



Table of Contents

1 Statement of development objectives .....2

2 Urban design analysis .....3

3 Site analysis.....18

4 Design guidelines .....22

5 Master Plan Concepts .....24

6 Strategy for Open Space .....33

7 Summary of potential development standard departures ...35

1

Statement of Development Objectives

The proposal is to apply for a Master use Permit with a Planned Community Development (PCD) component to design and construct office buildings on 3 blocks in the Denny Triangle Urban Village. A PCD is being pursued because of the intention to phase development of multiple city blocks over time. The development is anticipated to occur in three phases corresponding to each of the three blocks. Phase One will consist of approximately 1,034,257 GSF (1,016,876 FAR) office building including accessory retail and exempt mechanical space, and up to 6 levels of underground parking accommodating up to 1,074 automobiles. Phase One will also include an approximately 40,000 GSF meeting facility, accessory to the office use, that will seat up to 2,000 people. Phases Two and Three will follow with 1,150,070 GSF (1,088,640 FAR) and 1,135,103 GSF (1,074,472 FAR) office towers respectively. Like Phase One, Phases Two and Three will include some accessory retail and up to 6 levels of underground parking with up to 1,150 stalls in Phase Two and 1,135 stalls in Phase Three.



## Urban Design Analysis Zoning Map and Summary



— ZONING  
■ PROJECT SITES

### Site Address:

Block 14: 2021 Seventh Avenue (#3013151)  
Block 19: 2101 Seventh Avenue (#3013154)  
Block 20: 2100 Seventh Avenue (#3013153)

**Zone:** DOC2 500 / 300-500

### 23.49.008

#### Structure Height Limit:

500 feet for non-residential use

### 23.49.009

#### Street Level Use:

The following is exempt from FAR:

- Street level uses, including retail
- Areas below grade
- Space for amenity public benefit features

Street level uses are not required, except along Westlake Avenue (Map 1G).

### 23.49.011

#### Floor Area Ratio (FAR):

Base	5
Maximum	14

There is an allowance of 3 ½% of gross floor area for mechanical equipment after deducting exemptions.

### 23.49.019

#### Automobile and Bicycle Parking Requirements:

No parking is required in urban centers. Office use requires 1 off-street bike space per 5,000 SF. Retail use requires 1 off-street bike space per 5,000 SF, after the first 50 spaces use ½ the ratio above.

### 23.49.042

**Uses:** Retail and Office are permitted uses.

### 23.49.056

#### Minimum Façade Height:

- 35' on Westlake along property line
- 25' on Blanchard, Lenora, 6th, 7th and 8th along property line
- Westlake requires a property line facade.

#### Façade Transparency Requirements:

- Westlake and Blanchard require a minimum of 60% of each street level street-facing façade of non-residential buildings to be transparent.
- Lenora, 6th, 7th and 8th require a minimum of 30 percent of each street level street-facing facade be transparent.
- The transparency is to be between 2' and 8' above the sidewalk.

#### Blank Façade Limits:

- On Westlake and Blanchard, blank facades are limited to 15', except for garage doors, and the total width of all blank facades, including garage doors, may not exceed 40% of street facades.
- On 6th, 7th, 8th, Lenora and Virginia, blank facades are limited to 30', except for garage doors, and the total width of all blank facades, including garage doors, may not exceed 70%.

#### Street Classifications:

- Blanchard and Bell are green streets.
- Westlake is a Class 1 pedestrian street.
- Virginia, Lenora, Battery, 6th, 7th and 8th are all designated Class II pedestrian streets (Map 1H).

#### Landscaping:

Denny Triangle Urban Center requires landscaping at a minimum of 18" wide along entire street lot lines within 5' of curb. The only exceptions are for vehicle/pedestrian entry/egress and must be less than 50% of length of façade. If there is an open space provided 10' deep and greater than 300 SF, it must be landscaped.

### 23.49.058

#### Upper Level Setbacks:

A continuous upper-level setback of 15' must be provided on the street frontage abutting a green street, i.e. Blanchard Street, at a height of 45' (Table 23.49.058A).

#### Upper-Level Width Limit

On lots that exceed 200' in width and depth, the maximum façade width parallel to a North-South Avenue is 145' above 240' in height, and the tower must be separated by 80' from any other tower above 240' on the same lot (23.49.058C).

#### Façade Modulation:

Facades must be modulated above 85' or stepped back 15' for at least 60' width. The maximum length of un-modulated façades varies by height starting with no limit below 85', then:

- 155' max between 86' and 160'
- 125' max between 161' and 240', and;
- 100' between 241' and 500'

### 23.54.035

#### Loading Berth Requirements:

Office is a low demand use. For 920,000 to 1,060,000 GSF 9 berths are required. For 1,060,000 to 1,200,000 GSF 10 berths are required (Table A). For low and medium demand uses, loading berths are to be min 10' wide x 35' long, but can be reduced in length to 25' long with DPD Director approval.

### 23.54.040

#### Solid Waste & Recyclable Materials Storage:

For commercial uses of 200,001 SF or greater, minimum storage area located within property line must be a minimum of 500 SF and shall not be located between a street-facing facade of the structure and the street.



## Urban Design Analysis

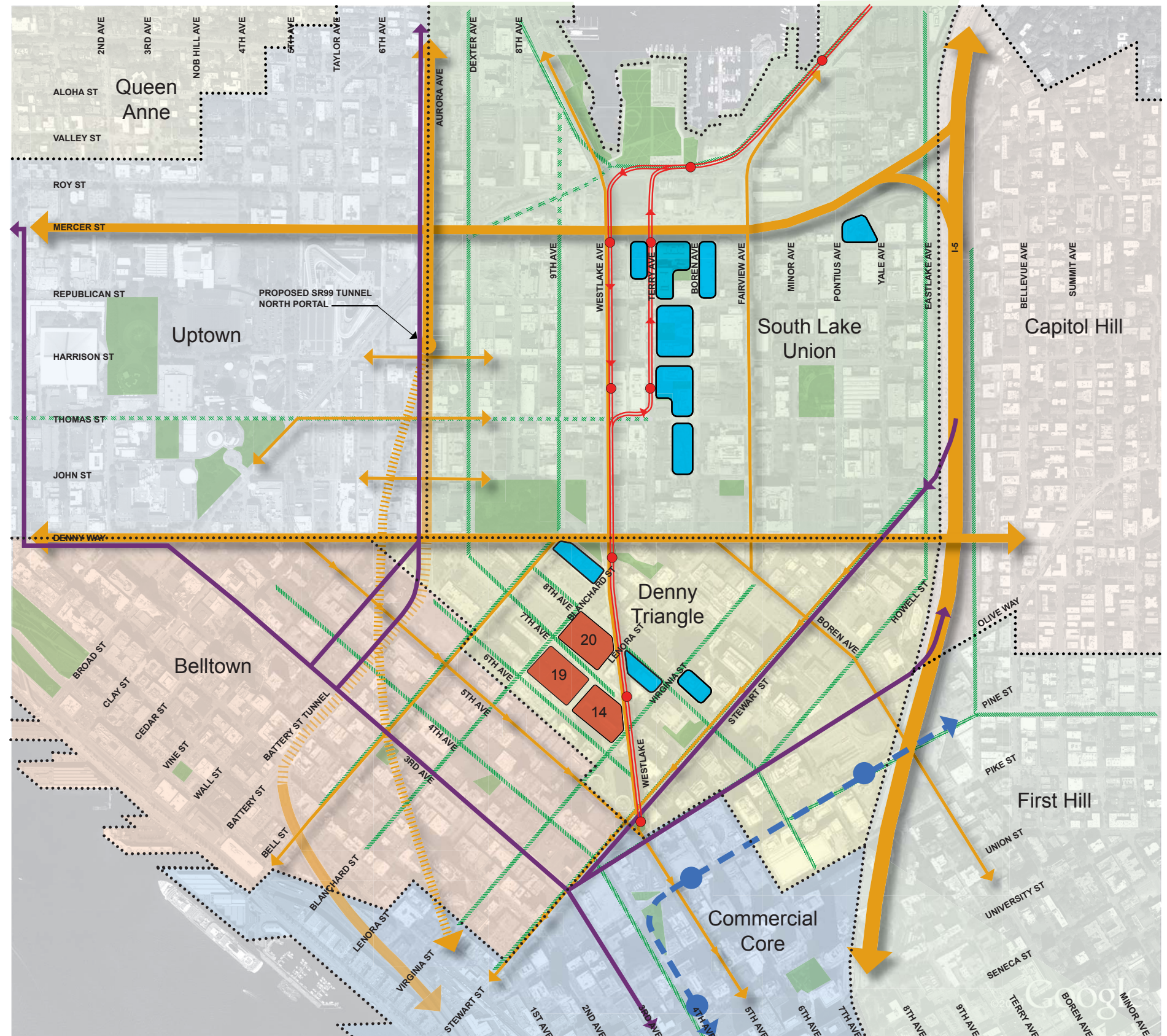
### Vicinity map & Traffic flows

The development site is located within the Denny Triangle Urban Center. The three blocks are contained within a triangle bounded by Westlake Avenue to the east, 6th Avenue to the southwest and Blanchard Street to the northwest.

The site is convenient to public transportation including light rail, bus and streetcar, and easily accessed by autos, cyclists and pedestrians. The site is less than three city blocks from the Westlake Station of the downtown tunnel carrying metro bus and light rail traffic. The streetcar line runs along Westlake Avenue which borders two of the three blocks. The streetcar stops near the epicenter of the site at the intersection of Westlake and 7th Avenues. Regular bus service is provided along Virginia and Stewart Streets and 3rd and 5th Avenues. With dedicated bike lanes in both directions, 7th Avenue is a primary bike corridor in and out of downtown Seattle and bike traffic criss-crosses the neighborhood on multiple streets, including Blanchard and Virginia Streets as well as 6th Avenue. The site is also accessible to I-5 via Stewart and Olive Streets and to SR99 via 6th and 7th Avenues. When the new SR-99 project is constructed, northbound traffic on SR99 will be able to exit onto Republican Street. Access to North bound SR-99 will be from Aurora Avenue and South bound via Sixth Avenue.

Map Legend:

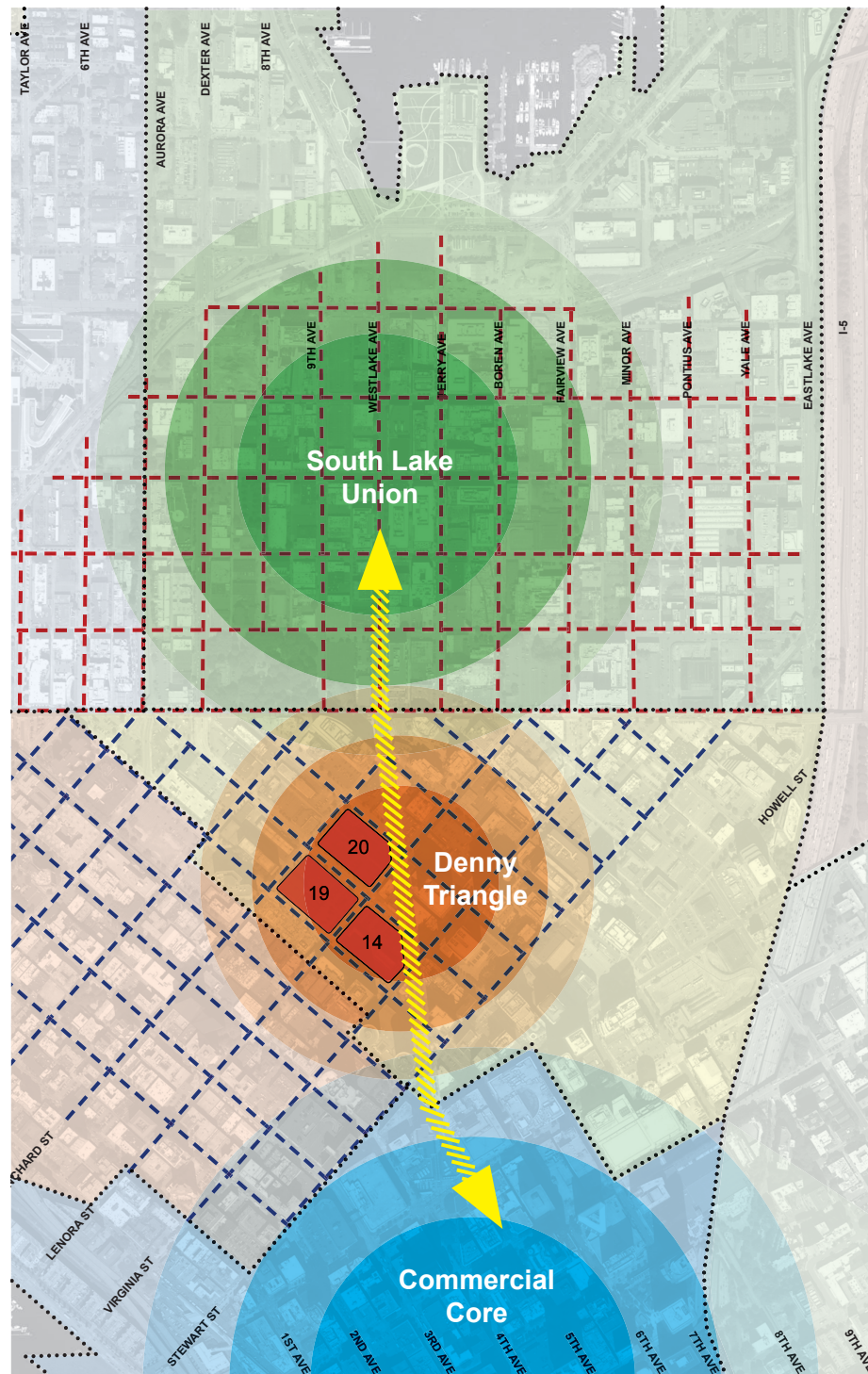
- RECENT URBAN DEVELOPMENT
- PROJECT SITES
- NEIGHBORHOOD BOUNDARY
- MAJOR BUS TRANSIT
- SOUND TRANSIT LIGHT RAIL
- STREET CAR
- BIKE FACILITIES
- PROPOSED BIKE FACILITIES
- ROAD NETWORK





## Urban Design Analysis

### Vicinity map & Traffic flows (Detail)

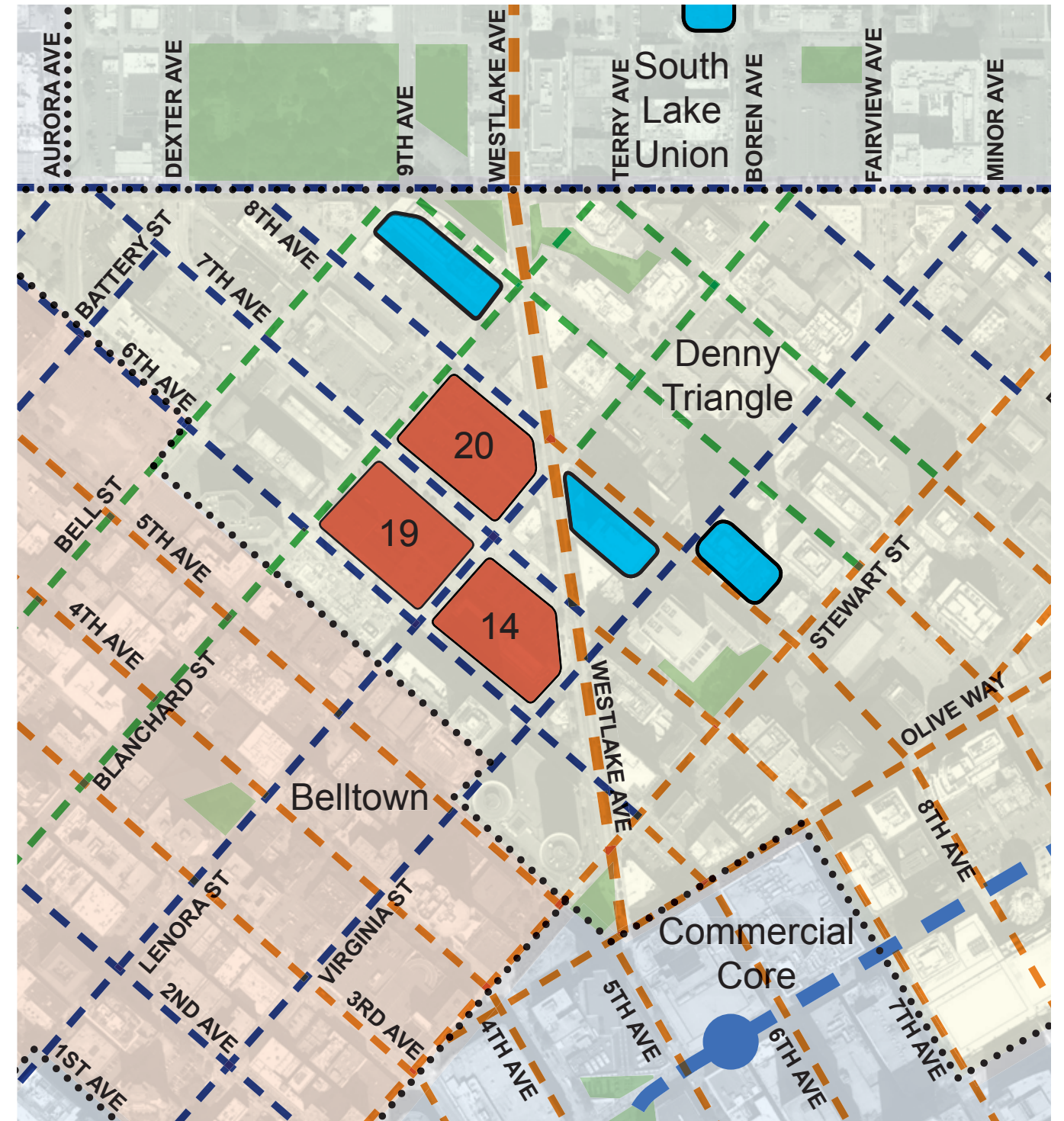


Urban Connection

#### Map Legend:

- RECENT URBAN DEVELOPMENT
- PROJECT SITES
- NEIGHBORHOOD BOUNDARY
- CLASS 1 PEDESTRIAN STREET
- CLASS 2 PEDESTRIAN STREET
- GREEN STREET
- SOUND TRANSIT LIGHT RAIL
- NEIGHBORHOOD CONNECTORS

NOTE: 6th, 7th, 8th, Lenora & Virginia are also classified as Arterials according to the Seattle Traffic Code



Street Classifications



## Urban Design Analysis

### Major building types



**A** Westin hotel (with Westlake Center in the background on the left)

- Atypical double tower form
- Point towers



**B** L to R: Cosmopolitan Condo Tower, West 8th office building, U.S. Federal Courthouse, 1700 7th Ave office building, Metropolitan Condo Tower

- Variety in tower shape and surface expression
- Stepped form



**C** Westin Office Building

- Elemental geometry in plan
- Glass and metal curtainwall



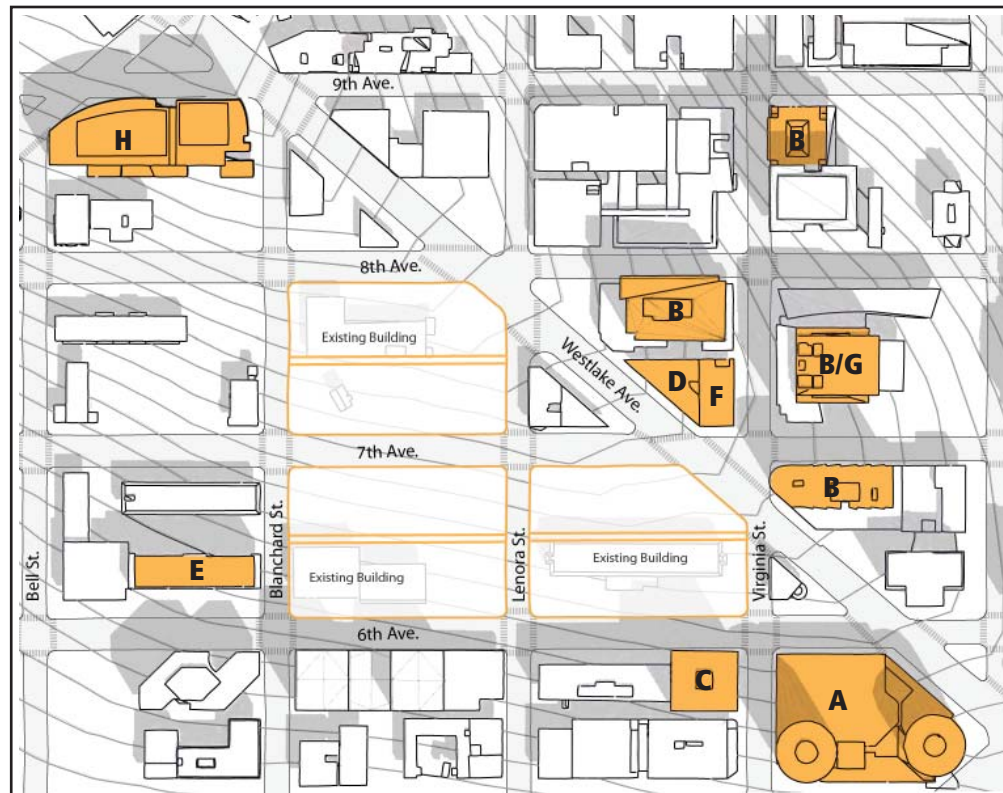
**D** 2008 Westlake office building with retail

- Human scale
- Street front retail



**E** Denny Building

- Play of solid and void
- Contrasting materials
- Regular facade modulation



**F** 700 Virginia Street, Fare Start restaurant and office building

- Transparency to public realm
- Street front retail



**G** U.S. Federal Courthouse

- Sculptural top
- Stepped form
- Quality public space



**H** 2201 Westlake mixed-use building

- Stepped form
- Horizontal expression
- Balconies and terraces







## Urban Design Analysis

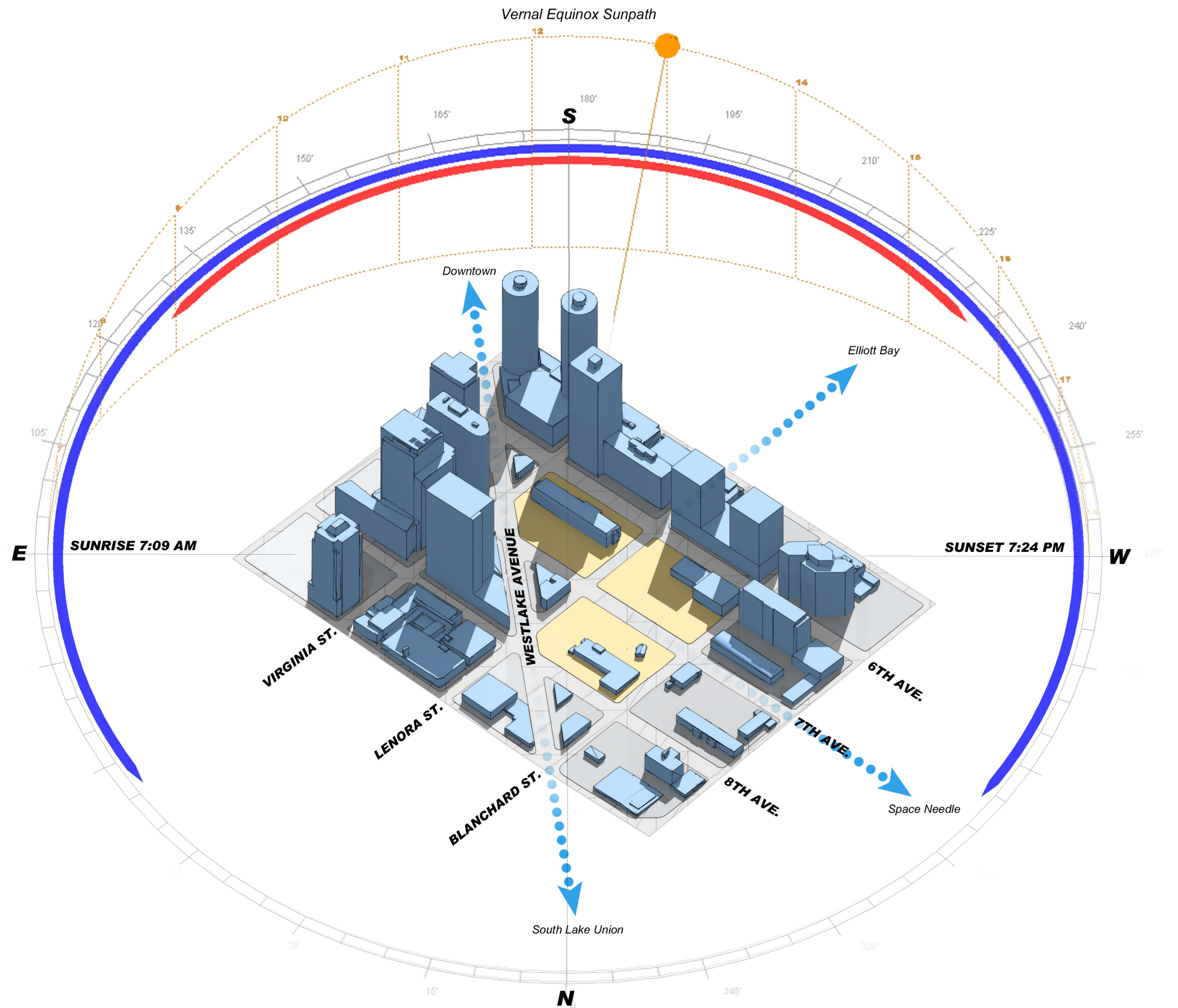
### Sixteen block axonometric diagram

#### Sun path:

All three blocks are oriented in general SE-NW direction, with the highest average amount of sun during the work hours coming from the Southwest.

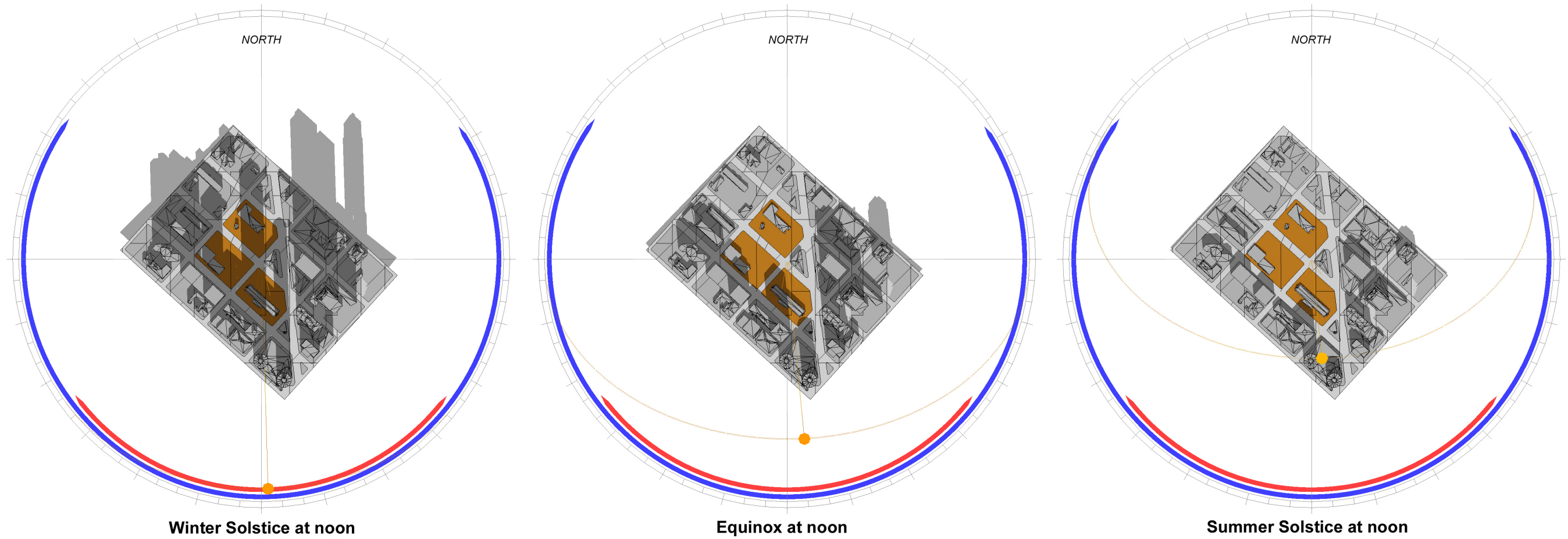
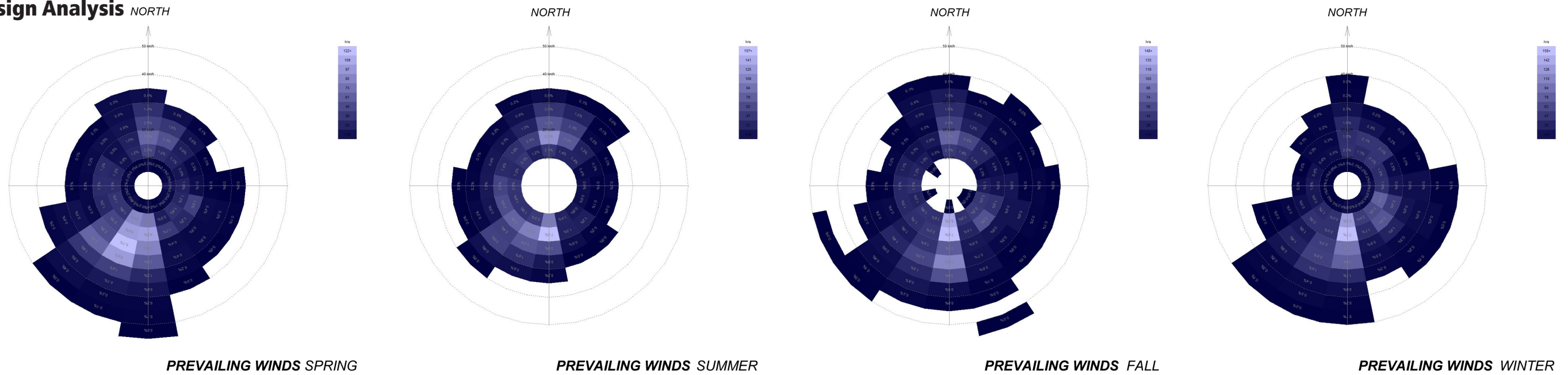
#### Significant Views from site:

Significant Views include upper level partial views of Lake Union to the North, the Space Needle to the Northwest, Elliott Bay to the Southwest and the downtown CBD to the Southeast.





## Urban Design Analysis





## Urban Design Analysis

### Photomontage of streetscape



**AA** Westlake Avenue looking West into the site



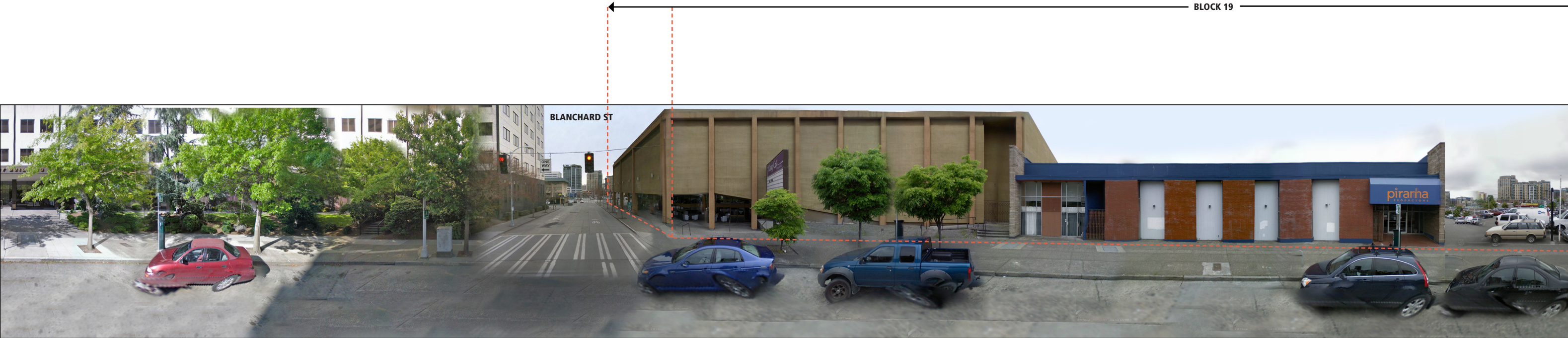
**BB** Westlake Avenue looking East from the site







Urban Design Analysis  
Photomontage of streetscape

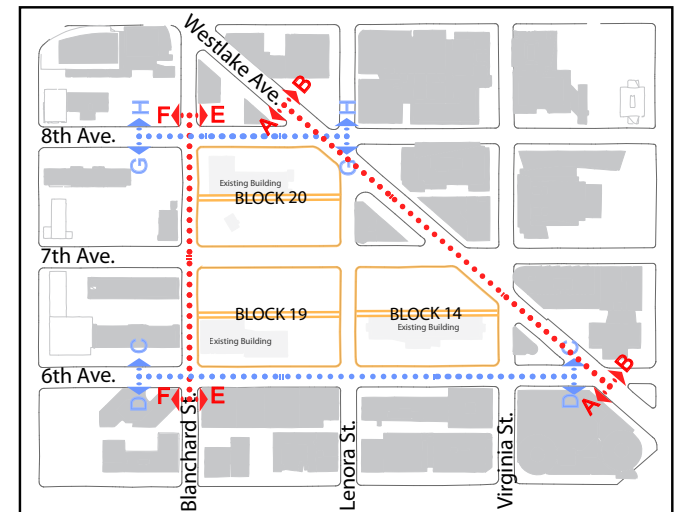
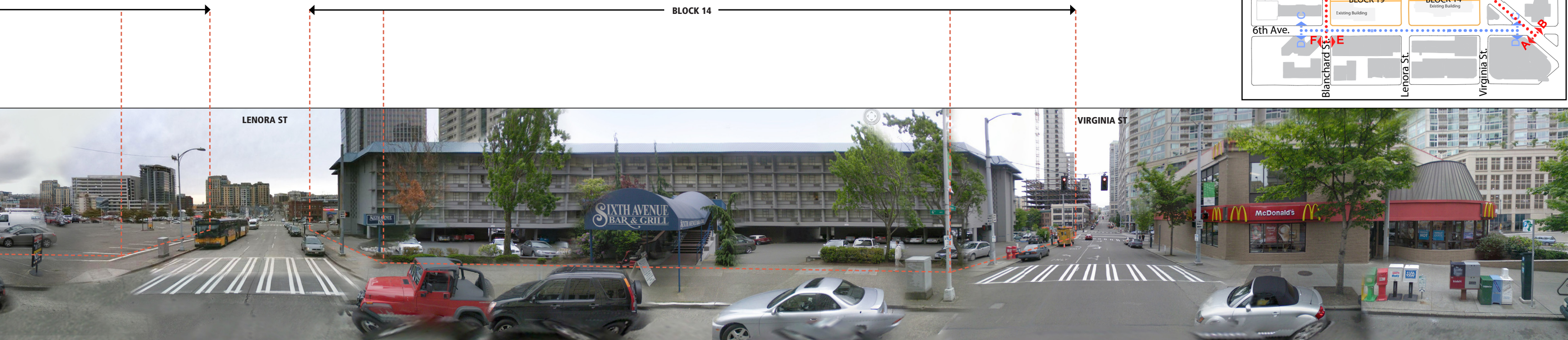


CC 6th Avenue looking North into the site



DD 6th Avenue looking South from the site







Urban Design Analysis

Photomontage of streetscape



EE Blanchard St looking East into the site



FF Blanchard St looking West from the site

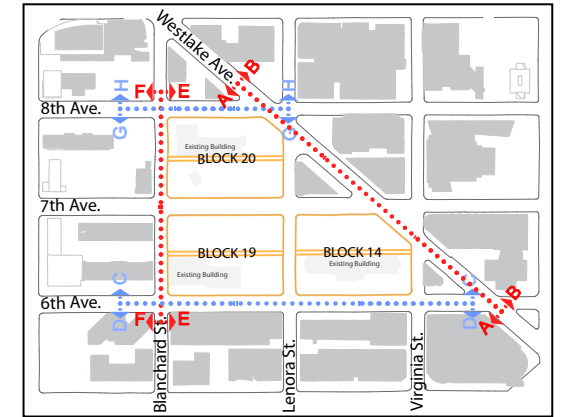




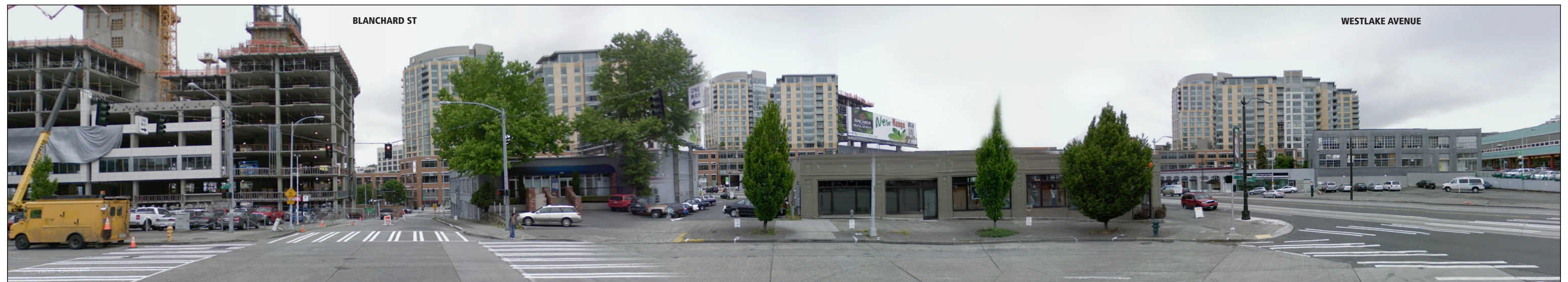


## Urban Design Analysis

### Photomontage of streetscape



**GG** 8th Avenue looking South into the site

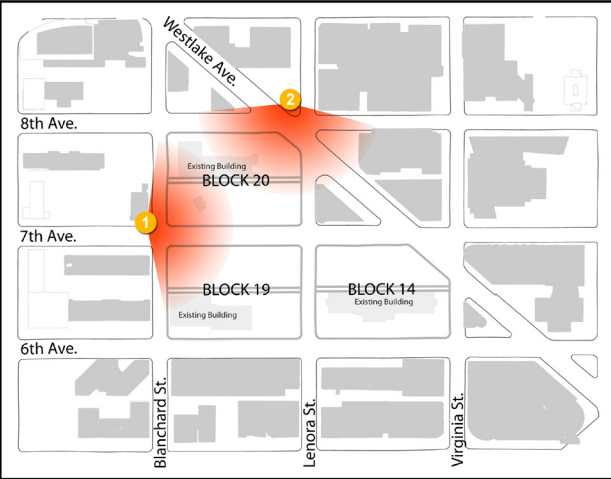


**HH** 8th Avenue looking North from the site





2 View from Blanchard St and 7th Avenue looking East



2 View from Westlake Avenue looking SouthWest



Site Analysis  
Zoning, existing uses and structures, topography and tree survey

**Site area:**  
The site consists of 3 city blocks, designated as Blocks 14, 19 and 20. Subtracting the areas of the existing alleys, the site area of each block is:

Block 14	72,634 SF
Block 19	77,760 SF
Block 20	76,748 SF

**Topography:**  
On each block, the site slopes from the west (nominally north-west) corner down to the east (nominally southeast) corner. High and low elevations, and change in grade for each block are:

	High Elev.	Low Elev.	Grade Change
Block 14	107.0'	92.6'	14.6'
Block 19	111.0'	94.6'	16.6'
Block 20	97.6'	80.6'	17.0'

**Tree Survey:**  
No significant trees have been identified on the site, or within the sidewalk ROW.

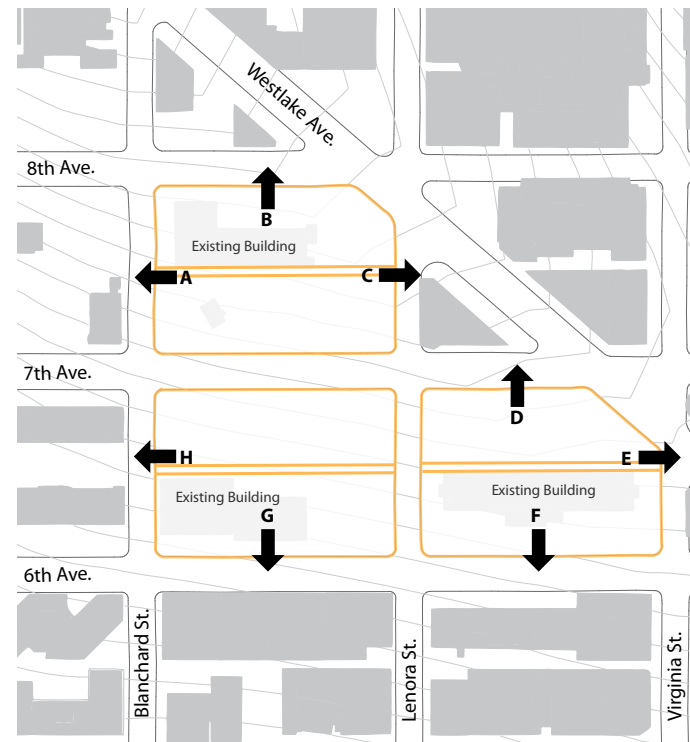
**Existing Buildings:**  
While the majority of the ground plane on each the 3 blocks is currently serving as a surface parking lot, there is one existing building on each block that will be demolished. The buildings to be demolished are the 4 story 6th Avenue Inn on Block 14, the King Kat Theater on Block 19 and the low-rise building occupied by Toyota of Seattle on Block 20.





# 3

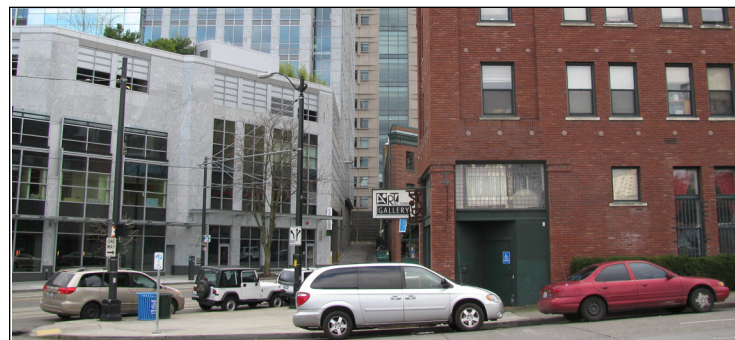
## Site Analysis Site photos



A



B



C



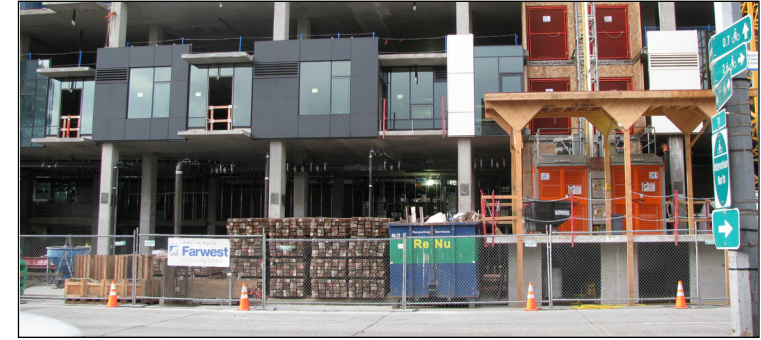
D



E



F



G

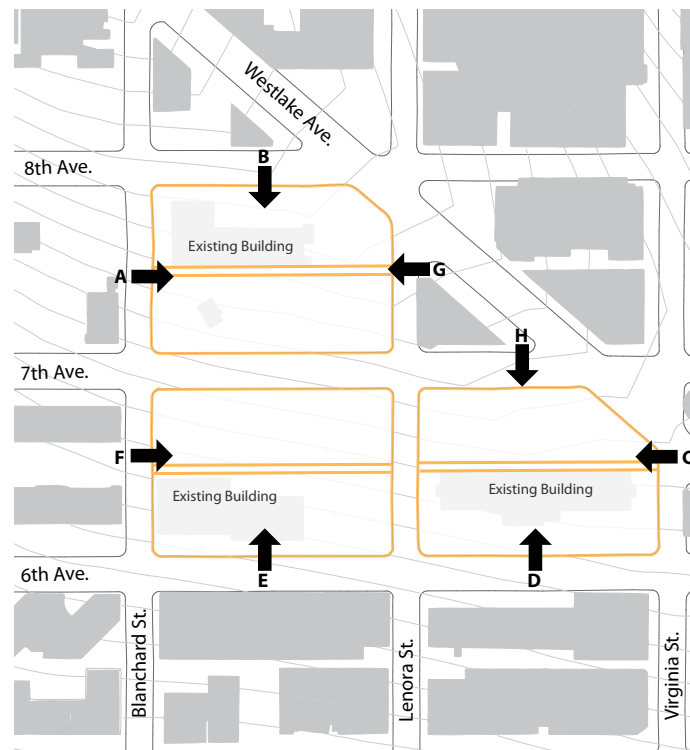


H



# 3

## Site Analysis Site photos



A



B



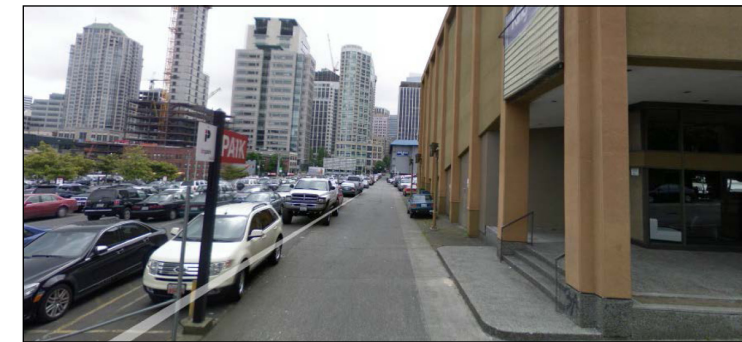
C



D



E



F



G



H



Design Guidelines for Downtown

The following design guidelines from the Design Guidelines for Downtown Development Document are relevant to the design of this project.

A-1 Respond to the physical environment.

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

*The architectural concept has developed in response to the unique shift in street grids found in the Denny Triangle, the view potential from and through the site, and the changes in grade across the three block site.*

A-2 Enhance the skyline.

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

*The upper portions of each of the tall buildings on the 3 block site will be designed to express an individual character, while being harmonious with each other and the existing skyline.*

B-1 Respond to the neighborhood context.

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

*The careful placement of buildings, public open spaces and street level uses will enhance the current state of the neighborhood.*

B-2 Create a transition in bulk & scale.

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

*The proposed concept involves building elements of several heights and scales. Taller buildings will either step down or present their narrower dimension at adjacent zones.*

B-3 Reinforce the positive urban form & architectural attributes of the immediate area.

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

*Buildings have been carefully placed to maximize separation between large structures - both on site and on adjacent blocks. Building base elements and street level uses will enhance the existing attributes of the neighborhood.*

B-4 Design a well-proportioned & unified building.

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

*The scope of this project includes several buildings and several publicly accessible open spaces. The design intent is to develop a solution that expresses a ‘common thread’ between elements but allows for variation, variety, and diversity in order to create an interesting and inviting urban environment. All architectural components will be designed to have pleasing proportions and composition.*

C-1 Promote pedestrian interaction.

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

*Several street level spaces and uses will be integral to the design. All will allow and encourage public pedestrian interaction.*

C-2 Design facades of many scales.

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

*All of these facade design principles will be employed.*

C-3 Provide active—not blank—facades.

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

*The design will not have large blank walls at street level.*



Overhead weather protection



Design Guidelines for Downtown

The following design guidelines from the Design Guidelines for Downtown Development Document are relevant to the design of this project.

C-4 Reinforce building entries.

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

*Each building will have a clear, visible entry.*

C-5 Encourage overhead weather protection.

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

*Appropriate overhead weather protection will be provided along major pedestrian routes.*

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.

*A major driver of the design has been to provide a collection of meaningful, useful, and active public open spaces that are visually connected to the streets and have good access to daylight.*

D-2 Enhance the building with landscaping.

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

*Appropriate landscape elements will be integrated into all of the open spaces - both at grade and above grade.*

D-3 Provide elements that define the place.

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

*Unique, identifying elements will be incorporated into the building facades, open spaces, and sidewalks as the design develops.*

D-6 Design for personal safety & security.

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

*Design principles such as ‘eyes on the street’ and active open spaces - along with advanced security systems - will be included throughout the project.*

E-1 Minimize curb cut impacts.

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

*Careful placement of curb cuts to promote safety for pedestrians will be incorporated.*

E-2 Integrate parking facilities.

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

*All parking will be below grade.*

E-3 Minimize the presence of service areas.

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

*All loading, mechanical, and trash collection facilities will be internal to the blocks and removed from the streets.*



Promote pedestrian interaction & provide inviting open spaces



## Site Analysis

### Zoning envelope, access opportunities and constraints

#### Allowable height:

500 feet

#### Upper-level setback:

A continuous upper-level setback of 15' must be provided on the street frontage abutting Blanchard Street, a designated green street, above a height of 45'.

#### Minimum alley width:

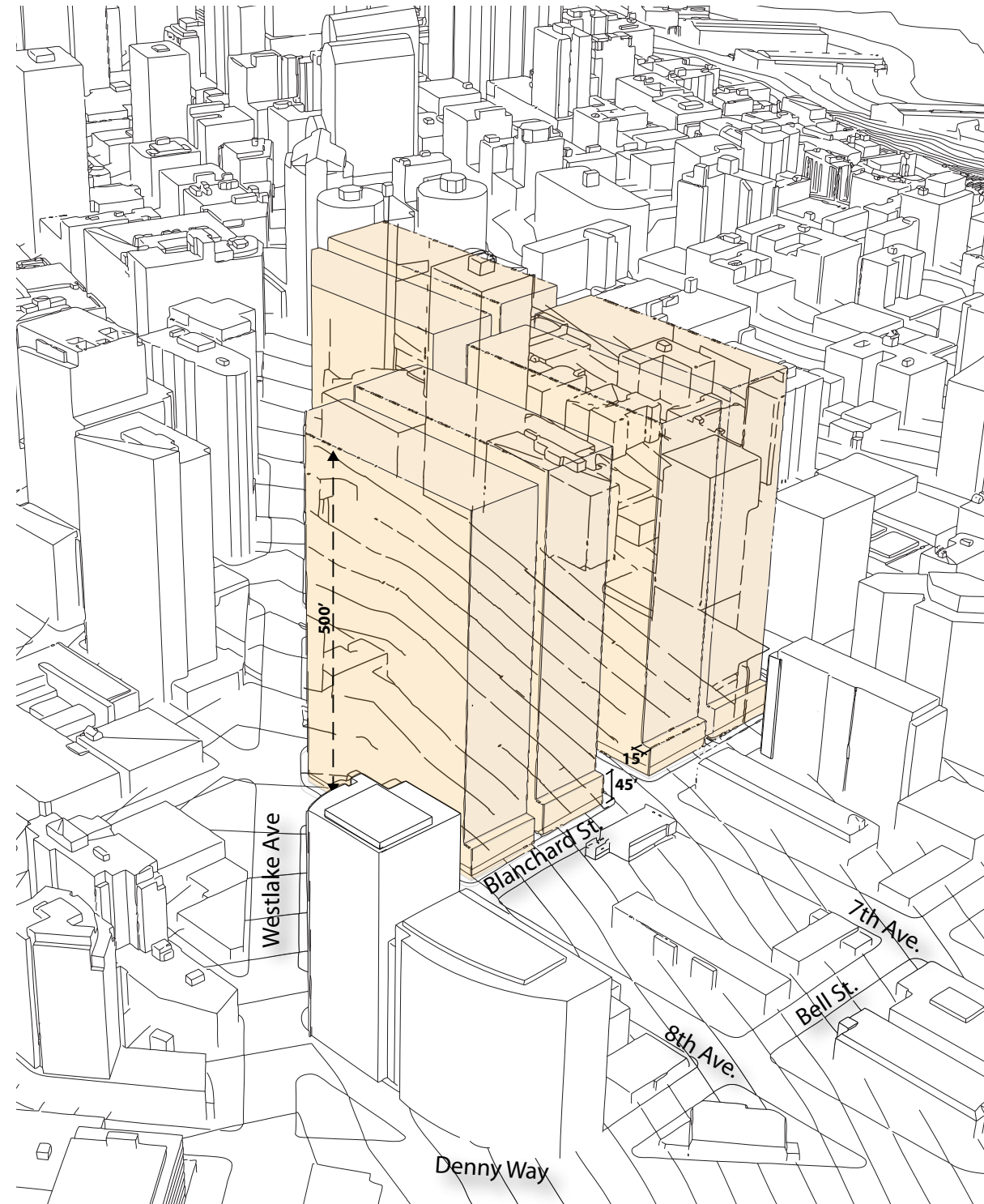
The minimum alley width is twenty (20) feet, which requires a 2 foot dedication. Underground and overhead portions of structures that would not interfere with the functioning of the alley may be allowed to project into the alley by the Director of the Department of Planning and Development after consulting with the Director of Transportation. However, the preferred Alternative anticipates a full alley vacation on each block.

#### Upper-level width limit

On lots that exceed 200' in width and depth (e.g. where an alley is vacated), the maximum façade width parallel to a North-South Avenue (i.e. 6th, 7th and 8th) is 145' above 240' in height, and the tower must be separated by 80' from any other tower above 240' on the same lot.

#### Access opportunities and constraints:

As noted in the Urban Design Analysis, the site is easily accessible by all modes of transportation. However, alley entrances for automobile and truck traffic to the site are subject to some constraints. For example, the alleys on Blocks 14 and 20 both terminate at the south end close to 6-way intersections on Westlake, and the alleys on Block 19 and 20 empty at the north end onto Blanchard, a designated green street. Since 6th, 7th and 8th Avenues are subject to relatively light traffic west of Westlake Avenue, these may offer alternate opportunities for driveways.

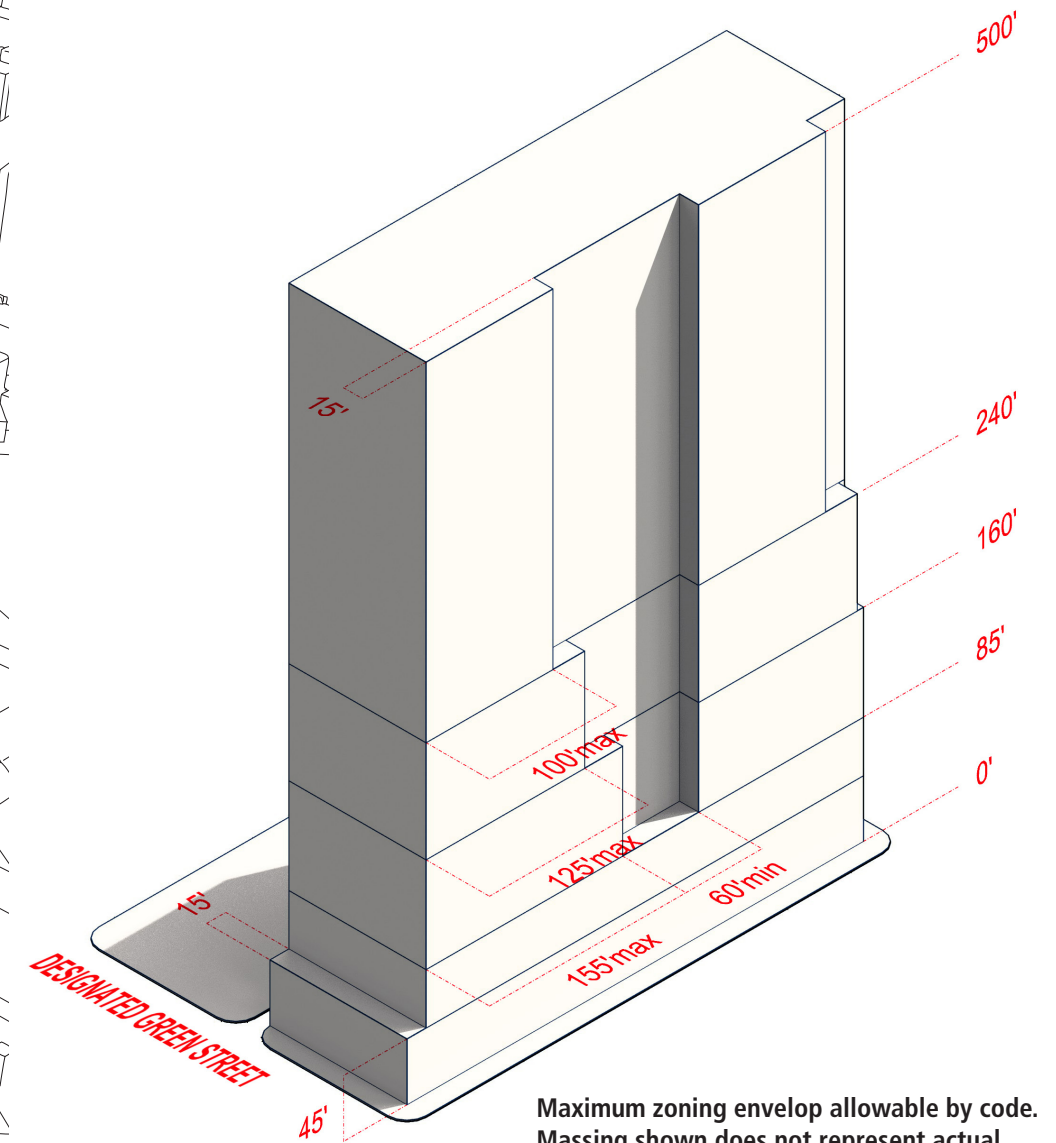


Maximum zoning envelop allowable by code. Massing shown does not represent actual building design.

#### Façade Modulation

Facades must be modulated above 85' or stepped back 15' for at least 60' width. The maximum length of un-modulated façades vary by height starting with no limit below 85', then: 155' max between 86' and 160'; 125' max between 161' and 240', and; 100' between 241' and 500'.

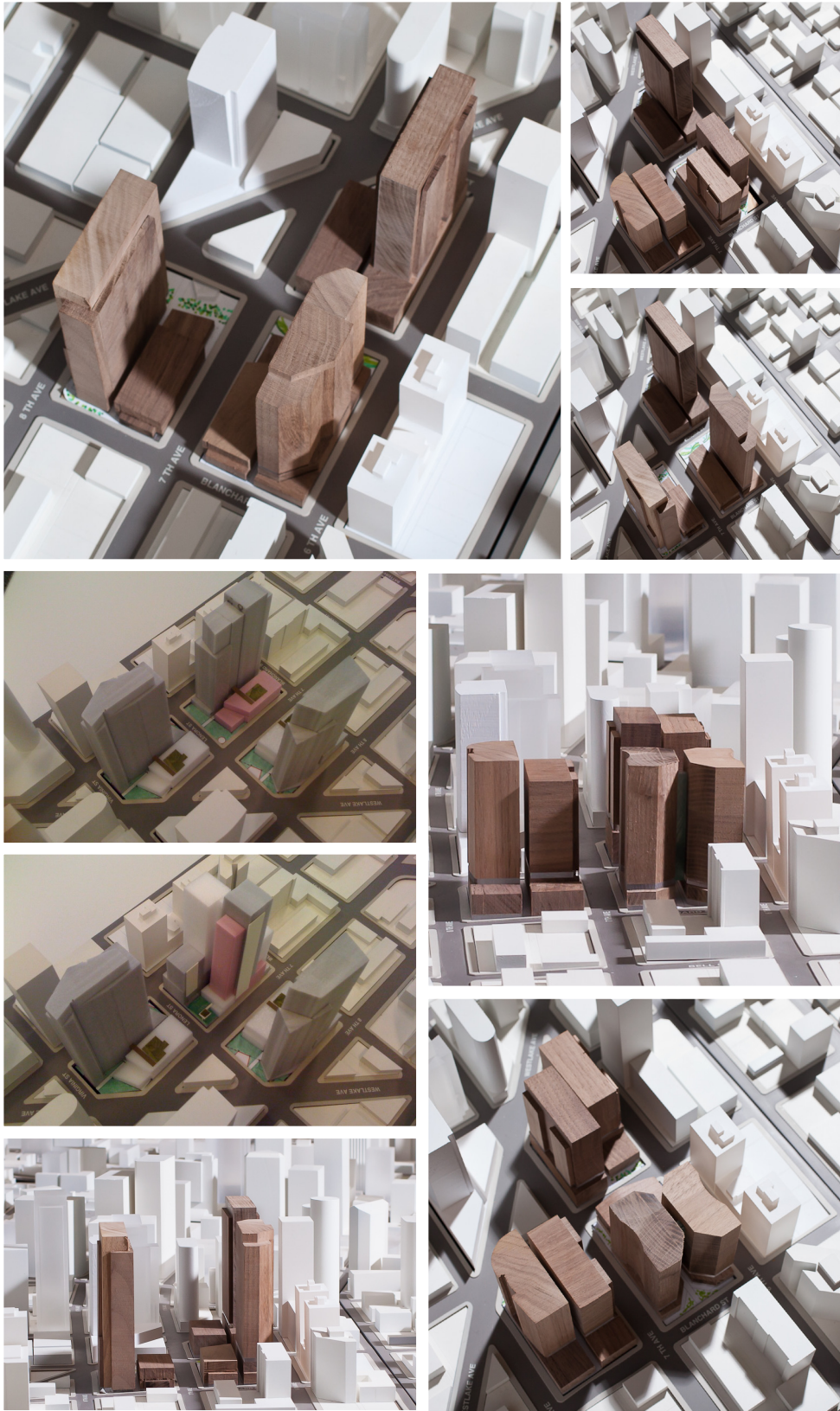
When a lot in a DMC or DOC2 zone is located on a designated green street (such as Blanchard), a continuous upper-level setback of 15' must be provided on the street frontage abutting the green street at a height of 45'.



Maximum zoning envelop allowable by code. Massing shown does not represent actual building design.



Master Plan Concepts  
Massing Studies



No Alley Vacation Studies



Street Orientation Studies



**Master Plan Concepts**  
**Massing Studies**



**Westlake Orientation Studies**

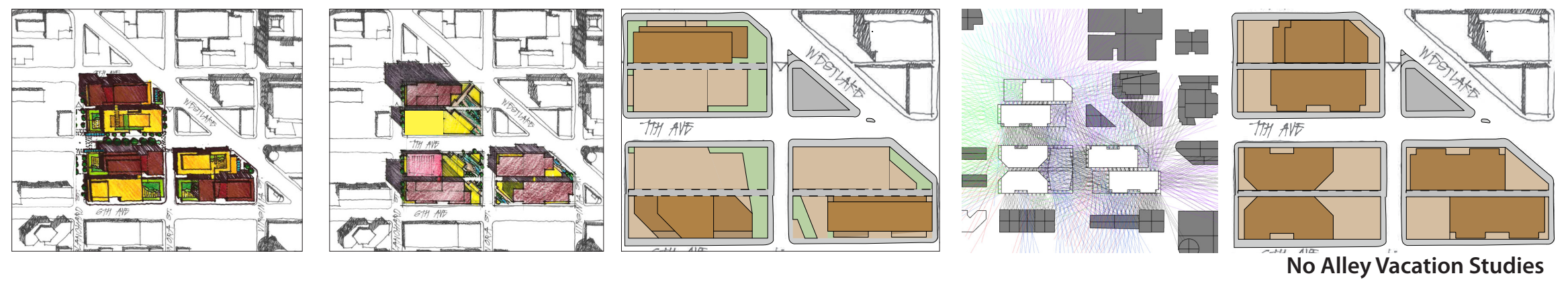


**Hybrid Studies**



# 5

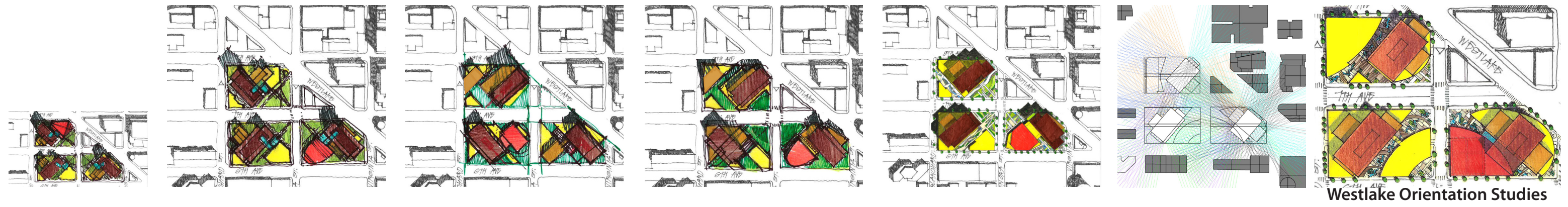
## Master Plan Concepts Design Evolution



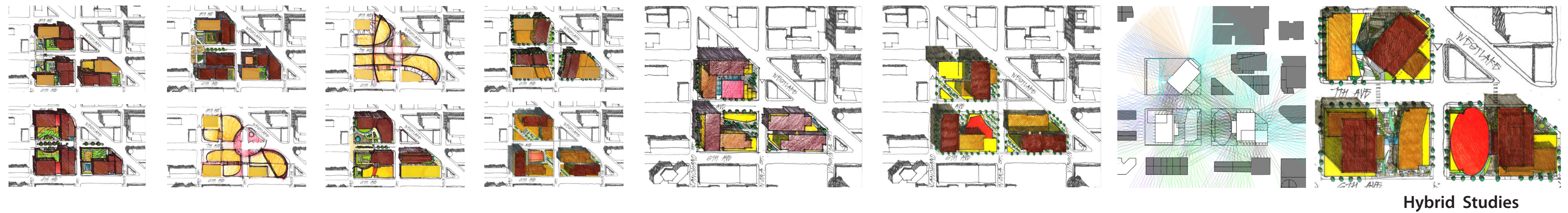
No Alley Vacation Studies



Street Orientation Studies



Westlake Orientation Studies

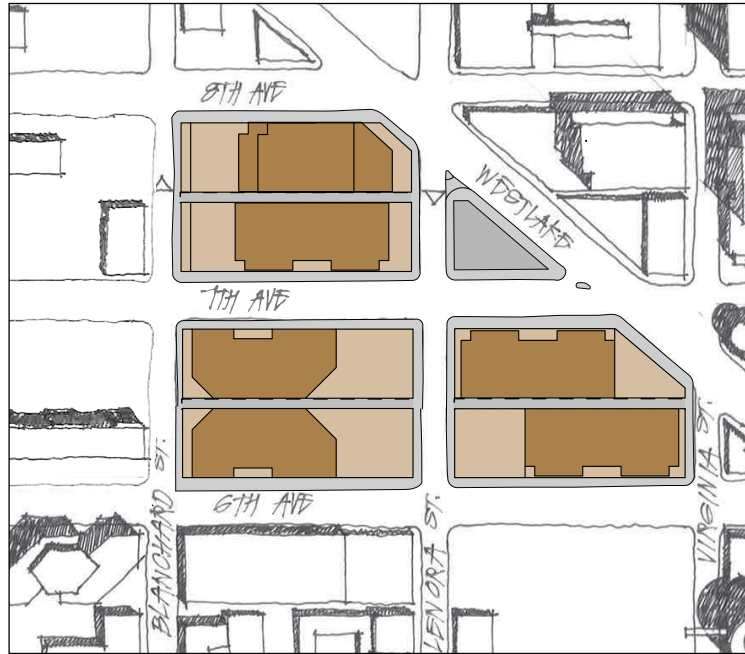


Hybrid Studies



## Master Plan Concepts

### Summary of alternatives



**Alternative 1: No Alley Vacation Scheme**

Alternative 1 places two office buildings on each block separated by the alley both above and below grade. No alley vacations and no transfer of FAR across the alleys would be required. Buildings consist of an 18-story office tower on top of a 6 story podium. The tallest building is approximately 321 feet above grade. Ground floor retail will be oriented to 7th Avenue. Requirements for open space for office users will be achieved on roof terraces. Existing alleyways will be improved and widened to 20 feet; otherwise, no ground level open space is required or provided except for a required upper level building setback on Blanchard Street, a designated green street.



**Alternative 2: City Street Scheme**

Alternative 2 orientates the buildings on each block parallel to the city streets (perpendicular to the numbered avenues). A single L-shaped, T-shaped or Z-shaped office tower is located on each block. The shorter legs of the towers all terminate below 240 feet above grade so that those portions of the buildings that rise above 240 feet become a rectangle in plan with its longest dimension oriented parallel to the adjacent street or perpendicular to 6th and 7th Avenues. The tallest building will rise approximately 37 stories or approximately 500 feet above grade. The towers will have podiums with ground floor retail facing 7th Avenue and portions of the larger public open spaces. A meeting facility will be located adjacent to Lenora Street between 6th and 7th Avenues. An alley vacation is proposed for this Alternative. In lieu of the alleys, mid-block pedestrian connections between the numbered avenues are provided, as well as linear open spaces on the west side of Lenora Street between 6th and 7th Avenue. As part of the alley vacation proposal, all ground level open space, including a green street setback on Blanchard Street, will be publically accessible and contain a combination of hardscape and natural landscape features.



**Alternative 3: Westlake Scheme**

Alternative 3 orientates all three of the buildings perpendicular to Westlake Avenue. This Alternative also has a single L-shaped, T-shaped or Z-shaped office tower on each block; however, these towers have been reoriented to be perpendicular to Westlake Avenue. As in Alternative 2, the shorter legs of the towers all terminate below 240 feet above grade so that those portions of the buildings that rise above 240 feet become a rectangle in plan, but now with its longest dimension oriented perpendicular to Westlake Avenue. The tallest building will rise approximately 37 stories or approximately 500 feet above grade. The towers will have podiums with ground floor retail facing 7th Avenue and portions of the larger public open spaces. A meeting facility will be located adjacent to Lenora Street between 6th and 7th Avenues. An alley vacation is proposed for this Alternative. In lieu of the alleys, generous mid-block pedestrian connections are provided that offer diagonal (E-W) crossings of each block. As part of the alley vacation proposal, all ground level open space, including a green street setback on Blanchard Street, will be publically accessible and contain a combination of hardscape and natural landscape features.



**Alternative 4: Preferred Scheme**

Alternative 4 is a hybrid scheme that again has a single L-shaped, T-shaped or Z-shaped office tower on each block. As in Alternative 2, the two towers between 6th and 7th Avenues have their long dimension oriented parallel to the adjacent street or perpendicular to 7th Avenue. As in Alternative 3, the tower between 7th and 8th Avenues has its long dimensions perpendicular to Westlake Avenue. The shorter legs of the towers all terminate below 240 feet above grade so that those portions of the buildings that rise above 240 feet become a rectangle in plan. The tallest building will rise approximately 37 stories or approximately 500 feet above grade. The towers will have podiums with ground floor retail facing 7th Avenue and portions of the larger public open spaces. A meeting facility will be located adjacent to Lenora Street between 6th and 7th Avenues. An alley vacation is proposed for this Alternative. In lieu of the alleys, generous mid-block pedestrian connections between the numbered avenues are provided, as well as large urban plazas at the NE corner of Lenora Street and 7th Avenue on Block 20 and mid-block on Block 19. In addition the preferred alternative incorporates commercial parcel parks on each block, including one adjacent to an improved street car stop at 7th and Westlake. As part of the alley vacation proposal, all ground level open space, including a green street setback on Blanchard Street, will be publically accessible and contain a combination of hardscape and natural landscape features.



## Master Plan Concepts

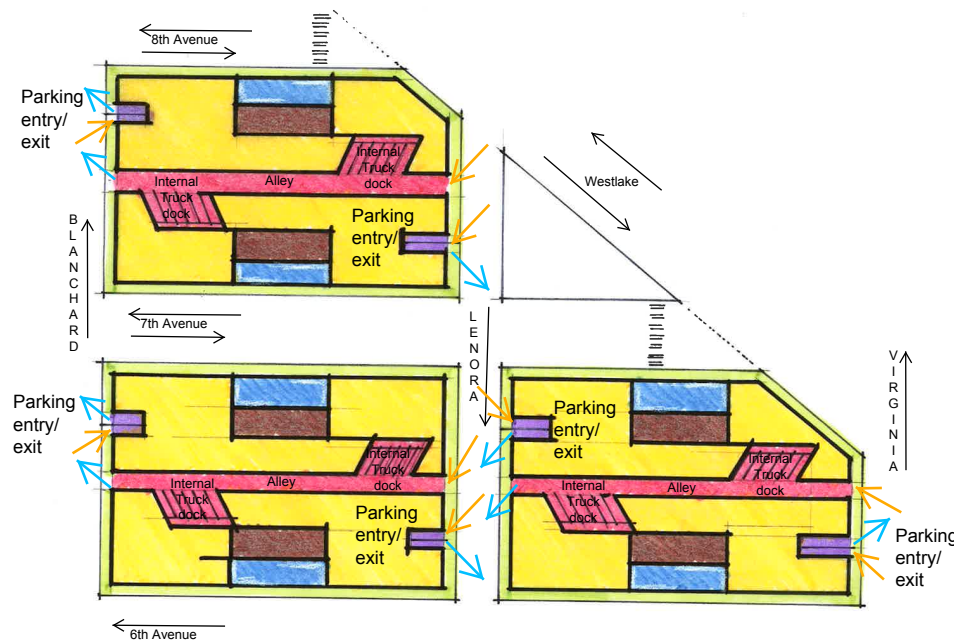
### Alternative 1: No Alley Vacation Scheme

#### Pros:

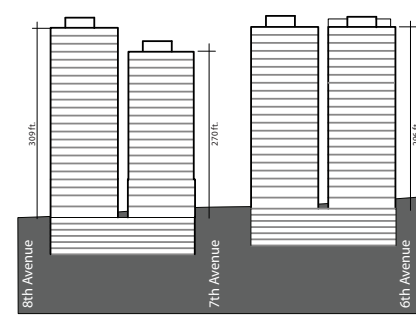
1. A fully code compliant scheme with no alley vacation is hypothetically the easiest to permit and fastest to develop.

#### Cons:

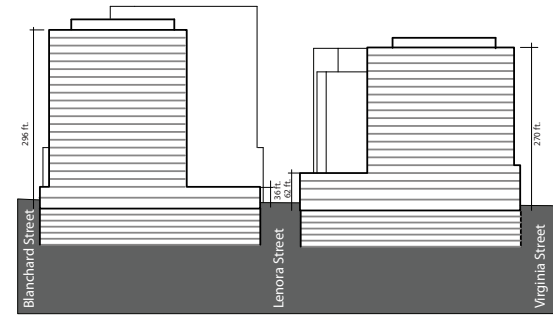
1. The long dimension of the office buildings are separated from their immediate neighbor by only the 20' width of the alley, resulting in office windows facing directly opposite each other.
2. The long, narrow buildings parallel to the Avenues effectively creates a wall that blocks views toward Elliot Bay.
3. Because of the narrow width of the half-block sites, each office structure shares a similar floor plate size and configuration, resulting in 6 buildings of near identical scale and massing.
4. A meeting facility is not feasible due to longspan structural requirements under the office tower and narrow dimensions of the lot.
5. Buildings on the east half of the block are heavily shadowed by the buildings on the West half.



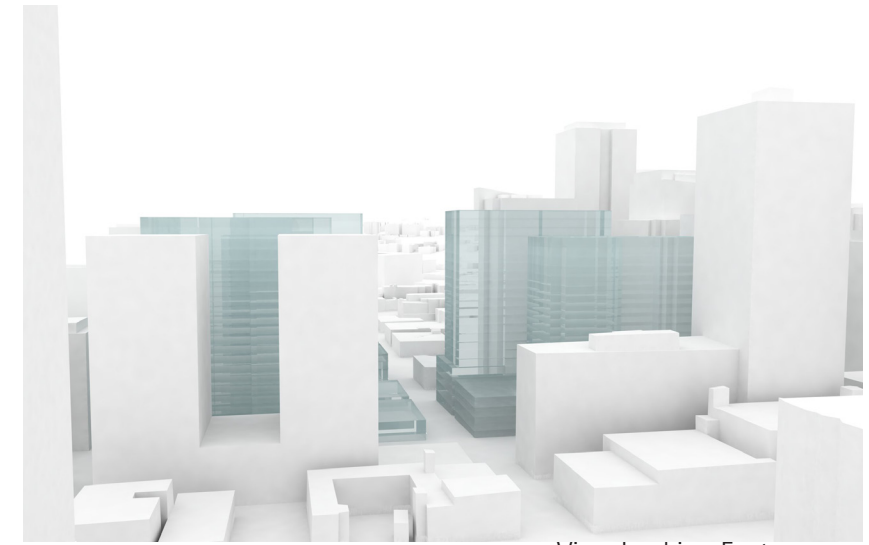
Preliminary Street Level Access Plan



Street Section



Avenue Section



View Looking East



Proposed building massing and orientation.



## Master Plan Concepts

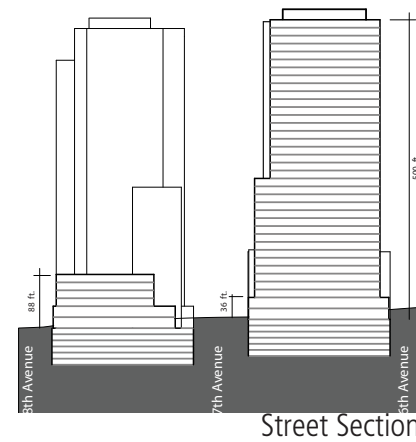
### Alternative 2: City Street Scheme

#### Pros:

1. Improved views to Puget Sound and the Olympic Mountains through the site.
2. Single highrise building, rather than two, on each block allows for more public open space.
3. Orientation and location of buildings improve solar access at grade level open spaces.
4. Without the constraints of a half-block site, greater variety in building form, floorplate configuration and dimension is possible.
5. Below grade parking levels and above grade office levels are more efficient than half-block alternatives.
6. A meeting facility is feasible.

#### Cons:

1. Alley vacations are required both above and below grade.
2. No improvement in building solar orientation over previous alternative.





## Master Plan Concepts

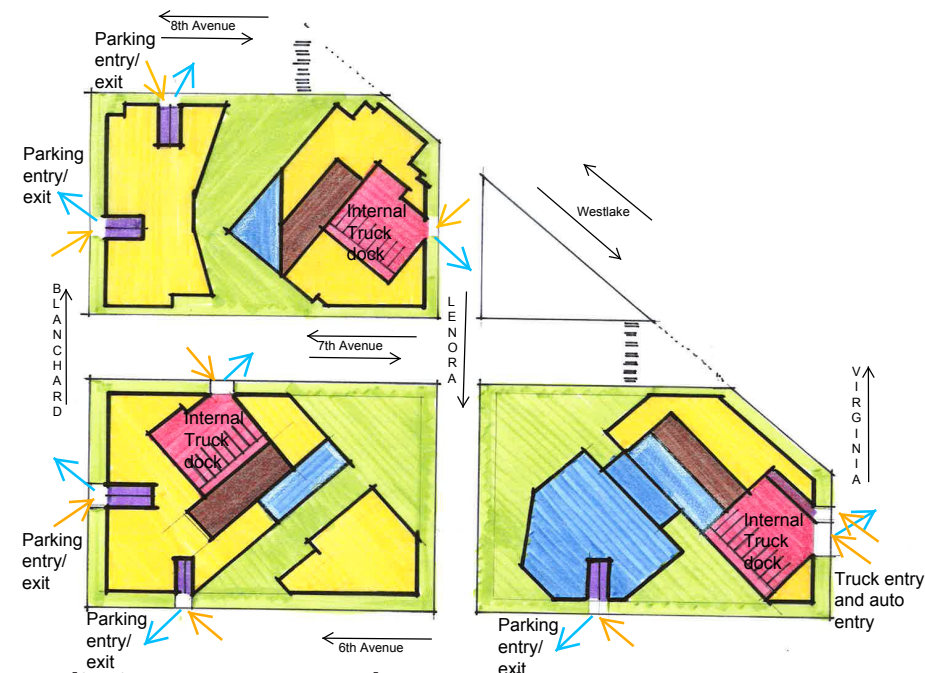
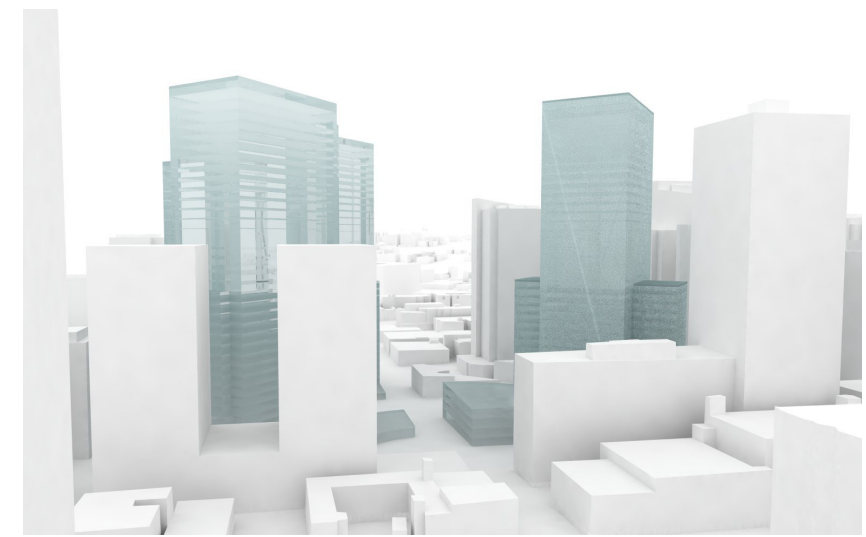
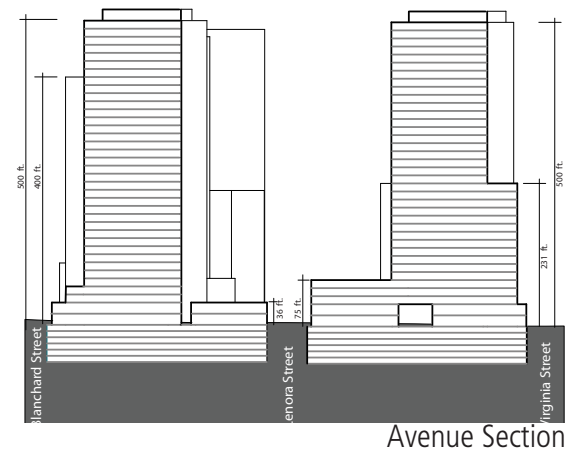
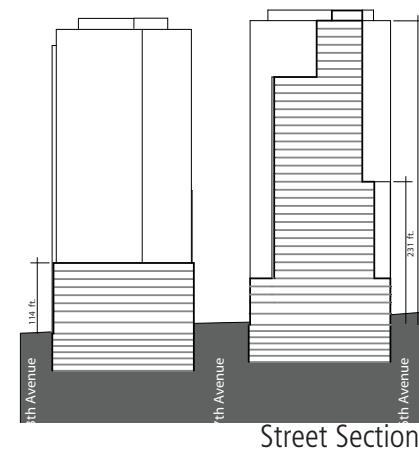
### Alternative 3: Westlake Scheme

#### Pros:

1. Optimal solar orientation for buildings to conserve energy.
2. Facades of new buildings do not face their neighbors.
3. Improved views to Puget Sound and the Olympic Mountains through and from the site.
4. Single building, rather than two, on each block allows for more public open space.
5. Orientation and location of buildings improve solar access at grade level open space.
6. Without the constraints of a half-block site, greater variety in building form, floorplate configuration and dimension is possible.
7. Above grade office levels are more efficient than half-block alternatives.
8. A meeting facility is feasible.

#### Cons:

1. Alley vacations are required both above and below grade.
2. Below grade parking levels are less efficient than Alternative 2.
3. Orienting buildings perpendicular to Westlake requires a design departure.





# 5

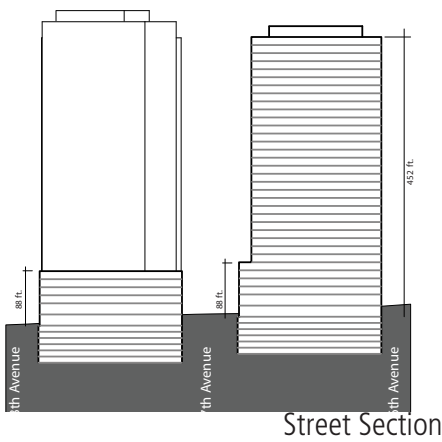
## Master Plan Concepts Alternative 4: Preferred Scheme

### Pros:

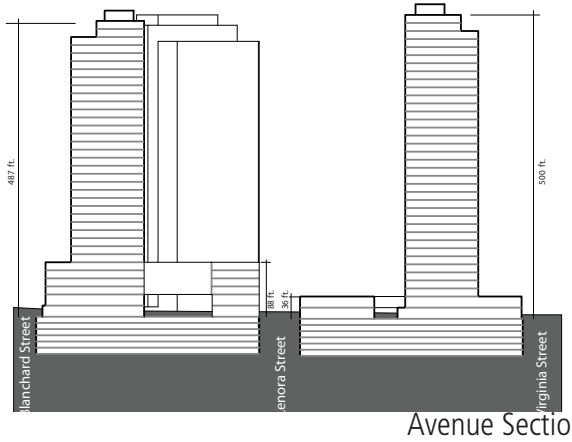
1. Longest facades of new buildings do not face those of their neighbors.
2. Improved views to Puget Sound and the Olympic Mountains through and from the site.
3. Single building, rather than two, on each block allows for more public open space.
4. Orientation and location of buildings provide optimal solar access at grade level open spaces.
5. Greatest variety in building form, floorplate configuration and dimension.
6. Above grade office levels are more efficient than half-block alternative.
7. A meeting facility is feasible.
8. Buildings are composed to form a large 'urban room' and 'sun pocket' at the center of the three blocks.

### Cons:

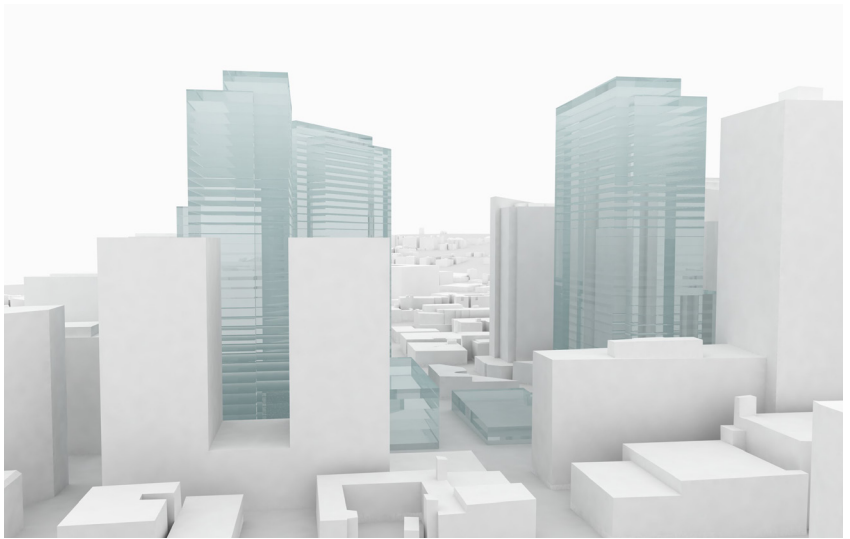
1. Alley vacations are required both above and below grade.
2. Below grade parking levels on Block 20 are less efficient than in Alternative 2.
3. Orienting the building on Block 20 to be perpendicular to Westlake requires a design departure.



Street Section



Avenue Section



View Looking East



Proposed building massing and orientation.



Preliminary Street Level Access Plan



**Master Plan Concepts**  
**Alternative 4: Preferred Scheme Skyline Studies**



View from Elliot Bay



View from I-5



# 6

## Strategy for Open Space

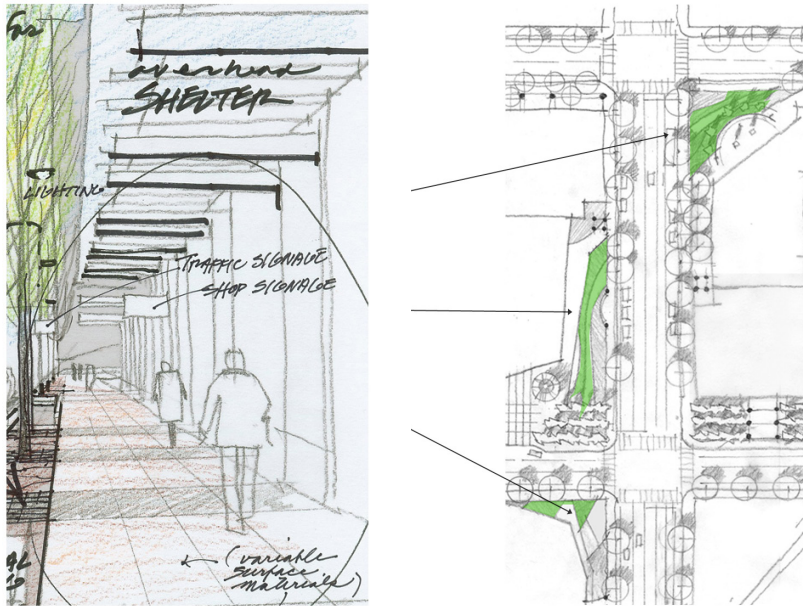
### Sustainable Strategies

Any of these practices can be featured as a design highlight in the open space systems to further environmental awareness.

**Storm Water Management:** Drainage swales and rain gardens can demonstrate best practices as well as be an attractive aesthetic feature.

An Awareness Garden featuring storm water management tends to be lineal in nature enhancing primary walkway corridors. It can become an integrative open space theme tying together the urban design plan of a multi-block neighborhood.

Choose trees, shrubs and groundcovers suitable to enhance the bio-retention process in cells and swales to demonstrate low impact storm water management as a site amenity and awareness feature. Include river cobble mulches and sizeable natural stone.



**Native Plants:** Feature a native plant theme for sustained plant health with minimum care and maintenance.

For example: River Birch, Serviceberry, and Dogwood, as well as the various Sedges, Bullrush, Arrowhead, and Iris. Seek long dimensions in the spirit of flowing streams - best along walkway directions to connect a series of urban places (entry courts, cafes, pocket parks). Consider signage to enhance awareness of natural processes.

**Sun, Shade & Wind Conditions:** Attention to the seasonal sun-shade patterns as well as prevailing wind directions can achieve a welcoming comfort level.

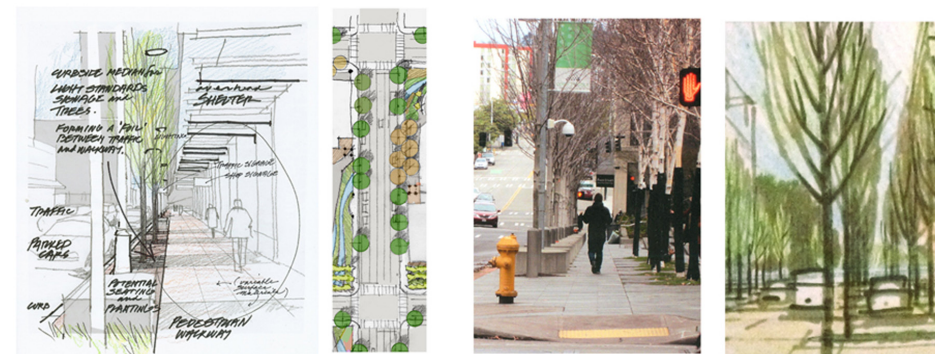
### Bikeways and Bike Parking

Bike routes are integral with vehicular traffic flow with particular bike routes noted in the master plan. Seventh Avenue is an important route and is a central thesis to the neighborhood concept. Locate off-street bike parking areas with security lighting, possible shelter and area orientation.



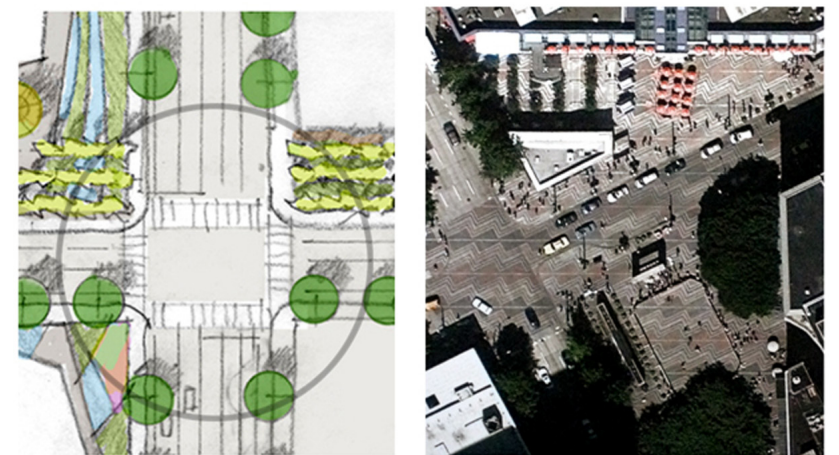
### Safety and Walkability

A consistent practice throughout the City is the curbway median strip for most street trees, street lighting poles, functional signage and selected types of flowers, grasses and groundcovers. Importantly, it acts as a buffer between street traffic and the pedestrians - a safe more comfortable place. It all lends a certain civic order to the streets. When the tree plantings are consistent, robust and thriving, certain streets become Great Streets, stitching a city together as an elegant expression of urban character.



### Intersections - Controlled Safe Crossing, Sense of Place, Orientation

The mix of pedestrian and automobiles at intersections is a hazard to overcome with safe, controlled crossings, but there is also an intriguing energy that attracts. An intersection includes three or more corners, each of which can feature special uses - shops, plazas, sculpture and building entrance courts. This dynamic can be modestly recognized or much made of its identity and orientation potentials. An intersection can become a place of great distinction.



### Pedestrian Amenities

Shelter

Overhead and lateral protection from wind, sun and rain is an important pedestrian amenity - along sidewalks, at building entry points, small plazas and transit stops.





## Strategy for Open Space

### Urban Places of Distinction

A public square, a small plaza, a pocket park, a building entry court - all carefully distributed to form an attractive walkway network. Moving from one kind of place to a contrasting place, large and small, produces an intriguing urban energy.

Naming places brings a familiarity and relevance to pedestrian corridors. Large plazas and parks are usually given names, but naming even the smallest of greens, promenades or dog walks adds meaning and purpose.



Large and prominent public squares...



Identity plazas as reference points.



Smaller open space points of interest and destination...

### Intersections as Place

Safe street crossings are concentrated at the intersections (the blocks are too short to safely work out mid-block crossings). Intersections are potentially lively places and if centrally located in a neighborhood one can become an important Urban Place of Distinction. Depending upon how Open Space is distributed among the blocks, an intersection (like 7th and Lenora) could be treated as an integral part of a primary public plaza, in the spirit of Westlake Park.



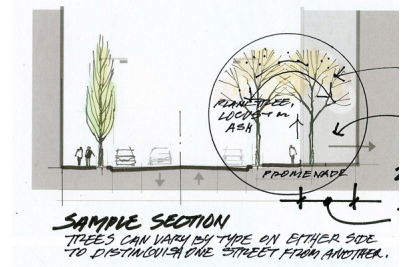
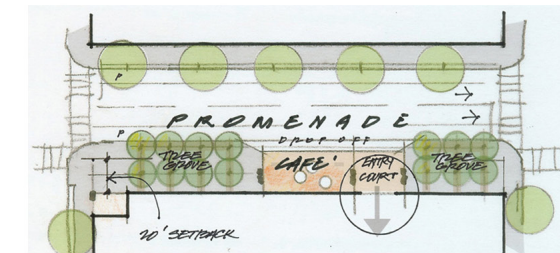
### Sitting

Places to sit or just lean against are a welcoming feature. Bollard type forms - square or round - add casualness. Low, intermittent walls work well and a traditional bench can be an art piece. Use places to sit to strengthen walkway continuity.



### Building Setbacks Along Streets

Simple building setbacks along a street can be an effective contrast to the typical sidewalk width when the building might be otherwise located on the property line. Even modest in size, such space can add significant strength to the Green Street idea. This street related open space, treated as lineal plazas and promenades, can give the street, the property line and the neighborhood special identity and distinctiveness.



### A Transit Court

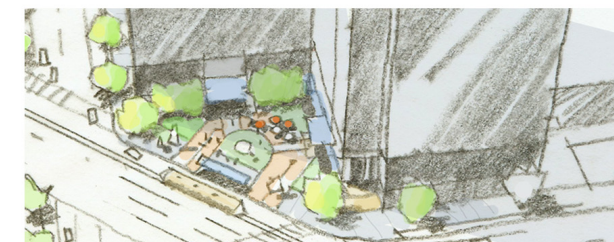
The transit corridor along Westlake Avenue suggests a potential court, plaza or green featuring food service, prime building entries, orientation kiosks and overhead shelter. As a named place, it could be an important reference point to the neighborhoods.



Sample of conceptual site plan applying Open Space Program elements. Preliminary 2/1

### A "Wellness Circuit"

A marked walking, jogging loop throughout the neighborhood.



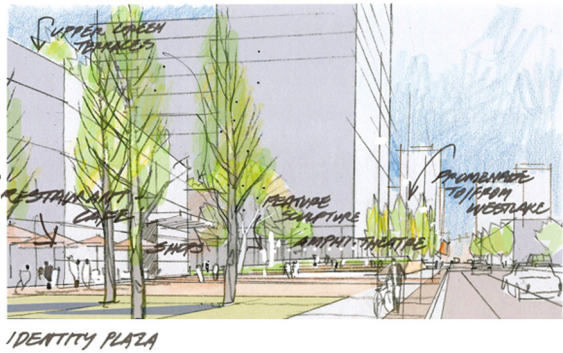


6

Strategy for Open Space

A Multi-Use Gathering Space

Spontaneous performances and casual gatherings bring an important energy to an urban neighborhood. Sometimes as simple as a carefully sized set of steps and ramps, or a more intentional stepped arc around a center piece, they can be effectively integrated into plazas and greens.



Public Art

Art in a variety of forms will be an important ingredient in the development of the public open spaces.



7

Summary of Potential Development Standard Departures For Preferred Option

Item #	Development Standard	Requirement	Departure Amount Required	Rationale	Downtown Design Guidelines Reinforced	Diagram
1	SMC 23.49.058.C Upper Level Development Standard	Portion of building above 240 feet shall be no more than 145 feet along the general N/S axis of a site(parallel to the Avenues)	On Block 20, we request that a portion of the building above 240 feet shall be approximately 220 feet along the general N/S axis of the site (parallel to the Avenues).	Block 20 is a unique block in that it is at the intersection between the N-S grid of 7th and 8th Avenues as well as Westlake Avenue. This departure will enable the main axis of the office tower to better address Westlake Avenue, a primary arterial which connects the Downtown Core with South Lake Union. This departure will also allow the office tower on Block 20 along with the office towers on Blocks 14 and 19 to create a large open space or "urban room" across the three sites.	A-1 Respond to physical environment A-2 Enhance the skyline B-1 Respond to neighborhood context B-3 Reinforce the positive urban form and architectural attributes of immediate area	See Diagram 1 Below
2	SMC 23.54.035 Loading Berth Requirements and Space Standards	The standard size of a loading berth shall be 10' x 35'.	On Blocks 14, 19 and 20, we request that up to 50% of the number of required loading berths be modified in size to be van-sized space 8'-6" x 19'-0".	This will enable loading dock to be better sized and more efficiently designed to meet the true loading demands of the building user.	C-1 Promote pedestrian interaction C-3 Provide active - not blank - facades	See diagram #2 A,B,C

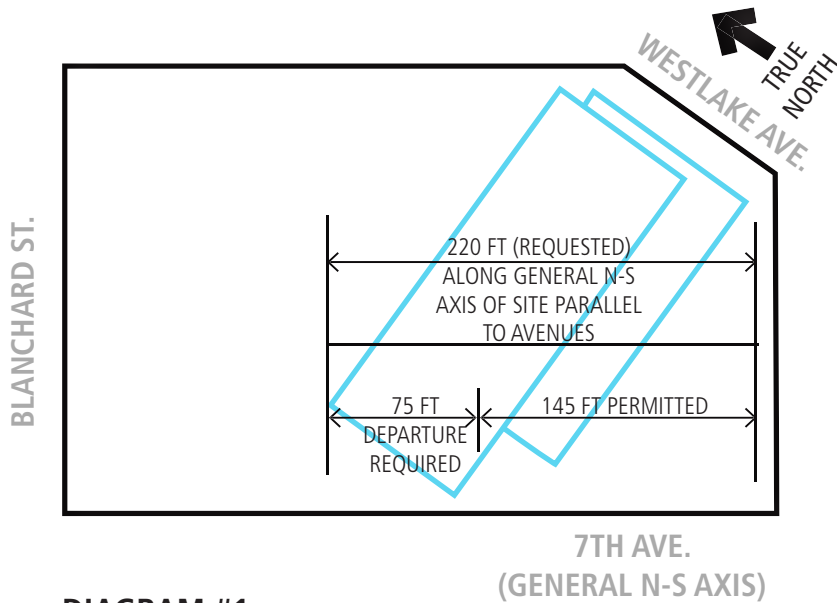
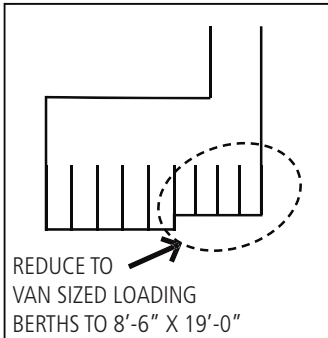
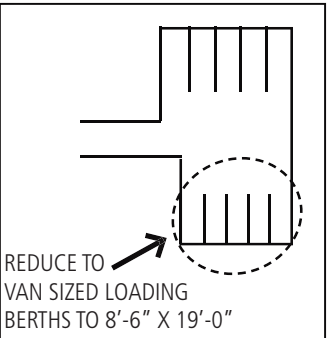


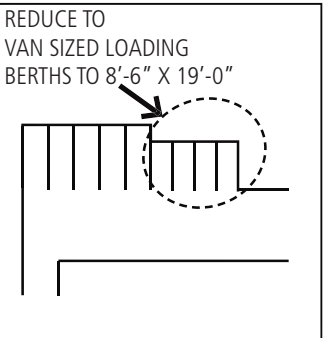
DIAGRAM #1



BLOCK 20  
LOADING DOCK A.



BLOCK 19  
LOADING DOCK B.



BLOCK 14  
LOADING DOCK C.

DIAGRAM #2 A,B,C



Summary of Potential Development Standard Departures For Preferred Option

Item #	Development Standard	Requirement	Departure Amount Required	Rationale	Downtown Design Guidelines Reinforced	Diagram
3A	SMC 23.49.056.B.2.d General Setback Limits	The maximum setback of the façade from the street lot lines at intersections is 10 feet. The minimum distance the façade must conform to this limit is 20 feet	On Block 14, at the intersection of 7th Avenue and Westlake, we request that a portion of facade be setback between 10 feet and 24 feet from the street lot line for a running distance of approx 50 feet south of the intersection.	This departure will permit a smaller secondary pocket park to be located just north of the larger Commercial parcel park that is off the 7th and Westlake streetcar stop. It will also permit the form of the office tower at this intersection to directly meet the street.	B-1 Respond to neighborhood context B-3 Reinforce positive urban form and arch attributes of the immediate area D-1 Provide Inviting and Useble open space D-3 Provide elements that define the place	See diagram 4A
3B			On Block 20, at the intersection of 8th Avenue and Westlake, we request that a portion of facade be setback between 10 feet and 24 feet from the street lot line for a running distance of approx 40 feet north of the intersection along 8th Avenue.	This departure will permit a smaller secondary pocket park to be located along 8th Avenue and permit the form of the office tower to directly meet the street.	See above	See diagram 4B
3C			On Block 20, at the intersection of Lenora and Westlake, we request that a portion of facade be setback between 10 feet and 20 feet from the street lot line for a running distance of approx 30 feet south north of the intersection along Lenora St.	This departure will permit a smaller secondary pocket park to be located along Lenora and permit the form of the office tower to directly meet the street.	See above	See diagram 4C

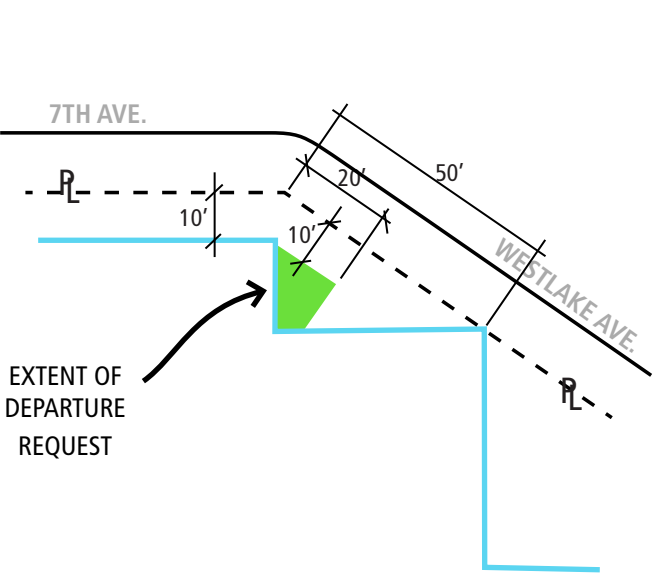


DIAGRAM 3A (Block 14)

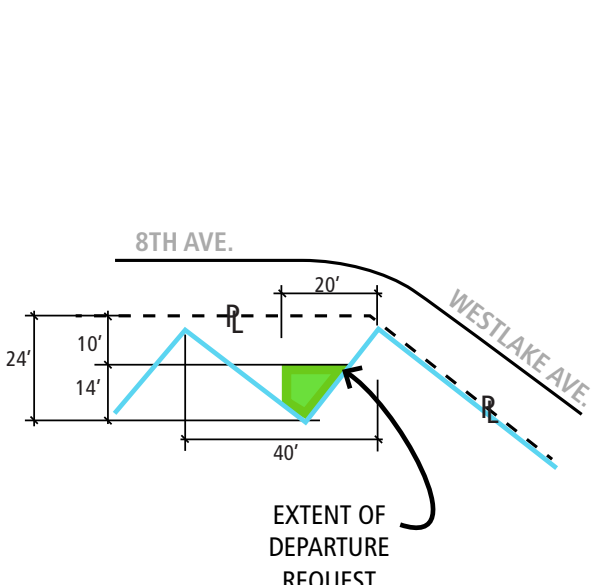


DIAGRAM 3B (Block 20)

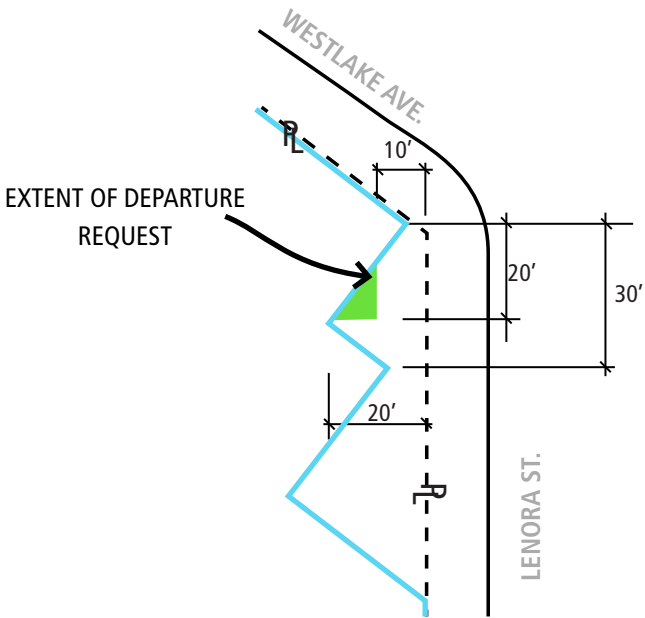


DIAGRAM 3C (Block 20)