

# 1800 Terry

SEATTLE, WA  
DPD# 3022347

**DOWNTOWN DESIGN REVIEW BOARD:**  
Early Design Guidance Meeting 02/02/16  
January 19, 2016 - 100% EDG Package Submittal

W  
COLLINS  
C  
ERMAN



DESIGN PROPOSAL

PROJECT INFORMATION

ADDRESS	1800 Terry Avenue Seattle, WA 98101
PARCEL NO.	066000-1580
DPD PROJECT	3022347
OWNER	<b>Seawest Investment Associates, LLC and Insignia 2006, LLC</b> 13120 NE 70th Place Suite 201 Kirkland, WA 98033 Matt M. Aatai Seawest Investment Assoc., Inc. 425.828.7777 maatai@atconcorp.com
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Reviewed by:



PROJECT SITE



DEVELOPMENT OBJECTIVES

- The 1800 Terry project will anchor the corner of green street Terry Avenue and Howell Street with a new neighborhood residential apartment tower.
- This project is designed to provide a safe, urban and enhanced pedestrian experience within the evolving downtown neighborhood of Denny Triangle.
- Denny Triangle is transitioning from predominantly downtown office use to include hospitality and residential venues. Accompanying residential, retail, restaurant and other neighborhood amenities will contribute to this new Seattle Urban Center Village.
- Fronting the inviting Terry Avenue Green Street, engaging architecture and lifestyle offerings, this project is designed as both an urban destination and upscale residences.
- Residential units will be delivered with a variety of upmarket indoor and outdoor amenities. Unique residential tower design will provide each residence with fashionable interiors and stunning city views.
- In addition, view opportunities, natural light and air for neighboring buildings are maximized by the 1800 Terry tower orientation.
- Its technology centric infrastructure is green-focused, utilizing solar-powered unit heating and domestic hot water; a grey water treatment system; and LED/low voltage lighting throughout the building.
- The same technologies found 1800 Terry are the basis of design for the 47th + 7th University District apartment building. That project was recently honored in the DPD-sponsored inaugural People's Choice Urban Design Awards for a technology/mid-rise building, which placed first in category.
- Lastly, an important regional goal is for 1800 Terry to become the first Seattle DPD Priority Green urban high rise project; and a model for that program.



CONTEXT ANALYSIS

Zoning + Overlay Designations

MAP KEY

- DOC2 500/300-500**  
Downtown Office Core
- SM 240/125-400**  
Seattle Mixed
- DMC 340/290-400**  
Downtown Mixed
- NC3P-65**  
Neighborhood Commercial - 3
- MR**  
Mid-Rise
- District Boundary
- Urban Center Village Boundary

OBSERVATIONS

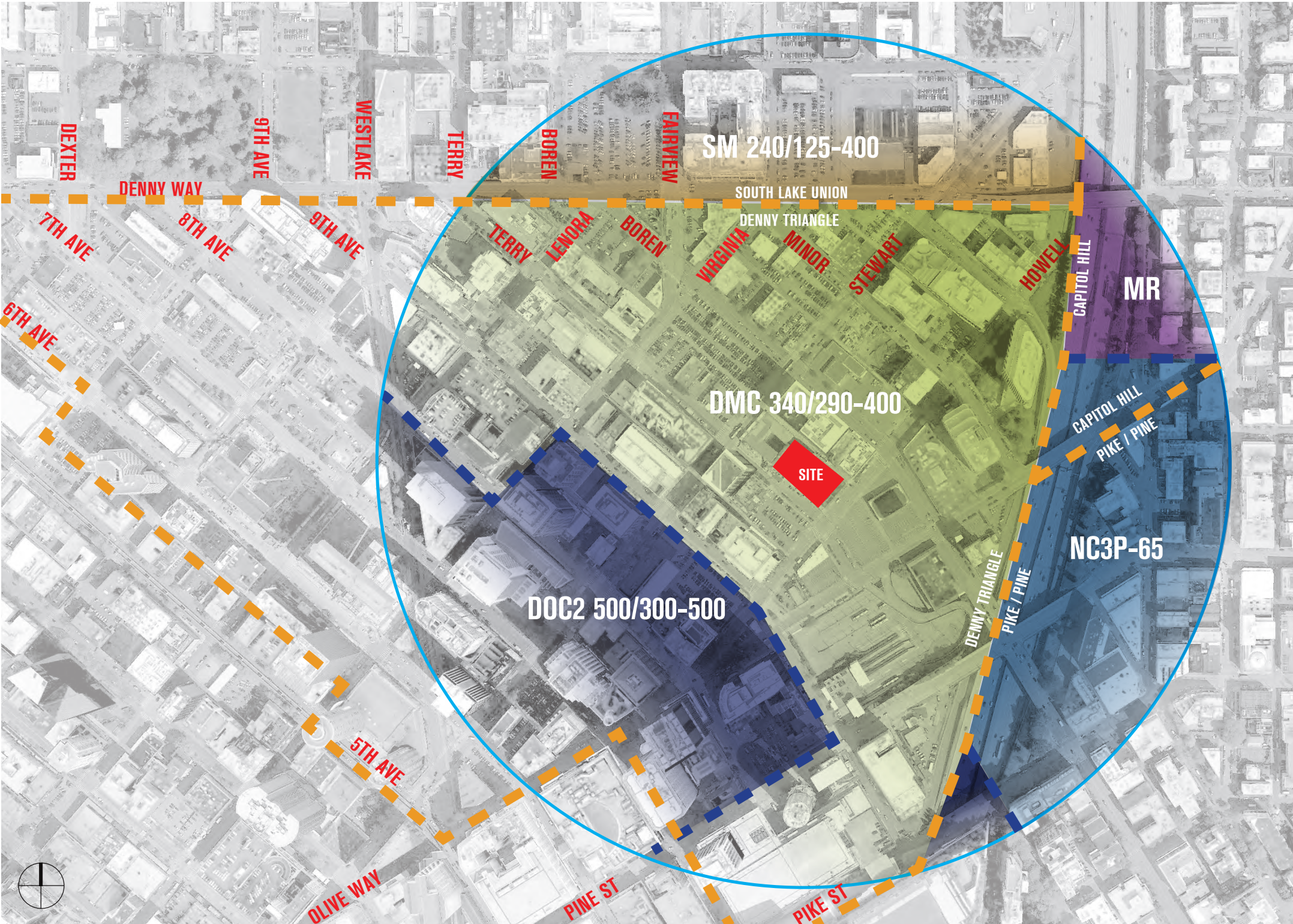
The 1800 Terry site is within the DMC340/290-400 Downtown Mixed Commercial DPD land use zone. Flanked by Denny Way and I-5, it is also within the Denny Triangle Urban Center Village.

To the southwest is the taller, denser development of the DOC2 500/300-500 Downtown Office Core zone.

North of Denny Way is the similar South Lake Union SM 240/125-400 zone.

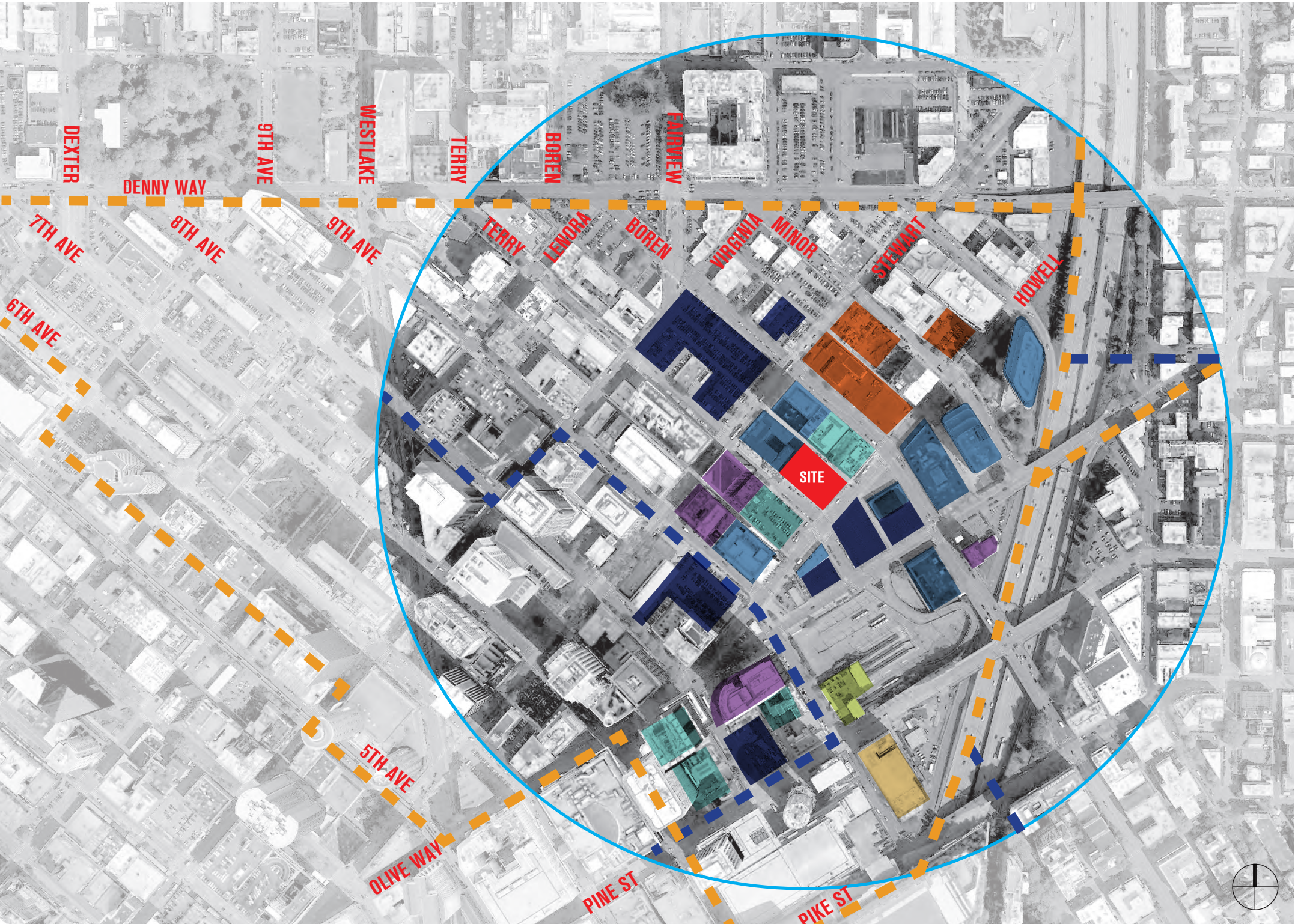
East of I-5 are lower height zones of NC3P-65 and MR.

ZONING + OVERLAY DESIGNATIONS





SURROUNDING USES



MAP KEY

- SURFACE + GARAGE PARKING
- RESIDENTIAL/MIXED USE
- OFFICE/COMMERCIAL
- HOTEL/HOSPITALITY
- PUBLIC PARK
- CULTURAL/ARTS/ENTERTAINMENT
- FUTURE HIGH-RISE

OBSERVATIONS

1800 Terry is located in an urban area undergoing rapid redevelopment and infill. Many older low rise buildings have been razed. Their replacements consist of new mid-rise and high rise projects. Recent increases in local height limits have resulted in many existing surface parking lots being marked for demolition then built-out to the maximum high rise construction limits. These ensuing projects consist mainly of 1) commercial office; 2) hotel & hospitality; and, 3) residential towers. They typically share a common denominator of retail, restaurant and other neighborhood mixed-use components.



# CONTEXT ANALYSIS

Traffic Flow + Siting Patterns

## MAP KEY

- Interstate Freeway
- Principal Arterial
- Designated Green Street
- Bus Stop
- Streetcar
- Convention Place Transit Center
- Protected Bike Lane
- In-Street Bike Lane
- 5-Minute Walk Radius
- Denny Triangle Urban Center Village

## ADJACENT STREET CLASSIFICATIONS

- Terry Avenue**
- One-way northwest-bound green street
  - Two-lane street with parallel parking both sides
  - One existing curb cut along frontage
  - Access street classification
- Howell Street**
- One-way northeast-bound main and transit street
  - Four-lane street with dedicated bike lanes
  - Direct path from CBD to Eastlake and UW
  - Principal arterial classification
- Stewart Street**
- One-way main and southwest-bound transit street
  - Two-lane street with dedicated bike lanes
  - Direct path from 1-5 south to downtown
  - Principal arterial classification

## OBSERVATIONS

1800 Terry Avenue is located on a designated green street, with bicycle routes on bordering streets. Major auto arterials flank the site. It is one block removed from the convention center bus and rail terminal. An SLU streetcar stop is within 5 blocks. The site is in a prime location for all types of transportation.

## TRAFFIC FLOW + SITING PATTERNS





# CONTEXT ANALYSIS

## Prominent Surrounding Buildings

### IMPORTANT LOCATIONS



### MAP KEY

- 1 911 Pine Street/Paramount Theater
- 2 1823 Terry Avenue/Aspira Apartments
- 3 1525 Ninth Avenue/Premier on Pine
- 4 1800 Ninth Avenue/Regence BlueShield
- 5 1821 Boren Avenue/Hill 7 Hilton Garden Inn and Hill 7 Office Building
- 6 911 Stewart Street/Gethsemane Lutheran Church
- 7 1635 Eighth Avenue/Hyatt at Olive 8
- 8 1000 Lenora St/Cornish College
- 9 1701 Minor Ave/Metropolitan Parks Office Tower
- 10 924 Howell Avenue
- 11 1812 Boren Avenue/Tilt49
- 12 1007 Stewart
- 13 1600 Ninth Avenue/Convention Center Expansion



CONTEXT ANALYSIS

Existing Prominent Surrounding Buildings

1PARAMOUNT THEATER



1928 / 100' / 9 Floors / Arts/Entertainment

2ASPIRA TOWER



2010/ 400' / 37 Floors / Residential

03PREMIERE ON PINE




2014 / 440' / 42 Floors / Residential

4REGENCE



1990 / 170' / 15 Floors / Office

5HILL 7



2015 / 160' / 14 Floors / Hotel/Office

6GETHSEMANE LUTHERAN CHURCH



2012 / 70' / 6 Floors / Institutional/Religious

7HYATT AT OLIVE



2009 / 455' / 39 Floors / Residential/Hotel

8CORNISH COLLEGE



1928 / 20' / 1-4 Floors / Institutional/Educational

9METROPOLITAN PARK



1988 / 279' / 18-20 Floors / Office



# CONTEXT ANALYSIS

## Future Prominent Surrounding Buildings

### 10 MARriott RESIDENCE INN/WEBER THOMPSON



**In design Process/** 178' / 17  
Floors / Hotel

### 10 TILT49 / ZGF ARCHITECTS



**Under Construction /** 440' / 37  
Floors / Residential/Office

### 11 1007 STEWART / LMN ARCHITECTS



**Under Construction /** 322' / 21  
Floors / Office/Commercial



### 12 CONVENTION CENTER EXPANSION / LMN ARCHITECTS



**In Design Process/** 200' / 5 Floors / 320' / 30 Floors / 264' / 14 Floors  
Public/Residential/Office





# CONTEXT ANALYSIS

## Neighborhood Public Spaces

### OBSERVATIONS

Currently only two public parks are situated within the Denny Triangle Neighborhood: Westlake Square and McGraw Square. Both are located across from the Westin Hotel at Stewart Street and Westlake Avenue, the southwest perimeter border of the neighborhood.

Each is essentially a hardscape urban public place rather than the traditional Seattle recreational park. And they are just outside the 5-minute radius walk from the 1800 Terry project site.

Just across the northern neighborhood border at Denny Way is popular Denny Park. Although in proximity, the busy arterial serves to isolate the park from convenient everyday usage relative to 1800 Terry's location.

Evaluating potential city park land in 2008, the City of Seattle Department of Parks and Recreation purchased the property of 2100 Westlake Avenue. Its area, an existing surface parking lot, is currently leased to the adjacent existing building's occupant. With the recent up-zoning of the property, it is anticipated that the existing building will make way for new high-rise construction. In conjunction, the 8,700-sf of surface parking will then be developed as an urban city park.

FUTURE 2100 WESTLAKE URBAN PARK



WESTLAKE SQUARE



McGRAW SQUARE



LOCATION MAP





OBSERVATIONS

Redevelopment of the Denny Triangle into its current transformational state began in 2006 with the pivotal project of 2200 Westlake (Seattle’s first mixed-use complex of luxury condominiums, 4 1/2-star hotel, cuisine, retail).

Demand for this new live-work-play urban lifestyle laid the foundation for major rezoning, that in turn has spurred today’s Denny Triangle high-rise construction scene. Multiple tower cranes can be seen throughout the neighborhood. Several projects are still in the planning and review stages. Within a few years the lackluster texture of Denny Triangle will be replaced with mixed-use density supportive of a 24/7 dynamic neighborhood.

Concurrent sidewalk, street and transportation improvements will accommodate the increasing pedestrian, bicycle and commuter traffic.

HOWELL STREET TRAFFIC - LOOKING TO ALLEY



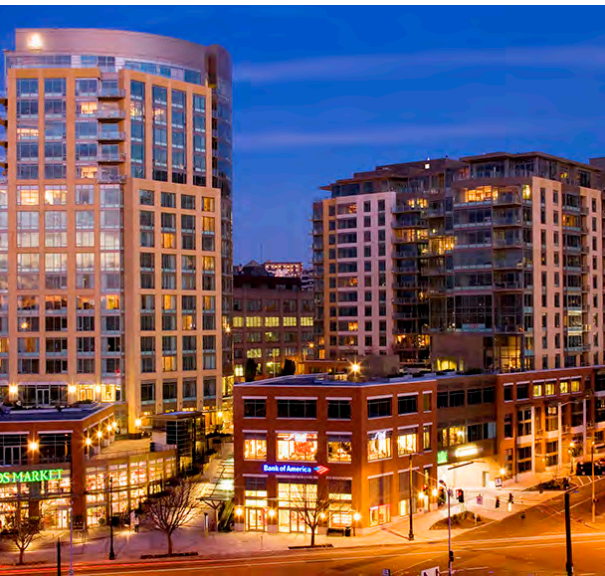
HOWELL AND 9TH INTERSECTION LOOKING NW



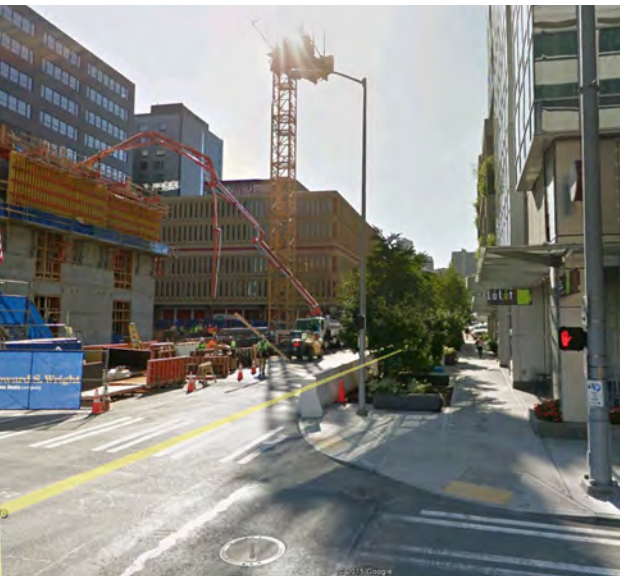
TRANSIT CENTER



2200 WESTLAKE - PIVOTAL PROJECT



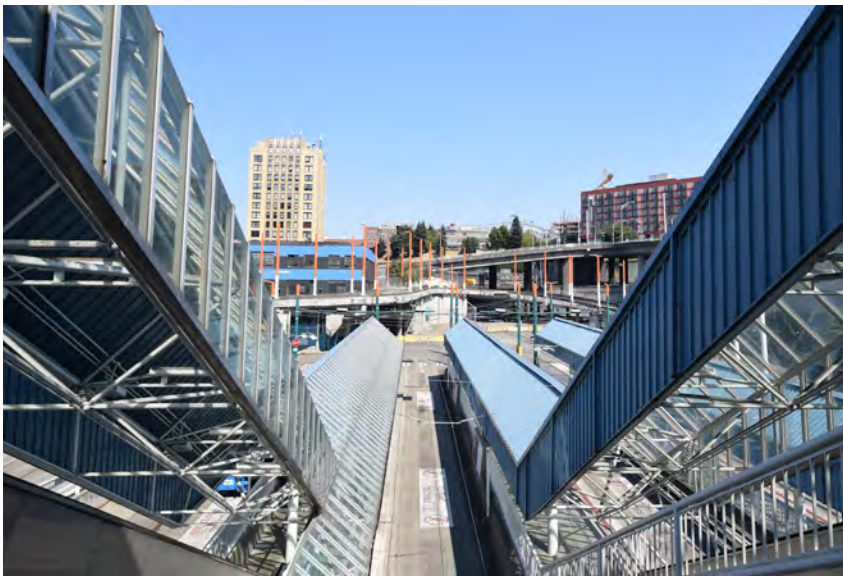
TERRY AND STEWART - LOOKING SE



TYPICAL PEDESTRIAN/BICYCLE/BUS TRAFFIC



TRANSIT CENTER





CONTEXT ANALYSIS  
Site Photography

01 NORTH FROM SOUTH CORNER OF TERRY & HOWELL



02 EAST FROM 924 HOWELL ST.



LOCATION MAP



03 NORTHWEST FROM OLIVE & TERRY



04 NORTH FROM SOUTH CORNER OF TERRY & HOWELL



OBSERVATIONS

Three-quarters of the 1800 Terry site is currently occupied by a circa 1964 brutalist-style concrete structure. In 2011 the former office building was converted into a self-storage facility. The remainder of the site consists of a surface parking lot. A low concrete primary façade cantilevers along one-way Terry Avenue, soon to be reduced to one lane and transformed into City Green Street status. A secondary and similar façade occupies frontage along Howell Street, the full depth of the site.

Abutting the site to the northwest, a 21-story office building is under construction. Its tower is situated 10-feet from the 1800 Terry property line. Directly across Terry Avenue, a new 17-story Residence Inn Marriott will soon be under construction. With these two projects on line, and 1800 Terry to follow, the full buildout of Terry Avenue green street will be realized. On the same block, northeast of the bordering alley, a new 14-story Hilton Garden Inn and Office Building has been constructed.



TERRY AVENUE FRONTAGE

1007 STEWART SITE

1800 TERRY SITE

HOWELL ST  
(BEYOND)

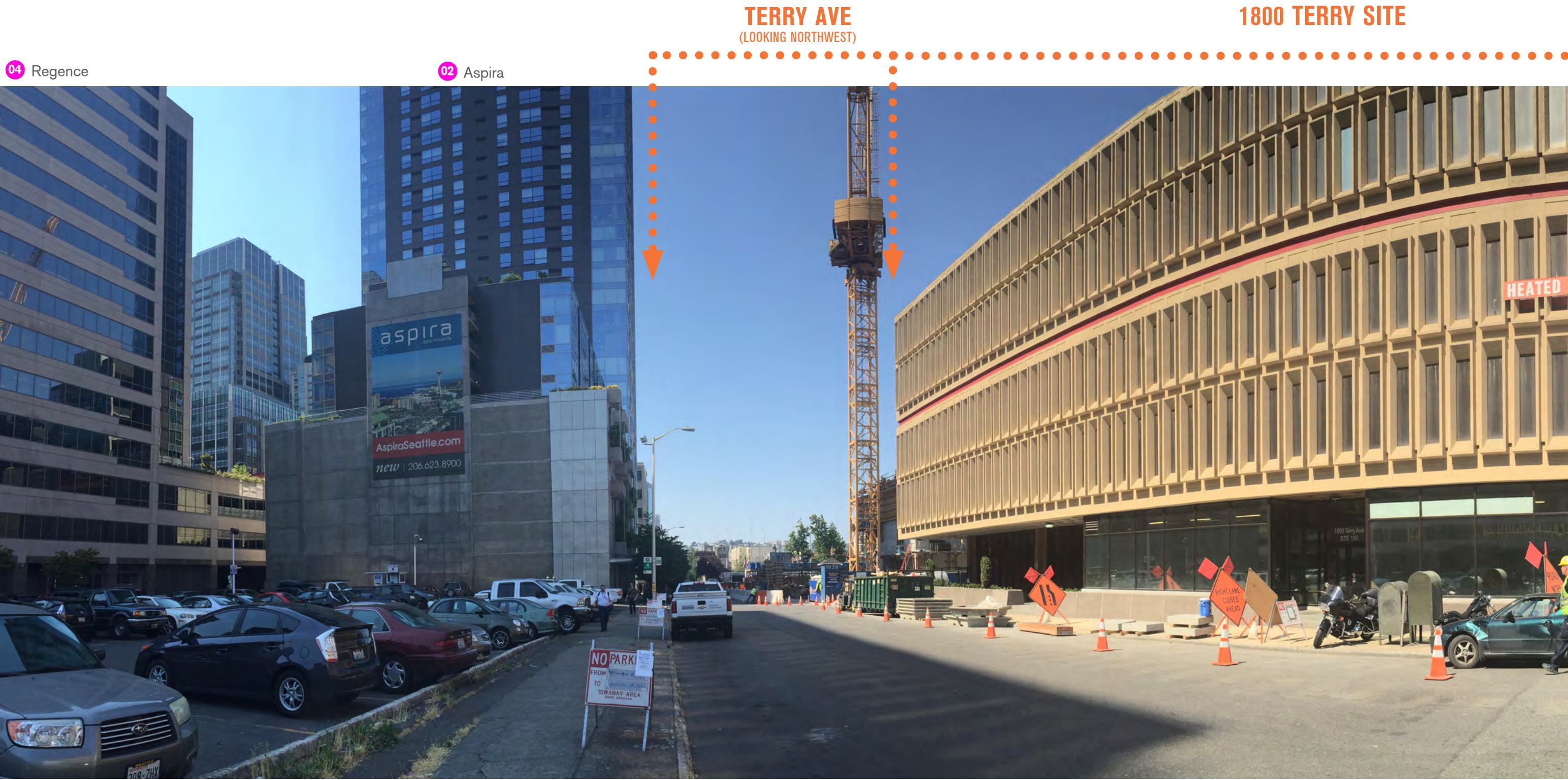




CONTEXT ANALYSIS

Streetscape Photomontage - Terry Avenue Looking Northwest

SITE PANORAMA





HOWELL ST

SURFACE PARKING

TERRY AVE  
(BEYOND)

09 Metropolitan Park





# CONTEXT ANALYSIS

Potential Views from 1800 Terry

## VIEW ANALYSIS

- 01 140-ft Above Grade Looking Southwest
- 02 90-ft Above Grade Looking South / Southeast
- 03 220-ft Above Grade Looking NorthEast

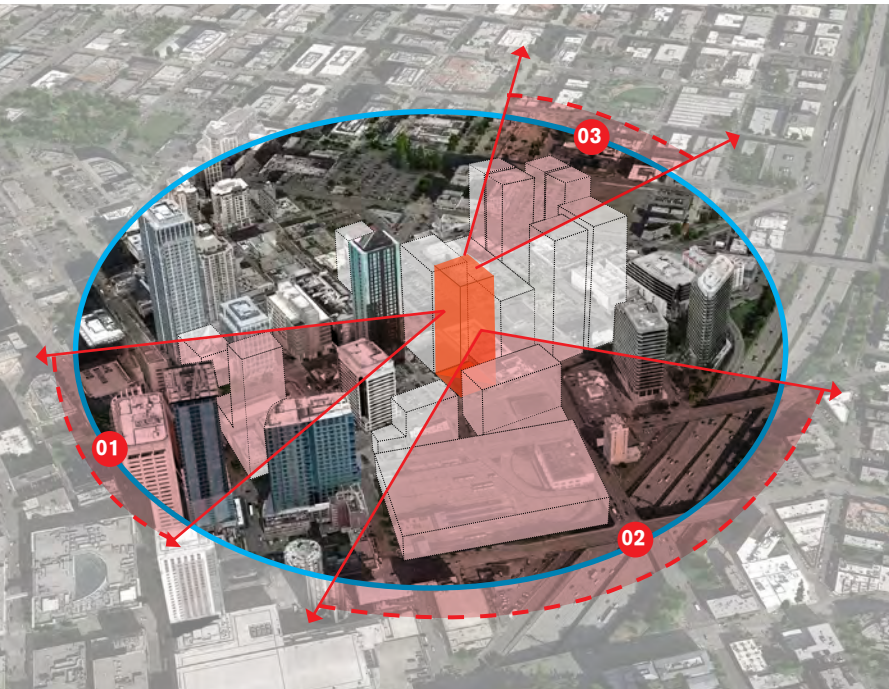
## OBSERVATIONS

**01 - 140-ft Above Grade Looking Southwest**  
View 01 at 140-ft above grade currently looks southwest over an existing surface parking lot across the street. At the eastern edge of this aperture, the view traverses the mid-height wing of Aspira tower. The overall perspective looks into a peek-a-boo view of urban high-rise through two zones, Downtown Mixed Commercial into Downtown Office Core.

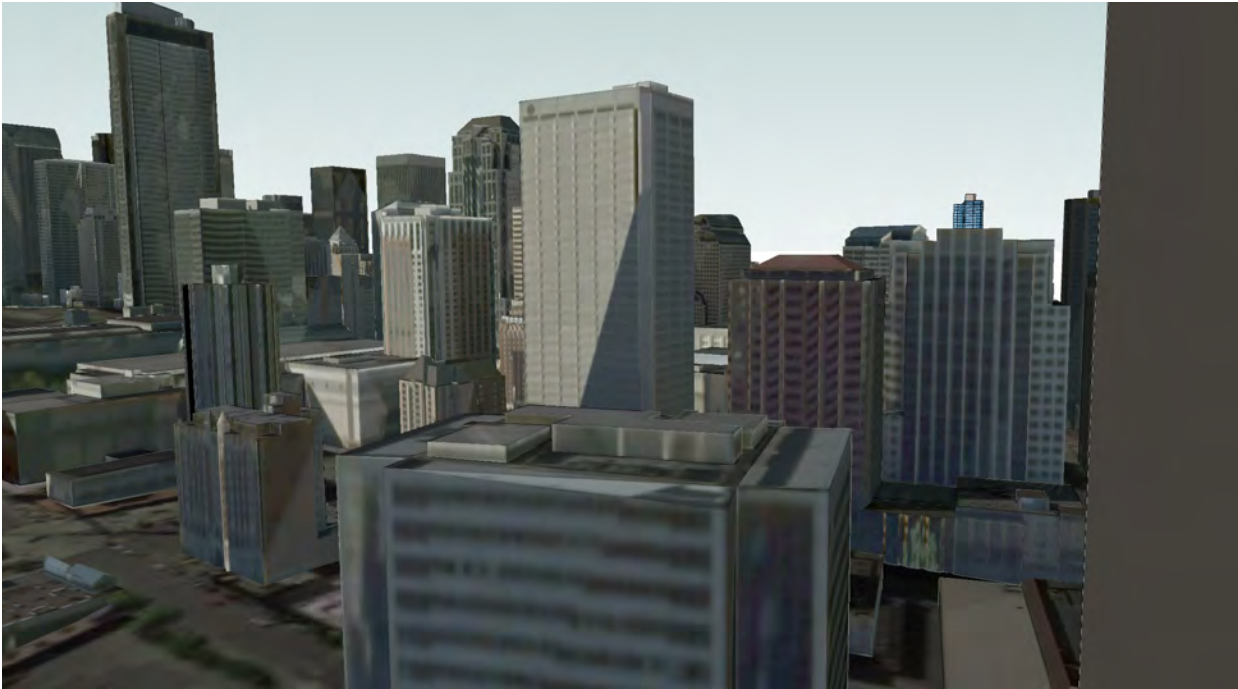
**02 - 90-ft Above Grade Looking South / Southeast**  
At only 90-ft above grade, View 02 looks toward Convention Place Tranist Center, over I-5 and beyond from First Hill to Seattle's urban core. When constructed (target date 2020) the Washington State Convention Center addition project will occupy six square blocks across from 1800 Terry's Howell Street perimeter, from Boren to 9th Avenues. This wide view will be shaped by WSCC's final multiple-buildings massing.

**03 - 220-ft Above Grade Looking NorthEast**  
From this vantage point, mid-rise development across the alley yields views above approximately 200-ft. View 3 at 220-ft above grade will be comprised of a current view from Denny Triangle over the historical Cascade Neighborhood to I-5 and north Capitoal Hill beyond. Future high rise development within the northeast corner Denny Triangle Urban Center Village will comprise the foreground of this vista.

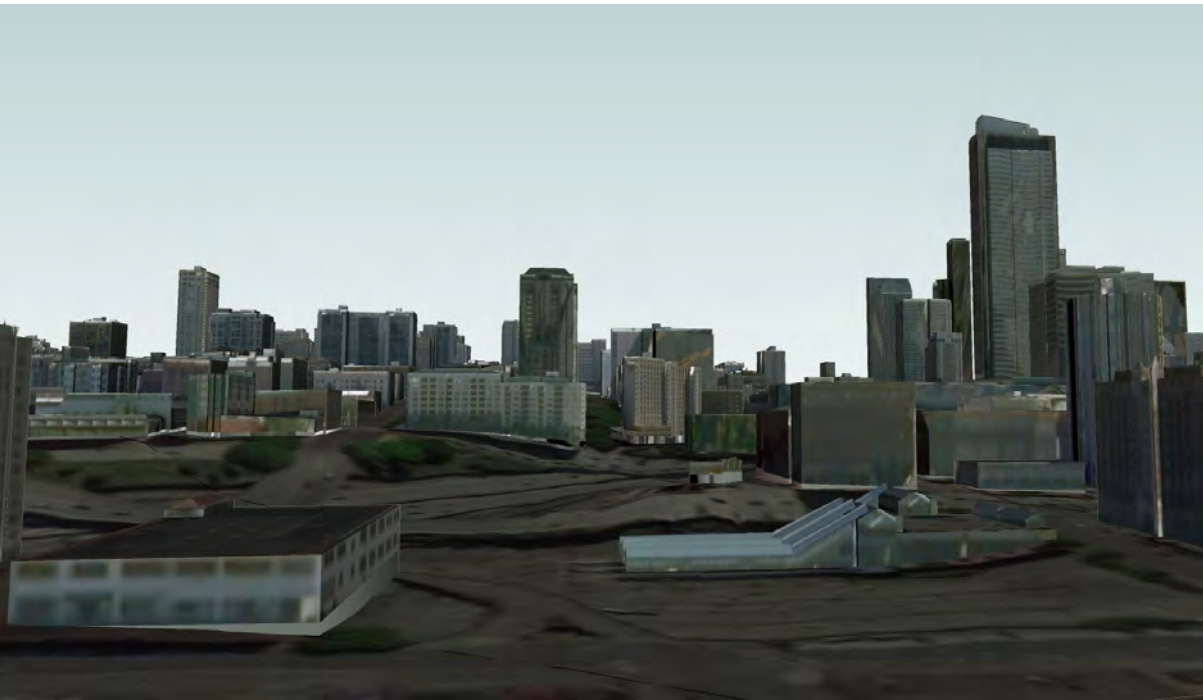
## POTENTIAL VIEW APERTURES



## 01 140-ft ABOVE GRADE LOOKING SOUTHWEST



## 02 90-ft ABOVE GRADE LOOKING SOUTH/SOUTHEAST

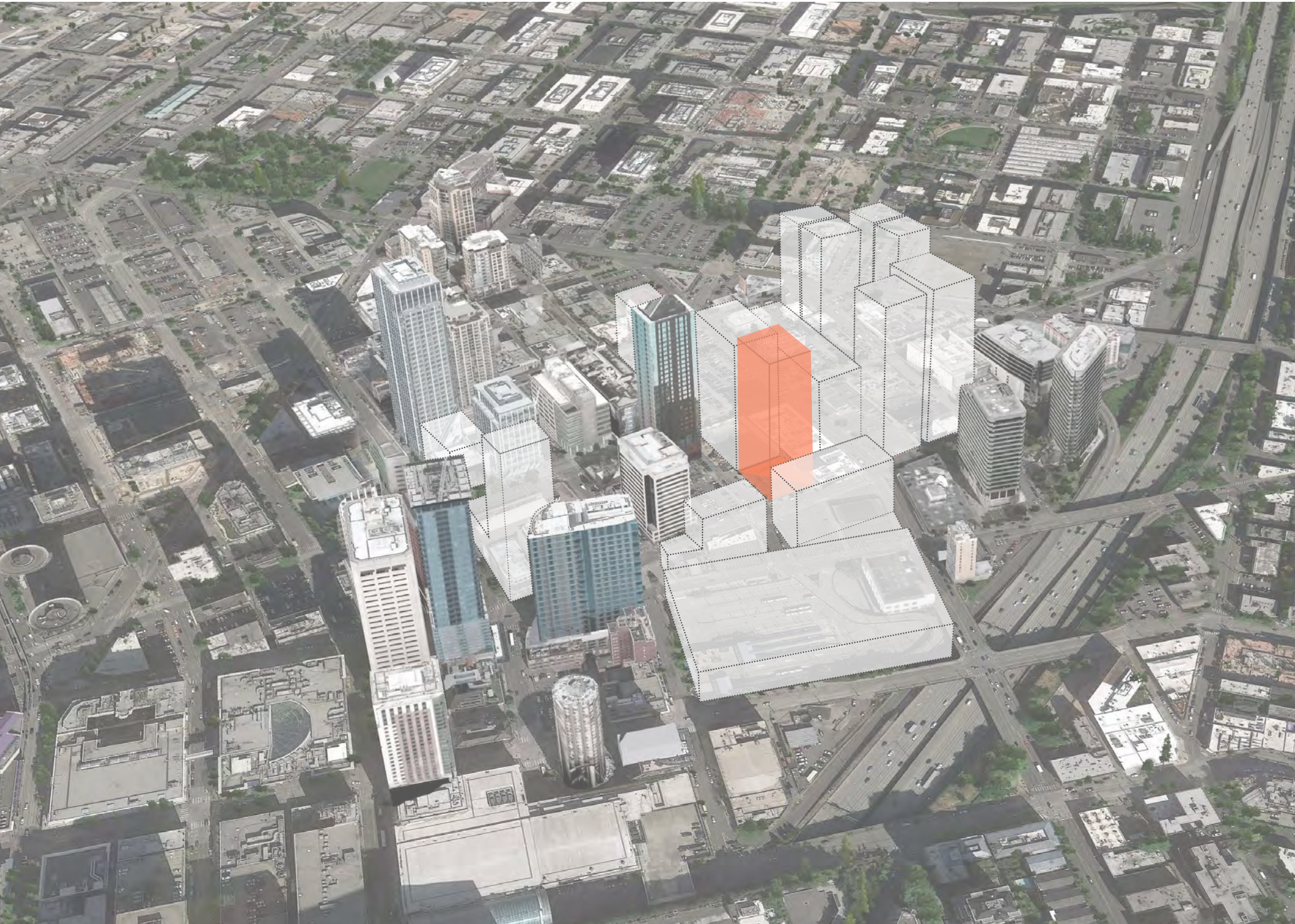


## 03 220-ft ABOVE GRADE LOOKING NORTHEAST





FUTURE CONTEXT AERIAL



OBSERVATIONS

Demand for a new live-work-play urban lifestyle laid the foundation for major rezoning, that in turn has spurred today's Denny Triangle highrise construction scene. Multiple tower cranes can be seen throughout the neighborhood. Several projects are still in the planning and review stages. Within a few years the Denny Triangle will be comprised of mixed-use density supportive of a 24/7 dynamic neighborhood.

Concurrent sidewalk, street and transportation improvements will accommodate the increasing pedestrian, bicycle and commuter traffic. The adjacent future context aerial illustrates the rezone height effect approaching that of Seattle's downtown core.

This project's primary facade will span the site's length along Terry Avenue, which will be builtout as a new Seattle Green Street per DPD Project 3016095. Green street and project site design will be coordinated with the City to optimize the pedestrian experience and usage of lobby level retail venues within the building.

The pedestrian environment will be greatly enriched by the new Terry Avenue green street with generously landscaped and street tree'd sidewalks, plus narrowed traffic lanes. A drop-off zone is conveniently planned near the primary building entry. Garage, service, and secondary lobby entry access is located off of the two-way alley. Additional retail entries are located along the Howell Street sidewalk. Because the site is elevated at this perimeter, a stepped lobby is planned for grade access at this side. Along Howell Street, new sidewalk, trees and landscaping design will enhance the block's pedestrian character. A short block from Seattle's main transit center, the Howell arterial also supports bus and auto transit between downtown, the Eastlake neighborhood and the University district.

Across the site, 1800 Terry will incorporate 4-levels subterranean parking, a generous lobby/retail level, and 2-levels of above-grade parking podium. The transparent and public residential lobby at grade will include potential venues such as boutique retail, wine bar, coffee/internet bistro and lounge seating, as well as potential leisure activity. Off of Howell, an area developed with flexibility in mind will occupy space for initial residential leasing. As the spatial need for that function decreases, boutique retail will expand.

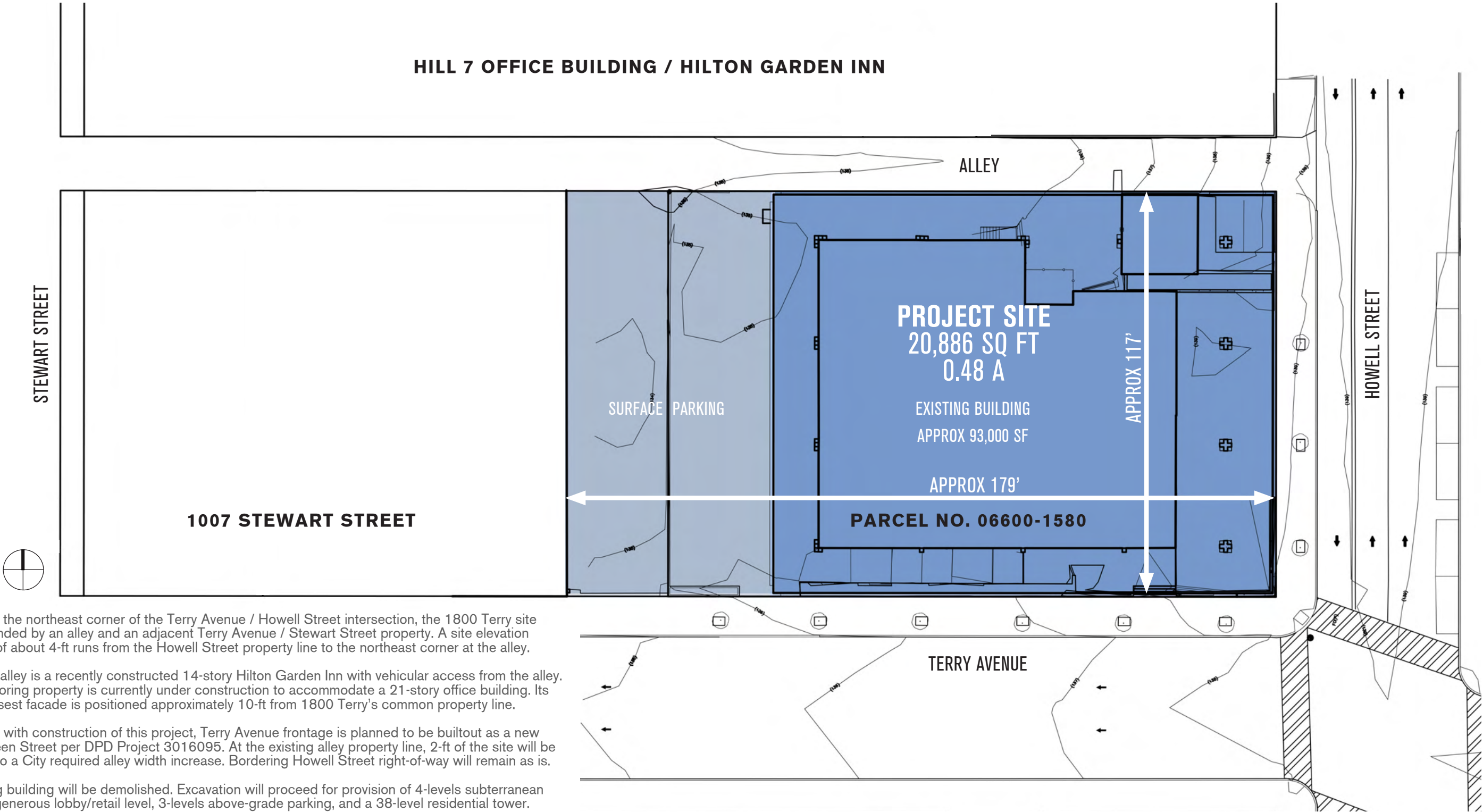
At Level 4, an amenity complex will offer residents both interior and exterior common recreational facilities. Rising from there, is the residential tower with a total of 38 apartment levels above grade.



SITE CONDITIONS

Existing Site

OBSERVATIONS



Located on the northeast corner of the Terry Avenue / Howell Street intersection, the 1800 Terry site is also bounded by an alley and an adjacent Terry Avenue / Stewart Street property. A site elevation difference of about 4-ft runs from the Howell Street property line to the northeast corner at the alley.

Across the alley is a recently constructed 14-story Hilton Garden Inn with vehicular access from the alley. The neighboring property is currently under construction to accommodate a 21-story office building. Its tower's closest facade is positioned approximately 10-ft from 1800 Terry's common property line.

Concurrent with construction of this project, Terry Avenue frontage is planned to be builtout as a new Seattle Green Street per DPD Project 3016095. At the existing alley property line, 2-ft of the site will be dedicated to a City required alley width increase. Bordering Howell Street right-of-way will remain as is.

The existing building will be demolished. Excavation will proceed for provision of 4-levels subterranean parking, a generous lobby/retail level, 3-levels above-grade parking, and a 38-level residential tower.

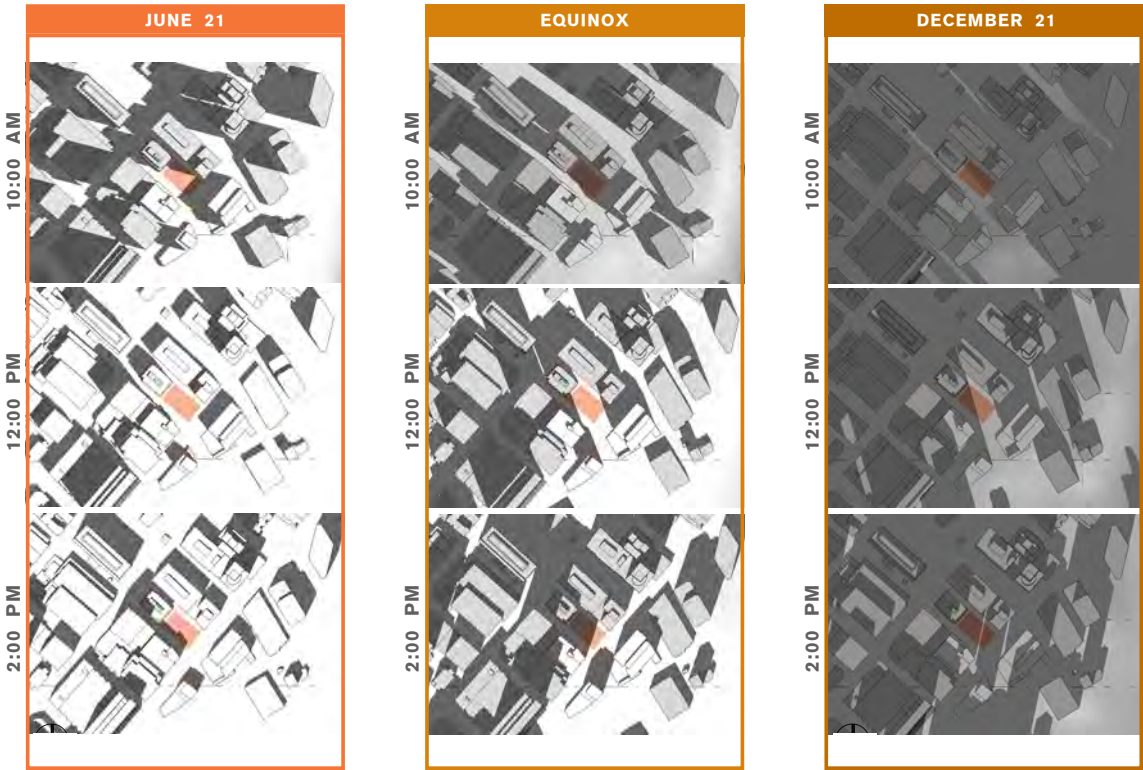


OBSERVATIONS

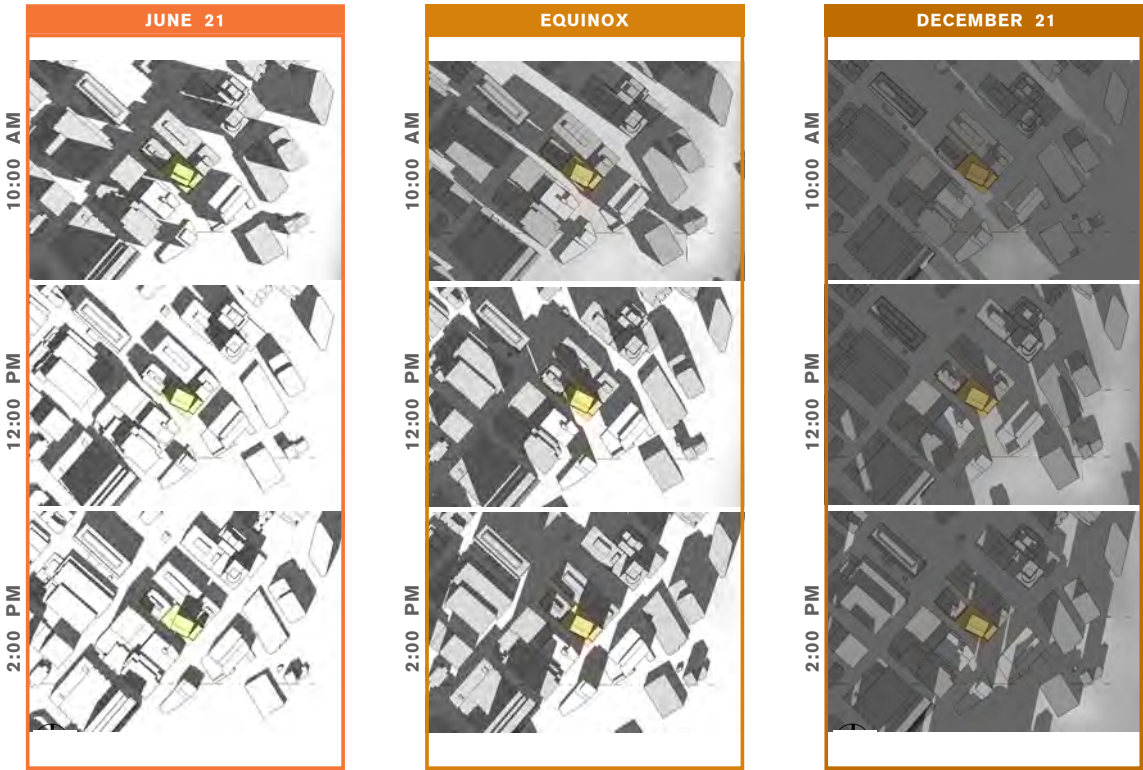
Existing shadows at 1800 Terry are presently changing in real time as new highrise construction projects are underway at surrounding properties. In addition, several new highrises in close proximity are expected to achieve Design Review Board approval with construction under-way prior to 1800 Terry's construction.

When this project is completed it can be expected that neighboring highrises shadows will impact this site and area as illustrated. Though its grid is just slightly angled, densely occupied Denny Triangle will be characterized similar to the downtown Seattle highrise shadowing. Increased shadow patterns are an anticipated extension of neighborhood upzoning.

Existing Shadow Conditions



Future Shadow Conditions

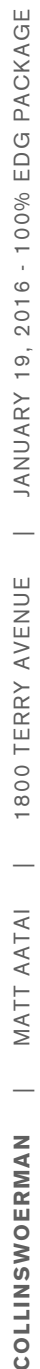




## Site and Building Development

## OBSERVATIONS

See Zoning Code Summary for additional detail.





LAND USE CODE SUMMARY

**1800 Terry Avenue: Parcel No. 066000-1580**  
**Site Area: 20,866-sf / 0.48 A**  
**Zone: DMC 340/290-400**  
**Overlay District: Denny Triangle Urban Center Village**

**23.49.008 - Structure Height**

340-ft: Max non-residential height.  
290-ft: Base residential height.  
400-ft: Max residential height w/ performance or payment options.

**23.49.008 - Rooftop Features**

Rooftop features permitted with unlimited rooftop coverage and not exceeding the height limits as indicated:

Open railings, planters, clerestories, skylights, play equipment, parapets, firewalls up to 4-ft above applicable height limit.

Solar collectors up to 7-ft above applicable height limit.

Features permitted to extend up to 15-ft above the limit:

Solar collectors; stair penthouses; play equipment and open-mesh fencing, as long as the fencing is at least 15-ft from the roof edge; covered or enclosed common recreation area; mechanical equipment; and wind turbines.

Elevator Machine Room: Up to 15-ft above height limit; if elevator provides access to a rooftop designed to provide usable open space, an additional 10-ft above is permitted.

Mechanical Penthouse / Equip: 10-ft min rooftop setback.

**23.49.011 - Floor Area Ratio (FAR)**

Site is located within Local Infrastructure Project Area.

**23.49.018 - Overhead Weather Protection**

Required along entire street frontage except those portions of façade that: are located >5-ft from the property line or widened sidewalk on private property; or abut a bonus open space amenity feature; or are separated from street property line or widened sidewalk on private property by landscaped area at least 2-ft wide; or driveways into structures or loading docks.

Weather protection min 8-ft measured horizontally from building wall or must extend to 2-ft from the curb line, whichever is less. No sidewalk obstructions from weather protection.

Weather protection lower edge must be a min 10-ft and a max 15-ft above sidewalk.

Pedestrian lighting may be located on building facade or overhead weather protection.

**23.49.019 - Parking, Screening**

No parking, either long-term or short-term, is required for this site in a DMC zone. (C.1: 1 Retail Space per 1,000-gsf max)

No reduction of bicycle parking allowed.

No parking allowed but drop-off provided at street level on Terry (Green Street DPD Project No. 3016095).

One level of parking is permitted above street-level story of the structure for each level of parking provided below grade that is of at least equivalent capacity, up to a max of four levels. Screening per subsection 23.49.019.B.4 must be met. Director may permit additional levels above street due to site constraints.

Other uses than parking is not required along street facades for the first 2-parking levels above the ground floor.

Each parking level above street-level shall have an opaque screen at least 3.5-ft high where parking is not separated from the street by another use.

Owner required to maintain or contract a transportation coordinator position acceptable to Seattle DOT; DOT inspection and review of operation of ridesharing program required; provision and maintenance of information center required.

**23.49.019 - Bicycle Parking**

1 Space per 5,000-gsf Retail (Estimate 1-2 bicycle parks).

1 Space for every 2-Dwelling Units (Estimate 111-bicycle parks for 342 units). Covered bicycle parking req'd.

**23.49.019 - Parking Access**

If a lot abuts an alley, alley access is required, except with Director of Transportation approval. Generally Green Street access (Terry) not allowed if access from any other right-of-way is possible; nor from Principal Transit Street (Howell). Note: Terry is designated Access and Green Street with an existing parking access curb cut; Howell is a Principal Arterial.

**23.49.025 - Venting**

Shall be at least 10-ft above sidewalk grade and directed away from residential uses w/in 50-ft of vent.

**23.49.056 - Minimum Facade Height**

Terry: 35-ft. / Howell: 35-ft.

**23.49.056 - Setback Limits**

No setback on Howell allowed up to 15-ft above sidewalk. 2-ft setback from property line required on Terry.

**23.49.056 - Facade Transparency and Blank Limits**

Applies to non-residential facade 2-ft to 8-ft above sidewalk: Only clear or lightly tinted glass in windows, doors, and display windows is considered to be transparent.

**23.49.056 - Street Trees**

Street Trees on Terry per DPD Project 3016095 and on Howell per Seattle DOT ROW Improvements Manual.

**23.49.056 - Setbacks and Landscaping**

Setbacks and landscape on Terry per DPD Project 3016095 and on Howell per Seattle DOT ROW Improvements Manual. Area shall be at least 1.5 times lf-length of the street lot line.

Landscaping in setbacks in the Denny Triangle Urban Center Village: at least 20% of the total area of all areas abutting the street lot line that are not covered by a structure, have a depth of 10-ft or more from the street lot line and are larger than 300-sf, shall be landscaped. Area under canopies or marquees is considered uncovered. Setback provided to meet min req'd sidewalk width is exempt from landscaping.

Terry green street setback: a 2-ft wide setback from street lot line is required; Director may allow averaging of setback to provide greater conformity with an approved green street plan. 50% of setback area shall be landscaped.

**23.49.058 - Max Unmodulated Facade**

0 to 85-ft: No limit

86 to 160-ft: 155-ft

161-ft to 240-ft: 125-ft

241-ft to 500-ft: 100-ft

**23.49.058 - Upper-Level Development**

Max Tower Average Floor Area: 10,700-sf / floor.

Max Tower Floor Area of Any Floor: 11,500-sf / floor.

Max Tower Width: Above 85-ft along north/south axis of a site (parallel to the Avenues) shall be 120-ft or 80% (179-ft x 80% = 144-ft at Terry) width of lot, whichever is less. Unenclosed decks and architectural features (such as cornices) may be disregarded in width calcs.

**23.49.058 - High Rise Setbacks and Separations**

All portions of the tower above 125-ft height must be separated from any other existing tower that is above 160-ft height, by min 60-ft between towers. Director may grant exception.

**23.53.035 - Architectural Encroachments**

Minor encroachments are purely decorative and do not increase floor area or enclosed space volume. Regarding “structural overhangs”:

Structural overhangs include bay windows, balconies, and other projections into and over public places as defined under Title 15 that exceed the limits of minor architectural encroachments and that increase either the floor area of the building or the volume of space enclosed by the building above grade.

An annual permit from the Seattle Department of Transportation is required for structural building overhangs.

Structural building overhangs shall be removable per Title 15.

They shall not be part of the essential building structure and shall not contain building systems, such as plumbing.

Vertical clearance: Clearance to any structural building overhang shall be a minimum of 8-ft above all sidewalk elevations, or 26-ft above all elevations of an alley, or greater if required by other regulations.

Depth: The maximum horizontal projection for a structural building overhang, measured to the furthest exterior element, shall be 3-ft, and the projection shall in no case be closer than 8-ft to the centerline of any alley.

**23.54.035 - Loading Berths**

2-Berths min Req'd: 10'-width x 25'-length x 14' height.

For uses with less than 16,000-gsf that provide a loading space on a street or alley, the loading berth requirements may be waived by the Director if, after review, the Director of Transportation finds that the street or alley berth is adequate.

Low-Med Demand: 10'-width x 35'-length x 14' height (25'-length with exception).

**23.54.040 - Solid Waste / Recycle**

Residential: >100 dwelling units=575-sf+(4-sf x 242 units) = 575-sf+968-sf = 1,543-sf. (May be reduced by 15% w/ min 20-ft dim)

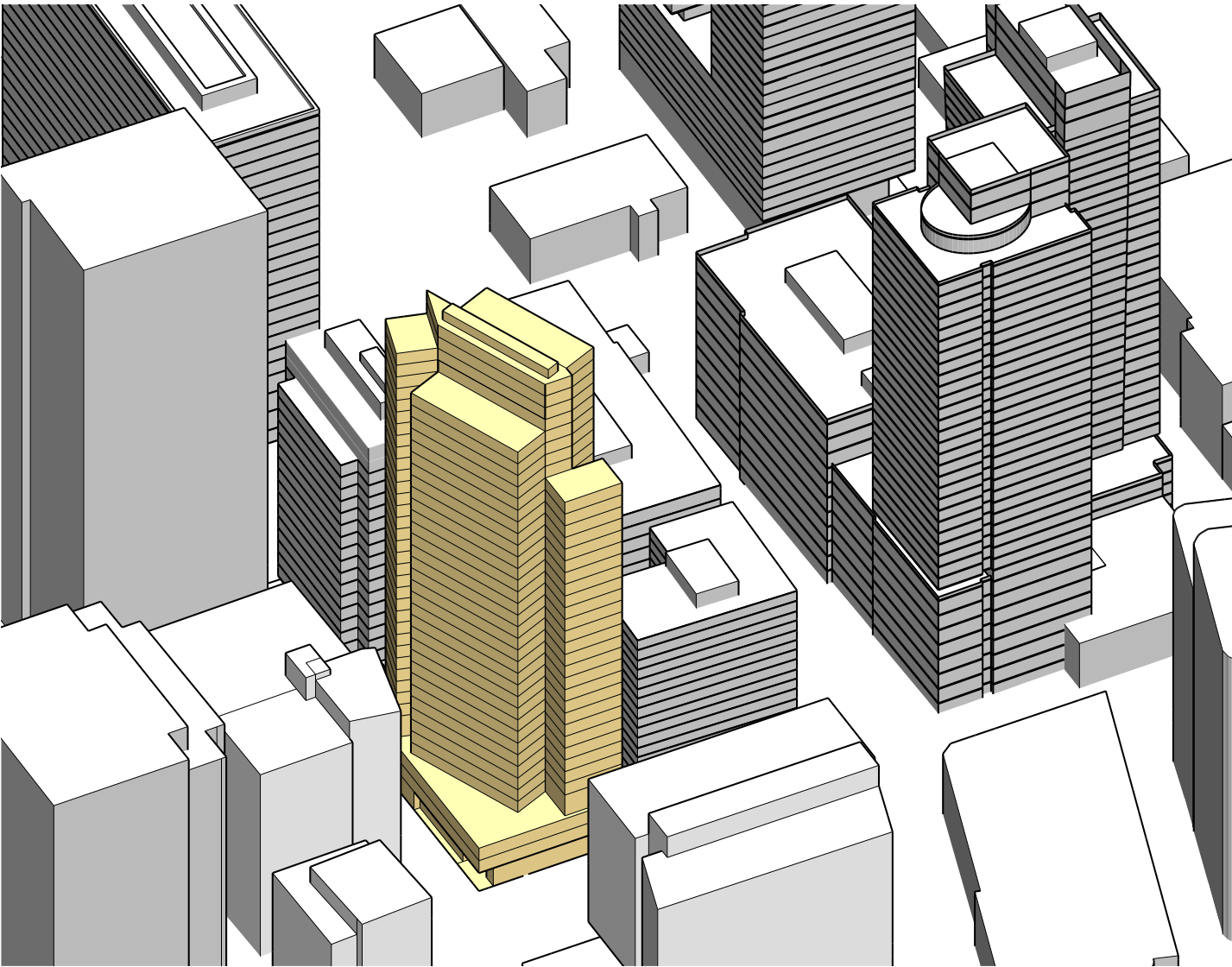
Commercial: 5,001 to 15,000-sf = 125-sf / 2 = 63-sf req'd.

Total = 1,543-sf+63-sf = 16,06-sf Req'd. to be provided for Shared Solid Waste.

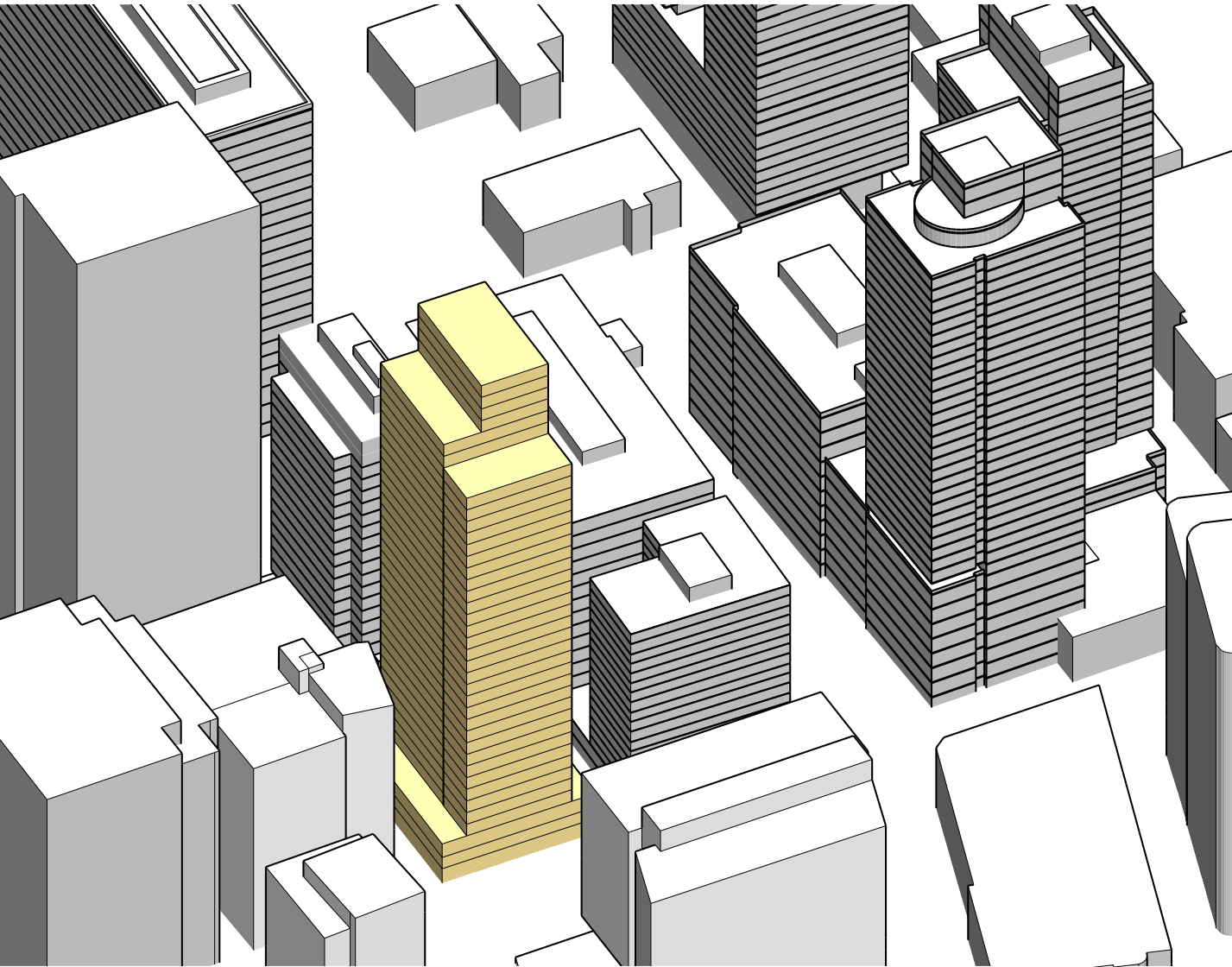


CONCEPT ALTERNATIVES

OPTION 2

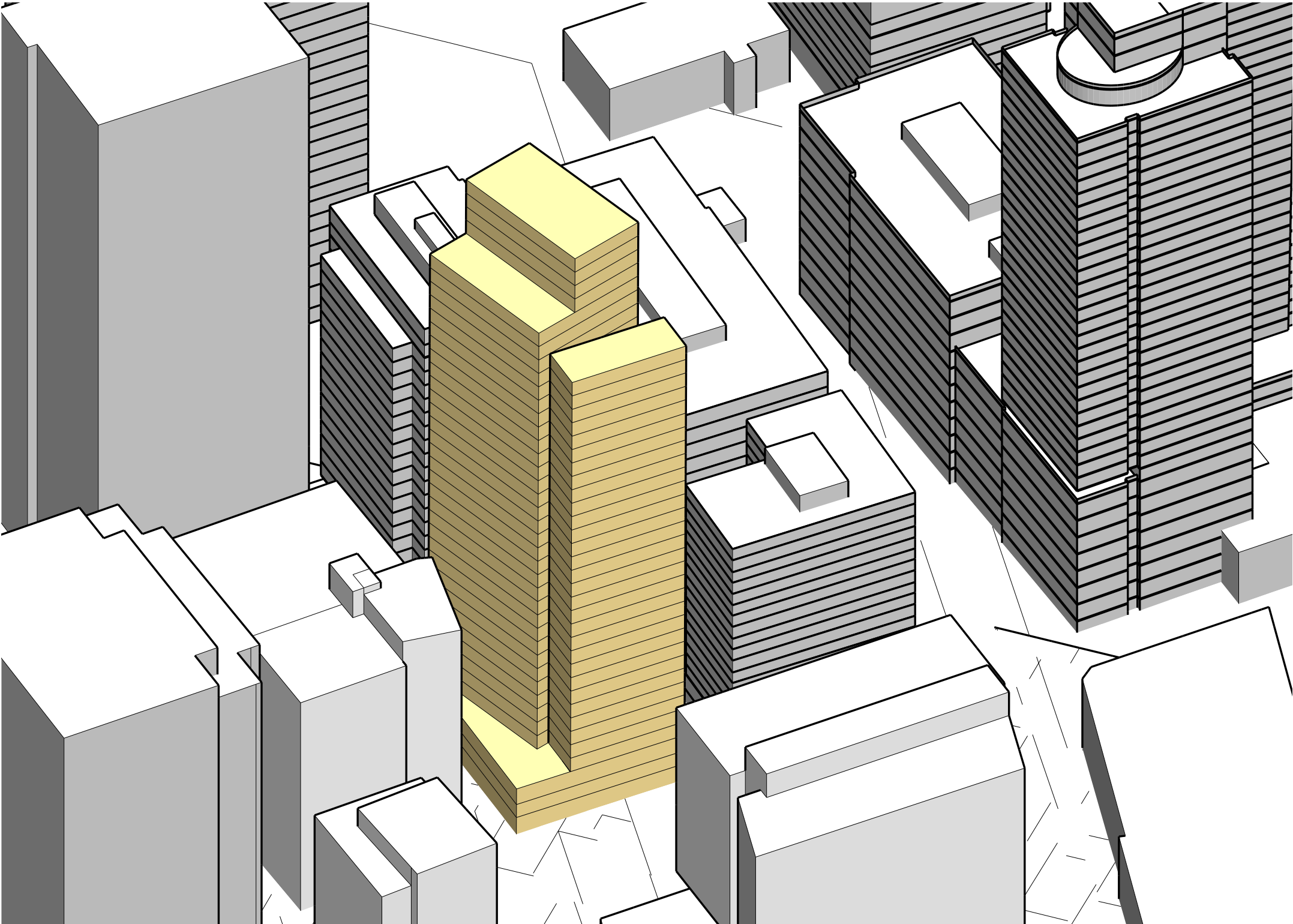


OPTION 3





OPTION 1



FUNDAMENTALS OF EACH OPTION

OPPORTUNITIES

- Become an anchor destination for the burgeoning Denny Triangle neighborhood.

CHALLENGES

- Tight site access to below/above-grade parking.
- Create unit views while accommodating neighboring views within high rise zoned downtown blocks.

Proposed Use by Floor

Roof	Mechanical
L4-38	Residential
L2-L3	Above-Grade Parking
L1	Retail / Lobby / Loading
B1-B4	Below-Grade Parking

Approximate GSF Totals by Use

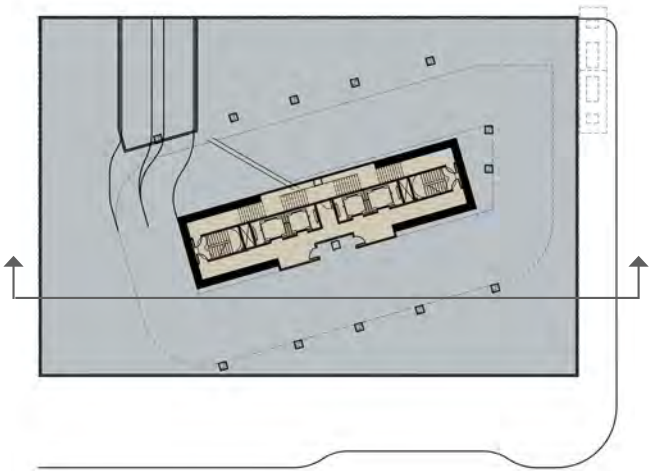
Residential	316,400 gsf
Retail	7,600 gsf



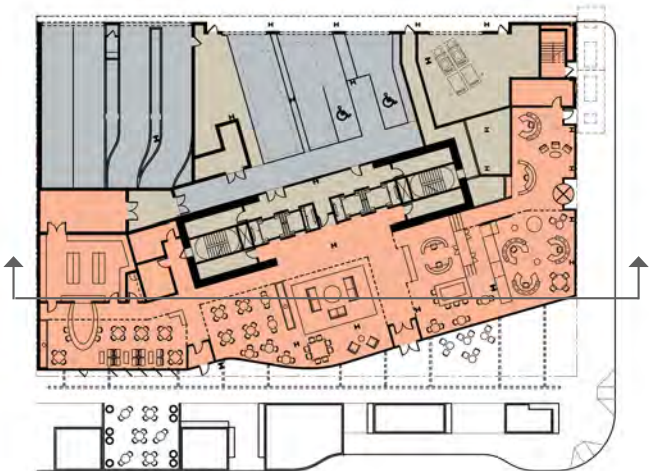
CONCEPT ALTERNATIVES  
Option 1 - SLI Green - Preferred

- Retail
- Residential
- Parking
- Circulation
- Ext Common
- Int Common

TYPICAL PARKING LEVEL



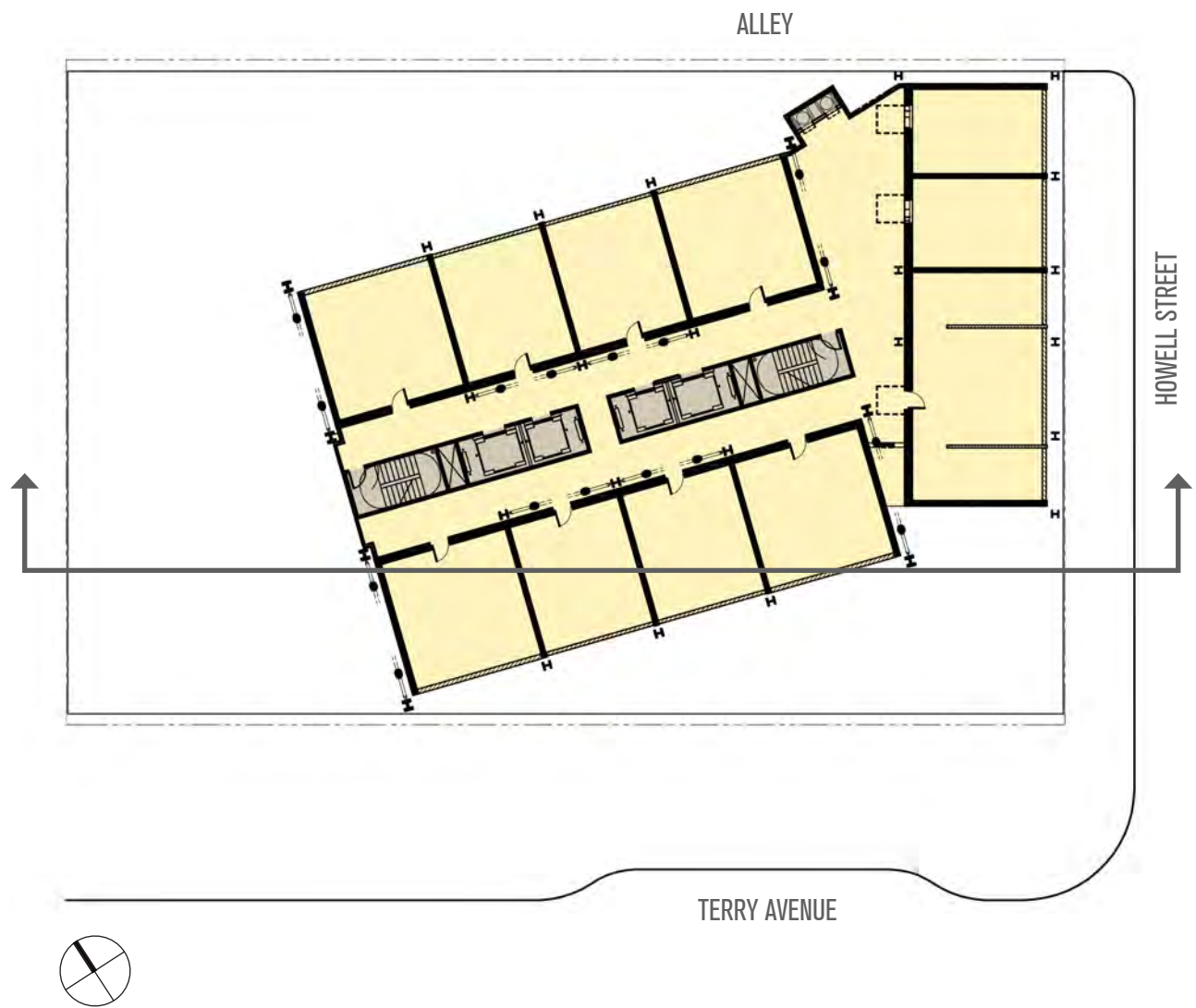
ENTRY/GRADE LEVEL



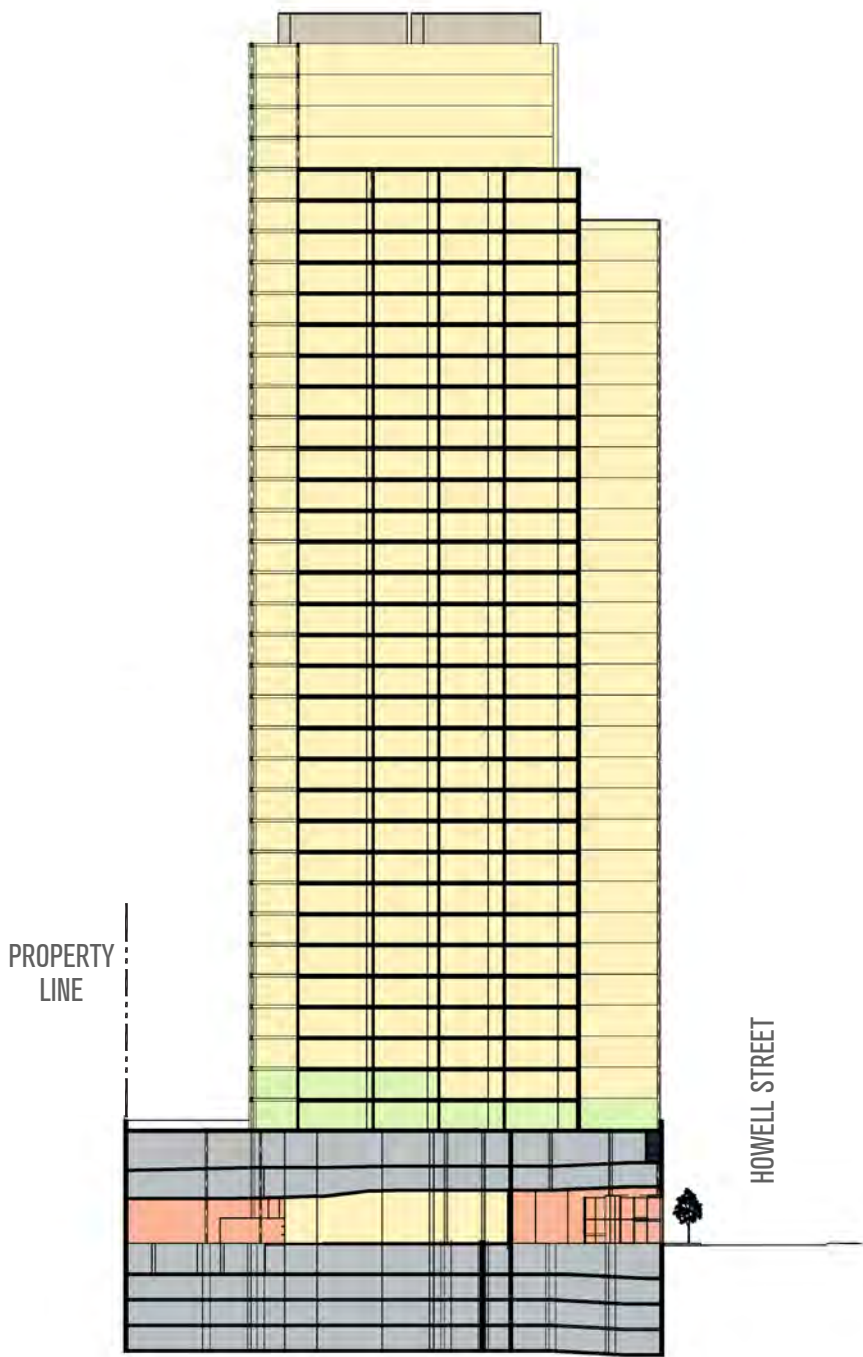
AMENITY LEVEL



TYPICAL UNIT LEVEL



BUILDING SECTION

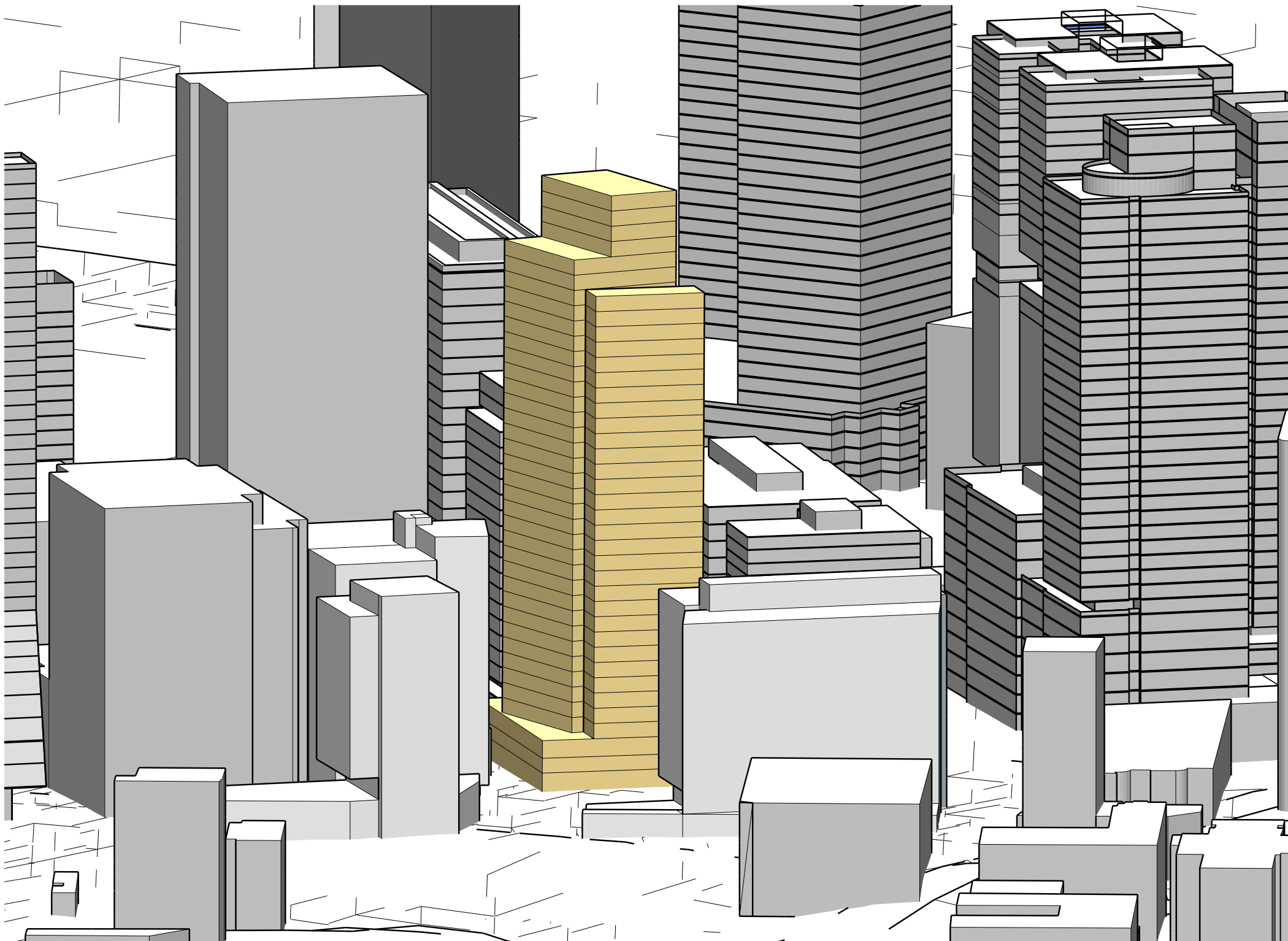




## CONCEPT ALTERNATIVES

### Option 1 - SLI Green - Preferred

#### 01 LOOKING NORTH



#### OBSERVATIONS

Several distinctive features in the SLI Green Preferred Option 1 support its potential to elevate the bar of excellence for Seattle's commitment to sustainable design and construction. Concurrently, a specific project goal is to become the first DPD Priority Green residential urban high rise and model for that program.

At 16-deg off-grid of the block, the SLI tower configuration maximizes view opportunities and southern exposure to the extent possible within densely spaced neighboring towers.

The SLI Green Preferred Option 1 also offers the first technology-centric and sustainable residential apartment high rise. New building technologies maximize utility efficiencies while minimizing City utility usage.

Manufactured component construction reduces site storage and construction waste; streamlines site assembly and construction; and reduces construction time. This is important to the City because it reduces construction impacts due to street closures, truck queuing, utility disruptions and similar public annoyances.

#### OPPORTUNITIES

- Maximizes Views and Solar Access
- Green Technologies, Systems, Operations
- Green Construction

#### CHALLENGES

- Support New Building Technologies Through City Review and Permitting Processes
- Accomplish Seattle's first sustainable residential and urban high rise tower.
- Tower Separation: 9'-0" over Code Compliant, requires director exception.
- Note: Adjacent Neighbor Separation Agreement.



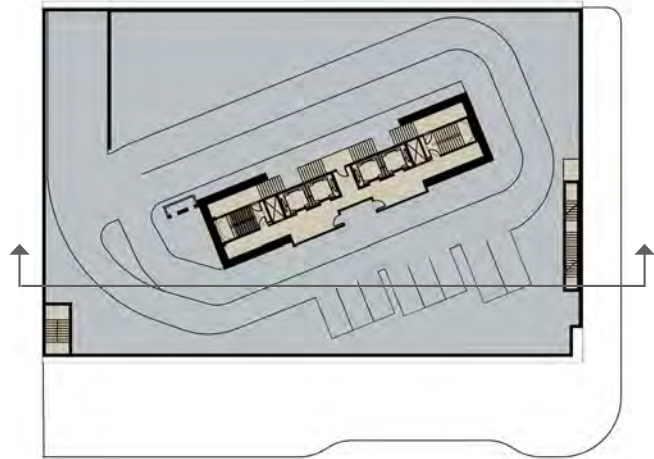
CONCEPT ALTERNATIVES

Option 2- SLI Green - Wings

- Retail
- 
- Circulation

ResidentialExt CommonParkingInt Common

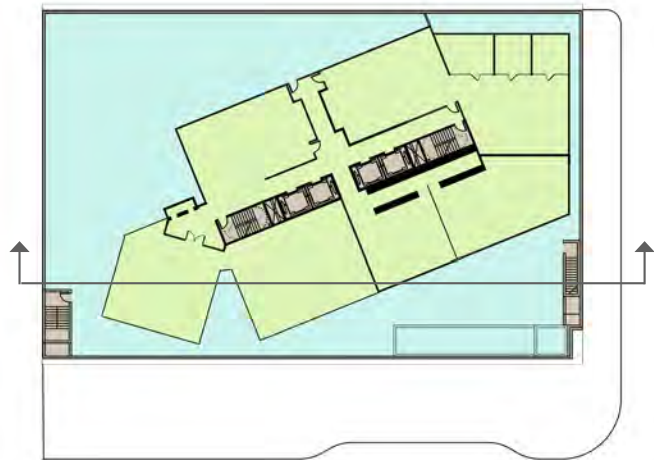
TYPICAL PARKING LEVEL



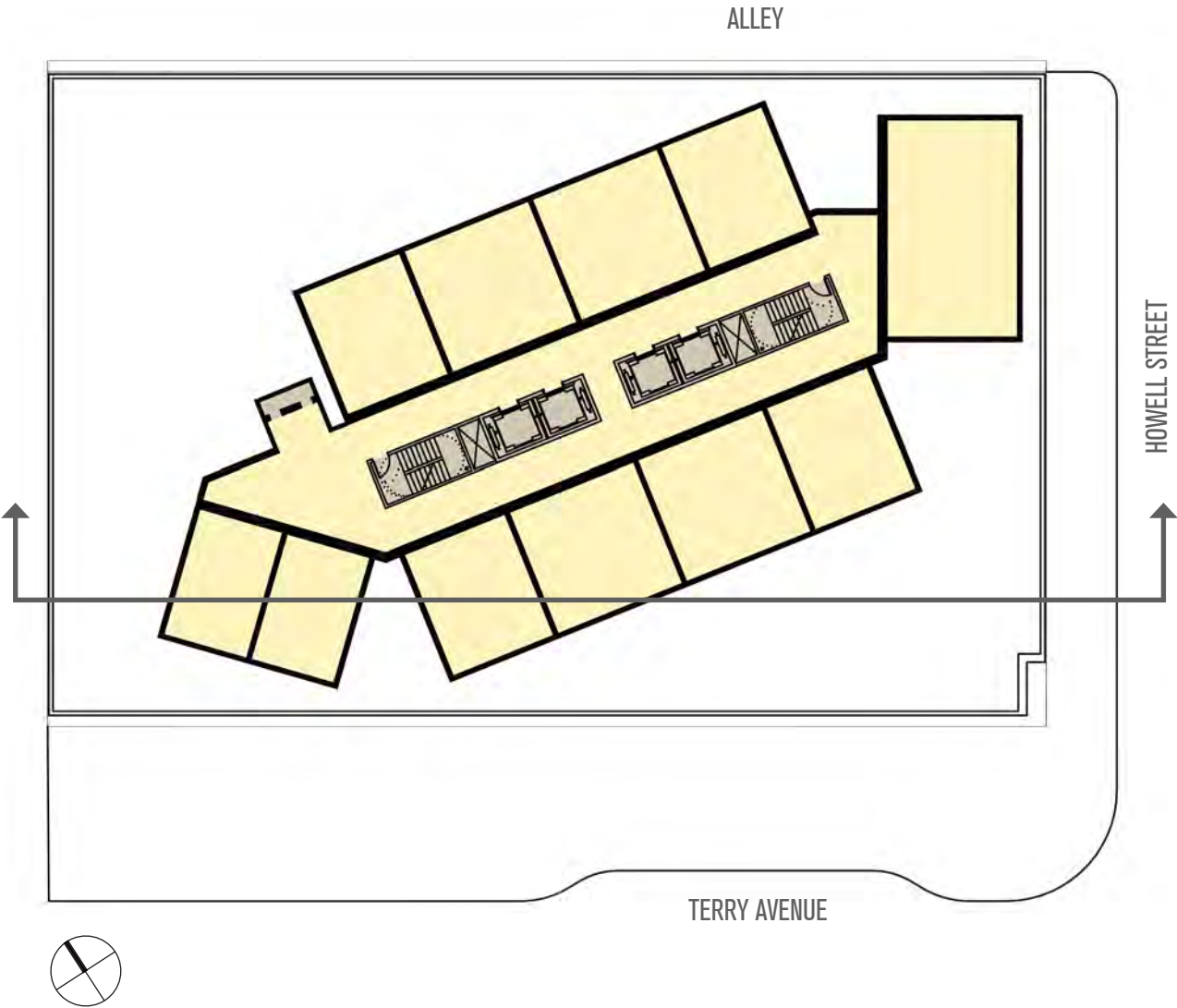
ENTRY/GRADE LEVEL



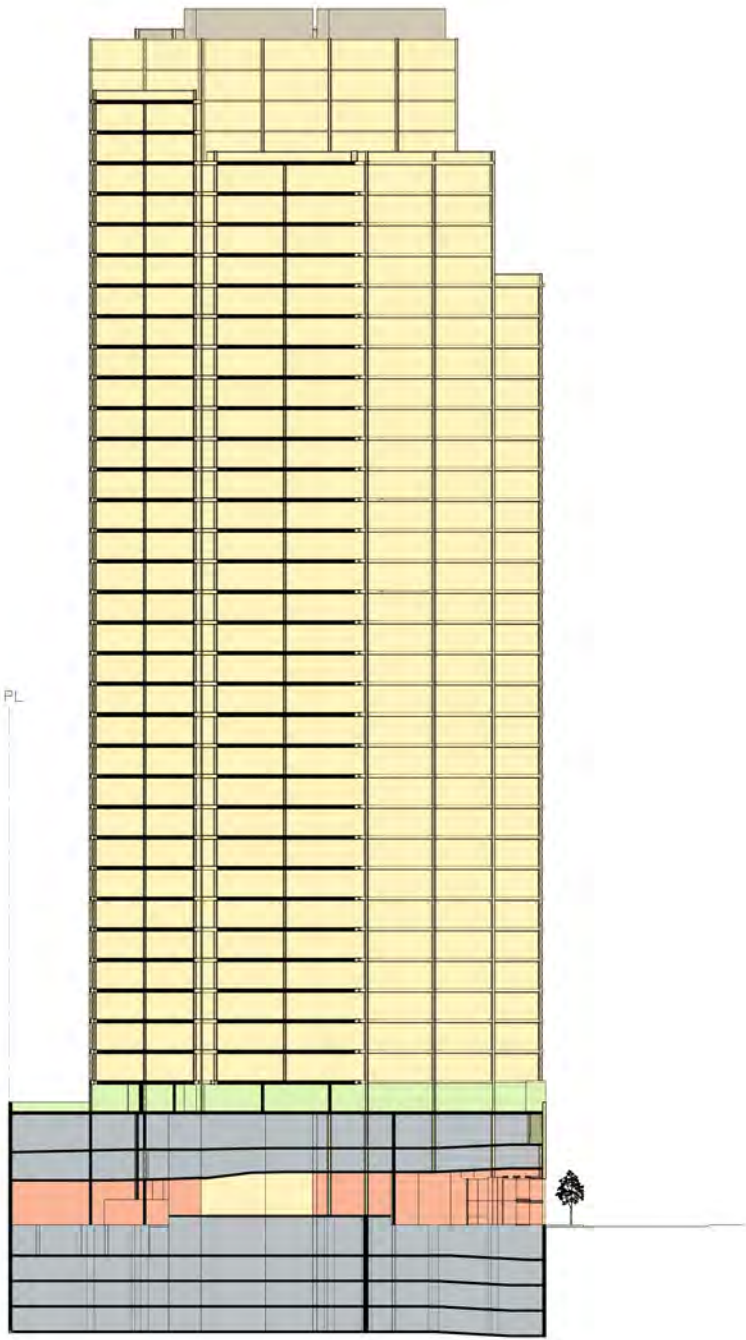
AMENITY LEVEL



TYPICAL UNIT LEVEL



BUILDING SECTION

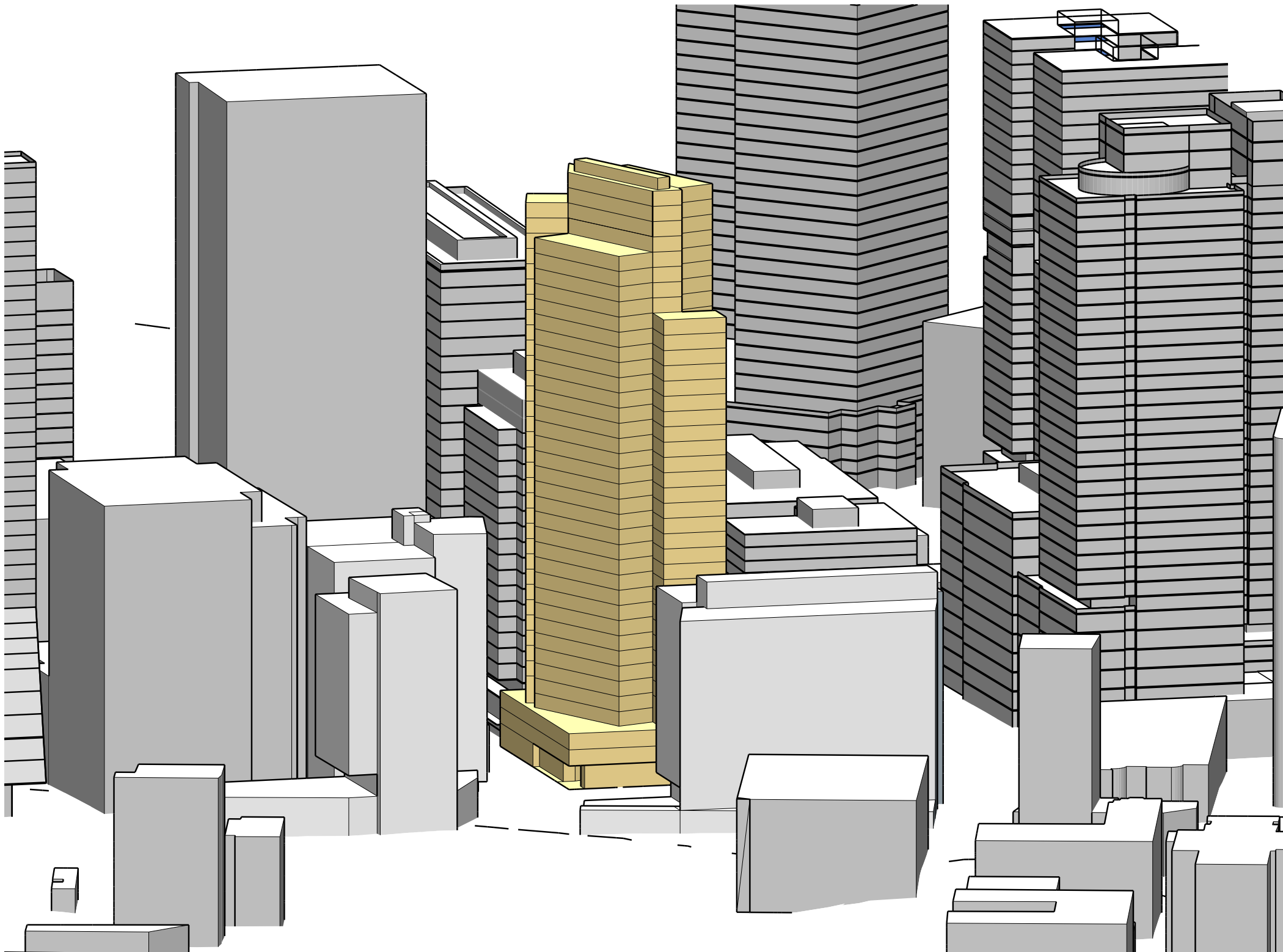




## CONCEPT ALTERNATIVES

### Option 2 - SLI Green - Wings

#### 02 LOOKING NORTH



#### OBSERVATIONS

Several distinctive features in the SLI Green Wings Option 2 support its potential to elevate the bar of excellence for Seattle's commitment to sustainable design and construction. Concurrently, a specific project goal is to become the first DPD Priority Green residential urban high rise and model for that program.

The unique SLI tower configuration optimizes view opportunities, light and air within densely spaced neighboring towers. SLI tower modulation also breaks down the scale of the typical urban-box tower.

The SLI Green Wings Option 2 also offers the first technology-centric and sustainable residential apartment high rise. New building technologies maximize utility efficiencies while minimizing City utility usage.

Manufactured component construction reduces site storage and construction waste; streamlines site assembly and construction; and reduces construction time. This is important to the City because it reduces construction impacts due to street closures, truck queuing, utility disruptions and similar public annoyances.

#### OPPORTUNITIES

- Optimizes Neighboring Buildings Views
- Thinner Tower in East/West Direction
- Offers Tower Facade Modulation and Scale
- Optimum Views and Solar Access
- Green Technologies, Systems, Operations
- Green Construction

#### CHALLENGES

- Support New Building Technologies Through City Review and Permitting Processes
- Accomplish Seattle's first sustainable residential and urban high rise tower.
- Tower Separation: Increases Non-Compliance



CONCEPT ALTERNATIVES  
Option 3 - SLI Green - Code Compliant

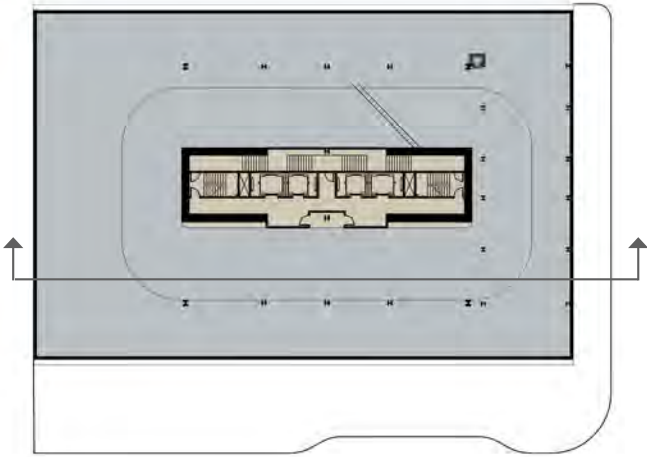
- Retail

Circulation
- Residential

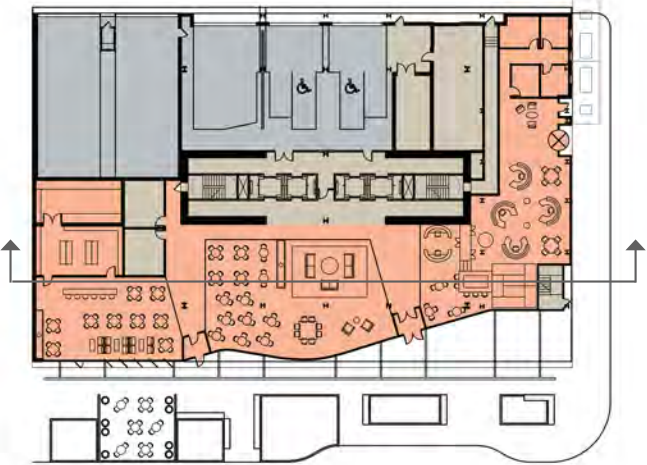
Ext Common
- Parking

Int Common

TYPICAL PARKING LEVEL



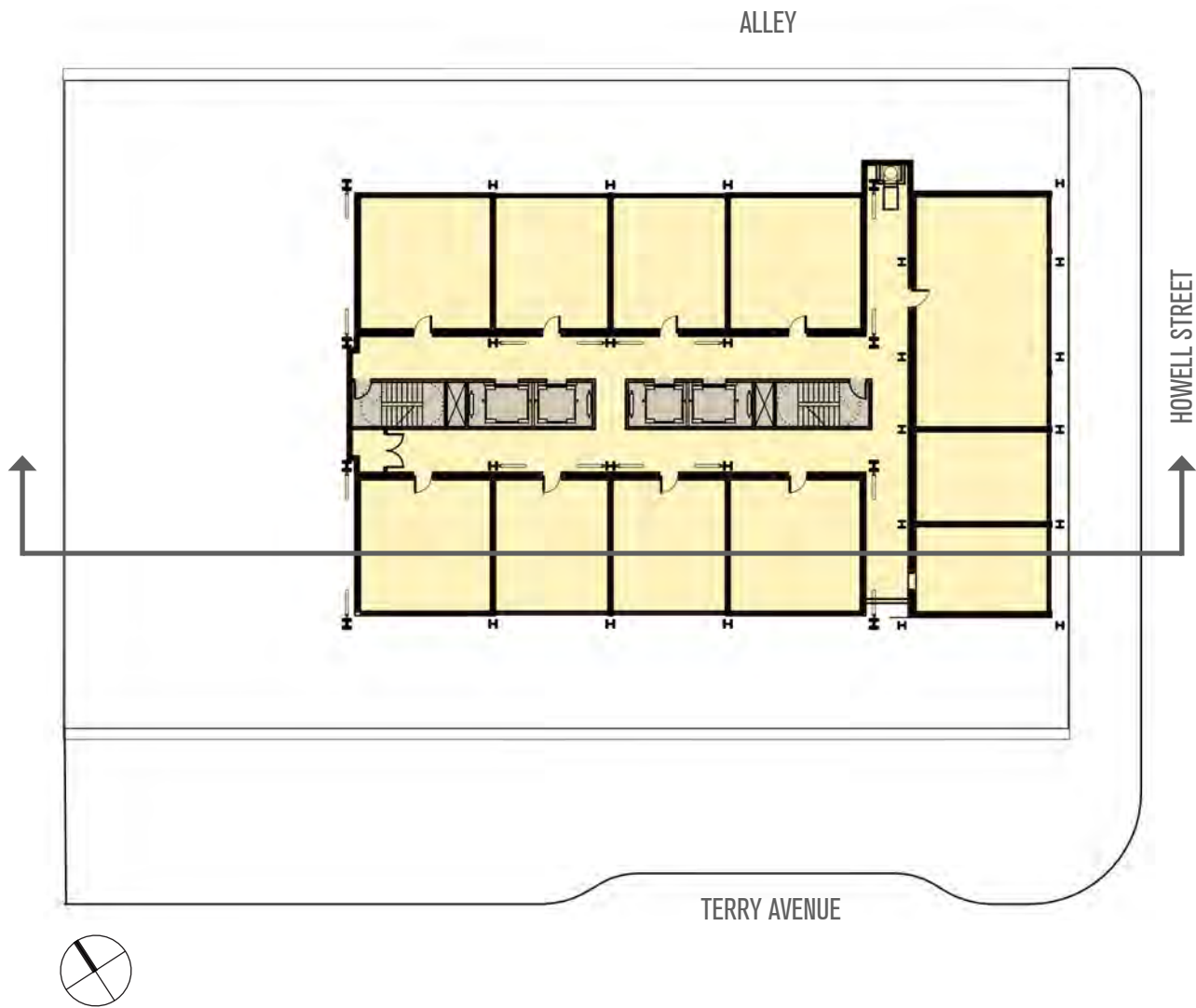
ENTRY/GRADE LEVEL



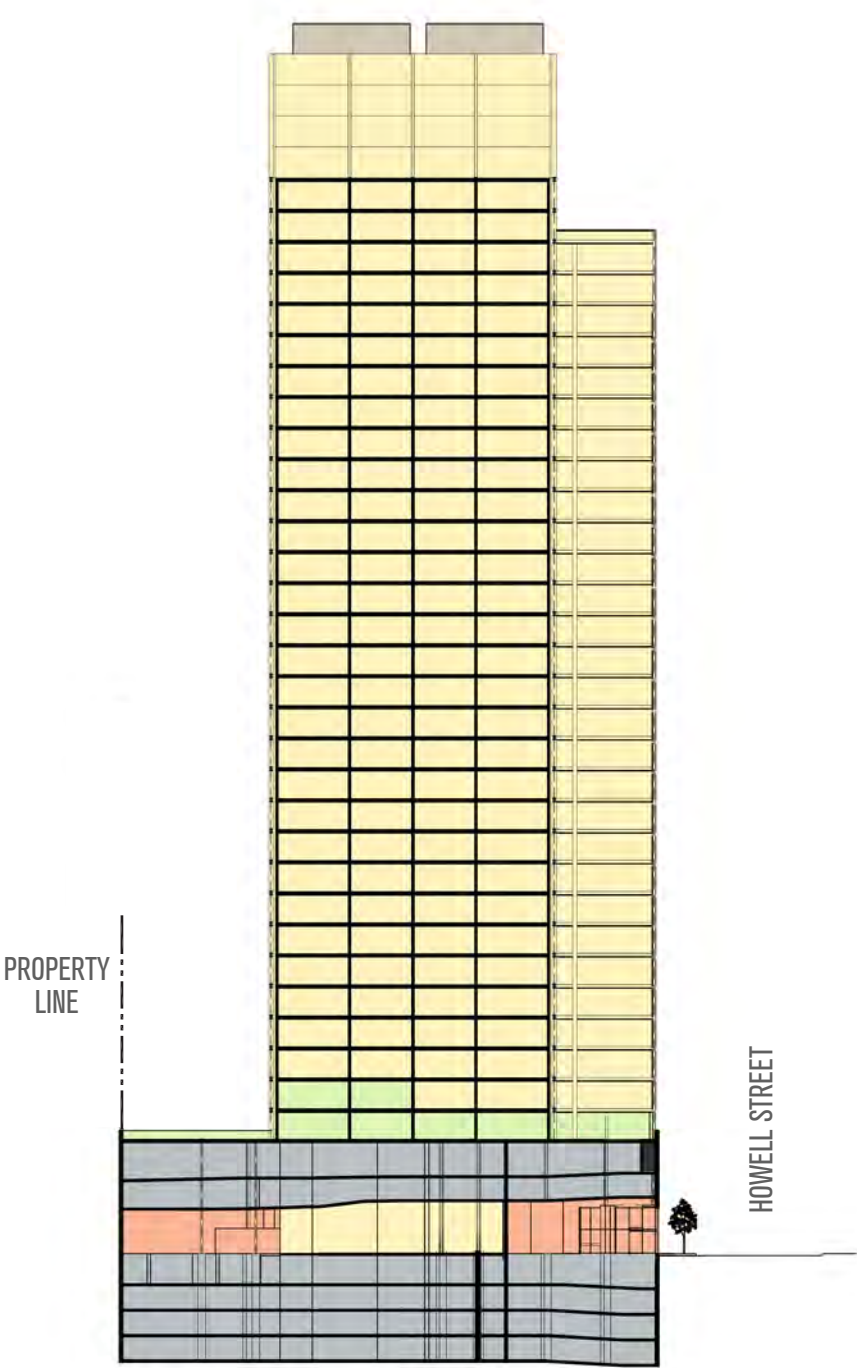
AMENITY LEVEL



TYPICAL UNIT LEVEL



BUILDING SECTION

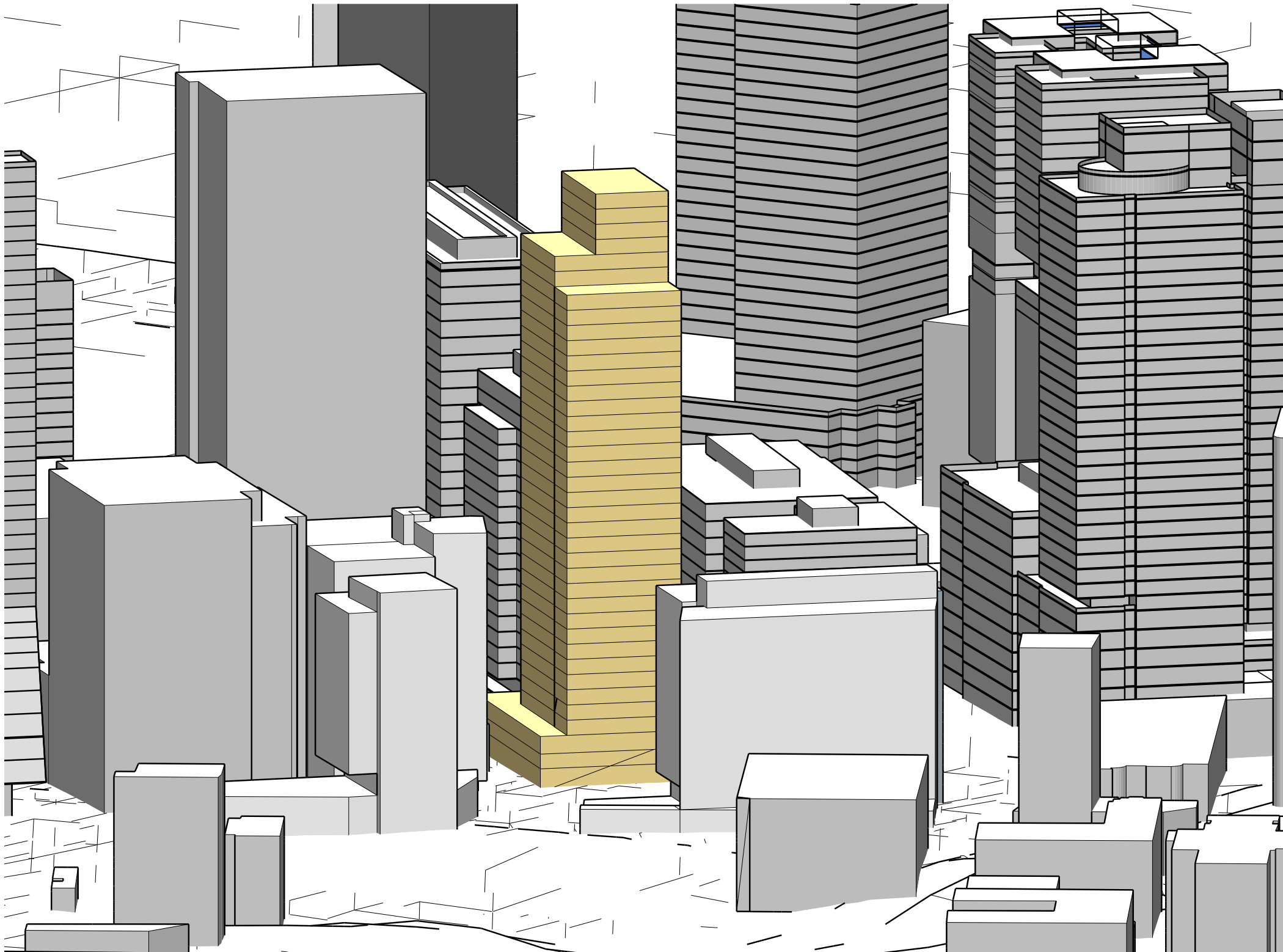




## CONCEPT ALTERNATIVES

### Option 3 - SLI Green - Code Compliant

#### 03 LOOKING NORTH



#### OBSERVATIONS

Option 3 is designed to [zoning] code compliant practices in mind.

The residential tower is typically situated, orthogonal to its city block. Resulting unit views are directly into neighboring buildings; as are their views into 1800 Terry units. While per code, tower modulation is very minimally broken down; typical of the neighboring urban-box towers.

SLI Green Code Compliant Option 3 also offers first technology-centric and sustainable residential apartment high rise. New building technologies maximize utility efficiencies while minimizing City utility usage.

Manufactured component construction reduces site storage and construction waste; streamlines site assembly and construction; and reduces construction time. This is important to the City because it reduces construction impacts due to street closures, truck queuing, utility disruptions and similar public annoyances.

#### OPPORTUNITIES

- Code Compliant
- Efficient Core / Least Circulation
- No tower separation issues

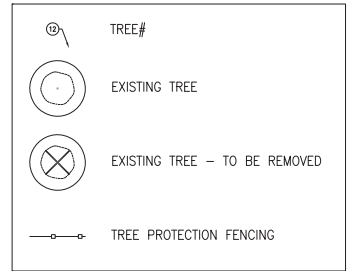
#### CHALLENGES

- Unit Views Direct into Neighbors
- Less Efficient Solar Access
- Added Shadowing of Outdoor Common Space
- Tower Box Option with Least Modulation



## Existing Streetscape Plan



Not For Construction



1. TREE SIZE IS BASED ON SURVEY INFORMATION AND HAS NOT BEEN VERIFIED THAT IT WAS TAKEN AT 4'-6" ABOVE FINISH GRADE PER SMC 25.11.
2. TREE #23 - #28 IDENTIFICATION AND MEASUREMENT PER ARBORIST'S FIELD NOTES DATED 1/16/2014. ARBORIST TO FOLLOW-UP WITH FINAL REPORT.

TREE #	RIGHT OF WAY	PRIVATE PROP.	SCIENTIFIC NAME	COMMON NAME	SIZE (CAL.)	REMOVAL	PROTECTED IN PLACE	NOTES:
1	X		LIQUIDAMBAR STYRACIFLUA	SWEET GUM	12"	X		POOR CONDITION
2	X		LIQUIDAMBAR STYRACIFLUA	SWEET GUM	14"		X	
3	X		LIQUIDAMBAR STYRACIFLUA	SWEET GUM	14"		X	
4	X		GLEDITSIA TRIACANTHOS	HONEY LOCUST	8"	X		POOR CONDITION
5	X		GLEDITSIA TRIACANTHOS	HONEY LOCUST	14"	X		POOR CONDITION
6	X		GLEDITSIA TRIACANTHOS	HONEY LOCUST	10"	X		POOR CONDITION
7	X		GLEDITSIA TRIACANTHOS	HONEY LOCUST	10"	X		POOR CONDITION
8	X		GLEDITSIA TRIACANTHOS	HONEY LOCUST	8"	X		POOR CONDITION
9	X		GLEDITSIA TRIACANTHOS	HONEY LOCUST	8"	X		POOR CONDITION
10	X		GLEDITSIA TRIACANTHOS	HONEY LOCUST	8"	X		POOR CONDITION
11	X		CERCIDIPHYLLUM JAPONICUM	KATSURA	6"		X	
12	X		CERCIDIPHYLLUM JAPONICUM	KATSURA	6"		X	
13	X		CERCIDIPHYLLUM JAPONICUM	KATSURA	6"		X	
14	X		ACER CIRCINATUM	VINE MAPLE	—	X		NOT IN SURVEY
15	X		ACER CIRCINATUM	VINE MAPLE	—	X		NOT IN SURVEY
16	X		ACER CIRCINATUM	VINE MAPLE	—	X		NOT IN SURVEY
17	X		CERCIDIPHYLLUM JAPONICUM	KATSURA	—		X	NOT IN SURVEY—MULTISTEM, PER SDOT COMMENTS PROVIDED AT 1/23/14 DESIGN GUIDANCE MEETING, CONSIDER REPLACEMENT DUE TO POOR STRUCTURE.
18	X		CERCIDIPHYLLUM JAPONICUM	KATSURA	—		X	NOT IN SURVEY—MULTISTEM, PER SDOT COMMENTS PROVIDED AT 1/23/14 DESIGN GUIDANCE MEETING, CONSIDER REPLACEMENT DUE TO POOR STRUCTURE.
19	X		ACER CIRCINATUM	VINE MAPLE	—		X	NOT IN SURVEY
20	X		ACER CIRCINATUM	VINE MAPLE	—		X	NOT IN SURVEY
21	X		ACER CIRCINATUM	VINE MAPLE	X		X	NOT IN SURVEY
22	X		LIQUIDAMBAR STYRACIFLUA	SWEET GUM	14"		X	
23	X		DEC. MAGNOLIA	6"	X			NOT IN SURVEY
24	X		HEMLOCK	14"	X			NOT IN SURVEY
25	X		DEC. MAGNOLIA	6"	X			NOT IN SURVEY
26	X		DEC. MAGNOLIA	6"	X			NOT IN SURVEY
27	X		ACER CIRCINATUM	VINE MAPLE	—	X		NOT IN SURVEY
28	X		CEDAR	6"	X			NOT IN SURVEY

1. TREES HAVE BEEN REVIEWED PER SMC 25.11 NO SIGNIFICANT OR EXCEPTIONAL TREES HAVE BEEN IDENTIFIED ON PRIVATE PROPERTY ON THESE BLOCKS. NO TREE ON PRIVATE PROPERTY ARE BEING PROPOSED TO BE SAVED OR RE-LOCATED.
2. STREET TREES DESIGNATED TO REMAIN WILL BE PROTECTED IN PLACE PER SDOT URBAN FORESTRY REQUIREMENTS AND UNDER THE SUPERVISION OF A CERTIFIED ARBORIST AND SDOT URBAN FORESTRY STAFF.
3. TREE PROTECTION WHERE CONSTRUCTION OCCURS WITHIN THE DRIPLINE OF EXISTING TREES NOT DESIGNATED FOR REMOVAL SHALL BE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS 133 AND 134 (MOST RECENT EDITION), AND DEFINED ZONE CLEARANCE REQUIREMENTS.
4. INSTALL TEMPORARY FENCING AROUND TREE PROTECTION ZONES TO PROTECT EXISTING TREES AND VEGETATION TO REMAIN FROM CONSTRUCTION DAMAGE. REVIEW FENCE LOCATIONS WITH OWNER AND ARBORIST PRIOR TO INSTALLATION. MAINTAIN TEMPORARY FENCE AND REMOVE WHEN CONSTRUCTION IS COMPLETE.
5. WHEN THE CONTRACTOR ANTICIPATES CONSTRUCTION OPERATIONS THAT WILL UNAVOIDABLY AFFECT TREE LIMBS, THE CONTRACTOR SHALL NOTIFY THE OWNER AND LANDSCAPE ARCHITECT OF THE PROPOSED METHOD AND THE AMOUNT OF TRIMMING REQUIRED. TRIMMING SHALL BE DONE BY A PROFESSIONAL TREE SERVICE COMPANY WHOSE PAST AND CURRENT PERFORMANCE IS IN ACCORDANCE WITH NATIONAL ARBORIST ASSOCIATION TREE-PRUNING STANDARDS.

5. PROTECT TREE ROOT SYSTEMS FROM DAMAGE CAUSED BY RUNOFF OR SPILLAGE OF NOXIOUS MATERIALS WHILE MIXING, PLACING, OR STORING CONSTRUCTION MATERIALS. PROTECT ROOT SYSTEMS FROM PONDING, ERODING, OR EXCESSIVE WETTING CAUSED BY DEWATERING OPERATIONS.
6. MAINTAIN TREE PROTECTION ZONES FREE OF WEEDS AND TRASH. DO NOT ALLOW FIRES WITHIN TREE PROTECTION ZONES.
7. WHERE WORK MUST OCCUR WITHIN THE TREE PROTECTION ZONE, THE CONTRACTOR SHALL EMPLOY ALL METHODS TO MINIMIZE ADVERSE IMPACT TO THESE EXISTING TREES INCLUDING LIMBS AND ROOTS. THESE METHODS INCLUDE BUT ARE NOT LIMITED TO TEMPORARY CHAIN LINK CONSTRUCTION FENCING, TEMPORARY TIE-UP OF LOW LIMBS, APPLICATION OF A 4-6 INCHES OF MULCH WITHIN THE DRIPLINE OF TREES, TIMBER OR STEEL PLANKING FOR PROTECTION OF SURFACE ROOTS FROM EQUIPMENT AND TREE ROOT PRUNING OR OTHER TREE ROOT TREATMENT AS DIRECTED BY OWNER AND/OR ARBORIST.
8. NO STORAGE OF EQUIPMENT OR MATERIALS SHALL BE ALLOWED WITHIN THE DRIPLINE OF TREES NOT DESIGNATED FOR REMOVAL. STEEL PLANKING, OR TIMBER PLANKING MADE OF 4-INCH THICK MATERIAL, EACH PLANK COVERING A MINIMUM OF 8 SQUARE FEET, SHALL BE USED TO SUPPORT BACKHOE AND OTHER EQUIPMENT STABILIZERS WHEN SET WITHIN THE DRIP-LINE OF A TREE TO REMAIN.
9. PAVEMENT REMOVAL AND PLACEMENT OPERATIONS THAT OCCUR WITHIN THE DRIPLINE SHALL BE REVIEWED, APPROVED, AND PERFORMED UNDER THE SUPERVISION OF ARBORIST.
10. WHERE UTILITY TRENCHES ARE REQUIRED WITHIN TREE PROTECTION ZONES, TUNNEL UNDER OR AROUND ROOTS BY DRILLING, AUGER BORING, PIPE JACKING, OR DIGGING BY HAND. DO NOT CUT MAIN LATERAL ROOTS OR TAPROOTS; CUT ONLY SMALLER ROOTS THAT INTERFERE WITH INSTALLATION OF UTILITIES. CUT ROOTS WITH SHARP PRUNING INSTRUMENTS; DO NOT BREAK OR CHOP.
11. WATER TREES DEEPLY AT REGULAR INTERVALS AND A MINIMUM OF ONCE EVERY TWO WEEKS DURING THE GROWING SEASON (MARCH THROUGH OCTOBER). THE WATER SHOULD PENETRATE THE SOIL TO A DEPTH OF AT LEAST SIX (6) INCHES.
12. PROVIDE CERTIFICATION FROM ARBORIST CERTIFYING THAT TREES INDICATED TO REMAIN HAVE BEEN PROTECTED DURING CONSTRUCTION ACCORDING TO RECOGNIZED STANDARDS AND THAT TREES WERE PROMPTLY AND PROPERLY TREATED AND REPAIRED WHEN DAMAGED.
-  



1007 STEWART  
EXISTING TREE  
PLAN

SHEET 16 OF 25

**Site Workshop**  
Landscape Architecture  
222 Etruria Street, Seattle, WA 98109  
P: 206.285.3026 | [www.siteworkshop.net](http://www.siteworkshop.net)

REVIEWED BY SPU/WATER ENGINEERING	NAME OR INITIALS AND DATE	INITIALS AND DATE
DESIGNED	JL/MB 11/21/2014	REVIEWED:
CHECKED	MB 11/21/2014	
REVIEWED BY SPU/DRAINAGE	DRAWN	PROJECT MANAGER
CHECKED	JL 11/21/2014	
	MB 11/21/2014	
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING	DESIGN REVIEW	REVIEWED AS-BUILT
	As work done in accordance with the City of Seattle Standard Plans and Specifications in the date above shown, and referenced in the above mentioned Provisions.	

 City of Seattle  
Seattle Department  
of Transportation

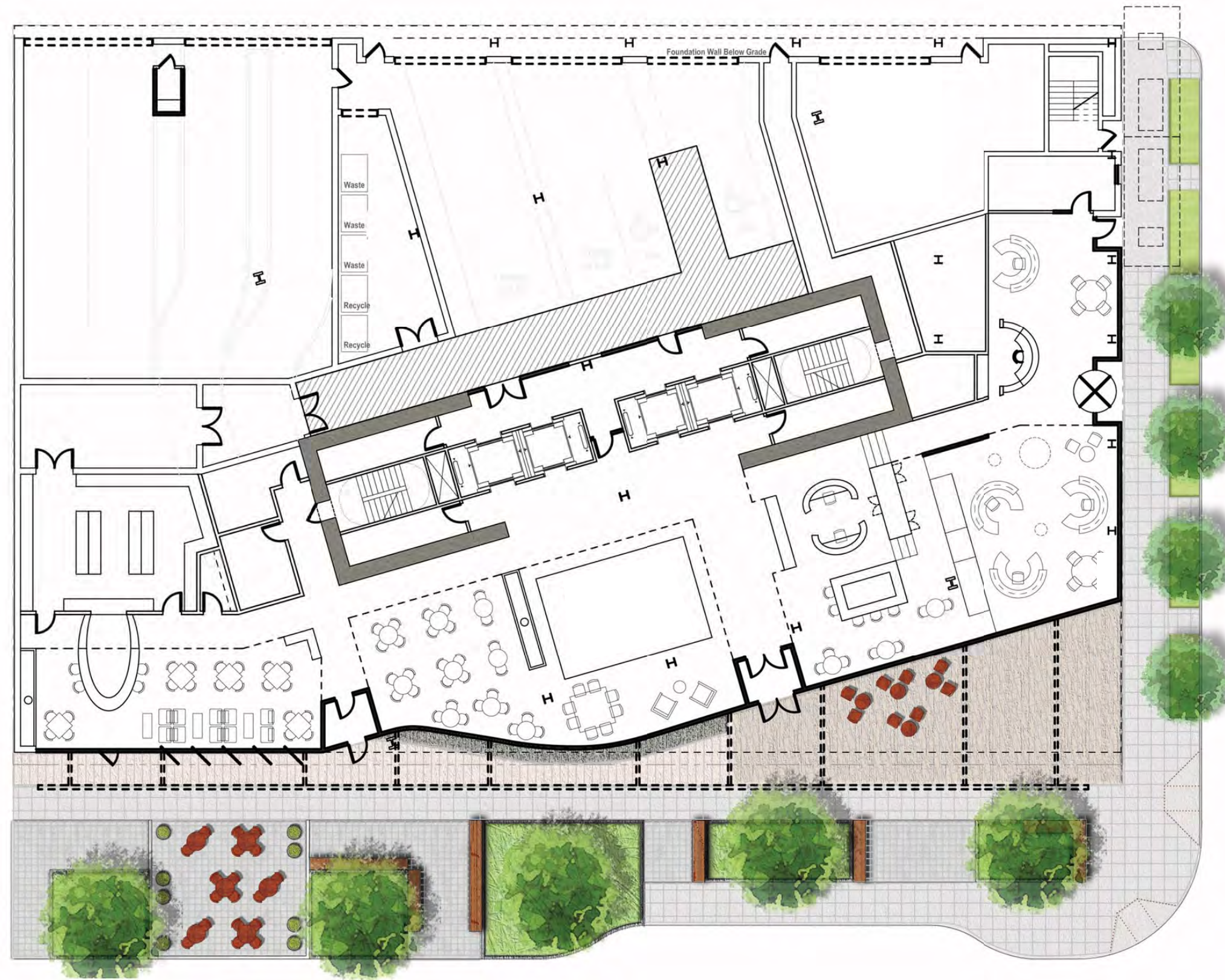
SCALE: H. V. INSPECTOR'S'S BOOK



## LANDSCAPE CONCEPT

## Proposed Streetscape Plan / Section

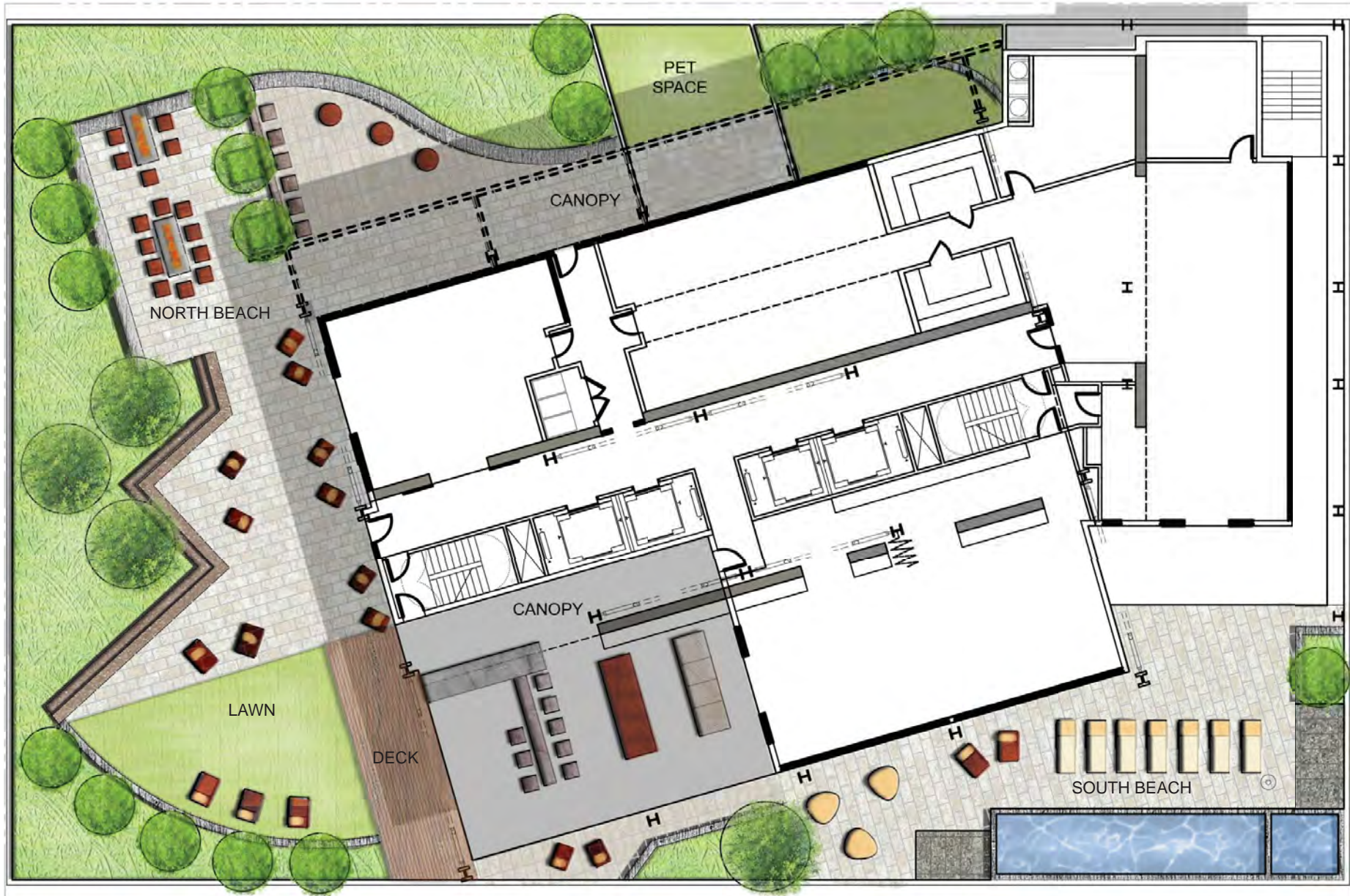
## PROPOSED STREETSCAPE PLAN





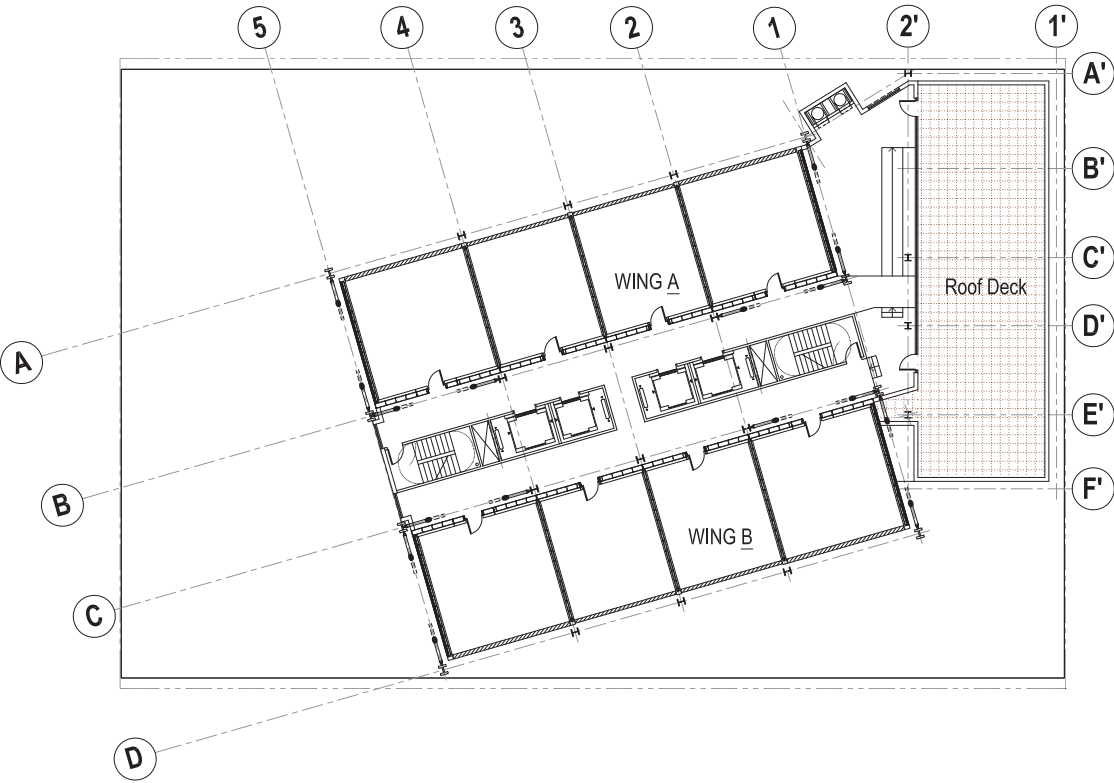
LANDSCAPE CONCEPT  
Residential Common Amenity Level

RESIDENTIAL AMENITY LEVEL 4

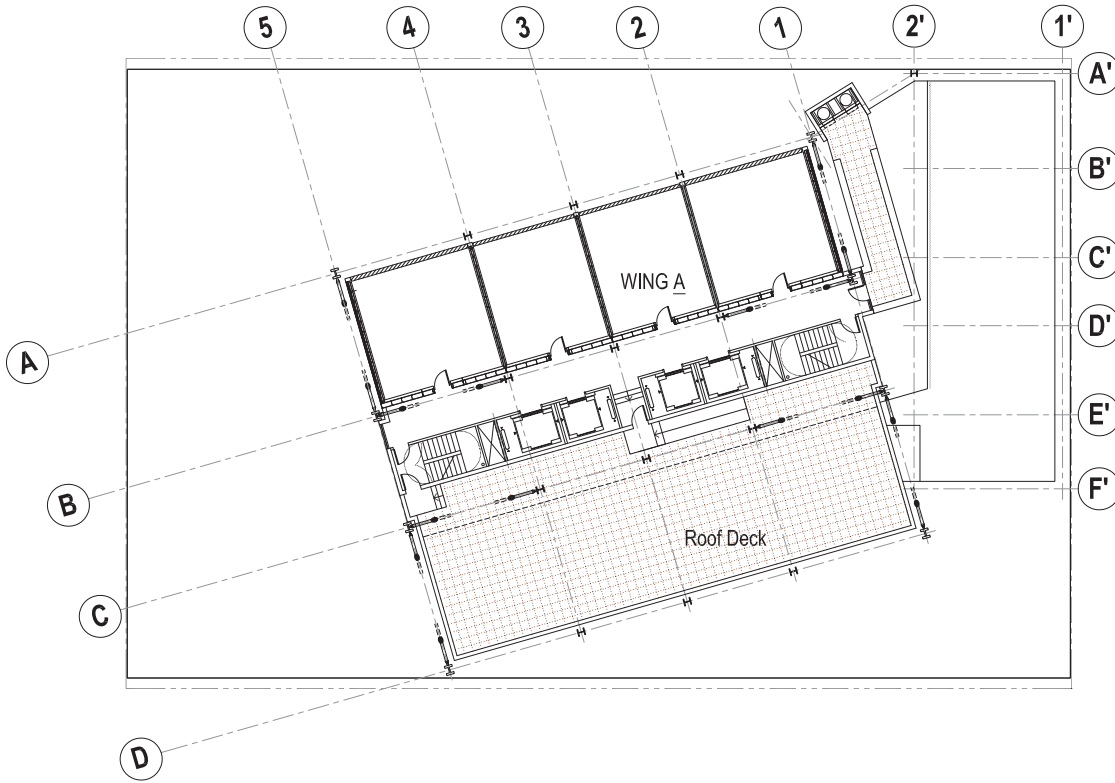




RESIDENTIAL ROOF DECKS LEVEL 33



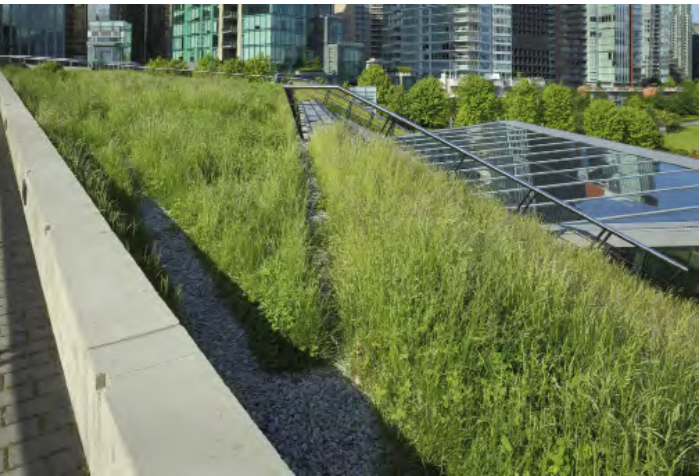
RESIDENTIAL ROOF DECKS LEVEL 35





CS - CONTEXT AND SITE

CS1 Natural Systems and Site Features



A1 ENERGY USE

Solar exposure and landscaped roofs influenced the architectural and systems design of 1800 Terry.

Design Implementation

CS1.A1 - Tower orientation maximizes southern exposure for solar hot water and sewer heat recovery renewable sources that will heat and cool the units and provide all domestic hot water.

CS2 Urban Pattern and Form



A2 PRESENCE / C1 CORNER SITE

1800 Terry's ground level incorporates a strong street edge, particularly important to creation of quality public realm inviting social interaction and economic activity; and its corner tower, a highly visible destination.

Design Implementation

CS2.A2 - As a corner anchor with property line frontage, 1800 Terry's "high-profile" design will have significant presence and an individual identity within a cluster of new high rise buildings. Its 3-story Terry Avenue edge is designed to create a quality public green street space that invites social interaction and economic activity.

CS2.C1 - The building's corner focus incorporates a generously recessed retail and lobby entry plus a secure but visually transparent residential glazed stair.

CS3 Architectural Context and Character



A2 DESIGN / B1 PLACEMAKING

1800 Terry's form and materials expresses a new typography for sustainable architecture. Denny Triangle is transitioning into a neighborhood of urban livability and workplace.

Design Implementation

CS3.A2 - The modern clean design exemplifies efficiency in use of materials and systems in this first sustainable Seattle residential high rise.

CS3.B1 - As Denny Triangle evolves from its lackluster past into a vibrant mixed-use 24/7 neighborhood, the building's character personifies that of the new green and technological culture currently expanding into the City's urban core.



PL - PUBLIC LIFE

PL1 Connectivity



A2 PUBLIC LIFE / B3 AMENITIES

Quality of pedestrian open space will be the focus of project-related Terry green street features and Howell landscape enhancements. Amenities, placemaking and transparency contribute to the public experience.

Design Implementation

- PL1.A2 - Green street implementation will coincide with the construction of this project. Terry Avenue will be narrowed to provide pedestrian amenities, wider sidewalk, landscape and drop-offs in lieu of curbside parking. An existing curbcut will be removed then planted and new planters will front the building.
- PL1.B3 - Pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, retail-related site furniture, contiguous glass weather protection and oversize storefront window walls.

PL2 Walkability



A1 ACCESS / B3 TRANSPARENT / C1 COVER

Integrated access, full street-level transparency and contiguous weather protection create a pedestrian environment that is equitable, safe and people-friendly for all pedestrian activity at the 1800 Terry site.

Design Implementation

- PL2.A1 - Public lobby and retail areas are all accessible from sidewalks and from within, and designed with equitable status to all users.
- PL2.B3 - Oversize storefront glazing will provide pedestrian view into public lobby and retail spaces.
- PL2.C1 - Contiguous glass weather protection is provided the full length and each side of the building.

PL3 Street Level Interaction



A2 ELEMENTS / C1-2 RETAIL EDGES

Interaction and activity at street-level is encouraged by clear connections to building entries and retail edges. Use of architectural materials and maximum visibility into building spaces enhance visual connectivity.

Design implementation

- PL3.A2 - Visible from the sidewalk, the lobby and retail ground floor will be enhanced by oversized storefront windows, integrated indoor and outdoor foot-traffic materials, landscape and lighting.
- PL3.C1-C2 - Weather protected exterior space for coffee and wine bar seating is incorporated into the retail design. Public seating is integrated into the green street landscape design.

PL4 Active Transportation



B2 PLANNING FOR BICYCLISTS

Facilities such as bike racks should be located to maximize convenience, security, and safety.

Design Implementation

- PL4.B2 - Bicycle racks are assimilated into the Terry Avenue green street design for bicyclists convenience, security, and safety, while also integrating pedestrian and drop-off circulation.



DC - DESIGN CONCEPT

DC1 Project Uses and Activities



A1-4 INTERIOR USES / B1-2 VEHICLES

Spatial arrangements should incorporate: visibility, gathering space, flexibility, views and connections. Minimize vehicle and pedestrian conflicts. Locate alternative transportation facilities for convenience.

Design Implementation

DC1.A1-4 - 1800 Terry's ground level is designed for each open space to flow seamlessly to another. While discreet architectural elements define current uses, flexibility, view and connection between each and to the exterior is maximized.

DC1.B1-2 - All parking and service access utilizes the alley. The existing curb cut from Terry will be removed. The project will enable as many as 35-electric car charging stations and is seeking an in-building car share partnership.

DC2 Architectural Concept



A1-2 MASSING / C2 DUAL PURPOSE

Arrange mass considering site and open space uses. Reduce and articulate perceived mass. Consider incorporating features or materials that serve dual purposes: architectural as well as other project functions.

Design Implementation

DC2.A1-2 - 1800 Terry is able to utilize its innovative component-based building system to manipulate the tower massing in ways that would be uneconomical with standard construction. This allows separation of the tower's central mass into "wings" that are specifically orientated for views and light, not only for residents benefit, but surrounding properties as well.

DC2.C2 - Glass transparency, glass color, opaque wall colors and materials, in addition to the ground floor flow, are all multi-purposed to address aesthetic and technical merits. The pedestrian's perception will be that of an open and welcoming space. Carefully selected materials complementing 1800 Terry's unique building system provide a significantly sustainable and eco-friendly project.

DC3 Open Space Concept



B4 OPEN SPACE / C2 AMENITIES

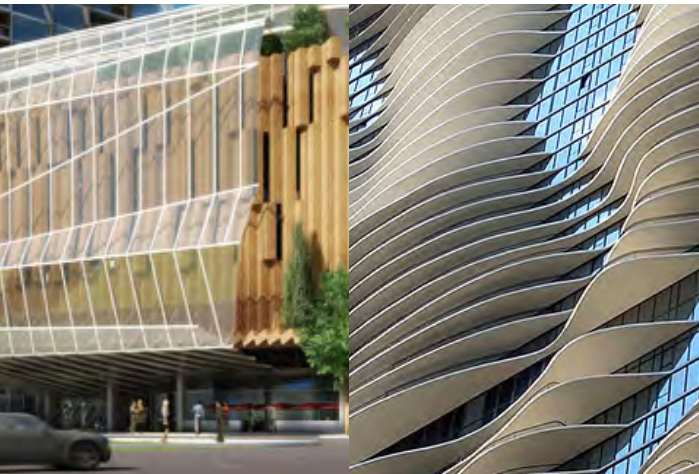
Common and private open spaces in multifamily projects should encourage physical activity and social interaction. Create outdoor spaces for envisioned uses shaped with hardscape and plantings.

Design Implementation

DC3.B4 - In addition to public amenities at grade, 1800 Terry offers residents both private and common space options. Privately accessed and architecturally integrated decks are designed for each unit.

DC3.C2 - The podium roof level incorporates spa and gym facilities. Full-height glazed and seasonally independent indoor-outdoor party rooms, multi-purpose and gaming spaces open to lush sheltered or exposed landscaped exteriors. Outdoor design includes lounges, BBQ's, water features and dog run.

DC4 Exterior Elements and Finishes



A1-2 MATERIALS AND CLIMATE SUITABILITY

Durable, maintainable exterior materials should have texture, pattern, and a high quality of detailing. Utilize materials that will age well in Seattle's climate, especially for highly visible features.

Design Implementation

DC4.A1-2 - Durable, but sustainable, materials for use on the building exterior are divided into two categories: Tower and Podium. For the Podium design, where the building base is in direct contact with sidewalks and pedestrians, materials are selected for their applicability to a high-use/high-finish purpose with warm colors and visible texturing. Tower design, both on the exterior and within apartments, will have an extremely modern clean look. The materials palette includes high-finish steel, glass, phenolic resin panels and concrete decking in very light and cool colors.



A - SITE PLANNING AND MASSING

A-2 Enhance the Skyline



LARGER CONTEXT

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

Design Implementation

The preferred building design option leverages two attributes of our proprietary building technology. Units are less deep than traditional designs (approximately 25-ft rather than 35-ft) and based on a single loaded corridor. These factors allow more design options and alignment of units to maximize sunlight, views and reduce impacts on adjacent buildings. Innovative building components eliminate the need to design square or rectangular buildings.

C - THE STREET FACADE

C-1 Promote Pedestrian Interaction



PEDESTRIAN ENVIRONMENT

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.

Design Implementation

Terry Avenue is a designated green street and the design is well developed. The ground floor uses combine two retail spaces with the residential building lobby designed as an active, public space that is safe and welcoming. The green street concept will provide large areas for the retail uses to engage the public and allow for pedestrian interaction zones.

C-2 Design Facades of Many Scales



THE STREETScape

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

Design Implementation

A three-level full block podium anchors this residential development at it's urban corner. Two street facing fa- cades boldly articulate a concept for screening upper- level parking, while evoking the vocabulary of the 34-story tower above. Daylit glass walls and internally lit nighttime interiors will create dramatic facade ex- pressions throughout each 24-hour day. A 24/7 lobby will provide corresponding eyes-on-the-street.

C-3 Provide Active Not Blank Facades



THE STREETScape

Buildings should not have large blank walls facing the street, especially near sidewalks.

Design Implementation

Enclosed by oversized floor-to-ceiling glass window walls, the 24/7 lobby will provide corresponding eyes- on-the-street. Augmenting this will be the open public lobby, coffee and dining functions during daytime-into- evening hours. A glazed stairway flows from the ame- nity Level 4 to Howell Street, suggesting a large-scale lantern after dark.



C - THE STREET FACADE

C-4 Reinforce Building Entries



STREETSCAPE AND OPEN SPACE

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

Design Implementation

The ground level lobby floor height is a generous 18-ft floor-to-floor and fully glazed on both its Terry Avenue and Howell Street facades. Recessed entries and a contiguous glass canopy offer weather protection for pedestrians. Paving will be designed to visually integrate public interior-exterior spaces; as will landscaping, lighting design, exterior branding and public-space furnishings.

C-5 Overhead Weather Protection



STREETSCAPE AND OPEN SPACE

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

Design Implementation

The ground level floor will be approximately 16-ft in height to accommodate retail and residential lobby spaces, providing a spacious and gracious feeling within this public area. The upper floors of the building podium and residential levels average a bit over 10-ft in height. The public lobby incorporates diverse venues for retail and residents with significant presence on both Terry Avenue and Howell Street. It offers prominent and secondary entries from Terry; with additional entries from Howell. All street frontages will be activated and transparent to the pedestrian, shopper or resident. Weather protection and well-lit spaces on the ground floor will be provided and designed with pedestrians and neighbors in mind.

D - PUBLIC AMENITIES

D-1 Inviting & Usable Open Space



OPEN SPACE

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

Design Implementation

This project provides the green street amenities for Terry Avenue. This contemplates a sidewalk width between 16-ft and 32-ft, with appropriate bicycle racking, pedestrian furniture, landscape and paving treatments. The sidewalk and green street will be incorporated into the ground level experience of the open public lobby to complement and activate the street frontage.

D-2 Enhance With Landscaping



ENHANCE THE BUILDING

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

Design Implementation

As a green street, Terry Avenue will incorporate special sidewalk treatments to differentiate circulation areas, gathering areas and bicycle racking. Planters and street furniture will promote social interactions and create smaller gathering environments. Street trees and seasonal plantings will highlight and complement the place-making.



D - PUBLIC AMENITIES

D-3 Elements that Define the Place



OPEN SPACE

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

Design Implementation

Through the use of color, materials, canopies and planning, the border between exterior and interior spaces will be softened. The architectural design of the building podium will create inviting entries for the building’s public lobby and retail spaces.

E - VEHICULAR ACCESS AND PARKING

E-1 Minimize Curb Cut Impacts



PEDESTRIAN INTEGRATION

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

Design Implementation

The project will remove an existing curb cut on Terry Avenue and replace that area with added green street landscape. All vehicular access into the building will be provided from the alley. This elimination of vehicular and foot traffic conflicts along Terry will significantly contribute to the green street pedestrian experience.

E-2 Integrate Parking Facilities



ARCHITECTURAL INTEGRATION

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

Design Implementation

Parking for 1800 Terry will consist of 4-levels below-grade garage and 2-levels above-grade garage over the high-bay public lobby level. A podium base is created by the 3-above-grade levels. Podium architecture will accent transparency at the pedestrian level and cap that with garage screening, complimentary to the residential tower above. The street-side of the sidewalk will incorporate green street landscaping between the pedestrian and street traffic.



# DESIGN GUIDELINES

## Priority Green

### PRIORITY GREEN ELEMENTS AND STRATEGIES

The following Priority Green list comprises the items that the 1800 Terry project anticipates achieving through its planning and innovative design. This not only includes architectural and systems design, but also the building’s manufactured components and site construction.

#### Energy and Climate Protection

**EC1 - Comply with 2030 Challenge (Mandatory)**  
70% energy reduction and fossil fuel use via:

- all Energy Star appliances
- efficient use of space through smaller footprint
- high natural daylighting due to wide window wall and shallow apartment depth

**EC-2 - On-Site Renewables**  
Approximately 70% of thermal energy for the building will be provided by on site renewable energy sources. Solar hot water and sewer heat recovery are renewable sources that will heat and cool units plus provide all domestic hot water.

**EC-3 - On-Site and District Power Generation**  
Approximately 70% of thermal energy for the building will be provided by on site renewable energy sources. Solar hot water and sewer heat recovery are renewable sources that will heat and cool units plus provide all domestic hot water.

**EC-4 - Passive Cooling Climate Responsive Design**

- 10% passive solar from window walls
- 90% natural daylighting in livable space
- natural ventilation with opening window walls

**EC-O - Other Innovative Energy and Climate Protection Elements**  
Virtually zero construction waste because the windows, floor/ceiling panels, utility walls, and kitchen/bathroom cabinet parts are pre-built in a factory. This reduces energy use in several ways:

- zero energy required for construction waste that would otherwise consume energy and increase emissions
- lower energy use at construction site as parts are manufactured in low traffic assembly area - thus lowering on site energy use and local traffic delays
- lower fuel use on site because less machinery is required to assemble the building
- lower energy use because the number of employees required to construct the building is significantly lower as parts are factory built off site - reducing downtown congestion and wasted energy use and emissions
- will be capturing and reusing thermal energy in wastewater flows from the building
- are investigating use of a solar chimney that can provide enhanced passive ventilation and passive heating for the building.
- all lighting is LED with lighting energy use at approximately 0.4 watts/square foot

#### Healthy People and Communities

**HP-5 - Dedicated Program that Integrates Green Collar Job Creation**  
All construction and factory workers that assemble the panels should be considered green jobs as the purpose of Sustainable Living Innovations is to offer a green building system that saves energy, reduces impacts from construction, and creates high quality living environments.

**HP-6 - Innovative Transportation**  
Seeking in-building car share partnership that will reduce auto use and demand for parking by a factor of 9.

**HP-O - Other Innovative Healthy People & Communities Elements**  
Will enable as many as 35 electric car charging stations.

**Restore Our Waters**

**W-2 - Gray Water / Black Water Reduction**  
We will have 70% reduction in wastewater flows to sewer through use of a gray water or black water treatment system in the building which will also reduce potable water use by approximately 50%.

**W-O - Other Innovative Restore Our Waters Elements**  
Exploring evaporation sails and rainwater misters to reduce storm water flows off site.

#### Green Seattle Initiative

**GS-2 - Urban Forest**  
We will plant street trees with large crowns and will have trees planted on rooftop courtyards. It is possible but uncertain if we will be able to achieve 25% of total site area as the building covers the entire lot.

**GS-3 - Seattle Green Factor**  
We will do the Green Factor.

#### Waste Reduction and Recycling

**WR-1 - Re-Use/Recycling of Building Materials on Site**  
We will reuse or recycle demolition waste.

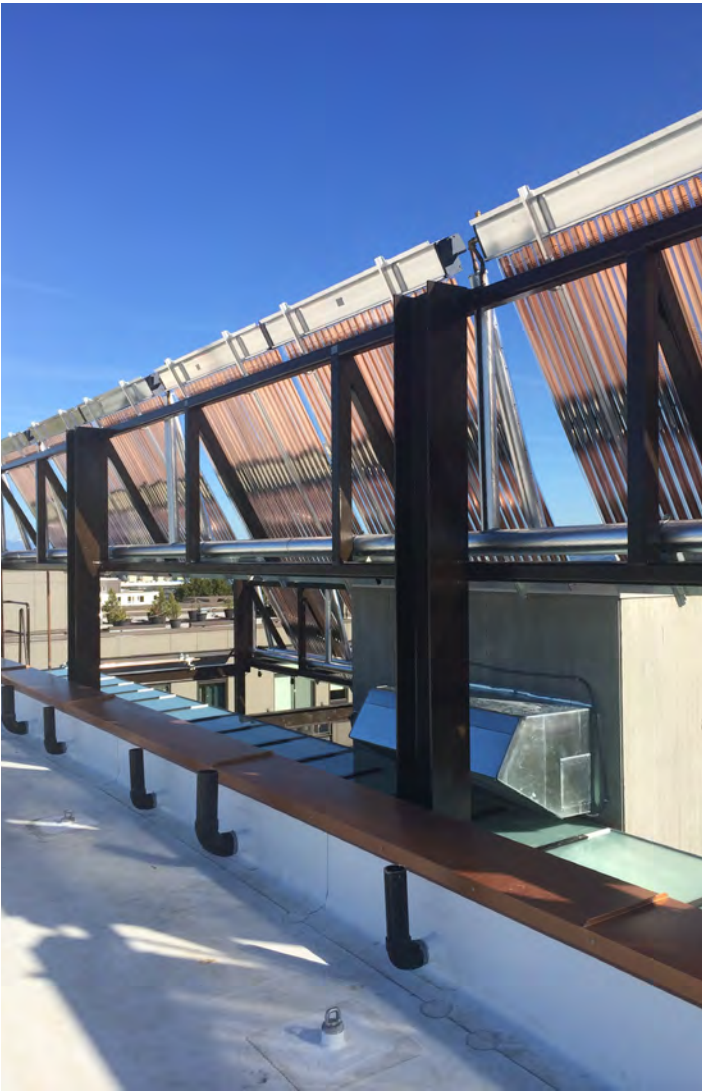
**WR-2 - Innovative Recycling**  
We will recycle a minimum of 95% of demolition waste.

**WR-O - Other Innovative Waste Reduction and Recycling Elements**  
We will significantly reduce waste because our prefabrication factory-built process operates at essentially zero waste. All steel is pre-fabricated off-site for zero waste. All end walls, demising walls, utility walls, and floor/ceiling panels are built in a factory with all parts ordered at their assembly lengths from the original manufacturers which radically reduces waste. Furthermore, our design reduces conditioned non-living space such as hallways and is so highly designed for efficiency that the smaller unit floor plans live much larger, thus creating less use of materials overall.

#### Total Green Building Summary

**List of Elements Used**

- Comply with the 2030 Challenge
- Achieve Minimum of 10-Points
- Include Elements in 3-out-of-5 Environmental Priority Categories









DESIGN DEPARTURE SUMMARY TABLE

REQUIREMENT	REQUEST	RATIONALE
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NONE REQUESTED









ARCHITECTURE PLANNING INTERIORS SUSTAINABILITY

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