

# 121 BOREN AVE N

#3021279

DESIGN RECOMMENDATION MEETING #2

OCTOBER 5TH, 2016



## TABLE OF CONTENTS

DEVELOPMENT OBJECTIVES AND PROGRAM	1
DESIGN RECOMMENDATION MEETING #1 SUMMARY	2
DESIGN GUIDANCE AND RESPONSE	4
OVERALL LANDSCAPE DESIGN	6
INSPIRATION AND PRECEDENTS	9
JOHN ST & BOREN AVE N	10
DENNY WAY	28
TERRY AVE N	33
LIGHTING & SIGNAGE	48
PROPOSED DEVELOPMENT STANDARD DEPARTURES	52
PROPOSED DEVELOPMENT VS POTENTIAL FUTURE BUILDOUT	59
PROJECT TEAM	60

Page intentionally blank





DEVELOPMENT OBJECTIVES + PROGRAM:

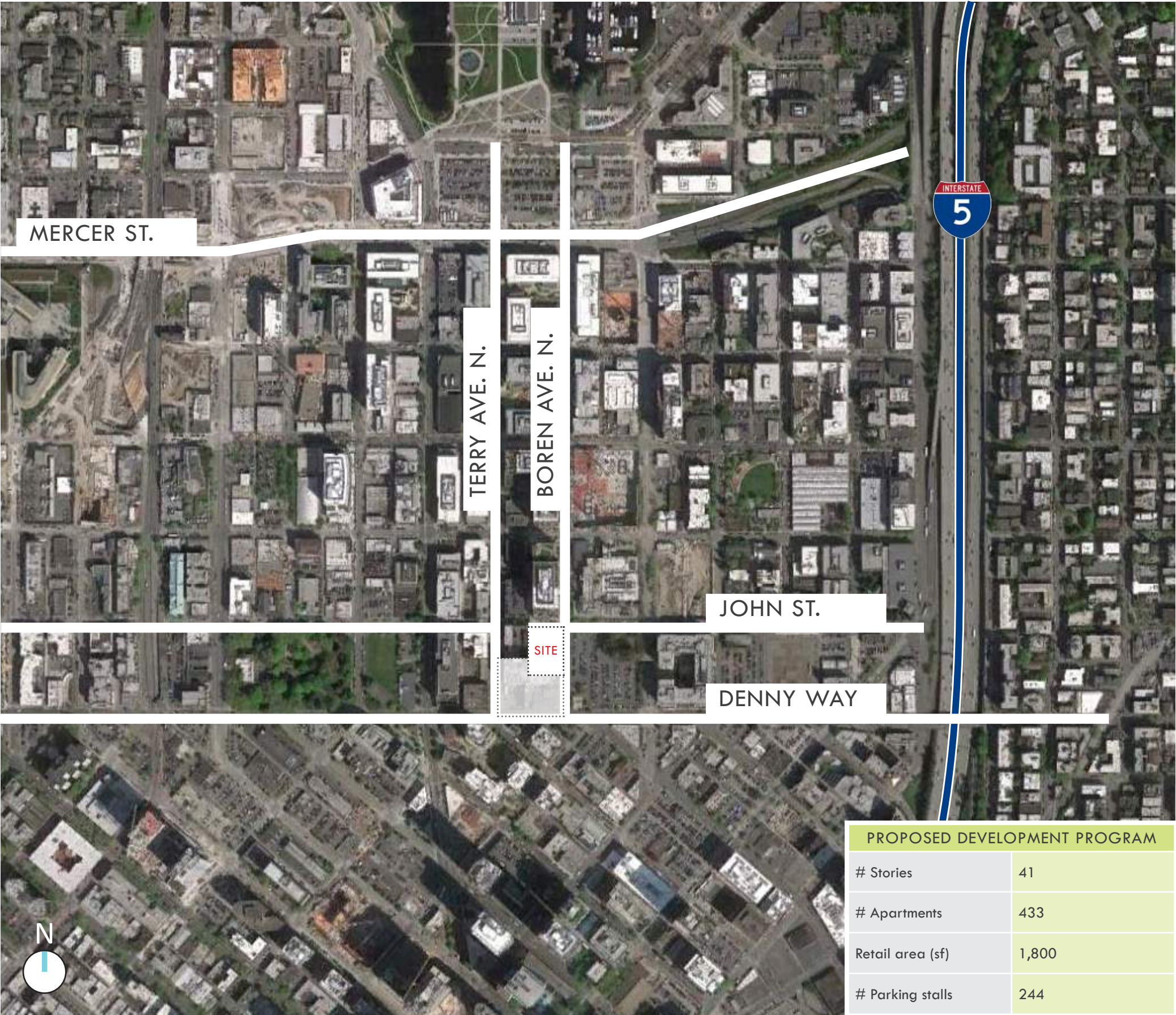
The proposed project is located at the corner of John Street and Boren Avenue North. While the area being developed only encompasses a 120' x 127' site, it is part of a larger ownership parcel which encompasses the majority of the block bounded by Terry Avenue North, Denny Way, Boren Avenue North, and John Street.

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. John Street is classified as a “Neighborhood Green Street”.

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 where Mack Urban proposes a 400' tall tower (in MUP process). A 400' tall residential tower by Holland Development is under construction on the west side of Terry Avenue at 970 Denny Way. 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 shorter towers at 2200 Westlake that range from 125' to 160' tall and have Whole foods, Pan Pacific Hotel and other retailers at the base.

The existing 1000 Denny Way Seattle Times Building, which inhabits over 60% of of the site area, 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. The building was substantially improved and seismically retrofitted in 2003, and will remain in place. The building houses office space on Levels 5 (Boren Avenue North) through 8, including the current offices of the Seattle Times newspaper. The three floors below Boren Avenue North contain some of the most intensive and critical datacenters in the Northwest.

The proposed development is located at the crossroads of the Denny Triangle and South Lake Union Urban Centers. A new 41-story residential tower is proposed at the northeast corner of the site, located where an existing single-story building will be removed (13 Coins Restaurant). The project proposes 433 residential apartments, 244 parking stalls in 7 levels of below-grade parking, approximately 1,800sf of retail space at the ground level, and residential amenities within the podium and at the roof. Significant ROW improvements are proposed around the entire ownership, including along John St, Boren Ave N, Denny Way, and Terry Ave N.



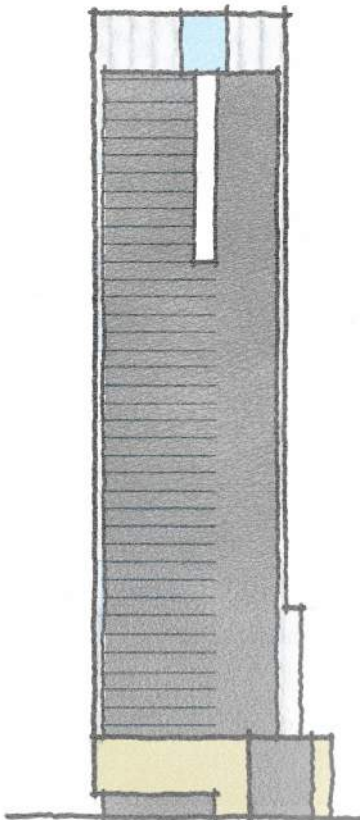
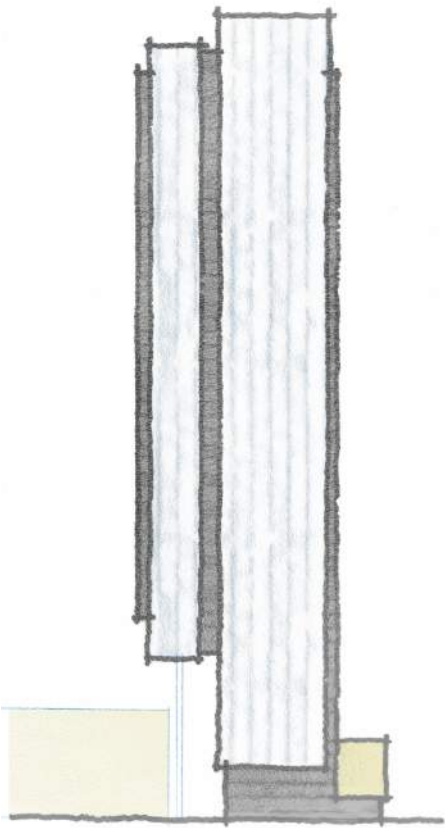


DESIGN RECOMMENDATION MEETING #1 SUMMARY

DESIGN RECOMMENDATION #1

At the initial Design Recommendation meeting, the Board expressed support for the overall design and expression of the tower, with some suggestions for further study. However, the Board indicated that, in order to favorably consider the departure requests for Pedestrian Through-Block Connection and Usable Open Space, the applicant should provide a more holistic streetscape and landscape concept that encompasses the entire ownership site. Please see pages 4-5 for additional details regarding the guidance provided at the initial Design Recommendation meeting, and a summary of the applicant's proposed responses.

The images on this and the following page represent a sampling of what was presented at the initial Design Recommendation meeting - please refer to the packet provided for that meeting for additional detail regarding the tower design, expression, detailing, and massing.









KEY GUIDANCE

1) MASSING AND SITE CONTEXT

The Board stated their concern that the proposed development and design was not considering the entire 75,738 sf site. They noted the location of the tower is driven by maintaining the existing Seattle Times building, and is not considering the entire site and potential future development on the site if and when the existing building is demolished. The Board expressed that for the open-space and through-block connection departures requests, the entire site needs to be considered, not just the tower area.

- The Board recommended that the entire site be considered as part of the departure justifications. Study what further development could happen on the site in the future with the proposed tower.

RESPONSE

- The revised proposal includes significant public realm enhancements around all sides of the ownership site. These include...
  - Creation of a pedestrian-oriented streetscape with widths ranging from 23-31 feet wide along the entire 240' Terry Ave N frontage, developed per the Terry Ave N Design Guidelines
  - Street planters, street trees, curb bulbs, street furnishings and pedestrian lighting improvements the full length of Boren Ave N, and
  - Landscaping, screening, and artwork along Denny Way
- The current design represents an area of 15,725 SF within which public realm improvements are being proposed - over 20% of the ownership site area. This is an additional 10,650 sf over the 5,075 sf presented at the Initial Recommendation meeting - an increase of over 200%. See pages 56-57 for additional information.



2) TOWER AND PODIUM DESIGN

The Board expressed that the tower shape and form is an elegant, interesting and balanced design. The Board discussed the proportions and extent of the balconies on the south facade and the roof top design and ultimately all agreed the design was appropriate and should be maintained. The Board was supportive of the bold 'dark' south and north elevations, and the 'light' white panels and blue spandrel glass facades. At the podium along John St, the Board recommended studying designs that make the blank wall less severe.

- Maintain the proposed materials and colors as shown in the Recommendation packet.
- Maintain the dark channels on the 'dark' facade as they are very important.

RESPONSE

- The design of the tower massing, expression, and detailing has been maintained.
- Explore providing additional texture, detailing, windows or openings on the blank wall portion of the podium along John St.

RESPONSE

- The project proposes adding additional texture at the blank wall portions of the podium along John St. See pages 18-19 for additional detail.
- Locate the storefront canopies at the corner to provide a cohesive thoughtful design, either maintain up against the brick or lower the canopies.

RESPONSE

- The design team has explored the height of the retail canopies. Although there are benefits to a lower canopy, the design team prefers the higher canopy height, in that it provides a more gracious pedestrian realm, more generous windows into the retail, and a more pleasing proportion as related to the brick mass above. See pages 22-23 for additional detail.



3) GARDEN COURT DESIGN

The Board voiced that the current design with its strong elements has responded well to the Board’s guidance at EDG, and supported the gate, canopy and ‘ceiling’ of the space as well as the relationship to the building entry.

- Maintain the gate as shown in the Recommendation packet. Design the gate so that when it is open it tucks away to one side. Consider working with an artist.

RESPONSE

- The gate design, and its concealed configuration when closed has been maintained. The applicant plans to engage an artisan metal worker to assist in the design and fabrication of the gate.
- Consider increasing the depth of the ‘gasket’ at the ceiling of the garden court. The gasket should be a minimum of 12” deep.

RESPONSE

- The design of the ‘gasket’ has been maintained at 12”. The design team explored increasing this depth, but concluded that the negative impacts to the venting and visual outlook of units did not justify such a change.

4) STREETScape

As noted above the Board stated their concern that the proposed development and design was not considering the entire 75,738 sf site. A holistic streetscape concept is needed that addresses not just the improvements in front of the proposed development, but the entire site. The Board expressed that for the open space and through-block connection departures requested, the entire site needs to be considered.

- Design a holistic streetscape and landscape concept that includes street lighting.

RESPONSE

- The revised proposal includes significant public realm enhancements around all sides of the ownership site. These include streetscape improvements ranging from 23-31 feet wide along the entire 240’ Terry Ave N frontage, developed per the Terry Ave N Design Guidelines. Also provided are streetscape improvements and pedestrian lighting the full length of Boren Avenue, and the addition of landscaping, screening and artwork on Denny Way. See individual street descriptions below.
- Show the intent of how the development will integrate with the 1001 John St project plaza.

RESPONSE

- The revised green street design carefully integrates with that proposed by 1001 John St. The proposed design provides a transition from the patterning proposed by 1001 John St, as well as a shared color palette that extends throughout John St and onto Boren Ave N. A lowered and integrated curb is proposed to work with both projects’ driveways, minimizing the curb cut effect, and encouraging more free-flowing pedestrian movement. Drive-over lights and light bollards are also integrated to enhance safety and indicate the priority given to pedestrians. See page 12.
- Provide a design that includes improvements with the public realm at the corner of Denny Way and Terry Ave N.

RESPONSE

- The revised design proposes to provide significant screening of the existing mechanical yard, which contains essential electrical, mechanical, and servicing areas for the existing building. The new screening system features architectural fencing, artistic panels, and landscaping elements, that combine to create a robust foreground along both Denny Way and Terry Ave N. A corner bulb is proposed, providing a generous pedestrian landing at the base of Denny’s steep slope, enhancing sightlines and visibility of turning vehicles, and reducing the pedestrian crossing distance across Terry. See pages 34-35.
- Investigate what improvement to the ROW at Denny Way are feasible.

RESPONSE

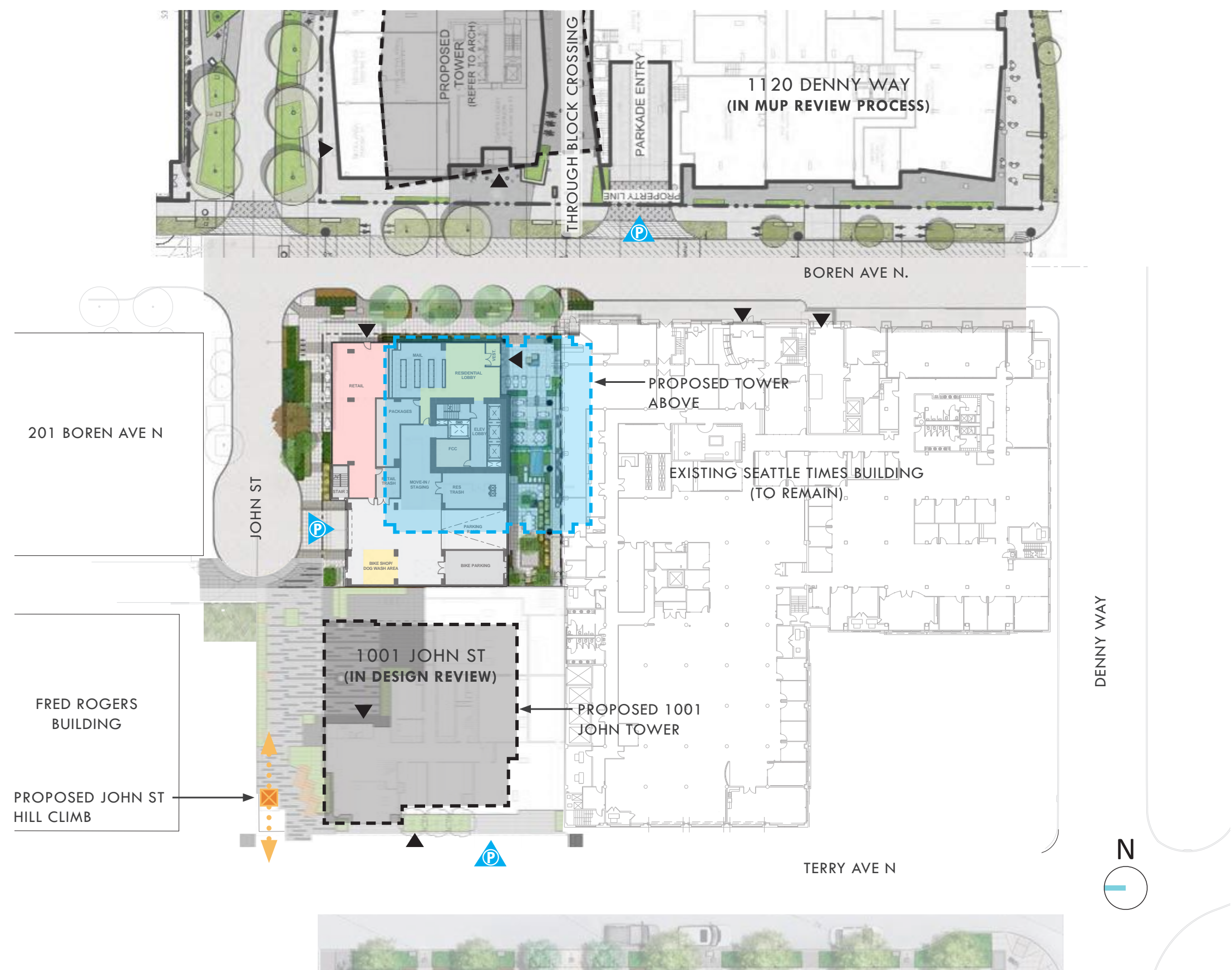
- The design team has met with SDOT regarding Denny Way, and offered them several landscaping and physical improvement options. SDOT has indicated that they will not allow any structures or landscaping on the existing sidewalk, in order to maintain the full existing width without interruptions. In lieu of ROW improvements, the proposed design offers new architectural and landscape screening of the existing mechanical yard, and replacement of the existing chain link fencing with more refined architectural treatments. Murals are proposed on the existing blank walls, the design and execution of which can be done in partnership with the local arts community - potentially Cornish students. See pages 28-32.
- Present signage and how it will look on the building.

RESPONSE

- Example signage has been incorporated into various perspectives of the retail at the corner of Boren and John. See pages 48-49 for additional detail.



EXTENT OF PREVIOUS DRB PROPOSAL





## STREETSCAPE IMPROVEMENTS: OBJECTIVES

In addition to developing a distinct design that responds to the architecture and program embodied in the 121 Boren project, the landscape improvements will provide a contiguous upgrade to the public realm at the entire perimeter - thereby knitting together the various developments underway in the neighborhood.

Our objectives with these improvements include:

- Forming a bridge between the proposed shared use street (*woonerf*) to the east and the pedestrian hillclimb to the west;
- Designing a Green Street that prioritizes the pedestrian along the east-west connection at John Street end
- Maintaining and framing views of the Space Needle views to the West;
- Making strong visual connections between the courtyard at Amazon to the north and between our Garden Court and the Mid-block crossing proposed by Onni to the east;
- Humanizing the scale of the building along the east end of the Denny Way frontage;
- Providing robust screening of the existing mechanical yard at the SW corner of the site;
- Creating a gateway to South Lake Union Neighborhood from Cornish College and the Arts District of Capitol Hill beyond; and
- Bridging the gap between the vibrant, newer developments along Terry Avenue to the north, and the corner at Denny.

**LEGEND:**



## ▶ PEDESTRIAN CONNECTION



**GATEWAY**



## NEIGHBORING DEVELOPMENT



N



## SITE EXTENTS & R.O.W. IMPROVEMENTS

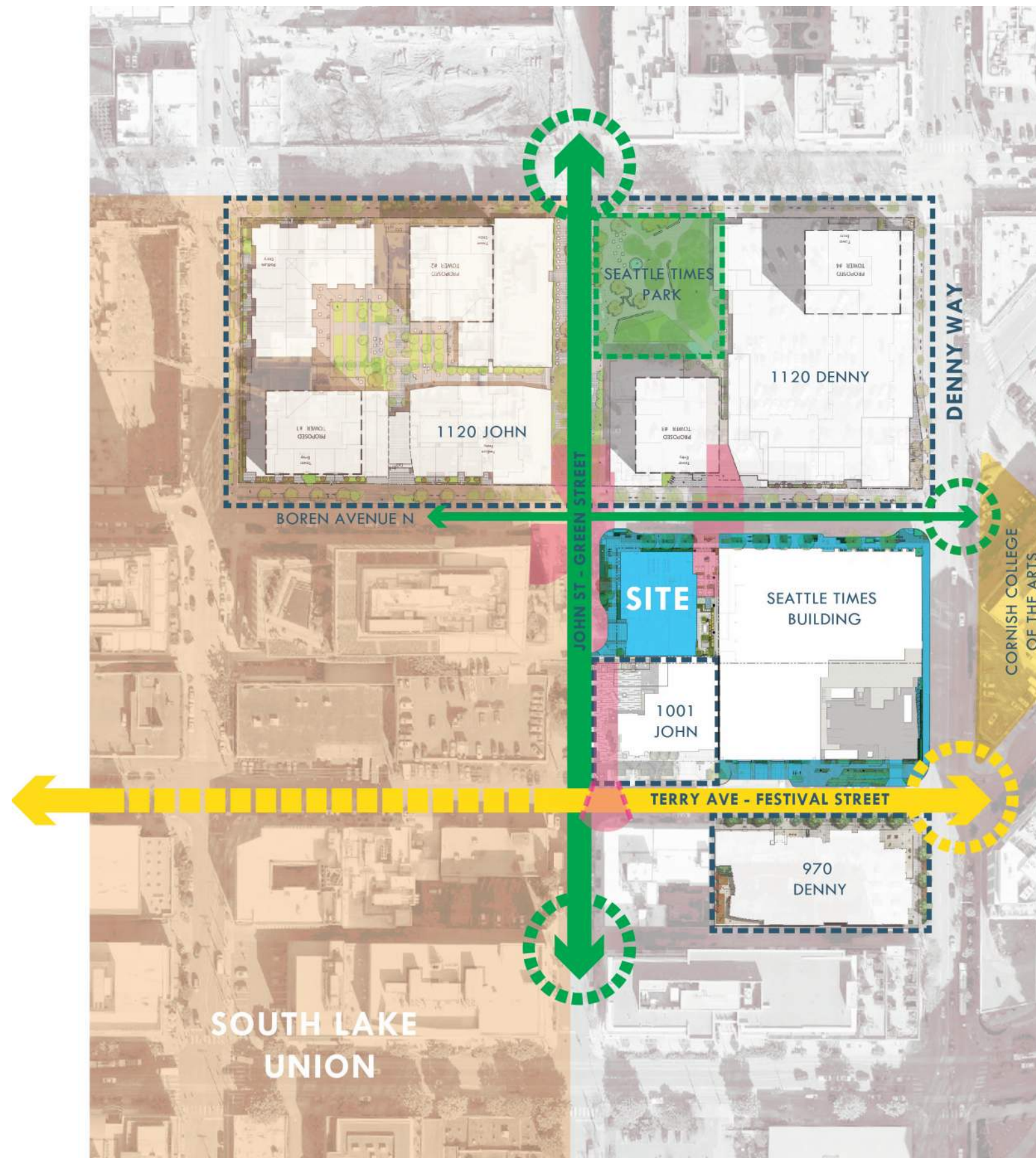
## FESTIVAL & ARTS



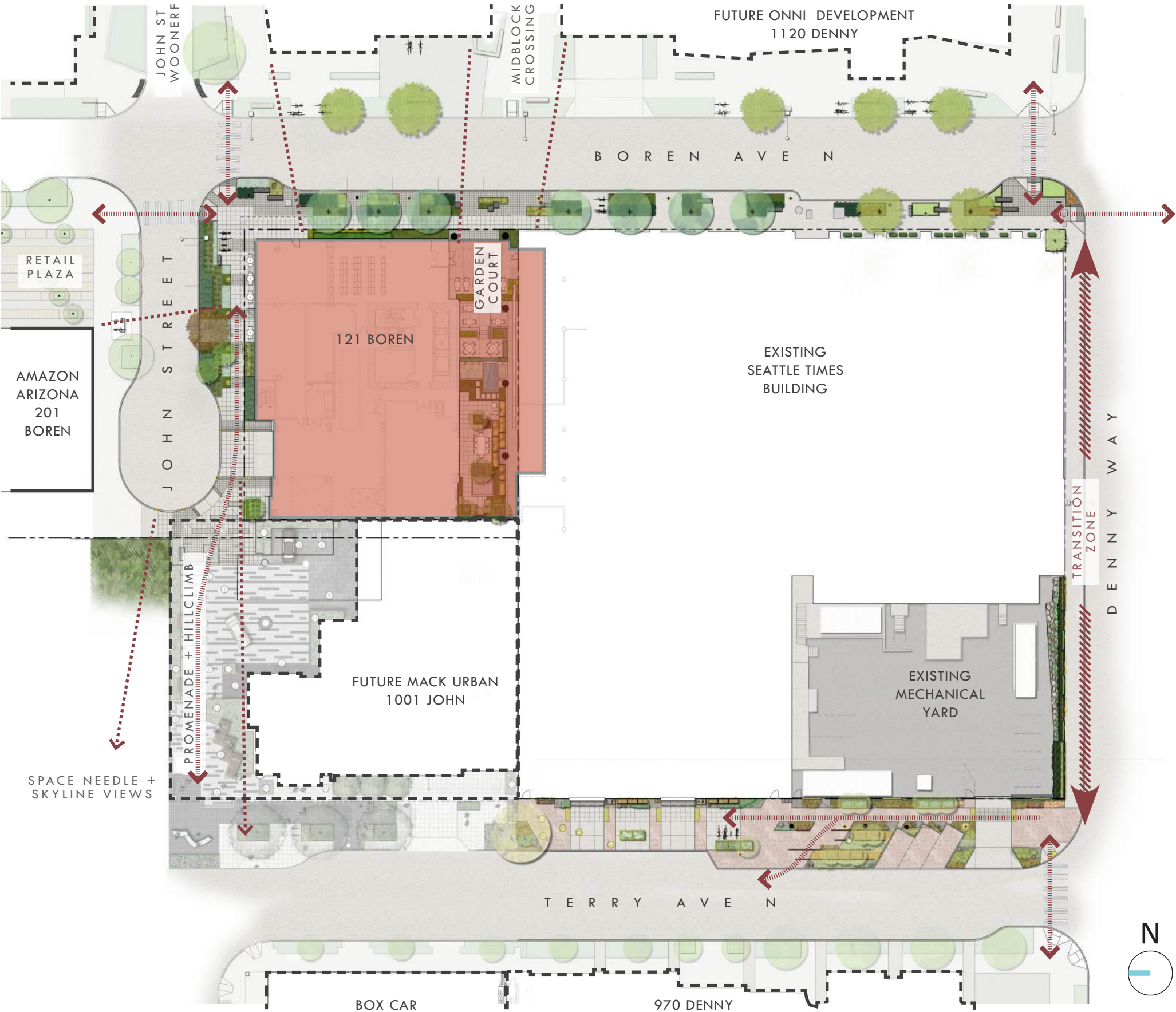
## GREEN SPACES



## VIEW CORRIDORS







STREETSCAPE IMPROVEMENTS: APPROACH

We have enhanced the streetscapes along Boren, Denny and Terry by offering a more complete street approach to the public realm. These improvements will occur on streets with two very different urban characters, surrounding the existing Seattle Times building at the center. The dramatic, 39' grade change along Denny and change in exposure informs the differences between the approach to the east and west block faces. This east face/west face approach also allows us to respond to the context of each existing and proposed neighboring development in a specific way. The treatment along the grade grade change at Denny represents a logical transition zone between the two neighborhood characters.

The landscape design approach incorporates the following:

- Treatment of the eastern half of block as part of a quieter, tree-lined district with low traffic volumes and easy access to the Seattle Times park
- Treatment of western half of block as a clear response to the Terry Avenue Design Guidelines, the urban industrial character of that neighborhood, and the more open and exposed sidewalk at the SW corner of the block
- Providing an artistic treatment of the building façade at Denny, with use of screening elements at the mechanical yard that will wrap the corner and relate more to the industrial character of Terry Avenue.
- Creating smooth transitions between 1001 John and our development at both the John Street turn-around and at Terry Avenue.
- Allowing the west side of Boren to offer contrast with the east side side of the block, with more intimate spaces and a more formal arrangement of planting/street trees
- Making pedestrian crossings shorter and safer at the north and south ends of Boren with the use of curb bulbs.
- Providing a unifying palette of street furnishings, pedestrian lighting, hardscape materials and planting materials that will complement both the proposed tower and the existing Times Building
- Providing a palette of street furnishings, pedestrian lighting, hardscape materials and planting materials along Terry that is consistent with the Terry Avenue guidelines promoting an 'inhabited' street
- Celebrating Terry Avenue's role as Festival Street by treating the street as a linear park that relates strongly to developments further north and directly west



BOREN AVE + JOHN ST CHARACTER



REFINED AND FORMAL PLANTINGS, WIDE STREET PLANTERS, ACTIVE RETAIL

DENNY WAY CHARACTER



PUBLIC ART IN THE RIGHT-OF-WAY, INTRODUCING INDUSTRIAL MATERIALS

TERRY AVENUE CHARACTER



WARM ACCENT COLORS/MATERIALS, PLACEMAKING FOR STREET FESTIVALS



JOHN ST & BOREN AVE N - EXISTING CONDITIONS

EXISTING CONDITIONS



VIEWS SOUTH FROM JOHN STREET



VIEWS WEST FROM JOHN STREET



VIEWS WEST ACROSS BOREN FROM FUTURE ONNI DEVELOPMENT



VIEWS NORTH TO BOREN FROM DENNY WAY



SIDEWALK AT 13 COINS





PROPOSED DEVELOPMENT



1001 JOHN STREET AUTO COURT AND HILLCLIMB / MACK URBAN, COLLINSWOERMAN, HEWITT



JOHN STREET WOONERF AT ONNI DEVELOPMENT

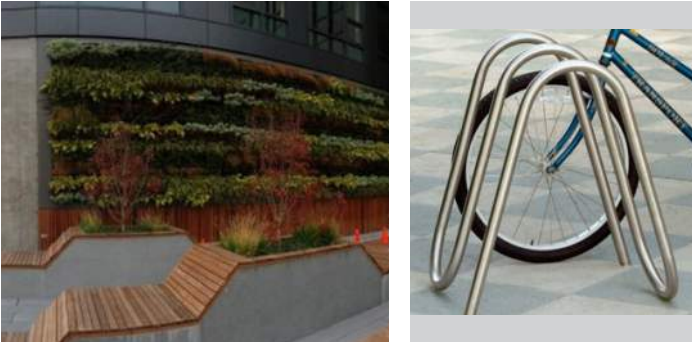


BOREN STREET DESIGN AT ONNI / CHRIS DIKEAKOS ARCHITECTS, INC., ETA LANDSCAPE ARCHITECTURE

EXISTING DEVELOPMENT



VIEWS TO NORTH: SOUTH FACING PLAZA AT AMAZON ARIZONA, 201 BOREN



VIEWS SOUTH TOWARD PROJECT SITE ALONG BOREN



VIEWS TOWARD TERRY AT BOREN & THOMAS ST

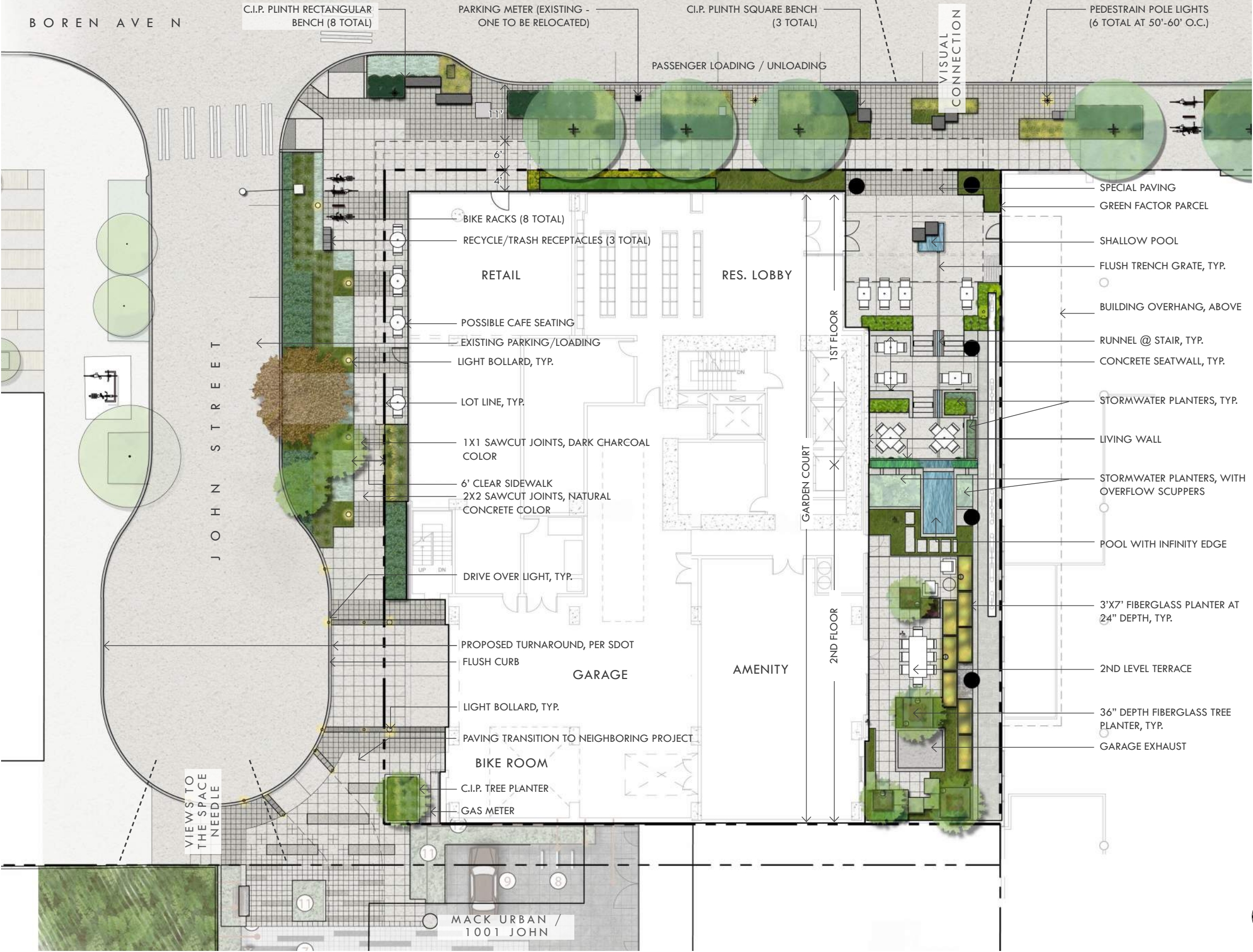


SPECIAL PAVING AT ONNI

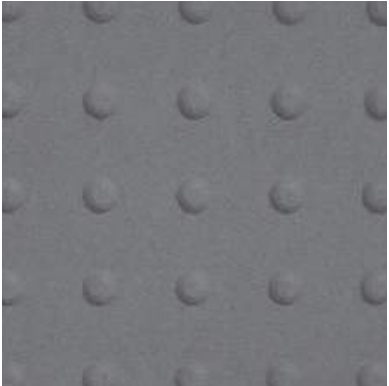
BIKE RACKS



JOHN ST & BOREN AVE N - LANDSCAPE DESIGN



NATURAL CONCRETE



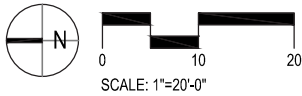
DETECTABLE WARNING PAVERS



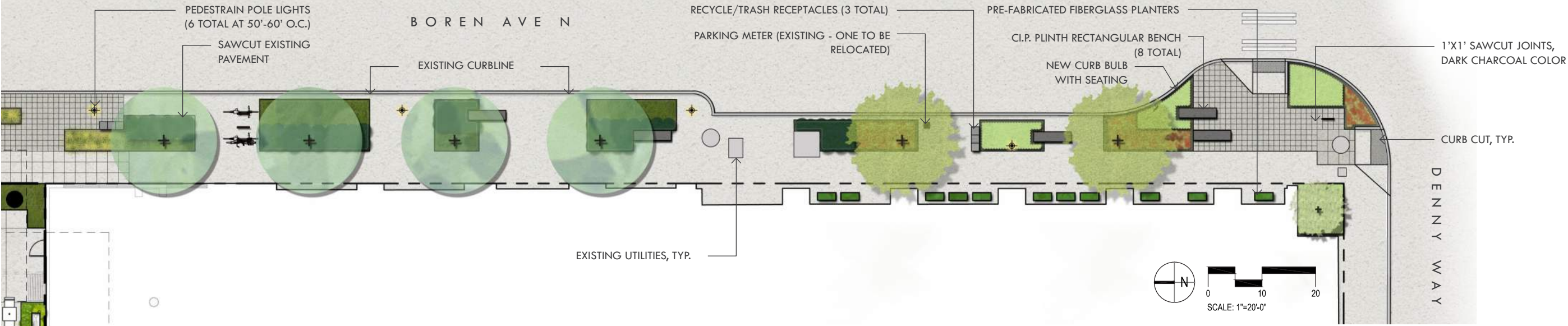
SANDBLAST FINISH, SPECIALLY-SCORED CONCRETE



12X12 SAWCUT SCORE PATTERN







LANDSCAPE DESIGN -STREET LEVEL LANDSCAPE MATERIALS



CONCRETE PLINTH BENCH SEATING (C.I.P.) WITH LED LIGHTING AT REVEAL



PREFABRICATED FIBERGLASS PLANTERS



LIGHT BOLLARD



BIKE RACK, BY REVAMP



PEDESTRIAN POLE LIGHTS

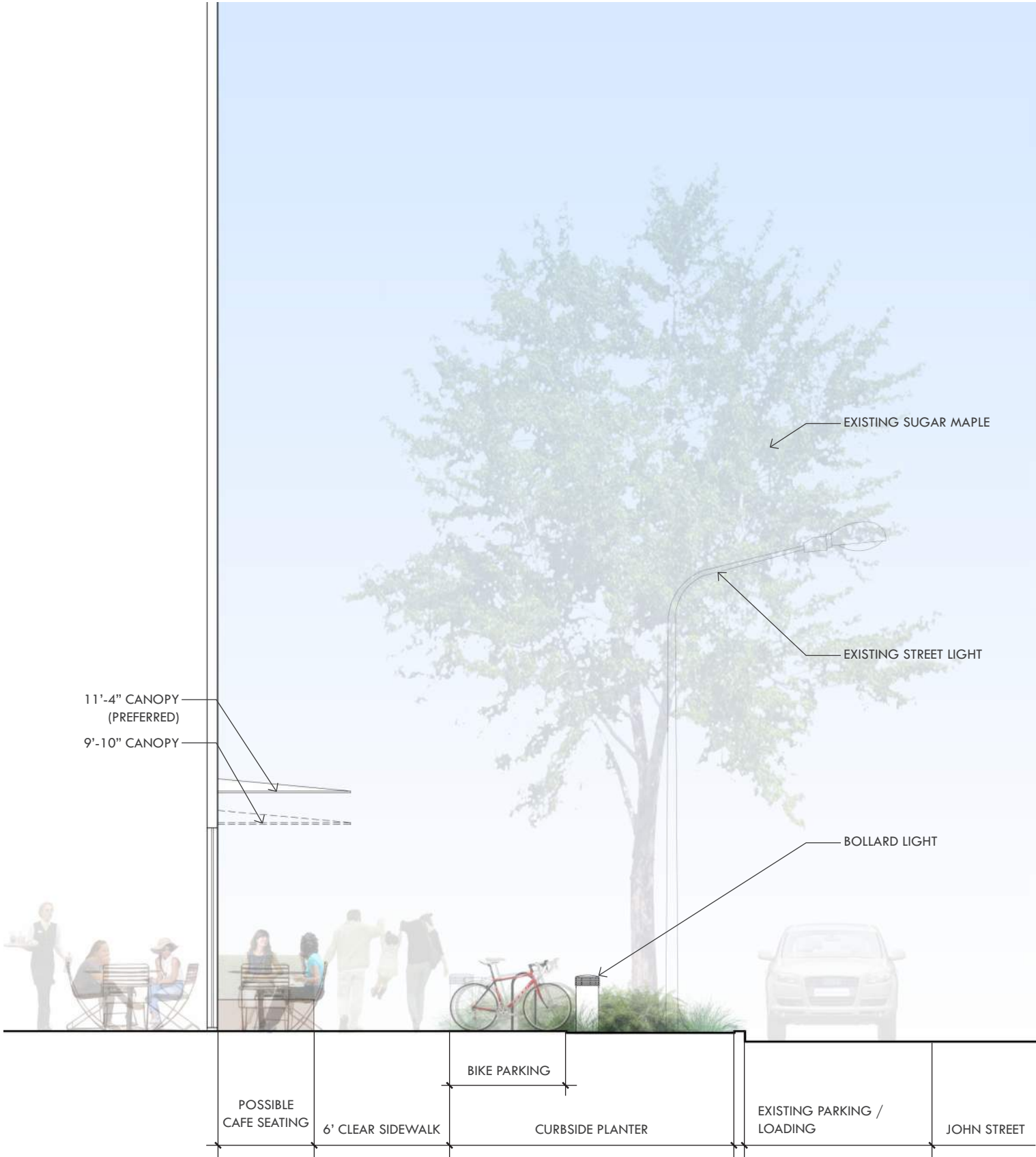


RECYCLE/TRASH RECEPTACLES

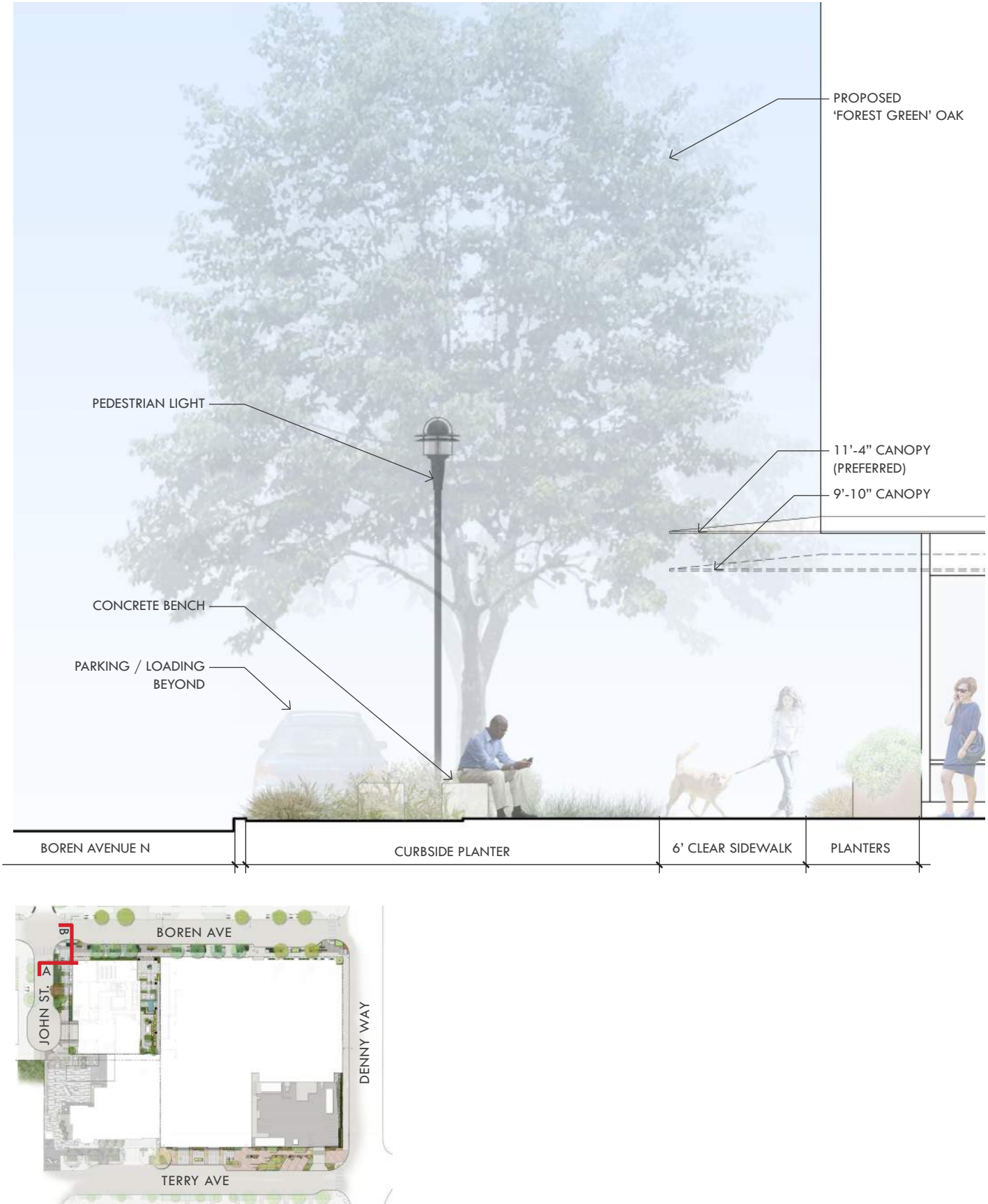


JOHN ST & BOREN AVE N - LANDSCAPE SECTIONS

SECTION A: JOHN ST



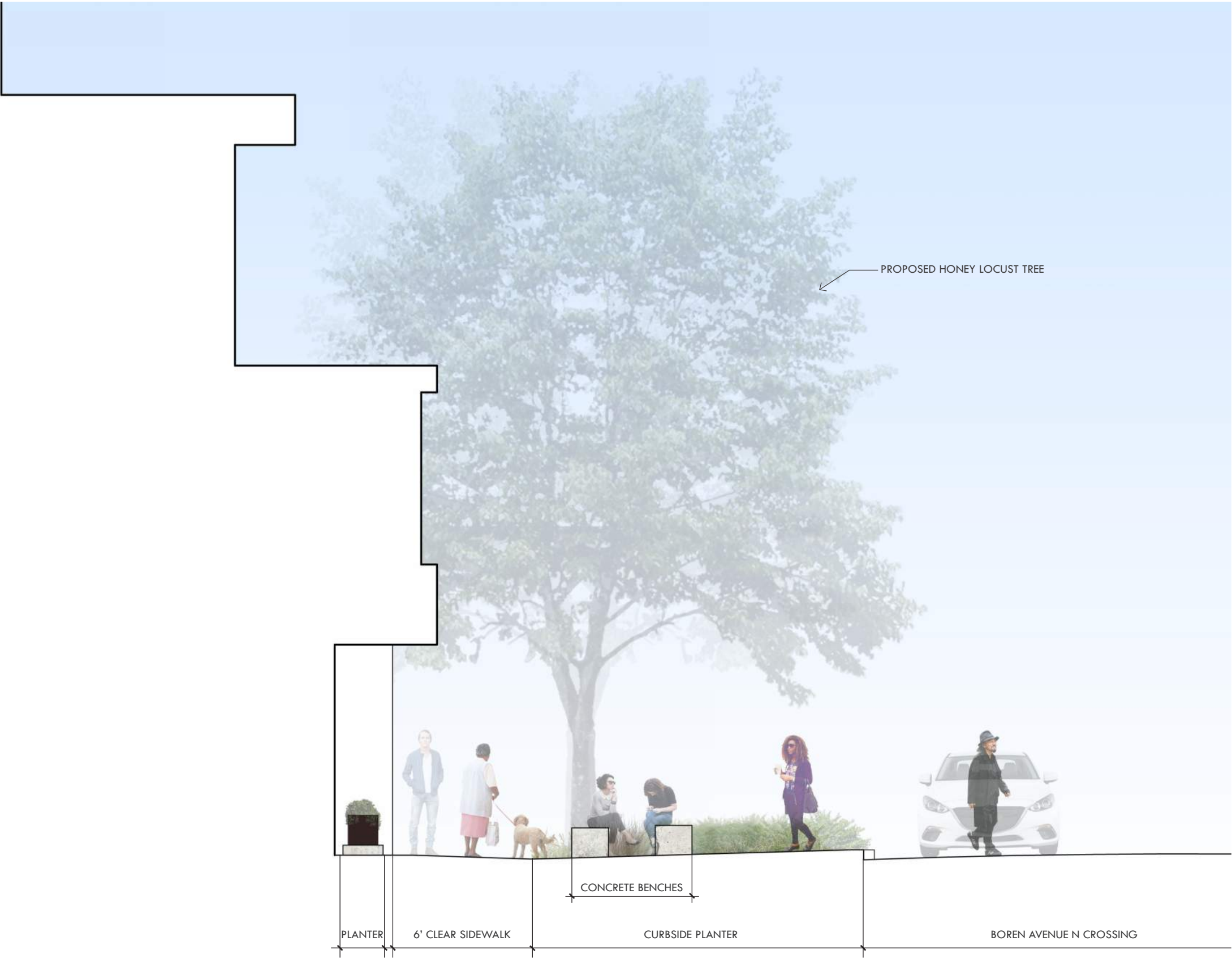
SECTION B: BOREN AVE N







SECTION C: BOREN AVE N & DENNY WAY CURB BULB





JOHN STREET PLANTING

Within the ample curbside planter formal rows of ferns intersect with planes of a contrasting light and dark evergreen groundcover. The preservation of a large, existing Sugar Maple adds a sense of place, and three multi-stem ornamental Dogwoods lend a pedestrian scale to the street, as well as seasonal color.



EXISTING SUGAR MAPLE TO REMAIN



CORNUS KOUSA 'CHINENSIS' / CHINESE DOGWOOD



POLYSTICHUM MUNITUM / SWORD FERN



LIRIOPE SPICATA / CREEPING LILY TURF



LIRIOPE 'SILVER DRAGON'



HAKONECHLOA MACRA 'AUREA' JAPANESE FOREST GRASS (ACCENT)



SARCOCOCCA CONFUSA / SWEETBOX (HEDGE FORM)



SARCOCOCCA HUMILIS/SWEET BOX (GROUNDCOVER FORM)







BOREN AVENUE PLANTING

Along Boren, Hungarian Oak (*Quercus frainetto* 'Forest Green') trees are planted at regular intervals. At the south end of the block, two new Honey Locust trees will be planted, in response to the Onni project's existing and proposed street trees - creating a matched canopy as one approaches from Denny.



QUERCUS FRAINETTO 'FOREST GREEN' / HUNGARIAN OAK

A simple and formal palette of clipped box hedges and a mix of evergreen and perennial ornamental grasses will provide a unifying groundplane for the block.



PITTOSPORUM TOBIRA 'WHEELER'S DWARF' /



EUPHORBIA X ROBBIAE/ 'ROBB'S BONNET' (ACCENT PLANT)



BUXUS MICROPHYLLA 'KOREANA' / KOREAN BOX



LIRIOPE SPICATA/ CREEPING LILY TURF



PENNISETUM ALOPECUROIDES 'CASSIAN' (ACCENT PLANT)



LIRIOPE 'SILVER DRAGON'



GLEDITSIA TRIACANTHUS / HONEY LOCUST

With more sun exposure at the south end, the shrubs and groundcover shift to warmer colors under the Honey Locust trees.



NANDINA DOMESTICA 'HARBOUR DWARF' (ACCENT)



LONICERA PILEATA/ BOX LEAF HONEYSUCKLE



CARPINUS BETULIFOLIUS 'FRANS FONTAINE'



CALLUNA VULGARIS 'FIREFLY' / FIREFLY HEATHER (ACCENT)





BIRDSEYE VIEW AT CORNER OF JOHN ST & BOREN AVE N





VIEW SOUTH ON BOREN AVE N AT JOHN ST



TEXTURED BRICK

At the first Design Recommendation Meeting, the Board encouraged the design team to “explore providing additional texture, detailing, windows or openings on the blank wall portion of the podium along John St.”

Several options were explored, including patterning with color, brick size, as well as with providing windows into the egress stair. However, the design team felt the most successful solution was found in a three-dimensional variation in the brick, as seen on this and the facing page. The brick is proposed to project approximately 3/4”-1” from the building face, gradating in density from one end of the wall to the other. This solution is easily applied to both the brick volume at the egress stair, and the one abutting the west property line, providing a consistency of approach.



VIEW ACROSS JOHN ST



VIEW ACROSS JOHN ST





BRICK TEXTURE DETAIL



VIEW EAST FROM 1001 JOHN ST PLAZA

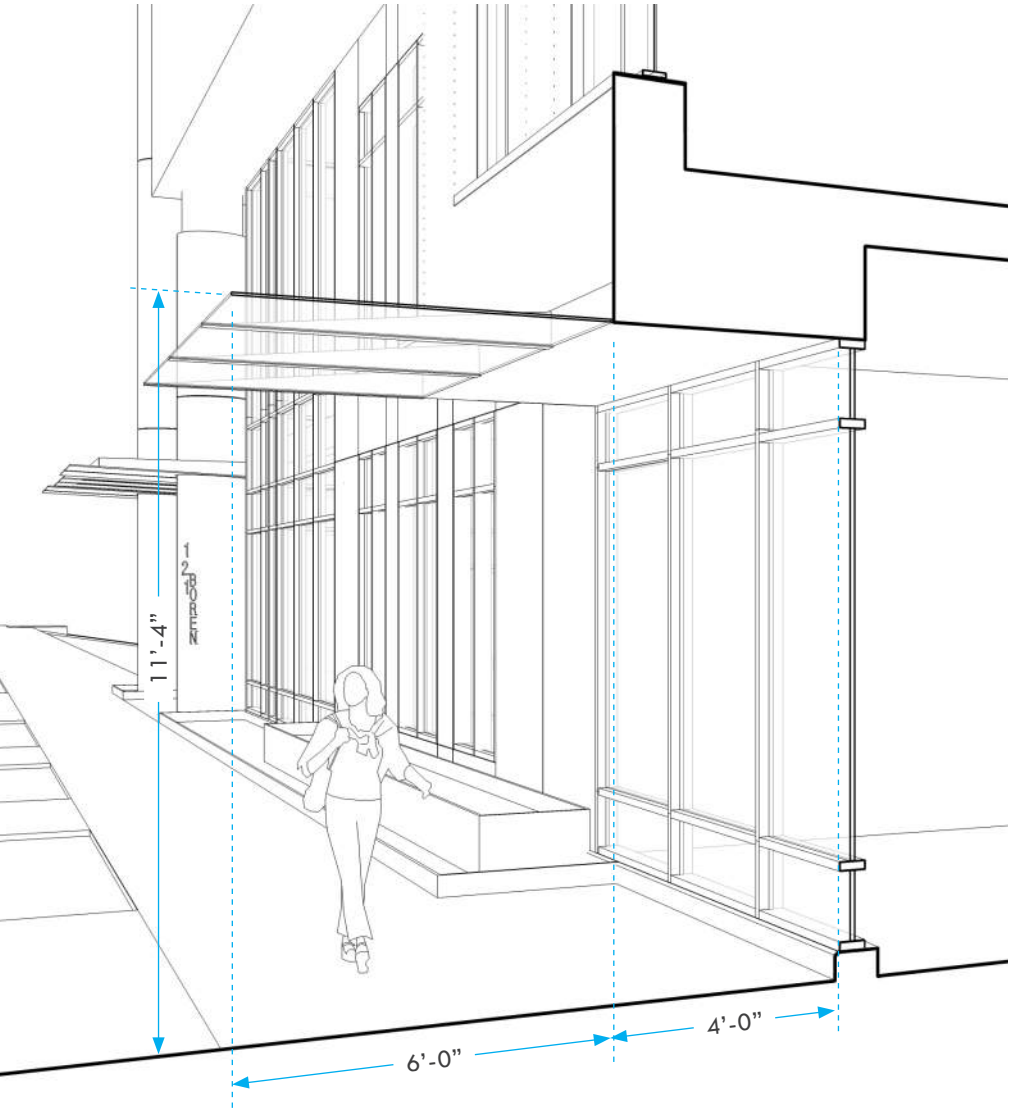


CANOPY HEIGHT STUDIES

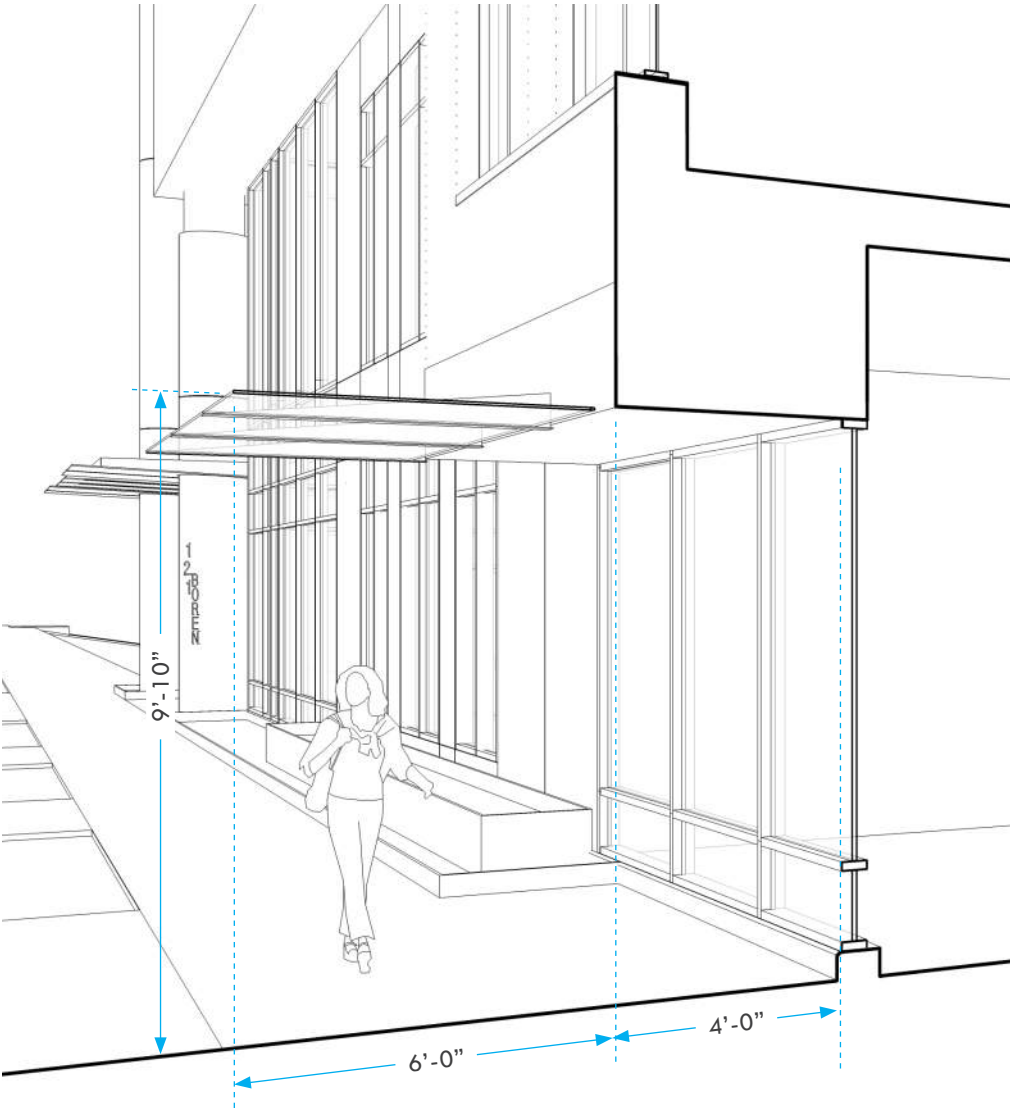
At the first Design Recommendation Meeting, the Board asked the design team to consider lowering the retail canopy, although some members of the Board supported the design as presented. The design team explored two variations in the height of the retail canopy - the height presented at the initial Design Recommendation meeting of 11'-4", and an 18" lower height of 9'-10".

Although there are benefits to either approach, the design team prefers the higher canopy height, in that it provides a more gracious pedestrian realm, more generous windows into the retail, and a more pleasing proportion as related to the brick mass above.

HIGHER CANOPY (11'-4") - PREFERRED



LOWER CANOPY (9'-10")





HIGHER CANOPY (11'-4") - PREFERRED



RETAIL - EAST EDGE



RETAIL - NORTH EDGE

LOWER CANOPY (9'-10")



RETAIL - EAST EDGE



RETAIL - NORTH EDGE





BIRDSEYE VIEW AT CORNER OF JOHN ST & BOREN AVE N





VIEW WEST ACROSS BOREN FROM ONNI SOUTH THROUGH-BLOCK CONNECTION





RESIDENTIAL ENTRY PLAZA & GARDEN COURT





VIEW SOUTH ON BOREN AVE N AT JOHN ST



DENNY WAY - EXISTING CONDITIONS

EXISTING CONDITIONS



VIEWS NORTH ACROSS DENNY WAY FROM CORNISH COLLEGE



VIEWS NORTHEAST ACROSS DENNY WAY



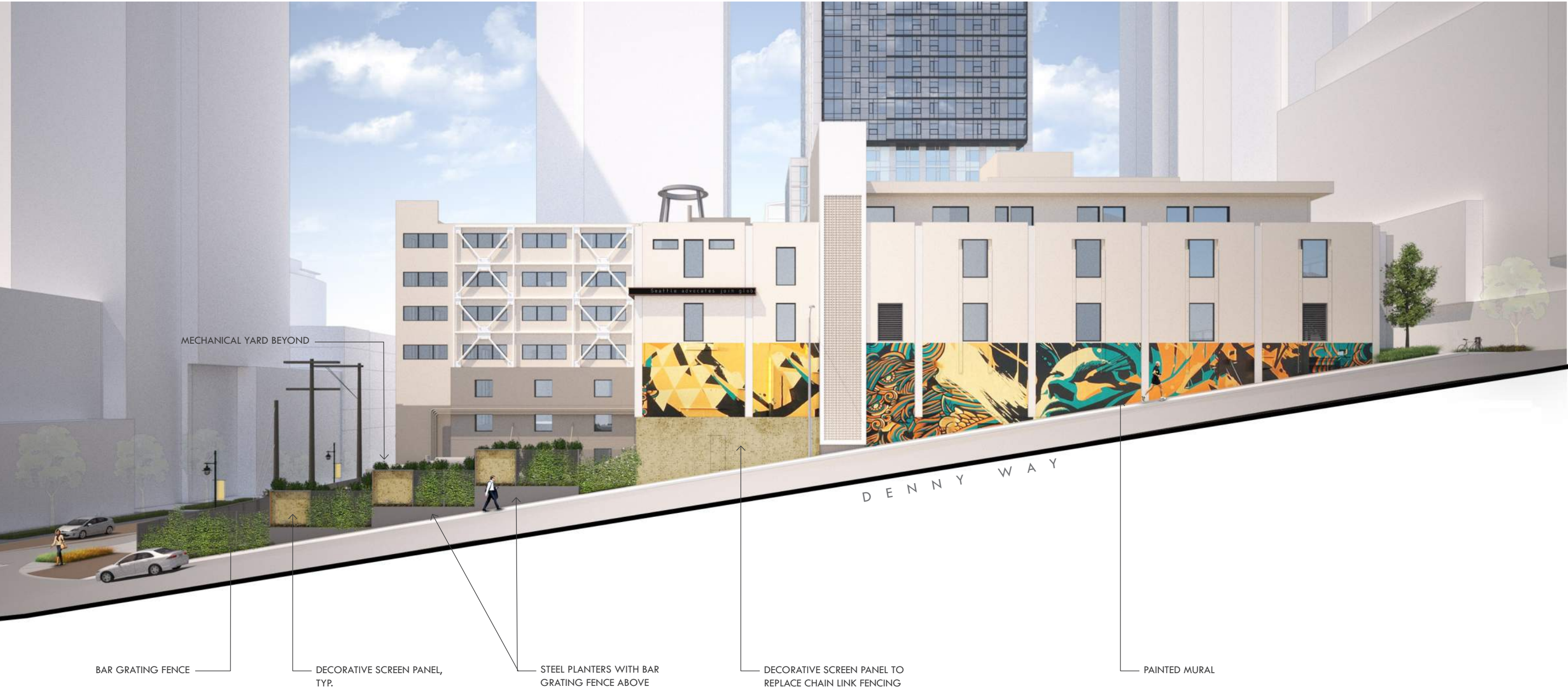
CORNISH COLLEGE OF THE ARTS BUILDING AT DENNY WAY & TERRY



NEW CORNISH COLLEGE OF THE ARTS BUILDING AT TERRY AVE & LENORA ST

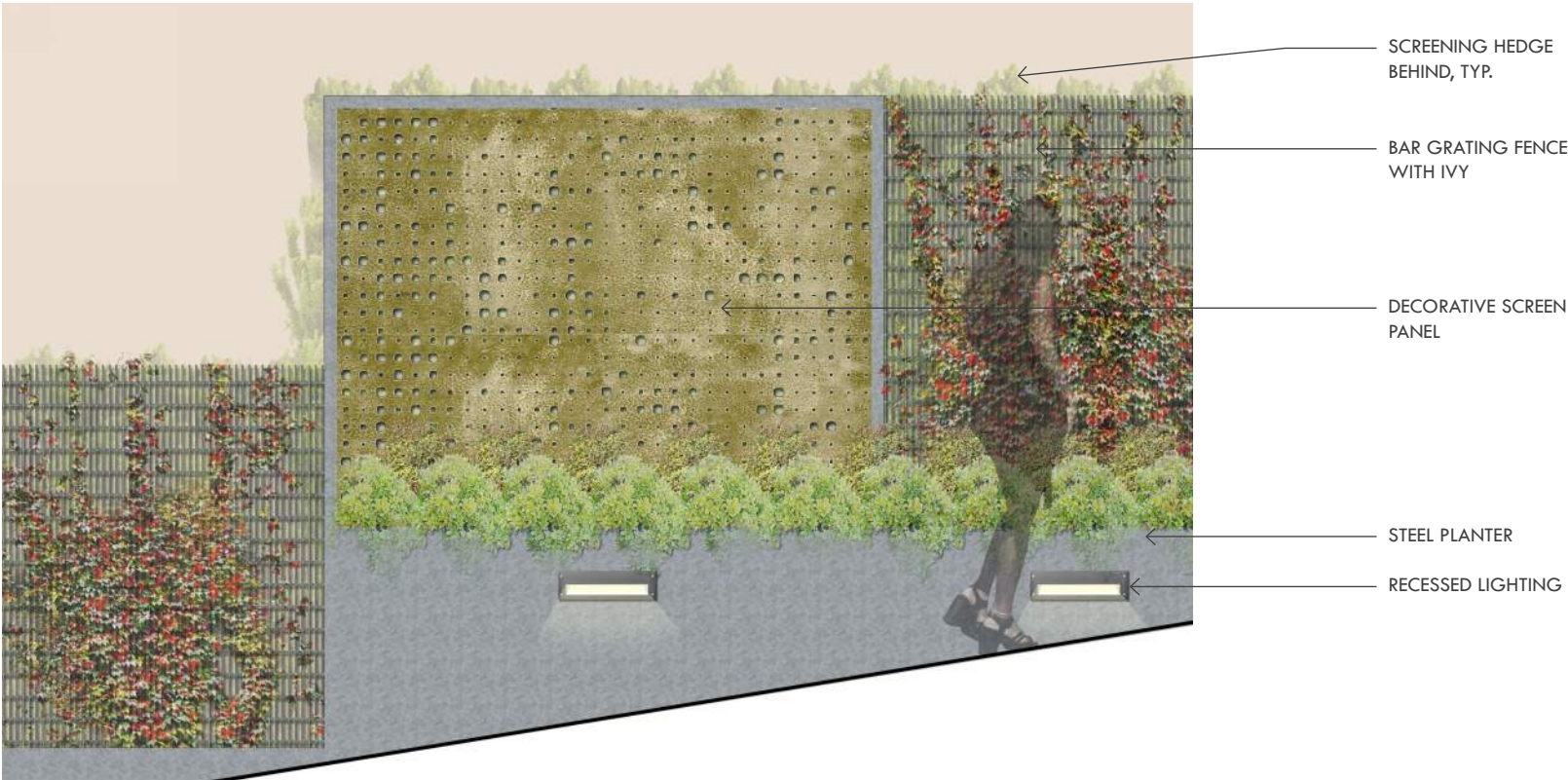


ELEVATION A: DENNY WAY

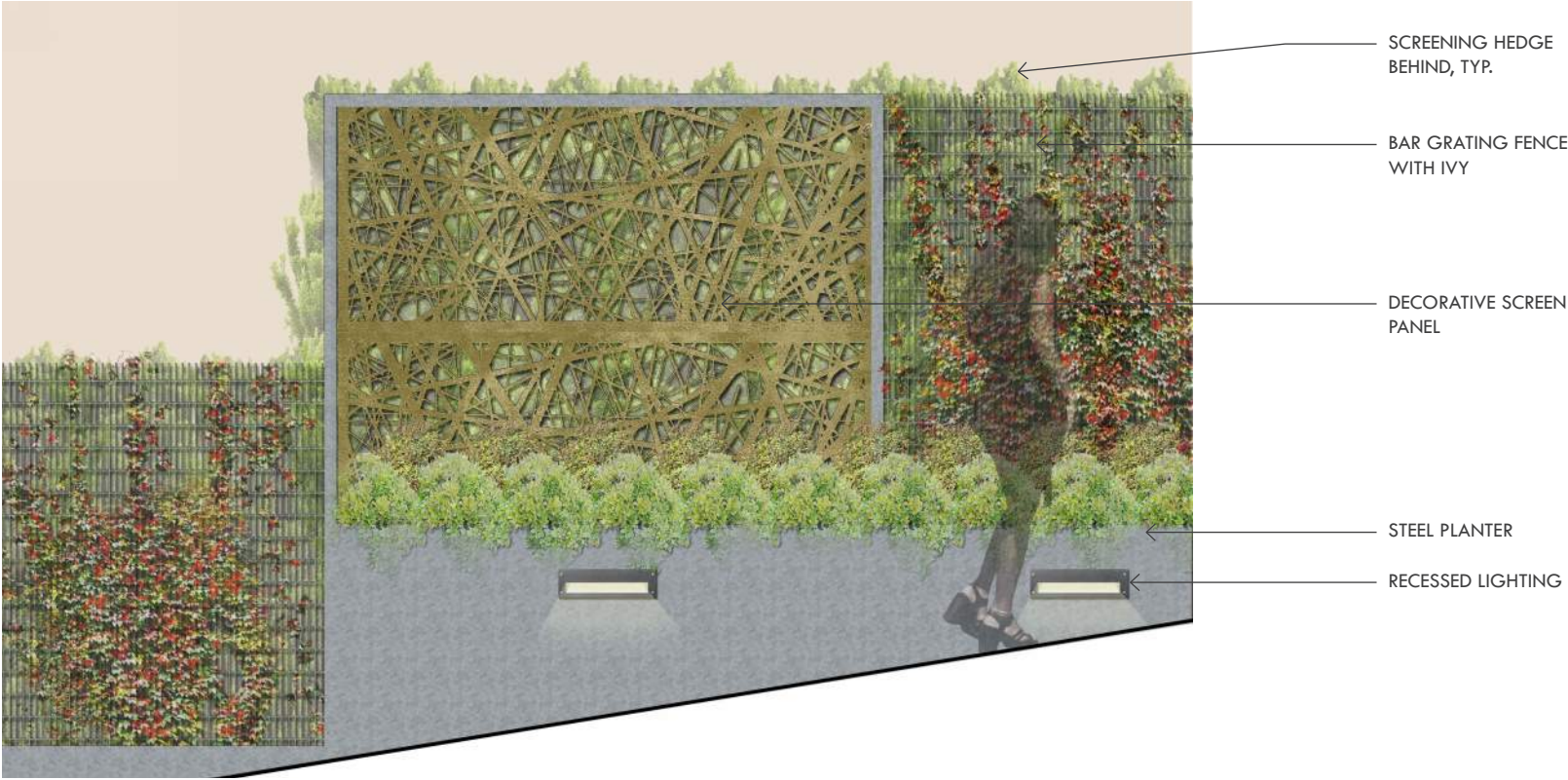




DECORATIVE SCREEN PANELS

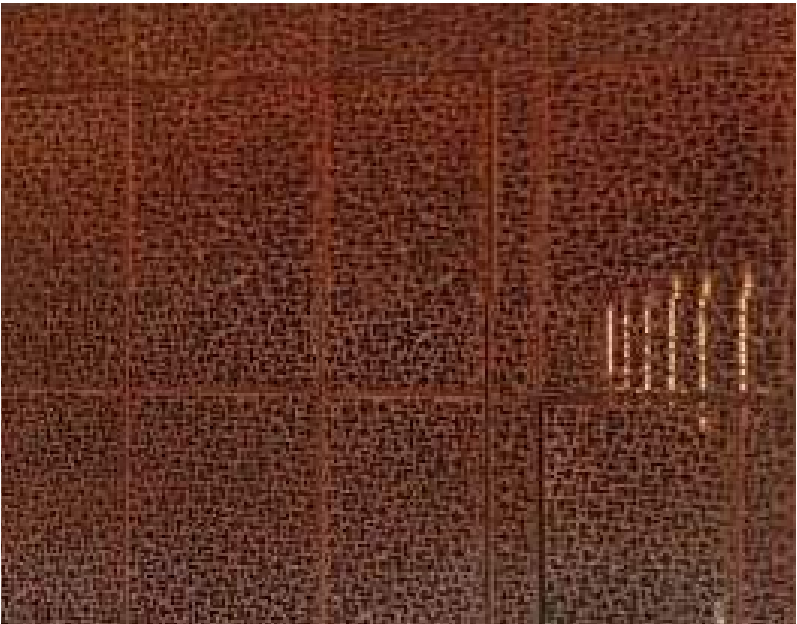


RANDOM PERFORATION PATTERN



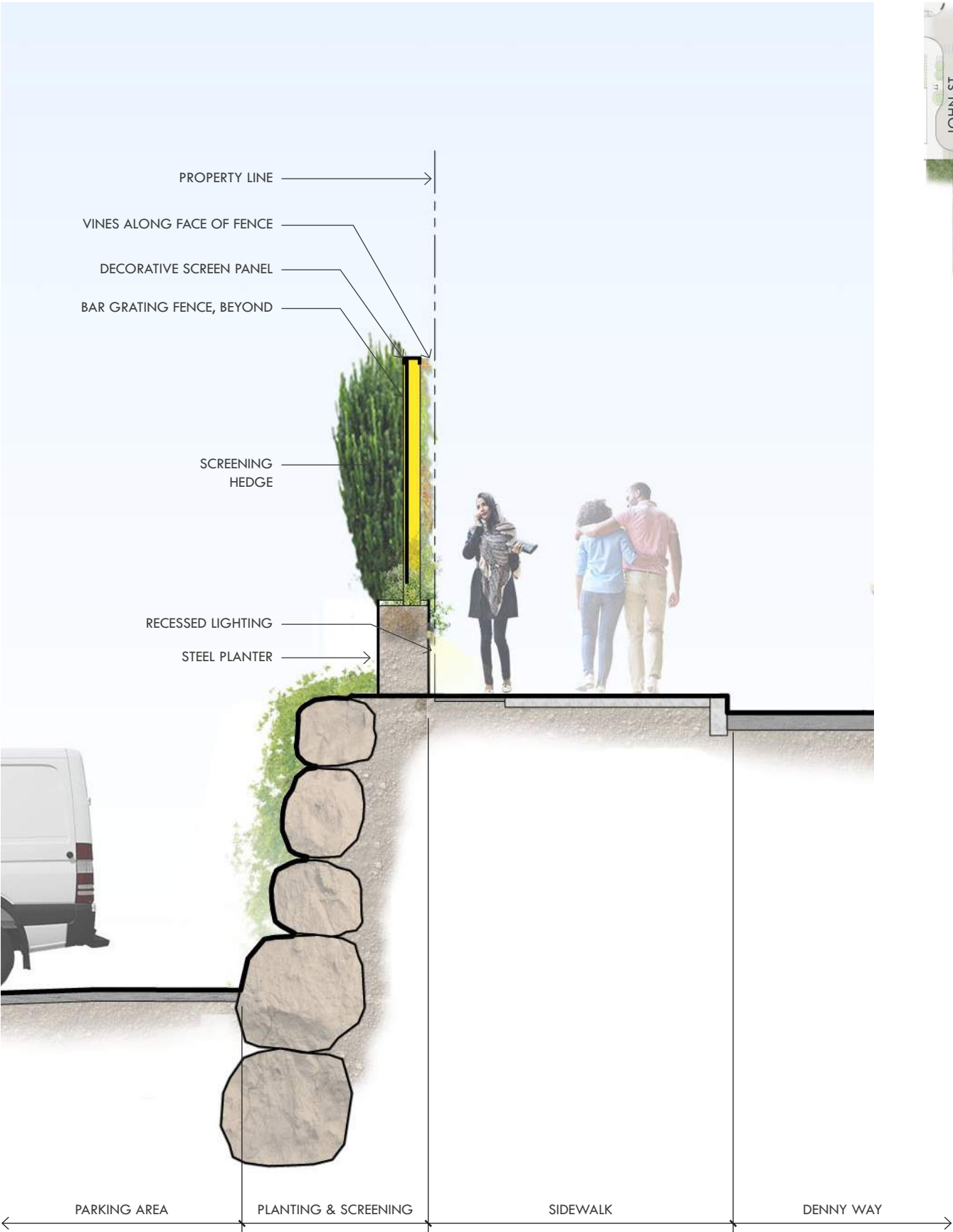
"WEB" OR "NETWORK" PATTERN

DECORATIVE SCREEN PANEL INSPIRATION IMAGES





SECTION D: DENNY WAY



BAR GRATE FENCING WITH VEGETATION FOR SCREENING

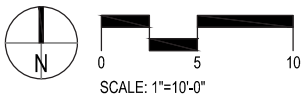
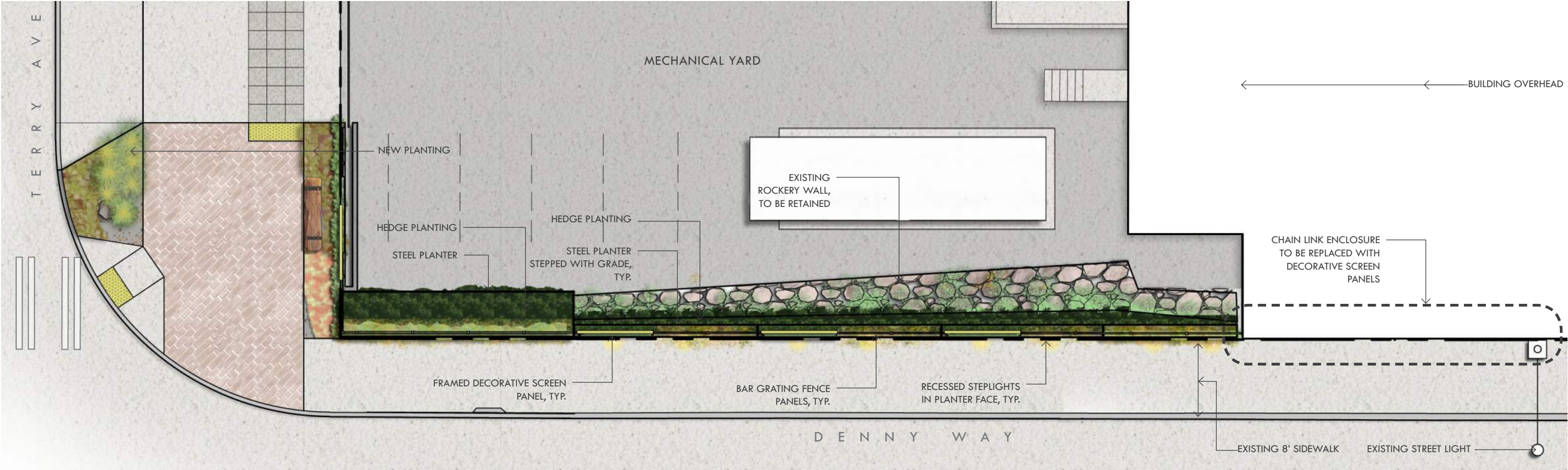


STEEL BAR GRATING FENCE



BAR GRATING VIEWED AT AN ANGLE





EUONYMUS JAPONICUM 'GREENSPIRE' / (6'-8' HIGH SHRUB PLANTING BEHIND SCREENWALL)



NANDINA DOMESTICA 'HARBOUR DWARF' (LOW, SEMI-TRAILING GROUND COVER IN PLANTER ON DENNY SIDE)



PARTHENOCCISSUS TRICUSPIDATA / BOSTON IVY



BOSTON IVY (FALL COLOR)



TRACHELOSPERMUM ASIATICUM / ASIAN STAR JASMINE (TRAINED AS A VINE)



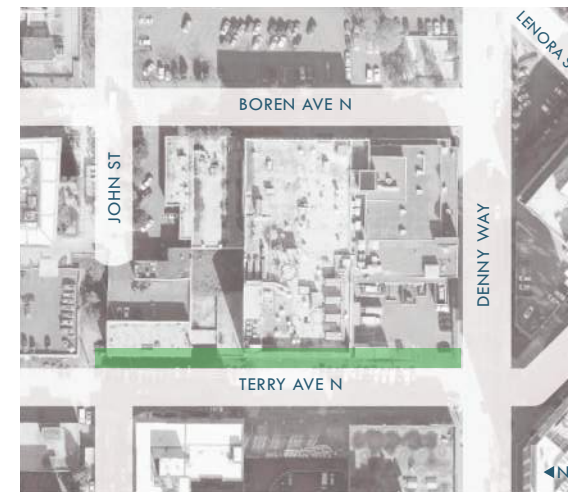
TRACHELOSPERMUM ASIATICUM / ASIAN STAR JASMINE (AS GROUND COVER)



EXISTING CONDITIONS



VIEW NORTH FROM DENNY

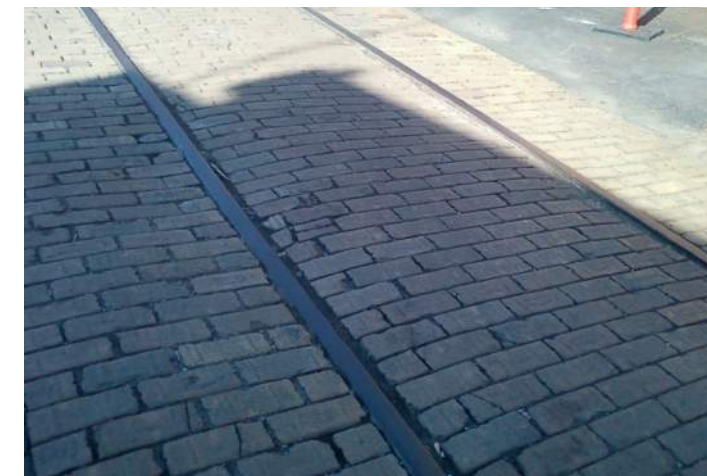


VIEWS NORTHEAST ACROSS DENNY WAY

INDUSTRIAL ELEMENTS



BLANK FACADES AT LOADING DOCKS



EXISTING RAILROAD TRACKS



TERRY AVE N - NEW & PROPOSED DEVELOPMENT

TERRY AVE IMPROVEMENTS



NEIGHBORING DEVELOPMENT: 970 DENNY WAY





## EXISTING MATERIALS AND STREET FURNISHINGS



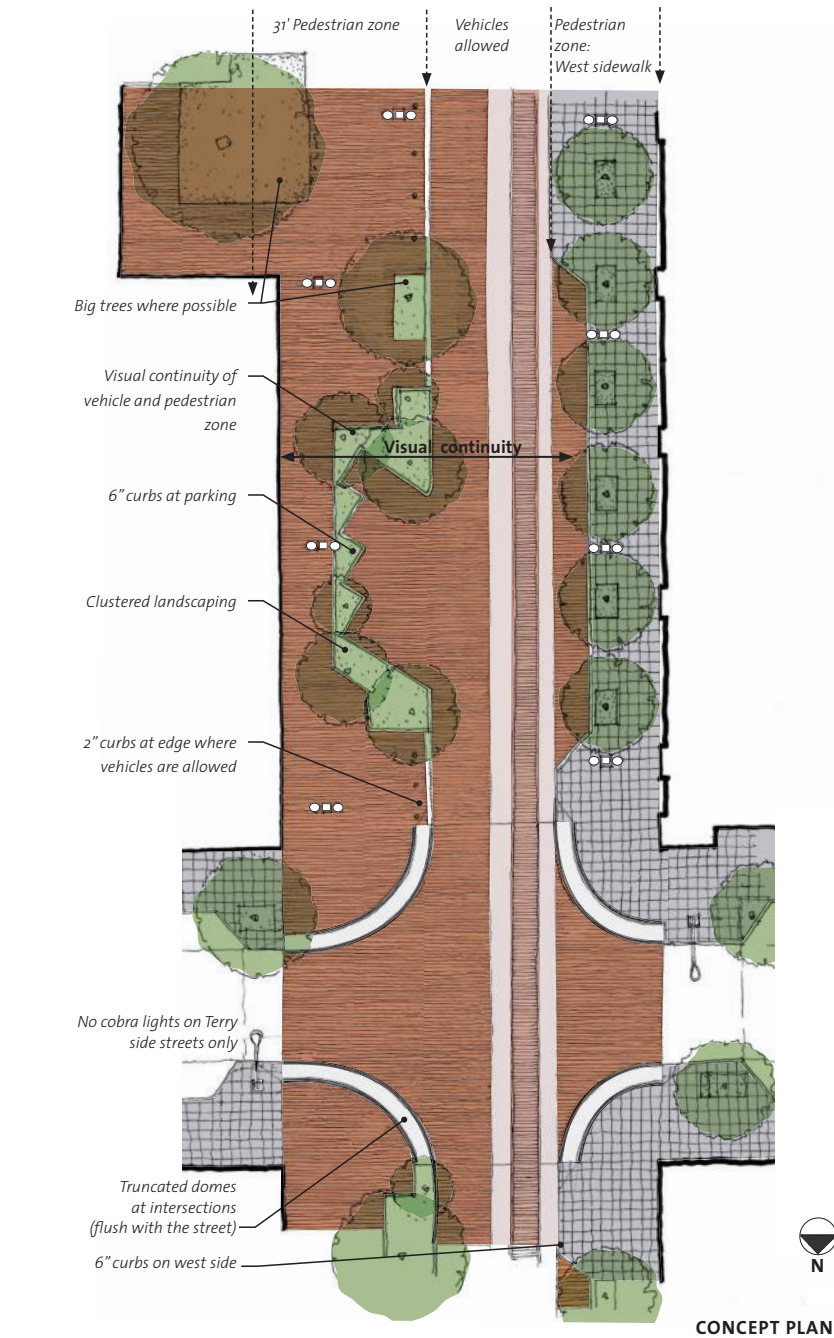
STANDARD PEDESTRIAN POLE LIGHT



BRICK PAVERS AND STONE MULCH

## TERRY AVENUE CONCEPT PLAN

The Pedestrian Zone is designed to slow vehicular traffic and encourage use as an 'inhabited street'



CONCEPT PLAN

## RESPONSE TO TERRY AVENUE DESIGN GUIDELINES

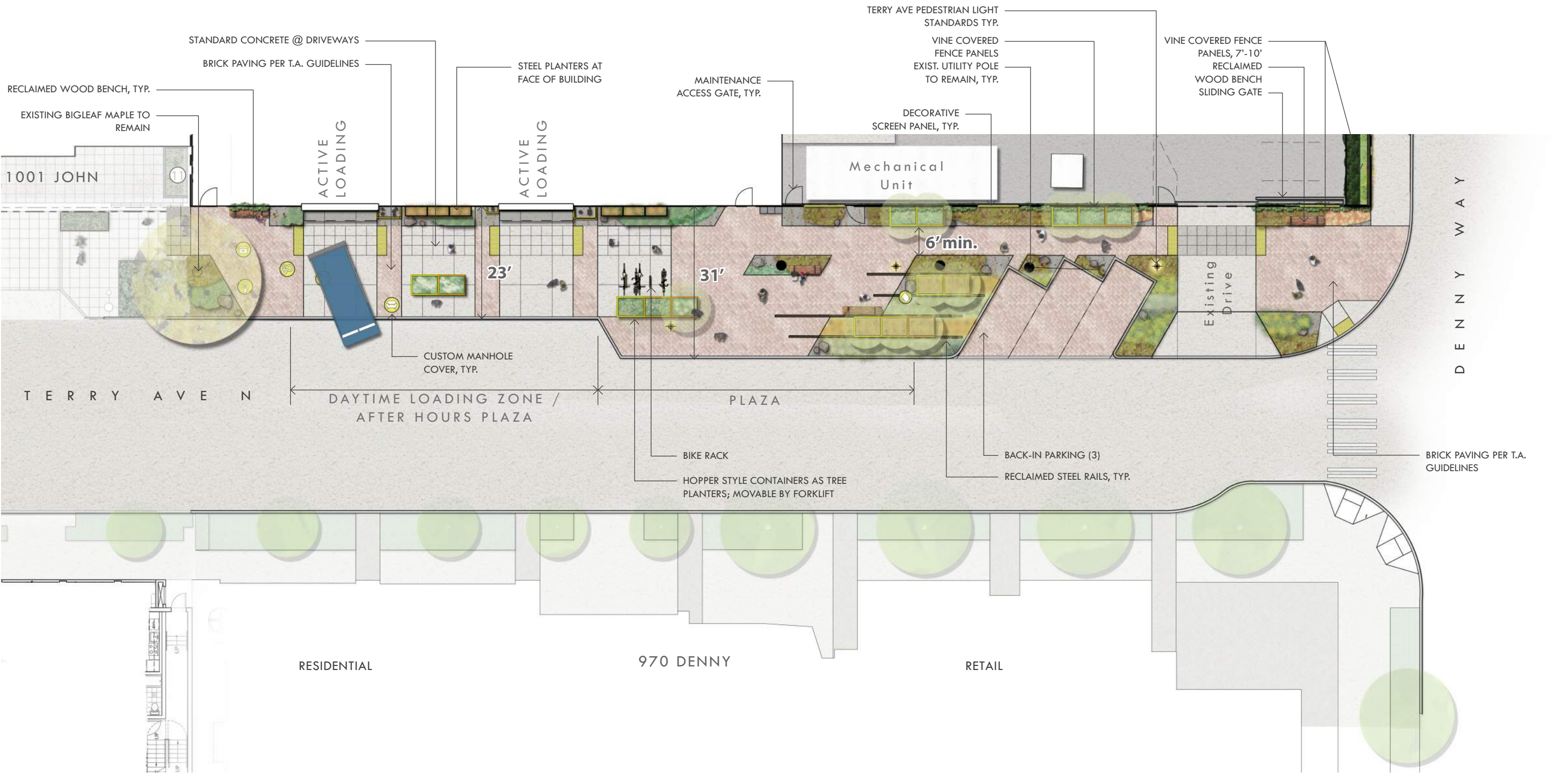
- Re-align curb on East side of Terry to 31' from property line;
- Design to maintain truck access to loading docks and accommodate other non-conforming industrial uses;
- Celebrate the industrial and historic character of the district;
- Use hardscape materials consistent with guidelines for visual continuity;
- Locate angled back-in parking in clusters of 3-5 stalls, where provided on East side of Terry Avenue; and
- Provide pedestrian light pole standards at 40'-60' on center
- Provide large, native 'Big Tree' species where possible and use of native groundcover that appear to be "reclaiming the street by pushing 'through the cracks'"

## LINKING ARTS DISTRICTS FROM CAPITOL HILL TO S.L.U.

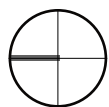




TERRY AVE N - LANDSCAPE DESIGN

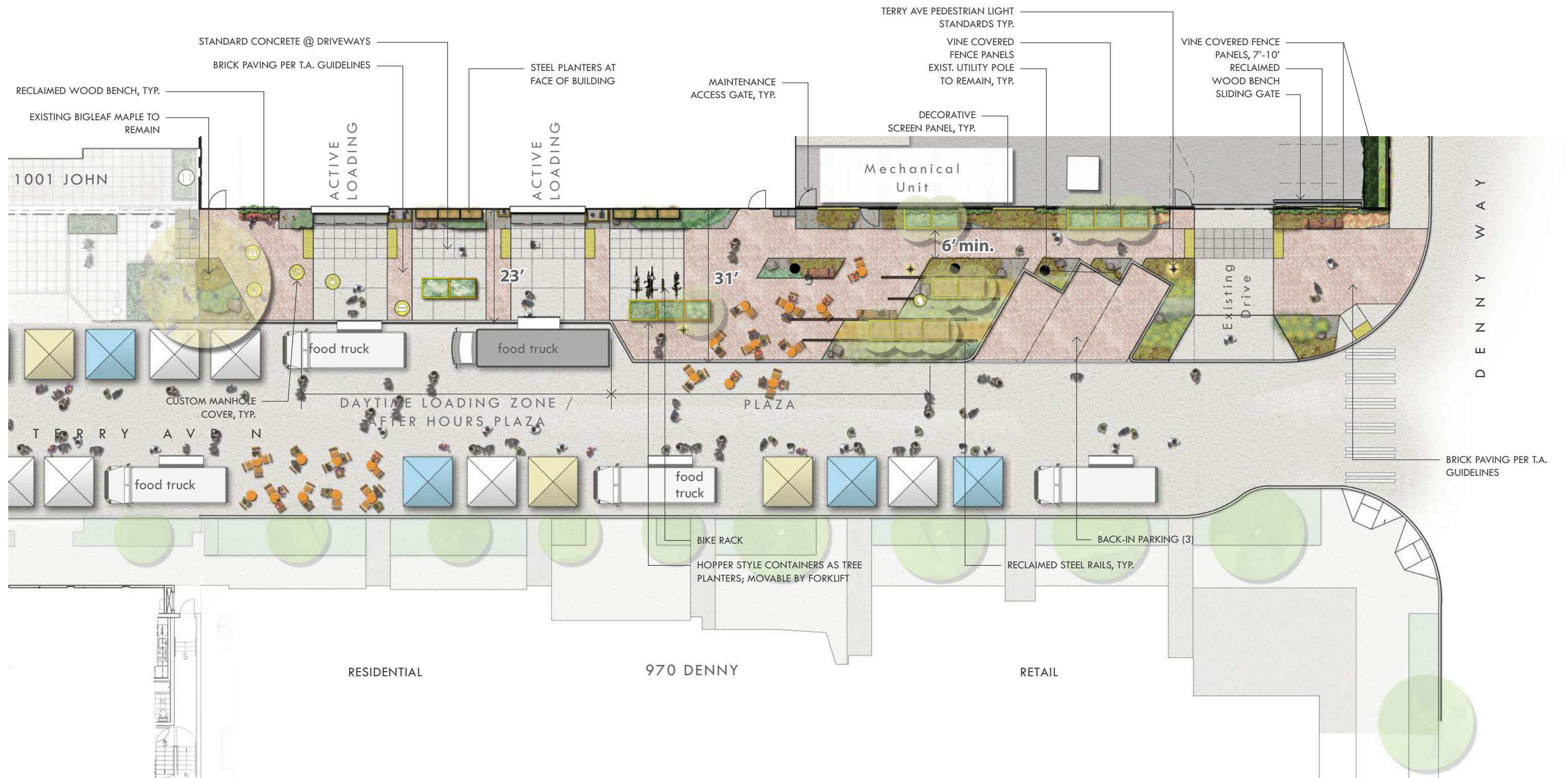


TERRY AVE N: TYPICAL WEEKDAY USE

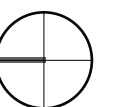


Scale: 1"=20'-0"





## TERRY AVE N: FESTIVAL STREET USE

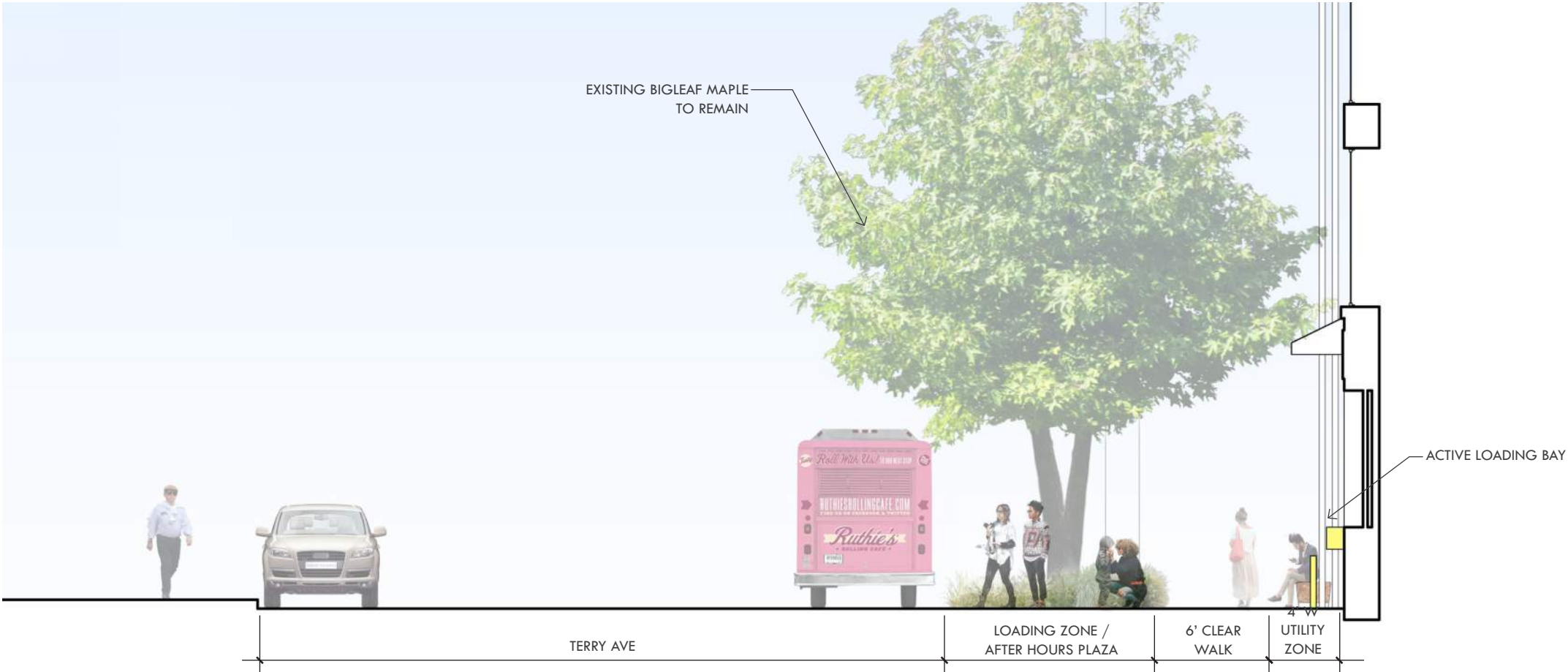


Scale: 1"=20'-0"

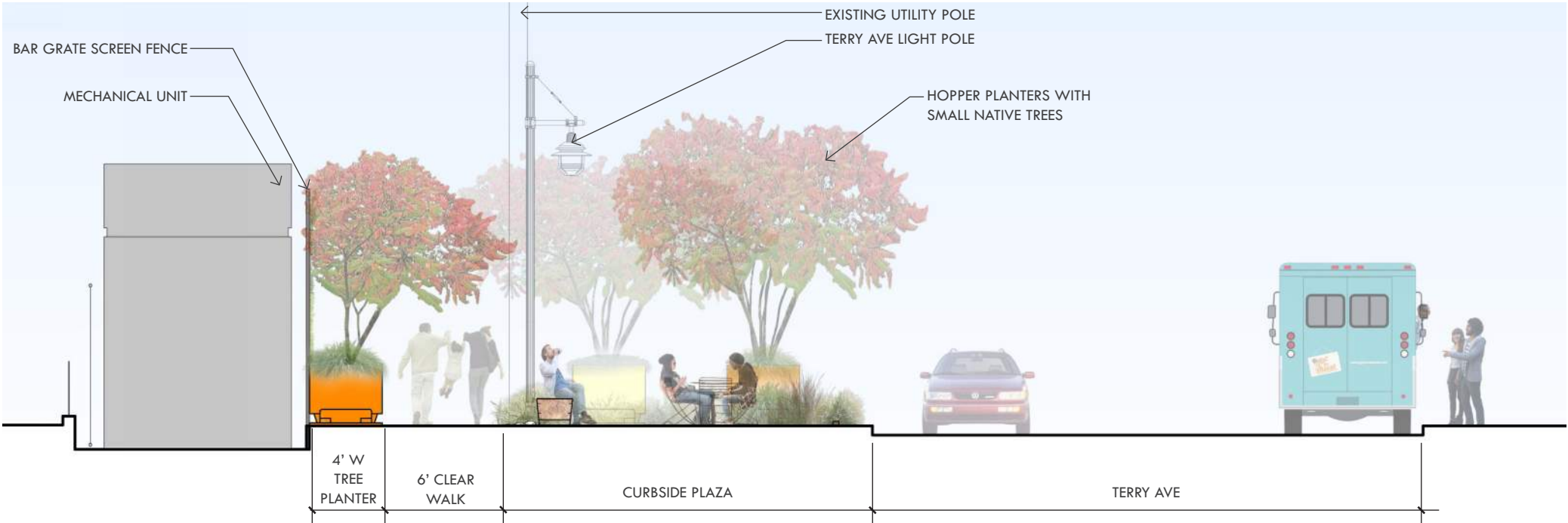


TERRY AVE N - LANDSCAPE SECTIONS

SECTION D: TERRY AVE LOOKING NORTH

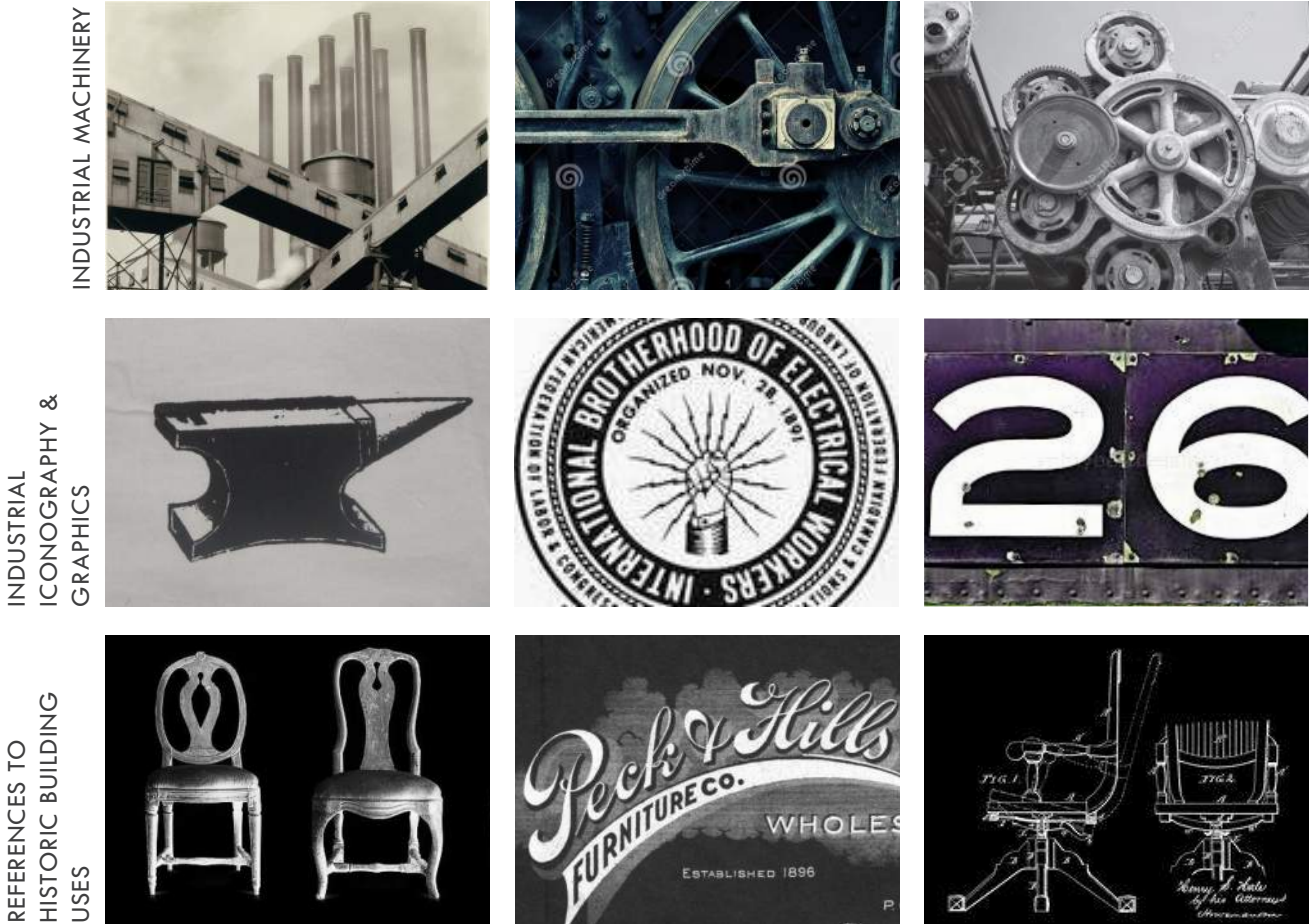
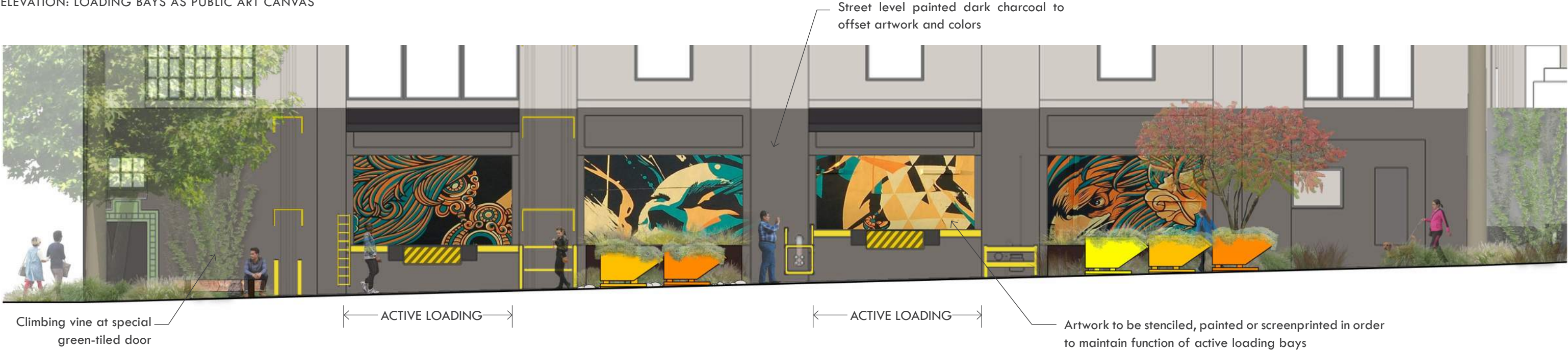


SECTION E: TERRY AVE LOOKING SOUTH





ELEVATION: LOADING BAYS AS PUBLIC ART CANVAS



PUBLIC ART DESIGN GUIDELINES  
(FROM TERRY AVENUE DESIGN GUIDELINES)

- Art should be integrated into the design of the right-of-way in selecting the surface treatment, landscape, street elements and furnishings.
- Art should capture the spirit of the industrial nature of the street and the neighborhood
- Art should reinforce the history and the setting of Terry Avenue, and its connections to surrounding uses and neighborhoods.





HOPPER-STYLE STEEL CONTAINERS AS PLANTERS  
(PRE-FAB OR CUSTOM BUILT)



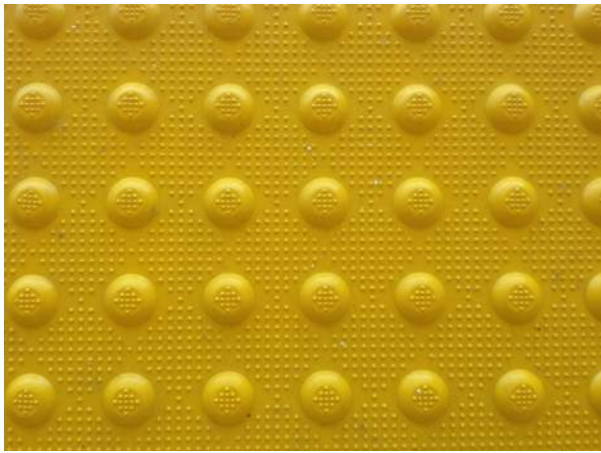
INSPIRATION: MOVEABLE PARKLETS FABRICATED FROM ROLL-OFF DUMPSTERS



HEAVY RECLAIMED TIMBER BENCHES (CUSTOM)



ARTFUL CUSTOM MANHOLE COVERS



SAFETY YELLOW HARDSCAPE/FURNISHING ELEMENTS







RAILS INTEGRATED INTO SIDEWALK - GEORGETOWN



RAILS INTEGRATED INTO SIDEWALK - NEW YORK



SALVAGED STEEL RAILS AS EDGING LINKED TO SITE HISTORY - GANTRY STATE PARK, NY

BLUE/GRAY MIX



SCHIZACHYRIUM SCOPARIUM 'THE BLUES' / LITTLE BLUESTEM



SEDUM REFLEXUM 'BLUE SPRUCE'

TAWNY/LIGHT GREEN MIX



NASSELLA TENUISSIMA MEXICAN FEATHER GRASS



SEDUM 'ANGELINA'



SEDUM 'LIME ZINGER'

ORANGE/RED MIX



ANEMANTELE LESSONIANA / PHEASANT'S TAIL GRASS



PANICUM VIRGATUM 'CHEYENNE' COMPACT RED SWITCHGRASS



CAREX TESTACEA / NEW ZEALAND ORANGE SEDGE



TERRY AVE N - STREETSCAPE PLANT MATERIALS

LOADING BAY PLANTER MIX



SESLERIA AUTUMNALIS/  
AUTUMN MOOR GRASS



CEANOTHUS GLORIOSUS 'POINT  
REYES' /  
POINT REYES CEANOTHUS



EUPHORBIA MYRSINITES /  
DONKEYTAIL SPURGE



GERANIUM 'ANN FOLKARD' /  
ANN FOLKARD GERANIUM

PLAZA PLANT MIX



EUPHORBIA 'HUMPTY DUMPTY' / DWARF  
MEDITERRANEAN SPURGE



ANEMONE X SYLVERIS  
'MADONNA' /  
DWARF WHITE ANEMONE



ARCTOSTAPHYLOS UVA-URSI /  
BEARBERRY



PITTOSPORUM TOBIRA  
'WHEELER'S DWARF'

PERIMETER EDGES



MAHONIA REPENS / CREEPING OREGON  
GRAPE



NANDINA DOMESTICA 'HARBOUR  
DWARF' / DWARF  
HEAVENLY BAMBOO



PARTHENOCISSUS TRICUSPIDATA /  
BOSTON IVY



HYDRANGEA INTEGRIFOLIA  
EVERGREEN HYDRANGEA VINE



PASSIFLORA CAERULEA /  
BLUE PASSION FLOWER  
(ACCENT AT GREEN-TILED DOOR)





BIRDSEYE AT TERRY AND DENNY





VIEW ACROSS TERRY AT DENNY WAY CORNER





VIEW ACROSS TERRY AT LOADING DOCKS





VIEW SOUTH ON TERRY SIDEWALK

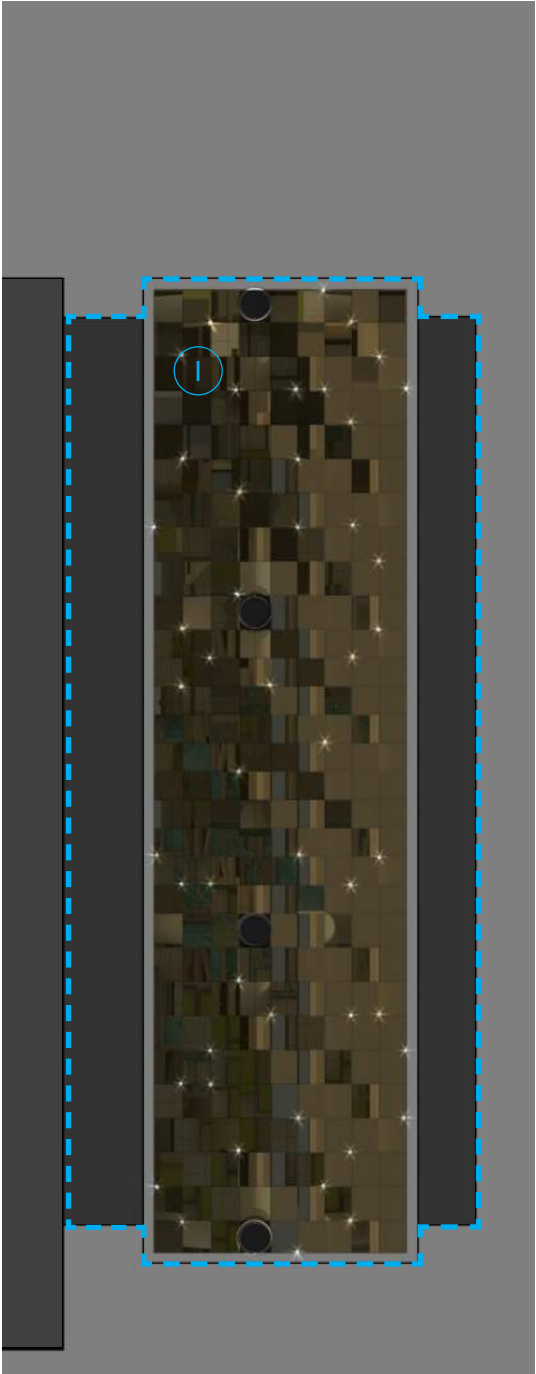
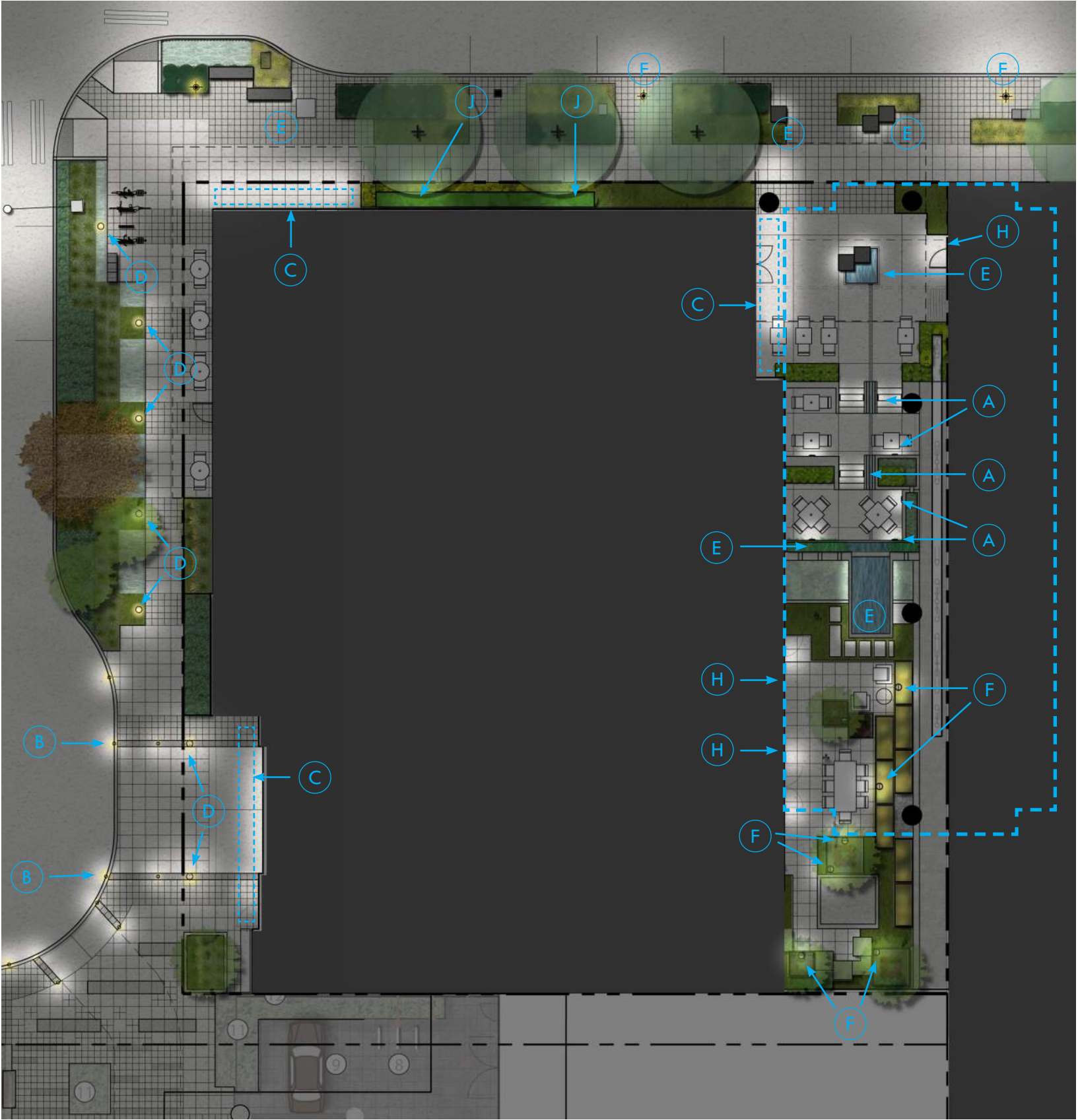




VIEW ACROSS TERRY AT LOADING DOCKS



GROUND LEVEL/LEVEL 2 LIGHTING PLAN



STEP LIGHT



DRIVE-OVER LUMINAIRE



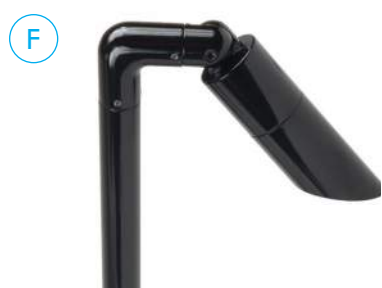
SURFACE MOUNTED LINEAR LED



ILLUMINATED BOLLARD



BENCH LIGHTING



LANDSCAPE FLOODLIGHT



BOREN AVE N PEDESTRIAN POLE LIGHT



WALL-MOUNTED CAN LIGHTING



MINI LED RECESSED SPARKLE LIGHT



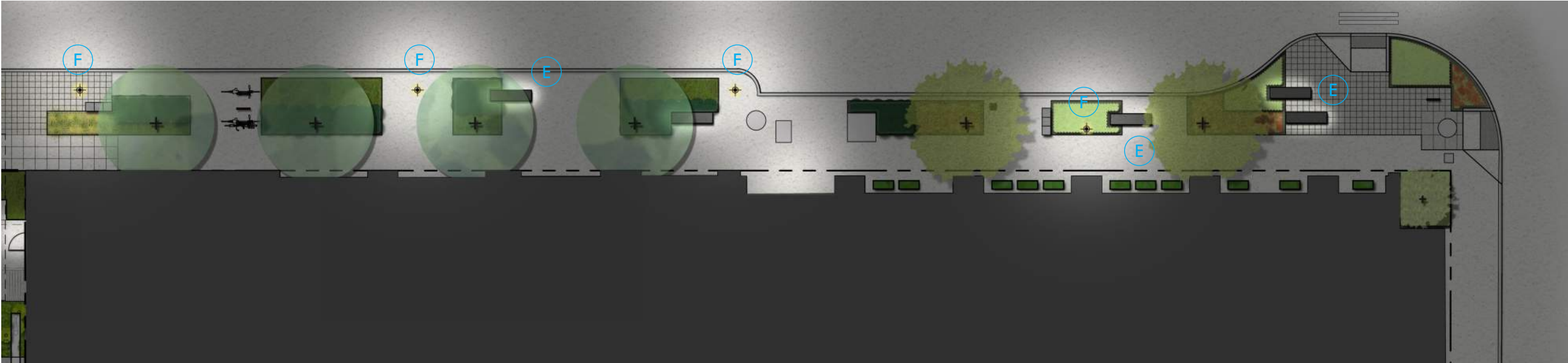
UP/DOWN WALL WASH



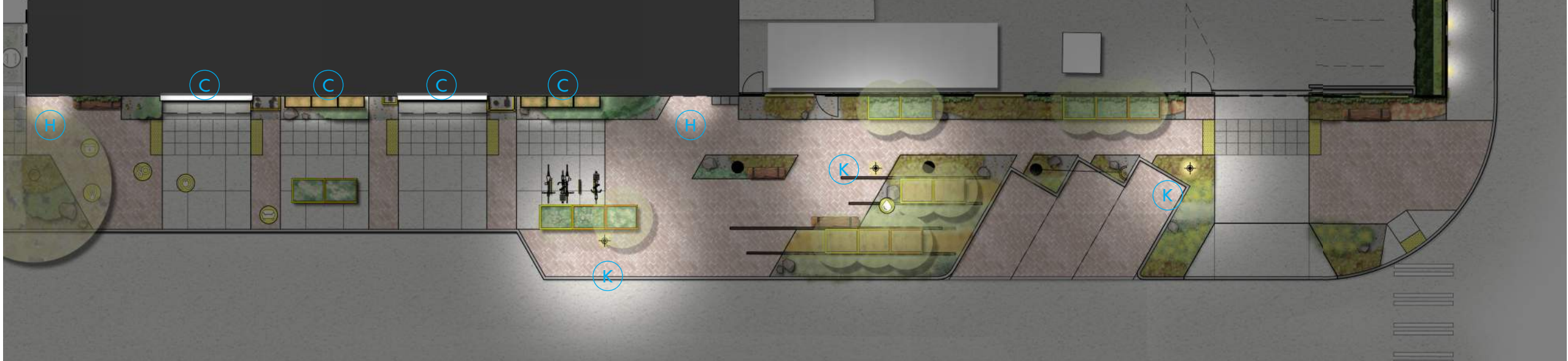
TERRY AVE N PEDESTRIAN POLE LIGHT



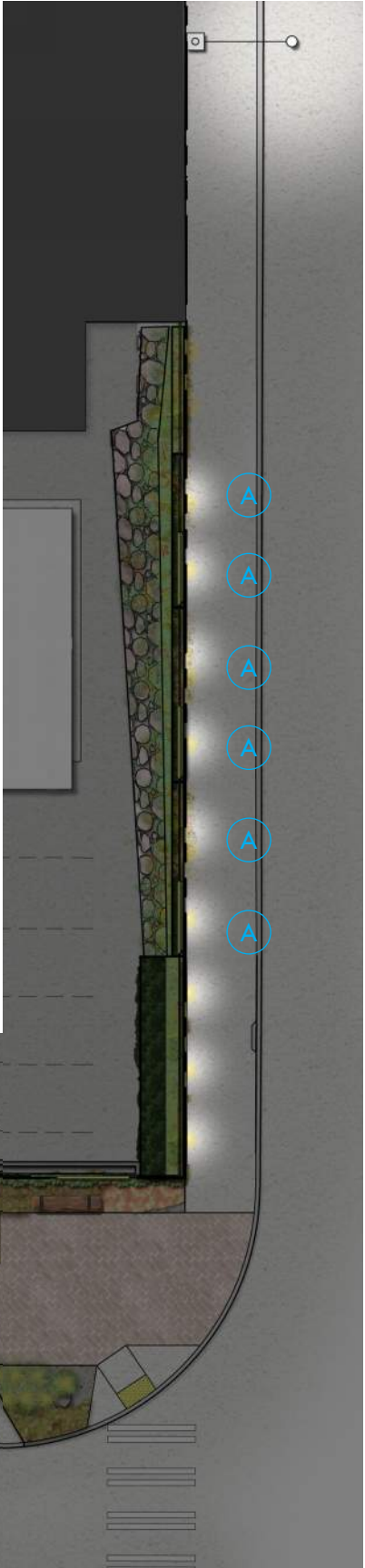
BOREN AVE N LIGHTING PLAN



TERRY AVE N LIGHTING PLAN



DENNY WAY LIGHTING PLAN







BOREN AVE N STREET ELEVATION

RETAIL BLADE SIGNAGE  
(POTENTIAL LOCATION)



BUILDING IDENTIFICATION  
SIGNAGE (POTENTIAL  
LOCATION)



JOHN ST STREET ELEVATION

CANOPY SIGNAGE (POTENTIAL LOCATION)



WINDOW SIGNAGE (POTENTIAL LOCATION)





RESIDENTIAL ENTRY SIGNAGE



RETAIL SIGNAGE





DEPARTURE #1 - ROOF TOP FEATURES

FROM THE INITIAL RECOMMENDATION MEETING REPORT:

“The Board members indicated support for this departure, provided the roof coverage area does not exceed the allowed 65% coverage, and that the rooftop design remains similar to what was presented at the Initial Recommendation meeting.”

STANDARD:

**SMC 23.48.010.H.4** - The following rooftop features 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:

- a. Solar collectors;
- b. Stair penthouses;
- c. Mechanical equipment;
- d. Atriums, greenhouses, and solariums;
- e. Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15 feet from the roof edge;
- f. Minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of Section 23.57.012; and
- g. Covered or enclosed common amenity area for structures exceeding a height of 125 feet.

**SMC 23.48.010.H.7** - 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.

PROPOSED DESIGN DEPARTURE:

No setback from roof edges for roof amenity features and mechanical screens, while maintaining 65% roof coverage.

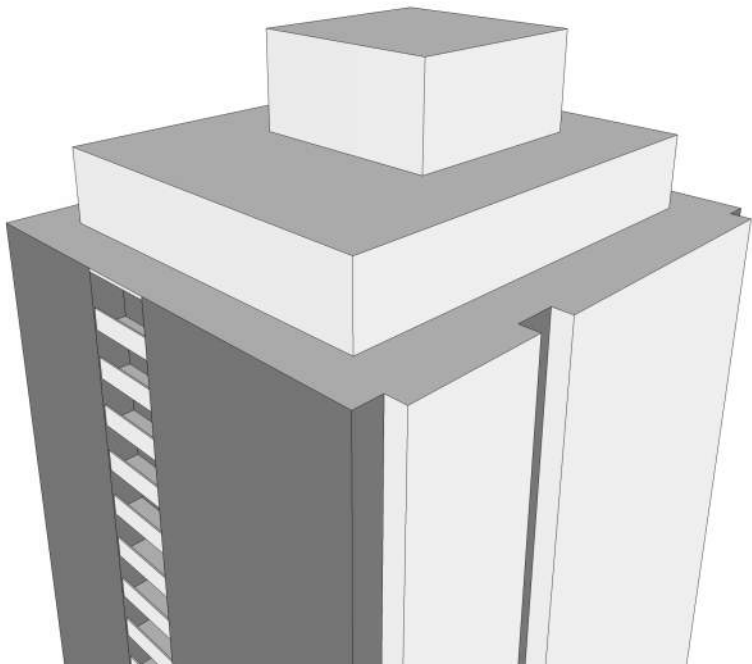
RATIONALE:

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 and reinforcing the consistency of the overall architectural concept.

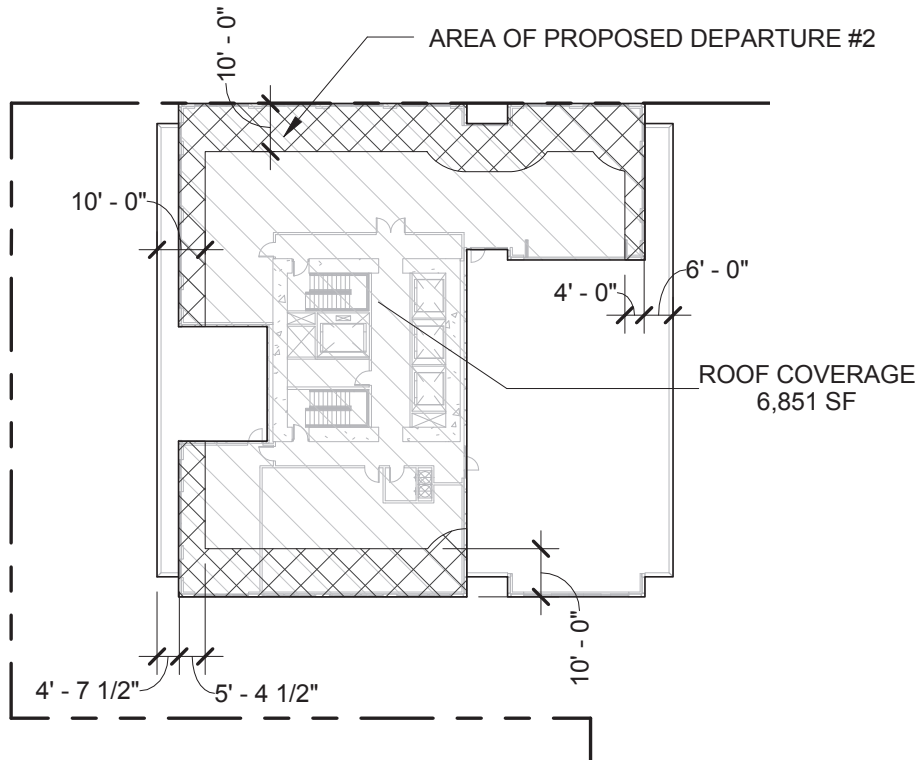
SUPPORTING GUIDELINES:

- **DC2-B.1 - FACADE COMPOSITION**

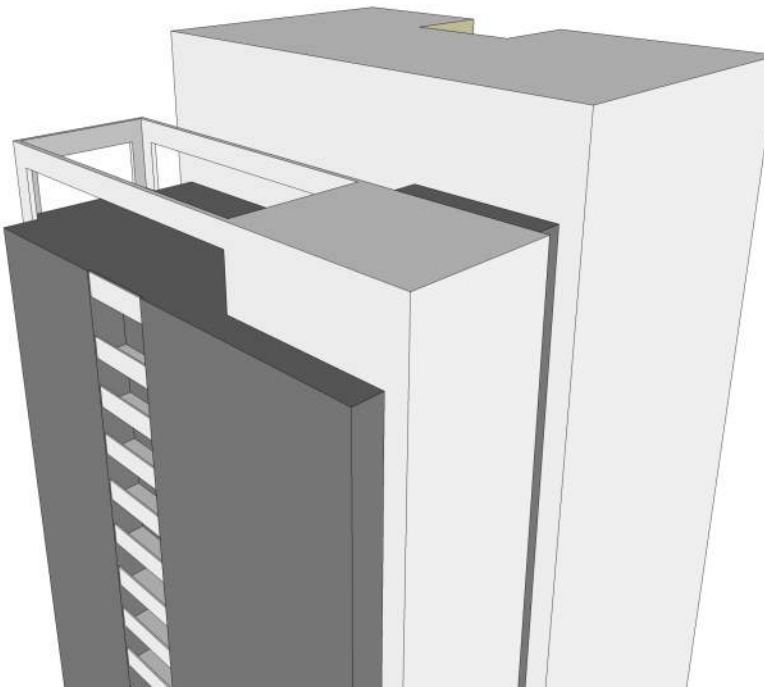
CODE COMPLIANT ROOF FORM



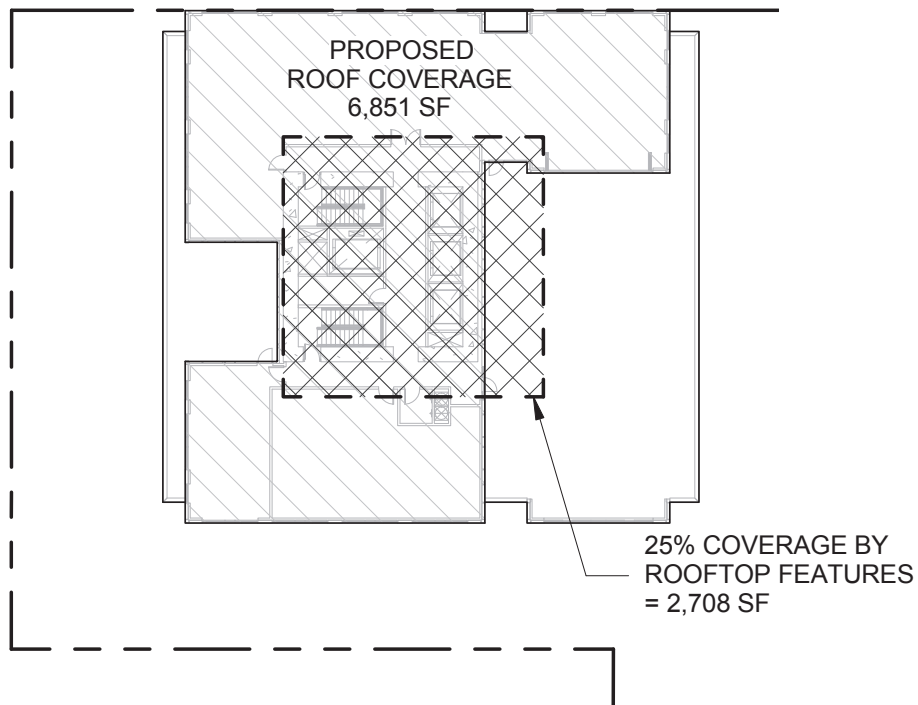
10' SETBACK FROM ROOF EDGE



PROPOSED ROOF FORM



25% VS 65% ROOF COVERAGE





DEPARTURE #2 - CURB CUT LOCATION

FROM THE INITIAL RECOMMENDATION MEETING REPORT:

“Since the Board members directed the applicant to have its access to parking and loading off of John St as a superior access solution, the Board stated they are inclined to grant the departure.”

STANDARD:

**SMC 23.48.034.D** - If a lot abuts more than one street, the location of access is prioritized by street classification. As such, Boren Ave N is identified as the preferred location for the curb cut.

PROPOSED DESIGN DEPARTURE:

To locate the curb cut, per the Design Review Board’s direction at EDG, on John St.

RATIONALE:

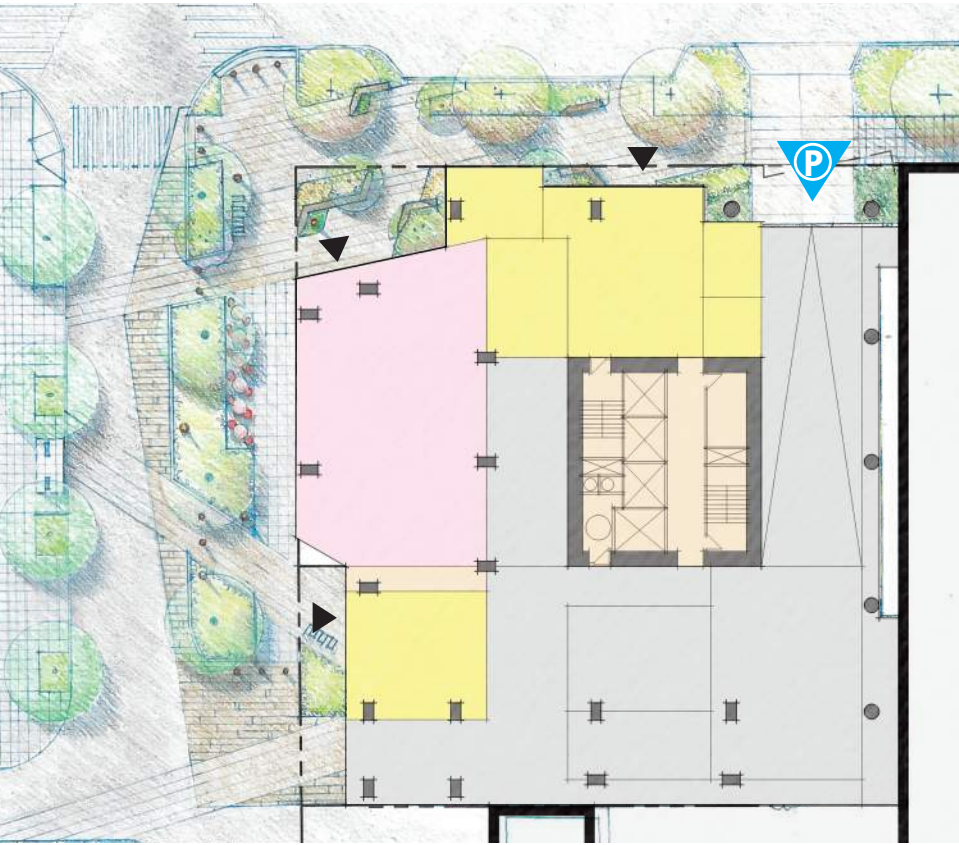
At EDG, the Design Review Board did not express support for two curb cuts, one each on Boren Ave N and John St. They directed the applicant to provide a single curb cut on John St, so as to concentrate the building’s services, loading, and parking access in one location, as well as to allow the gap between the tower and the existing Seattle Times building to provide useable public space, and be integrated into the building entry sequence.

Locating the curb cut on John St allows for a more gracious relationship of the design of the building to the residential lobby and entry. It also responds to the proposed through-block connection provided by the ONNI development across Boren.

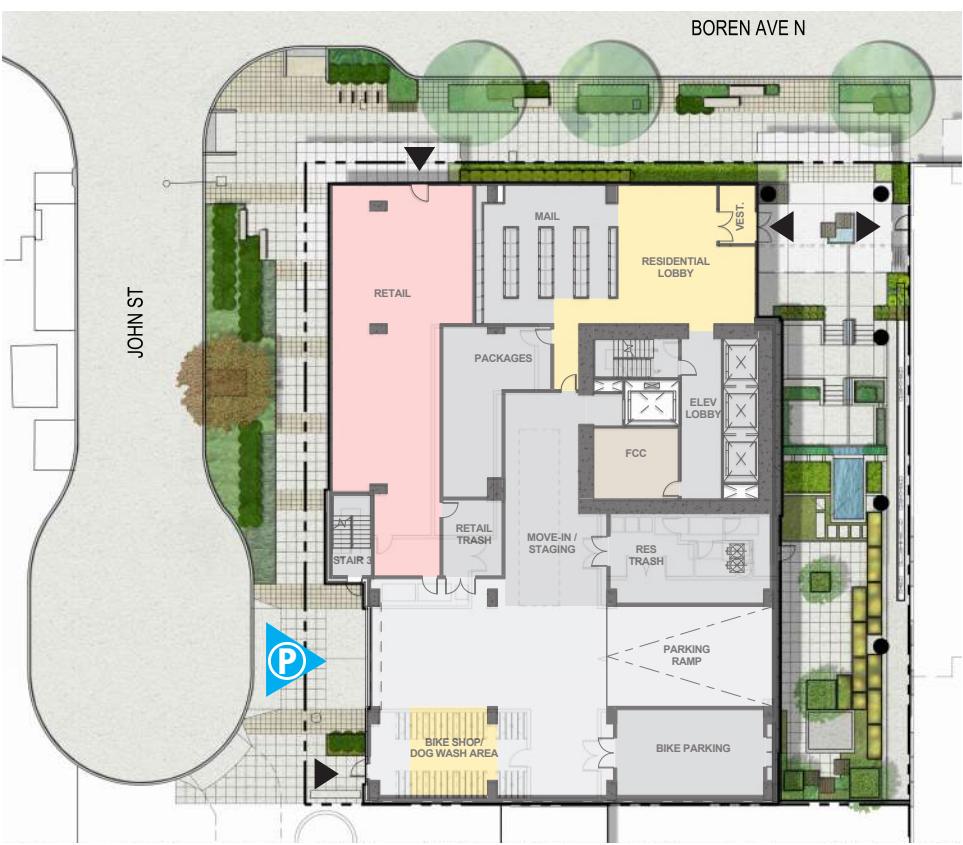
SUPPORTING GUIDELINES:

- **PL1-A.2 - ADDING TO PUBLIC LIFE**
- **PL3-A.2 - ENSEMBLE OF ELEMENTS**
- **DC1-B.1 - (VEHICULAR) ACCESS LOCATION AND DESIGN**
- **DC3-B.3 - CONNECTIONS TO OTHER OPEN SPACE**

EDG



PROPOSED DESIGN



EDG



PROPOSED DESIGN





DEPARTURE #3 - TOWER SEPARATION

FROM THE INITIAL RECOMMENDATION MEETING REPORT:

“The Board indicated they are inclined to consider the departure but this departure needs to be tied to the guidelines, and the need to be provided with greater justification regarding which design guidelines are better being met from the design.”

STANDARD:

**SMC 23.48.013.G.1** - A separation of 60 feet is required between all portions of the structure that exceed the base height limit for residential use. This separation applies to structures with residential uses above the base height limit located within the same block.

PROPOSED DESIGN DEPARTURE:

Tower spacing of 42'. This is based on the location of the 1001 John St tower 17' from the common property line, and as shown on the 3/15/2016 1001 John St MUP correction drawings. The 121 Boren tower is located 25' from the common property line, resulting in a 42' tower separation above the base height limit. Where notches occur in the tower massing, this separation increases to 46'.

RATIONALE:

The proposed tower and its neighbor at 1001 John St have come to a mutual agreement by which both towers will be able to coexist. In agreeing to the removal of the south tower from this proposal, as well as a mutually supported departure from the tower separation requirements, both projects' towers remain viable.

Because it is the collective desire of the developers, the community, and the Design Review Board to keep the 1001 John St tower out of the John St right of way so as to preserve views toward the Space Needle along John St, it is necessary to reduce the required tower separation from 60'-0" to 42'-0" so that the floor areas of the two towers do not become so small so as to render them economically unviable.

The closer proximity of the two towers is mitigated by the significant jog in north-south alignment of the two towers by the 30'-0" John St view corridor setback, as well as the significant cantilever of the 121 Boren Ave N tower over the existing Seattle Times Building, allowing for views past each other to the east and west.

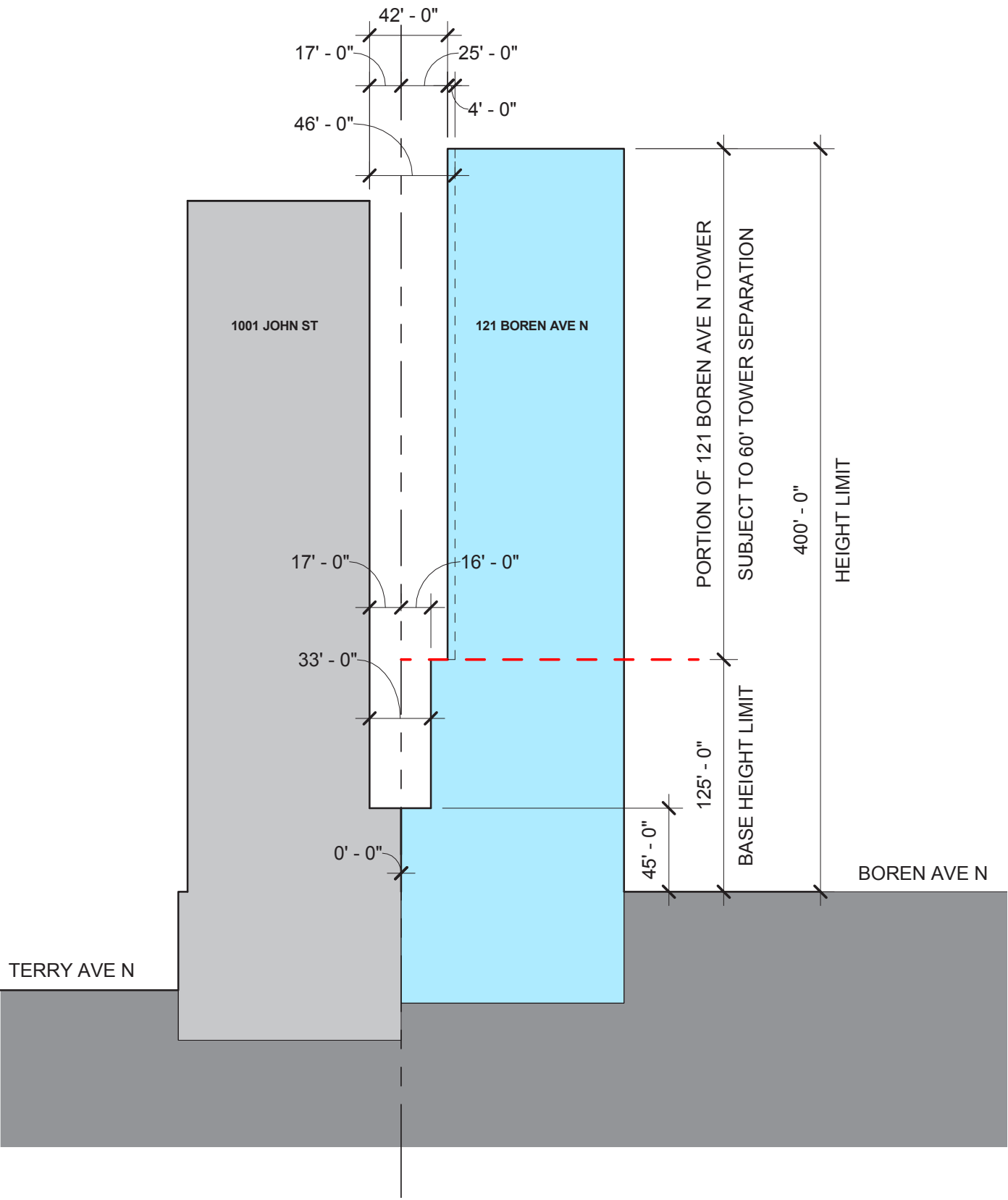
In addition, the majority of the units in the 121 Boren Ave N tower have been oriented to the north or south, so as to take advantage of the unimpeded views in those directions, and not be focused on the adjacent tower.

There is a great deal of public benefit in this compromise. The 1001 John St tower would not be pushed into the John St ROW, allowing for improved views from the public realm, as well as neighboring property. It also allows for a better relationship to the hill climb and plaza, as proposed by the 1001 John St project. These benefits are supported by several design guidelines, which encourage the formation and enhancement of public open space (DC-3-B.3), and consideration for neighboring buildings and sites (CS2-B, CS2-C.5).

The above rationale was presented during the Design Recommendation meetings for 1001 John St, and the Board supported this departure.

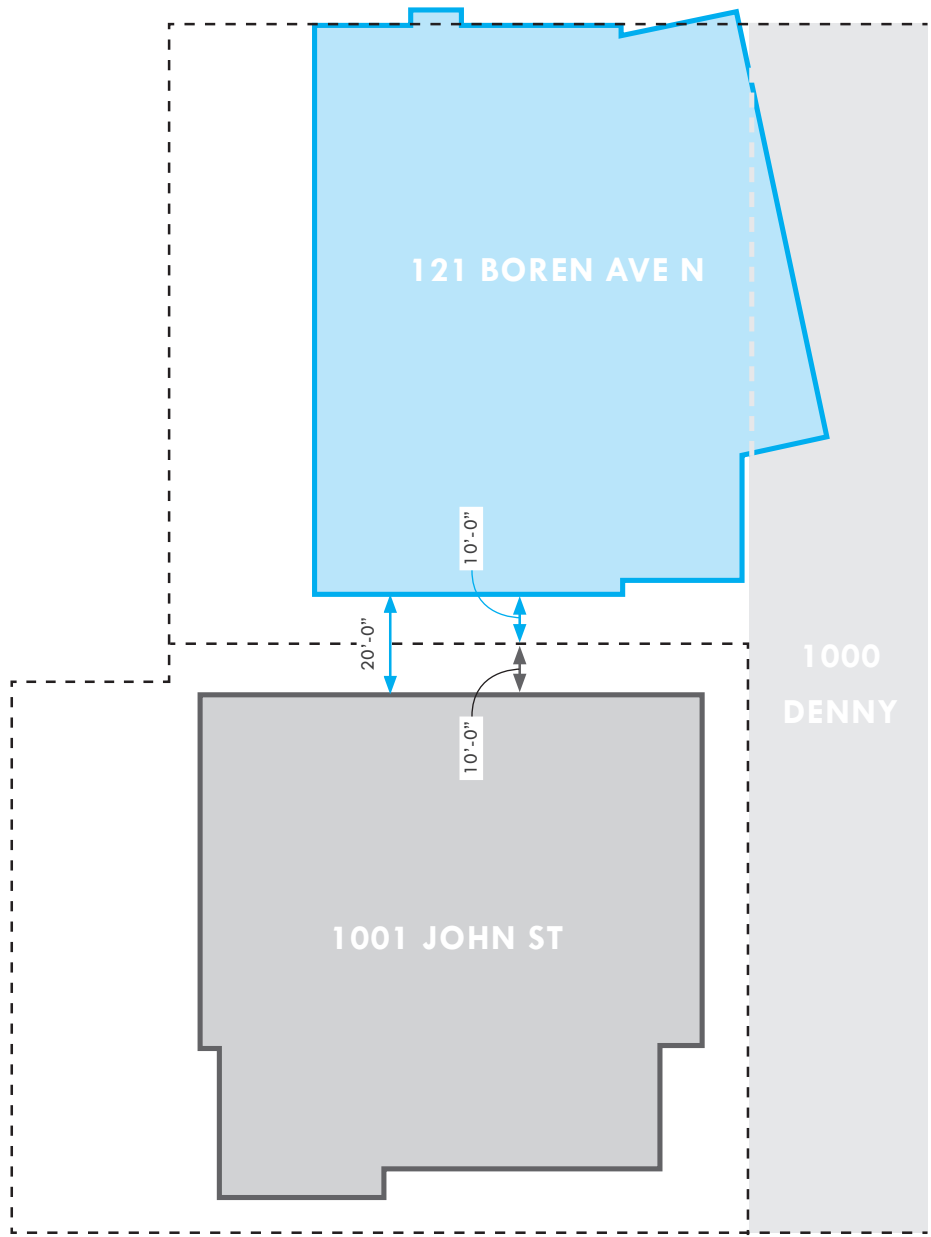
SUPPORTING GUIDELINES:

- CS2-B - ADJACENT SITES, STREETS AND OPEN SPACES
- CS2-C.5 - RESPECT FOR ADJACENT SITES
- DC3-B.3 - CONNECTIONS TO OTHER OPEN SPACE

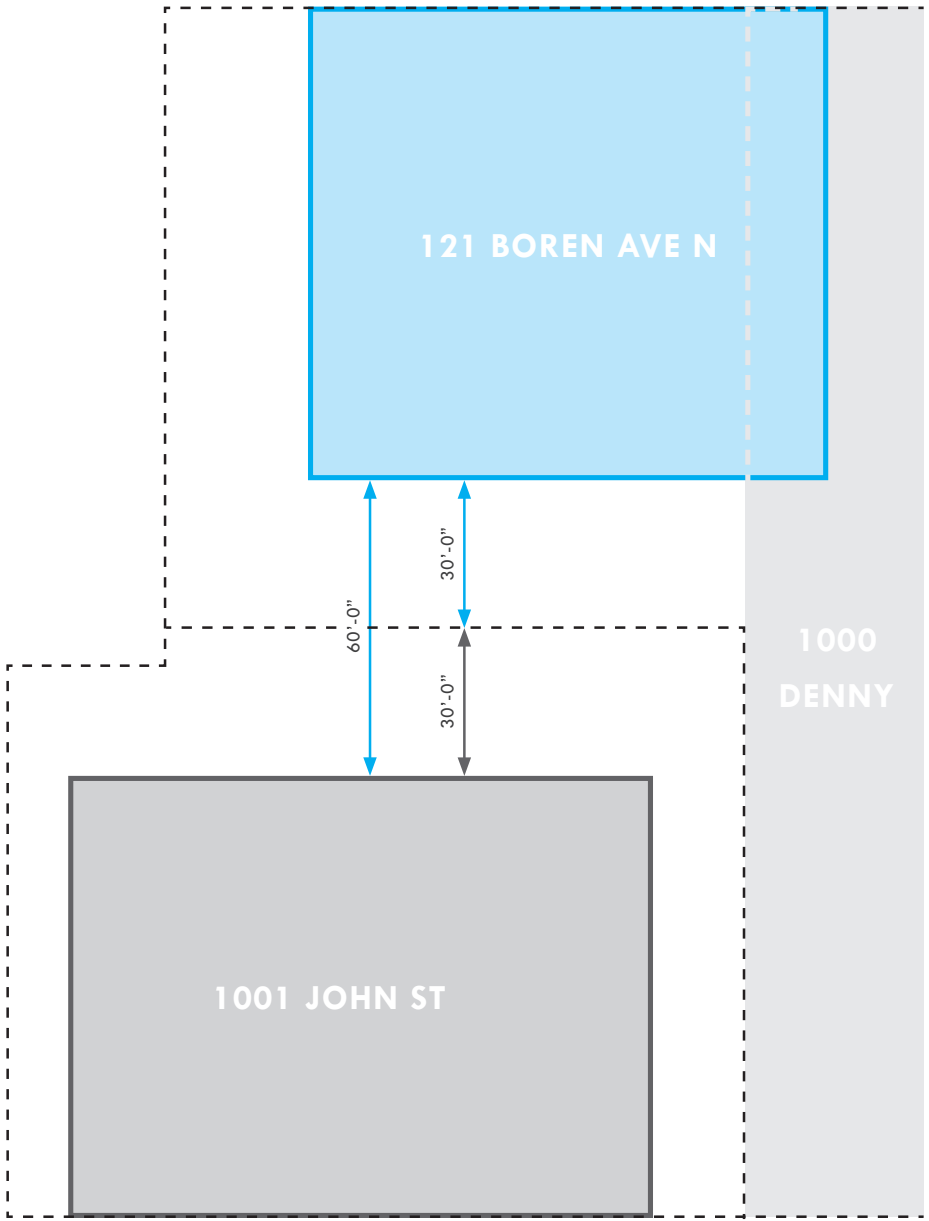




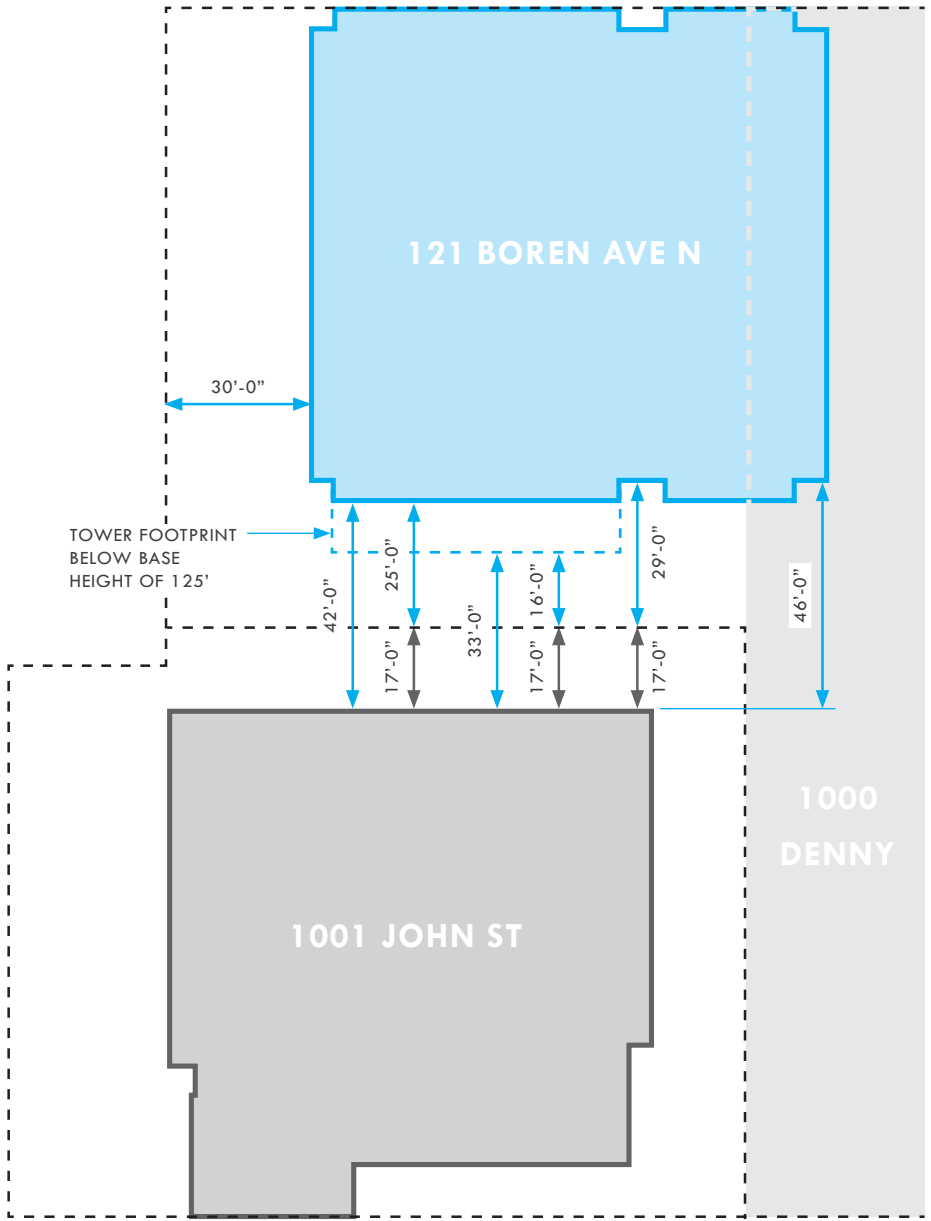
ORIGINAL TOWER LOCATIONS



CODE COMPLIANT TOWER LOCATIONS



PROPOSED TOWER LOCATIONS





DEPARTURES #4 & 5:

THE EXISTING SEATTLE TIMES

The remaining development standard departures are required to allow the existing 1000 Denny Way Seattle Times building to remain. Keeping the Seattle Times building intact is a priority, not only because it represents a significant amount of investment on the part of the property owner, but also because it reflects the South Lake Union Neighborhood and City of Seattle’s priorities:

From the Seattle & SLU Design Guidelines:

- CS3.A.1 - *Fitting Old and New Together: Create compatibility between new projects and existing architectural context, including historic and modern designs.*
- CS3.A.3 - *Established Neighborhoods: In existing neighborhoods with a well defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.*
- CS3.B.2 - *Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.*
- SLU CS3.II - *Architectural Context: i. Support the existing fine-grained character of the neighborhood with a mix of building styles; iv. Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.*

From the SLU Urban Center Neighborhood Plan:

*“Policy 2: Promote diversity of building styles and support the diverse characters of neighborhood sub-areas. ... Strategy 2c: Use additional height and density as an incentive for projects that implement multiple neighborhood plan policies ... Consider impacts on ... landmarks and other historic buildings. ... Strategy 2b: Provide incentives for the retention and adaptive reuse of existing buildings that ... can help maintain a diversity of building styles”*

In studying the massing of a full build out scenario for the entire ownership, it becomes very clear that the result is a far bulkier massing (see page 59). The proposed design provides a greatly reduced massing, compared to the full redevelopment of the site, and allows for better access to light, air, and views for adjacent projects:

- CS2-D-1 - *Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.*
- CS2-D-5 - *Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.*

In addition to the guidelines cited above, the preservation of a fully-tenanted character structure is a far more sustainable solution than tearing that building down, only to rebuild.

Finally, in the event that the site of 1000 Denny is re-developed, the property would be subject to all relevant Land Use Code regulations, including Through-Block Pedestrian Connections and Usable Open Space requirements.

The proposed design succeeds in better meeting the intent of the Neighborhood and City Design Guidelines. The proposed design is a far more sustainable solution than the alternative. Furthermore, the overall bulk of the proposed development is significantly reduced when compared to a full build-out scenario. However, the proposed design is impossible to achieve without these critical departures.





# DEPARTURE #4 - USABLE OPEN SPACE

## STANDARD:

**SMC 23.48.014.G** - On lots exceeding 30,000 square feet in area, proposed development containing extra floor area per SMC 23.48.011 shall provide usable open space equal to 15% of the lot area accessible at street level. The open space must have an average horizontal dimension of 20'-0", and a minimum horizontal dimension of 10'-0". A minimum of 45% of the area must be exterior, abutting a street, and open to the sky. A maximum of 20% may be covered. A maximum of 35% may be enclosed. A maximum of 10% may extend the pedestrian area onto the lot, or accommodate landscaping - this area does not have minimum horizontal dimension requirements.

## PROPOSED DESIGN DEPARTURE:

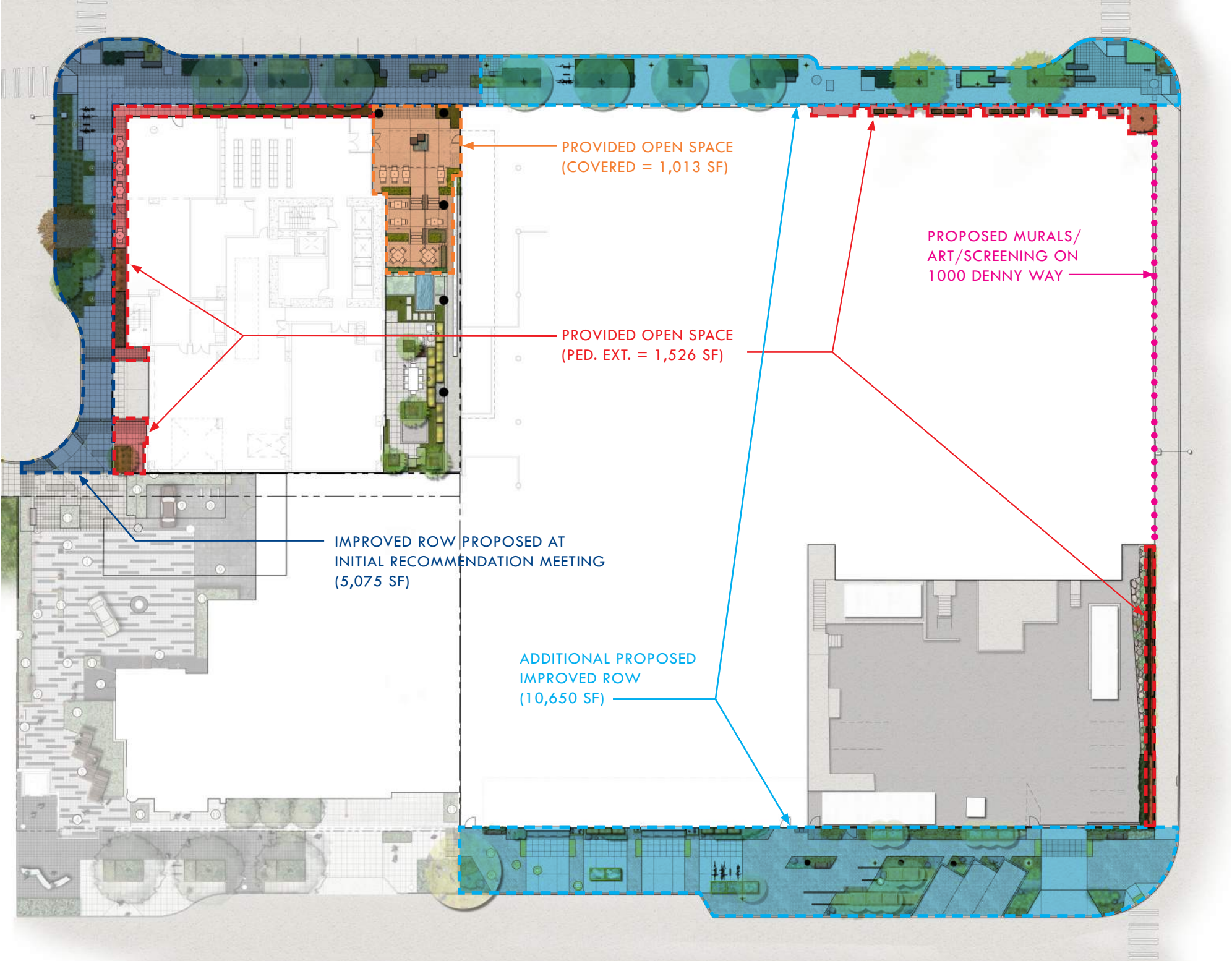
The project proposes a total of 2,539 sf open space. 50% (1,013 sf) covered, 50% (1,526 sf) extending the pedestrian area onto the lot or accommodating landscaping.

## RATIONALE:

The rationale for this departure is to save the existing Seattle Times building until such time that it is appropriate to redevelop the remainder of the block, and thus better meet the design guidelines cited on the previous page. Because the proposed development occurs on a small portion of a larger ownership parcel, it is not feasible to provide 15% usable open space. The ownership parcel, at 75,738 square feet would require 11,361 square feet of usable open space. This amounts to 74% of the area within which the proposed development would take place, and would render the project infeasible. In lieu of the usable open space, the project proposes to provide some of the benefit to the public realm in the form of a significantly enhanced pedestrian ROW around the entire ownership. The current design represents an area of **15,725 SF** within which public realm improvements are being proposed - over 20% of the ownership site area. This is an additional 10,650 sf over the 5,075 sf presented at the Initial Recommendation meeting - an increase of over 200%. Finally, in the areas along Denny Way where it is not possible to provide improvements to the ROW, the project proposes significant art and screening in order to provide a more vibrant pedestrian edge.

**SUPPORTING GUIDELINES** (see in-depth descriptions on page 56):

- **CS2-D-1 - Existing Development and Zoning**
- **CS2-D-5 - Respect for Adjacent Sites**
- **CS3.A.1 - Fitting Old and New Together**
- **CS3.A.3 - Established Neighborhoods**
- **CS3.B.2 - Historical/Cultural References**
- **SLU CS3.II - Architectural Context**





DEPARTURE #5 (TYPE I DIRECTOR’S DECISION) -  
THROUGH-BLOCK PEDESTRIAN CONNECTION

STANDARD:

**SMC 23.48.014.H** - Developments with lot areas of 60,000 square feet or greater, and which abut two north-south avenues, shall provide a through-block pedestrian connection extending across the development to both abutting avenues.

PROPOSED DESIGN DEPARTURE:

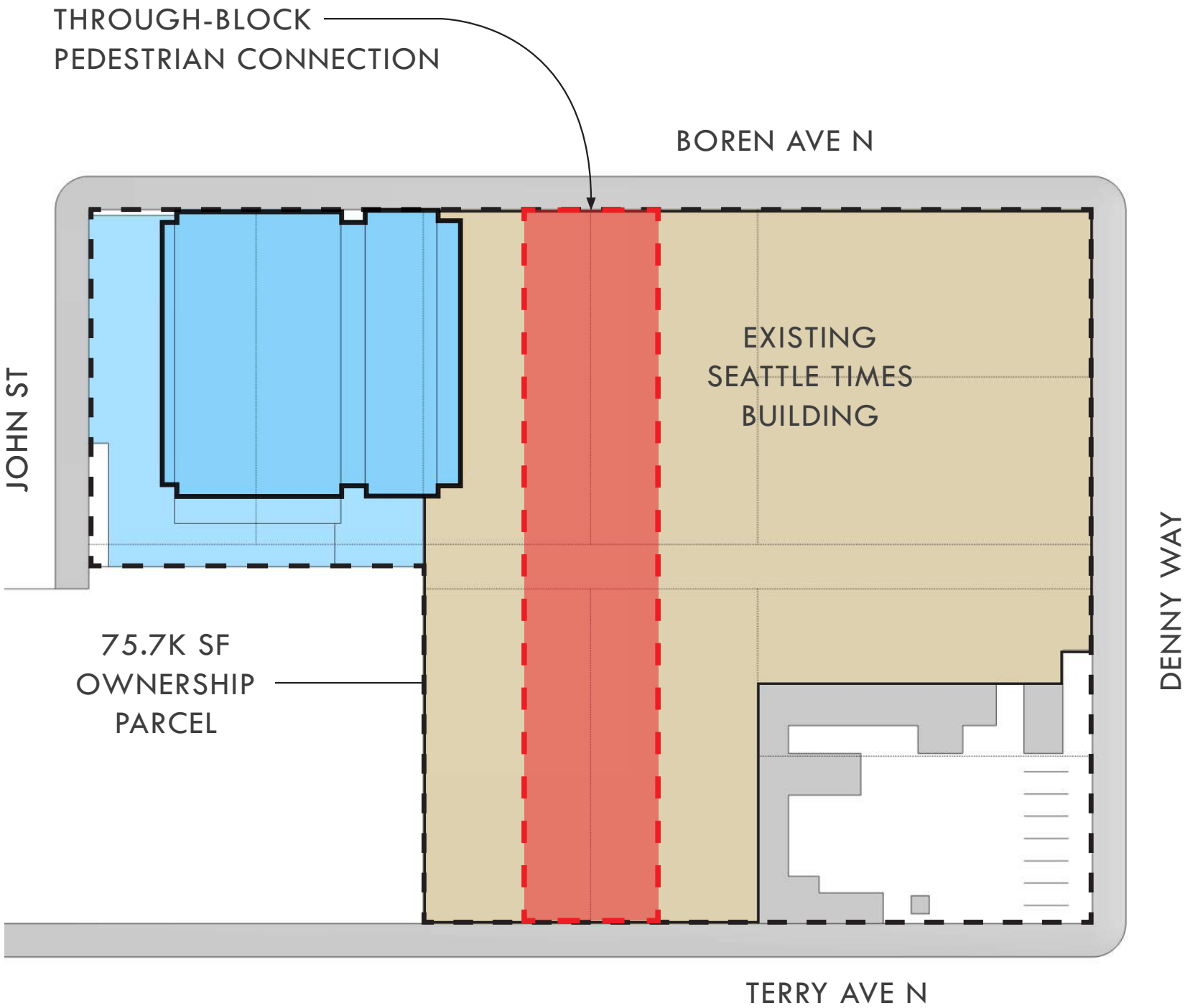
The project requests that the Director, with the support of the Board, grant a departure from this requirement.

RATIONALE:

The rationale for this departure is to save the existing Seattle Times building until such time that it is appropriate to redevelop the remainder of the block, and thus better meet the design guidelines cited on page 56, and below. It would not be possible to provide a through-block pedestrian connection without necessitating the demolition of the Seattle Times building. In lieu of the through-block pedestrian connection, the project proposes to provide some of the benefit to the public realm in the form of a significantly enhanced pedestrian ROW around the entire ownership. The proposed design represents an area of 17,800 sf within which public realm improvements are being proposed - this is over 250% increase compared to the design presented at the Initial Recommendation meeting (see diagram on previous page).

SUPPORTING GUIDELINES (see in-depth descriptions on page 56):

- CS2-D-1 - Existing Development and Zoning
- CS2-D-5 - Respect for Adjacent Sites
- CS3.A.1 - Fitting Old and New Together
- CS3.A.3 - Established Neighborhoods
- CS3.B.2 - Historical/Cultural References
- SLU CS3.II - Architectural Context





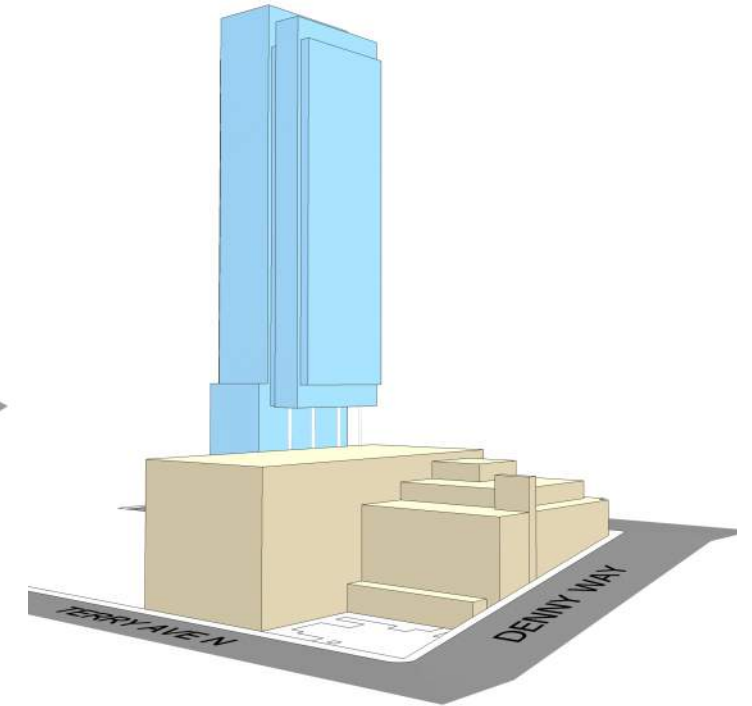
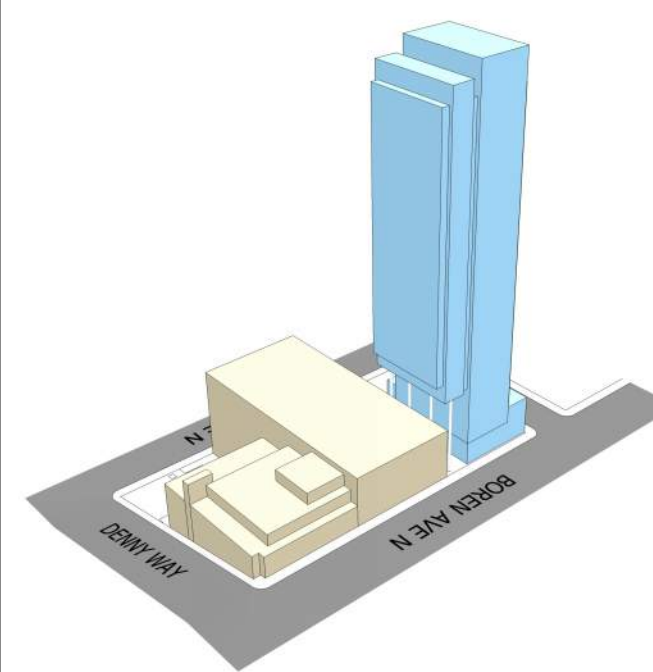
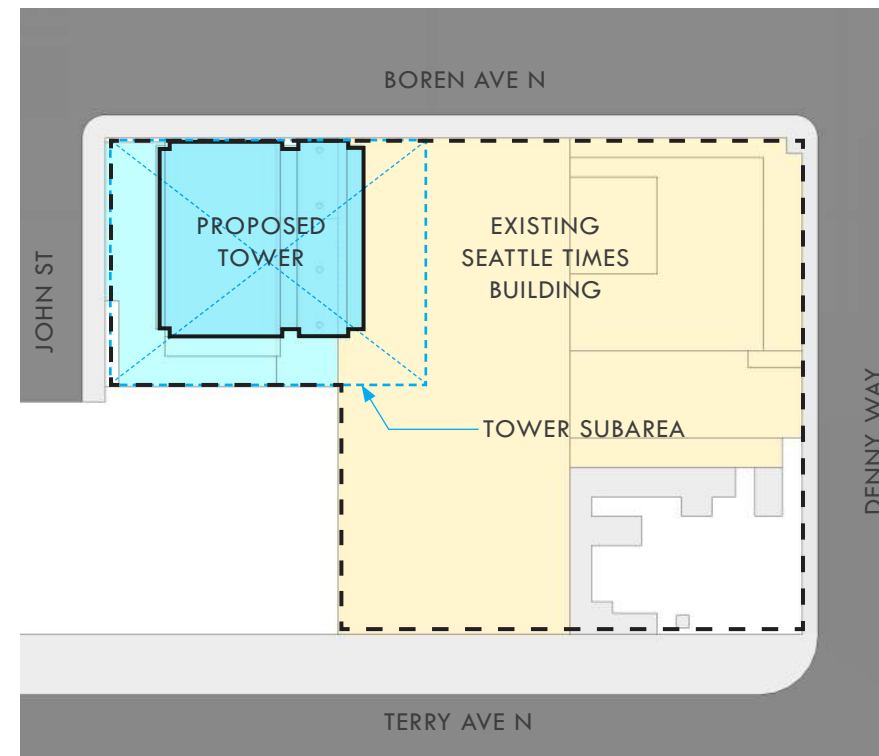
## PROPOSED VS FUTURE DEVELOPMENT

The illustrations on this page compare the current proposed massing, versus a potential full buildout scenario.

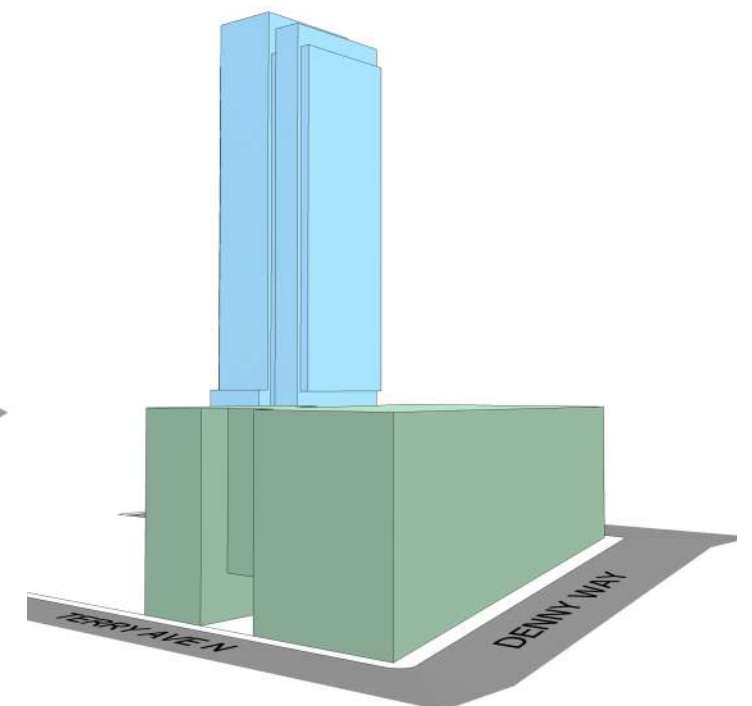
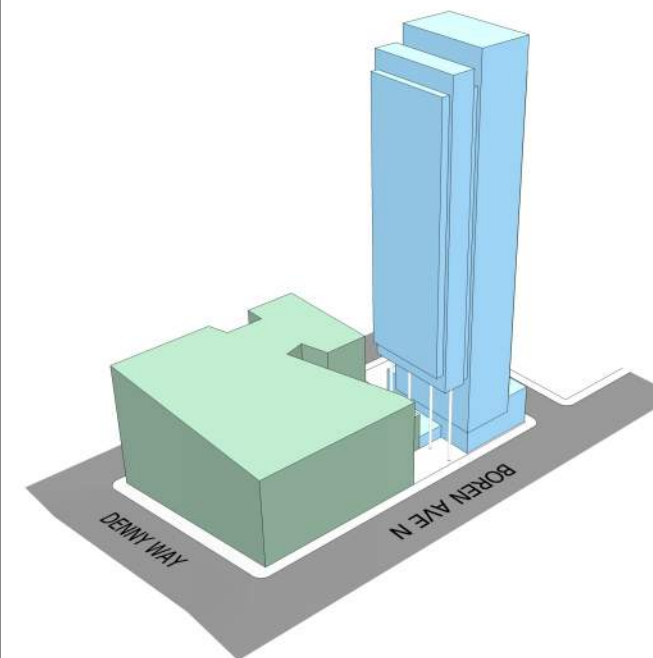
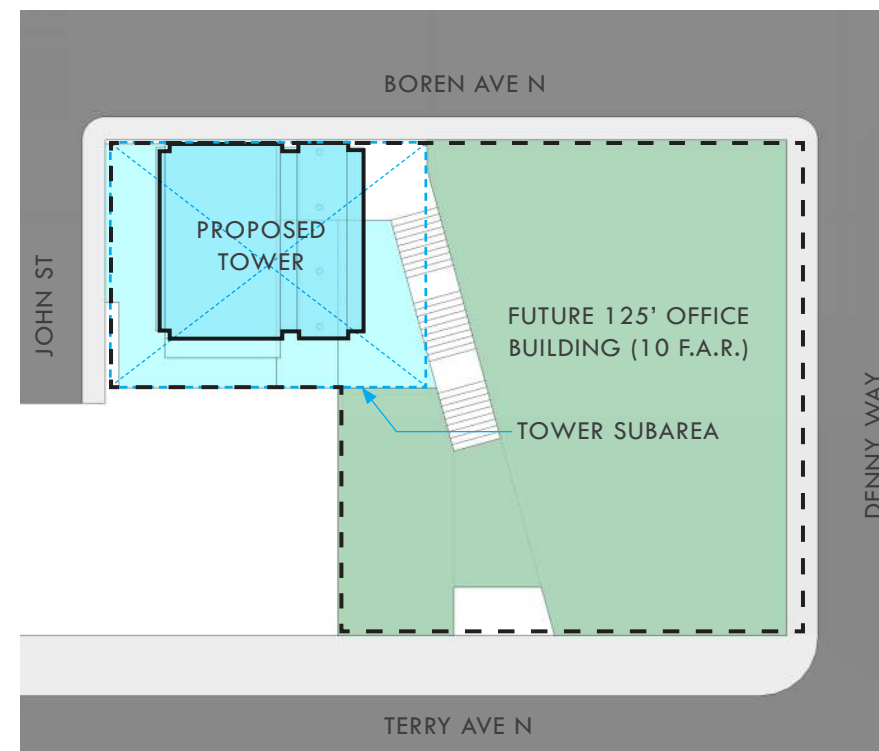
While the proposed massing requires departures for Through Block Pedestrian Connections and Usable Open Space requirements, any future buildout of the site in its current configuration would be required to comply with the Seattle Land Use Code, including the requirements mentioned above. One possible scenario, a 125' height limited, 10 F.A.R. office building is illustrated here.

Note that, although the proposed massing requires the departures previously discussed, it is considerably smaller in height and bulk than potential code compliant scenario.

## PROPOSED MASSING



## POTENTIAL FUTURE BUILDOUT





VIA ARCHITECTURE

An award-winning design firm, VIA Architecture is one of the Pacific Northwest’s leaders in mixed-use, residential high-rise and mid-rise, transit architecture, urban design, and sustainable community planning. Founded in 1984, VIA currently employs 52 professionals in Seattle, San Francisco, and Vancouver, BC offices, providing services to both public and private clients.

