



HAL Real Estate Investments Inc.

2116 4TH AVENUE
SEATTLE, WA

DESIGN RECOMMENDATION MEETING
DPD #: 3009145

DECEMBER 16, 2008



WEBER THOMPSON

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HAL Real Estate Investments Inc. is the Seattle-based real estate investment subsidiary of HAL Holding N.V., an international investment company based in the Netherlands Antilles. HAL's roots date back to 1873 when the Nederlandsch-Amerikaansche Stoomvaart-Maatschappij (N.A.S.M.) was founded in Rotterdam, the Netherlands. For most of its history, the company has operated ocean shipping and travel businesses. In 1989, HAL sold its principal operating unit, Holland America Line and since then, HAL has embarked on a strategy to build a diversified international investment company. The Company invests its own capital, not funds temporarily made available by outside investors. As a result, HAL does not operate within limited time horizons, nor is it subject to other restrictions common to institutional investors. HAL Real Estate Investments Inc. has been investing in Seattle area real estate since 1993 and has been involved in the development and operation of numerous urban multifamily projects.

PROJECT VISION STATEMENT

2116 4TH AVENUE

HAL Real Estate Investments, Inc. is proud to present 2116 4th Avenue, a 40-story tall residential tower with 359 units, 2,697 sf of ground floor retail and 324 parking stalls.

Rising from a mid-block, 12,969 sf site next to the Cinerama theatre in the heart of Belltown, this 400 foot tall high-rise residential tower will embody the Northwest high-rise design principal of tall, thin and sustainable towers that allow for abundant light and openness to reach the street, enhance the skyline and create a lively and safe streetscape.

The base of the tower will feature high-ceilinged and highly transparent retail space that will provide inviting and vibrant activation. Careful attention will be given to the ground plane in an effort to create a rich pedestrian experience, by incorporating lush landscape / hardscape treatments, contiguous overhead weather protection, and sophisticated lighting and graphic treatment.

The podium of the tower will house four floors of above-grade parking above the retail. The façade of these parking levels will be animated with work studios covering approximately 55% of the façade, and will be treated with a dynamic and artistic architectural expression. The intent is to create a visual landmark that celebrates this specific location, in a way that achieves an architectural dialogue with the neighboring Cinerama Theatre.

The façades of this sculpted tall and slender tower are broken down into smaller vertical elements that help to create a slender look and graceful scale. The top of the tower is sculpted in an effort to enhance the Seattle skyline. Taking cues from the Cinerama location, the rooftop level will accommodate a one of a kind garden terrace featuring an outdoor projection cinema.

With a Seattle sensibility, the 2116 4th Avenue high-rise residential tower will capture and foster a sense of authenticity, unpretentious charm and elegant but understated design. The tower will feature an array of amenities that both bring people together and let them create the type of individual urban lifestyle they desire.

GOAL FOR 12/16/08 DRB MEETING:

We hope to achieve recommendation of the design presented.



ZONING INFORMATION

ADDRESS: 2116 4th Avenue (Block J) (Lots 3 + 4)

ZONING & OVERLAYS: Map 1A: Downtown Mixed Commercial: DMC 240/290-400
Belltown Urban Center Village

ALLOWABLE HEIGHT LIMITS: 23.49.008
The maximum building height is 400 ft/440 ft

SITE DEVELOPMENT AREA: This mid-block site is platted at 120.08 ft wide x 108 ft deep (12,969 sf), but will be reduced by a two feet wide alley widening dedication and a four inch required seismic setback at each side lotline. The resultant developable site dimensions are (119.41 ft wide x 106 ft deep) which equals approximately (12,657 sf) of developable site area, up to a height of 26 ft above the alley at which point the building can extend back to the property line at the alley.



ZONING MAP



ZONING MAP



SITE STATISTICS:

ROW CHARACTERISTICS:

4th Avenue:

- North bound one-way street.
- Class 1 Pedestrian/Principal Arterial.
- ROW of 90 ft with a roadway of 54 ft and minimum 12 ft wide sidewalks.
- Map 1C requires a 12 ft wide sidewalk.
- Existing sidewalk is 18 ft wide.

Blanchard Street:

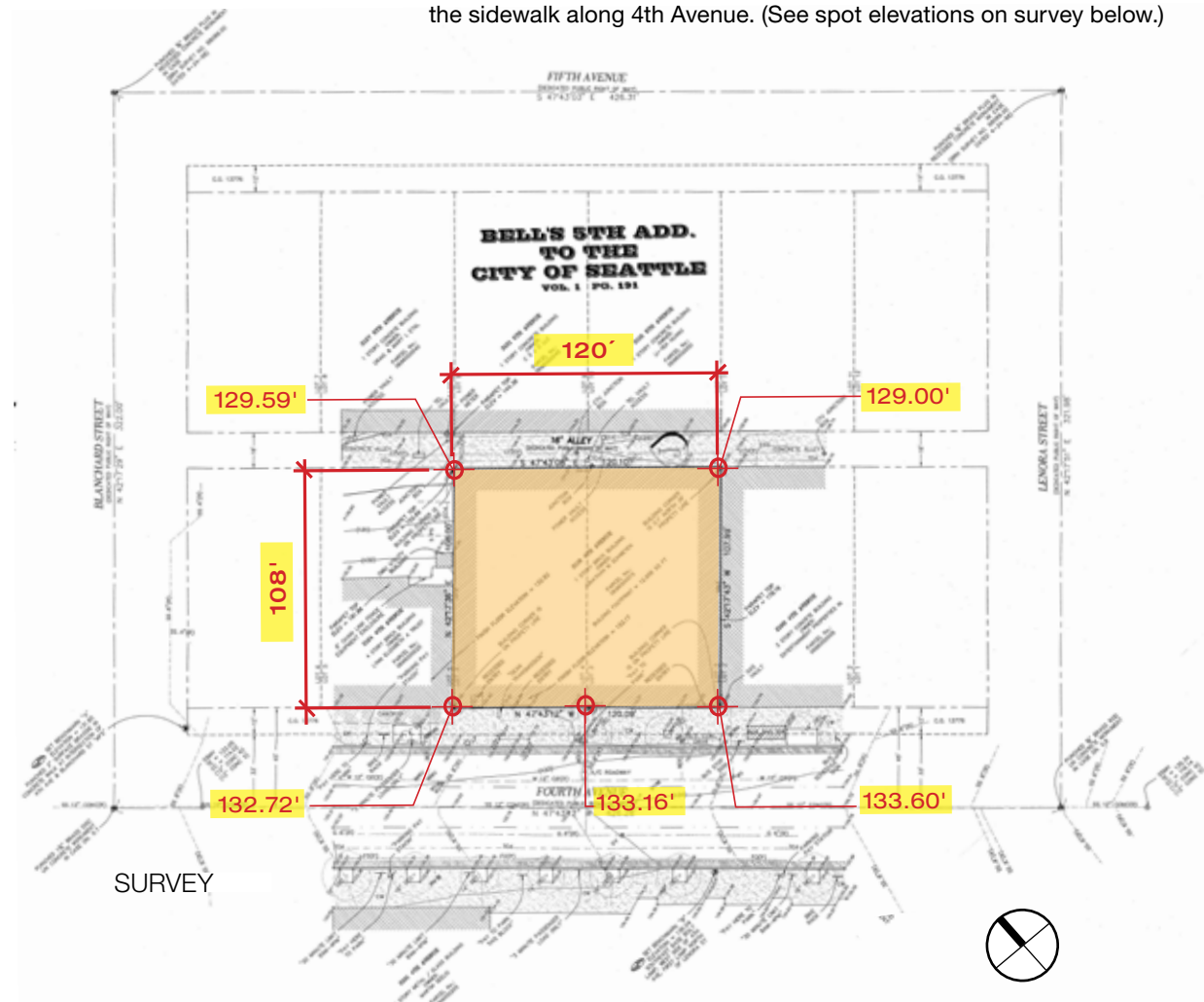
- One-way east bound
- Green street

Lenora Street:

- One-way west bound
- Class 2 Pedestrian/Principal transit street

TOPOGRAPHY:

The sidewalk elevation at the Southwest corner along 4th Avenue is approximately 10.5" above the Northwest corner. The Northwest corner is approximately 3'-2" above the Northeast corner at the alley. The Northeast corner is approximately 0'-7" above the Southeast corner at the alley. The Southeast corner at the alley is approximately 4'-8" below the Southwest corner of the sidewalk along 4th Avenue. (See spot elevations on survey below.)



PROJECT STATISTICS:

NUMBER OF FLOORS AND FLOOR AREA (SF):

	Floors	Area (approx.)
Lobby/Retail/BOH	1	11,801 sf
Mechanical/Storage	1	9,719 sf
Parking (4 above grade, 8 below grade)	4	48,406 sf
Amenity	1	9,628 sf
Residential	32	360,601 sf
Amenity / B.O.H.	1	4,357 sf
Total Floors Above Grade	40	444,512 sf

NUMBER OF RESIDENTIAL UNITS:

359 (D.U. approx.)

NUMBER OF PARKING STALLS:

Residential Stalls Below Grade	219 (8 levels)
Residential Stalls Above Grade	105 (4 levels)
Total Stalls	324 ps (0.90/unit)

DEPARTURES:

1. TOWER WIDTH
2. STRUCTURAL BUILDING OVERHANG
3. OVERHEAD WEATHER PROTECTION & LIGHTING
4. PARKING AISLE DIMENSIONS



A. SITE PLANNING

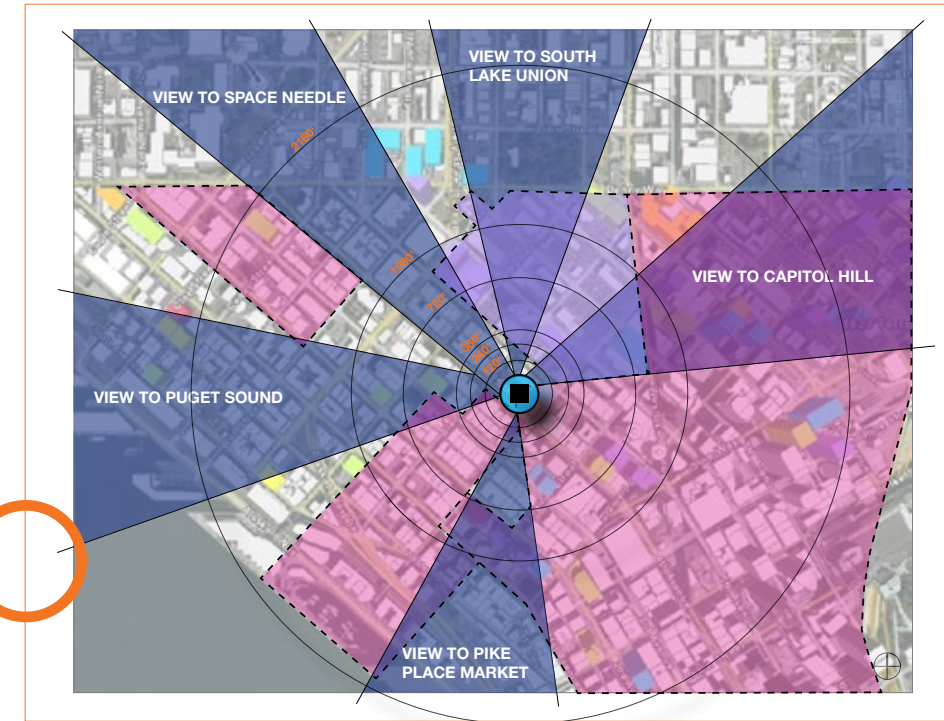
A-1 Respond to the physical environment. Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

Belltown-specific supplemental guidance: (a) Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures; (b) The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners; and (c) The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

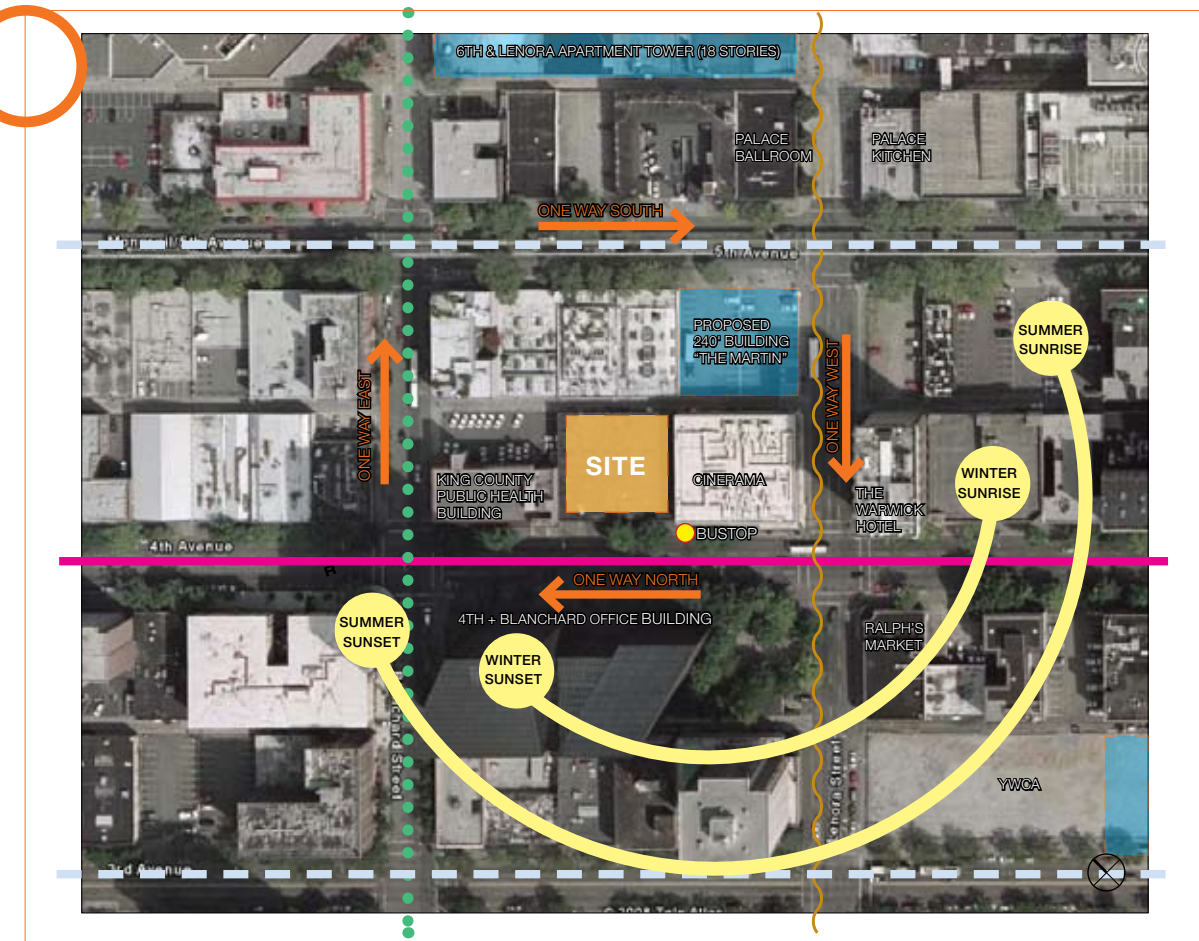
The Board discussed the street grid at this location and complimented the proposed massing for responding with angles to maximize views to and from the site.

A-1 Enhance the skyline. Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The Board recognized that the proposed tower will be highly visible against the downtown skyline. They also mentioned they would like to see greater contextual analysis that extends far enough to show other towers potentials (existing and proposed) in the vicinity, as well as show what the permitted zoning would allow in the area. The Board encouraged the design to relate the top and the base to each other to form a cohesive whole.



SITE CONTEXT: VIEW DIAGRAM (EDG)



AERIAL PHOTO OF BLOCK (EDG)

**NOTE: ALL IMAGES ARE FROM THE EDG
- FOR REFERENCE ONLY**



B. ARCHITECTURAL EXPRESSION

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

Belltown-specific supplemental guidance: (a) Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape; (b) Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner; (c) Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions; and (d) Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support active street life.

The Board agreed that the proposed massing responds well to the existing neighborhood context, which is undergoing dramatic changes. The Board noted concern that the proposed work studio units proposed on either ends of the four floors of above grade parking be highly functional and not become storage rooms. The Board suggested that the condo rules incorporate language to this effect.

B-2 Create a transition in bulk and scale. Compose the massing of the building to create a transition to the height, bulk and scale of development in neighboring or nearby less-intensive zones.

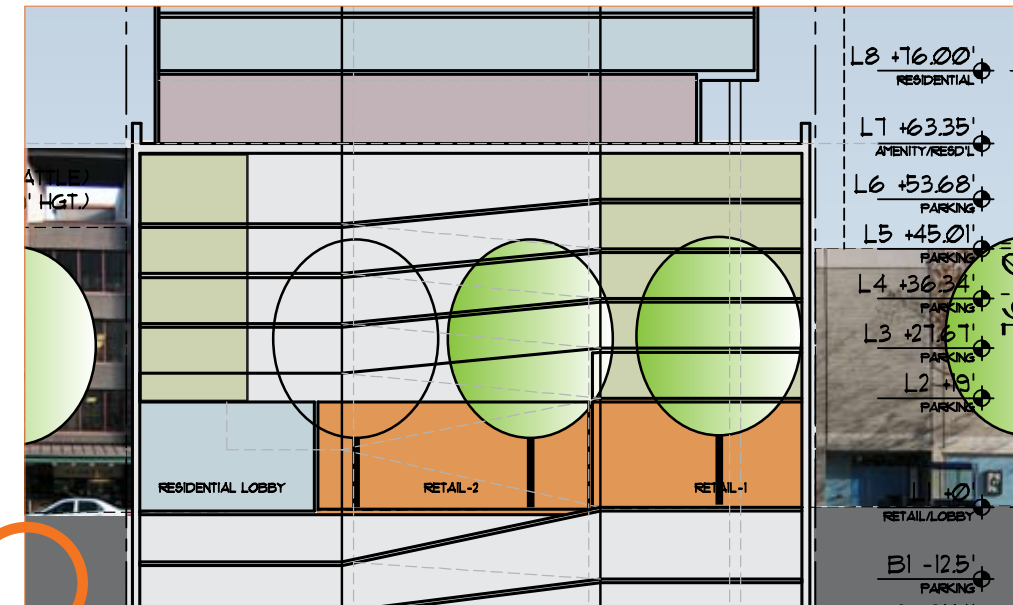
The Board discussed the shape of the proposed tower and was pleased with the tall, slender tower proportions under consideration. They noted to avoid the tendency to make the design overly fussy, but rather keep the design simple. Of the three massing alternatives, the Board agreed that Option 3 is preferred in terms of addressing glazing opportunities on the north and south elevations.

B-3 Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

Belltown-specific supplemental guidance: (a) Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation; (b) Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street; and (c) Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

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

The Board emphasized that the tower design needs to be well integrated into the design of the podium base. The measures used to screen the above grade parking levels are a critical component of this integration. The Board noted that the proposed frame elements may not be necessary and risk becoming overly busy.

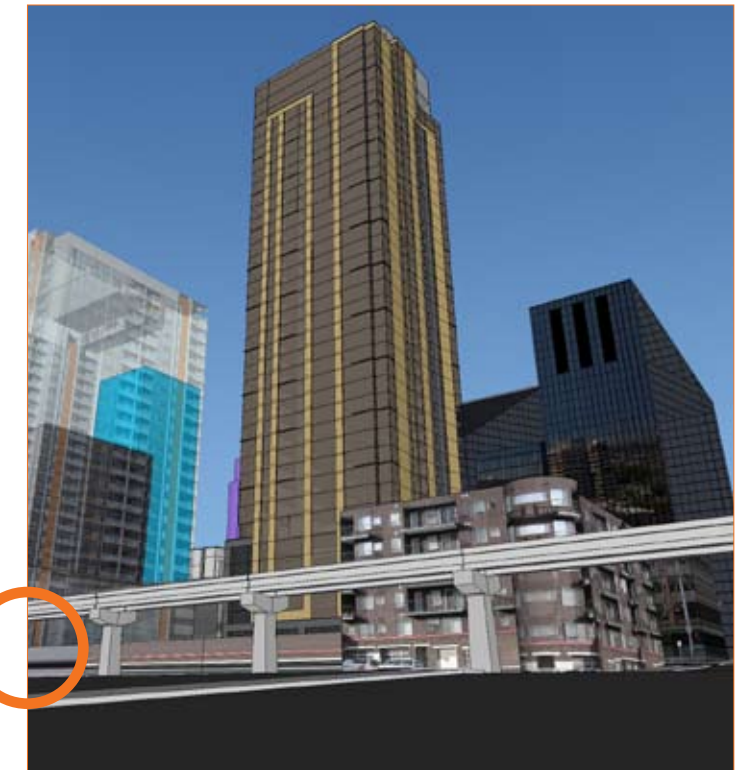


PROPOSED BUILDING SECTION (EDG)



STREET LEVEL VIEW FROM NORTHWEST (EDG)

NOTE: ALL IMAGES ARE FROM THE EDG - FOR REFERENCE ONLY



STREET LEVEL VIEW FROM NORTHEAST (EDG)



C. THE STREETScape

- C-1 Promote pedestrian interaction.** Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming, and open to the public.

Belltown-specific supplemental guidance: Sidewalks should (a) reinforce existing retail concentrations; (b) Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible; (c) Incorporate the following elements the adjacent public realm and in open spaces around the building: unique hardscapes, pedestrian-scale sidewalk lighting, accent paving, seating, water features, art and landscape elements; and (d) Building corners are places of convergence.

The Board applauded the substantial amount of retail and wide sidewalks located at the street frontage. The Board noted that this guideline and the details of the pedestrian level will be critical considerations in future reviews. The Board also cautioned against excessive building scale in the podium portion; rather the building forms should be simple. See also D-3 and E-2.

- C-3 Provide Active, Not Blank Facades.** Buildings should not have large blank walls facing the street, especially near sidewalk.

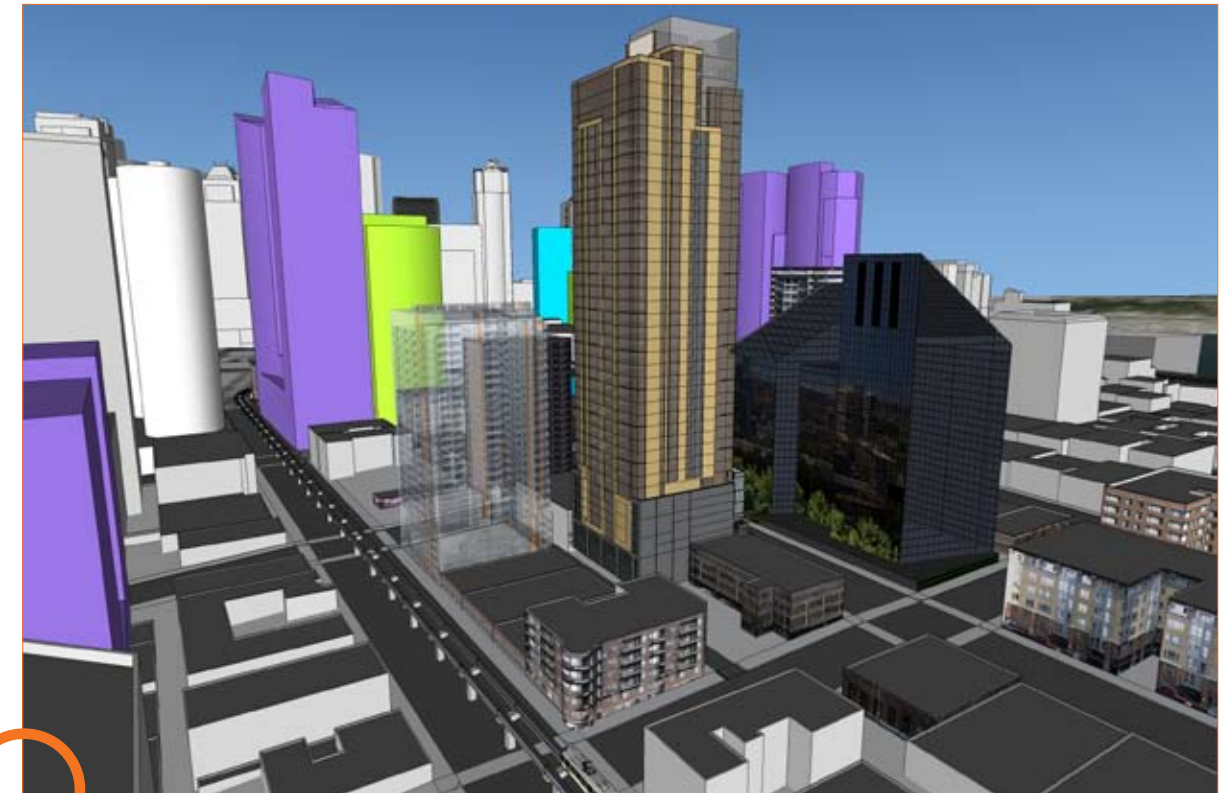
The Board was pleased with the efforts to minimize blank walls along the north and south facades and encouraged further development of this objective.

- C-4 Reinforce Building Entries.** To promote pedestrian comfort, safety and orientation, reinforce the building's entry.

The Board noted a desire for continuous overhead weather protection along the street facing facade.

- C-6 Develop the alley facade.** To increase pedestrian safety, comfort and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

The Board was very supportive that all service functions are proposed from the alley. The Board noted that the alley facade will be quite visible and great care should be taken to further develop this elevation, especially given the tower separation rules and likelihood that the east elevation will continue to be visible from the surrounding area.



AERIAL VIEW FROM NORTHEAST (EDG)



STREET LEVEL VIEW FROM SOUTHEAST (EDG)

**NOTE: ALL IMAGES ARE FROM THE EDG
- FOR REFERENCE ONLY**



D. PUBLIC AMENITIES

- D-1 Provide Inviting and Usable Open Space.** Design public open spaces to be visually pleasing, safe and active environment for residents, workers and pedestrians. Views are solar access to the principal are of the open space should be especially emphasized.

The Board encouraged the landscape design to allow for and enhance the pedestrian experience of those standing in lines associated with the next door Cinerama theatre.

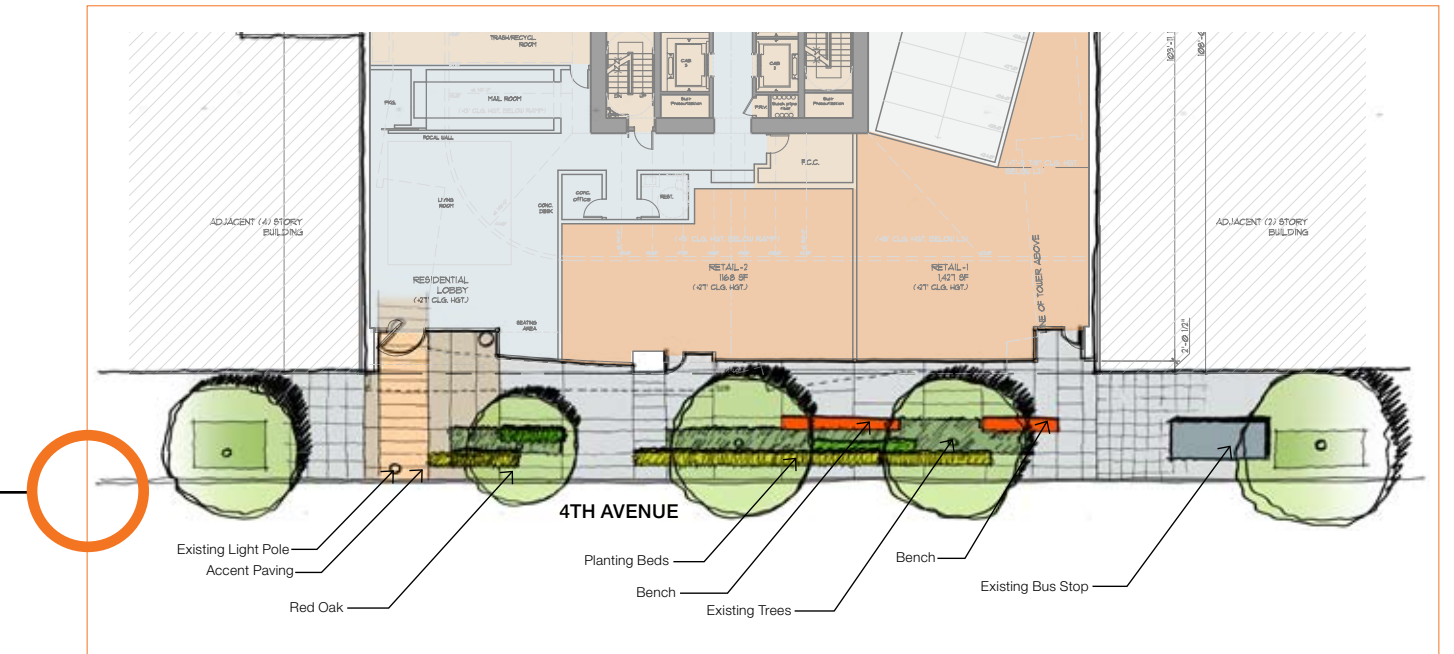
- D-2 Enhance the Building with Landscaping.** Enhance the building and site with substantial landscaping, which includes special pavements, trellis, screen walls, planters and site furniture, as well as living plant material.

Belltown-specific supplemental guidance: Mixed-use developments are encouraged to provide useable open space adjacent to retail space, such as an outdoor café or restaurant seating, or a plaza with seating. Residential buildings should be sited to maximize opportunities for creating useable, attractive, well-integrated open space.

The Board was pleased with the streetscape concepts presented at this meeting and supported the more linear designs.

- D-3 Provide elements that define the place and provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.**

The Board was pleased with the conceptual streetscape improvements studies and encouraged the streetscape design to allow opportunities for the retail use to spill over onto the sidewalk, keep a wider sidewalk, include street furniture and potentially create discreet separate area for pedestrian interaction. Of the six streetscape studies presented, the Board felt that the curvy lines were too distracting and preferred the more linear designs. Also, there are two existing street trees and some discussion of whether to add a third tree in front of the proposed residential entrance. The Board suggested that the either a tree or piece of artwork to signify and reinforce the entry point is desirable. The Board was pleased with the early concepts for the proposed amenity spaces – both interior and exterior.



PROPOSED TOWER CONCEPT: STREETScape LANDSCAPE (EDG)

**NOTE: ALL IMAGES ARE FROM THE EDG
– FOR REFERENCE ONLY**



E. VEHICULAR ACCESS & PARKING

E-2 Integrate parking facilities. Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

At the EDG, the Board discussed the proposed above grade parking levels and how this use can be most effectively screened through the building's architecture. Four alternative screening methods were presented including a metal or stone scrim element that is layered in front of the above grade parking levels, a channeled glass applied in a similar fashion as the scrim elements, art glass using glass material with embedded patterns or designs to screen the parking use or colored glass to achieve the same purpose. Several versions of the screen element itself were also considered including a simple stone frame element in-filled with the above described glass, a solid metal panel with a random pattern of different shaped cut outs, filled with the a glass material or metal panels applied with open joints and exposed supports, also in filled with glass material. All three of these options could be shifted to one side of the other of the podium façade.

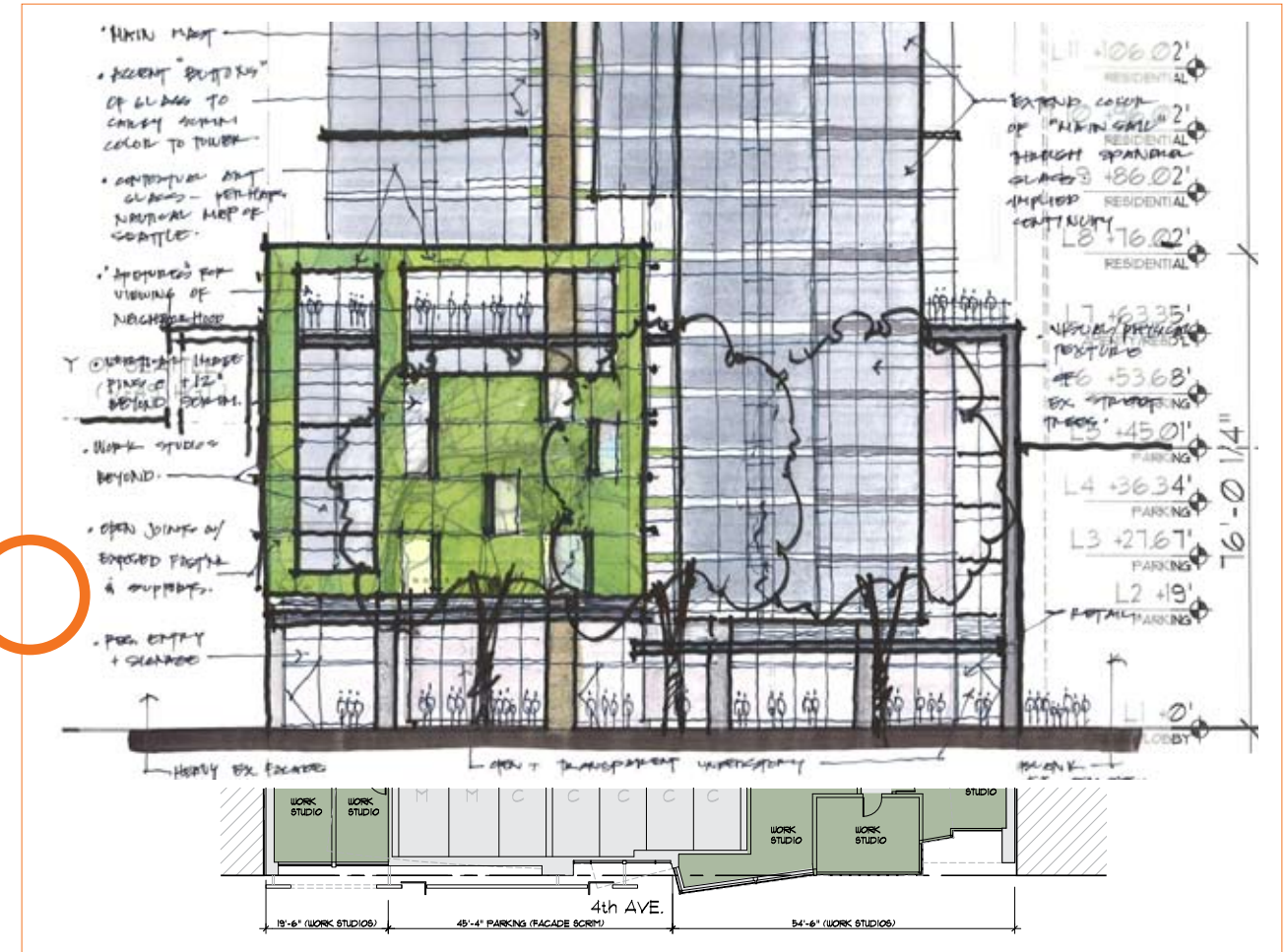
The Board applauded the studies of various design approaches to minimize the presence of parking along these facades. The Board felt the first screen option was too stiff and they expressed a preference for the second and third alternatives. There was concern with the placement and dimensions of the screen element with relation to the above grade parking. Dividing the screen directly in half appears awkward. The Board stressed that the screen should both reinforce the residential entry with a strong vertical announcement and relate to the mass at the building top to help integrate this element into the overall building architecture. The Board warned against drawing too much attention away from the tower and towards the screening of the above grade parking uses. As shown, there is too stark of a contrast between the tower and the screening element.

The Board encourages further exploration of the materials and screening design and noted that consideration of how the screening appears both during the day and night is important, especially as it relates to the overall building design.

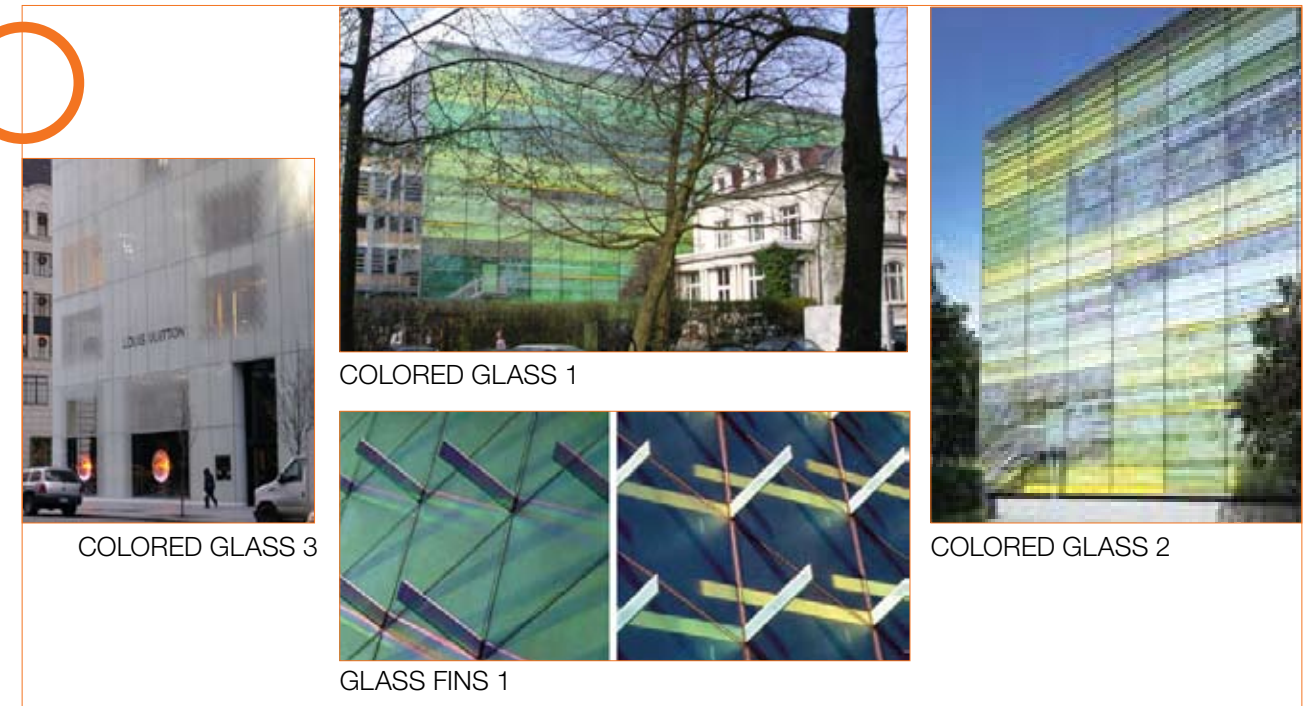
E-3 Minimize the Presence of Service Areas. Locate service areas for trash dumpsters, loading docks, mechanical equipment and the like away from the street where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

The Board was very pleased that the access has been proposed from the alley. The Board reiterated that accommodating the dumpsters within the buildings is strongly encouraged, so as to leave the alley less constrained. See also C-6.

**NOTE: ALL IMAGES ARE FROM THE EDG
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OPTION C: CONCEPT SKETCH AT STREET ELEVATION (EDG)



PARKING FAÇADE: CONCEPT MATERIAL IMAGES (EDG)



KING COUNTY PUBLIC HEALTH BUILDING

SITE

CINERAMA



Blanchard Street

4TH AVENUE LOOKING EAST

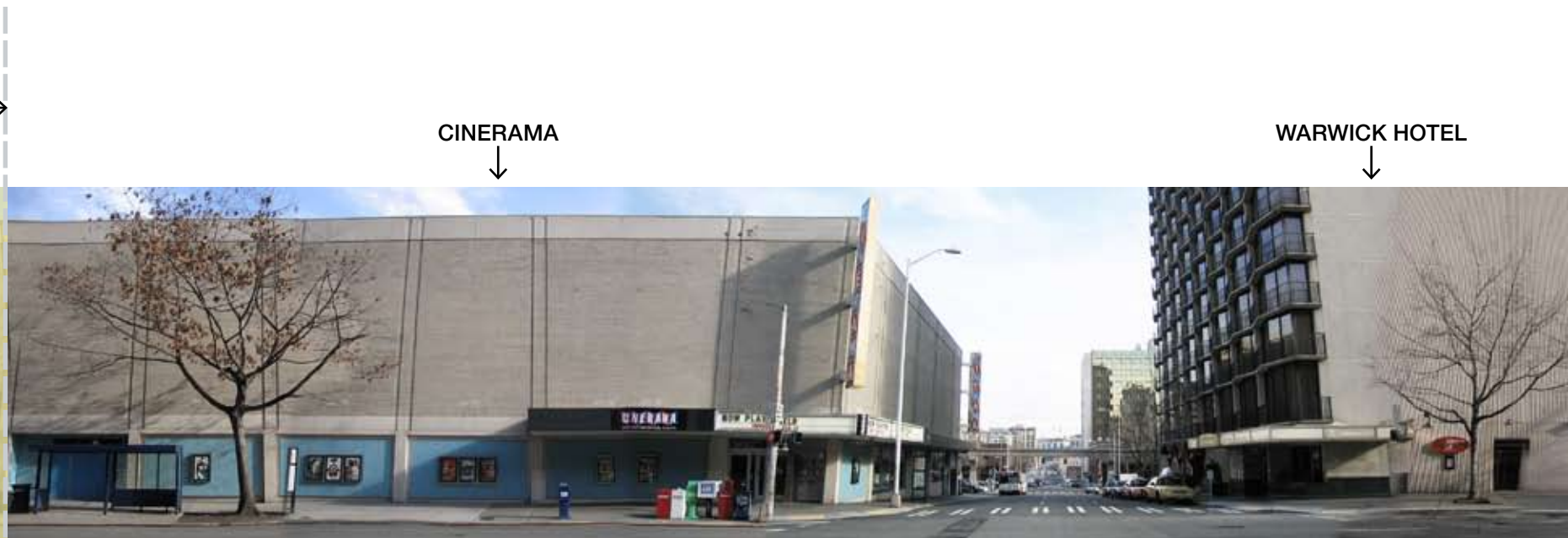
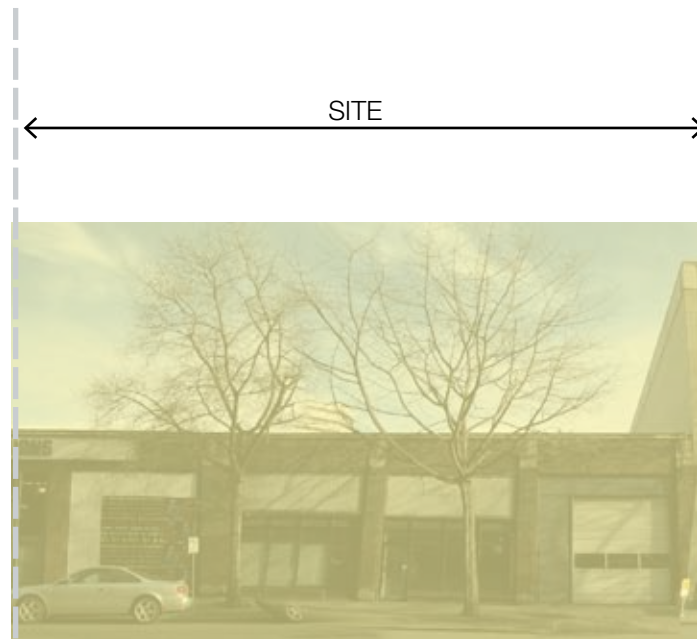
FOURTH & BLANCHARD OFFICE BUILDING



Lenora Street

4TH AVENUE LOOKING WEST





4TH AVENUE LOOKING EAST

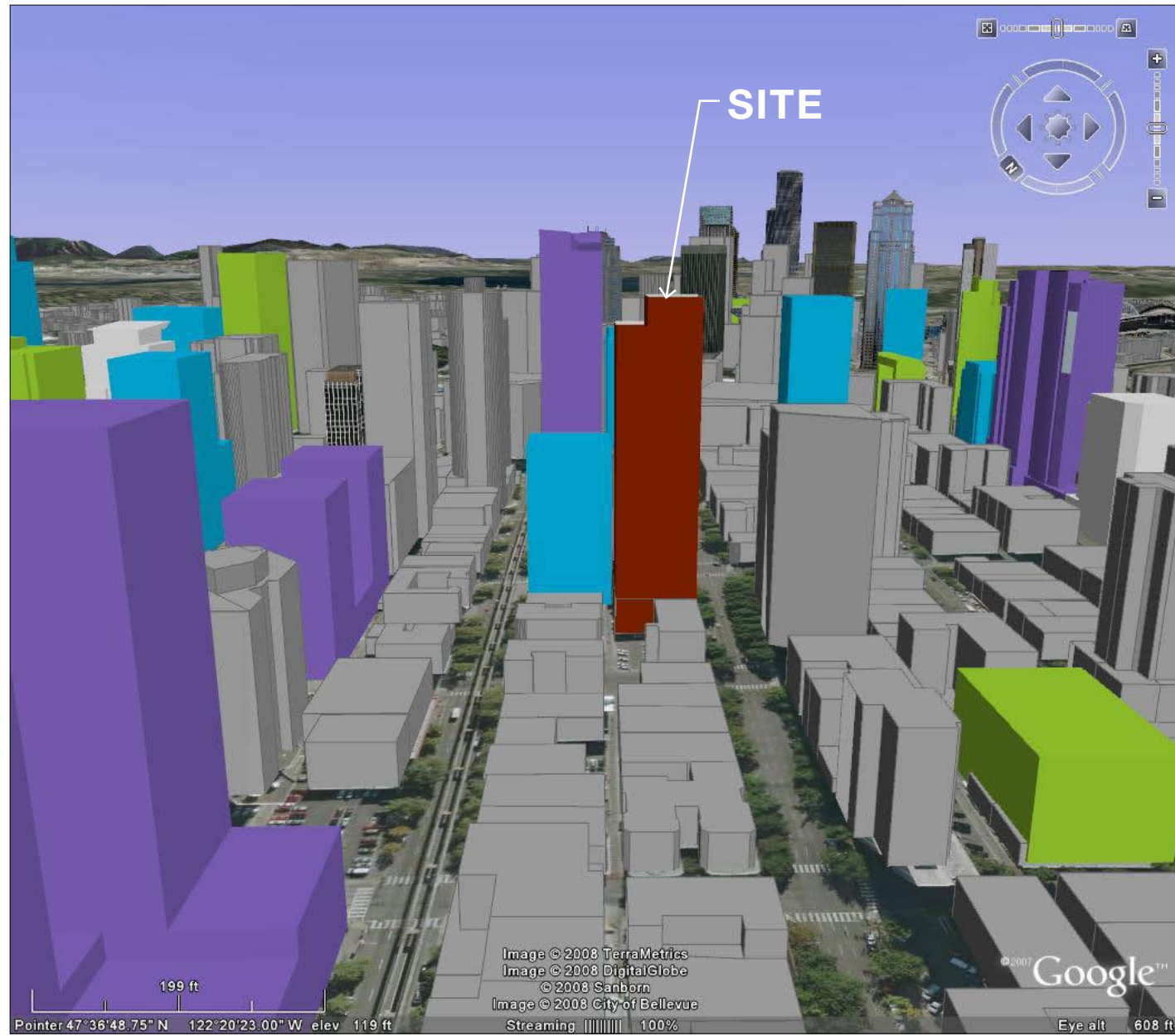
Lenora Street

FOURTH & BLANCHARD OFFICE BUILDING

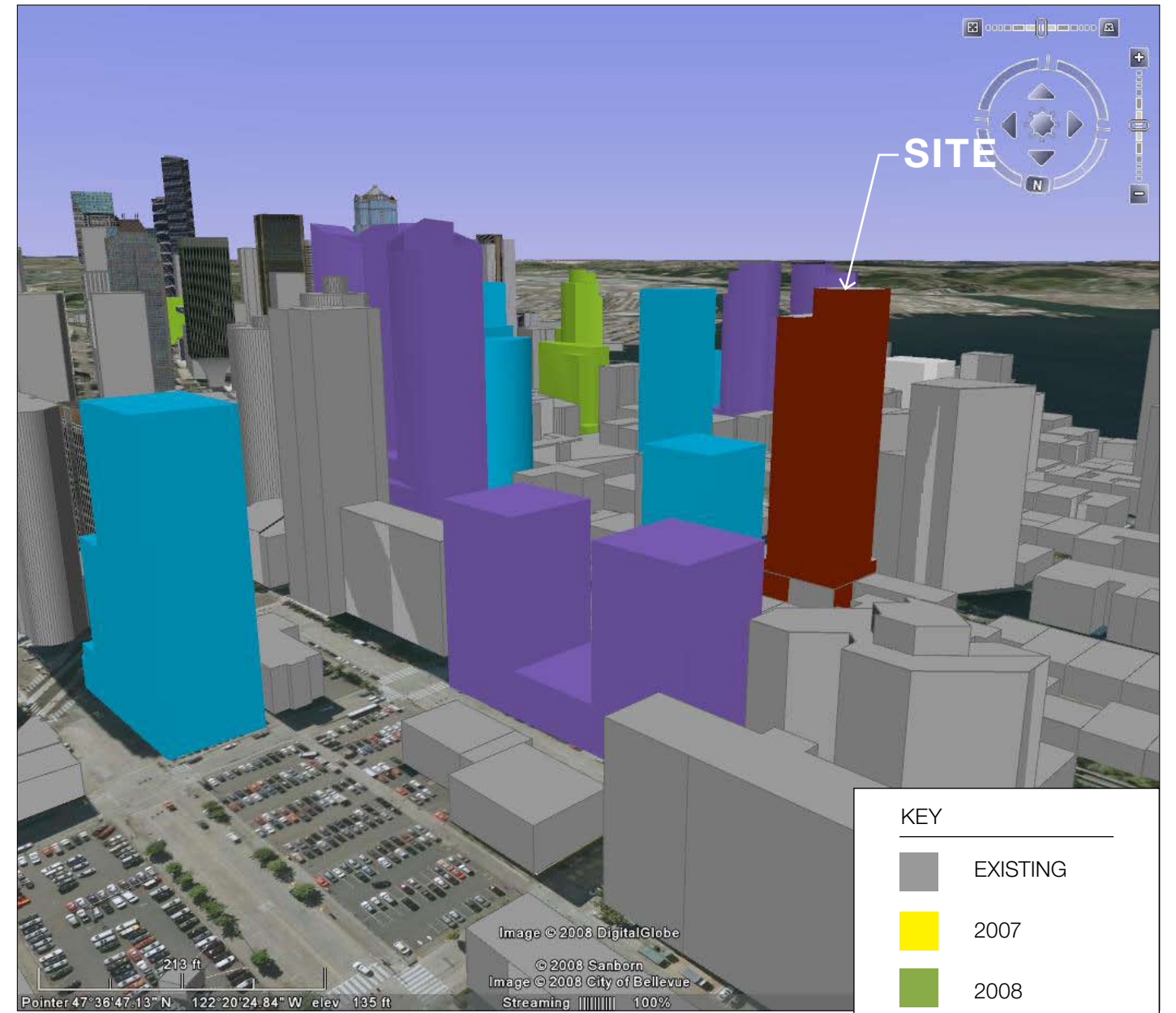


4TH AVENUE LOOKING WEST

Blanchard Street



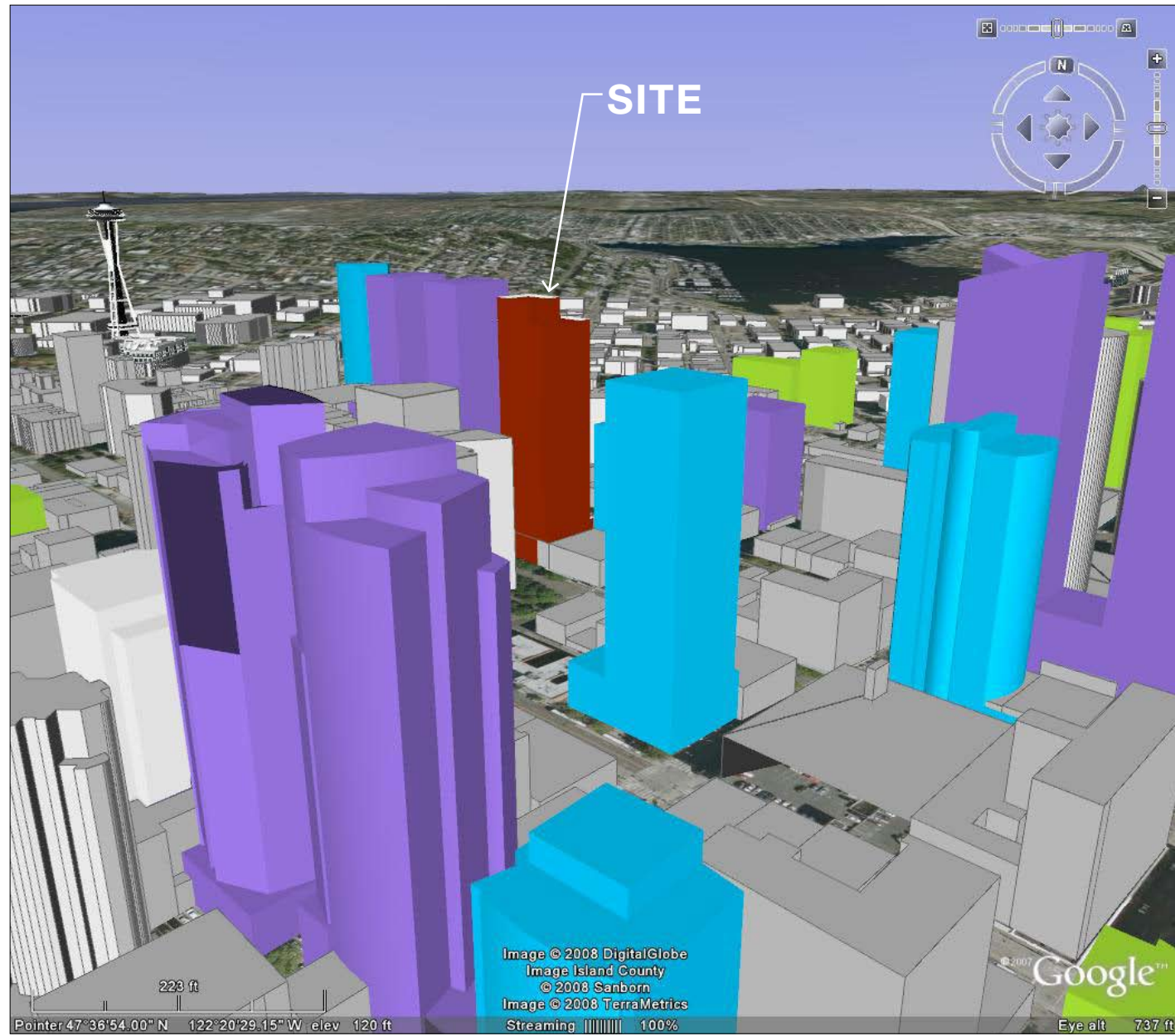
VIEW FROM NORTHWEST



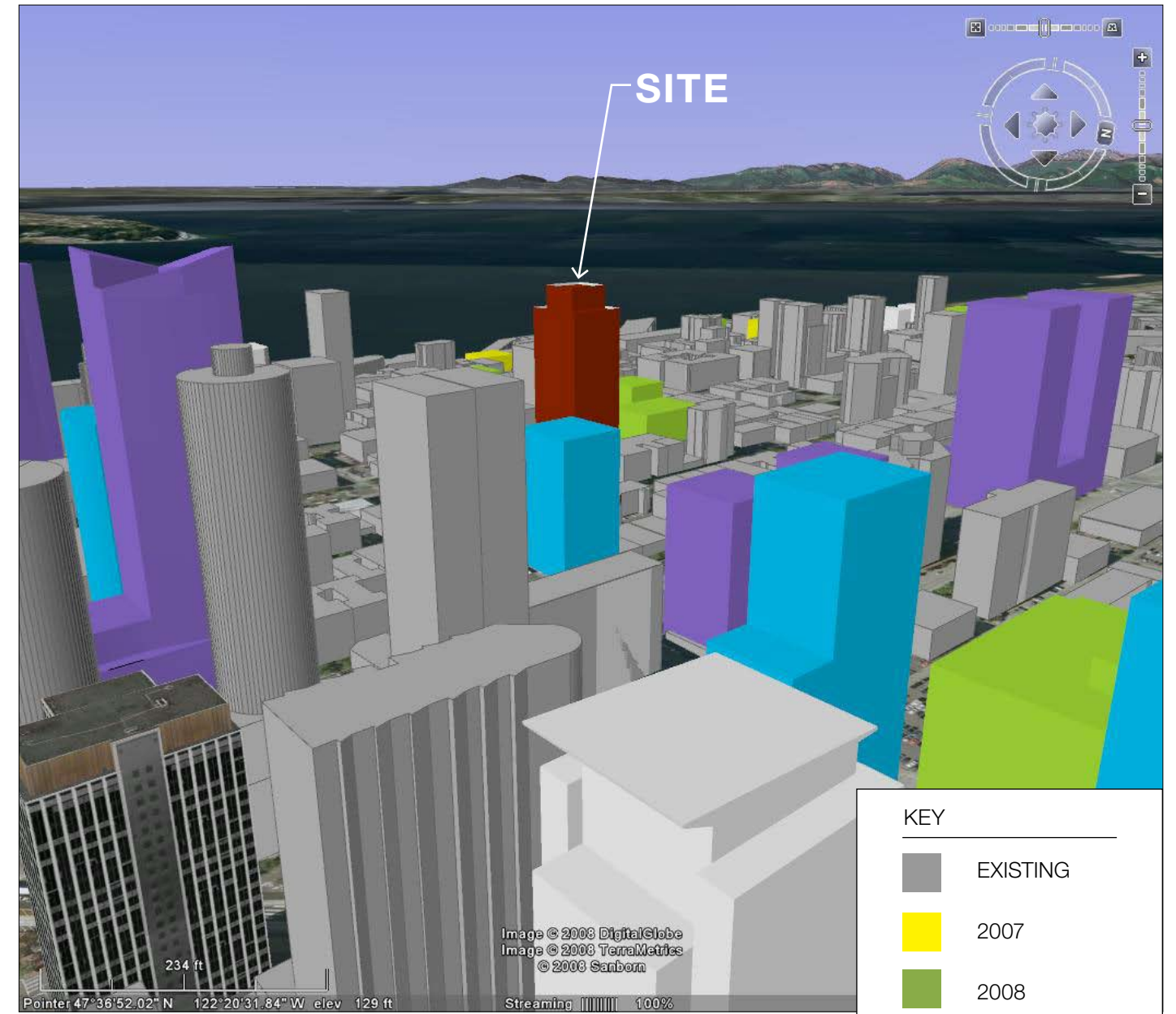
VIEW FROM NORTHEAST

KEY	
	EXISTING
	2007
	2008
	2009
	2010
	PROPOSED










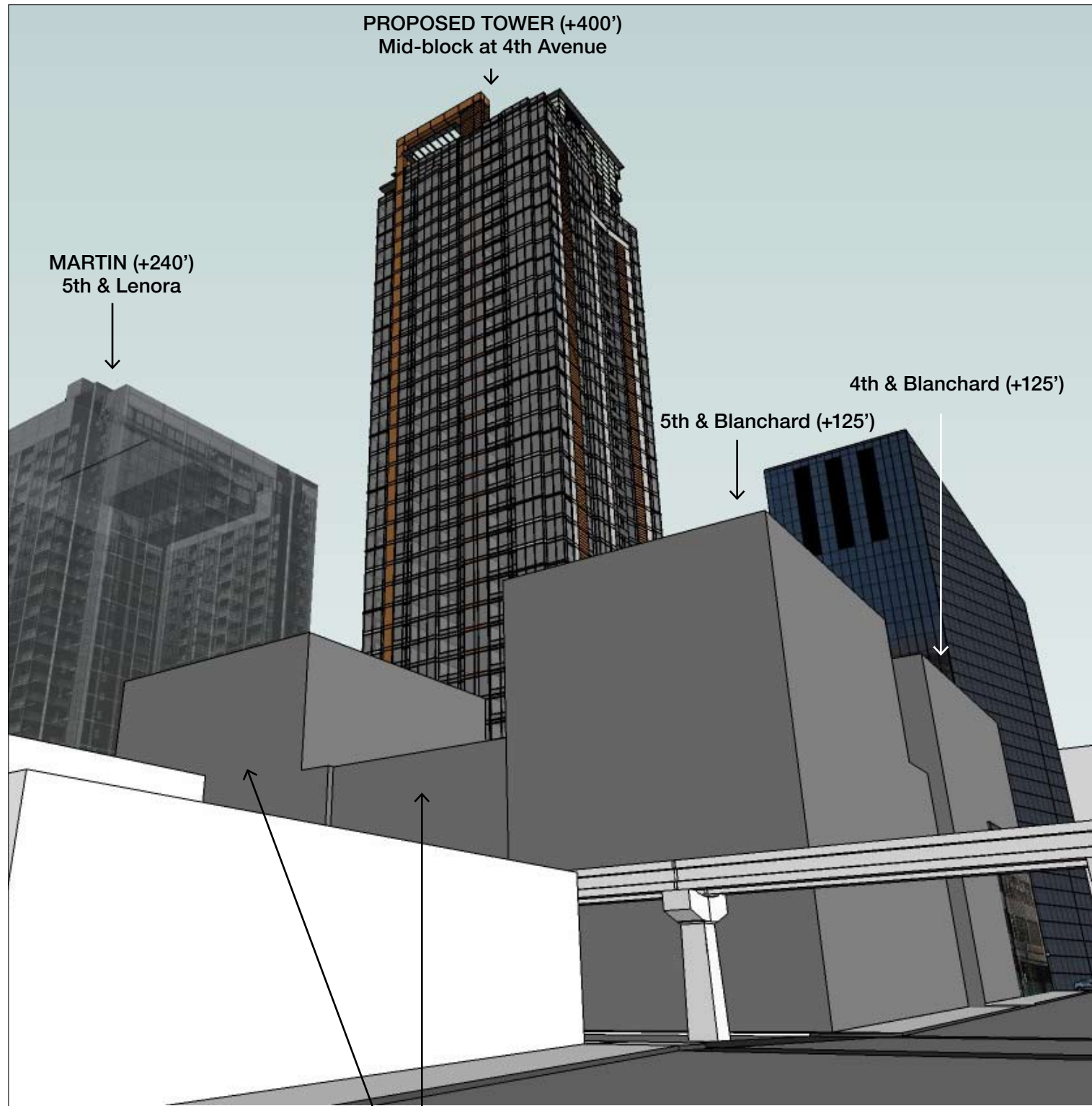
VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST

KEY	
	EXISTING
	2007
	2008
	2009
	2010
	PROPOSED





STREET LEVEL VIEW FROM NORTHEAST

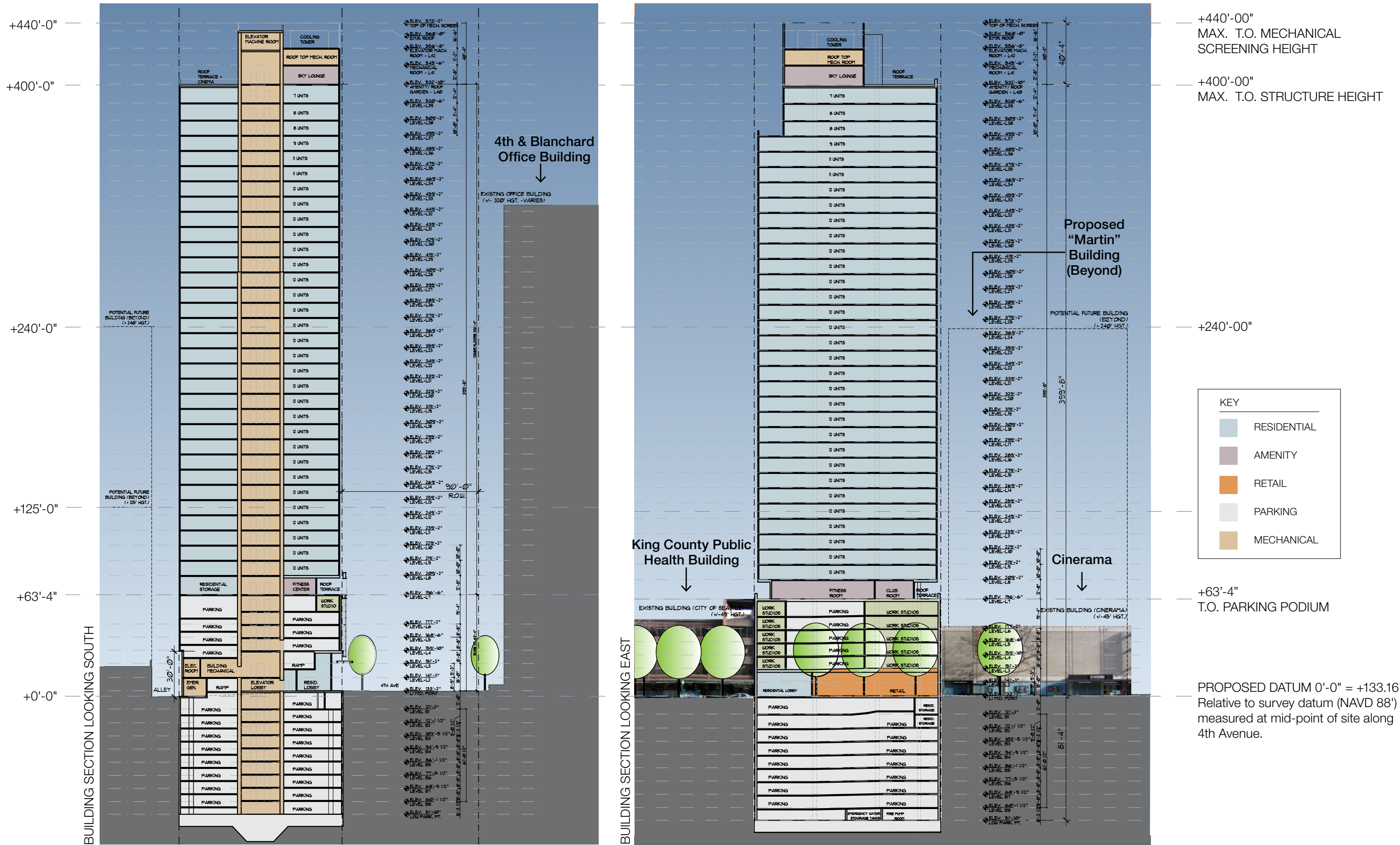
Mid-block at 5th Avenue (+125')

Mid-block at 5th Avenue (+85')



STREET LEVEL VIEW FROM SOUTHWEST





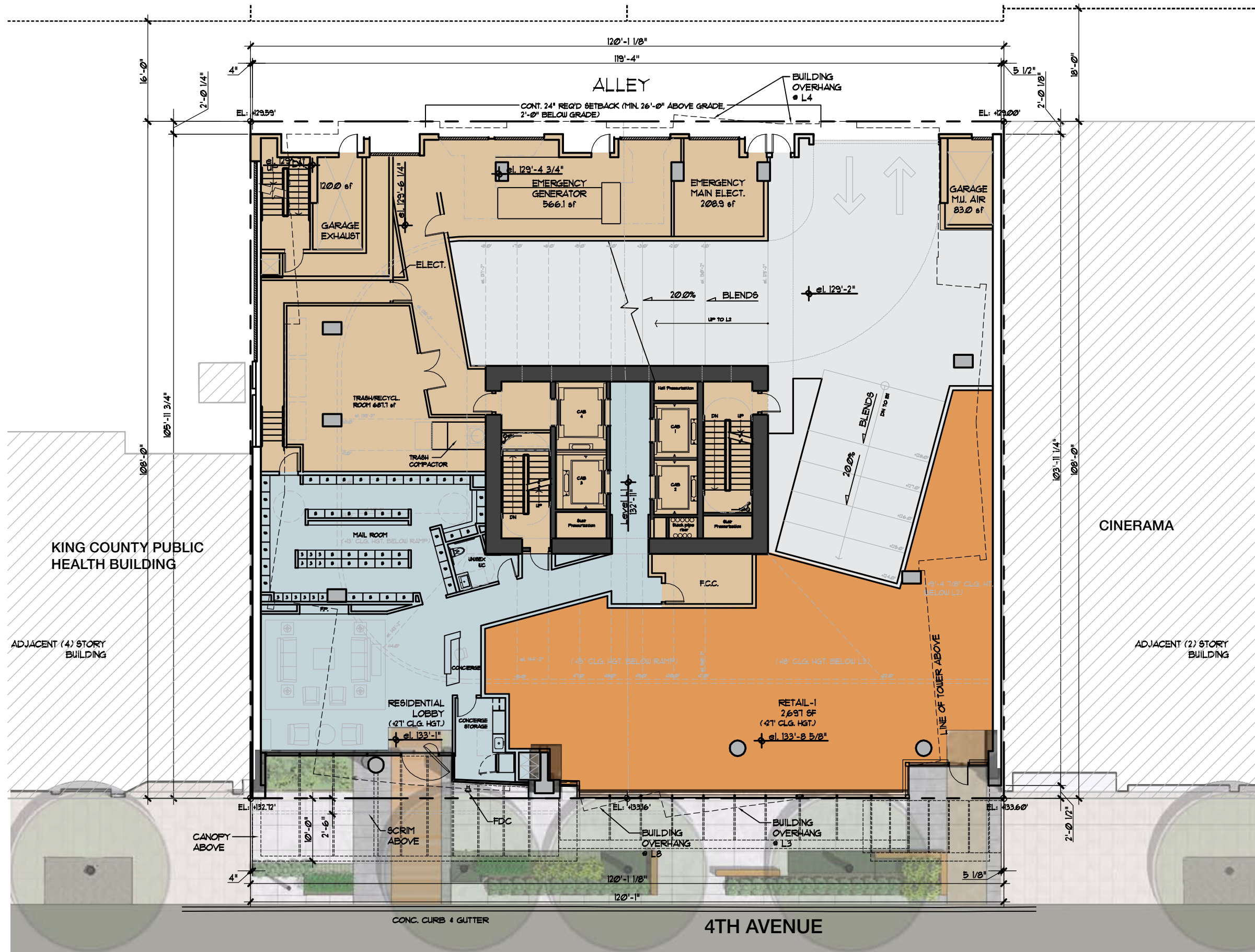
+440'-00"
MAX. T.O. MECHANICAL
SCREENING HEIGHT

+400'-00"
MAX. T.O. STRUCTURE HEIGHT

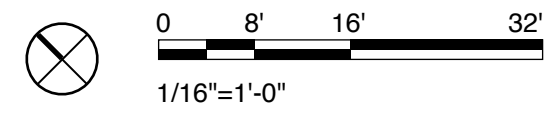
+240'-00"

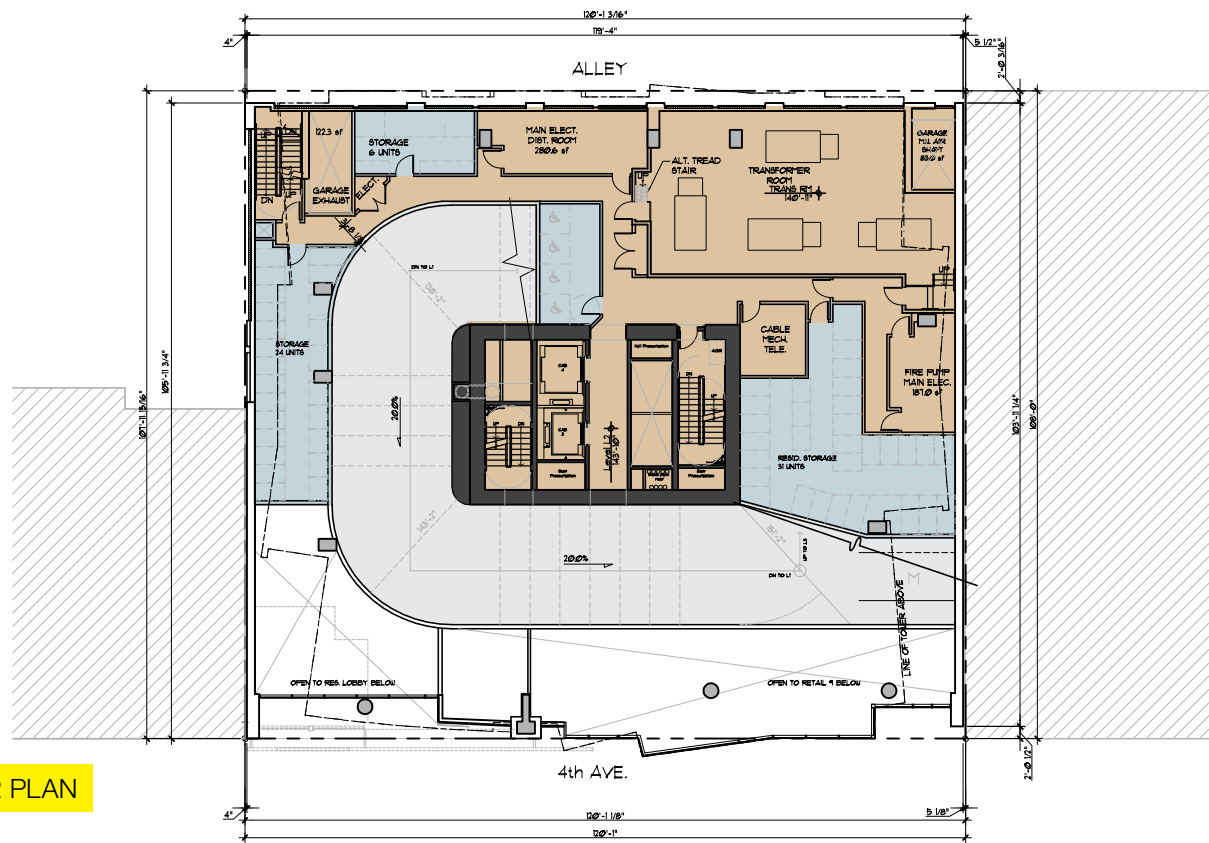
+63'-4"
T.O. PARKING PODIUM

PROPOSED DATUM 0'-0" = +133.16'
Relative to survey datum (NAVD 88')
measured at mid-point of site along
4th Avenue.

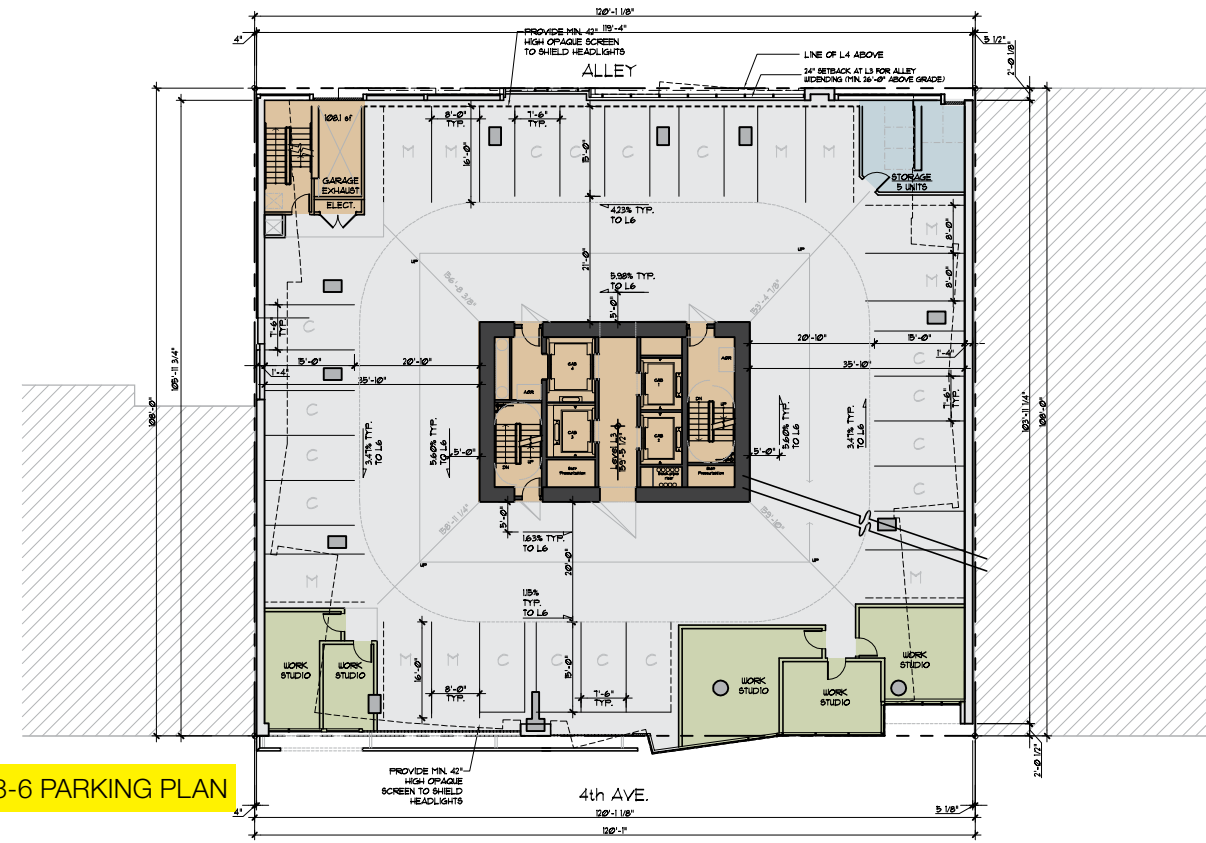


KEY	
	RESIDENTIAL
	AMENITY
	RETAIL
	PARKING
	MECHANICAL





L2 PLAN



L3-6 PARKING PLAN

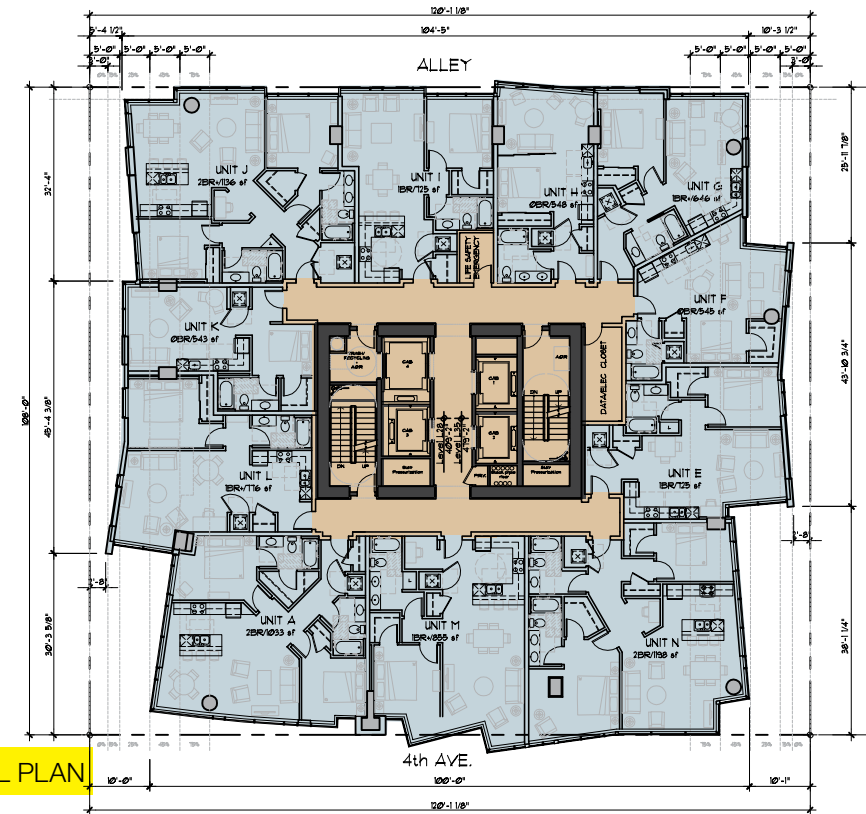
L3: 26 STALLS
 L4: 27 STALLS
 L5: 27 STALLS
 L6: 25 STALLS

TOTAL ABOVE GRADE
 PARKING = 105 STALLS



L7 AMENITY PLAN

L7 COMMON RECREATION AREA:
 INTERIOR: 5,188 SF
 EXTERIOR: 1,388 SF
 TOTAL: 6,576 SF

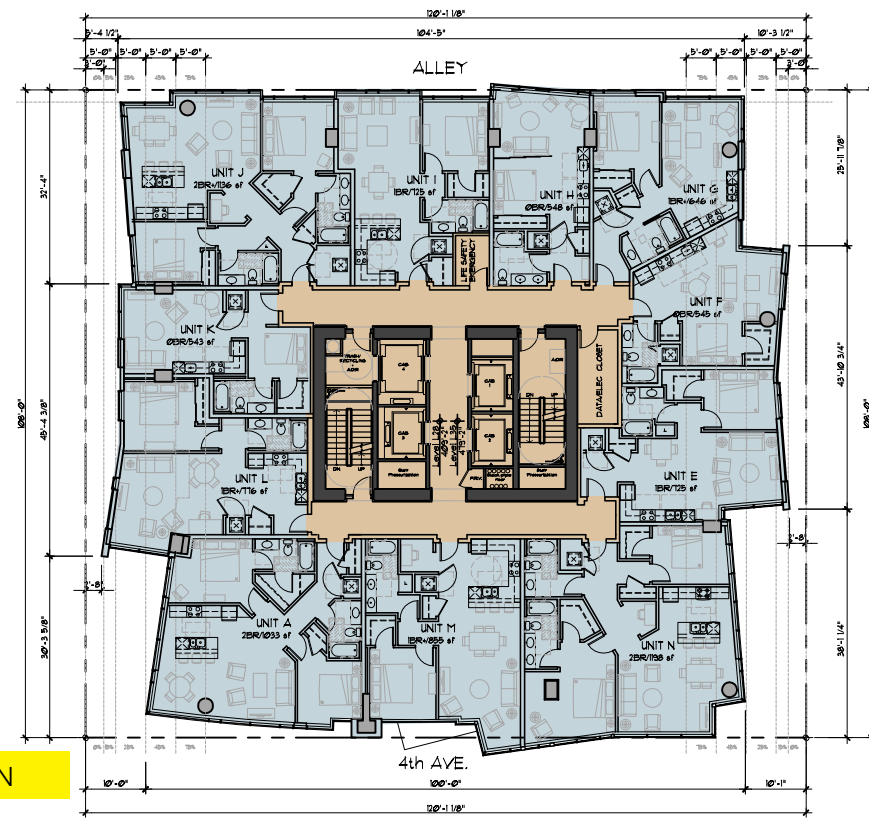


L8-L33 TYPICAL PLAN

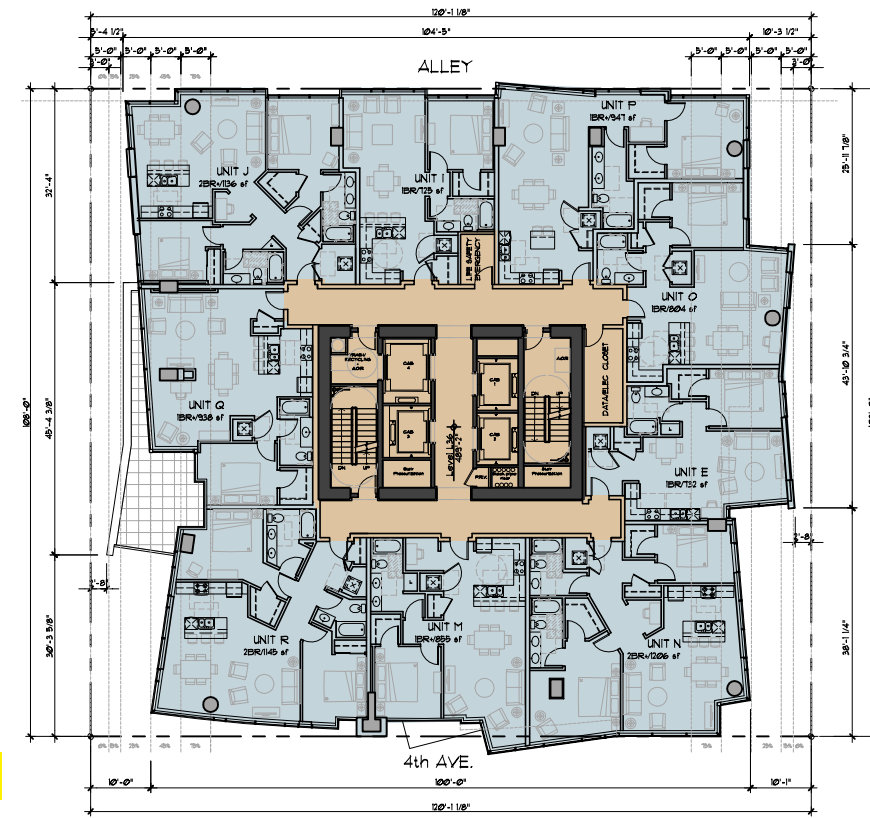
KEY

- RESIDENTIAL
- AMENITY
- RETAIL
- PARKING
- MECHANICAL

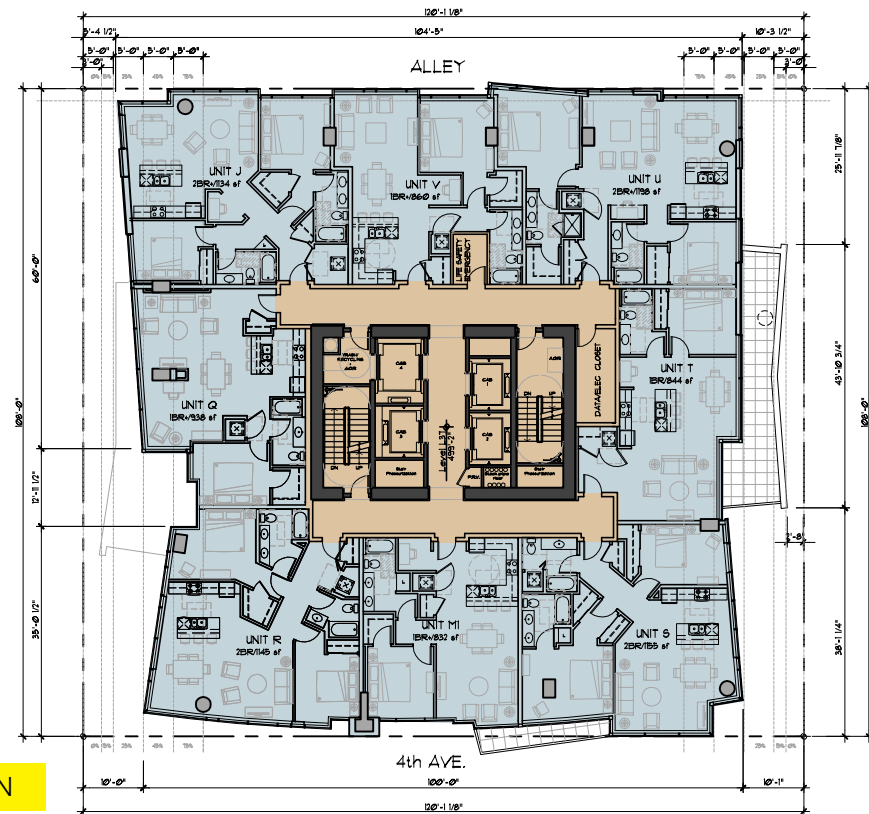




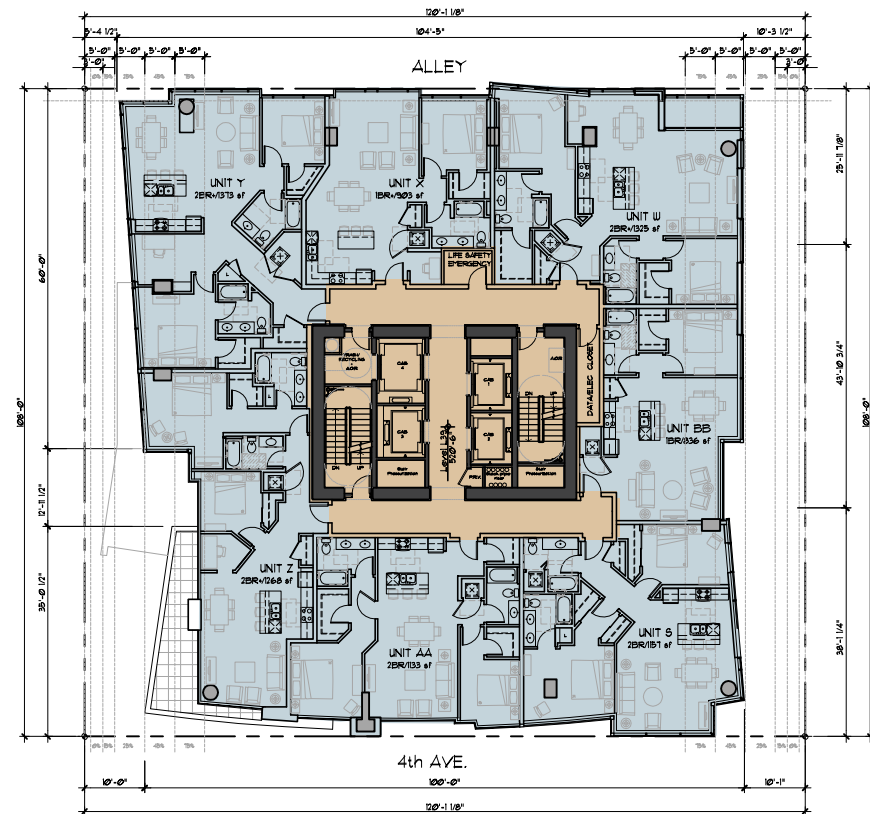
L34-L35 (SIM.) PLAN



L36 PLAN



L37-38 (SIM.) PLAN



L39 PLAN

KEY	
	RESIDENTIAL
	AMENITY
	RETAIL
	PARKING
	MECHANICAL

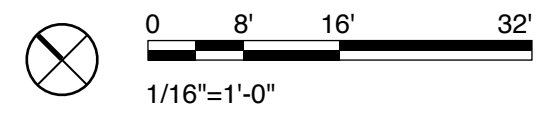




COMMON RECREATION AREA:	INT.	EXT.
L7:	5,188 SF	1,388 SF
L40:	2,128 SF	5,641 SF
TOTAL:	7,316 SF	7,029 SF
REQUIRED:	6,485 SF	6,485 SF

KEY

- RESIDENTIAL
- AMENITY
- RETAIL
- PARKING
- MECHANICAL





HAL Real Estate Investments Inc.

2116 4TH AVENUE | TOWER VIEW LOOKING FROM SOUTHWEST

12.16.08

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2116 4TH AVENUE | TOWER VIEW LOOKING FROM SOUTHEAST

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2116 4TH AVENUE | TOWER VIEW LOOKING FROM NORTHEAST

12.16.08

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BUILDING TOP VIEW FROM NORTHWEST



BUILDING TOP VIEW FROM NORTHEAST



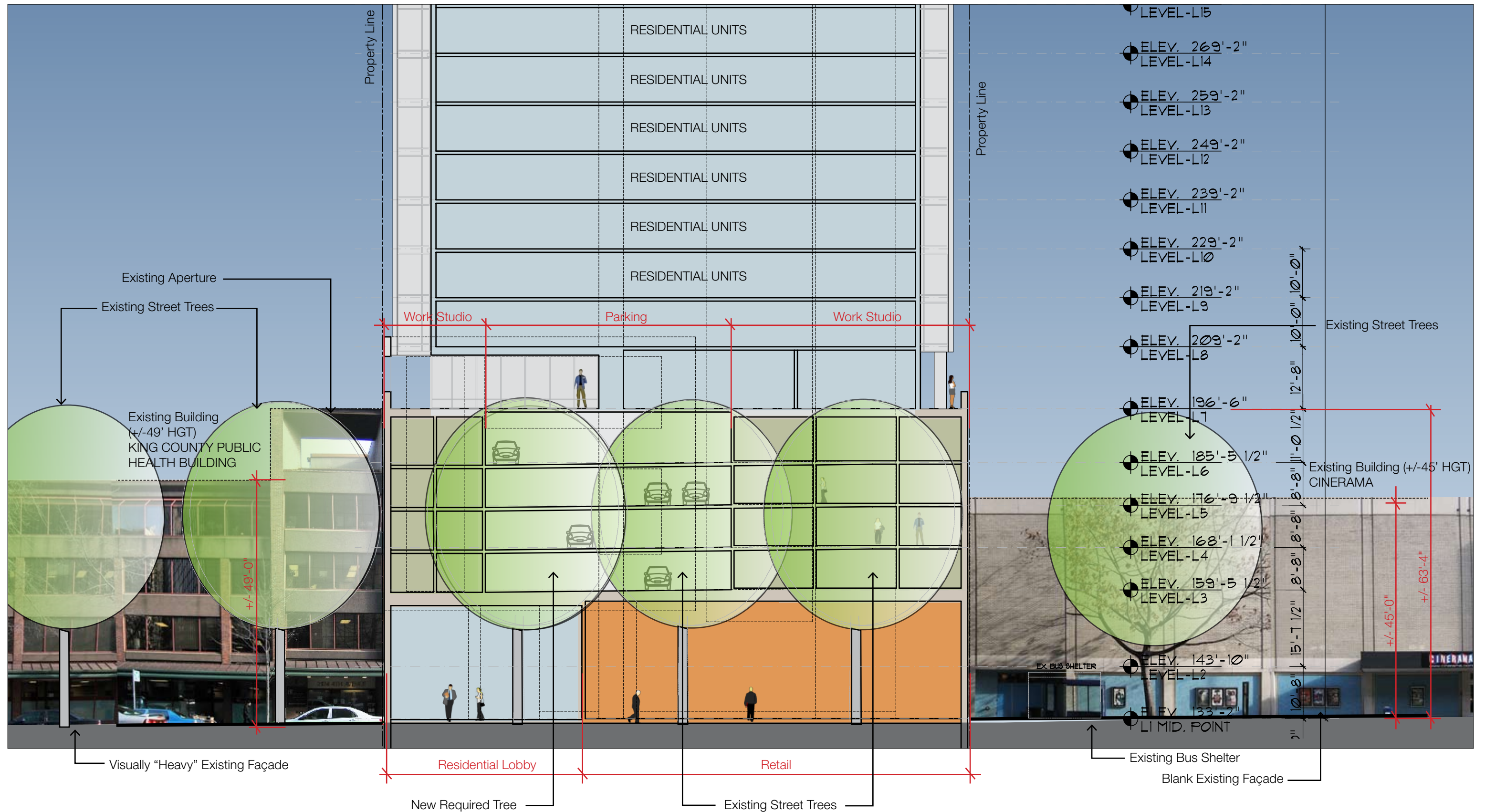


BUILDING TOP VIEW FROM SOUTHEAST



BUILDING TOP VIEW FROM SOUTHWEST



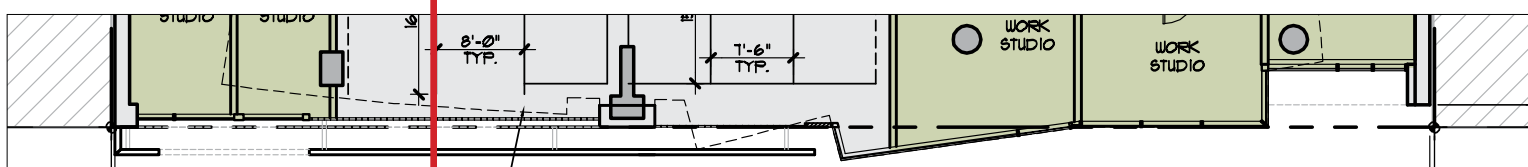




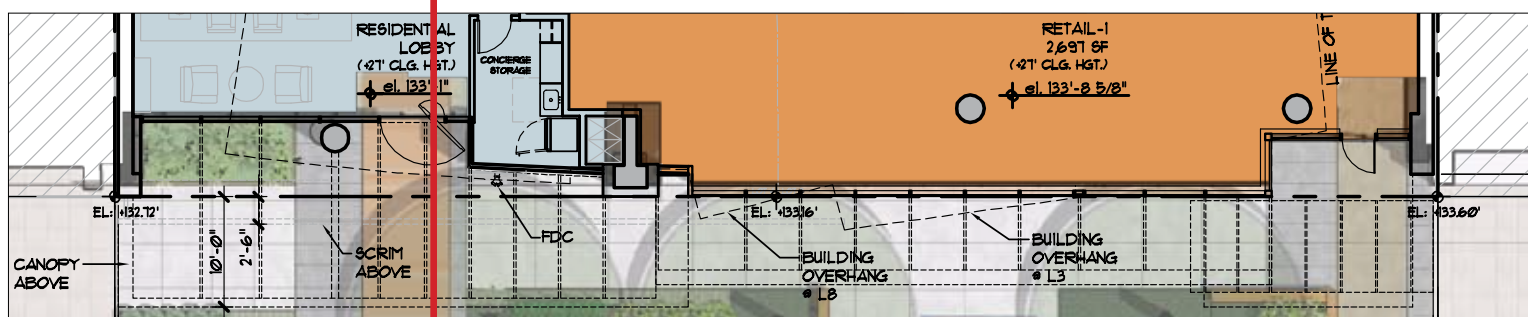
PARTIAL (BASE) ELEVATION



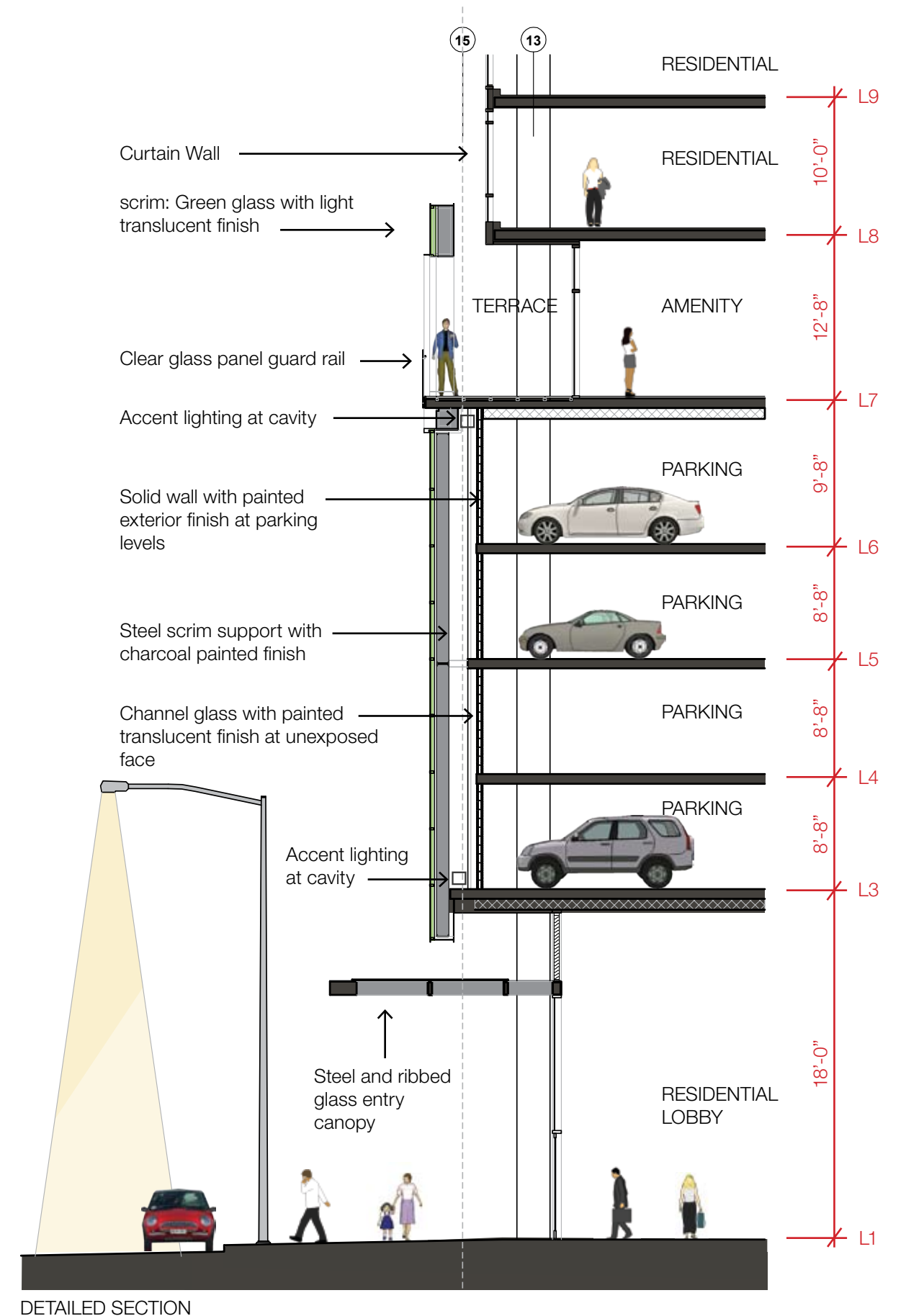
LEVEL 7 AMENITY PLAN



L3-L6 PLAN



LEVEL 1 GROUND PLAN

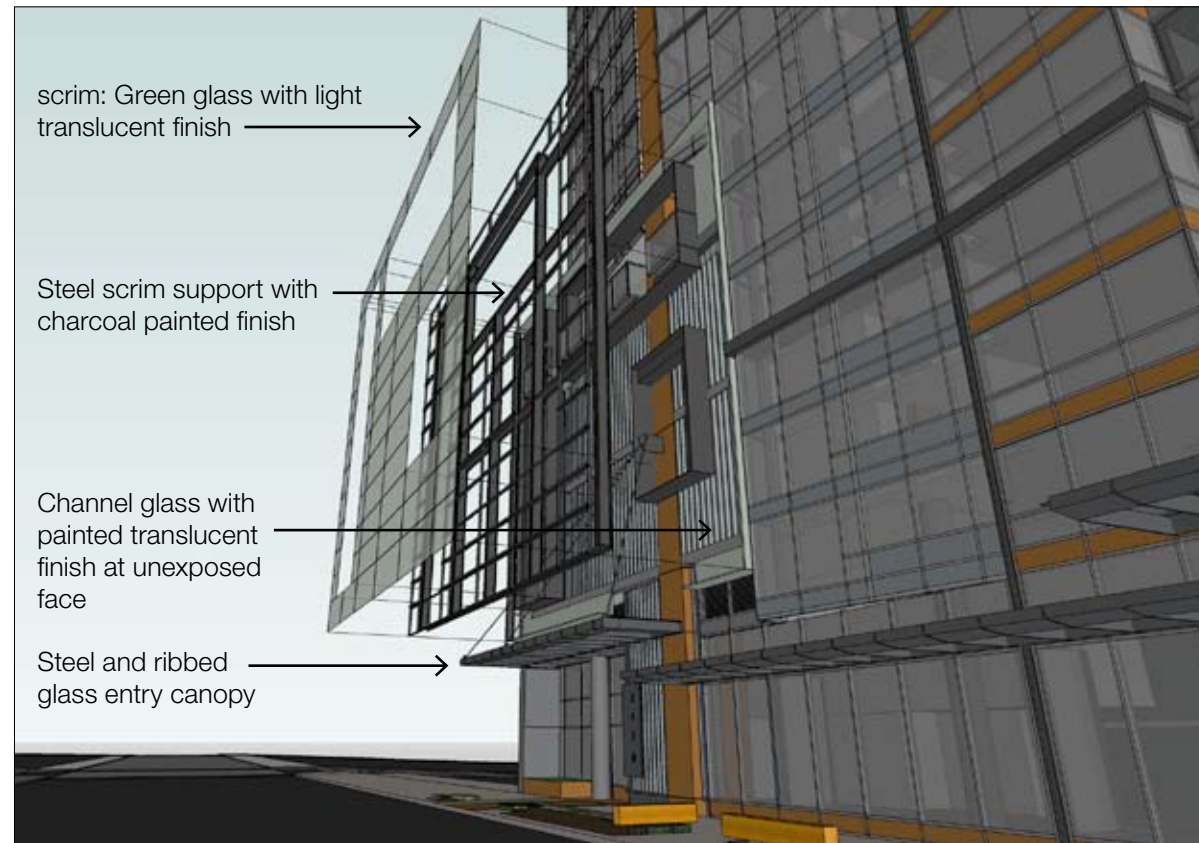


DETAILED SECTION

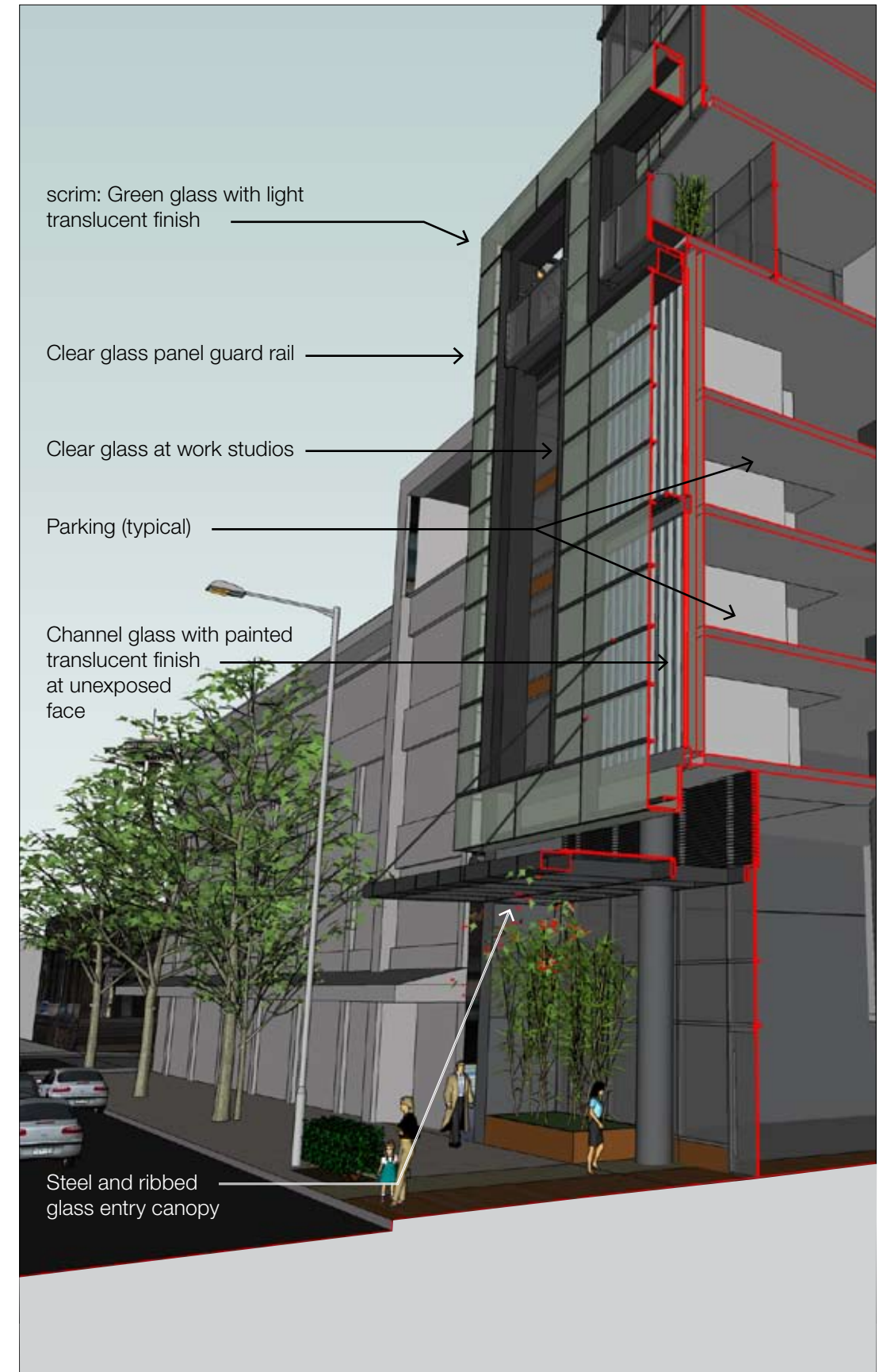




ELEVATION IMAGE OF SCRIM

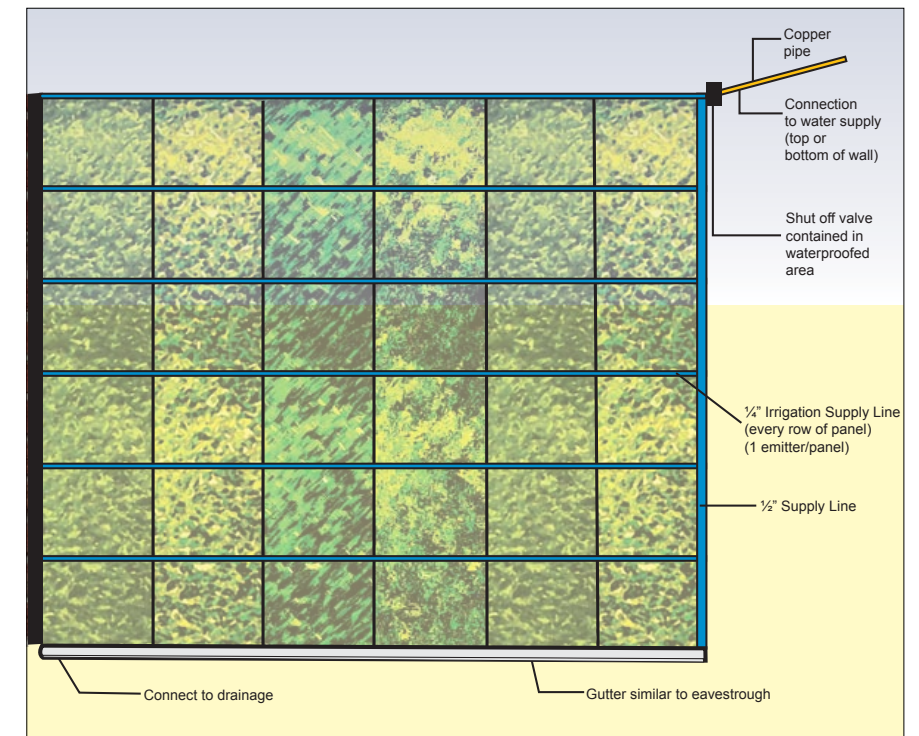


EXPLODED VIEW OF SCRIM



PARTIAL WALL SECTION AT BASE





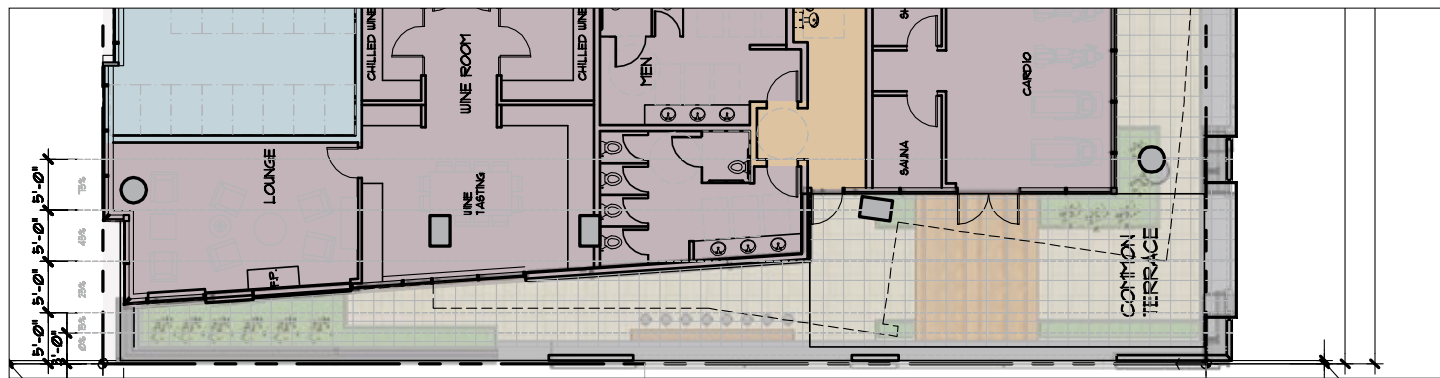
GLASS CONCEPT IMAGES

VERTICAL LANDSCAPE CONCEPT IMAGES

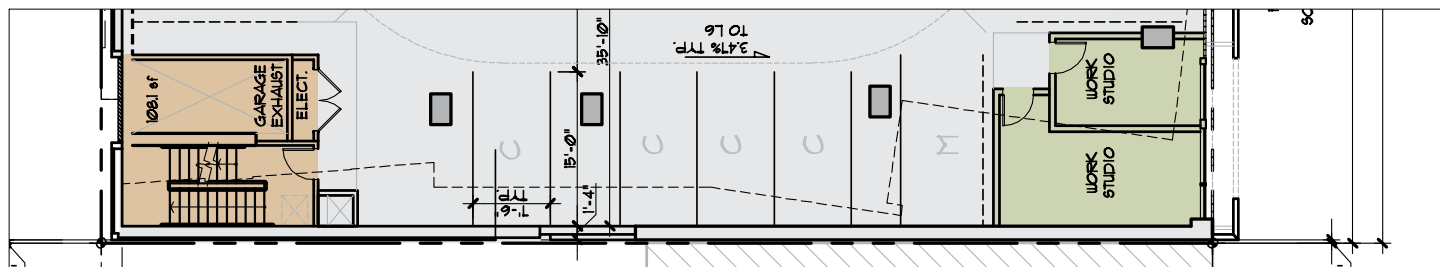




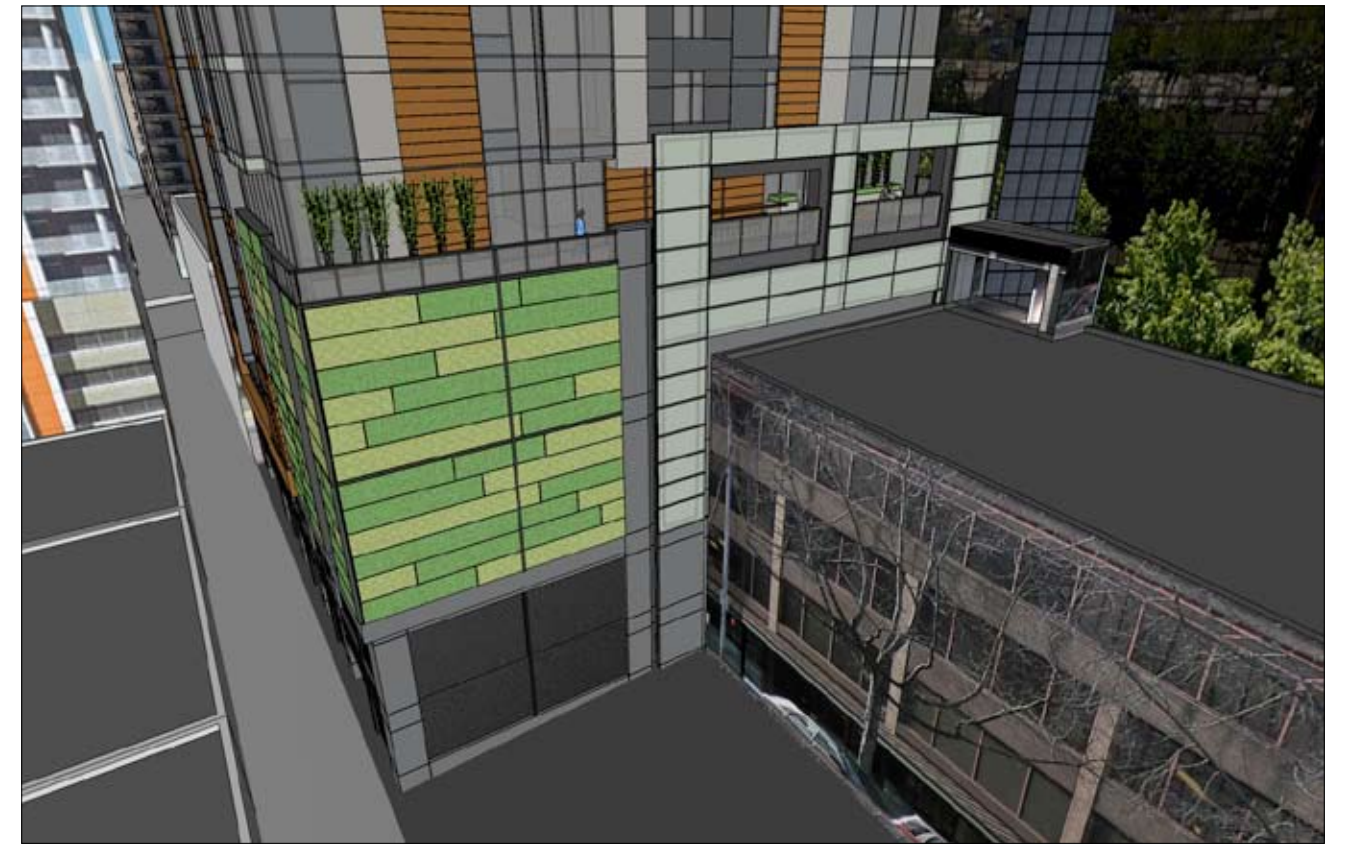
NORTH PODIUM ELEVATION



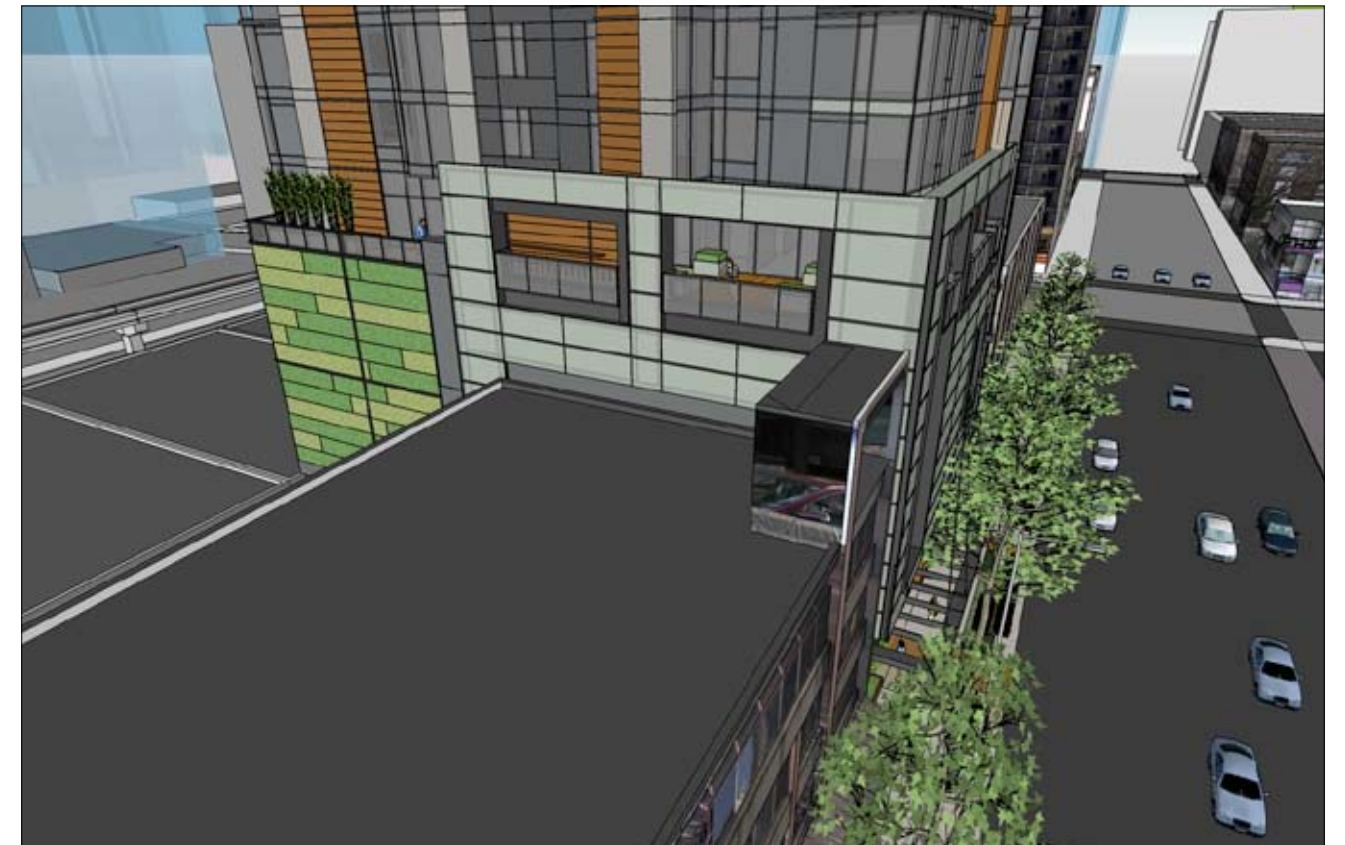
LEVEL 7 AMENITY PLAN



L3-L6 PLAN



AERIAL VIEW OF NORTH FACADE AT NE CORNER

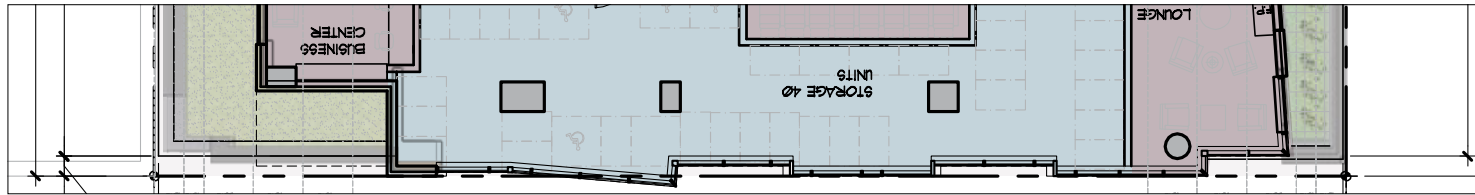


AERIAL VIEW OF NORTH FACADE AT NW CORNER

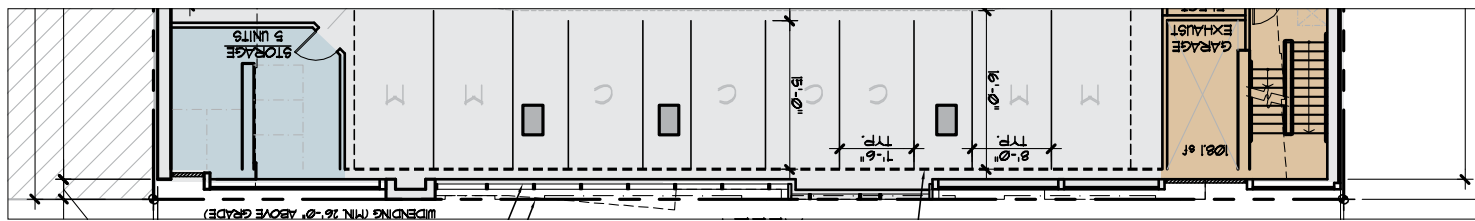




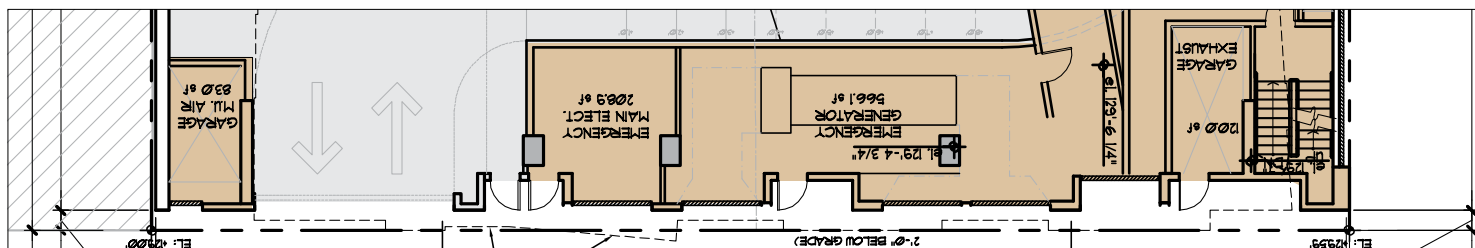
EAST PODIUM ELEVATION



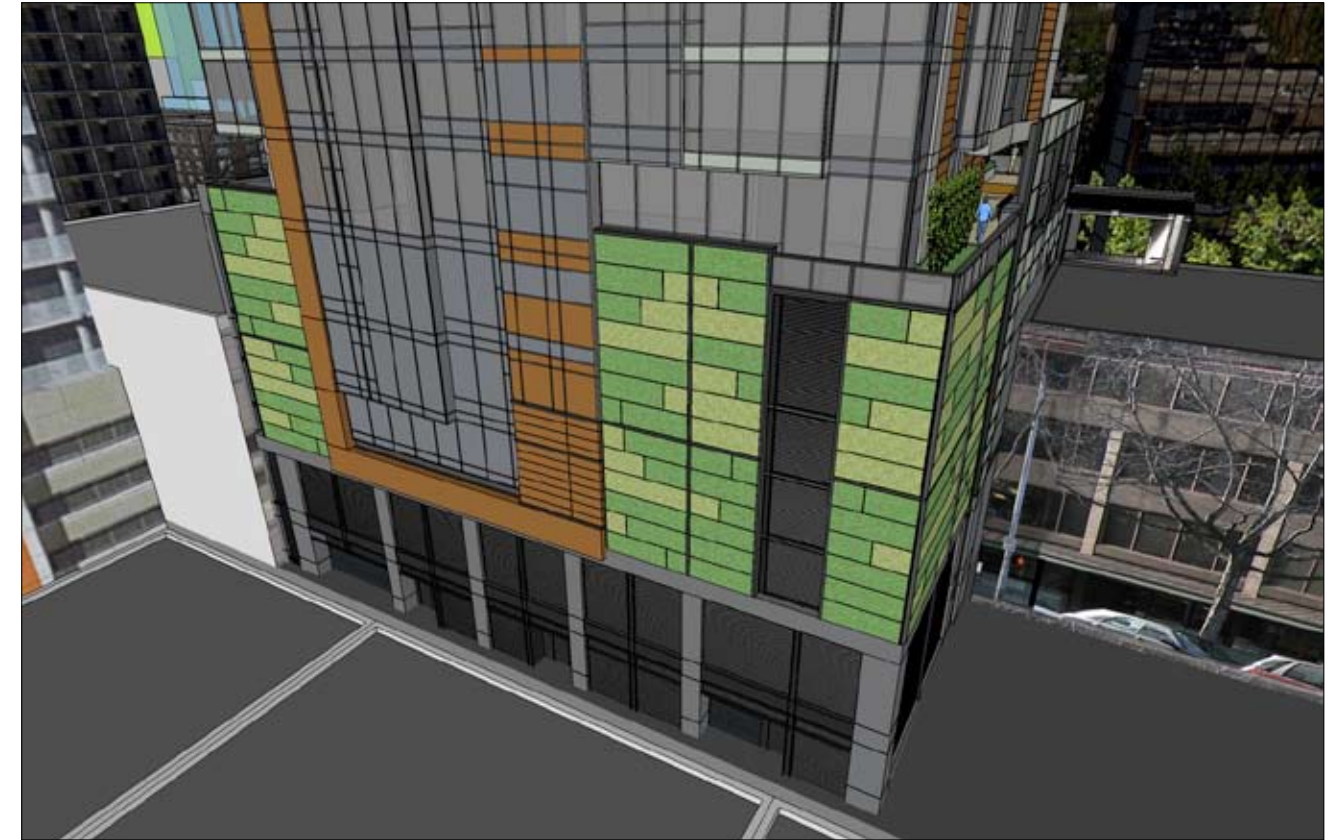
LEVEL 7 AMENITY PLAN



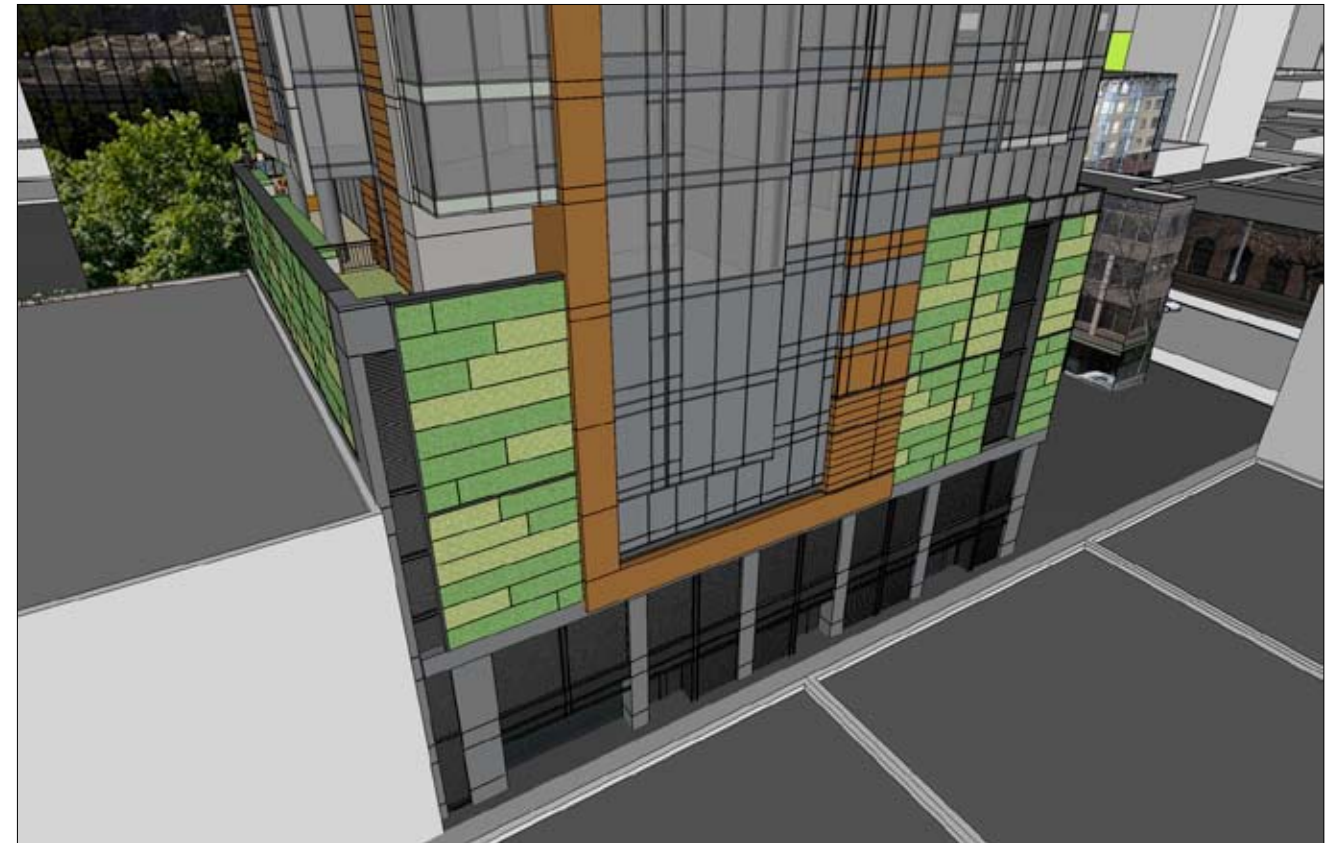
L3-L6 PLAN



LEVEL 1 GROUND PLAN



AERIAL VIEW OF ALLEY FACADE AT NE CORNER

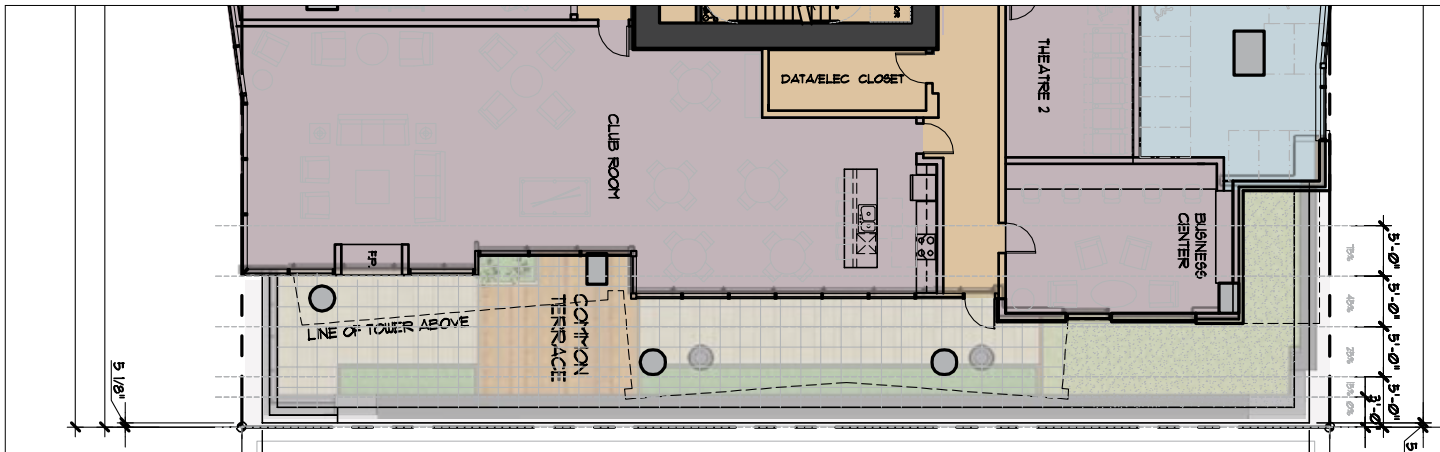


AERIAL VIEW OF ALLEY FACADE AT SE CORNER

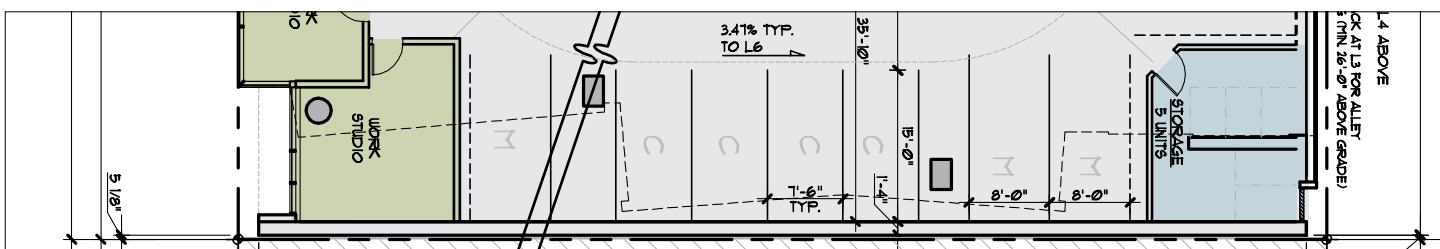




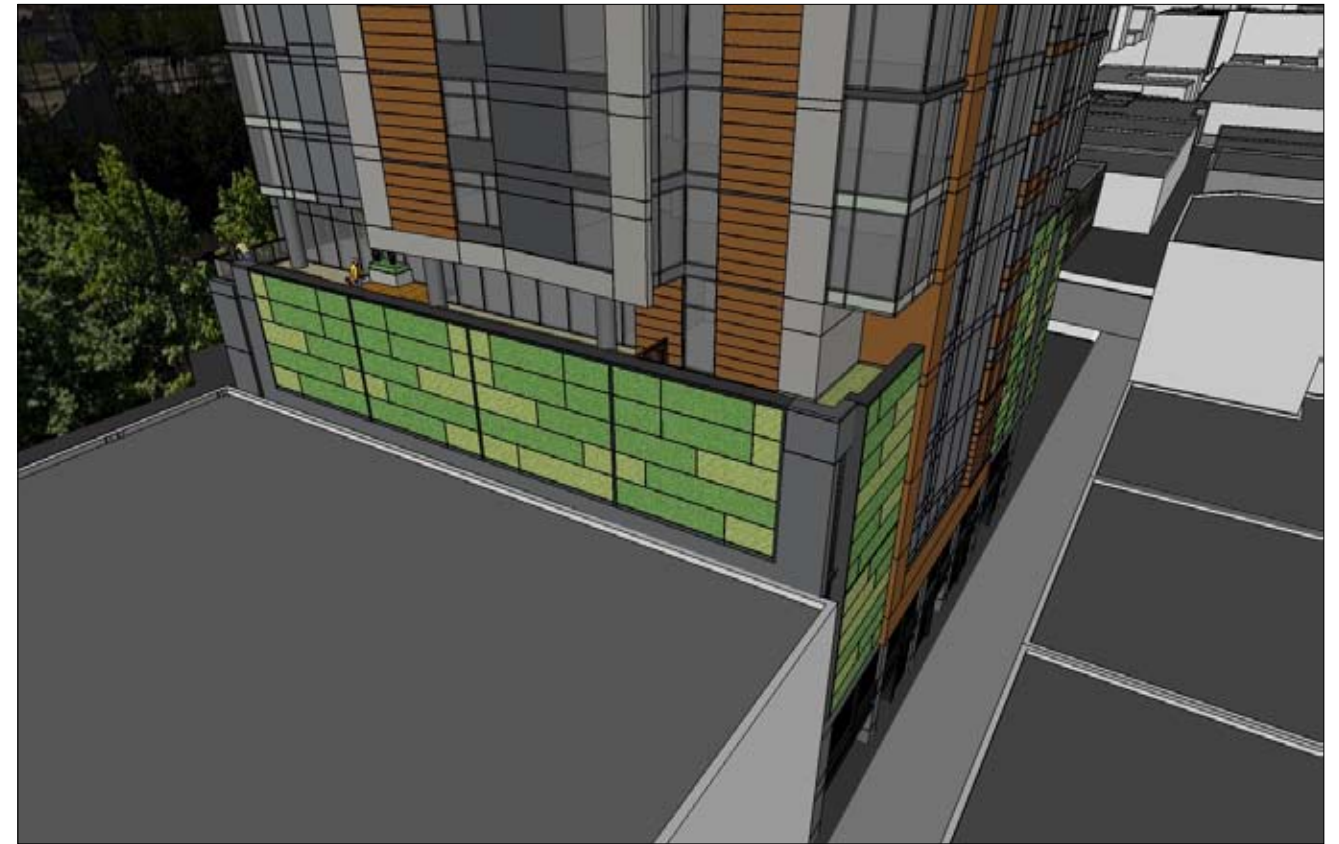
SOUTH PODIUM ELEVATION



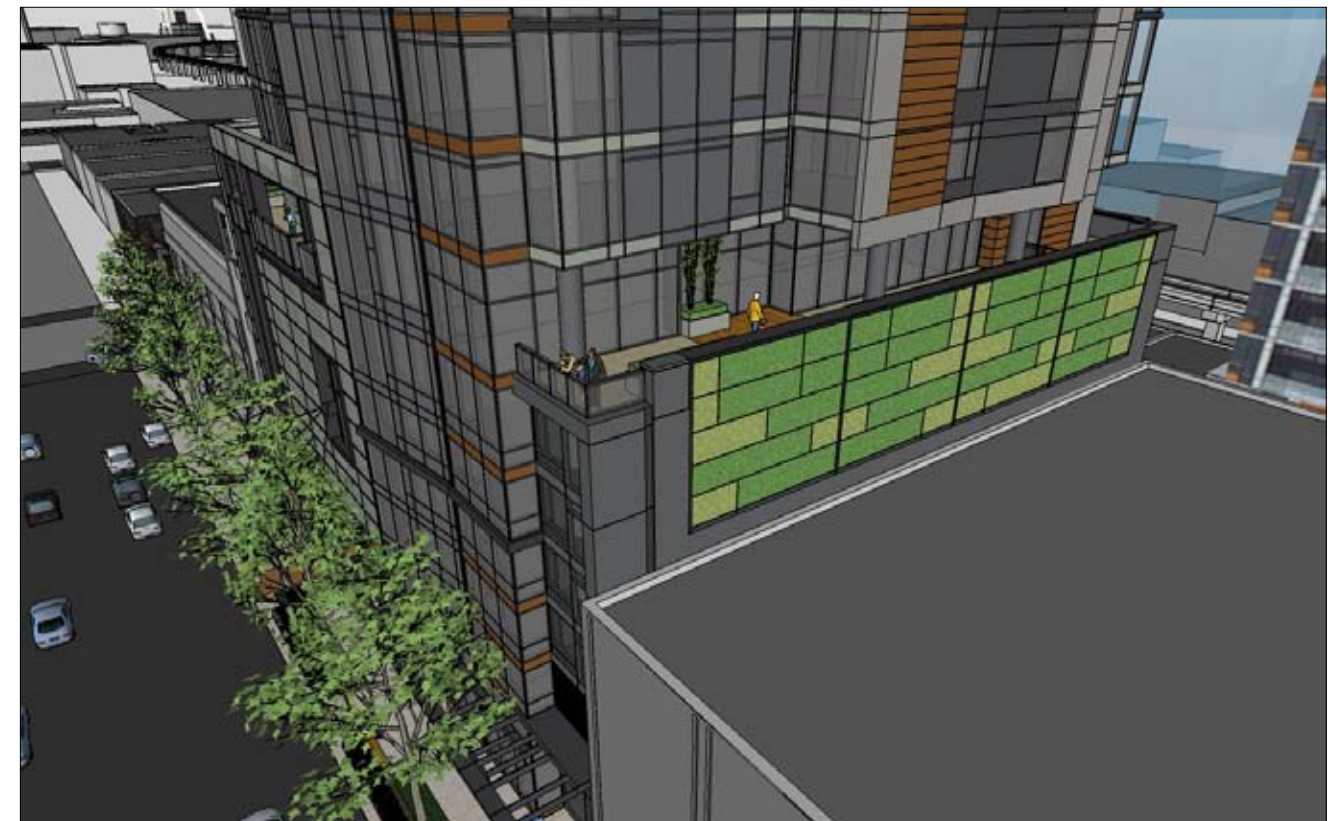
LEVEL 7 AMENITY PLAN



L3-L6 PLAN



AERIAL VIEW OF SOUTH FACADE AT SE CORNER



AERIAL VIEW OF SOUTH FACADE AT SW CORNER





STREET LEVEL VIEW FROM INTERSECTION OF 4TH + LENORA (SW CORNER)



STREET LEVEL VIEW FROM INTERSECTION OF 4TH + BLANCHARD (NW CORNER)





SW STREET LEVEL VIEW OF PODIUM ALONG 4TH AVENUE



NW STREET LEVEL VIEW OF PODIUM ALONG 4TH AVENUE





RETAIL / CAFE ENTRY



RETAIL / SIDEWALK CAFE





RESIDENTIAL ENTRY



HAL Real Estate Investments Inc.

2116 4TH AVENUE | SIDEWALK VIEWS

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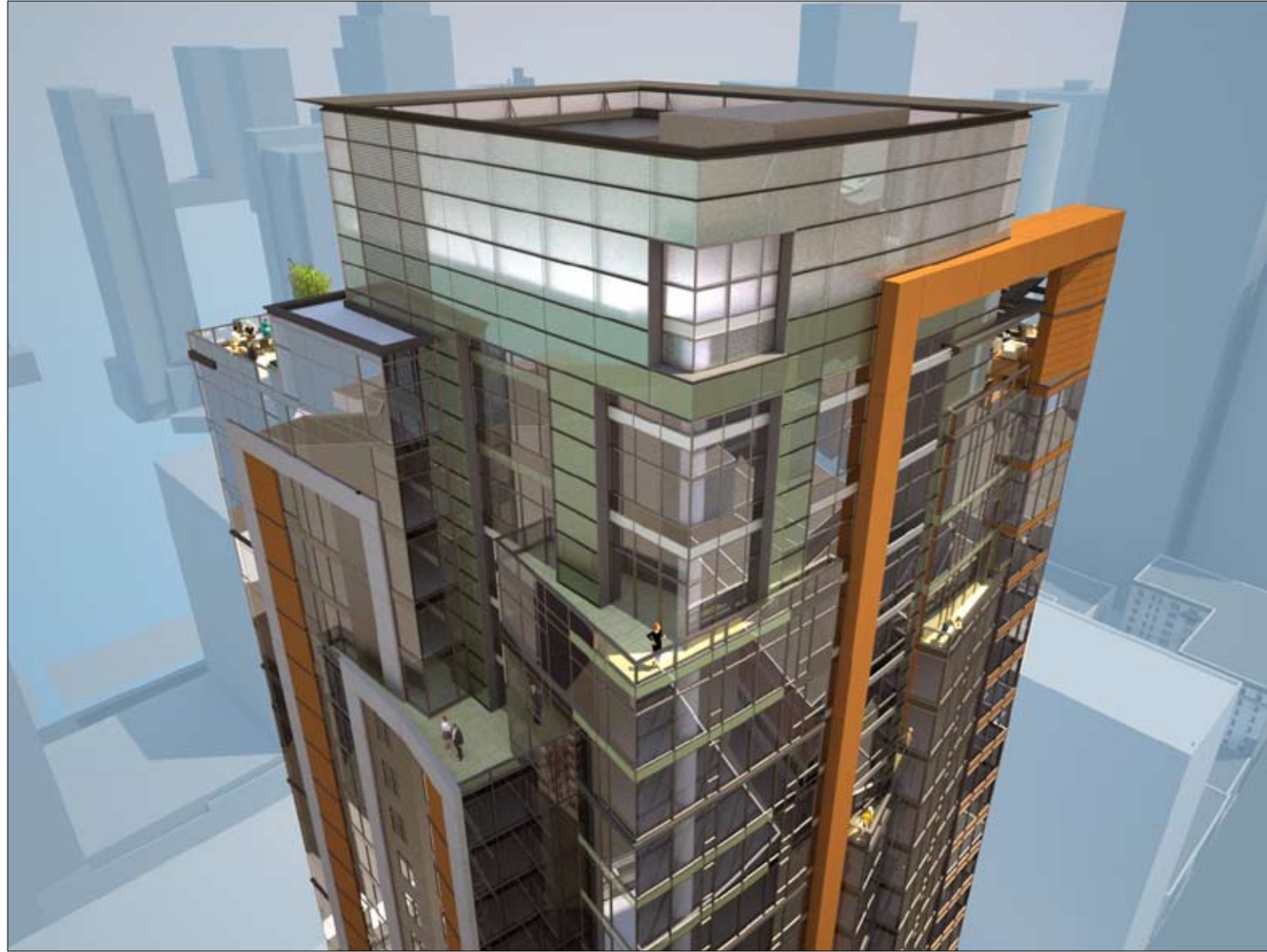
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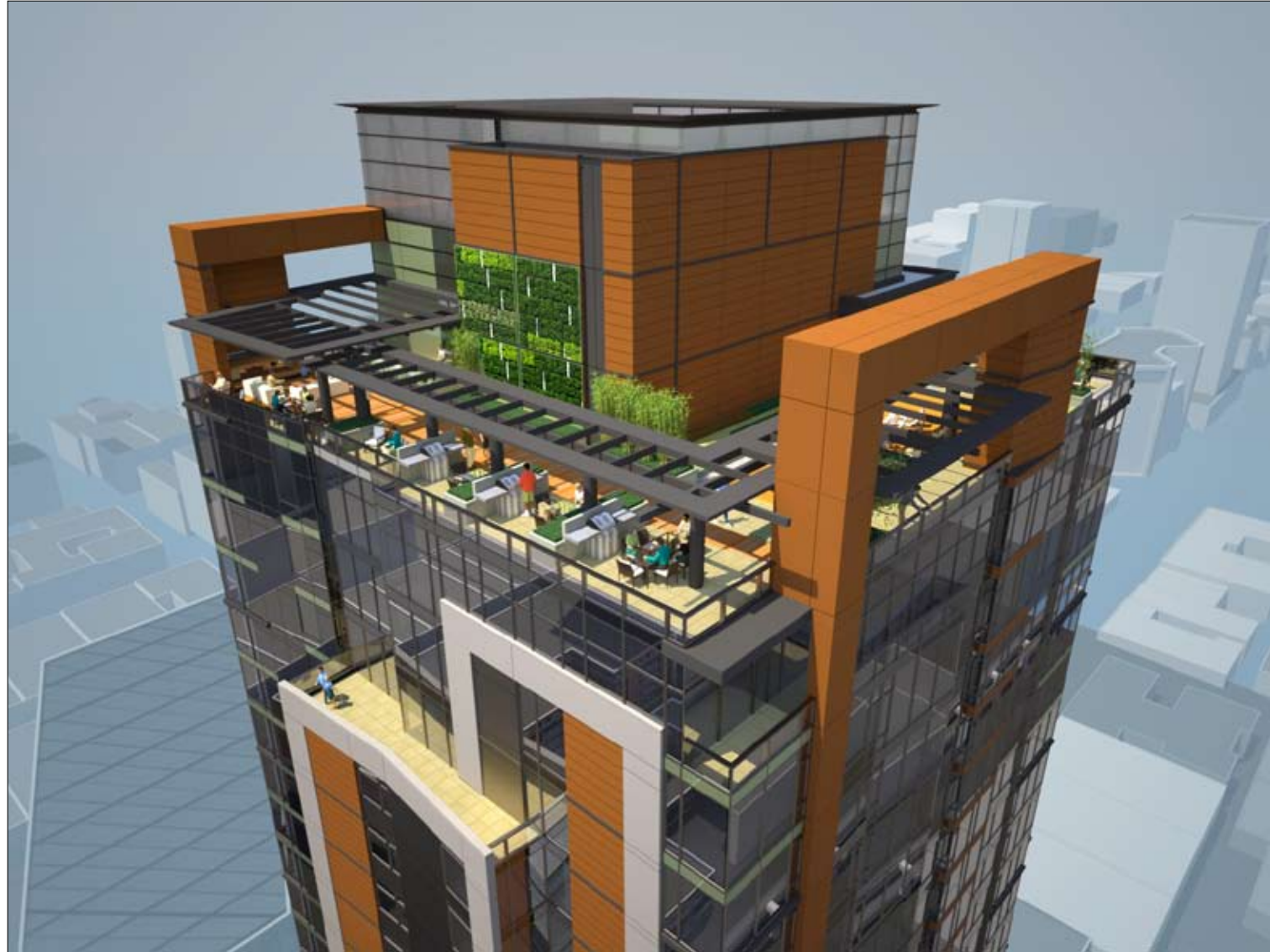


NORTHWEST VIEW

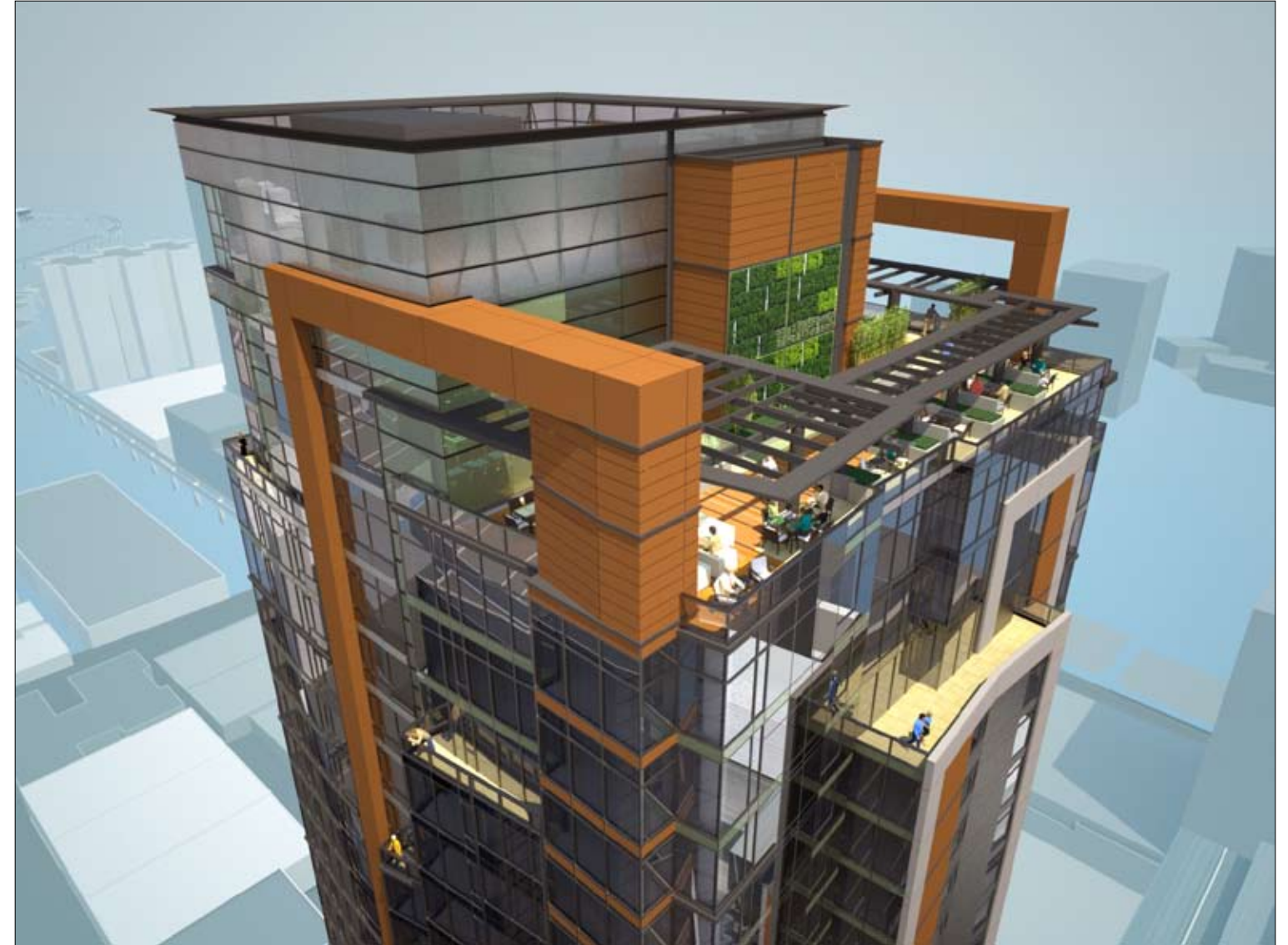


NORTHEAST VIEW





SOUTHEAST VIEW



SOUTHWEST VIEW

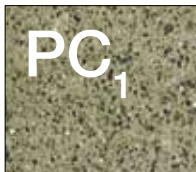




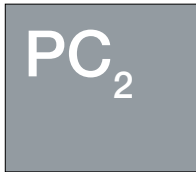
METAL #1



METAL #2



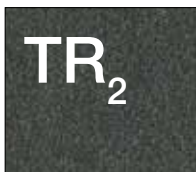
PRECAST CONCRETE



PAINTED CONCRETE



TRESPA COMPOSITE RAINSCREEN PANEL



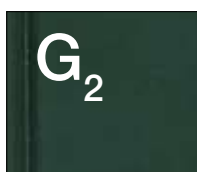
TRESPA COMPOSITE RAINSCREEN PANEL #2



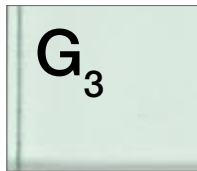
SEDUM WALL PANEL



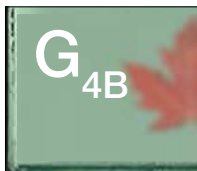
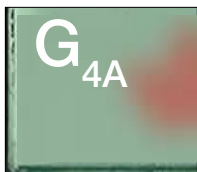
VISION GLASS



SPANDREL GLASS



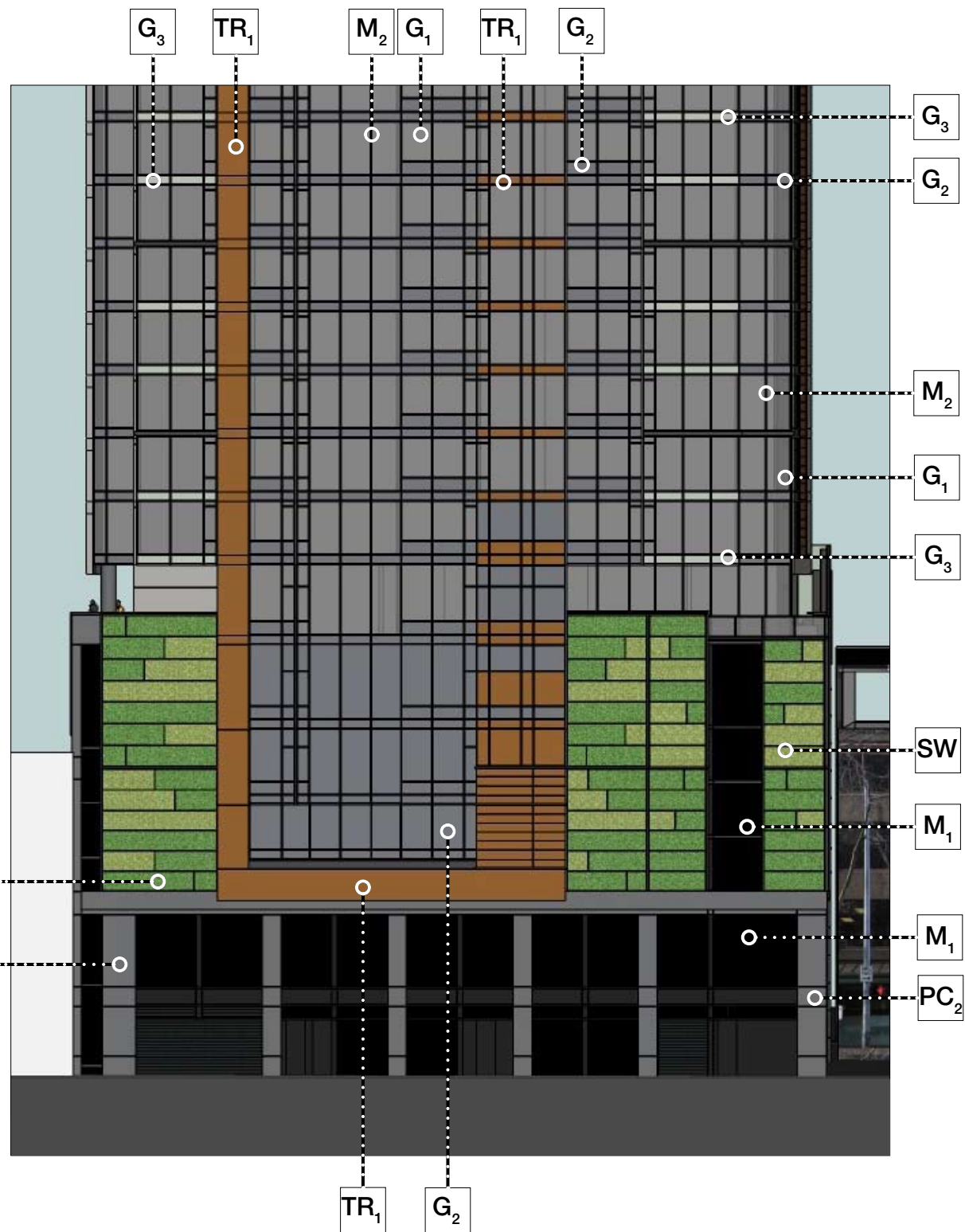
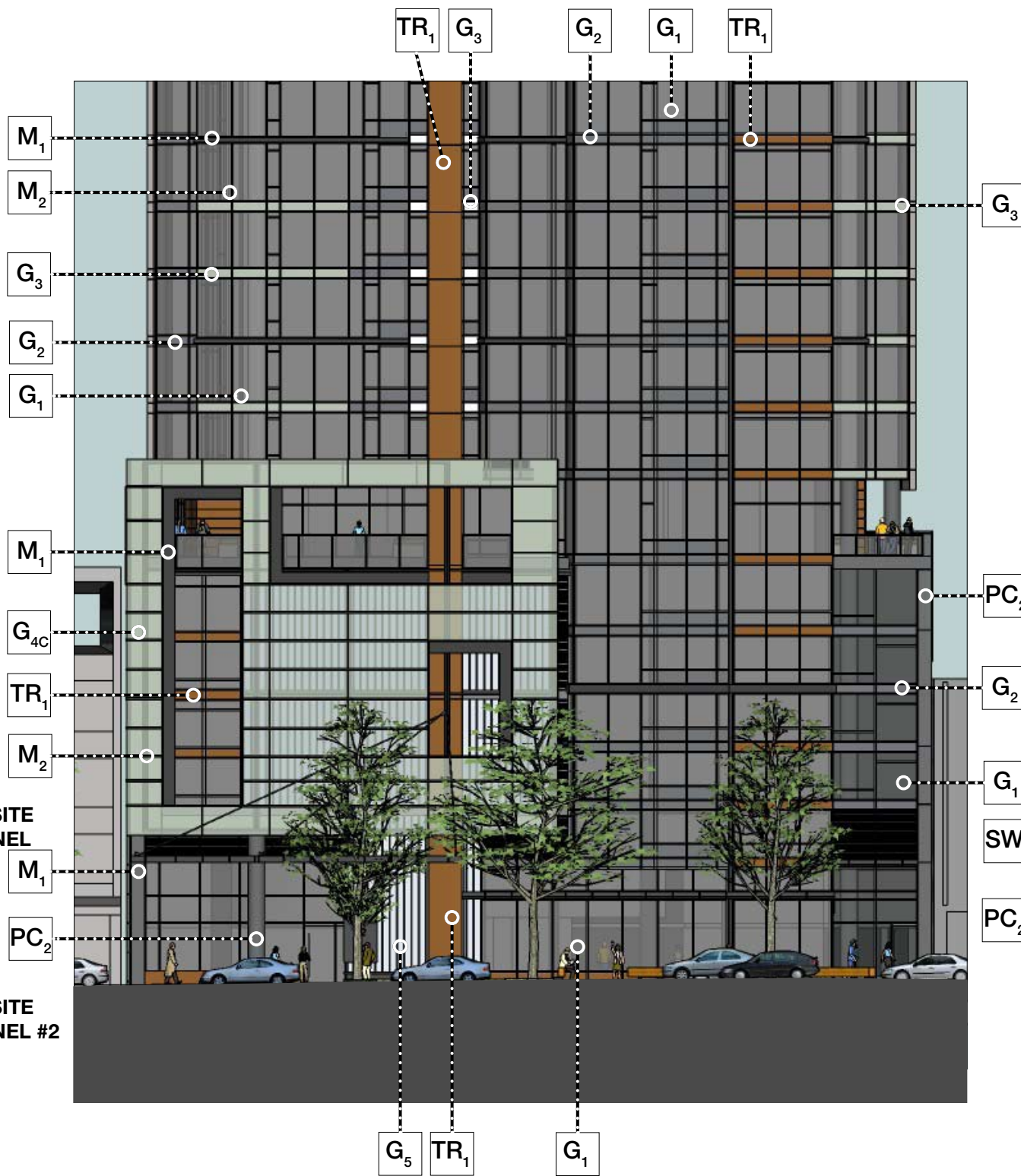
SPANDREL GLASS



SPANDREL GLASS

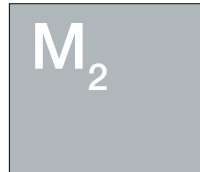


TRANSLUCENT CHANNEL GLASS

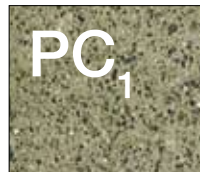




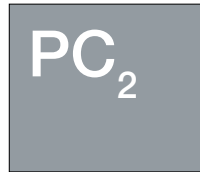
METAL #1



METAL #2



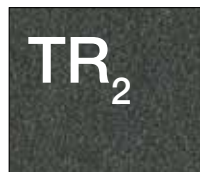
PRECAST CONCRETE



PAINTED CONCRETE



TRESPA COMPOSITE RAINSCREEN PANEL #1



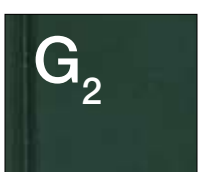
TRESPA COMPOSITE RAINSCREEN PANEL #2



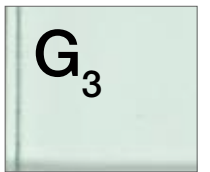
SEDUM WALL PANEL



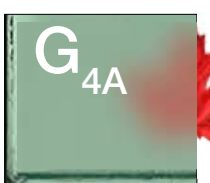
VISION GLASS



SPANDREL GLASS



SPANDREL GLASS



SPANDREL GLASS



SPANDREL GLASS



SPANDREL GLASS

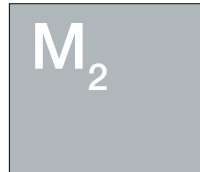


TRANSLUCENT CHANNEL GLASS

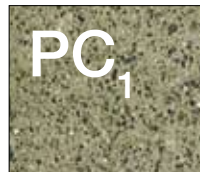




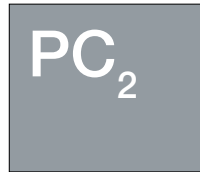
METAL #1



METAL #2



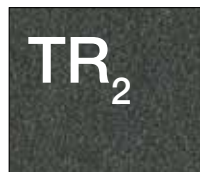
PRECAST CONCRETE



PAINTED CONCRETE



TRESPA COMPOSITE RAINSCREEN PANEL #1



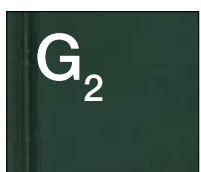
TRESPA COMPOSITE RAINSCREEN PANEL #2



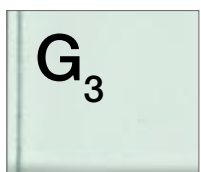
SEDUM WALL PANEL



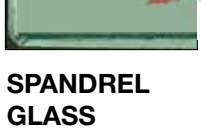
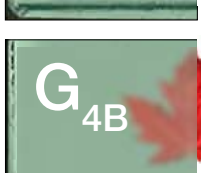
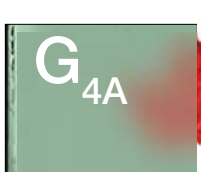
VISION GLASS



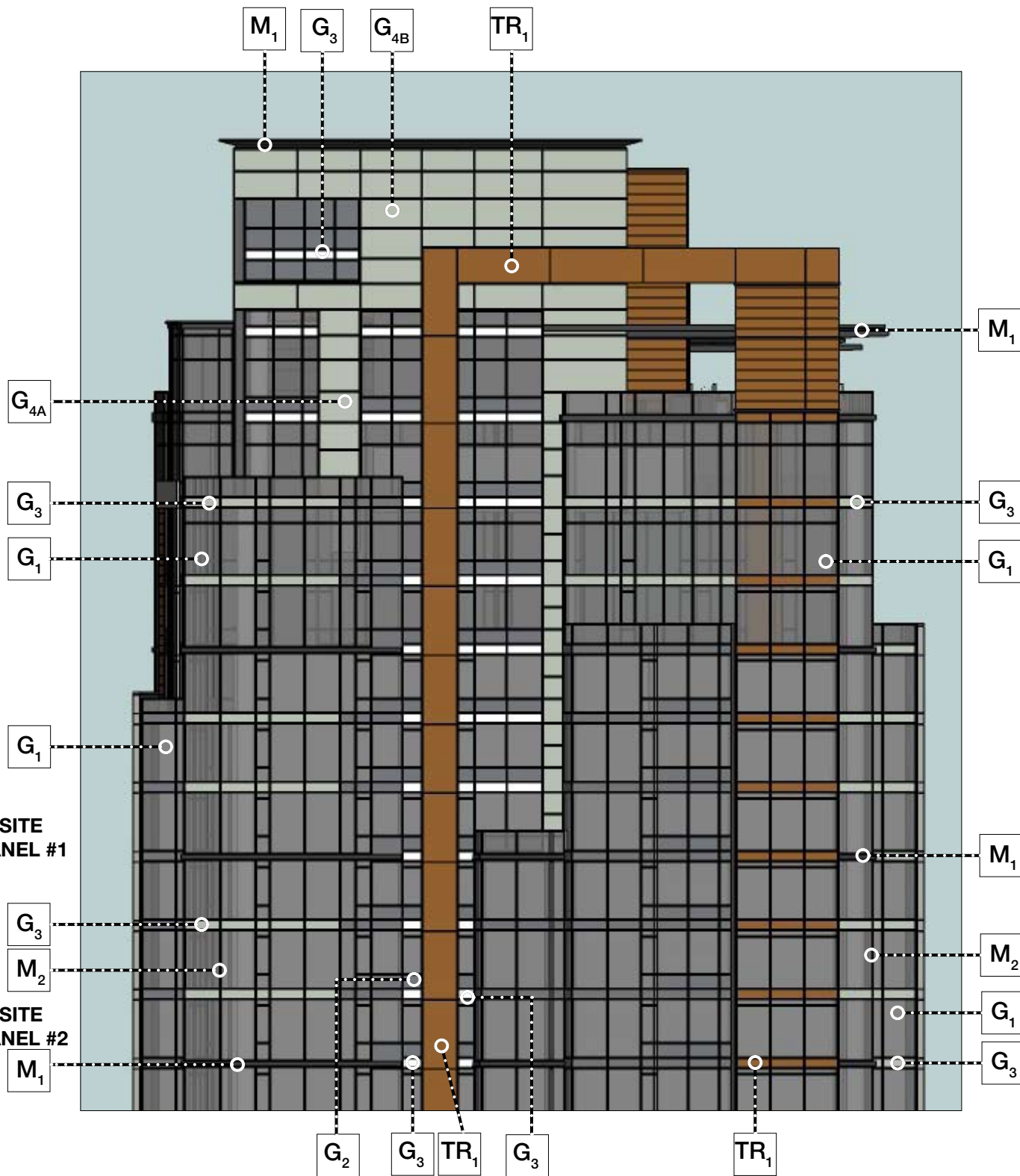
SPANDREL GLASS



SPANDREL GLASS

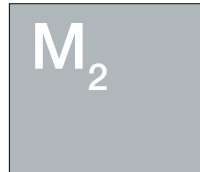


TRANSLUCENT CHANNEL GLASS

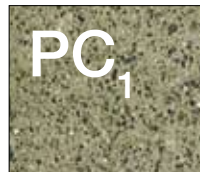




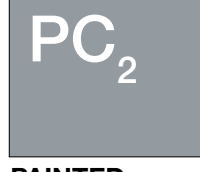
METAL #1



METAL #2



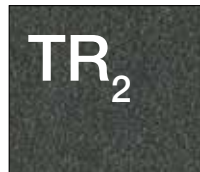
PRECAST CONCRETE



PAINTED CONCRETE



TRESPA COMPOSITE RAINSCREEN PANEL #1



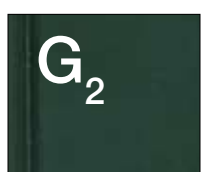
TRESPA COMPOSITE RAINSCREEN PANEL #2



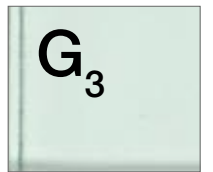
SEDUM WALL PANEL



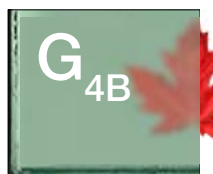
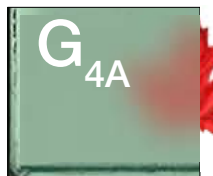
VISION GLASS



SPANDREL GLASS



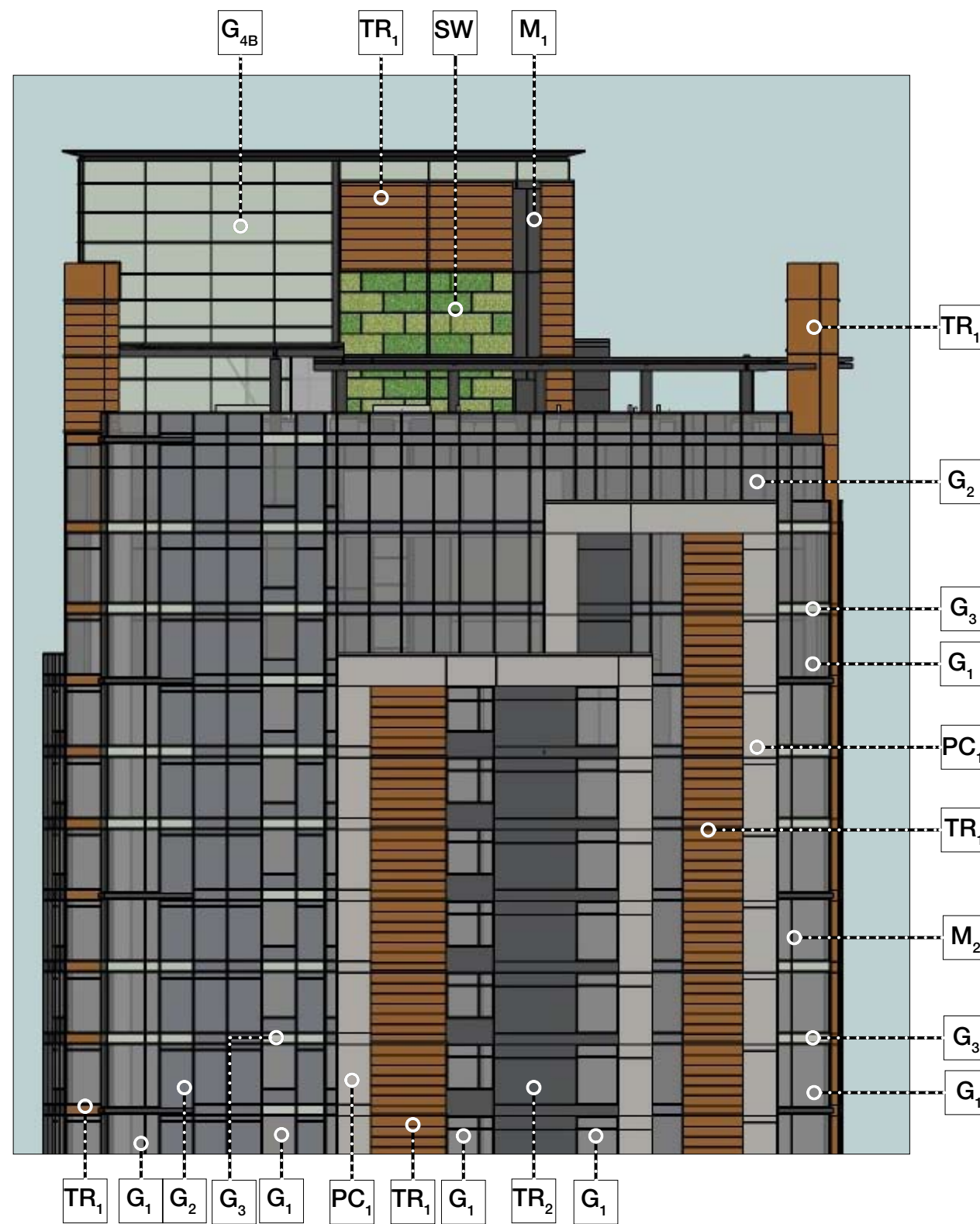
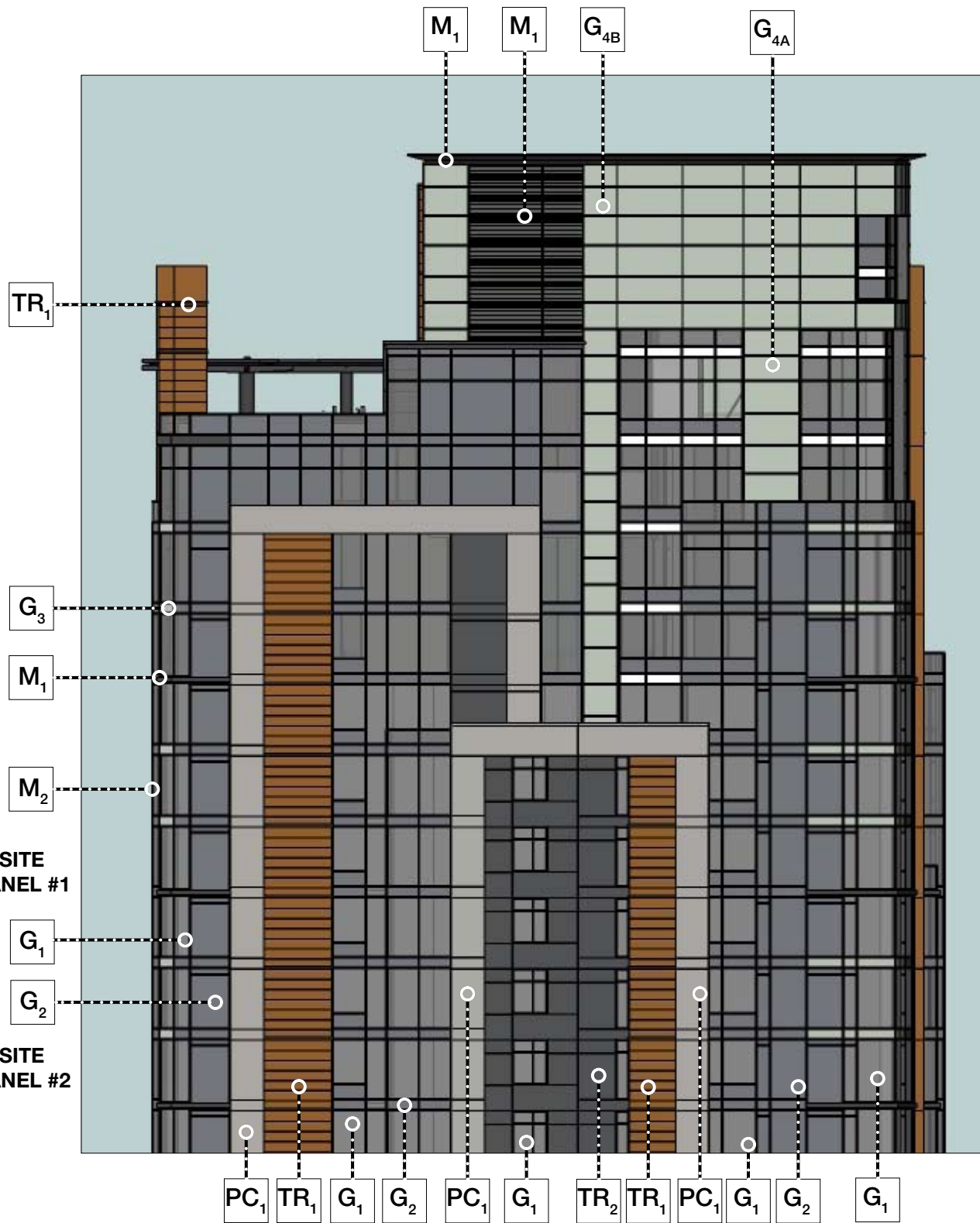
SPANDREL GLASS



SPANDREL GLASS



TRANSLUCENT CHANNEL GLASS



LANDSCAPE



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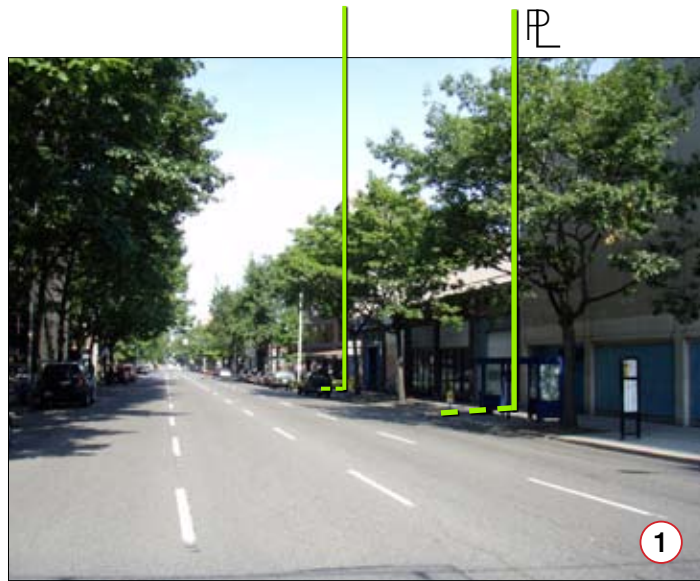
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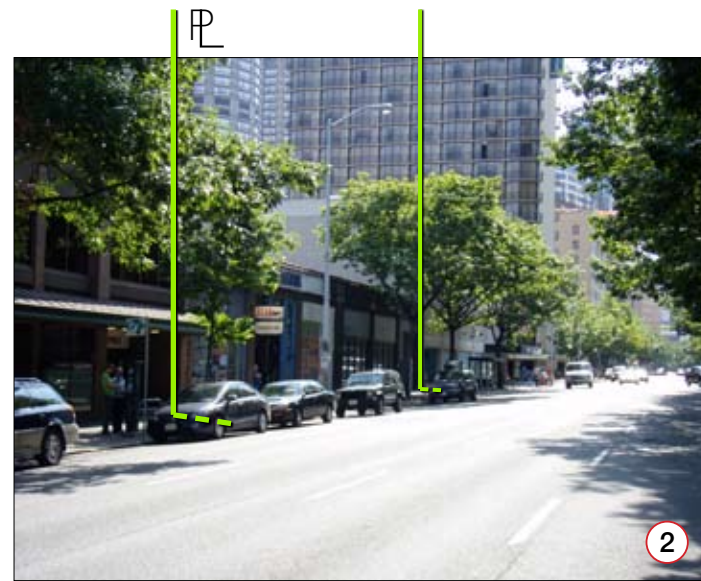
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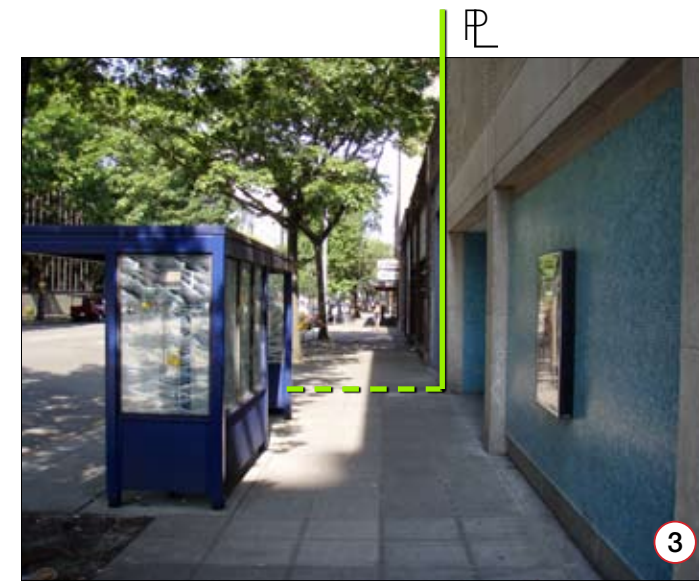




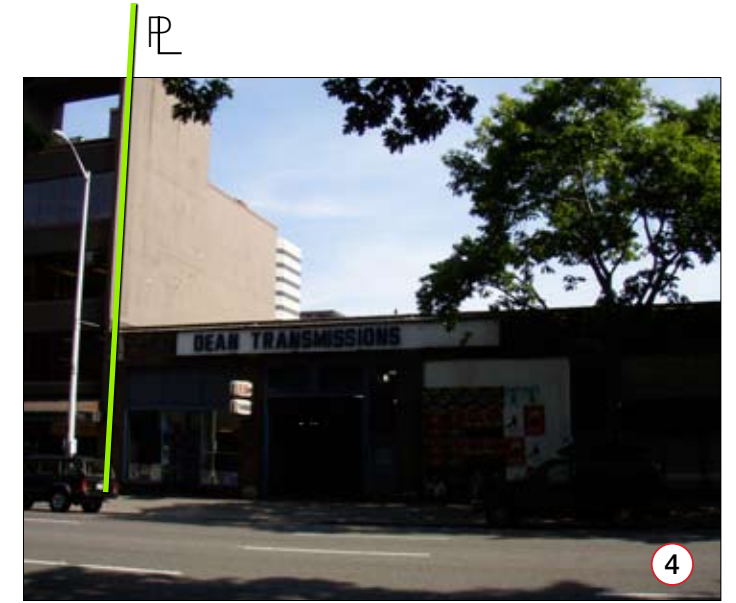
VIEW NORTH ON 4TH AVENUE



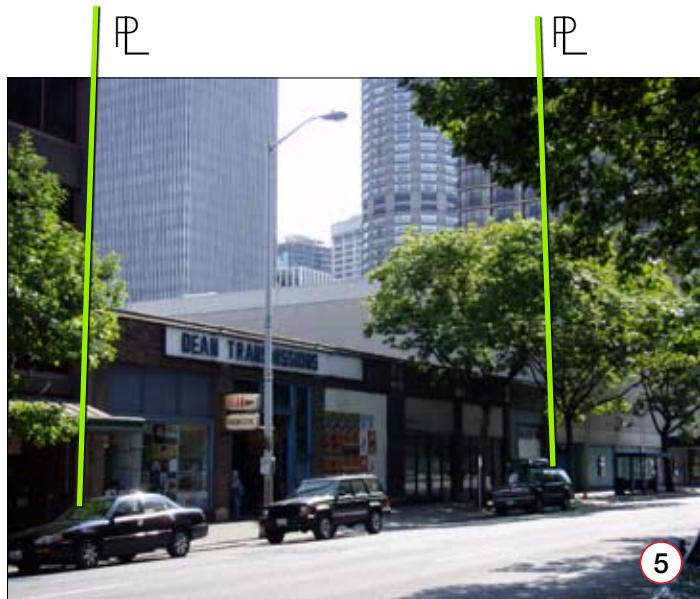
VIEW SOUTH DOWN 4TH AVENUE



VIEW NORTH FROM CINERAMA



VIEW OF SITE



VIEW OF SITE



EXISTING STREETScape & TREE SPACING



BEAMS IN EXISTING BUILDING TO BE SAVED

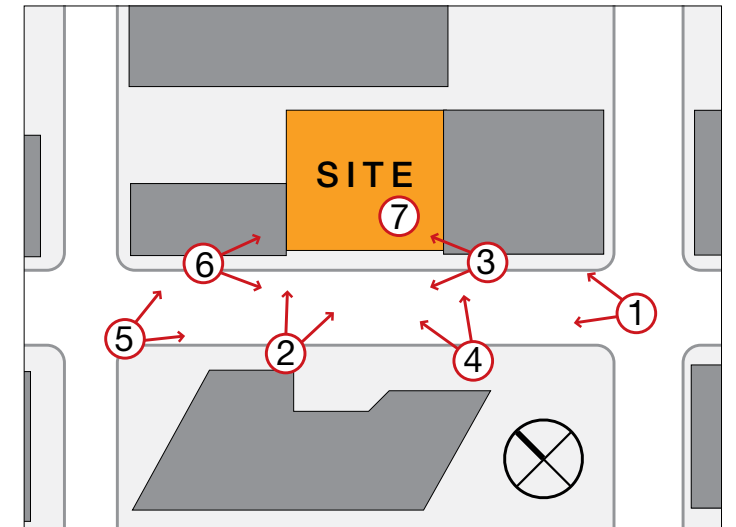
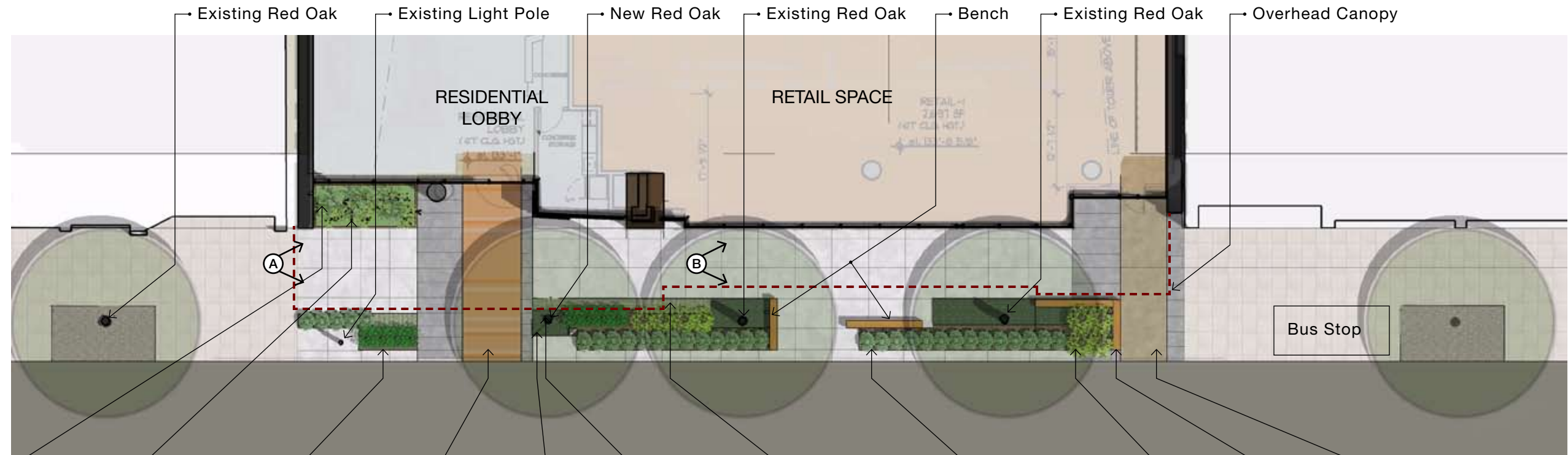


PHOTO LOCATIONS ON PLAN





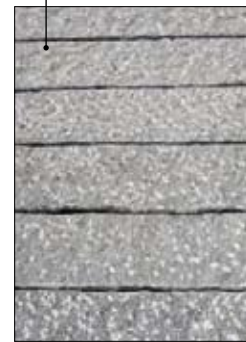
Campbells Clumping Bamboo
Fargesia robusta



Virginia Creeper
Parthenocissus quinquefolia



Japanese Skimmia
Skimmia japonica



Accent Paving Stone



Rozannie Japanese Acuba
Acuba japonica 'Rozannie'



Red Oak
Quercus rubra



Silver Dragon Lillyturf
Liriope spicata 'Silver Dragon'



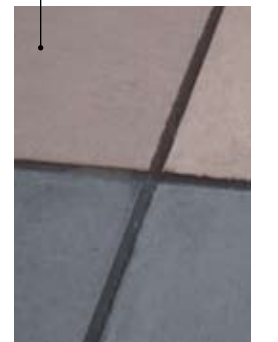
Silver Princess
Euonymus japonicus 'Moness'



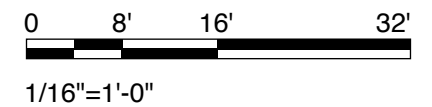
Mr. Goldstrike Acuba
Acuba japonica 'Mr. Goldstrike'



Recycled Timber Bench

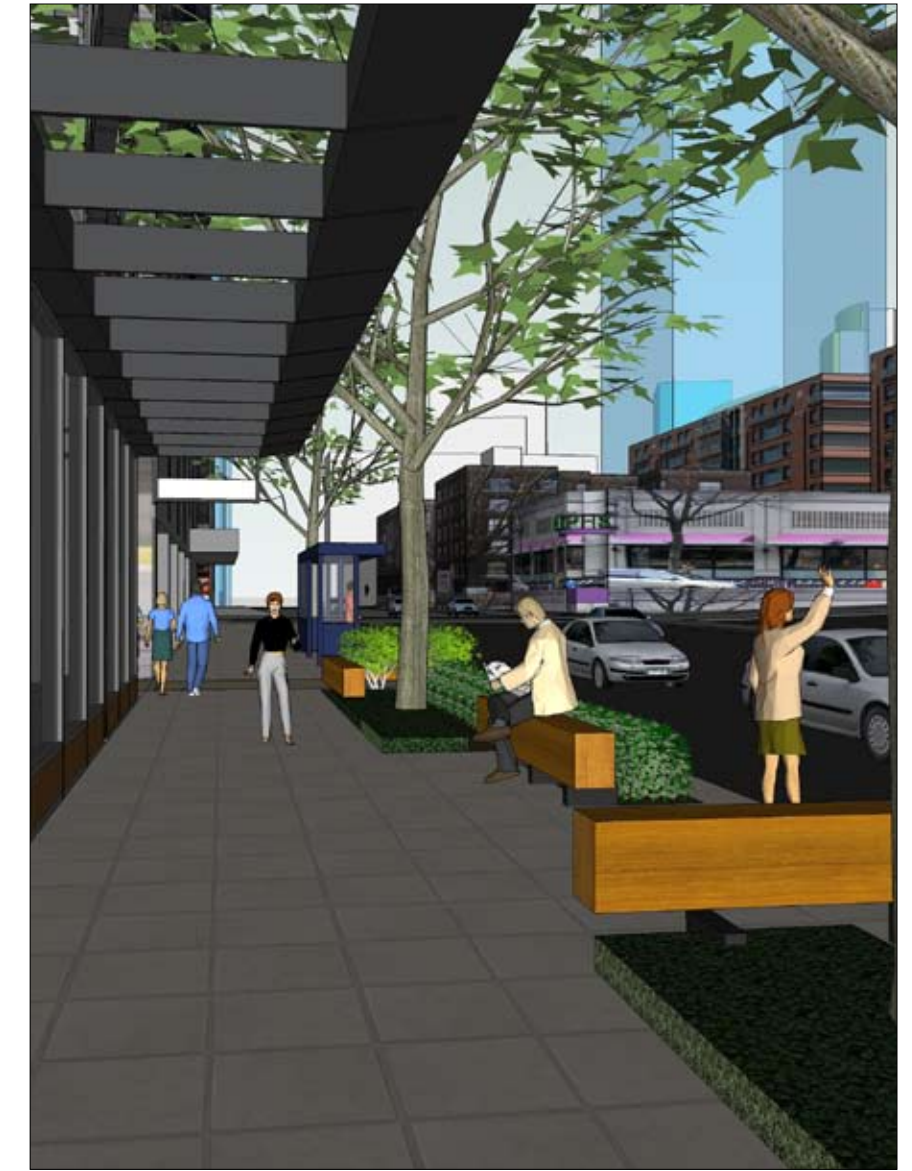


Colored Concrete





VIEW A



VIEW B



Bamboo & Creeping Plants over Parapet

Outdoor Bar

Creeping Plants over Parapet



Dog Patch Pet Turf

Gate

Kitchen Herb Garden

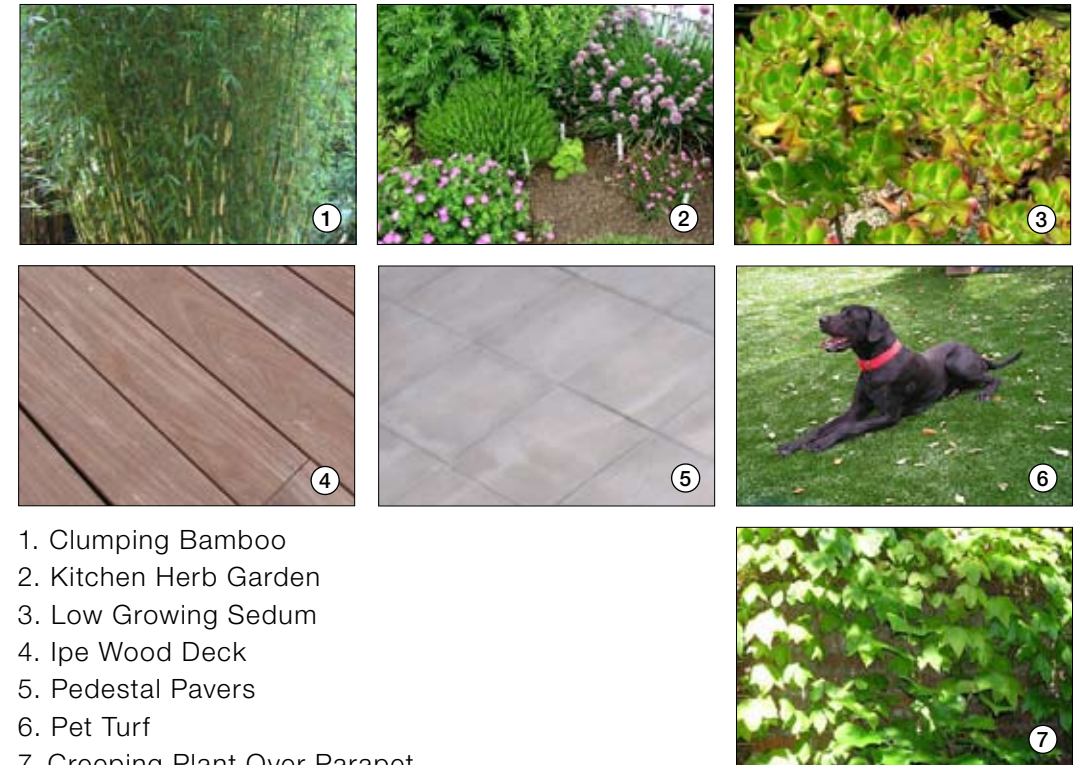
Lounge Area

Creeping Plants over Parapet

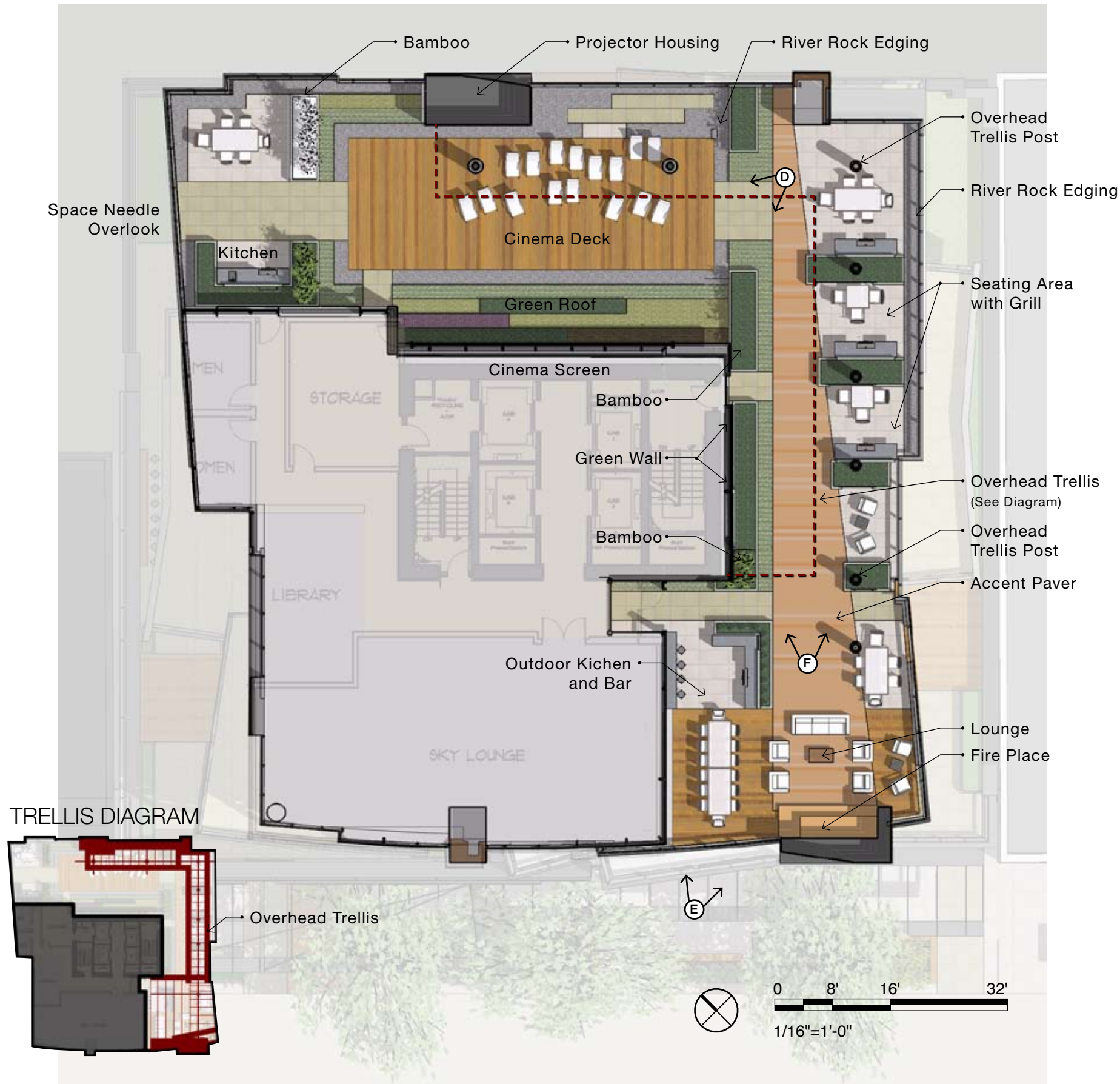


VIEW C

ROOF CHARACTER



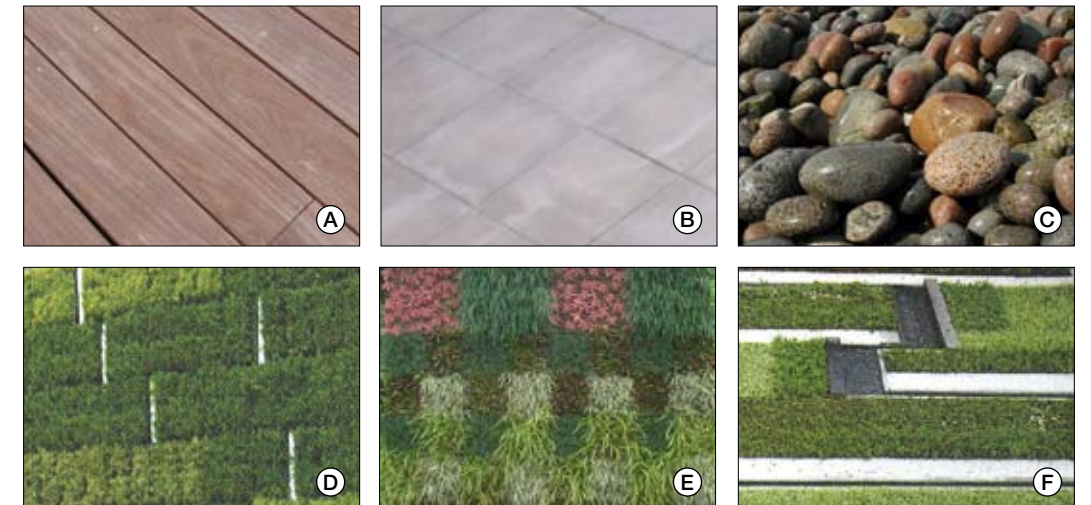
- 1. Clumping Bamboo
- 2. Kitchen Herb Garden
- 3. Low Growing Sedum
- 4. Ipe Wood Deck
- 5. Pedestal Pavers
- 6. Pet Turf
- 7. Creeping Plant Over Parapet



PLANT PALETTE



MATERIAL & TEXTURE PALETTE



- 1. Sedum
- 2. Phormium
- 3. Thyme
- 4. Common Thrift
- 5. Corkscrew Hazel
- 6. Creeping Phlox
- 7. Senecio
- 8. Bamboo
- 9. Japanese Forest Grass
- A. Ipe Deck
- B. Pedestal Paver
- C. River Rock Edging
- D. Green Wall
- E. Green Wall
- F. Sedum Pattern





VIEW D



VIEW E



VIEW F



LIGHTING



TOWER VIEW LOOKING FROM NORTHWEST



TOWER VIEW LOOKING FROM SOUTHEAST

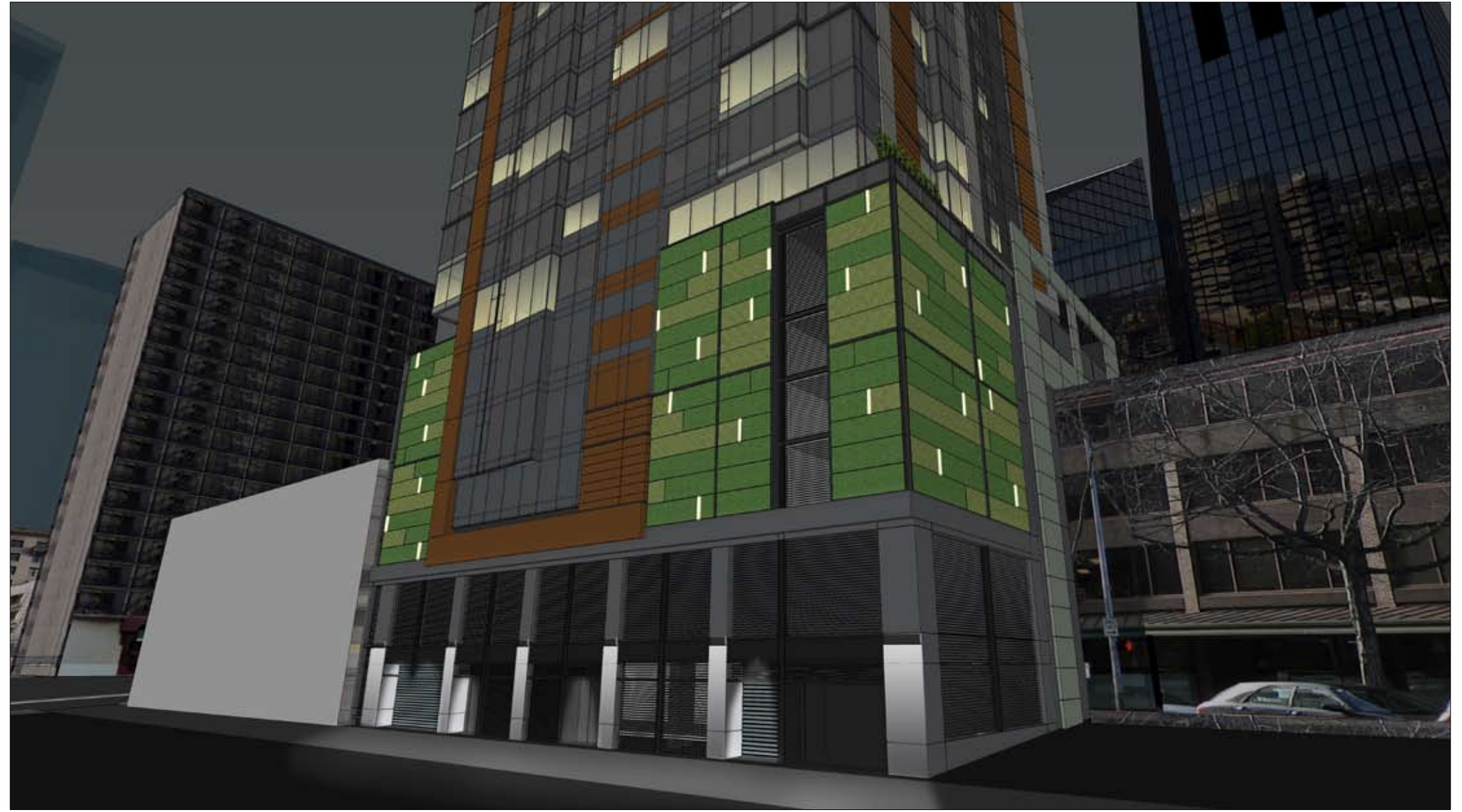




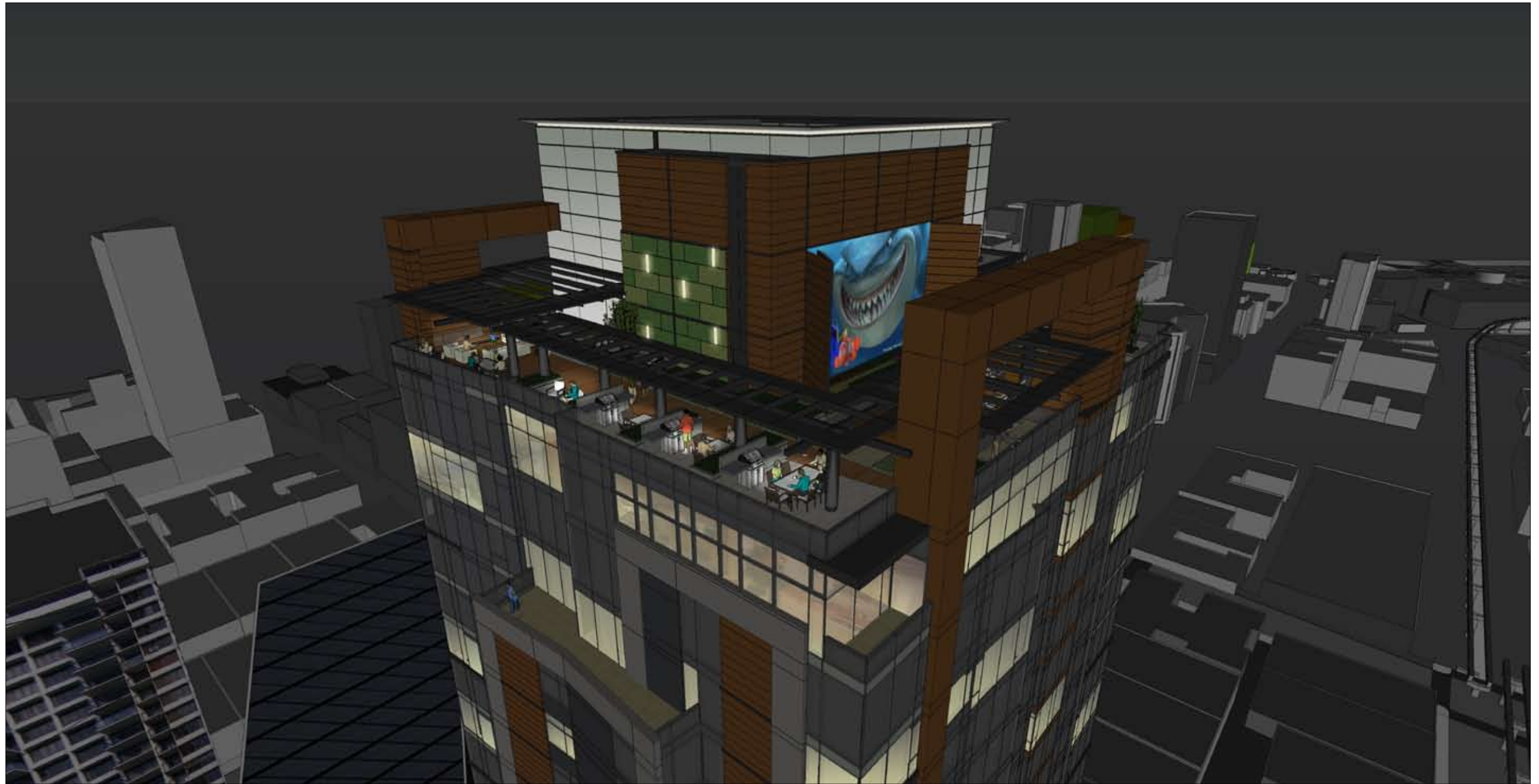
sedum wall panels with led exterior lighting fixture



INSPIRATION IMAGE



ALLEY LEVEL VIEW



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2116 4TH AVENUE | LIGHTING: TOWER TOP VIEW FROM SOUTHEAST

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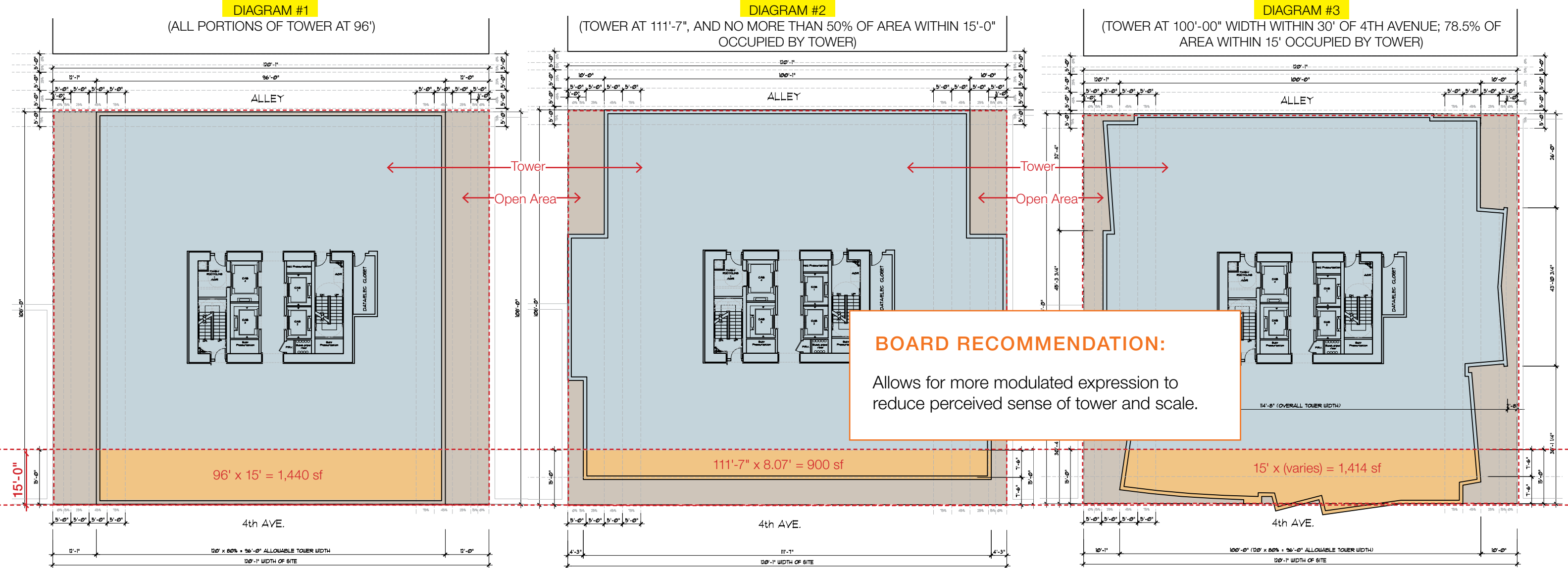
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DEPARTURES

DEPARTURE #1: 2116 4TH AVENUE (DPD #3009145)

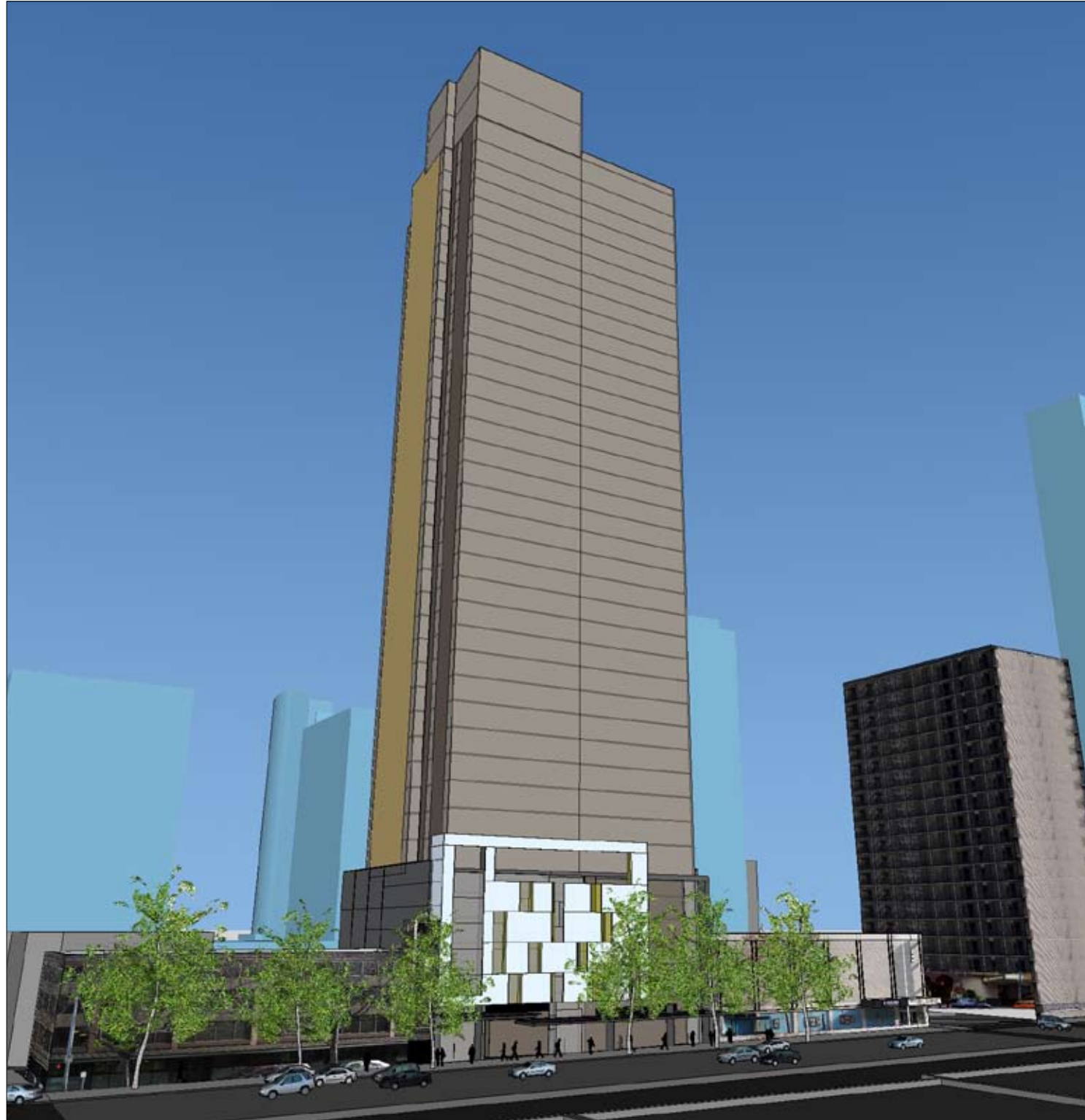
ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	CONSIDERATIONS
1.	23.49.058 D. 2. A TOWER WIDTH	Above 85 ft, maximum tower width along 4th Ave. is 96 ft. Exception: tower width of up to 120 ft. allowed if no more than 50% of the area within 15 ft of 4th Ave. is occupied by the tower.	78.5% of the area within 15 ft of 4th Ave. would be occupied by the tower (rather than 50%), with a tower width of 100 ft within 30 ft. of 4th Ave, and a maximum tower width of 114'- 8" more than 30 ft from 4th Ave.	The preferred alternate provides a similar amount of tower area within the 15'-0" zone from 4th Ave as does Diagram #1, but is 4'-0" wider at 100'-0". However, the façade has a more modulated expression by the use of full-height reveals, shadow, and curvature to reduce the perceived sense of the tower massing + scale.



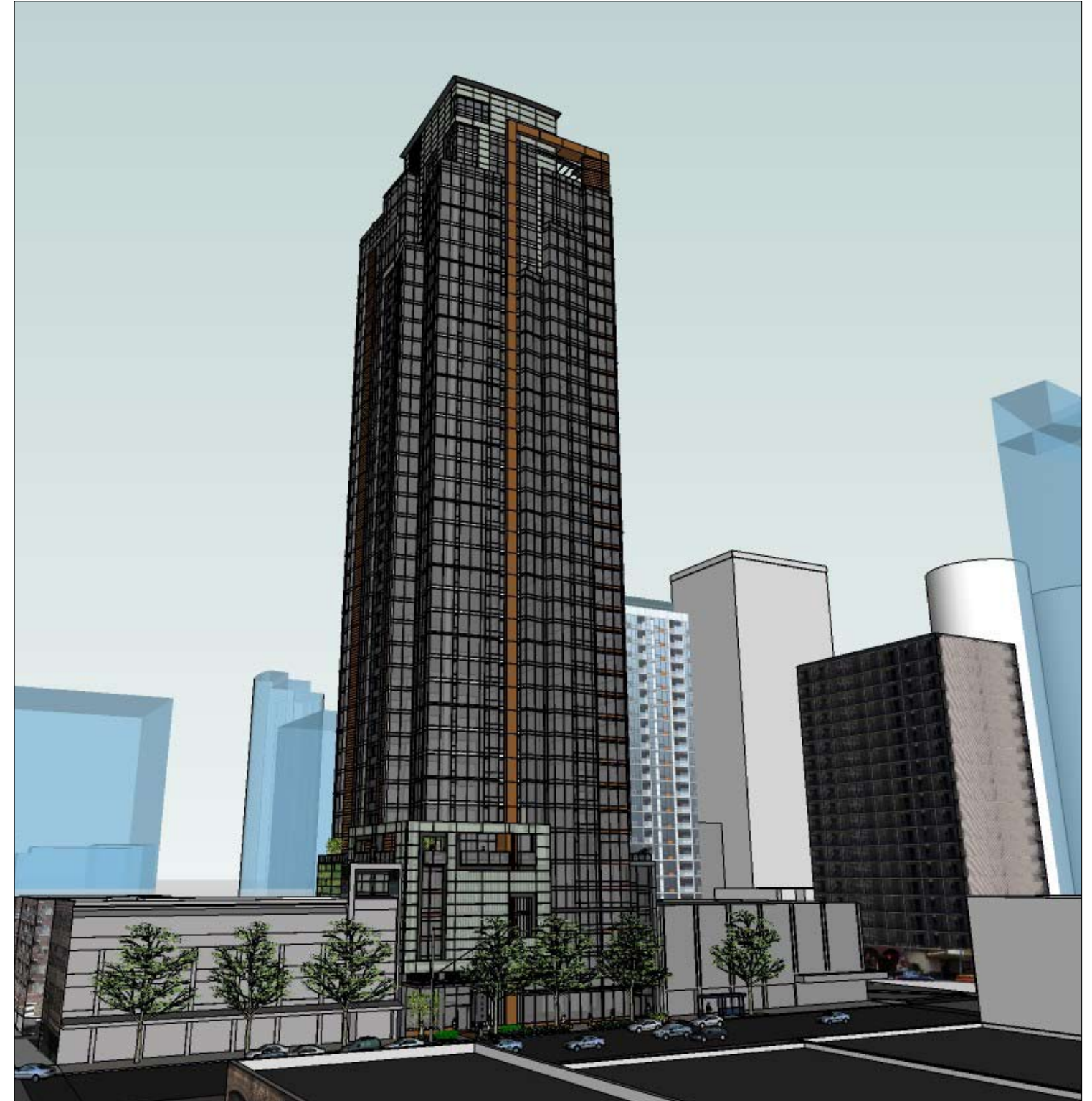
- Tower width at 96'-0" within 15' zone
- 9,964 sf floor plate
- 2,592 sf open area
- Allows little room for façade articulation
- Floor plate does not respond to context to maximize marketability of units

- Tower width at 111'-7"; 50 % within 15' zone
- 10,782 sf floor plate
- 1,742 sf open area (67% of Diagram #1)
- Allows little room for façade articulation
- Floor plate does not respond to context to maximize marketability of units

- Tower width at 100'-0"; 78.5 % within 15' zone
- 10,700 sf floor area
- 1,774 sf open area (68% of Diagram #1)
- Allows for increased façade articulation
- Allows floor plate to maximize marketability of units



VIEW FROM NORTHWEST (CODE COMPLIANT IMAGE FROM EDG)

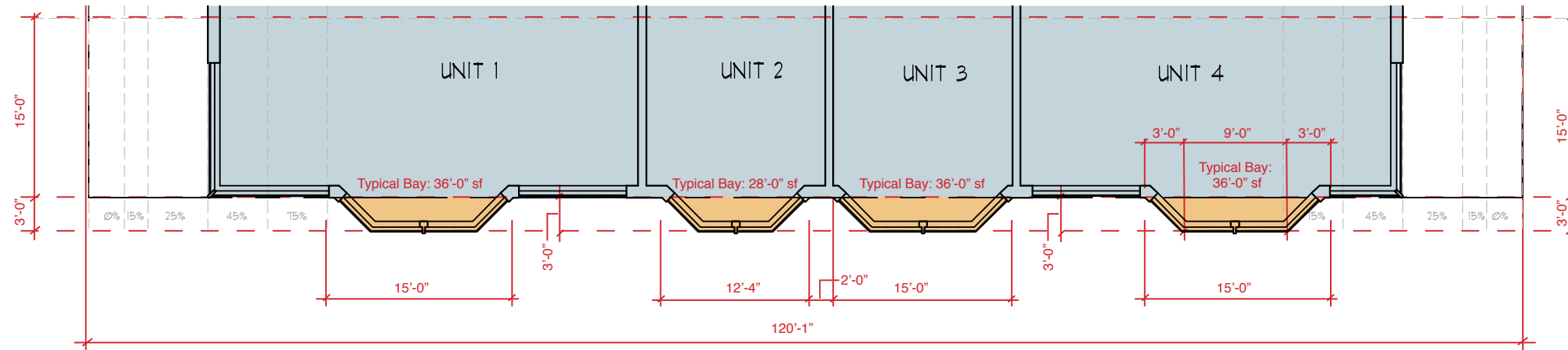


VIEW FROM NORTHWEST (PROPOSED)

DEPARTURE #2: 2116 4TH AVENUE (DPD #3009145)

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	CONSIDERATIONS
2.	23.53.035.A.4 STRUCTURAL OVERHANG	Vertical bay (projecting) windows that increase either the floor area of the building or the volume of space enclosed by the building above grade, shall be limited as follows: a. The maximum horizontal projection shall be three (3) feet. b. The glass areas of each bay window shall not be less than fifty (50) percent of the sum of the areas of the vertical surfaces of such bay window above the required open area. At least one-third of such required glass area of such bay window shall be on one (1) or more vertical surfaces situated at an angle of not less than thirty (30) degrees to the line establishing the required open area. In addition, at least one-third of such required glass shall be on the vertical surface parallel to, or most nearly parallel to, the line establishing each open area over which the bay window projects. c. The maximum length of each bay window shall be fifteen (15) feet, and shall be reduced by means of forty-five (45) degree angles drawn inward, reaching a maximum of nine (9) feet along a line parallel to and at a distance of three (3) feet from the line establishing the open area.	Bay #1 (at Unit #2) projects 2'-0", and then tapers back to the property line with a total proposed length of 8'-2". The proposed length and projected distance of Bay #1 is within the code allowable limits (15'-0" and 3'-0" respectively), but differs in shape from the traditional bay window as defined by the code (see Diagram #1). Bay #2 (at Units #3 + #4) projects 3'-0", and then tapers back to the property line with a total proposed length of 22'-5". The proposed projected distance of Bay #2 is within the code allowable limit of 3'-0", but the proposed length and shape differs from the traditional bay window as defined by the code. Note: If the Board approves of the proposed "Scrim Facade", then it will be added to this "Structural Overhang" departure request.	The serrated shapes of Bays #1 + #2, as well as the tapering back to the property line, creates a more handsome solution to the traditional bay window shape, and also more effectively minimizes their perceived width.

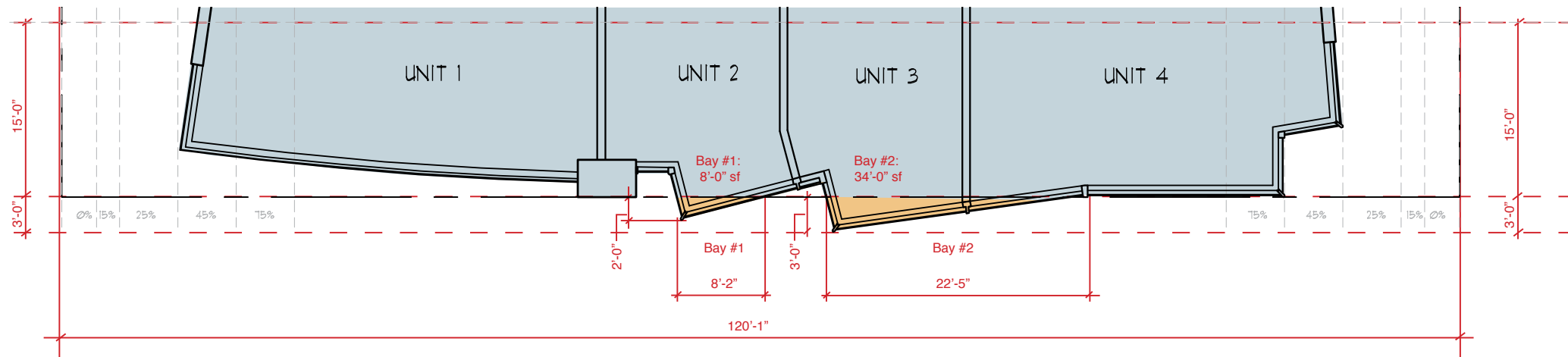
DIAGRAM #1
(CODE COMPLIANT)



BOARD RECOMMENDATION:

The shapes and dimensions of the proposed bay windows allows for a better architectural solution to the code-described design, while also maintaining a less evident projection and less square footage in the R.O.W.

DIAGRAM #2
(PROPOSED)



DEPARTURE #3: 2116 4TH AVENUE (DPD #3009145)

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	CONSIDERATIONS
3.	23.49.018 B OVERHEAD WEATHER PROTECTION & LIGHTING	D. The lower edge of the overhead weather protection can be a maximum of 15'-0" above the level of the sidewalk.	Overhead weather protection is proposed at a height of 18'-0" above the sidewalk at the residential lobby. The remaining length of the canopy for the remainder of the façade will be as allowed by code.	The residential entry canopy, like other canopies in the city, has been given a slightly greater height and depth to create a sense of place, arrival, and hierarchy for a more pronounced lobby expression within the public realm.

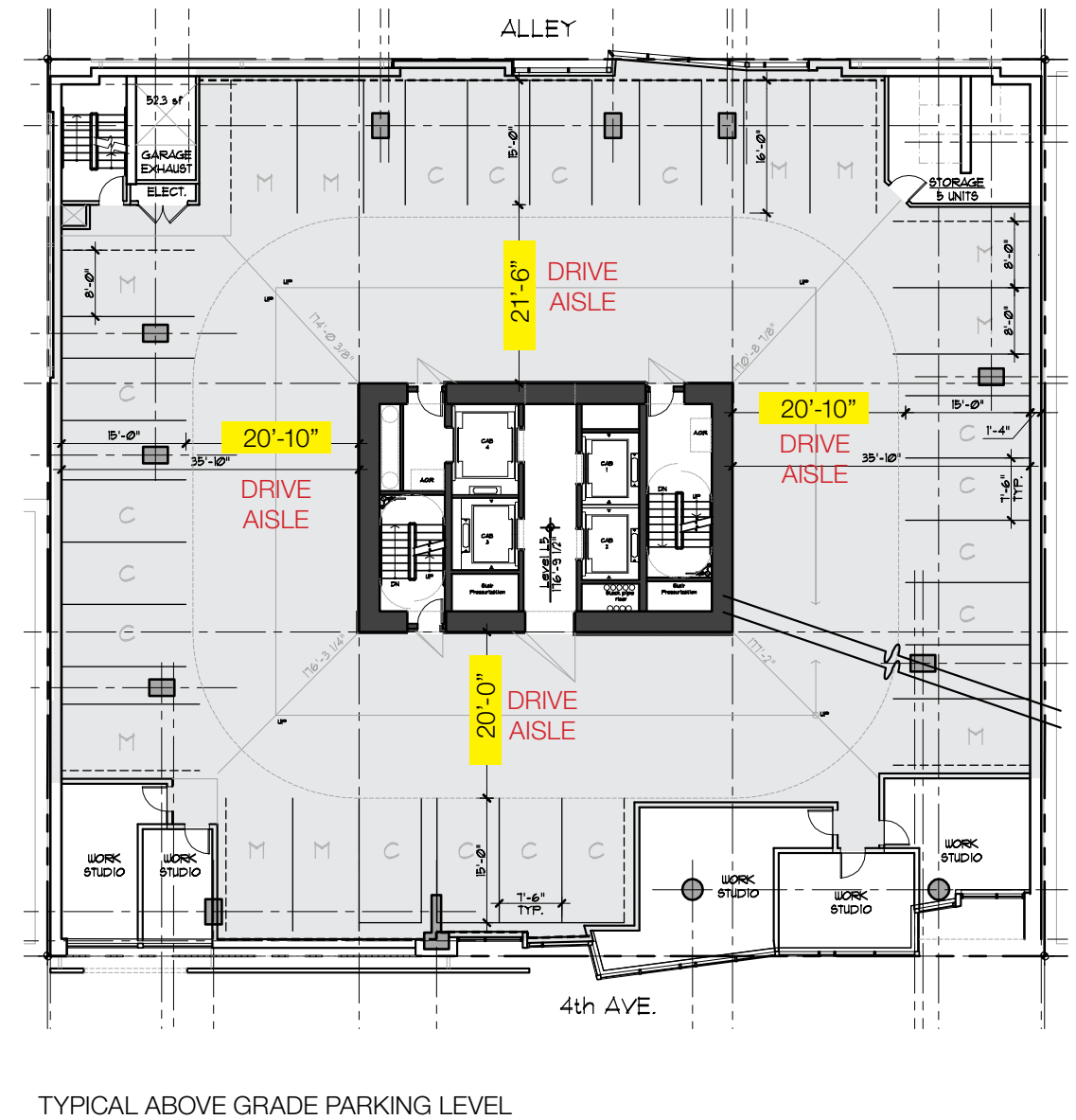
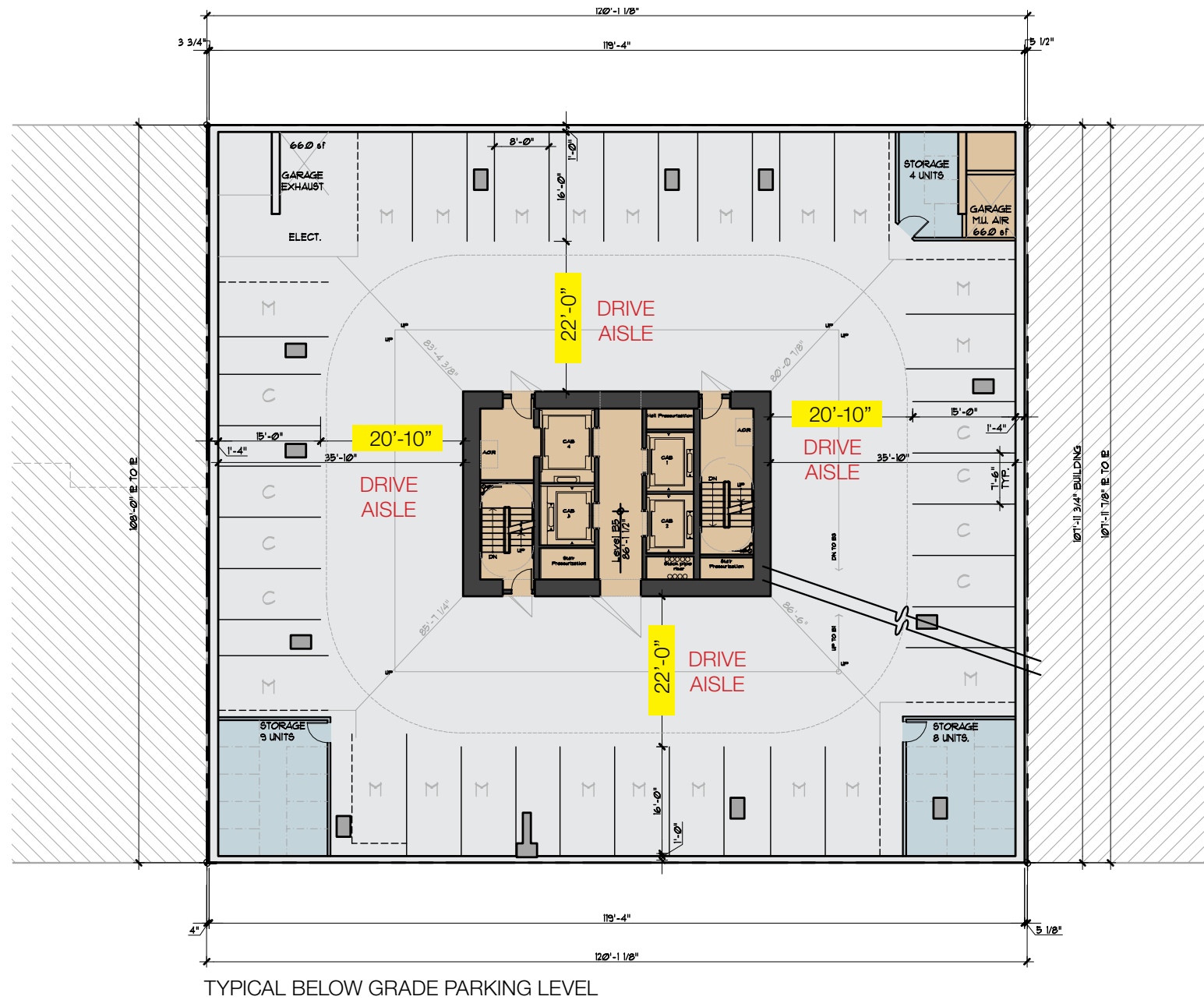
BOARD RECOMMENDATION:

The board is in agreement with differing canopy heights provided we emphasize the main building entrances.



DEPARTURE #4: 2116 4TH AVENUE (DPD #3009145)

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	CONSIDERATIONS
4.	23.54.030 E.2 PARKING AISLES	Minimum aisle widths shall be provided for the largest vehicles served by the aisle	Proposed minimum aisle width is 20'-10" with compact stalls on the north and south side of the core (for both above and below grade levels). Proposed minimum aisle width above grade is 20'-0" with compact stalls on the west side of the core. (22'-0" for below grade levels) Proposed minimum aisle width above grade is 21'-6" with compact stalls on the east side of the core. (22'-0" for below grade levels)	Due to the existing site dimensions, minimum structural requirements for the size of the building core, and a desire by the Design Review Board to have a podium expression/profile that is more consistent with the shape of the tower above, it would not be possible to achieve 22'-0" drive aisles.



APPENDIX

ELEVATIONS	66-67
SITE CONTEXT: AERIAL VIEWS OF SITE	68-69
SITE CONTEXT: AERIAL VIEWS FROM SITE	70-71
TYPICAL TOWER SHADOW STUDIES	72
TYPICAL BELOW GRADE PARKING LEVELS	73



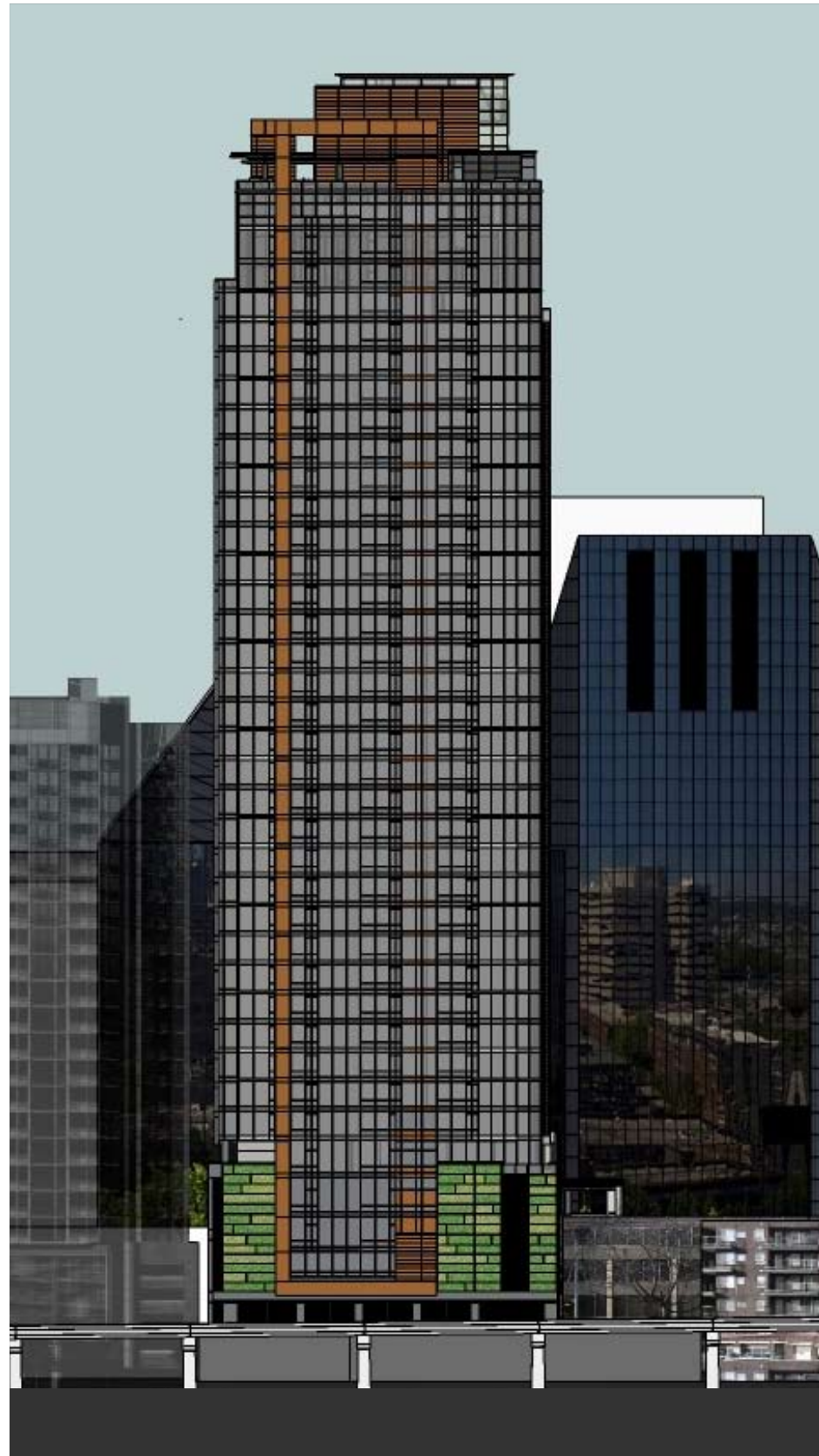


WEST ELEVATION



NORTH ELEVATION



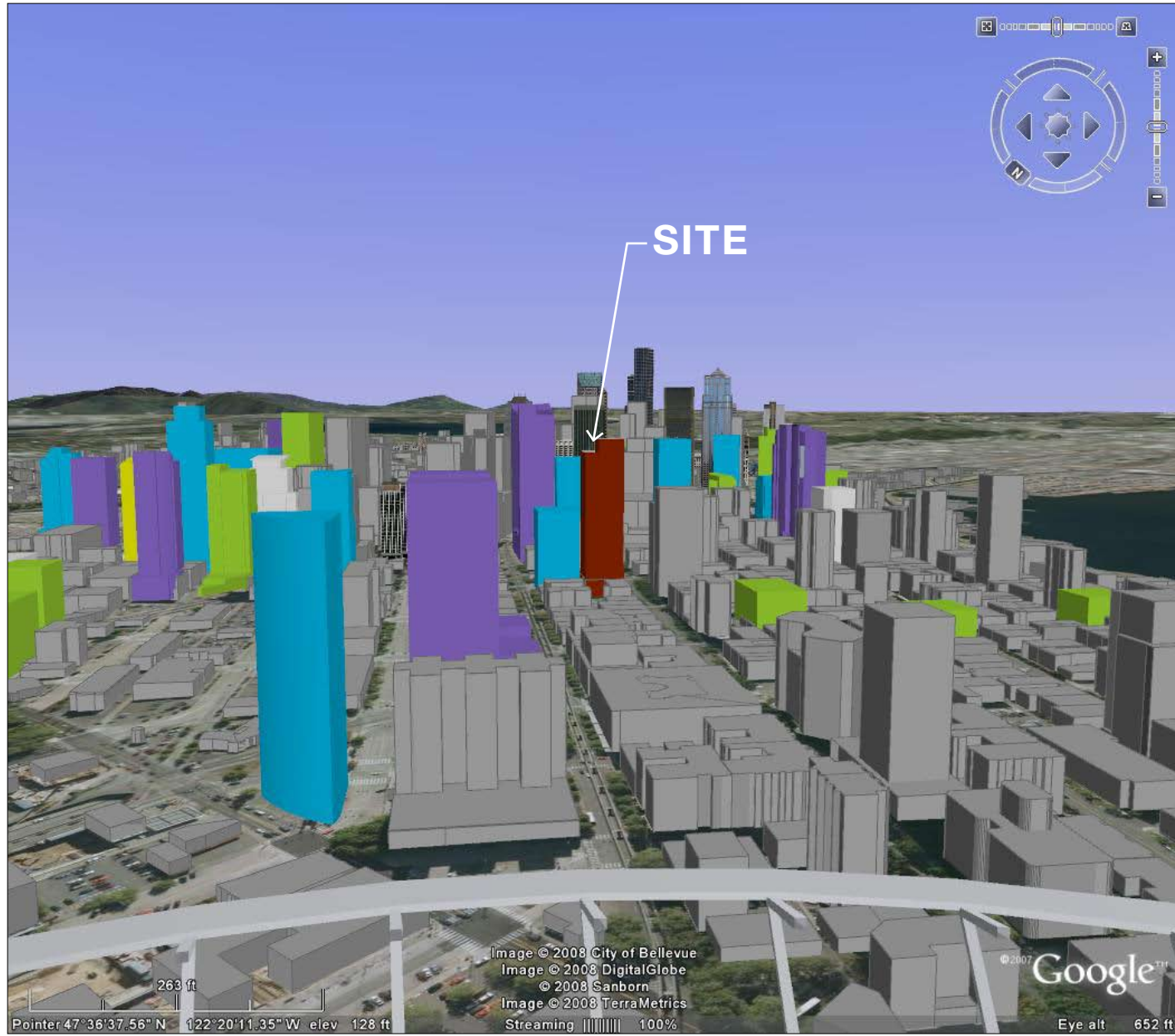


EAST ELEVATION

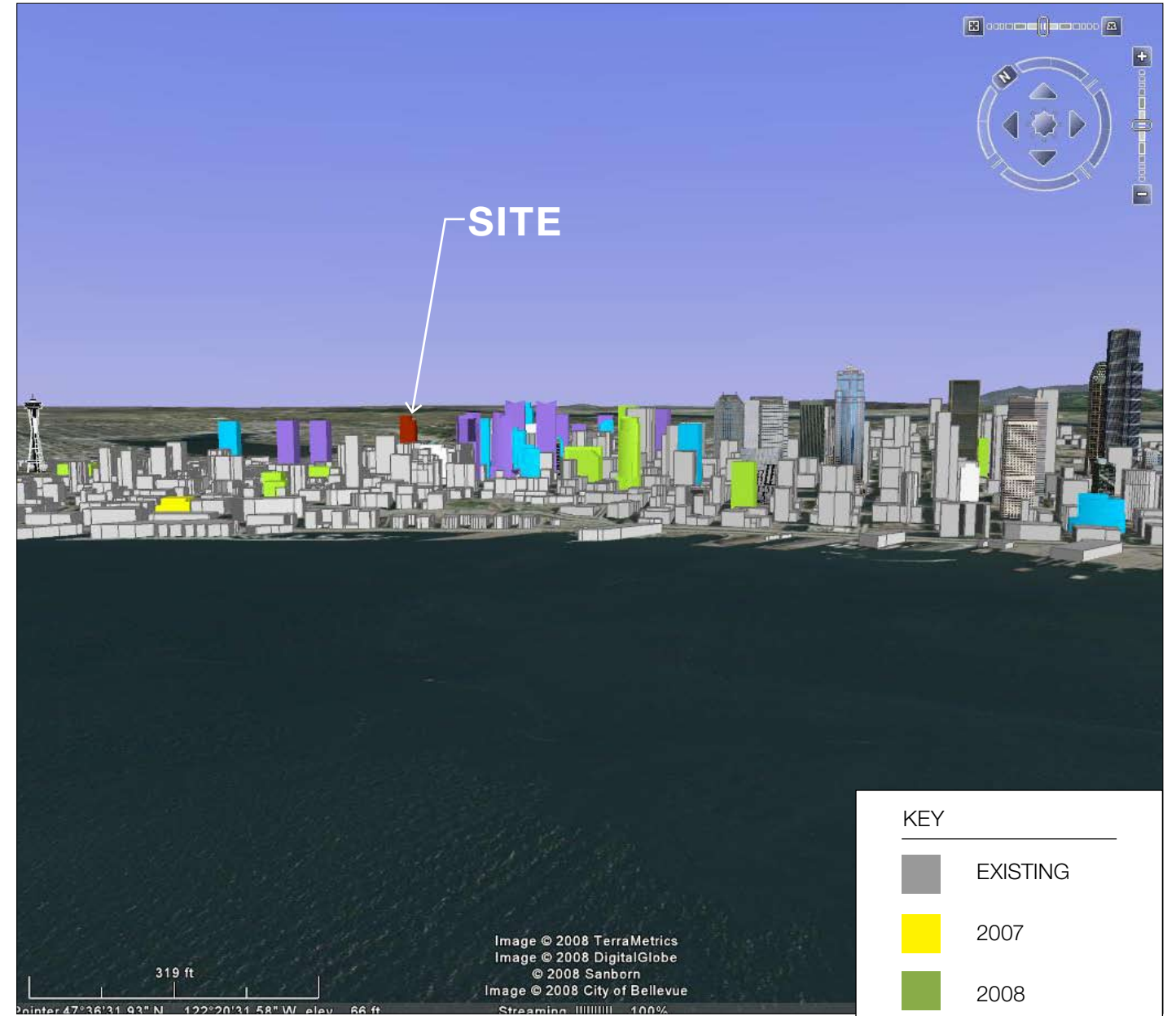


SOUTH ELEVATION





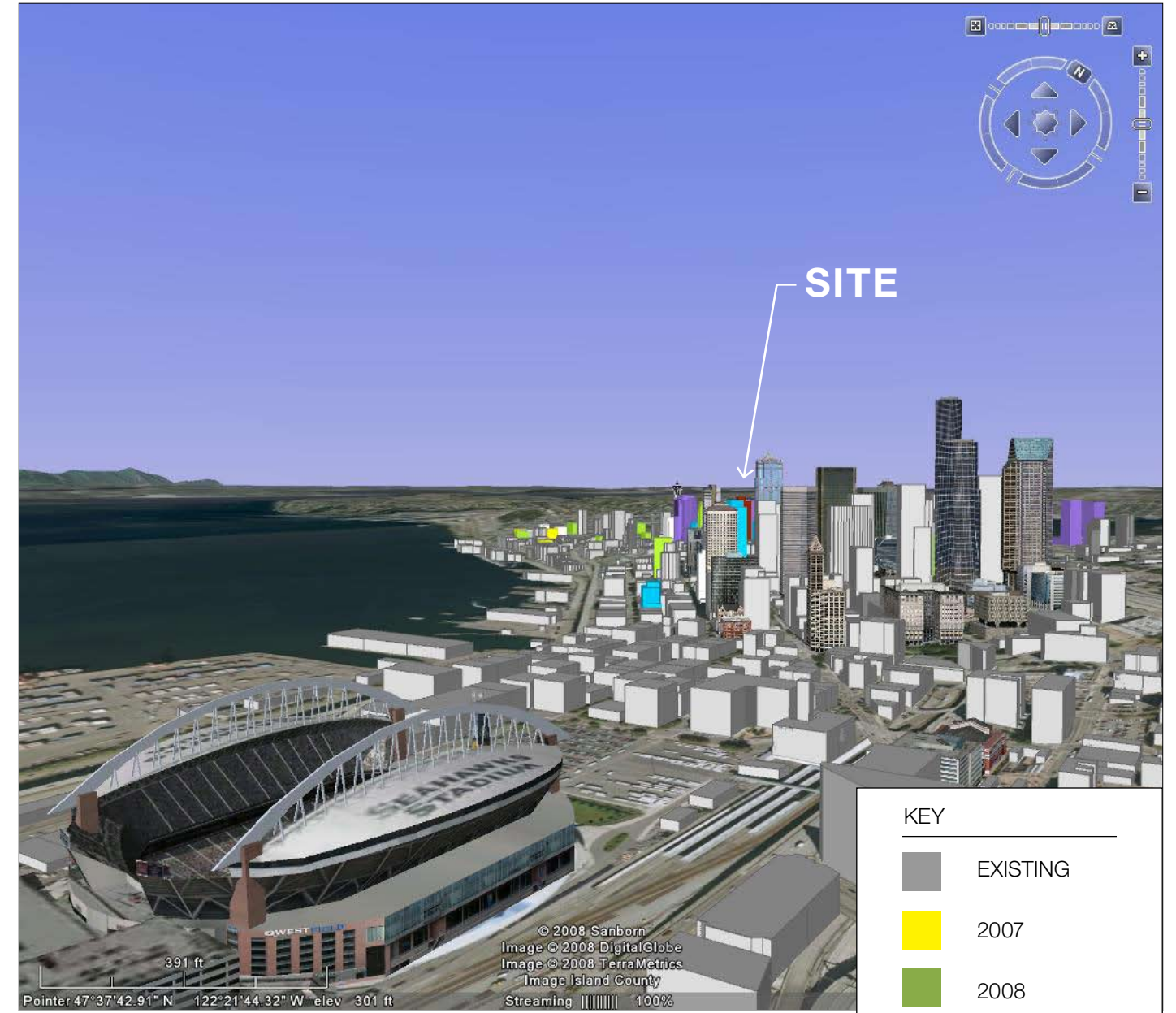
AERIAL VIEW FROM DECK OF SPACE NEEDLE









AERIAL VIEW FROM WATERFRONT



AERIAL VIEW FROM CAPITOL HILL



AERIAL VIEW FROM SOUTH DOWNTOWN

KEY	
	EXISTING
	2007
	2008
	2009
	2010
	PROPOSED



LEVEL +150'



LEVEL +90'



LEVEL +60'





LEVEL +390'

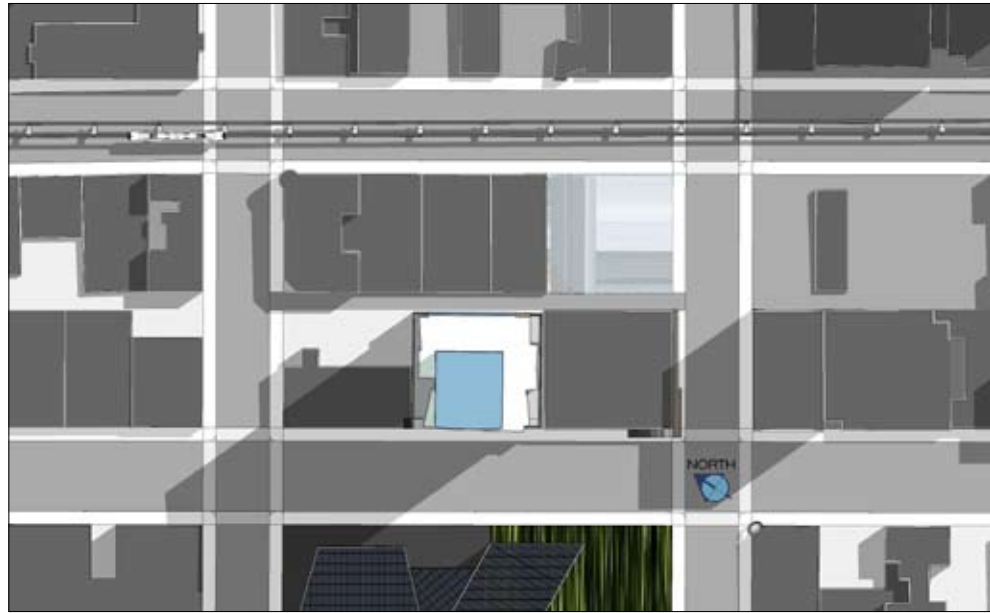


LEVEL +290'

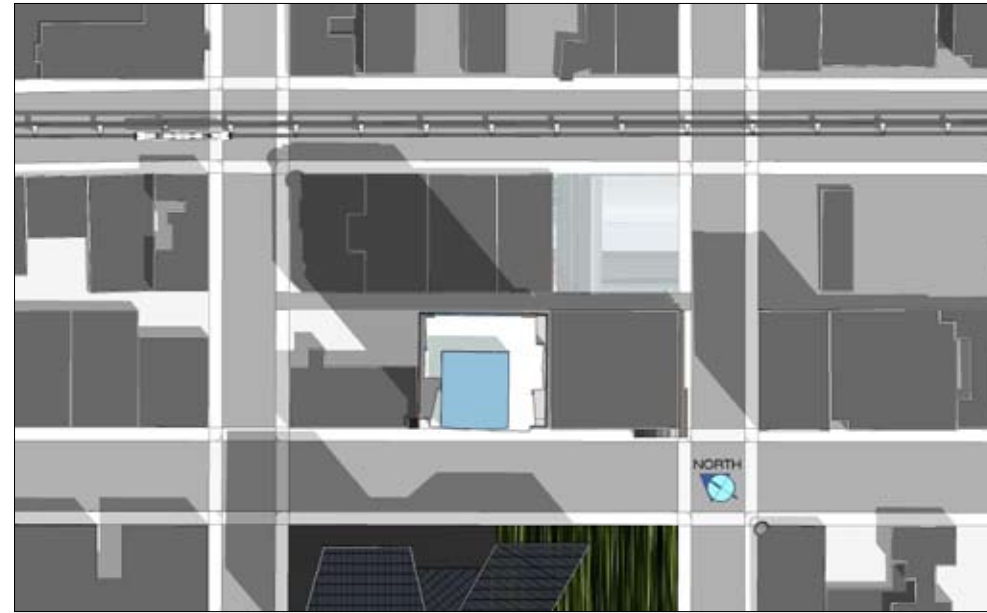


LEVEL +210'

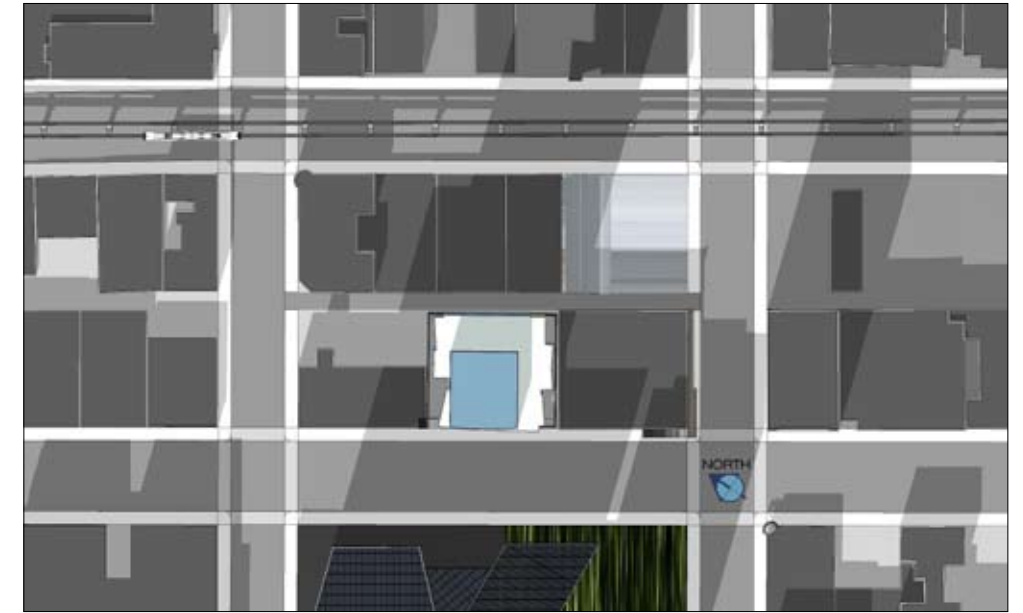




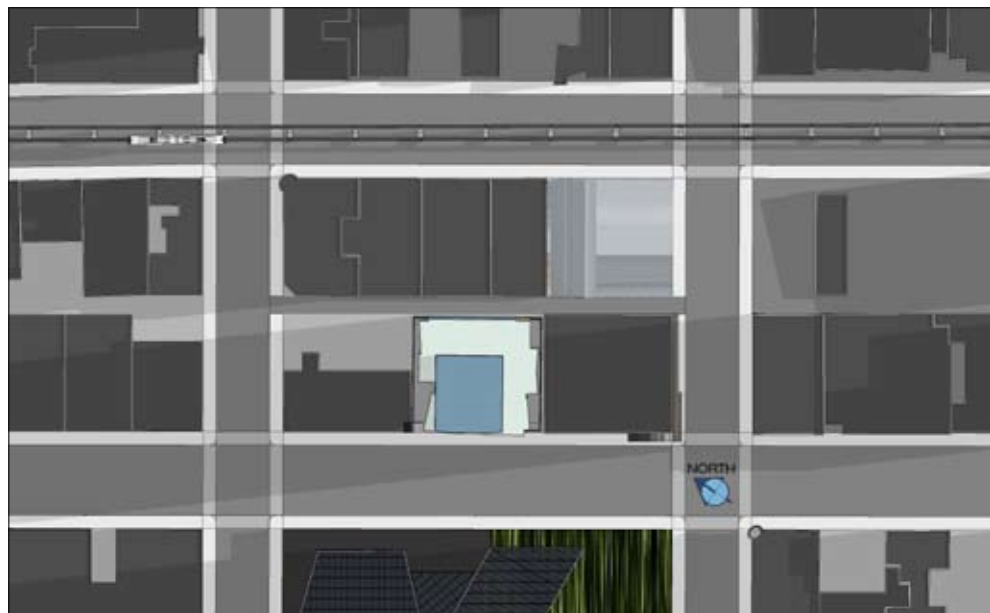
SUMMER - 9AM



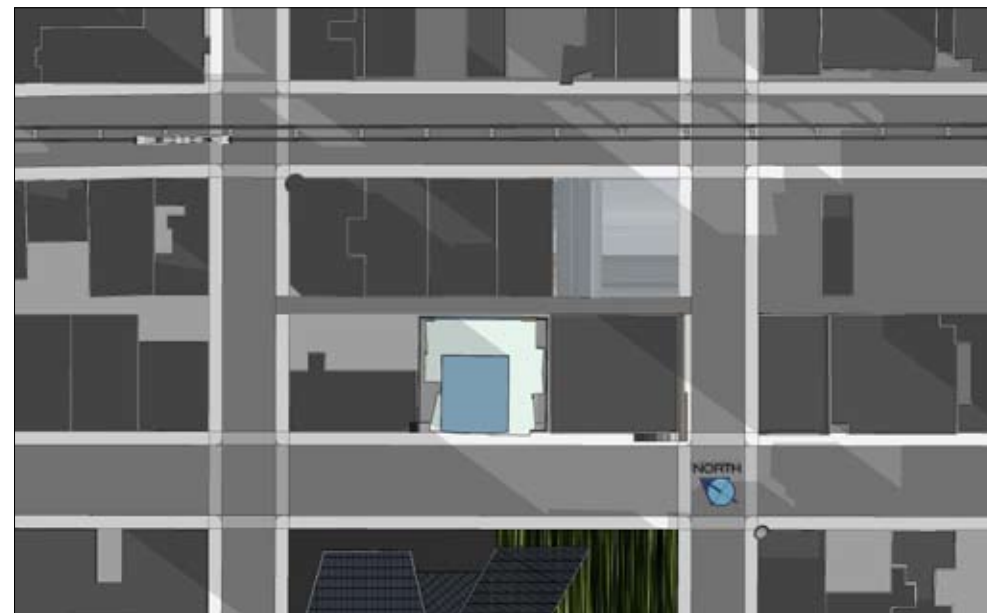
SUMMER - 12PM



SUMMER - 3PM



WINTER - 9AM

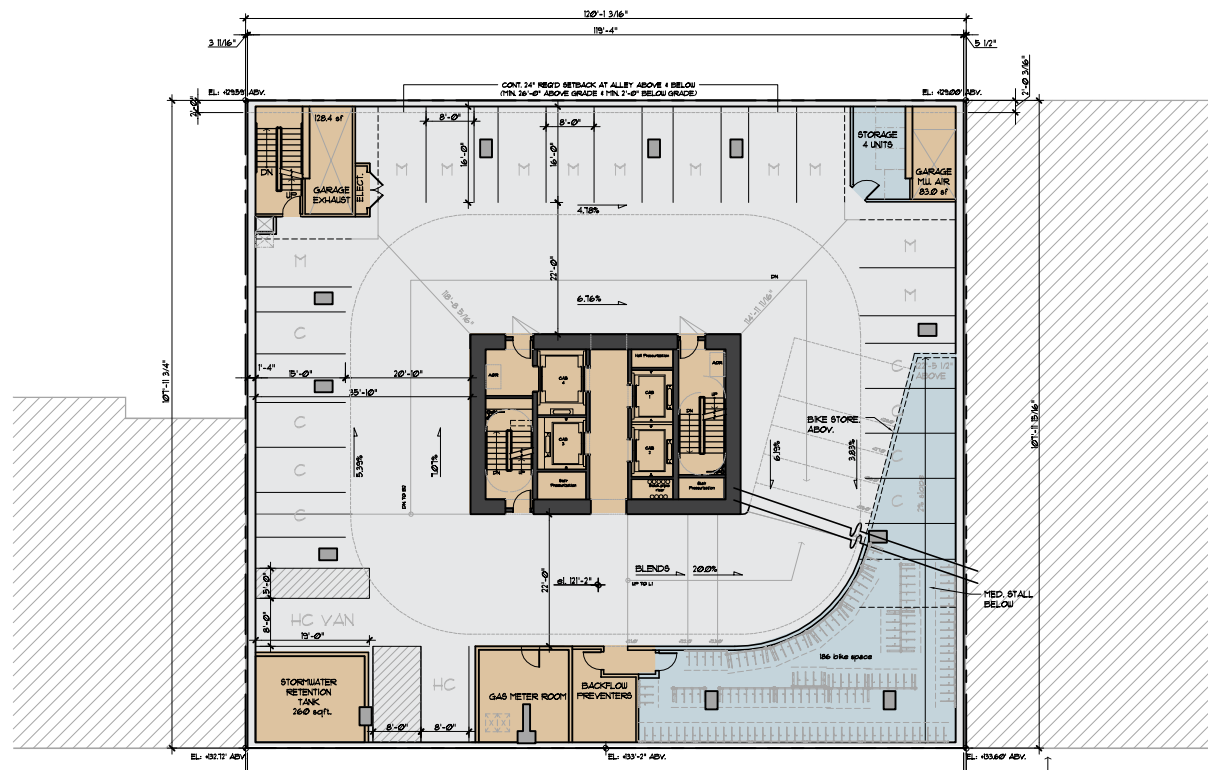


WINTER - 12PM

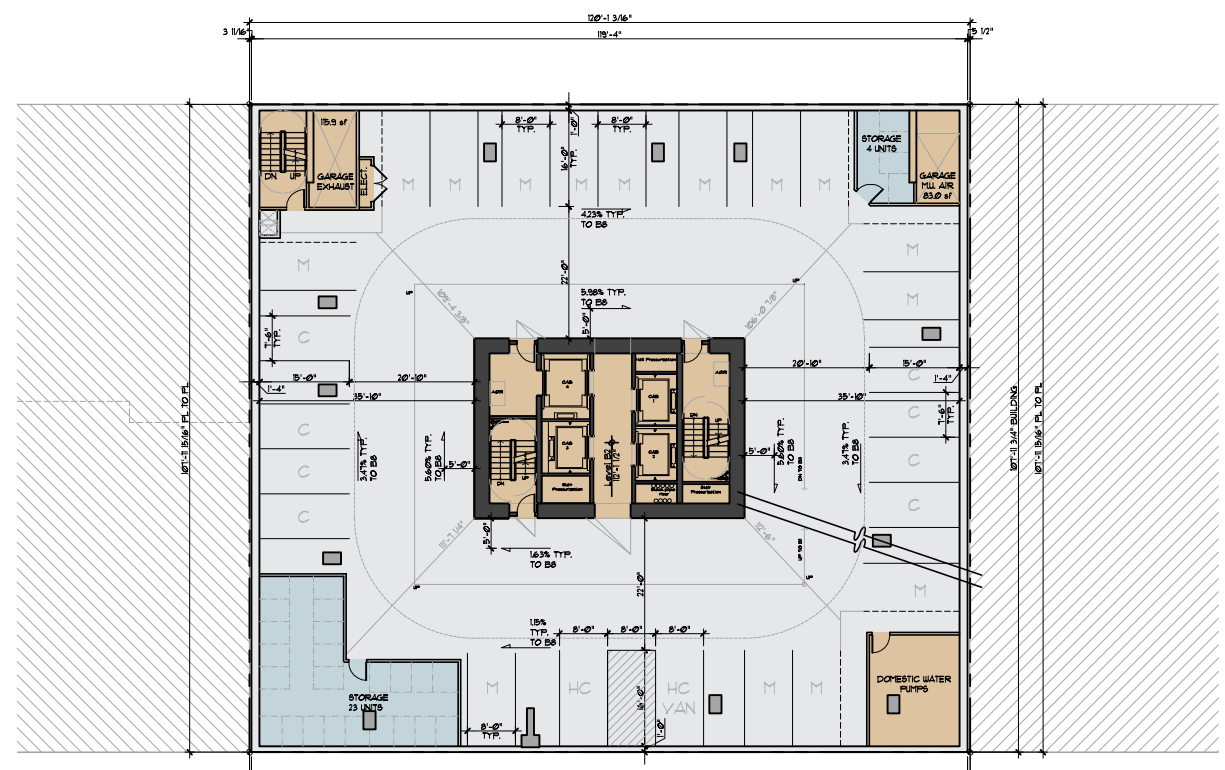


WINTER - 3PM

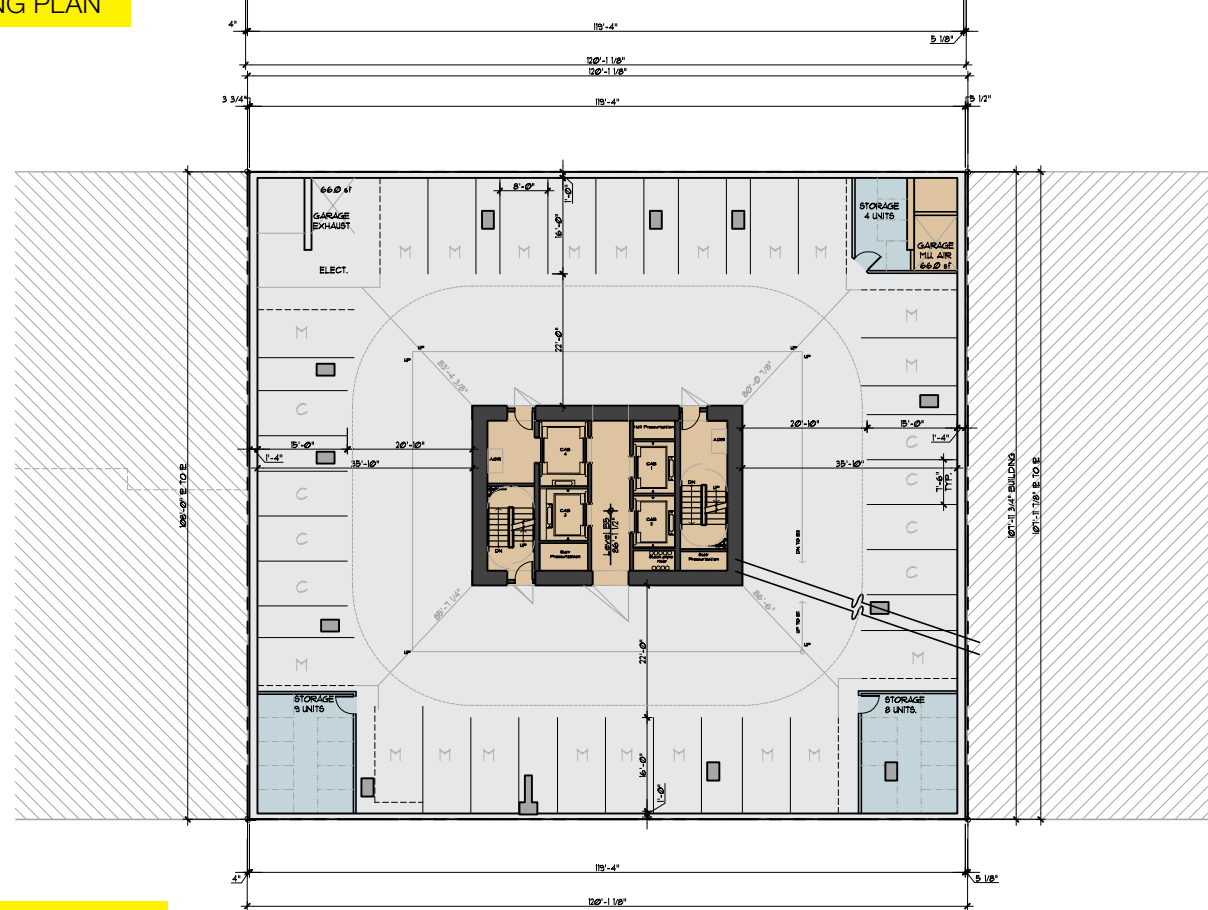




B1 PARKING PLAN



B2 PARKING PLAN



B3-B7 PARKING PLAN



B8 PARKING PLAN

KEY

- RESIDENTIAL
- AMENITY
- RETAIL
- PARKING
- MECHANICAL

