



121 BOREN AVE N & 1000 DENNY WAY

#3021279

DESIGN REVIEW BOARD
EARLY DESIGN GUIDANCE

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Development Objectives + Program:

Bounded by Terry Avenue North, Denny Way, Boren Avenue North, and John Street, this large property has an area of 75,600 SF. The grade slopes approximately 50' down from Boren Avenue North to Terry Avenue North. The Seattle Times building in the center of the site will remain as will the ancillary building on the southern end of the site.

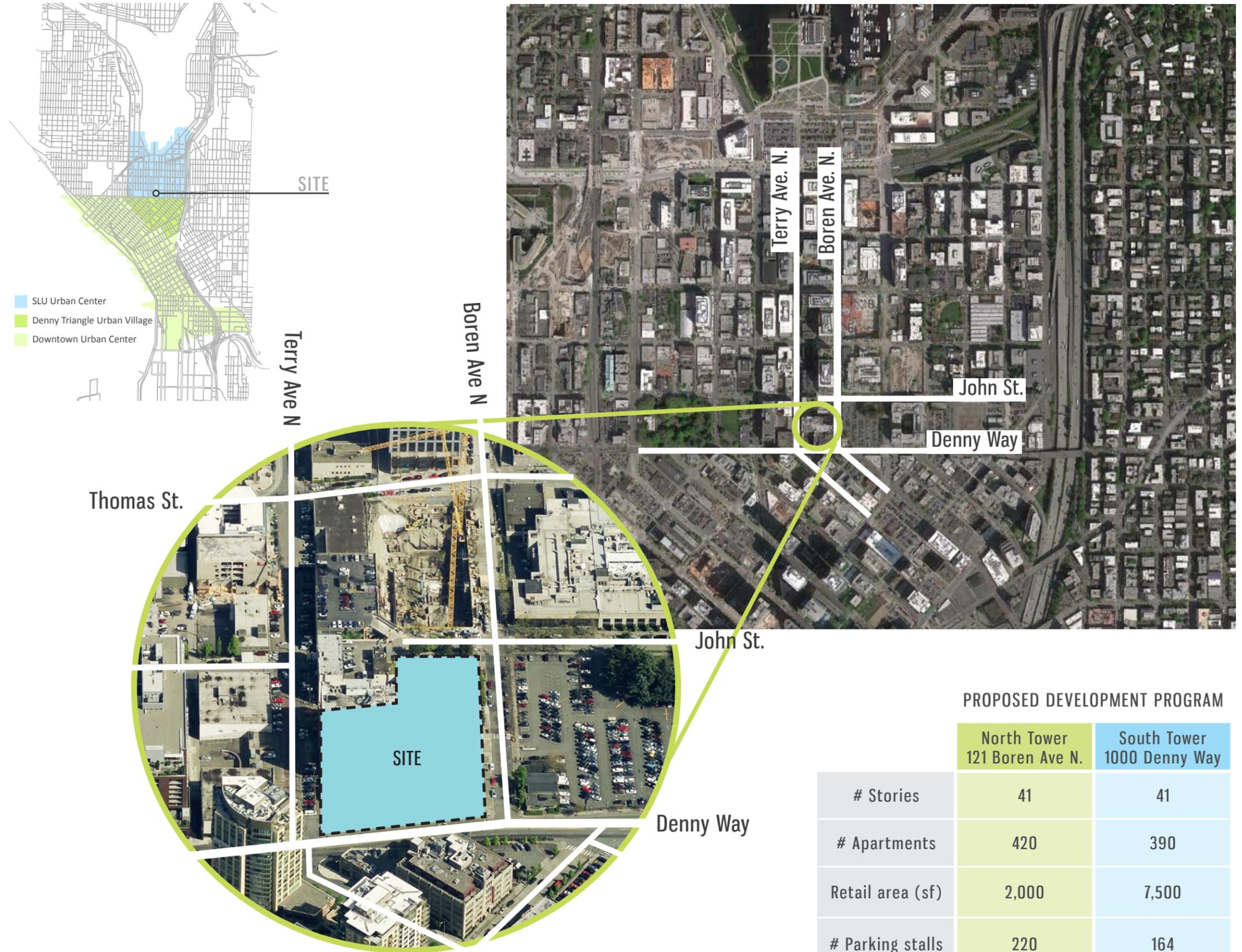
The property is zoned SM 240/125-400 and located within the South Lake Union Urban Center. The South Lake Union Neighborhood Specific Design Guidelines will apply. Terry Avenue North and Denny Way both have specific Street Design Improvement Guidelines and John Street is classified as a "Neighborhood Green Street" per 23.48.014 Map A.

The surrounding zoning to the east and west is also SM 240/125-400. The existing Bunge Foods Building is immediately adjacent to the west and a 400' tall residential tower by Holland Development is proposed on the west side of Terry Avenue. Two 400' tall residential towers are planned by Onni Development on the full block on the east side of Boren. The zoning to the north is SM 160/85-240 and a 125' tall office building AT 201 Boren Ave N (Amazon's 'Arizona' building). Across Denny Way is the Denny Triangle Urban Center with its DMC 240/290-400 downtown zoning designation and is home to the historic Lenora Square building with Cornish College and three towers at 2200 Westlake that range from 125' to 160' tall and have Whole foods, Pan Pacific Hotel and other retailers at the base.

This significant property is located at the crossroads of the Denny Triangle and South Lake Union Urban Centers. Two new 41-story residential towers are proposed at opposite corners of the site, while the venerable Seattle Times building will remain. The southwest corner tower will replace an existing parking lot and the northeast corner tower will be located where an existing single-story building will be removed.

The existing Seattle Times Building is located in the center of the property and includes the original 1929 structure, which is 5 to 8 stories tall, as well as a lower 1965 addition on the southeast corner. Both buildings were substantially improved and seismically retrofitted in 2003, and they will remain in place with their existing commercial uses.

The two towers described in this proposal present a unique opportunity to compose the structures to complement each other while also complementing both the existing and the emerging neighborhood context. Elements of continuity and elements of distinction are considered for the towers. Because the towers are on opposite corners of the property, each responds appropriately to its unique surroundings both at the base and with massing orientation on upper levels. Terry Avenue N. still has the feel of the brick-lined historic industrial rail corridor while John Street and Boren Avenue N. have evolved as quiet and tree-lined streets with adjacent office uses. Significant new development is proposed on both streets surrounding this site and is considered in the enclosed proposal.



PROPOSED DEVELOPMENT PROGRAM

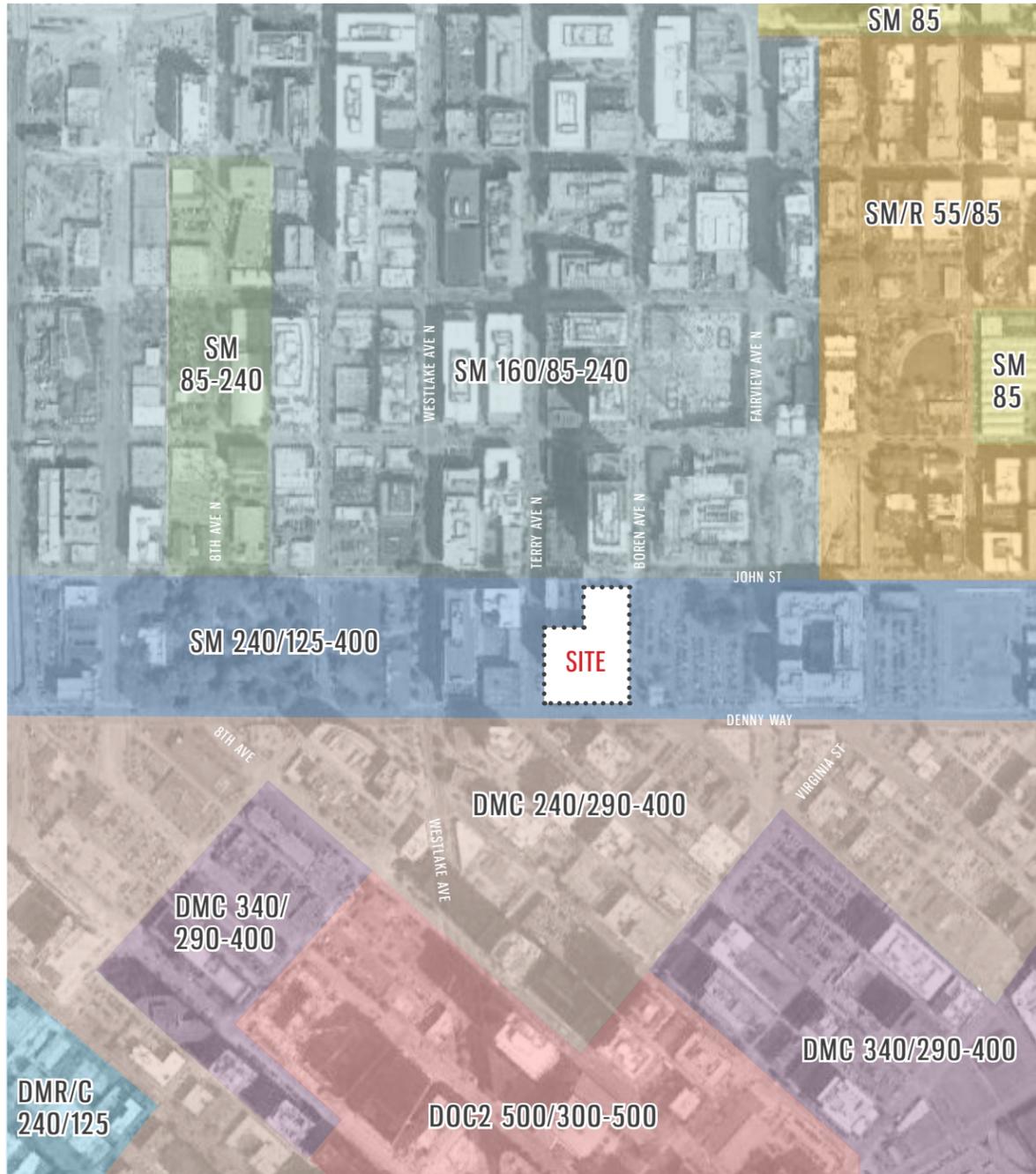
	North Tower 121 Boren Ave N.	South Tower 1000 Denny Way
# Stories	41	41
# Apartments	420	390
Retail area (sf)	2,000	7,500
# Parking stalls	220	164

ZONING & LAND USE SUMMARY

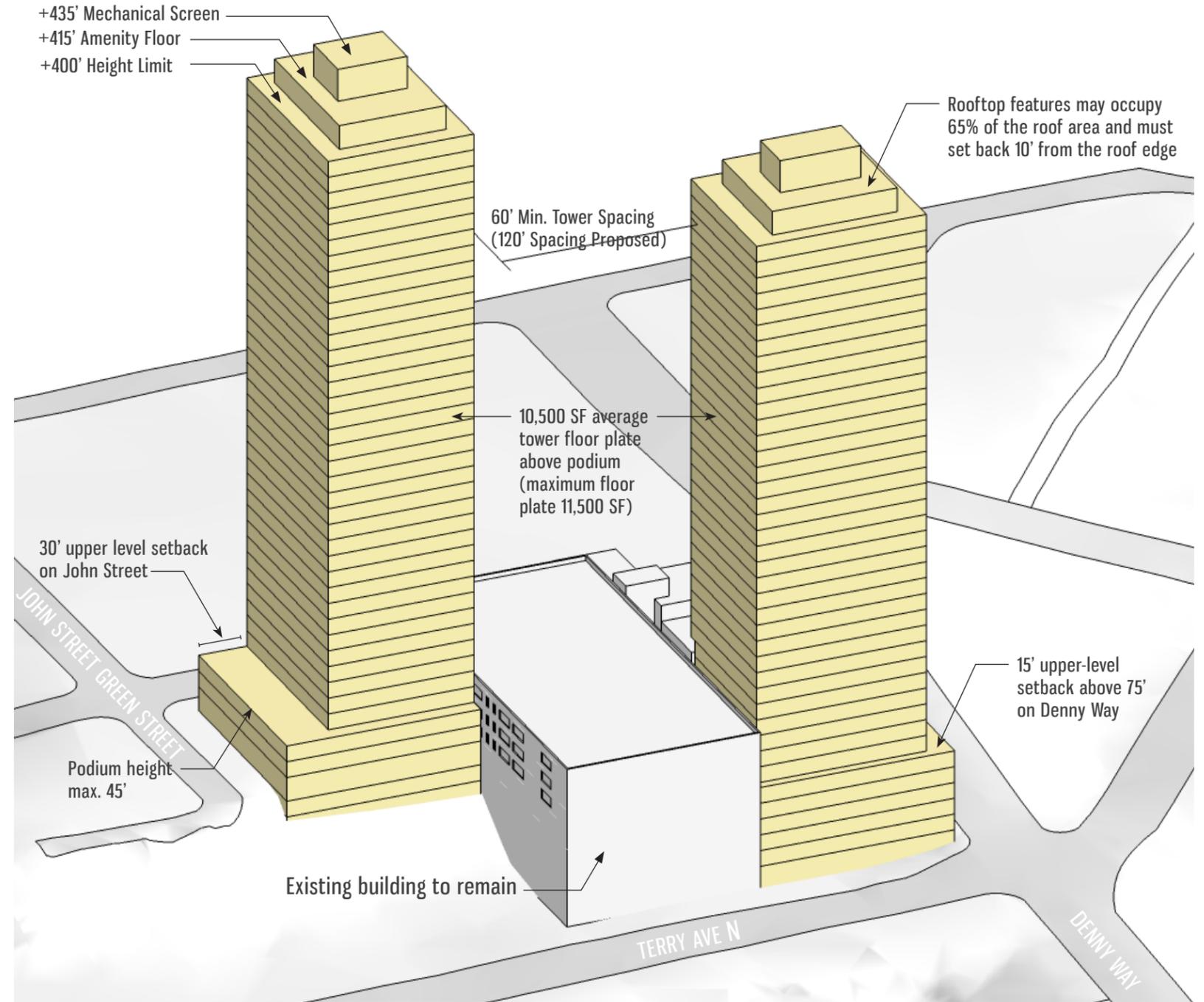
Zoning Analysis Summary of applicable development standards from the Seattle Municipal Code. Note that some portions are paraphrased for brevity.

Address: 121 Boren Avenue North & 1000 Denny Way - South Lake Union Urban Center
 Zoning Designation: SM 240/125-400
 Lot Area: 75,600 SF
 Ped Street Designations: Boren Ave N, Denny Way & Terry Ave N: All Class II Pedestrian Streets. John St. is a "Neighborhood Green Street" per 23.48.014 Map A.
 SDOT Street Designation: Denny Way is a "principal arterial street". Boren, John, and Terry are "access streets"

Topic & Reference	Code Language (Paraphrased Summary)	Project specific application or interpretation
Street Level Uses: 23.48.004	All uses are permitted outright, either as principal or accessory uses, except those specifically prohibited by subsection 23.48.004.B and those permitted only as conditional uses by subsection 23.48.004.C.	
Floor area ratio 23.48.009	Table B, SM 240/125-400: Non residential: 5.0 Base, Maximum 7.0 FAR. 10.0 for residential structures that do not exceed the base residential height limit. D7 - all residential use in a residential tower are exempt from FAR. D4 & D6 - Retail uses at grade and 3.5% mechanical space are exempt from FAR limits B7) On lots with multiple structures that include a residential tower exempt from FAR calculations, the applicable FAR limits for all other structures shall be based on the total lot area minus the area of the lot required for the podium and residential tower development in order to meet the coverage limit of subsection 23.48.013.A. For the portion of the lot with the residential tower, the FAR limit for permitted nonresidential uses in a residential tower that is also a mixed use structure shall be based on the area of the portion of the lot occupied by the residential tower.	Residential uses in a tower and retail use at street level are exempt from FAR limits.
Structure height 23.48.010	A) Residential base height limit 125'. Maximum residential height 400'. Floor area and height above 125' subject to incentive programs 23.49.011, 23.58 A and upper level development standards 23.48.012 H2) Rooftop features: Open railings, planters, skylights, clerestories, parapets may extend up to 4 feet above the maximum height limit . H4) Rooftop features (such as mechanical, elevator and stair penthouses and common amenity area) may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.010.H.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment. H7) At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that mechanical equipment is screened and no rooftop features are located closer than 10 feet to the roof edge H5) For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted. If the elevator provides access to a rooftop designed to provide usable open space, elevator penthouses up to 35 feet above the height limit are permitted. H9) Screening. Rooftop mechanical equipment and elevator penthouses shall be screened with fencing, wall enclosures, or other structures. H7b) At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that all of the following are satisfied: a. All mechanical equipment is screened; and b. No rooftop features are located closer than 10 feet to the roof edge	Project is pursuing a 400' tall towers with an additional 15' of height for common amenity area with the applicants option of 65% roof coverage , including mechanical, elevator and stair penthouses. Architectural enclosure and screening elements associated with elevator equipment and function are proposed up to 35' above the base height limit. See Departure #4 - requested where portions of the rooftop mechanical screen and amenity areas will be flush rather than setback a minimum of 10'.
Extra floor area in Seattle Mixed Zones 23.48.011	Residential tower projects will direct 60% of the bonus amenity incentive program to affordable housing (either as performance on site or as fee-in-lieu) and 40% to open space TDR's or landmark preservation program. To participate in the bonus floor area program, the following criteria are required: LEED Gold Rating or substantially equivalent standard; provision of Transportation Management Program; and provision of energy management plan.	Project is pursuing full incentives applied to residential towers. LEED Gold designation is proposed.
Upper-level setback 23.48.012	A1 & 2) In the SM 240/125-400 zone, portions of a structure greater than 75 feet in height are required to set back from a lot line abutting a street shown on Map A for 23.48.012. A setback of 1 foot for every 2 additional feet of height is required for any portion of a structure exceeding the maximum height permitted without a setback according to subsection 23.48.012.A.1, up to a maximum setback of 15 feet measured from the street lot line...	Proposal has a Denny Way setback of 15' above 75'
Upper-level development standards for specific building types in SM zones in the South Lake Union Urban Center 23.48.013	A) Upper-level coverage limit. For residential towers, the average gross floor area of all stories above the podium height specified on Map A for 23.48.013 shall not exceed 50 percent of the lot area. B2) Floor area limit for residential towers above 160' tall: 10,500 SF average floor plates above the podium. 11,500 SF maximum floor plate above podium. C)Upper-level setbacks are required (for towers) at lots abutting a street shown on Map A for 23.48.013. On John Street, south side, between Aurora Ave N and Minor Ave N a 30' setback is required above 45' B4) Podium height limit per Map A for 23.48.013: 45' tall on John and Boren N . 65' tall on Denny Way. Area limit for podium: 75% lot coverage per floor or 100% on three podium floors or less. D) Façade Modulation: Maximum length of un-modulated facade within 15 feet of street lot line is 150' below 125' tall and 120' above 125' height. E) Maximum facade width above the base height (85') is 120' wide F1) Limit on tower structures per block: Only one residential tower...is permitted on a single block front. G1) Tower separation is required between structures with residential use above the base height limit for residential use and that are located on the same block. For the purposes of this subsection 23.48.013.F, a block is defined as the area bounded by street lot lines. A separation of 60 feet is required between all portions of the structure that exceed the base height limit for residential use. Note: upper level setbacks in Section 23.48.013 are not departable (23.41.012 B-13 Development standard departures). Tower separation and podium height are departable (by omission in 23.41.012 B-13).	Existing lot has 75,600 SF of area. Of which 21,000 SF will be assigned to each tower for purposes of upper level coverage limits. 10,500 Average Floor plate proposed above podium. 30' upper level setback at John street above 45' is proposed at the north tower. See Departure #1 - requested to preserve the existing Seattle Times Building which is +/- 50' tall on Boren Proposal has no facades longer than 120' Proposed towers are on separate block fronts. The "base height limit" in this zone is 125'. Tower separation is required only above that base. Proposed towers comply with tower separation requirements. See Departure #1 - Increased Podium Height for portion of NE tower
Street-level development standards 23.48.014	A2b) On Class 2 Pedestrian Streets and Neighborhood Green Streets, as shown on Maps A and B for 23.48.014, the minimum height for street-facing facades is 25 feet. On all other streets, the minimum height for street-facing facades is 15 feet A3b) Except on Class 1 Pedestrian Streets... the street-facing façade of a structure may be set back up to 12 feet from the street lot line subject to...landscaped according to the provisions of Section 23.48.024 D1a) Transparency and blank facade requirements...between 2 feet and 8 feet above a sidewalk: For Class 1 and Class 2 Pedestrian Streets and Neighborhood Green Streets, shown on Maps A and B for 23.48.014, a minimum of 60 percent of the street facing facade must be transparent. D2b - Blank facade limits for Class 1 and Class 2 Pedestrian Streets and Neighborhood Green Streets. E: Development standards for required street-level uses. Street-level uses required by subsection 23.48.004.D, and street-level uses exempt from FAR calculations under the provisions of subsection 23.48.009.D.6, whether required or not, shall meet the following development standards	See Departure #2 - A portion the Boren façade height is lower than 25' as part of preservation of the existing Times Building. See Departure #3 - Portion of building setback is greater than 12' for the public plaza. Boren Ave N, Terry Ave N, and Denny Way are designated Class 2 Pedestrian Streets, and John St is a Neighborhood Green Street. While there are no required street level uses, 60 percent façade transparency must be provided.
Amenity area for residential uses 23.48.020	A & B) Amenity area is required for all new development with more than 20 dwelling units. An area equivalent to 5 percent of the total gross floor area in residential use shall be provided as amenity area, except that, in no instance shall the amount of required amenity area exceed the area of the lot. C) Required amenity area shall provide access to all residents and be located at or above ground level. A maximum of 50 percent of the required amenity area may be enclosed. The minimum horizontal dimension for required amenity areas is 15 feet, except that the minimum horizontal dimension is 10 feet for amenity areas provided as landscaped open space accessible from the street at street-level. The minimum size of a required amenity area is 225 square feet. Amenity area that is provided as landscaped, street-level open space that is accessible from the street shall be counted as twice the actual area in determining the amount provided to meet amenity area requirement.	Project proposes 50% interior amenity and 50% exterior amenity.
Screening and landscaping standards 23.48.024	A) Green Factor score of .30 or greater required, Street trees shall be provided in all planting strips. D1) Existing street trees may count toward meeting the street tree requirement.	Green factor will be accommodated at the street and the various roof terraces. No street trees currently exist. New street trees are proposed.
Required parking and loading 23.48.032	A) Off-street parking spaces and bicycle parking are required according to Section 23.54.015. Per table A, South Lake Union is in an "Urban Center" and no minimum parking standards apply for the proposed uses. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table E: Retail, restaurants: 1: 12,000 SF long term, 1:2000 SF short term. Residential 1:4 Units: After the first fifty (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Table E	
Parking and loading location, access and curb cuts 23.48.034	D) Parking and loading access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director as a Type I Decision, depending on the classification of rights-of-way, as shown on Maps A and B for 23.48.014, according to the following...as a hierarchy...from an alley, an undesignated street; a Class 2 Pedestrian Street; Class 1 Pedestrian Street; Designated Neighborhood Green Street E1) Curb cut width and number: Permitted access shall be limited to one two-way curbcut.	Boren and Terry are Class II Pedestrian Streets and proposed as the preferred location for the primary curb cuts. See Departure #5 - The towers are separated by an existing historic building with no physical connection between them. Two curb cuts necessary to accommodate separate parking and servicing needs for each tower.



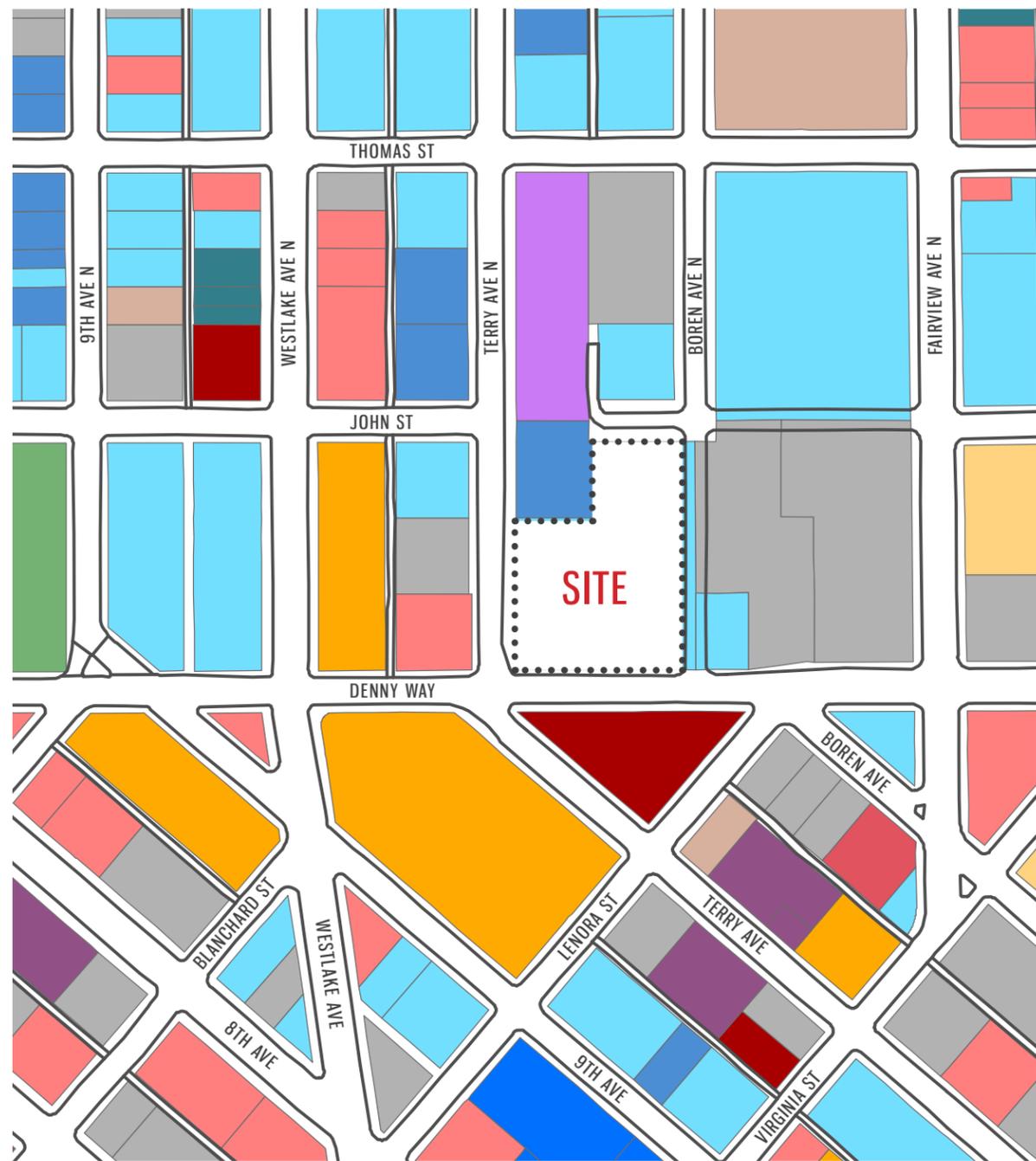
Vicinity Map: Zoning



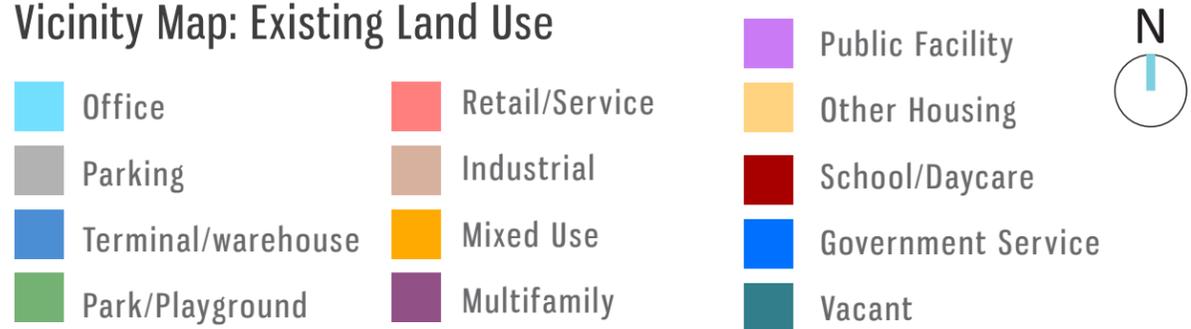
Zoning Diagram



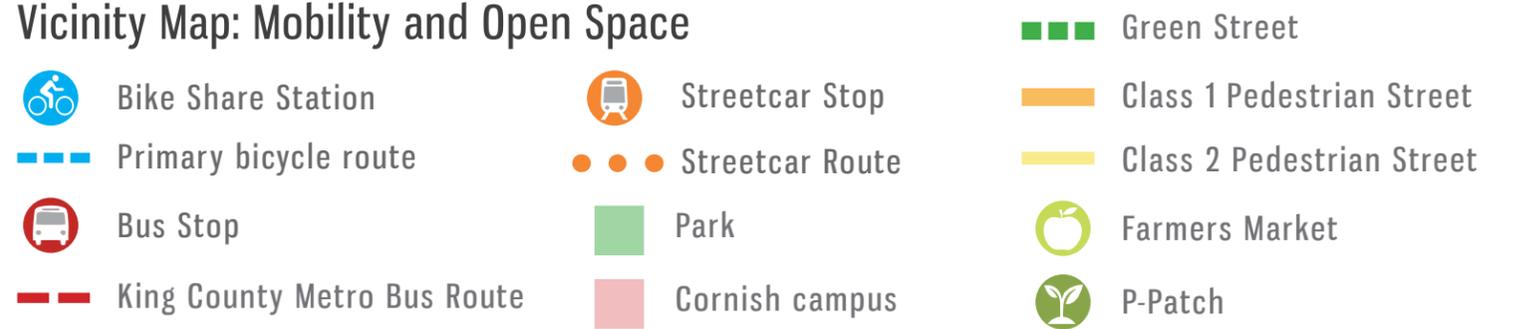
SITE ANALYSIS

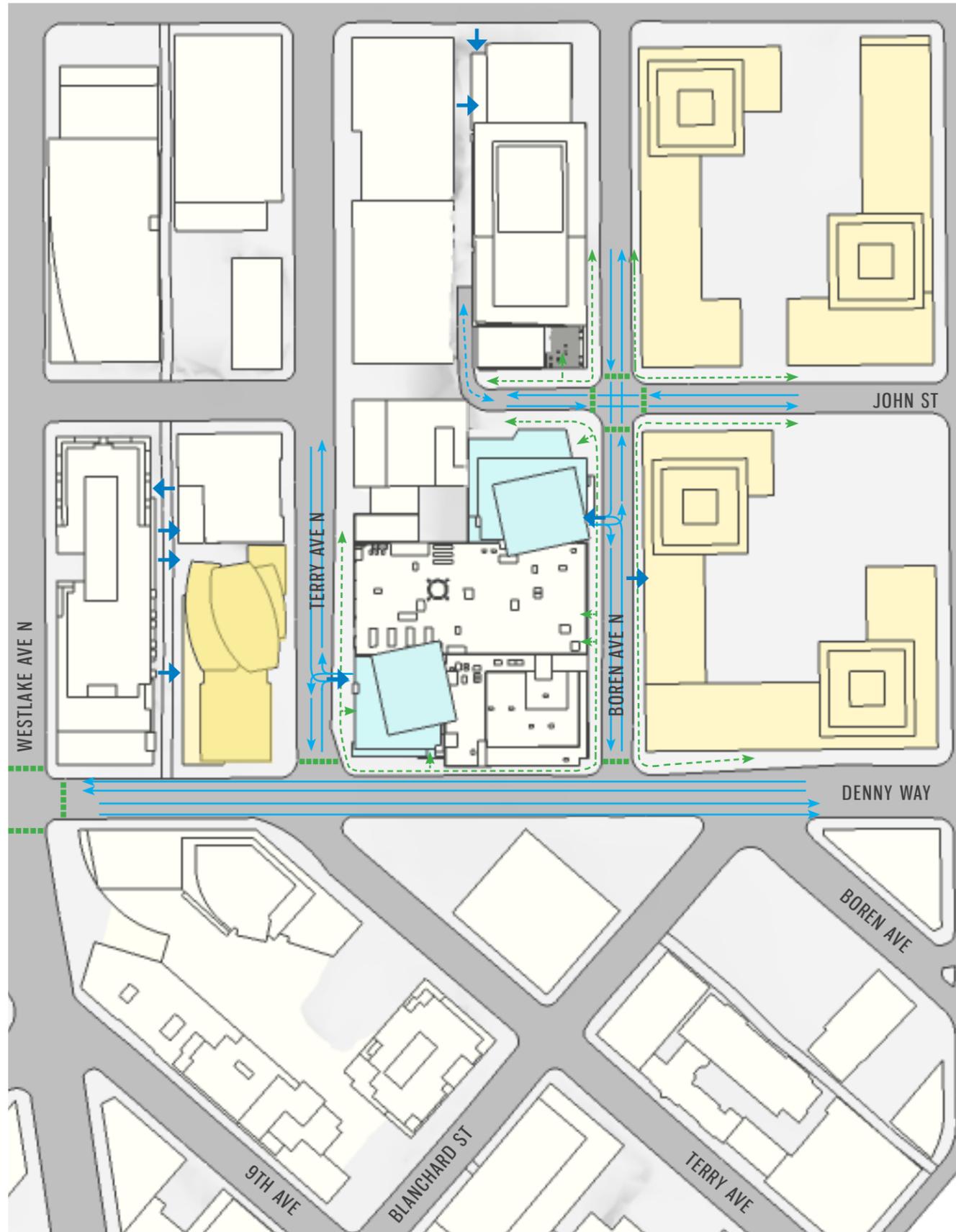


Vicinity Map: Existing Land Use



Vicinity Map: Mobility and Open Space





- Project sites
- Projects in development
- Existing context
- - - > Pedestrian circulation
- > Vehicular circulation
- Parking entries

SITE CIRCULATION

Northeast tower:

Vehicles will approach the building from Boren Ave N. The site has no alley; access to parking is proposed from Boren Ave N, a Class II Pedestrian street. John Street, to the north of the site, is a designated Neighborhood Green Street.

Pedestrians arriving at the building will most likely walk North or South on Boren Avenue North or along John Street until they reach the building entrance at the corner of Boren and John.

Southwest tower:

Vehicles will approach the building on Terry Ave N. No alley exists on this site as well. Parking access is located along Terry Ave N. Pedestrian access across Denny is currently limited to Westlake to the west and Fairview Ave N to the east.



SITE ANALYSIS

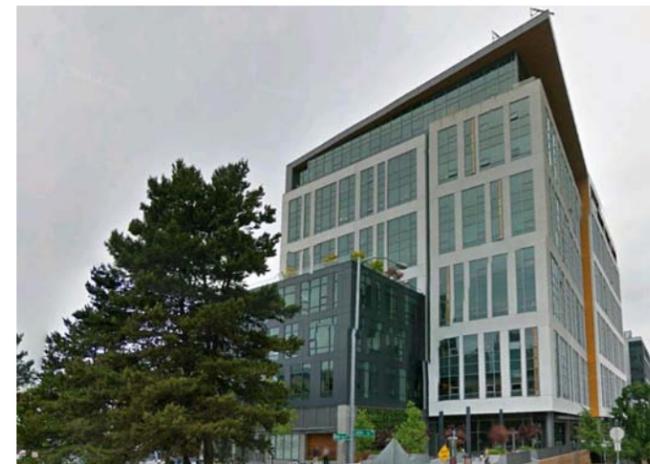
Vicinity Map
Current + Future
Development



A 1001 John St



B Fred Rogers Building



C 201 Boren Ave N



D 1120 John St (Onni North)



E 1120 Denny Way (Onni South)



F 970 Denny Way

Future development sites





G Box Car Apartments



H Rollin Street Flats



I 202 Westlake Ave N



J DRSi SLU



K Terry Thomas Building



L 2200 Westlake



M Cornish Main Campus Center



N Recovery Cafe



O Raisbeck Performance Hall



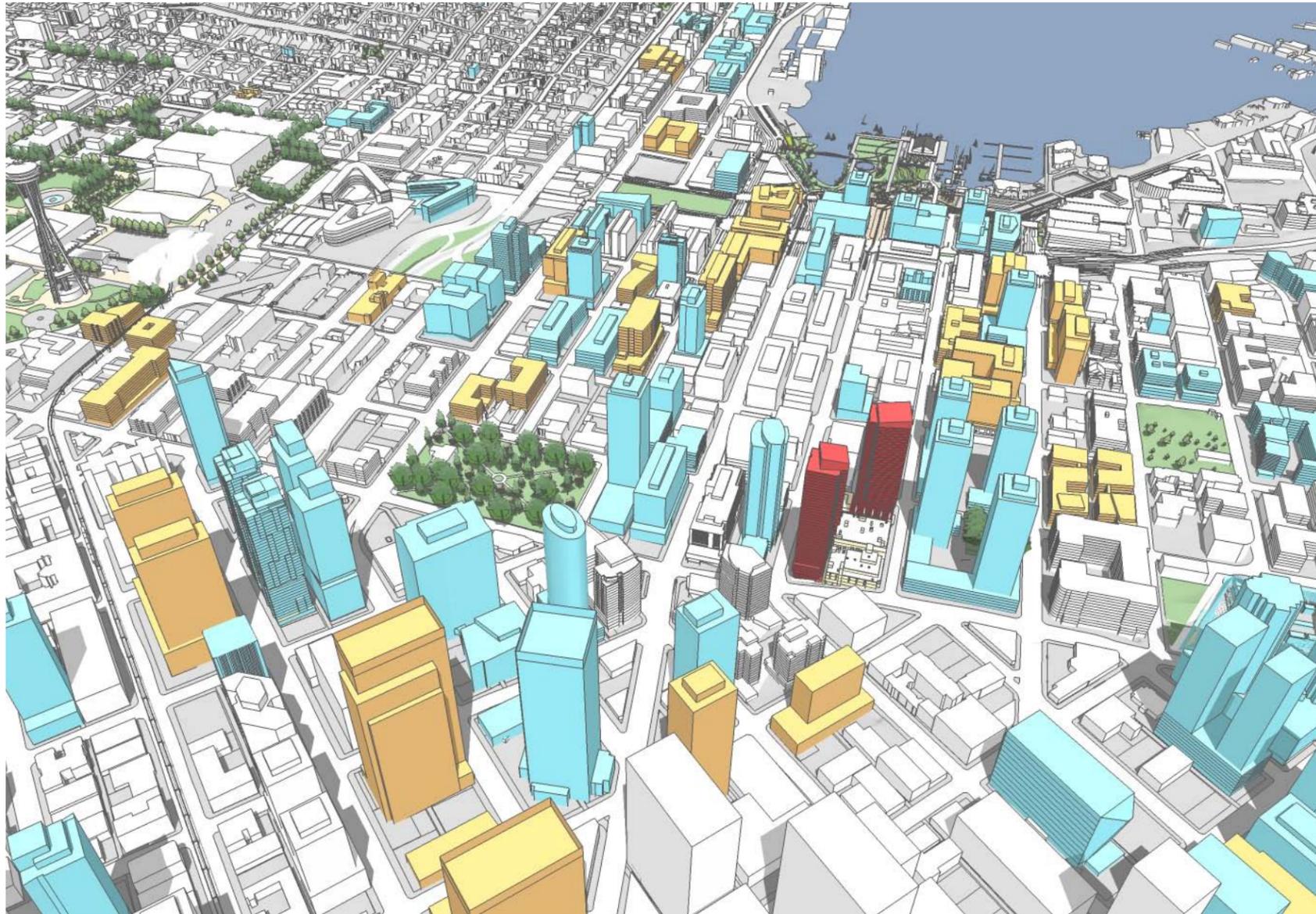
P Norton Building (Cornish)



Q Cornish Commons



R 2101 9th Ave



Aerial view of South Lake Union context

LEGEND

- UNDER CONSTRUCTION OR STARTING CONSTRUCTION
- IN APPLICATION STAGE/DESIGN REVIEW
- PROJECT SITE

KEYNOTES:

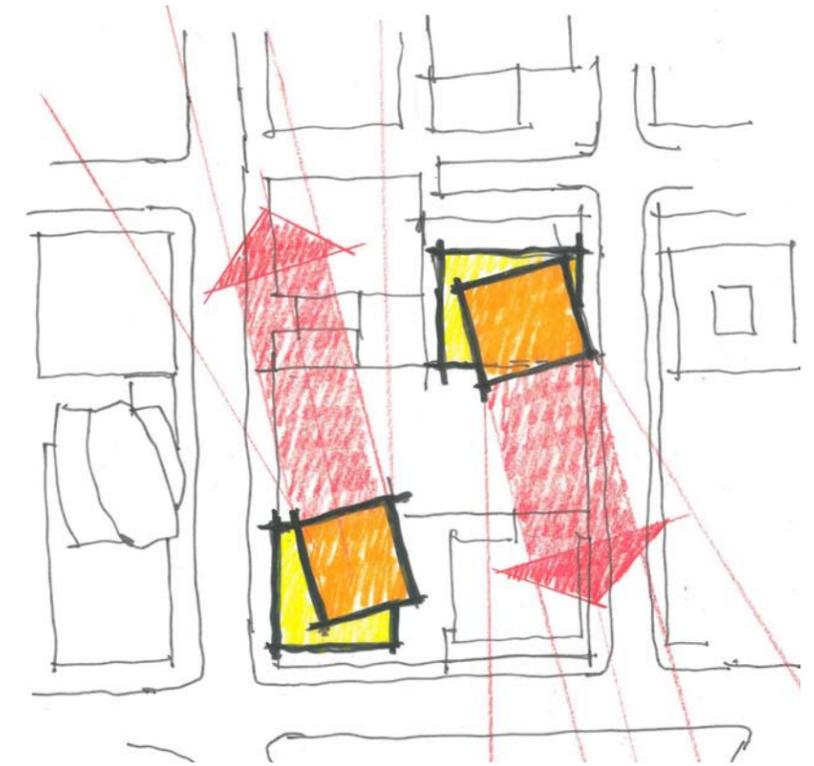
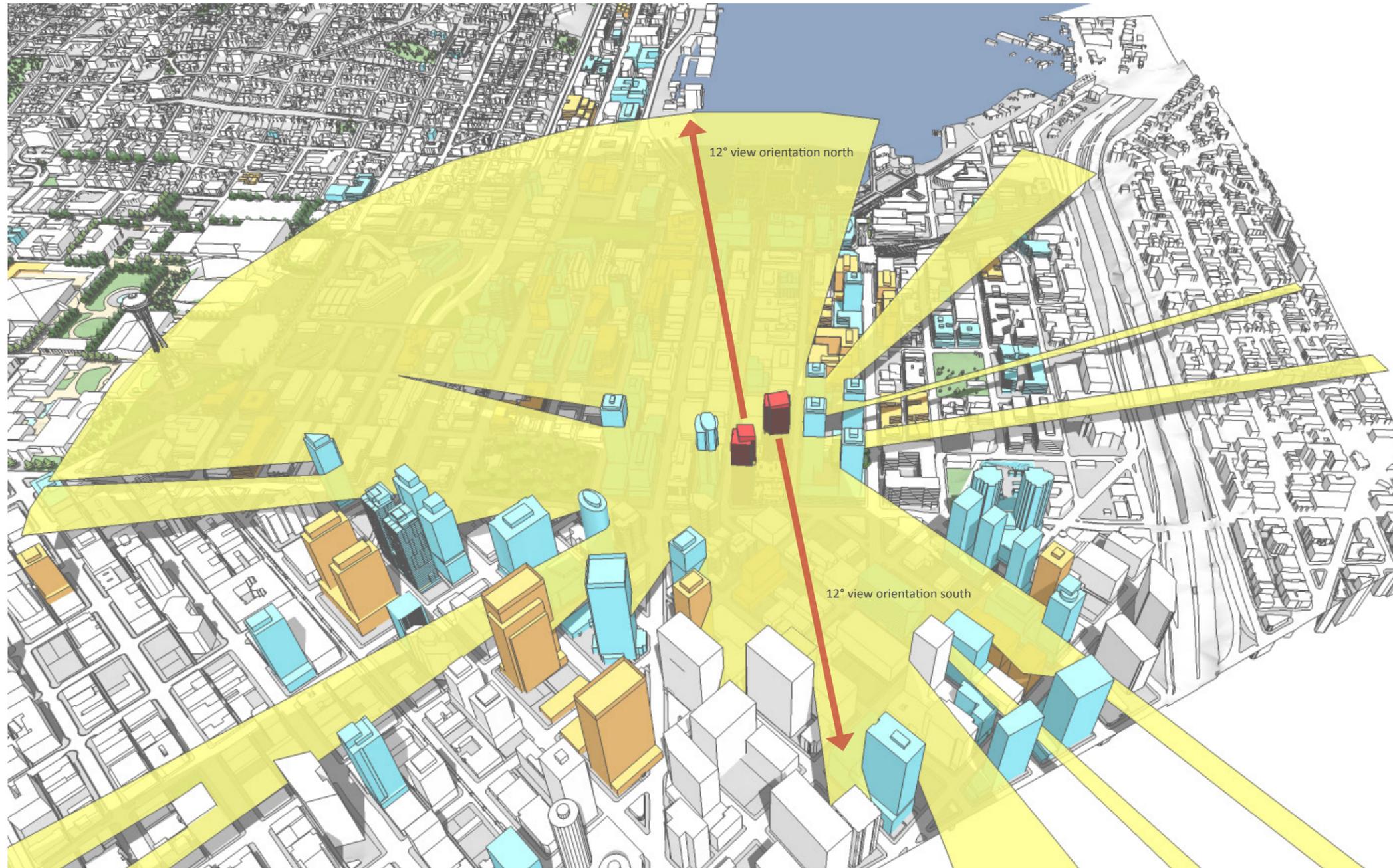
- | | |
|---|---|
| A Onni/Seattle Times South - MUP | E Boxcar Apartments |
| B Onni/Seattle Times North - MUP | F 970 Denny Way - MUP |
| C Amazon Arizona Building | G 2200 Westlake |
| D Fred Rogers Building | H Cornish College of the Arts Main Campus Center |



PLAN VIEW OF SOUTH LAKE UNION



PLAN VIEW AT PROJECT SITE



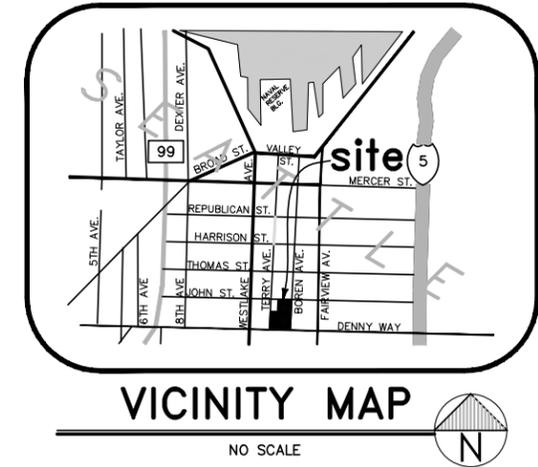
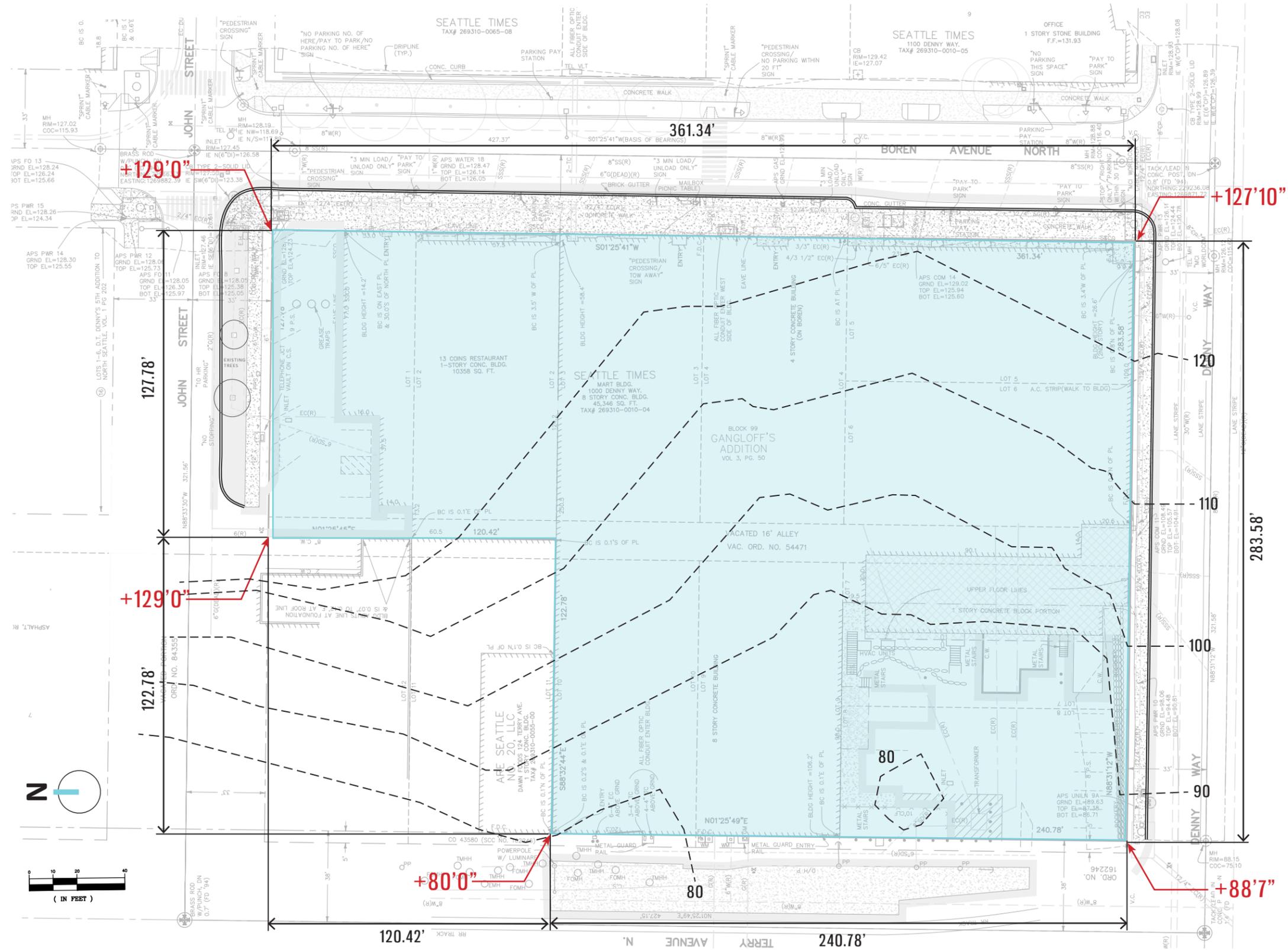
12° view orientation

Future aerial view above 240'

LEGEND

- UNDER CONSTRUCTION OR STARTING CONSTRUCTION
- IN APPLICATION STAGE/DESIGN REVIEW
- PROJECT SITE

SITE ANALYSIS



SITE SURVEY

The site is currently occupied by two structures, the Seattle Times Mart building, an 8-story concrete commercial service building, and a single-story reinforced concrete structure that contains the 13 Coins Restaurant. The Seattle Times structure will remain on the site; the smaller restaurant building will be demolished.

The block's alley was previously vacated, and the existing buildings currently occupy the right of way. The western half of John Street's right of way has been vacated between Terry Ave N and Boren Ave N., resulting in a dead-end street that provides parking access to the Seattle Opera site to the northeast.

The site features a significant elevation drop of just over 40' between its northeast and southwest corners. A 39' grade change is evenly distributed along Denny Way. In the north-south direction, Boren Avenue is relatively flat, dropping just over one foot across the length of the site, while Terry Avenue slopes more than 8' over 240'.



View of site facing southwest, 13 Coins building in foreground.



View of the Seattle Times Mart Building from Denny Way (facing northeast).



View of the Seattle Times Mart Building (facing southwest).

EXISTING BUILDING INFORMATION

Name (Traditional/current): Mart Building/Seattle Times/Telecoms/13 Coins

Year Built: 1929 (original structure), additions 1965 - 1978, seismic/life safety upgrade 2003

Street & Number: 1000 Denny Way

Assessor's File No.: 269310-0010

Original Owner: Peck and Hills Furniture Company

Present Owner: H5 Capital

Contact: Josh Simms, H5 Capital
9320 Wilshire Blvd. #300
Beverly Hills, CA
90210

Original Uses: Furniture store, offices, dress manufacturing

Current Use: Mixed-use: office, communications, storage, restaurant

Original Architect: Albert C. Martin

Plat/Block/Lot: Gangloffs Addition/Block 99/Lots 1-10/Less portions for alley and street vacations.

Legal Description: Gangloffs Add Lots 1 through 10 TGW POR VAC Alley Adj less POR for Terry Avenue N TGW POR VAC RD ADJ per SEA ORD #118365 & less POR RDS ADJ PER SEA ORD #121088

DENNY WAY

JOHN ST

NORTH TOWER PROJECT SITE



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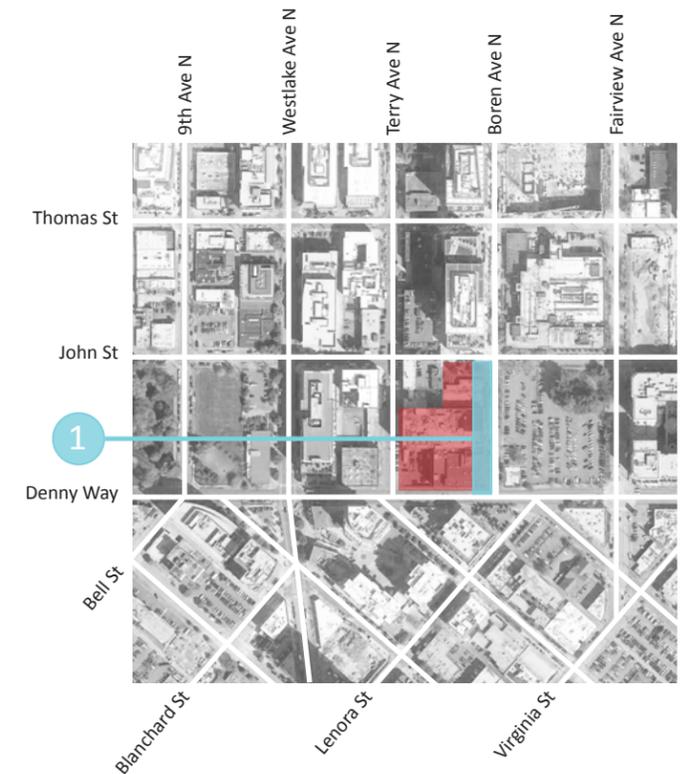
BOREN AVE N, FACING WEST, BETWEEN DENNY WAY AND JOHN ST

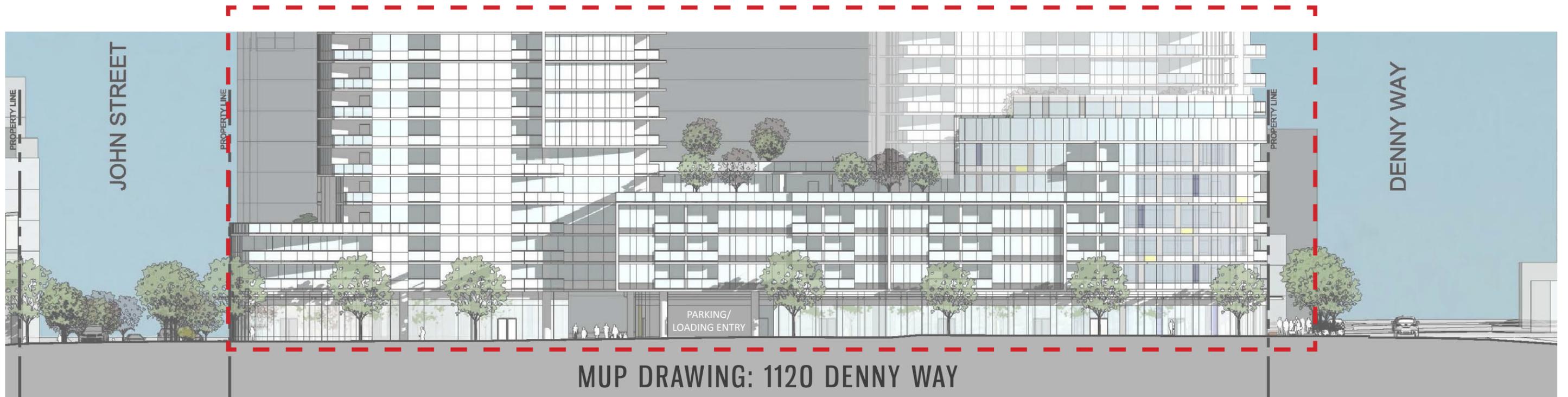


SEATTLE TIMES MART BUILDING (1000 DENNY WAY)



SEATTLE TIMES MART BUILDING (1000 DENNY WAY)





MUP DRAWING: 1120 DENNY WAY

2

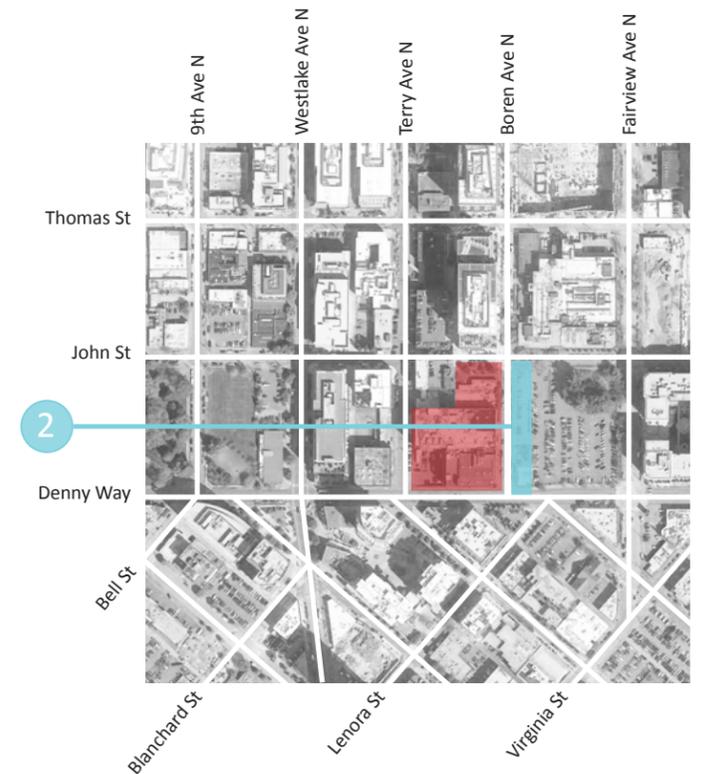
BOREN AVENUE N, FACING EAST, BETWEEN MERCER ST AND REPUBLICAN ST



ONNI SOUTH BLOCK AT BOREN AVE N AND JOHN ST, FACING SOUTHEAST



ONNI NORTH BLOCK AT JOHN ST AND FAIRVIEW AVE, FACING NORTHWEST



NORTH TOWER PROJECT SITE

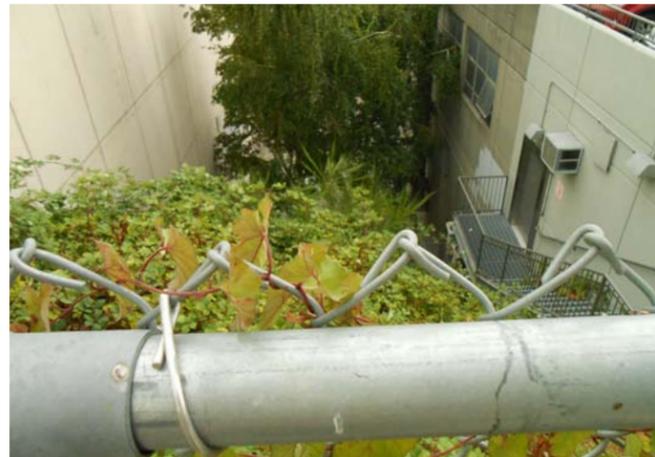


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JOHN STREET, FACING SOUTH, BETWEEN BOREN AVE N AND VACATED ALLEY



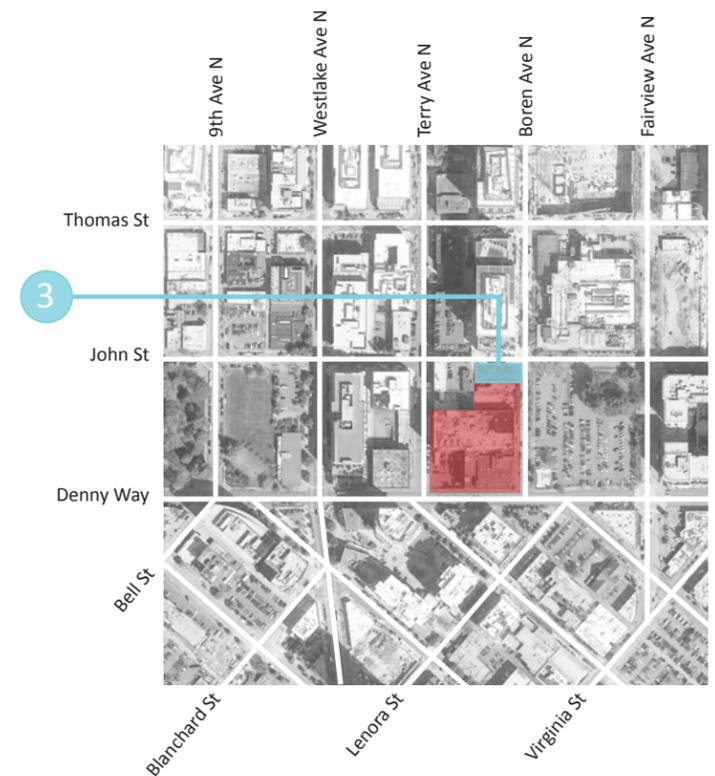
VACATED ALLEY CONDITION, FACING SOUTH

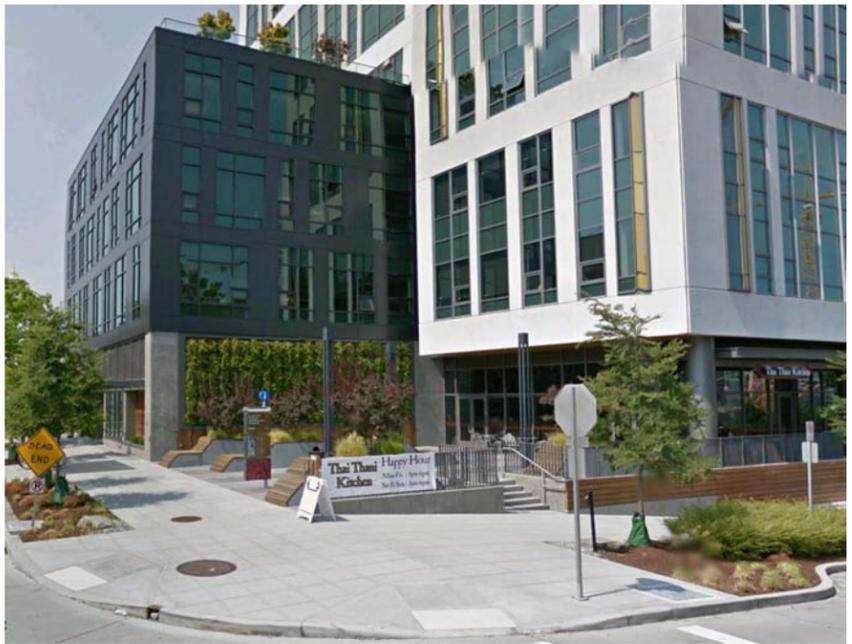
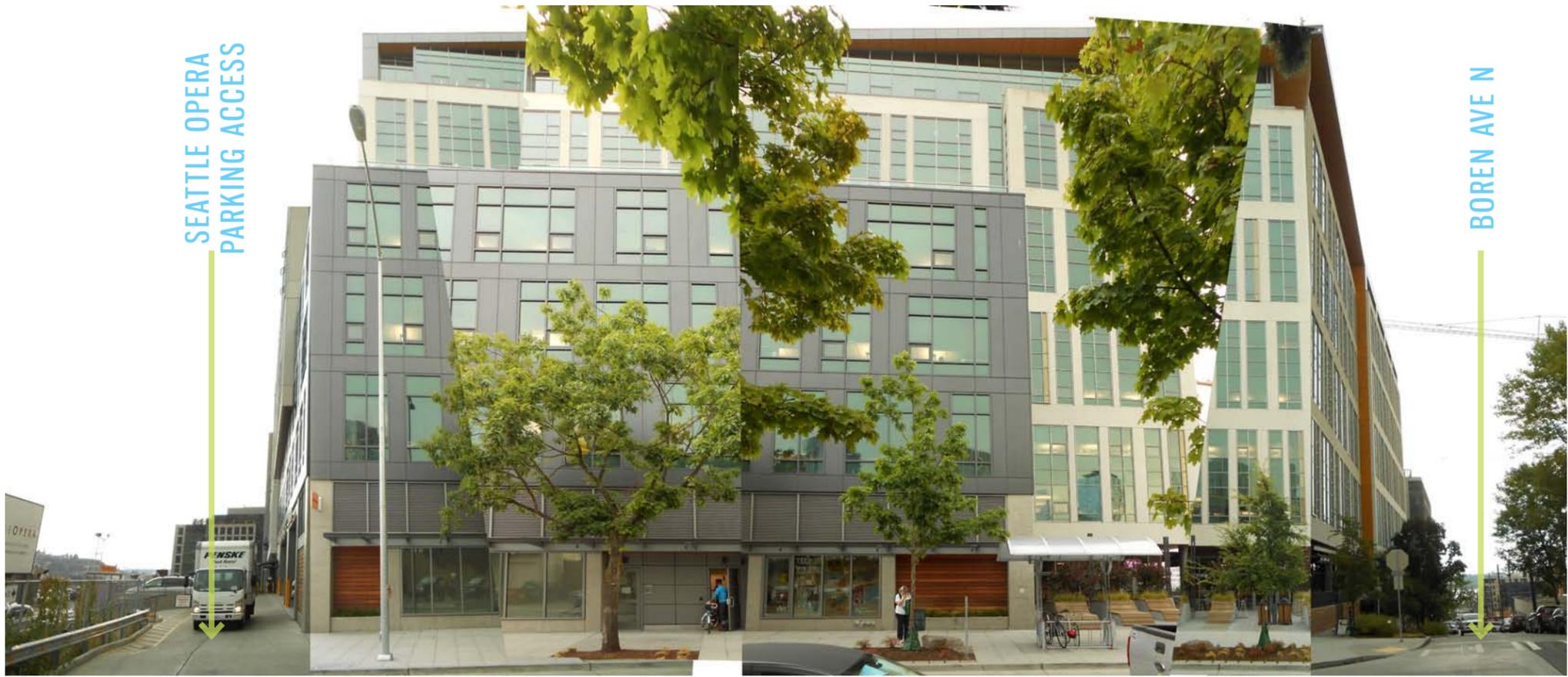


STREET END CONDITION, VIEW WEST BETWEEN BUILDINGS



VACATED ALLEY CONDITION, EXISTING STAIR ACCESS





AMAZON ARIZONA BUILDING COURTYARD AT BOREN & JOHN

4

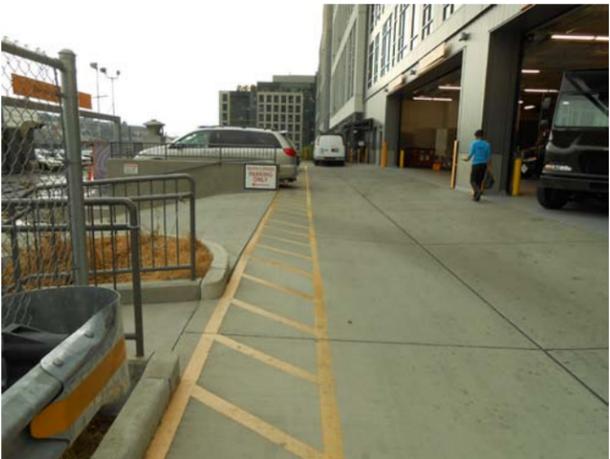
JOHN STREET, FACING NORTH, BETWEEN VACATED ALLEY AND BOREN AVE N



JOHN STREET - STREET END CONDITION (SITE TO LEFT)



STREET END CONDITION, SEATTLE OPERA ACCESS



STREET END CONDITION, VIEW NORTH

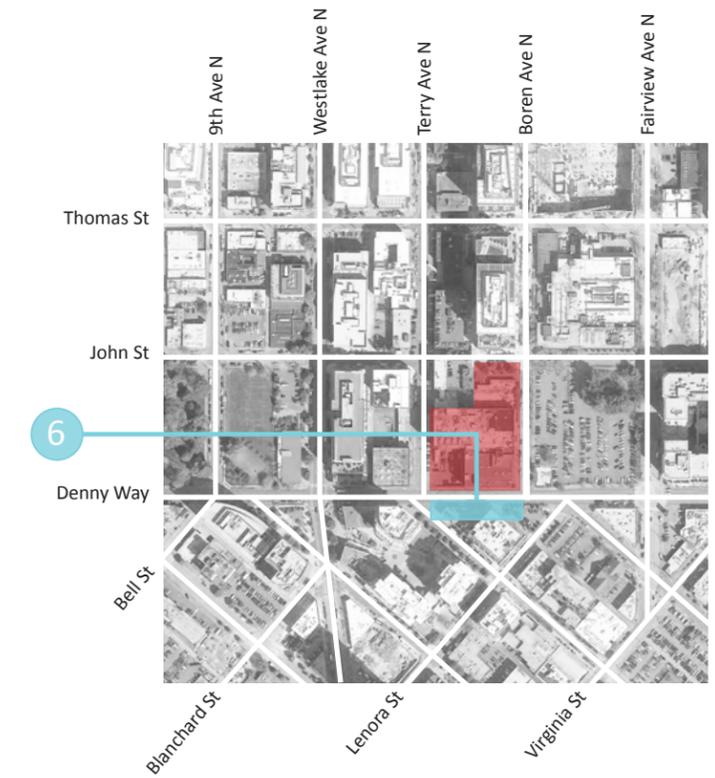


SOUTH TOWER PROJECT SITE



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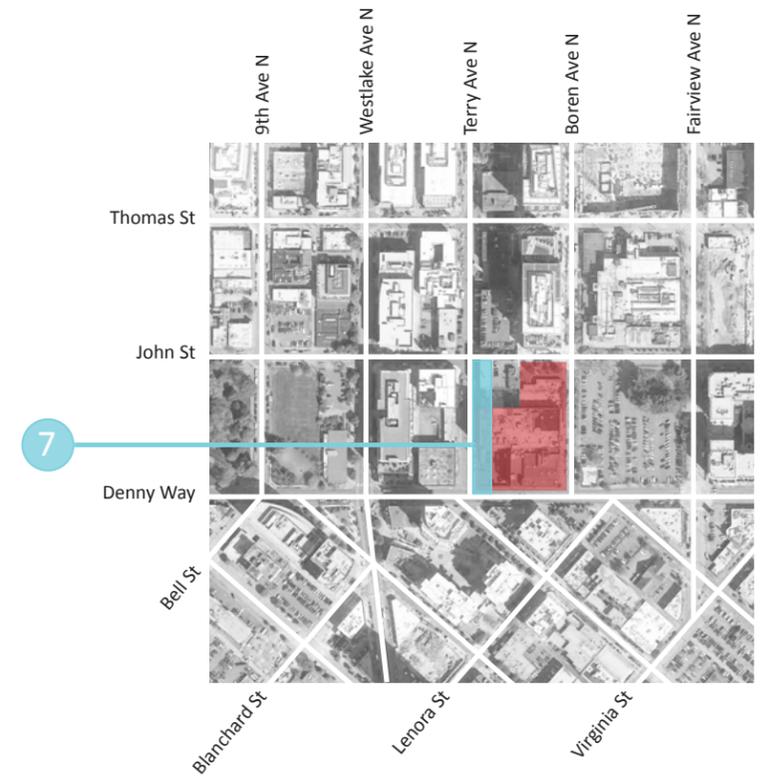
DENNY WAY, FACING NORTH, BETWEEN TERRY AVE N AND BOREN AVE N



6

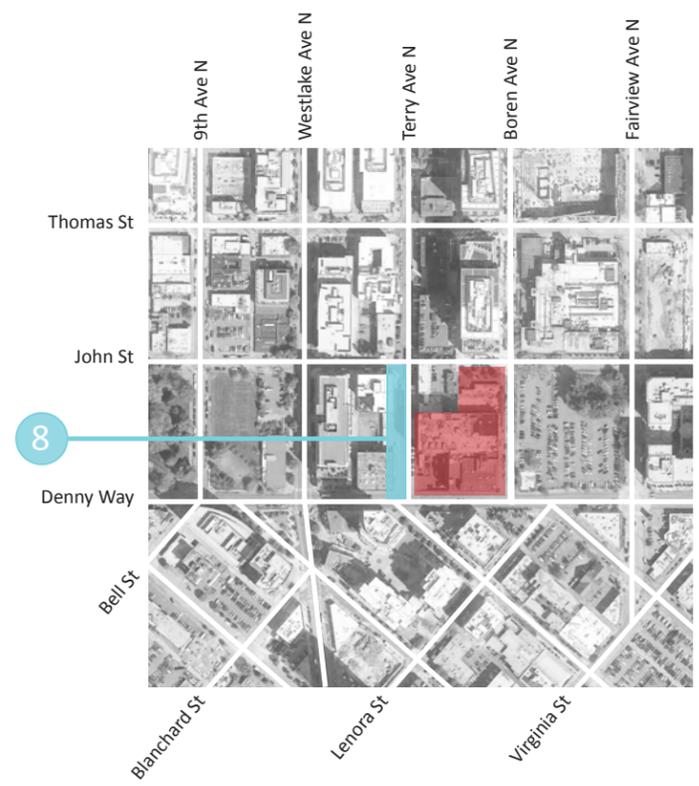
DENNY WAY, FACING SOUTH, BETWEEN BOREN AVE AND TERRY AVE

SOUTH TOWER PROJECT SITE



7

TERRY AVE N, FACING EAST, BETWEEN DENNY WAY AND JOHN ST



8

TERRY AVE N, FACING WEST, BETWEEN DENNY WAY AND JOHN ST

Terry Avenue North | Street Design Guidelines



Seattle Department of Transportation
with Seattle Department of Planning and Development

March 2005

“OPPORTUNITY

Terry Avenue North presents an opportunity to create a new type of streetscape in Seattle, where pedestrian use takes priority. Limited, slow-moving traffic make the pedestrian orientation possible; the location and character of Terry Avenue North make pedestrian orientation advantageous. Terry Avenue North is identified as a “heart” street in the South Lake Union Neighborhood Plan. The street is centrally located in the emerging concentration of biotech jobs just north of Seattle’s downtown office core, but traffic is concentrated on parallel Westlake Avenue North and Fairview Avenue North. The area’s rich industrial history is evident in the brick and railroad tracks in the street, and Terry Avenue North connects to a major open space in the city – South Lake Union Park - that is about to be expanded and rebuilt.

PURPOSE

The Terry Avenue North Street Design Guidelines define a master-plan concept of the street so that expected incremental development will be coordinated and the permit process clear. The Guidelines lay out a concept for the street, and identify street geometrics and a palette of materials. The intent is to provide consistency where needed, but to also allow flexibility for designers within the palette of materials, since part of the street’s character results from the mix of materials and uses over time.

...

DESIGN INTENT

The original charter called for a design incorporating principles of a European-style “woonerf”, or curbless, design.

...

HOW THIS DOCUMENT WORKS

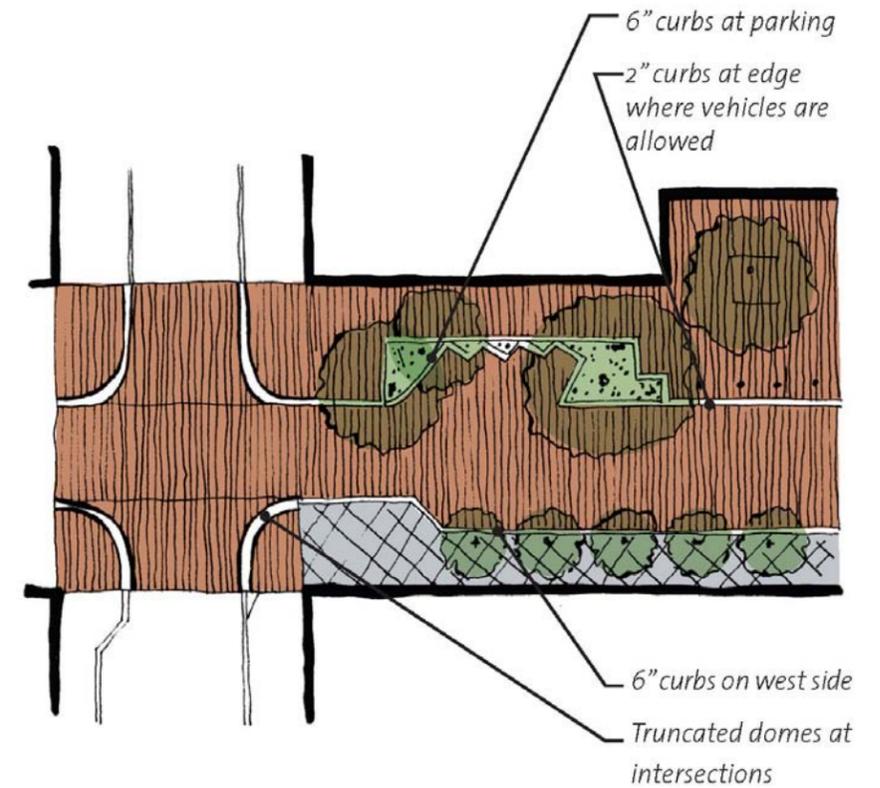
These guidelines are a supplement to the South Lake Union Design Guidelines. (SLU) Any development along Terry Avenue North is encouraged to follow these guidelines as well as the SLU Design Guidelines as part of the Design Review Process.”

(source: Terry Avenue North Street Design Guidelines, 2005)

“6.1.3 IMPLEMENTATION IS VOLUNTARY

The provisions in a Concept Plan are voluntary. However, property owners are encouraged to follow them in order to achieve their intent. Street Use Permit submittals that follow the provisions of the Concept Plan can be assured that the major design elements contained in their plans meet and exceed the requirements described in this Manual. The City strongly encourages that the Concept Plan be followed especially for any proposals for curb alignment grade and utility locations.”

(source: Seattle Right-Of-Way Improvements Manual)



(source: Terry Avenue North Street Design Guidelines, 2005)

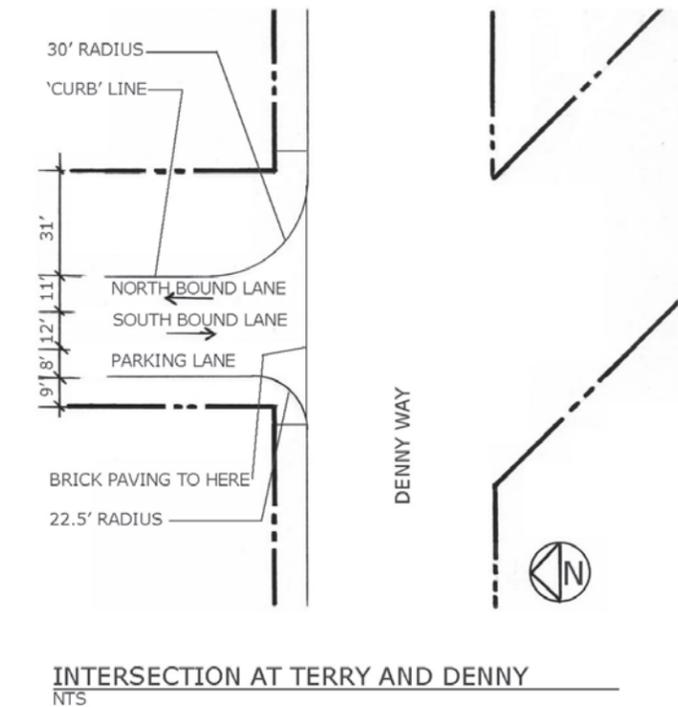


Figure 4

(source: Terry Avenue North Street Design Guidelines, 2005)

“ASSUMPTIONS & PRINCIPLES

Denny Way is one component of a complex Seattle transportation system. The Streetscape Concept Plan suggests improvements within this framework. A series of assumptions about the future of Denny Way were necessary. With the assumptions, the design team considered a set of guiding principles for improvement. The assumptions and principles lead to a strategy for how the corridor may be improved.

ROADWAY CONFIGURATION

It is assumed that travel lanes on Denny Way will continue in their current format.

...

PEDESTRIANS

It is assumed that pedestrian crossings of Denny between neighborhoods, and east-west connections for pedestrians along Denny Way will both be increasingly important. Currently Denny Way is a challenging and uncomfortable street for pedestrians. A key principle is to seek dramatic improvements to the pedestrian environment in the Denny Corridor for pedestrians of all abilities.

BICYCLES

Denny Way is a major east-west connector for vehicles. However due to roadway constraints and characteristics as a Regional Connector, Denny Way is not a preferred street for bicycle use. The principle embraced is to pursue safe alternative east-west bicycle connections off of Denny Way.

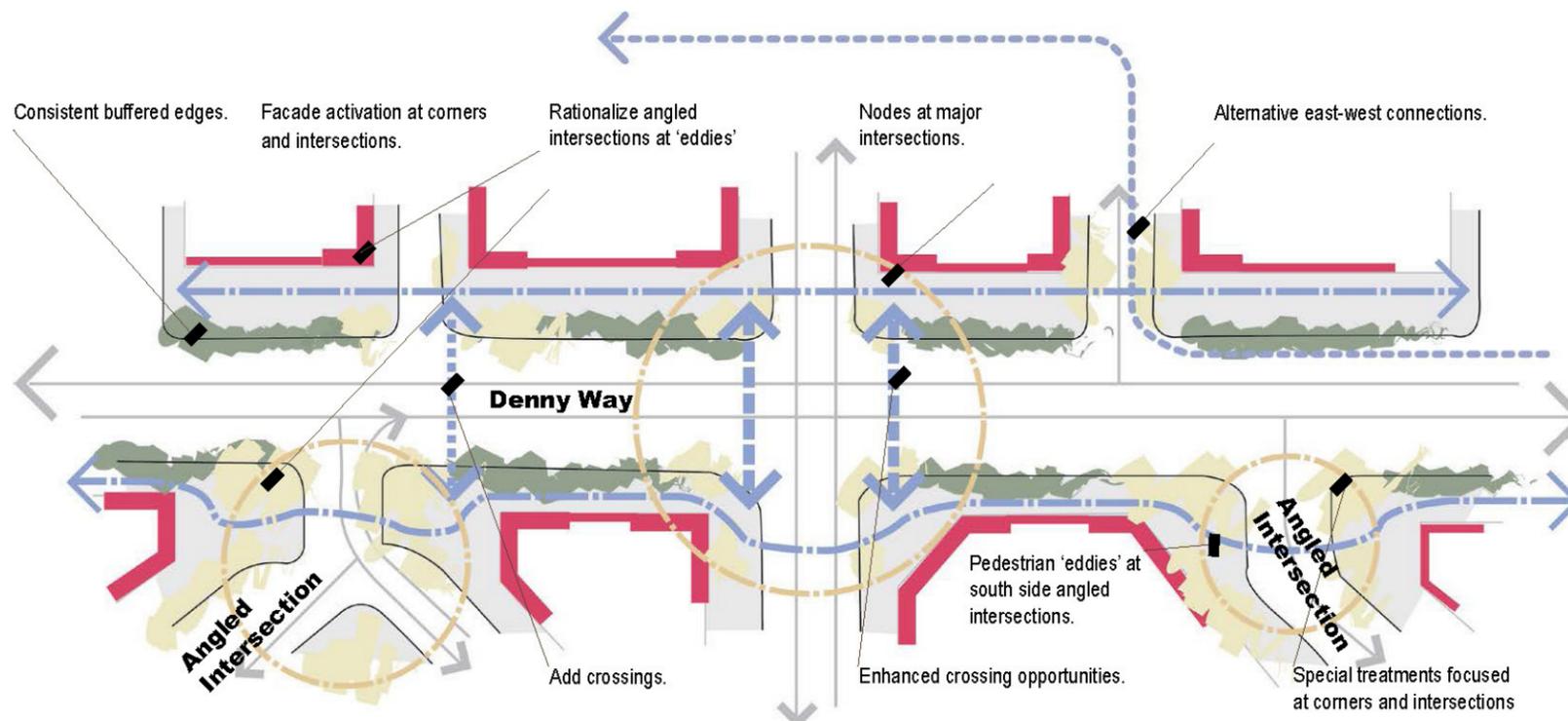
...

PLACEMAKING

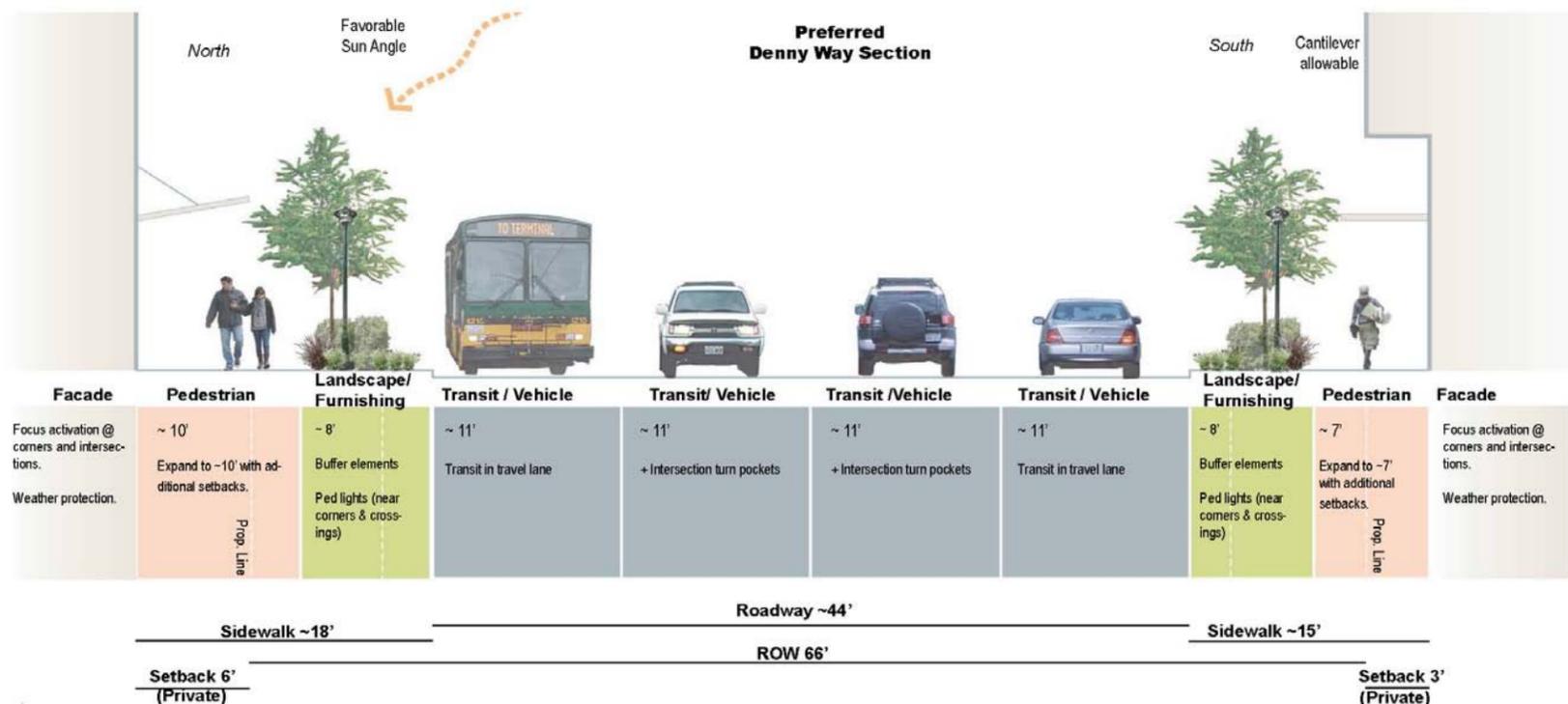
The following principles offer strategies to make Denny Way a more pleasant place:

- **Design Continuity** - No single ‘branded’ identity is proposed for Denny Way. Instead design elements on the street should associate with adjacent neighborhoods.
- **Pedestrian Amenity** - Pedestrian ‘eddies’ (minor pockets of pedestrian amenity tucked slightly away from the main traffic flow of Denny Way) can be created at angled intersections on the south side of the street, and at existing signalized intersections. These places should receive priority for special streetscape and urban design features.
- **Facade Activation and Entries** - Where possible, focus facade activation (such as transparency, and retail activity) and building entries at eddies and intersections.
- **Consistent Buffered Edge** - Create a consistent buffered edge to the street to enhance the pedestrian experience, visual quality, and to facilitate traffic flow. A consistent buffered edge can be achieved with the treatment of the landscaping zone. (See Preferred Street Section pg. 13 for detail.)
- **Grid Reconnection** - This plan incorporates nearby opportunities to reconnect the street grid that will be associated with the Alaskan Way Viaduct / Seawall replacement. Opportunities for enhanced east - west connections on Thomas and Harrison St. are reflected in this plan.”

(source: Denny Way Street Concept Plan, 2013)



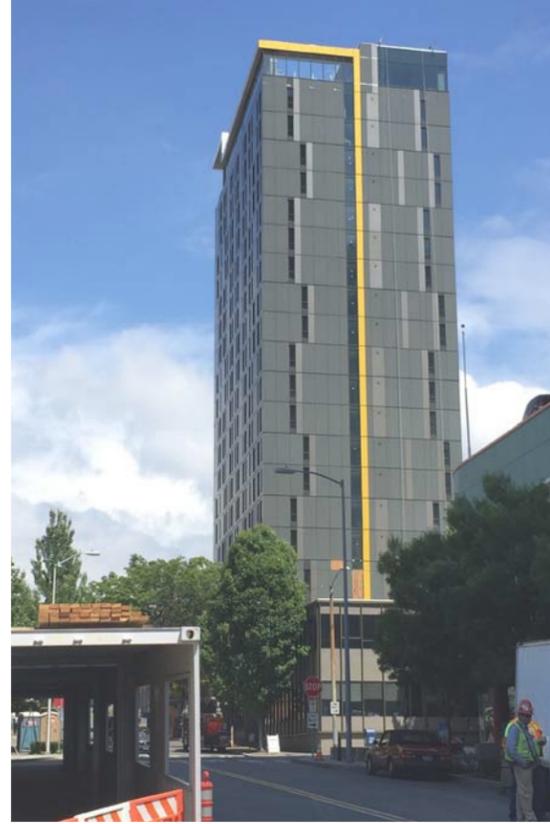
(source: Denny Way Street Concept Plan, 2013)



(source: Denny Way Street Concept Plan, 2013)



Pedestrian stair at 2200 Westlake



Cornish dorms, Terry & Lenora



Whole Foods and transit stop at 2200 Westlake



Amazon Block 14, Westlake & Virginia



GID Tower, 8th & Lenora



970 Denny (Weber Thompson): Industrial character emerges though the use of masonry, warehouse bay windows and gridded sash-and-rollup doors

inspiration

The following illustrations from both the South Lake Union area as well as other areas of Seattle highlight the ways in which the building base will be complimented by a more contemporary approach in the building tower.



399 Fremont, San Francisco (Solomon Cordwell Buenz)



4 East Elm, Chicago (Solomon Cordwell Buenz)



TILT 49 Seattle (ZGF/Touchstone)



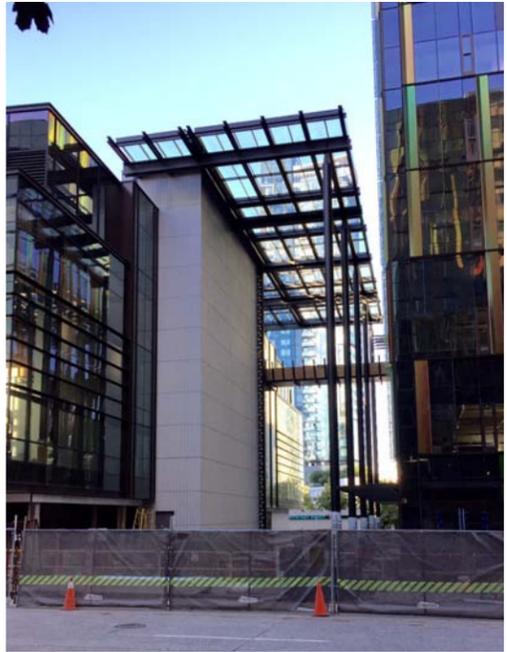
Chicago (image courtesy Art Institute of Chicago)



Park Avenue West, Portland (TVA Architects)



Avani 2, Toronto (Tridel)



Amazon Development, 6th & Lenora

RELEVANT DESIGN GUIDELINES

NORTH MEETS SOUTH

The north edge of the Denny Triangle meets the south edge of South Lake Union at this site. The street grid changes here and presents a great opportunity to respond with the building design to create a presence that acknowledges this shift with a 12 degree cant in the facades.

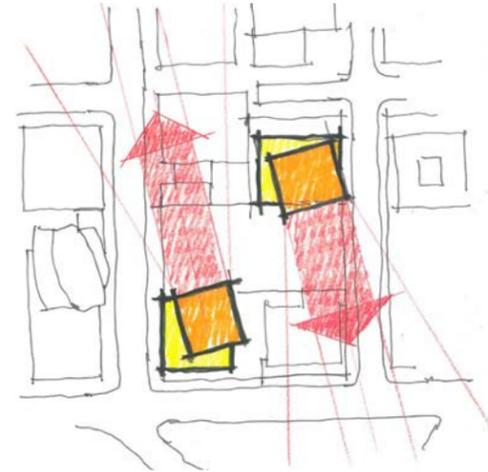
The new South Lake Union zoning heights also steps up dramatically from 240' to 400' where many new towers are being creating in this 400' tall zone between Denny and John. The massing relationship is actually stronger toward the Denny Triangle but leaves a clear exposure for these towers from the North. This particular site also has a strong presence from the south/south east where urban development is lower than in other directions.

Relevant Guidelines:

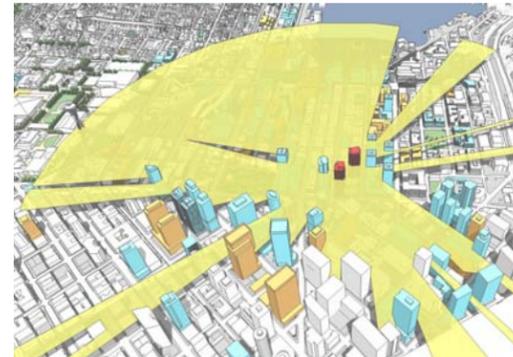
CS2A & B – Location in the city, presence, connection to the neighborhood & street : This project is taking a underutilized industrial area and existing building and transforming it into a safer, more hospitable place for people to live and work with generous public realm improvements and sensitive scaling near the ground plane. It's location at the change of street grids and the height of the buildings gives it considerable presence and identity which is expressed in the façade orientation and configuration.

CS2 C&D – Relation to the block and Height, bulk & scale: The towers are at opposite corners of the site with 120' between them (which it twice the minimum tower separation required). By saving the existing Times building the potential mass of the project is significantly less than if the site maximized. Each tower creates distinctive responses to each location relative to the street type and surrounding neighbors (both existing and proposed).

DC2 – Architectural Façade Composition: As a pair of tall towers with considerable visual exposure, each tower is composed to work within the surround context (with both existing and future pending MUP's). The utilization of cantilevers over or setbacks from the existing building and the insertion of a 12 degree canted angle change create distinctions in each tower. Meanwhile they speak to each other with continuity (more as siblings, not twins) by both incorporating similar geometries and materials as location responsive orchestrations.



12° view orientation



Urban context and view corridors



View of preferred option facing south



View of preferred option facing north

PAST AND FUTURE

This large parcel is bisected by the much-revered 1929 Seattle Times building which bears a historic elegance along Boren Ave N and breaks down into a hard working industrial typology on Terry. Keeping and honoring the original structure and accommodating existing tenants are a major programmatic and design goal. The proposed towers are located where they least interrupt the existing Times Building. The new structures set back from the old at their interface, which allows daylight and views to the interior. Furthermore, the contrast and incorporation between old and new can be expressed in the architectural design and material selection as the design is advanced.

One challenge presented by retaining the existing buildings is that the current office and data center uses have significant electrical and mechanical needs which need to be maintained and/or accommodated. Arranging and planning programmatic spaces to accommodate these needs while avoiding conflicts is part of the design approach. Also, the waste heat from this infrastructure could be utilized as an energy source and recaptured for the residential uses.

Relevant Guidelines:

CS1A – Energy Use: LEED Gold building pursuing waste heat recovery systems

CS1B – Sunlight and Natural Ventilation: Daylight Grove and recessed or setback massing around the existing buildings and lower or reduced podiums.

CS3A & B – Emphasizing neighborhood attributes/Local History & Culture: Preservation of the Seattle Times Building and keeping it operational through construction. Fulfilling the Terry festival street design guidelines as part of a district wide pedestrian and character enhancement strategy.



Existing Seattle Times Building, Boren Ave N facade



Existing Seattle Times Building, view NE at Denny & Terry



The proposed development sets back to highlight the unique character and history of the 1929 Seattle Times Building

A TALE OF DIVERSE STREETS

The high and low side of this site has two different characters defined by those streets. The character of the existing Seattle Times building also reflects this paradox in its facades. Terry Avenue was an early 20th century warehouse serving rail corridor. It is brick lined and hardscaped and until recently had little or no vegetation. That gritty character is still evident and is being maintained and enhanced by the Terry Street Design Guidelines. Terry is also a gateway avenue with sparse traffic and evolving as the neighborhood's pedestrian focused Festival Street to the Lake. New and renovated projects here are enhancing these attributes and creating a more vibrant retail/restaurant scene.

John Street and Boren Avenue North, in contrast, are more park-like, tree-lined and surrounded by workplace uses. There is a certain calmness here as John dead-ends and Boren is not heavily used. These characteristics tend to suggest a more sophisticated, residential and subdued character which may only support smaller destination retail and office uses at the ground level. A public plaza is proposed at the corner of Boren and John to contribute to the network of open space assets around the immediate neighborhood.

Denny Way is hostile in this location as a steep speedway without pedestrian crossings for four blocks. This project aims to help mitigate this condition by making Denny more hospitable for pedestrians per the Denny Street Design Guidelines and by leveraging its exposure as an attractive place for retail and residential users.

The classification of John as a "Green Street" and Terry as a Festival Street, presents a great opportunity for this project to distinctively respond to each street and to build upon the district-wide streetscape improvements and pedestrian connections they promote.

Relevant Guidelines:

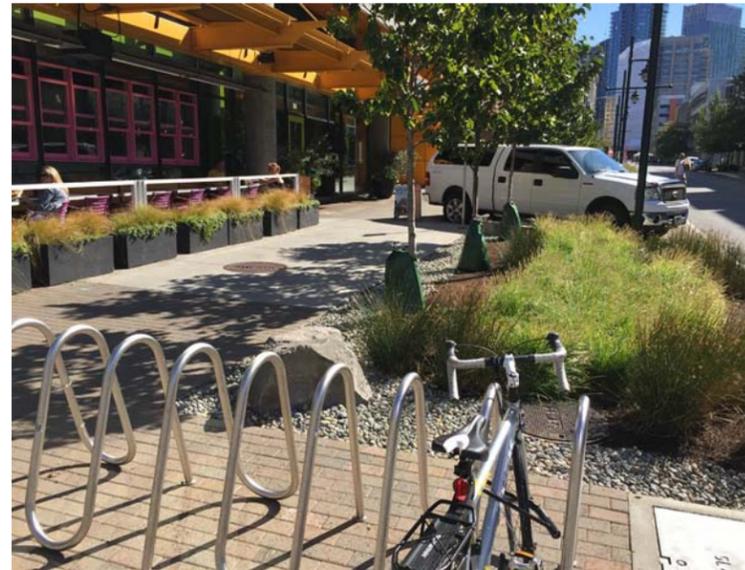
PL1 A&B – Network of open spaces and connections: Adding more open space as an extension of the existing Seattle Times Park and the future Onni woonerf street and fulfilling the Terry festival street design guidelines as part of a district wide pedestrian and character enhancement strategy.

PL3 A & C – Entries and retail edges: Both tower bases clearly emphasize their entrances and promote retail by location, transparency and exposure to the public realm.

DC1 A&B – Interior uses and vehicular access: Ground planes at both towers have been orchestrated to activated and pedestrian friendly street sand best avoid conflicts with servicing the building.

PL2B - DC3A – Eyes on the street, safety and open space building relationship: A John street plaza is proposed (not required) as an activated amenity for the residents, the retail and the public.

DC4 C&D – Lighting & Landscaping: Proposed all new streetscapes the length of Boren and Terry and part of Denny meeting design guidelines for each.



Terry Ave N



John Street east of Boren Ave N



Boren Ave N



South Tower - corner of Terry Ave N & Denny Way



North Tower - corner of Boren Ave N & John St

BUILDING MASSING OPTION 1



BUILDING MASSING OPTION 2



BUILDING MASSING OPTION 3





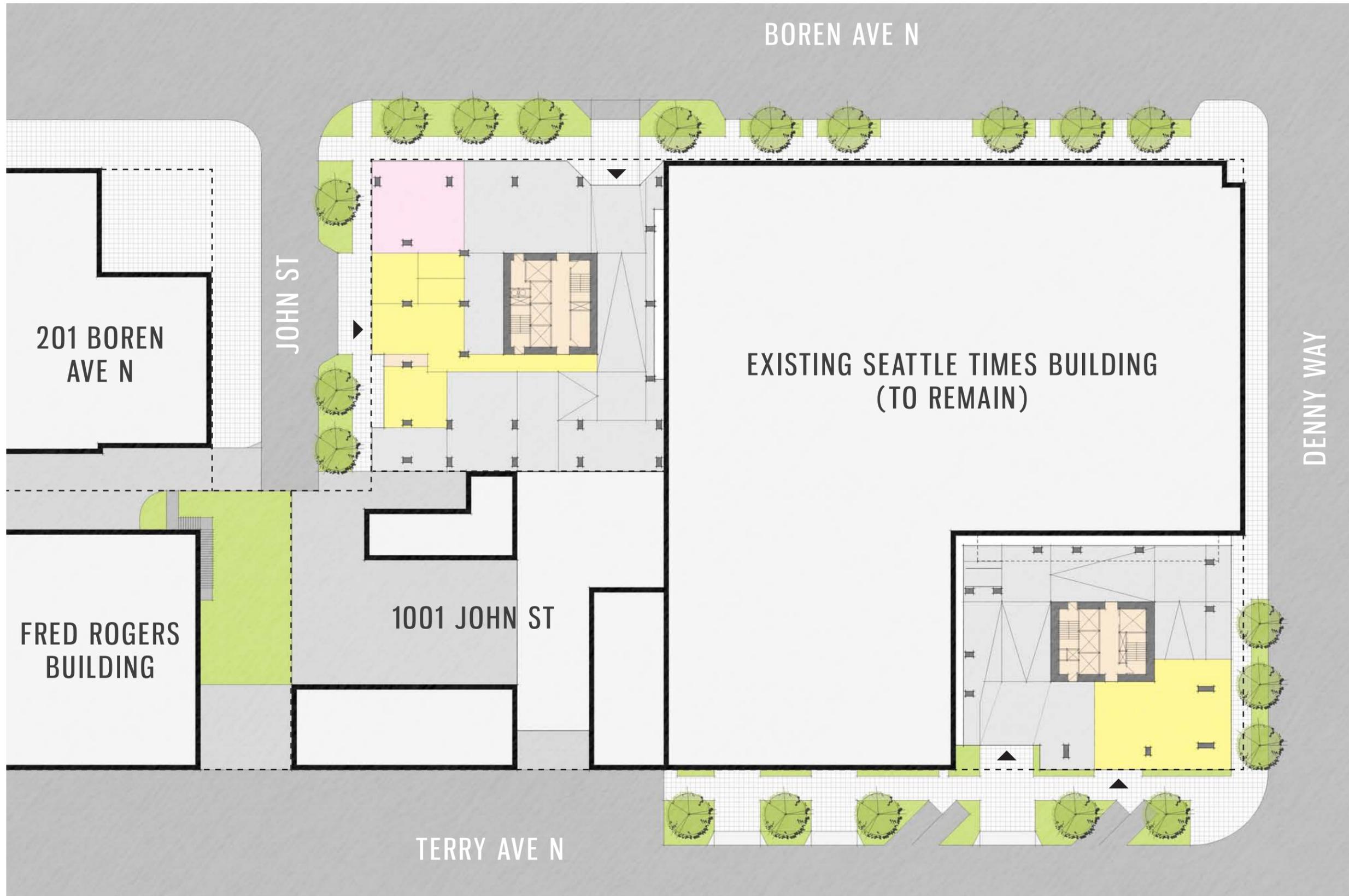
OPPORTUNITIES:

- Code compliant*
- Loading and vehicle access for the north tower is at just one curb cut off of Boren.
- Simple clean massing with only 6' of cantilever at each tower over the Seattle Times building.

CONSTRAINTS:

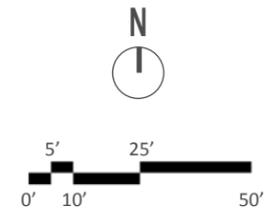
- Prescriptive code compliance for rooftop features creates a “baby bottle” tower top.
- No public realm enhancing building setbacks at the ground plane.
- New towers do not set back from the Seattle Times building to allow deeper daylight and expose more of the original building character.
- South tower has 65' tall podium along Denny Way; is over scaled compared with existing building and the proposed Holland project at 970 Denny.
- Less retail than other options.
- North tower has 100% podium lot coverage with three stories.

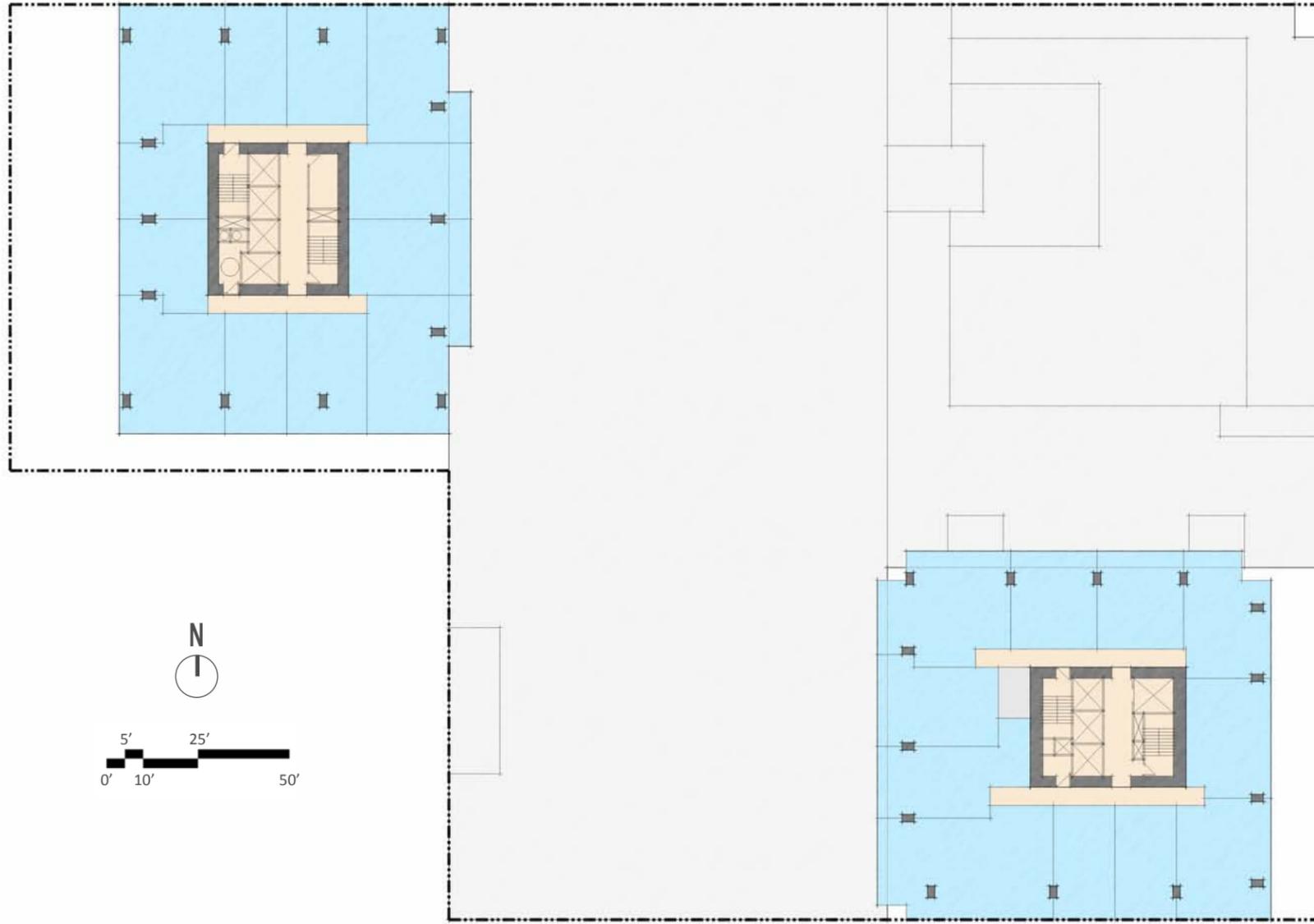
*Note: DPD planning staff has determined that the minor departures needed for one curb cut at each tower and the added 5' of podium height to preserve the Seattle Times building may be allowed in option one as a “code compliant” option to meet the requirements for the early design guidance meeting.



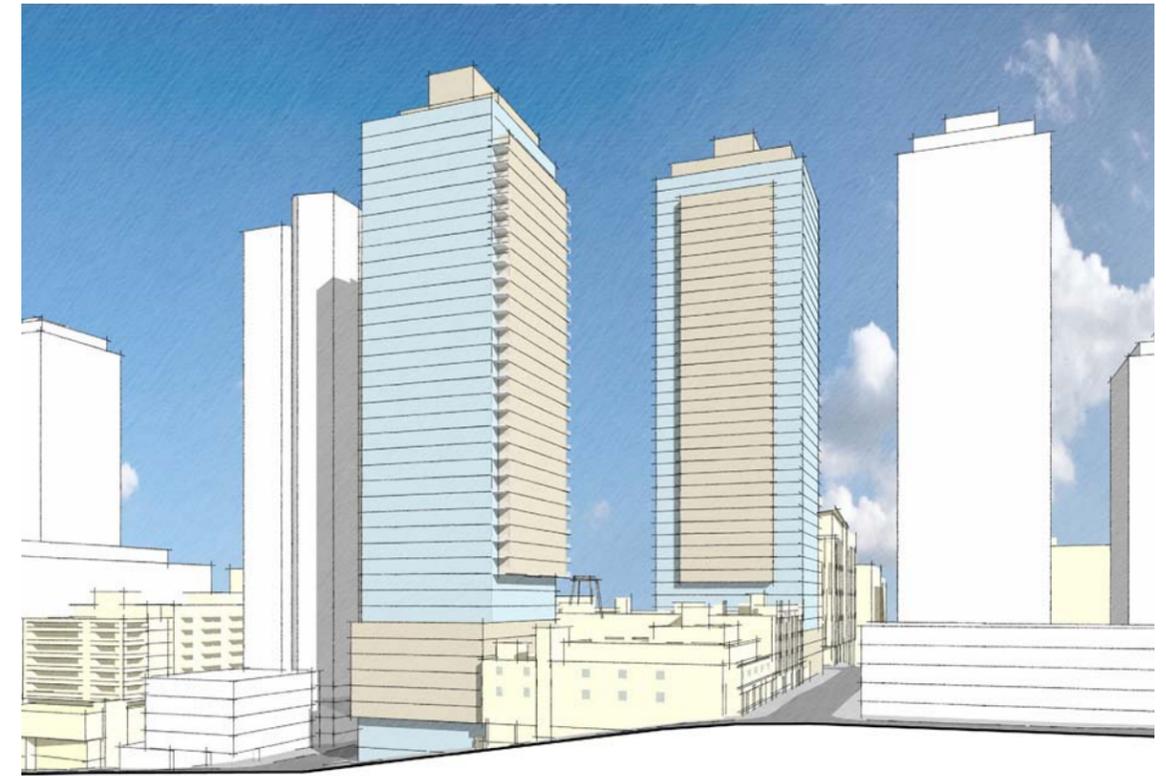
LEGEND

- RESIDENTIAL LOBBY/AMENITY
- BACK OF HOUSE/PARKING
- RETAIL
- CIRCULATION
- RESIDENTIAL UNIT

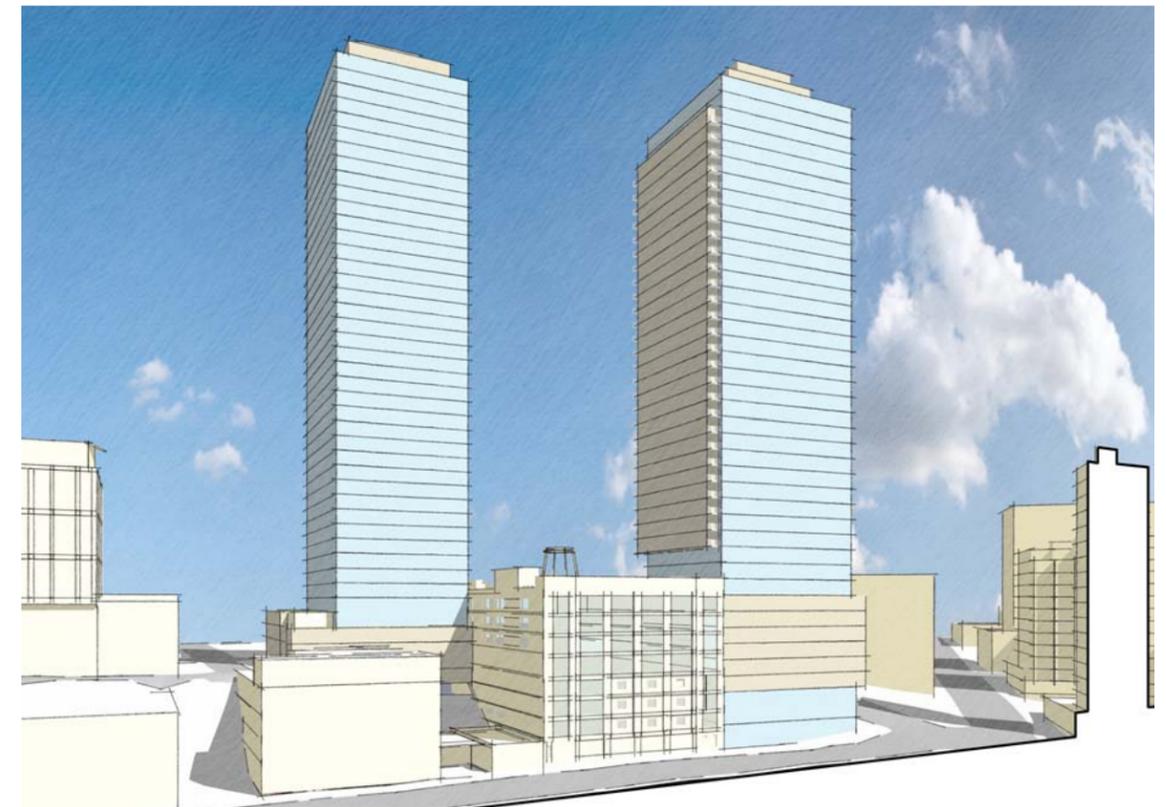




TYPICAL TOWER PLAN



view north across Denny Way



view southeast across Terry Ave N



view west across Boren Ave N



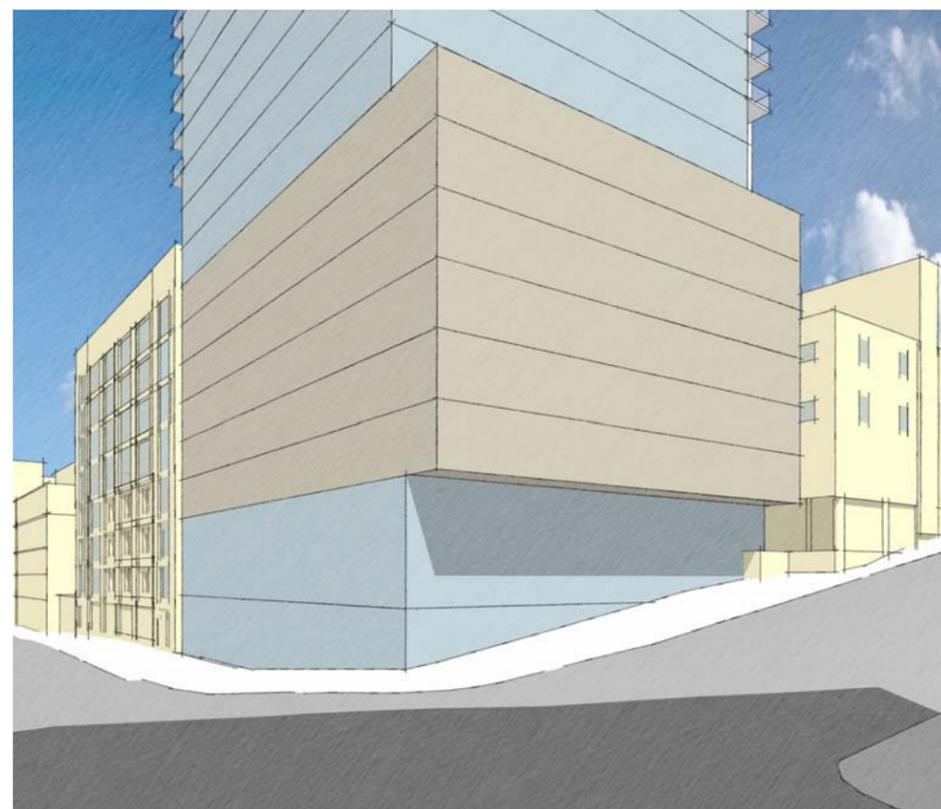
view west across Boren Ave N (northeast tower)



view southwest at corner of Boren Ave N and John St (northeast tower)



view east across Terry Ave N



view northeast at corner of Terry Ave N and Denny Way (southwest tower)

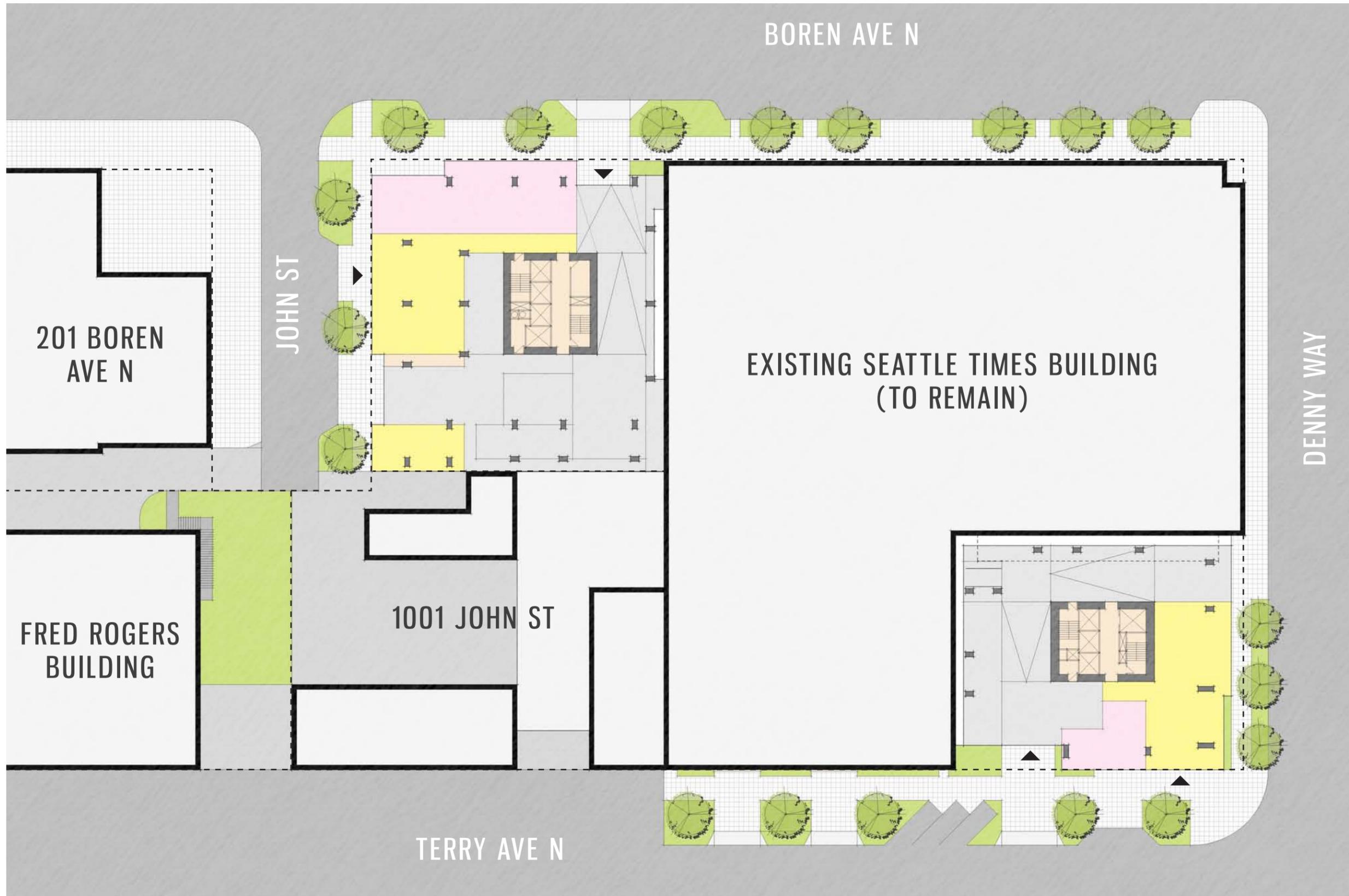


OPPORTUNITIES:

- Orthogonal composition is simple and elegant.
- North tower podium has a 6' setback from the property line at the corner and an 85% lot coverage (100% allowed).
- South tower podium is two floors lower than option 1 along Denny and aligns with the 1965 portion of the Seattle Times building.
- Some setback for daylight and massing relief on the north tower is introduced next to the Times building and John Street podium sets back from corner about 6' from property line.
- South Tower has 500 SF of retail on Terry.
- South tower podium is two stories lower than option 1. It also aligns with the 1965 portion of the Times Building.

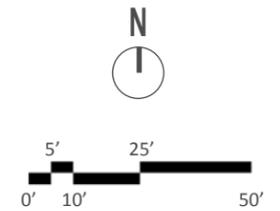
CONSTRAINTS:

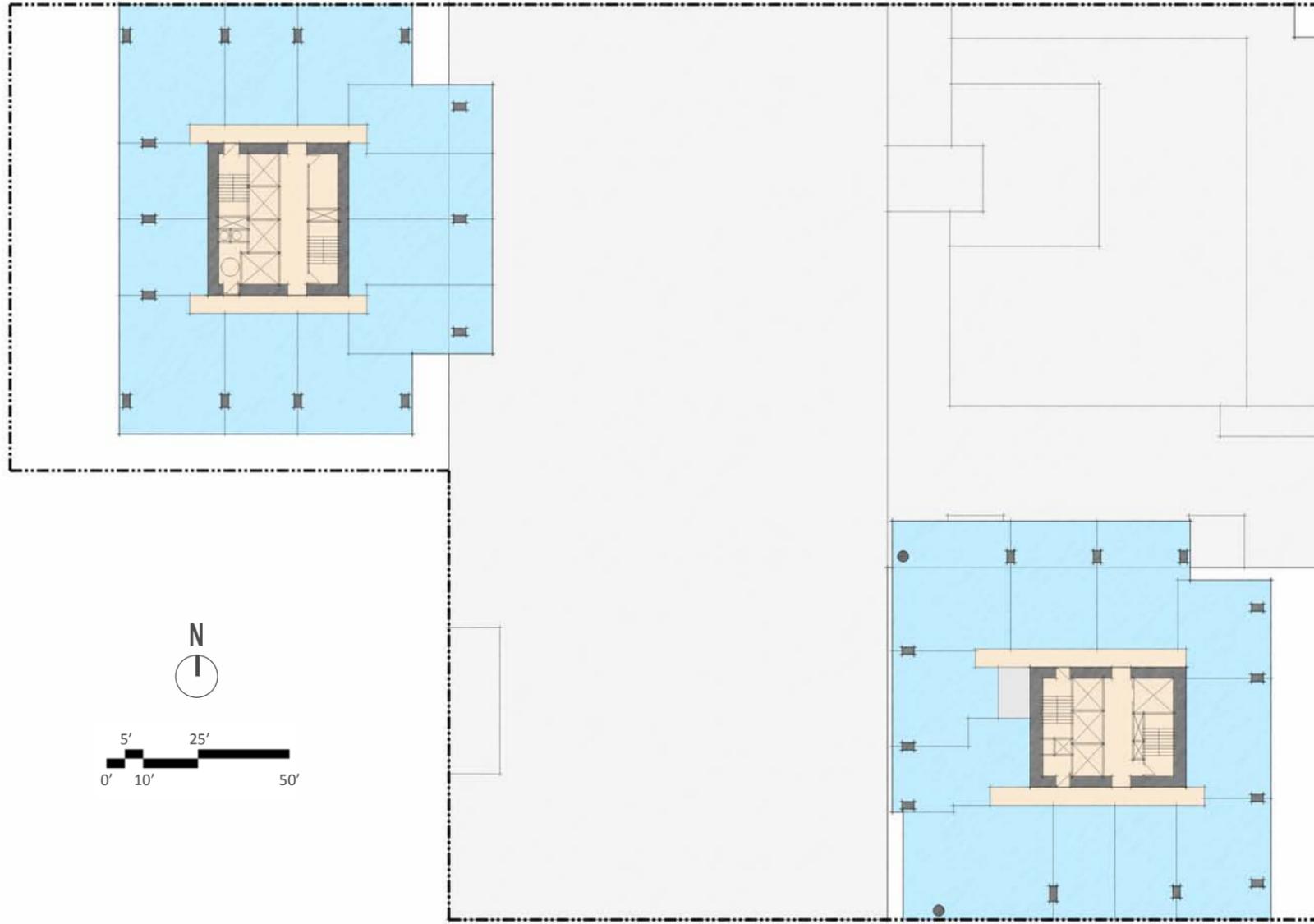
- Departure needed for additional curb cut at service area.
- Expressive building top requires rooftop feature setback departure.
- Long cantilever creates structural challenges.



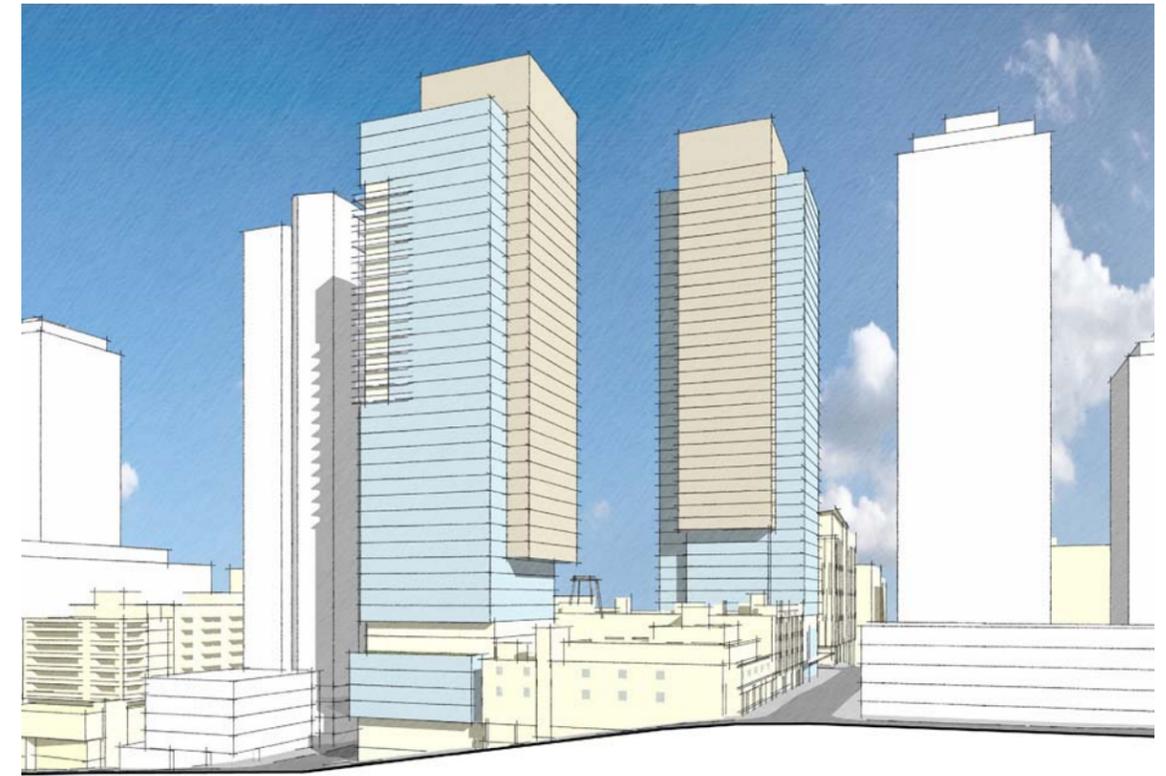
LEGEND

- RESIDENTIAL LOBBY/AMENITY
- BACK OF HOUSE/PARKING
- RETAIL
- CIRCULATION
- RESIDENTIAL UNIT





TYPICAL TOWER PLAN



view north across Denny Way



view southeast across Terry Ave N



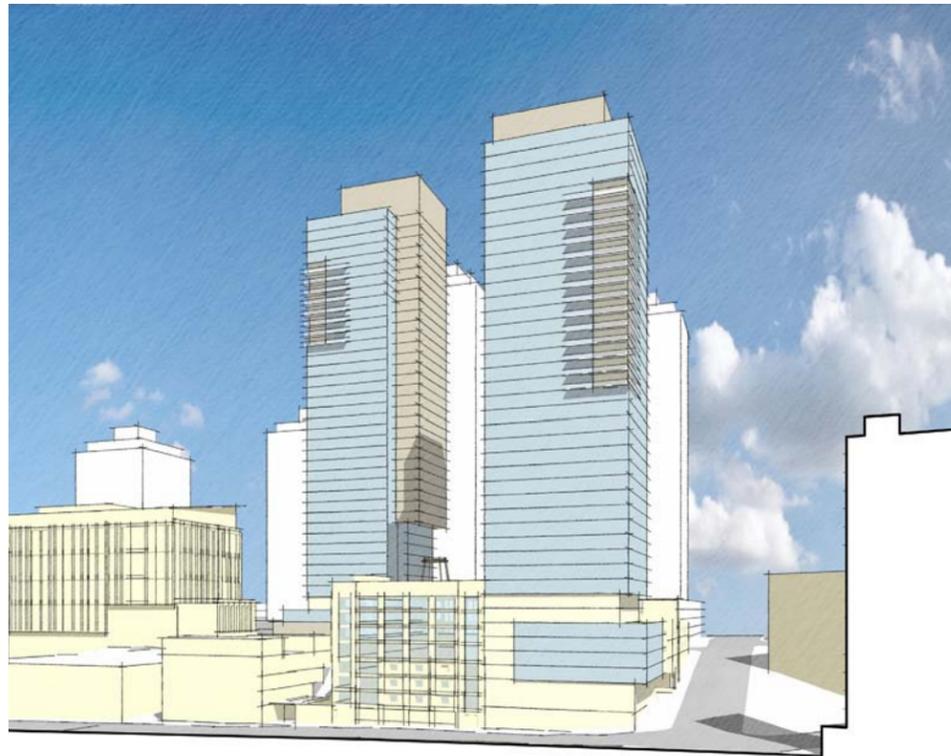
view west across Boren Ave N



view west across Boren Ave N (northeast tower)



view southwest at corner of Boren Ave N and John St (northeast tower)



view east across Terry Ave N



view northeast at corner of Terry Ave N and Denny Way (southwest tower)

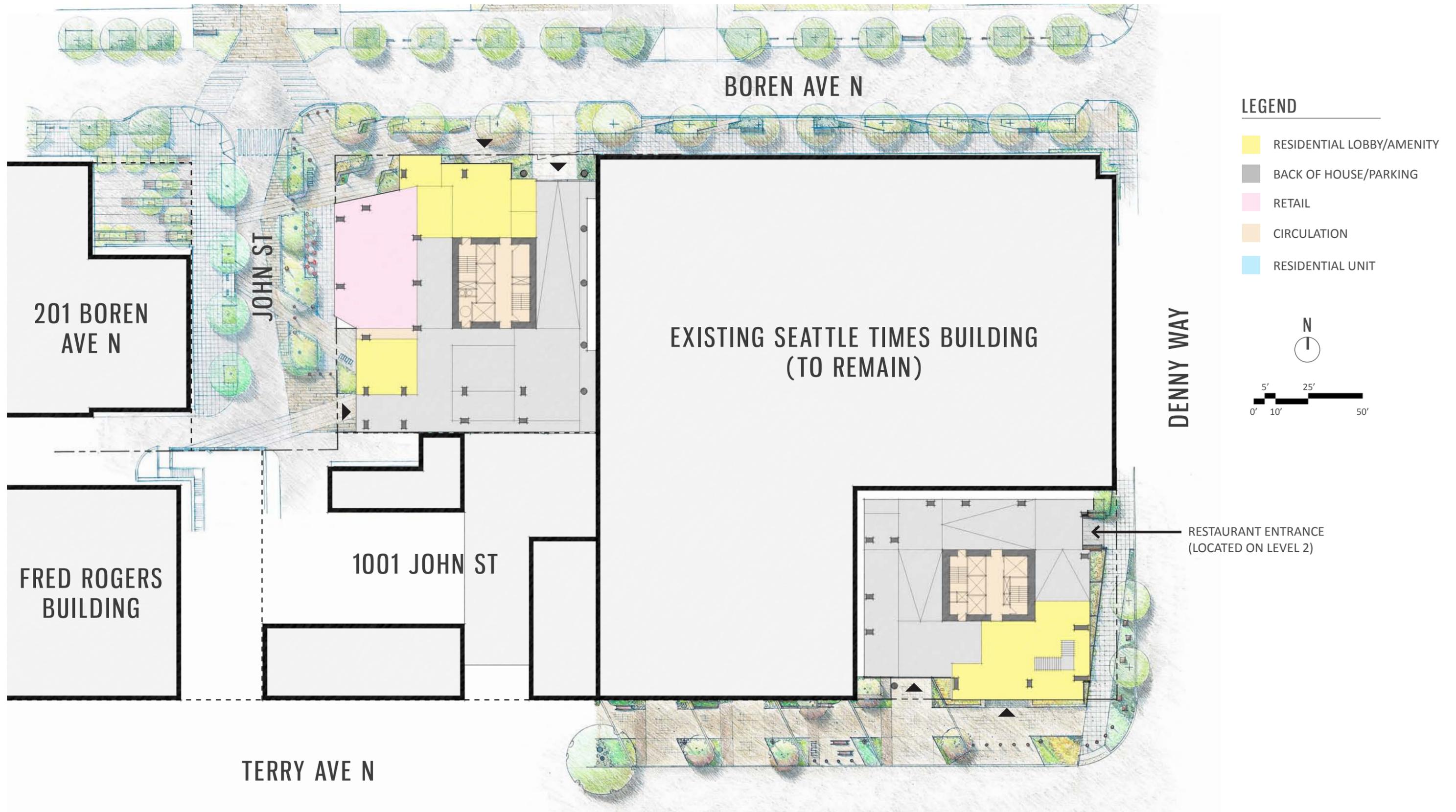


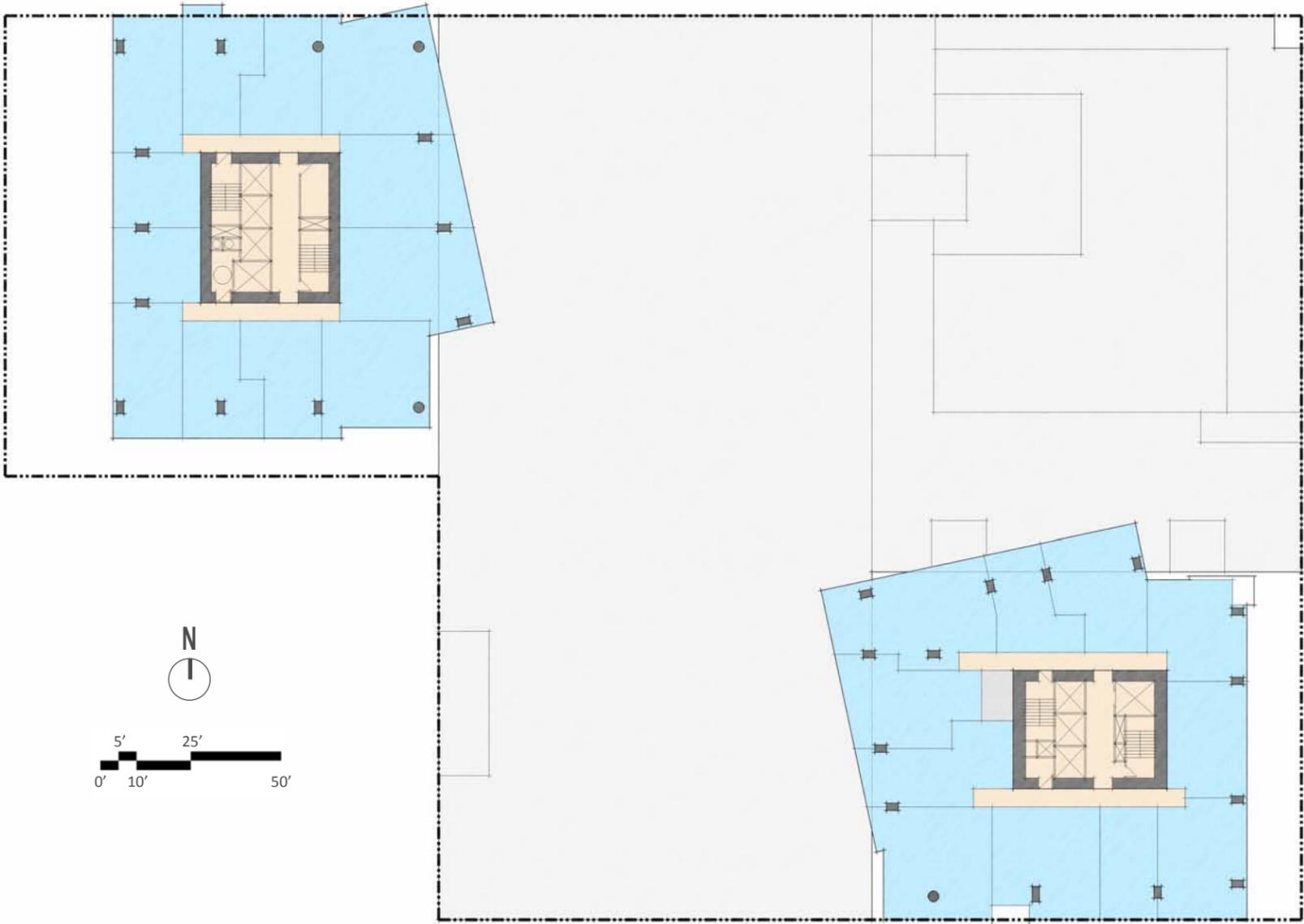
OPPORTUNITIES:

- Both towers feature a dramatic twelve degree canted angle in the building massing. This serves as a gesture to the street grid change and opens the building orientation to the SE and NW where significantly more open views and façade exposure are available.
- A sloping building top provides a distinguishing skyline profile.
- Both towers set back from the existing Times building allowing daylight deeper into those spaces. The north tower features a significant “daylight grove” courtyard with lush landscaping setback for 7 floors on the entire east/west length of the façade.
- North tower contributes a corner public plaza at John and Boren by setting back 16’ to 22’ from the property line.
- North tower podium is reduced to two stories with just a 68% lot coverage footprint.
- South tower podium setbacks 6 feet from Denny and is lower than other two options.
- The south tower includes a significant 7,500 SF retail space on Denny and opens up to Terry from the second floor.

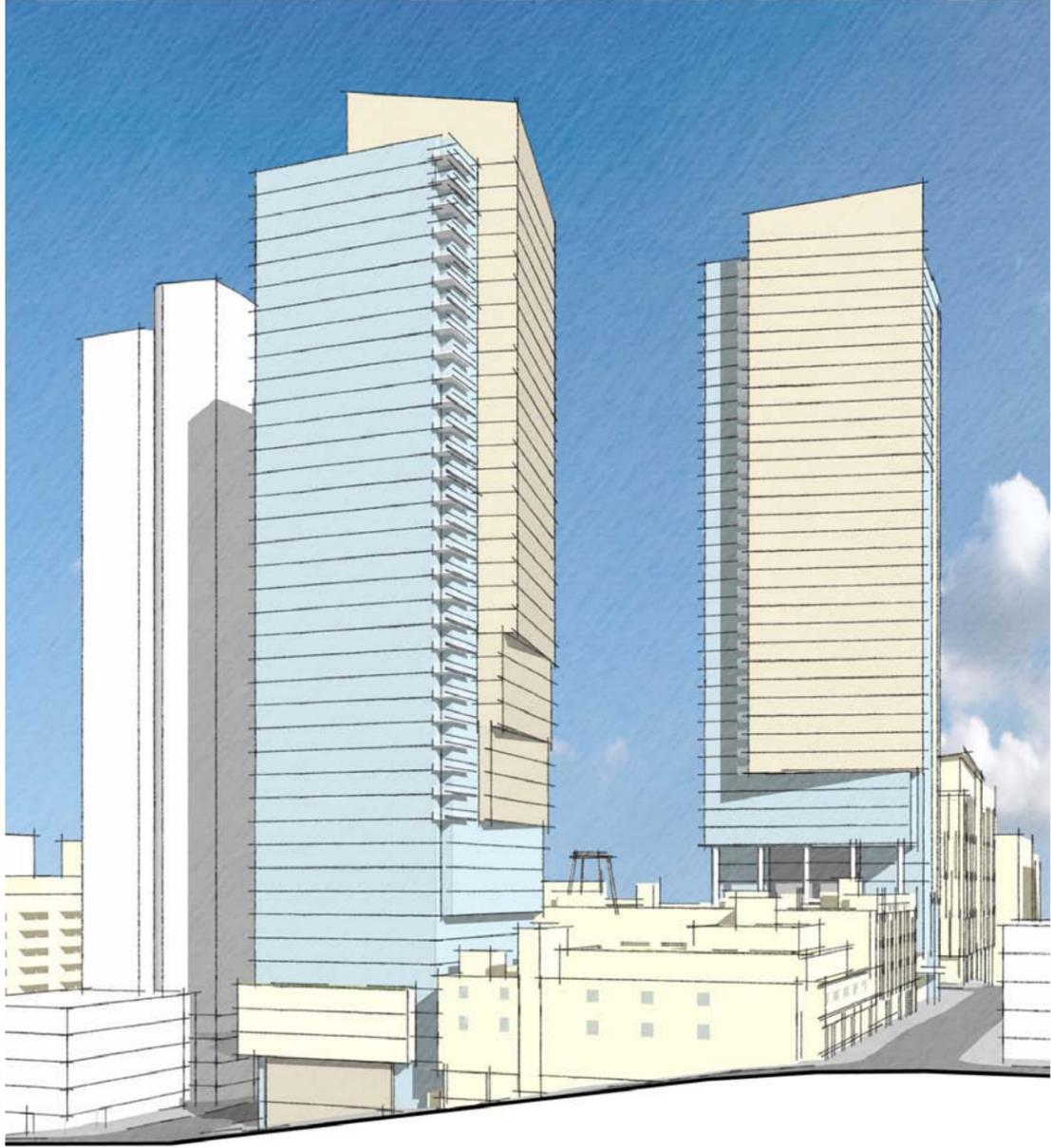
CONSTRAINTS:

- Building setbacks sacrifice floor area in each tower on levels 2-7.
- Departures needed for additional curb cut at service area, low podium height and plaza building setback.
- Expressive building top requires rooftop feature setback departure.
- Angled massing and long cantilever creates structural and unit planning challenges.

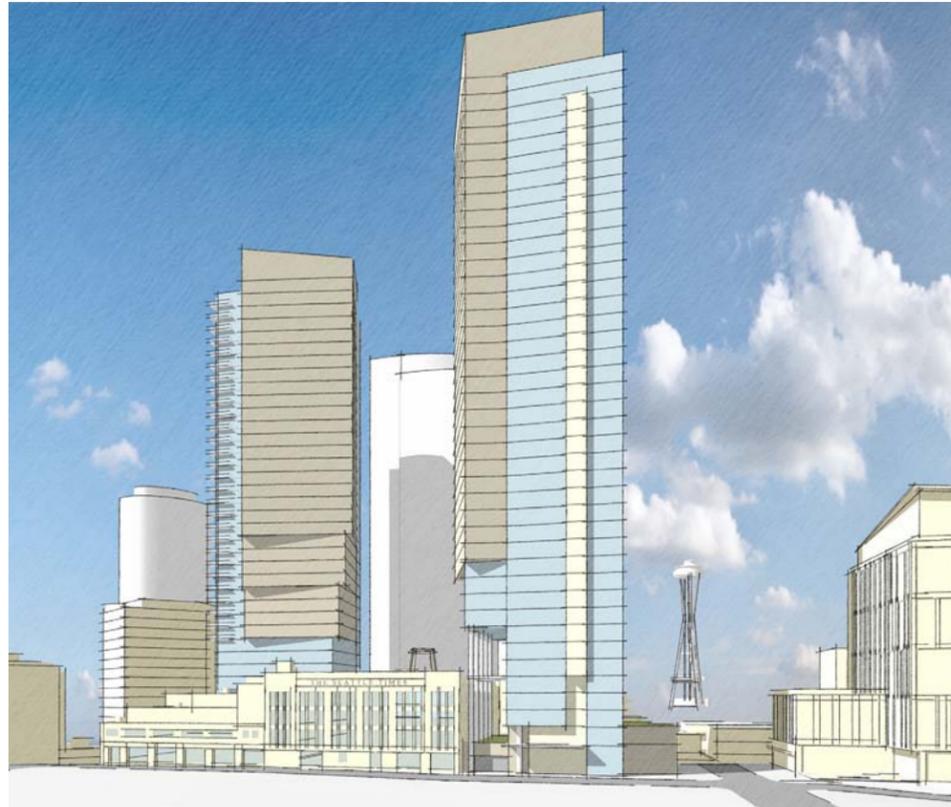




TYPICAL TOWER PLAN



view north across Denny Way



view west across Boren Ave N



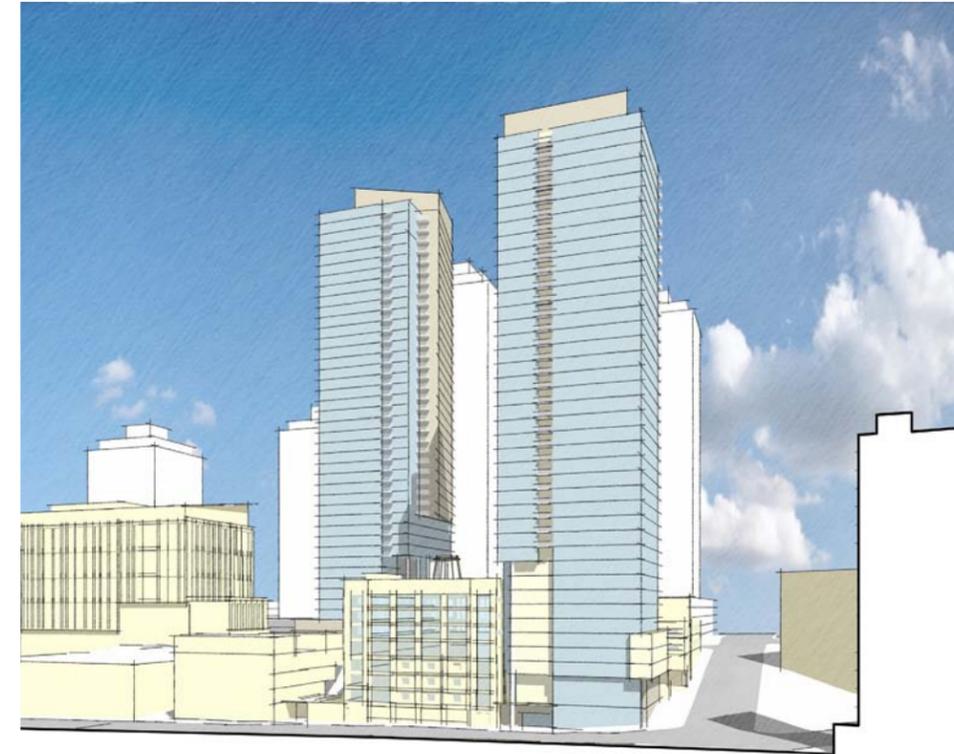
view west across Boren Ave N (northeast tower)



view southwest at corner of Boren Ave N and John St (northeast tower)



view southeast across Terry Ave N

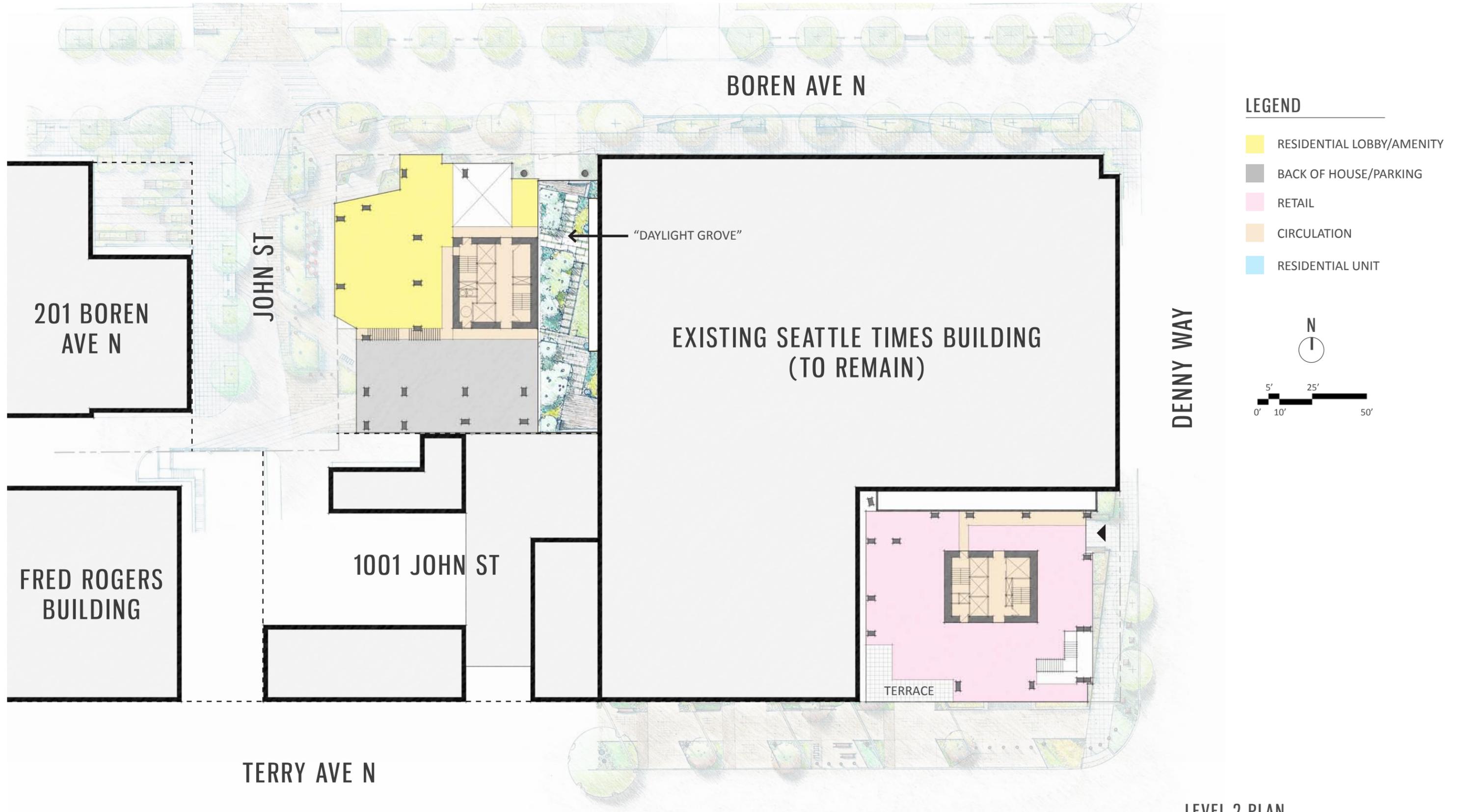


view east across Terry Ave N

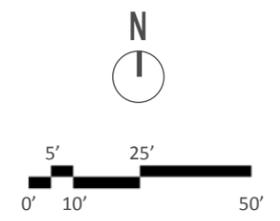


view northeast at corner of Terry Ave N and Denny Way (southwest tower)

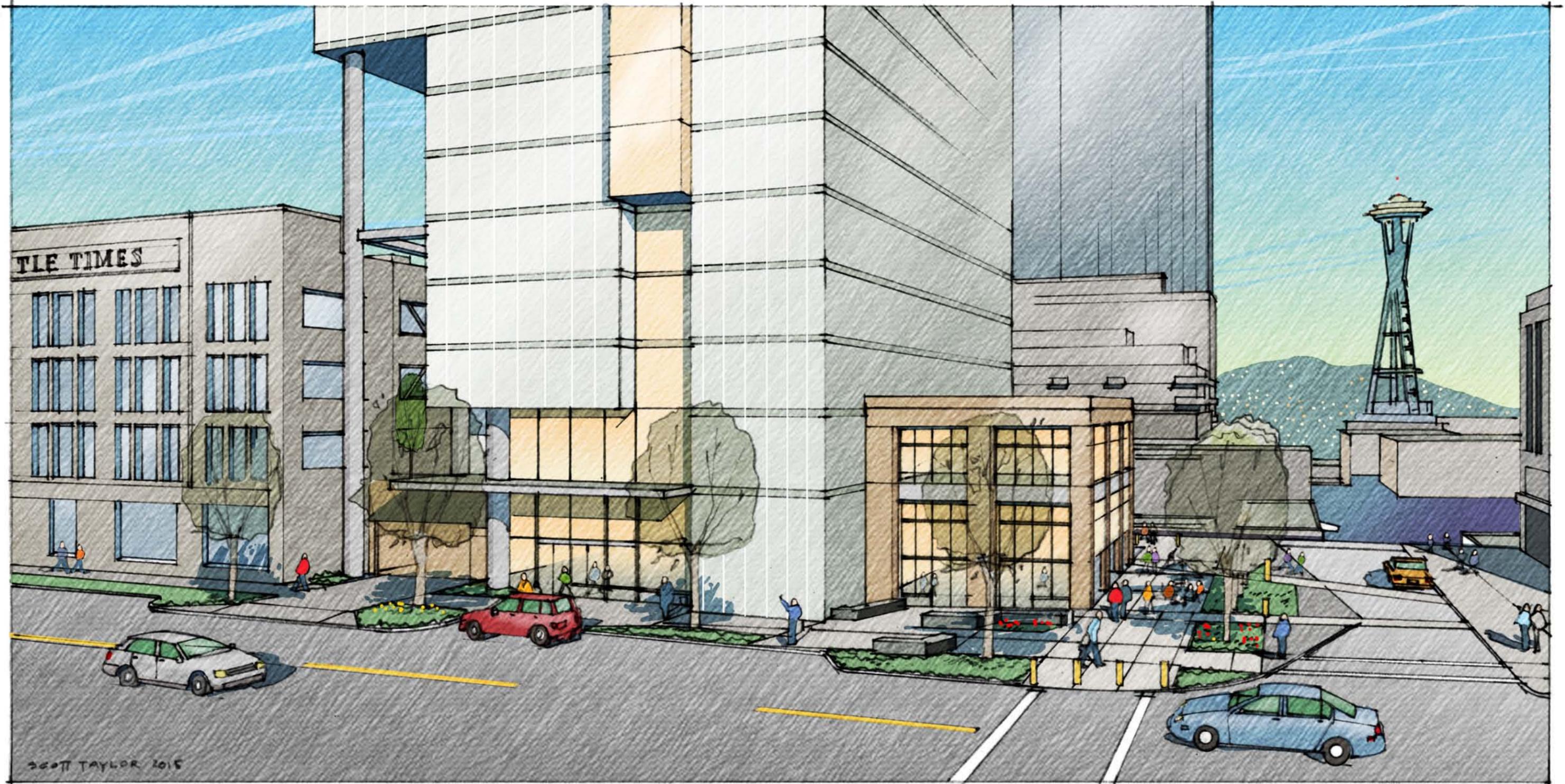
BUILDING MASSING OPTION 3 - PREFERRED



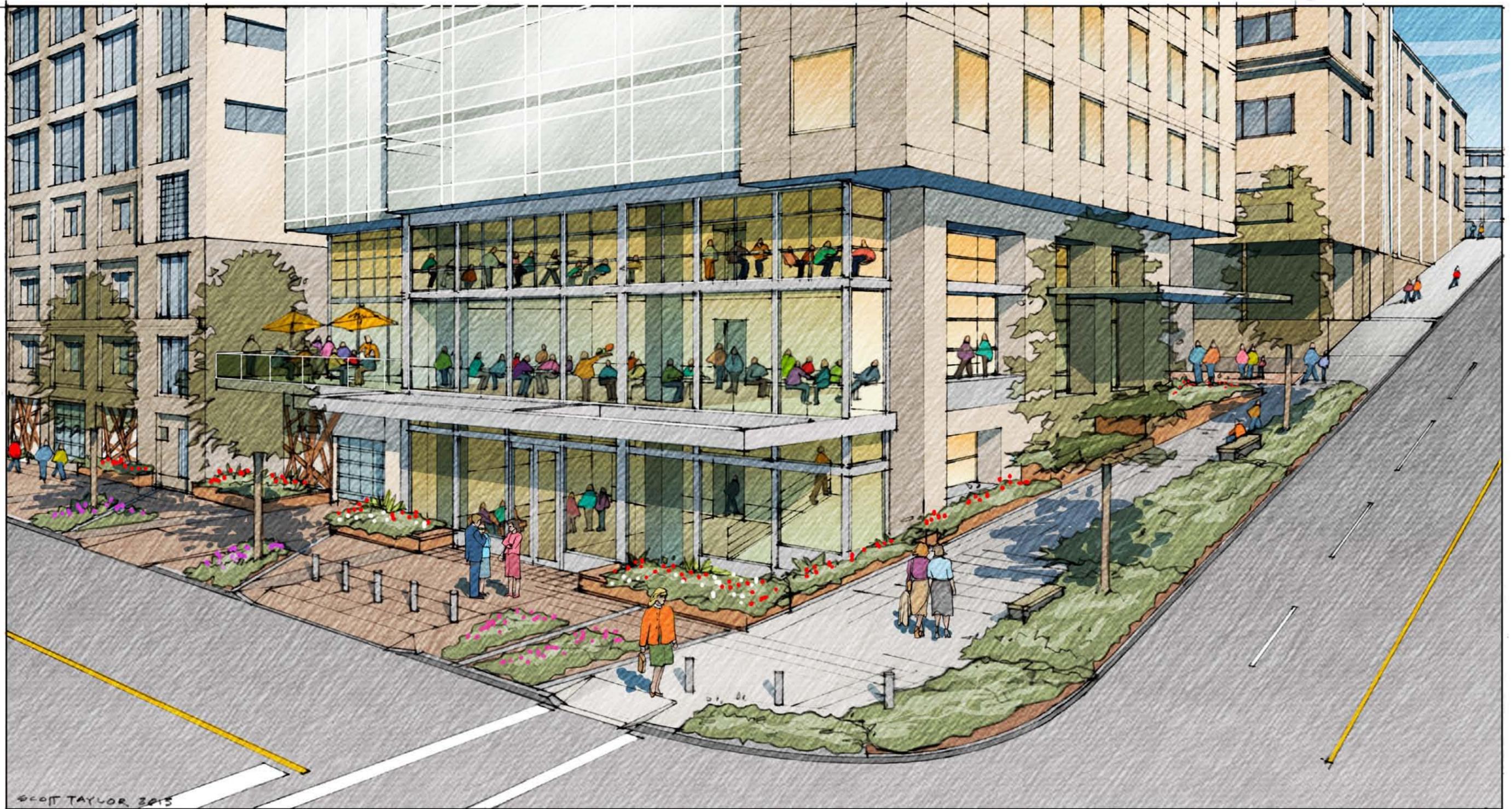
- LEGEND**
- RESIDENTIAL LOBBY/AMENITY
 - BACK OF HOUSE/PARKING
 - RETAIL
 - CIRCULATION
 - RESIDENTIAL UNIT



LEVEL 2 PLAN



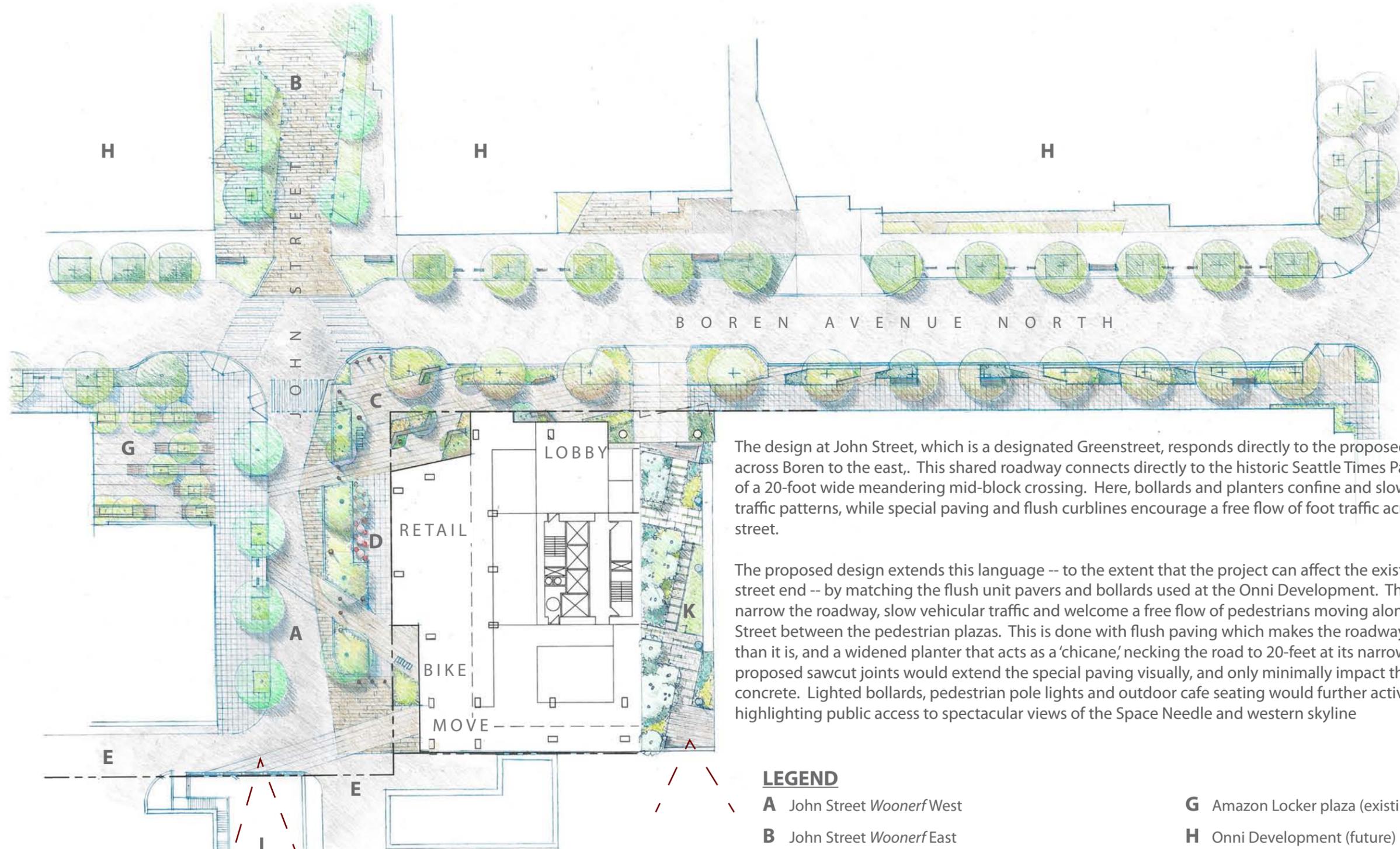
northeast tower at corner of Boren Ave N and John St



southwest tower at corner of Terry Ave N and Denny Way



JOHN ST AND BOREN AVE N STREETSCAPES



The design at John Street, which is a designated Greenstreet, responds directly to the proposed *woonerf* design across Boren to the east. This shared roadway connects directly to the historic Seattle Times Park, and consists of a 20-foot wide meandering mid-block crossing. Here, bollards and planters confine and slow the vehicular traffic patterns, while special paving and flush curblines encourage a free flow of foot traffic across and along the street.

The proposed design extends this language -- to the extent that the project can affect the existing, improved street end -- by matching the flush unit pavers and bollards used at the Onni Development. The concept is to narrow the roadway, slow vehicular traffic and welcome a free flow of pedestrians moving along and across John Street between the pedestrian plazas. This is done with flush paving which makes the roadway appear narrower than it is, and a widened planter that acts as a 'chicane,' necking the road to 20-feet at its narrowest point. The proposed sawcut joints would extend the special paving visually, and only minimally impact the newer, existing concrete. Lighted bollards, pedestrian pole lights and outdoor cafe seating would further activate the street end, highlighting public access to spectacular views of the Space Needle and western skyline

LEGEND

- A** John Street *Woonerf* West
- B** John Street *Woonerf* East
- C** John Street Plaza
- D** Cafe seating
- E** Vehicular access to existing parking and facilities
- F** Proposed streetscape improvements (street trees to match proposed across Boren)
- G** Amazon Locker plaza (existing)
- H** Onni Development (future)
- I** Unimproved, vacated portion of John Street (possible future hillclimb)
- K** Daylight Grove: Level 2 Roof Terrace



Scale: 1" = 40'-0"

↑
↓
VIEWS TO
SPACE NEEDLE



LEGEND

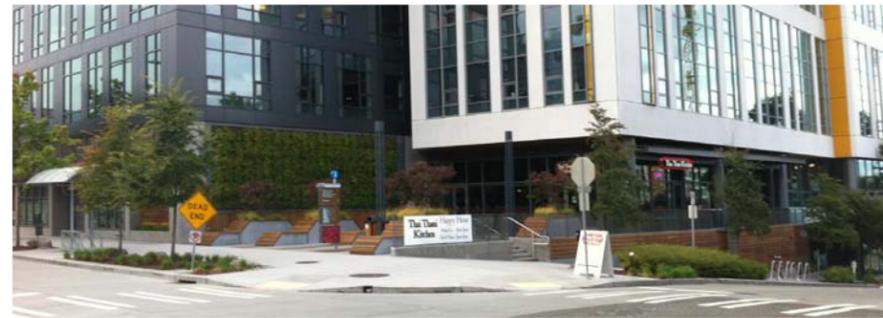
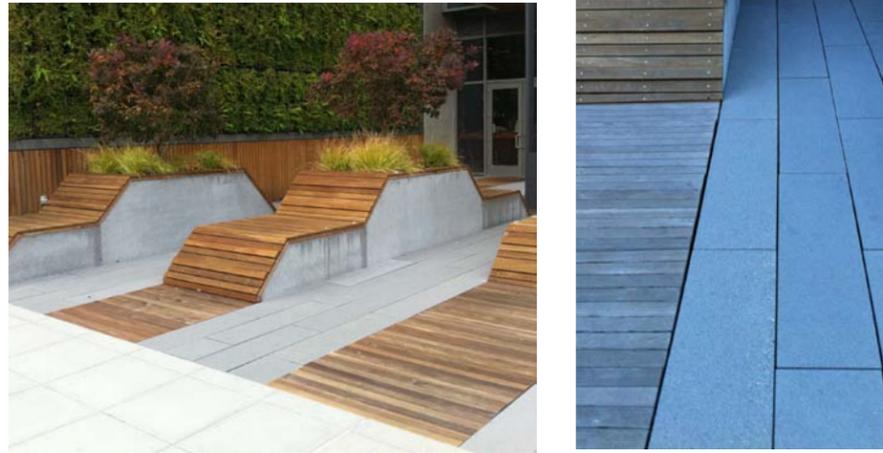
- A** Signature bench wrapped with lush plantings
- B** Specially-scored, colored concrete
- C** Unit pavers to match John St. *woonerf* to east
- D** Bollards to match John St. *woonerf* to east
- E** Existing concrete scored to carry design across John
- F** Cafe spillover seating
- G** Widened planter (chicane) buffers cafe seating
- H** Bike rack
- I** Pedestrian pole light (typ. for 5)
- J** Existing plaza with specialty paving and planters



Scale: 1"=20'-0"

JOHN ST PLAZA AND WOONERF

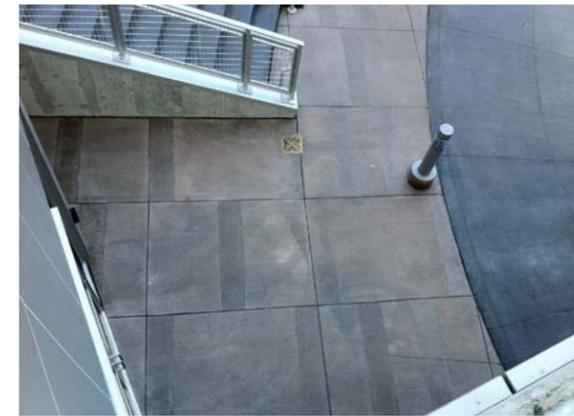
NEIGHBORING CONTEXT



BOREN AVENUE NORTH



INSPIRATION / MATERIALS

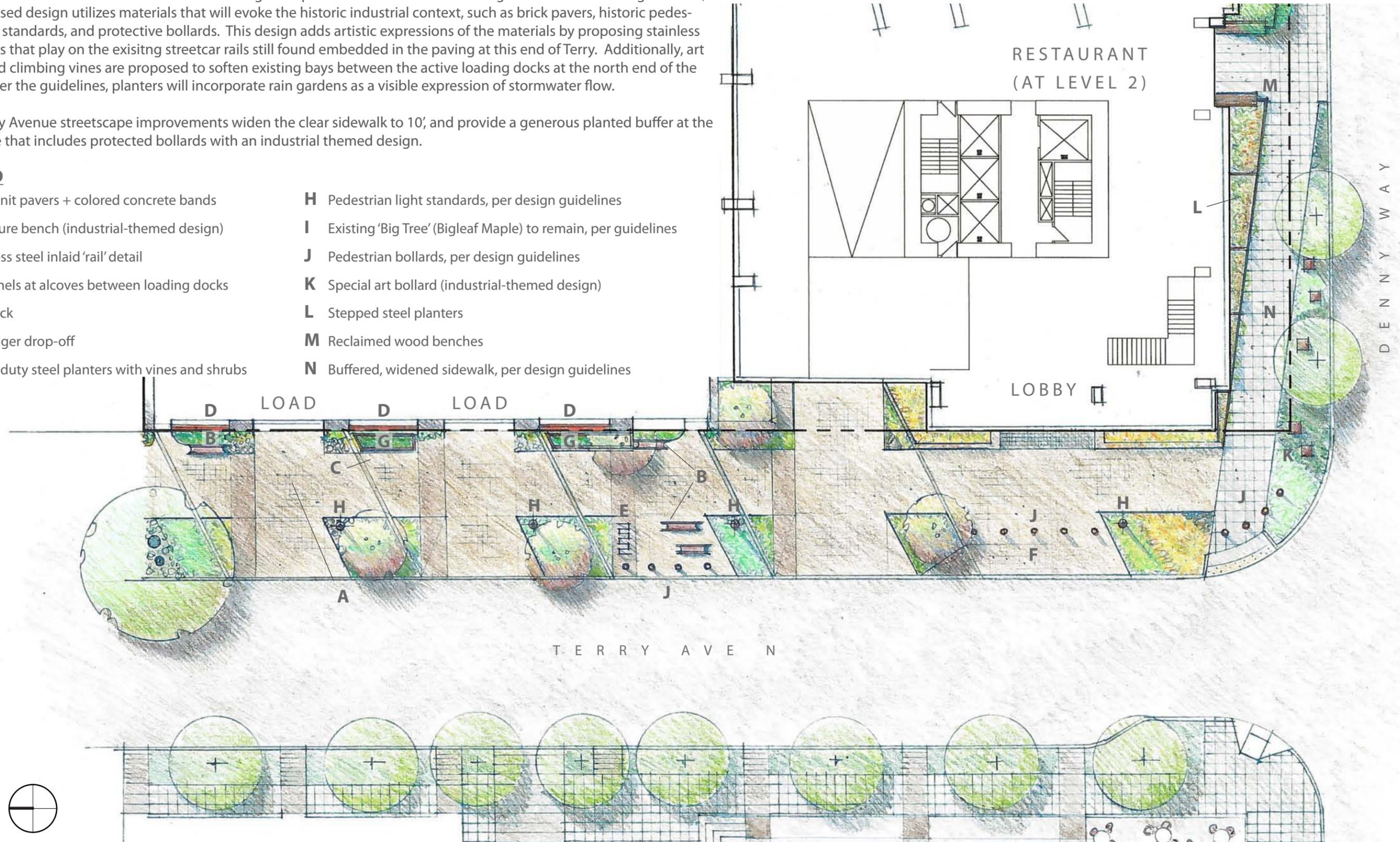


Terry Avenue design guidelines encourage the development of an 'inhabited' street, where the lines between vehicular and pedestrian uses are blurred with the use of similar groundplane materials and low curbing. In concert with the guidelines, the proposed design utilizes materials that will evoke the historic industrial context, such as brick pavers, historic pedestrian light standards, and protective bollards. This design adds artistic expressions of the materials by proposing stainless steel inlays that play on the existing streetcar rails still found embedded in the paving at this end of Terry. Additionally, art panels and climbing vines are proposed to soften existing bays between the active loading docks at the north end of the project. Per the guidelines, planters will incorporate rain gardens as a visible expression of stormwater flow.

The Denny Avenue streetscape improvements widen the clear sidewalk to 10', and provide a generous planted buffer at the curb edge that includes protected bollards with an industrial-themed design.

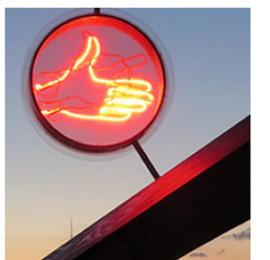
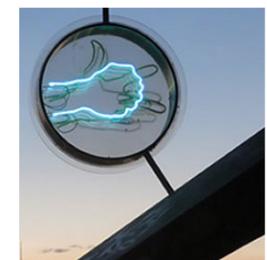
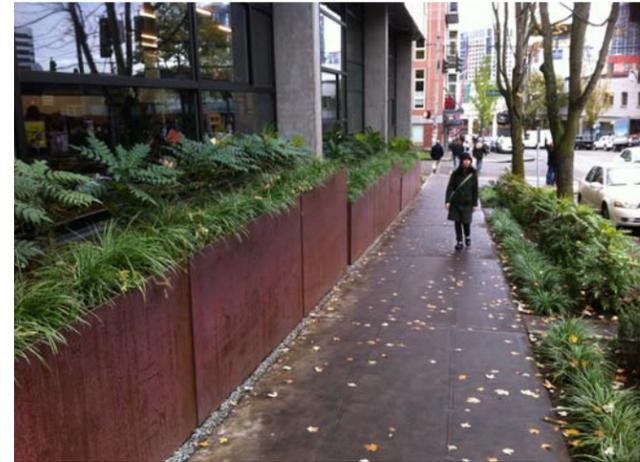
LEGEND

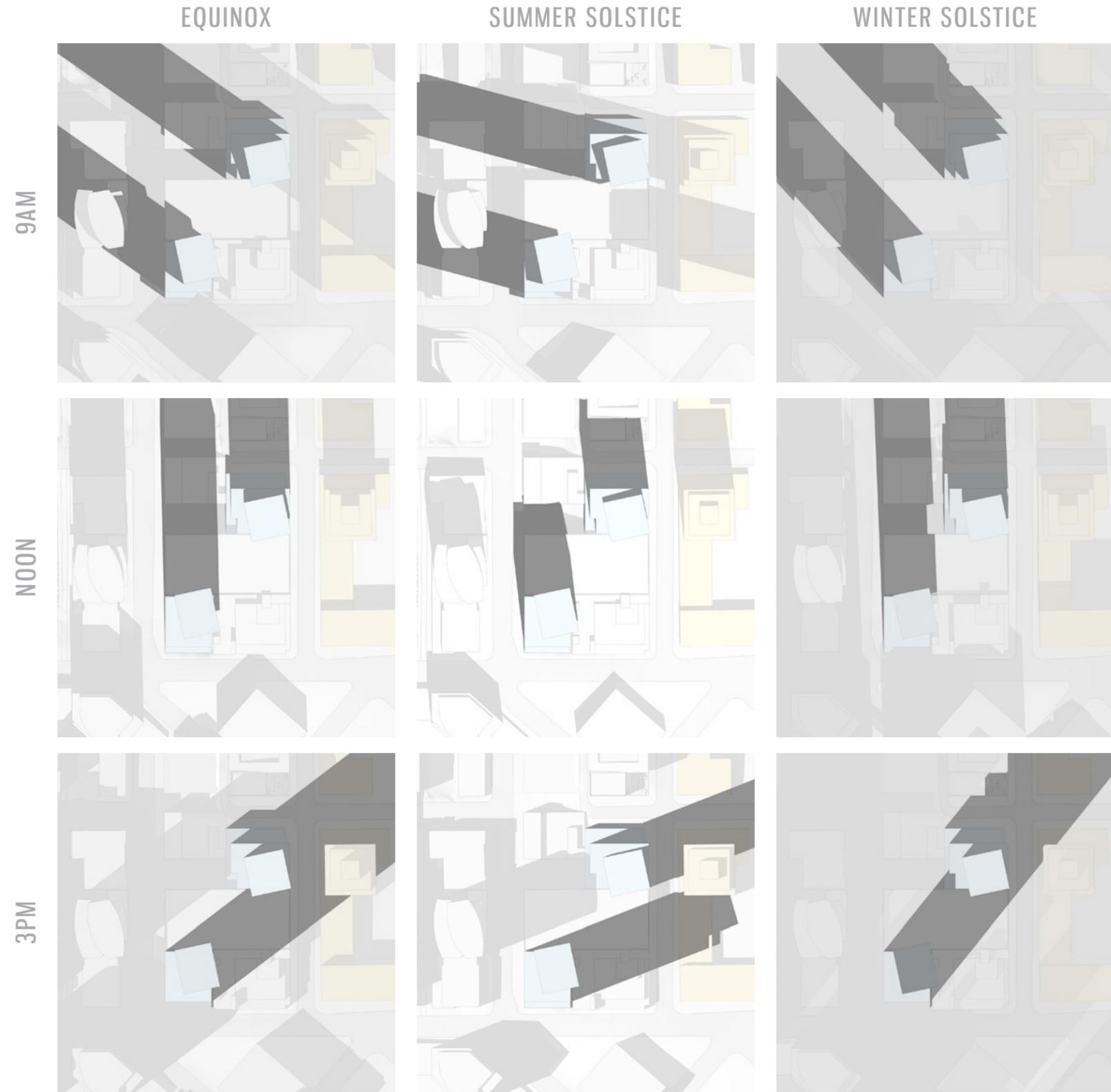
- A** Brick unit pavers + colored concrete bands
- B** Signature bench (industrial-themed design)
- C** Stainless steel inlaid 'rail' detail
- D** Art panels at alcoves between loading docks
- E** Bike rack
- F** Passenger drop-off
- G** Heavy duty steel planters with vines and shrubs
- H** Pedestrian light standards, per design guidelines
- I** Existing 'Big Tree' (Bigleaf Maple) to remain, per guidelines
- J** Pedestrian bollards, per design guidelines
- K** Special art bollard (industrial-themed design)
- L** Stepped steel planters
- M** Reclaimed wood benches
- N** Buffered, widened sidewalk, per design guidelines



Scale: 1"=20'-0"

NEIGHBORING CONTEXT





Requested Development Standard Departures:

Departure #1 - Podium Height

Standard:

SMC 23.48.013 B4 - Podium height for a residential tower is limited to 45' on Boren Avenue.

Proposed Design Departure:

This proposal seeks a departure for the northeast tower to have a podium of approximately 50', as measured from Boren Avenue to the height of the existing Times Building. The existing building is partially within the assigned lot coverage footprint of the northeast tower.

Rationale:

The existing Seattle Times building is being retained as a desirable neighborhood enriching "character structure". Also the northeast tower podium on John Street is proposed with less than maximum bulk by dropping to 2 stories or approximately 26' tall and chamfering back from the property line at the retail and residential entries. The new podium against the Times Building is also carved back and drops down to one story to allow daylight, sun and air to the existing windows in this courtyard (see Departure #2).

Supporting guidelines:

CS3A&B Context and Character: Preserving and honoring the existing Seattle Times building helps to reinforce the local history and character embodied by this positive neighborhood attribute.



Departures 1 & 2: Code-compliant massing

Departure #2 - Minimum Facade Height

Standard:

23.48.014 A2b - On Class 2 Pedestrian Streets and Neighborhood Green Streets... the minimum height for street-facing facades is 25 feet.

Proposed Design Departure:

The project proposes facade approximately 17' in height for a portion of the North Tower along Boren Avenue N.

Rationale:

The new podium against the Times Building is carved back and drops down to one story (17' tall) as part of Departure #1. This lower podium and facade allow daylight, sun and air to a "daylight garden podium" for the existing north facing Times Building office windows and the adjacent residential amenity and apartment areas.

Supporting guidelines:

CS1B Sunlight & natural ventilation: Allowing for light and air between structures, CS3A&B Context and character: Reinforce local history and positive neighborhood attributes (preserving & honoring the Seattle Times Building), PL1C Outdoor uses and activities: Roof garden, DC2E Form and function: Expressive exoskeletal structure, SLU CS2 Bii: Upper level setbacks and modulation for increased street-level sunlight



Departures 1 & 2: Proposed massing

Departure #3 - Permitted Setbacks from Street Lot Line

Standard:

23.48.014 A3b -Except on Class 1 Pedestrian Streets... the street-facing facade of a structure may be set back up to 12 feet from the street lot line subject to ...landscaped according to the provisions of Section 23.48.024

Proposed Design Departure:

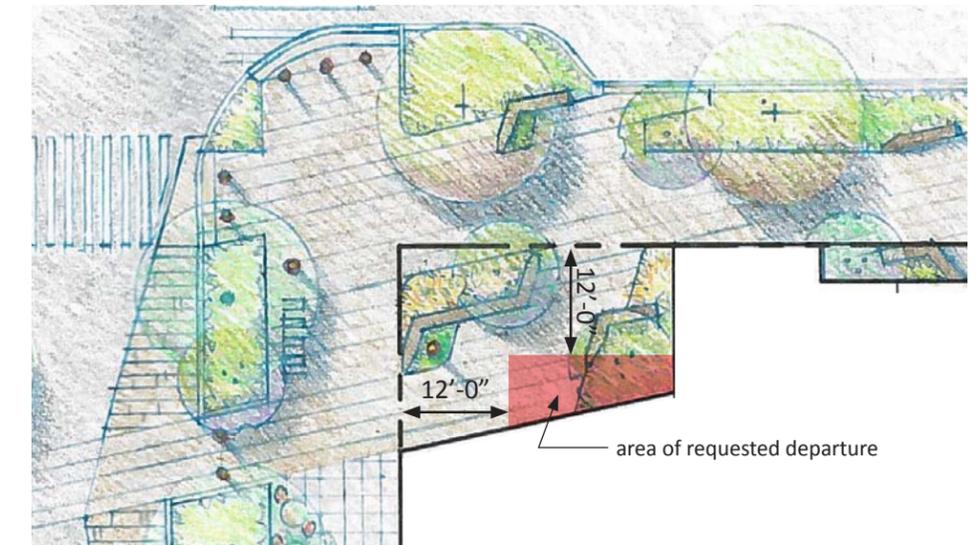
Increase the setback from John Street to between 16 to 22'-6" deep (average setback of tapering facade wall is 19') to allow for public plaza

Rationale:

Creates more public space to enable retail seating, landscaping and placemaking that better meets the Green Street goals. A public plaza here works in concert with the existing plaza at 225 Boren Amazon on John Street and with future woonerf green street enhancements at the Onni Block (Seattle Times) redevelopment.

Supporting guidelines:

CS2A&B: Location in the city and adjacent open spaces
PL1A: Network of open spaces
DC3A&B: Building open space relationships and activities



Departure #4 - Rooftop Features Upper Level Setback

Standard:

SMC 23.48.010.H.7 - Rooftop features may extend up to 15' above the maximum height limit, so long as the combined total coverage of all features listed in 23.48.010.H.4 and 23.48.010.H.5 does not exceed 65% of the roof area. No rooftop features are to be located closer than 10' to the roof edge

Proposed Design Departure:

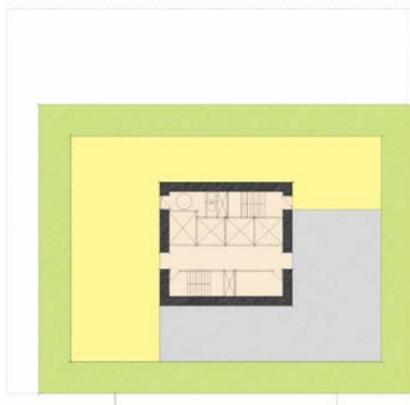
No setback from roof edges for roof amenity features and mechanical screens. A 10' setback of the tower massing from the property line will be preserved. This departure request applies to both towers.

Rationale:

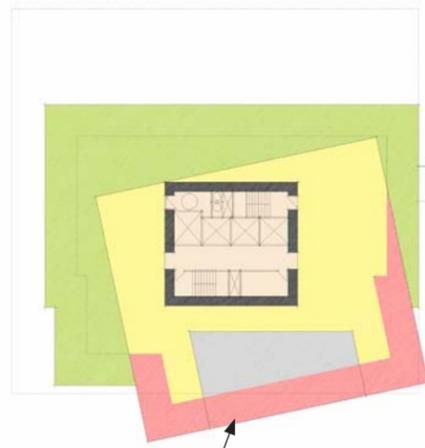
Allowing the mechanical screening and indoor residential amenity spaces to be incorporated into the tower massing creates a more integrated and elegant design, helping to accentuate the slenderness and verticality of the tower (DC2 - Architectural Concept).

Supporting guidelines:

DC2 A,B&E: Architectural massing, façade composition/form and function
CS2 A2: Location and architectural presence in the city – tower visibility



Code compliant rooftop
(northeast tower shown, southwest tower sim.)



Proposed rooftop
(northeast tower shown, southwest tower sim.)

area of requested departure

Departure #5 - Curb Cuts

Standard:

23.48.034 E1 - Permitted access shall be limited to one two-way curbcut.

Proposed Design Departure:

One primary curb cut is proposed for each tower with a secondary curb cut for loading and move-in for just the North Tower (a total of three curb cuts).

Rationale:

The towers are separated by an existing building that is being retained as a desirable neighborhood enriching "character structure". There is also no practical possibility of interconnecting a single garage or service access area between the two remote tower locations which need separate access points due to a 50' grade change and the presence of an existing interceding building.

SDOT already has a curb cut in the location of the proposed secondary curb cut on the North Tower that serves this property and the adjacent property. SDOT has also requested that we maintain and/or enhance a hammerhead condition so that vehicles can turn around at the dead end of John Street. Utilizing this configuration, we have proposed a service area for trash pickup and move-in which is only used sporadically during the week. By placing this area here, the corner of John and Boren can be maintained as lobby and retail.

Supporting guidelines:

CS2 B&C Relationship to adjacent sites and relationship to the block: Adjacent uses currently have their services located in close proximity here
PL1C Outdoor uses and activities: Placing loading functions away from plaza
DC2 E Form and function



VIA ARCHITECTURE

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