



HOLLAND PARTNER GROUP

970 DENNY

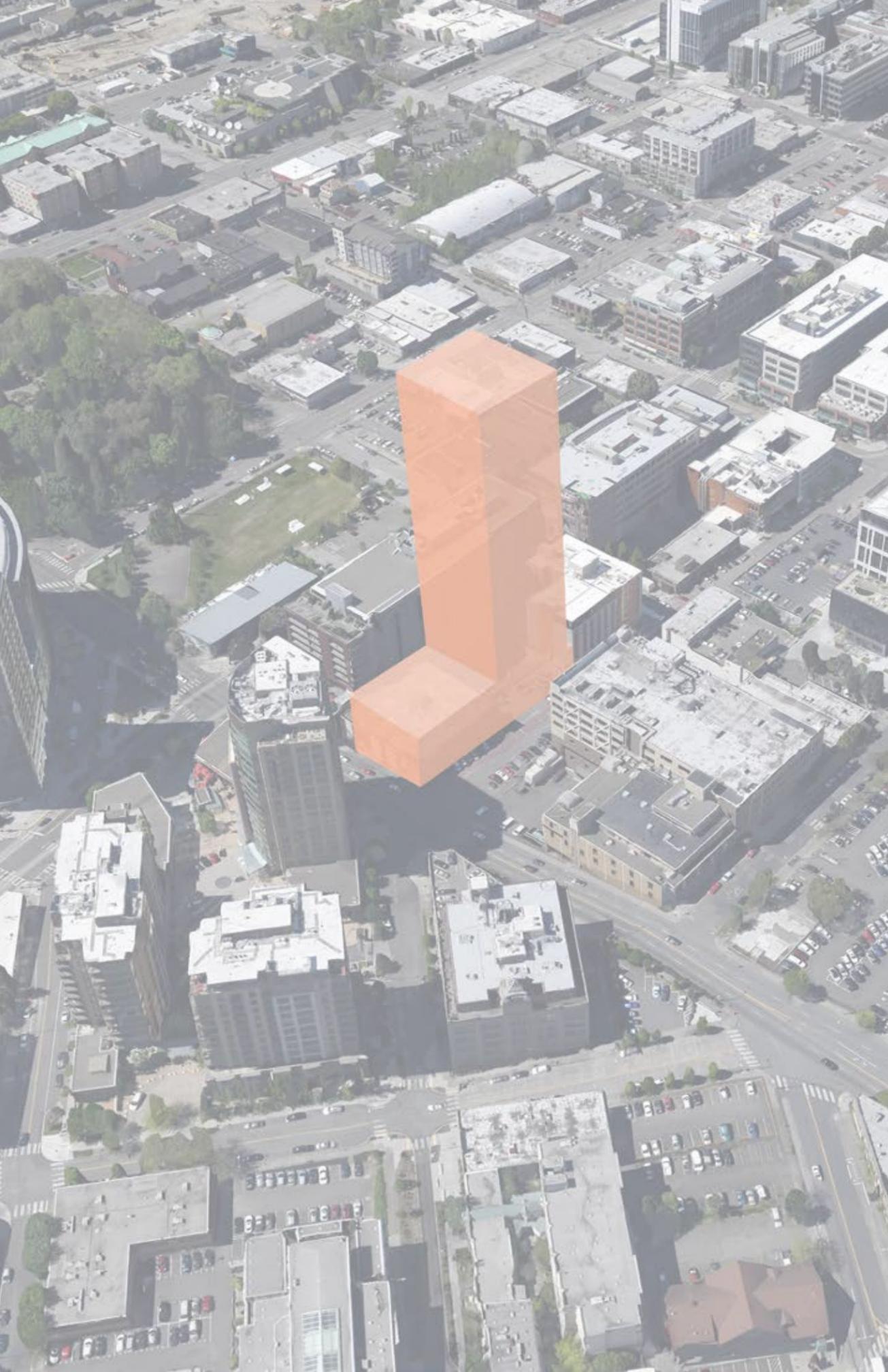
EARLY DESIGN GUIDANCE

WEST DESIGN REVIEW BOARD MEETING ON 02/18/15

02.06.2015 | 14-062 | DPD #3018935



WEBER THOMPSON



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PROJECT INFORMATION

PROJECT DESCRIPTION & VISION

The 970 Denny project is located at the southern edge of the South Lake Union and north edge of the Denny Triangle neighborhoods, divided by Denny Way. Within close proximity of the downtown office core, major employers in South Lake Union, and easy access to transit linking employers to afare, 970 Denny is positioned to enhance the walkability and transit friendliness of Seattle's downtown.

970 Denny is being developed as rental apartments, offering a mix of unit sizes and configurations that meet potential resident needs. Amenities will be located at two levels, the 6th floor and the rooftop, providing spaces for residents to relax at the immediate neighborhood scale and in the larger context of the city and its surroundings, capturing the spectacular regional views surrounding the site. Retail locations have been chosen to enhance Terry Avenue N. as the emerging, pedestrian friendly, retail / restaurant / and nightlife corridor to Lake Union, and support the already vibrant intersection of Westlake and Denny Way.

Our careful study of the existing building stock in the neighborhood, including proposed projects under construction, shows examples of many different architectural styles and a wide variety of materials. Generally, many of the buildings exemplify the prevalent character and styles of their time. We propose to continue that established pattern; 970 Denny will be detailed as a unique, contemporary expression of a high-rise residential building, while maintaining some of the character and scale reminiscent of the pre-Amazon, industrial South Lake Union neighborhood. As indicated in the following pages, the design has taken cues from the existing context to provide guidance to the massing of the building, materiality, and contextual response.

PROJECT STATISTICS

(ALL APPROXIMATE)

PROGRAM	FLOORS	AREA (APPROXIMATE)
BELOW GRADE PARKING	P2-P6	119,800 SF
LOBBIES RETAIL BOH	P1-L2	40,000 SF
RESIDENTIAL	L2-L41	447,500 SF
AMENITY & ROOF DECK	L1, L7, L42	14,200 SF

RESIDENTIAL UNITS

457 UNITS

PARKING STALLS

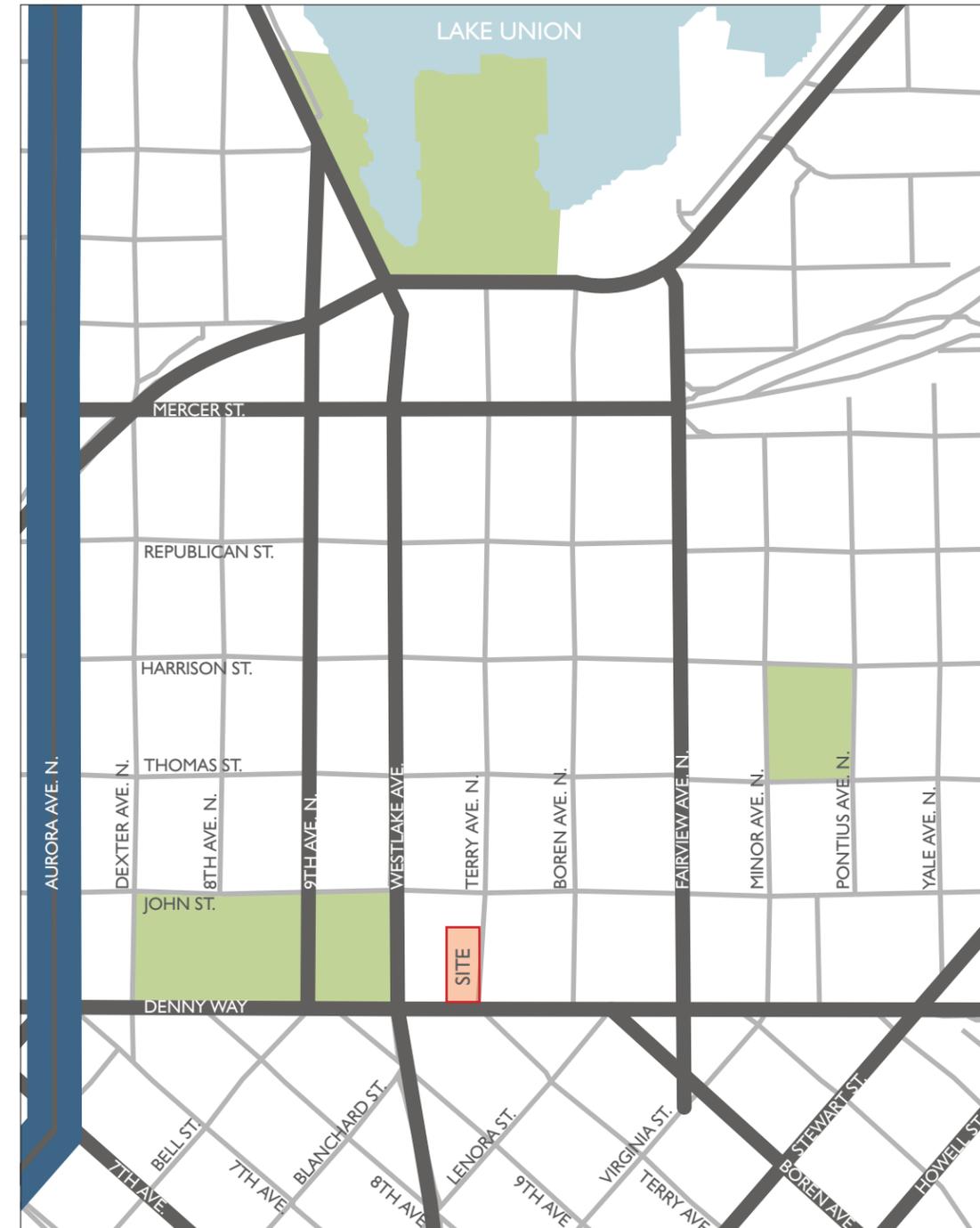
341 STALLS

RETAIL

16,900 SF

HEIGHT

400 FT.



SITE LOCATION 

LAND USE CODE SUMMARY

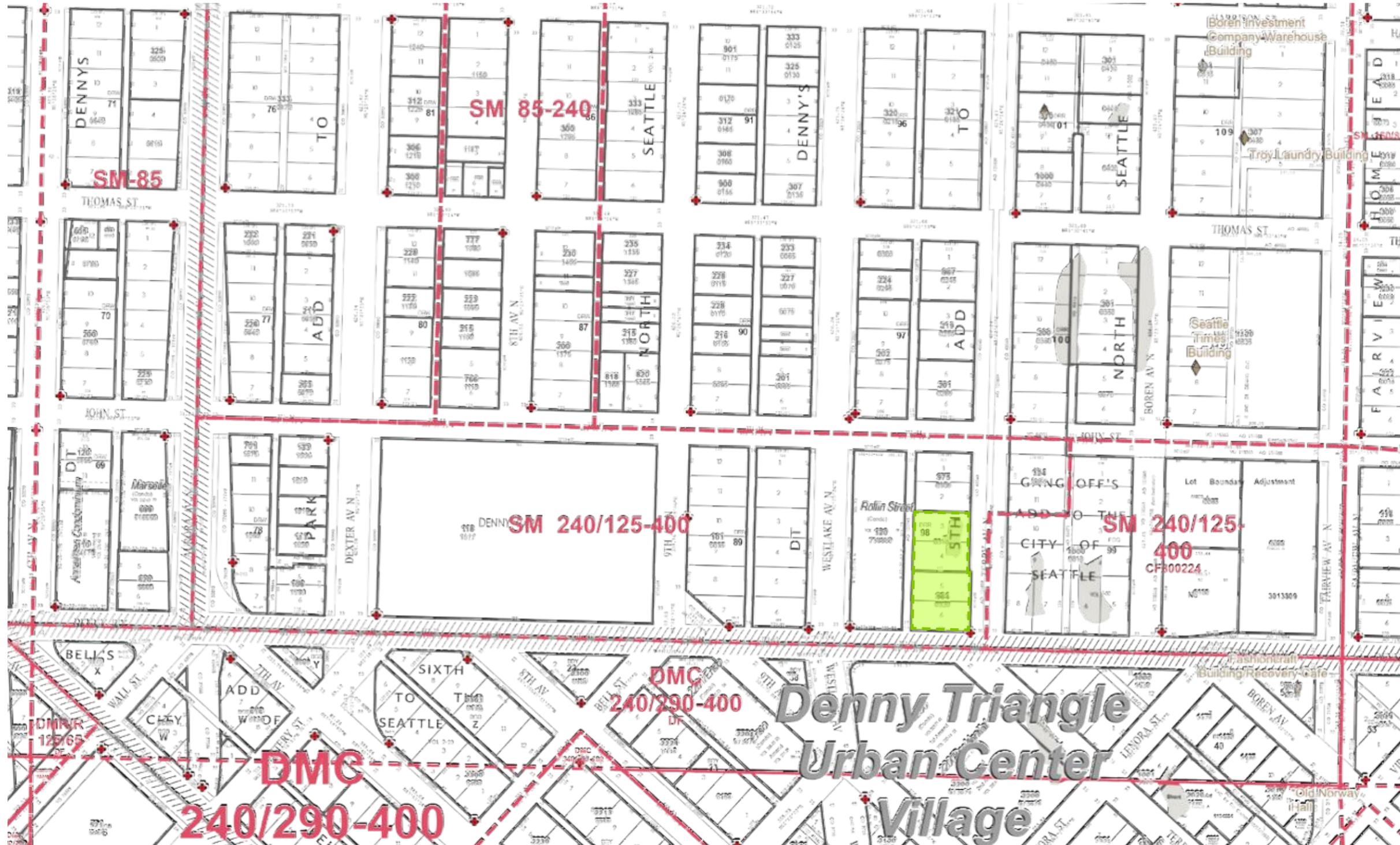
SEATTLE MUNICIPAL CODE TITLE 23

The following is an abbreviated summary and general overview of the existing zoning for the site.

PARCEL NUMBER(S):	1986200310, 1986200320
ADDRESS:	970 Denny Avenue
SITE AREA:	28,264 SF (240.75' x 120', .65 acres)
ZONING:	SM 240/I25-400
OVERLAY(S):	South Lake Union Urban Center South Lake Union Archaeological Buffer
ALLOWABLE BUILDING HEIGHT: [23.86.006.E, 23.48.010.A.2, 23.48.010.D.1]	Structure height measured at midpoint of Terry Ave. lot line (80.73' elevation) 400'-0" Residential max height limit with additional 35' for vertical transportation. Note: Pending code update before City Council would allow for 45' of vertical transportation overrun instead of 35'.
PODIUM HEIGHT: [23.48.013 Map A]	Southern Parcel (1986200301) = 65' Northern Parcel (1986200320) = 45'
PODIUM LOT COVERAGE: [23.48.013.B.4.b]	The average footprint of all stories below the podium height = 75% of the site area
FACADE MODULATION: [23.48.013.D.1]	No limit to Podium Height Podium Height to 125' = 150' 126-400' = 120'
FACADE SETBACK LIMITS: [23.48.014.A.3.b]	Setbacks up to 12 feet allowed at grade if you meet provision of 23.48.14.A.3.b.1,2,3 Denny Way 1' Setback for ever 2' over 75', to a maximum of 15' setback.
ROOFTOP FEATURES COVERAGE: [23.48.010.H.8]	Enclosed Common recreation / Mechanical = 65% Maximum with 10' rooftop setback and all mechanical equipment is screened.



ZONING / PARCEL MAP

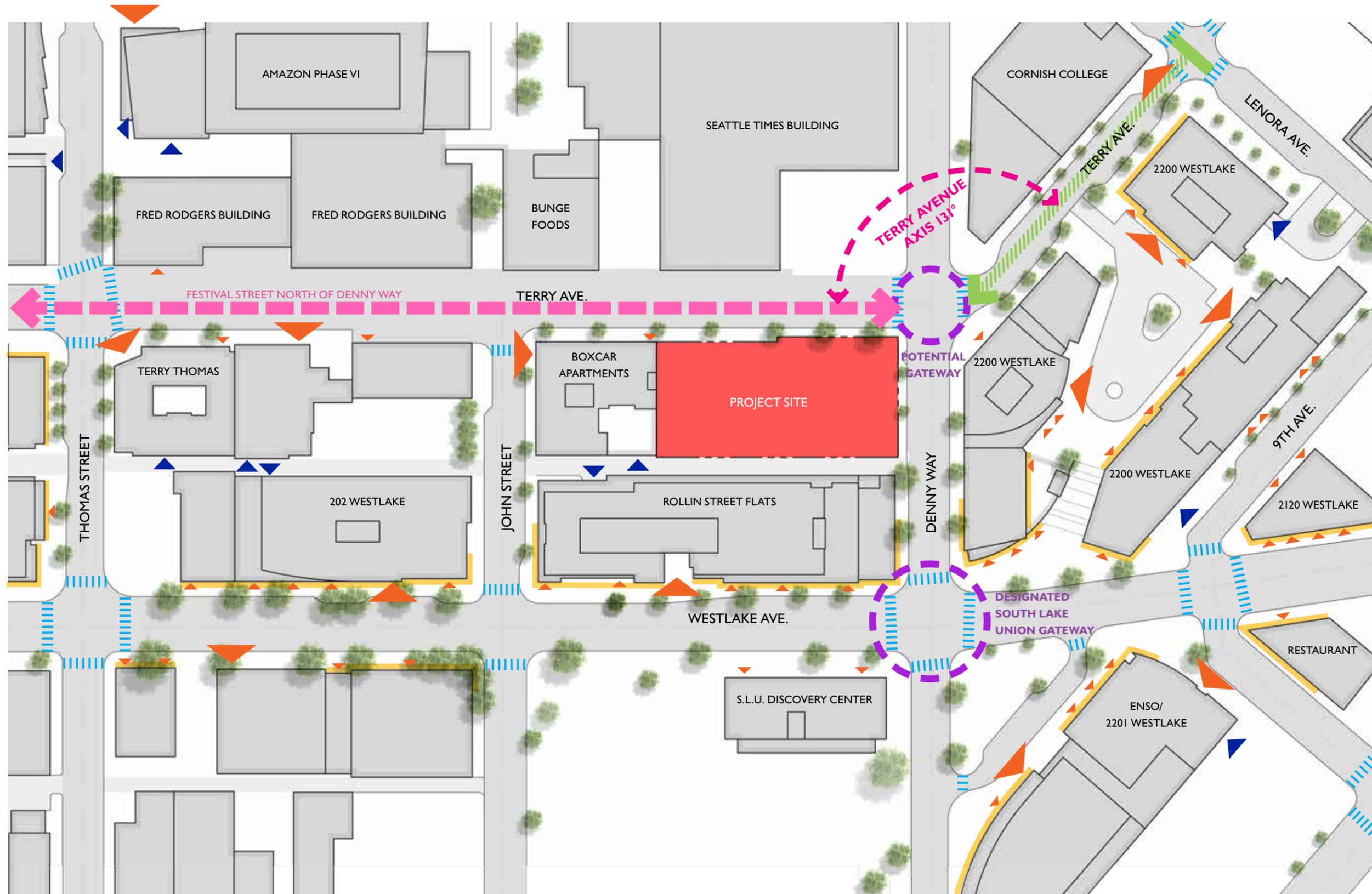


 PROJECT SITE

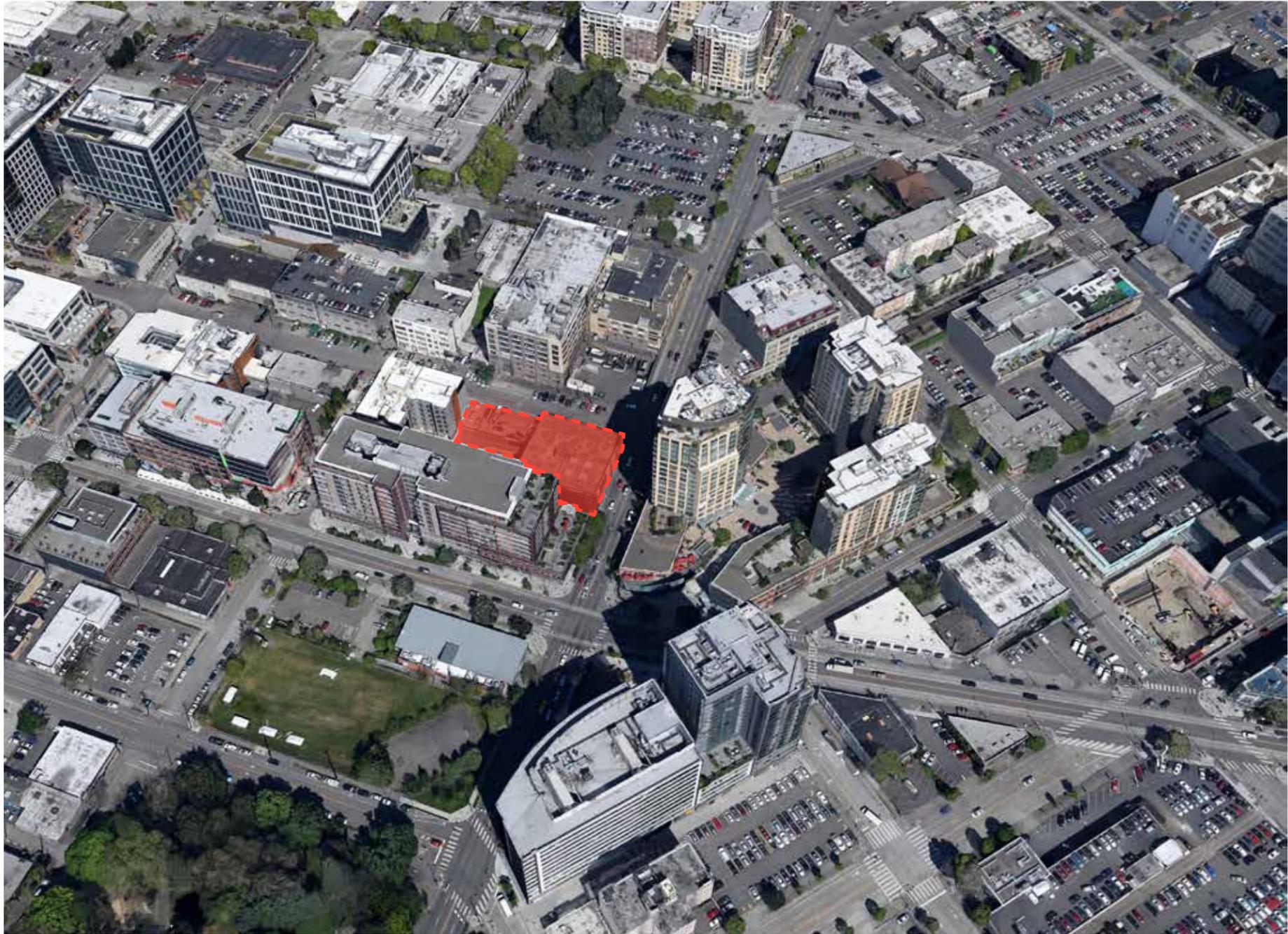
TRANSPORTATION AND LOCAL INFRASTRUCTURE



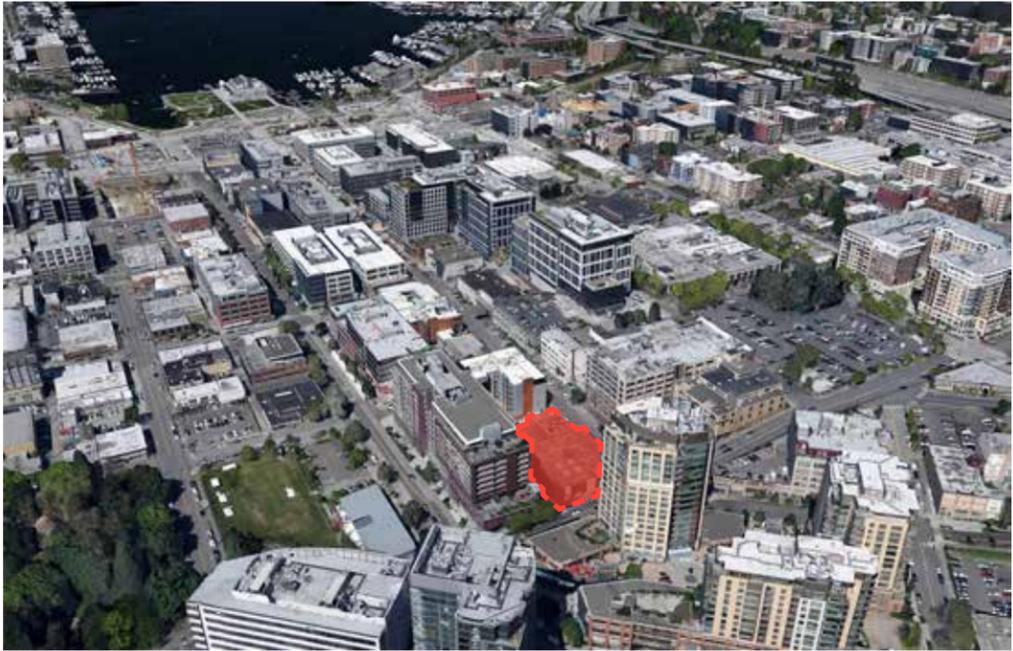
PROJECT VICINITY OBSERVATIONS AND CONTEXT



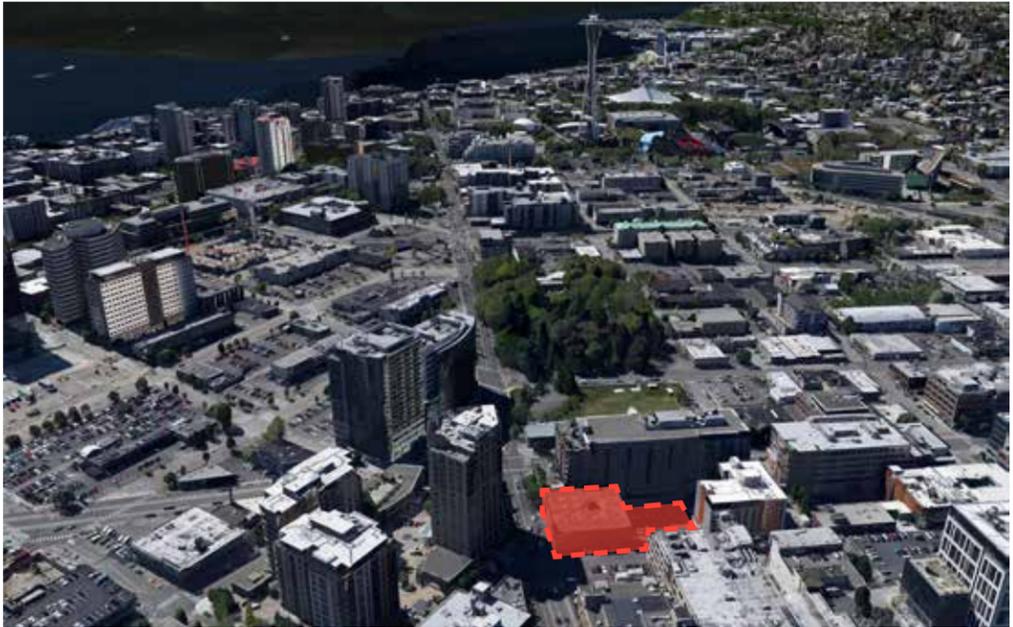
SITE LOCATION – CURRENT BUILDOUT



VIEW OF SITE FROM ABOVE



VIEW OF SITE FROM SOUTH



VIEW OF SITE FROM EAST

AERIAL CONTEXT



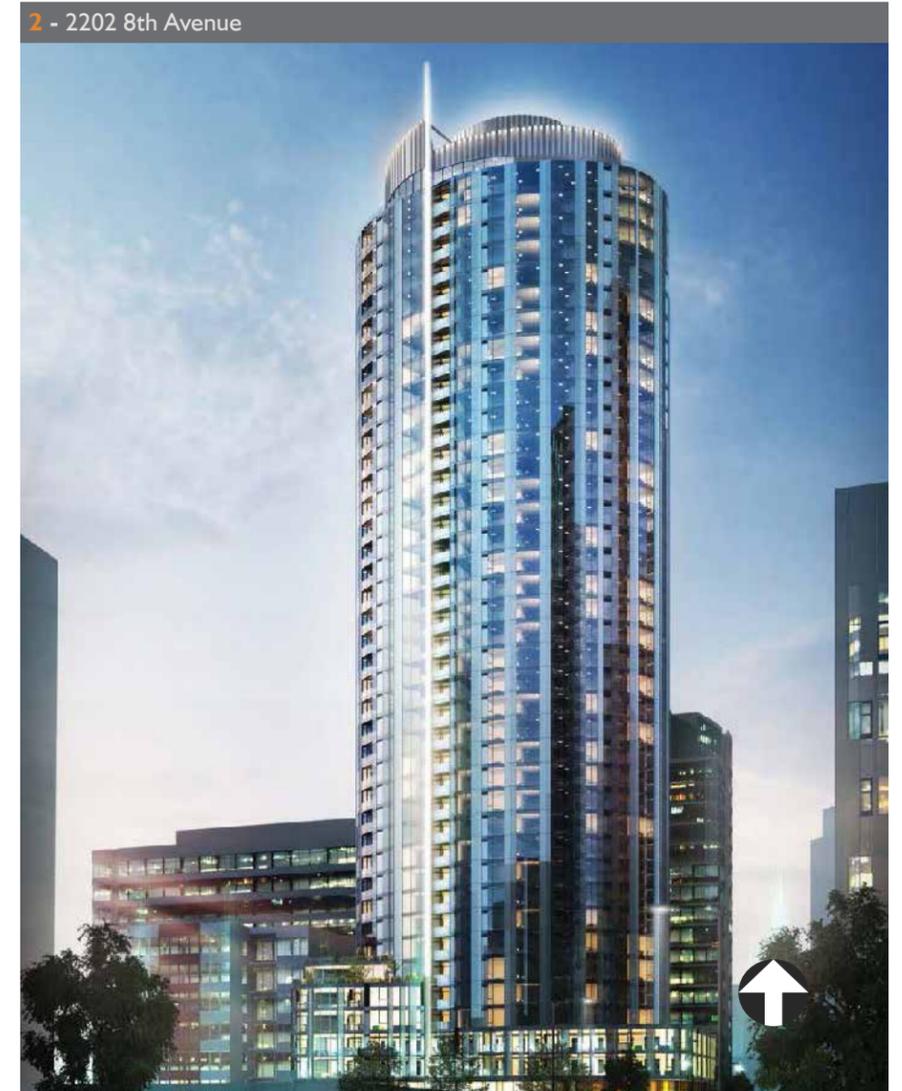
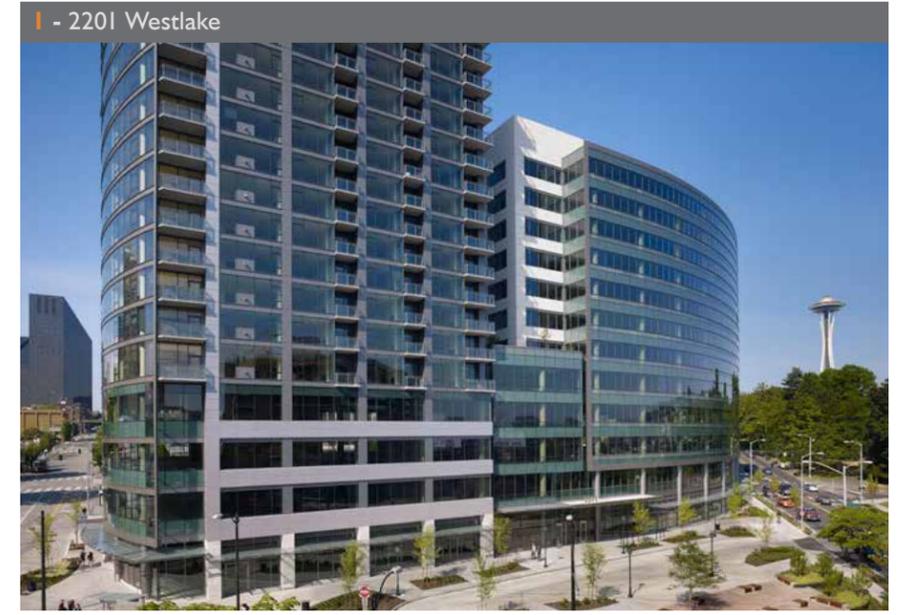
BUILDING USE COLOR KEY

- OFFICE / COMMERCIAL
- RESIDENTIAL / HOSPITALITY
- MEDICAL / RESEARCH
- PROJECT SITE
- UNDER CONSTRUCTION
- PLANNED PROJECTS

- 2030 8TH AVENUE
- 9TH AND LENORA
- CORNISH DORMS
- SEATTLE TIMES
- 970 DENNY
- BOXCAR APARTMENTS
- AMAZON CAMPUS
- 300 BOREN
- GROUP HEALTH
- 425 FAIRVIEW
- AMAZON CAMPUS
- AMAZON CAMPUS

- BLOCK 21
- 2202 8TH AVENUE
- PAN PACIFIC HOTEL
- 2201 WESTLAKE
- ROLLIN STREET FLATS
- BLOCK 48
- 9TH AND THOMAS
- 325 9TH AVENUE N
- 901 HARRISON TOWER
- 300 & 333 8TH AVE. N
- 427 9TH AVE N
- 427 9TH AVE N
- 8TH + REPUBLICAN

NEIGHBORHOOD CONTEXT



3 - 9th and Lenora



5 - South Lake Union Block 48



7 - The Terry Thomas



8 - 202 Westlake



4 - Seattle Times Project



6 - Amazon Phase IV



9 - Group Health



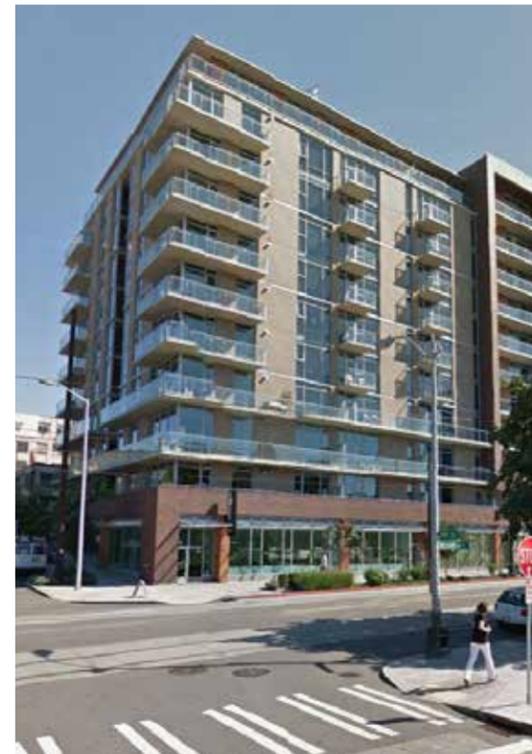
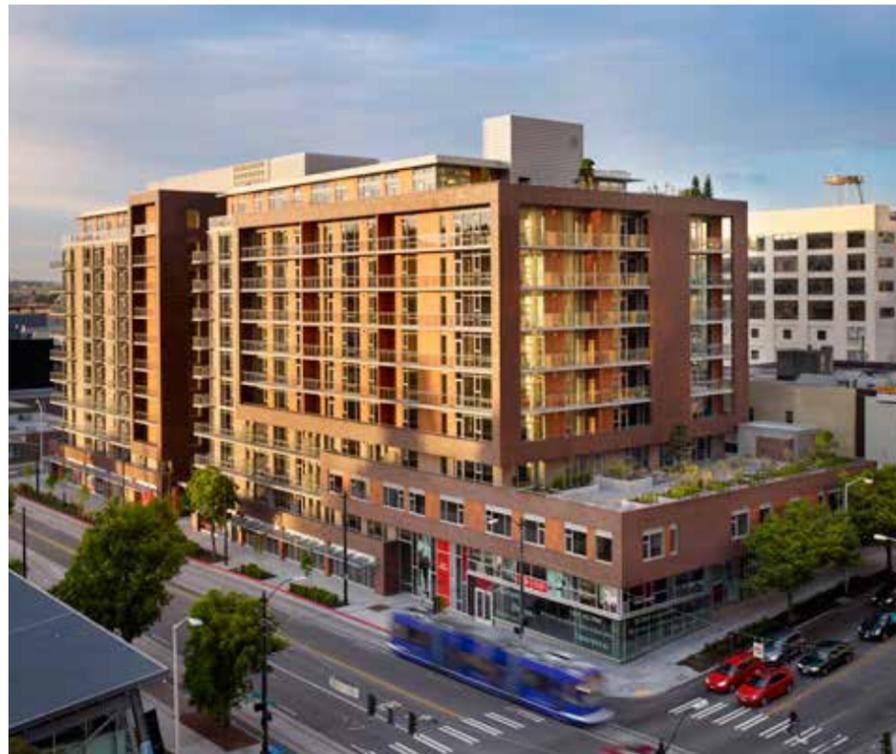
SURROUNDING PROJECTS



BOXCAR APARTMENTS

7 Story Residential Apartments
 Built in 2013
 145 Residential Units
 80 Feet Tall

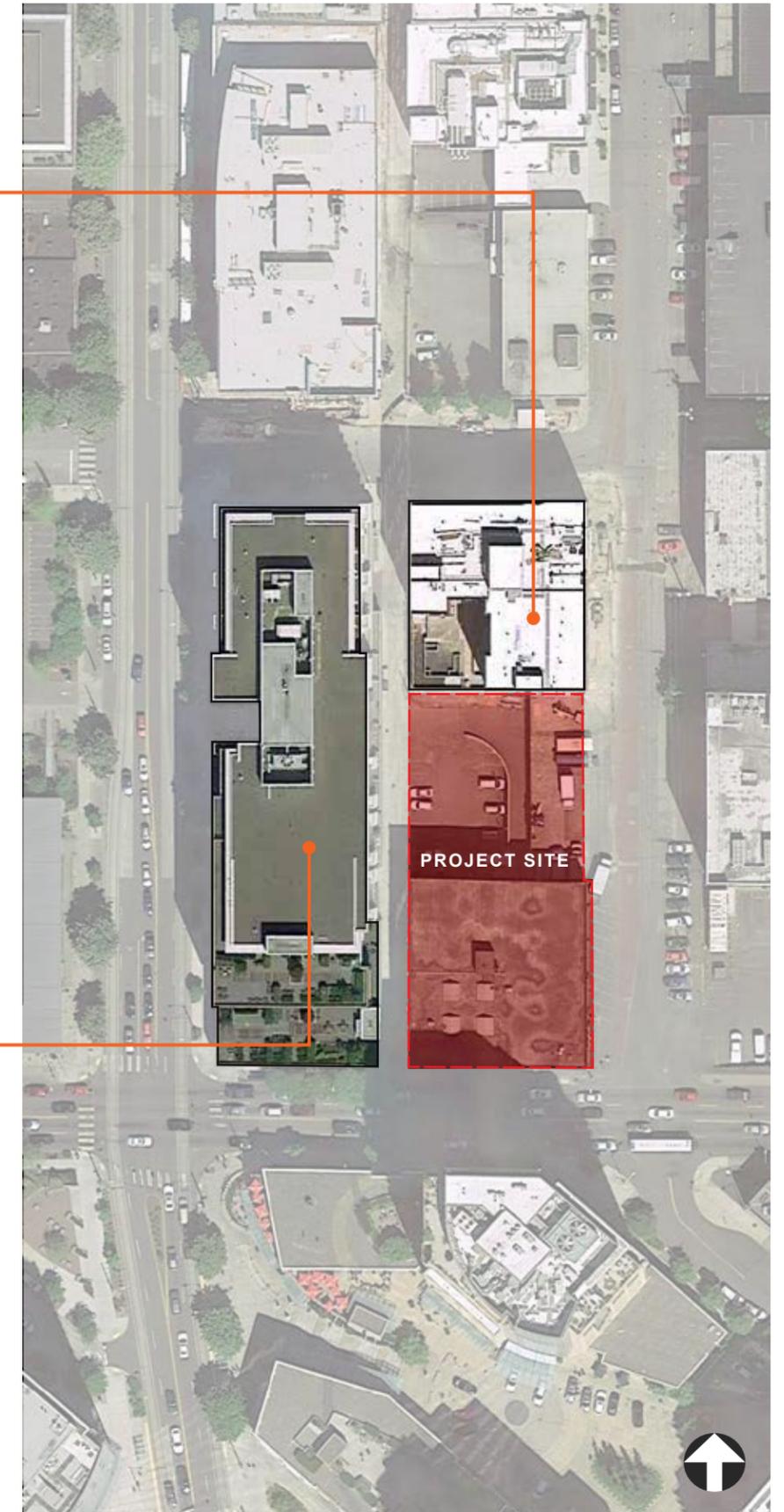
Originally envisioned as student housing, this 7 story apartment building houses 145 studio and one bedroom apartments ranging from 319 to 667 sq. ft. They are small scale apartments targeted to “those who spend less time on the couch and more time taking in all the City and Sound have to offer.” The “L” shaped building opens up at the Southwest corner of the site, directly to the north of our site.



ROLLIN STREET FLATS

11 Story Residential Apartments
 Built in 2012
 Street Front Retail
 Modernism | Brick | Wood Veneer | Metal

Completed in 2012, The Rollin Street Flats are modern high end apartments ranging from 670 to over 2000 sq. ft., many featuring decks or terraces. The buildings exterior is clad in brick, wood, and aluminum for a modern industrial look. The building also features retail storefronts along Westlake Ave. and a rooftop terrace along Denny.



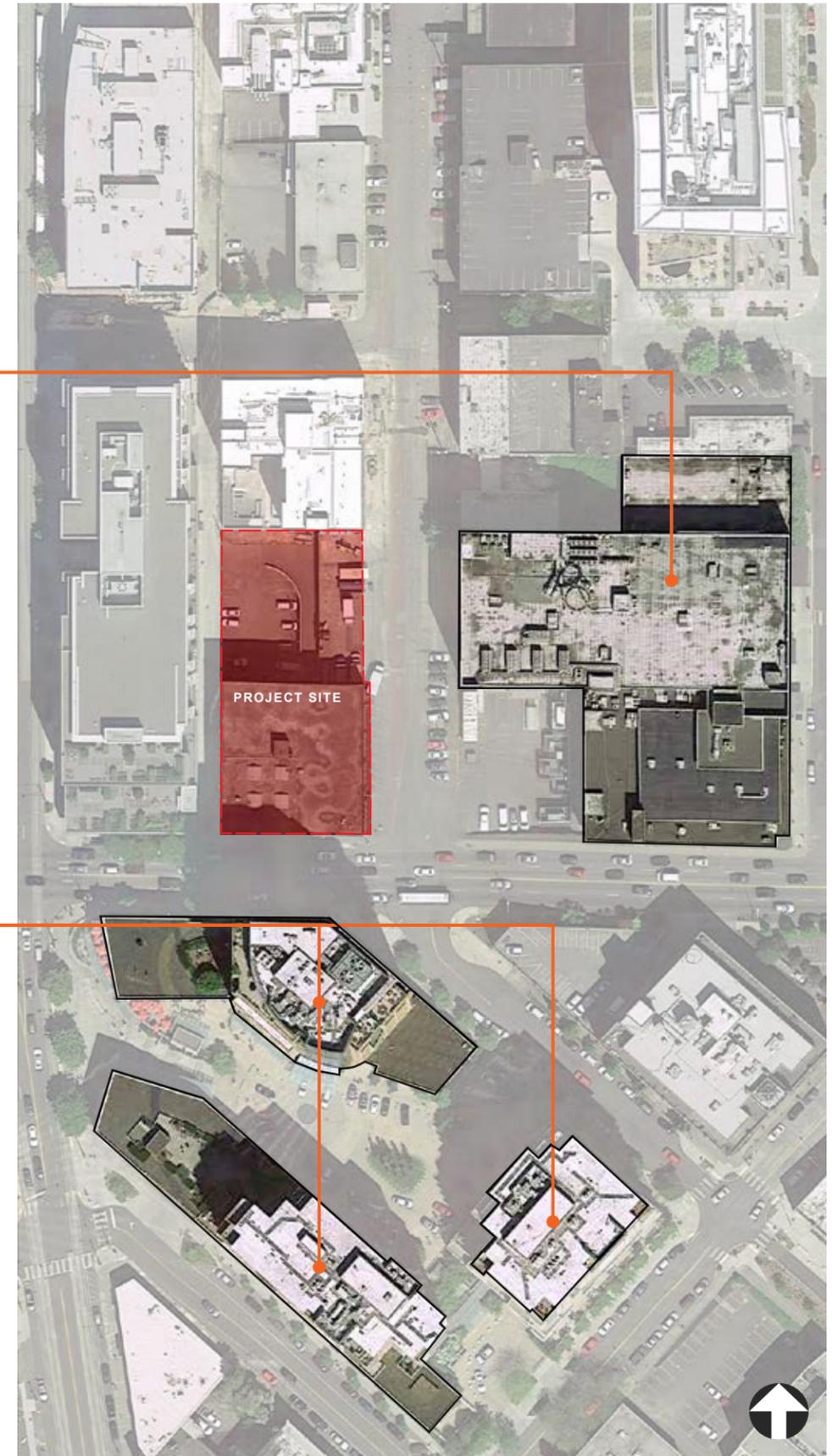
SURROUNDING PROJECTS



SEATTLE TIMES BUILDING

8 Story Office
 Built in 1929
 Steel-Concrete Structure

Built in 1929 and serving as the headquarters for the Seattle Times for 81 years, the 8 story concrete building was sold in 2011 and was seismically reinforced with interior and exterior steel bracing. It now serves as a mixed-use property, it contains communications, storage, and restaurant tenants.

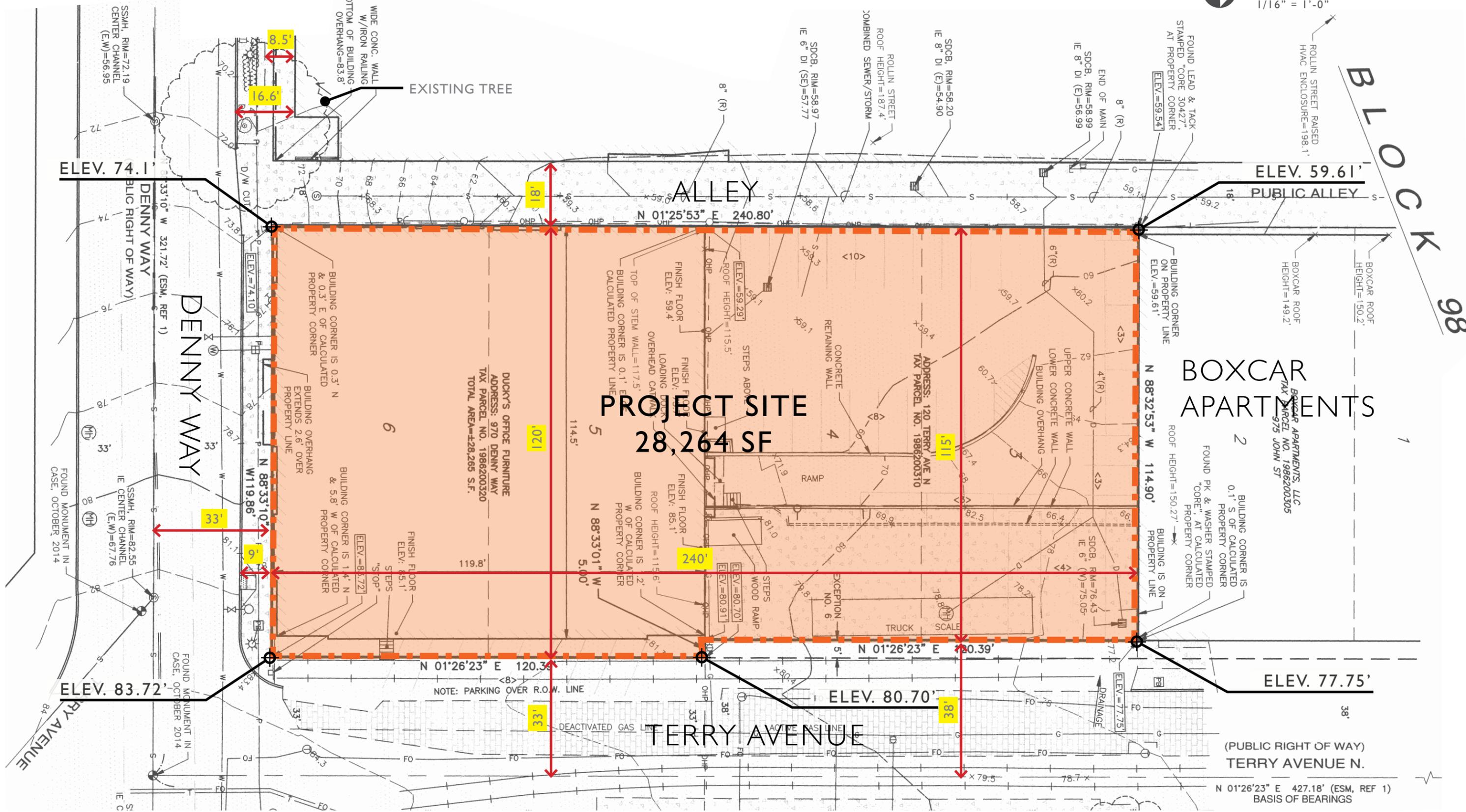


2200 WESTLAKE

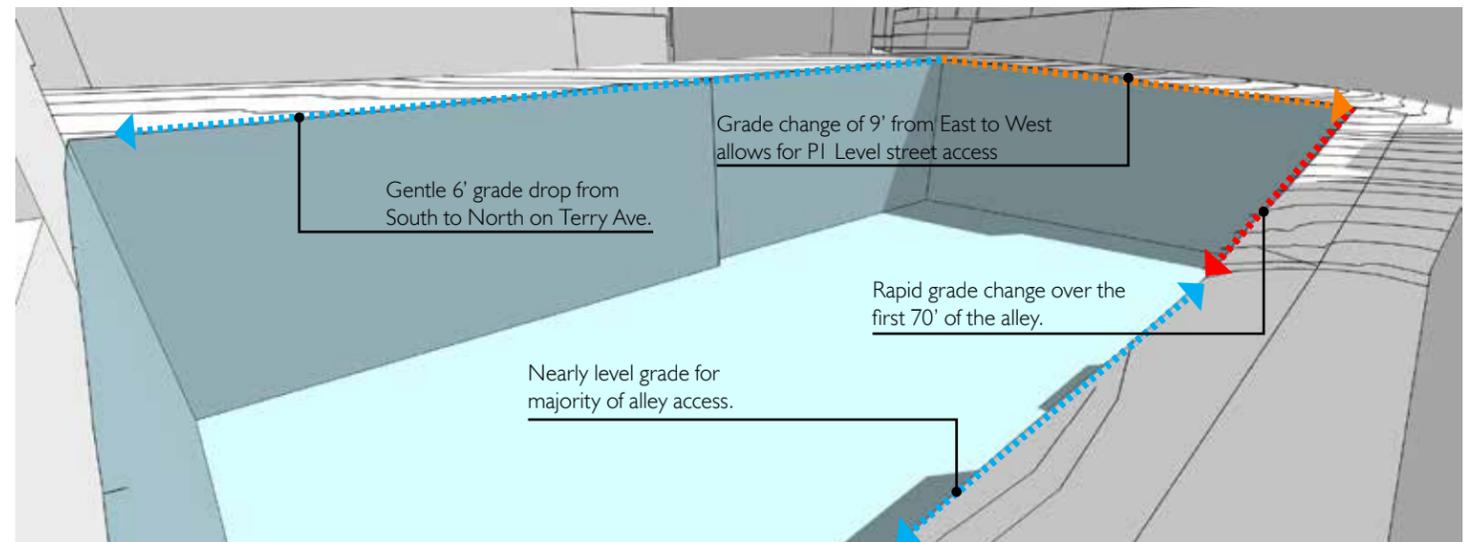
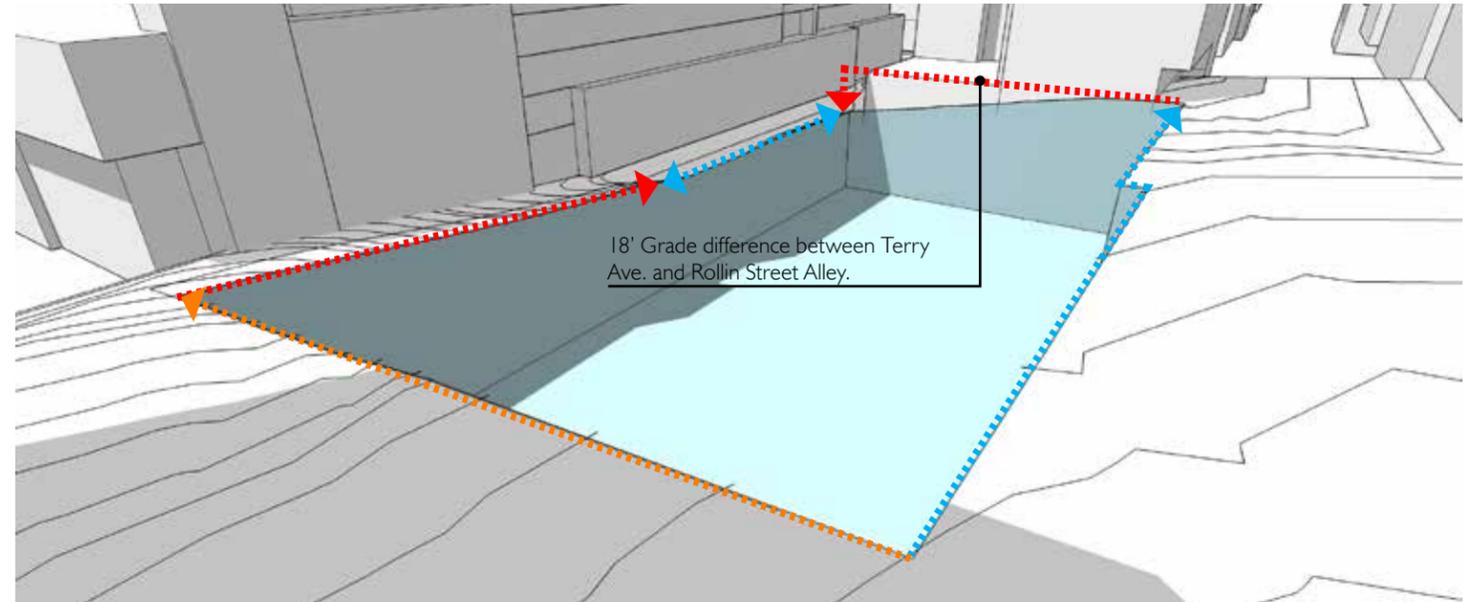
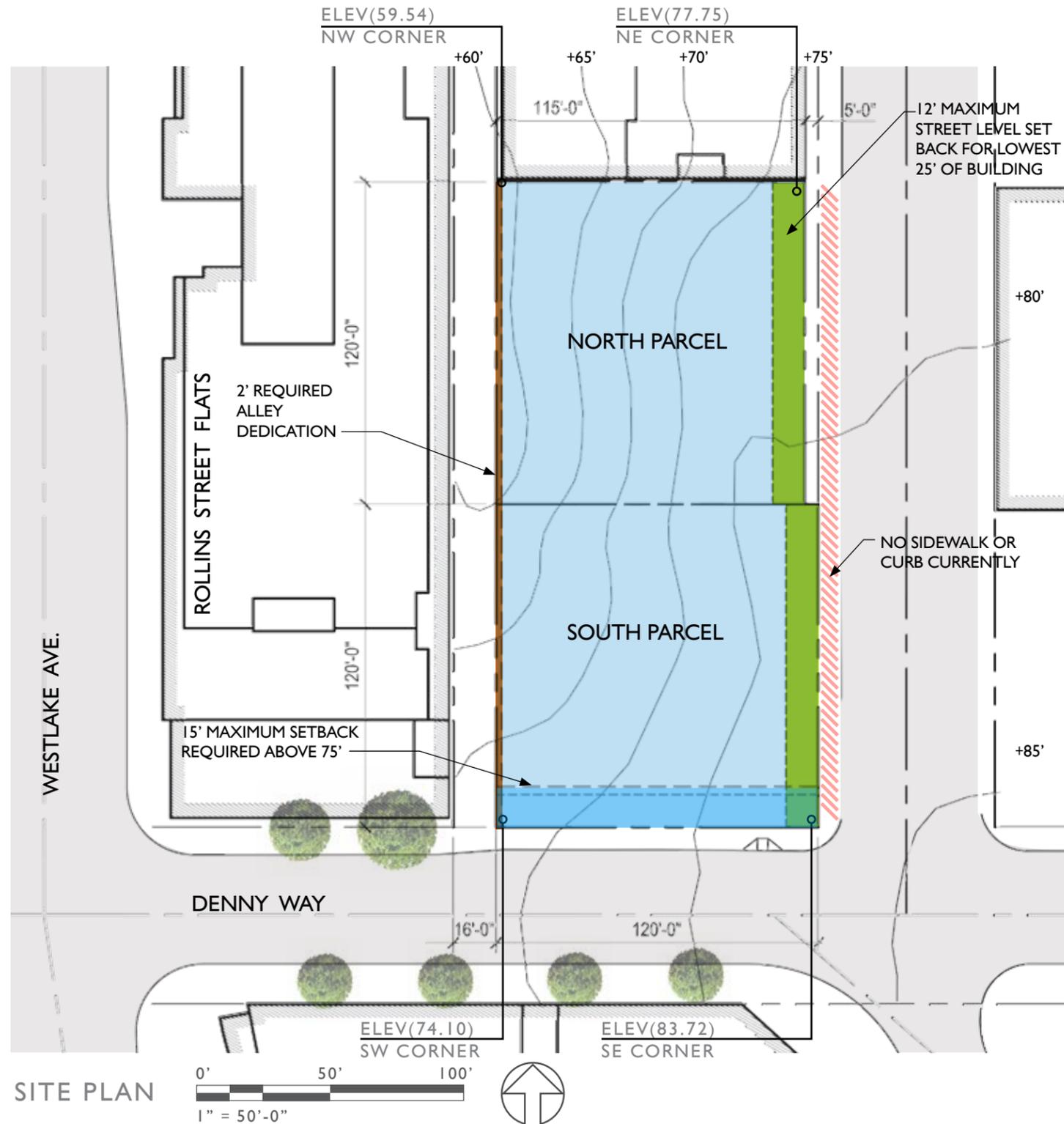
3 Story Retail | Residential | Hotel
 Built in 2007
 Street Front Retail
 Modern | Brick | Curtain wall

Completed in 2007, this one-million sf mixed-use project served as a catalyst for the redevelopment of the South Lake Union neighborhood and an iconic gateway to the Denny Triangle and downtown Seattle. Program includes 93,000 sf retail, 260 residential units, and a 160-room Pan Pacific Hotel. Currently Whole Foods anchors the development's large tenant space at the corner of Westlake and Denny, and many restaurants such as Seastar and Tutta Bella fill the upper retail floors.

EXISTING SITE SURVEY



SITE DETAILS



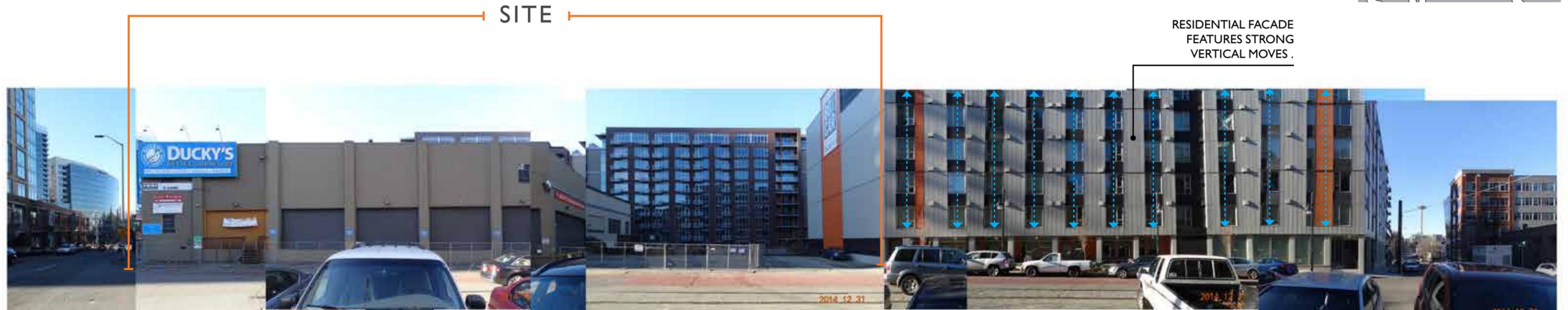
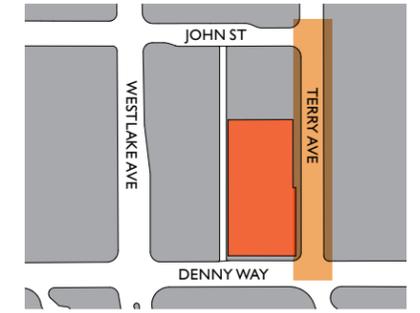
Terry Avenue

- Two-way street with light traffic.
- Two-lane street with parking along the east side.
- Designated festival street with major pedestrian presence.
- Site slopes downward approximately six feet from the southeast corner of the site to the northeast corner

DENNY AVENUE

- Two-way heavy traffic street.
- Four-lane street with turn lanes at key intersections
- Class two pedestrian
- Site slopes downward approximately 10 feet from the southeast to southwest corner of the site.

ELEVATIONS – TERRY AVENUE

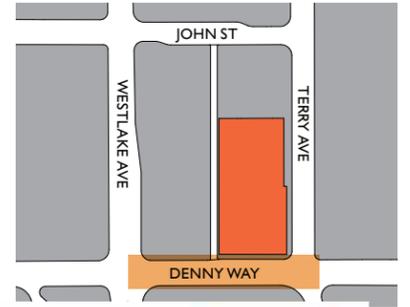


WEST SIDE OF TERRY AVENUE

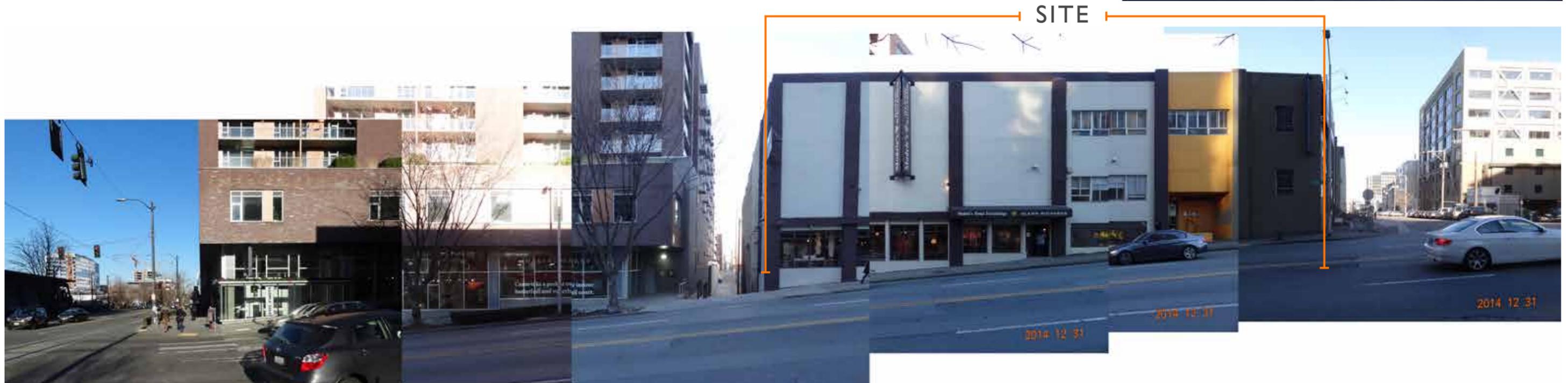


EAST SIDE OF TERRY AVENUE

ELEVATIONS – DENNY WAY



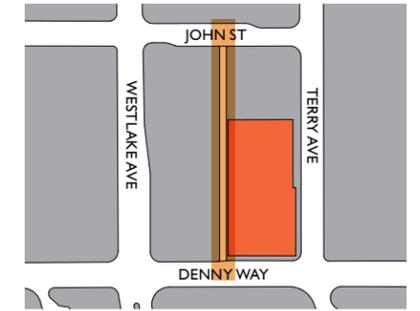
SOUTH SIDE OF DENNY WAY



NORTH SIDE OF DENNY WAY

MAIN ENTRY LOBBY

ELEVATIONS – ROLLIN STREET

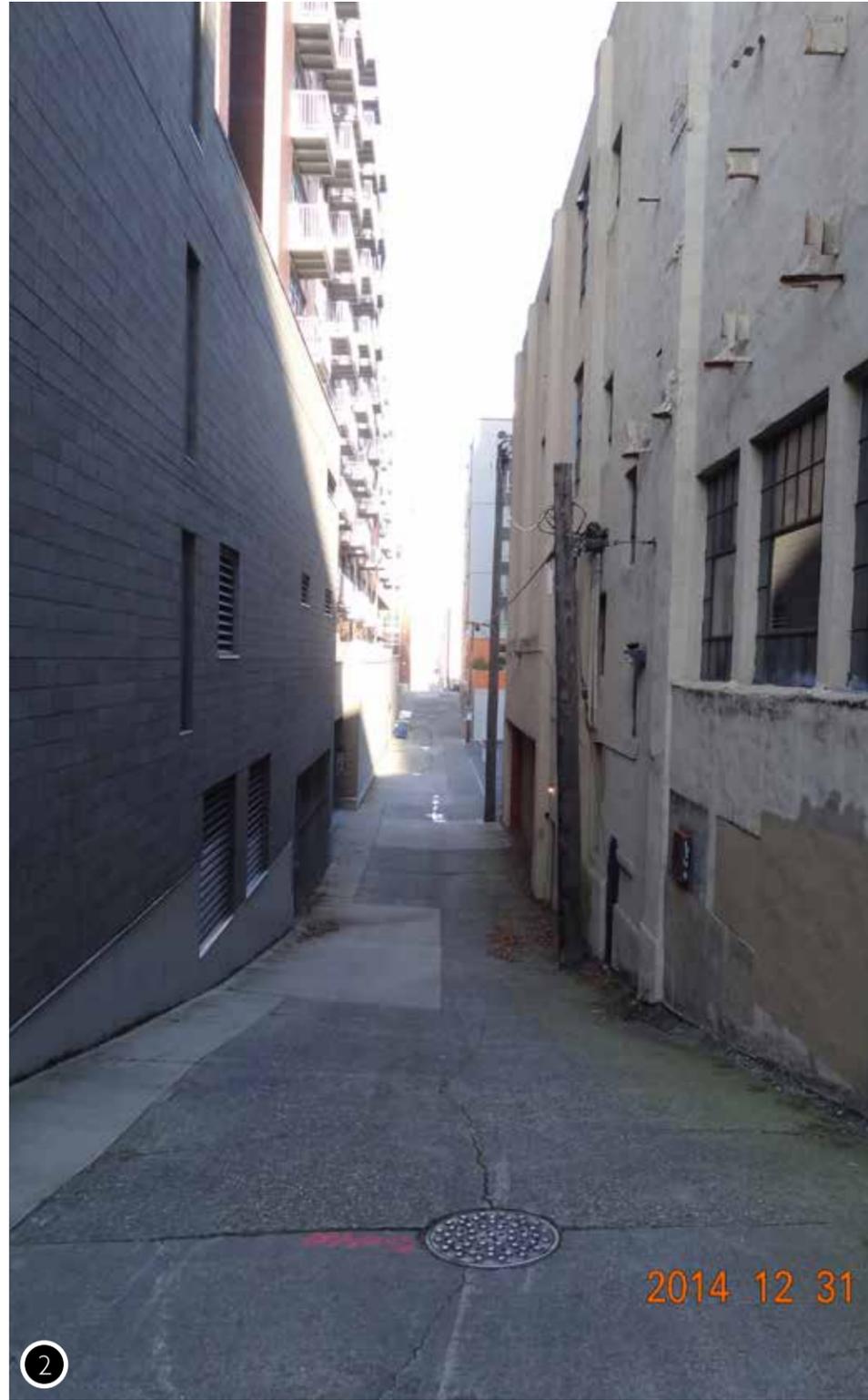


WEST SIDE OF ALLEY



EAST SIDE OF ALLEY

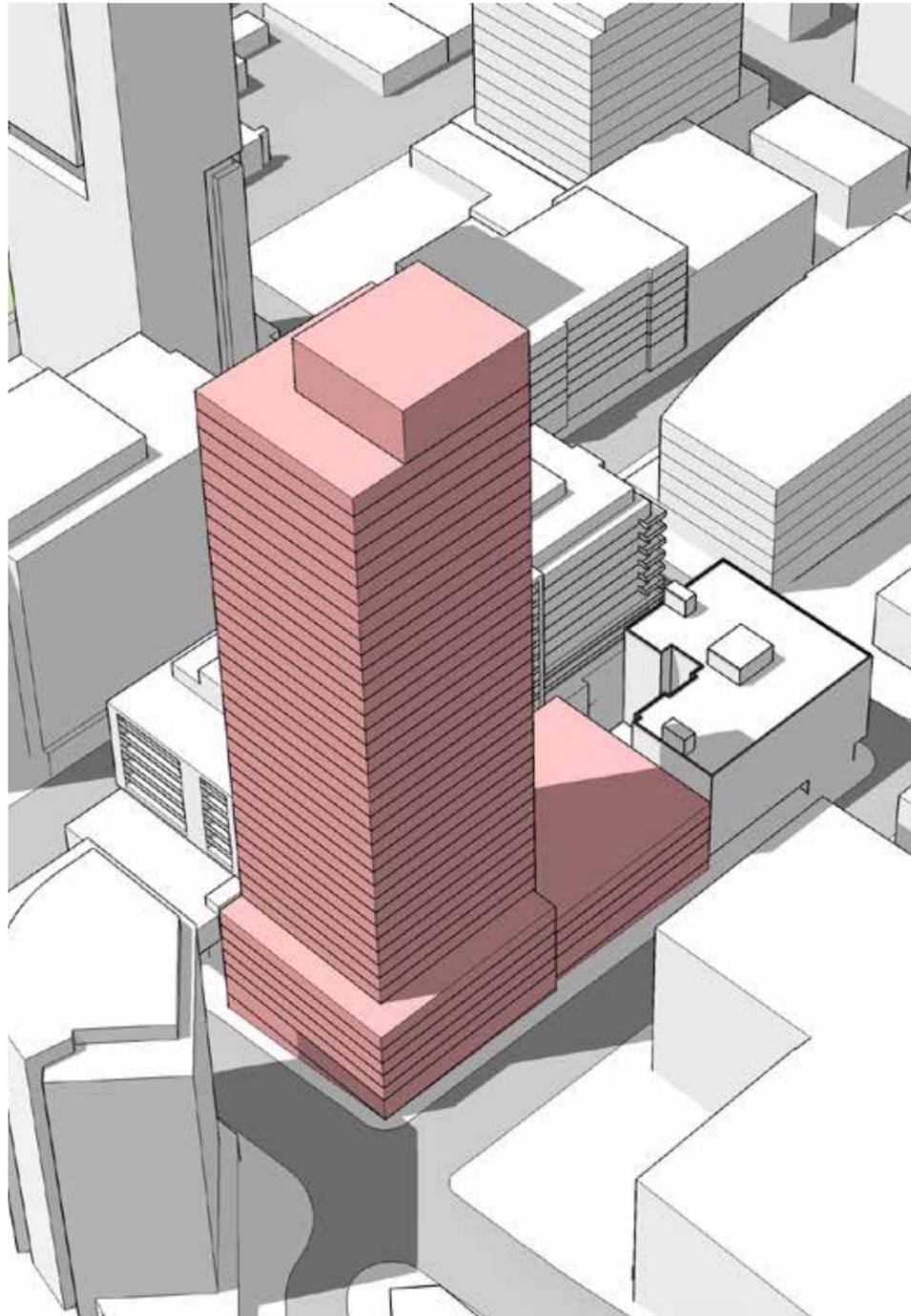
SITE CONDITIONS



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MASSING OPTIONS

SITE PLANNING – MASSING OPTIONS



SOUTH TOWER PLACEMENT

PROS

- Boxcar is less shaded on its south facade, but there are no windows on this facade.
- The building is more predominate from Denny, allowing for greater visibility.

CONS

- The L6 rooftop residential amenity is shaded for a large portion of the day
- The gap between the tower and 2200 Westlake becomes very narrow and creates a visual chokepoint along Denny.
- Rollin Street Flats are shaded for a larger portion of the day and the southern corner units lose their views East.
- The retail component of the project becomes supplanted at the Denny/Terry intersection with Residential lobby and Leasing uses, losing its connection to 2200 Westlake, and eliminating the opportunity for a substantial retail presence on that corner.



NORTH TOWER PLACEMENT

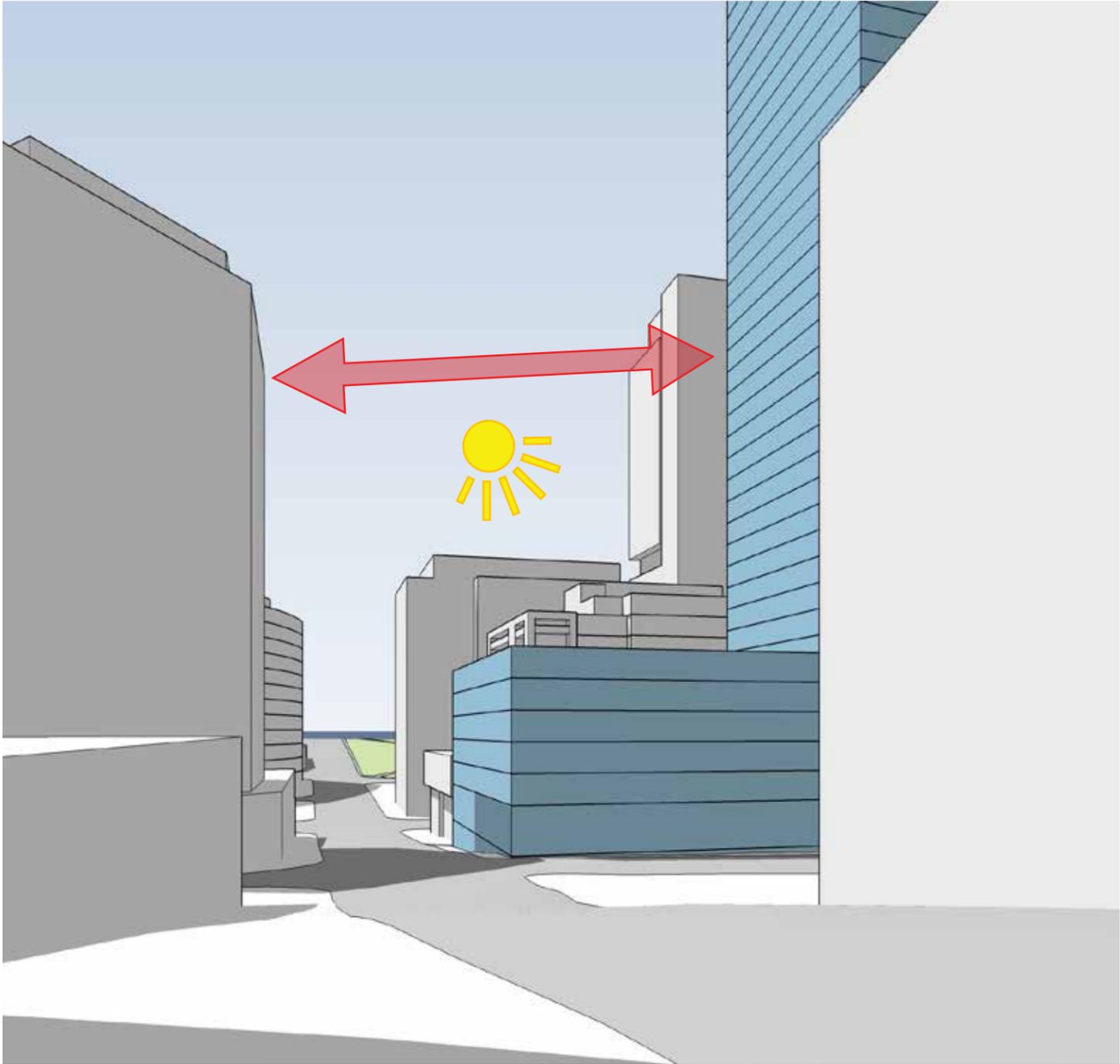
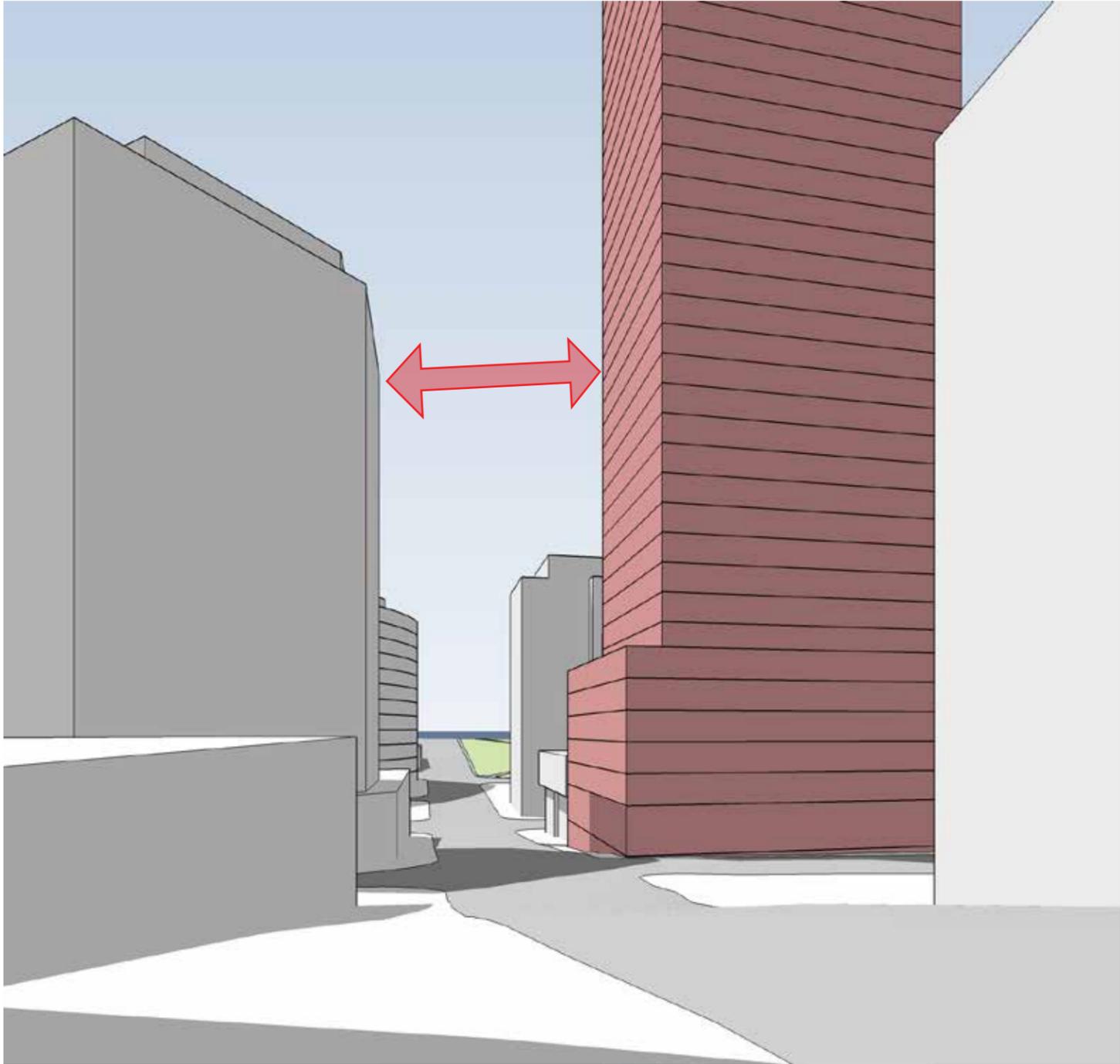
PROS

- The residential amenity space moves to the south side of the tower, receiving maximum sunlight and providing a greenspace along Denny.
- A larger portion of the podium units have sunlight and views.
- The retail component of the project gains maximum exposure to both Denny and Terry Avenues.
- Rollin Street Flats southern units retain their views and light throughout much of the day, and the project on the whole remains visible from the east.
- The Seattle Times building to the east receives more afternoon sunlight.

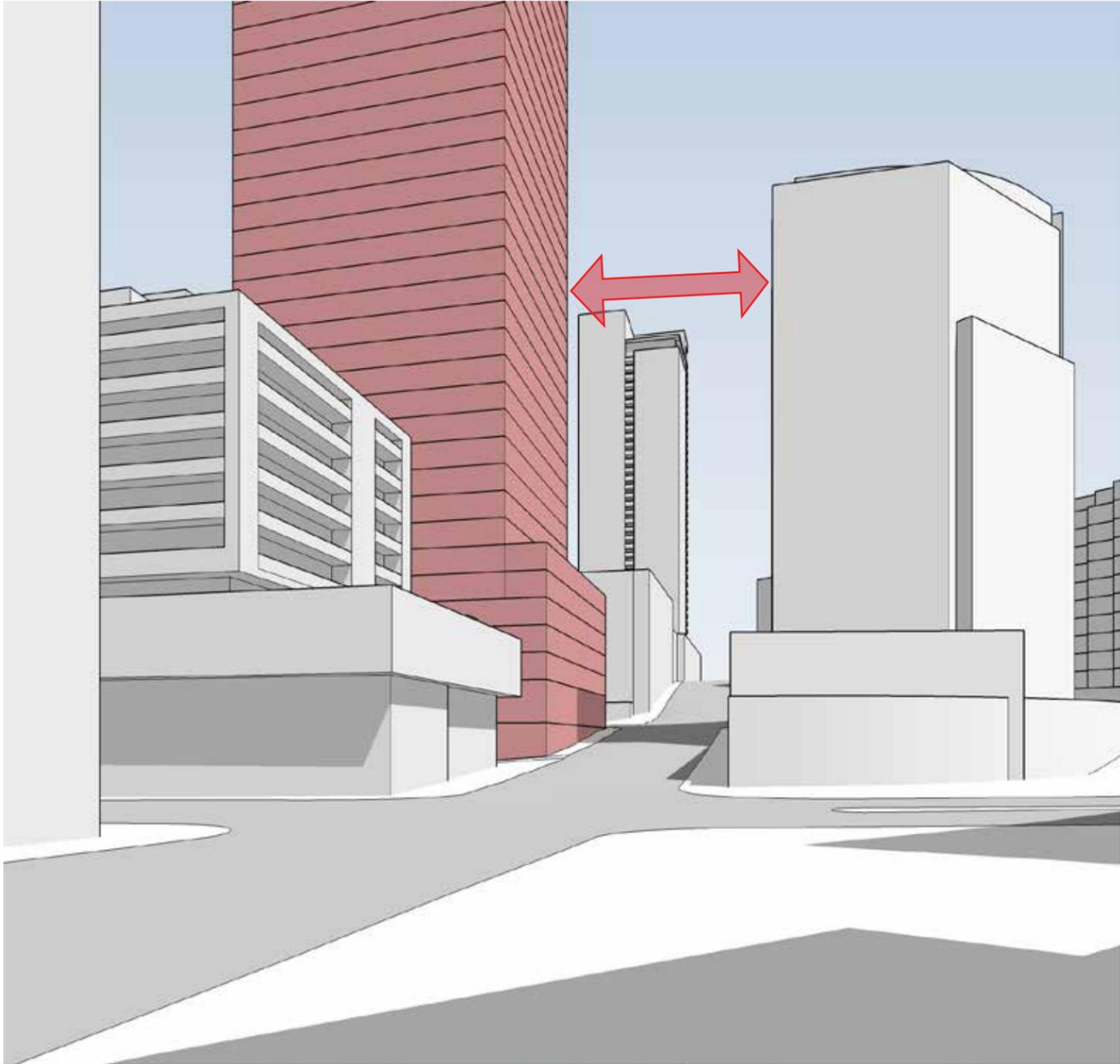
CONS

- Southern facing units at Boxcar are shaded for a longer duration during the day, but still receive sunlight in the afternoon.

SITE PLANNING VIEWS – LOOKING WEST

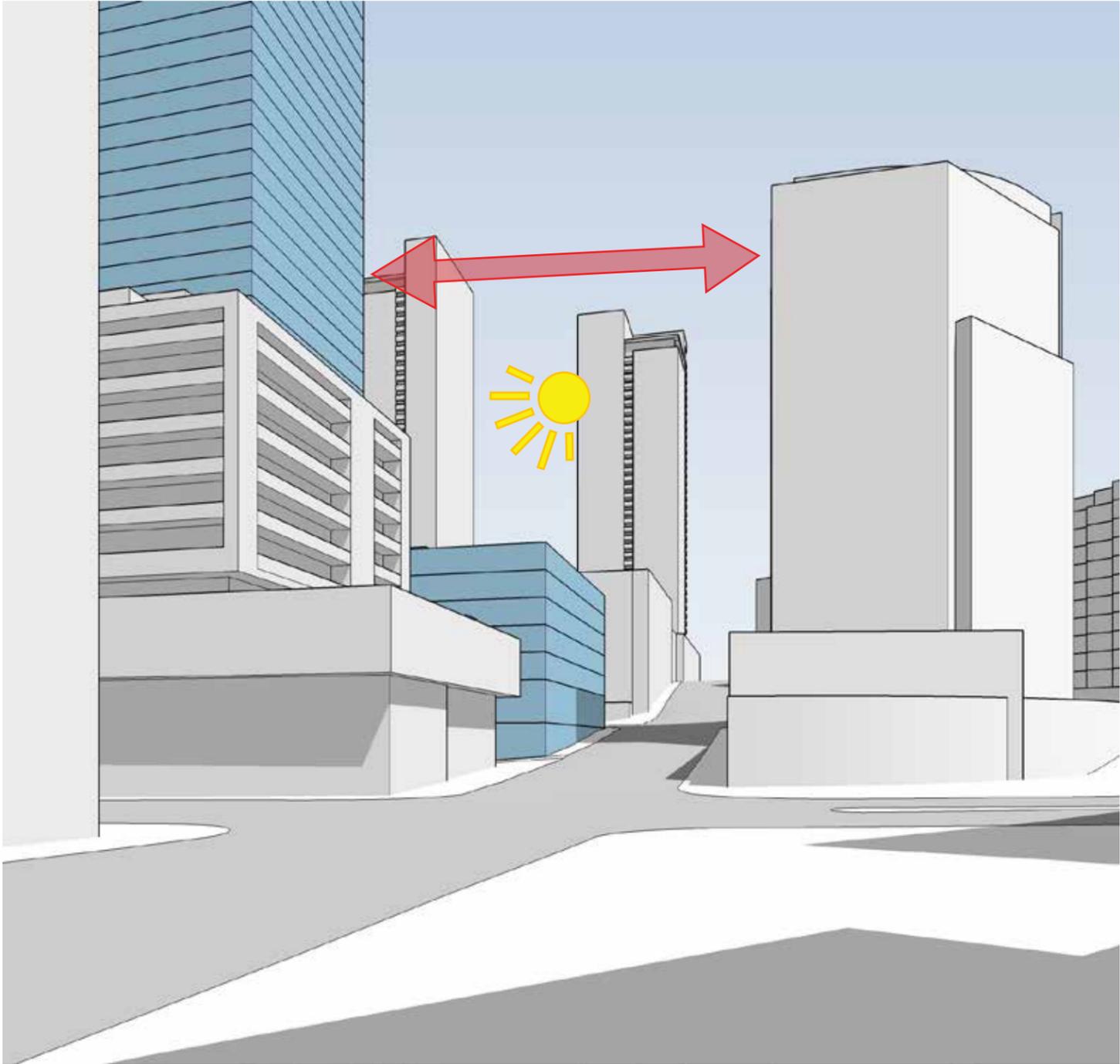


SITE PLANNING VIEWS – LOOKING EAST UP DENNY



SOUTH TOWER PLACEMENT

The south tower location creates a narrow condition between 2200 Westlake and our tower, as well as blocking any light and views from the corner units at the Rollin Street Flats.



NORTH TOWER PLACEMENT

With the tower at the north the gap between the Pan Pacific tower and our site is opened up, allowing for increased light onto the Rollin Street Flats as well as open views down Denny.

MASSING OPTIONS OVERVIEW



MASSING OPTION 1

Code Compliant scheme with industrial proportions on the podium and a rotated rectilinear tower.



MASSING OPTION 2

Angled Tower and podium with mass shifting in and out vertically to breakdown mass.



MASSING OPTION 3 – PREFERRED

Curved tower scheme with a rectilinear base reflecting the industrial history of South Lake Union.

OPTION I - CODE COMPLIANT



BIRD'S EYE DIAGRAM FROM SOUTHEAST



PODIUM FROM SOUTHEAST

MASSING OPTION I

This option is meant to show what a code compliant option may look like. The concept pairs a rectilinear base oriented to grid, and a rectilinear tower, slightly skewed in order to create a little tension between base and tower. The skew also helps the tower provide more separation between it and Rollin Street Flats across the alley.

Pros:

- Does not require any departures.
- Rotated tower is sensitive to building spacing across the alley.

Cons:

- Core, structure and unit layouts difficult with tower rotation because core wants to remain oriented to street grid.
- Form is fairly simple, and chunky in order to simplify unit planning.

OPTION 1 – MASSING VIEWS



BIRD'S EYE FROM NORTHWEST



PROJECT FROM NORTHWEST



VIEW DOWN ROLLIN STREET ALLEY



AERIAL VIEW FROM SOUTHEAST UP TERRY



AERIAL VIEW FROM SOUTHWEST



AERIAL VIEW FROM NORTH ON WESTLAKE AVE.

OPTION 2



BIRD'S EYE FROM SOUTHEAST



PODIUM FROM SOUTHEAST

MASSING OPTION 2

Option Two utilizes modern sharp and distinguished geometry to bring character to the project, while also focusing views on the surrounding features. The podium itself utilizes a kink to align views from the units down Terry, relating to the change in Terry Avenue's axis, and opens up views down Denny towards the key intersection at Westlake.

Pros:

- Massing of building has a sharp and distinguishing geometry.
- Building massing steps back as it reaches upward helping scale the overall massing.

Cons:

- From some vantage points the tower could appear broad given the splayed angles of the form.
- Relationship to Rollin Street Flats is tightest across the alley of any scheme, and might be "in your face" for both projects as the two facades are coplanar.
- Stacked box aesthetic is difficult to structure efficiently for units. Columns end up in the middle of living rooms.
- Stacked boxes create more unique unit floors, which affects the head height for the units.

OPTION 2 – MASSING VIEWS



BIRD'S EYE FROM NORTHWEST



PROJECT FROM NORTHWEST



VIEW DOWN ROLLIN STREET ALLEY



AERIAL VIEW FROM SOUTHEAST

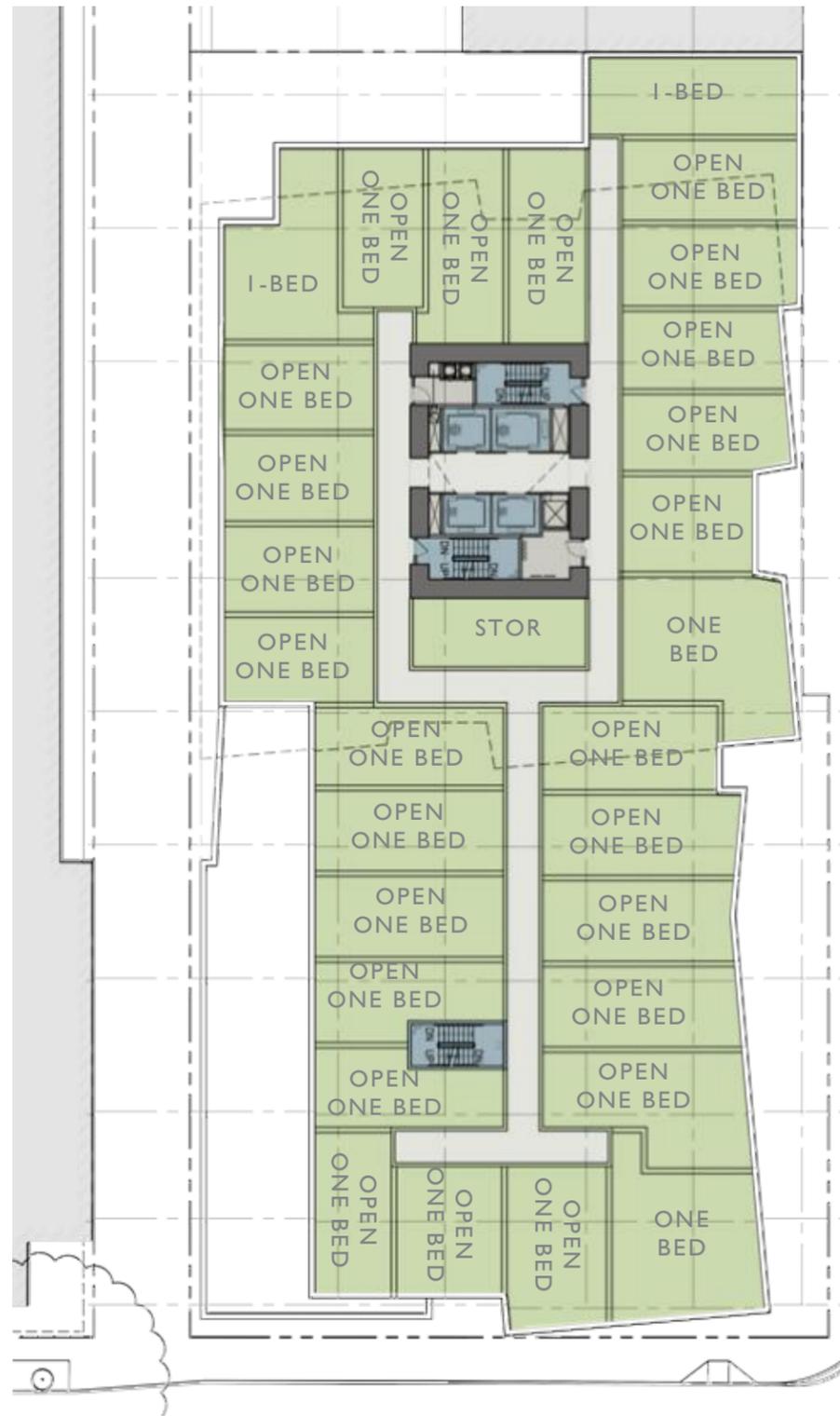
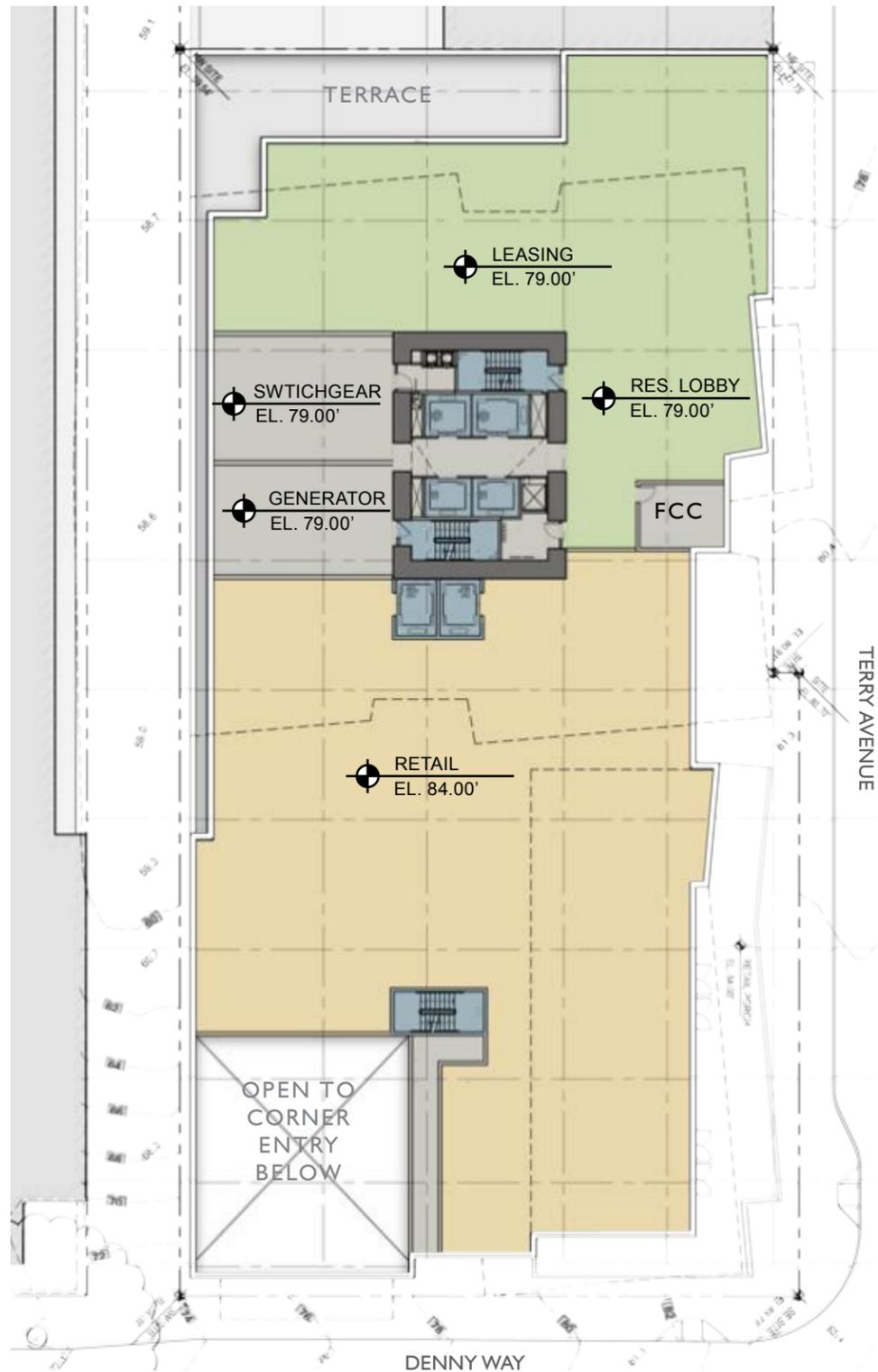


AERIAL VIEW FROM NORTH ON WESTLAKE AVE.



AERIAL VIEW FROM SOUTHWEST

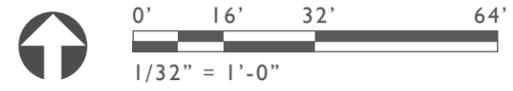
OPTION 2 – FLOOR PLANS



TYPICAL TOWER PLAN
1/32" = 1'-0"

SPACE FUNCTION KEY

- RESIDENTIAL
- RETAIL
- SURROUNDING BUILDINGS
- ELEVATOR / STAIR
- BOH / LOADING



OPTION 3 (PREFERRED)



BIRD'S EYE FROM SOUTHEAST



PODIUM FROM SOUTHEAST

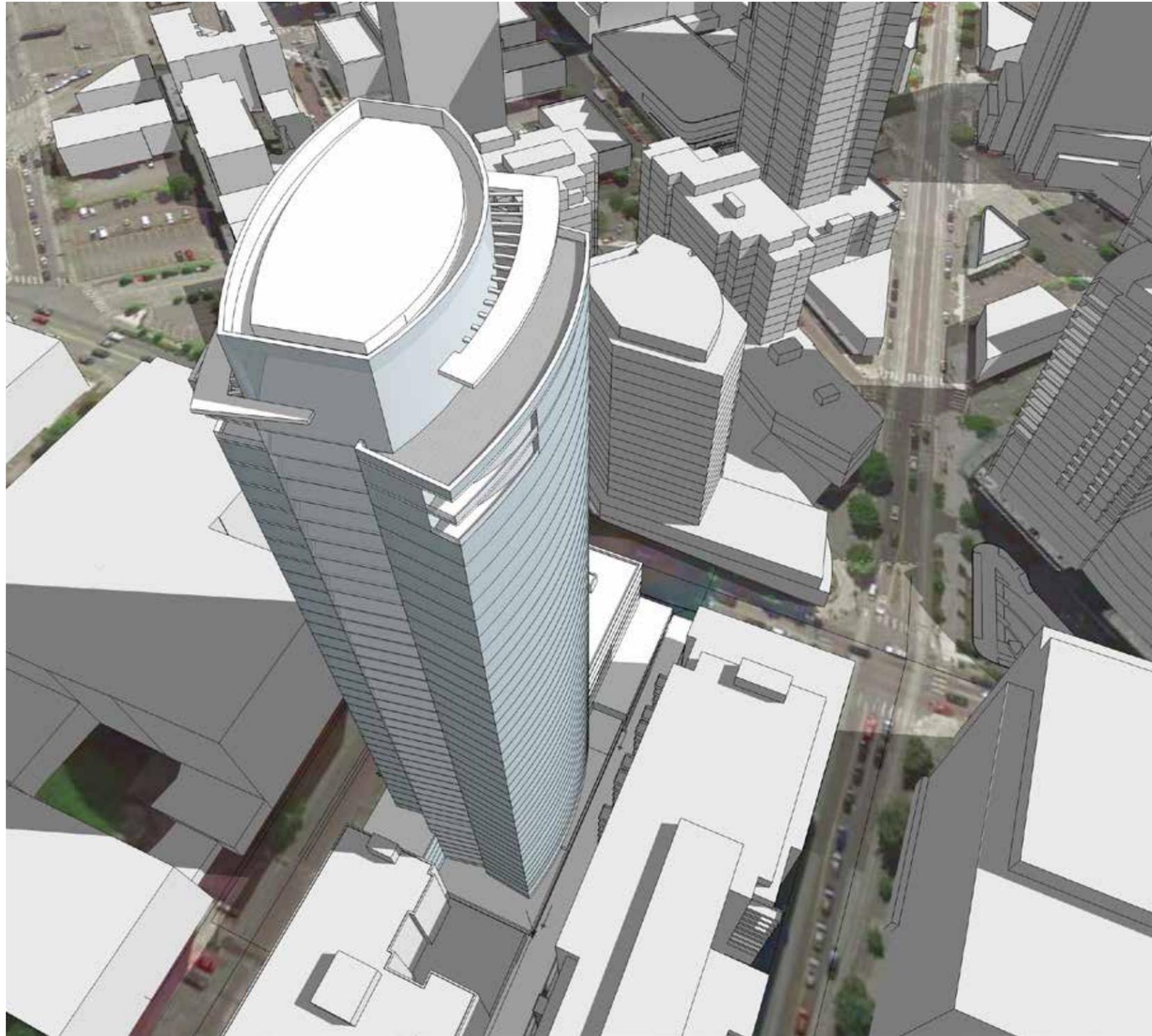
MASSING OPTION 3

Option Three utilizes a curved facade on the tower to maximize separation from the surrounding projects, provides a slim profile that minimizes its shadow and view angles, and provides a superior floor plate for the desired unit mix. The podium contrasts with the modern language of the tower, remembering the not to distant industrial history of South Lake Union. Traditional industrial proportions, and materials would relate to the remaining historic properties in the area, as well as contemporary projects like 9th and Lenora which utilize a similar distinction between base and tower. This allows the character of the past to manifest in a modern setting. Ground level shops and retail will push and pull from the main facade to both mark their presence and create unique pockets of energy around their entries.

Pros:

- Blended curves of the tower stands apart from the rectilinear residential tower architecture proposed in most of South Lake Union.
- Nonparallel walls with Rollin Street Flat increases unit value for both buildings and opens up the space between.
- Early 20th century proportions and treatment are a reminder of SLU's past and create pedestrian scaled warmth and character along the street.

OPTION 3 – MASSING VIEWS (PREFERRED)



BIRD'S EYE FROM NORTHWEST



PROJECT FROM NORTHWEST



VIEW DOWN ROLLIN STREET ALLEY



AERIAL VIEW FROM SOUTHEAST

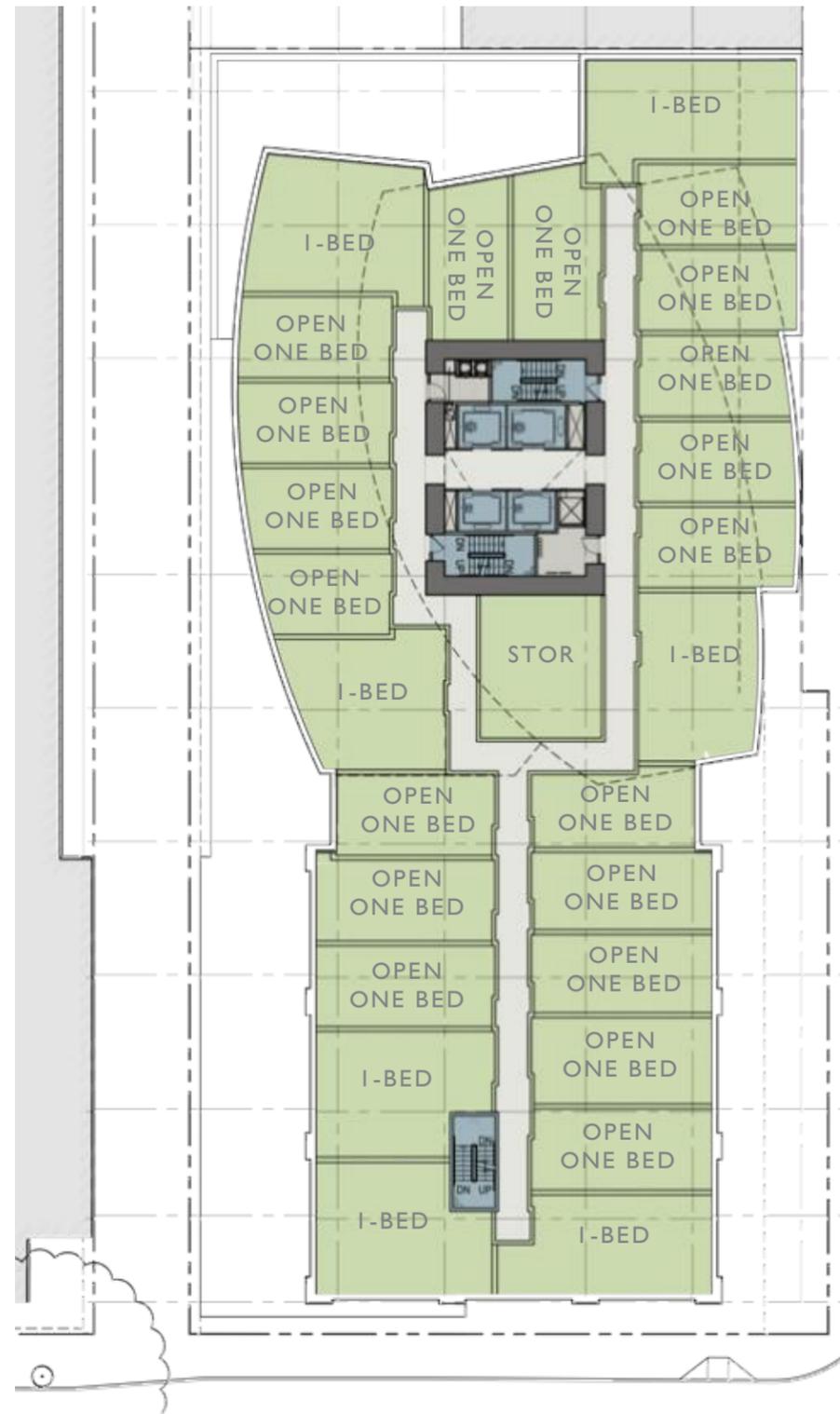


AERIAL VIEW FROM NORTH ON WESTLAKE AVE.



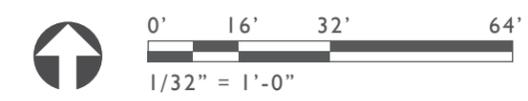
AERIAL VIEW FROM SOUTHWEST

OPTION 3 – FLOOR PLANS (PREFERRED)

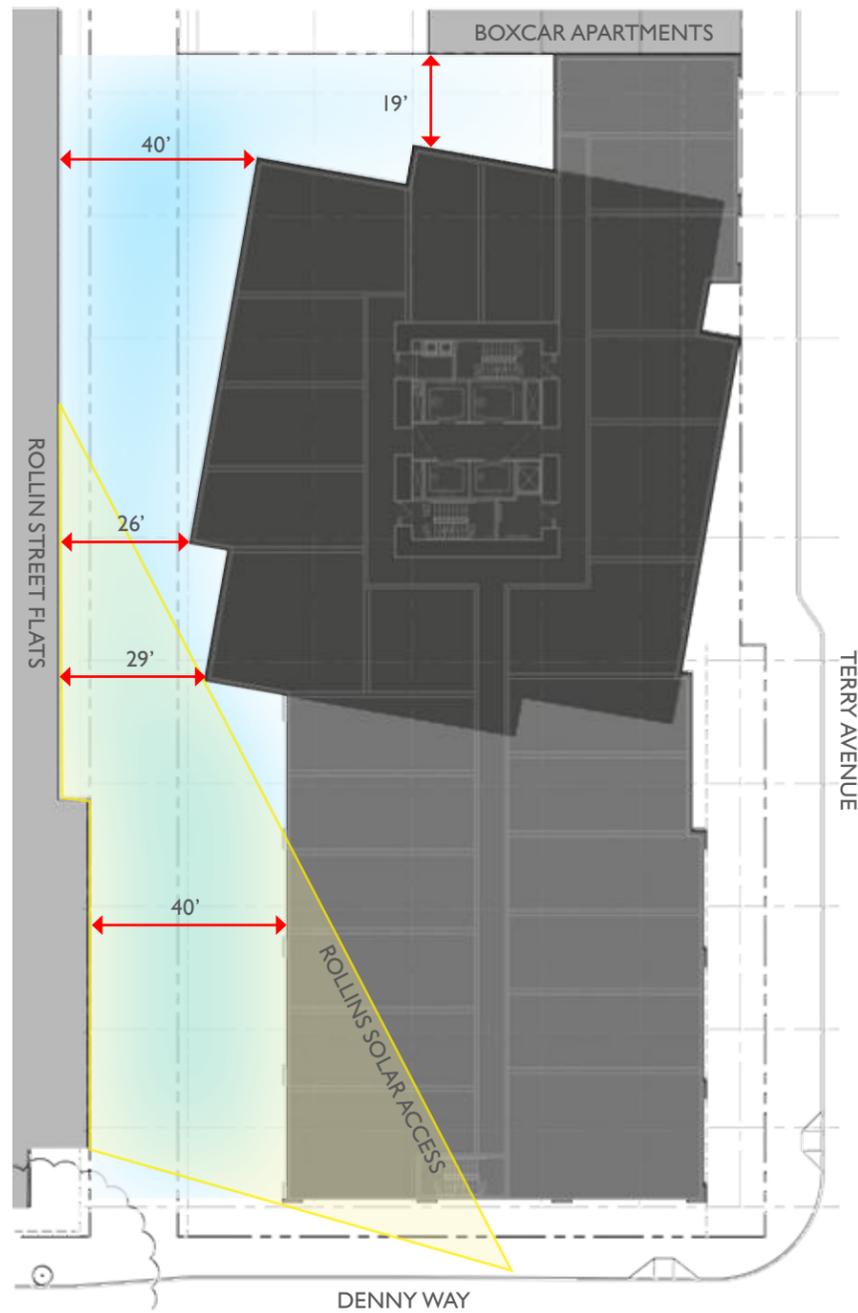


SPACE FUNCTION KEY

- RESIDENTIAL
- RETAIL
- SURROUNDING BUILDINGS
- ELEVATOR / STAIR
- BOH / LOADING

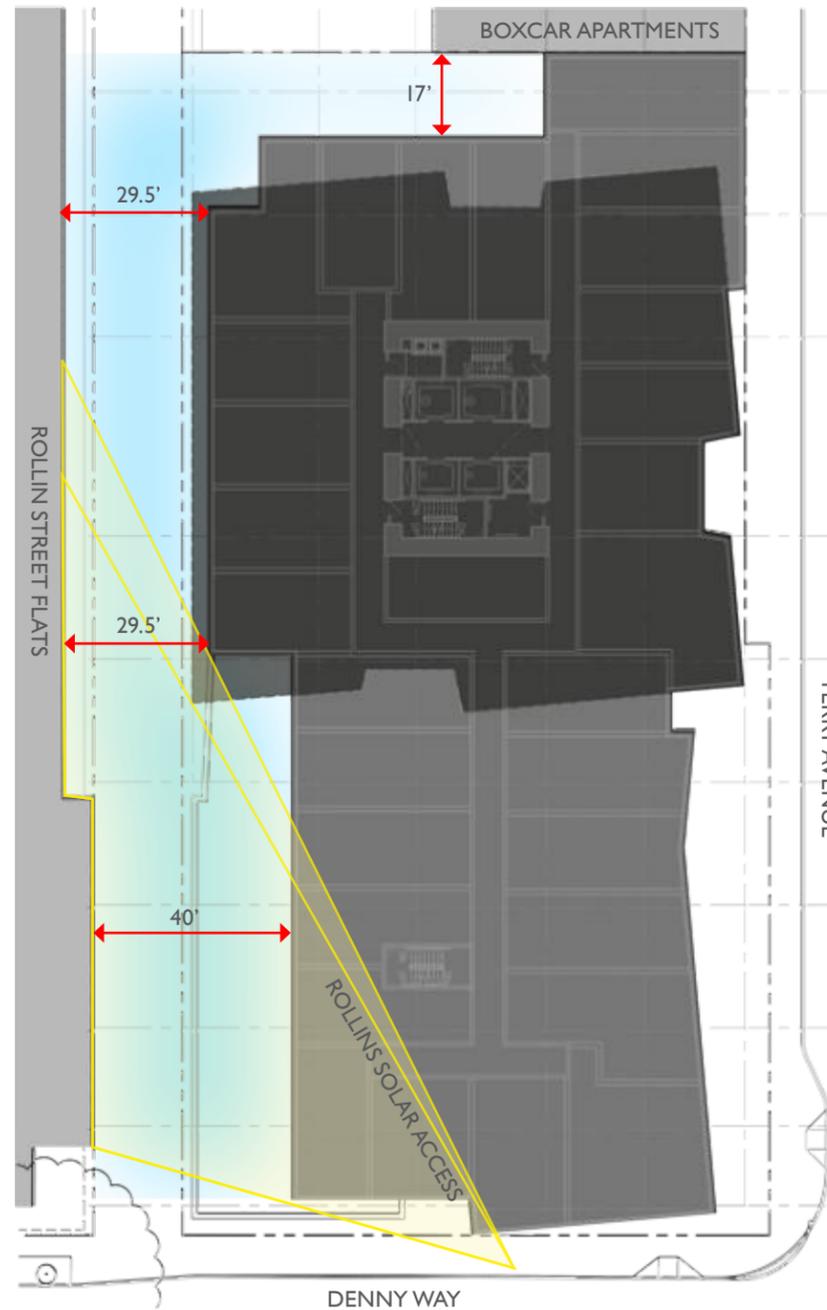


PROXIMITY AND MASSING COMPARISON



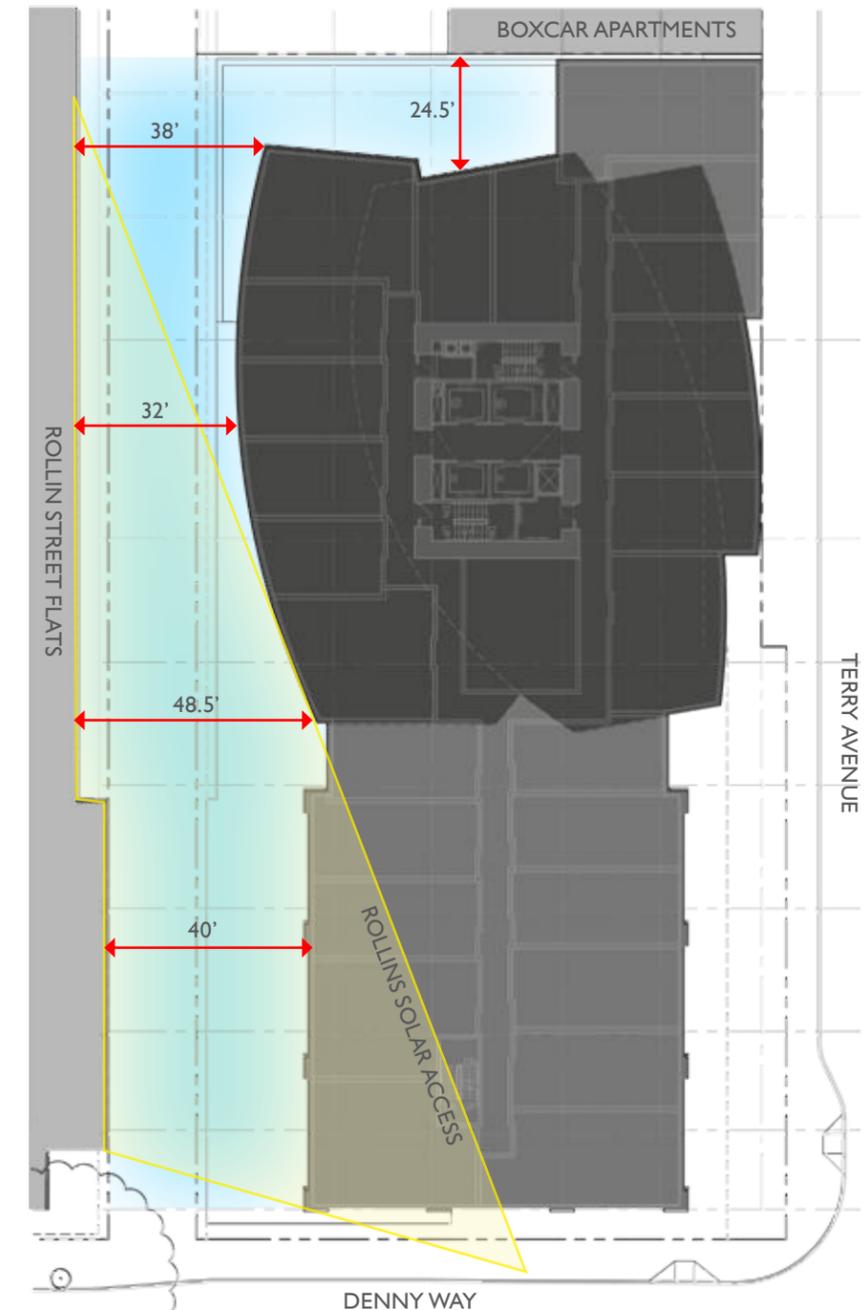
MASSING OPTION 1

Option one's relationship to Rollin Street Flats creates narrow chokepoints. These narrow conditions allow for minimal solar access to the east facade of Rollin Street Flats.



MASSING OPTION 2

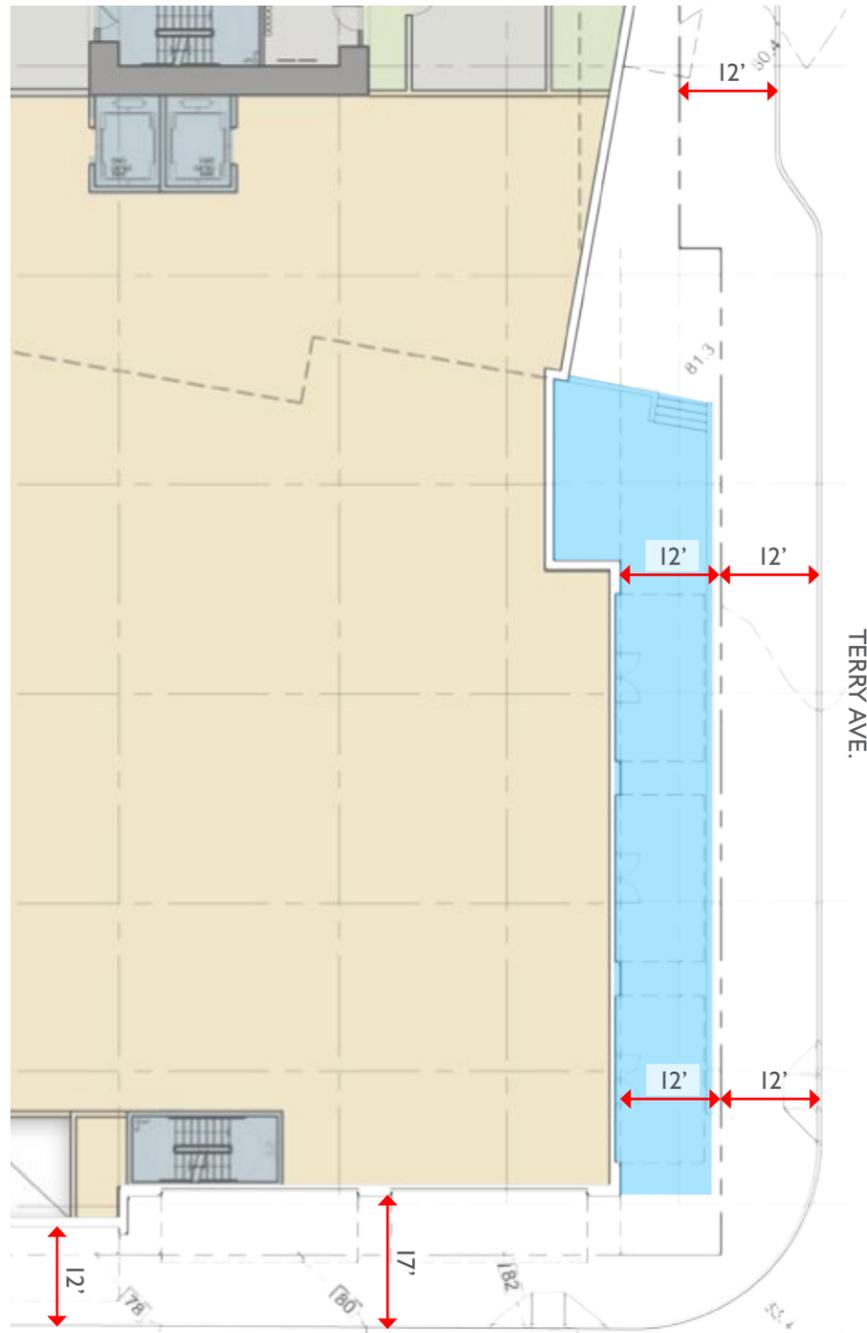
Option two's tower relationship to Rollin Street Flats is close and parallel, creating facing windows along the entire length and again minimizing solar access for the east facade of the neighboring building.



MASSING OPTION 3 – PREFERRED

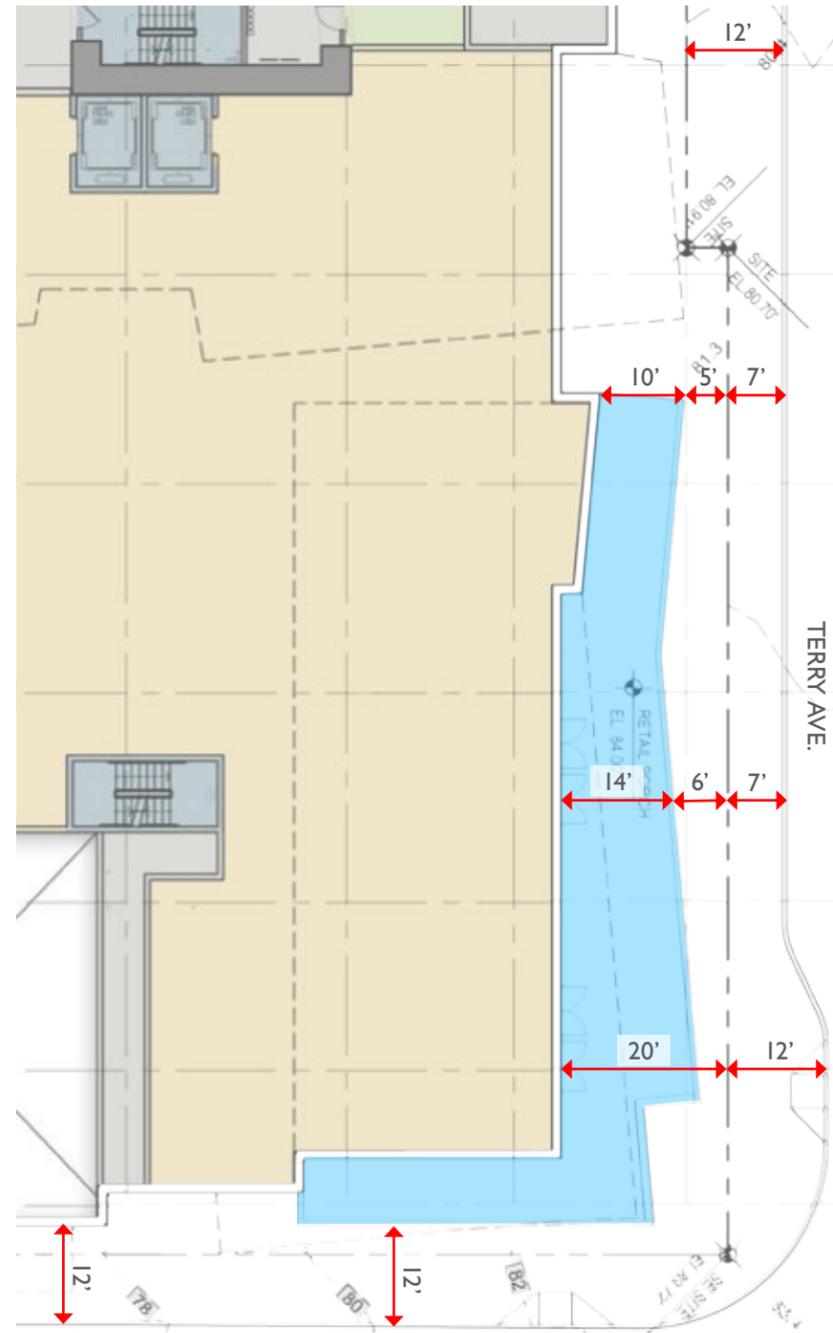
The curved tower shifts mass away from Rollin Street Flats and creates non-parallel surfaces across the entire facade. The curved nature also allows for the maximum amount of light and air between the buildings.

TERRY AVE PEDESTRIAN COMPARISON



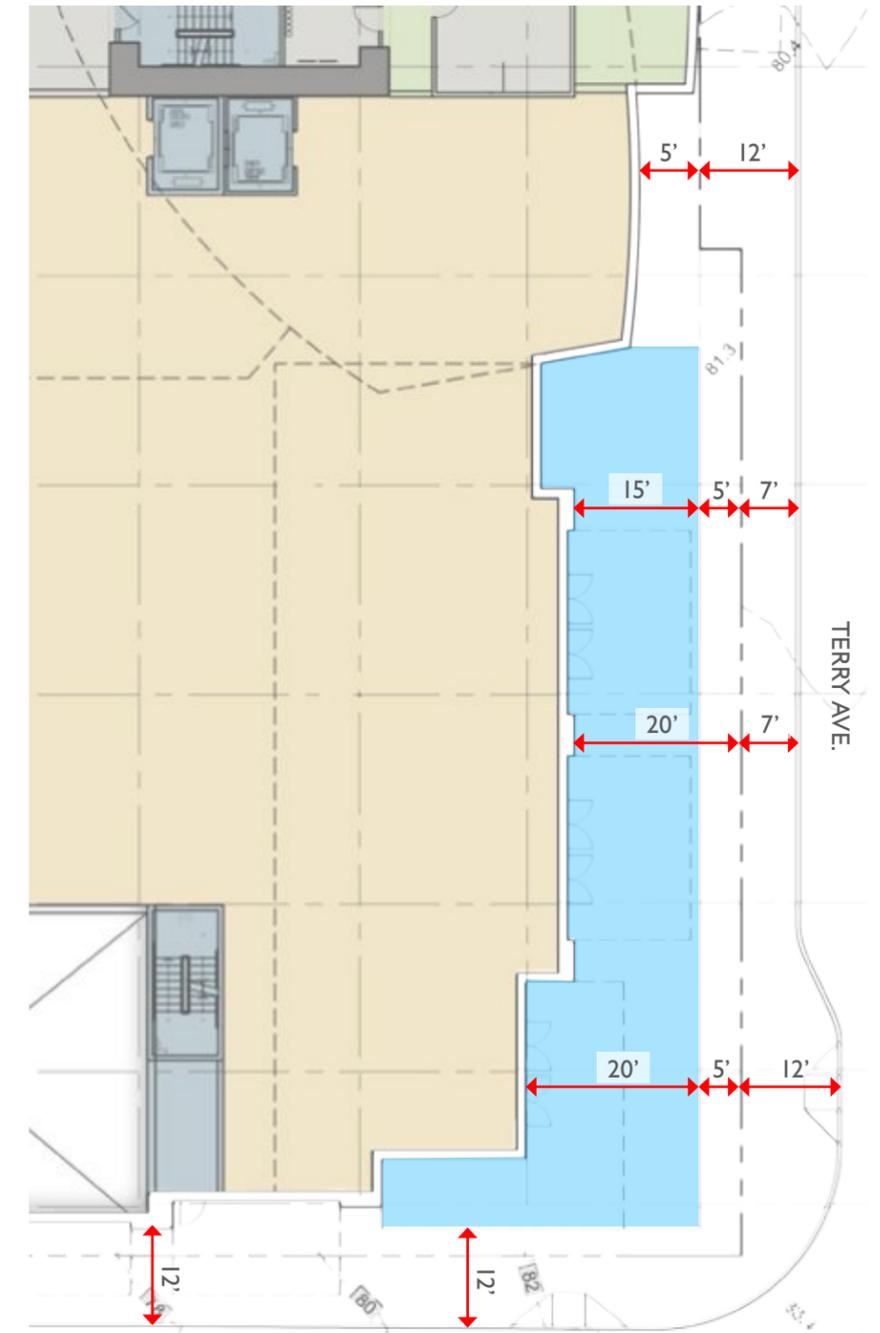
MASSING OPTION 1

Option 1 is code compliant, setting the building 12 feet back, and curb 12 feet out, from the property line. This leaves a jog in the curb and sidewalk at the midpoint of the project and does not allow for a large retail porch.



MASSING OPTION 2

Option two's retail porch follows the massing of the building and sets back over 12 feet from the property line. The angular design allows for setback areas of landscaping but still does not provide a large retail spillover space. The entire porch is set back behind the property line at the north to create a linear flow from north to south for pedestrians.



MASSING OPTION 3 – PREFERRED

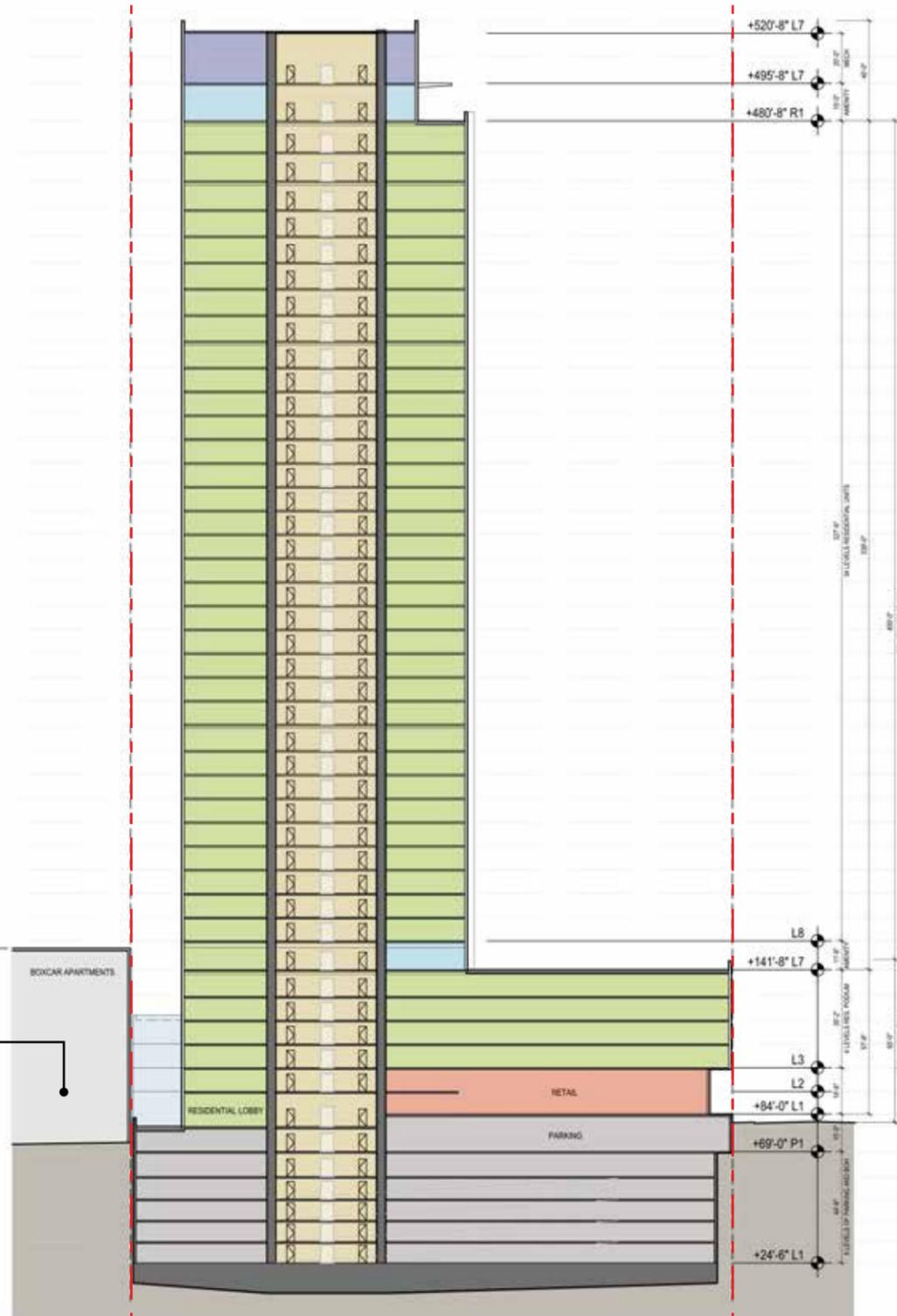
Option 3 also features the setback curb and porch from option 2, but also sets the entire podium facade back 20 feet from the property line, allowing for 5 feet of pedestrian walkway on the property to compensate for the pullback in the curb. This allows parking, a planted sidewalk, and a deep retail porch all in one scheme.

PREFERRED SCHEME

PROJECT SECTIONS

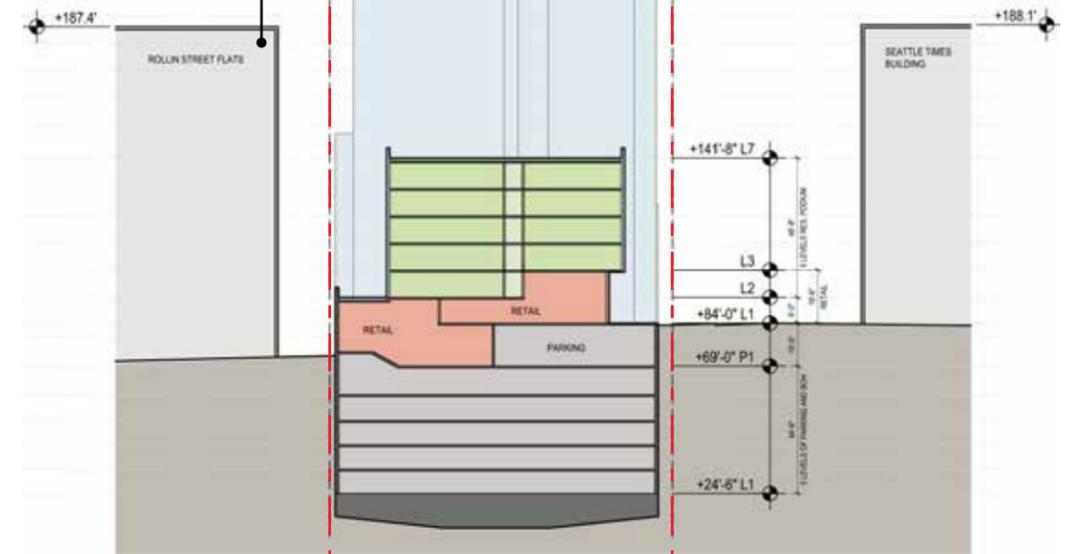
SPACE FUNCTION KEY

- RESIDENTIAL
- BALCONY
- STAIR / ELEVATOR CORE
- RETAIL
- PARKING
- AMENITIES
- BOH / LOADING / MECH

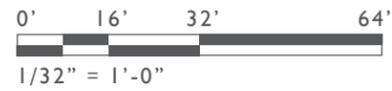


PROJECT NORTH/SOUTH SECTION

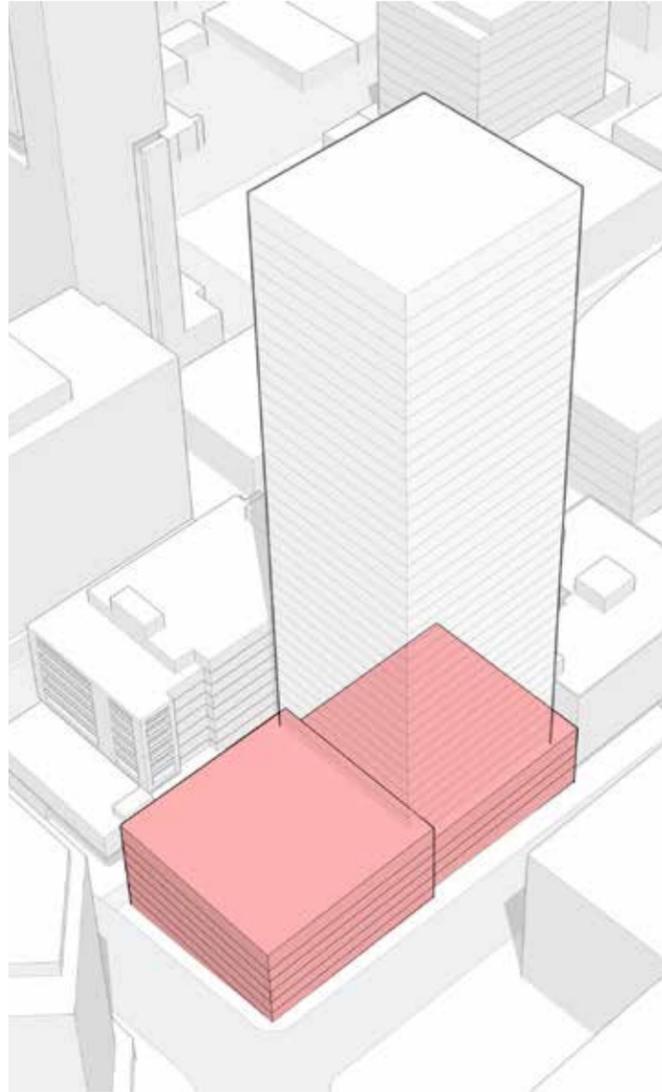
ROLLIN STREET FLATS



PROJECT EAST/WEST SECTION

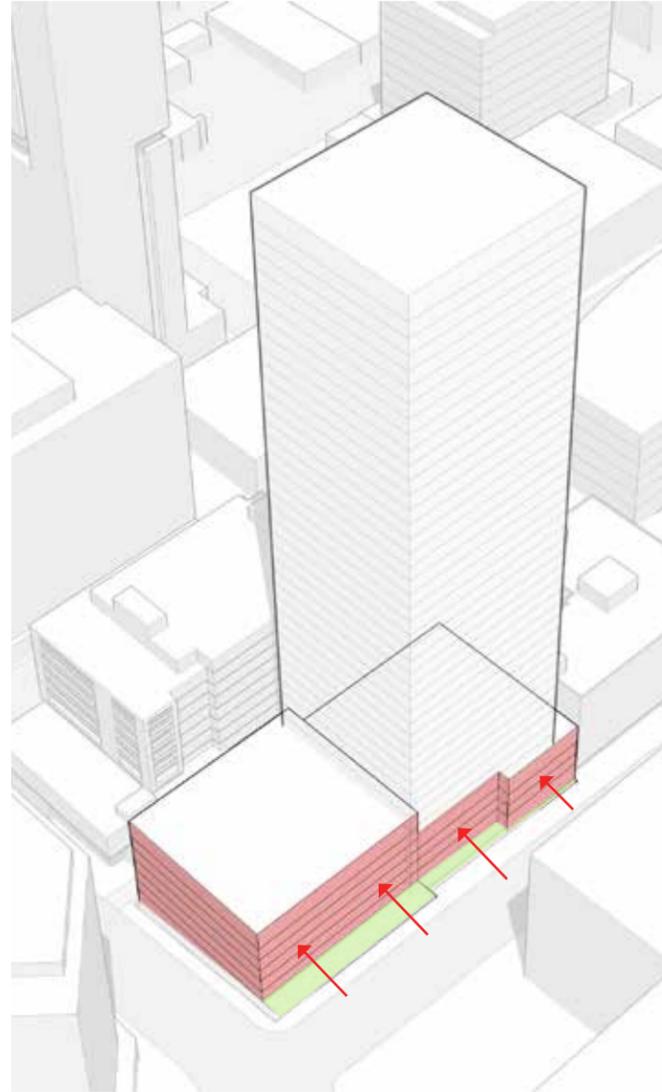


PARTI DIAGRAMS



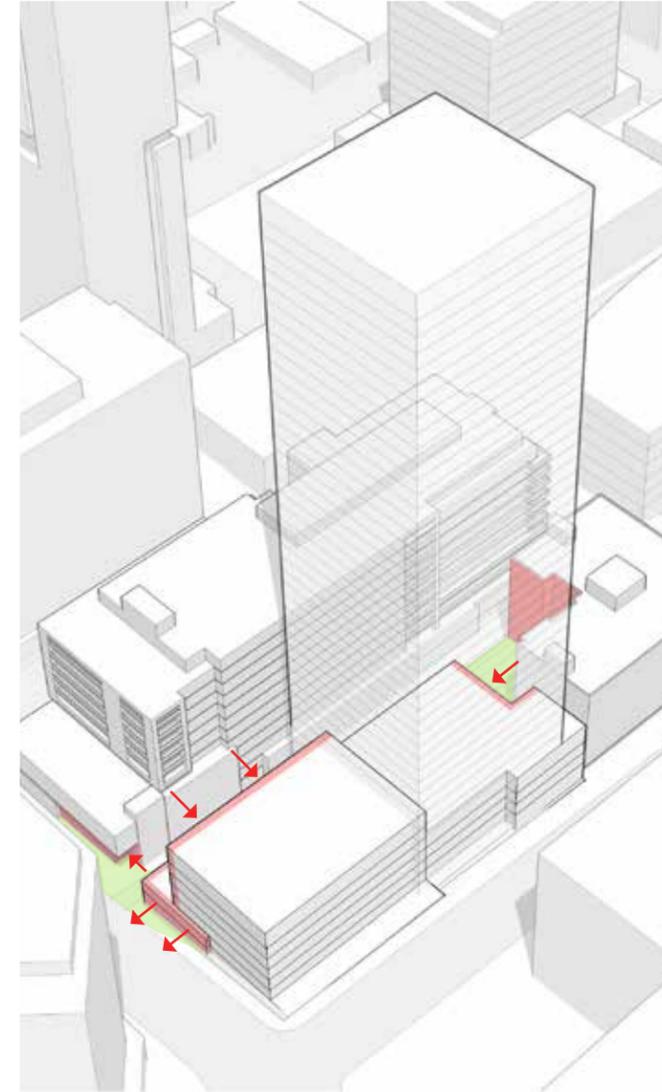
1.0 MAJOR MASSING

The height limit on each half of the site varies, creating a unique stepping of the podium.



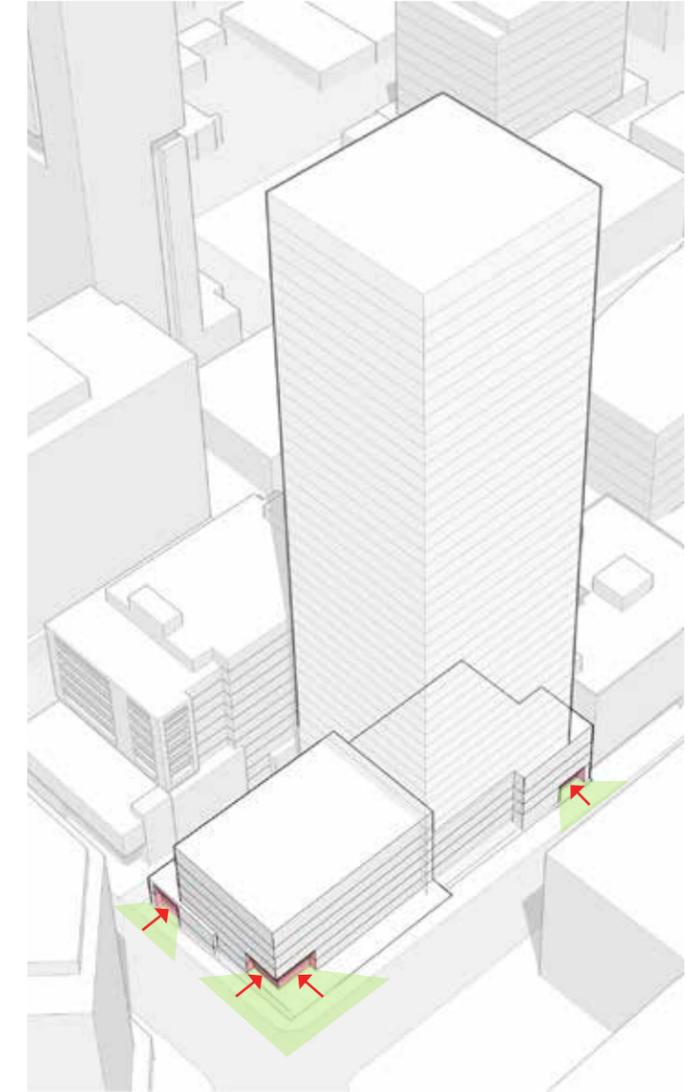
2.0 PULLBACK ALONG TERRY

Lot coverage and efficient unit layouts allow the facade to pull back along Terry, creating room for a retail seating "porch" and larger sidewalks.



3.0 RELATE TO NEIGHBORS

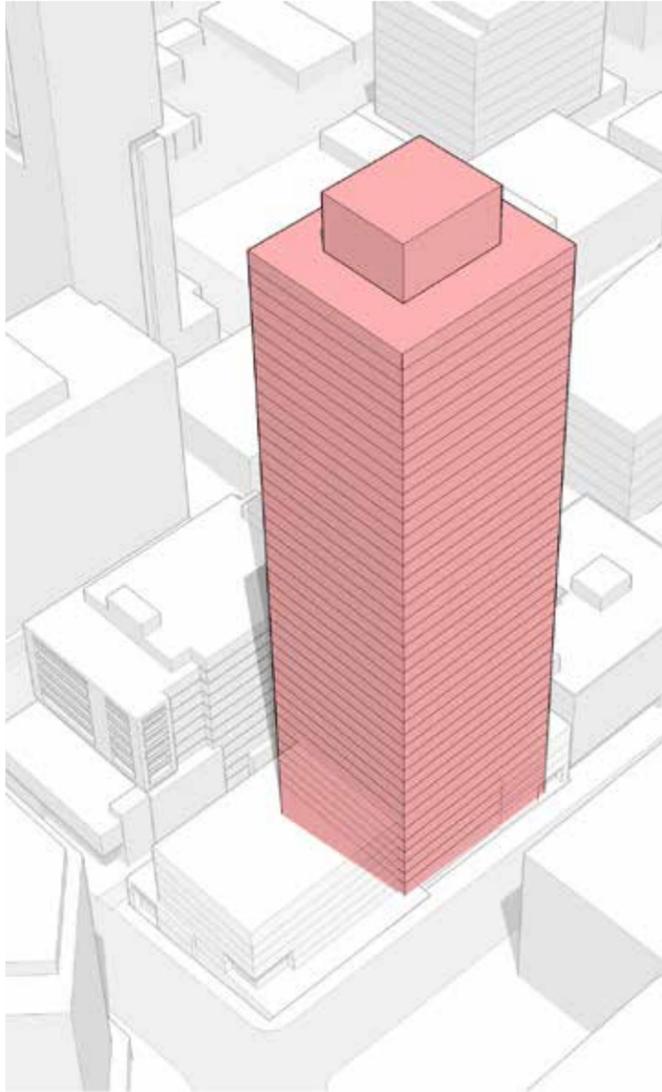
Rollin's overhang on Denny allows for a unique condition to express the southwest corner retail. Responding to that, the massing pushes out at the corner, while the residential above steps back along the west and northwest to allow a greater disconnect with the units in the surrounding projects.



4.0 EMPHASIZE MAJOR ENTRY POINTS

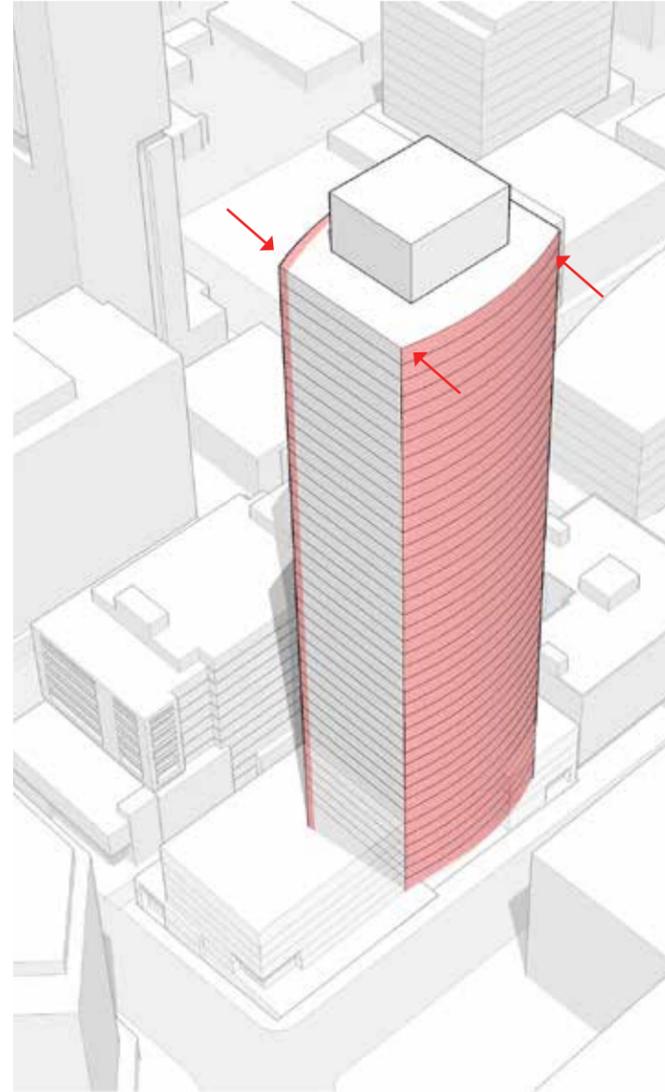
At the major corners and public entries to the project, setbacks provide wayfinding elements for pedestrians as well as relief and shelter along the ground level massing.

PARTI DIAGRAMS



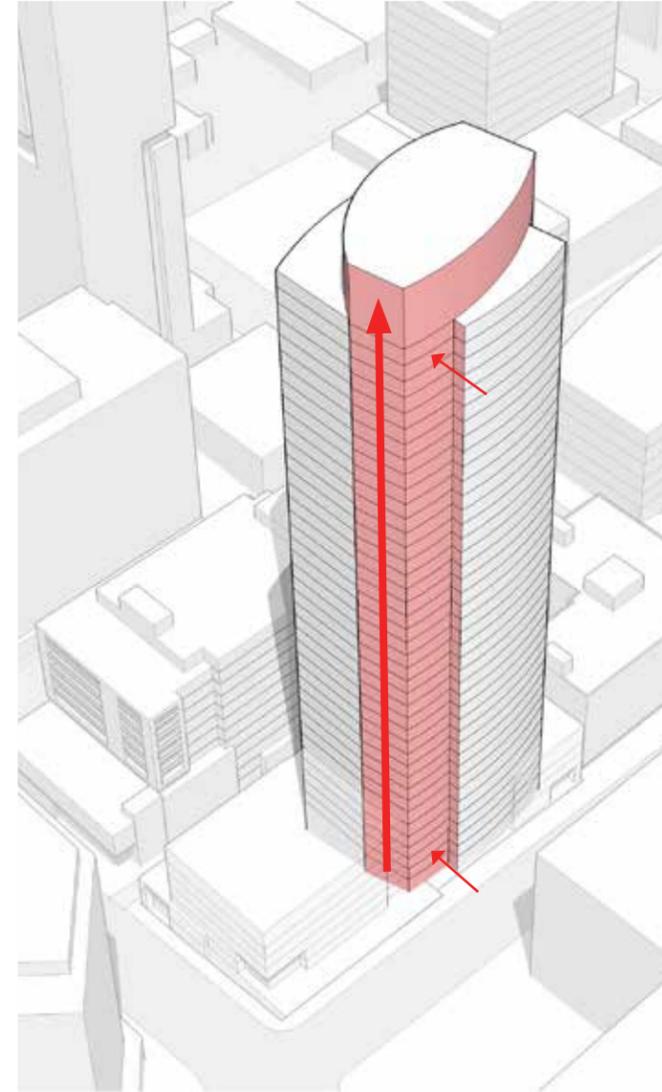
5.0 TOWER MASSING

The tower sets back from Denny to the south opening the view corridor towards the Space Needle and allowing for greater sunlight for both the rooftop amenity spaces and Rollin Street Flats to the west.



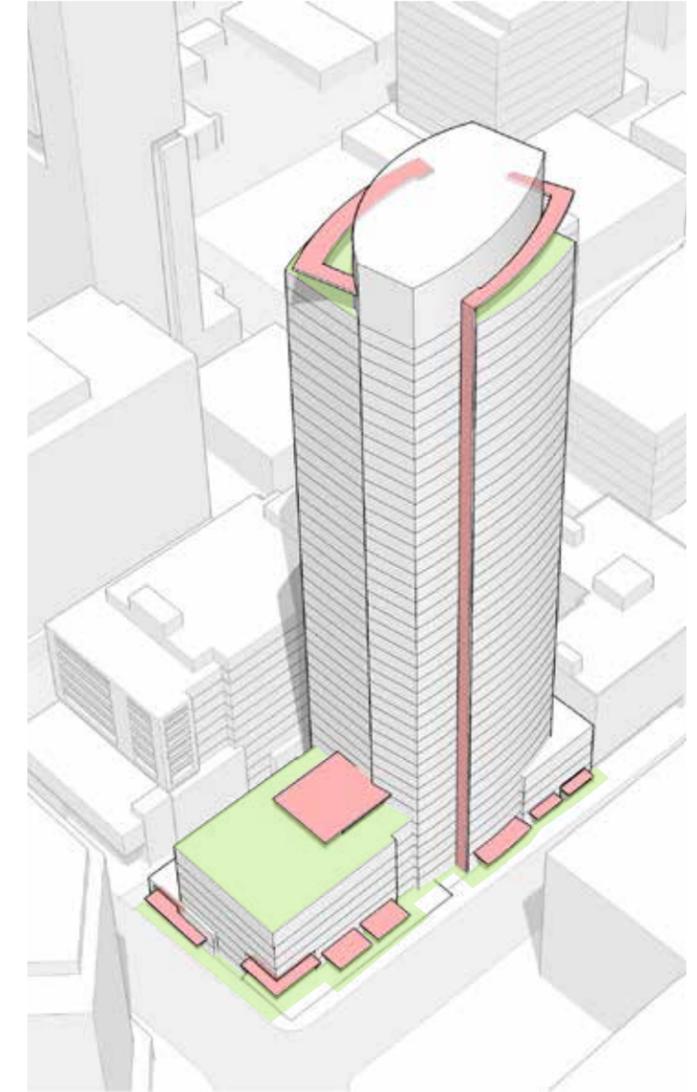
6.0 TOWER RELATIONSHIP

Pulling the corners of the tower back by utilizing a curved facade that opens up access to light and air to Rollin Street Flats while also improving the proximity relationship.



7.0 BREAKDOWN MASS

Breaking down the mass with a central beacon element reduces linear facade as well as adding a unique wayfinding element to the design of the tower.



8.0 CREATE UNIQUE ELEMENTS

Enlarged canopies create unique entertainment and retail spaces along the ground while a overhanging fin and canopy on the tower draw attention and add interest to the design.

PROJECT STREET CHARACTER



PROJECT STREET CHARACTER



PROJECT STREET CHARACTER



PROJECT STREET CHARACTER



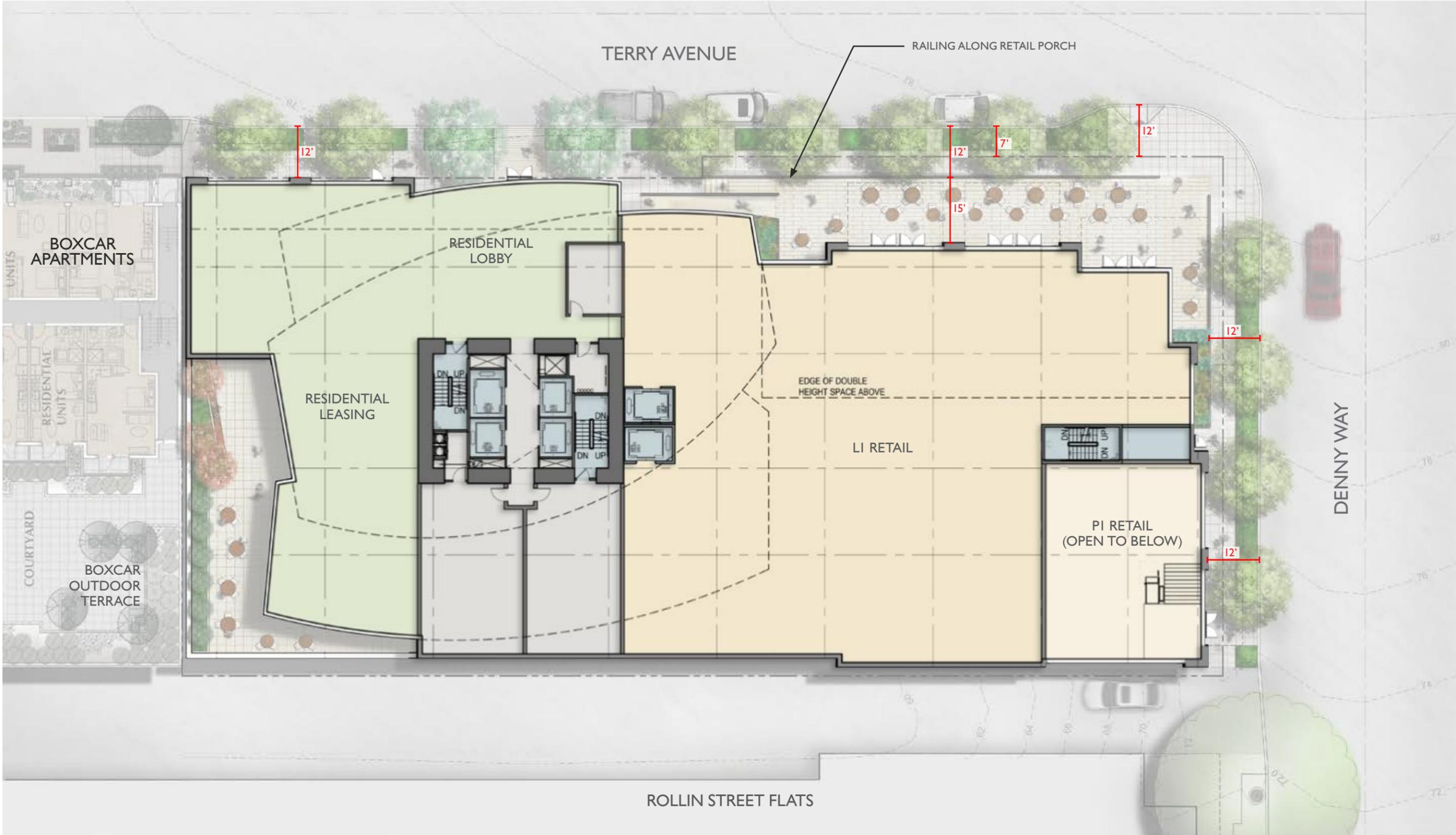
PROJECT STREET CHARACTER



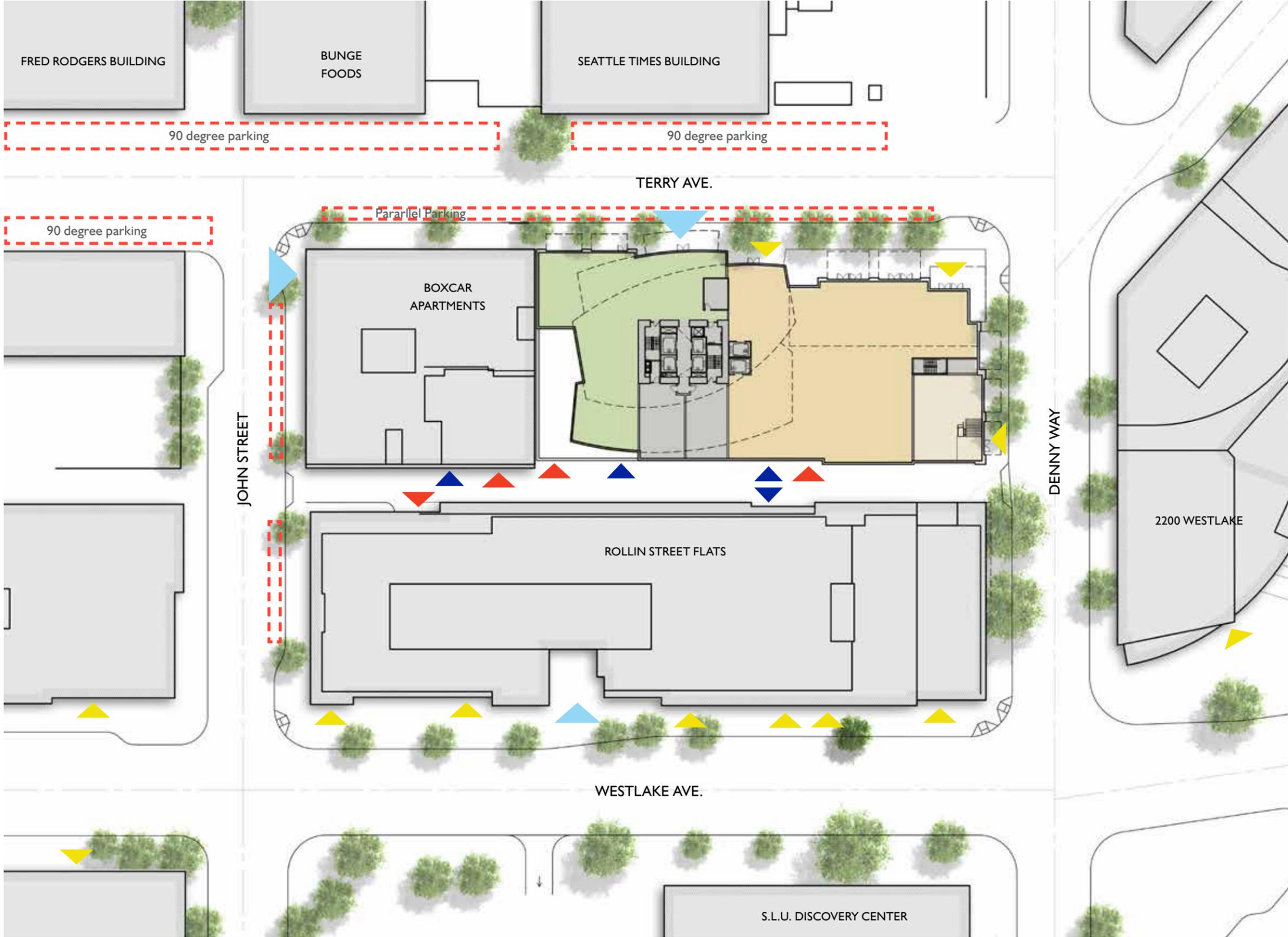
PROJECT STREET CHARACTER



TERRY AVENUE GRADE LEVEL PLAN

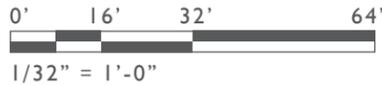


SURROUNDING BUILDING ENTRY DIAGRAM (LEVEL I SURROUNDINGS)

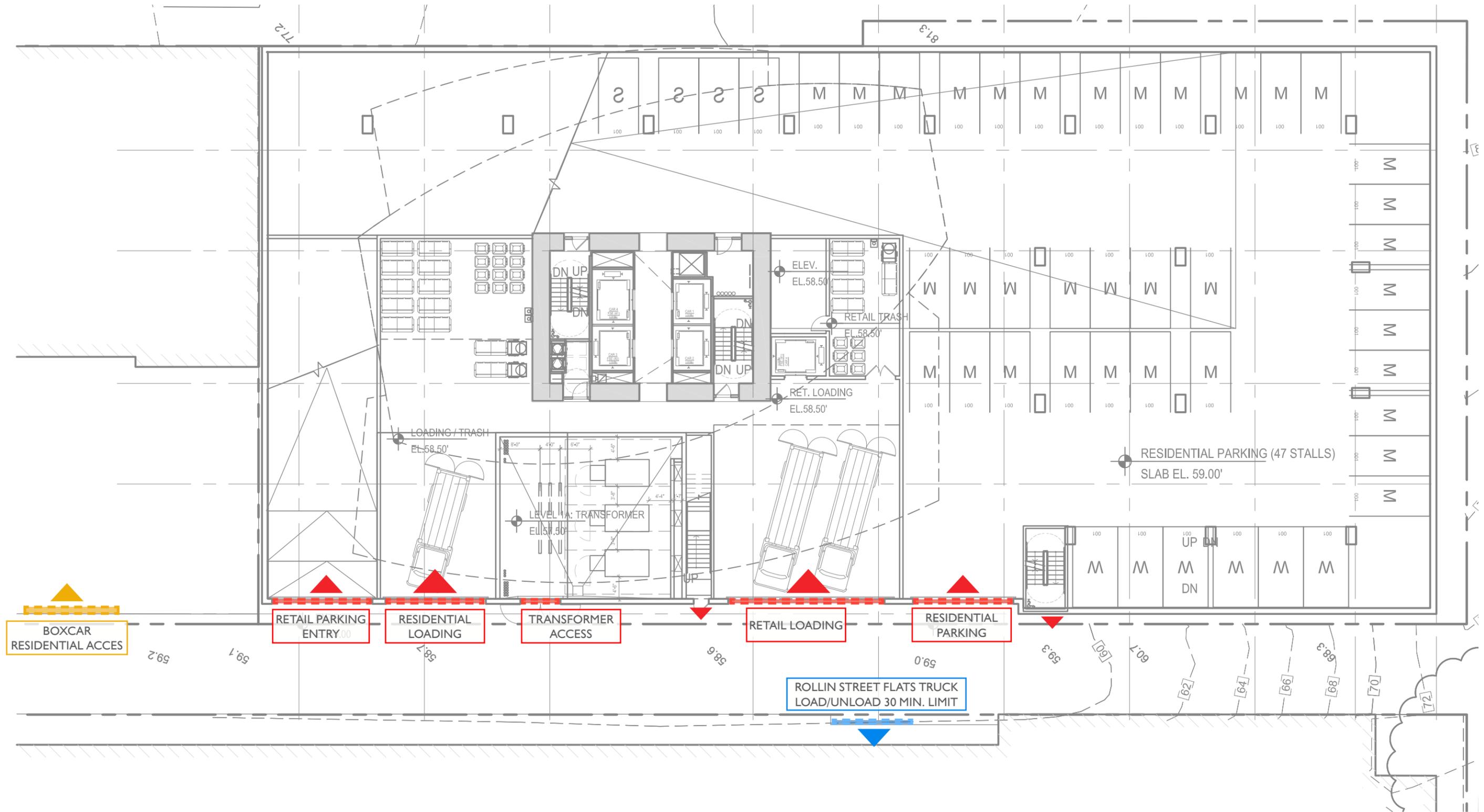


-  Major Residential Entry
-  Retail Entry
-  Public Automotive Entry
-  Loading / Service Automotive Entry

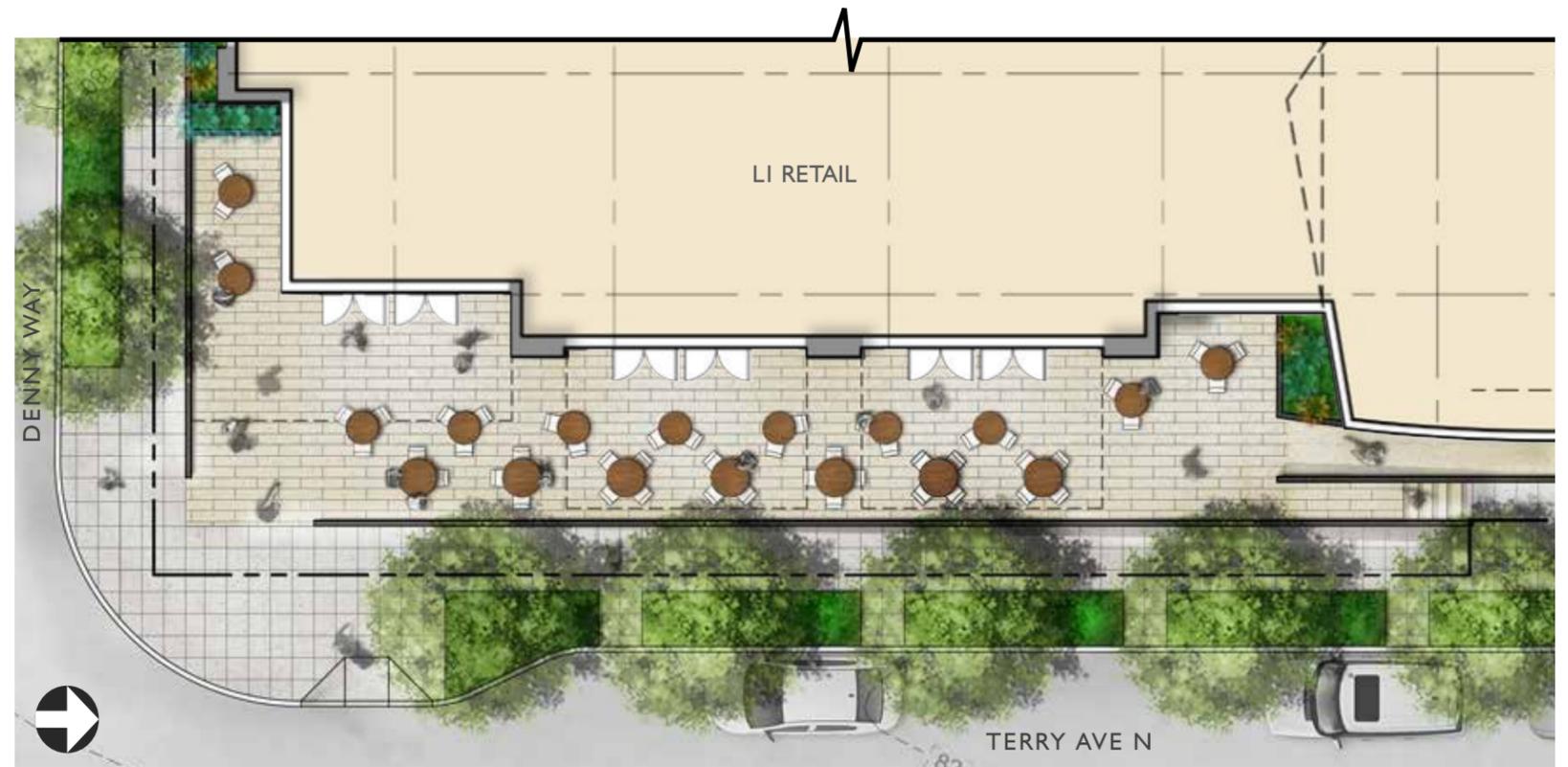
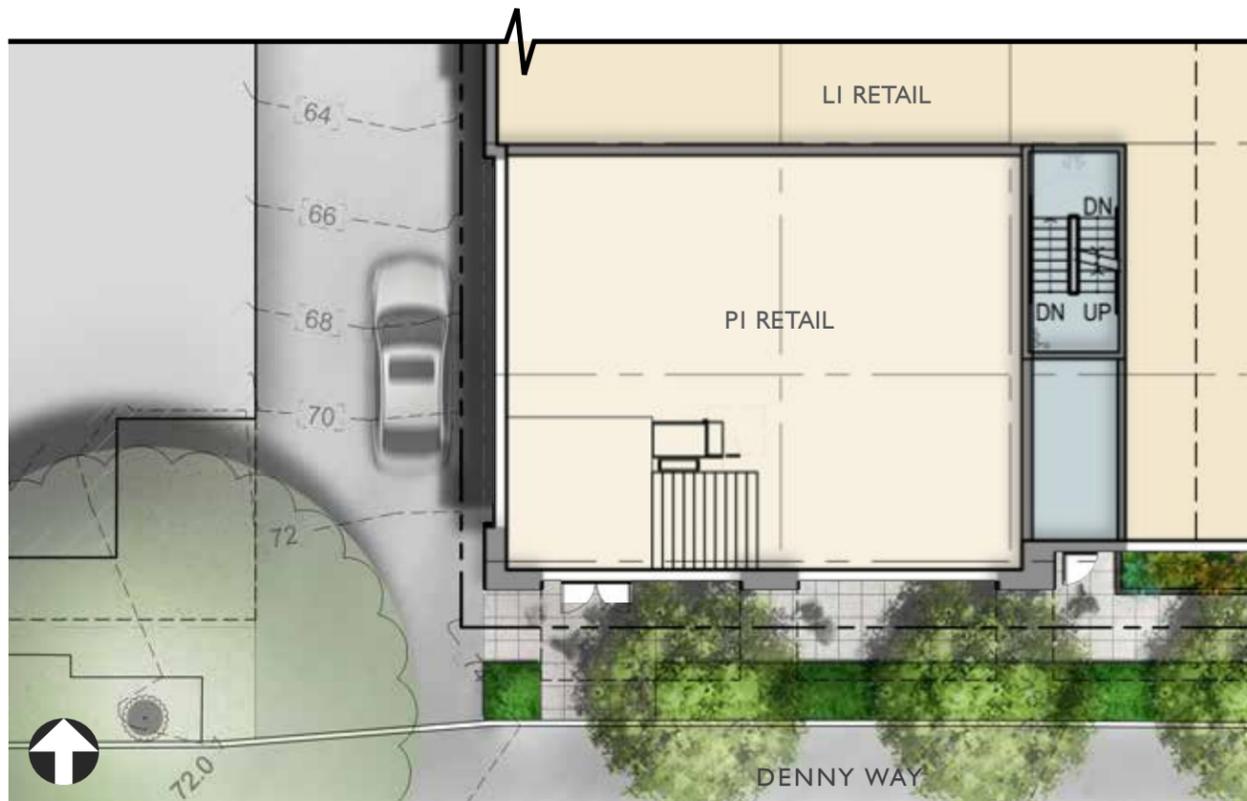
SURROUNDING PROJECT LEVEL ANALYSIS



P2 LEVEL ALLEY RELATIONSHIPS



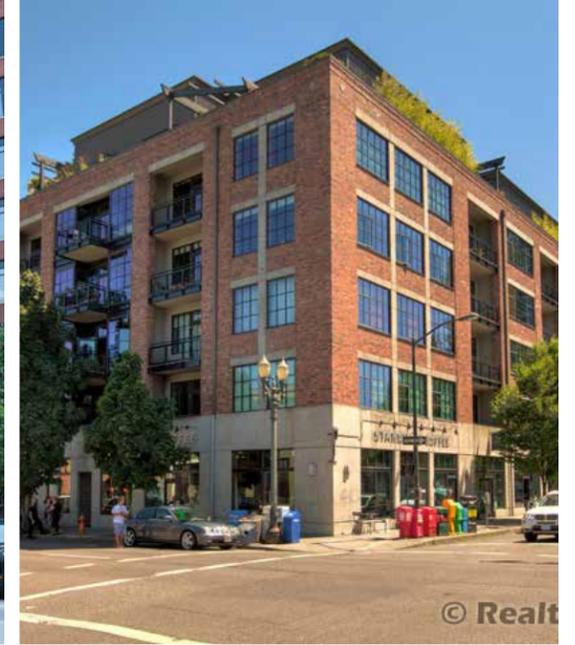
STREET CORNER PLANS | ELEVATIONS AT RETAIL ENTRIES



STREET PLAN | ELEVATION AT RETAIL



DESIGN INSPIRATION – PODIUM



DESIGN INSPIRATION – TOWER

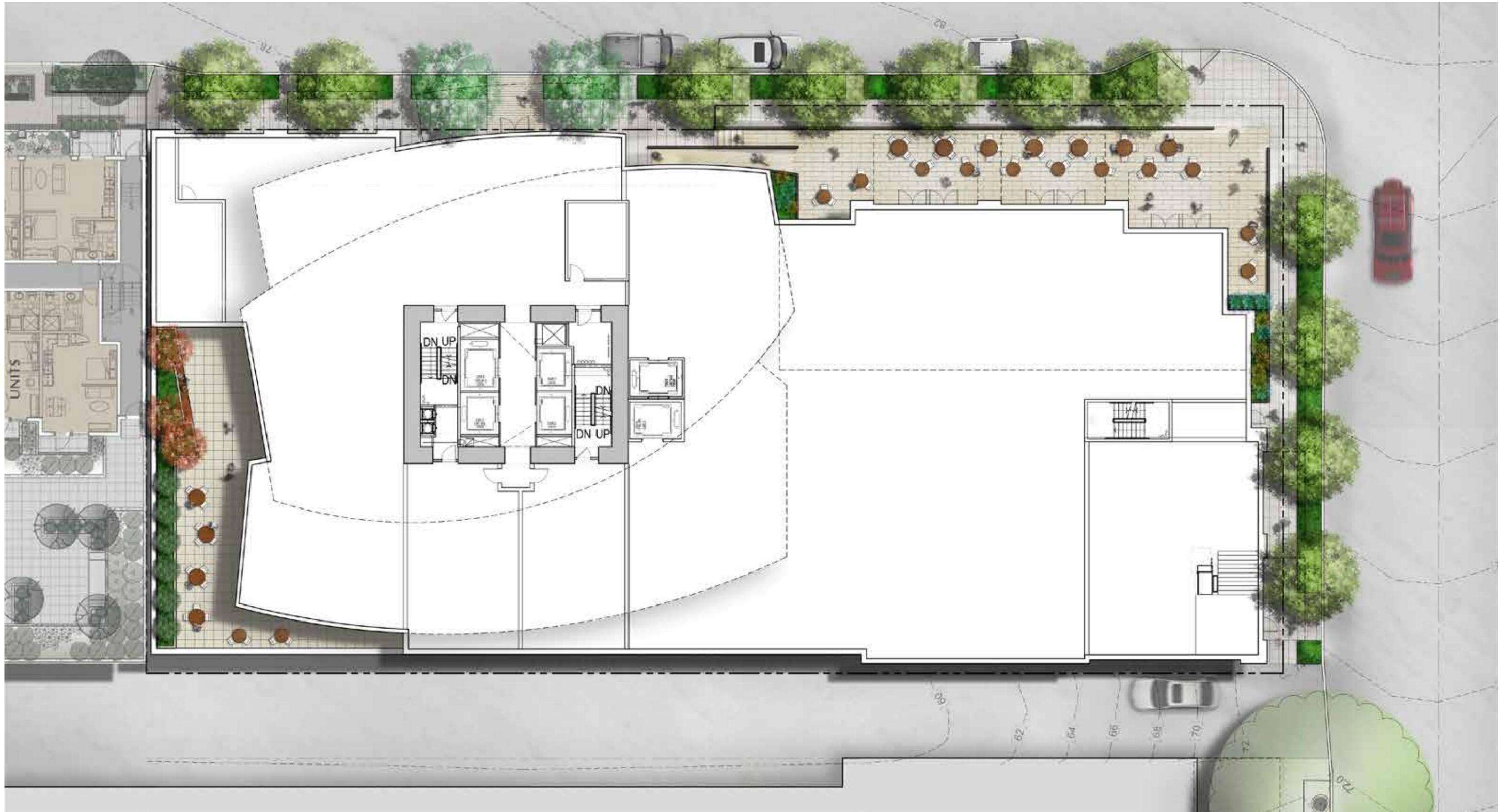


LANDSCAPE

LANDSCAPE REFERENCE IMAGES



LEVEL I LANDSCAPE PLAN



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DESIGN GUIDELINES

DESIGN GUIDELINES

TITLE	CITYWIDE GUIDELINE	SUPPLEMENTAL GUIDANCE	RESPONSE
<p>CS2 URBAN PATTERN AND FORM</p>	<p>Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.</p>	<p>Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.</p> <p>Minimize shadow impacts to Cascade Park.</p> <p>Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site’s characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as: setbacks to allow for pedestrian friendly spaces; signage; landscaping; artwork; facade treatments.</p> <p>Gateways include: Westlake & Denny; Westlake & 9th; Dexter & Mercer; Fairview & Valley; Fairview & Denny; Fairview & Mercer</p> <p>Several areas have been identified as “heart locations.” Heart locations serve as the perceived center of commercial and social activity within a neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have high priority for improvements to the public realm. A new building’s primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.</p> <p>Heart locations include: Cascade Park; South Lake Union Park; Denny Park; Harrison St; Terry Ave N; Westlake Ave N</p> <p>Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.</p> <p>Encourage stepping back an elevation at upper levels for development taller than 55’ to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.</p> <p>Relate proportions of buildings to the width and scale of the street.</p>	<p>The SLU Design Guidelines identify the Westlake / Denny Intersection as a primary Gateway between the SLU and Denny Triangle neighborhoods. Our site, positioned 1/2 block east of this gateway intersection, is highly visible and thus an important part of that gateway.</p> <p>The site is also a transition location for Terry Avenue N, which south of Denny is a designated green street, and north of Denny is designated as a “festival” street. Although not a designated “gateway”, the Terry / Denny intersection acts as the southern entry point to the emerging Terry Avenue retail / dining and entertainment district. The shift in grid also makes the SE corner of the proposed site highly visible from the south along the Terry Avenue axis.</p> <p>This iconic position is made more dramatic by aggressive topography. While Terry Avenue N. is fairly flat and less trafficked, Denny is a busy arterial with steep slopes from east to west of nearly 10’, and the alley slopes nearly 12’ in less than half the site’s N-S length.</p> <p>As mentioned, Terry Avenue is a green street across Denny. It is the intention that this project, while not technically a green street at this location, would use generous landscaping to enhance the sense of place.</p> <p>Terry Avenue North is also a Heart Location, giving the site further distinction. The applicant intends to setback portions of the podium and provide commercial spaces such as restaurants and shops along Denny and Terry.</p>



CS2



CS2



CS2



CS2

DESIGN GUIDELINES

TITLE	CITYWIDE GUIDELINE	SUPPLEMENTAL GUIDANCE	RESPONSE
<p>CS3 ARCHITECTURAL CONTEXT AND CHARACTER</p>	<p>Contribute to the architectural character of the neighborhood.</p>	<p>Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.</p> <p>Consider using architectural features to reduce building scale such as: landscaping; trellis; complimentary materials; detailing; accent trim.</p> <p>Support the existing fine-grained character of the neighborhood with a mix of building styles.</p> <p>Re-use and preserve important buildings and landmarks when possible.</p> <p>Expose historic signs and vintage advertising on buildings where possible.</p> <p>Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.</p> <p>Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns; open bay doors; sloped roofs.</p> <p>Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork; edible gardens; water infiltration systems that serve as pedestrian amenities; gutters that support greenery.</p>	<p>The “historic context” about this site is rapidly giving way to a newer, modern aesthetic. In kind it is the intent of this project to respond to the neighborhood context, adding to the variety and vibrancy of the existing and future neighborhood buildings.</p> <p>The project will make some “big moves” to create transitions in scale. Most notably the tower is strategically located towards the north side of the site to express and emphasize the podium which stretches towards Denny while expanding the current sidewalk configuration for greater open space. This will also provide much more light, air and sense of place along this portion of Denny.</p> <p>The curved tower facades will relate to curved structures nearby (Clise Tower, Enzo, 2200 / Whole Foods at outdoor terrace), while differing from several nearby rectilinear and orthogonal buildings, including the podium.</p>
<p>PLI CONNECTIVITY</p>	<p>Complement and contribute to the network of open spaces around the site and the connections among them.</p>	<p>Keep neighborhood connections open, and discourage closed campuses.</p> <p>Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.</p> <p>Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.</p> <p>Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.</p> <p>New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhances the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.</p>	<p>Enhancing the pedestrian connectivity to the Westlake “Gateway” and along Terry Avenue are two goals for this project. Robust landscaping, providing opportunities for sitting, allowing commercial space to spill out on generous porches (reminiscent of Yaletown in Vancouver BC), overhead weather protection and other improvements will be provided along Denny and Terry. The lower level of retail, along Denny, will animate the southwest corner of the site, reference 2200 Westlake and Rollin Street retail and provide an opportunity for the store to “wrap” the corner of the alley at Denny. This element will help connect the Westlake / Denny “Gateway” to the Terry Avenue / Denny intersection and Terry Avenue pedestrian corridor.</p>



DESIGN GUIDELINES

TITLE	CITYWIDE GUIDELINE	SUPPLEMENTAL GUIDANCE	RESPONSE
<p>PL3 STREET-LEVEL INTERACTION</p>	<p>Encourage human interaction and activity at the street level with clear connections to building entries and edges.</p>	<p>Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.</p> <p>Create graceful transitions at the streetscape level between the public and private uses.</p> <p>Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.</p> <p>Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.</p> <p>Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.</p> <p>Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.</p>	<p>The emphasis for the Terry and Denny frontages is to provide high quality, tall and transparent commercial spaces optimal for restaurants, but flexible for any retail use, with outdoor retail spaces that enhance the pedestrian environment. A variety of commercial space sizes, locations and experiences, designed for flexibility will be paramount.</p> <p>The main entry to the high rise tower will be in the northern half of the site along Terry. This allows for contiguous commercial space along Terry to the south of the entry.</p>



PL3



PL3



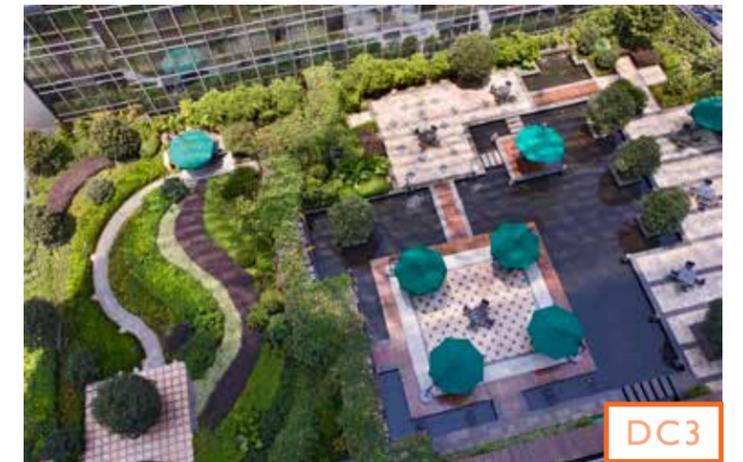
PL3



PL3

DESIGN GUIDELINES

TITLE	CITYWIDE GUIDELINE	SUPPLEMENTAL GUIDANCE	RESPONSE
<p>DC2 ARCHITECTURAL CONCEPT</p>	<p>Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.</p>	<p>Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.</p>	<p>The buildings massing concept endeavors to relate to nearby buildings while also contrasting with others. We believe that there is significant variety and versatility to accomplish this. The curved tower facades read softly against more rigorous forms of some neighbors.</p> <p>The roof top of the tower will be designed to provide additional visual interest to the skyline.</p> <p>This project will provide indoor and outdoor amenity space on the roof of the tower as well as the podium roof. By positioning the tower to the north of the site, this ensures sun exposure to the podium roof terrace. The “5th elevation” at the podium roof will provide for an excellent design opportunity for this space used by tenants of the building.</p> <p>While considerably lower, Rollin Street Flats and Boxcar projects are close to our site. Design options have studied shaping of the podium floors and mass to help give relief to those neighbors that share the block.</p>



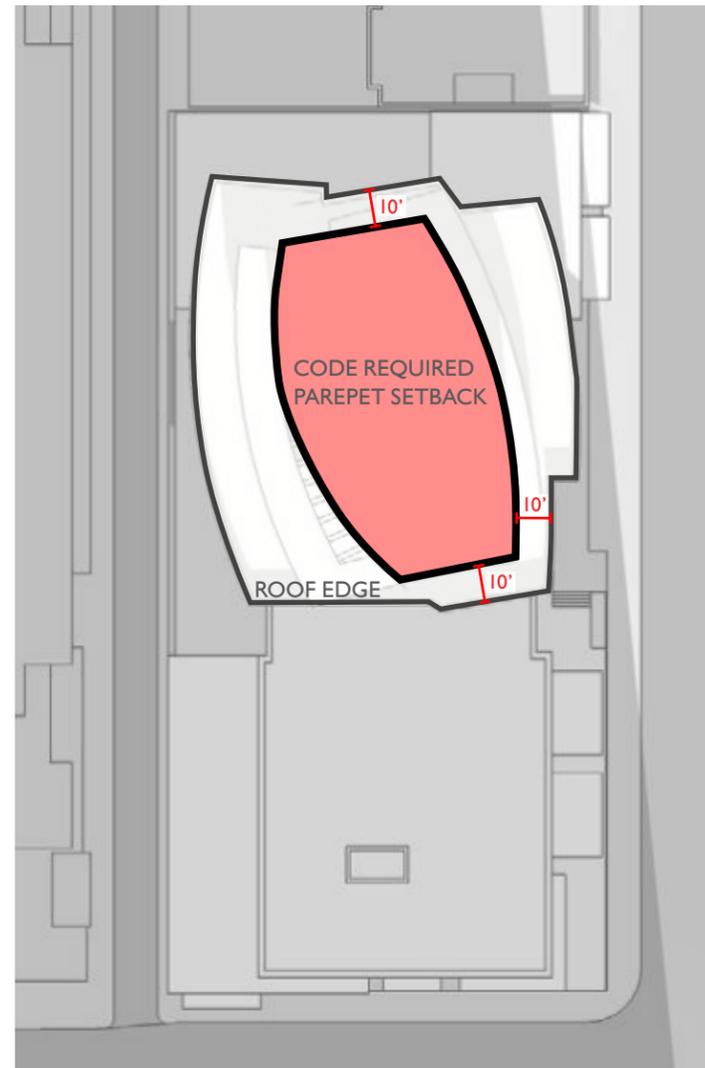
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ANTICIPATED DEPARTURES

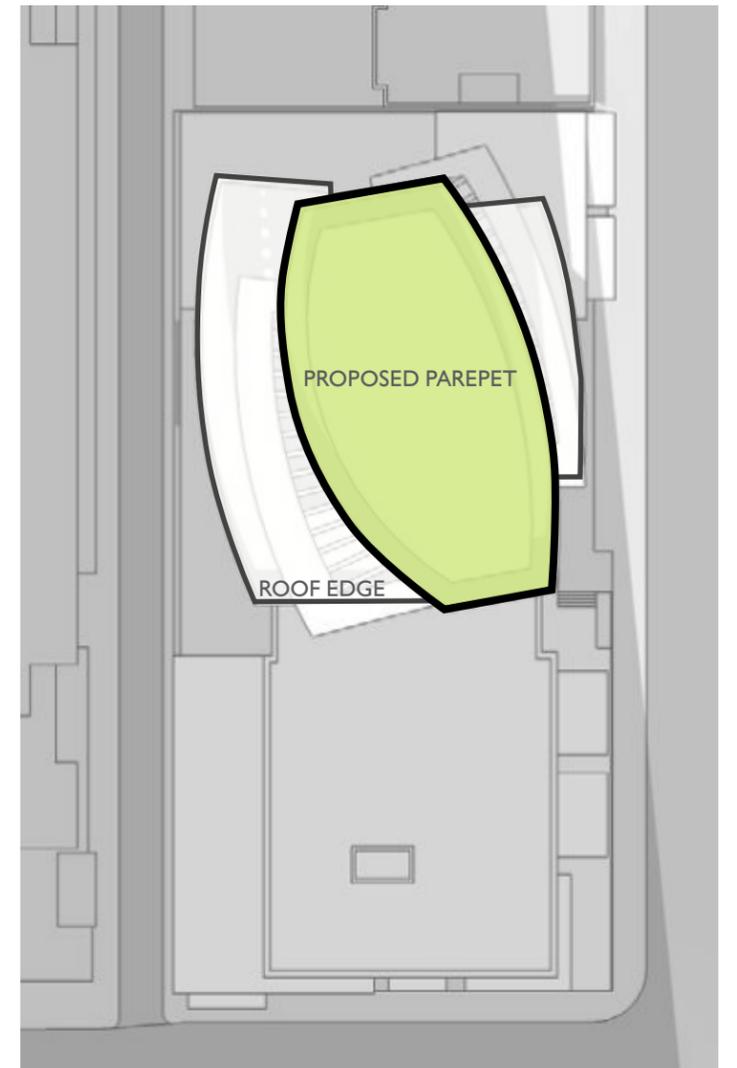
ANTICIPATED DEPARTURE #1 – PREFERRED OPTION

ROOF COVERAGE

DEVELOPMENT STANDARD	REQUIREMENTS	PROPOSED	JUSTIFICATION
SMC 23.48.010.H.7	<p>At the applicant's option, the combined total roof coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65% of the roof area, provided that all of the following are satisfied:</p> <ul style="list-style-type: none"> a. All mechanical equipment is screened; and b. No rooftop features are located closer than 10 feet to the roof edge. 	<p>While the enclosed roof space does not exceed the 65% coverage limit, it is not held 10' away from the roof edge.</p>	<p>Instead of holding the amenity space back 10' from the roof edge, the subject portion of the tower is held back 18' or more from the north property line. However, as the code reads, the impact must be measured to the property to the north. The subject property to the north is an 85' building, which largely has a blank wall facing our property. The positioning of the rooftop amenity space has zero tangible additional effect on this property as proposed vs. a code compliant design.</p> <p>Architecturally, the project team feels that having the additional height of the amenity space coplanar with the tower facade further slenderizes the tower and creates a more elegant vertical resolution between the tower and sky. Additionally, the long vertical lines emphasize the retail and residential lobby located at grade and increases the project's identity potential.</p>



MASSING WITH CODE REQUIRED 10' SETBACK AT ROOF EDGE



PROPOSED TOWER MASSING WITHOUT 10' SETBACK

ANTICIPATED DEPARTURE #2 – PREFERRED OPTION

MAXIMUM SETBACKS

DEVELOPMENT STANDARD	REQUIREMENTS	PROPOSED	JUSTIFICATION
SMC 23.48.014.A.3.b	<p>Except on Class I Pedestrian Streets, as shown on Map A for 23.48.014, and as specified in subsection 23.48.014.B.1, the street-facing façade of a structure may be set back up to 12 feet from the street lot line subject to the following (Exhibit B for 23.48.014):</p> <ol style="list-style-type: none"> 1. The setback area shall be landscaped according to the provisions of Section 23.48.024 2. Additional setbacks are permitted for up to 30 percent of the length of portions of the street façade that are set back from the street lot line, provided that the additional setback is located 20 feet or more from any street corner; and 3. Any required outdoor amenity area, or other required open space, or usable open space provided in accordance with subsections 23.49.013.B.4.c, 23.48.014.F or 23.48.014.G is not considered part of the setback area and may extend beyond the limit on setbacks from the street lot line that would otherwise apply under subsections 23.48.014.A.3.b or 23.49.014.A.3.b.2. 	The project proposes to set back any portion of the building 5' from the southern parcel property line, then up to an additional 15' setback for a retail / restaurant spill-out porch (similar to Yale Town in Vancouver BC)	Terry Avenue is one of the preeminent emerging retail / dining / entertainment corridors in Seattle. The gateway to this district needs to celebrate this, which our proposal does by creating one of the largest covered dining porches in the City.



APPENDIX

SUN SHADOW STUDIES

SUMMER – JUNE 21ST



9 am

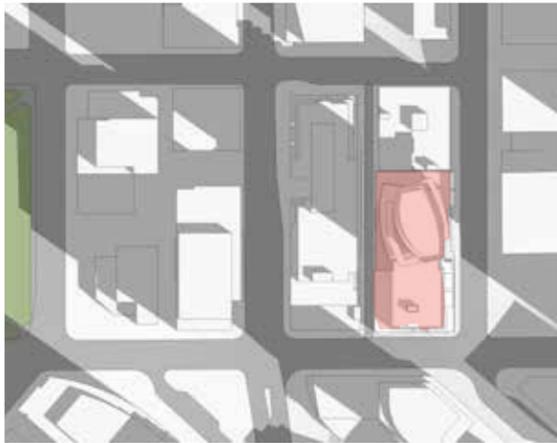


12 pm



3 pm

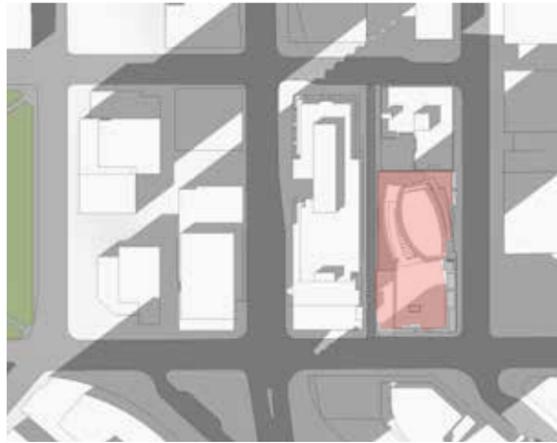
FALL – MARCH / SEPT. 21ST



9 am



12 pm



3 pm

WINTER – DEC. 21ST



9 am



12 pm



3 pm

GRADE LEVEL PLANS



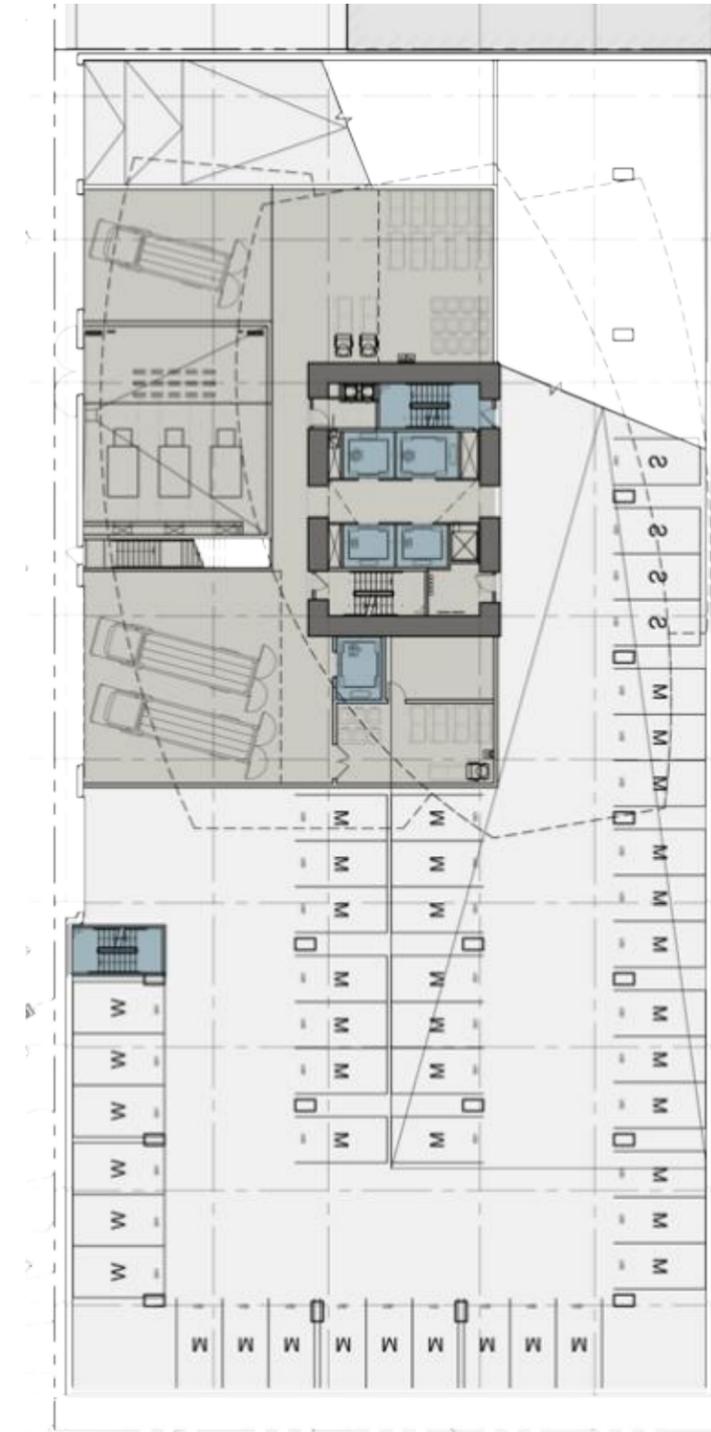
LI FLOOR PLAN

1/32" = 1'-0"



PI FLOOR PLAN

1/32" = 1'-0"



P2 FLOOR PLAN

1/32" = 1'-0"

SPACE FUNCTION KEY

- RESIDENTIAL
- BALCONY
- COMMON SPACE
- STAIR / ELEVATOR CORE
- RETAIL
- PARKING
- AMENITIES
- BOH / LOADING / MECH



PARKING LEVEL PLANS



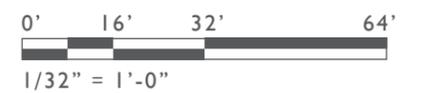
P3-P5 FLOOR PLAN
1/32" = 1'-0"



P6 FLOOR PLAN
1/32" = 1'-0"

SPACE FUNCTION KEY

- RESIDENTIAL
- BALCONY
- COMMON SPACE
- STAIR / ELEVATOR CORE
- RETAIL
- PARKING
- AMENITIES
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PODIUM LEVEL PLANS



L2 FLOOR PLAN

1/32" = 1'-0"



L3-4 FLOOR PLAN

1/32" = 1'-0"



L5-6 FLOOR PLAN

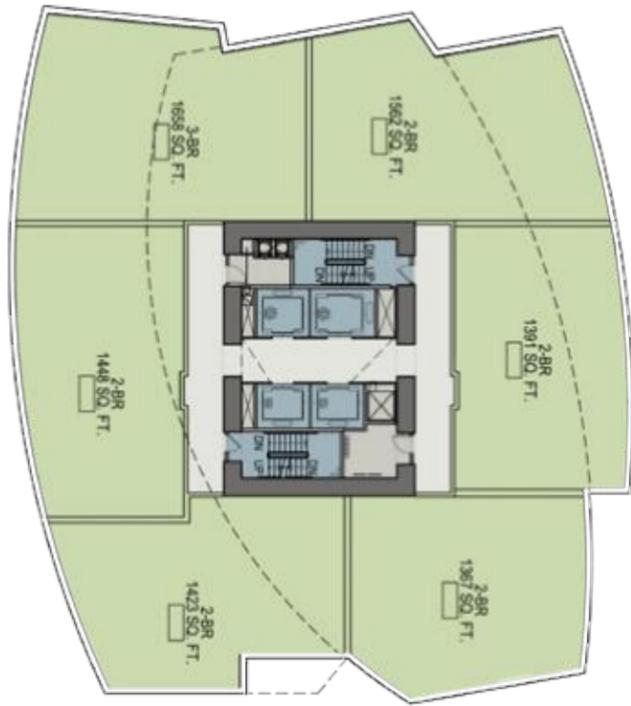
1/32" = 1'-0"

SPACE FUNCTION KEY

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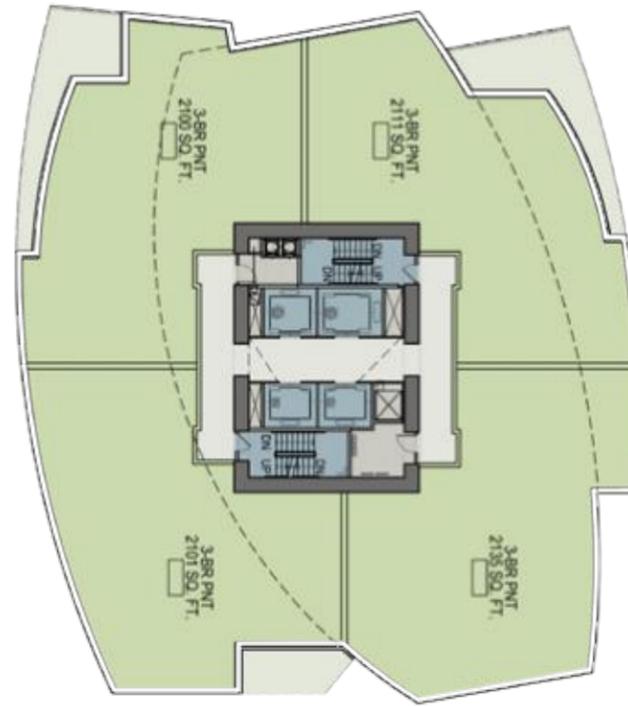


TOWER PLANS



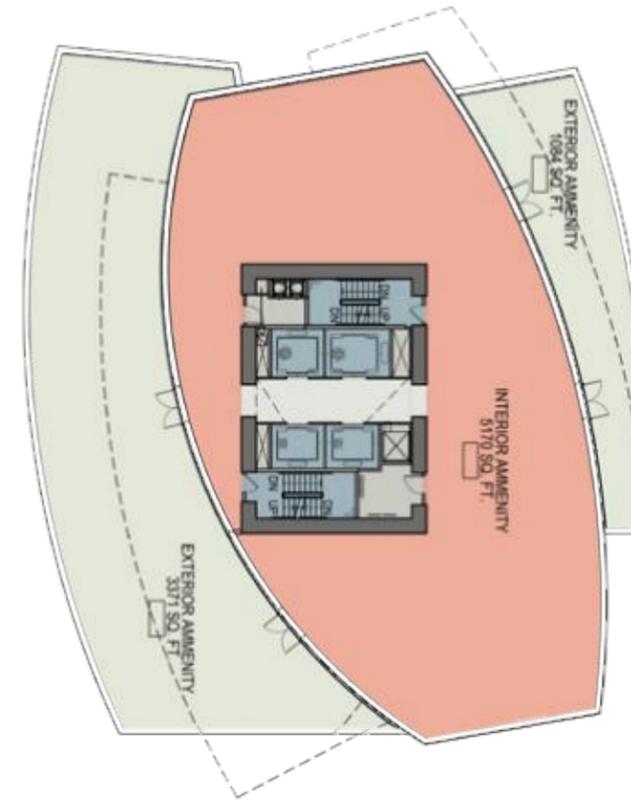
L33-L38 FLOOR PLAN

1/32" = 1'-0"



L39-40 FLOOR PLAN

1/32" = 1'-0"



RI - ROOF PLAN

1/32" = 1'-0"

SPACE FUNCTION KEY

- RESIDENTIAL
- BALCONY
- COMMON SPACE
- STAIR / ELEVATOR CORE
- RETAIL
- PARKING
- AMENITIES
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