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Property Owner and Project Applicant

600 Wall Street Development LLC
1981 N Broadway, Suite 415
Walnut Creek, CA 94596

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DEVELOPMENT OBJECTIVES

The proposal is to apply for a Master Use Permit (MUP) and Building Permit for an approximately 400 ft tall highrise multifamily development on the parcel bounded by 6th Ave. Wall St. and Denny Way in the Denny Triangle Urban Village.

The development will consist of:

- 310 residential units (studios, one-bedrooms, and two-bedrooms)
- ground level retail and commercial space
- an automated parking system for approximately 284 automobiles

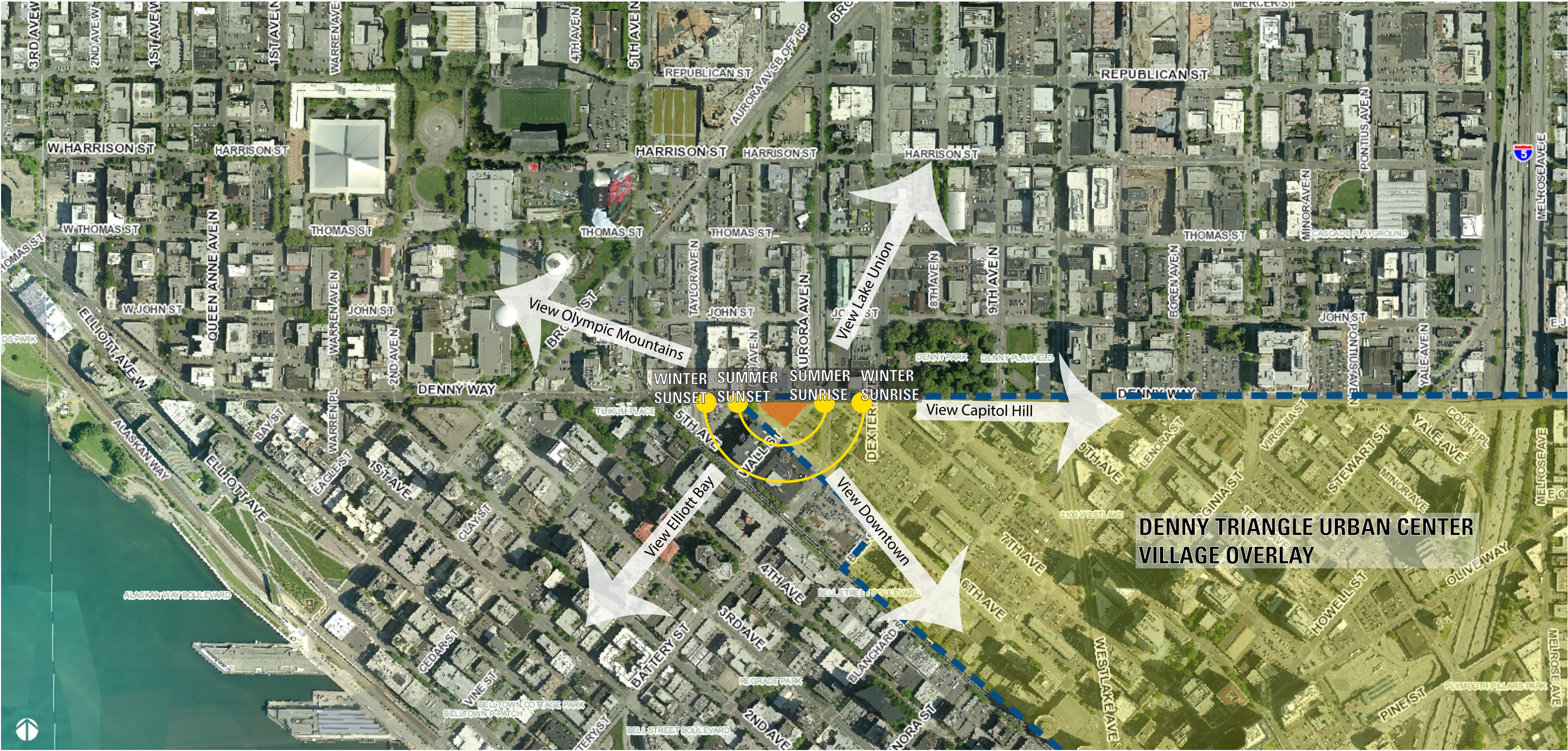
The residential density will promote livable and walkable communities within the urban village. Ground level uses will activate the streetscape and enhance the neighborhood pedestrian experience.

Our objective is to develop a concept that will enrich the district, create density that will support community services, and provide walkability to community amenities and jobs. Access to public transportation provides convenient connectivity throughout the Seattle downtown core and beyond.

Project Data	
Project Data:	DPD Project #3015251
Building Address:	600 Wall Street Seattle, WA 98109
Legal Description:	Lots 1, 2 and 3, Block X, Bell's 6th Addition to the City of Seattle, according to the plat thereof recorded in vol. 2 of alley as vacated under Ord. No. 65236 and portion of Wall St. and Denny Way as vacated under Ord. No. 91279. Except that portion thereof condemned in King County Superior Court Cause No. 193437 for widening 6th Ave, as provided under City of Seattle Ord. No. 50890 and except those portions conveyed to the City of Seattle by deeds recorded under recording nos. 2848083 and 7408080115.
Assessor's Tax Parcel Number:	069700-0370-00
Current Zoning:	DMC 240/290-400
Gross Lot Area:	10,665 Square Feet
Project Description:	The project will consist of 39 floors above grade and 6 floors of below grade parking. Above grade levels will be comprised of: - 1 Floor of Lobby/Retail/Parking Ramps - 5 Floors of Parking - 31 Floors of Residential - 2 Floors of Amenities
Project Unit Count:	310 Residential Units
Commercial Space:	1,800 Square Feet
Parking Count:	284 Stalls

SITE ANALYSIS

LARGER VICINITY MAP AND VIEWS

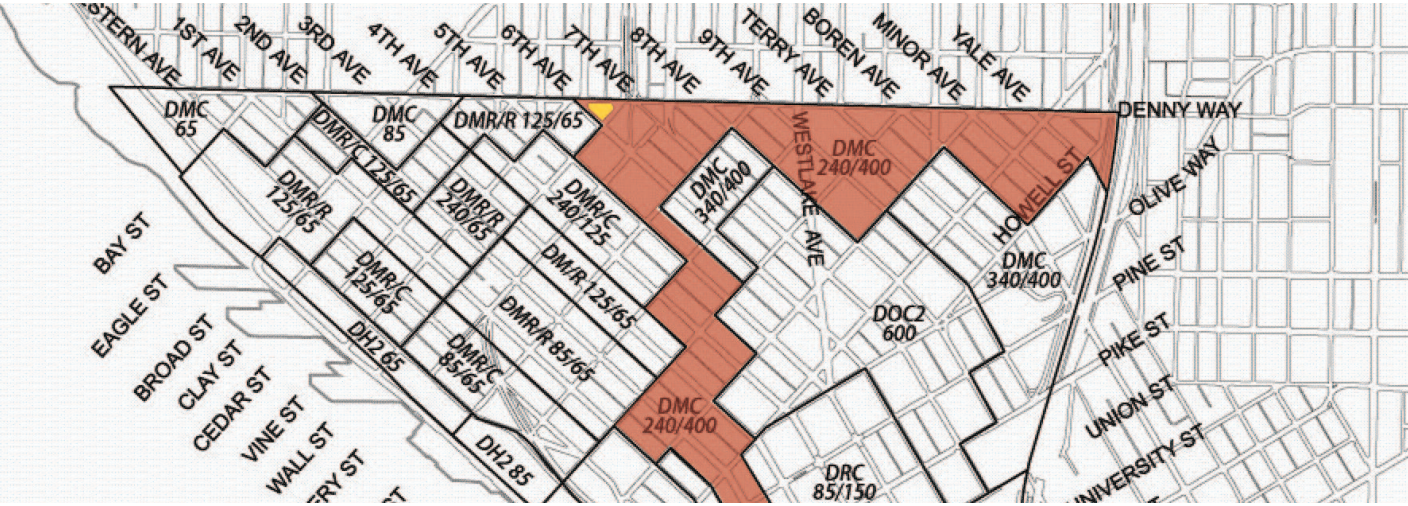




TOP Northwest view from 20th
 floor of proposed building
 ABOVE Southwest view from 20th
 floor of proposed building
 RIGHT Site footprint as seen from
 the Space Needle



SMC TITLE 23



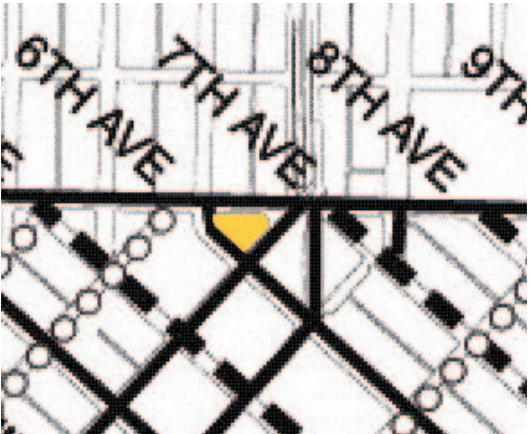
23.49 Map 1A: Zoning

Code Section	Requirements	Proposed
23.49 Map 1 A Zoning	DMC 240/290-400 - Downtown Mixed Commercial	
23.49.008 Structure Height	400'	396'
23.49.010 B Common Recreation Area	<p>Common recreation area is required for all new development with more than twenty (20) dwelling units. Required common recreation area shall meet the following standards:</p> <ol style="list-style-type: none"> 1. 5% of gross residential area 302,040 = 15,102 sf. Lot area = 10,665 sf. In no instance shall the amount of required common recreation area exceed the area of the lot. The common recreation area shall be available to all residents and may be provided at or above ground level. Required Common Recreation Area = 10,665 sf. 2. A maximum of fifty (50) percent of the common recreation area may be enclosed. Maximum Interior Space Allowed = 5,332 sf 3. The minimum horizontal dimension for required common recreation areas shall be fifteen (15) feet, except for open space provided as landscaped setback area at street level, which shall have a minimum horizontal dimension of ten (10) feet. No required common recreation area shall be less than two hundred twenty-five (225) square feet. 	<p>4,883 sf Open Space 7,239 sf Interior Recreation Floor Area 12,122 sf Total</p>

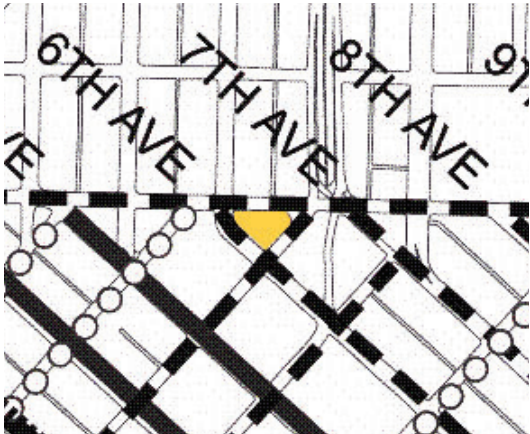
Code Section	Requirements	Proposed
23.49.011 FAR	Base: 5 Max: 7	62,300 sf
23.49.018 Overhead Weather Protection	Continuous - minimum 8' or extend within 2' of curb - whichever is less. 10' minimum and maximum 15' above sidewalk	Continuous Canopy 15' above side walk elevation
23.49.020 Demonstration of LEED Silver	If condition of permit.	TBD
23.49.024 View Corridor		Not Applicable - Map 1D
23.49.056 Façade, landscaping, Setback Requirements	Minimum Façade Heights 6th Ave. - 15' Wall St. - 15' Denny Way - 15' Setback Limits Setback Limits for Property Line Facades. The following setback limits apply to all streets designated on Map 1H as requiring property line facades. a. The facades of structures 15 feet or less in height shall be located within 2 feet of the street lot line. b. Structures greater than 15 feet in height are governed by the following criteria: 1) No setback limits apply up to an elevation of 15 feet above sidewalk grade. 2) Between the elevations of 15 and 35 feet above sidewalk grade, the facade shall be located within 2 feet of the street lot line, except that: a) Any exterior public open space that satisfies the Downtown Amenity Standards, whether it receives a bonus or not, and any outdoor common recreation area required for residential uses, is not considered part of the setback. b) iv. The facade of the structure shall return to within 2 feet of the street lot line between each setback area for a minimum of 10 feet. Balcony railings and other nonstructural features or walls are not considered the facade of the structure.	15' 15' 15' NA - Map 1H NA

Code Section	Requirements	Proposed	Code Section	Requirements	Proposed
	<p>Facade transparency requirements apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that if the slope along the street frontage of the facade exceeds 7.5 percent, the transparency requirements apply to the area of the facade between 4 feet and 8 feet above sidewalk grade. Only clear or lightly tinted glass in windows, doors, and display windows is considered to be transparent. Transparent areas shall allow views into the structure or into display windows from the outside.</p> <p>Facade transparency requirements do not apply to portions of structures in residential use</p>			<p>d. All plant material shall be planted directly in the ground or in permanently installed planters where planting in the ground is not feasible. A minimum of 50 percent of the plant material shall be perennial.</p>	
	<p>Blank Façade Limits</p> <p>Blank facade limits apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that where the slope along the street frontage of the facade exceeds 7.5 percent, blank facade limits apply to the area of the facade between 4 feet and 8 feet above sidewalk grade.</p> <p>Any portion of a facade that is not transparent shall be considered to be a blank facade.</p> <p>Blank facade limits do not apply to portions of structures in residential use</p>		23.49.058	Development Standards	
			Table 23.49.058A		
			Facade Modulation*	0 to 85' - Unlimited 86' to 160': 155'	Denny Way: 162' 6th St: 117' Wall St.: 89'
				161' to 240': 125'	Denny Way: 162' 6th St: 117' Wall St.: 89'
				241' to 500': 100'	Denny Way: 162' 6th St: 117' Wall St.: 89'
			Table 23.49.058D		
			Maximum gross residential floor area	Average gross residential floor area: 10,000 sf	9,640 sf 9,640 sf 6th Ave.:117'
				Maximum Tower Width	
				Maximum Residential Floor area on any level: 11,500 sf	
				In DMC zones, the maximum facade width for portions of a building above eighty-five (85) feet along the general north/south axis of a site (parallel to the Avenues) shall be one hundred twenty (120) feet or eighty (80) percent of the width of the lot measured on the Avenue.	
			23.54.015, 23.54.019, 23.54.030		
			Parking		284 automated parking spaces
			23.49.01.2		
			Parking*	No parking, either long-term or short-term, is required for uses on lots in Downtown zones. (2) Parking above the third story of a structure shall be separated from the street by another use for a minimum of thirty (30) percent of each street frontage of the structure. For structures on lots located at street intersections, the separation by another use shall be provided at the corner portion(s) of the structure.	Solid Metal Panels or Opaque Glass to provide screening
				* - See Anticipated Departure Requests	

Code Section	Requirements	Proposed
	(3) The perimeter of each story of parking above the first story of the structure shall have an opaque screen at least three and one-half (3 1/2) feet high where the parking is not separated from the street by another use.	
Table 23.49.019A Bicycle Parking	1 space / 2 dwelling units - 155 required	155
23.54.040 Solid Waste & Recyclable Materials	<p>Parking spaces required by Section 23.54.015, and required barrier-free parking, shall meet the standards of this Section 23.54.030. Parking for residential uses provided in excess of the quantity required by Section 23.54.015 is exempt from the requirements of subsections 23.54.030.A and 23.54.030.B.</p> <p>Provide 575 SF for first 100 units + 4sf for each additional unit above 100 + 50% of storage for non residential space less 15% for minimum 20' horizontal dimension. 575sf + (210x4sf + 82 sfx 50%) less 15%= 1202 SF.</p>	1,220 sf
23.49 Map 1B Street Classifications	Principal Arterial	All three streets are prinicpal arterial
23.49 Map 1F Pedestrian Classification	Class II	Residential Street Level Uses Overhead weather protection All three streets are Class II Pedestrian



23.49 Map 1B



23.49 Map 1F

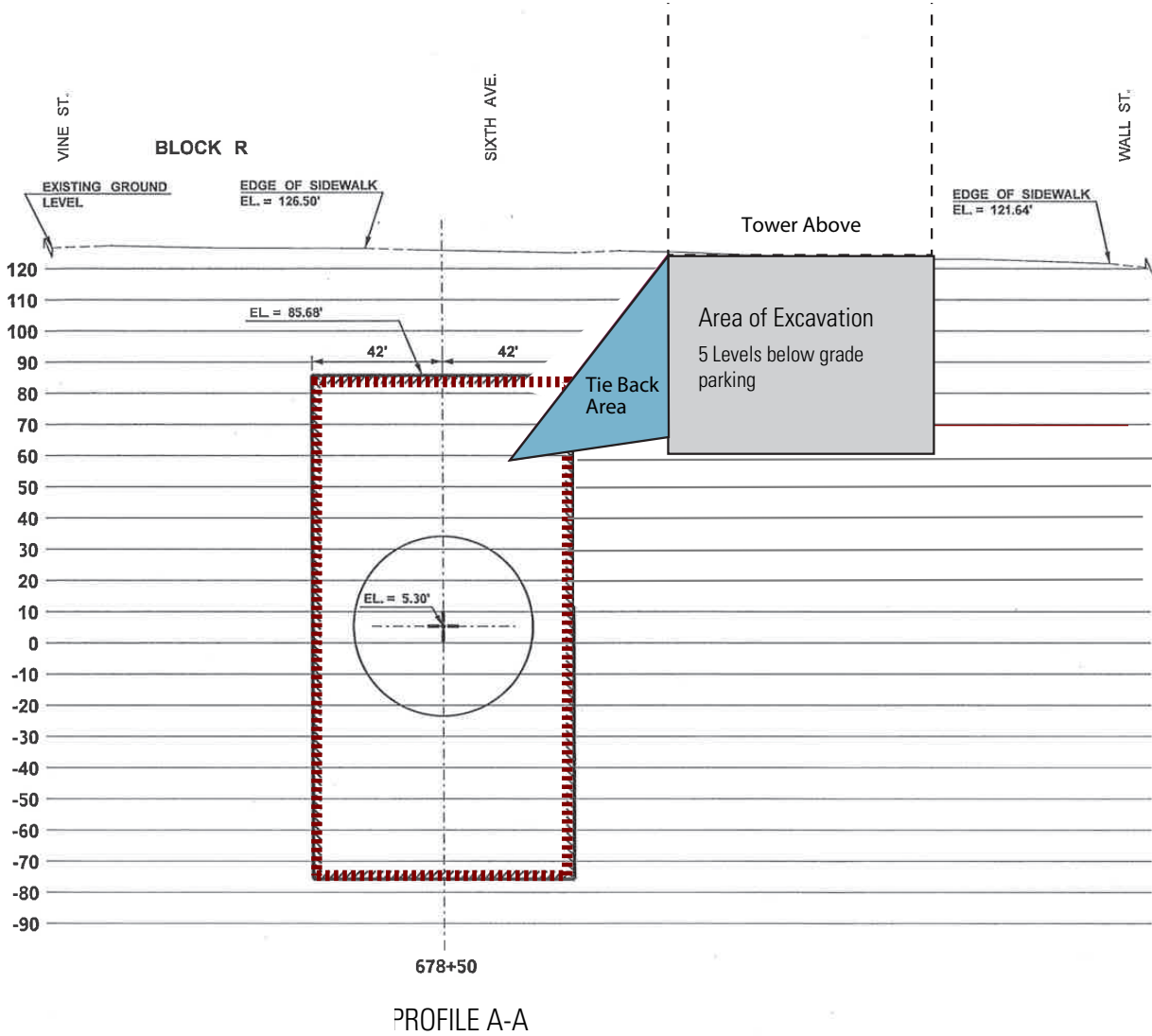
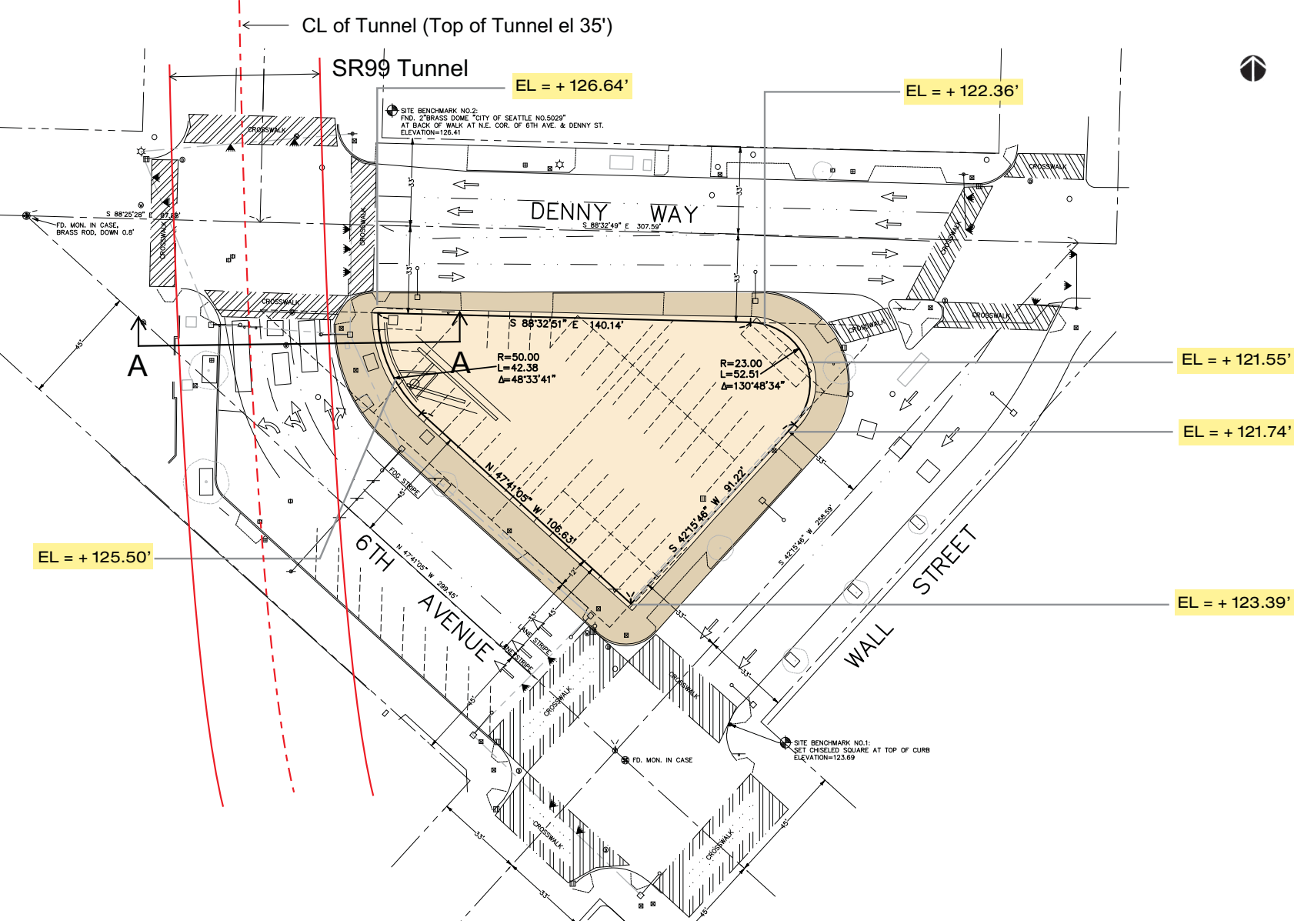
- Access Street
- Principal Arterial
(other than Principal Transit Street)
- Minor Arterial
(other than Principal Transit Street)
- Green Street
- Principal Transit Street
- Access to parking regulated by Special Review or Historic District regulations. See Map D for 23.66.170 and Map B for 23.66.326 for street classifications in South Downtown.

- Class I
- Class II
- Green Street
- Streets with pedestrian street classifications within the Pioneer Square Preservation District and International Special Review District are identified on Map D for 23.66.170 and Map B for 23.66.326.
- Pedestrian Street Classifications may be addressed by Special Review, Historic District or other provisions

SITE SURVEY

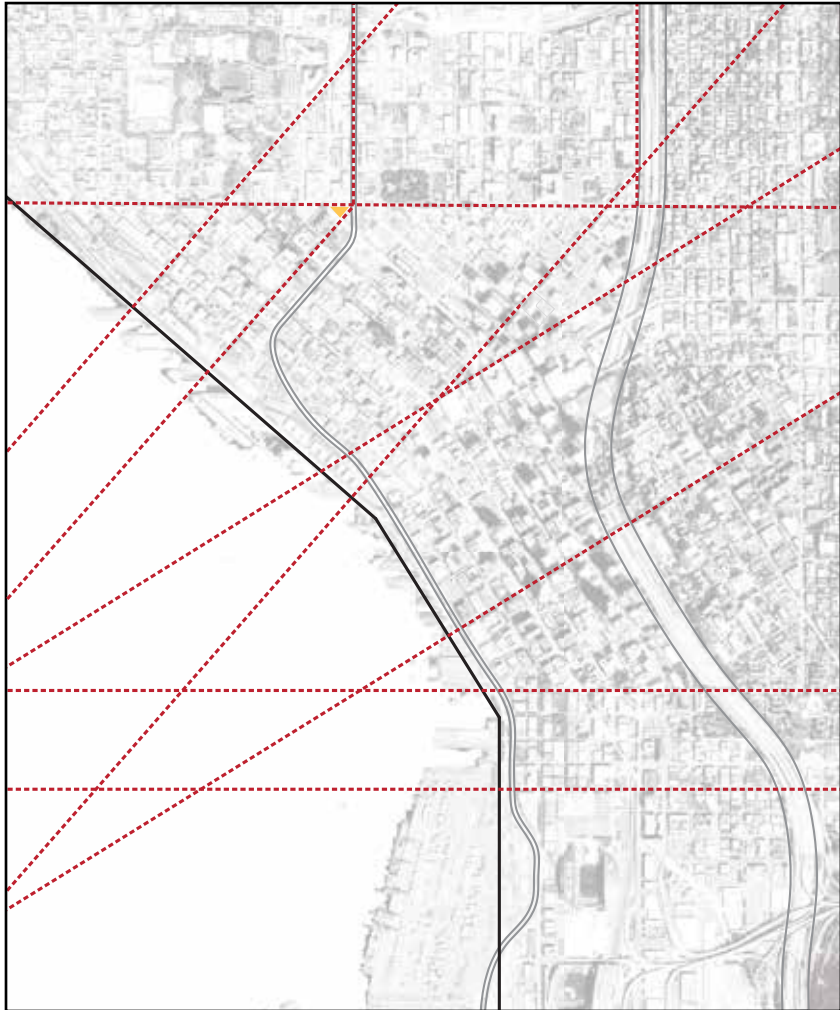
TOPOGRAPHIC SURVEY AND SHORING EXCAVATION

Diagram of Tunnel Proximity



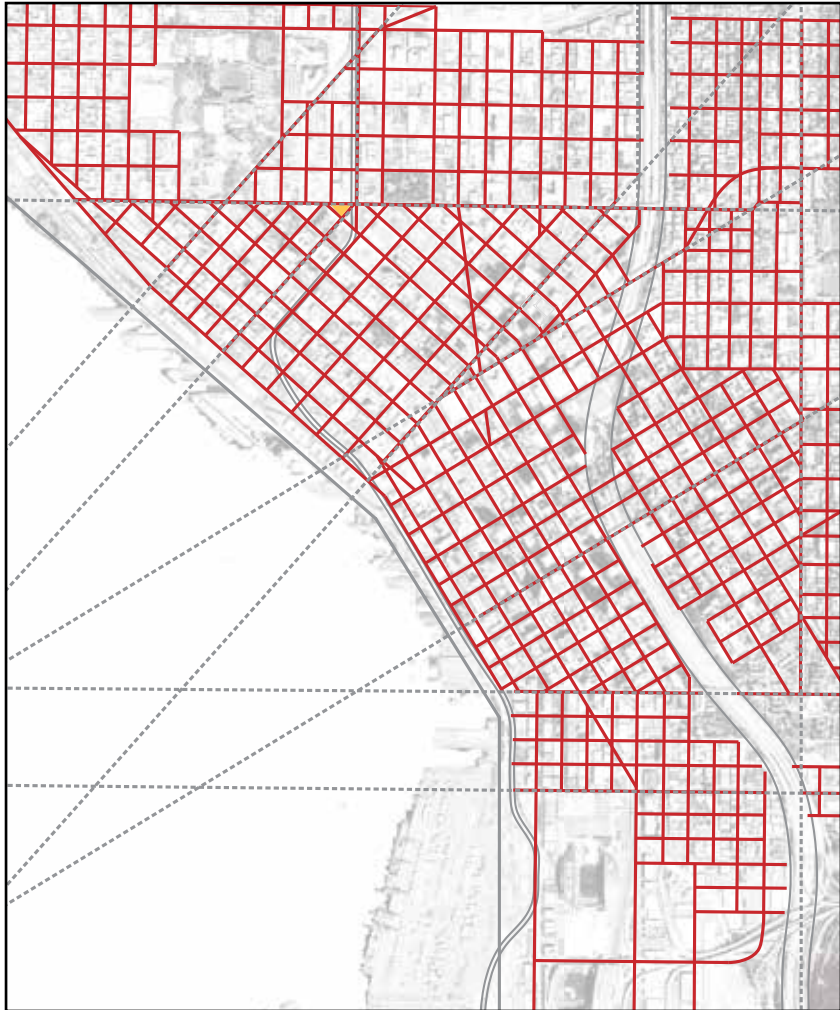
URBAN FORM ANALYSIS

GRID SHIFTS AND TRIANGLES



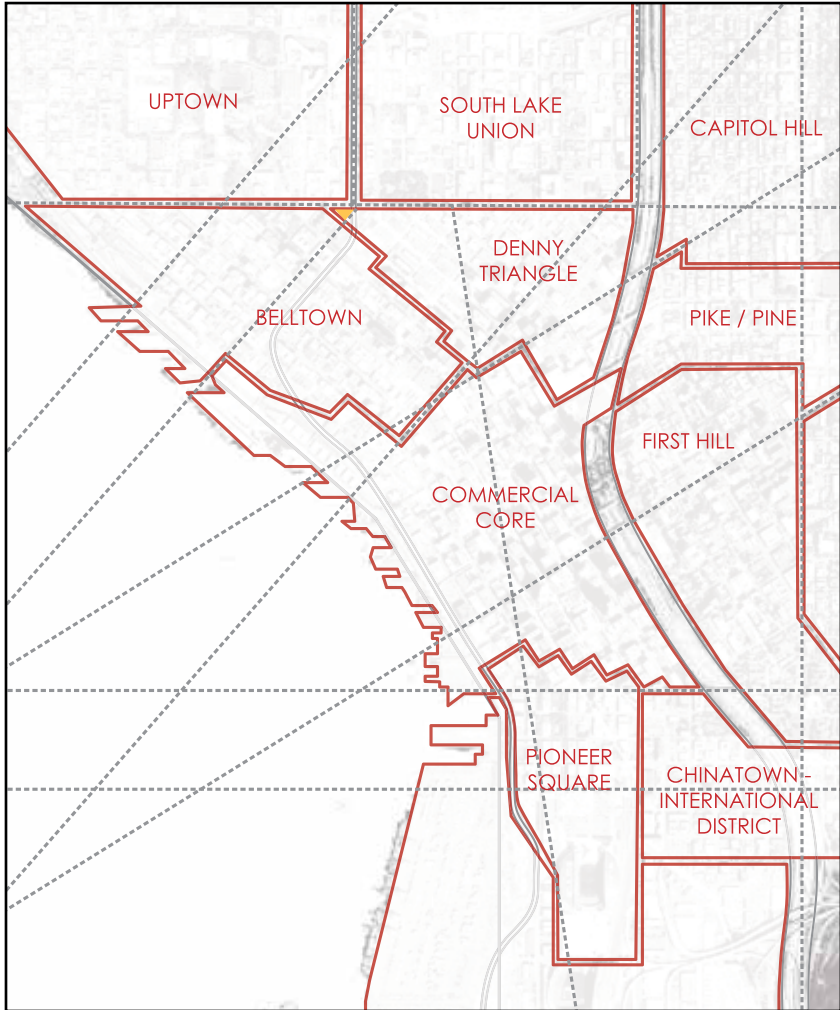
ALIGNMENT TO WATERFRONT

The predominant grain of Seattle’s urban fabric orients itself towards the waterfront.



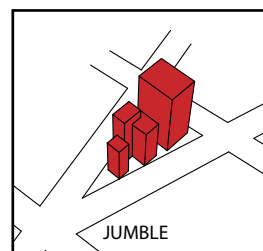
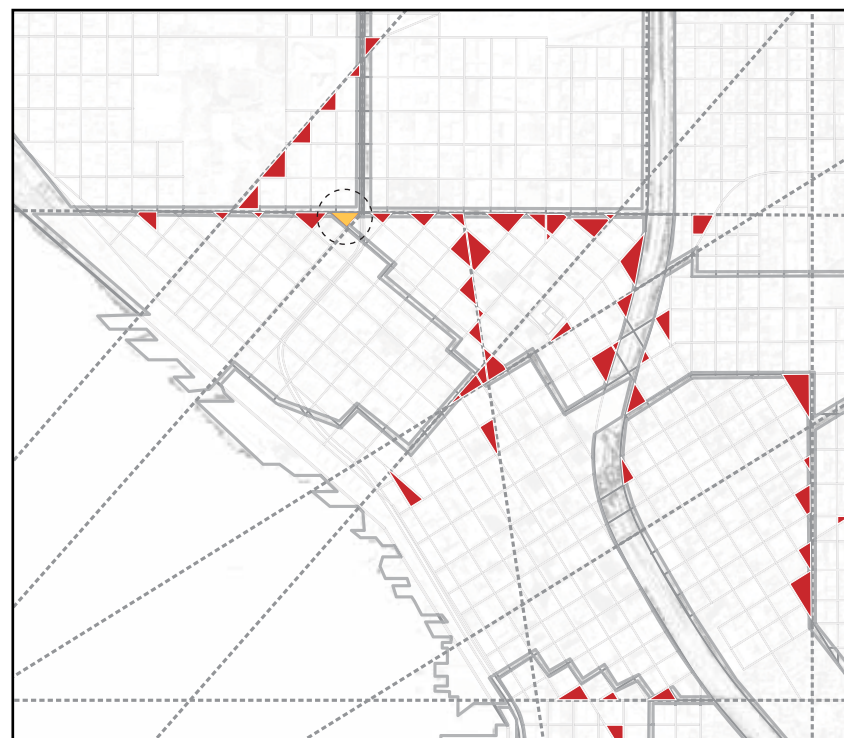
SHIFTS IN THE CITY GRID

The varied directionality of the grain produces Seattle’s unique shifted grid conditions.

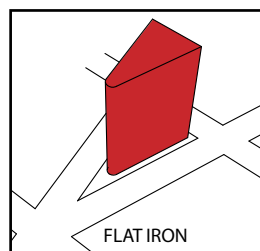


THE NEIGHBORHOODS

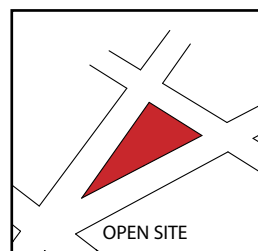
The edges of the shifted conditions help define distinct districts in the city center.



JUMBLE



FLAT IRON



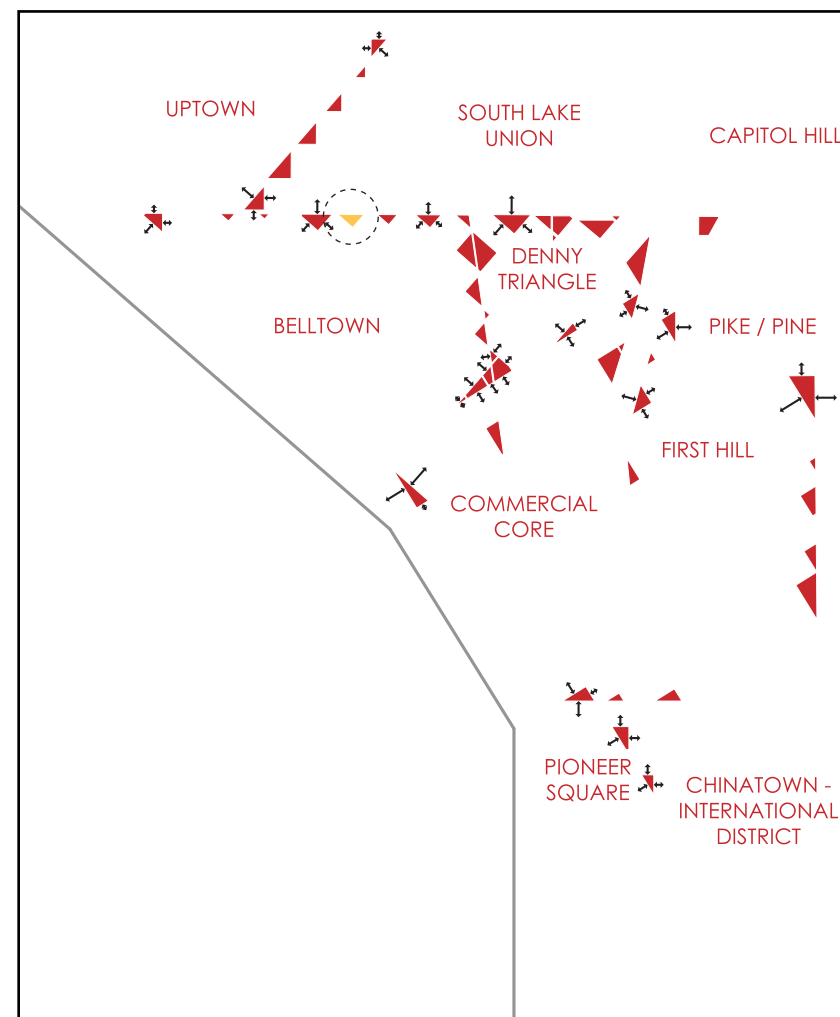
OPEN SITE



PROJECT SITE

THE TRIANGLES

The shifting grids create moments for distinctive urban building typologies and open spaces.



NEIGHBORHOOD IDENTITY AND CONNECTIONS

These triangles both define the identity of the districts and serve as critical urban connections.



THE 6TH AND WALL TRIANGLE

The 6th and Wall triangle is a unique opening amidst the urban density of the downtown core. It presents a major opportunity to help accentuate its significance and improve its connectivity.

NEIGHBORHOOD CONTEXT

URBAN NETWORK



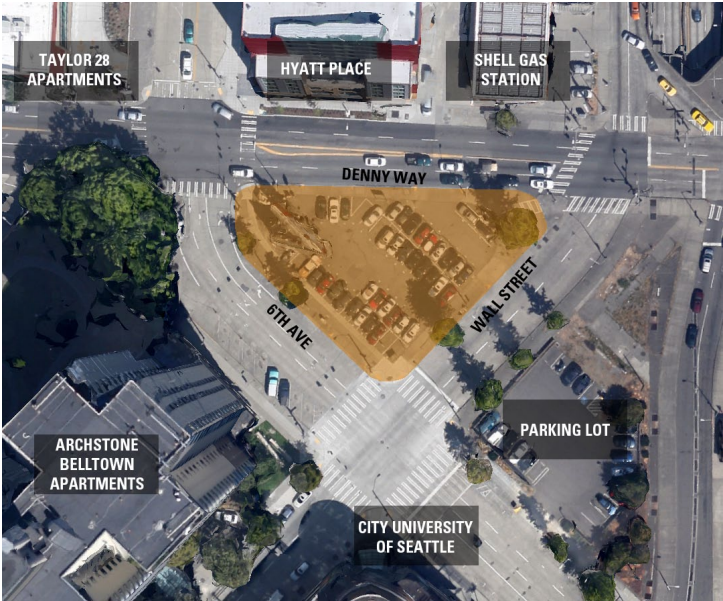
LANDMARKS



- A. EMP Museum
- B. Space Needle
- C. Pacific Science Center
- D. Taylor 28 Apartments
- E. Archstone Belltown Apartments
- F. City University of Seattle
- G. Hyatt Place
- H. Shell Gas Station
- I. Elephant Super Car Wash
- J. Denny Park

SITE CONDITIONS

STREETSCAPE



② Wall and Denny



① 6th and Wall



③ Denny and 6th

ALTERNATIVE DESIGN CONCEPTS

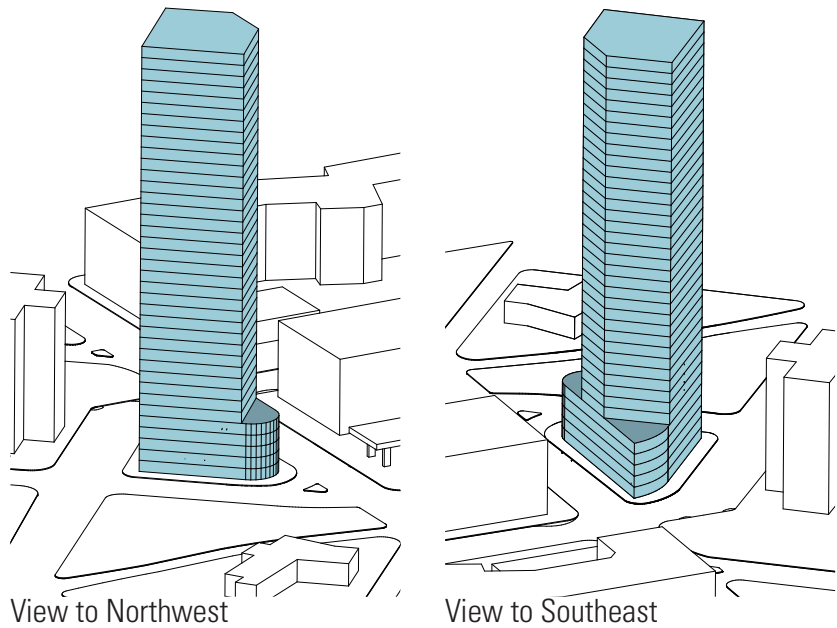
MASSING

Alternate Scheme A

This alternative maximizes the property area on the lower level commercial and parking, and tackles the odd shape of the site by squaring off the upper floors.

- Advantages:
- Potential exterior community space
 - Heirarchy of floors
 - Code compliant

- Disadvantages:
- Loss of square footage

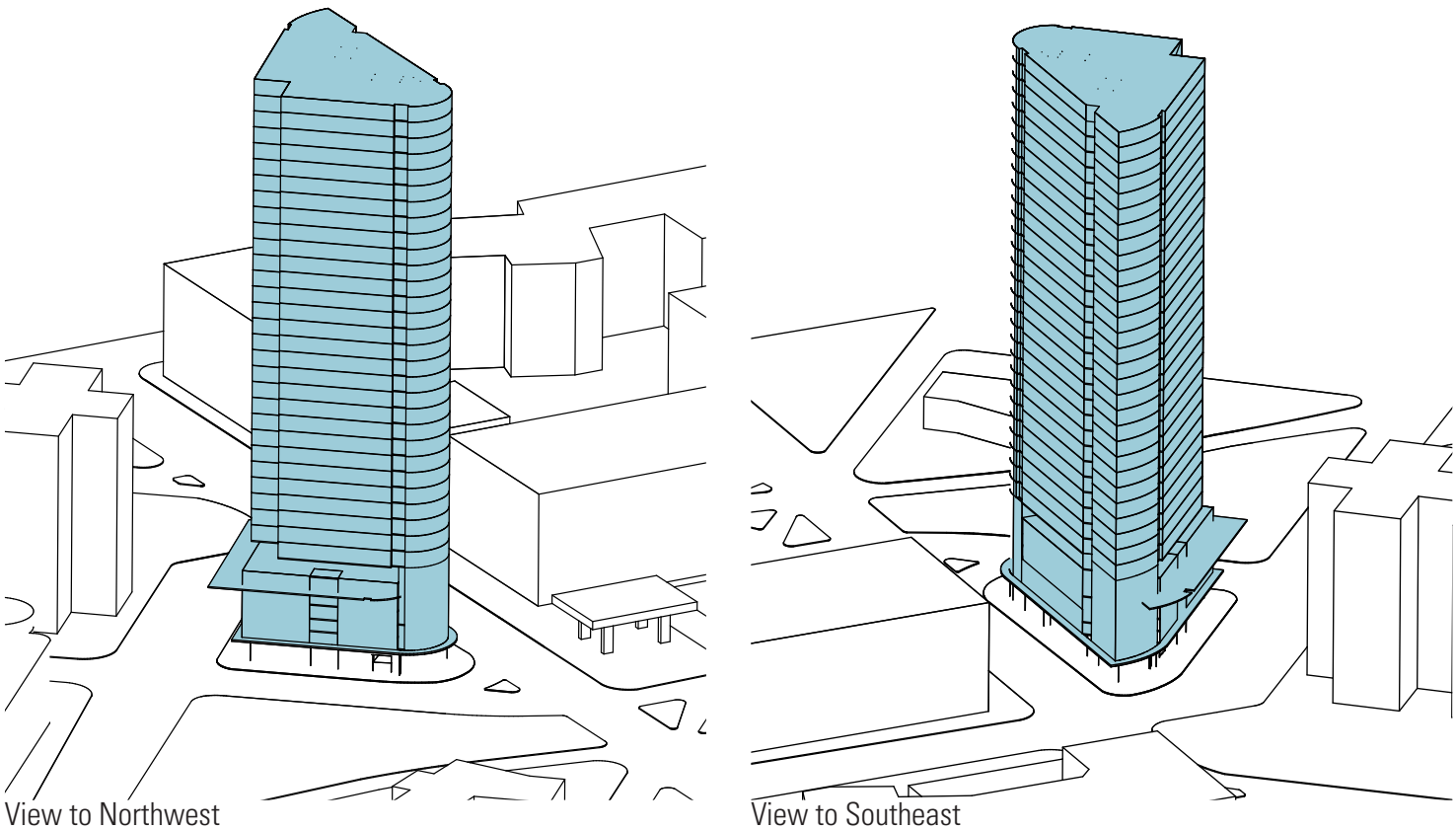
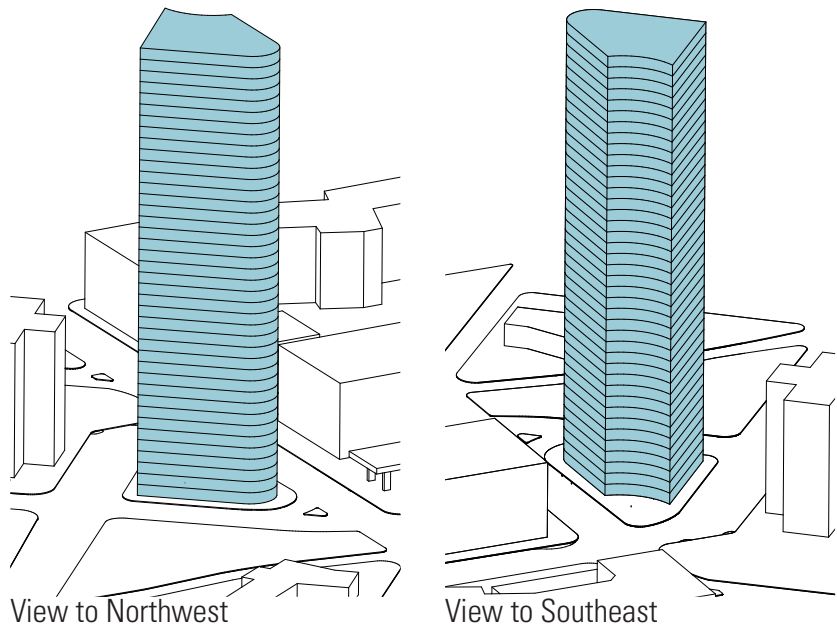


Alternate Scheme B

This alternative features a concave face on the corner of Denny and 6th to reflect the curvature of the Space Needle.

- Advantages:
- Consistent floor plates
 - Code compliant

- Disadvantages:
- Loss of square footage



Alternate Scheme C - Preferred

This alternative inverts the corner of 6th and Wall and offers breaks in the main facade along Denny.

- Advantages:
- Consistent floor plan
 - Maximizes square footage

- Disadvantages:
- Departure from code

Note: This project in essentially the same form went through Downtown Design Review EDG and Recommendation in 2006, and had a DPD decision in April 2007. Both the 2006 DRB Recommendation and Decision endorsed the basic massing of Scheme C and similar departures presented in this booklet. This submittal is based on the scheme C massing.

While these are general massing concepts, the developed design features a stronger base to engage the tower with the streetscape. The top of the tower has been articulated since the building will be highly visible from different vantage points of land and water.

CONCEPT DESIGN

PROPOSED PROJECT IN CONTEXT

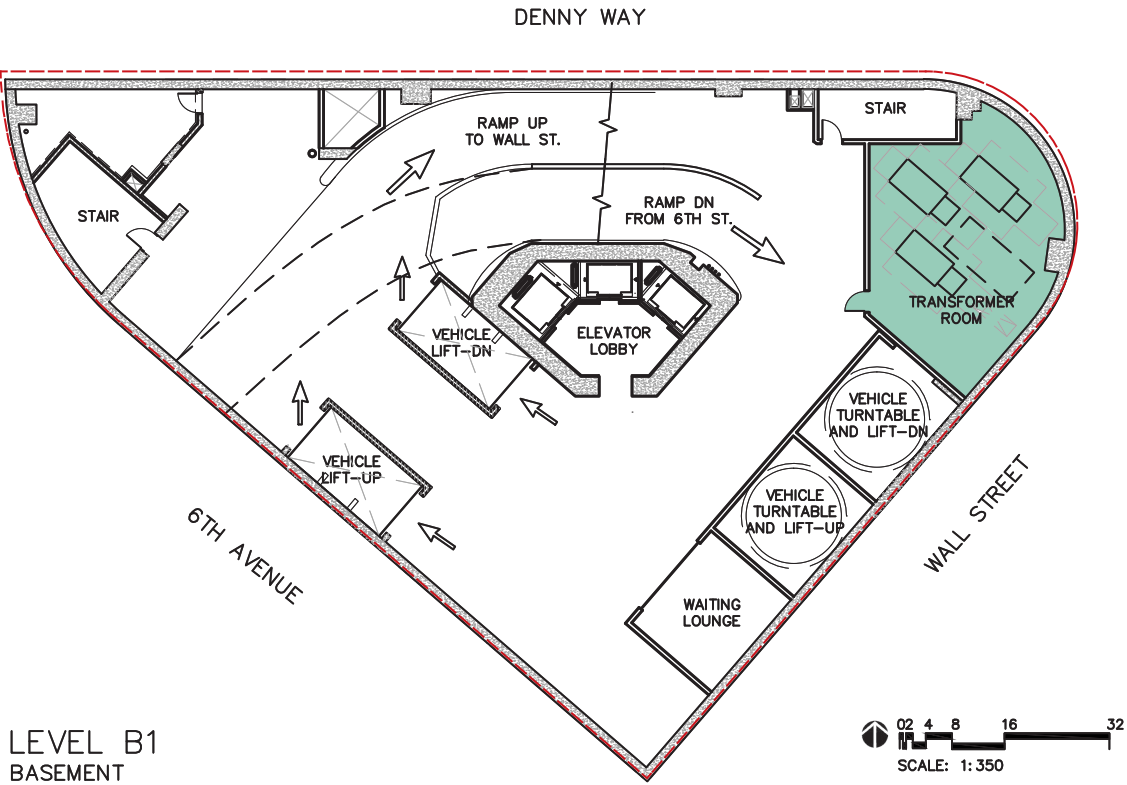
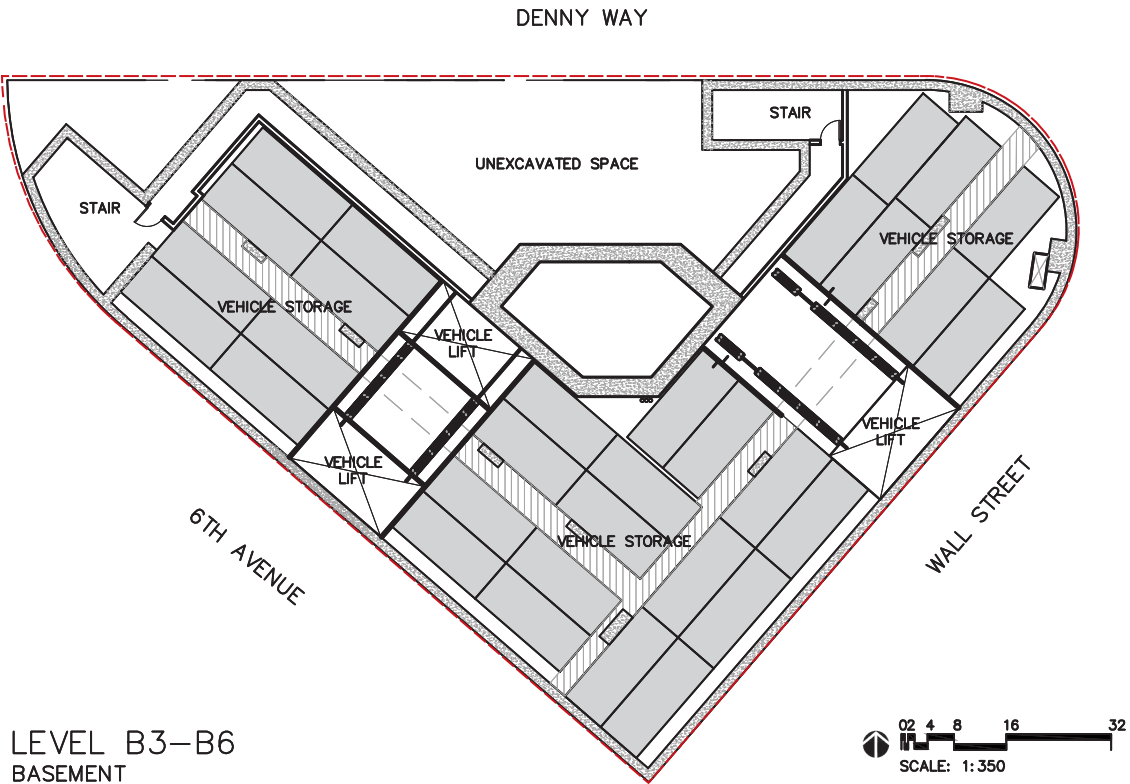
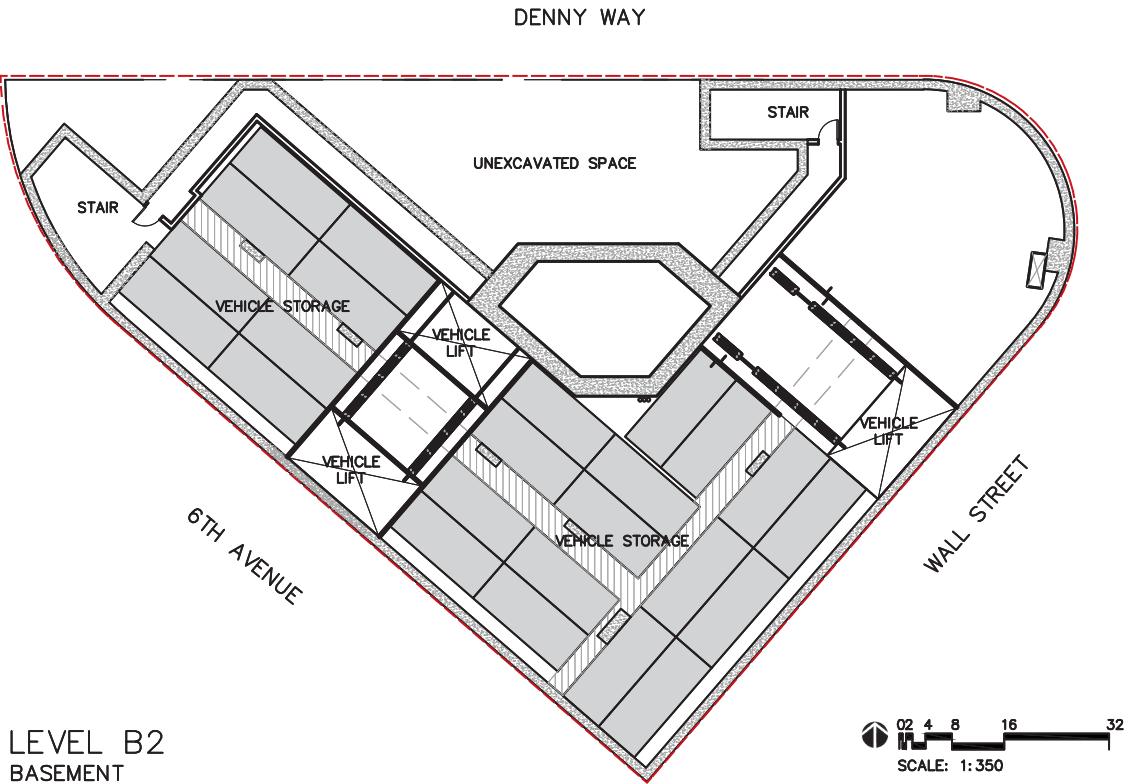


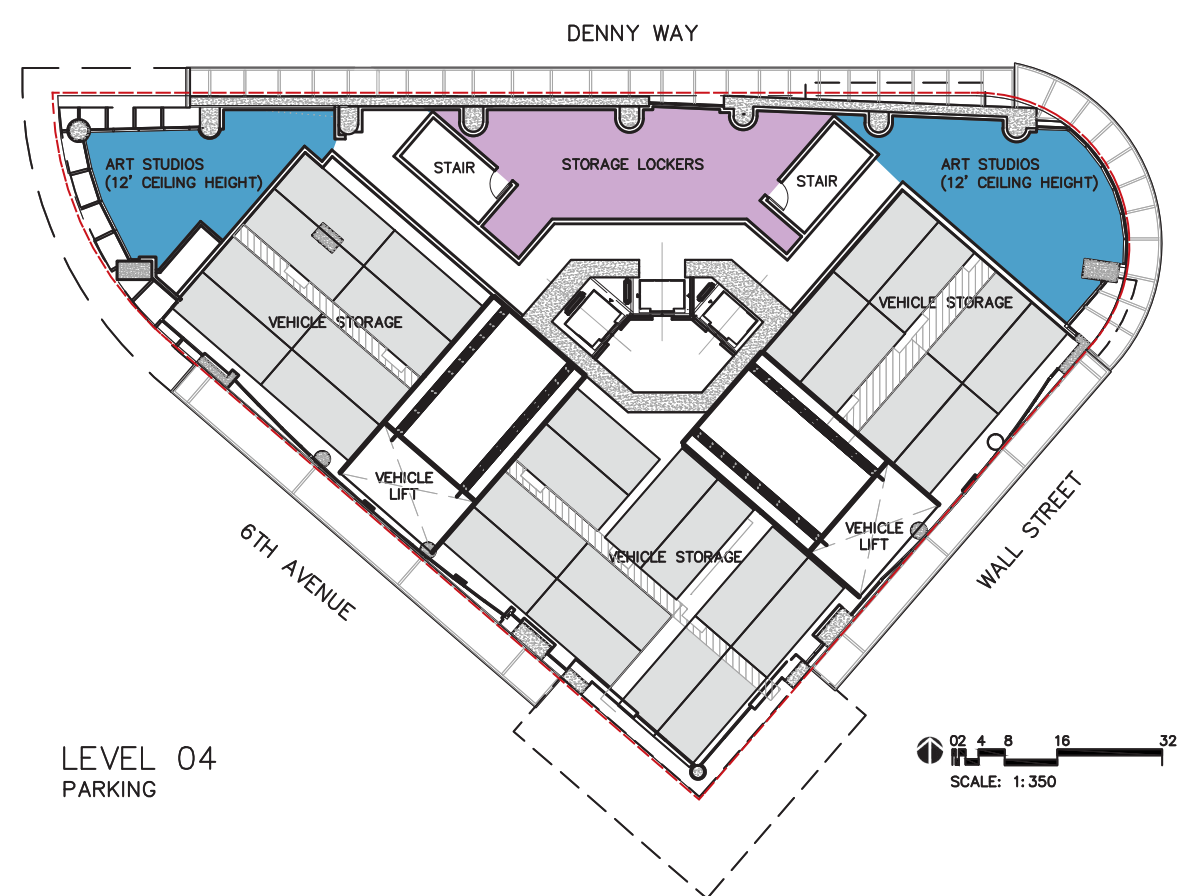
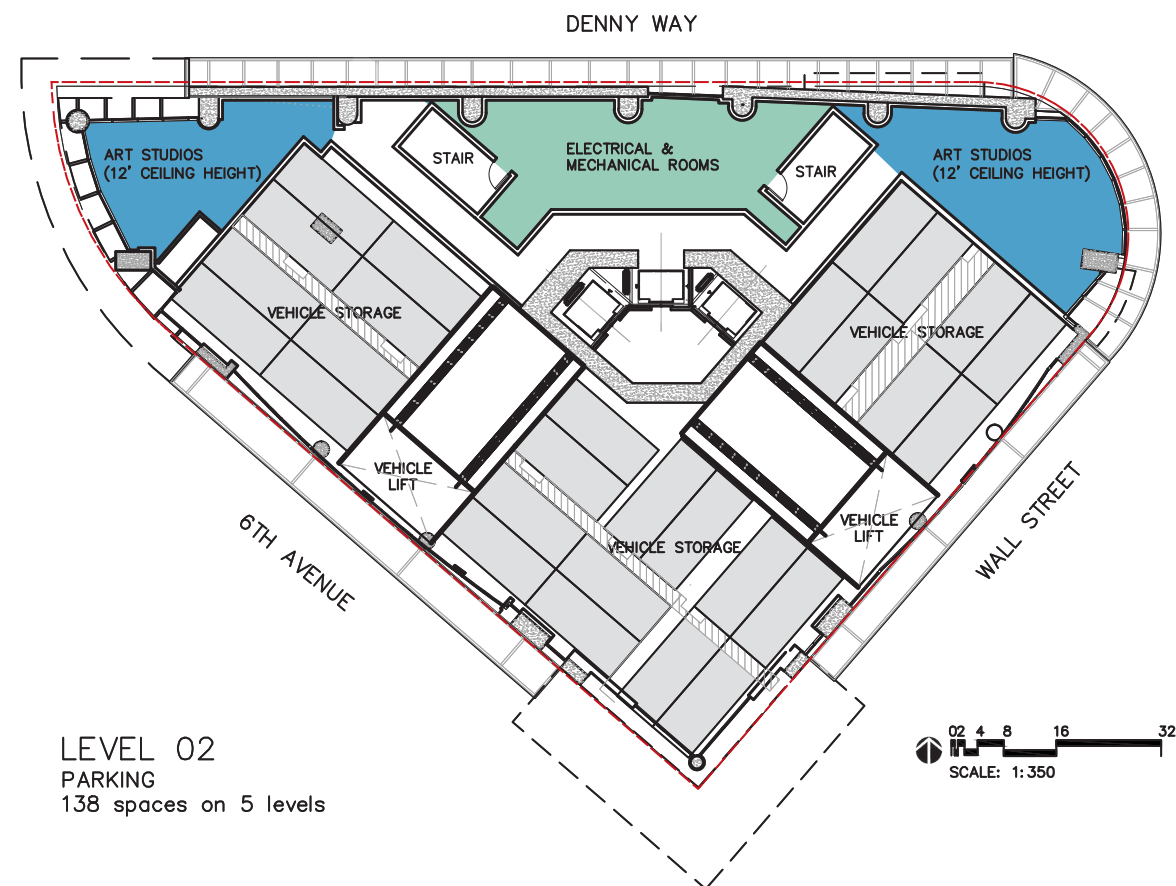
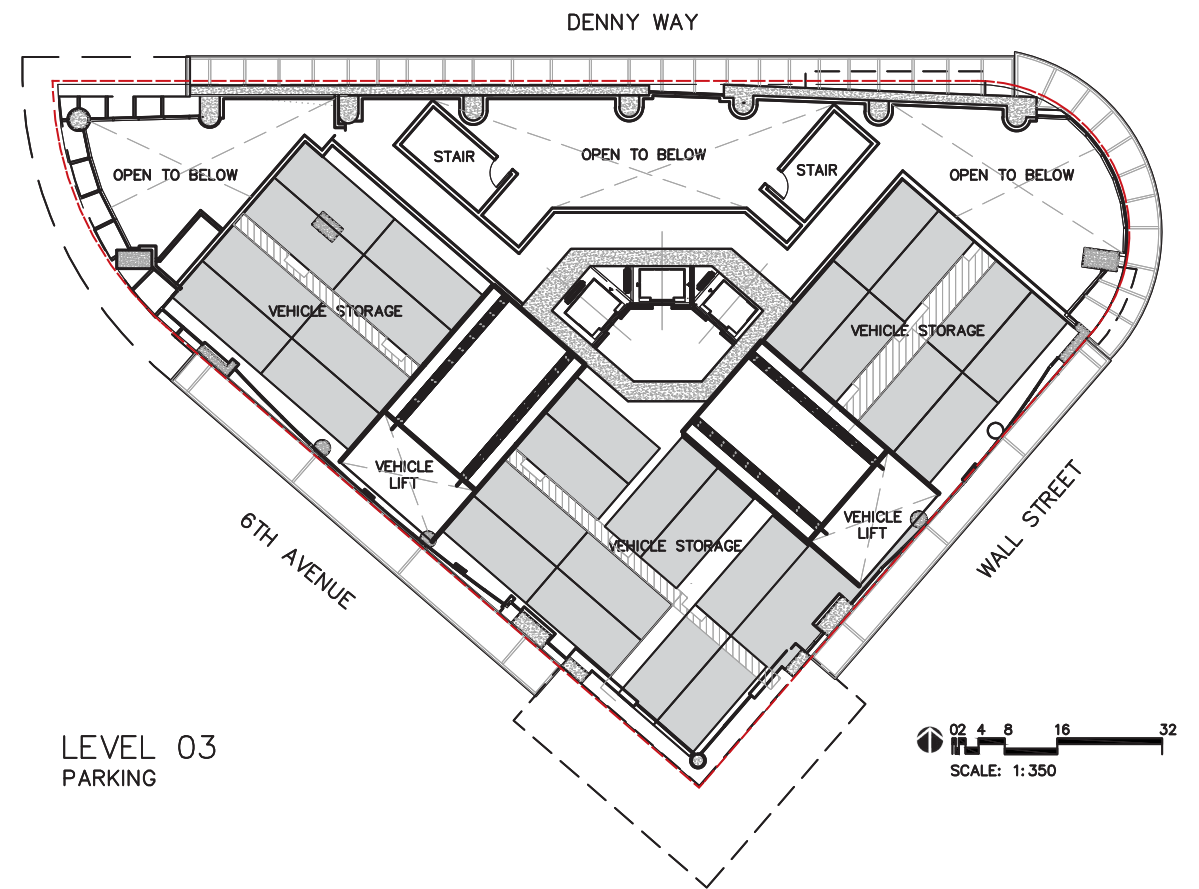
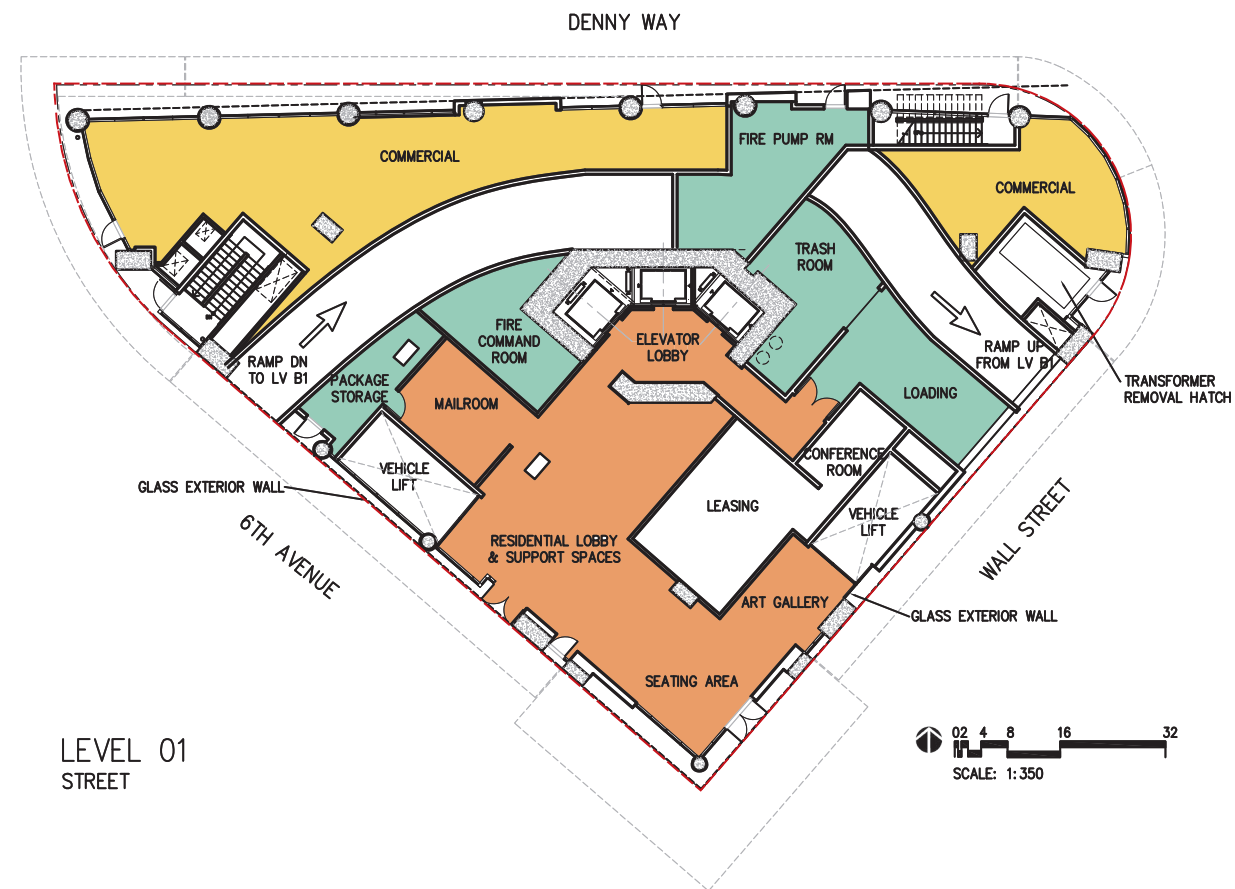
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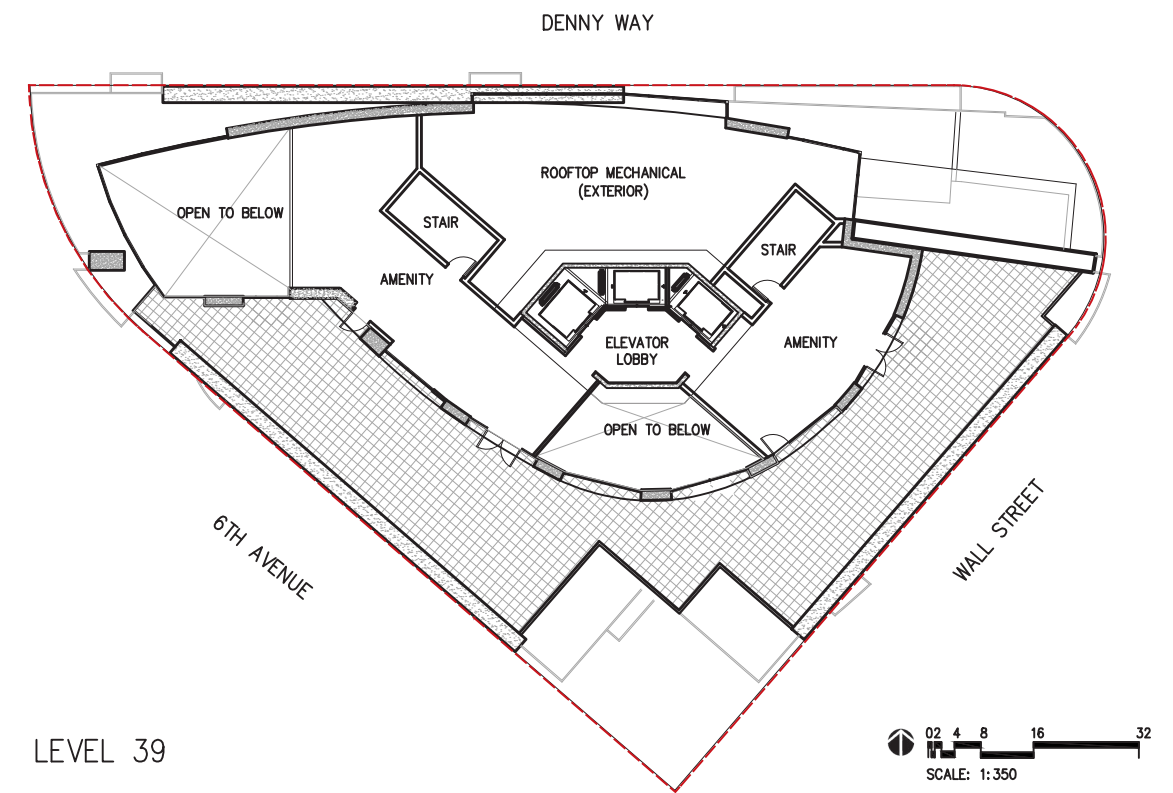
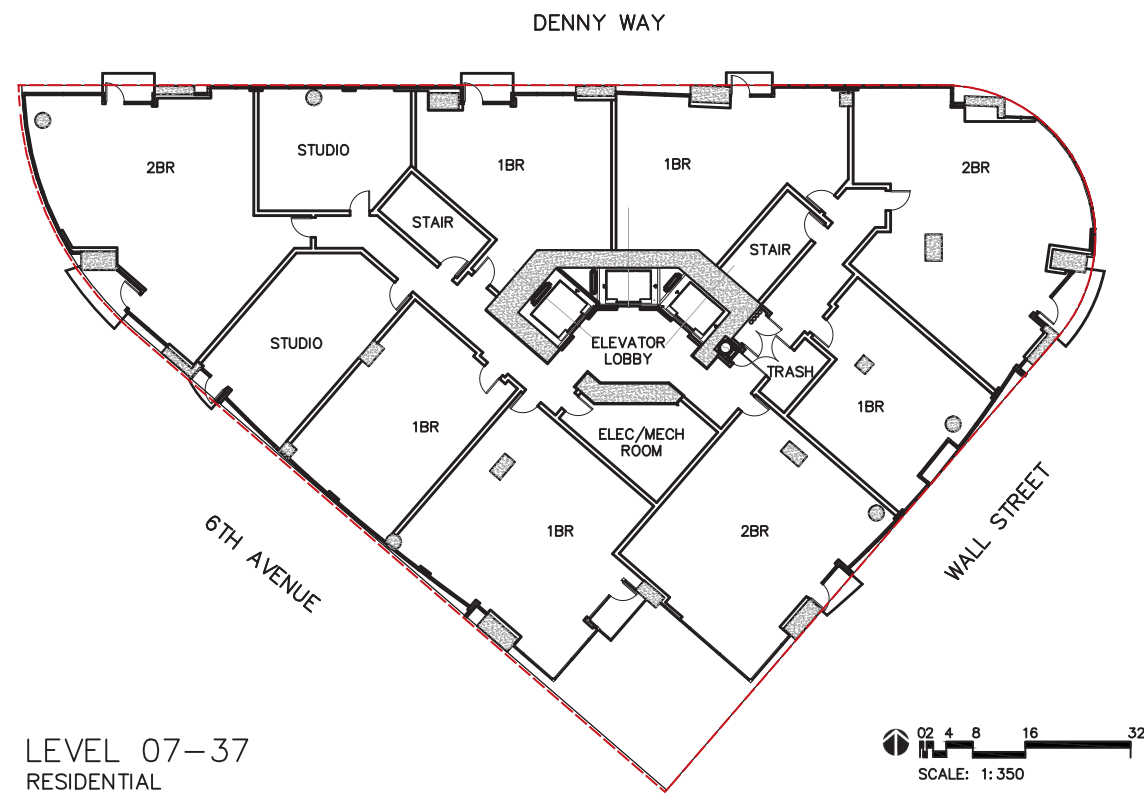
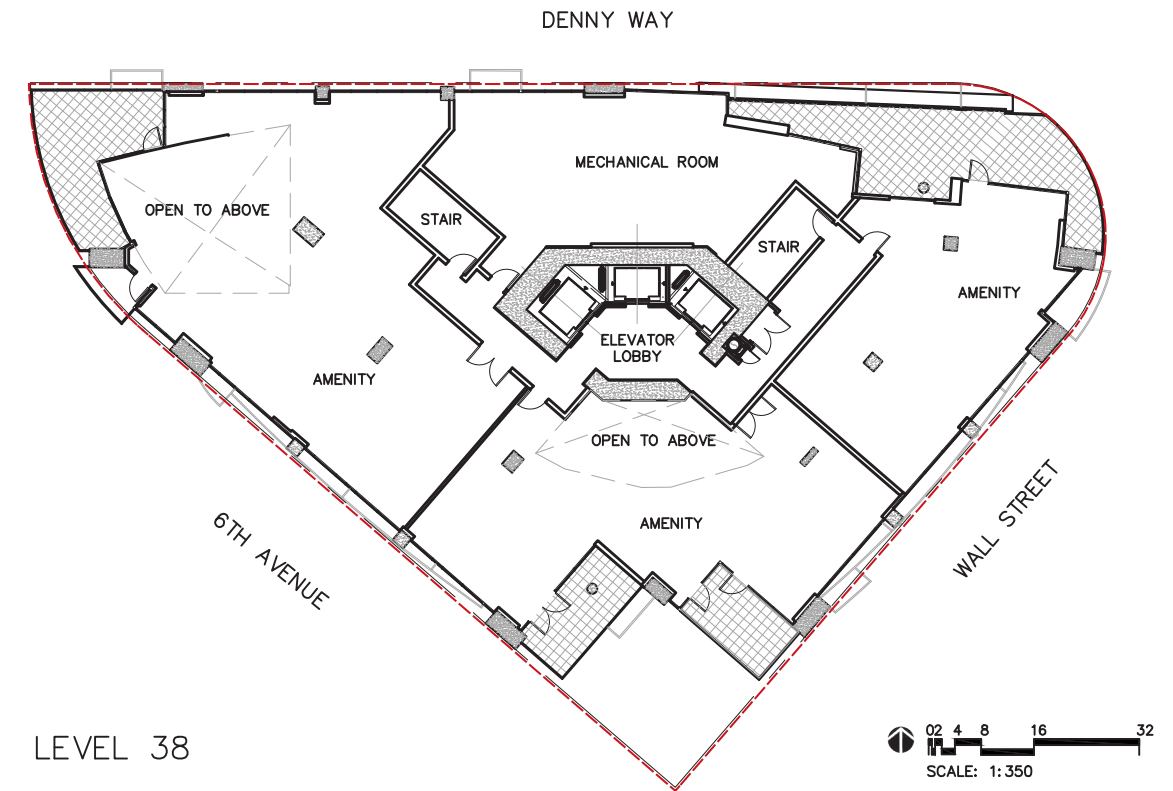
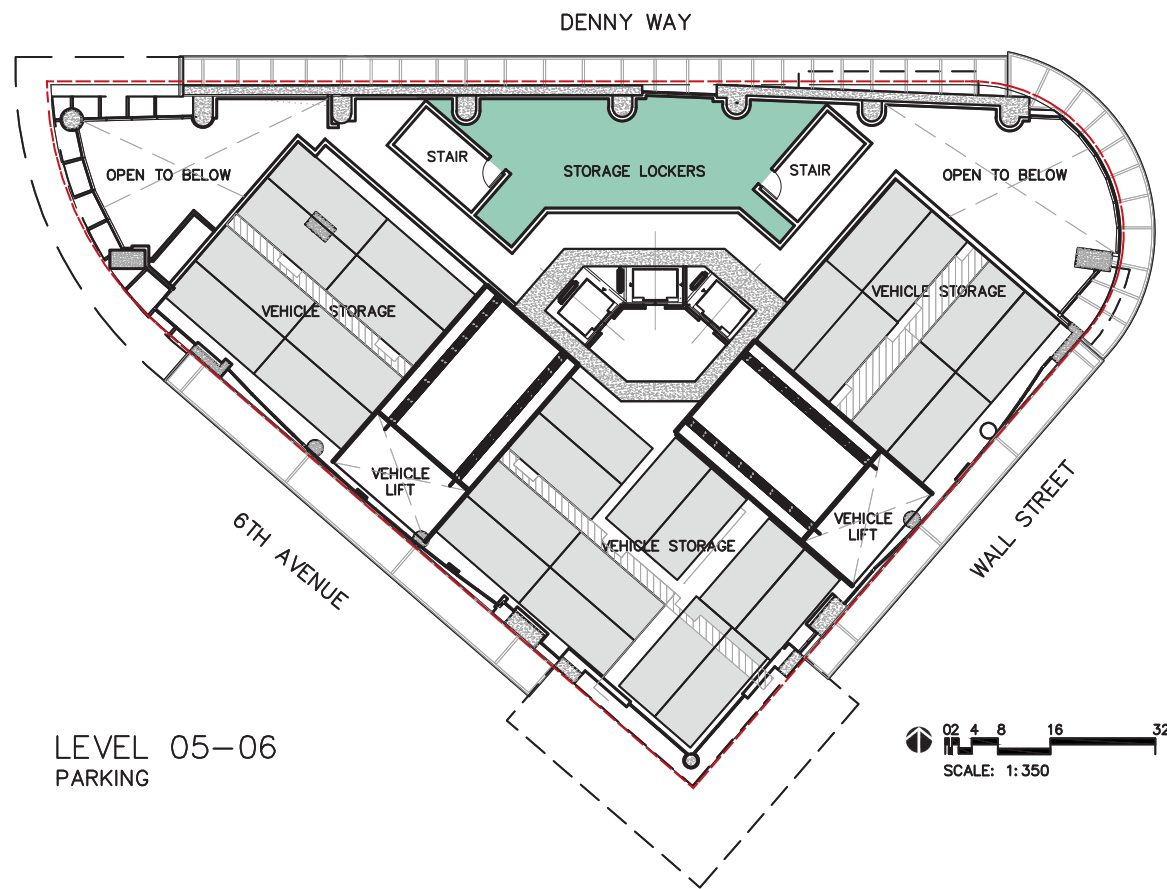
- DPD #3015251 | 17**
05 NOVEMBER 2013

FLOOR PLANS

- COMMERCIAL
- MECHANICAL/SERVICE
- RESIDENTIAL LOBBY
- ART STUDIOS
- PARKING







LANDSCAPE PLAN

- 7

ACER RUBRUM 'SCARSEN'

SCARLET SENTINEL MAPLE

MIN. 2" CAL.

9

GINKGO BILOBA

MAIDENHAIR

MIN. 3" CAL.

6*

GLEDISTIA TRIACANTHOS INERMIS

THORNLESS HONEY LOCUST

MIN. 2" CAL.
- R.O.W. PLANTING

* ARCTOSTAPHYLOS UVA-URSI

* CISTUS SUNSET

* MISCANTHUS VARIETIES

* POLYSTICHUM MUNITUM

* EUONYMUS F.

KINNIKINNICK

MAGENTA ROCK ROSE

MAIDEN GRASS

SWORD FERN

CREeping EUONYMOUS

FEATURE PLANTING

* FRAGARIA CHILOENSIS

* MAHONIA REPENS

* ROSEMARINUS OFFICINALIS 'IRENE'

* VINCA MINOR

* LAVANDULA ANGUSTIFOLIA

* LYCHNIS CORONARIA

* MALVA SYLVESTRIS

* LIRIOPE SPICATA

* LONICERA PILEATA

* POTENTILLA FRUTICOSA

BEACH STRAWBERRY

CREeping MAHONIA

ROSEMARY

PERIWINKLE

LAVENDER

LYCHNIS

MALLOW

LILYTURF

PRIVET HONEYSUCKLE

BUSH CINQUEFOIL

The landscape plan shows a building complex with various rooms and outdoor areas. The building footprint includes a COMMERCIAL area, FIRE PUMP RM, TRASH ROOM, EXISTING SWEETGUM TO REMAIN, RAMP UP FROM LV B, LOADING, CONFERENCE ROOM, VEHICLE LIFT, LEASING, ART GALLERY, SEATING AREA, RESIDENTIAL LOBBY & SUPPORT SPACES, MAILROOM, FIRE COMMAND ROOM, ELEVATOR LOBBY, PACKAGE STORAGE, VEHICLE LIFT, and RAMP DN TO LV B1. The outdoor areas include a GRANITE PAVERS area, STEEL HEADER, and TREE LIGHTING BY OTHERS. The plan also shows various plantings, including R.O.W. PLANTING and FEATURE PLANTING, and a scale bar indicating 0, 5, 10, 20, and 40 feet.

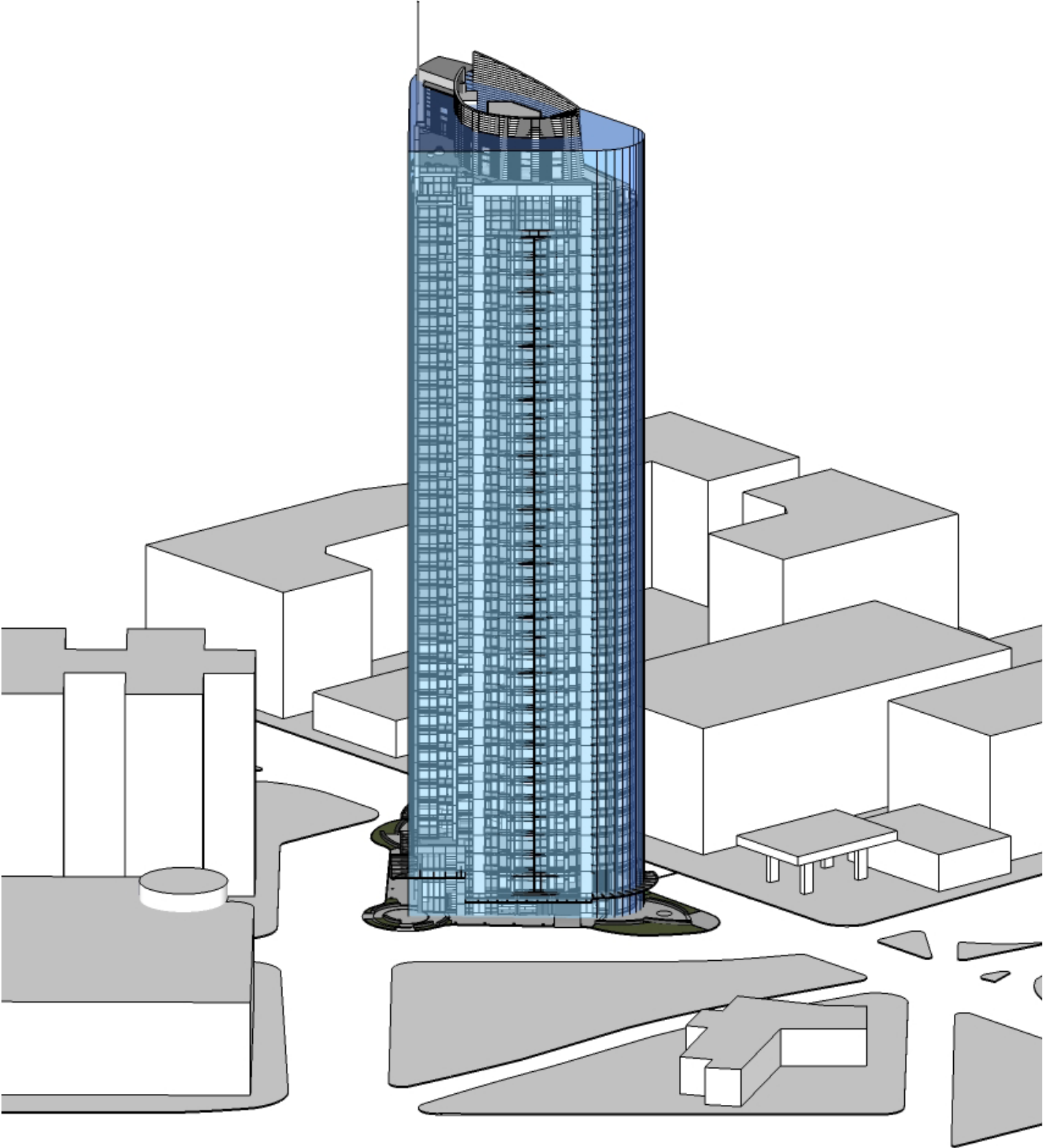
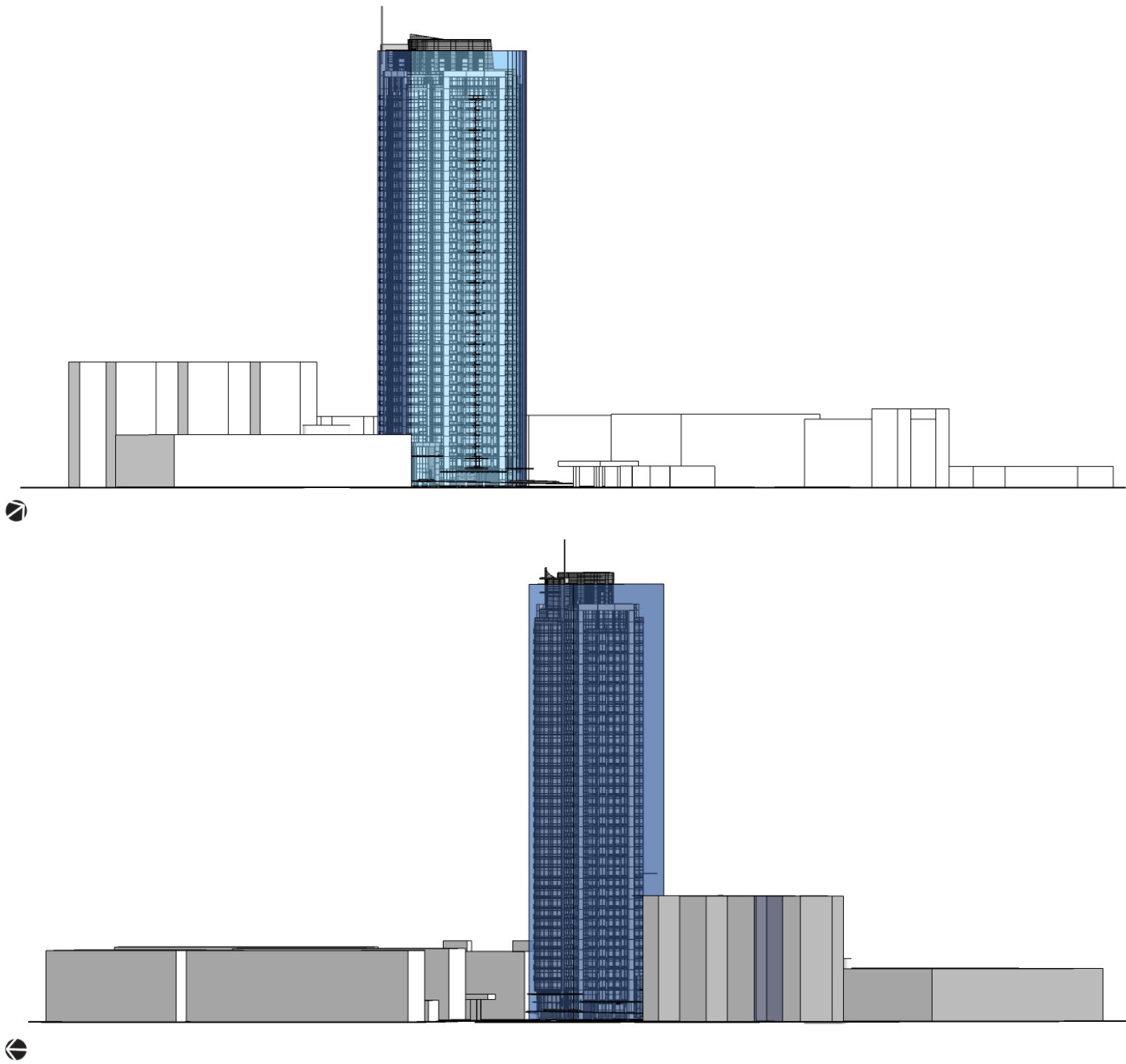
DPD #3015251 | 21



PROPERTY LINE

CONSTRAINTS

Extruded Property Line



STREET LEVEL CONCEPTS

WALL STREET AND DENNY WAY



6TH AVENUE AND WALL STREET

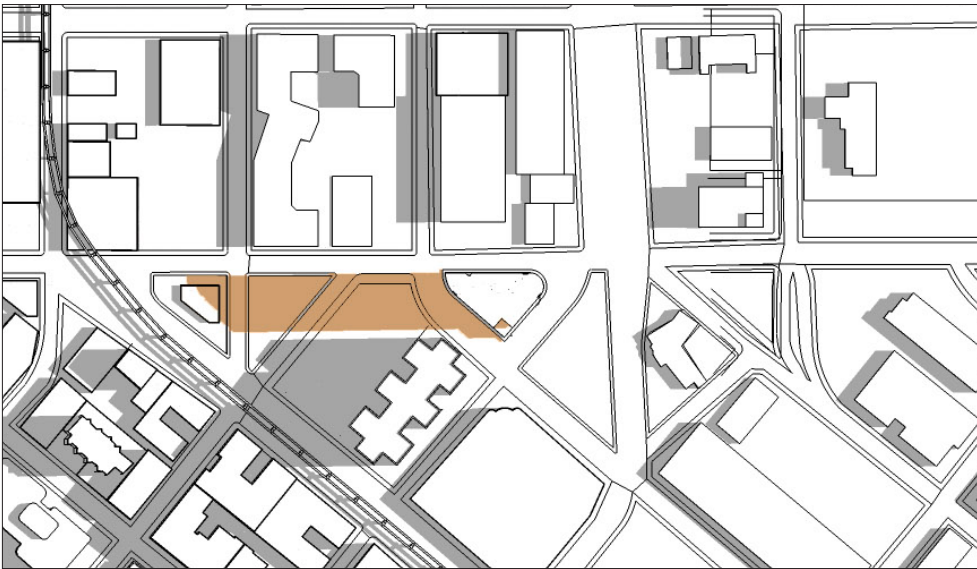


DENNY WAY AND 6TH AVENUE

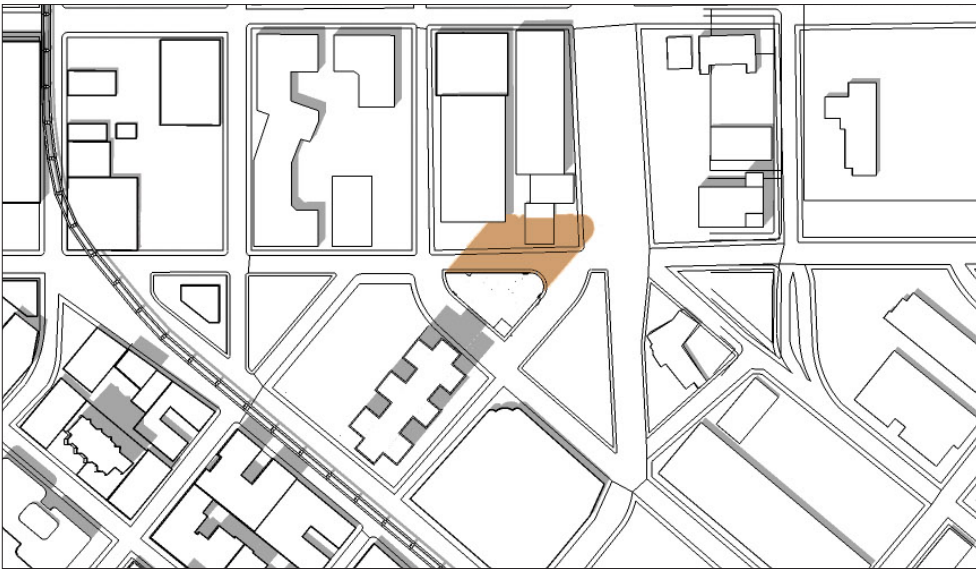


SHADOW STUDY

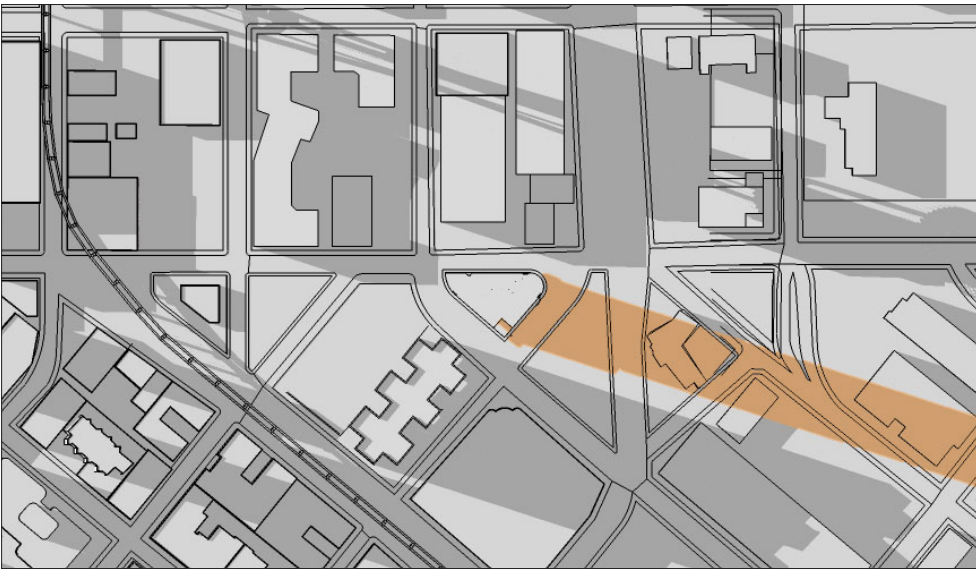
SUMMER AND WINTER SOLSTICES



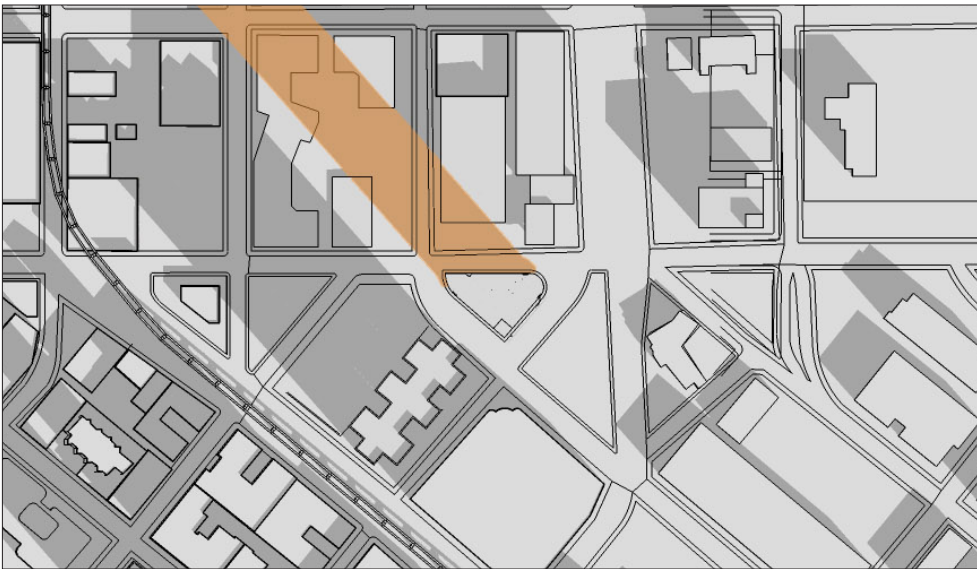
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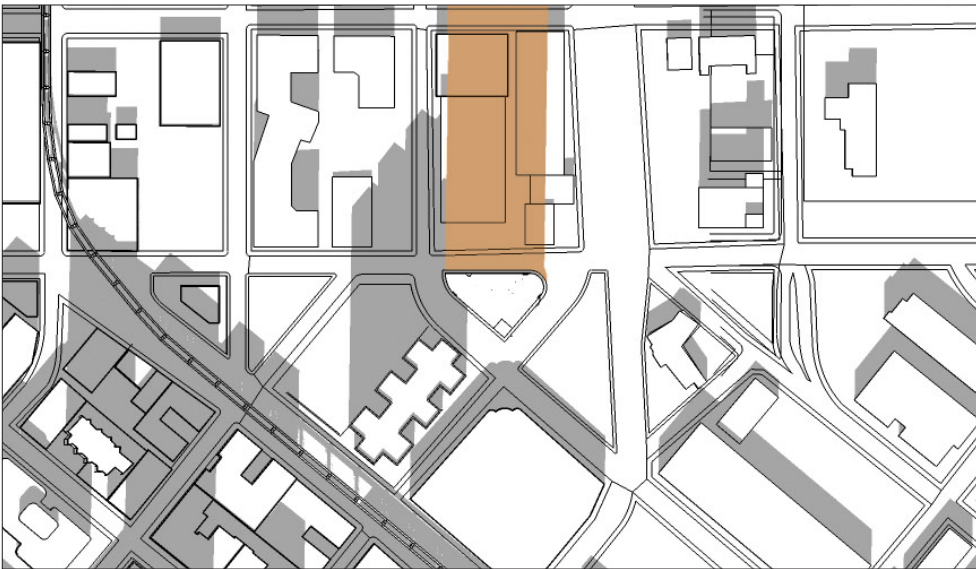
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JUNE 6PM



DECEMBER 9AM



DECEMBER 12PM



DECEMBER 3PM



RESPONSE TO DESIGN GUIDELINES

The following are the design responses to the relevant Downtown Design Guidelines:

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 context of the building site.

The preferred scheme recognizes and accentuates the shifted street grid pattern throughout the downtown Seattle. The tower anchors the street grid shift from Denny Way and 6th Ave and Wall Street. The tower will serve as a marker of the neighborhood transition into the Denny Triangle Urban Village District.

A-2 Enhance the skyline.

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

The varied experience of this preferred scheme in the skyline will be a unique statement signifying the shifted grids at the intersection of the Denny Triangle and commercial core neighborhoods. The singular form along the north and south faces of the tower will become a distinctive shape in the mix of building forms in the Seattle skyline. These simple surfaces will be animated by articulating transparent and solid components, configured to interact with Seattle’s unique and varied daylight conditions.

The width of the tower in the north –south directions will further accentuate its unique form from the west and east approaches while presenting a more slender profile.

The top of the building is composed to integrate the upper building amenity and open space elements into a unified massing expression of the overall tower form and to provide a distinctive roof form within the Seattle skyline.

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.

The design concept is to identify the site as a marker and anchor of the Denny Triangle Village. The immediate surrounding structures are lower in height but heights and densities increase dramatically towards the downtown core.

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.

As one of the anchor corners to the Denny neighborhood, the small site provides the opportunity for a distinctive tower design visible from many different perspectives from the surrounding area. The triangular site creates opportunities for a strong corner expression. The façade lengths along Denny and 6th Ave exceed the prescribed maximum lengths, however the acute curved building forms at the corners minimize overall building mass and bulk.

Open the Public Realm: The concept form seeks to accentuate the open and connected civic ground-plane while creating distinctive urban spaces at each of the three primary building edges.

Minimize the scale of the base: Through materials and formal articulation, the preferred scheme minimizes the scale of the base and highlights the major program components. The continuous weather canopy will help create a more pedestrian scale along with the storefront entries anchoring the three corners.

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.

The open and transparent ground level is designed enhance the pedestrian experience. The predominant use of clear glass will increase visual connectivity into the active ground floor uses while the corner pedestrian plazas anchor entries into the street level commercial spaces and residential building lobby. The design also proposes to allow the automobile lifts to be visible from the street through both clear and colored translucent panels. The vertical movement of the cars and lifts will provide an interesting animated pedestrian experience.

C-2 Design facades of many scales.

Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

The highly transparent ground level of the proposal unifies the lowest level and provides the opportunity to establish new systems of architectural expression above. In these upper levels the material systems and composition of the building’s façades will be designed to respond to both highlight internal program and respond to adjacent urban context.

C-3 Provide active-not blank- facades.

Buildings should not have large blank walls facing the street especially near sidewalks.

Almost 80% of the ground level pedestrian facades will contain transparent, active and accessible ground-level uses

C-4 Reinforce building entries.

To promote pedestrian comfort, safety, and orientation, reinforce the building’s entry.

Commercial entrances will be located at the corners of 6th Ave. & Denny Way and at Wall St. & Denny Way. The residential lobby entry will be in close proximity to the corner of Wall St. and 6th Ave. All pedestrian walks will be well illuminated for night visibility and safety.

C-5 Encourage Overhead Weather Protection.

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

The proposal includes overhead weather protection along the entire lengths of Denny Way, Wall Street, and 6th Ave.

D-1 Provide inviting & usable open space.

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

The preferred scheme aims to enhance pedestrian activity and connections around and through the site. With the new curb-bulbs at its intersections, the building will provide a greater sense of connectivity to the surrounding neighborhood. The ground-level of the building will be populated by very active uses, and the building will remain a vibrant neighborhood presence throughout the day and night. The roof top exterior amenity decks provide panoramic views of the distinctive Seattle skyline and of Puget Sound. The open space will be furnished for both large group and small group seating areas.

D-2 Enhance the building with landscaping.

Enhance the building and the site with generous landscaping which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

The preferred scheme provides corner bulb outs along the corners of 6th Ave and Wall St. The bulb outs have been designed to provide generous landscaping and pedestrian open space opportunities.

D-3 Provide elements that define the place.

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 corner pedestrian plazas at 6th & Denny and at Denny & Wall will serve as markers in and out the Denny Triangle neighborhood as well as anchor the commercial entries. The plaza at 6th and Wall St. identifies and ties the interior and exterior spaces together.

D-4 Provide appropriate signage

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

Exterior signage will be appropriately placed and scaled to the surrounding context. The transparent ground-level of the building will provide opportunities for commercial uses to integrate signage and identity within their space.

D-5 Provide Adequate Lighting.

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

A well-integrated lighting approach will be developed in the project design including lighting pedestrian lighting in the street corner plazas, and all façades.

D-6 Design for personal safety and security.

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

The visual transparency and around-the-clock occupancy of the ground floor will help create a safe pedestrian environment throughout the day.

E-1 Minimize Curb Cut Impacts.

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

There are presently two curb cuts on the block proposed. The curb cut on 6th Ave. would provide one way entrance into the parking structure and the curb cut on Wall St. would provide egress from the site onto Wall St. There are proposed bulbouts on both streets to provide safe transitions into and out of the site.

E-2 Integrate Parking Facilities

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

The preferred scheme places all parking facilities underground and places the primary parking entry within the block. Exiting parking traffic will benefit from two means of egress from the site, along 6th Avenue and Wall Street.

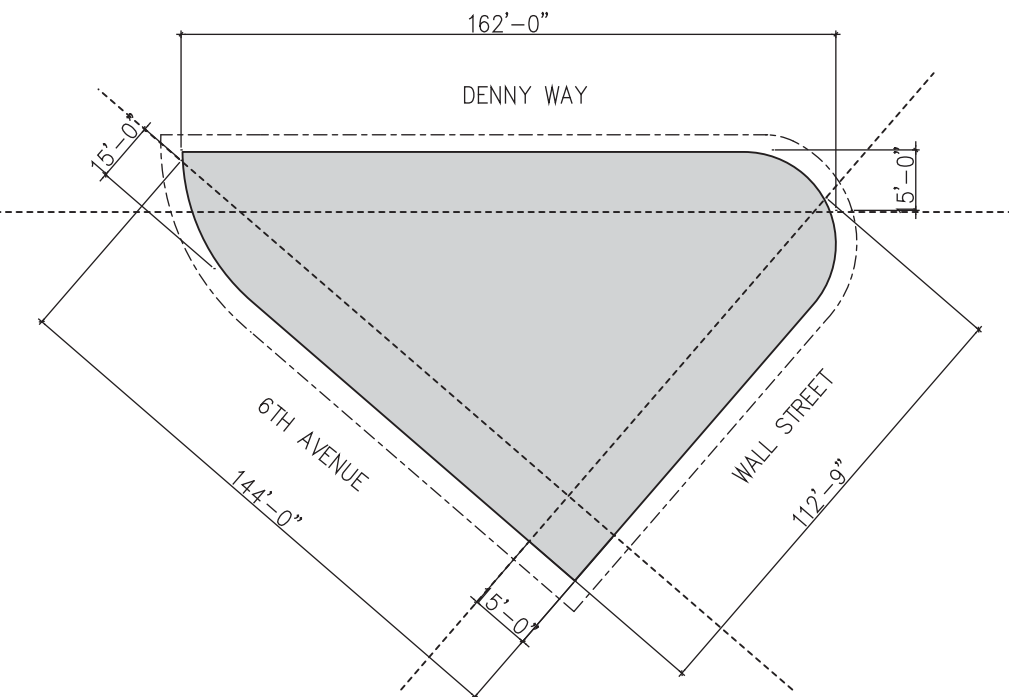
E-3 Minimize the Presence of Service Areas.

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

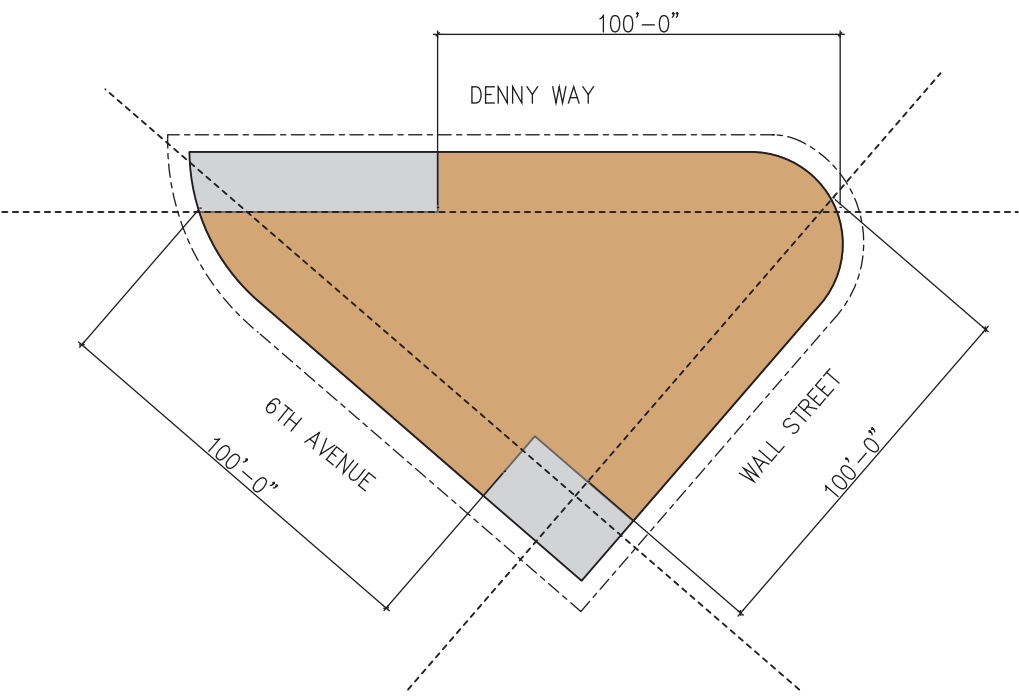
The preferred scheme minimizes the visible street presence of service areas and places all loading and service for the project away from public view.

ANTICIPATED DEPARTURE REQUESTS

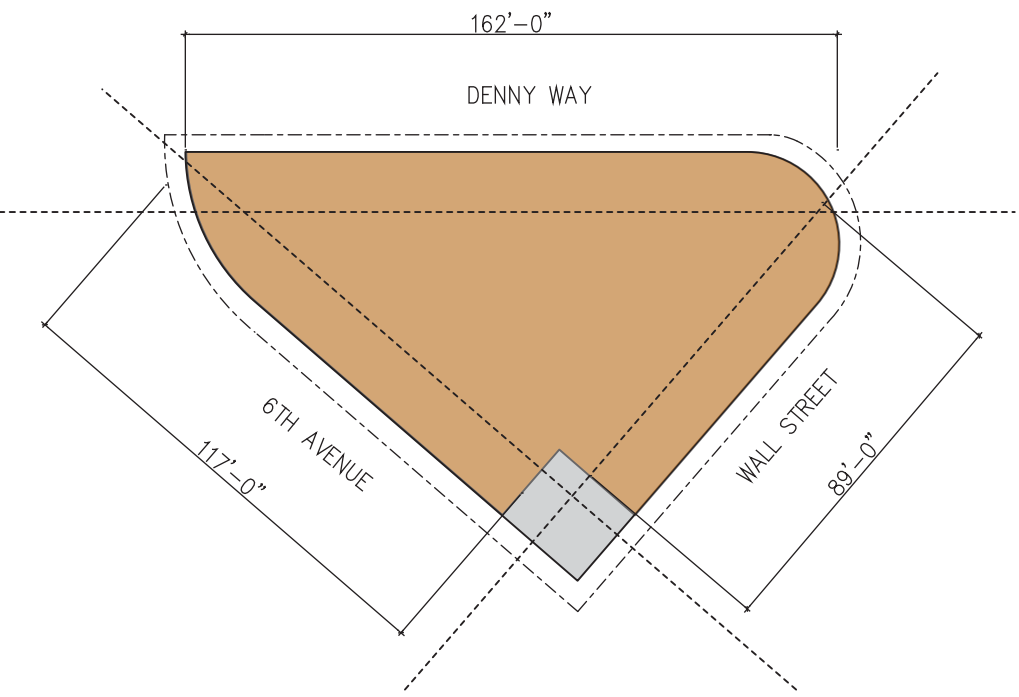
DEPARTURE 1: FACADE MODULATION



Property Extents



Prescribed Modulation



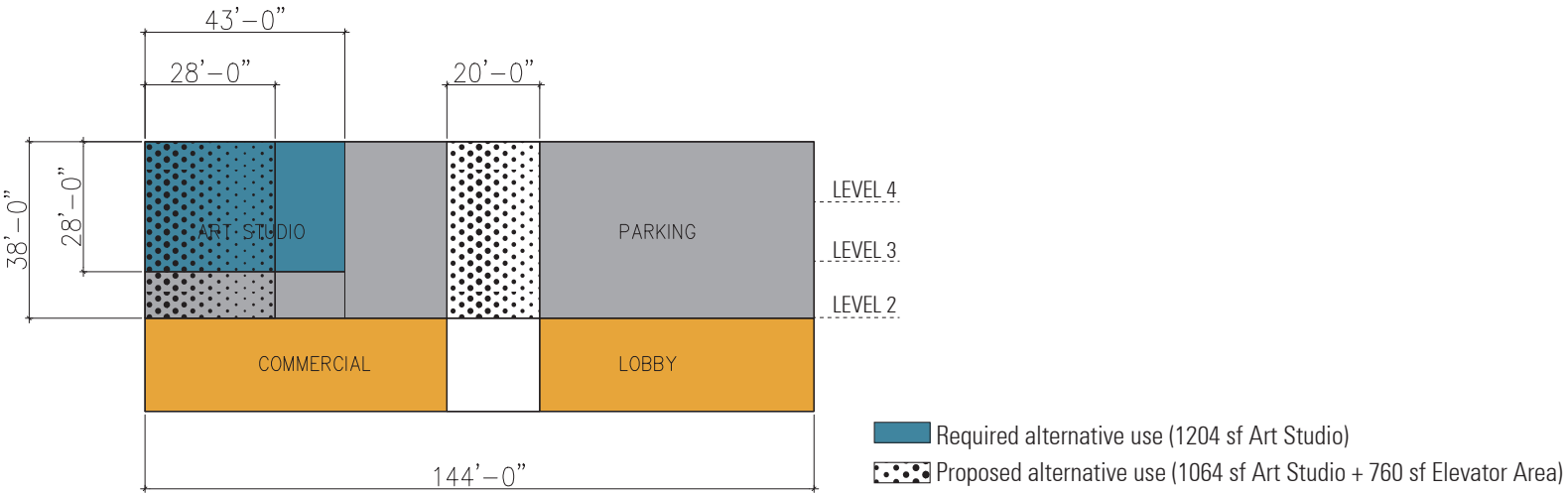
Proposed Departure

Development Standard	Requirement	Proposed	Rationale
23.49.058B.2	Facade modulation is required above a height of eighty-five (85) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line. No modulation is required for portions of a facade set back fifteen (15) feet or more from a street property line.	Exceed code-prescribed modulation along Denny Way and 6th Avenue. Denny Way would exceed the maximum by 62' and 6th would exceed 7'.	The triangular geometry of the site results in a building whose massing appears more slender at the corners than a building on a typical rectangular site. By allowing the building to extend to the corners in a similar fashion to a flatiron emphasizes the slenderness and verticality of the tower.

DEPARTURE 2: PARKING

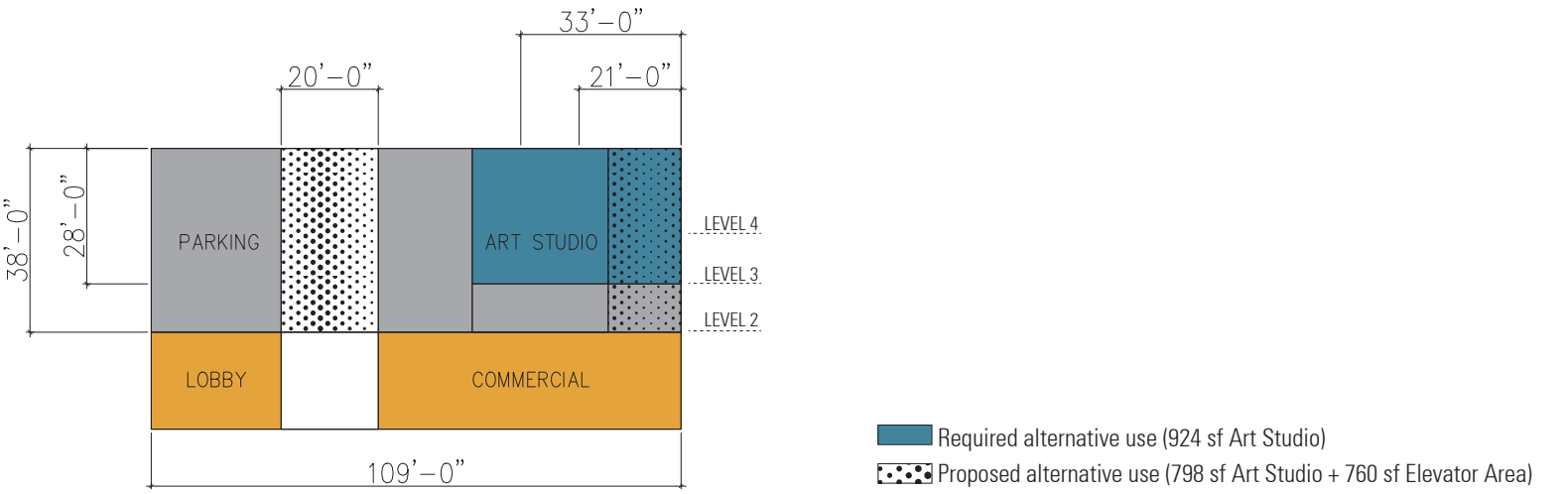
Development Standard	Requirement	Proposed	Rationale
23.49.01.2	(2) Parking above the third story of a structure shall be separated from the street by another use for a minimum of thirty (30) percent of each street frontage of the structure. For structures on lots located at street intersections, the separation by another use shall be provided at the corner portion(s) of the structure.	A departure is requested to reduce the alternative use minimum of 30% street frontage above level 3 along 6th Ave. to 20% frontage use separation over levels 2 through 5. Along Wall St. the frontage use separation is 20% over levels 2 through 5. The facade area on 6th Ave would be approx. 11% less than required and approximately 15% less than required on Wall St. If the vehicle car elevator is allowed as an alternative use then the required lengths and areas would exceed minimum requirements.	The above grade automated parking system provides stacking for five levels (38' floor to floor) at close to the same height as a conventional parking structure with four levels (37' floor to floor). There will not be any visible vehicular movement or light glare from automobiles. There also will not be a need for exterior natural ventilation for car exhaust since cars will be transported by a mechanical system. We also propose to expose the vertical lift element to public view from the street. The hoist way will be illuminated with low level LED lighting. Patterned clear and colored glass panels will provide for a somewhat animated glass art mural. This will provide a distinctive visual break within the facade wall.

Proposed Departure for 6th Ave.



Development Standard	Required	Proposed w/o Elevator	Proposed w/ Elevator
	6th Ave.		
Facade Height	28' (Levels 3,4,5)	38' (Levels 2,3,4,5,6)	38' (Levels 3,4,5,6)
Facade Length	144'	144'	144'
Length of Alternative Use	30% alternative use required = 43.2'	28' (19%)	48' (33%)
Area of Alternative Use Above 2nd Floor	Area of alternative use above 3rd floor= 43.2' x 28' = 1,210 sf	28' x 38' = 1,064 sf	28' x 48' = 1,344 sf

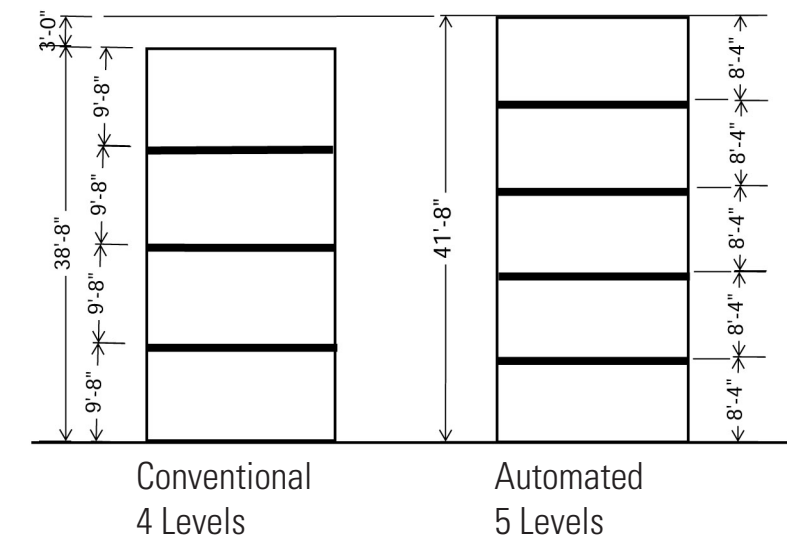
Proposed Departure for Wall Street



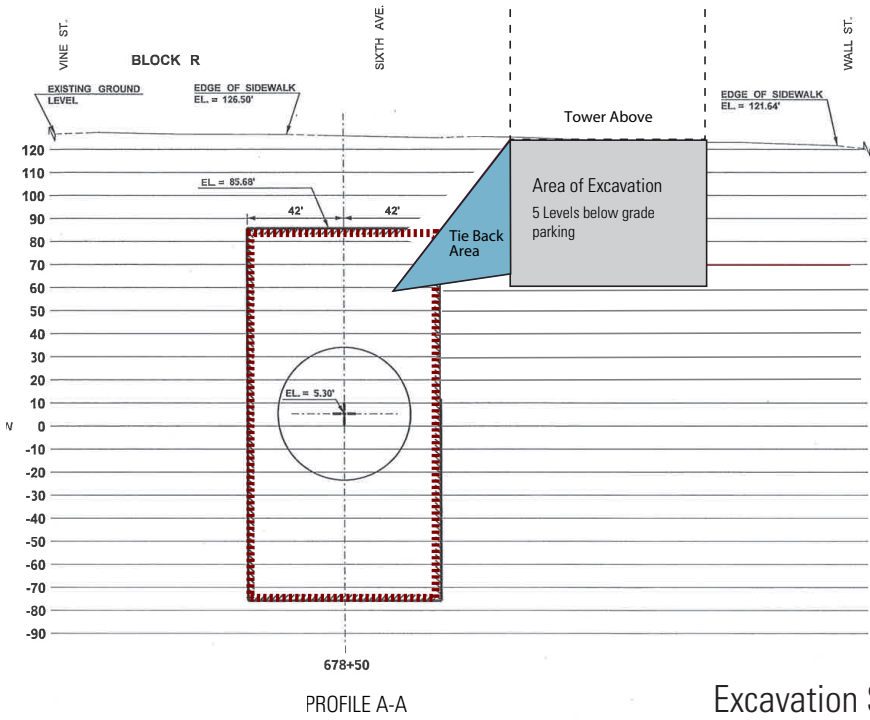
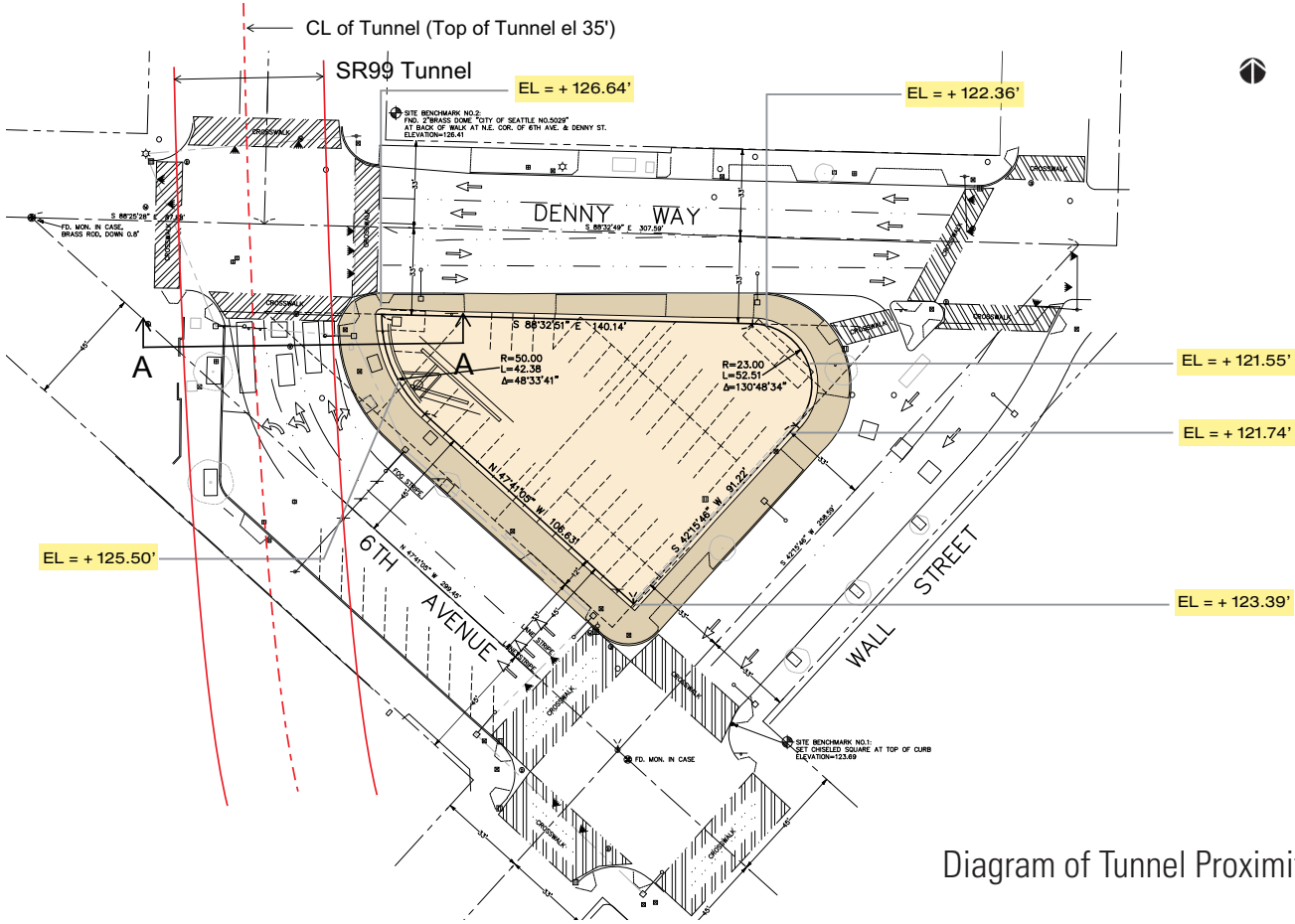
Development Standard	Required	Proposed w/o Elevator	Proposed w/ Elevator
	Wall St.		
Facade Height	28' (levels 3,4,5)	38' (levels 3,4,5,6)	38' (levels 3,4,5,6)
Facade Length	109'	109'	109'
Length of Alternative Use	30% alternative use required = 33'	21' (19%)	41' (38%)
Area of Alternative Use Above 2nd Floor	Area of alternative use above 3rd floor= 33' x 28' = 924 sf.	21' x 38' = 798 sf	21' x 48' = 1,968 sf

DEAPRTURE 3: PARKING

Comparative Parking Sections



Development Standard	Requirement	Proposed	Rationale
23.49.019.2.A.1	One (1) story of parking shall be permitted above the first story of a structure for each story of parking provided below grade that is of at least equivalent capacity, up to a maximum of four (4) stories of parking above the first story.	A departure is requested to allow 5 levels of automated parking above the first floor.	Due to the limited depth of excavation allowed by WASHDOT for the SR99 tunnel, we are limited to an excavation depth of approximately 60' below grade without potential impact to the tunnel project. The automatic parking system allows five stacks of cars within a height (41'-8") that is only slightly greater than a conventional parking structure (38'-8").



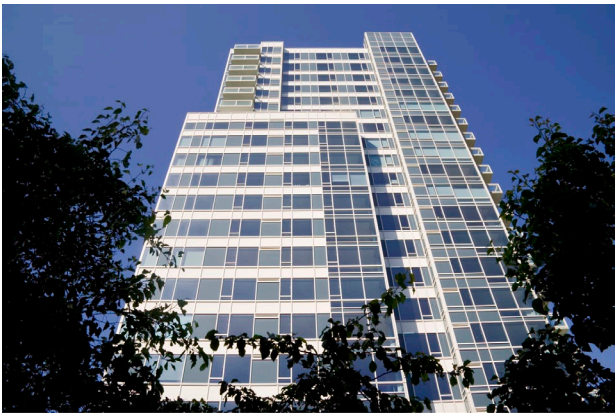
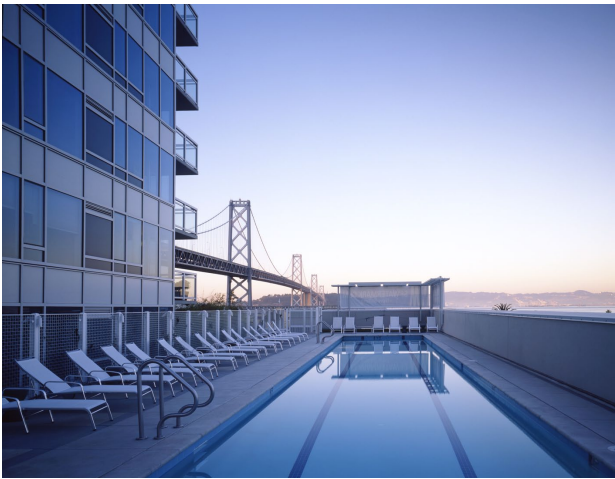
COMPARABLE PROJECTS

KWAN HENMI

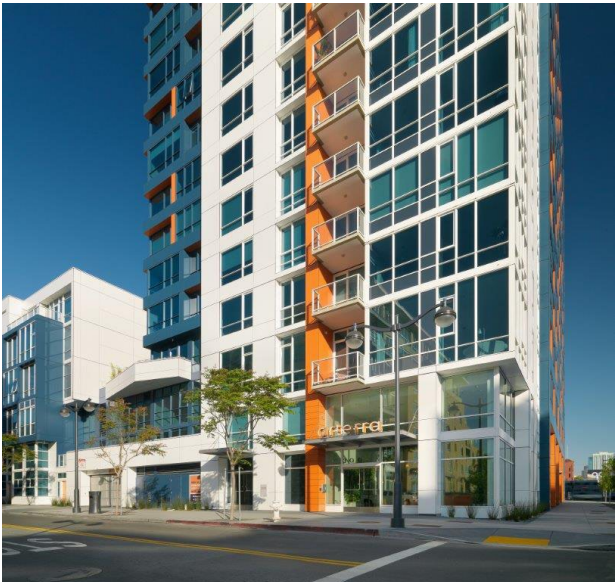
Pine and Franklin, San Francisco
(Under Construction)



The Watermark, San Francisco



Arterra, San Francisco



LACONIA

Icon, San Diego



Cielo, Seattle
(Under Construction)



Aria, San Diego

