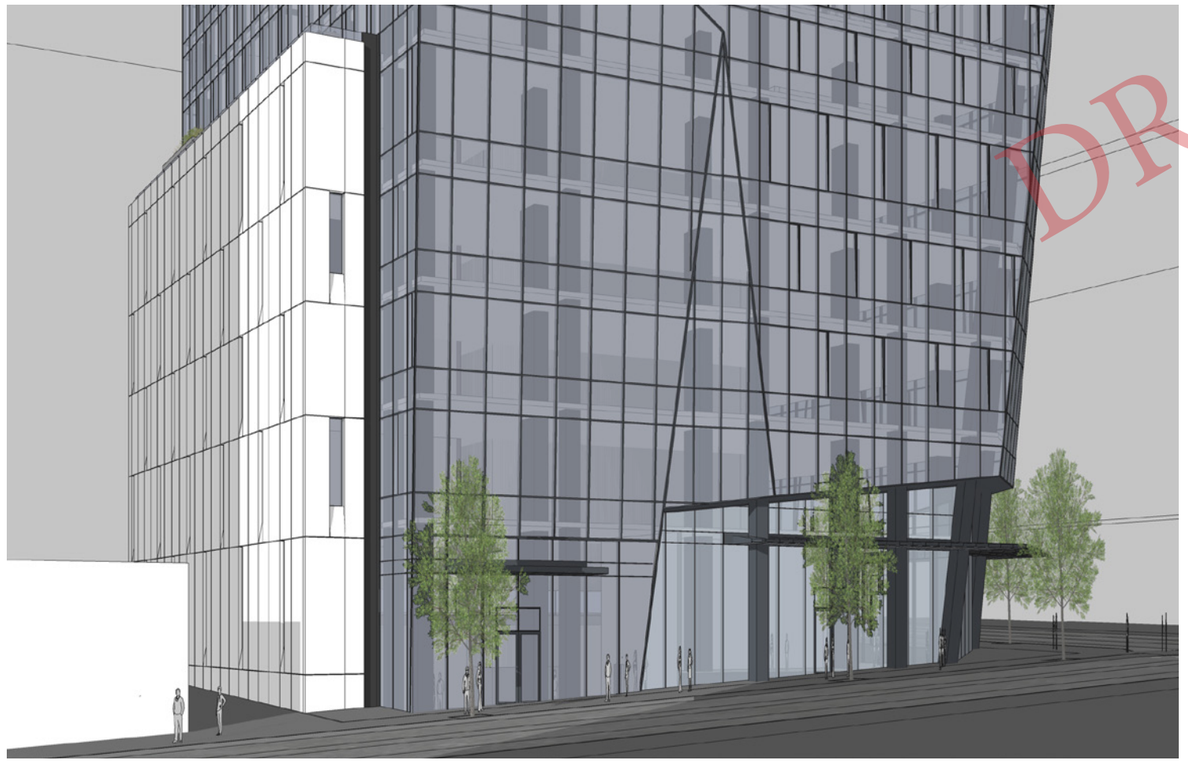
E
Precast Concrete
White Smooth Finish

Metal Panel
Blackened Steel with
Sealant

## NORTH-WEST CORNER ON 8TH AVE

The residential entrance is utilizing a portal with integrated floating canopy however the design has integrated a large blackened steel pilaster. This pilaster grounds the entrance, provides a more residential feeling for the entrance, and provides an opportunity for prominent residential signage.

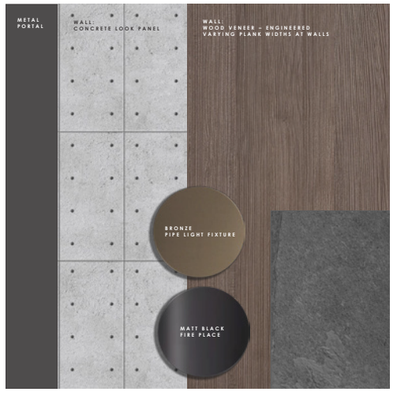
# EDG2



# REC

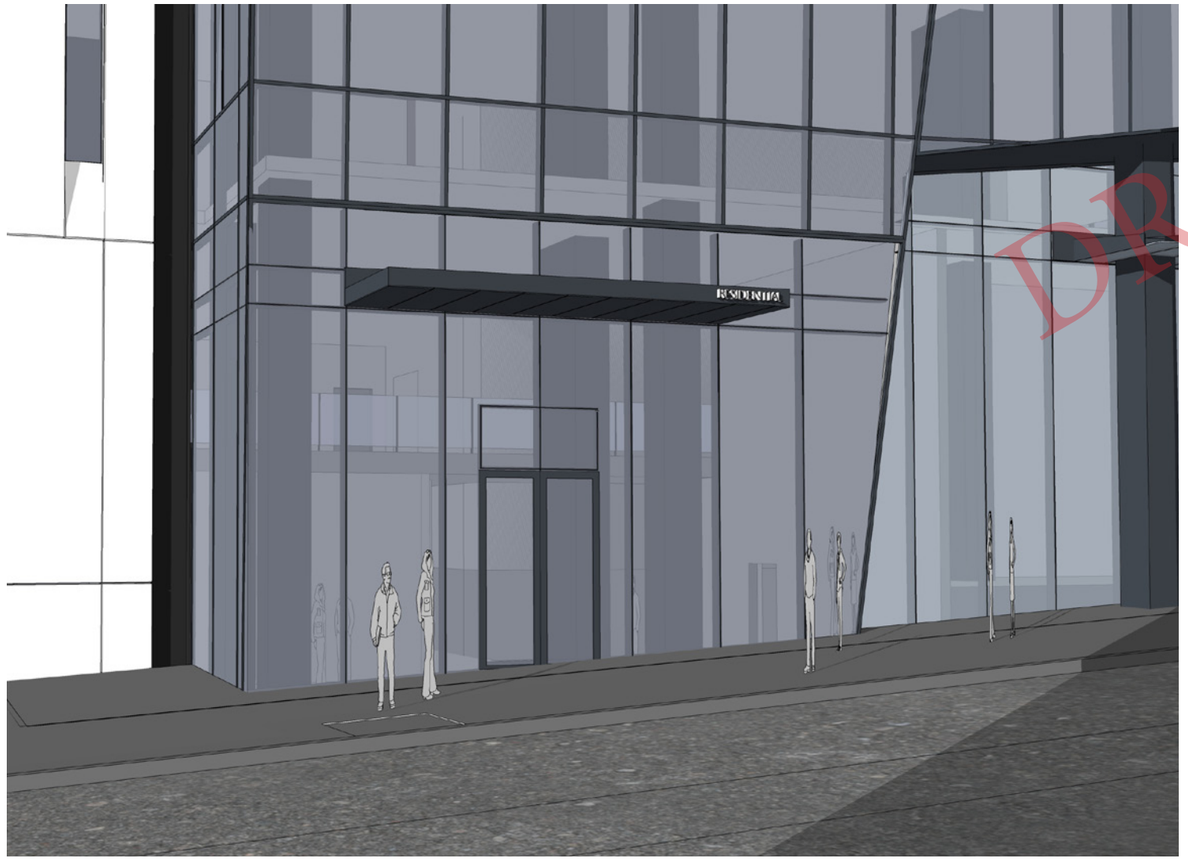
## NW ENTRY FACET

The residential entrance is utilizing a portal with integrated floating canopy however the design has integrated a large blackened steel pilaster. This pilaster grounds the entrance, provides a more residential feeling for the entrance, and provides an opportunity for prominent residential signage.

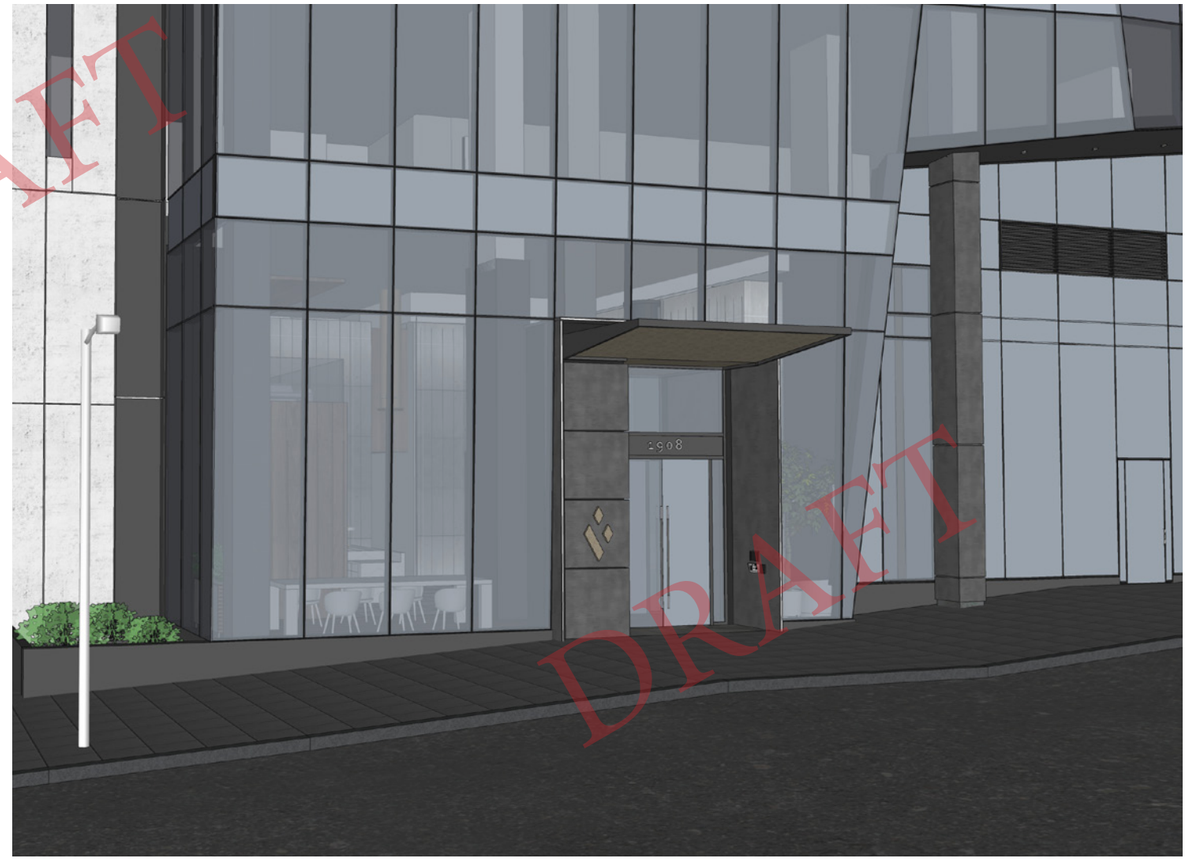



Interior palette continues to the Exterior

## EDG2



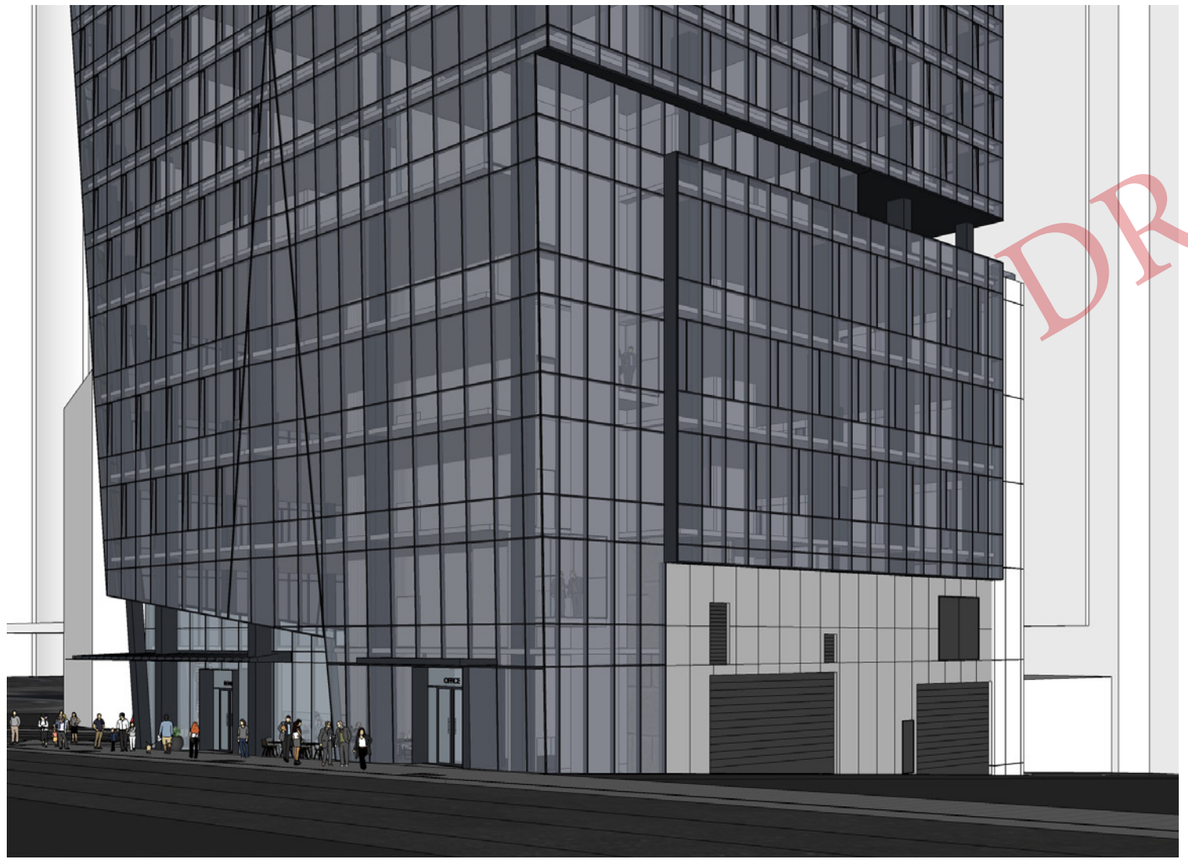

## REC



## PODIUM FACADE LANGUAGE

The residential entrance is utilizing a portal with integrated floating canopy however the design has integrated a large blackened steel pilaster. This pilaster grounds the entrance, provides a more residential feeling for the entrance, and provides an opportunity for prominent residential signage. Elist quia vid quassin ihilita tquistibus vitat voles dollat.

# EDG2



# REC

## 8TH & STEWART INTERSECTION

The residential entrance is utilizing a portal with integrated floating canopy however the design has integrated a large blackened steel pilaster. This pilaster grounds the entrance, provides a more residential feeling for the entrance, and provides an opportunity for prominent residential signage.

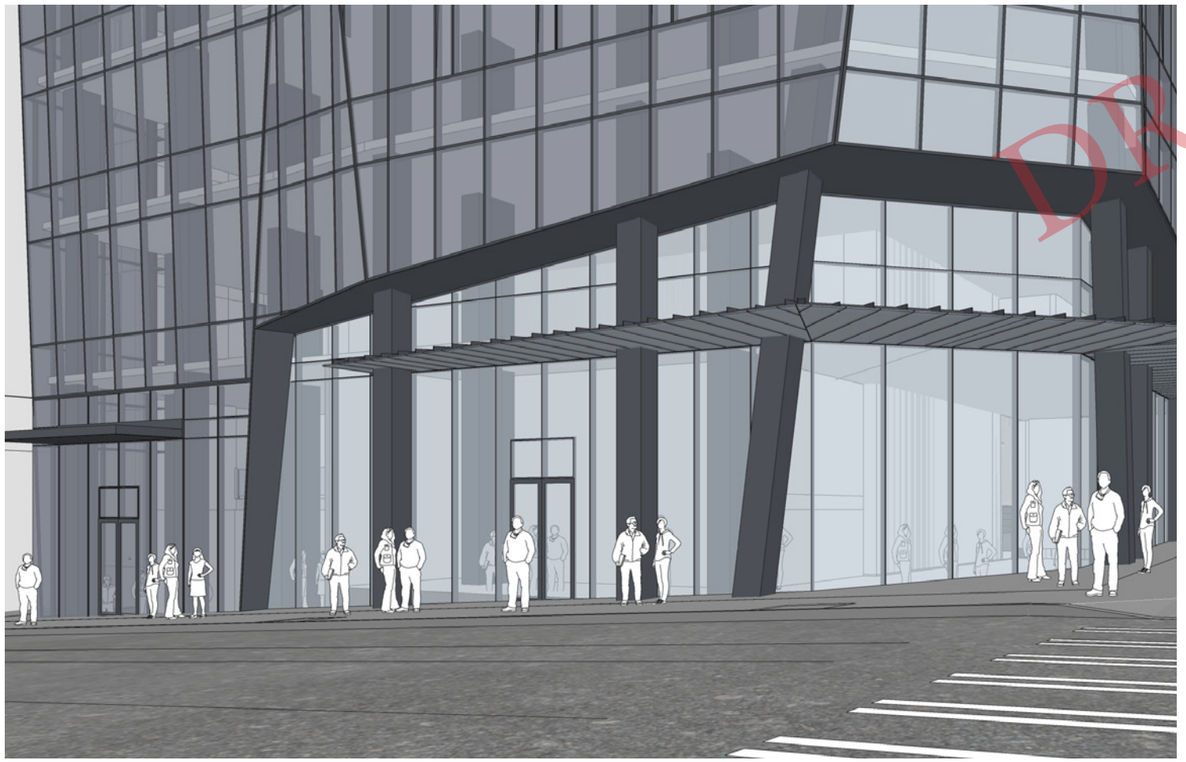






(PLACEHOLDER RENDERING)

## EDG2

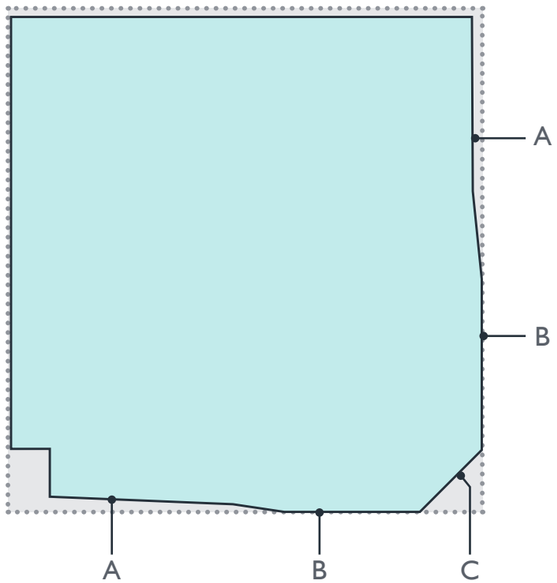


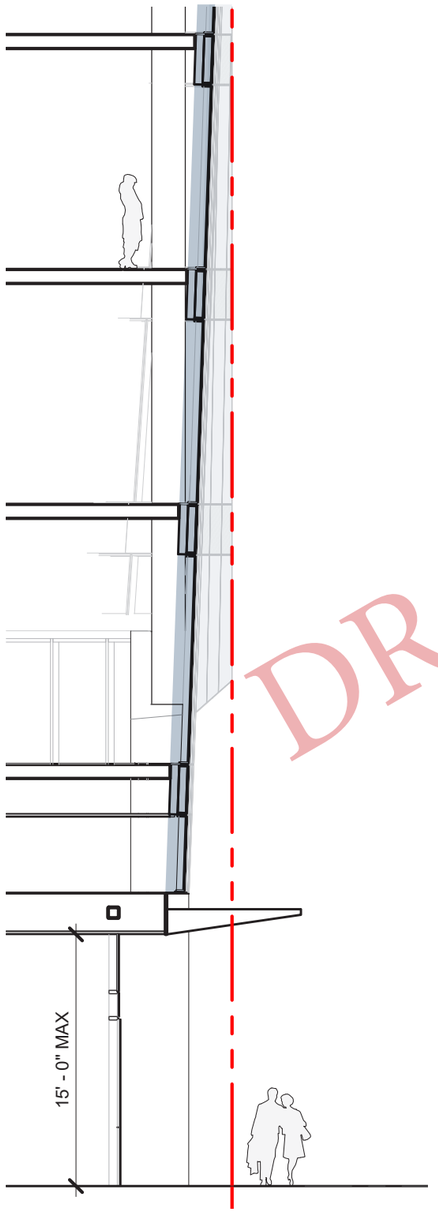
## REC

## STREETSCAPE SECTIONS

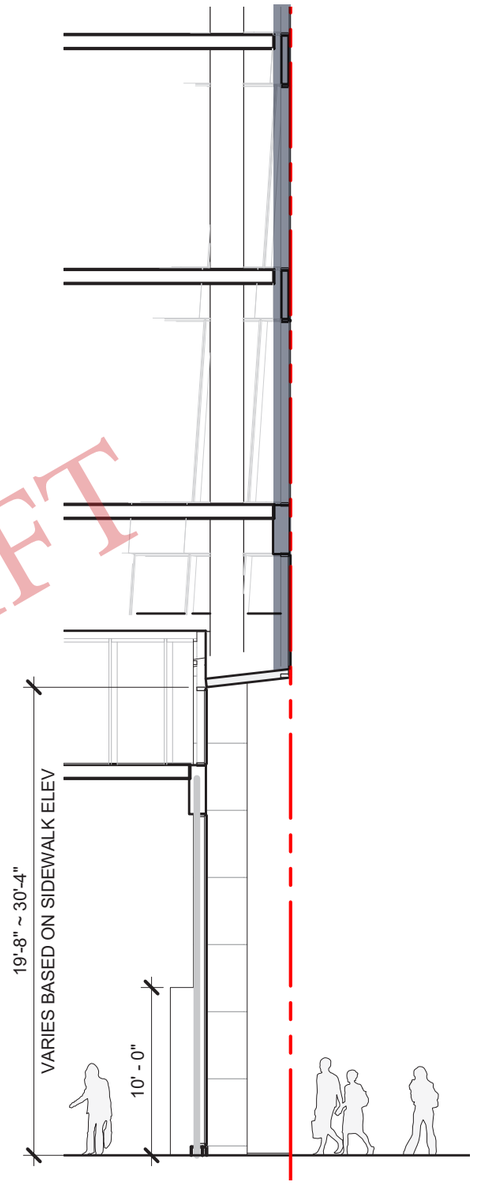
There are three experiences designed at the street edge



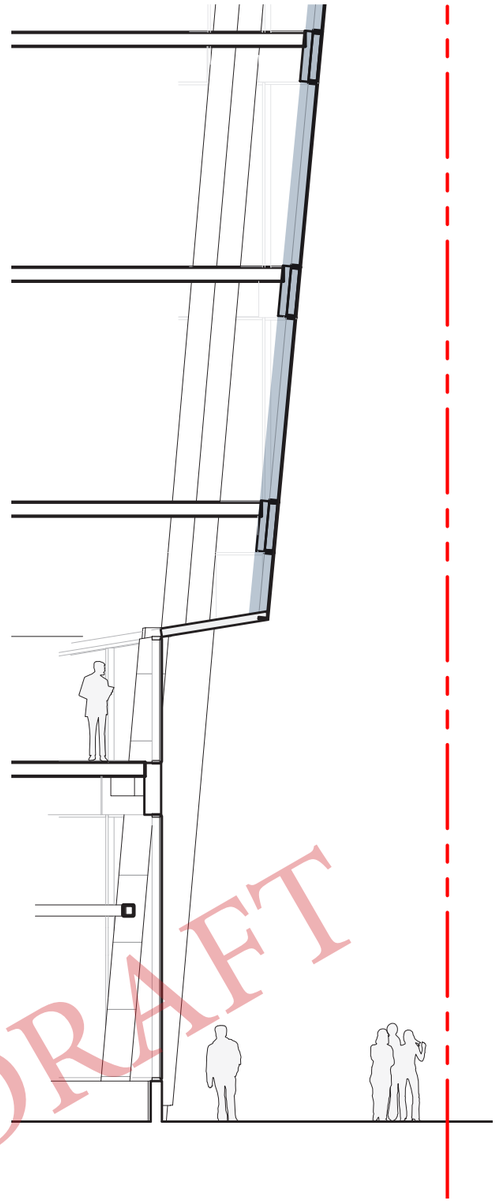



A Facet Edge




B Orthogonal Edge



C Corner Facet

## STREETSCAPE EXPERIENCE A

## STREETSCAPE EXPERIENCE B

## STREETSCAPE EXPERIENCE C

## GROUND PERSPECTIVE

# GROUND PERSPECTIVE

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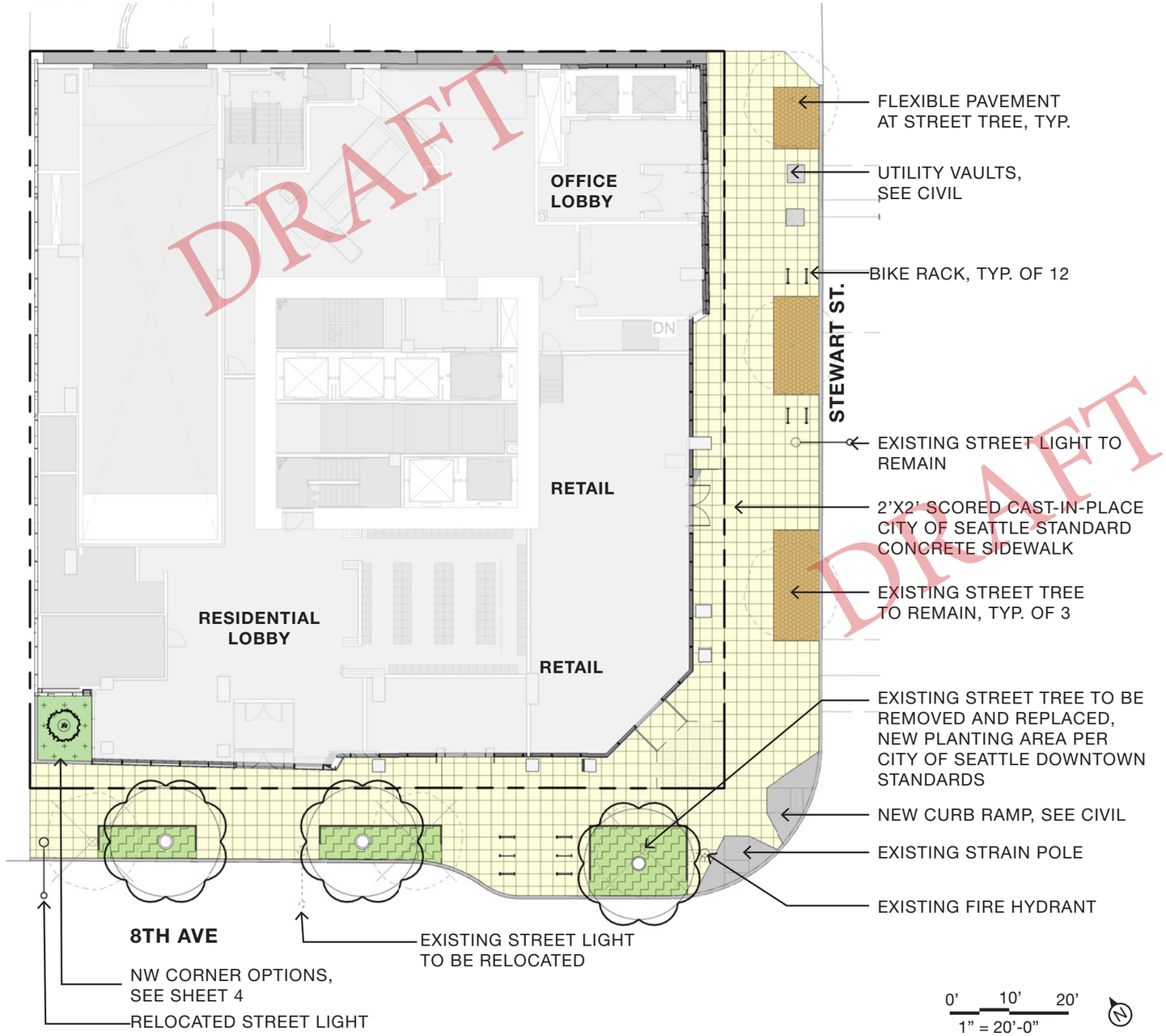
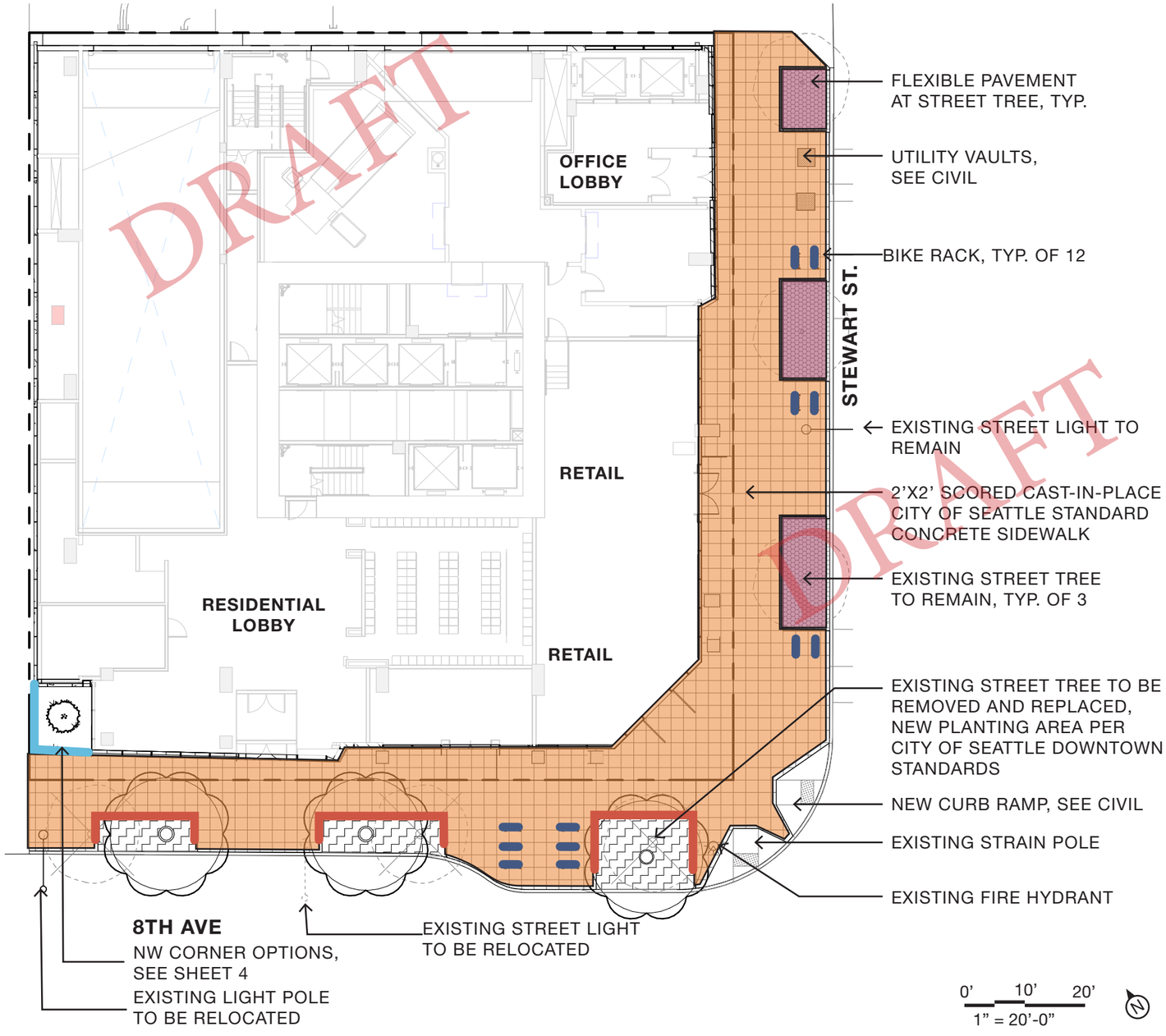
# **STREET LEVEL** | PLAN & REFERENCE IMAGERY




**+ REFERENCE IMAGERY**


# **STREET LEVEL** | DESIGN ELEMENTS






## + DESIGN ELEMENTS

2X2 COS STANDARD CONCRETE SIDEWALK

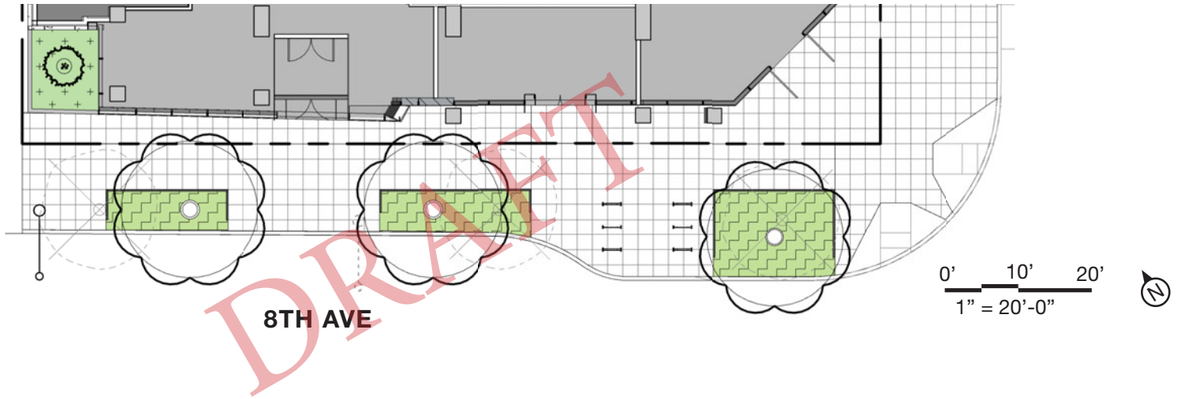
POROUS FLEXIBLE SURFACING

BIKE RACK - SPORTWORKS WESTPORT

GRANITE PLANTER WALL AND PLINTHS

PLANTER RAIL

# **STREET LEVEL** | PLANT MATERIALS






*CERCIDIPHYLLUM JAPONICUM*
*KATSURA*

*ACER PALMATUM ‘SANGO KAKU’*
*CORAL BARK MAPLE*



## + STREETSCAPE PALETTE

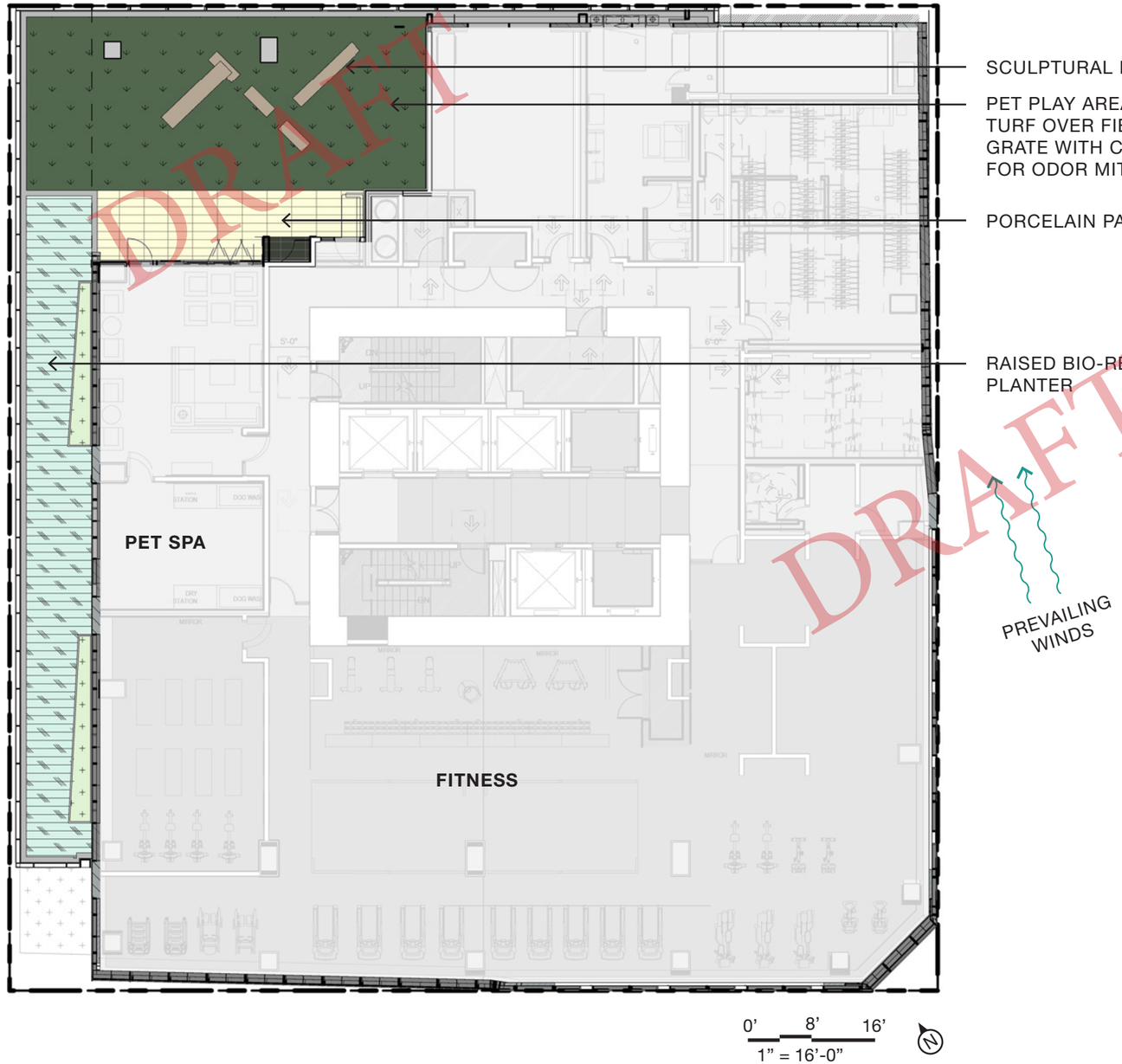
*LONICERA PILEATA PRIVIT*
*HONEYSUCKLE*

*PAPAVER ORIENTALE ‘PRINCE ORANGE’*
*PRINCE ORANGE ORIENTAL POPPY*

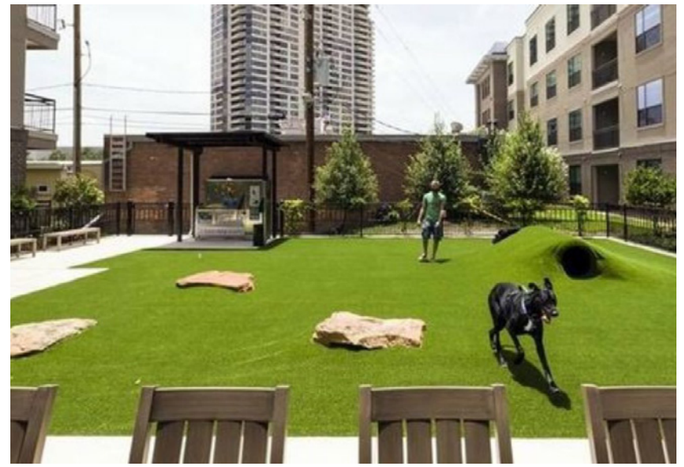
*LIRIOPE MUSCARI*
*LILYTURF*

*POLYSTICHUM MUNITUM*
*WESTERN SWORD FERN*

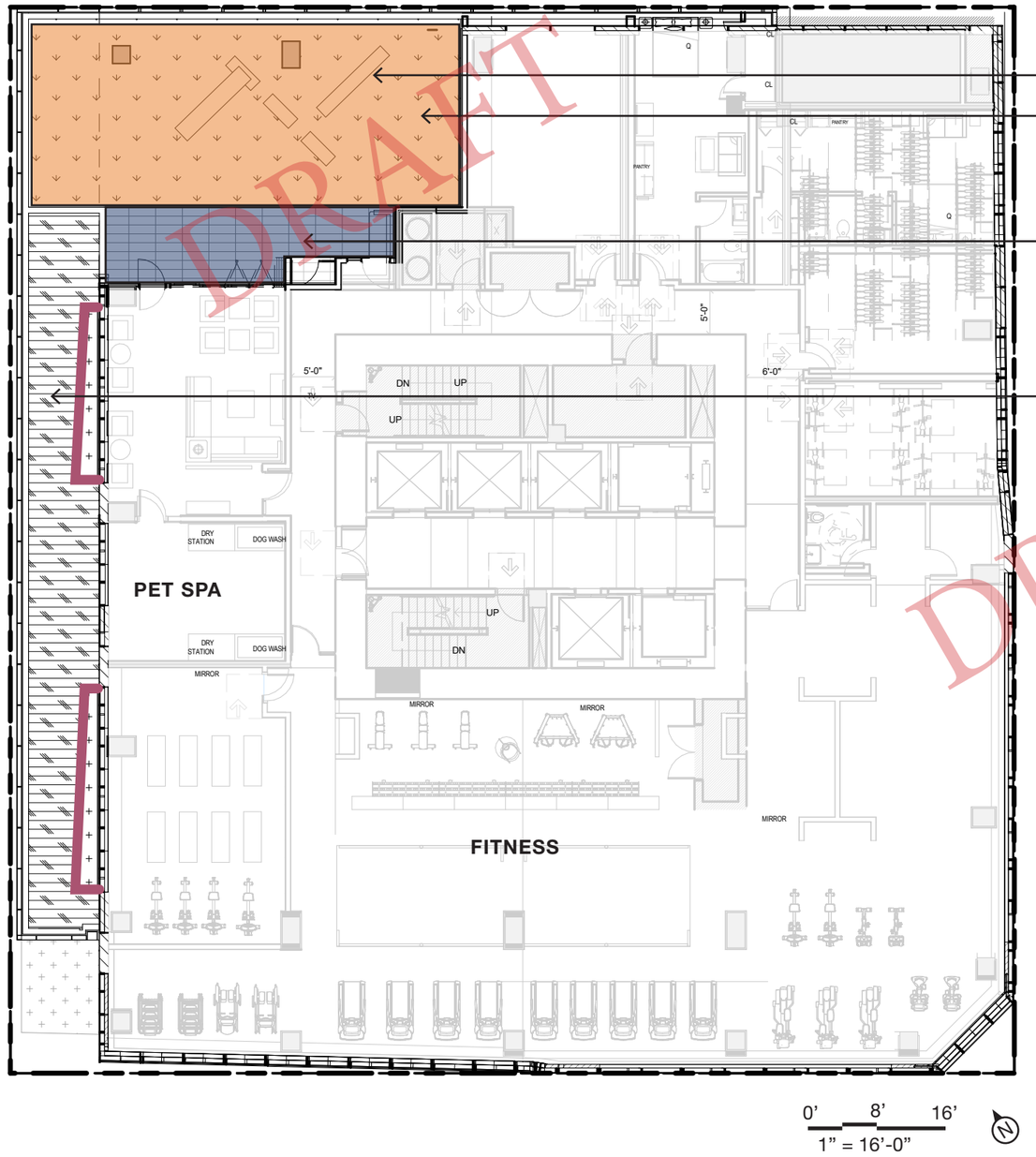
# **LEVEL 6** | PLAN & REFERENCE IMAGERY




**+ REFERENCE IMAGERY**

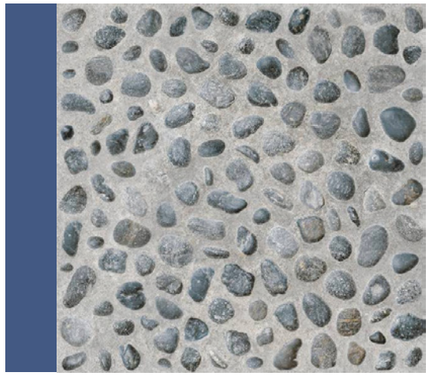


# **LEVEL 6** | DESIGN ELEMENTS






## + DESIGN ELEMENTS

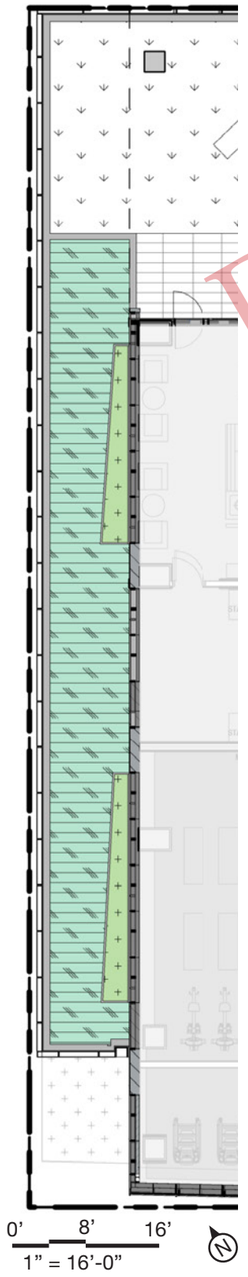


PORCELAIN PAVER ON PEDESTAL

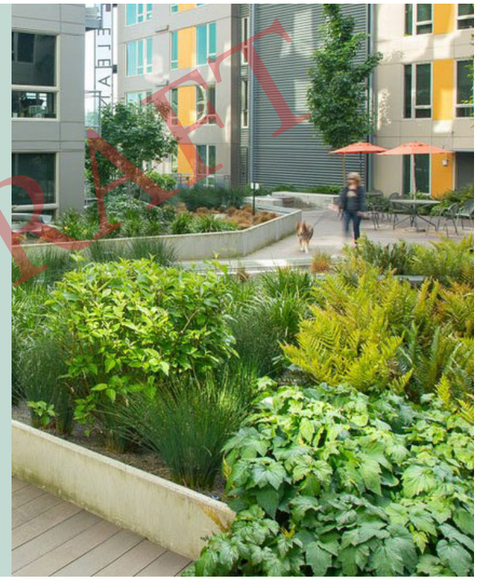
ARTIFICIAL TURF

METAL PLANTER WALL

# **LEVEL 6** | BIO-RETENTION & ORNAMENTAL PLANTERS




## + BIORETENTION PLANTER



CORNUS SANGUINEA
‘MIDWINTER FIRE’
BLOODTWIG DOGWOOD

JUNCUS ‘BLUE DART’
RUSH

HOSTA SIEBOLDIANA ELEGANS
COLOSSAL BLUE HOSTA

PENSTEMON DIGITALIS
BEARDTONGUE FOXGLOVE

LIRIOPE MUSCARI ‘BIG BLUE’
LILYTURF

OSMUNDA REGALIS
ROYAL FERN

PHYSOSTEGIA VIRGINIANA
‘ALBA’
PBEDIENT PLANT

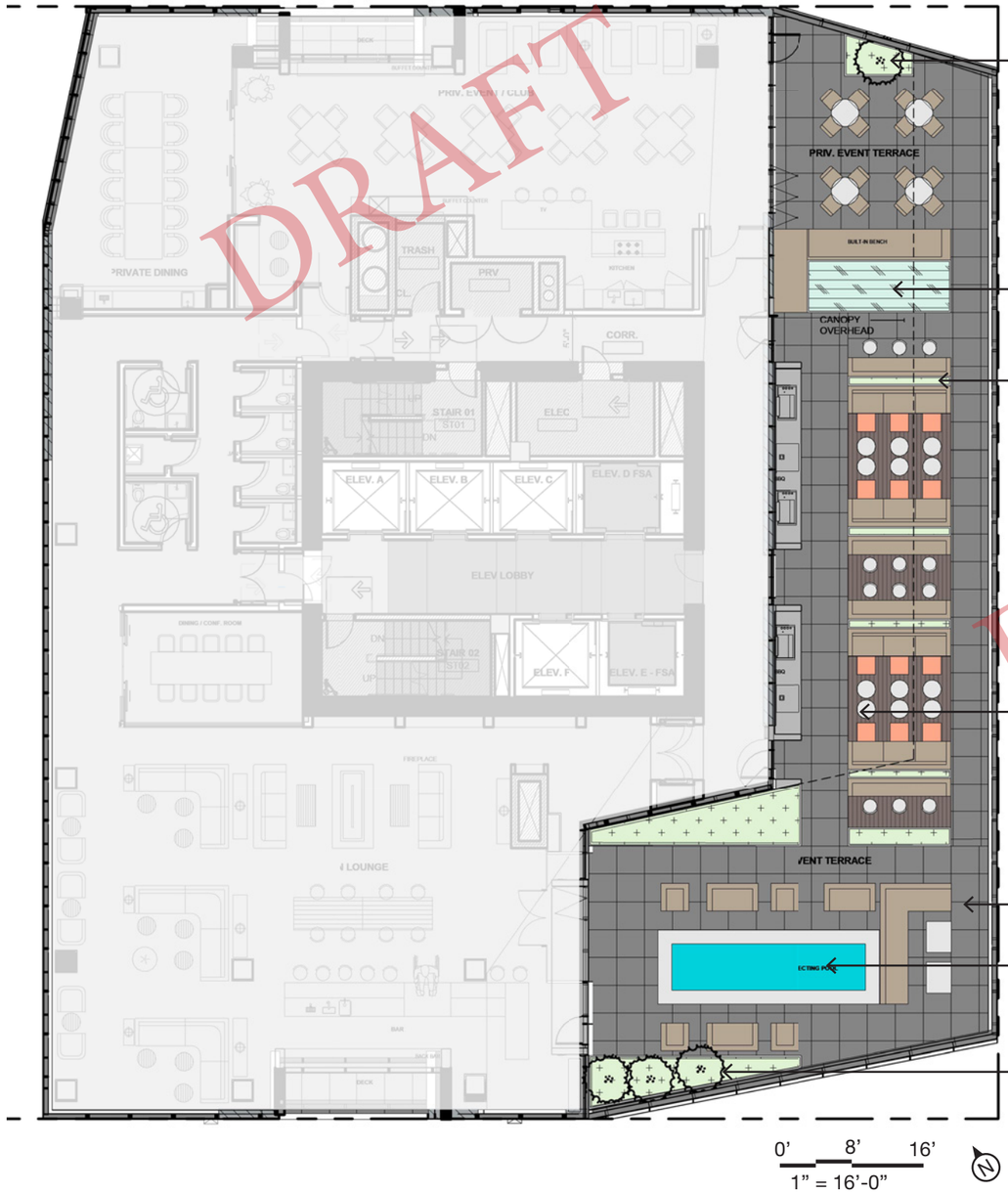
## + LOW PLANTER

HAKONECHLOA MACRA ‘AUREOLA
JAPANESE FOREST GRASS

ADIANTUM VENUSTUM
HIMALAYAN MAIDENHAIR FERN

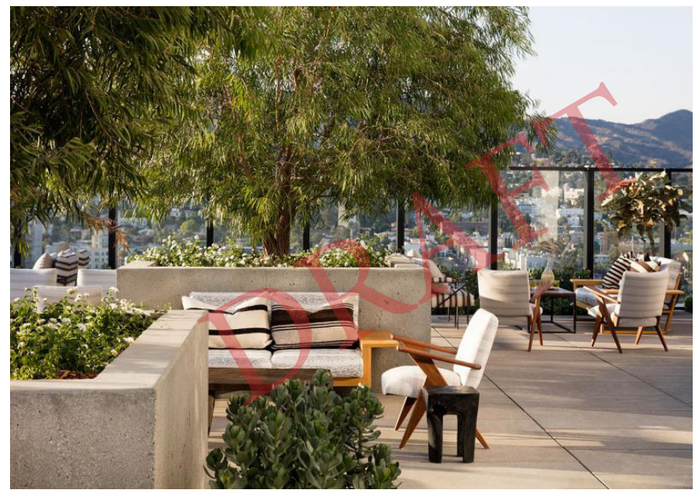
LEUCOJUM AESTIVUM ‘GRAVETYE GIANT’
SUMMER SNOWFLAKE

# **ROOF LEVEL** | PLAN & REFERENCE IMAGERY

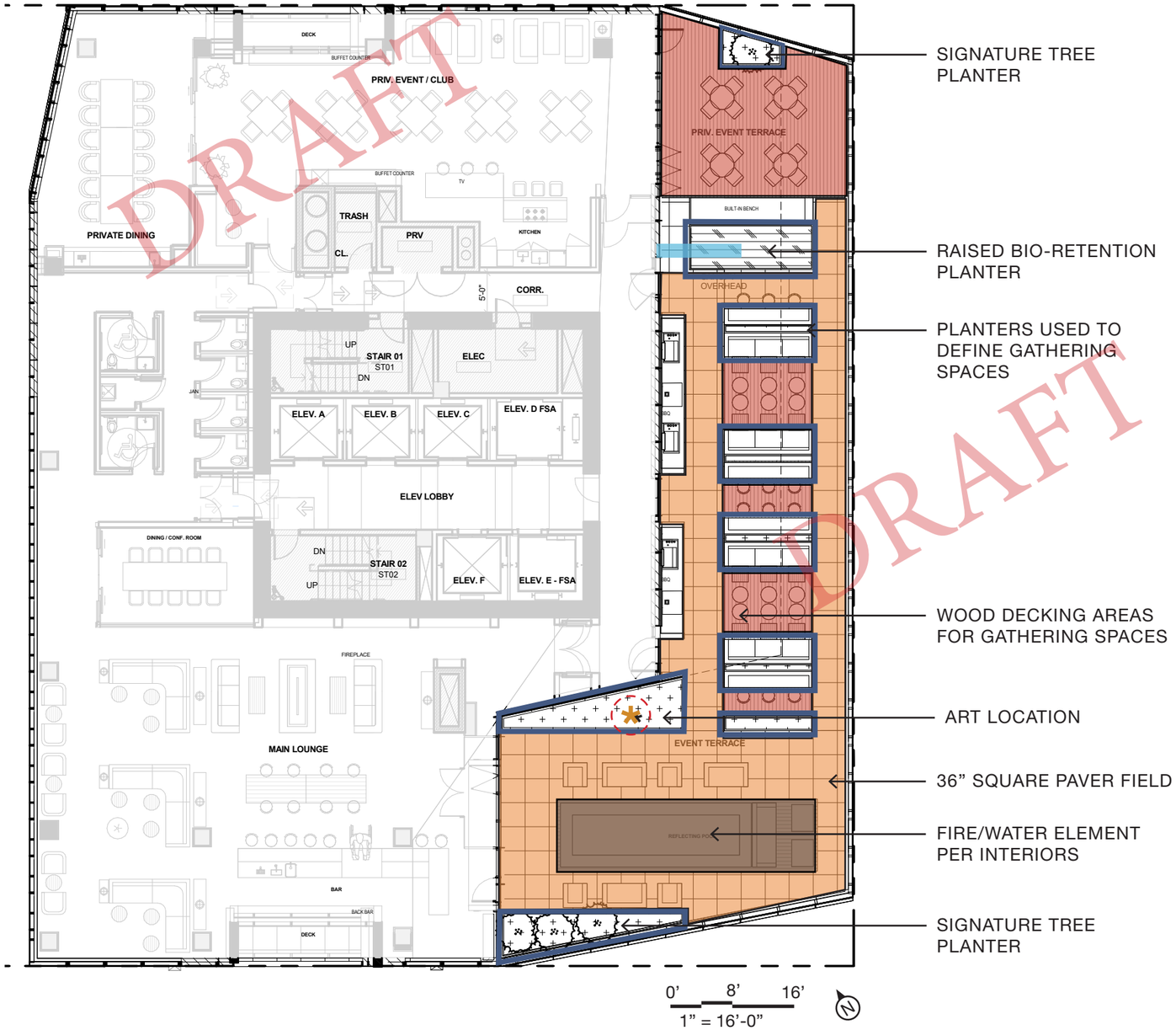





**+ REFERENCE IMAGERY**



# **ROOF LEVEL** | DESIGN ELEMENTS

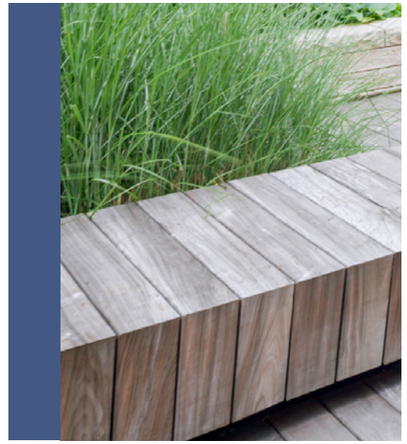





## + DESIGN ELEMENTS

WOOD DECKING

LARGE FORMAT PEDESTAL PAVER



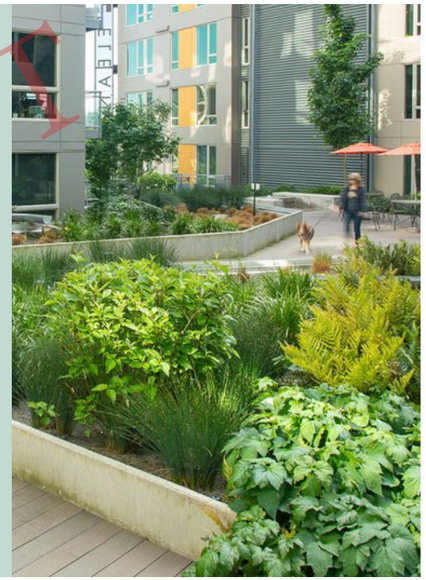
WOOD FACING ON SEATING AND PLANTERS

BIORETENTION RUNNEL

FIRE WATER FEATURE

# ROOF LEVEL | PLANT MATERIAL


## + BIORETENTION PLANTER



CORNUS SANGUINEA
‘MIDWINTER FIRE’
BLOODTWIG DOGWOOD

JUNCUS ‘BLUE DART’
RUSH

HOSTA SIEBOLDIANA
ELEGANS
COLOSSAL BLUE HOSTA

PENSTEMON DIGITALIS
BEARDTONGUE FOXGLOVE

LIRIOPE MUSCARI ‘BIG
BLUE’
LILYTURF

OSMUNDA REGALIS
ROYAL FERN

PHYSOSTEGIA VIRGINIANA
‘ALBA’
OBEDIENT PLANT

## + ROOM DIVIDER PLANTER

LEPTINELLA SQUALIDA
‘PLATT’S BLACK’
PLATT’S BLACK BRASS
BUTTONS

BUXUS X ‘GREEN MOUNTAIN’
GREEN MOUNTAIN BOXWOOD

## + ACCENT PLANTER

GAULTHERIA SHALLON
SALAL

ALLIUM GLOBEMASTER
FLOWERING ONION

LILIUM ‘CASA BLANCA’
ORIENTAL LILY

BUXUS X ‘GREEN
MOUNTAIN’
GREEN MOUNTAIN
BOXWOOD

NARCISSUS
‘STAINLESS’
LARGE-CUPPED
DAFFODIL

HELLEBORUS
‘WALHELIVOR’ IVORY
PRINCE
CHRISTMAS ROSE

## + ACCENT TREES

GINKGO BILOBA ‘JADE
BUTTERFLY’

GINKGO BILOBA ‘AUTUMN
GOLD’

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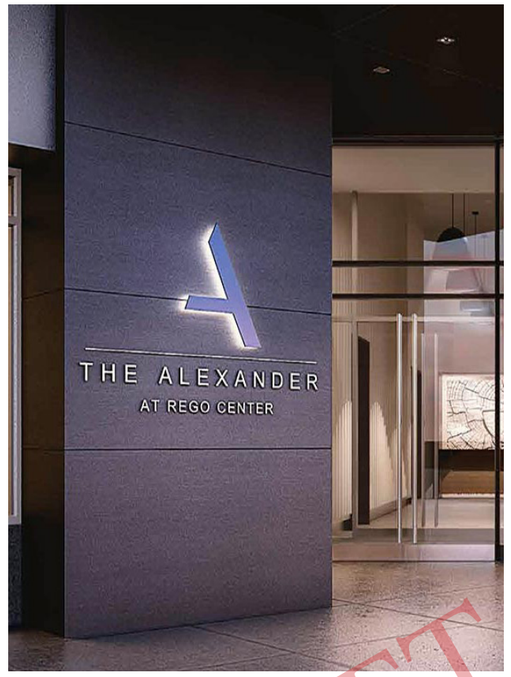
## SIGNAGE REFERENCES





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Departure 01 | Enclosed Common Recreation Area

Departure 02 | Overhead Weather Protection Widtd

A - Preferred Scheme

B - Alternate Scheme

Departure 03 | Overhead Weather Protection Height

A - Preferred Scheme

B - Alternate Scheme

Departure 04 | Residential Parking Ratio

Departure 05 | Commercial Parking Ratio

Departure 06 | Parking Aisle Width

Departure 07 | Driveway turning path radius

Departure 08 | Street Widening Setback

## CODE REQUIREMENT

**SMC 23.49.010.B.2**

An area equivalent to 5 percent of the total gross floor area in residential use...shall be provided as common recreation area. The amount of required common recreation area shall not exceed the area of the lot. A maximum of 50 percent of the common recreation area may be enclosed. The minimum horizontal dimension of required common recreation area shall be 15 feet .

## DEPARTURE REQUEST

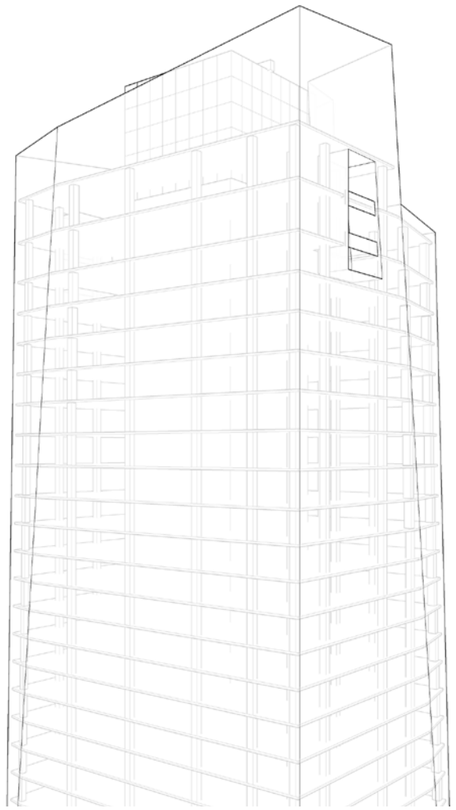
The project is proposing 67% (4,461 SF) of the required common recreation area (6,778 SF) be enclosed, instead of 50%. The total exterior common recreation area required is 13,555 SF x 50% = 6777.5 SF.

## RATIONALE

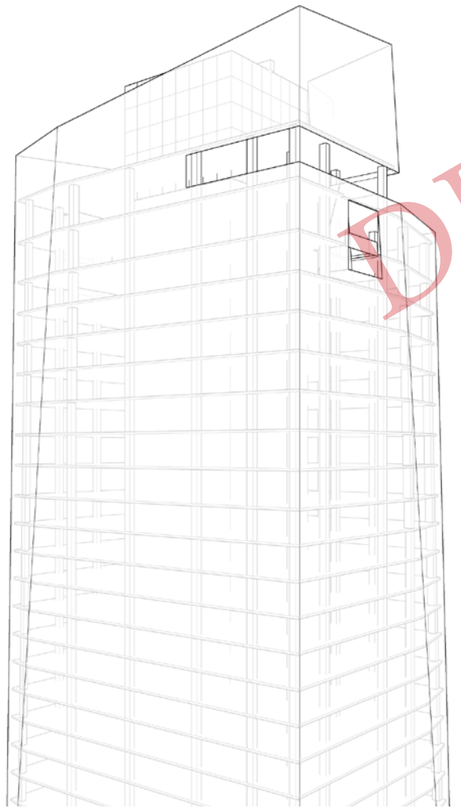
The tower is setback 10' from the North property line to accommodate 40% glazing percentage (unprotected openings.) This gives an exterior terrace at L6 however due to this area being less than 10 feet in width, it does not meet the minimum depth requirement (15 feet) to be counted towards the amenity calculation. A portion of L6 is exterior and able to be counted. The project is also providing interior and exterior amenity area at the R1 level. At the maximum height of the project of 550', exterior amenity space will be in less demand due to the wind at this level. Therefore, the project team is allocating more of the amenity towards interior area as this is a better use of space. Additionally, due to mechanical space requirements, a large area above R1 is needed. Carving out additional exterior amenity space would not allow the lines within the tower to terminate elegantly at the top of the tower. The proposed design provides a more cleanly resolved tower top and enhances the skyline. The project is well in excess of the required total amenity area.

## GUIDELINES

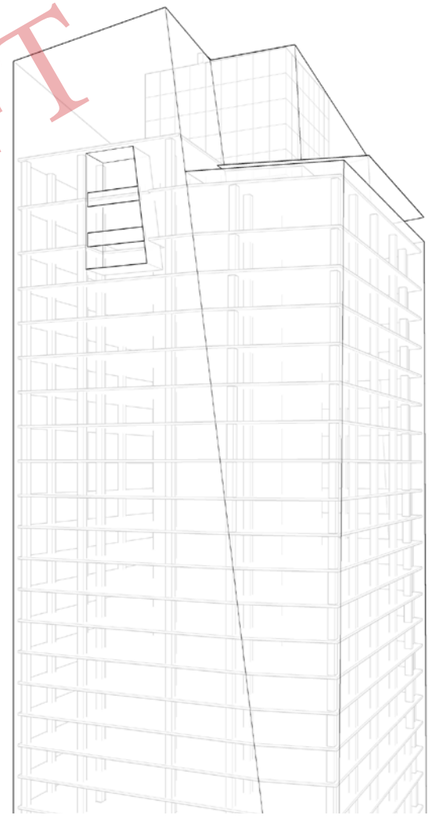
**A-1** Respond to the physical environment
**A-2** Enhance the skyline



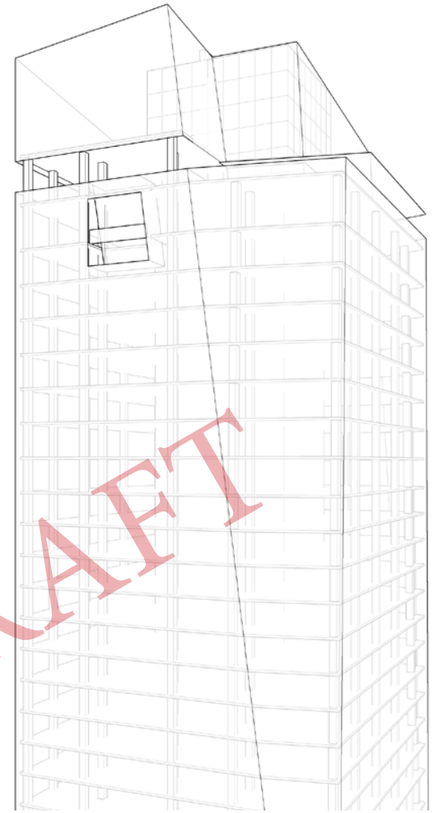
**PROPOSED**



**COMPLIANT**



**PROPOSED**



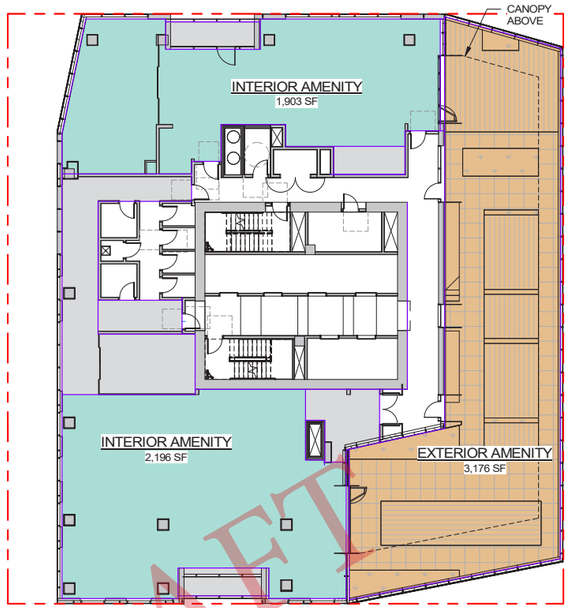
**COMPLIANT**

## PROPOSED DESIGN - AREA TABLE

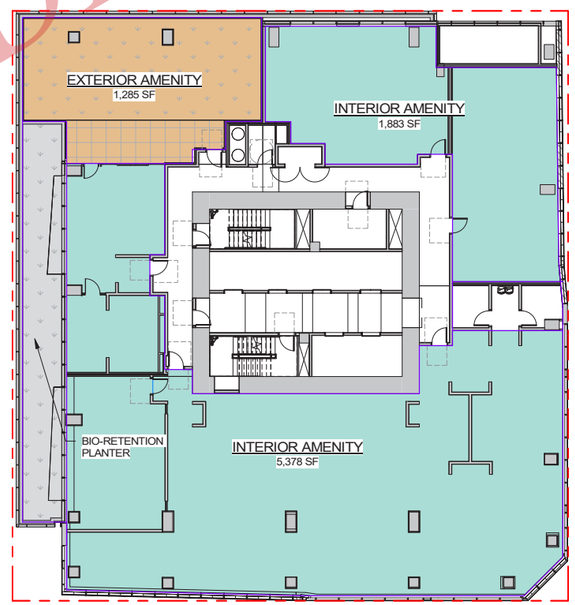
| AMENITY AREA | INTERIOR | EXTERIOR | TOTAL |
|---|---|---|---|
| LEVEL 1 | 1,849 | ---- | 1,849 SF |
| LEVEL MEZZ | 2,274 | ---- | 2,274 SF |
| LEVEL 6 | 7,261 | 1,285 | 8,546 SF |
| LEVEL 33 | 5,076 | ---- | 5,076 SF |
| LEVEL R1 | 4,099 | 3,176 | 7,275 SF |
| **TOTAL PROVIDED** | 20,559 | 4,461 | 25,020 SF |
| **TOTAL REQUIRED** | 6,777.5 | 6,777.5 | 13,555 SF |
| **DIFFERENCE** | + 13,781.5 | -2316.5 | +11,465 SF |

## PROPOSED DESIGN

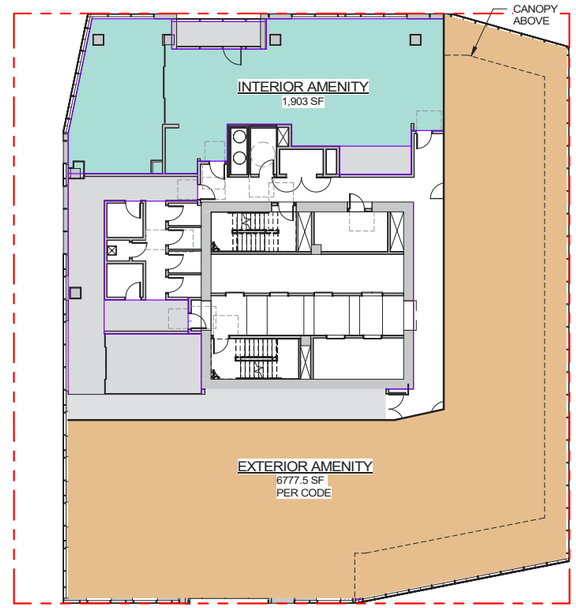
### LEVEL R1

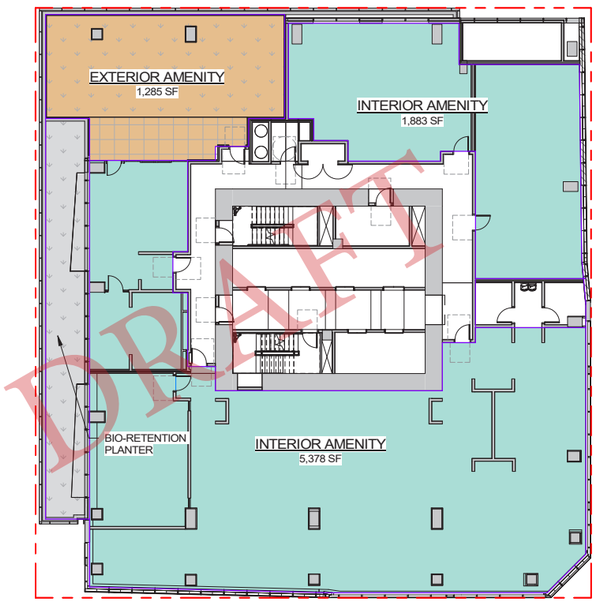



### LEVEL 6 (SAME)




## CODE COMPLIANT

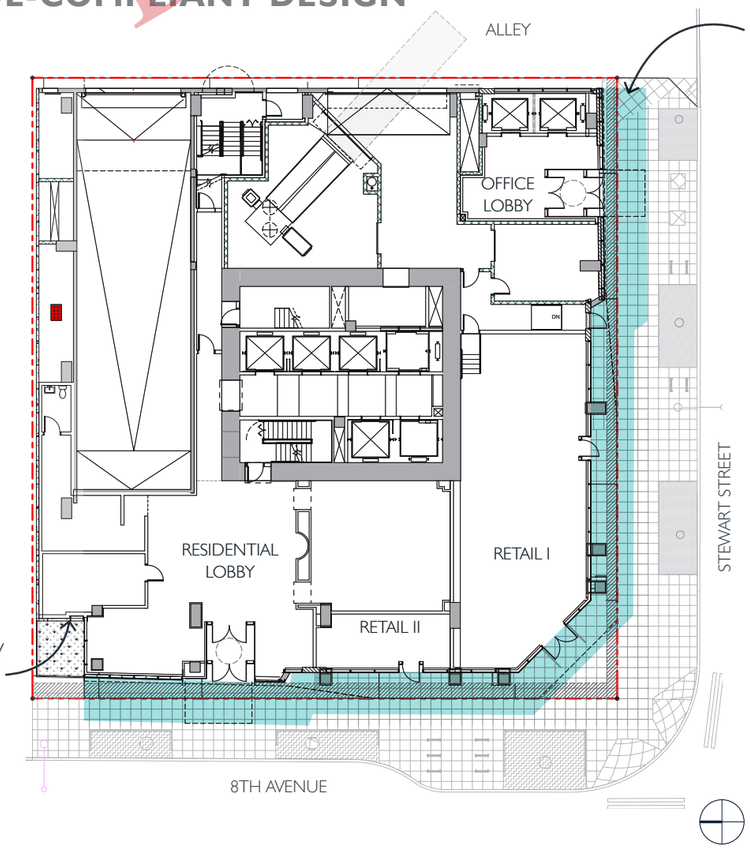


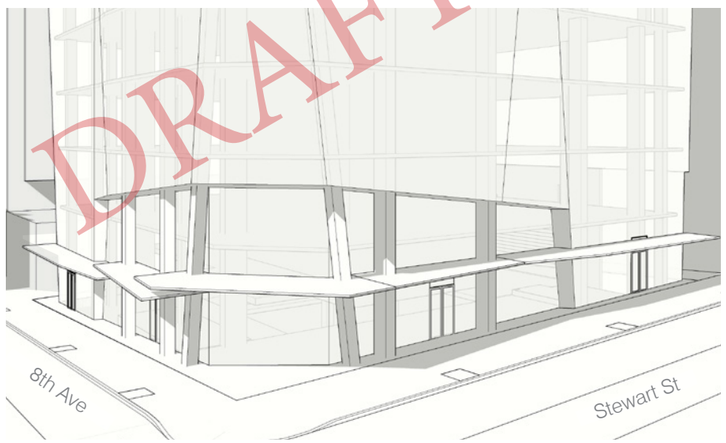



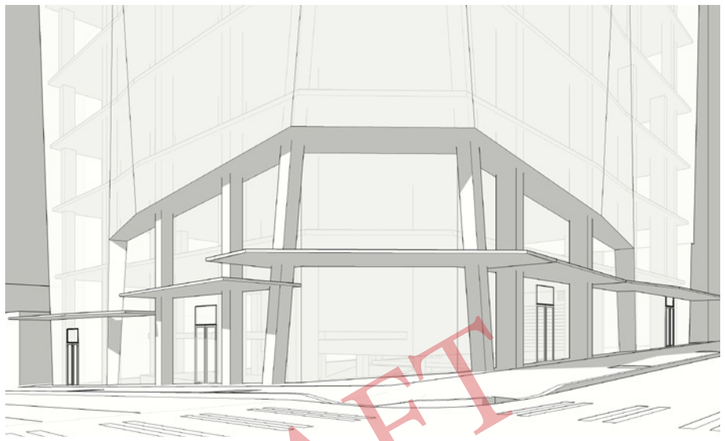
| CODE REQUIREMENT | DEPARTURE REQUEST | RATIONALE | GUIDELINES |
|---|---|---|---|
| **SMC 23.49.018.B**<br><br>Overhead weather protection shall have a minimum dimension of eight feet measured horizontally from the building wall... | The project is proposing areas of overhead weather protection of varying depths that are less than 8 feet measuring horizontally from the building wall. One portion along 8th Ave that is 19'-6" and 54'-10" in length. A portion along Stewart St that is 15'-9" and 77'-6" in length. The corner of 8th and Stewart at 26'-4 3/4" in length. | The board has encouraged the design team to explore bringing a portion of the tower down to grade, as well as further differentiating the building entrances. As a result the design team has created a plane change between the major building uses and entrances at the ground floor, allowing a portion of the tower to meet the ground and further distinguishing the uses of different building entrances. Separating the canopies provides distinction between building entrances while also more closely adhering to the design parti of two "shoulders" of the tower that meet the ground with an elevated and setback corner retail expression. | **B-3** Reinforce the positive urban form<br>**C-4** Reinforce building entries<br>**C-5** Encourage overhead weather protection |



## CODE-COMPLIANT DESIGN



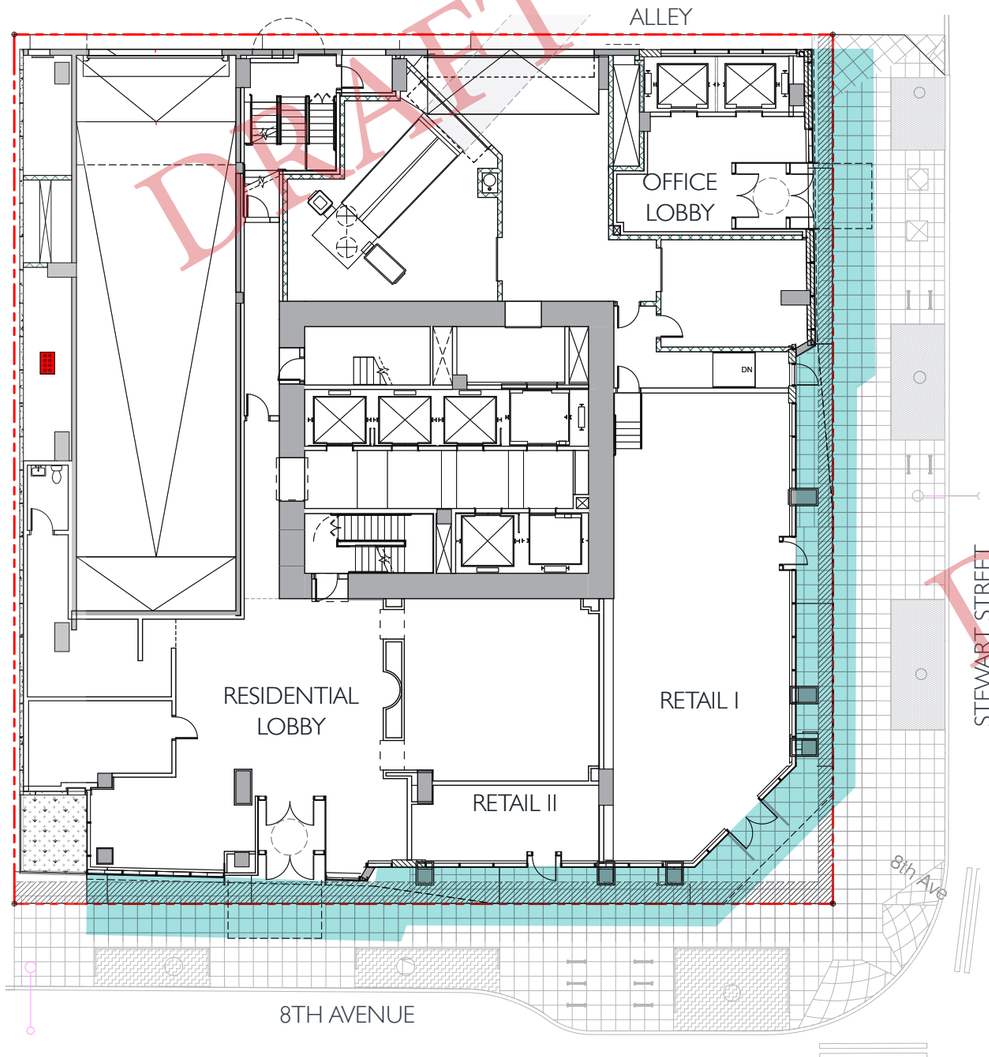



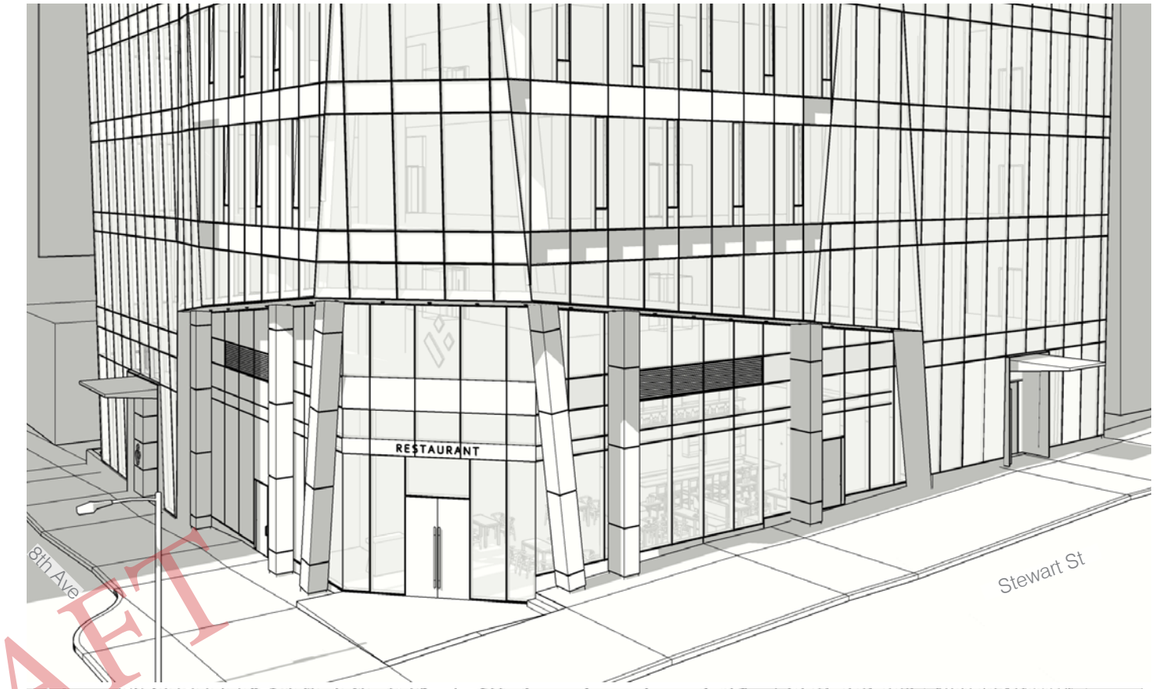



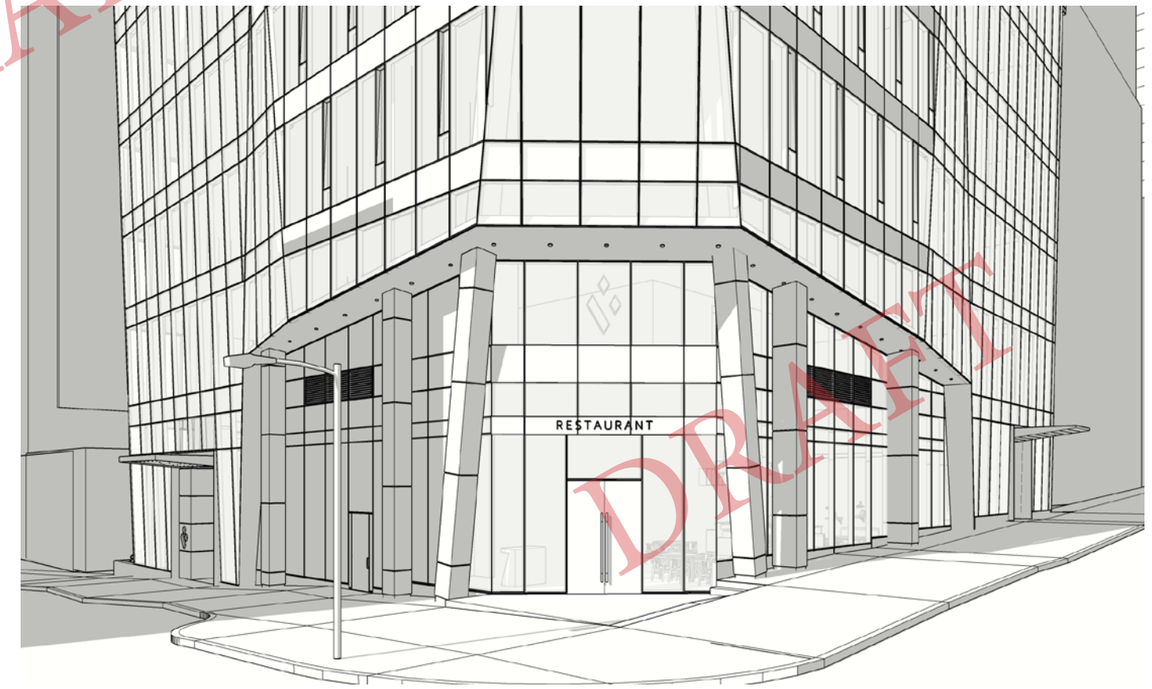
Compliant overhead weather protection

Street tree trunk location

## PREFERRED DESIGN - A



## CODE REQUIREMENT

**SMC 23.49.018.B**

Overhead weather protection shall have a minimum dimension of eight feet measured horizontally from the building wall...

## DEPARTURE REQUEST

The project is proposing areas of overhead weather protection that are less than 8' from the building wall. One portion along 8th Ave that is X'-X" and X'-X" in length and a portion along Stewart St that is X'-X" and X'-X" in length.

## RATIONALE

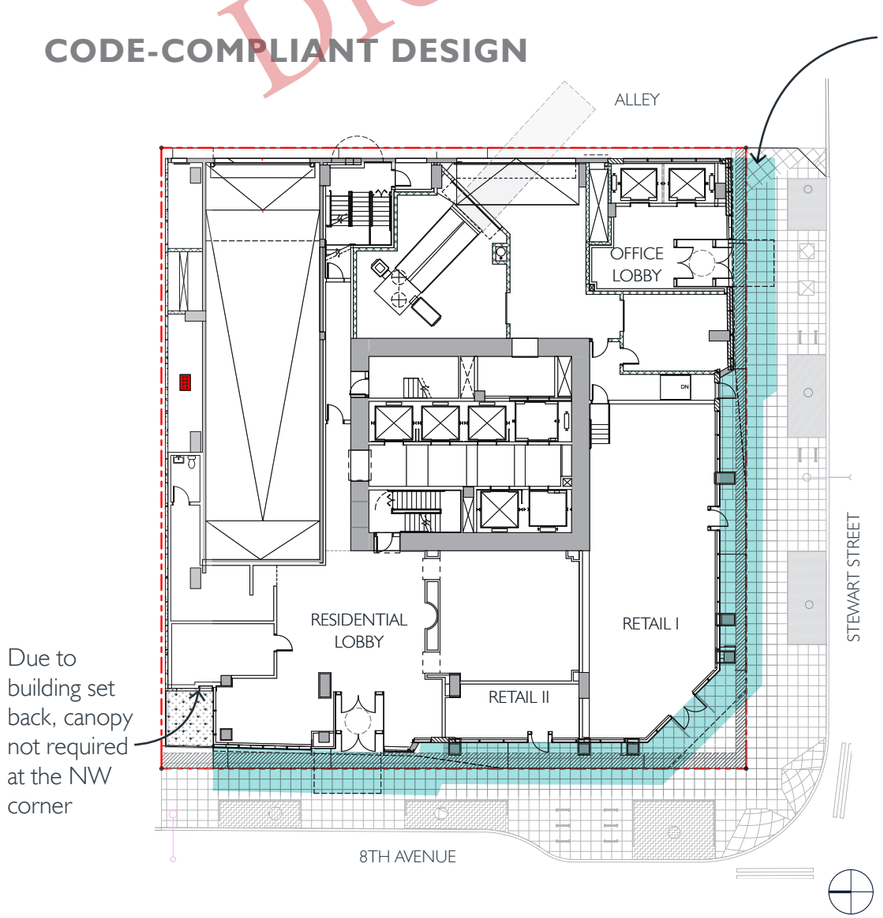
The board has encouraged the design team to explore bringing a portion of the tower down to grade, as well as further differentiating the building entrances. As a result the design team has created a plane change between the major building uses and entrances at the ground floor, allowing a portion of the tower to meet the ground and further distinguishing the uses of different building entrances. Separating the canopies provides distinction between building entrances while also more closely adhering to the design parti  of two "shoulders" of the tower that meet the ground with an elevated and setback corner retail expression.

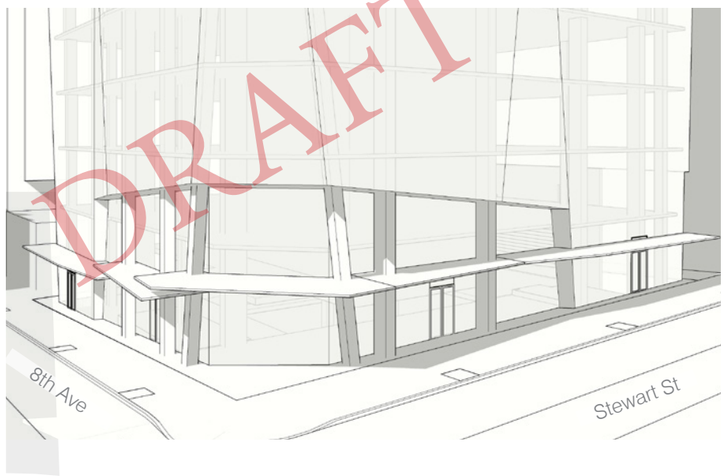
## GUIDELINES

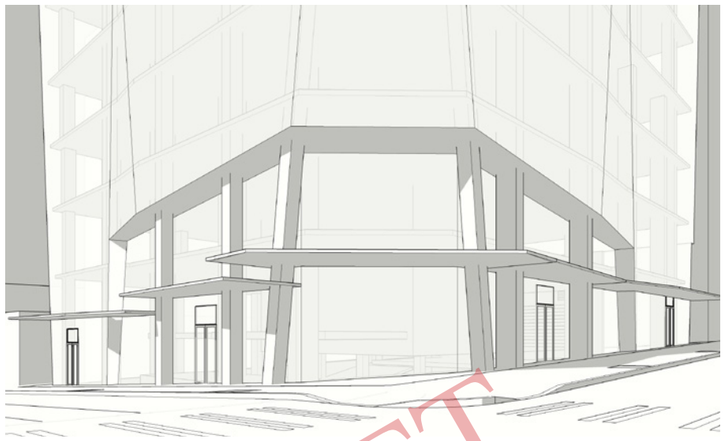
**B-3** Reinforce the positive urban form
**C-4** Reinforce building entries
**C-5** Encourage overhead weather protection



## CODE-COMPLIANT DESIGN



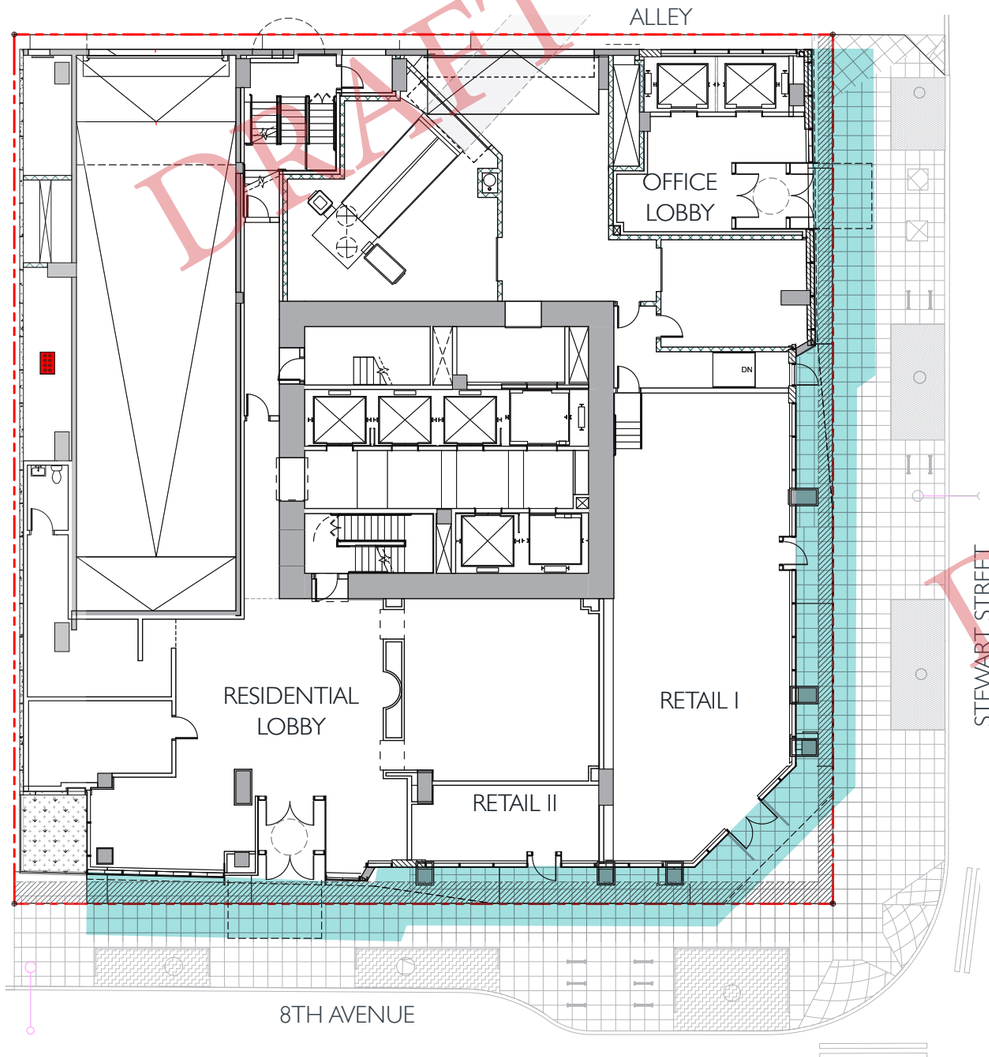



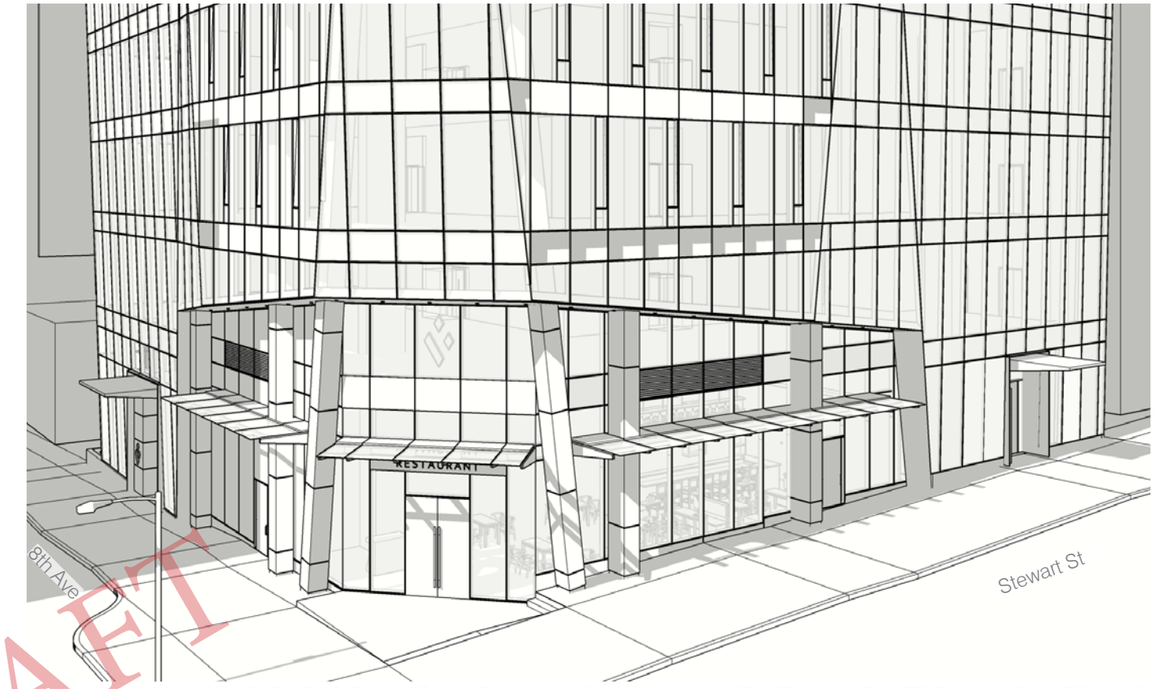
Compliant overhead weather protection

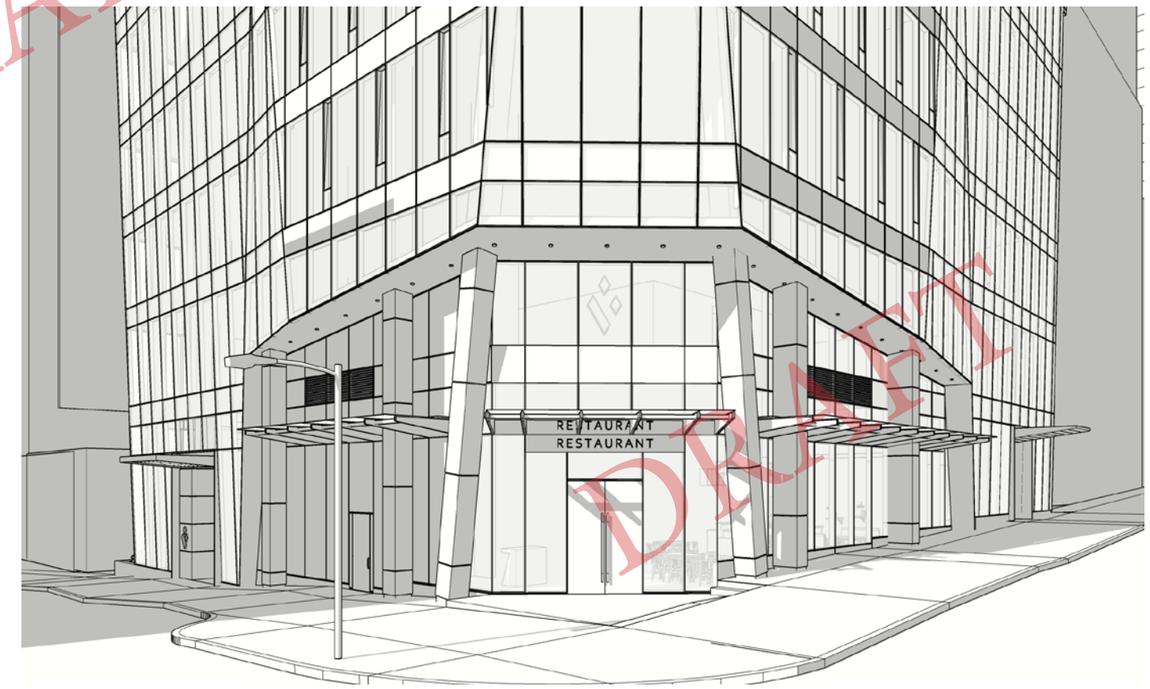
Non-compliant overhead weather protection (<8' from building face)

Street tree trunk location

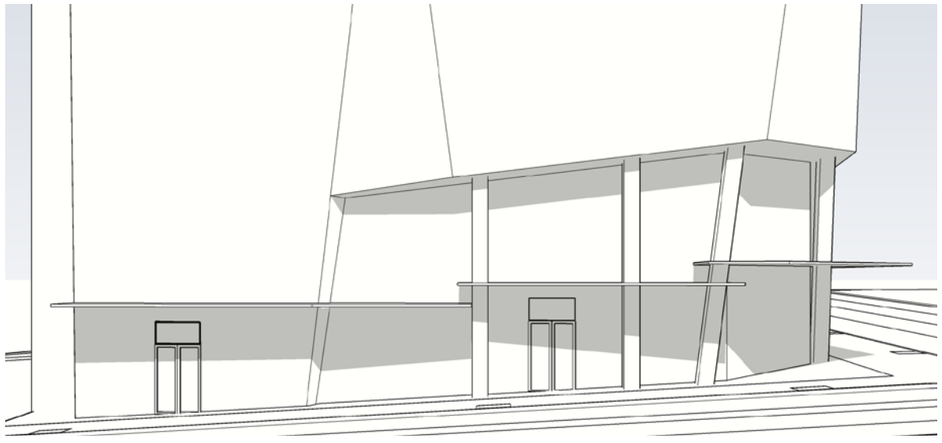
## ALTERNATE DESIGN - B



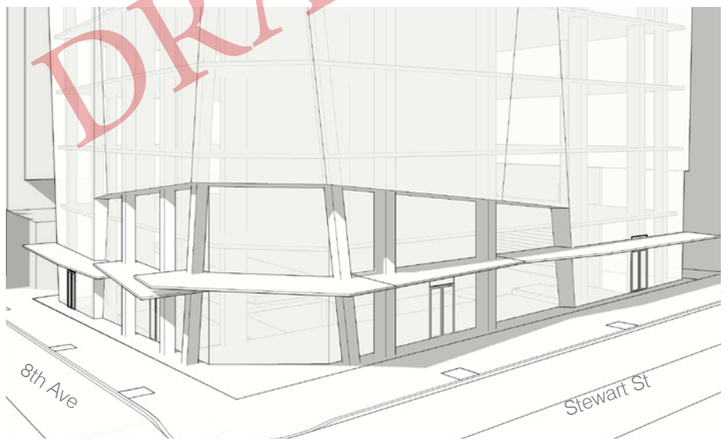



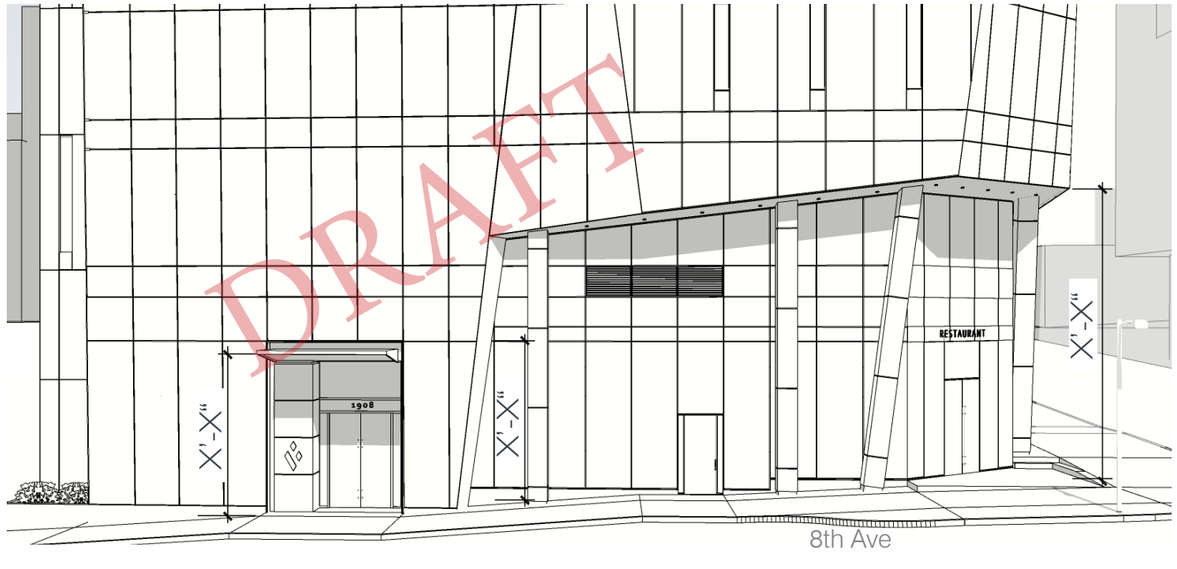
| CODE REQUIREMENT | DEPARTURE REQUEST | RATIONALE | GUIDELINES |
|---|---|---|---|
| **SMC 23.49.018.D**<br><br>The lower edge of the overhead weather protection must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk. | The project team is proposing areas of overhead weather protection that are greater than fifteen feet from the sidewalk. | The board has encouraged the design team to explore bringing a portion of the tower down to grade, as well as further differentiating the building entrances. As a result the design team has created a plane change between the major building uses and entrances at the ground floor, allowing a portion of the tower to meet the ground and further distinguishing the uses of different building entrances. Separating the canopies provides distinction between building entrances while also more closely adhering to the design parti of two “shoulders” of the tower that meet the ground with an elevated and setback corner retail expression. It is critically important to the design parti to maintain a continuous canopy for each programmatic use at grade in an effort to differentiate building entrances and provide a cohesive design. Therefore, lowering the corner canopy to be 100% compliant would create an excessively short portion of the canopy along Stewart St. Further dividing the canopies to step down with the slope of the site would not adhere to the design parti created with the massing. The canopies are also relatively high to let ample light into the taller ground level spaces – the residential entry along 8th Ave is a double height space with a mezzanine level, and the corner retail is nearly 20 feet in height. | **B-3** Reinforce the positive urban form<br>**C-4** Reinforce building entries<br>**C-5** Encourage overhead weather protection |

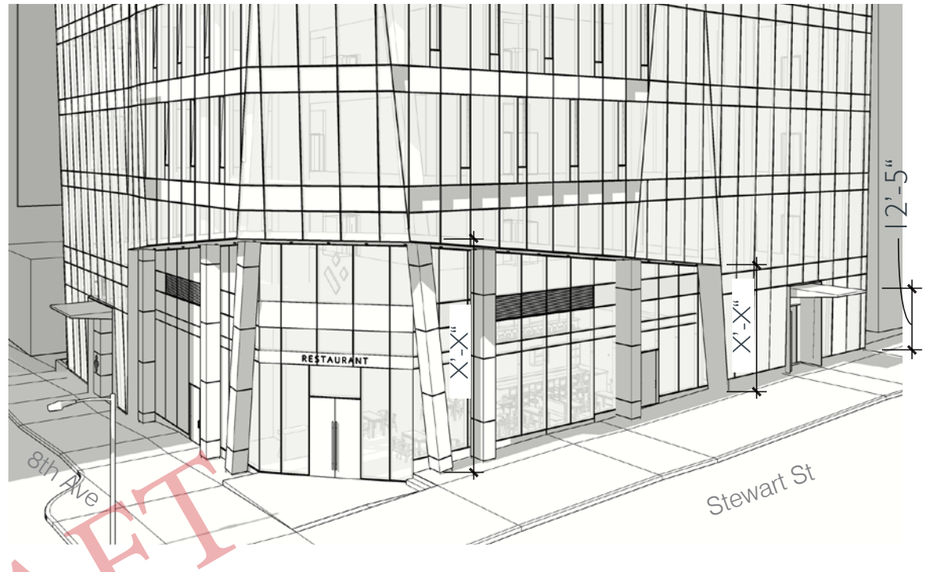


**CODE-COMPLIANT DESIGN**




# PROPOSED DESIGN - A




## CODE REQUIREMENT

**SMC 23.49.018.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.

## DEPARTURE REQUEST

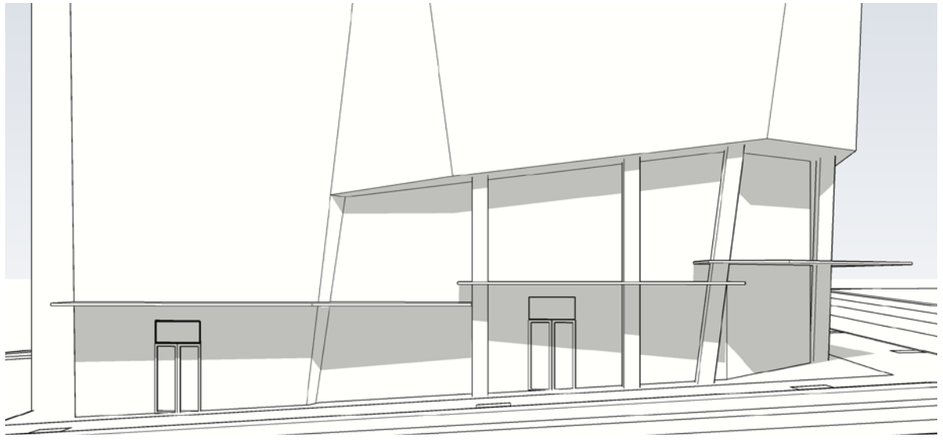
The project team is proposing areas of overhead weather protection that are greater than fifteen feet from the sidewalk.

## RATIONALE

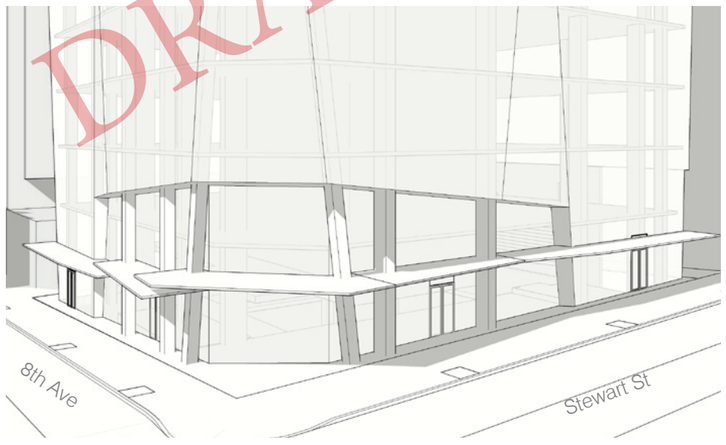
The board has encouraged the design team to explore bringing a portion of the tower down to grade, as well as further differentiating the building entrances. As a result the design team has created a plane change between the major building uses and entrances at the ground floor, allowing a portion of the tower to meet the ground and further distinguishing the uses of different building entrances. Separating the canopies provides distinction between building entrances while also more closely adhering to the design parti of two “shoulders” of the tower that meet the ground with an elevated and setback corner retail expression. It is critically important to the design parti to maintain a continuous canopy for each programmatic use at grade in an effort to differentiate building entrances and provide a cohesive design. Therefore, lowering the corner canopy to be 100% compliant would create an excessively short portion of the canopy along Stewart St. Further dividing the canopies to step down with the slope of the site would not adhere to the design parti created with the massing. The canopies are also relatively high to let ample light into the taller ground level spaces – the residential entry along 8th Ave is a double height space with a mezzanine level, and the corner retail is nearly 20 feet in height.

## GUIDELINES

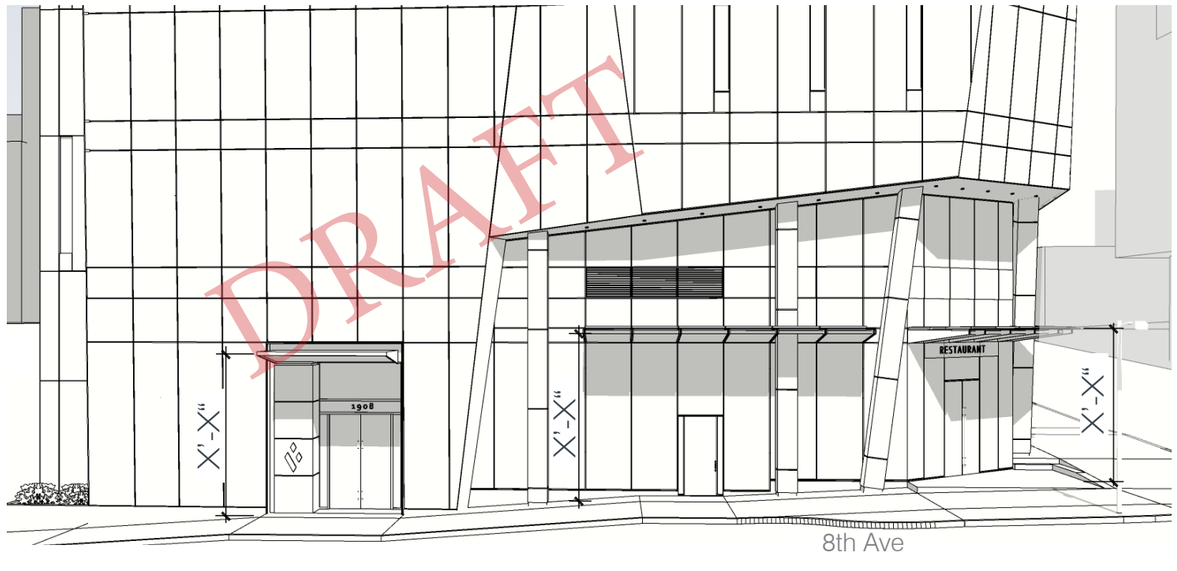
**B-3** Reinforce the positive urban form
**C-4** Reinforce building entries
**C-5** Encourage overhead weather protection

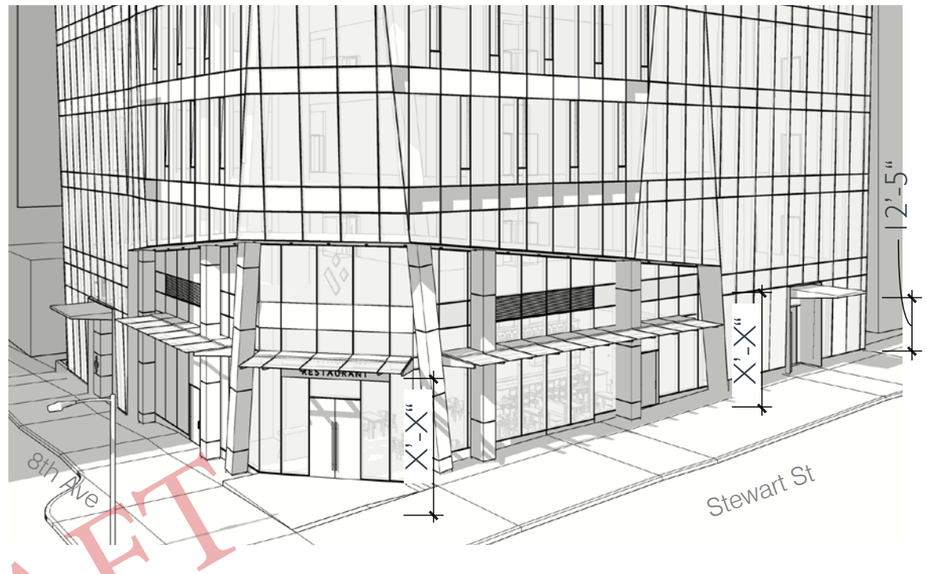


**CODE-COMPLIANT DESIGN**




# ALTERNATE DESIGN - B




## PREFERRED DESIGN - A

## ALTERNATE DESIGN - B

## PREFERRED DESIGN - A

## ALTERNATE DESIGN - B

## CODE REQUIREMENT

**SMC 23.54.030.B.1.b**

A minimum of 60% of the parking spaces shall be striped for medium vehicles.

## DEPARTURE REQUEST

Based on the confines of the site, project team is proposing to provide 31 medium size stalls (35%) instead of 51 medium size stalls (60%) in residential parking per SMC.

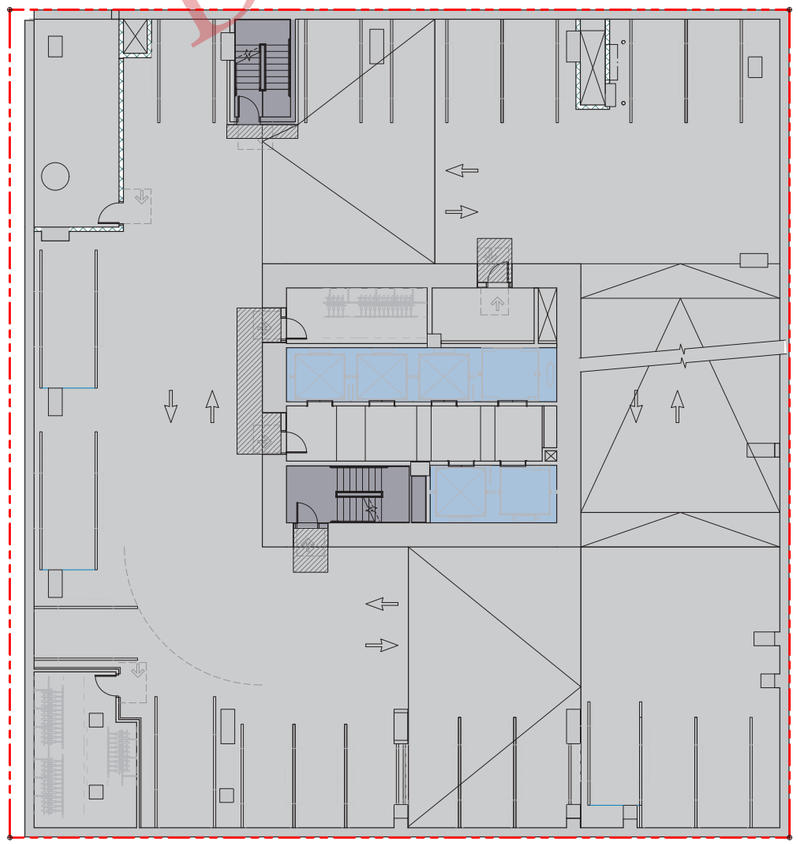
## RATIONALE

Providing 60% medium parking stalls is not dimensionally feasible due to site constraints. Medium stalls, consistent with the requirements for the residential parking, are proposed or the non-residential parking. The proposed design seeks to avoid above grade parking, maintain the proposed pedestrian oriented street-level design/uses, and to create as efficient a parking layout as possible, by spacing the structure efficiently and maximizing parking stalls. Smaller stalls help increase parking efficiency, and thus prevent the need for above grade parking. In an urban environment such as this site, this strategy promotes the use of smaller more fuel-efficient cars, which have, in turn, a smaller carbon footprint and are easier on the environment.

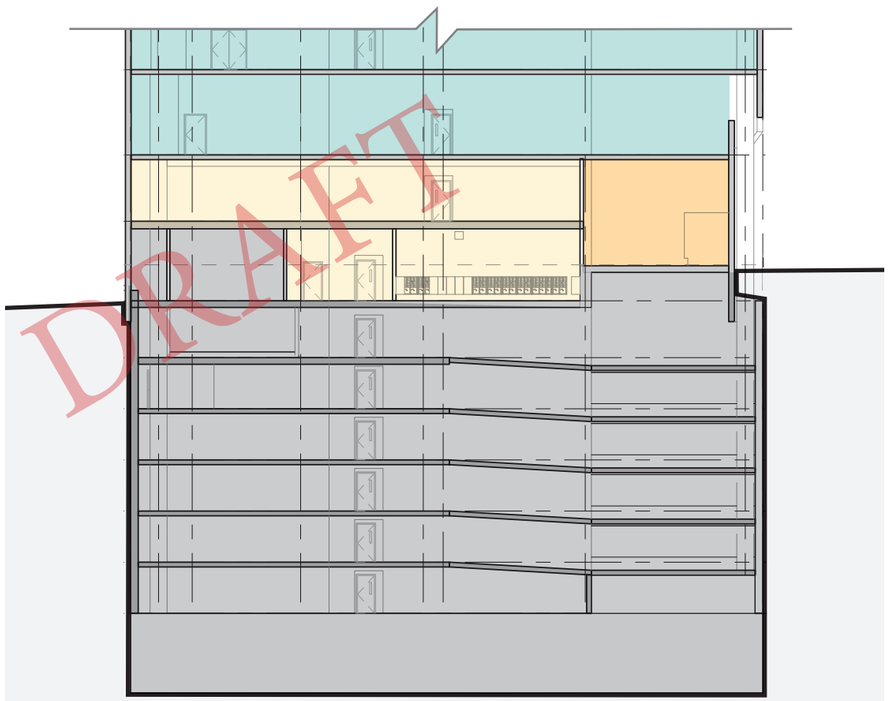
## GUIDELINES

**C-2** Design facades of many scales
**C-3** Provide active - not blank - facades





Level P4 Plan - Typical Residential Parking Proposed



Section

| PROPOSED | | COMPLIANT | |
|---|---|---|---|
| S | 48 (57%) | S | 31 (37%) |
| M | 29 (34%) | M | 51 (60%) |
| L | 5 (6%) | L | 0 |
| VAN | 1 (1%) | VAN | 1 (1%) |
| ADA | 2 (2%) | ADA | 2 (2%) |

**TOTAL RESIDENTIAL**

**85 SPACES**

Office | Residential | Retail | Common Area | BOH | Vertical Transport

## CODE REQUIREMENT

**SMC 23.54.030.B.2.b**

A minimum of 25% of the parking spaces shall be striped for small vehicles... A maximum of 65% pf the parking spaces may be striped for small vehicles. A minimum of 35% of the spaces shall be striped for large vehicles.

## DEPARTURE REQUEST

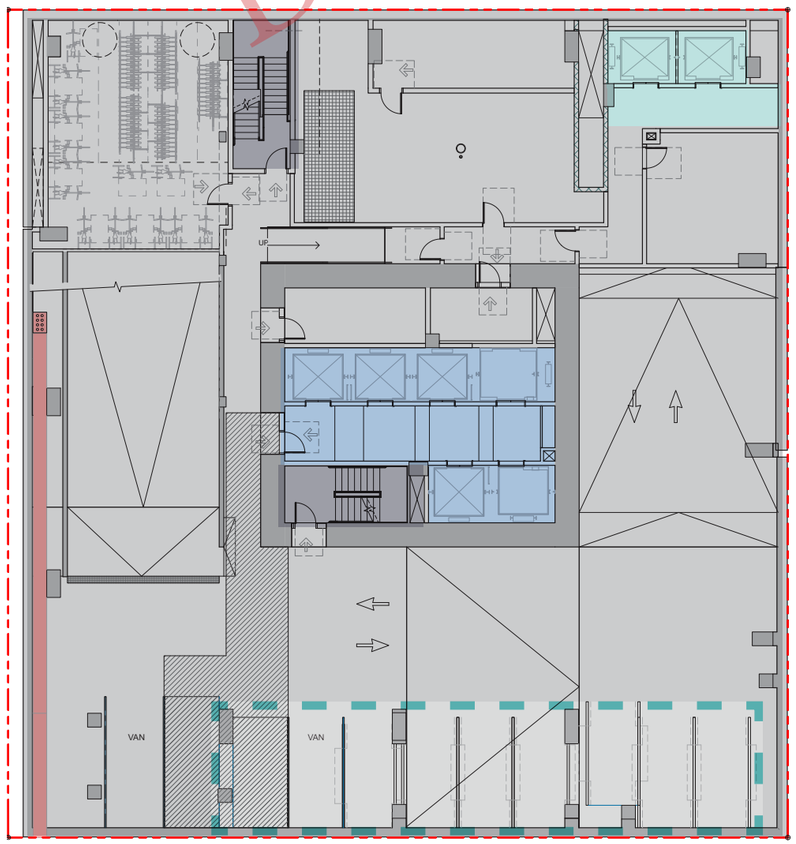
The project team is proposing to provide 6 compact / small size stalls (50%) and 5 medium size stalls (42%) instead of 35% large stalls in non-residential parking per SMC.

## RATIONALE

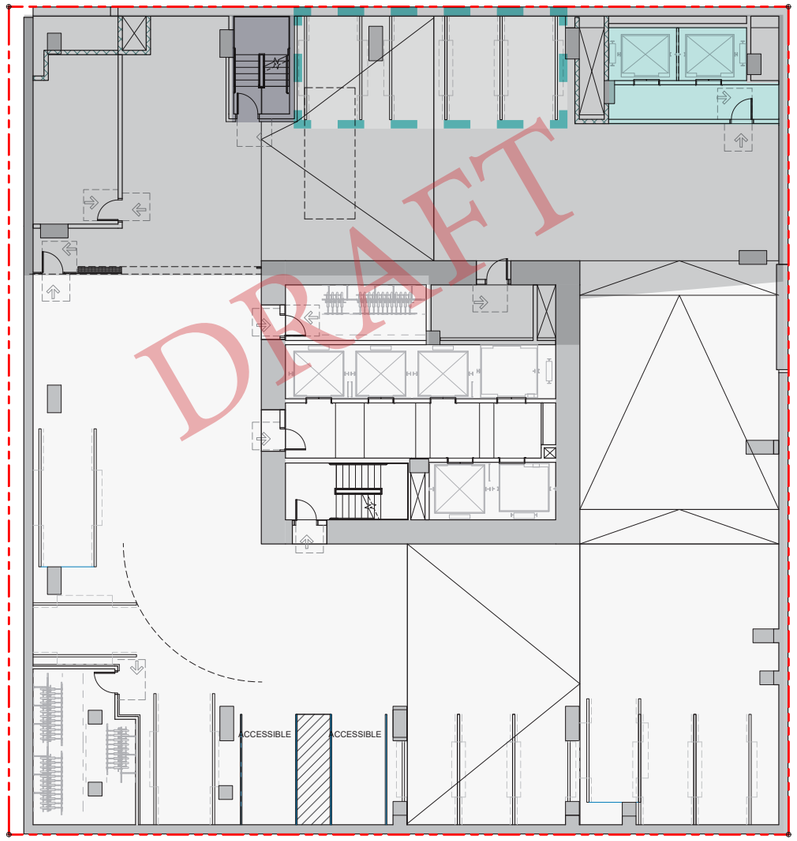
Providing 35% large parking stalls is not dimensionally feasible due to site constraints. Medium and small stalls, consistent with the requirements for the non-residential parking, are proposed instead of large stalls required for the non-residential parking. The proposed design seeks to avoid above grade parking, maintain the proposed pedestrian oriented street-level design/uses, and to create as efficient a parking layout as possible, by spacing the structure efficiently and maximizing parking stalls. Smaller stalls help increase parking efficiency, and thus prevent the need for above grade parking. In an urban environment such as this site, this strategy promotes the use of smaller more fuel-efficient cars, which have, in turn, a smaller carbon footprint and are easier on the environment.

## GUIDELINES

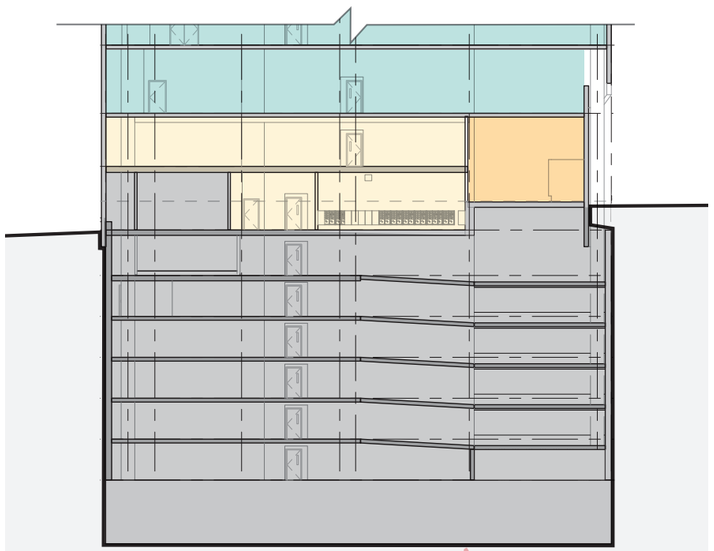
**C-2** Design facades of many scales
**C-3** Provide active - not blank - facades




Level P1 Plan - Non-Residential Parking Proposed




Level P2 Plan - Non-Residential Parking Proposed



Section

| PROPOSED | | COMPLIANT | |
|---|---|---|---|
| S | 6 (42%) | S | 6 (50%) |
| M | 5 (50%) | M | 0 |
| L | 0 | L | 4.2 (35%) -> 5 (42%) |
| VAN | 1 (8%) | VAN | 1 (8%) |

**TOTAL NON-RESIDENTIAL**

**12 SPACES**

Office | Residential | Retail | Common Area | BOH | Vertical Transport

## CODE REQUIREMENT

**SMC 23.54.030.D.2.a.2**

The minimum width of driveways for two way traffic shall be 22 feet and the maximum width shall be 25 feet.

## DEPARTURE REQUEST

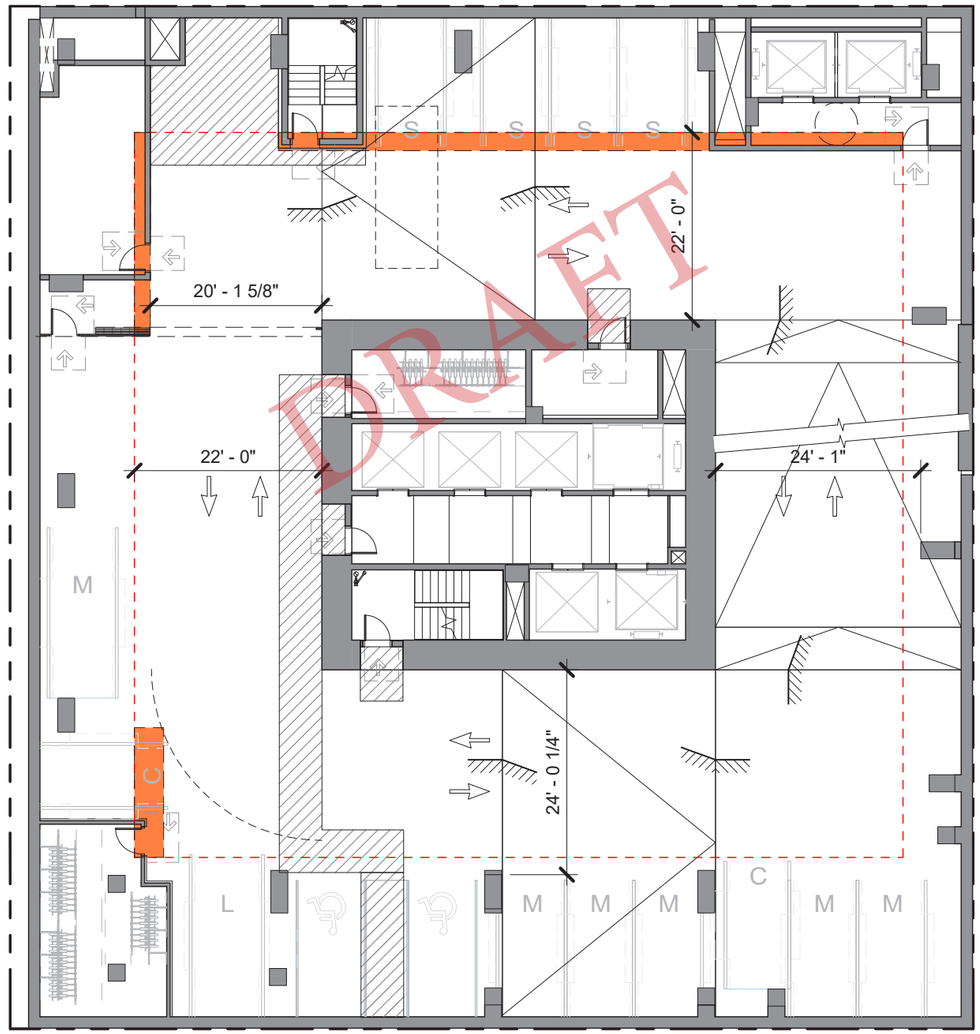
The project team is proposing to provide:
East Drive Aisle: 19'-10" (2'-2" difference)
North Drive Aisle: 20'-0" (2'-0" difference)

## RATIONALE

Providing 22' minimum driveway width is not dimensionally feasible due to the site's proportions, geometry, and topography. The proposed design seeks to avoid above grade parking, maintain the proposed pedestrian oriented street-level design/uses, and to create as efficient a parking layout as possible.

## GUIDELINES

**C-2** Design facades of many scales
**C-3** Provide active - not blank - facades



| CODE REQUIREMENT | DEPARTURE REQUEST | RATIONALE | GUIDELINES |
|---|---|---|---|
| SMC 23.54.030.D.2.b<br><br>Driveways shall conform to the minimum turning path radius width shown in exhibit b for 23.54.030. | The project team is proposing to provide driveway turning path radius limited to 19'-10 3/8". | Providing 24' two way driveway turning radius is not dimensionally feasible due to the site's proportion, geometry, and topography. The proposed design seeks to avoid above grade parking, maintain the proposed pedestrian oriented street-level design/ uses, and to create as efficient a parking layout as possible. | **C-2** Design facades of many scales<br>**C-3** Provide active - not blank - facades |

## CODE REQUIREMENT

**SMC 23.49.022.A.1**

Minimum sidewalk widths are established for certain streets by Map 1C [9]. If a new structure is proposed on lots abutting these streets, sidewalks shall be widened, if necessary, to meet the minimum standard. The sidewalk may be widened into the right-of-way if approved by the Director of Transportation.

## DEPARTURE REQUEST

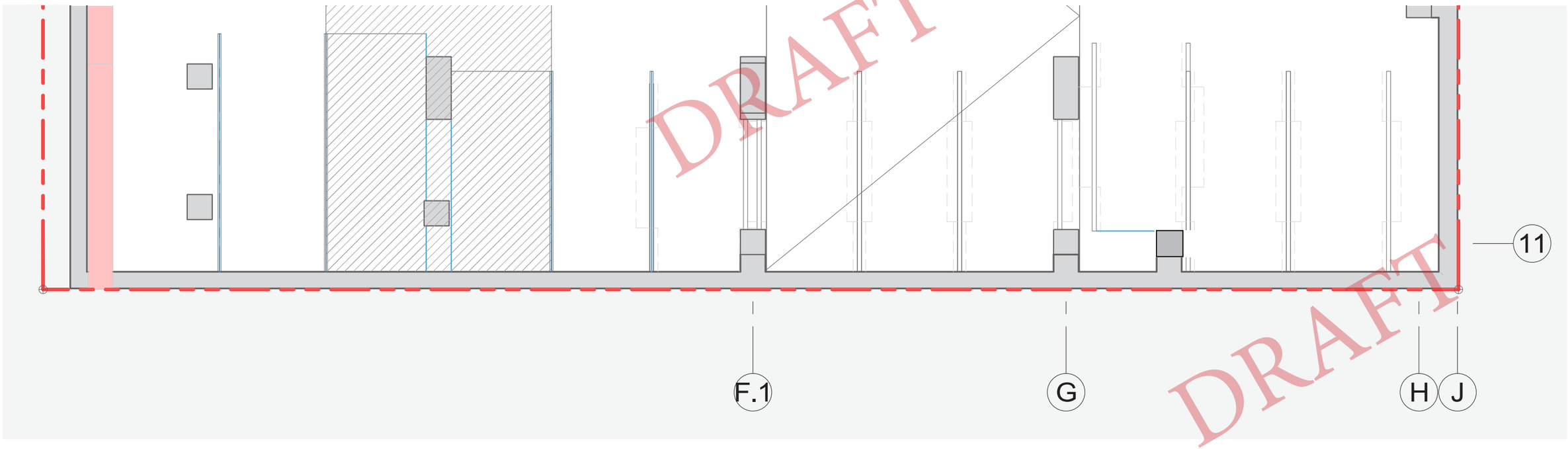
The three exterior structural columns with finishing cladding along 8th Ave (column grid 11) and the residential entry portal steel frame land five inches inside the 8th Ave sidewalk widening setback within the property line. 3 columns x 2'-5" wide x 5" encroachment = total of 3.02 sf (0.89%) out of the sidewalk widening area on 8th Ave (3 ft setback x 113 ft site width = 339 sf). The sidewalk setback requirement is only up to 8 feet in height.

## RATIONALE

The exterior columns bring a pronounced architectural gesture and vertical rhythm for pedestrian scale and experience at the corner of 8th Ave and Stewart St. The columns will be cladded with metal panel, providing a layer of material texture on the street level. The current column spacing are designed to efficiently accommodate for the spatial requirements of the underground levels as well as the residential units in the tower. With the tight square footage constrains on this site, the design team is able to accommodate for the sidewalk widening at Stewart Street and requesting a departure to allow the three exterior column locations at 8th Ave (highlighted) to encroach into this setback area to the amount of 5". Additionally, as part of the design of the residential entry portal and in conjunction with baord guidance to strengthen the entry expression, the design team is requesting that the blackened steel frame also encroach into this setback area to the amount of 5".

## GUIDELINES

**B-3** Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area
**C-1** Promote Pedestrian Interaction
**C-2** Design facades of many scales
**C-3** Provide active - not blank - facades
**D-3** Provide Elements that Define the Place



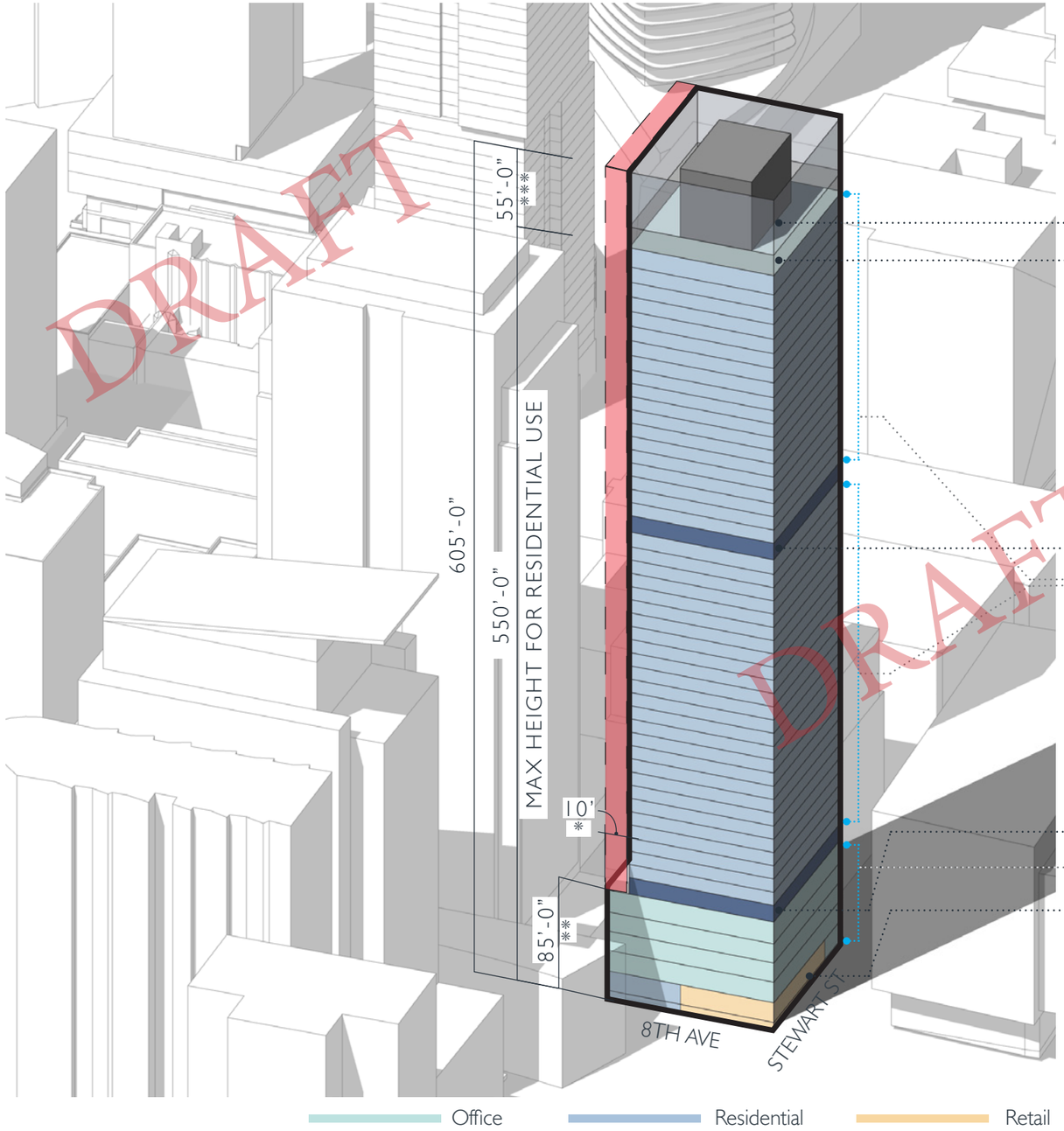

Level P1 Plan - Typical Parking Column Grid


Perspective along 8th Ave (Top)
Level 1 Plan - Column Grid (Bottom)

# ZONING MAP & SYNOPSIS


| | |
|---|---|
| **Zoning Classification (Map 1a)** | DOC2 500/300-550 (Westlake Triangle) |
| **Site Area** | 13,555.48 sf |
| **Street Classification (Map 1B)** | STEWART STREET: Principal Traffic Street<br>8TH AVENUE: Principal Arterial |
| **Sidewalk Widening (Map 1C)** | STEWART STREET: 18' Required<br>8TH AVENUE: 15' Required |
| **View Corridors (Map 1D)** | N/A |
| **Public Benefit (Map 1E)** | N/A |
| **Pedestrian Street classification (Map 1F)** | Stewart and 8th Ave. are Class I Pedestrian Streets |
| **Street Level Use Req. (Map 1G)** | Street level uses are required for Stewart and 8th |
| **Permitted Uses (23.49.042)** | Office, Hotel, Retail, Residential, etc. |
| **Structure height (23.49.008) **** | 550' from mid-point of major street property line + 15' for screened mechanical. |
| **Floor Plate Size (23.49.008)** | 12,700 SF Average ; 16,500 SF Max. above base height limit for RES use. |
| **Max. Tower Width (23.49.008)** | 145' parallel to Avenues |
| **Facade Requirements (23.49.056)** | Min. 60% of street level façade shall be transparent. Blank facades shall not be more than 15' wide. |
| **Setbacks (23.49.056)** | Min. façade height 35' for streets requiring street level uses. |
| **Floor Area Ratio (23.49.011) *** | Base FAR= 5/ Maximum FAR = 15; (*FAR does not apply to residential) |
| **Max Allowable Area (Site Area x FAR)** | [13,555.48 x 15 =] 203,332.2 SF MAX; Maximum FAR available pursuant to development rights covenants = 125,800sf; FAR does not apply to residential. |
| **Upper Level Development Std's (23.49.058)** | None Required |
| **Common Recreation Area (23.49.010)** | Provide 5% percent of total gross floor area (or no more than site area.) 50% must be exterior. |
| **TDR (23.49.014)** | Transfer of Development Rights is allowed per Table 23.49.014A |
| **Parking Requirements (23.49.019)** | [See Table 23.49.019A] No parking is required |
| **Alley improvements (23.53.030)** | 20' Alley width in all downtown zones |

# PROGRAM DIAGRAM




**MECH**

**R1** Rooftop Amenity

**L33** Amenity Level

**RESIDENTIAL**

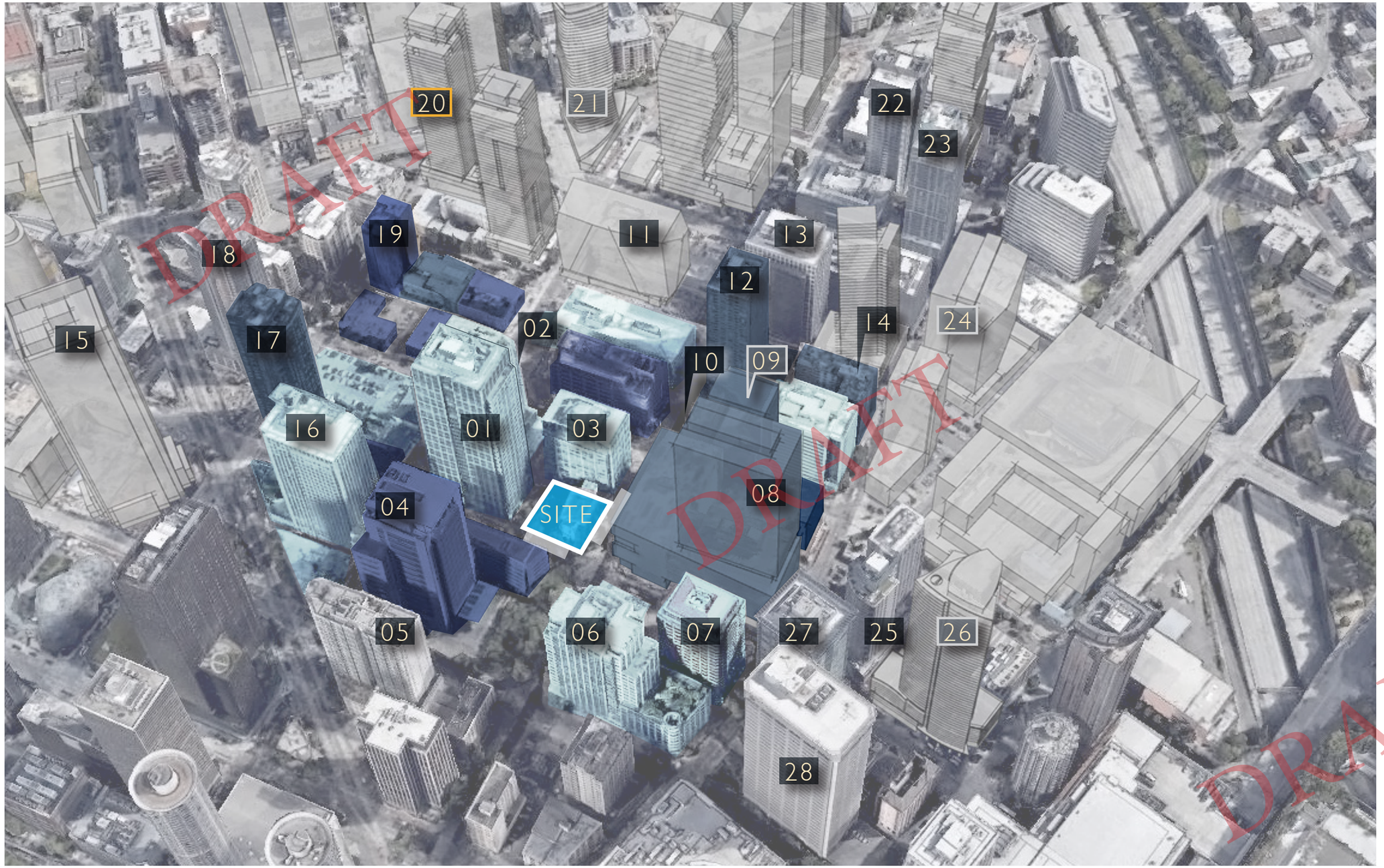
**L6** Amenity Level

**L2-5** Commercial Office Levels

**GROUND** Retail
Residential and Office Lobbies

* Tower is set back to accommodate glazing percentage
** Maximum podium height
*** Pending OMNIBUS code revision

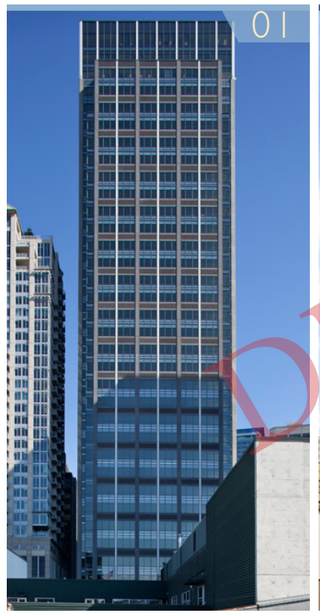
# 9-BLOCK CONTEXT



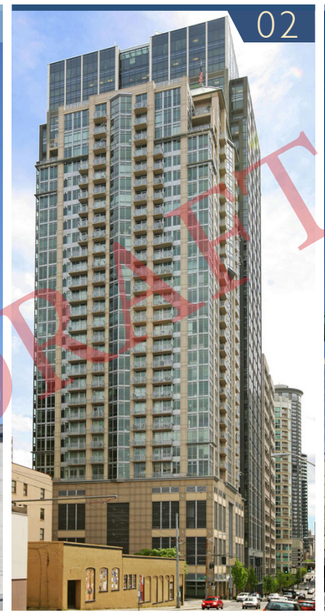

Existing
Under Construction
Planned Project

01. 1918 8th Ave
02. Cosmopolitan Condominium
03. 818 Stewart
04. US District Court
05. MET Tower
06. Nordstrom Corporate
07. 8th + Olive
08. Hyatt Regency Seattle
09. 9th & Howell
10. Gethsemane Lutheran Church
11. Building Cure
12. Aspira
13. Midtown 21
14. Hyatt Regency / 8th & Howell
15. Amazon Headquarters
16. West 8th
17. Stratus
18. Cirrus
19. Cornish Commons
20. 2019 Boren
21. 2014 Fairview
22. Kinects
23. AMLI Arc
24. WSCC Expansion
25. The Olivian
26. 802 Pine
27. Hyatt at Olive 8
28. 1600 7th Ave

Project Site
Office / Commercial
Residential / Hospitality
Institutional

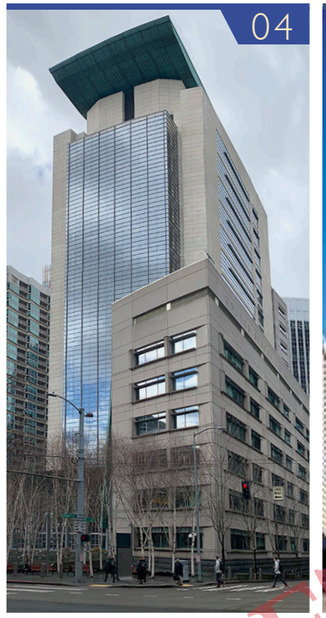



1918 8TH Ave




Cosmopolitan Condominium

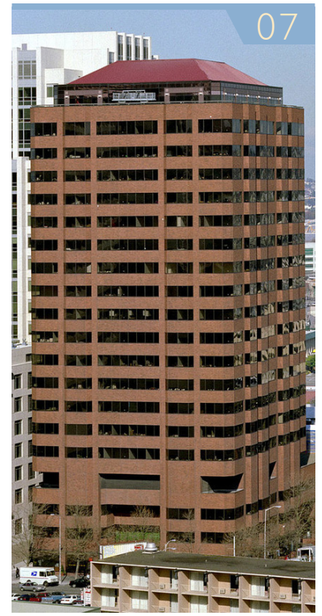

818 Stewart



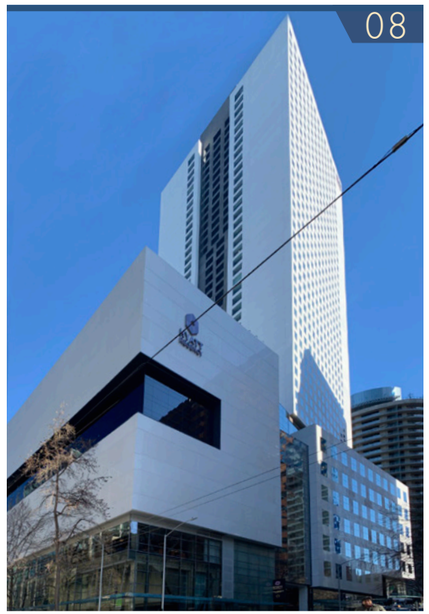

US District Courthouse


MET Tower


Nordstrom Corp.




8TH + Olive



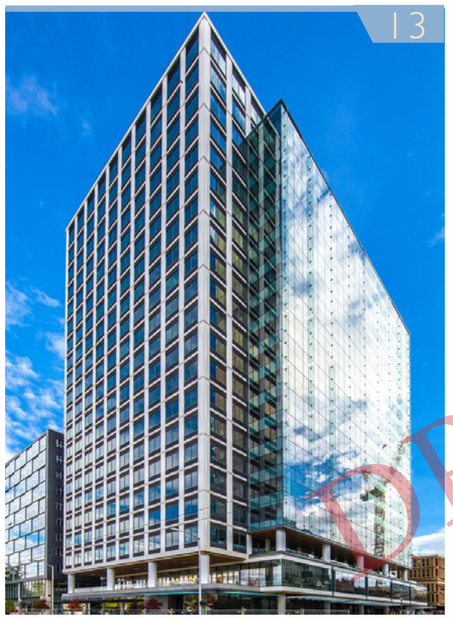

Hyatt Regency Seattle


9th & Howell #3022135


Gethsemane Lutheran Church


**Building Cure** #3019542


Aspira




Midtown 21

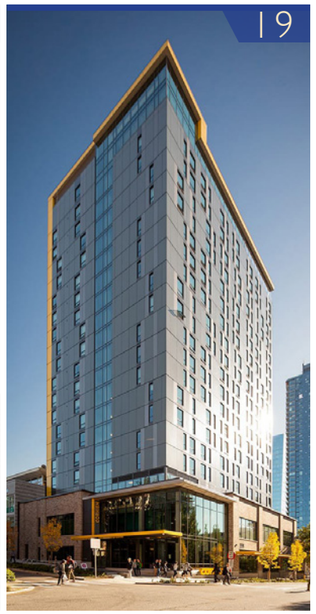

Marriott Residence Inn / 8th & Howell


**Amazon HQ Campus**


West 8TH


Stratus
(Weber Thompson)


Cirrus
(Weber Thompson)




Cornish Commons

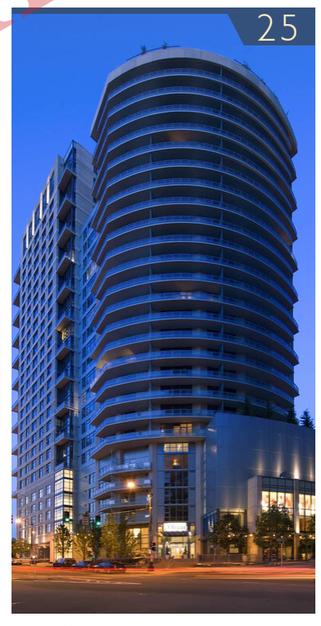

**2019 Boren** #3029893
(Weber Thompson)


2014 Fairview


Kinects


AMLI Arc

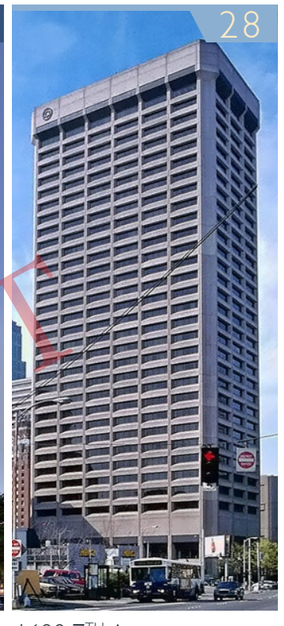

WSCC Expansion #3020176




The Olivian

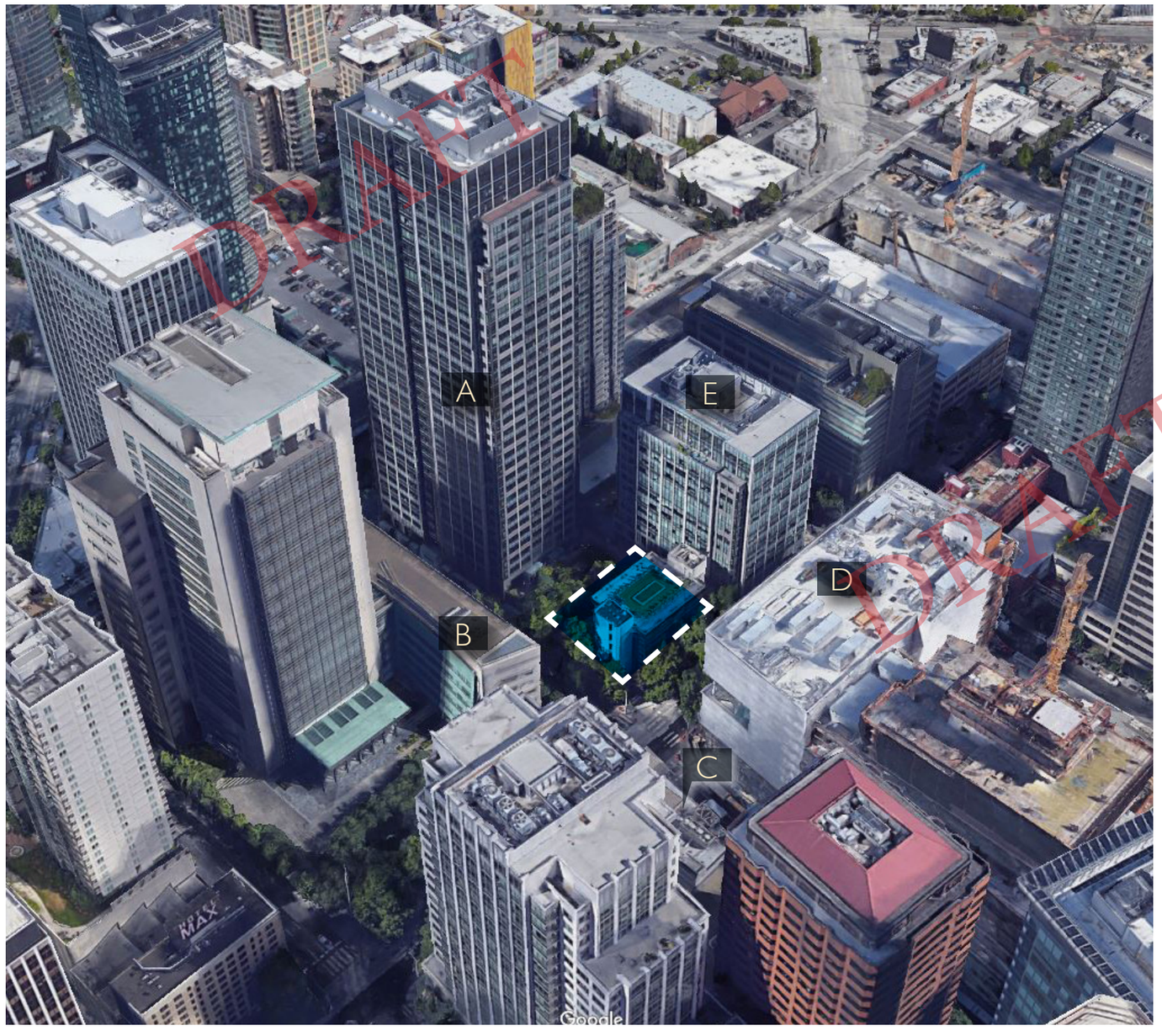

802 Pine #3024239
(Weber Thompson)


Hyatt at Olive 8




1600 7TH Ave

## IMMEDIATE CONTEXT AERIAL VIEW





A

1918 8th Ave

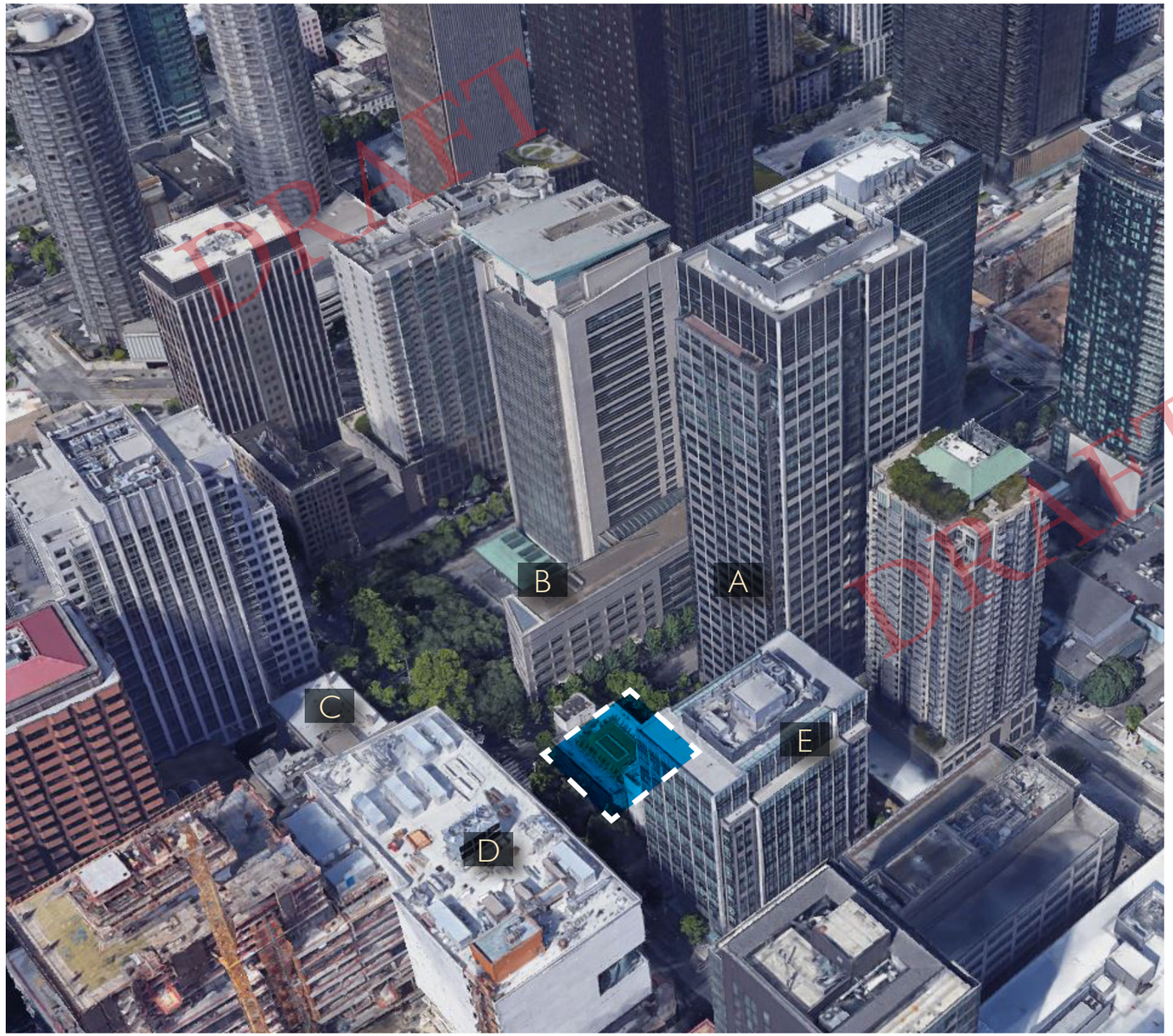
B

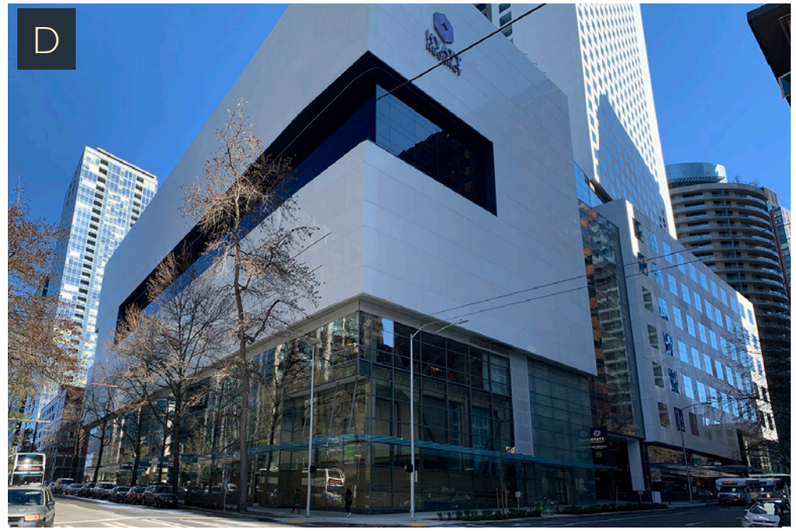
US District Couthouse

C

Stewart Court Apartments

## IMMEDIATE CONTEXT AERIAL VIEW




Hyatt Regency Seattle

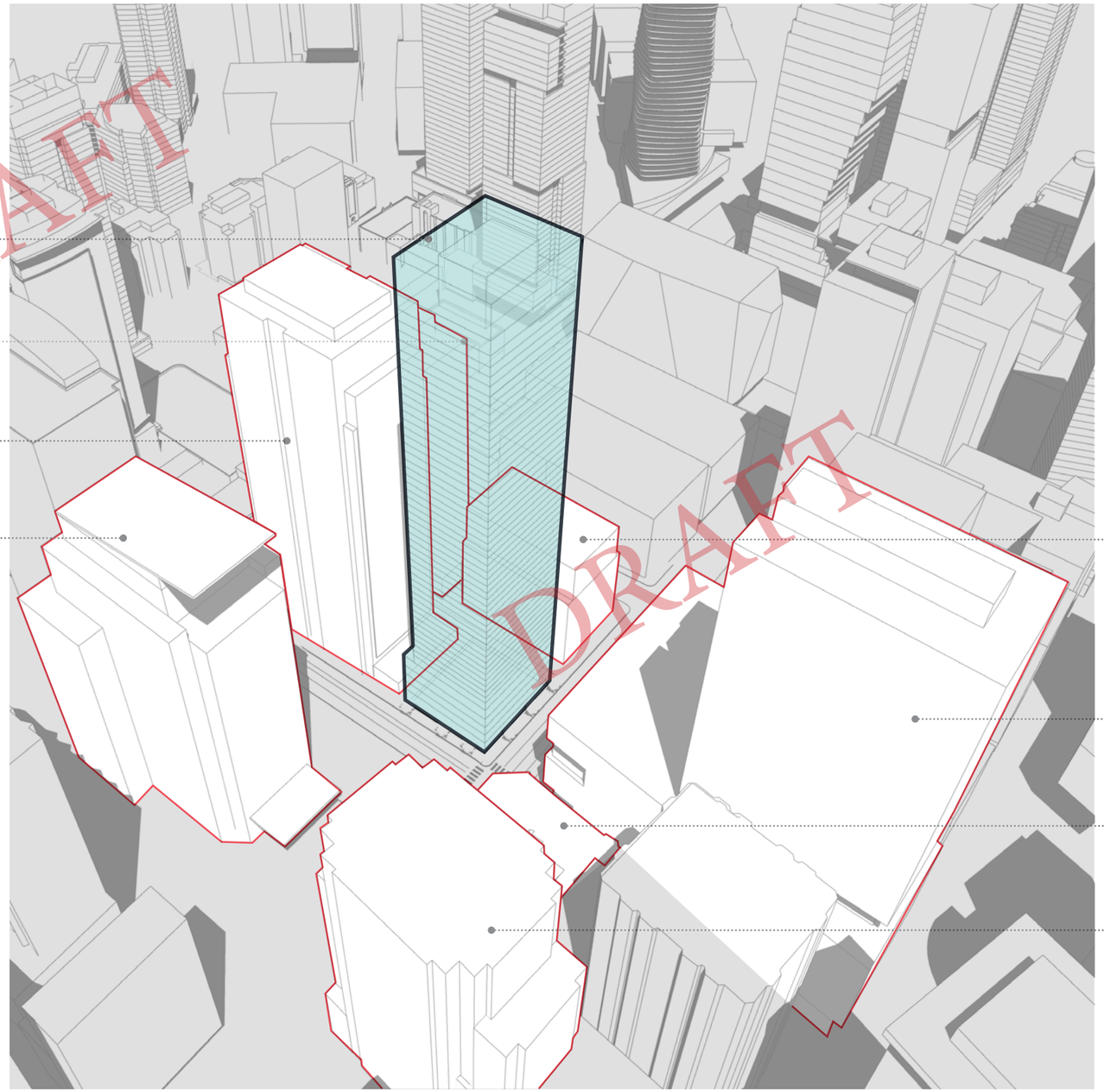

818 Stewart

**SITE** 605FT IN HEIGHT
53 STORIES OFFICE

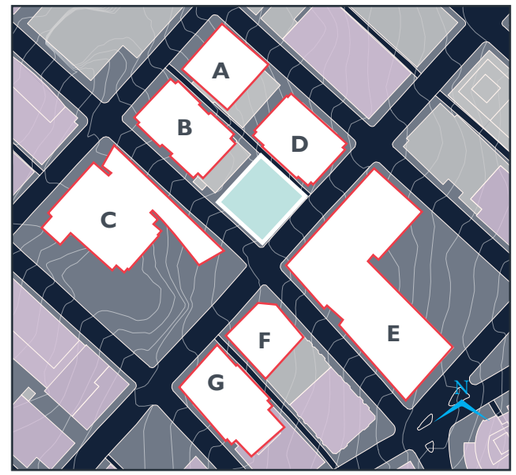
**A** RESIDENTIAL
330FT IN HEIGHT
33 STORIES
RESIDENTIAL

**B** 500FT IN HEIGHT
37 STORIES OFFICE

**C** 390FT **IN HEIGHT**
21 STORIES PUBLIC
BLDG



Aerial Perspective




Key Map

**D** 220FT IN HEIGHT
14 STORIES OFFICE

**E** 500FT IN HEIGHT
45 STORIES HOTEL

**F** 80FT IN HEIGHT
6 STORIES
RESIDENTIAL

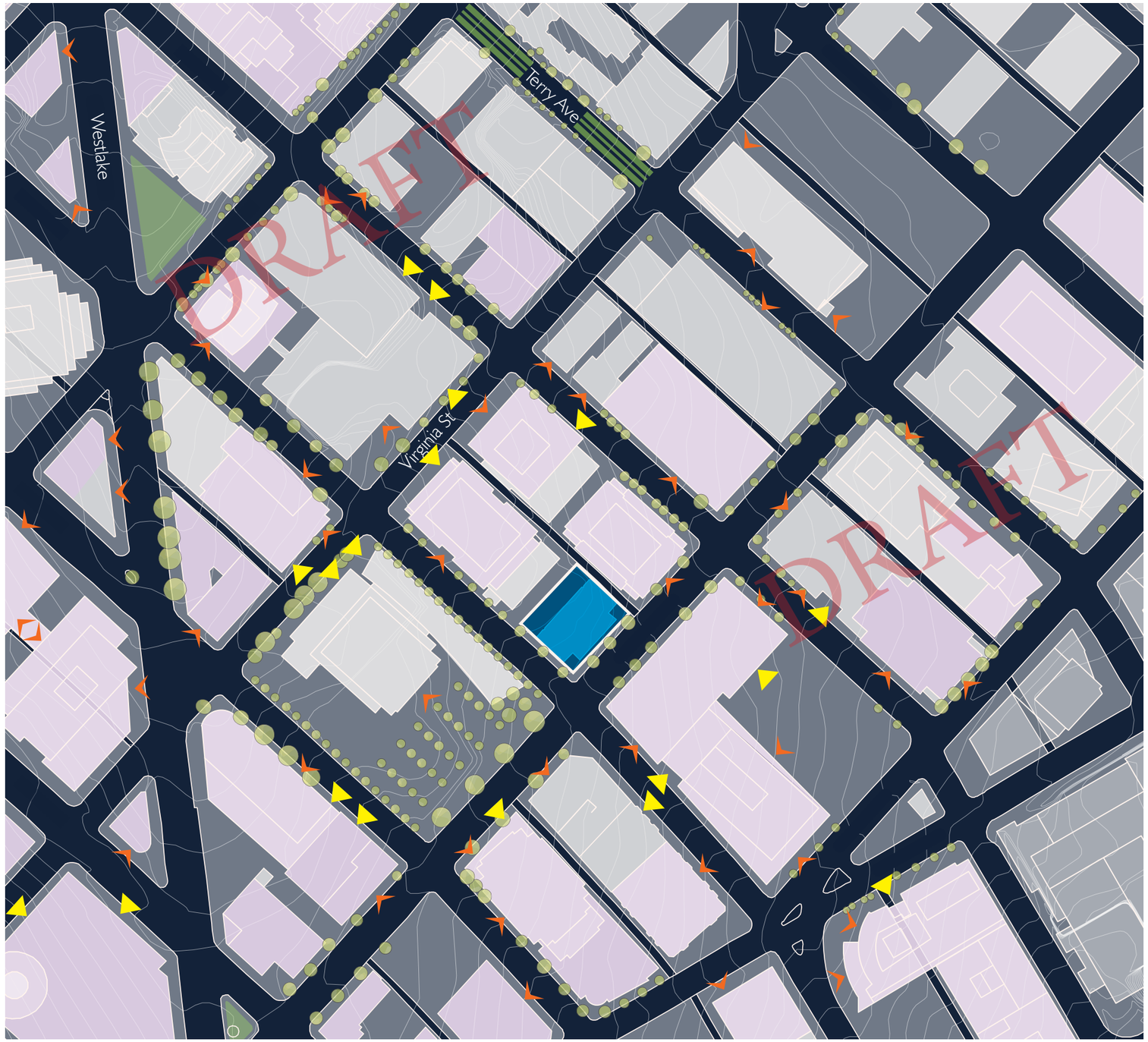
**G** 350FT IN HEIGHT
24 STORIES OFFICE

# TRANSIT CONNECTION ANALYSIS


Interstate Freeway 5
On/Off Ramp
Principal Arterial
Protected Bike Lane

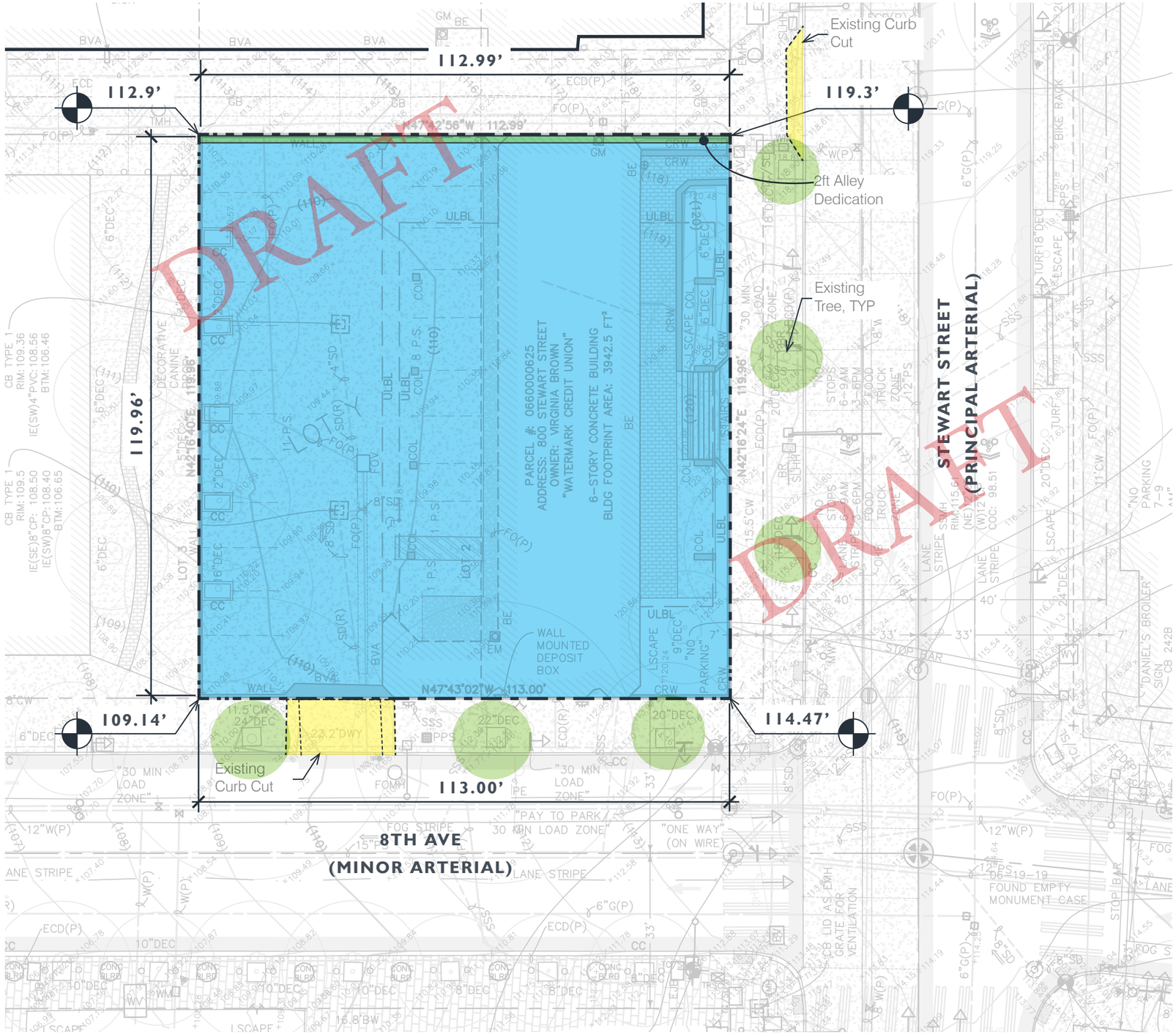
Bus Stop
Sound Transit Link Light Rail Stop
Sound Transit Link Light Rail Route
Streetcar Stop
Streetcar Route
Planned Streetcar Route

# EXISTING STREET LEVEL DIAGRAM




Pedestrian Main Entry
Automotive Building Entry
Tree Canopies
Green Street

DRAFT




## PARCEL INFORMATION

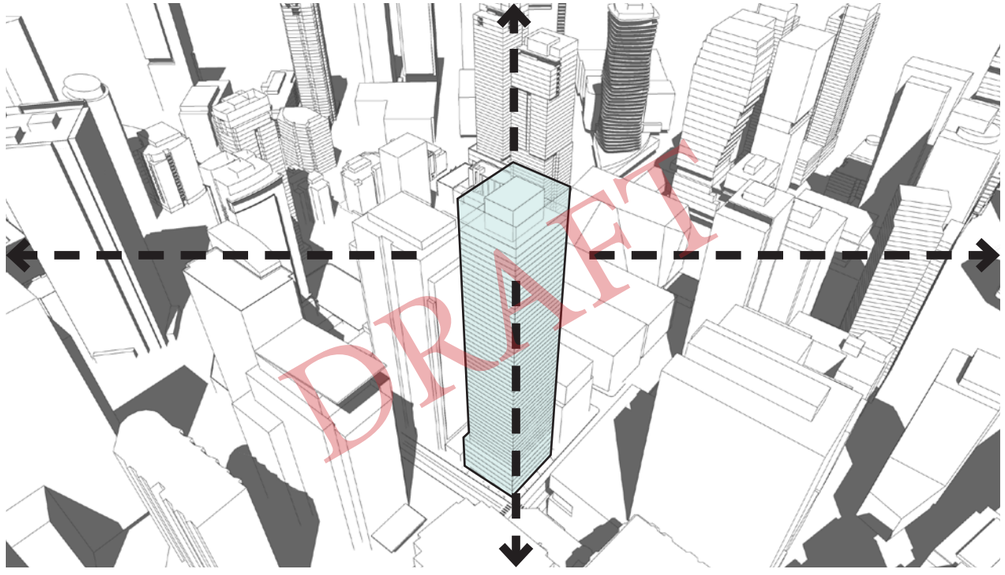
| | |
|---|---|
| **PARCEL #** | 066000-0625 |
| **LEGAL DESCRIPTION** | BELL HEIRS OF SA 2ND ADD PCL Y SEATTLE BLA #3011975 REC #20110622900003 SD BLA DAF LOTS 1-2-3 BLOCK 26 OF SD ADD LESS POR FOR ST |
| **SURVEYED AREA** | 13,555 +/- SF |
| **DIMENSIONS** | 113’ x 119.96’ |
| **BASE BUILDING HEIGHT** | 75.2’ |
| **GRADE CHANGE** | 9’ |
| **EXISTING SIDEWALK WIDTH** | Stewart Street - 16.0’ |
| | 8th Ave - 12.0’ |

NORTH

Lake Union
SLU / Cascade Neighborhoods
Queen Anne
Eastlake
Gasworks Park / Fremont
North Cascades
U District

WEST

Elliot Bay
Space Needle
Sunset
Belltown
Denny Triangle Highrises



EAST

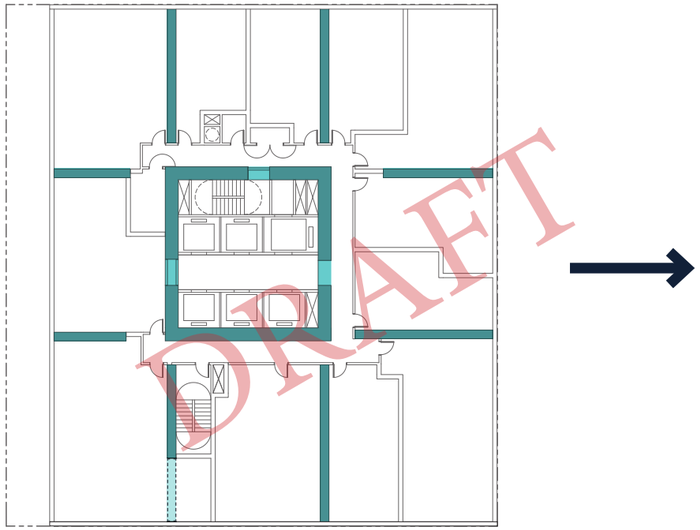
Capitol Hill
Lake Washington
North Cascade Mountains
Sunrise

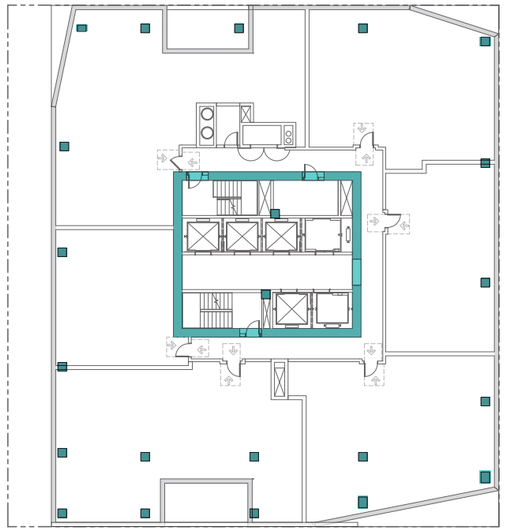
SOUTH

Downtown
Industrial District
Mt. Rainier (Partial)



## AREA VIEW ANALYSIS





## INITIAL STRUCTURAL DESIGN (DUAL FRAME)

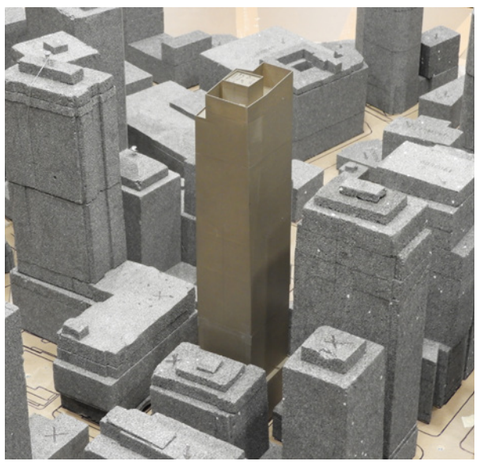
Early studies indicated a need for a secondary lateral structural system in the form of concrete outriggers in a tic tac toe board pattern up 2/3 the height of the tower. This secondary structural system is detrimental to the

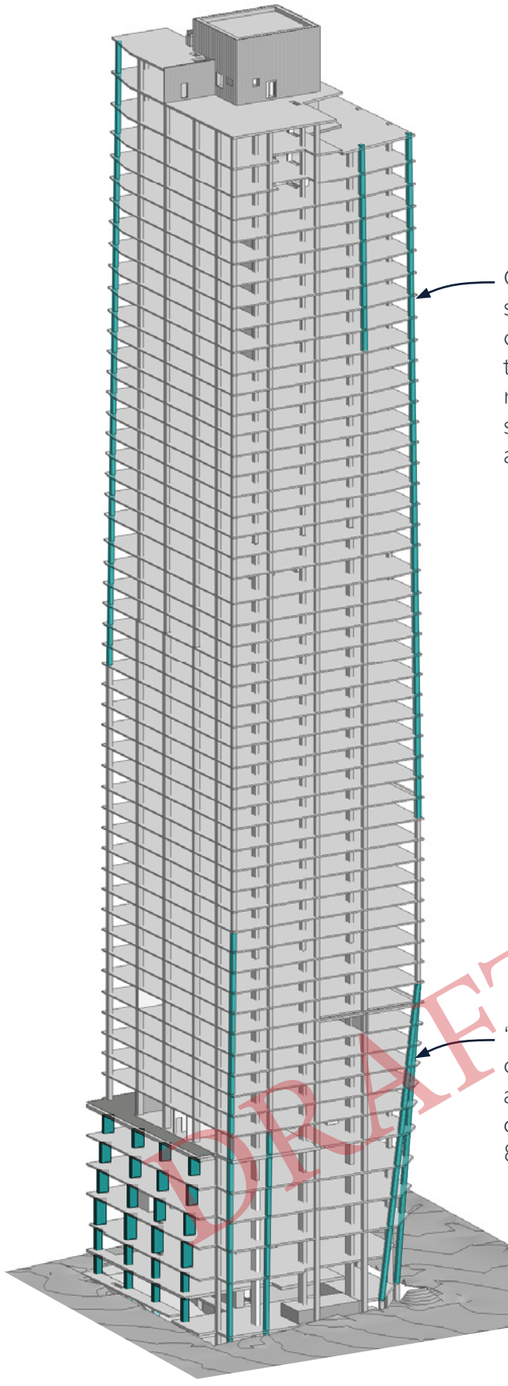
EDG#2

## LEVEL 52 - RESIDENTIAL

project's feasibility.

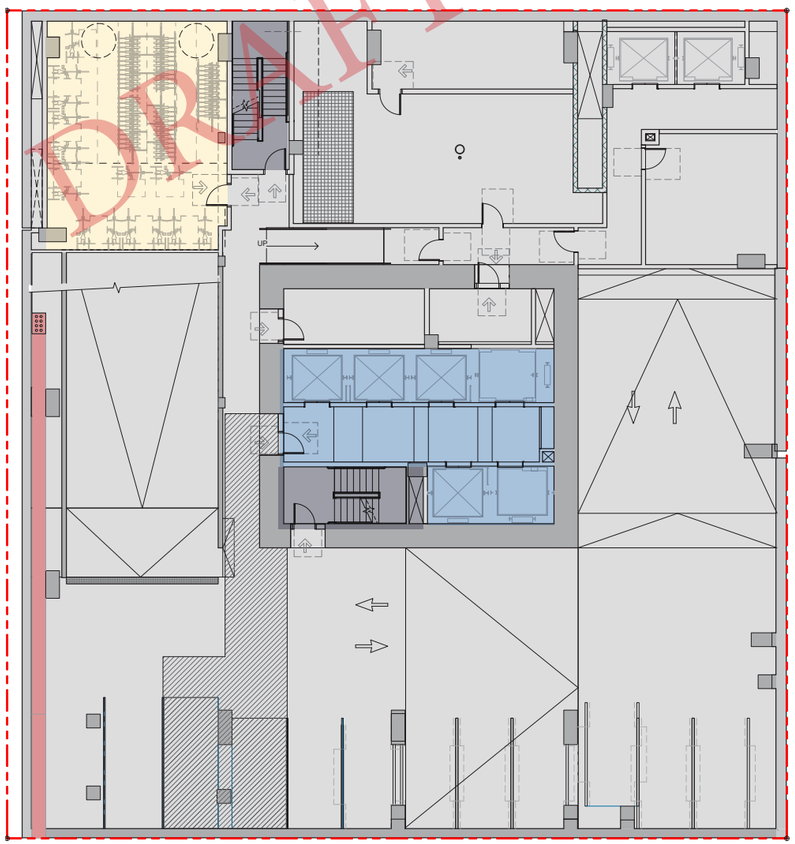
The massing / shaping of the tower has a varied cross section which is designed to be both sculptural [in an effort to break down the mass of the tower into a form that is more pleasant to the eye and softer on the skyline] and also practical in that it will provide a much higher degree of comfort to its inhabitants, thanks to the reduction of wind loads and motion that can cause discomfort.



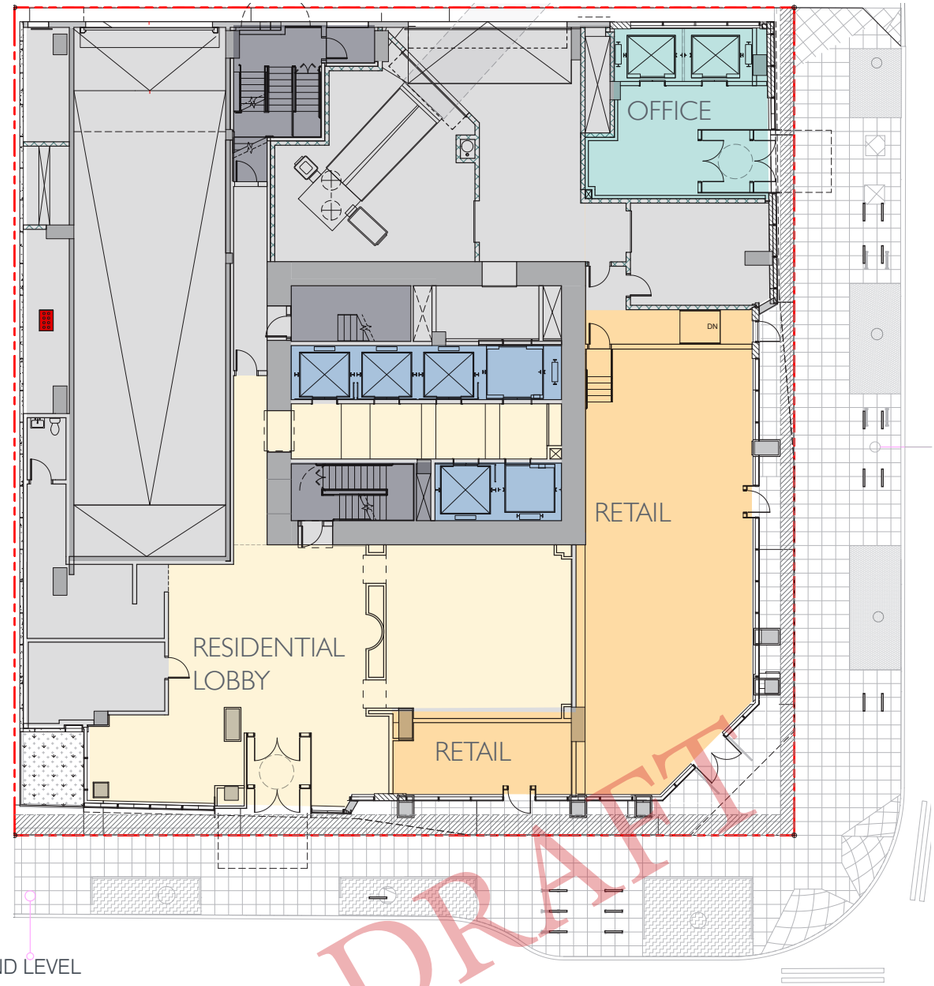


Columns highlighted to show step back along the chamfers in the building to maintain consistent relationship between structural system, slab edge, and curtain wall.

"Wishbone" double angled columns utilized in order to achieve dramatic cantilever design at the intersection of 8th Ave and Stewart St

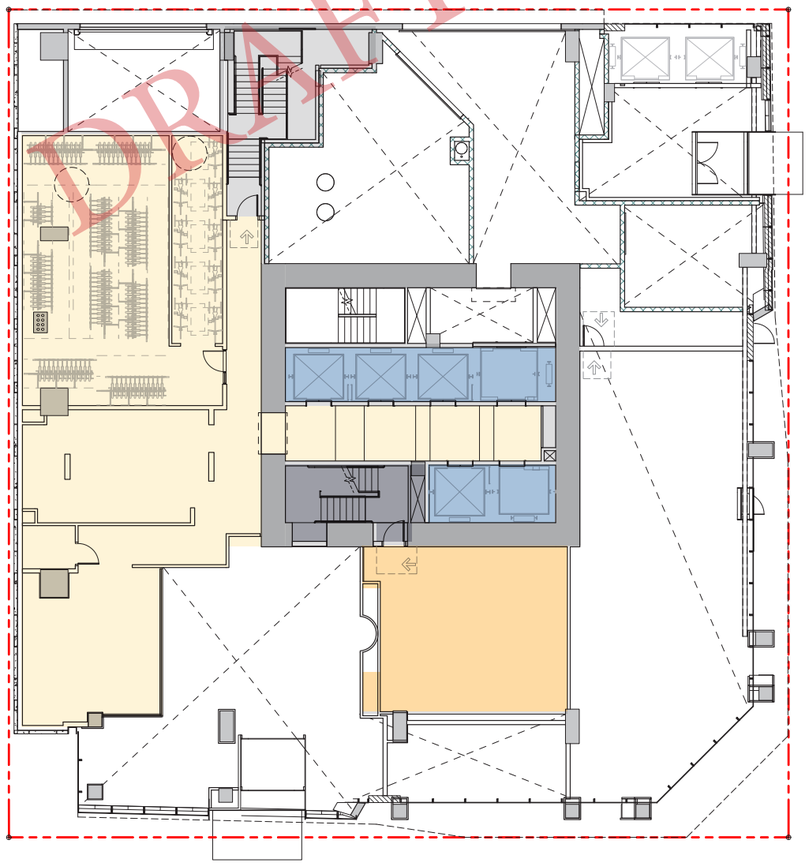



PARKING LEVEL P1

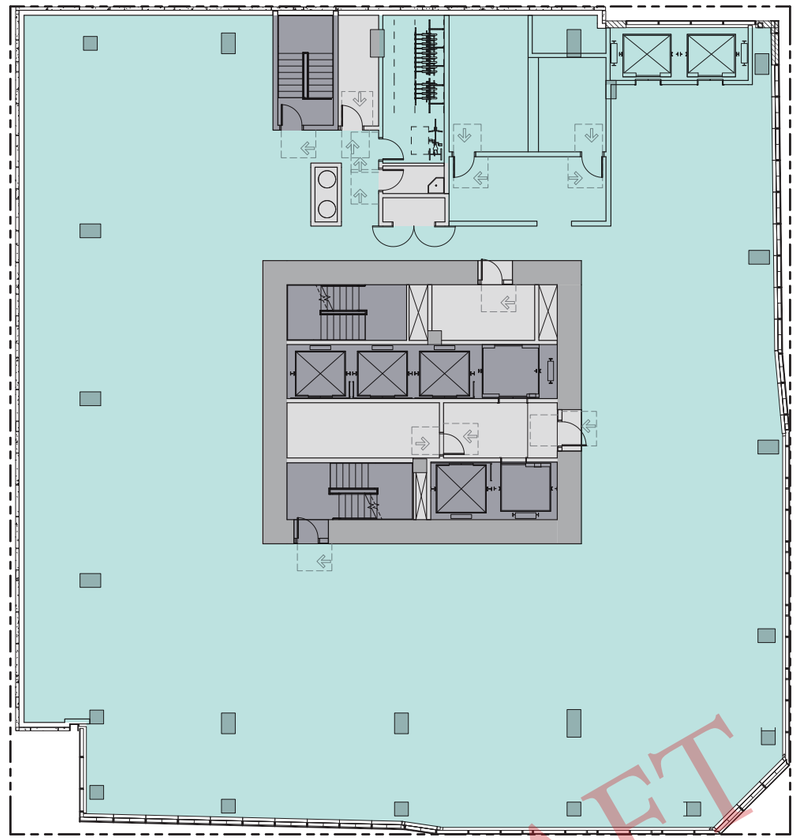



GROUND LEVEL

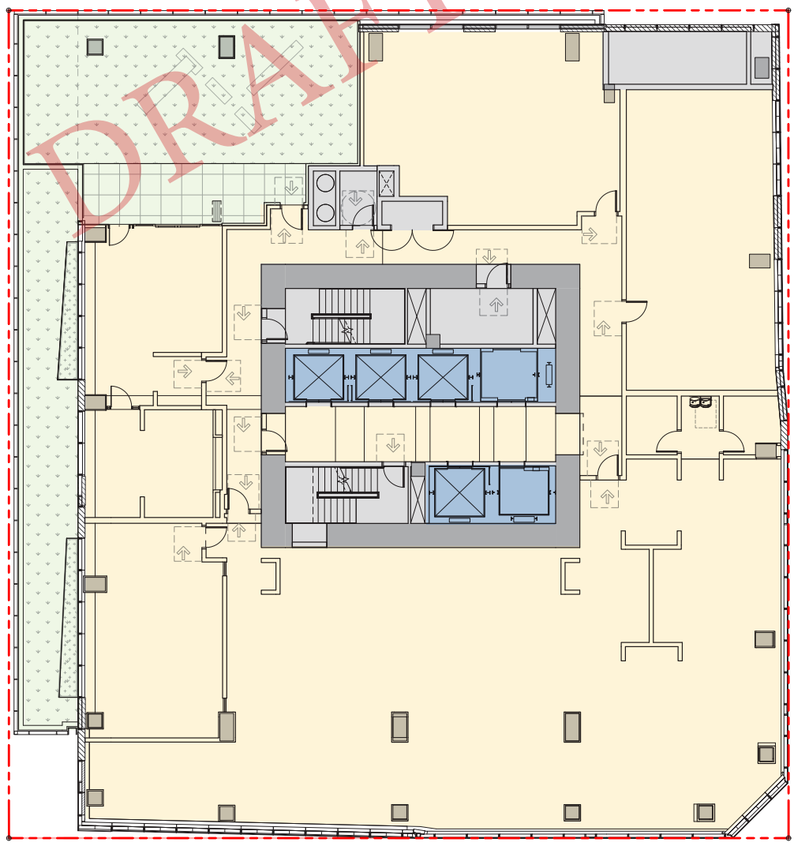
# FLOOR PLANS



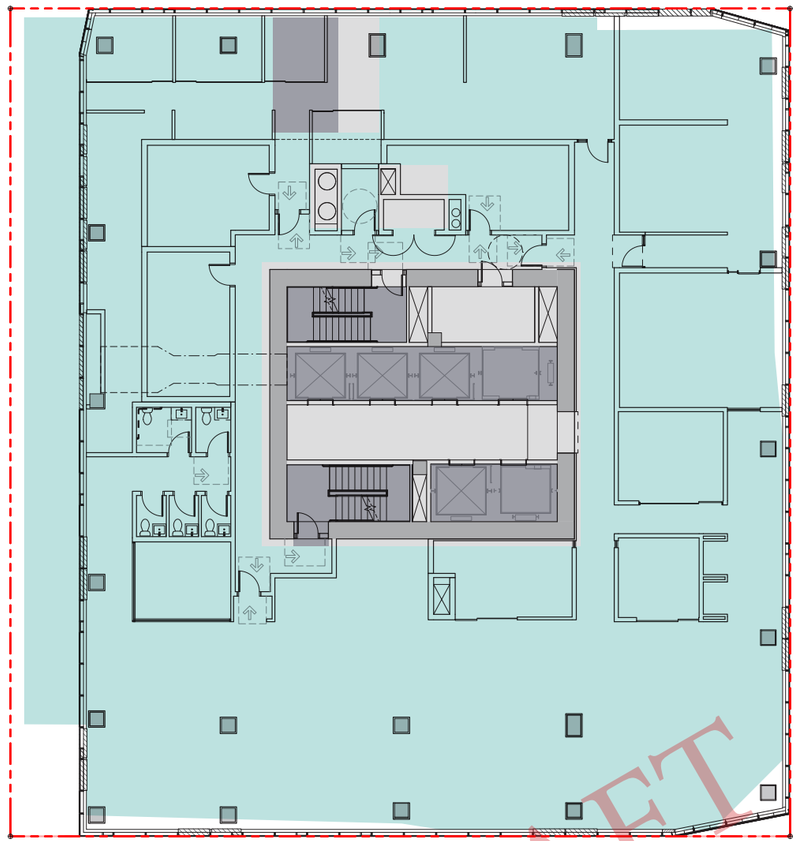
MEZZANINE LEVEL 1M



TYPICAL OFFICE LEVEL

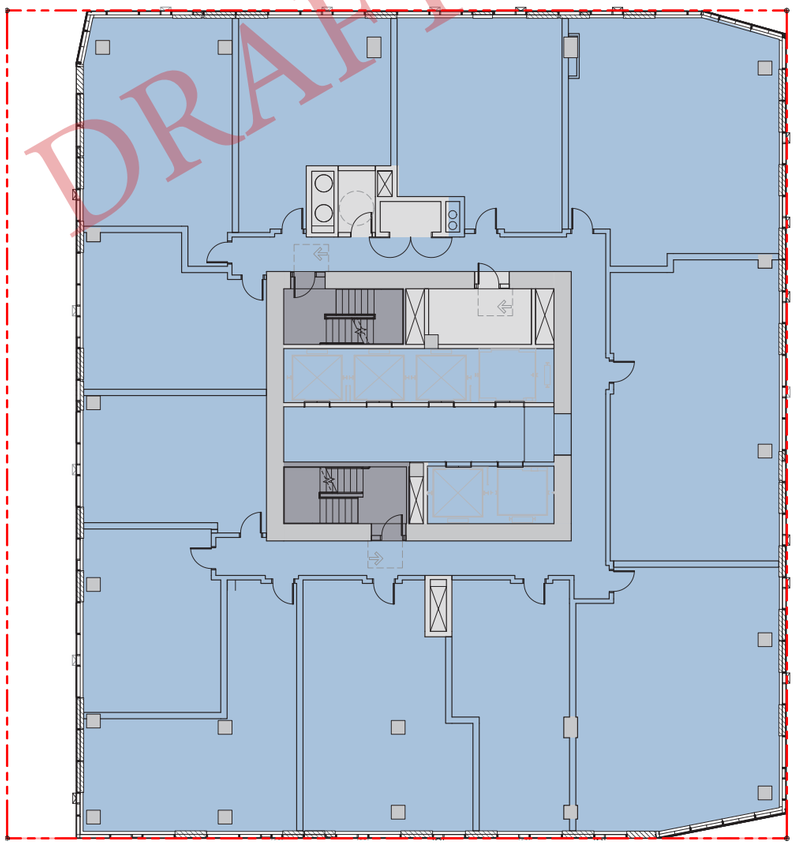



AMENITY LEVEL 6

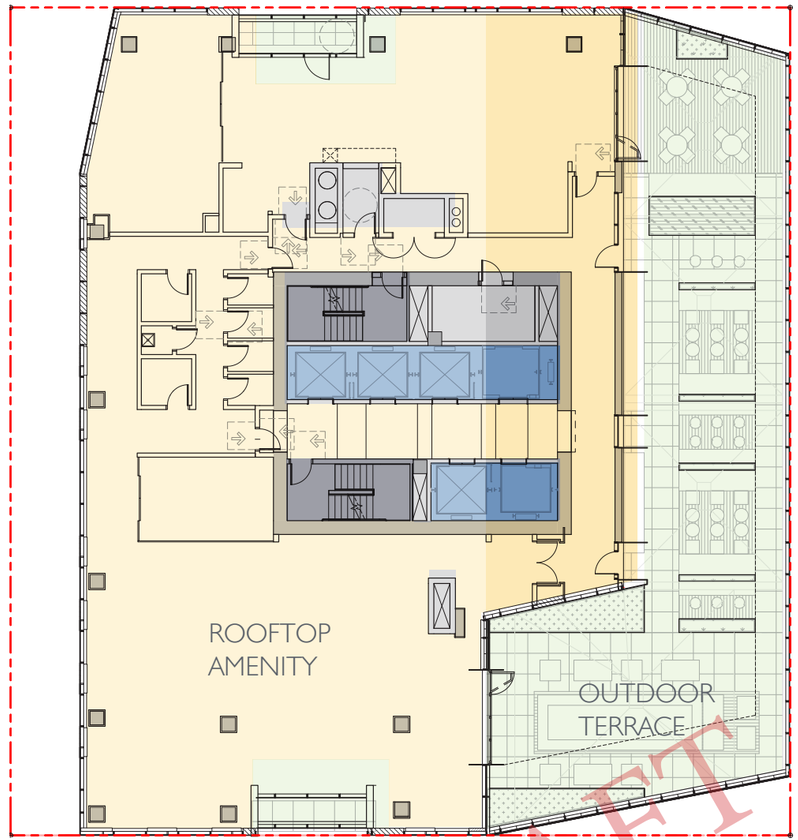



TYPICAL OFFICE LEVEL

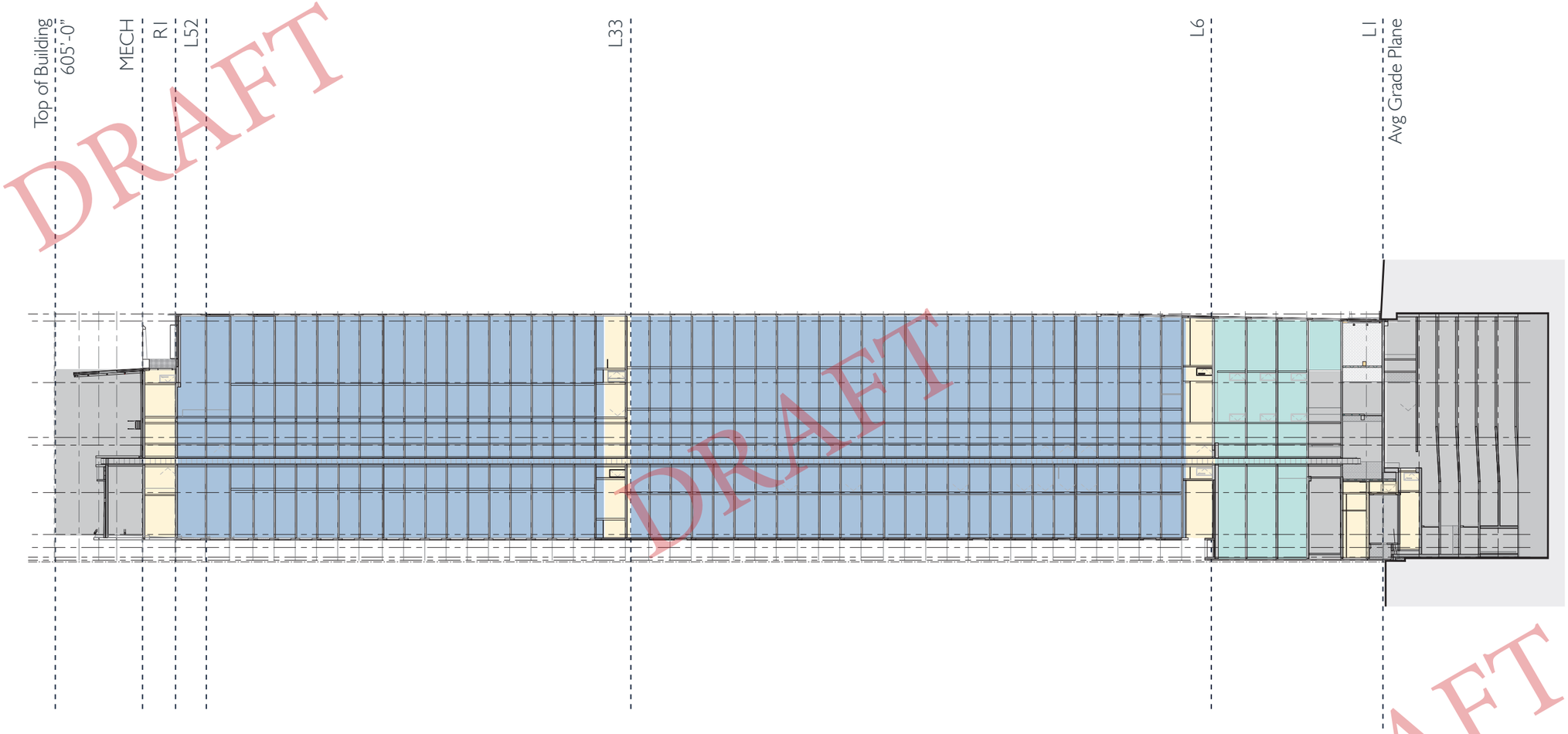
# FLOOR PLANS



RESIDENTIAL LEVEL



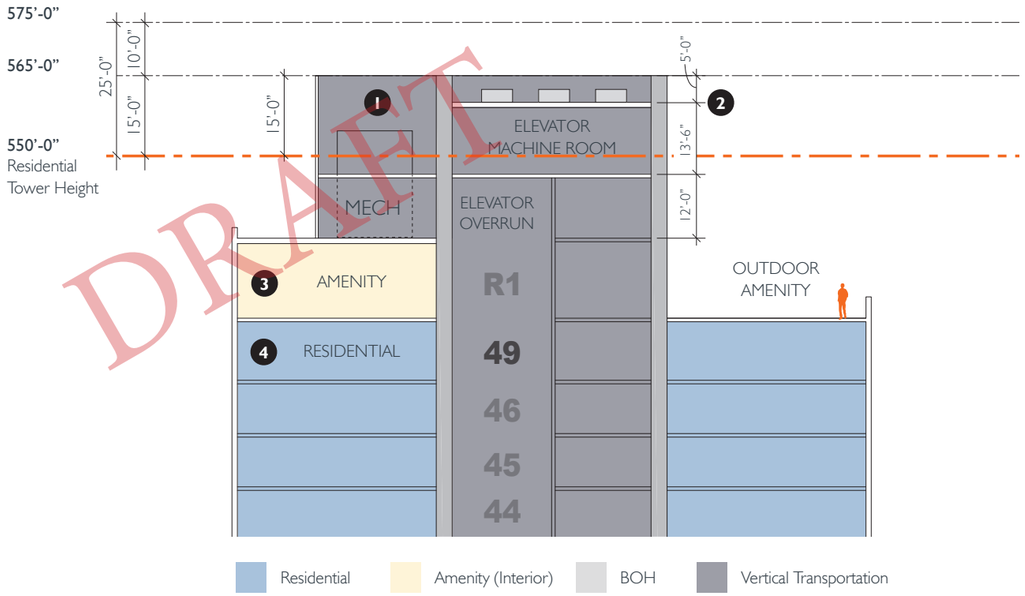

LEVEL R1 AMENITY



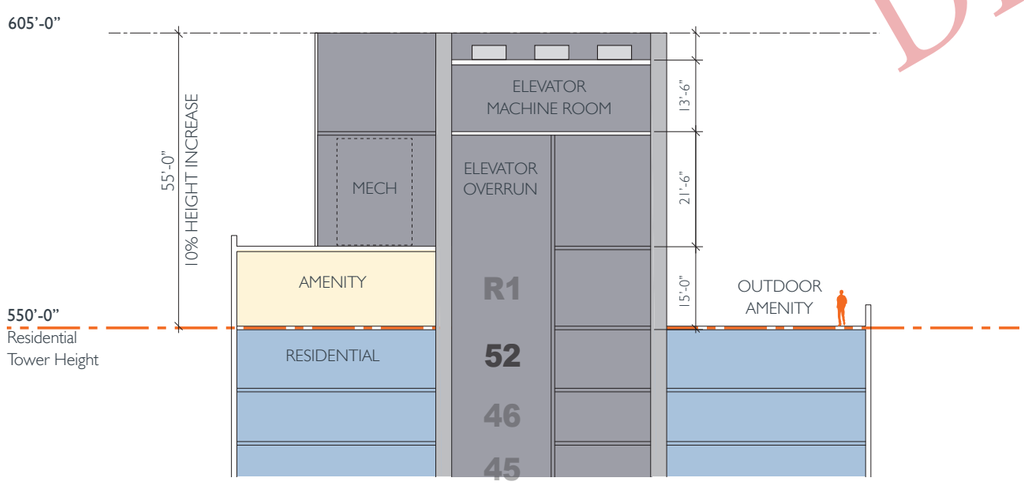


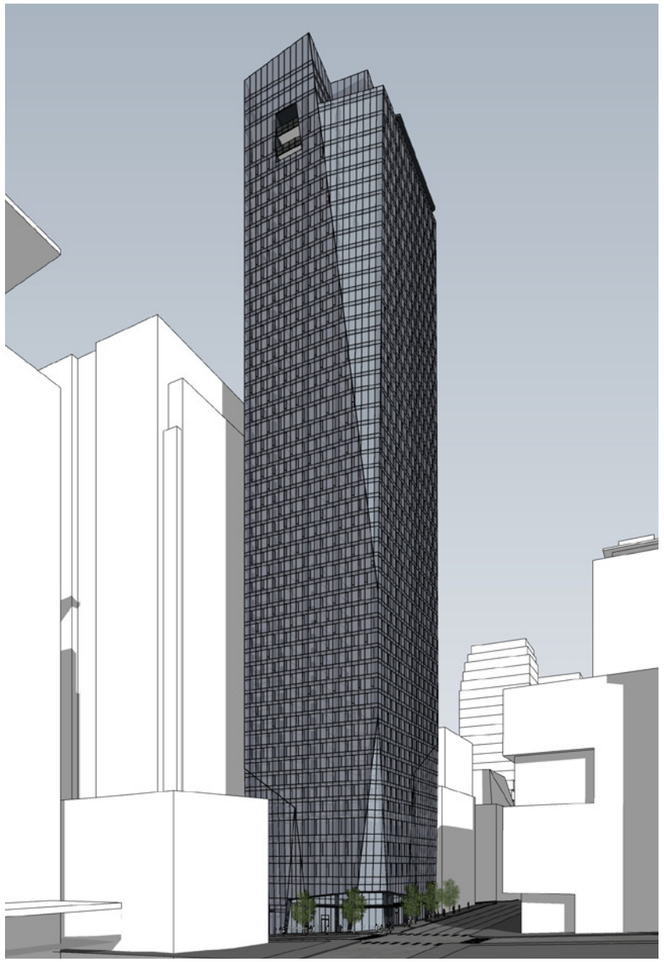

Vertical Transport
BOH
Common Area
Retail
Residential
Office

## SECTION A - CURRENT DOC2 ZONING




## SECTION B - ANTICIPATED OMNIBUS REVISION



REFRACT (PREFERRED OPTION)

All options in this package have been shown in accordance with the upcoming Omnibus revision for the DOC2 zone to mirror the allowances afforded in the DMC zones for residential development. The Omnibus provision would add the DOC 2 zone to zoning code section 23.49.008.B. Thus all towers are shown at the max height of 550' plus the additional 10% allowance for features listed in 23.49.008 for a total height of 605' measured from the average grade plane (Section B). Without the Omnibus provision, residential towers in the DOC2 zone will need to reduce the overall height of the tower by generally three stories in order to comply with current zoning codes as shown in Section A to the left. The Seattle City Council recognizes that this would result in an unintended consequence of needlessly diminished HALA fees for adorable housing.


Skyline from West Seattle - Oct


Skyline from Gas Works Park - Sept 2019


Skyline from the Space Needle Observatory - Sept


Skyline from Capitol Hill - Sept 2019


**Skyline from the Columbia Tower Observatory - Sept 2019**