20FAIR
14VIEW

EARLY DESIGN GUIDANCE
12.01.2015

DPD PROJECT # 3021621

ZGF
COTTER | BOSA
PROPERTIES

PROJECT INFORMATION

DPD PROJECT #
3021621

PROPERTY ADDRESS
2014 FAIRVIEW AVE.

MEETING TYPE
EDG

MEETING DATE
12.01.2015

OWNER
2014 FAIRVIEW AVE. LLC

ARCHITECT
ZGF COTTER ARCHITECTS

DPD CONTACT
LINDSAY KING

Contents

01

Development Objectives

This proposal is for the design and construction of a residential tower in the Denny Triangle Urban Centre.

The aim of this project will be to create thoughtful, much needed housing that will meet the city of Seattle's comprehensive plan goals.

Project Overview

The project proposed is a 41 story residential tower with a 3 story podium along with 5 floors of below grade parking.

King County Assessor Parcel No: **#066000-2230**

24,459 LOT AREA
SQUARE FEET

10,000 RETAIL/COMMERCIAL
GROSS SQUARE FEET

35,000 AMENITY
GROSS SQUARE FEET

400,000 RESIDENTIAL
GROSS SQUARE FEET

445 RESIDENTIAL
UNITS

315 PARKING
SPACES BELOW GRADE

Project Site Overview

The project site is located within the Denny Triangle Urban Center Village Neighborhood.

The site is located on the northern border of the Denny Triangle Urban Center, in zone **DMC 240/290-400.**

The project site is triangular in shape and consists of 1 block bounded by **Denny Way** to the north, **Fairview Ave.** to the west and **Virginia St.** to the southeast.

Project Goals + Objectives

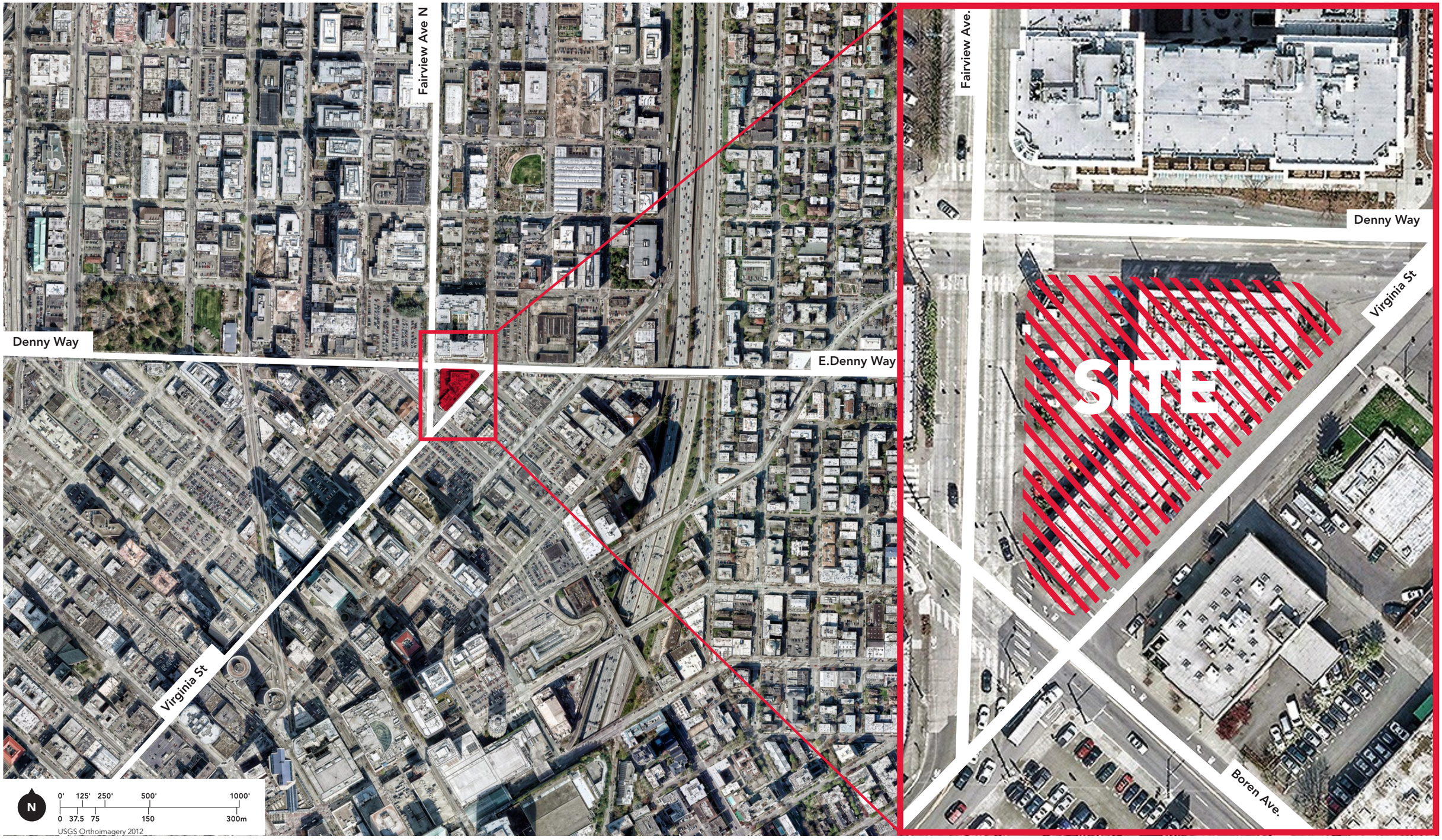
The team envisions a design response that appeals to the next generation of downtown residents while still being highly efficient from planning through to construction and completion. The project will present an elegant solution to a compact and triangular shaped site. We envision a highly distinctive design that has a strong presence on all three street frontages. Lobbies and points of public interaction with be considered with particular importance and care.

The project will feature contemporary interior spaces, and will maximize daylight to create a warm, open feel. Lastly, this project will incorporate several compelling amenities and services such as a fitness center, lounge, business center, and a rooftop terrace featuring Seattle's best views.

Other project goals include:

- Enriching the public realm of the Denny Triangle Neighborhood
- Differentiating itself from other proposed towers while still being complimentary to the Seattle skyline
- Creating identity on Denny Way: a gateway between South Lake Union and the Denny Triangle
- Taking cues from the 2 intersecting city grids enveloping the site
- Elevating the streetscape experience
- Achieving a dynamic and cohesive development between program and massing
- Achieving clarity and elegance with a intuitive spaces and familiar forms
- Taking advantages of the surrounding views of both the natural and built landscape

01.04 Project Location Map



Bosa Properties

The story of Bosa Properties is one of entrepreneurship, commitment and a passion for construction. It's a story that began five decades ago when Robert Bosa and his family immigrated to Canada. Soon after, the Bosa brothers began building homes and earning a reputation for hard work and fair dealing.

Today, the Bosa Properties' hallmarks of excellence and quality are more than just promises; they are the standards they've been delivering to homeowners since the company was founded, and they're the standards they'll continue to live by in everything they do.

The proof is visible across Western Canada in communities that remain sound, strong, comfortable, and highly sought after by homebuyers. The trust Bosa has earned from satisfied homeowners is their greatest asset. Their loyalty has fueled growth and will remain the company's foundation for generations to come.

REMARKABLE PEOPLE, BUILDING FOR GENERATIONS. THAT'S OUR STORY.

ZGF Cotter

ZGF Architects LLP is an award-winning architecture, urban design, and interior design firm with partner offices in Seattle, Portland, Los Angeles, Washington DC, New York and Vancouver. Founded over 50 years ago in Portland, Oregon, with a mission to strive for design excellence, stewardship of our natural and built environment, and exceptional client service, today ZGF has grown to include over 590 employees.

ZGF's design philosophy is centered on the premise that design excellence should be reflected in every aspect of the project— its fit with the community, its function and relationship to its users, and its cost. ZGF does not bring stylistic predilections to any project. ZGF's vision and design vocabulary emerge from the specifics of program, climate and site, along with the congruence of the client's and ZGF's values. Their ideas are founded on consensus and they create communities that resonate with users through effective and meaningful stakeholder engagement.

ZGF's ability to provide creative design solutions, while striving for excellence in each endeavor, is best shown by accolades they have received from clients and industry peers. They have been honored with more than 860 national, regional and local awards that reflect their commitment to design excellence, including the American Institute of Architects' highest honor, the Architecture Firm Award, recognized for "creatively transforming client needs and aspirations into elegant, inventive architectural form, and establishing a standard of excellence and expectation of quality to which other firms aspire."

Hewitt

For 40 years, HEWITT has been instrumental in transforming the civic life of Seattle with energized open spaces in the urban environment. Their office embraces the challenges of transformative projects. HEWITT likes to be out front – creating context for new development.

HEWITT is guided by a collaborative and integrated design philosophy that is fundamental to the way they practice. Their approach to master planning, urban design, and landscape design centers on creating integrated, sustainable systems and community amenities that enhance quality of life. HEWITT's work on Bell Street Pier along the Seattle Central Waterfront, Harbor Steps Apartments and Bell Street Park speaks to that vision. On all of these projects the common denominator is the user - the people that inhabit their designs. When they make great places for people, they extend the community into their projects, which enlivens the open space and enriches the city experience. In the end, HEWITT hopes to create urban advocates – ardent supporters of Seattle as a great place to work and live.

02

Site Context + Urban Analysis

The project site is located within the Denny Triangle Urban Center Village Neighborhood.

Proximity to employment, service and transit have turned the Denny Triangle into a rapidly evolving neighborhood with several new private sector developments of office and residential uses occurring in all directions.

Neighborhood Context

The Denny Triangle contains high density, residential and commercial buildings and is currently undergoing major development. This neighborhood *(and the project itself)* occupies the intersection between several rapidly evolving but distinct Seattle neighborhoods including: South Lake Union, Capitol Hill, the Downtown Retail Core, and Belltown.

South Lake Union's traditional low-rise commercial development is being supplemented with new high-rise mixed-use buildings and new, denser commercial high rises *(including the expansion of the Amazon Campus)*.

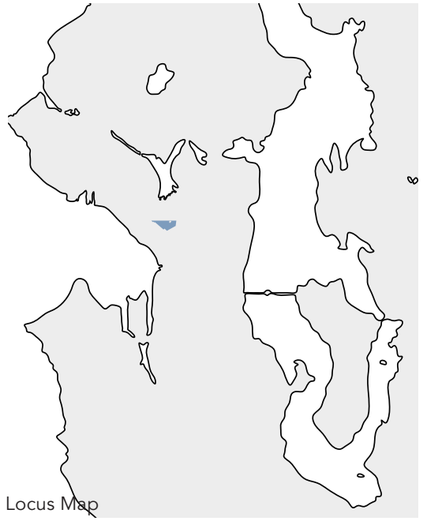
Capitol Hill's traditional low rise commercial development is also being supplemented with new buildings - mid-rise and mixed-use.

The Downtown retail core is the densest and the tallest adjacent neighborhood, containing both high-rise commercial and residential development, but also a retail and cultural center for the city.

Belltown is another densely populated residential neighborhoods in Seattle with mid-rise and high-rise mixed use buildings.

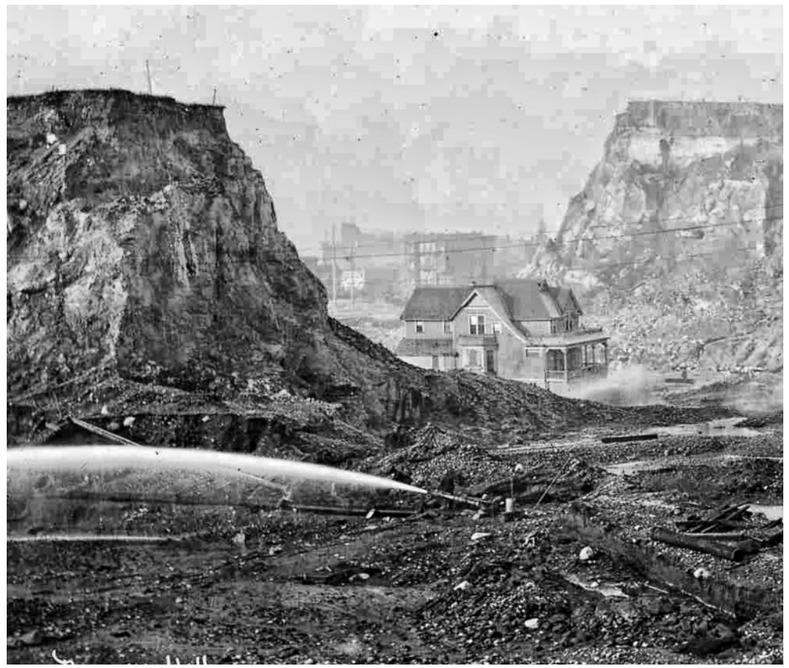
Existing Utilities / Infrastructure

The site is well served by transit, including the Seattle Streetcar serving South Lake Union and Westlake Center.

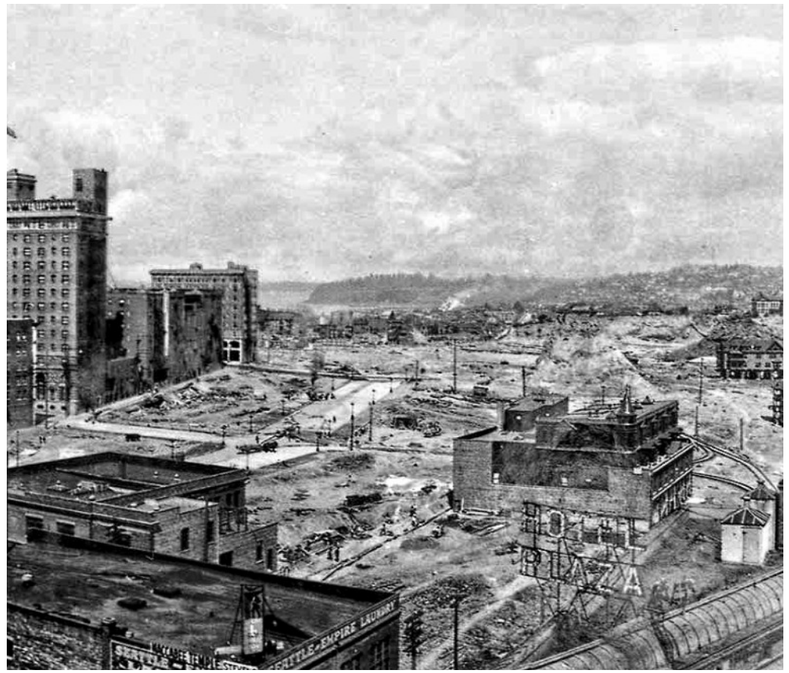


Denny Hill *(Prior to the Denny Regrade)*

Denny Regrade *(in process)*



Post Denny Regrade



Denny Triangle Today

02.02 Denny Triangle History + Context

Denny Triangle Subdistrict

This neighborhood is located within easy walking distance to many Seattle destinations including several cultural attractions *(Seattle Space Needle, Elliot Bay, Pike Place Market and, Olympic Sculpture Park)* and name retailers. Notable employers adjacent to the neighborhood include: Amazon and the Gates Foundation. As previously mentioned, other adjacent Seattle neighborhoods include: South Lake Union, Belltown, Downtown, and Capitol Hill.

History

Currently, the Denny Triangle is a relatively flat piece of land bordered by Denny Way on the north, Stewart St. on the southeast, and water on the southwest. It is a part of the triangular grid that's around Seattle Center to the grid that is most of Downtown.

In the past however, the Denny Triangle was the location of the Denny Hill, one the proverbial seven hills of Seattle. This hill ran east from First Avenue between Pike Street and Denny Way.

The topography of this area was drastically altered in the late 1890's during the Denny Regrade project which involved the removal of Denny Hill. From 1902 to 1911, the hill was sluiced into Elliott Bay by pumping water from Lake Union using hydraulic mining techniques, in a series of regrades along Pike and Pine Streets, Second Avenue, and the massive Denny Regrade which regraded everything remaining between Fifth Avenue and the waterfront. In 1929–30, the final pieces of the hill were removed east of Fifth Avenue using steam shovels.

Context for Development

The Seattle economy *(fueled by technology and research)* is thriving. The Amazon Campus is slated to physically grow from 3.2 million SF to 4.7 million SF to support 40,000 workers downtown. In addition to commercial space, Amazon is also responsible for 100,000 hotel stays per year. While the Seattle market currently has a deficit of hotel rooms, many hotel projects are in the planning and design pipeline. More than a dozen hotel projects are in early development, including both hotel/residential mix and hotel/office mix. In addition to a hotel room deficit there is also a deficit of multifamily accommodations larger than studios or urban one bedrooms. As a result there are also a multitude of residential projects under construction, the majority of which are rental apartments.

02.03 Zoning + Topography

Zoning Summary

The project site is located within the DMC 240/290-400 Downtown Mixed Commercial Zone, within the Denny Triangle Urban Center Village. The Downtown Neighborhood guidelines will apply to this project.

The site is located on a topographical plateau and serves as a gateway to the South Lake Union Neighborhood.

Site constraints include:

10,700 **MAX. AVERAGE RESIDENTIAL**
GROSS SQUARE FEET IN TOWER

11,500 **MAX. RESIDENTIAL PLATE**
GROSS SQUARE FEET IN TOWER

Bordering the project site is the **SM 240/125-400 zone** *(Seattle Mixed)* to the north and the **DMC 340/290-400** *(Denny Triangle Urban Center Village Overlay)* to the south.

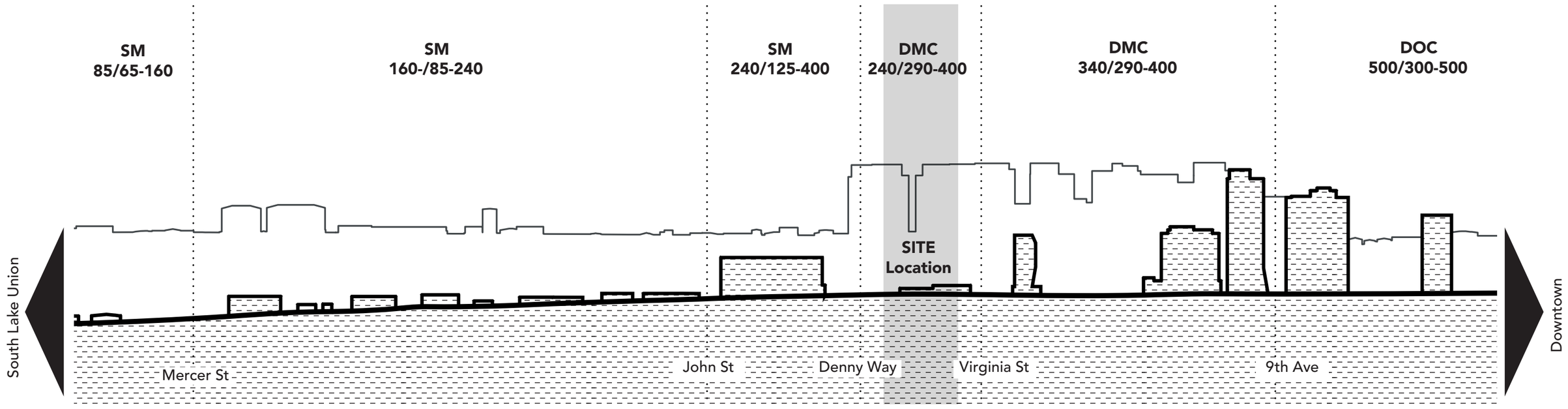
Zoning Section

Both sections depict the plateau on which the site sits on.

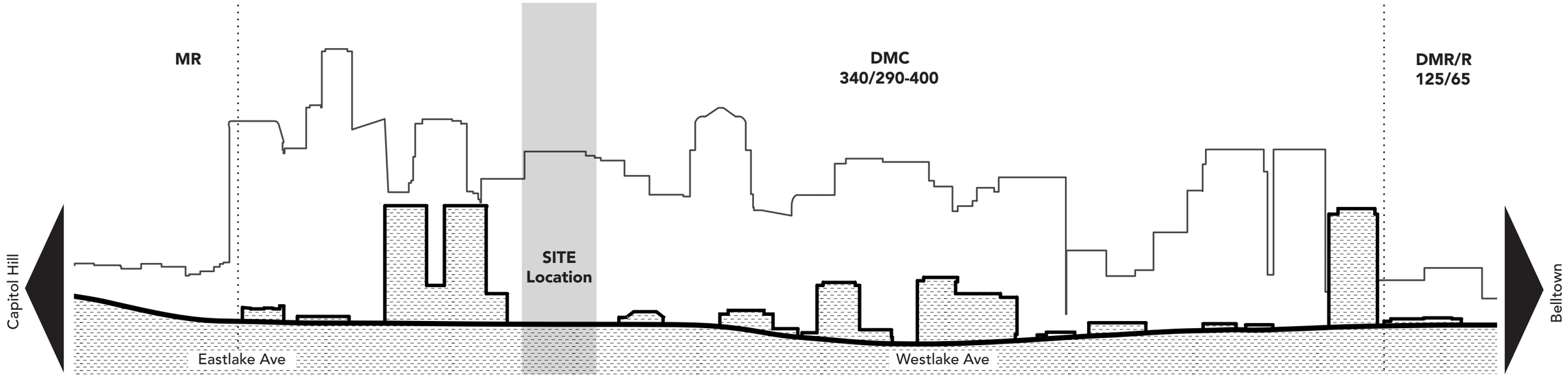
Section A-A
This section depicts the slight uphill towards the downtown core *(south)* and the gradual downhill towards Union Lake through the South Union Lake District.

Section B-B
This section depicts the upward slope towards the I-5 and Capitol Hill and the dip the road experiences at Westlake Ave along Denny Way.

02.04 Zoning Sections



Section A-A



Section B-B

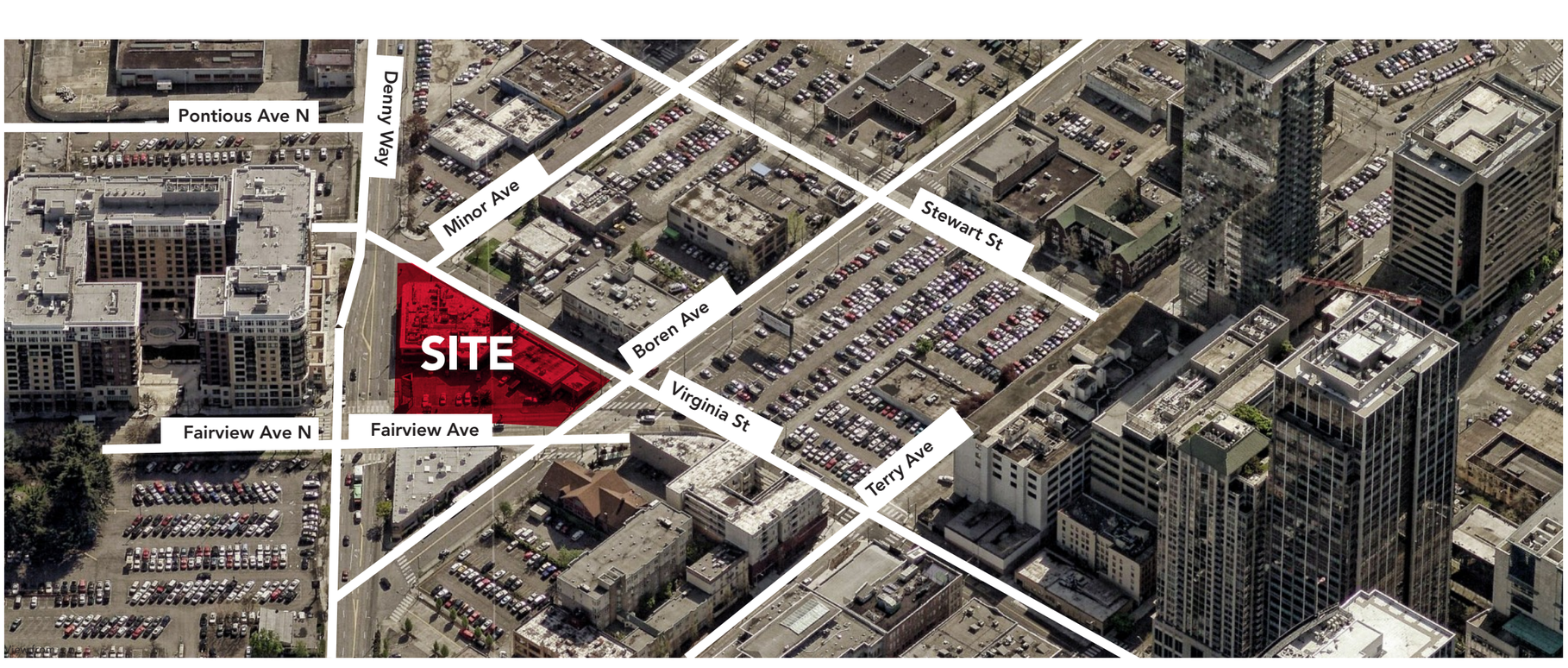
02.05 Site Aerial Views

VIEW FROM SOUTH

VIEW FROM EAST

N

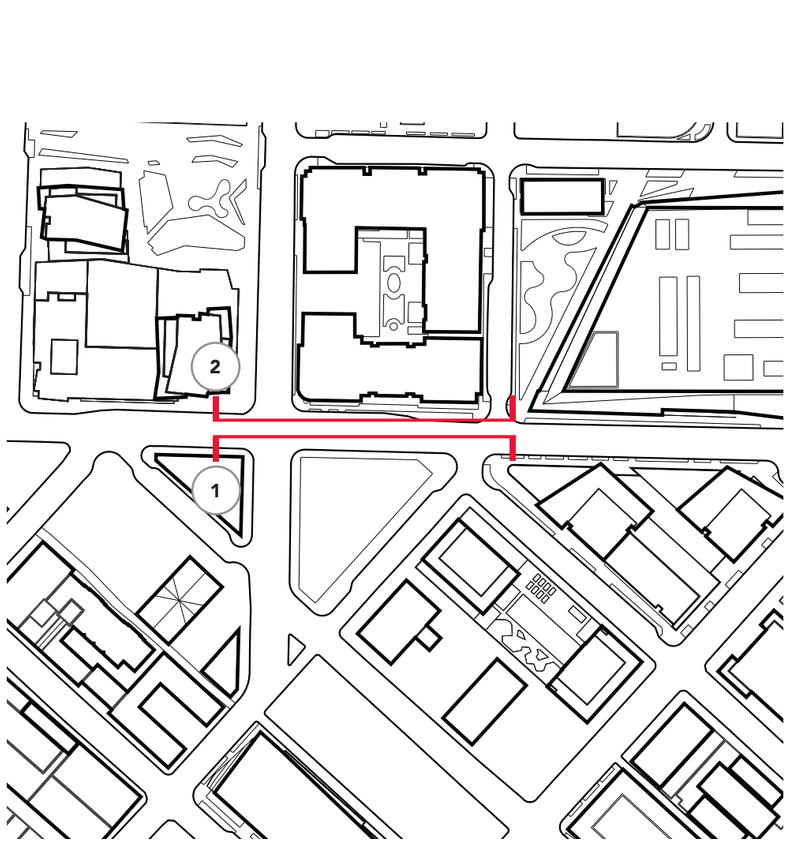
VIEW FROM NORTH



N

VIEW FROM WEST

02.06 Current Use + Streetscapes



Virginia Street

1120 Denny Way

Fairview Ave

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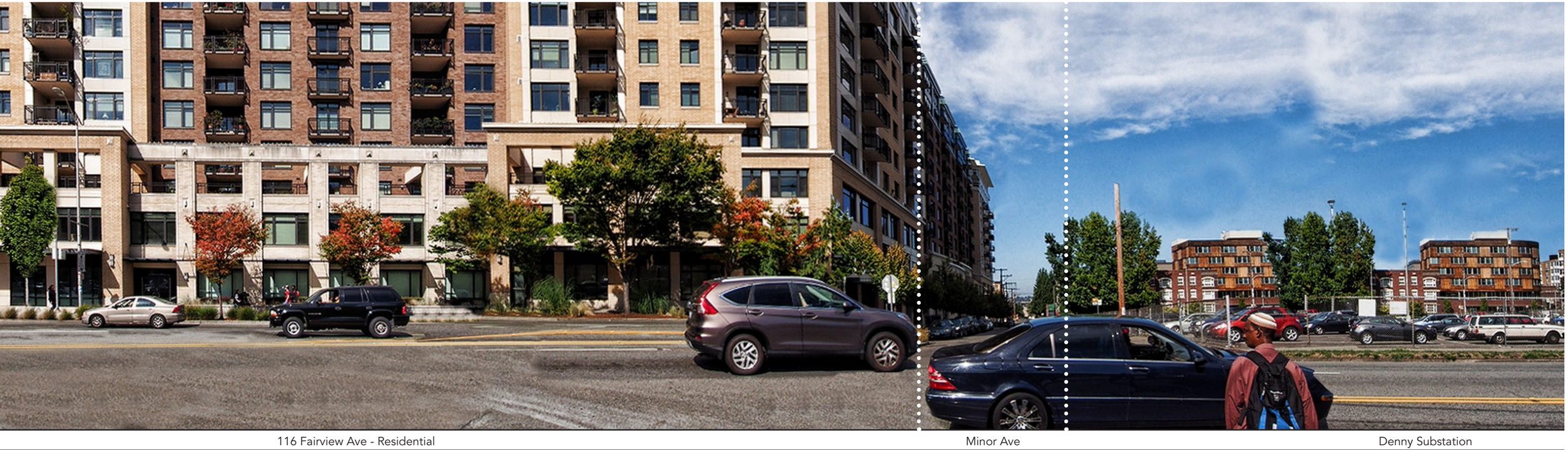
1183 Denny Way - Commercial

Fairview Ave

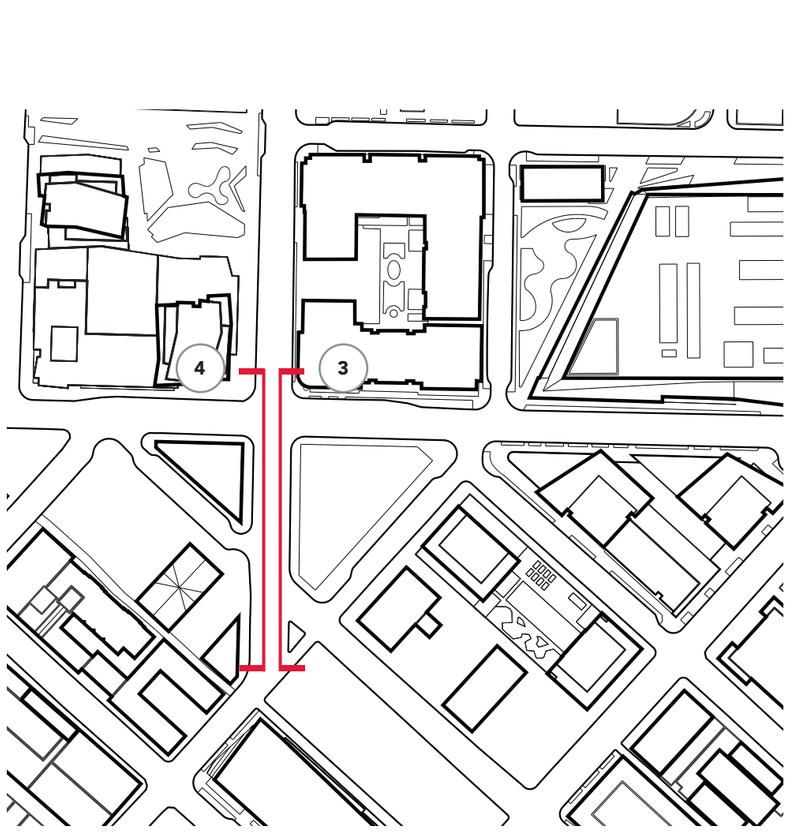


116 Fairview Ave - Residential

Minor Ave

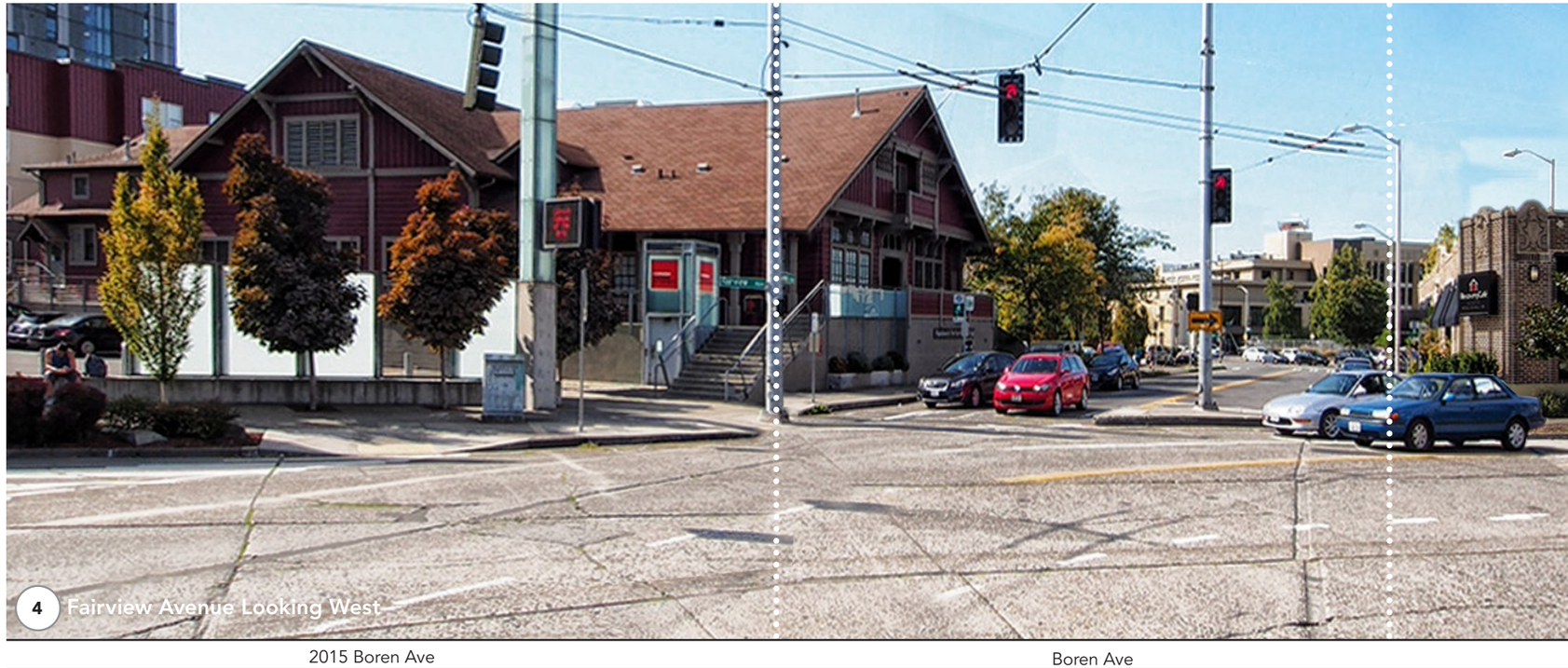
Denny Substation

02.06 Current Use + Streetscapes



3 Fairview Avenue Looking East

Denny Way



4 Fairview Avenue Looking West

2015 Boren Ave

Boren Ave

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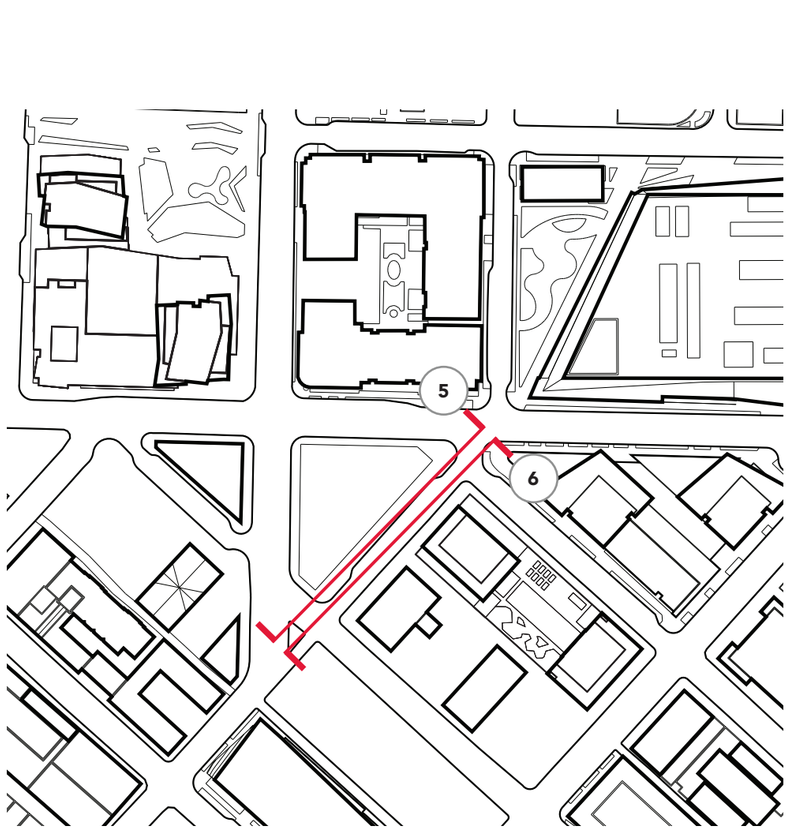
2000-2010 Fairview Ave - Commercial | Boren Ave | Fairview Ave

2022 Boren Ave | Denny Way | 1120 Denny Way

02.06 Current Use + Streetscapes



Boren Ave

Minor Ave

1925 Minor Ave

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1152 Virginia Street

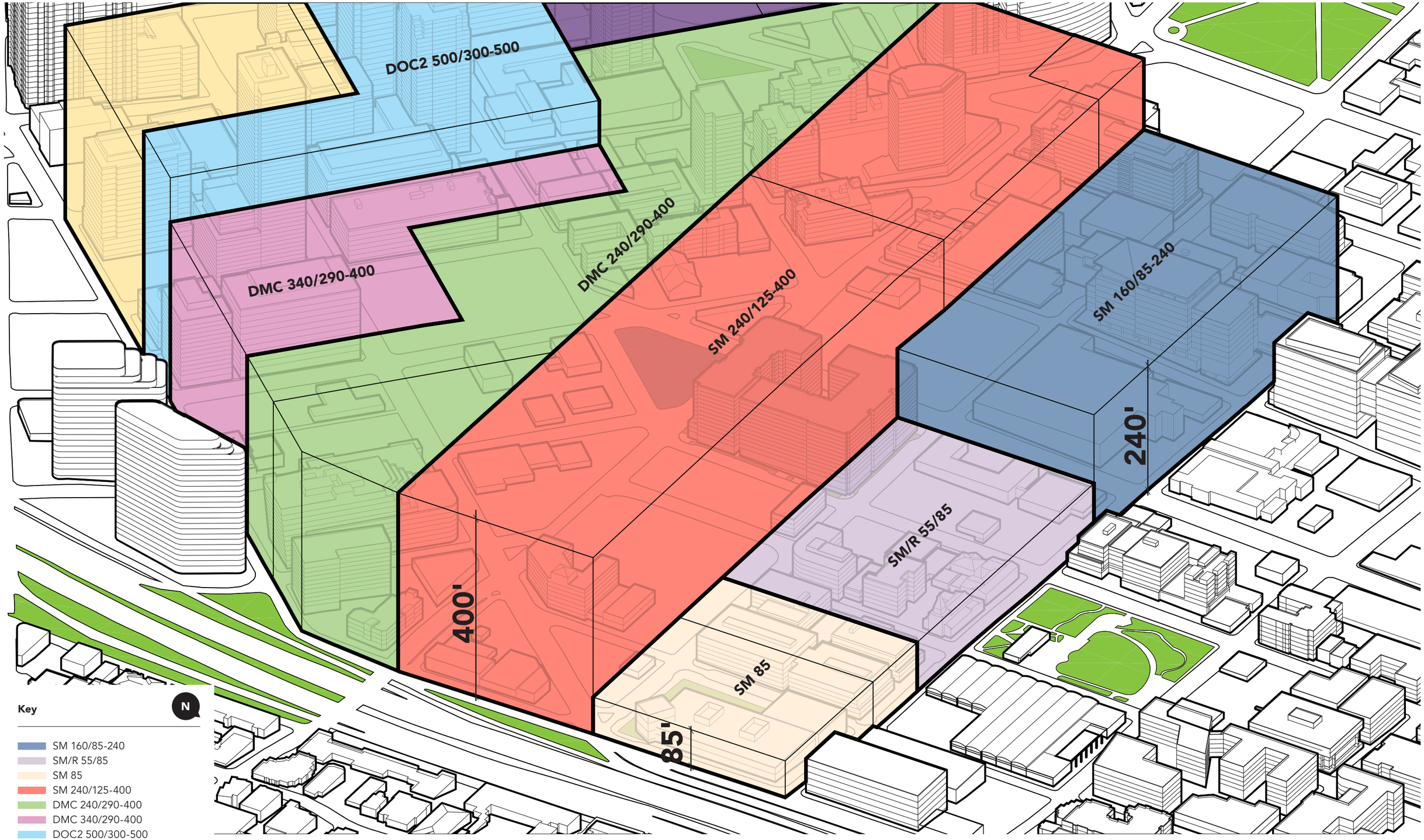
Denny Way

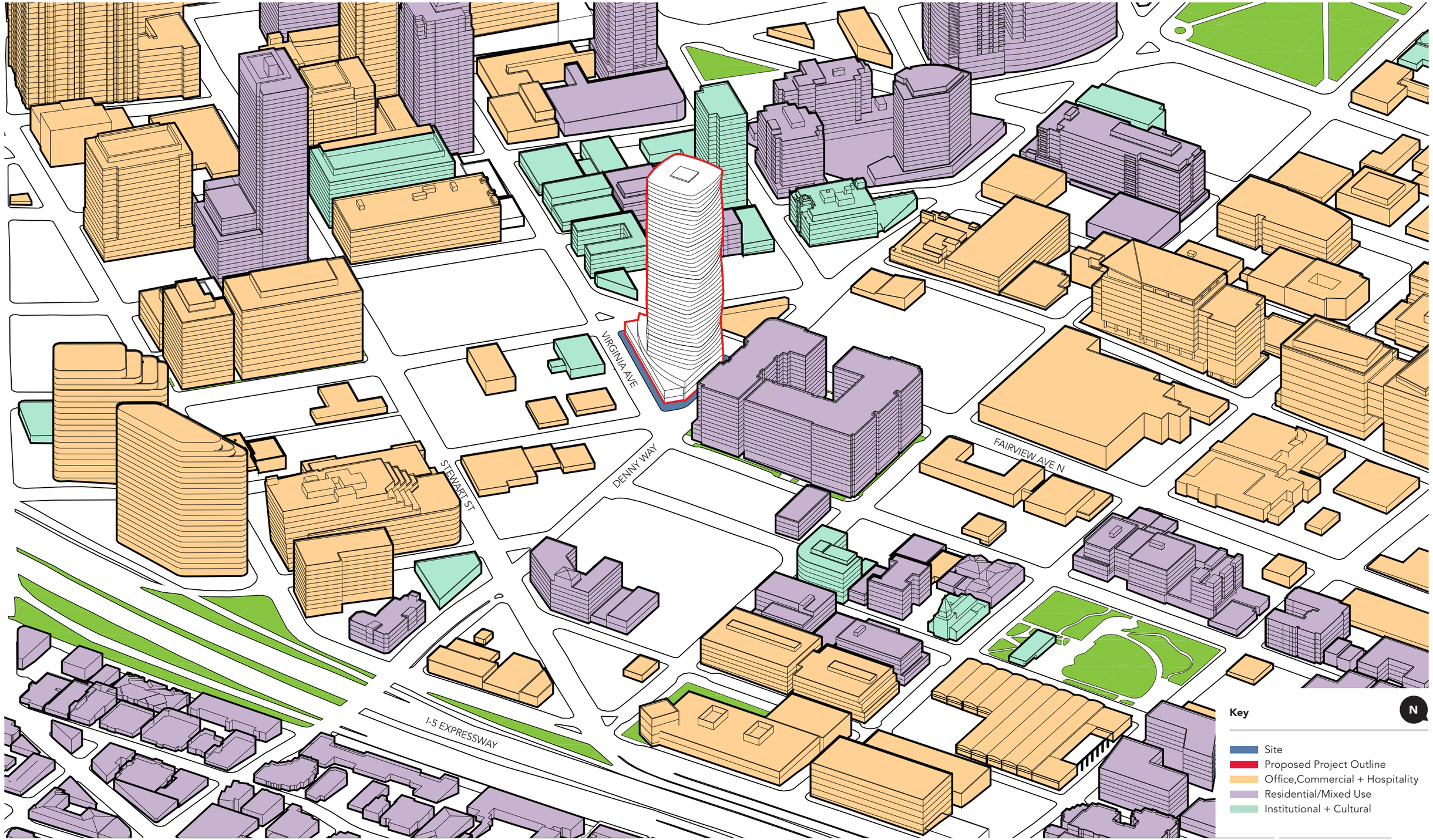
Alleyway

1930 Boren Ave

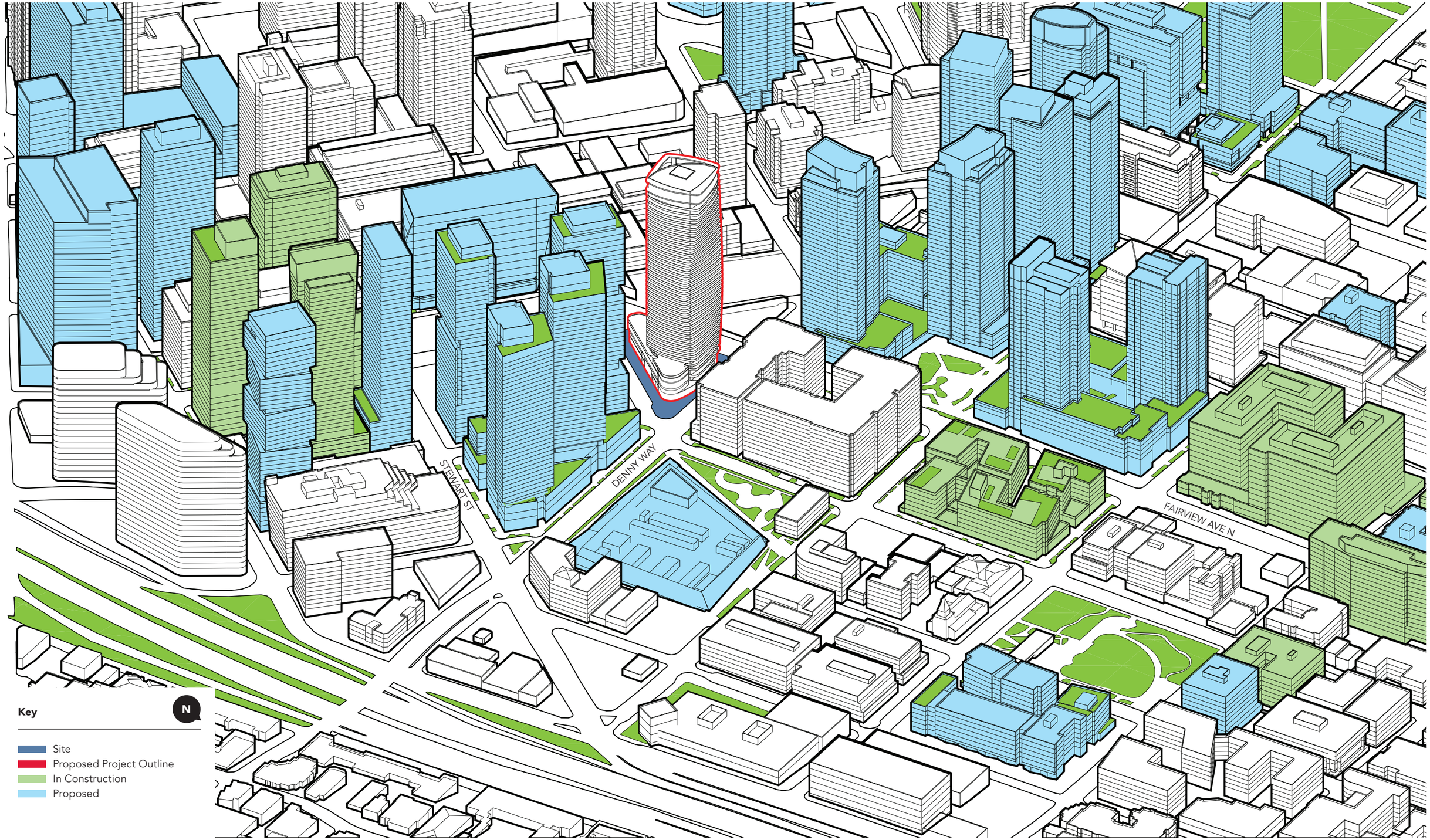
Boren Avenue

02.07 Zoning Context Massing



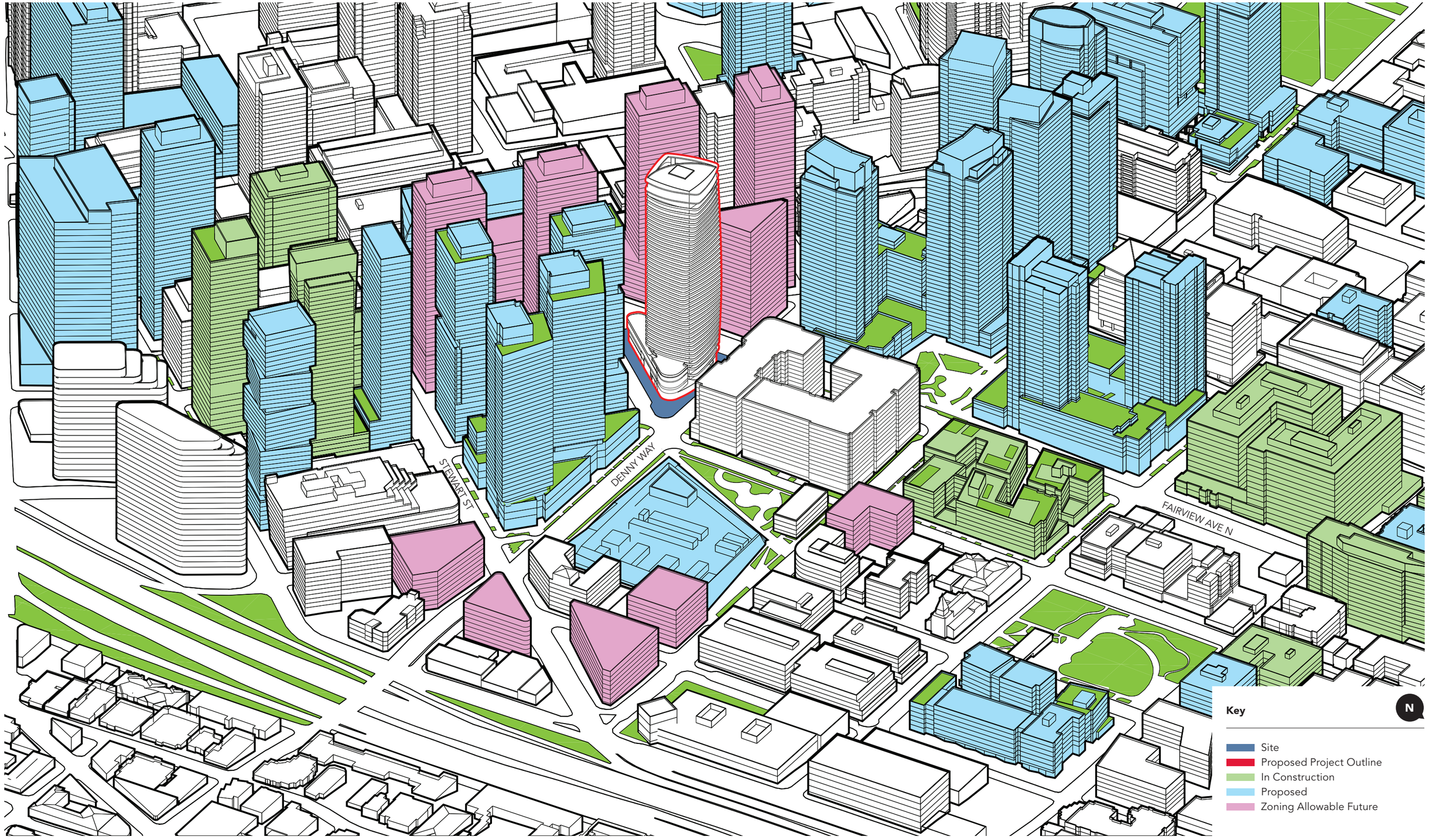

VIRGINIA AVE
STEWART ST
DENNY WAY
FAIRVIEW AVE N
I-5 EXPRESSWAY
Key
N
Site
Proposed Project Outline
Office,Commercial + Hospitality
Residential/Mixed Use
Institutional + Cultural

02.09 Future Context Massing

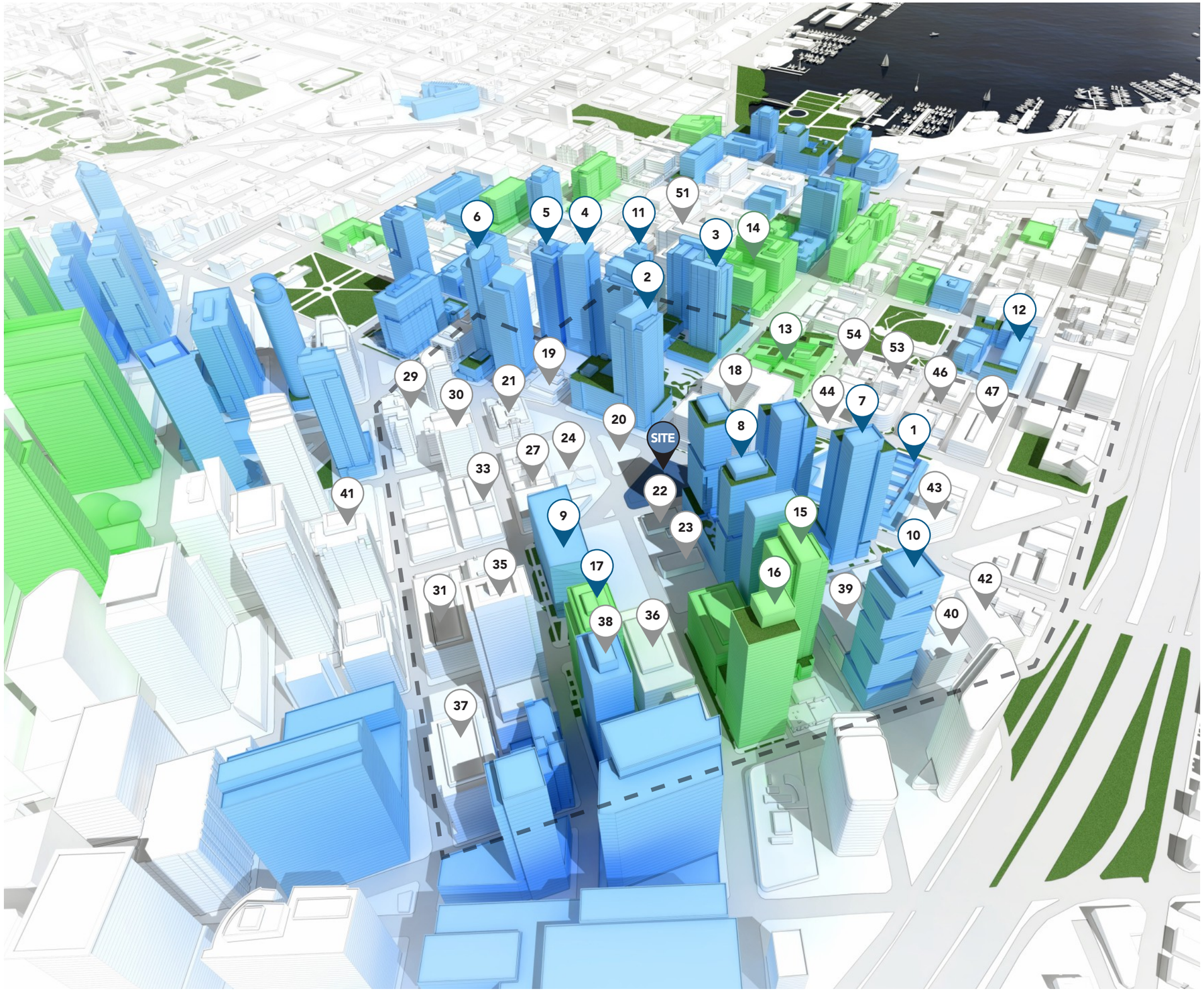


BOSA PROPERTIES ZGF COTTER

02.10 Future Context Massing + Zoning Allowable



02.11 Developing Context: Nine Blocks



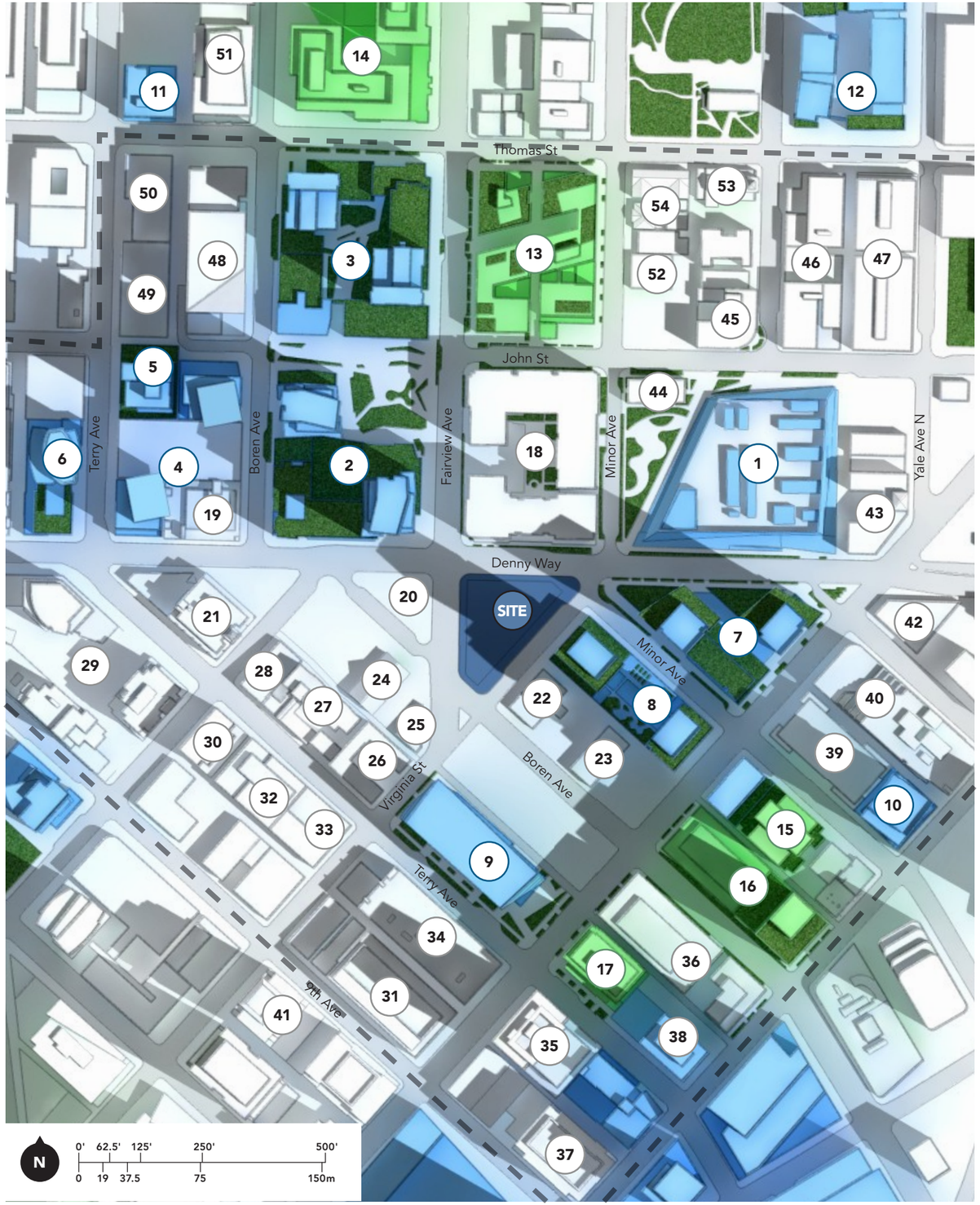
Future Development

The nine blocks surrounding the proposed site have an assortment of existing commercial uses that include surface parking lots, offices, retail and hospitality.

New developments are proposed, permitted, or under construction north, south and west of the site will soon transform the immediate area into a dynamic residential hub.

Key

- Proposed
- Under Construction
- Existing



1 Denny Substation

Seattle City Light's Denny Substation Project consists of a new electrical substation on Denny Way in the Cascade area of Seattle's South Lake Union neighborhood.

2 1120 Denny Way

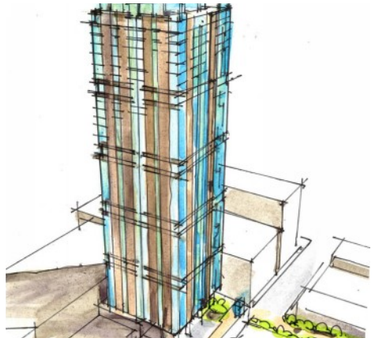
Project #3017232: Land Use Application to allow two towers (41 stories each) containing 1,067 residential units, and 28,090 sq. ft. of retail space. Parking for 1,347 vehicles to be located below grade.

3 1120 John St

Project #3015693: Land Use Application to allow two towers (one 29 Story and one 36 story) containing 843 residential units and 17,628 sq. ft. of retail space. Parking for 1,235 vehicles to be located below grade.

4 121 Boren Ave N

Project #3021279: Design Review Early Design application proposal to allow two 42-story residential towers containing 420 units each (840 total residential units) with 3,500 sq. ft. of retail space at the street level in one tower. Parking for 350 vehicles to be provided below grade in each tower.

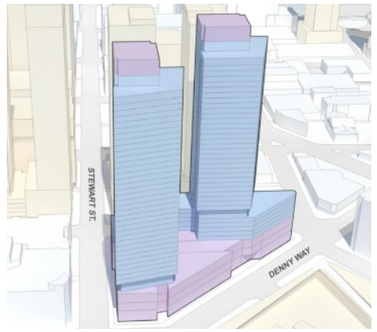


5 1001 John St

Project #3020563: Design Review, early design guidance for a 40 story podium building with 430 apartment units. Parking for 260 vehicles will be located within the structure. Existing building to be demolished.

6 970 Denny Way

Project #3018935: Land Use Application to allow a 40-story apartment building containing 468 apartment units above retail space. Parking for 367 vehicles to be provided. Existing structures to be demolished.



7 1200 Stewart

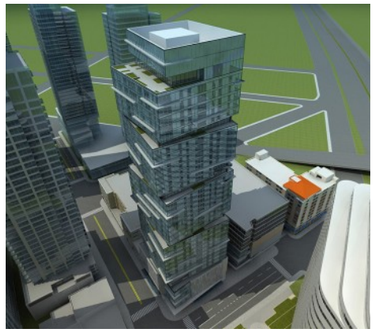
Project #3020943: Design Review Early Design Guidance proposal for two 38- story towers containing 892 residential units above a 2 story podium. Parking for 970 vehicles located below grade. Existing structures to be removed.

8 1901 Minor Ave

Project #3019625: Land Use Application to allow two, 39-story towers above an 8-story podium, containing 706 residential units above 8,936 sq. ft. of retail at ground level. Parking for 424 vehicles will be located in a below-grade garage. Existing building 4,846 sq. ft. building to be demolished.

9 1920 Terry Ave

Project #3019542: Land Use Application to allow a 13-story, 419,069 sq. ft. research building (Seattle Children's Research Institute). Parking for 201 vehicles to be provided below grade.



10 1200 Howell St

Project #3021813: Design review early design guidance application to allow a 41 story building containing 364 residential units above 2,700 square feet of commercial space. Parking for 275 vehicles to be provided in two stories above commercial space and two stories below grade.

11 300 Terry Ave N

Project #3013982: Land Use Application to allow a 15-story structure containing 283 hotel rooms with 11,000 sq. ft. of conference facilities and 7,300 sq. ft. of restaurant space. Existing structures to be demolished.

12 1255 Harrison St

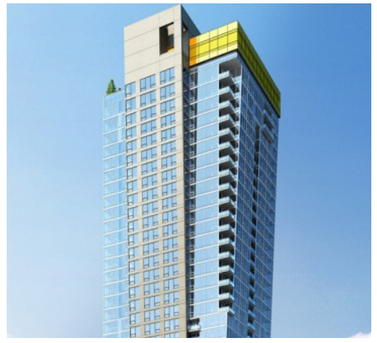
Project #3019339: Land Use application to allow a 7-story apartment building containing 385 units above retail space. Parking for 317 vehicles to be provided. Existing structure to be demolished.

13 221 Minor St N

Project #3012798: Land Use Application to allow a new seven-story building with 264 residential units located above 4,234 sq. ft. of ground level retail. Parking for 264 vehicles to be provided below grade. Review includes demolition of existing 39,000 sq. ft. structure.

14 300 Boren Ave N

Project #3012675: Land Use Application to allow two office towers (one, 12-story and one, 13-story, 800,000 sq. ft.) with 4,000 sq. ft. of retail at street level. Parking for up to 1,120 vehicles will be provided below grade. Review includes demolition of 85,000 sq. ft. of existing structures.



15 1823 Minor Ave

Project #3004848: Land Use Application to allow a 40-story mixed use building containing 366 residential units, above 3,906 sq. ft. of retail at ground level. Parking for 350 vehicles to be located within the structure.

16 1812 Boren Ave

Project #3016574: Land Use Application to allow one, 37-story residential structure containing 410 units and one, 11-story office building containing 307,296 sq. ft. of office, and 2,056 sq. ft. of ground level retail. Parking for 547 vehicles to be provided below grade. Existing structure and surface parking to be demolished.

17 1007 Stewart St

Project #3016095: Land Use Application to allow a 21-story structure containing 356,289 sq. ft. of office and 5,669 sq. ft. of commercial. Parking for 309 vehicles to be provided below grade. Existing 5 story storage warehouse of 76,624 sq. ft. to remain; other existing structures to be demolished.

18 116 Fairview Ave N

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

19 1000 Denny Way

This existing 8-story building consists of offices and ground level retail.

20 2022 Boren Ave

This existing 1-story commercial building consists of a community nonprofit center called the Recovery Cafe.

21 1000 Lenora St

The MCC is a large structure containing seven floors in all. It houses the offices of the departments of Theater, Performance Production, Art, Design, and Film + Media. All these departments hold classes in the building while making use of the other structures in the Main Campus. The MCC, the former Volker Building, is on the National Register of Historic Places.

22 1930 Boren Ave

This existing 2-story commercial building consists of offices and a service center.

23 1916 Boren Ave

This existing 3-story commercial building consists of offices.

24 2015 Boren Ave

Raisbeck Performance Hall, with its Ned & Kayla Skinner Theater, is the principal performance venue at Cornish's Main Campus in downtown Seattle. Displaying the charm and craftsmanship of a bygone era, Raisbeck is the setting for small scale theater productions.

25 1020 Virginia St

Built in 1929 the 2-story building (the Annex) sits next to Raisbeck Performance Hall, and houses classrooms and design studios for the Cornish School of Art Performance Production Department.

26 1000 Virginia St

On the same Main Campus block as Raisbeck Hall (2015 Boren Ave) and the Annex (1020 Virginia St), the Centennial Lab contains Art Department facilities, including senior studios, the L-Gallery and a smaller student-curated gallery.

27 2020 Terry Ave

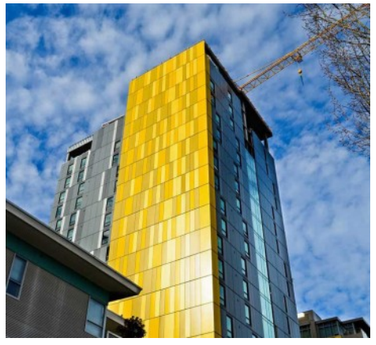
This existing 7-story multi-family building consists of 107 apartments.

28 1001 Lenora St

This existing 3-story industrial building consists of a light industrial facility.

29 2200 Westlake Ave

This existing 18-story residential building consists of 260 condominiums.



30 2025 Terry Ave

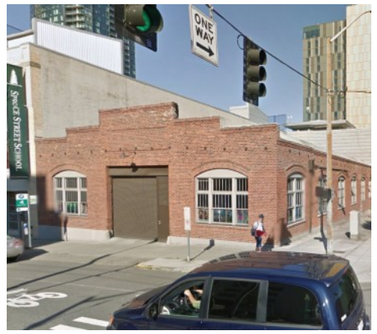
Cornish Commons, the new 20-story residence hall and academic at the corner of Terry Ave. and Lenora St. is Cornish's first “ground up” project since the building of Kerry Hall in 1921. This building serves as aa residence hall, studio spaces, a fireside lounge, and Student Life offices on the first two floors.

31 1900 9th Ave

This existing 11-story medical building consists of medical offices for the Seattle Children's Research Institute.

32 2015 Terry Ave

Carbon 56 is a 4-story concrete and steel building with 56 contemporary urban lofts with five different open floor plans.



33 922 Virginia St

This existing 1-story masonry building is a parking structure.

34 1915 Terry Ave

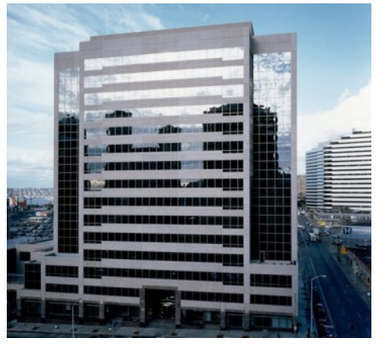
This existing 7-story office building consists of approx. 275,000 sq ft. of office space.

35 1823 Terry Avenue

This existing 37-story multi-family property consists of 333 apartments.

36 1821 Boren Ave

This existing 14-story structure contains 222 units of lodging (Hotel) with 285,553 sq. ft. of office space and 3,529 sq. ft. of retail space. Parking for 335 vehicles is provided below grade.



37 1800 9th Ave

This existing 16-story office building consists of approx. 480,000 sq ft of premium office space.

38 1800 Terry Ave

This existing 5-story office building consists of office space and it currently occupied by Seattle Vault Self Storage.

39 1100 Olive Way

This existing 2-story office building consists of approx. 66, 000 sq ft of office space.

40 1730 Minor Avenue

This existing 18-story office building consists of approx. 400,000 sq ft of office space.

41 819 Virginia St

This existing 33-story apartment building consists of 253 condominium units.

42 1828 Yale Ave

This existing 1-story office building consists of approx. 6,000 sq ft of space and is currently occupied by the Street Youth Legal Advocates Association.

43 111 Yale Ave N

This existing 6-story multi-family property consists of 127 apartment units.

44 133 Pontius Ave N

3 Story Residential Building built in 1916 with 35 Units (28 studios, 7 one bedroom). This building serves households earning 40% and 50% of area median income.

45 207 Pontius Ave N

This existing 6-story hotel property is tenanted by Scca House and the Seattle Cancer Care Alliance.

46 224 Pontius Ave N

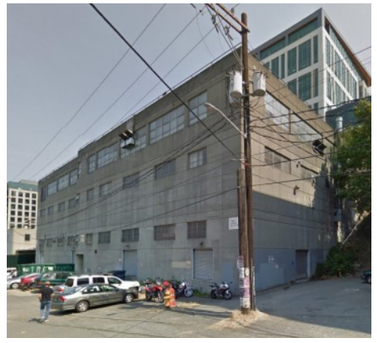
This existing 6-story multi-family property consists of 172 apartment units.

47 227 Yale Ave N

This existing 6-story development includes residences, offices and retail. This building adds an intimate residential character to the community by lining the streets and alleys with townhouses at grade and 172 apartments above.

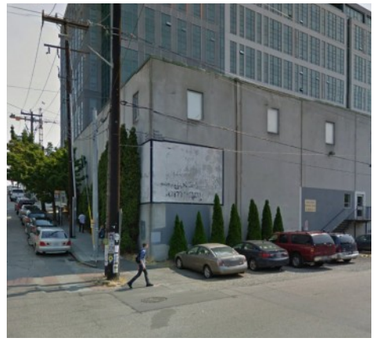
48 201 Boren Ave N

This existing 11-story building contains 6,080 sq. ft. of retail at ground level and 328,815 sq. ft. of office above in an environmentally critical area. Parking for 484 vehicles is provided within the structure.



49 1020 John St

This existing 2-story office building consists of 3,300 sq ft of office space.



50 200 Terry Ave N

This existing 3-story recreational facility consists of an auditorium.

51 333 Boren Ave N

This existing 12 story structure with 517,319 sq. ft. of office space and 16,403 sq. ft. of retail space at ground level. Parking for 772 vehicles is provided within the structure.

52 214 Minor Ave N

This existing 1-story school building consists of a nursery school and other child service organizations.

53 1215 Thomas St

This existing building is a historic church built in 1215. It is occupied by Immanuel Lutheran Church.

54 2407 1st Ave

This existing 1-story office building consists of offices including the Low Income Housing Institute.

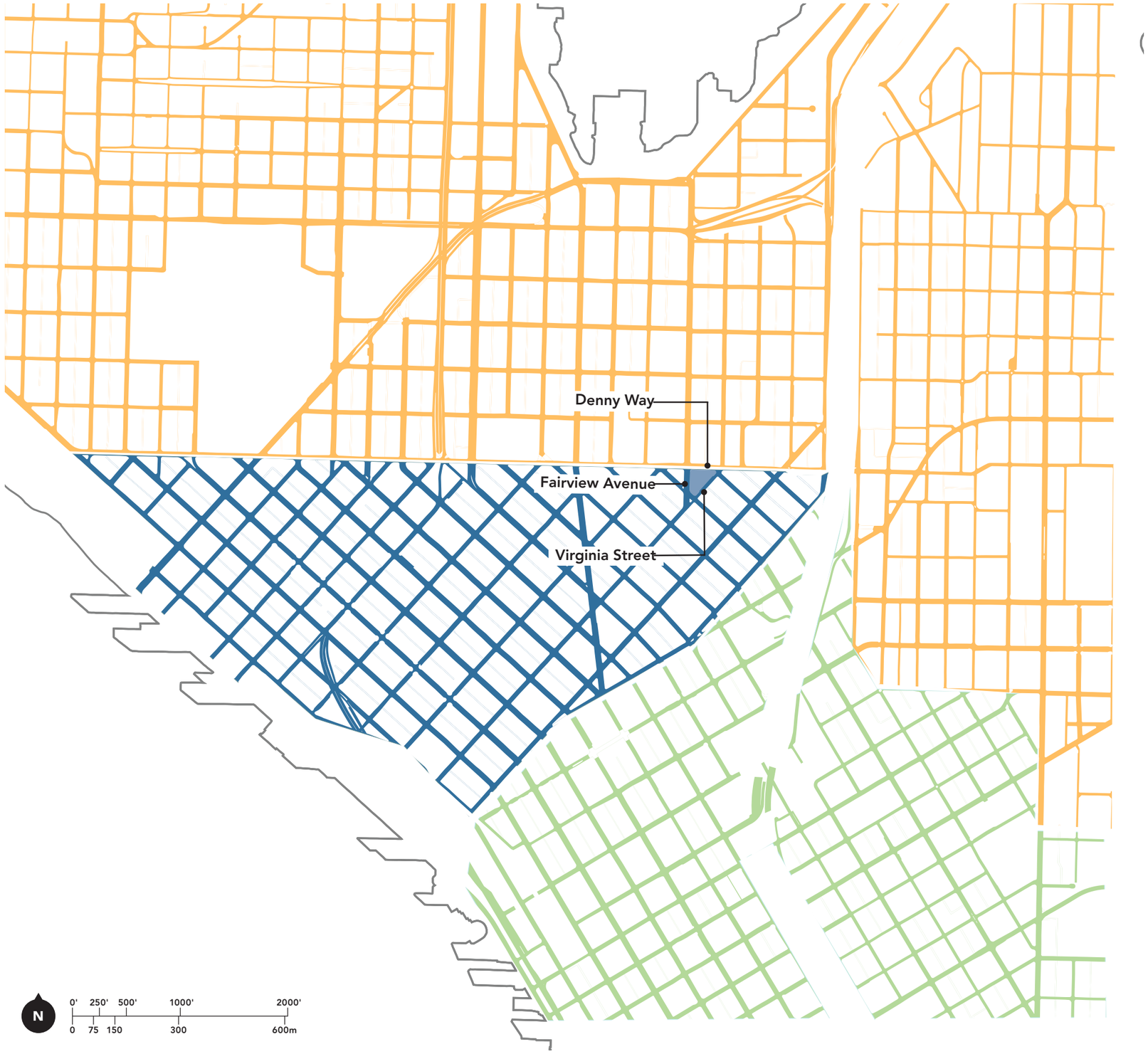
Street Grid

The street layout of Seattle is based on a series of disjointed rectangular street grids.

Although most streets in Seattle run either north-south or east-west this orientation does not apply to one of the oldest and densest parts of the city (and impacts the project site). Bounded by Elliot Bay to the west, Broadway to the east, Yesler Way to the south and Denny Way to the north this area has 2 additional grid types: a grid that is oriented 32 degrees west of north in the southern portion of that exceptional area, and a grid that is oreinted 49 degrees west of north in the northern portion. The two portions are divided by a line that runs along Stewart St. from Alaskan Way to 3rd, Olive Way from 3rd to 7th and Howell St. from 7th to Denny Way.

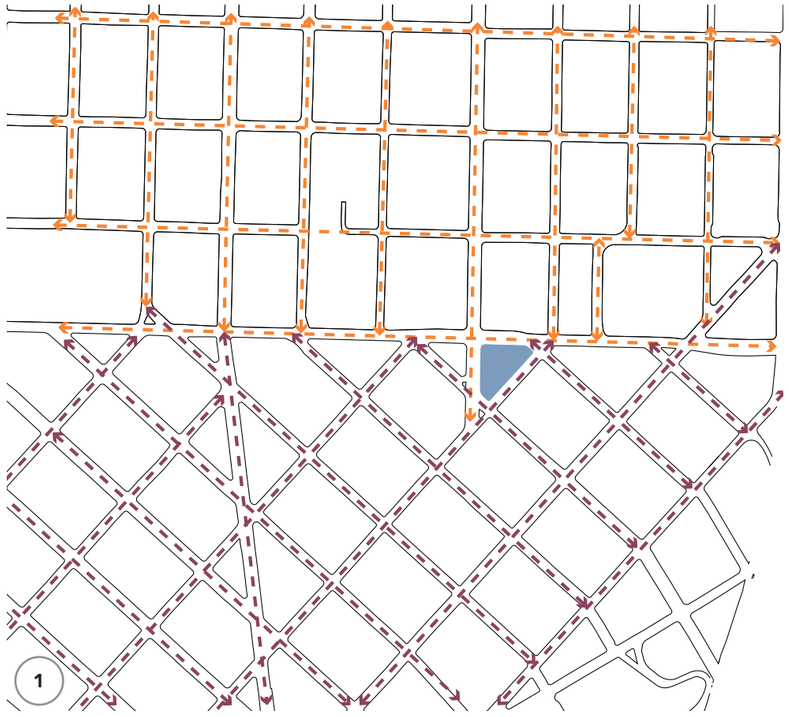
The collision of these grids impact our project site, the Denny Triangle Neighborhood, Downtown, Belltown, portions of Pioneer Square, and First Hill.

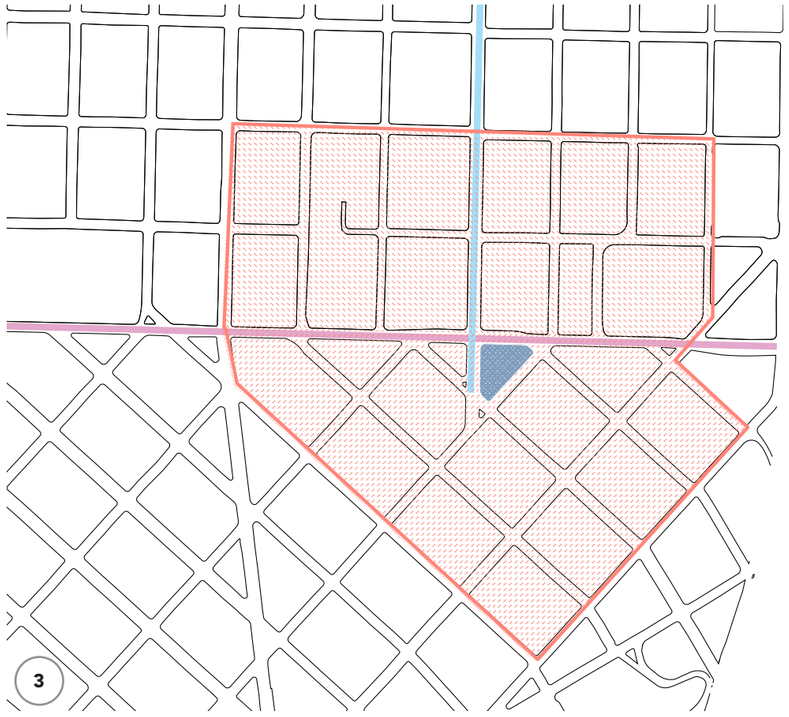
In addition to the shape of the project site being a resultant of the multiple grid typologies colliding, Seattle's systematic use of directionals is also directly apparent on the site. As a rule, Streets run east-west, Avenues run north-south, and Way is a thorough fare that runs in any direction. Street adjacencies to the site include: Denny Way *(running W-E north of the site)*, Fairview Ave. *(running S-N west of the site)* and Virginia St. (*running W-E of the site).*

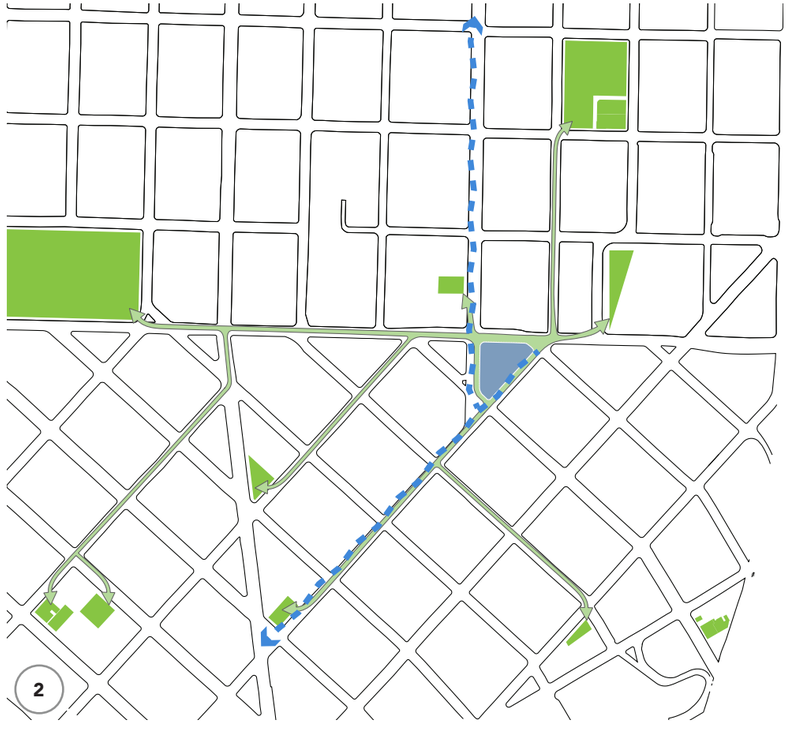


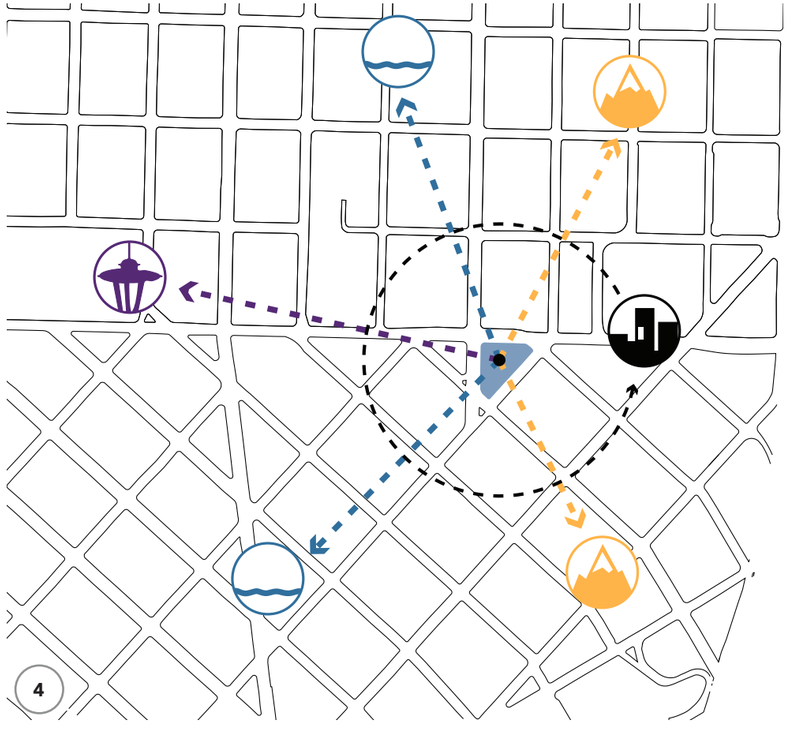
Key

- Grid Type 1
- Grid Type 2
- Grid Type 3









Urban Design Concepts

This project will take into consideration the unique opportunities the site has to offer. The six major urban influences for this project include: the surrounding urban grid, Fairview Ave. and Denny Way, the existing urban fabric, connection to greenspace, connection to water and the surrounding views.

1

Intersection of City Grid

This project site is the direct result of the collision between two different city grids. This allows the form to take direct cues from its urban environment.

2

Connection to Water + Green Space

Through both streets and views the site provides access to two bodies of water: South Lake Union and Elliot Bay. By employing these natural connections the site will highlight the natural assets that Seattle has to offer. With increasing development in the area it is important for the site to maintain a connection to greenspace via views and considerate design at the streetscape level.

3

Enhance Neighborhood Fabric

The site borders the edge of two neighborhoods: South Lake Union and Denny Triangle. This project will act as a seamless addition to both neighborhood fabrics and catalyze connection between the two. Fairview Ave. and Denny Way act as arterial streets that link together several community nodes. This project will take into consideration the relevance of these arteries and enhance the experience at the street level.

4

Connection to Landmarks via Views

In addition to views of water, the site also provides several other key views that will influence the design. Seattle Space Needle, Mount Rainier and Mount Baker along with views of the surrounding Seattle downtown will showcase both the built and natural environments of Seattle.

02.14 Nodes + Landmarks

Key

Live
Work
Visit

Community Nodes + Landmarks

The project site is located within walking distance to many Seattle destinations including:

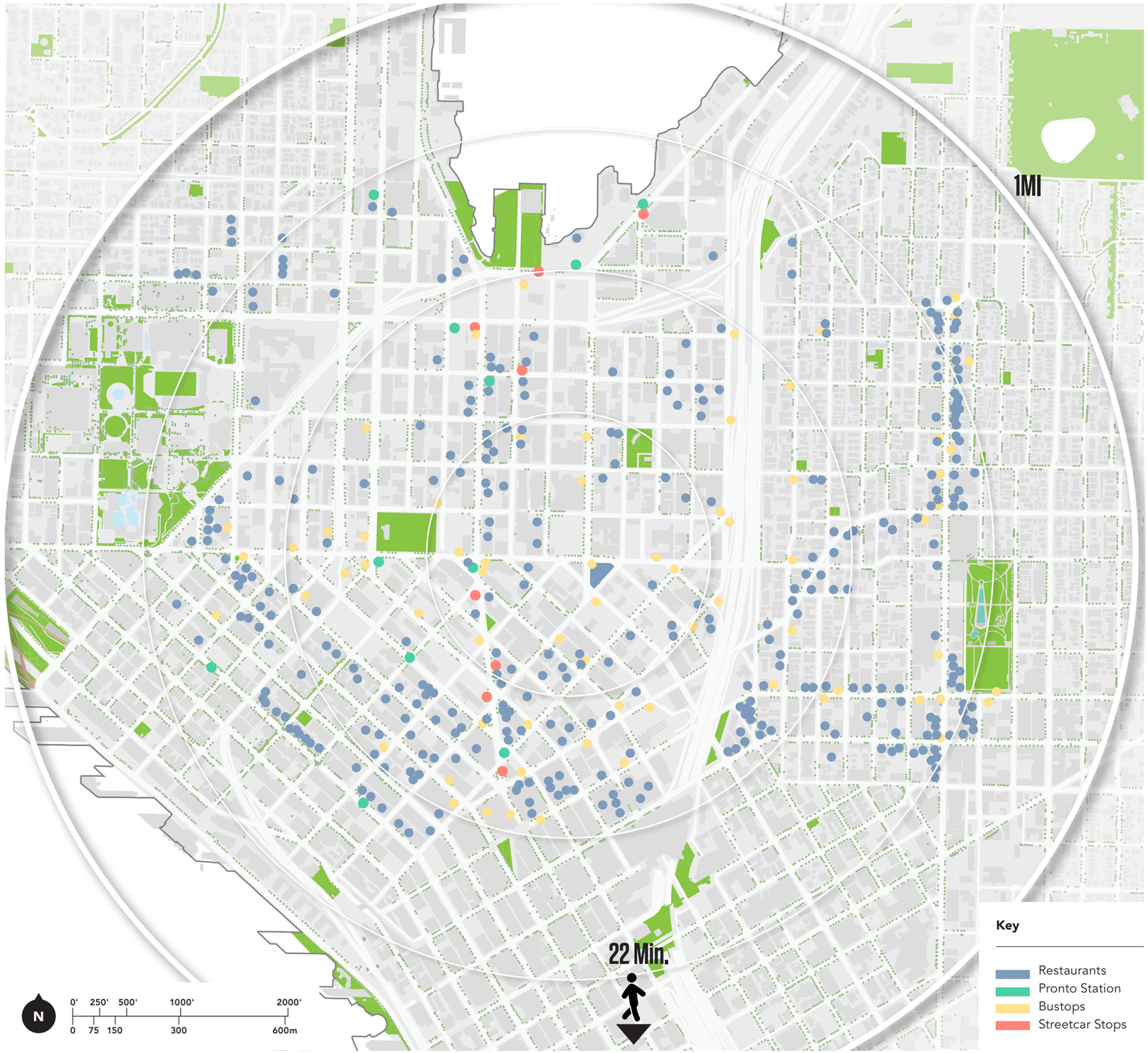
- Pike Place Market
- Olympic Sculpture Park
- Elliot Bay *(the waterfront + ferry terminal)*
- Lake Union
- MOHAI *(Museum of History and Industry)*
- Countless restaurants, bars, local shops and name retailers

The project site is also located amongst several popular neighborhoods including:

- Queen Anne
- Uptown
- Belltown
- South Lake Union
- Capitol Hill

Lastly, the project site also is close to industry including:

- Gates Foundation
- Amazon
- Downtown Core



02.15 Walkable Community

98 WALKSCORE: VERY WALKABLE
walkscore.com

77 BIKESCORE: VERY BIKEABLE
walkscore.com

100 TRANSIT SCORE
walkscore.com

10+ PRONTO STATIONS WITHIN .5 MILE
walkscore.com

13 RESTAURANTS WITHIN 4 BLOCKS
yelp.com

7 MIN. WALK TO THE WESTLAKE STATION
based on 15 min. mile walking time

3 MIN. DRIVE TO DOWNTOWN
walkscore.com

22 MIN. WALKING TO DOWNTOWN
based on 15 min. mile walking time - walkscore.com

12 MIN. PUBLIC TRANSIT TO DOWNTOWN
walkscore.com

02.16 Street Connections

Key

- Existing Corridor
- Future Corridor
- Principal Transit Street
- Place of Interest

Street Connections

Mapping Conclusion#1: In the future Fairview Ave. N and Boren Ave. could be a new, distinctive urban corridor.

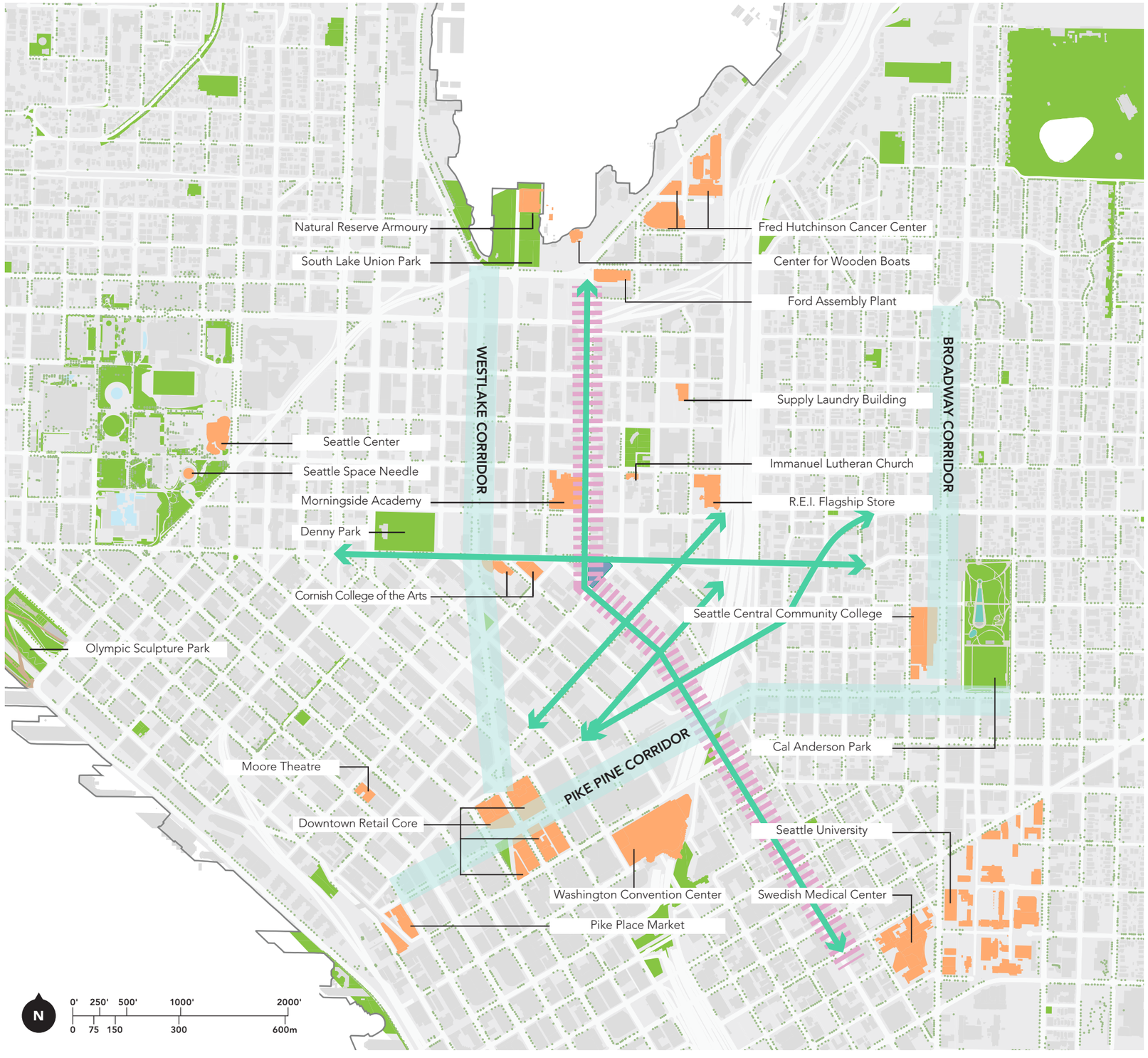
Knowing this information this project will:

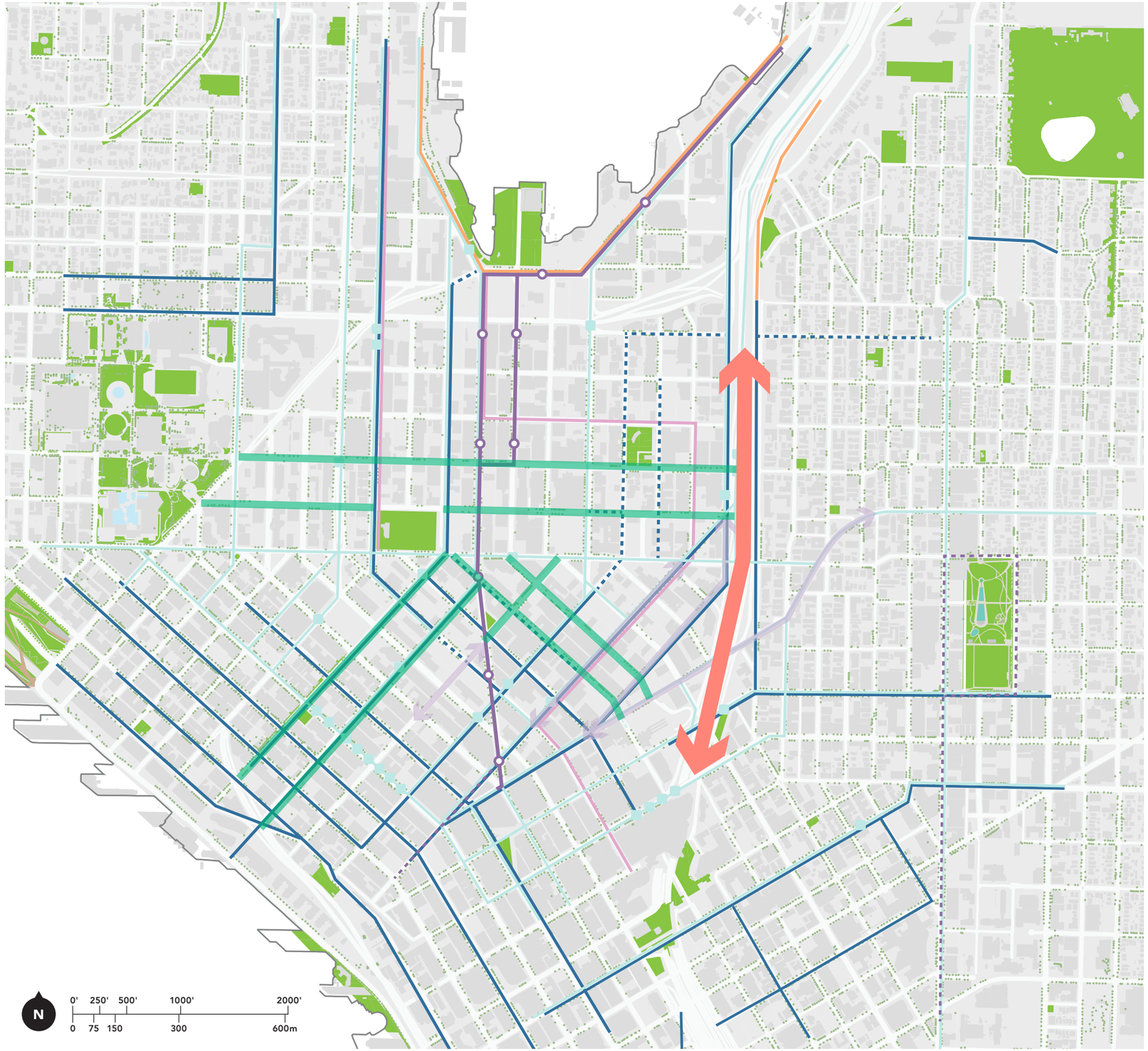
- Establish a strong pedestrian experience along Denny Way, and Fairview Ave. by increasing transparency at the street frontage through the activation of vibrant retail space. The facades along Fairview Ave. and Denny Way will create visual interest through articulation for pedestrians and passengers on the Streetcar and Buses.
- Improve pedestrian safety by providing overheard weather protection, improved lighting and remediated curb cuts.

Mapping Conclusion #2: The Denny Triangle provides multiple points of connection to major neighborhood districts and destinations.

Knowing this information this project will:

- Incorporate a healthy mix of developments in the Denny Triangle can transform the neighborhood into a community and a destination
- Continue the momentum for quality future development in the Denny Triangle Neighborhood.





02.17 Movement Patterns

Key

- City Designated Green Street
- Streetcar Route
- Proposed Streetcar Route
- Streetcar Stop
- Bus Route
- Proposed Bus Route
- Proposed Bike lane
- Pedestrian Route
- Multi-use Trail
- Principal Vehicular Transit Street

Movement Patterns

Mapping Conclusion #1: The Denny Triangle can evolve from a "connector" to a "destination"

Knowing this information this project will:

- Continue to build a strong streetscape design for access to the established transit streets.
- Implement a positive, welcoming streetscape on Fairview Avenue

Mapping Conclusion #2: The project can set a precedent for future development of enhanced streetscape corridors.

Knowing this information this project will:

- Establish a sustainable landscape and stormwater design in the project that supports connection to Seattle's Green Street grid.

Map 1-2 (Street Classifications)

Transit Classifications

The project can be accessed by vehicular means from I-5 via the Mercer St. exit. It can also be accessed within the city through Westlake Ave., Fairview Ave. and Denny Way.

The project site is surrounded by minor transit *(Denny Way and Fairview Ave.)* and arterial streets *(Virginia St.)*. Stewart St. and Howell St. act as principal transit streets dominated by car use.

Pedestrian Street Classifications

The project site is surrounded by Class II Pedestrian Streets. Multiple designated green streets are adjacent to Fairview Ave., Denny Way and Virginia St.

Knowing this information this project will:

- Establish a sustainable landscape that supports connection to the City's Green Street grid.
- Set a precedent for future development of sustainable, enhanced streetscape corridors along Fairview Ave.

Map 3-4 (Transit, Bicycle, Walking Infrastructure)

Public Transit and Bicycle Routes

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

The project site has two bus stops located on Denny Way and Fairview Ave. A few blocks west is the street car track with the nearest stop being: Westlake & 9th-Denny. Stewart St. has a fully separated, protected bicycle lane.

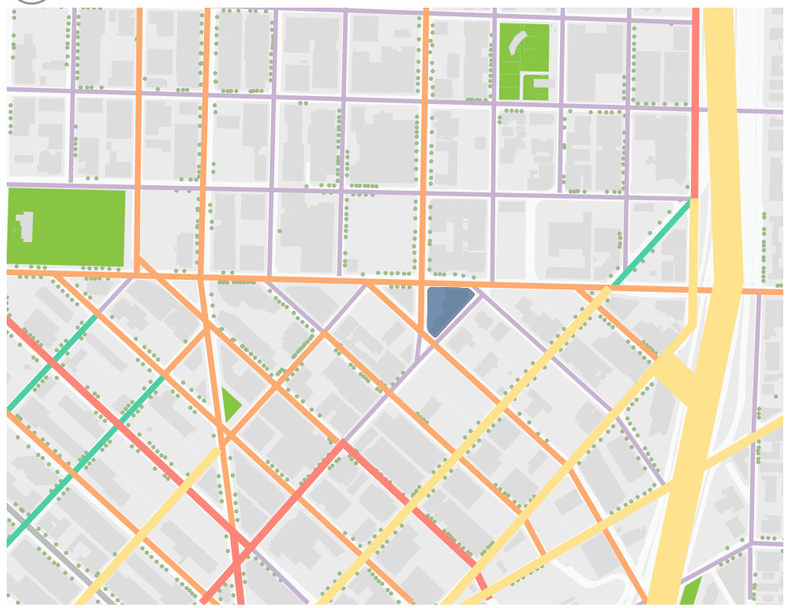
Sidewalk Widths

Surrounding the project the sidewalk widths are commonly 12' with the exception of Westlake Ave., Stewart St. and Howell St. and other busy traffic arteries.

Knowing this information this project will:

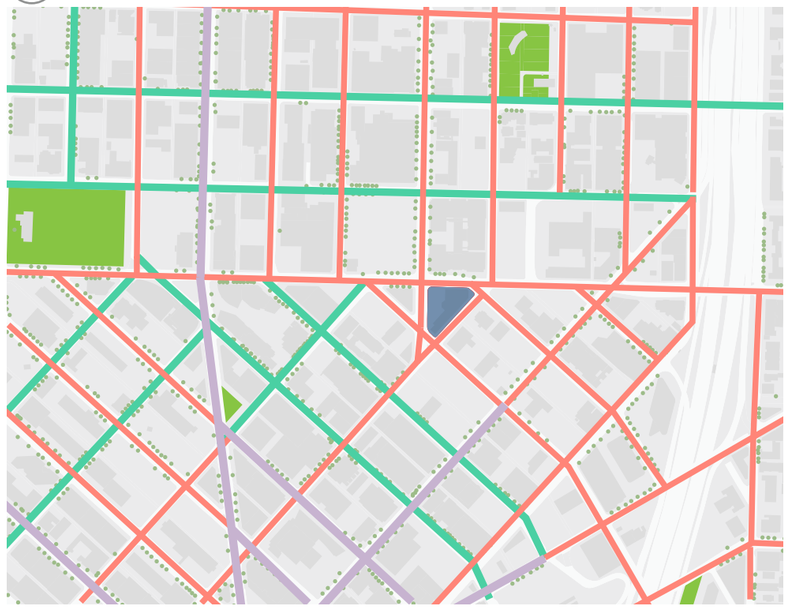
- Continue to building a strong streetscape design for access to the established multi-modal connections.
- Enhance the pedestrian experience and safety.

1 **Transit Classifications**



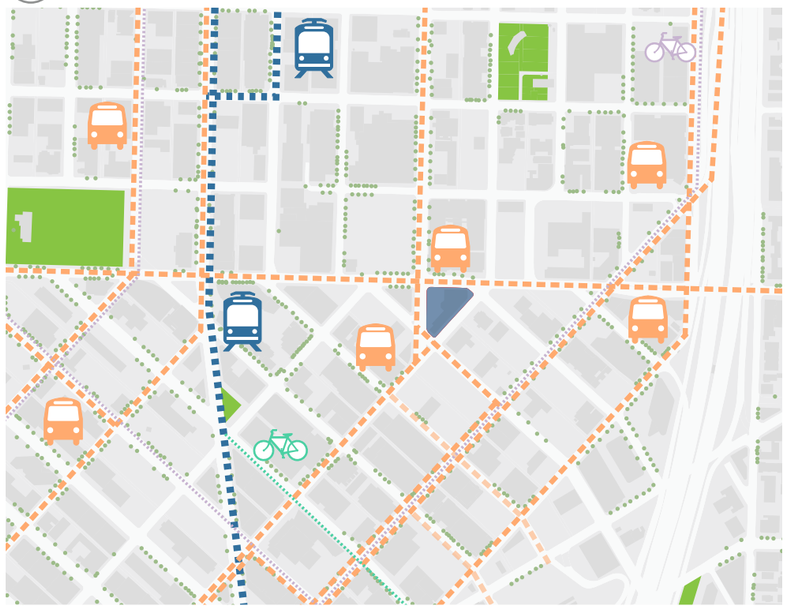
Principal Transit Street
Major Transit Street
Minor Transit Street
Arterial Street
Local Transit Street
Transit Way

2 **Pedestrian Street Classifications**



Class I Pedestrian
Class II Pedestrian
Class III Pedestrian

3 **Public Transit and Bicycle Routes**

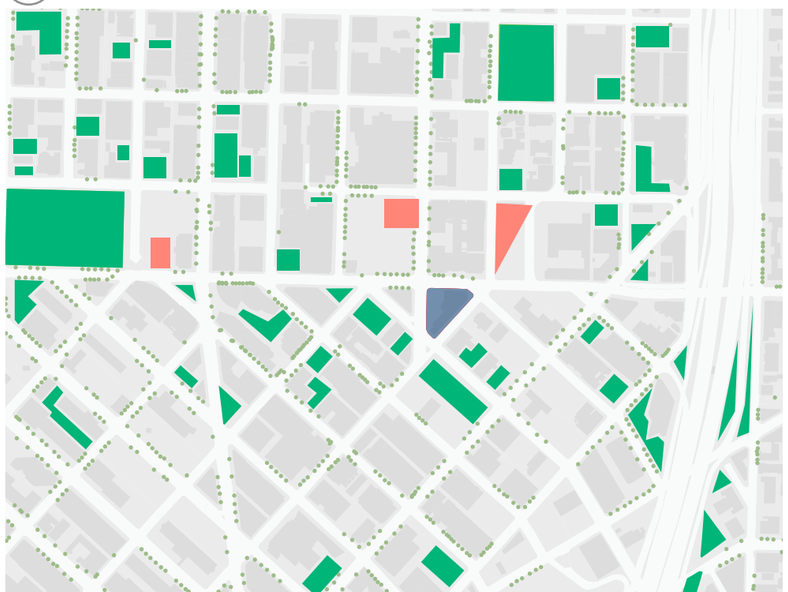


Street Car
Bus Routes
Bicycle Track (Protected Bicycle Lanes)
Bicycle Lane in street (Minor Separation)

4 **Sidewalk Widths**

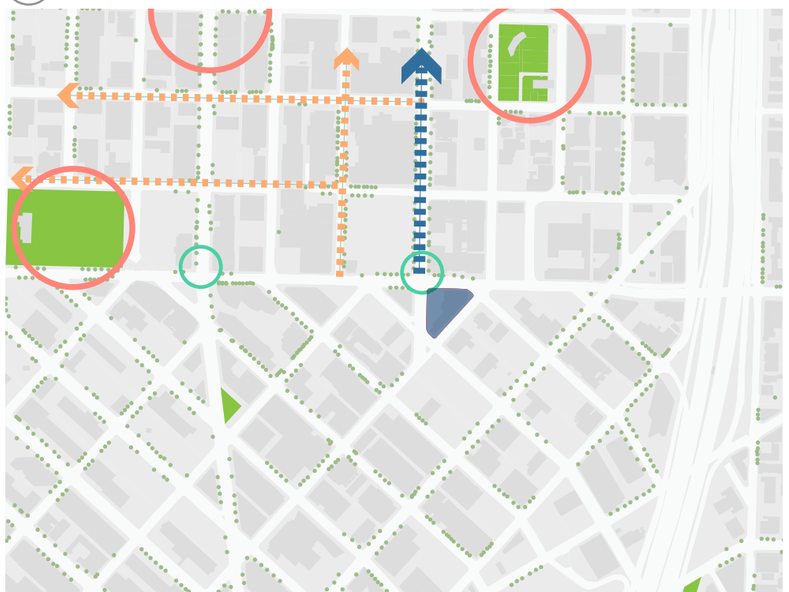
18' Width
15' Width
12' Width
Variable

5 Open Space



Existing Open Spaces
Future Open Spaces

7 Neighborhood Heart, Gateways and View Corridors

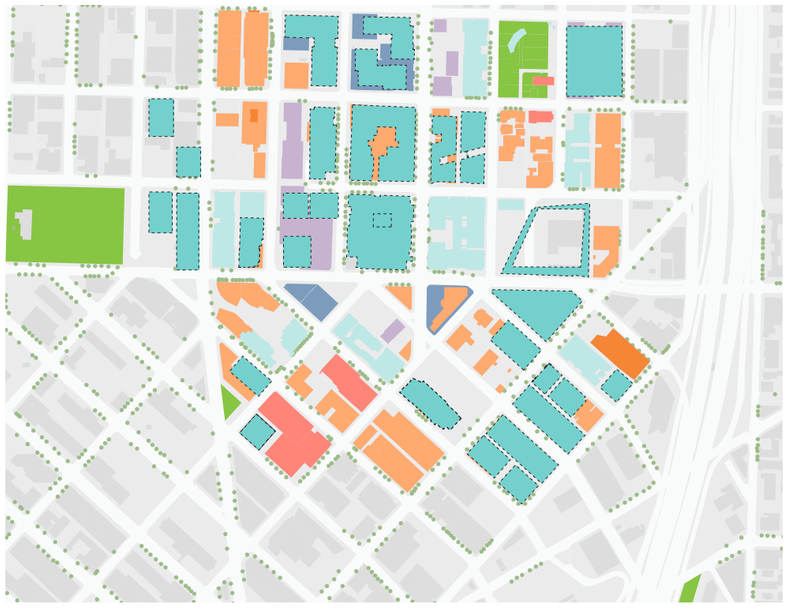


Street level uses required
Neighborhood Retail
Mixed Use
Primary Residential

6 Retail/Residential Edges

Neighborhood Heart
Gateway
View Corridor
SEPA View Corridor

8 Program



Commercial/Office/Retail
Residential/Mixed-use
Civic/Institutional
Industrial
Historic
Future

Map 5-6 (Open Spaces and Edges)

Open Space

Primary open spaces in the site include Denny Park and Cascade Patch with a planned greenspace under construction adjacent to the Denny Substation. While several parking lots also depict open spaces most parcels are currently being slated for future development.

Retail/Residential Edges

The neighborhood plan identifies areas that should concentrate particular uses, as clustering uses helps plan appropriate open spaces and other elements, which in turn help build community.

Corners designated as *"Neighborhood Retail and Service Incentives"* area would be given incentives to provide small commercial establishments to meet neighborhood needs.

Knowing this information this project will:

- Continue to provide a mix of uses that align with the needs throughout the neighborhood

Map 7-8 (Neighborhood Heart and Programs)

Open Space

The immediate area surrounding the development site presents notable views towards Lake Union and the Space Needle; along Fairview Ave. and Boren Ave. to the north, and along Denny Way to the west.

Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Gateways at Westlake and Fairview Ave. provide entries/exits to and from South Lake Union and the Denny Triangle.

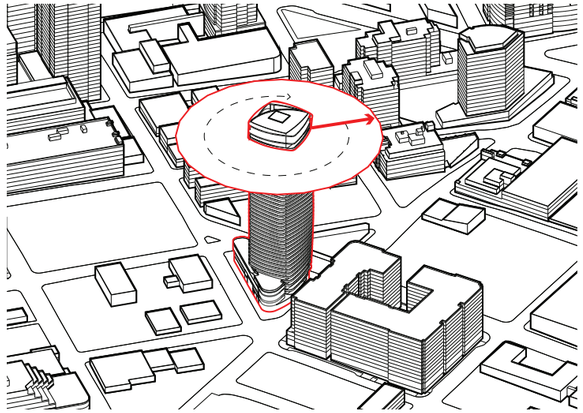
Program

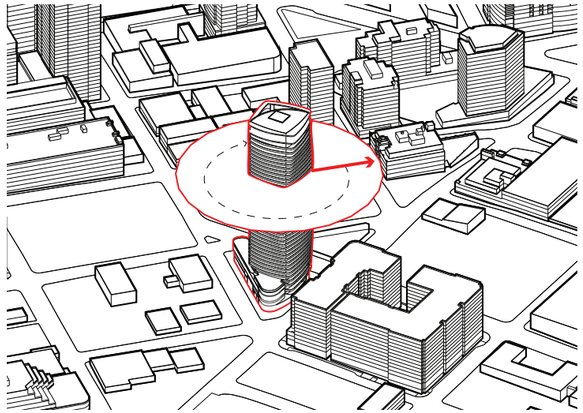
Surrounding the site are several proposed developments that will increase the area density and provide the area with much-needed residential while also increasing the amount of commercial, office and retail space.

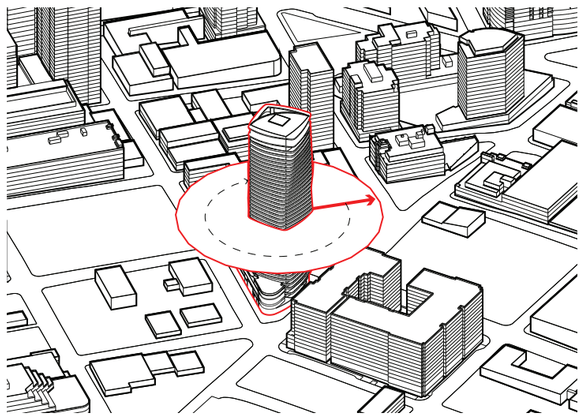
Knowing this information this project will:

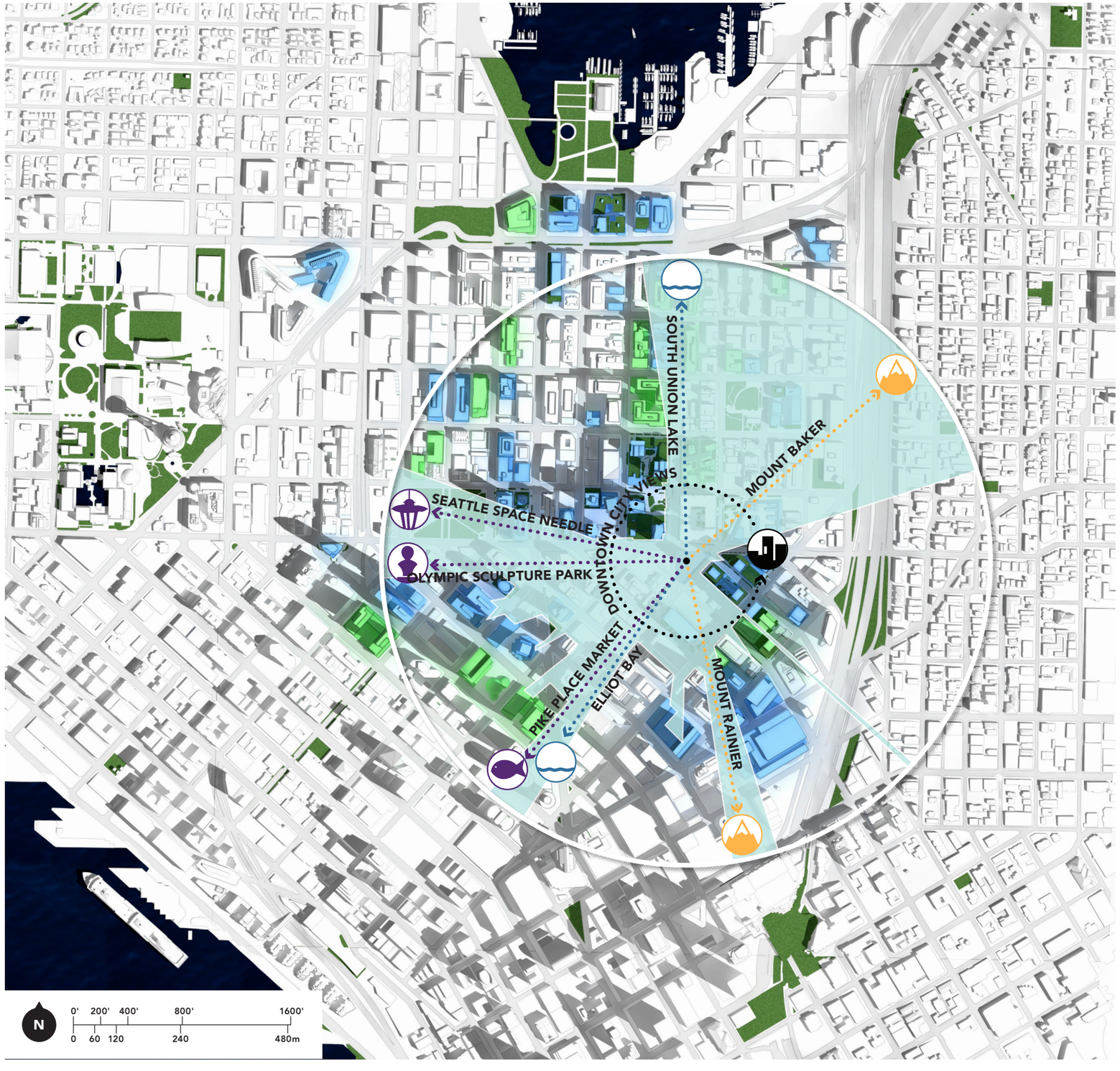
- Have a primary entry and facade that respond to the heart locations.
- Provide program that is in line with the current needs of the neighborhood.

02.19 Existing Views + Opportunities









02.20 Future Views + Opportunities

Key

- Built Tourist Attractions
- Water Tourist Attraction
- Mountains

Views

Key views of the Pacific Northwest are visible from the upper residential portions of the tower including: the Cascade Mountains (including Mount Baker) to the east, Mount Rainier to the south, and Elliot Bay with the Olympic Mountains to the west.

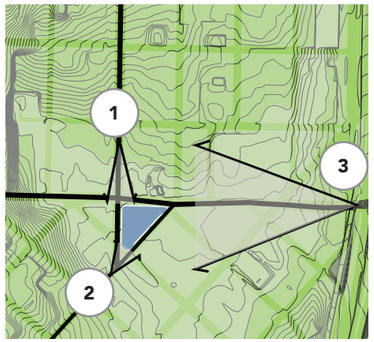
Complemented by an urban experience, views to the south highlight downtown Seattle, while the north features views of the Space Needle.

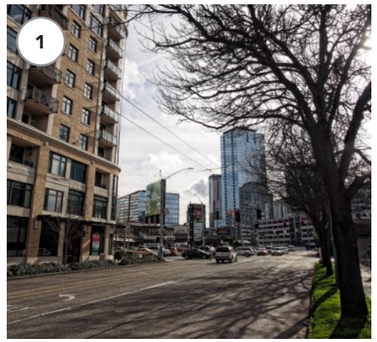
Mapping Conclusion: Currently constrained views along Fairview Ave. and Virginia St. focus attention at a street level

Knowing this information this project will:

- Continue to build a bold streetscape design to communicate a neighborhood destination/arrival area and sense of place
- Further develop the framework for strong pedestrian corridors along Fairview Ave., Denny Way and Virginia St. further defining the district character

02.21 Landform + Topography





Observations and Opportunities

Mapping Conclusion #1: The prominent building site is seen from surrounding hills. Sloping change in topography at Denny Way and Fairview Ave. signals entry/exit to/from the neighborhood

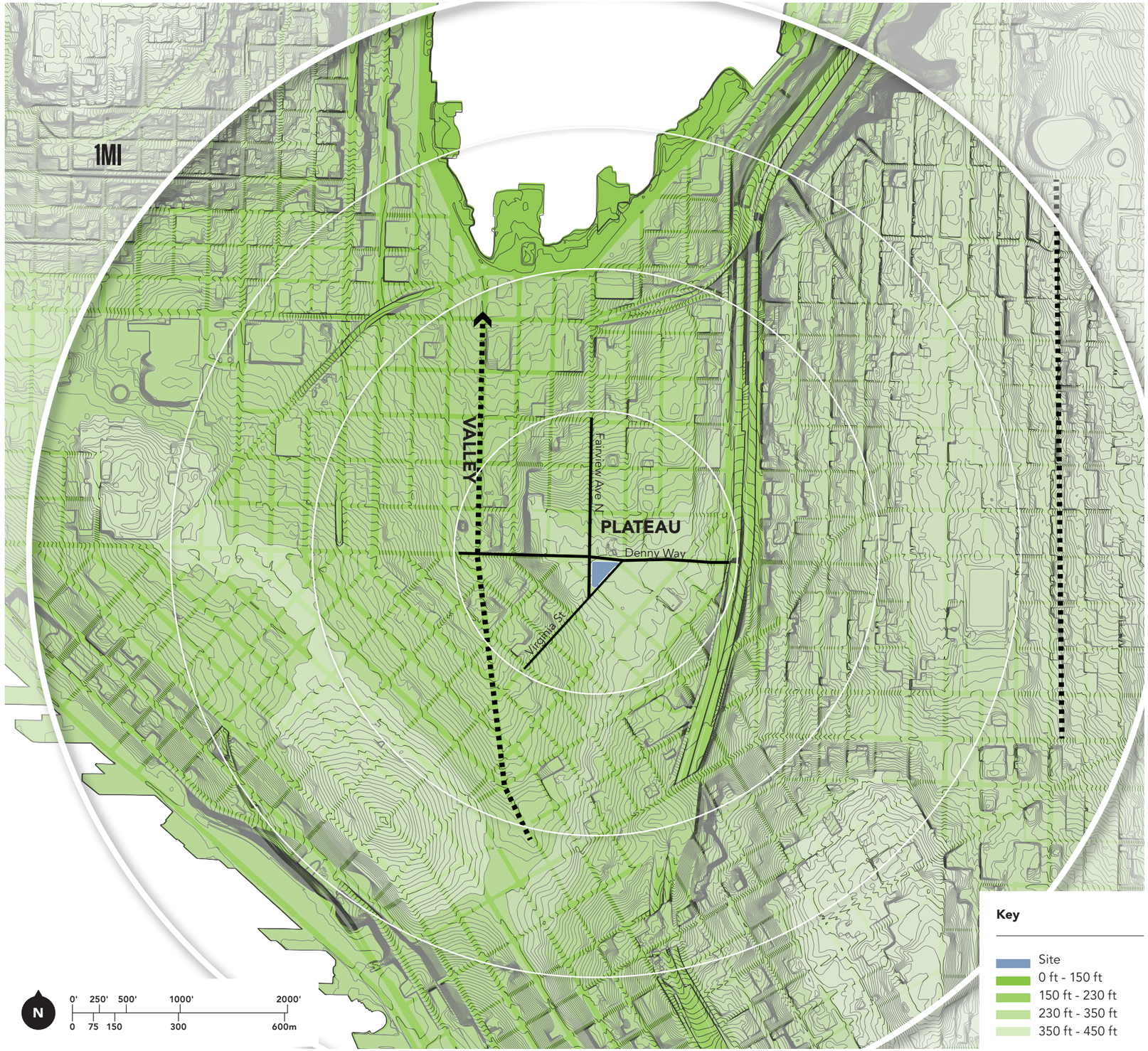
Knowing this information this project will:

- Create an important contribution to the sweeping city views from the east *(Capitol Hill, First Hill)* and the northwest *(Queen Anne).*
- Create a place in the Denny Triangle that excites and brings interest to the area

Mapping Conclusion #2: Sloping change in topography at Denny Way and Fairview Ave. signals entry/exit to/from the neighborhood

Knowing this information this project will:

- Complete Fairview streetscape in order to form a strong identity and gateway to the neighborhood

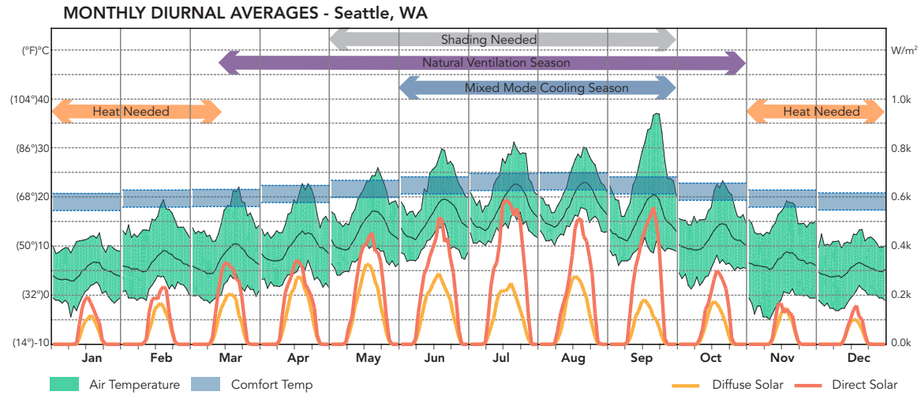


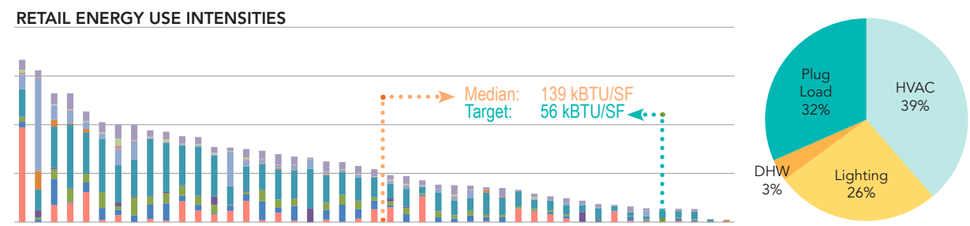
BOSA PROPERTIES ZGF COTTER

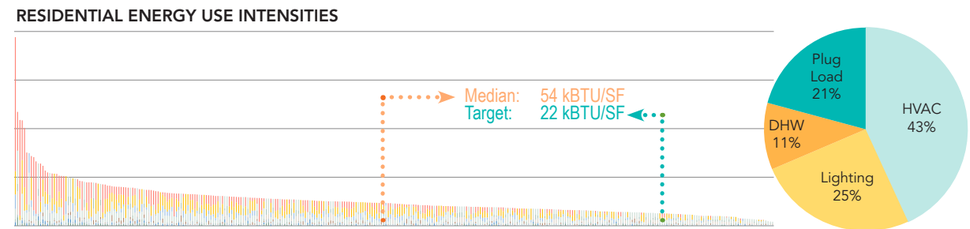
02.22 Climate

Climate

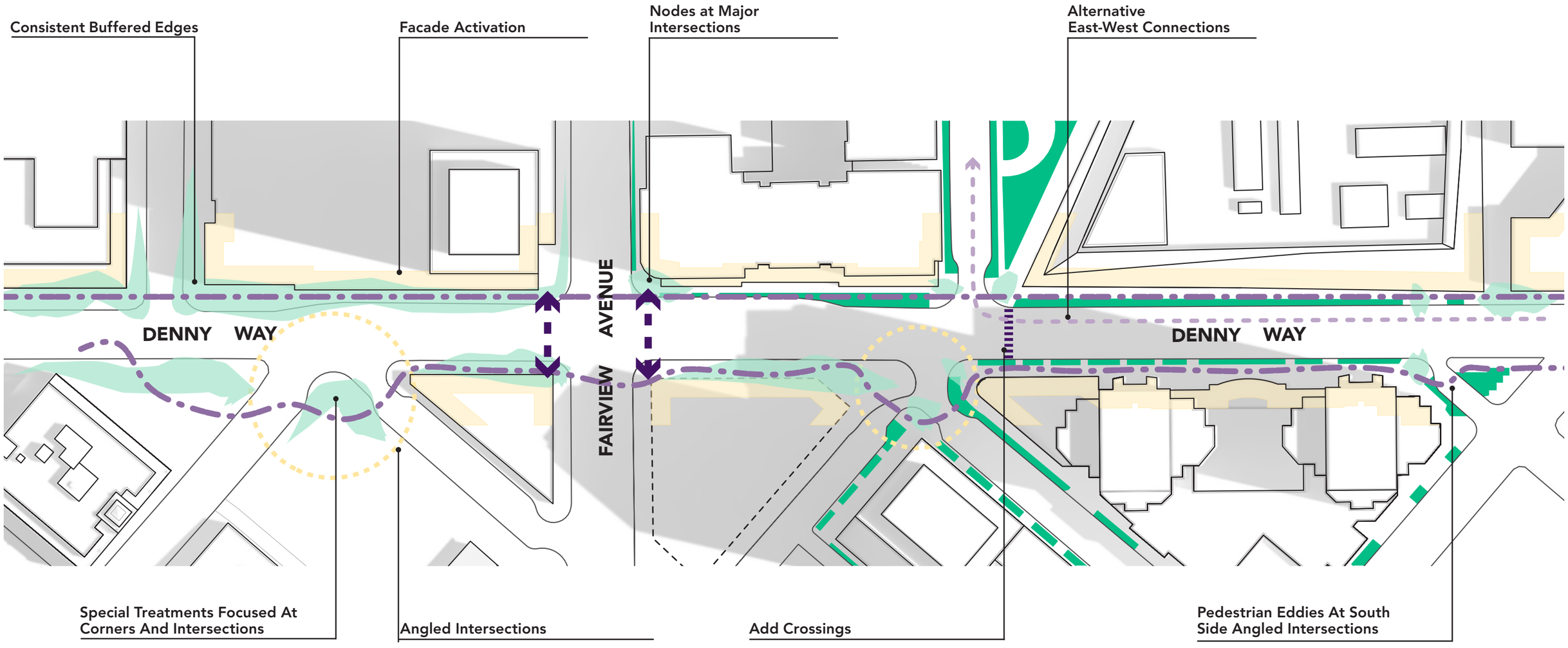
Seattle has a mild climate perfectly suited for natural ventilation strategies for most of the cooling season. Summers tend to be mild and sunny with few hours above 80°F and low relative humidity. Furthermore, even on the hottest days, the temperature drops back down to below 70°F at night, making the use of thermal mass and phase change materials with night flush ventilation a viable design strategy.







02.23 Adopted Street Concept Plan



Principles

The following principles from the Denny Street Concept Plan wll be important considerations in this project.

Pedestrian Amenity

Pedestrian 'eddies' *(minor pockets of tucked away from the main traffic flow)* should 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.

Design Continuity

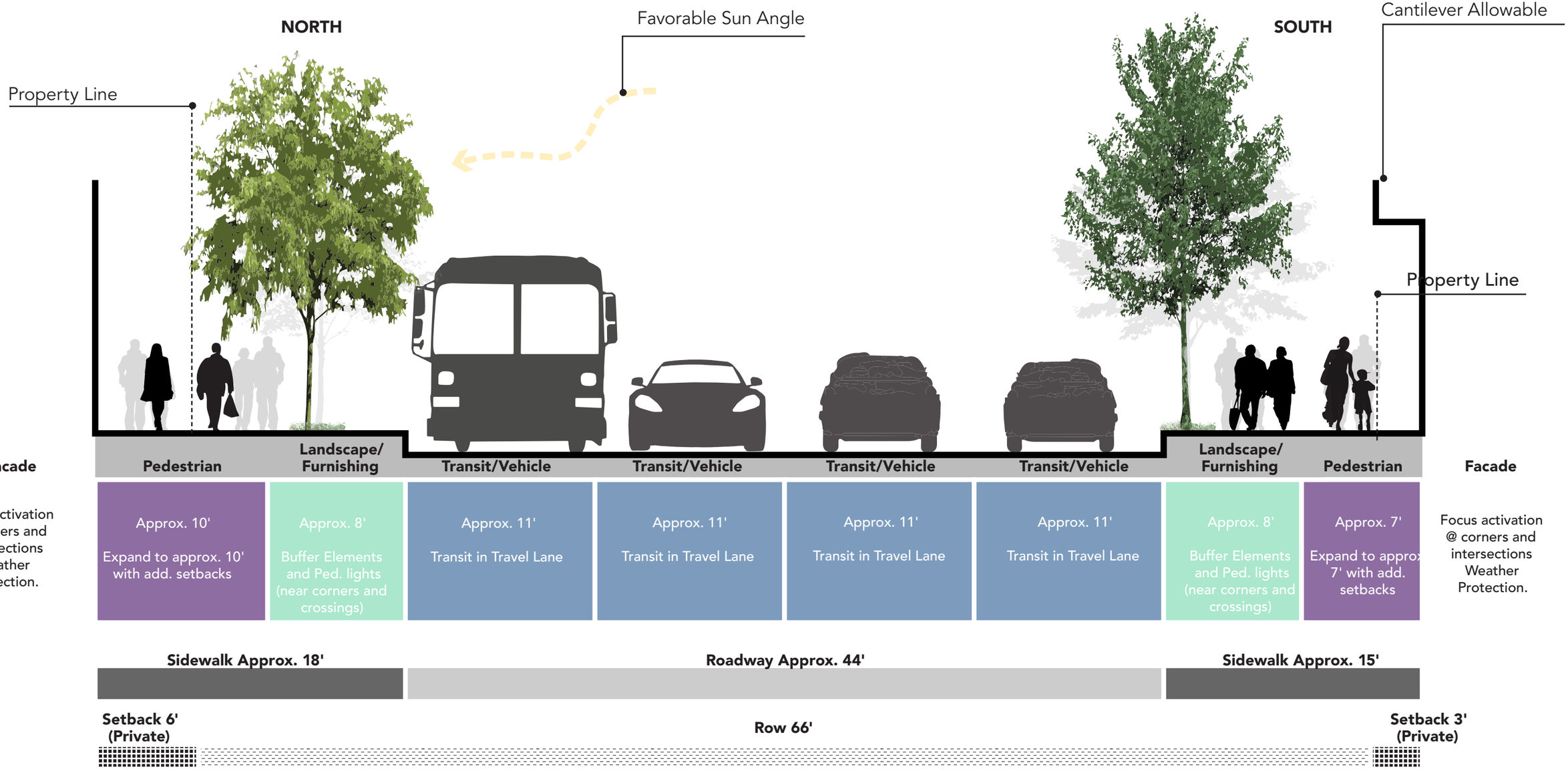
No single 'branded' identity is proposed for Denny Way. Design elements on the street should associate with adjacent neighborhoods.

Facade Activation and Entries

Facade activation *(such as transparency, and retail activity)* and building entries at eddies and intersections should be applied where possible.

Consistent Buffered Edge

A consistent buffered edge can be achieved with the treatment of the landscaping zone and can enhance the pedestrian experience, visual quality, and facilitate traffic flow.



Preferred Denny Way Street Section

Sidewalks

South side *(constrained)* should total 15′ in width. *(3′ setback increase from base standard.)* North Side, *(less constrained + favorable sun angle)* should total 18′ in width. *(6′ setback increase from base standard.)*

Landscape / Furnishing Zone

The zones adjacent to travel lanes should be 8′ in width *(including the required 3′ clear zone at the roadway edge)*. No tree pit should be smaller than 6′ x 8′. Landscaping should include buffering elements, (*i.e. thick evergreen planting)* to a height of 18″ - 36″ inches. Pedestrian scaled lighting 12′ - 20′ in height should be located at corners and intersections.

Pedestrian Zone

The pedestrian zone should total 10′ in width on the north side, and 7′ in width on the south side. The larger, north sidewalk accommodates a more direct east-west walking path not encumbered by angled intersections.

Bus Zones

Bus zones should be integrated with the building facade where possible. Canopy overhead weather protection attached to the building is preferred. Lean rails, benches and under-canopy lighting should be included.

Facade Activation

Facade activation should be focused at corners and intersections. Facade activation such as retail, and entrances should be placed at these key locations. Midblock frontages onto Denny Way should include building

03

Design Guidelines

This project has considered all of Seattle's design guidelines for downtown development in terms of both site planning + massing and architectural expression.

This spread details the priority design guidelines for this project and includes conceptual images as part of its response.

Site Planning + Massing

A-1 Respond to the Physical Environment

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

The project will emphasize the intersection between three major streets: Fairview Avenue, Denny Way and Virginia Street. The project will also feature streetscape development along Fairview Ave in support of a dynamic pedestrian corridor between South Lake Union and the Denny Triangle.

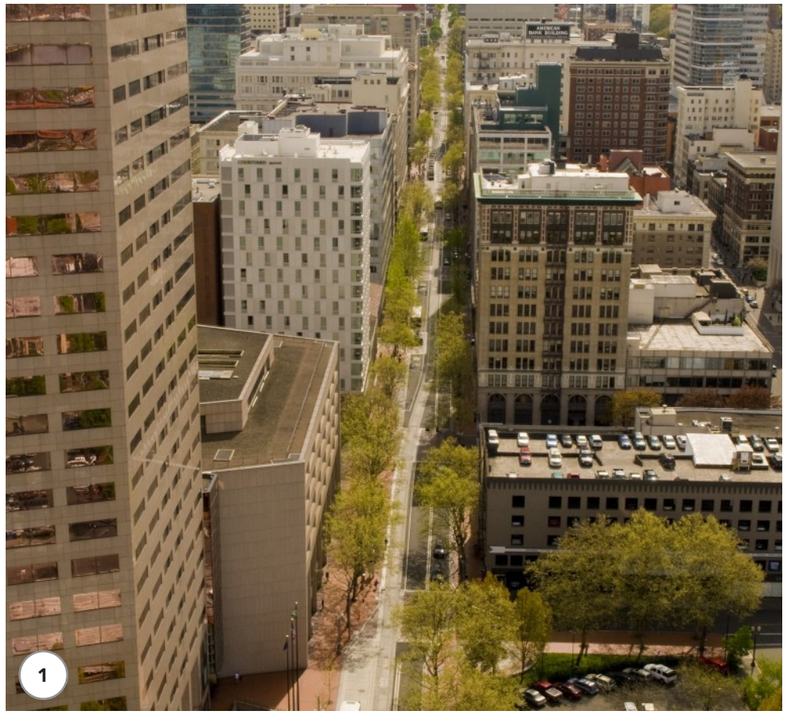
Much of the Denny Triangle area is currently covered with surface parking lots. This creates a distinct lack of meaningful context. The project is characterized by a purposefully sculpted tower, which transforms the building and neighborhood into a gateway to Downtown. Retail along Denny way will suggest a future pattern for development.

A-2 Enhance the Skyline

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

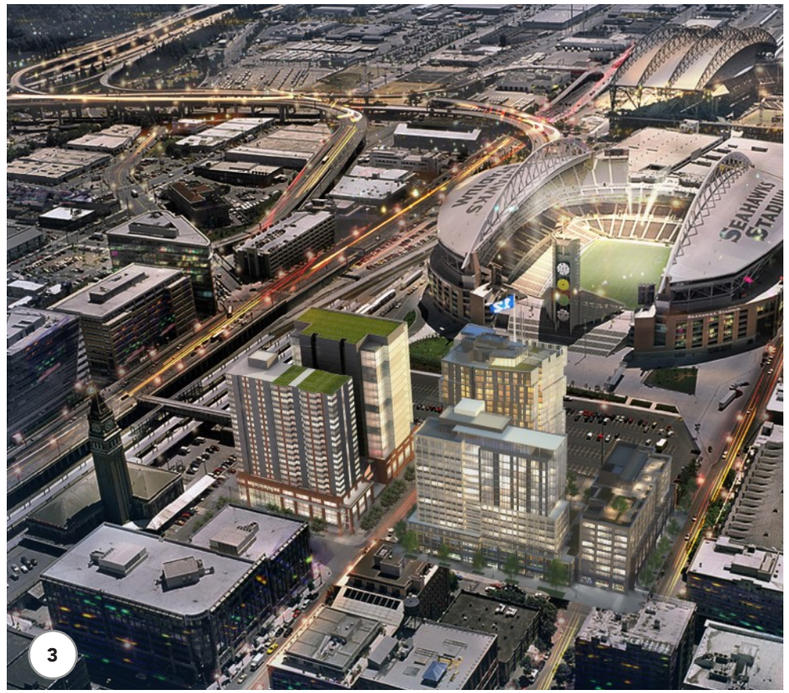
The project will maintain street edges at all three corners of the site, allowing the upper portion of the project to contribute to the downtown skyline.

Amenities on the rooftop activate the skyline creating energy at an urban level.



1 Respond to the Physical Environment

2 Enhance the Skyline



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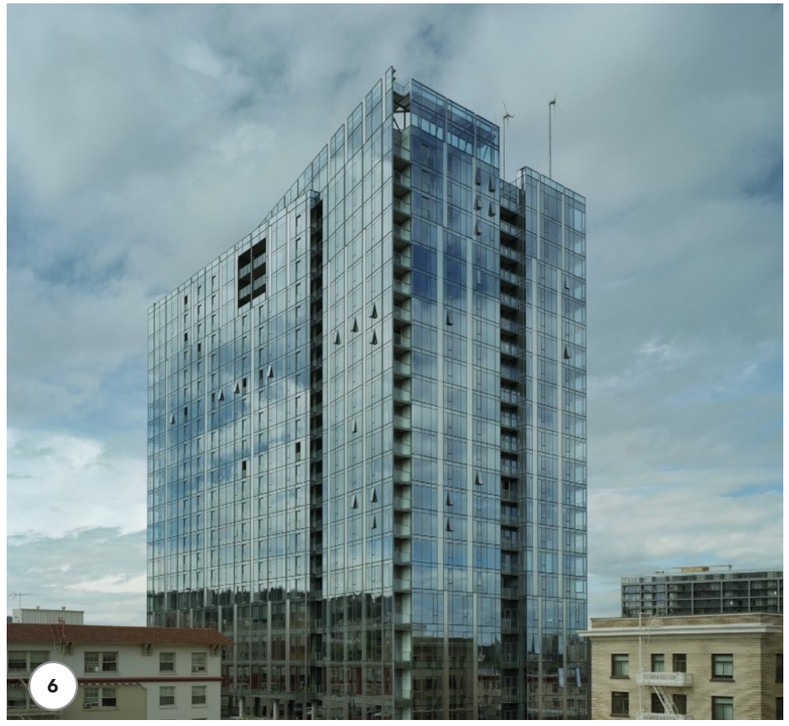


6

Architectural Expression

B-1 Respond to the Neighborhood Context

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

The project will enhance security and human activity along Denny Way, Fairview Avenue, and Virginia Street. The project will create a pedestrian connection between South Lake Union and Denny Triangle.

B-2 Create a Transition in Bulk and Scale

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

Denny Way demarcates a change between SM 240/125-400 and DMC 240/290-400. The project, in its distribution of FAR, scale and massing will create a transition between the two zones.

B-4 Design a Well-Proportioned and Unified Building

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

The project will distinguish between the retail and amenities podium and residential tower through form and fenestration; yet the project will be perceived as a unified whole, through complimentary and cohesive materials and a consistent level of detail.

3 Respond to the Neighborhood Context

4 Create a Transition in Bulk and Scale

5 Reinforce the Positive Urban Form

6 Design a Well-Proportioned and Unified Building

The Streetscape

C-1 Promote Pedestrian Interaction

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

The proposed open space/recess at the sidewalks along Fairview Avenue, Denny Way, and Virginia Street will create a safe and inviting place for pedestrians.

C-2 Design Facades of Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety and orientation.

The project will utilize multiple scales in its architectural expression, arranged in such a way that creates a cohesive whole.

C-4 Reinforce Building Entries

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

Entries will be clearly marking to create a sense of place and allow for ease of way finding. The entries will be located under canopies for pedestrian comfort and safety.

The entry will be slightly pulled back from the property line creating a purposeful transition from the street to the interior.

C-5 Encourage overhead weather protection

Encourage project applicants to provide continuous, well-lit, overheard weather protection to improve pedestrian comfort and safety along major pedestrian routes.

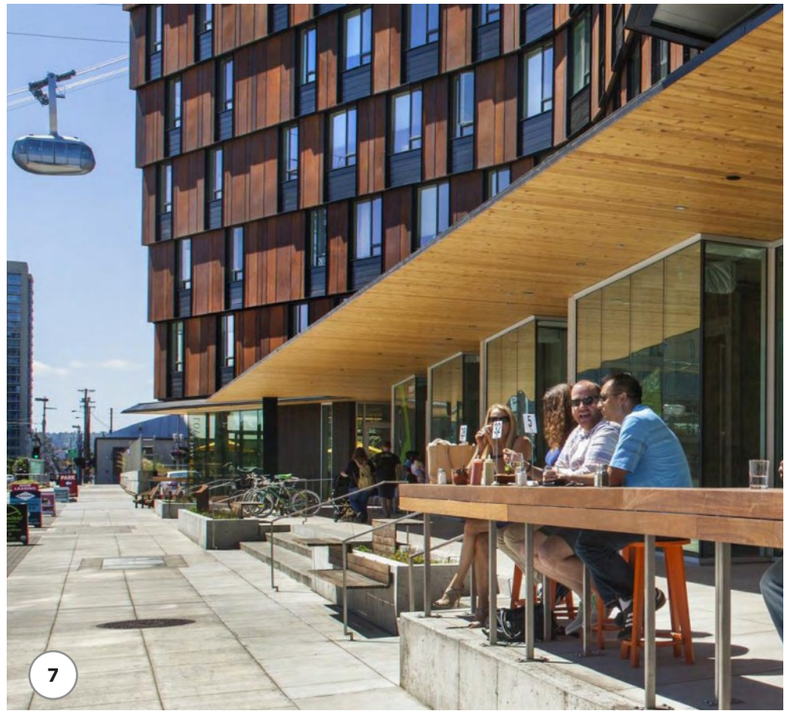
The project will employ weather protection around the entire building (on all three street frontages).

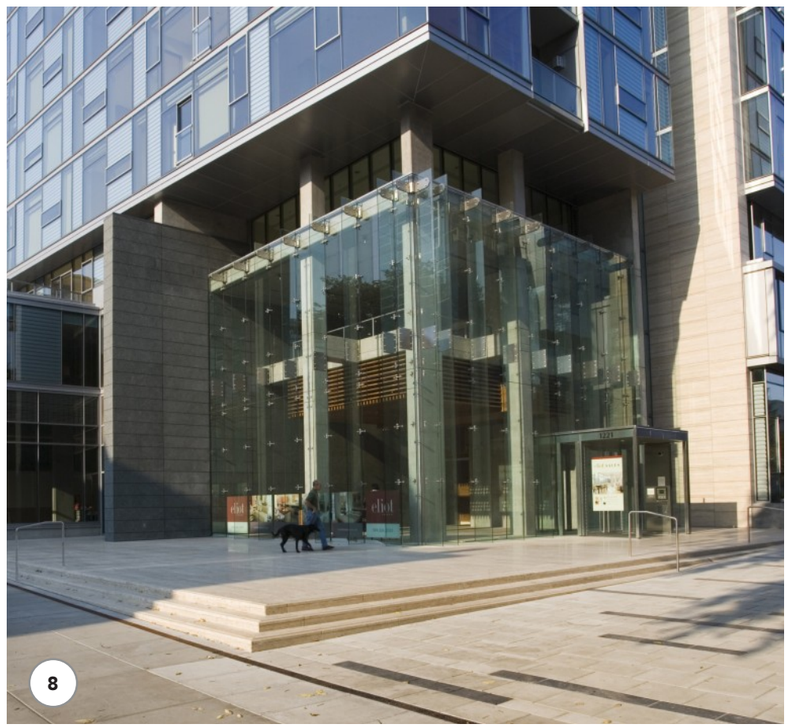
7 Promote Pedestrian Interaction

8 Reinforce Building Entries

9 Design Facades of Many Scales

10 Encourage overhead weather protection





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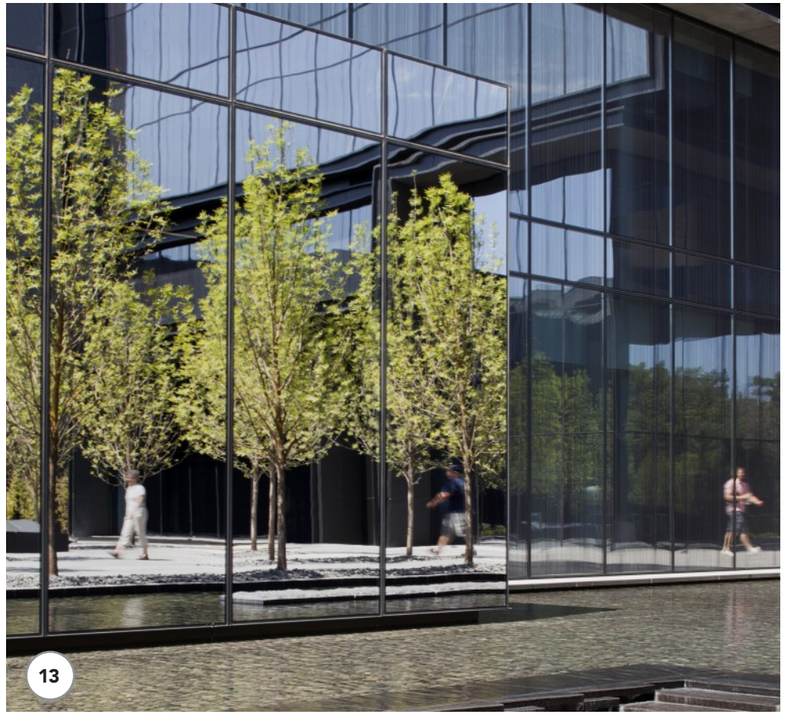

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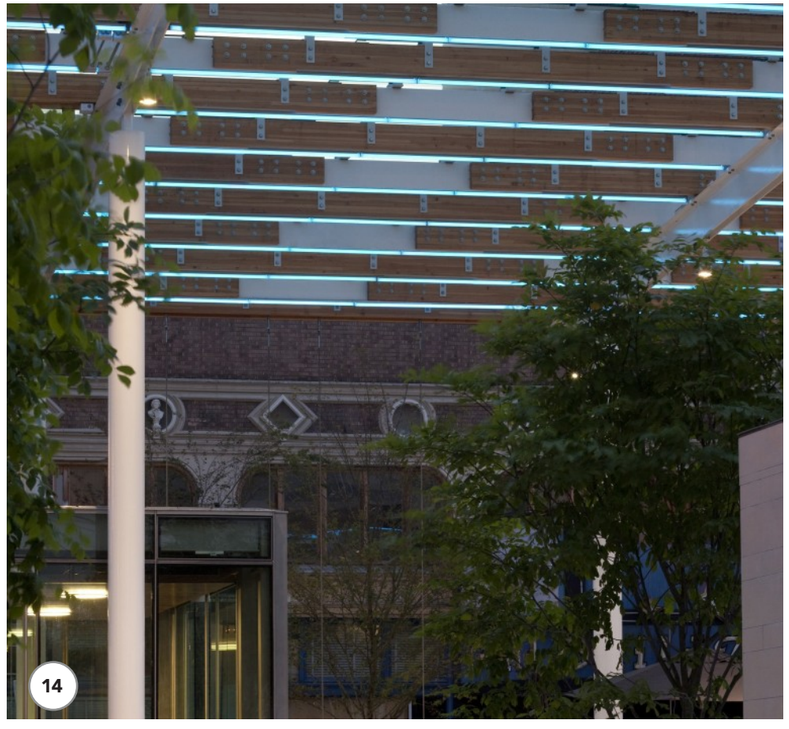


14

Public Amenities

D-1 Provide Inviting and Usable Open Space

Design pubic open spaces to promote a visually pleasing, safe, active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

The ground level will also benefit from expanded sidewalks and greenspace at all three corners of the site in multiple scales.

D-2 Enhance the Building with Landscaping

Enhance the building and site with substantial landscaping - which included special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

The project will use street trees, plantings and furnishings that complement the landscaping beyond the property.

D-3 Provide Elements that Define the Place

Provide special elements on the facades within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

The proposed podium will work to create a sense of place, particularly as perceived by pedestrians.

D-5 Provide adequate lighting

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

The project will employ adequate lighting on all three street frontages to provide comfort and security for pedestrians.

11 Provide Inviting and Usable Open Space

12 Enhance Building with Landscaping

13 Provide Elements that Define the Place

14 Provide adequate lighting + Design for personal safety and security

04

Site Analysis

This project has analyzed the existing site in its existing state and context.

This chapter details this research and includes conceptual images as part of its response.

Site Area
The site contains approximately 24, 459 sq ft with approx. 171 feet of frontage on Denny Way, approx. 192 feet of frontage on Fairview Ave, approx. 256 feet of frontage on and Virginia Ave, approx. 32 feet of frontage on Boren Ave, and approx. 30 feet of frontage on Minor Ave.

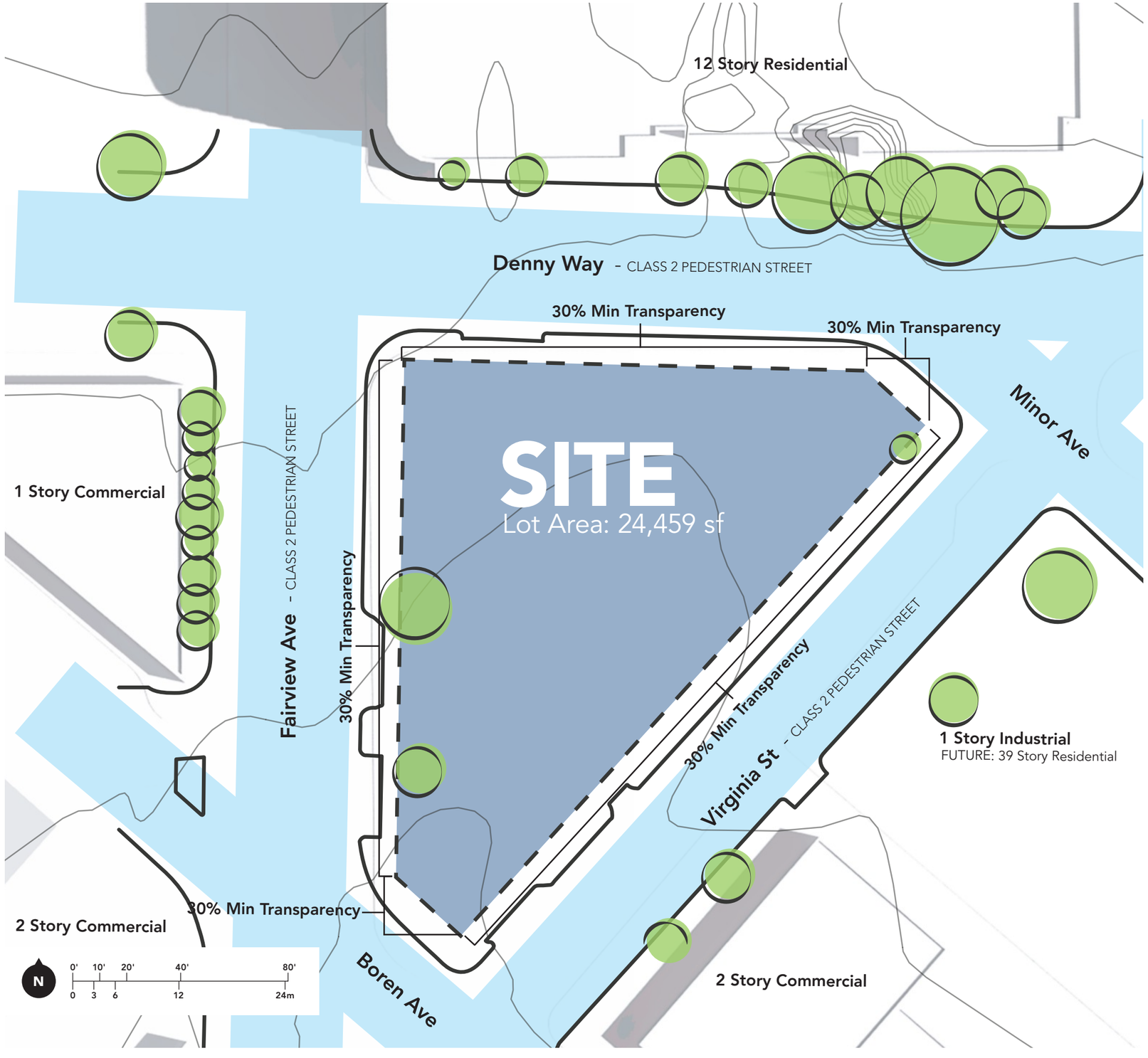
Topography
The site is located on a plateau. It slopes up from South to North by approx 4 feet. From East to West its slope is much less significant, at less than 1 foot.

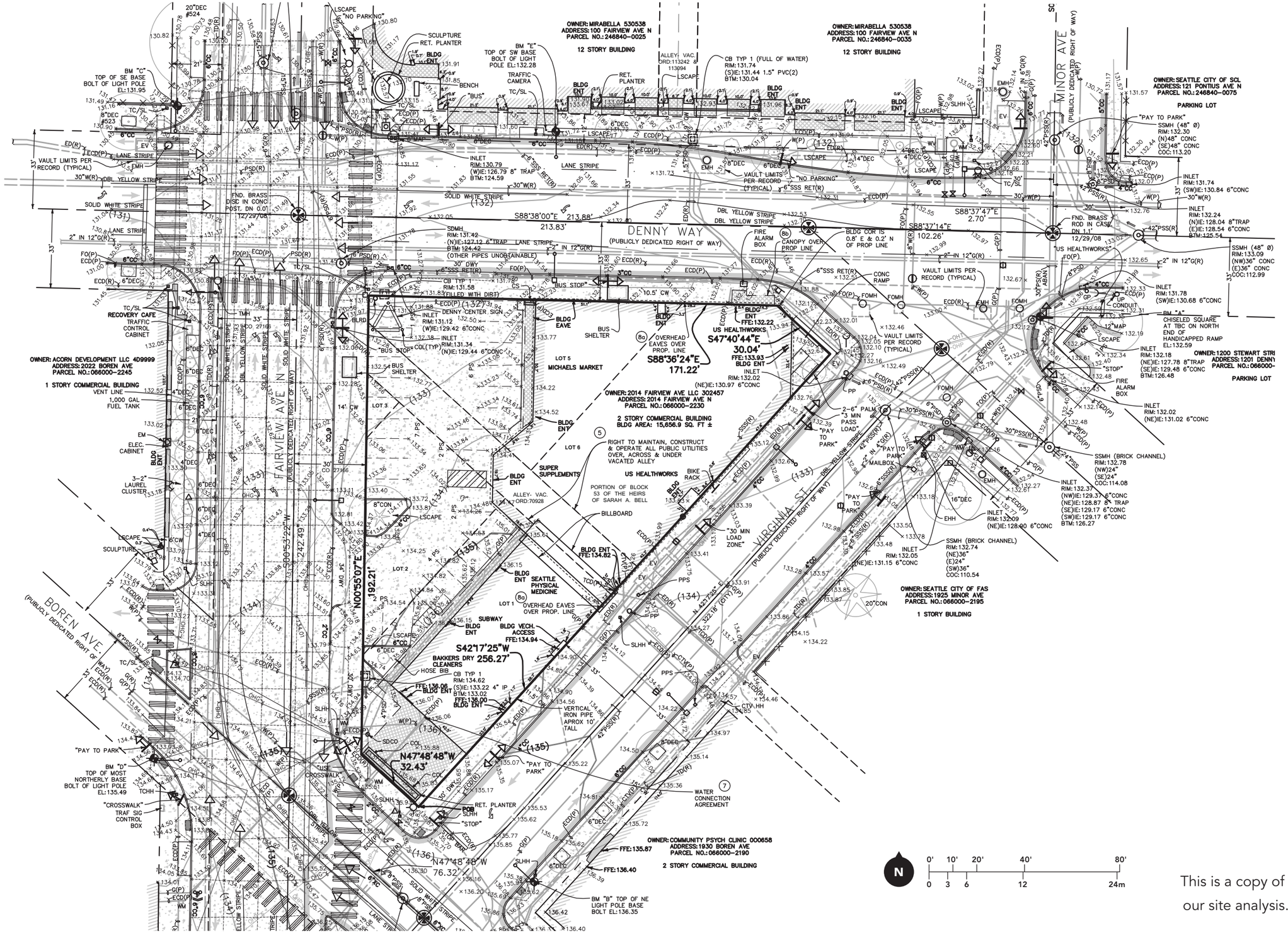
Parking
Vehicular Access to below-grade parking levels will be located on Virginia Street.

Tree Survey
No Exceptional trees are present on the site.

Existing Buildings
The lot is occupied by a two-storey office building with retail on and a 24 space parking lot on the west side.

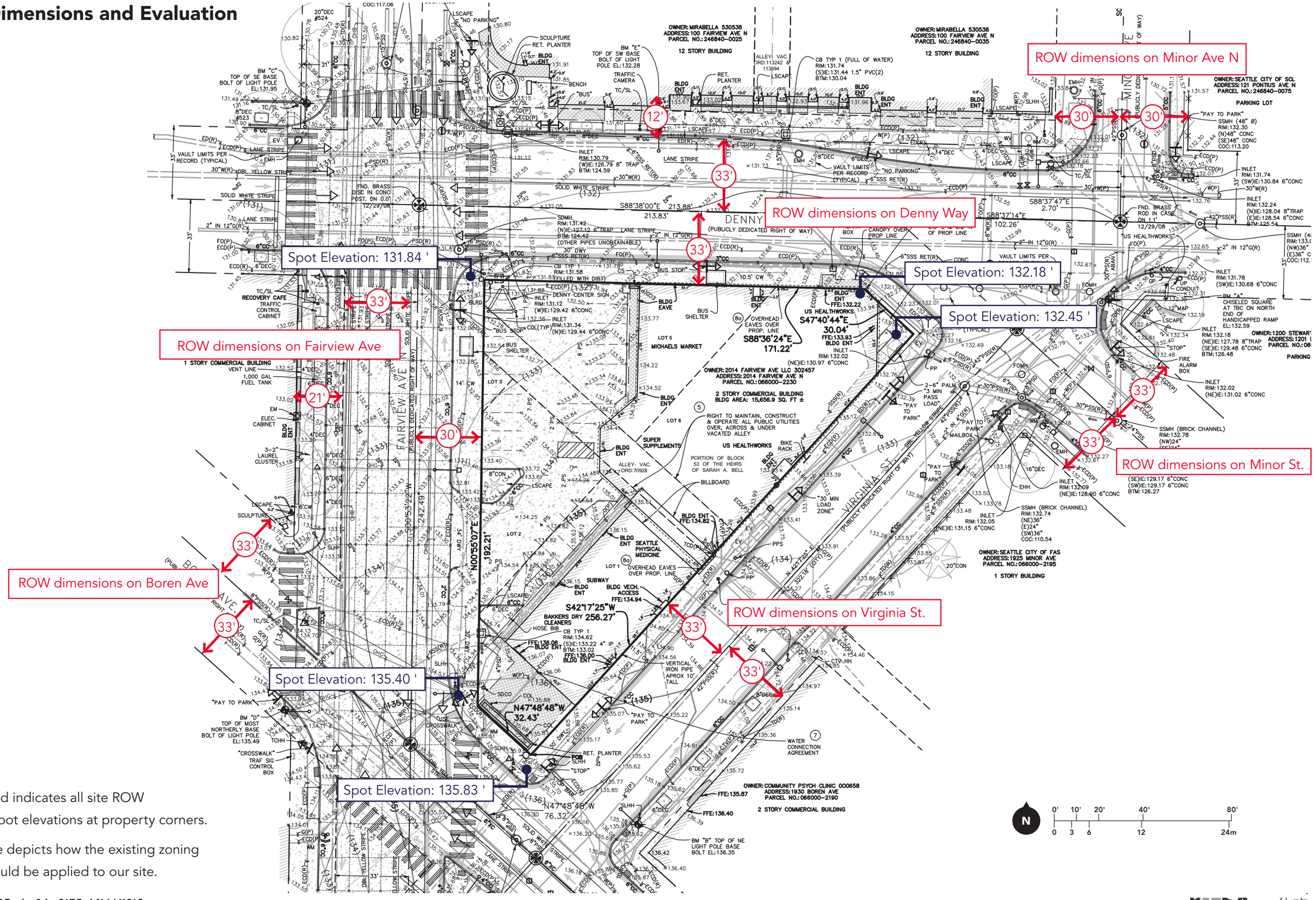
Boundaries
The principal arterial streets are Fairview Ave. and Denny Way (Class II Pedestrian Streets). Transit routes are along both Fairview Ave. and Denny Way.





This is a copy of the site survey conducted as part of our site analysis.

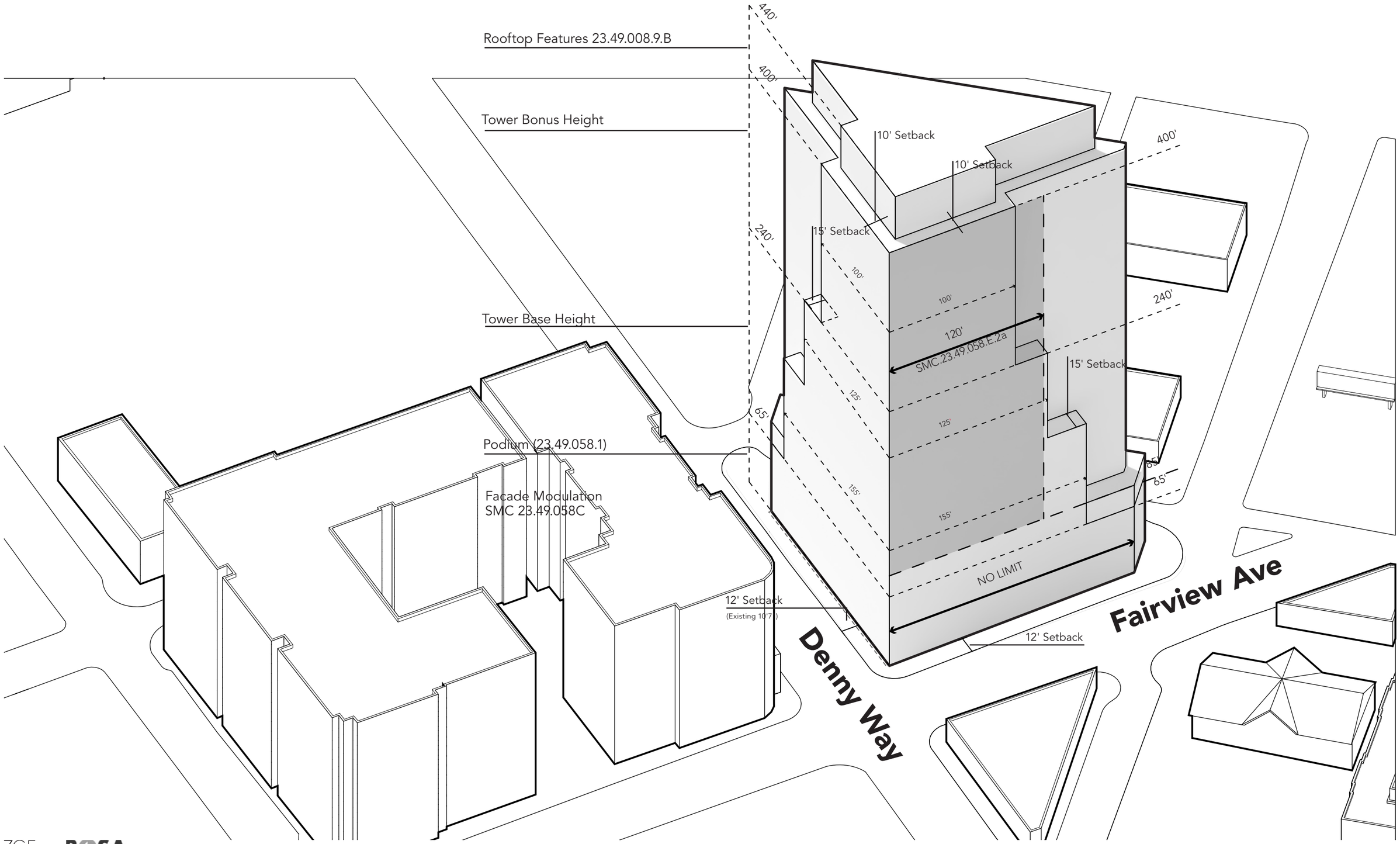
04.03 Site Dimensions and Evaluation



The text highlighted indicates all site ROW dimensions, and spot elevations at property corners.

The following page depicts how the existing zoning envelope code would be applied to our site.

04.04 Zoning Envelope



04.06 Zoning Overview

Property Address
2014 Fairview Avenue

King County Assessor Parcel No.
066000-2230

Design Review (SMC 23.41): Required

Zoning

DMC 240/290-400

Downtown Mixed Commercial

Downtown Fire District

Denny Triangle Urban Center Village

24,459 **LOT AREA**
SQUARE FEET

Structure Height (SMC 23.49.008):

240 **MAX HEIGHT NON-RES.**
FEET

290 **RES. BASE HEIGHT**
FEET

400 **RES. MAX HEIGHT**
FEET (Requires Voluntary Agreement for Housing per SMC 23.49.015)

Roof Features Maximum Height: **40 feet** *(10% of maximum structure height)* above the applicable height limit *(SMC 23.49.008.9.B)*

Stair penthouses and Mechanical Equipment Maximum Height: **15 feet** above the applicable height limit.

Maximum Height measured from existing grade elevation at the midpoint of the major street *(Boren Avenue)* property line *(SMC 23.86.006.3.a)*

Street-Level Use Requirements (SMC 23.49.009) Map 1G:

Denny Way:	not required
Virginia St:	not required
Fairview Ave:	not required

75% of each street frontage must be occupied by applicable commercial uses

25% of the street frontage may contain other permitted uses and/or pedestrian or vehicular entrances *(driveway plus 5 feet max.)*

General Requirements for Residential Uses (SMC 23.49.010-B):

Common Recreation Area for developments with more than 20 Dwelling Units

5% of the residential floor area, exclusive of area gained through voluntary agreement for housing per SMC 23.49.015

.05 x *(residential area)* = **21,000 sf** required.

Maximum of **50%** of the area may be enclosed

Minimum dimension = **15'**

Base and Maximum Floor Area Ratios (FARs) (SMC-Chart 23.49.011.A1):

DMC 240/290-400	Base: 5	Maximum: 7
Site Area	**24,459 sf**	
Non-residential	Chargeable	Maximum: **171,200 sf**
Residential	Exempt/ no limit	
Mechanical equipment allowance	3.5% of chargeable area exempt	
Total	**177,200sf**	
Below Grade Parking	Exempt	
Street level use (retail)	Exempt*	

**minimum floor to floor height is 13, Minimum depth of 15', overhead weather protection provided*

Bonus Floor Area for Voluntary Agreement (SMC 23.49.012): Yes.

Office Open Space Requirements (SMC 23.49.016B): n/a

Overhead Weather Protection and Lighting (SMC 23.49.018):

Required along the entire street frontage except facade located 5 feet from street property line or at driveways into structures

Lower edge of weather protection to be a minimum of 10' and maximum of 15' above sidewalk height.

Parking Quantity (SMC 23.49.019-A.1):

Minimum Required: None

Non-residential Maximum Allowed: 1 per 1,000 sf *(Existing surface 23 stalls)*

Residential Maximum Allowed: No Limit

Proposed: 315 stalls total

Accessible Parking SBC110: 8 stalls total

Bicycle Parking (Chart 23.49.019):

Residential: 1 space for every 2 dwelling units for the first 50 spaces
1 space for every 4 dwelling units thereafter *(100-120 spaces provided)*

Retail: 1 space per 5,000 sf of gross retail floor area

Bicycle Commuter Shower Facilities: Not Required

Curb Cut Location (SMC 23.49.019-H.1.a):

Alley access to parking required for lot abutting alley.

23.49.020 - Demonstration of LEED Silver rating required

Minimum Sidewalk and Alley Width (SMC 23.49.022 and Map 1C.1):

Required sidewalk width:

Denny Way 12'

Virginia Street 12'

Fairview Avenue 12'

Minimum alley width: Required: N/a

Street Façade and Setback Requirements (SMC 23.49.056):

Denny Way Fairview Ave N, Boren Ave & Virginia St, Class II pedestrian street *(Map 1F)*

Façade Transparency (SMC 23.49.056C):

Class II Pedestrian Street, Min 30% Transparent

Blank Façade (SMC.49.056D):

Class II Pedestrian Street, Max 30', total must be less than 70% of the Façade length

Blank Façade measured between 2 and 8' above finished grade.

Façade Modulation (SMC 23.49.059B):

Between 0 to 85', no modulation required

Between 85' and 160', Max unmodulated façade length is 155'

When required, minimum façade setback is 15' from Property Line for a min distance of 60'.

Upper-Level Development Standards (SMC 23.49.058):

Non-Residential Use above 160 feet in height (SMC 23.49.058.B&C):

Maximum façade length within 15 feet of property line : 125 feet.

Maximum façade width: 145' north/south above 240'

Residential use (SMC 23.49.058D):

Maximum Average Residential Gross Floor Area per Story above 290 feet: 10,700 sf

Maximum Residential Gross Floor Area of Any Story in Tower: 11,500 sf

Maximum Tower Width above 85 feet parallel with Fairview Avenue: 120 feet

Tower Separation (SMC 23.49.058E):

If tower exceeds 160', then all portions of the Tower that exceed 125 ' must be at least 60' from any other Tower that is over 125' in height.

Quantity of Loading Spaces (SMC 23.54.035):

Note required. 1-2 Provided.

Waste and Recycling Storage Required Area (SMC 23.54.040):

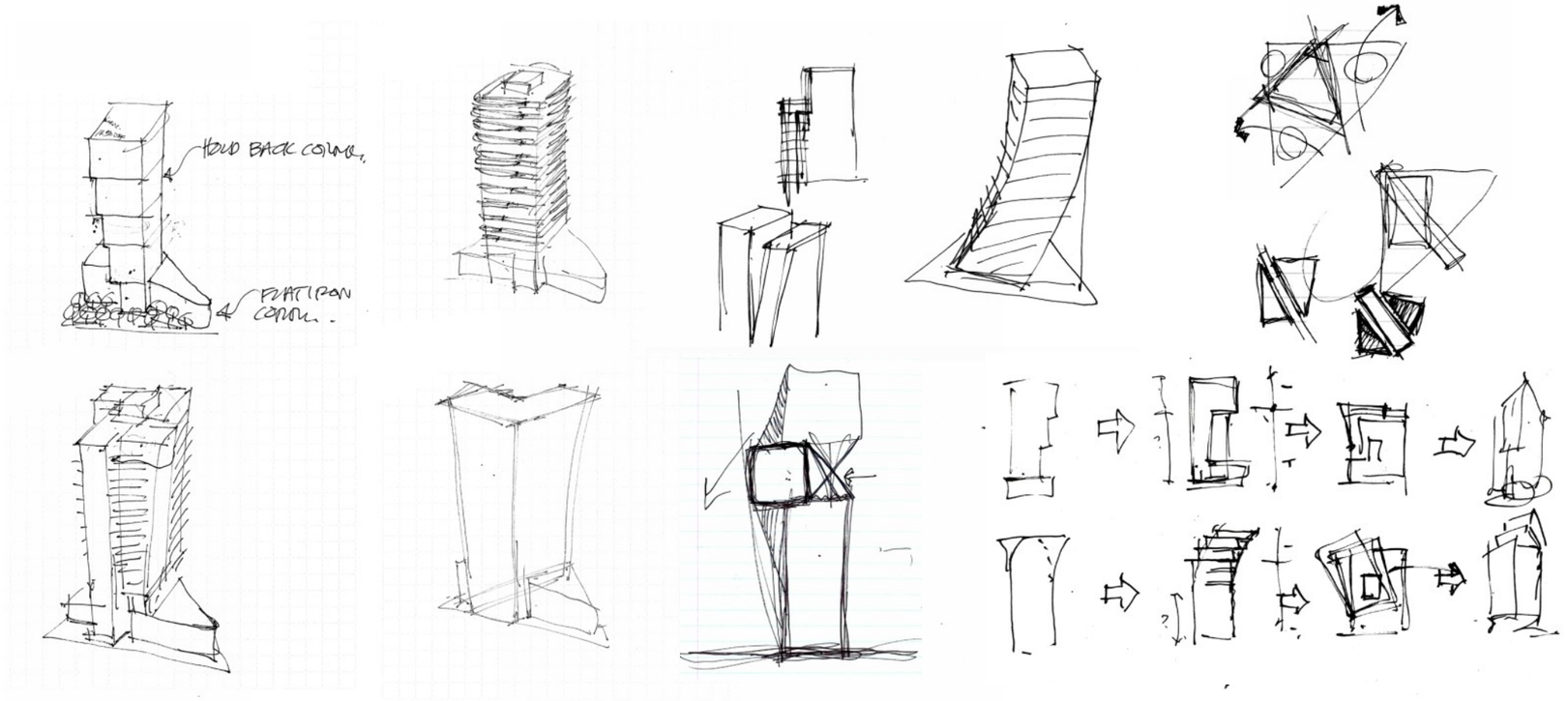
Required area:	Residential	575 sf plus 4 sf for each additional unit above 100 *(300sf+/-)*
	Non-residential	275 sf @ 50% (mixed use development) = 138 sf *(5-15k gsf)*

05

Architectural Concepts

Prior to choosing three options several schemes were explored through modeling and drawing.

The following sketches were driven by 3 major factors: creating visual interest, efficiency of program and relationship to context.



Early Concepts

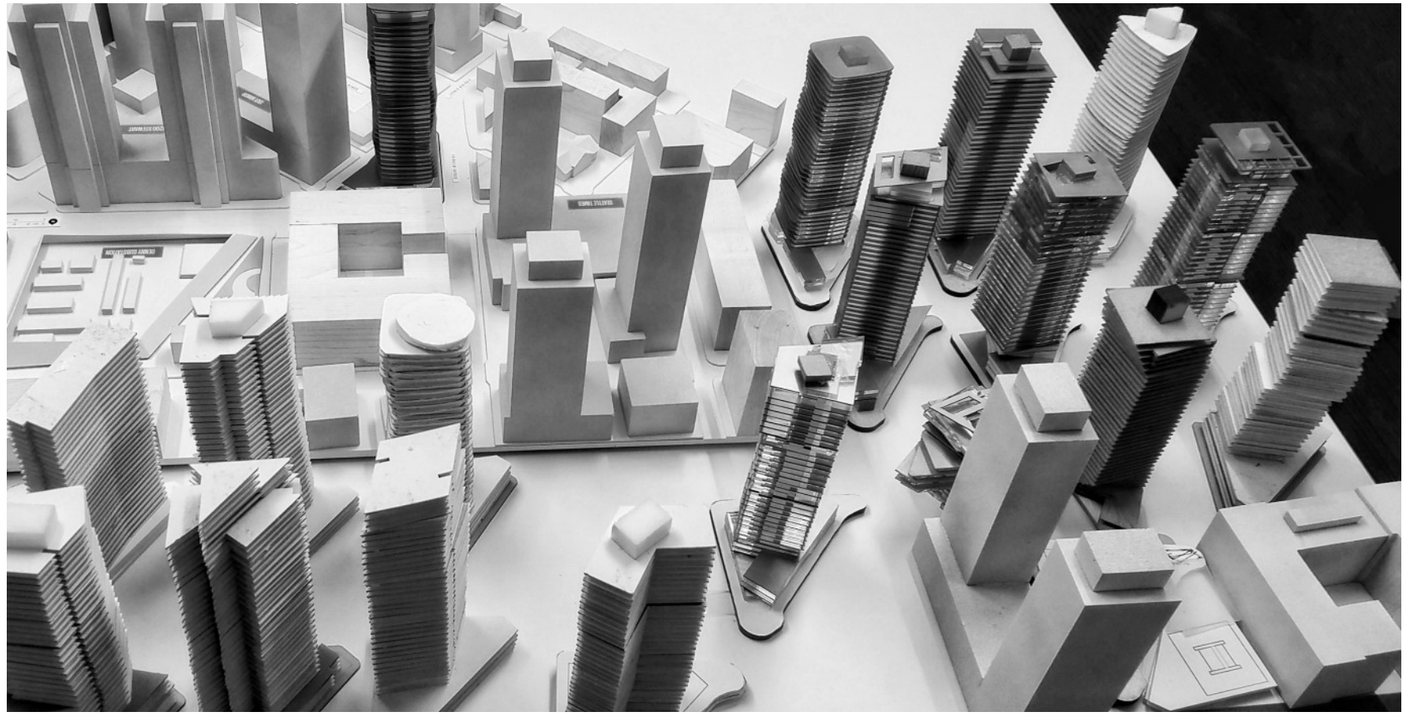
Sketches
The sketches generated for this project primarily studied the overall form and the relationship of the building to the triangular site.

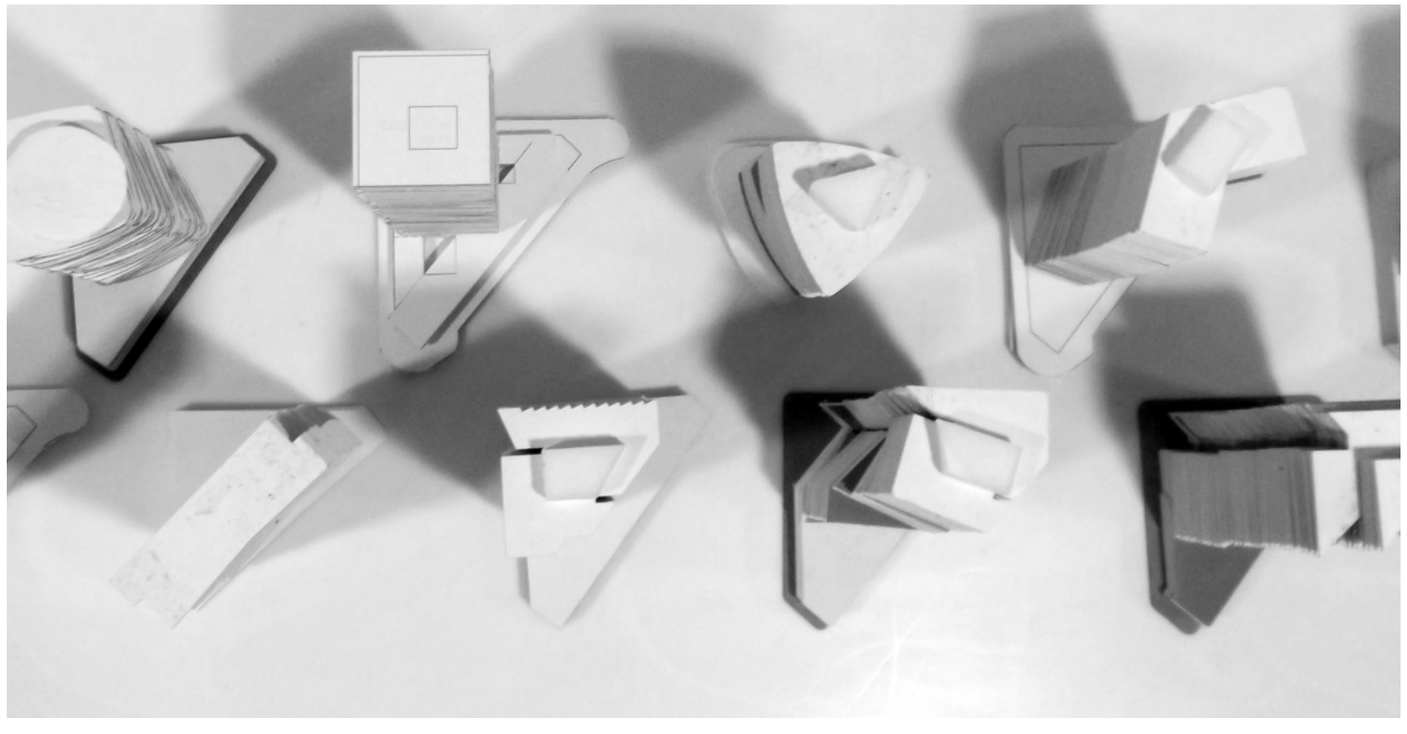
Plan Studies
Various programming considerations were studied in plan to review tower placement, configuration and building efficiency.

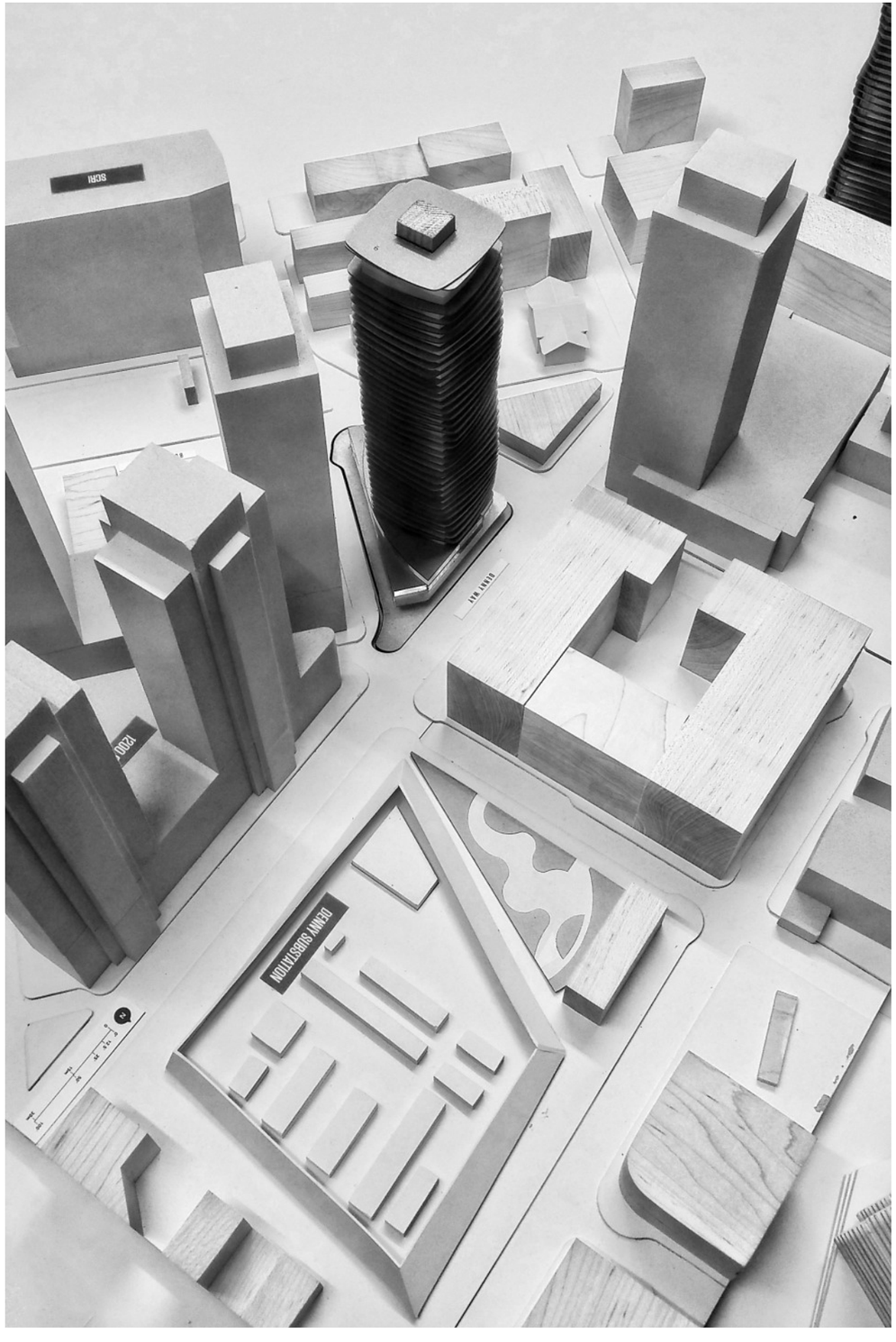
Sketch Models
Several sketch models were produced to three dimensionally explore the concepts of form and efficiency. Additionally, a site model was built to explore themes involving the site's surrounding context and Seattle in general.

Studies
Following these 2D and 3D Studies (and our urban analysis) our team decided to focus our 3 design proposals on exploring:

- The proposal's relationship to the 2 distinct urban grids adjacent to the site
- Building a strong connection to the outdoors (through access and views)
- Generating visual interest to set a strong design precedent in an emerging area






DENNY WAY
DENNY SUBSTATION

Preliminary Design

Once early concepts were established. Preliminary design studies ensued prior to developing the three design proposals.

Tower placement

Tower placement was a key focus in these studies. Prior to developing the proposals several tower placement strategies were explored considering the site's urban context and maximizing buildable areas. Four tower typologies were explored.

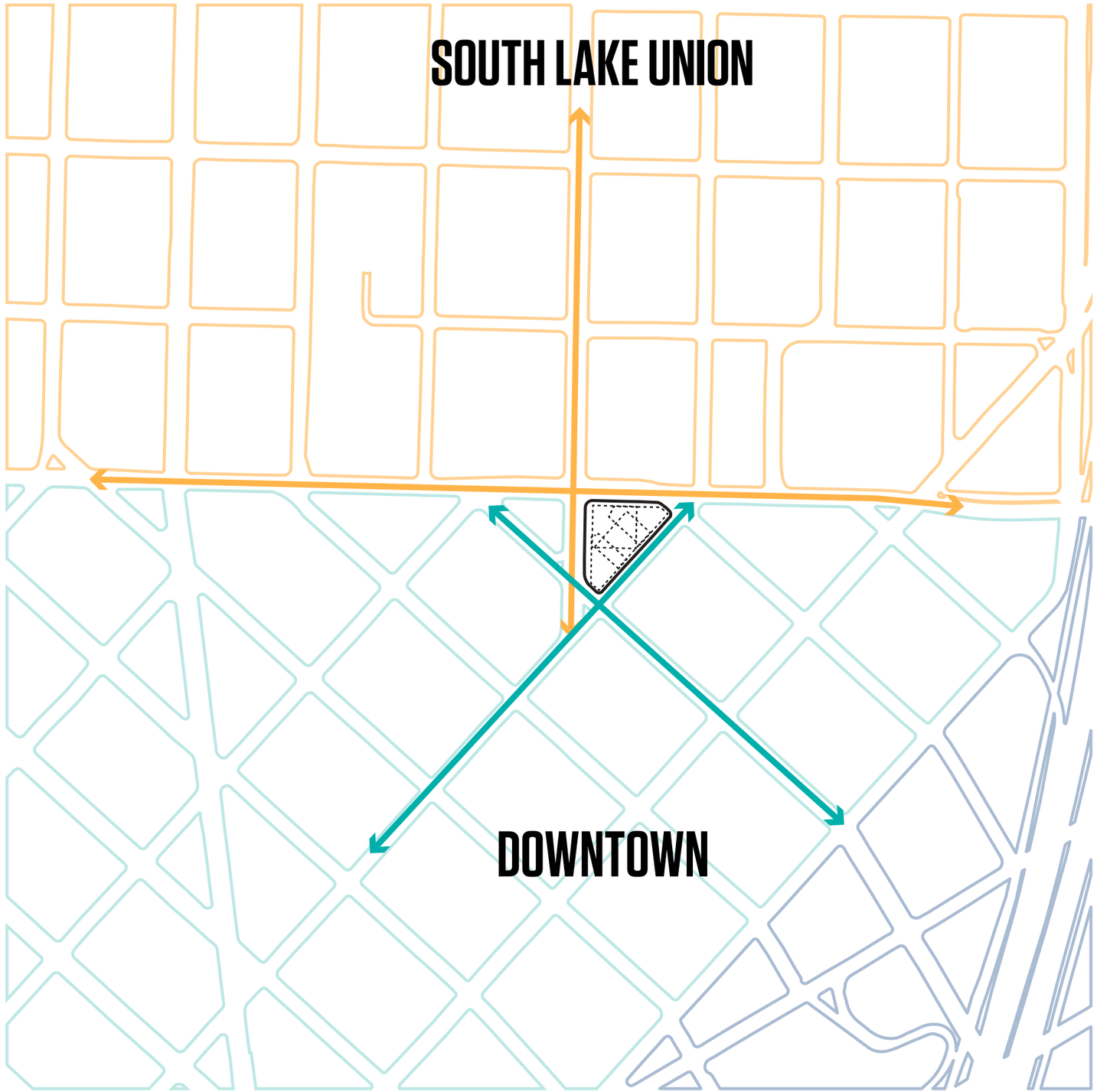
These more disciplined set of studies included the following considerations:

- Mandatory setbacks
- Residential planning realities (i.e. unit sizes, etc)
- Parking and Unit Efficiency
- Technical performance standards
- Relationship to the Urban Grid
- Building Separation
- Shadow Studies
- View Studies

Preliminary Design Conclusion

Upon completing these studies, recognizing the significance of the corner at Denny Way and Fairview Ave we are proposing that the tower be placed according to our **Tower Placement D** (see following page).

The following pages will depict how this option provides the most favorable results for the residents, its neighbors and the community at large. Given these facts, it was decided that all three design proposals would employ Tower Placement D.



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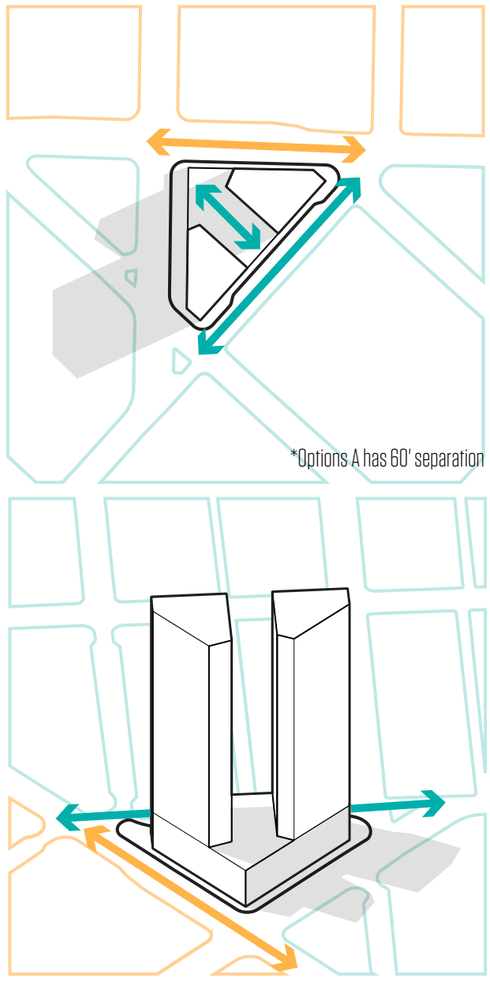

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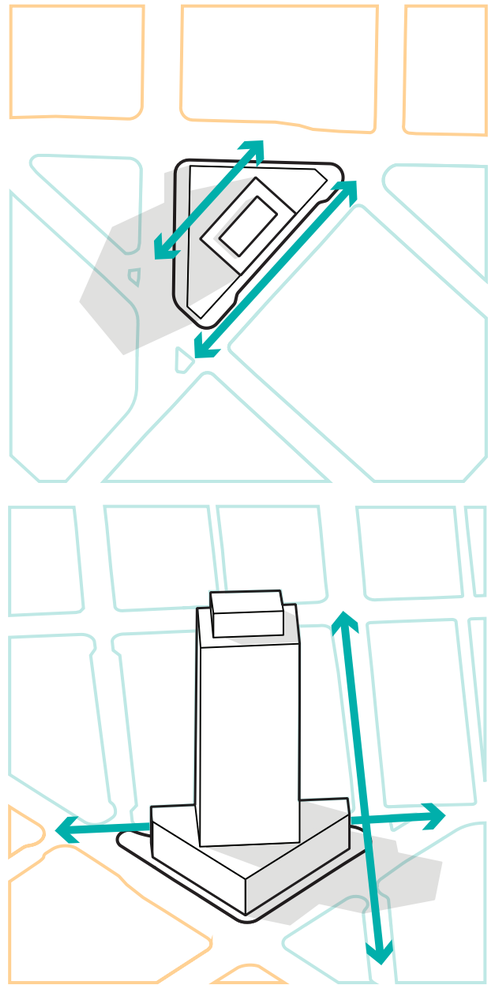

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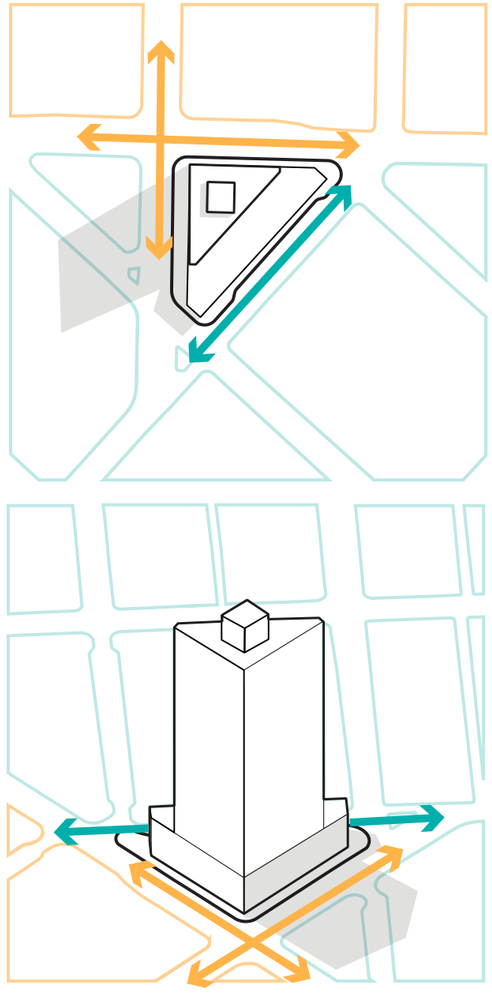

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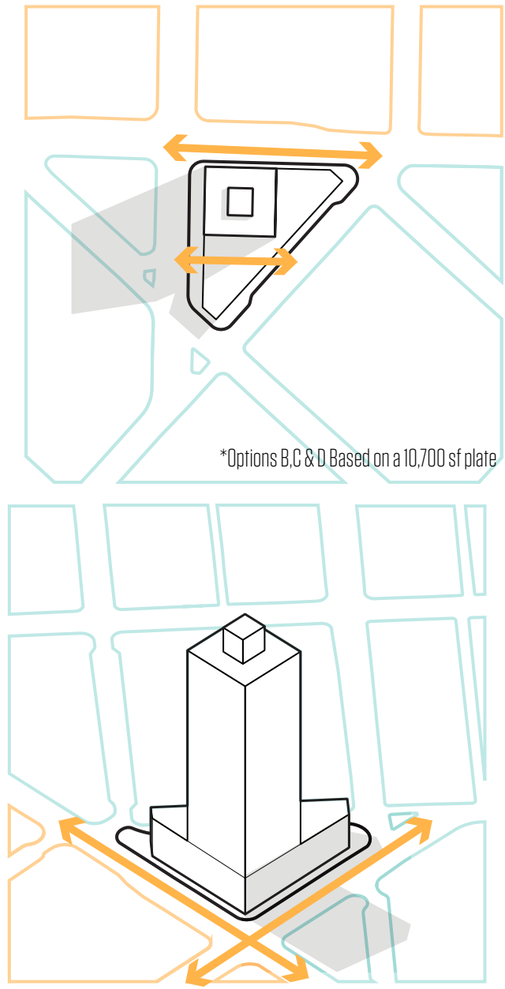


Tower Placement "A"

Goal: Maximum Buildable Space
This took the form of two towers each aligned to their respective urban grid. A cut through the middle based on the downtown grid would allow for addition day lighting.

Opportunities: Maximum development. Towers match existing fabric (facades follow both street grids)

Constraints: Small outdoor amenity opportunity at podium. Inefficient floor plan. Required above grade parking. Lack of privacy between towers @ 60' min.

Tower Placement "B"

Goal: Maximum Buildable Space in a Single Tower
The tower in this exploration aligned itself to the down-town grid.

Opportunities: Several Units Built, Less infringement on Neighbors. Compact development. Thin floor plate allows for max daylight/air. Tower aligned with adjacent Minor St. development

Constraints: Core location not optimal. Parking not maximized. Tower does not address major streets and intersection. Podium amenity is separated into 3 smaller areas, less flexible. Reduced separation from Minor St. development.

Tower Placement "C"

Goal: Maximum Buildable Space in a Single Tower
This study explored the maximum number of units buildable in a single tower. The tower in this explora-tion aligned itself to the main Seattle grid.

Opportunities: Core Location Optimal. Unified outdoor amenity space on podium. Addresses major street intersection. Tower addresses both grids. Parking maximized.

Constraints: Infringes on neighbors by blocking views. Inefficient floor plan. Large shadows cast on Denny Way.

Tower Placement "D"

Goal: Maximum Buildable Space in a Single Tower
This study explored the maximum number of units buildable in a single tower. The tower in this explora-tion aligned itself to the main Seattle grid.

Opportunities: Several Units Built. Least infringement on Neighbors. Core Location Optimal. Even/ideal spacing between neighboring developments. Large, south facing podium. Optimum views from tower. Addresses major street intersection.

Constraints: Does not utilize maximum buildable space. Slightly more shadow cast on Denny Way.

05.03 Design Factors

Building Separation

Rank from 1 to 4 (1 = most favorable, 4 = least favorable)

1. Tower D - Longest distances between adjacent towers.

2. Tower B - Comparable distances to Tower C.

2. Tower C - Comparable distances to Tower B.

4. Tower A - Shortest distances between adjacent towers.

Shadow Analysis

Rank from 1 to 4 (1 = most favorable, 4 = least favorable)

1. Tower D - Shadow cast comparable to Tower B & Tower C.

1. Tower B - Shadow cast comparable to Tower D & Tower C.

1. Tower C - Shadow cast comparable to Tower B & Tower D.

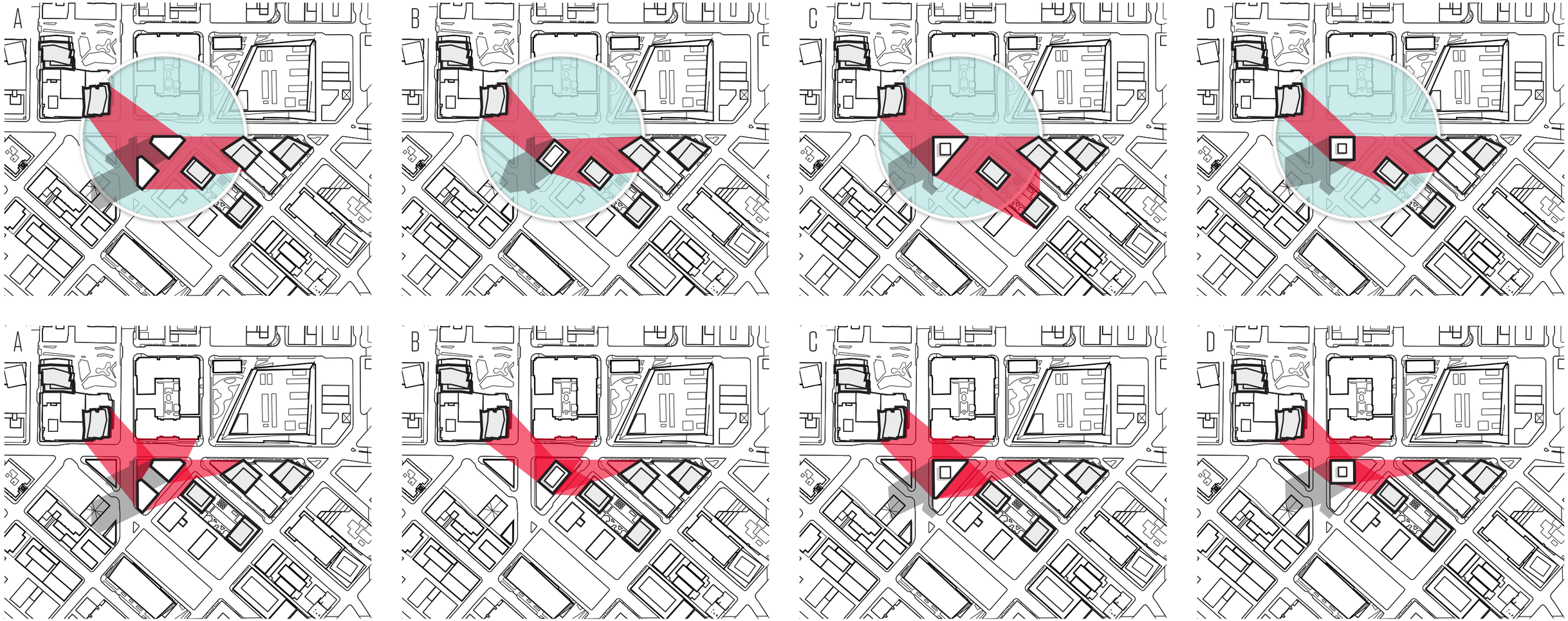
4. Tower A - Cast largest shadow.

1. Building Separation
2. Shadow Analysis
3. View Opportunities
4. Views Restricted

Key

- Distance
- Shadows
- Views
- View Blocked

BOSA PROPERTIES ZGF COTTER



View Opportunities

Rank from 1 to 4 (1 = most favorable, 4 = least favorable)

1. Tower D - Would provide residents with best views. Comparable to Tower B.

1. Tower B - Would provide residents with best views. Comparable to Tower D.

3. Tower C - Would provide residents with a fair amount of compromised views

4. Tower A - Would provide most amount of compromised views.

Restricted Views

Rank from 1 to 4 (1 = most favorable, 4 = least favorable)

1. Tower D - Would provide neighbors with least compromised views. Comparable to Tower B.

1. Tower B - Would provide neighbors with least compromised views. Comparable to Tower D.

3. Tower C - Would provide neighbors with second most amount of compromised views

4. Tower A - Would provide most amount of compromised views for neighbors.

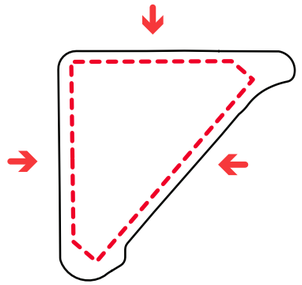
05.04 Major Influences/Themes

Design Goals

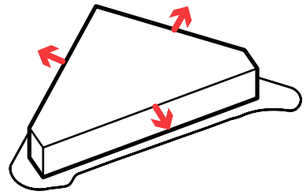
Based on the early concepts and a more rigorous exploration our team came to several design goals for the project. Although each proposal is a unique exploration - the following drivers/aspects are common among them:

- All residents should have access to ample daylight and fresh air
- Territorial Views will be exploited
- "Outdoor Experience" will be embraced by having balconies accessible to ALL units
- Distinctiveness: against SAMENESS
- Best of its class type of amenities, tailored for renters of this neighborhood (will be provided at the roof top and podium)
- Substantial landscaping at the roof top and podium
- Podium to have architectural expression derived from the tower
- Tower form will be grounded at the corner of Denny way and Fairview
- Development will be conceived as a destination in the neighborhood
- Inner form of the Tower will remain consistent
- Building will respond to the surrounding urban grid
- Ground plane (due to the rapidly developing nature of this area) will be carefully considered

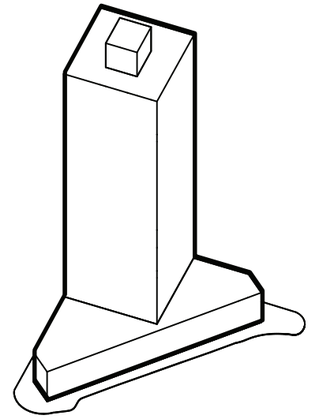
GENERATING VOLUMES



Calculate Setbacks

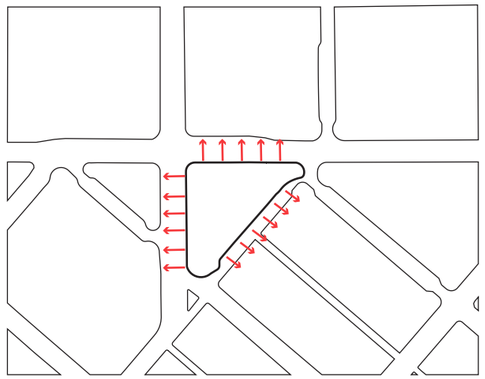


Maximize Podium to Provide Ample Amenities

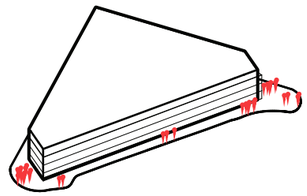


Develop Efficient Core and Tower Configuration

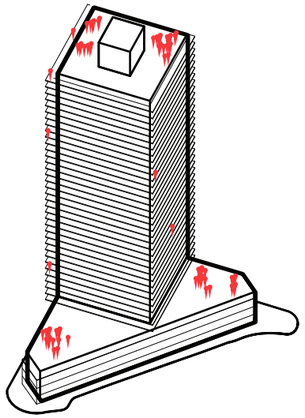
GENERATING EXPERIENCE



Consider Neighborhood

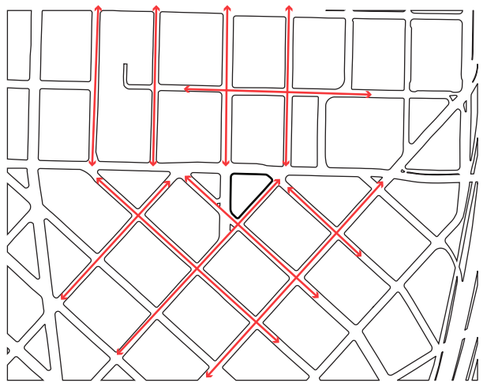


Enhance Pedestrian Experience
(Developing an Experience with Form and Program)

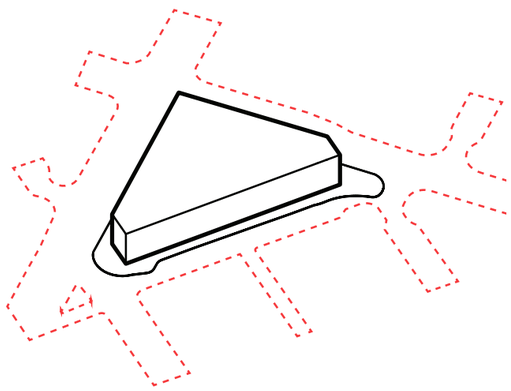


Enhance Resident Experience
(Connecting to Exterior with Balconies)

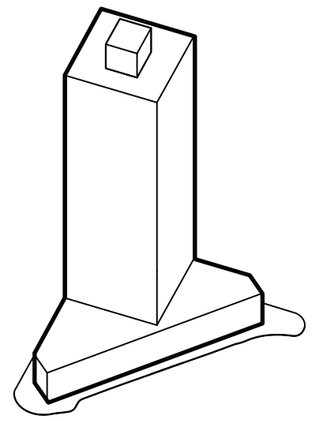
GENERATING FORM



Consider Urban Context



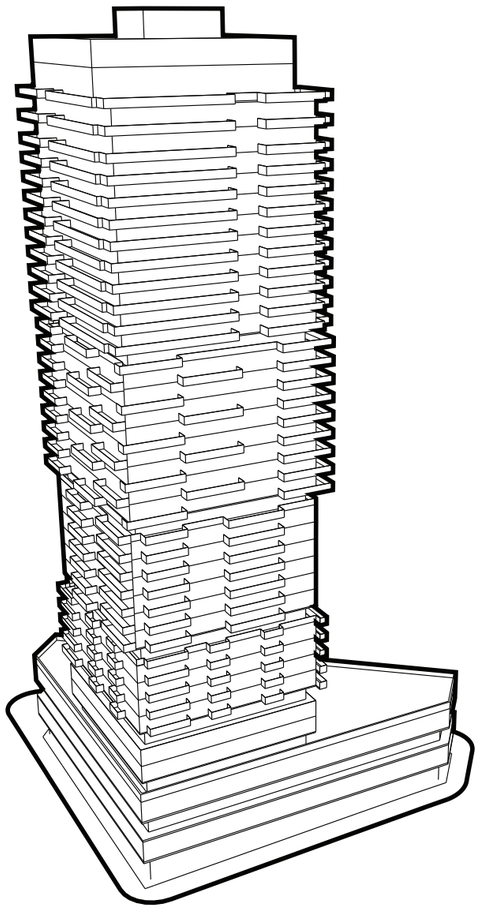
Highlight Urban Grid



Have Relationship to Grid Inform Form

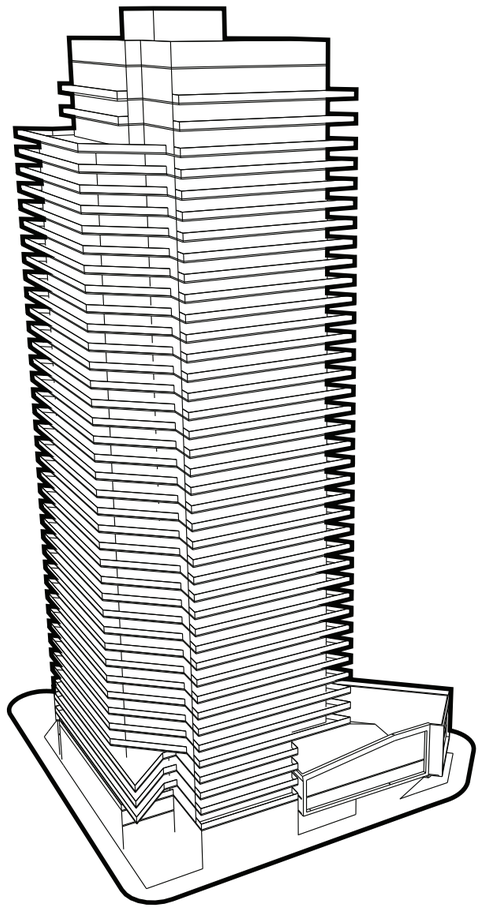
1 UNA PROPOSAL

The UNA concept is based on the idea of orienting the building along one of the two grids adjacent to the site (the grid North of Denny Way). The resultant form is elegant, pristine and unconflicted.



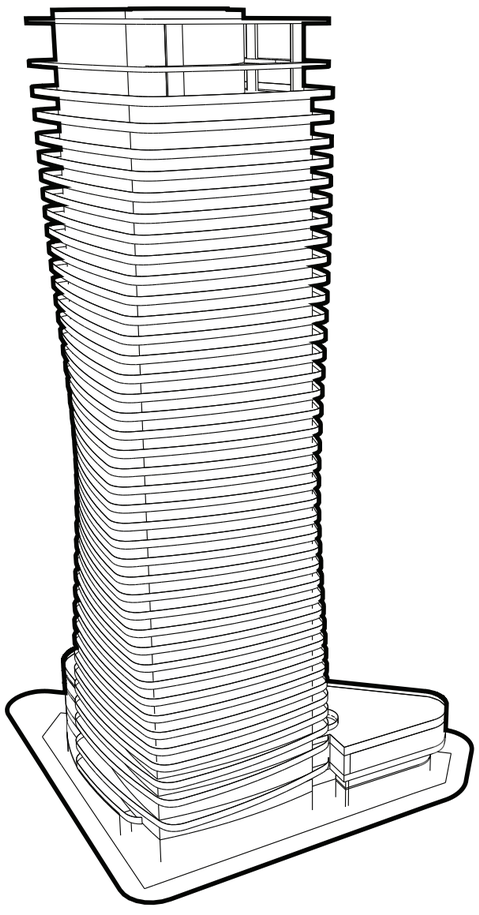
2 DUO PROPOSAL

The DUO concept is based on the idea of orienting the building along both urban grids adjacent to the site. The form indicates this by applying an angular effect along the exterior to give the sense of "clashing".



3 ALIUS PROPOSAL (PREFERRED)

In latin alius means "another" and/or "different". The concept reviews the irregular form of the site as the resultant of the collision between two city grids and responds to this condition by not orienting to either grid. To soften this juxtaposition the design consists of soft edges to impart a gentle sense of movement and protest.



1 UNA PROPOSAL

OPPORTUNITIES

Clearly Defines Edge Condition on Denny Way

Clearly Defines intersection at Denny Way and Fairview Avenue

Efficient use of Site

Optimal Core Location

Some Exposure To Views

Clean Massing

Horizontal and vertical reveals break down the massing of the tower

Code Compliant

Simple, Cost Effective

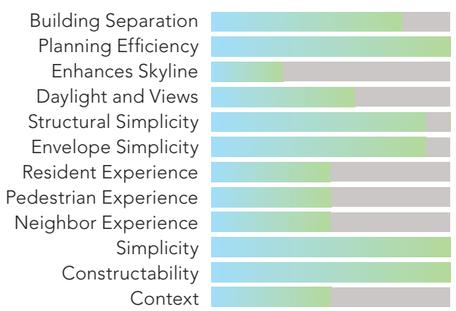
CONSTRAINTS

Visually Uninteresting

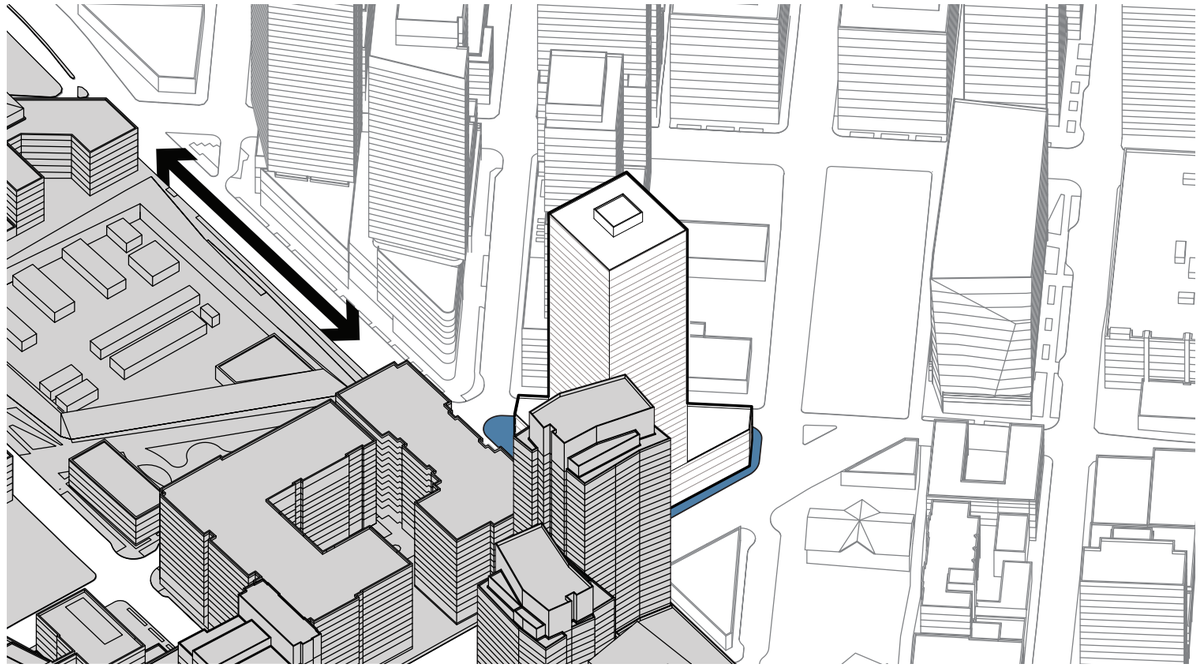
No balconies for some units

Tower does not address downtown grid

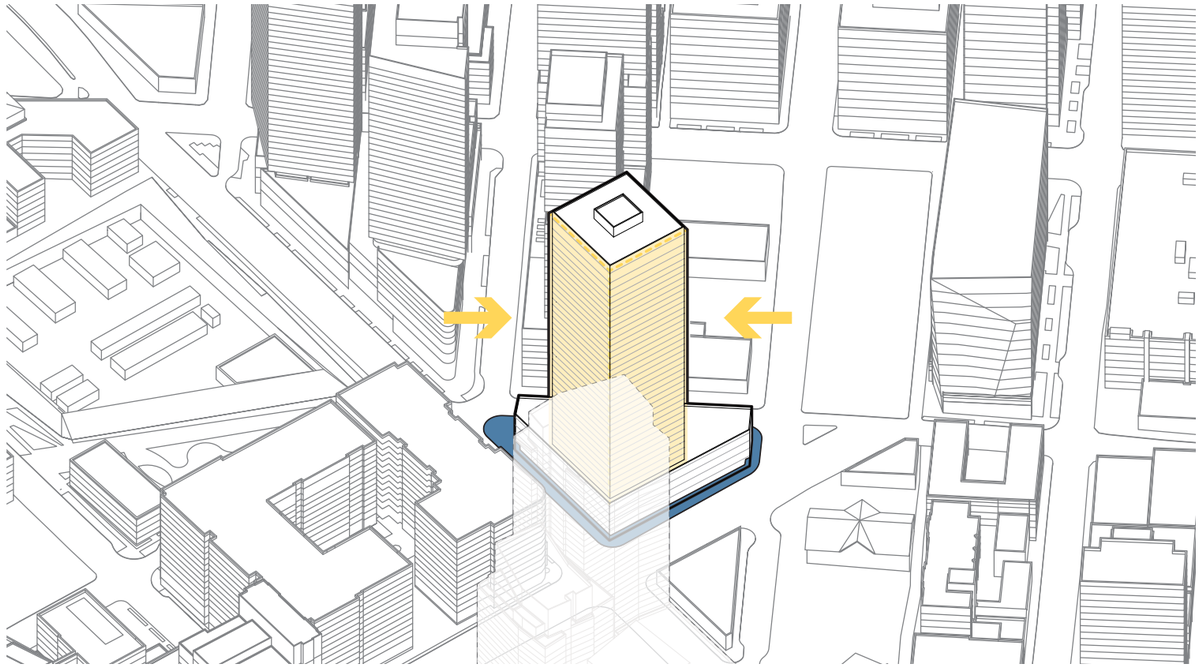
Similar to other construction and design in the area



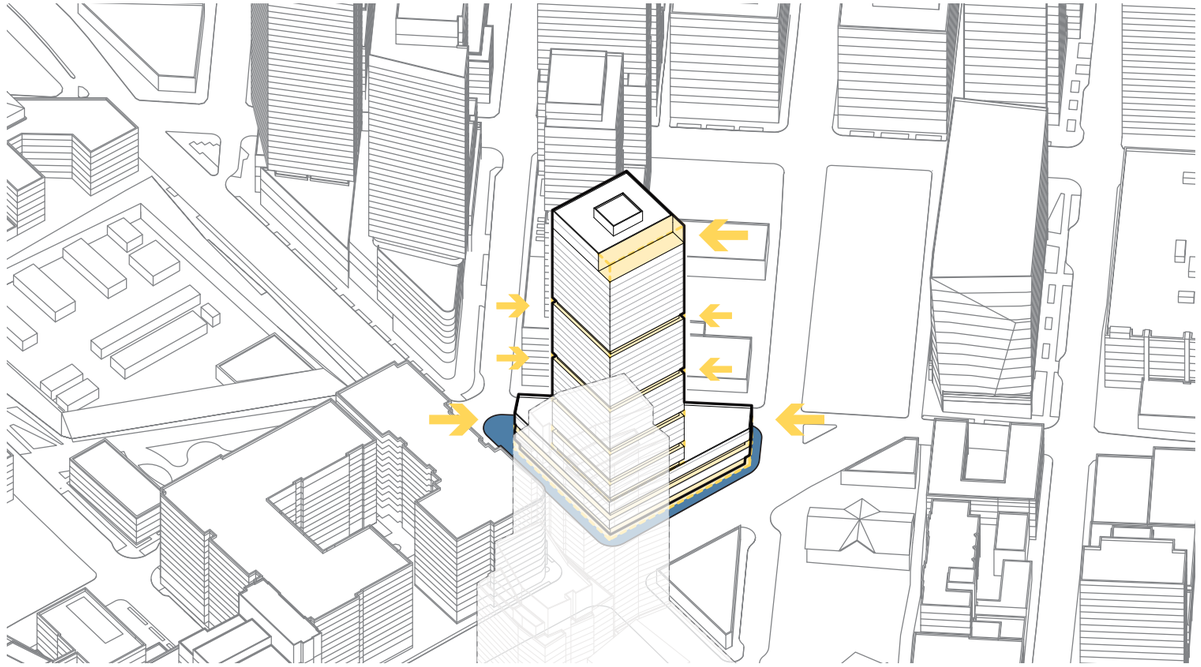
BOSA PROPERTIES ZGF COTTER



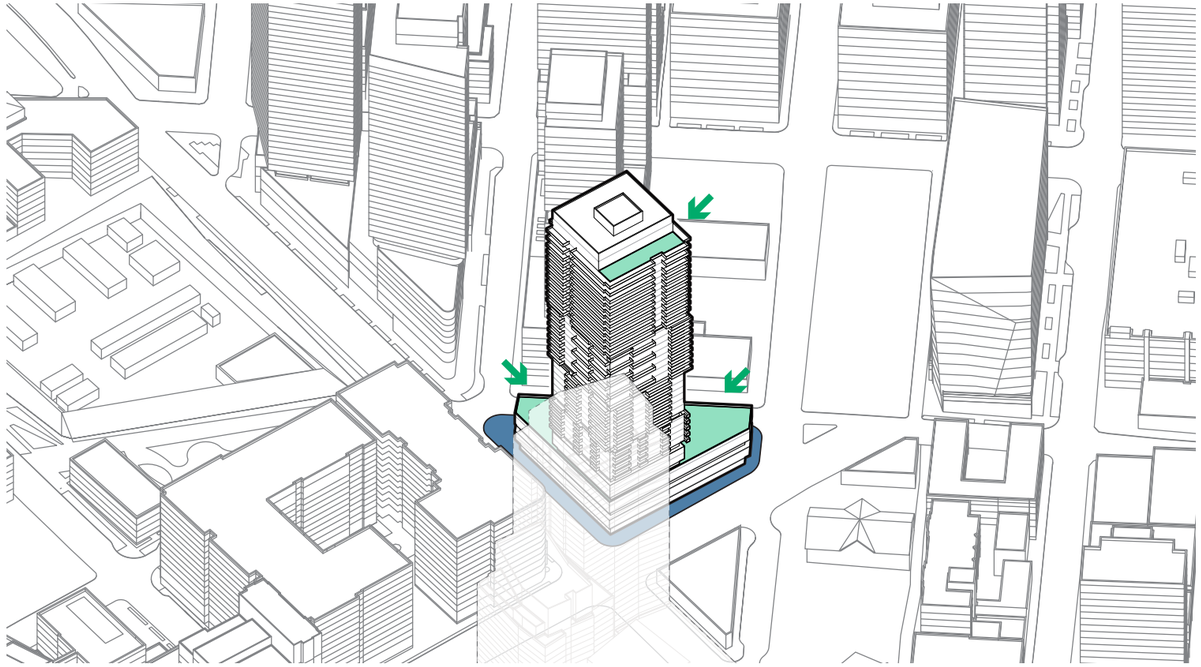
CONSIDER South Lake Union Grid



PUSH Back Residential from Street

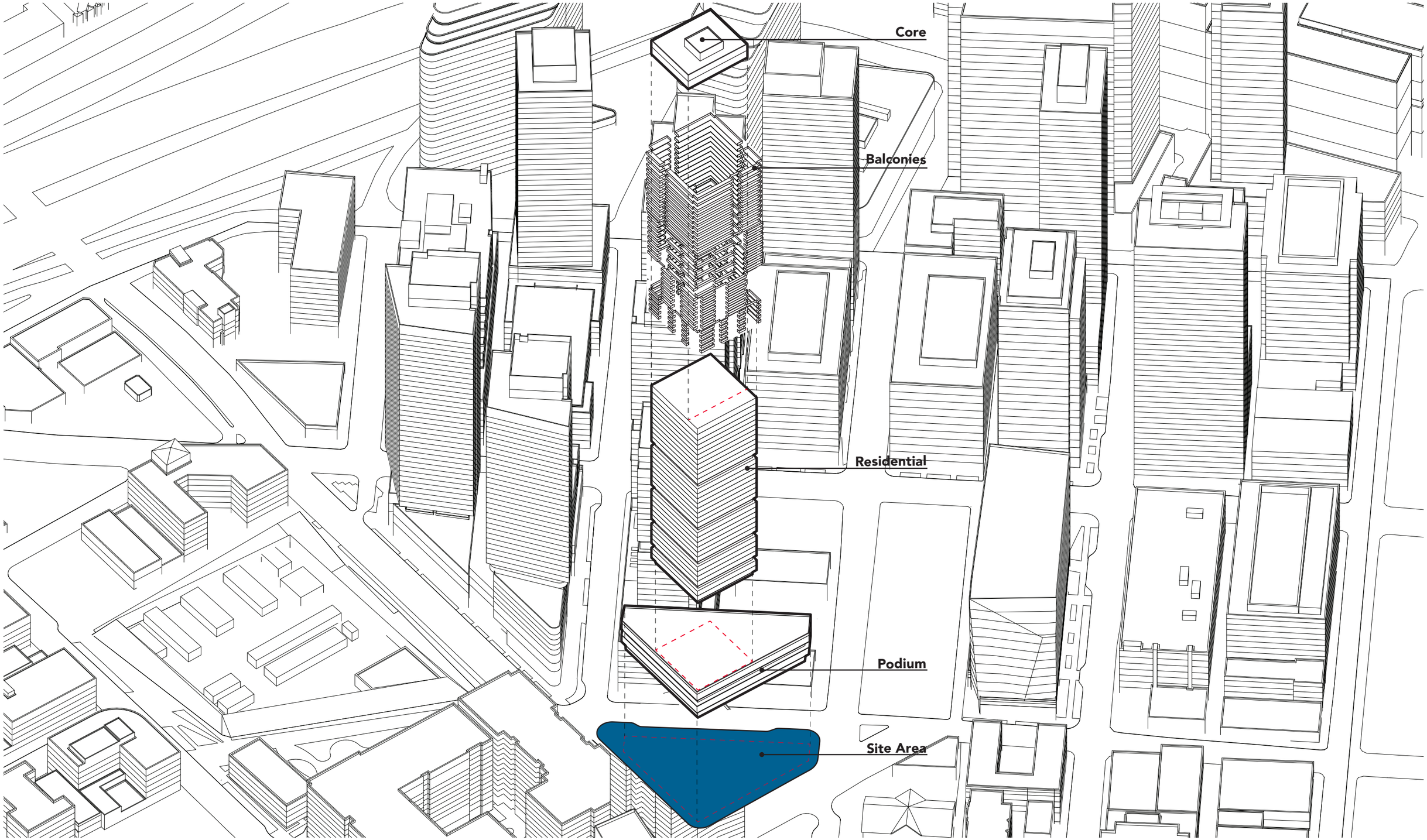


PUSH in Key Levels to Define Tower and Podium

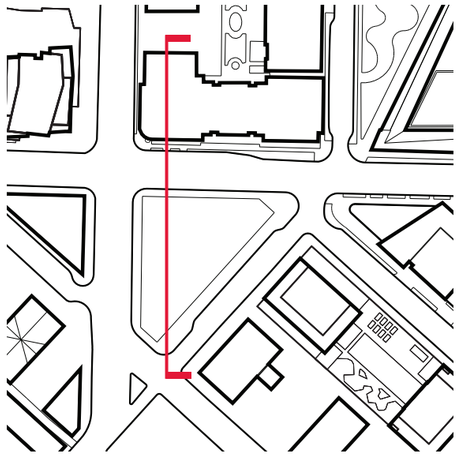


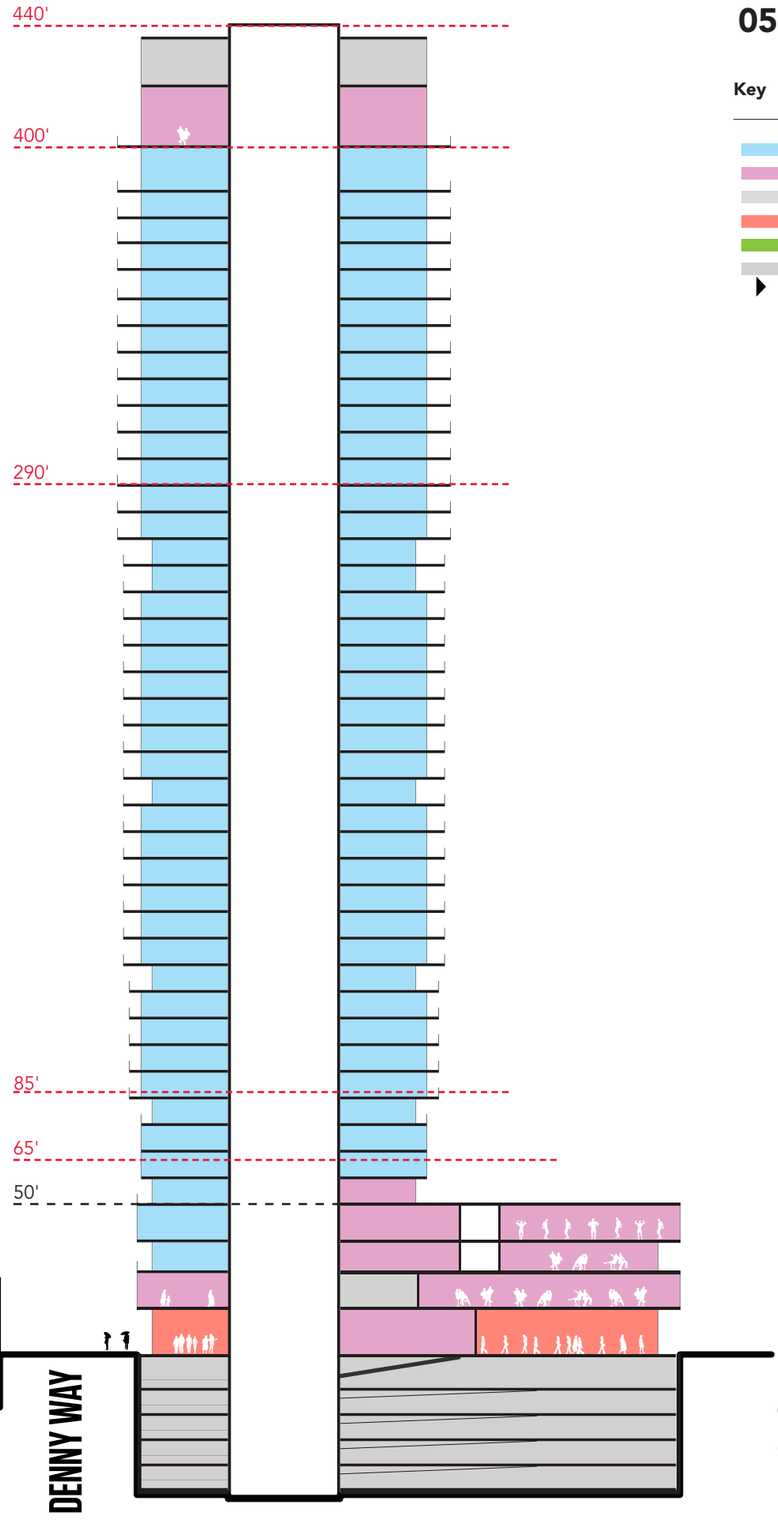
EXTEND out Balconies Landscaping to Connect to Outdoors and create Architectural Interest

05.08 Proposal I: Diagram



05.09 **Proposal I:** Section



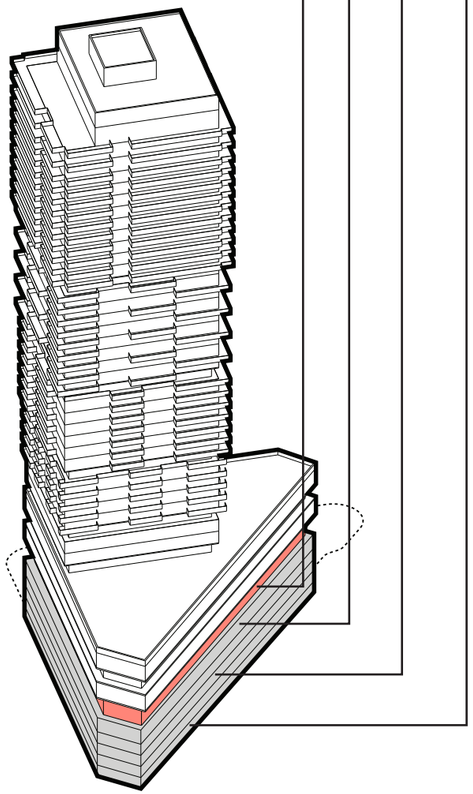


Key

- Residential
- Amenity
- BOH
- Retail
- Landscape
- Parking
- Entrance

0' 12.5' 25' 50' 100'
0 3 6 15 30m

05.10 Proposal I: Plans

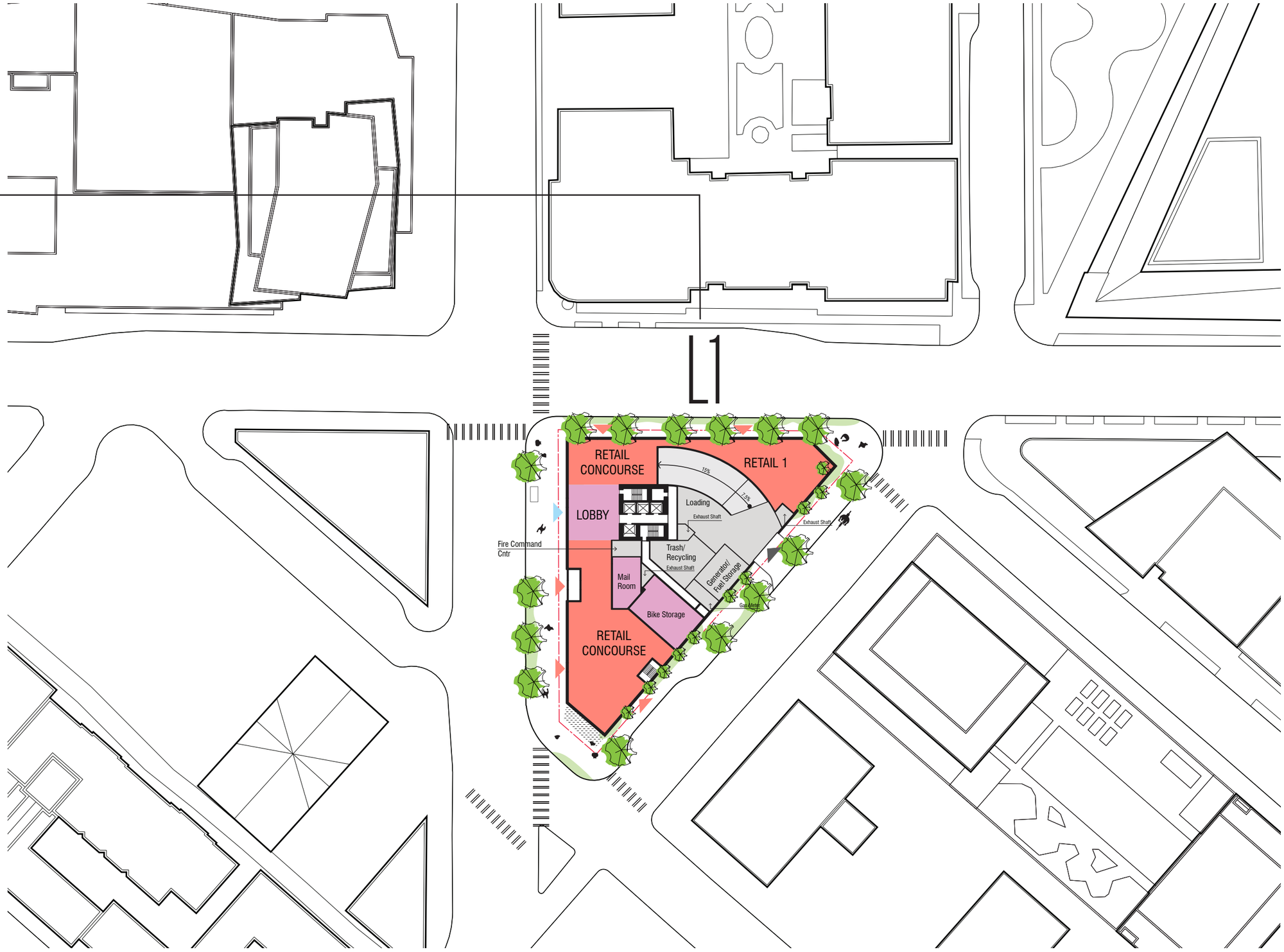


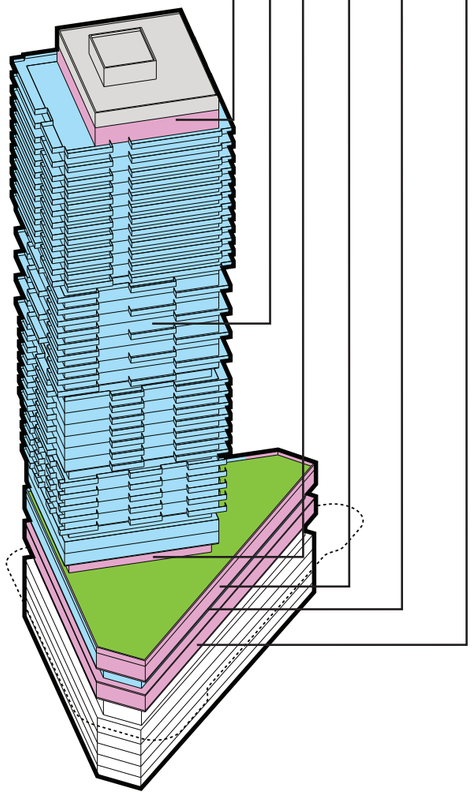
P5

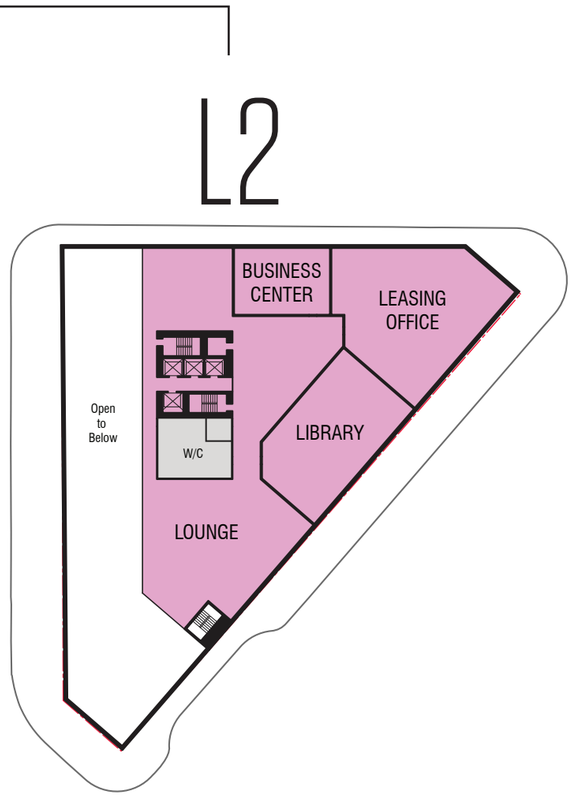
P4-P2

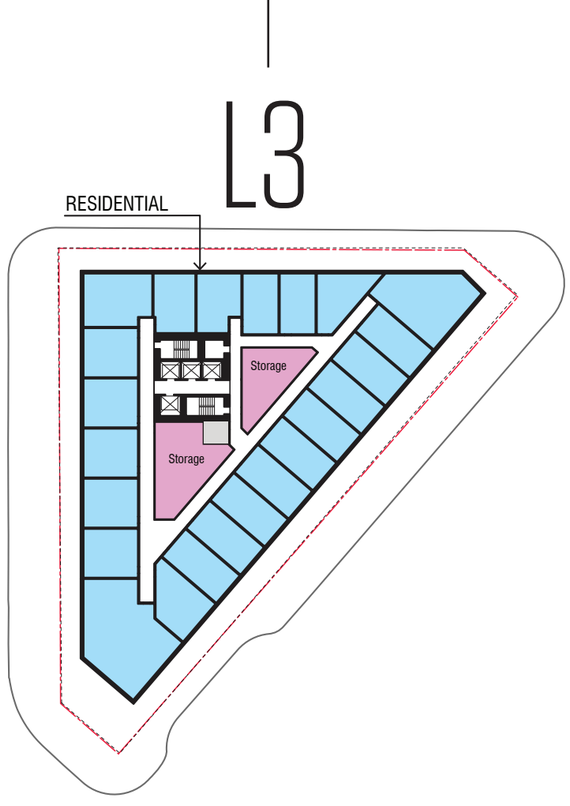
P1

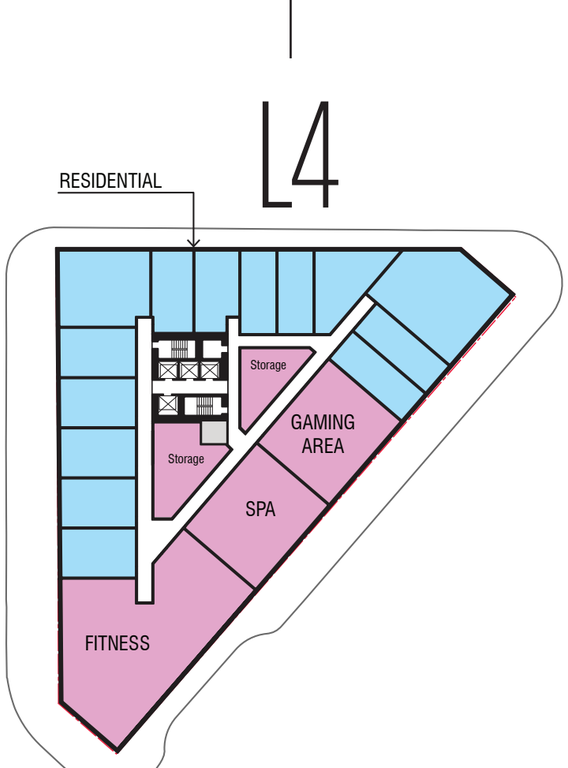
BOSA PROPERTIES ZGF COTTER


L1
RETAIL CONCOURSE
RETAIL 1
LOBBY
Loading
Exhaust Shaft
Exhaust Shaft
Fire Command Cntr
Trash/ Recycling
Exhaust Shaft
Generator/ Fuel Storage
Gas Meter
Mail Room
Bike Storage
RETAIL CONCOURSE
Key
Residential
Amenity
BOH
Retail
Landscape
Parking
Entrance
N
0' 16' 32' 64' 128'
0 4 8 19 38m




L2
BUSINESS CENTER
LEASING OFFICE
Open to Below
LIBRARY
W/C
LOUNGE

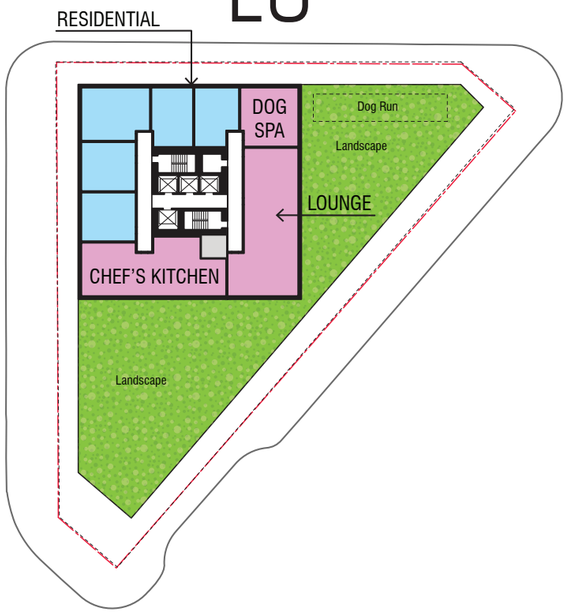

L3
RESIDENTIAL
Storage
Storage


L4
RESIDENTIAL
Storage
Storage
GAMING AREA
SPA
FITNESS

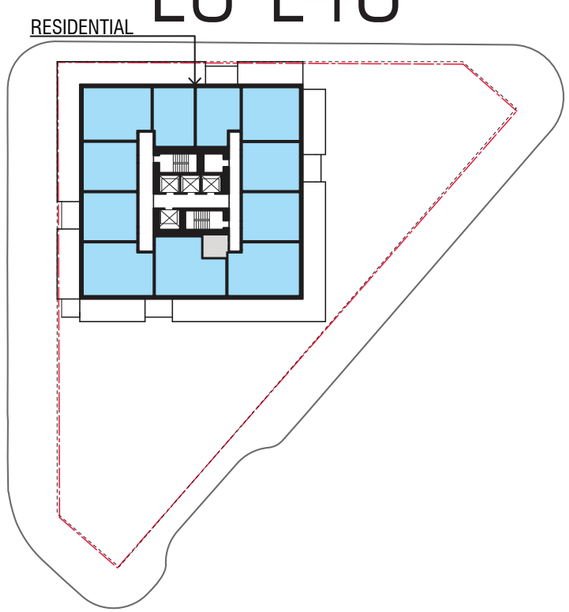
Key

- Residential
- Amenity
- BOH
- Retail
- Landscape
- Parking
- Entrance

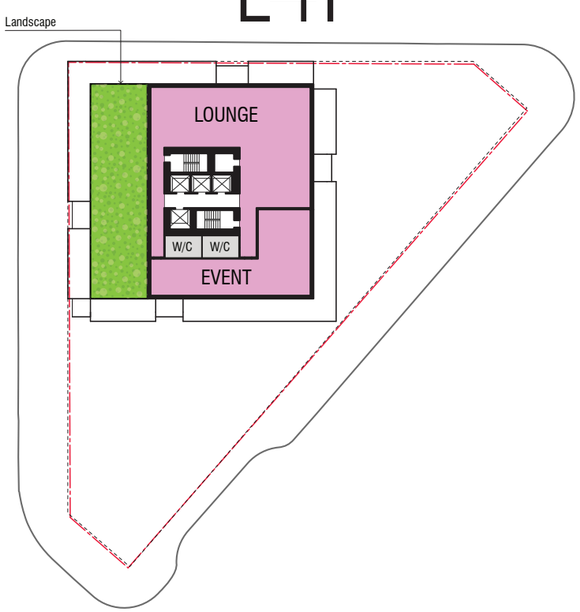
L5

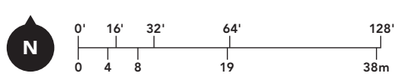


L6-L40



L41



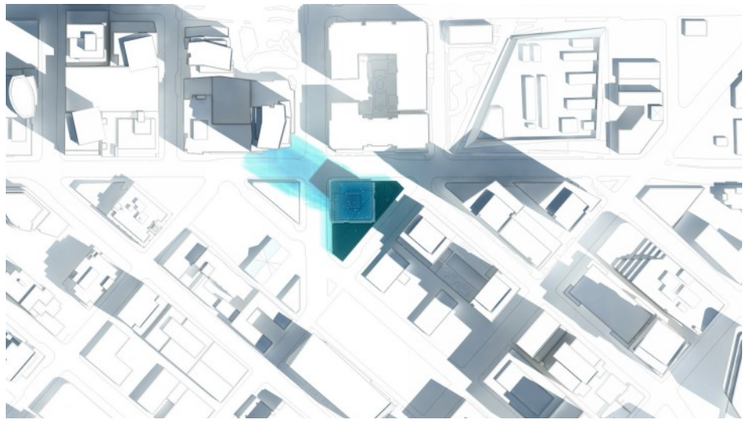


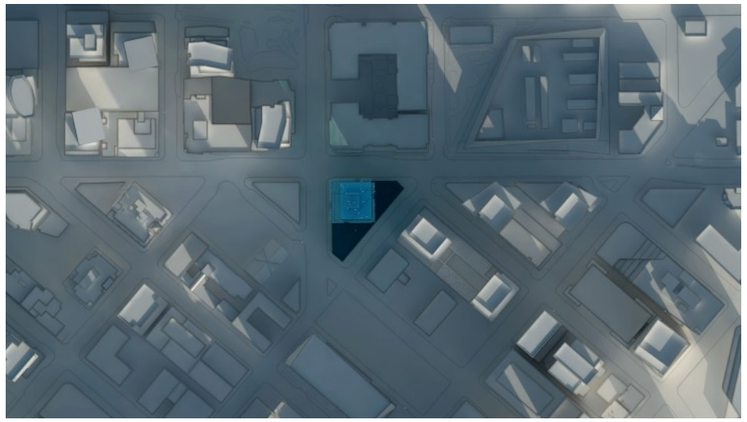
EQUINOX (SPRING/FALL)
MARCH 21/SEPTEMBER 21

SUMMER SOLSTICE
JUNE 21

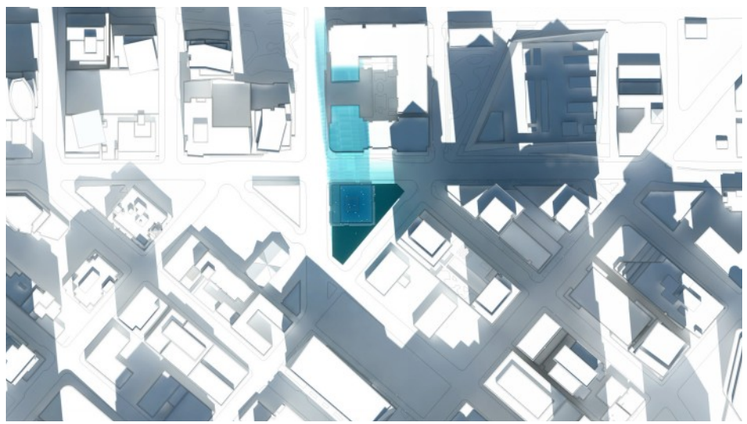
WINTER SOLSTICE
DECEMBER 21

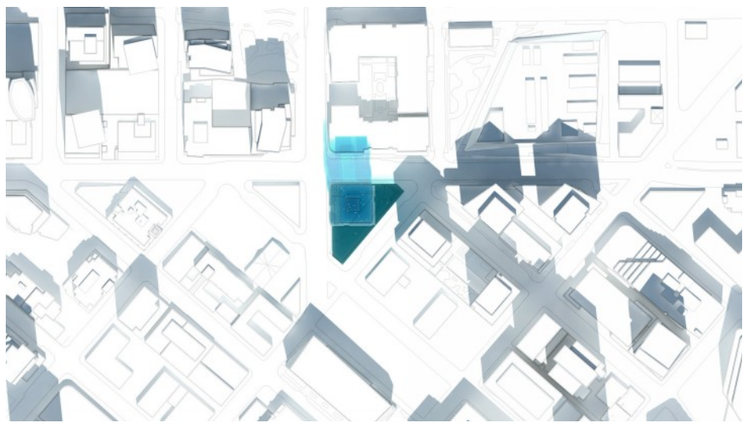
10 AM

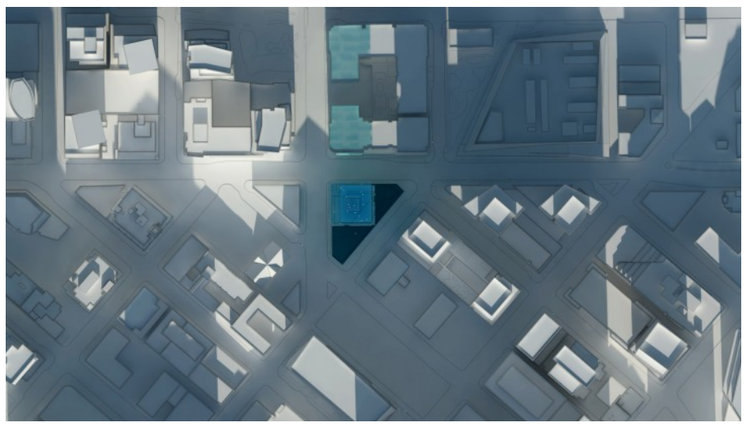




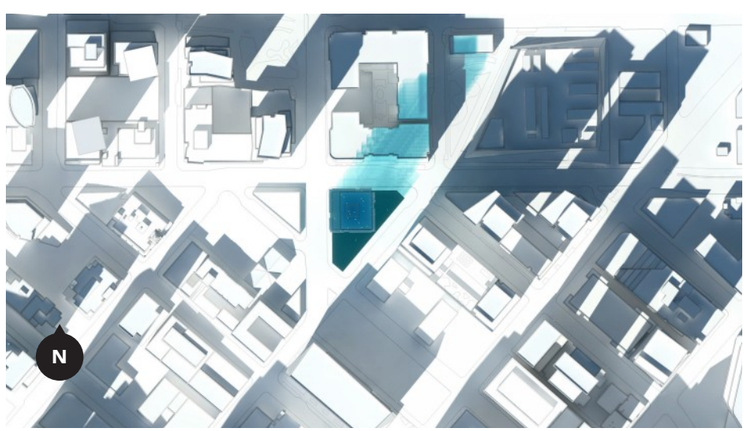
12 PM

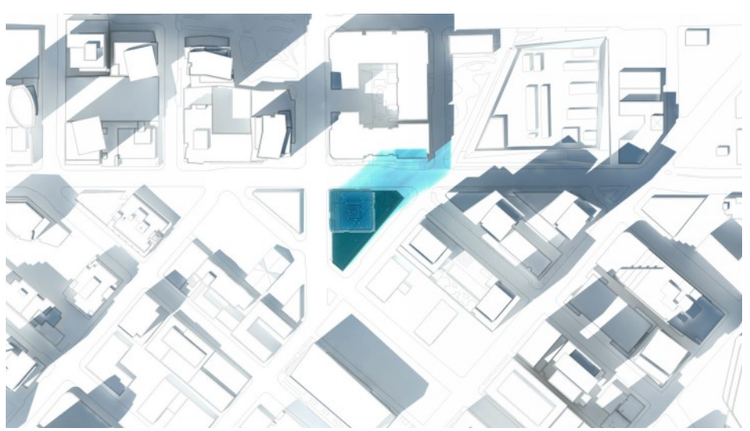


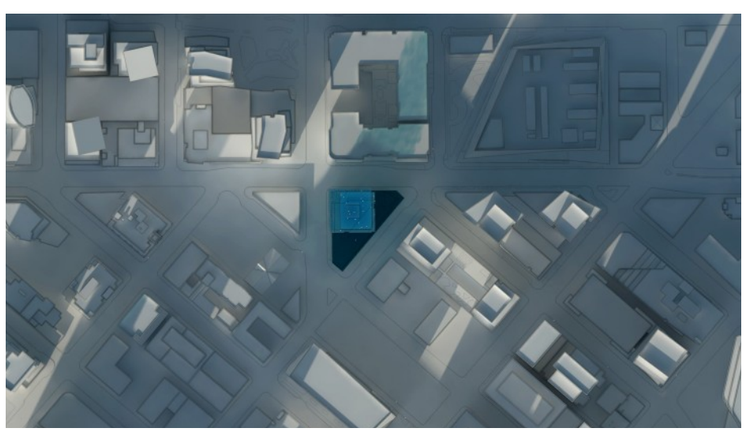


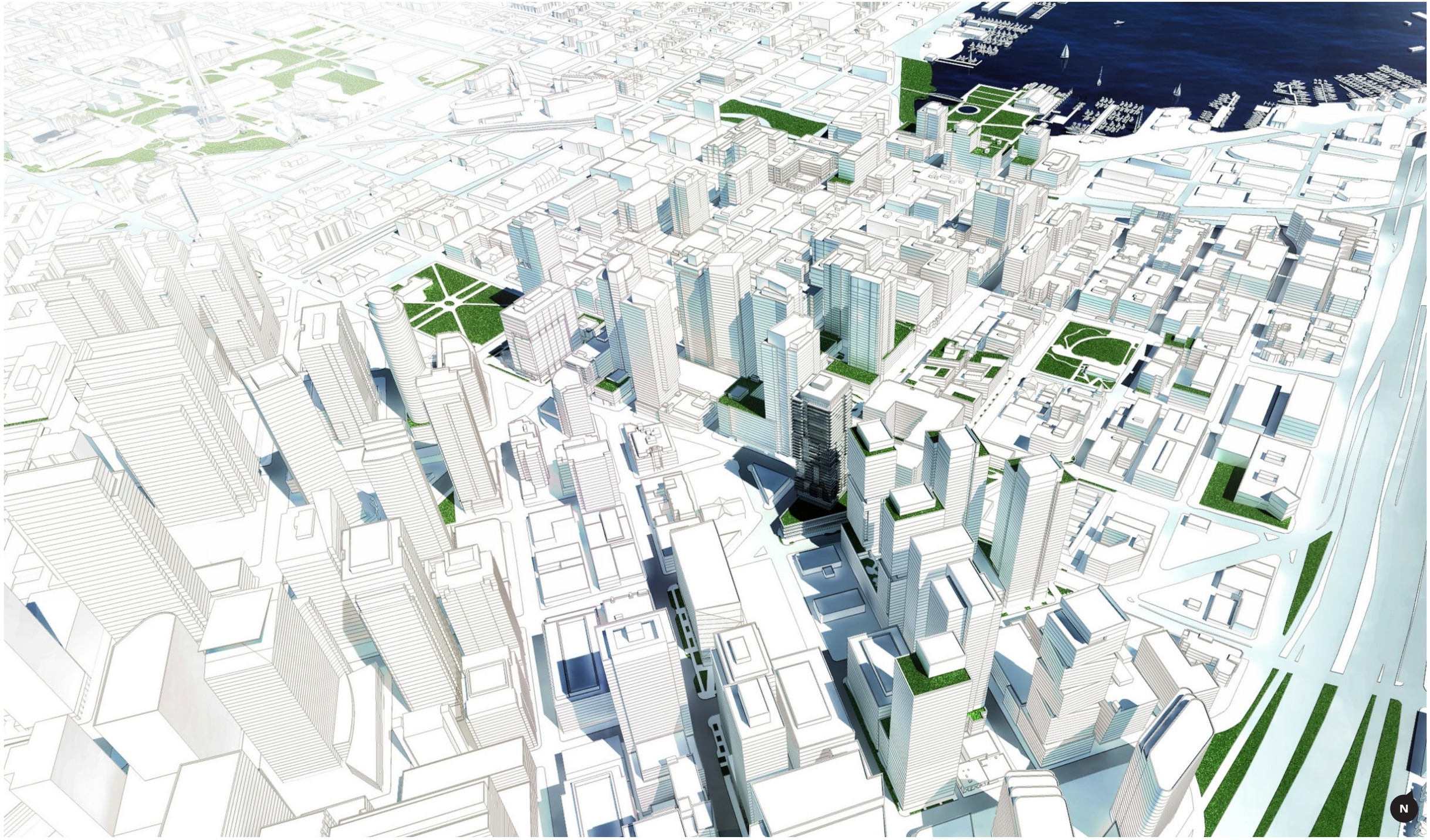


2 PM

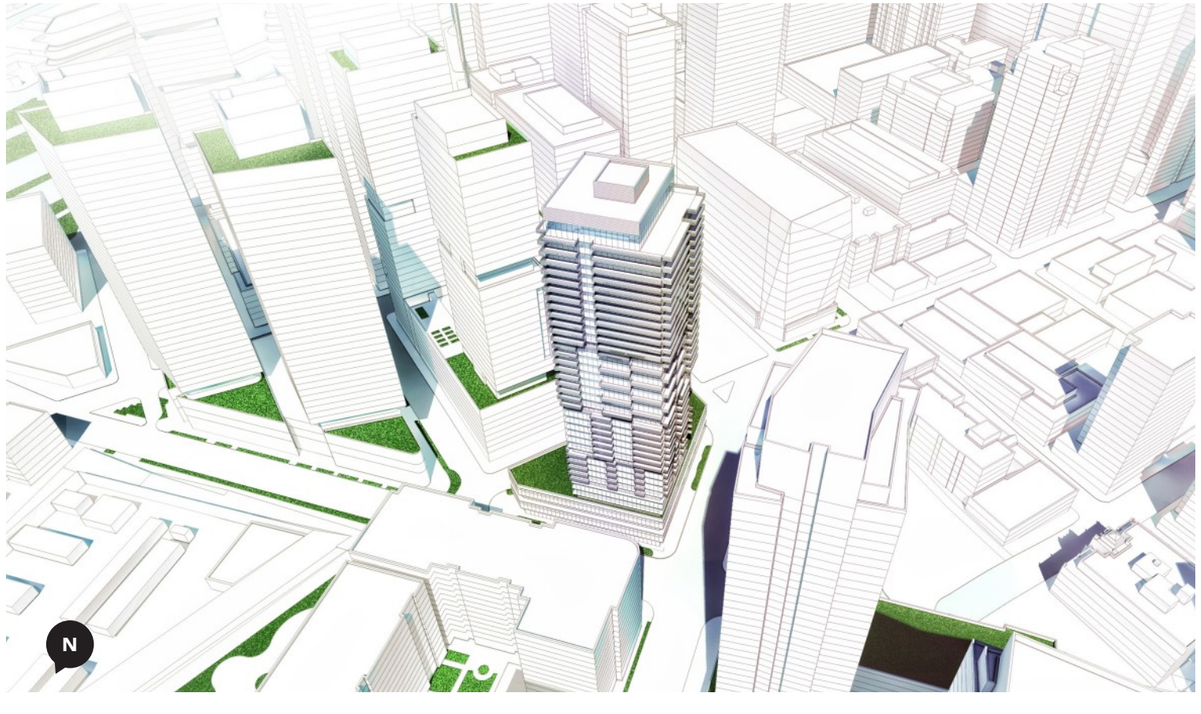


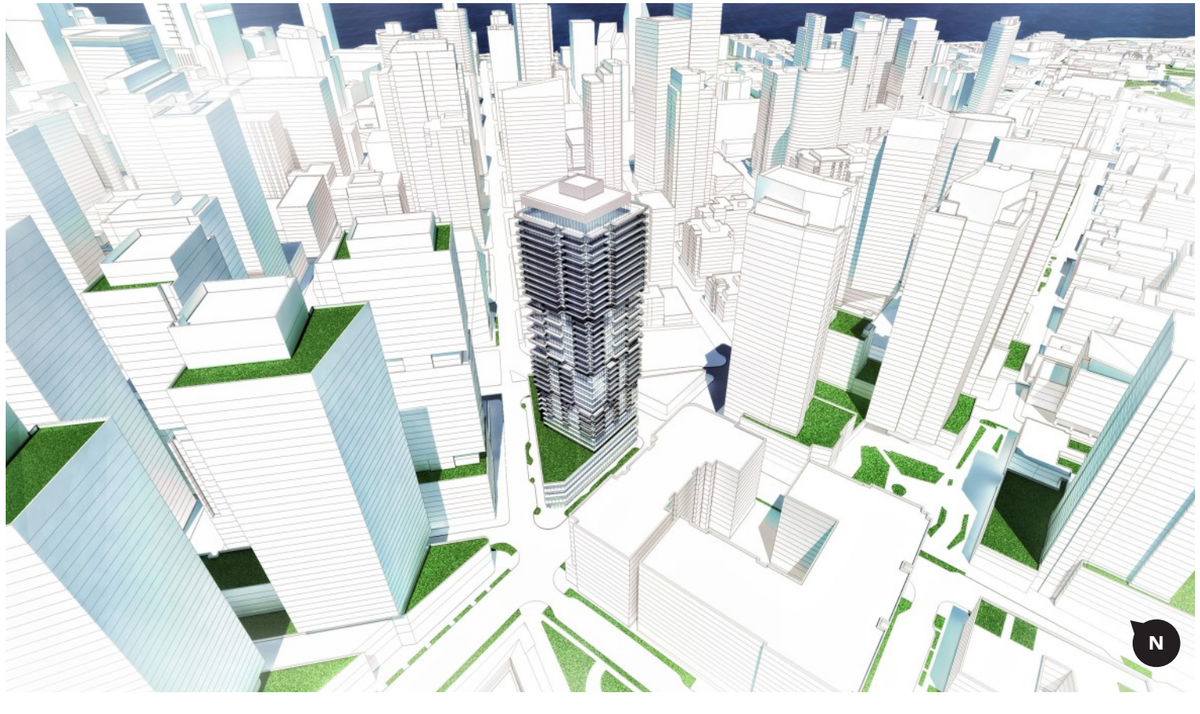


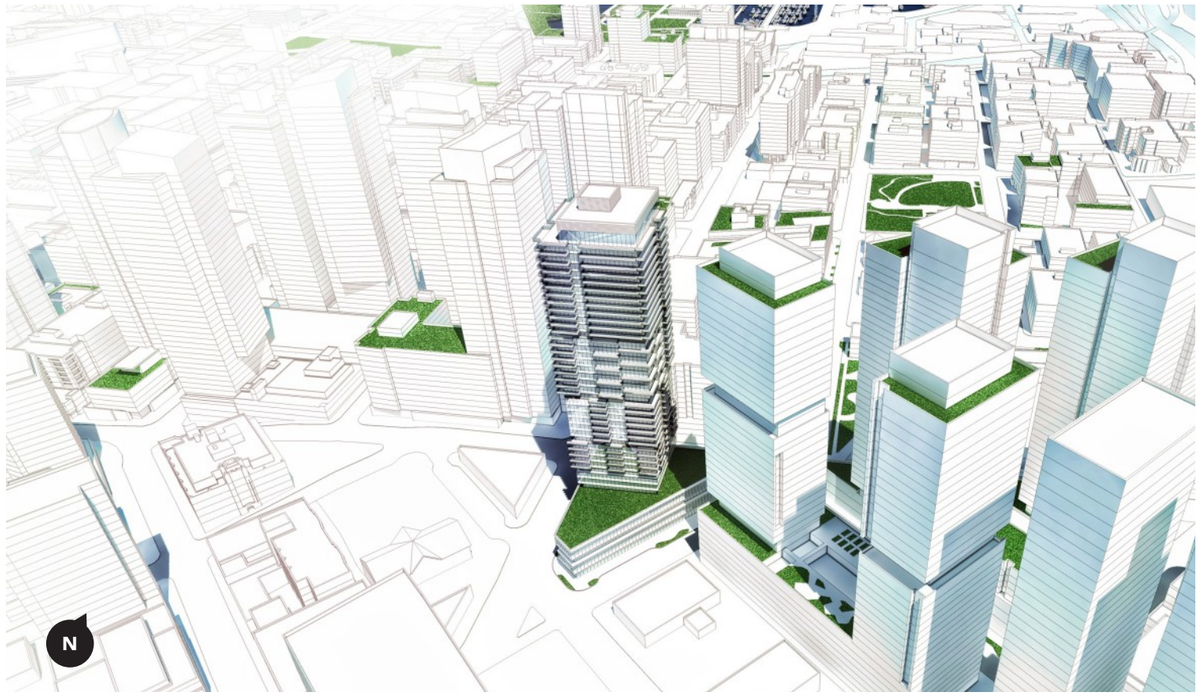



N

05.13 Proposal I: Aerial Views







*2022 Boren Ave removed for purposes of the rendering

2 DUO PROPOSAL

OPPORTUNITIES

More Sun/Light Exposure (due to larger perimeter)

Clearly Defined Edge Condition on Denny Way

Clearly Defines Intersection at Denny Way and Fairview Ave

Optimal Core Location

Exposure to Views

Angular forms respond to the shift in the city grid

Angular forms add visual interest by departing from typical tower massing

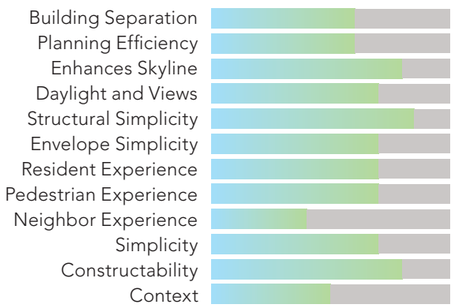
CONSTRAINTS

Less Tower Separation from Neighbor (1200 Stewart and 1201 Minor)

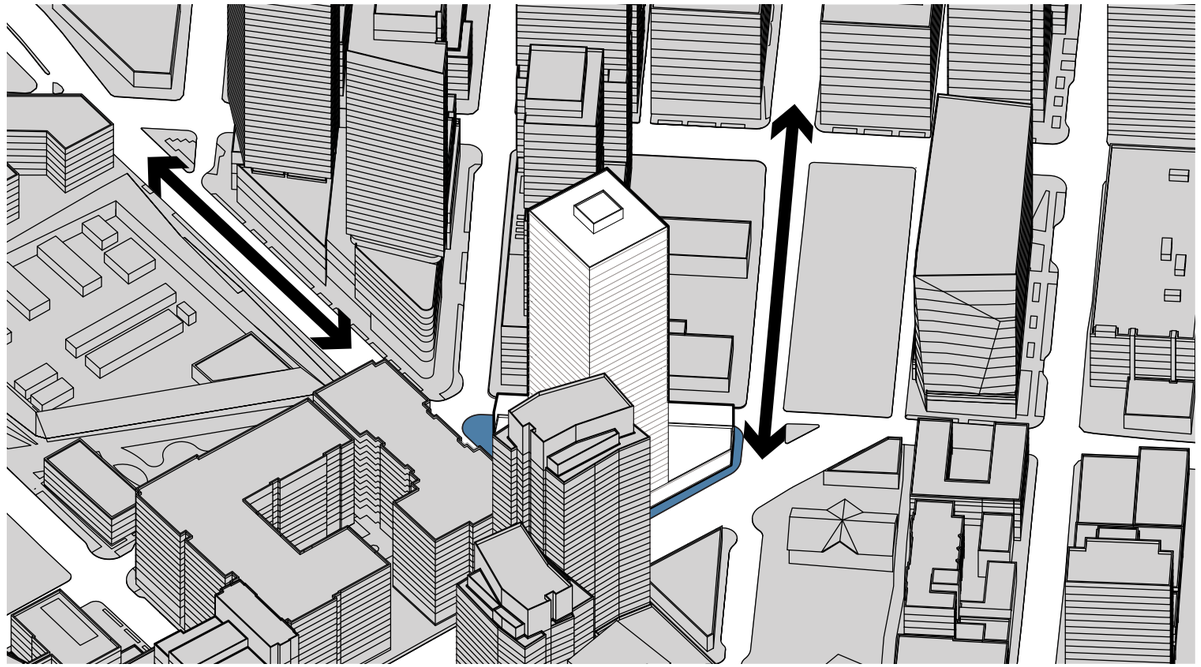
Less efficient floor planning

Cost more to construct

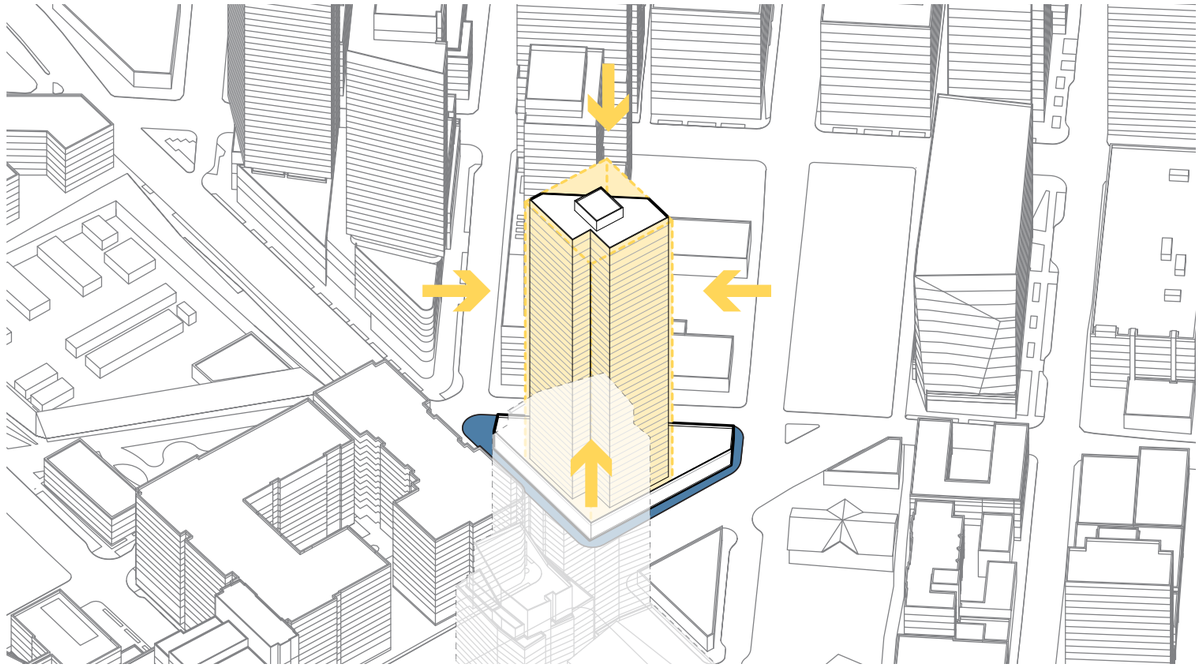
Visually stark



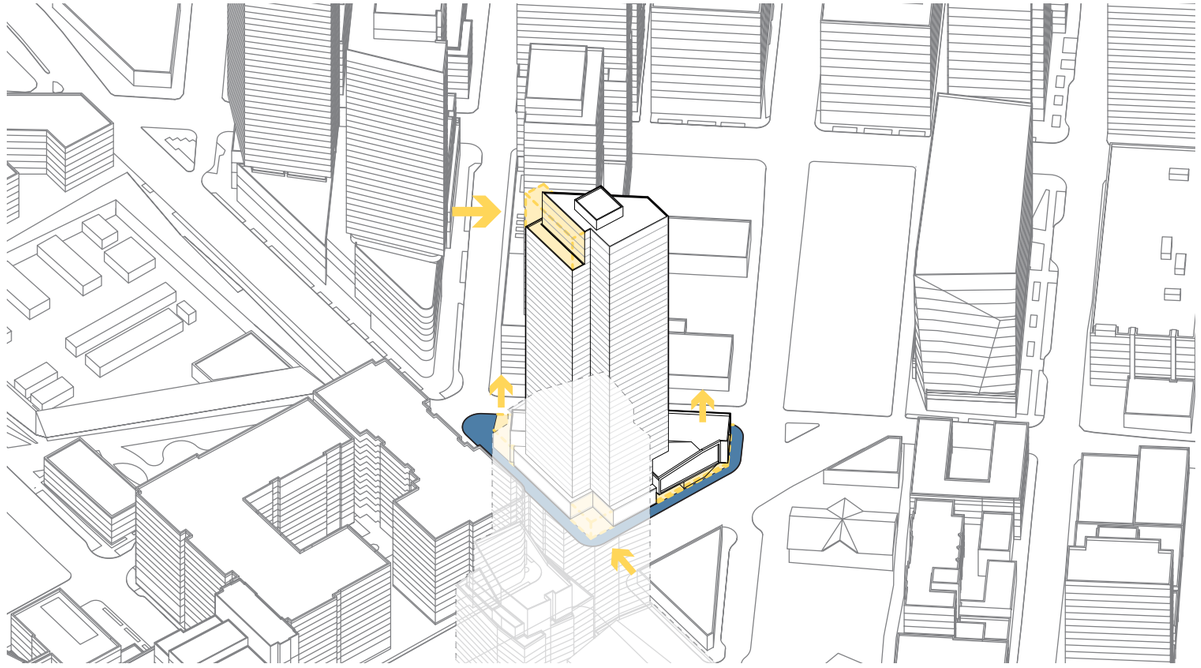
BOSA PROPERTIES ZGF COTTER



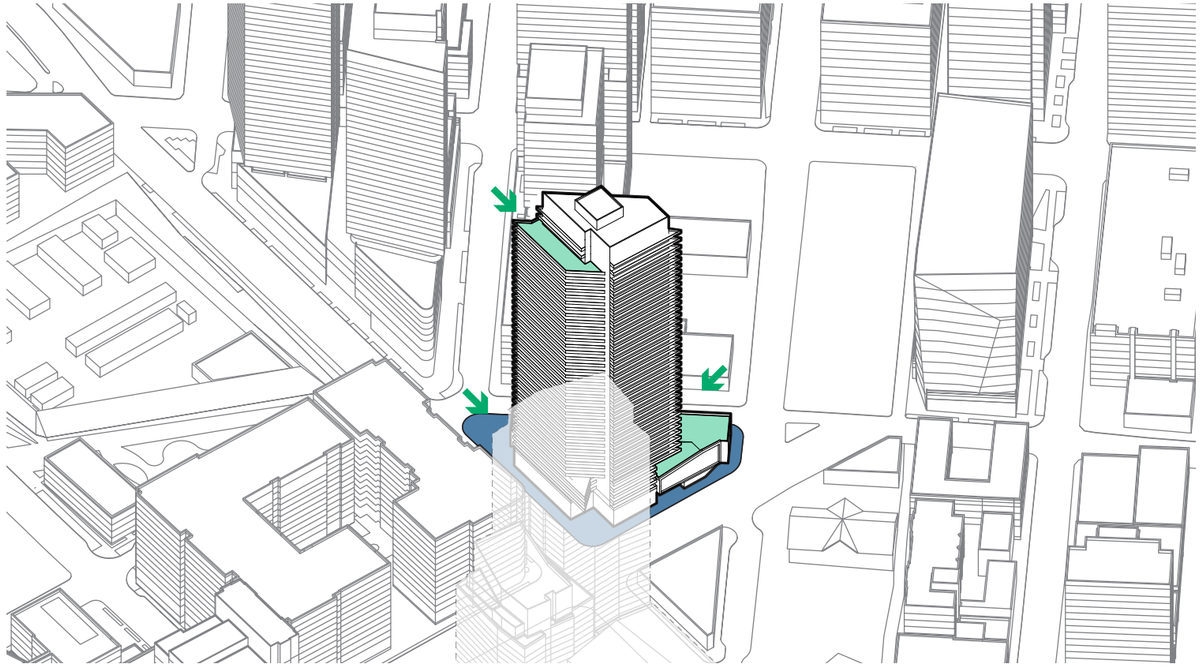
CONSIDER South Lake Union Grid



PUSH Back Residential from Street

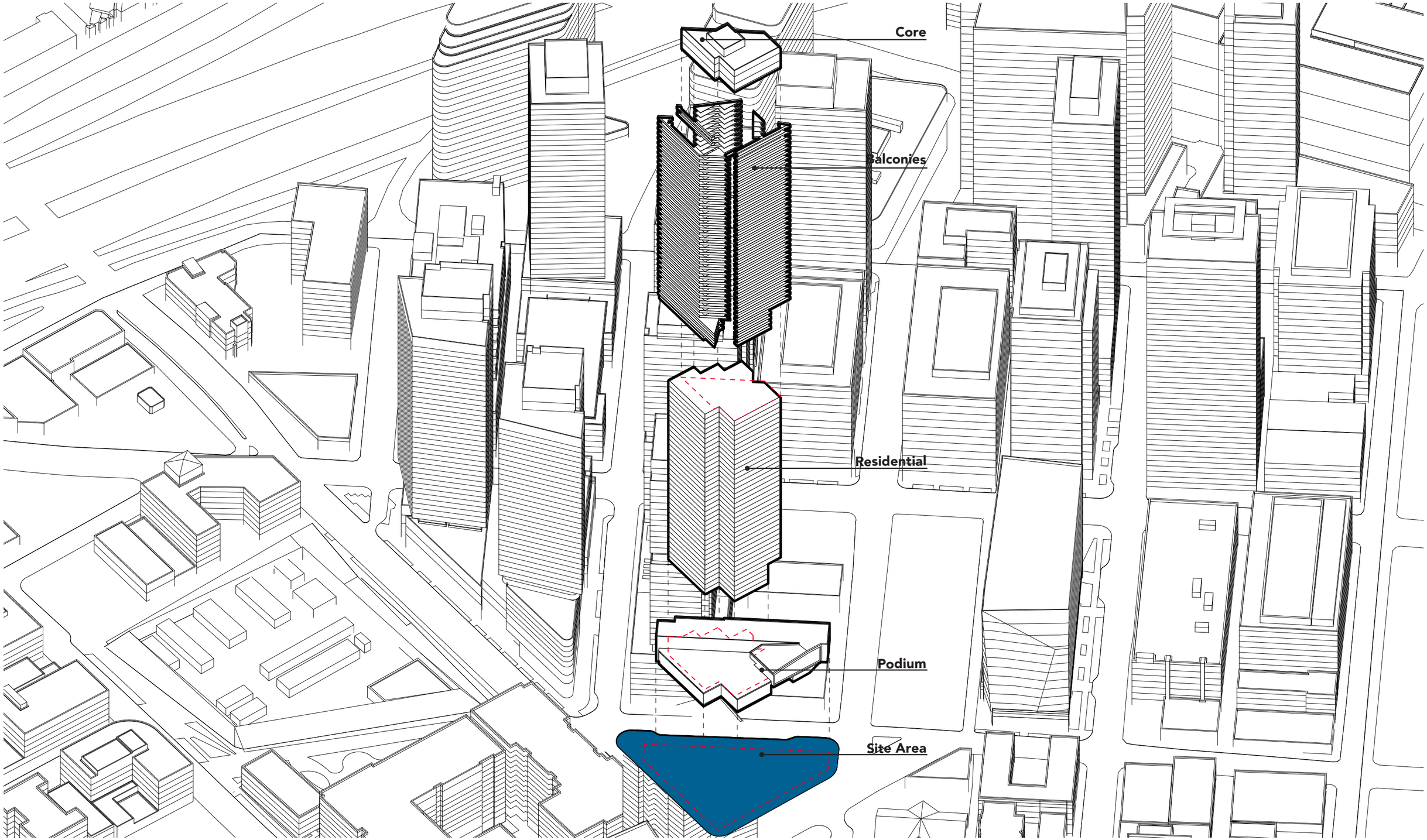


PUSH in Key Levels to Define Tower and Podium

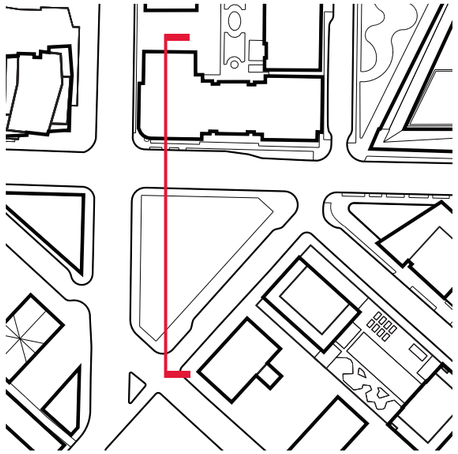


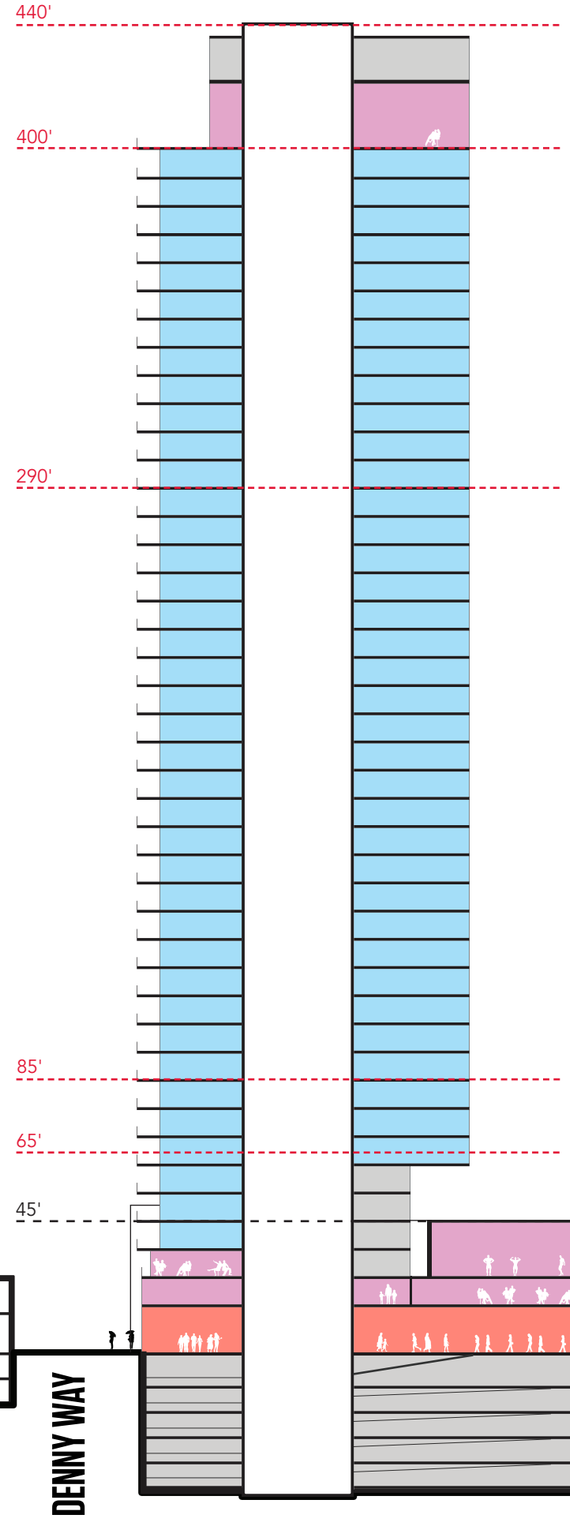
EXTEND out Balconies Landscaping to Connect to Outdoors and create Architectural Interest

05.17 Proposal II: Diagram



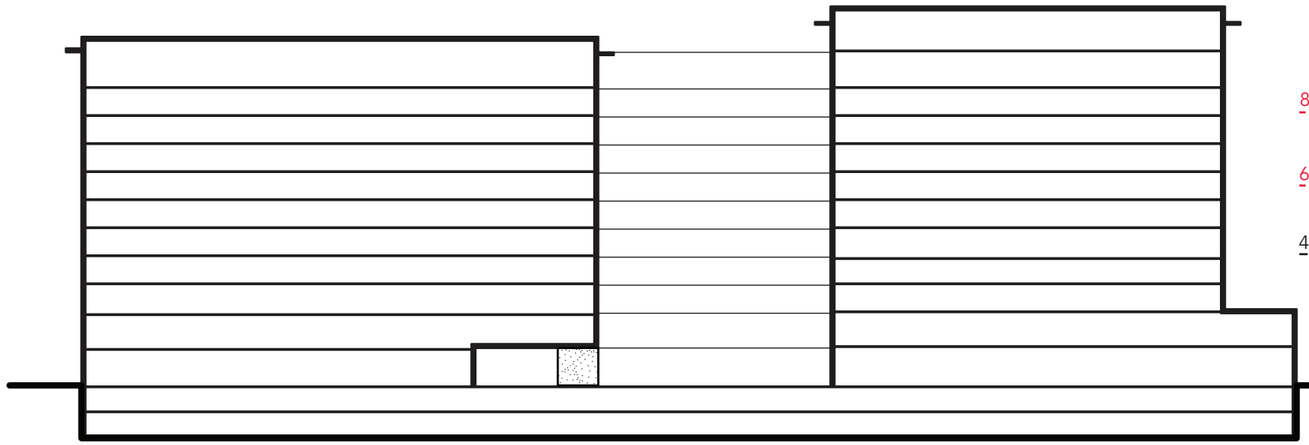
05.18 **Proposal II:** Section



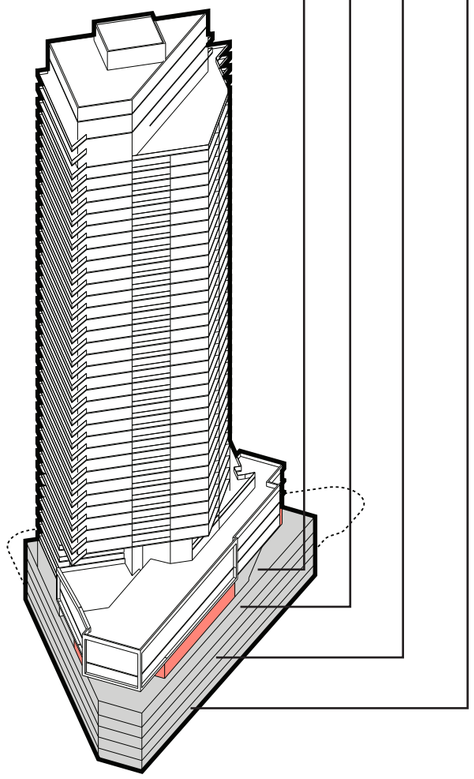


Key

- Residential
- Amenity
- BOH
- Retail
- Landscape
- Parking
- Entrance



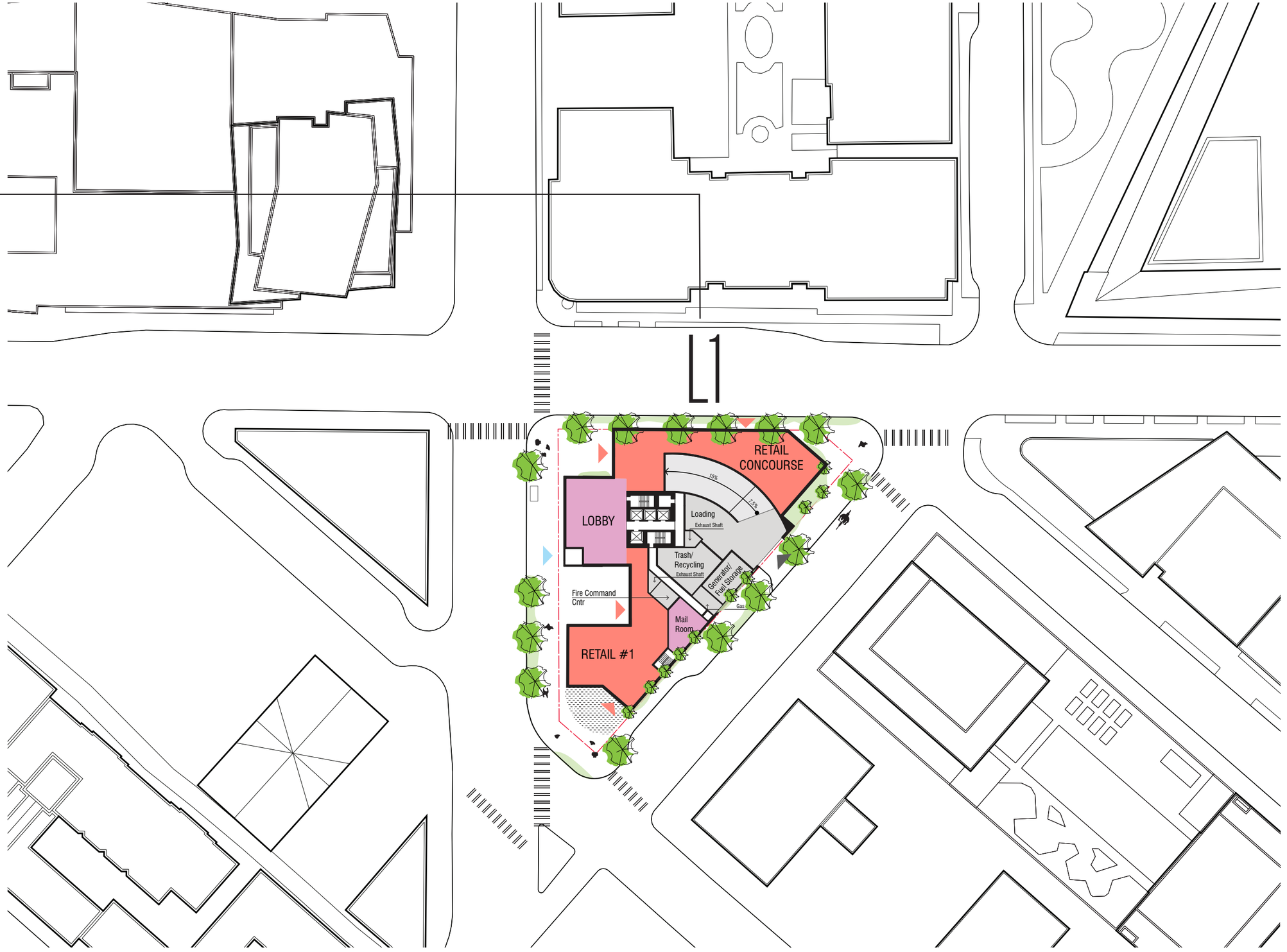
Mirabella Building




P5
Intake Shaft
5%
Exhaust Shaft
Intake Shaft
Water Storage Tank
Fire Pump


P4-P2
Intake Shaft
5%
Exhaust Shaft
5%
Intake Shaft
Storage


P1
Intake Shaft
Elec. Room
SCA Transformer Vault
7.5%
15%
5%
Exhaust Shaft
5%
Intake Shaft
Storage

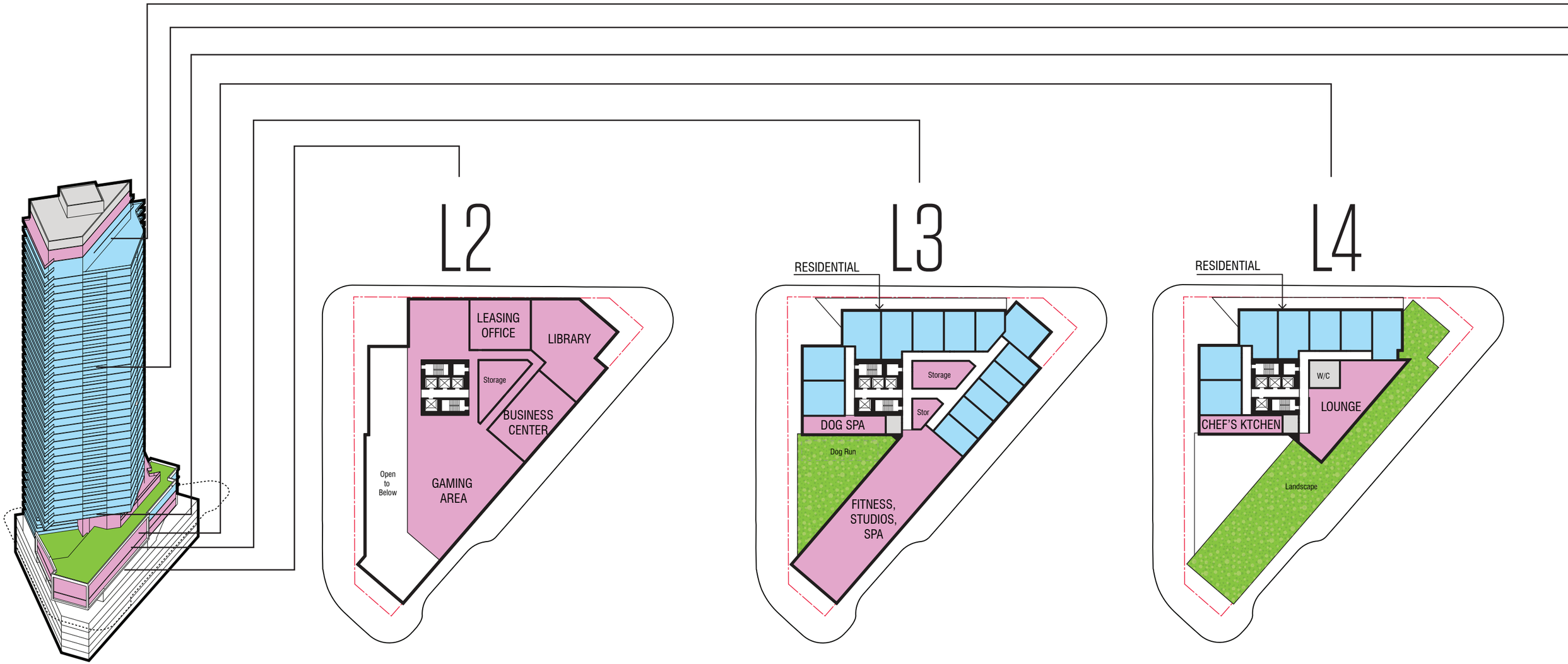


Key

- Residential
- Amenity
- BOH
- Retail
- Landscape
- Parking
- Entrance

N

0' 16' 32' 64' 128'
0 4 8 19 38m

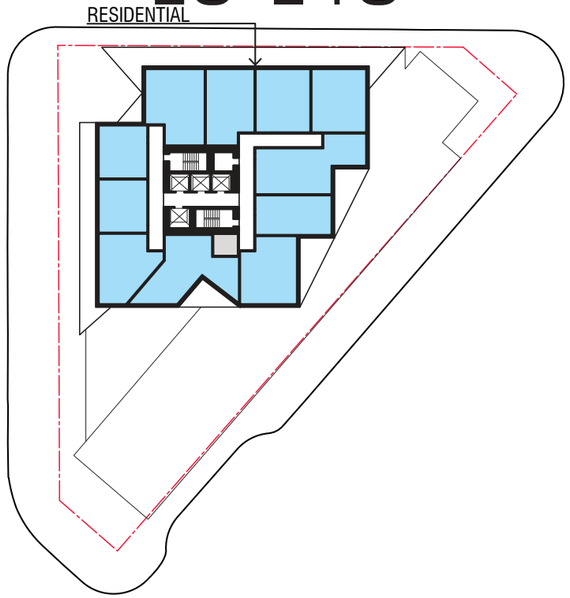

L2
LEASING OFFICE
LIBRARY
Storage
BUSINESS CENTER
Open to Below
GAMING AREA
L3
RESIDENTIAL
Storage
Stor
DOG SPA
Dog Run
FITNESS, STUDIOS, SPA
L4
RESIDENTIAL
W/C
LOUNGE
CHEF'S KTCHEN
Landscape

Key

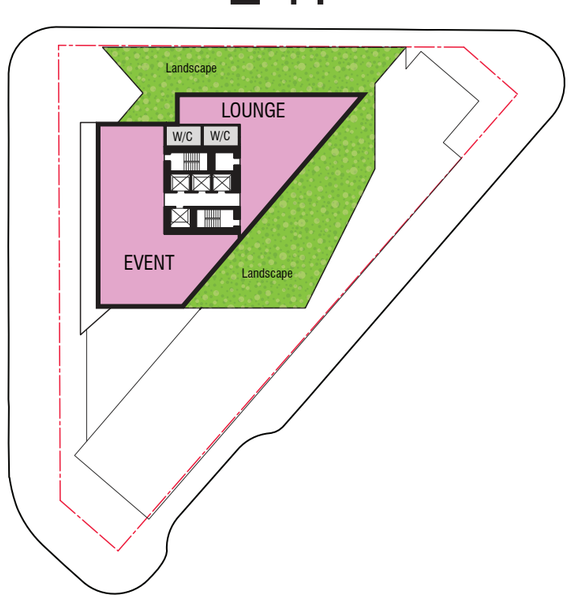
- Residential
- Amenity
- BOH
- Retail
- Landscape
- Parking
- Entrance

L5

L6-L40



L41



N

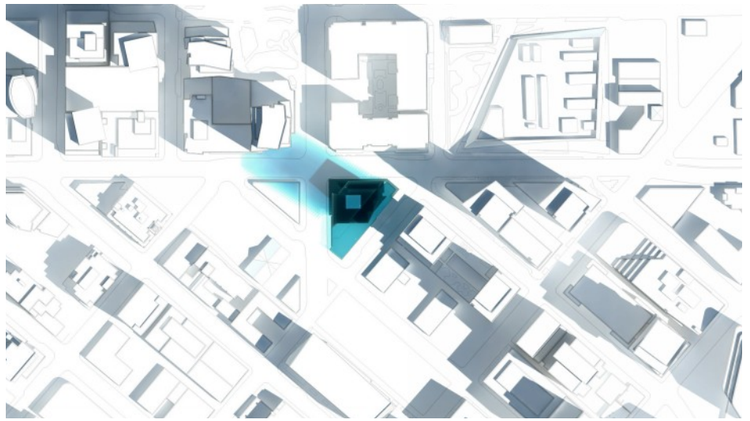
0' 16' 32' 64' 128'
0 4 8 19 38m

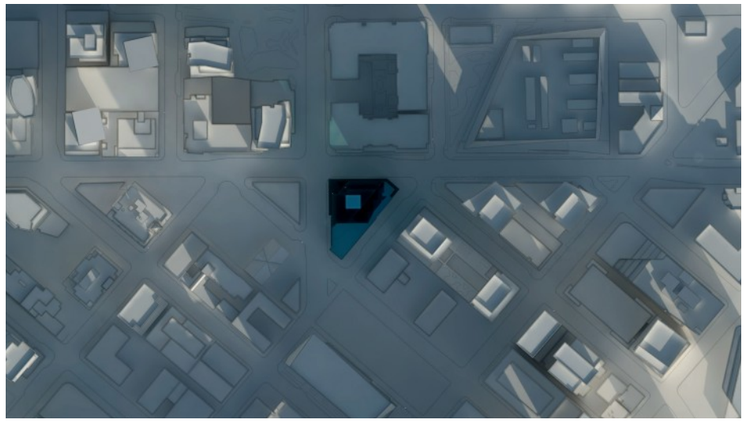
EQUINOX (SPRING/FALL)
MARCH 21/SEPTEMBER 21

SUMMER SOLSTICE
JUNE 21

WINTER SOLSTICE
DECEMBER 21

10 AM





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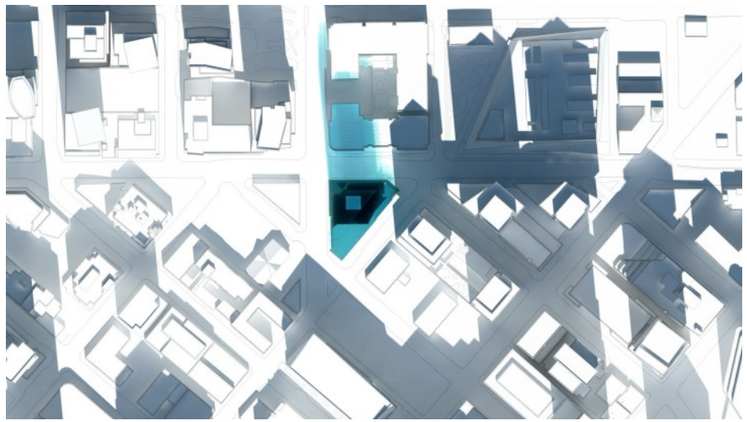

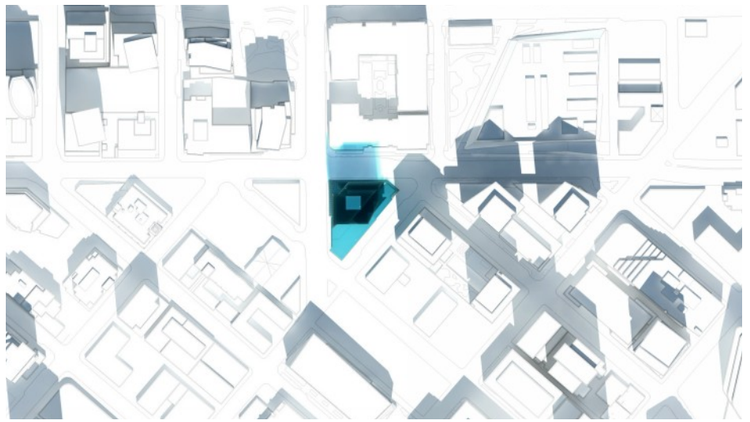

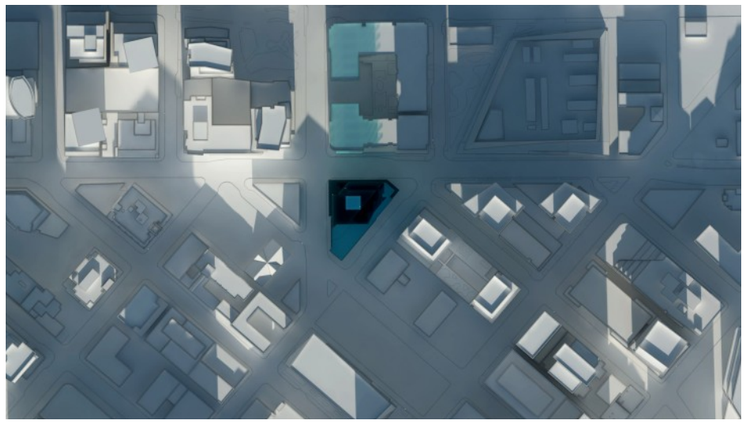

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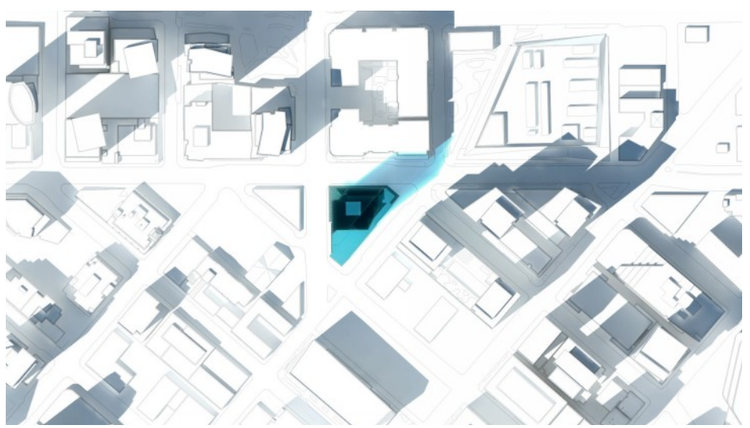

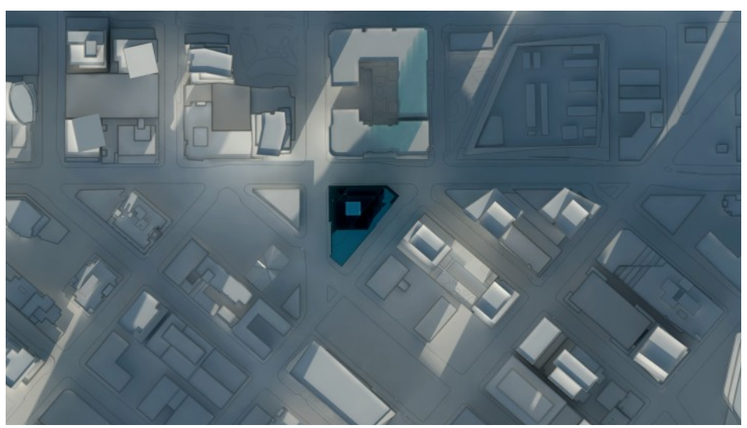

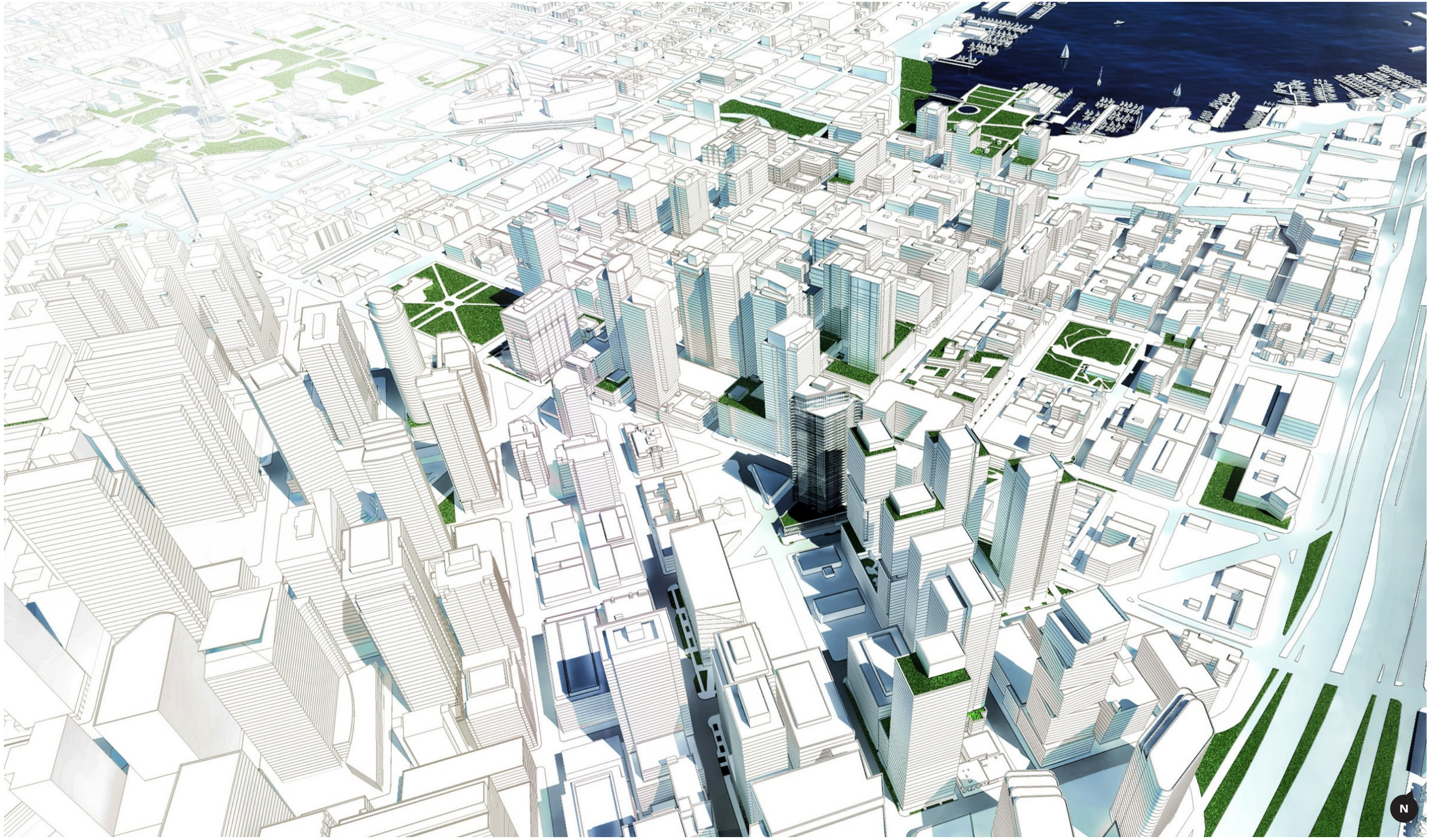
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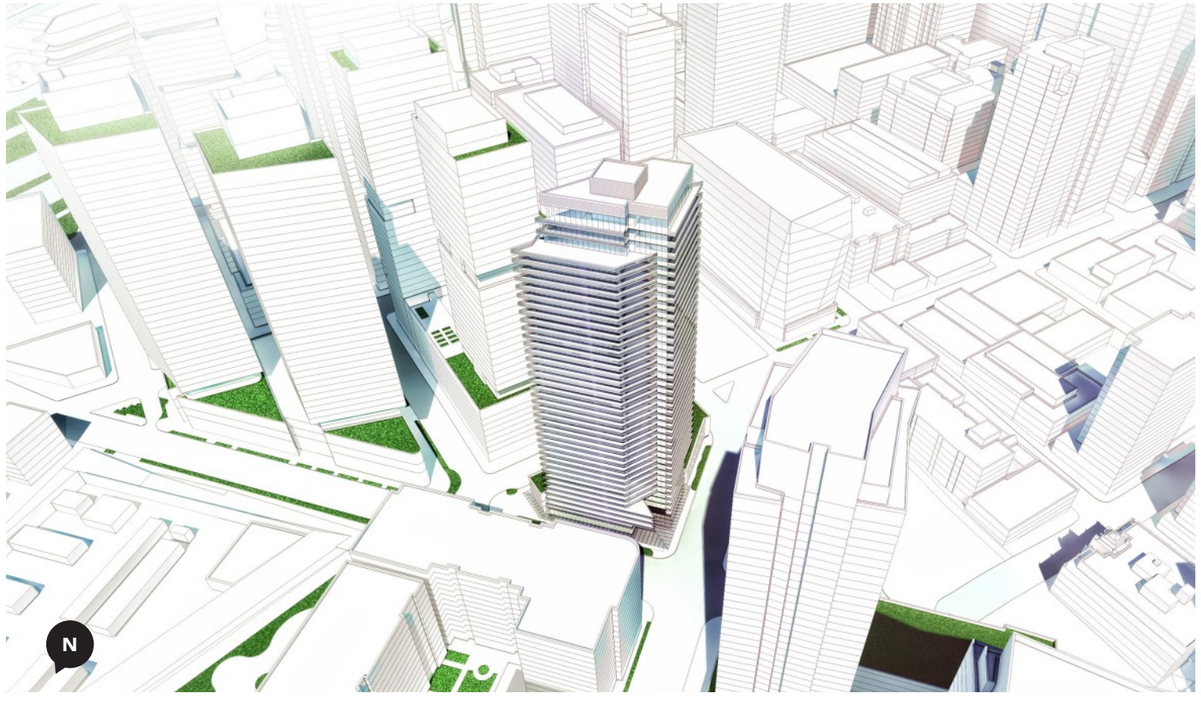
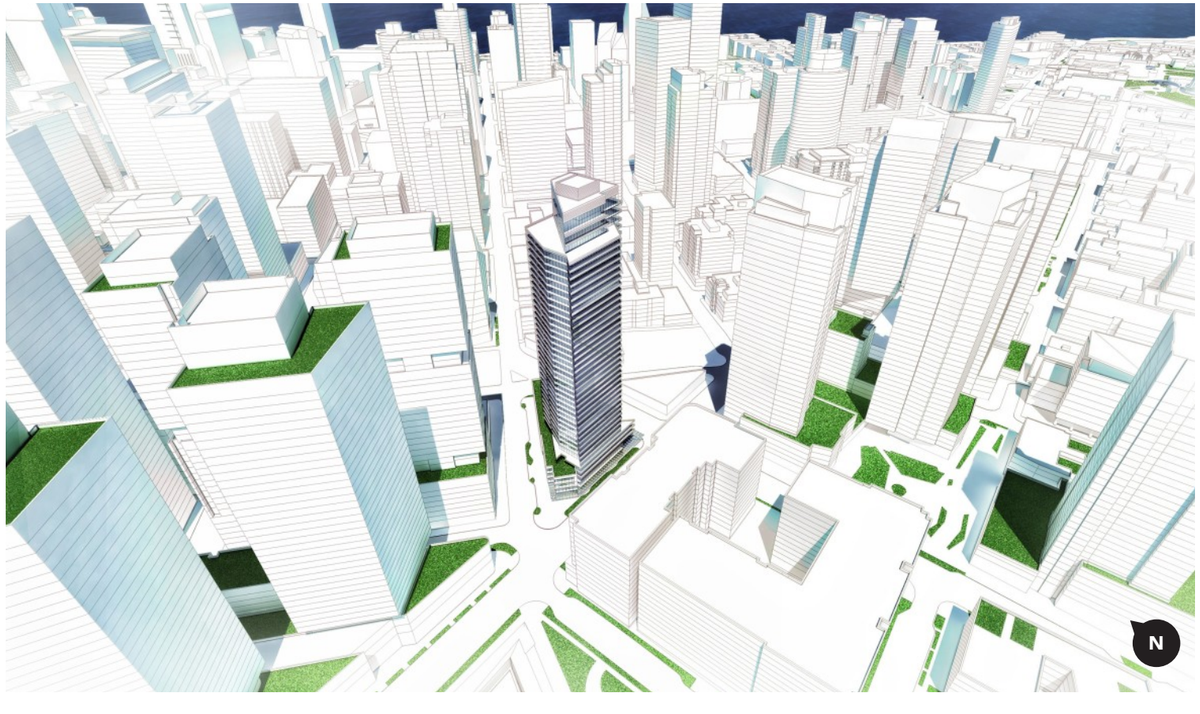
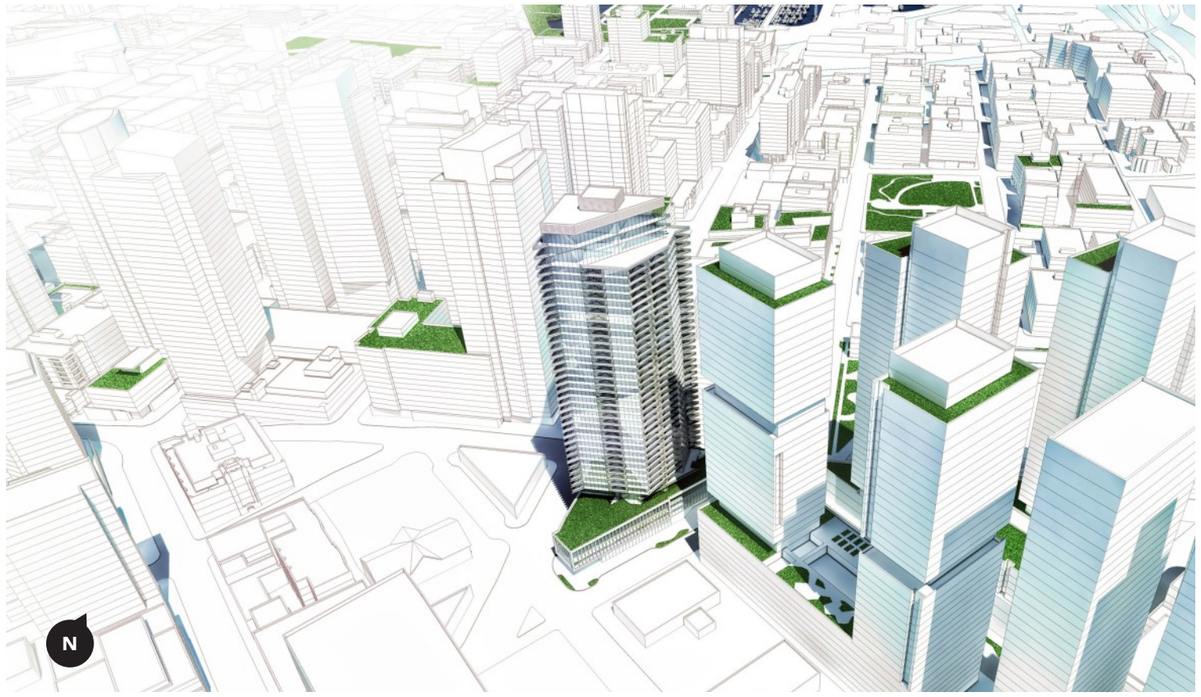
05.22 Proposal II: Aerial Views







*2022 Boren Ave removed for purposes of the rendering

3 ALIUS
PROPOSAL (PREFERRED)

In the Alius Proposal, all apartment floors feature expansive, cantilevered balconies; the balconies' axial rotation on the tower plan produces the building's undulating form. This sweeping, spiraled building vocabulary which is designed to maximize floor plate efficiency, creates the building's distinctive visual twist. The balcony extension to the rational building core is relatively simple and economical affordable, but has high impact on the design. Furthermore the shifting of the balconies ensures a more direct experience of the sky above.

OPPORTUNITIES

Iconic design and massing breaks from the surrounding rectilinear masses

Visually Striking

Enhancement of Skyline

Maximizes Views

Efficient Structure

Optimal Core Location

Maximizes Sun/Light Exposure

Maximizes Exposure to Views

Maximal Visual Interest

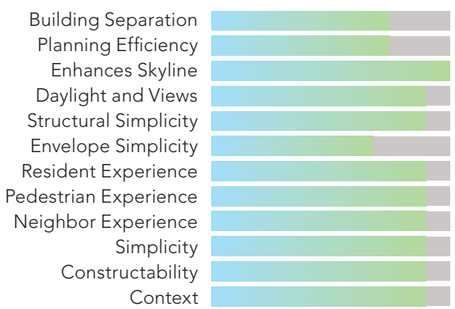
Expansive Balconies on every unit

Minimal departures required

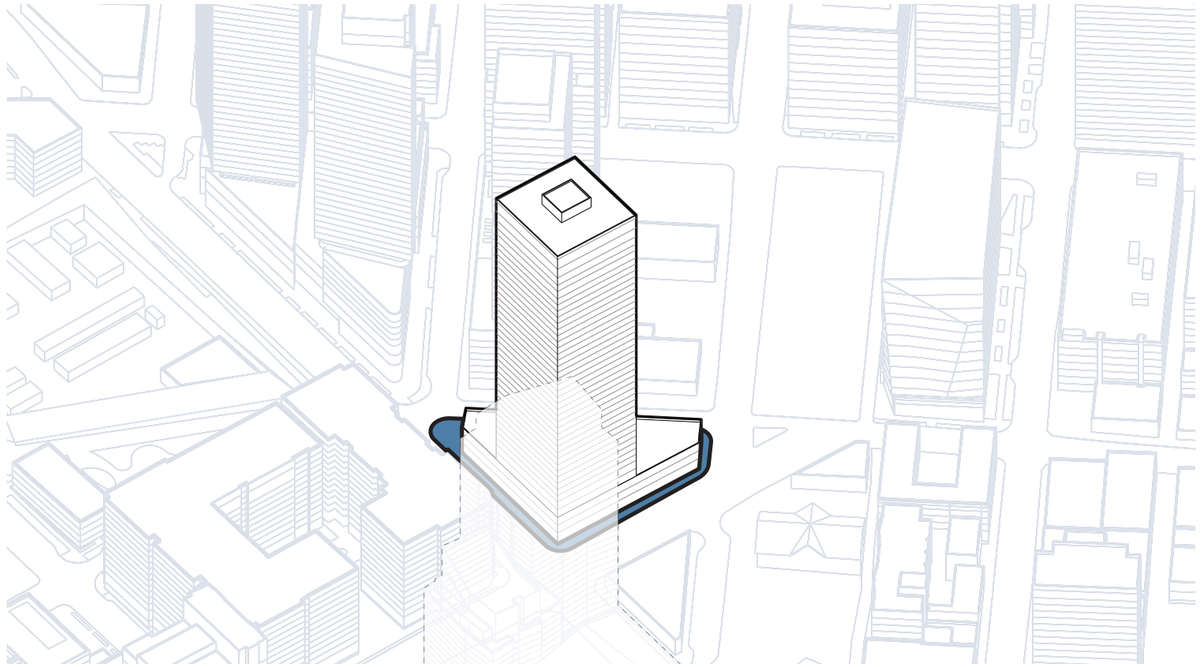
CONSTRAINTS

Possible Higher Construction Cost

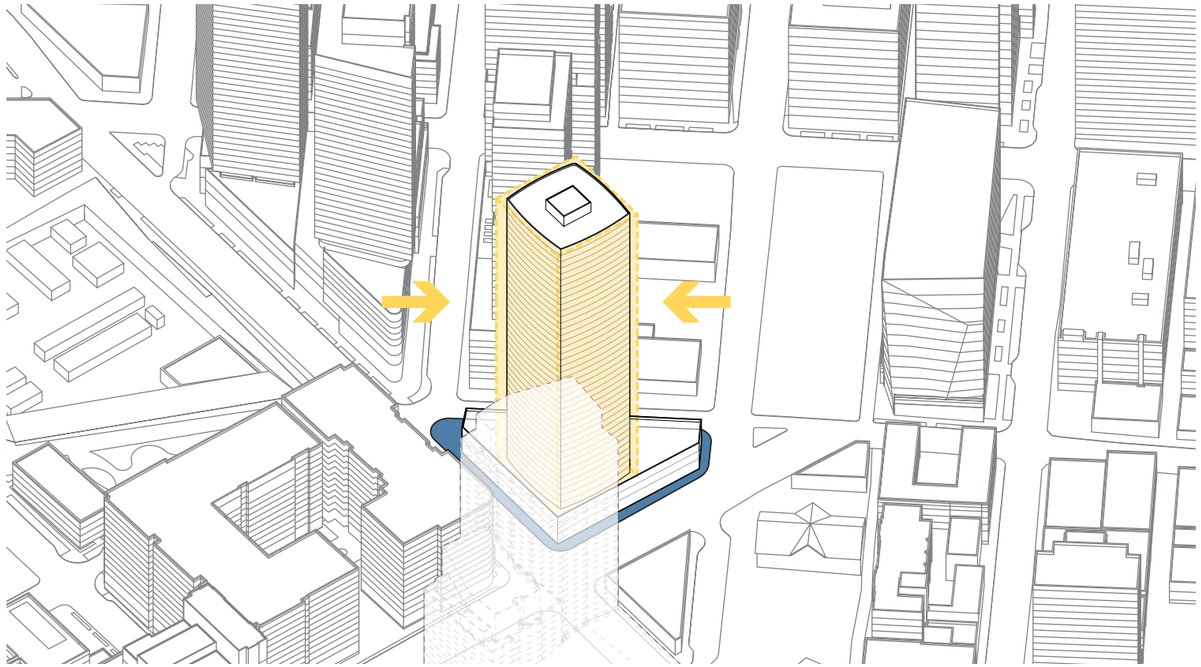
Possibly more difficult to Construct



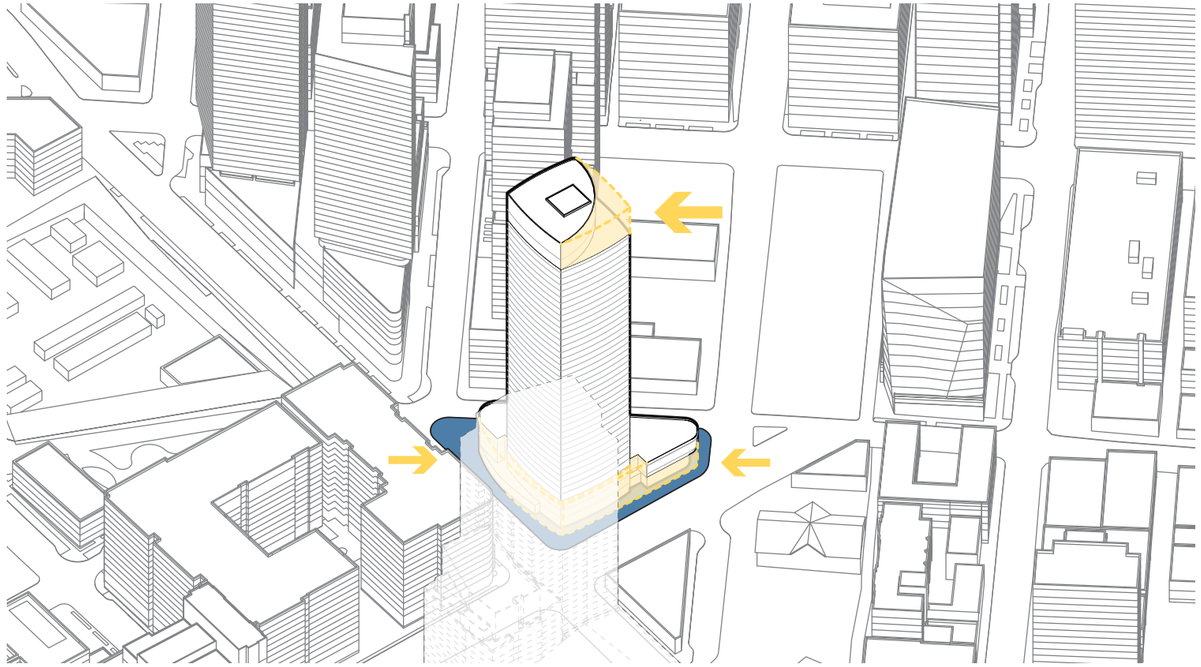
BOSA PROPERTIES ZGF COTTER



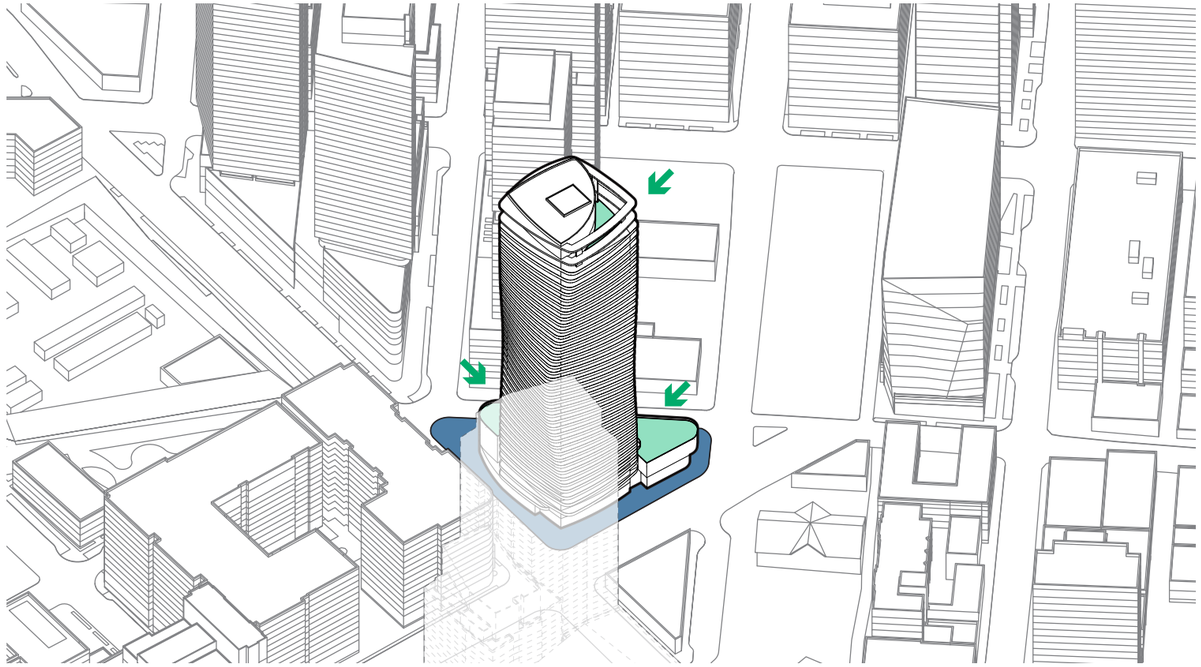
CONSIDER South Lake Union Grid



PUSH Back Residential from Street

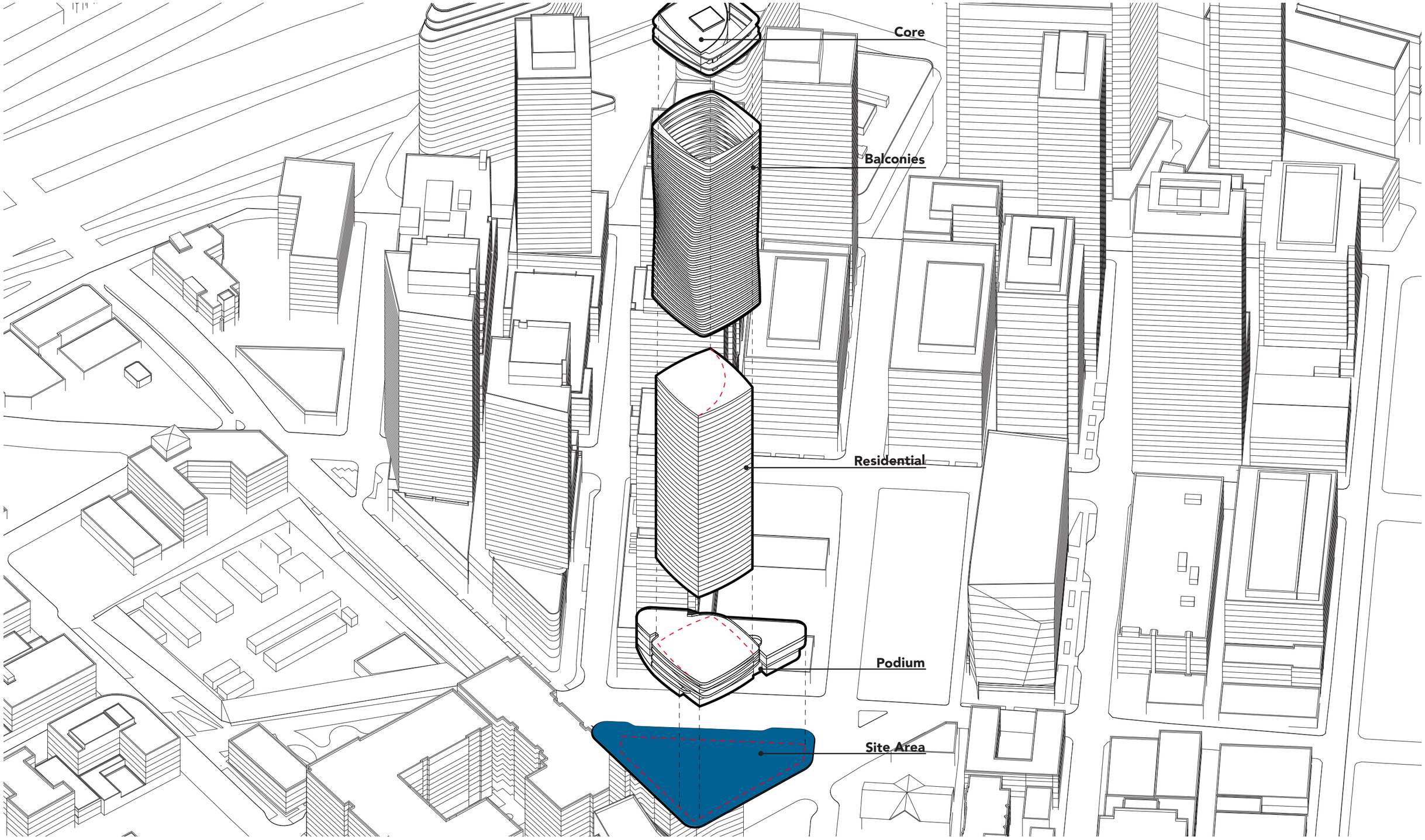


PUSH in Key Levels to Define Tower and Podium

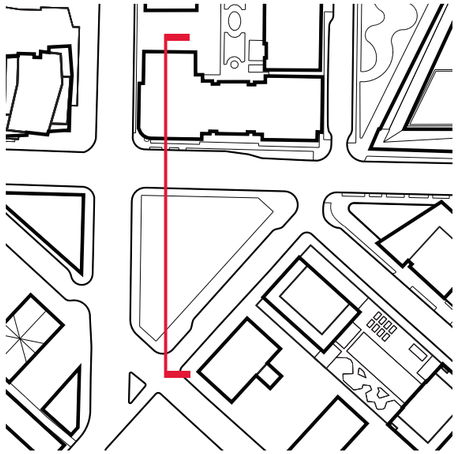


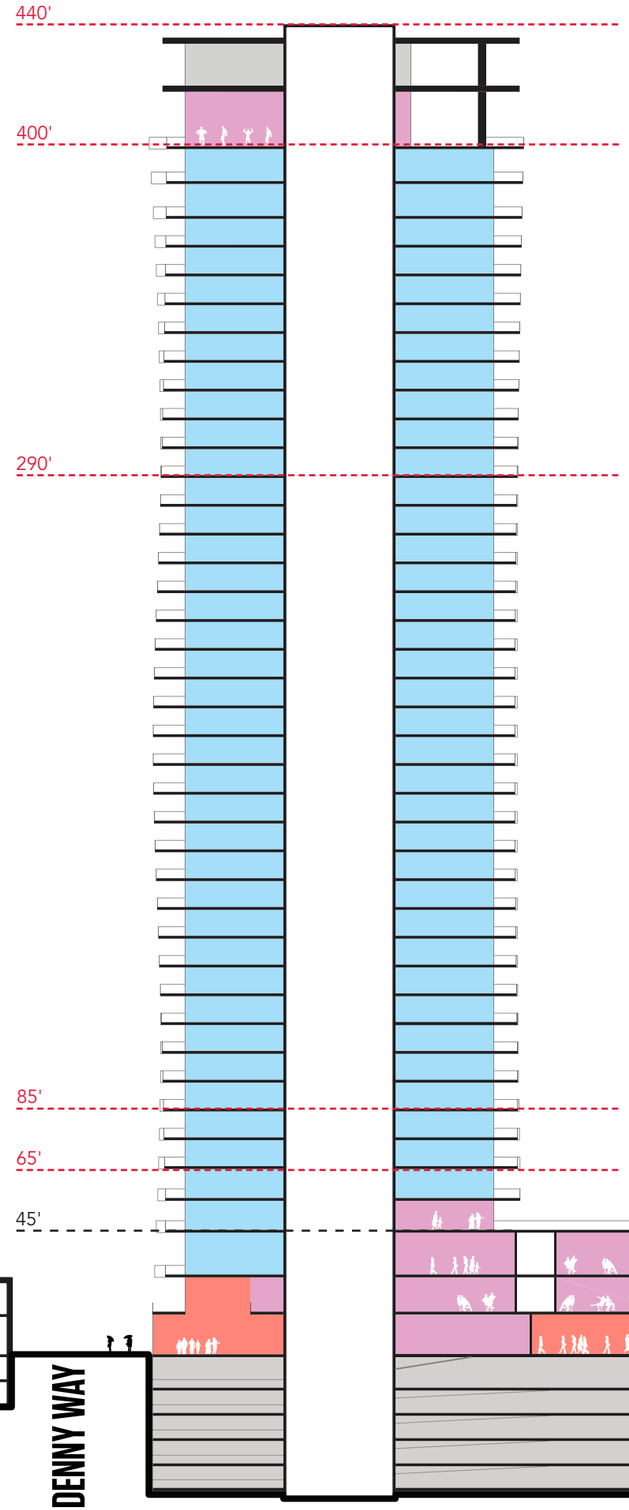
EXTEND out Balconies Landscaping to Connect to Outdoors and create Architectural Interest

05.26 Proposal III: Section



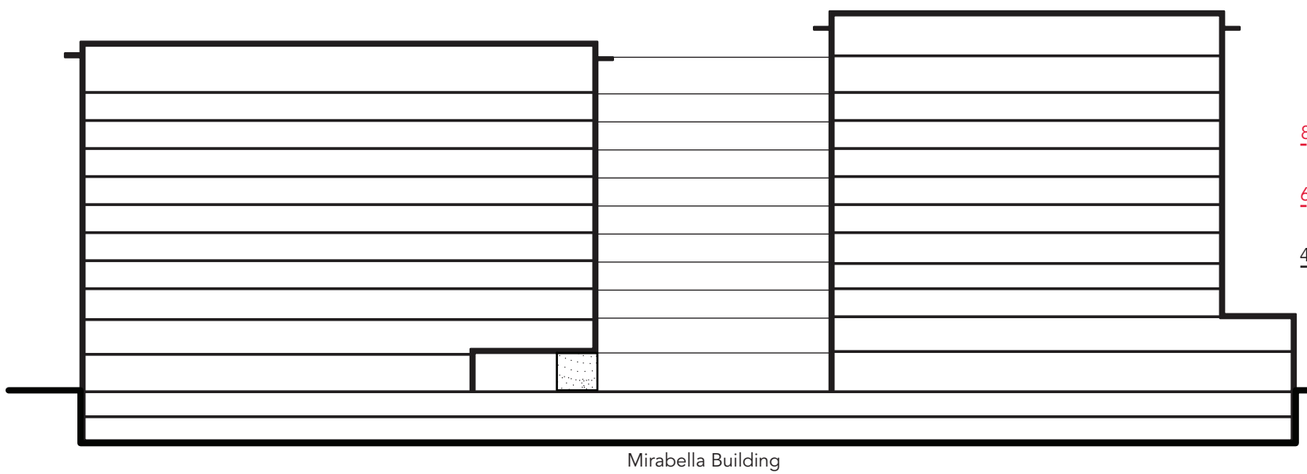
05.27 **Proposal III:** Diagrams

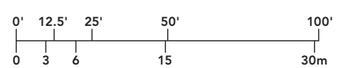




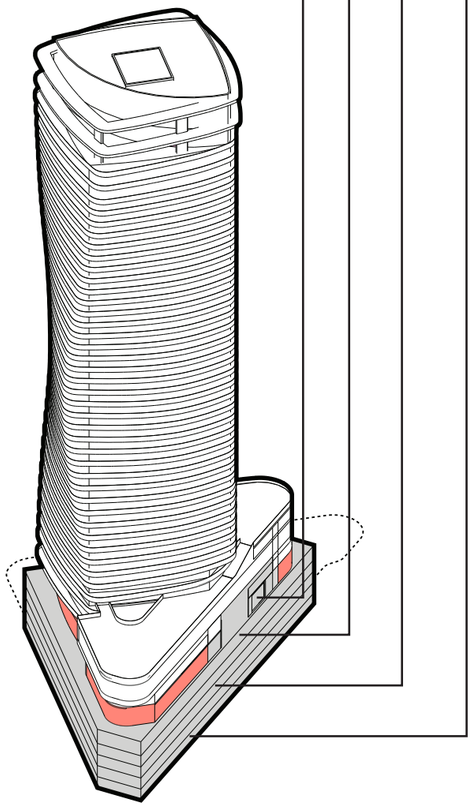
Key

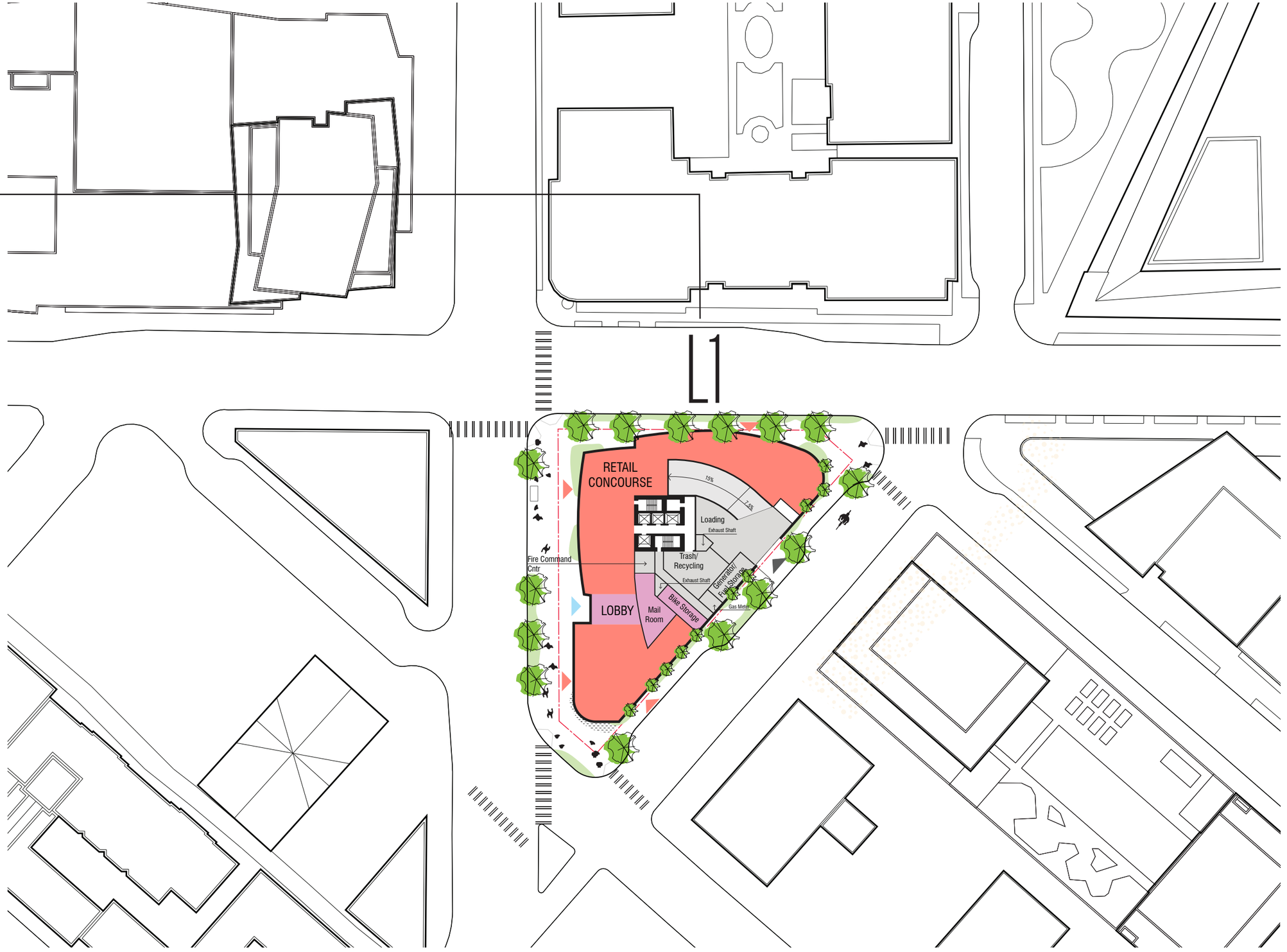
- Residential
- Amenity
- BOH
- Retail
- Landscape
- Parking
- Entrance

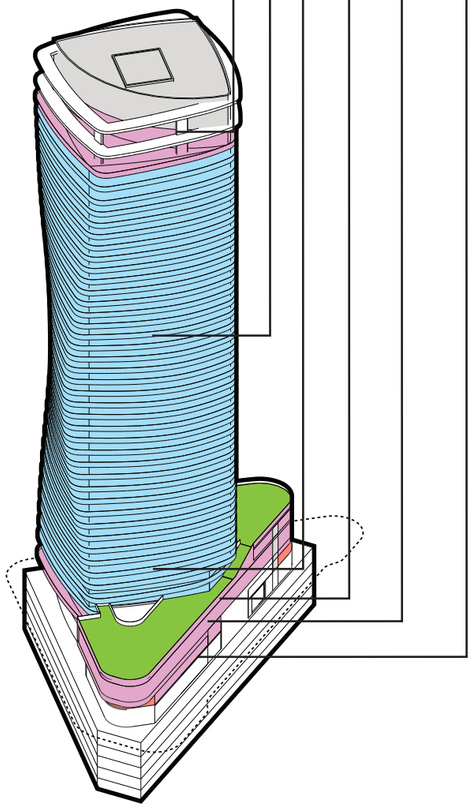




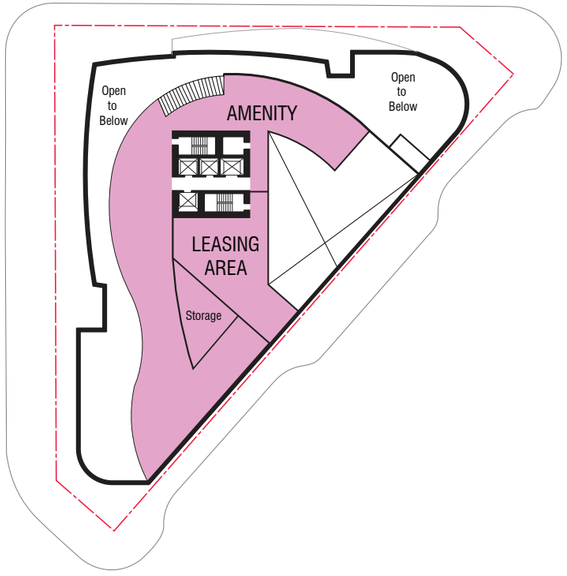
05.28 Proposal III: Plans



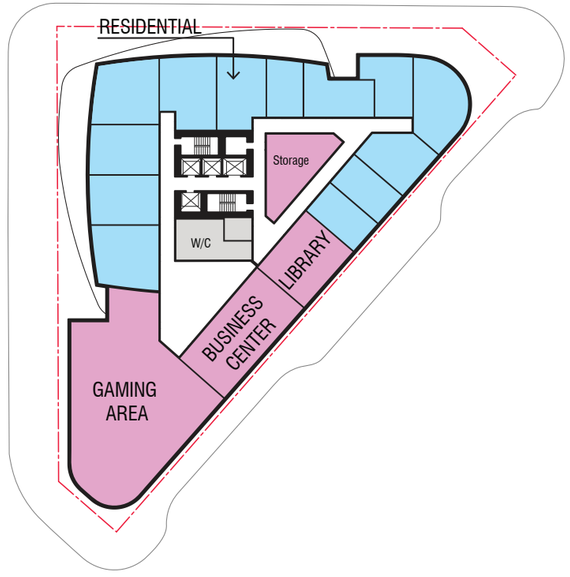

L1
RETAIL CONCOURSE
15%
7.5%
Loading
Exhaust Shaft
Trash/ Recycling
Exhaust Shaft
Generator/ Fuel Storage
Gas Meter
Fire Command Cntr
LOBBY
Mail Room
Bike Storage
Key
Residential
Amenity
BOH
Retail
Landscape
Parking
Entrance
N
0' 16' 32' 64' 128'
0 4 8 19 38m



L2


Open to Below
AMENITY
Open to Below
LEASING AREA
Storage

L3


RESIDENTIAL
Storage
W/C
LIBRARY
BUSINESS CENTER
GAMING AREA

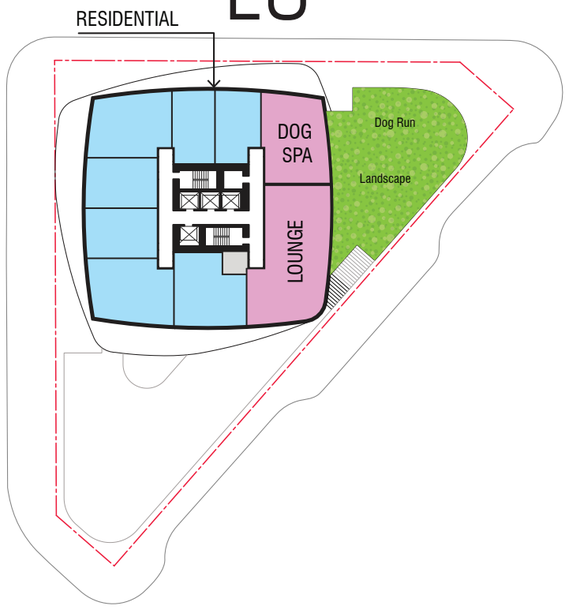
L4


RESIDENTIAL
Storage
W/C
LOUNGE
Landscape

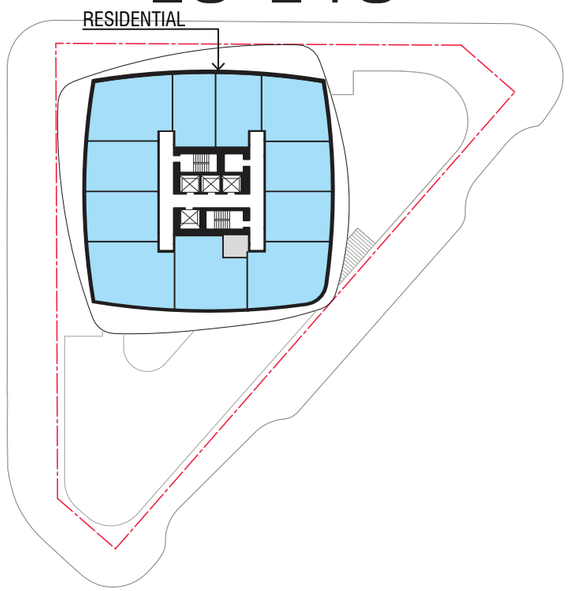
Key

- Residential
- Amenity
- BOH
- Retail
- Landscape
- Parking
- Entrance

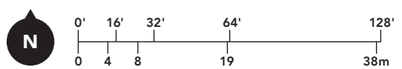
L5



L6-L40



L41

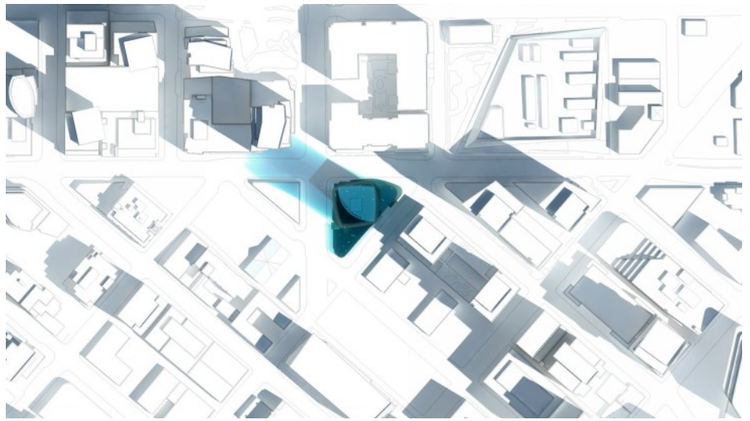


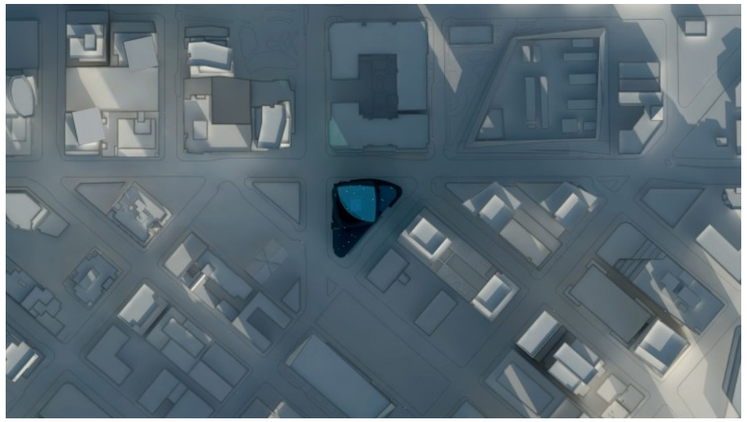
EQUINOX (SPRING/FALL)
MARCH 21/SEPTEMBER 21

SUMMER SOLSTICE
JUNE 21

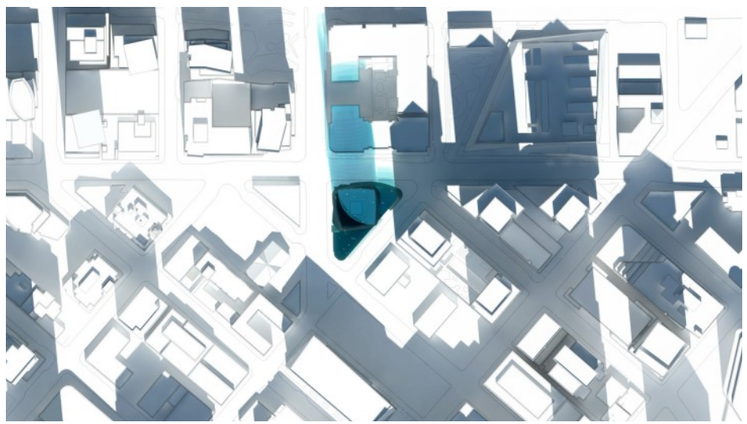
WINTER SOLSTICE
DECEMBER 21

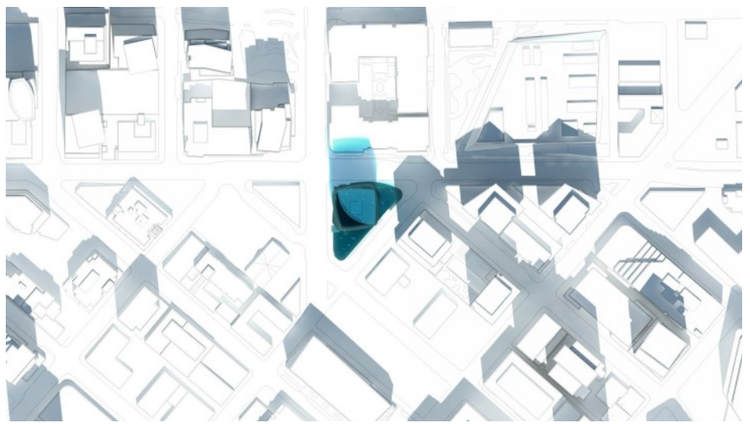
10 AM

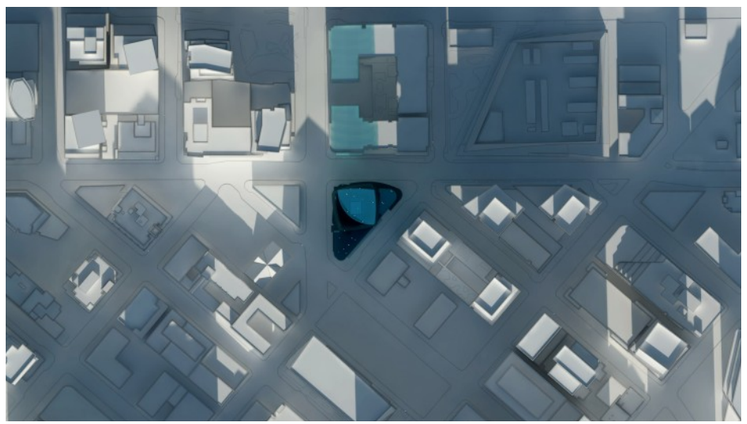




12 PM







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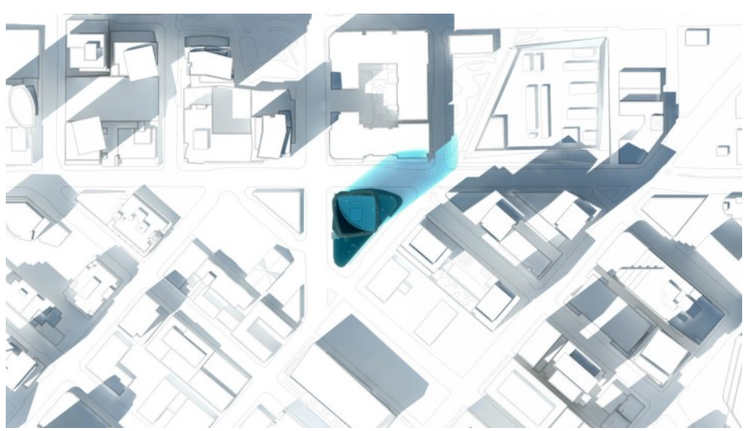

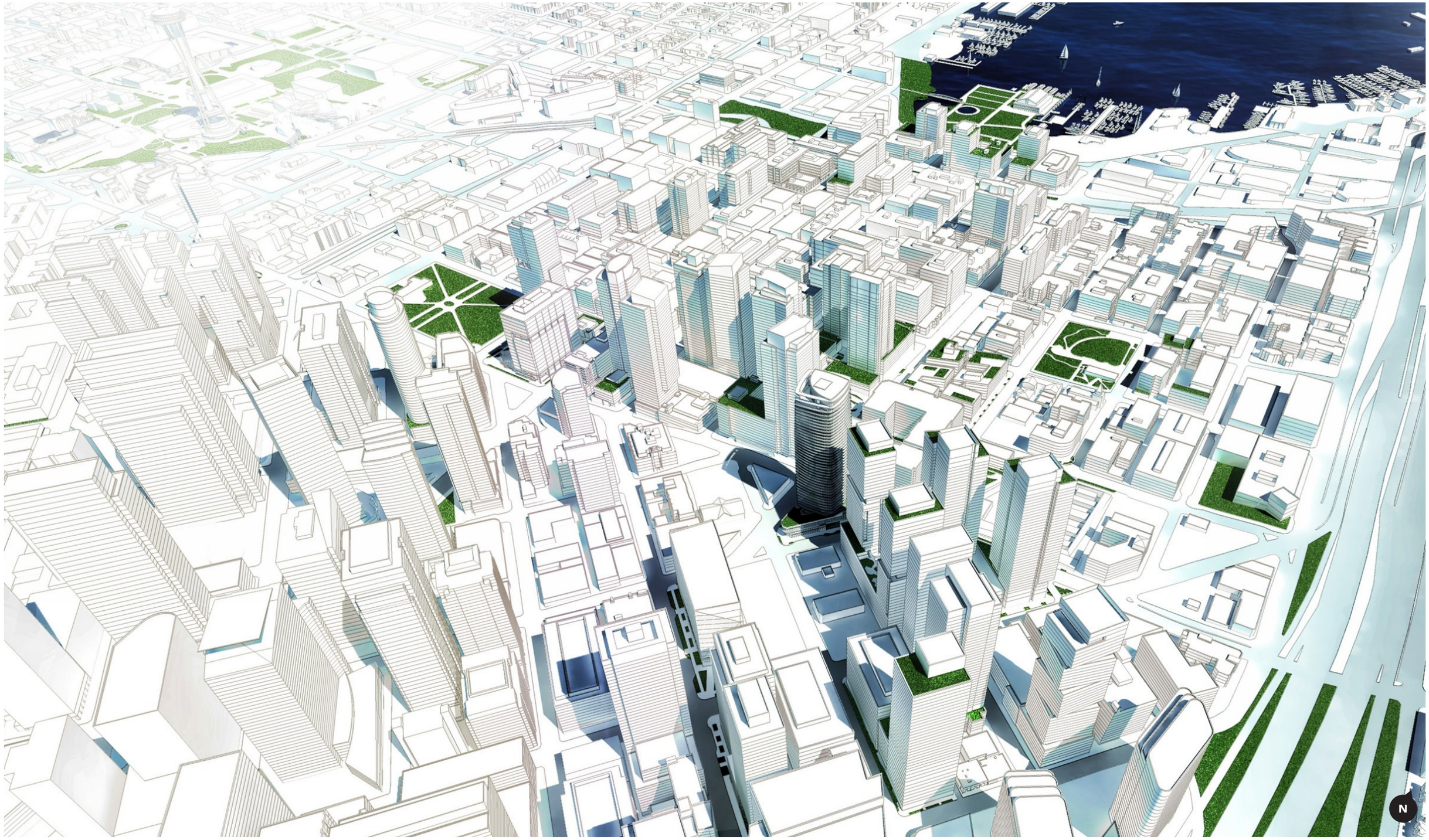
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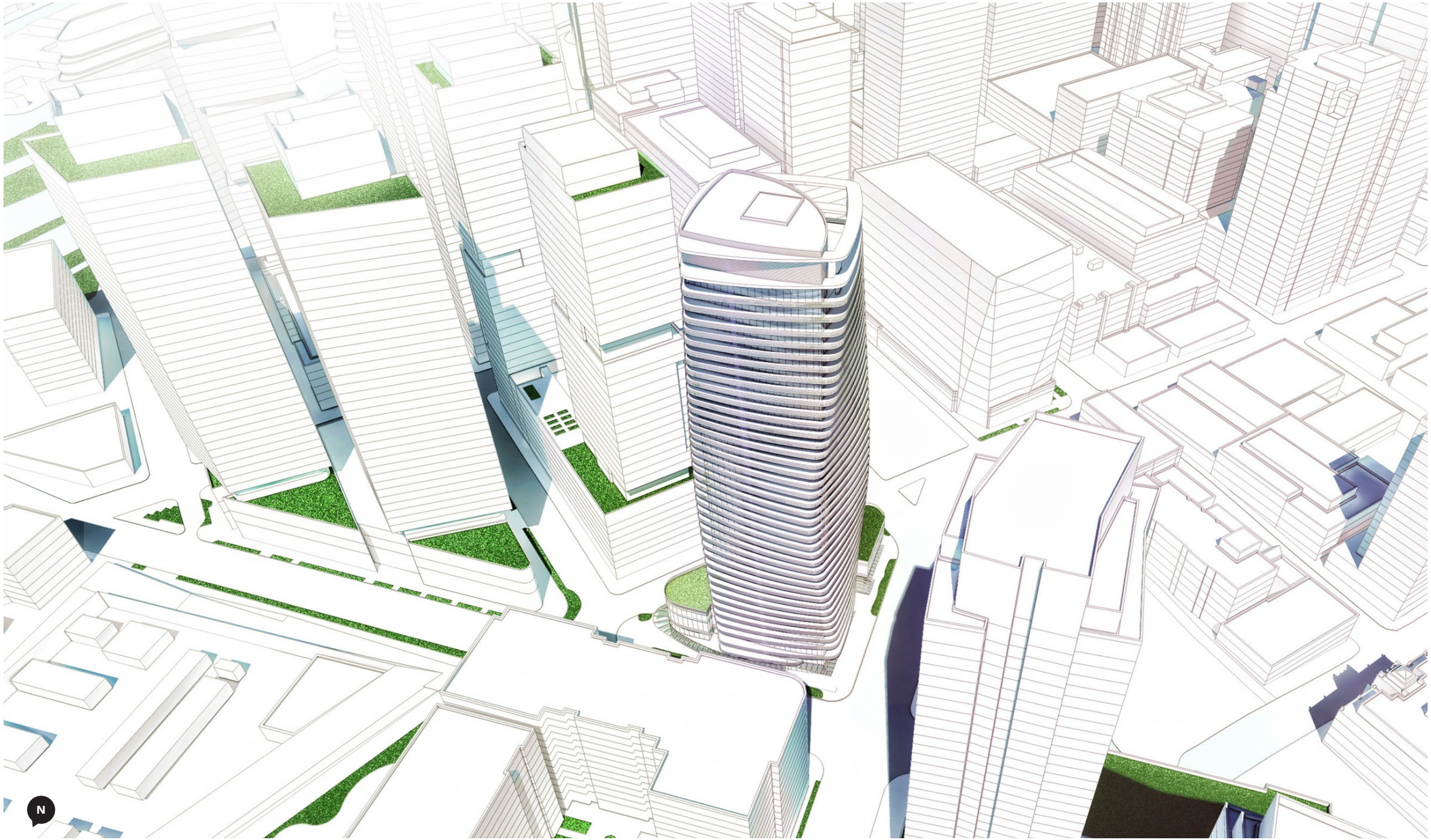
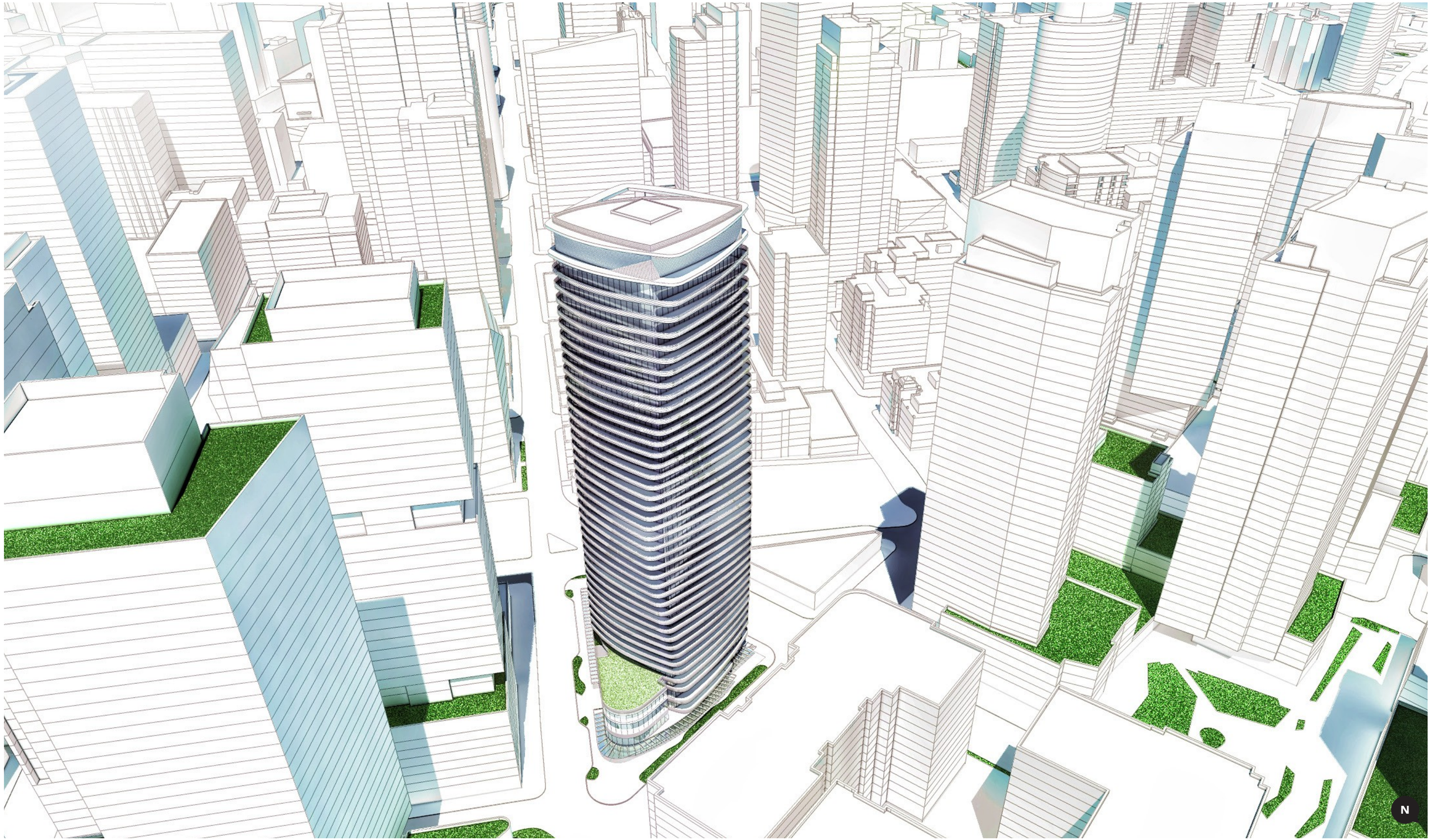
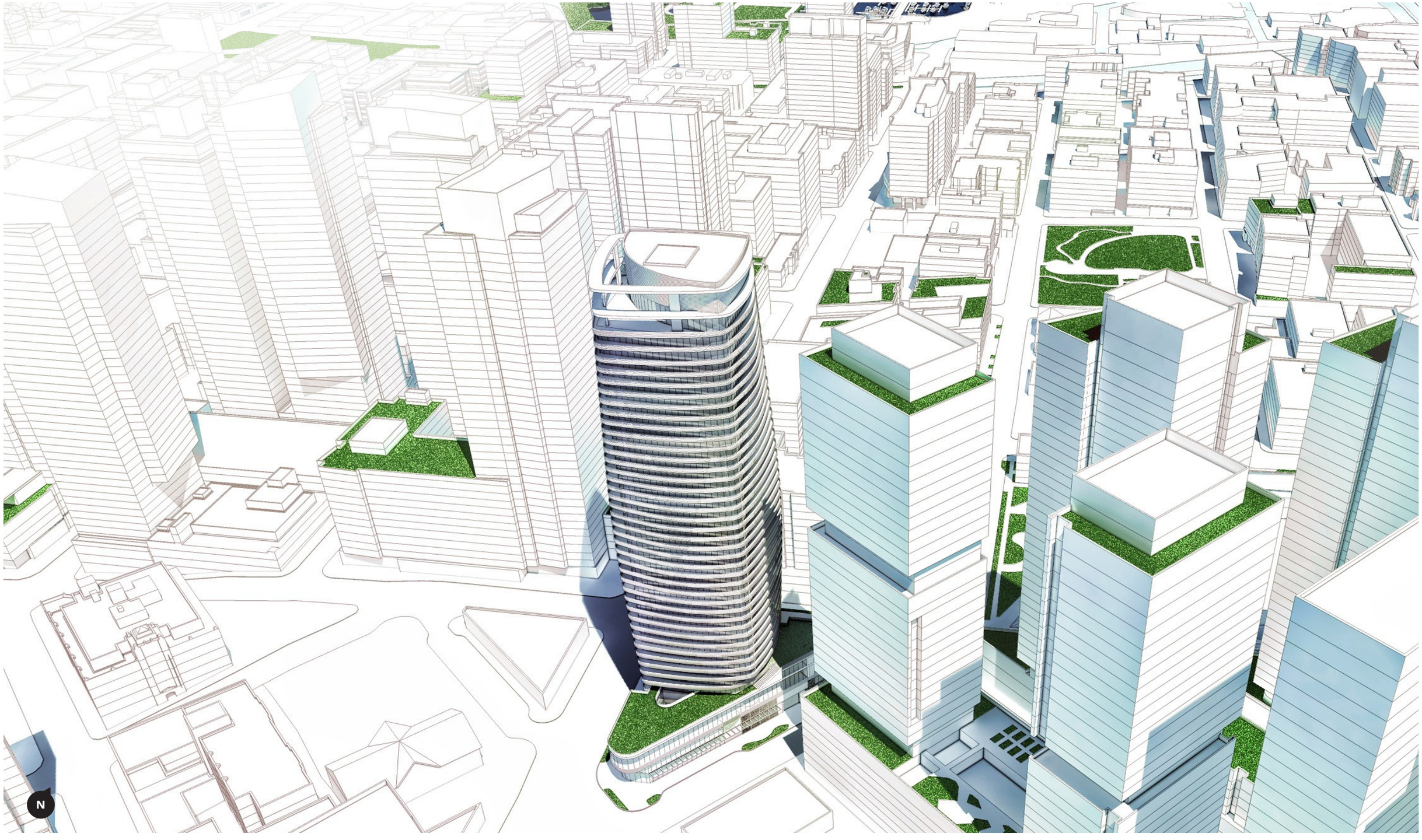
05.31 Proposal III: Aerial View Towards Downtown



05.32 Proposal III: Aerial View Towards Elliott Bay



05.33 Proposal III: Aerial View Towards South Lake Union



05.34 Proposal III: Aerial View Towards Capital Hill

05.35 Proposal III: Experience of Fairview Ave Elevation

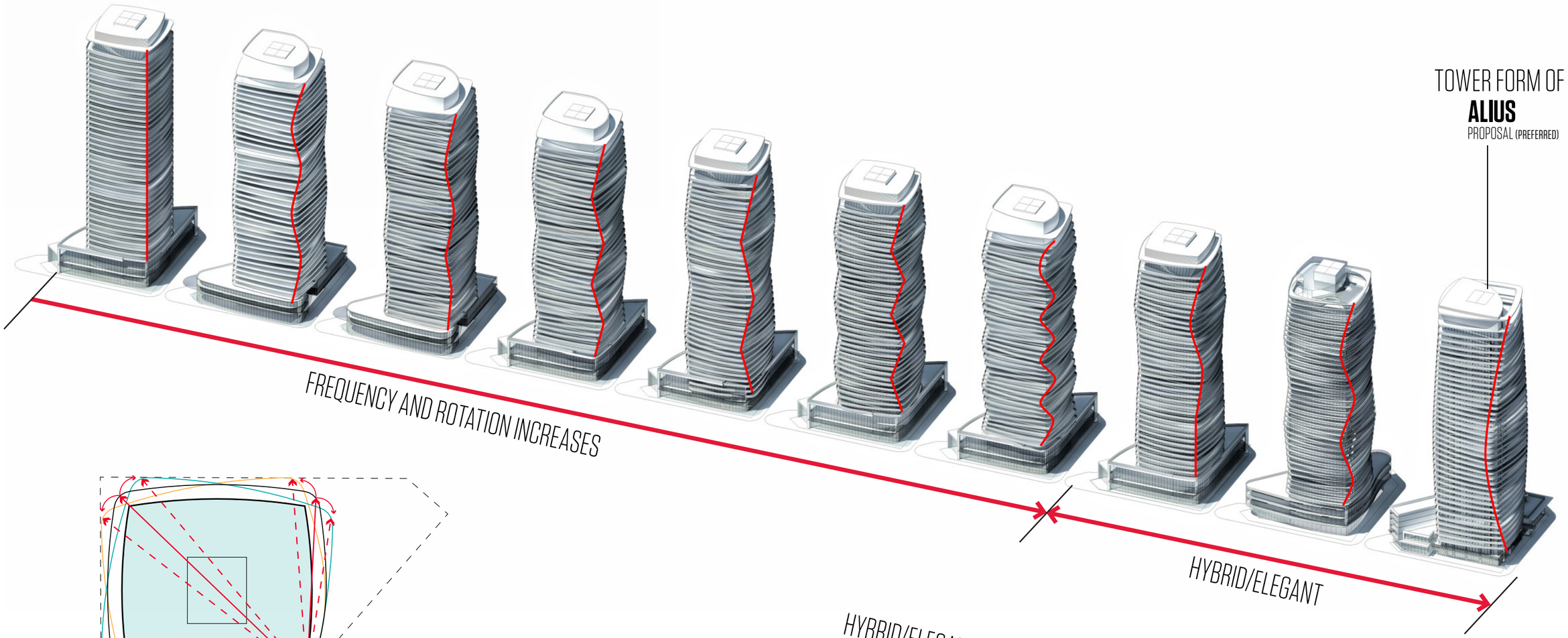
*2022 Boren Ave removed for purposes of the rendering

05.37 Proposal III: Experience at the intersection of Boren + Fairview Ave

05.39 Proposal III: Experience of Denny Way looking East


701

05.42 Proposal III: Stages of Form Generation



ROTATION DIAGRAM

Generation of Form

A major architectural goal for the tower is to create a dynamic overall form.
In order to achieve this goal, several parameters for tower studies have been et and explored.

Above depicts the range of studies conducted so far and the type of studies that will continue throughout this design process.

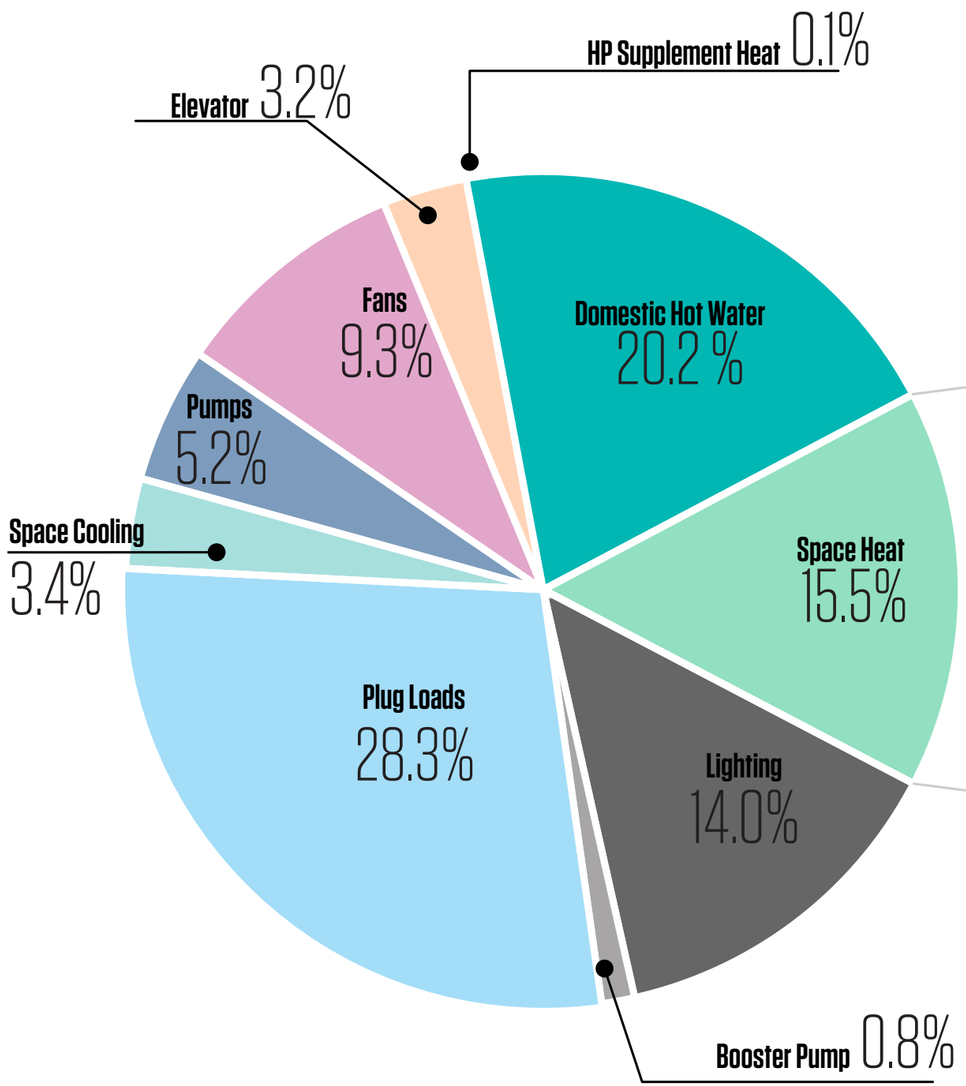


CHART A

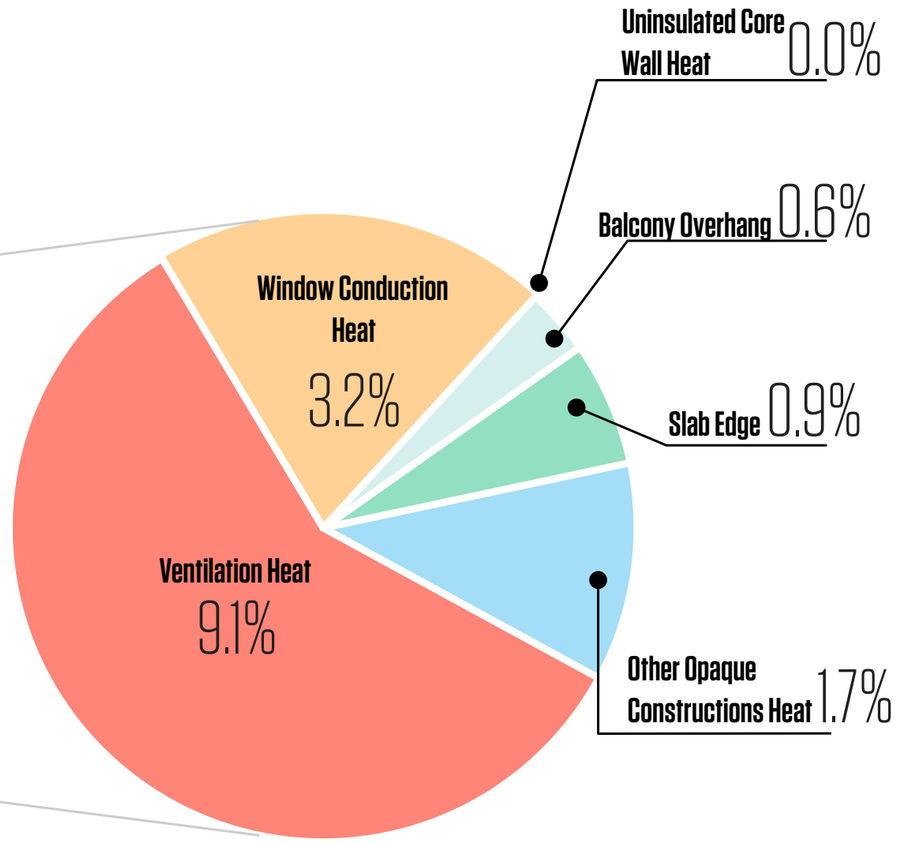


CHART B

Energy Use

Total Building Performance research has also been conducted at this stage. The following pie charts breakdown the energy sources that will contribute to the building's Total Energy Use.

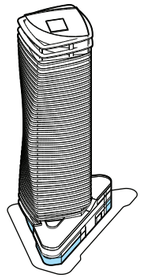
Chart A.

Chart A. Breaks Down the building's total energy use (incurred by ventilation, windows, slab edge, overhang and exterior walls).

Chart B.

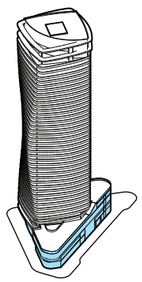
Chart B further breaks down the components contributing to Space Heat including: ventilation, window conduction, walls, balconies, slabs, etc.

05.44 Precedents



Retail

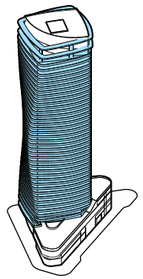
Retail for this project will be designed to be in the form of an open, porous concourse. This will allow for a flowing promenade through the podium as opposed to having multiple abrupt transitions between spaces.



Podium + Entrances

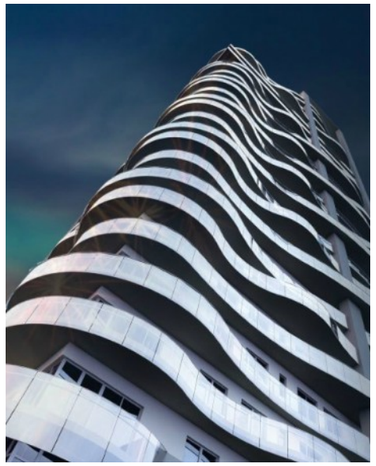
The podium will act to ground the tower in the site. While the podium and tower will be expressed similarly, the podium will address the street with pronounced entrances and substantial transparency in the form of curtain wall glazing.

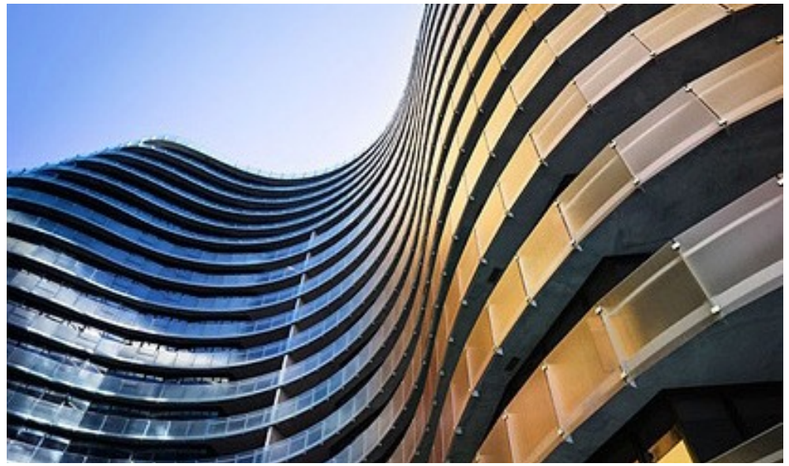
05.44 Precedents

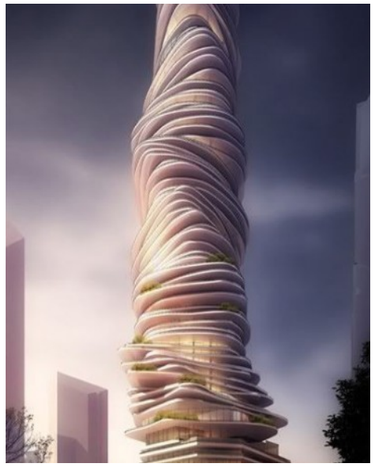


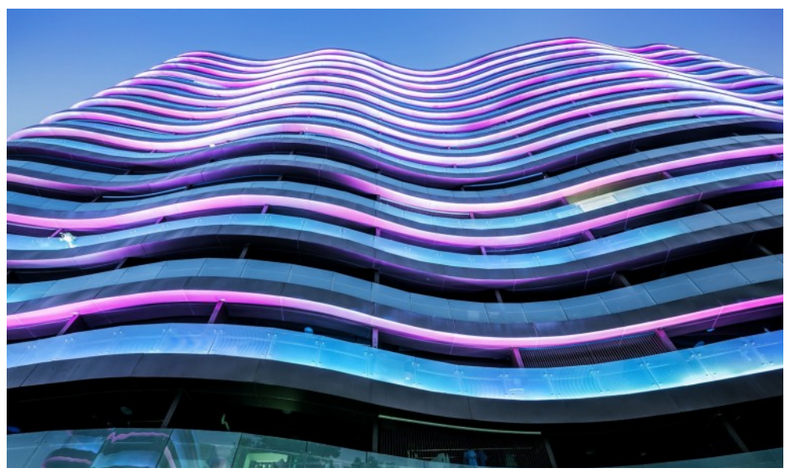
Tower

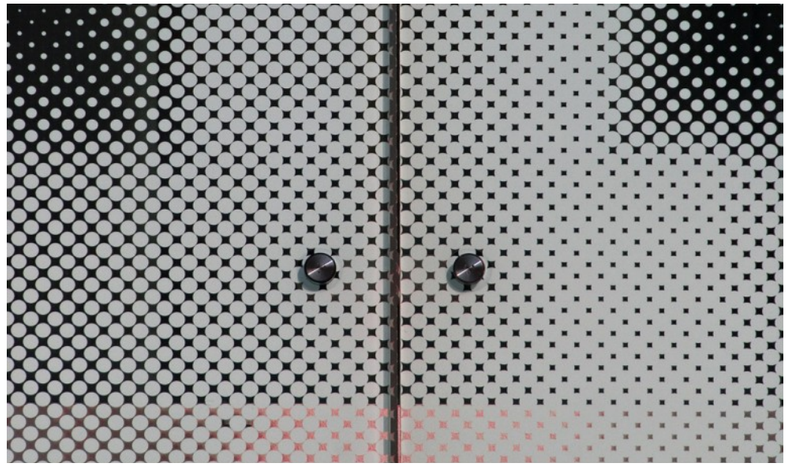
The horizontal articulation of the tower element is the building's most striking architectural expression, activating the facade expression of a living place which can be seen at multiple scales.

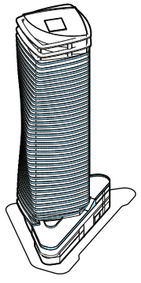








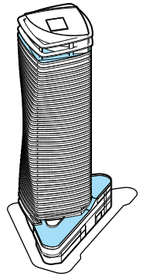




Balconies

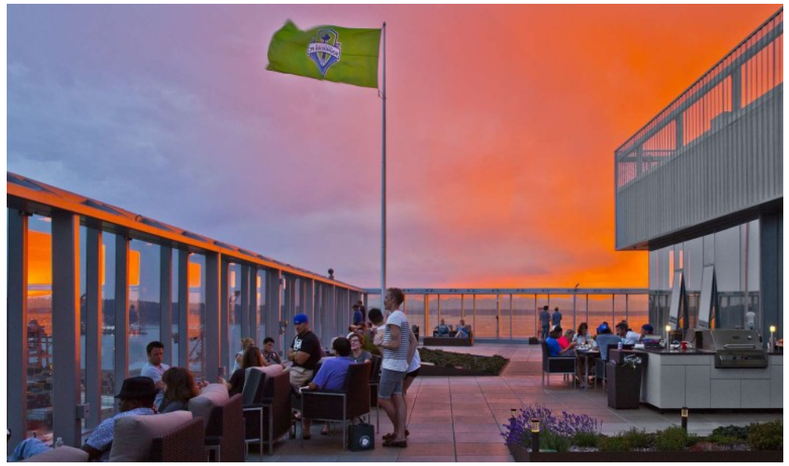
The balconies will create the project's distinct, dynamic overall form, while offering the residents ample outdoor space. Material choice, detailing, and treatment will be key to the success of this project.

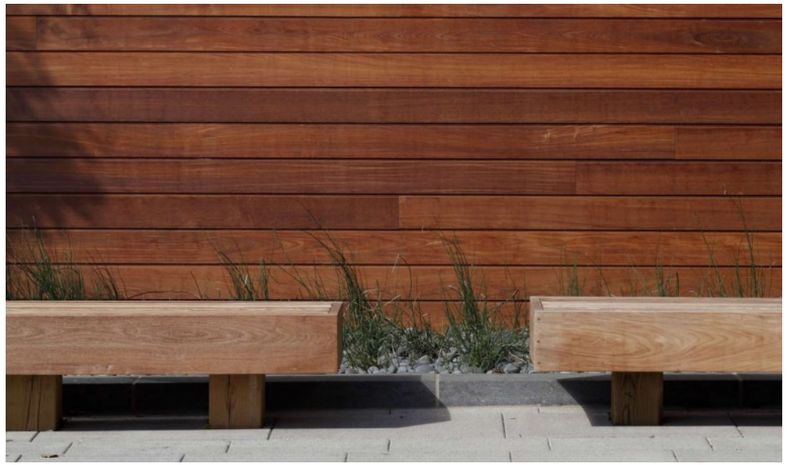
05.44 Precedents

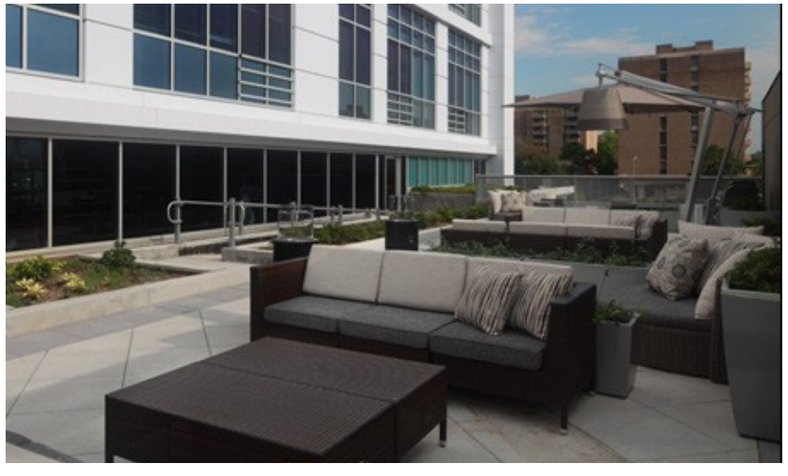


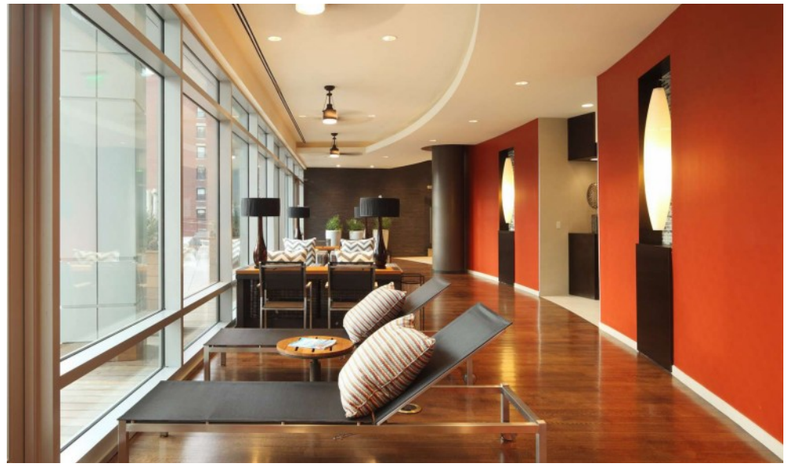
Roof

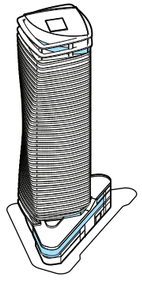
The roof will take advantage of the views surrounding the site. Both outdoor and indoor amenities will be oriented towards maximizing views for the residents.











Amenities

The amenities for this project will feature an abundance of premiere amenities including a fitness centre, complete chef kitchen, lounge, business center, dog spa/run and several outdoor patios.

06

Street Level Studies

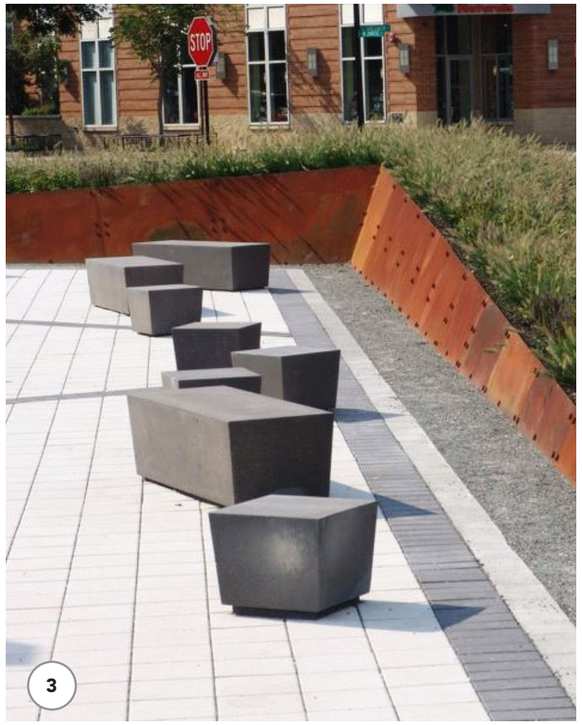
Explanation of major design influences informing landscape and street design.

Landscape + Conceptual Site

The landscape design compliments the architecture's soft edges and graceful curvilinear shape with a series of welcoming forms that helps integrate and buffer the tower and podium into the urban framework. Hardscape, plantings, and site furnishings will enhance the street experience for the pedestrian.

The transit shelter and bus stop along Fairview will be maintained and the sidewalk buffered from the busy street. Denny Street responds to the recommended streetscape concept plan by setting the building back and providing new street trees and ample buffering. Curb extension along Virginia Street will provide a generous "green street" tree lined streetscape transition from broad, curved planting beds, seating, pedestrian scaled lighting and walkways to street parking and the projects driveway entrance.

06.02 Landscape Inspiration



1. Landscape Response to Architectural Form
2. Representative of Virginia St.
3. Representative of Seating Plinths/Planter Wall
4. Representative of Denny Way + Fairview Ave

07

Potential Design Departures

This project has considered all of Seattle's design guidelines for downtown development in terms of both site planning + massing and architectural expression.

This spread details the potential departures for this project, how the departure meets the design guidelines and includes conceptual image as part of its response.

23.49.018

Overhead Weather Protection & Lighting

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

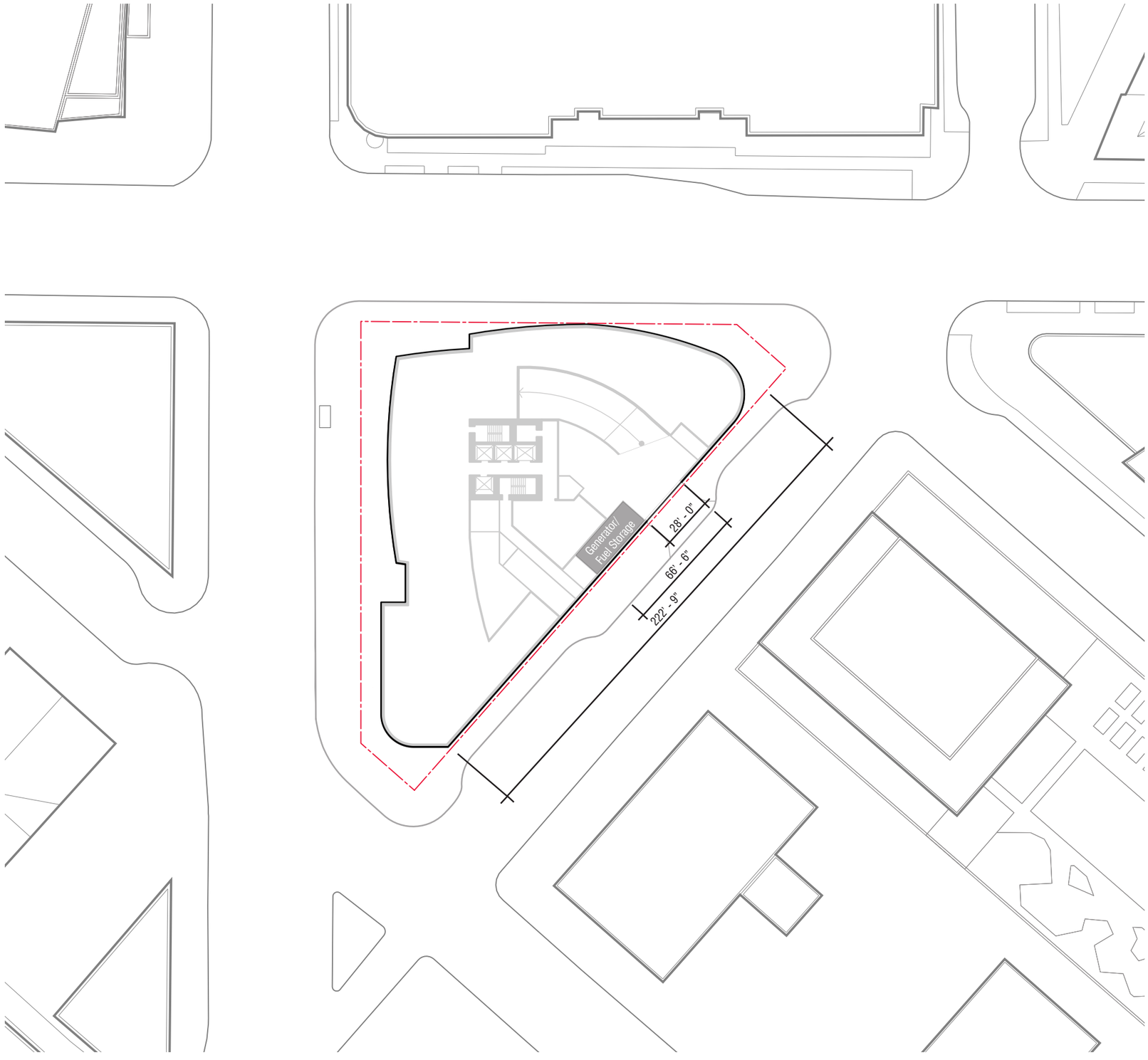
1. are located farther than five (5) feet from the street property line or widened sidewalk on private property ; or
2. abut a bonused open space amenity feature; or
3. are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width;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

Request

The applicant proposes a canopy that would be primarily continuous, except for limited areas adjacent to the driveway, on the Boren and Virginia corner and along Fairview (with generous canopies on both sides). The applicant also proposes a narrower canopy along Denny Way.

How Departure Meets Guidelines

Flexibility in the arrangement of the canopy cover would allow for stronger design composition in terms of both architectural expression (B-4 Design a Well-Proportioned and Unified Building) and streetscape design (C-4 Reinforcement of Building Entries). Furthermore, narrowing the depth of the canopies along Denny way would allow room for Street Trees - as currently there is not enough room for both canopy and Street Trees (D-2 Enhance the Building with Landscaping).



23.49.056

Blank Facade Limits

D. Blank Facade Limits for Class II Pedestrian Streets.

a) Blank facade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. Blank facade segment width may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus 5 feet.

b) Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.

c) The total of all blank facade segments, including garage doors, shall not exceed 70 percent of the street facade of the structure on each street frontage; or 75 percent if the slope of the street frontage of the facade exceeds 7.5 percent.

Request

The applicant requests flexibility in regards to Blank Facade Limits along Virginia Avenue due to the nature of the site (island site) and the lack of alleys on the site.

How Departure Meets Guidelines

Flexibility for these limits would allow for better access to services and overall stronger design composition in terms of space planning, access and ease of use (B-4 Design a Well-Proportioned and Unified Building).


20FAIR
14VIEW