

WALTON LOFTS WESTERN AVE & VINE ST SEATTLE, WASHINGTON

EARLY DESIGN GUIDANCE



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WALTON LOFTS





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PROJECT TEAM	iv
DEVELOPMENT OBJECTIVES	1
ZONING AND LAND USE SUMMARY	2
SITE ANALYSIS	3
STREETSCAPE	6
BELLTOWN CHARACTER	13
PRECEDENTS	17
DESIGN GUIDELINE RESPONSE	21
DESIGN EXPLORATIONS	24
MASSING SCHEMES	26
LANDSCAPE CONCEPTS	38
DESIGN DEPARTURES	44



TABLE OF CONTENTS

THE SCHUSTER GROUP

Established in 1989, The Schuster Group is a multifaceted, vertically integrated real estate investment, development, and merchant banking firm, headquartered in Seattle, Washington.

As a nationally recognized award-winning developer, the Schuster name has become synonymous with innovation, sustainability, and assured quality. Throughout the years, The Schuster Group has built a distinguished reputation of developing dynamic environments by uniquely blending vision, creativity and high performance processes. Our experience extends across a wide array of real estate investments. From developing urban high-rise condominiums to revitalizing rural and suburban communities through housing, commercial office space and retail projects, The Schuster Group continues to change the landscape in which we do business and enhance the communities which bears our stamp through positive planning and development.

Paramount in our work is The Schuster Group mission: to serve our customers and stakeholders, by creating a legacy of distinctive sustainable building environments of value in which they will thrive.

VIA ARCHITECTURE

An award-winning design firm, VIA Architecture is one of the Pacific Northwest's leaders in transit and urban design, and sustainable community planning. VIA currently employs 44 professionals in their Seattle, San Francisco, and Vancouver, BC offices. The firm is a compact organization focused on personal service for both public and private clients.

Through VIA's design leadership role on large infrastructure projects, they have become adept at working in close collaboration with other design firms, the public sector, and transit agencies.

We listen. Our clients value the personal attention our team brings to each job, and our ability to create solutions that exceed their expectations. Through poetry + mathematics, we blend together function and beauty to solve problems in a thoughtful approach.



SHOESMITH COX

Our design philosophy is based on listening, synergy and delight. By understanding the goals of the client – budgetary, market response and brand identity – as well as those of the City and other applicable stakeholders, we seek to create "win-win" situations. We look for opportunities available through the Design Review process to better the building's envelope relative to the zoning code. We look for opportunities within the brand identity and market response to create fresh and delightful places that represent a unique offering – on the market and within the city. We deliberately seek to make the response spirited, delightful and fun. We seek to innovate and reach beyond previous work -- to learn from the past while pushing / pursuing new avenues of stimulation and creativity.

We deliberately seek to heal the fabric of the city and the immediate neighborhood in which a project resides. We look to make positive connections, to physical spaces and to the resonant perception of place. We look to understand how a building achieves the best possible "fit" - into both the context and the aspirations of its immediate community.

We strive to do all of this within an inclusive and collaborative environment. We seek to capture and nurture the creativity and passions of our clients, consultant teams and collaborators -- and harness these for the good of the project. We listen, think together, laugh and enjoy the successes of the entire team. We believe that great design is the product of strong individuals, but is also, at its most successful level, a team sport.

LANDSCAPE ARCHITECT

Kenneth Philp Landscape Architects (KPLA) is a firm of five dedicated practitioners who share a passion for landscape architecture, urban design, and sustainable development. Throughout the progression of a project, each site and situation generates ideas that are unique to themselves. KPLA prides itself on combining comprehensive site and context analysis with creativity to produce innovative, place-based spaces that not only serve immediate users, but are an asset to the wider community.

Our flexible, adaptable design approach allows us to address and respond to the complexities and opportunities of each project while maintaining the client and design team's vision and goals. With this proven process and over 60 combined years of professional experience in planning, design, permitting, project management, and construction administration services, we are able to create places that are a unique expression of site and community.





There teams have worked together successfully on several projects in the past. Steve Cox of Shoesmith Cox Architects and VIA Architecture collaborated on the Joseph Arnold Lofts project (below), also for The Schuster Group and currently under construction. Steve was the Design Principal for The Schuster Group's Mosler Lofts while with Mithun. Kenneth Philp Landscape Architects worked on Mosler Lofts, and collaborated with both Steve Cox and VIA Architecture personnel on the Thea's Landing project in Tacoma.



Development Objectives + Program:

The Schuster Group is responsible for several of Seattle's most innovative multi-family developments - from the acclaimed Mosler Lofts at Third Avenue and Clay Street to Muriel's Landing on University Ave. and the Joseph Arnold Lofts, currently under construction at Elliott Avenue and Cedar Street. These projects begin with a commitment to their individual place in the city; to heal the fabric and create places of timeless quality and enduring value. This project will be no exception.

The project context is largely residential, across Vine Street, across Western Avenue and further to the north. The remainder of the block between this site and Wall Street to the south contains two 3-story commercial buildings, the Skyway Luggage building and another 3-story building housing the Millionaire Club.

The project seeks to develop 130-150 units of urban multifamily housing within this established residential neighborhood. The design seeks to respect its context, in both use and scale, and to offer an appropriate scale and presence relative to the neighborhood P-Patch Park immediately to the west across the alley. Underground parking is proposed for between 75 and 90 cars, and will be accessed from the alley.

Programmatically the building proposes to merge the building's lobby and activity spaces into a "library" - offering programs available to building residents and guests and an attractive semipublic foyer buffering the resident spaces from the immediate context. The building plans to offer a fitness room, other activity spaces, a bike room and bike shop for resident use and a space adjacent to the P-Patch Park appropriate to use by P-Patch owners and gardeners. Between 2500 and 3500 SF of retail and / or other commercial uses along Western Avenue should support the sidewalk environment and provide pedestrian amenity and weather protection.

The primary building entry wants to be off Vine Street. Vine is perhaps Seattle's most iconic "green street", and we propose to continue established design vocabularies for this corridor as part of both the sidewalk design and that of the building's northern edge. View corridor restrictions along Vine Street suggest a 25foot step-back from Vine Street above a height of 35 feet.

Likely Design Departure requests include some relief from the view corridor restrictions, to permit the building to make appropriate setbacks in other areas. In addition we envision Design Departures for bay window design, marquee depth, (to permit and preserve street trees), lot coverage above 85 feet (to allow floorplate averaging and a simpler building), and vertical clearance at the alley.





DEVELOPMENT OBJECTIVES

Key Zoning and Land Use Issues:

ZONE

DMR/C 125/65 Belltown Urban Center Village Frequent Transit Service

SITE DATA

Area = 14,400 SF (120'X120') 2521 Western Ave Parcel Id: 0653000195

STREETS

Vine Street - Green Street View Corridor Western Avenue - Principal Arterial, Class II Pedestrian Street

STRUCTURE HEIGHT

SMC 23.49.008 C: 65'-0" for only non-residential or live work uses. 125'-0" For residential uses.

SMC 23.86.006 E: Height Measurement Vine Street slope is greater than 7.5%, property line divided into two equal segments (four or fewer required) none longer than 120'.

SMC 23.49.008 D: Above Height Limit Open Railing, Planters, Parapets - 4'-0" Stairs, Mech. Equipment - 15'-0" Elevator Penthouse For 8' High Cab - 23'-0" For Taller Cabs - 25'-0" (elevator provides access to a rooftop providing 10'-0" usable open space)

SMC 23.49.008 D2: Roof Top Features Area Of Roof Features Above Base Height

STREET LEVEL USES SMC 23.49.009: No Requirement (Based On Street Designation)

COMMON RECREATION AREA

SMC 23.49.010 B:

1. A total of 5% of the total gross floor area in residential use shall be provided as common recreation area and may be provided at or above ground level.

2. A maximum of fifty (50) percent of the common recreation area may be enclosed.

3. The minimum horizontal dimension for required common recreation areas shall be fifteen (15) feet, except for open space provided as landscaped setback area at street level, which shall have a minimum horizontal dimension of ten (10) feet. No required common recreation area shall be less than two hundred twenty-five (225) square feet.

4. Common recreation area that is provided as open space at street level shall be counted as twice the actual area in determining the amount provided to meet the common recreation area requirement.

9. For lots abutting designated green streets, up to fifty (50) percent of the common recreation area requirement may be met by contributing to the development of a green street.

FLOOR AREA RATIO

SMC 23.49.011: In DMR/C zone, 125'/65' Height District, Base Far is 1 and Max Far is 4.

Exemptions (SMC 23.49.011 B. 1.): b. Street level uses with 13' floor height, 16' depth and overhead protection. f. Residential use k. Below-grade floor area I. Parking accessory to residential use

Reductions (SMC 23.49.011 B.2) Mech Equipment Is 3.5% Reduction Of Chargeable Area After Exemptions

OVERHEAD WEATHER PROTECTION

SMC 23.49.018: 10' - 15' above sidewalk minimum horizontal dimension of 8' protection from building wall or 2' from curb, whichever is less.

PARKING REQUIREMENTS

SMC 23.49.019 A&B: No requirement; within structures, parking shall be below street level or separated by other uses 60% min medium size

SMC 23.49.019 H: Access to parking required to be from alley

BICYCLE PARKING

SMC 23.49.019 B: 1 Bicycle parking space / 2 dwelling units. After 50, spaces additional spaces are required at one-half the ratio when covered auto parking is provided, all longterm bicycle parking shall be covered. Shower facilities for bicycle users is not required for residential occupancy.

SIDEWALK WIDTH REQUIREMENTS

SMC 23.49.022: Minimum width of 12' along Western Ave, variable width along Vine Street

VIEW CORRIDORS

SMC 23.49.024: Minimum 25' setback from Vine Street property line required above 35' (measured at Western property line)

LOT COVERAGE

SMC 23.49.158: 0'-65' = 100% Coverage, 65'-85' = 75% Coverage, 85'-125' = 65% Coverage



FACADE TRANSPARENCY

SMC 23.49.162 C&D: Western Ave Designation - Class II Pedestrian, Slope Of Street Frontage < 7.5% Required Facade Transparency = 30% Maximum Blank Façade = 30'-0' Wide, 70% Total

Vine Street Designation - Green Street, Slope Of Street Frontage > 7.5% Required Façade Transparency = 25% Maximum Blank Façade = 30'-0" Wide, 75% Total.

SETBACKS

SMC 23.49.166B: A. Side Setback: Not Required (<120' Frontage Along Western Ave)

B. Green Street Setback: 10' For Portions Above 65' Up To 85', Above 85' Additional Setback At A Rate Of 1' For Every 5' Of Height.

MAXIMUM WIDTH AND DEPTH

SMC 23.49.164: Height Of Portion Of Structure: 65'-125': 90' On Avenues, 120' On East/West Streets

LOADING BERTH REQUIREMENTS

SMC 23.54.035: No Requirement For Residential Uses





SITE ANALYSIS



SITE ANALYSIS



STREETSCAPE

VINE ST, FACING NORTHWEST, BETWEEN 1ST AVE & WESTERN AVE

KEYNOTES: A Retail not successful at this location. This space has been on the market for years. B Commercial base establishes podium height

VINE ST, FACING NORTHWEST, BETWEEN WESTERN AVE & ELLIOTT AVE

KE	(NOTES:
A	5-story parking structure is not an example of context we wish to emulate
B	Lower-than-prescribed podium/stepback at around 28 feet (relates to floor levels established for residential beyond)

STREETSCAPE

STREETSCAPE

VINE ST, FACING NORTHWEST, BETWEEN ELLIOTT AVE AND ALASKAN WAY

VINE ST, FACING SOUTHEAST, BETWEEN WESTERN AVE & ELLIOTT AVE

VINE ST, FACING SOUTHEAST, BETWEEN WESTERN AVE & ELLIOTT AVE

VINE ST, FACING SOUTHEAST, BETWEEN ELLIOTT AVE & ALASKAN WAY

STREETSCAPE

STREETSCAPE

WESTERN AVE, FACING NORTHEAST, BETWEEN WALL ST & VINE ST

WESTERN AVE, FACING NORTHEAST, BETWEEN VINE ST & CEDAR ST

KEYNOTES:

(E)

(A) Non-conforming building of uncertain height. "Good" example of a base/residential dialog.

(D) Podium ht. driven by residential levels and wood construction

> Iconic Banner Building (c.1994) with strong rhythm and rigorous articulation

WESTERN AVE, FACING SOUTHWEST, BETWEEN VINE ST & CEDAR ST

WESTERN AVE, FACING SOUTHWEST, BETWEEN WALL ST & VINE ST

STREETSCAPE

ELLIOTT AVE, FACING NORTHEAST, BETWEEN WALL ST & VINE ST

KEYNOTES: (A) Site (behind park) offers excellent views from all residential levels B Landmark-designated Belltown Cottages and P-Patch Park.

Belltown Cottages (archive photo)

Belltown Historic and Icon Building Inventory

Many of the images on the following pages come from the website of the Bell's Town Tour -- "an opportunity to explore the history and culture of this vibrant neighborhood...", sponsored by the City of Seattle Department of Neighborhoods, Belltown Business Association and its member businesses, and Michelle Hippler and Belltown Local.

Joseph Arnold Lofts (artist's rendering)

This design and development team has completed one project in Belltown --Mosler Lofts at Third Avenue and Clay Street -- and is under construction with another, the Joseph Arnold Lofts project at Elliott Avenue and Cedar Street, one block north of this site. Both projects seek a "fit" within their context, and seek to fully realize their unique potential within Belltown's urban fabric. Both previous projects utilized Design Departures available through the Design Review process to better the prescriptive zoning envelope for the benefit of their residents and their neighbors.

This project offers unique opportunities not available to the other projects greater view potential and adjacency to the Belltown P-Patch Park. As such the building's scale and design response will likely acknowledge this place, as well as the unique and special character of Vine Street.

BELLTOWN CHARACTER

Mosler Lofts

Mosler Lofts along Cedar Street (green street w/ ground-level residential)

BELLTOWN CHARACTER

entry along Vine Street

corner of Western and Vine

archive photo

guidance....

81 Vine Street Lofts, built 1914, renovated in 1994 and 1999 by Carolyn Geise

Long the home of Frayn Printing and Publishing, 81 Vine was renovated into a mixed-use building with offices, live/work lofts, a restaurant and parking. Seven additional penthouse units were constructed of metal siding, contrasting with the original brick structure. The bio-filtration system is disguised inside an exterior sculpture designed by artist Buster Simpson.

In addition to the iconic green street treatment and sculptural integration of a drainage strategy, this project informs the discussion of our desired parti' -- that of a residential block over a site-filling masonry base.

The three-story base is very common in Belltown, and represents a key aspect of the "club" to which we seek to belong. The residential element above doesn't try to copy or imitate the base, but separates itself in color, material and architectural expression. Some relationship between the two parts is pursued, primarily through the use of soft arch forms and transom lites.

Austin Bell Building. Note corner entry.

Oregon Apartments, 1902 -- photo from Belltown Historic Tour website. Note corner entry.

archive photo

historical cues....

Many of the simple three and four-story brick masonry buildings that once dominated Belltown are still around today.

Above and far right, the Hull Building, designed Elmer Fischer, 1889, 2401 First Ave. This Victorian style commercial building with touches of Richardsonian Romanesque, was built, in part, by Bing Crosby's great-grandfather who worked as a carpenter during the construction. The striking brick façade is supported by cast iron columns and capped by a metal cornice. 1889 was the year Washington became a state and as well as the year a fire burned most of the city's business district in Pioneer Square.

The scale of many of these buildings serves as a template for Zoning Code required stepbacks and podium height benchmarks in Belltown. This same height and experiential scale informed setback and stepback decisions at Mosler Lofts.

Note the building/street relationship of the "new" building

photo from Belltown Historic Tour website

BELLTOWN CHARACTER

WALTON LOFTS

BELLTOWN CHARACTER

Terminal Sales Building -- photo from Belltown Historic Tour website

photo from Belltown Historic Tour website

photo from Belltown Historic Tour website

note corner entry

other examples....

Buckley's, housed in the MGM/ Loew's Film Distribution Building, designed by Edmund W. Denle, 1936, 2331 Second

This one-story Art Deco building, also known as Majorie, originally housed the distribution center for two major studios. The building evokes 1930's Hollywood glamour with its light colored brick contrasting with unusual black terra-cotta ornamentation. Belltown was home to almost two dozen buildings associated with "the talkies."

In many ways this building serves as inspiration for the color palette we're currently studying....

Glas Condominium

Glas Condominium

Glas Condominium -- note color and articulation of window wall / curtain wall

PRECEDENT EXAMPLES

Glas Condominium

inspiration...

A recent research trip to Toronto yielded example projects that further inform our thinking as we enter the Schematic Design Phase of this project. The following illustrations highlight some of these areas....

The idea of contrasting a three and frour story masonry base with a simple, well-proportioned, dark metallic residential body is one we seek to pursue.

PRECEDENT EXAMPLES

warm yellow brick and dark grey metal

warm grey brick

warm yellow brick in contrast to dark metal and glass

detail of brick

connections...

These buildings illustrate the color and material directions toward which we are leaning....

detail of brick and dark metal

note concrete wall within unit

simple in-line kitchens that feel like furniture

mechanical vent

decks

elements...

These elements further illustrate the project's program and initial design intent.

The alley facade is not only the service side of the building and "back-of-house", but it fronts directly on the park. Landscape treatments, innovative ways of handling mechanical screening and simple, sculptural approaches to those parts of the building that actively engage the park (decks, operable windows, rooftop terraces, etc.) can help to minimize the intrusion.

The units themselves plan to offer simple, open and flexible plans and generous windows -- effectively making the city and the views into the fourth wall of every room. Use of raw concrete at walls and ceilings further expresses the building's connection to the reality and enduring structure of urban life.

PRECEDENT EXAMPLES

raw materials without finishes or decoration

larger kitchen

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 building will be organized to optimize views, utilize the natural topography and support the human and vehicular circulatiuon patterns of the neighborhood.

A-2 ENHANCE THE SKYLINE

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

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 building proposes to step back in acknowledgement of surrounding buildings and open space.

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.

While the building proposes to have a distinct base and "body", the two will be woven together through secondary elements, common proportions

and other unifying elements.

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.

C-3 PROVIDE ACTIVE - NOT BLANK - FACADES

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

We propose to average floor areas above the podium level, permitting more setbacks and window area below 65 feet than would be possible under a strict zoniong code response.

C-4 REINFORCE BUILDING ENTRIES

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

We propose the building entry on the corner of Western and Vine, and a Vine Street (green street) address.

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.

C-6 DEVELOP THE ALLEY FACADE

To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

We anticipate that the alley facade will be among the most prominently viewed sides of the building, and will treat it as such.

PERTINENT DESIGN GUIDELINES

D-2 ENHANCE THE BUILDING WITH LANDSCAPING

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

We propose to spend considerable time and attention on this aspect of the building/site design.

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.

E-1 MINIMIZE CURB CUT IMPACTS.

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

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.

Parking and service functions will occur within the building, will be accessed off the alley, and be shielded from the park and the public.

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.

Parking and service functions will occur within the building, will be accessed off the alley, and be shielded from the park and the public.

Respond to the physical environment.

ie to the area's

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

Belltown-specific supplemental guidance

- a. Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy struc-tures such as the Space Needle;
- The architecture and building mass The architecture and building mass should respond to sites having nonstand-ard shapes. There are several changes in the street grid alignment in Belltown, re-sulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;
- . The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this con-dition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and win-dows at street level on sloping streets.

П

While ours is a standard-sized and traditionally-shaped lot, we do enjoy some unique characteristics. The site slopes about 16 feet down to the west (toward the alley and the P-Patch Park), presenting access and frontage challenges along the Vine Streetscape.

Vine Street represents a further challenge in that it is perhaps Seattle's most iconic "green street". Vine St. offers quirky and unique artistic elements, glorifying the mundane and delighting the pedestrian. The P-Patch Park at Vine St. and Elliott, immediately west of the site, houses the historic Belltown Cottages and represents another whimsical and individualistic expression of Vine Street's singular DNA.

This is a view site -- offering excellent views to the southeast (city and territorial), to the south (downtown and skyline), to the southwest (stadiums, Port of Seattle, Duwammish waterway, cranes) and to the west and northwest (Elliott Bay, shipping lanes, islands ands mountains).

unmodulated design that does not the pedestrian at the street level. resulting in a ti

to the park.

expression.

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

Design Review · Belltown Urban Center Village Design Guidelines

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

Belltown-specific supplemental guidance

The principal objective of this guideline is The principal objective of this guideline is to promote scale and character compatibil-ity through reinforcement of the desirable patterns of massing and facade composition found in the surrounding area. Pay particu-lar attention to designated landmarks and other noteworthy buildings.

a. Respond to the regulating lines and Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regu-lating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation.

9

- b. Use regulating lines to promote contex tual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.
- c. Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that cre-ate shadow lines, and suggest solidity, is grouped.

is encouraged.

positions that conform to Belltown's unique topography and stellar views.

A contemporary design that adheres to the basic design principles found in the historic building at the left.

We propose a 3-story "podium" of masonry, respecting this historical and physical context, and a simple 8-story rectangular block atop that base.

B3 ural Expression

10 Design Review · Belltown Urban Center Village Design Guidelines

B(1 Architectural Expressi Relating to the Neighborhood Con

We've shown examples of the "club" to which we seek to belong.

Belltown-specific supplemental

Belltown has a rich architectural context,

with a wide variety of architectural styles represented within the neighborhood. Con-

temporary methods of building can poten-tially create visual conflicts with older buildings due to differences in scale, mass-

Junions bue to unreflexices in scale; mass-ing, and degrees of articulation. Some-times new buildings add exteriors that mimic past architectural styles, creating a sense of unauthentic design. These guide-lines emphasize the concept of historical continuity, or in other words, the relation-ble of uncertainty of the statement of the stateme

ship of structures over time. This relationship encourages diversity within a coherent whole, reinforcing the unique and evolving character of Belltown.

massing and materials of adjacent

buildings and landscape.

Design Review • Belltown Urban Center Village Design Guidelines

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

a massing compositio t, older building (a). While se of brick and borizont

Design Review · Belltown Urban Center Village Design Guidelines

guidance

Considerations

We propose to take scale and material cues from adjacent buildings, as well as to offer scale and/or material transitions designed to create an appropriate and humane scale relative

To a significant degree, the sketch at left labeled "INSTEAD..." is representative of the building parti we prefer. We propose a 3 and 4-story masonry base, and to set the "tower" portion of the building away from that in both distance and

tment is a prevalent building type in Bellto aged in new development (such as the bui the right) to create usable open space and to break down b

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.

The sidewalk is the essence of the pedes-trian experience, and streets comprise the greatest amount of open space in Belltown. As abutters to this rich environment, new developments have the opportunity to en-hance an already active day and night street life through engaging transitions be-tween the public and private realm. Several of the following considerations recommend improvements in the public right-of-way, and require review and approval from Se-attle Department of Transportation's (SDOT) street use team. Refer to the "Designing Streetscapes to Address Safety and Access Streetscapes to Address Safety and Accessi-bility Requirements" section on pages 6-7. When planning objects and making im-provements in the right-of-way, issues of safety and maintenance should be resolved prior to the final land use decision.

Belltown-specific supplemental guidance

a. reinforce existing retail concentrations; b. vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;

c. incorporate the following elements in the adjacent public realm and in open spaces around the building:

 unique hardscape treatments
pedestrian-scale sidewalk lighting accent paving (especially at corners, entries and passageways)

12 Design Review · Belltown Urban Center Village Design Guideling

spaces incorporate street/ pedestrian amenities in these spaces - make these spaces safe (good visibility) - iconic corner identifiers to create wayfinders that draw people to the site

Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedes-trian clientele, and contribute to a high level of pedestrian activity. Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the side walk (up to six feet where sidewalk is sufficiently wide).

C1

13

We propose to respect the unique streetscape along Vine through landscape and hardscape treatments unique to this project.

We propose a corner entry, at Western and Vine, and a Vine Street address.

We propose amenity and semi-public spaces along Vine Street, encouraging and supporting interaction between inside and outside along this frontage.

We recognize that this zone of Western Avenue is NOT a strong retail concentration, and propose street-level residential uses along a portion of this frontage.

We recognize the alley frontage as more than the back of the building -- but another "front" along which service and access must occur.

We seek to locate vehicular entries so as to minimize traffic and conflicts along the park's alley frontage.

- d. provide year-round greenery drought tolerant species are encour-aged to promote water conservation and reduce maintenance concerns; and
- e. provide opportunities for installation of civic art in the landscape; de-signer/artist collaborations are en-couraged (e.g., Growing Vine Street).

Street Design

Belltown Precedent: Landscaping and outdoor furnishings invite activity and enhance the urban setting

23 Design Review + Belltown Urban Center Village Design Guideline

Street Hierarchy (cont.)

Promenade Streets: 1st Avenue, 2nd Avenue, 3rd Avenue, 5th Avenue, Alaskan Way

Street Furniture/Furnishings

1st , 2nd and 3rd Avenues See above. Sidewalks should be wide and pedestrian amenities like benches, kiosks and pedestrian-scale lighting are espe-cially important on promenade streets.

5th Avenue

Installations on 5th Avenue are encouraged to have a futuristic or "googie" architectural theme to reflect the presence of the monorail as part of the streetscape.

Emerging Multi-Use Connector Streets: Western Avenue, Elliott Avenue

These streets offer good connections between Pike Place Market and the new sculpture garden. The area is experiencing a fair amount of residential growth. Like 1st Avenue, these streets are receiving eclectic public art and varied facades, and ultimately both will become promenade-type streets.

Street Edge/Furnishings:

 Concentrate pedestrian improvements at intersections with Green Streets (Bell, Blanchard, Vine, Cedar between 1st and Elliott, Clay, Eagle, and Bay Streets). Pedestrian crossings should be "exaggerated," that is they should be marked and illuminated in a manner where they will be quickly and clearly seen by motorists.

> Design Roview · Belltown Urban Center Village Design Guidelines 27

D-3

Public Amenities

BELLTOWN-SPECIFIC DESIGN GUIDELINES

DESIGN EXPLORATIONS Schemes studied, learned from and, in most cases, rejected....

BASE ZONING ENVELOPE:

100% Lot Coverage 0-65'

75% Lot Coverage 65'-80'

65% Lot Coverage 85'-125'

25' View Corridor setback from Vine above 35'

This scheme represents one possible interpretation of the base zoning envelope, with stepbacks at the heights prescribed.

Note the extent of blank, south-facing (city-facing) wall below 65 feet where lot coverage remains at 100%. Even to the 85-foot height, window areas are reduced below a practical level.

AVERAGE HI-LINE:

View corridor stepback level raised one story to create open-ness at ground plane

Floorplates above view corridor averaged for simplicity, constructability, and design clarity

Permits additional south wall articulation

Departures: Floor area above 85 View corridor (height)

possibly: window bays

This scheme lifts the podium and the view corridor stepback up one story to create open spce and a view corridor at the (Western Avenue) sidewalk level. This scheme also informs and influences many of those following, exploring the idea of raising the podium base along the view corridor / green street edge in order to provide public space (at the Western Avenue elevation) along it. Re-connection with the street at the NW corner of the site is problematic for these schemes....

AVERAGE HI-LINE HI-LIFT:

View corridor stepback level raised two stories to create additional openness and a "civic scale" at ground plane

Floorplates above view corridor averaged for simplicity, constructability, and design clarity

Permits additional south wall articulation

Departures:

Floor area above 85'

View corridor (height and width)

possibly: window bays

This scheme lifts the podium and the view corridor stepback up yet another story into the view corridor -- and is perhaps a little too "heroic".

GOOD SOUTH WALL:

View corridor stepback level raised one story to create open-ness at ground plane

South wall pushed back 6'-14' from property line to allow glazing

NE corner pulled into view corridor, creating splayed wall

Floorplates above view corridor averaged for simplicity, constructability, and design clarity

Departures:

Floor area above 85'

This scheme also represents a similar square footage yield, but sets the upper-story mass of the building to the north a bit -- allowing more glazing at the south wall facing downtown. This scheme also proposes a splay in the north wall, to minimize the impact of the upper portion's move into the view corridor.

A LITTLE SHIFT:

Similar to "GOOD SOUTH WALL" scheme....

stepback from central piece

Departures:

Floor area above 85'

possibly: window bays

the view corridor.

This scheme represents a similar overall square footage as the base zoning scheme, but requires fewer different floor plate configurations.

possibly: window bays

BUMP CITY (WWBD):

View corridor stepback level raised one story to create open-ness at ground plane

Transparent bays into view corridor along NW face of building offer planting, articulation and green street response

Floorplates above view corridor averaged for simplicity, constructability, and design clarity

Departures:

Floor area above 85'

View corridor (height and width)

Window bays

This scheme, affectionately referred to as "What Would Buster Do" offers a whimsical composition of mostly-transparent, green-roofed intrusions into the view corridor.

The rooftop massing illustrated in these past several schemes is also less than ideal for several reasons....

GREEN WALL:

View corridor stepback level raised one story to create open-ness at ground plane

Green street view corridor response

Floorplates above view corridor averaged for simplicity, constructability, and design clarity

Departures:

Floor area above 85'

View corridor (height and width)

Window bays

This scheme proposes to echo the green-street/view corridor setback with a sculptural element within the view corridor.

PODIUM - ALTERNATIVE 1:

Building/base dialogue in favor of scale relative to context, scale relative to P-Patch park

Permits additional south wall fenestration

Departures:

Floor area above 85'

View corridor (width)

Floorplates above view corridor averaged for simplicity, constructability, and design clarity

Building/base dialogue in favor of scale relative to context, scale relative to P-Patch park

Permits additional south wall fenestration

Departures:

Floor area above 85'

View corridor (width)

Pulling the upper-level mass tof the building to the north enough to permit south-wall glazing, this scheme sets a simple rectangular element atop a simple square one.

BOOKSTACK:

View corridor stepback level raised one story to create open-ness at ground plane

Transparent bays into view corridor along NW face of building offer planting, articulation and green street response

Floorplates above view corridor averaged for simplicity, constructability, and design clarity

Departures:

Floor area above 85'

View corridor (height and width)

Window bays

This scheme, also known as "What Would Koolhas Do" offers a celebratory extrapolation of the lobby's "library" space while highlighting the diversity of the site's view opportunities. (It is not a legitimate option for us.)

PODIUM - ALTERNATIVE 3:

Floorplates above view corridor averaged for simplicity, constructability, and design clarity

Building/base dialogue in favor of scale relative to context, scale relative to P-Patch park

Permits additional south wall fenestration

Departures:

Floor area above 85'

View corridor (width)

Window bays

DESIGN EXPLORATIONS

BUILDING MASSING SCHEME 1 - CODE COMPLIANT OPTION.

View corridor - Vine & 2nd Ave

View corridor - Vine & 1st Ave

Notes:

- 100% Lot Coverage 0-65'
- 75% Lot Coverage 65'-85'
- 65% Lot Coverage up to 85'-125'
- 25' View Corridor setback from Vine above 35'

Departures:

None Required

Looking up Western

Looking up Western

WALTON LOFTS

Looking up Western

View corridor - Vine & 2nd Ave

View corridor - Vine & 1st Ave

Notes:

- floorplates above view corridor averaged for simplicity, constructability, marketing consistency and design clarity
- building / base dialog in favor of scale relative to context, scale relative to P-Patch park
- permits additional south wall fenestration

Departures:

- floor area above 85'
- bay window

Looking up Western

BUILDING MASSING SCHEME 2

Looking up Western

BUILDING MASSING SCHEME 2

PROPOSED AREA REMOVED FROM EXISTING ZONING ENVELOPE

BUILDING MASSING SCHEME 2

View corridor - Vine & 2nd Ave

View corridor - Vine & 1st Ave

Notes:

floorplates above view corridor averaged for simplicity, constructability, marketing consistency and design clarity

- building / base dialog in favor of scale relative to context, scale relative to P-Patch park
- permits additional south wall fenestration

Departures:

- floor area above 85'
- view corridor (width)

Looking up Western

Looking up Western

BUILDING MASSING SCHEME 3 - PREFERRED

Looking up Western

BUILDING MASSING SCHEME 3 - PREFERRED

PROPOSED AREA REMOVED FROM EXISTING ZONING ENVELOPE

P	R	0	G	R	A	N		L	E	G	E	Ν	D	
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	RESIDENTIAL	
	CIRCULATION	
	AMENITY	
1	VERTICAL CIRCULATION	
	SUPPORT	

The amenity space immediately west of the entry notch is the "library" -- a multi-purpose, multi-functional space offering information kiosks, reading and gathering spaces, a literature collection, digital media, television and coffee for residents and guests. The space connects to the lobby, and visually connects Western Avenue and the view of Elliott bay.

BUILDING MASSING SCHEME 3 - PREFERRED

BUILDING MASSING SCHEME 3 - PREFERRED

BUILDING MASSING SCHEME 3 - PREFERRED: PARTI DIAGRAM / DESIGN ISSUES

Diagrammatically this scheme proposes to place a 7 to 8 story rectangular block atop a 3 to 4 story square one. The square (masonry) block "belongs" to the site and its resonant Belltown context; the rectangular one belongs to the view. It seeks the simplest elegant solution, while weaving elements of this upper mass through the frames of the lower one.

Design issues critical to the best realization of this simple scheme include clarity of the podium mass, the averaging of floor plates above the podium level, setback of the upper mass for windows and views, and integration of the rooftop amenity and mechanical screening elements.

We see the pulling back of the upper mass at the western side (park edge) of the podium as beneficial to reinforcing the separation of these two masses and to the perceived scale of the building relative to the park.

We see bikes entering and exiting near the alley and Vine Street, people (pedestrians) entering and exiting near the Vine and Western corner and cars entering and exiting toward the south end of the alley. We see the "library" amenity space all along the Vine Street edge, from the entry lobby to the alley side -- and offering views through to the mountains and Elliott Bay.

We see residential uses along the Western Avenue street frontage as a better offering than retail ones, as this neighborhood has not supported smaller-scale street-level retail uses in the recent past.

We love this site.

BUILDING MASSING SCHEME 3 - PREFERRED.

View southwest on Vine

View north from Elliott

View northwest on Western

View southeast on Western

View northeast from Elliott & Vine

BUILDING MASSING SCHEME 3 - PREFERRED: SOLAR STUDY

9 A M

ΝΟΟΝ

3 P M

SOLSTICE SUMMER

9 A M

ΝΟΟΝ

3 P M

PEDESTRIAN CIRCULATION AND PARTI DIAGRAM

CONCEPT

The landscape partí is composed of overlapping bands, each band reflecting a distinct element critical to informing the site design and how it responds to its surroundings. These components include the historic context of the site and neighborhood, the movement and celebration of rainwater, and the implementation of Green Street principles. Interweaving these conceptual elements to gradually and seamlessly mix will help reinforce a sense of place, enhance the pedestrian experience, and stitch together what is now a void in the urban fabric while creating another successful connector within the Green Streets model.

VIEW FROM CORNER OF VINE STREET AND WESTERN AVENUE

Surrounded by a rich historic context with several architectural landmarks still present, this site has countless stories to tell. Through use of interpretive design elements in the streetscape, there is an opportunity to reveal and illuminate this past. Just as a dramatic alteration of topography during the Denny Re-grade created what is now Belltown, the future will bring equal transformation to the urban fabric by way of changes like the Seawall replacement project and removal of the Viaduct. By incorporating the strongest historic elements and interweaving those with demonstrations of sustainable practices, Walton Lofts will reinforce the Green Street model already shaping this neighborhood.

The streetscape should respond to and feel connected with the site's surroundings. This can be accomplished in a number of ways, such as using the building's materials in the horizontal plane and creating pedestrian-scaled sidewalk spaces that relate to the adjacent streetscapes. These relationships are especially critical along Western Avenue, where there is fast-moving traffic and little evidence of interventions that make for a comfortable pedestrian environment. This frontage provides opportunity creating a space that will be the beginning of a pedestrian-level reconnection of this area to the larger Belltown and Downtown communities, a connection that we hope becomes stronger with current and future urban design efforts. For those approaching from the south along Western, the hardscape-oriented streetscape will begin to give way to a softer, more open space. The topography, water views, and access to light make this corner ideal for creating an inviting public streetscape that could include design components such as rainwater demonstrations, native plantings, and artistic interpretive or wayfinding elements.

From an urban design perspective, the corner of Western Avenue and Vine Street will serve as the building's primary entrance, and will therefore be a critical pedestrian node. In addition, the topography here affords unique prospect, which makes this a highly visible and important space. From a story-telling perspective, this intersection is a convergence of natural elements and urban history; it is here where you take in expansive views of Elliott Bay-the ultimate destination of the rainwater that falls here—as well as the Belltown Cottages and historic brick buildings.

Descending from east to west along Vine Street, pedestrians' progress from a very urban environment into this visibly unique and special part of Belltown is punctuated by views down to the p-patch and cistern steps. The steep topography and precedent of other Green Street elements creates a setting where the presence or demonstration of the movement of stormwater along the north building façade may gradually give way to vertical planting or live walls. In keeping with the most successful elements of the adjacent Vine Street streetscape, articulation of sidewalks, use of native plantings, and celebration of rainwater will be part of the Walton Lofts landscape vocabulary.

The nature of the historic cues, as well as the scale of the pedestrian environment, changes dramatically as you move from urban-historic (north side) to residential-historic (west side) of the building. This results in the introduction of new colors and textures that are unique to both Belltown and the greater Downtown area. With the topography and adjacencies to the Belltown P-Patch and cistern steps, water movement and rainwater catchment will continue to inform the landscape design, though the character and type of rainwater demonstration may begin to reflect the unique spirit of the p-patch. This finer-grained urban-agrarian context elicits a different design response that will connect and bridge the more urban-facing parts of the building. Here, integrating historic interpretive elements, living walls or other vertical green components, and paving systems and patterns reaching across the alley will help create an appropriate 'front' to our western neighbors.

ANDSCAPE PARTI & NARRATIVE

LANDSCAPE PRECEDENTS / INSPIRATION.

Historic & Interpretive Elements

Paving Materials & Patterns

LANDSCAPE PRECEDENTS & INSPIRATION

RAINWATER & STORM DRAINAGE

LANDSCAPE PRECEDENTS & INSPIRATION.

Green Streets Streetscape

P-Patch & Green Streets Streetscape

Green Walls & Screens

LANDSCAPE PRECEDENTS & INSPIRATION

Alley Paving & Planting

Potential Development Standard Departures:

Departure Request #1	Departure Request #2	Departure Request #3
SMC 23.49.158 Lot Coverage	SMC 23.49.024 View Corridors	SMC 23.53.035.A.4 Structural Building Overha
Standard:	Standard:	Standard:
For portions of of the structure between 0'-65' height - 100% Lot Coverage Greater than 65' up to 85' - 75% Lot Coverage Greater than 85' up to 125' - 65% Lot Coverage	A minimum of 25' setback from the Vine Street property line is required above 35', measured from Western Ave.	The maximum length of each reduced to 9' with 45 degree
Proposed:	Proposed:	Proposed:
Average the lot coverage areas for all floors, reapportioning area to allow for consistent floor plate sizes in the tower portion of the building.	Minimal encroachment into view corridor setback above 35'.	Square bay(s), in some cases consistency with design rhyth
Rationale:	Rationale:	Rationale:
Averaging lot coverage for the building above 35' results in better overall massing than prescribed by the code requirements and better meets the intent of the development standards.	Relocating the tower mass into the view corridor allows for the south wall of the tower to be set back from the property line, providing an opportunity for glazing and decks on a prominent facade. Additionally, the reallocation of area is used to provide an upper level setback for the p-patch fac- ing west facade.	Design consistency.

ings
bay window shall be 15', angles.
wider than 15' feet for Im.

Departure Request #4

SMC 23.53.035.A.1 **Structural Building Overhangs**

Standard:

Vertical clearance shall be a minimum of 26' from an alley.

Proposed:

Vertical clearance of +/-15' from finished alley elevation within the 2' alley dedication zone. +/-17' vertical clearance from finished alley elevation to bottom of bay window at northern end of alley.

Rationale:

Providing 15' of vertical clearance from the finished alley grade allows for better proportions and design consistency of the building podium at the highly visible alley/p-patch elevation. The 15' vertical clearance is limited to the 2' of area given over to the alley dedication, minimizing potential conflicts with service vehicles. The bay window projection is relatively narrow, +/-16', and located near the end of the alley, away from the trash service areas.

Departure Request #5

SMC 23.49.018 **Overhead Weather Protection**

Standard:

Continuous overhead weather protection shall be required for new development along the entire street frontage, minimum dimension of 8' horizontally from building wall.

Proposed:

Overhead weather protection held away from building face 1' to 3' resulting in a 8' horizontal projection, the outer 5' of which provides actual cover (see diagram).

Rationale:

Based on its designation, Western Ave does not require street level uses. The design proposes residential units along Western Ave, with a landscape planter between the sidewalk and the unit. Holding the canopies away from the building face allows light and rain into the planters and keeps the pedestrian path of travel away from the unit windows, increasing privacy.

DEVELOPMENT STANDARD DEPARTURES