616
BATTERY

RECOMMENDATION MEETING

1.17.2023 | SDCI # 3039257-LU

HOLLAND

PARTNER GROUP

WEBER THOMPSON

PROJECT TEAM

Owner / Developer:
Holland Development

Contractor:
Holland Construction

Architecture:
Weber Thompson

Landscape Architecture:
Weber Thompson

Structural Engineering:
CKC

Civil Engineering:
CPL Engineers

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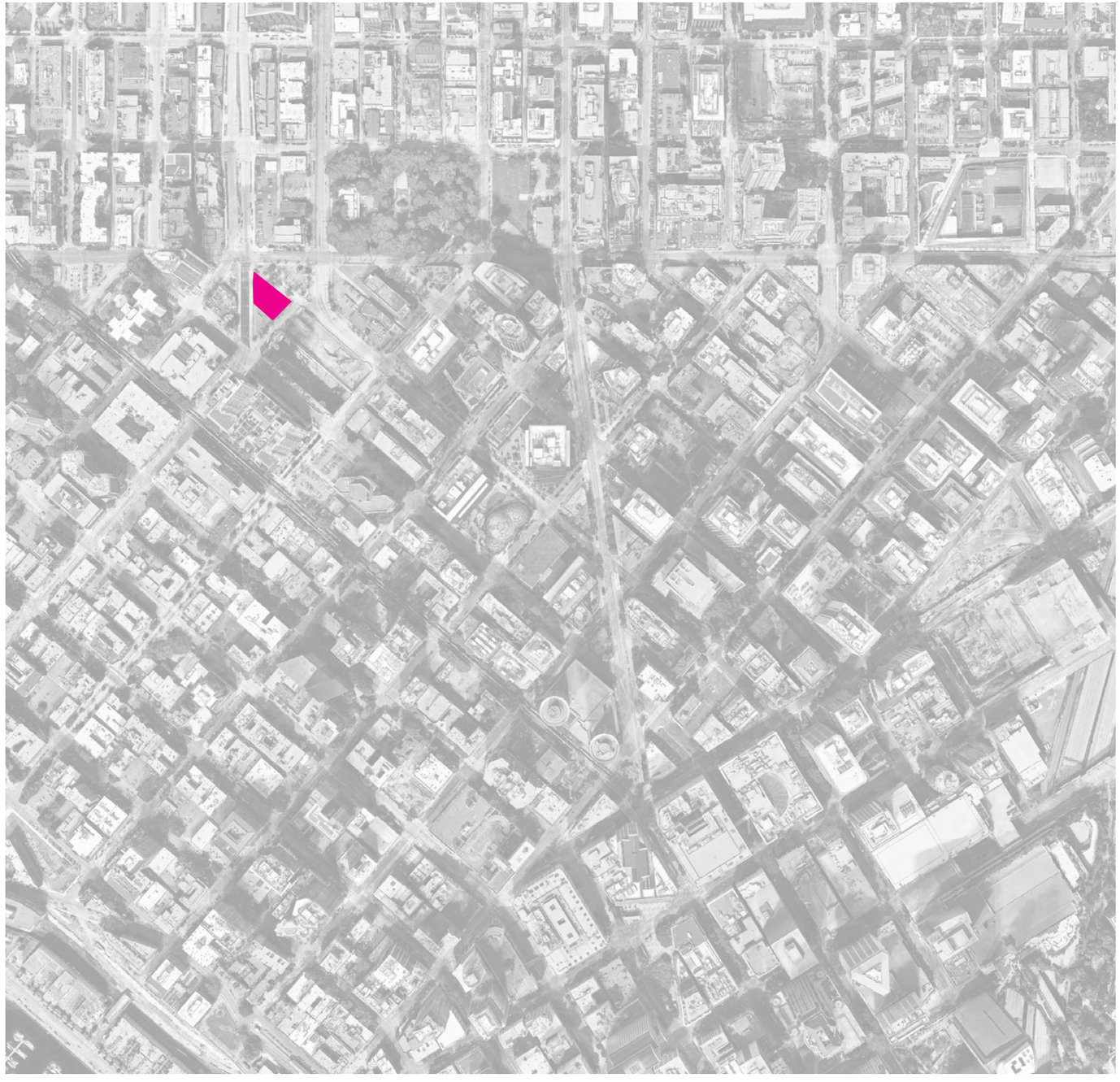


616 BATTERY STREET

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

Project Statistics

15,450 SF Site Area

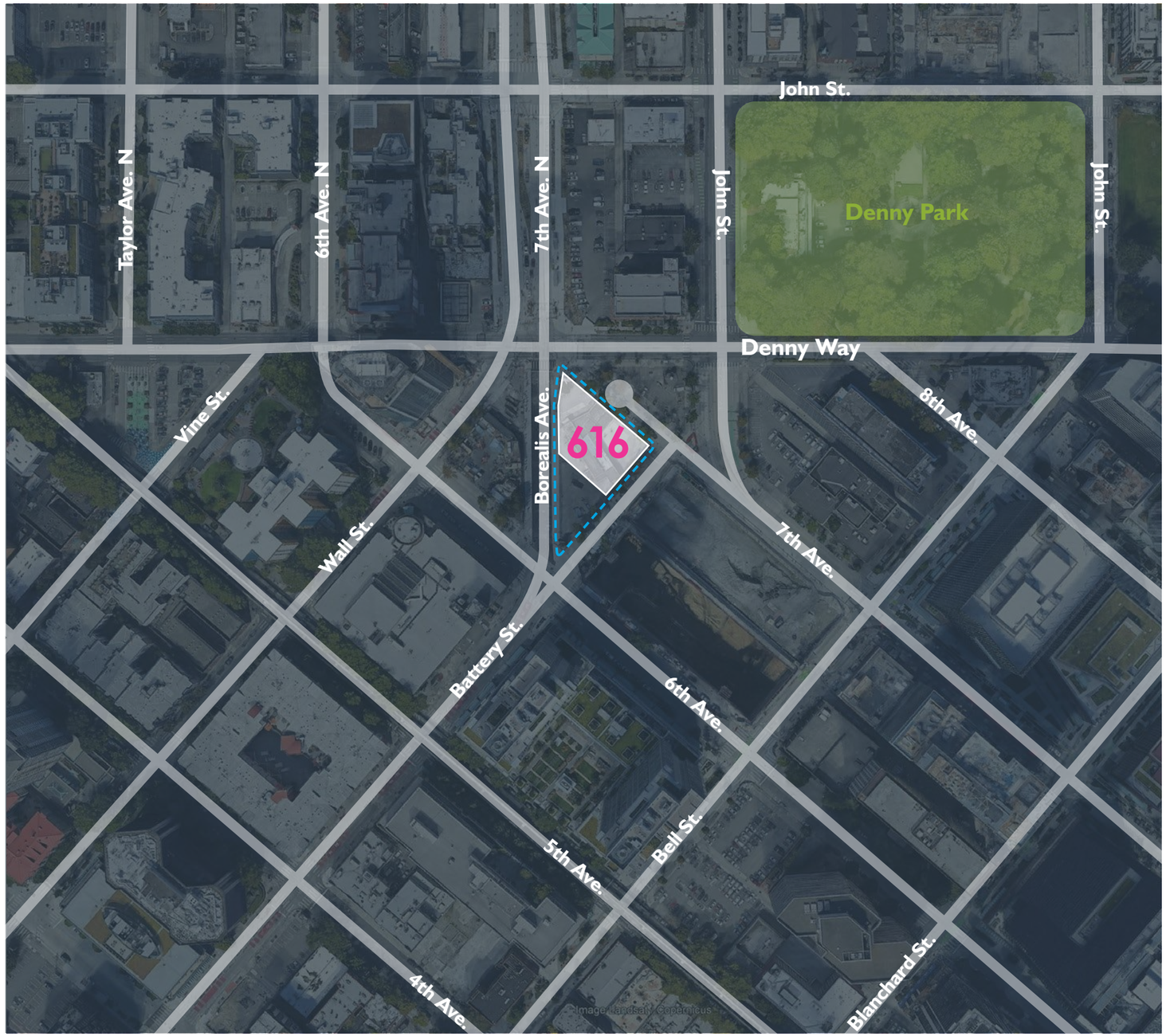
45 Floors (440')

442 Residential Units

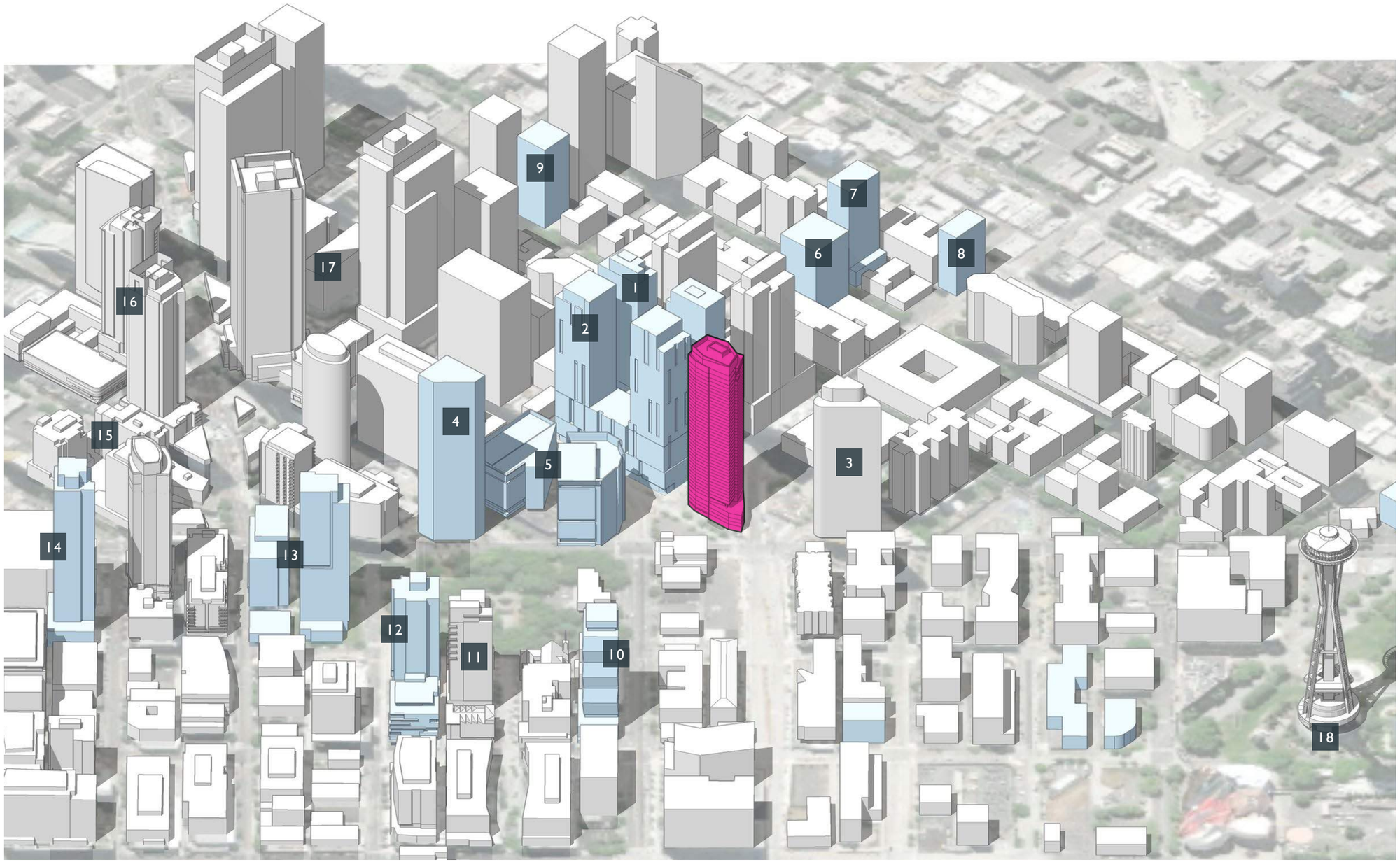
2,550 SF Retail

262 Parking Stalls (Above and below grade)

55' Podium with a mix of residential units and parking.



3D CONTEXT AND SURROUNDING DEVELOPMENT



1 ONNI Block V (SDCI #3034280-LU)

2 Seattle House (SDCI #3020315-LU)

3 Spire Condominiums

4 The 8 Tower (SDCI #3025536-LU)

5 Biomed Office/Lab (SDCI #3039734-LU)

6 Teamrise Bell Tower (SDCI #3018968-LU)

7 Belltown 36 (SDCI #3028930-LU)

8 303 Battery (SDCI #3031600-LU)

9 2121 5th Hotel (SDCI #3022614-LU)

10 222 Dexter (SDCI #3033777-LU)

11 The Waverly Apartments

12 9th and John (SDCI #3024760-LU)

13 110 8th Ave. N (SDCI #3017320-LU)

14 1001 John St. (SDCI #3020563-LU)

15 2200 Westlake

16 Cirrus and Stratus Apartments

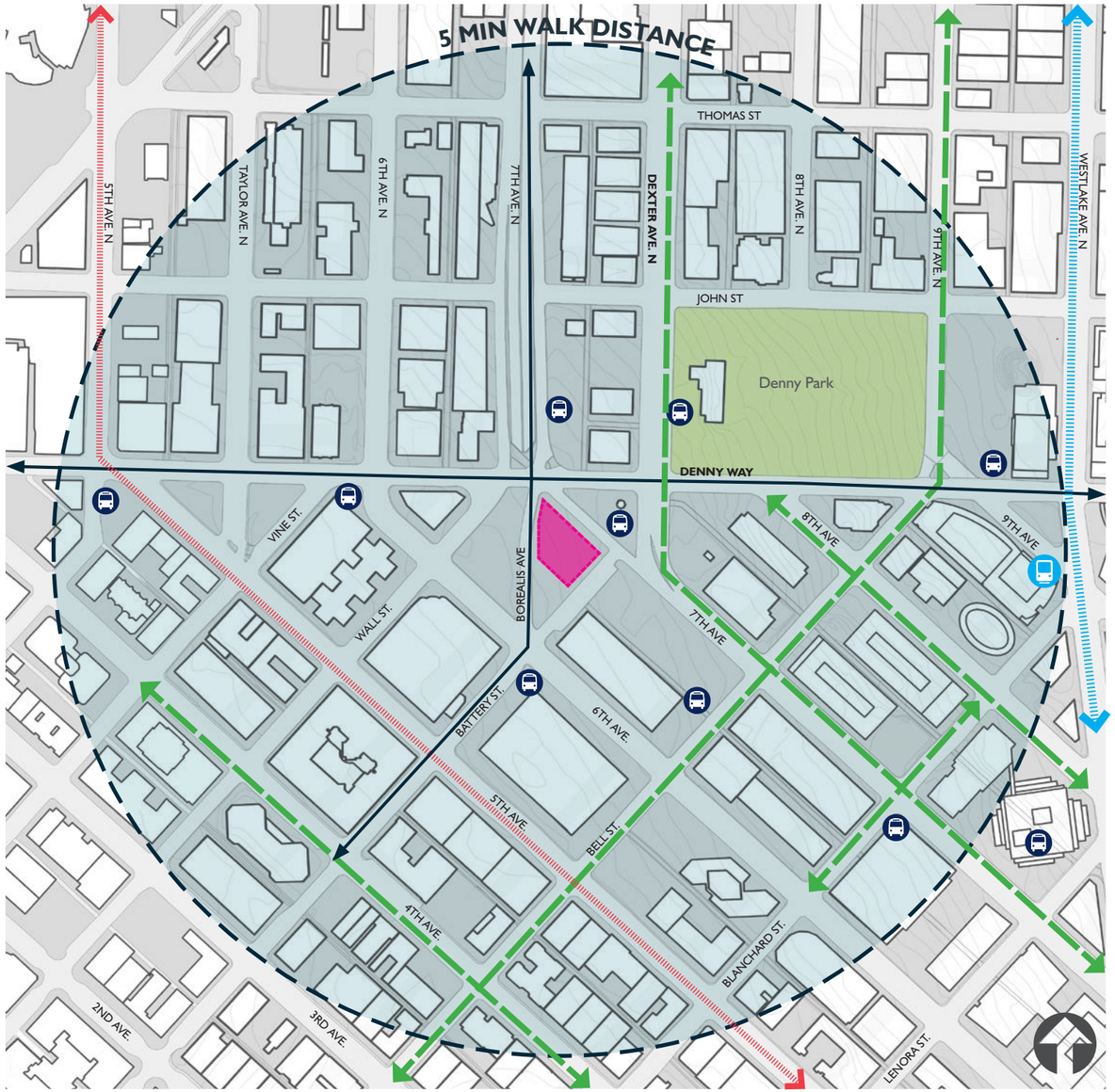
17 Amazon Headquarters Campus

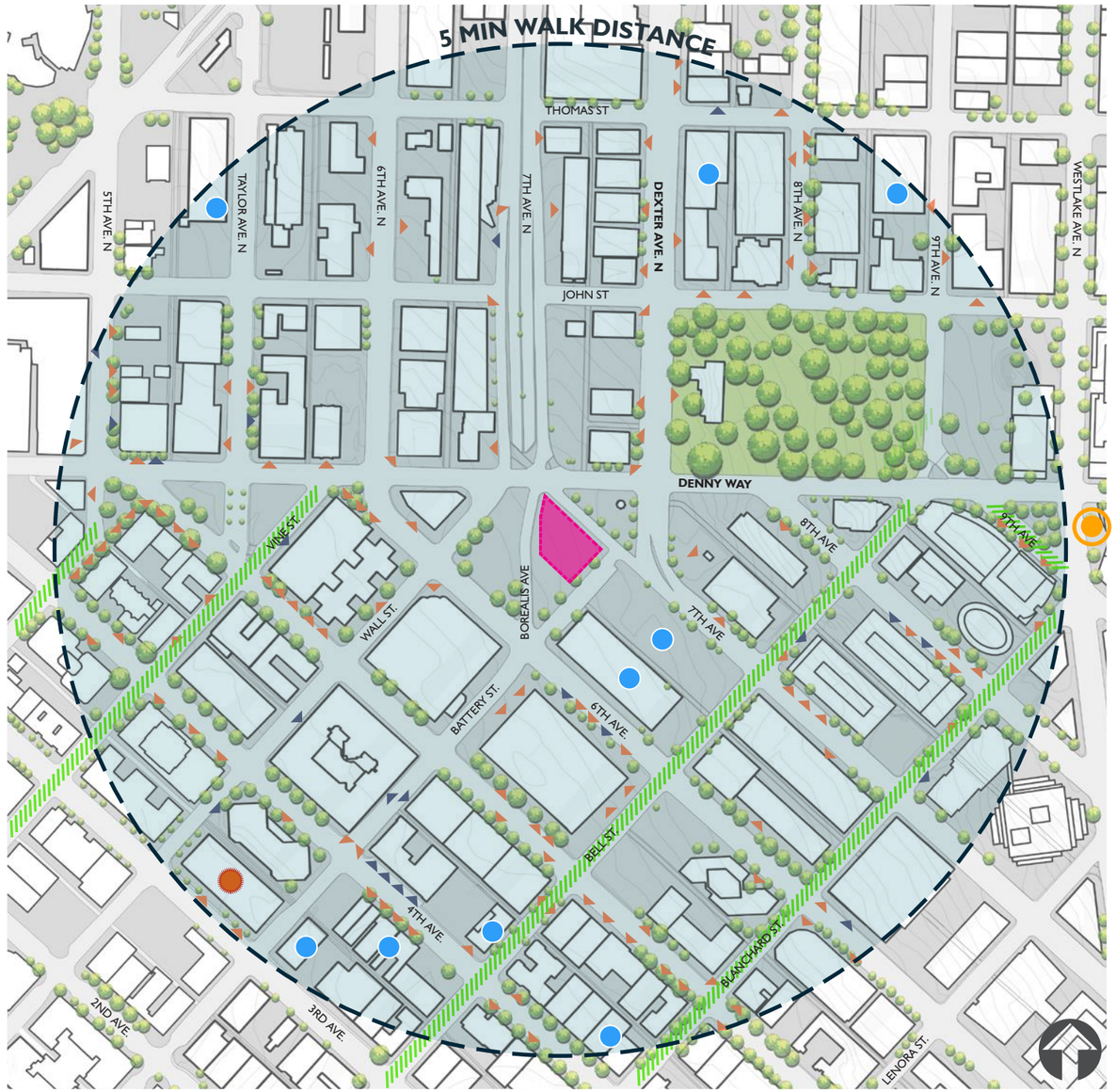
18 Space Needle & Seattle Center

SURROUNDING CONTEXT AND NEIGHBORHOOD MASSING

Project Building Envelope | Future Projects | Existing Context

SITE TRANSIT AND PEDESTRIAN ANALYSIS





Transit Analysis

- Monorail
- Surface Rail Station
- Bus Stop
- Project Site
- Monorail
- Surface Rail Transit Line
- Main Transit Routes
- Bike Lanes

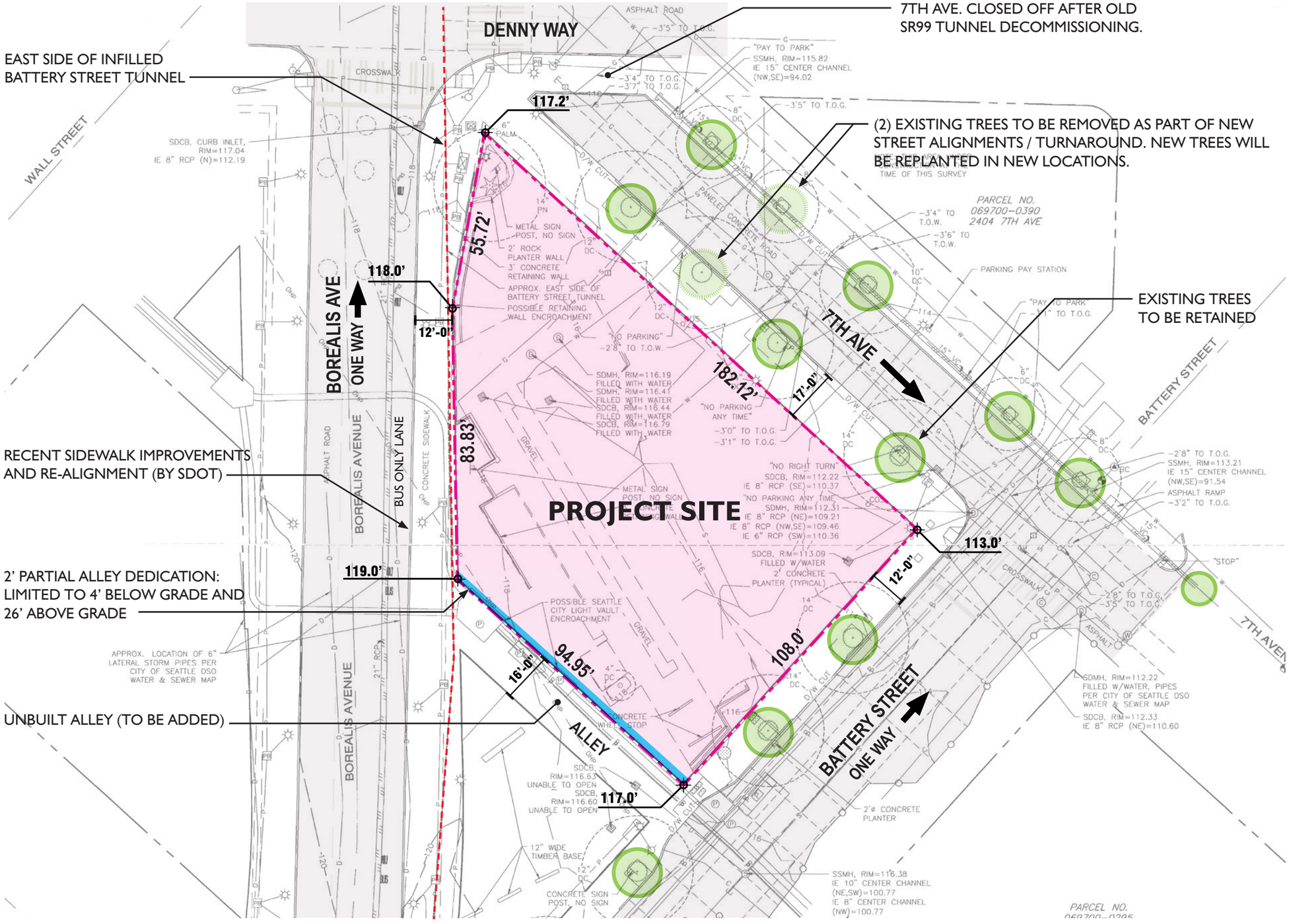
Pedestrian and Accessibility

- Building Entries
- Automotive Building Entries
- Designated Green Streets
- Tree Canopy
- Project Site
- Grocery
- Schools
- Shopping and Entertainment
- Active Development Projects

HOLLAND PARTNER GROUP

WEBER THOMPSON

SITE AND TOPOGRAPHY



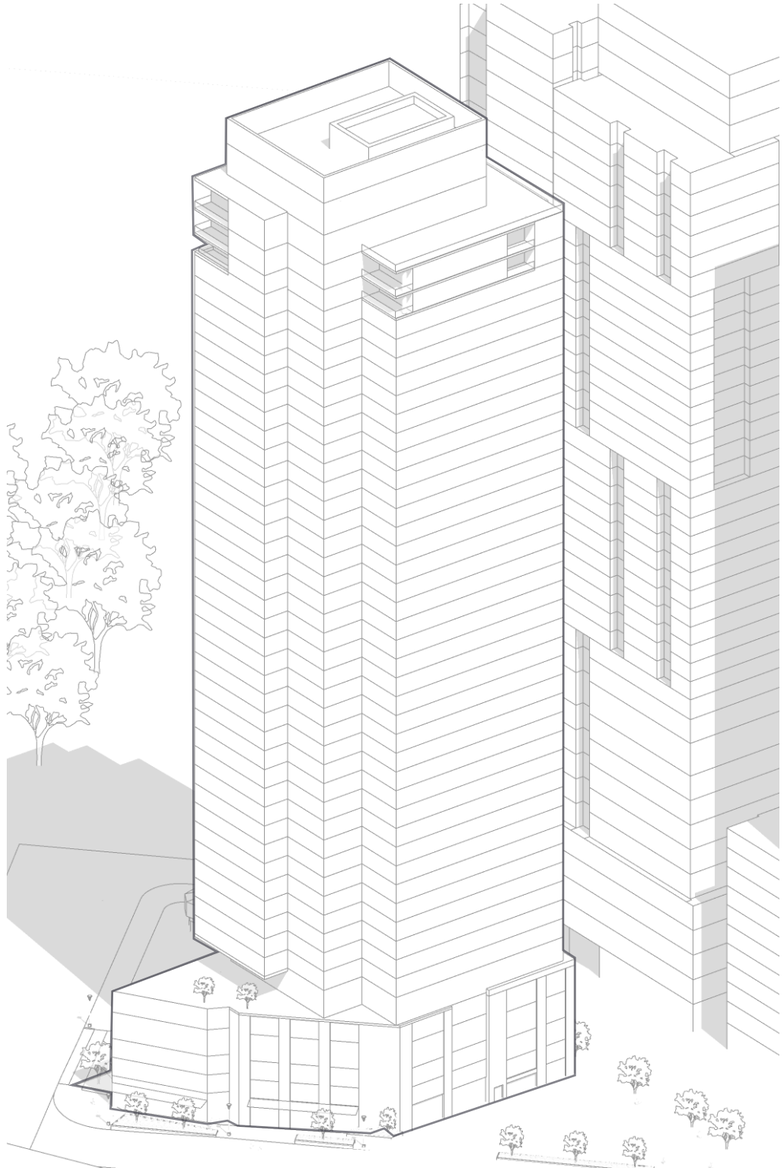
2405 7TH AVE
SEATTLE, WA 98121

PARCEL #: 069700-0325
15,451 +/- SF

PROJECT NORTH

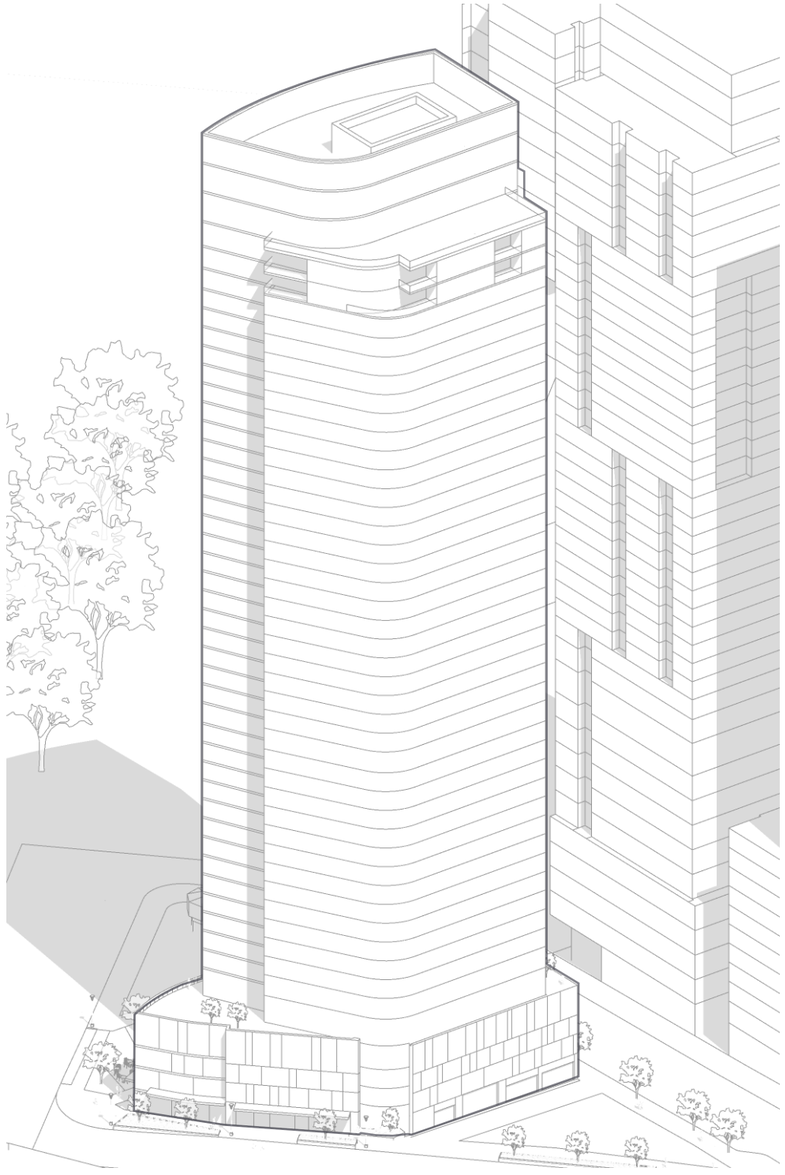
TRUE NORTH

EDG MASSING OPTIONS



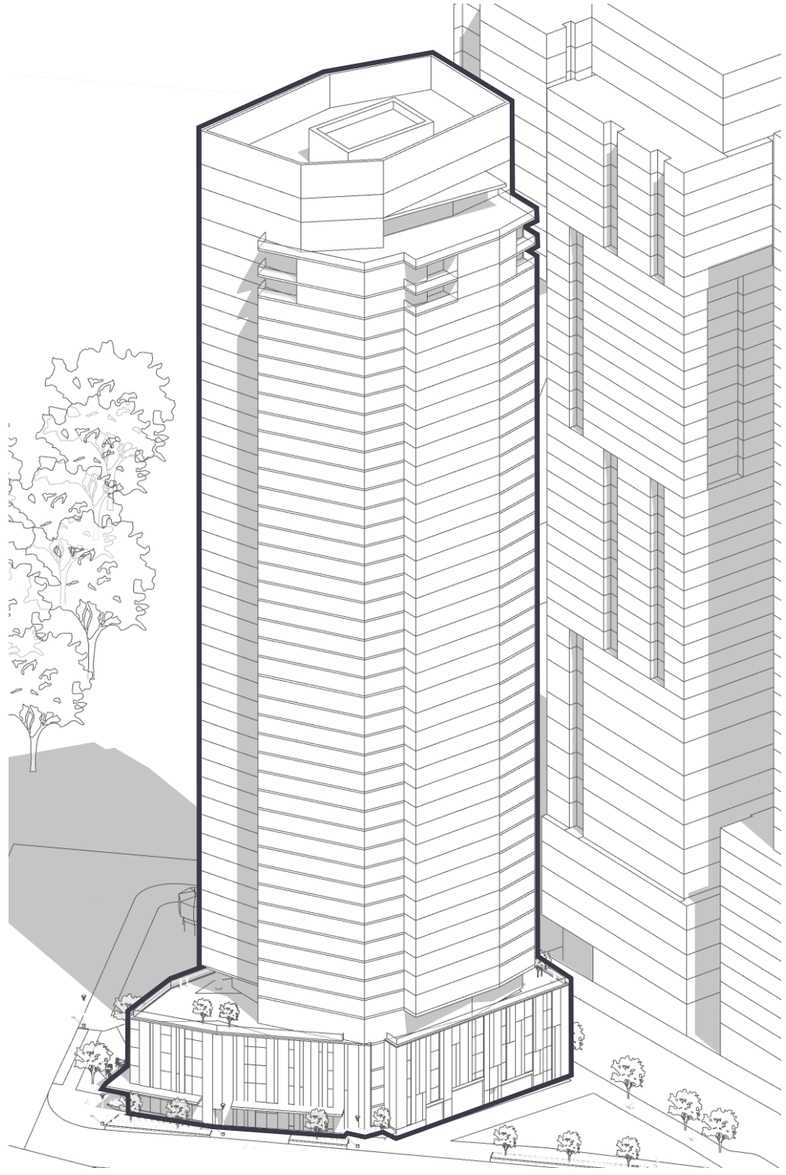
STEP (CODE COMPLIANT)

Option 1 utilizes a stepping, rectilinear tower form that breaks down the massing of the tower using a stacked approach. The stepped massing responds to the site geometry and is code compliant. Various tower massing elements are brought to grade to interlock the podium, grade and tower.



BEND

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



FOLD (PREFERRED)

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

Our Vision is to create a building that:

Be unique, dynamic and responsive

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

Importance of Place

Memorable experiences and defining elements can create subconscious moments that foster a sense of home, safety, and comfort. Good urban planning balances activation day and night, and creates place through treatments that are dynamic and recognizable through lighting, facades and materials, and streetscape features to activate the pedestrian experience.

Elegantly Blend Solidity with Transparency

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

“RESPONDING TO OUR URBAN FABRIC”

SITE DEFINED MASSING

The towers location is defined by the tight geometry and size of the site, setting the general widths east to west, and creating the basic geometry of the project. The lower structures to the north justify a shorter podium that better transitions scale and proportions from the larger podiums to the south.

SEPARATE

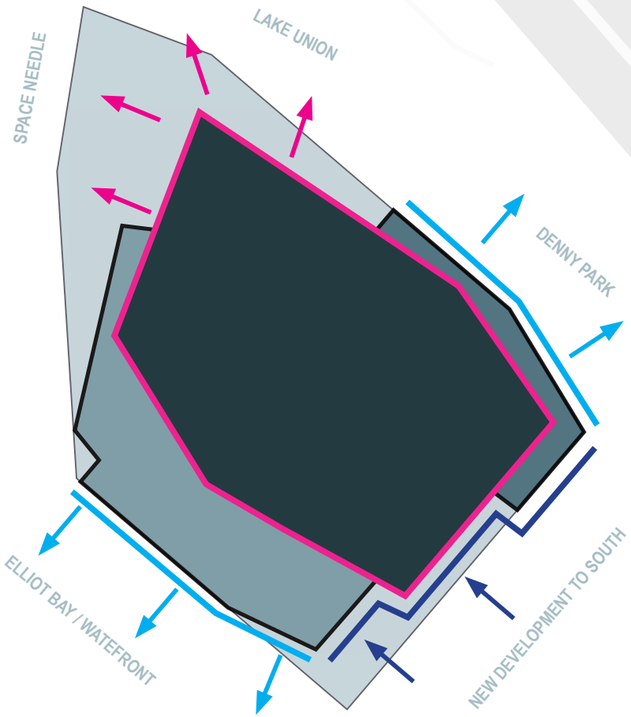
Acknowledging the significant development to the south and the large rectilinear projects that hug their northern property lines, creating steps in the southern mass and additional tower separation, also opening sight-lines towards the water, was critical in sculpting the massing and maximizing natural daylight.

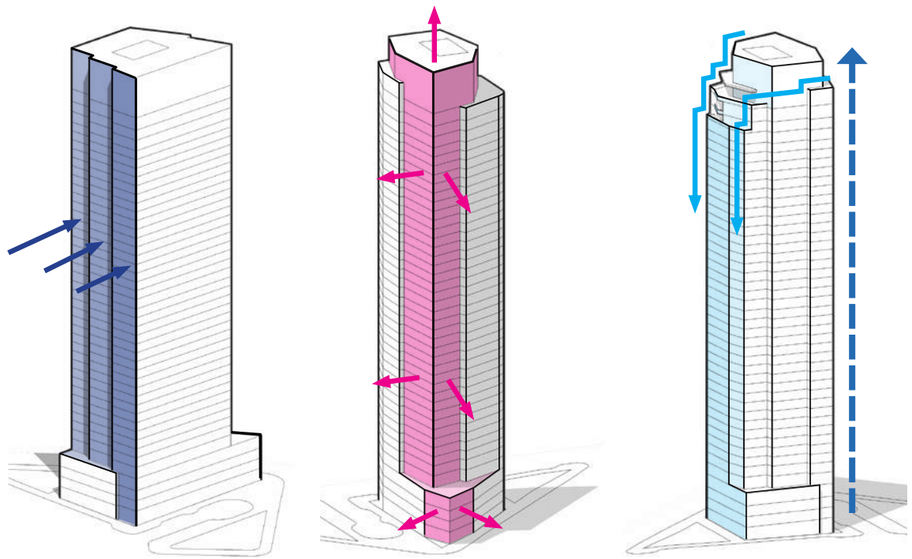
ANNOUNCE

The site’s high visibility and lower zones to the north mean the project will stand out for the foreseeable future when viewing the skyline from I-5, Lake Union and beyond. Creating a recognizable, unique facade language that becomes a defining jewel-box drove the massing of the central tower and it’s angular forms.

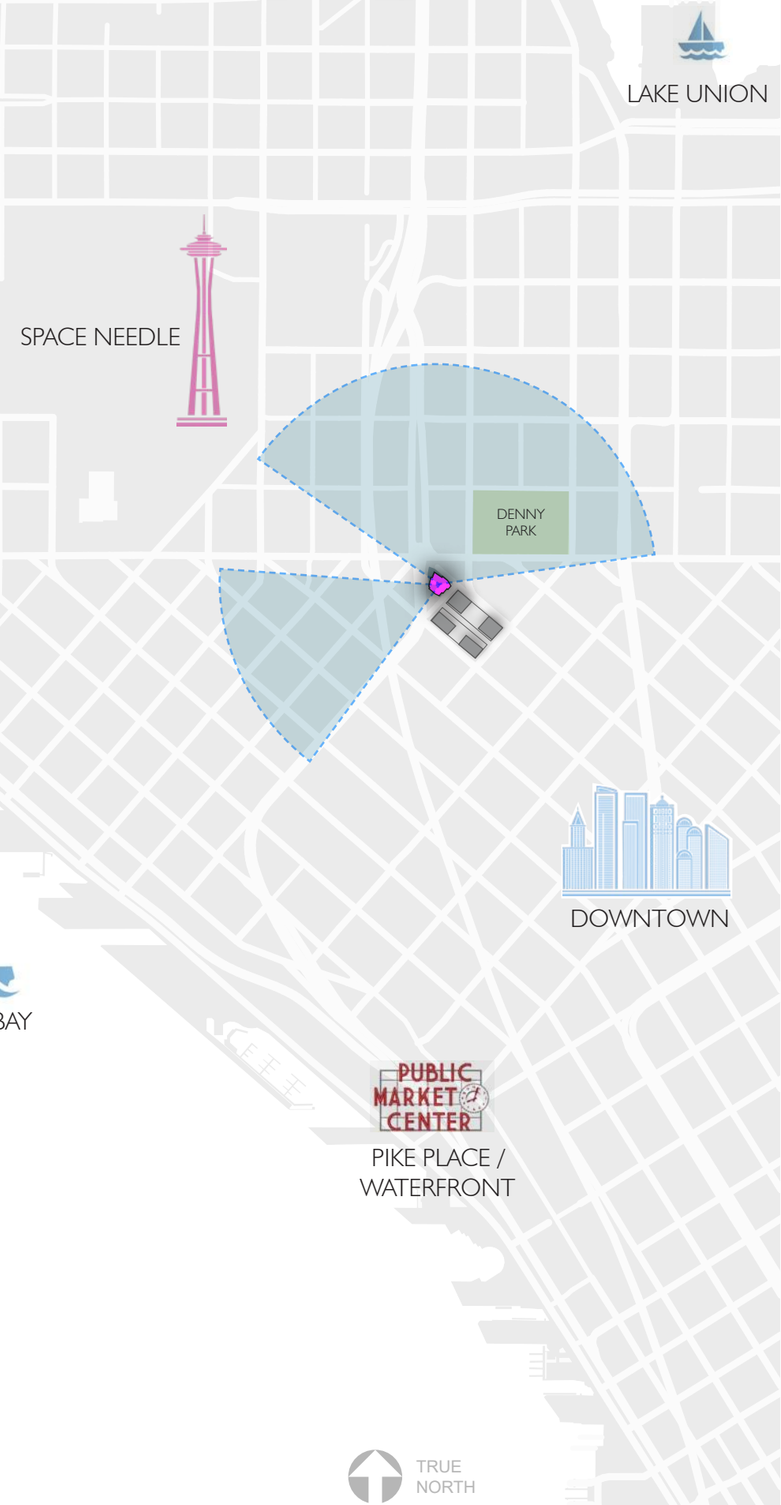
ACKNOWLEDGE

Breaking down the mass of the tower and reducing the scale of the rooftop is a priority in the design guidelines and created an opportunity to acknowledge the context of the city and respond directly. To the northeast, the tower is a more formal edge of downtown, and steps down from there with the natural topography, opening up terraces and views towards Elliott Bay, and creating a dynamic form that is purposefully asymmetrical and responsive.





SEPARATE ANNOUNCE ACKNOWLEDGE



The project draws from evidence-based research and effectively integrates it into design strategies to foster human health and well-being. Enlisting help from the AIA Framework for Design Excellence, the project promotes a sense of place and supports the physical and mental health needs of the occupants.

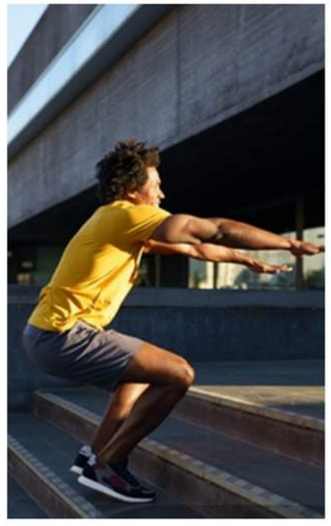
DESIGN FOR INTEGRATION

How will the project engage the senses and connect people to place?
What makes this a project that people will fight to preserve?

CONNECTIONS WITH PLACE, CLIMATE, CULTURE & PEOPLE

Take advantage of everything the site has to offer including community amenities, local climatic conditions, or a unique history. Create spaces that are comfortable, walkable, vibrant, welcoming, and encourage engagement and interaction.

"Key to enabling social inclusion is the connection between individuals and their context, to develop personal and collective meaning "(Diamant 2010).



DESIGN FOR WELL-BEING

How can the design encourage a healthy lifestyle? How can the project provide for greater occupant comfort? How can the project connect people with place and nature?

BIOPHILIC DESIGN

Incorporate biophilic design elements that support an authentic connection to nature. Provide views of, or direct exposure to, trees and other forms of vegetation to increase the sense of well-being and satisfaction while reducing levels of stress.

"Visual connection with Nature shows reduced stress, positive emotional functioning, improved concentration and recovery rates. Stress recovery includes lowered blood pressure and heart rate; reduced attention fatigue, sadness, anger and aggression; improved mental engagement/attentiveness, attitude and overall happiness. (Terrapin 2014)"

"*Non-rythmic sensory stimuli create experiences that are new, exciting, captivating and special." (Ryan 2014)*

ACOUSTICS

Consider sound masking systems for quiet areas that are near loud / mixed / circulation spots.

"Improved acoustics reduced perceived demands, irritability and less pressure/strain, increased relaxation" (Blomkvist 2005)

MOVEMENT

Provide comfortable seating, shade, and relevant street furniture near public transportation stops. Provide numerous spaces for play and recreation, both for building users and the community.

"Study results show that short-term green exercise improves both self-esteem and mood irrespective of duration, intensity, location, gender, age, and health status. Mood is a factor of daily life that indicates mental health and strongly influences one's feelings, ability to appreciate the moment, coping skills, and quality of life." (Barton 2009)

DAYLIGHT

Democratize daylight by moving shared spaces to the perimeter of a floor plate, where access to daylight can benefit the greatest number of people.

"Light, including daylight, is a useful treatment for seasonal affective disorder (SAD), a seasonal form of depression" (Boyce 2003)

EDG RESPONSE

BOARD GUIDANCE AT EDG

1. MASSING, TOP OF TOWER, AND PODIUM OPTIONS:

The Board appreciated the applicant's proposed massing options and how they each proposed to address and incorporate the uniqueness of the site, the geometric shift in the street grids, the visibility of the tower from various vantage points within the neighborhood, and the sculpting of the massing through various architectural strategies. Although the Board appreciated the potential dynamism of the 'Bend' option with its curved facades, the Board was most intrigued by the 'Fold' massing option and it's break down into faceted scale elements, integrated podium, and carved tower top. Moving forward, the Board recommended developing the preferred 'Fold' massing option with the following guidance:

a. Tower Fold Concept: The Board supported the faceted planes of the 'Fold' massing and how they pulled away from the corner of Borealis Avenue and Denny Street, successfully slimming the tower mass when viewed from the north. The Board also appreciated how this move created a visual transition from the curved geometry of 'The Spire' tower to the northwest to the boxier shape of the 'Block V' development directly to the south across Battery St. Moving forward, the Board recommended that the 'Fold' concept be retained and further developed through the articulation of the facades and application of materials to further enhance the architectural concept. (A-1, A-2, B- 2.1, B-4.1)

b. Rooftop Form: The Board noted that the shape and modulation of the tower top was of particular importance for this project based on the site's position in the city and its visibility from many directions. The Board had concerns that the design of the upper portion of the building did little to promote visual interest and variety in the downtown skyline and that the upper-level decks appeared arbitrary and unrelated to the 'Fold' concept. Moving forward, the Board recommended that the applicant continue to study the design of the upper portions of the building to further reinforce the architectural concept while providing a more sculpted terminus to the central mass. (A-2.1, B4.1)

c. Tower and Podium Integration: The Board appreciated the overall design of the podium levels of the building and strongly supported how the tower portion of building was brought down to grade on the 7th Avenue side, successfully integrating the two portions of the building together. Moving forward, the Board recommended that the applicant study ways to incorporate similar intermixing of the tower and podium on the Battery St, Borealis Ave, and alley sides of the building. (B-2.3, B-3.2, B-4.1)

d. Podium Design: The Board appreciated the articulation of the building's podium with the smaller scaled faceted facades, which reference the larger architectural massing concept of the tower above. The Board also highlighted the subtle differences between storefront fenestration into residential units and spandrel/louvers that blur the visibility of the above-grade parking and not drawing attention to itself. The Board recommended that this blurring of uses behind the facades of the podium be retained moving forward. (B-4.2, C-2.1, C-3.1, E-2.1)

2. STREETSCAPE AND GROUND LEVEL USES:

a. Battery Street Activation: The Board appreciated the overall approach to the programing of the ground level as shown on page 42 of the EDG packet. The Board specifically supported the proposed retail and lobby uses on 7th Ave, the retail and spill out space at the corner of 7th Ave, Denny St, and Borealis, the two well-separated vehicle access points that reduce traffic on the alley, and the dedicated bike access provided from 7th Ave. The Board was concerned, however, with the lack of active uses along the Battery Street frontage and the Board recommended that the applicant study providing a second residential entry or increased corner retail size to promote more pedestrian activity along Battery St. (B-4.2, C-1, C-4, C-6, E-1)

b. Landscaping. The Board supported the overall streetscape and landscape design shown on pages 48 and 49 of the EDG packet. The Board appreciated the thoughtful courtyard proposed in the right-of-way at the terminus of 7th Ave that buffers pedestrians from Denny St, the landscape provided in front of the adjacent corner retail space, and the inclusion of additional pockets of planting along Borealis Ave. The Board recommended that these positive attributes be retained moving forward. (D-1, D-2, D-3)

c. Borealis Facade. The Board supported the location of the transformer and electrical rooms on Borealis Ave and acknowledged the length of blank wall associated with each use. Moving forward, the Board strongly recommended that the applicant work with Seattle Department of Transportation to provide as much space between the building and sidewalk to provide adequate planting area to help screen the blank wall. In conjunction with the landscaping, the Board also recommended providing adequate overhead weather protection, facade articulation, and material application to screen the blank wall conditions. It was also encouraged the applicant continue to explore creative ways to minimize the length of the blank wall. (C-3.1, C-5.1, D-2.1)

d. Entry Locations. The Board supported the location of the main residential entry on 7th Ave and appreciated its integration into the tower mass that was brought to the ground in this location. The Board recommended that all of the entries to the building should be differentiated and easily identifiable. (C-4)

3. DEPARTURES:

1. Max Tower Width (23.49.58.C.2.a): The Board indicated preliminary support of the departure request, finding that the additional tower width allows for added interest and increased modulation. The success of the design relies on the floor plan as shown for option 3 on page 54 of the EDG packet and if all of the recommendations and guidance in this report are resolved, the design with this departure has the potential to better meet the intent of Design Guidelines B-1 Respond to the Neighborhood Context and B-2 Create a Transition in Bulk & Scale.

2. Blank Facade Limits (23.49.56.D.3.a): Although the Director ultimately approves this modification as a Type I Decision, the Board expressed preliminary support of this code departure based on the characteristics of the small site necessitating the need for building services to be located along the street frontage in-lieu of the alley. If all recommendations and guidance in this report are resolved, the design with this departure has the potential to better meet the intent of Design Guideline C-3.1. Desirable Facade Elements, D-2 Enhance the Building with Landscaping, and E-3 Minimize the Presence of Service Areas.

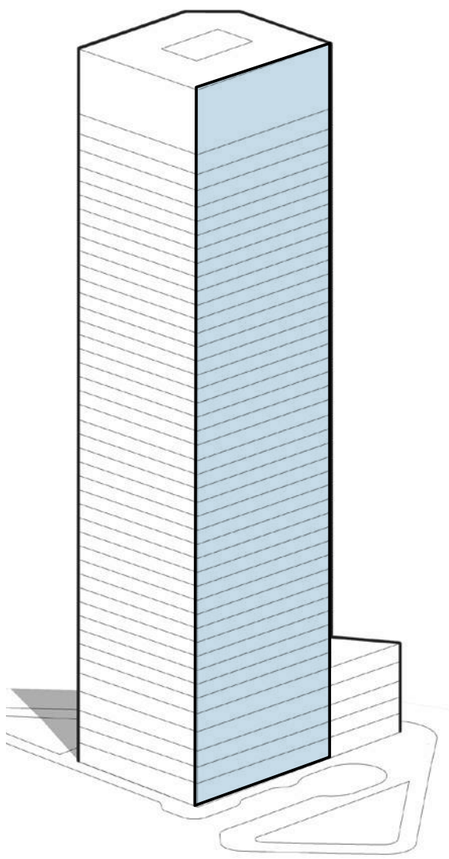
Early study model of the folded elements defined in their most basic form as folded planes.

EDG RESPONSES **I.A** Tower Fold Concept

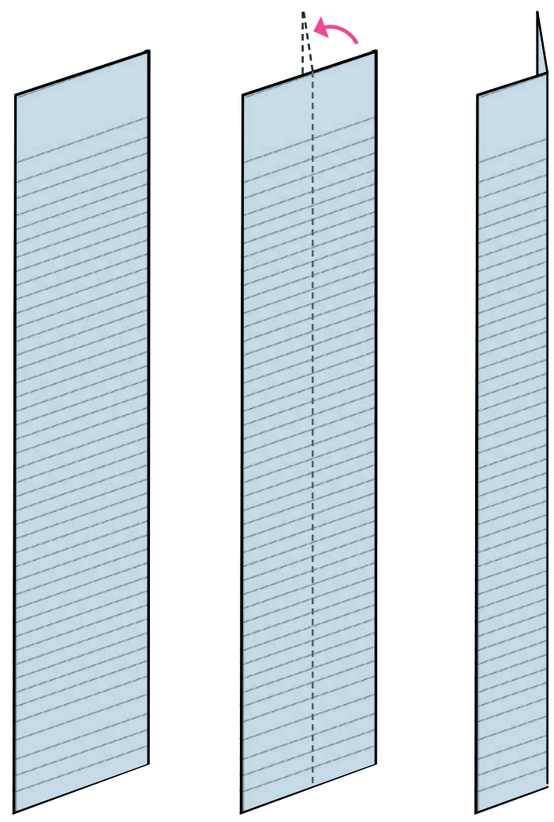
The Board supported the faceted planes of the 'Fold' massing and how they pulled away from the corner of Borealis Avenue and Denny Street, successfully slimming the tower mass when viewed from the north. The Board also appreciated how this move created a visual transition from the curved geometry of 'The Spire' tower to the northwest to the boxier shape of the 'Block V' development directly to the south across Battery St. **Moving forward, the Board recommended that the 'Fold' concept be retained** and further developed through the articulation of the facades and application of materials to further enhance the architectural concept. (A-1, A-2, B- 2.1, B-4.1)

RESPONSE: "BREAK FROM THE BOX"

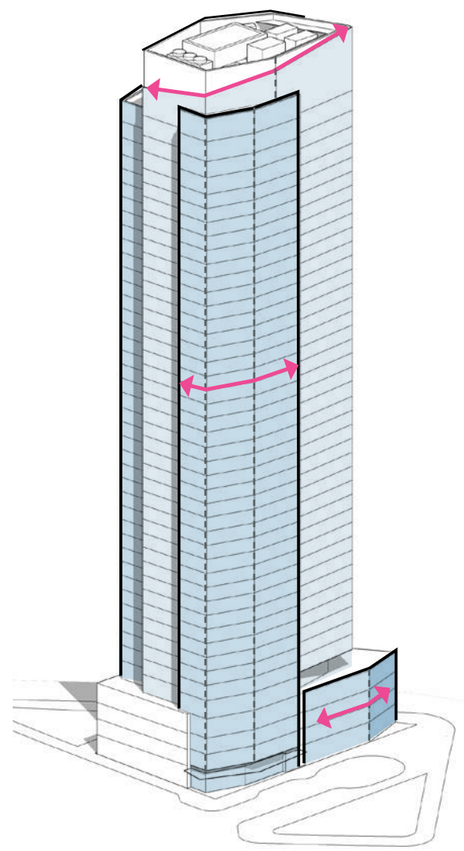
The Fold concept and massing has been retained and carried further through the architecture. The core concept remains, breaking a traditional rectilinear facade down vertically by creasing and folding the massing, contextually responding to the site and neighborhood while creating a dynamic facade that opens sight lines around the tower and breaks down the visual bulk and scale of the building.



Traditional Residential Tower Form



"Crease and Fold"

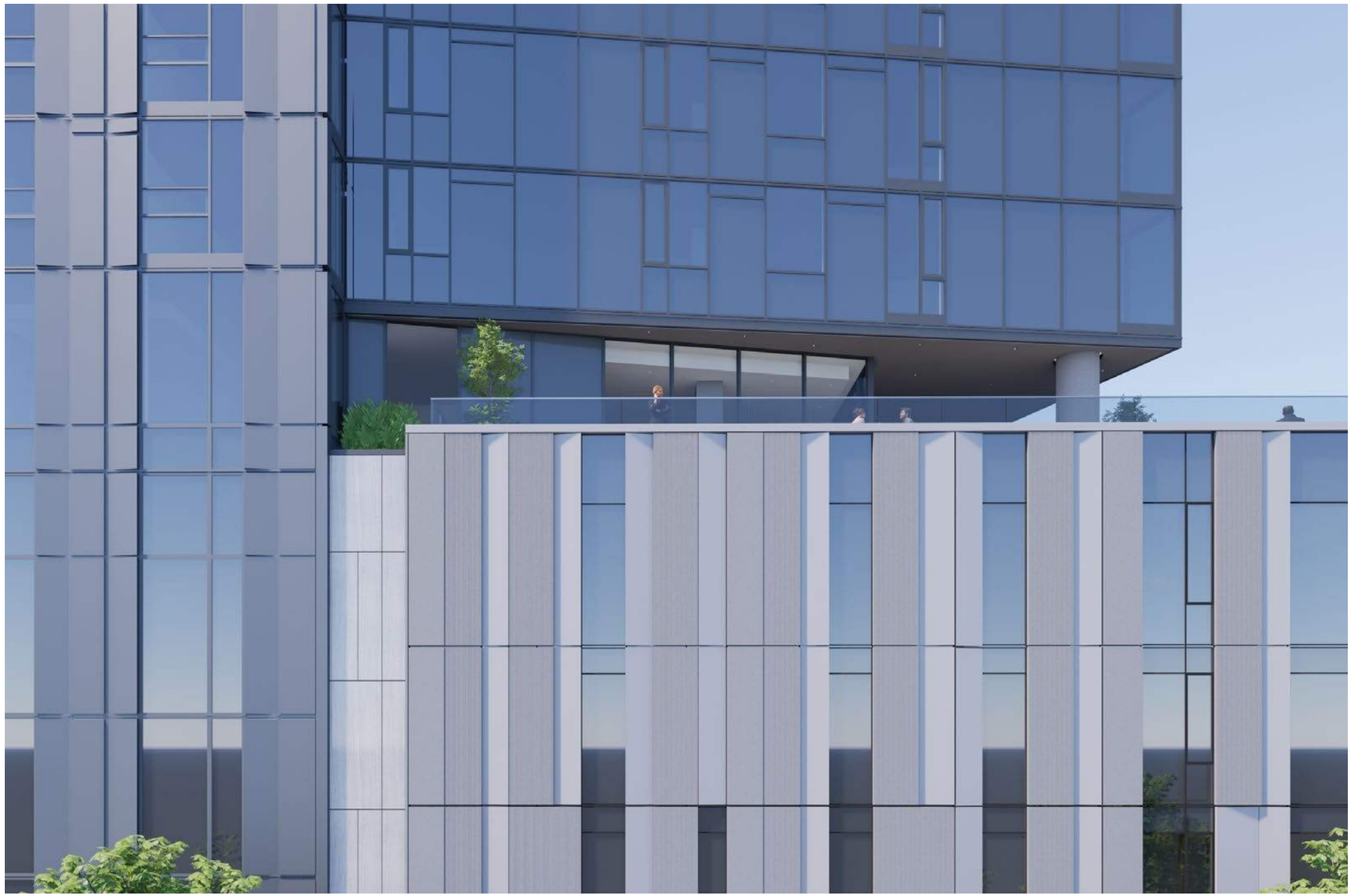


Updated Tower Massing

The Board supported the faceted planes of the 'Fold' massing and how they pulled away from the corner of Borealis Avenue and Denny Street, successfully slimming the tower mass when viewed from the north. The Board also appreciated how this move created a visual transition from the curved geometry of 'The Spire' tower to the northwest to the boxier shape of the 'Block V' development directly to the south across Battery St. Moving forward, the Board recommended that the 'Fold' concept be retained and **further developed through the articulation of the facades and application of materials to further enhance the architectural concept.** (A-1, A-2, B- 2.1, B-4.1)

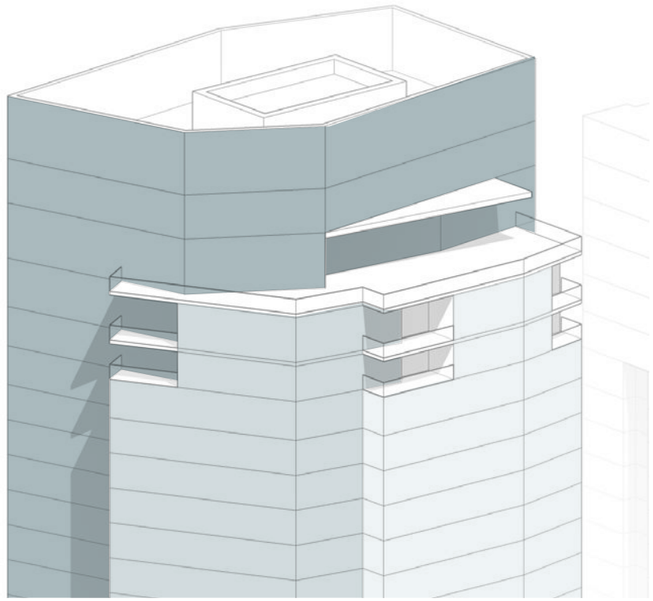
RESPONSE: "FOLDS AT MANY SCALES"

The Fold concept has also been carried through all aspects of the facade treatment from the podium to the mechanical screen. Folded panels create the solid treatments across the podium facade and solid panels in the tower, and are utilized again in the mechanical screen, canopy profile, and even the form liners for the concrete along the alley.

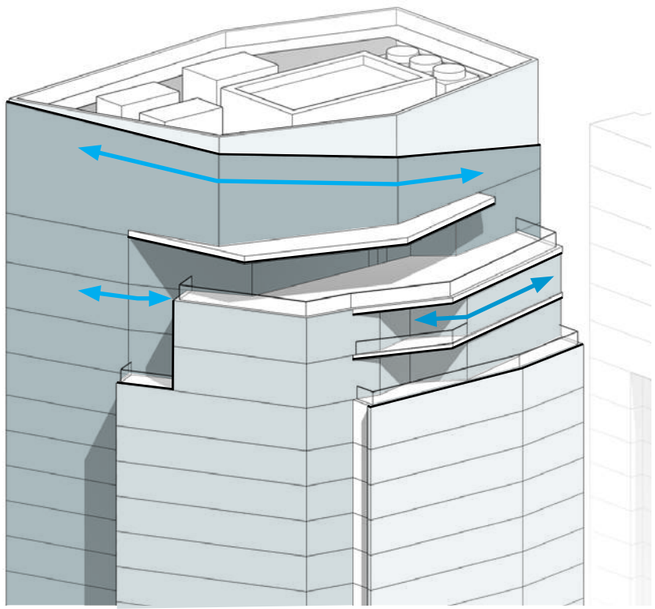


Integrated lighting in the folded facade elements activate the facade at night.

EDG



DRB

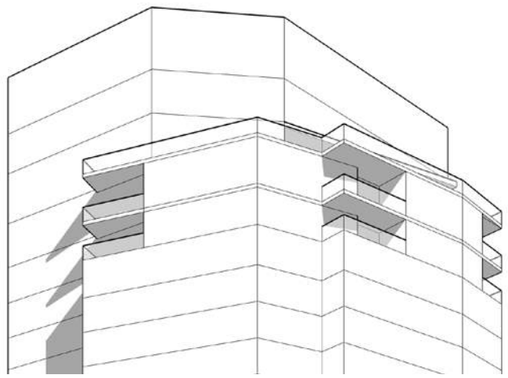
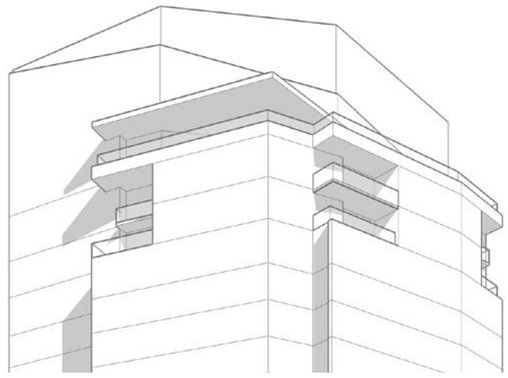
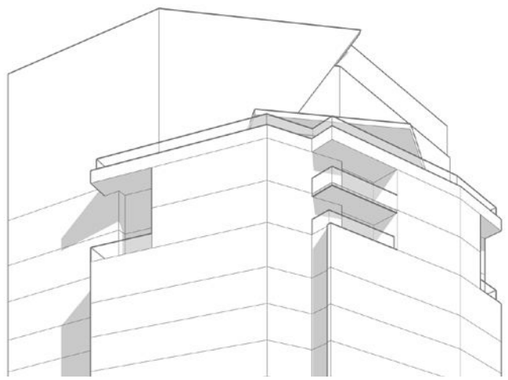


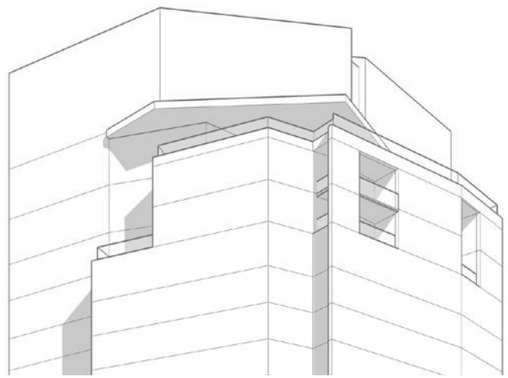
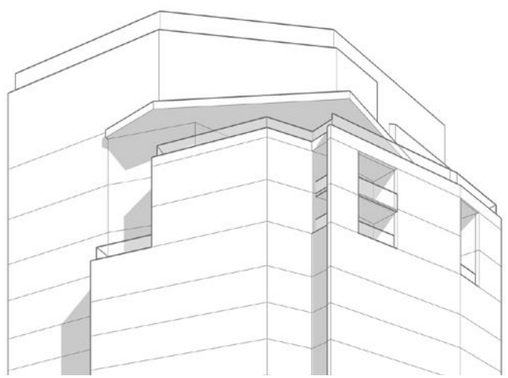
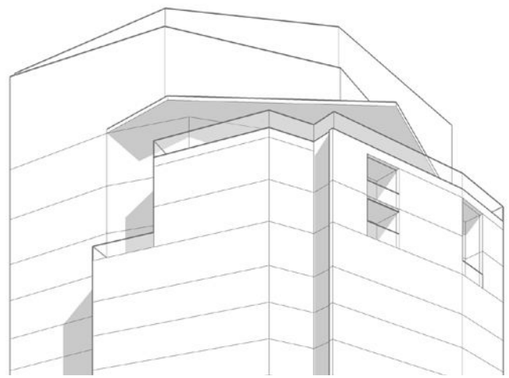
The Board noted that the shape and modulation of the tower top was of particular importance for this project based on the site's position in the city and its visibility from many directions. The Board had concerns that the design of the upper portion of the building did little to promote visual interest and variety in the downtown skyline and that the upper-level decks appeared arbitrary and unrelated to the 'Fold' concept. Moving forward, the Board recommended that the applicant continue to study the design of the upper portions of the building to further reinforce the architectural concept while providing a more sculpted terminus to the central mass. (A-2.1, B4.1)

RESPONSE: "STEP AND FOLD"

The rooftop and penthouse deck design has been re-imagined to both create a unique and identifiable element in the skyline that differs from surrounding projects, and that better implements the 'Fold' concept into the overall massing. The previous design at EDG was a simple vertical extrusion of the floorplate, terminating at the zoning and rooftop height. Now, the decks and upper levels themselves become folded elements that terrace and step the upper forms of the tower, and the rooftop canopy becomes one more move in this dynamic layered concept. The mechanical screen itself furthers that motion, folding horizontally to express the dynamic and asymmetrical nature of the design and the prominence of the northern corner. When viewed from below and the surrounding city, those elements tie together in creating a unique top that step and folds to reduce the bulk and scale of the crown and create an identifiable element, better meeting the goals of guidelines A.2.c. s

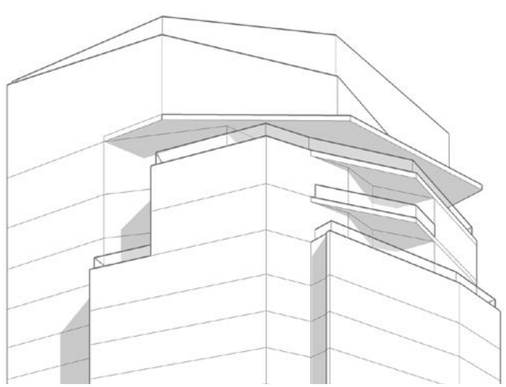
From the east: as viewed from SLU, I-5 and the rest of the Denny Triangle, the form is composed and elegant, while the glass mechanical screen folds up to the north highlighting the asymmetrical parti and prominence of the northern prow.

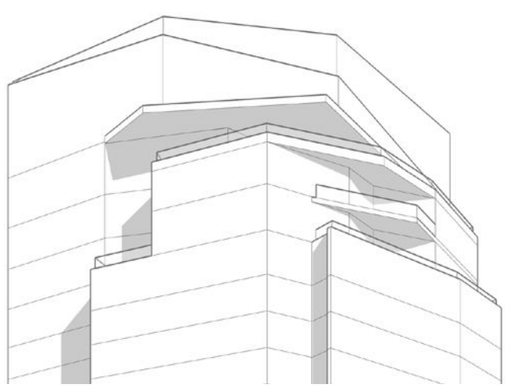
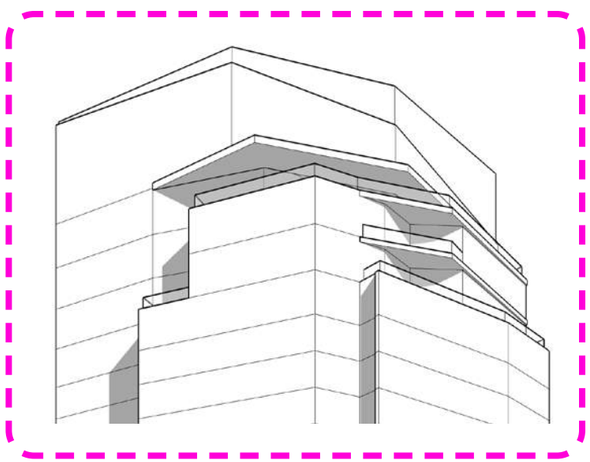




ROOFTOP TERRACE AND DECK DESIGN STUDIES

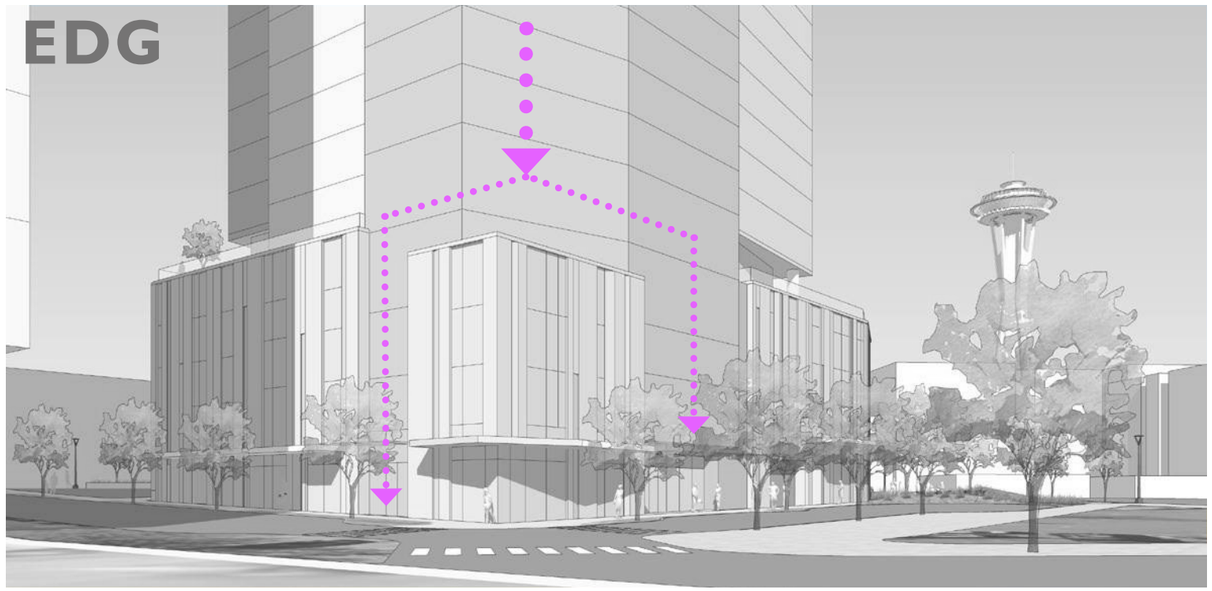
A handful of the design studies the team explored starting with the EDG massing.



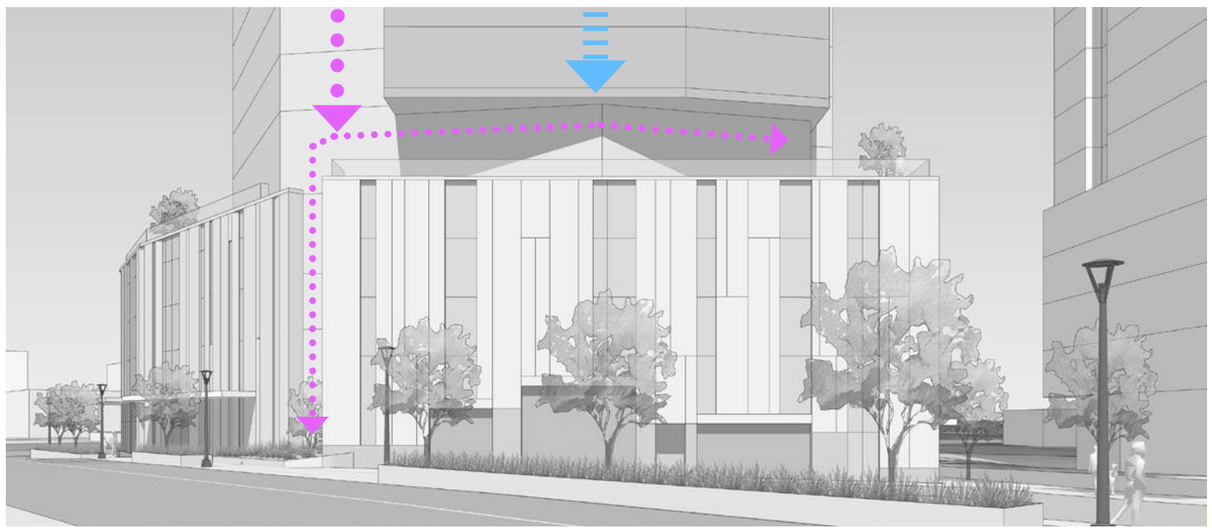



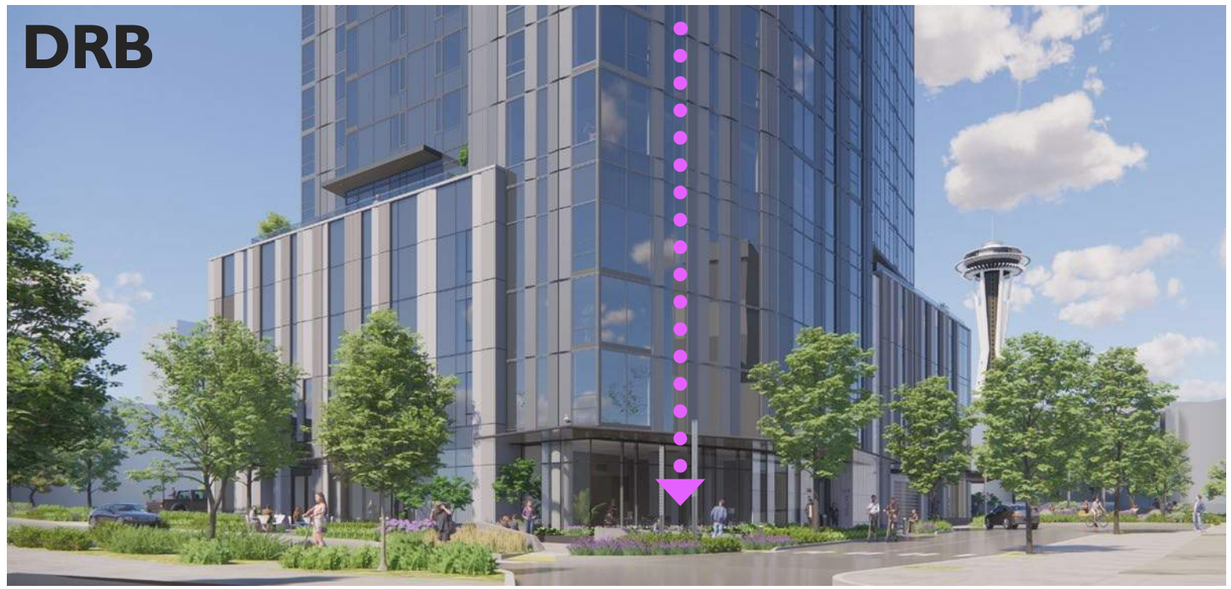
EDG RESPONSES **I.C** Tower and Podium Integration

The Board appreciated the overall design of the podium levels of the building and strongly supported how the tower portion of building was brought down to grade on the 7th Avenue side, successfully integrating the two portions of the building together. Moving forward, **the Board recommended that the applicant study ways to incorporate similar intermixing of the tower and podium on the Battery St, Borealis Ave, and alley sides of the building**. (B-2.3, B-3.2, B-4.1)



7th and Battery Corner at EDG. The small podium "attachment" at the corner was disconnected, busy, and broke up the larger verticality in the facade and removed the ability to increase area for the public at grade. Along the alley, the tower floated above the podium and was only expressed to grade at one narrow point on the corner.





As the team studied how to better connect the tower to grade and increase the pedestrian realm, it became clear the small detached podium element at the corner was an encumbrance to the design and inconsistent with the Board's guidance to bring the tower to grade. Removing that element opened up grade, views around the project, wayfinding to the main building entry, and allowed additional space for landscaping, seating, and pedestrian circulation. Through studies of the neighbors' plans we found it also mimicked the shaping of nearby projects as shown on page 24. Similar to the west facade, the alley and corner on Borealis now both extend down into the podium. At the corner on Borealis the tower expression that comes to grade has been enlarged, and the central tower mass now extends all the way down to SPU's 26' clearance.

Neighborhood Scale

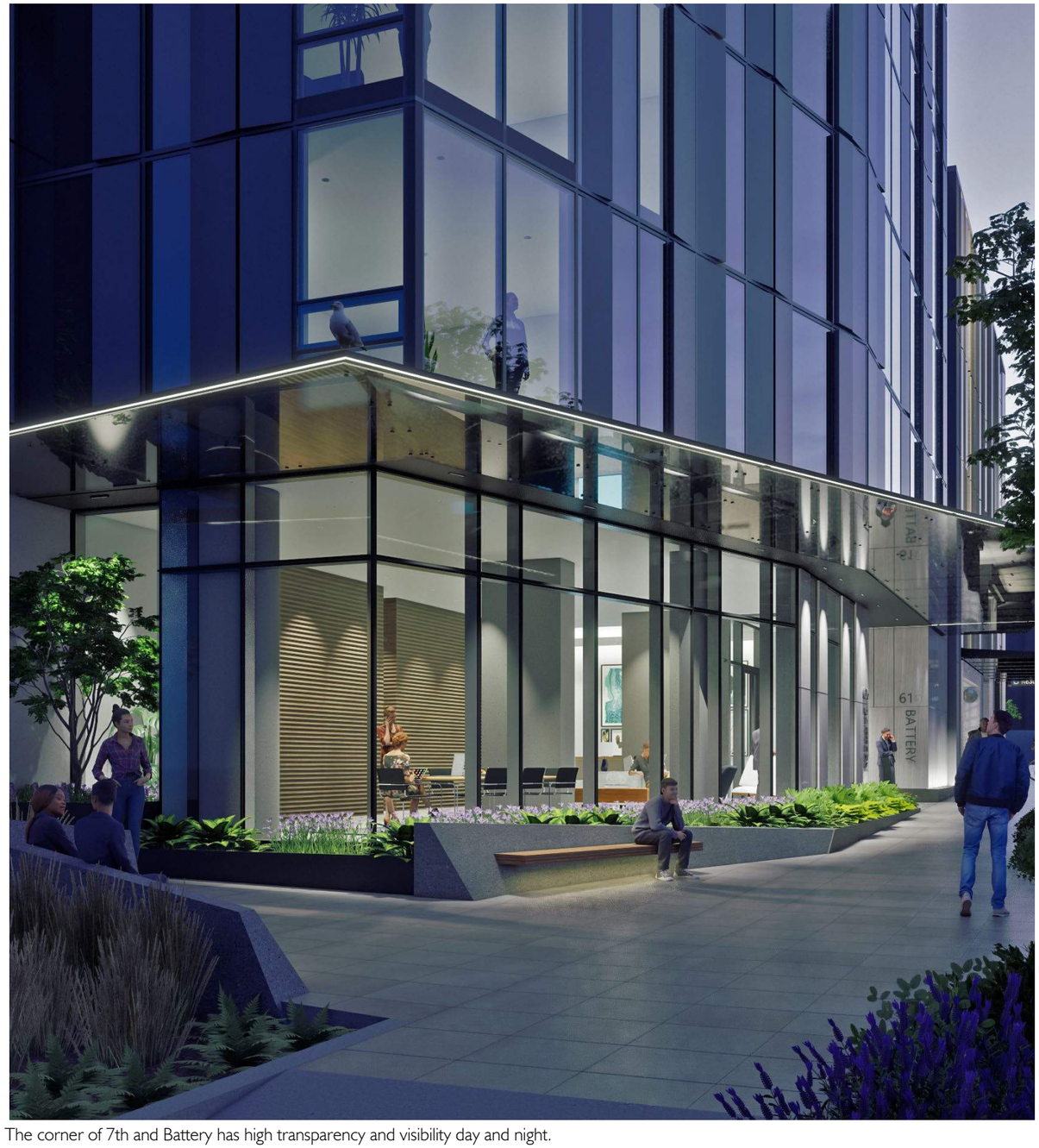
Not only did the removal of the corner element create a larger space for pedestrians with greater visibility towards the main building entry, but it clarified the larger architectural expression with the entire tower coming to grade and creating a stronger visual expression of the main building lobby and entry.

A single, larger move in the building geometry carries to grade for the entire expanse of the building lobby, clarifying the main corner of the building from a highly prominent viewing angle to the east.

Pedestrian Scale – 7th and Battery Corner

No setbacks, seating or landscaping, low visibility to main entry. Hierarchy of entry to retail and main building lobby confusing.

Enlarged pedestrian space, higher transparency, and greater visibility to the main building entry better promote pedestrian interaction per guideline C.1



The corner of 7th and Battery has high transparency and visibility day and night.

The Board appreciated the articulation of the building's podium with the smaller scaled faceted facades, which reference the larger architectural massing concept of the tower above. The Board also highlighted the subtle differences between storefront fenestration into residential units and spandrel/louvers that blur the visibility of the above-grade parking and not drawing attention to itself. The Board recommended that this blurring of uses behind the facades of the podium be retained moving forward. (B-4.2, C-2.1, C-3.1, E-2.1)

RESPONSE: "SEAMLESS SCREEN"

The podium design and screening solutions shown at EDG have been expanded to include the tower skin and blending of the two systems into a seamless skin system. Activation day and night through transparency, lighting and textured materials creates an elegant podium design that makes the parking program completely invisible to the public.

View from across Denny Way to the north.

Light is treated as another material on the project, and the podium features hidden vertical lighten elements that create energy and activation at night. Dimmable RGB allows for dynamic configurations year round.

Areas highlighted in pink feature a secondary layer of lighting effects that further activate facades in the evening.

EDG RESPONSES **2.A** Battery Street Activation

The Board appreciated the overall approach to the programing of the ground level as shown on page 42 of the EDG packet. The Board specifically supported the proposed retail and lobby uses on 7th Ave, the retail and spill out space at the corner of 7th Ave, Denny St, and Borealis, the two well-separated vehicle access points that reduce traffic on the alley, and the dedicated bike access provided from 7th Ave. The Board was concerned, however, with the lack of active uses along the Battery Street frontage and the Board recommended that the applicant study providing a second residential entry or increased corner retail size to promote more pedestrian activity along Battery St. (B-4.2, C-1, C-4, C-6, E-1)

RESPONSE: "BATTERY ST. RETAIL, LANDSCAPING AND LIGHTING"

Retail is not required on Battery, but grade challenges, back of house access to trash and loading, and the disconnection of the lobby and leasing, along with Board feedback, led to a redesign of the program on Battery Street. A more transparent residential lounge with landscaping and public space now greet pedestrians at the corner. The new retail location provides an entry closer to the midpoint along the street which the Board suggested, and creates a stronger connection with the widened paving and planting strip that is midblock.

EDG

DRB

Courtyard in the R.O.W. has been coordinated with SDOT and will provide spill-out space for retail and the public.

Corner conditions, landscape patterns and enhanced crossings have been designed to create a more contiguous streetscape experience for pedestrians.

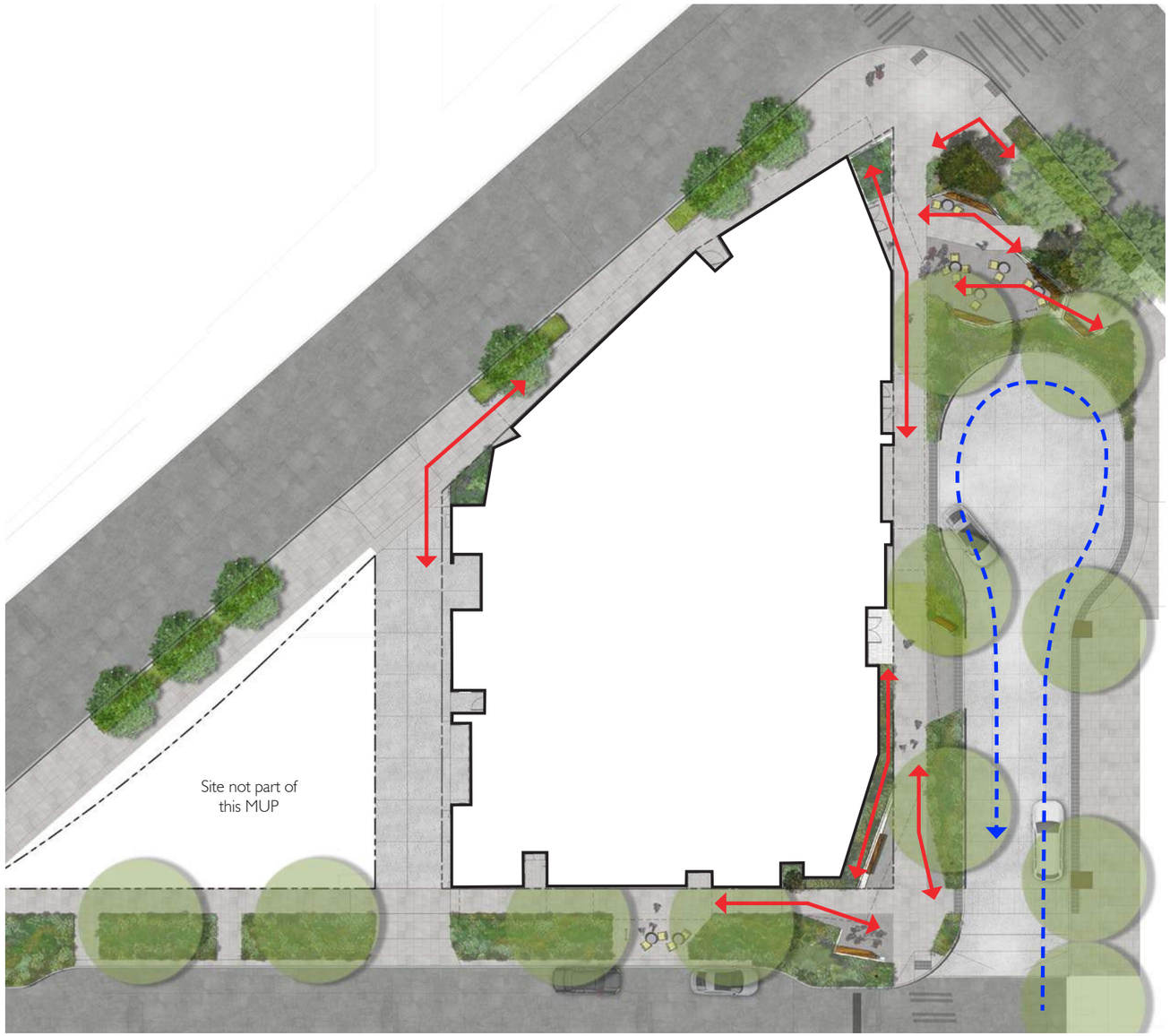
Retail along Battery better activates the facade, while deeper landscaping and larger spillout space create a more intimate pedestrian realm.

The program along Battery has been modified to increase transparency while the retail entry has been shifted closer to mid block.

Lighting elements, integrated in the landscaping, facade and copies, provide a safe and active space day and night and create a dynamic environment for pedestrians.

EDG RESPONSES **2.B** Landscaping

The Board supported the overall streetscape and landscape design shown on pages 48 and 49 of the EDG packet. The Board appreciated the thoughtful courtyard proposed in the right-of-way at the terminus of 7th Ave that buffers pedestrians from Denny St, the landscape provided in front of the adjacent corner retail space, and the inclusion of additional pockets of planting along Borealis Ave. The Board recommended that these positive attributes be retained moving forward. (D-1, D-2, D-3)



RESPONSE:

The landscaping concept from EDG has been retained and further detailed and developed, folding the landscape both in plan and topography to bolster the architectural concept. Currently in coordination with SDOT, we have proposed the reconfiguration of 7th Ave. be raised to create a woonerf style turnaround that will slow traffic, promote pedestrian activity, and better serve future development in the area.

Pedestrian view from the corner of Borealis and Denny Way showing the new plaza at the end of 7th and corner retail.

Aerial view at the corner of 7th and Battery with widened planting and curb bulbs (on Battery) and the new street configuration for 7th.

EDG RESPONSES **2.C** Borealis Facade

The Board supported the location of the transformer and electrical rooms on Borealis Ave and acknowledged the length of blank wall associated with each use. Moving forward, the Board strongly recommended that the applicant work with Seattle Department of Transportation to provide as much space between the building and sidewalk to provide adequate planting area to help screen the blank wall. In conjunction with the landscaping, the Board also recommended providing adequate overhead weather protection, facade articulation, and material application to screen the blank wall conditions. It was also encouraged the applicant continue to explore creative ways to minimize the length of the blank wall. (C-3.1, C-5.1, D-2.1)

RESPONSE:

Raised planting has been coordinated with SDOT to help screen blank portions of the facade as much as possible, while also providing separation from the bus lanes on Borealis. A form-lined concrete wraps the transformer room and meets blast requirements; curtainwall and storefront systems that match the podium above cover the rest of the street. Overhead weather protection has also been extended nearly the full length of the facade, only terminating above the stormwater planter at the corner.

View across Borealis Ave. from the west.

Blank facades many times present the biggest challenge at night when they leave dark unsafe stretches of sidewalk. On Borealis integrated canopy lighting, wall wash, and podium lighting all combine to create an active, safe zone day or night.

The skin system for the podium above extends all the way to grade around the electrical room.

Integrated customizable RGB overhead lighting washes the wall and accentuates the vertical folded texture in the cast in place concrete required around a transformer vault.

EDG RESPONSES **2.D** Entry Locations

The Board supported the location of the main residential entry on 7th Ave and appreciated its integration into the tower mass that was brought to the ground in this location. The Board recommended that all of the entries to the building should be differentiated and easily identifiable. (C-4)

RESPONSE:

Each public/private entry location for the building has gained its own expression, hierarchy and character. The main building entry and lobby are the most pronounced from a building massing standpoint. View angles from multiple directions were analyzed to make sure it was highly visible and announced through all aspects of the design.

The four major pedestrian entry points of the building, with their hierarchical order denoted by the size of arrow.

Visibility of the lobby entry from the corner of 7th and Battery, the main axis connecting to the rest of the Denny Triangle, was improved and a unique special folded canopy announces the presence of the main building lobby.

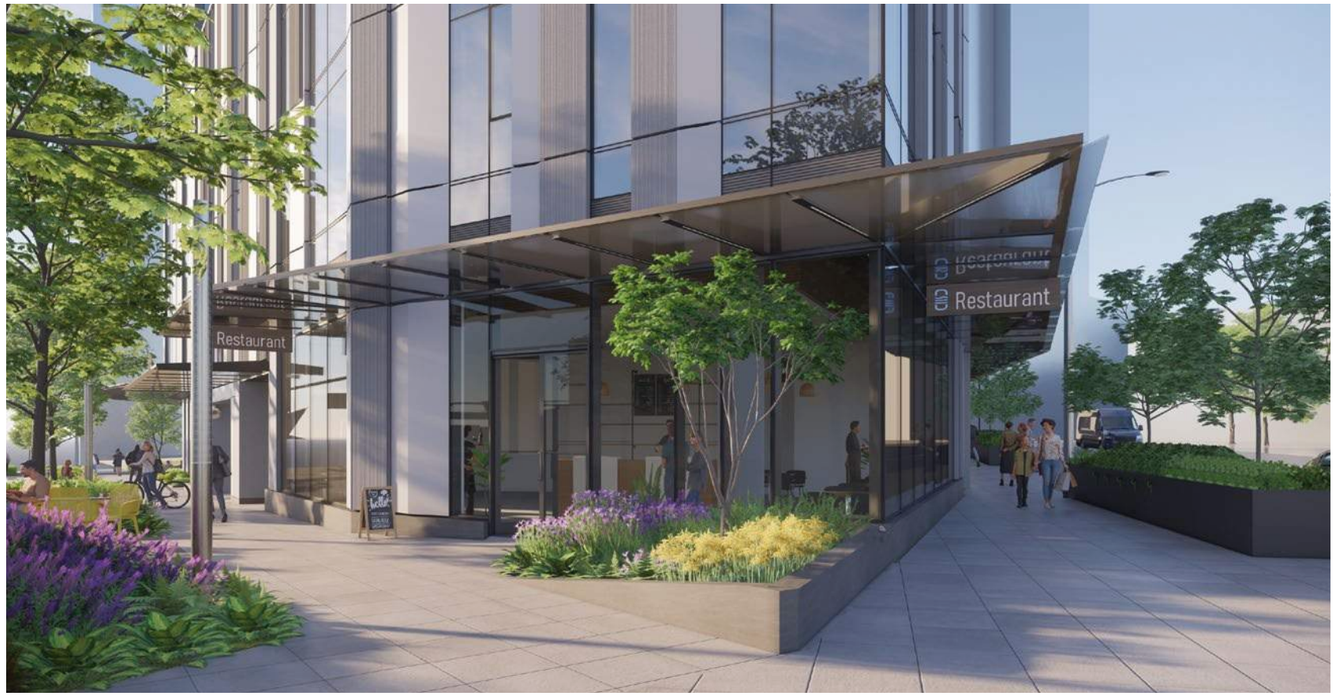
The main building entry is defined by not only the massing, but also ground level treatments, paving, landscaping, canopies and lighting, all of which are unique.

The Board supported the location of the main residential entry on 7th Ave and appreciated its integration into the tower mass that was brought to the ground in this location. The Board recommended that all of the entries to the building should be differentiated and easily identifiable. (C-4)

RESPONSE:

The secondary entires to the building are unified through canopy details and expressions, but each have their own character that relates to the spaces it connects. The northern retail space is defined by the folded geometry that creates additional open space. The retail space on Battery utilizes the same canopy detailing, with a recessed entry and a signage band above the space. The bike entry features its own stepped canopy that ties the major transportation entries together, and will feature a glass entry and LED signage. Because the bike room is only for residents and not the public, the hierarchy and visual cues were reduced from the other entry points.

Bike entry on 7th Ave.



Retail at intersection of Denny Way, Borealis and 7th Ave.

Retail facade along Battery Street.

STREETSCAPE & PODIUM

COMPOSITE GROUND LEVEL PLAN

KEY

- BOH / Parking
- Mech / FLS
- Common Amenity
- Retail
- Residential Entry
- Retail Entry
- Automotive Entry
- Bike Entry

Raised planters screen the BOH functions on the building and allows trees to grow over the old tunnel that remains below the sidewalk.

The short stretch of blank facade on Borealis features decorative lighting, formwork and extensions of the facade from above to screen the uses for pedestrian.

Stormwater planter anchors the corner with landscaping.

New alley buildout and curb ramp per SDOT

Landscaping and streetscape improvements around entire block front being accommodated in this project, including new curb bulbs

This site is not included as part of this MUP.

Curb has shifted into the street 7' to accommodate the new street configuration with the properties to the south.

Stormwater planter recessed into the ground so that the planting is nearly flush with curb.

Courtyard design incorporates raised planters, benches and seating that can be used by the public and retail tenants alike.

Dedicated bike entry to access bike room on the level below.

New turnaround on 7th and street re-alignment. Raised woonerf style street proposed to SDOT.

Seating and connections back to the woonerf street help identify the entry for pedestrians.

Landscaping wraps all the way north to the main building entry, helping identify the entry.

The corner of the building has been carved back and includes seating and widened sidewalks, creating a corner that increases visibility, safety and adds landscaping to enhance the pedestrian realm.

Runoff on Battery is collected and treated in this rainwater garden.

New retail configuration allows for future flexibility and connectivity with lobby and unified slab height.

Potential retail spillout located in new widened planting strip on Battery (along with bike parking).

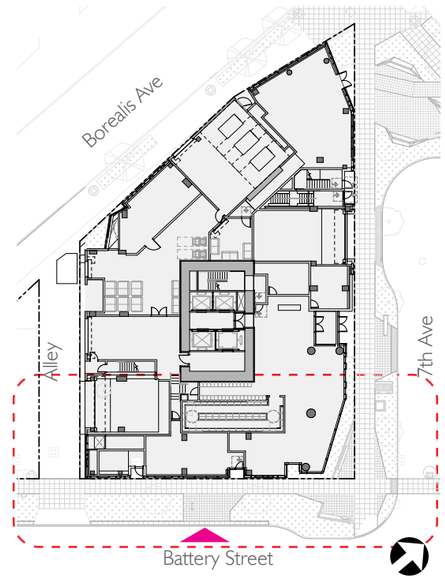
STREETSCAPE AND PODIUM Ground Level Elevations – BATTERY STREET (South Elevation)

KEY

- Residential Units
- Common Space
- BOH / Parking
- Mech / FLS
- Common Amenity
- Retail

- Residential Entry
- Retail Entry
- Automotive Entry
- Bike Entry

KEY PLAN

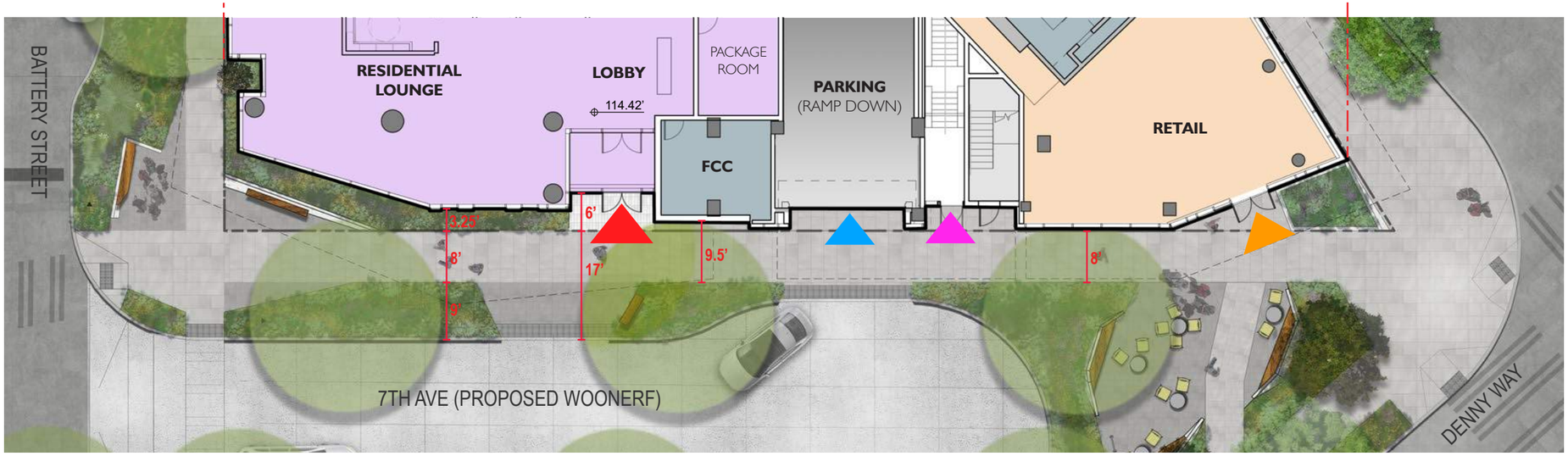


Battery Street Facade Rendering

STREETSCAPE AND PODIUM Ground Level Elevations – 7th AVE (East Elevation)

KEY

- Residential Units
- Common Space
- BOH / Parking
- Mech / FLS
- Common Amenity
- Retail
- Residential Entry
- Retail Entry
- Automotive Entry
- Bike Entry



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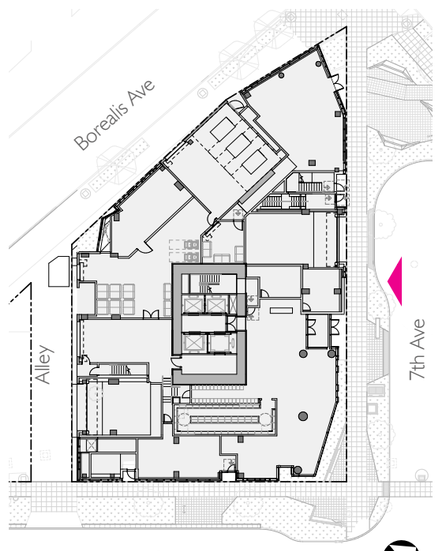
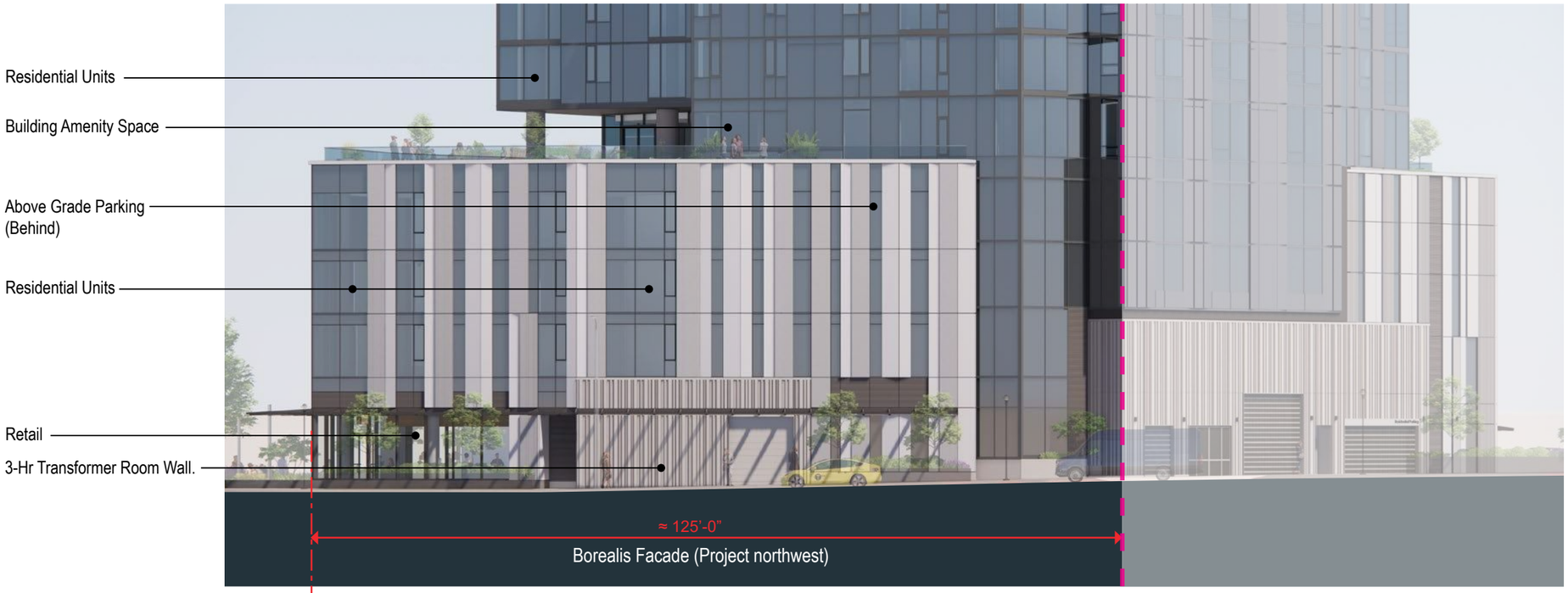
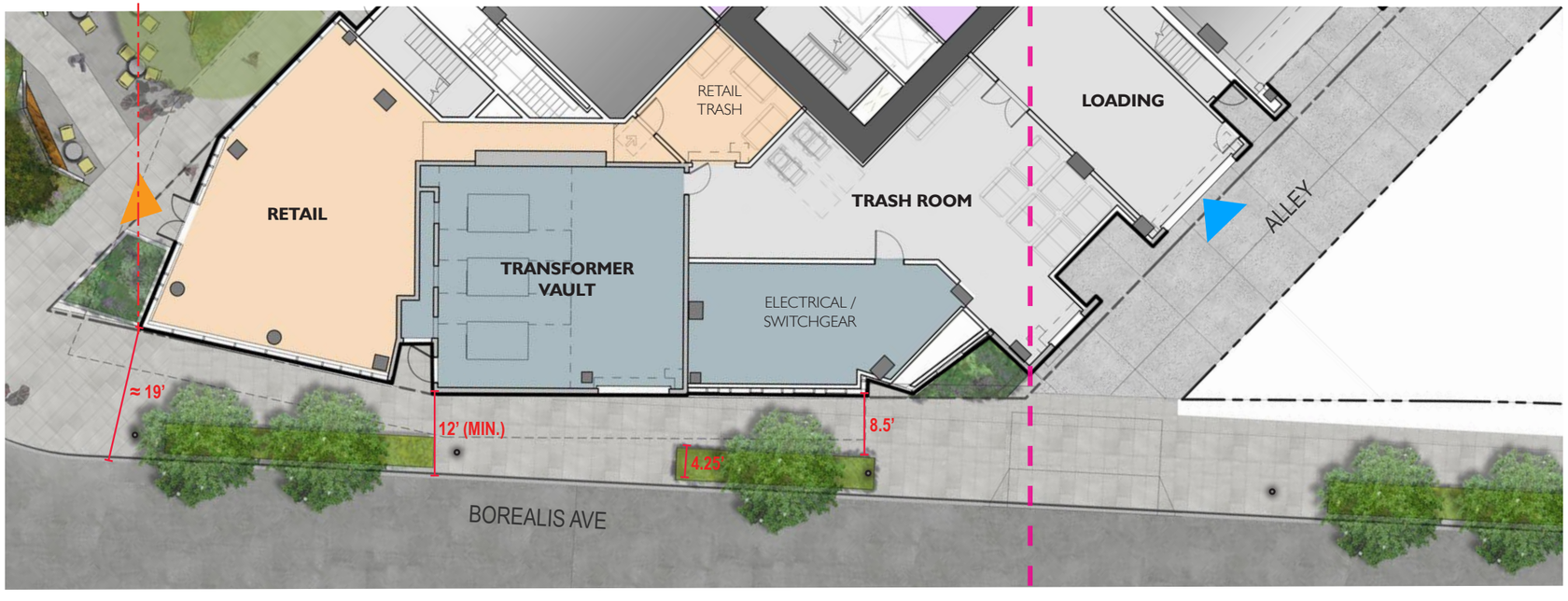


7th Ave. facade from across Denny Way to the north.

STREETSCAPE AND PODIUM Ground Level Elevations – BOREALIS AVE (North-West Elevation)



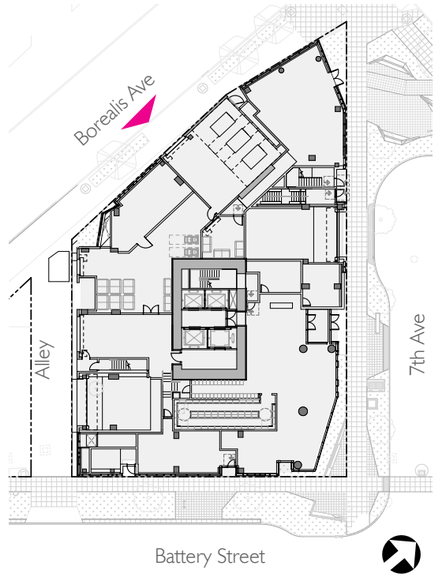


KEY

- Residential Units
- Common Space
- BOH / Parking
- Mech / FLS
- Common Amenity
- Retail

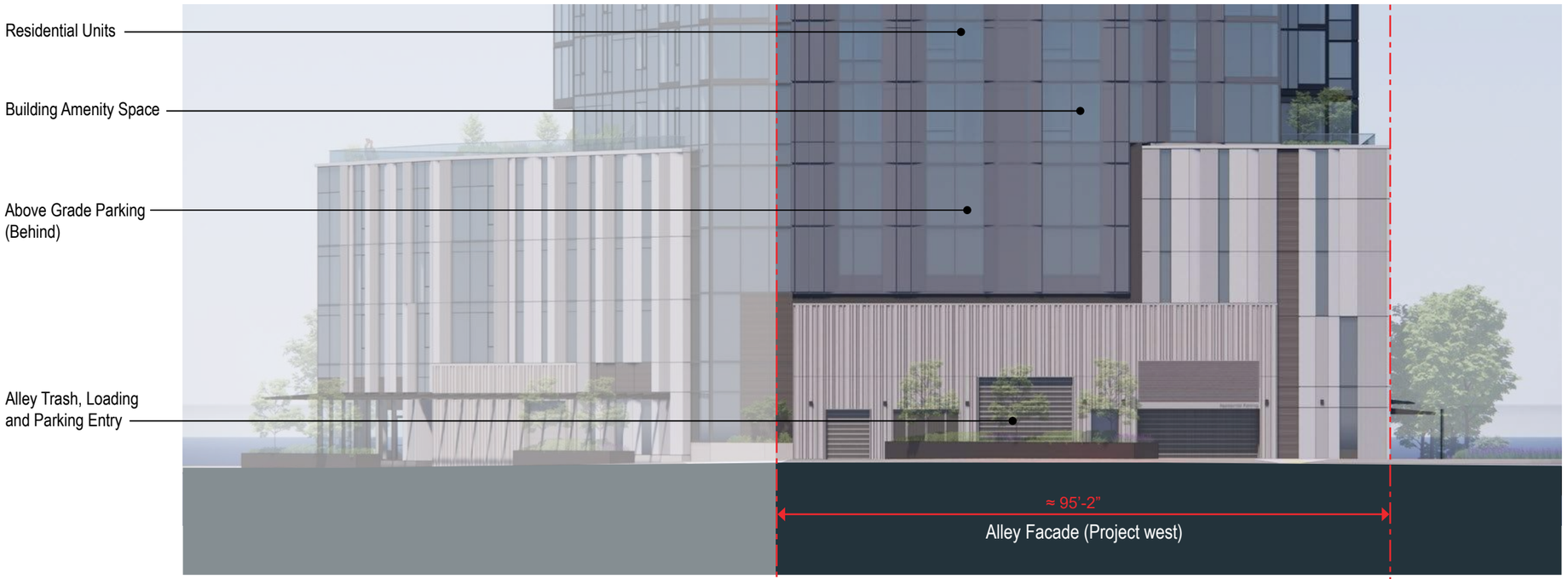
- Residential Entry
- Retail Entry
- Automotive Entry
- Bike Entry

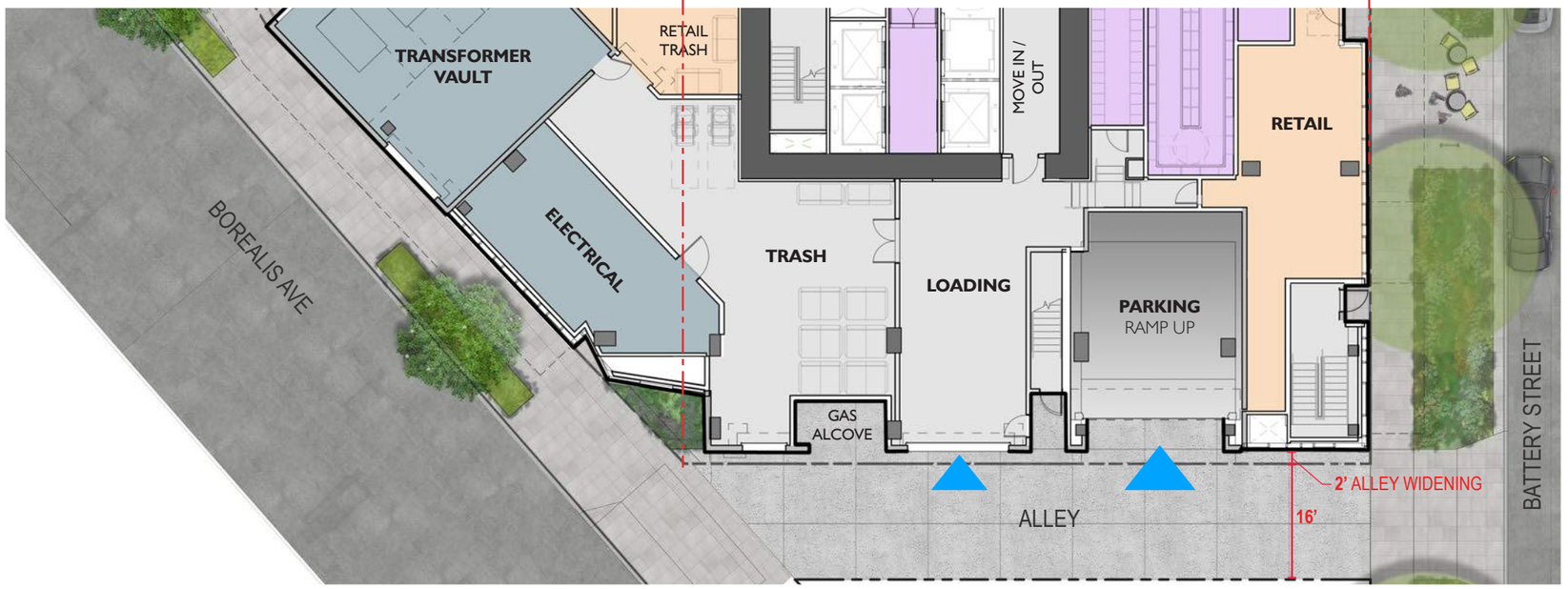
KEY PLAN



Borealis Ave. facade from across the street to the west.

STREETSCAPE AND PODIUM Ground Level Elevations – ALLEY (West Elevation)



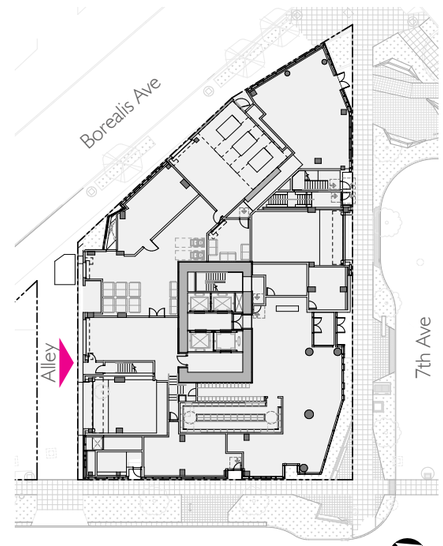


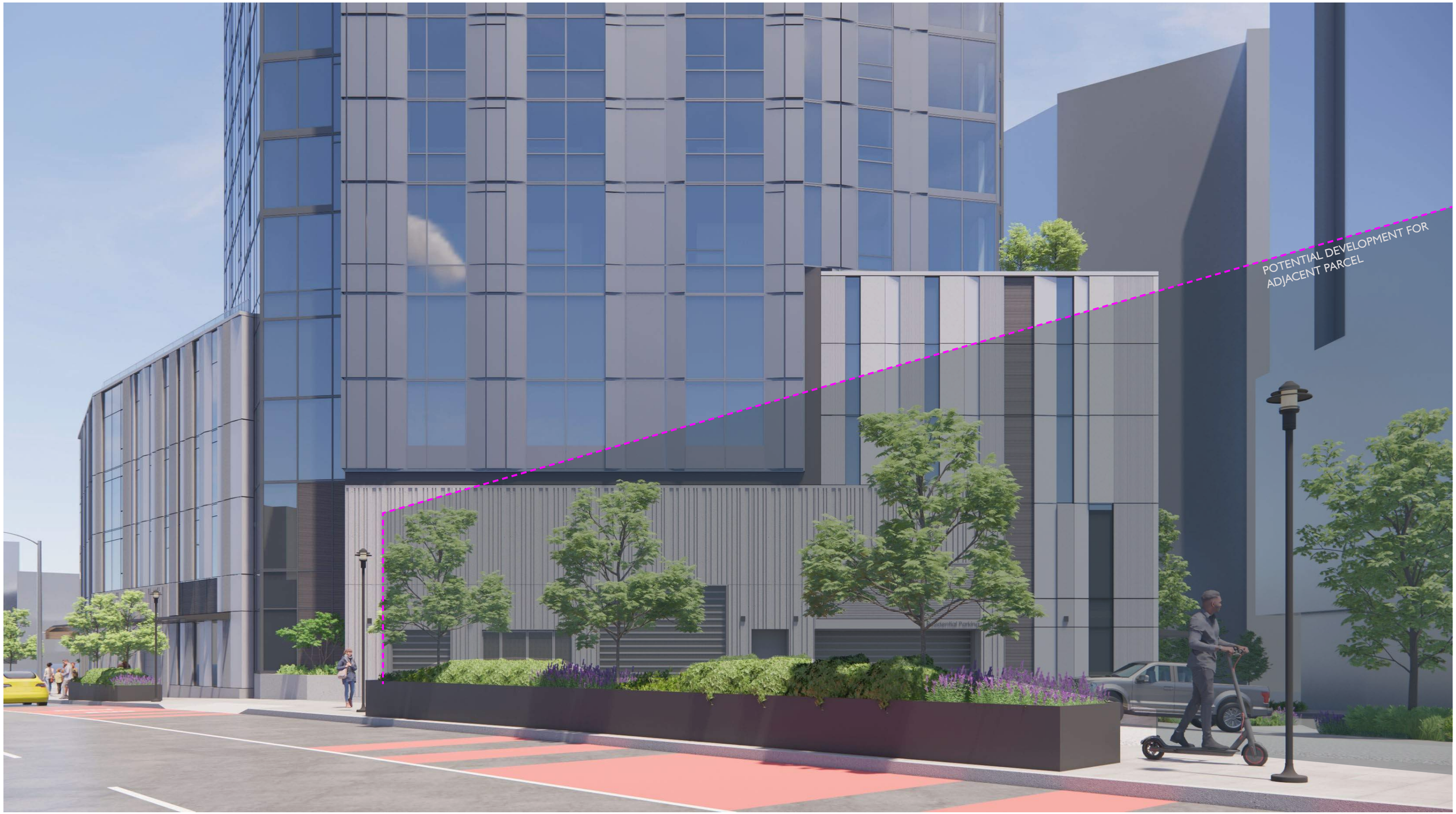
KEY

- Residential Units
- Common Space
- BOH / Parking
- Mech / FLS
- Common Amenity
- Retail

- Residential Entry
- Retail Entry
- Automotive Entry
- Bike Entry

KEY PLAN





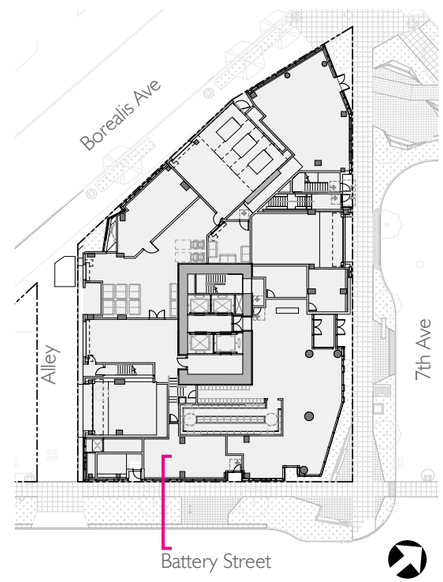
Podium and tower facade along the alley, as seen from Borealis Ave.

Section at Battery Street Retail

Section through the retial space on Battery Street.

Pedestrian view along Battery Street

KEY PLAN

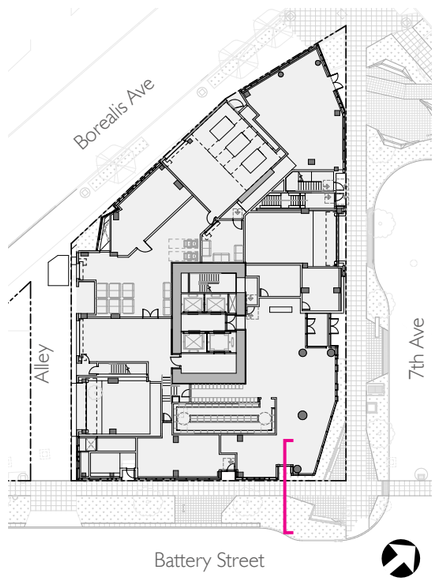


STREETSCAPE AND PODIUM Section at East Battery Street Corner

Section through the lobby corner on Battery Street.

Pedestrian view accross Battery Street

KEY PLAN

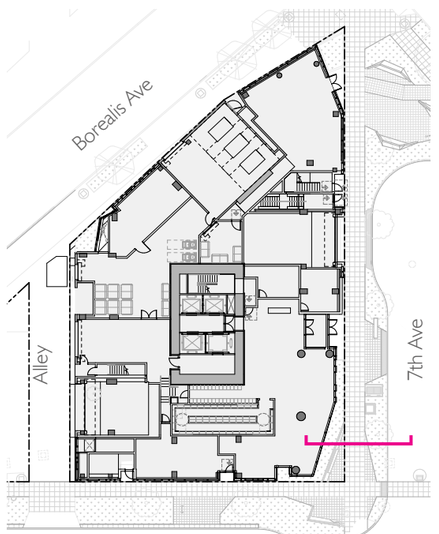


STREETSCAPE AND PODIUM Section at 7th Ave. and Battery corner

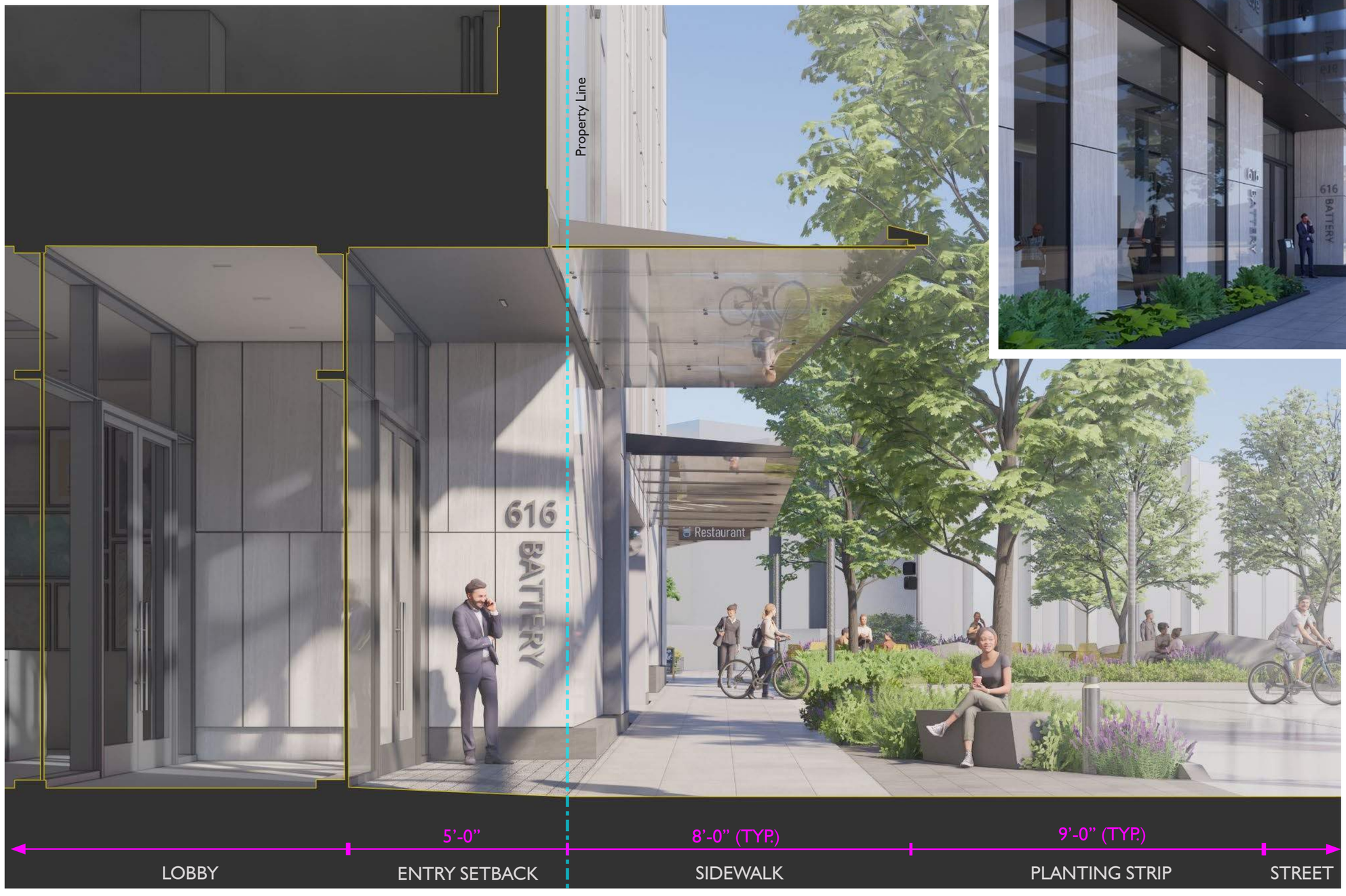
Section through lobby and setback on 7th Ave.

Pedestrian view at 7th and Battery Corner.

KEY PLAN



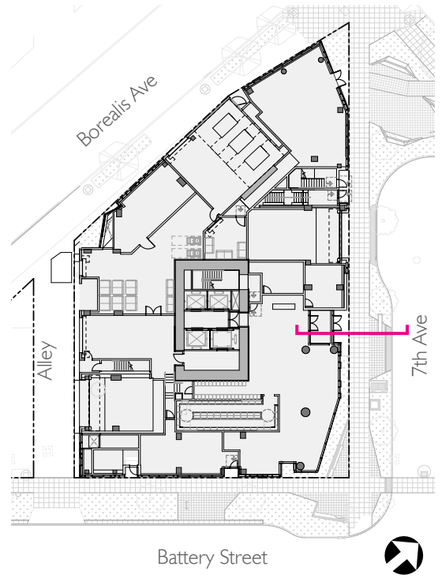
STREETSCAPE AND PODIUM Section at main building entry



Section through main building entry.

Pedestrian view at main building entry.

KEY PLAN

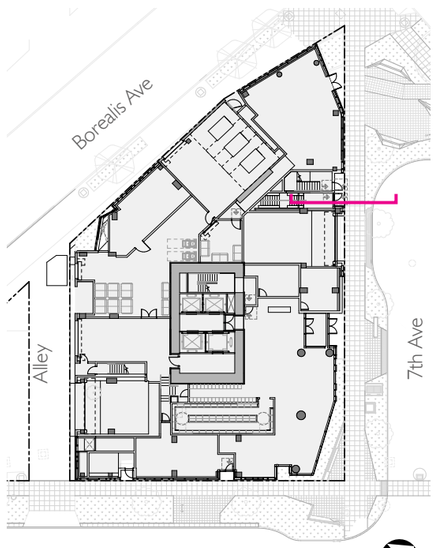


STREETSCAPE AND PODIUM Section at Bike Entry

Seciton through bike entry on 7th Ave.

7th Ave. car and bike entry.

KEY PLAN

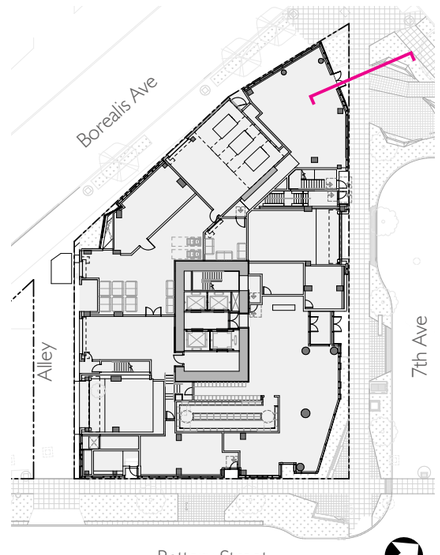


Section at northern retail and plaza

Section through retail and 7th Ave. plaza.

Pedestrian view at retail entry and plaza

KEY PLAN

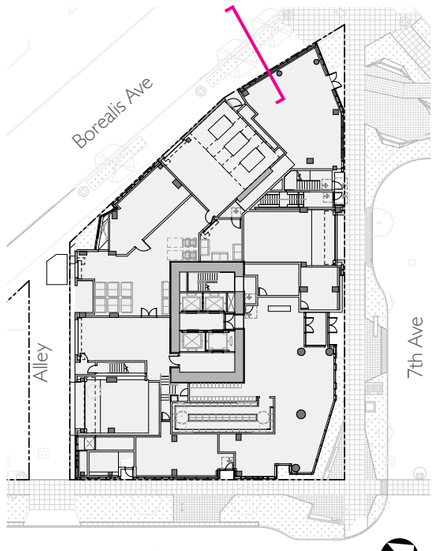


 Section at retail along Borealis

Section through retail space on Borealis

Pedestrian view from intersection of Borealis and Denny Way.

KEY PLAN

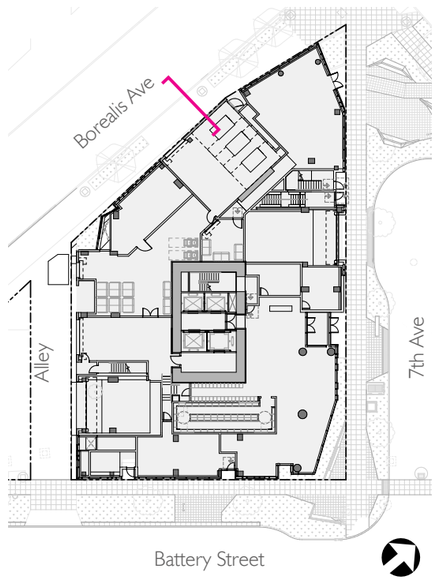


Section at transformer room on Borealis

Section through sidewalk on Borealis.

Pedestrian view along Borealis Ave.

KEY PLAN



FACADE DETAILS Podium Materials

1A Vision Glass
Blue-Gray Reflective

2A Spandrel Glass
Blue-Gray Reflective

5B Metal Mullions
Charcoal Gray

10E Metal Panel Soffits
Silver

3A Railing Glass
Clear Laminated Glass

5A Metal Mullions
Medium Gray

6A Metal Panel
Medium Gray

13A Engineered Stone
Polished Light Gray

12A Engineered Cementitious Panels
Smooth (Natural Gray)

6D Metal Panel
Light Gray

12A Engineered Cementitious Panels
Ribbed (Natural Gray)

10C Metal Canopy
Dark Gray

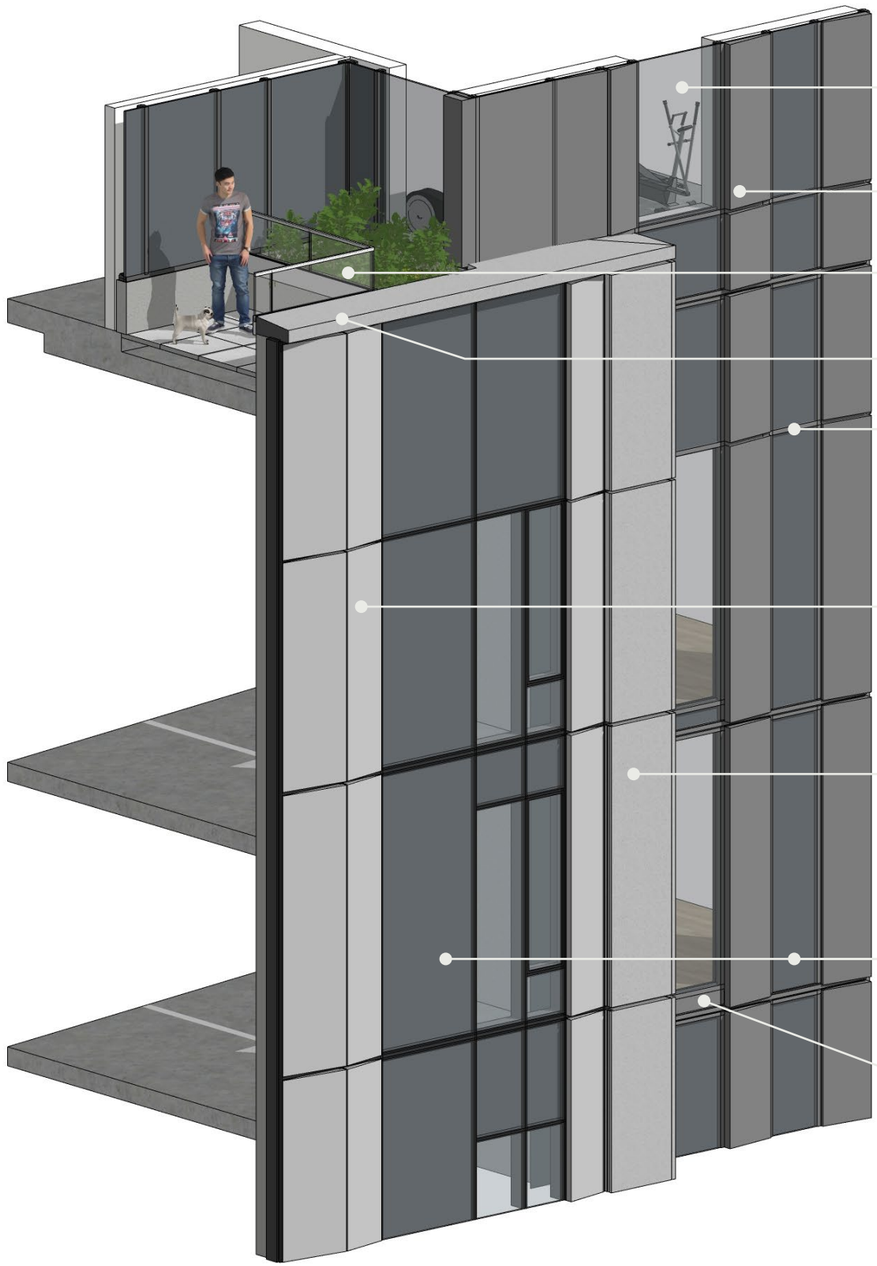
1B Low-reflectivity
Storefront Glass
Low-Iron IGU

10D Garage Door
Light Gray

13B Engineered Stone
Satin Gray

6C Metal Panel
Deep Gray

FACADE DETAILS PODIUM



Vision Glass IGU
Blue-Gray Reflective
1A

Window Wall Aluminum Panel
Medium Gray
6A

Railing Glass
Clear Tempered and Laminated
3A

Metal Parapet Flashing
Light Gray
10D

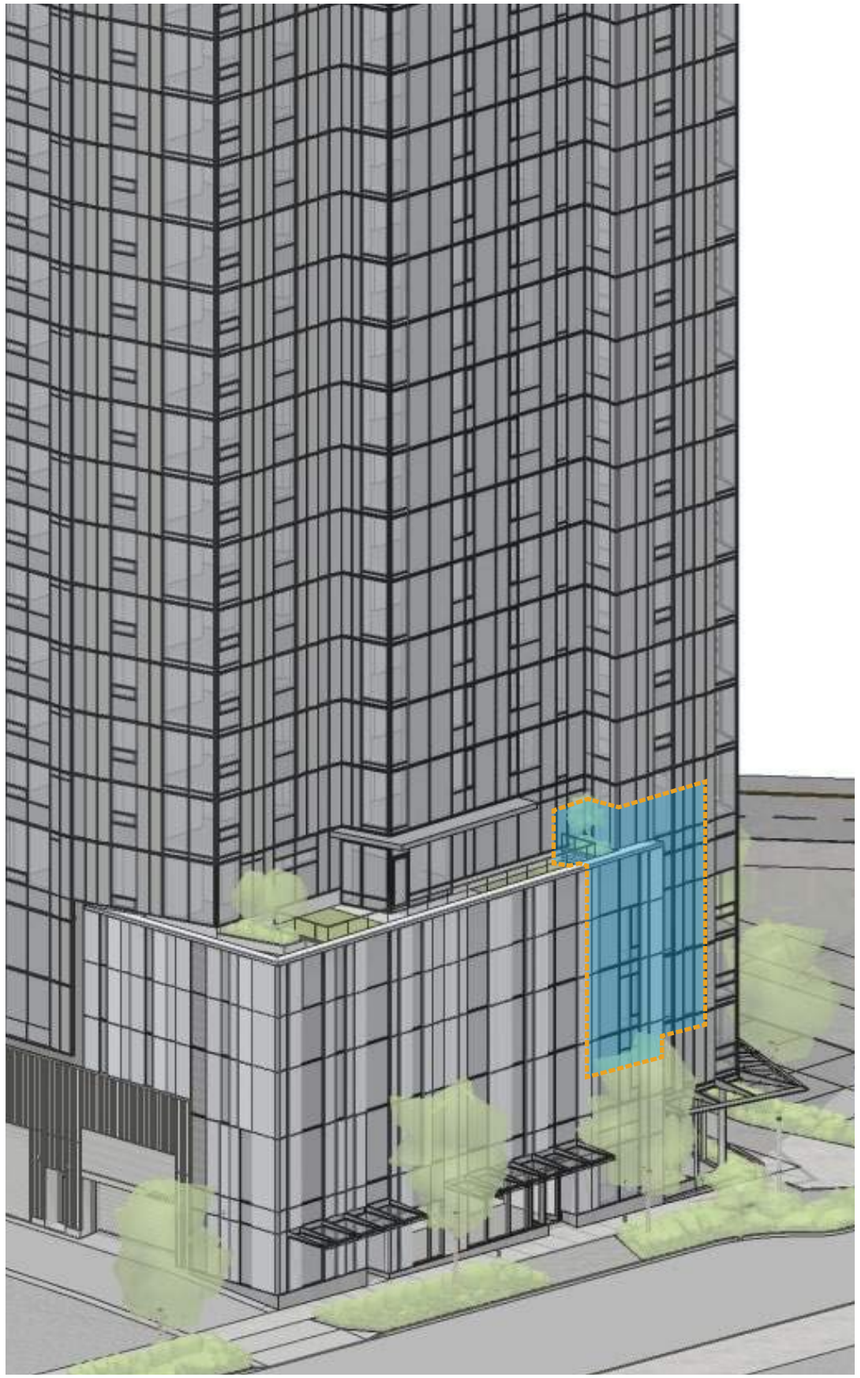
Mullions
Metallic Gray
5A

Curtain Wall Aluminum Panel
Light Gray
6D

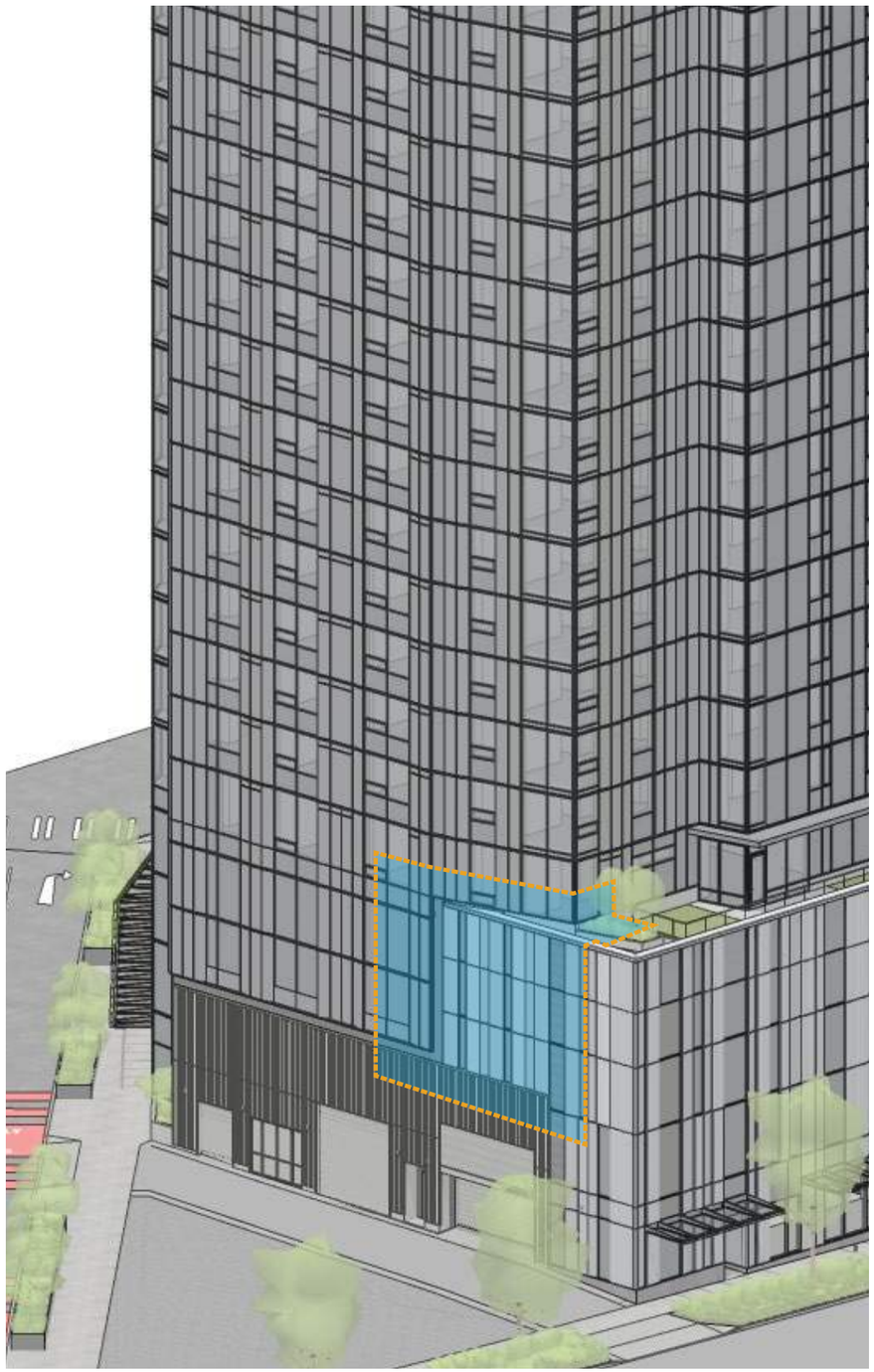
Engineered Cementitious Panels
Natural Gray
12A

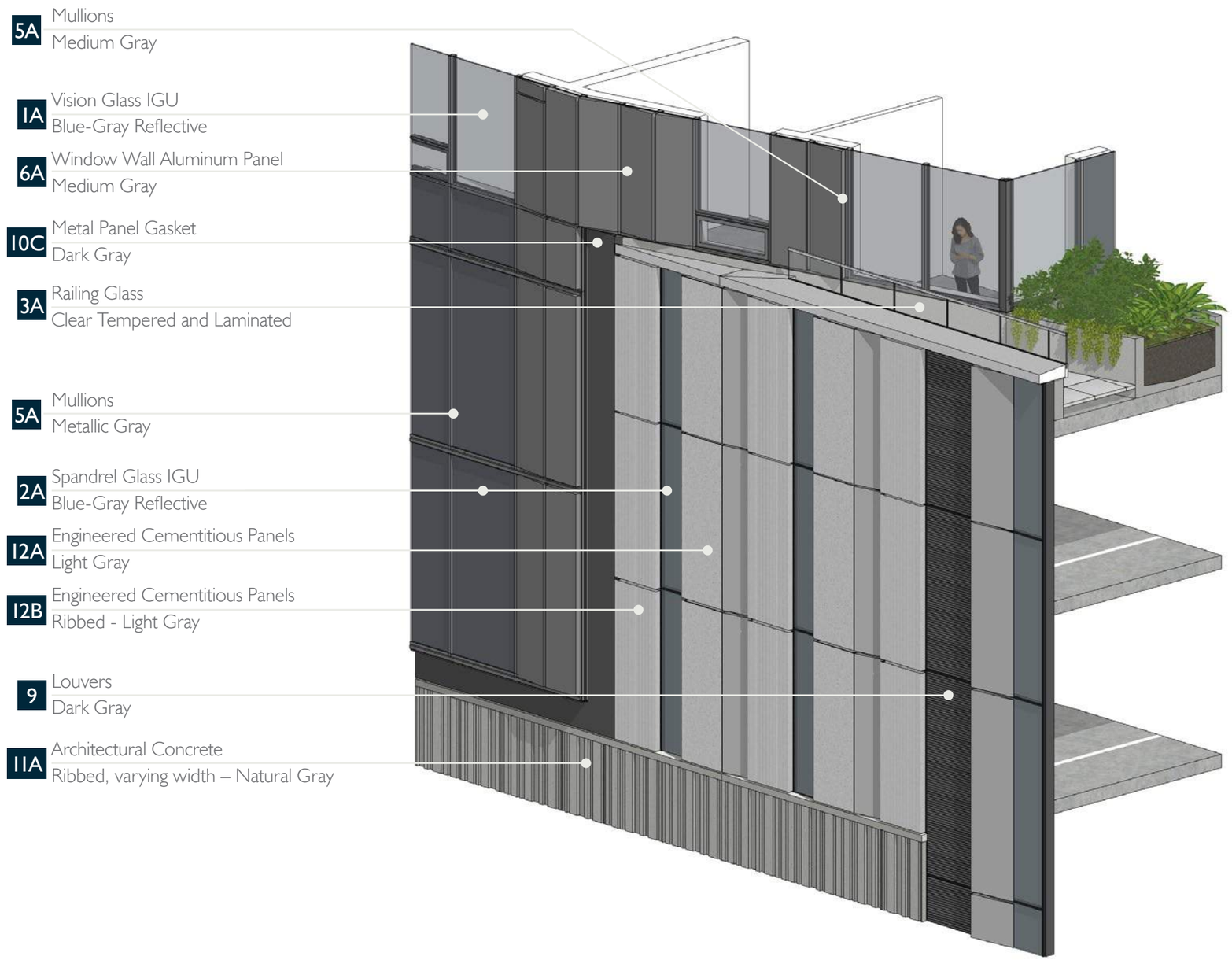
Spandrel Glass
Blue-Gray Reflective
2A

Window Wall Aluminum Panel
Medium Gray
6A



FACADE DETAILS PODIUM





FACADE DETAILS PODIUM

Engineered Stone Panels
Polished Light Gray
13A

Spandrel Glass
Blue-Gray Reflective
2A

Mullions
Medium Gray
5A

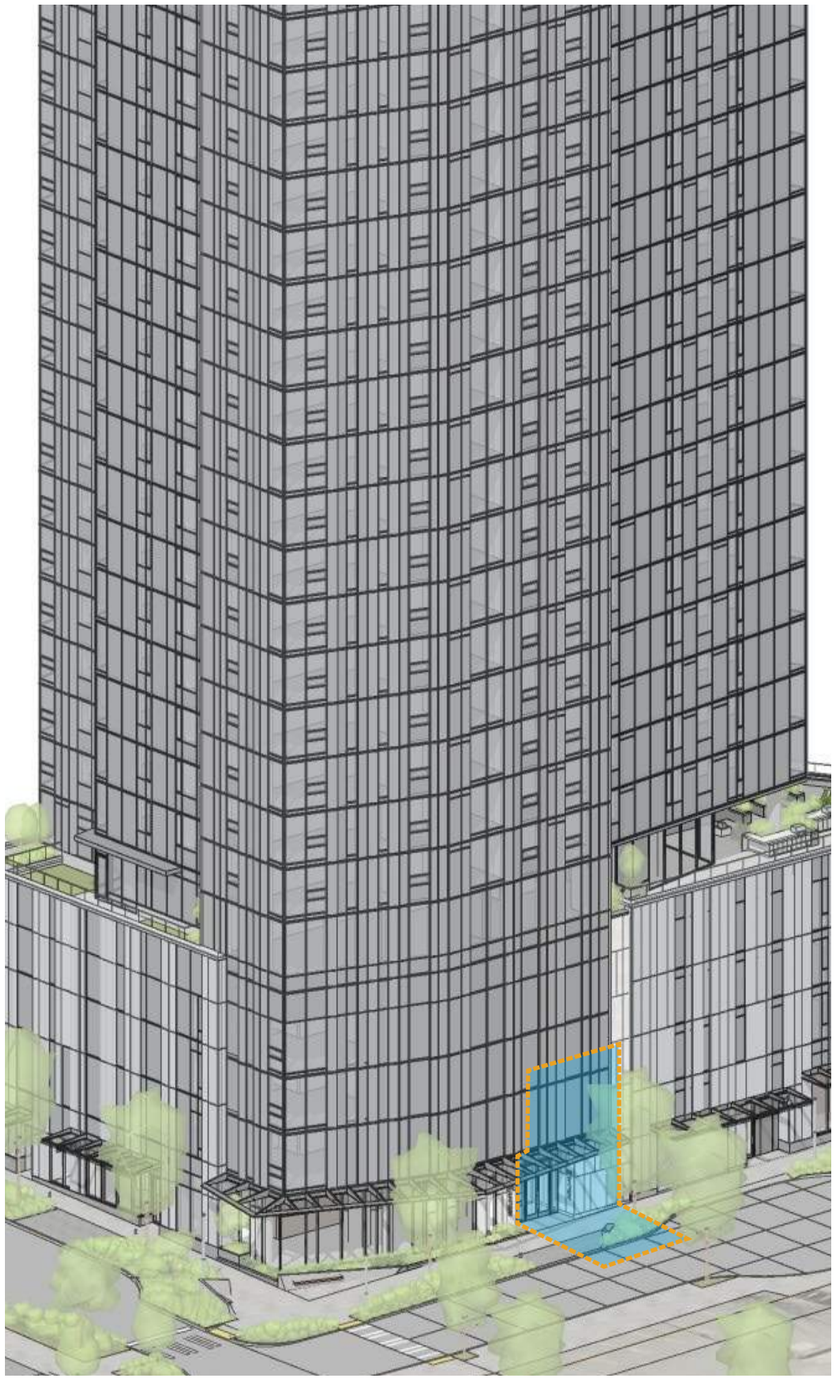
Window Wall Aluminum Panel
Medium Gray
6A

Metal Canopy
Dark Gray
10C

Engineered Stone Panels
Polished Light Gray
13A

Glass/Metal Doors
Dark Gray
6C

Vision Glass
Clear – Low Reflectivity
1B



FACADE DETAILS PODIUM

5A Operable Window
Medium Gray

5B Window Wall Mullion
Charcoal Gray

2A Spandrel Glass IGU
Blue-Gray Reflective

5A Window Wall Mullion
Medium Gray

6A Window Walll Aluminum Panel
Medium Gray

1A Vision Glass IGU
Blue-Gray Reflective

5A Mullion
Medium Gray

3A Railing Glass
Clear Tempered and Laminated

10D Parapet Flashing
Light Gray

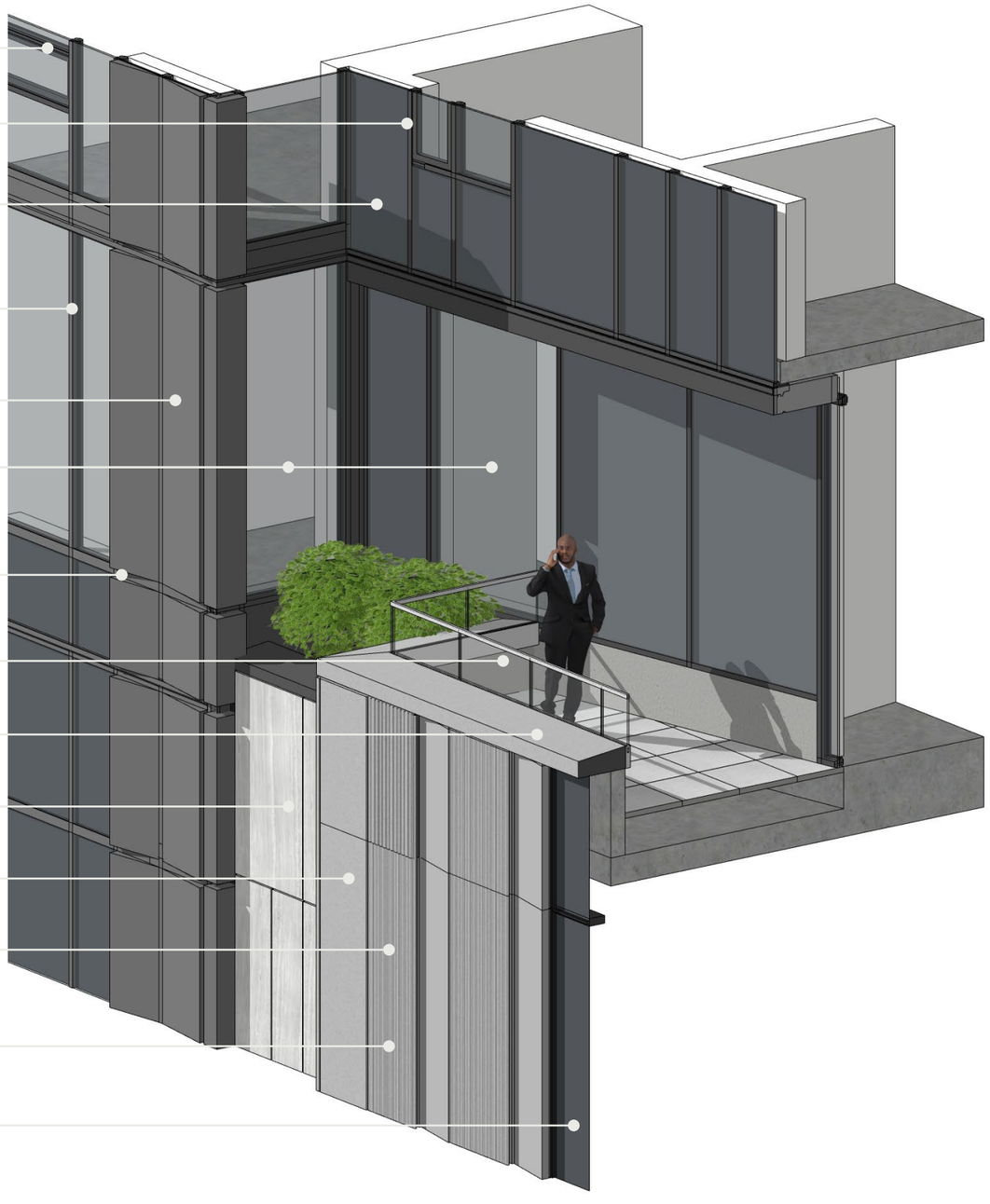
13A Engineered Stone Panels
Polished Light Gray

12A Engineered Cementitious Panels
Smooth – Natural Gray

12B Engineered Cementitious Panels
Ribbed – Natural Gray

10D Angled Metal Panel
Light Gray

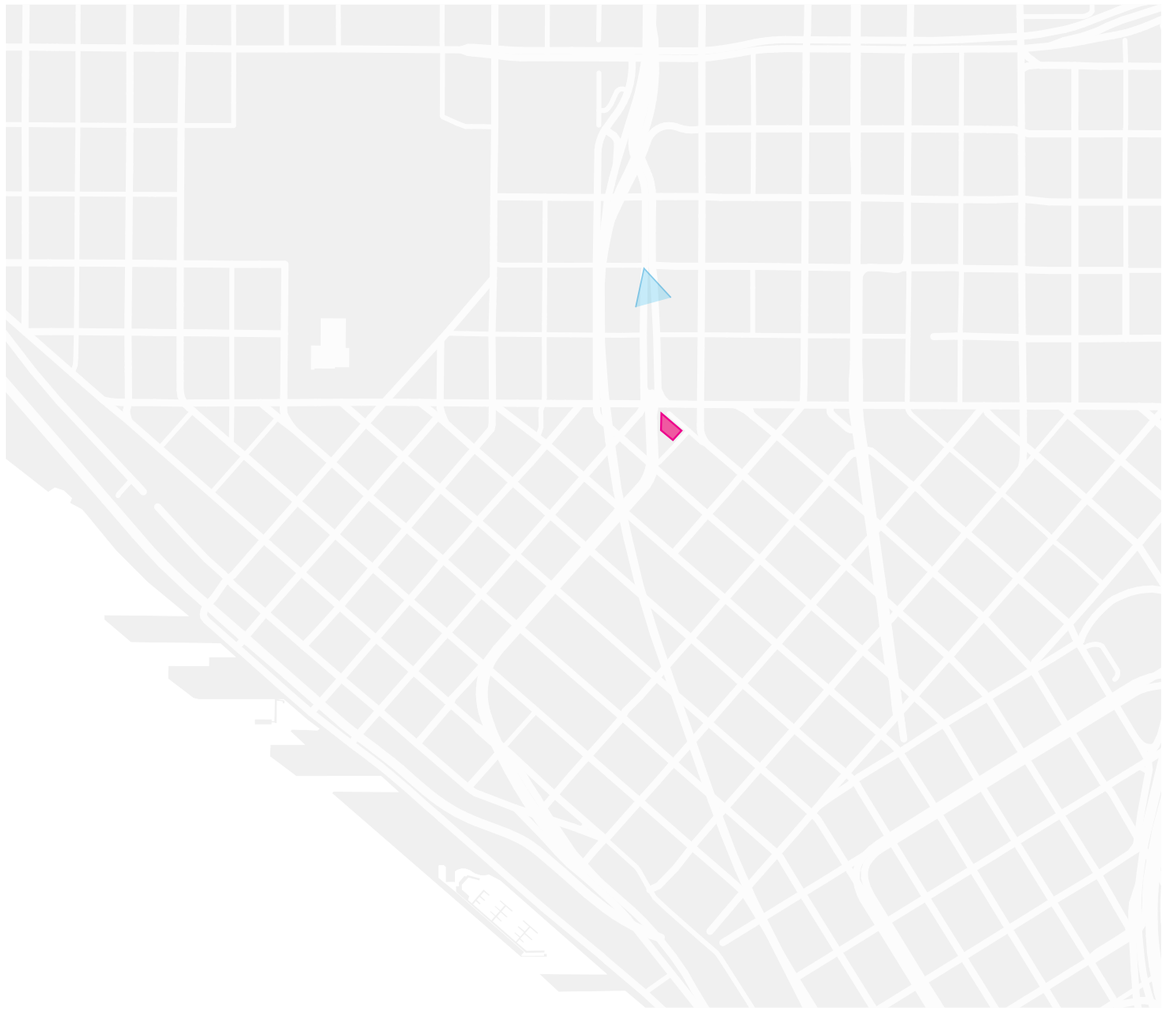
2A Spandrel Glass IGU
Blue-Gray Reflective



View from south corner at the intersection of 7th and Battery.

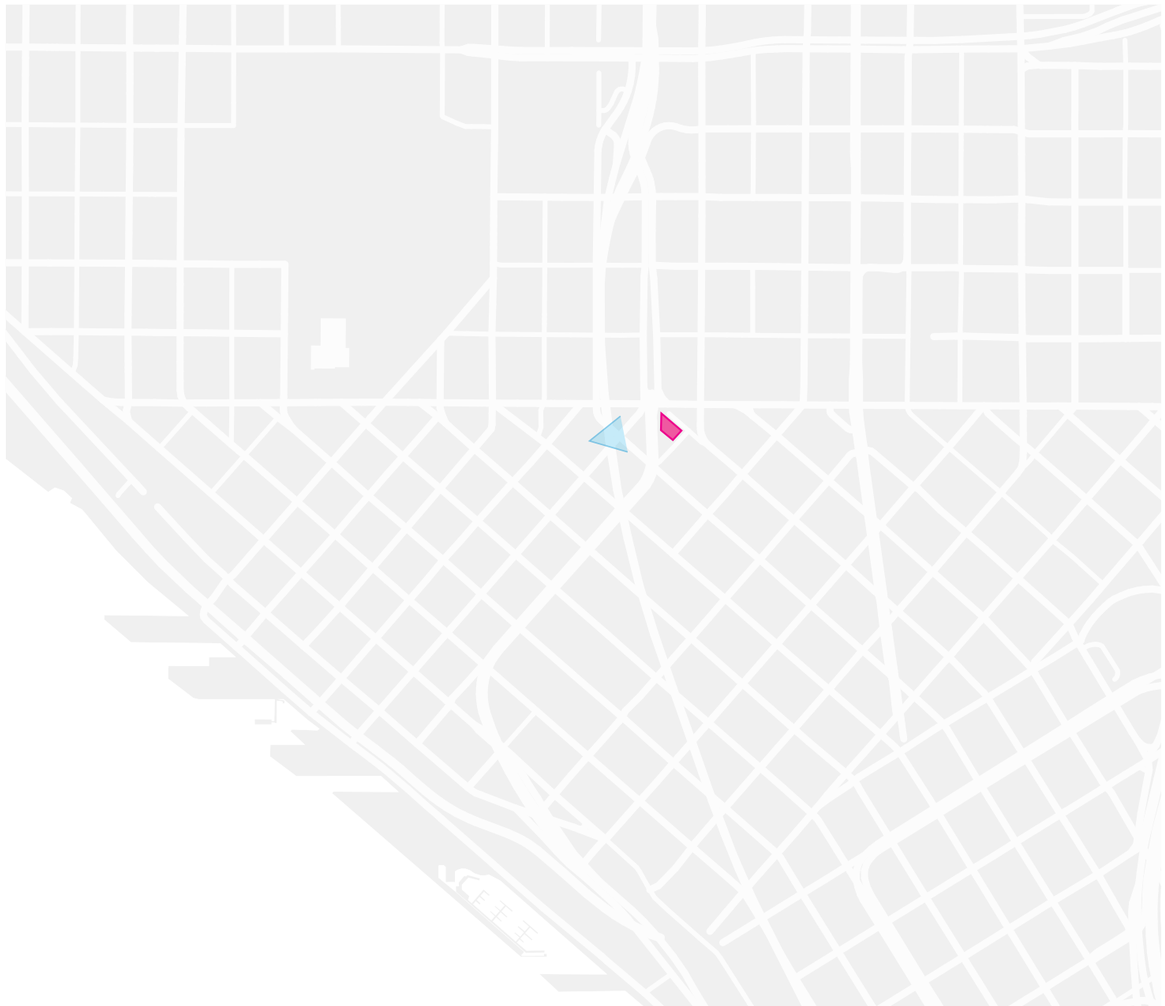
Pedestrian view across Denny Way to the north.

TOWER DESIGN



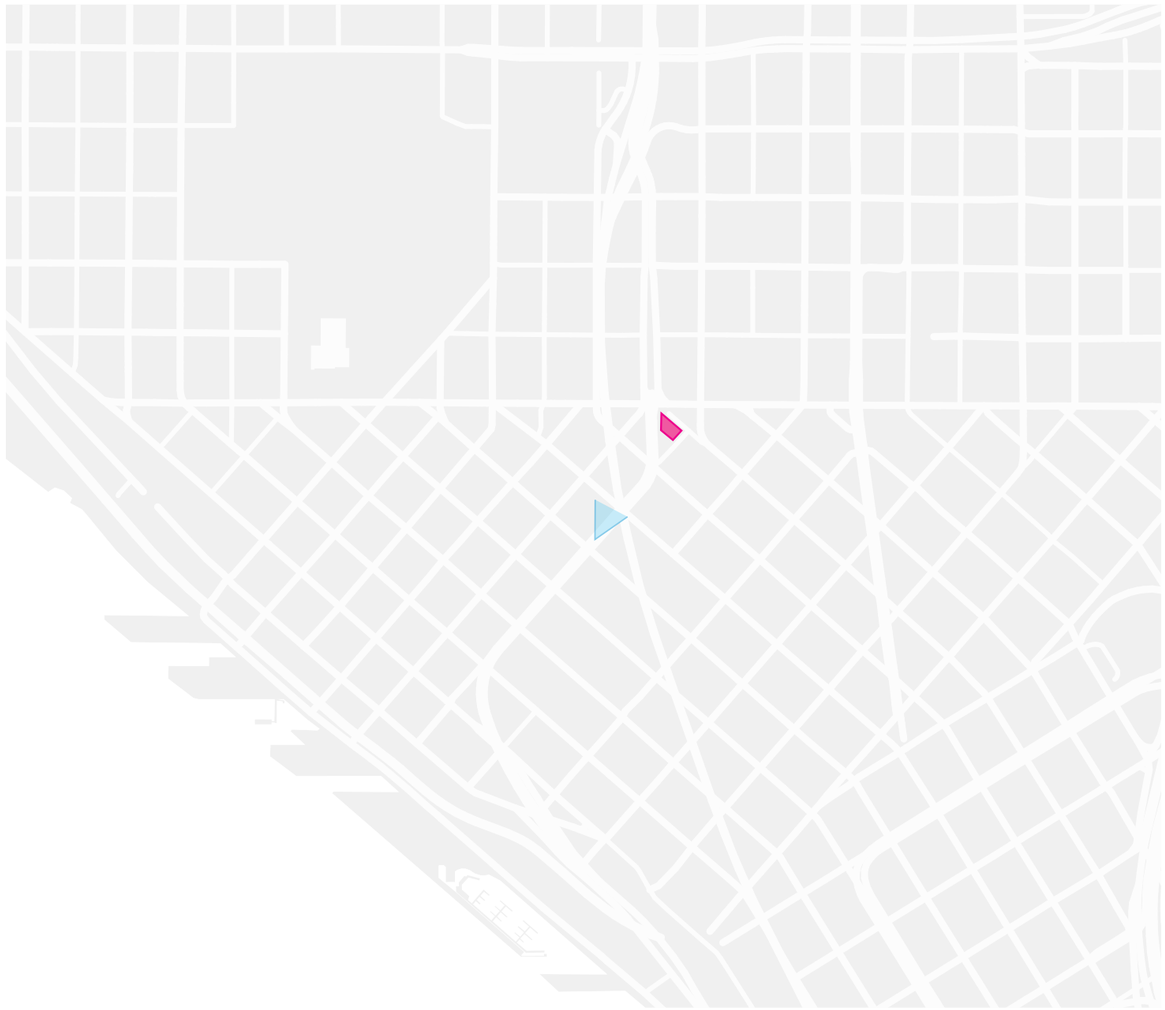
TOWER VIEW FROM NORTH

View taken along 7th Ave. looking almost due south, represents the view from the Aurora corridor and Queen Anne.



TOWER VIEW FROM WEST

From the west, the tower's folds create a dynamic shift around the triangular corner, introducing additional folds and steps at the top to create visual interest and respond to public comment about unique rooftop forms. This view angle represents the pedestrian view from the west down Denny Way (granted Spire will block a majority of this facade)



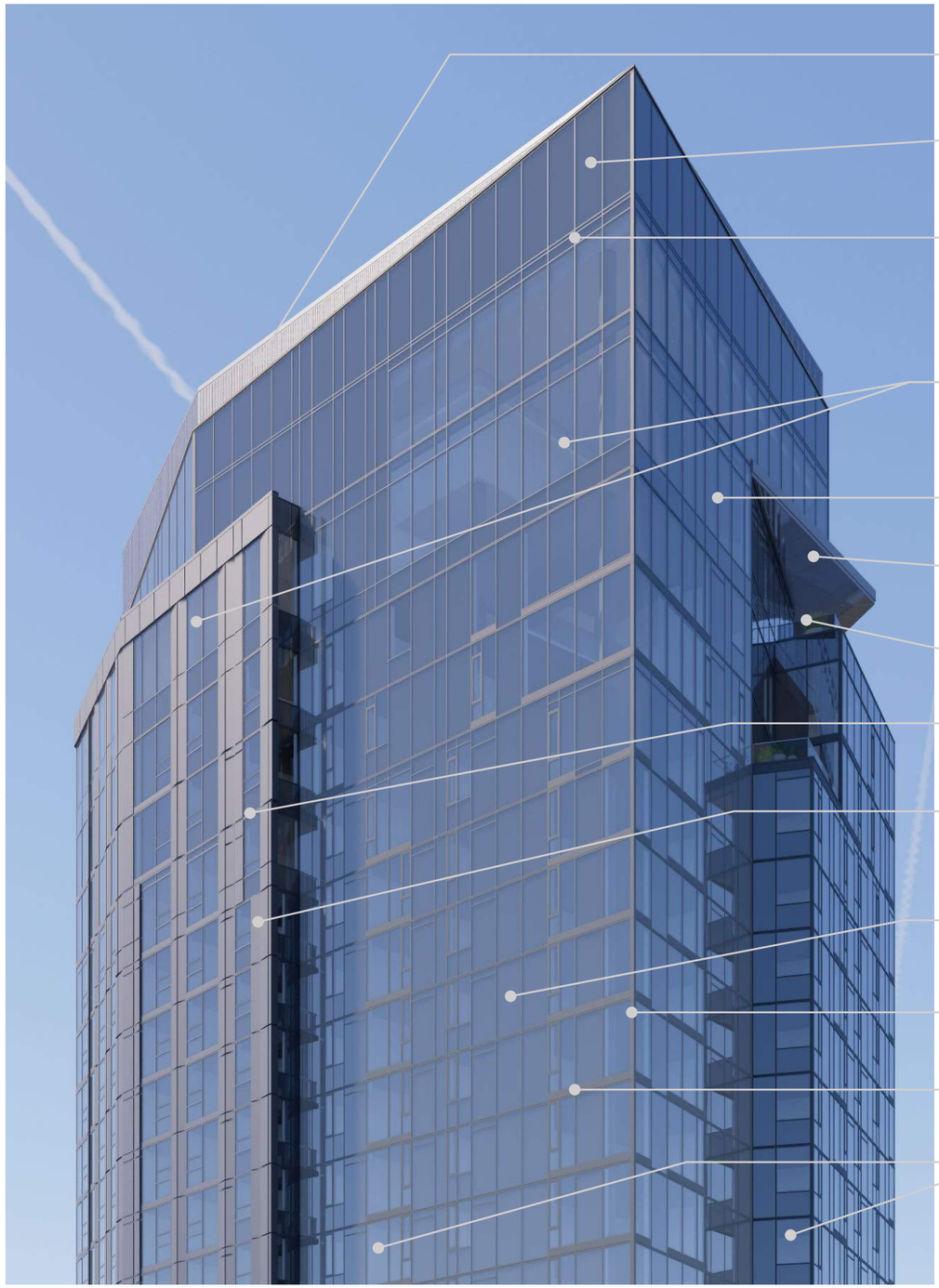
TOWER VIEW FROM THE SOUTHWEST

Rendering representative of the pedestrian view down the Battery Street corridor and from the west in Elliott Bay, West Seattle and the waterfront. The folding geometry is accentuated at the top of the tower to increase its legibility from a distance.

HOLLAND PARTNER GROUP

WEBER THOMPSON

FACADE DETAILS TOWER MATERIALS



Perforated Metal Panel
Silver — 7

Spandrel Glass
Blue-Gray Reflective — 2A

Metal Mullions
Charcoal Gray — 5B

Vision Glass
Blue-Gray Reflective — 1A

Metal Mullions
Charcoal Gray — 5B

Canopy Soffit
Silver — 10E

Railing Glass
Clear Laminated Glass — 3A

Metal Mullions
Medium Gray — 5A

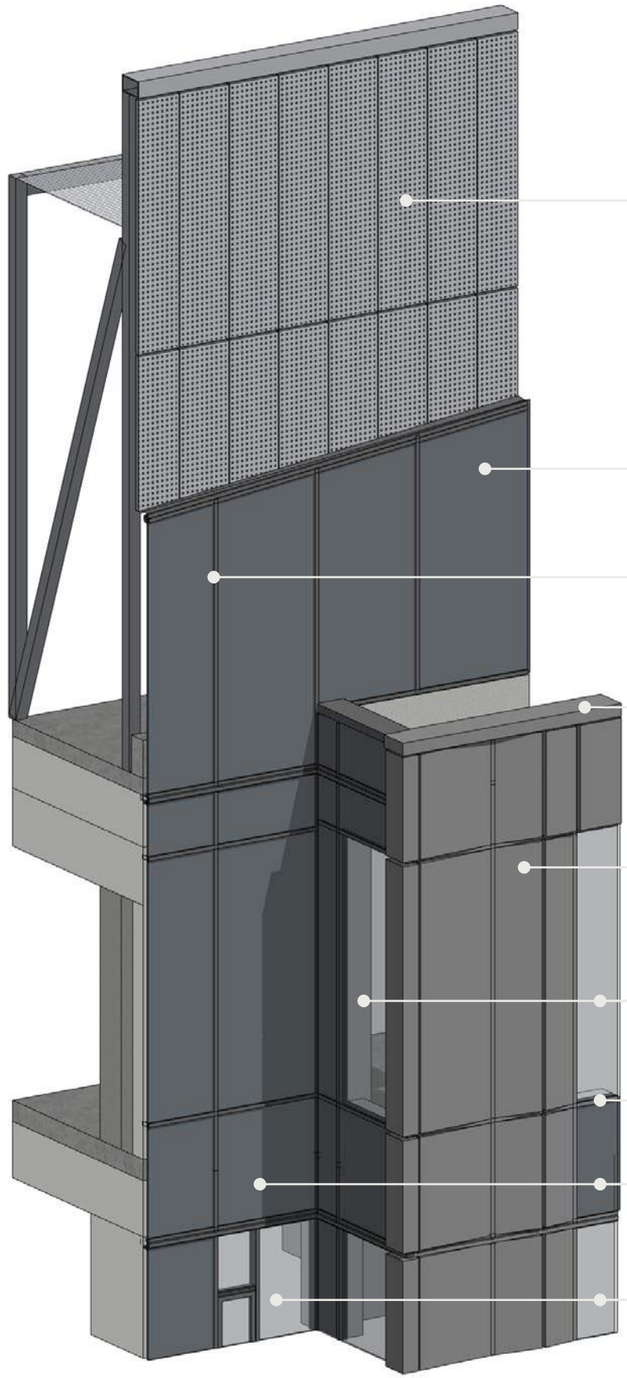
Metal Panel
Medium Gray — 6A

Spandrel Glass
Blue-Grey Reflective — 2A

Metal Mullions
Charcoal Gray — 5B

Metal Panel
Charcoal Gray — 6B

Vision Glass
Blue-Grey Reflective — 1A



Mechanical Screen (Perforated Metal Panel)
Silver
7

Spandrel Glass
Blue-Gray Reflective
2A

Window Wall Mullion
Charcoal Gray
5B

Metal Parapet Flashing
Medium Gray
10A

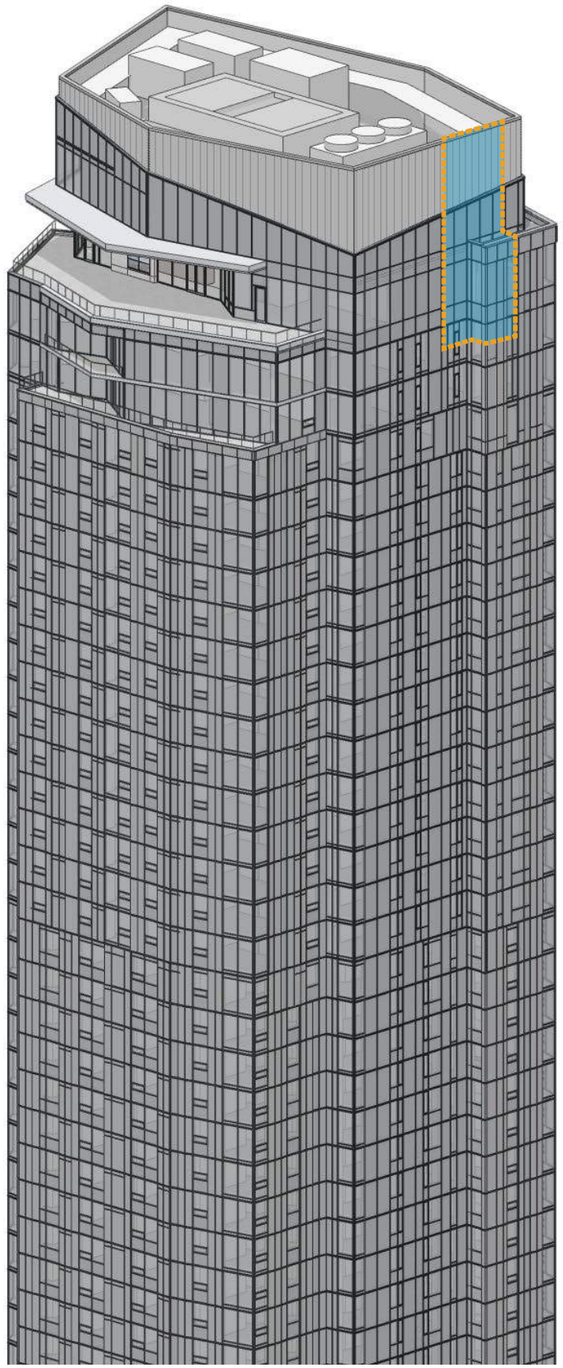
Window Wall Aluminum Panel
Medium Gray
6A

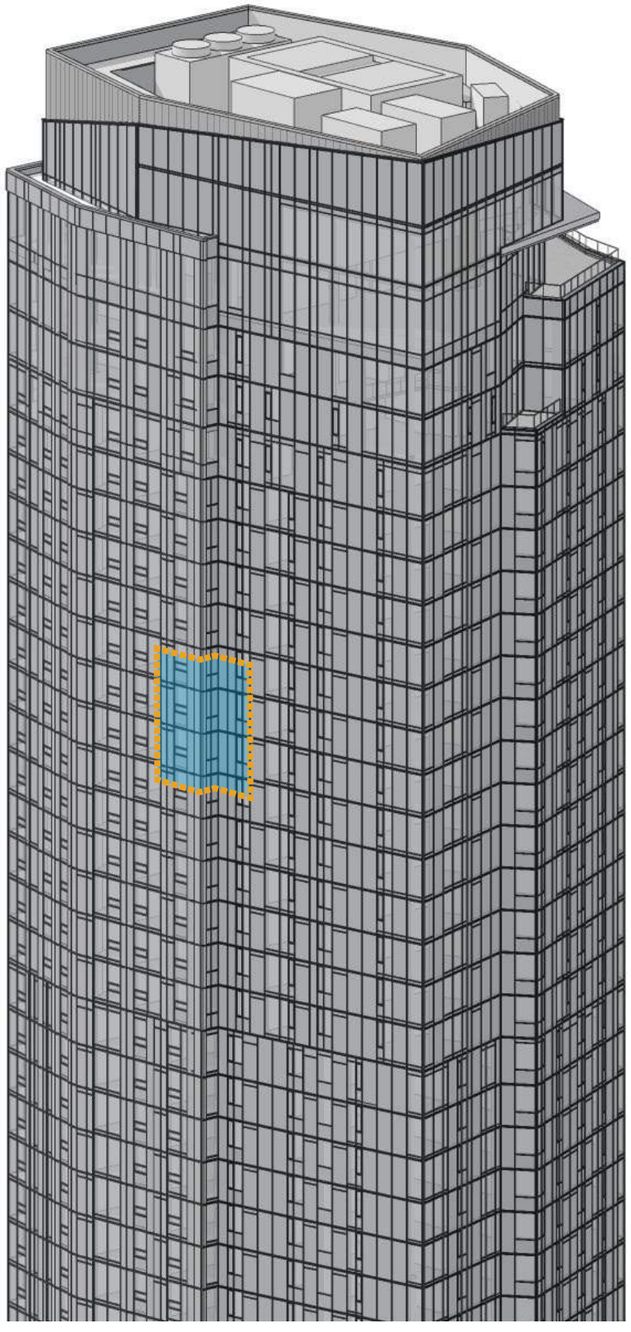
Vision Glass IGU
Blue-Gray Reflective
1A

Window Wall Mullion
Medium Gray
5A

Spandrel Glass
Blue-Gray Reflective
2A

Vision Glass IGU
Blue-Gray Reflective
1A





1A Vision Glass IGU
Blue-Gray Reflective

5A Slot Louver
Medium Gray

5B Window Wall Mullion
Charcoal Gray

5A Mullions
Medium Gray

2A Spandrel Glass IGU
Blue-Gray Reflective

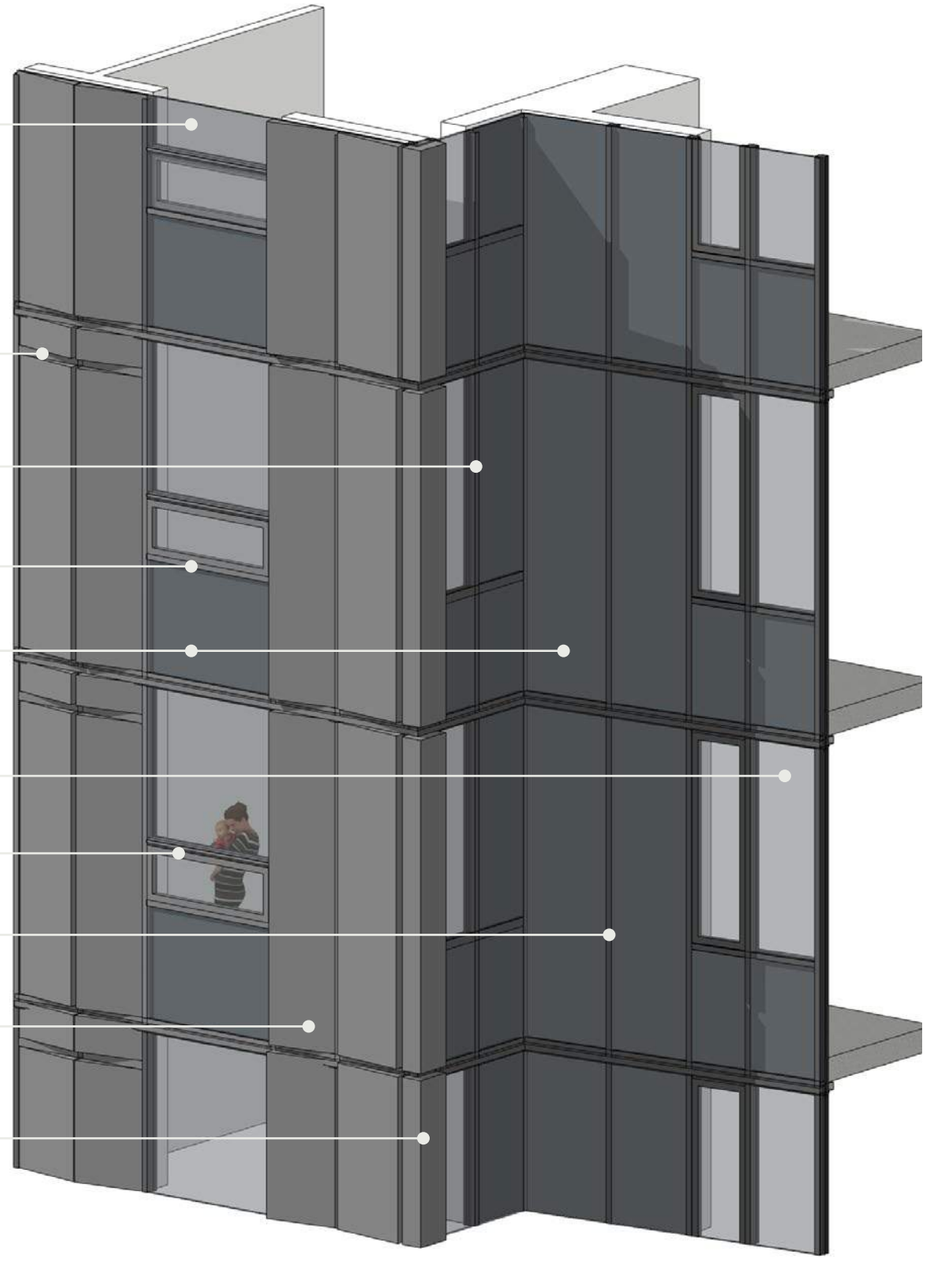
1A Vision Glass IGU
Blue-Gray Reflective

5A Operable Window
Medium Gray

5B Window Wall Mullion
Charcoal Gray

6A Angled Metal Panel
Medium Gray

6A Metal Corner Post
Medium Gray



FACADE DETAILS TOWER

Spandrel Glass
Blue-Gray Reflective **2A**

Mullions
Charcoal Gray **5B**

Canopy Soffit
Silver **10E / 10F**

Metal Canopy Fascia
Light Gray **10D**

Vision Glass
Clear – Low Reflectivity **1B**

Mullions
Charcoal Gray **5B**

Railing Glass
Clear Tempered and Laminated **3A**

Metal Parapet Flashing
Light Gray **6D**

Vision Glass IGU
Blue-Gray Reflective **1A**

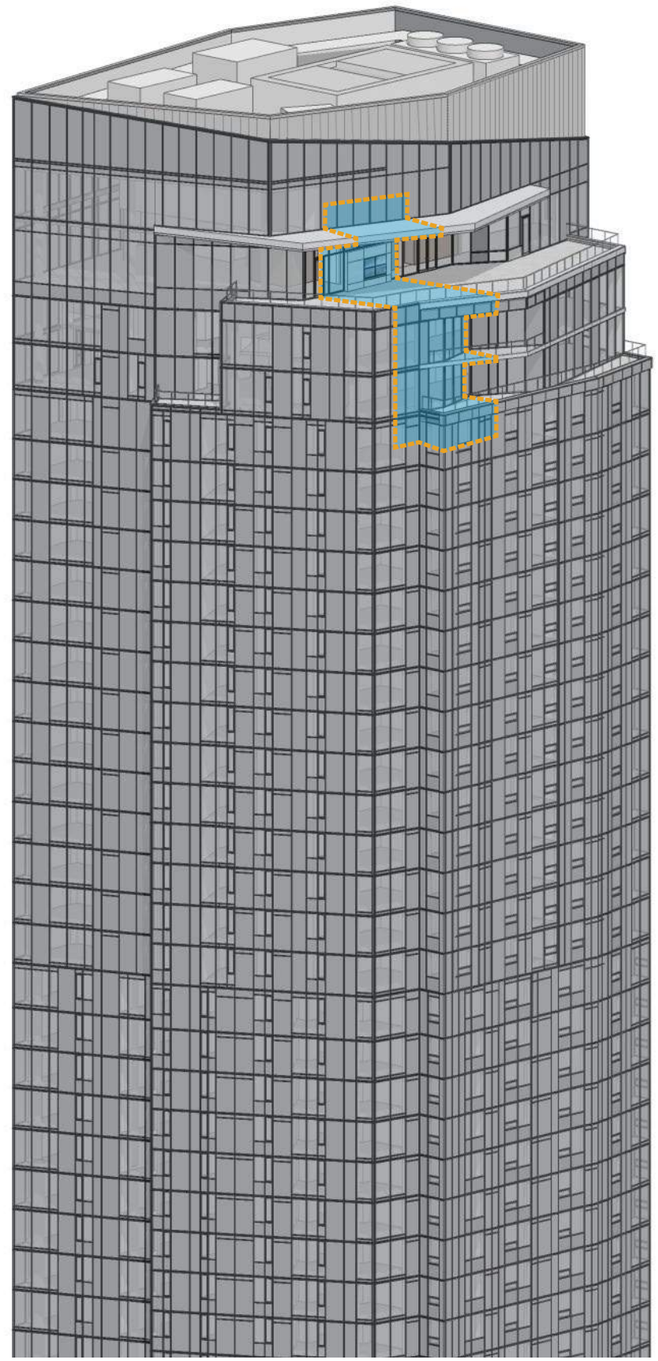
Railing Glass
Clear Tempered and Laminated **3A**

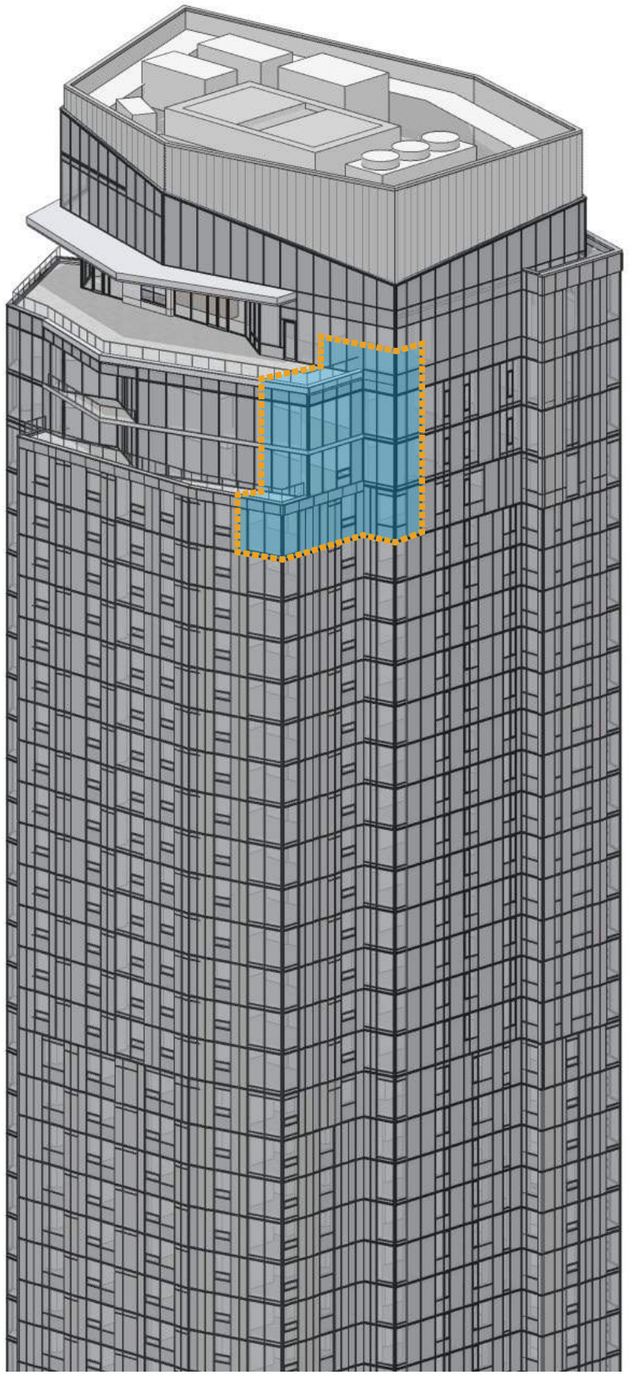
Mullions
Charcoal Gray **5B**

Spandrel Glass
Blue-Gray Reflective **2A**

Window Wall Aluminum Panel
Medium Gray **6A**

Window Wall Mullion
Medium Gray **5A**





5B Window Wall Mullion
Charcoal Gray

3A Railing Glass
Clear Tempered and Laminated

6D Metal Panel
Light Gray

1A Vision Glass IGU
Blue-Gray Reflective

5B Mullions
Charcoal Gray

6D Metal Panel
Light Gray

2A Spandrel Glass IGU
Blue-Gray Reflective

3A Railing Glass
Clear Tempered and Laminated

6A Metal Parapet Flashing
Medium Gray

6A Window Wall Aluminum Panel
Medium Gray

5A Window Wall Mullion
Medium Gray

FACADE DETAILS TOWER

Mullions
Charcoal Gray
5B

Metal Canopy Fascia
Light Gray
10D

Spandrel Glass
Blue-Gray Reflective
2A

Vision Glass IGU
Blue-Gray Reflective
1A

Railing Glass
Clear Tempered and Laminated
3A

Metal Parapet Flashing
Charcoal Gray
6B

Vision Glass IGU
Blue-Gray Reflective
1A

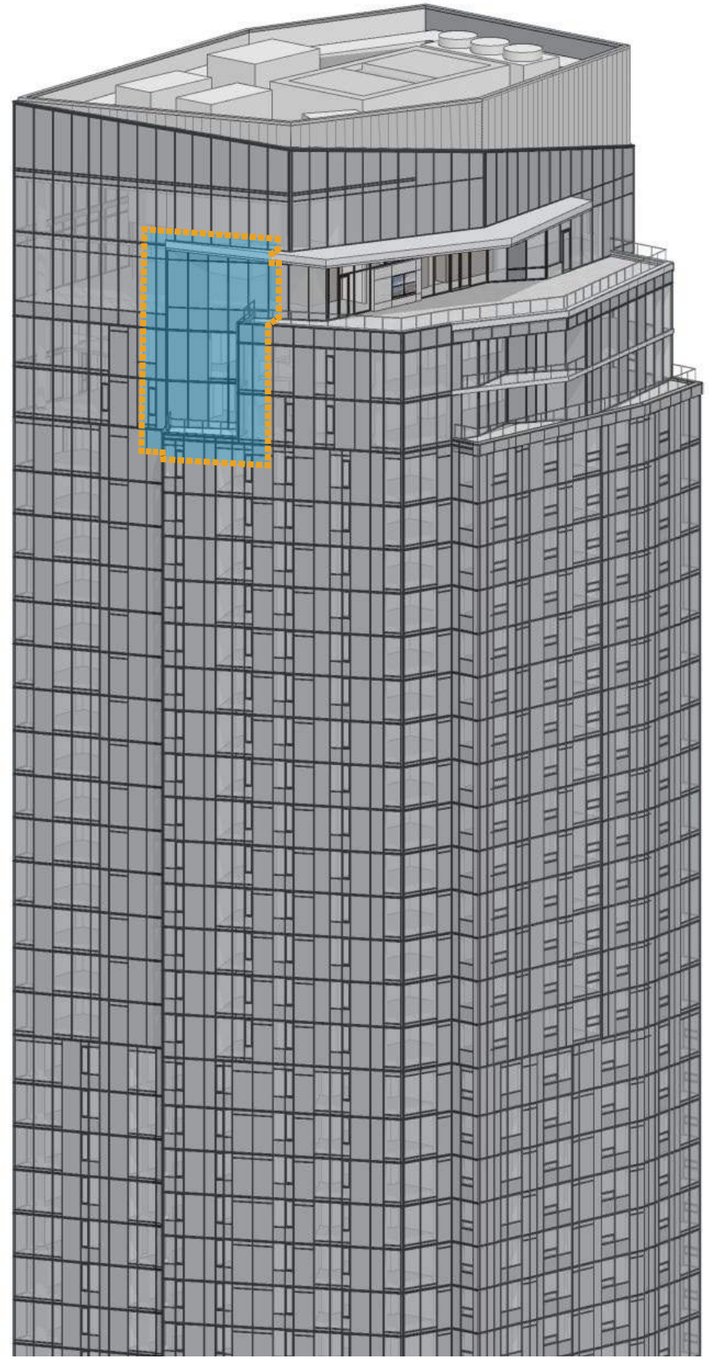
Mullions
Charcoal Gray
5B

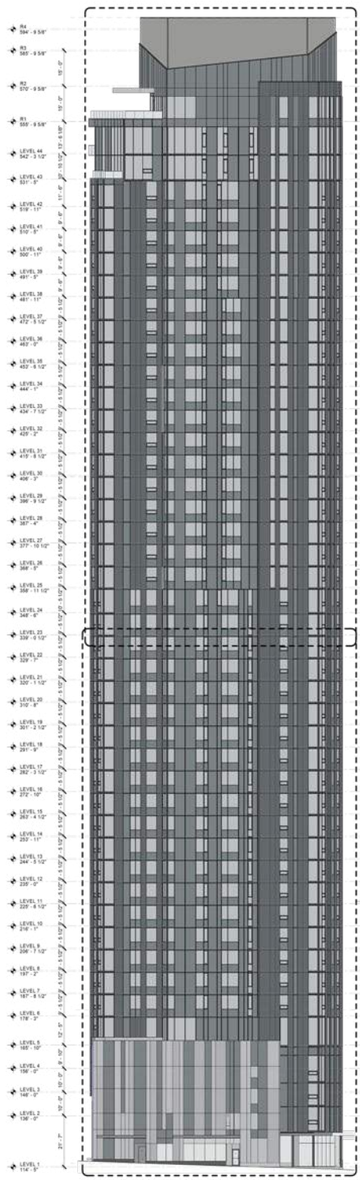
Metal Panel
Charcoal Gray
6B

Spandrel Glass
Blue-Gray Reflective
2A

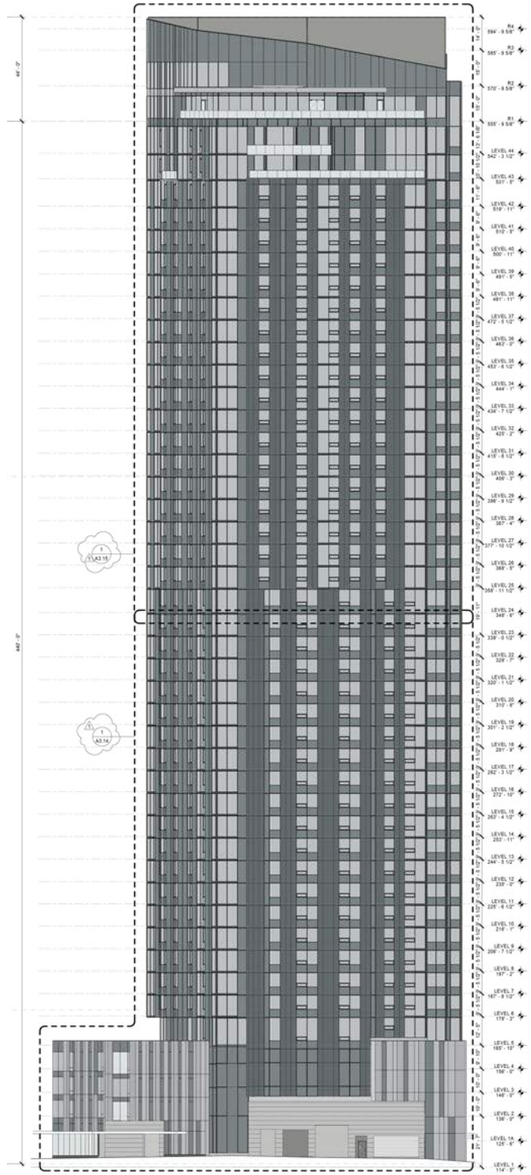
Railing Glass
Clear Tempered and Laminated
3A

Metal Parapet Flashing
Charcoal Gray
6B

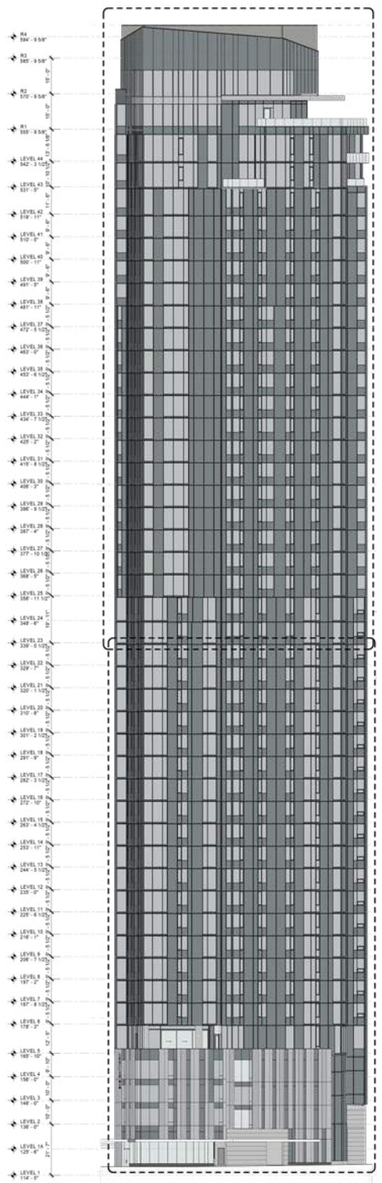




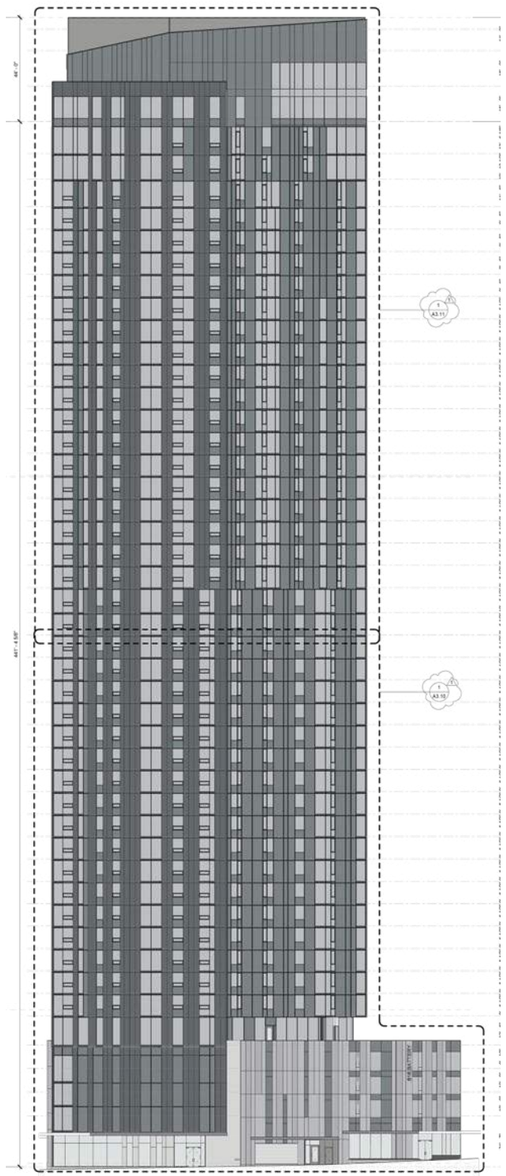
SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION

DEPARTURES

DEPARTURES _ Summary Matrix

#	Code Requirement	Departure Request and Difference	Explanation for Departure Request	Associated Guidelines
1 Tower Width (Supported at EDG)	**SMC 23.49.058 C.2.a**: In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue.	The proposed design hasa tower width of 132'-6". This proposal exceeds the maximum tower facade width by **12'-9 1/4".**	Our design solution responds to the unique shaping and location of the site to create an elongated, but highly modulated facade that reduces massing at the corner to increase sight line angles around the tower, breaking down the bulk and scale. Not only does this create a more interesting architectural form responsive to its context, but creates a differentiated massing that breaks from the rectilinear projects to the south, and provides added separation, addressing public comment. Given the location of the site, our increased "width" has little impact to the NE due to Denny Park, and sight lines along 7th and from the south are increased by folding the corners of the tower back away from the property line, slenderizing the appearance of our building in the direction to and from the Space Needle.	A-1 Respond to the physical environment A-2 Enhance the skyline B-1 Respond to neighborhood context B-2 Create a transition in bulk & scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building
2 Rooftop Coverage (Supported at EDG)	**SMC 23.49.008 D.2** The following rooftop features are permitted up to the heights indicated below, as long as the combined coverage of all rooftop features, whether or not listed in this subsection 23.49.008.d.2, does not exceed 55% of the roof area for structures that are subject to maximum floor area limits per story pursuant to section 23.49.058...5)	The proposed design has 89.8% Rooftop coverage (77.4% enclosed and 12.4% covered outdoor), 34.8% over the Code allowance of 55% (However, since vesting, the zoning code has been amended to allow up to 75%, and the current design is only **14.8%** over that amount)	Because the project vested prior to the code update, we are requesting a larger departure then currently needed. There are several reasons for that request. First, the larger spatial needs of fossil fuel free mechanical equipment combined with the angular shape of the mechanical screen and stepped forms create conflicts with the clearances of typical rectangular equipment, driving up the area needed and further increasing the footprint required. Second, from a design standpoint, the larger coverage area is further exacerbated by addressing the DRB's guidance at EDG to create a more interesting tower top and carry the design language through the penthouse levels, carving away the footprint of the top floor to which the base coverage is calculated. Lastly, through our experience designing many of these scale projects and rooftop decks, the key to creating usable space that is not abandoned much of the year is enclosure and canopy coverage, which makes up the majority of our overage from the currently allowed 75% coverage. Factoring in all of these challenges, the final design avoids an awkward "top hat" mechanical screen by blending the tower facades and stepped massing from the upper 5 levels into an elegant termination that enhances the skyline and unifies the building.	A-1 Respond to physical environment A-2 Enhance the skyline B-2 Create a transition in bulk and scale B-4 Design a well-proportioned & unified building
3 Weather Protection (Coverage %) (New Since EDG)	**SMC 23.49.018 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.	The proposed design provides 253'-9" of canopy. (313'-5" = 100% continuous coverage) The difference is 59'-7" of reduction in canopy coverage; 19.0% of the lineal frontage required to have coverage.	The proposed gaps in the canopy are a response to site conditions and program. In order to protect existing trees along Battery, gaps that are aligned to the building geometry and trees allow for the unobstructed growth radius around the existing trees. Other small gaps allow for steps in the canopy height and to differentiate canopies based on uses. Along Borealis, the canopies have been extended to cover most of the street frontage minus a small gap where the tower facade extends to grade.	C-1 Promote pedestrian interaction. C-3 Provide active—not blank—facades. D-3 Provide elements that define the place. D-6 Design for personal safety & security
4 Weather Protection (Depth) (New Since EDG)	**SMC 23.49.018 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.	Along Borealis Avenue, the proposed design reduces canopy depth to 6'-0". This is a difference of 2'-0", for a length of 111' - 2 1/2".	The Zoning code requirement for 8' deep overhead protection conflicts with Seattle Standards for tree planting in a 12' Sidewalk. The centerline of the tree trunk would be 6" from the edge of canopy which would not allow the tree to fully develop. Elsewhere on the facade we broke the canopy to accommodate this requirement, but along Borealis we felt it was important to create continuous weather protection and utilize the unique shaping of the sidewalk to have both.	C-5 Encourage Overhead Weather Protection D-2 Enhance the building with Landscaping
5 Blank Facades (Supported at EDG)	**SMC 23.49.056 D.2/3**: Blank facade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. Blank facade segment width may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus 5 feet.	The proposed design has a single 71'-4" stretch of blank facade along Borealis Street. The difference is 41'-4" of unbroken facade length. However, only two 2'-0" wide transparent areas would be required to comply with this section. So the difference is 4'-0" total transparent areas.	Due to the unique shape of the site, a shortened alley, and street frontages on three sides (no internal property lines), the need to locate some of the BOH mechanical spaces required for this size of building shifted to Borealis. While a mixture of Curtainwall from the podium above, form lined concrete, and overhead weather protection are all being utilized, transparency is not allowed into such electrical rooms. Granting this departure also allows the facade along the two major pedestrian streets (7th and Battery) to feature more active uses and transparency.	A-1 Respond to the physical environment B-1 Respond to neighborhood context B-3 Reinforce the positive urban form & architectural attributes of the immediate area
6 Parking Stall Size (New Since EDG)	**23.54.030.B.1.b** Residential Uses: When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection 23.54.030.A, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.	The project is currently providing 38% Medium stalls, a difference of 22%, or 57 stalls.	The constraints of the existing lot dimensions combined with the structural requirements for the proposed tower prohibit the majority of stalls in an efficient layout to be anything other than small stalls. The design also favors a building skin wrapped in Window Wall or Curtainwall in order to provide a high-quality facade which blends the tower with the podium, reducing the visual impact of the above grade parking. These skin treatments have deeper profiles and interior structure requirements that increase the depth of the skin over a lower quality framed solution. This meets the criteria of Design Guidelines for Downtown E-2e. Due to these constraints, and design responses, the project cannot meet the code compliant ratio without eliminating parking completely, providing very inefficient (1/3 to 1/2 the amount) angled parking, and / or reducing the quality of the exterior skin. The project is providing medium and large stalls where they can be accommodated, but smaller stalls also inherently encourage smaller, more efficient vehicles appropriate for urban environments.	E-2e Integrated Parking Facilities PL4-A-1 Serving all Modes of Travel DC1-C Parking and Service Uses

DEPARTURES #1_Maximum Tower Width

Code Requirement

SMC 23.49.058 C.2.a: In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue, whichever is less, except that:

Departure Request and Difference

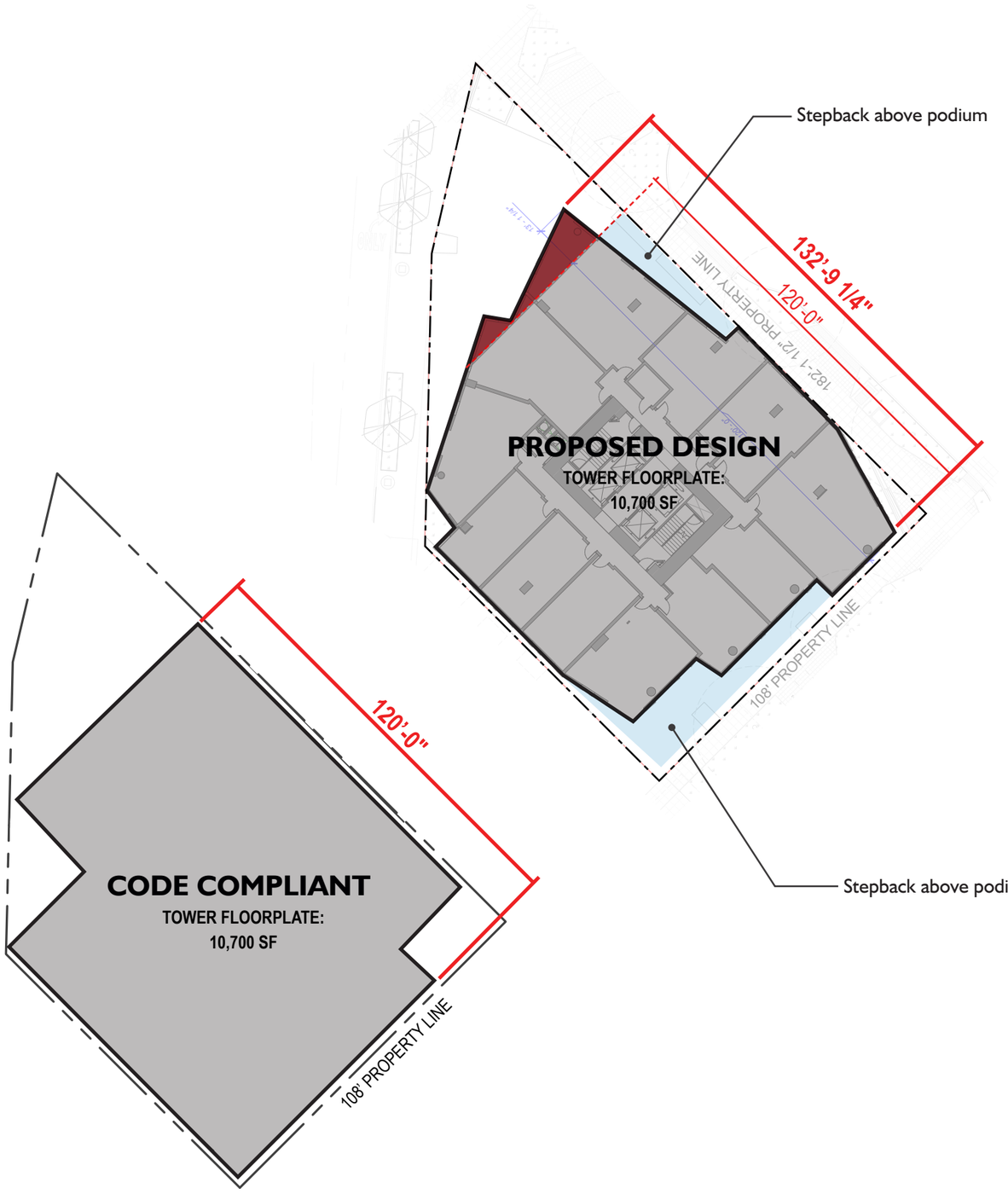
The proposed design hasa tower width of 132'-6". This proposal exceeds the maximum tower facade width by 12'-9 1/4".

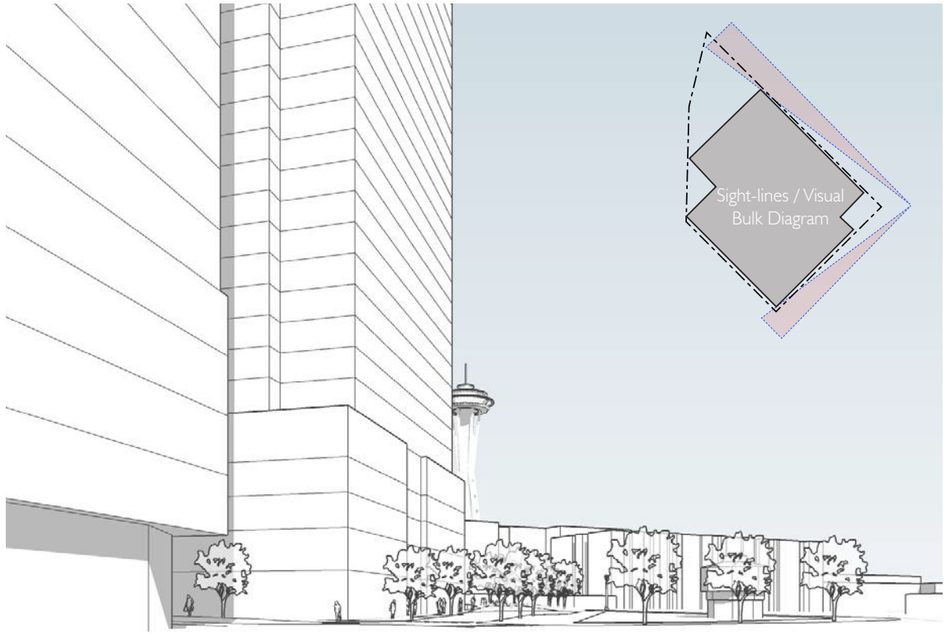
Explanation for Departure Request

Our design solution responds to the unique shaping and location of the site to create an elongated, but highly modulated facade that reduces massing at the corner to increase sight line angles around the tower, breaking down the bulk and scale. Not only does this create a more interesting architectural form responsive to its context, but creates a differentiated massing that breaks from the rectilinear projects to the south, and provides added separation, addressing public comment. Given the location of the site, our increased "width" has little impact to the NE due to Denny Park, and sight lines along 7th and from the south are increased by folding the corners of the tower back away from the property line, slenderizing the appearance of our building in the direction to and from the Space Needle.

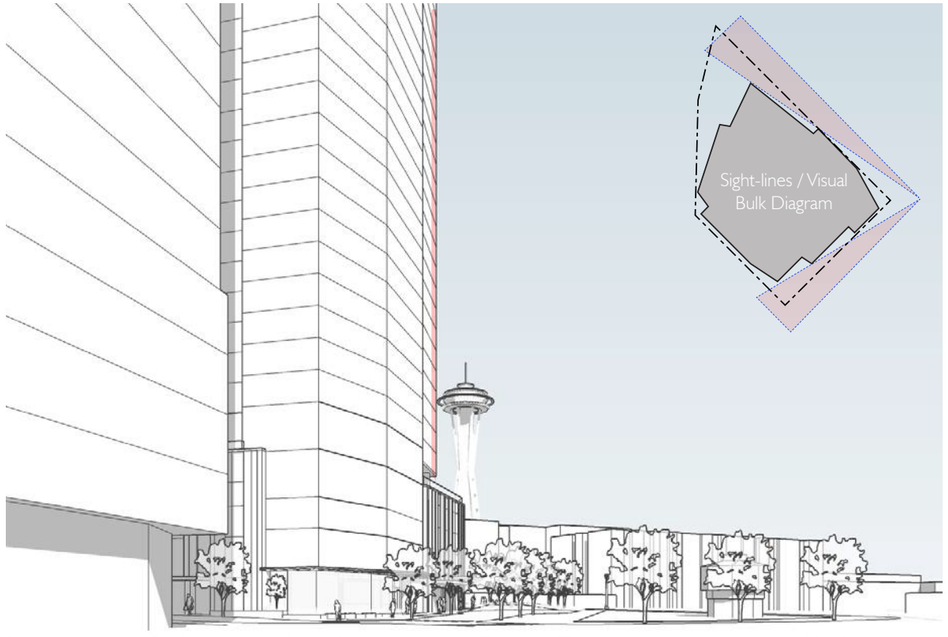
Associated Guidelines:
A-1 Respond to the physical environment
A-2 Enhance the skyline
B-1 Respond to neighborhood context
B-2 Create a transition in bulk & scale
B-3 Reinforce the positive urban form & architectural attributes of the immediate area
B-4 Design a well-proportioned and unified building

Portion of massing that is out of compliance

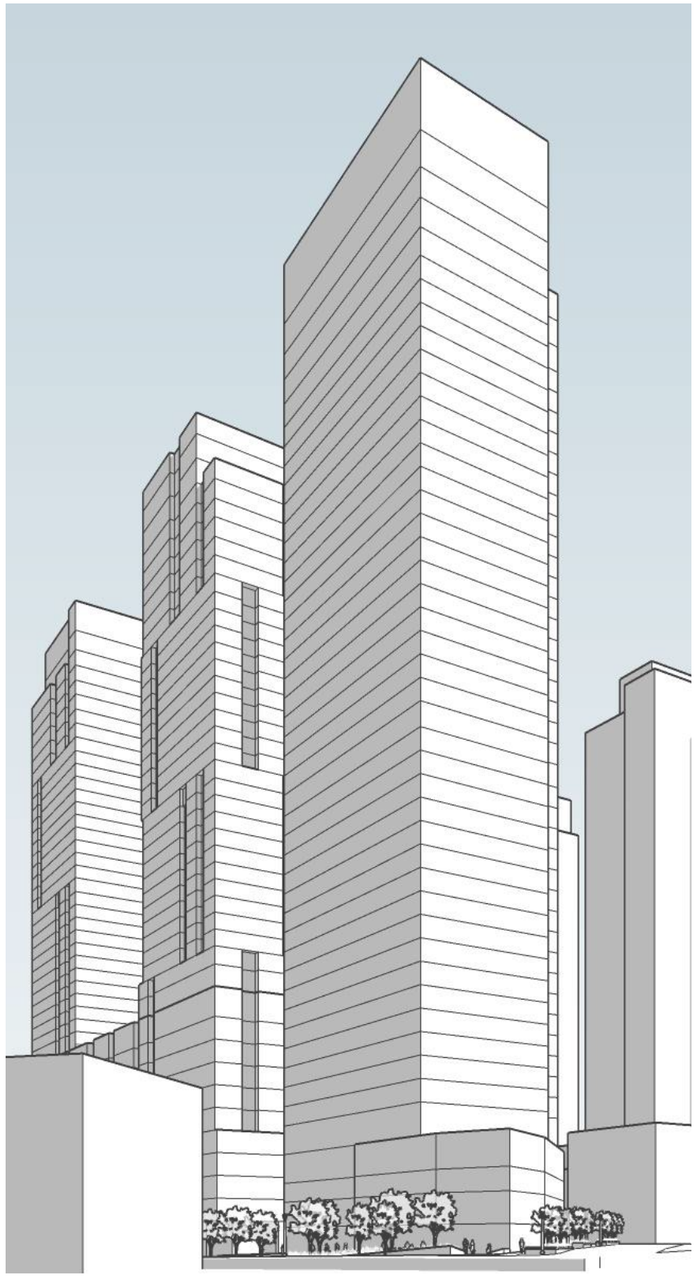




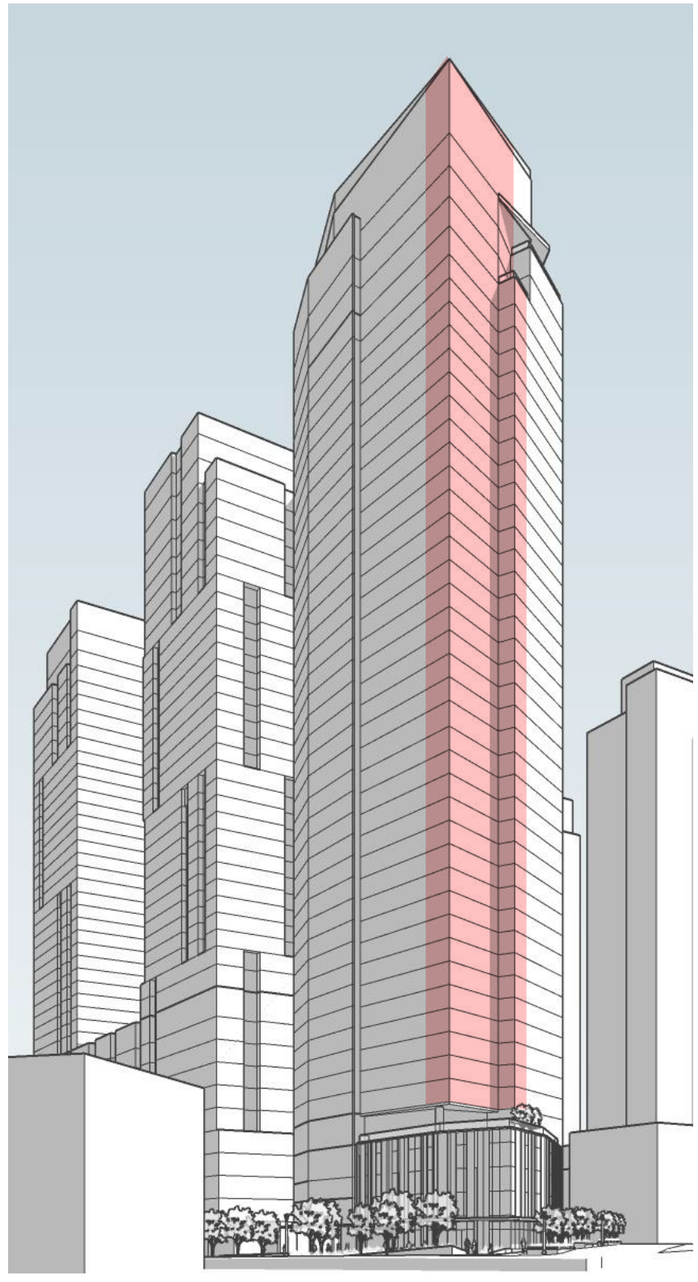
Code compliant massing when viewed from the southeast on 7th Ave.



Proposed massing when viewed from the southeast on 7th Ave. The area exceeding tower width limit highlighted in red.



Code compliant tower massing when viewed from the north on 7th Ave.



Proposed tower massing when viewed from the north on 7th Ave. Area exceeding tower width limit highlighted in red.

Code Requirement

SMC 23.49.058 C.2.a: The following rooftop features are permitted up to the heights indicated below, as long as the combined coverage of all rooftop features, whether or not listed in this subsection 23.49.008.d.2, does not exceed 55% of the roof area for structures that are subject to maximum floor area limits per story pursuant to section 23.49.058. **(This code has since been updated to 75%, but the project vested under the old code)**

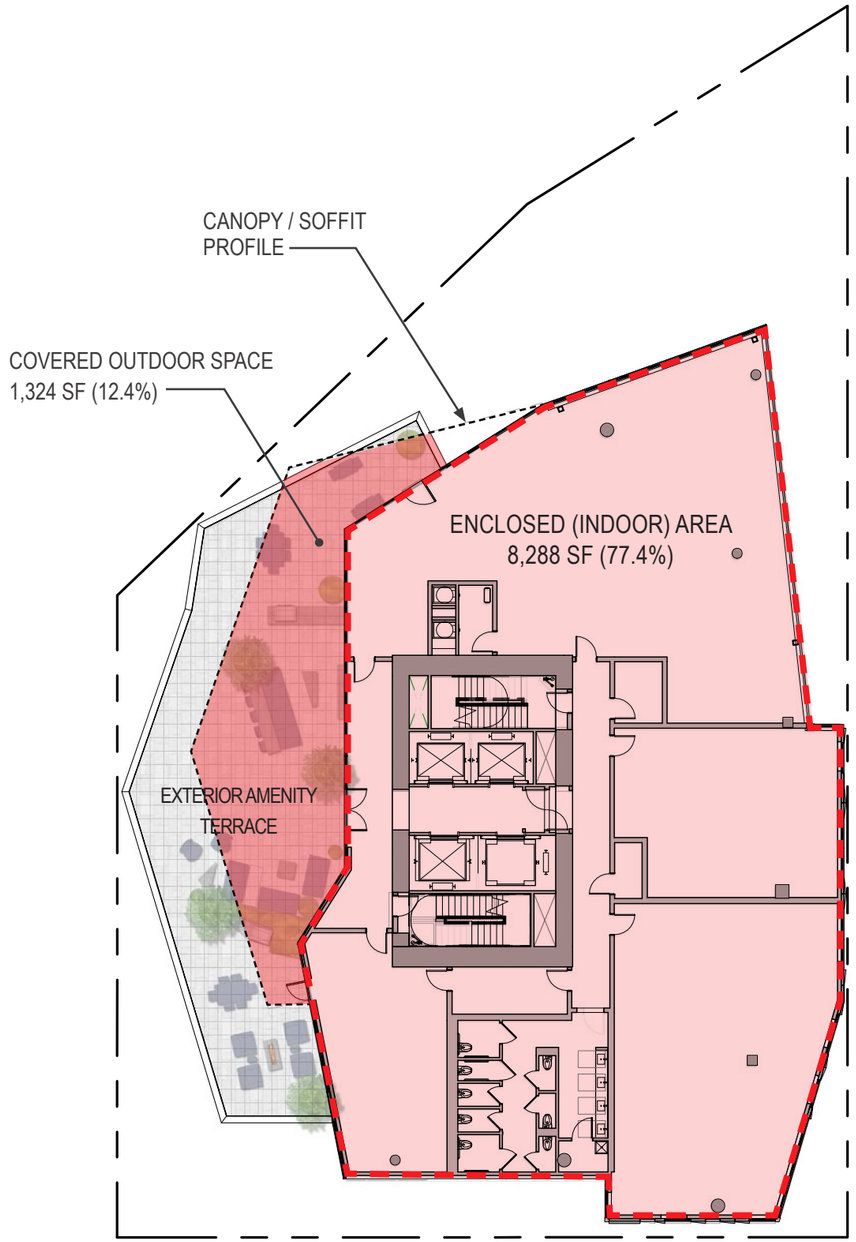
Departure Request and Difference

The proposed design has 89.8% Rooftop coverage (77.4% enclosed and 12.4% covered outdoor), 34.8% over the Code allowance of 55% (However, since vesting, the zoning code has been amended to allow up to 75%, and the current design is only 14.8% over that amount)

Explanation for Departure Request

Because the project vested prior to the code update, we are requesting a larger departure then currently needed. There are several reasons for that request. First, the larger spatial needs of fossil fuel free mechanical equipment combined with the angular shape of the mechanical screen and stepped forms create conflicts with the clearances of typical rectangular equipment, driving up the area needed and further increasing the footprint required. Second, from a design standpoint, the larger coverage area is further exacerbated by addressing the DRB's guidance at EDG to create a more interesting tower top and carry the design language through the penthouse levels, carving away the footprint of the top floor to which the base coverage is calculated. Lastly, through our experience designing many of these scale projects and rooftop decks, the key to creating usable space that is not abandoned much of the year is enclosure and canopy coverage, which makes up the majority of our overage from the currently allowed 75% coverage. Factoring in all of these challenges, the final design avoids an awkward "top hat" mechanical screen by blending the tower facades and stepped massing from the upper 5 levels into an elegant termination that enhances the skyline and unifies the building.

Associated Guidelines:
A-1 Respond to physical environment
A-2 Enhance the skyline
B-2 Create a transition in bulk and scale
B-4 Design a well-proportioned & unified building



Rooftop Plan (R1)

DEPARTURES #3_Overhead Weather Protection – **Coverage %**

Code Requirement

SMC 23.49.018.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.

Departure Request and Difference

The proposed design provides 253'-9" of canopy. (313-5" = 100% continuous coverage). The difference is 59'-7" of reduction in canopy coverage; 19.0% of the lineal frontage required to have coverage.

Explanation for Departure Request

The proposed gaps in the canopy are a response to site conditions and program. In order to protect existing trees along Battery, gaps that are aligned to the building geometry and trees allow for the unobstructed growth radius around the existing trees. Other small gaps allow for steps in the canopy height and to differentiate canopies based on uses. Along Borealis, the canopies have been extended to cover most of the street frontage minus a small gap where the tower facade extends to grade.

Associated Guidelines:
C-1 Promote pedestrian interaction.
C-3 Provide active—not blank—facades.
D- 3 Provide elements that define the place.

DEPARTURES #4_Overhead Weather Protection – **Depth**

Code Requirement

SMC 23.49.018.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

Departure Request and Difference

Along Borealis Avenue, the proposed design reduces canopy depth to 6'-0". This is a difference of 2'-0", for a length of 111' - 2 1/2".

Explanation for Departure Request

The Zoning code requirement for 8' deep overhead protection conflicts with Seattle Standards for tree planting in a 12' Sidewalk. The centerline of the tree trunk would be 6" from the edge of canopy which would not allow the tree to fully develop. Elsewhere on the facade we broke the canopy to accommodate this requirement, but along Borealis we felt it was important to create continuous weather protection and utilize the unique shaping of the sidewalk to have both.

Associated Guidelines:
C-1 Promote pedestrian interaction.
C-3 Provide active—not blank—facades.
D- 3 Provide elements that define the place.
D- 6 Design for personal safety & security

SDOT 5'-0" RADIUS CLEAR TO OBSTRUCTION, TYP.

PROPOSED DEPARTURE FROM CANOPY DEPTH

COMPLIANT CANOPY DEPTH

DEPARTURES #5_Blank Facade Limits

Code Requirement

SMC 23.49.056 D.2/3: Blank Facade Limits for Class II pedestrian streets

Blank facade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. Blank facade segment width may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus 5 feet.

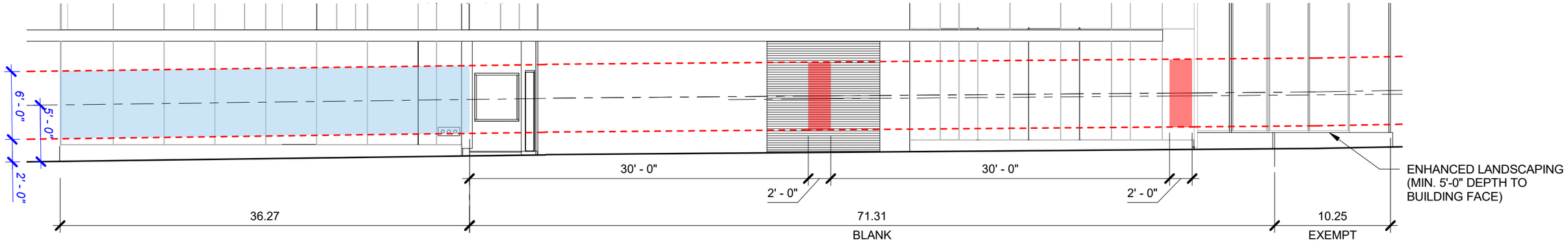
Departure Request and Difference

The design is proposing a single 71'-4" stretch of blank facade along Borealis Street. The difference is 41'-4" of unbroken facade length. However, only two 2'-0" wide transparent areas would be required to comply with this section. So the difference is 4'-0" total transparent areas.

Explanation for Departure Request

Due to the unique shape of the site, a shortened alley, and street frontages on three sides (no internal property lines), the need to locate some of the BOH mechanical spaces required for this size of building shifted to Borealis. While a mixture of Curtainwall from the podium above, form-lined concrete, and overhead weather protection are all being utilized, transparency is not allowed into such electrical rooms. Granting this departure also allows the facade along the two major pedestrian streets (7th and Battery) to feature more active uses and transparency.

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



Code Requirement

23.54.030.B.1.b - Parking Space Standards

Residential Uses: When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection 23.54.030.A, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.

Departure Request and Difference

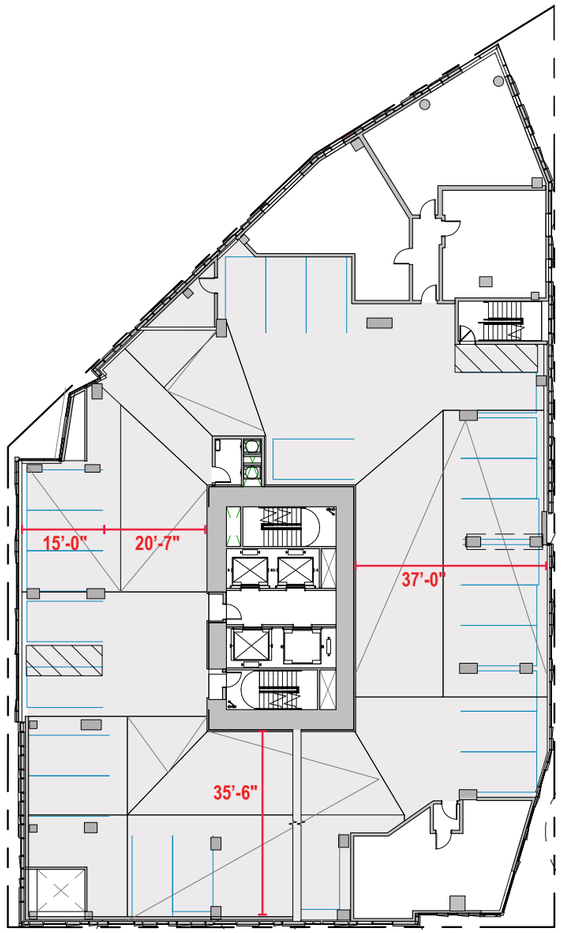
The project is currently providing 38% Medium stalls. The difference is 22%, or 57 stalls.

Explanation for Departure Request

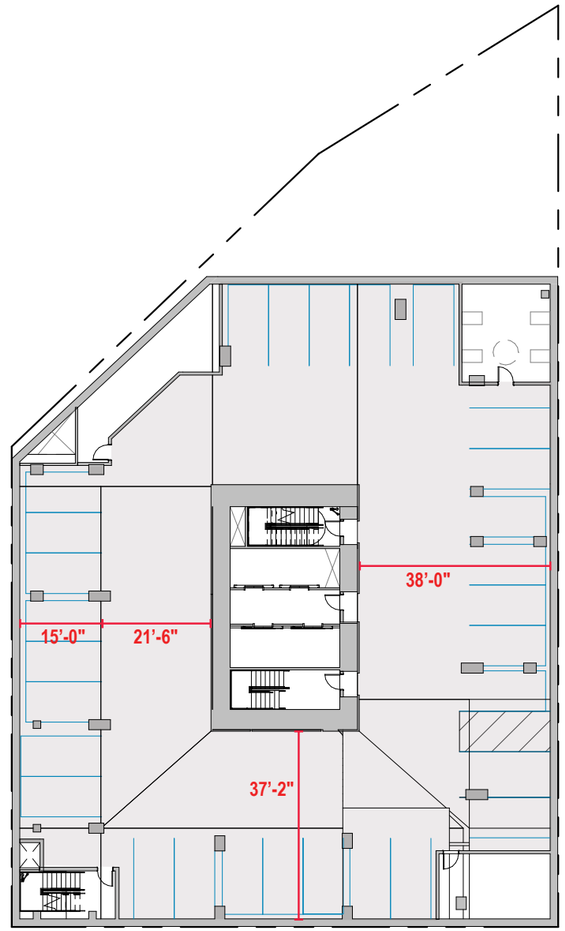
The constraints of the existing lot dimensions combined with the structural requirements for the proposed tower prohibit the majority of stalls in an efficient layout to be anything other than small stalls. The design also favors a building skin wrapped in Window Wall or Curtainwall in order to provide a high-quality facade which blends the tower with the podium, reducing the visual impact of the above grade parking. These skin treatments have deeper profiles and interior structure requirements that increase the depth of the skin over a lower quality framed solution. This meets the criteria of Design Guidelines for Downtown E-2e.

Due to these constraints, and design responses, the project cannot meet the code compliant ratio without eliminating parking completely, providing very inefficient (1/3 to 1/2 the amount) angled parking, and / or reducing the quality of the exterior skin. The project is providing medium and large stalls where they can be accommodated, but smaller stalls also inherently encourage smaller, more efficient vehicles appropriate for urban environments. The proposal better meets the intent of Design Guidelines PL4-A-1. Serving all Modes of Travel, DC1-C Parking and Service Uses.

Associated Guidelines:
E-2e Integrated Parking Facilities
PL4-A-1 Serving all Modes of Travel
DC1-C Parking and Service Uses



Typical Above Grade Level



Typical Below Grade Level

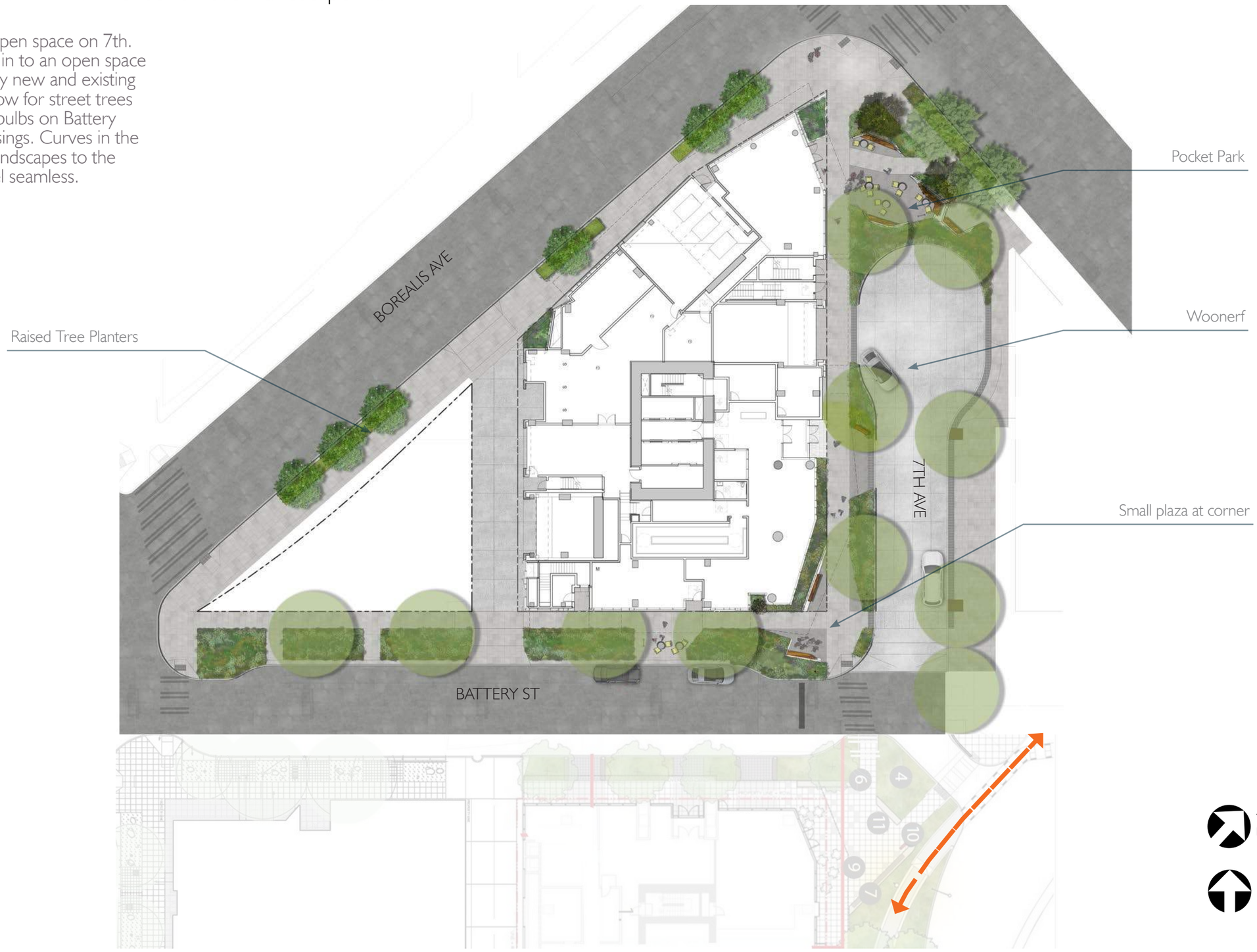
LANDSCAPE, LIGHTING & SIGNAGE

Ground Level Landscape Plan

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

KEY

BIKE PATH



1 View south along 7th Ave

2 View of Pocket park

3 Folded benches

LANDSCAPE DESIGN WOONERF AND LOBBY ENTRANCE

1 Bench and light bollard

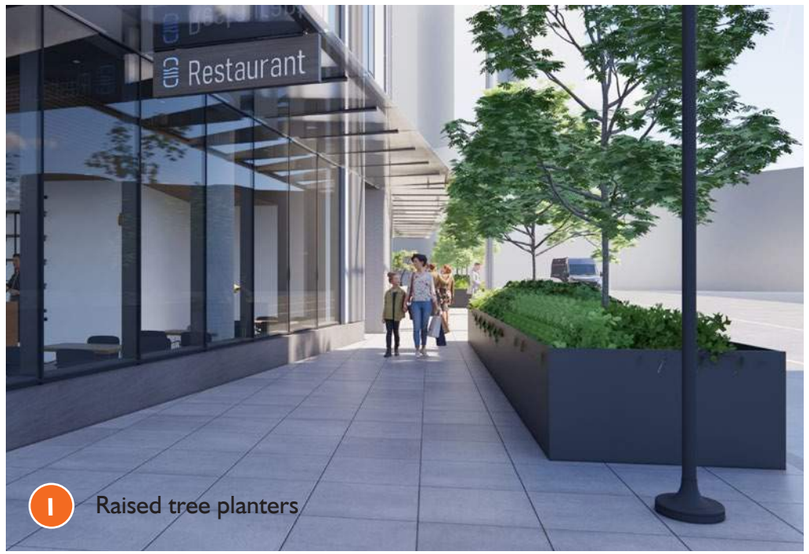
2 Woonerf

3 Lobby Corner

Cafe seating 2

2 View West on Battery St.

LANDSCAPE DESIGN BOREALIS AVE FRONTAGE



1 Raised tree planters

2 Concrete stormwater planter

3 Raised tree planters

STREET TREES

ULMUS PARVIFOLIA 'EMER II'
ALLEE ELM

CORNUS 'EDDIE'S WHITE WONDER'
FLOWERING DOGWOOD

BIORETENTION

ACER CIRCINATUM
VINE MAPLE

MAGNOLIA 'SWEETBAY'
MAGNOLIA

AMENITY

PINUS CONTORTA
SHORE PINE

ACER PALMATUM
JAPANESE MAPLE

SHRUBS

ITEA VIRGINICA 'HENRY'S GARNET'
SWEETSPIRE

PINUS MUGO VAR. PUMILLO
DWARF MUGO PINE

DAPHNE 'ETERNAL FRAGRANCE'
DAPHNE

SARCACOCCA H. VAR. HUMILIS
DWARF SWEET BOX

CORNUS SERICEA 'SILVER AND GOLD'
YELLOW TWIG DOGWOOD

SPIRAEA BETULIFOLIA VAR. LUCIDA
WHITE SPIRAEA

GRASSES/PERENNIALS

HOSTA 'COOL AS A CUMCUMBER'
HOSTA

ACANTHUS MOLLIS
BEAR'S BREECHES

DRYOPTERIS ERYTHROSORA 'BRILLIANCE'
AUTUMN FERN

POLYSTICHUM SETIFERUM
ALASKAN FERN

DISPOROPSIS PERNYI 'BILL BAKER'
EVERGREEN SOLOMON'S SEAL

CAREX TESTACEA
NEW ZEALAND SEDGE

GEUM 'MANGO LASSI'
AVENS

ANEMONE 'HONORINE JOBERT'
JAPANESE ANEMONE

CALLUNA 'FIREFLY'
HEATH

HEMEROCALLIS "FULL MOON MAGIC"
DAYLILY

CROCOSMIA
CROCOSMIA

FRAGARIA CHILOENSIS
BEACH STRAWBERRY

BIORETENTION

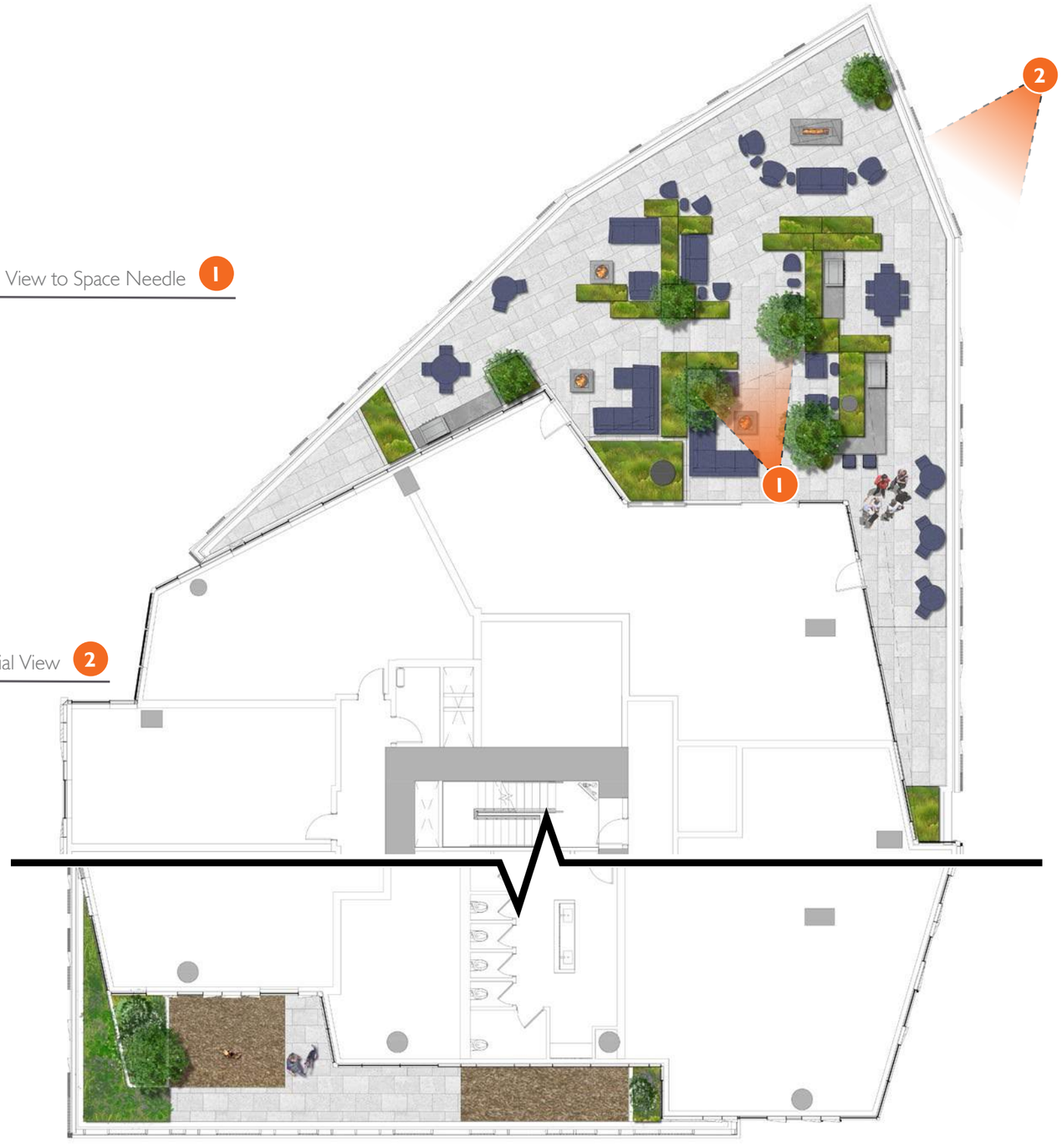
CAREX PACHYSTACHYA
CHAMISSO SEDGE

JUNCUS ENSIFOLIUS
DAGGER LEAVED RUSH

EVERGREEN

View to Space Needle 1

Aerial View 2



View to looking South to lounge seating

View of outdoor seating and cooking area off main indoor amenity space

E1,E5,E7

Uniform Linear LED

E11

Linear RGB LED

E12

Recessed Step Light

E8

Mini Multi Cell (Recessed)

E2

Exterior Downlight

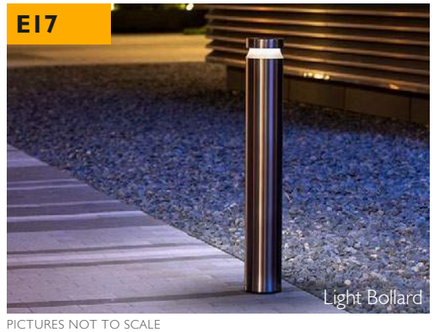
E10

Alley Safety Lighting

E4

Wall Wash Uplight

E17



Light Bollard

E18

Light Pole

PICTURES NOT TO SCALE

GROUND LEVEL LIGHTING PLAN (NTS)

 # Lighting L5 Plan

E14

Concealed Parapet Light

E20

Under Cabinet RGB LED

E21

Landscape Accent Walls

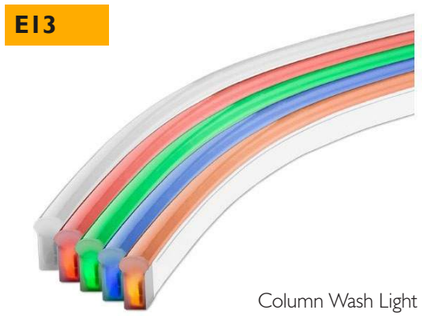
E12

Recessed Step Light

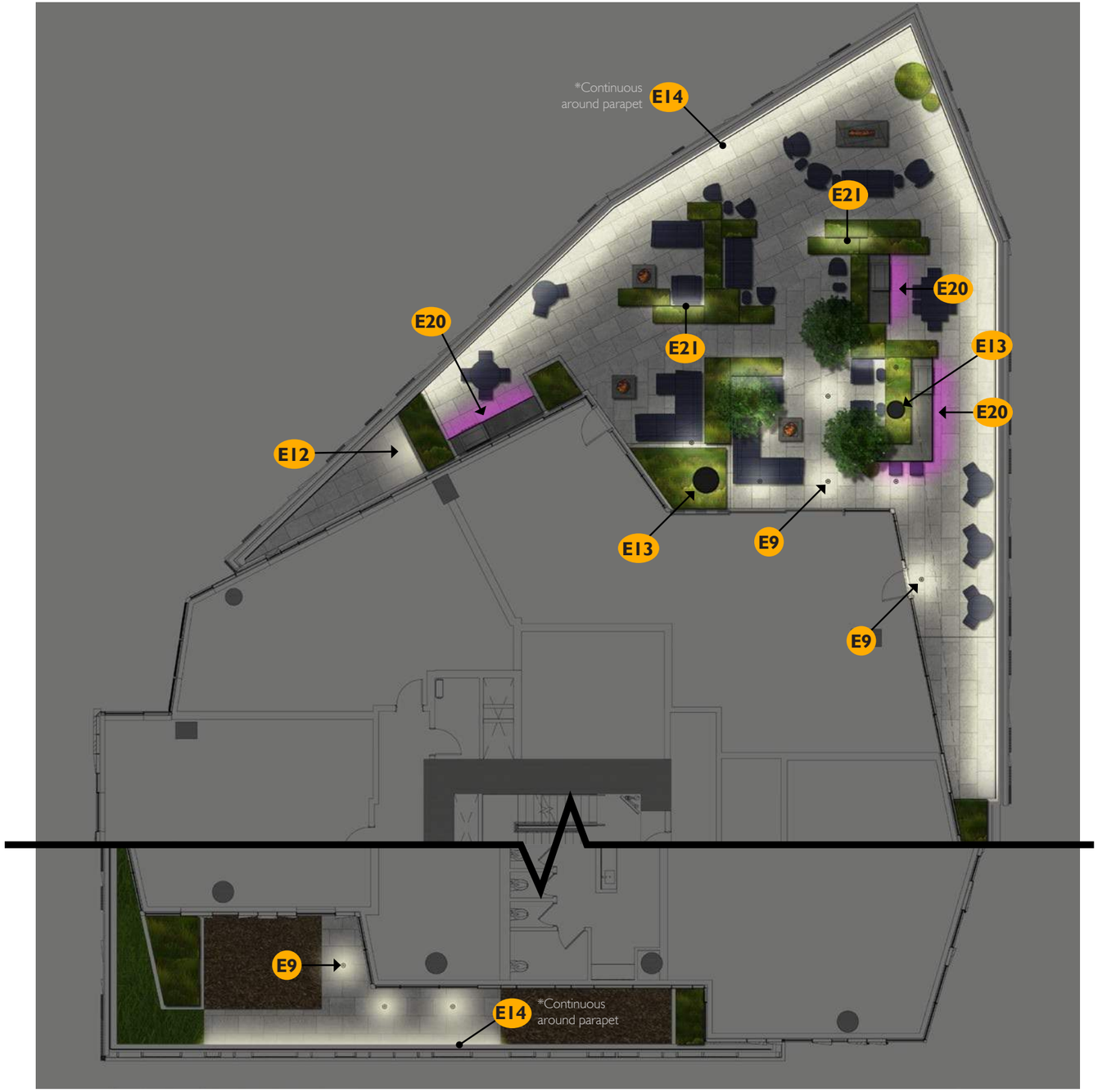
E9

Exterior Downlight

E13



Column Wash Light



E14

Concealed Parapet Light

E20

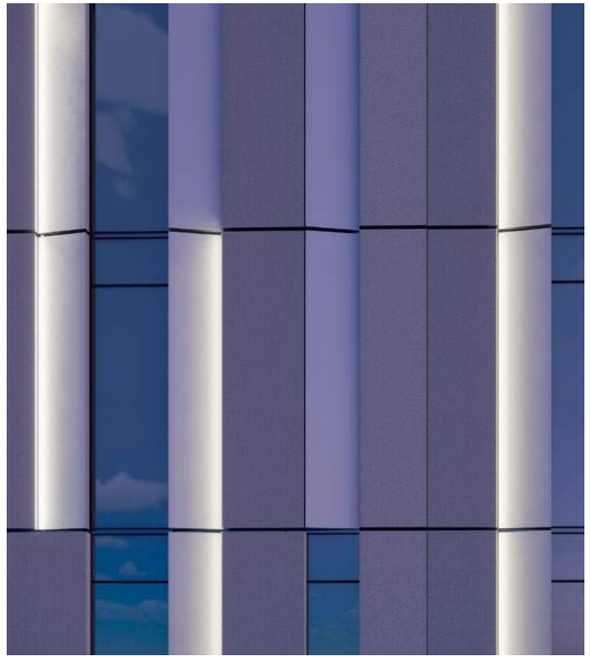
Under Cabinet RGB LED

E9

Exterior Downlight

LINEAR RGB WALL WASH

Color changeable and dimmable, these lights are concealed in the curtainwall system and wash across the angled metal panels creating a pattern across the podium facade in the evening and at night. These are featured on all 4 sides of the podium, including the corner over the alley.

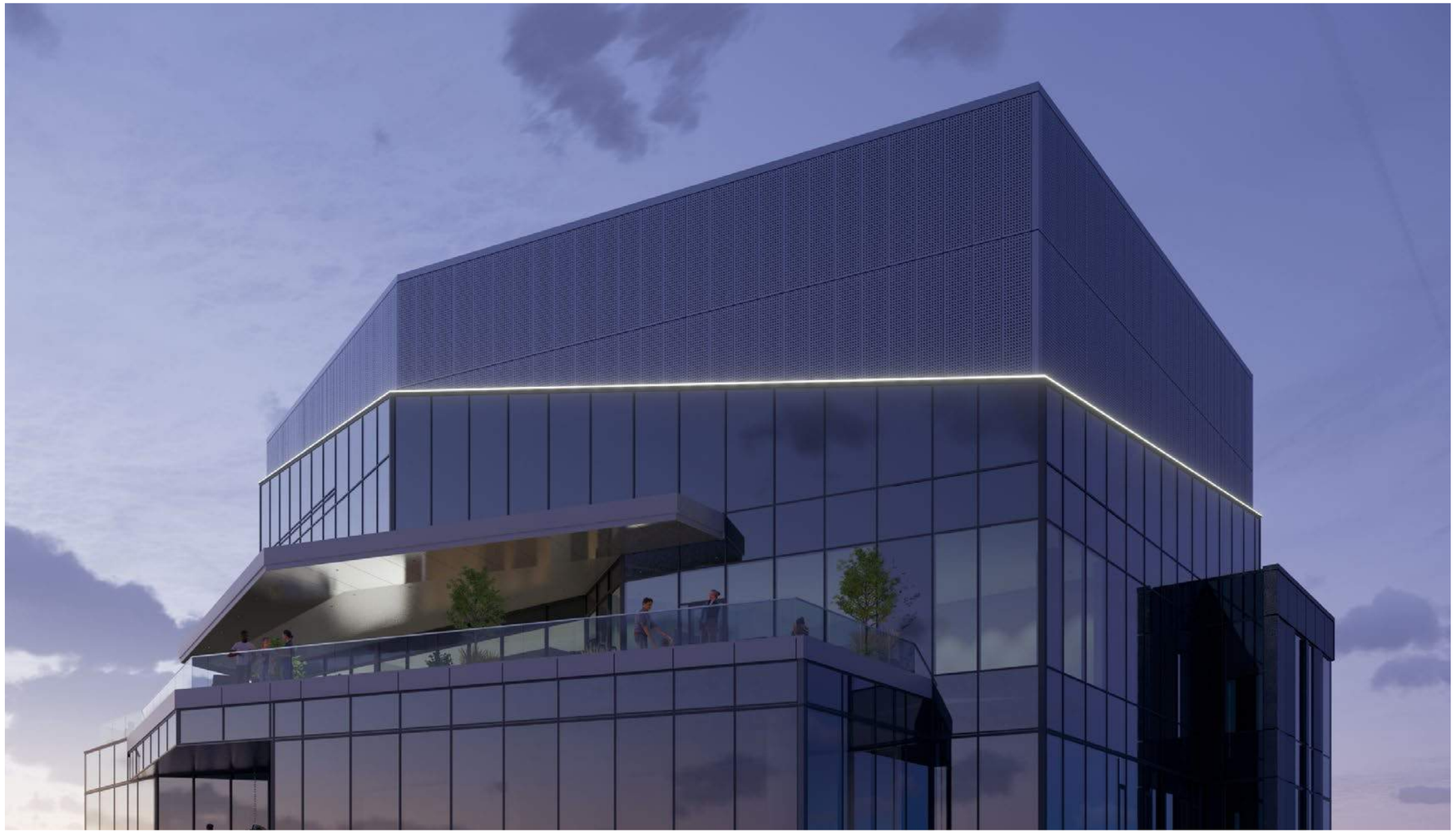


Reference image of light wash on angled panels

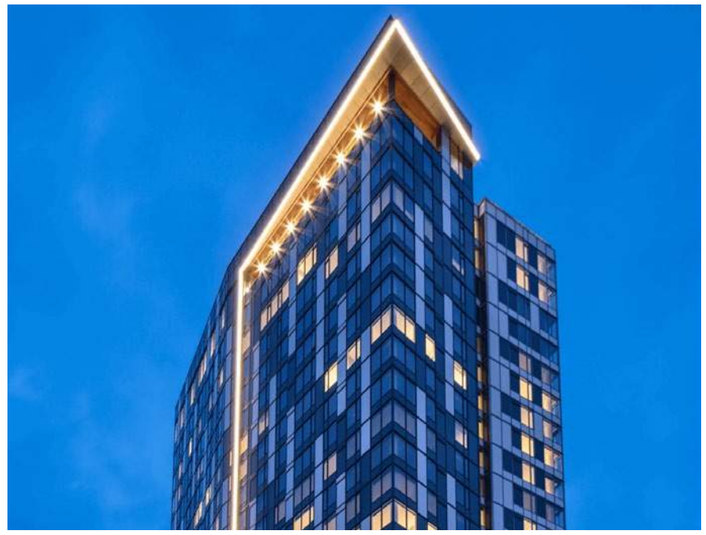
LINEAR RGB WALL WASH

Color changeable and dimmable, these integrated housings will wash the form-lined concrete wall in light accentuating the texture at night and activating and illuminating an otherwise blank facade.

Reference image of light wash on folded wall

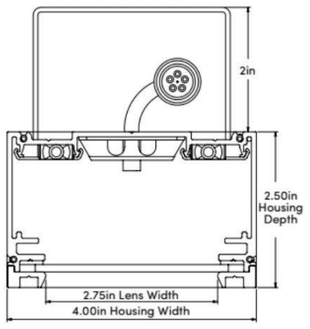


Examples utilizing lighting to express unique forms and create identity in the skyline.

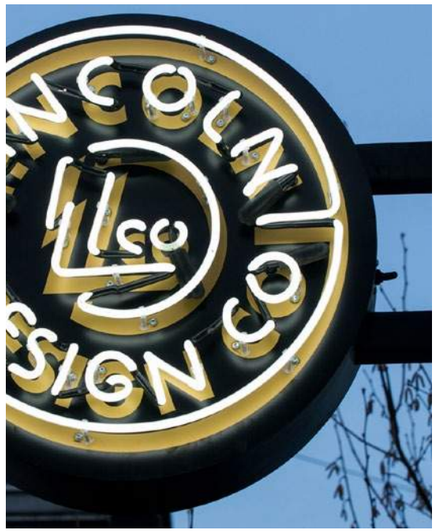


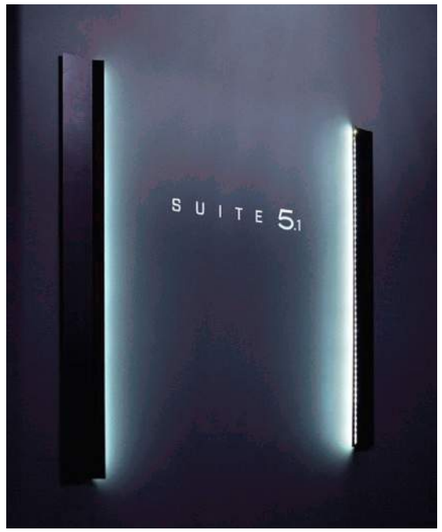
LINEAR OUTLINE LIGHT

IP-76 Rated exterior linear lighting, with a wider lens for better visibility and viewing angle then the typical 1" LED channels. The LED inside will be RGB controlled, dimmable, etc. to allow flexibility and the ability to match other buildings during special Seattle events, holidays, etc.



Signage Concept 7th Ave.





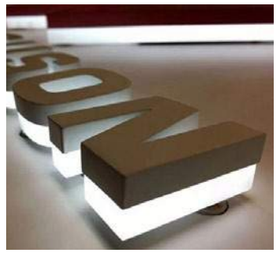
Retail Signage

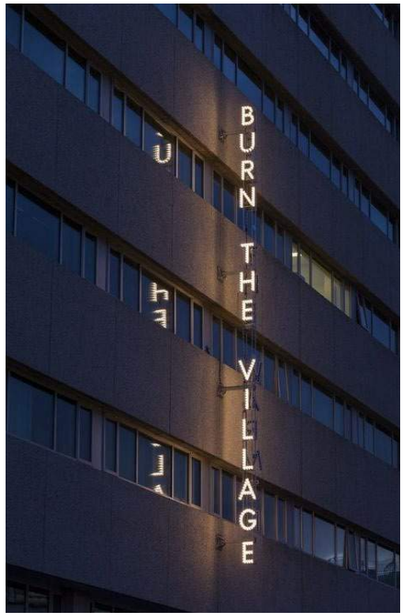
Options for facade mounted or hanging blade signs

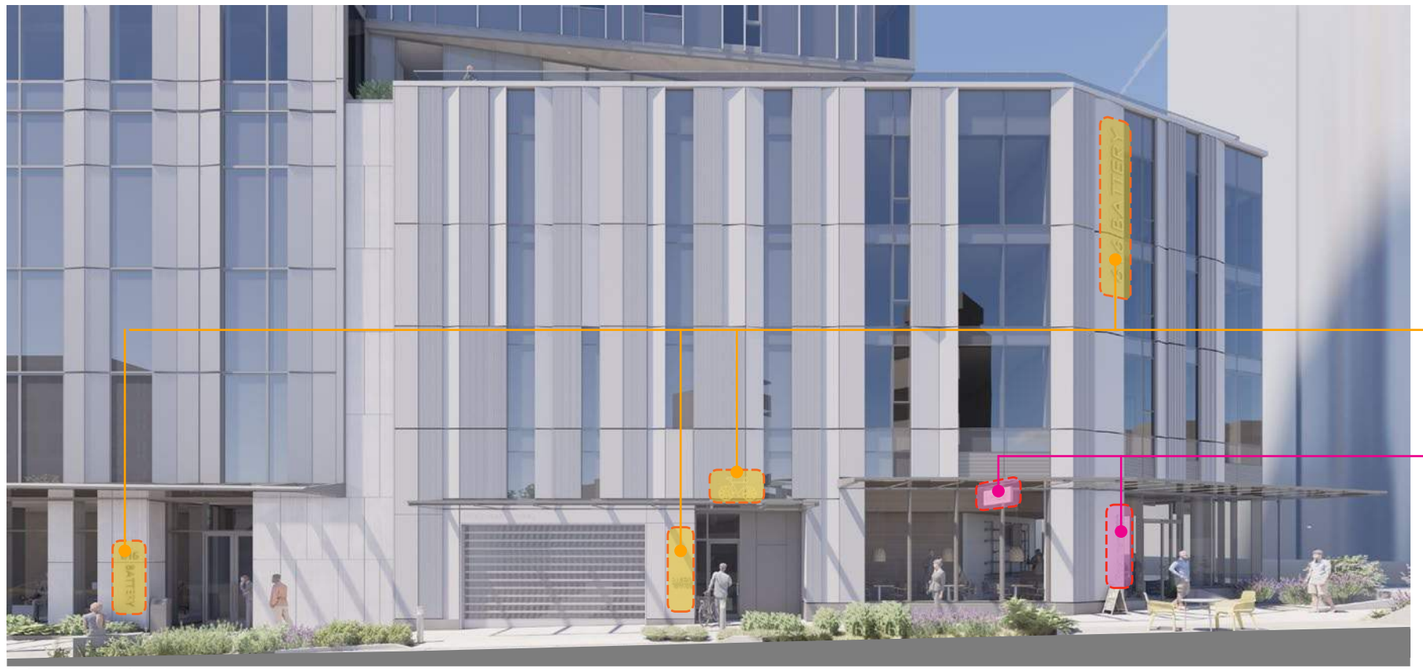
Building Signage

Facade integrated LED signage around main entry

*Trees hidden for clarity







*Trees hidden for clarity

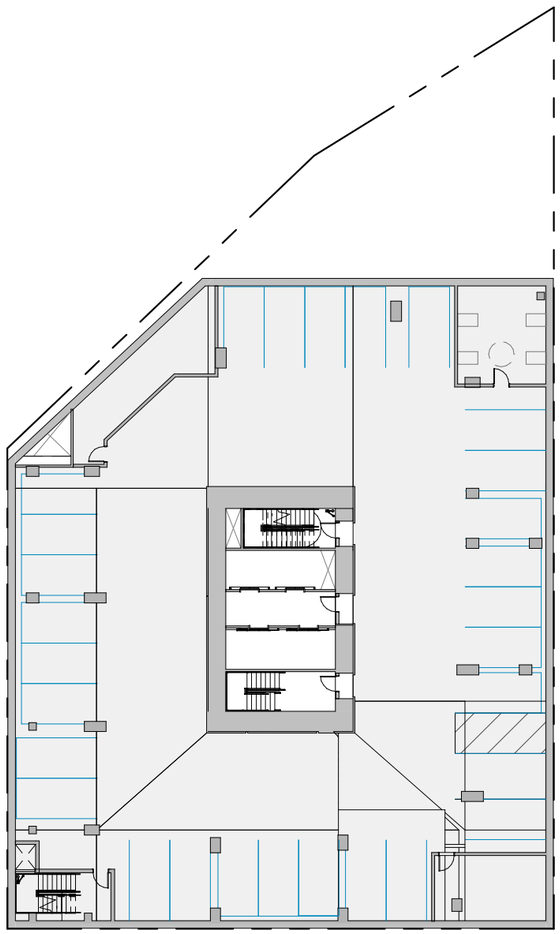
Building Signage

Facade integrated LED signage around main entry, options for bike room signage pending security review.

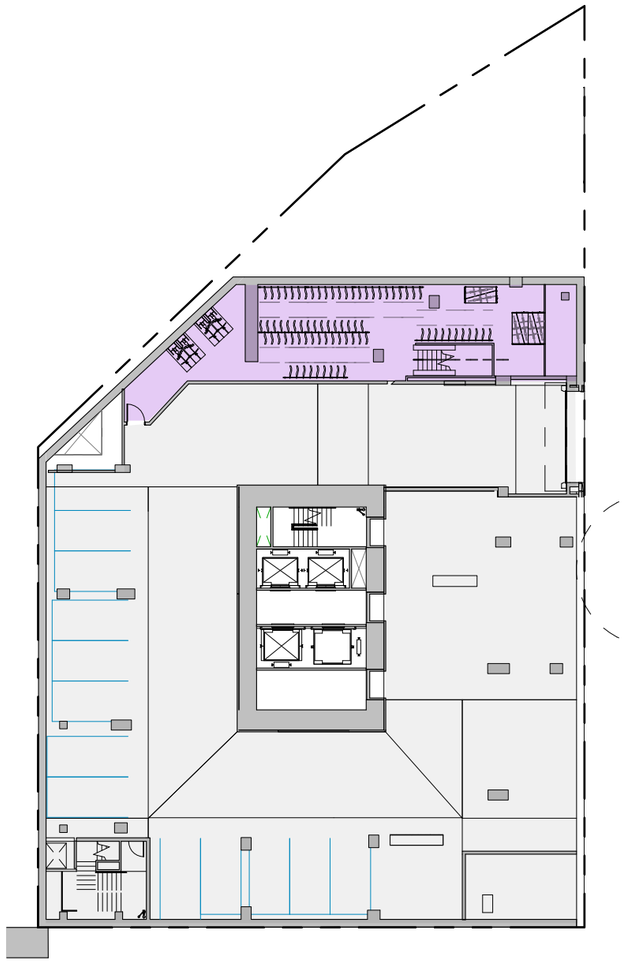
Retail Signage

Options for under canopy or facade integrated retail signage

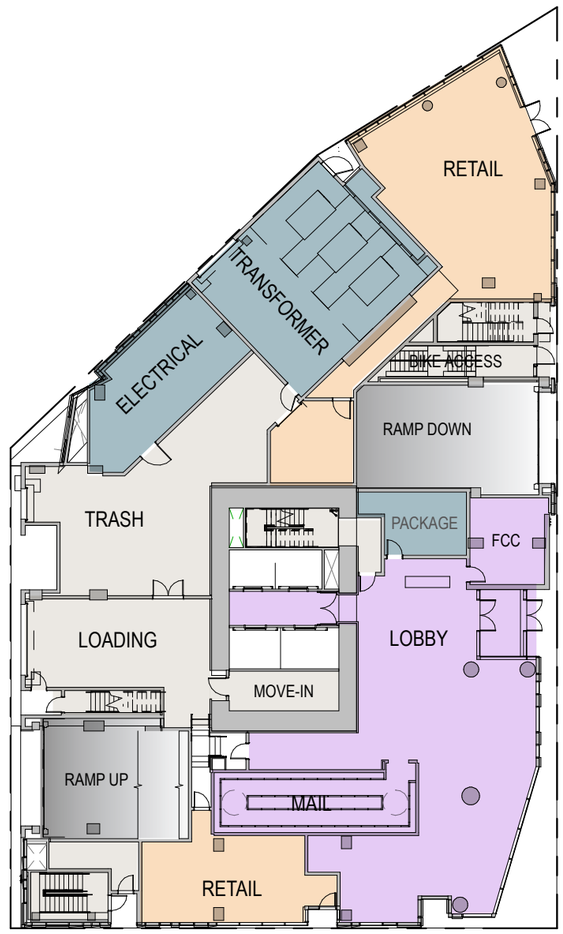
PLANS, SECTIONS, SUN STUDY



TYPICAL PARKING PLAN



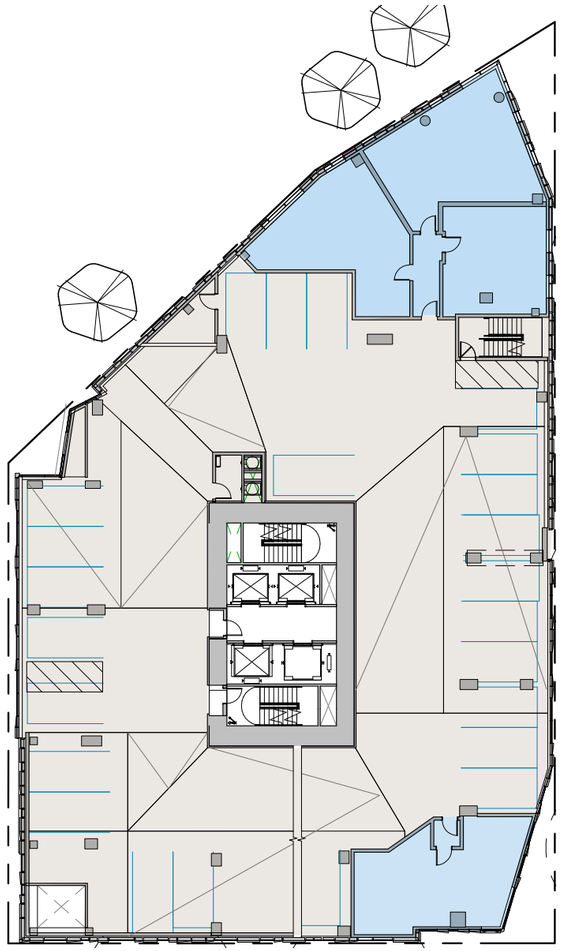
LEVEL P1 PLAN



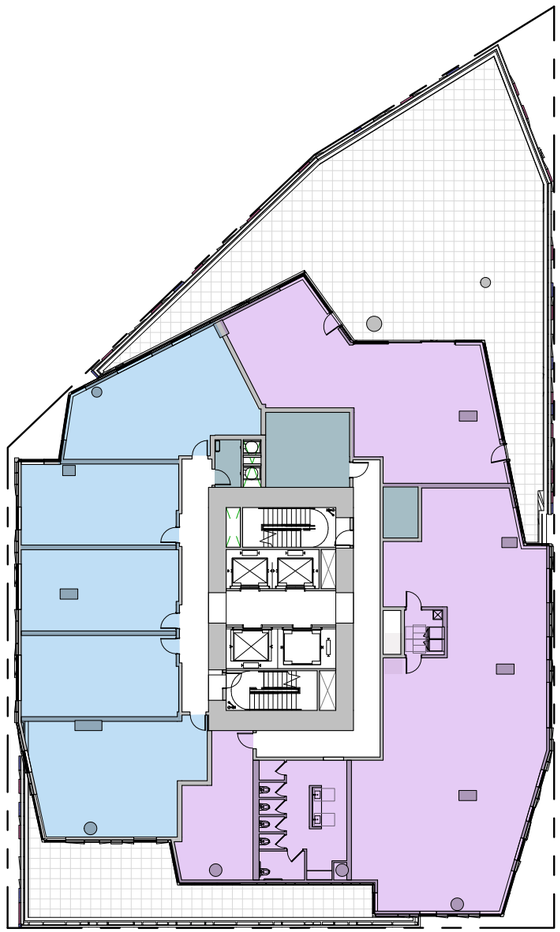
L1 PLAN

Lobby / Common Space
Residential Units
MEP / Fire
Loading / Trash / Circulation
Retail
Exterior Roof Terrace
Landscaping / Green Roof
Building Entry / Exit

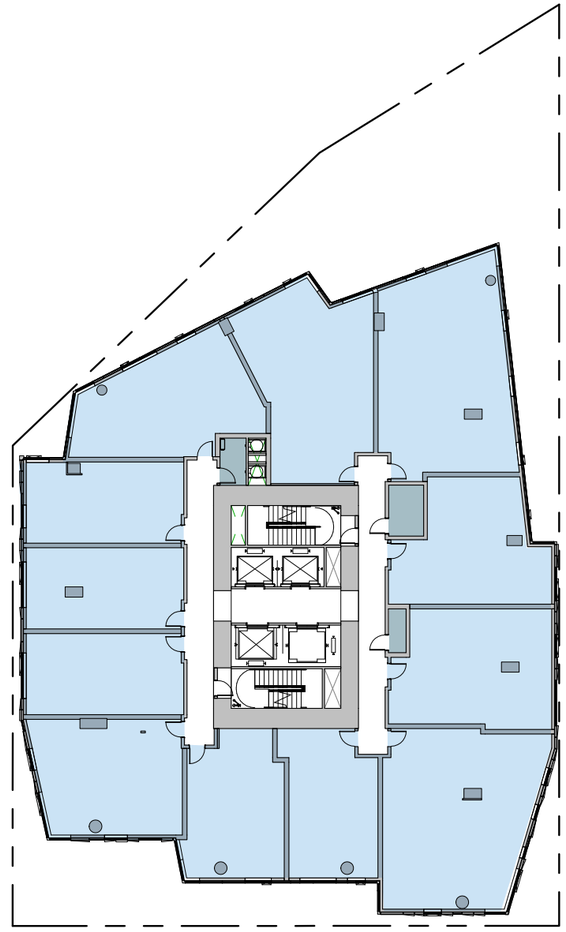
0 15' 30' 60'
1'=30'-0"



TYPICAL PODIUM PLAN



L5 AMENITY PLAN



TYPICAL TOWER PLATE L6-L42

Lobby / Amenity Area

Residential Units

MEP / Fire

Loading / Parking / Circulation

Retail

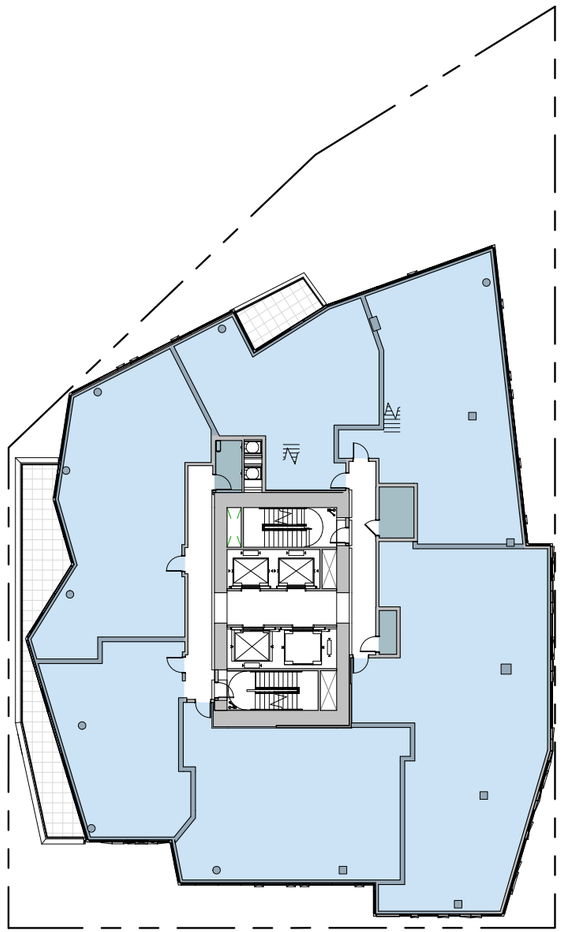
Exterior Roof Terrace

Landscaping / Green Roof

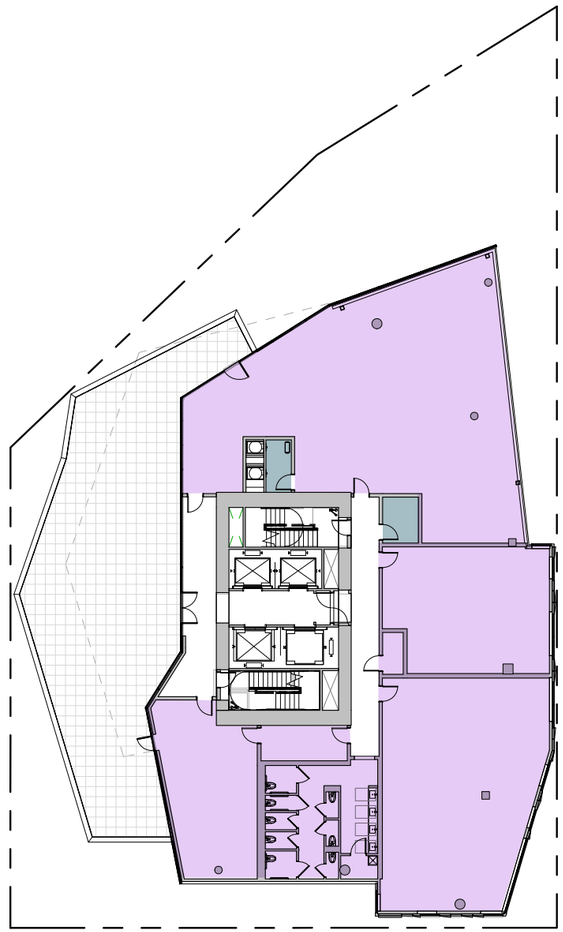
Building Entry / Exit

0 15' 30' 60'

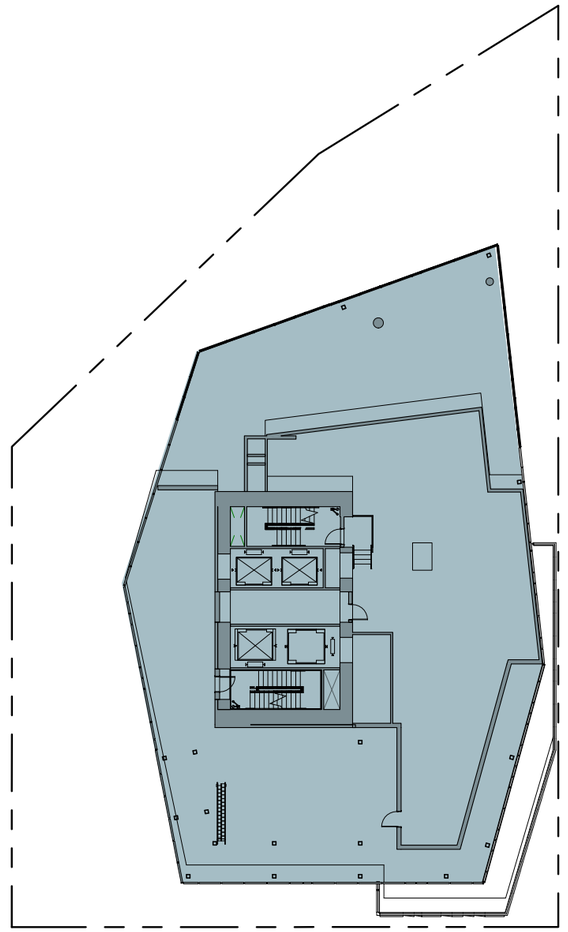
1'=30'-0"



L43 PLAN



R1 PLAN



R2/3 PLAN

Lobby / Common Space

Residential Units

MEP / Fire

Loading / Trash / Circulation

Retail

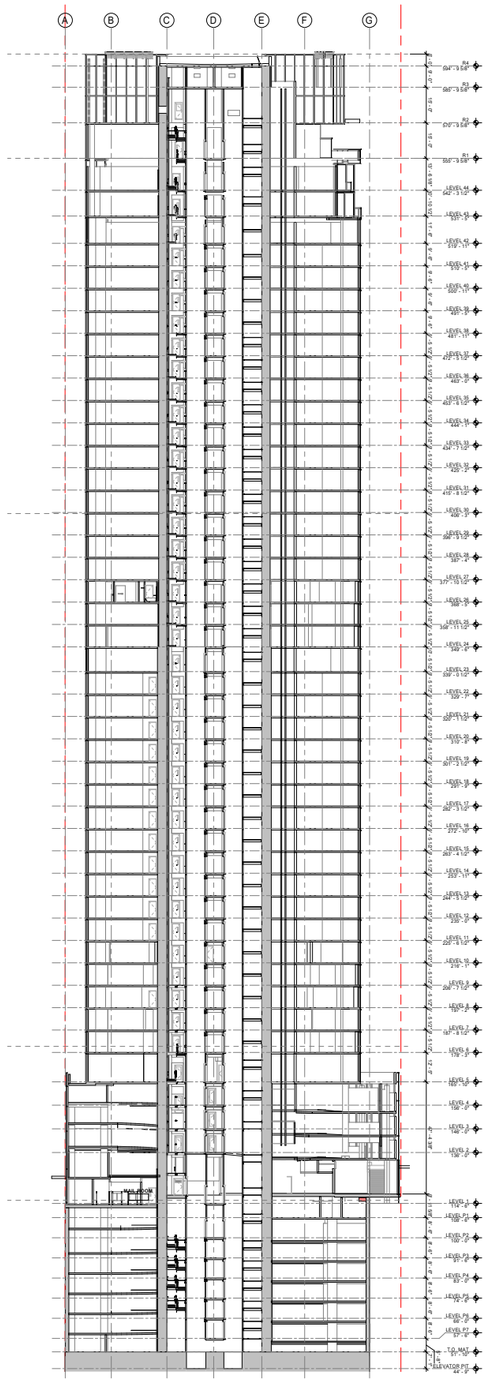
Exterior Roof Terrace

Landscaping / Green Roof

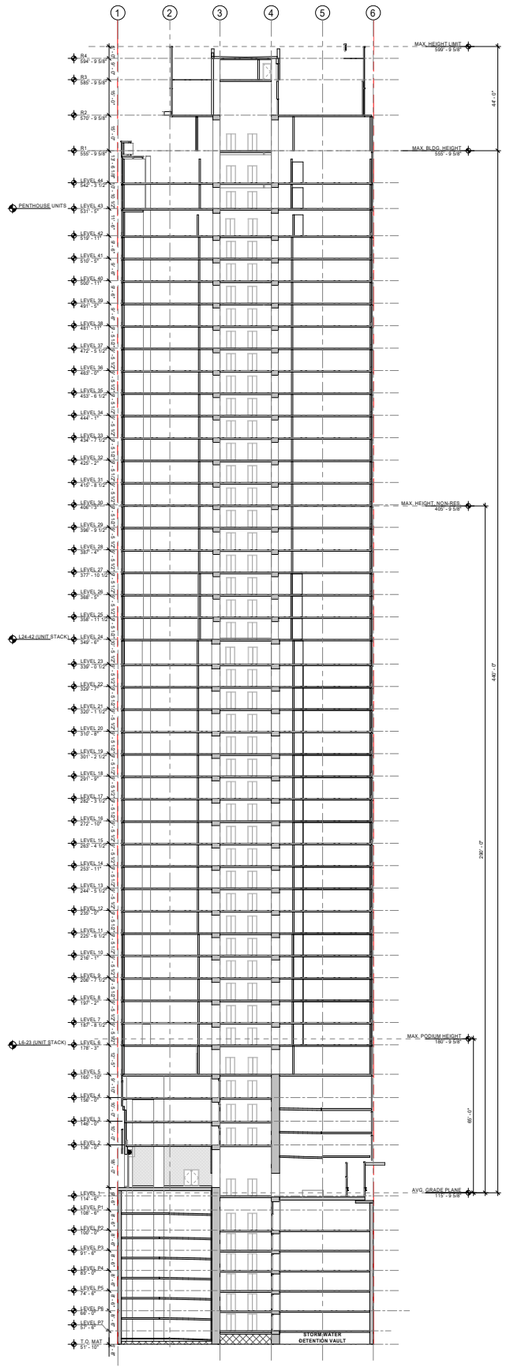
Building Entry / Exit

0 15' 30' 60'

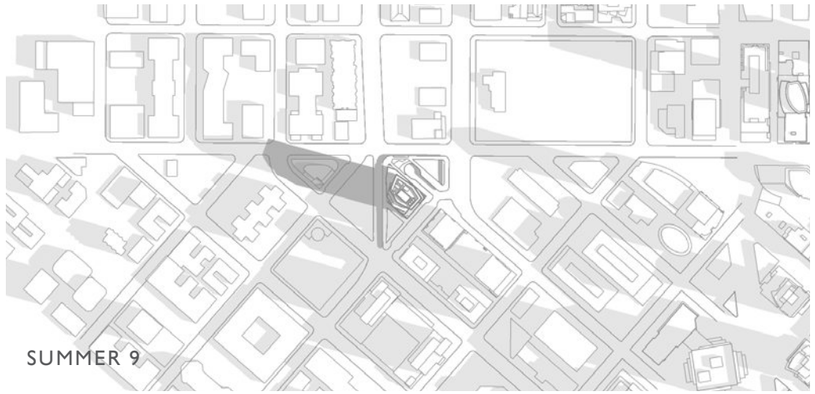
1'=30'-0"



NORTH / SOUTH PROJECT SECTION

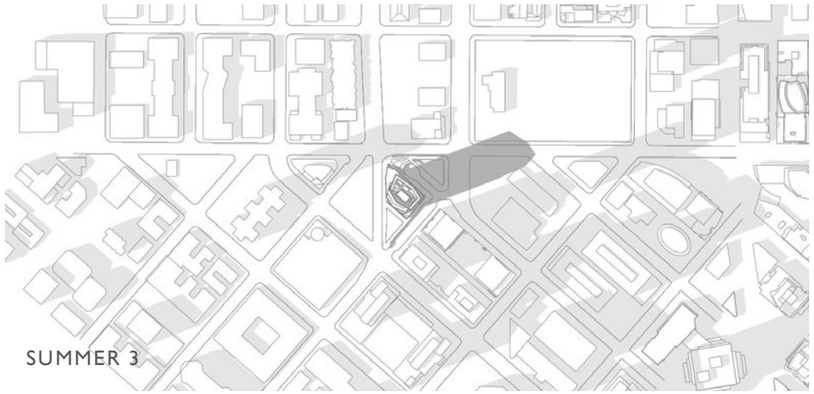


EAST / WEST PROJECT SECTION

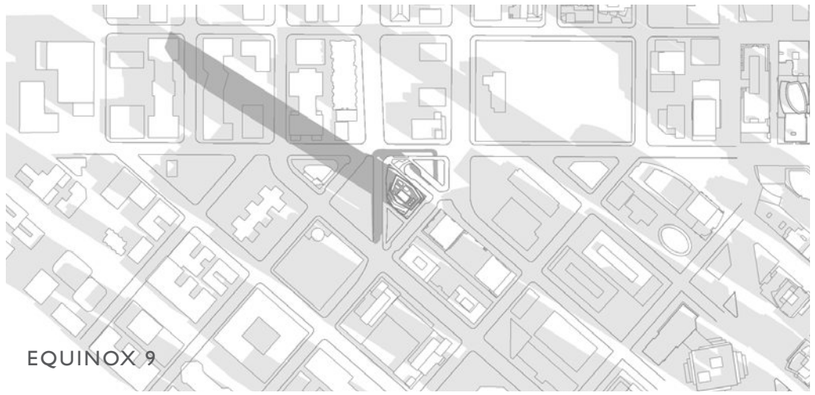


SUMMER 9

SUMMER 12

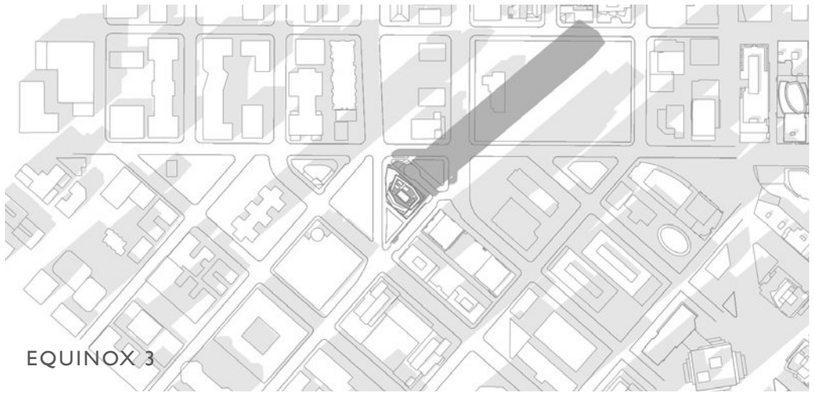


SUMMER 3

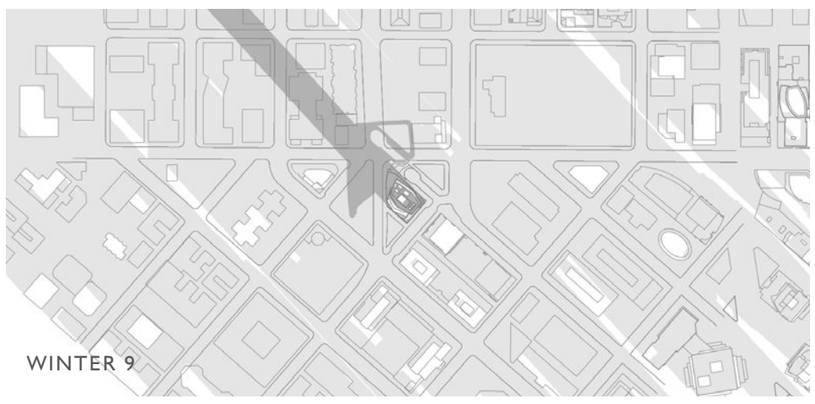


EQUINOX 9

EQUINOX 12

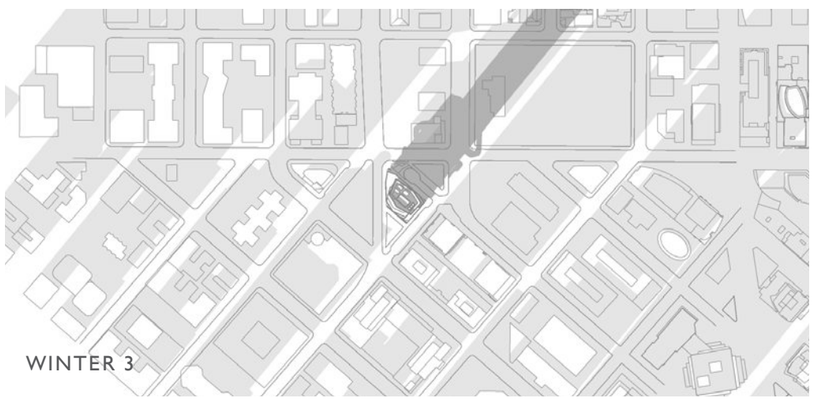


EQUINOX 3



WINTER 9

WINTER 12



WINTER 3

APPENDIX

PREVIOUS HOLLAND + WEBER THOMPSON PROJECTS

The Ivey and The Ayer (Ivey completed 2022, Ayer under construction)

Kiara (Completed 2018)

Premiere on Pine (Completed 2015)

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

ZONING SUMMARY

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

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

THANK YOU!