



November 17, 2015

**Design Review Board Packet**  
DPD # 3020943

# 1200 Stewart St.

## PURPOSE OF REPORT

Henriquez Architects US, PS on behalf of Westbank submits the EDG application for Project #3020943 to utilize approved Master Use Permit #3007548 for 1200 Stewart Street. The original Master Use Permit was applied for by Tiscareno Associates Architecture & Urban Design on February 9, 2010 on behalf of the Lexus Companies LLC.

Although the form of development remains consistent with the approved MUP, the program has been modified to reflect the new Ownership's vision for the site. This is meaningful for not only the positive changes it brings – reduction in the podium scale, deletion of the porte cochere, etc. – but also in the opportunities it presents to better respond to the contextual changes that have occurred in the intervening years since the Master Use Permit application in 2010. Of similar significance, the Public Benefits Package associated with the approved Alley Vacation will remain intact.



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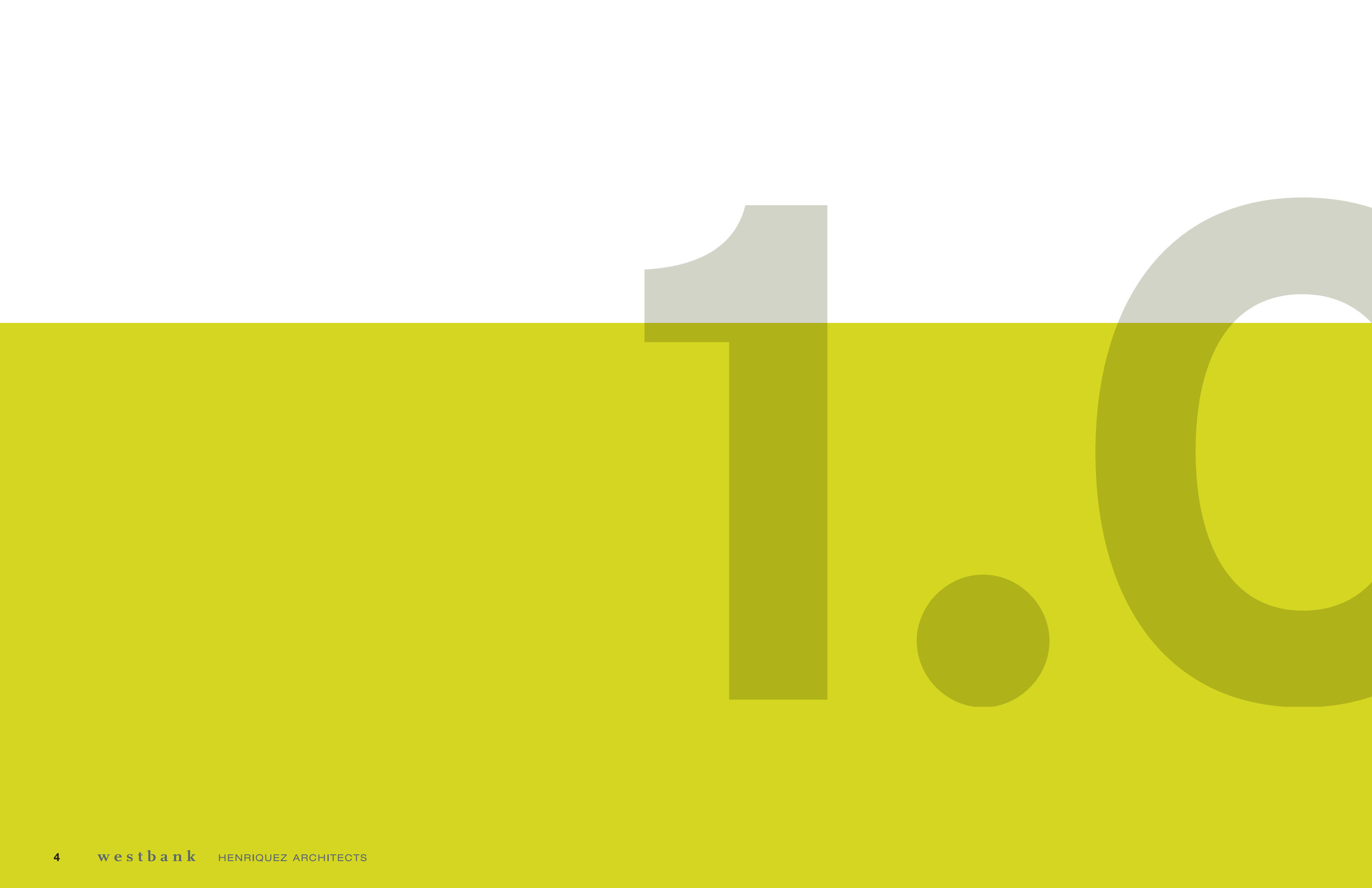
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# Introduction



## Project Description

Although the height, density and public benefits package remain consistent between the approved Master Use Permit #3007548 and the current proposal, the previous hotel program has been changed to be exclusively residential (market rental).

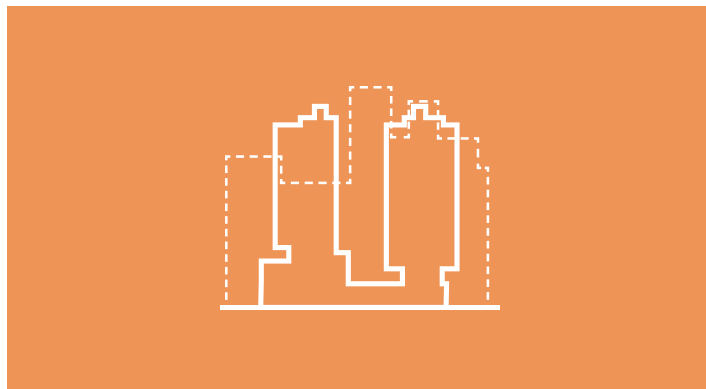
- The ground floor retail has been expanded to better animate the pedestrian experience.
- The commercial podium was reduced in height from 81' to 56', providing a better transition of bulk and scale across the site.
- In response to the future development across both Stewart Street and Minor Avenue, a residential bar element located between 56' and 85' has been massed at the corner.
- The previous porte cochere has been deleted and replaced with a single curb cut on Minor Avenue, with all parking, loading and service facilities being located below grade.
- A new galleria has been added in the location of the vacated alley to promote connectivity through the site from Stewart Street to Denny Way.

## Project Details

	APPROVED MASTER USE PERMIT – MUP #3007548	CURRENT PROPOSAL – DPD #3020943
Storeys	35	41
Height (ft)	440	440
Total Area (ft <sup>2</sup> )*	1,328,226	1,331,730
Total Residential Area (ft <sup>2</sup> )*	454,850	1,070,470
Total Non-Residential Area (ft <sup>2</sup> )*	873,376	261,260
Residential Units	340	876
Hotel Units	252	0
Total Parking Stalls	940	791

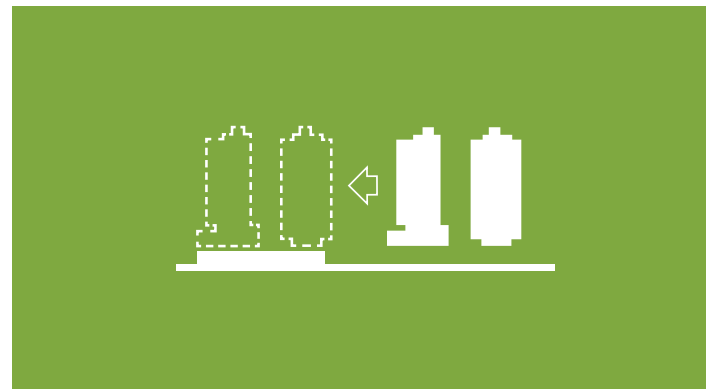
\* Area includes below grade spaces

# Project Objectives



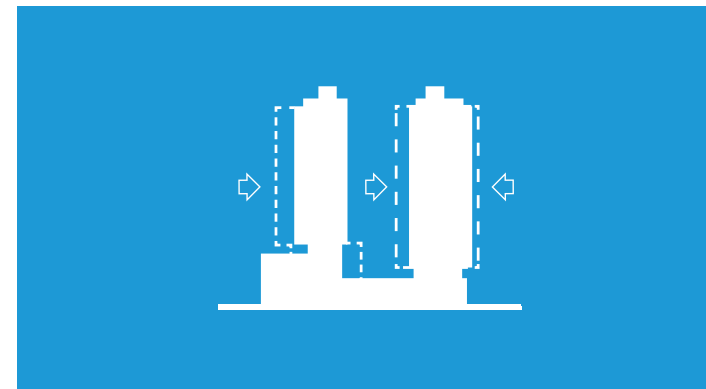
## Density & Height

The form of development remains consistent between the approved MUP and the current proposal, with the primary differences being programmatic changes.



## Program

The Hotel program with its complex functional and spatial requirements has been replaced with a simplified Residential program.



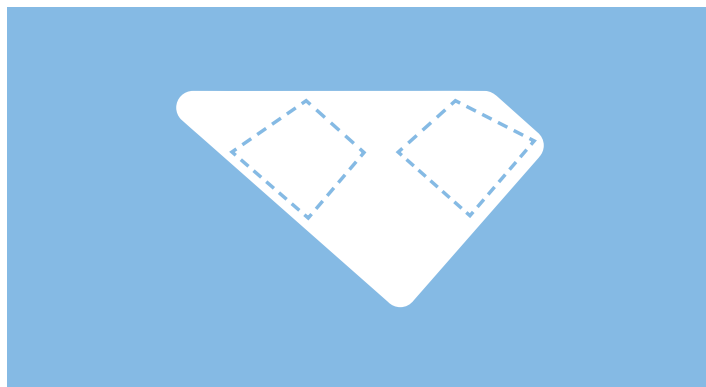
## Bulk & Scale

Changes in program allow for a better transition of bulk and scale between the development in the Denny Triangle to the south and the South Lake Union to the north.



## Future Development

There has been significant development activity in the neighbourhood since the original EDG submission in 2007 and the MUP application in 2009. The current proposal is responsive to this new context.



## Tower Siting

The siting of the two towers along Denny Way is maintained to minimize the impact on the private views from Crescent Heights and to maximize tower separation in relation to the new developments to the south.



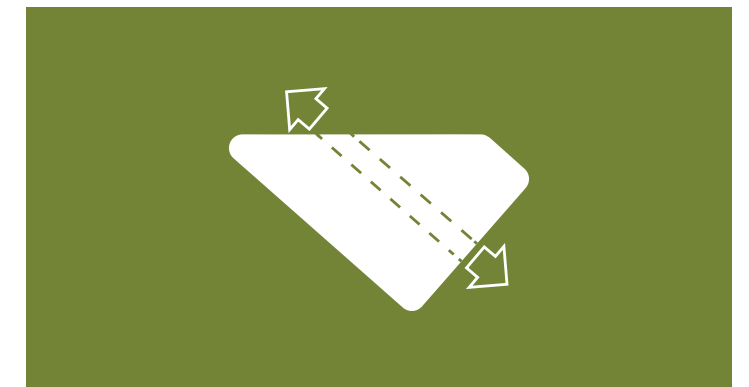
## Public Benefit

The Public Benefits Package with its enhanced Public Realm of expanded landscaping, broader sidewalks and open space remains intact, leaving the approved Alley Vacation unaffected.



## Curb Cuts

The Porte Cochere, with its two curb cuts onto Stewart Street and Minor Avenue has been deleted, reducing the curb cuts to just one on Minor Avenue.



## Connectivity

The memory of the vacated Alley is preserved in a new Galleria that mitigates the scale of the block, unifies the Podium vertically, and provides pedestrian connection through the site.





# Site Analysis



## Site Description

The site is situated at the northeast edge of the Denny Triangle Urban Center Village, one of the oldest residential and commercial neighborhoods in Seattle.

It occupies an entire city block comprised of seven existing parcels of land bound by Minor Avenue to the west, Denny Way to the north, Yale Avenue to the east and Stewart Street to the south. The block is irregular in shape due to a shift in the street grid system. Existing use consists of a surface parking lot and several one-storey retail buildings.

Approval has been granted to vacate an existing alley running perpendicular to Stewart St.

### Civic Address

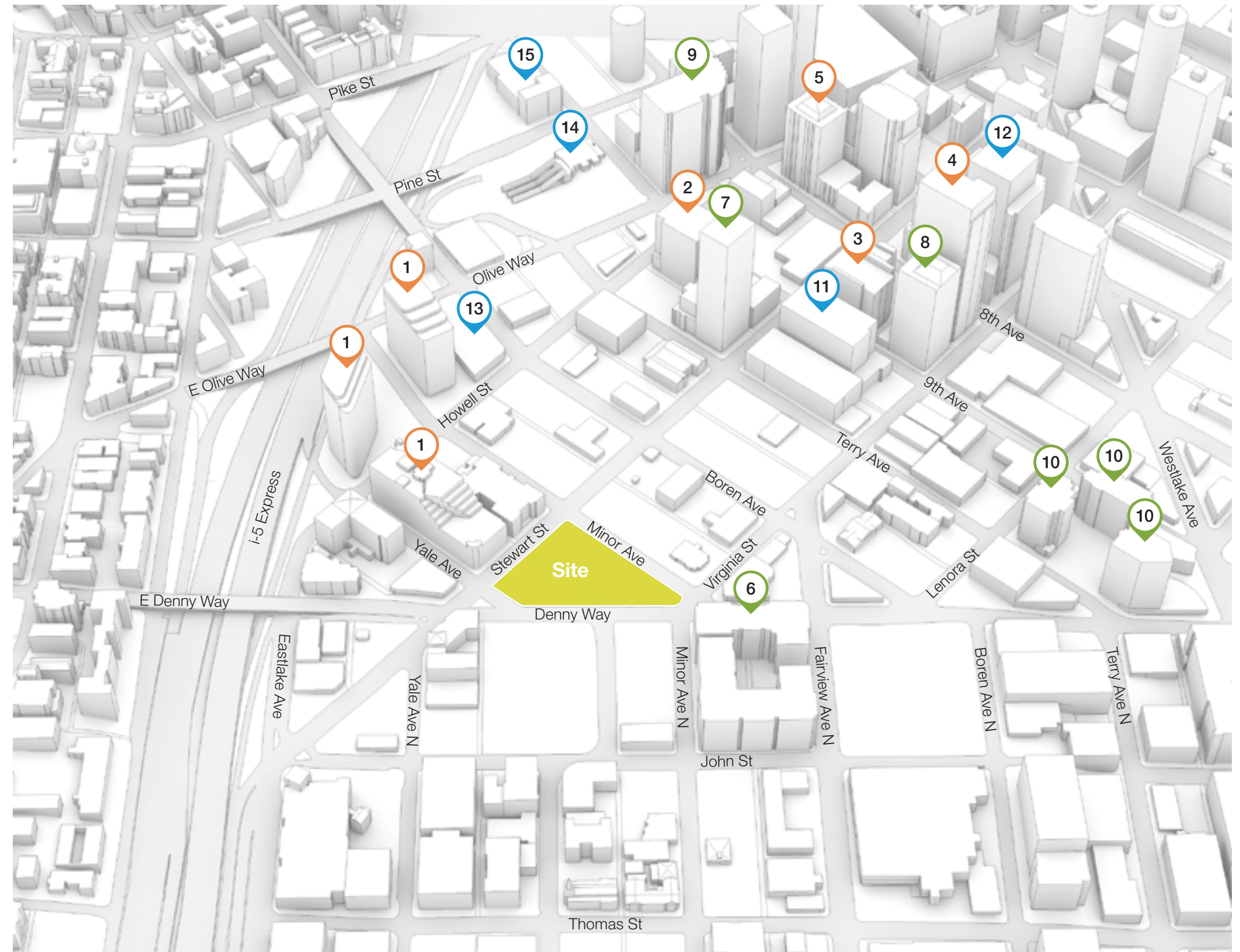
1200 Stewart Street, Seattle, Washington

### Legal Description

Refer to Appendix 8.1 – Site Survey



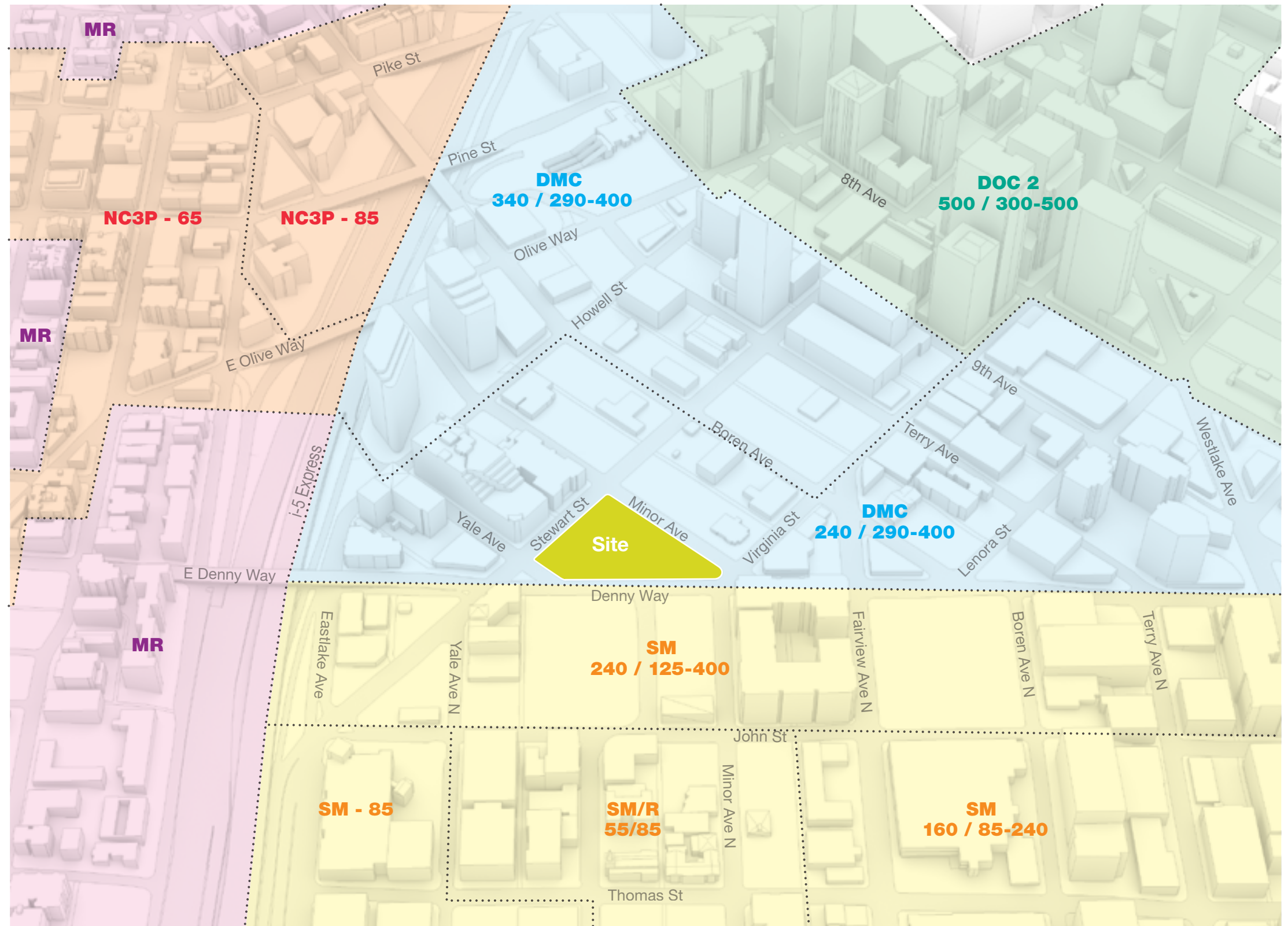
- 1 Metropolitan Park Office Towers**  
1730 Minor Avenue, 1100 Olive Way, 1220 Howell Street
- 2 Regence Blueshield**  
1800 Ninth Avenue
- 3 818 Stewart**  
818 Stewart Street
- 4 Commercial Office**  
1918 Stewart Street
- 5 Marsh & McLellan Building**  
720 Olive Way
- 6 Senior Housing**  
116 Fairview Avenue
- 7 Aspira Apartments**  
1823 Terry Avenue
- 8 Cosmopolitan Condominium**  
819 Virginia Street
- 9 The Olivian Apartments**  
809 Olive Way
- 10 2200 Condominium Complex**  
2200 Westlake Avenue
- 11 Seattle Children's Research Institute**  
1900 Ninth Avenue
- 12 Federal Courthouse**  
700 Stewart Street
- 13 Seattle Children's Cancer Research**  
1100 Olive Way
- 14 Convention Station Place Transit Facility**  
906 Ninth Avenue
- 15 Paramount Theatre**  
911 Pine Street



# Zoning Summary

Existing zoning for the site is Downtown Mixed Commercial (DMC 240/290-400).

Zoning in the surrounding area includes Seattle Mixed, (SM 125) to the north, Multifamily Mid-rise, (MR) east of I-5, and Downtown Mixed Commercial zones with varying heights to the west and south.



## Existing Uses

The area contains a variety of commercial uses that include surface parking lots, office, retail, and hospitality uses.

Residential consists primarily of apartments/condominiums within the upper levels of existing structures.

- Offices, Commercial & Hospitality
- Residential & Mixed Use
- Institutional & Cultural

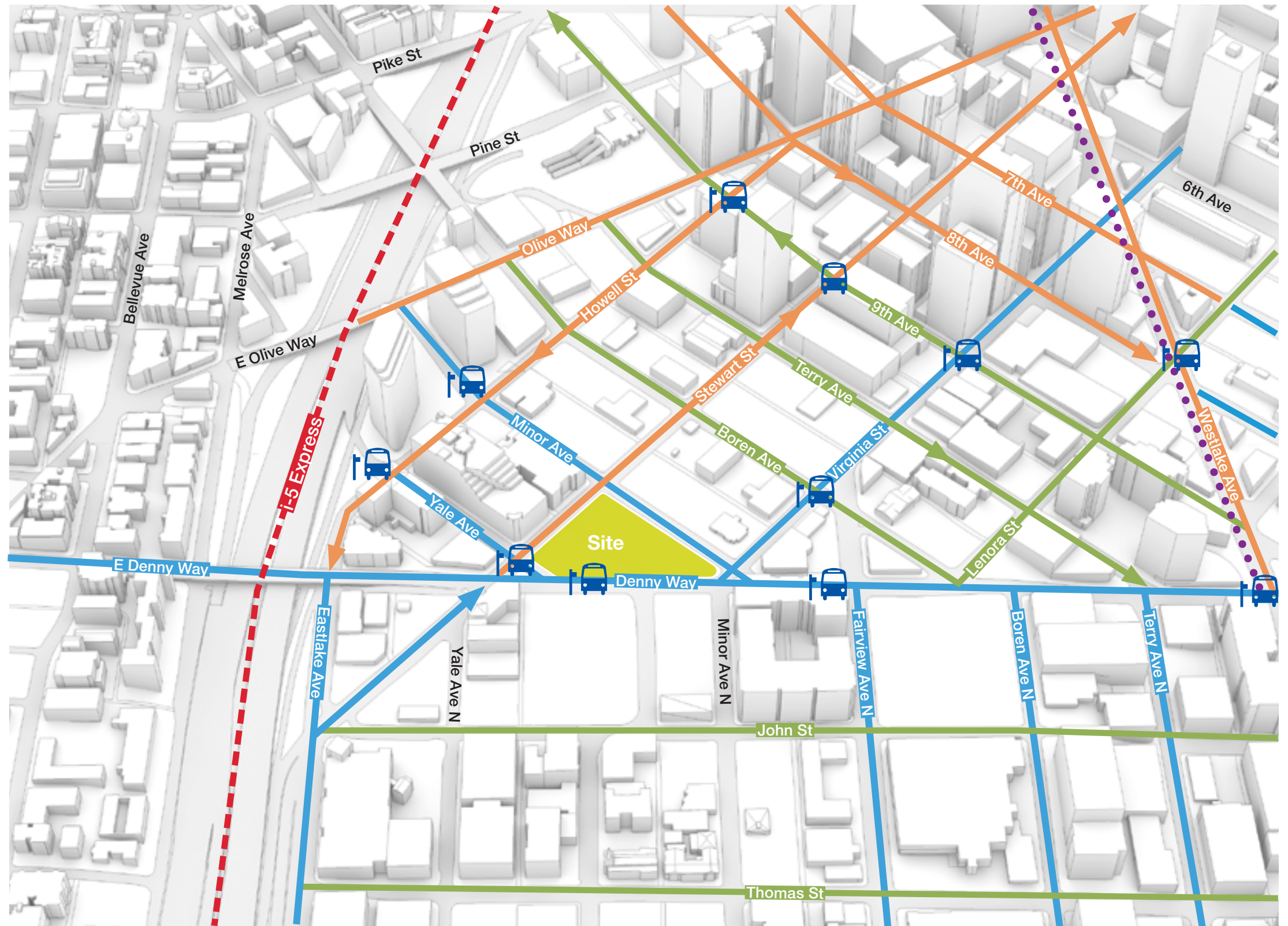


# Traffic Flow & Street Class

The principal arterial street is Denny Way, (Class II), with Stewart Street as a principal transit street, (Class I), both of which support heavy traffic volumes.

In addition to Stewart, transit routes exist along Virginia, Stewart, Howell, Denny Way and Westlake. A number of green streets are designated to the north and south of the site.

- - - Highways
- Class II Street
- Class I Street
- Green Street
- SLU Trolley
-  Bus Stop



# Physical Site Characteristics

## Site Area

The site contains approximately 59,700 ft<sup>2</sup> with 365' of frontage on Denny Way, 353' on Minor Avenue, 256' on Stewart St. and 77' on Yale Avenue.

## Topography

The site is essentially flat sloping up approximately 2' from west to east. Vehicular access to the below-grade parking levels will be located on Minor Street.

## Tree Survey

Existing street trees to be preserved are indicated on the landscape plan.

## Existing Buildings

Several one-story retail structures with vehicular access off Minor and the existing alley occupy the southern most lot.

## Boundaries

The principal arterial street is Denny Way, (Class II), with Stewart Street as a principal transit street, (Class I). Transit routes are along Virginia, Stewart and Denny Way.

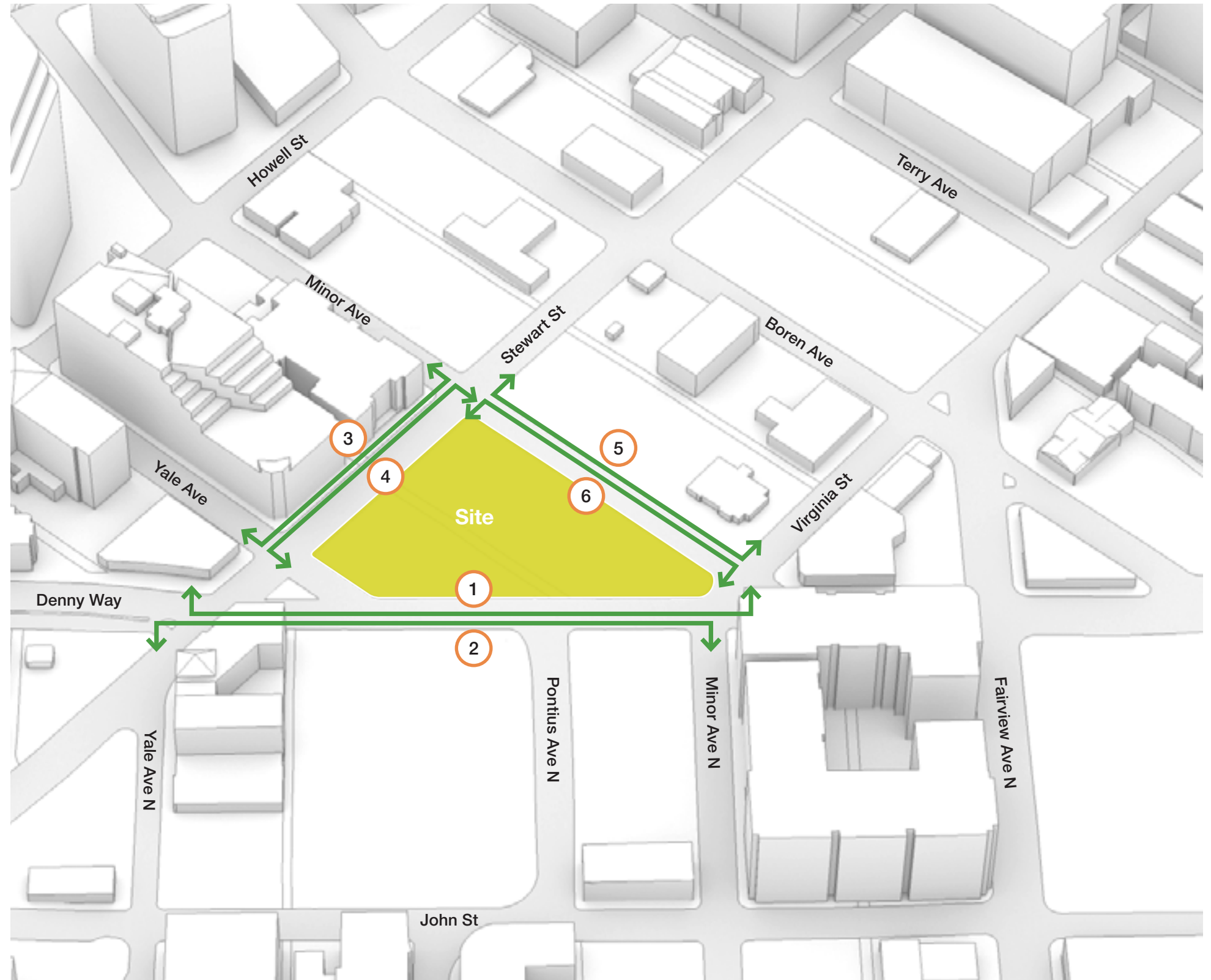
## Utilities

All utilities around the site are below ground. All utilities within the existing alley, to be vacated, are to be relocated.

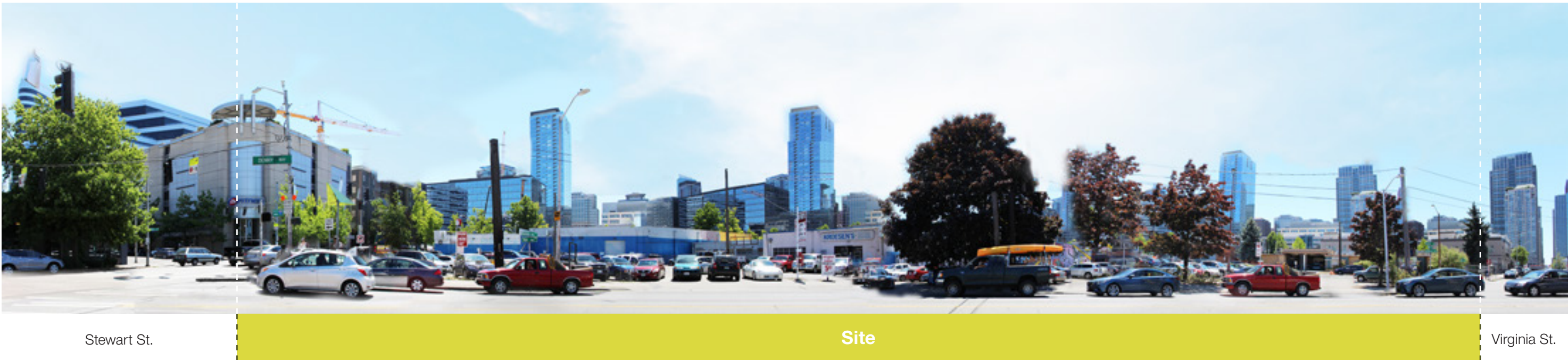


## Streetscapes

Both Denny Way and Stewart support heavy traffic volumes. Streetscapes are a mix of commercial, residential of varying heights and styles, and surface parking.







1 Denny Way Looking South



2 Denny Way Looking North

## 2.6 STREETSAPES



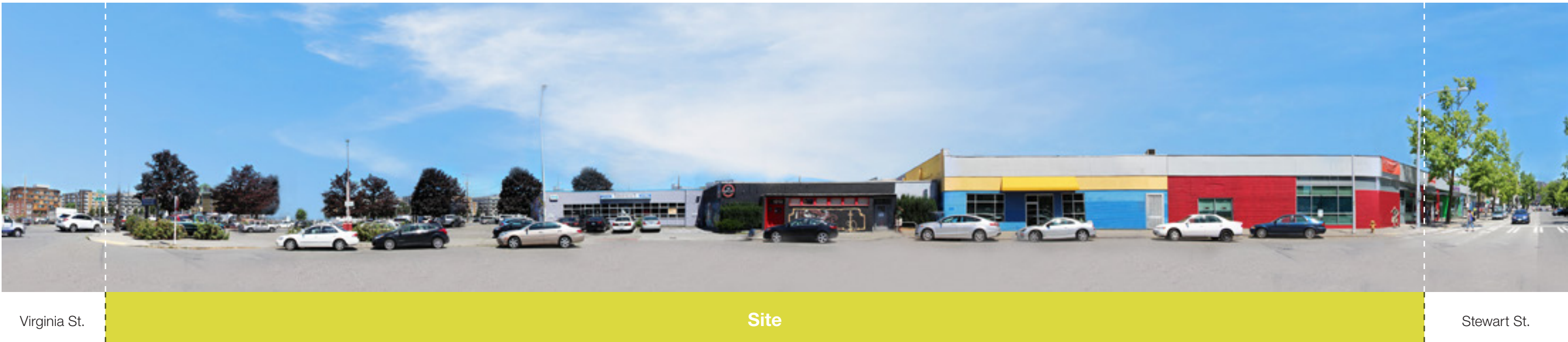
### ③ Stewart Street Looking Southeast



### ④ Stewart Street Looking Northwest



5 Minor Avenue Looking Southwest



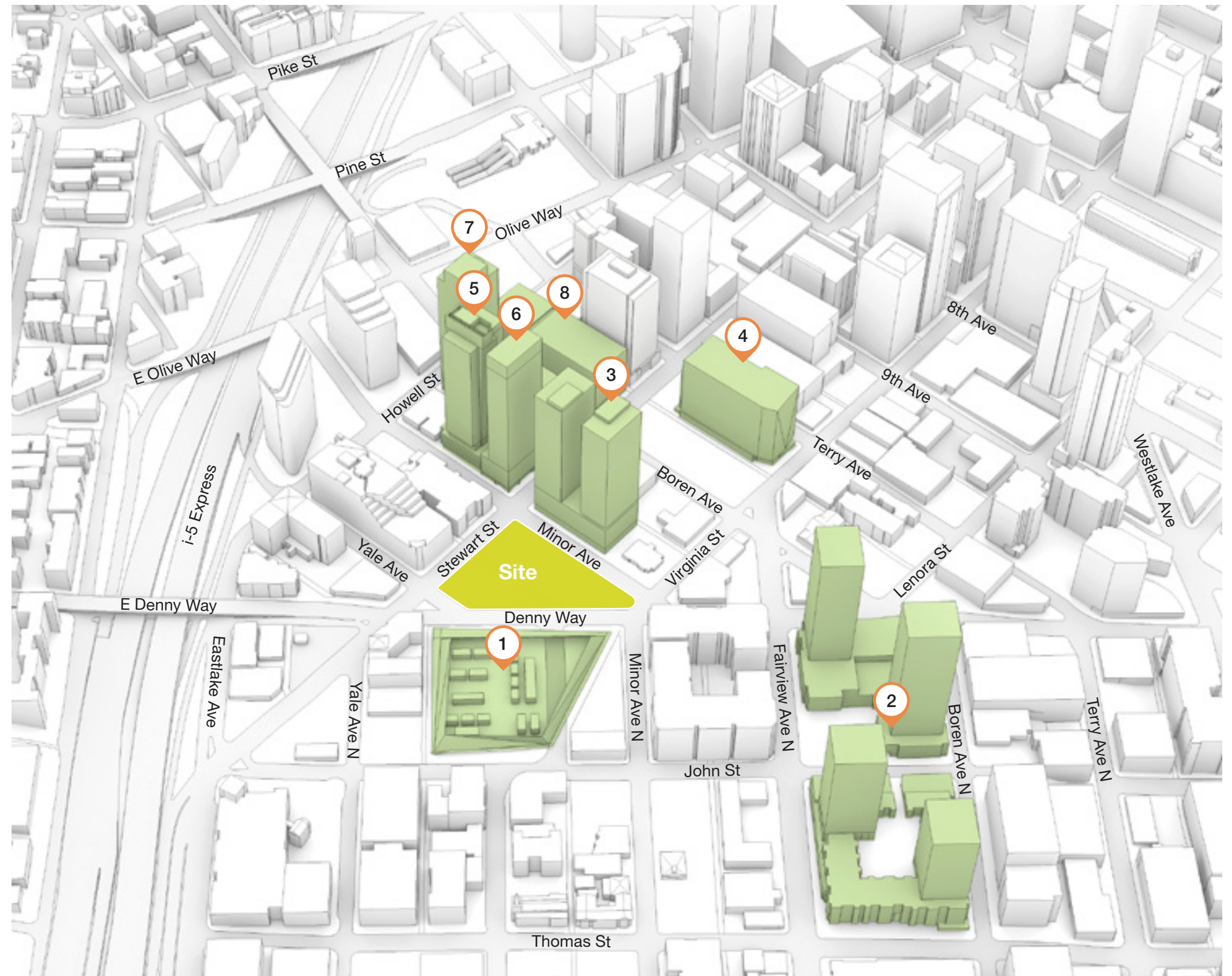
6 Minor Avenue Looking Northeast

# Future Development

A notable number of new developments are proposed, permitted, or under construction to the north, south and west of the site.

- |                     |                       |
|---------------------|-----------------------|
| 1 1250 Denny Way    | 5 1823 Minor Avenue   |
| 2 1120 John Street  | 6 1121 Stewart Street |
| 3 1901 Minor Avenue | 7 1812 Boren Avenue   |
| 4 1920 Terry Avenue | 8 1821 Boren Avenue   |

 Future Developments





**1 1250 Denny Way:** Application Accepted  
Denny Electrical Substation  
Storeys: 3



**2 1120 John Street:** MUP Application  
Mixed-Use Residential & Retail Podium  
Storeys: 41 (North Towers), 29 & 36  
(South Towers)



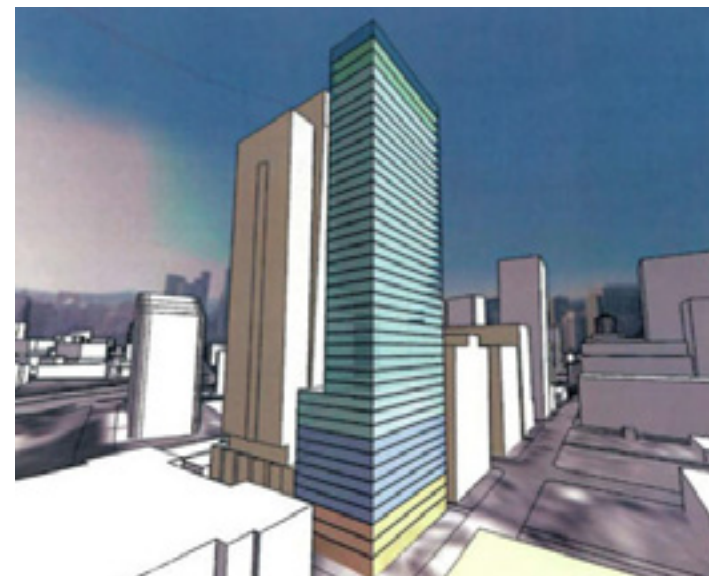
**3 1901 Minor Avenue:** MUP Application  
Residential Apartments and Retail  
Storeys: 39



**4 1920 Terry Avenue:** MUP Application  
Seattle Children's Research Institute  
Storeys: 13



**5 1823 Minor Avenue:** Under Construction  
Residential Tower  
Storeys: 40



**6 1121 Stewart Street**  
Mixed-Use Residential and Hotel Tower  
Storeys: 42



**7 1812 Boren Avenue:** MUP Issued  
Mixed-use Office and Residential  
Storeys: 11 (Office), 36 (Residential)



**8 1821 Boren Avenue:** Under Construction  
Technology Office and Hotel Building  
Storeys: 11 (Office), 13 (Hotel)

# Denny Way Streetscape Concept Plan

Proposed features to respond to the "Denny Way Streetscape Concept Plan" and enhance the pedestrian experience along Denny Way:

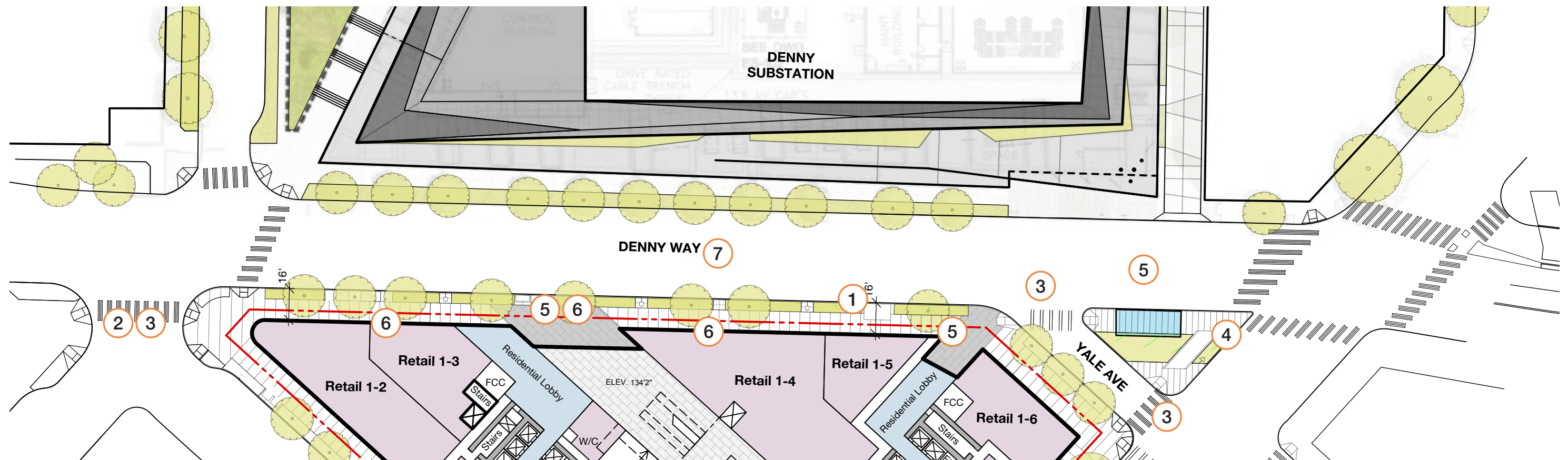
- 1 Increase setbacks fronting Denny Way, including widened sidewalks
- 2 Improve connections along Denny Way at odd-angles intersections
- 3 Reconfigure intersections to reduce crossing distances for pedestrians

- 4 Create pedestrian 'eddies' at angled intersections: Rain garden with landscape bridge and light art at Denny and Stewart.

- 5 Enhance the public realm with special streetscape and urban design features: Streetscape public realm to include orientation kiosks, benches, customized bus shelter and interpretive markers and paving to acknowledge Denny Triangle's local history. See landscape for streetscape treatment.

- 6 Activate facade and entries: Continuous transparent retail edge and residential entries to animate pedestrian activity. Feature paving at Galleria and residential lobby entries.

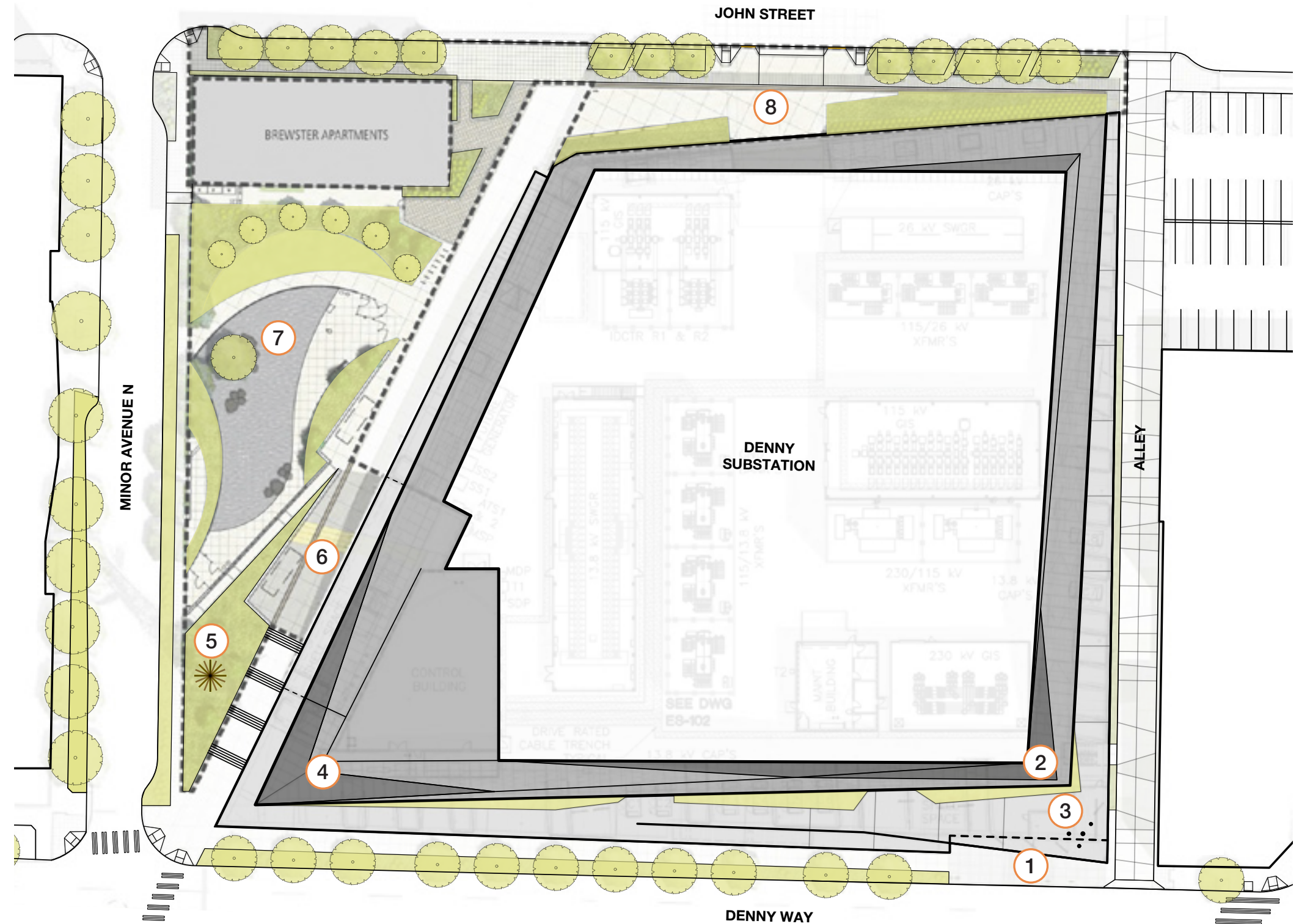
- 7 Provide a consistent buffered edge: Consistent landscaped zone and street trees to provide a buffered zone to improve pedestrian safety.



# Denny Substation

Denny Substation uses a mixture of Landscaping, Lighting and Artwork Elements to activate the facade and street edge.

- 1 **“Energy Inspiration Center” and Bus Shelter/Transit Hub**  
Provides a space for interactive exhibits while activating the street edge.
- 2 **Ned Kahn ‘Switchwall’**  
Part of the integrated Art and Lighting Strategy.
- 3 **Info Sculptures**  
Interactive sculptures that light up upon touch.
- 4 **City Light Sign**  
Part of the identity strategy of the Substation.
- 5 **Lead Pencil ‘Transforest’**  
Large scale sculptural artwork.
- 6 **Community Meeting Space and Event Spillout**  
With Multi-functional workspace/gallery
- 7 **Public Open Space**  
With off-leash area and various landscape features.
- 8 **Vehicle Entry**







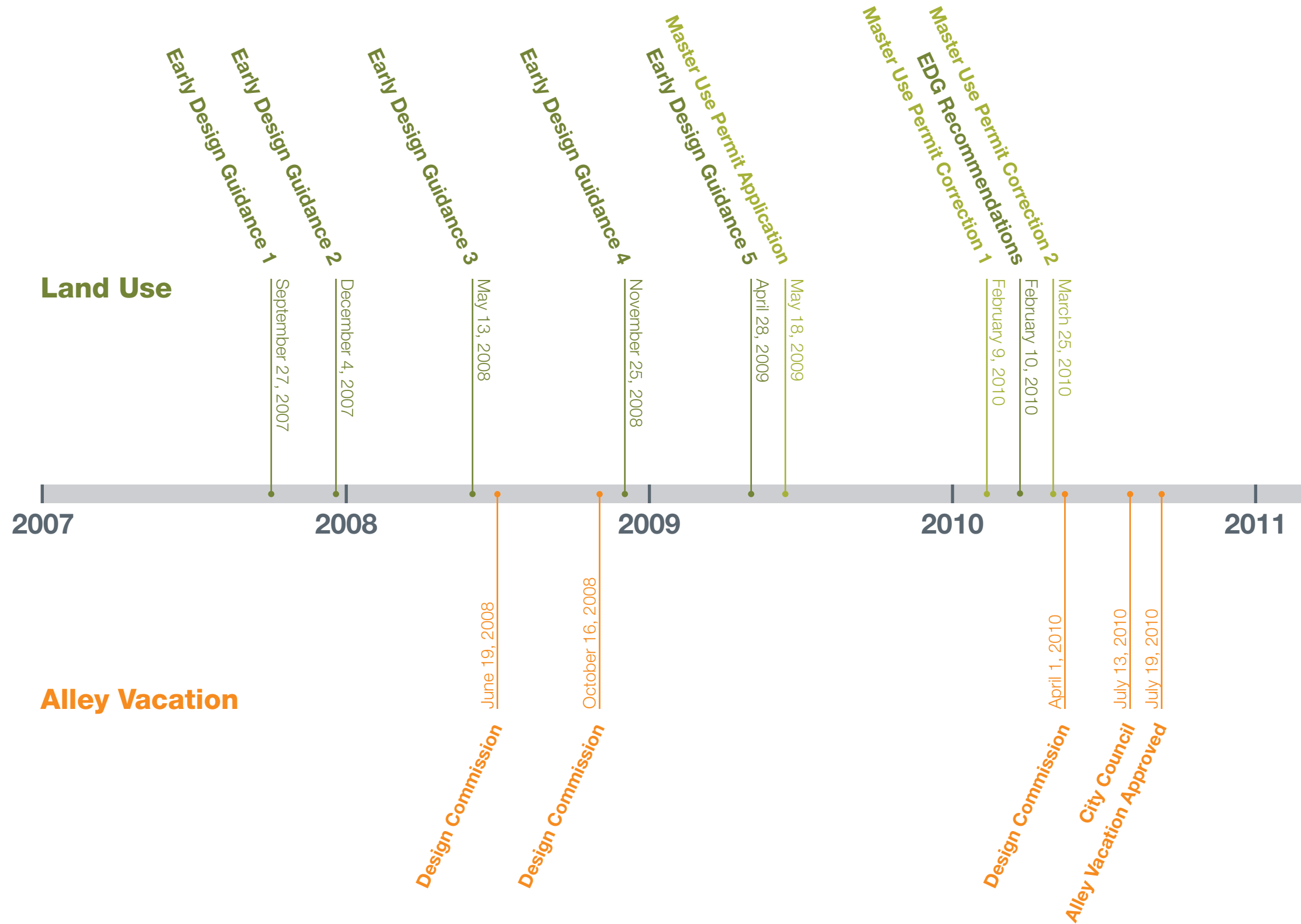
# Form of Development

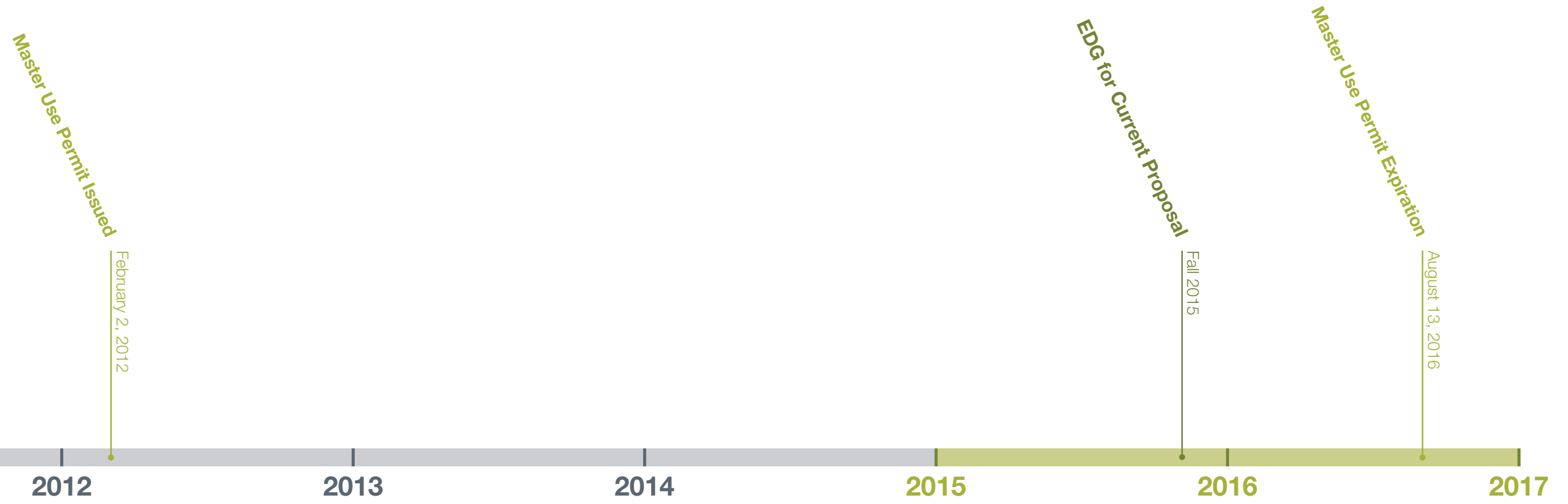


# Land Use Application History

The Land Use and Alley Vacation approval history was lengthy and involved multiple Architects, Early Design Guidelines and Design Commission meetings.

The original Owner of the site, Lexus Companies in the course of the approval process hired two separate Architects of Record. The first EDG meeting was held on September 27, 2007 with a concept by Sclater Partners Architects. There were a total of 5 EDG meetings with this Architect. On February 23, 2010 with a new Architect of Record, Tiscareno Associates, there was a 6th EDG Recommendations Meeting. Similarly with the Alley Vacation, there were 3 Design Commission meetings starting on June 19, 2008 with approval by City Council on July 19, 2010. The Master Use Permit was applied for on May 18, 2009. There was two Corrections, and it was approved on February 2, 2012. This Permit has been extended, and will expire on August 13, 2016.





# Comparative Summary

The form of development remains consistent between the approved MUP and the current proposal.

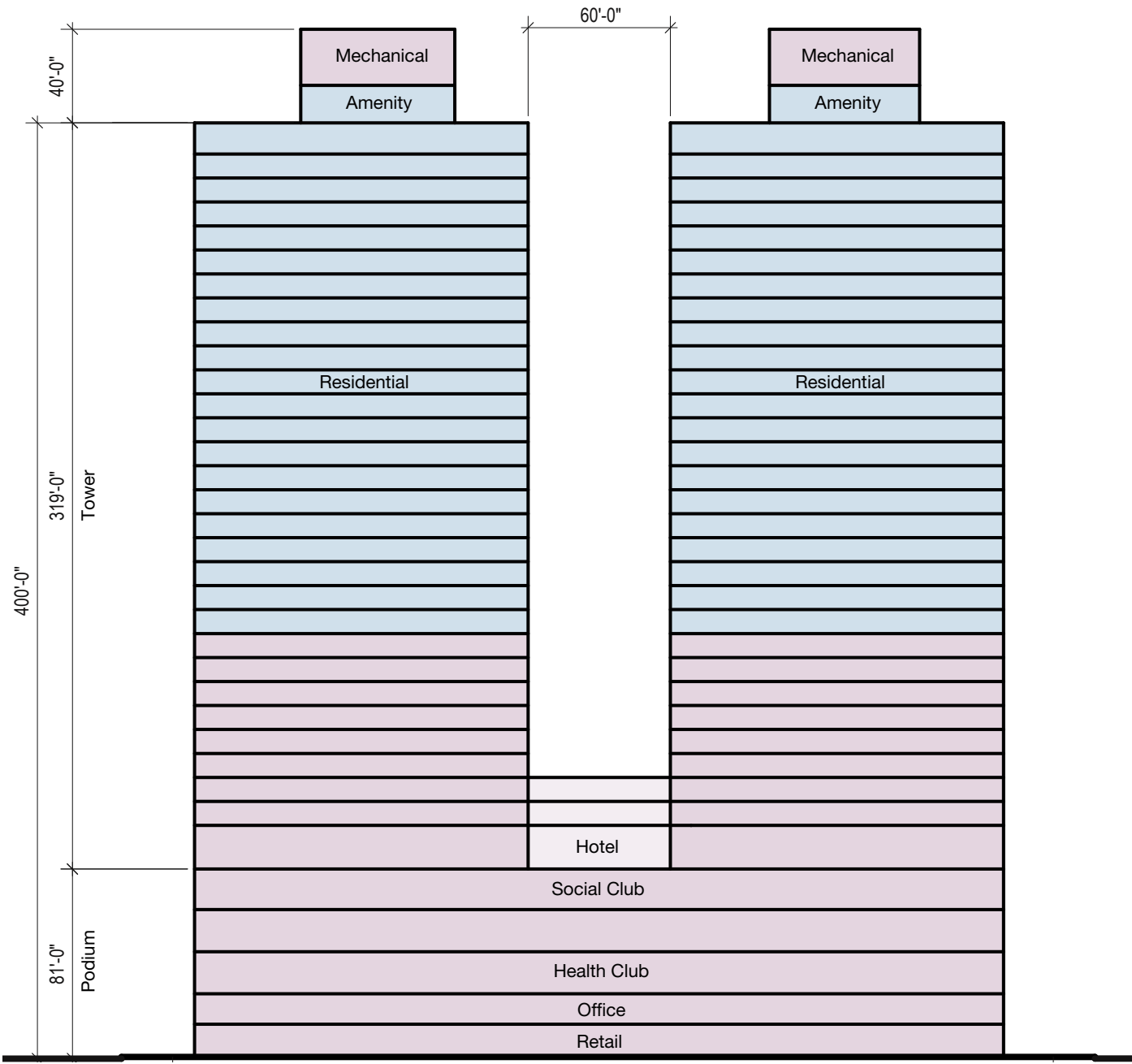
The Hotel program with its complex functional and spatial requirements will be replaced with a simplified Residential program. This change allows for a lower podium and a better transition of bulk and scale between the developments in the Denny Triangle and the South Lake Union. It also allows for the deletion of the Porte Cochere, reducing the curb cuts to one. The siting of the two towers is maintained to minimize the impact of the private views from Crescent Heights and to maximize tower separation. The Public Benefits package with its enhanced public realm is also preserved. In the end the form of development remains consistent, differing only in its resolution of inherent challenges found in the approved MUP, and in its response to the new context that has materialized since the original application.

## Form of Development Matrix

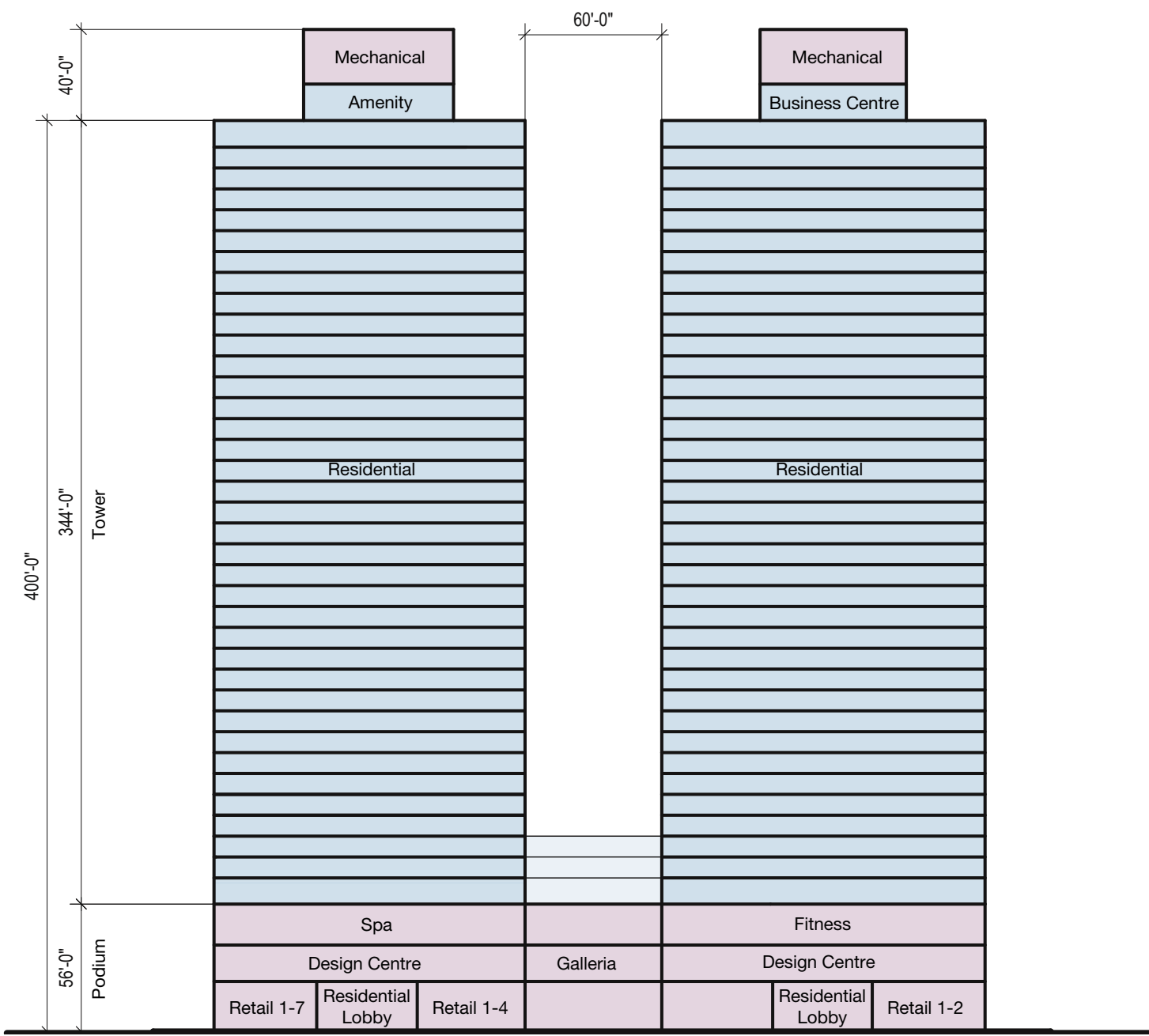
	APPROVED MASTER USE PERMIT	CURRENT PROPOSAL
Total Area (ft <sup>2</sup> )*	1,328,226	<b>1,331,730</b>
Total Residential Area (ft <sup>2</sup> )*	454,850	<b>1,070,470</b>
Total Non-Residential Area (ft <sup>2</sup> )*	873,376	<b>261,260</b>
Total Residential Units	340	<b>876</b>
Tower Height (ft)	440	<b>440</b>
Podium Height (ft)	81	<b>56</b>
Total Parking Stalls	940	<b>791</b>
Public Benefits (ft <sup>2</sup> )	35,938	<b>38,557</b>

\* Area includes below grade spaces

# Approved Master Use Permit

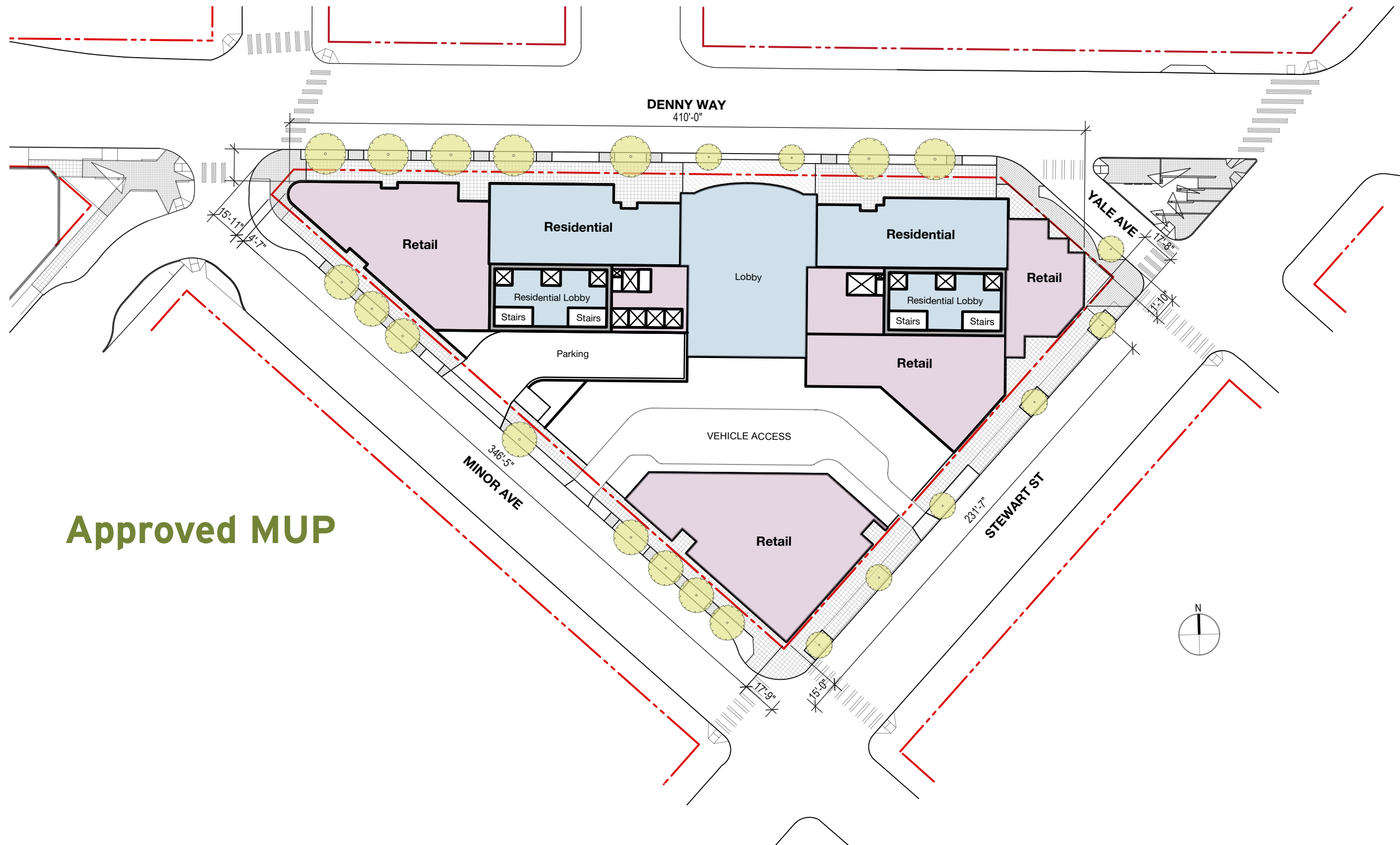


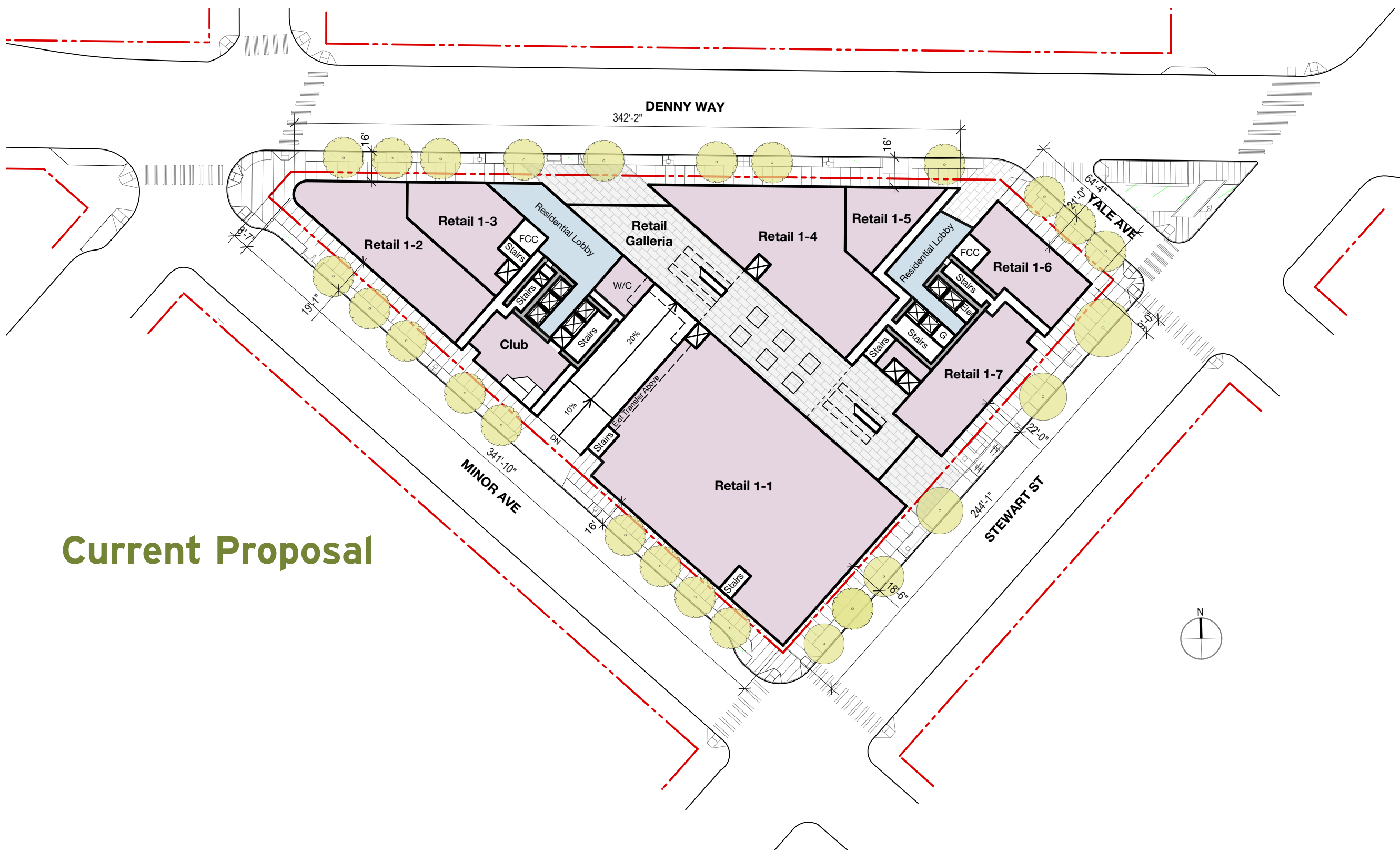
# Current Proposal



Residential
  Non-Residential

### 3.2 COMPARATIVE SUMMARY

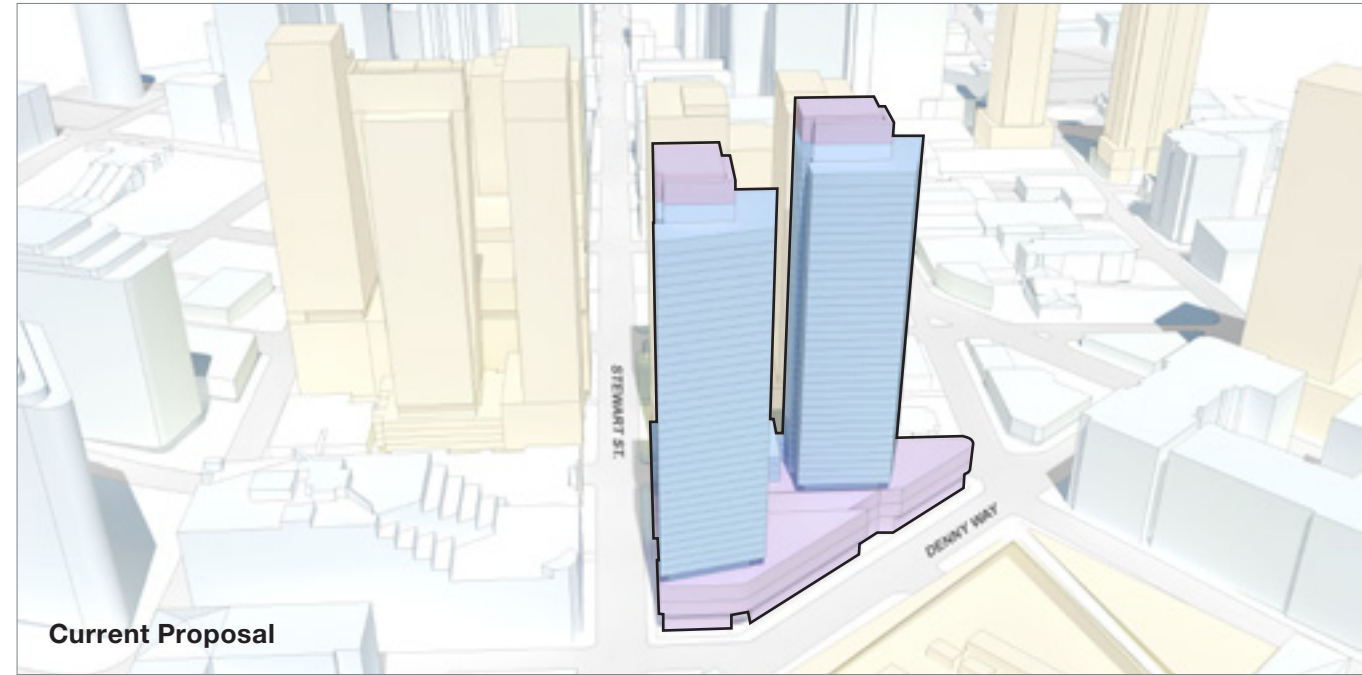
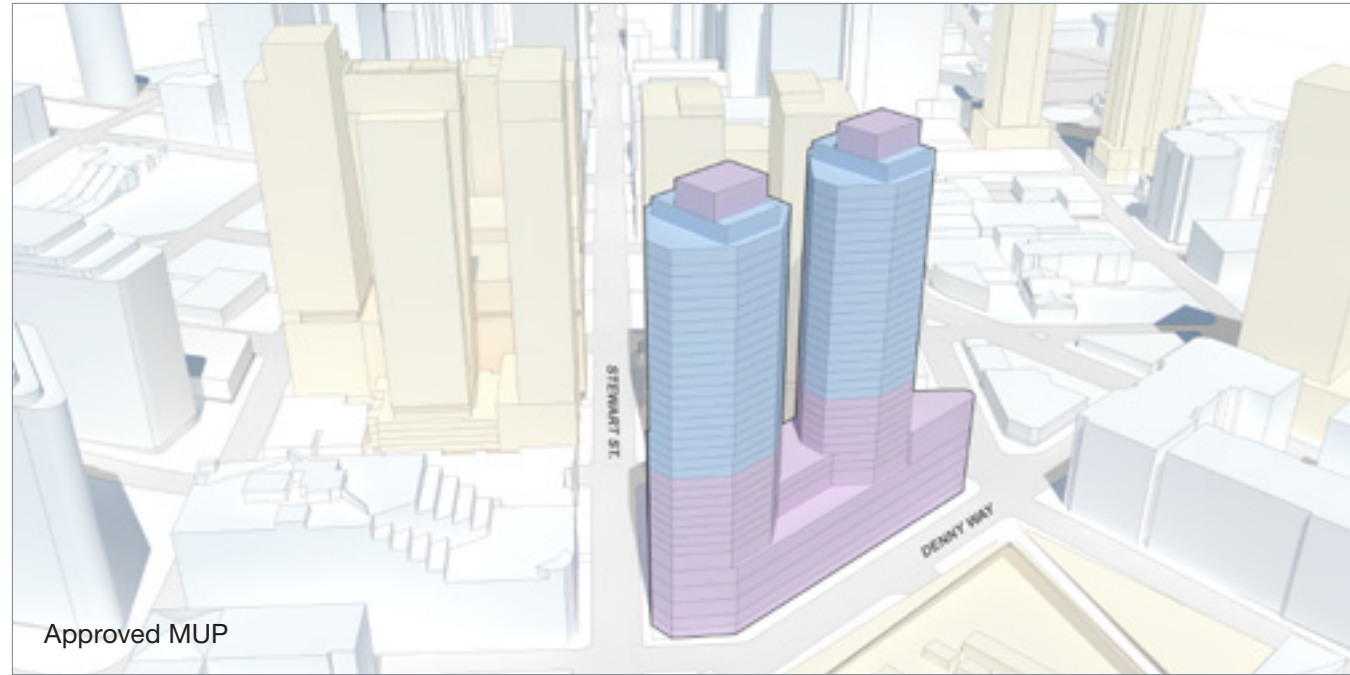




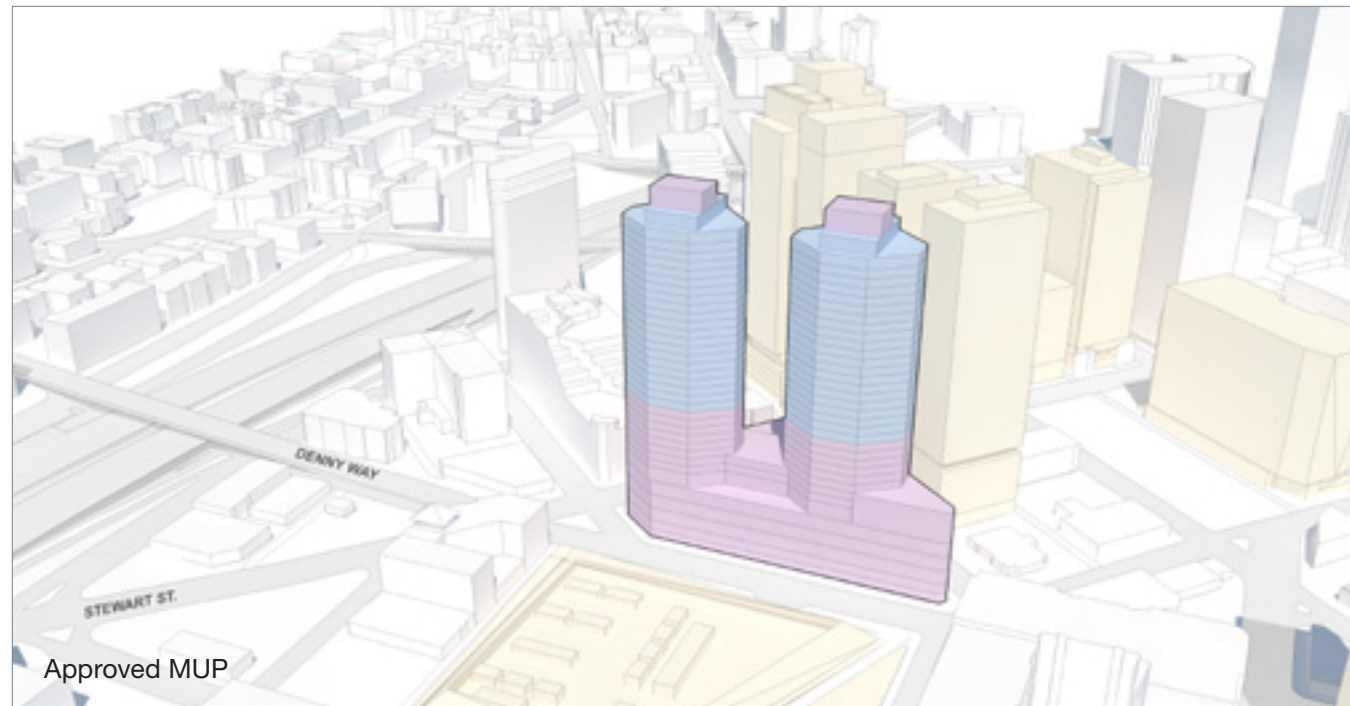
Current Proposal

## 3.2 COMPARATIVE SUMMARY

### Aerial View Looking Southwest

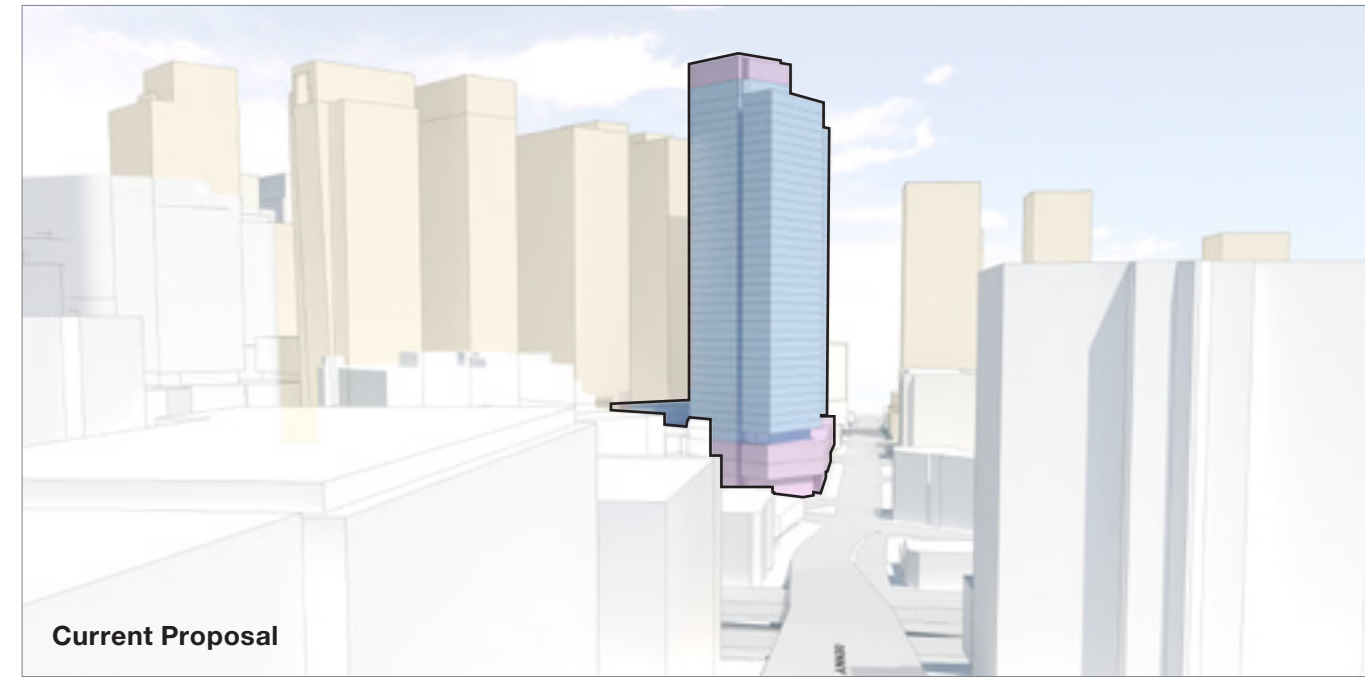


### Aerial View Looking South

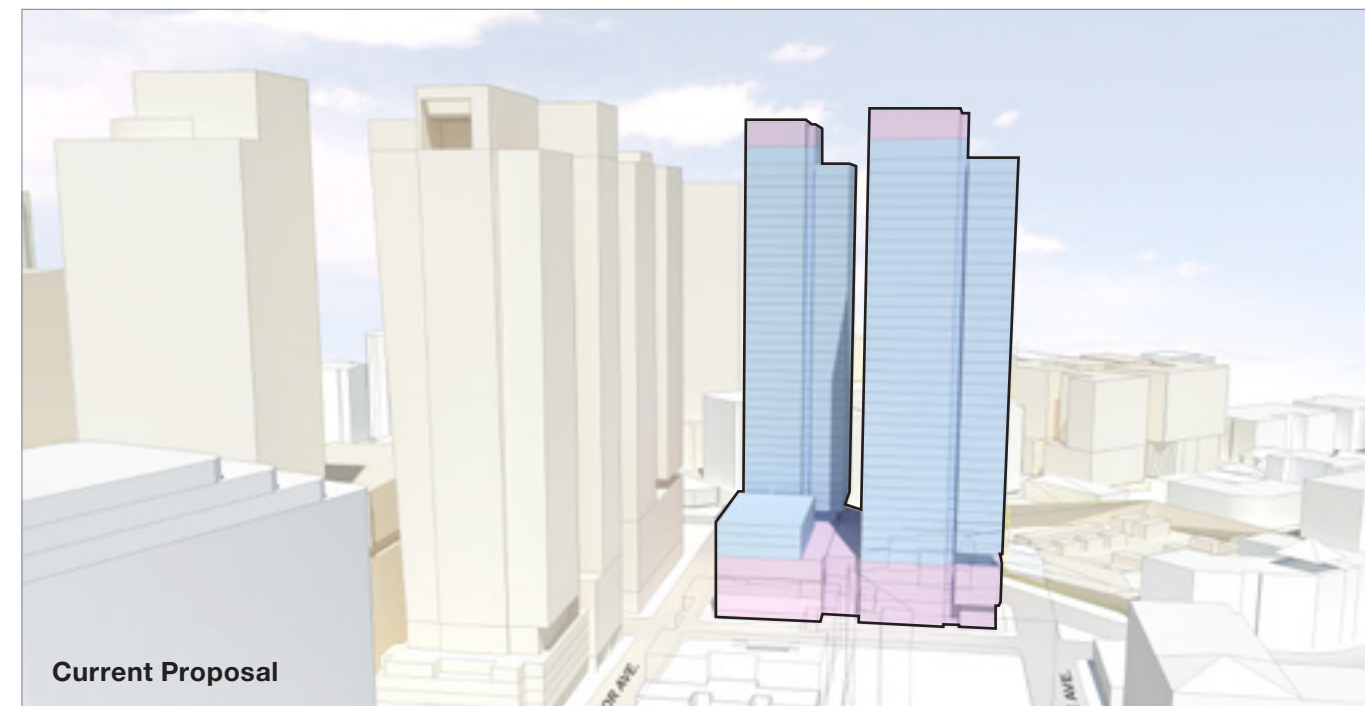
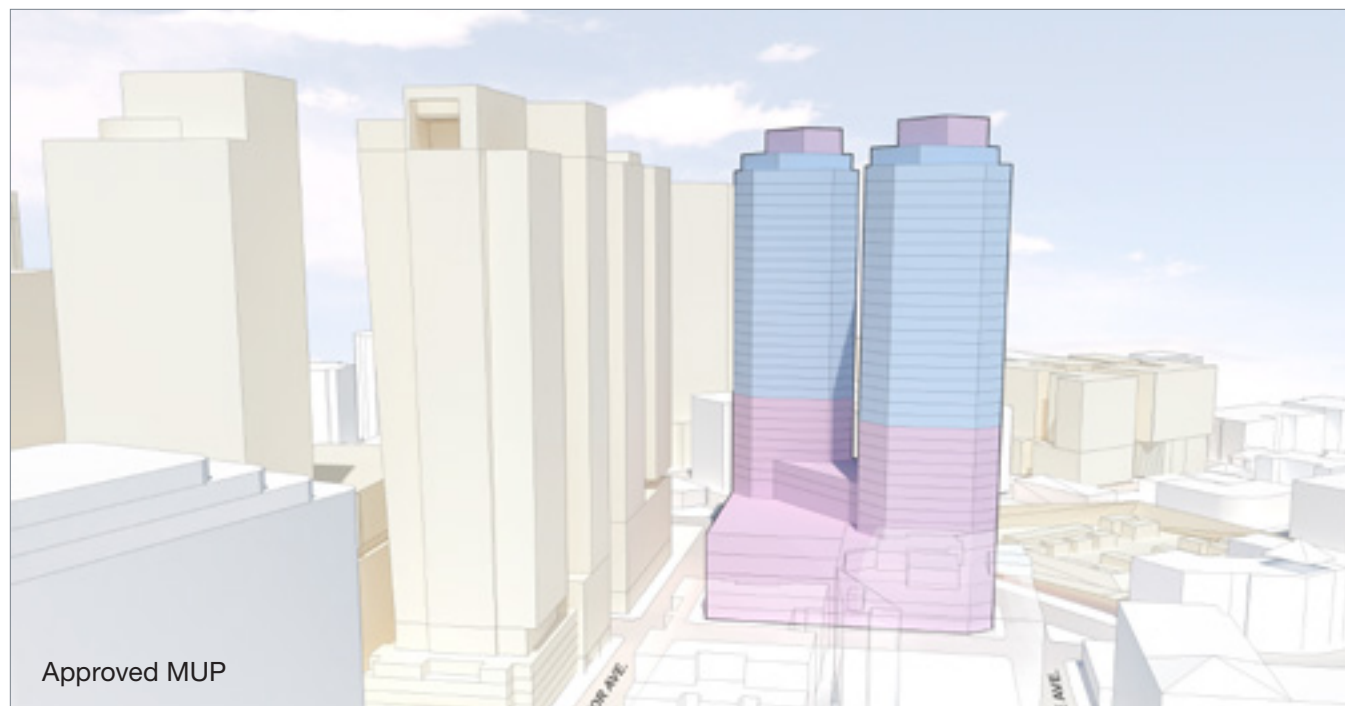




### Aerial View Looking West



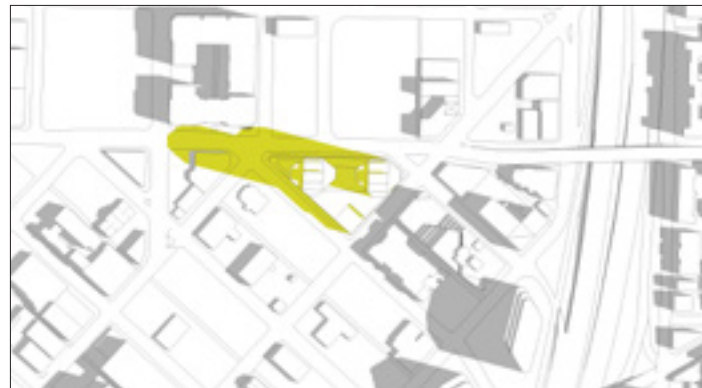
### Aerial View Looking Northwest



# Shadow Analysis Approved MUP

Computer generated shadow diagrams illustrate the impact of the approved MUP at the vernal equinox and summer and winter solstices.

## Summer Solstice



10:00 AM



12:00 PM



2:00 PM

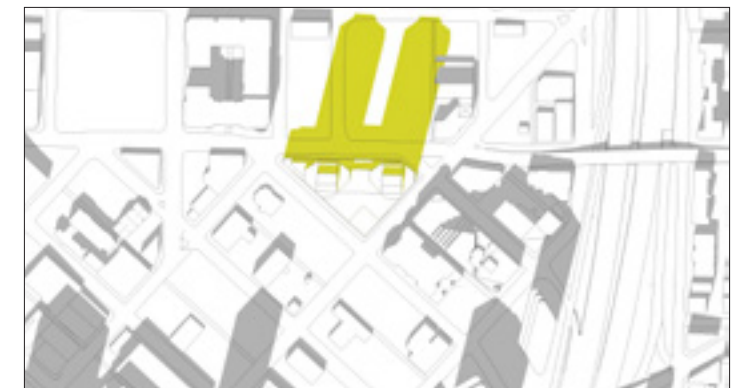
## Equinox (Spring)



10:00 AM

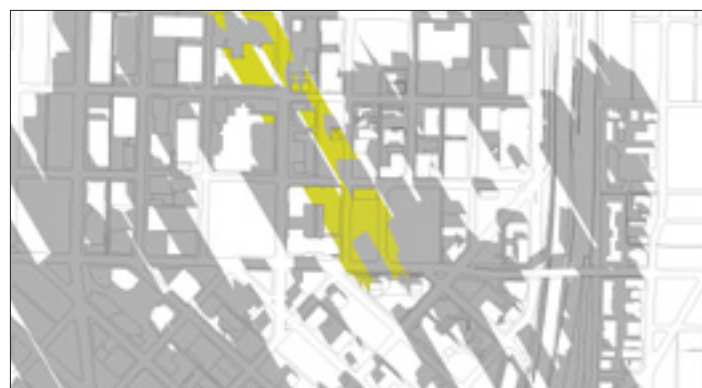


12:00 PM



2:00 PM

## Winter Solstice



10:00 AM



12:00 PM



2:00 PM

# Shadow Analysis Current Proposal

Shadow diagrams for the current proposal demonstrate that shadow patterns are virtually identical to the approved MUP diagrams.

## Summer Solstice



10:00 AM



12:00 PM



2:00 PM

## Equinox (Spring)



10:00 AM

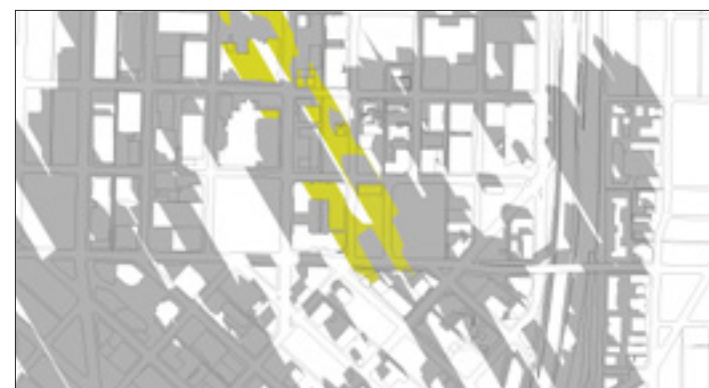


12:00 PM

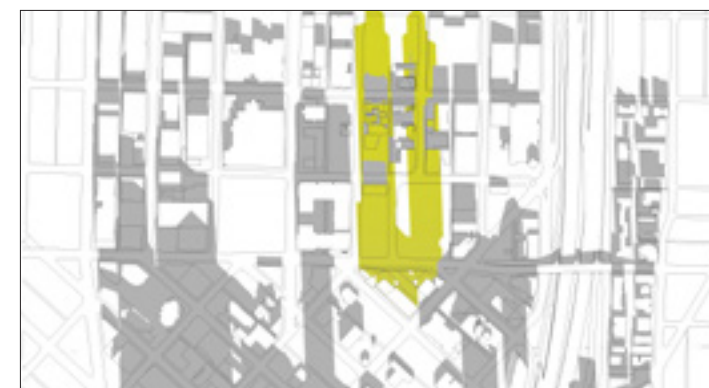


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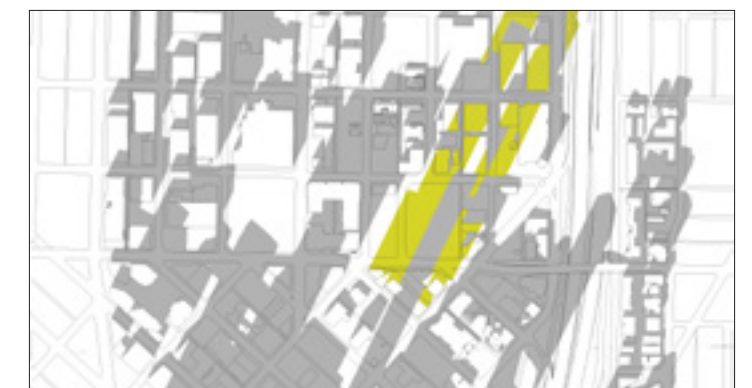
## Winter Solstice



10:00 AM



12:00 PM



2:00 PM

# Previous EDG Recommendations

The approved Master Use Permit had a total of five Early Design Guidance (EDG) meetings. The Board identified these 18 Guidelines to be of the highest priority.

## A Site Planning & Massing / Responding to the Larger Context

### A-1 Responding to the Physical Environment

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

*Previous Board Recommendation*

- Zoned height limit of 125' across Denny Way important to acknowledge.
- Design to reflect gateway to downtown location and acknowledge unique triangular site.
- Design to incorporate natural light, sustainability.

### A-2 Enhance the Skyline

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

*Previous Board Recommendation*

- Develop and refine relationship of roof top and green roof elements to the building's architectural expression.

## B Architectural Expression / Relating to the Neighbourhood Context

### B-1 Respond to the Neighborhood Context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

*Previous Board Recommendation*

- Be sensitive to neighboring iconic buildings.
- Provide perspectives from Capitol Hill.

### B-2 Create a Transition in Bulk & Scale

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less-intensive zones.

*Previous Board Recommendation*

- Podium height to relate to 125' zoned height limit across Denny Way.
- Towers to come down to street level where feasible.

### B-3 Reinforce the Positive Urban Form of the Area

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements and streetscape characteristics of nearby development.

*Previous Board Recommendation*

- Seek greater sensitivity to the structures to the north.

### B-4 Design a Well-Proportioned & Unified Building

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

*Previous Board Recommendation*

- Seek to create greater dynamism between the towers.
- The 85' podium lacks pedestrian scale.
- Fenestration to relate to internal programs.

**C The Streetscape / Creating the Pedestrian Environment**

<b>C-1 Promote Pedestrian Interaction</b>	<b>C-2 Design Facades of Many Scales</b>	<b>C-3 Provide Active, Engaging Facades</b>	<b>C-4 Reinforce Building Entries</b>	<b>C-5 Encourage Overhead Weather Protection</b>	<b>C-6 Develop the Alley Facade</b>
<p>Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.</p>	<p>Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety and orientation.</p>	<p>Buildings should not have large blank walls facing the street, especially near sidewalks.</p>	<p>To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.</p>	<p>Encourage project applicants to provide continuous, well lit overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.</p>	<p>To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.</p>
<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• The pedestrian experience needs development.</li> <li>• Operable windows are encouraged.</li> </ul>	<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Design should focus on the human scale by delineating a hierarchy of entries that are readable from different perspectives.</li> </ul>	<p><i>Previous Board Recommendation</i></p> <p>None</p>	<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Open up Denny frontage to engage pedestrians within the right-of-way.</li> <li>• Entryways should be celebrated.</li> </ul>	<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Thoughtful development is warranted to enhance street-level experience, contributing to readability.</li> </ul>	<p><i>Previous Board Recommendation</i></p> <p>None</p>

**D Public Amenities / Enhancing the Streetscape & Open Space**

<b>D-1 Provide inviting &amp; Usable Open Space</b>	<b>D-2 Enhance the Building with Landscaping</b>	<b>D-3 Provide Elements that Define the Place</b>
<p>Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.</p>	<p>Enhance the Building and site with substantial landscaping, which includes special pavements, trellises, screen walls, planters and site furniture, as well as living plant materials.</p>	<p>Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.</p>
<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Additional refinement surrounding the porte-cochere is warranted to visually open the pedestrian experience both from within the site and from the right-of-way.</li> </ul>	<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Landscaping should be employed to mitigate traffic impacts from the busy streets.</li> <li>• Pedestrians should be invited into protected spaces where possible.</li> </ul>	<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Podium level should seek to enhance the site's identity defined by the two towers.</li> <li>• Take advantage of the site's irregular shape, triangles help to define space.</li> </ul>

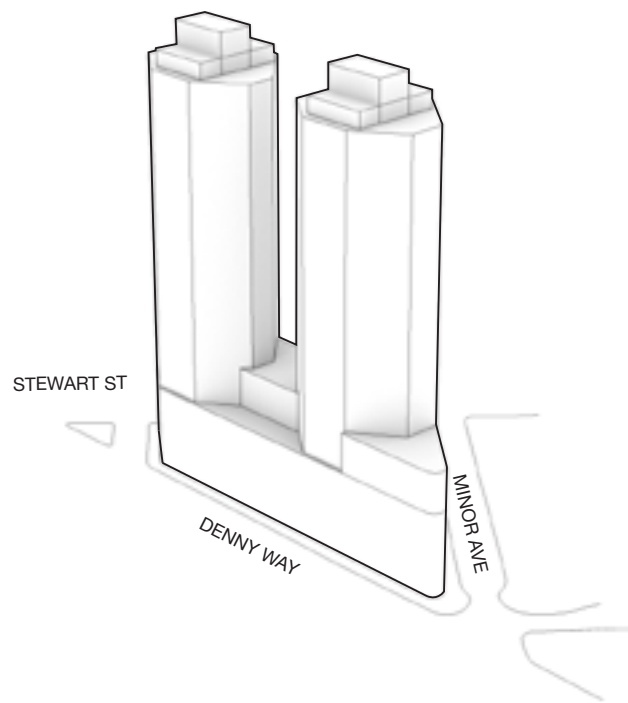
**E Vehicular Access & Parking / Minimize the Adverse Impacts**

<b>E-1 Minimize Curb Cut Impacts</b>	<b>E-2 Integrate Parking Facilities</b>	<b>E-3 Minimize the Presence of Service Areas</b>
<p>Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.</p>	<p>Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.</p>	<p>Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.</p>
<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.</li> </ul>	<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Minor Avenue access to parking and service areas will need careful attention to safeguard pedestrian security.</li> </ul>	<p><i>Previous Board Recommendation</i></p> <ul style="list-style-type: none"> <li>• Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.</li> <li>• The proposed alley-like passageway should open up to the sky.</li> </ul>

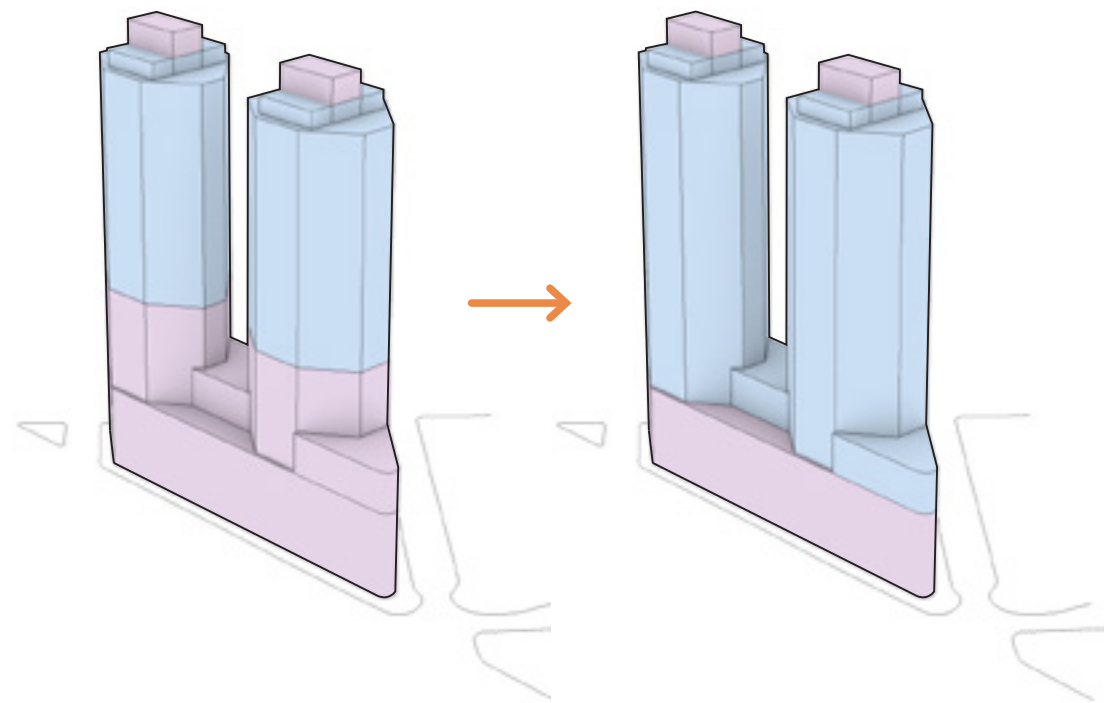
# Design Narrative

The following diagrams describe in a narrative, the evolution of the design as it responds to the Guidelines for Downtown Development, and the recommendations from the previous Early Design Guidance (EDG) meetings.

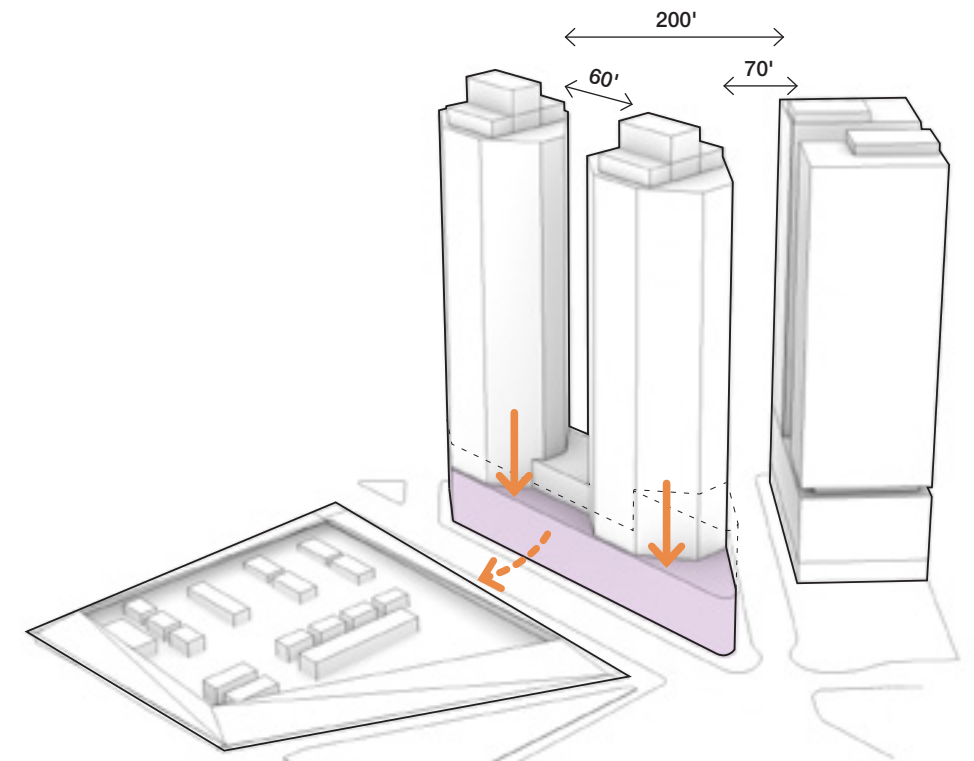
- A-1** Responding to the Physical Environment
- B-1** Respond to the Neighbourhood Context
- B-2** Create a Transition in Bulk & Scale
- B-3** Reinforce the Positive Urban Form of the Area



**1** The Approved Master Use Permit



**2** Replace Hotel program with Residential.

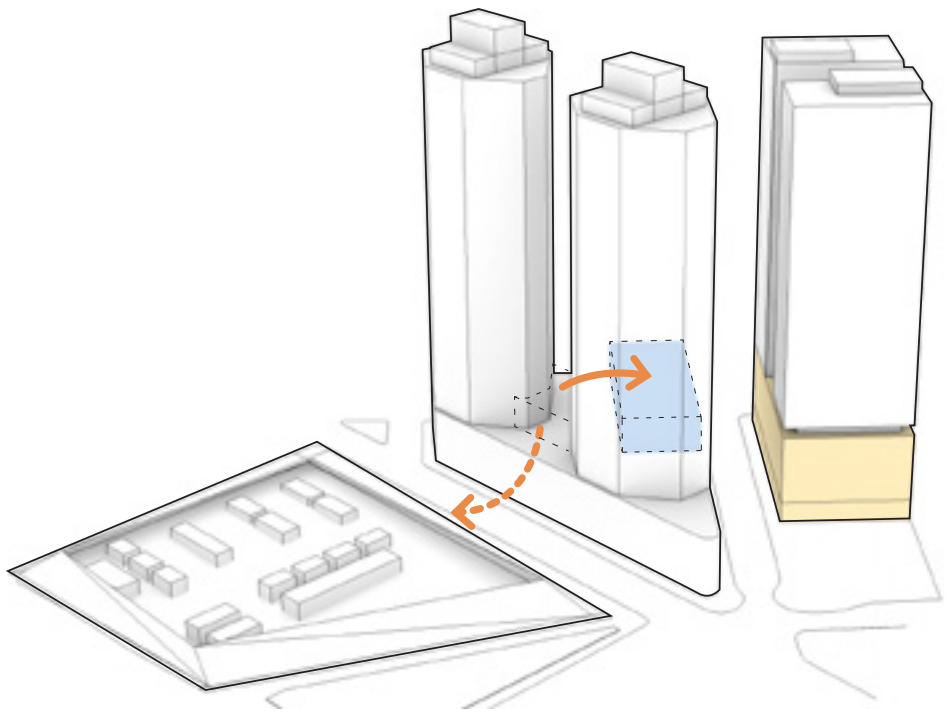


**3** Reduce Podium for better transition of scale and bulk across Denny Way, and keep tower siting the same to minimize private view impacts from Crescent Heights and maximize tower separations.

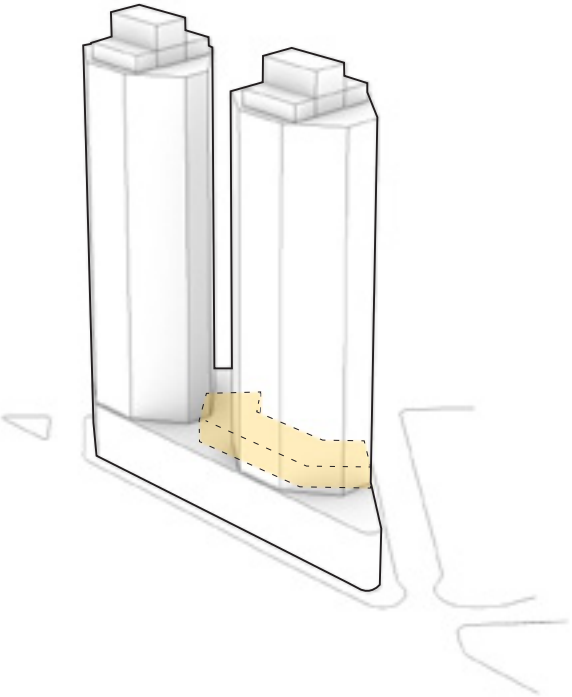
- ✓ **B-2** Create a Transition in Bulk & Scale
- ✓ **B-3** Reinforce the Positive Urban Form of the Area

- ✓ **E-1** Minimize Curb Cut Impacts
- ✓ **E-2** Integrate Parking Facilities
- ✓ **E-3** Minimize the Presence of Service Areas

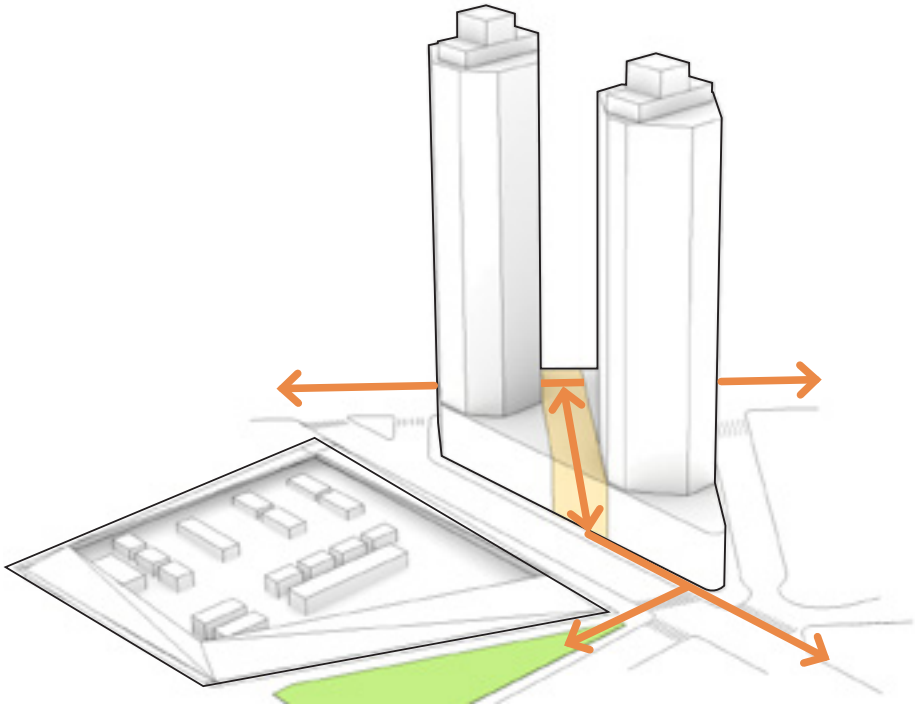
- ✓ **B-1** Respond to the Neighbourhood Context



**4** Relocate lower residential massing to Minor Avenue for additional better transition of bulk and scale, and to reinforce future massing arrangements and streetscape characteristics.



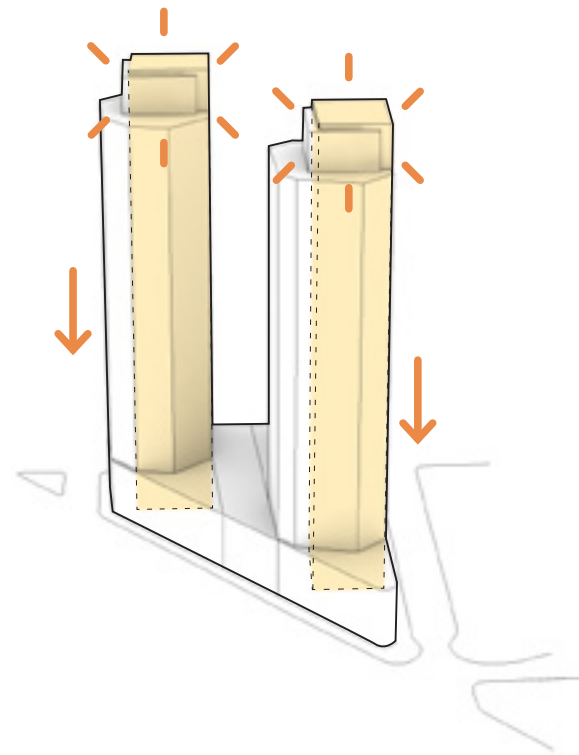
**5** Delete the porte cochere, reducing two curb cuts to one and have all parking, loading, and service facilities below grade.



**6** Create a through block connection with a Galleria in the same location as the vacated Alley, increasing connectivity and reinforcing existing urban features.

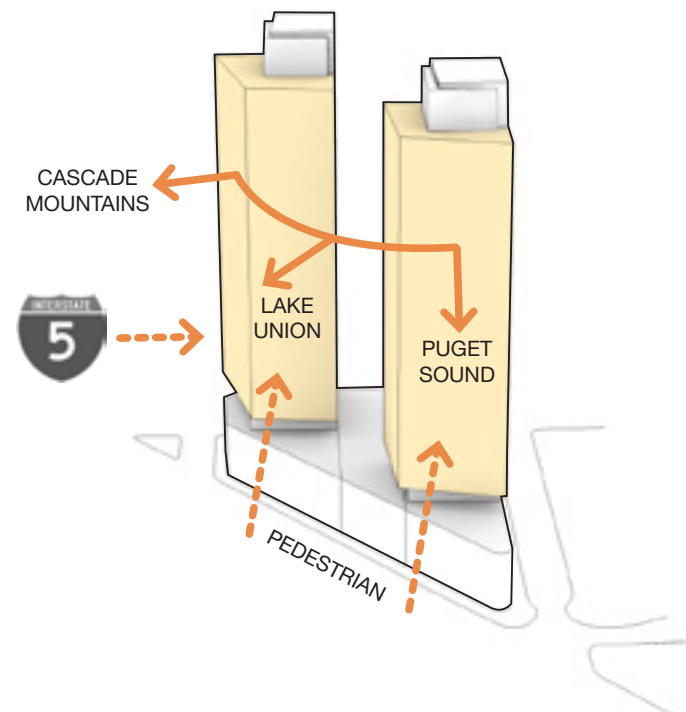
## 3.4 DESIGN NARRATIVE

- ✓ **A-2** Enhance the Skyline
- ✓ **B-1** Respond to the Neighbourhood Context
- ✓ **B-4** Design a Well-Proportioned & Unified Building



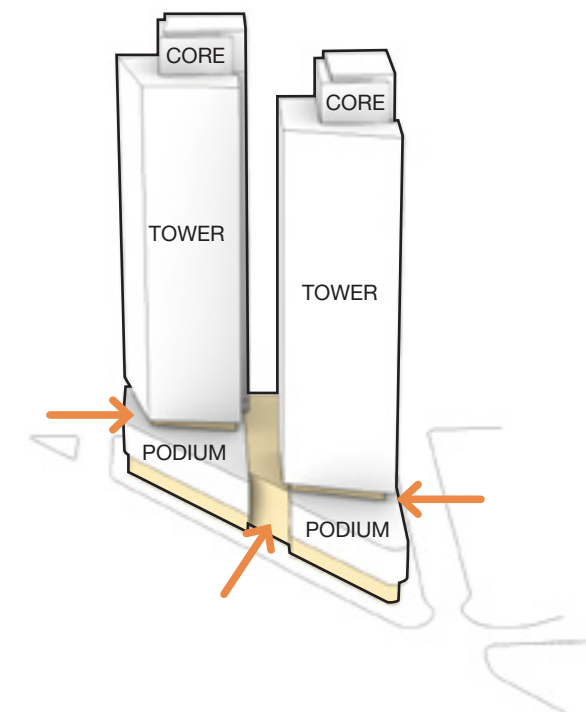
- 7** Express both cores formally to enhance the skyline and reduce the massing of the project into elements of similar scale to the neighbourhood context.

- ✓ **A-1** Responding to the Physical Environment
- ✓ **A-2** Enhance the Skyline
- ✓ **C-2** Design Facades of Many Scales
- ✓ **C-3** Provide Active, Engaging Facades



- 8** Sculpt and orientate the tower's north facade to provide a human scale, to accentuate the private views from the tower, and to provide visual interest for the immediate (pedestrian) and distant (I-5) public views.

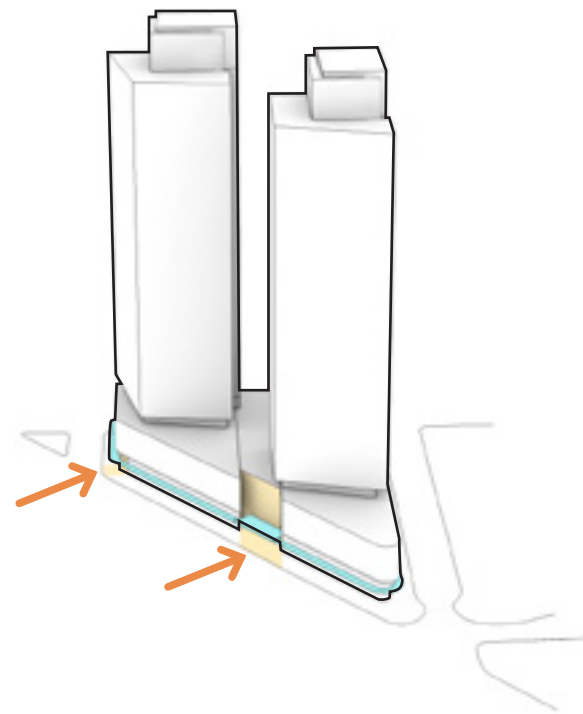
- ✓ **B-1** Respond to the Neighbourhood Context
- ✓ **B-4** Design a Well-Proportioned & Unified Building



- 9** Continue to reduce the massing of the project by providing formal separation of the major building elements, to provide clear distinction between public, semi-public and private spaces and a coherent architectural concept.

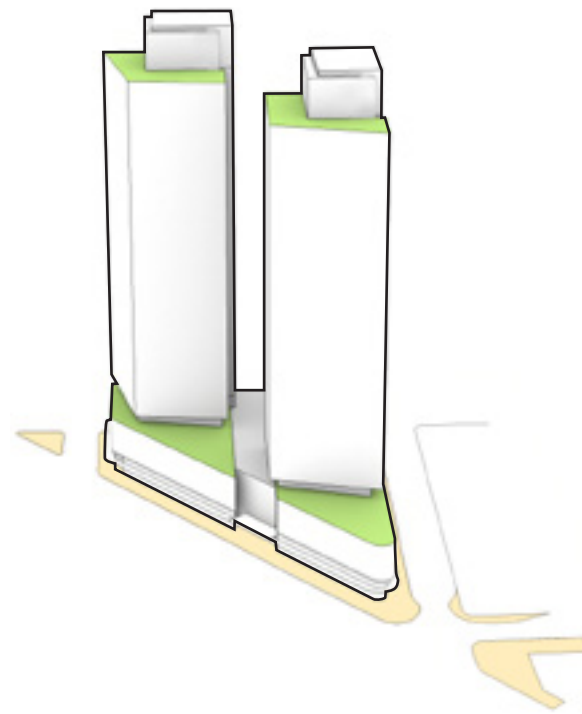


- ✓ **C-4 Reinforce Building Entries**
- ✓ **C-5 Encourage Overhead Weather Protection**

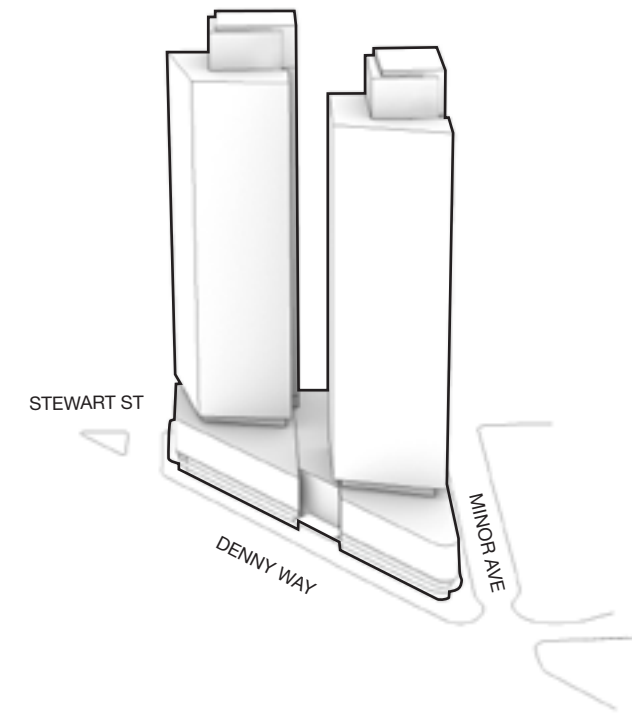


**10** Promote pedestrian comfort, safety and orientation by articulating entries, and providing continuous overhead weather protection.

- ✓ **A-2 Enhance the Skyline**
- ✓ **D-1 Provide inviting & Usable Open Space**
- ✓ **D-2 Enhance the Building with Landscaping**
- ✓ **D-3 Provide Elements that Define the Place**

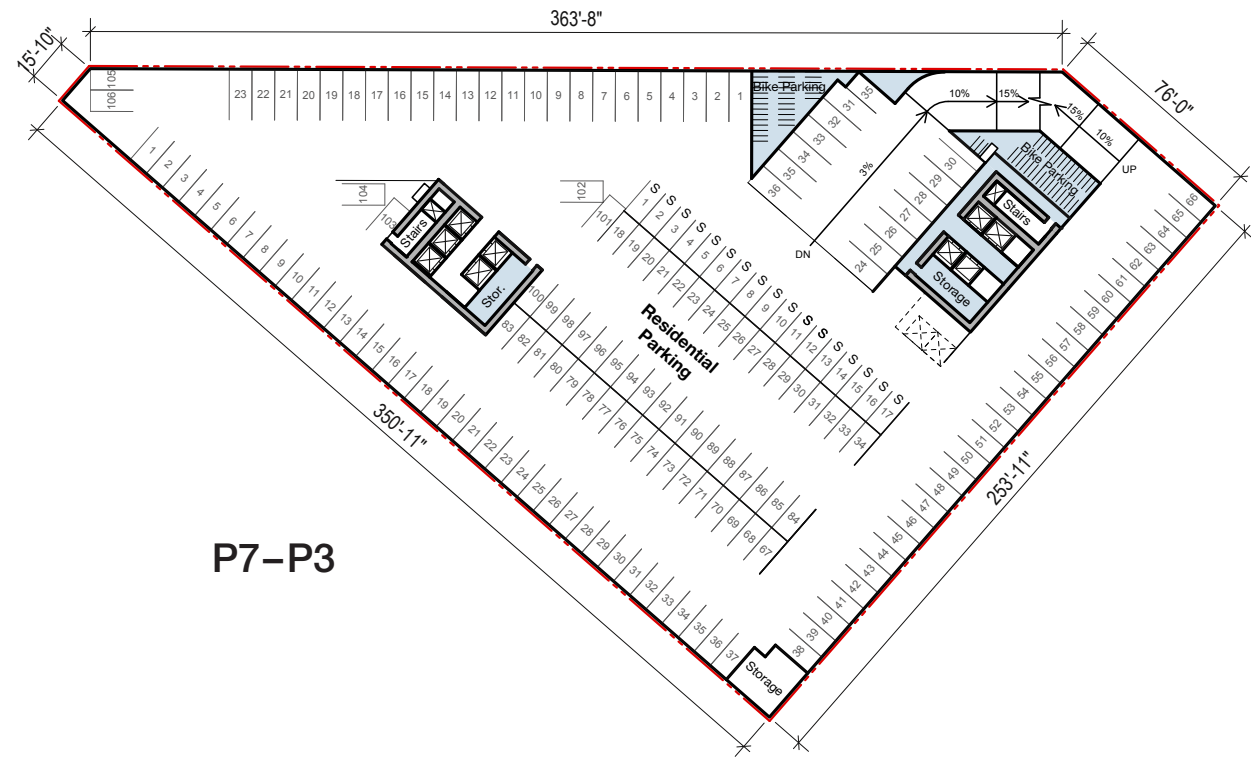


**11** Enhance the public open space by leaving the Public Benefits package intact, and enrich the semi-public and private spaces with landscaping.

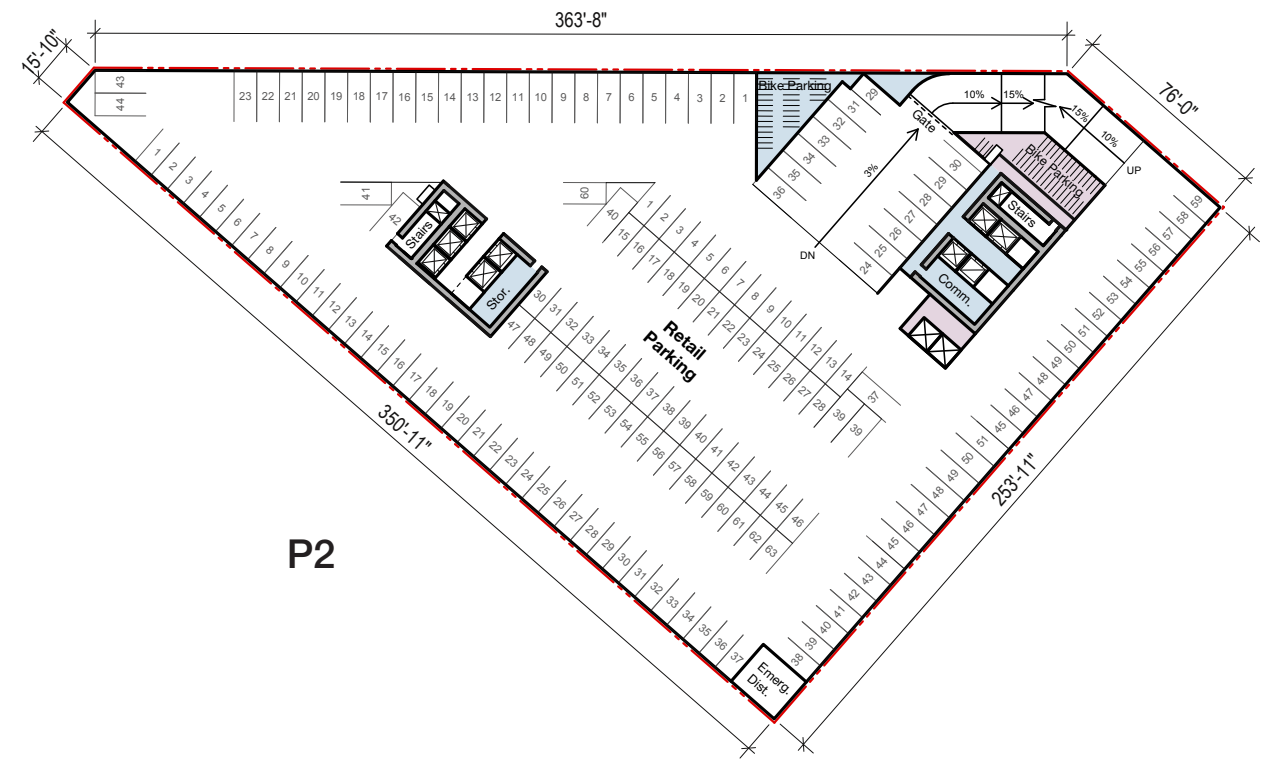


**12 Current Proposal**

# 3.5 CURRENT PROPOSAL - PLANS



P7-P3

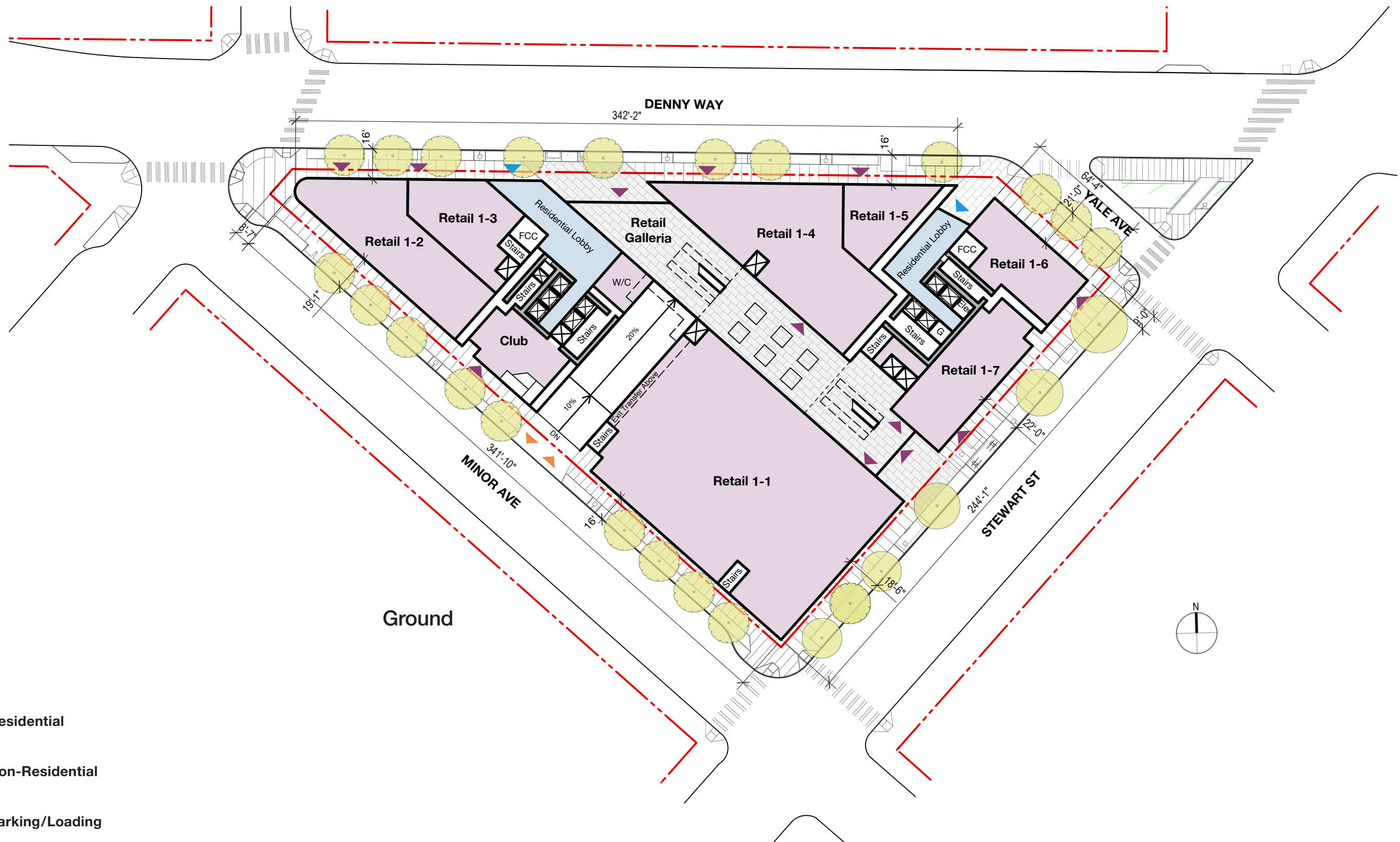


P2

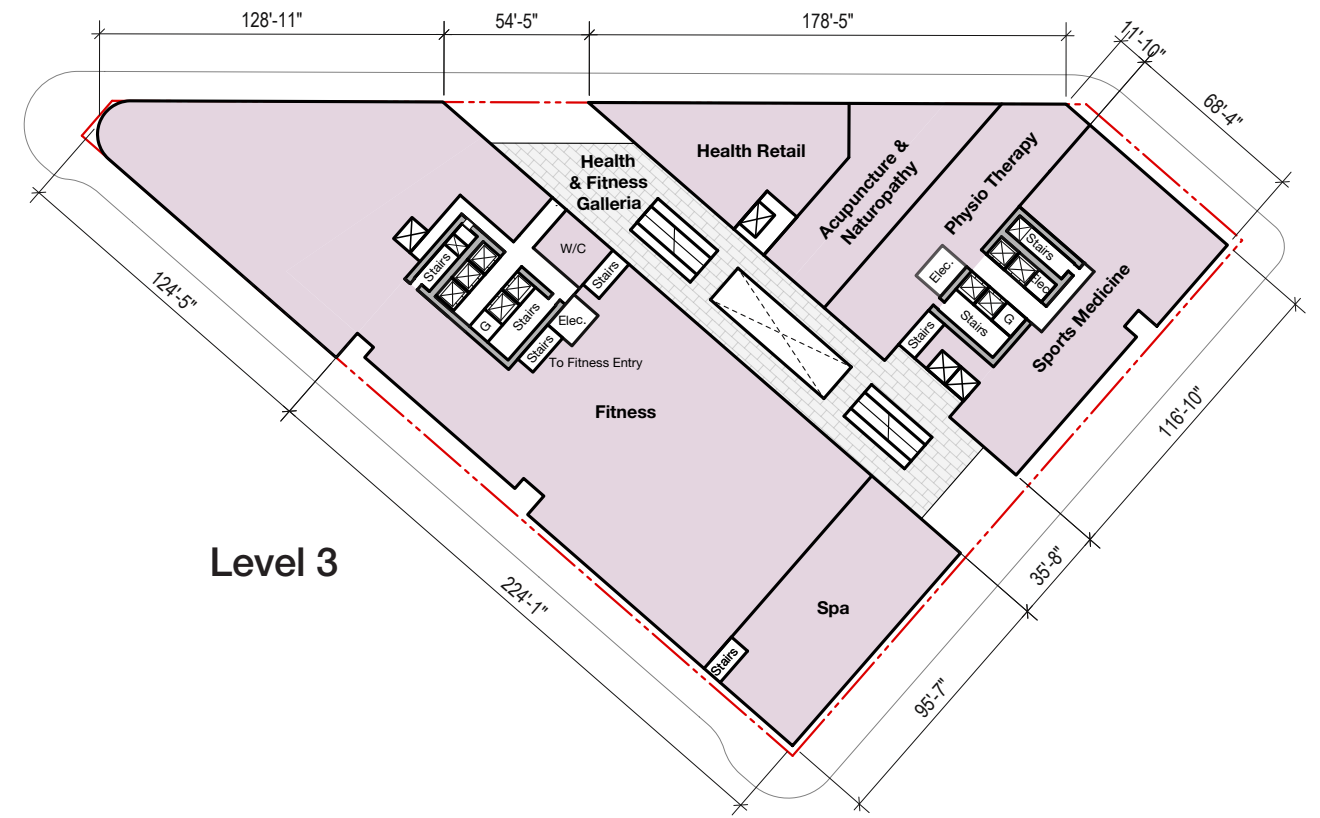
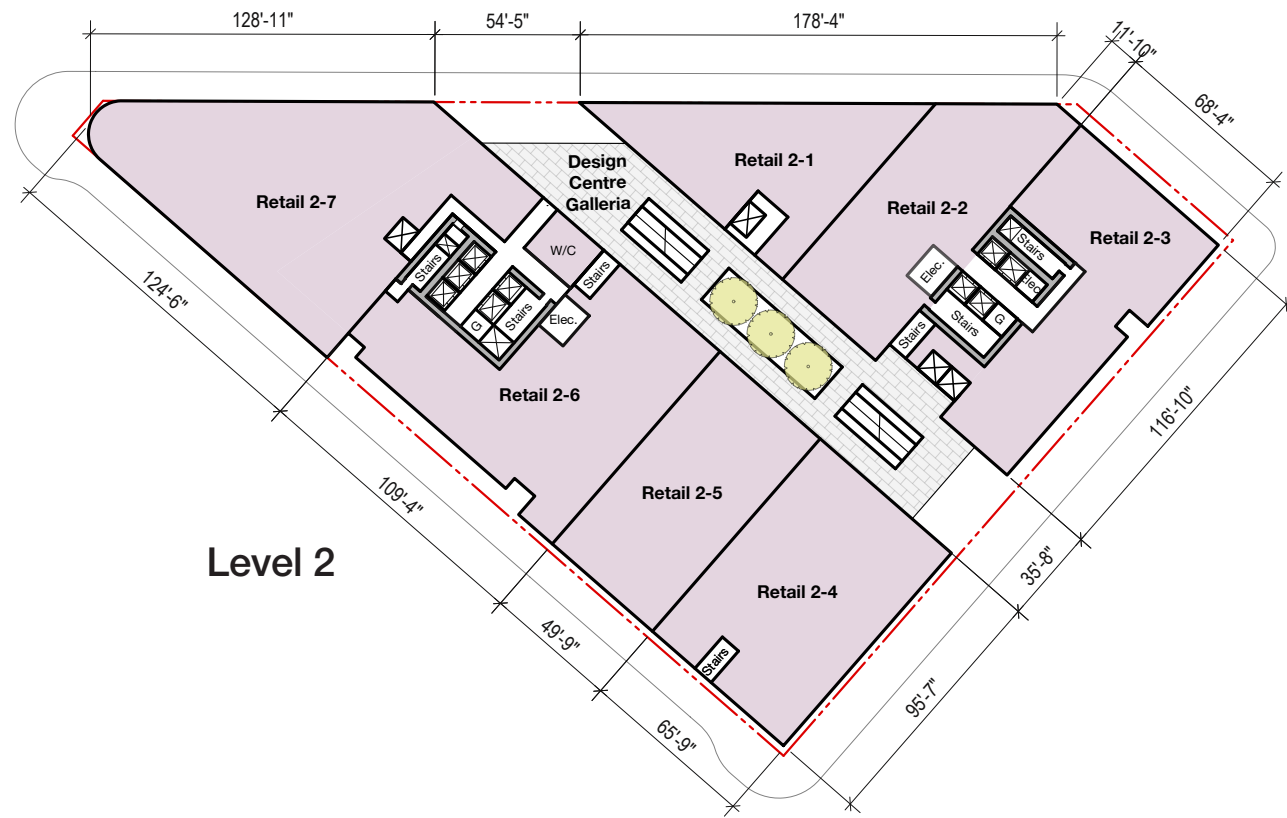


P1

- Residential
- Non-Residential
- Landscape



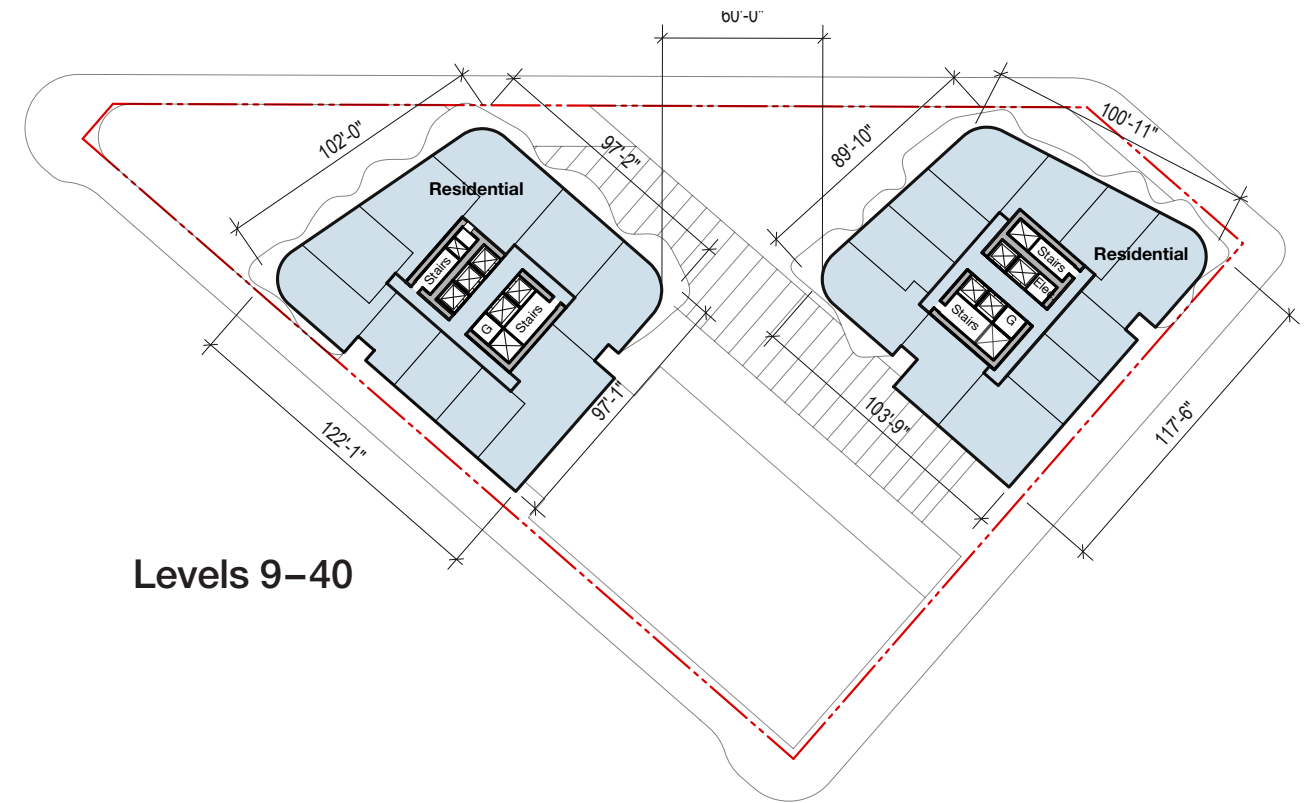
### 3.5 CURRENT PROPOSAL - PLANS



- Residential
- Non-Residential
- Landscape



Levels 6-8



Levels 9-40



Level 41/Amenity



# Architectural Concepts

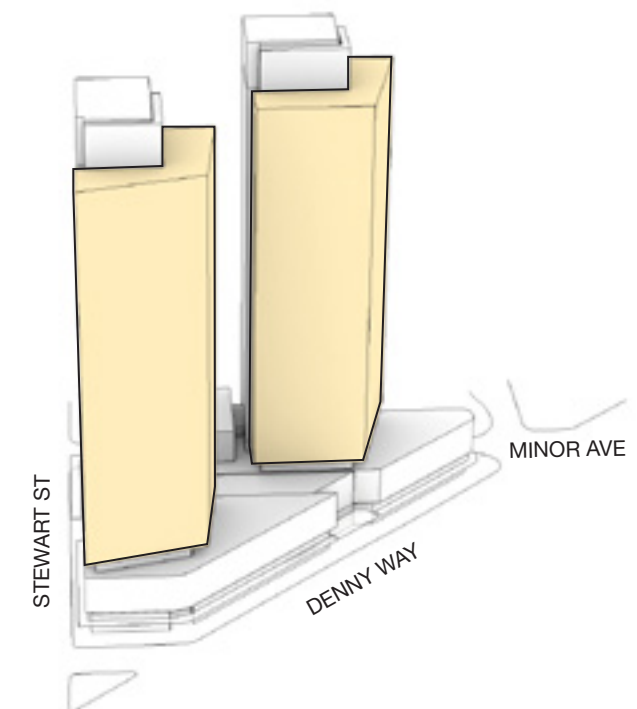
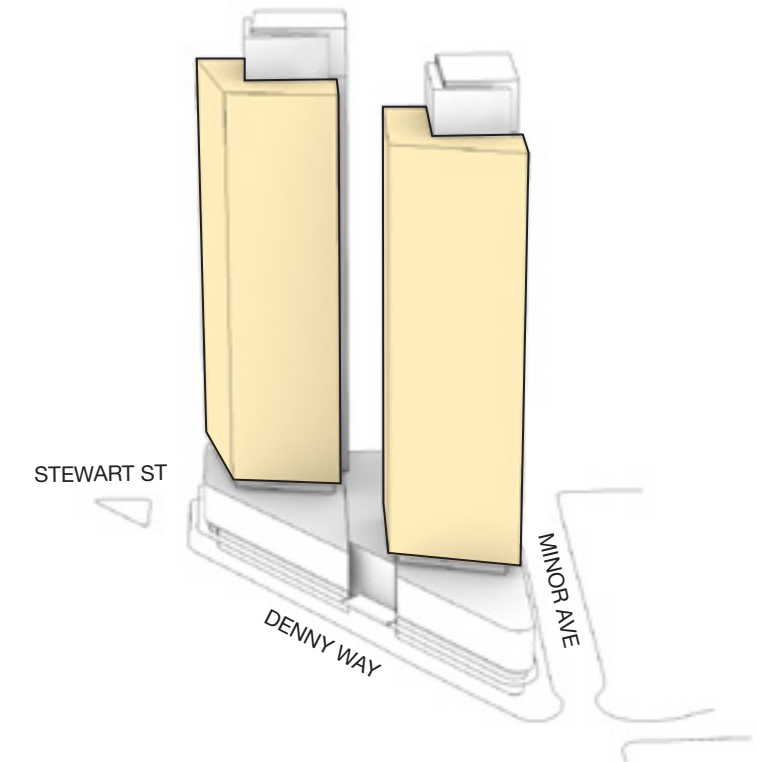


## Major Building Elements

These major building elements work at multiple scales - the scale of the city as massing, and the scale of the building as detailing.

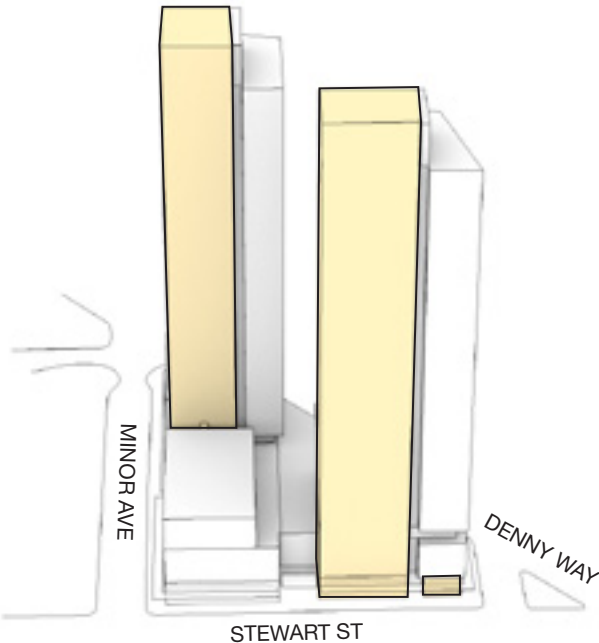
- In developing the architectural concept, the project was divided into four major building elements – tower, core, podium and galleria, with each element being the synthesis of a response to programmatic, contextual (existing and future), or environmental forces.
- At the scale of the city, separating the building into different elements and massing arrangements, helps scale and locate each piece relative to existing and future urban form. To reinforce those differing elements, large scale reveals are added between elements, with each element being articulated with a distinctive fenestration.
- The organization of the elements is not only in response to the external context, but also in clearly delineation of public, semi-public and private spaces, to help orientate people to their surroundings and enhance their comfort and sense of security.
- Although each element is separate and distinct both formally and tectonically, their composition is unified with all the components integral to the whole.

### Tower

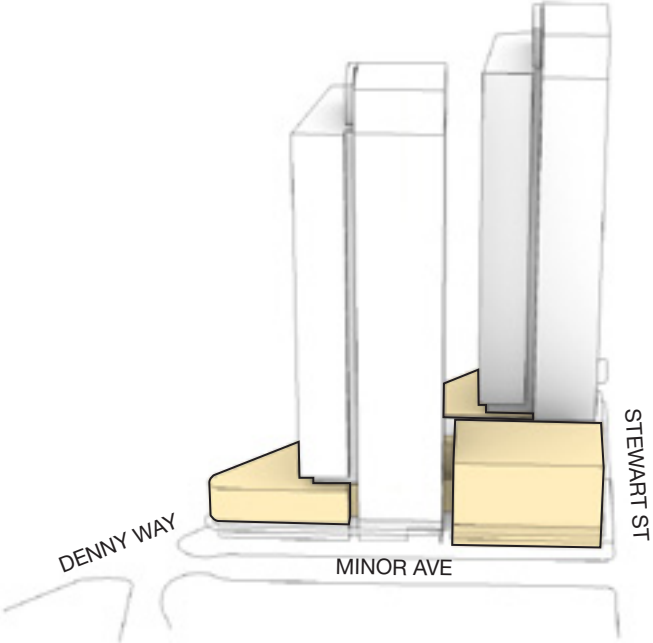




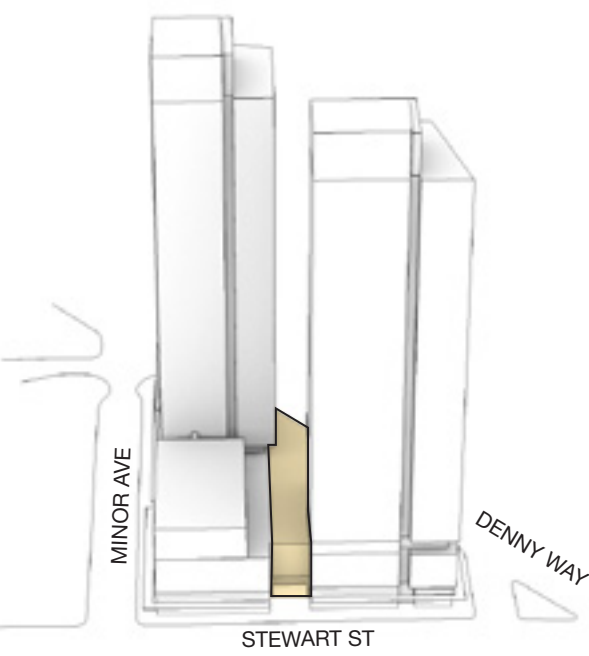
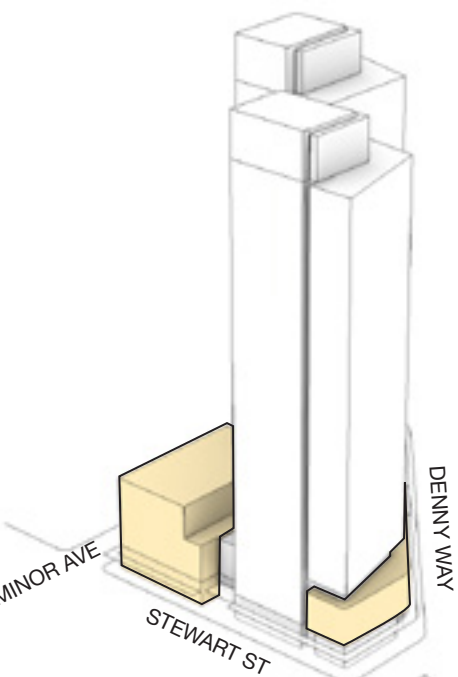
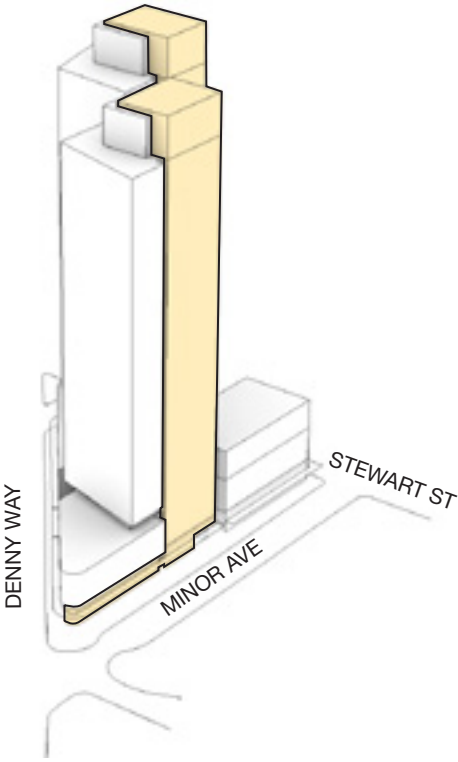
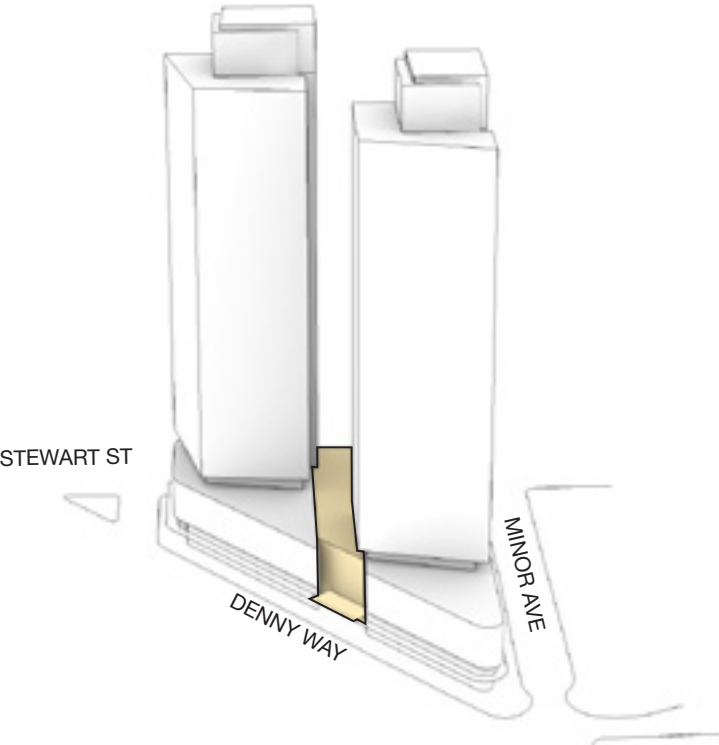
### Core



### Podium



### Galleria



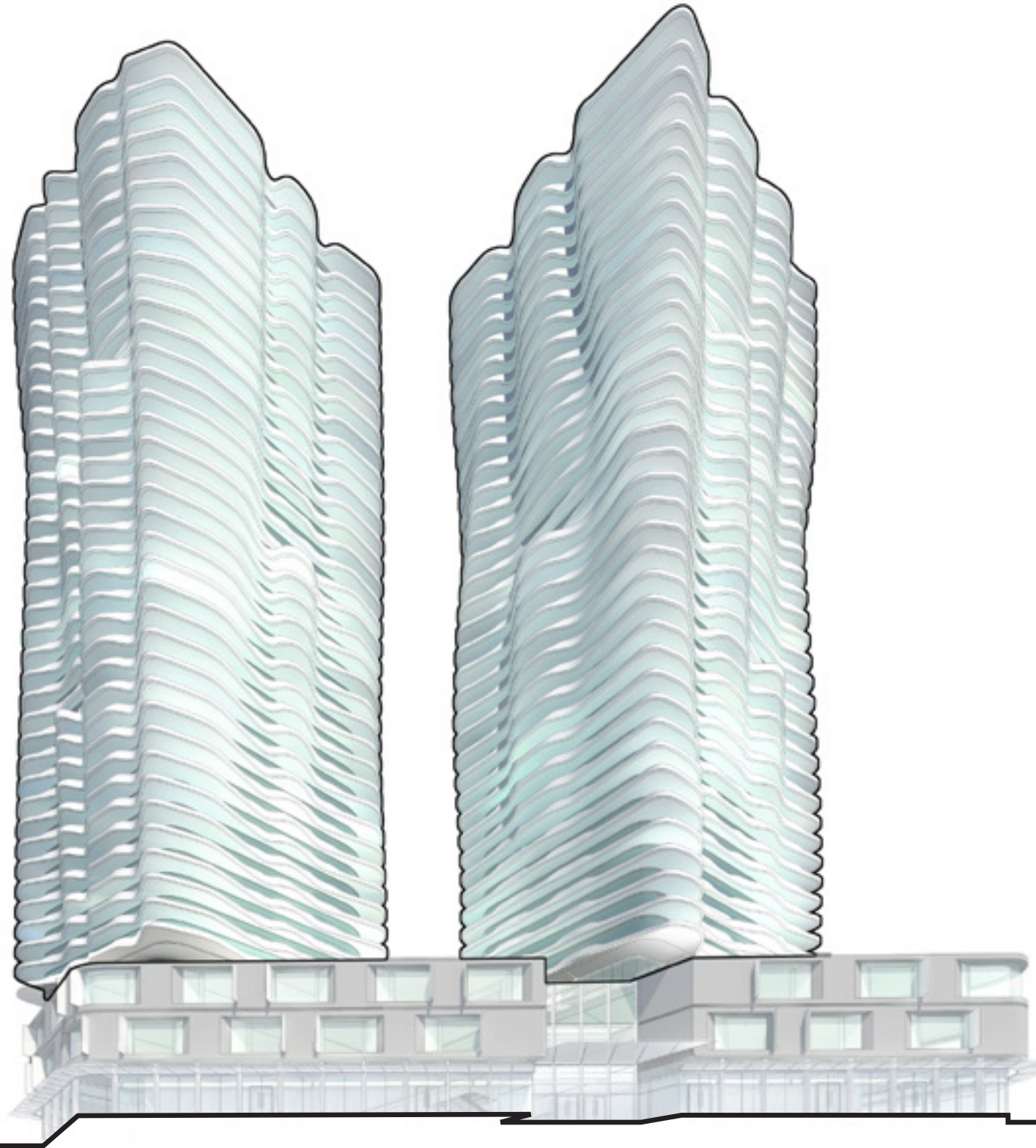
# Tower

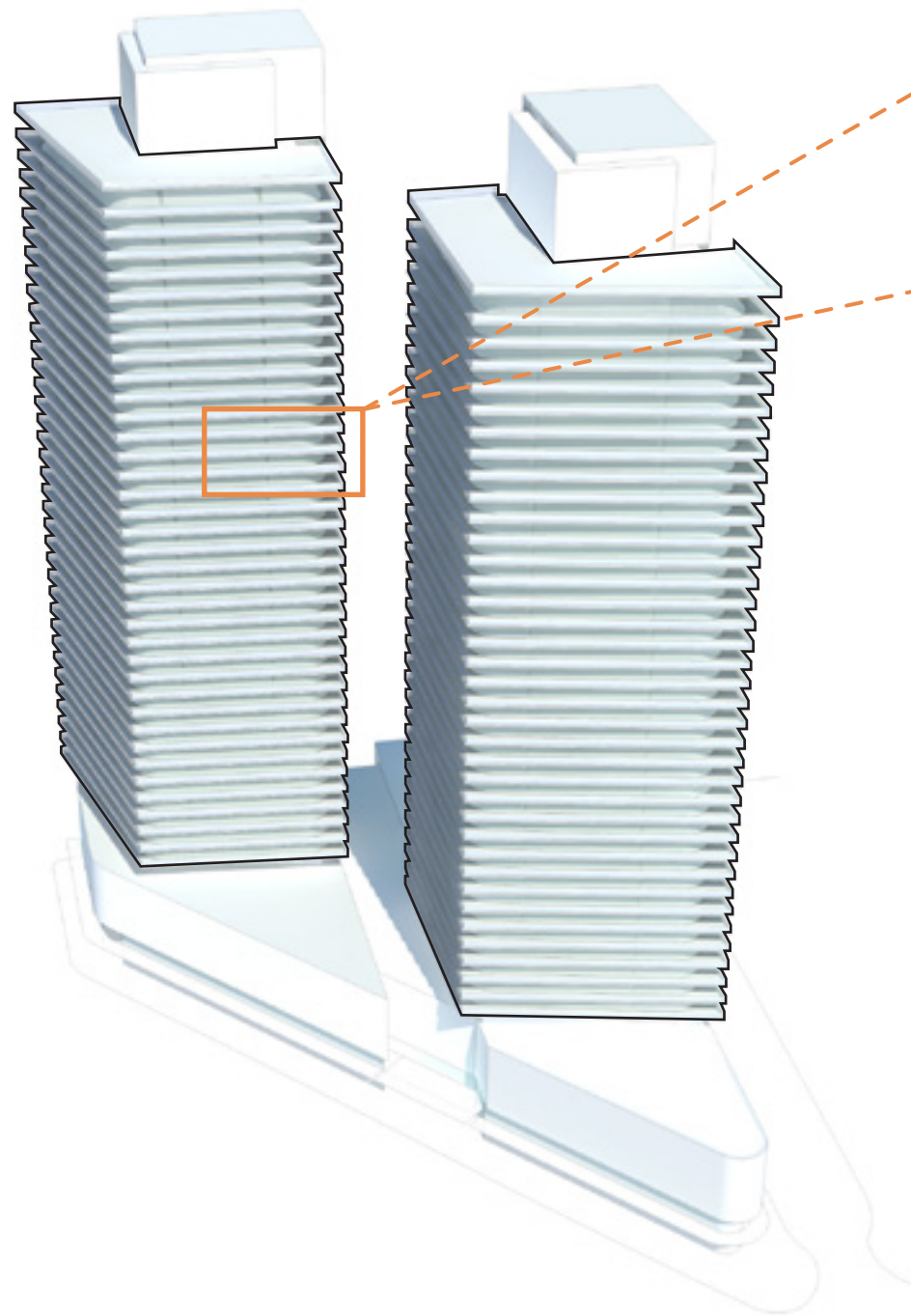
The horizontal articulation of the tower element is the building's most striking architectural expression, activating the facade as seen from near and afar.

- The proximity of the site to the Interstate 5 and its edge condition within the City make it an important gateway building for traffic heading south.
- Similarly these same conditions allow for sweeping panoramic views from the Tower - the Cascade Mountains to the east, Lake Union to the north and Puget Sound to the west.
- To take advantage of this opportunity a continuous sculptural balcony is created for all the suites with a northerly aspect. This balcony oscillates in and out to form large usable balconies and private gardens between suites. Lone trees punctuating the facade episodically. This horizontal articulation providing visual interest for both the commuter on freeway, and the pedestrian on the street, while at the same time providing a human scale to the facade.
- The materiality of the tower will be either painted concrete or plate steel. The sensual form being amplified by the simplicity of the material.

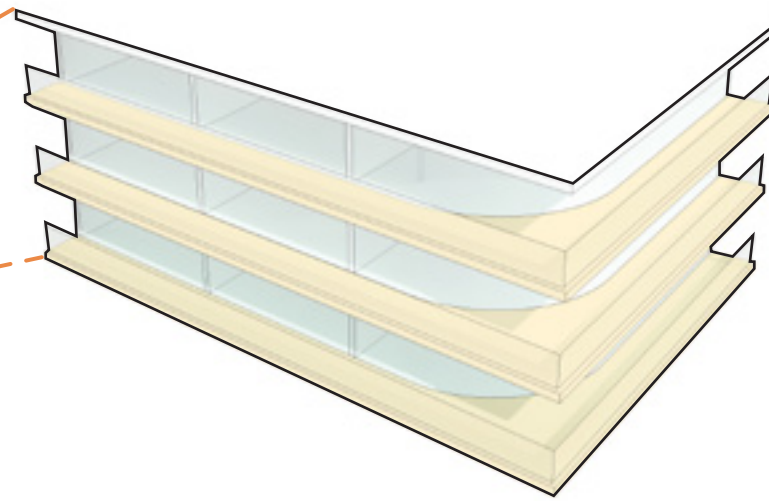


Tower Precedents

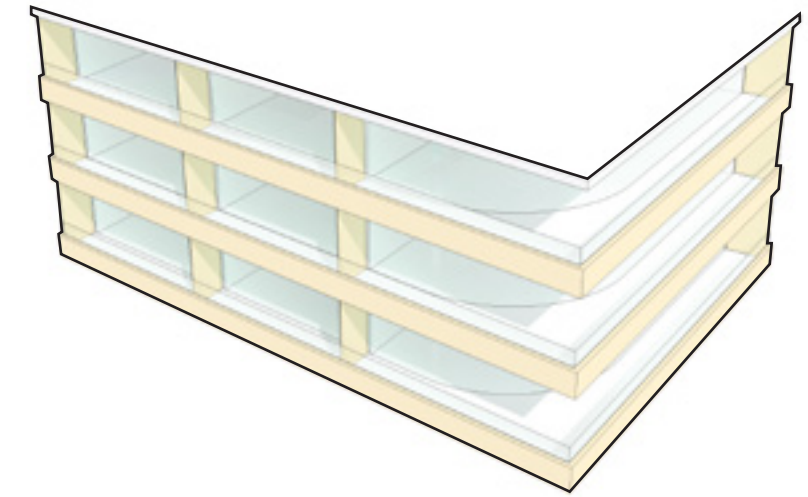




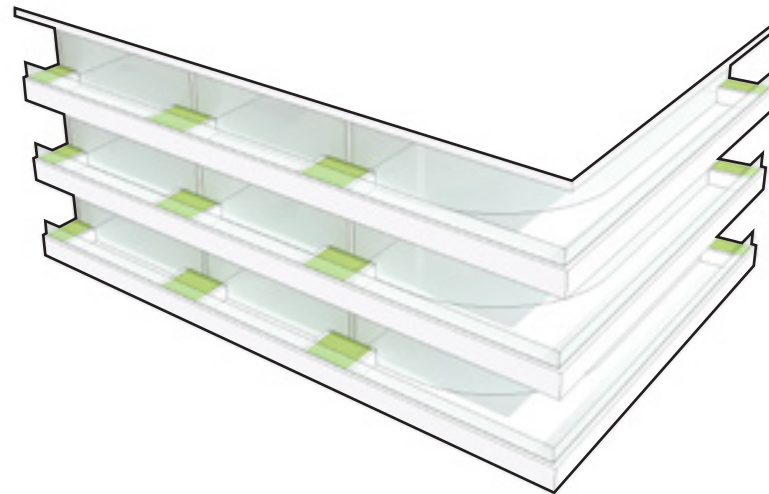
**1** The easterly and westerly aspects of the north facades of the towers offer unparalleled views, while the building's proximity to the I-5 make it an important gateway entering Seattle from the north.



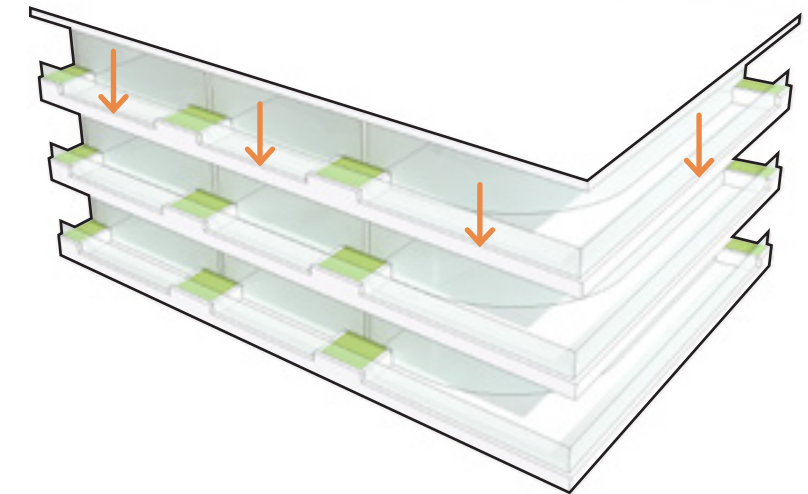
**2** In response to the view, the design starts with a continuous balcony.



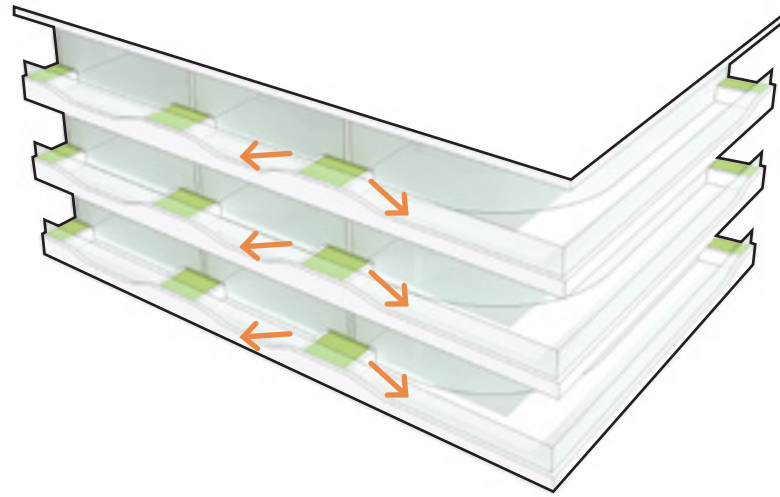
**3** Upstands and screens are added for privacy.



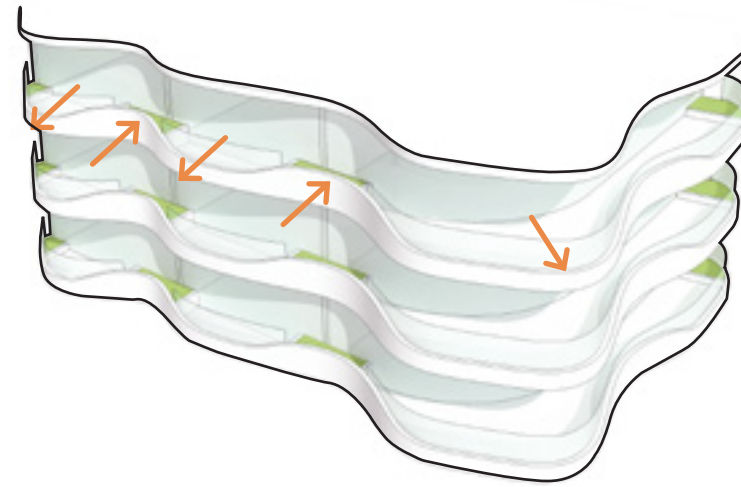
**4** Privacy screens are replaced with planting and planters.



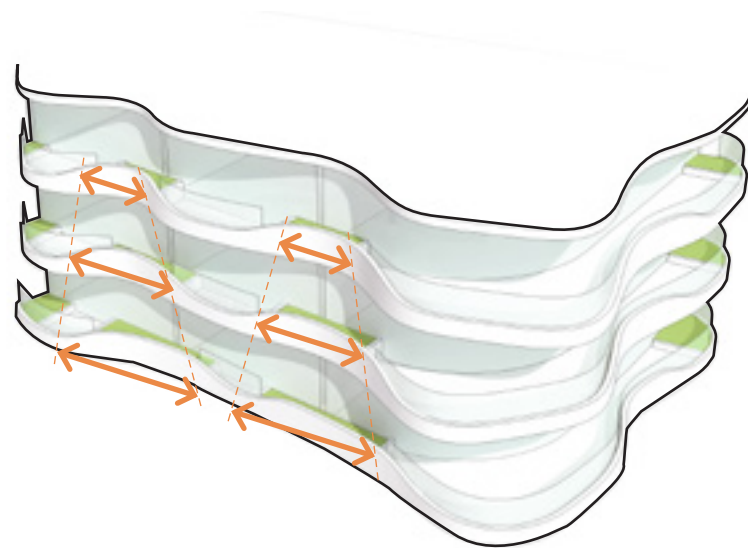
**5** The upstands are lowered at the balcony to maximize the views from within the suites.



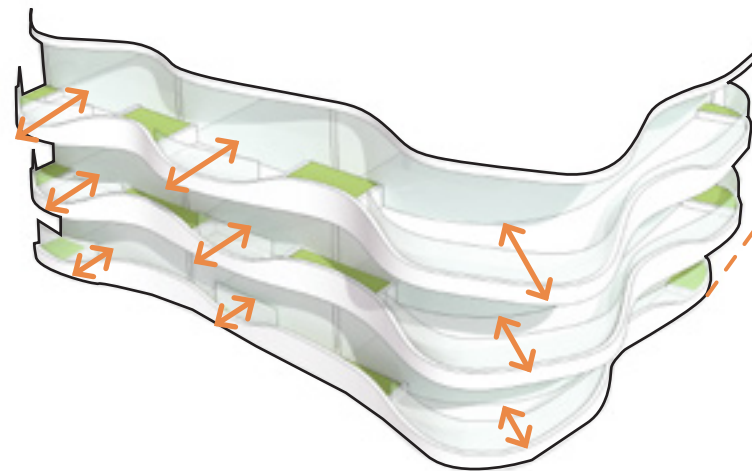
**6** The upstands are transitioned at the planters to create an organic wave pattern to the facade in elevation, so that it could be read from a distance (1-5).



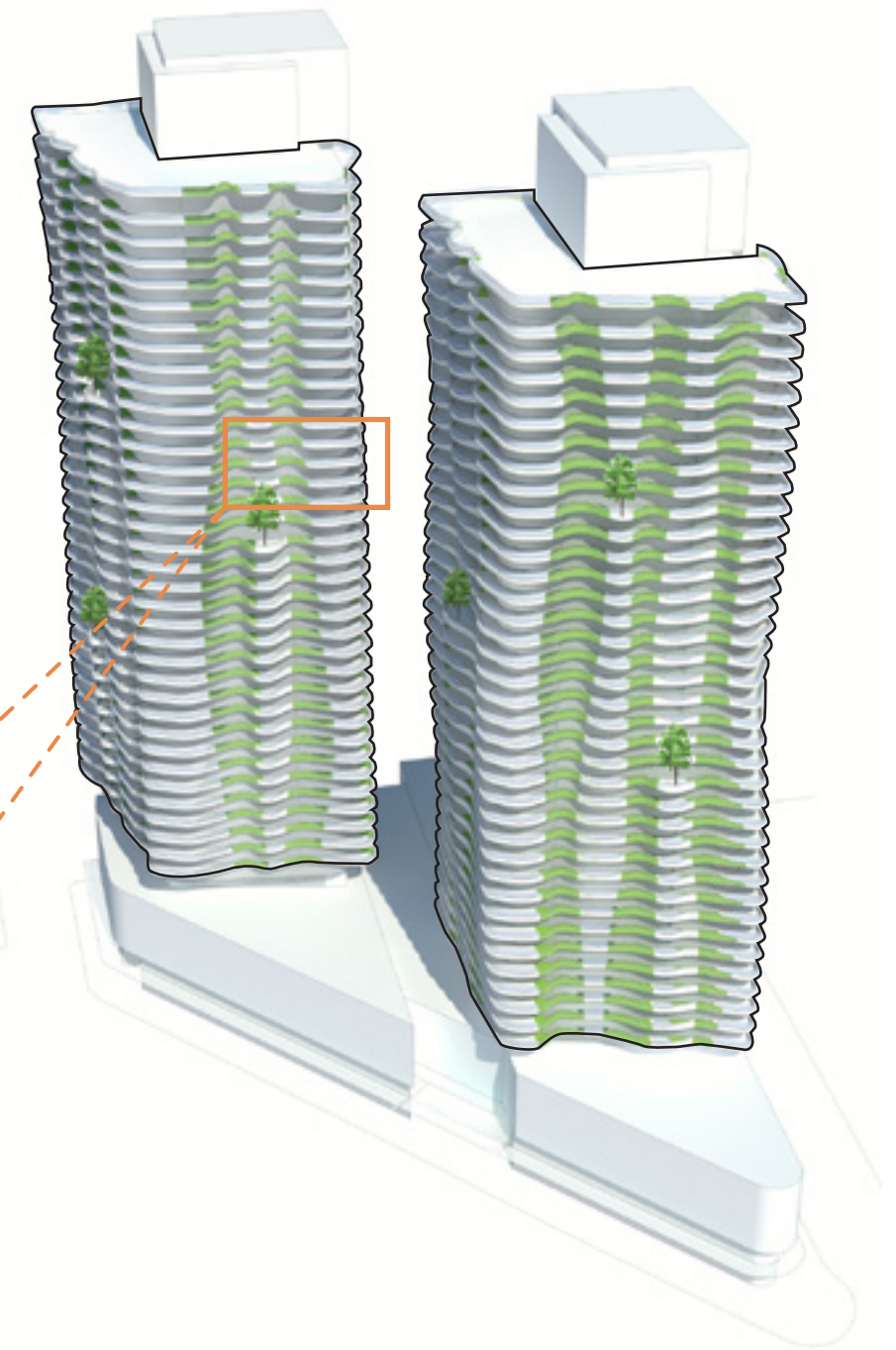
**7** Balcony size is maximized and the planters minimized to create an organic wave pattern to the facade in plan, so that it could be read from the pedestrian level.



**8** The wavelength is modulated to animate the facade from a distance (1-5).



**9** The amplitude is modulated to animate the facade from the pedestrian level.



**10** The combination of wavelength and amplitude modulation diminishes the scale of the tower while providing visual interest.



West Tower



East Tower

# Panorama

The easterly and westerly aspects of the north facades offer unparalleled views from the tower.

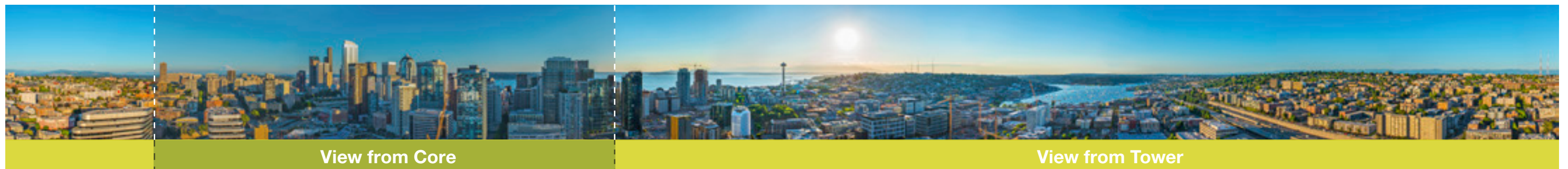
200'



300'



400'



## Core

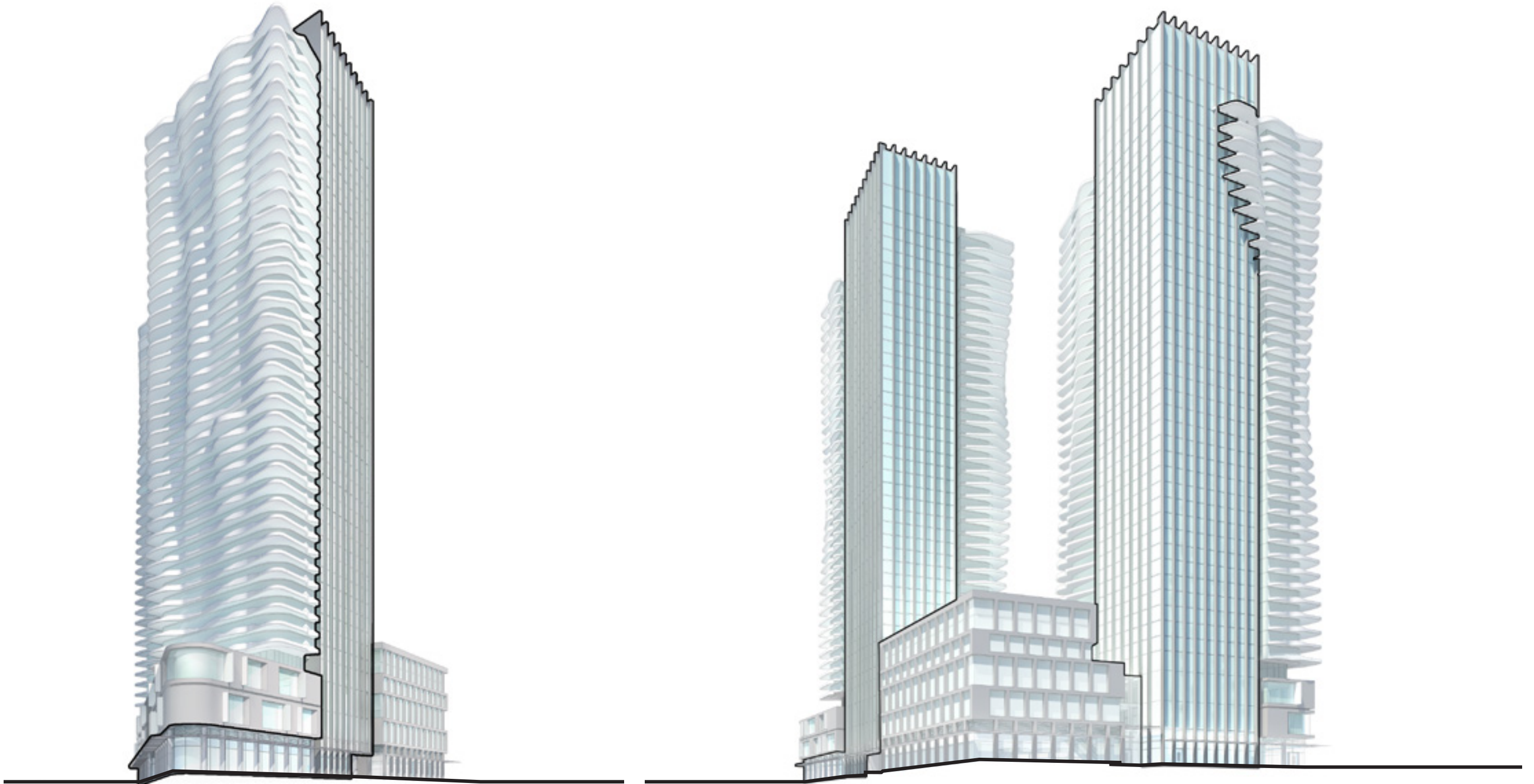
In contrast to the tower element, the core is a vertical articulation connecting ground with sky.

- The more organic and active horizontal articulation of the tower is purposely juxtaposed against the more placid and orthogonal vertical articulation of the core.
- A recess, or large scale reveal further differentiates these two elements, breaking down the mass of the building into two distinct parts, with the core reading in similar scale as the future development across Minor Avenue.
- The strong vertical articulation also helps to ground the core at the street level, while providing an equally distinct crown at the top of the building in the City's skyline. The grounding of the core also breaks the podium into smaller streetwall components, reinforcing existing streetscape characteristics.
- Once grounded some of the vertical articulation finds its way in the language of the retail base, with the overhead weather protection acting as the unifying agent.
- The materiality of the core is the stuff of cities – glass and steel.



Core Precedents

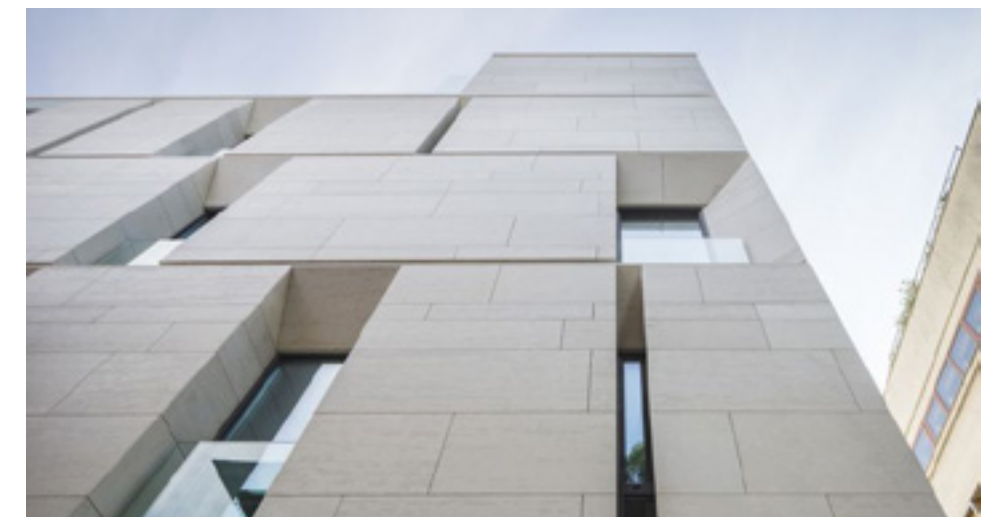




# Podium

The podium element plays a mediating role in scaling the massing to a human dimension.

- The podium element is differentiated from the tower and the core with a large scale reveal similar to the reveal between the tower and core. In tectonic juxtaposition to both the tower and the core, the podium is conceived as a simple volumes with staggered punched windows.
- The podium element along Denny Way terminates into the core elements around each corner, providing visual interest at each intersection. The staggered punched windows in this element are a hyper scale, providing display opportunities for the commercial space behind. The scale being appropriate to the use and the 2nd and 3rd floor location.
- The other podium element at the corner of Stewart Street and Minor Avenue, borrows the same staggered punched windows, but of differing scales to compensate for the changes of use in the various levels. This element anchors the corner, appearing to be an almost stand alone building.
- The materiality of the podium is either monolithic zinc cladding or stone, reflecting both permanence and modernity.



Podium Precedents



## Galleria

The galleria element is located in the area of the vacated alley, recognizing the significance of reinforcing the existing urban features.

- Since the galleria is located in the area of the vacated alley, it divides the larger consolidated site back into the existing smaller blocks. This allows the massing to be further broken down into two separate buildings, three when you consider the stand alone character of the podium element on the corner of Stewart Street and Minor Avenue.
- Setting the face of the galleria back from the street, having distinct and higher canopies entries, and glazing the envelope further contributes to this separation. The paving pattern within the galleria also extends to the curb on either side of the galleria, blurring the distinction between inside and out, and emphasizing the memory of the alley.
- The creation of a winter garden within the galleria and the planting of trees inside, also contributes to the interior street pedestrian experience, facilitating the connectivity of Stewart Street with Denny Way through the building.
- The materiality of the galleria is structural glass to emphasize the seamless transition between inside and out.



Galleria Precedents



4.6 SKYLINE PHOTOMONTAGE



View From Denny Way Looking West



View from I-5 Looking Southwest

## 4.7 RENDERINGS



Aerial View Looking Southeast





Aerial View Looking Southwest

## 4.7 RENDERINGS



Aerial View Looking Northwest



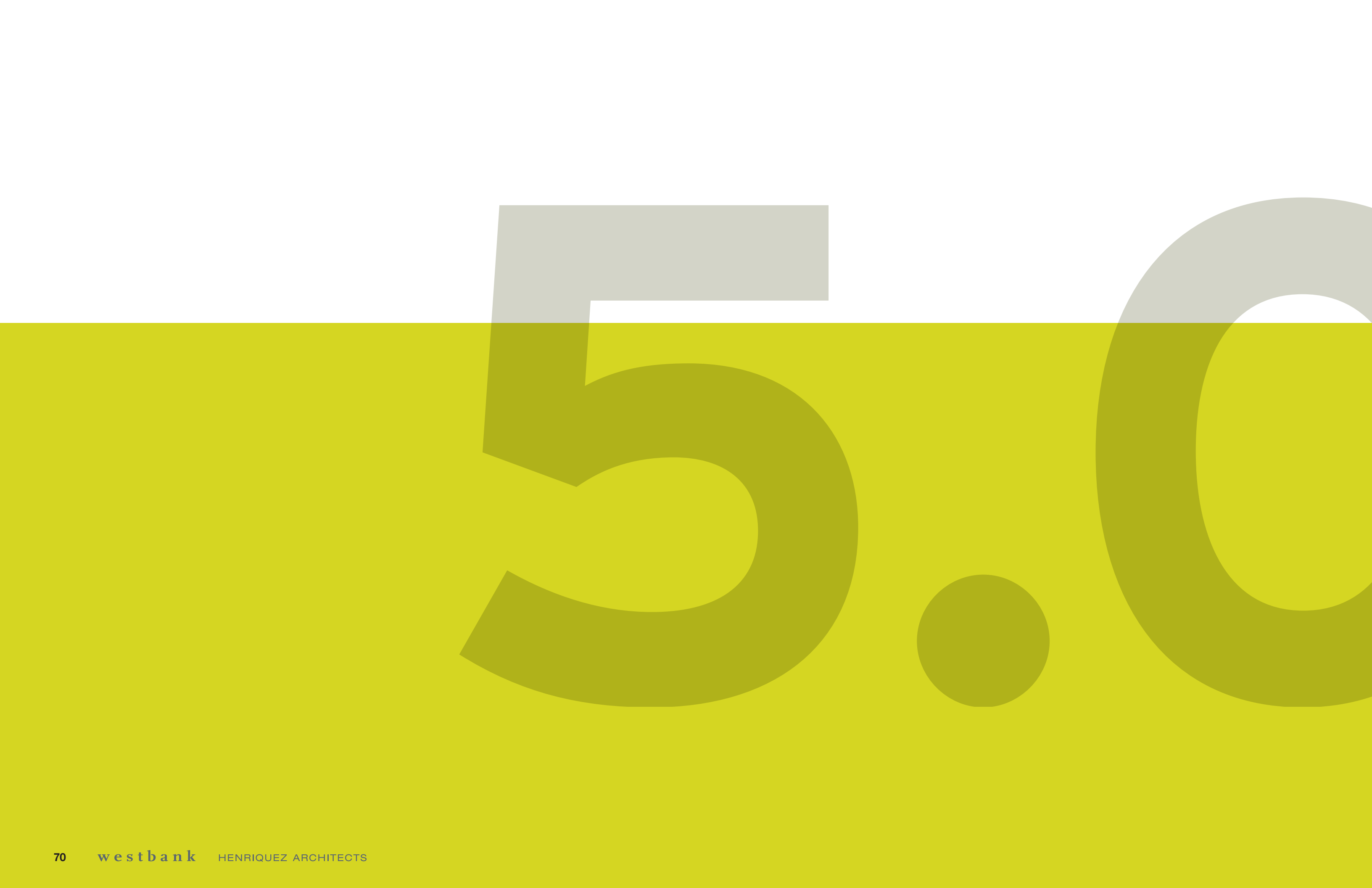
View From Denny Way Looking Southwest



View From Denny Way Looking East



View From Intersection of Stewart Street & Minor Avenue



# Municipal Code



# Compliance Matrix

The following zoning analysis details the relevant Seattle Municipal Code sections that pertain to the Current Proposal.

23.49.008 Structure Height <i>Current Proposal</i>	
<b>Maximum height (non-residential): 240'</b>	
<b>Base height limit (residential): 290'</b>	
<b>Maximum height limit (residential): 400'</b> <ul style="list-style-type: none"> <li>Maximum residential height achievable through bonuses allowed under SMC 23.49.015.</li> </ul>	<b>Complies</b> Proposed maximum residential height: 400'.
<b>Allowable height limit overrun: 440'</b> An additional 10% above the Allowable Height Limit, provided: <ul style="list-style-type: none"> <li>The enclosed space above the Limit is a maximum of 9,000 ft<sup>2</sup>;</li> <li>The enclosed space is limited to the uses and features permitted under SMC 23.49.008;</li> <li>This overrun provision shall not be combined with any other height exception for screening or rooftop features.</li> </ul>	<b>Complies</b> Proposed height overruns conform to SMC 23.49.008.B
<b>SMC 23.49.008(D)</b> 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"> <li>Open railings, planters, clerestories, and parapets may extend up to 4' above the maximum height limit;</li> <li>Solar collectors may extend up to 7' above the maximum height limit;</li> <li>Mechanical equipment and stair penthouses up to 15' above the height limit are permitted;</li> <li>Elevator penthouses up to 23' (for elevator cabs up to 8') and 25' (for elevators 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.</li> </ul>	<b>Complies</b> Proposed height overruns conform to SMC 23.49.008.D

23.49.009 Street Level Use Requirements <i>Current Proposal</i>	
Per Map 1G, no street uses are required along Stewart Street, Minor Avenue and Denny Way.	<b>Complies</b> Retail uses are proposed along Stewart Street, Minor Avenue and Denny Way.

23.49.010 General Requirements for Residential Uses <i>Current Proposal</i>	
<b>Common Recreation Area (CRA) required for all new developments with more than 20 dwelling units subject to the following requirements:</b> <ul style="list-style-type: none"> <li>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);</li> <li>The area shall be available to all residents;</li> <li>A maximum of 50% of the required area may be enclosed;</li> <li>The minimum horizontal dimension shall be 15', the minimum area shall be 225 ft<sup>2</sup>;</li> <li>If provided as open space at street level, it shall be counted as twice the actual area.</li> </ul>	<b>Project to comply</b>



<b>23.49.011</b> <b>Floor Area Ratio</b>		<i>Current Proposal</i>
<b>Base FAR: 5.0</b>		Commitment to minimum LEED Silver Rating.
<b>Maximum FAR: 7.0</b>		<b>Complies</b>
<b>Exemptions from FAR per SMC 23.49.011(B):</b>		<b>Project to comply</b>
<ul style="list-style-type: none"> <li>• Retail sales, service and entertainment areas with a minimum floor-to-floor height of 13', a depth of 15' and overhead weather protection;</li> <li>• Child care;</li> <li>• Human service uses;</li> <li>• Residential and live-work uses;</li> <li>• Public restrooms;</li> <li>• All floors below grade;</li> <li>• 3.5% of total chargeable floor area as an allowance for mechanical equipment in structures 65' or higher;</li> <li>• Rooftop mechanical equipment, enclosed or not, shall not be counted as part of the GFA.</li> </ul>		

<b>23.49.018</b> <b>Overhead Weather Protection</b>		<i>Current Proposal</i>
<b>Continuous overhead weather protection is required along the entire street frontage except where:</b>		<b>Project to comply</b>
<ul style="list-style-type: none"> <li>• The facade is located more than 5' from the property line;</li> <li>• The facade is separated from the sidewalk by landscape area greater than 2' wide.</li> </ul>		
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.		Weather protection provided but not continuous – see Departures.

<b>23.49.019</b> <b>Parking Requirements</b> <small>(per IBC 2012 with Seattle Amendments)</small>		<i>Current Proposal</i>
No minimum required for downtown zones.		<b>791</b> parking spaces are proposed below street level.
<b>Maximum parking limit for non-residential uses:</b>		Non-residential GFA: <b>159,300 ft<sup>2</sup></b> <b>159</b> maximum non-residential parking spaces.
<ul style="list-style-type: none"> <li>• Parking for non-residential uses is limited to a maximum of one parking space per 1,000 ft<sup>2</sup> of use;</li> <li>• Parking in excess of the maximum quantity may be permitted as a special exception by the Director.</li> </ul>		
<b>Ride-sharing and transit incentive program:</b>		Owner shall establish a Transit Coordinator and maintain an Information Center.
<ul style="list-style-type: none"> <li>• Required of all new structures containing more than 10,000 ft<sup>2</sup> of non-residential uses;</li> <li>• The building owner shall establish and maintain a transportation coordinator position;</li> <li>• The building owner shall establish and maintain a transportation information center.</li> </ul>		
<b>Bicycle parking, minimum:</b>		<b>Project to comply</b>
<ul style="list-style-type: none"> <li>• Office: 1 space per 5,000 ft<sup>2</sup>;</li> <li>• Retail use over 10,000 ft<sup>2</sup>: 1 space per 5,000 ft<sup>2</sup>;</li> <li>• Residential: 1 space for every 2 dwelling units;</li> <li>• After the first 50 provided spaces, additional spaces are required at ½ the noted ratio.</li> </ul>		

<b>23.49.020</b> <b>Demonstration of LEED Silver Rating</b>		<i>Current Proposal</i>
LEED Silver rating required to achieve Bonus Height		LEED Silver Rating to be earned.

<b>23.49.022</b> <b>Minimum Sidewalk and Alley Width</b>		<i>Current Proposal</i>
Per SMC 23.49, Map 1C, the sidewalks along Denny Way, Yale and Minor Avenue shall be a minimum 12', the sidewalk along Stewart Street shall be a minimum 18'.		<b>20'</b> on Yale. <b>16'</b> on Denny & Minor. <b>18'</b> on Stewart.

<b>23.49.042</b> <b>Permitted Uses</b>		<i>Current Proposal</i>
All uses are permitted outright (including residential and retail) except as prohibited by SMC 23.49.044.		<b>Complies</b> Amenity, Residential, Retail and Nightclub.

## 5.1 COMPLIANCE MATRIX

### 23.49.056

#### Street Facade, Landscaping & Street Setback Requirements

#### Current Proposal

##### Minimum facade height:

- Denny Way (class II pedestrian street): 15'
- Minor Avenue (class II pedestrian street): 15'
- Stewart Street (class I pedestrian street): 25'

##### Complies

Proposed podium height varies from **56'–85'**.

##### Facade setback limits:

- The maximum area of all setbacks shall not exceed the product of the averaging factor and the width of the street frontage;
- Denny Way (class II pedestrian street): 10'
- Minor Avenue (class II pedestrian street): 10'
- Stewart Street (class I pedestrian street): 5'
- The setback limits apply from 15' above the sidewalk to the minimum facade 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;

Setback area does not comply on Stewart Street – see Departures.

##### Facade transparency requirements:

- Apply to the area of a facade between 2' and 8' above the sidewalk;
- Requirements do not apply to portions of structures in residential use;
- Along Denny Way, Yale Avenue and Minor Avenue a minimum of 30% of the street level facade shall be transparent;
- Along Stewart Street a minimum of 60% of the street level facade shall be transparent;

##### Project to comply

##### Blank facade limits:

- Apply to portions of a facade between 2' and 8' above the sidewalk;
- Any portion of the facade that is not transparent is considered blank;
- Requirements do not apply to portions of structures in residential use;

##### Project to comply

##### Street tree requirements:

Street Trees are required on Denny Way, Minor Avenue and Stewart Street.

##### Project to comply

### 23.49.058

#### Upper-level Setback Requirements

#### Current Proposal

##### Tower definition:

- A portion of a structure above 85' in which there is non-residential use above 65' or does not have a residential use above a height of 160'.

##### Complies

Proposed podium height is **56'**. All portions of the project above **85'** are considered to be towers.

##### Facade modulation and tower width limits apply where:

- Any structure 160' in height or less in which any story above 85' exceeds 15,000 ft<sup>2</sup>. This applies to each tower separately where 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 ft<sup>2</sup>. This applies each tower separately when more than one tower is present on a site.

Not required.

Floors above **85'** are on average **10,700 ft<sup>2</sup>** in area and are less than **11,500 ft<sup>2</sup>**.

##### Tower Area Limits:

##### Applies to any portion of a tower with residential use above 160'.

- Average residential GFA limit per story is 10,700 ft<sup>2</sup> where the tower exceeds the base height limit for residential use;
- Maximum residential GFA limit per story is 11,500 ft<sup>2</sup>;
- 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 **10,700 ft<sup>2</sup>**.

In DMC zones, the maximum facade 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.

South facade of west tower does not comply – see Departures.

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'.

##### Complies

Tower separation is **60'**.

- Unenclosed decks and balconies are not bound by this separation requirement.

### 23.54.030

#### Parking Space Standards

##### Driveways:

- Where a driveway serves more than 30 parking spaces, the minimum one-way width is 10' and 20' for two-way traffic;
- 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:  
One way traffic: minimum 12', maximum 15';  
Two-way traffic: minimum 12', maximum 25';  
No portion of a driveway may exceed a slope of 15%
- For driveways that provide access to solid waste management, the Director may allow a wider driveway.

Parking ramp exceeds 15% – see Departures.

##### Parking Aisles:

- 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:  
• Parking aisle width, medium spaces: 22'  
• Parking aisle width, large spaces: 24'

Parking ramp exceeds 17% – see Departures.

### 23.54.035

#### Loading

#### Current Proposal

##### Off-street loading:

- Spaces shall be provided per SMC 23.54.035.

##### Complies

5 Loading berths provided.

### 23.54.040

#### Solid Waste Storage Space

#### Current Proposal

##### Per Table A 23.54.040:

- More than 100 Residential units – 575 ft<sup>2</sup> + 4 ft<sup>2</sup> for each additional unit above 100.
- Non-residential area in excess of 200,001 ft<sup>2</sup> – 500 ft<sup>2</sup> (can be reduced by 50% for mixed use development).
- Can be reduced by 15% if area has min 20' horizontal dimension.
- Clearance of 21'

##### Project to comply

# Departures

23.49.018 Overhead Weather Protection & Lighting	Request	How Departure Meets Guidelines
<p>Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that:</p> <ul style="list-style-type: none"> <li>• are located farther than five (5) feet from the street property line or widened sidewalk on private property; or</li> <li>• but a bonused open space amenity feature; or</li> <li>• are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width; or</li> <li>• are driveways into structures or loading docks.</li> </ul>	<p>The applicant proposes a continuous canopy cover including the drive aisle entry except for a limited area adjacent to the drive aisle and at the recessed entry on the Stewart St facade which has a separate entry canopy.</p>	<p><b>Some flexibility in the arrangement of the canopy cover would allow a composition of the massing that responds to architectural elements and exterior spaces. (B4, C4)</b></p>

23.49.056.B.2 b Maximum Setback Area	Request	How Departure Meets Guidelines
<p>The maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street (see Exhibit D for 23.49.056). The averaging factor is five on Class I pedestrian streets and ten on Class II pedestrian streets and designated green streets.</p>	<p>The applicant proposes to set back facades along Stewart St. to an extent greater than the permitted area limits in order to maximize public open space, and allow the east tower to meet the ground.</p>	<p><b>The entry to the galleria is set back to provide a more generous entry, public open space and additional landscape area. (B1, B3, C1, C2, C4, D1, D2, D3)</b></p> <p><b>The tower facade comes down to grade and is set back to suit the tower location. (B2)</b></p>

23.49.058.E.2. a Maximum Facade Width	Request	How Departure Meets Guidelines
<p>In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue, whichever is less.</p>	<p>The applicant proposes to increase the facade width on the south face of the west tower to provide the best tower orientation and massing while maintaining the requisite 60 feet separation and maximum floor plate.</p>	<p><b>The tower facades are composed and articulated in a way that reduces the scale and bulk of the facades while responding to the street grids on Minor Avenue and Stewart Street. (A1, A2, B1, B2, B3)</b></p>

23.54.030.E.4. Drive Aisle Slope	Request	How Departure Meets Guidelines
<p>Aisle slope shall not exceed 17 percent provided that the Director may permit a greater slope if the criteria in subsections 23.54.030.D.3.a, 23.54.030.D.3.b, and 23.54.030.D.3.c are met.</p>	<p>The applicant proposes to place all parking and loading below grade. Due to site constraints, and the proposed entry on Minor St., a ramp in the order of 20% will be required.</p>	<p><b>Placing parking and service areas below grade improves the street facades, reduces blank walls. (C3, E1, E2, E3)</b></p>

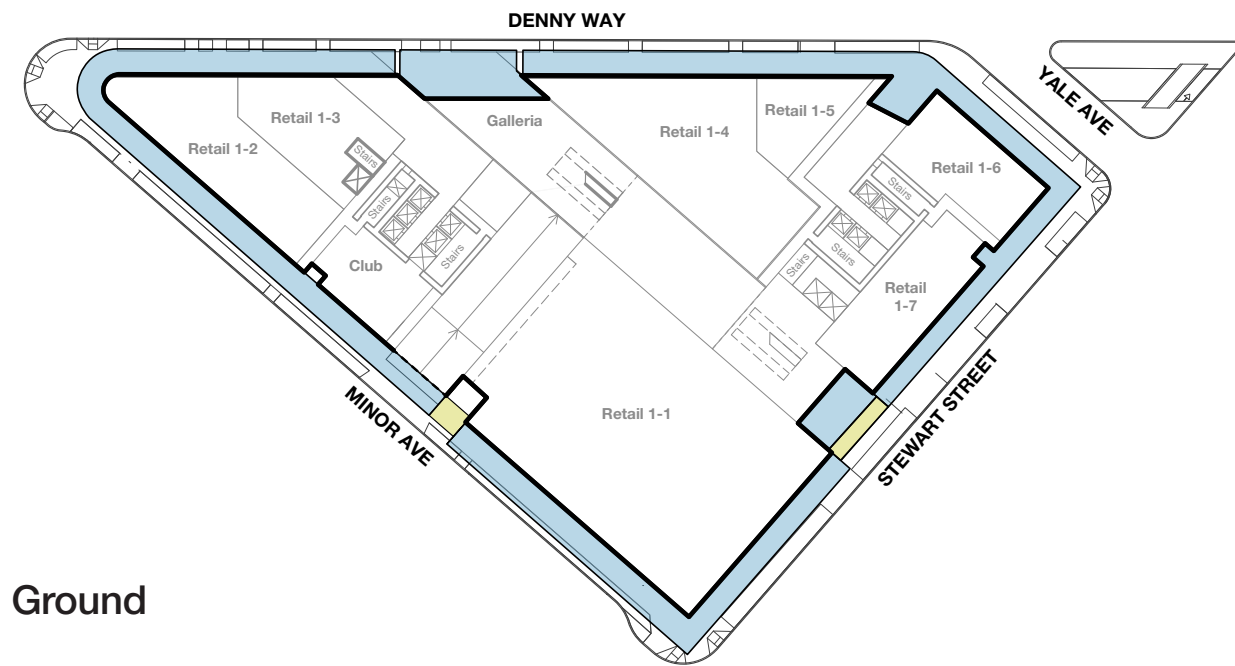
23.54.040.F.1. c. Storage Ramp Slope	Request	How Departure Meets Guidelines
<p>Access ramps to the storage space shall not exceed a grade of 6 percent.</p>	<p>The applicant proposes to place storage service areas below grade that will necessitate ramp entry grades in the order of 20%.</p>	<p><b>The intention is to provide a towing vehicle to tow storage bins to an access point at grade. (E1, E2, E3)</b></p>

23.54.040.F.2. d. Overhead Clearance	Request	How Departure Meets Guidelines
<p>If accessed directly by a collection vehicle, whether into a structure or otherwise, a 21 feet overhead clearance shall be provided.</p>	<p>The applicant proposes to place storage service areas below grade. However, headroom is restricted to 14'-6" due to site conditions.</p>	<p><b>The intention is to provide low rise compactors for residential/retail waste/recycling which can be unloaded by a flat bed truck rather than an overhead garbage vehicle. (E1, E2, E3)</b></p>

## 5.2 DEPARTURES

Provided Cover

Cover Required – *Departure Requested*



Ground

### 23.49.018 Overhead Weather Protection & Lighting

#### Request

Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that:

- are located farther than five (5) feet from the street property line or widened sidewalk on private property; or
- but a bonused open space amenity feature; or
- are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width; or
- are driveways into structures or loading docks.

The applicant proposes a continuous canopy cover including the drive aisle entry except for a limited area adjacent to the drive aisle and at the recessed entry on the Stewart St facade which has a separate entry canopy.

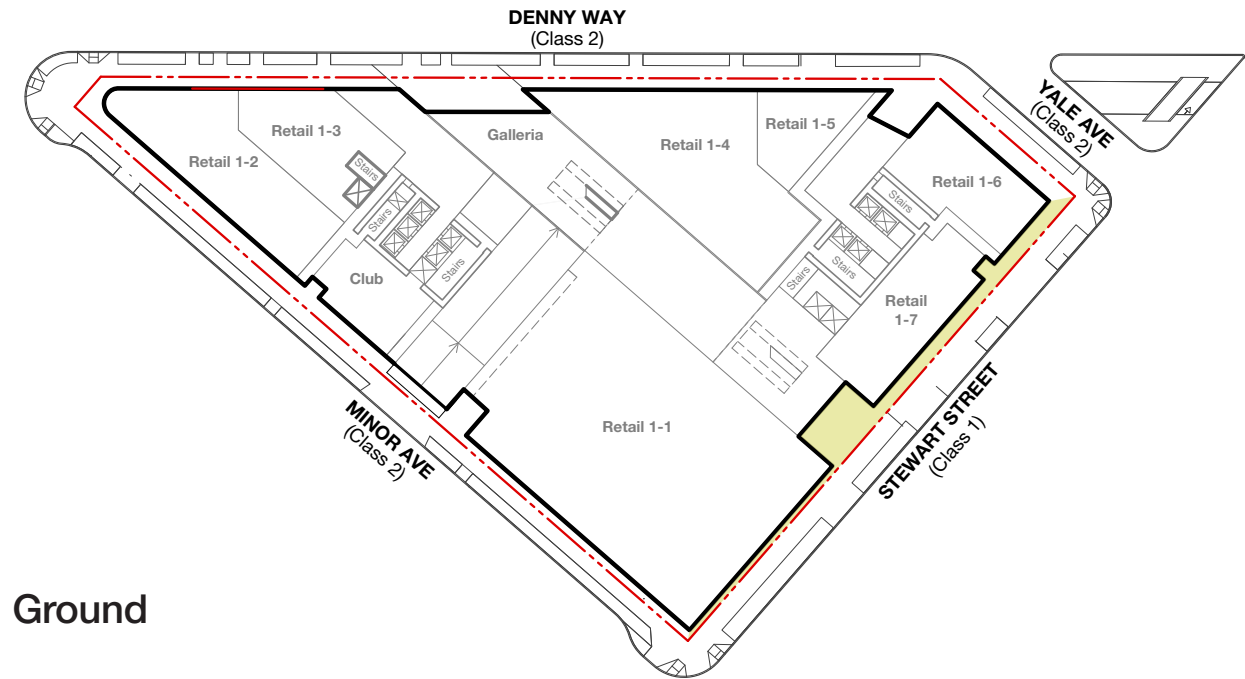
#### How Departure Meets Guidelines

**Some flexibility in the arrangement of the canopy cover would allow a composition of the massing that responds to architectural elements and exterior spaces. (B4, C4)**

### Stewart Street – *Departure Requested*

Permitted max set back area = 1220 ft<sup>2</sup>

Provided set back area = 1745 ft<sup>2</sup>



Ground

### 23.49.056.B.2 b Maximum Setback Area

#### Request

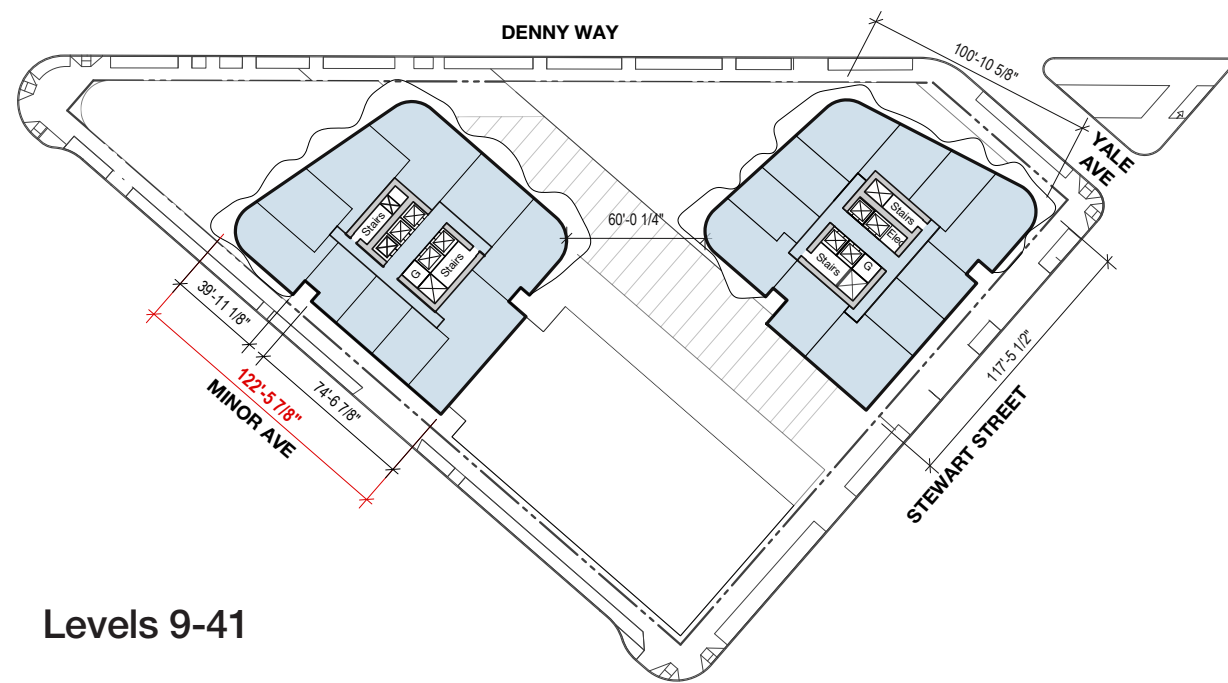
The maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street (see Exhibit D for 23.49.056). The averaging factor is five on Class I pedestrian streets and ten on Class II pedestrian streets and designated green streets.

The applicant proposes to set back facades along Stewart St. to an extent greater than the permitted area limits in order to maximize public open space, and allow the east tower to meet the ground.

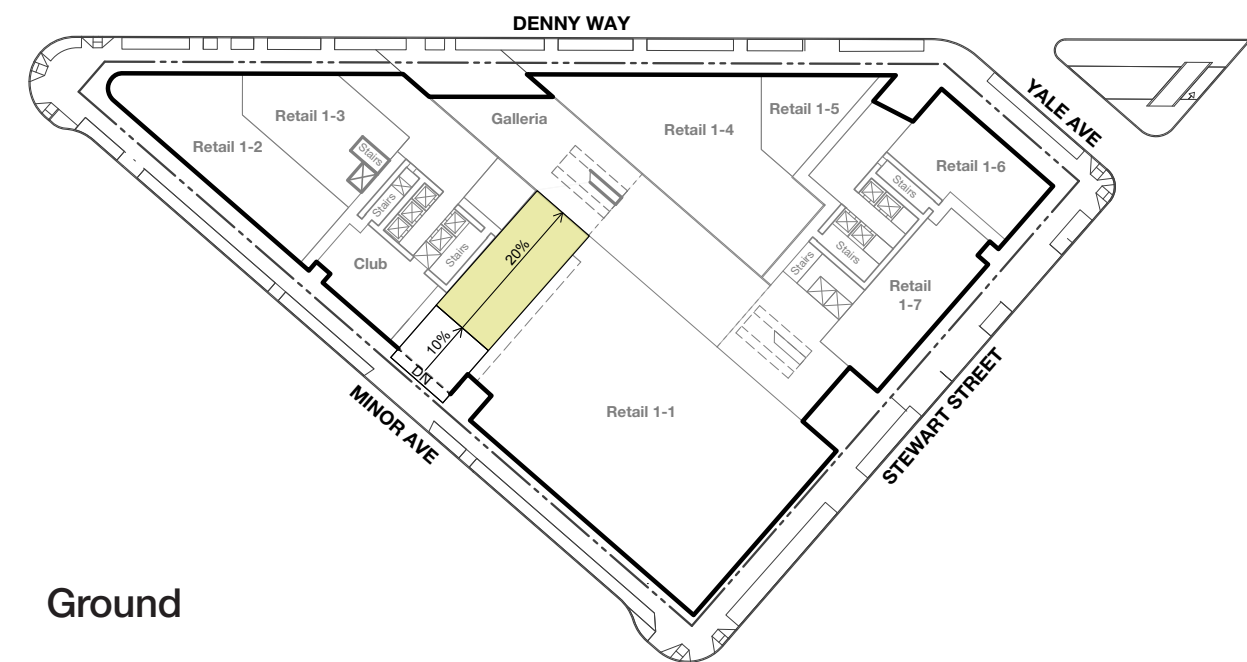
#### How Departure Meets Guidelines

**The entry to the galleria is set back to provide a more generous entry, public open space and additional landscape area. (B1, B3, C1, C2, C4, D1, D2, D3)**

**The tower facade comes down to grade and is set back to suit the tower location. (B2)**



Levels 9-41



Ground

**23.49.058.E.2. a**  
**Maximum Facade Width**

**Request**

**How Departure Meets Guidelines**

In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue, whichever is less.

The applicant proposes to increase the facade width on the south face of the west tower to provide the best tower orientation and massing while maintaining the requisite 60 feet separation and maximum floor plate.

**The tower facades are composed and articulated in a way that reduces the scale and bulk of the facades while responding to the street grids on Minor Avenue and Stewart Street. (A1, A2, B1, B2, B3)**

**23.54.030.E.4.**  
**Drive Aisle Slope**

**Request**

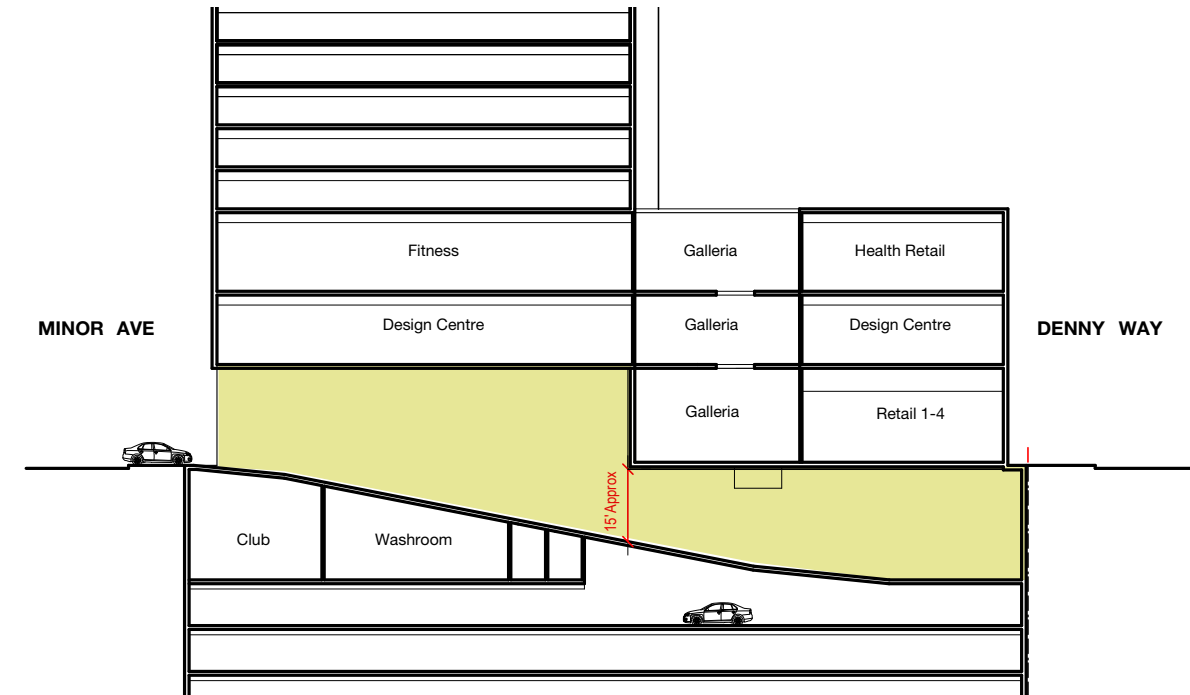
**How Departure Meets Guidelines**

Aisle slope shall not exceed 17 percent provided that the Director may permit a greater slope if the criteria in subsections 23.54.030.D.3.a, 23.54.030.D.3.b, and 23.54.030.D.3.c are met.

The applicant proposes to place all parking and loading below grade. Due to site constraints, and the proposed entry on Minor St., a ramp in the order of 20% will be required.

**Placing parking and service areas below grade improves the street facades, reduces blank walls. (C3, E1, E2, E3)**

## 5.2 DEPARTURES



Section Through Ramp

### 23.54.040.F.1. c. Storage Ramp Slope

#### Request

Access ramps to the storage space shall not exceed a grade of 6 percent.

The applicant proposes to place storage service areas below grade that will necessitate ramp entry grades in the order of 20%.

#### How Departure Meets Guidelines

The intention is to provide a towing vehicle to tow storage bins to an access point at grade. (E1, E2, E3)

### 23.54.040.F.2. d. Overhead Clearance

#### Request

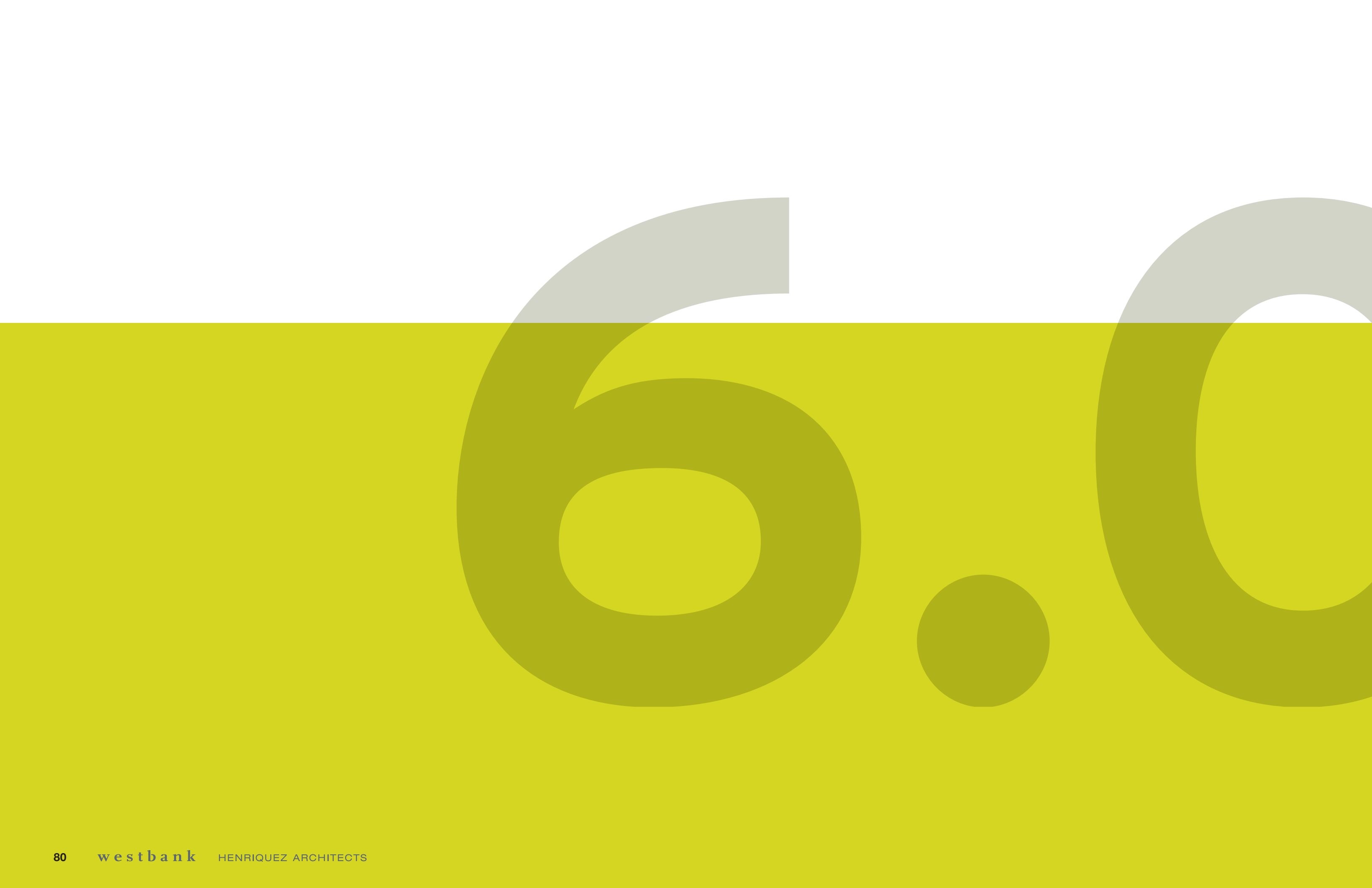
If accessed directly by a collection vehicle, whether into a structure or otherwise, a 21 feet overhead clearance shall be provided.

The applicant proposes to place storage service areas below grade. However, headroom is restricted to 15' due to site conditions.

#### How Departure Meets Guidelines

The intention is to provide low rise compactors for residential/retail waste/recycling which can be unloaded by a flat bed truck rather than an overhead garbage vehicle. (E1, E2, E3)







# Landscape Concepts



## 6.1 CURRENT PROPOSAL



- 1 sidewalks as per city standard
- 2 rain gardens on city boulevard
- 3 proposed street trees
- 4 preserved existing trees
- 5 feature flowering trees with ornamental grass planting
- 6 special paving at intersections, galleria and Yale Ave
- 7 feature stone paving band with inground interpretive markings
- 8 enlarged & enhanced bus shelter
- 9 rain garden with landscape bridge and light art
- 10 bike racks
- 11 pedestrian seating with underlit lighting
- 12 wayfinding signage

Ground Level



Pedestrian Benefit Matrix	Required	Approved	Proposed
Sidewalks	12,697 sq. ft.	26,108 sq. ft.	<b>15,544 sq. ft.</b>
Landscape	1602 sq. ft.	7,229 sq. ft.	<b>4,917 sq. ft.*</b>
Open Space	—	2,601 sq. ft.	<b>4,003 sq. ft.</b>

\*The lower amount of the proposed landscape area is a result of redesigned intersection at Denny, Virginia and Minor that has been approved by SDOT. The median planting has been substantially reduced at west and east corner and deleted at the south corner due to the redesigned curb layout.

The proposed landscape design increased a number of street amenities including linear feet of median planting, enhanced sidewalk paving and public amenities on Denny, Minor and Stewart.

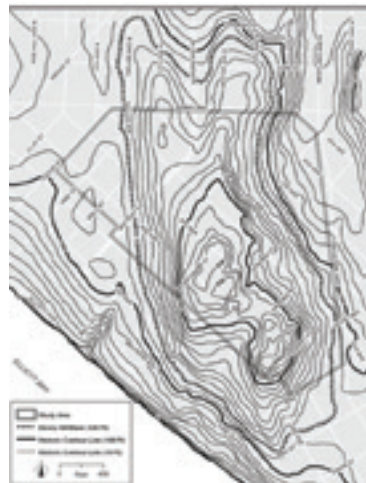
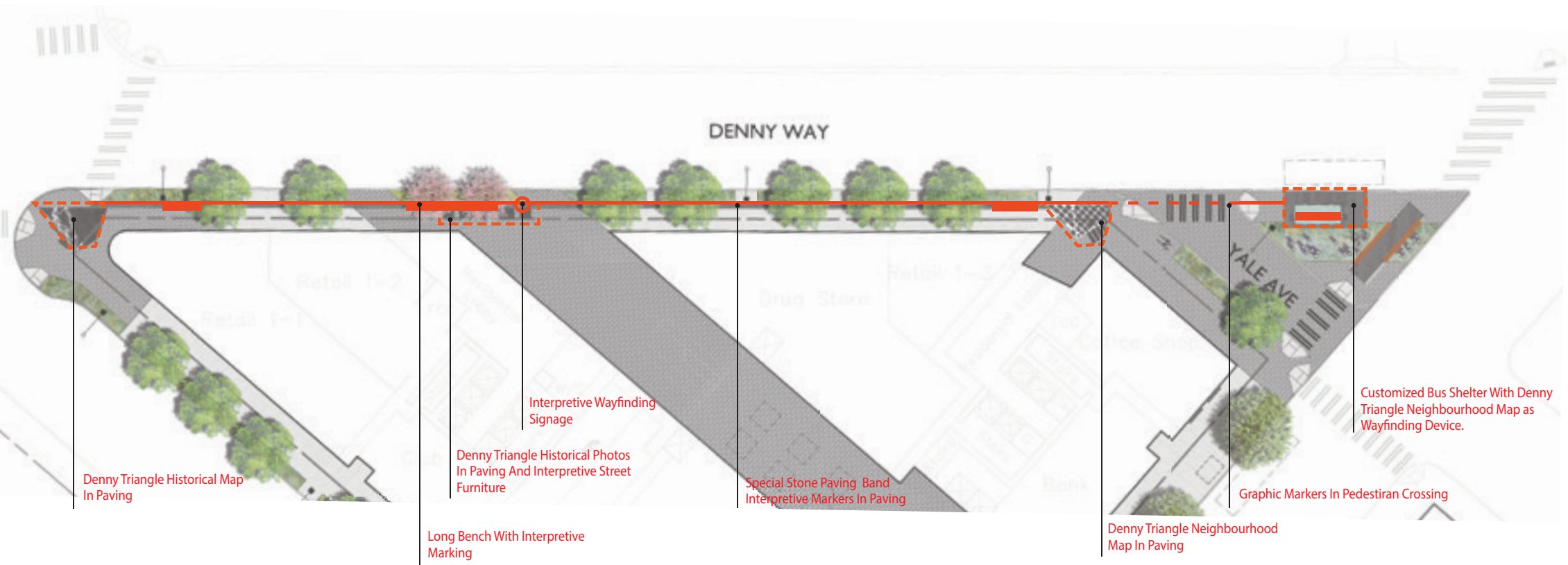
More landscape area for rain garden planting is provided at Yale pedestrian island.

**Public Benefit**

## 6.1 CURRENT PROPOSAL

### STREETScape

The streetscape design includes a network of amenities including orientation kiosks, benches, customized bus shelter, special paving and interpretive markers that register Denny Triangle's local history. Lush stormwater plantings line the street and special paving extends through the winter garden from curb line to curb line. Special paving also marks the East and West Denny intersections, extending over Yale Avenue to highlight the Denny Stewart Corner as the gateway to Denny Triangle. The pedestrian island landscape has a stone path leading over a stormwater garden to the bus shelter seating area. Together these elements create an enriched pedestrian experience of the district while providing a safe, accessible and comfortable streetscape environment.



Historical Denny Triangle Map Before Regrade



Denny Triangle Regrade In Process



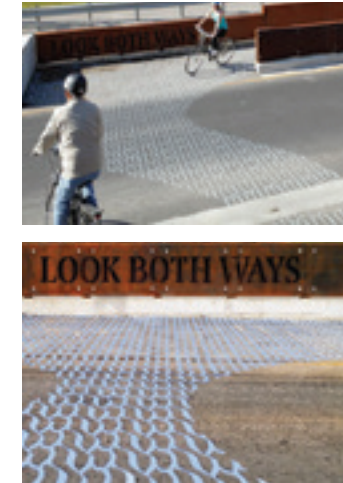
Interpretive Marker In Paving



Interpretive Marker On Bench



Interpretive Wayfinding Signage

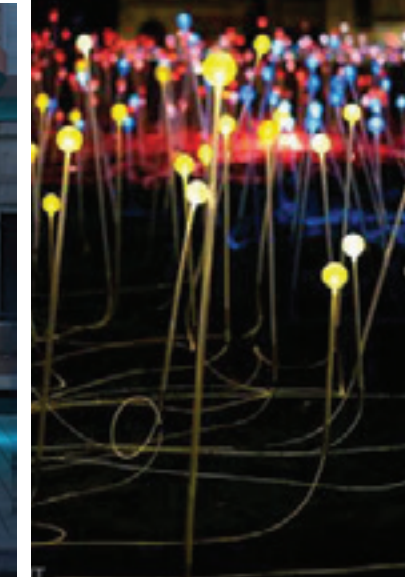
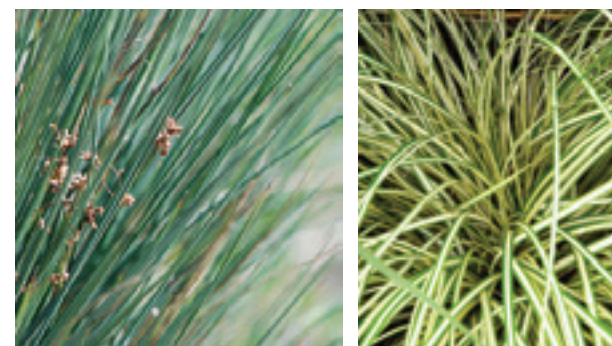


Graphic Marker In Pedestrian Crossing



Bus Shelter With Denny Triangle Neighbourhood Map As Wayfinding Device

### Streetscape Concept



Red Maple Street Tree

Feature Paving

Pedestrian Bridge Over Rain Garden

Rain Garden

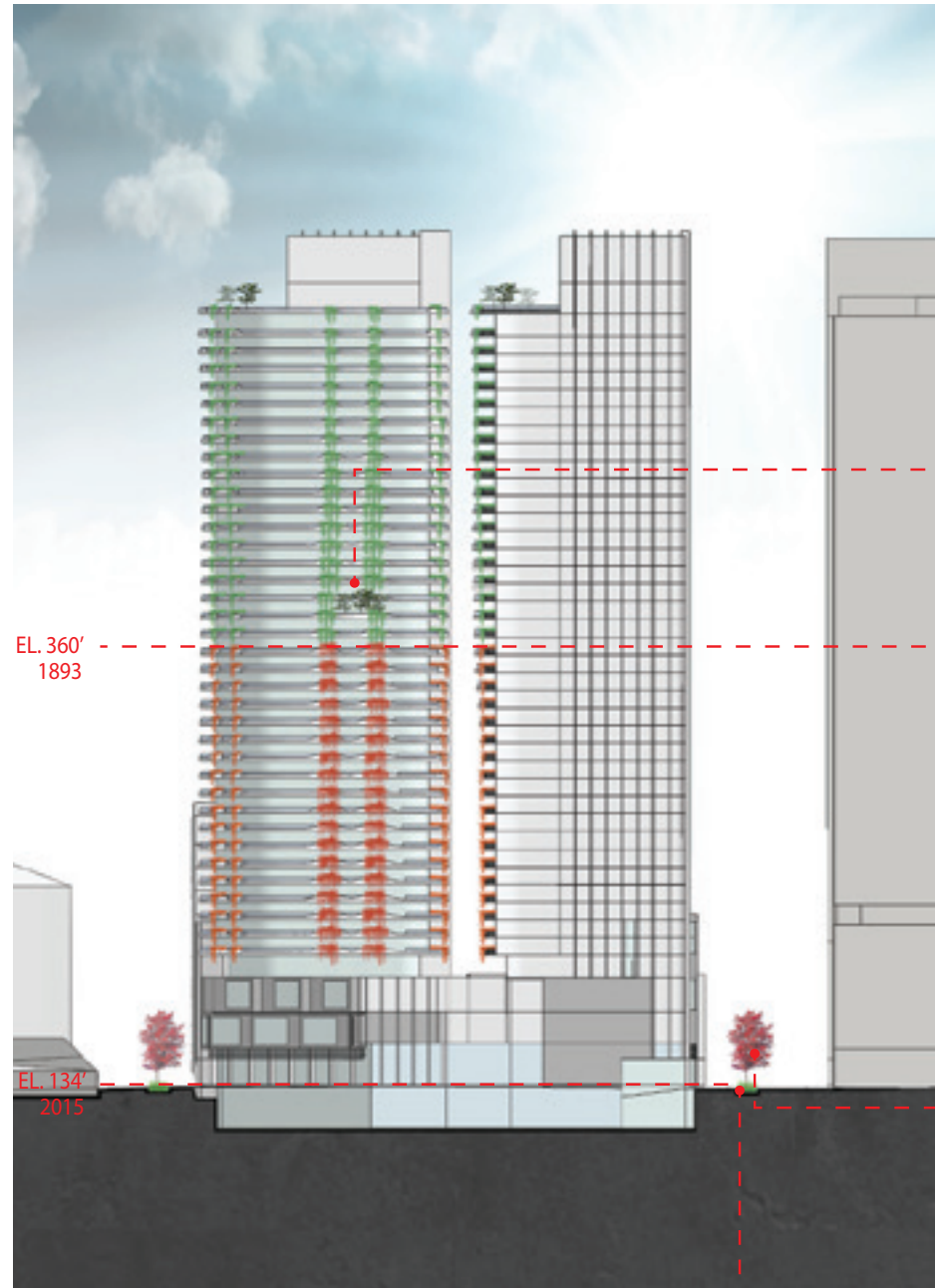
Bus Lean Bar

Bike Rack

Bus Shelter With Wayfinding Map

Led Light Art In Rain Garden

## Streetscape



**VERTICAL LANDSCAPE**

A continuous vertical landscape of hanging plants creates a series of green cascades that span the undulating façade, creating vertical habitat for birds and pollinators. The seasonal color from the street trees and hanging vines marks the historical topographic change in Denny Triangle.



Perched 'Forest' With Elevated Social Islands



Fall Color of Boston Ivy Marks The 360' Historical Topography Elevation Of Denny Regrade (From Level 5 - 22)



Acer Rubrum Bowhall' Street Trees



Rain Garden at Street Level



Continuous Vertical Habitat For Pollinators And Birds



Large Soil Volume For Tree Canopy

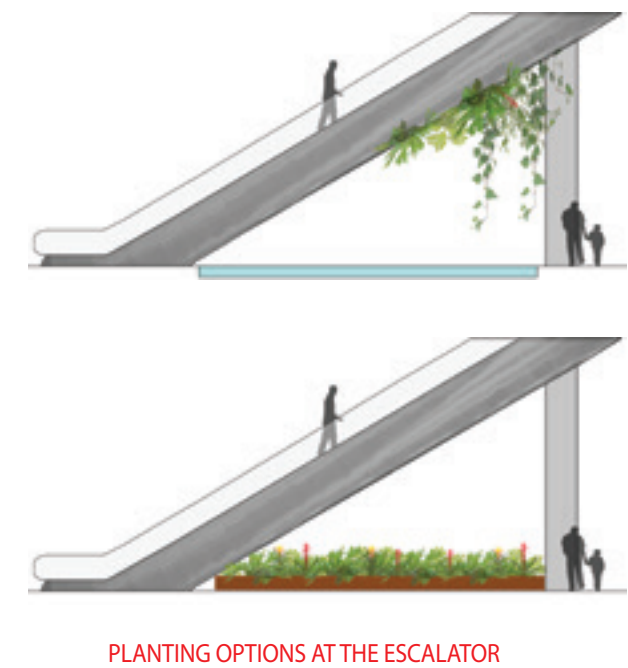
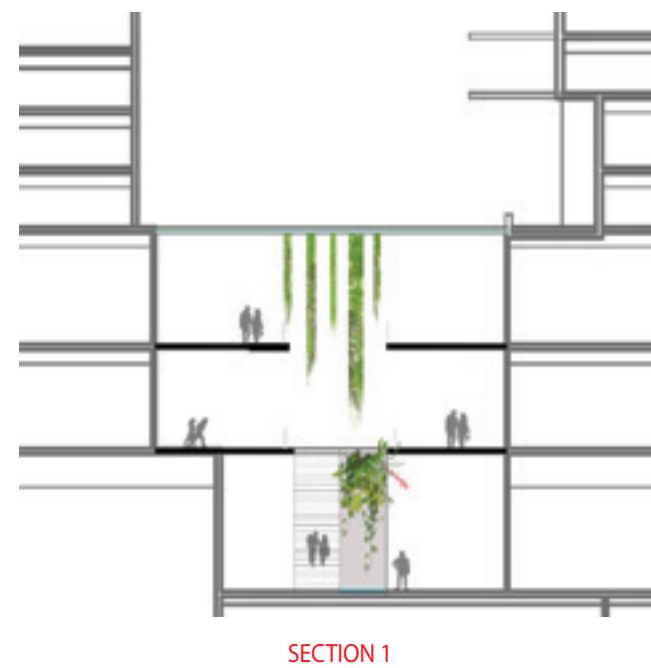
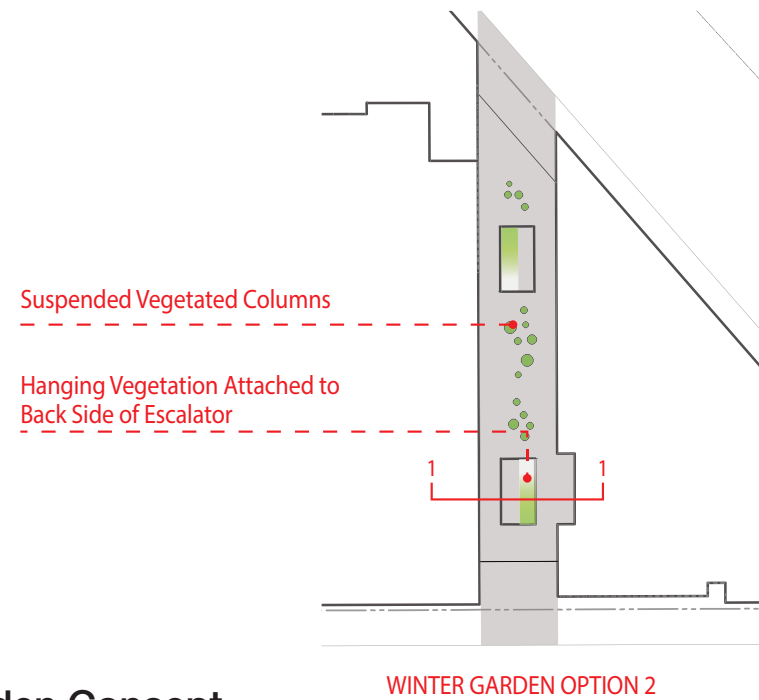
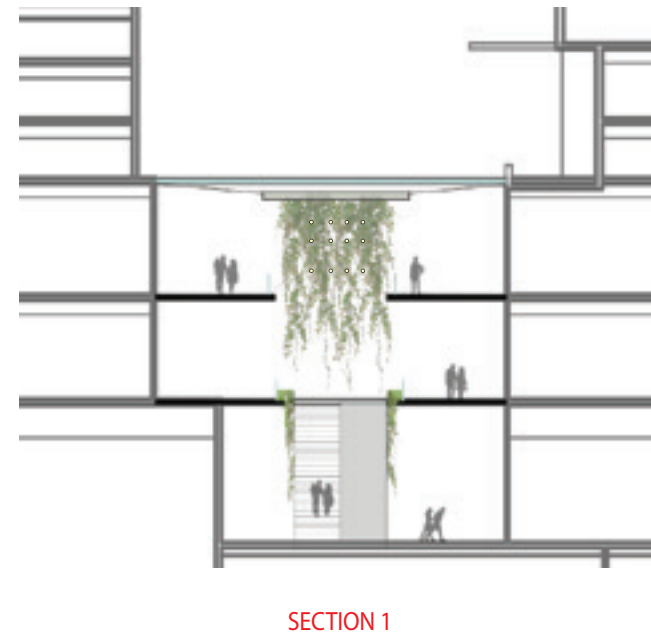
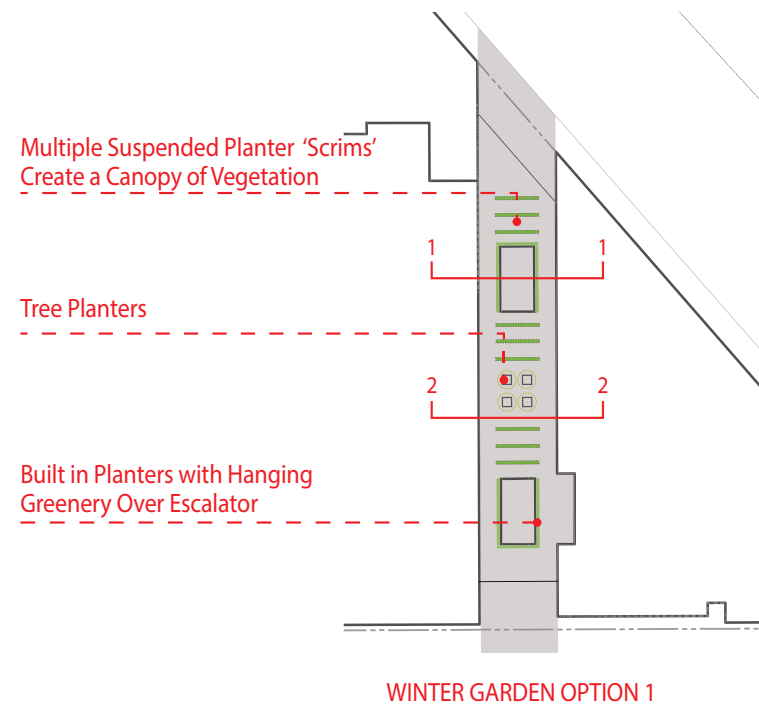


Hanging Plants From Linear Planters



Bird Friendly Facade Treatments

**Vertical Landscape Concept**



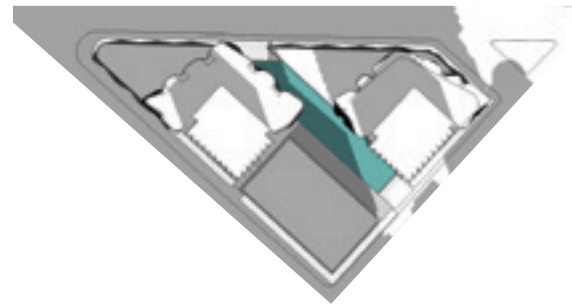
Winter Garden Concept

# 6.1 CURRENT PROPOSAL

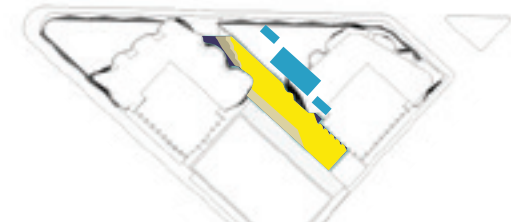
## DAYLIGHT ANALYSIS



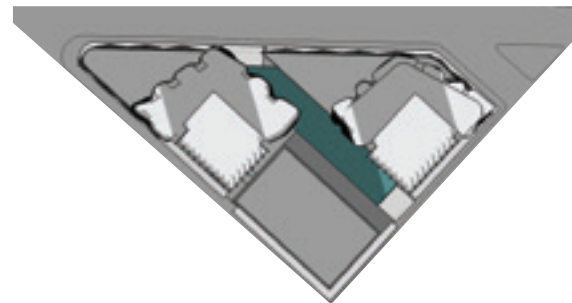
9 AM  
Shadow Overlay of March 20, June 20 And Sept 20



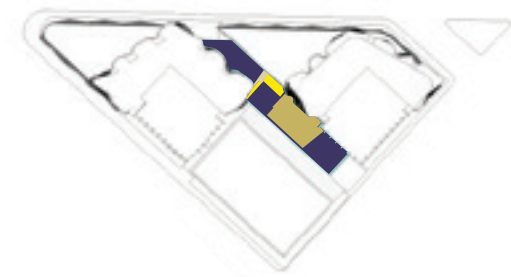
Shadow Study at 12pm on Sept 26



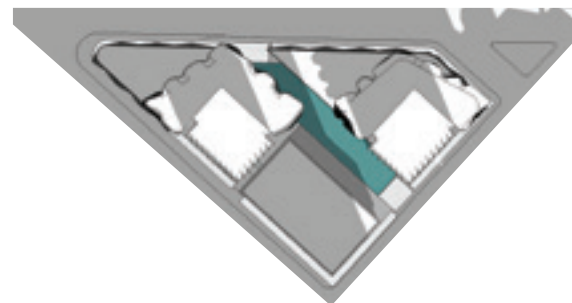
12 PM  
Shadow Overlay of March 20, June 20 And Sept 20



Shadow Study at 12pm on Dec 21



3 PM  
Shadow Overlay of March 20, June 20 And Sept 20



Shadow Study at 12pm on Feb 10

- most access of sunlight
- limited access of sunlight
- no access of sunlight
- potential skylight location

### Winter Garden Concept

#### WINTER GARDEN:

The winter garden is comprised of interior trees and hanging "scrim" of suspended planters that span the two story glass atrium helping to soften the indoor hardscape and improve air quality.

Appropriate indoor plant species will be selected with minimal need of supplemental lighting during spring and summer time. From late September to Mid-February artificial lighting will be supplemented for the winter garden.



Thriving Interior Greenery







Amelanchier Canadensis



Masses of Woodland Planting With Wood Deck



Landscape Trellis For Outdoor Dining



Planting in Striped Pattern



**PODIUM ROOF DECK**

The podium level residents' terraces offer a lush, native and adapted garden with a range of spaces for outdoor activities including lounging, barbeque, communal dining, sun bathing and socializing. A combination of wood, stone and concrete material along with contemporary planting pattern create a rich, relaxing and versatile outdoor environment.

- 1 roof patio
- 2 communal table for outdoor dining
- 3 outdoor kitchen
- 4 private patio in garden
- 5 planting in striped pattern
- 6 maintenance path
- 7 patio with long bench

PLAN 1:500



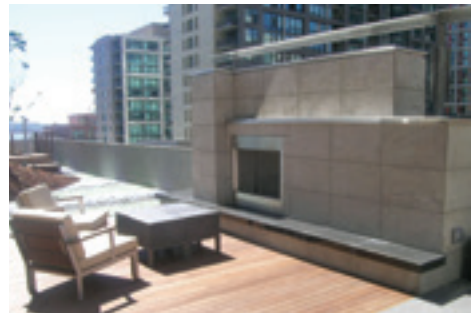
**Levels 4 & 5**

# 6.1 CURRENT PROPOSAL

## AMENITY ROOF DECK:

The amenity and business roof decks offer opportunities for outdoor relaxation, exercise and social interaction. The east amenity deck offers a lap pool, vegetated green screen and yoga platforms in garden.

The west business center roof deck offers formal viewing deck, outdoor dining and informal seating with fire pit within a lush garden with summer shade and view to the city skyline.



Exterior Fireplace



Feature Green Screen Beside Pool



Seating In Perennial Massings



Formal Patio with Seating



Yoga Platforms in Garden

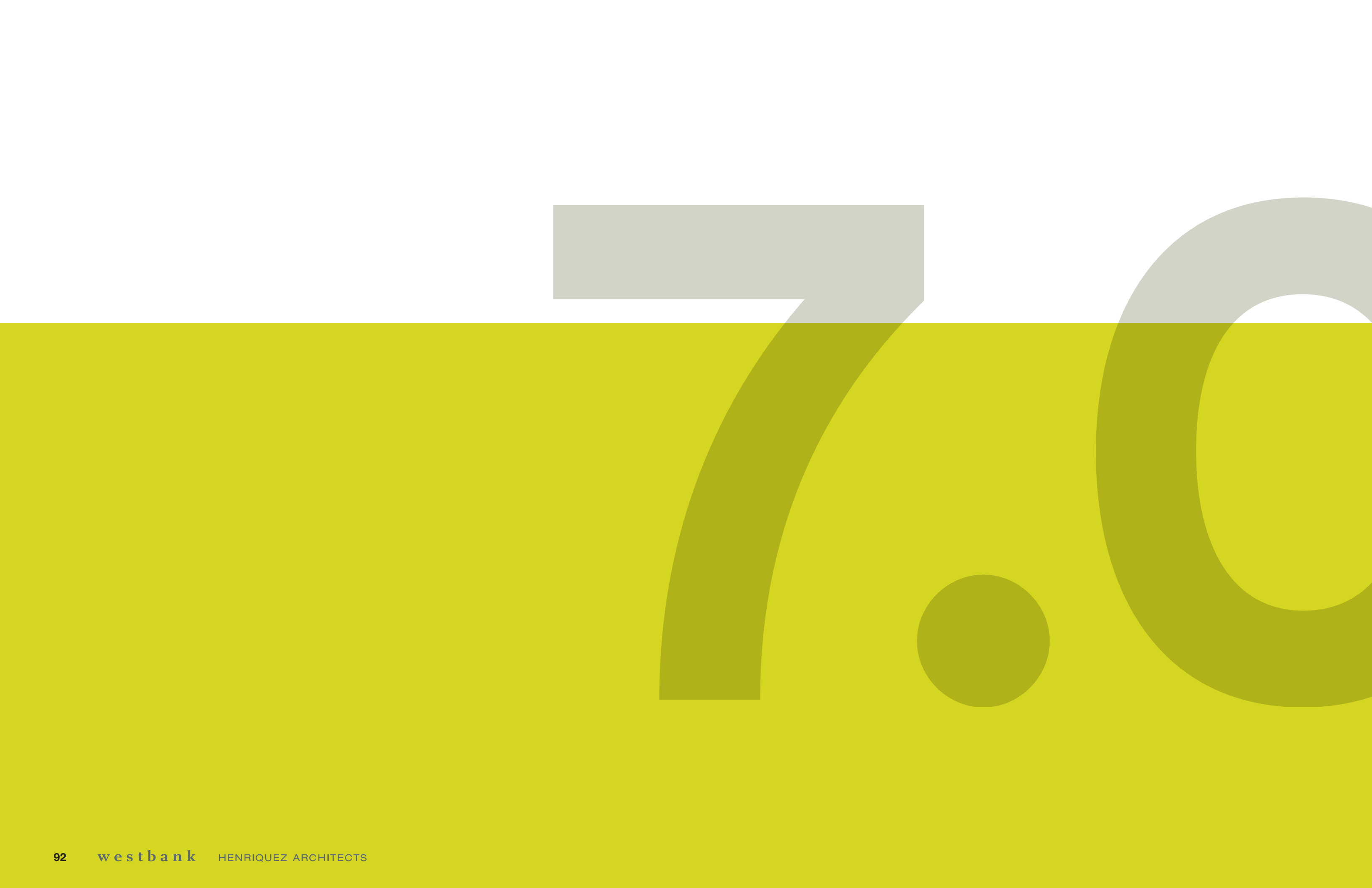
- 1 roof patio for outdoor dining
- 2 viewing deck with formal seating and fireplace
- 3 outdoor kitchen
- 4 seating patio with fire pit
- 5 striped planting pattern
- 6 lounging deck around pool
- 7 bench and feature green screen
- 8 yoga platforms in garden

PLAN 1:500

## Amenity Level







# Project Team





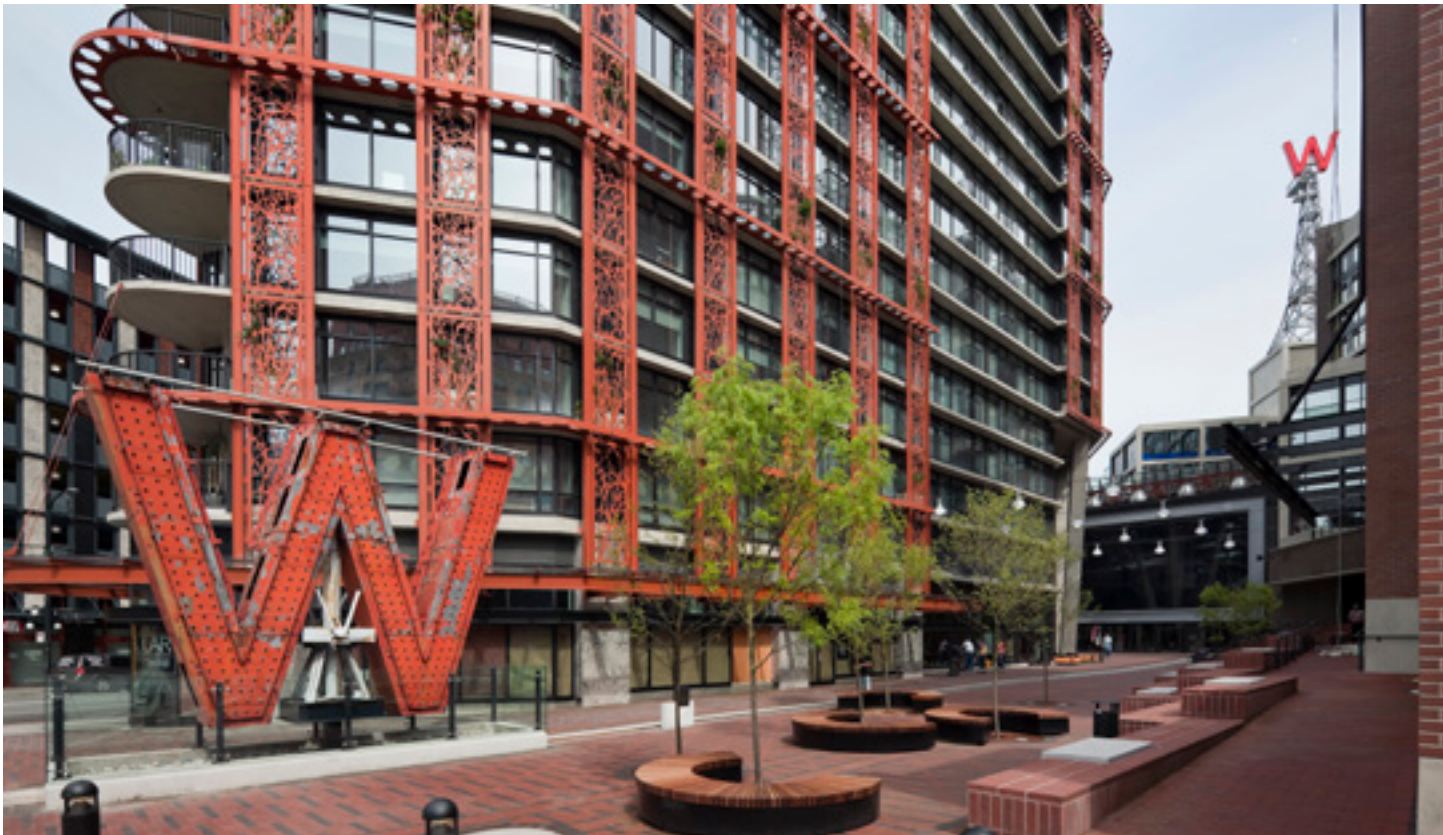
### Westbank

Westbank was established in Vancouver in 1992 and to date has \$10 billion of projects either completed or under development. The leading luxury residential and hotel developer in Canada, Westbank's primary focus is on large mixed-use urban projects involving highly complex entitlement processes and a variety of stakeholders.

The company is active across Canada in a diversity of product types, from luxury condominiums, rental apartments, and affordable housing to office, retail, hotel, and industrial. Ensuring that its commitment to quality is carried through to the final product, Westbank employs an affiliated company, Icon West Construction, to carry out the construction of each Westbank project.

With large projects completed or underway in Vancouver, Toronto, Montreal, Calgary, Edmonton, Dallas, and Victoria, the Westbank team is fulfilling its vision of combining architectural excellence and thoughtful interior design with a careful consideration of each project's impact on the environment.

Westbank is dedicated to city building & the creation of beautiful buildings.

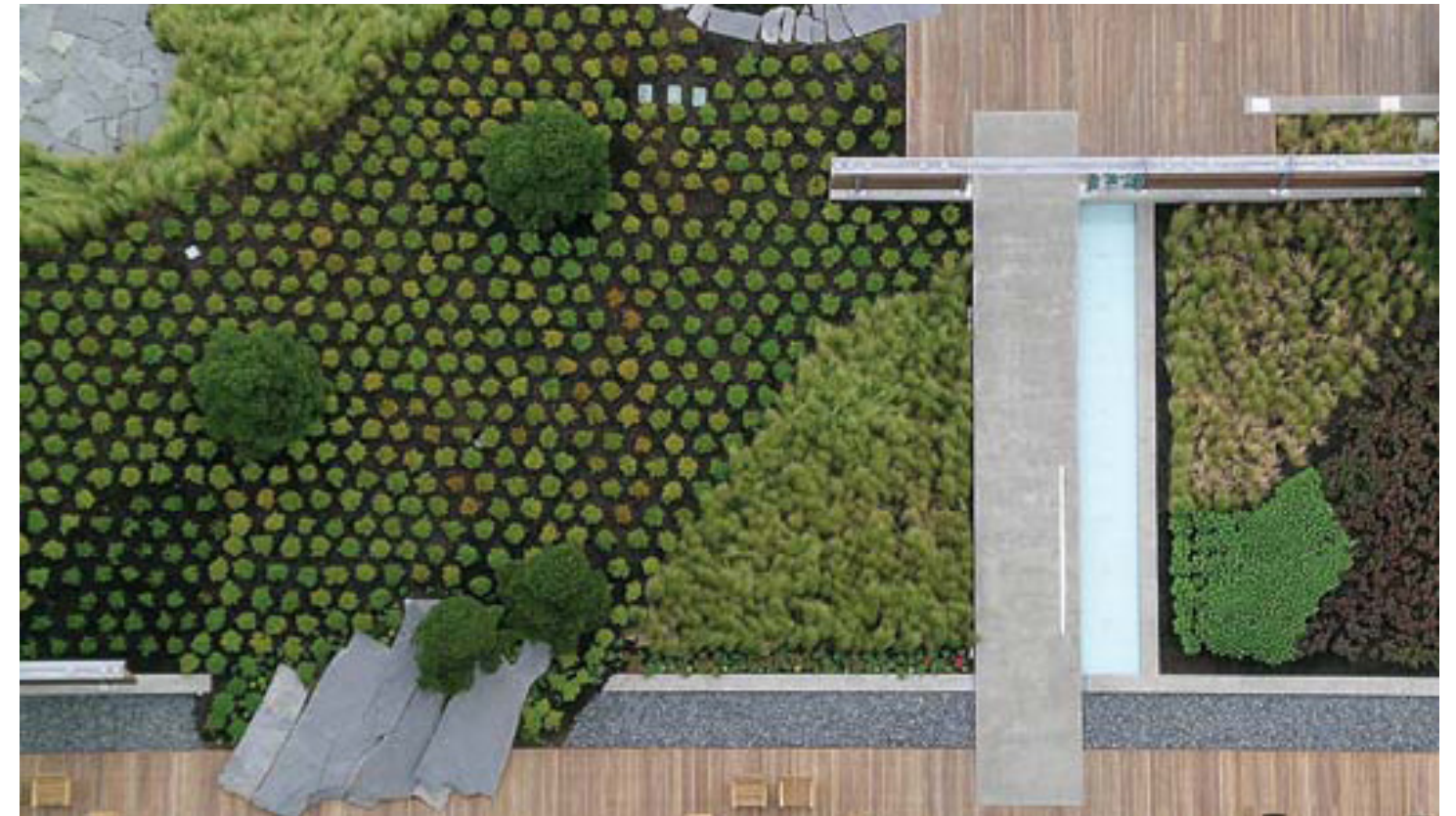


## Henriquez Architects US, PS

Henriquez Architects believe that socially responsible community development and environmental stewardship are the foundation of good design.

The firm has consistently demonstrated the ability to manage projects from design through to construction, and the technical expertise to create structures that stand the test of time. Henriquez Architects' buildings have received numerous awards for design excellence, including multiple Governor General's Medals in Architecture and Lieutenant Governor Awards.

In addition to many unique civic structures, the firm's experience features the inclusive, \$330M Woodward's Redevelopment and a ground-breaking experiment in affordable ownership, 60 West Cordova. Their experience also includes an array of LEED certified projects such as the award-winning, LEED Gold BC Cancer Research Centre and Telus Garden, currently under construction, bringing the first LEED Platinum office tower to Vancouver. Henriquez Partners operates on the philosophy that no building is too small if it contributes to the community in a meaningful way.



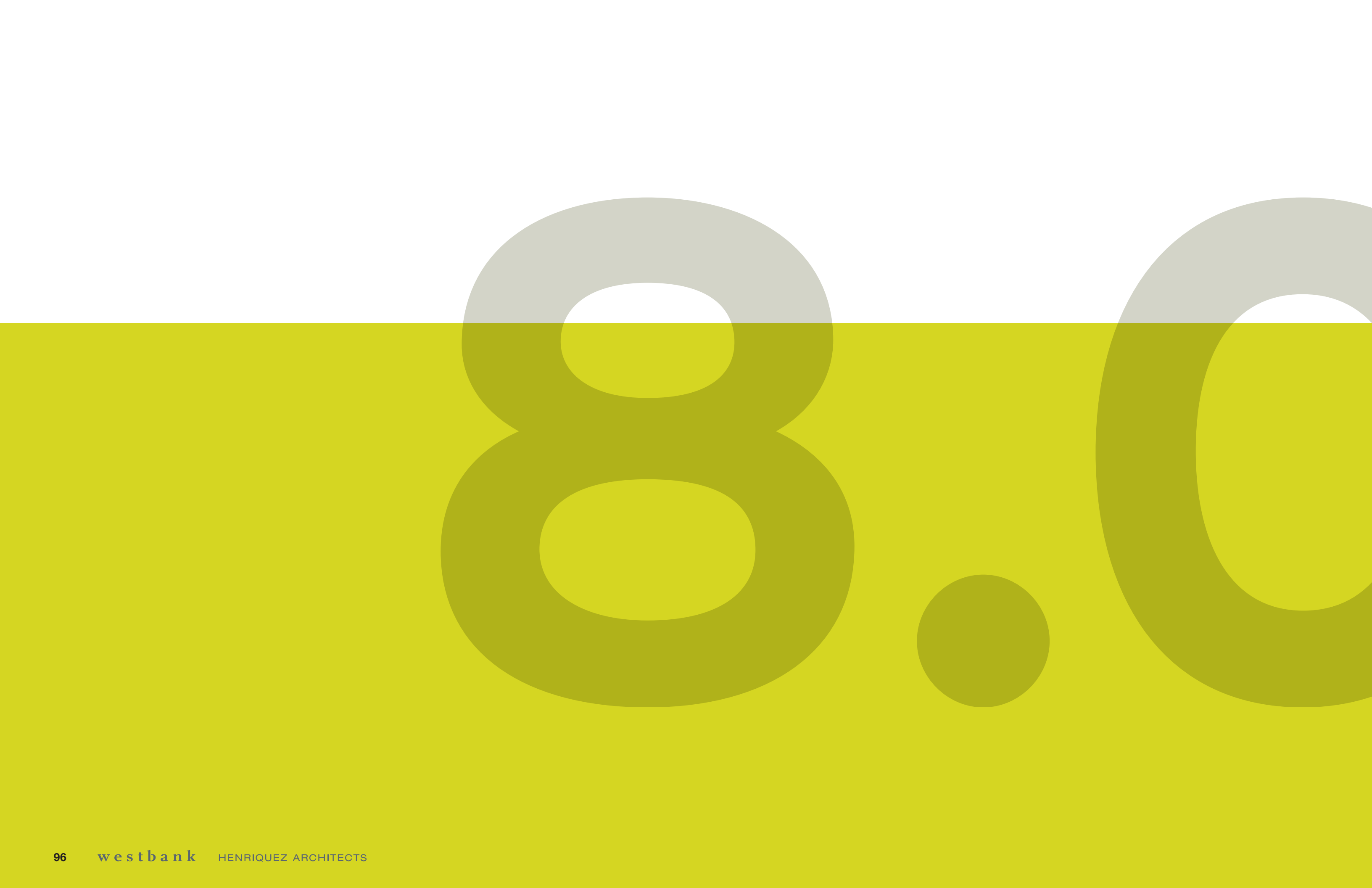
## PFS Studio

PFS Studio is a leading Canadian planning, urban design and landscape architecture firm offering consulting services nationally and internationally.

The firm has been in practice for over 2 decades and has a professional staff of over thirty-five.

Our award winning portfolio demonstrates our success on a wide range of projects, many that have faced a high degree of complexity in terms of process and approval.

PFS Studio continually undertakes many of the most high profile projects in Canada and abroad. Our practice operates from our Vancouver office and we are proud of our contributions to this City's successful reputation as one of the most livable cities on the globe. At the same time, we are also comfortable and capable of working on projects throughout the world, proving this time and again through successfully delivered projects.





# Appendices







**westbank** HENRIQUEZ ARCHITECTS