

Crescent Heights 1901 Minor Ave

DPD Project # 3019625

Early Design Guidance
Downtown Design Review Board

12 May 2015

1.0
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Legal description

- 1901 Minor Ave
DPD project# 3019625



3.0
PROPOSAL

1901 Minor Ave

This proposal is for the design and construction of two 39 story towers with an 8 story podium along with 8.5 floors of below grade parking. The project yields approximately 600 residential apartments, 7,498 sf of ground floor retail and 437 parking stalls

The site is located in the Denny Triangle Urban Center, in zone DMC 240/290-400.



4 . 0
SITE ANALYSIS

Vicinity Map + Traffic Flows

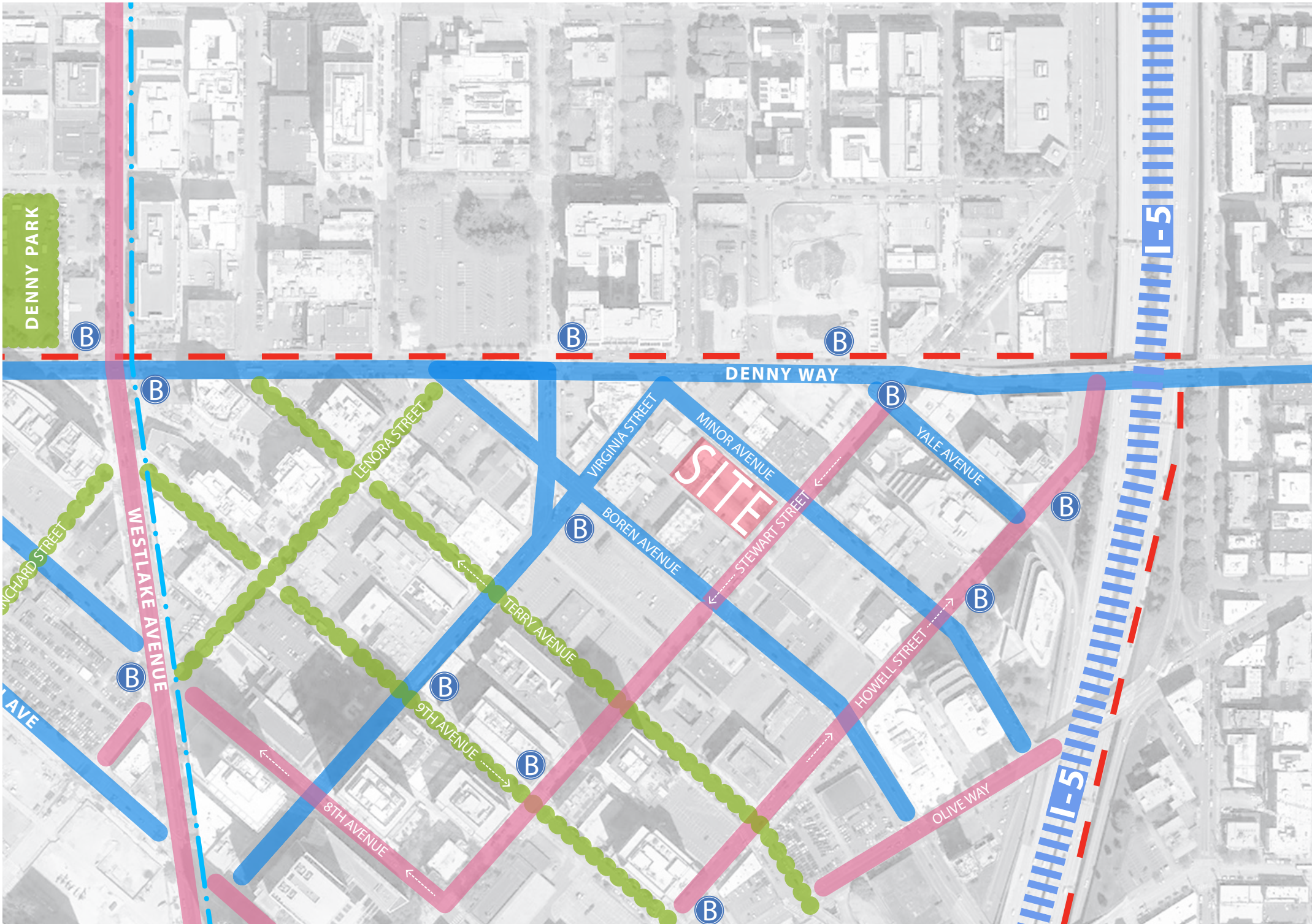
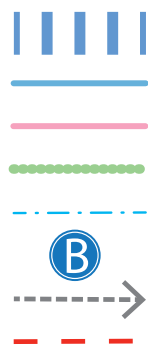
The site is located along the northern border of the Denny Triangle Urban Center and to the south of Denny Way.

It is easily accessed by vehicular means from I-5 via the Mercer street exit. It can also be accessed within the city through Westlake Avenue, Fairview Avenue and Denny Way.

The site is also in close proximity to bus routes 8, 40 & 70 which access neighborhoods such as SoDo, Queen Anne, Ballard, Eastlake, South Lake Union, Fremont and Capitol Hill.

LEGEND

- HIGHWAYS
- CLASS II STREET
- CLASS I STREET
- GREEN STREET
- SLU TROLLEY
- BUS STOP
- ONE WAY STREET
- DENNY TRIANGLE



4 . 0
SITE ANALYSIS

Zoning and Street Level Uses Map

The site is located within the DMC-240/290-400 (Downtown Mixed Commercial).

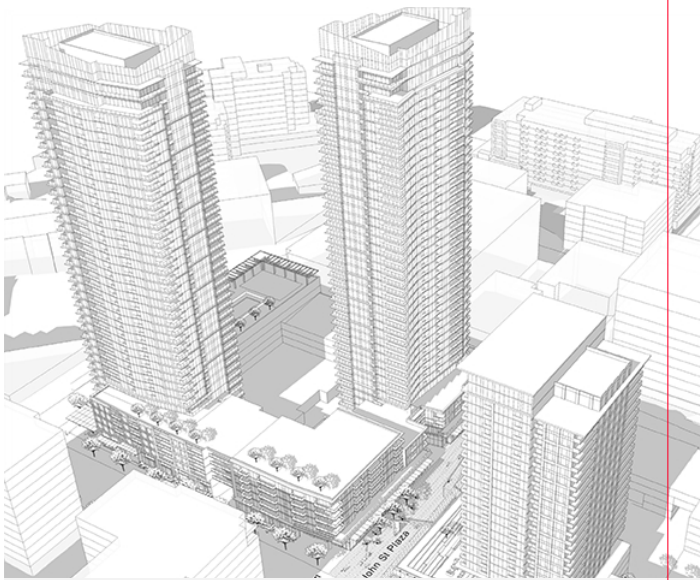
While street level uses are required on portions of Stewart Street, they are not required along any of the project's street frontage.

LEGEND

- HIGHWAYS 
- STREET LEVEL USES REQUIRED 
- DENNY TRIANGLE 



4 . 0
SITE ANALYSIS
Surrounding Buildings (Existing + New)



1 1120 John - **MUP Application**
The proposed project is composed of two city blocks with four residential towers, two 400 feet tall and two 240 feet tall. Two mixed-use podiums will accompany the towers.



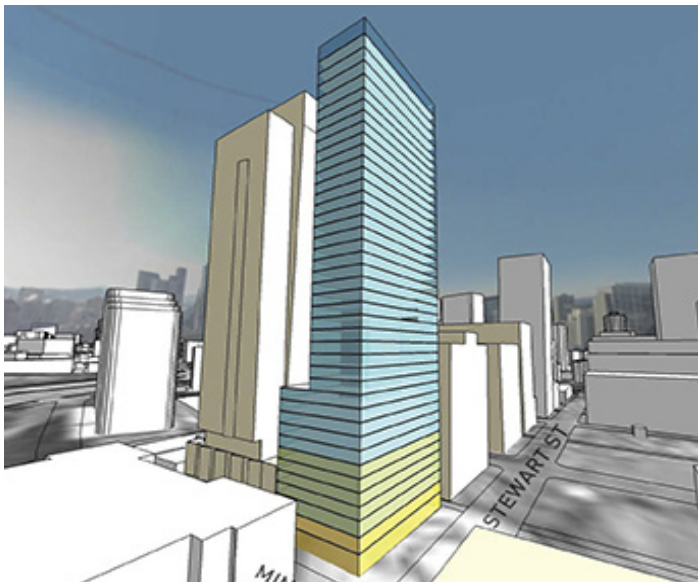
2 116 Fairview - Existing
This existing 13-story building consists of retirement apartments along with ground level retail.



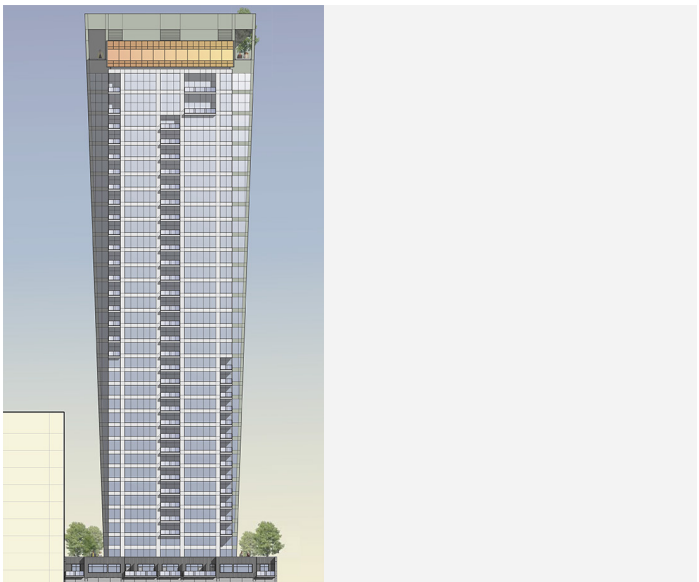
3 1250 Denny - Application accepted
The proposed project consists of a new substation to service the surrounding area.



4 1200 Stewart - MUP issued
The proposed project consists of two 35-story, mixed use, residential and hotel towers with a 5-story podium.



5 1121 Stewart - Paid coaching
The proposed project consists of one 440 foot mixed use, residential + hotel tower with below grade parking.



6 1823 Minor - Under construction
The proposed project is composed of one 440 foot residential tower with street level retail at the podium.

REV 05/11

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SITE ANALYSIS

Surrounding Buildings (Existing + New)



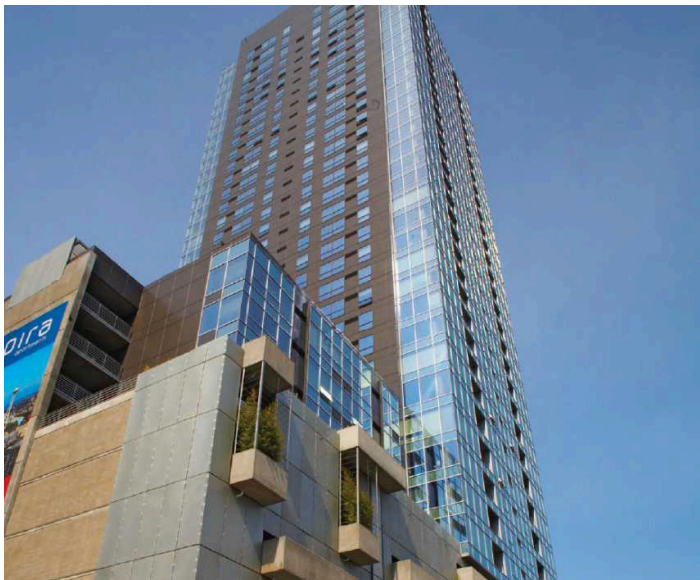
7 1821 Boren - Under construction
The project is composed of an 11-story office building a 13-story hotel building with below grade parking.



8 1812 Boren - MUP issued
The proposed project consists of a 36-story residential tower along with an 11-story office tower.



9 1801 Terry - The proposed project consists of a 300 room hotel along with retail at street level.



10 1823 Terry - Existing
This existing project consists of one 37-story residential apartment tower + podium.



11 1007 Stewart - Permit issued
The proposed project is composed of a 21-story office building along with tenant amenity spaces.



12 1920 Terry - MUP Application
The proposed research building consists of 13 levels along with 5 levels of below grade parking.

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SITE ANALYSIS

Site Aerial Views



View from East, from Capitol Hill.

View from North, from South Lake Union.



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SITE ANALYSIS

Site Aerial Views



View from South, from Downtown.

View from West.



4.0
SITE ANALYSIS
Streetscape Photomontage

1812 BOREN (PROPOSED)



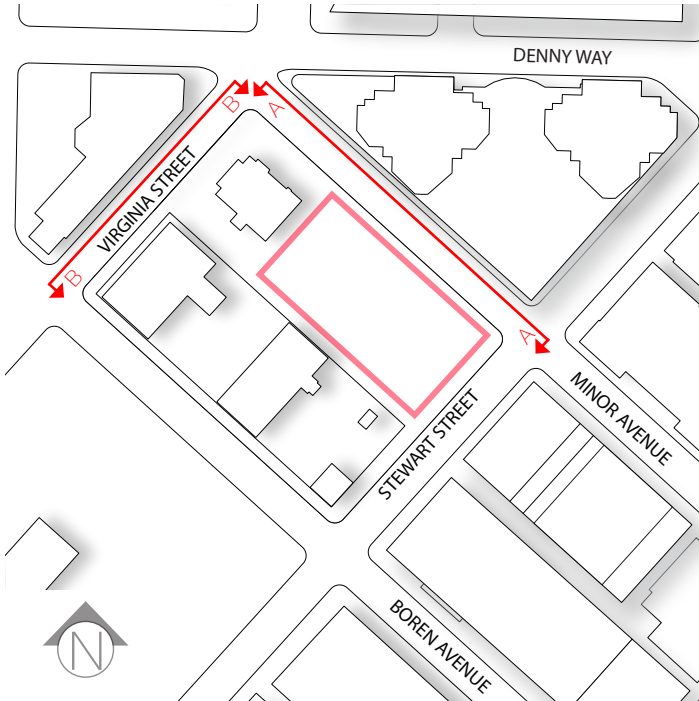
STEWART STREET

PROJECT SITE



VIRGINIA STREET

A - View along Minor Avenue looking West - A



PROJECT SITE



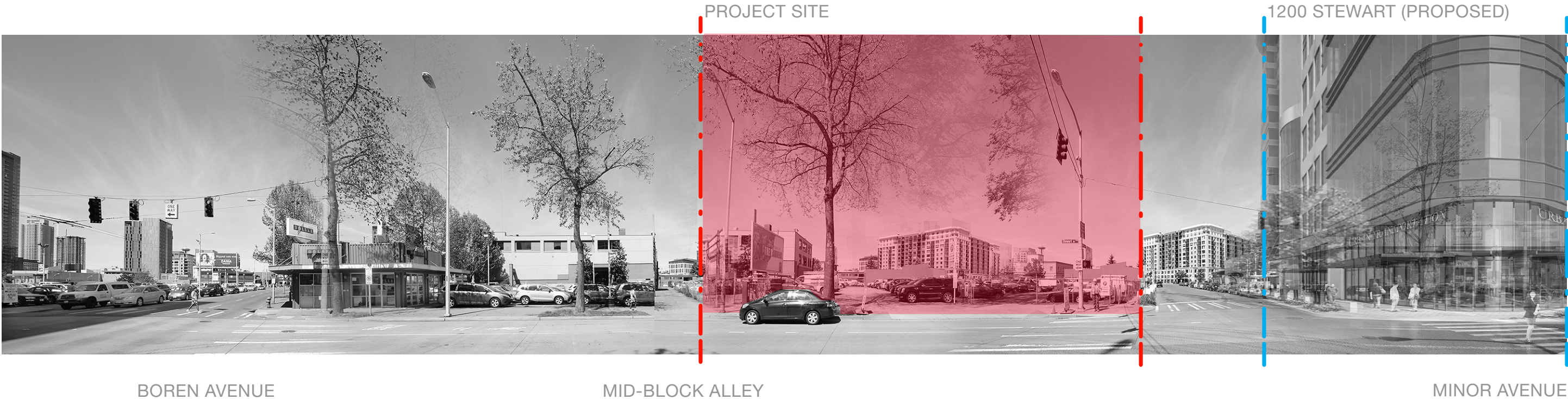
MINOR AVENUE



BOREN AVENUE

B - View along Virginia Street looking West - B

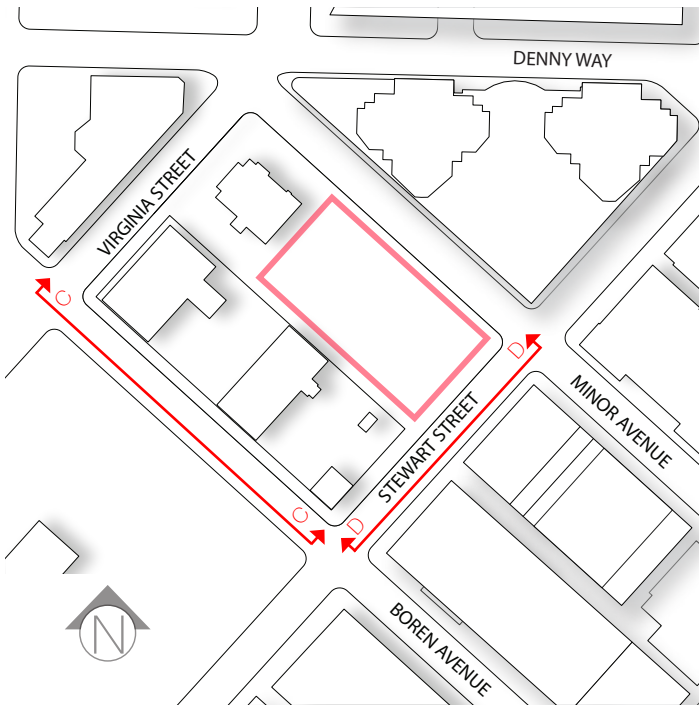
4.0
SITE ANALYSIS
Streetscape Photomontage



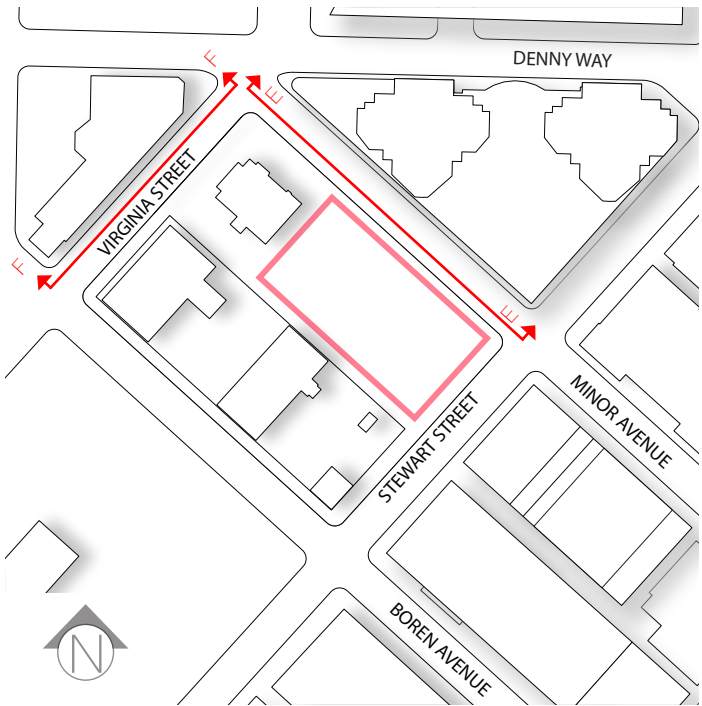
D - View along Stewart Street looking North - D



C - View along Boren Avenue looking East - C



4.0
SITE ANALYSIS
Streetscape Photomontage



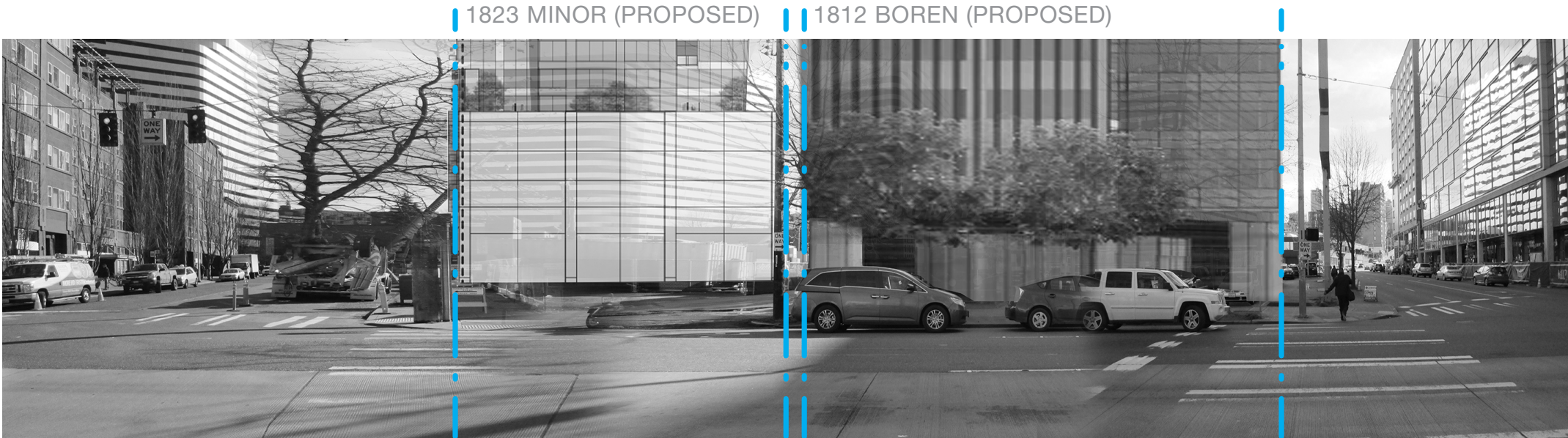
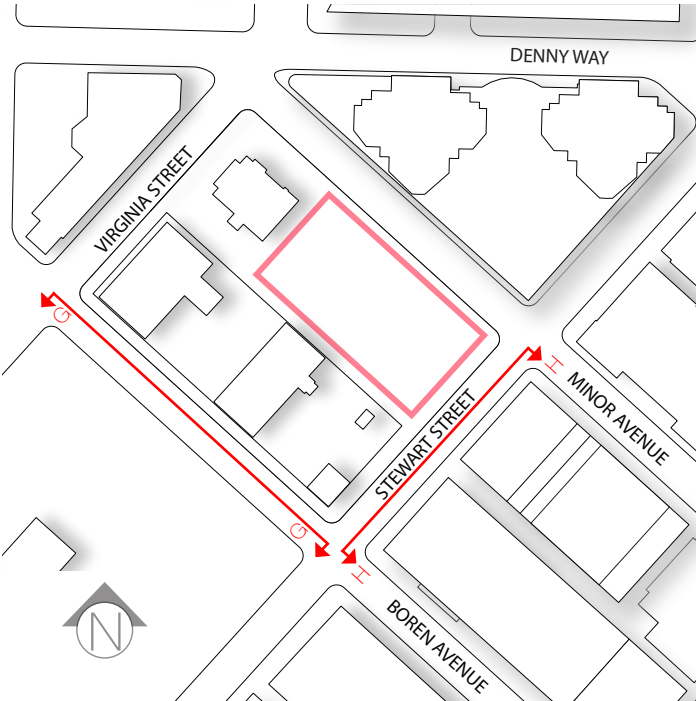
4.0
SITE ANALYSIS
Streetscape Photomontage



STEWART STREET

VIRGINIA STREET

G - View along Boren Avenue looking West - G



MINOR AVENUE

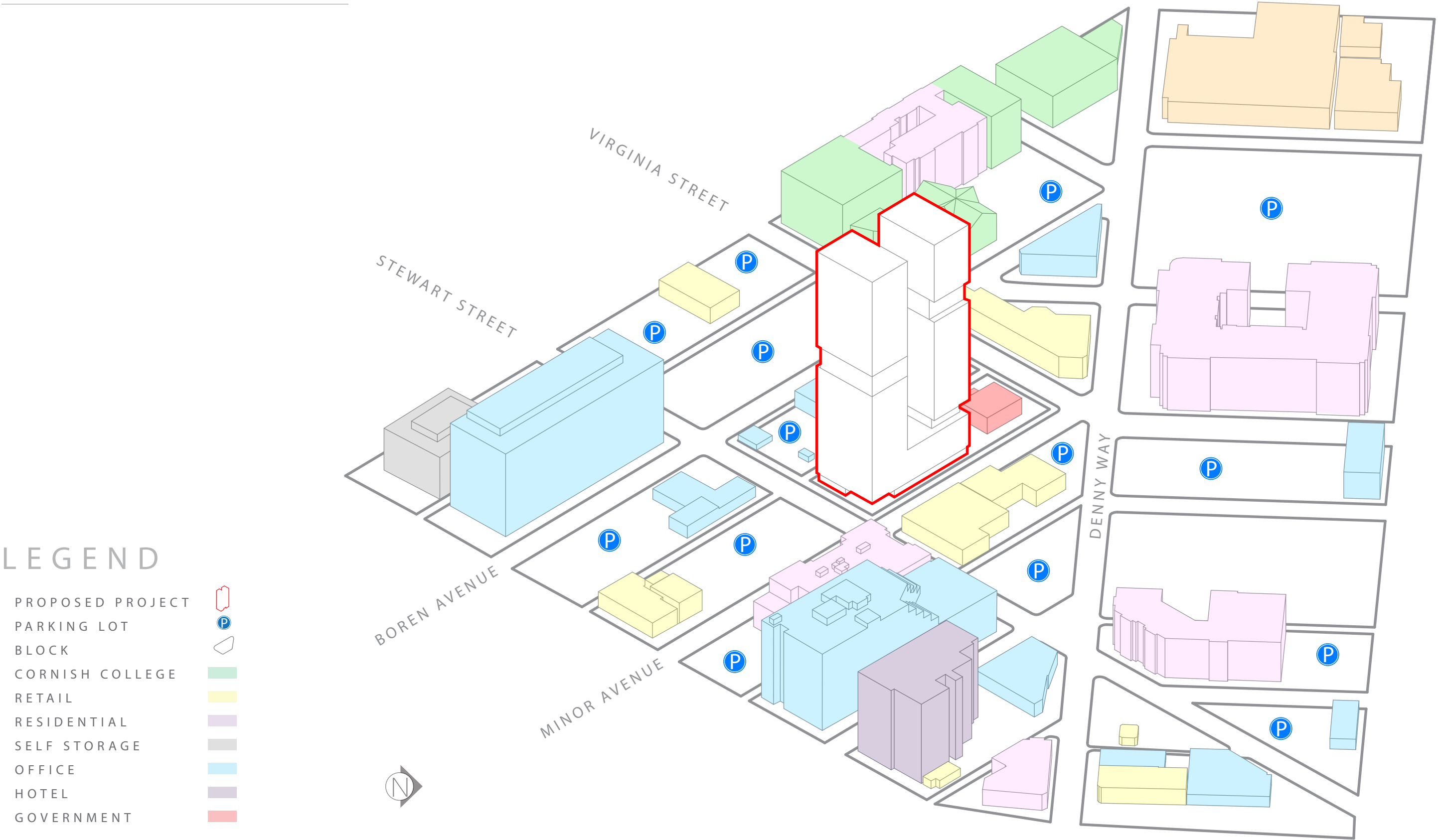
BOREN AVENUE

H - View along Stewart Street looking South - H

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SITE ANALYSIS

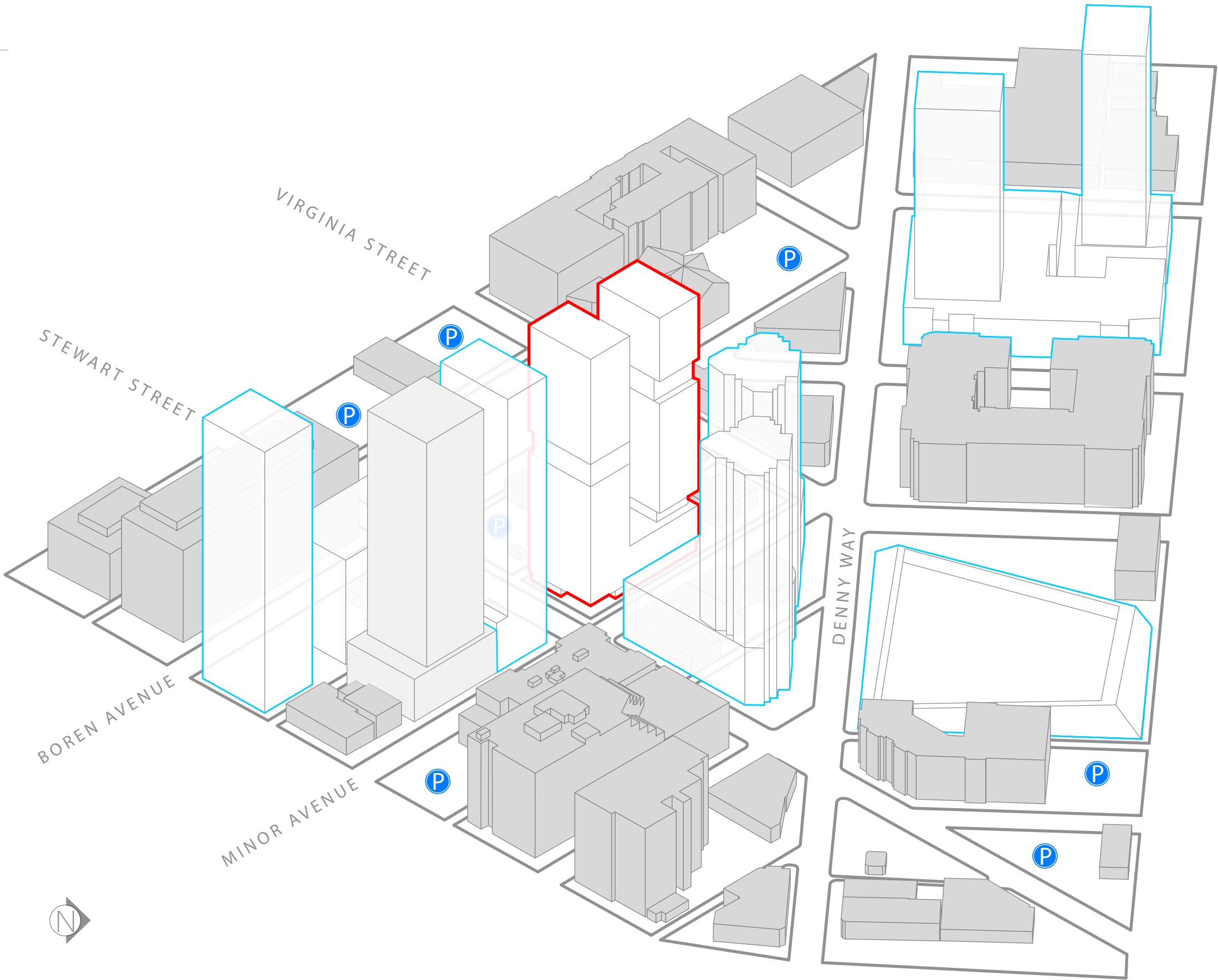
Existing Massing + Uses + Proposed



4.0
SITE ANALYSIS
Proposed and Under Construction

LEGEND

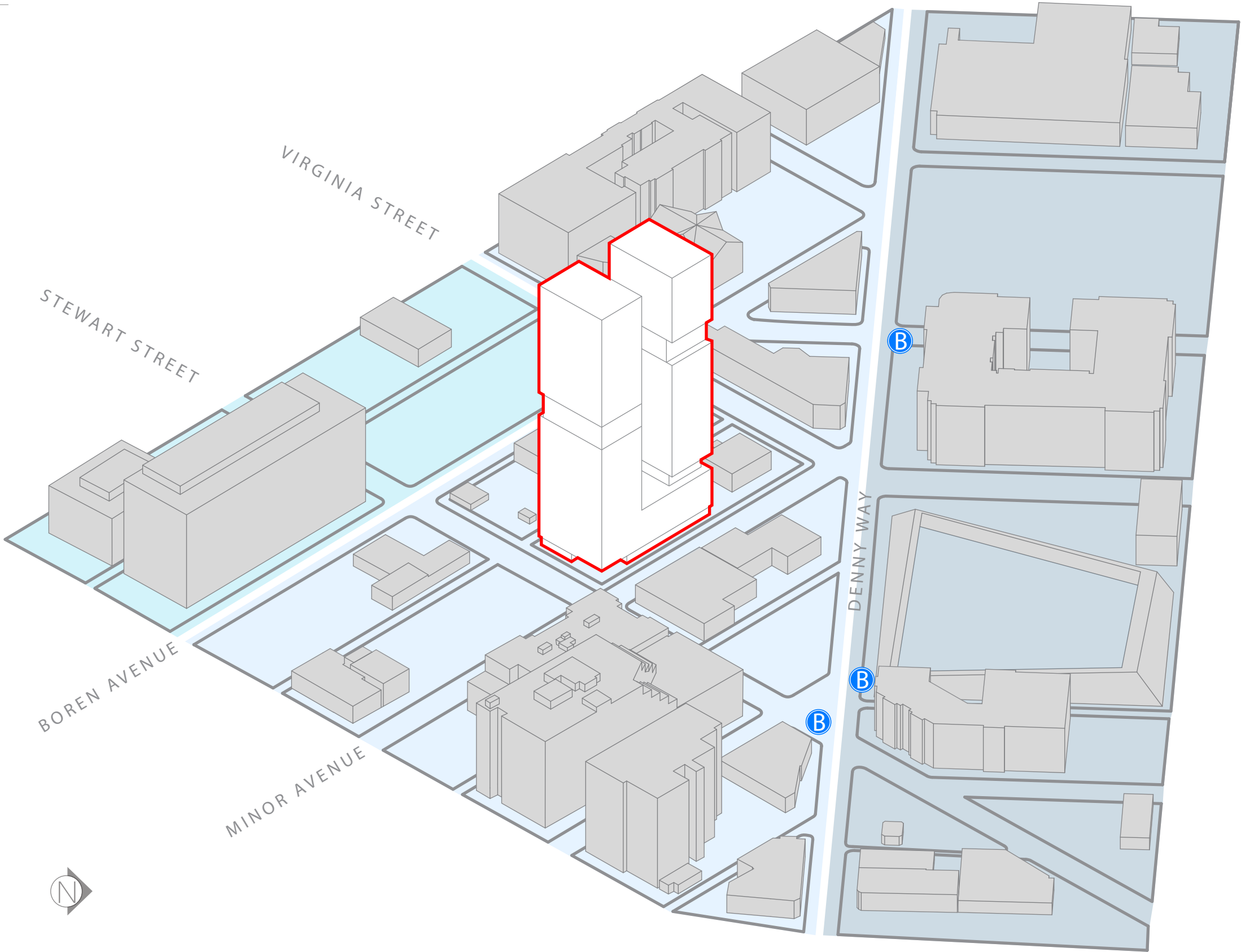
- PROPOSED PROJECT
- PARKING LOT
- BLOCK
- EXISTING
- IN CONSTRUCTION
- PROPOSED



4.0
SITE ANALYSIS
Zoning Designation

LEGEND

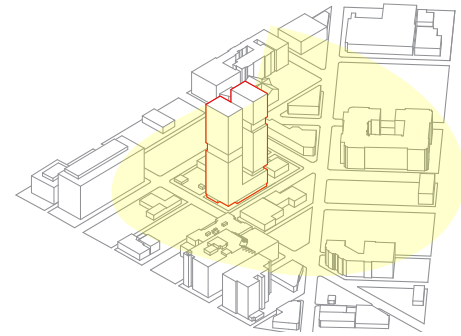
- PROPOSED PROJECT
- BUS STOP
- BLOCK
- SM 240/125-400
- DMC 240/290-400
- DMC 340/290-400



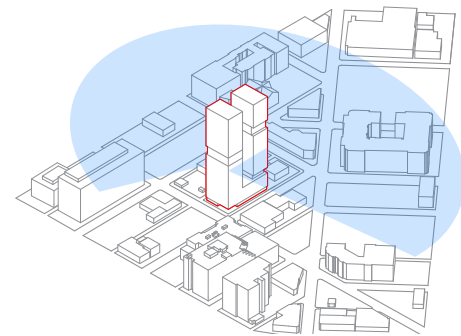
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SITE ANALYSIS

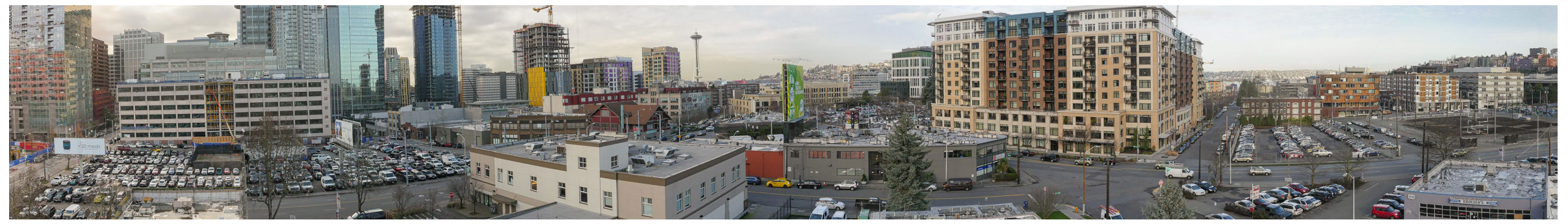
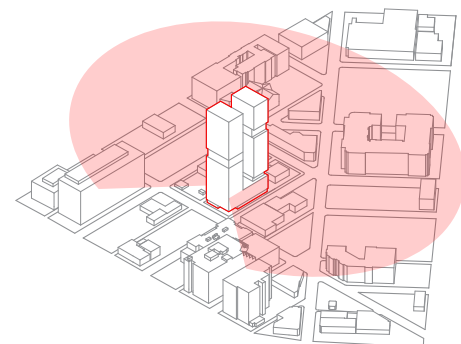
Existing Site Views



Panoramic looking East - 300'



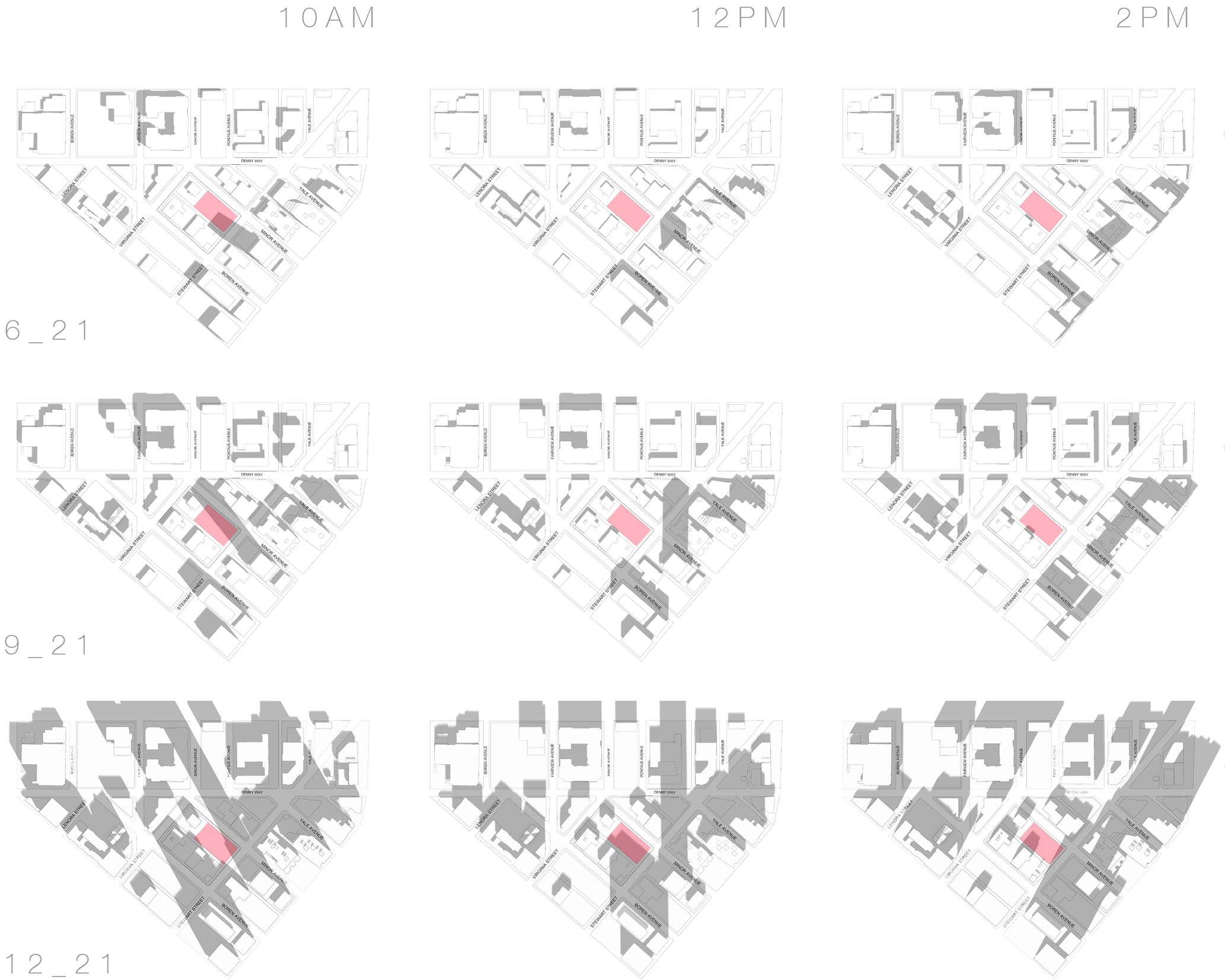
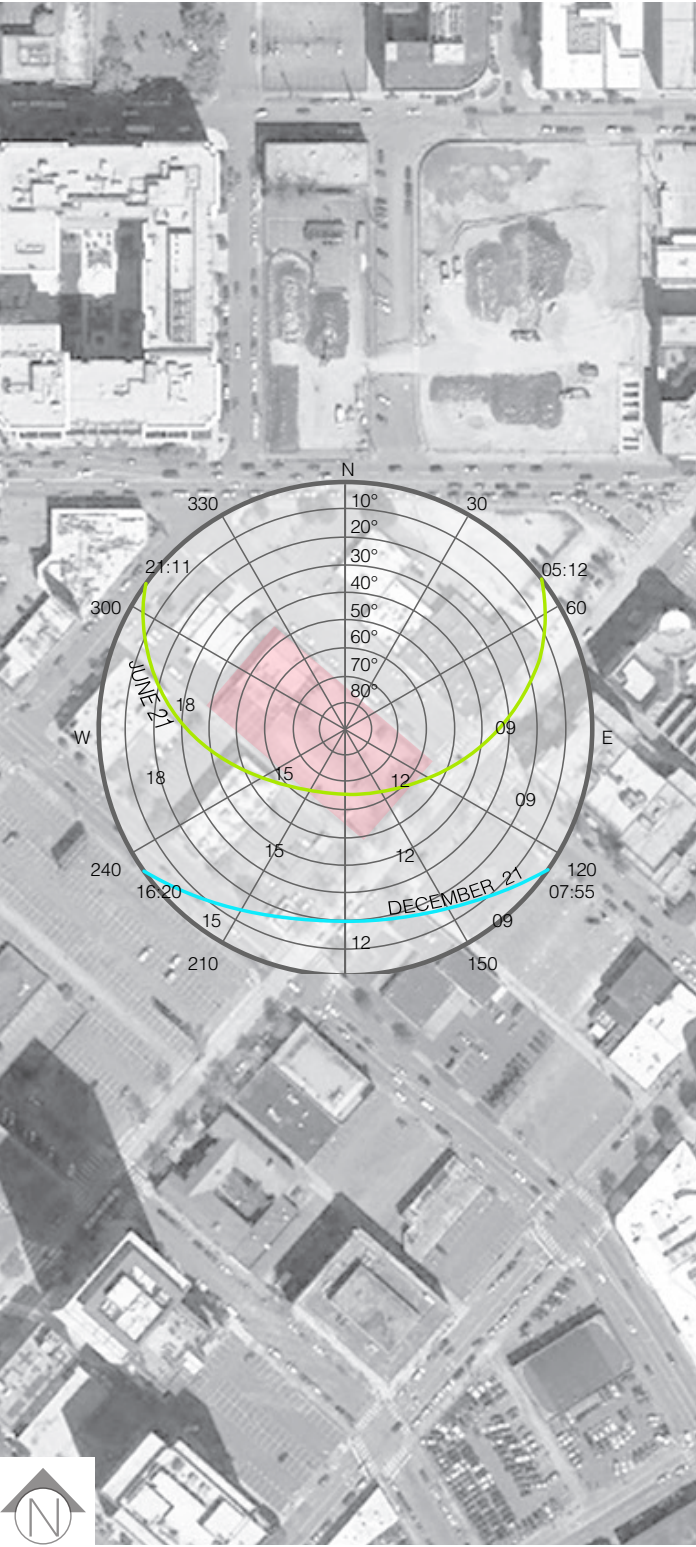
Panoramic looking Northwest - 200'



Panoramic looking north - 100'



4.0 SITE ANALYSIS Shadow Study (Existing Site)



5.0

ZONING ANALYSIS

Site Address: 1901 Minor Avenue
Seattle, WA 98109

Parcels: 0660002225, 0660002220, 0660002215, 0660002210

Zone: DMC 240/290-400, Downtown Mixed Commercial

Urban Village: Denny Triangle Urban Center

SMC 23.49.042 Permitted Uses

Standard	Proposed
All uses are permitted outright (including residential and retail) except as prohibited by SMC 23.49.044.	Complies. Proposed uses are Residential, Retail and Entertainment.

SMC 23.49.008 Structure Height

Standard	Proposed
Maximum Height (non-residential): 240'	
Base Height Limit (residential): 290'	
Maximum Height Limit (residential): 400' <ul style="list-style-type: none">Maximum residential height achievable through bonuses allowed under SMC 23.49.015.	Complies. Proposed maximum residential height: 400'.
Allowable Height Limit Overrun: 440' <ul style="list-style-type: none">an additional 10% above the Allowable Height Limit, provided:<ul style="list-style-type: none">the enclosed space above the Limit is a maximum of 9,000 SF;the enclosed space is limited to the uses and features permitted under SMC 23.49.008;this overrun provision shall not be combined with any other height exception for screening or rooftop features.	Complies. Proposed height overruns conform to SMC 23.49.008.
SMC 23.49.008(D) The following rooftop features are permitted to extend past the Maximum Height Limit to the heights noted. These shall not extend past the 10% overrun allowed under SMC 23.49.008(B). <ul style="list-style-type: none">open railings, planters, clerestories and parapets may extend up to 4' above the maximum height limit;solar collectors may extend up to 7' above the maximum height limit;	Complies. Proposed height overruns conform to SMC 23.49.008.

<ul style="list-style-type: none">mechanical equipment and stair penthouses up to 15' above the height limit are permitted;elevator penthouses up to 23' (for elevator cabs up to 8') and 25' (for elevator cabs above 8') above the height limit are permitted. Where the elevator provides access to a rooftop with usable open space, an additional 10' is allowed for elevator penthouses.	
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SMC 23.49.009 Street-Level Use Requirements

Standard	Proposed
Per Map 1G, no street uses are required along Stewart Street, Minor Avenue and Virginia Street.	Retail and/or restaurant uses are proposed along Stewart Street, Minor Avenue and Virginia Street.

SMC 23.49.010 General Requirements for Residential Uses

Standard	Proposed
Common Recreation Area (CRA): required for all new developments with more than 20 dwelling units subject to the following requirements: <ul style="list-style-type: none">an area equivalent to 5% of the total residential GFA (not including any residential area gained through a voluntary agreement per SMC 23.49.015);the area shall be available to all residents;a maximum of 50% of the required area may be enclosed;the minimum horizontal dimension shall be 15', the minimum area shall be 225 SF;if provided as open space at street level, it shall be counted as twice the actual area.	Complies. Proposed GFA: 749,164 SF Required CRA: 37,458 SF Proposed CRA: 41,500 SF.

SMC 23.49.011 Floor Area Ratio

Standard	Proposed
Base FAR: 5.0	Complies. With allowable exemptions, chargeable areas will be less than the base FAR.
Maximum FAR: 7.0	

Exemptions from FAR per SMC 23.49.011(B): <ul style="list-style-type: none">retail sales, service and entertainment areas with a minimum floor-to-floor height of 13', a depth of 15' and overhead weather protection;child care;human service uses;residential and live-work uses;public restrooms;all floors below grade;3.5% of total chargeable floor area as an allowance for mechanical equipment in structures 65' or higher;	
Rooftop mechanical equipment, enclosed or not shall be counted as part of the GFA.	Project to comply.

SMC 23.49.012 Bonus Floor Area for Voluntary Agreements for Housing and Child Care

Standard	Proposed
Not applicable.	N/A, no bonus sought.

SMC 23.49.013 Bonus Floor Area for Amenities

Standard	Proposed
Not applicable.	N/A, no bonus sought.

SMC 23.49.014 Transfer of Development Rights

Standard	Proposed
Not applicable.	N/A, no bonus sought.

SMC 23.49.015 Bonus Residential Area in DMC Zones for Low- and Moderate-Income Housing

Standard	Proposed
Per SMC 23.49.015(B)1, a cash payment may be made to the City to build or provide low- or moderate-income housing for bonus area above the allowable base residential height level.	Project to comply. Prior to issuance of the MUP, the options for earning extra floor area will be identified.

SMC 23.49.018 Overhead Weather Protection and Lighting

Standard	Proposed
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Continuous overhead weather protection is required along the entire street frontage except where: <ul style="list-style-type: none">the façade is located more than 5' from the property line;the façade is separated from the sidewalk by landscape area greater than 2' wide.	Project to comply.
Overhead weather protection shall extend 8' from the building face or 2' from the curb line, whichever is less. They must have a clear height of between 10' and 15'. Adequate lighting shall be provided.	Project to comply.

SMC 23.49.019 Parking Quantity, Location and Access Requirements

Standard	Proposed
On Virginia Street and Minor Avenue (class II pedestrian streets), parking on street level is permitted if: <ul style="list-style-type: none">at least 30% of the street frontage of any street level parking area, excluding garages, is separated by other uses;the façade separating the uses satisfies the blank façade and transparency requirements for class I pedestrian streets;parking areas not separated from the street by other uses is screened from the street;the street façade is enhanced by architectural detailing, artwork, landscaping or other visual interest.	No street-level parking is proposed along Virginia Street and Minor Avenue.
On Stewart Street (class I pedestrian street) parking is permitted only if it is separated from the street by other uses.	No street-level parking is proposed along Stewart Street.
Parking is permitted within structures below street level.	437 parking spaces are proposed below street level.
Maximum parking limit for non-residential uses: <ul style="list-style-type: none">parking for non-residential uses is limited to a maximum of one parking space per 1,000 SF of use;parking in excess of the maximum quantity may be permitted as a special exception by the Director;	Project to comply.

<ul style="list-style-type: none">access to parking and loading shall be from an alley where an improved alley is present.	
Ridesharing and transit incentive program: <ul style="list-style-type: none">required of all new structures containing more than 10,000 SF of non-residential uses;the building owner shall establish and maintain a transportation coordinator position;the building owner shall establish and maintain a transportation information center.	Project to comply.
Bicycle Parking, minimum: <ul style="list-style-type: none">Office: 1 space per 5,000 SF;Retail use over 10,000 SF: 1 space per 10,000 SF;Residential: 1 space for every 2 dwelling units;After the first 50 provided spaces, additional spaces are required at 1/2 the noted ratio.	Project to comply.
Off-street loading spaces shall be provided per SMC 23.54.030.	Complies. (1) Loading berth required and provided.

SMC 23.49.022 Minimum Sidewalk and Alley Width

Standard	Proposed
Per SMC 23.49, Map 1C, the sidewalks along Virginia Street and Minor Avenue shall be a minimum 12', the sidewalk along Stewart Street shall be a minimum 18'.	Complies.

SMC 23.49.045 Parking

Standard	Proposed
Accessory parking garages for short-term and long-term parking are permitted outright per the maximum parking limit established by SMC 23.49.019.	The proposed parking is an accessory use. There is no maximum limit for residential parking.

SMC 23.49.056 Street Façade, Landscaping and Street Setback Requirements

Standard	Proposed
Minimum Façade Height: <ul style="list-style-type: none">Virginia Street (class II pedestrian street): 15'	Complies. Proposed podium height is 85'.

<ul style="list-style-type: none">Minor Avenue (class II pedestrian street): 15'Stewart Street (class I pedestrian street): 25'	
Façade Setback Limits: <ul style="list-style-type: none">the maximum area of all setbacks shall not exceed the product of the averaging factor and the width of the street frontage;<ul style="list-style-type: none">Virginia Street (class II pedestrian street): 10Minor Avenue (class II pedestrian street): 10Stewart Street (class I pedestrian street): 5the setback limits apply from 15' above the sidewalk to the minimum façade heights prescribed;the maximum width of any setback exceeding a depth of 15' from the street lot line shall not exceed 80' or 30% of the lot frontage, whichever is less;any exterior public space that meets the Downtown Amenity Standards is not considered part of a setback.	Complies. The maximum proposed setback with a height greater than 15' (Scheme 2) is 79' wide.
Façade Transparency Requirements: <ul style="list-style-type: none">apply to the area of a façade between 2' and 8' above the sidewalk;requirements do not apply to portions of structures in residential use;along Virginia Street and Minor Avenue a minimum of 30% of the street level façade shall be transparent;along Stewart Street a minimum of 60% of the street level façade shall be transparent;	Project to comply.
Blank Façade Limits: <ul style="list-style-type: none">apply to portions of a façade between 2' and 8' above the sidewalk;any portion of the façade that is not transparent is considered blank;requirements do not apply to portions of structures in residential use;along Virginia Street and Minor Avenue, blank facades shall be limited to segments 30' in length, except garage doors which may be wider than	Project to comply.

30'. Blank segments shall be separated by a minimum 2' band of transparency. The total width of all blank facades may not exceed 70% of the street front; <ul style="list-style-type: none">along Stewart Street, blank facades shall be limited to segments 15' in length, except garage doors which may be wider than 5' wider than the driveway. The total width of all blank facades may not exceed 40% of the street front.	
Street trees are required on Minor Avenue and Stewart Street.	Complies. See landscape plan.

SMC 23.49.058 Upper-level Setback Requirements

Standard	Proposed
Tower definition: A portion of a structure above 85' in which there is a non-residential use above 65' or does not have a residential use above a height of 160'.	Complies. Proposed podium height is 85'. All portions of the project above 85' are considered to be towers.
Façade Modulation and Tower Width Limits apply where: <ul style="list-style-type: none">any structure 160' in height or less in which any story above 85' exceeds 15,000 SF. This applies to each tower separately when there is more than one tower on a site;portions of a structure in non-residential use above 160' in which any story above 85' exceeds 15,000 SF. This applies each tower separately when more than one tower is present on a site.	Not required. Floors above 85' have an area of less than 15,000 SF.
Tower Area Limits: Applies to any portion of a tower with residential use above 160'. <ul style="list-style-type: none">average residential GFA limit per story is 10,700 SF where the tower exceeds the base height limit for residential use;maximum residential GFA limit per story is 11,500 SF;unoccupied spaces provided for architectural interest per SMC 23.49.008(B) are not subject to these limits.	Complies. Maximum residential GFA per story above 160' is 10,696 SF.

In DMC zones, the maximum façade width for portions of a building above 85' along the north/south axis of a building is 120' or 80% of the width of the lot, whichever is less.	Complies. Maximum façade width in the north/south direction is 79'. This is the lesser of the two allowable lengths.
In DMC zoned sites within the Denny Triangle Urban Center Village, if any portion of a tower exceeds 160', then all portions of the tower above 125' must be separated from any portion of another tower (on the same site) above 125' by 60'. <ul style="list-style-type: none">unenclosed decks and balconies are not bound by this separation requirement.	Complies. Tower separation is 60'.

SMC 23.54.030 Parking Space Standards

Standard	Proposed
Parking Space Dimensions: <ul style="list-style-type: none">Large vehicle space: 8.5' x 19'Medium vehicle space: 8' x 16'Small vehicle space: 7.5' x 15'	Project to comply.
Columns may encroach into a parking space a maximum of 6" on a side except in the area of the car door opening as shown in Exhibit A of SMC 23.54.030.	Project to comply.
For residential uses: <ul style="list-style-type: none">when more than (5) parking spaces are provided, a minimum of 60% of the spaces shall be stripped for medium vehicles;40% of the spaces may be stripped for either large or small vehicles.	Project to comply.
For non-residential uses: <ul style="list-style-type: none">when (10) or fewer parking spaces are provided, a maximum of 25% of the spaces shall be stripped for small vehicles; a minimum of 75% of the spaces shall be stripped for large vehicles;the minimum clearance required is 6'-9".	Project to comply.
Driveways: <ul style="list-style-type: none">where a driveway serves more than 30 parking spaces, the minimum one-way width is 10' and 20' for two-way traffic;	Project to comply.

<ul style="list-style-type: none">per SMC 23.54.030, Exhibit B, turning radii along driveways shall have an inside radius of 18' at the innermost lane. The minimum width of driveway along a radius is 12';for driveways serving both residential and non-residential uses, the minimum widths are as follows:<ul style="list-style-type: none">one-way traffic: minimum – 12', maximum – 15';two-way traffic: minimum – 12', maximum – 25';no portion of a driveway may exceed as slope of 15%.	
Parking Aisles: <ul style="list-style-type: none">Aisle slope shall not exceed 17%;minimum aisle widths shall be provided for the largest vehicles served by the aisle. When the parking angle is 90 degrees, the aisle width shall be as follows:<ul style="list-style-type: none">backing from medium spaces: 22'backing from large spaces: 24'	Project to comply.

6 . 0

RELEVANT DESIGN GUIDELINES

How the Preferred Scheme satisfies the Design Guidelines

GUIDELINES

A1 RESPOND TO THE PHYSICAL ENVIRONMENT
A. Location in the City and Neighborhood

Responding to the Larger Context:
Some downtown areas are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts being cognizant that new development will establish the context to which future development will respond.

e. views from the site of noteworthy structures or natural features;
f. views of the site from other parts of the city or region.

B4 DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING Architectural Expression

Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept.

Buildings that exhibit form and features identifying the functions within the building help to orient people to their surroundings, enhancing their comfort and sense of security while downtown.

C4 REINFORCE BUILDING ENTRIES The Streetscape

To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

C6 DEVELOP THE ALLEY FACADE The Streetscape

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

a. extending retail space fenestration into the alley one bay;
c. adding effective lighting to enhance visibility and safety.

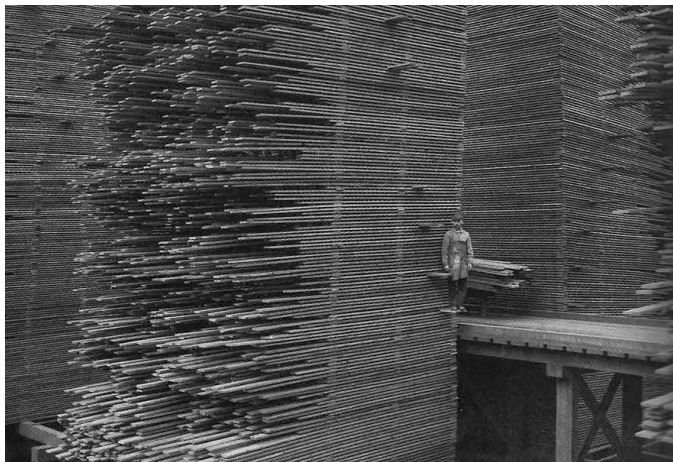
RESPONSES

Much of the Denny Triangle area is currently covered with surface parking lots. This creates a distinct lack of meaningful context. The project is characterized by a purposefully sculpted tower, which transforms the building and neighborhood into a gateway to Downtown. Retail along Stewart will suggest a future pattern for development. A prominent entry at Stewart and Minor marks the corner in a manner more consistent with Downtown blocks.

The volume of the residential towers is broken down into “neighborhoods” by bands of amenity programs. The recessed portions of these bands open toward specific views of the city and nature beyond and allow both tenants and the community to use the building as means for orienting themselves.

The building entry is prominently located near the corner of Stewart and Minor and is flanked by retail. The entry is slightly pulled back from the property line creating a purposeful transition from the street to the interior.

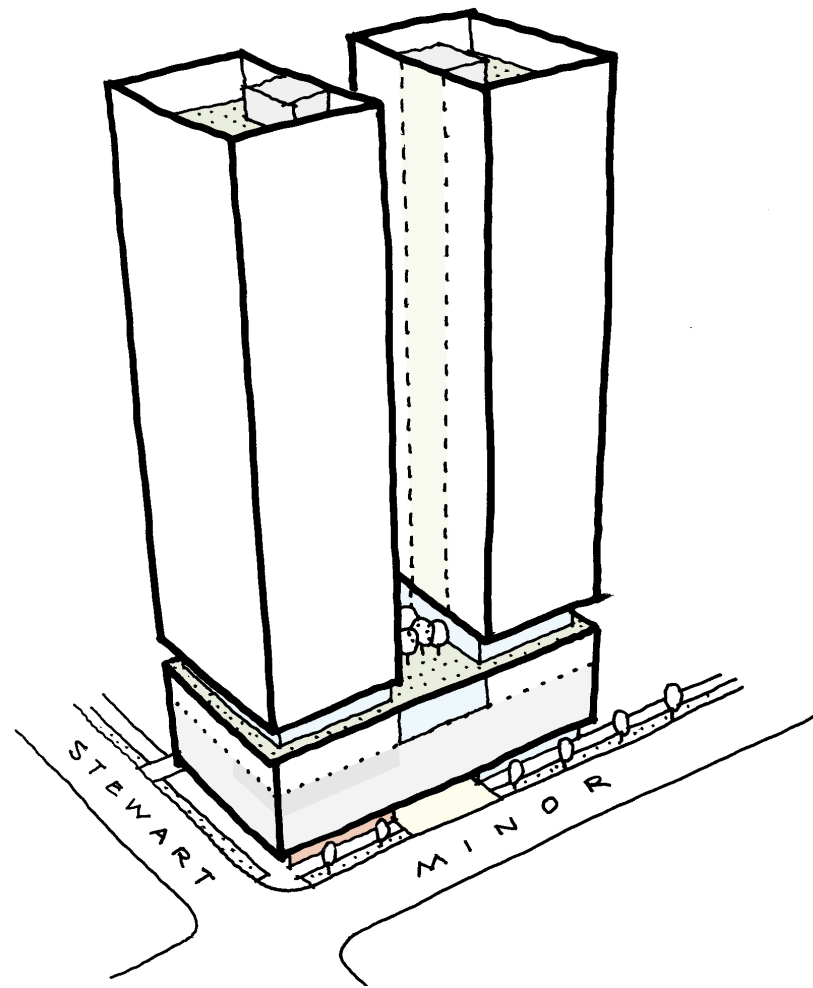
Despite the close proximity of the site to both Downtown and South Lake Union, the owners consider the parking garage entry to be a primary entry and the route to it to be important. The materials used on the alley facade and into the ramp area will be high quality. Alley lighting will provide a safe environment.



7.0

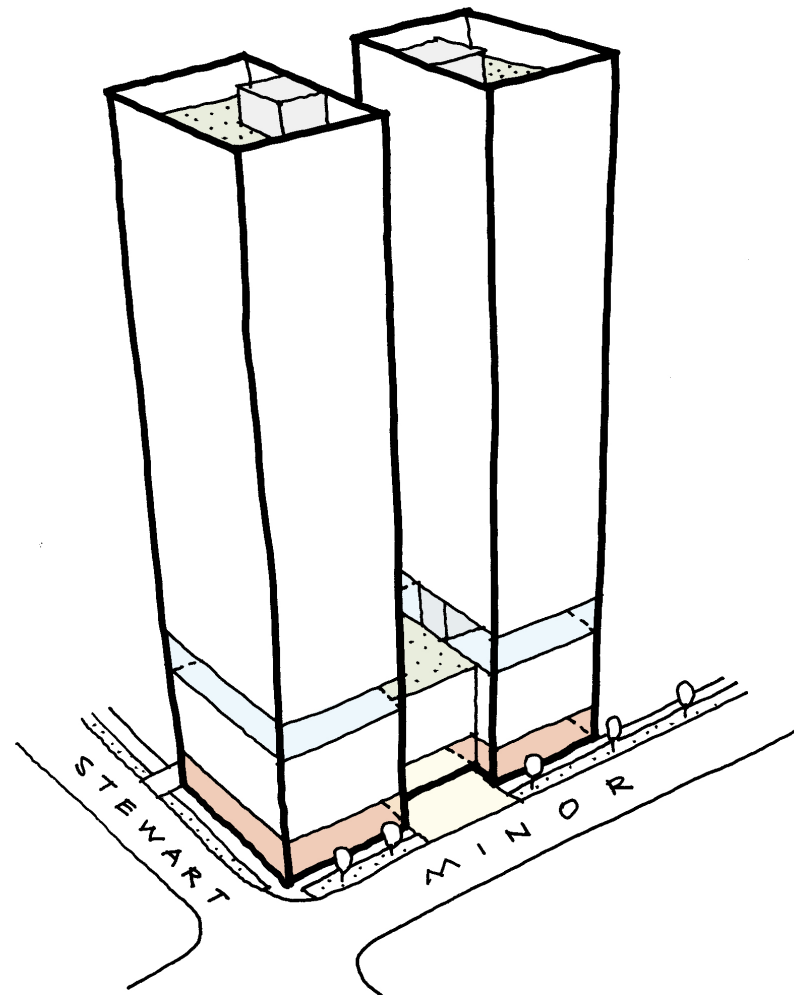
ARCHITECTURAL CONCEPTS

Summary of Alternatives



Scheme 1 clearly differentiates between street-level, podium and tower volumes with simple volumes defining each. Offset cores facing onto the space between the towers maximize tenant views toward the city and landscape beyond. The raised podium contains a variety of indoor and outdoor amenity spaces and serves as a belt line below the towers. Four levels of above-grade Parking are provided at the podium.

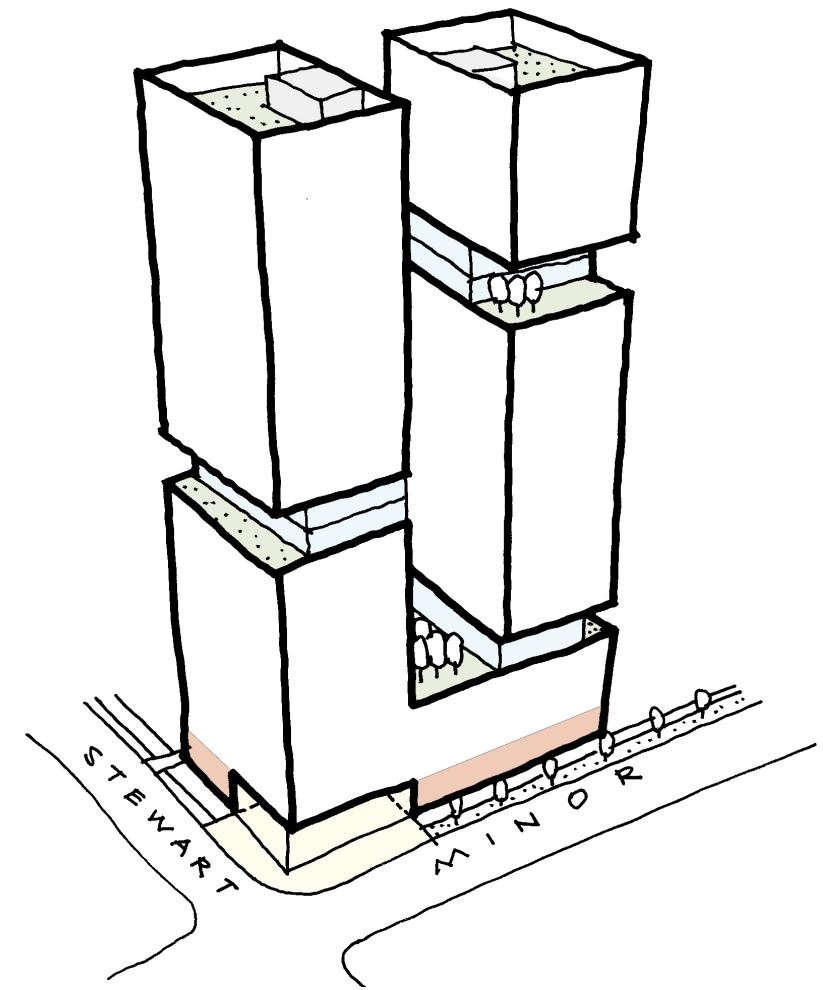
CODE COMPLIANT



Scheme 2 allows two modestly scaled towers to sit directly on the ground with a maximum amount of retail. A recessed entry creates street-level public space and renders the podium as a bridge between the two towers.

CODE COMPLIANT

PREFERRED



Scheme 3 uses easily legible amenity spaces distributed throughout the towers to break up the volume of the towers into “neighborhoods”. One tower sits on the ground plane while the other rests on the podium creating variety within the scheme.

CODE COMPLIANT

7.0

ARCHITECTURAL CONCEPTS

Scheme 1 : **CODE COMPLIANT**

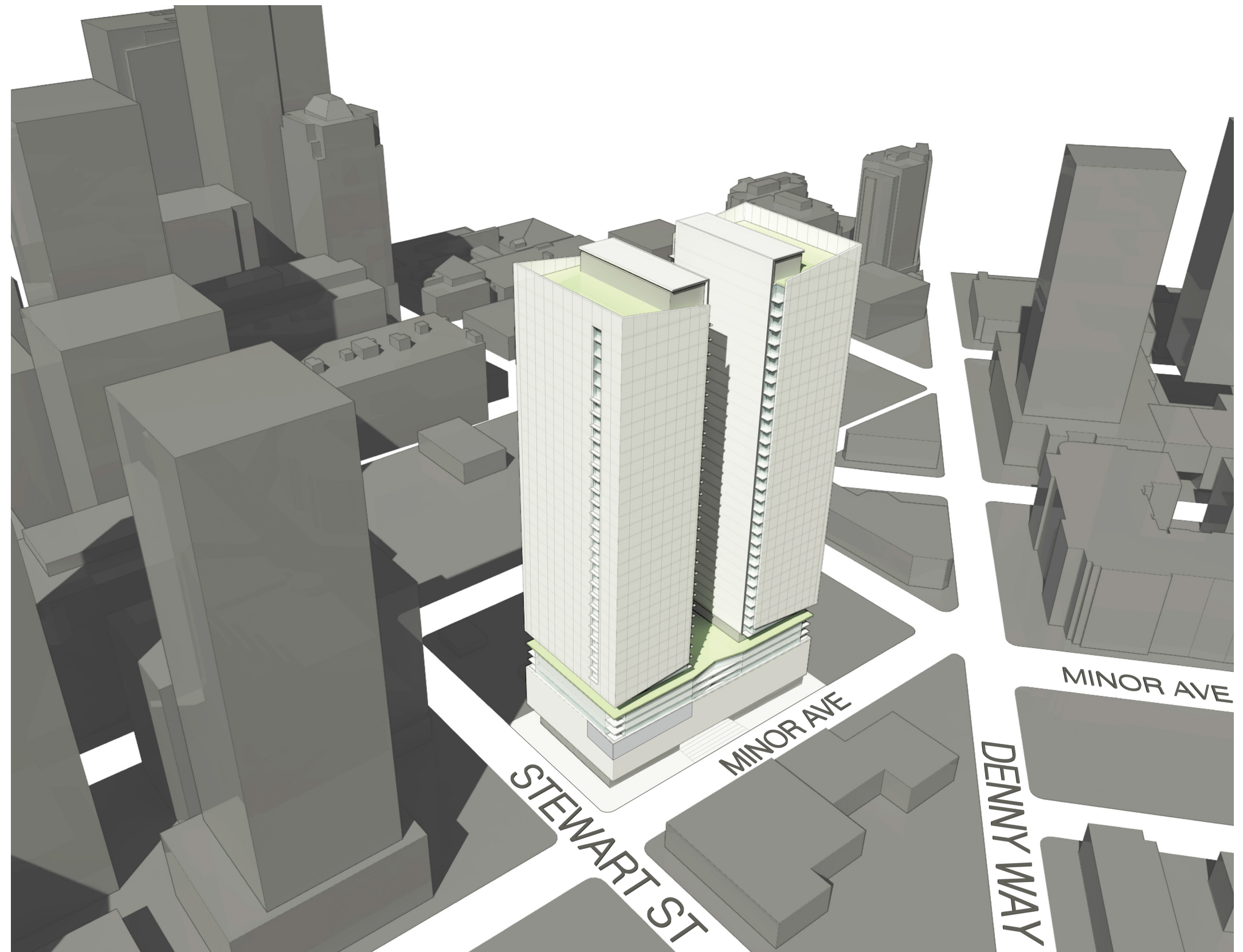
Pros

- + Podium establishes strong street wall with 80' datum.
- + Street level program and retail help activate neighborhood.
- + Open space at street level lobby reinforces sense of entry.
- + Garage entry considered one of the 'front doors.'
- + Program at roof level builds a vertical community.
- + Small tower floorplates (~9000 SF) reduce overall bulk and maximize space between towers.
- + Offset core configuration minimizes number of units looking onto each other.
- + Orientation of towers and podium maximizes views and optimizes environmental issues.

Cons

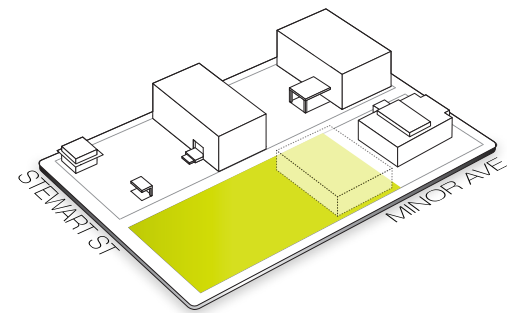
- Four levels of parking in podium
- Retail presence along Stewart Street is minimal.
- 80' street wall established by podium, while contextually appropriate to the smaller Minor Street, does not address the significance of Stewart Street.
- Relatively symmetrical and identical towers may not enhance skyline.

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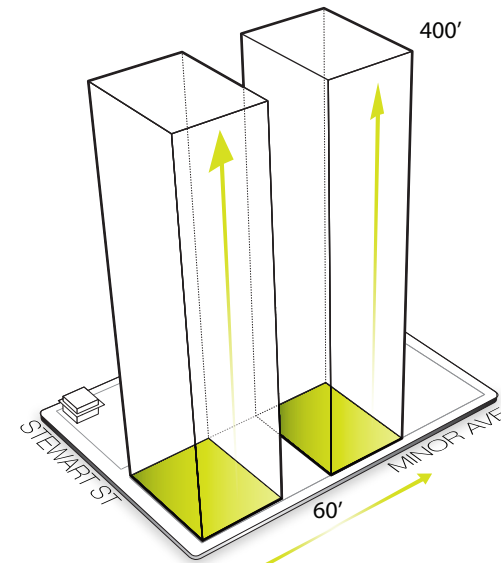


7.0 ARCHITECTURAL CONCEPTS

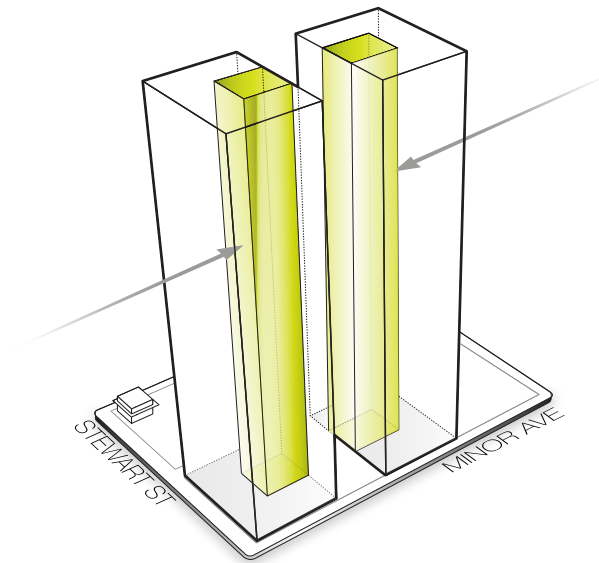
Scheme 1 Massing Programmatic Diagram



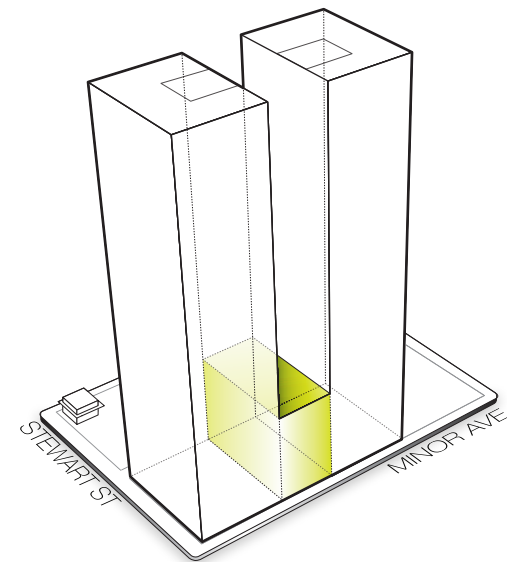
1 SITE



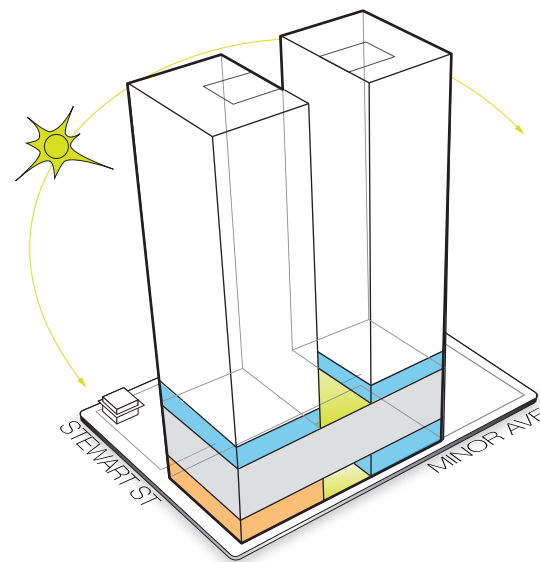
2 MAXIMIZE TOWERS ON SITE



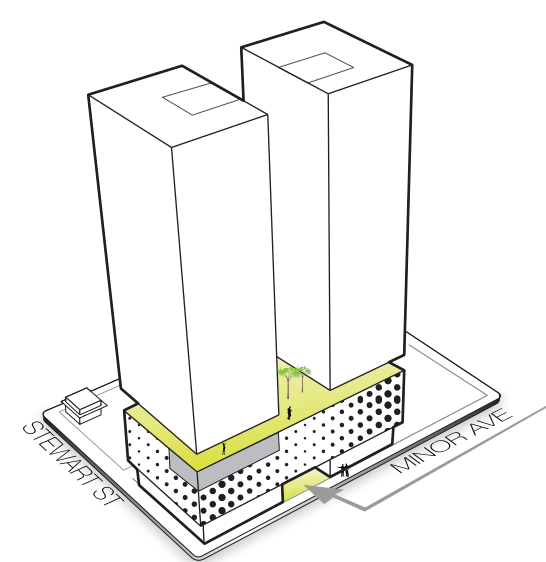
3 OFFSET CORES TO MINIMIZE DIRECT VIEWS BETWEEN UNITS



4 CONNECT TOWERS WITH AMENITY PODIUM



5 SEPARATE TOWER MASSING WITH PROGRAM SPACES

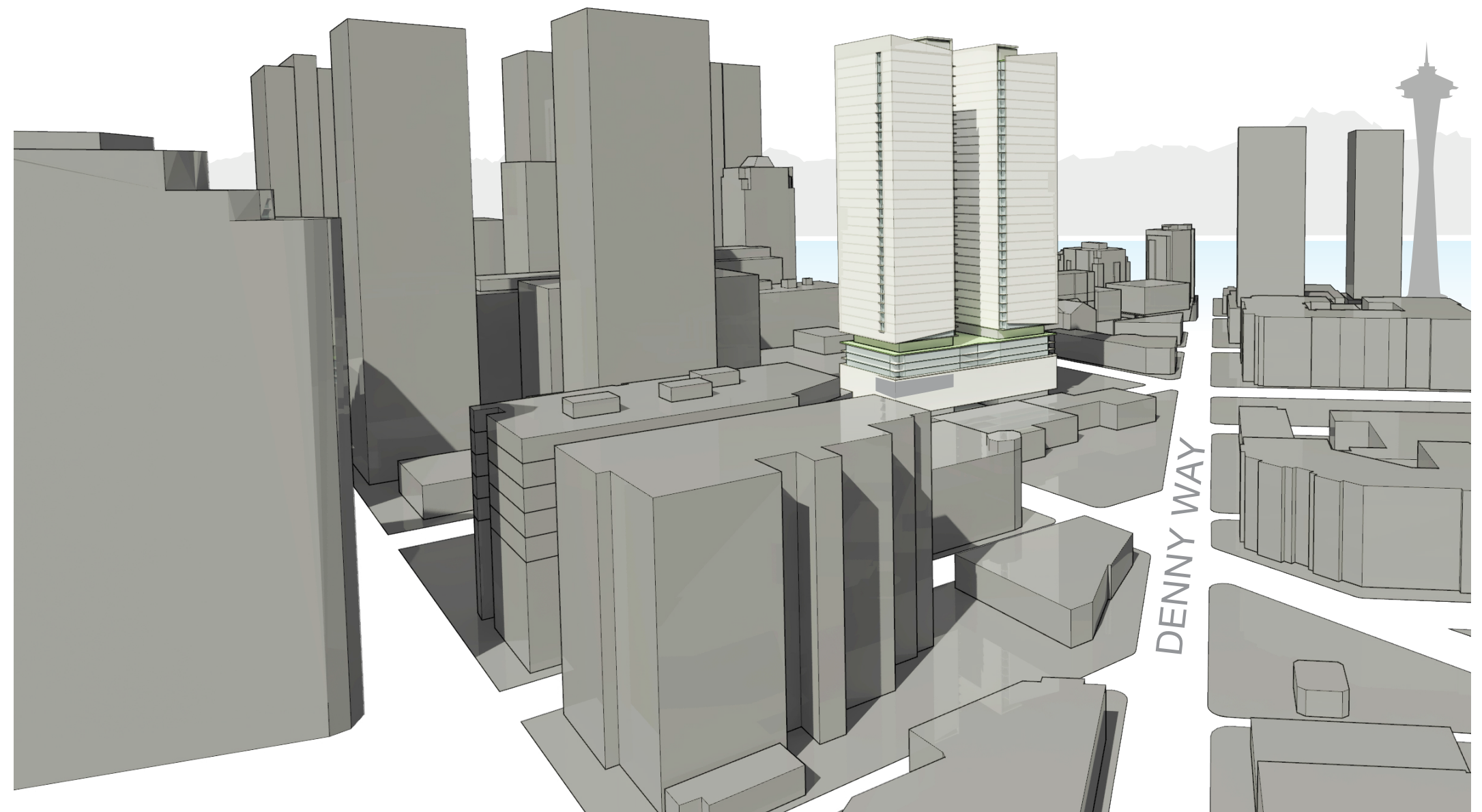


6 SHAPE PODIUM TO COMPLIMENT HUMAN SCALE

7.0

ARCHITECTURAL CONCEPTS

Scheme 1

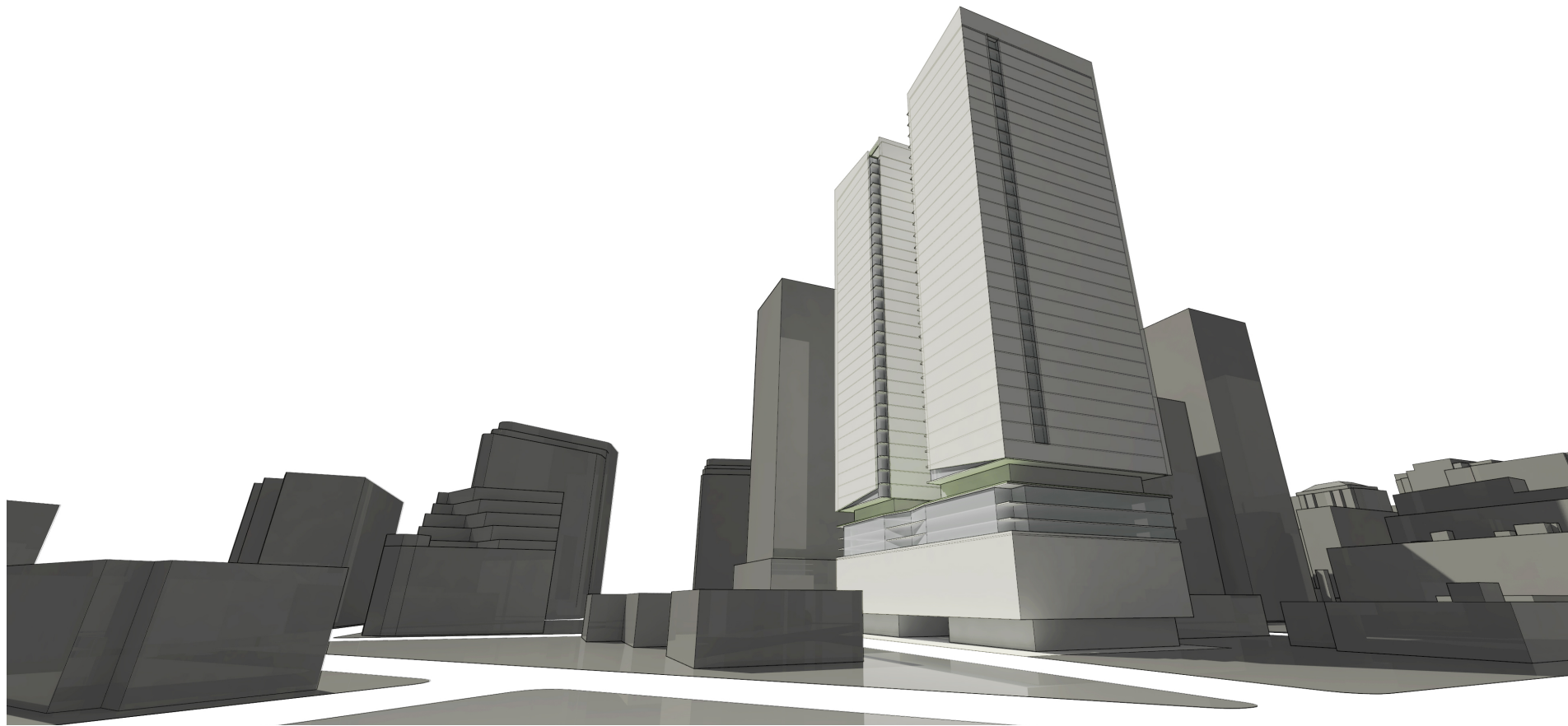


View from Denny Way Overpass

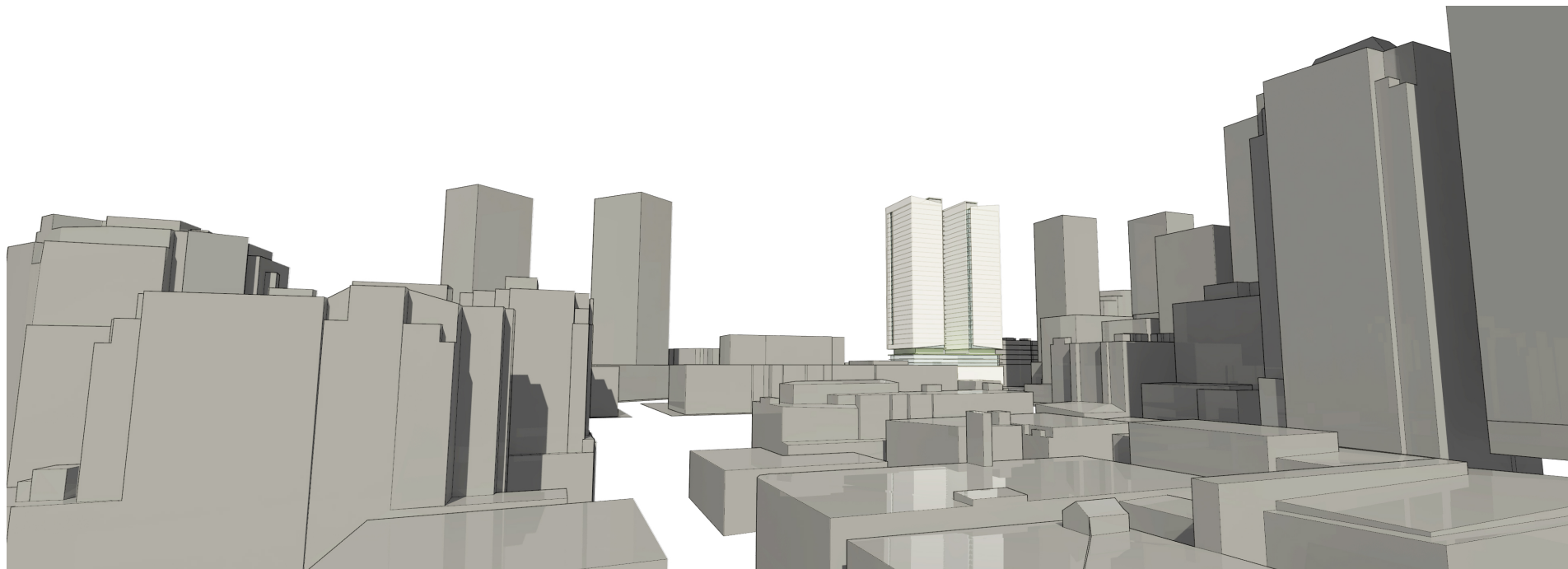
7.0

ARCHITECTURAL CONCEPTS

Scheme 1



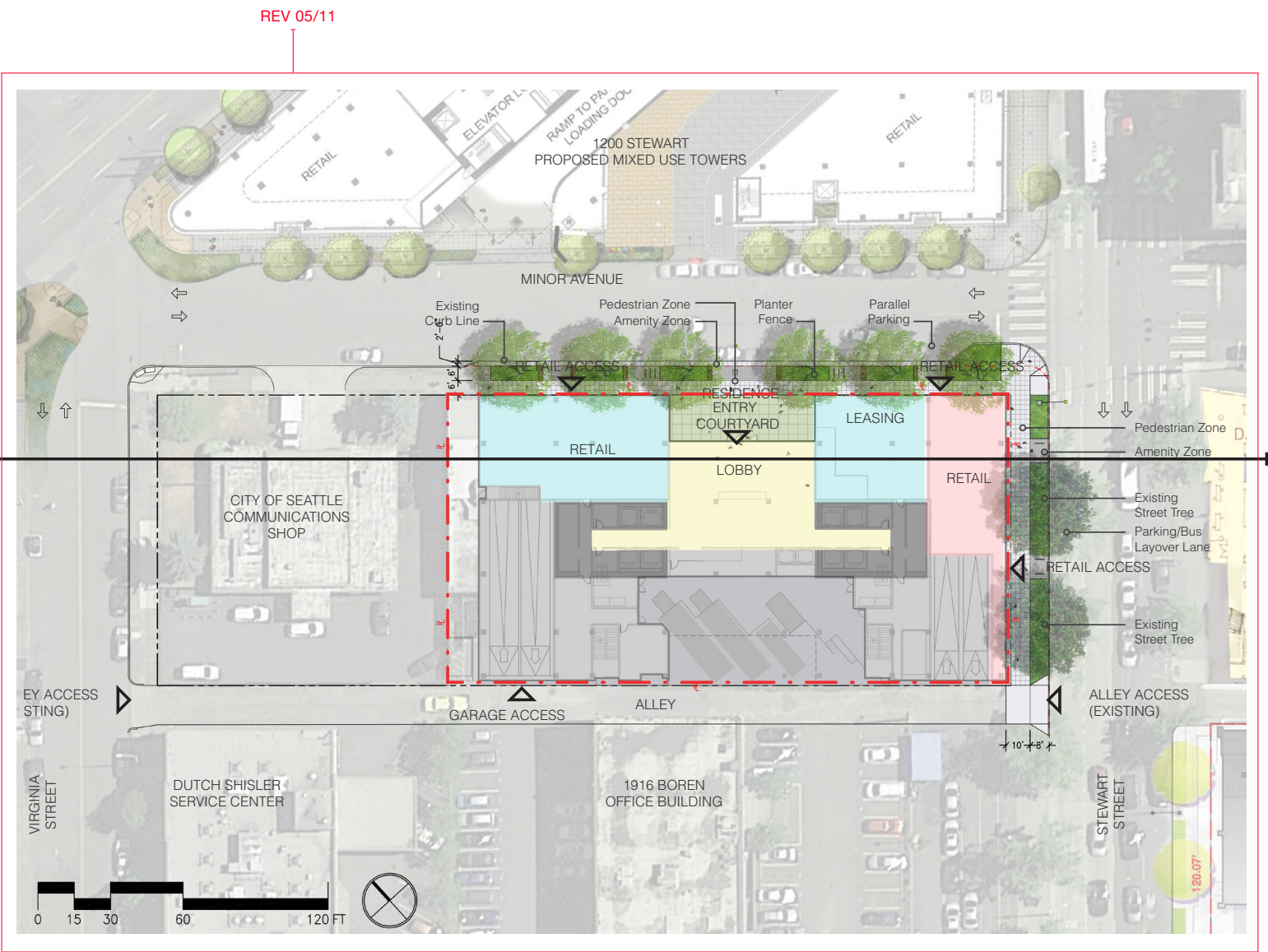
View from North



View from West

7.0
ARCHITECTURAL CONCEPTS

Scheme 1 Site plan / Building section



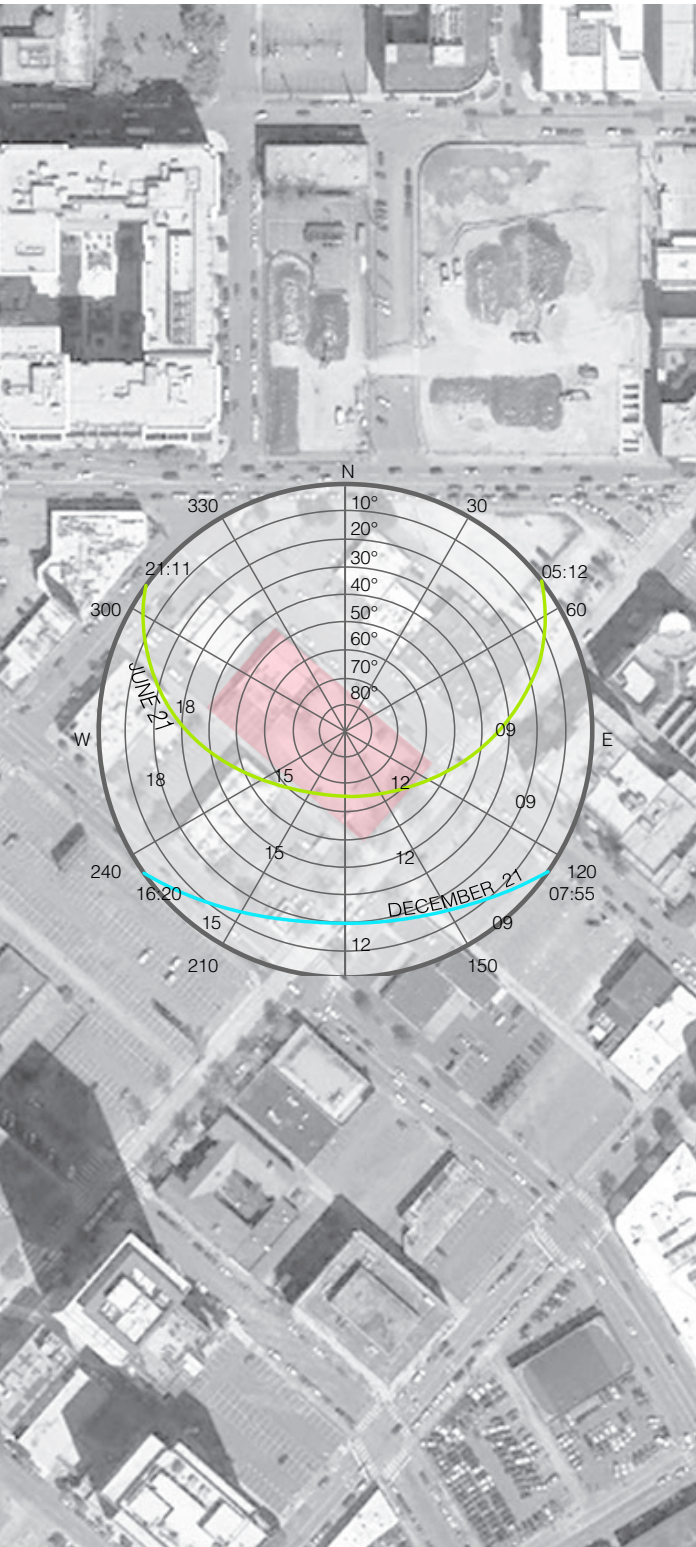
7.0
ARCHITECTURAL CONCEPTS

Scheme 1 Shadow Study

10AM

12PM

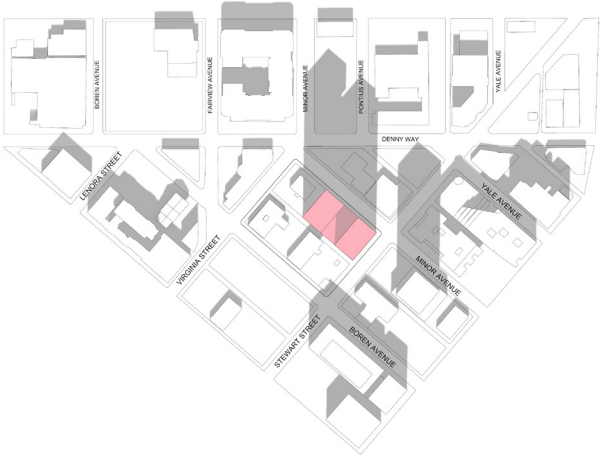
2PM



6_21

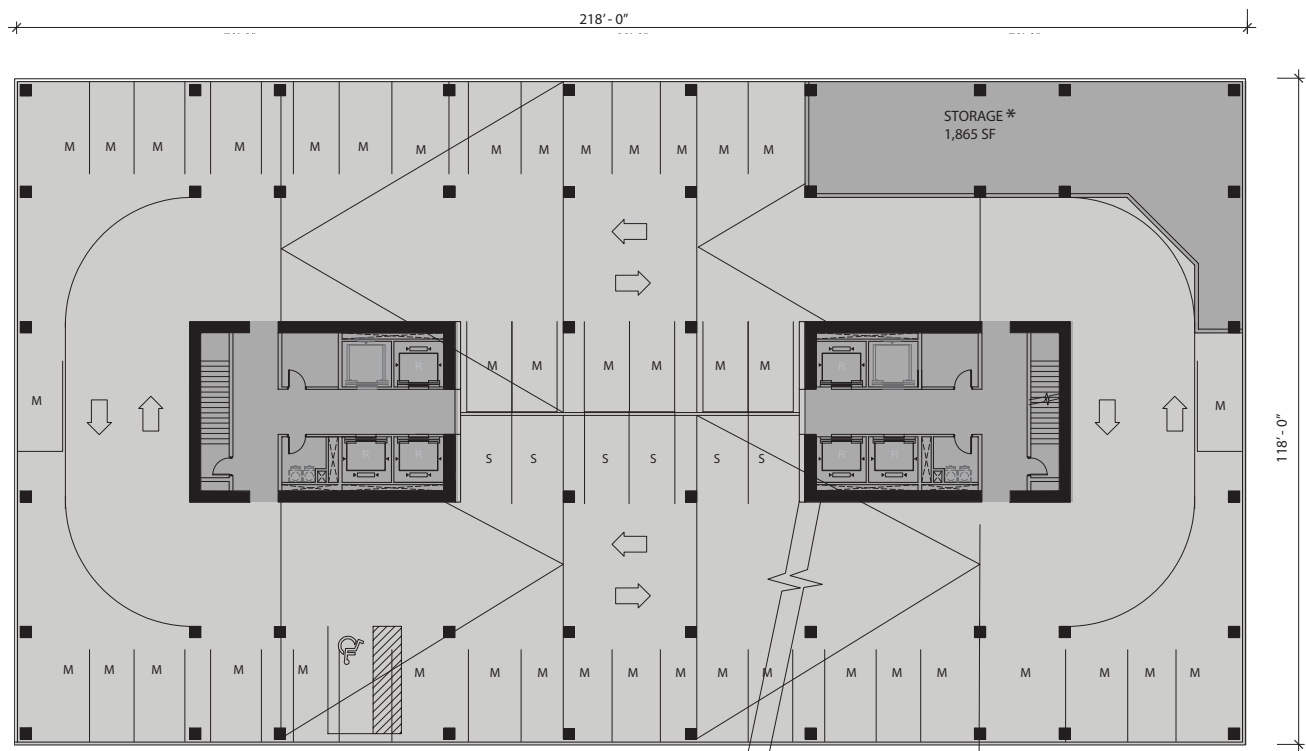
3/9_21

12_21



7.0
ARCHITECTURAL CONCEPTS

Scheme 1 Plans

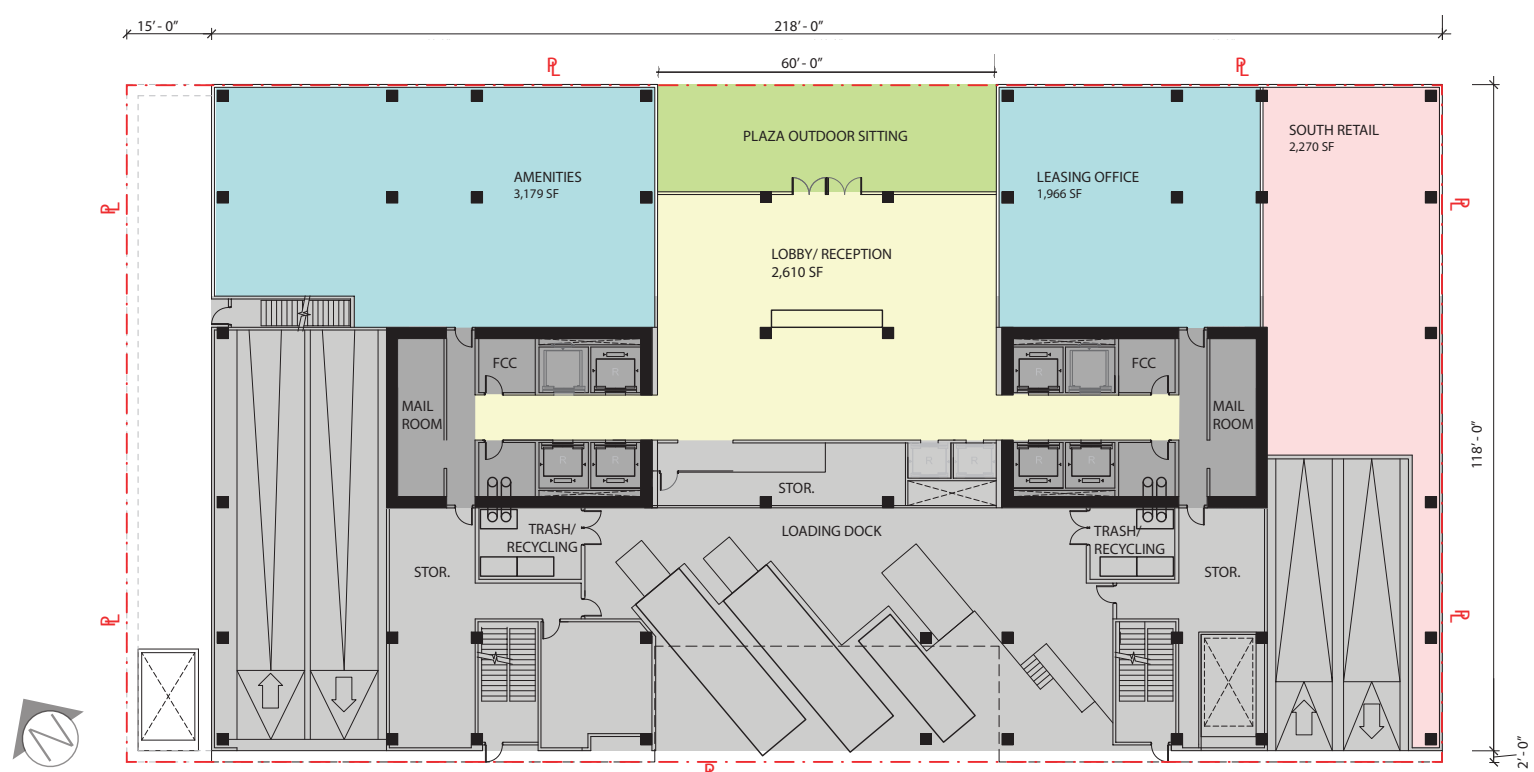


Levels 4 & 5

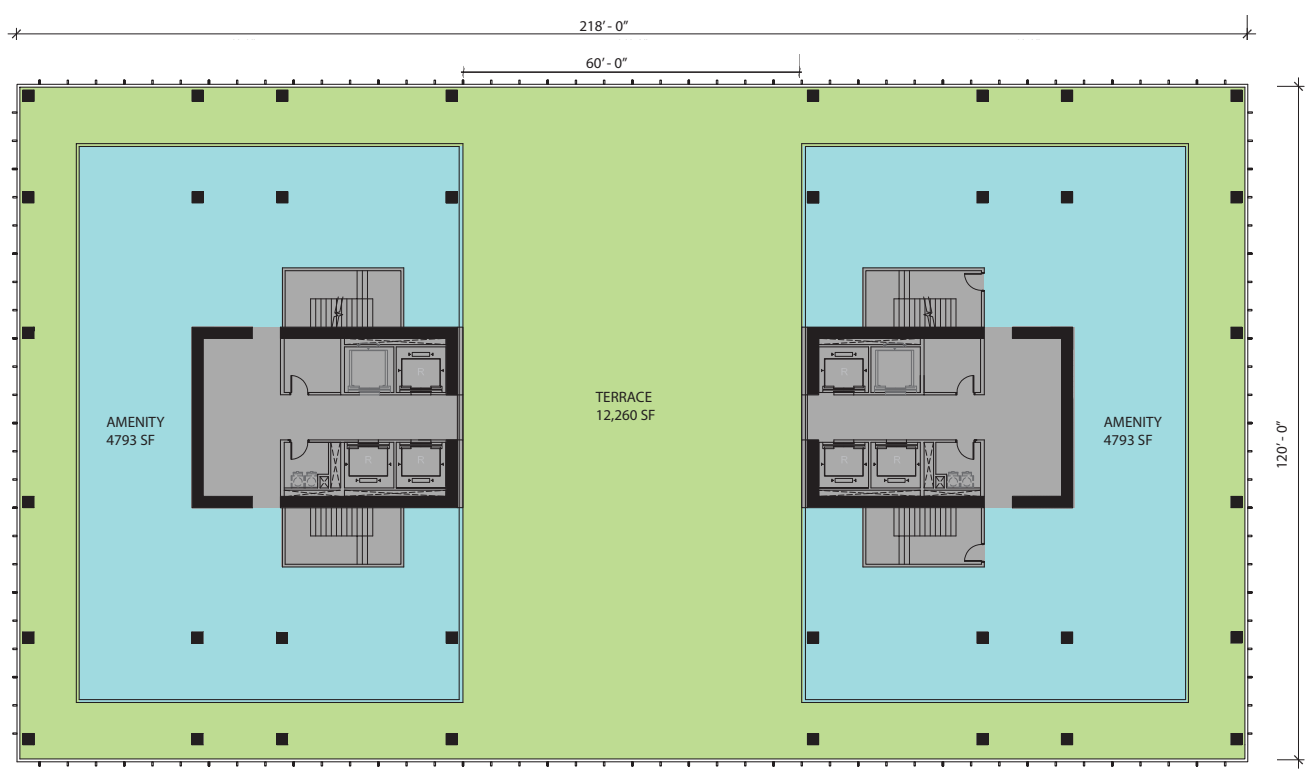
* Per SMC 23.49.019.B.3.b,
Parking is only required to be seperated at levels above the third story



Typical tower level



Street level



Top of podium

7.0

ARCHITECTURAL CONCEPTS

Scheme 2 : **CODE COMPLIANT**

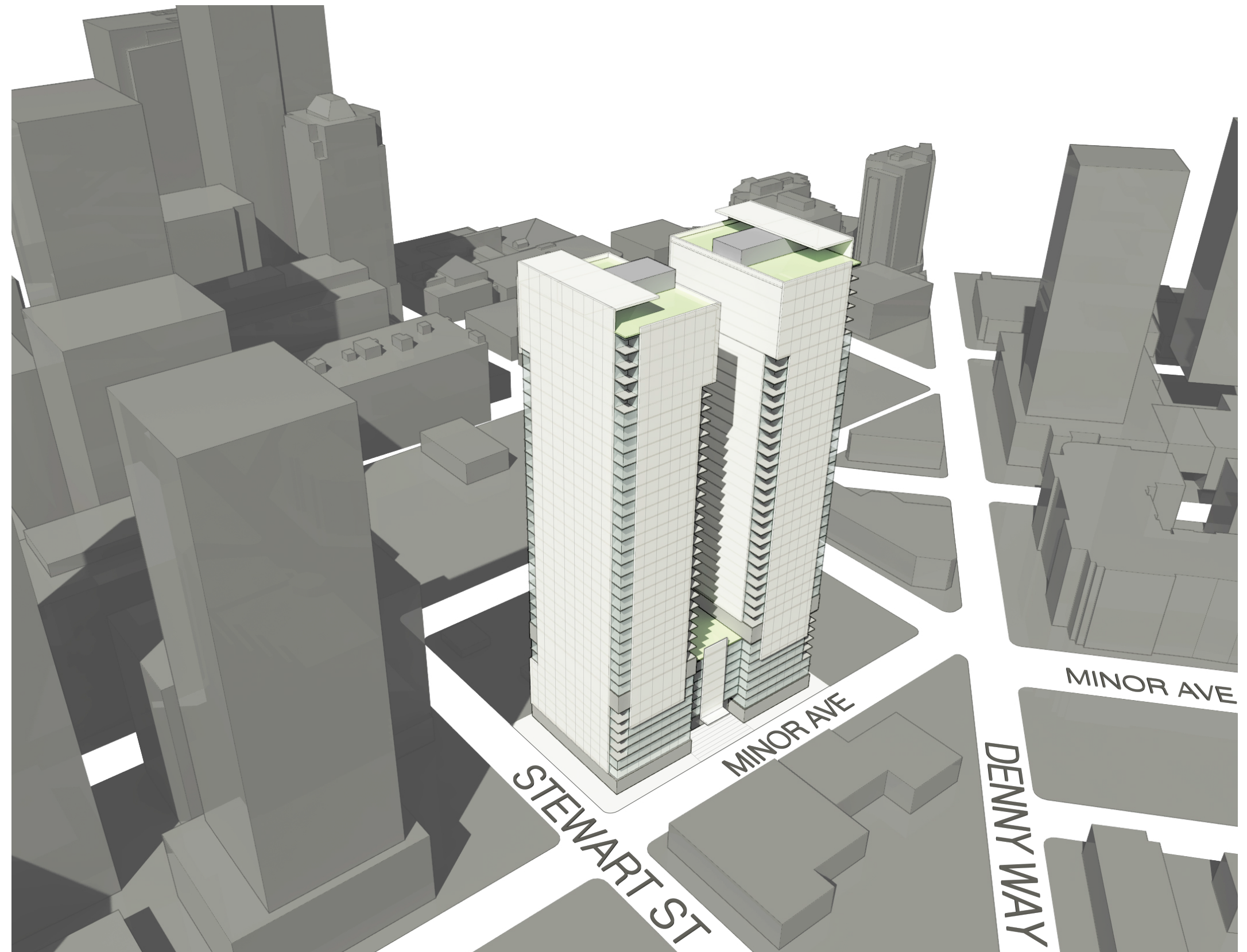
Pros

- + Basement parking allows all program above grade to have 'eyes on the street'.
- + Basement parking increases retail space and full Stewart Street frontage.
- + Strong tower expression at base establishes a strong urban gesture and anchors the corner of Stewart and Minor Streets.
- + Small tower floorplates (~9000 SF) reduce overall bulk and maximize space between towers.
- + Offset core configuration minimizes number of units looking onto each other.
- + Orientation of towers and podium maximize views and optimizes environmental issues.

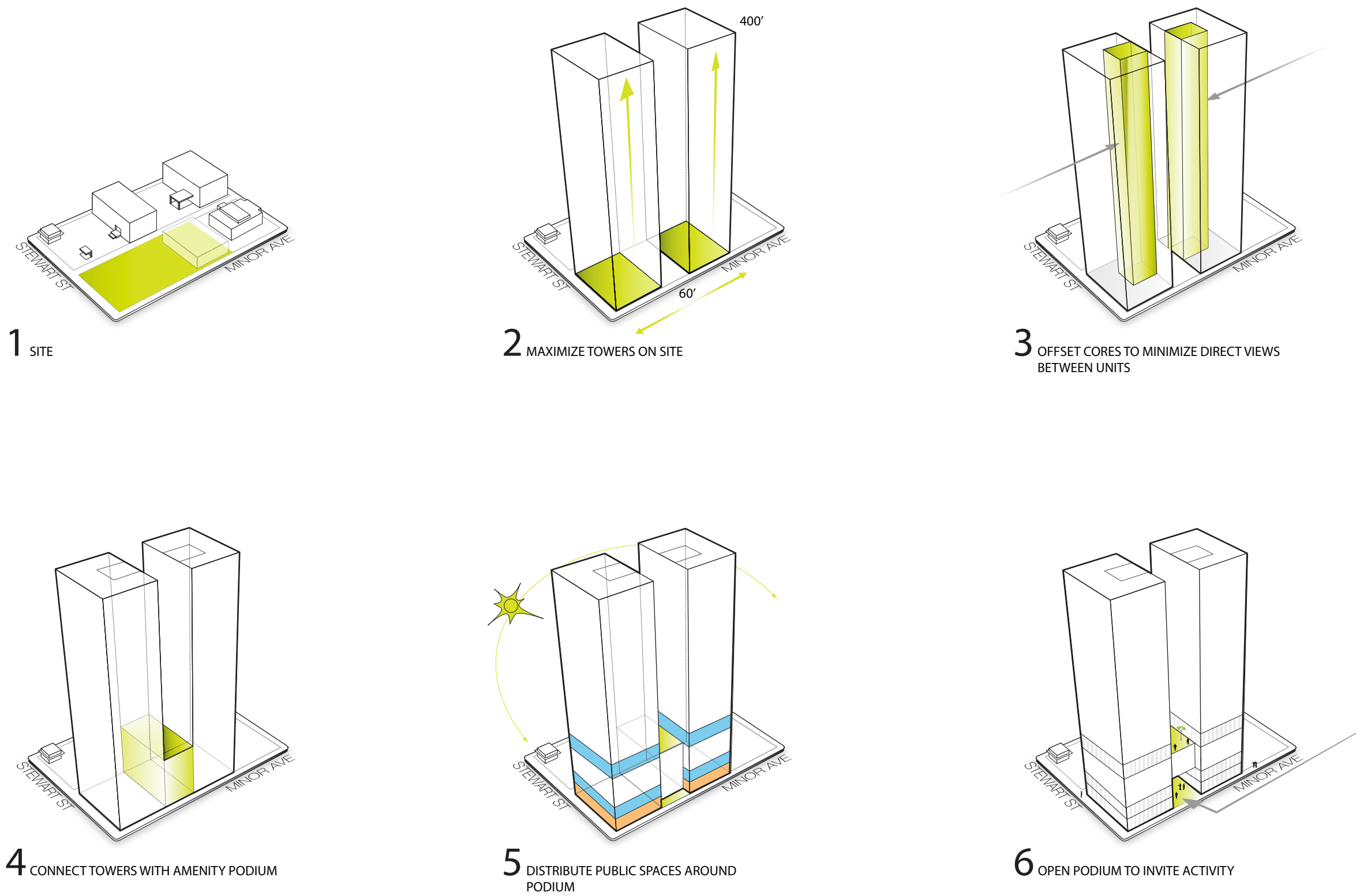
Cons

- Mid block entry on Minor minimizes visibility of front door.
- Strong tower expression may not be appropriate for the smaller Minor Street.
- Active open space at podium level builds limited sense of vertical neighborhoods.
- Relatively symmetrical and identical towers may not enhance skyline.

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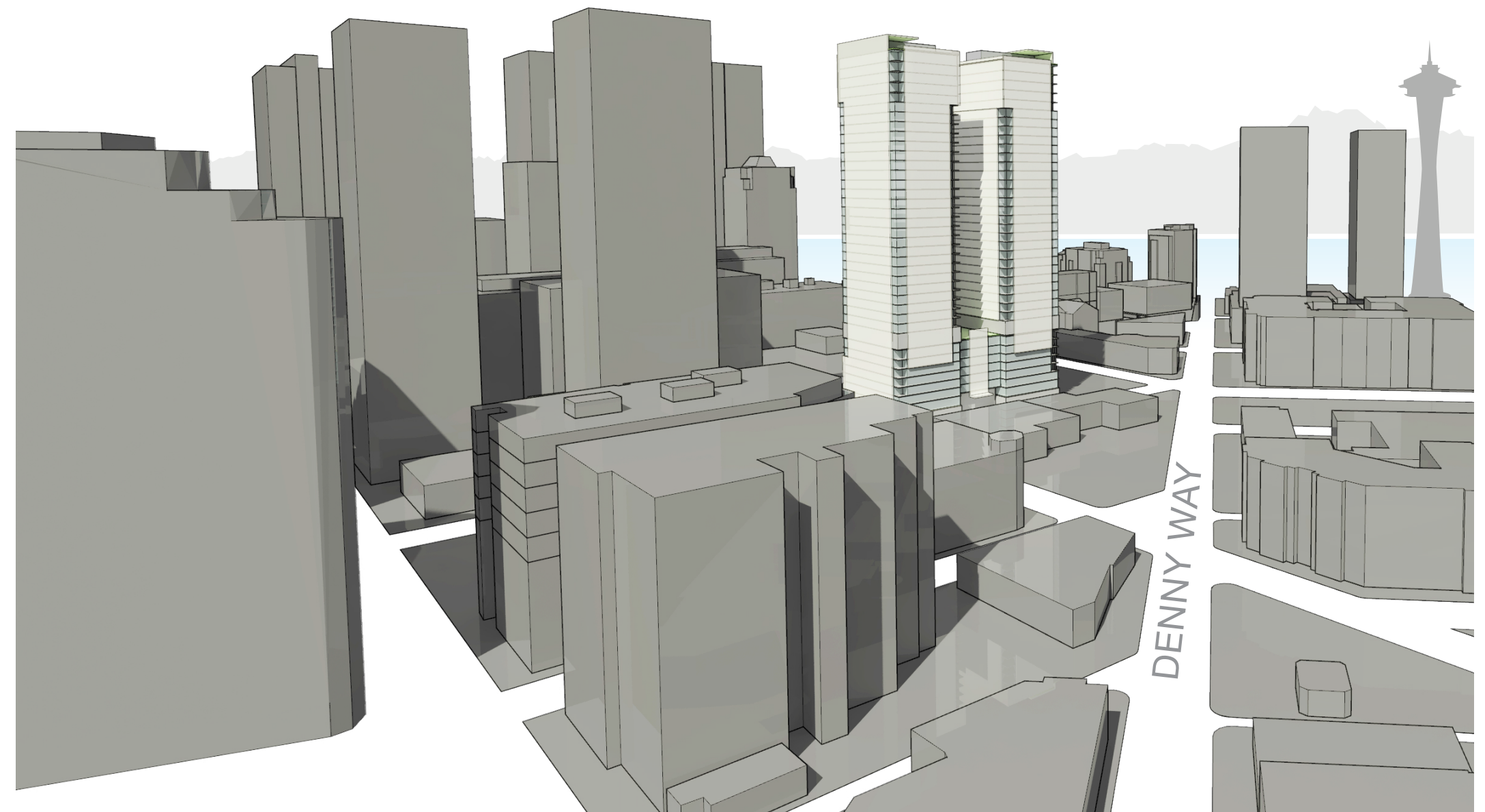
7.0
ARCHITECTURAL CONCEPTS
Scheme 2 Massing Programmatic Diagram



7.0

ARCHITECTURAL CONCEPTS

Scheme 2

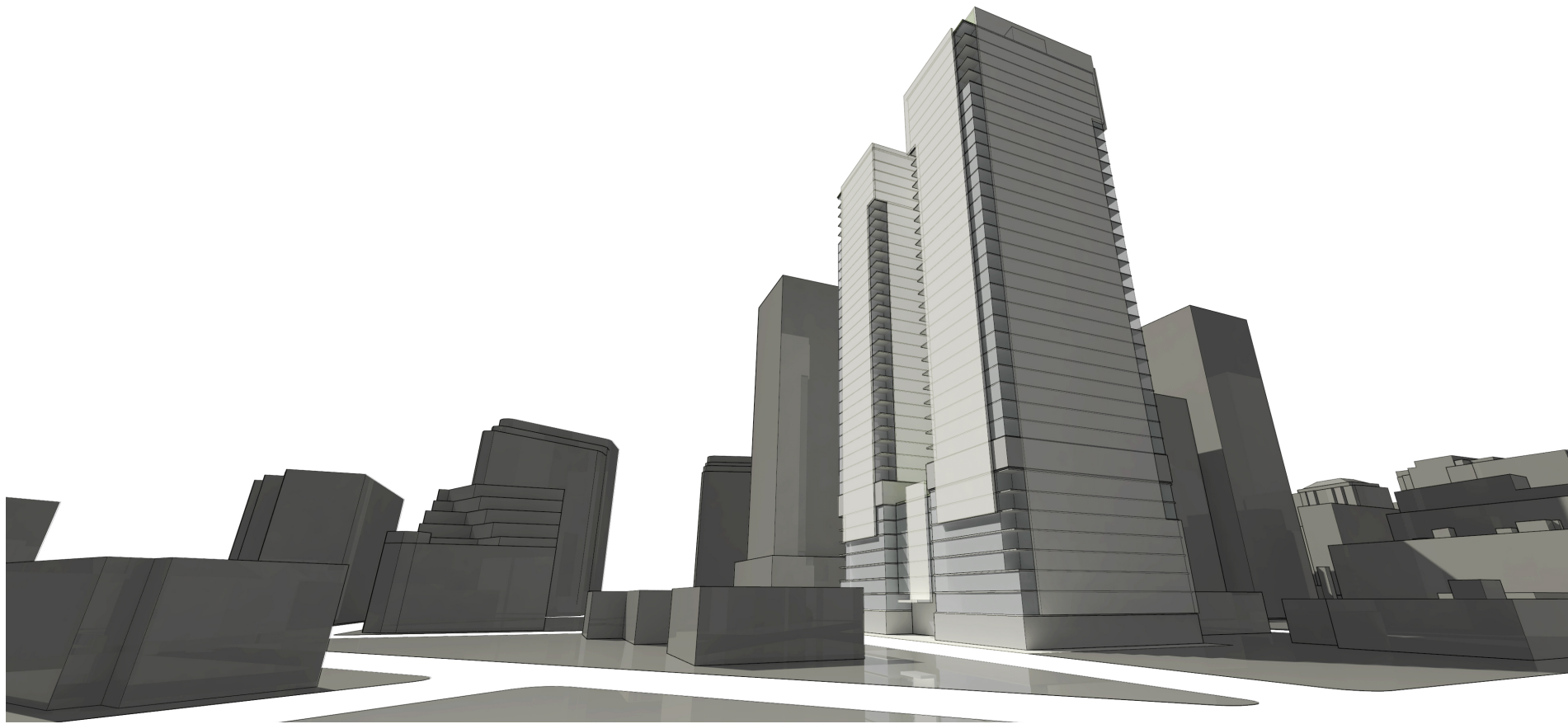


View from Denny Way Overpass

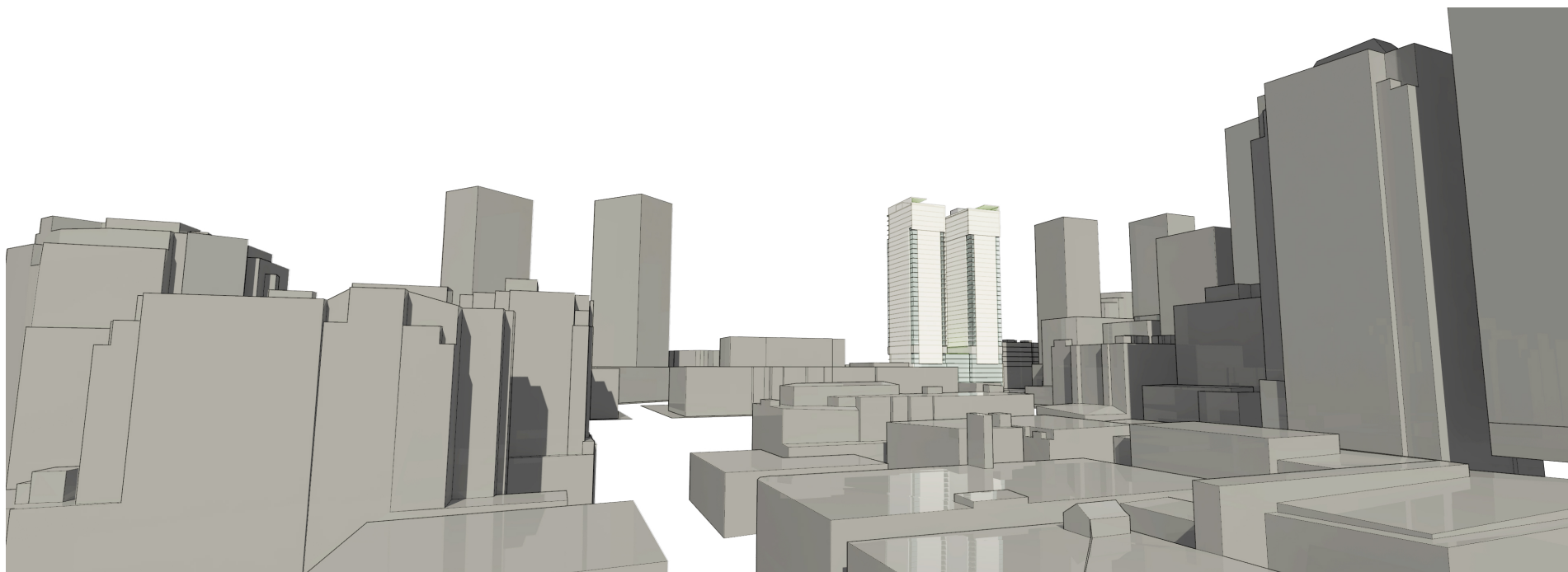
7.0

ARCHITECTURAL CONCEPTS

Scheme 2



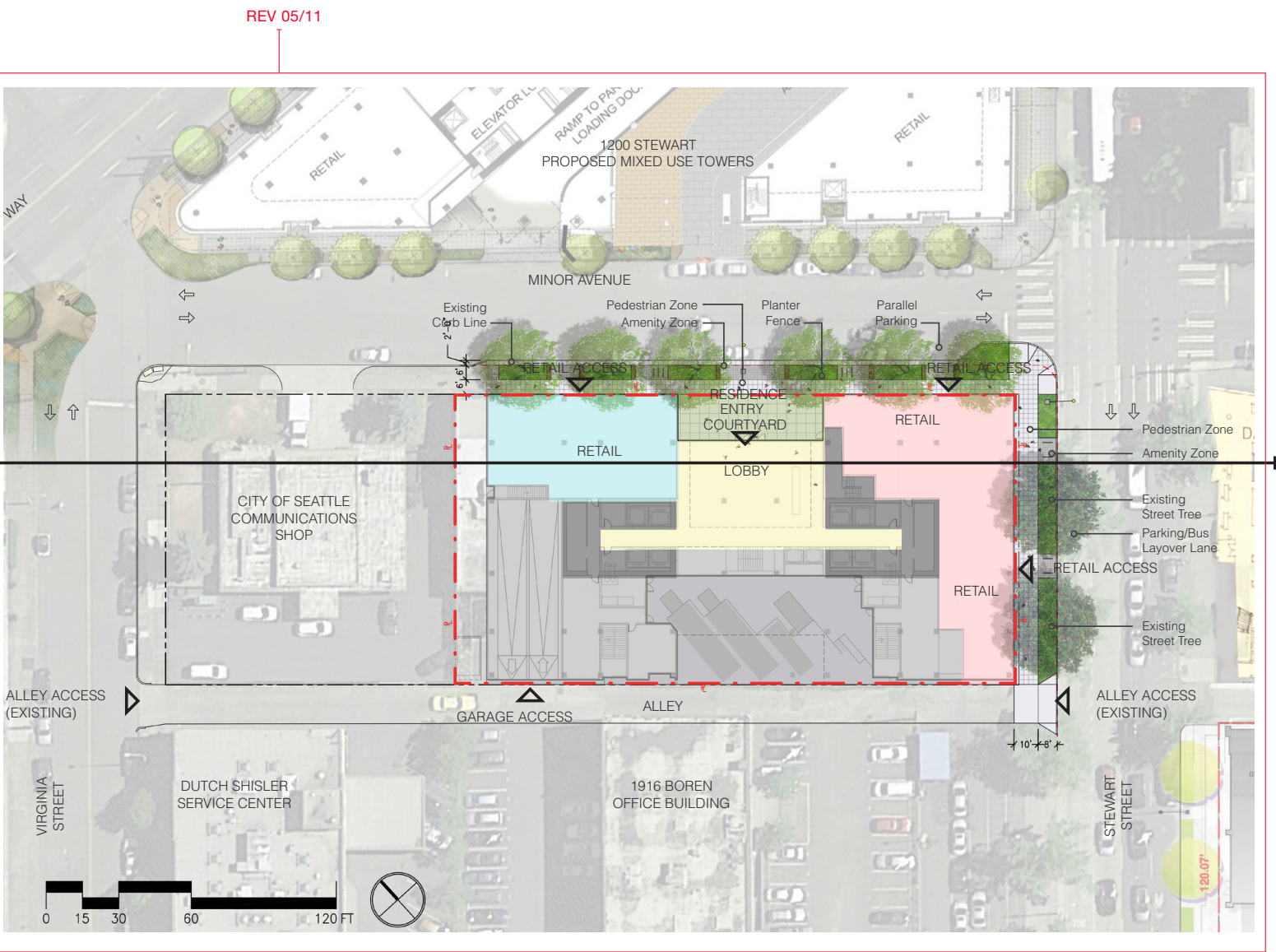
View from North



View from West

7.0
ARCHITECTURAL CONCEPTS

Scheme 2 Site plan / Building section



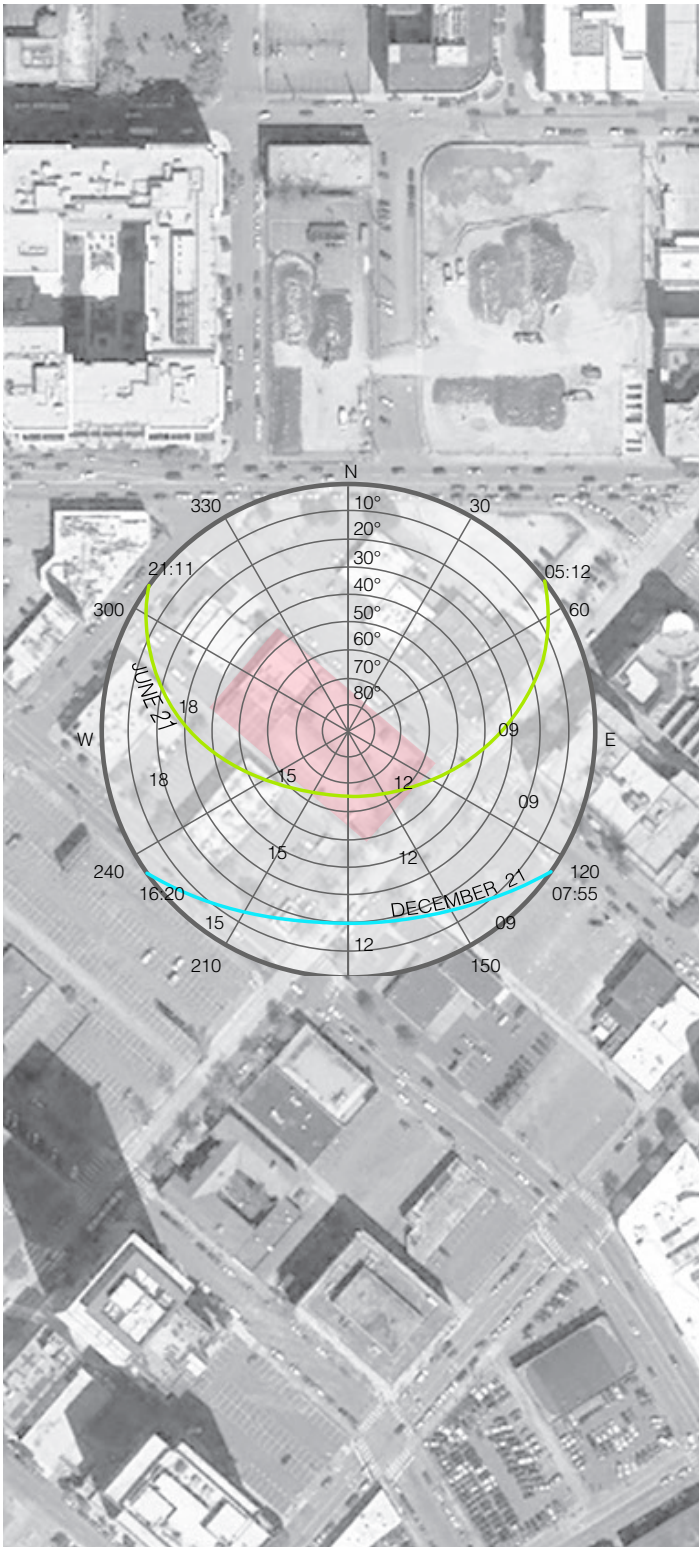
7.0
ARCHITECTURAL CONCEPTS

Scheme 2 Shadow Study

10AM

12PM

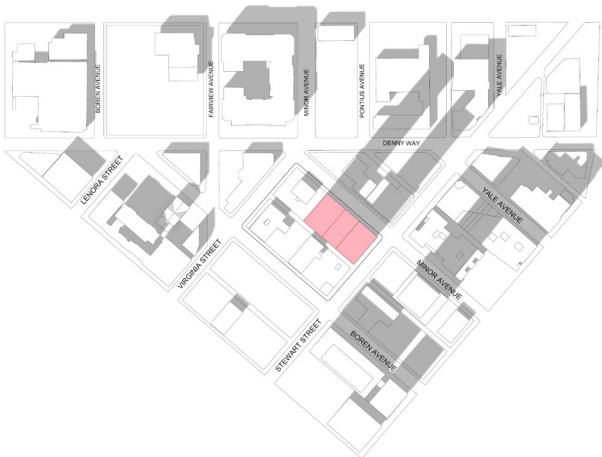
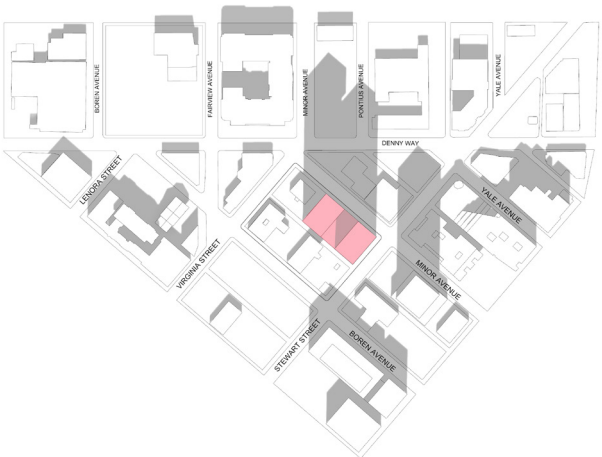
2PM



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3/9_21

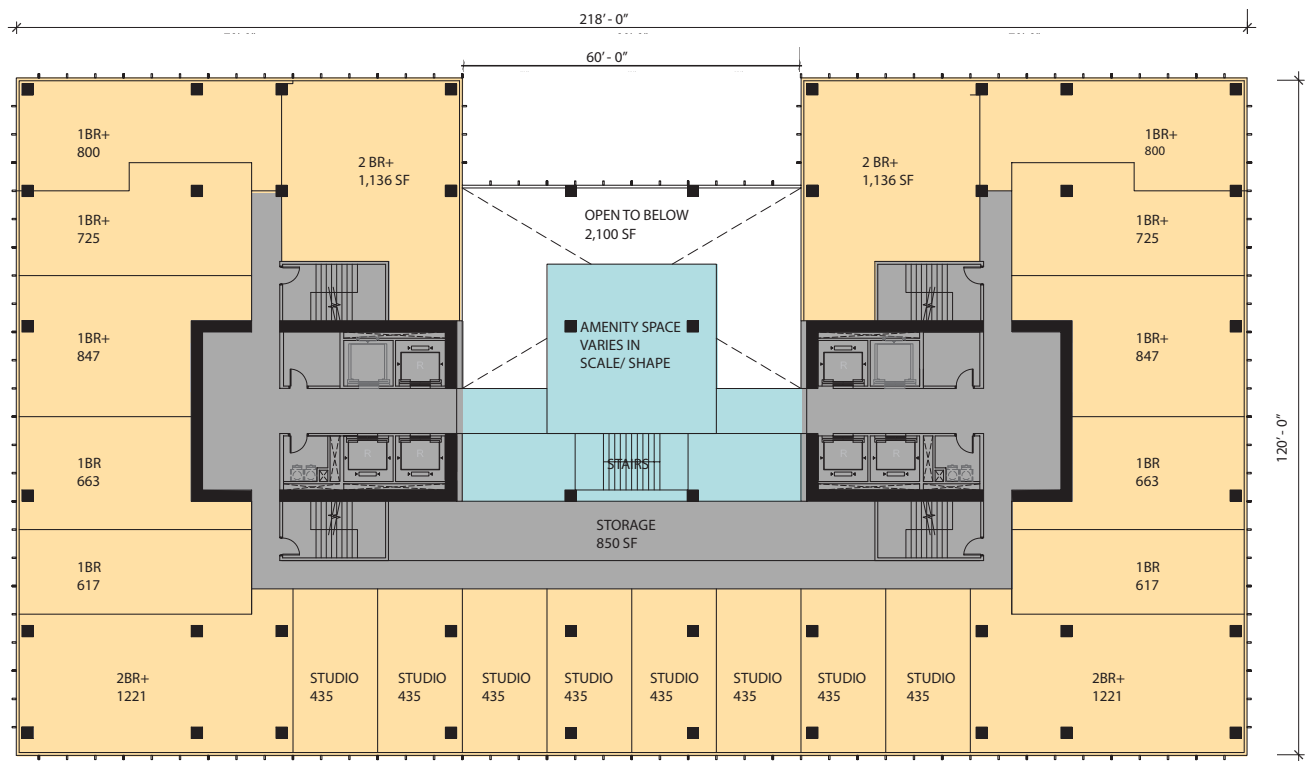


12_21



7.0
ARCHITECTURAL CONCEPTS

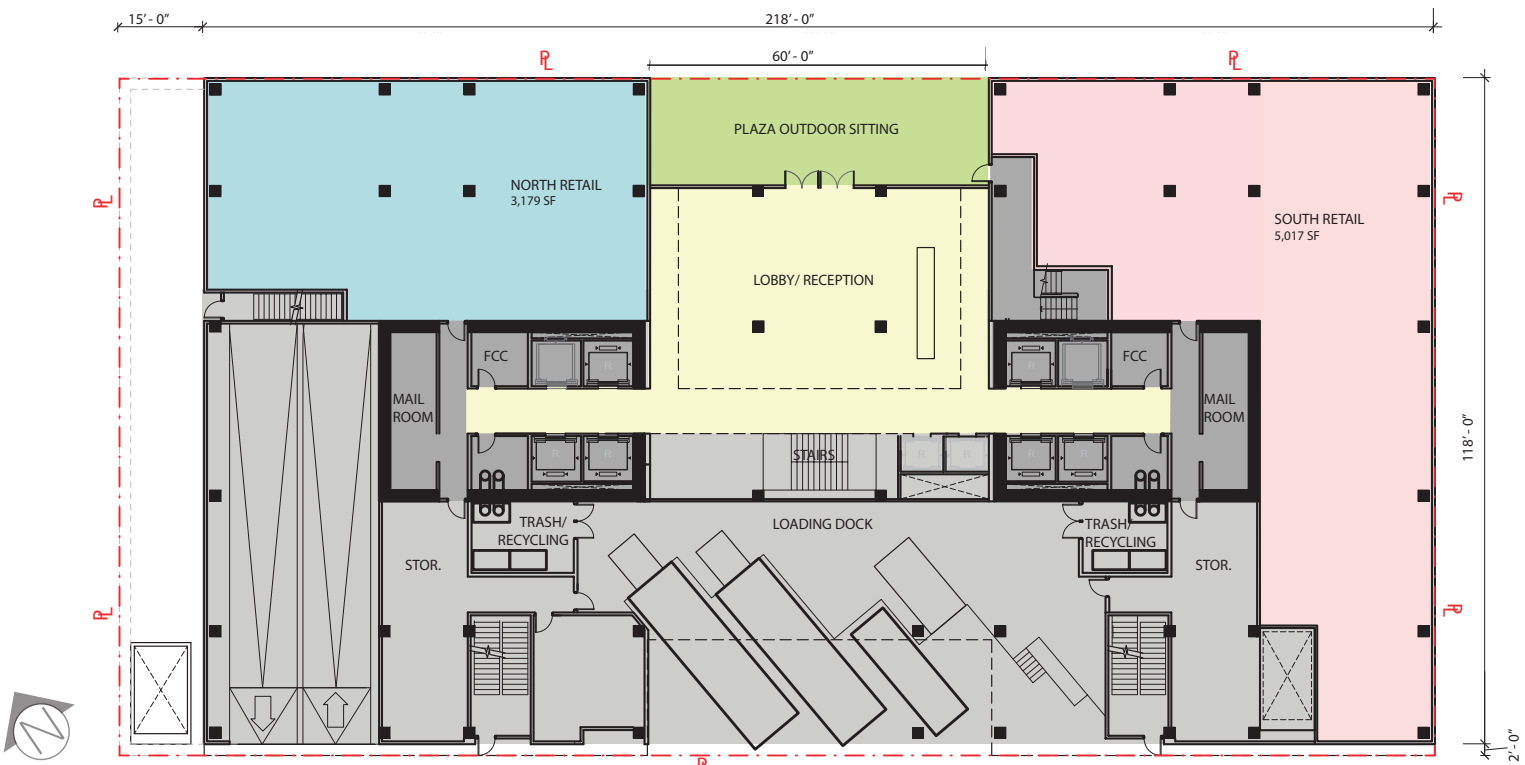
Scheme 2 Plans



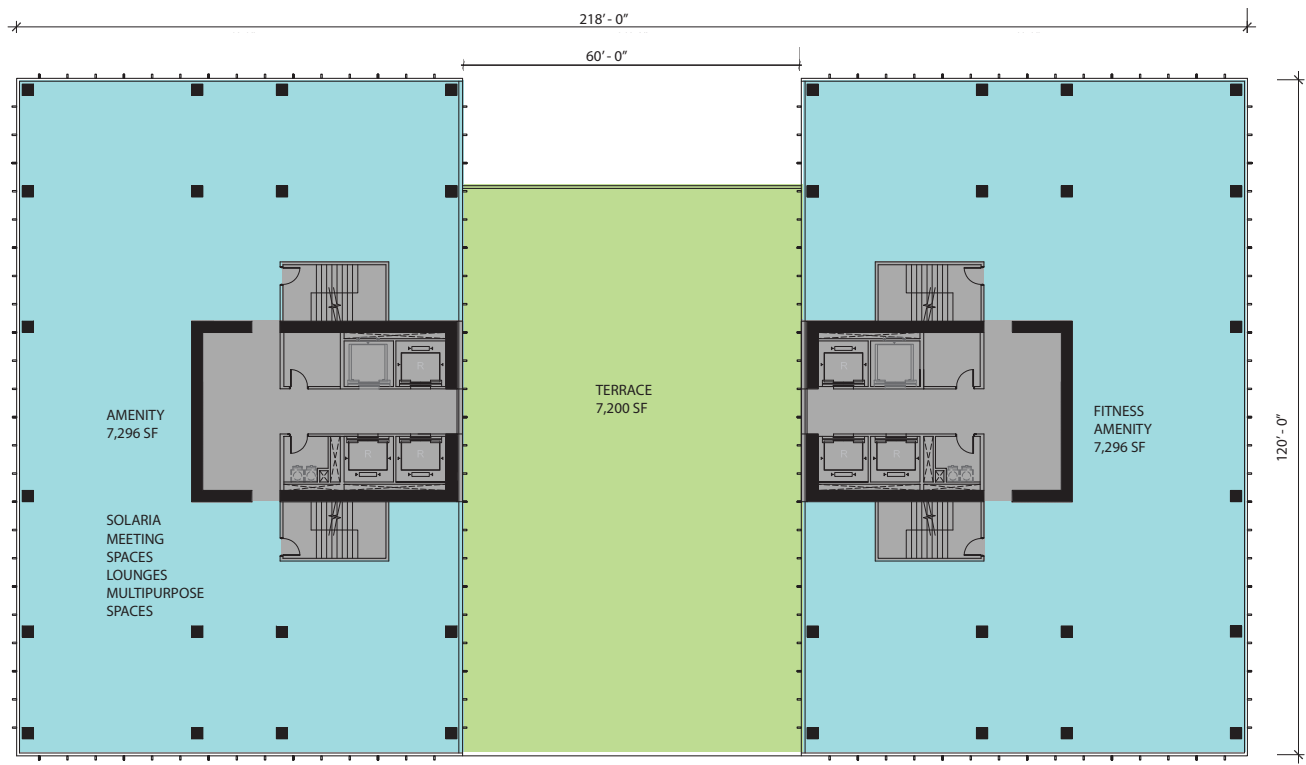
Typical podium plan



Typical tower level



Street level



Top of podium

7.0

ARCHITECTURAL CONCEPTS

Scheme 3 / Preferred Scheme : **CODE COMPLIANT**

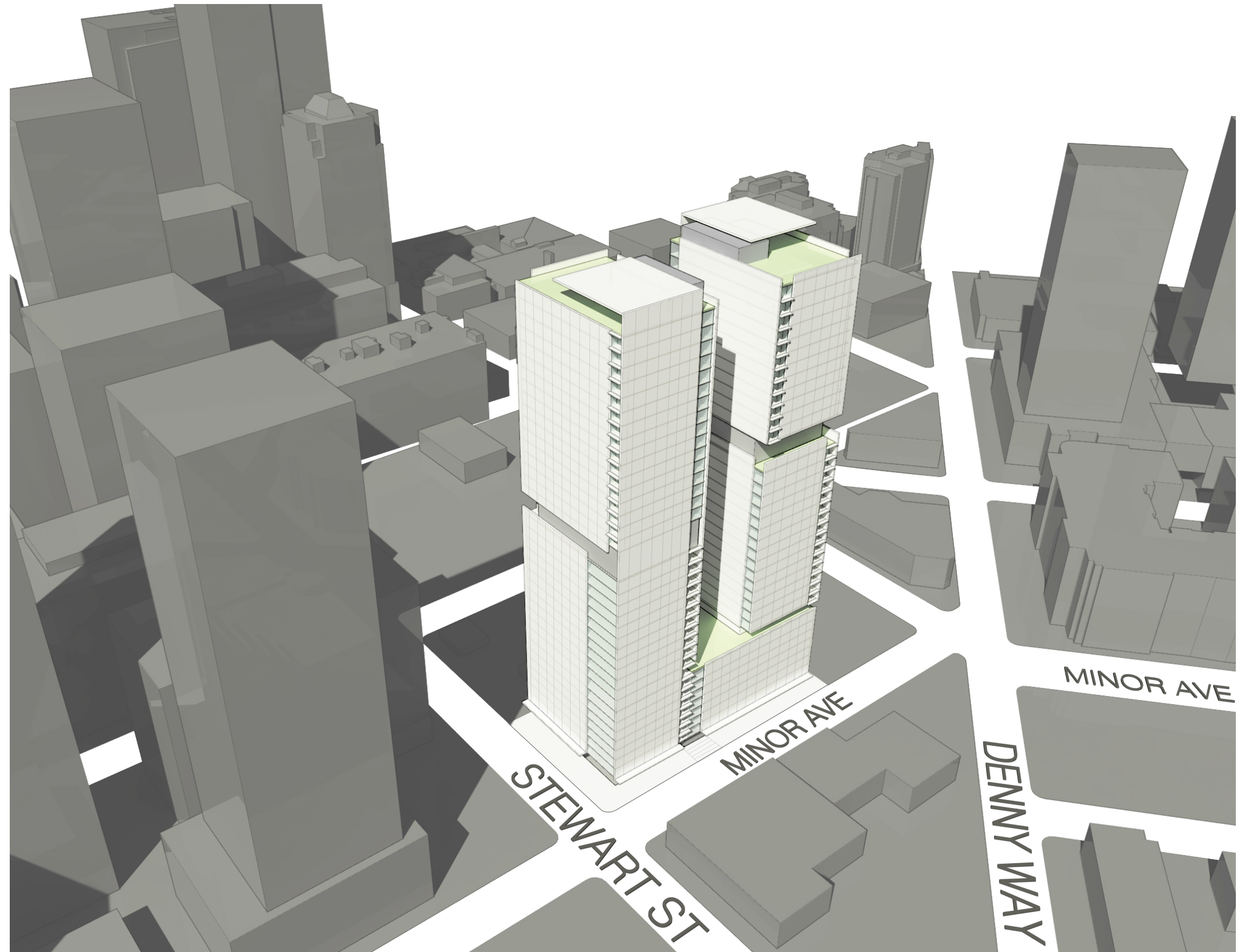
Pros

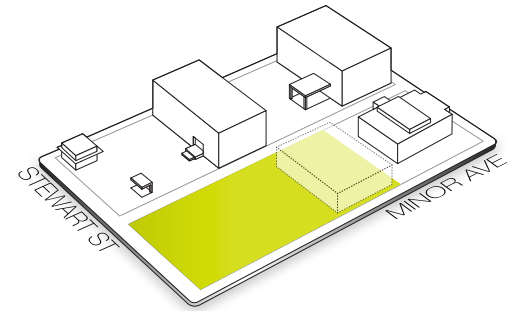
- + Hybrid approach to tower massing anchors Stewart Street corner. Podium massing brings appropriate scale to Minor Street.
- + Basement parking allows all program above grade to have 'eyes on the street'.
- + Basement parking increases retail space and full Stewart Street frontage.
- + Biasing lobby entry toward Stewart Street increases sense of activity and significance of that corner.
- + Small tower floorplates (~9000 SF) reduce overall bulk and maximize space between towers.
- + Offset core configuration minimizes number of units looking onto each other.
- + Orientation of towers and podium maximizes views and optimizes environmental issues.
- + Open spaces and amenities at mid-levels of towers further build vertical neighborhoods and express appropriately-scaled communities within towers.
- + Resultant asymmetry of towers gives a more dynamic look to skyline.

Cons

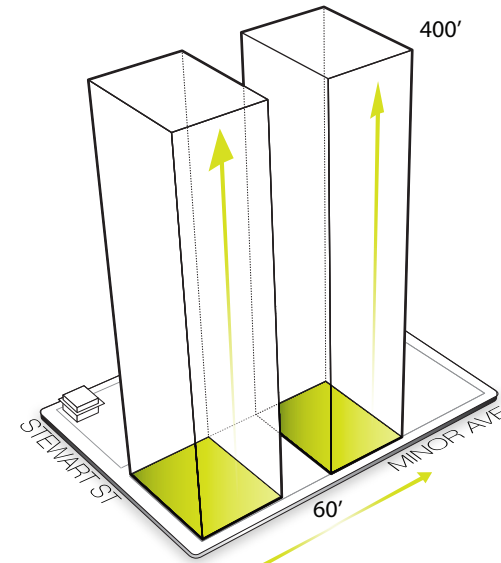
- Mid block entry on Minor minimizes visibility of front door.
- Strong tower expression may not be appropriate for the smaller Minor Street.
- Active open space at podium level builds limited sense of vertical neighborhoods.
- Relatively symmetrical and identical towers may not enhance skyline.

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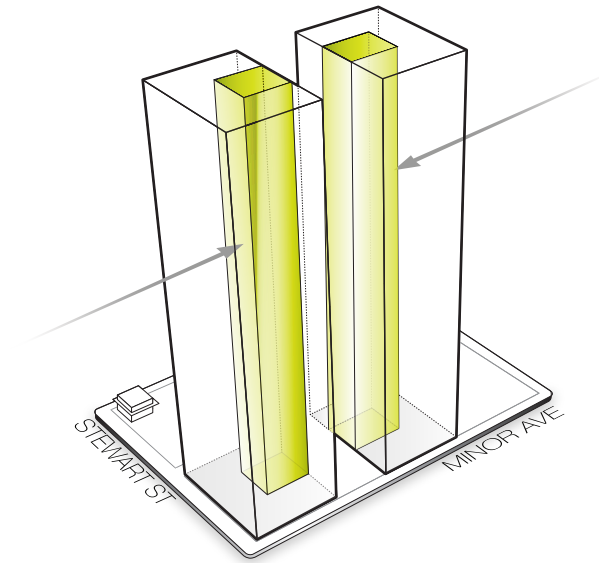




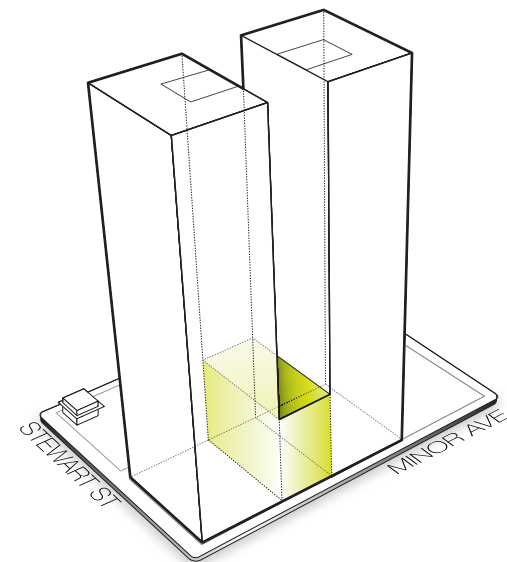
1 SITE



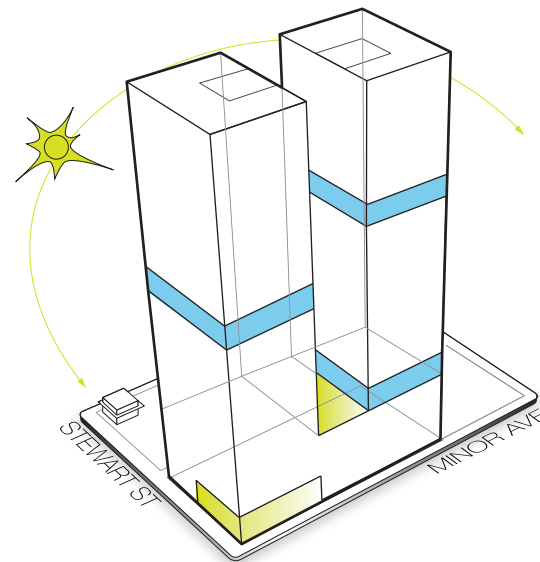
2 MAXIMIZE TOWERS ON SITE



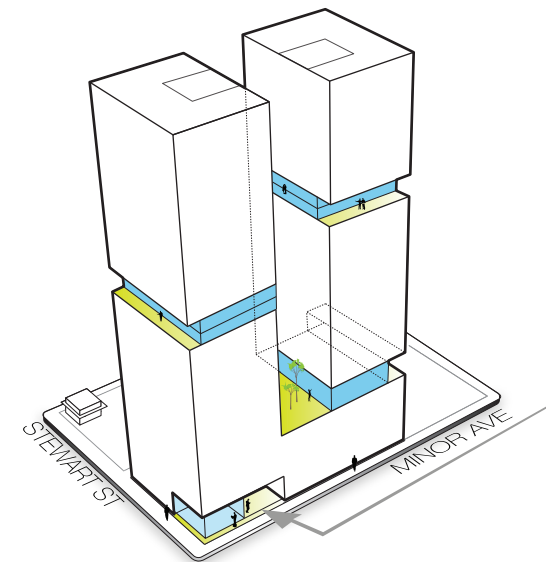
3 OFFSET CORES TO MINIMIZE DIRECT VIEWS BETWEEN UNITS



4 CONNECT TOWERS WITH AMENITY PODIUM



5 DISTINGUISH MASSING USING AMENITY SPACES

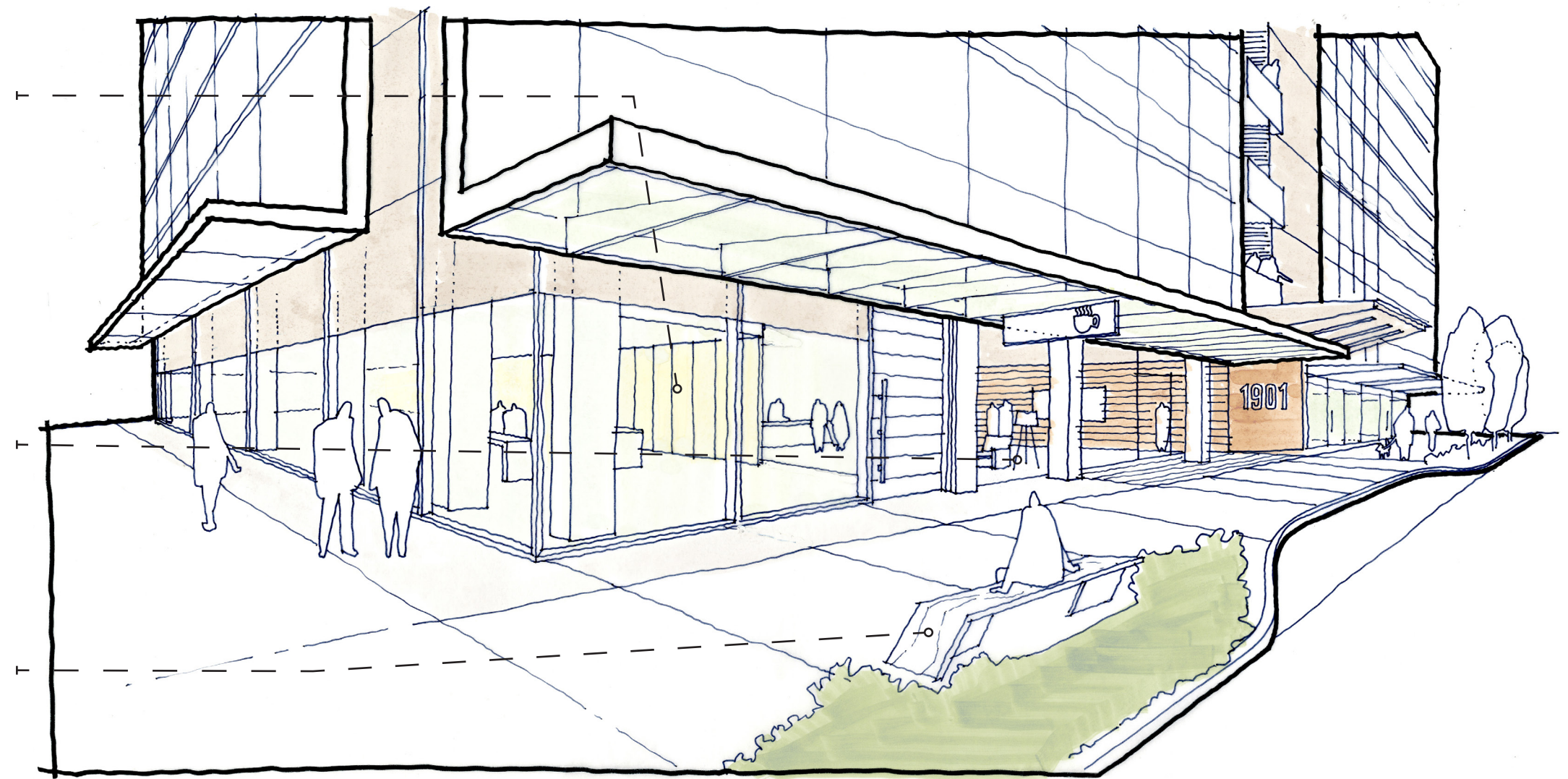
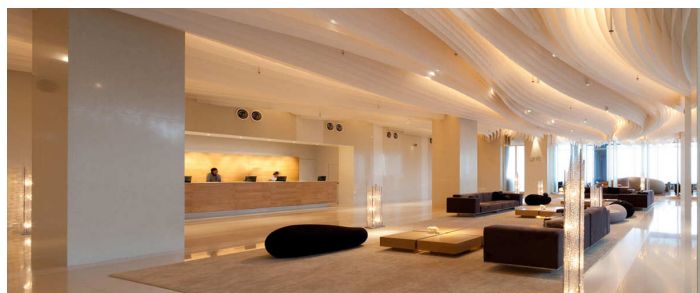


6 CREATE OPEN SPACE AT PRIVATE AND PUBLIC LEVELS

7.0

ARCHITECTURAL CONCEPTS

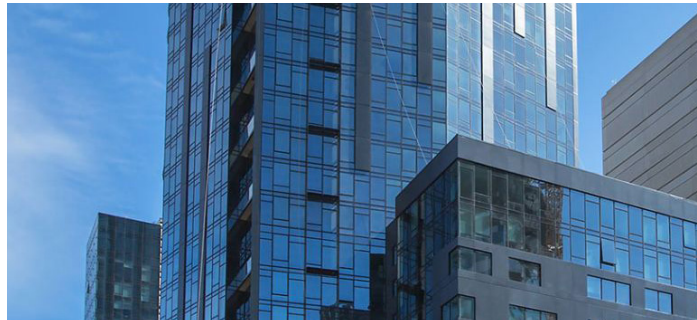
Scheme 3 / Preferred Scheme : Ground condition



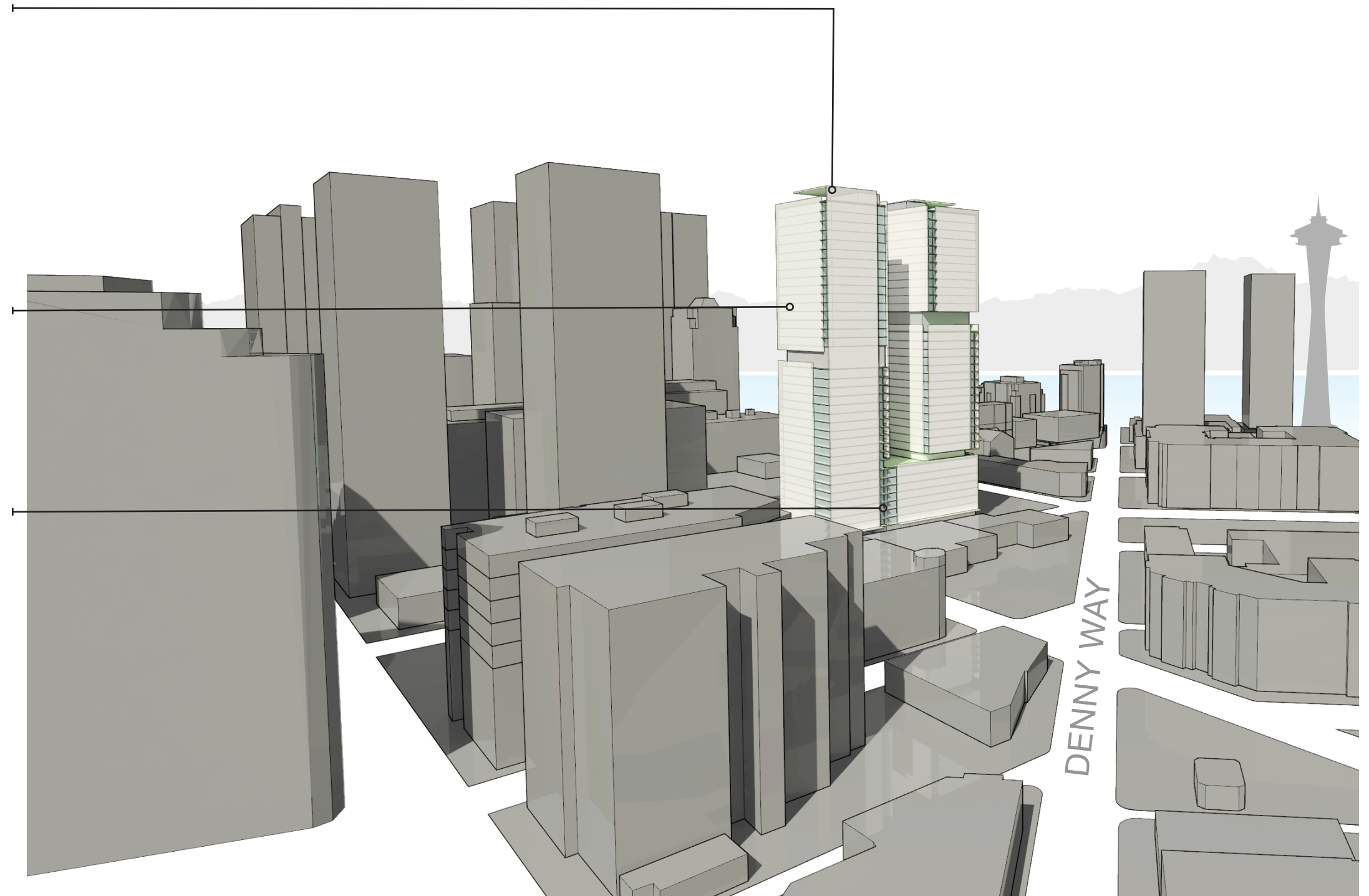
A porous street front and recessed entry enlivens the street level, encourages social interaction and provides a clearly identifiable building entry.

7.0 ARCHITECTURAL CONCEPTS

Scheme 3 / Preferred Scheme



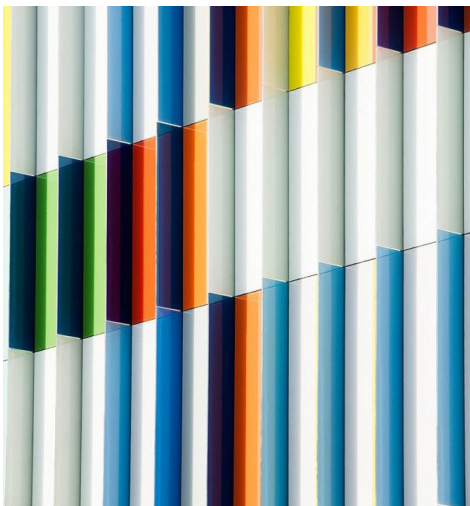
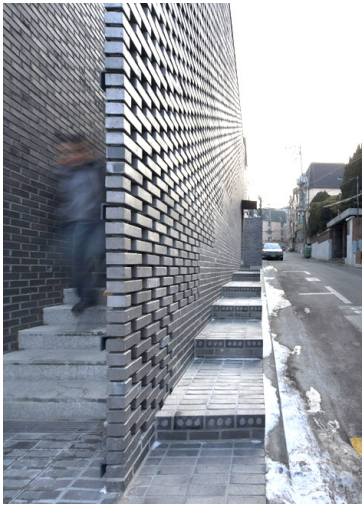
Consistent facade articulation with varying scales of massing provides a balance between urban and neighborhood scaled response



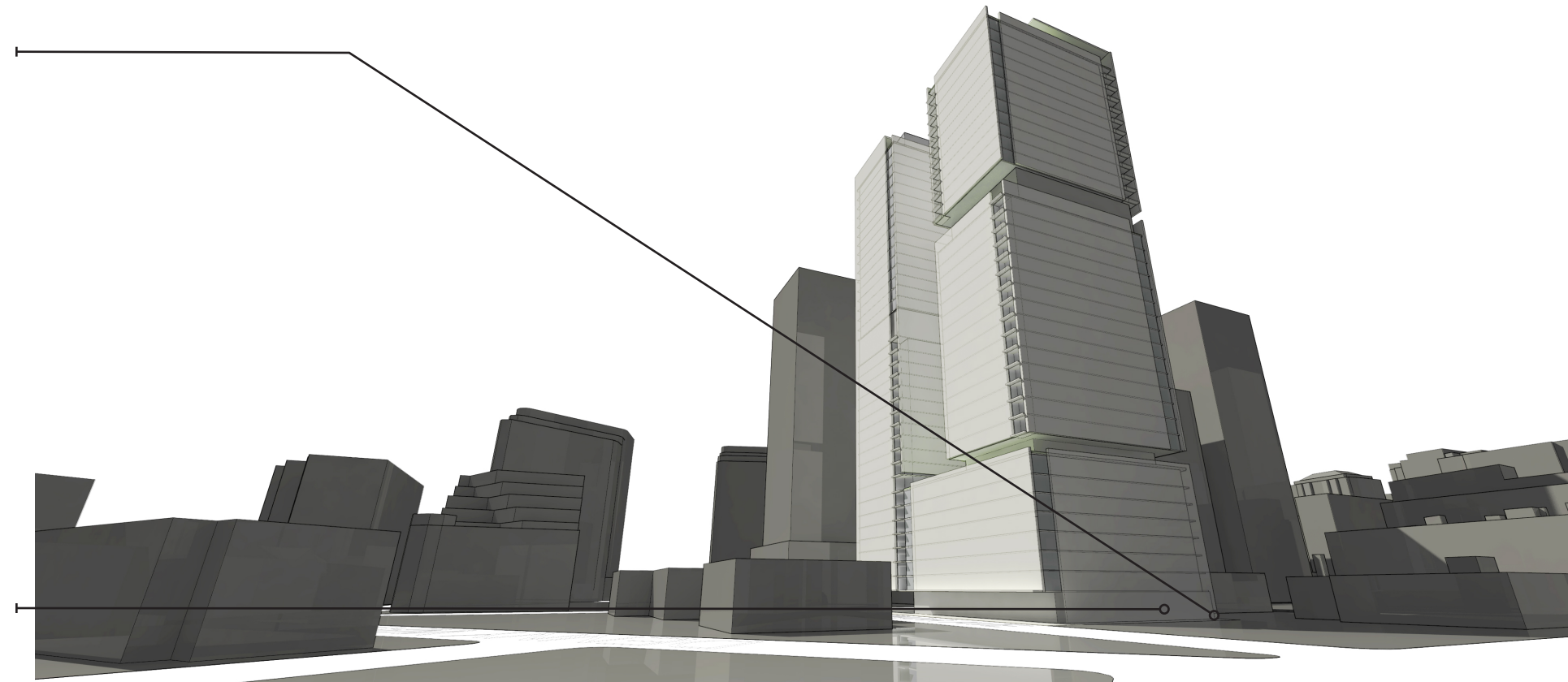
View from Denny Way Overpass

7.0 ARCHITECTURAL CONCEPTS

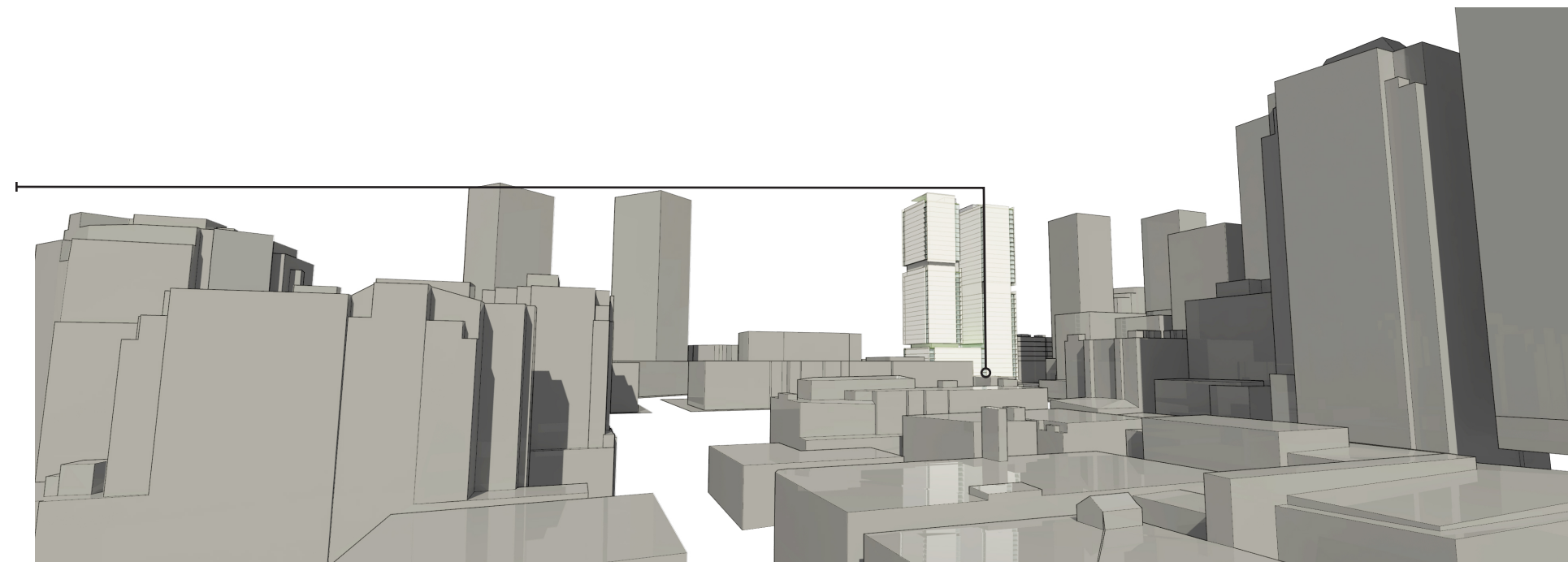
Scheme 3 / Preferred Scheme



A typical Crescent Heights' project provides an upgraded alley experience with an emphasis placed on the vehicular entry. Higher quality materials and lighting create an elegant and safe pedestrian experience.



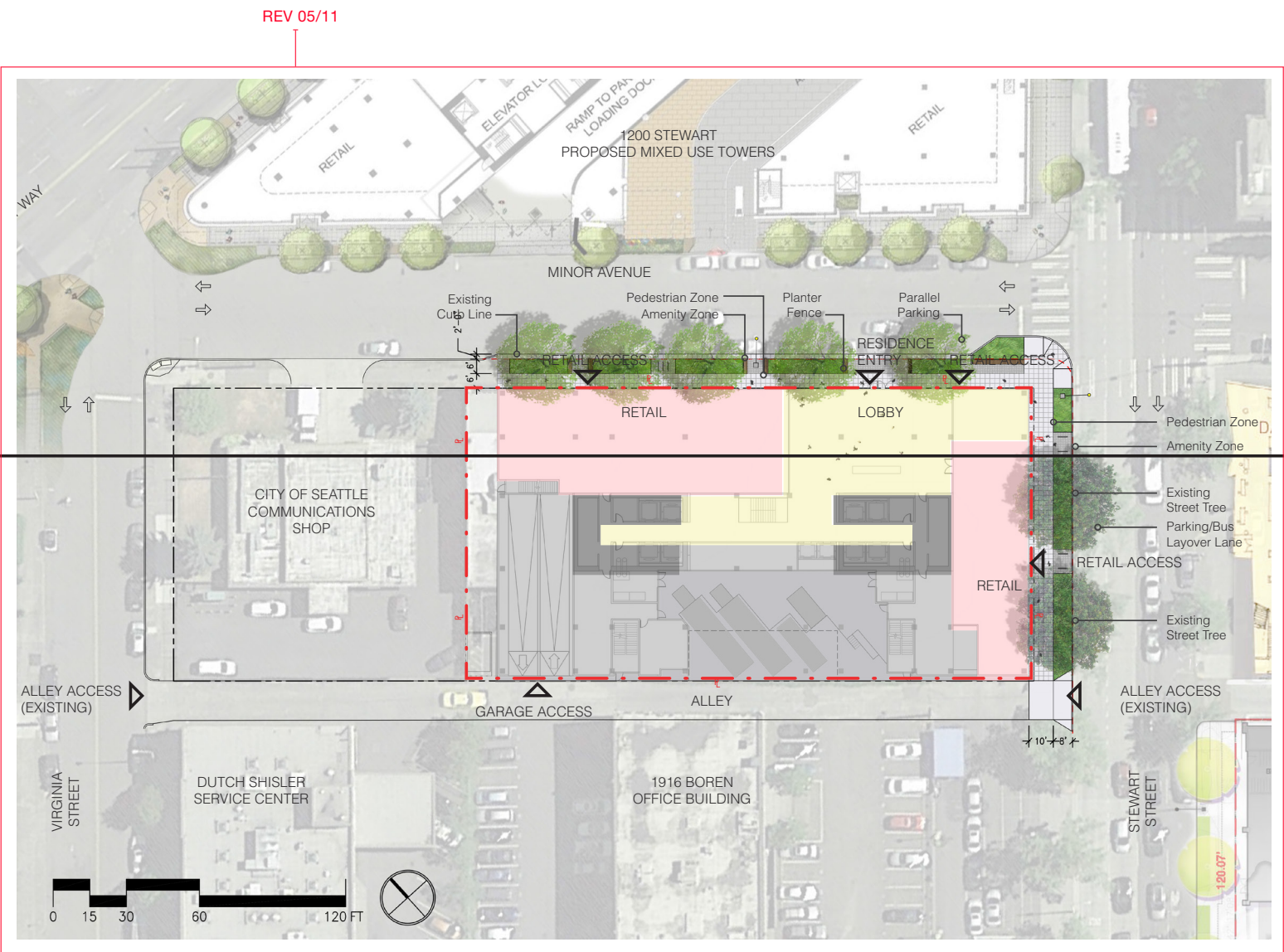
View from North



View from West

7.0
ARCHITECTURAL CONCEPTS

Scheme 3 / Preferred Scheme : Site plan / Building section



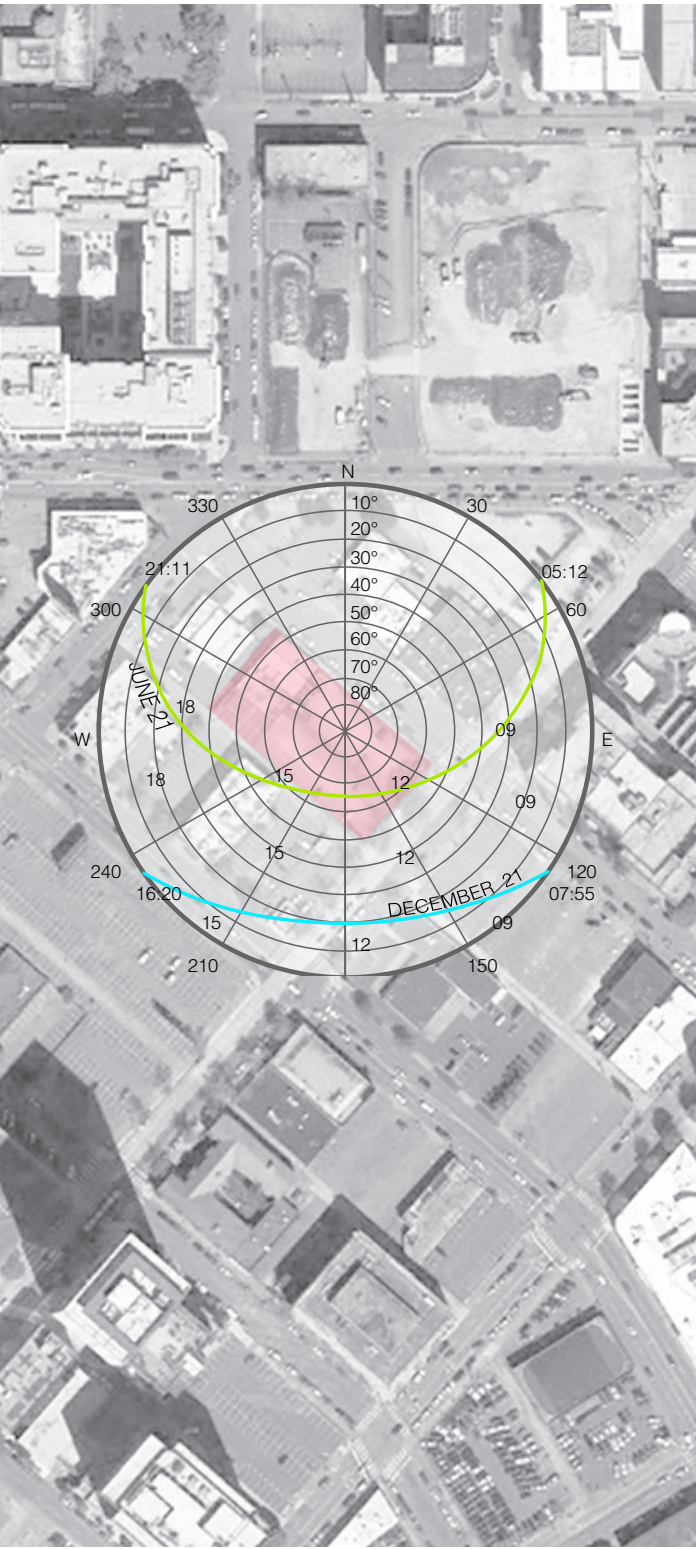
7.0
ARCHITECTURAL CONCEPTS

Scheme 3 / Preferred Scheme : Shadow Study

10AM

12PM

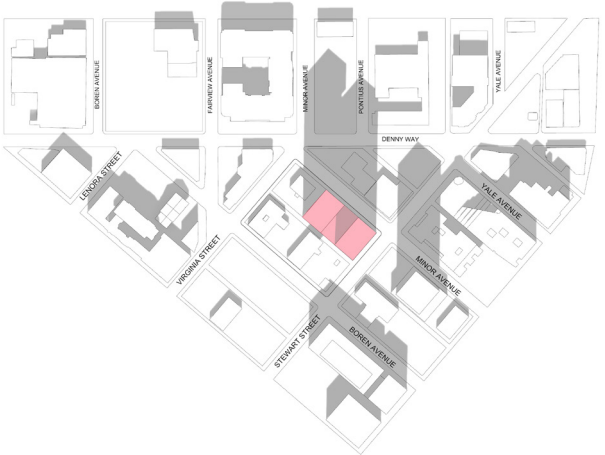
2PM



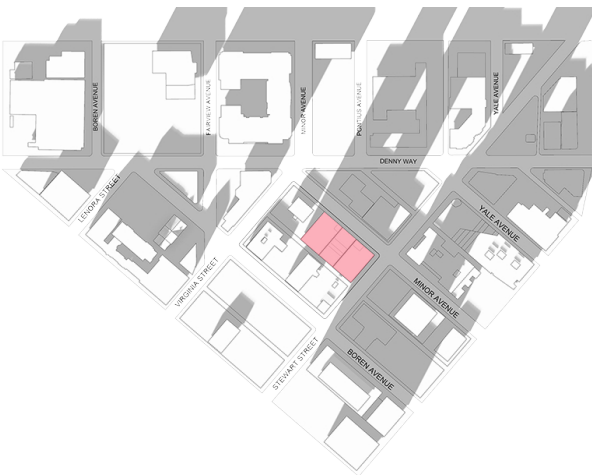
6_21



3/9_21



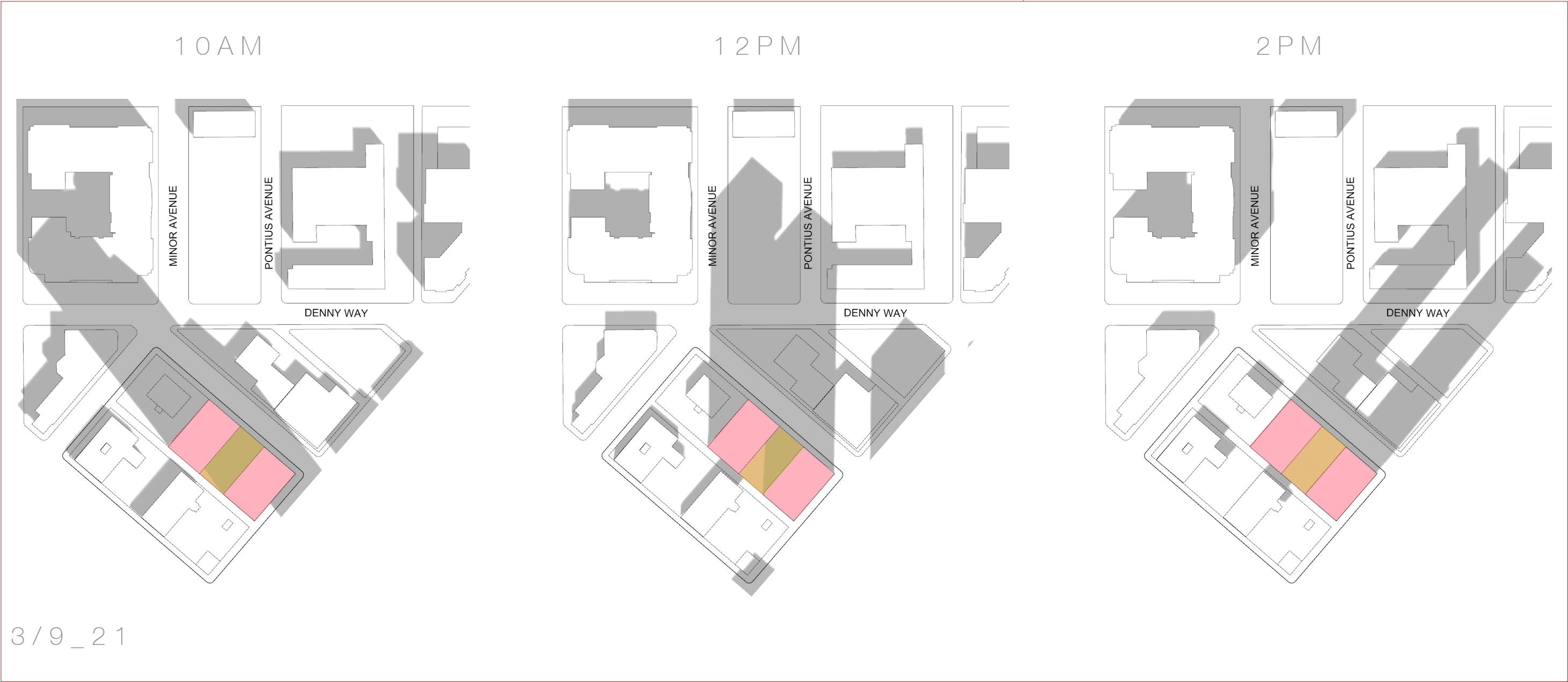
12_21



7.0
ARCHITECTURAL CONCEPTS

Scheme 3 / Preferred Scheme : Shadow Study - Enhanced

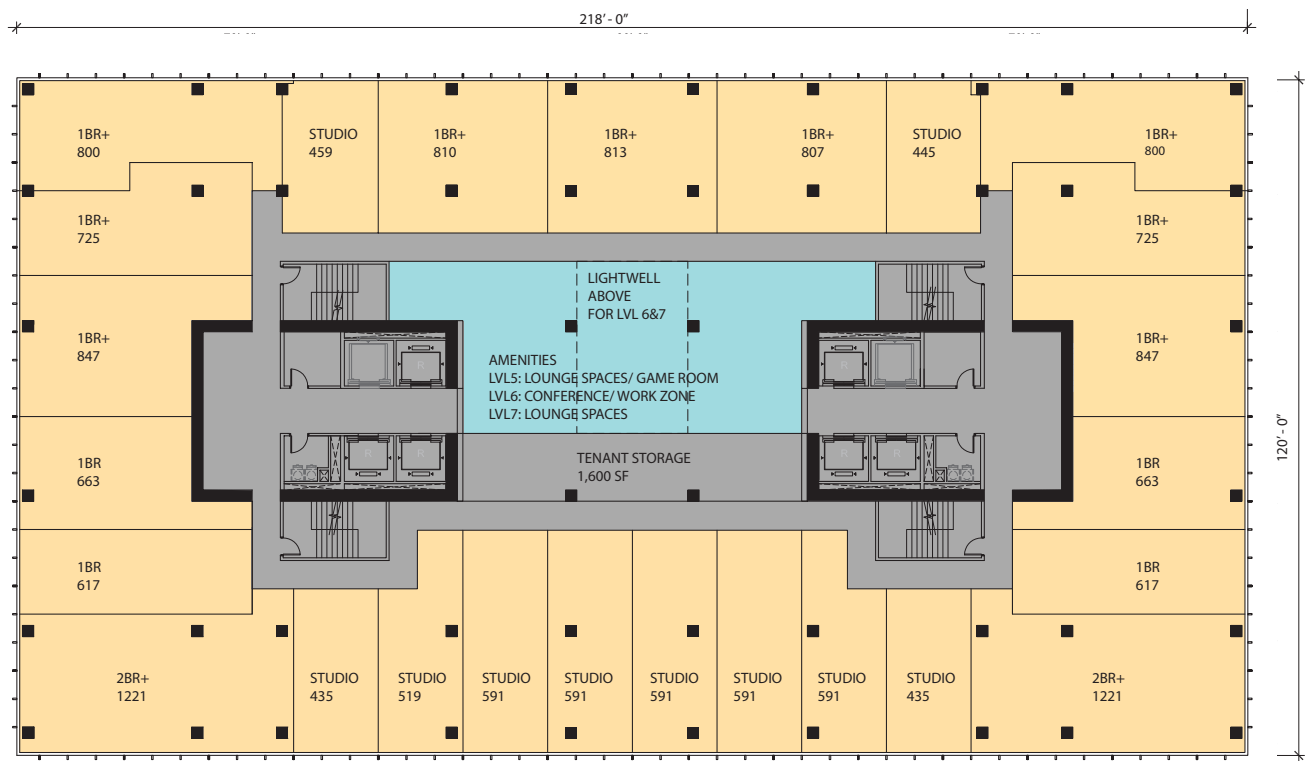
REV 05/11



3 / 9 _ 2 1

7.0
ARCHITECTURAL CONCEPTS

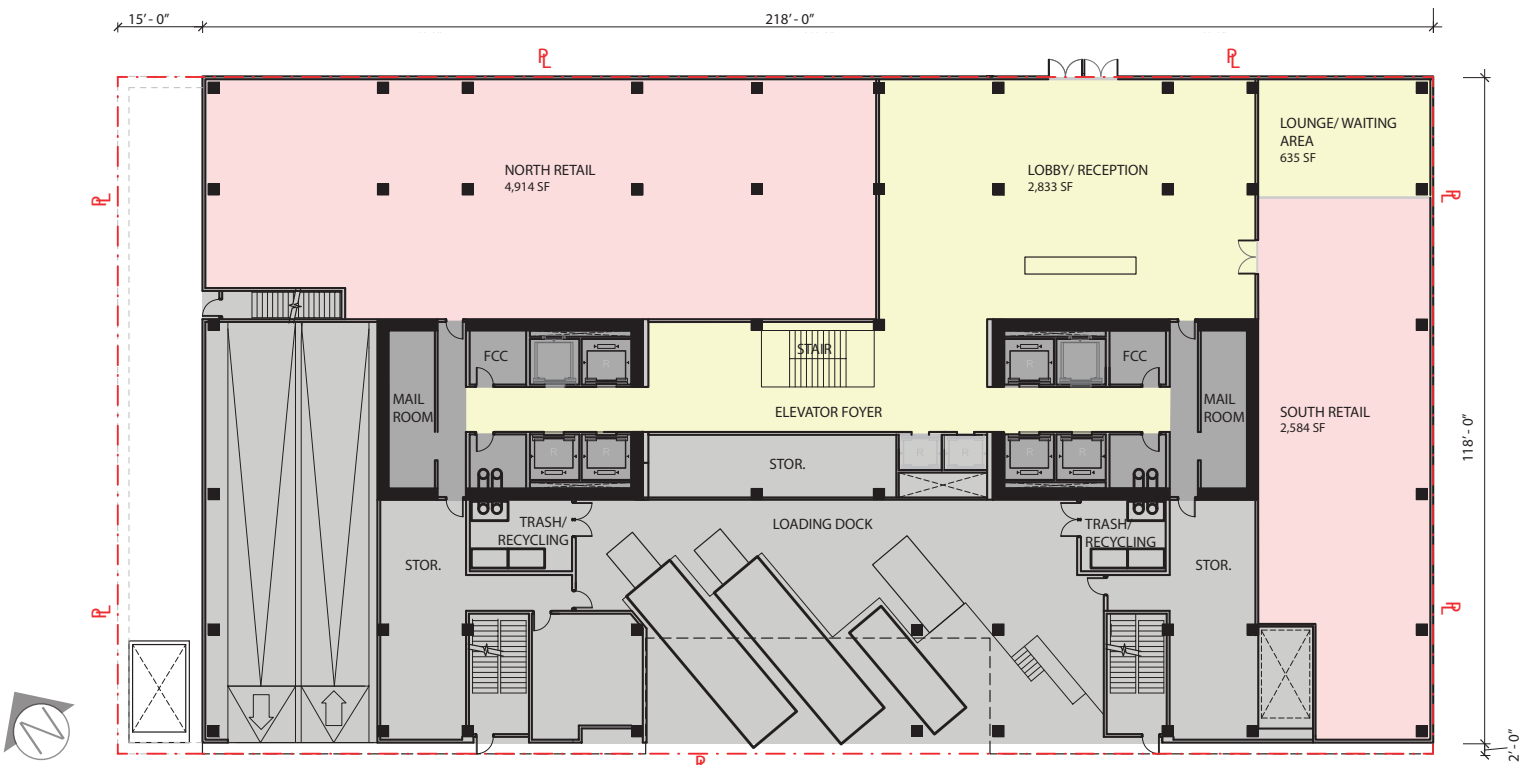
Scheme 3 / Preferred Scheme : Plans



Typical podium plan



Amenity tower level



Street level



Top of podium

8.0
LANDSCAPE

Landscape Plan : Similar to all schemes



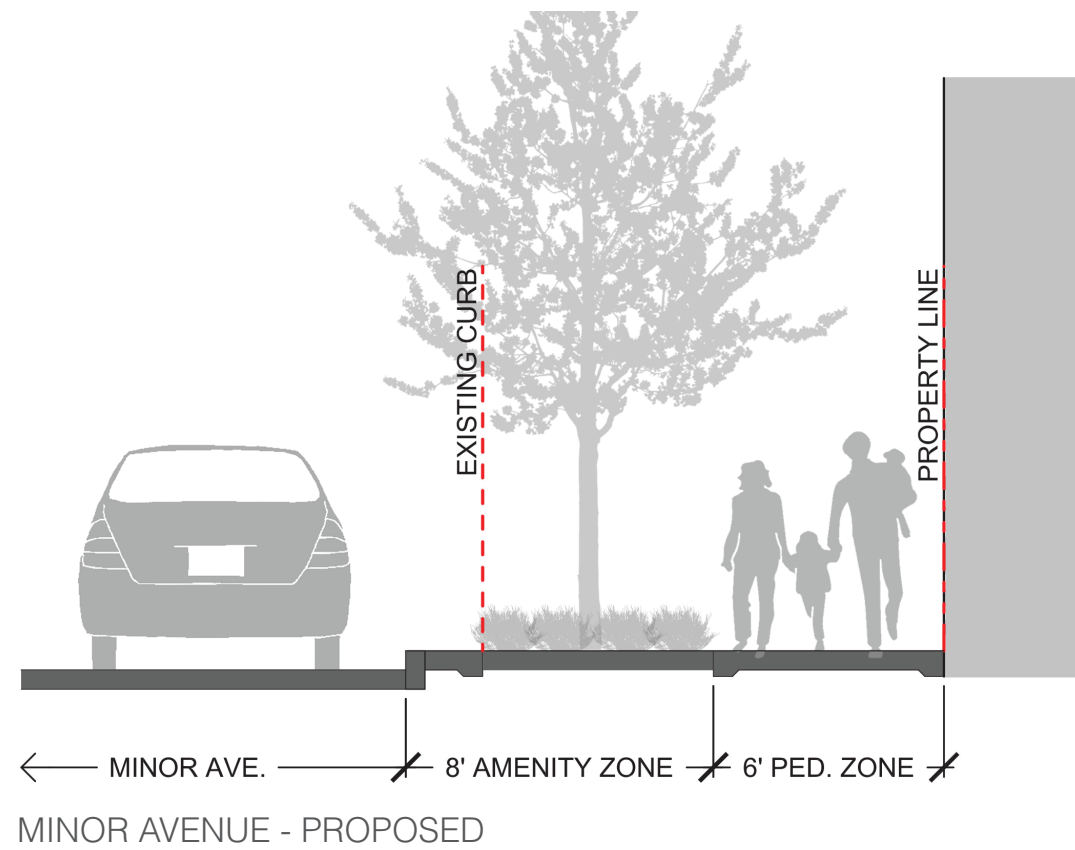
8.0 LANDSCAPE

Street Level Concept Images

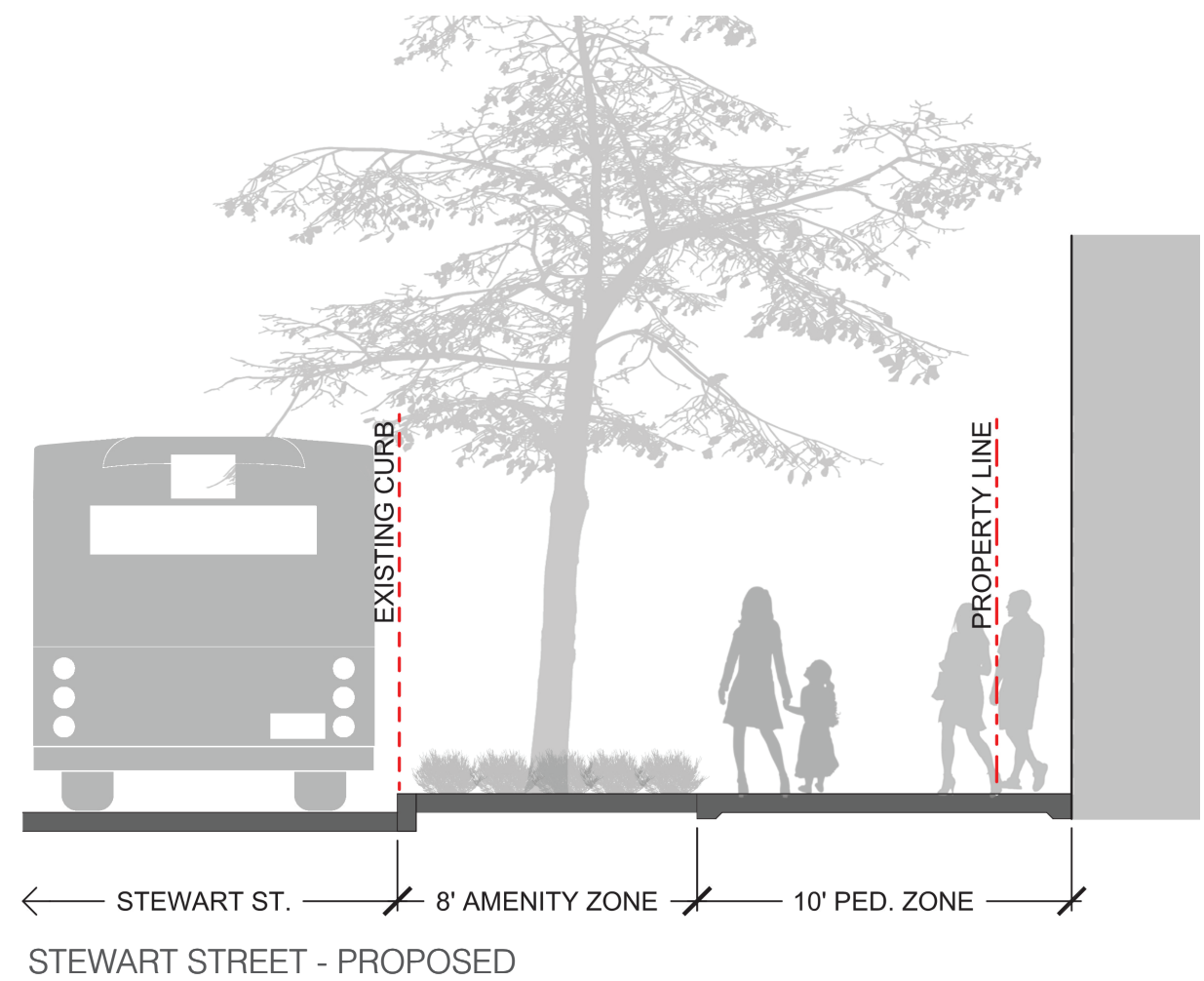
REV 05/11



8.0
LANDSCAPING
Site Section : Common to all schemes



MINOR AVENUE - EXISTING CONDITIONS



STEWART STREET - EXISTING CONDITIONS



9.0
GENSLER
Comparable Urban Developments



10.0
CRESCENT HEIGHTS DEVELOPMENT
Comparable Urban Developments

