

2

Regulatory Context



Zone: DOC2 500 / 300-500

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

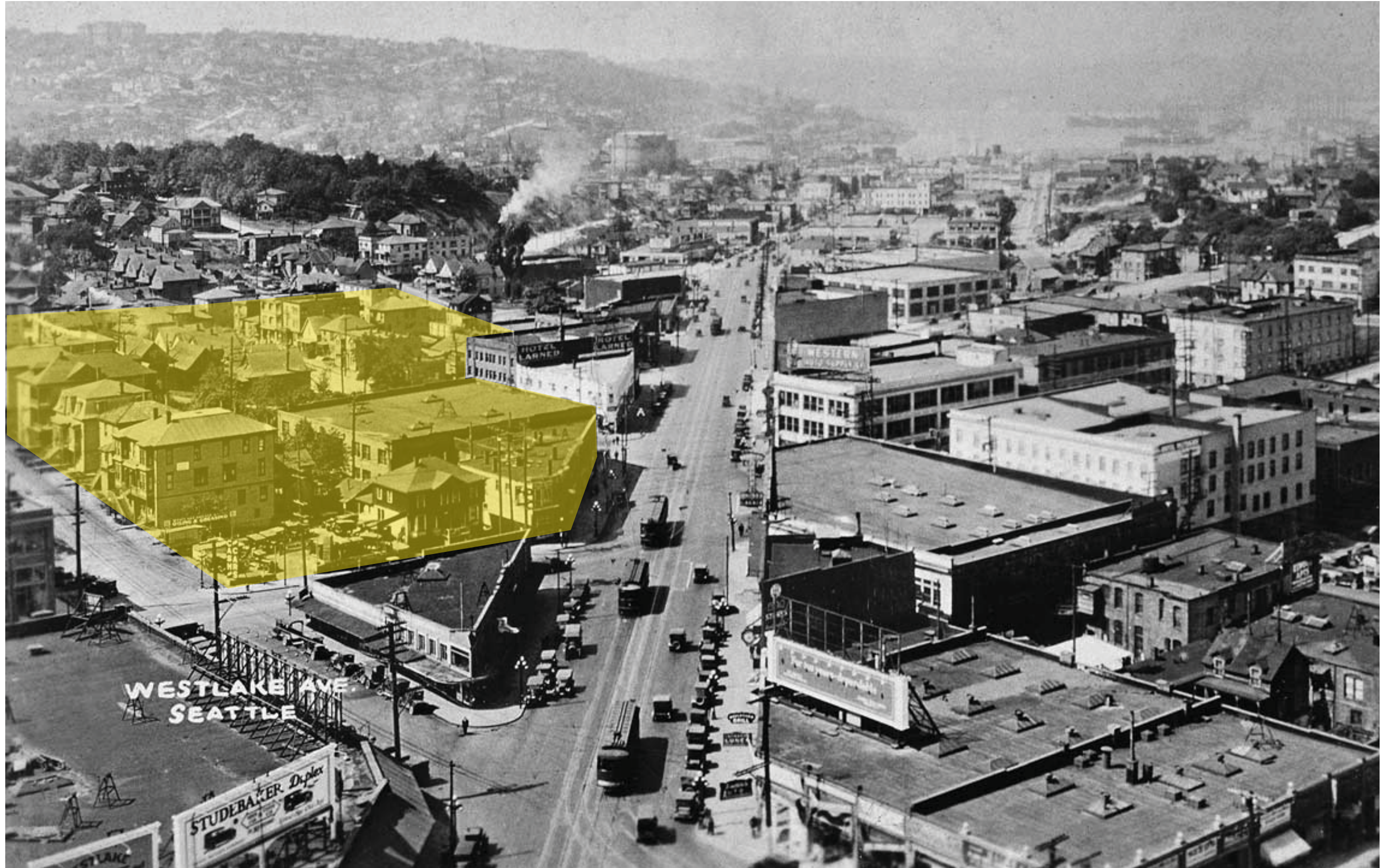
23.49.009
Street Level Use:
 The following is exempt from FAR:
 • Street level uses, including retail
 • Areas below grade
 • Space for amenity public benefit features
 Street level uses are not required, except along West-lake Avenue (Map 1G).

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.

— ZONING
 ■ PROJECT SITES

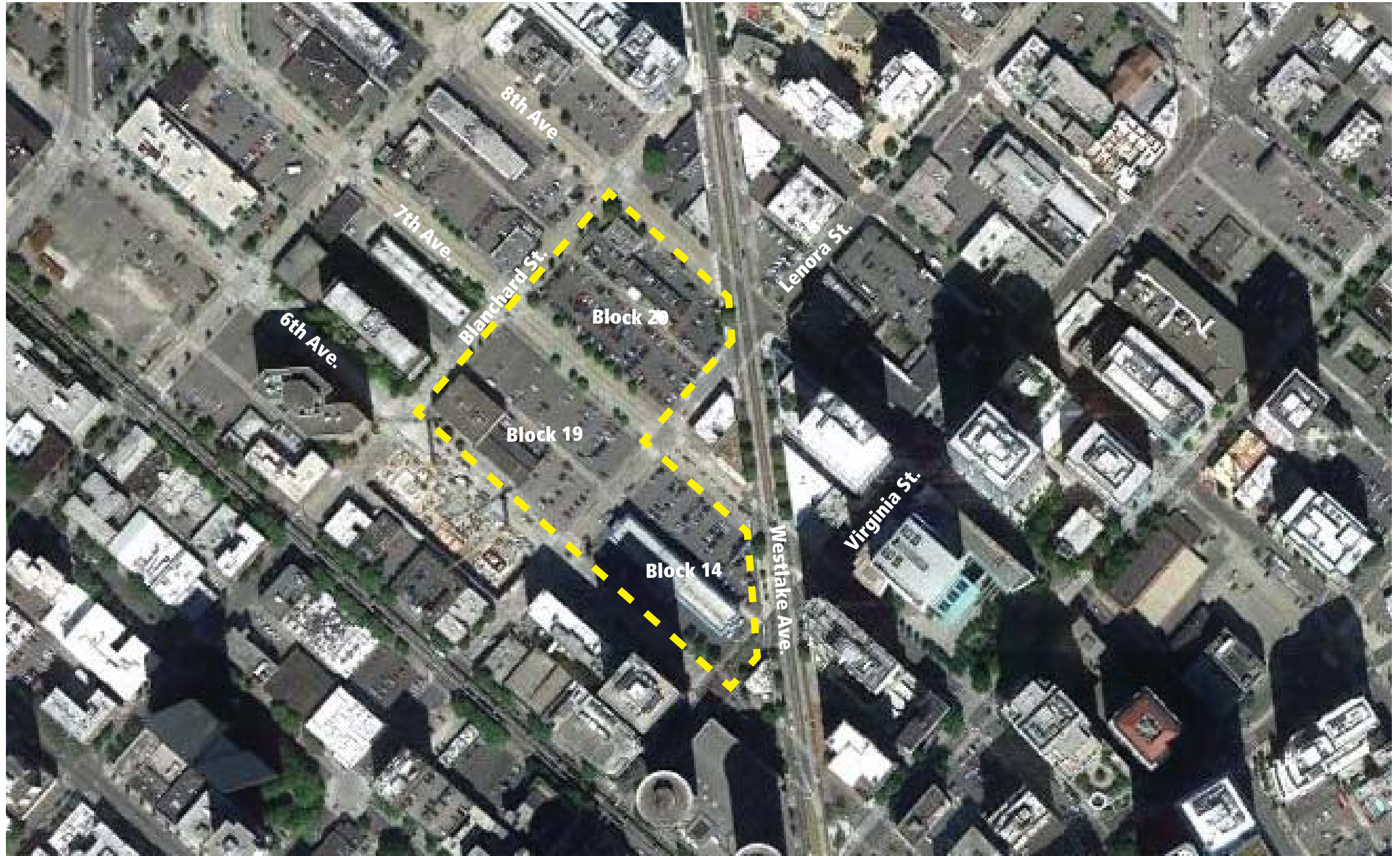
2

Historical Context



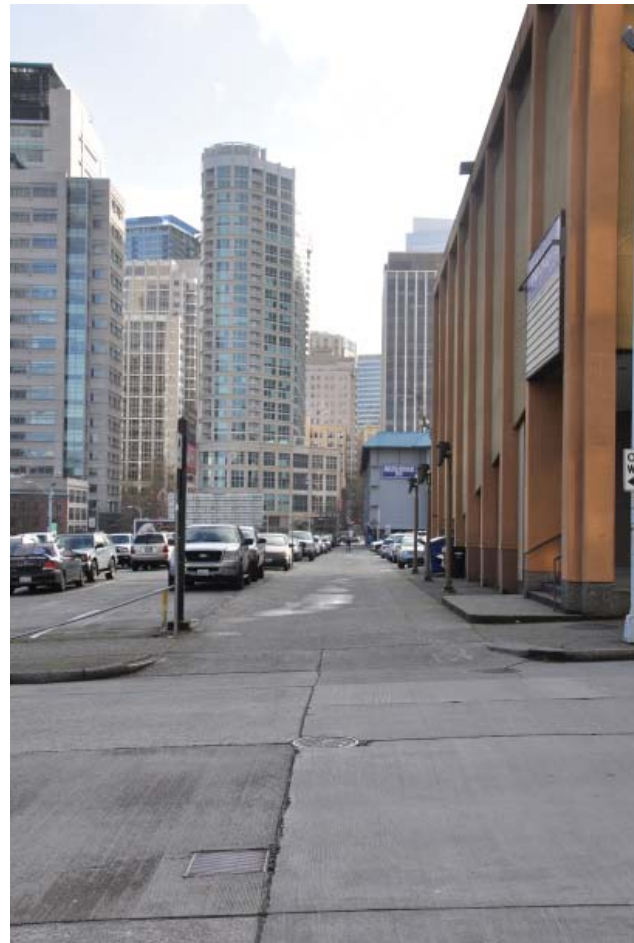
3

Existing Conditions Surface Parking Lots Surface Parking

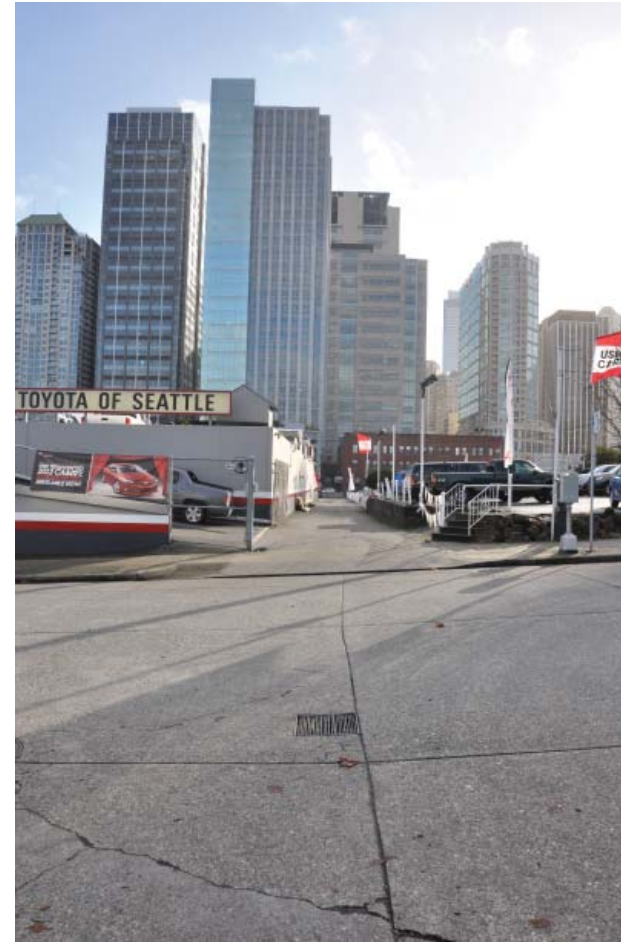


3

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



DOC 2 Alley



DOC 1 Alley



DOC 2 Alley



DOC 2 Alley



DOC 2 Alley

3

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:

| | High Elev. | Low Elev. | Grade Change |
|----------|------------|-----------|--------------|
| Block 14 | 107.0' | 92.6' | 14.6' |
| Block 19 | 111.0' | 94.6' | 16.6' |
| Block 20 | 97.6' | 80.6' | 17.0' |

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.

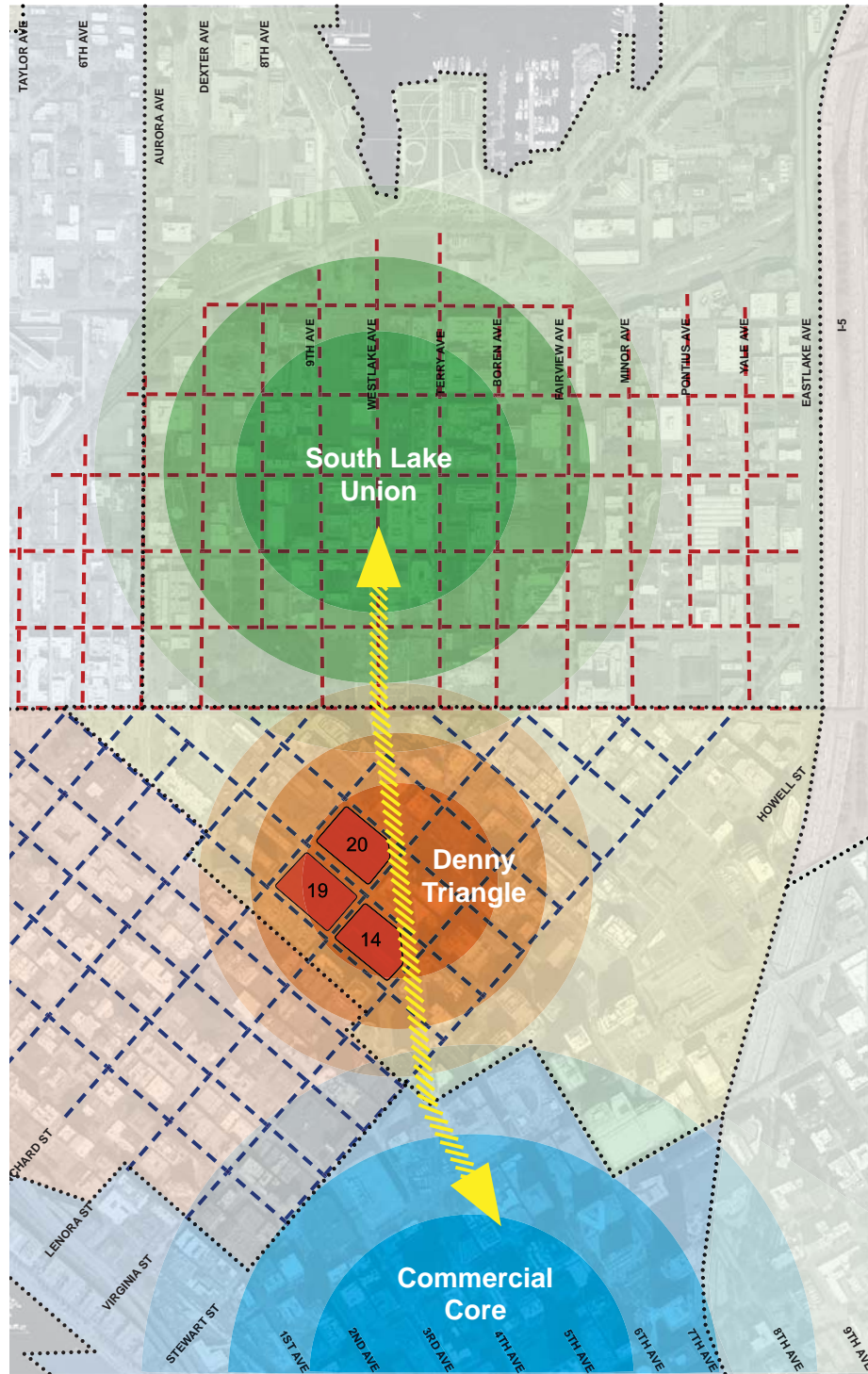
Anticipated Project Phasing:

1. Block 14
2. Block 19
3. Block 20

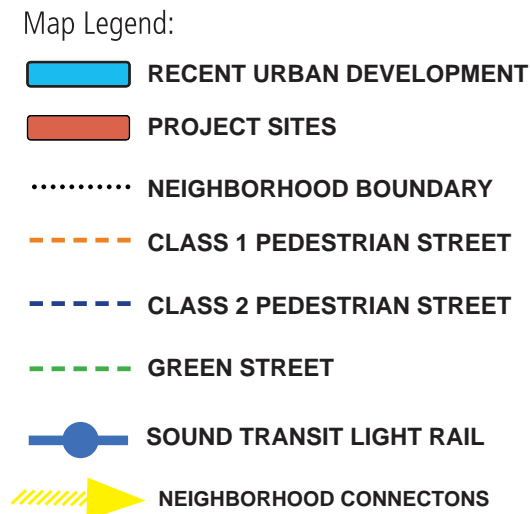


3

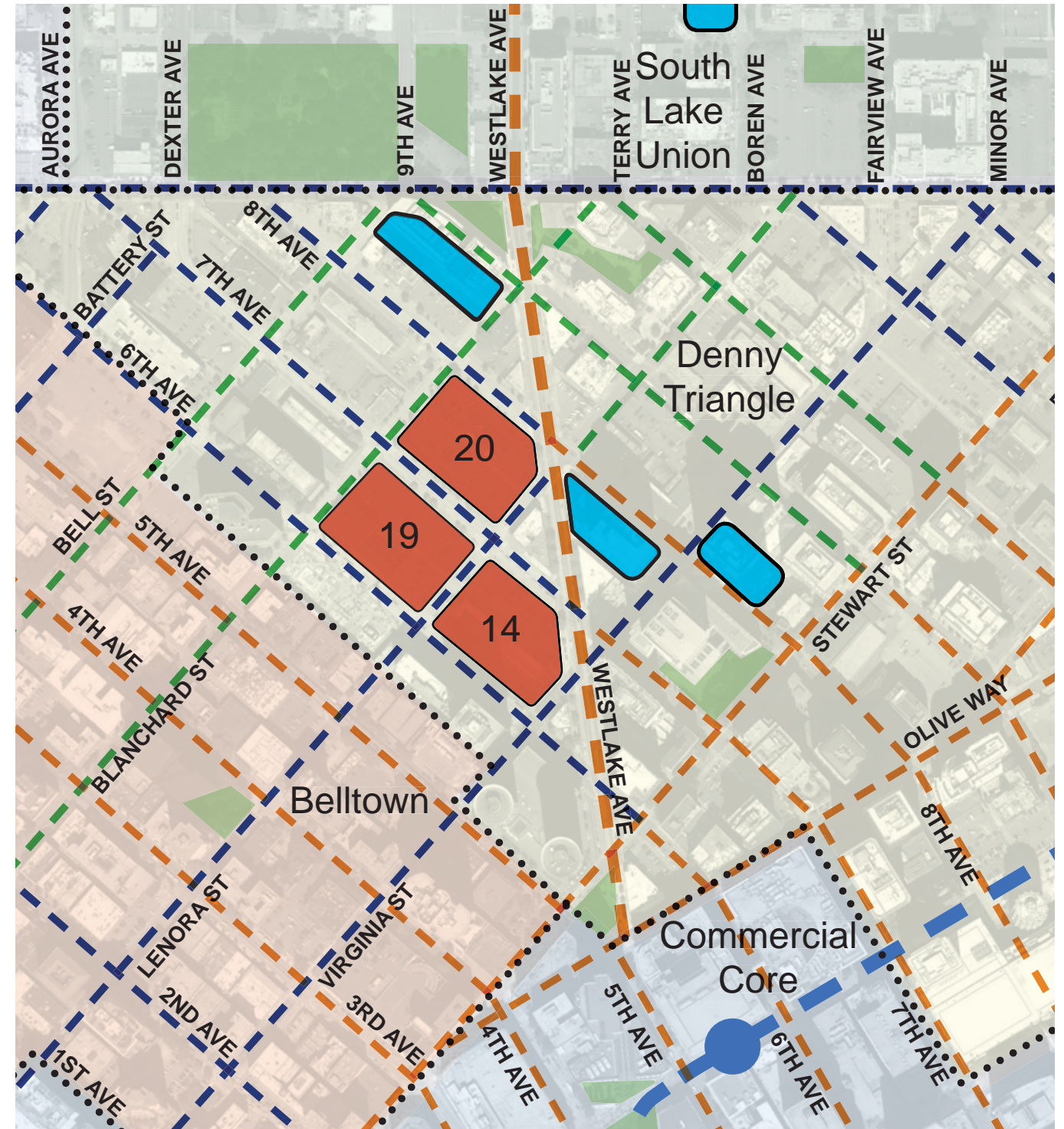
Existing Conditions Vicinity map & Street Classifications



Urban Connection



NOTE: 6th, 7th, 8th, Lenora & Virginia are also classified as Arterials according to the Seattle Traffic Code



Street Classifications

4

Neighborhood Values

| USE | PUBLIC REALM | URBAN FORM | TRANSPORTATION |
|---|--|---|--|
| <p>Mixed-Use Combine commercial office, retail, social & public services, residential & public open space throughout the neighborhood <i>Denny Triangle Neighborhood Plan: p11</i> <i>Seattle's Comprehensive Plan: DEN-G2</i></p> <p>Retail Require retail-height ceilings on ground floors <i>Denny Triangle Neighborhood Plan: p5</i></p> <p>Encourage, but not require, retail at street level <i>Denny Triangle Approval & Adoption Matrix: C12</i></p> <p>Commercial Office Encourage job development <i>Denny Triangle Approval & Adoption Matrix: A1</i></p> | <p>Street Invest in tree plantings & sidewalk amenities <i>Denny Triangle Neighborhood Plan: p10</i> <i>Denny Triangle Approval & Adoption Matrix: NT1</i></p> <p>Parks Develop pocket parks Create a Denny Triangle neighborhood park <i>Denny Triangle Neighborhood Plan: p5, 6, 15</i></p> <p>Green Streets Designate and support the development of green streets in the neighborhood <i>Seattle's Comprehensive Plan: DEN-P12</i></p> <p>Widen sidewalk, landscape & add "common thread" elements <i>Denny Triangle Neighborhood Plan: p6, 17</i></p> <p>Alleys Simplify & create a means to expedite the alley vacation process <i>Denny Triangle Neighborhood Plan: p5</i></p> <p>Open Space Encourage the creation of new open spaces <i>Seattle's Comprehensive Plan: DEN-P9</i></p> | <p>Identity Create a vibrant neighborhood with a distinct identity and a real "sense of place" <i>Denny Triangle Neighborhood Plan: p11, 13</i></p> <p>Growth Meet growth targets for households and employment <i>Denny Triangle Neighborhood Plan: p11</i></p> <p>Art Develop a Public Art program for placement in the Denny Triangle <i>Denny Triangle Approval & Adoption Matrix: LT2</i></p> <p>Character A diverse, mixed-use character that provides a transit and pedestrian-friendly atmosphere <i>Seattle's Comprehensive Plan: DEN-G3</i></p> | <p>Pedestrian Support redevelopment of Westlake Boulevard as a boulevard <i>Seattle's Comprehensive Plan: DEN-P11</i></p> <p>Provide pedestrian improvements along 7th Ave. <i>Denny Triangle Neighborhood Plan: p20, 21</i></p> <p>Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood <i>Seattle's Comprehensive Plan: DEN-P17</i></p> <p>Cycle Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood <i>Seattle's Comprehensive Plan: DEN-P16</i></p> <p>Transit Improve bus stops Maintain & improve Denny Triangle transit service <i>Denny Triangle Neighborhood Plan: p18, 19</i></p> <p>Vehicular Traffic Develop traffic calming devices, i.e. special pavement, bike lanes, curb bulbs & signage along Blanchard and Bell <i>Denny Triangle Approval & Adoption Matrix: C16</i></p> <p>Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions <i>Seattle's Comprehensive Plan: DEN-P14</i></p> |

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 paranthesis)

5

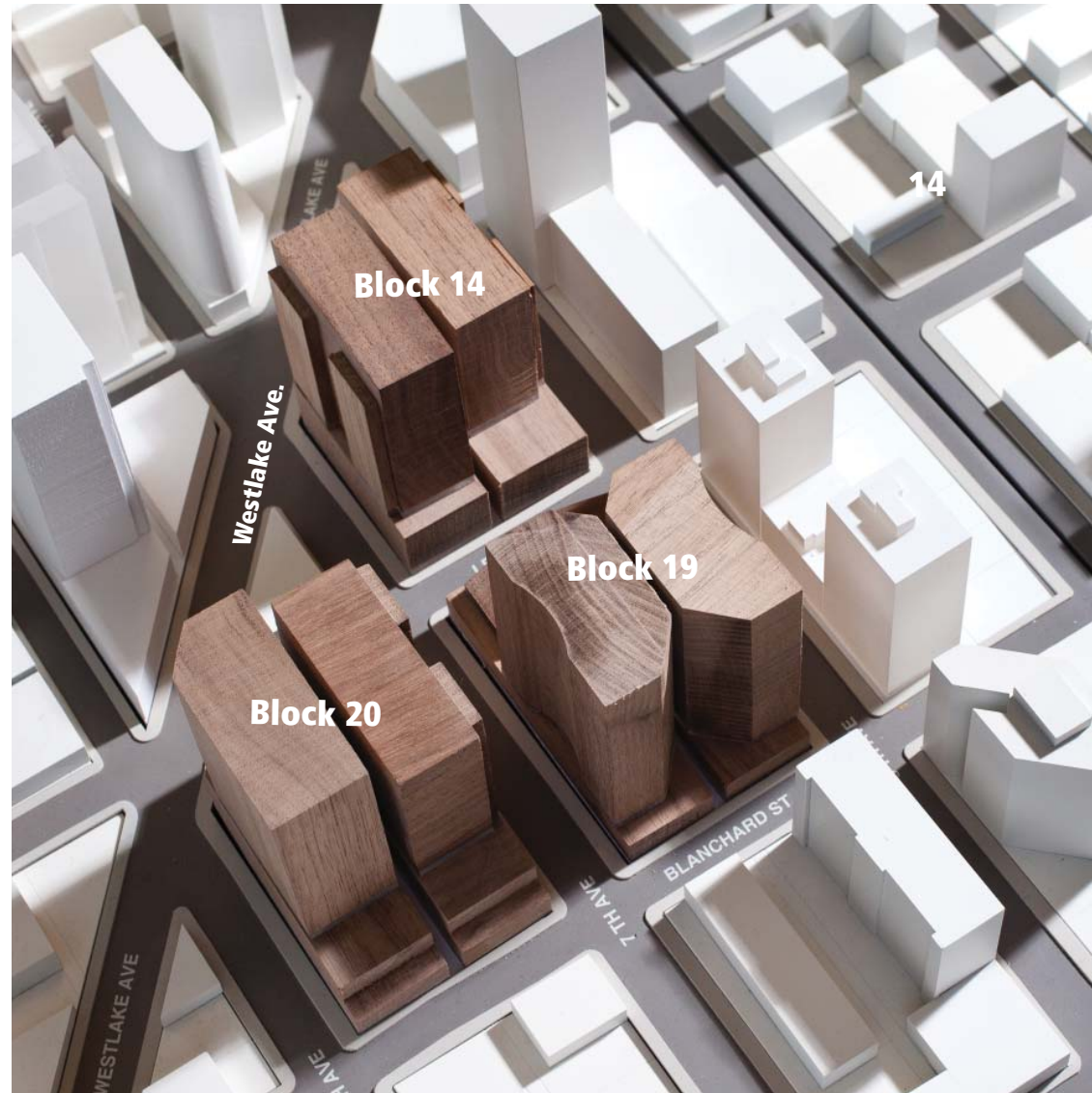
Master Plan Concepts Alternative 1: No Alley Vacation Scheme

Issues:

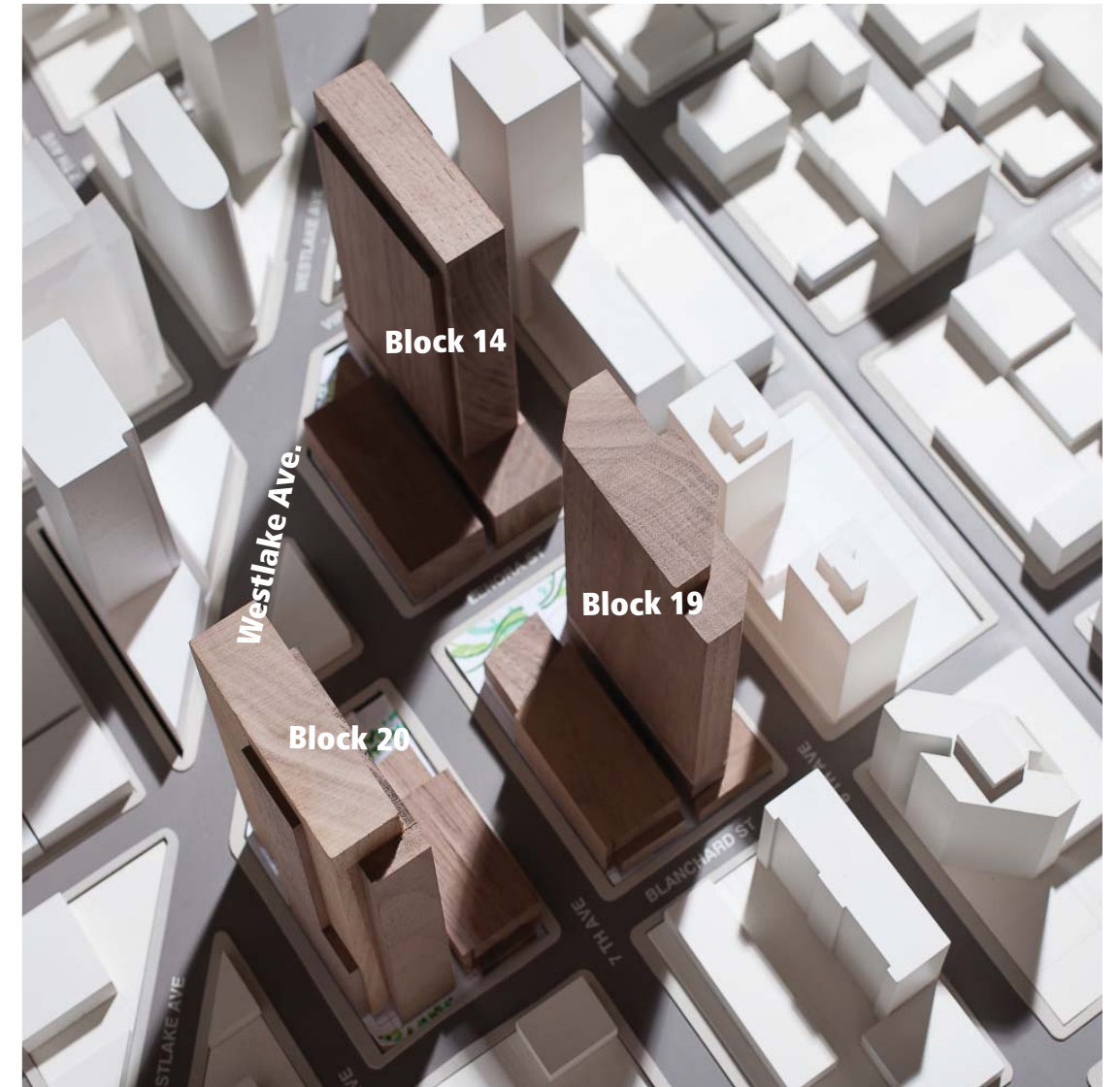
1. The long dimension of the office buildings are separated from their immediate neighbor by only the 20' width of the alley, resulting in office windows facing directly opposite each other.
2. The long, narrow buildings parallel to the Avenues effectively creates a wall that blocks views toward Elliot 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.



Aerial view looking South



Proposed building massing and orientation.

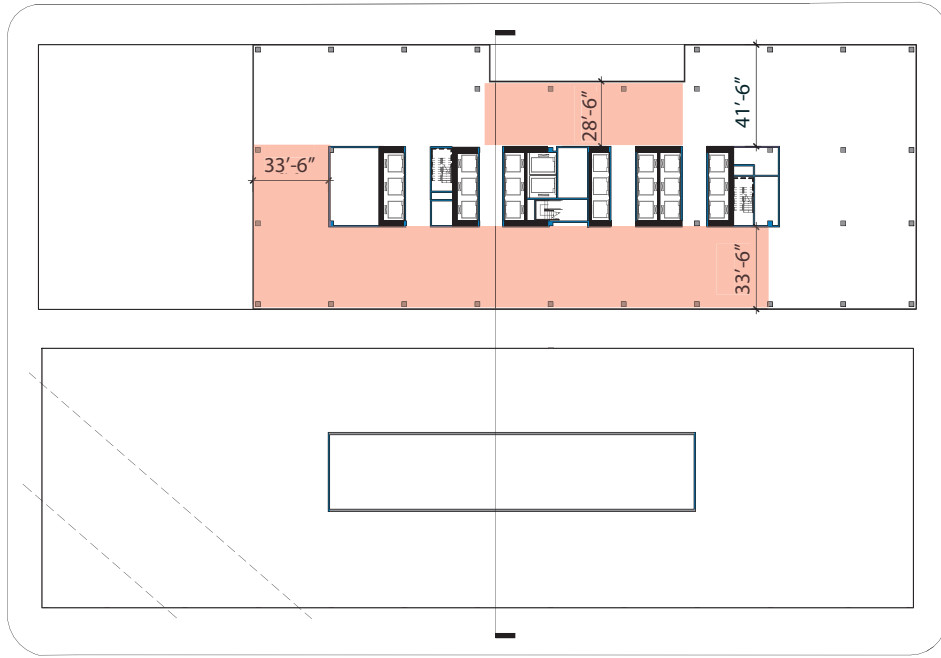


Aerial view looking South

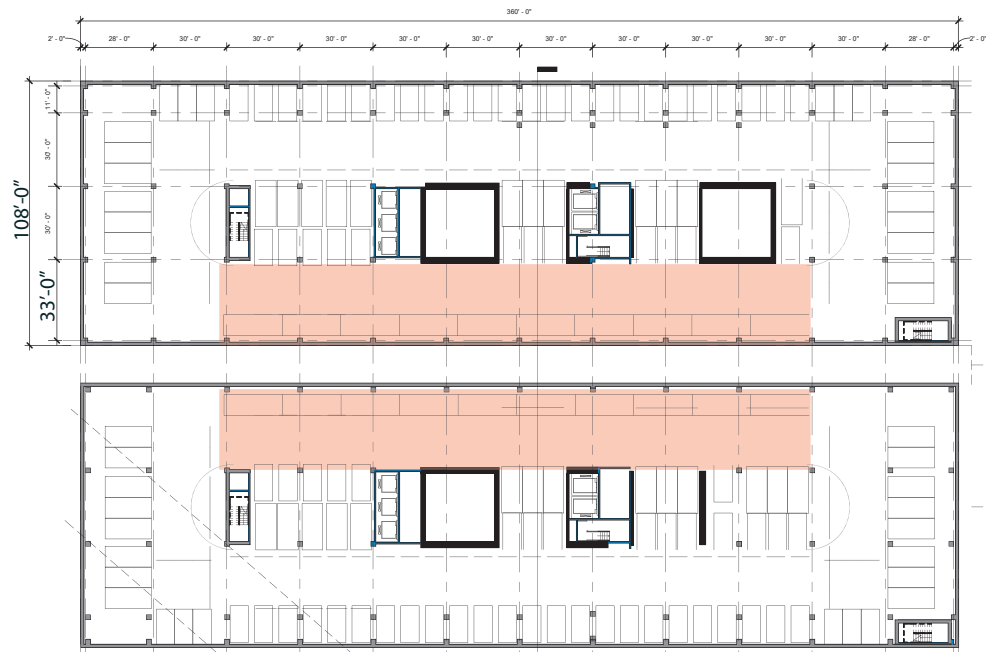
6

Building Widths

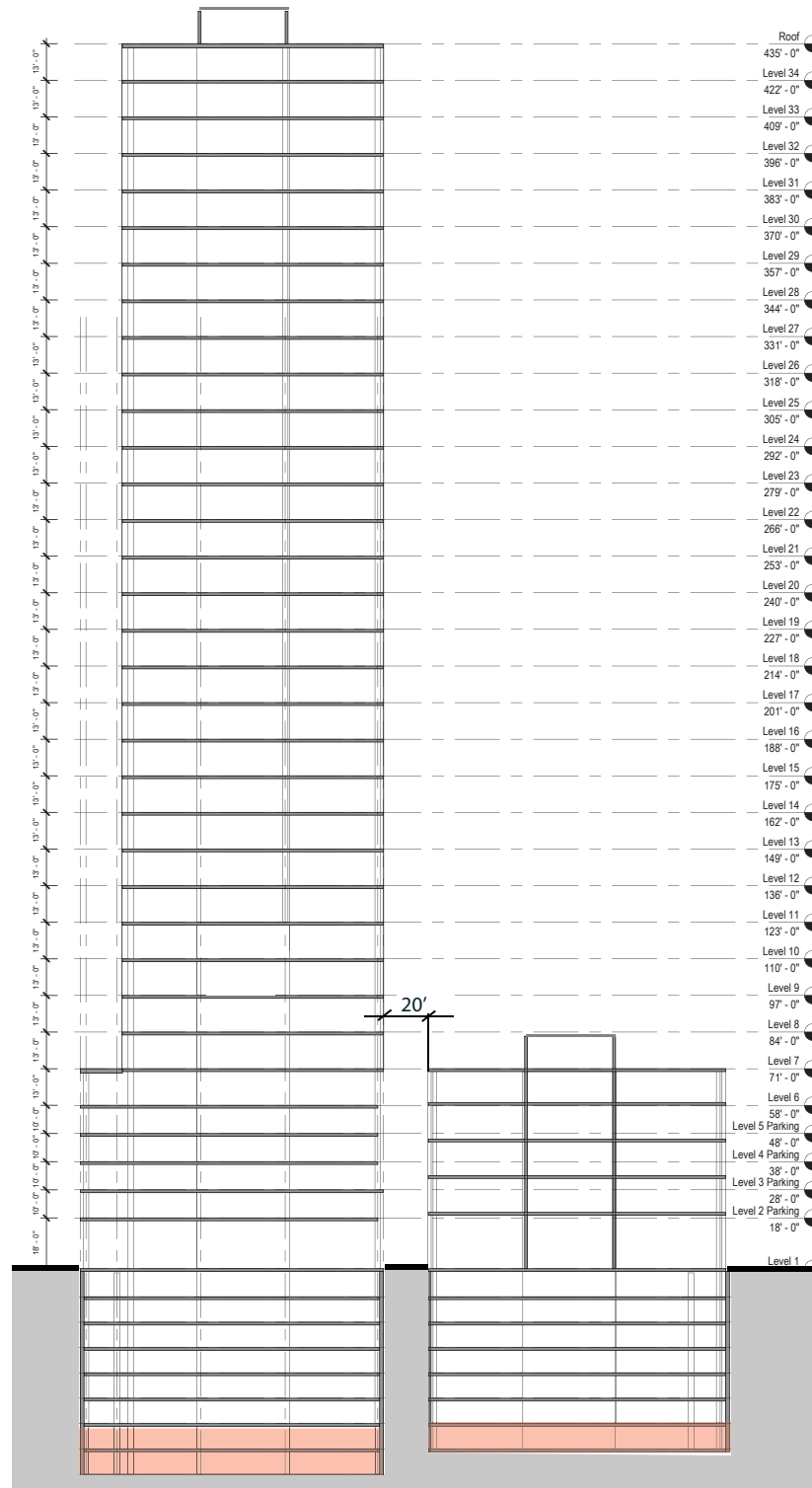
No Alley Vacation Scheme (108' maximum)



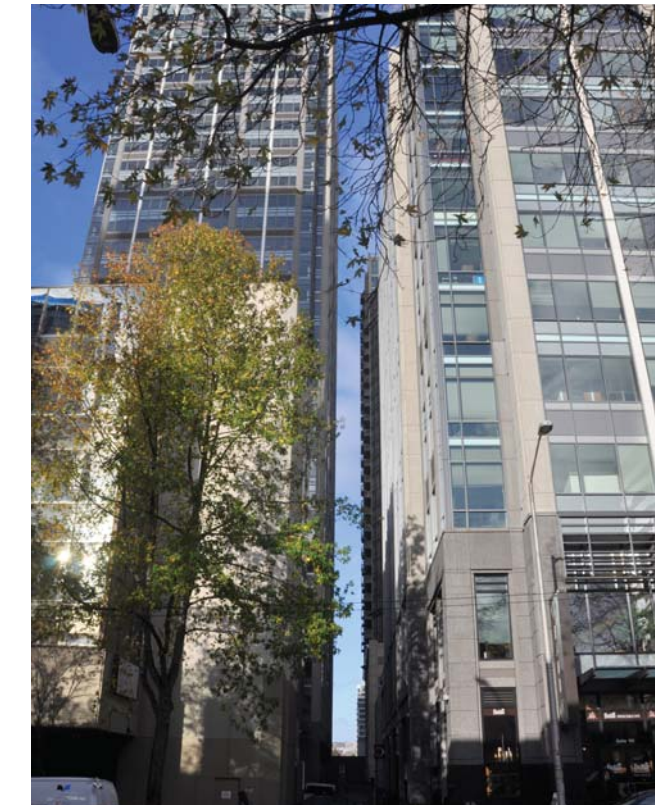
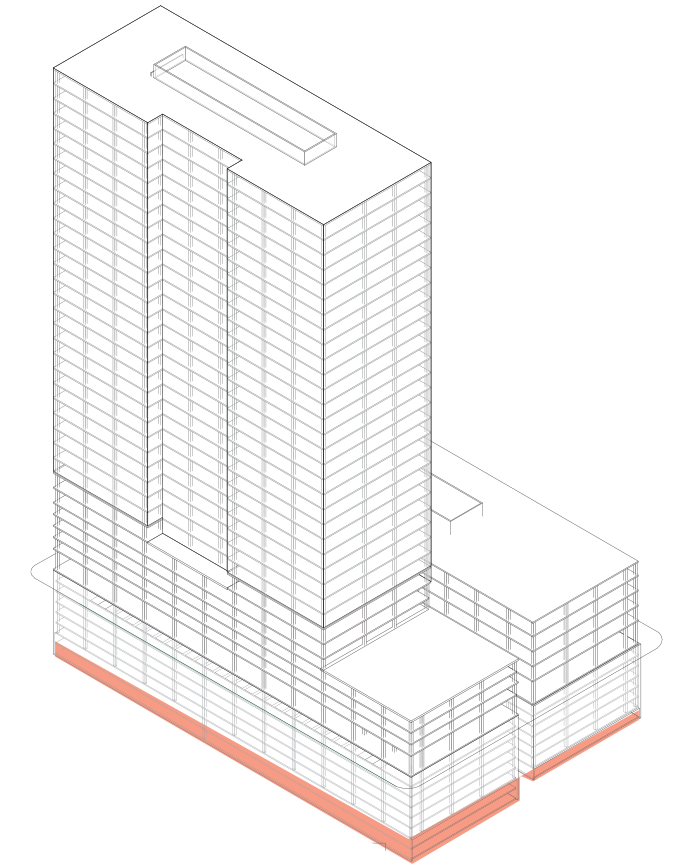
Level 7 Floor Plan



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



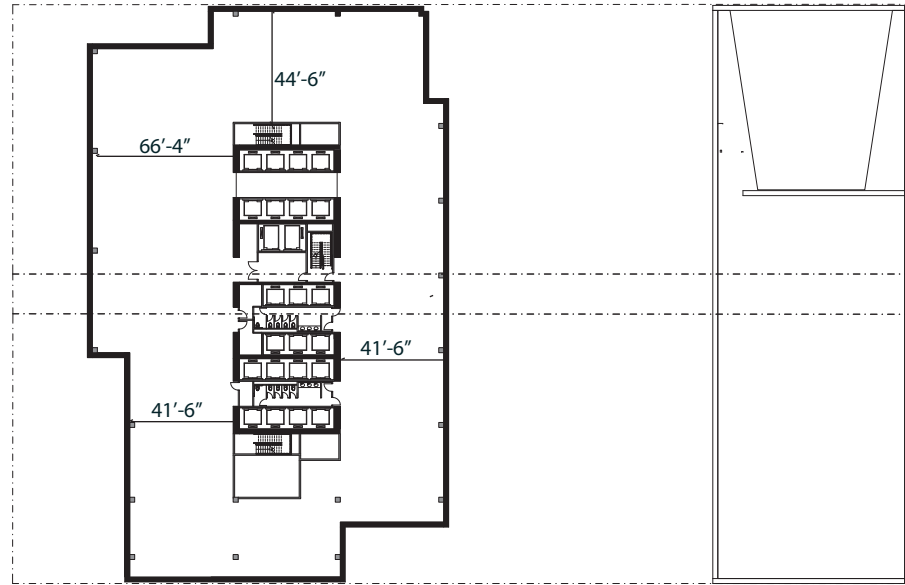
North - South Section



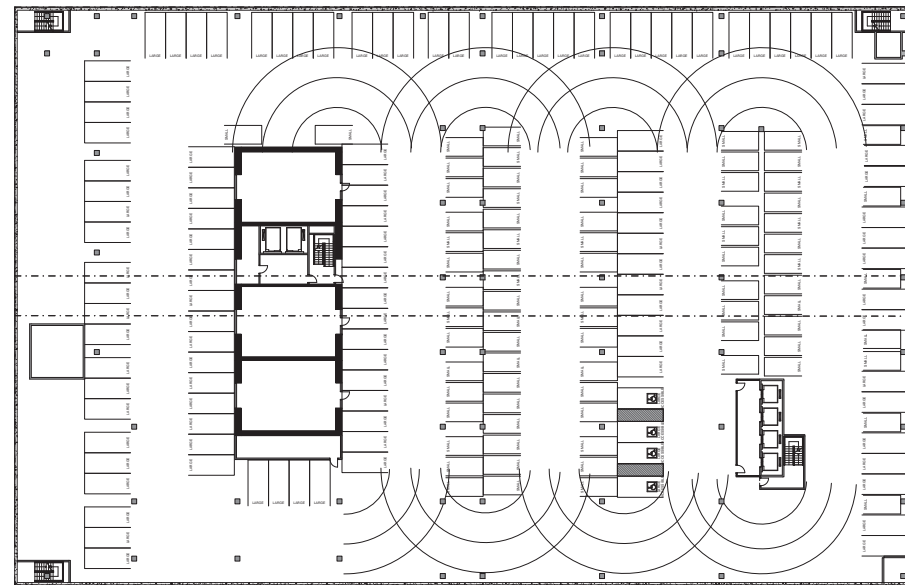
Alley between 8th and Virginia building and the Cosmopolitan

6

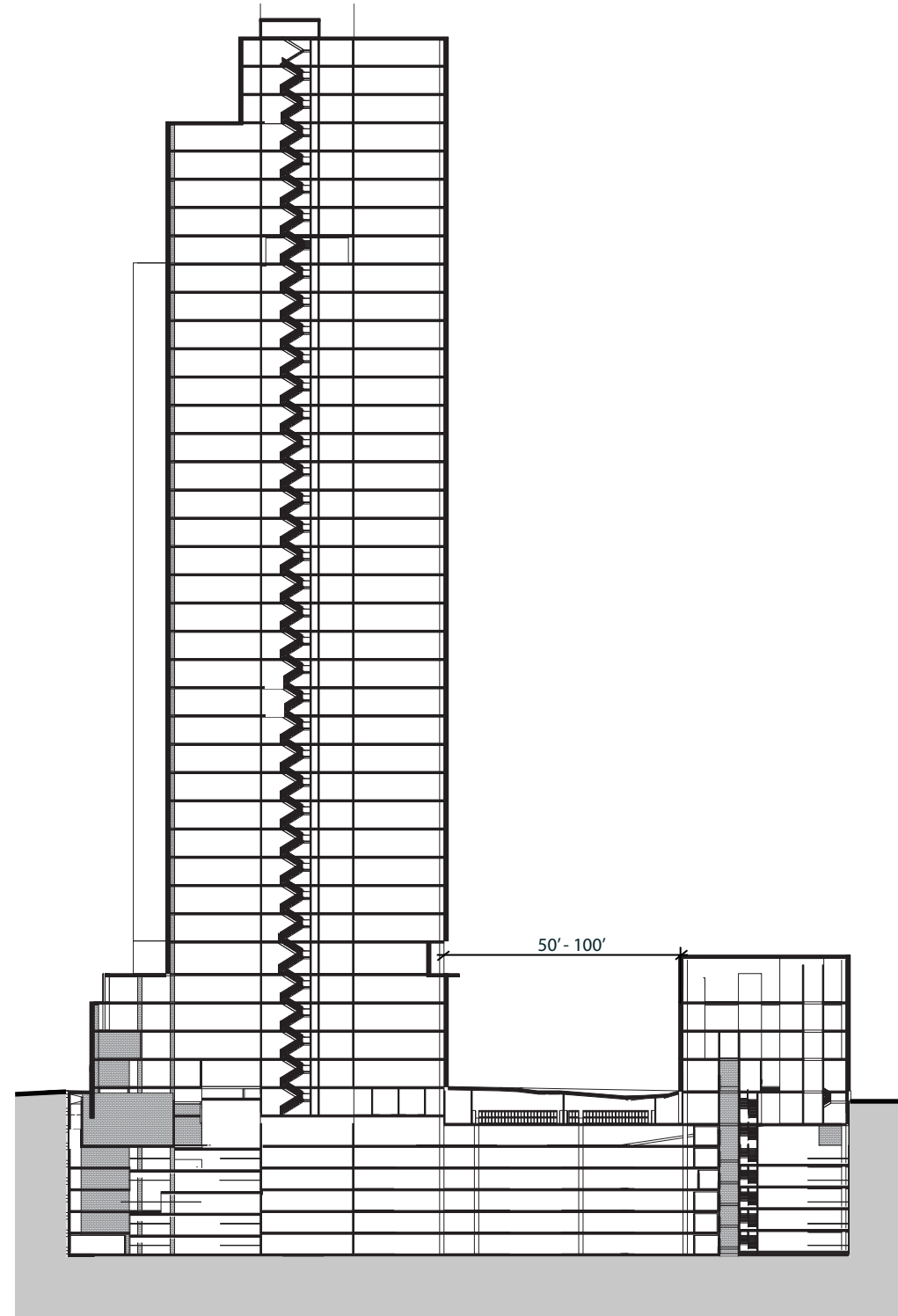
Building Widths Preferred Scheme (120'+)



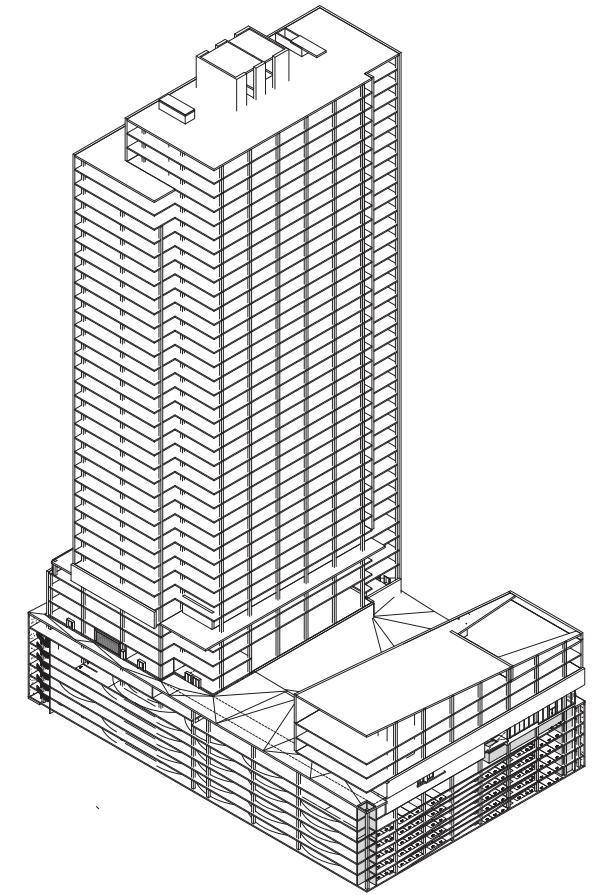
Level 6 Floor Plan



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



East- West Section



Block 19 Proposed Open Space

7

Solar Exposure June 20 - Summer Solstice

10:00 AM

1:00 PM

4:00 PM

Preferred Scheme



No Alley Vacation Scheme



8

Building Character and Massing - Existing

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



U.S. Federal Courthouse

- Sculptural top
- Stepped form
- Quality public space



2201 Westlake mixed-use building

- Stepped form
- Horizontal expression
- Balconies and terraces



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 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 offices towers on Blocks 14 and 19.

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.



Westin Office Building

- Elemental geometry in plan
- Glass and metal curtainwall

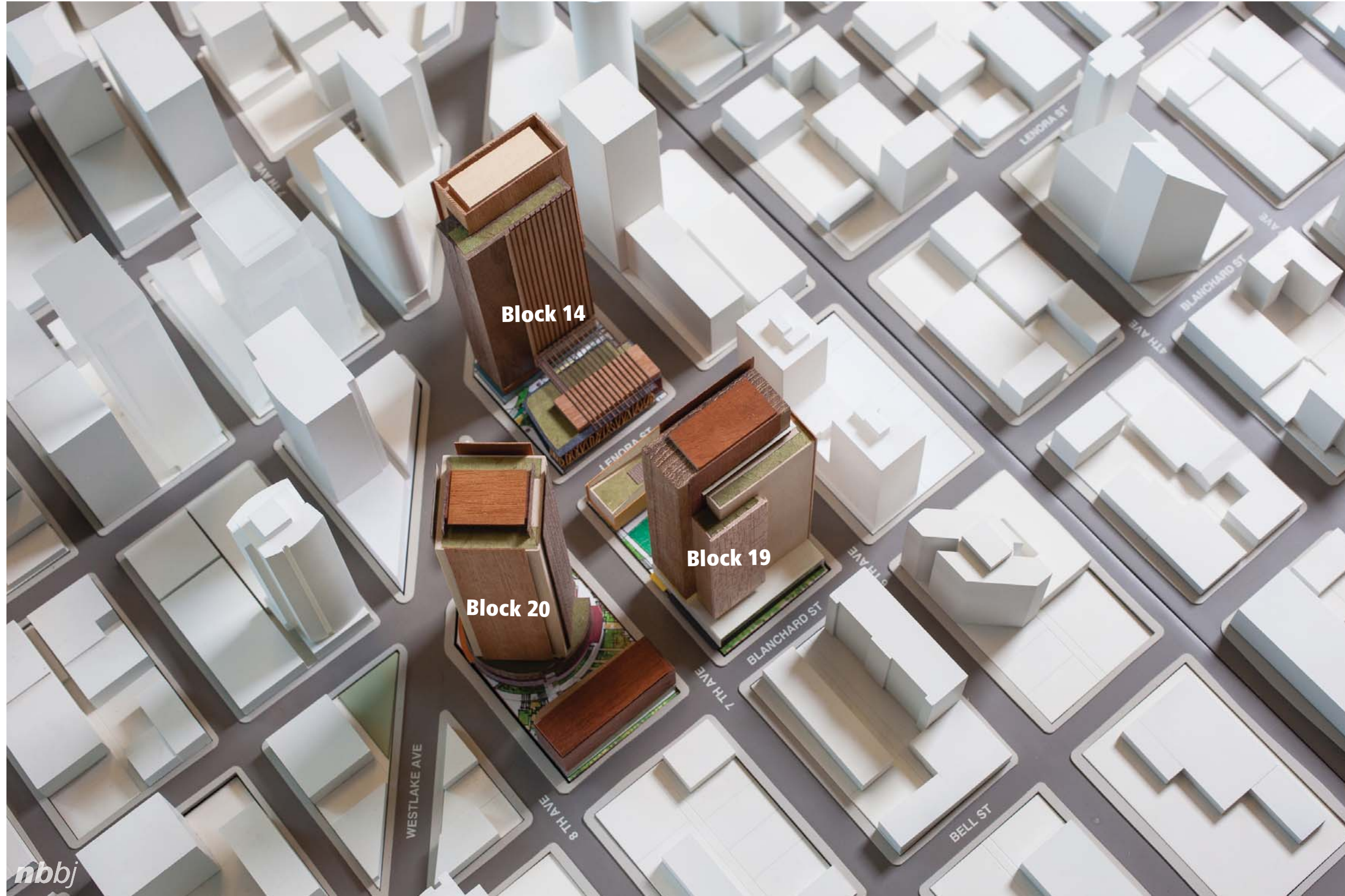
Westin Hotel and office towers are singular point towers of elemental geometries with a low-rise base. A similar compositional strategy is used- for the office tower on Block 20.



Westin hotel (with Westlake Center in the background on the left)

- Atypical double tower form
- Point towers

Building Character and Massing - Preferred Scheme
Street Grid Orientations



Overhead View

8

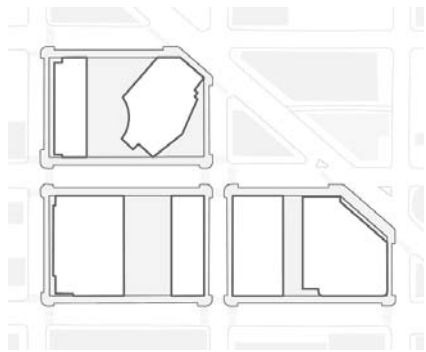
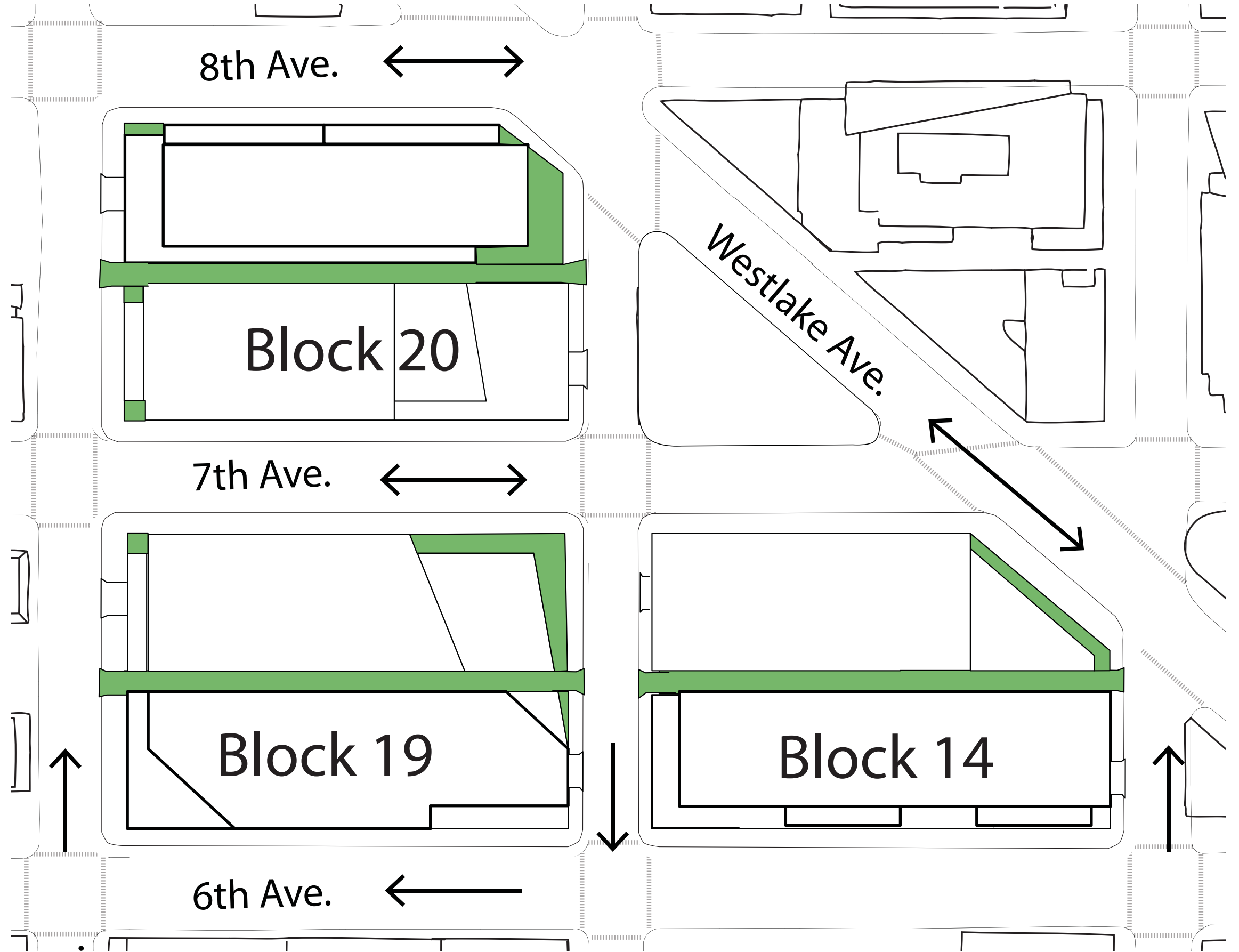
Building Character and Massing - Preferred Scheme Building rotation creates solar pocket



Aerial View from Southwest

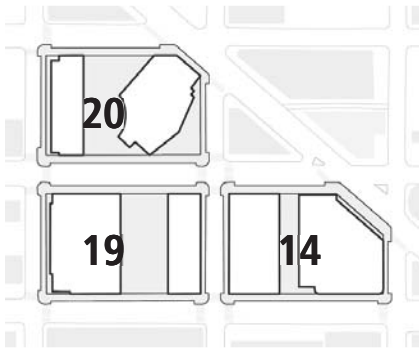
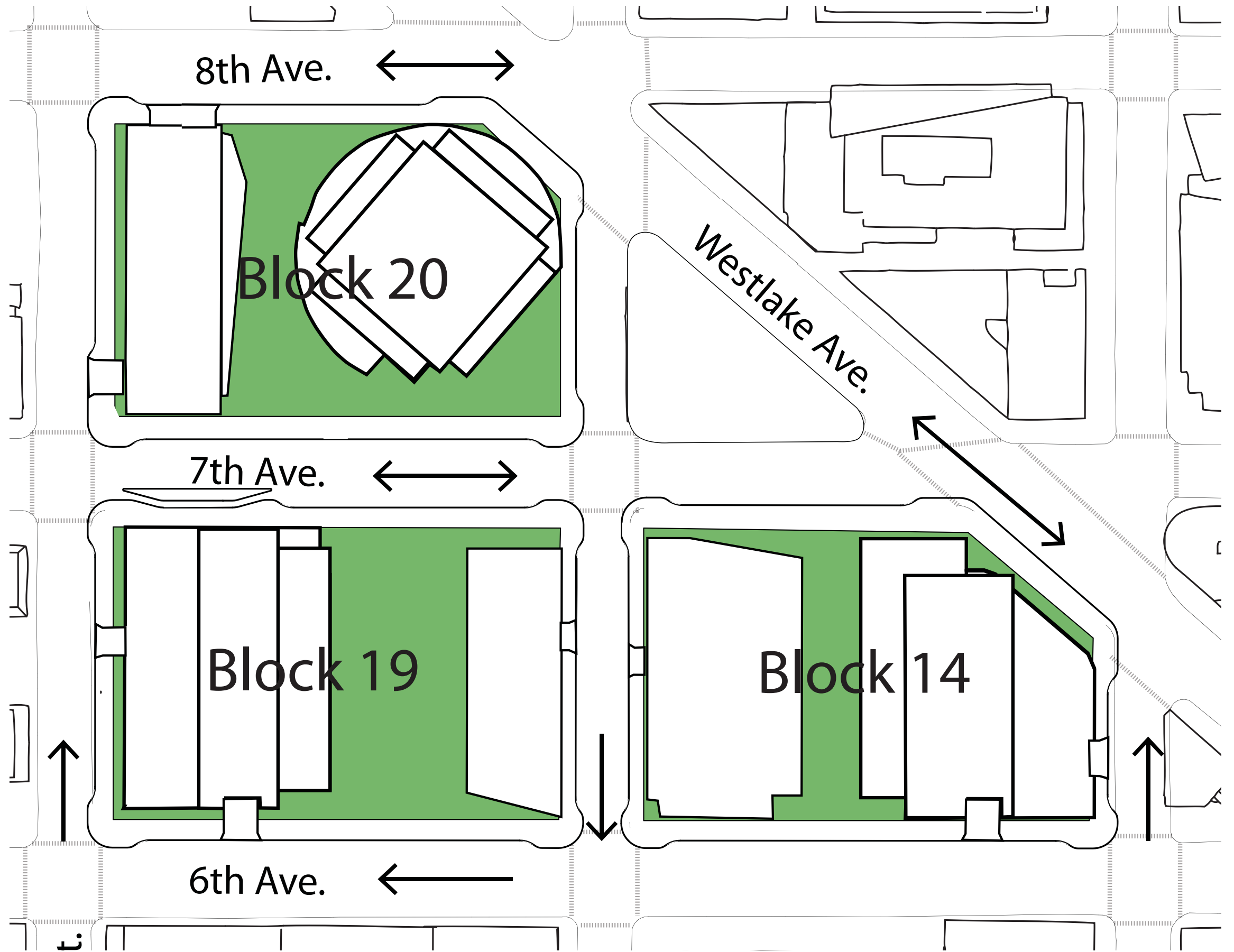
9

Open Space
No Alley Vacation Scheme



9








Open Space Preferred Scheme

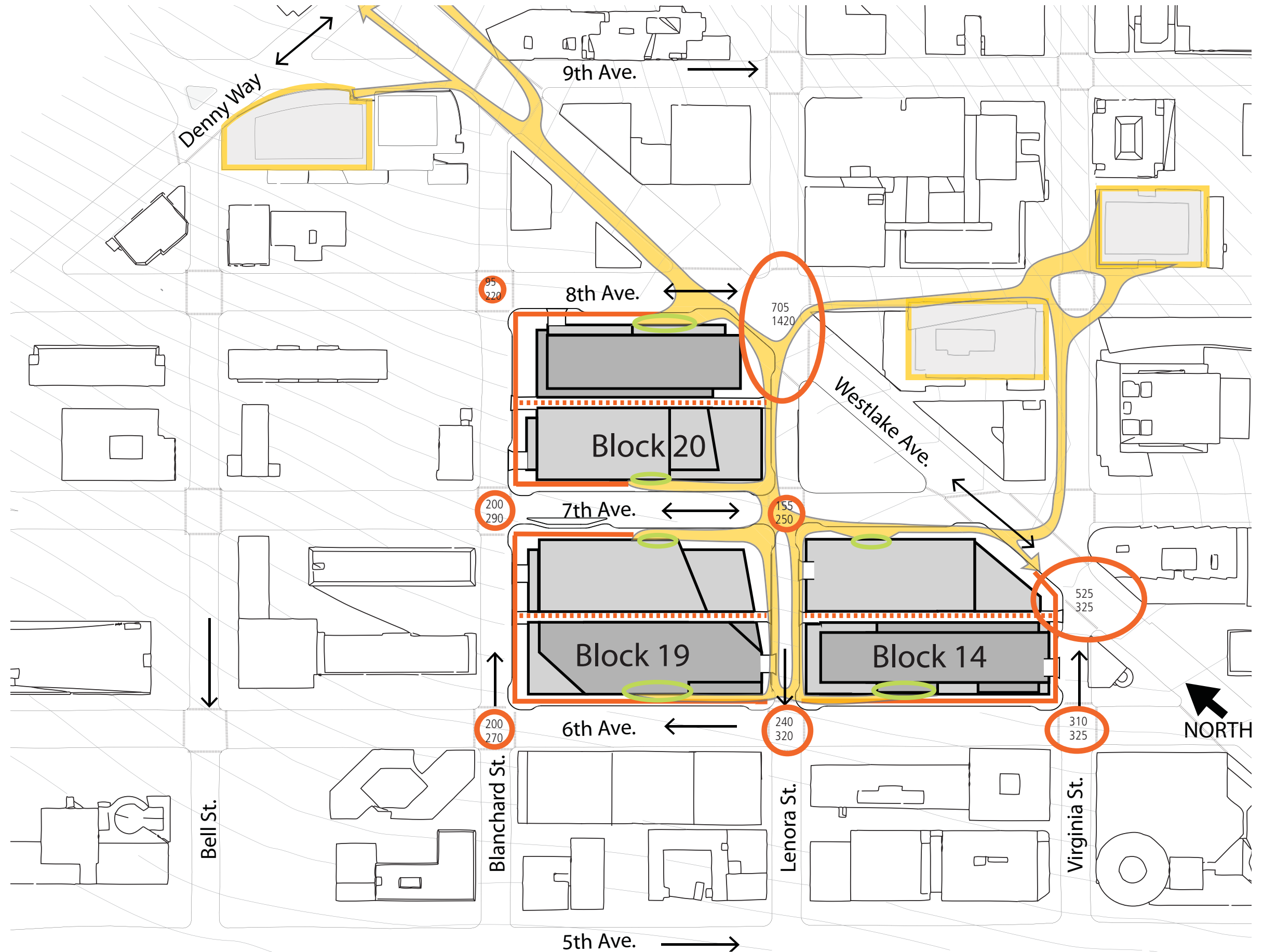


9

Pedestrian Flow No Alley Vacation Scheme

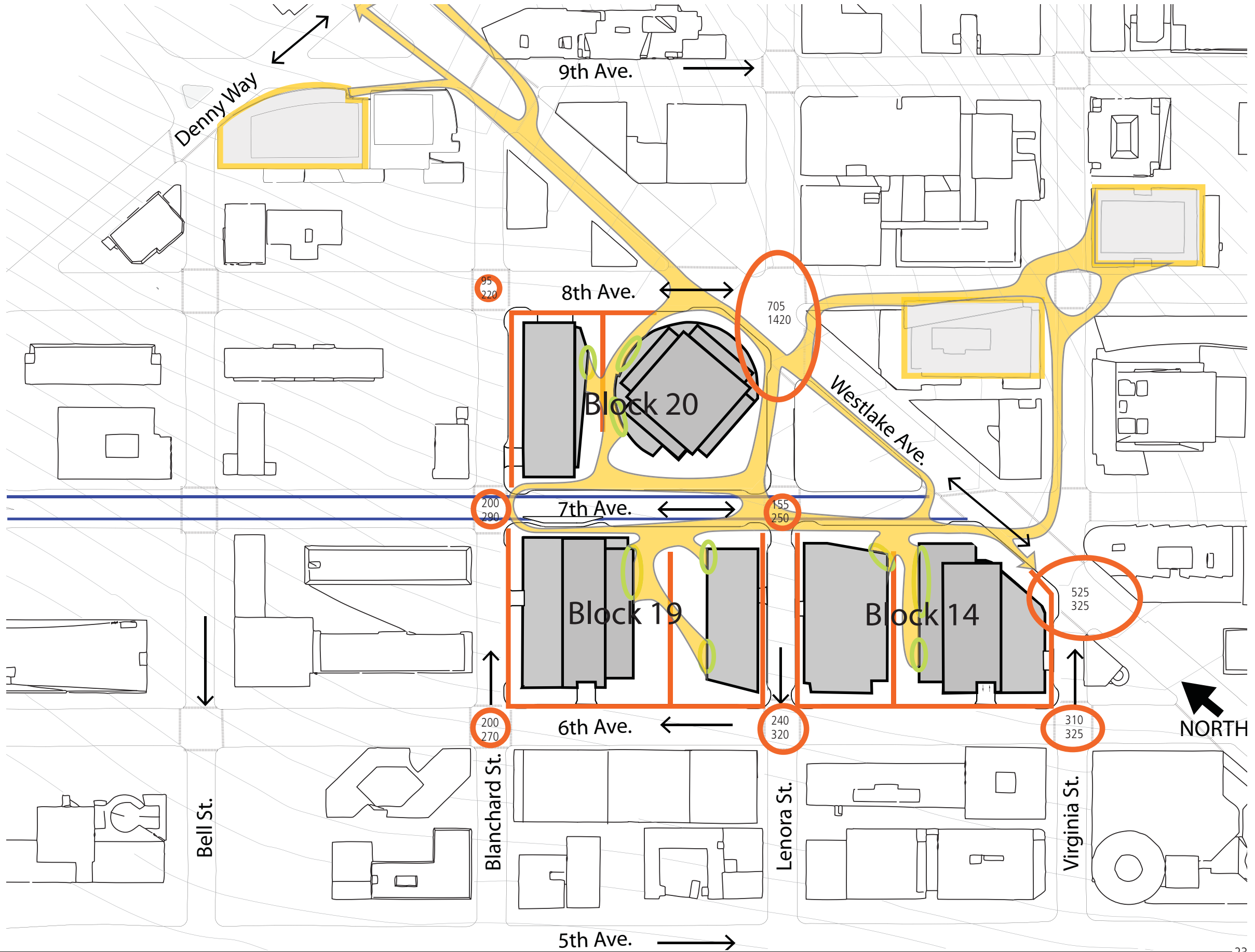
Legend

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










9

Pedestrian Flow Preferred Scheme



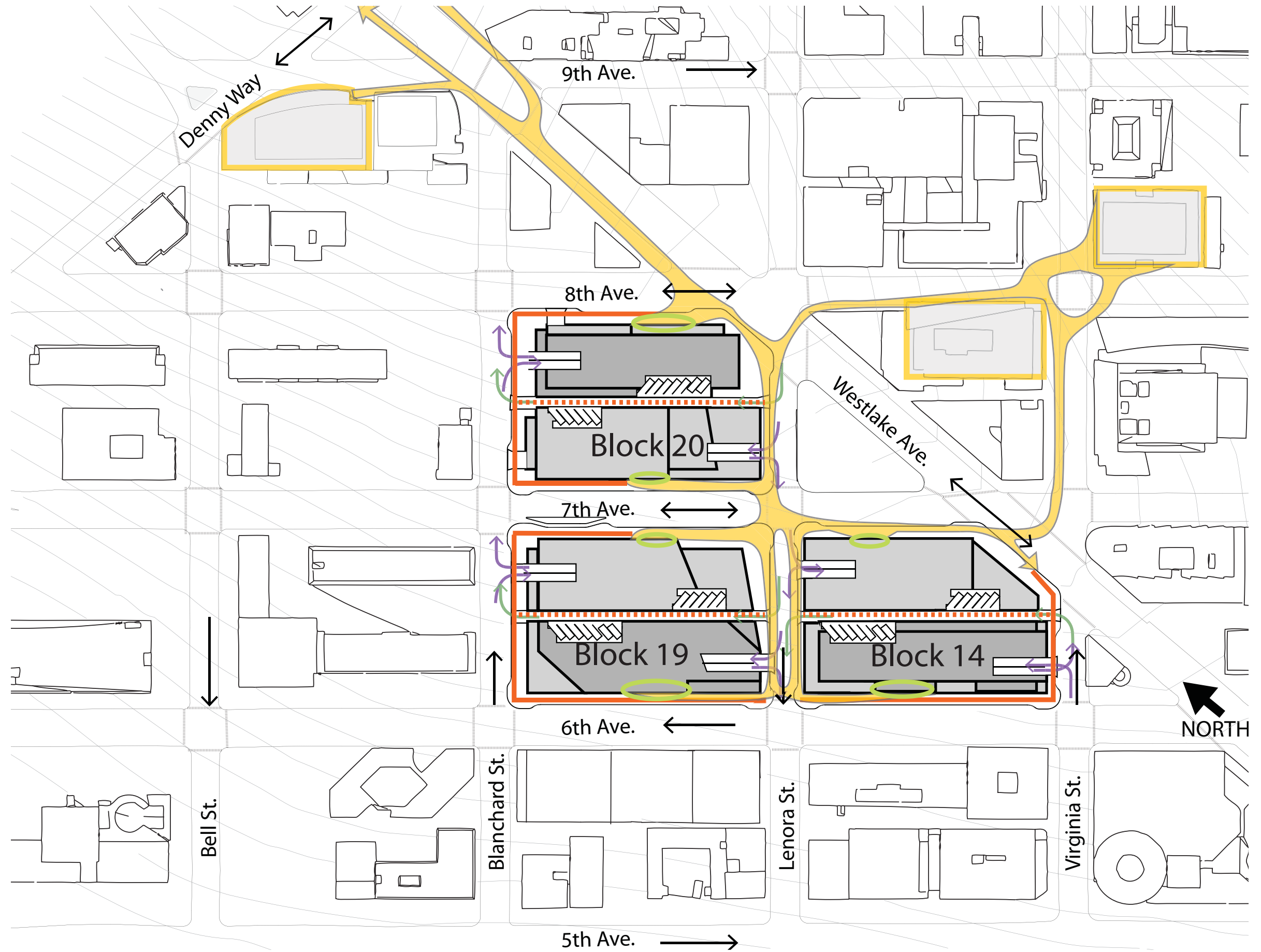
Legend

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








NORTH

9

Access Points No Alley Vacation Scheme

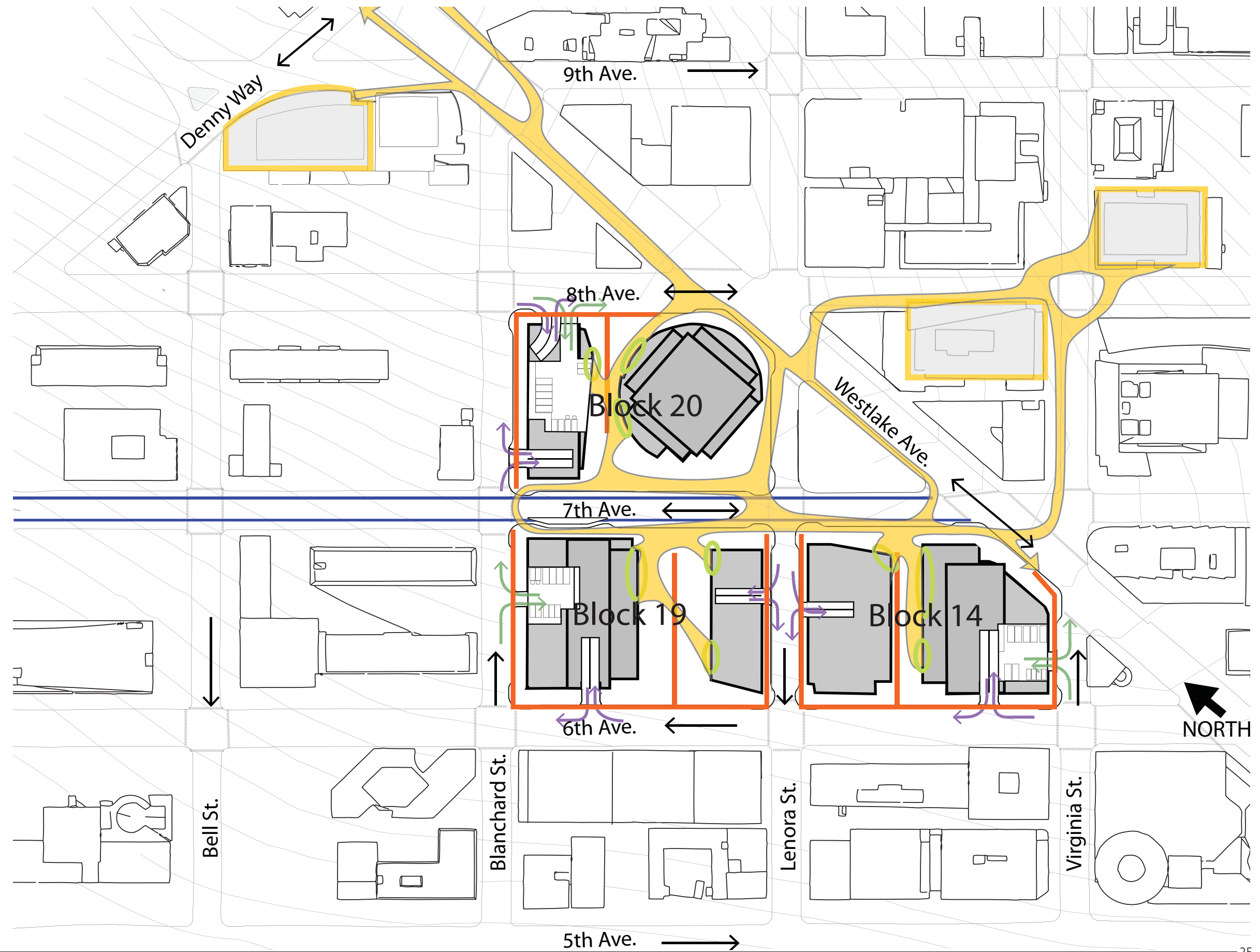


Legend







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

9

Access Points Preferred Scheme



Legend

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

9

Access Points Block 14



Pros

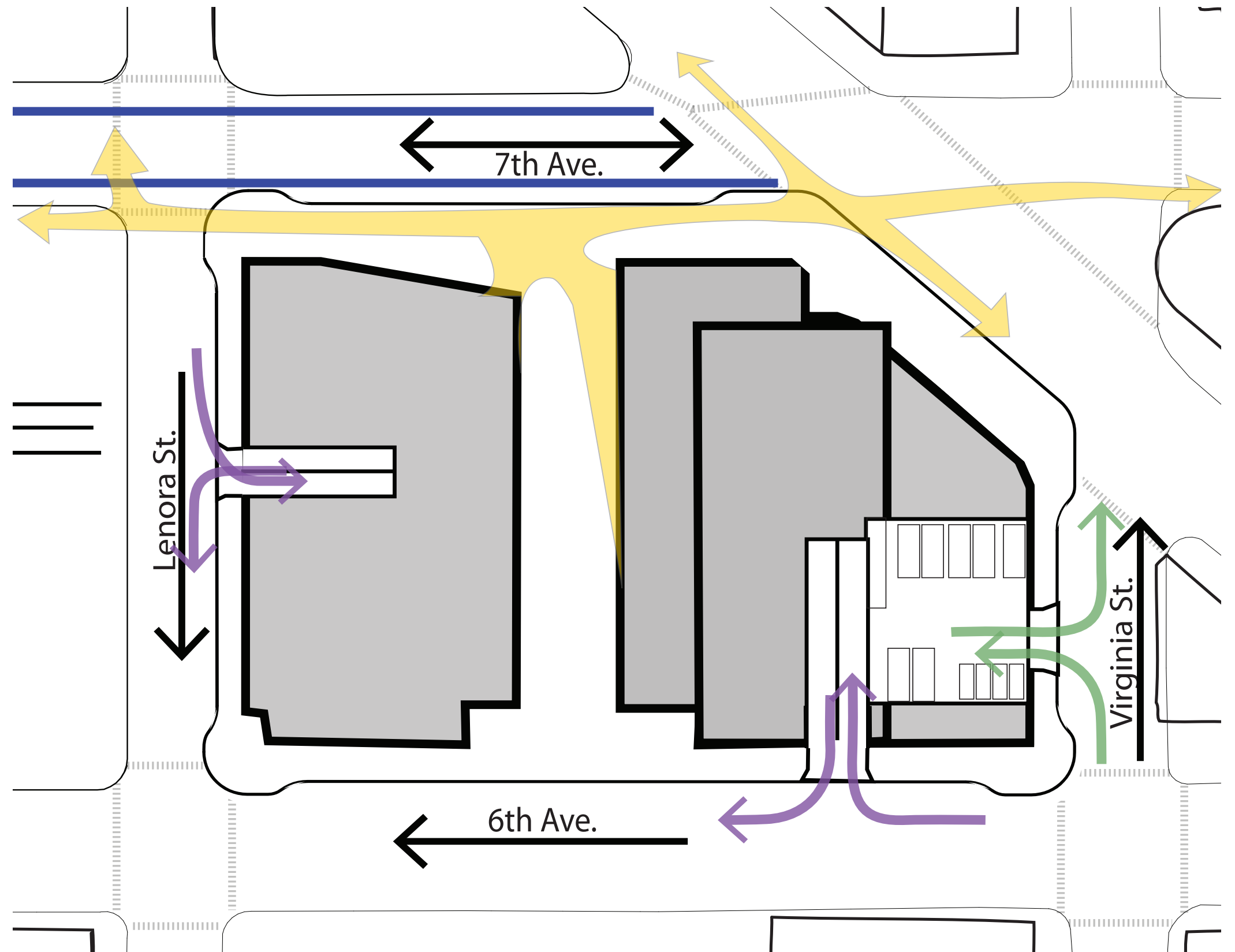
- Best distribution of traffic
- Best scenario for retail on Westlake
- Separation of bikes and cars from trucks on site
- 25' curb cuts
- No truck crossovers

Cons

- 3 curb cuts

Legend

-  Primary Pedestrian Flow
-  Car Parking
-  Truck Loading



9

Access Points Block 19




Pros

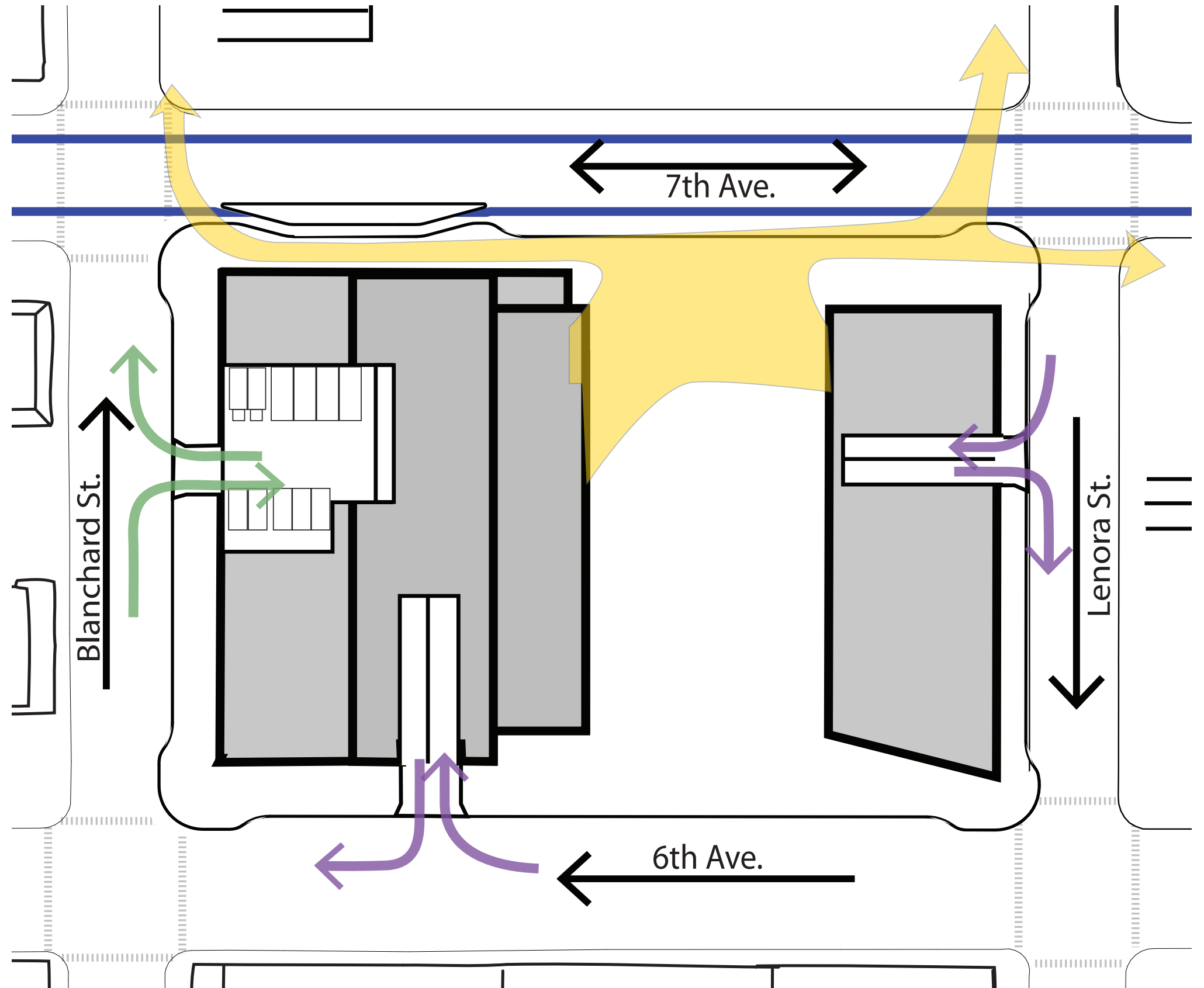
- Best distribution of traffic
- 25' curb cuts
- Separation of bikes and cars from trucks on site
- No truck crossovers

Cons

- 3 curb cuts
- Use of green street for dock entry

Legend

-  Primary Pedestrian Flow
-  Car Parking
-  Truck Loading



9

Access Points Block 20




Pros

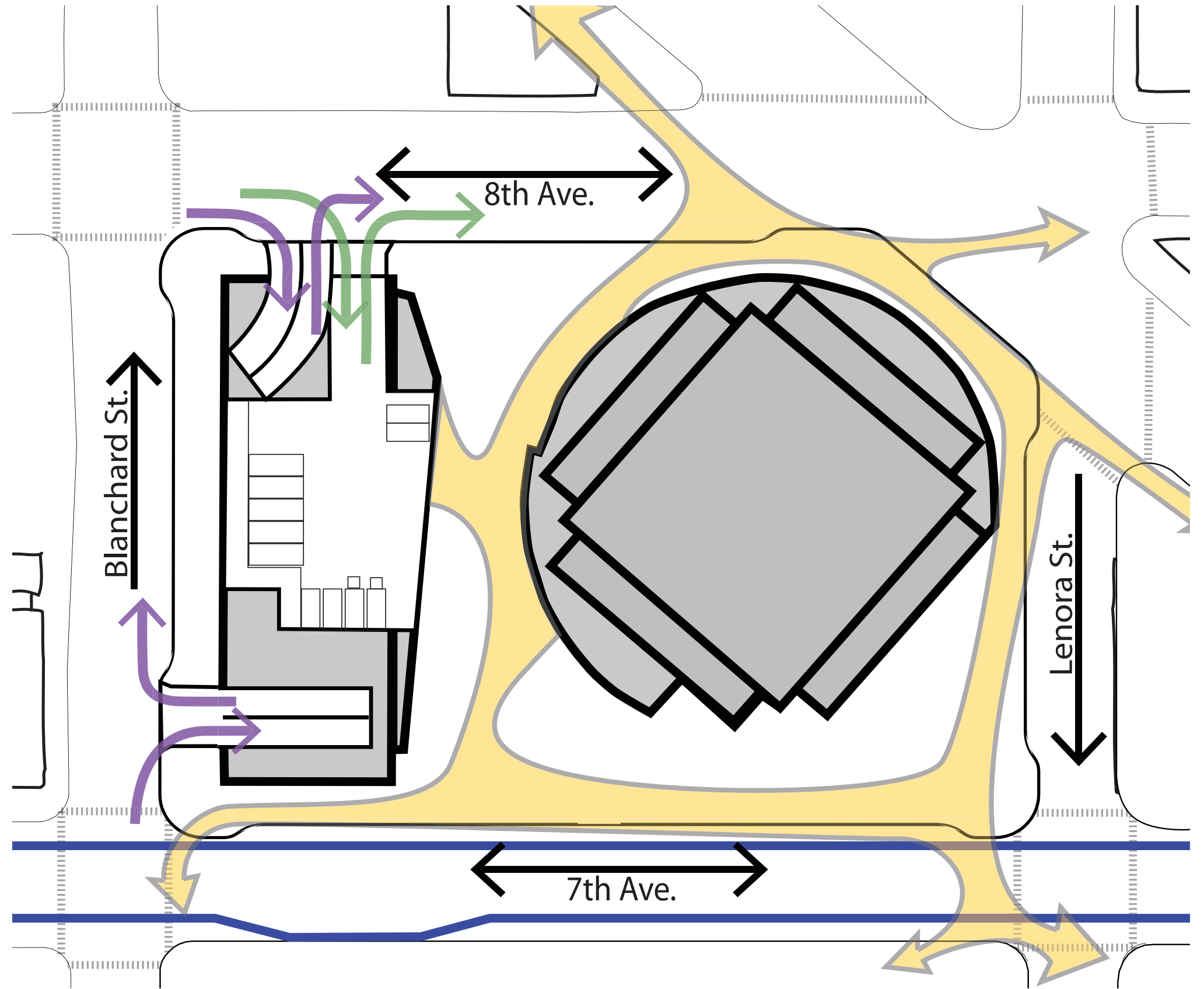
- Separation of bikes and cars from trucks on site
- No truck crossovers
- 25' curb cuts
- Preserves usable (retail) space on Blanchard St. and 7th Ave.

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



10

Streetscape & Open Space Downtown: Pioneer Square to South Lake Union



10

Streetscape & Open Space Neighborhood



Denny Way & Westlake Ave Plaza



Whole Foods/Pan Pacific



Denny Park



Federal Courthouse



Westlake Plaza



Terry Avenue



Boren Avenue & Republican Street













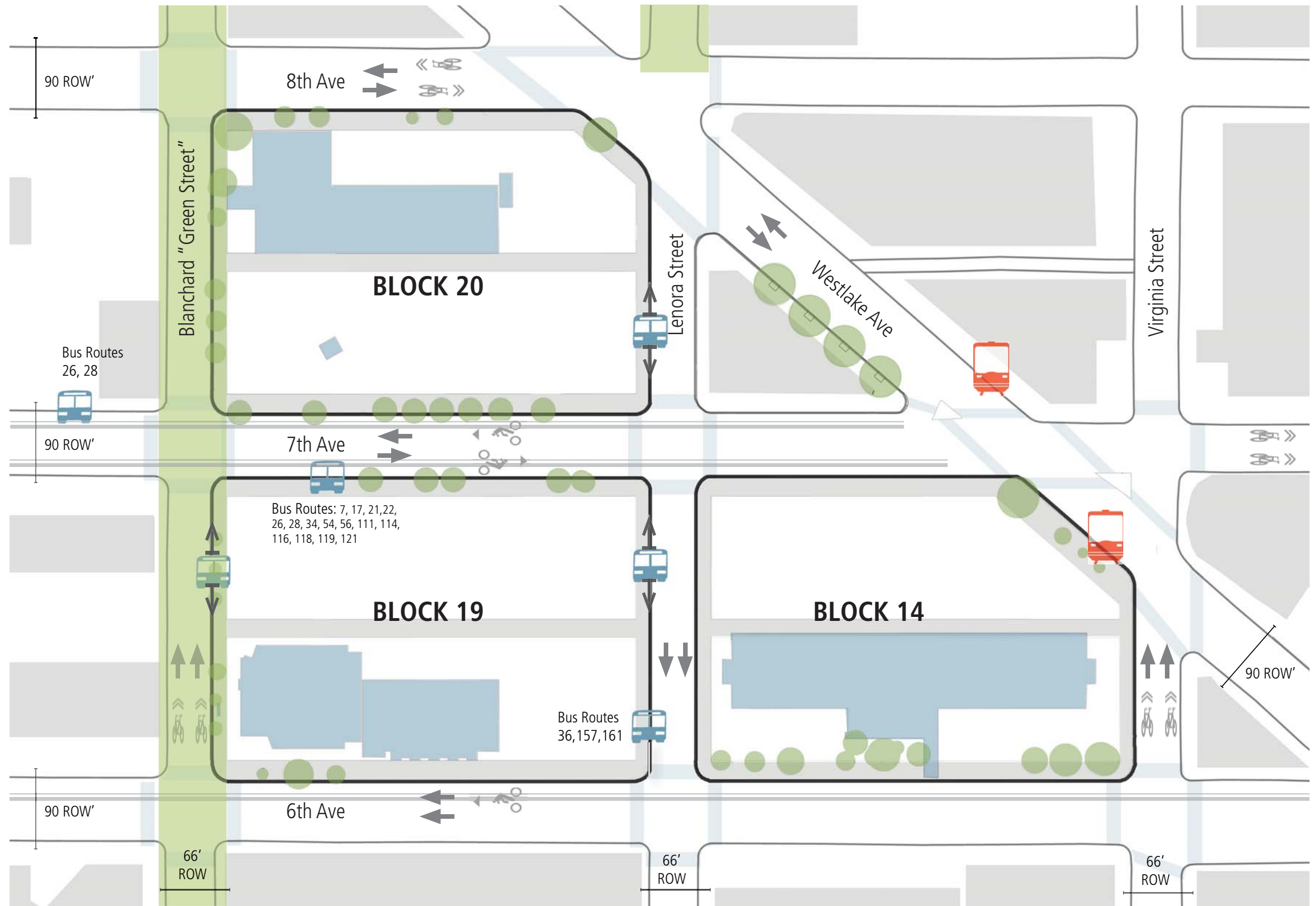
Westlake Ave at South Lake Union

10

Streetscape & Open Space Existing Streets

KEY

-  Sharrows
-  Dedicated Bike Lane
-  Green Street
-  Existing Street Car Stop
-  Two Way Street
-  One Way Street
-  Bus Layover Zone
-  Bus Stop
-  Crosswalk
-  Existing Trees



10

Streetscape & Open Space Examples of Recently Completed Streets



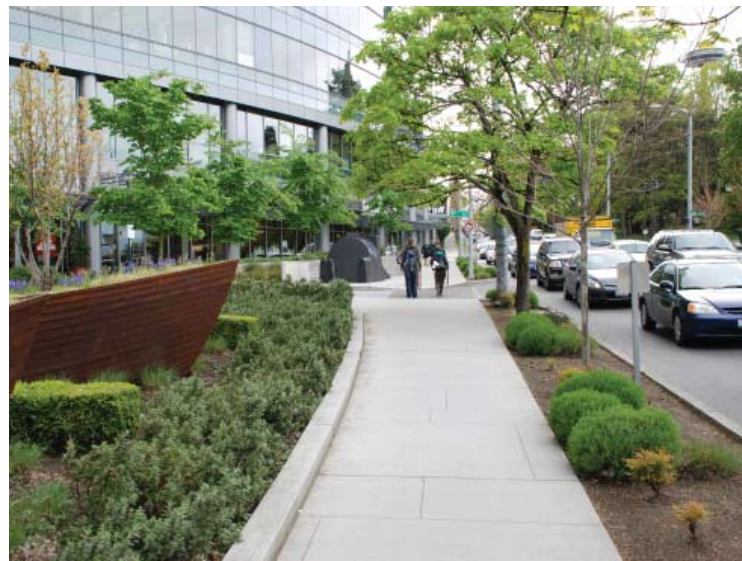
7th Ave



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

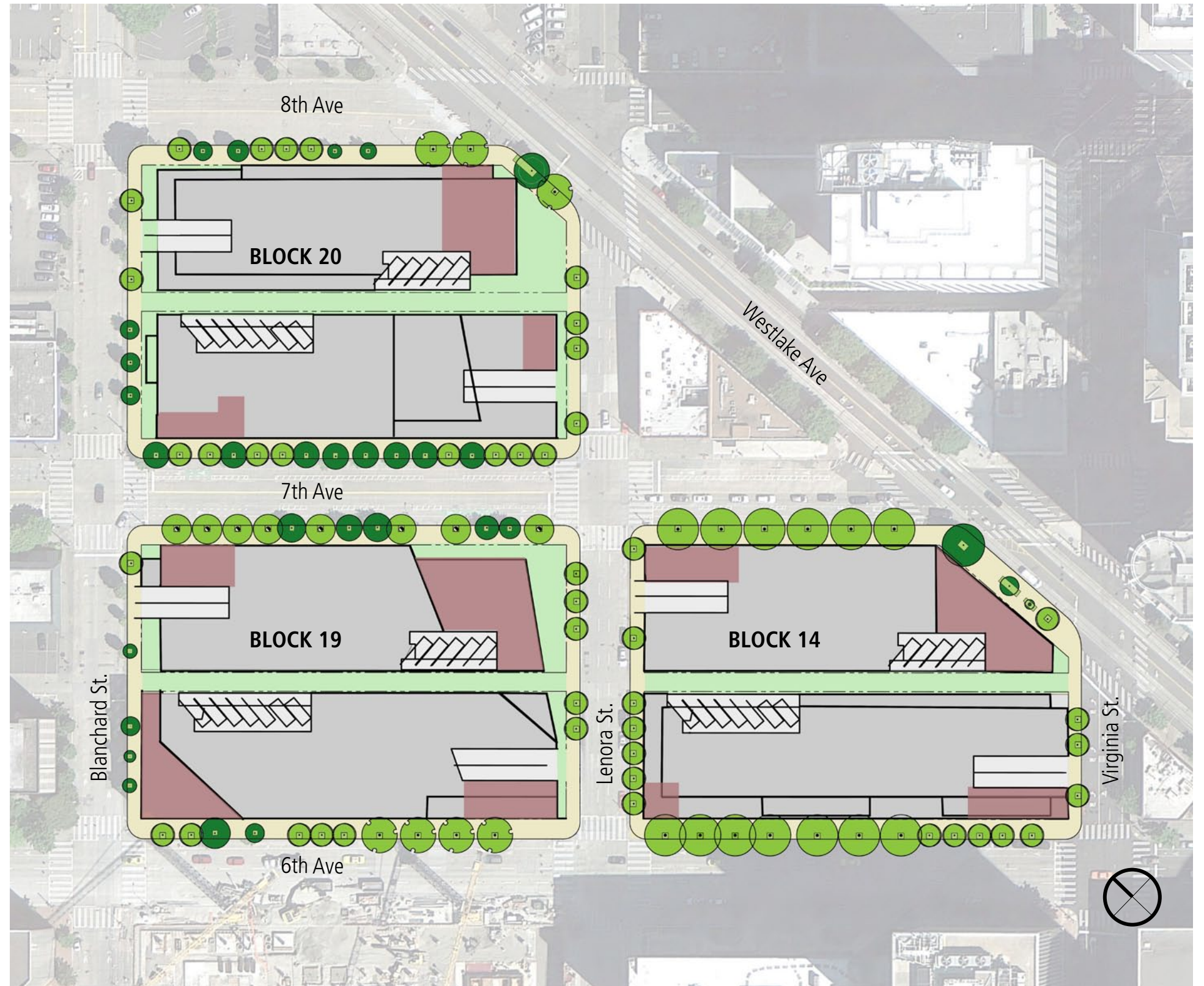


Boren Ave

10

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



10

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



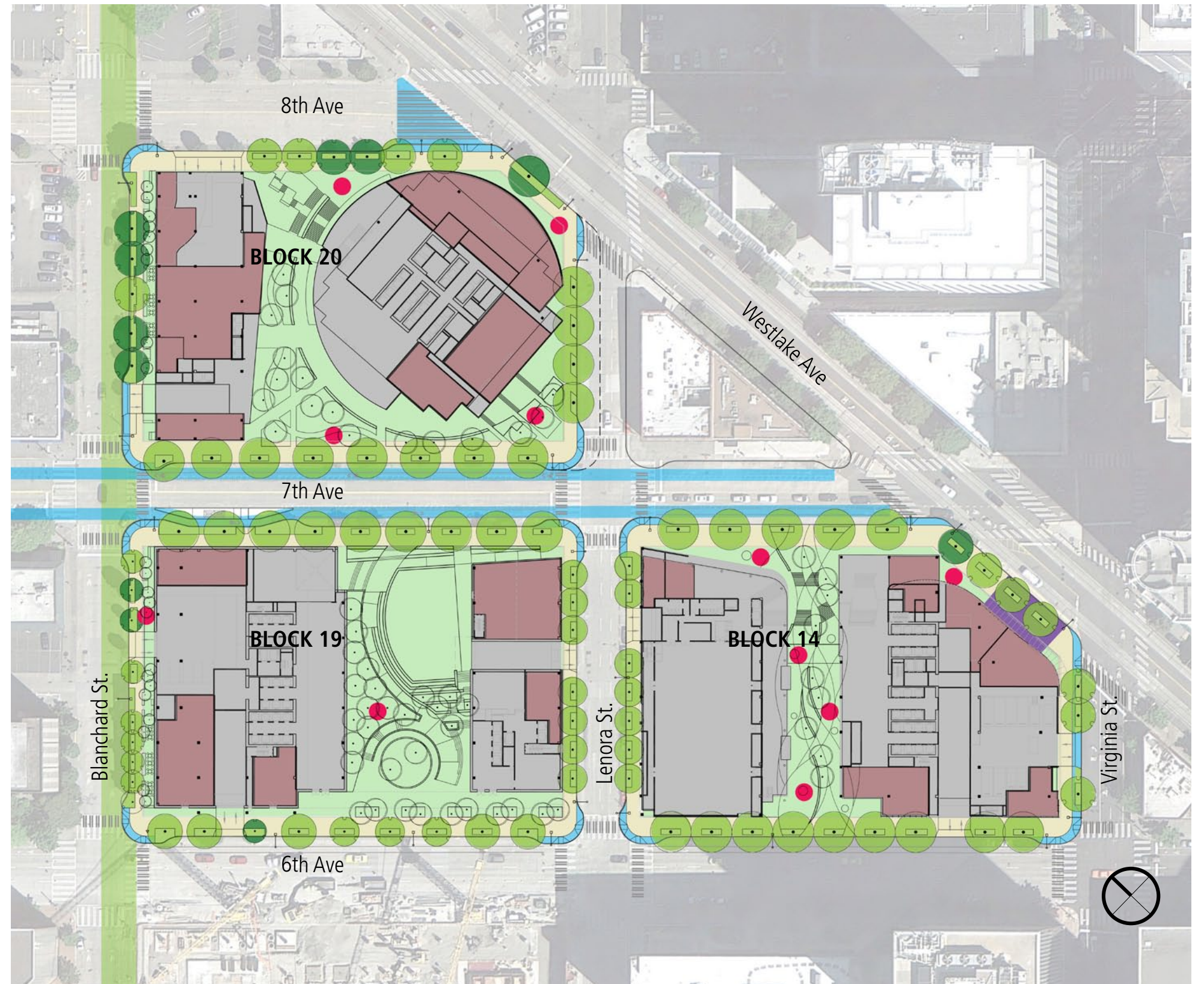
Public Open Space

- three distinct & vibrant public open spaces will be created



Art

- art plan

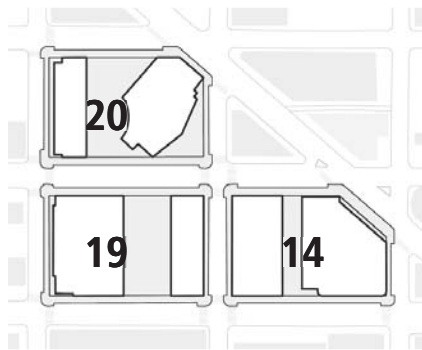
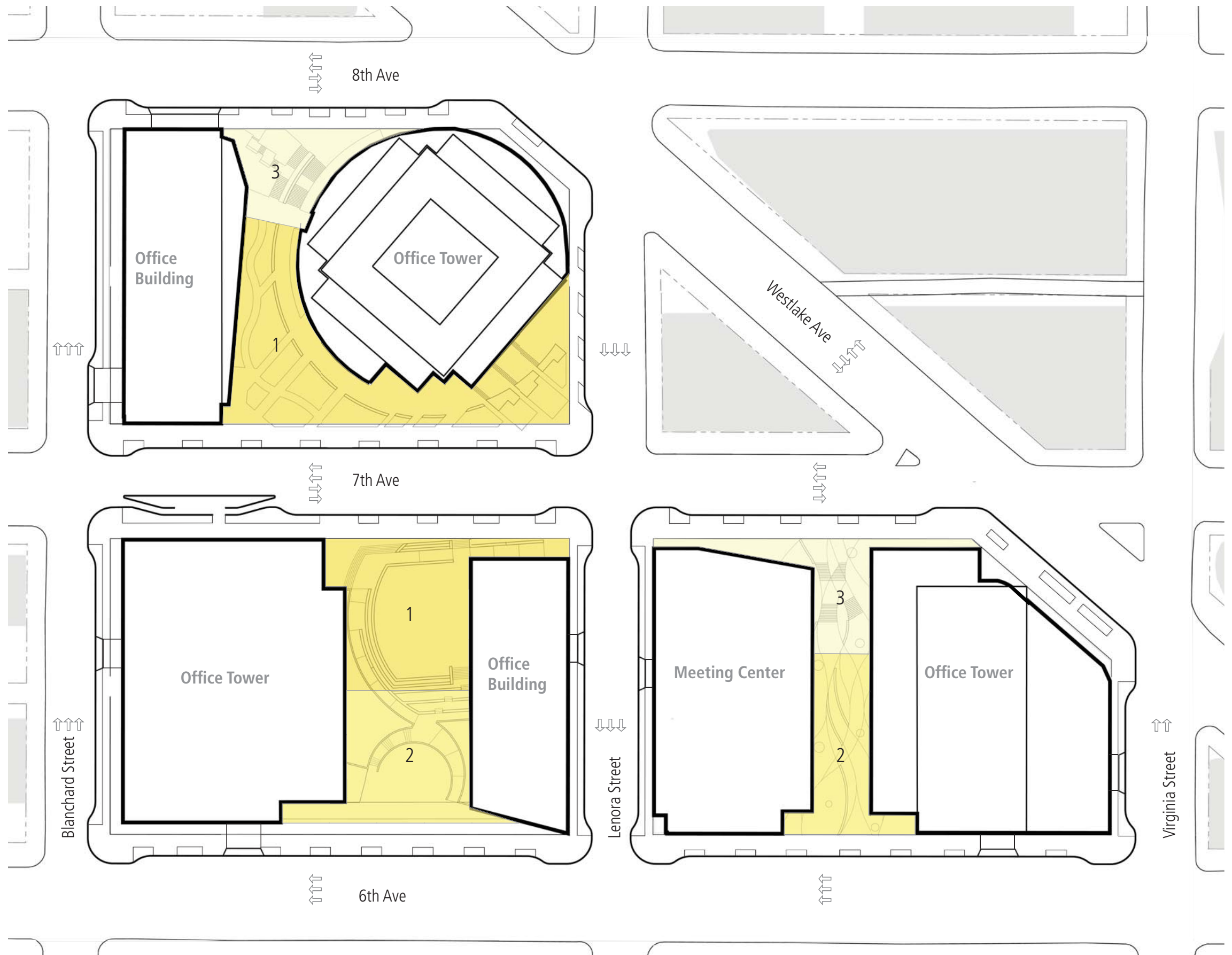


10

Streetscape & Open Space Solar Access

KEY

- 1 Sun
- 2 Part Shade
- 3 Shade

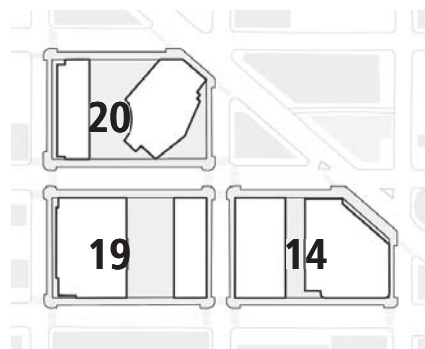
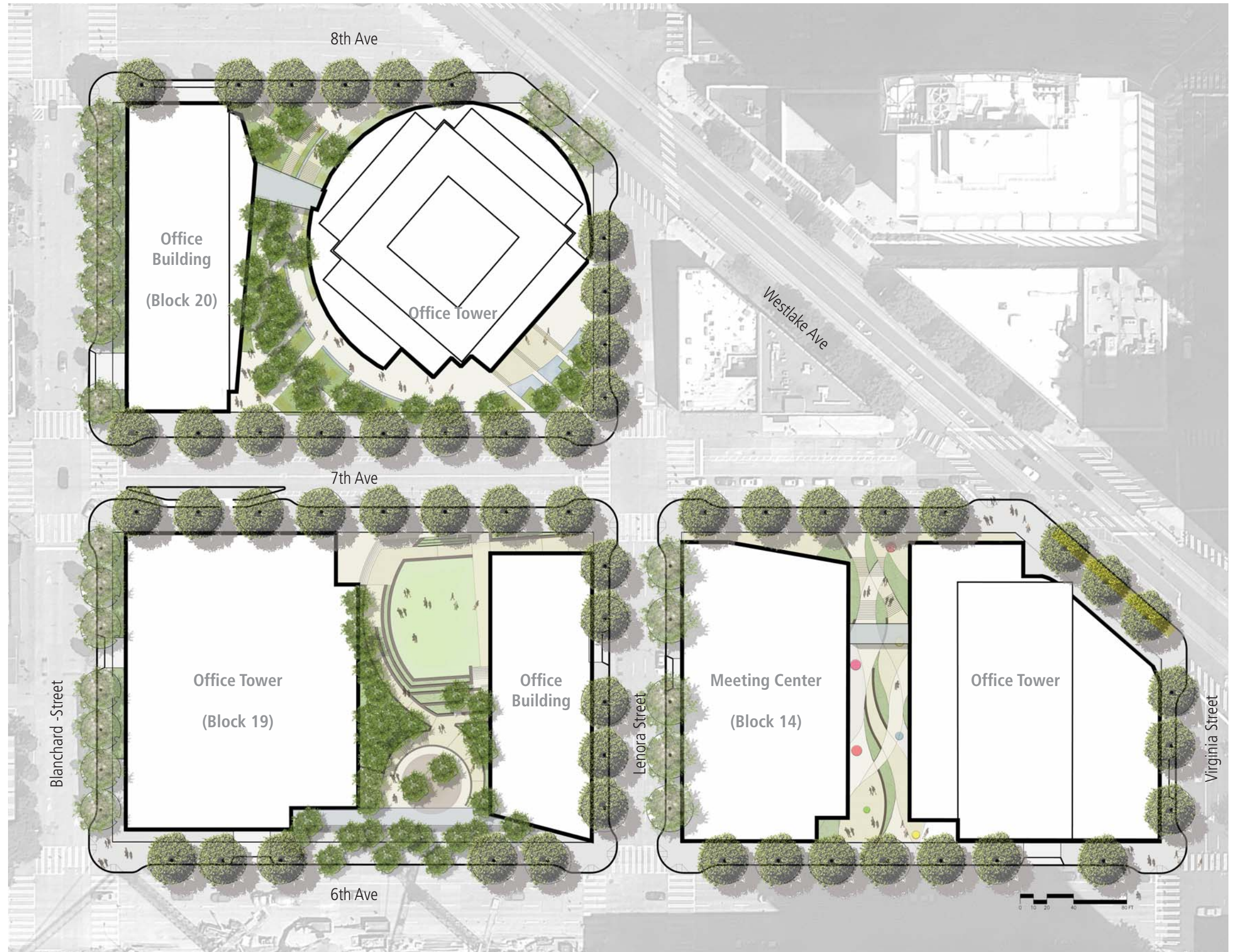


10

Streetscape & Open Space Proposed Concepts

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

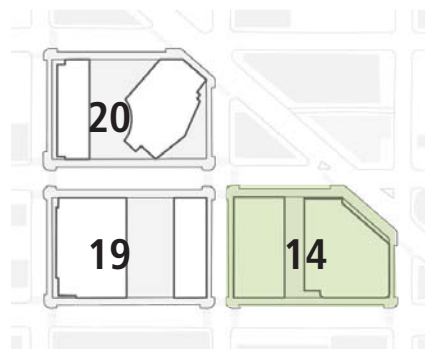
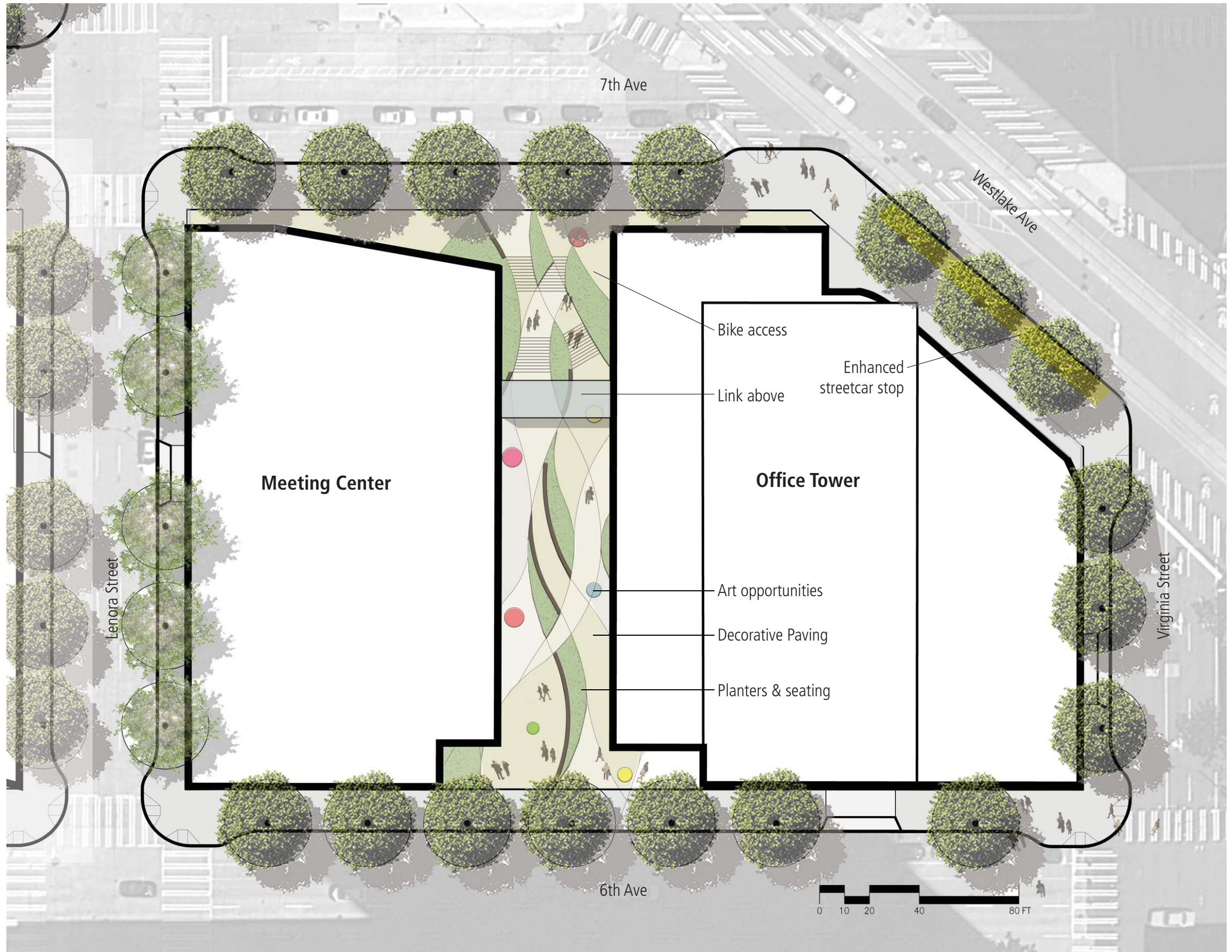


10

Streetscape & Open Space Block 14 Open Space Development

gal•ler•y [gal-uh-ree]

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



10

Streetscape & Open Space Proposed Improvements: Block 14 Sketches



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

10

Streetscape & Open Space Proposed Improvements: Block 14 Sketches



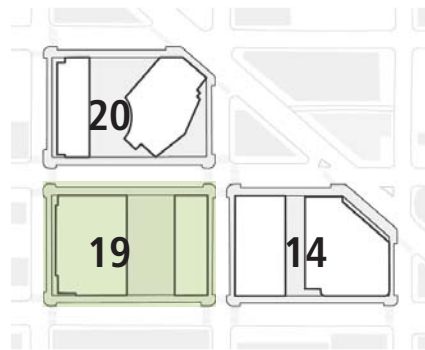
Renderings are intended to illustrate early open space and building design concepts.

10

Streetscape & Open Space Block 19 Open Space Development

park [pahrk]

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



10

Streetscape & Open Space Proposed Improvements: Block 19 Sketches



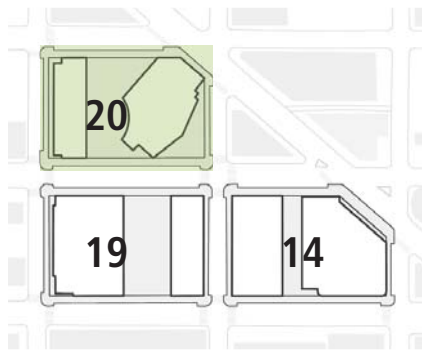
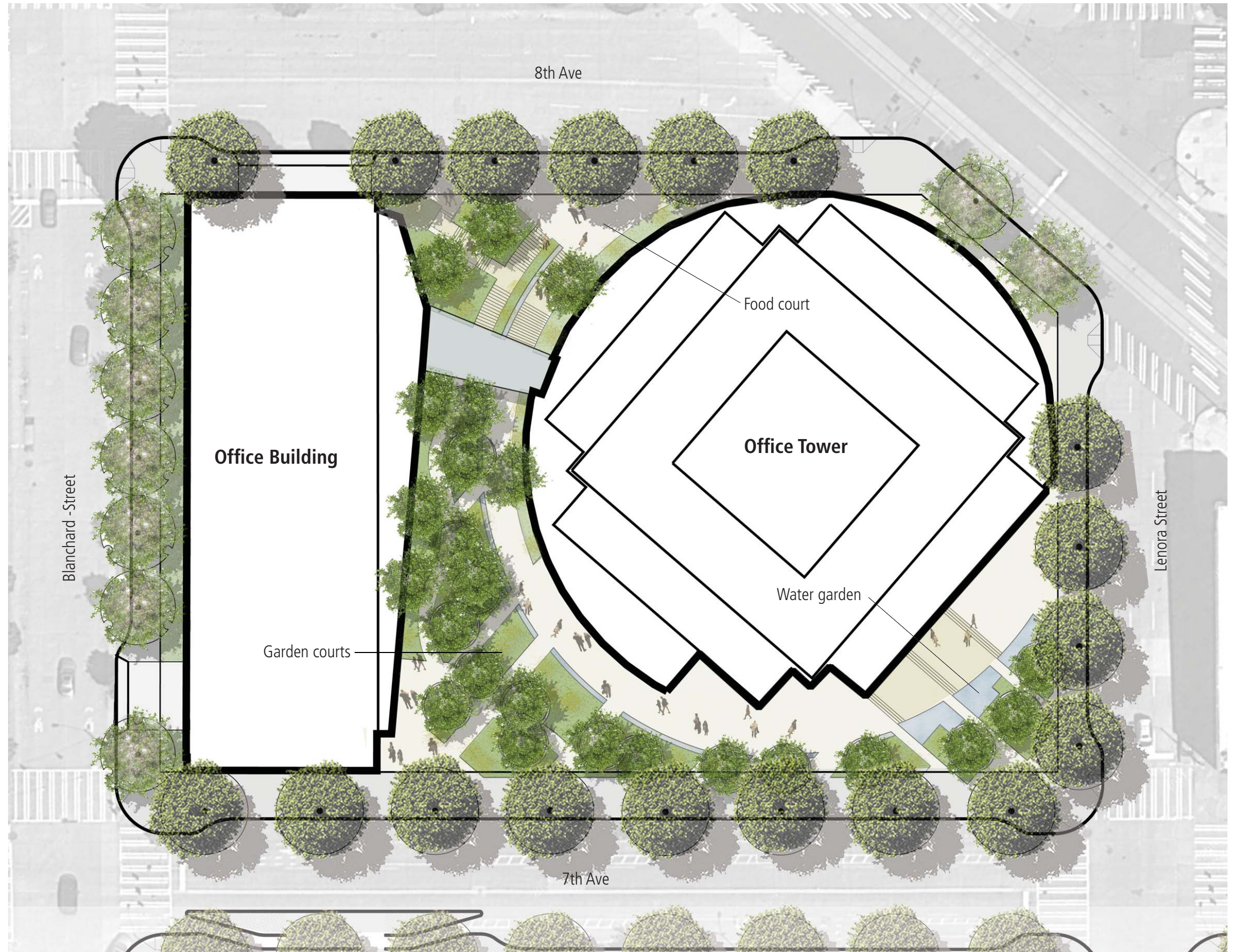
Renderings are intended to illustrate early open space and building design concepts.

10

Streetscape & Open Space Block 20 Open Space Development

gar•den [gahr-dn]

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



10

Streetscape & Open Space Proposed Improvements: Block 20 Sketch



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

10

Streetscape & Open Space Proposed Improvements: Block 20 Sketch



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

11

Schedule

Alley Vacation Petition and Design Commission Review Schedule

| | |
|--|--------------------------|
| Briefing to Design Commission | April 5, 2012 (complete) |
| SDOT Circulates Petition | April – May 2012 |
| Design Commission Meeting #1 (Urban Design Merit Review and Vote) | May 17, 2012 |
| Design Commission Meeting #2 (Public Benefit Review) | June 21, 2012 |
| Design Commission Meeting #3 (Public Benefit Vote) | July 19, 2012 |
| Design Commission Recommendation to SDOT | Early August 2012 |
| SDOT Analysis and Recommendation to City Council | Early September 2012 |

12

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.