Regulatory Context

23.49.008
Structure Height Limit:
500 feet for non-residential use

23.49.009
Street Level Use:
The following is exempt from FAR:
- Street level uses, including retail
- Areas below grade
- Space for amenity public benefit features
Street level uses are not required, except along Westlake Avenue (Map 1G).

23.49.011
Floor Area Ratio (FAR):
Base  5
Maximum  14
There is an allowance of 3 ½% of gross floor area for mechanical equipment after deducting exemptions.
2

Historical Context
Existing Conditions Surface Parking Lots

Surface Parking
3

Existing Conditions
Alleys

Block 19 Alley (looking South)
Block 14 Alley (looking South)
Block 21 Alley (looking North)
Block 14 Alley (looking North)
Block 20 Alley (looking North)
3

Existing Conditions
Alleys - New Examples
Existing Conditions

Site

Site area:
The site consists of 3 city blocks, designated as Blocks 14, 19 and 20. Subtracting the areas of the existing alleys, the site area of each block is:

- Block 14: 72,634 SF
- Block 19: 77,760 SF
- Block 20: 76,748 SF

Topography:
On each block, the site slopes from the west (nominally north-west) corner down to the east (nominally southeast) corner. High and low elevations, and change in grade for each block are:

<table>
<thead>
<tr>
<th>Block</th>
<th>High Elev.</th>
<th>Low Elev.</th>
<th>Grade Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 14</td>
<td>107.0’</td>
<td>92.6’</td>
<td>14.6’</td>
</tr>
<tr>
<td>Block 19</td>
<td>111.0’</td>
<td>94.6’</td>
<td>16.6’</td>
</tr>
<tr>
<td>Block 20</td>
<td>97.6’</td>
<td>80.6’</td>
<td>17.0’</td>
</tr>
</tbody>
</table>

Tree Survey:
No significant trees have been identified on the site, or within the sidewalk ROW.

Existing Buildings:
While the majority of the ground plane on each the 3 blocks is currently serving as a surface parking lot, there is one existing building on each block that will be demolished. The buildings to be demolished are the 4-story 6th Avenue Inn on Block 14, the King Kat Theater on Block 19 and the low-rise building occupied by Toyota of Seattle on Block 20.

Anticipated Project Phasing:
1. Block 14
2. Block 19
3. Block 20
Existing Conditions
Vicinity map & Street Classifications

Map Legend:
- RECENT URBAN DEVELOPMENT
- PROJECT SITES
- NEIGHBORHOOD BOUNDARY
- CLASS 1 PEDESTRIAN STREET
- CLASS 2 PEDESTRIAN STREET
- GREEN STREET
- SOUND TRANSIT LIGHT RAIL
- NEIGHBORHOOD CONNECTIONS

NOTE: 6th, 7th, 8th, Lenora & Virginia are also classified as Arterials according to the Seattle Traffic Code.
<table>
<thead>
<tr>
<th>USE</th>
<th>PUBLIC REALM</th>
<th>URBAN FORM</th>
<th>TRANSPORTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mixed-Use</strong></td>
<td><strong>Street</strong> Invest in tree plantings &amp; sidewalk amenities</td>
<td><strong>Identity</strong> Create a vibrant neighborhood with a distinct identity and a real “sense of place”</td>
<td><strong>Pedestrian</strong> Support redevelopment of Westlake Boulevard as a boulevard</td>
</tr>
<tr>
<td>Combine commercial office, retail, social &amp; public services, residential &amp; public open space throughout the neighborhood</td>
<td><strong>Parks</strong> Develop pocket parks Create a Denny Triangle neighborhood park</td>
<td><strong>Growth</strong> Meet growth targets for households and employment</td>
<td>Seattle’s Comprehensive Plan: DEN-P11</td>
</tr>
<tr>
<td>Denny Triangle Neighborhood Plan: p11</td>
<td><strong>Green Streets</strong> Designate and support the development of green streets in the neighborhood</td>
<td><strong>Art</strong> Develop a Public Art program for placement in the Denny Triangle</td>
<td><strong>Provide pedestrian improvements along 7th Ave.</strong></td>
</tr>
<tr>
<td>Denny Triangle Approval &amp; Adoption Matrix: C12</td>
<td><strong>Alleys</strong> Simplify &amp; create a means to expedite the alley vacation process</td>
<td><strong>Character</strong> A diverse, mixed-use character that provides a transit and pedestrian-friendly atmosphere</td>
<td><strong>Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood</strong></td>
</tr>
<tr>
<td><strong>Retail</strong></td>
<td><strong>Open Space</strong> Encourage the creation of new open spaces</td>
<td></td>
<td><strong>Seattle’s Comprehensive Plan: DEN-P17</strong></td>
</tr>
<tr>
<td>Require retail-height ceilings on ground floors</td>
<td></td>
<td></td>
<td><strong>Cycle</strong> Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood</td>
</tr>
<tr>
<td>Denny Triangle Neighborhood Plan: p5</td>
<td></td>
<td></td>
<td><strong>Seattle’s Comprehensive Plan: DEN-P16</strong></td>
</tr>
<tr>
<td><strong>Commercial Office</strong></td>
<td></td>
<td></td>
<td><strong>Transit</strong> Improve bus stops Maintain &amp; Improve Denny Triangle transit service</td>
</tr>
<tr>
<td>Encourage job development</td>
<td></td>
<td></td>
<td><strong>Denny Triangle Neighborhood Plan: p18, 19</strong></td>
</tr>
<tr>
<td>Denny Triangle Approval &amp; Adoption Matrix: C1</td>
<td></td>
<td></td>
<td><strong>Vehicular Traffic</strong> Develop traffic calming devices, i.e. special pavement, bike lanes, curb bulbs &amp; signage along Blanchard and Bell</td>
</tr>
<tr>
<td><strong>Identity</strong></td>
<td></td>
<td></td>
<td><strong>Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions</strong></td>
</tr>
<tr>
<td>Create a vibrant neighborhood with a distinct identity and a real “sense of place”</td>
<td><strong>Character</strong> A diverse, mixed-use character that provides a transit and pedestrian-friendly atmosphere</td>
<td></td>
<td><strong>Seattle’s Comprehensive Plan: DEN-P14</strong></td>
</tr>
</tbody>
</table>

Community values contained in the Denny Triangle Neighborhood Plan, Denny Triangle Approval & Adoption Matrix, and the Seattle’s Comprehensive Plan (page numbers or matrix number in parentheses)
Master Plan Concepts
Alternative 1: No Alley Vacation Scheme

Issues:
1. The long dimension of the office buildings are separated from their immediate neighbor by only the 20' width of the alley, resulting in office windows facing directly opposite each other.
2. The long, narrow buildings parallel to the Avenues effectively creates a wall that blocks views toward Elliot Bay.
3. Because of the narrow width of the half-block sites, each office structure shares a similar floor plate size and configuration, resulting in 6 buildings of near identical scale and massing.
4. A meeting facility is not feasible due to longspan structural requirements under the office tower and narrow dimensions of the lot.
5. Buildings on the east half of the block are heavily shadowed by the buildings on the West half.

Proposed building massing and orientation.

Aerial view looking South
Building Widths
No Alley Vacation Scheme (108’ maximum)

Level 7 Floor Plan

Level P3 Floor Plan 166 SPACES SHOWN, 47% LARGE 53% SMALL

North - South Section

Alley between 8th and Virginia building and the Cosmopolitan
6

Building Widths
Preferred Scheme (120’+)

Level 6 Floor Plan

Level P3 Floor Plan 198 SPACES SHOWN, 60% LARGE 40% SMALL

East-West Section

Block 19 Proposed Open Space
Solar Exposure
June 20 - Summer Solstice

Preferred Scheme

No Alley Vacation Scheme
Building Character and Massing - Existing

Influence of Character Structures in the Vicinity Inform the design of the Buildings in the Project

The US Federal Courthouse building is expressed as a tall singular tower with a separate, but attached, low-rise base structure. We have taken a similar approach to the composition of buildings on all three blocks.

2201 Westlake is a building consisting of a building form that is composed of a series of stepped forms to break up the mass of the overall structure. We have employed a similar compositional strategy to break up the scale of the tall office towers on Blocks 14 and 19.

2008 Westlake office building with retail
- Human scale
- Street front retail

700 Virginia Street, Fare Start restaurant and office building
- Transparency to public realm
- Street front retail

The 3 story buildings at 700 Virginia and 2008 Westlake provide human scale at the street level by holding the street edge and providing well-proportioned windows and retail display storefronts. The podium of the buildings on Blocks 14, 19 and 20 will be designed to create a similar experience for the pedestrian.

L to R: Cosmopolitan Condo Tower, West 8th office building, U.S. Federal Courthouse, 1700 7th Ave office building, Metropolitan Condo Tower
- Variety in tower shape and surface expression
- Stepped form

We are striving for a similar variety in form and expression between the three blocks.

2201 Westlake mixed-use building
- Stepped form
- Horizontal expression
- Balconies and terraces

U.S. Federal Courthouse
- Sculptural top
- Stepped form
- Quality public space

2008 Westlake office building with retail
- Human scale
- Street front retail

700 Virginia Street, Fare Start restaurant and office building
- Transparency to public realm
- Street front retail

The 3 story buildings at 700 Virginia and 2008 Westlake provide human scale at the street level by holding the street edge and providing well-proportioned windows and retail display storefronts. The podium of the buildings on Blocks 14, 19 and 20 will be designed to create a similar experience for the pedestrian.

Westin Office Building
- Elemental geometry in plan
- Glass and metal curtainwall

Westin hotel (with Westlake Center in the background on the left)
- Atypical double tower form
- Point towers

Westin Hotel and office towers are singular point towers of elemental geometries with a low-rise base. A similar compositional strategy is used for the office tower on Block 20.
Building Character and Massing - Preferred Scheme
Street Grid Orientations

Overhead View

Block 14
Block 19
Block 20
Building Character and Massing - Preferred Scheme
Building rotation creates solar pocket
Open Space
Preferred Scheme

Block 20
8th Ave.

Block 19
7th Ave.

Block 14
6th Ave.

Westlake Ave.
Pedestrian Flow
No Alley Vacation Scheme

Legend
- Primary Building Entrance
- Primary Pedestrian Flow
- Neighborhood Pedestrian Flow
- Pedestrian Count
- Bike Lane
- Car Parking
- Truck Loading

Seattle Design Commission | Urban Design Merit May 17, 2012
9

Pedestrian Flow
Preferred Scheme

Legend
- Primary Building Entrance
- Primary Pedestrian Flow
- Neighborhood Pedestrian Flow
- Pedestrian Count
- Bike Lane
- Car Parking
- Truck Loading

Seattle Design Commission | Urban Design Merit  May 17 2012
Access Points
No Alley Vacation Scheme

Legend
- Primary Building Entrance
- Primary Pedestrian Flow
- Neighborhood Pedestrian Flow
- Pedestrian Count
- Bike Lane
- Car Parking
- Truck Loading

Seattle Design Commission | Urban Design Merit  May17 2012
Access Points
Preferred Scheme

Legend
- Primary Building Entrance
- Primary Pedestrian Flow
- Neighborhood Pedestrian Flow
- Pedestrian Count
- Bike Lane
- Car Parking
- Truck Loading
Pros
- Best distribution of traffic
- Best scenario for retail on Westlake
- Separation of bikes and cars from trucks on site
- 25' curb cuts
- No truck crossovers

Cons
- 3 curb cuts
Access Points
Block 19

Pros
• Best distribution of traffic
• 25’ curb cuts
• Separation of bikes and cars from trucks on site
• No truck crossovers

Cons
• 3 curb cuts
• Use of green street for dock entry

Legend
- Primary Pedestrian Flow
- Car Parking
- Truck Loading
Pros
- Separation of bikes and cars from trucks on site
- No truck crossovers
- 25’ curb cuts
- Preserves usable (retail) space on Blanchard St. and 7th Ave.

Cons
- 2 curb cuts on 8th Ave.
- PM danger crossover
- 3 curb cuts
- Departure required for 2 curb cuts on 8th

Legend
- Primary Pedestrian Flow
- Car Parking
- Truck Loading
Streetscape & Open Space
Downtown: Pioneer Square to South Lake Union
Streetscape & Open Space

Neighborhood


**Streetscape & Open Space**

**Existing Streets**

<table>
<thead>
<tr>
<th>KEY</th>
<th>Legend</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Sharrows" /></td>
<td>Sharrows</td>
</tr>
<tr>
<td><img src="image" alt="Dedicated Bike Lane" /></td>
<td>Dedicated Bike Lane</td>
</tr>
<tr>
<td><img src="image" alt="Green Street" /></td>
<td>Green Street</td>
</tr>
<tr>
<td><img src="image" alt="Existing Street Car Stop" /></td>
<td>Existing Street Car Stop</td>
</tr>
<tr>
<td><img src="image" alt="Two Way Street" /></td>
<td>Two Way Street</td>
</tr>
<tr>
<td><img src="image" alt="One Way Street" /></td>
<td>One Way Street</td>
</tr>
<tr>
<td><img src="image" alt="Bus Layover Zone" /></td>
<td>Bus Layover Zone</td>
</tr>
<tr>
<td><img src="image" alt="Bus Stop" /></td>
<td>Bus Stop</td>
</tr>
<tr>
<td><img src="image" alt="Crosswalk" /></td>
<td>Crosswalk</td>
</tr>
<tr>
<td><img src="image" alt="Existing Trees" /></td>
<td>Existing Trees</td>
</tr>
</tbody>
</table>

- **Bus Routes:** 7, 17, 21, 22, 26, 28, 34, 54, 66, 111, 114, 116, 118, 119, 121
- **Bus Routes:** 36, 157, 161

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**Seattle Design Commission | Urban Design Merit**

May 17, 2012
Streetscape & Open Space
Examples of Recently Completed Streets

7th Ave

7th Ave at the Federal Courthouse

Stewart Street

Westlake Ave & Denny Ave

Westlake Ave - South Lake Union

Westlake Ave at Whole Foods

Terry Avenue Rain Gardens

Terry Ave - South Lake Union

Boren Ave

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**Streetscape & Open Space**

- No Alley Vacation Improvements

**Sidewalks**
- replace sidewalks as required by code

**Bike/Ped Improvements**
- no improvements proposed

**New Street Trees**
- add new street trees as required by code

**Existing Street Trees**
- preserve existing street trees as required by SDOT

**Sidewalk Landscape**
- meet code requirements

**Streetcar Stop Enhancements**
- no enhancements proposed

**Green Streets**
- none proposed

**Ground Level Retail**
- retail spaces proposed

**Public Open Space**
- public space will be provided

**Art**
- none proposed
Streetscape & Open Space
Proposed Improvements

Sidewalks
- new sidewalks, curb ramps, & curbs

Bike/Ped Improvements
- enhanced bus stop & bicycle on 7th Ave (similar to Dexter Ave)
- triangle crossing at 8th Ave & Westlake
- eliminate parking on Virginia & replace with landscape
- add curb bulbs on all block corners

New Street Trees
- explore add’l subgrade treatment such as structure soils or suspended paving

Existing Street Trees
- preserve existing street trees as required by SDOT

Sidewalk Landscape
- maximize landscape opportunities wherever possible

Streetcar Stop Enhancements
- improved grade transitions, landscape and overhead protection

Green Streets
- meet or exceed green street conditions

Ground Level Retail
- retail spaces proposed

Public Open Space
- three distinct & vibrant public open spaces will be created

Art
- art plan
Streetscape & Open Space
Solar Access

KEY

1. Sun
2. Part Shade
3. Shade

Meeting Center
Office Tower
Office Building
Westlake Ave
8th Ave
7th Ave
6th Ave
Lenora Street
Virginia Street
8th Ave
7th Ave
6th Ave
Lenora Street
Virginia Street
Open Space Goals

- Create diverse range of open spaces
- Differentiate character of open spaces on each block
- Maximize use of sunny locations
- Maximize public access
- Strengthen pedestrian/bike experience on 7th Ave
- Maximize opportunities for street tree plantings and furnishings
**Streetscape & Open Space**
Block 14 Open Space Development

**gallery (gah-ler-ee)**

1. A dynamic protected space evoking a feeling of potential and exploration used to view art in various forms.
2. Encourages both passage and a place to pause.
3. Focus on human scale to promote return visits and a sense of place.

- Bike access
- Link above
- Enhanced streetcar stop
- Art opportunities
- Decorative Paving
- Planters & seating
Streetscape & Open Space
Proposed Improvements: Block 14 Sketches

Renderings are intended to illustrate early open space and building design concepts.
Streetscape & Open Space
Proposed Improvements: Block 14 Sketches

Renderings are intended to illustrate early open space and building design concepts.
1. space to gather and enjoy the outdoors
2. a place to play, observe, watch, move, rest, run, and walk
3. designed to be flexible, resilient and dynamic
Renderings are intended to illustrate early open space and building design concepts.
Streetscape & Open Space
Block 20 Open Space Development

garden [gahr-dn]

1. a place to connect with nature
2. rich in plant life
3. promotes gathering and a sense of community

Office Building

Office Tower

Garden courts

Food court

Water garden
Renderings are intended to illustrate early open space and building design concepts.
Renderings are intended to illustrate early open space and building design concepts.
### Schedule

**Alley Vacation Petition and Design Commission Review Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Briefing to Design Commission</td>
<td>April 5, 2012 (complete)</td>
</tr>
<tr>
<td>SDOT Circulates Petition</td>
<td>April – May 2012</td>
</tr>
<tr>
<td>Design Commission Meeting #1</td>
<td>May 17, 2012</td>
</tr>
<tr>
<td>(Urban Design Merit Review and Vote)</td>
<td></td>
</tr>
<tr>
<td>Design Commission Meeting #2</td>
<td>June 21, 2012</td>
</tr>
<tr>
<td>(Public Benefit Review)</td>
<td></td>
</tr>
<tr>
<td>Design Commission Meeting #3</td>
<td>July 19, 2012</td>
</tr>
<tr>
<td>(Public Benefit Vote)</td>
<td></td>
</tr>
<tr>
<td>Design Commission Recommendation to SDOT</td>
<td>Early August 2012</td>
</tr>
<tr>
<td>SDOT Analysis and Recommendation to City Council</td>
<td>Early September 2012</td>
</tr>
</tbody>
</table>

### Summary

With that, we believe we have addressed the questions and concerns arising from our earlier briefing. In addition, we have demonstrated how we met the criteria for evaluation of urban design merit for granting an alley vacation. To summarize:

1. **Our design appropriately addresses the surrounding urban grid** by acknowledging the transitional nature of the location and change in street grids.
2. **The design significantly improves neighborhood character** and advances the Denny Triangle Neighborhood Plan and the City of Seattle Comprehensive Plan.
3. **We will be modernizing and upgrading selected utilities**, particularly the electrical service.
4. **Traffic improvements are featured in the design** through the separation of traffic modes, transit improvements, and enhanced bike lanes.
5. **The design enhances the pedestrian environment** by improving the surrounding streetscape and adding through-block pedestrian connections.
6. **Our design results in a net gain in the amount of public open space** on each block and providing a wide variety of open space experiences.
7. **We are replacing all of the alley functions** entirely within the site property lines and ensuring that loading and trash do not encroach on adjacent streets.
8. **We are not attempting to attain greater FAR**, but are pursuing an alley vacation to improve urban form and functionality.
9. **We are limiting the number of buildings and stepping down to the surrounding streets** in order to better integrate the project into the neighborhood.
10. **Our design improves solar access, air circulation and views** as compared to a similar scale project that would retain the alleys.
10

Streetscape & Open Space
Proposed Improvements: Block 14 Sketches

Renderings are intended to illustrate early open space and building design concepts.