

1000 VIRGINIA

HOLLAND PROJECTS



Premiere on Pine - Weber Thompson (Seattle, WA)



Kiara - Weber Thompson (Seattle, WA)



The Platform at Union Station (Denver, CO)



1001 Minor Ave (Seattle, WA)



1521 completed by Holland Partner team members prior to joining Holland. Also with Weber Thompson (Seattle, WA)

WEBER THOMPSON PROJECTS



Nexus (Seattle, WA)



Stratus (Seattle, WA)



Cirrus (Seattle, WA)



Helios designed in partnership with GBD architects (Seattle, WA)



Ascent (Seattle, WA)

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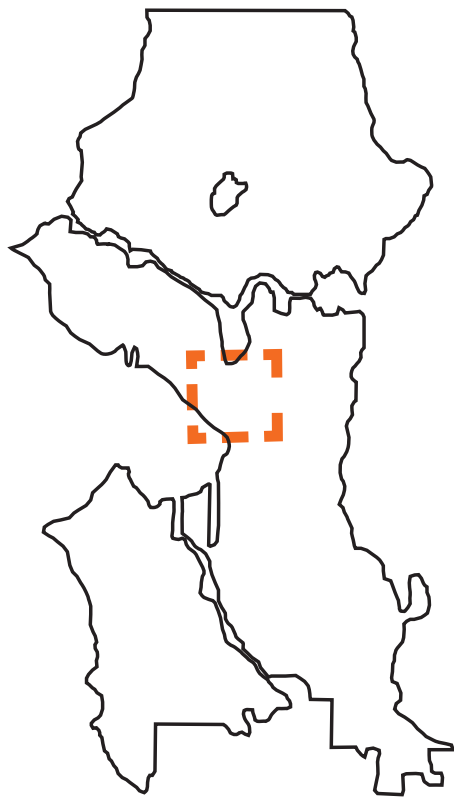
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DEVELOPMENT OBJECTIVES

- 14,400SF Site Area (Site 120'X120')
- 440 foot Residential Tower
- 435 Residential Units
- Utilize 10,700 square foot tower floorplate
- 250 Parking Stalls (Parking demand analysis recommends 290 parking stalls, 40 more stalls than proposed. Parking will be distributed with 70 stalls above-grade and 180 stalls below grade.)



DENNY TRIANGLE EXISTING CONTEXT

NEIGHBORHOOD CHARACTER

The Denny Triangle is an evolving community containing a diverse array of uses including residential, hospitality, and institutional architecture, linked with a network of green streets which create urban outdoor gathering spaces. The neighborhood contains a variety of distinct building types: historic structures, converted industrial warehouses and contemporary architecture. New development includes various transitional and modern styles, adding to the overall texture of the city.

OFFICE

Office is a major component of the Denny Triangle. Amazon’s main campus and spheres capture the western edge of the neighborhood, and many other buildings scatter the rest of the neighborhood, creating a campus of sorts. This campus is a draw for the housing market to locate in the neighborhood.

RESIDENTIAL

The Denny Triangle is the fastest growing residential neighborhood in Seattle in the post recession resurgence. A hub of new residential development has transformed the once sleepy neighborhood.

INSTITUTIONS

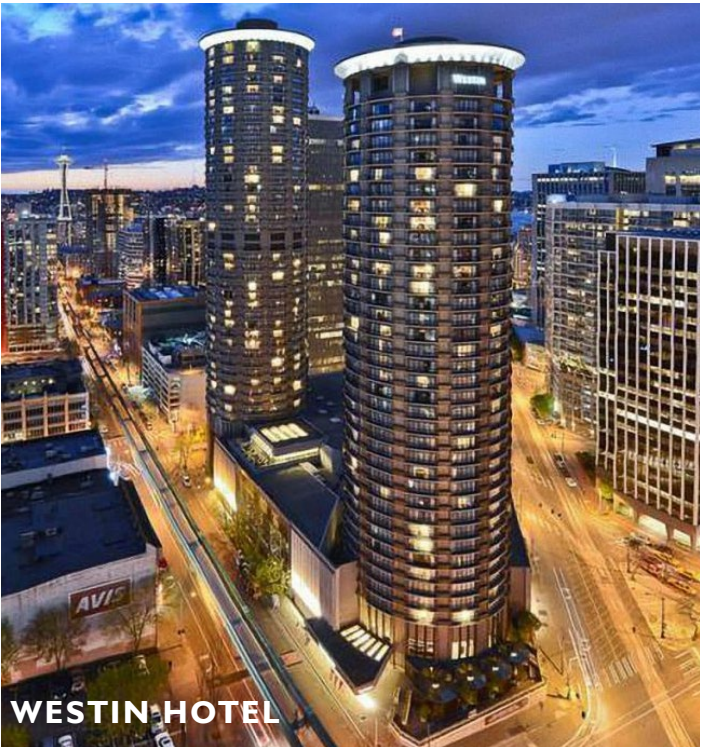
Throughout the Denny Triangle there are multiple Seattle institutions: ranging from higher ed at Cornish College of the Arts, the federal courthouse, west precinct for Seattle Police, and cancer research at Seattle Children’s, to the Washington State Convention Center and its expansion.

HOSPITALITY

The Convention Center expansion is located in the southern part of the Denny Triangle, converting the bus tunnel entry from I-5. Responding to this as well as Amazon’s new corporate headquarters, is a wave of new hospitality projects.

GREEN STREETS

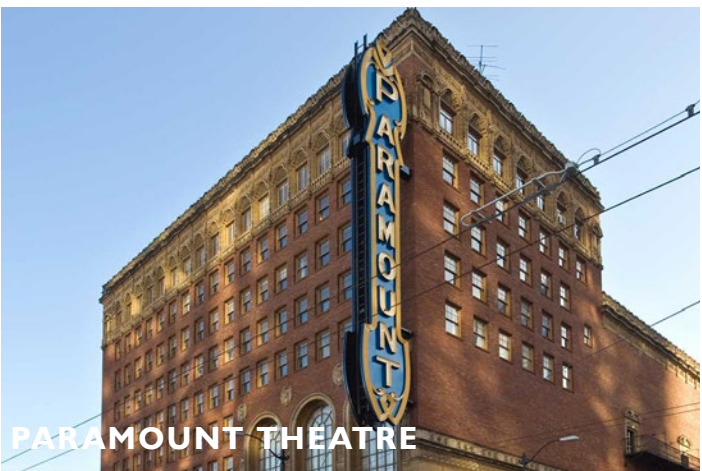
Multiple street grids converge at the Denny Triangle, creating a number of angular lots. This irregularity provides a unique opportunity to allow for ample green space, which accent the prominent green streets. Many of the development projects have also made a point to provide public exterior space, allowing people to gather and provide respite from the more typical hard urban edge.



WESTIN HOTEL



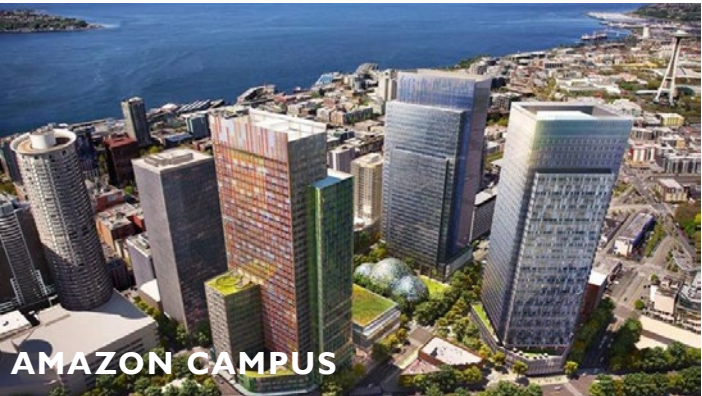
HYATT REGENCY



PARAMOUNT THEATRE



CORNISH CAMPUS



AMAZON CAMPUS



BUILDING CURE



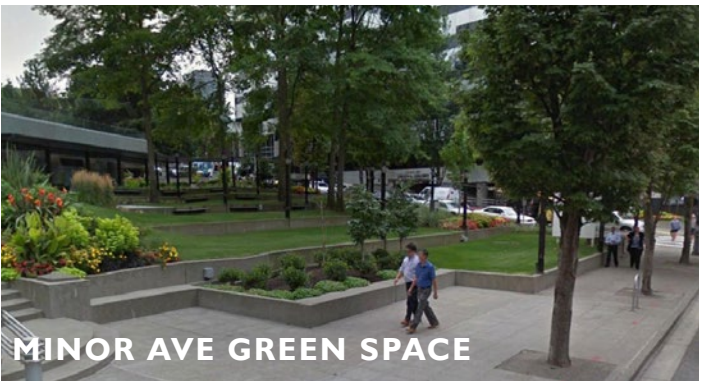
WHOLE FOODS



AMAZON SPHERES AND PARK



TERRY GREEN STREET

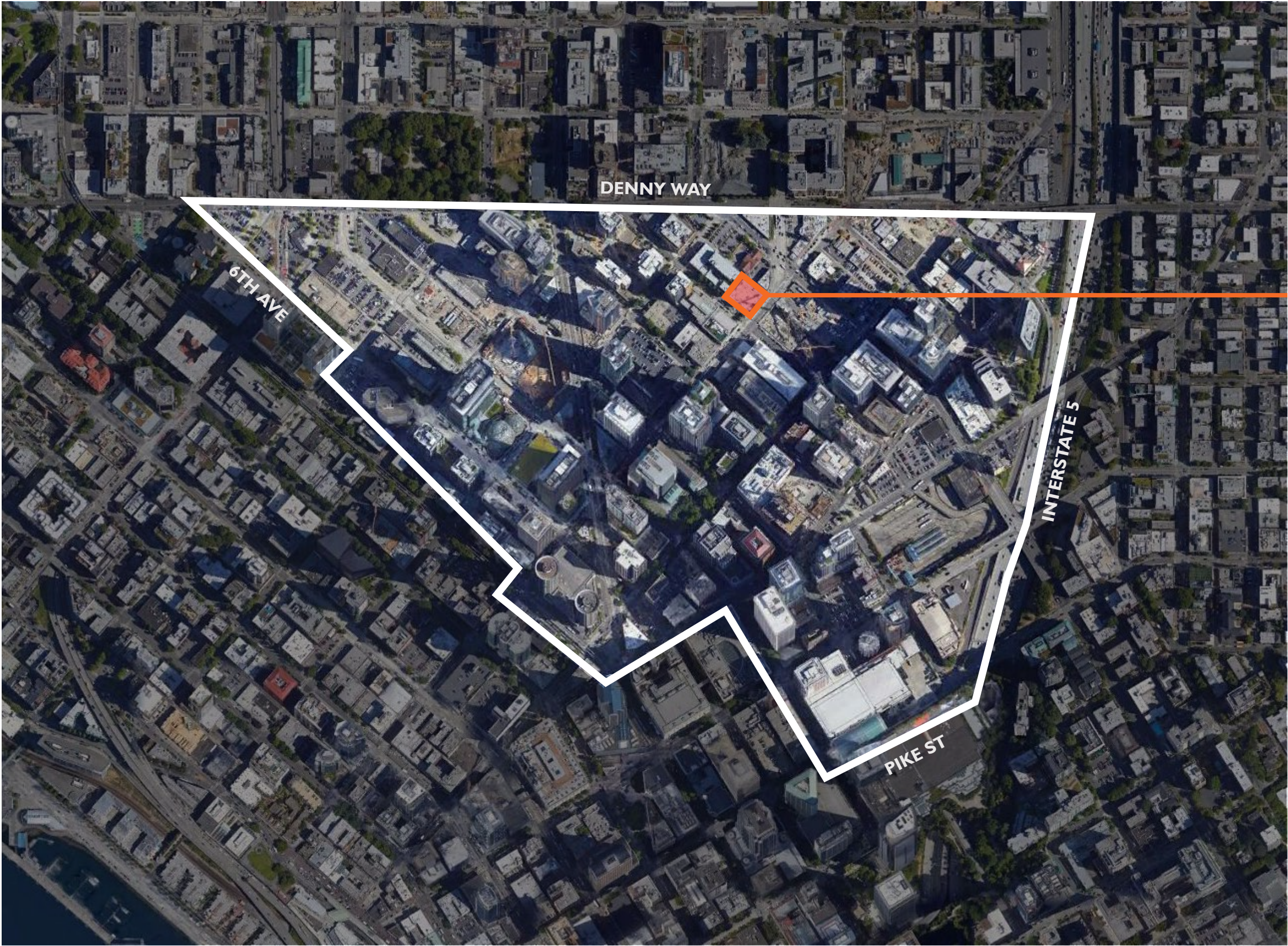


MINOR AVE GREEN SPACE



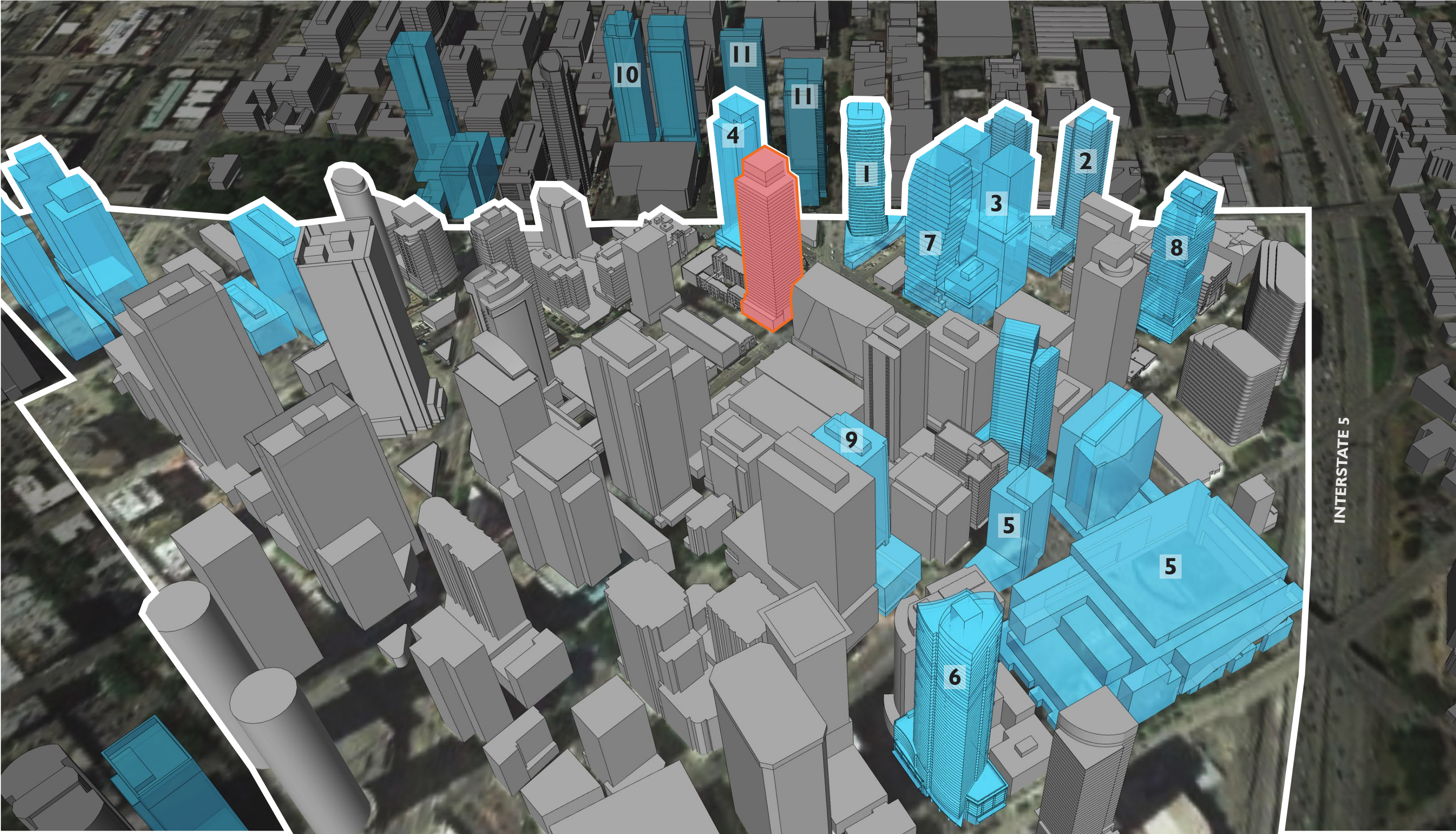
US DISTRICT COURT AND PARK

DENNY TRIANGLE EXISTING CONTEXT



PROJECT SITE
1000 VIRGINIA

DENNY TRIANGLE FUTURE CONTEXT



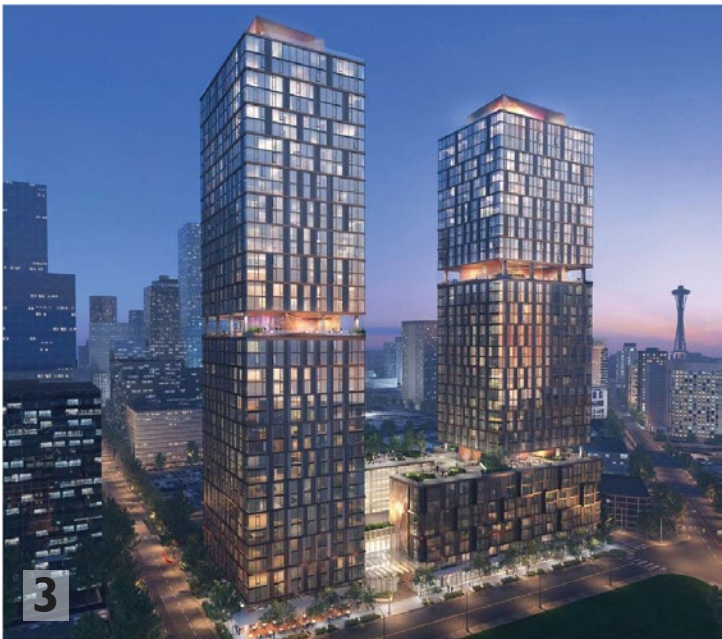
DENNY TRIANGLE FUTURE CONTEXT



2014 FAIRVIEW #3021621



1200 STEWART #3020943



1901 MINOR #3019625



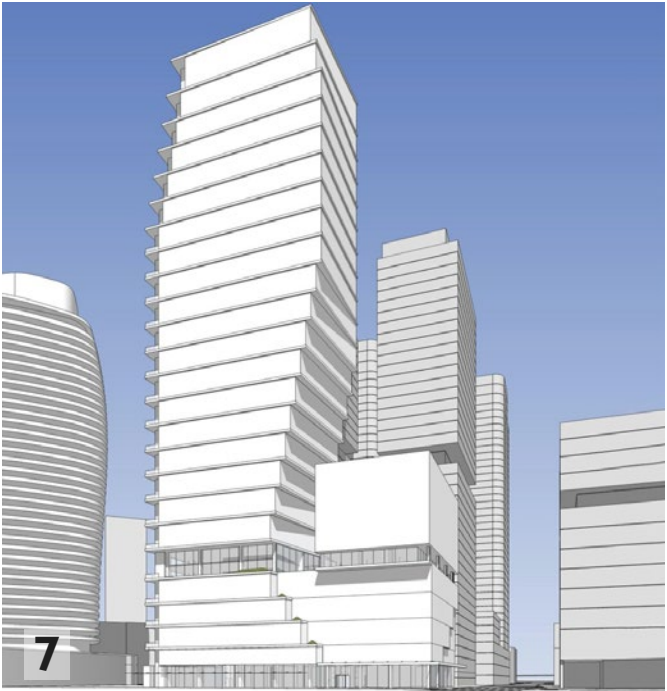
BOREN #3029893



920 OLIVE WAY AND WSCC #3018096



802 PINE #3024239



1916 BOREN AVE #3029383



NEXUS #3021813



2200 7TH AVE #3018578

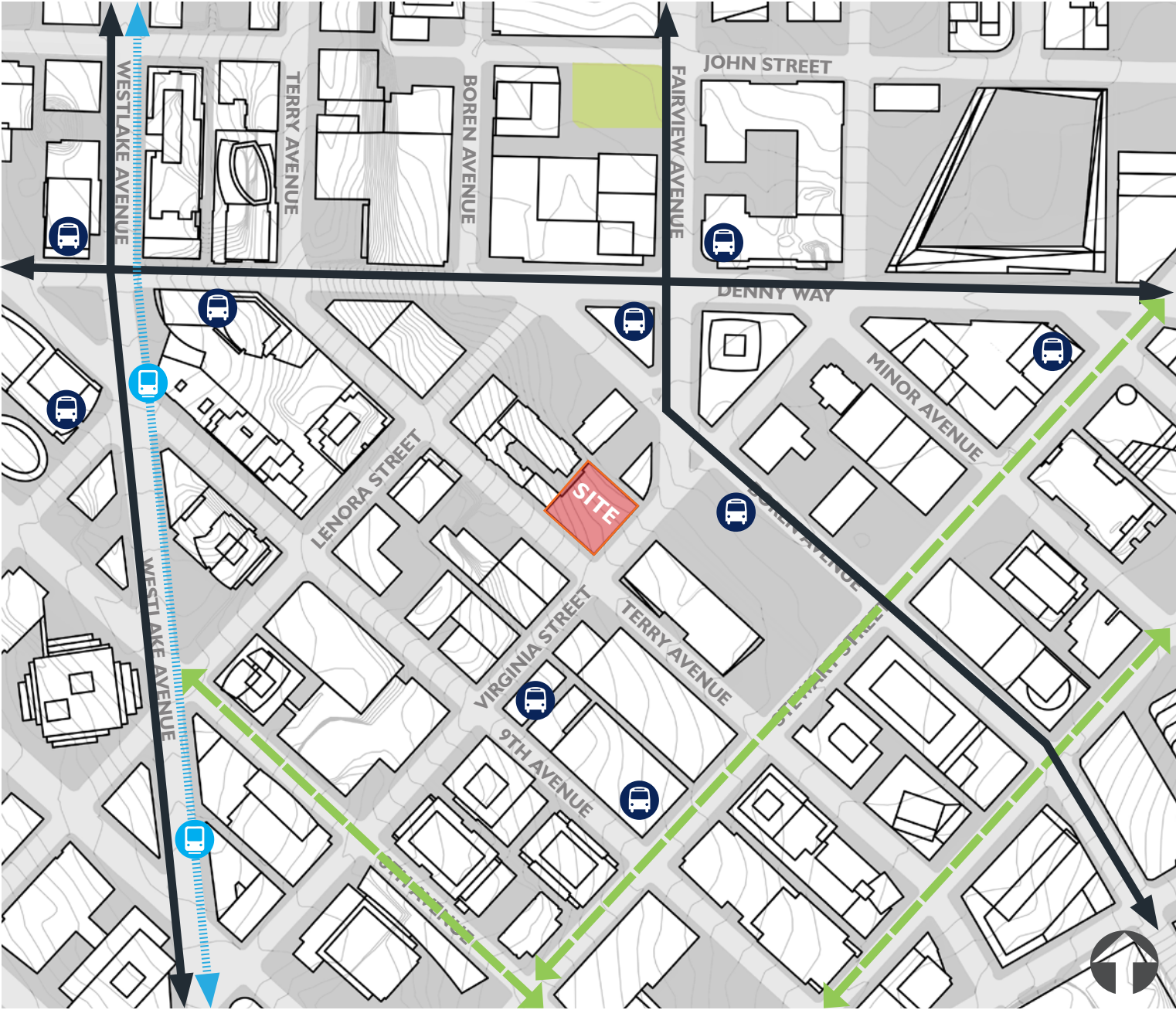


1001 JOHN ST. #3020563



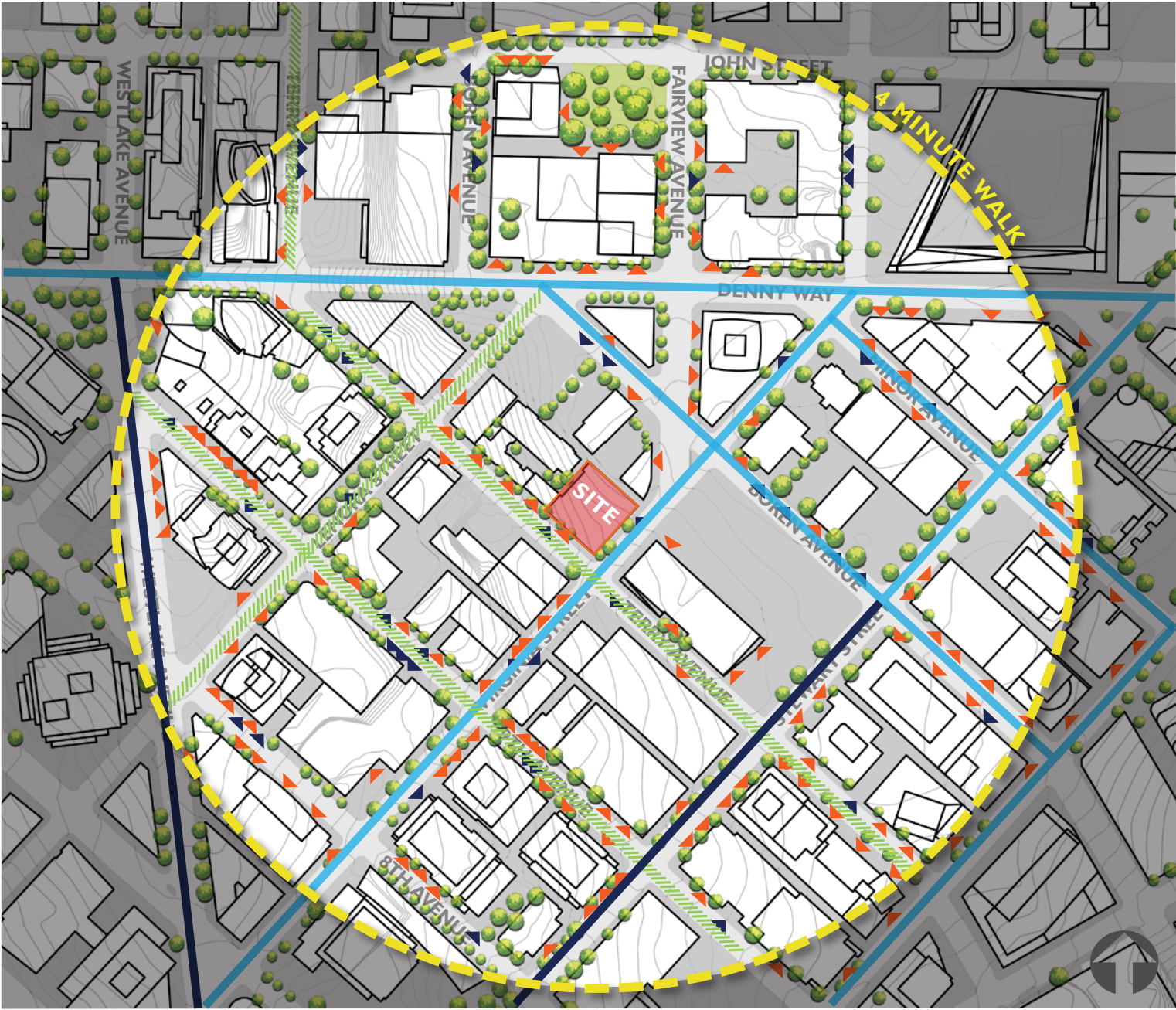
ONNI TOWERS #3017232

STREET LEVEL ANALYSIS



TRANSIT

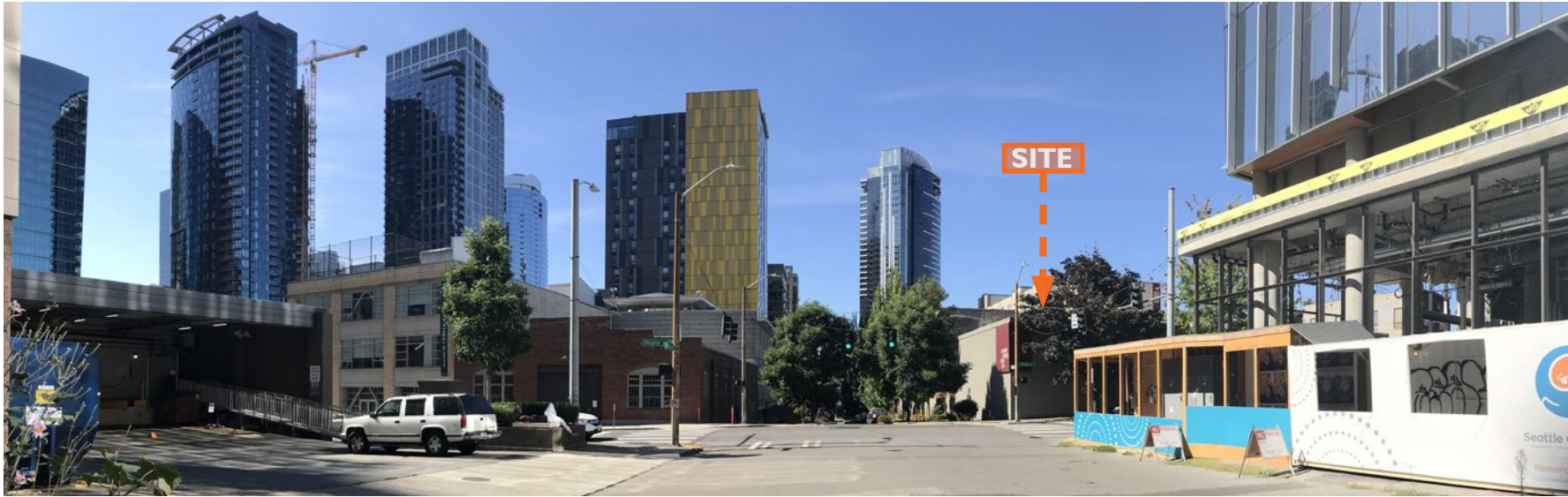
- Bus Stop
- Surface Rail Station
- Principal Arterial
- Surface Rail Transit Line
- Major Bike Routes



PEDESTRIAN EXPERIENCE

- Building Entries
- Automotive Entry
- Designated Green Streets
- Tree Canopy
- Class I Pedestrian Street
- Class II Pedestrian Street

SITE PHOTOS



1 – VIEW LOOKING NORTH ON TERRY AVENUE



2 – VIEW SOUTH ON TERRY AVENUE



3 – VIEW SOUTH ON TERRY AVENUE



KEY

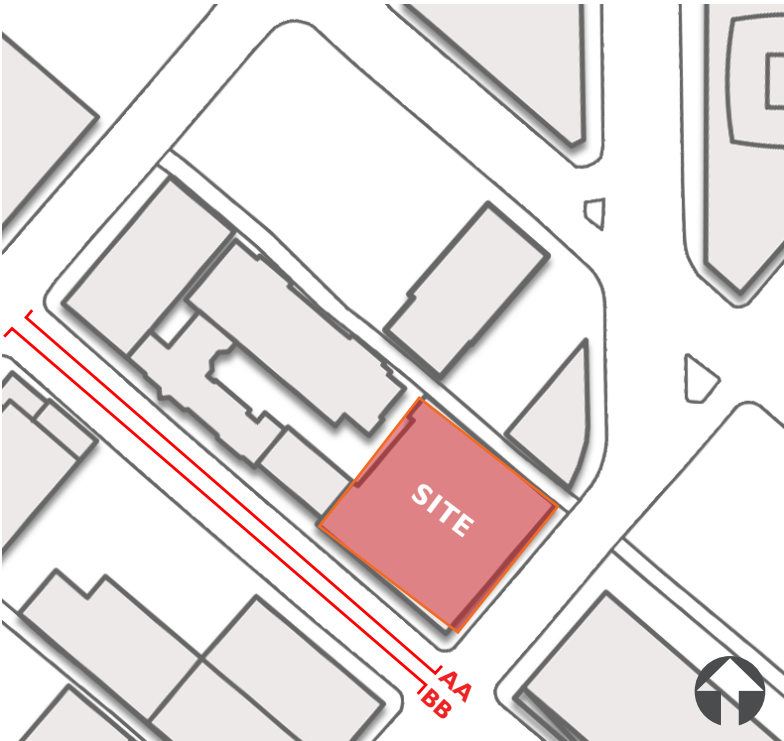


4 – VIEW SOUTH FROM ALLEY

TERRY AVENUE ELEVATIONS



ELEVATION AA – LOOKING SOUTHWEST



ELEVATION BB – LOOKING NORTHEAST

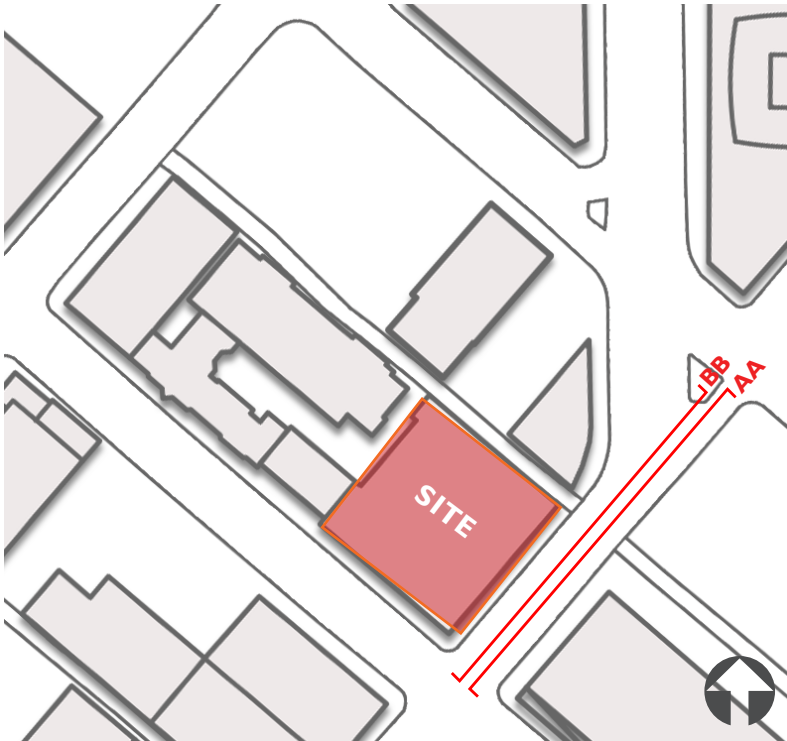
VIRGINIA STREET ELEVATIONS



ELEVATION AA – LOOKING SOUTHEAST



ELEVATION BB – LOOKING NORTHWEST

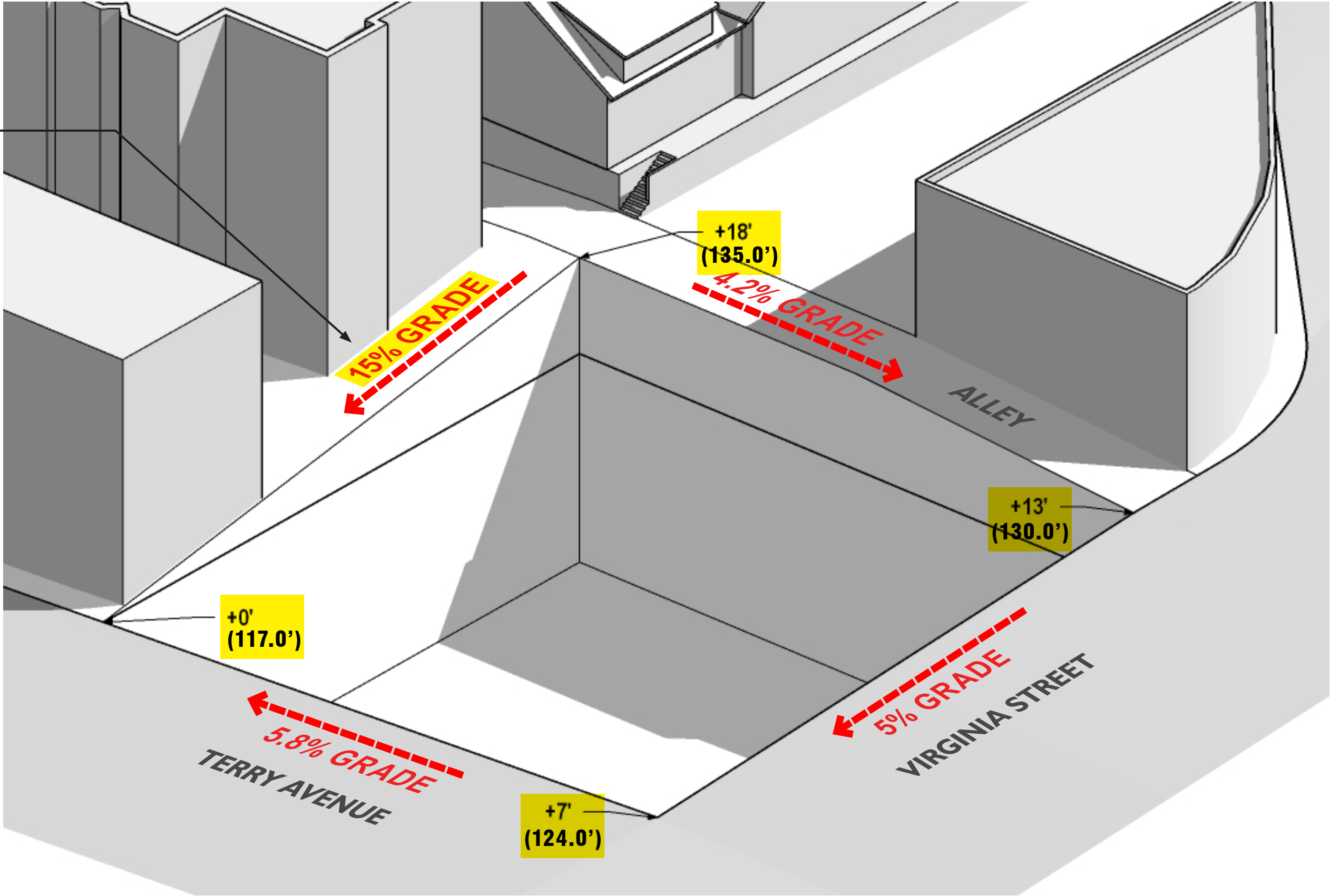


14,400 +/- SF
LEGAL DESCRIPTION:
BELL HEIRS OF SA 2ND ADD



SITE TOPOGRAPHY

The extreme grade differences between the Alley and Terry mean typical ramping solutions for below grade parking will be very difficult. The lower the entry can be, the sooner it can ramp under LI which needs to be located near the corner of Virginia and Terry Ave.



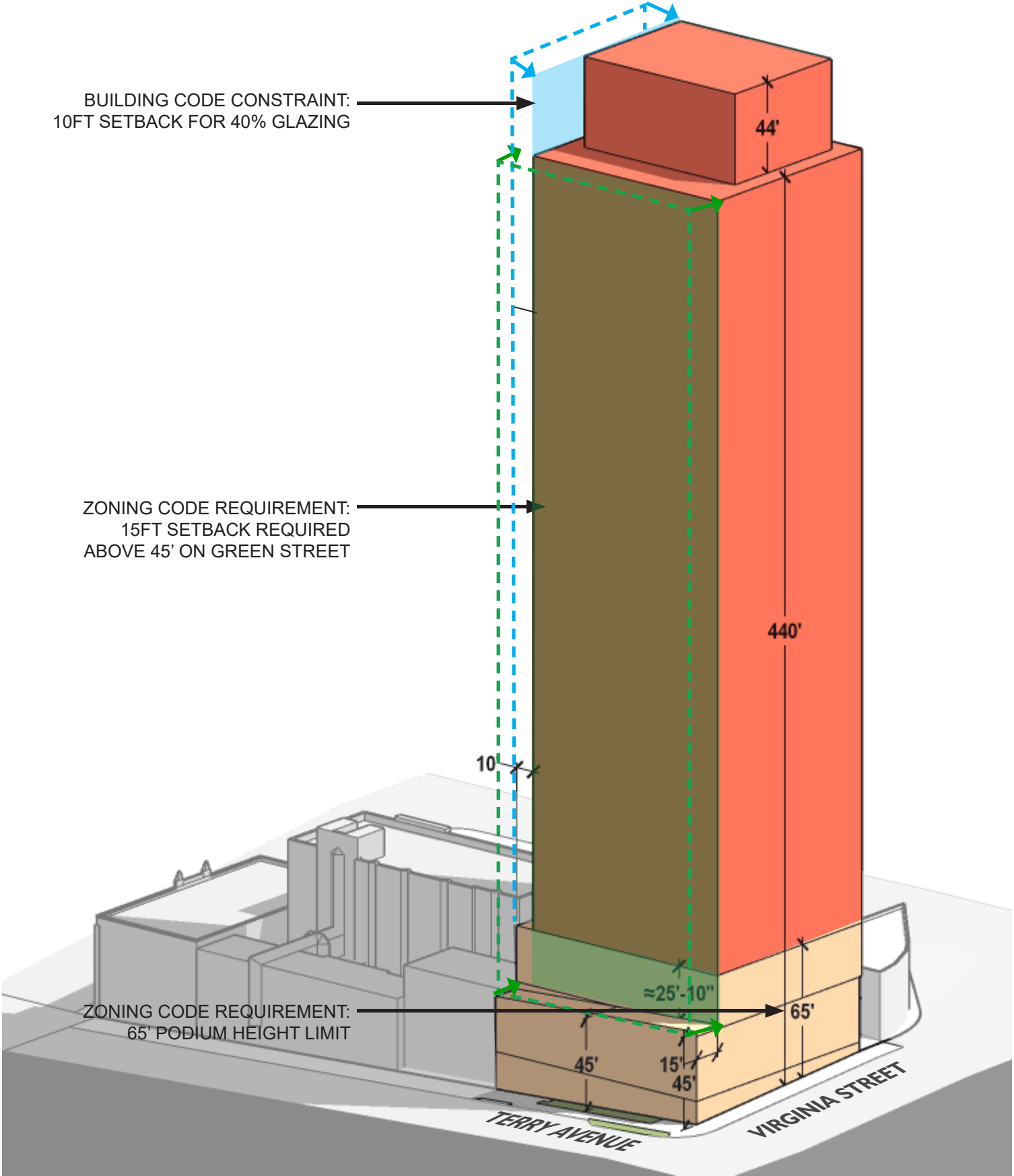
SITE SLOPE MODEL

ZONING SUMMARY

KING COUNTY PARCEL #'S	#066000-1445
SITE AREA	14,400 SF (120' X 120')
ZONING CLASSIFICATION (ZONING MAP 109)	DMC 240/290-440
NEIGHBORHOOD OVERLAY (23.49.056, MAP A)	DENNY TRIANGLE URBAN CENTER VILLAGE
STREET CLASSIFICATIONS (MAP 1B, MAP 1F)	TERRY AVENUE: GREEN STREET VIRGINIA STREET: MINOR ARTERIAL; CLASS II PEDESTRIAN STREET
SIDEWALK WIDTHS (MAP 1C)	TERRY AVENUE'S REQUIREMENTS ARE VARIABLE. VIRGINIA STREET REQUIRES A 12' SIDEWALK.
STREET LEVEL USE REQUIREMENTS (MAP 1G)	NONE REQUIRED
VIEW CORRIDORS (MAP 1D)	N/A
PROPERTY LINE FACADE (MAP 1H)	N/A
HEIGHT (23.49.008)	440' ALLOWED IF UTILIZING BONUS AVAILABLE UNDER SECTION 23.49.015 40' ADDITIONAL HEIGHT ALLOWED FOR STRUCTURES LOCATED IN DMC 240/290-440 OR 340/290-440 WHICH MAY EXCEED THE MAXIMUM HEIGHT LIMIT FOR RESIDENTIAL USE BY 10% OF THAT LIMIT IF... I. THE FACADES OF THE PORTION OF THE BUILDING EXCEEDING THE HEIGHT LIMIT DO NOT ENCLOSE AN AREA EXCEEDING 9,000 SF. COMMON RECREATION AREA ALLOWED UP TO 15' ABOVE THE MAX, AS LONG AS THE COMBINED COVERAGE OF ALL ROOFTOP FEATURES DOES NOT EXCEED 55% OF THE ROOF AREA FOR STRUCTURES THAT ARE SUBJECT TO MAXIMUM FLOOR AREA LIMITS
COMMON RECREATION AREA (23.49.010.B)	AN AREA EQUIVALENT TO 5% OF THE TOTAL GFA IN RESIDENTIAL USE, EXCLUDING ANY FLOOR AREA IN RESIDENTIAL USE GAINED IN A PROJECT THROUGH A VOLUNTARY AGREEMENT FOR HOUSING. 50% MAX. MAY BE ENCLOSED. 15' HORIZONTAL MIN. DIMENSION, EXCEPT LANDSCAPE SETBACKS AT 10' MIN. ABUTTING GREEN STREETS, UP TO 50 % OF THE COMMON RECREATION AREA REQUIREMENT MAY BE MET BY CONTRIBUTING TO THE DEVELOPMENT OF A GREEN STREET.
FLOOR AREA RATIO (23.49.011)	BASE = 5, MAX = 8 WITH BONUSES RESIDENTIAL USE IS FAR EXEMPT
OVERHEAD WEATHER PROTECTION (23.49.018)	CONTINUOUS OVERHEAD WEATHER PROTECTION REQUIRED ON ALL STREET FACADES WITHIN 5' OF PROPERTY LINE, 8' MINIMUM DEPTH
ROOFTOP FEATURES COVERAGE	FEATURES SHOULD NOT EXCEED 55% OF THE ROOF AREA

PARKING (23.49.019, 23.49.019.B.2/3)	BIKE SPACES: 1 SPACE FOR EVERY 2 DWELLING UNITS IF PROVIDING PARKING ON LOTS LESS THAN 30,000 SF OR 150 FEET IN DEPTH OR LESS, PARKING IS PERMITTED ABOVE THE STREET-LEVEL STORY PARKING ABOVE THE THIRD STORY OF A STRUCTURE SHALL BE SEPARATED FROM THE STREET BY ANOTHER USE FOR A MINIMUM OF 30 PERCENT ALONG EACH STREET FRONTAGE. FOR STRUCTURE LOCATED AT STREET INTERSECTIONS, THE SEPARATION BY ANOTHER USE SHALL BE PROVIDED AT THE CORNER.
LANDSCAPING REQUIREMENTS IN DENNY TRIANGLE URBAN VILLAGE (23.49.056.F.1)	ALL NEW DEVELOPMENT IN DMC ZONES IN THE DENNY TRIANGLE URBAN VILLAGE, SHALL PROVIDE LANDSCAPING IN THE SIDEWALK AREA OF THE STREET RIGHT-OF-WAY. THE SQUARE FOOTAGE OF LANDSCAPED AREA PROVIDED SHALL BE AT LEAST 1.5 TIMES THE LENGTH OF THE STREET LOT LINE (IN LINEAR FEET).
TOWER FLOOR AREA LIMITS (23.49.058, TABLE B)	10,700 SF AVERAGE MAXIMUM FLOOR PLATE SIZE FOR A TOWER THAT EXCEEDS THE BASE HEIGHT LIMIT. 11,500 SF MAXIMUM FLOOR PLATE SIZE FOR ANY STORY
UPPER LEVEL SETBACKS (23.49.058.E.2)	IF A LOT IN A DMC OR DOC2 ZONE IS LOCATED ON A DESIGNATED GREEN STREET THAT IS NOT A DESIGNATED VIEW CORRIDOR REQUIRING VIEW CORRIDOR SETBACKS ACCORDING TO SECTION 23.49.024, AS SHOWN ON MAP 1D, VIEW CORRIDORS, A CONTINUOUS UPPER-LEVEL SETBACK OF 15 FEET, MEASURED FROM THE ABUTTING GREEN STREET LOT LINE, IS REQUIRED FOR PORTIONS OF THE STRUCTURE ABOVE A HEIGHT OF 45 FEET.
MIN. STREET FAÇADE HEIGHT REQUIREMENT (23.49.056.A.1)	TERRY AVENUE 25' (GREEN STREET); VIRGINIA STREET 15' (CLASS II PEDESTRIAN)
FAÇADE TRANSPARENCIES (23.49.056 C.4)	TERRY AVENUE: 60% MIN. OF STREET LEVEL-FACING (GREEN STREET) VIRGINIA STREET: 30% MIN. OF STREET LEVEL-FACING (CLASS II PEDESTRIAN)
BLANK FAÇADE LIMITS (23.49.056 D.2 / 3)	TERRY AVENUE: BETWEEN 2'-8', 15' MAX SEGMENT (OR UP TO 30' W/ DIRECTOR DECISION) NOT TO EXCEED 40% OF FAÇADE INCLUDING GARAGE DOORS (GARAGE DOORS MAY BE DRIVEWAY + 5') VIRGINIA STREET: CLASS II PEDESTRIAN: 30' MAX. EXCEPT FOR GARAGE DOORS (GARAGE DRIVEWAY + 5')
GREEN STREET SETBACK (23.49.058.E.2, 23.49.056.F.4)	TERRY AVENUE: CONTINUOUS UPPER-LEVEL SETBACK OF 15 FEET, IS REQUIRED FOR PORTIONS OF THE STRUCTURE ABOVE A HEIGHT OF 45 FEET. IN THE DENNY TRIANGLE ON TERRY AVENUE, AN ADDITIONAL 2 FOOT WIDE SETBACK FROM THE STREET LOT LINE IS REQUIRED. (CAN BE AVERAGED)
ALLEY IMPROVEMENT (23.53.030.F.1)	MIN. ALLEY WIDTH OF 20'. CURRENT ALLEY IS 16'. 1/2 THE DIFFERENCE REQUIRED AS DEDICATION = 2'-0"

CODE CONSTRAINTS ON BUILDABLE AREA



BUILDING ENVELOPE

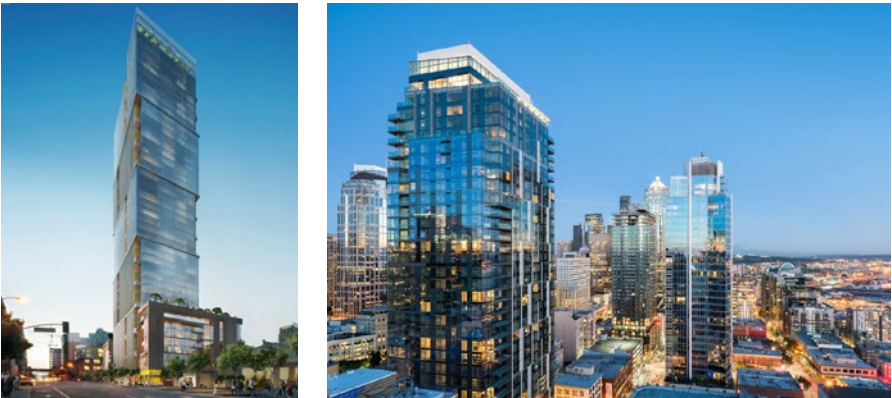
DESIGN GUIDELINES

SITE PLANNING AND MASSING

A-2 ENHANCE THE SKYLINE

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline’s present and planned profile.

Response: Denny Triangle is an evolving neighborhood with a large number of new and planned projects that infill the smaller context of the existing neighborhood. The project seeks to not only relate to the many scales of past, present and future, but create a form that is unique and dynamic from every angle and viewpoint.

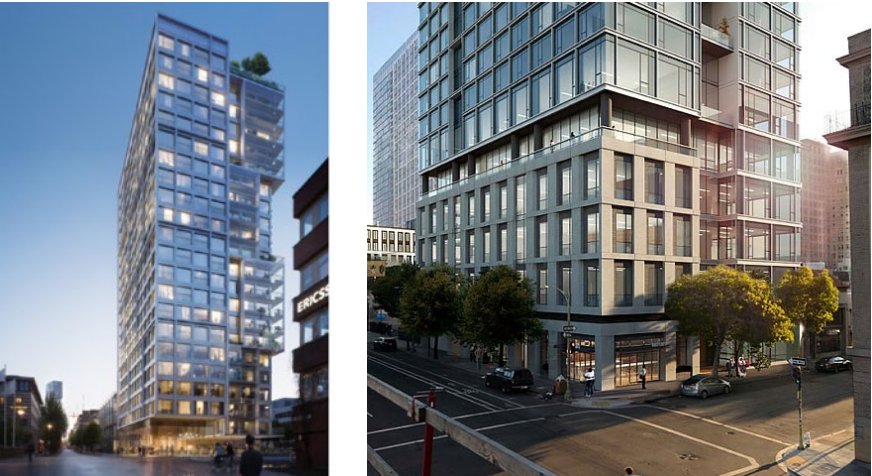


ARCHITECTURAL EXPRESSION

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. Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond.

Response: The project lies within a larger evolving residential neighborhood made up of unique and exciting new projects. The project's goal is to relate to the many scales that will make up the neighborhood in the future, all the way from the Terry Green Street, to the surrounding campus buildings, and to the many new towers planned for the area. While there is no cohesive design language for the area, there are proportions, datums and ground level patterns that tie the surroundings together and are critical to connect to.



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 nearby less-intensive zones. Height limits and upper level setback requirements were established downtown to create large-scale transitions in height, bulk, and scale. More refined transitions in bulk and scale must also be considered. Buildings should be compatible with the scale of development anticipated by the applicable.

Response: While the project site is surrounded by similar zoning boundaries and heights, the fabric of existing projects have a variety of heights and scales, due to topography, building types, etc. Denny Triangle does not have a major natural feature or view corridor like many other Seattle neighborhoods, and so becomes inward focused and oriented towards itself. The tower will be broken into smaller pieces tying in with the scales of the past, while creating a larger statement for the future. At the ground level, breaking down that scale further to relate to the pedestrian is critical.



DESIGN GUIDELINES

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 appear safe, welcoming, and open to the general public. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

Response: Private and public spaces are intertwined at the ground level of the project. Through terracing, landscaping and lighting, we will create a unique and active public space that will be usable 24 hours a day.

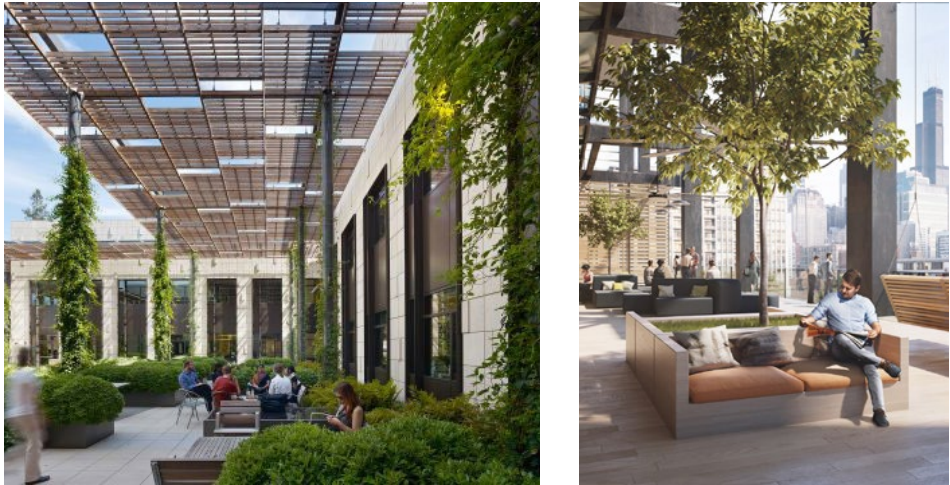


PUBLIC AMENITIES

D-1 PROVIDE INVITING & USABLE 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. New buildings downtown are encouraged to incorporate public spaces to enhance the pedestrian environment, reinforce the downtown open space network, and offset the additional demand for public open space from downtown employment. New residential buildings downtown are encouraged to incorporate usable private open space.

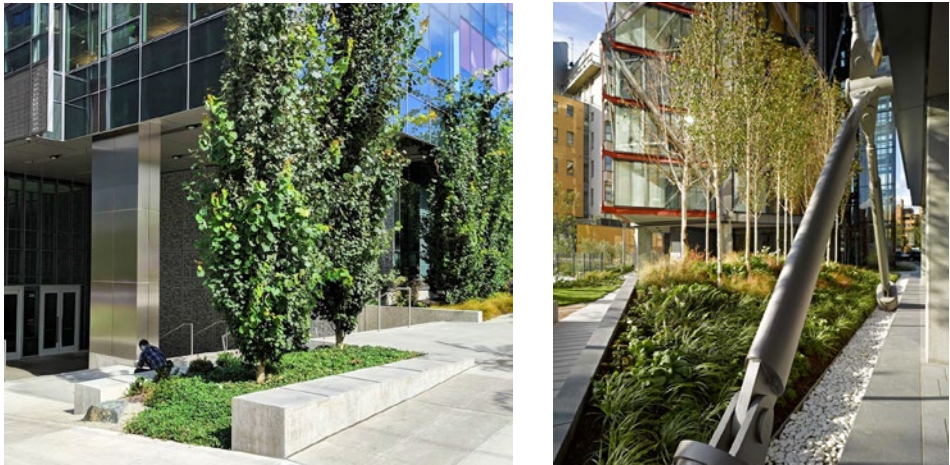
Response: Setbacks at the ground level create a pocket plaza in front of the project that is lush with landscaping, benching, and natural features to encourage human interaction for residents and the public. Located with SW orientation for maximum solar exposure, this space will create a new way-finding point along the Terry Green Street and provide a natural gathering space for the community.



D-2 ENHANCE THE BUILDING WITH LANDSCAPING.

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

Response: Benches, special pavement, hanging features, site furniture, and flowing plant beds make up an enhanced ground level experience not only on the Terry Green Street, but wrapping the corner on Virginia.



Our Vision is to create a building that...

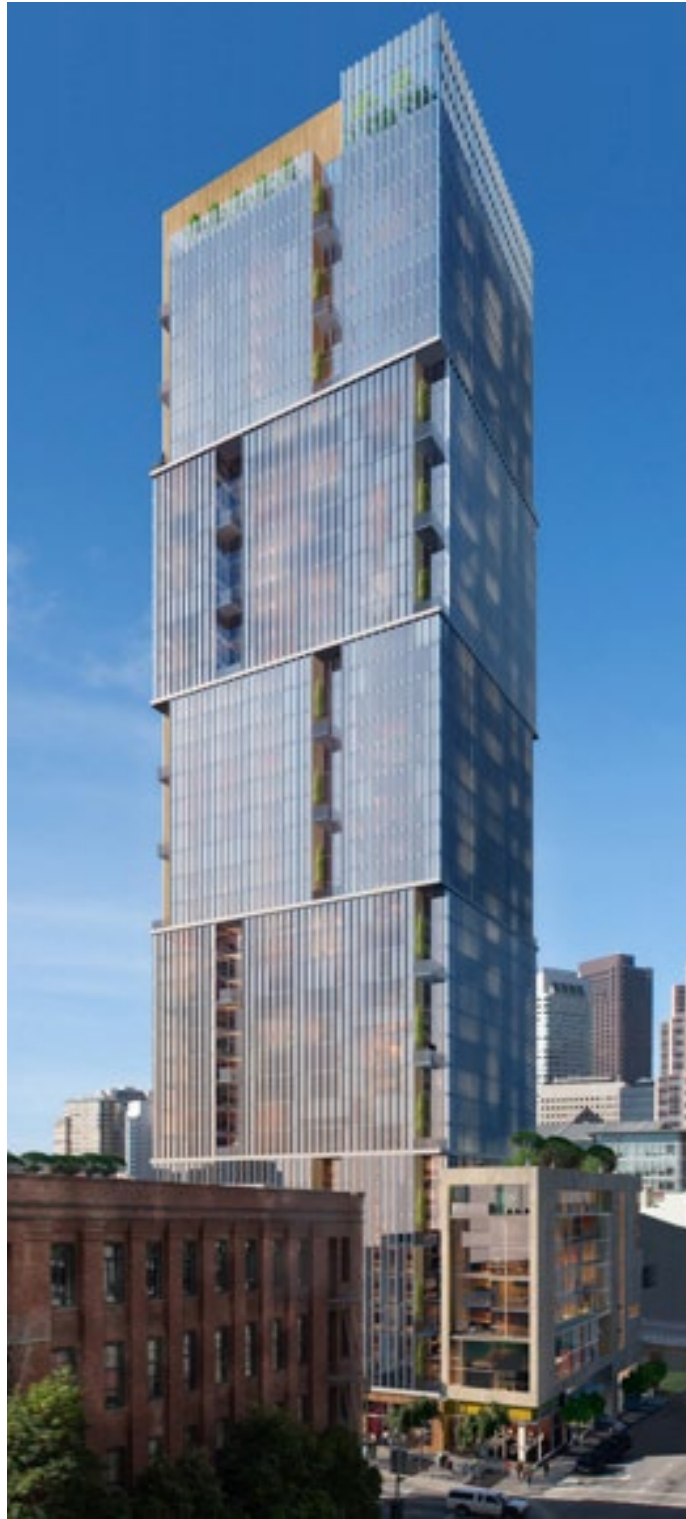
Respects the past, but responds to the future

Inspired projects do not mimic the trends of the past, but acknowledge their presence and build towards the future. The Denny Triangle is a rapidly evolving neighborhood, and a variety of forms and styles are beginning to mark its skyline. The project should be an evolution, not an homage.



Is unique, but at home in the neighborhood

The building's form should make itself known, but share threads of common languages from its surroundings to strengthen the neighborhood and feel at home.

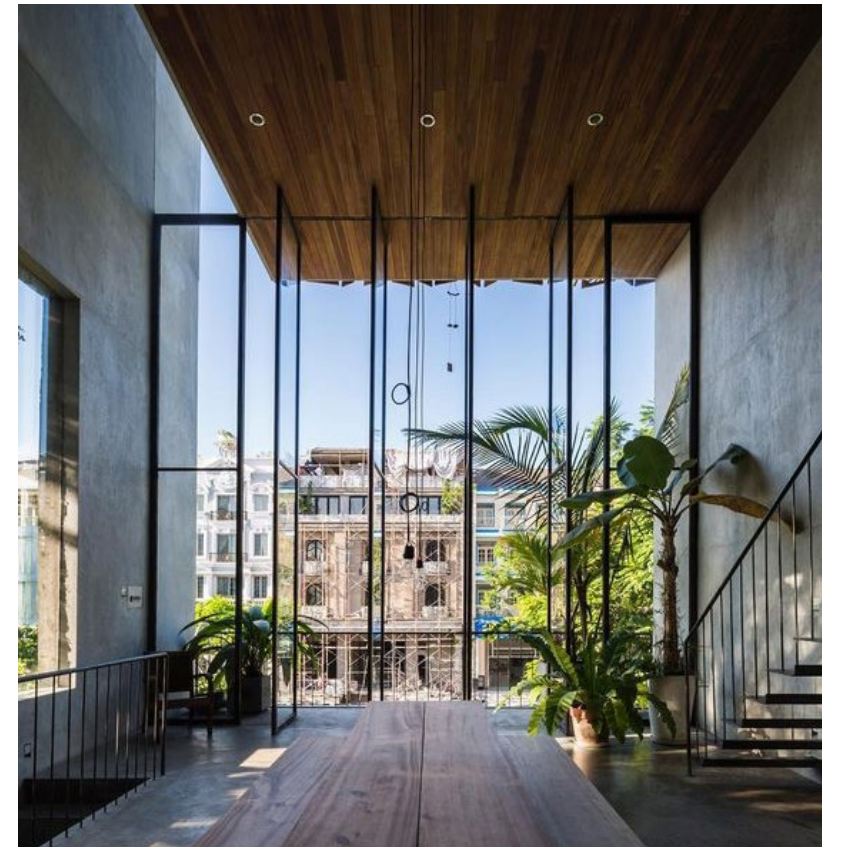
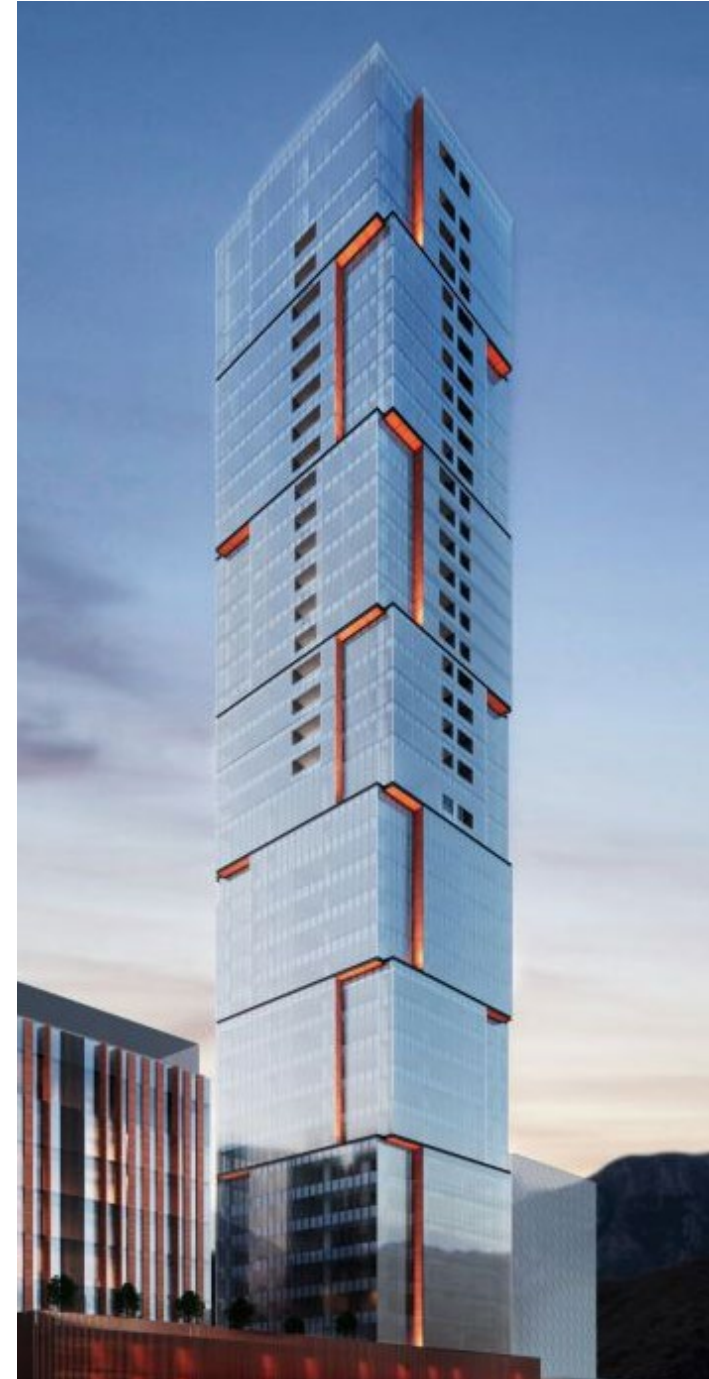


Is bold and dynamic, but not out of scale

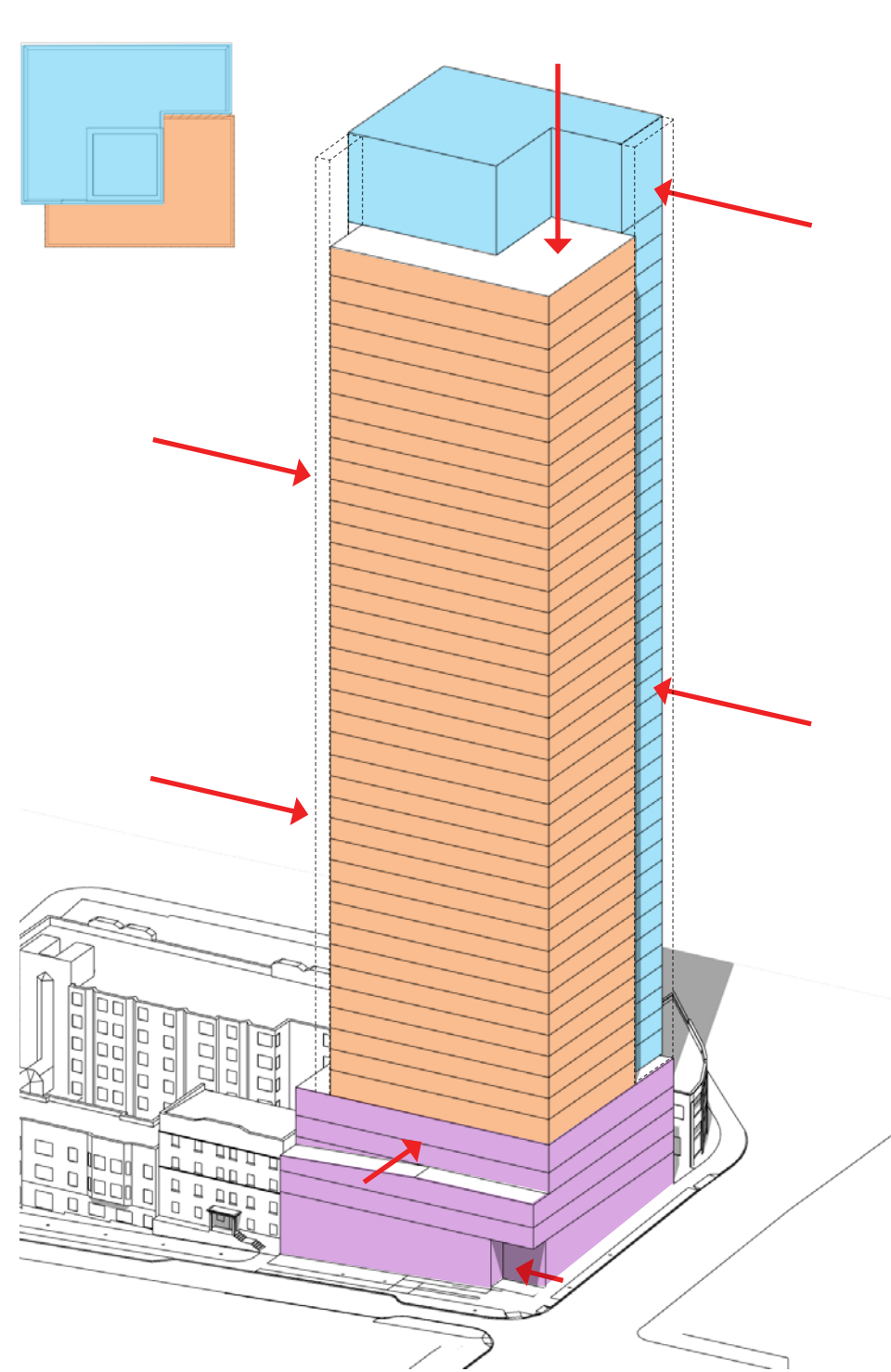
Placemaking is critical in the formation of neighborhood's development and creating a desirable location. The design should call attention to its location without diminishing or ignoring the scale of its context.

Is far reaching and panoramic, but connects to its roots.

The Denny Triangle is an inward focused district, defined only by major streets with no major natural features or views. The building should therefore respond to all of its surroundings, not focusing on one direction. At the same time, it should foster a connection to the ground and the pedestrian, not ignoring human interaction and the fundamentals of how the community interacts with the residents.

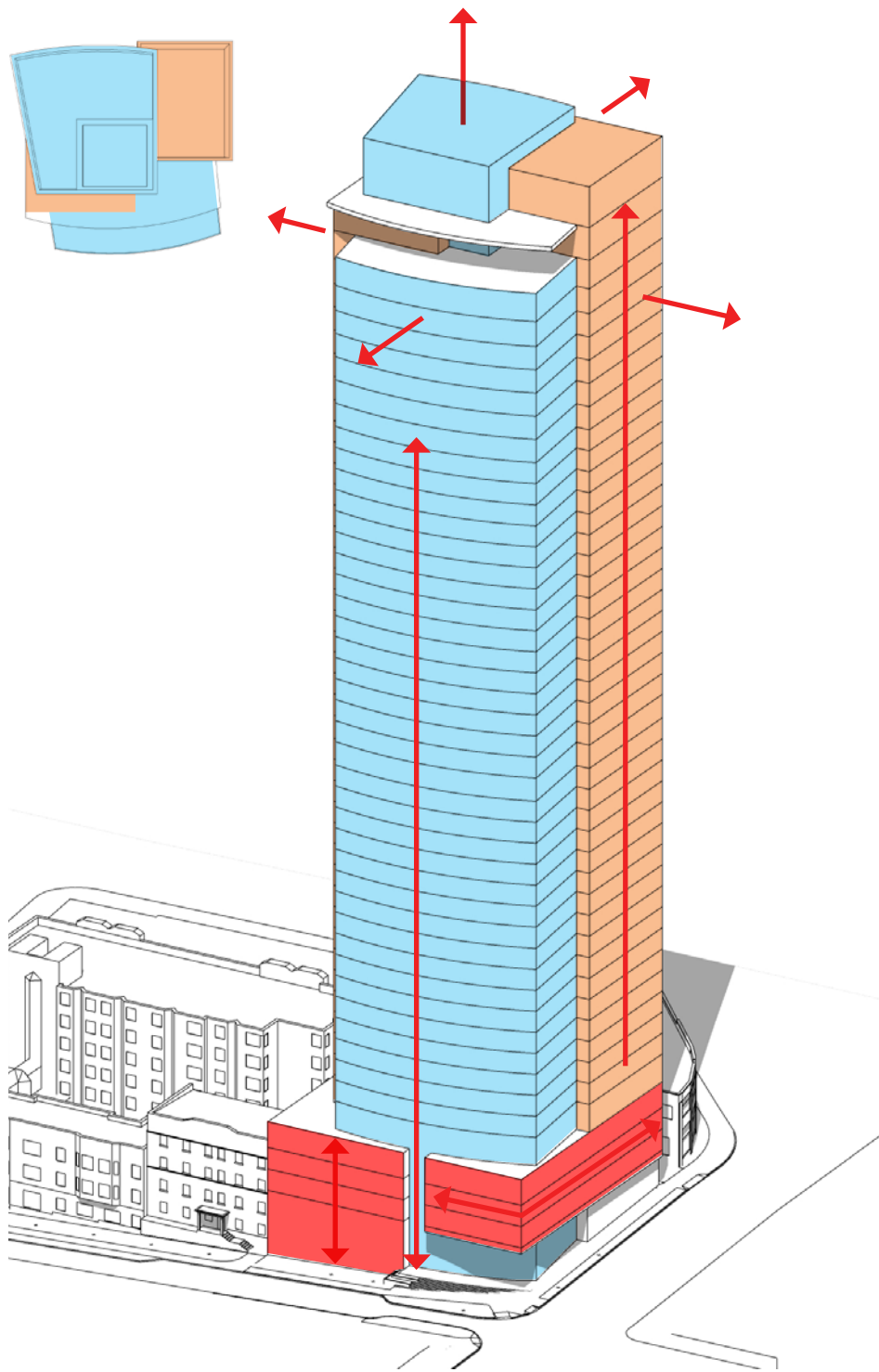


MASSING OPTIONS



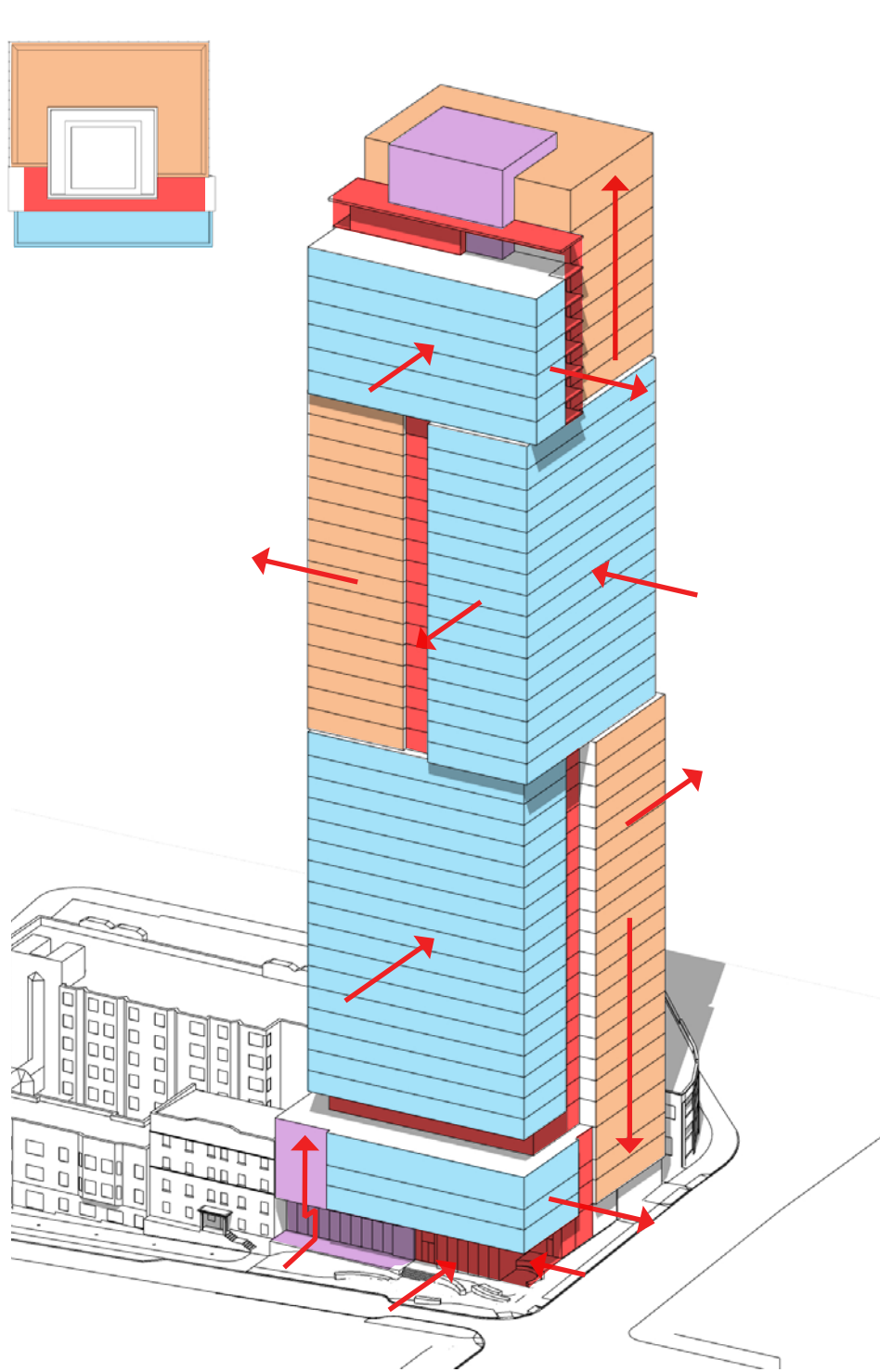
“SHIFT” (CODE COMPLIANT)

The first design concept “Shift”, plays with the space allowed within code required setbacks and shifts two massing elements in opposite directions. The podium also responds to prescribed setbacks, by shifting the mass at the base out for the lower levels and back for the upper podium along the Terry Ave. streetfront. The only pedestrian entry to this scheme occurs at the corner, and another shift in the massing corresponds with its location.



“EXTRUSIONS”

While the first concept studied the mass as a negative process, carving away reveals, the second concept is an exploration in an additive process, pulling extruded massing elements away from each other to create an elegant composition of vertical elements. The tower’s curved facades on the east and west broaden view angles around the tower and provide views in a wider array of angles out of the tower and reduce the intrusion into the setbacks. The vertical forms terrace at the top, breaking down the scale of the mechanical screens and terminating the tower form gracefully. At the podium, the tower pierces a rigid podium reminiscent of the forms and proportions of the historic institutional buildings in the immediate vicinity.



“JENGA” (PREFERRED)

Our preferred parti focuses on the many scales, geography, and the evolving future of the Denny Triangle to create a building mass that responds uniquely to the Neighborhood. An essentially “landlocked” community, that is not defined by natural features or focal points, the Denny Triangle is inward focused and rapidly evolving with many forms and architectural styles. This concept has many faces, all unique and not tied to a single perspective. The form breaks down in scale to better relate to the context in the vicinity, at the same time creating visual interest for the pedestrian and the skyline. The podium lifts above the green street, enlarging the public realm and softening the edge between greenspace and architecture.

OPTION I – CODE COMPLIANT

“SHIFT”

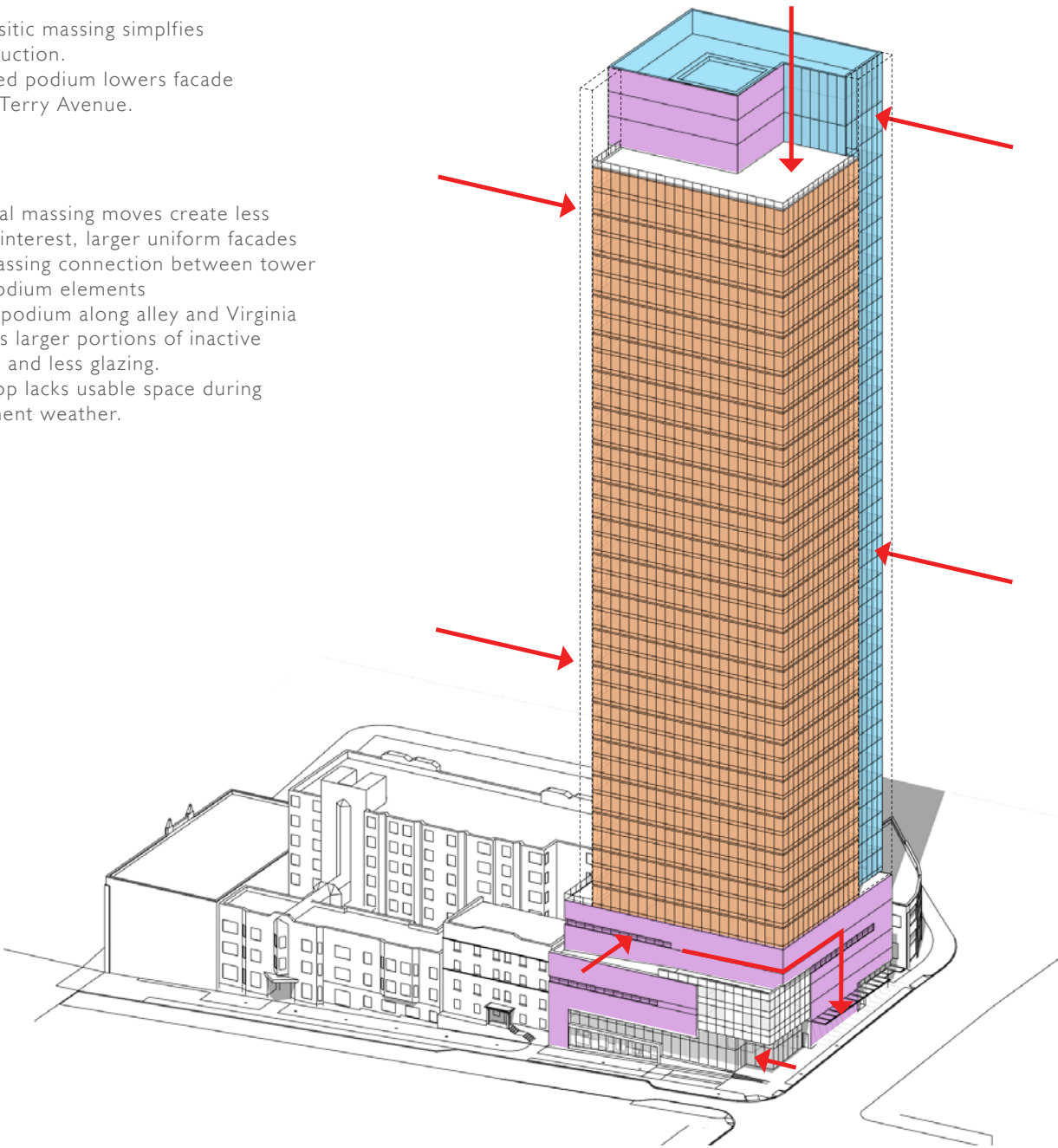
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PROS

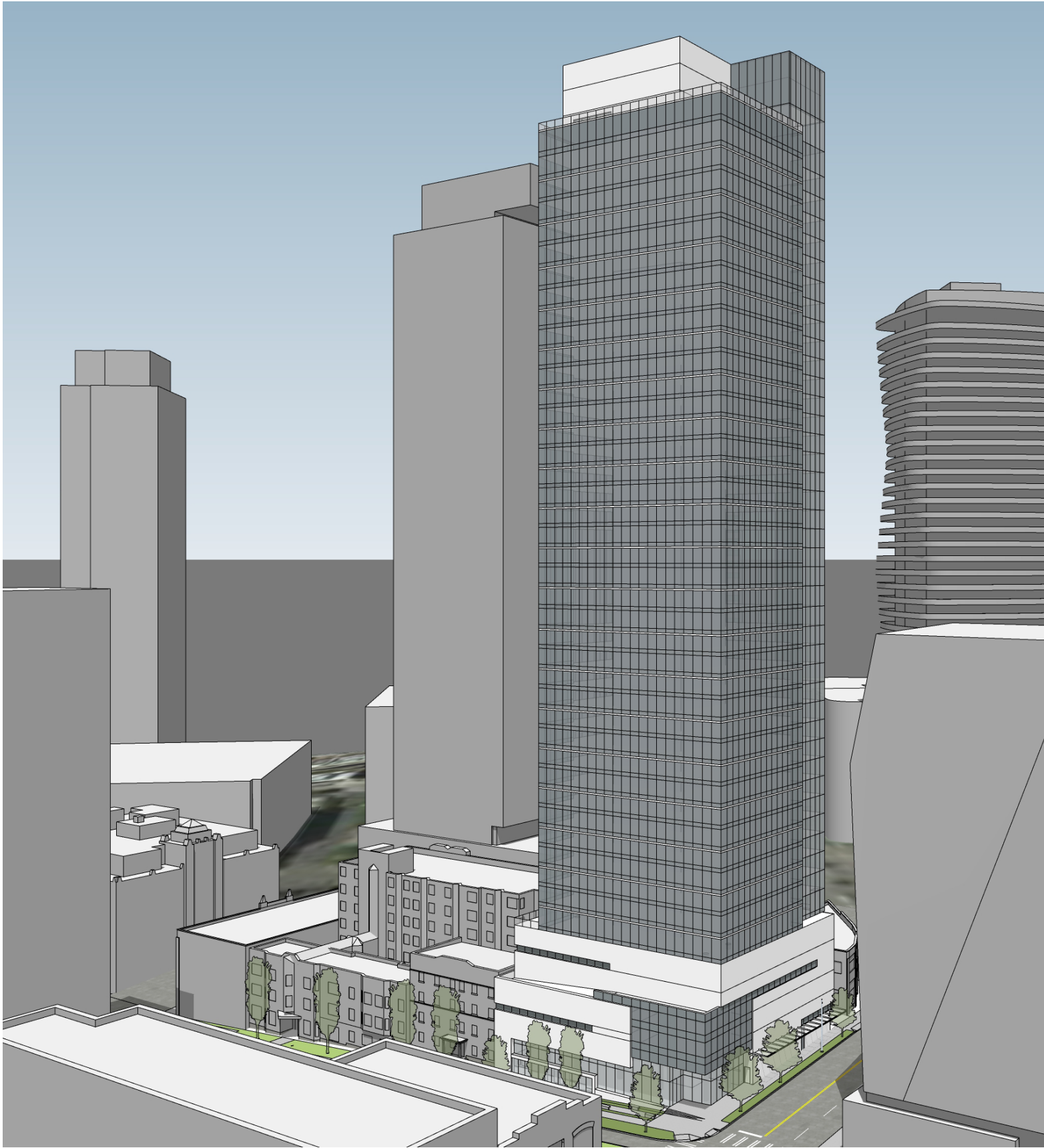
- Simplistic massing simplifies construction.
- Stepped podium lowers facade along Terry Avenue.

CONS

- Minimal massing moves create less visual interest, larger uniform facades
- No massing connection between tower and podium elements
- Taller podium along alley and Virginia creates larger portions of inactive facade and less glazing.
- Rooftop lacks usable space during inclement weather.

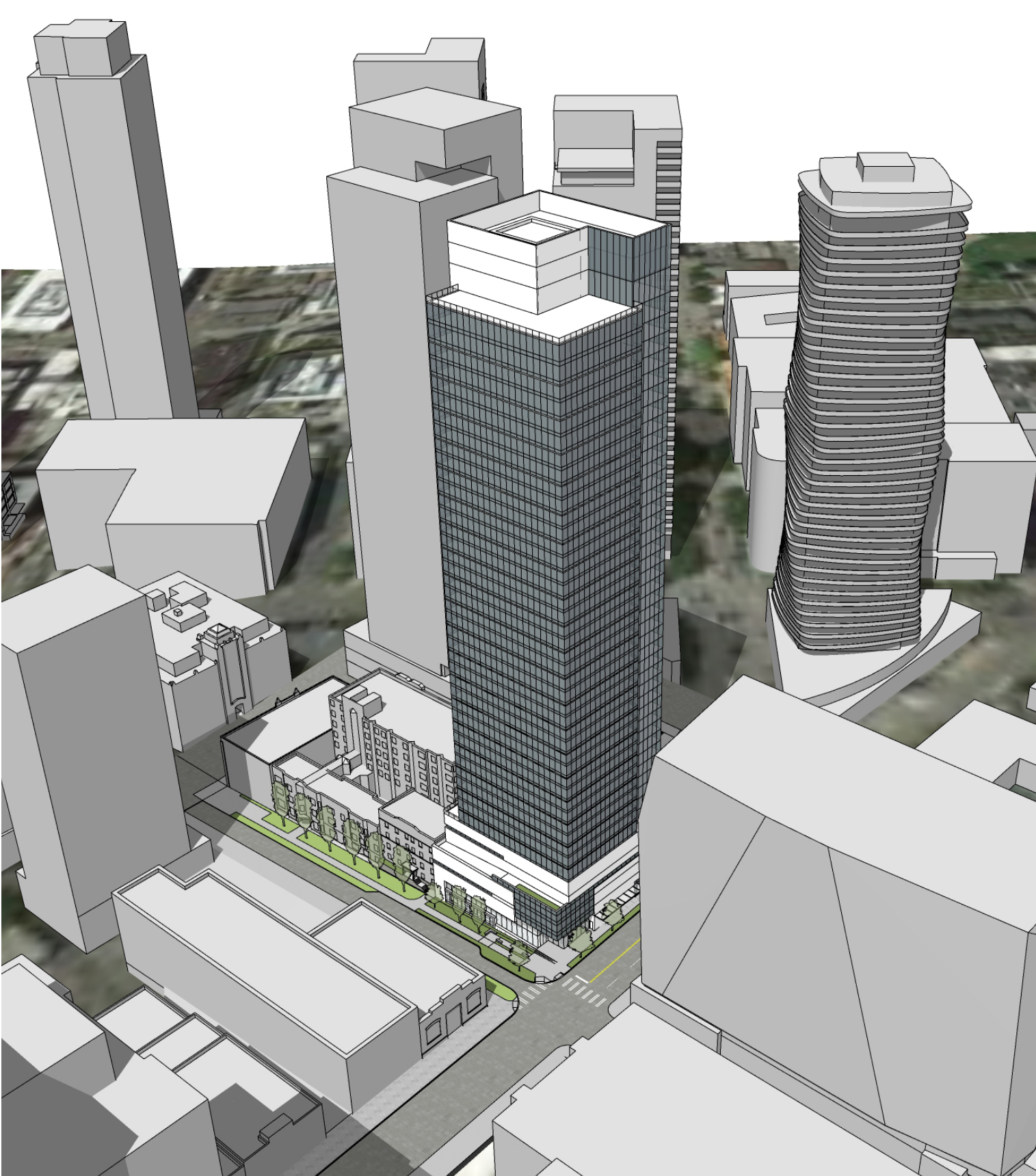


Massing Diagram

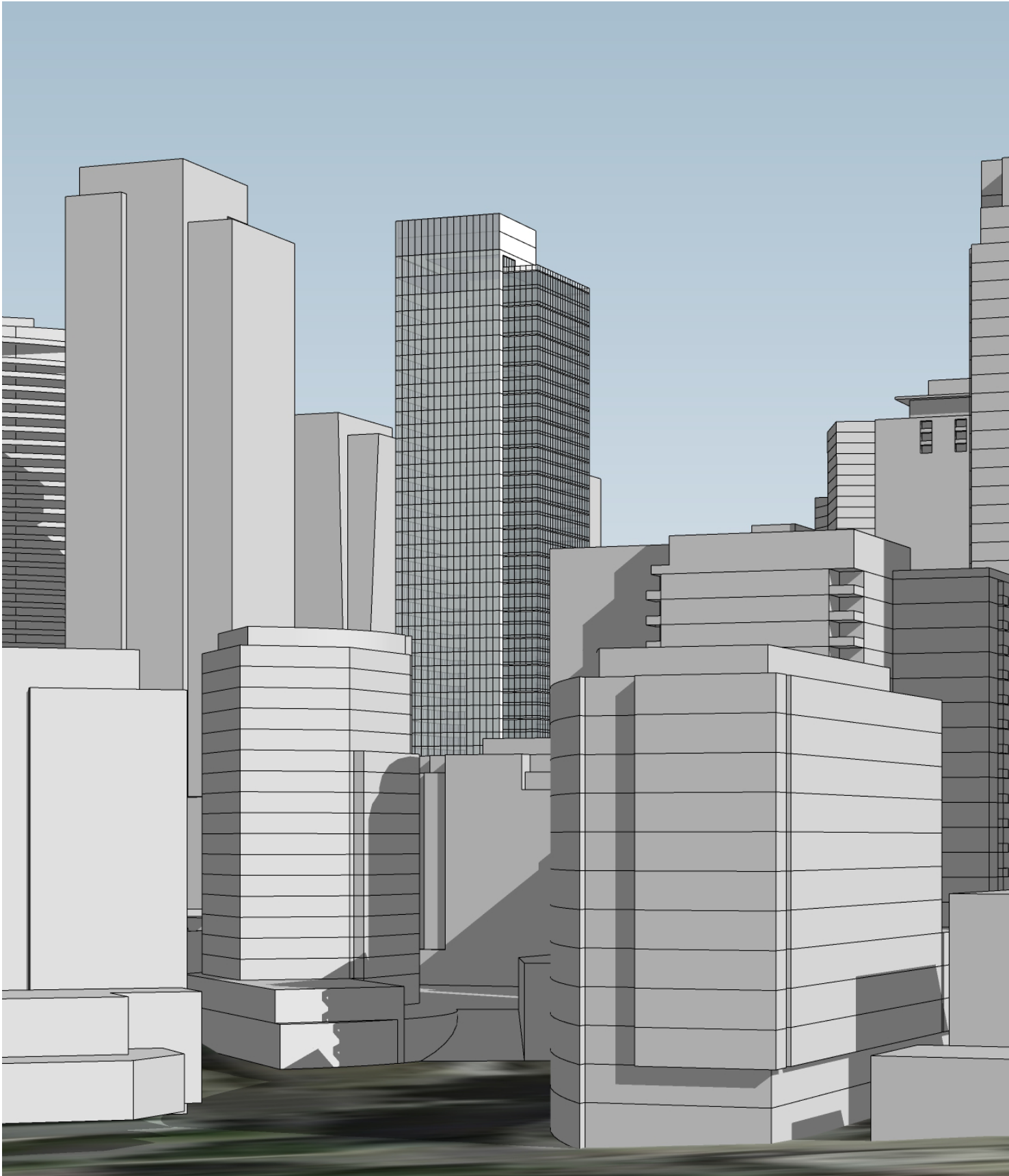


Option I Massing Development

OPTION I – CODE COMPLIANT



Aerial view from the south



View from the northern edge of the Denny Triangle, near Denny Park

OPTION I – CODE COMPLIANT



Virginia and Terry Corner



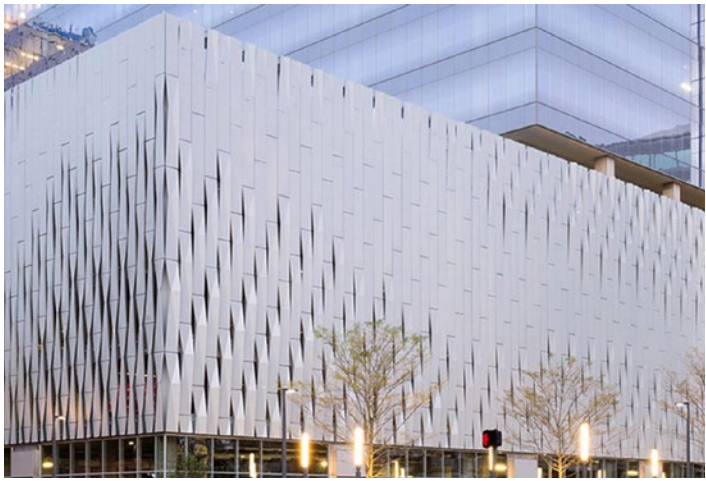
Podium and Ground level along Terry Avenue



Podium and Ground level along Virginia Street

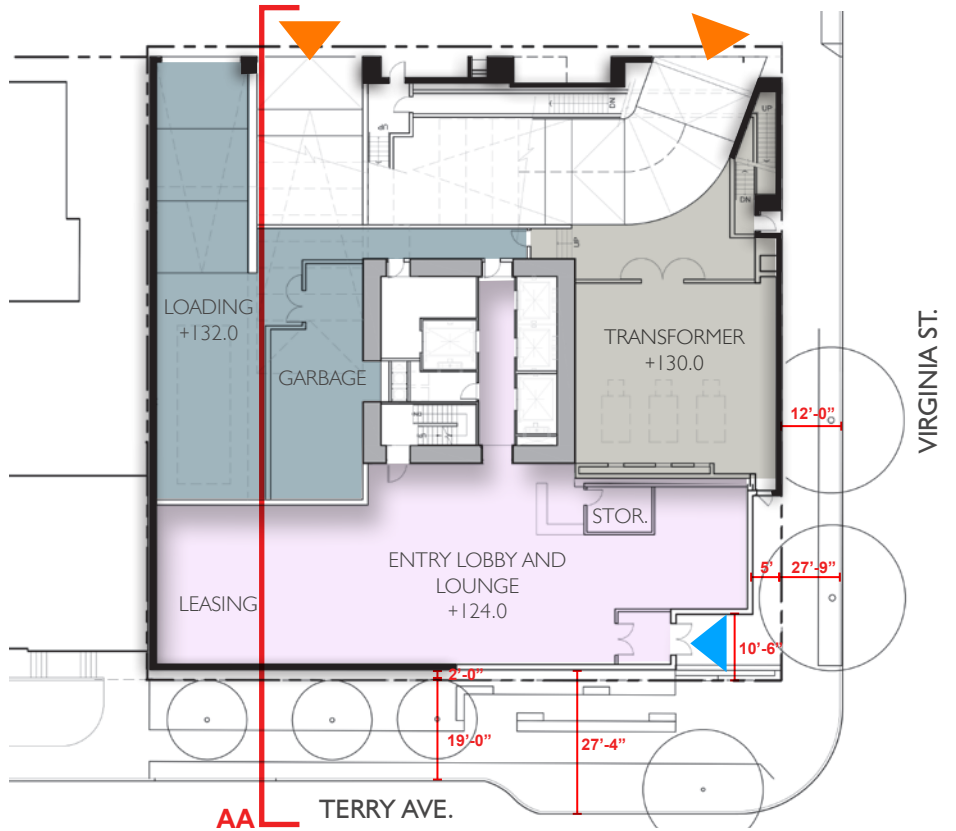


Garage Screen Reference

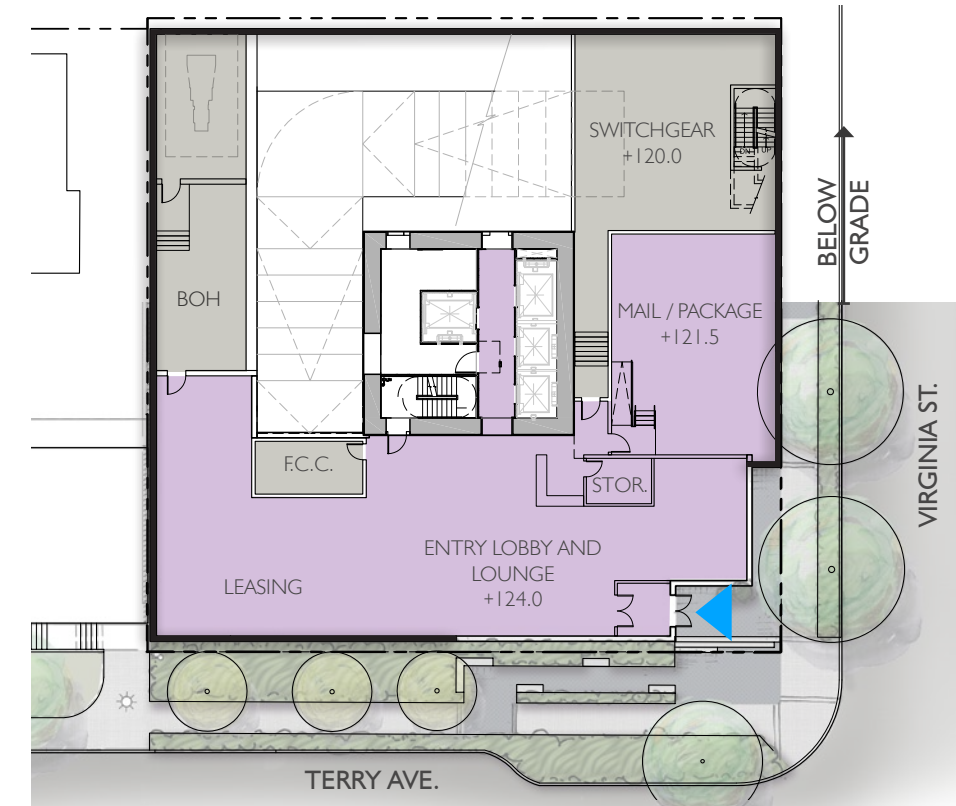


Garage Screen Reference

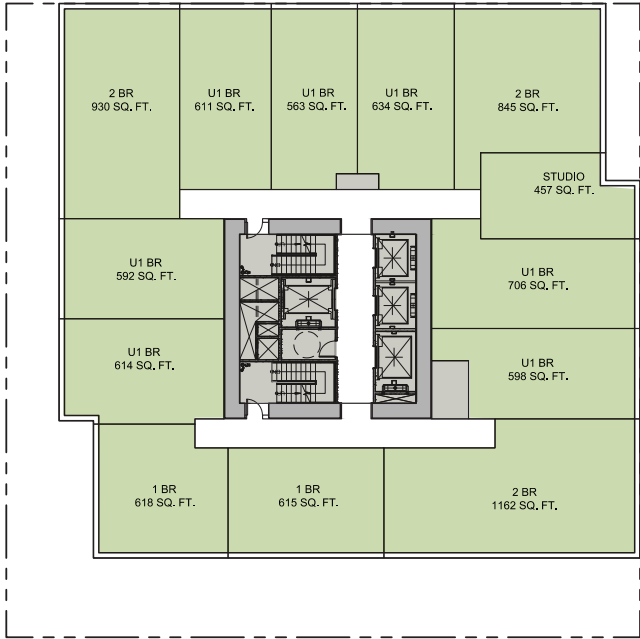
OPTION I – CODE COMPLIANT



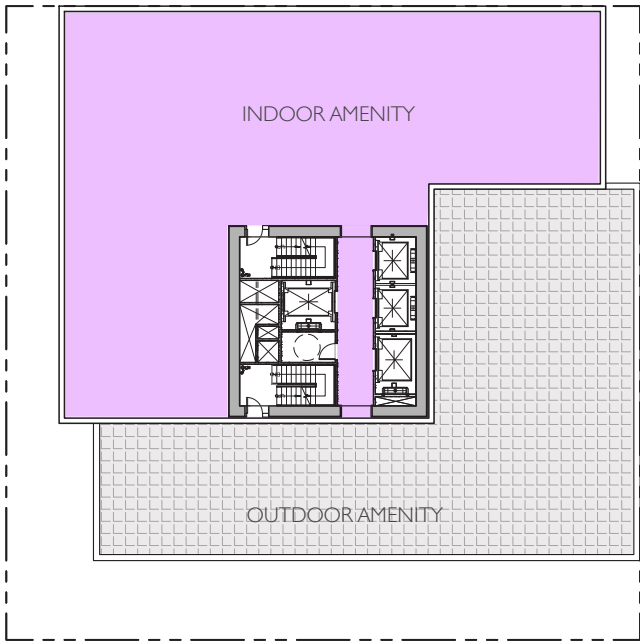
Ground Level Composite Plan (Alley + Terry Grade)



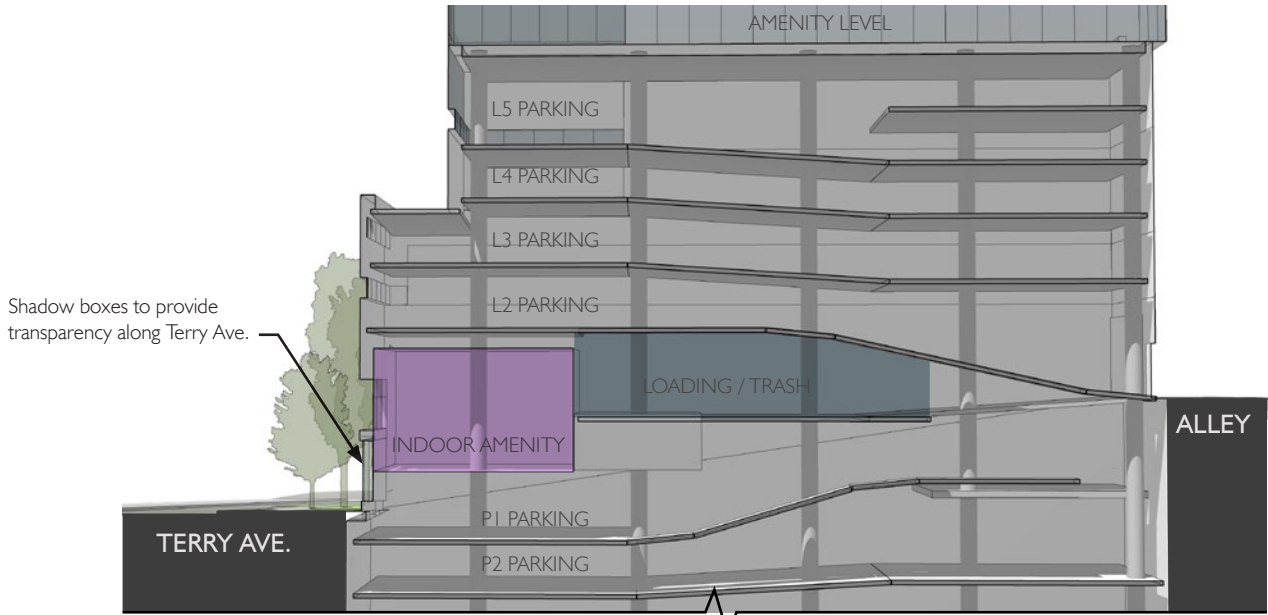
LI Plan (Grade at Terry)



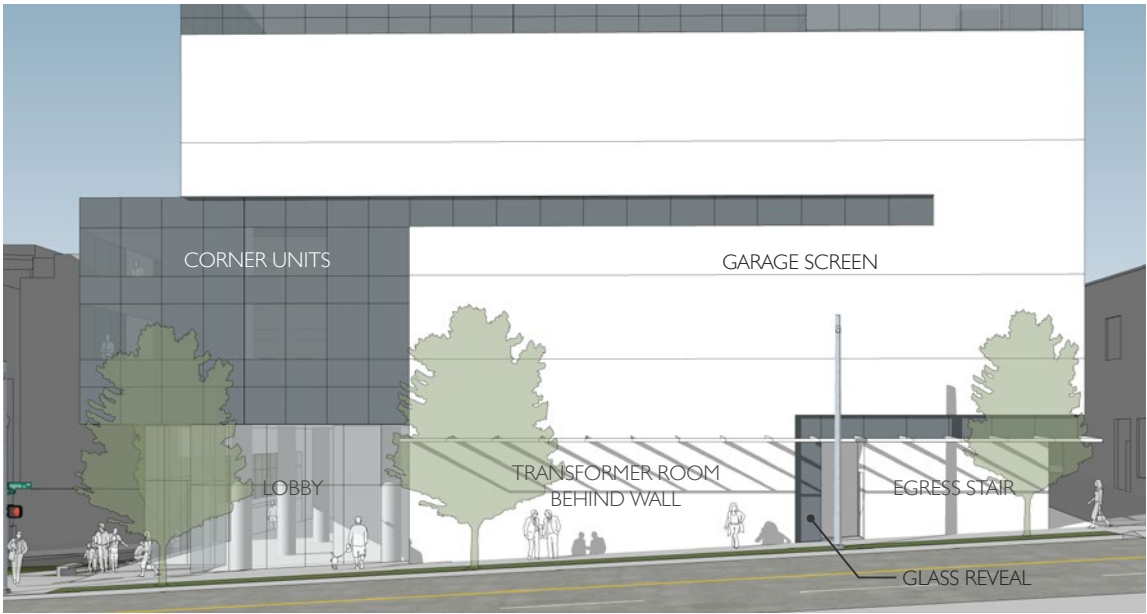
Typical Tower Plan



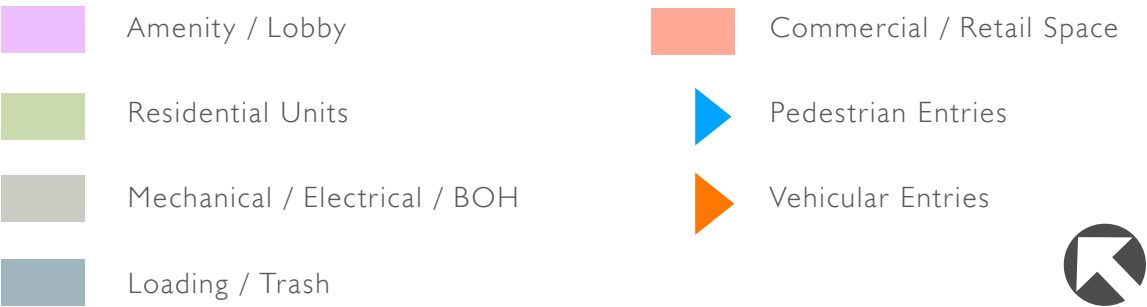
R1 Rooftop Plan



Podium Section AA



Elevation Along Virginia Street (South)



OPTION 2

“EXTRUSION”

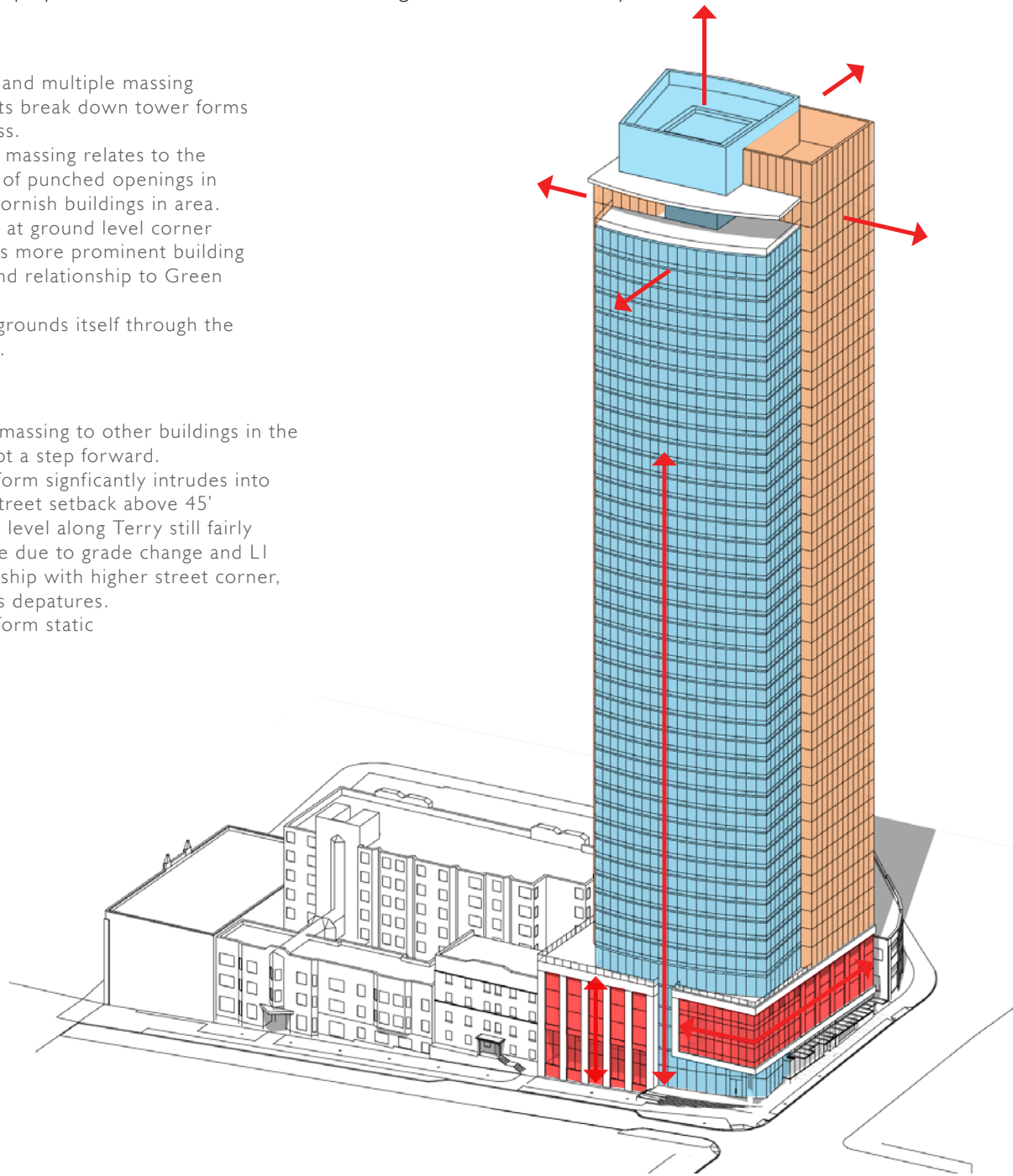
While the first concept studied the mass as a negative process, carving away reveals, the second concept is an exploration in an additive process, pulling extruded massing elements away from each other to create an elegant composition of vertical elements. The tower’s curved facades on the east and west broaden view angles around the tower and provide views in a wider array of angles out of the tower and reduce the intrusion into the setbacks. The vertical forms terrace at the top, breaking down the scale of the mechanical screens and terminating the tower form gracefully. At the podium, the tower pierces a rigid podium reminiscent of the forms and proportions of the historic institutional buildings in the immediate vicinity.

PROS

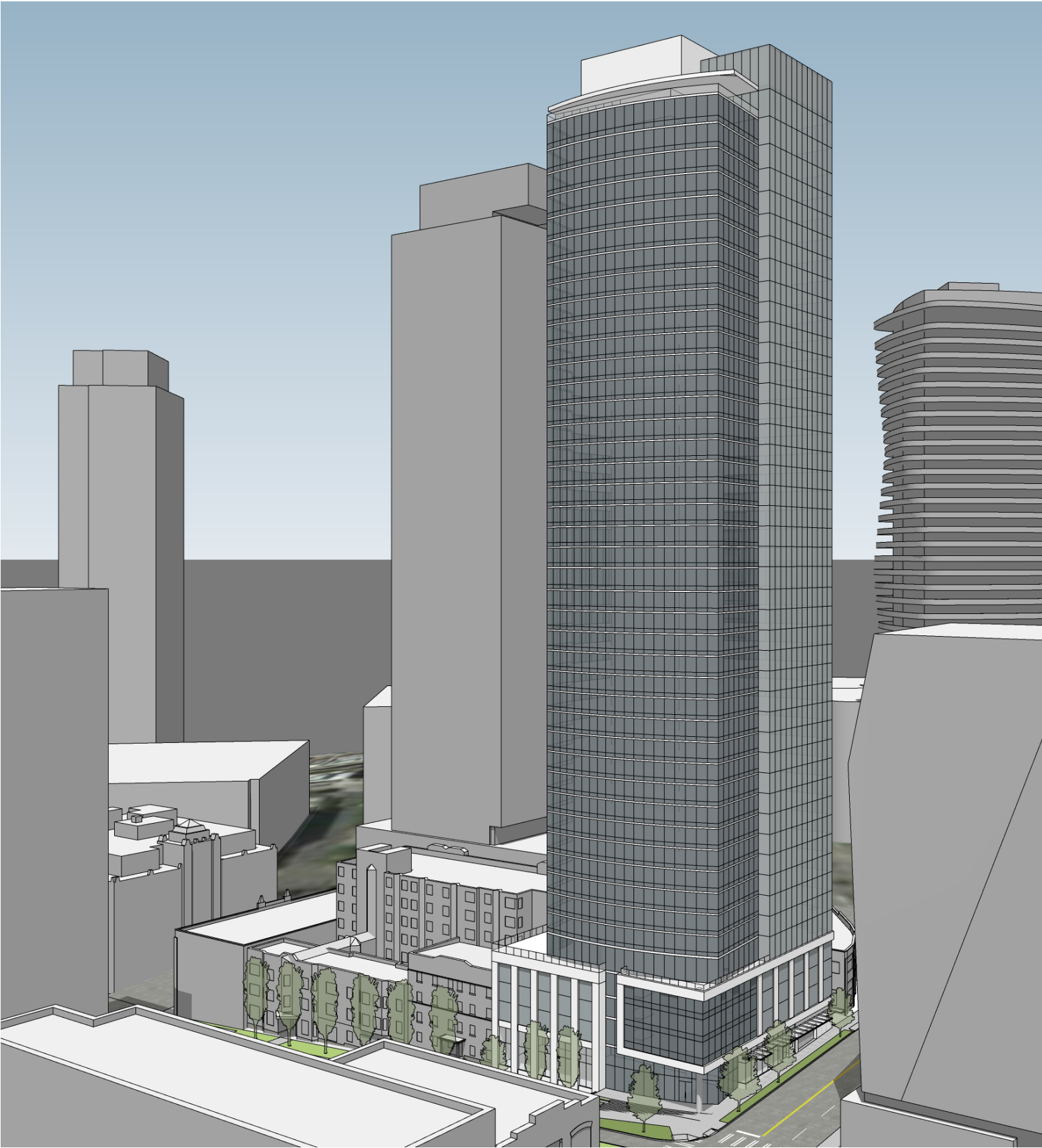
- Curves and multiple massing elements break down tower forms and mass.
- Podium massing relates to the rhythm of punched openings in older Cornish buildings in area.
- Setback at ground level corner provides more prominent building entry and relationship to Green Street
- Tower grounds itself through the podium.

CONS

- Similar massing to other buildings in the area, not a step forward.
- Tower form significantly intrudes into green street setback above 45'
- Ground level along Terry still fairly in-active due to grade change and LI relationship with higher street corner, requires depatures.
- Tower form static



Massing Diagram

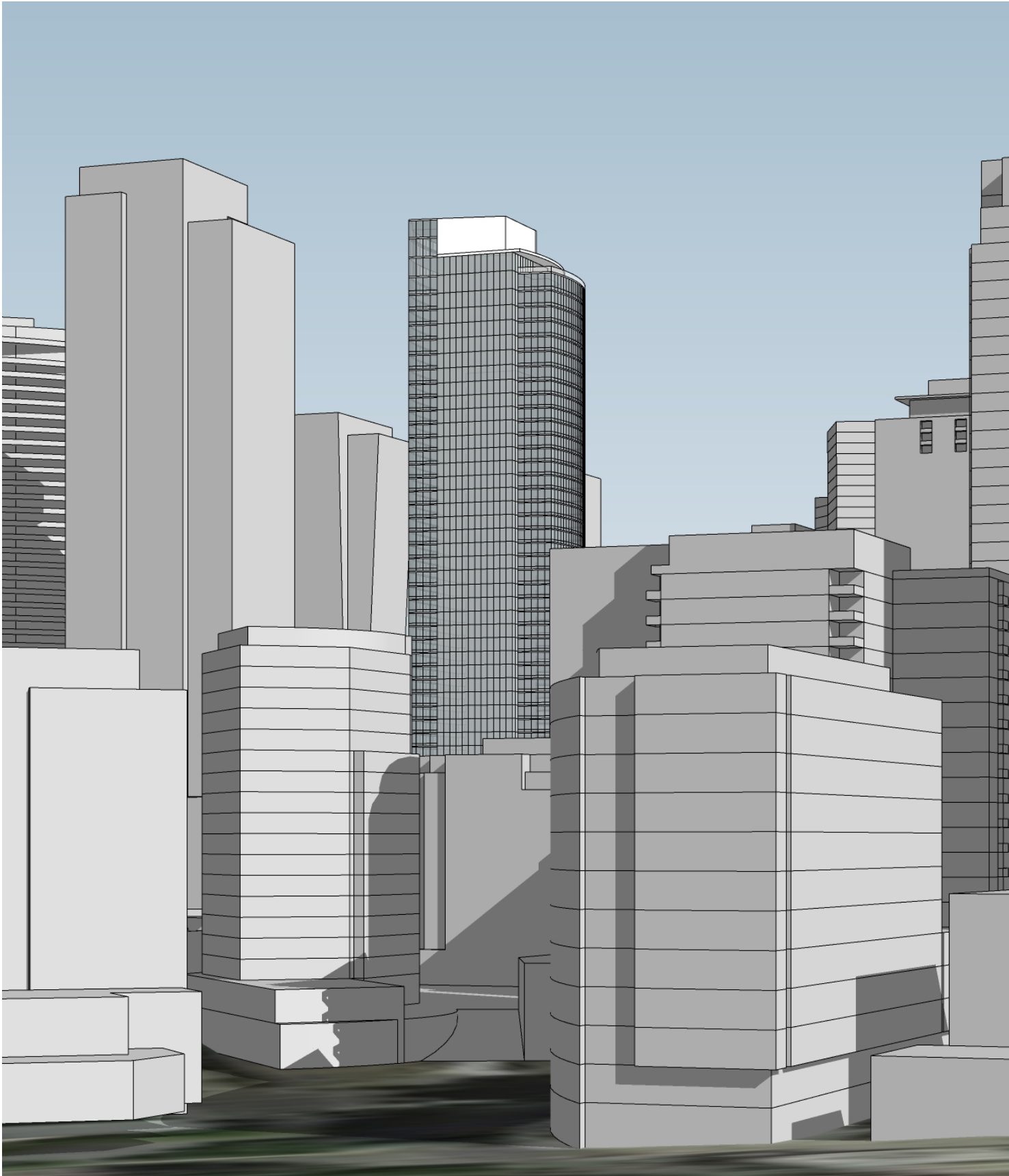


Option 2 Massing Development

OPTION 2



Aerial view from the south



View from the northern edge of the Denny Triangle, near Denny Park

OPTION 2



Virginia and Terry Corner



Podium and Ground level along Terry Avenue



Podium and Ground level along Virginia Street

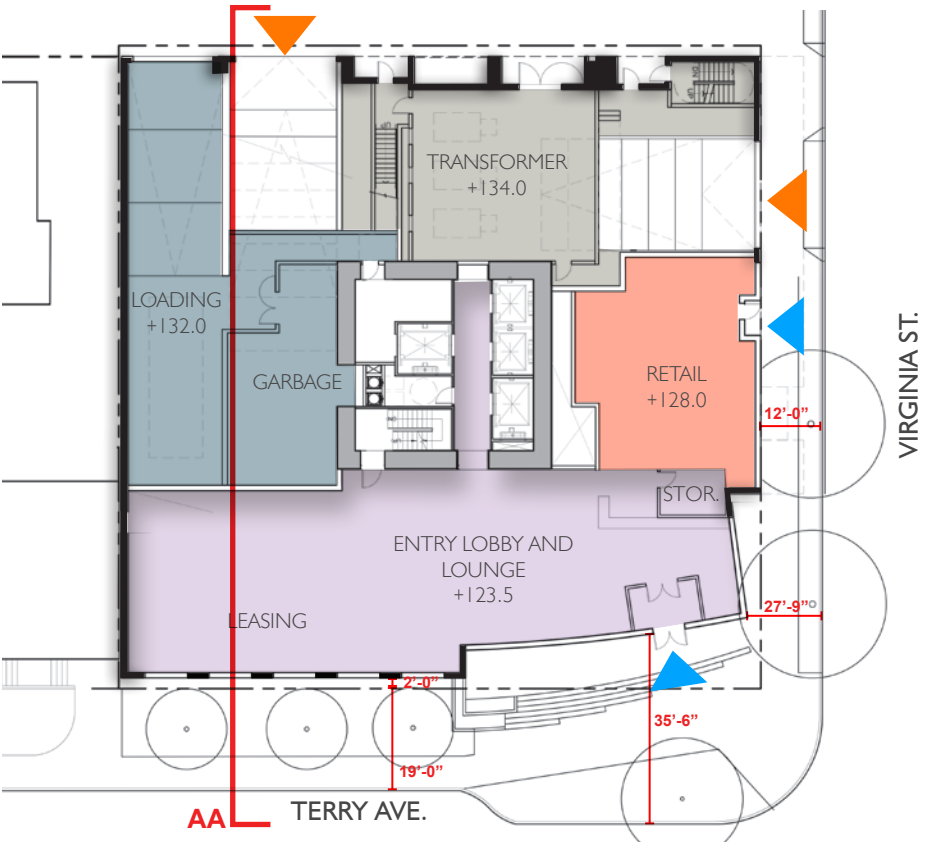


Garage Screen Reference

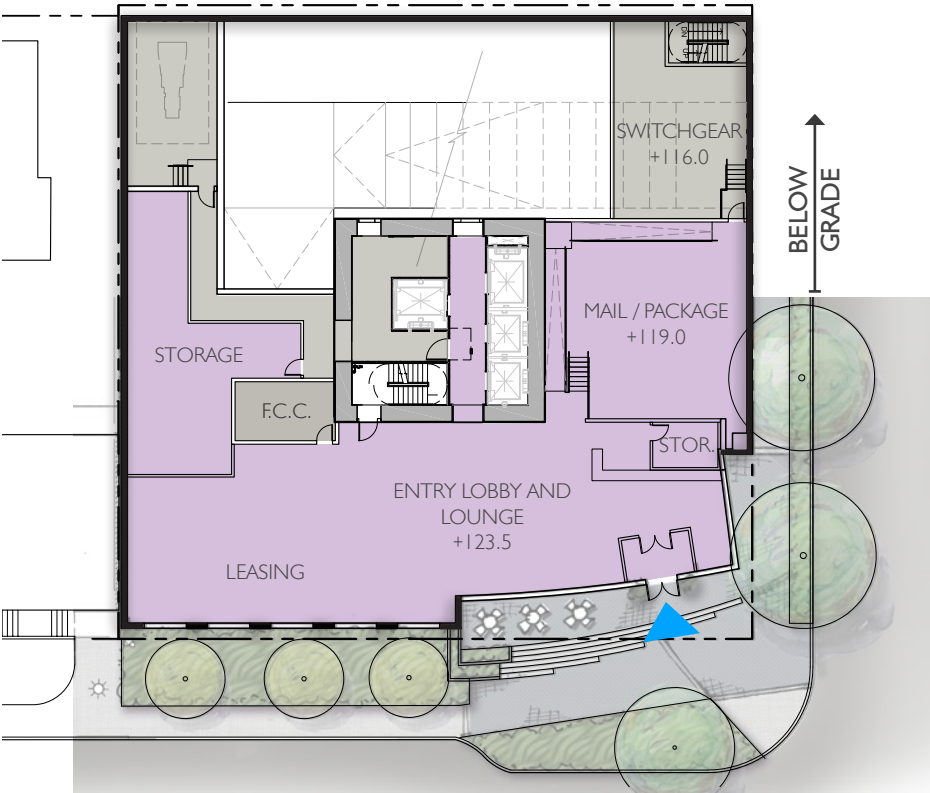


Garage Screen Reference

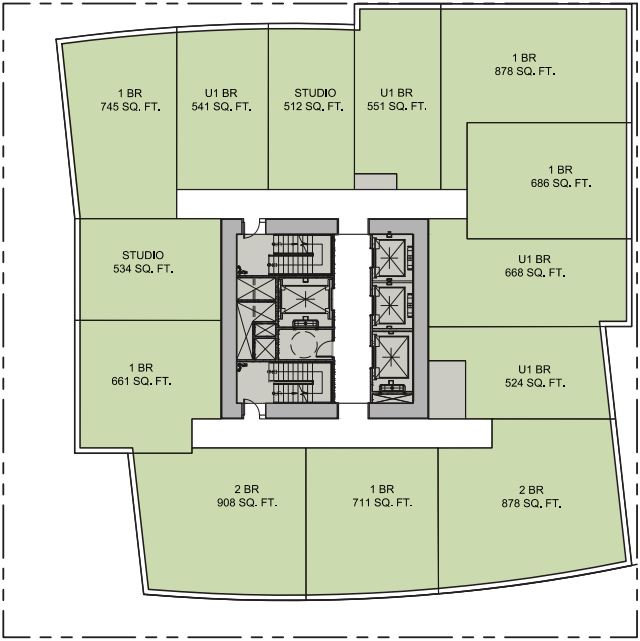
OPTION 2



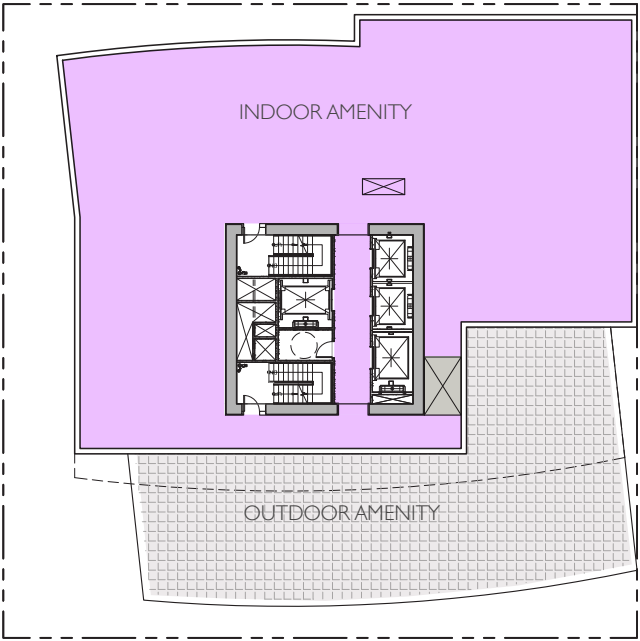
Ground Level Composite Plan (Alley + Terry Grade)



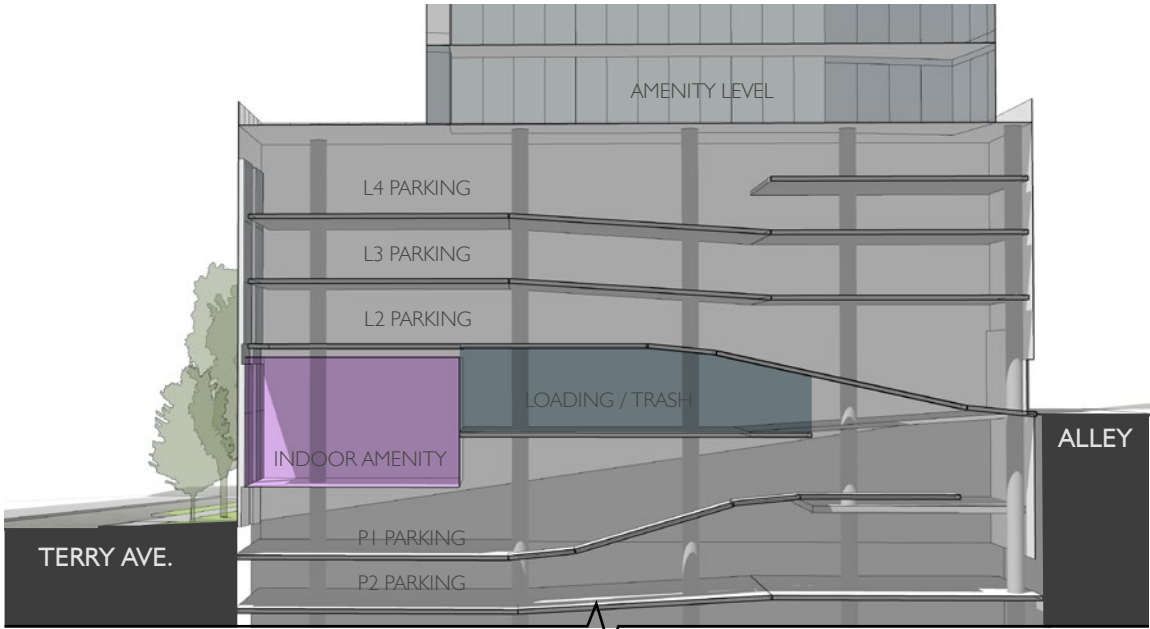
LI Plan (Grade at Terry)



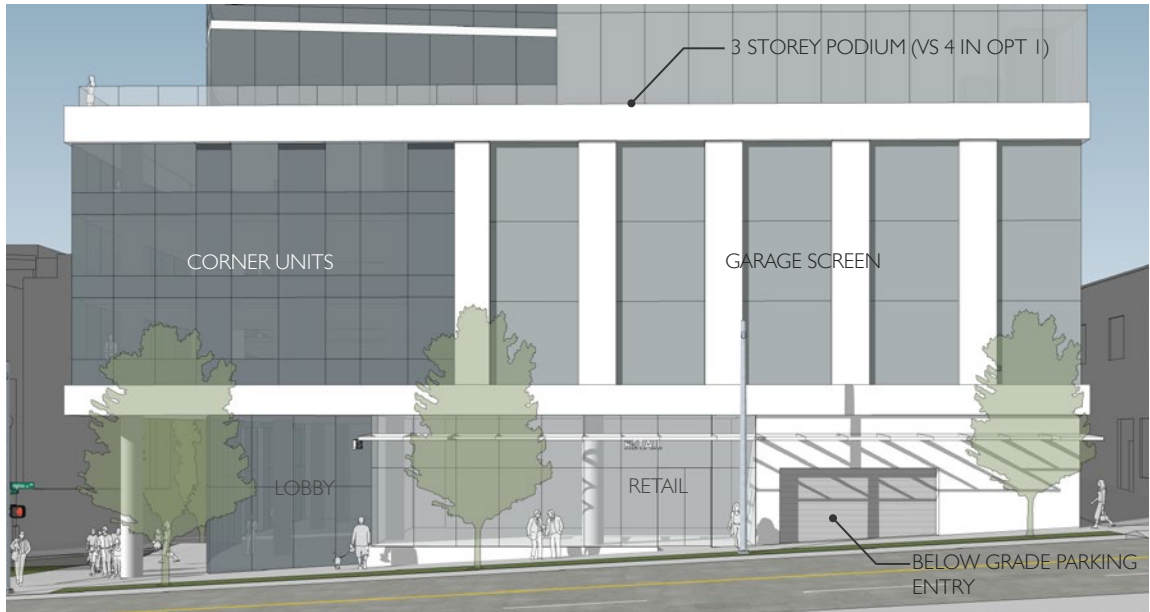
Typical Tower Plan



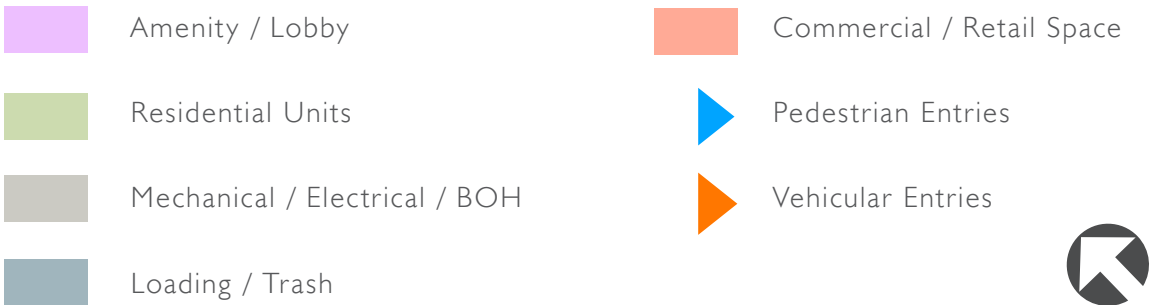
RI Rooftop Plan



Podium Section AA



Elevation Along Virginia Street (South)



OPTION 3 – PREFERRED

“JENGA”

Our preferred parti focuses on the many scales, geography, and the evolving future of the Denny Triangle to create a building mass that responds uniquely to the Neighborhood. An essentially “landlocked” community, that is not defined by natural features or focal points, the Denny Triangle is inward focused and rapidly evolving with many forms and architectural styles. This concept has many faces, all unique and not tied to a single perspective. The form breaks down in scale to better relate to the context in the vicinity, at the same time creating visual interest for the pedestrian and the skyline.

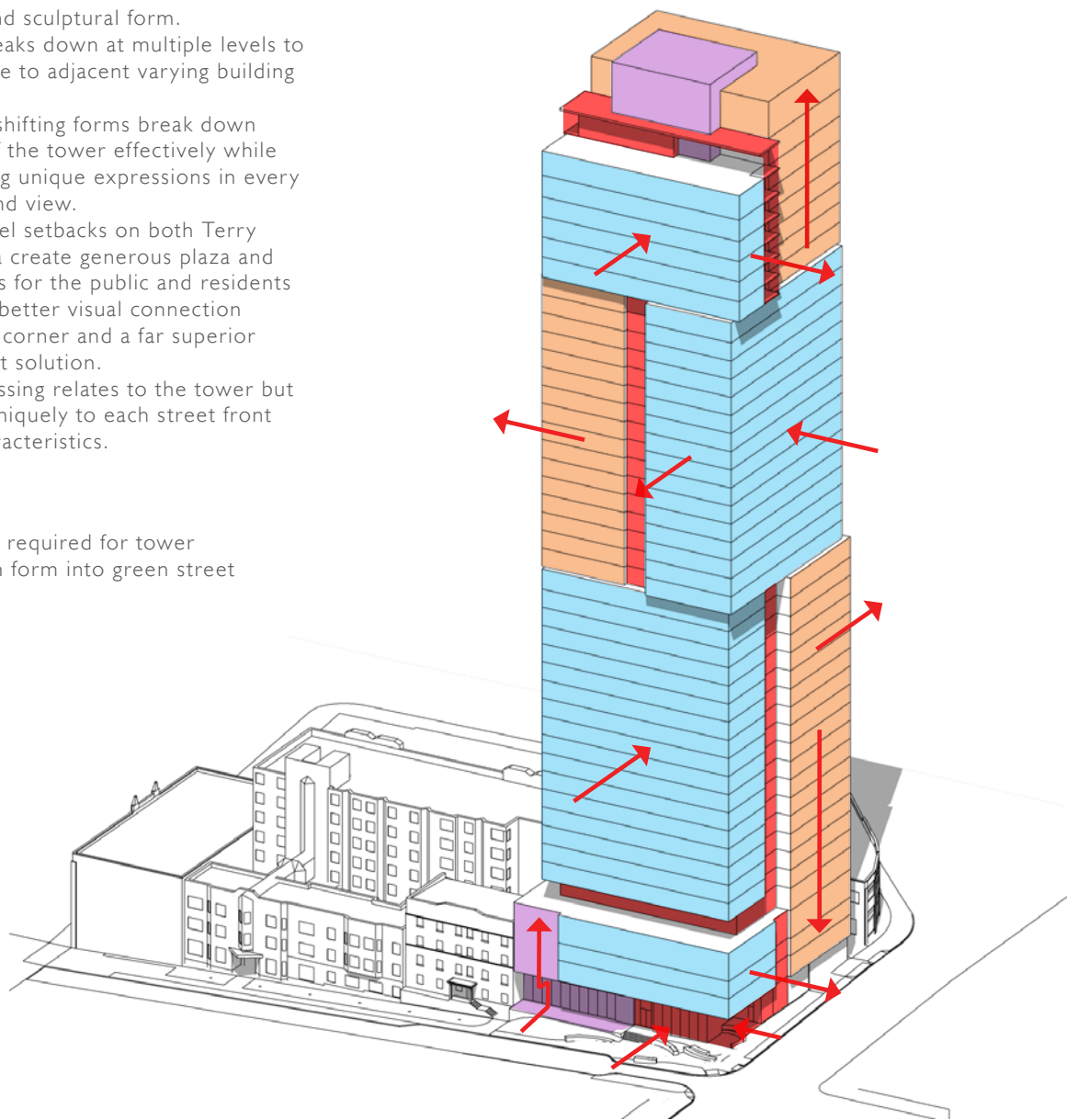
The podium lifts above the green street, enlarging the public realm and softens the edge between greenspace and architecture. Its design, while reinforcing the forms, language and design of the tower, break down in scale to relate more closely to the neighborhood context and pedestrians. Ground level treatments and details wrap up the podium, blending the two forms together and tying the ground to the larger scale of the tower.

PROS

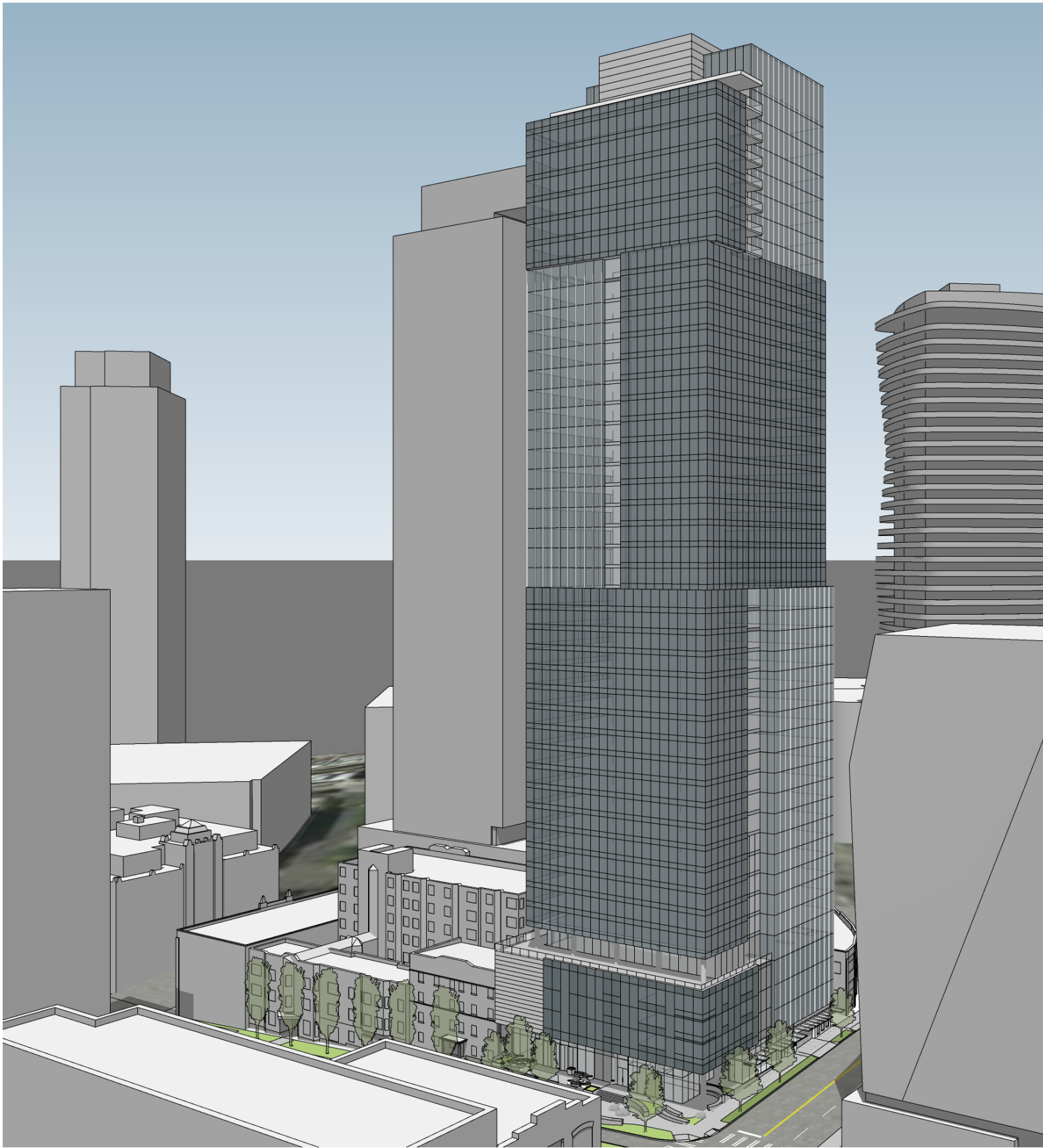
- Dynamic and sculptural form.
- Massing breaks down at multiple levels to better relate to adjacent varying building heights.
- Rotational shifting forms break down the mass of the tower effectively while also creating unique expressions in every direction and view.
- Ground level setbacks on both Terry and Virginia create generous plaza and greenspaces for the public and residents and allows better visual connection around the corner and a far superior green street solution.
- Podium massing relates to the tower but responds uniquely to each street front and its characteristics.

CONS

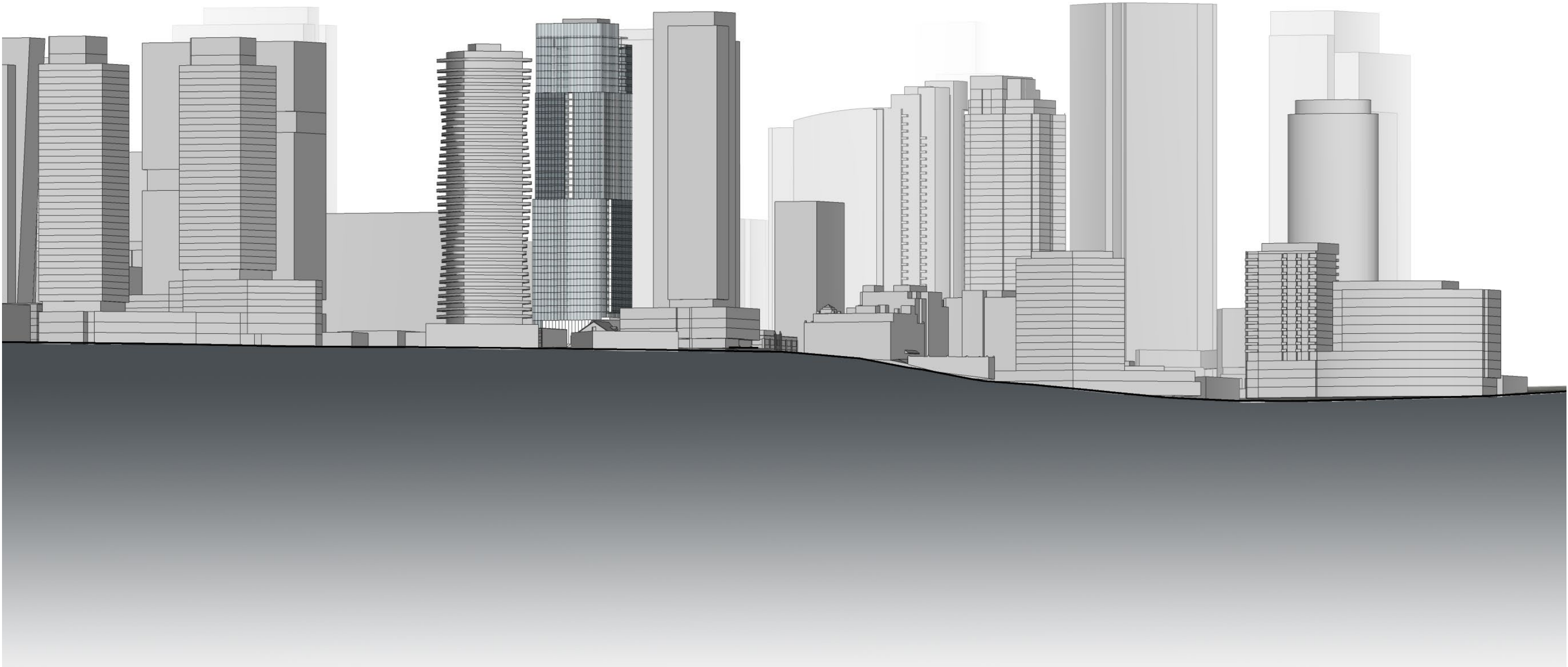
- Departures required for tower and podium form into green street setbacks.



Massing Diagram

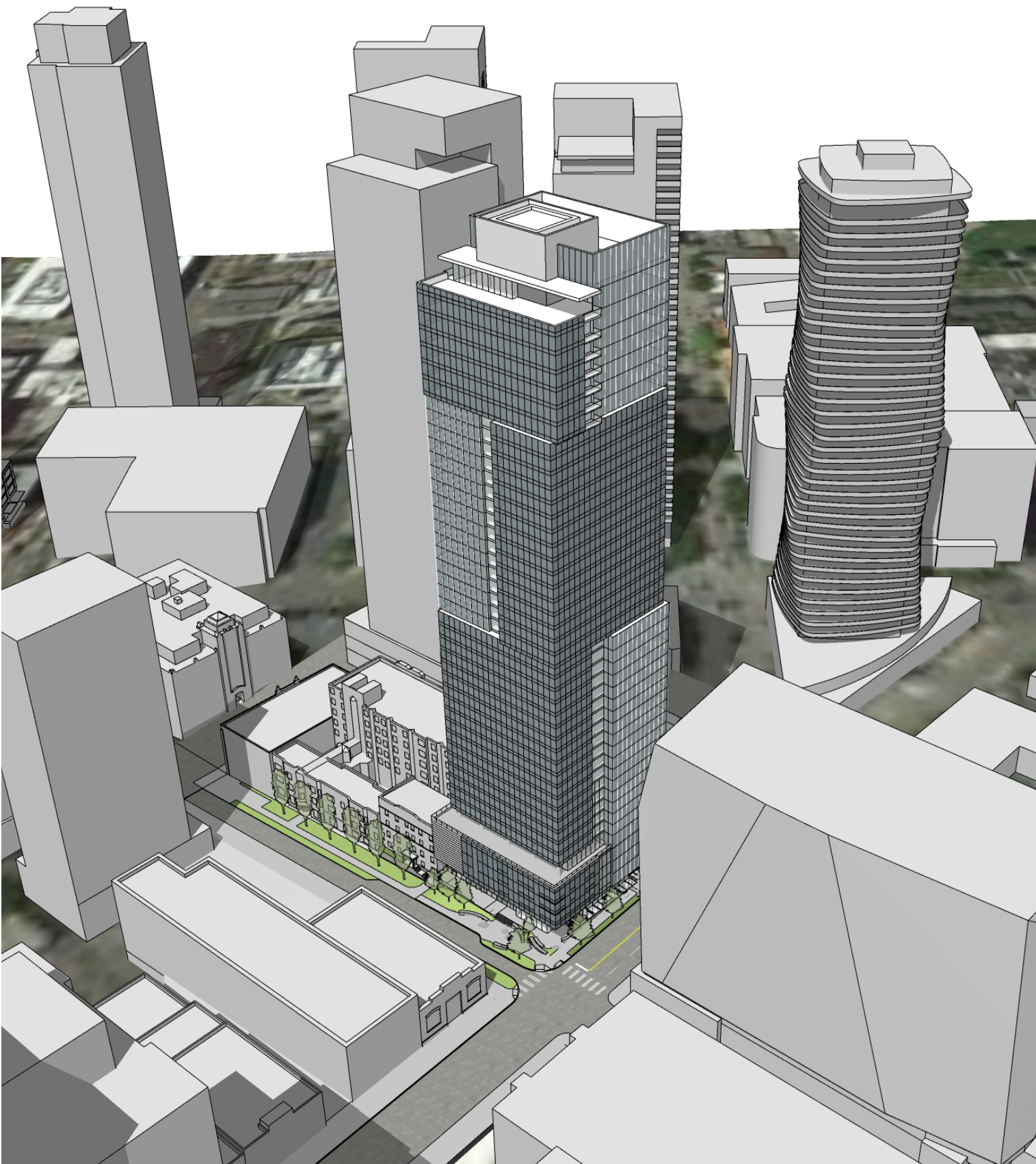


Option 3 Massing Development

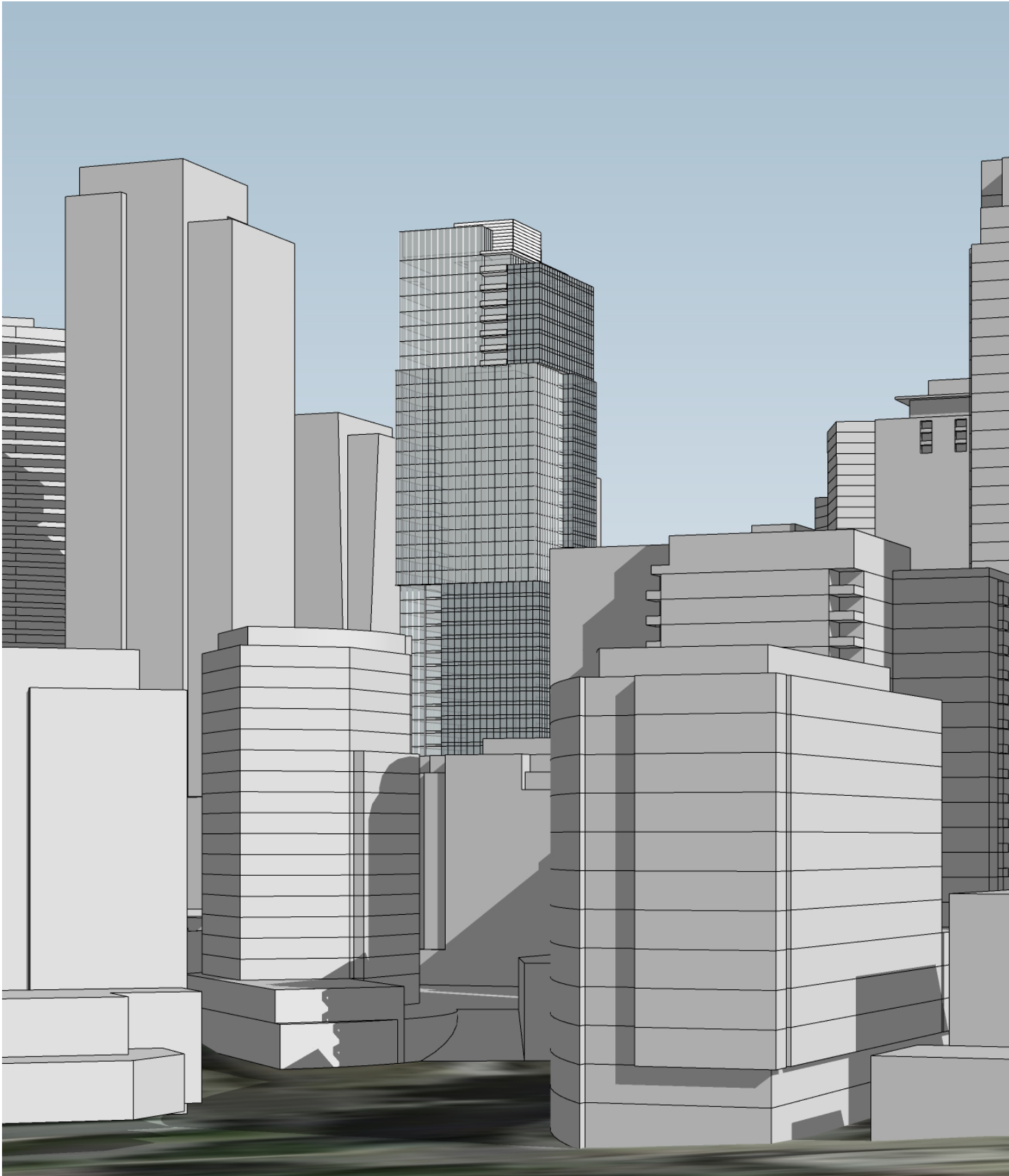


Section cut at Denny Way looking south – The stratifications of the tower break down the mass to better relate to the changing building heights throughout the Denny Triangle

OPTION 3 – PREFERRED



Aerial view from the south



View from the northern edge of the Denny Triangle, near Denny Park

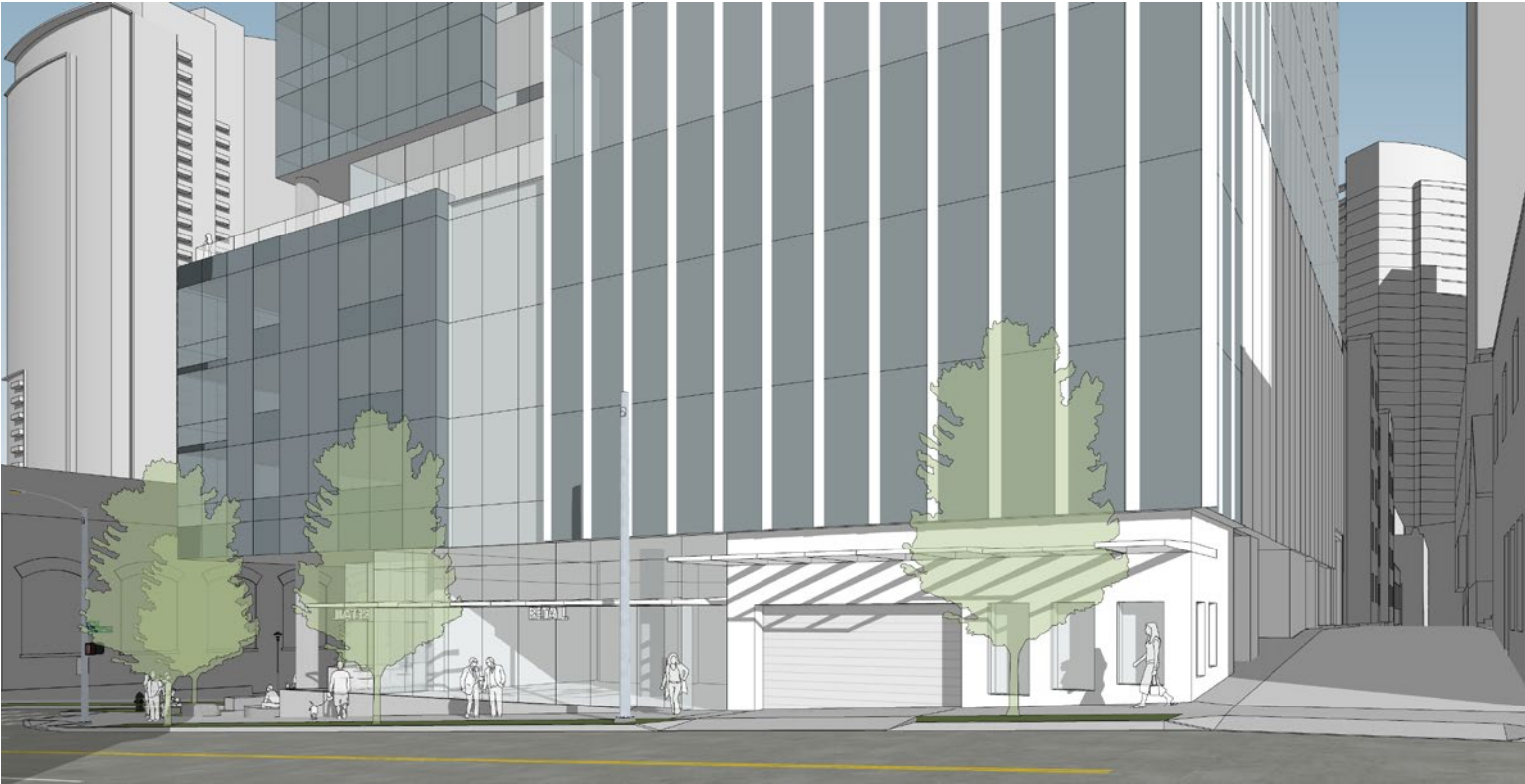
OPTION 3 – PREFERRED



Virginia and Terry Corner



Podium and Ground level along Terry Avenue



Podium and Ground level along Virginia Street

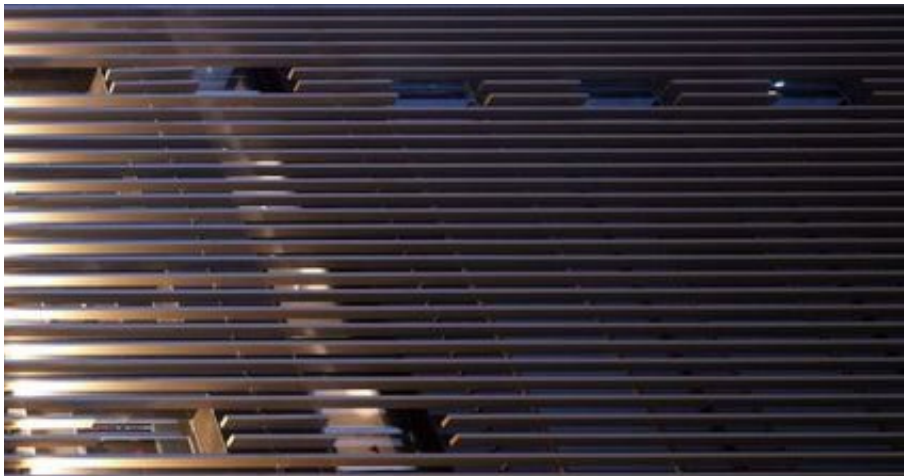
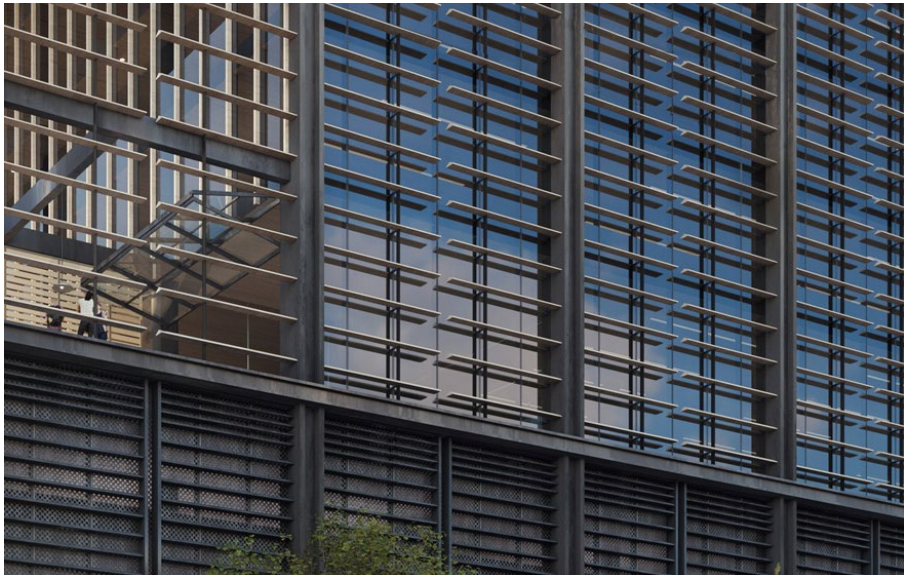


Aerial View of the Ground level around the project

OPTION 3 – PREFERRED



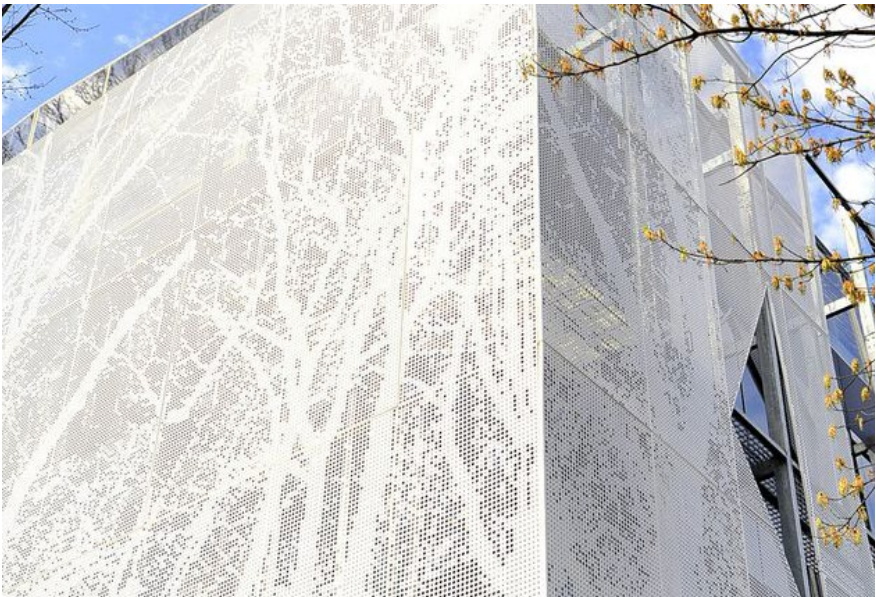
Initial conceptual study of a wood like metal slat option that would wrap up from the ground level, creating a soffit over the porch, and dissipating as it climbs the podium and reveals the tower forms and treatments.



OPTION 3 – PREFERRED



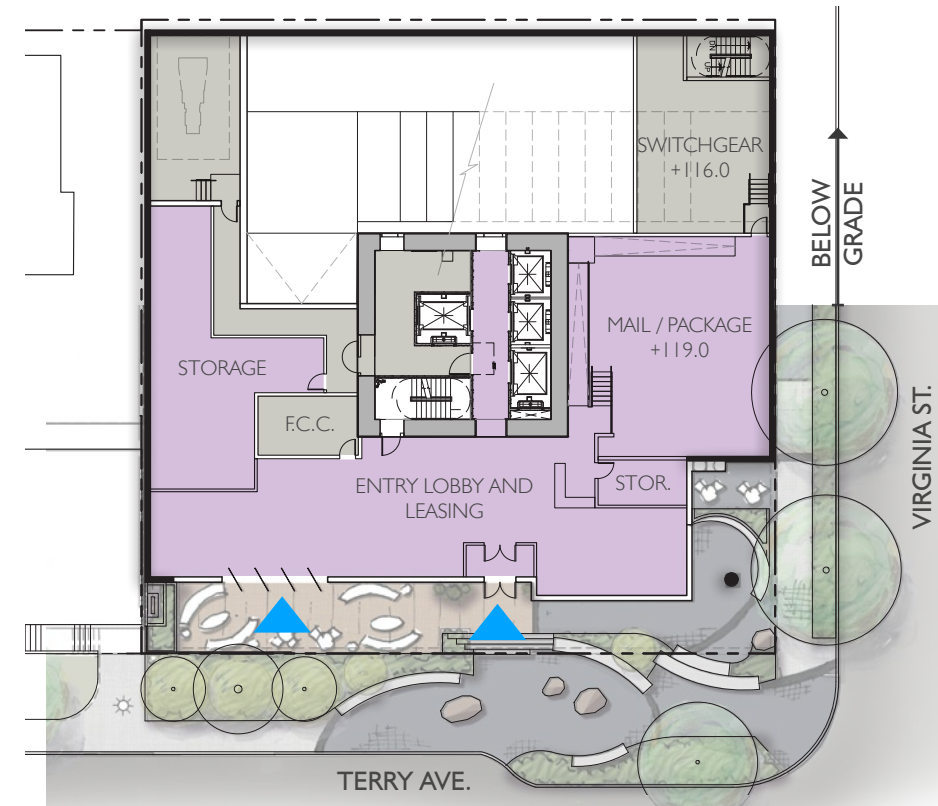
Initial concept for a metal screen option that could feature a canopy/vegetation pattern that conceptually continues the tree canopy up the facade, dissipating as it blends the solid and glass treatments together.



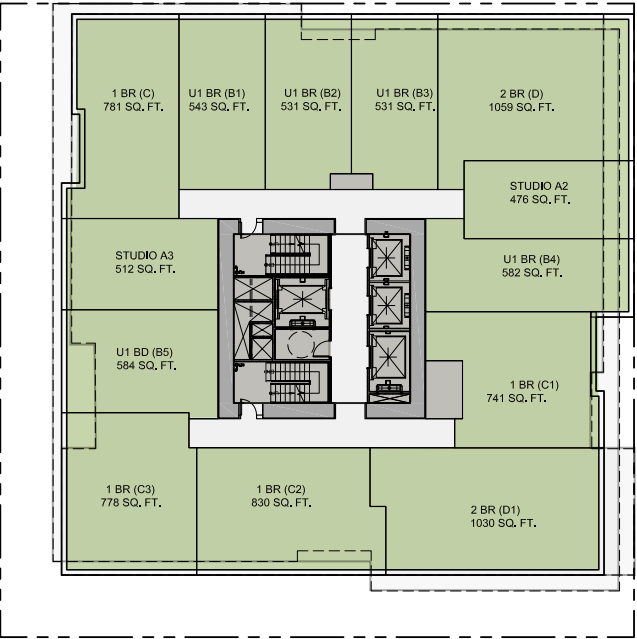
OPTION 3 – PREFERRED



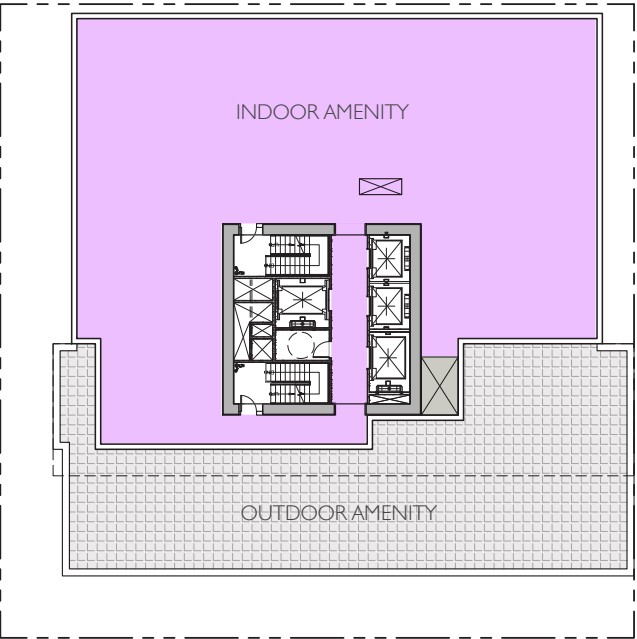
Ground Level Composite Plan (Alley + Terry Grade)



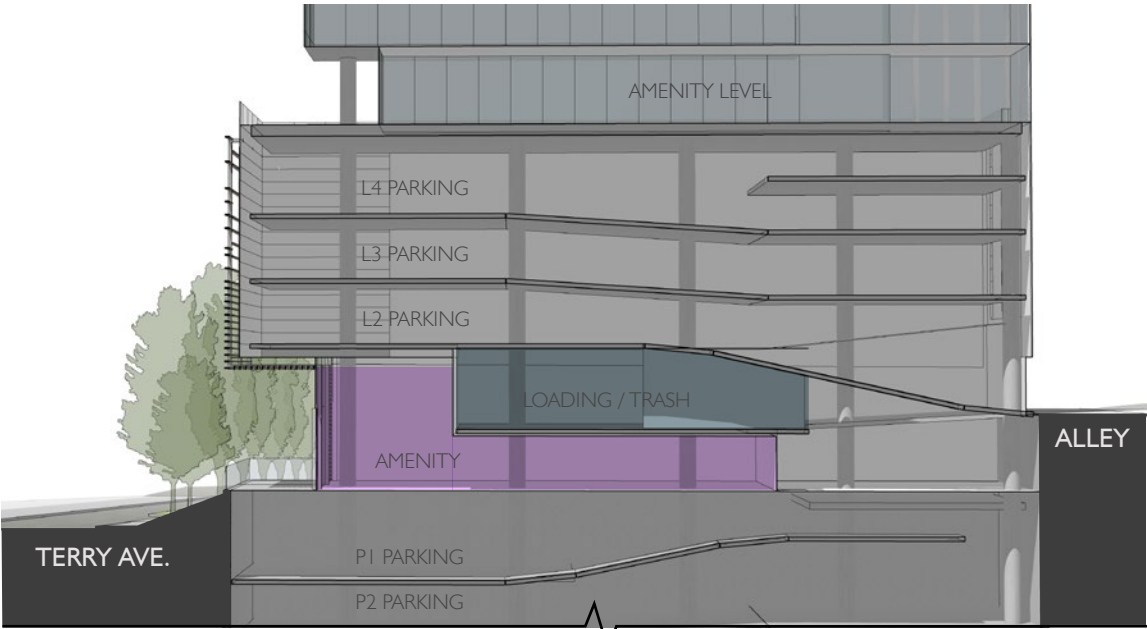
LI Plan (Grade at Terry/Virginia Corner)



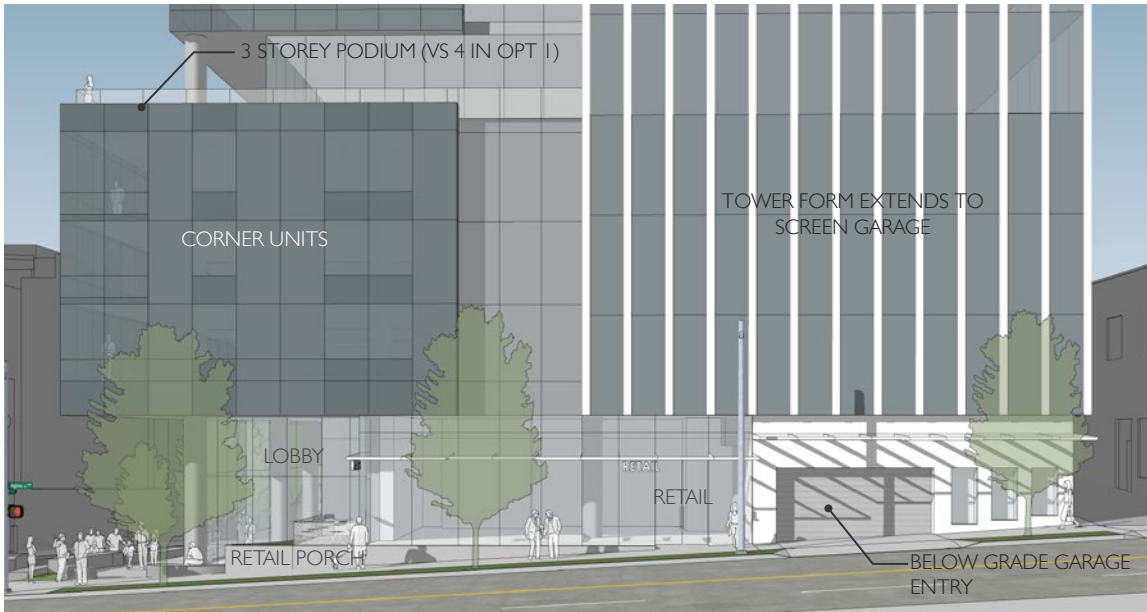
Typical Tower Plan
(Other floors overlaid to show relationships)



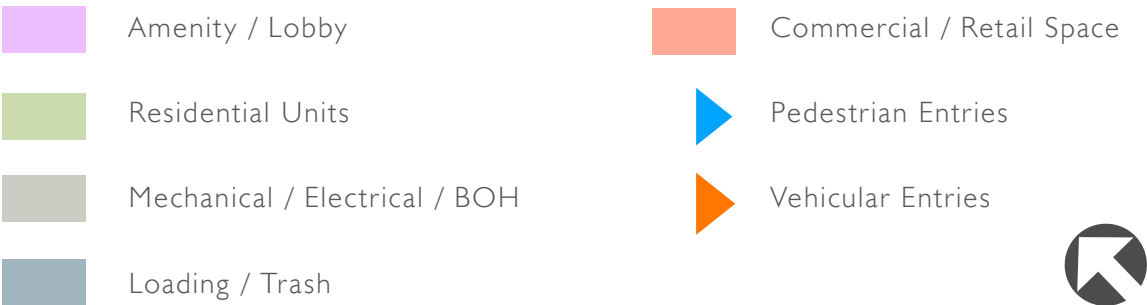
RI Rooftop Plan



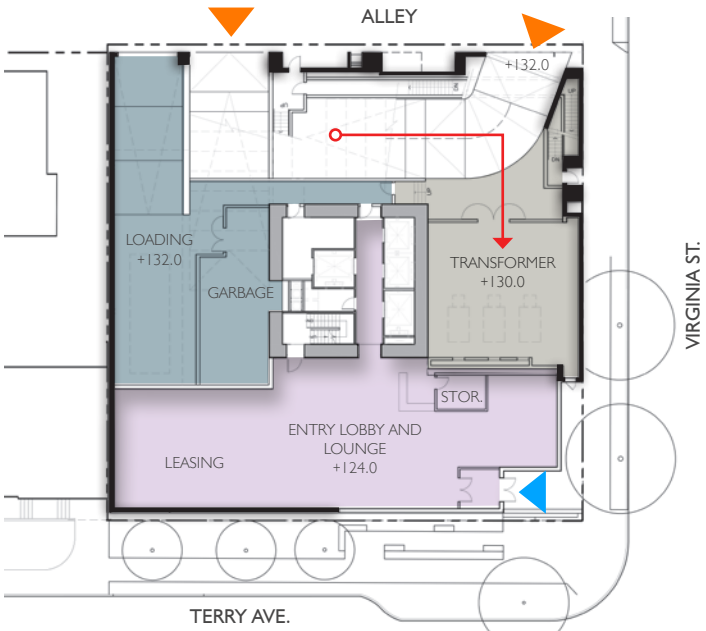
Podium Section AA



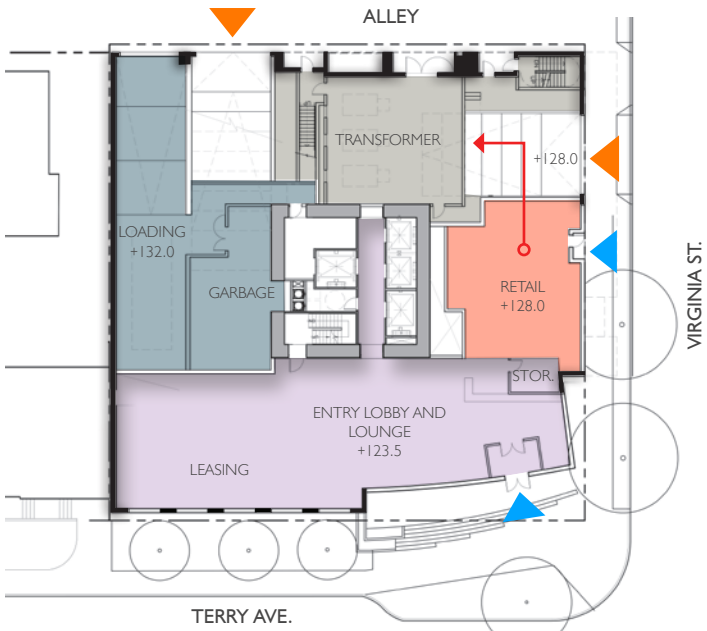
Elevation Along Virginia Street (South)



GROUND LEVEL CONSIDERATIONS



Composite L1 and L2 Plan



Composite L1 and L2 Plan



Composite L1 and L2 Plan



OPTION 1 – CODE COMPLIANT

- PROS**

 - Corner building entry
 - Garage entries located on alley.
- CONS**

 - Terry Street facade would meet the blank wall and transparency code by providing shadow boxes, not an active use
 - Parking ramp runs parallel to alley wall and wipes out typical BOH area, blank walls would constitute most of the Virginia Street ground level to screen parking access and transformer room.
 - Long ramps into garage, loading in difficult to navigate location.
 - Virginia Street mostly blank to screen BOH transformer room.
 - Garage entry not preferred by SDOT.



OPTION 2

- PROS**

 - Corner receives larger setback with better engagement between the Green Street and the building entry (does not meet code).
 - Utilizes grades to better locate mechanical spaces where they will not create blank walls.
 - Loading and garage ramps both feature simple 90 degree entries for easier access and better pedestrian visibility.
 - Garage entry location preferred by SDOT.
- CONS**

 - Long ramps into garage, loading in difficult to navigate location.
 - Podium massing language does not allow for additional setback on the green street.
 - Requires depatures for blank facade along Terry.



OPTION 3 – PREFERRED

- PROS**

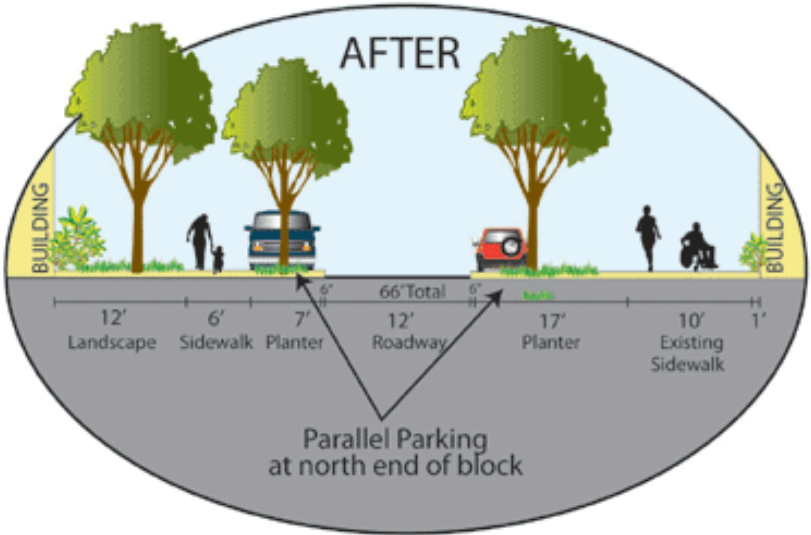
 - Both frontages, on Virginia and Terry get active residential uses and transparency.
 - Provides opportunity for retail on Virginia.
 - Enhances Green Street experience and Green Street design extends onto Virginia.
 - Utilizes grades to better locate mechanical spaces where they will not create blank walls.
 - Loading and garage ramps both feature simple 90 degree entries for easier access and better pedestrian visibility.
 - Garage entry location preferred by SDOT.
 - Option allows for a far superior green street solution.
- CONS**

 - Long ramps into garage, loading in difficult to navigate location.

GROUND LEVEL PRECEDENTS



TERRY AVE. EXISTING GREEN STREET PLAN



GREEN STREET IMPROVEMENTS SECTION

UPTOWN FLATS



MARLOWE APARTMENTS



TERRY AVE.



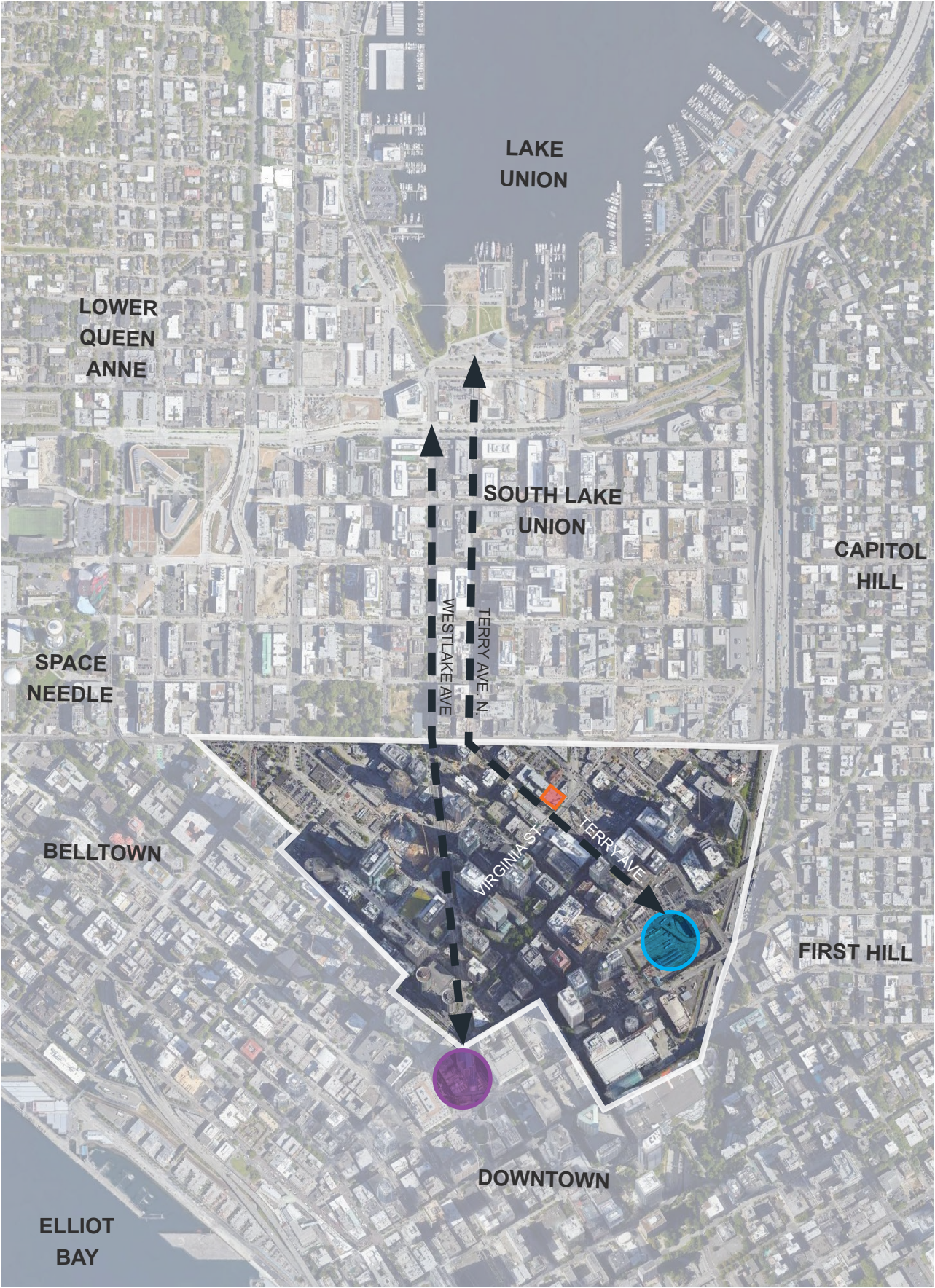
KIARA APARTMENTS



BUILDING CURE




LANDSCAPE CONTEXT



DOWNTOWN CONTEXT

LEGEND

-  Project Area
-  Convention Place Station
-  Westlake Station
-  Major Pedestrian Connections
-  Designated Green Streets
-  Parks / Greenspace



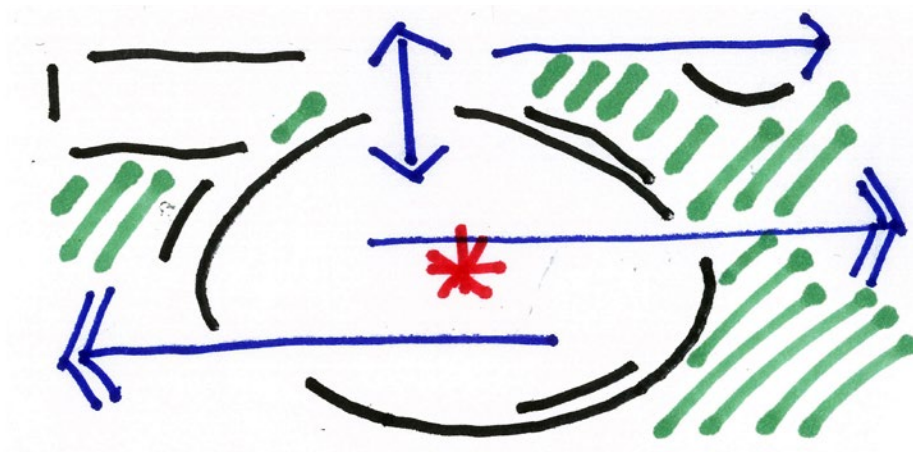
DENNY TRIANGLE CONTEXT

LANDSCAPE MATERIAL INSPIRATION

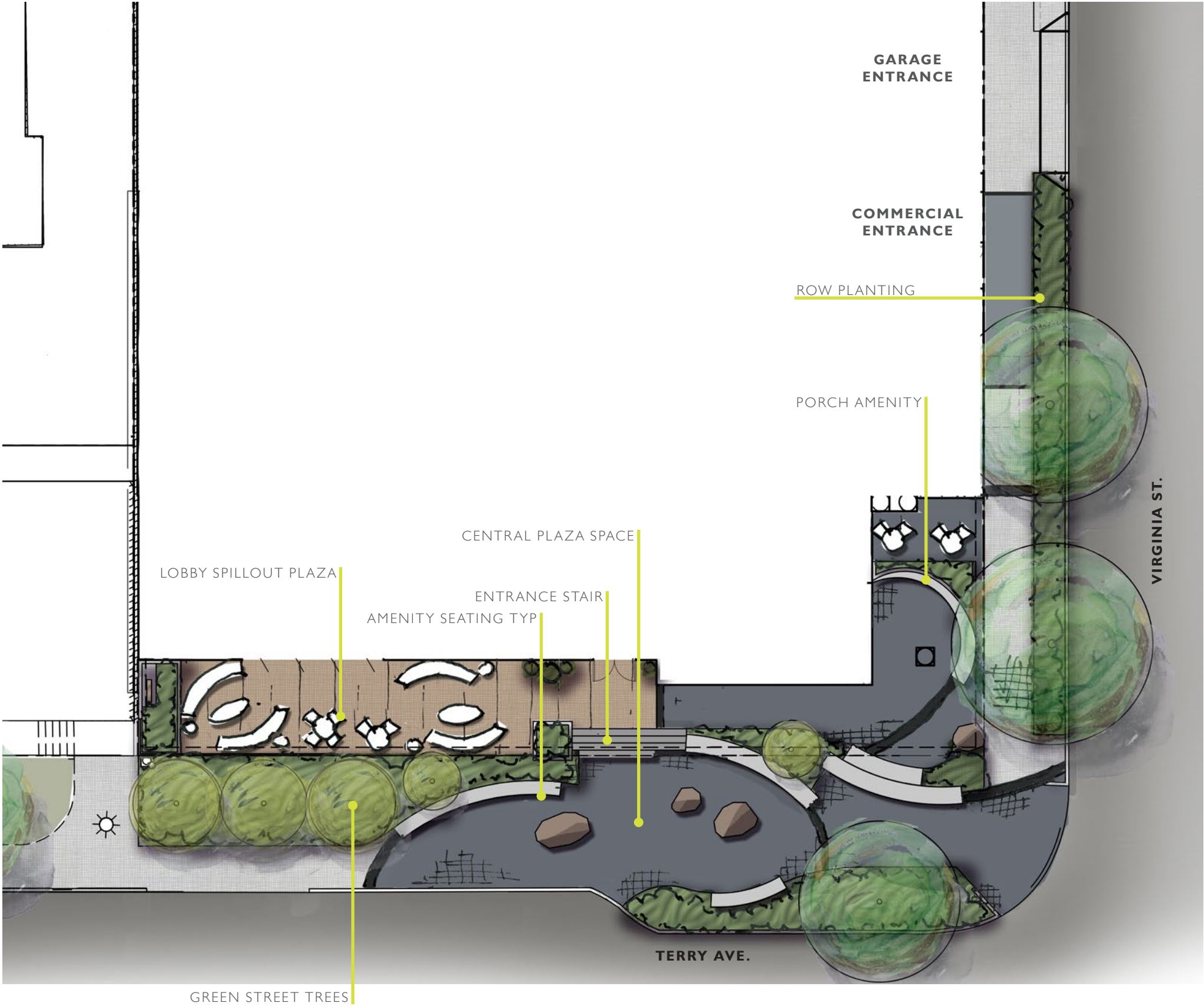


LANDSCAPE PLAN

GROUND LEVEL PARTI



- Maximizes public amenity seating
- Facilitates multiple connections to the street
- Increases transparency between public and private









PEDESTRIAN EXPERIENCE



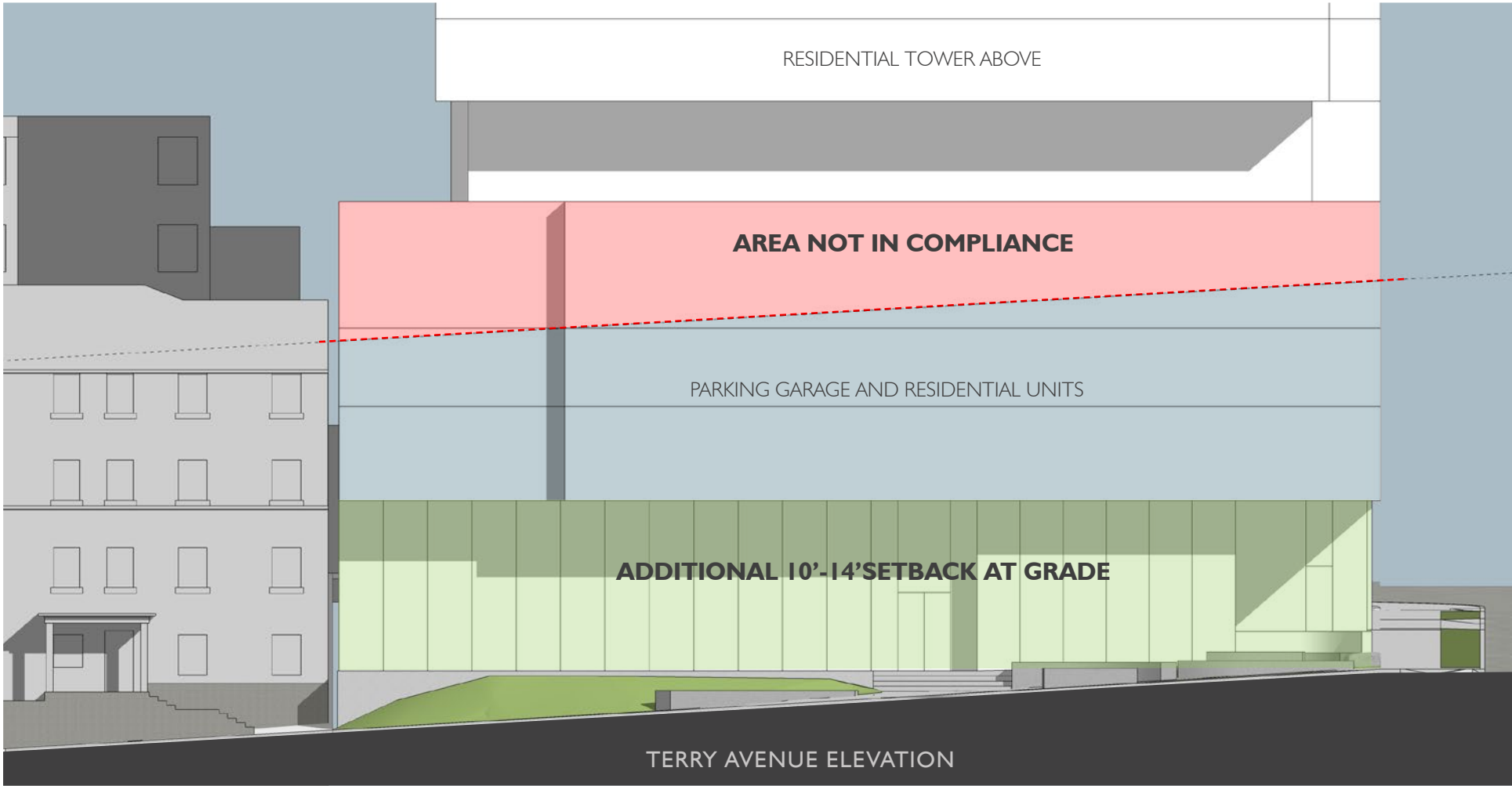
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ANTICIPATED DEPARTURES

GREEN STREET SETBACK – PODIUM

Code Requirement	Departure Request	Explanation for Departure
SMC 23.49.058 E.2 Terry Avenue: Continuous upper-level setback of 15 feet, is required for portions of the structure above a height of 45 feet.	The slope of the street would dictate that all of the floors above 3 and the tower, would need to be set back 15' from the property line. We propose to reduce the height of the podium from 65' to 55' and extend into the 15' setback for one level.	One of our goals on the podium for this project was to create a unique experience along the ground level that enhances and enlarges the Green Street experience while still creating a podium that feels cohesive with the design of the rest of the tower. Terracing the podium per the code required an extra (4th) level to achieve the same area as 3 full levels, and broke the podium into two oddly proportioned elements. Allowing a single level to intrude into the setback creates a massing solution more cohesive with the proportions of the tower, a lower podium with smaller area of blank facade, and accommodates a large ground level setback that can enhance landscaping and provide active open space for the public. Associated Guidelines: C-1 Promote pedestrian interaction B-4 Design a well-proportioned & unified building

D-2 Enhance the building with landscaping
D-1 Provide inviting & usable open space



SETBACK DIAGRAM

The enclosed area inside the setback is approximately 20,150 cubic feet (highlighted in red), while the volume of the area we have carved out at the ground level is roughly 38,100 cubic feet that can enhance the Green Street and be experienced by the public.



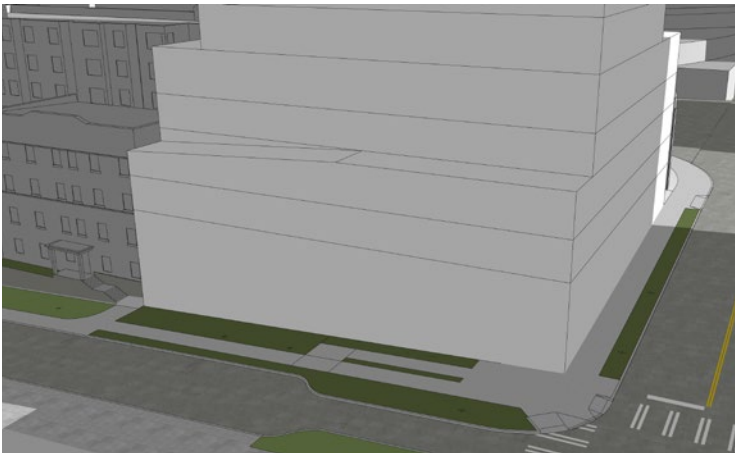
PROPOSED MASSING WITH GROUND LEVEL SETBACK



CODE COMPLIANT MASSING WITH PODIUM SETBACKS

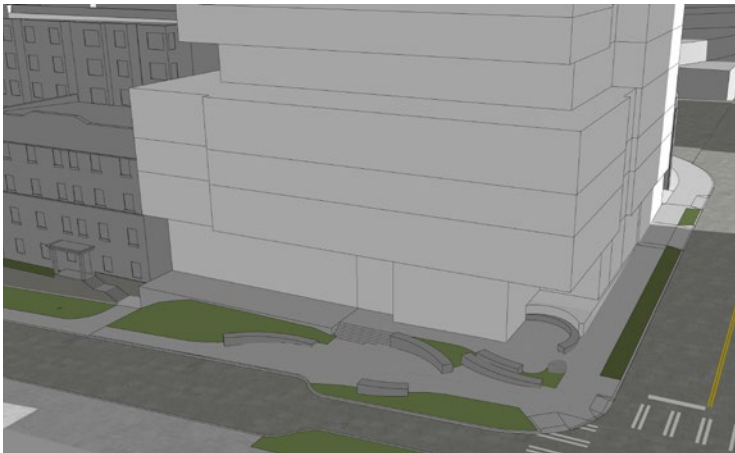
SPRING / AUTUMN EQUINOX

CODE COMPLIANT PODIUM MASSING

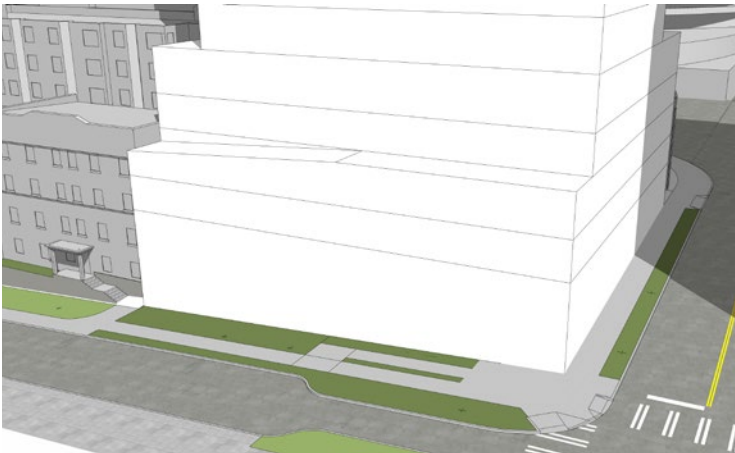


9 AM

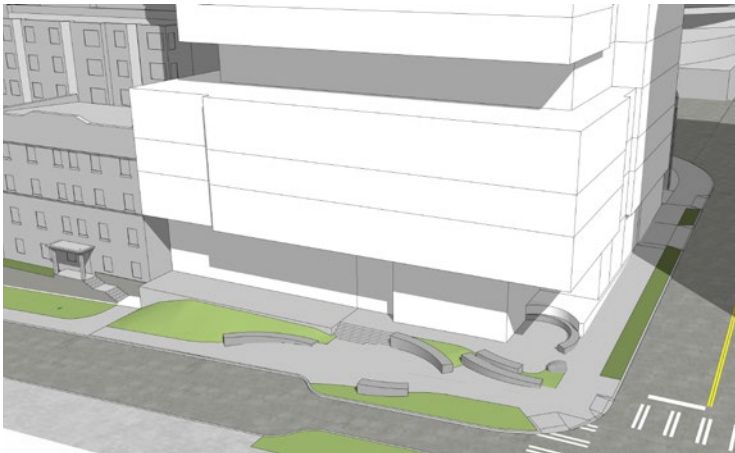
PREFERRED PODIUM MASSING



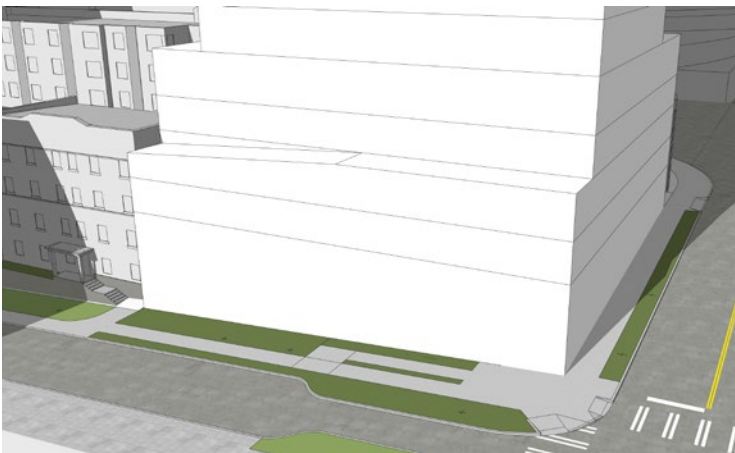
9 AM



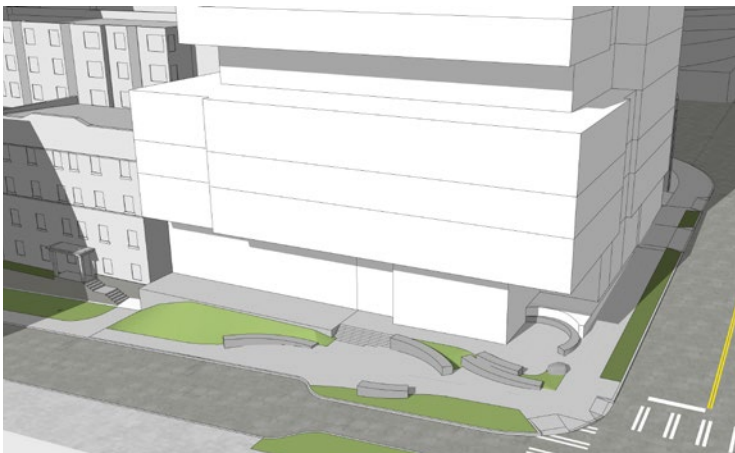
NOON



NOON



3 PM

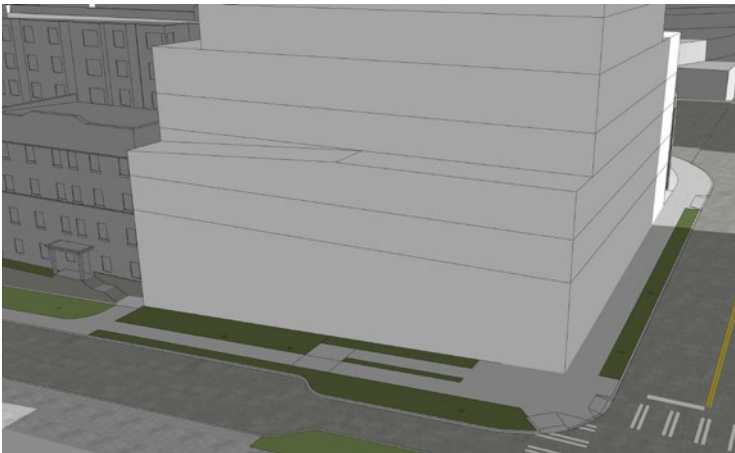


3 PM

No matter the time of year, the southwest location of the ground level setback provides a much larger area of sunlit space than the code compliant option, providing pedestrians and residents more ground level space with solar exposure.

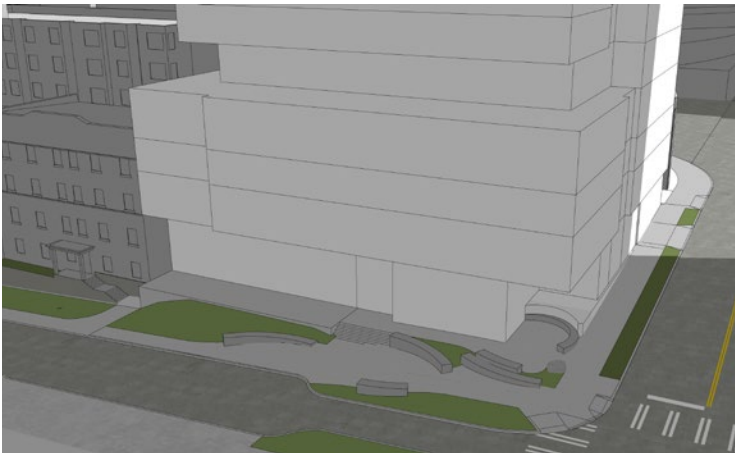
SUMMER SOLSTICE

CODE COMPLIANT PODIUM MASSING



9 AM

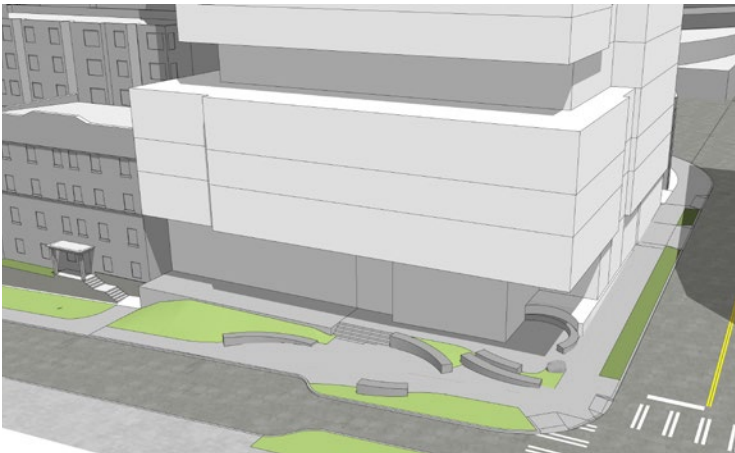
PREFERRED PODIUM MASSING



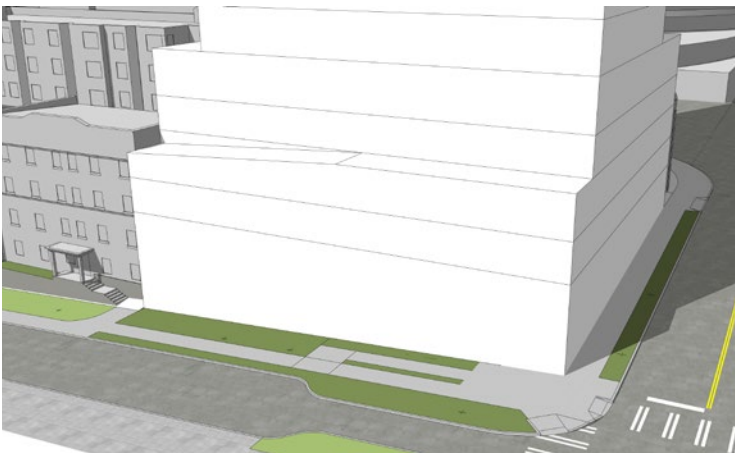
9 AM



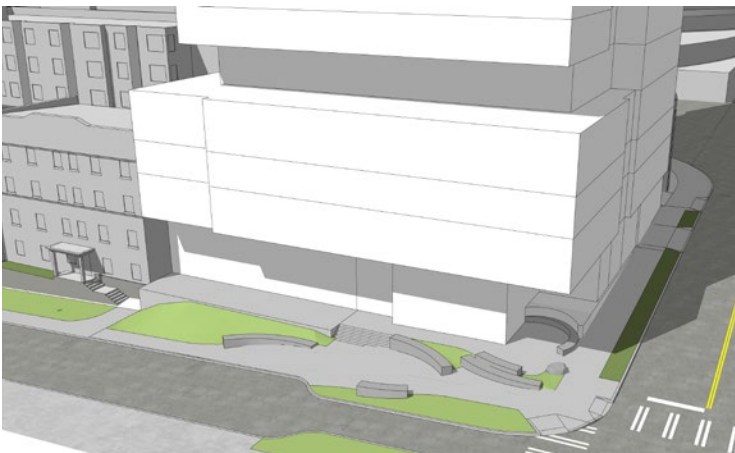
NOON



NOON



3 PM

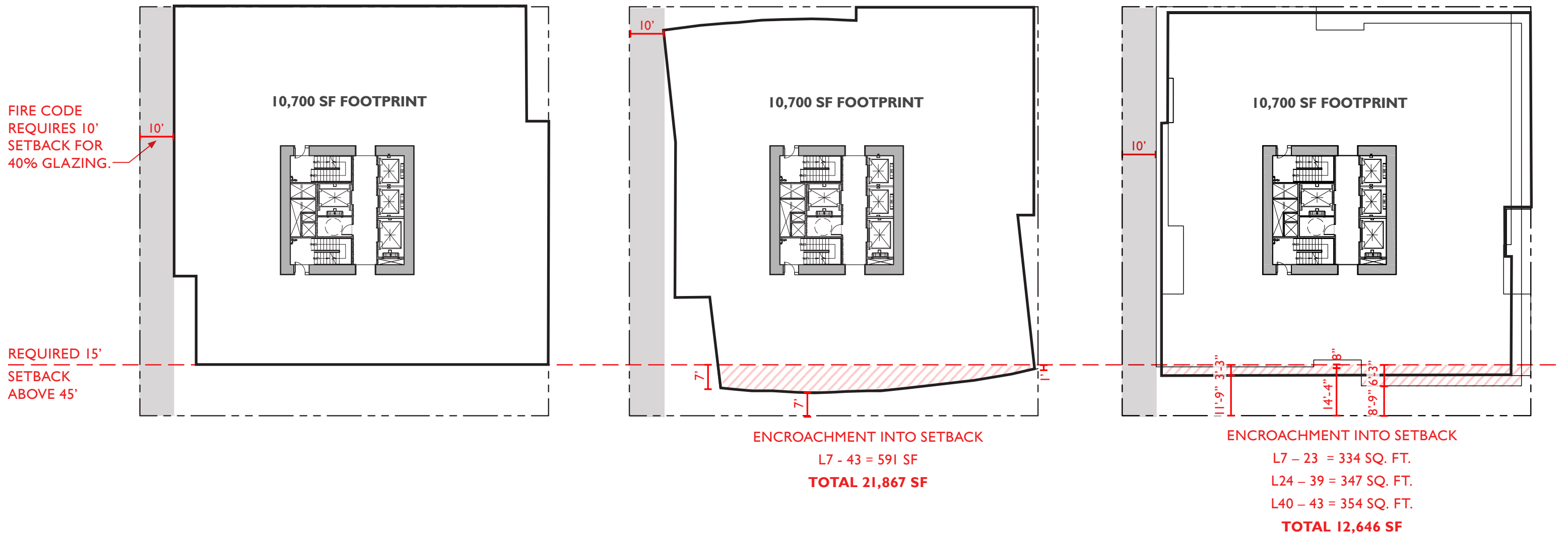


3 PM

ANTICIPATED DEPARTURE#2 (OPTION 2 + 3)

GREEN STREET SETBACK – TOWER

Code Requirement	Departure Request	Explanation for Departure
SMC 23.49.058 E.2 Terry Avenue: Continuous upper-level setback of 15 feet, is required for portions of the structure above a height of 45 feet.	To allow tower modulations to extend into the 15 foot setback at varying depths depending on the stratification/option. Each option maintains the code allowed 10,700 SF floorplate.	<p>Encroachment into the setback allows additional flexibility for modulation and tower shaping to create a well-articulated and sculptural mass. Options 2 and 3 both successfully address the guidelines by creating forms that enhance the skyline (A-2) and create transitions in bulk and scale (B-2) but each have portions of their form that extend into the setback. Due to the setbacks southwest location on the site, sunlight is not impacted at all by intruding into the setback (see shading diagrams in the appendix), and a more dynamic shaping of the tower is possible if this departure is granted.</p> <p>Associated Guidelines:</p> <p>A-2 Enhance the skyline</p> <p>B-2 Create transitions in bulk and scale</p> <p>B-4 Design a well-proportioned & unified building</p>



OPTION 1 CODE COMPLIANT

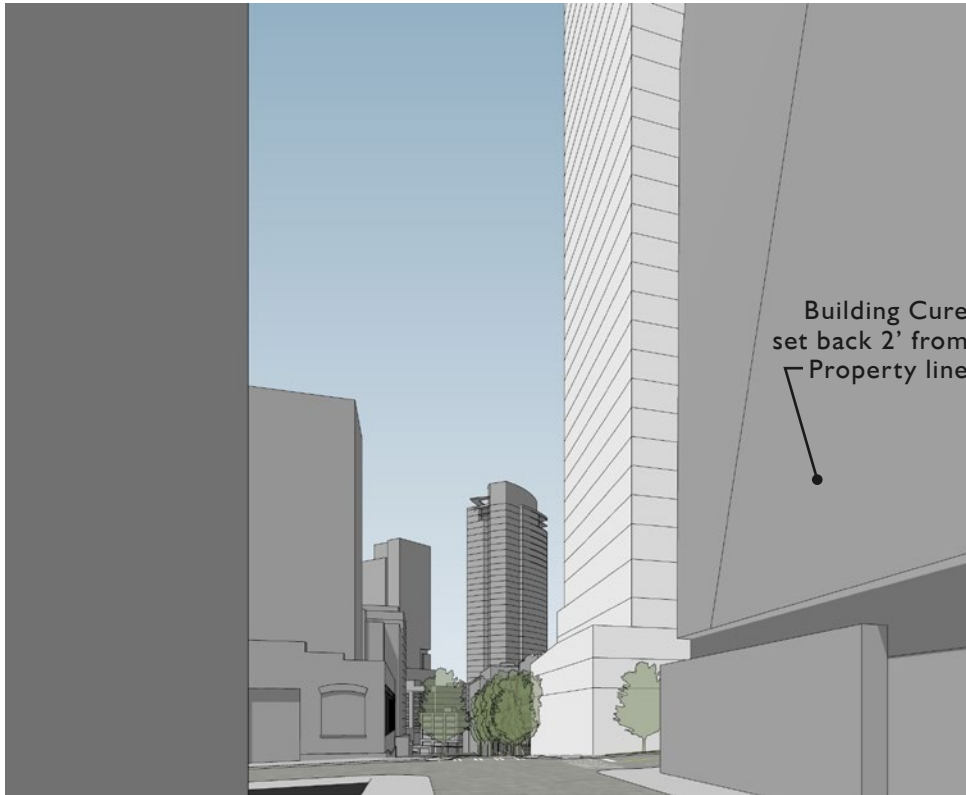


OPTION 2

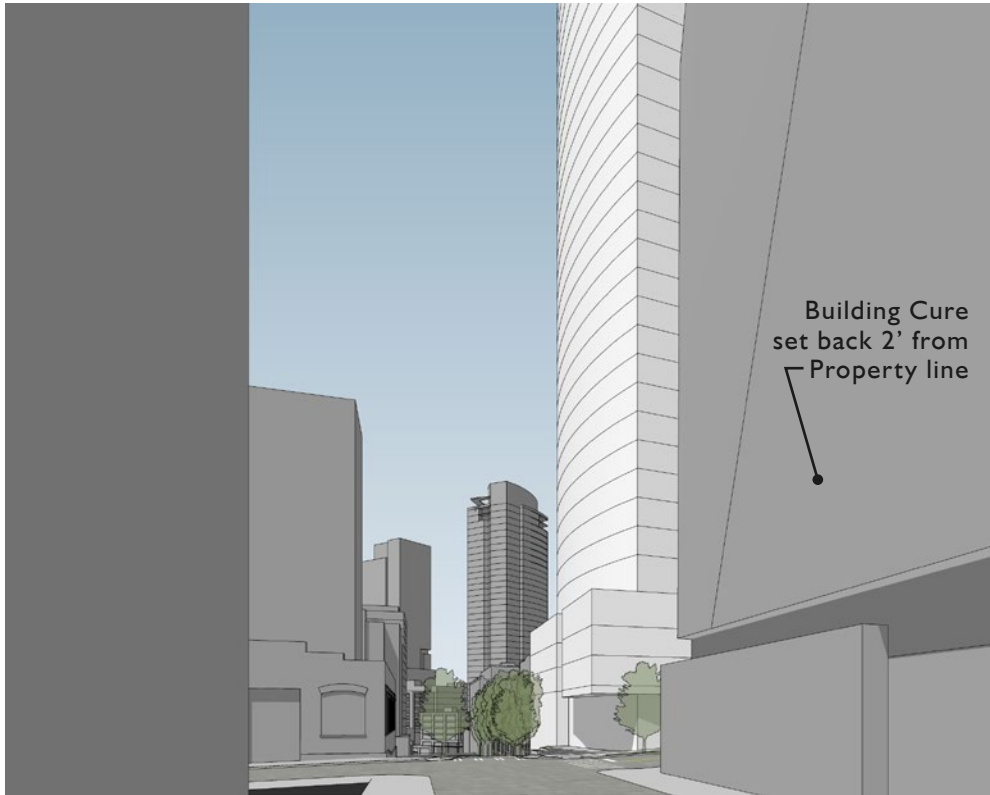


OPTION 3 PREFERRED

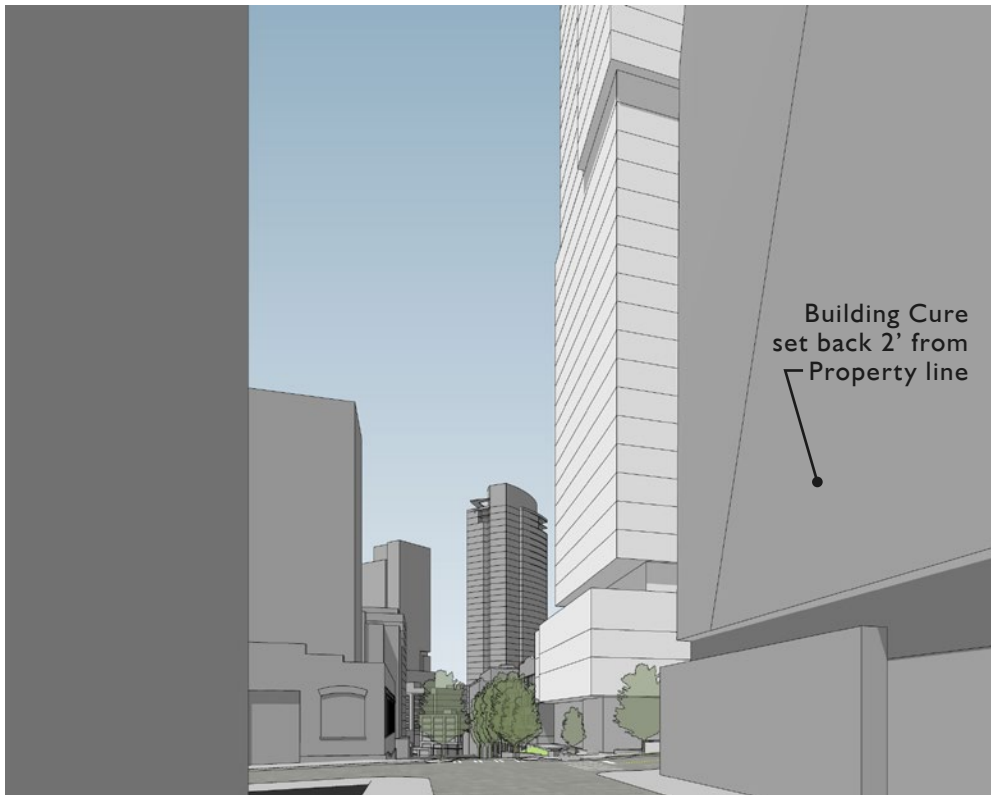
ANTICIPATED DEPARTURE#2 CONTINUED (OPTION 2 + 3)



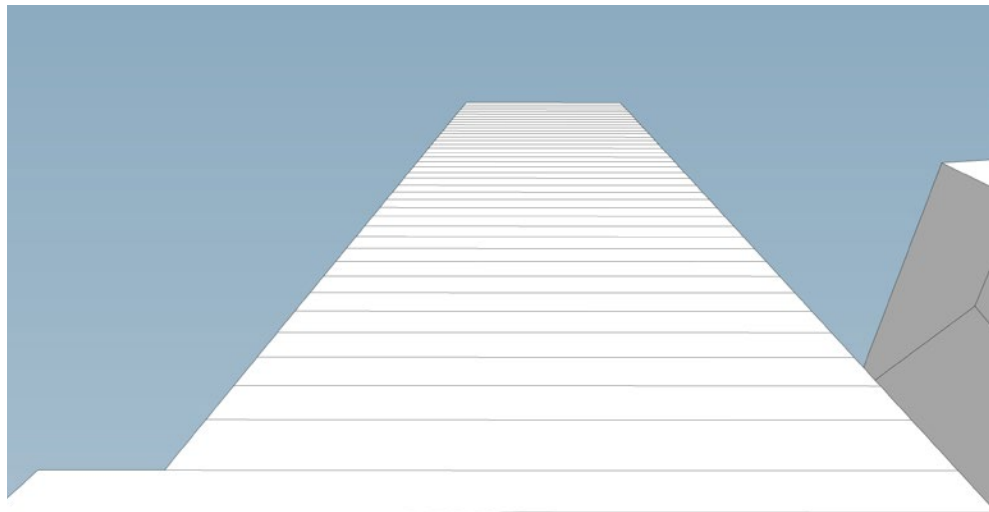
LOOKING NORTH ON TERRY AVE. (15 FT TOWER SETBACK)



LOOKING NORTH ON TERRY AVE. (7 FT TOWER SETBACK)

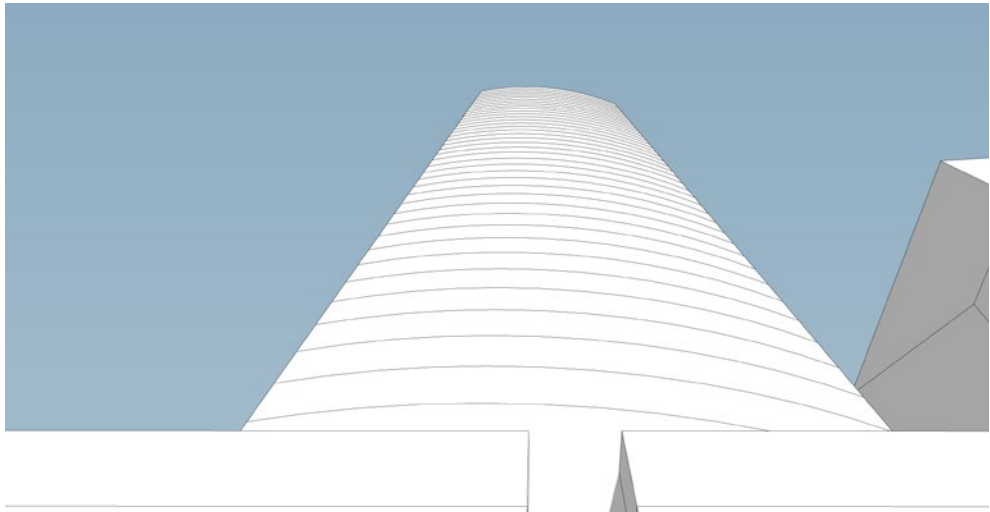


LOOKING NORTH ON TERRY AVE. (9-14 FT TOWER SETBACK)



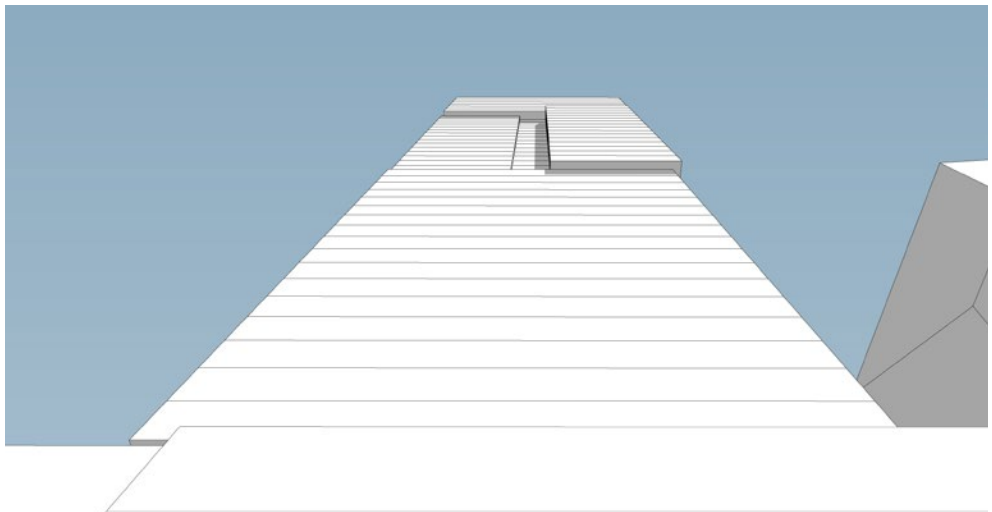
LOOKING UP ON TERRY AVE

OPTION 1 CODE COMPLIANT
Tower facade modulation within required setback is severely limited with full footprint.



LOOKING UP ON TERRY AVE

OPTION 2
Tower with proposed facade modulation 8’-0” over setback at apex, for full tower height.

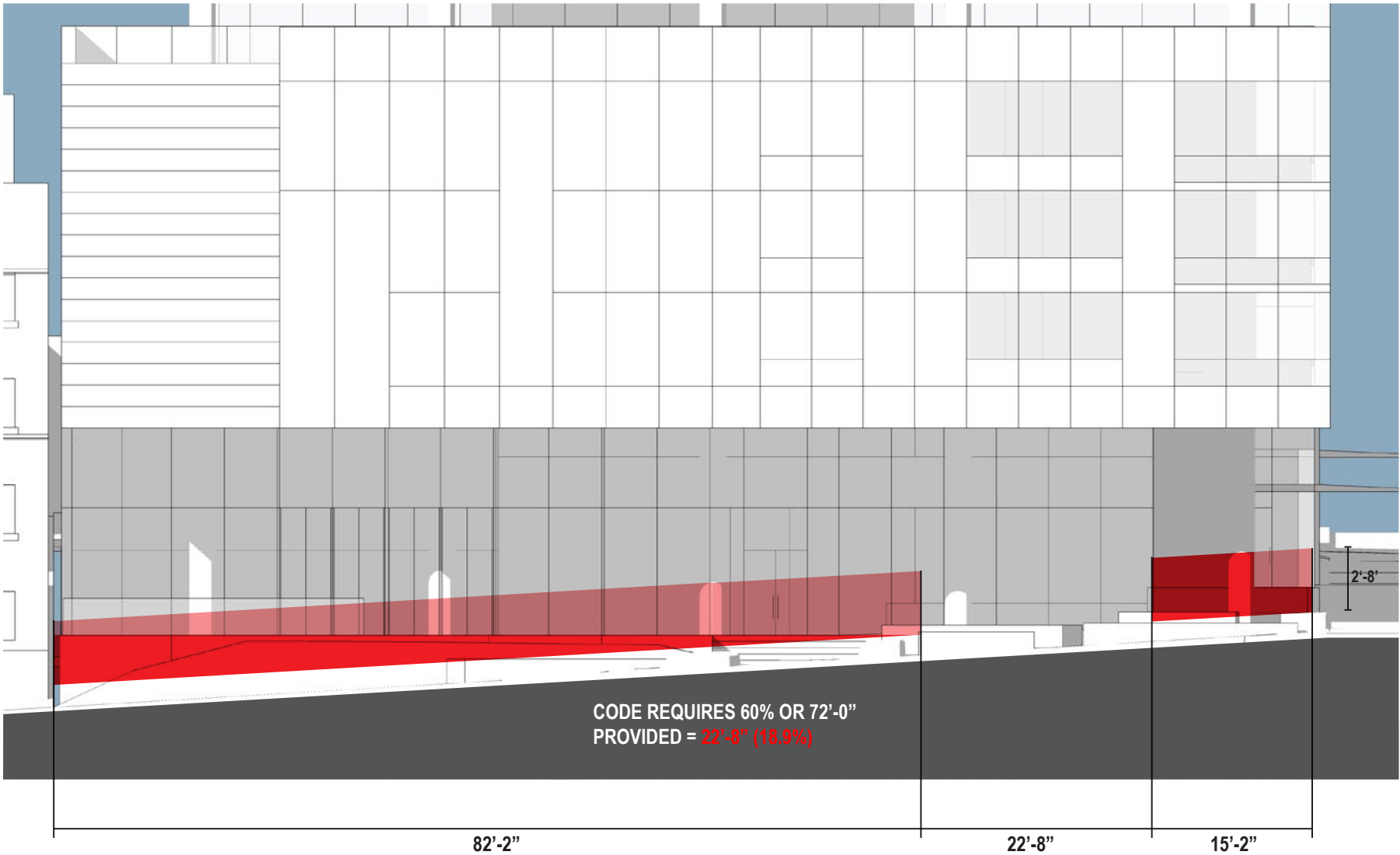


LOOKING UP ON TERRY AVE

OPTION 3 PREFERRED
Tower with proposed with facade modulation varying from roughly 6’-3” to as little as 8” intrusions into the 15ft setback.

FACADE TRANSPARENCIES

Code Requirement	Departure Request	Explanation for Departure
<p>SMC 23.49.056 C.4</p> <p>Facade transparency requirements apply to the area of the facade between 2 feet and 8 feet above the sidewalk.</p> <p>a. Class I pedestrian streets and designated green streets: A minimum of 60 percent of the street level street-facing facade shall be transparent.</p> <p>b. Class II pedestrian streets: A minimum of 30 percent of the street level street-facing facade shall be transparent.</p>	<p>Below grade access on the site has made pushing the ground level on terry down any further infeasible. The wall of garage creates a porch on which our almost completely transparent first level sits, but because of the falling away grade is more then 2 feet above the sidewalk for 81.1% of the Terry Ave. lot line, and excess of 41.1% or 49'-4".</p>	<p>The code encourages transparency along greens streets to enhance activity and safety along those pedestrian oriented streets, and to discourage blank facades. Although we do not meet prescriptive transparency requirements, our current street level concept and setbacks provide a much more active and inviting pedestrian experience and public space. Both Guidelines C-I and D-3 are enhanced by an inviting, dynamic space that invites interaction and public gatherings. Our building also features a lush 13' landscaped buffer for much solid area, enhancing the Green Street character already present on the Terry Green Streets.</p> <p>Associated Guidelines:</p> <p>C-I Promote pedestrian interaction</p> <p>D-I Provide inviting & usable open space</p> <p>D-2 Enhance the building with landscaping</p>



SOLID AREA NOT IN COMPLIANCE (287SF)

TRANSPARENT AREA NOT IN COMPLIANCE (330SF)



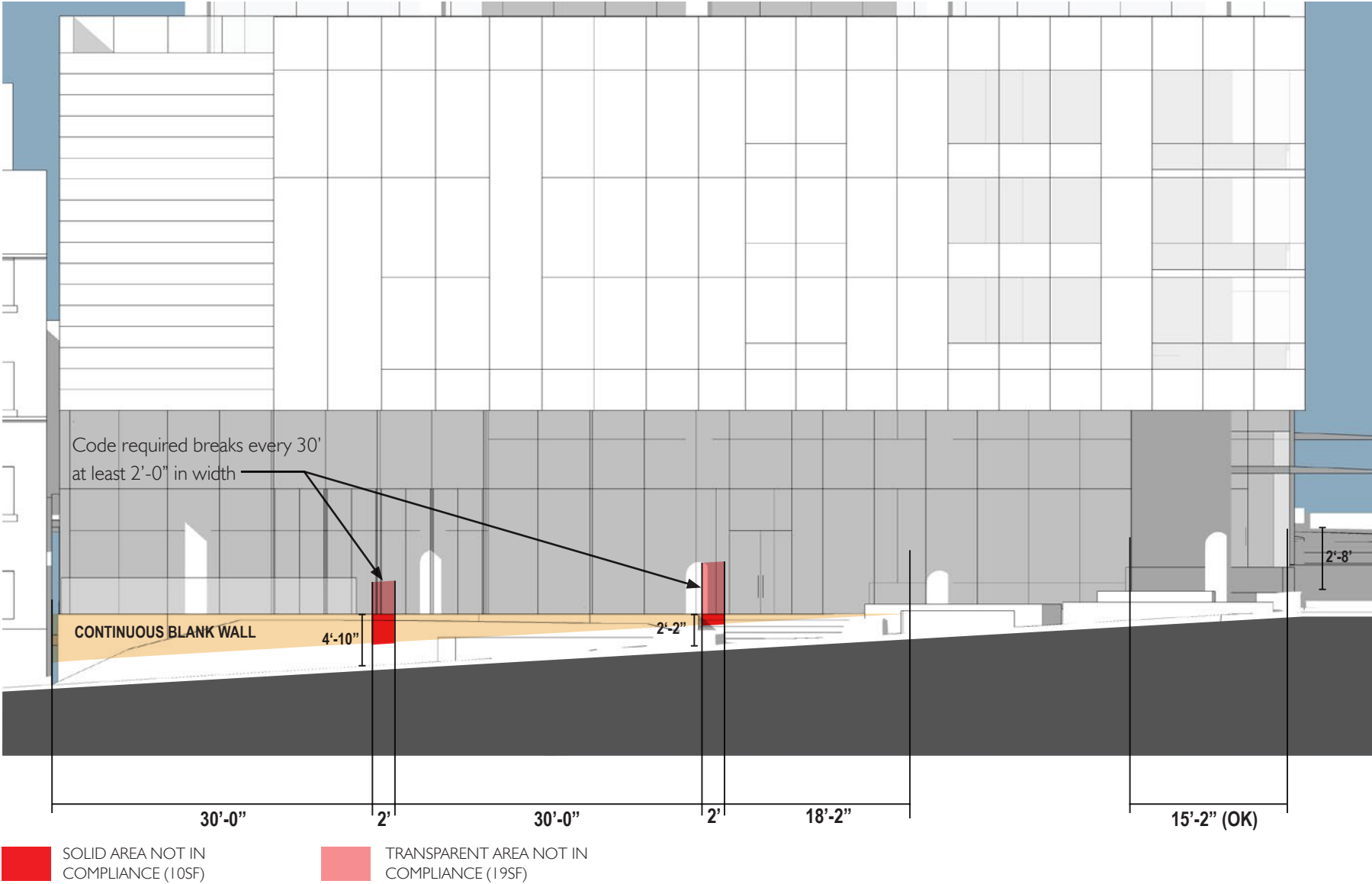
Generous plantings, benches, and terraces hide the blank walls and create a more active pedestrian zone.



ANTICIPATED DEPARTURE #4 (OPTION 2 + 3)

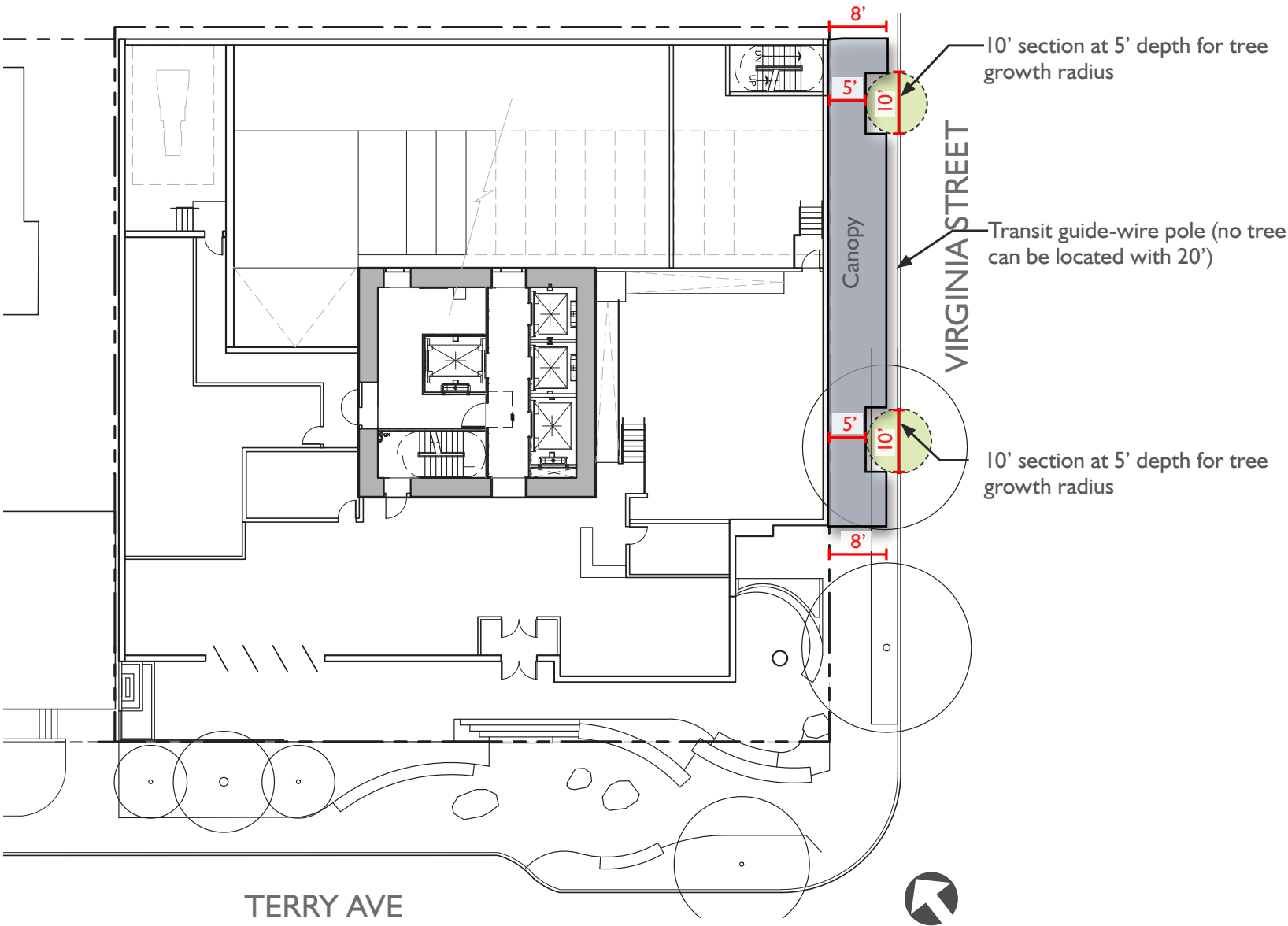
BLANK FACADE LIMITS

Code Requirement	Departure Request	Explanation for Departure
<p>SMC 23.49.056 D.2/3</p> <p>Blank facade limits apply to the area between 2 feet and 8 feet above the sidewalk.</p> <p>Terry Avenue is designated green street therefore:</p> <p>a) 15' wide max segment (or up to 30' w/ director decision) not to exceed 40% of façade including garage doors (garage doors shall be driveway + 5').</p> <p>b) any blank segments of the facade shall be separated by transparent areas at least 2 feet wide</p>	<p>Along Terry, the ground level raises above the sidewalk at grade to screen the parking garage below. Two sections along this blank wall would be required to have breaks in the blank walls at least 2' wide. The segment without a transparent break is 82'-6" and varies from 6'-8" high to zero.</p>	<p>Similar to our rationale for the previous departure, the plinth created to screen the parking garage below creates a blank wall condition by code. Prescriptively we have to measure from the sidewalk, but our sidewalk is set back 13' from property line and features a generous architectural setback with walls of full height glass, lush landscaping, and benches and other public amenities. The landscaping and plaza then berm up hiding the blank wall and creating a feature that enhances both the Green Street and pedestrian experience.</p> <p>Associated Guidelines:</p> <p>C-I Promote pedestrian interaction</p> <p>D-I Provide inviting & usable open space</p> <p>D-2 Enhance the building with landscaping</p>



OVERHEAD WEATHER PROTECTION – DEPTH

Code Requirement	Departure Request	Explanation for Departure
<p>SMC 23.49.018 B</p> <p>Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.</p>	<p>To allow canopies to be less than 8’ deep where that depth would conflict with street trees. At Virginia a canopy length of 10’-0” is 5’-0” deep, a difference of 3’-0” less in required depth to protect tree within the canopy area.</p>	<p>The zoning code requirement for 8’ deep canopies conflicts with Seattle standards for tree planting in a 12’ sidewalk. Depth has been decreased to 5’ to accommodate required growth radius in two locations along Virginia Street.</p> <p>Associated Guidelines:</p> <p>D-2 Enhance the building with landscaping</p>



ROOFTOP COVERAGE

Code Requirement	Departure Request	Explanation for Departure
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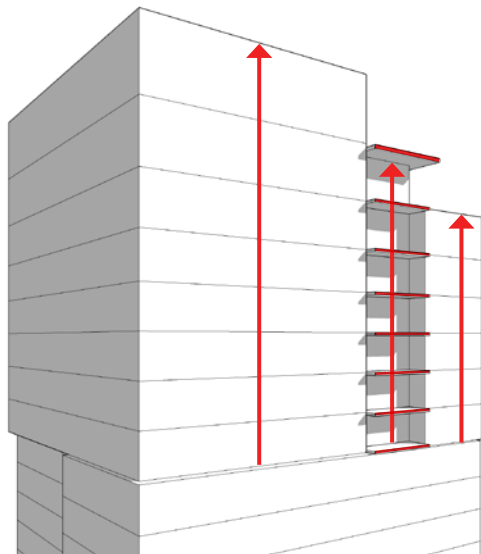
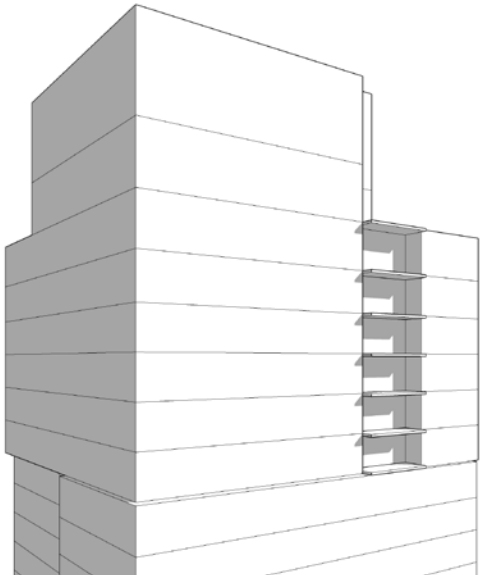
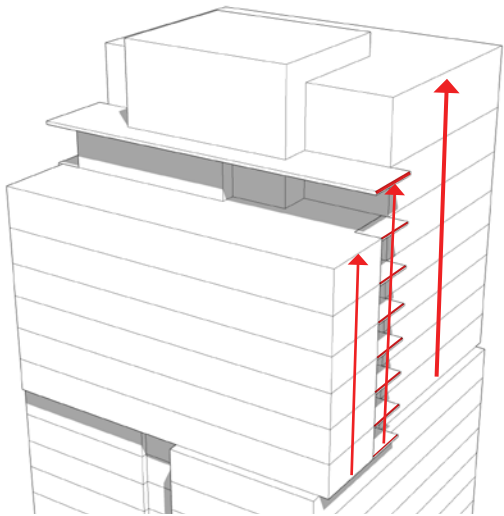
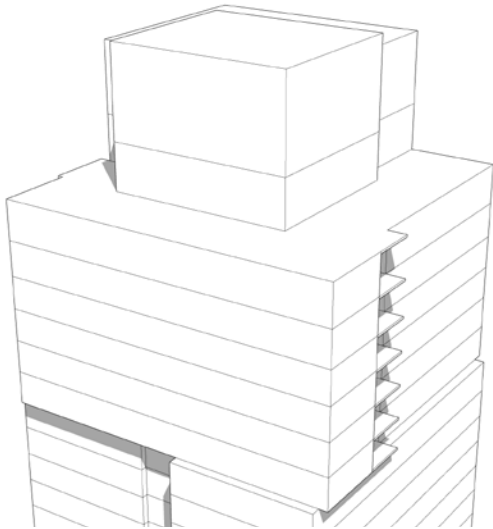
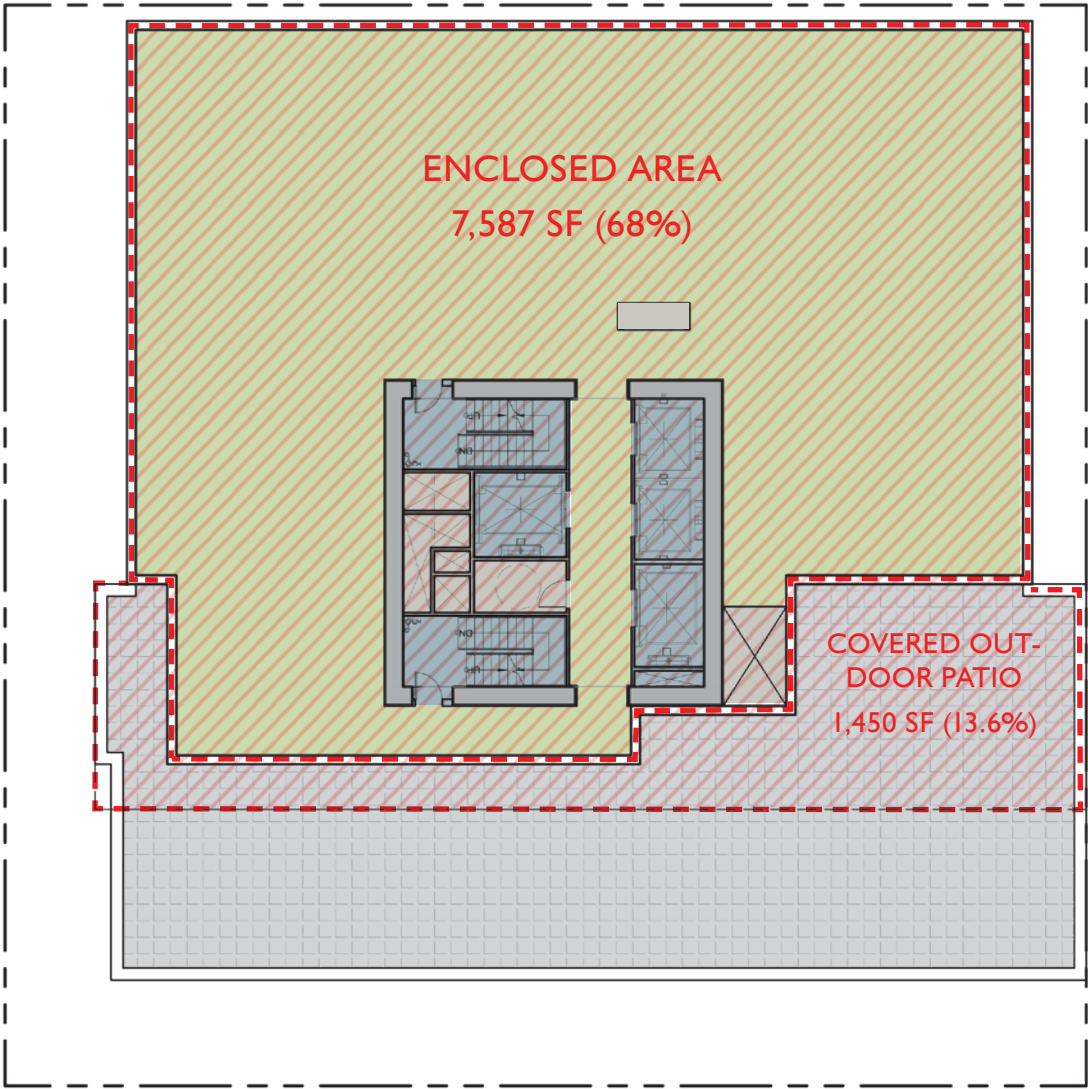
SMC 23.49.008 D.2

The following rooftop features are permitted up to the heights indicated below, as long as the combined coverage of all rooftop features, whether or not listed in this subsection 23.49.008.d.2, does not exceed 55% of the roof area for structures that are subject to maximum floor area limits per story pursuant to section 23.49.058

Increase the allowed amount of rooftop features from 55% to a total of 82%. To provide the residential amenity, mechanical spaces and screening at 7587 sf for the enclosed penthouse. Total coverage for penthouse structure and covered outdoor area is 9037 sf. 55% of the 11081 sf roof area is 6094 sf. The requested 9037 sf is 82% of 11081 sf, or an area increase of 27%. If you exclude the 1450 sf covered outdoor area, then the coverage is 7587 sf, or 68% coverage, an increase of only 13%.

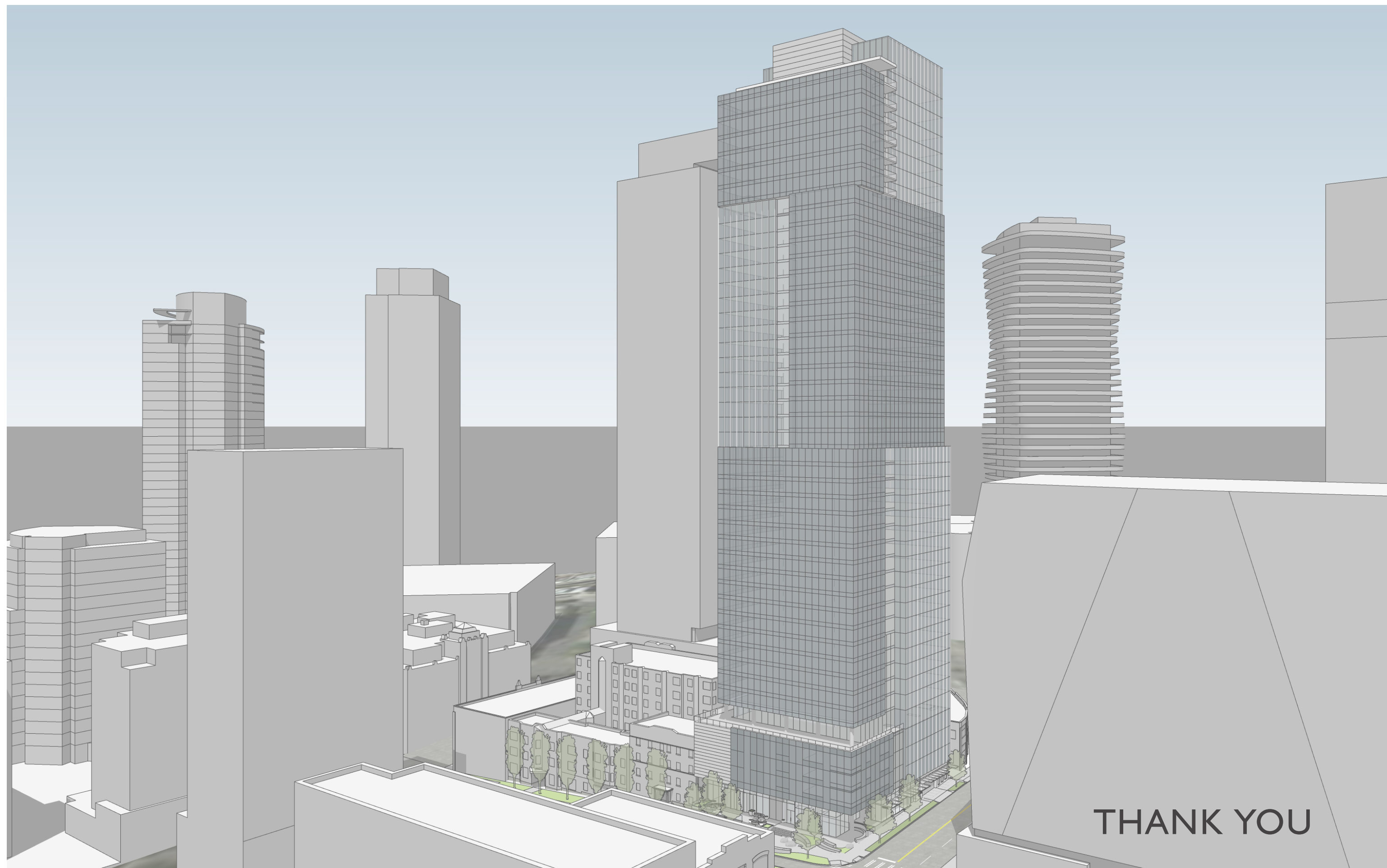
The departure allows for terracing the massing elements at the top of the tower, which achieves a graceful transition between the top of the tower and the sky and enhances the skyline. This is a better design solution compared to a simple step-back required by code. The departure also allows for a large covered outdoor space that will be usable 365-days-a-year.

- Associated Guidelines:
- A-2 Enhance the skyline
 - B-4 Design a well-proportioned & unified building



Meeting the 55% enclosure would require the massing to be cut off at the top impacting the continuous nature of the form. This would also reduce the amount of covered outdoor area, impacting the year-round usability of the space.

The larger rooftop enclosure screens all mechanical equipment and rooms on the rooftop, while also creating a covered outdoor patio for residents to use all year round.



THANK YOU

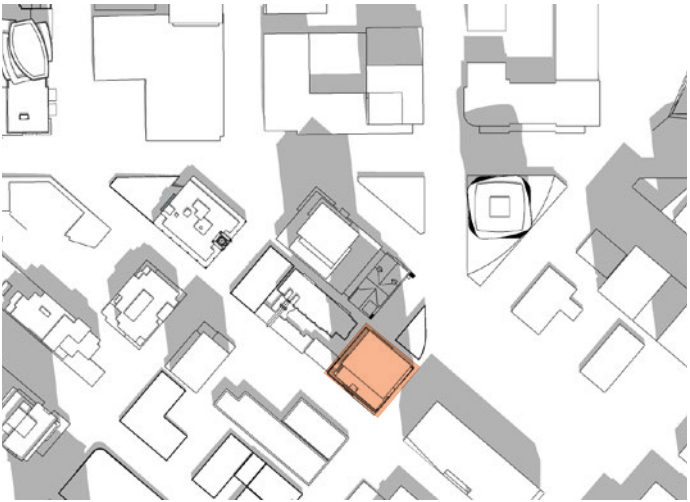
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APPENDIX

SUN SHADOW STUDIES

SUMMER SOLSTICE



FALL/SPRING EQUINOX



WINTER SOLSTICE



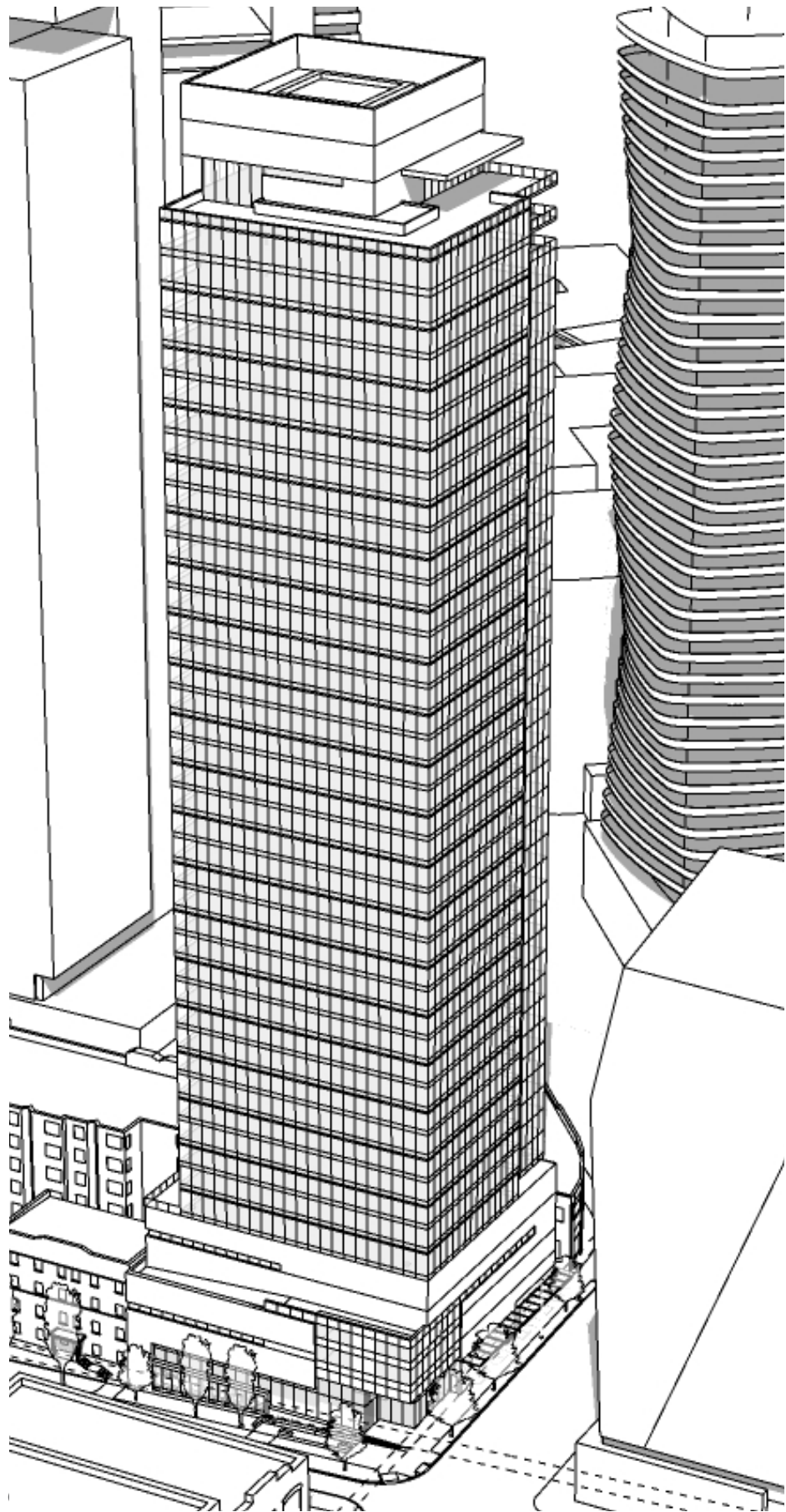
9 am

12 pm

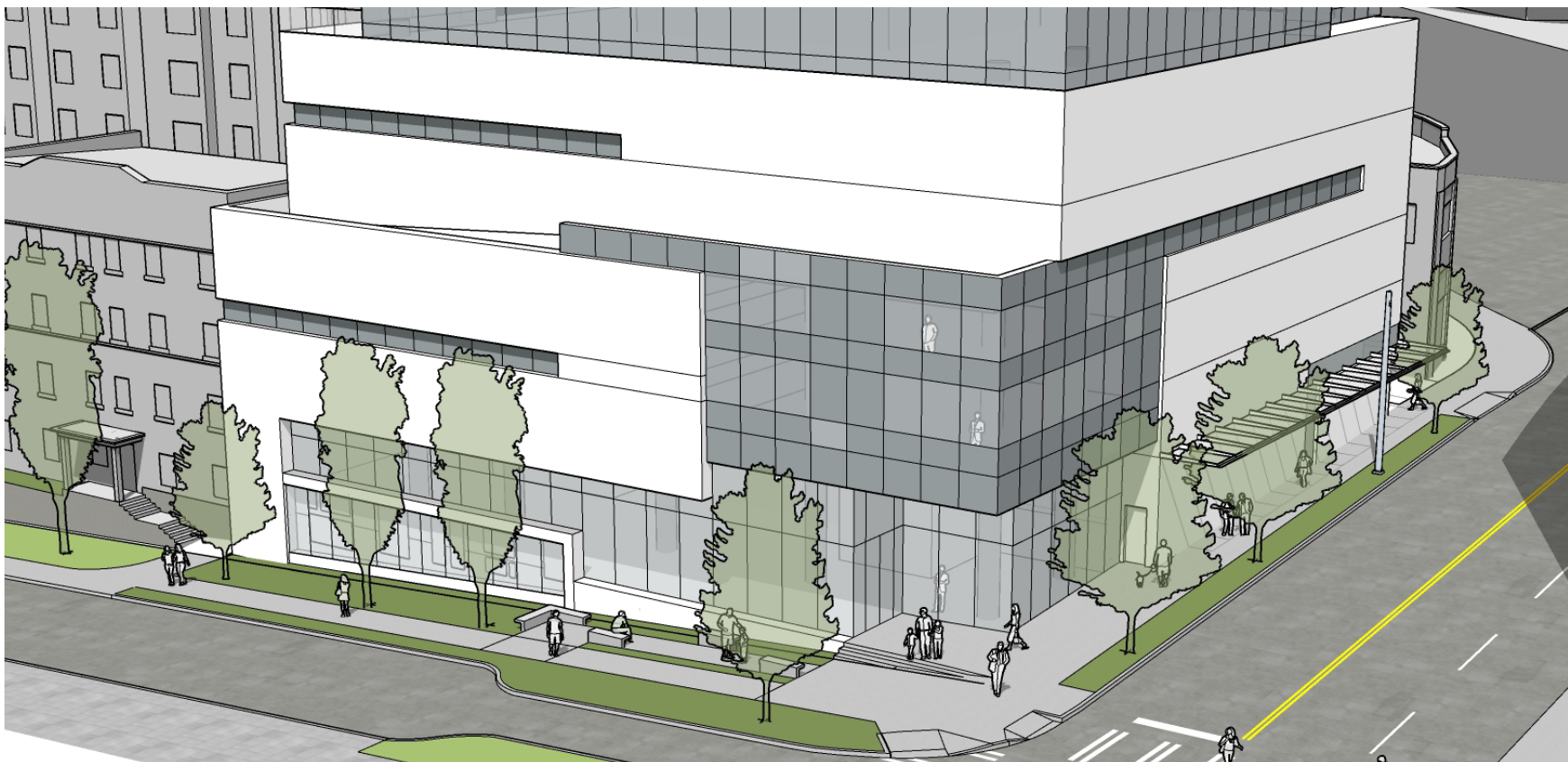
3 pm



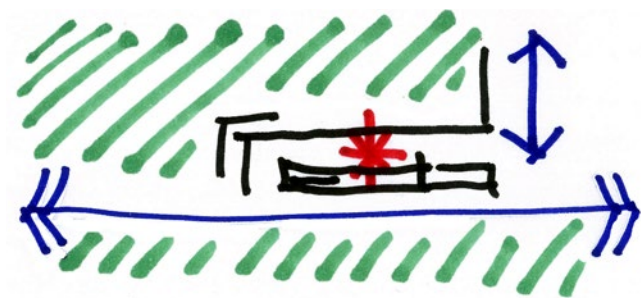
OPTION 1 LANDSCAPE



OPTION 1 MASSING

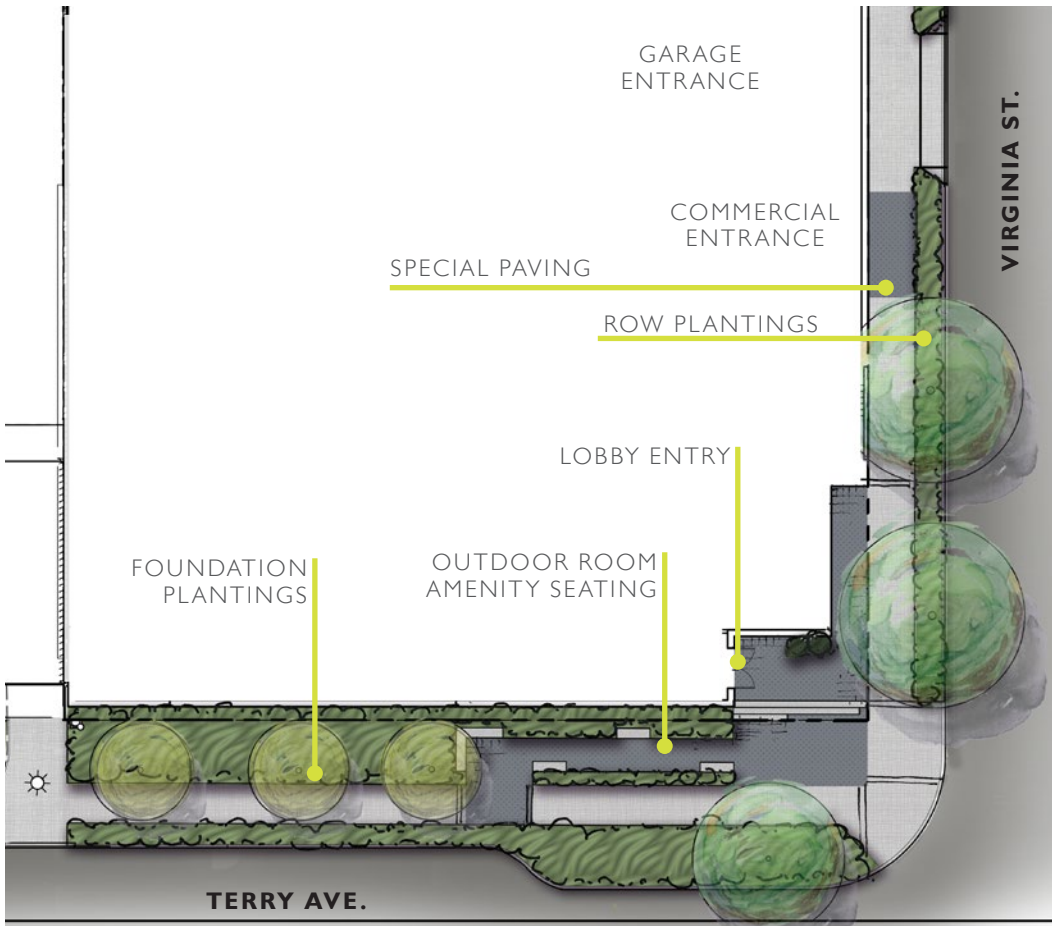


OPTION 1 LANDSCAPE



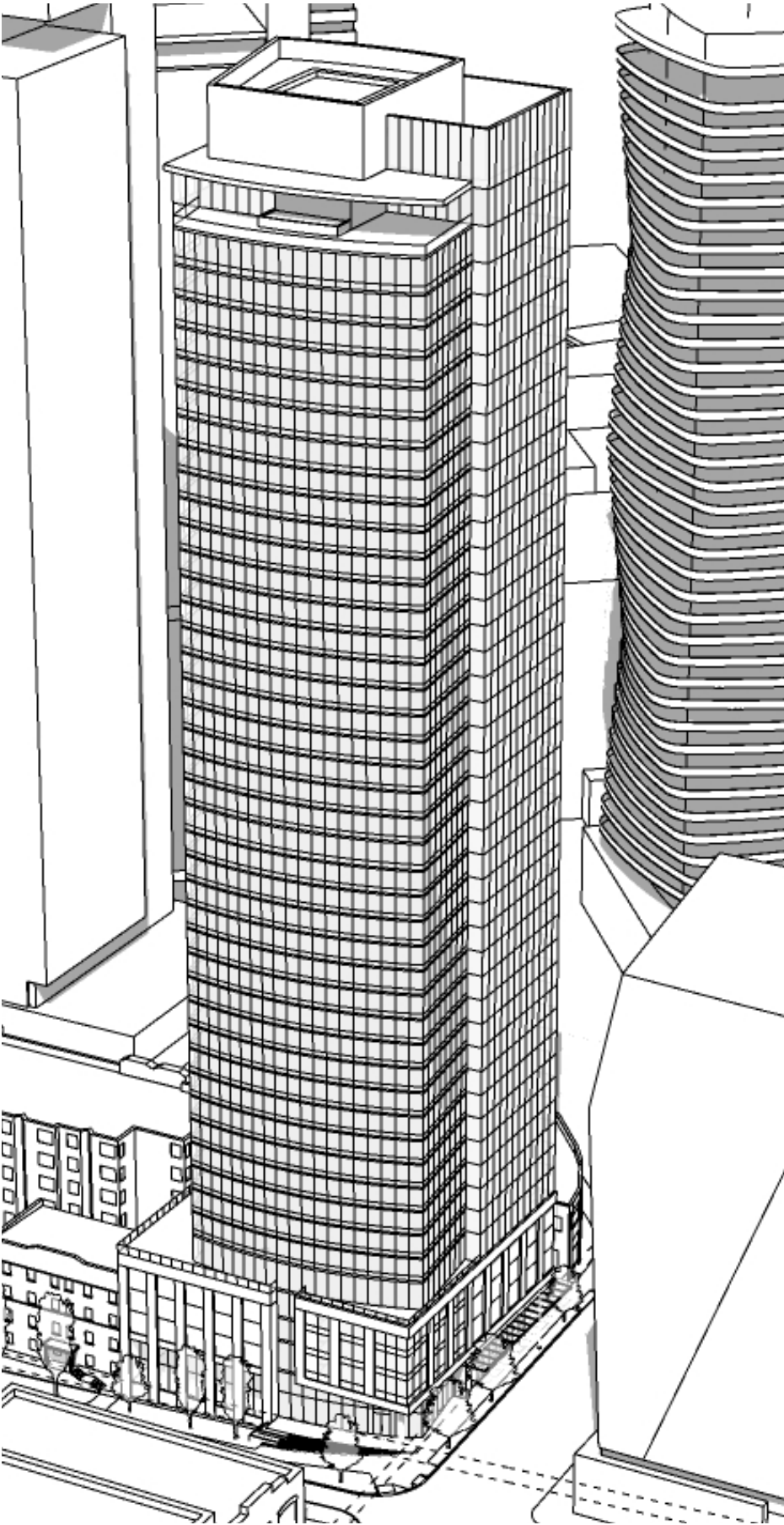
OPTION 2 PART I

- CREATES INTIMATE SPACE
- DENSE FOUNDATION PLANTINGS
- ENLARGES LANDSCAPE ZONE



OPTION 1 PLAN

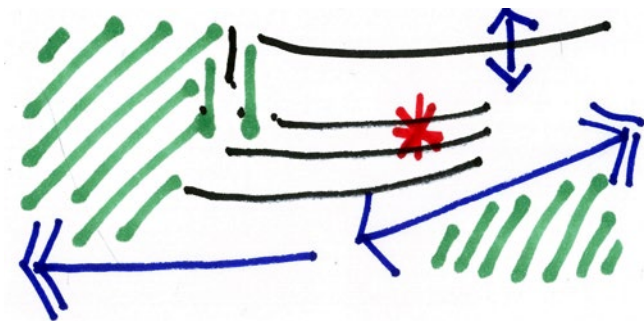
OPTION 2 LANDSCAPE



OPTION 2 MASSING

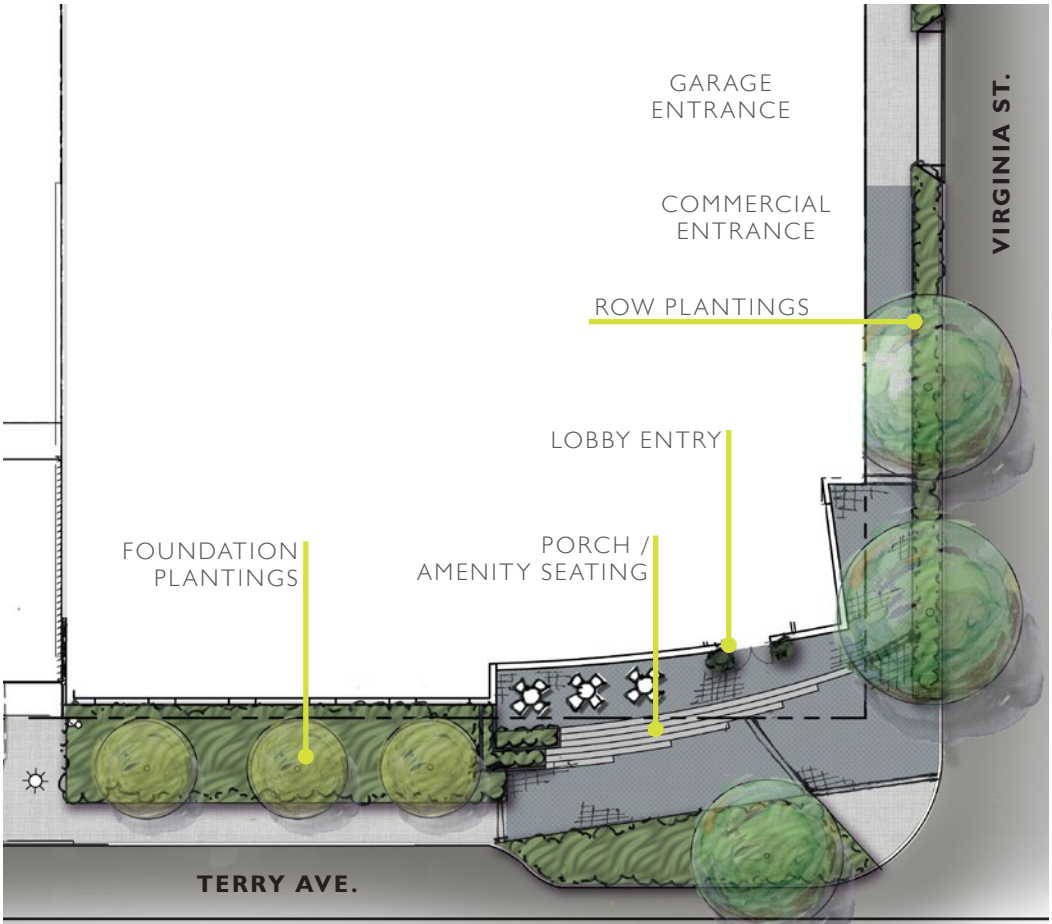


OPTION 2 LANDSCAPE



OPTION 2 PART I

- REFLECTS TOWER CURVE GEOMETRY
- INTEGRATED ENTRANCE AND AMENITY SEATING
- ENLARGES LANDSCAPE ZONE



OPTION 2 PLAN

MEMORANDUM

Date:	August 13, 2018	TG:	1.18086.00
To:	Emily Ehlers, SDOT John Shaw, SDCI		
From:	Mike Swenson PE, PTOE & Kassi Leingang PE – Transpo Group		
Subject:	1000 Virginia Access Volumes		

At the request of City staff, this memorandum summarizes the anticipated trip generation and trip distribution associated with the proposed 1000 Virginia 450-unit residential development located at the north corner of the Virginia Street/Terry Avenue intersection. The analysis also addresses the anticipated vehicle turning movement volumes associated with 2 access alternatives:

- **Option 3:** All access to the site provided via the alley with the lower parking access located adjacent to Virginia Street and the upper parking garage access located at the northern corner of the site.
- **Option 5:** Access to the site provided via the alley and Virginia Street, with the lower parking accessed via Virginia Street and the upper parking garage access via the alley, located at the northern corner of the site.

Parking Demand

A parking demand analysis was completed for the project based on a preliminary unit mix. Based on the King County Right Size model, the parking demand is estimated at approximately 290 stalls. This figure may change as the unit mix is refined further through the site development process.

Trip Generation

The proposed project includes up to 450 apartment units. Trip generation estimates were estimated for the proposed development based on trip rates identified using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017) for Multifamily Housing (High Rise) (LU #222). The core ITE trip rates were adjusted for localized average vehicle occupancies and mode splits. The methodology used in this analysis has been approved by City staff and is consistent with previous studies conducted in the area.

Person trips were developed based on trip rates and average vehicle occupancy information from ITE’s *Trip Generation* (10th Edition) for the residential use. Person trips were separated by mode based on the local mode split information from American Community Survey (ACS) data¹. Person trips by mode were determined by multiplying the person trips by the estimated mode splits. After applying the auto mode split, residential person trips were then converted back to vehicle trips by using average vehicle occupancy.

Table 1 provides a summary of the trip generation for the proposed residential use.

¹ Census Tract 73.

Table 1. Estimated Weekday Vehicle Trip Generation

Land Use	Size	Daily Trips ¹	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Residential	450 DU	650	8	66	74	36	16	52

Notes: DU = dwelling unit
1. Vehicle trips were estimated based on person trip calculations and localized mode split information.

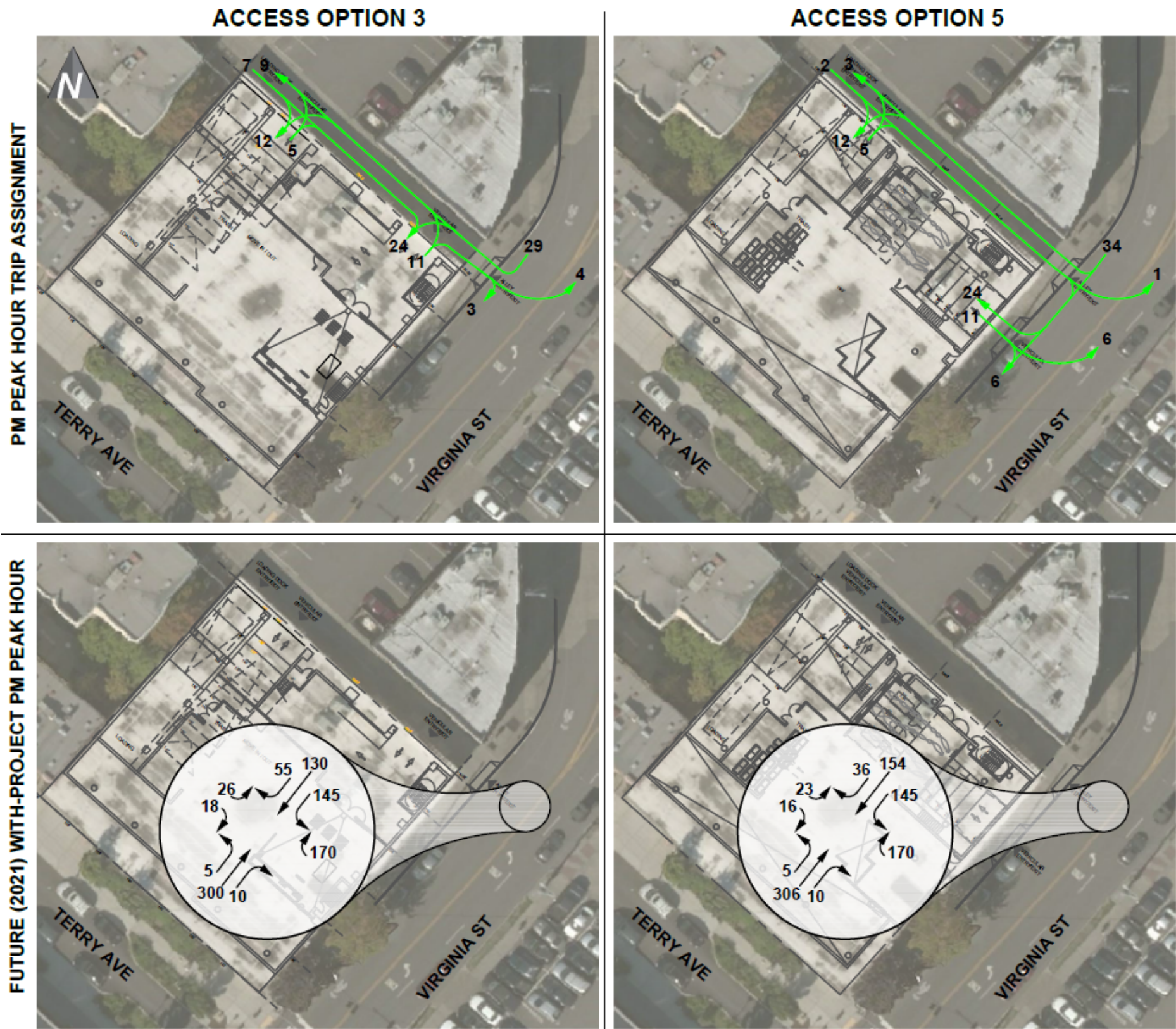
As shown in Table 1, the development is anticipated to generate approximately 650 new vehicle trips daily with approximately 74 occurring during the weekday AM peak hour and 52 occurring during the weekday PM peak hour.

Trip Distribution & Assignment

Trip distribution patterns to and from the project site was based on existing vehicle travel patterns², previous studies in the project vicinity, U.S. Census Bureau’s *OnTheMap* tool, and through coordination with the City. *OnTheMap* is a web-based mapping and reporting application, which shows where workers are employed and where they live based on census data. The *OnTheMap* census data was translated to the number of people that live within a quarter-mile radius of the proposed project and where they work. The zip codes were evaluated to determine if a person would be more likely to travel to the zip code via vehicle or by other means. Trips to zip codes closer to the proposed project site or in more transit-oriented locations are more likely to use transit, walk, bike, or other non-SOV modes. Zip codes outside the Seattle City limits and/or further from the site are more likely to drive. The localized assignment of traffic differs slightly between the two alternatives to account for use of the alley and the broader distribution patterns. Future (2021) without project traffic volumes at the alley intersection north of the site along Virginia Street are based on the Boren and Lenora Mixed Use Transportation Impact Analysis (Transpo Group, May 2018).³ The assigned project generated traffic was added to the future without-project weekday PM peak hour traffic volumes for the 2 access options. The resulting 2021 with-project PM peak hour traffic volumes are shown in Figure 1 for Access Options 3 and 5.

² There are many locations in which the existing travel patterns showed minimal left-turn movements likely due to congested conditions as well as restricted left-turn movements which were taken into consideration for the analysis.
³ The future without-project traffic volumes assumed for the analysis are consistent with the future with-project volumes from the Boren and Lenora TIA such that the proposed Boren and Lenora development is included in the background volume condition. The background growth assumptions included growing the existing traffic count collected in May 2018 by a 1 percent annual background growth rate and pipeline projects from 24 projects within the vicinity of the project anticipated to be completed by 2021.



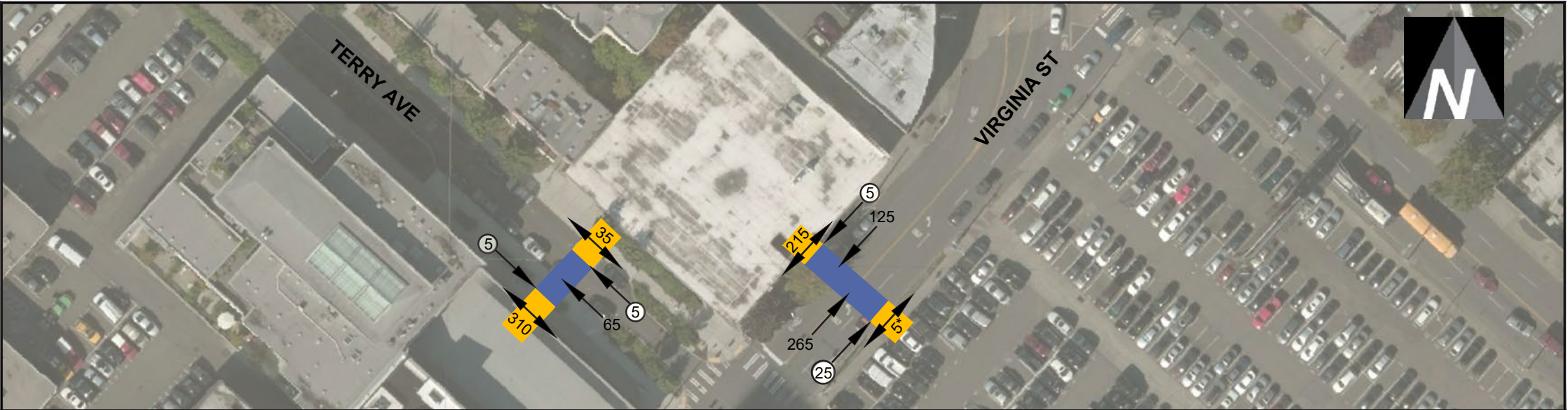


Summary

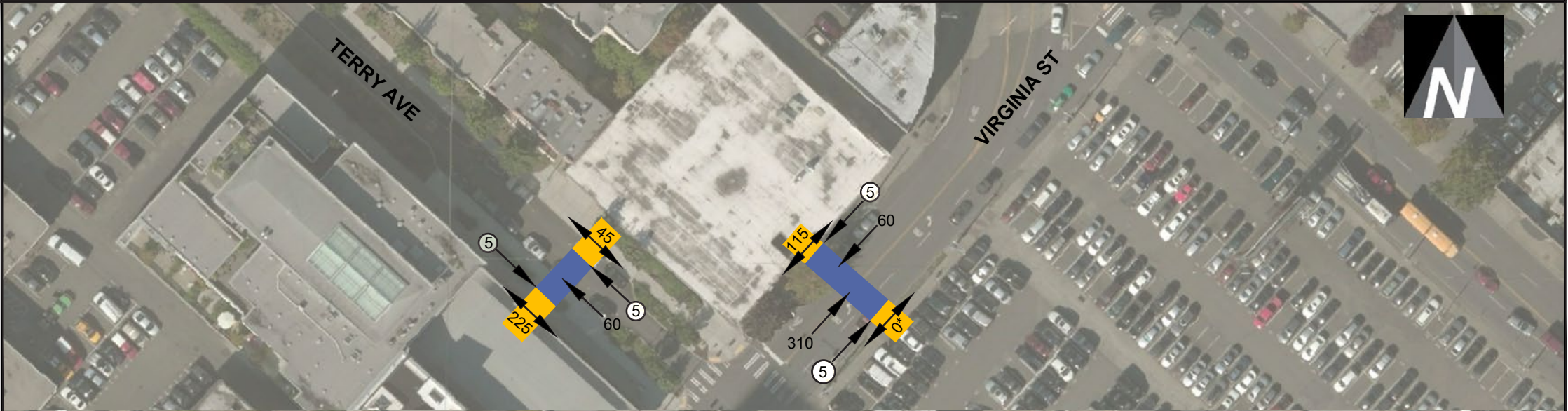
A summary of the review criteria for alternative access locations was prepared and is attached to this information packet. The matrix and supporting documentation identifies issues with sight lines between vehicles exiting the garage and vehicles entering the alley from Virginia Street. The frequency of this anticipated conflict during the PM peak hour has been shown. With Option 5, this conflict between ingress and egress garage traffic is resolved and pedestrian and vehicle conflicts on Virginia Street are reduced.

TRAFFIC VOLUMES (PED, BIKE AND VEHICULAR)

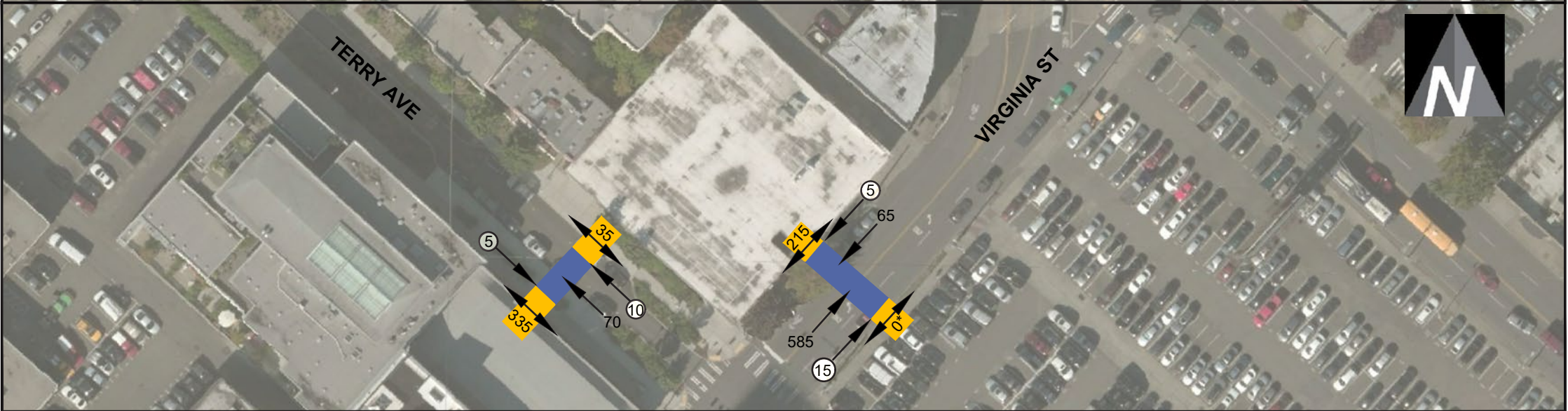
AM PEAK HOUR



MIDDAY PEAK HOUR



PM PEAK HOUR

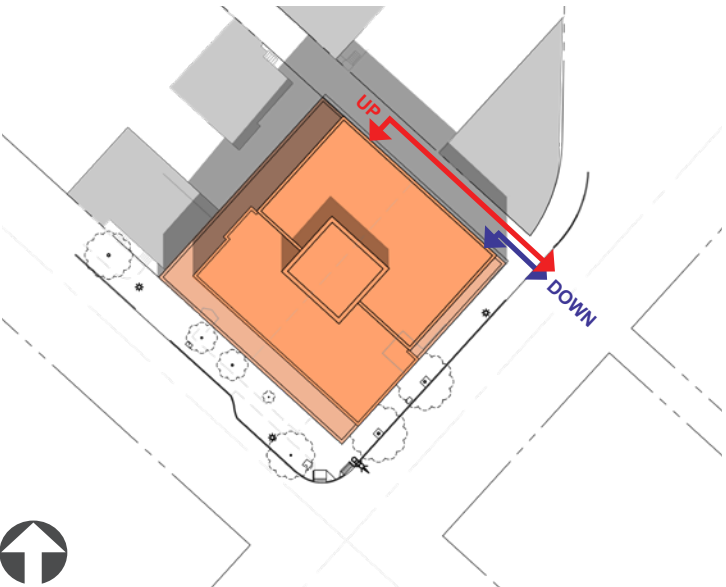


LEGEND

- XX Vehicular Volume
- XX Pedestrian Volume
- (X) Bicycle Volume

Note: The * indicates construction likely influenced the volumes.

OPTION 3 (UPDATES)



Option 3's approach of the garage entry at the lower points of the alley start to alleviate some of the issues in the first two Options, but ramping parallel to the alley still wipes out large swaths of area typically used to transformer and BOH uses, pushing those functions to Virginia and wiping out two thirds of the street frontage with blank wall.

- Amenity
- Residential Units
- Mechanical / Electrical (Blank Wall)
- Loading / Trash (Blank Wall)
- Commercial Space

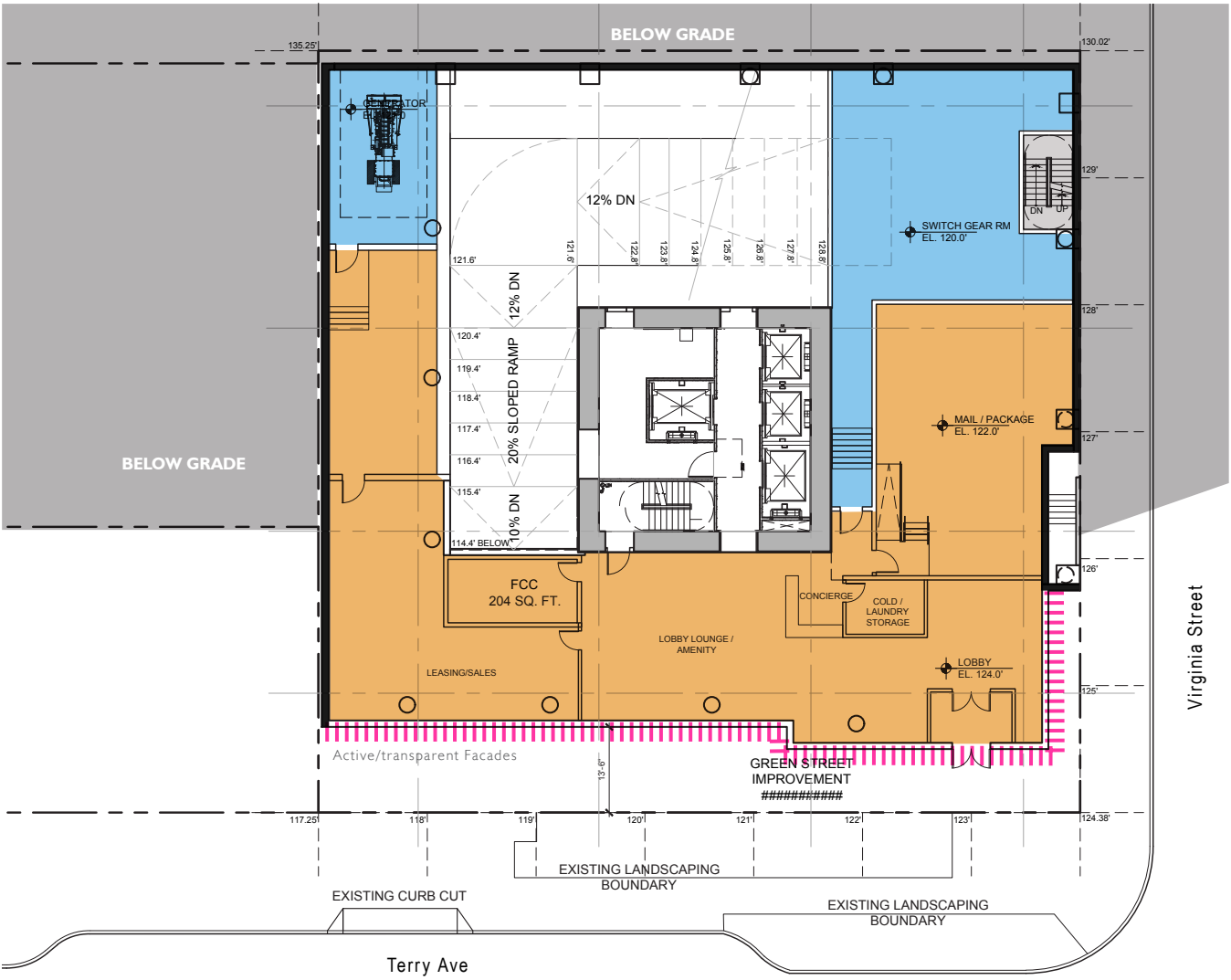
PROS

Garages entries located on alley.
Terry Street facade would be active and transparent.

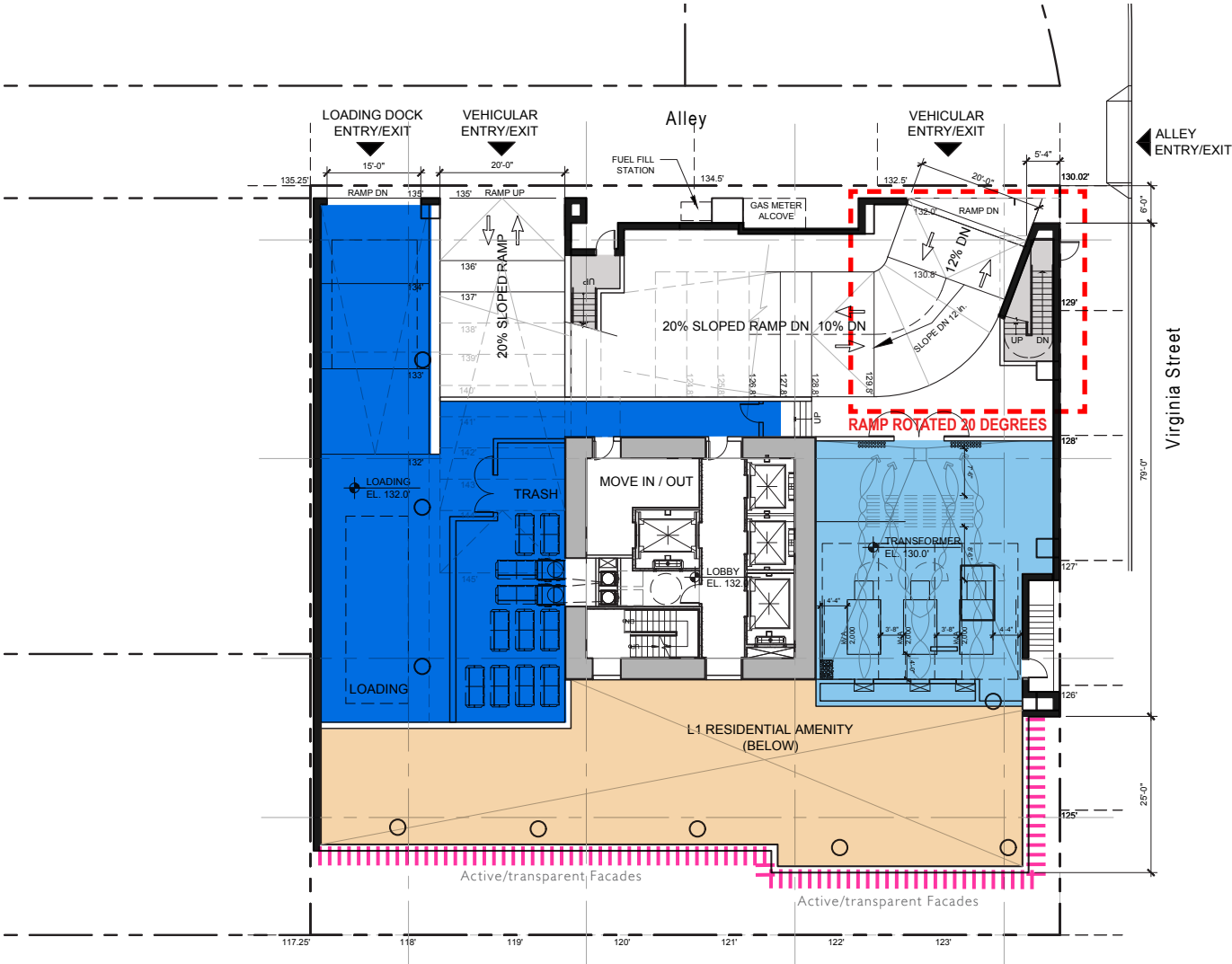
CONS

Because parking ramp runs parallel to alley wall and wipes out typical BOH area, blank walls would constitute most of the Virginia street ground level to screen parking access and transformer room.

- TRANSPARENT FACADES ON VIRGINIA: 25'-0" (20.8%)
 - TRANSPARENT FACADES ON TERRY: 115'-0" (95.8%)
- Transparent Facades

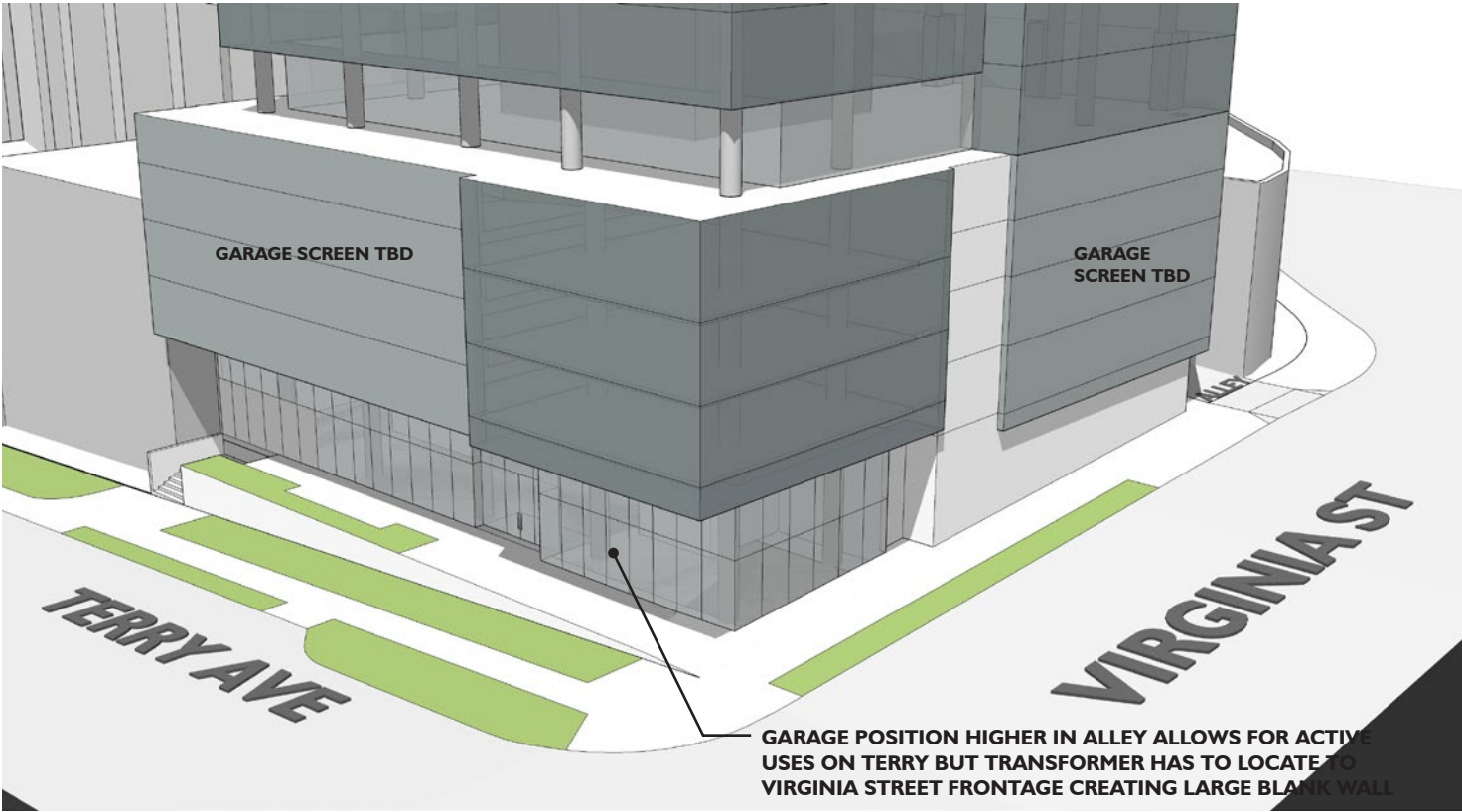


LI LOWER PLAN (TERRY AVE GRADE)
SCALE: NTS

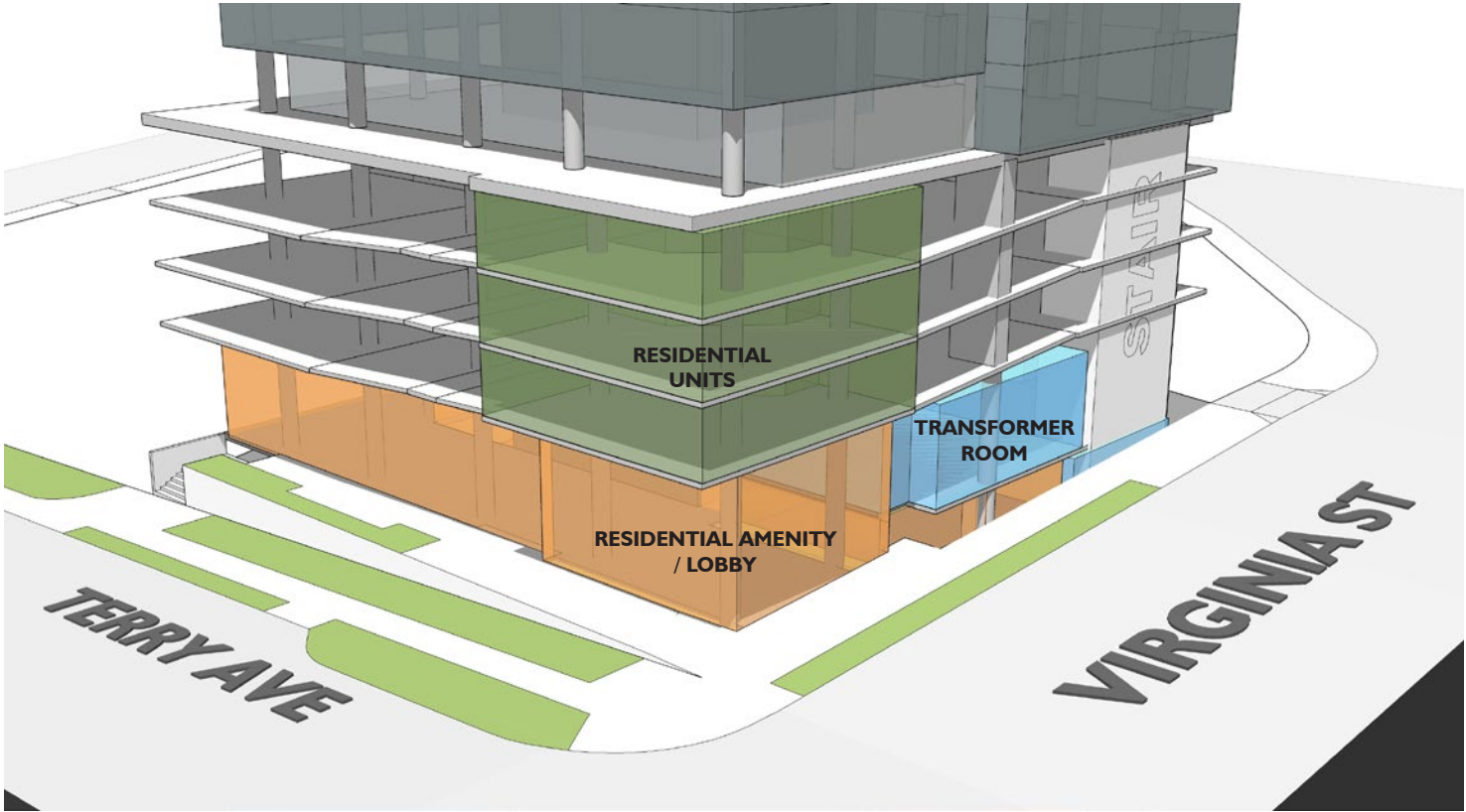


LI UPPER PLAN (ALLEY GRADE)
SCALE: NTS

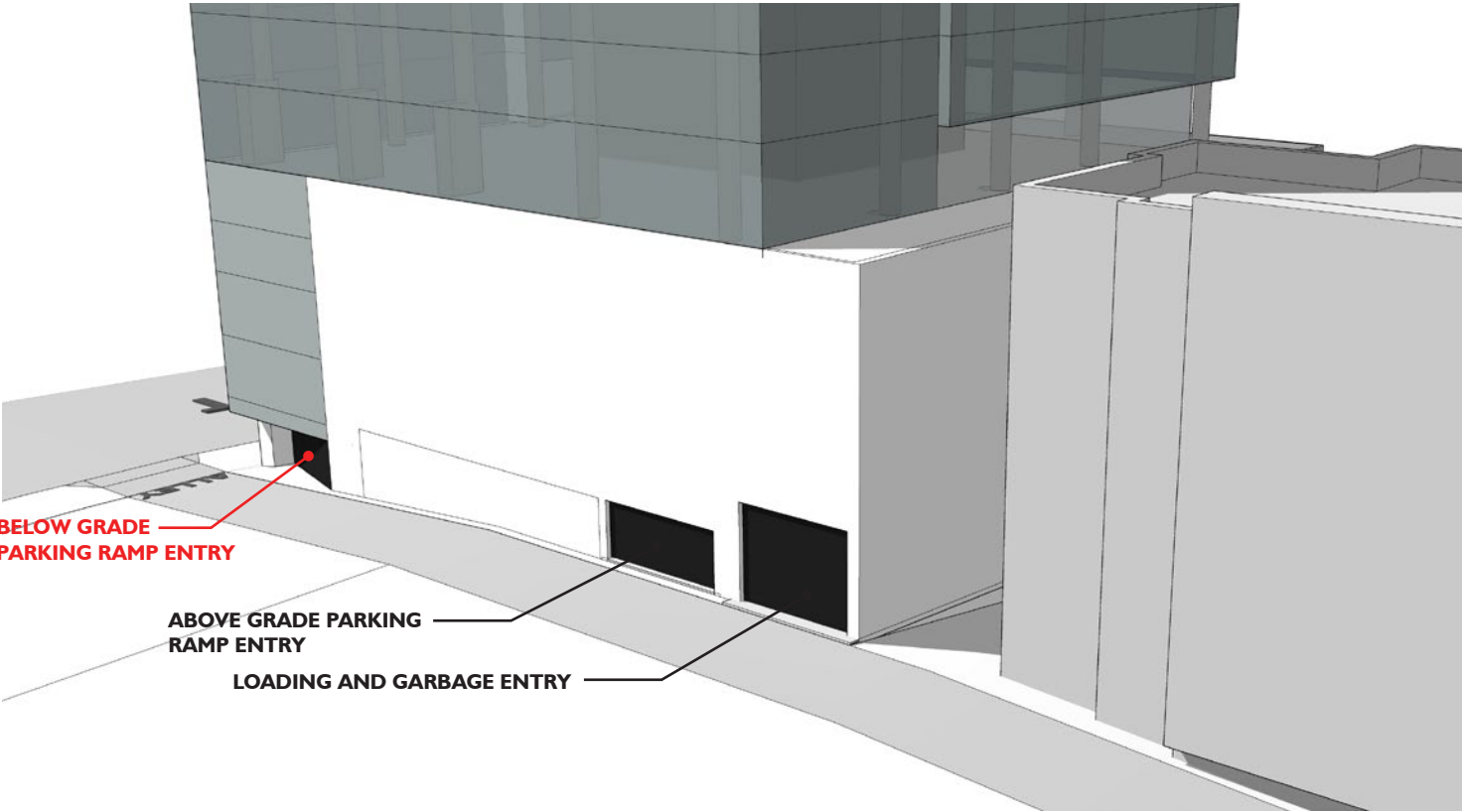
OPTION 3 (CONTINUED)



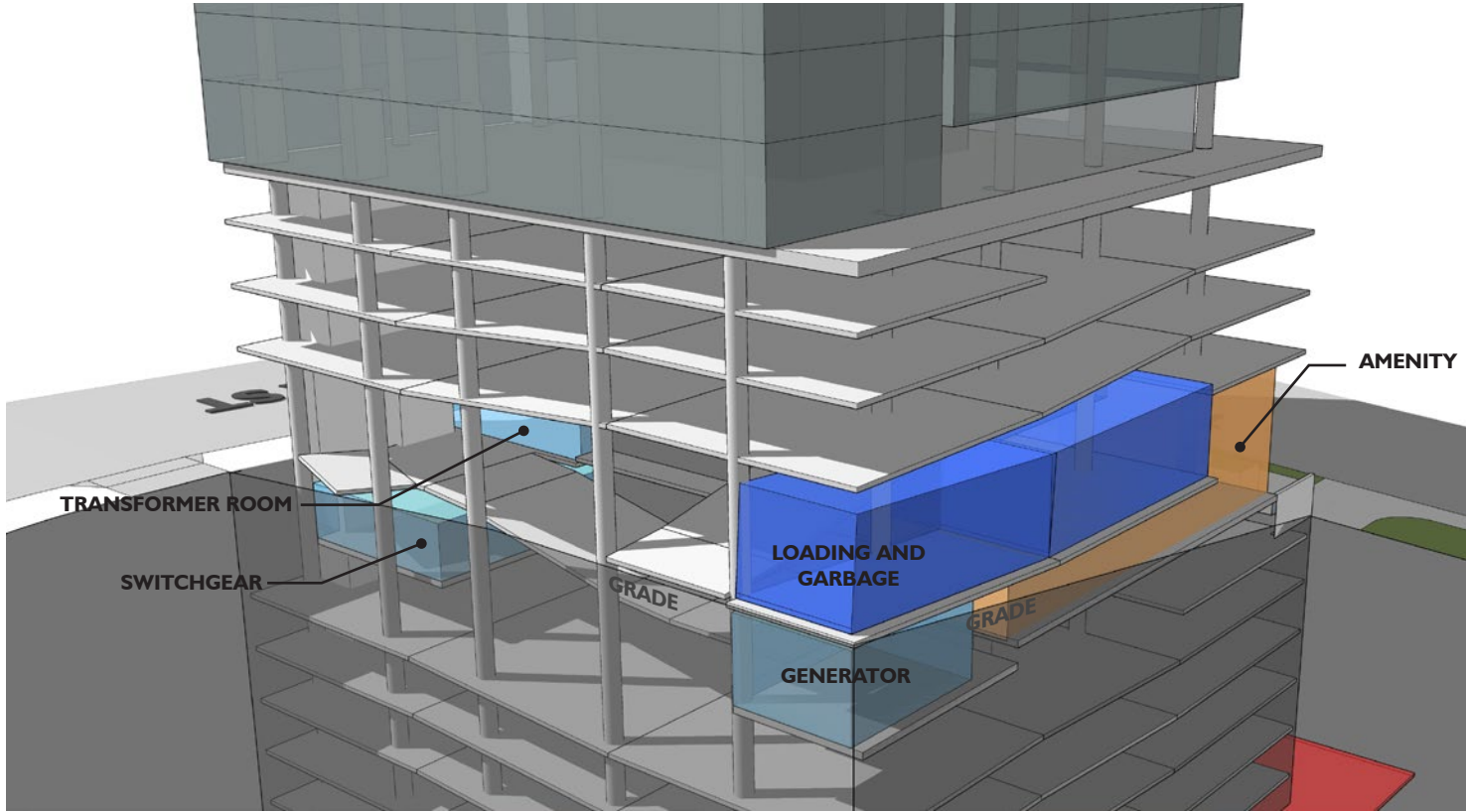
Option 3 massing with Virginia curb cut for garage entry.



Option 3 program and ramping.

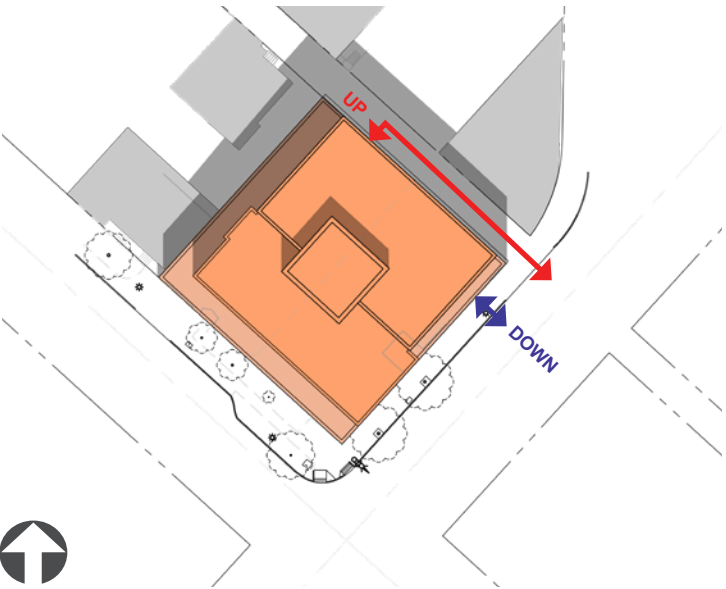


Option 3 massing along Alley



Option 3 alley side ramping and program layout.

OPTION 5 (UPDATES)



Options 5's ability to start the ramp earlier and off a lower point on Virginia instead of the alley gives it the ability to utilize a much larger percentage of the ground level for active and transparent uses. The ramp entry and egress stair at the corner of the alley are the only spaces that do not feature active uses. This Option would create a much more inviting, active and friendly ground level experience for pedestrians and support the purpose of the Terry Avenue green street designation to “strengthen connections between residential enclaves and other Downtown amenities by improving the streetscape for peds., bikes, and transit patrons.”

- Amenity
- Residential Units
- Mechanical / Electrical (Blank Wall)
- Loading / Trash (Blank Wall)
- Commercial Space

- TRANSPARENT FACADES ON VIRGINIA: **82'-0" (68.0%)**
- TRANSPARENT FACADES ON TERRY: **120'-0" (100%)**
- ||||||| Transparent Facades

PROS

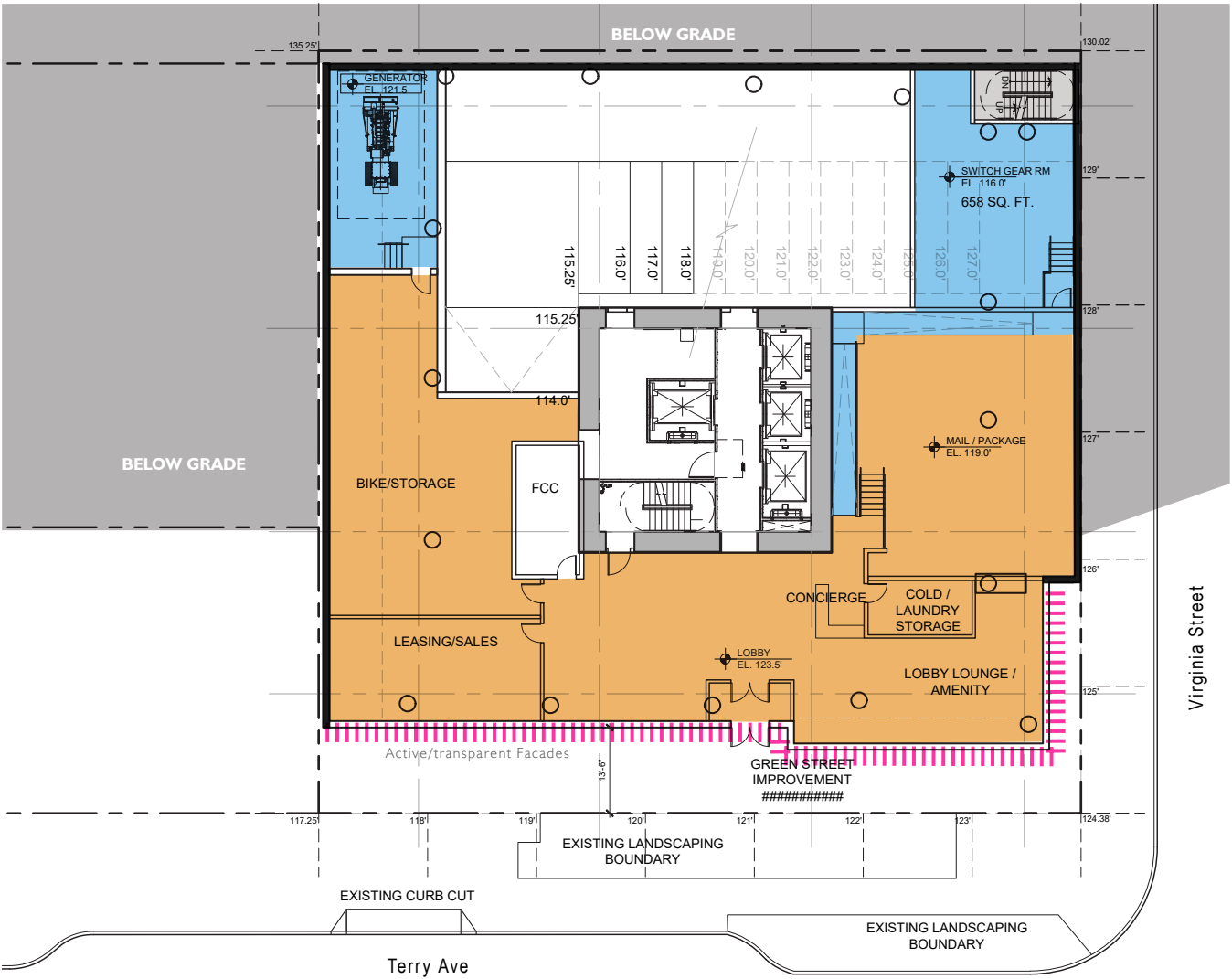
Utilizes grades to better locate mechanical spaces where they will not create blank walls.

Both frontages on Virginia and Terry get active residential uses and transparency.

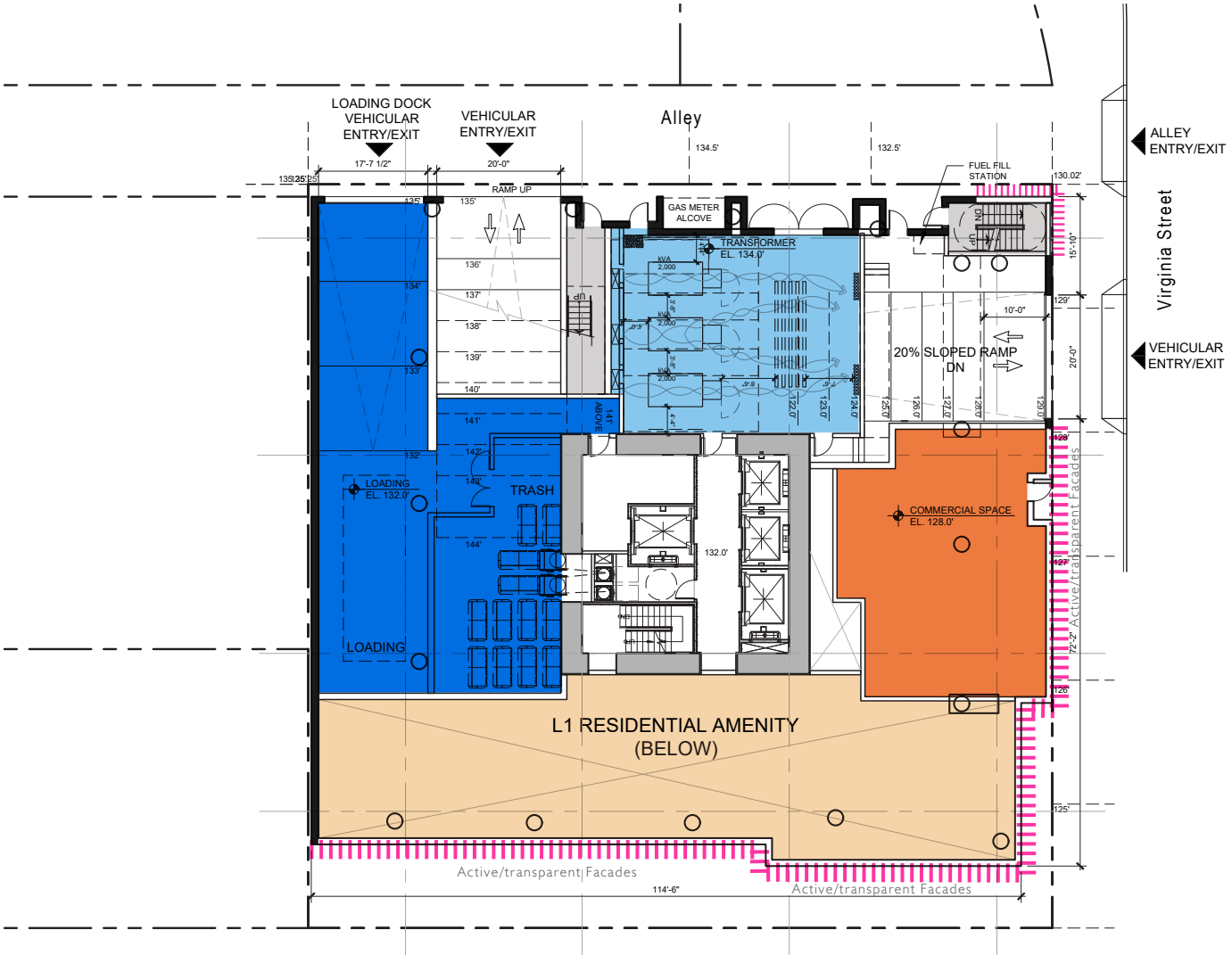
Loading and garage ramps both feature simple 90 degree entries for easier access and better pedestrian visibility.

CONS

Long ramps into garage, loading still in difficult to navigate location.

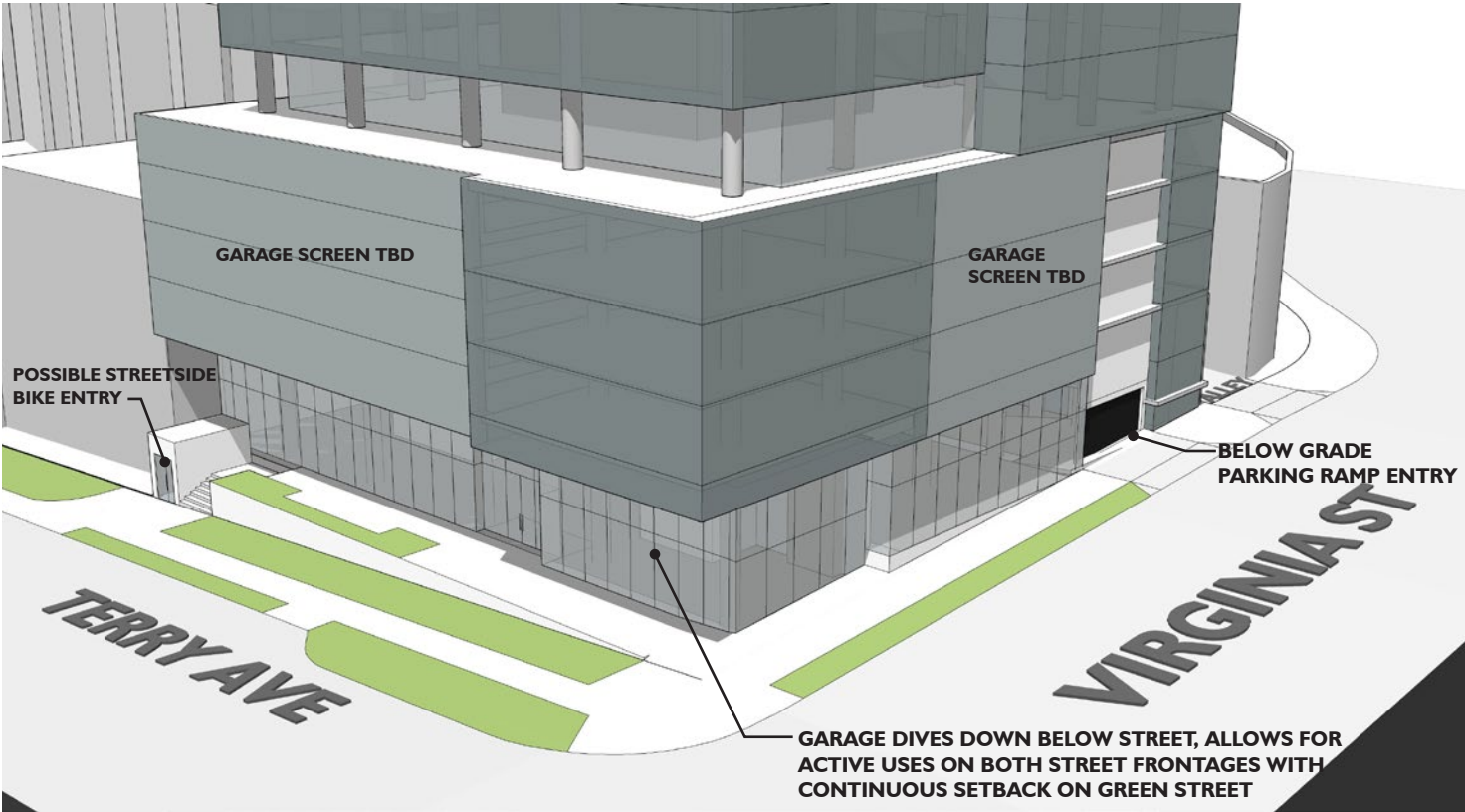


LI LOWER PLAN (TERRY AVE GRADE)
SCALE: NTS

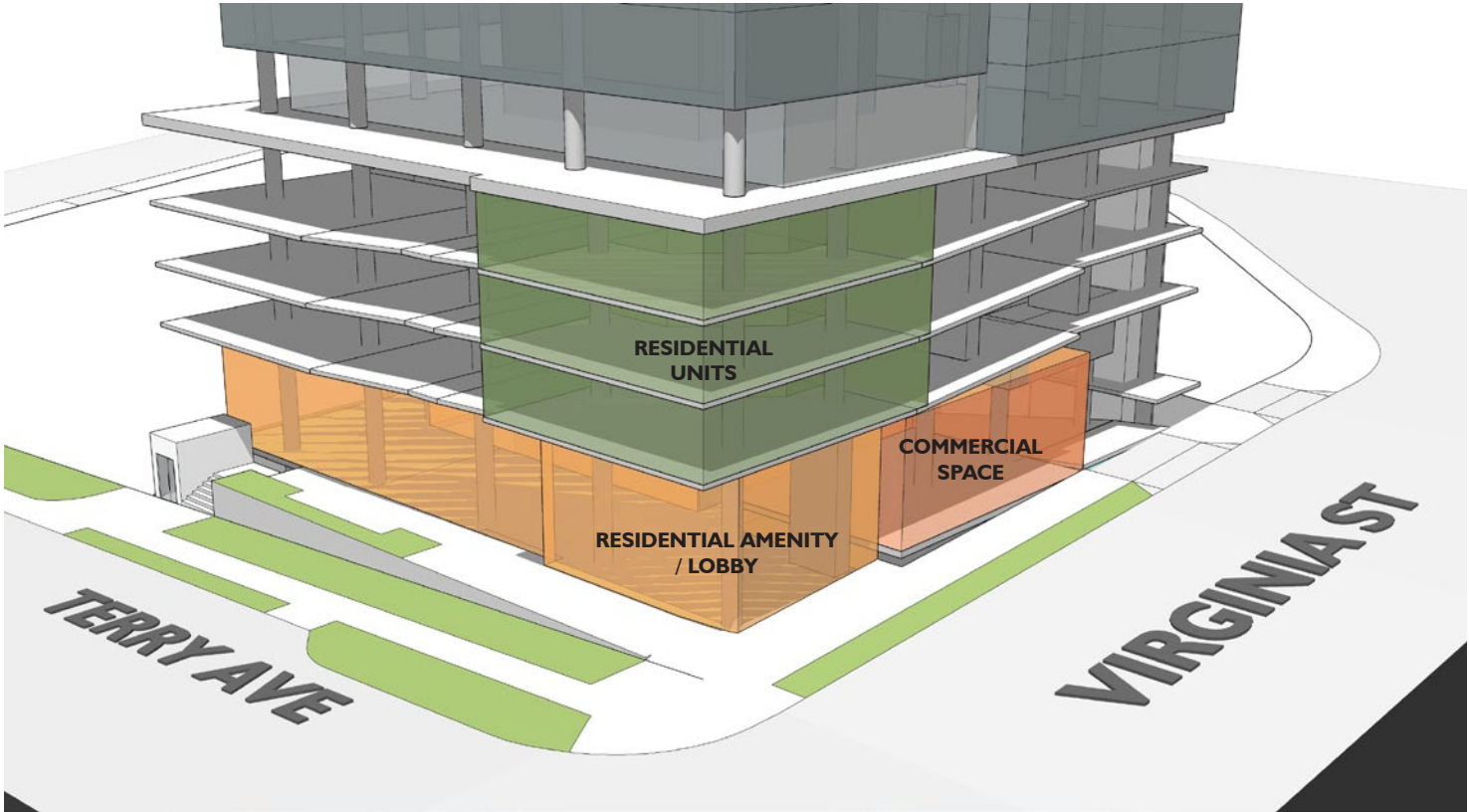


LI UPPER PLAN (ALLEY GRADE)
SCALE: NTS

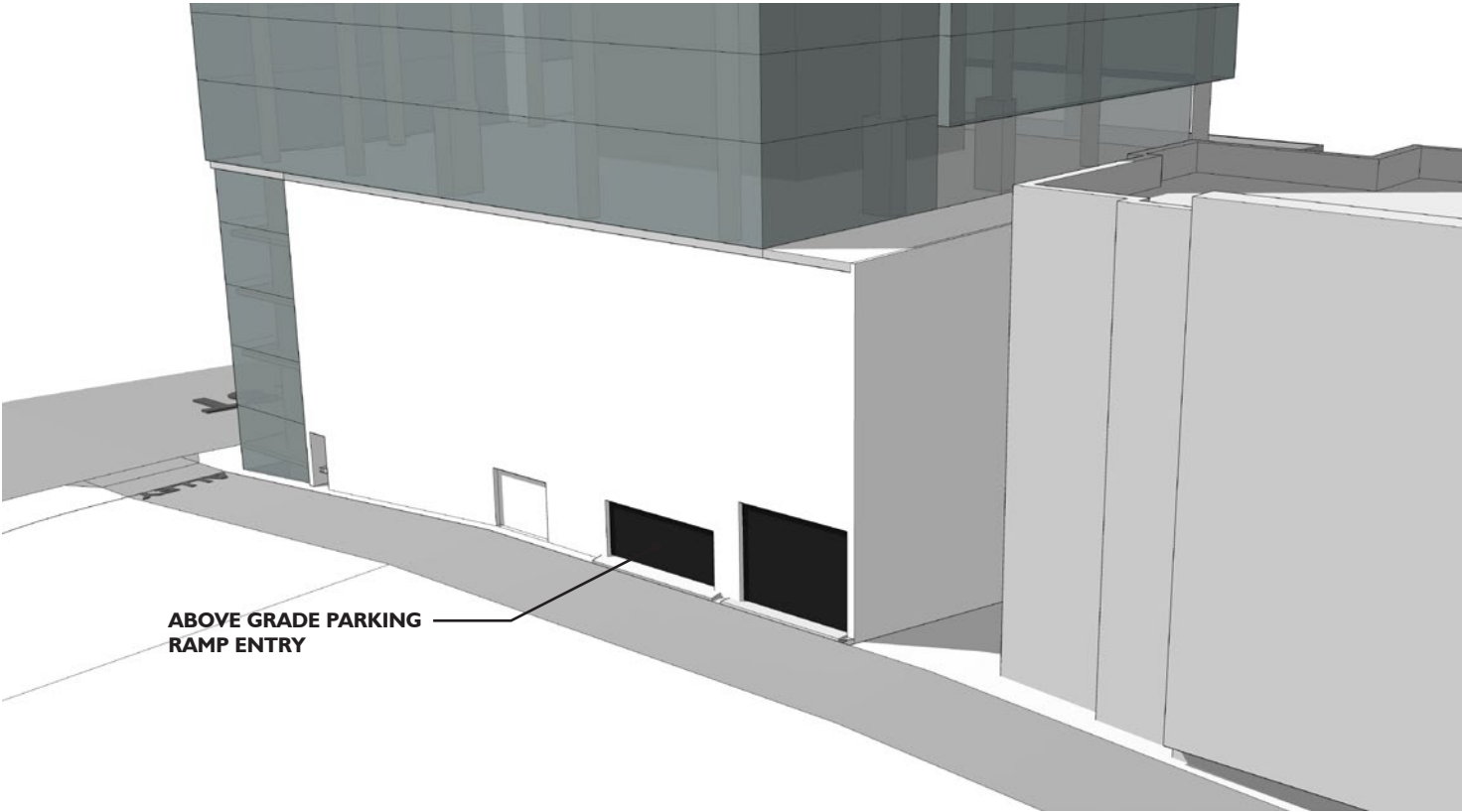
OPTION 5 (CONTINUED)



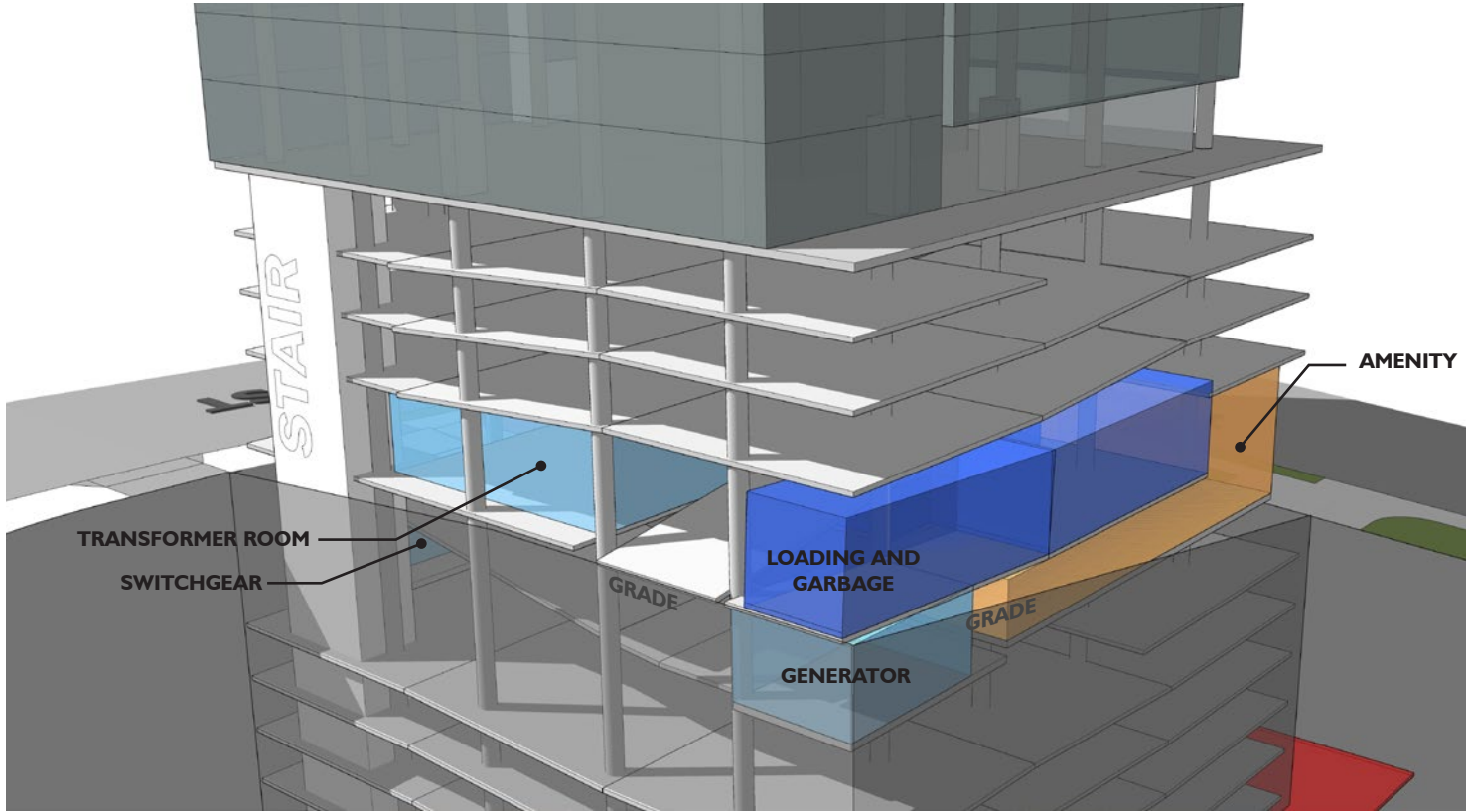
Option 5 massing with Virginia curb cut for garage entry.



Option 5 program and ramping,

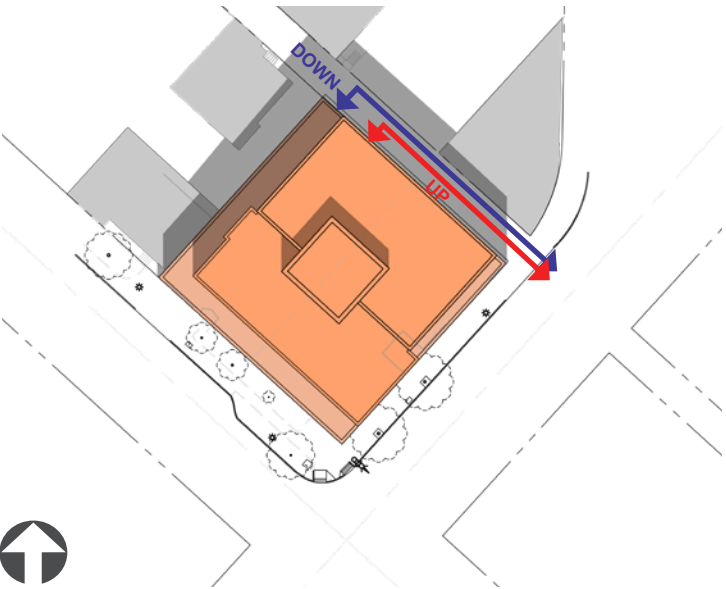


Option 5 massing along Alley



Option 5 alley side ramping and program layout.

OPTION I

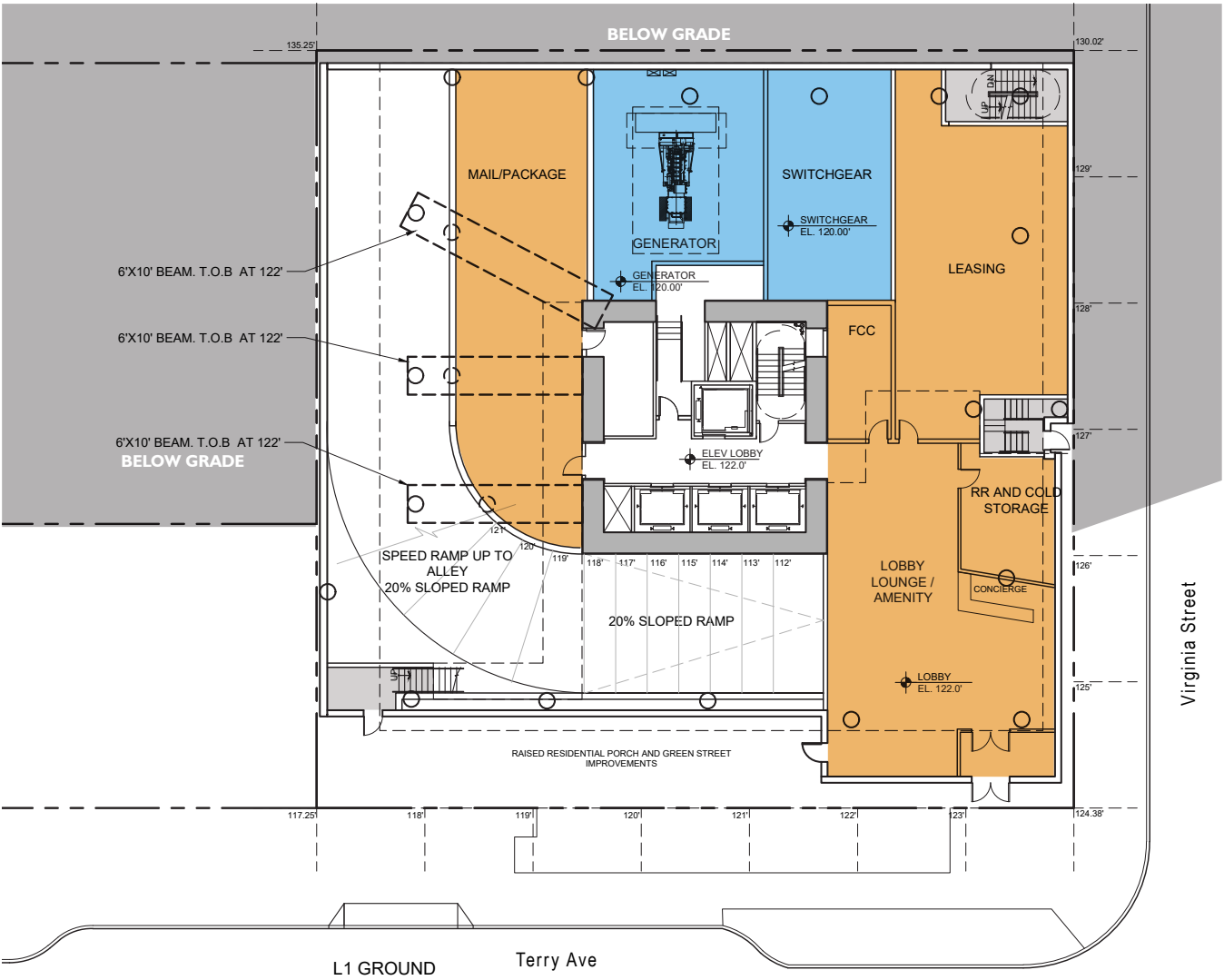


- Amenity/Retail Space
- Residential Units
- Mechanical / Electrical (Blank Wall)
- Loading / Trash (Blank Wall)
- Commercial Space

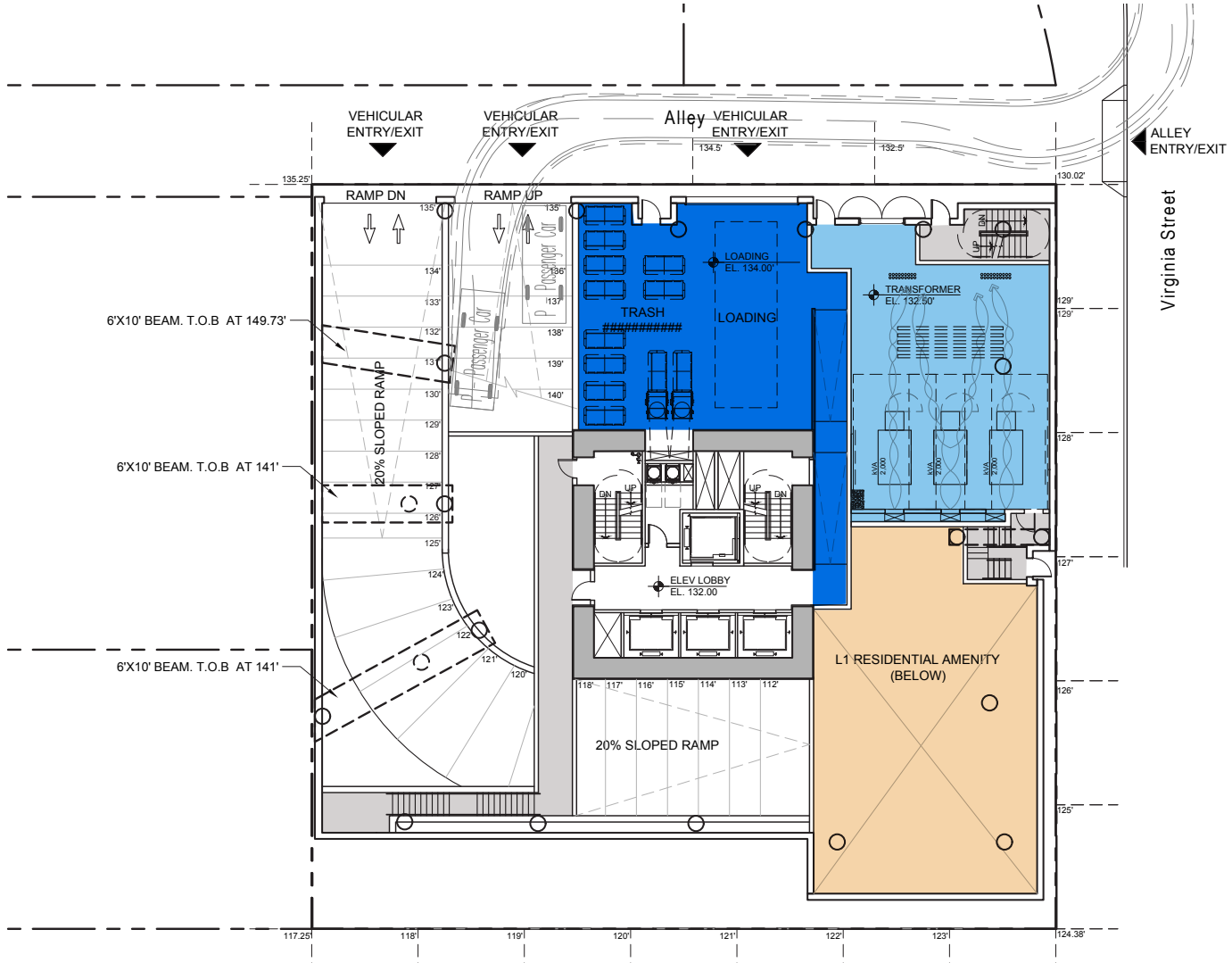
Option I utilized a typical strategy for garage entries in a split configuration for above and below parking, pushing the ramp entires to the corner farthest from the alley entry. One of the major inhibitors of the scheme is that the garage entry location is 18’ above the street on the opposite side of the site, meaning you need to drop nearly 27’ to get under the ground floor plan on the street front for the below grade ramp.

FATAL FLAW

Transfer beam clearances insufficient to locate columns correctly; Large cutouts of L1 slab where lateral loads transfer to foundation walls mean the project is unlikely to pass structural peer review.

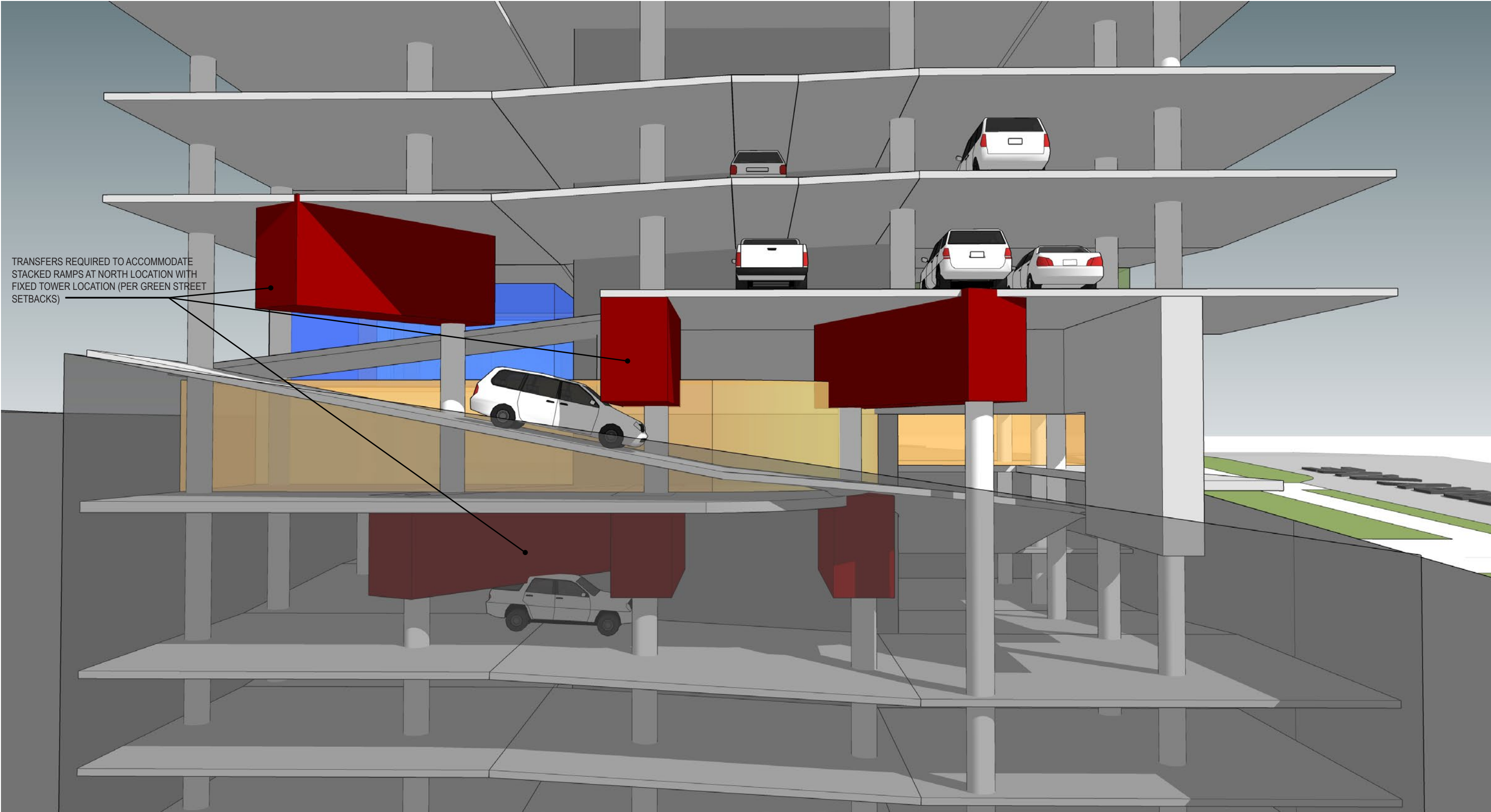


LI LOWER PLAN (TERRY AVE GRADE)
SCALE: NTS



LI UPPER PLAN (ALLEY GRADE)
SCALE: NTS

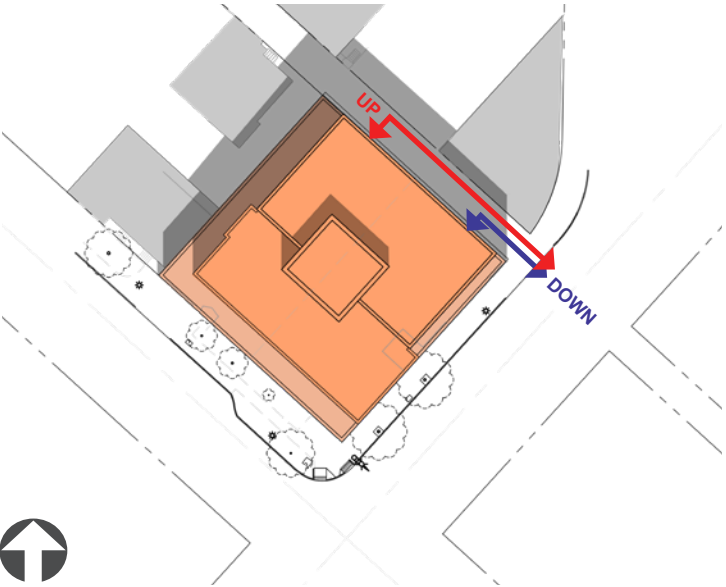
OPTION I (CONTINUED)



TRANSFERS REQUIRED TO ACCOMMODATE
STACKED RAMPS AT NORTH LOCATION WITH
FIXED TOWER LOCATION (PER GREEN STREET
SETBACKS)

After review with our structural engineer on the project, option one has two major structural flaws that make it infeasible. One is the transfers required to accommodate two drive aisles under the tower on the north do not allow clearance underneath, and second, the long runs of ramps wipe out almost the entire L1 and L2 slabs where a majority of lateral loads transfer from the tower into the foundation walls.

OPTION 2

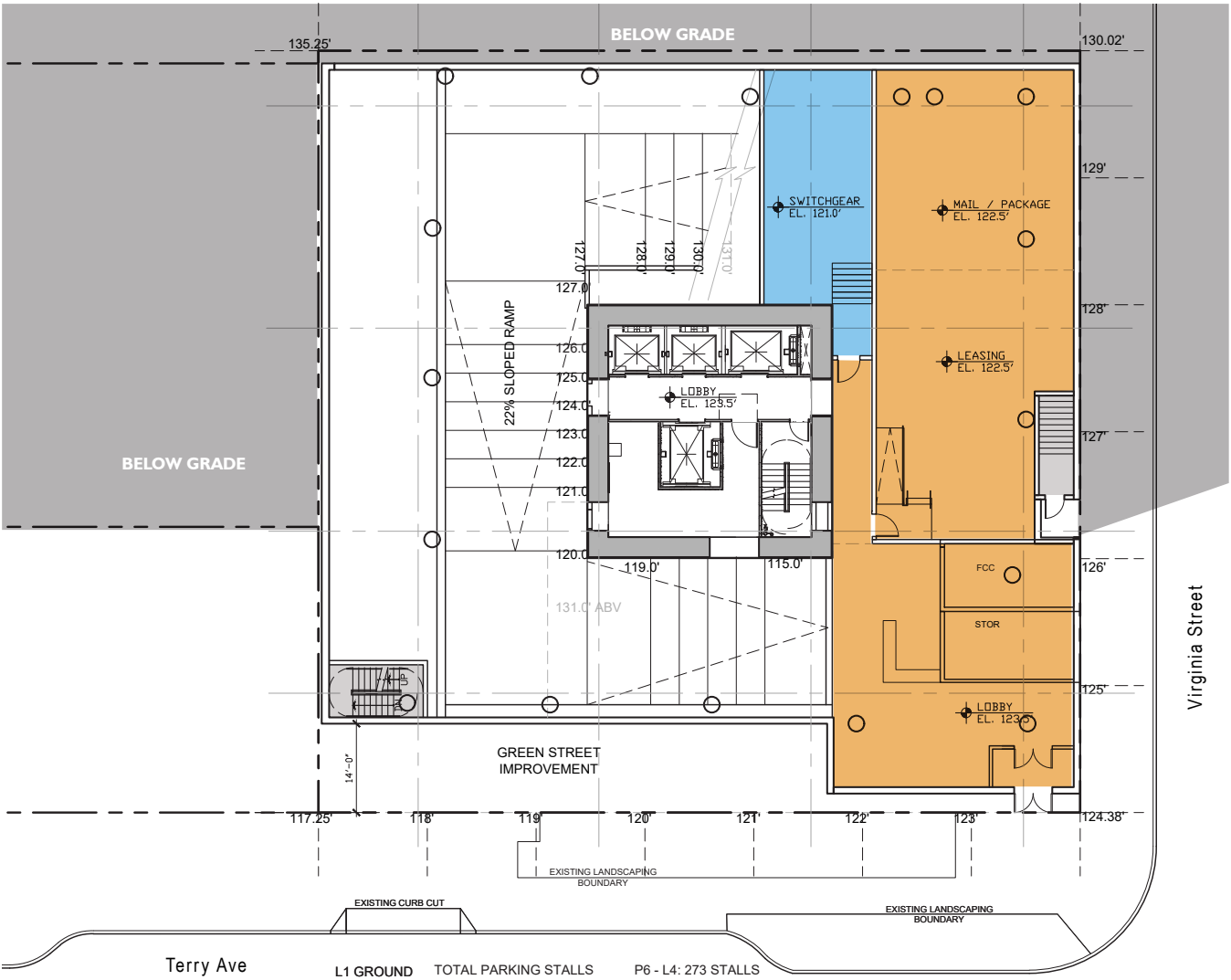


Option 2 shifts the down ramp closer to the alley entry in a effort to allow more run for the ramp to dive under LI and reduce the transfers that create head high issues, But as a result nearly the entire BOH area along the alley becomes ramping, and means the mechanical/ BOH rooms are shifted to the street frontages and shrink the available transparent lobby space to just the corner.

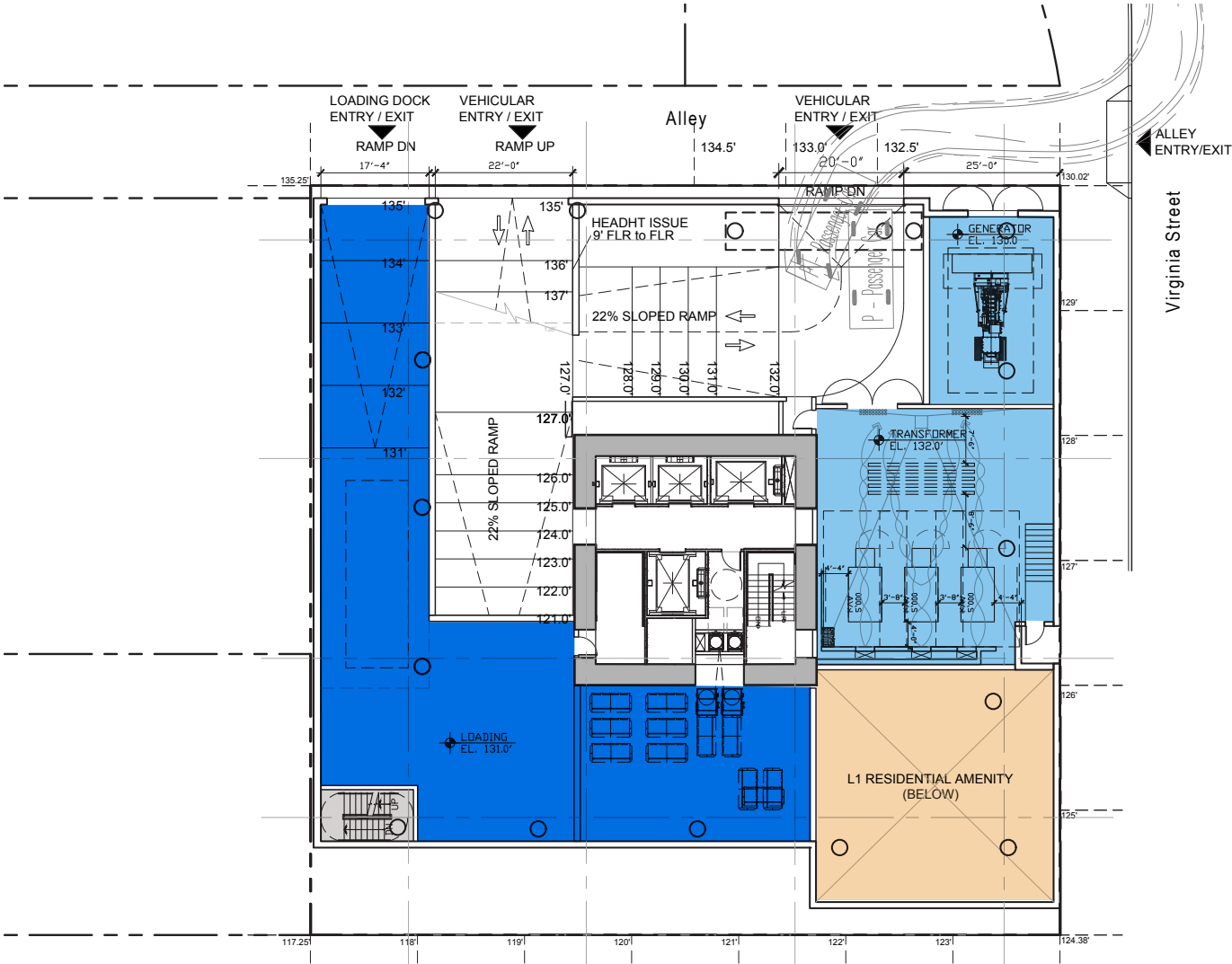
- Amenity/Retail Space
- Residential Units
- Mechanical / Electrical (Blank Wall)
- Loading / Trash (Blank Wall)
- Commercial Space

FATAL FLAW

The down ramp runs parallel with the alley and wipes out the BOH space where garbage and loading would typically locate, forcing those functions to relocate to the front of the project and requiring the core to flip. The egress from the northern stair is then “landlocked” with drive aisles on all floors separating the stair from the exterior, and crossing these is not allowed under building code.

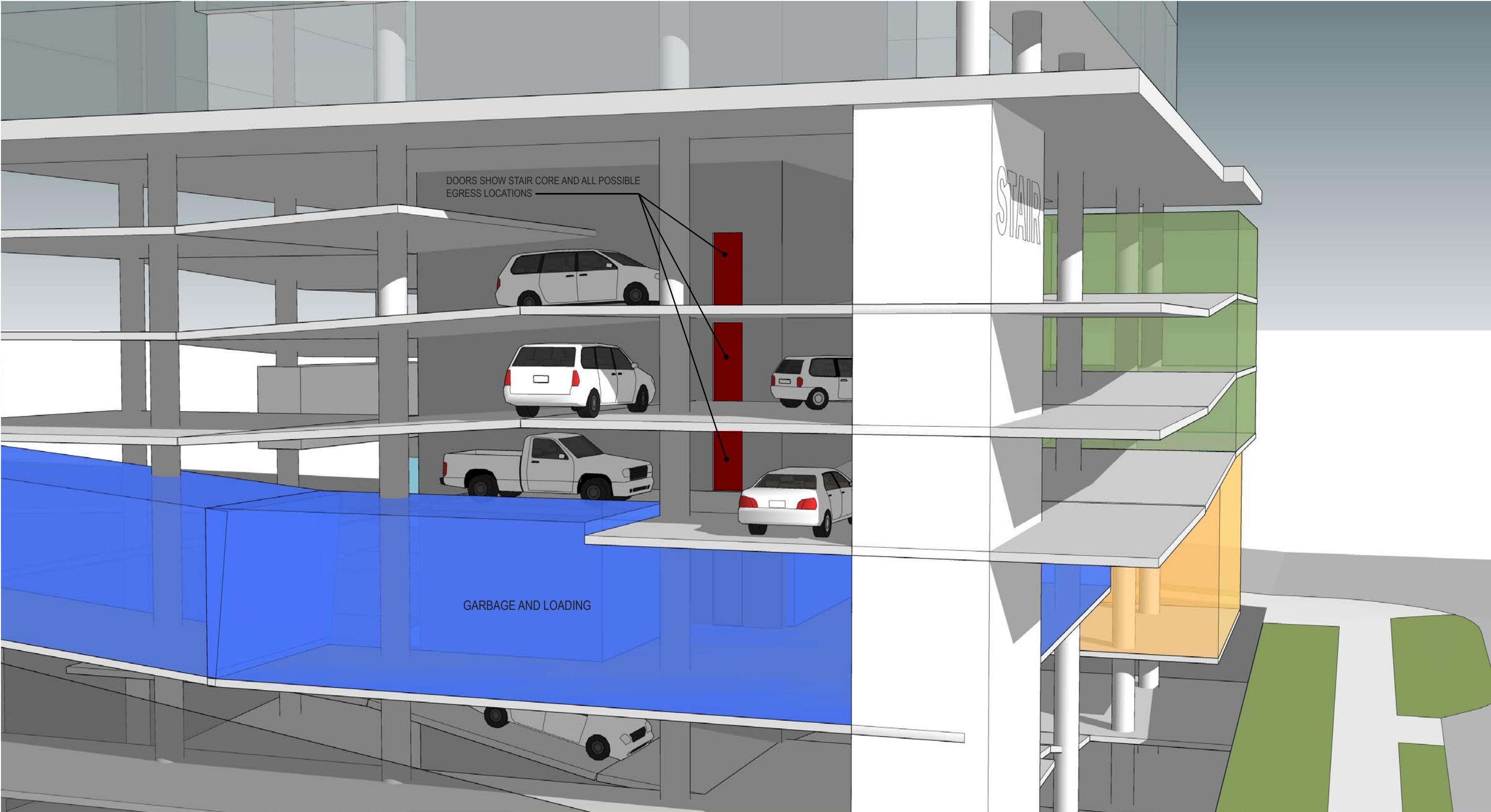


LI LOWER PLAN (TERRY AVE GRADE)
SCALE: NTS



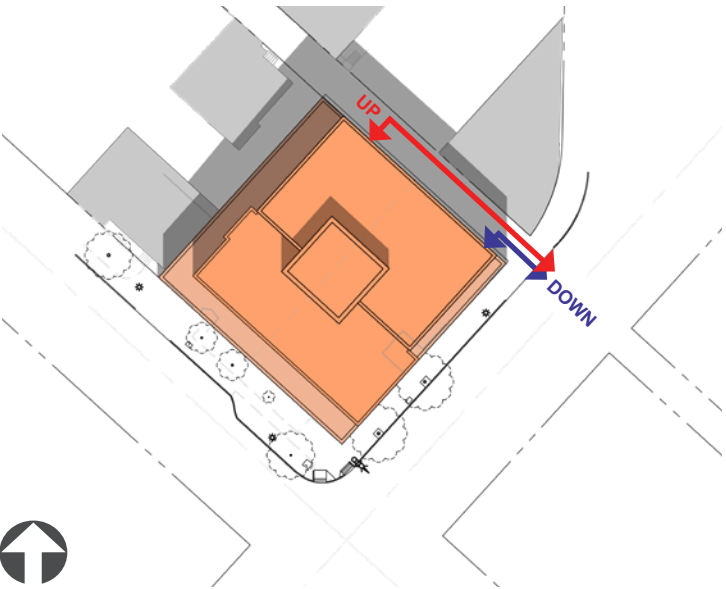
LI UPPER PLAN (ALLEY GRADE)
SCALE: NTS

OPTION 2 (CONTINUED)



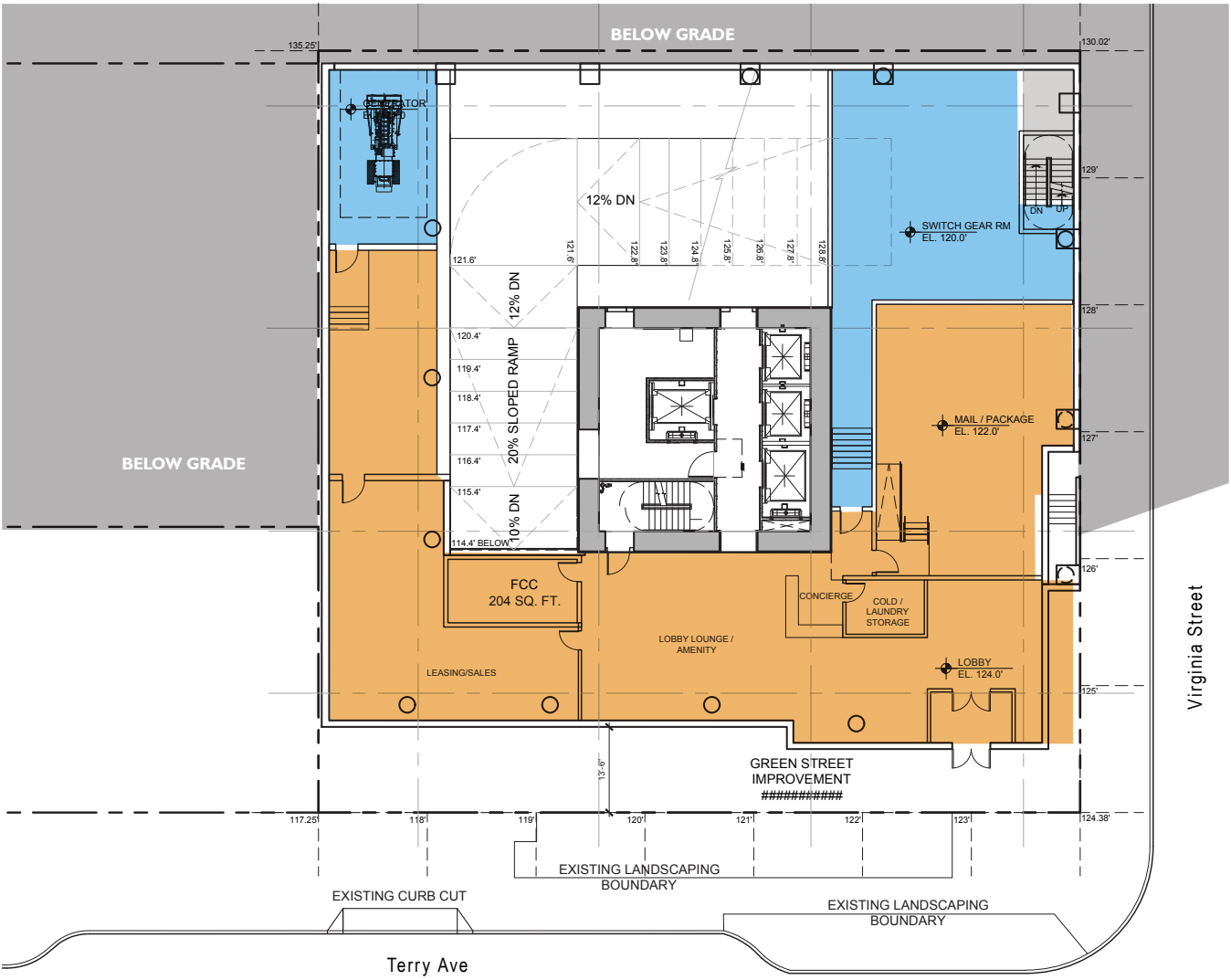
Because option 2's ramp runs parallel with the alley and wipes out the BOH space where garbage and loading would typically locate, those functions wrap to the front of the project and require entry where stair cores would typically egress on LI. All locations fall directly in a drive aisle, which prohibits us from being able to egress that stair and therefore not allowing for basic human safety.

OPTION 3



Option 3's approach of the garage entry at the lower points of the alley start to alleviate some of the issues in the first two Options, but ramping parallel to the alley still wipes out large swaths of area typically used to transformer and BOH uses, pushing those functions to Virginia and wiping out 2/3 of the street frontage with blank wall.

- Amenity/Retail Space
- Residential Units
- Mechanical / Electrical (Blank Wall)
- Loading / Trash (Blank Wall)
- Commercial Space



LI LOWER PLAN (TERRY AVE GRADE)
SCALE: NTS



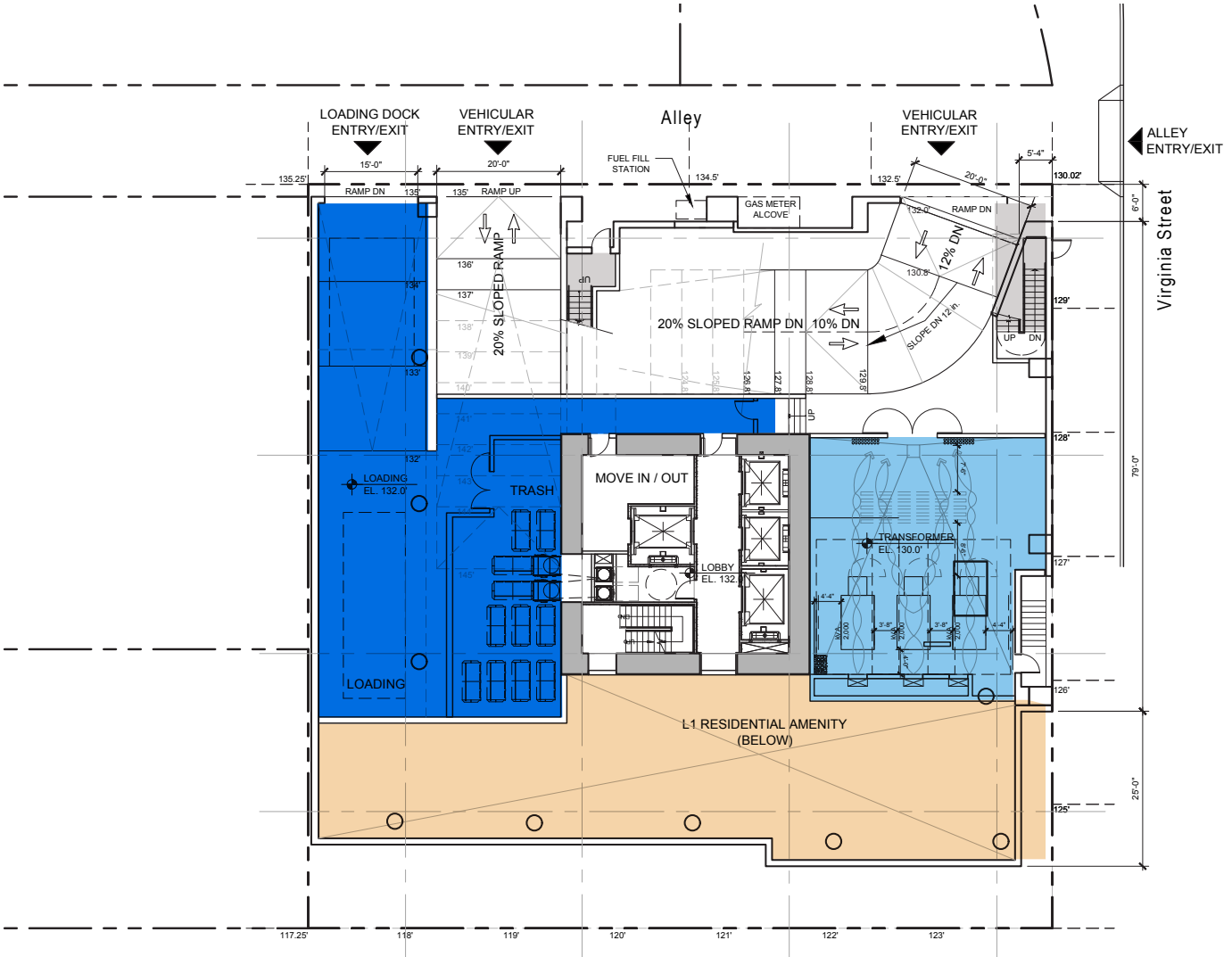
PROJECT
NORTH

PROS

- Garages entries located on alley.
- Terry Street facade would be active and transparent.

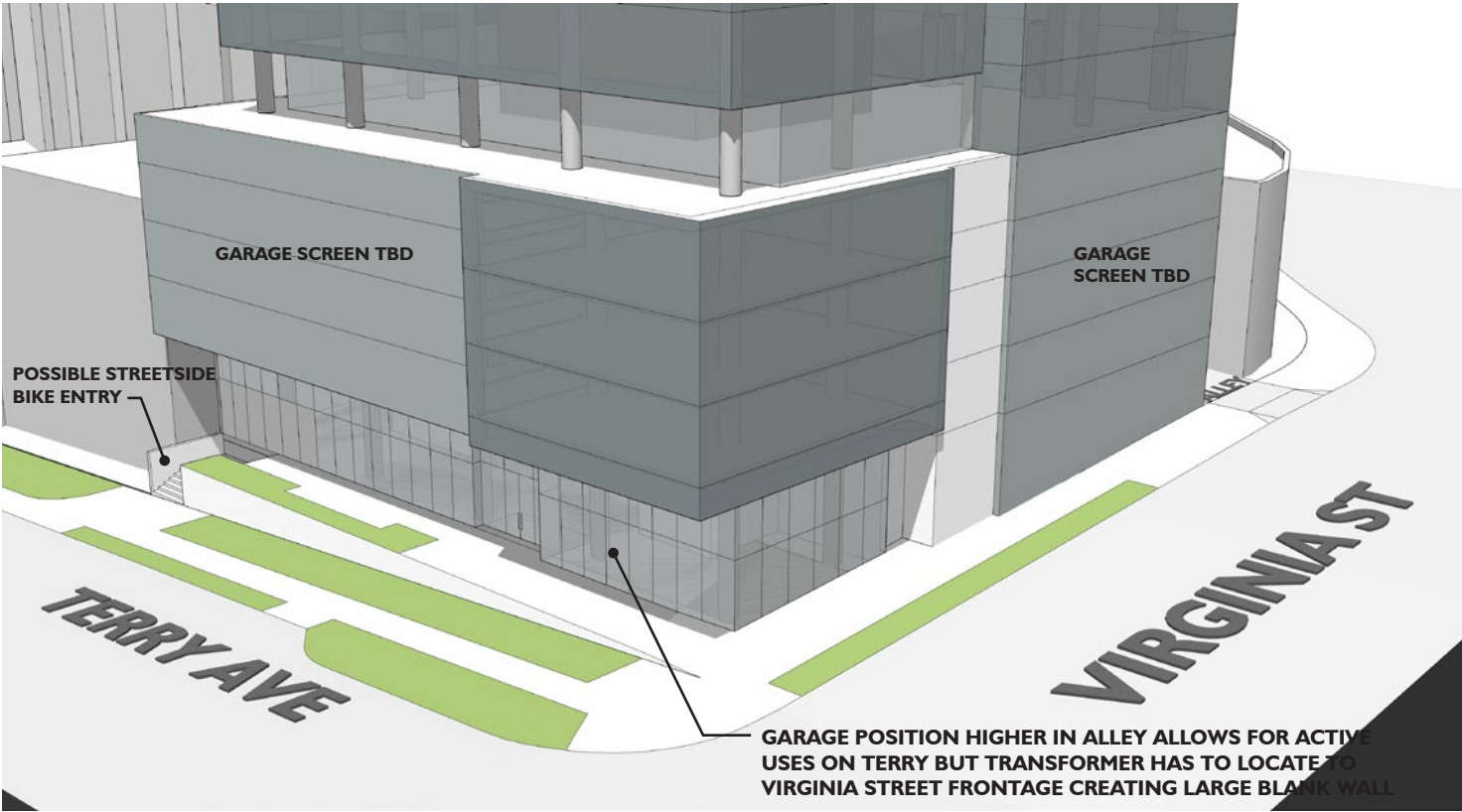
CONS

- Turning diagrams and general access into below grade garage cumbersome.
- Much of Virginia street would be blank walls to screen mechanical spaces.

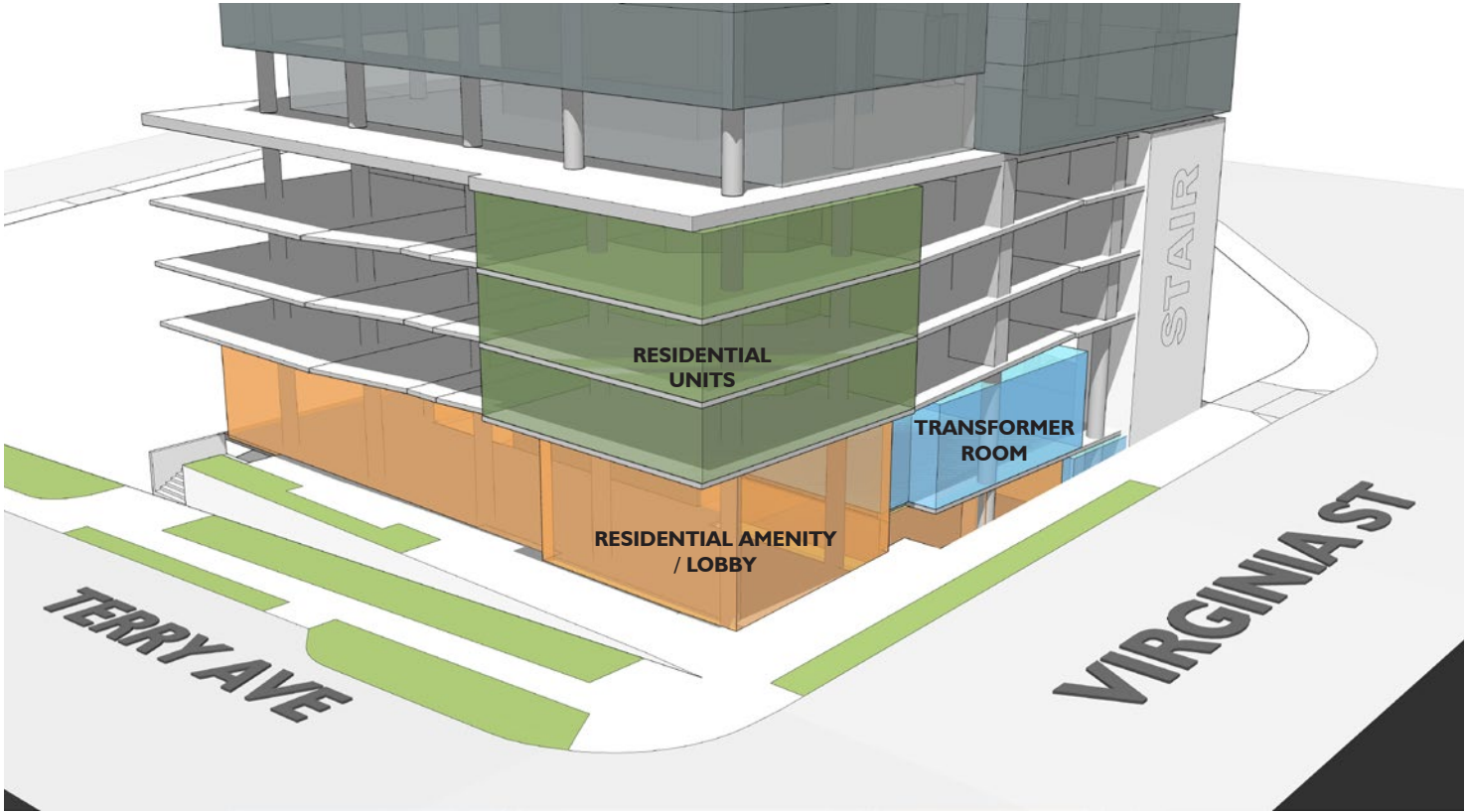


LI UPPER PLAN (ALLEY GRADE)
SCALE: NTS

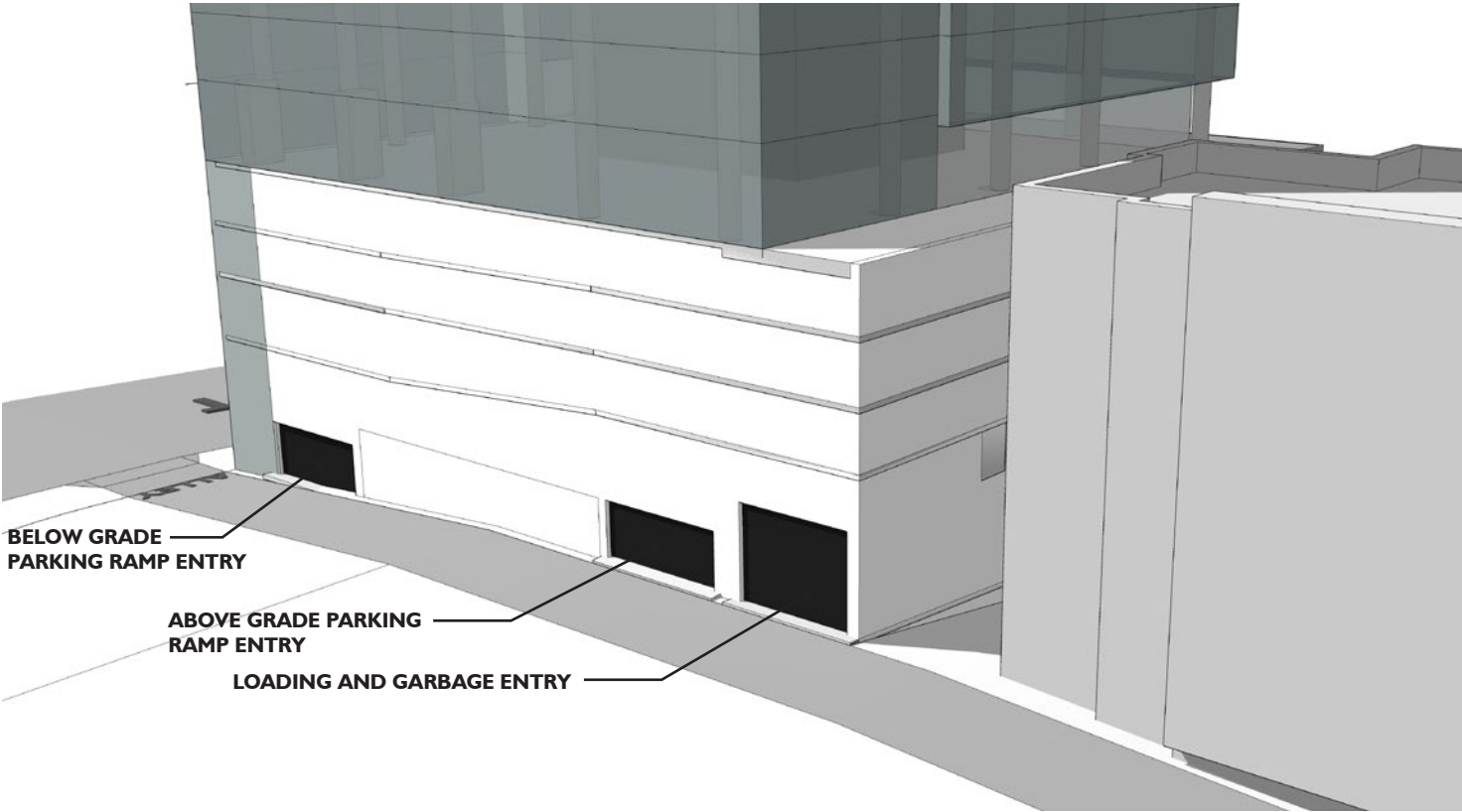
OPTION 3 (CONTINUED)



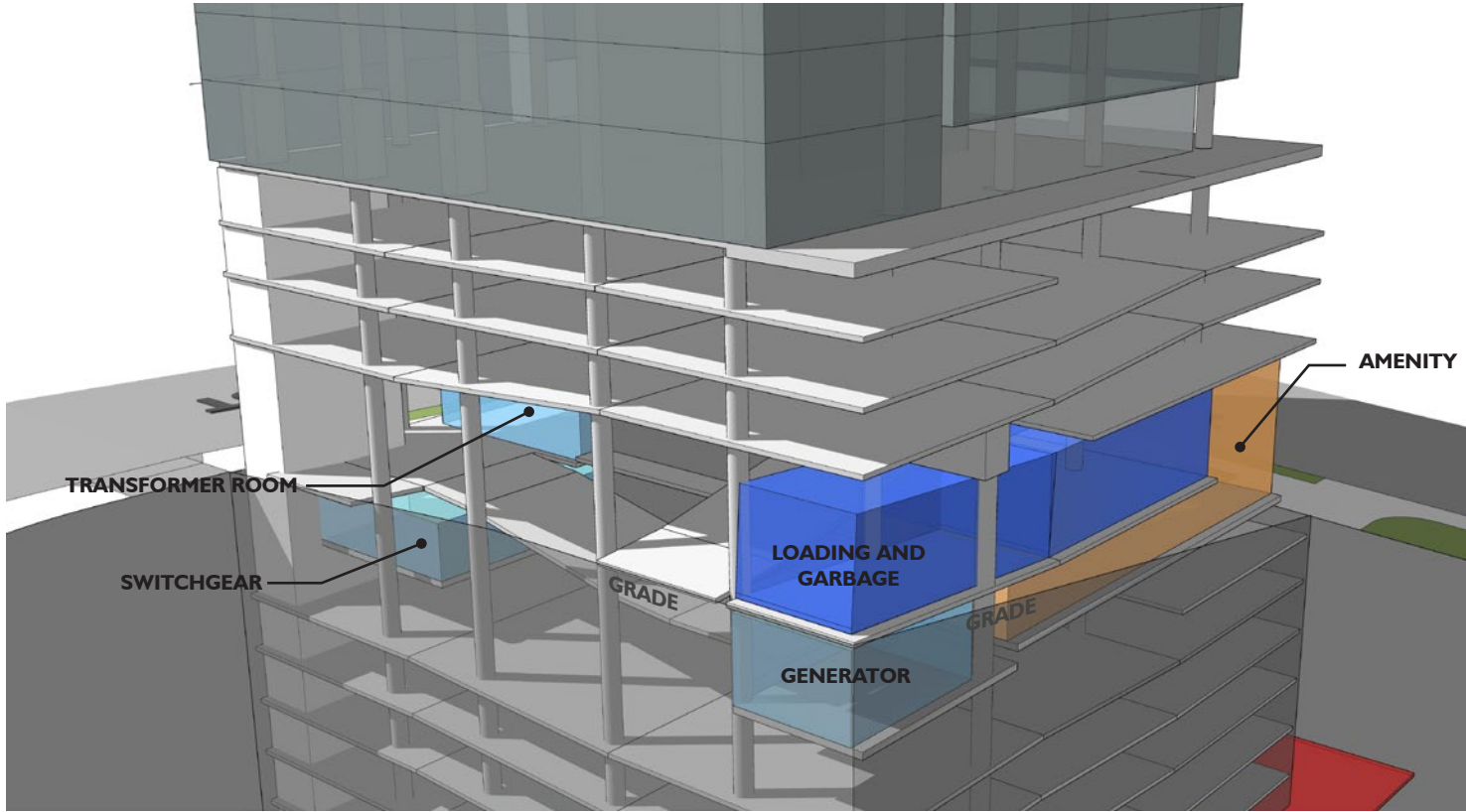
Option 3 massing with Virginia curb cut for garage entry.



Option 3 program and ramping,

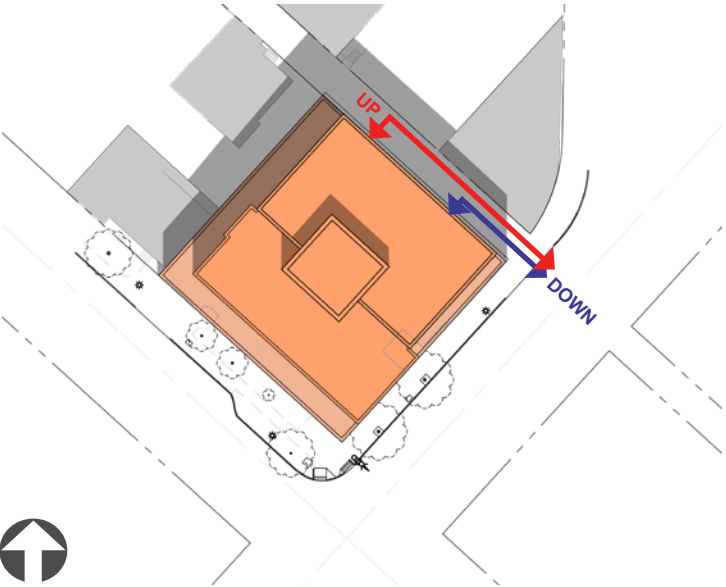


Option 3 massing along Alley



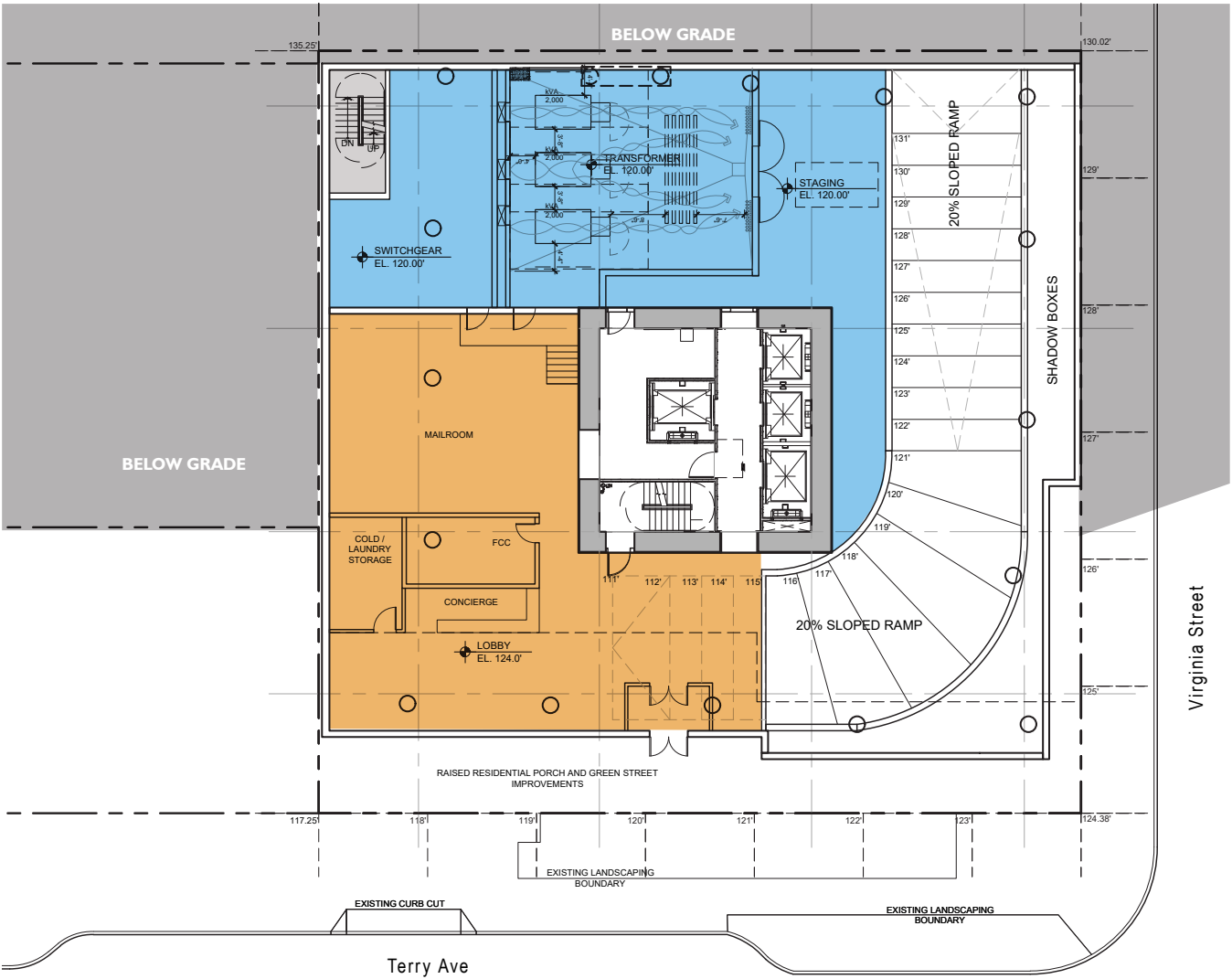
Option 3 alley side ramping and program layout.

OPTION 4



Option 4 looked at another approach to ramping with ramps on both sides of the core, however the end result is a ramp parallel to both street frontages, creating both narrow and unusable spaces along both street frontages. This also shifts the residential entry off the main corner of the site and back along the green street, requiring modification of the existing planting areas to get access and reducing the area of setback available for enhanced landscaping.

- Amenity/Retail Space
- Residential Units
- Mechanical / Electrical (Blank Wall)
- Loading / Trash (Blank Wall)
- Commercial Space



LI LOWER PLAN (TERRY AVE GRADE)
SCALE: NTS



PROJECT
NORTH

PROS

Both ramps avoid convoluted and difficult to maneuver paths to below grade.

Transfers reduced to a minimum eliminating head high issues.

Loading re-located to ideal location for access.

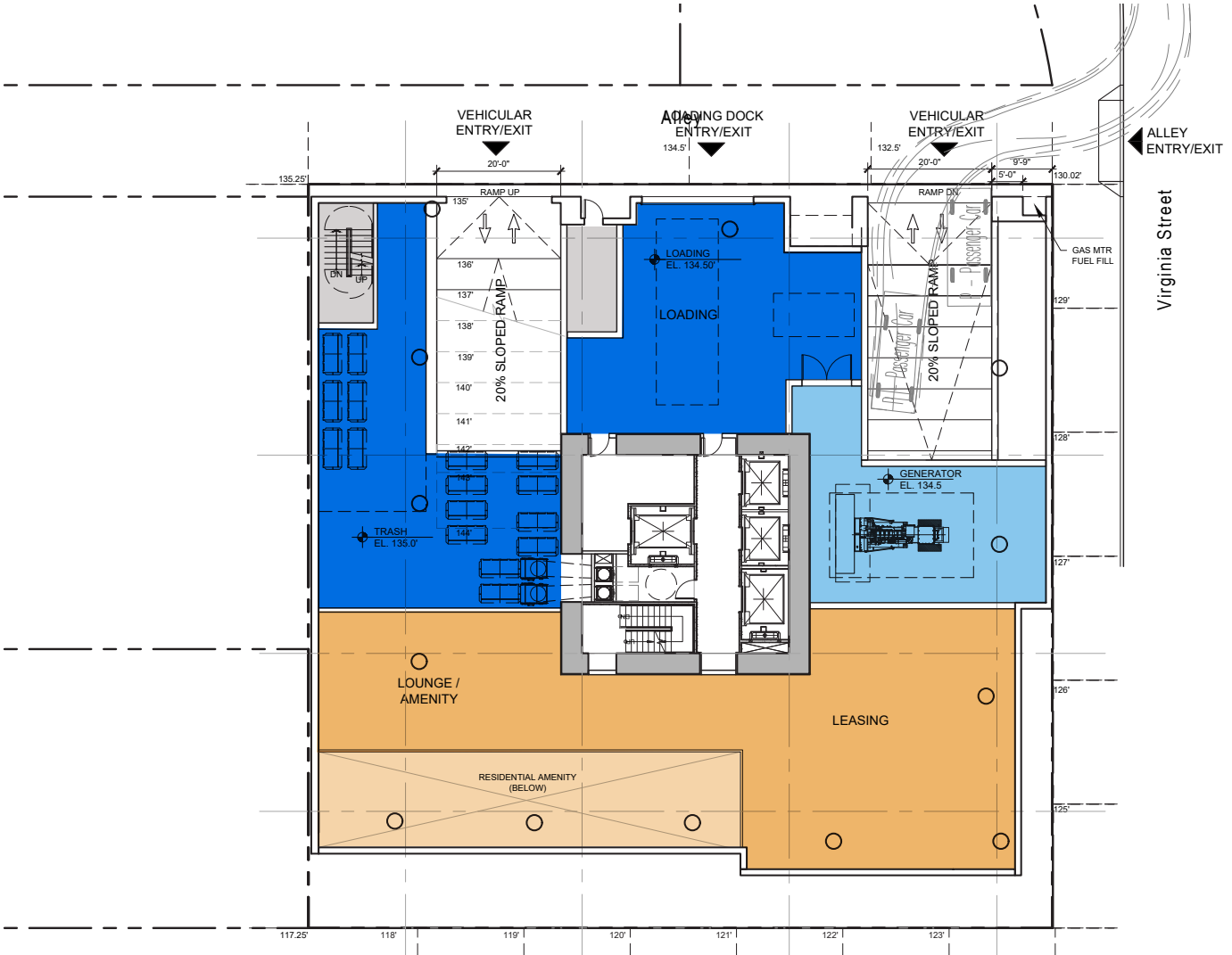
CONS

Frontage on Virginia is barely usable at best, and blank walls screening drive ramps at worst.

Residential entry lobby shifted off corner and loses visibility.

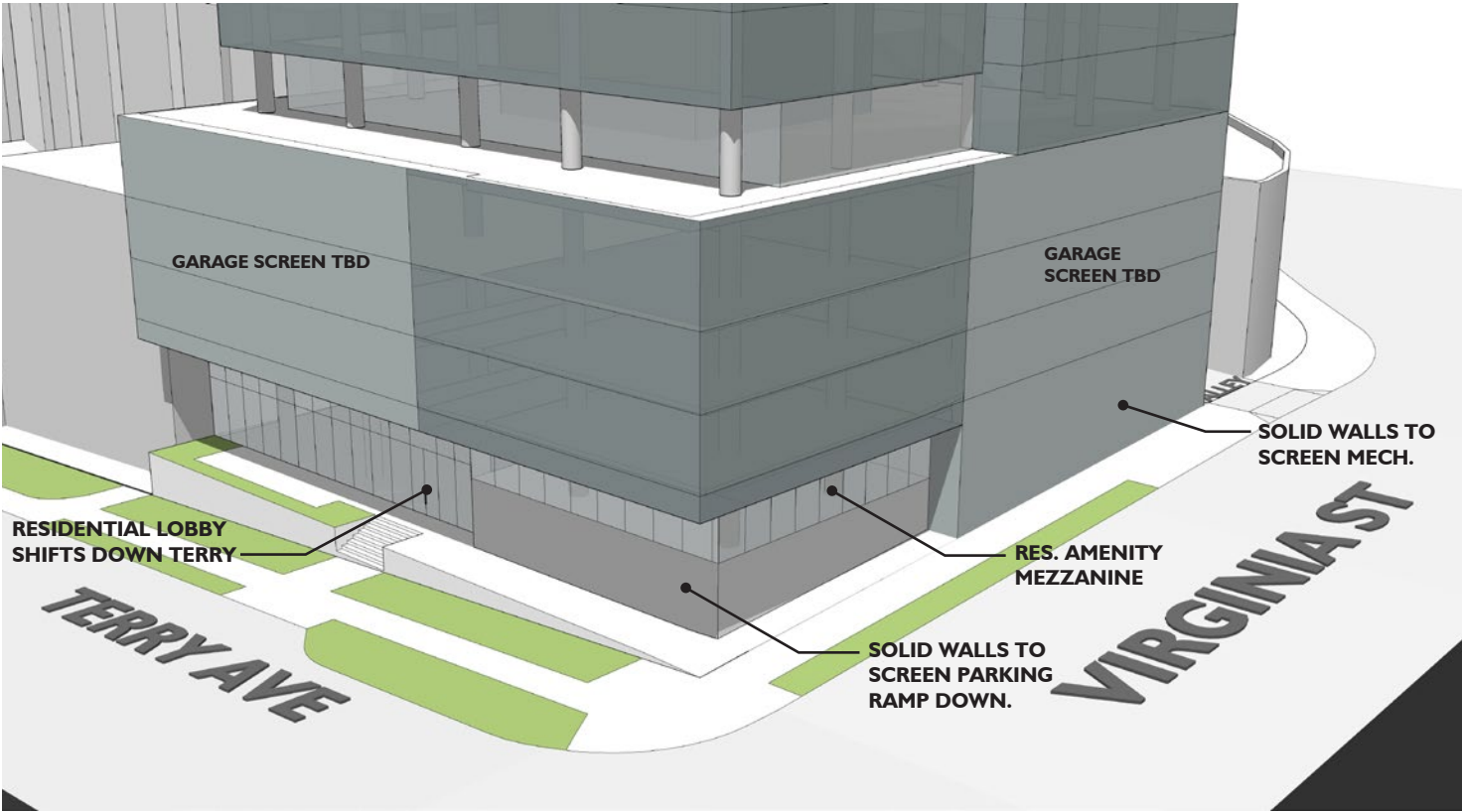
Ramp still very close to alley corner, meaning visibility and access difficult for drivers.

Ramp eats into ground level and reduces area for enhanced landscaping at ground level.

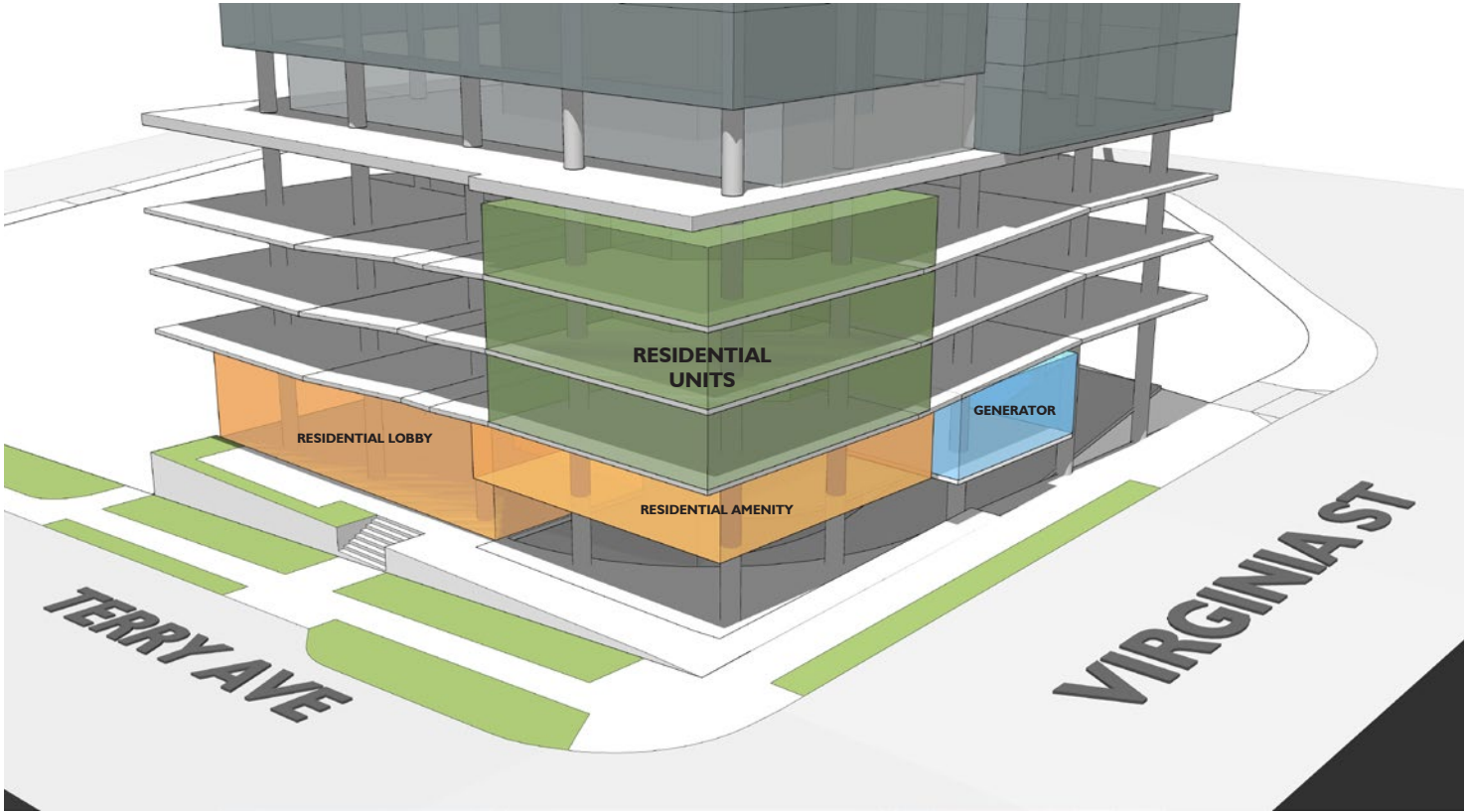


LI UPPER PLAN (ALLEY GRADE)
SCALE: NTS

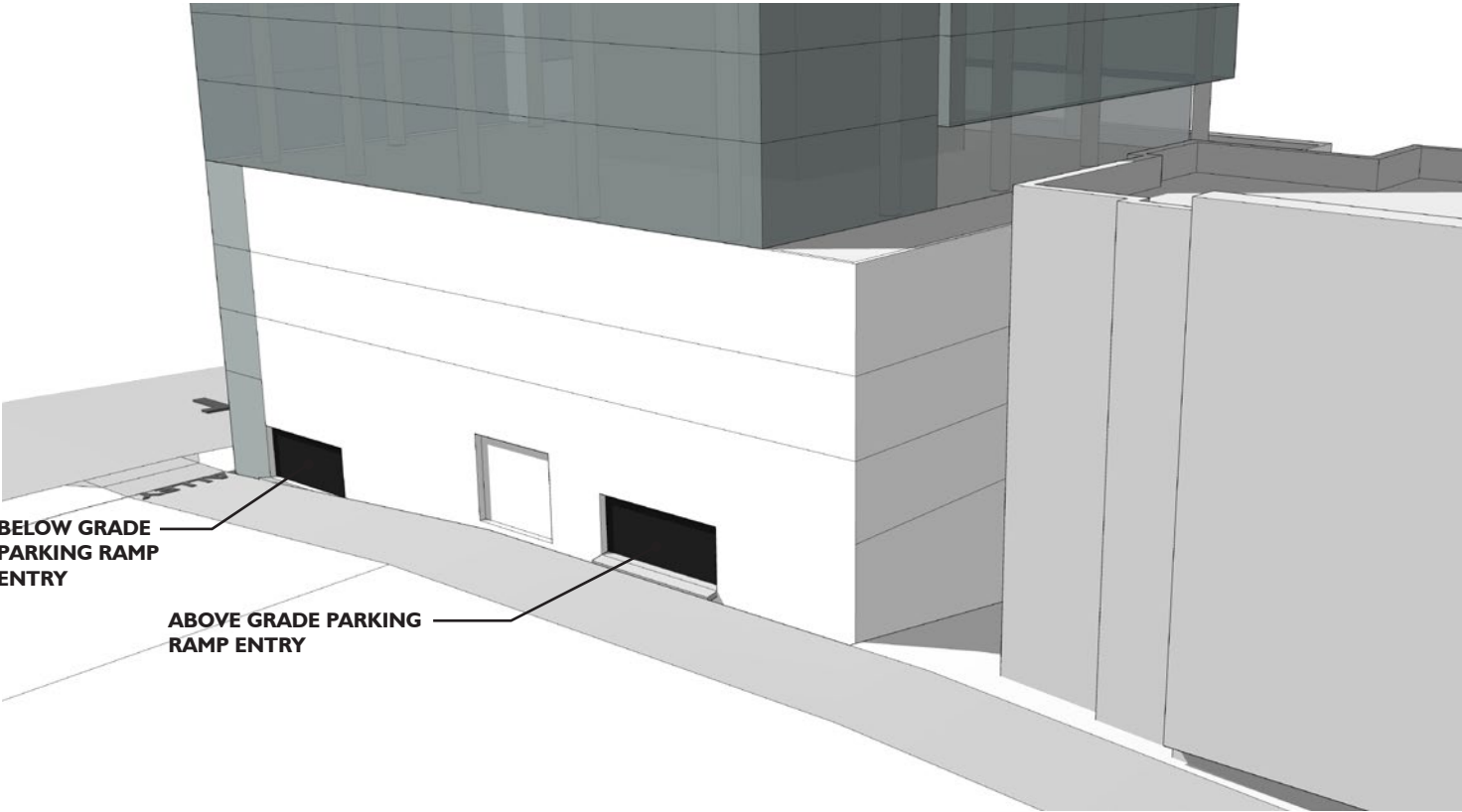
OPTION 4 (CONTINUED)



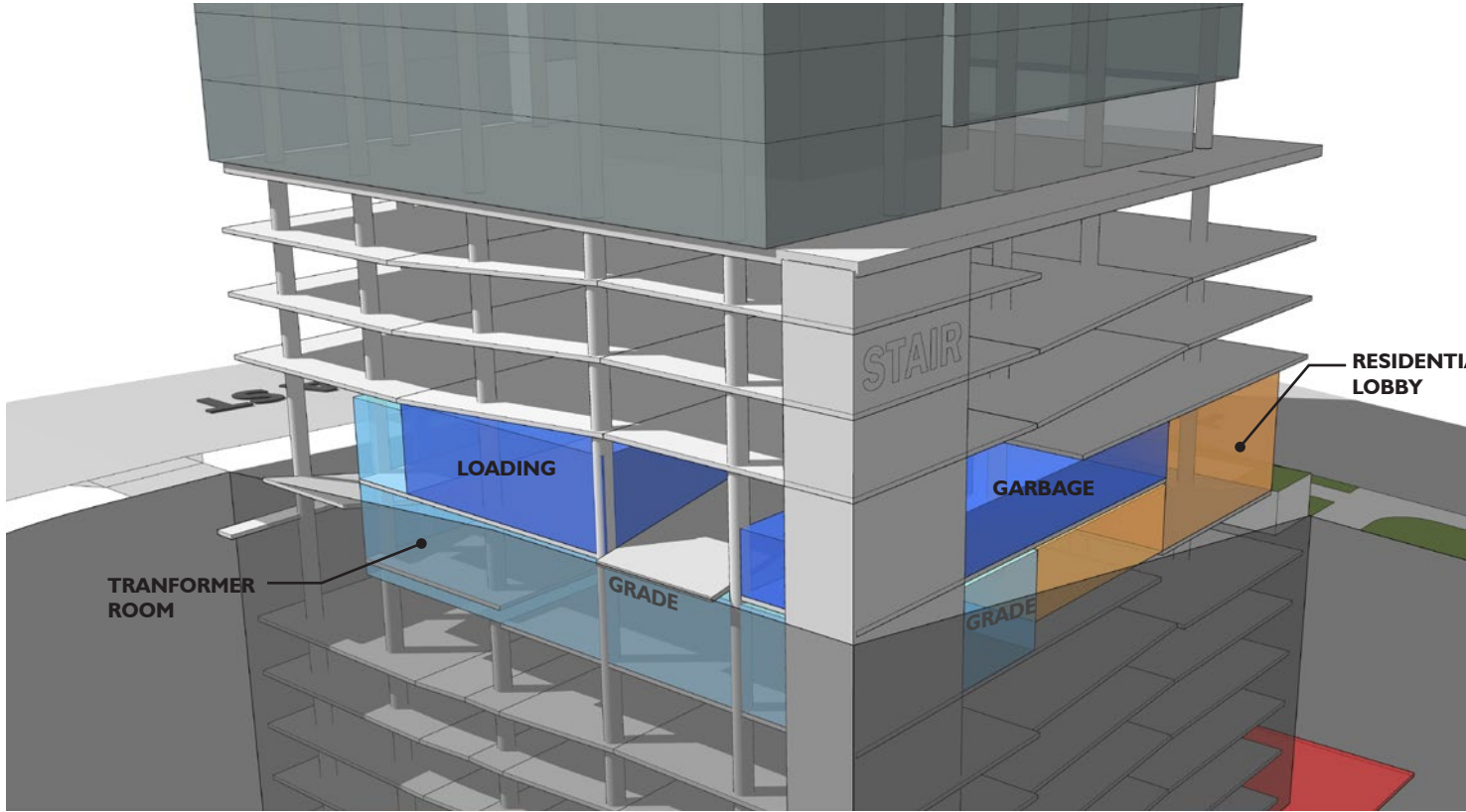
Option 4 massing with Virginia curb cut for garage entry.



Option 4 program and ramping,

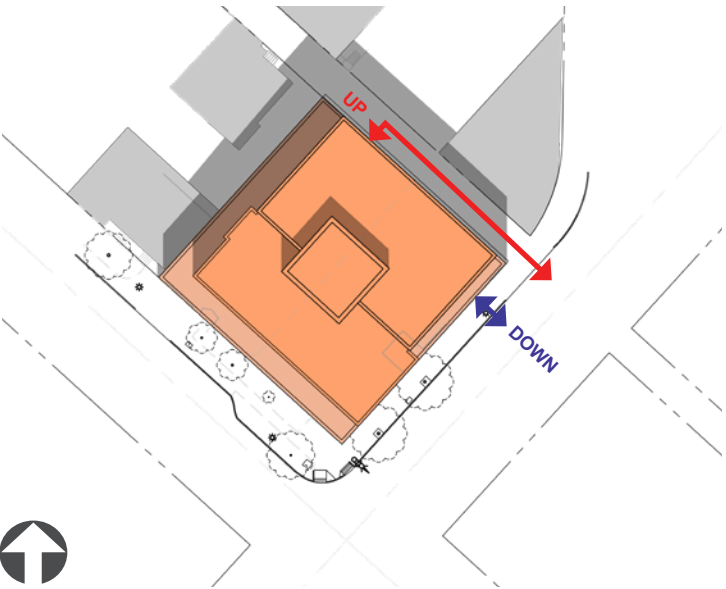


Option 4 massing along Alley



Option 4 alley side ramping and program layout.

OPTION 5



Options 5's ability to start the ramp earlier and off a lower point on Virginia instead of the alley gives it the ability to utilize a much larger percentage of the ground level for active and transparent uses than the previous four Options. The ramp entry and egress stair at the corner of the alley are the only spaces that do not feature active uses. This Option would create a much more inviting, active and friendly ground level experience for pedestrians and support the purpose of the Terry Avenue green street designation to "strengthen connections between residential enclaves and other Downtown amenities by improving the streetscape for peds., bikes, and transit patrons."

- Amenity/Retail Space
- Residential Units
- Mechanical / Electrical (Blank Wall)
- Loading / Trash (Blank Wall)
- Commercial Space

PROS

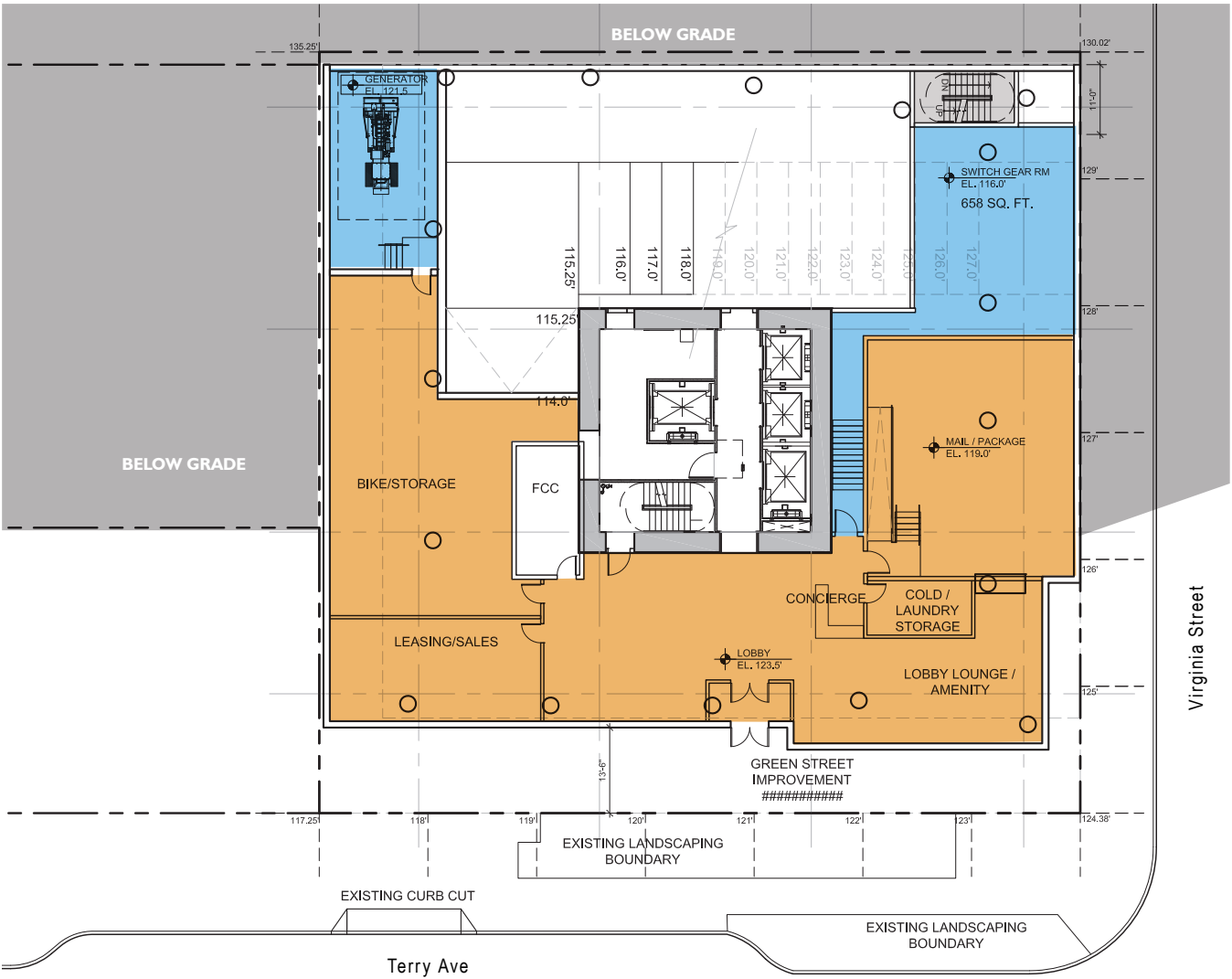
Utilizes grades to better located mechanical spaces where they will not create blank walls.

Both frontages on Virginia and Terry get active residential uses and transparency.

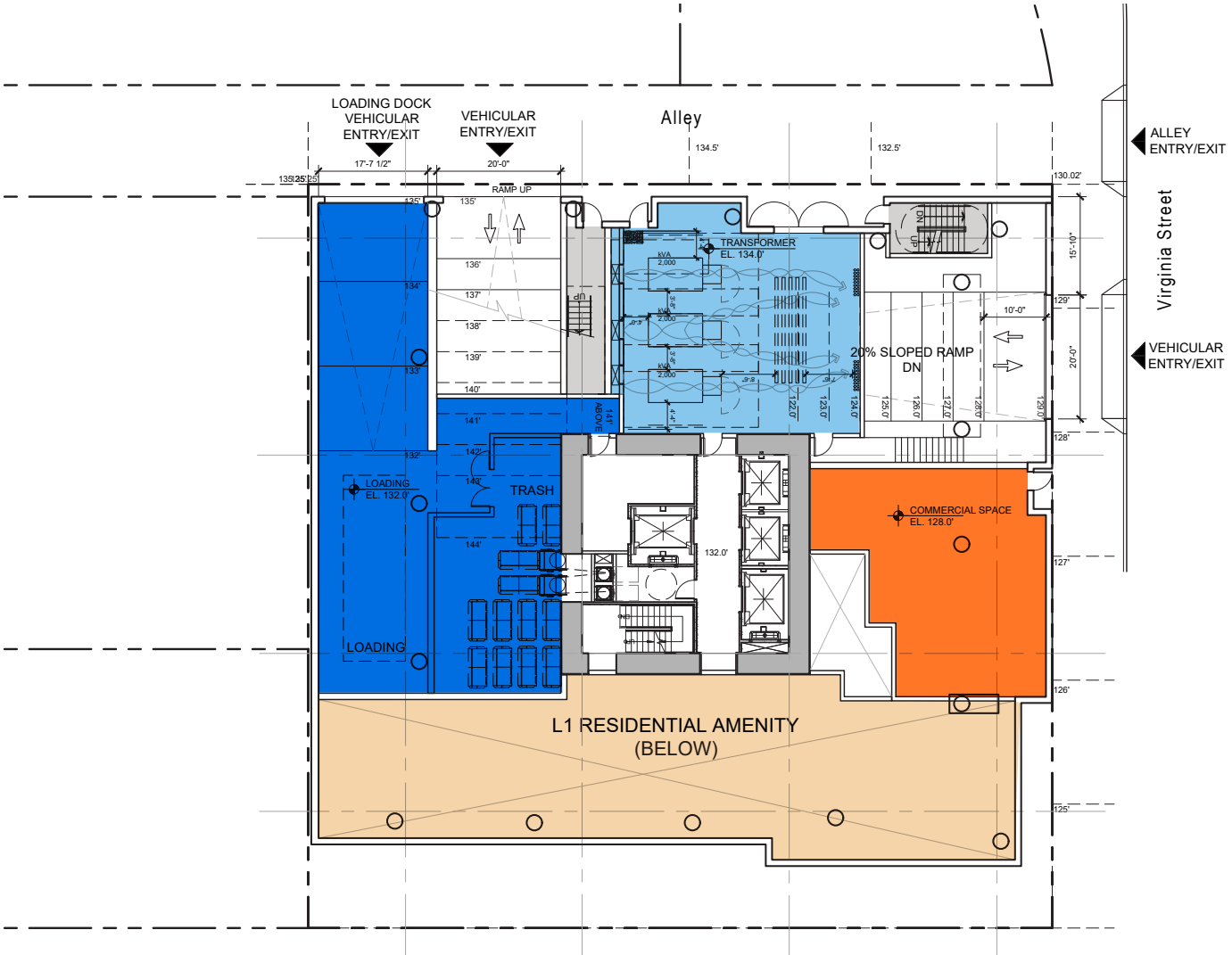
Loading and garage ramps both feature simple 90 degree entries for easier access and better pedestrian visibility.

CONS

Long ramps into garage, loading still in difficult to navigate location.

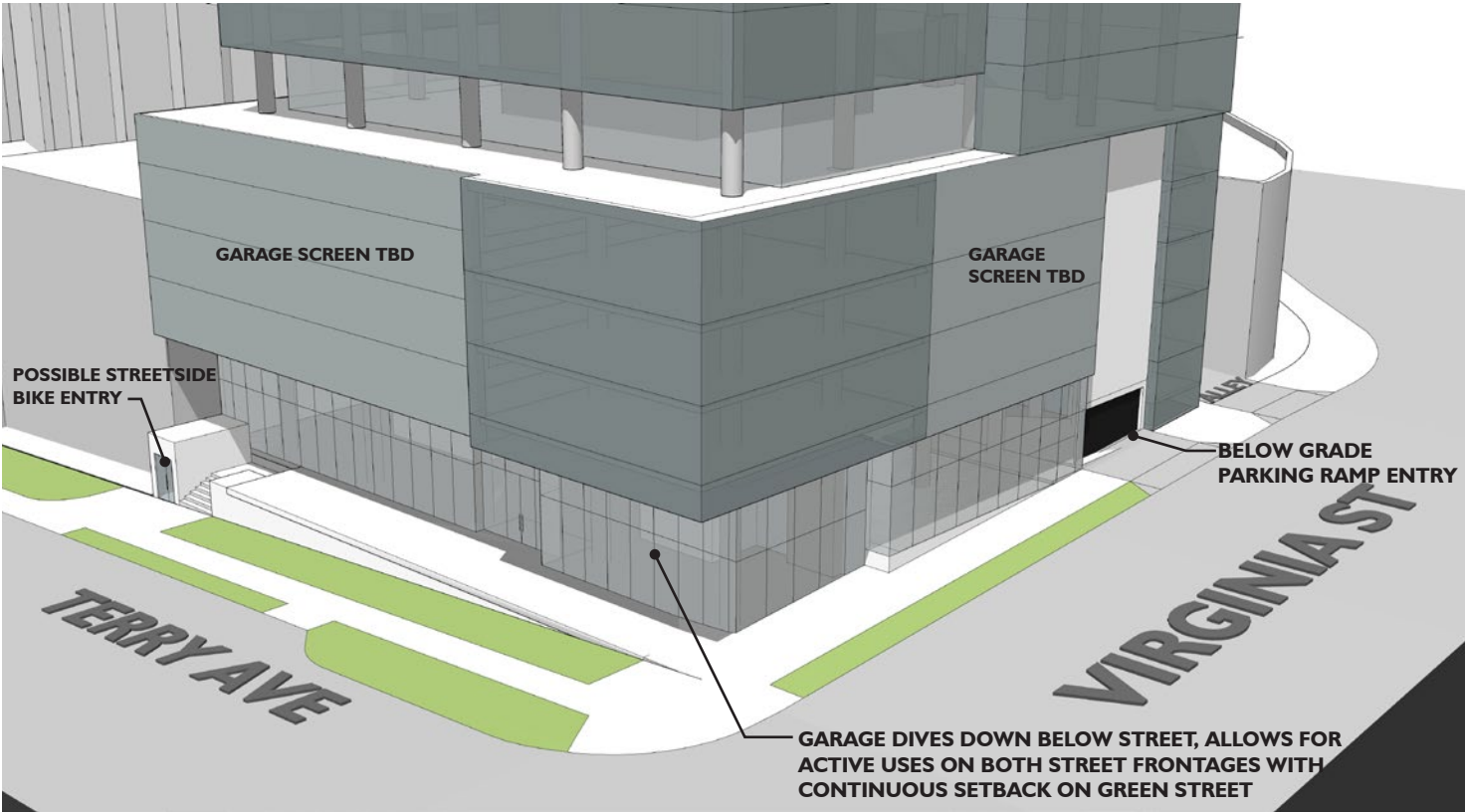


LI LOWER PLAN (TERRY AVE GRADE)
SCALE: NTS

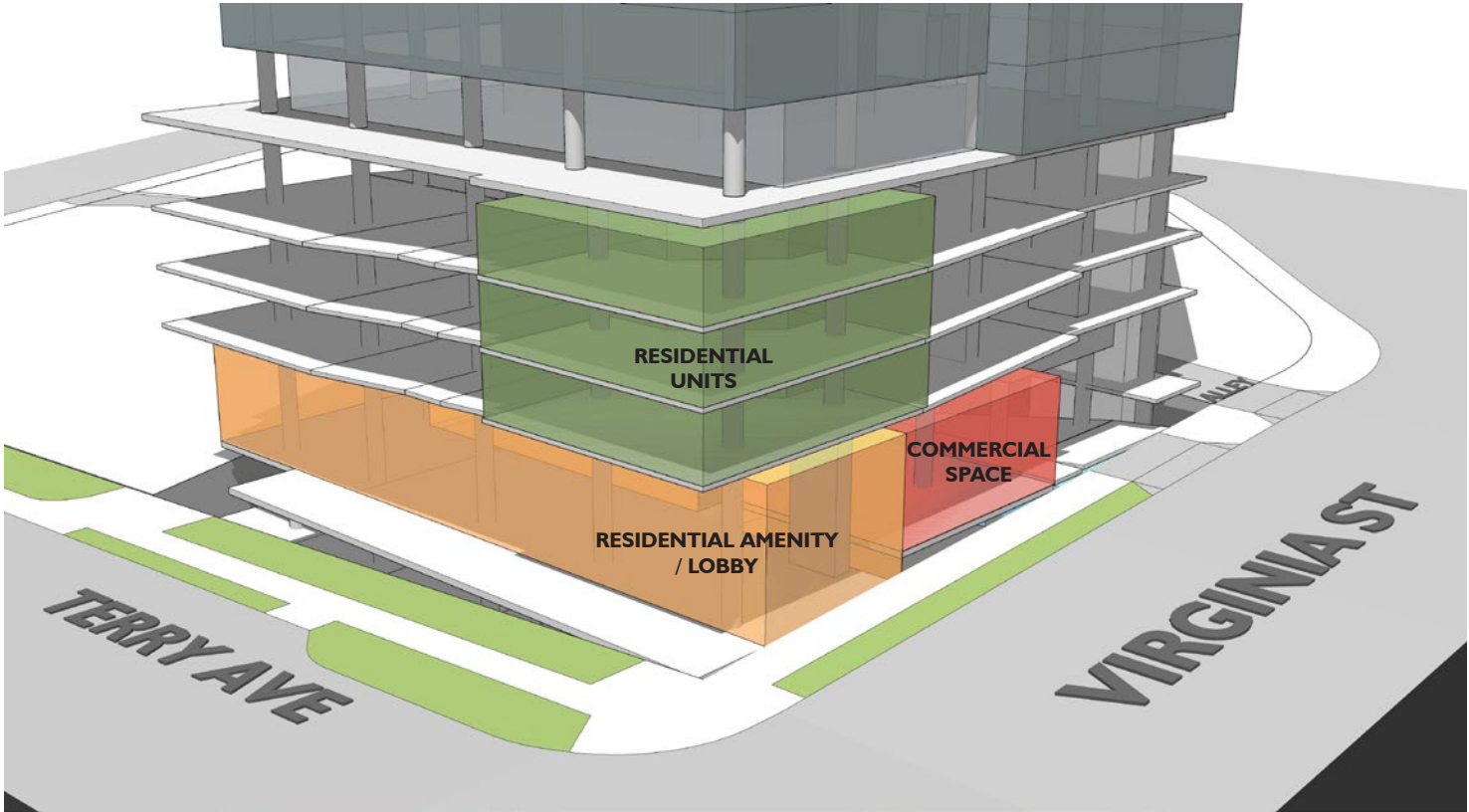


LI UPPER PLAN (ALLEY GRADE)
SCALE: NTS

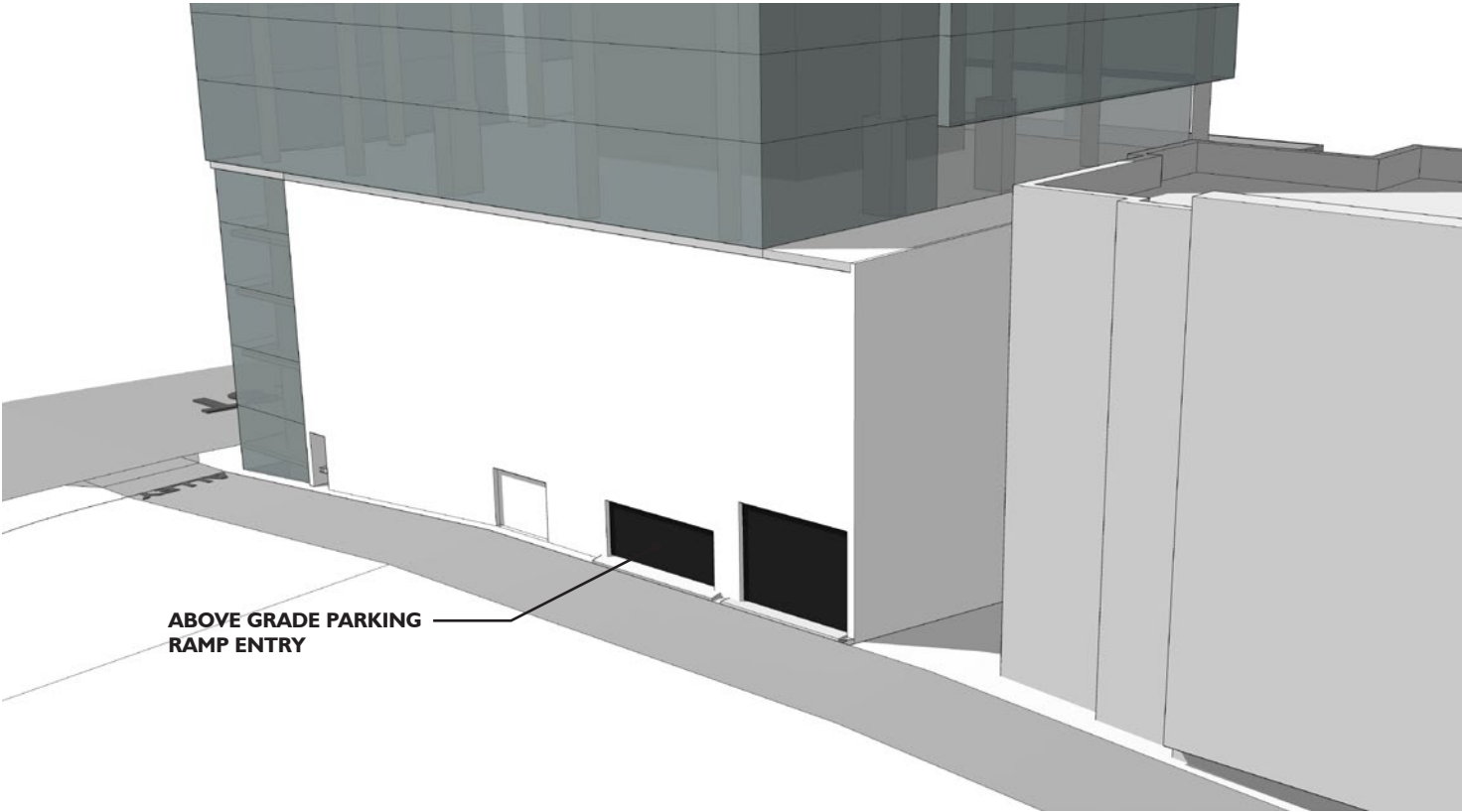
OPTION 5 (CONTINUED)



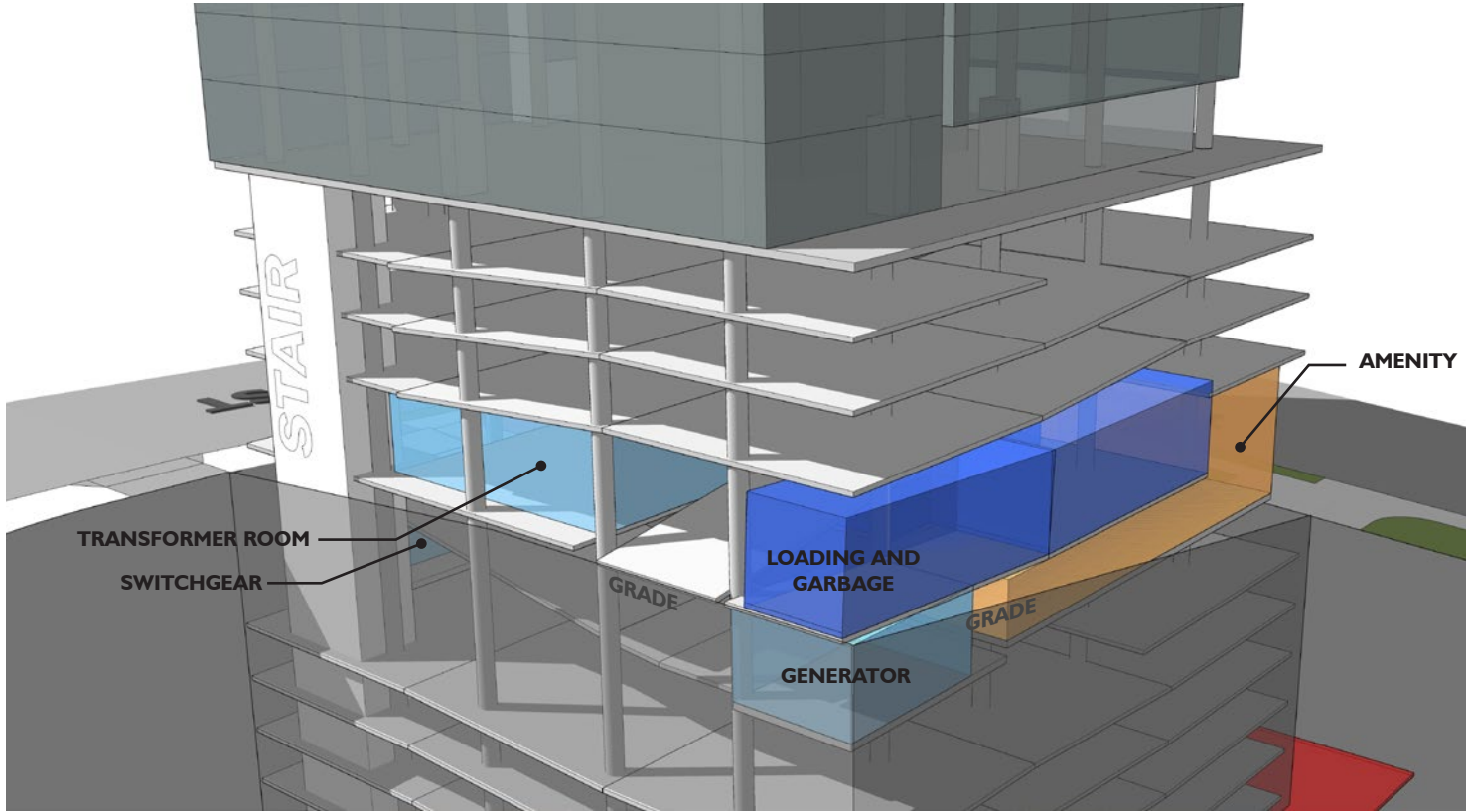
Option 5 massing with Virginia curb cut for garage entry.



Option 5 program and ramping,

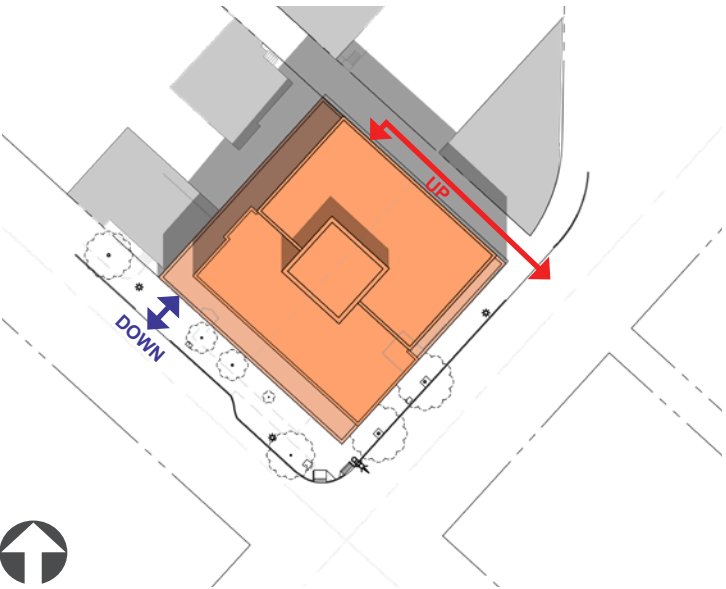


Option 5 massing along Alley



Option 5 alley side ramping and program layout.

OPTION 6



Option 6 reduces blank facades even further, utilizing a small swath of frontage for a garage entry on Terry but wrapping the entire rest of the street fronts in glass and active residential uses. Locating the ramps at their ideal locations (down ramp at the lowest point and up ramp at the highest point), allows mechanical and BOH spaces to push to corner of the alley and double height residential spaces along both street fronts will provide the most activated urban experience of all the Options. This design would support the purpose of the Terry Avenue green street designation to “create a vibrant pedestrian environment in the street right-of-way that attracts pedestrians.”

- Amenity/Retail Space
- Residential Units
- Mechanical / Electrical (Blank Wall)
- Loading / Trash (Blank Wall)
- Commercial Space

PROS

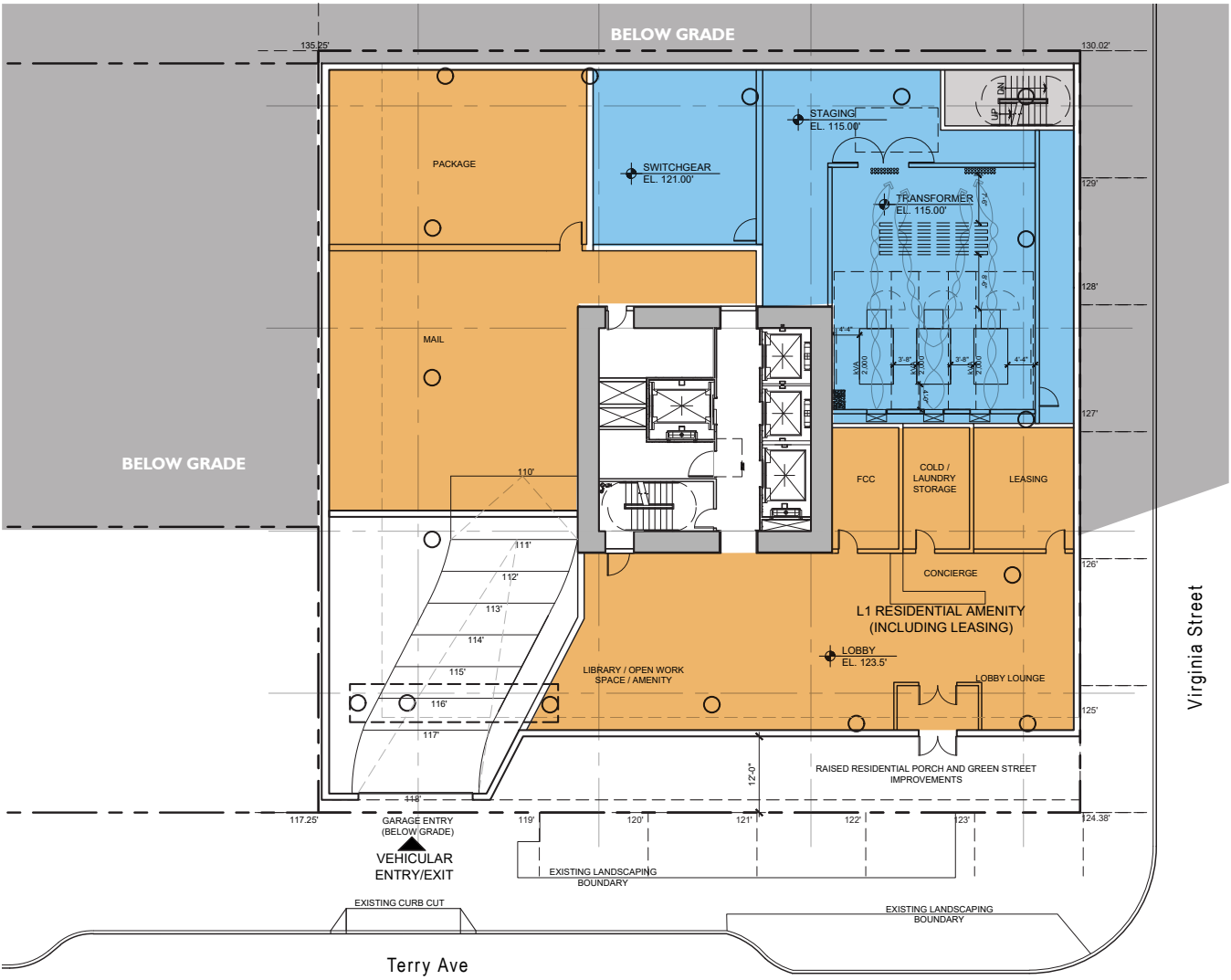
Extremely efficient from a planning perspective, allowing all BOH and mech to locate to back corner of site off alley.

Both street frontages on Virginia and Terry maximize their active uses and transparency.

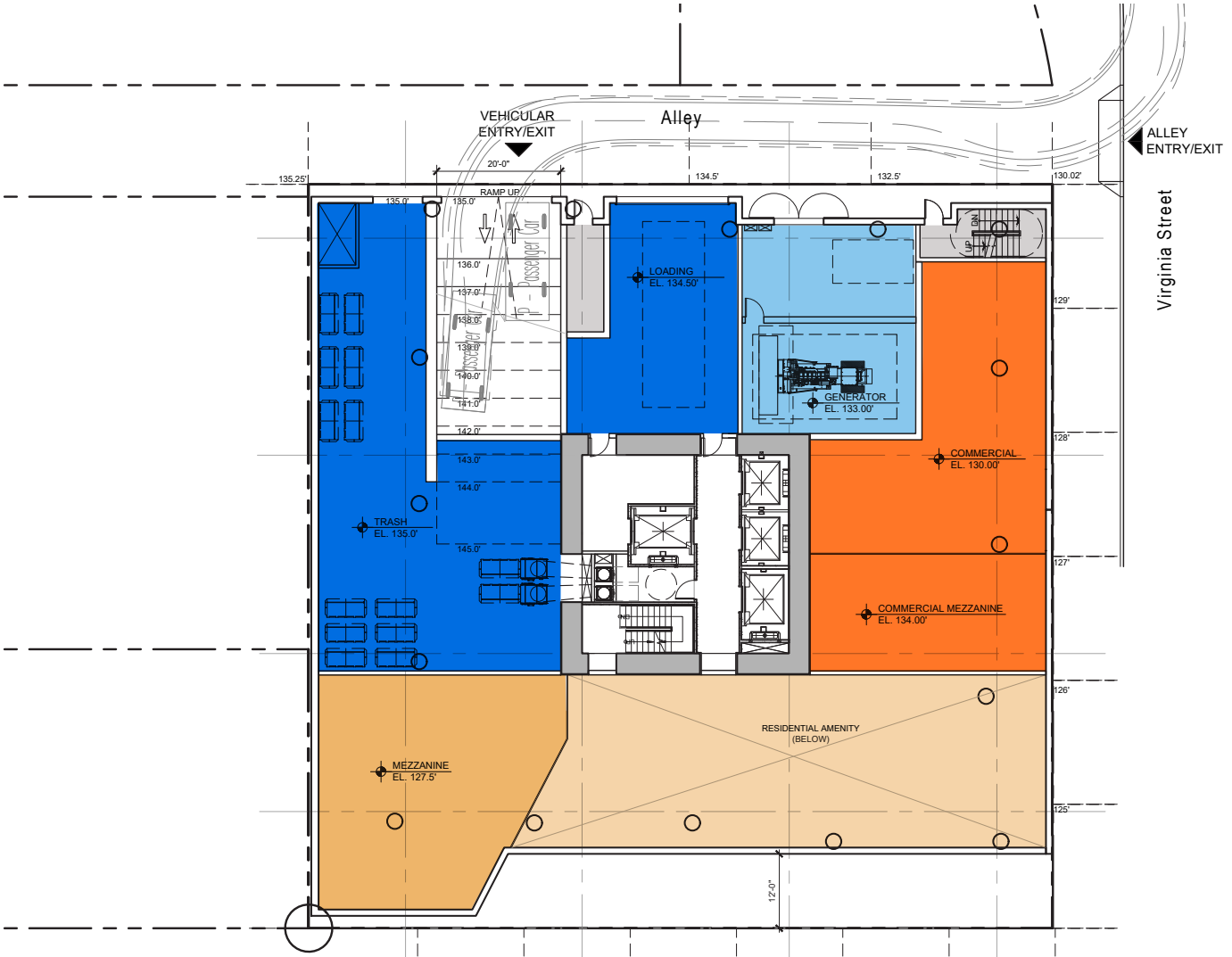
Loading and garage ramps both feature simple 90 degree entries for easier access and better pedestrian visibility.

CONS

Retains existing curb cut on Terry Avenue, a green street.



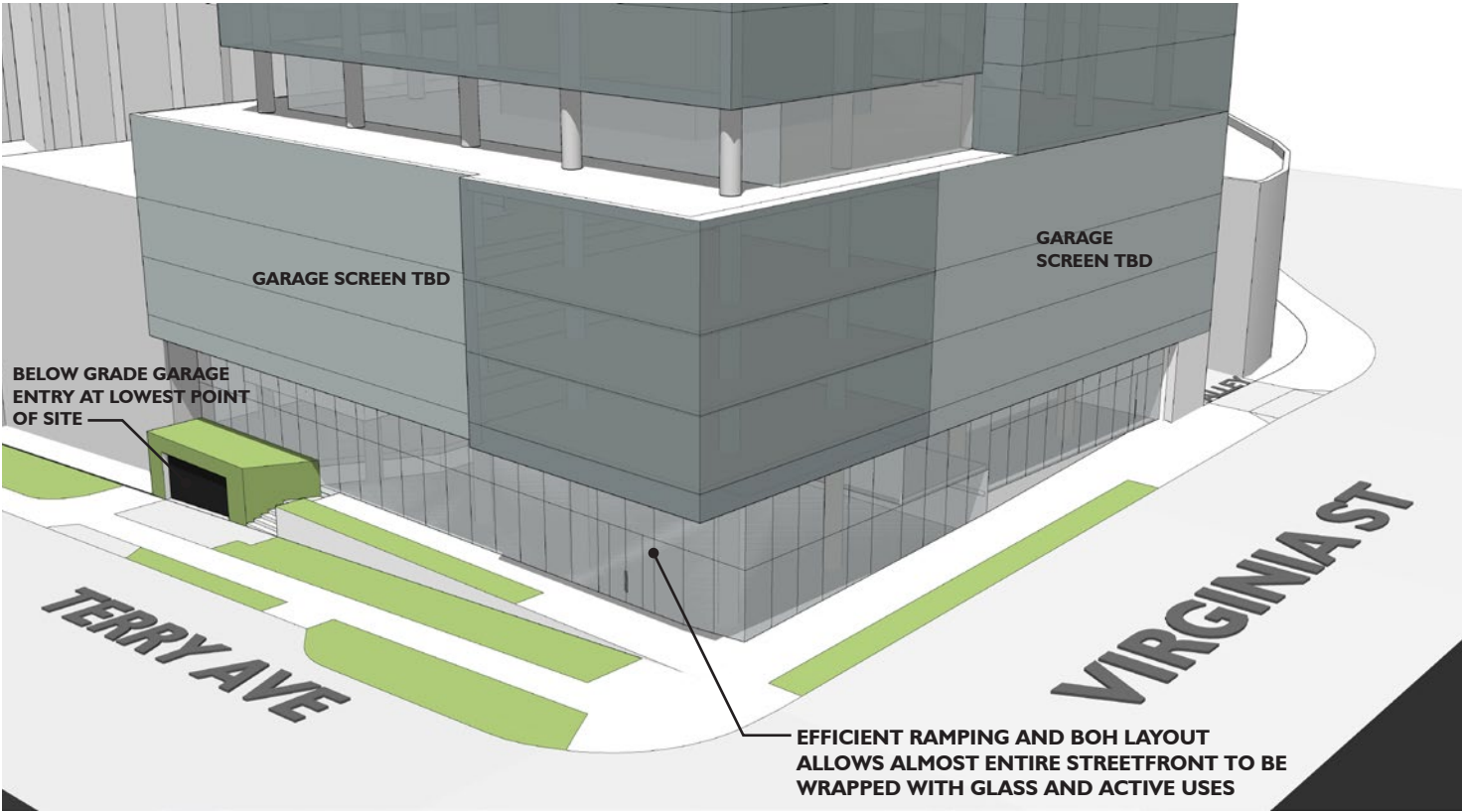
LI LOWER PLAN (TERRY AVE GRADE)
SCALE: NTS



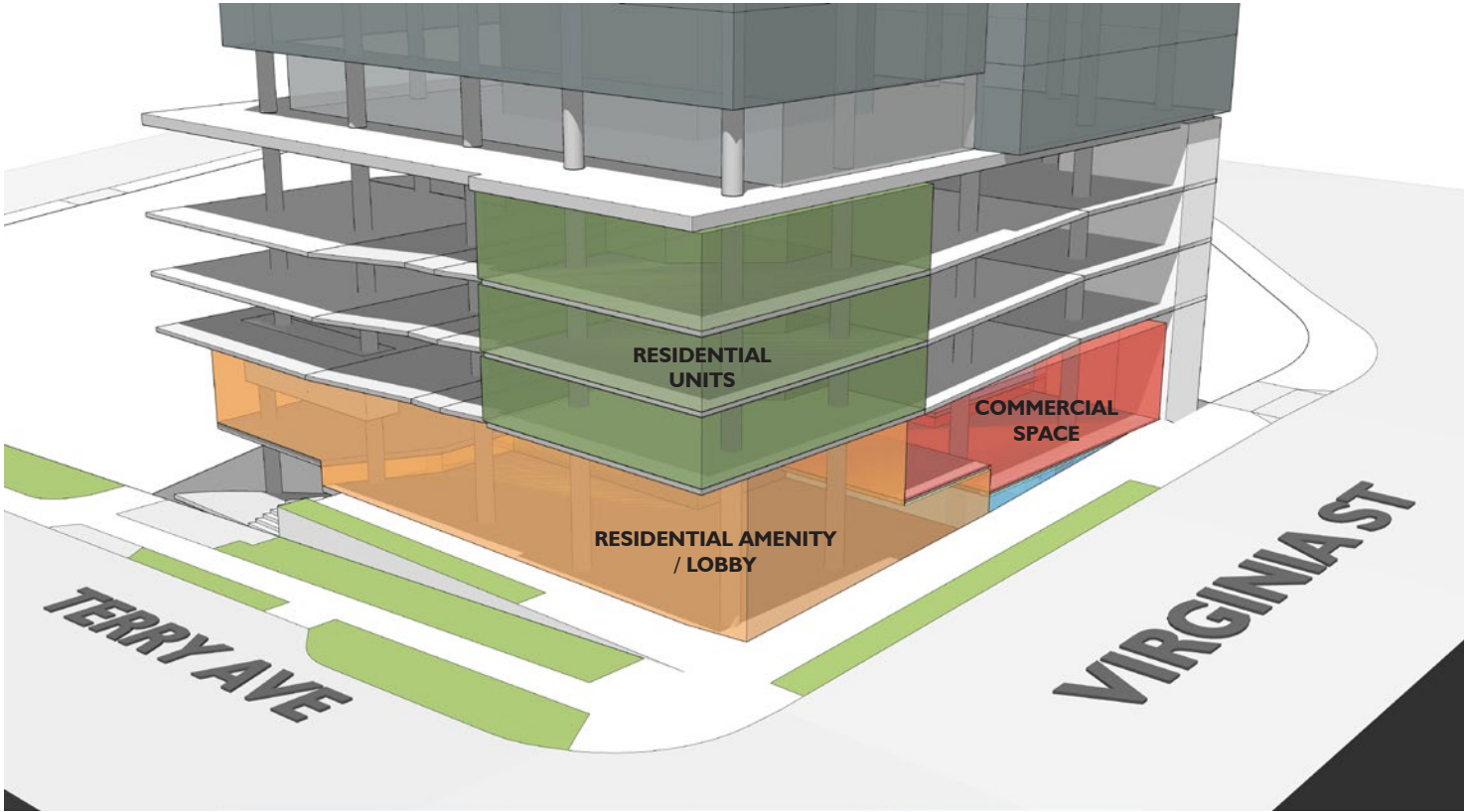
LI UPPER PLAN (ALLEY GRADE)
SCALE: NTS



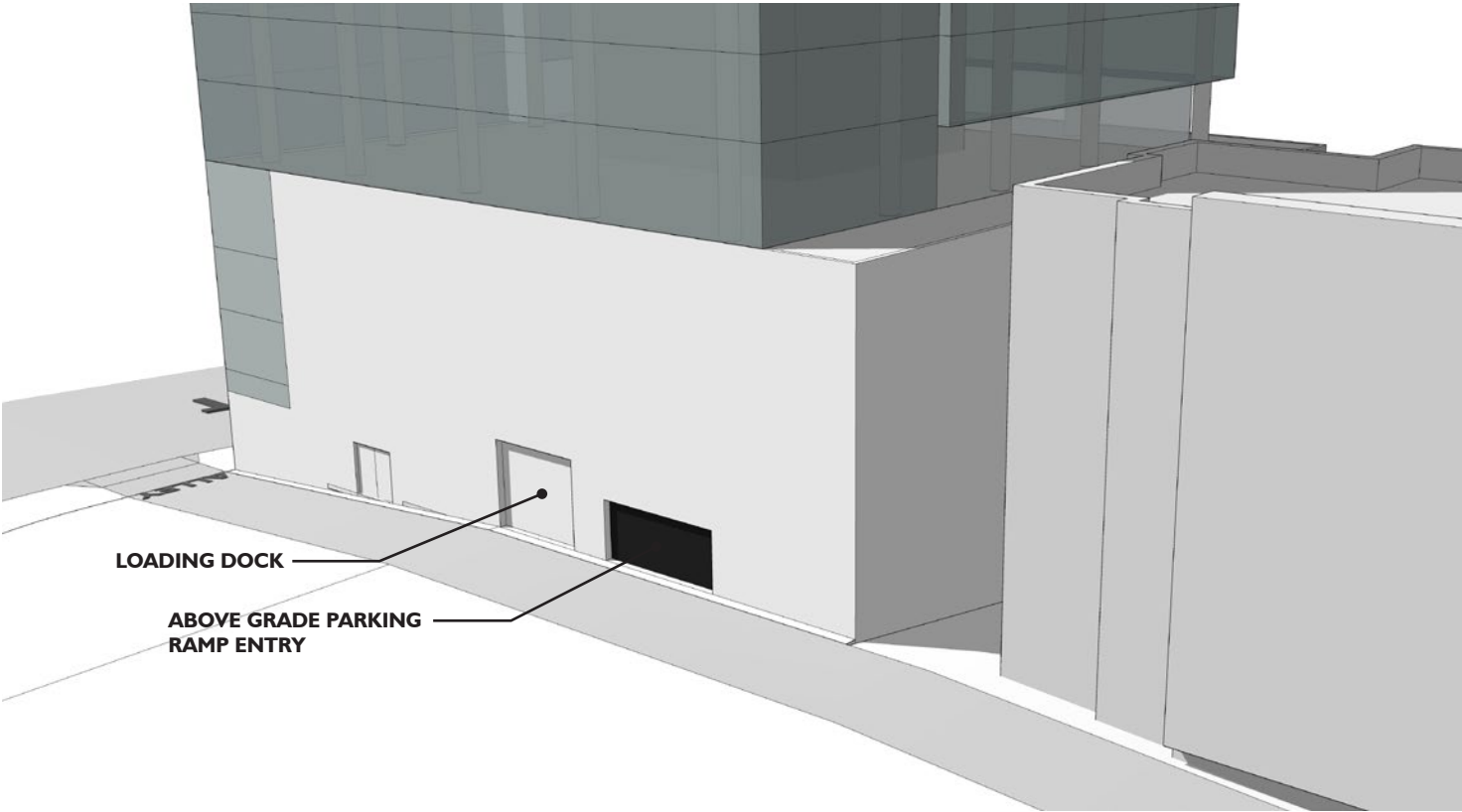
OPTION 6 (CONTINUED)



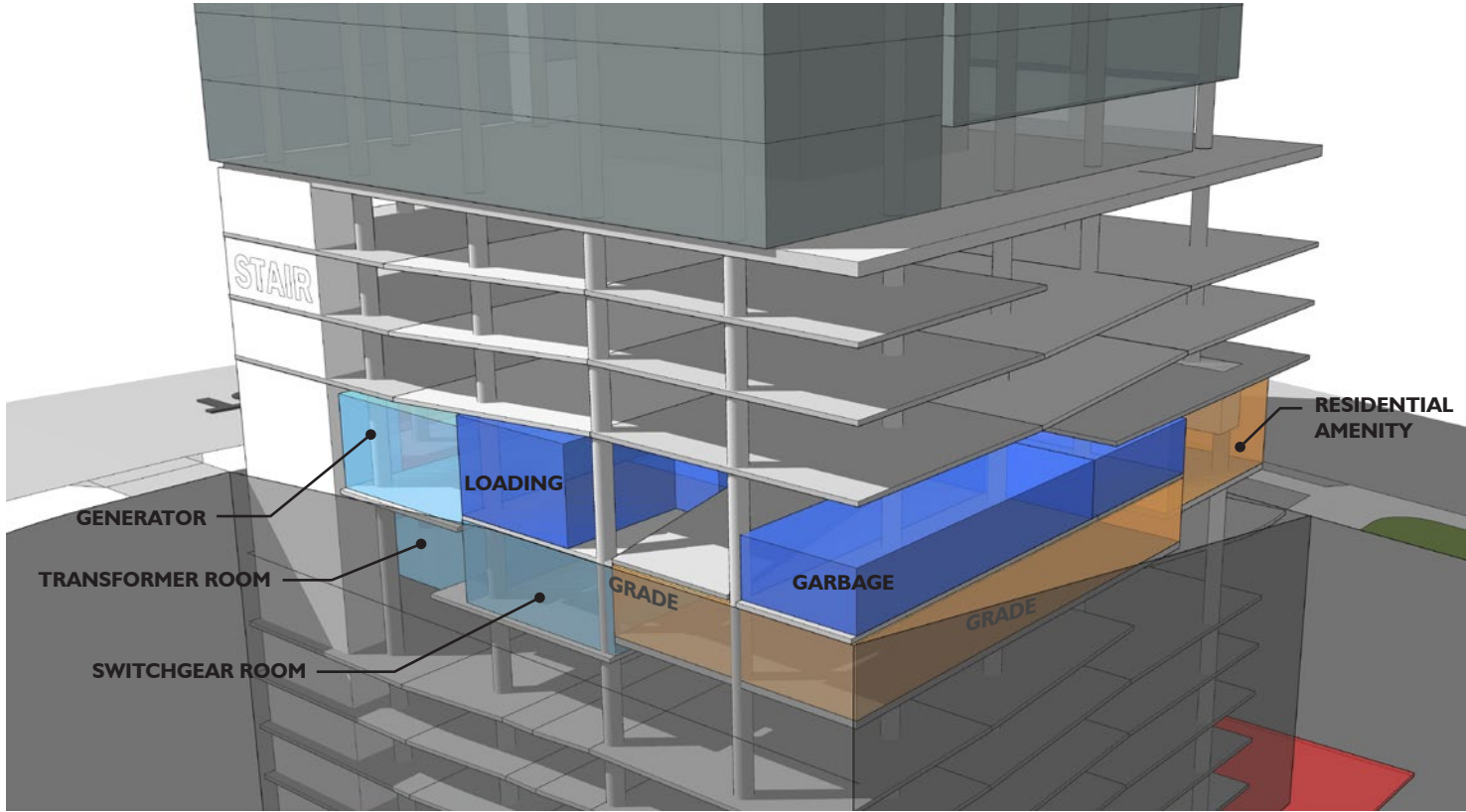
Option 6 massing with Virginia curb cut for garage entry.



Option 5 program and ramping,



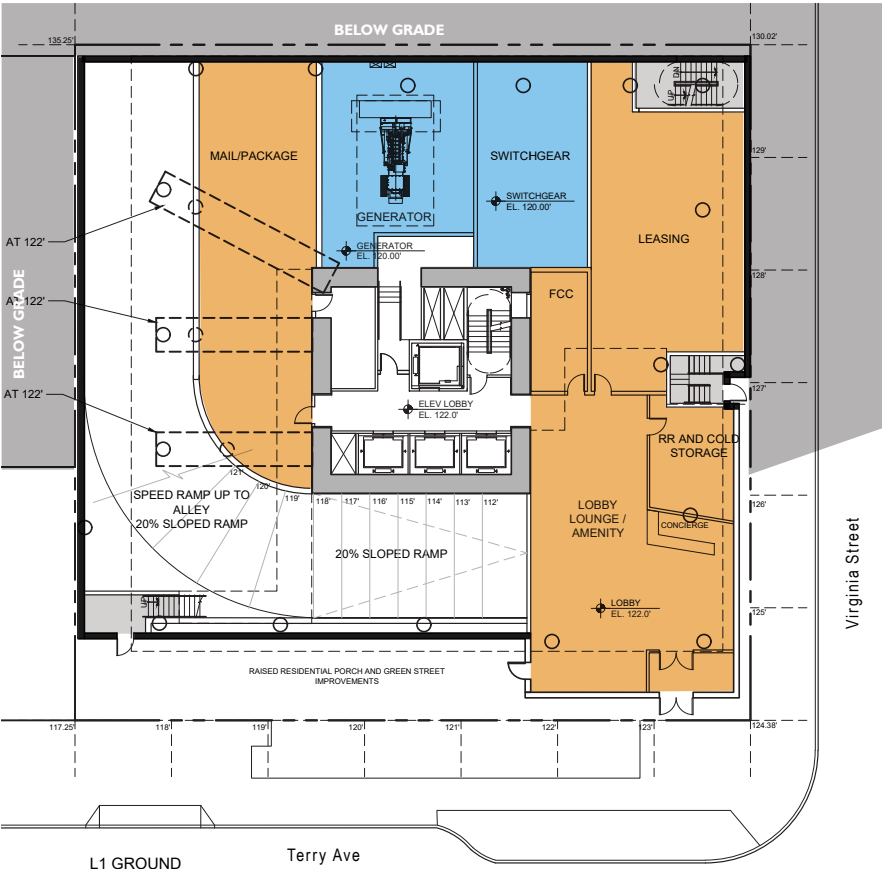
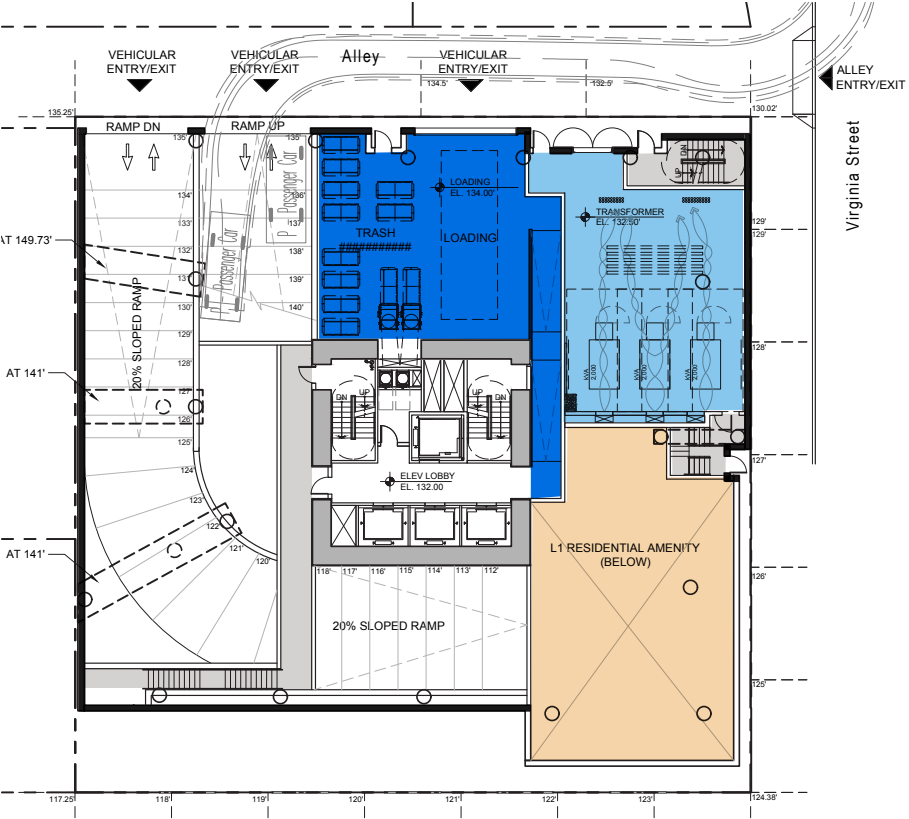
Option 5 massing along Alley



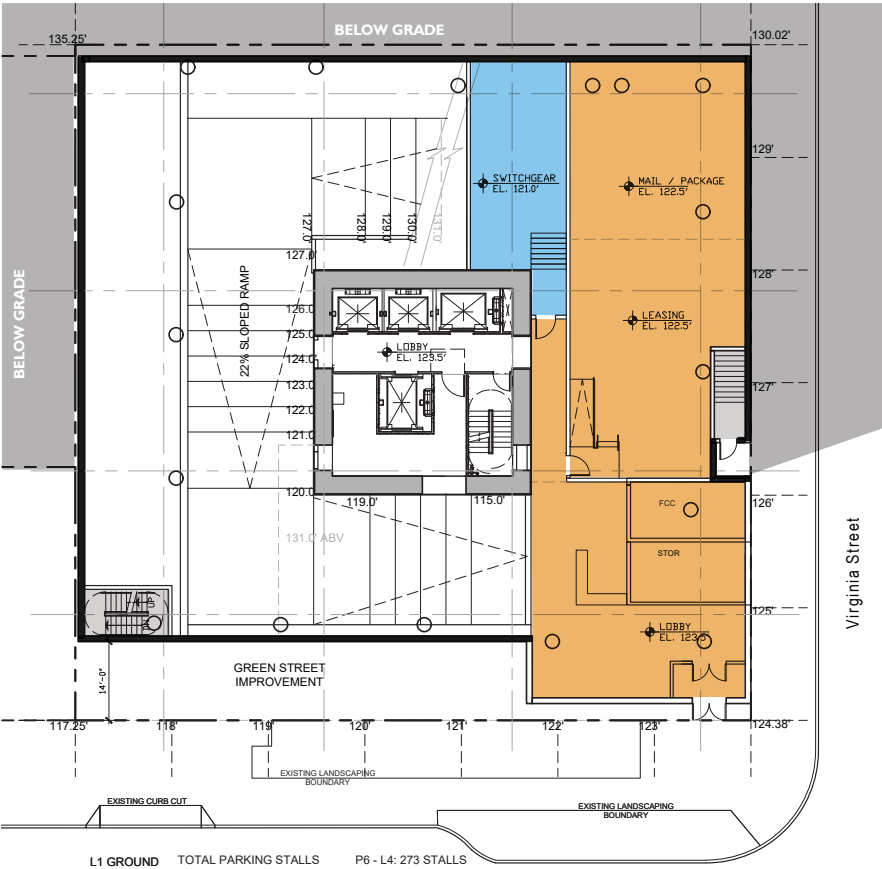
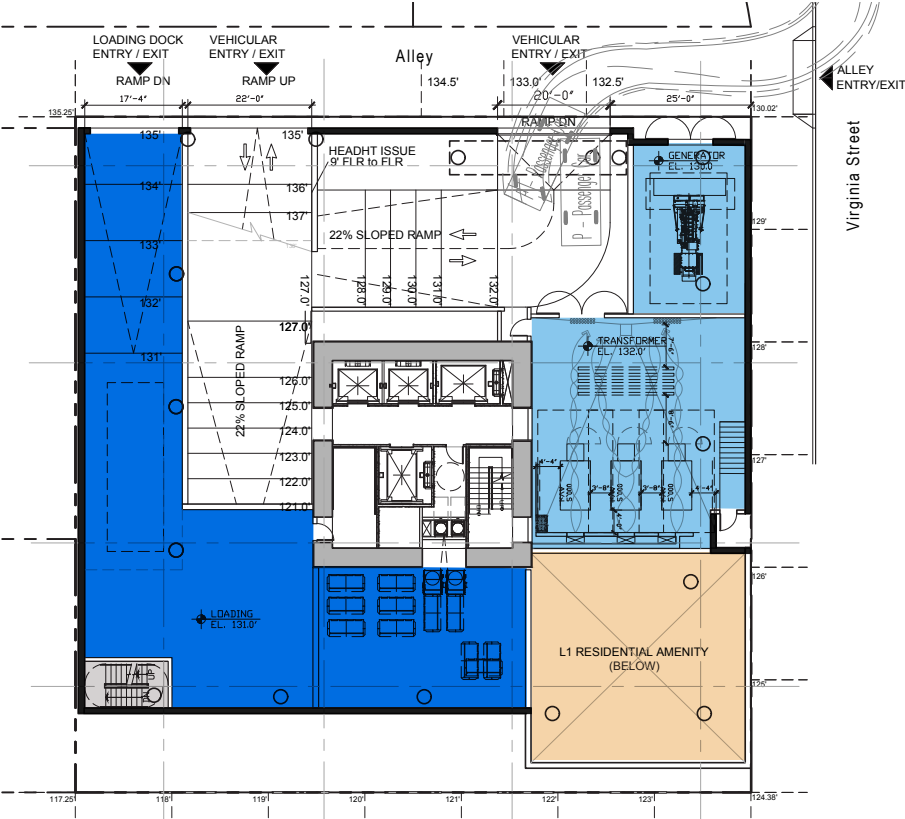
Option 6 alley side ramping and program layout.

OPTIONS SUMMARY

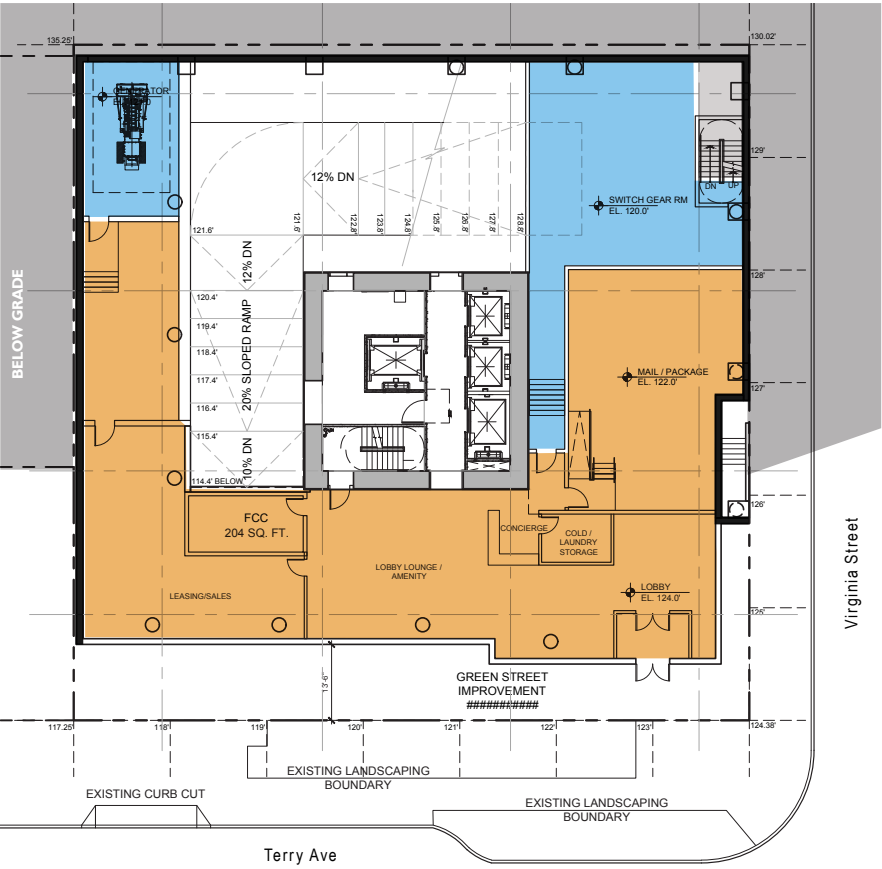
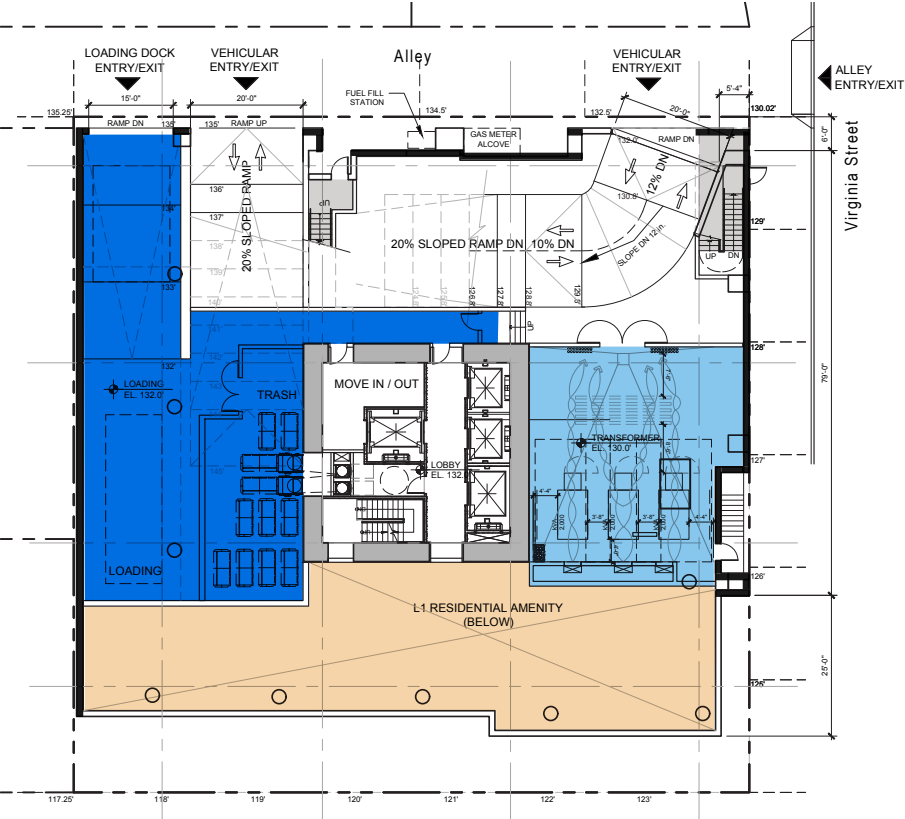
OPTION 1



OPTION 2

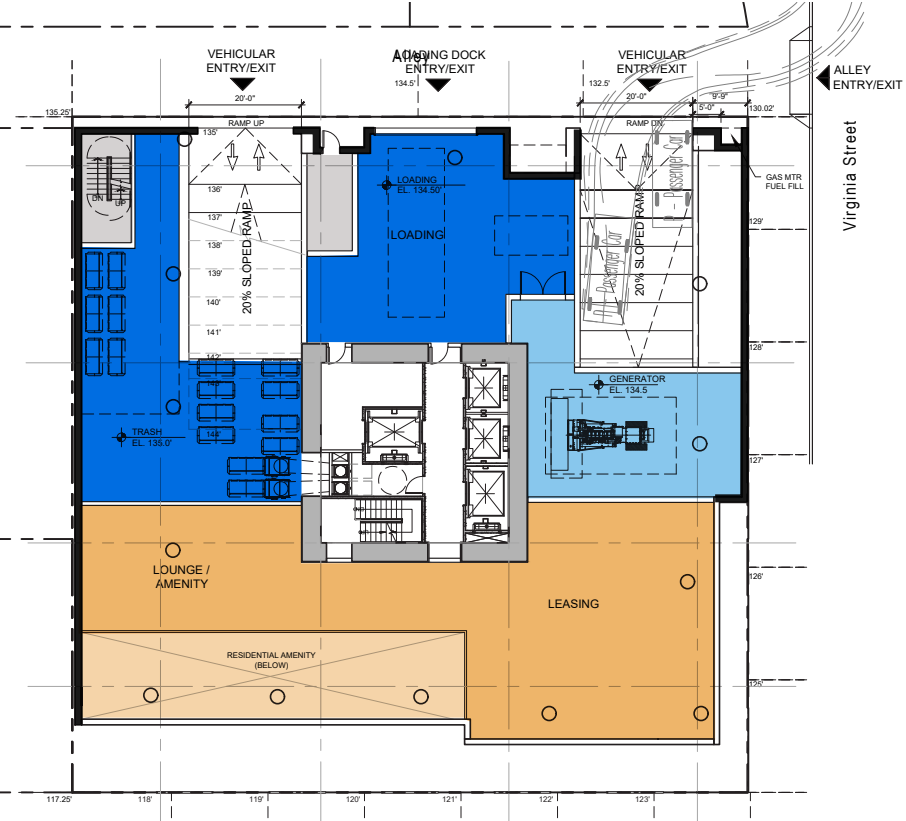


OPTION 3

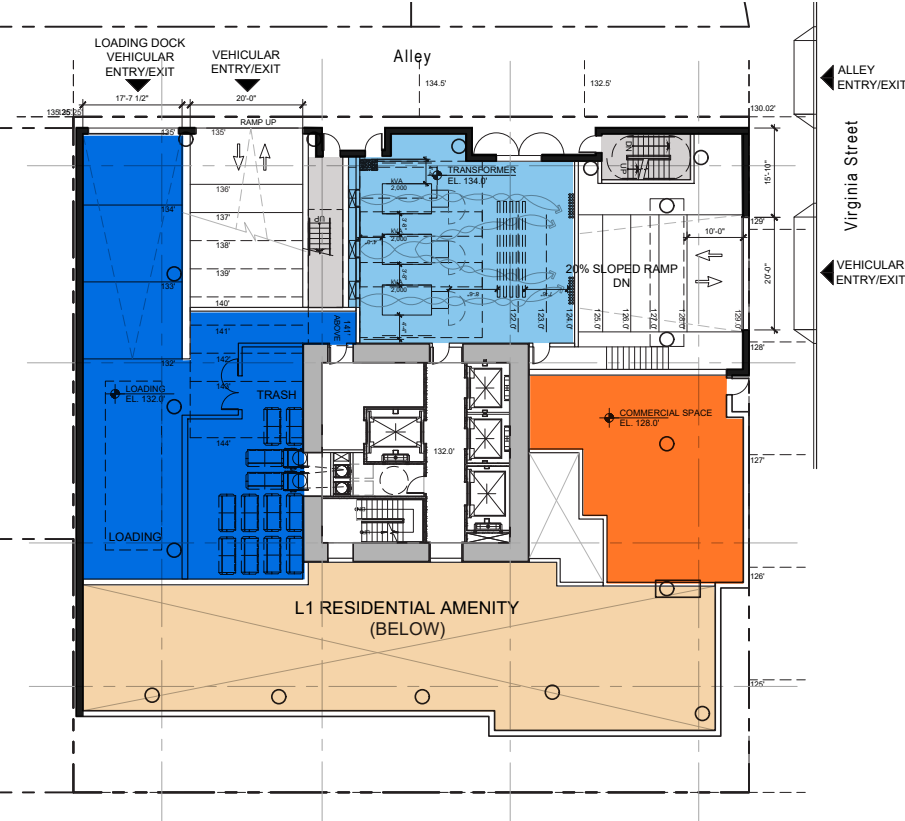


OPTIONS SUMMARY

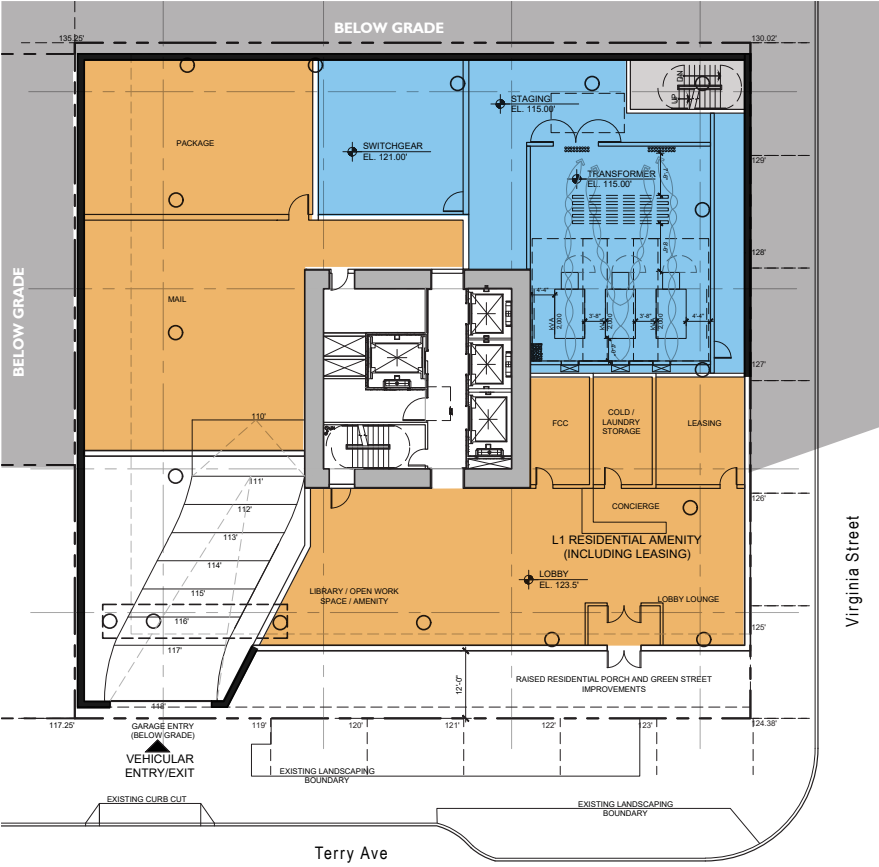
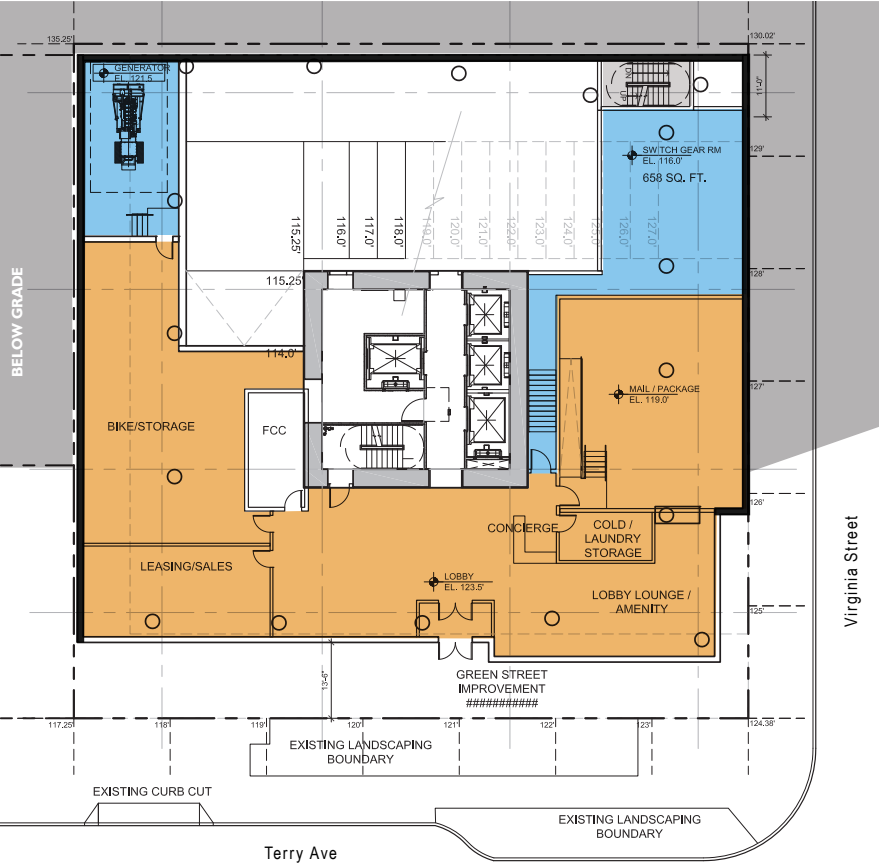
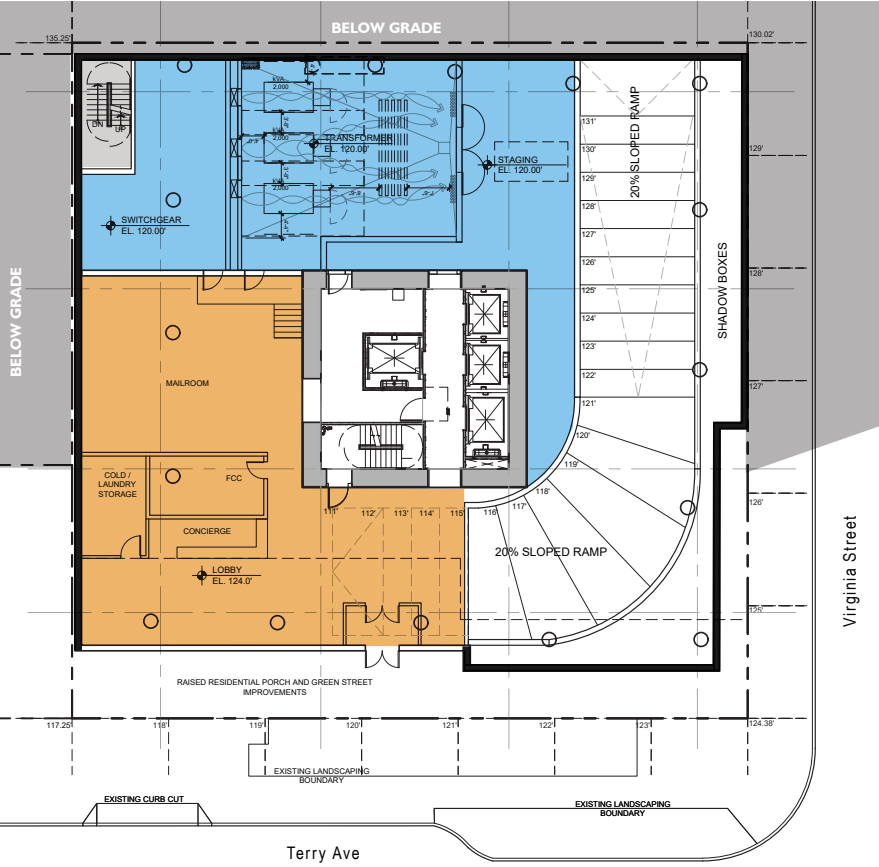
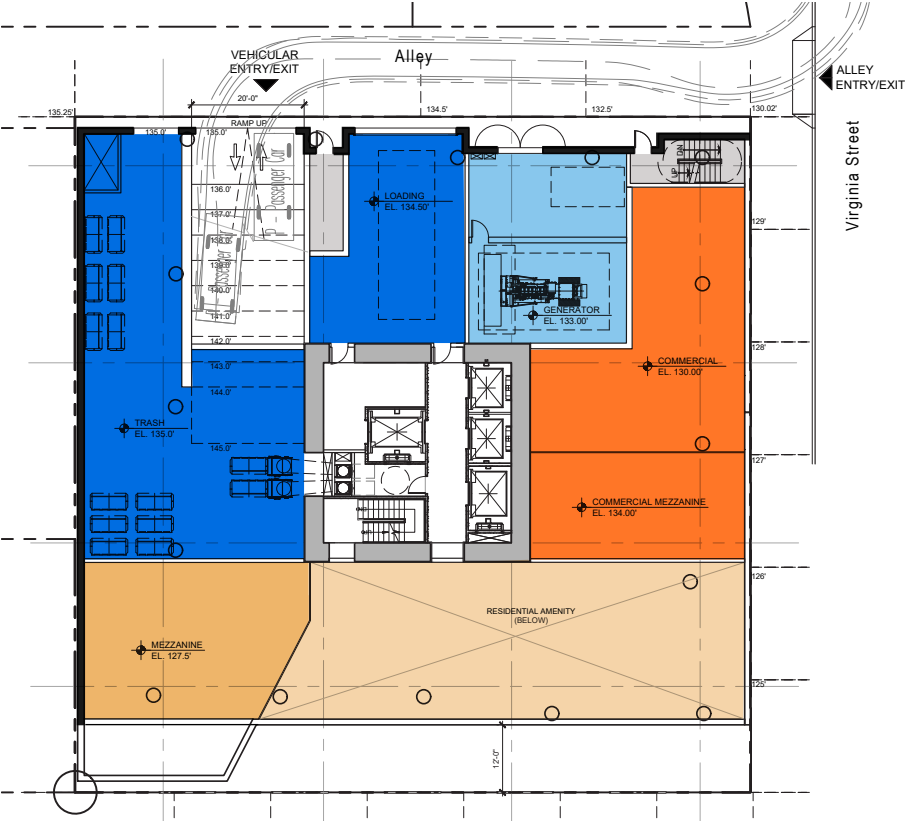
OPTION 4



OPTION 5



OPTION 6



ACCESS MATRIX

Option	Option 1 (Alley Access – Northeast Corner)	Option 2 (Alley Access – Northeast Corner)	Option 3 (Alley Access – Adjacent to Virginia)	Option 4 (Alley Access – Parallel to Virginia)	Option 5 (Virginia Street Access)	Option 6 (Terry Avenue Access) – Preferred
Description	Alley access to lower and upper parking levels located adjacent to each other on the northeast corner of the site.	Alley access to lower and upper parking levels as well as separate loading access. Loading access located on northeast corner of the site, adjacent to the upper parking levels. Lower parking access offset from the eastern side of the site.	Alley access to lower and upper parking levels as well as separate loading access. Loading access located on northeast corner of the site, adjacent to the upper parking level access. Lower parking access adjacent to Virginia Street.	Alley access to lower and upper parking levels. Lower parking access adjacent to Virginia Street and upper level parking access offset from northeast corner of the site.	Alley access to upper parking levels and loading access located adjacent to each other on the northeast corner of the site. Lower parking access via Virginia Street.	Alley access to upper parking levels and loading access located adjacent to each other on the northeast corner of the site. Lower parking access via Terry Avenue.
Fatal Flaw?	Transfer beam clearances insufficient to locate columns correctly; unlikely to pass structural peer review.	Stair egress would need to cut through drive aisles, which is not permitted under building code.	No apparent fatal flaw	No apparent fatal flaw	No apparent fatal flaw	No apparent fatal flaw
Departures Required	23.49.056.C Façade Transparency Requirements and Blank Façade Limits	23.49.056.C Façade Transparency Requirements and Blank Façade Limits	23.49.056.C Façade Transparency Requirements and Blank Façade Limits	23.49.056.C Façade Transparency Requirements and Blank Façade Limits	23.49.056.C Façade Transparency Requirements and Blank Façade Limits	No departures anticipated
Urban Design Considerations	The ramping and resulting mechanical spaces on this option wipe out program area on 2/3 of the Terry Ave Green street and ½ of Virginia Street. That leaves most of the pedestrian streetscape blank, un-activated, and treated in a similar fashion to the site today.	Option 2 faces nearly identical issues as Option 1, using nearly the entire BOH area along the alley for ramping means the mechanical/ BOH rooms are shifted to the street frontages and shrink the available transparent lobby space to just the corner.	Option 3’s approach of the garage entry at the lower points of the alley start to alleviate some of the issues in the first two Options, but ramping parallel to the alley still wipes out large swaths of area typically used to transformer and BOH uses, pushing those functions to Virginia and wiping out 2/3 of the street frontage with blank wall.	Option 4 looked at an alternate ramp scheme off the alley with ramps on both sides of the core to reduce issues with stacked ramps. This chops off the ground level more than even the other Options, leaving an irregularly shaped, long and narrow space at the main corner of the site along the street and pushing the residential entry back along the green street, requiring a swath of desired planting to be replaced by access to the residential lobby.	Options 5’s ability to start the ramp earlier and off a lower point on Virginia instead of the alley gives it the ability to utilize a much larger percentage of the ground level for active and transparent uses then the previous four Options. The ramp entry and egress stair at the corner of the alley are the only spaces that do not feature active uses. This Option would create a much more inviting, active and friendly ground level experience for pedestrians and support the purpose of the Terry Avenue green street designation to “strengthen connections between residential enclaves and other Downtown amenities by improving the streetscape for peds., bikes, and transit patrons.”	Option 6 reduces blank facades even further, utilizing a small swath of frontage for a garage entry on Terry but wrapping the entire rest of the street fronts in glass and active residential uses. Locating the ramps at their ideal locations (down ramp at the lowest point and up ramp at the highest point), allows mechanical and BOH spaces to push to corner of the alley and double height residential spaces along both street fronts will provide the most activated urban experience of all the Options. This design would support the purpose of the Terry Avenue green street designation to “create a vibrant pedestrian environment in the street right-of-way that attracts pedestrians.”
Criteria ¹						
Enhance pedestrian safety and comfort	n/a	n/a	Vehicular access limited to alley; however, the garage access is adjacent to Virginia Street, creates sight line issues for vehicles exiting the garage and pedestrians on Virginia Street.	No change relative to Option 3	One additional curb cut and crossing for pedestrians walking on Virginia Street as compared to Option 3; however, provides improved sight distance for vehicles exiting the garage based on the complexity of the outbound movement given the spacing of the garage access to the alley/Virginia intersection.	Vehicular access via both alley and Terry Avenue. Provides active uses along project frontage. Pedestrian, vehicle, and bike volumes are the lowest on Terry Avenue project frontage.
Facilitate transit operations	n/a	n/a	Transit pathways on Virginia limited to NB only.	No change relative to Option 3	No change relative to Option 3.	No change relative to Option 3.
Facilitate the movement of vehicles	n/a	n/a	Access via the alley and as such all vehicles associated with the project are directed to the alley accessed via Virginia Street or Lenora Street. Vehicle movements to/from the alley access adjacent to Virginia Street will not allow for concurrent movements entering/exiting the alley and the garage access. Furthermore, vehicles exiting the garage will not have sight lines to the alley/Virginia intersection creating the potential for additional conflicts and impacts.	No change relative to Option 3	This Option allows for concurrent movements into/out of the garage which would reduce the potential for vehicle conflicts on Virginia relative to Option 3 and 4.	Disperses the site traffic to two access points, minimizes impacts to Virginia Street operations.
Minimize the on-street queuing of vehicles	n/a	n/a	Vehicle movements to/from the alley access adjacent to Virginia Street will not allow for concurrent movements entering/exiting the alley and the garage access. This could increase the queuing of vehicles on Virginia as vehicles wait to exit the alley.	No change relative to Option 3	This Option allows for concurrent movements into/out of the garage which would improve flow on Virginia Street.	Disperses the site traffic to two access points, minimizes the potential for impacts to Virginia Street/Terry Avenue operations.
Enhance vehicular safety	n/a	n/a	Limited sight distance for egress of vehicles of both vehicles and pedestrians along Virginia Street.	No change relative to Option 3	Creates an additional pedestrian crossing as compared to Option 3; however, improves the circulation of vehicles and sightlines into/out of the alley intersection.	Disperses the traffic in multiple directions. Accesses Terry Avenue which has lower traffic volume and one-way travel for vehicles.
Minimize hazards	n/a	n/a	Limited sight distance for egress of vehicles of both vehicles and pedestrians along Virginia Street.	Limited sight distance for egress of vehicles of both vehicles and pedestrians along Virginia Street. This alternative provides a shared loading and parking access.	Creates an additional pedestrian crossing as compared to Option 3; however, improves the circulation of vehicles and sightlines into/out of the alley intersection.	The Terry Avenue access interacts with a lower volume of pedestrians. Improved sight distance of pedestrians and vehicles along Virginia Street relative to Option 3. Vehicular access via both the alley and Terry Avenue resulting in the traffic volumes being split between the two access points.
			Autoturns	Autoturns		

(1) SMC 23.49.019H.1.c