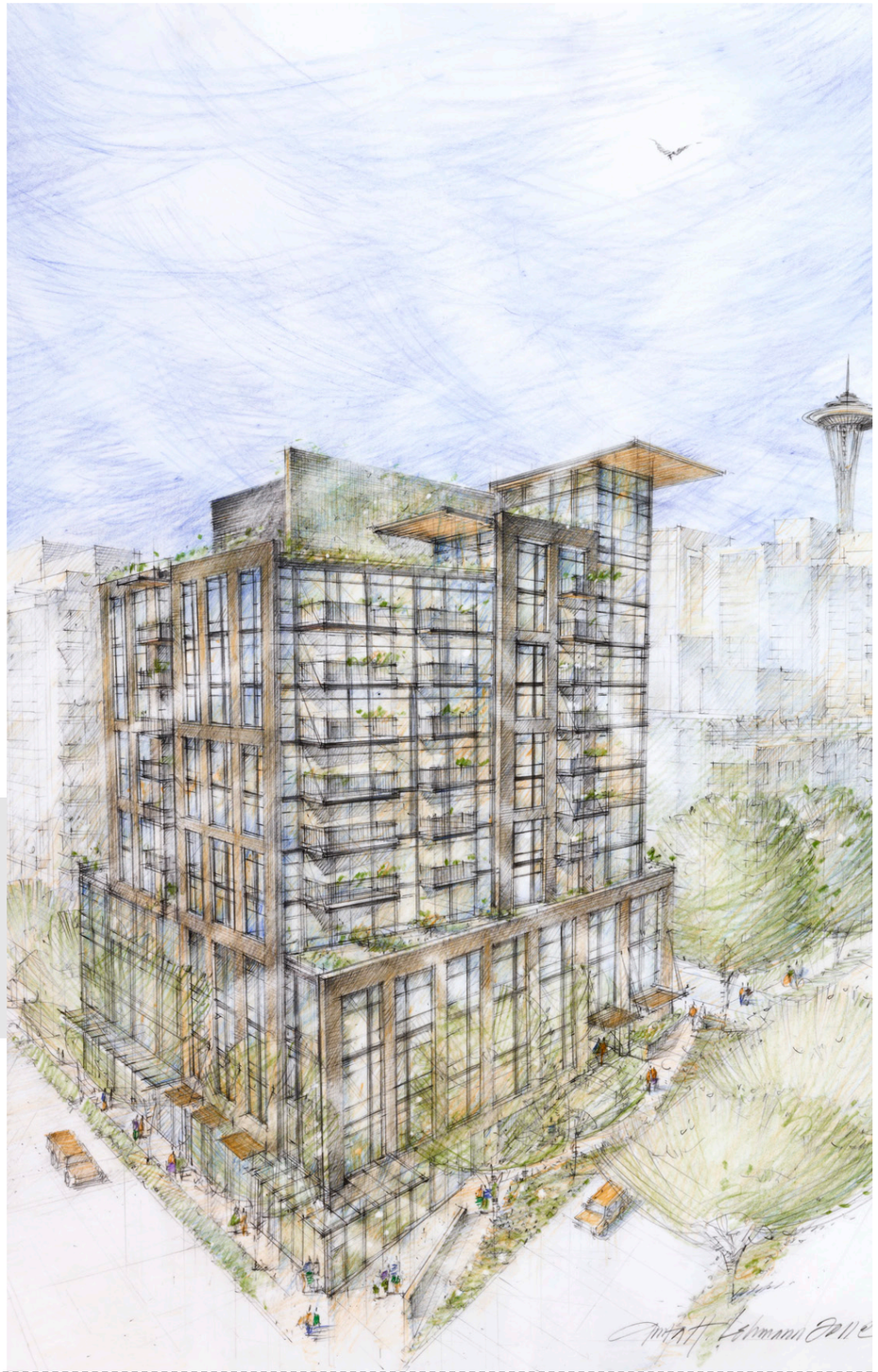


2700 ELLIOTT AVENUE

JOSEPH ARNOLD LOFTS

DESIGN REVIEW RECOMMENDATION MEETING #2

THE SCHUSTER GROUP

VIA ARCHITECTURE

scox architect

DPD NO.3009932

JUNE 28, 2011

OWNER
The Schuster Group
2505 2nd Ave, Suite 520
Seattle, WA 98121
Phone: (206) 529-3200

DESIGN ARCHITECT
Steve Cox, AIA
535 8th Street S
Kirkland, WA 98033
Phone: (206) 604-1443

ARCHITECT OF RECORD
VIA Architecture
1809 Seventh Ave, Suite 800
Seattle, WA 98121
Phone: (206) 284-5624

LANDSCAPE ARCHITECT
The Berger Partnership PS
1721 8th Ave N
Seattle, WA 98109
Phone: (206) 325-6877

LIGHTING DESIGN
Pivotal Lighting Design
1601 Fifth Ave, Suite 1400
Seattle, WA 98101
Phone: (206) 829-7327

2700 ELLIOTT AVENUE

As this project progresses from its initial recommendation meeting to the development of the design language, Design Departures and the incorporation of both DRB and public input, we will be focusing on the following principal design issues:

- Documentation of the relationship between the entry ramp and alley, illustrating sight distances and views
- The design intent for unit decks and balconies, providing some additional detail and clarification
- The bay window proposed at the corner of Elliott and Cedar. The DRB asked us to increase the extent of this element to the maximum permitted.
- The design language of the building exterior -- specifically the west elevation and the rooftop element above the Cedar Street entry

We've organized this booklet around those four points, and have provided survey, floor plans and technical information within an appendix at the end of the booklet.

In addition, after consultation with DPD, we have added departure request for maneuvering clearances in the garage. The design of the garage itself has not changed from that presented at the initial Recommendation Meeting.

RECOMMENDATION MEETING 2

EDG 1

The project's first EDG meeting was held June 23, 2009. Not satisfied with the initial massing and analysis, the DRB requested additional study -- specifically the "design relationships with adjacent properties." The board offered relief from the green street setback to allow greater separation from adjacent buildings along interior lot lines. They recommended a second EDG meeting.

At the time the project was requesting 5 Design Departures: Lot Coverage, Green Street (Upper Level) Setbacks, Maximum Wall Dimension, Rooftop Feature/Coverage and Overhead Weather Protection.

EDG 2

The project's second EDG meeting was held August 25, 2009. At his meeting the DRB recommended dropping the podium level one floor to create a "synergistic relationship" with the adjacent Bellora and to better align the outdoor terrace in the NE corner of the site with that of the Bellora.

The DRB applauded the "balance between public and private interests" represented in the setbacks shown, encourage "whimsy and playfulness" in the design of facades and authorized the project to proceed to a Recommendation meeting. The project maintained its request for the same 5 Design Departures.

Meeting with DPD / Re-Start

Prior to the project's restart in the fall of 2010, the design and development team met with DPD's Design Review planner to review proposed changes to the design and to develop a plan for resuming the project's entitlement process.

The revisions proposed -- entry re-location, minor alterations to the massing and a different approach to the skin and cladding of the building -- were judged to be consistent with both the Design Review Board's guidance for the project and the Downtown Design Guidelines specifically referenced as most important for this project. It was recommended that the project submit revised MUP drawings reflecting the revised design direction, and to proceed to a Recommendation Meeting with the DRB.

DRB 1

The project's first design Recommendation Meeting was held on May 10, 2011.

The project requested 4 Design Departures -- 3 of the original 5 related to those urban design strategies both suggested and encouraged by the Design Review Board, and a departure for an alternate shape of a bay window proposed at the corner of Elliott Avenue and Cedar Street.

The DRB was receptive to the requested departures, requested that one of these be expanded, (the bay window departure), and requested additional clarification of the design intent in 4 other areas -- the sidewalk, accesssible ramp and alley relationship, the decks and railings, additional development of the west elevation and additional development and detailing of the rooftop element proposed.

Notes from that meeting follow, starting on the right half of this page.

City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

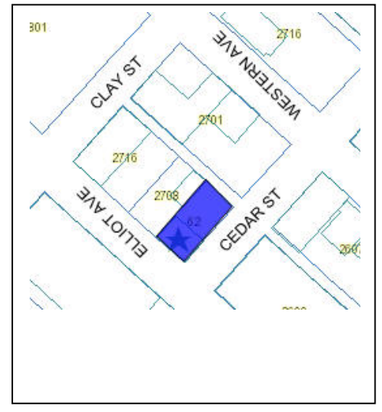
INITIAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number:	3009932
Address:	2700 Elliott Ave.
Applicant:	Steve Cox and VIA Architecture for the Schuster Group
Date of Meeting:	Tuesday, May 10, 2011
Board Members Present:	Brian Scott, Chair Mathew Albores Gabe Grant Sheri Olson Pragnesh Parikh
Board Members Absent:	None
DPD Staff Present:	Scott Kemp, Senior Land Use Planner

SITE & VICINITY

Site Zone: DMR/C 125/65

Nearby Zones: (North) DMR/C 125/65
(South) DMR/C 125/65
(East) DMR/C 125/65
(West) DH2 / 65



Entitlement Context

Current Development:	Surface parking on approximately two thirds of the site and a three story, wood frame, office building on the remainder.
Access:	Access can be had from the alley though the full block and from each of the two surrounding streets.
Surrounding Development:	The proposal site is an infill site in an area of recently developed mid-rise and high-rise multi-family and commercial development. The subject block Is developed in quadrants with two 12 story and one seven story residential towers. The subject site constitutes the southwest quadrant of the block.
ECAs:	None mapped on the site.
Neighborhood Character:	Located along the busy Elliott Ave., two blocks south of the Olympic Sculpture Park the neighborhood character is of large multi-family structures built in the Belltown Neighborhood in the past couple decades. Cedar street which rises uphill to the east past the proposal site has been designated at "Green Street" and is the subject of special landscape and sidewalk paving efforts in areas to the east.

PROJECT DESCRIPTION

The proposal is for a quarter block retail and residential development of 13-stories containing 132 residential units above 3,577 sq. ft. of retail at ground level. Parking for 76 vehicles is proposed to be provided below grade.

DESIGN PRESENTATION

In response to early design guidance and requests from residents of other buildings on the subject site, the massing above the "podium" base is set back between 16 and 21 feet from the north property line and the Bellora residential tower resulting in a requested reduction in the required upper level setbacks from the green street (Cedar St.). Open space atop the podium level on the north side complements similar open space at the Bellora. Above the podium level the south façade, along Cedar St., is splayed to open toward the west providing a sense of added space for those looking westward down the right-of-way. The pedestrian entry is along Cedar St. next to the alley allowing for pedestrians to access Belltown areas most directly. Vehicular access is proposed to be from the alley at a point near the mid-block property line.

Street Level Landscape Plan

The streetscape is designed to provide a landscaped, urban, setting focused on a sylvan treatment of the designated green street, Cedar St. The sidewalk on Cedar would "wander," in a similar manner to what has been done to the east, with two rows of trees, one on each side of the sidewalk and a planted, low understory. Along the busy Elliott Ave. paving elements, sidewalk furniture and street trees are intended to wrap the green street experience in a way appropriate to the context there. At the pedestrian entry point of Cedar St. the green street landscape is connected to the building entry. On the alley the paving treatment, building glazing and some landscape is used to wrap the corner and transition the green street context into the alley itself.

South Elevation Along Cedar St.

Corner Alley/Cedar

East Elevation Along Alley

West Elevation along Elliott Ave. and Building Details

PUBLIC COMMENT

Approximately three members of the public attended this Initial Recommendation meeting. The following comments, issues and concerns were raised:

- The landscaping of the podium level is important as neighboring buildings will look into it. It should be of high quality and durable with a large amount of planting.

- The safety of the garage entry is of concern as the alley has much traffic already and cars accenting a steep ramp to the alley level could have impaired visibility and be moving under substantial power into the alley itself.
- The colors shown have a dark value. It is a pretty grey city at times. Should the values used be brighter?
- The rooftop and other "eyebrow" elements used as a building theme need to be well executed. How are they actually to be built? They should be designed to a more detailed state to thoroughly depict how they would be executed.
- Is the landscape near the pedestrian entry a forest or a grove? What is the landscape design intent there?
- The pedestrian entry point at the corner of Cedar St. and the alley could pose a safety issue as there is much traffic and there may be a tendency to stop or slow at the sidewalk, not at a building entry point accessing the alley north of the property corner and sidewalk.

BOARD RECOMMENDATIONS

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and drawings showing the proposal, the Design Review Board members expressed appreciation of the overall design of the proposal, reached a unanimous position of **initial support for the four development standard departures** requested and identified several areas for additional design development.

DEVELOPMENT STANDARD DEPARTURES

The Board reviewed the following requested Development Standard Departures and in each case found that each one would result in a building design which would meet the objectives of the applicable Design Review Guidelines as well or better than the code prescriptive approach. The Board's rationale for each departure is also stated in the matrix below.

REQUIREMENT	PROPOSAL	RATIONAL	BOARD RECOMMEN-DATION
LOT COVERAGE *SMC 23.49.158 A1*			
Elev. Permitted Coverage 0 - 65 ft 100% 66 - 85 ft 75% 86 - 125 ft 65%	Elev. Proposed Coverag 0 – 65 FT 90% 66 - 85 FT	The proposed concept results in superior massing to that prescribed by the Land Use Code by avoiding a forced two step setback pattern and instead make that first step early, to lower	

	75% 86 – 125 FT 75%	the podium level about 2 floors -- better suiting the context, establishing a better pedestrian scale at both Cedar Street and Elliott Avenue, and mitigating the apparent mass of the building's bulkiest component. The proportions of the building are improved, and the relationship between the podium and the top is vastly enhanced, thereby supporting the Design Guideline to *Design a Well-Proportioned and Unified Building*	
GREEN STREET SETBACK *SMC 23.49.166 B*			
Elev. Required Setback 65 - 85 ft 10' 86 - 240 ft 18'	Elev. Proposed Setback 65 – 85 ft 10' 86 - 240 ft 10'	The reduced setback above 65' allows balance between competing interests, by opening up the space above the green street and allowing more distance between the project and its neighbors to the North and the Northeast. As noted in the previous departure rationale, making the step early – well below the 65' threshold – enhances the green street as well, and offers a superior walking scale along Cedar Street.	
MAXIMUM WALL DIMENSIONS *SMC 23.49.164 A*			
Elevation Maximum Length	Elevation Proposed Length	The maximum projected length of the Elliott Avenue façade is 93'-10", although the maximum	

65 - 125 ft 90' on Avenue 65 - 125 ft 120' on Street	65 – 85 ft 93'-10" on Elliott 86 - 240 ft 120' 0n Cedar	perceived façade length is a little less than 88 feet.because the 3'-10" projected length beyond the maximum occurs approximately 60' back from Elliott Avenue. Part of the increased wall dimension is represented by the smaller 5' deep "bumps" along the north side of the building - important to the livability of the units along that side as they allow some views to the east and west and help mitigate the oppressive bulk of the Bellora's tall, blank concrete wall. The proposed approach to wall articulation would result in a building for which betterfits the area context and artfully provides the visual interest intentended by the masimum wall length standard.	
VERTICAL BAY WINDOW *SMC 23.53.035.A.4.c*			
The maximum length of bay window shall be 15' and shall be reduced in proportion to the distance from such line by means of 45° angles drawn inward, reaching a maximum of 9' along a line parallel to and at a distance of 3'	We propose a bay window near the corner of Elliott and Cedar, to project 2'-0" over the Elliott Avenue property line for a length of 15'-0. We request an exception only to the requirement that the sides of a bay	The proposed bay window is a small but strong gesture. It creates a signal along the Elliott Avenue approach heralding the green street, supporting the Design Guideline to *Provide Elements that Define the Place* (D-3). It also reinforces the building's lower pedestrian scale along Cedar and offers an indicator of the Cedar Street lobby and entrance. The geometry of the building contains	

from the line establishing the open area.	window be reduced by 45 degree angles to a max face of 9'-0". The proposed bay window is square-sided with a face of 15'-0".	no 45-degree angles, and a bay window element thus defined would represent an anomaly. A bay window per the development standard would result in an 3'-0" deep overhang beyond the property line occupying 36 sf; the proposed bay window is smaller at 30 sf with an overhang of 2'-0"	

ADDITIONAL GUIDANCE

The Board observed that the Cedar St. façade was successful and requested that the Elliott Ave. façade be further designed to reflect and relate better to the one on Cedar St. The Cedar St. façade has a "frame" expressing a base which should be more closely approximated on Elliott Ave. It stated that Cedar St. façade "wants to" wrap around the corner. And while the sharp angularity of the bay window element is OK, it needs to be deeper to be more obvious.

The Board stated they want to see detailing of the railings and of the "eyebrow" overhang elements at the next meeting. Concern was expressed that the features might fail to convey substance and quality and be a positive addition to the building if they were not properly designed and executed.

The relationship between the alley and the building, especially the pedestrian entry element, caused the Board some concern over the interaction of pedestrians and automobiles. It requested that further work be done on this element, especially on ways to insure pedestrian safety exiting the building.

NEXT STEPS

The applicants are encouraged to return to a future Board meeting with further refinements in the proposal made in response to the comments above.

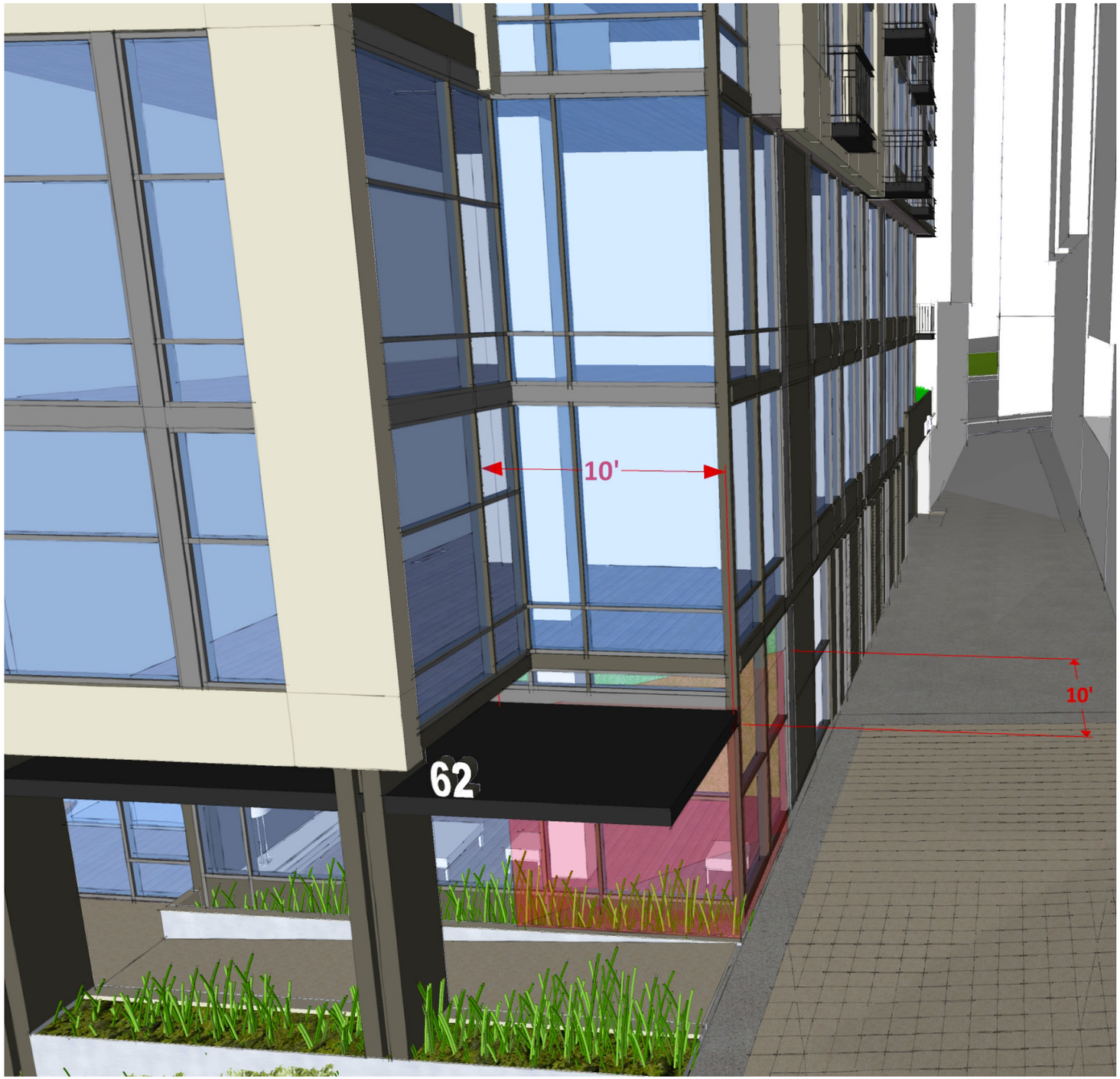
H:kemp\3009932 DR Initial Recommendation Report.docx

DRB 2

As directed at left, we are providing additional clarification, detail and or design thought in five areas: The ramp, sidewalk and alley relationship, the detailing of decks and railings, the bay window, (now extended to its maximum depth of 3 feet) , the west elevation and the rooftop space and design feature.

One of these study areas impacts the extent of a requested Design Departure, the others reflect the board's desire for clarification or thought revision.

We have also added a 5th Design Departure, as this is the mechanism for creating flexibility in the design of parking and vehicular circulation. While our project has completed the technical zoning review portion of the MUP process to the satisfaction of the reviewer, we wish to bring the parking circulation issue to the attention of the DRB to formalize the needed departure. The floorplate is too small for a central core and perimeter parking if both the core and the parking are built to standards specified in the LUC. More information and diagrams showing the impact of the requested departure are provided toward the end of this booklet.



detail at ramp/alley showing sight triangle through lobby windows

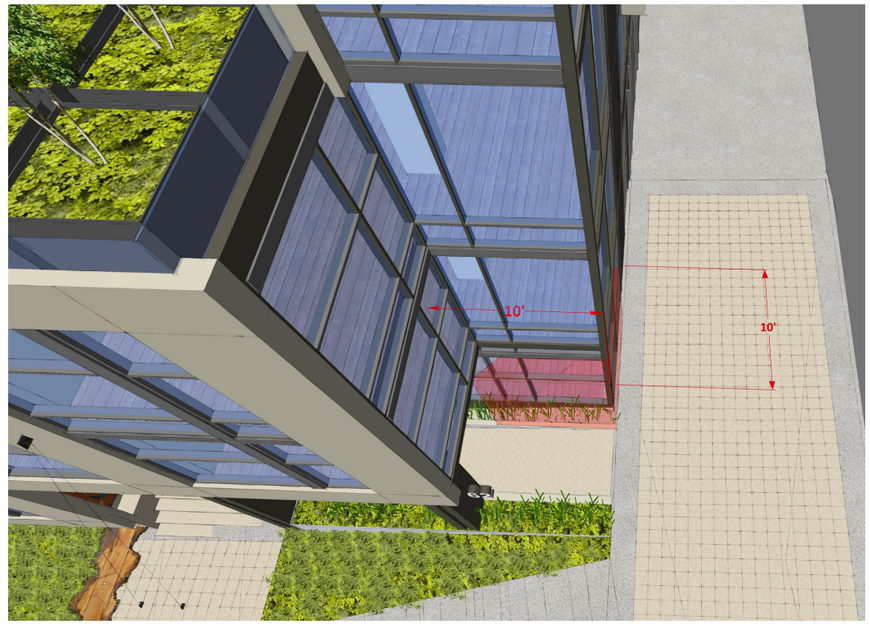
Sight Distance and Relationships

The Seattle Land Use Code calls for a sight triangle of 10 feet in each direction at intersections of streets with alleys ***over*** 22 feet in width. While this is intended to facilitate visibility from moving vehicle to moving vehicle, and while this sight triangle is **not** required in this instance or at this intersection, it likely supports a higher standard of pedestrian safety here as well.

G. Sight Triangle.

2. For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.

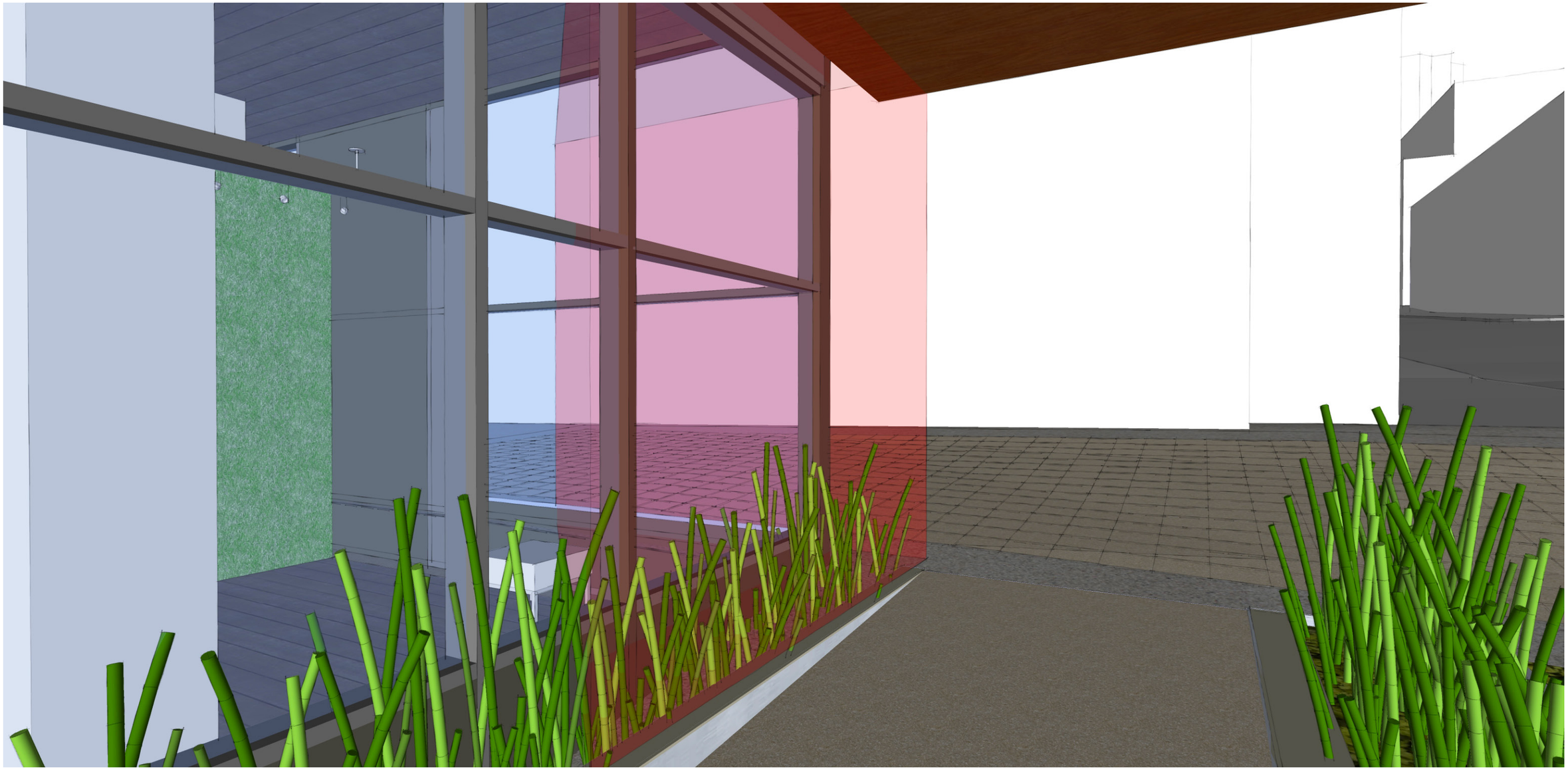
3. The sight triangle shall also be kept clear of obstructions in the vertical spaces between 32 inches and 82 inches from the ground.



detail in plan view with entry canopy removed to better show ramp. Note sight triangle through lobby windows.

Sight Distance and Relationships

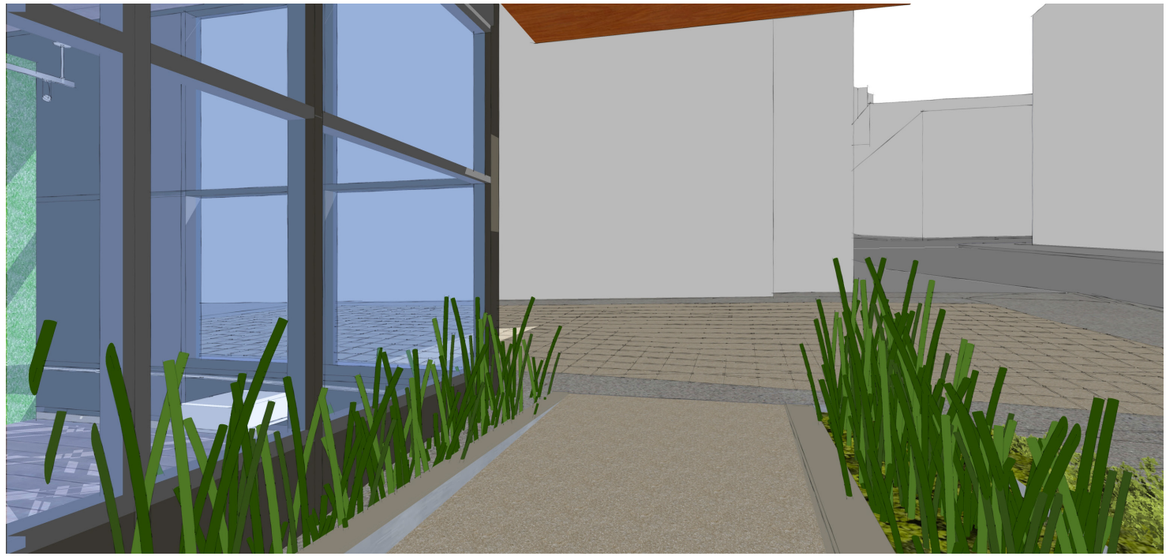
Experiential view illustrating visibility at and through this corner, both from a pedestrian on the ramp, and from a vehicle in the alley. Corner glazing, at the building lobby allows through-views and performance exceeding that of the sight triangle.



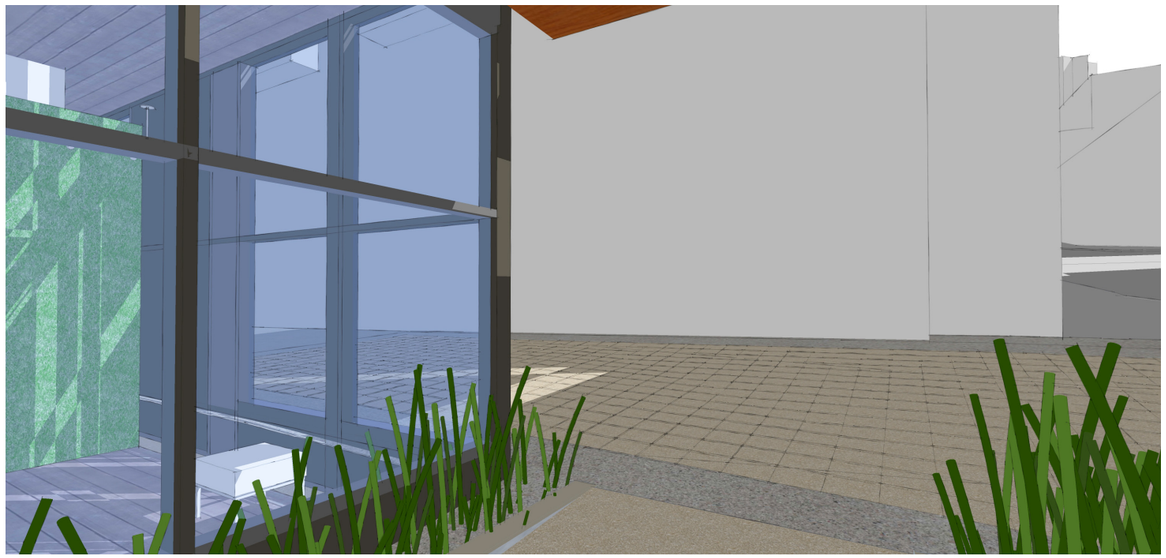
Sight Distance and Relationships

This view sequence also illustrates visibility at and through this corner, from the point-of-view of a pedestrian on the ramp. Corner glazing at the building lobby allows through-views and performance exceeding that of the sight triangle.

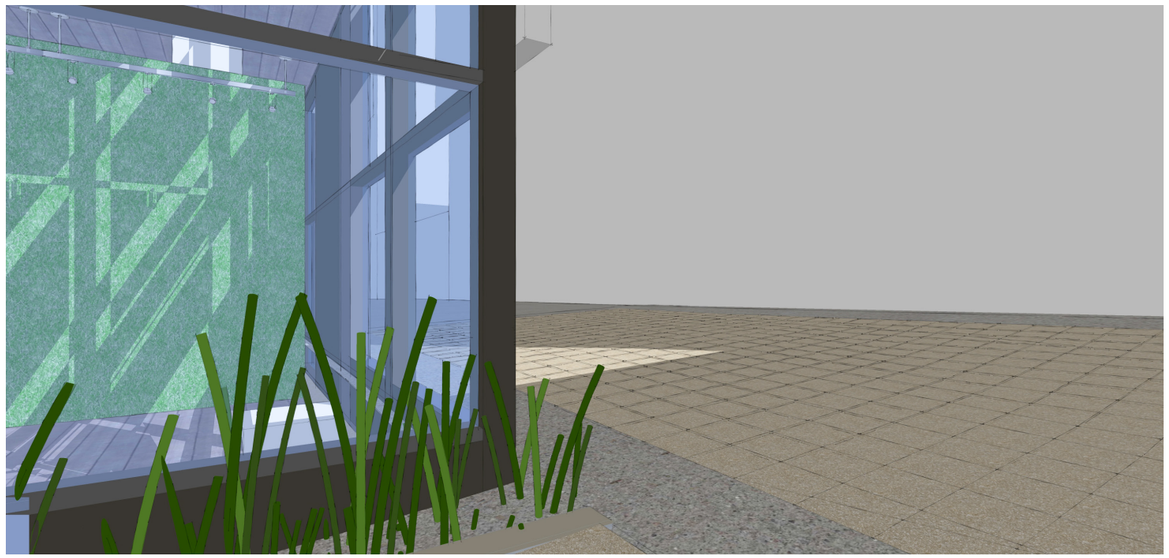
from entry doors approaching alley. Note transparent corner enabling view of alley and approaching vehicles.



approaching alley at approximate midpoint of ramp



from ramp nearing alley. Note ability to see over 20 feet up alley toward vehicle approach.



nearing intersection of ramp and alley. Note ability to see over 70 feet up alley, past the Klee courtyard.

Sight Distance and Relationships

Experiential views from the alley, from the point of view of an approaching vehicle, further illustrate the effectiveness of the transparent corner in avoiding pedestrian/vehicle conflicts.

from alley at parking/loading entrance

from alley at approximate midpoint of building. At this point the ability to see through the corner becomes evident.

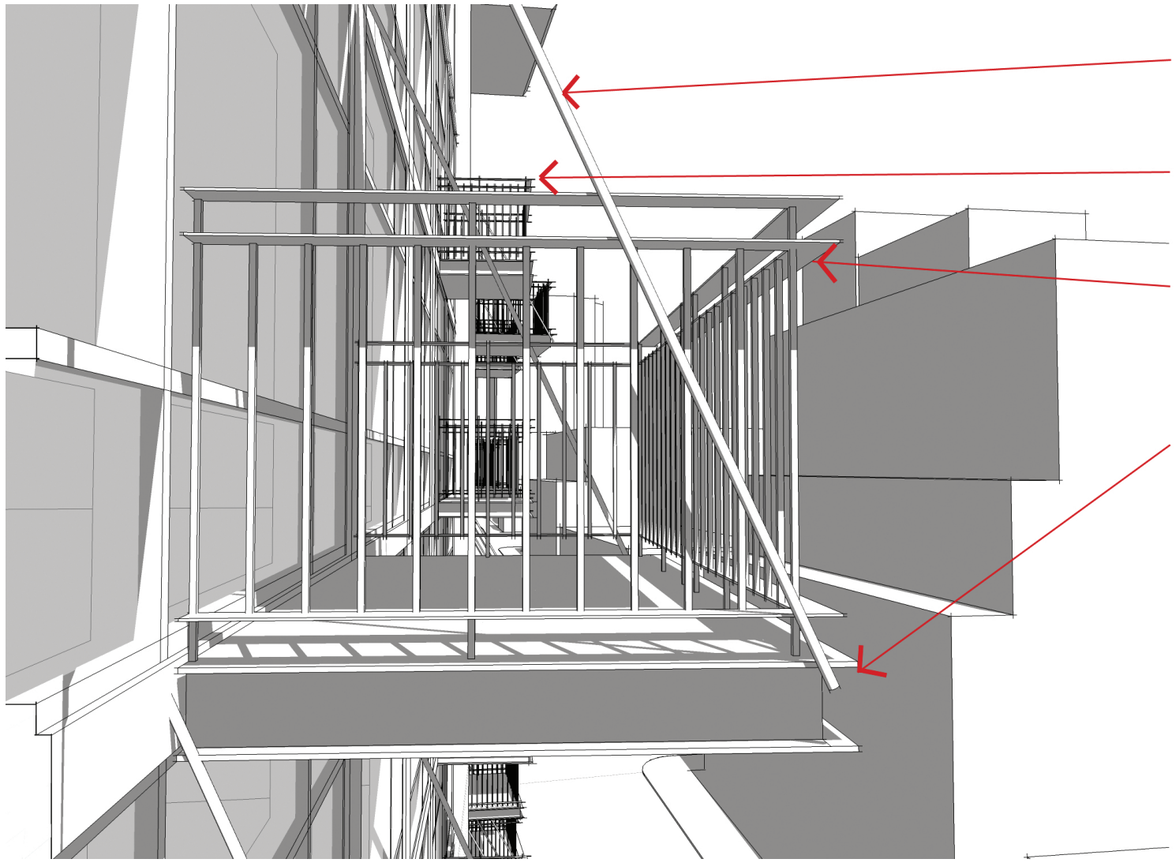
from alley nearing the ramp and the sidewalk. At this point it is possible to see a pedestrian on the ramp over 10 feet from the intersection.

nearing intersection of ramp and alley. Note ability to see the full length of the ramp.

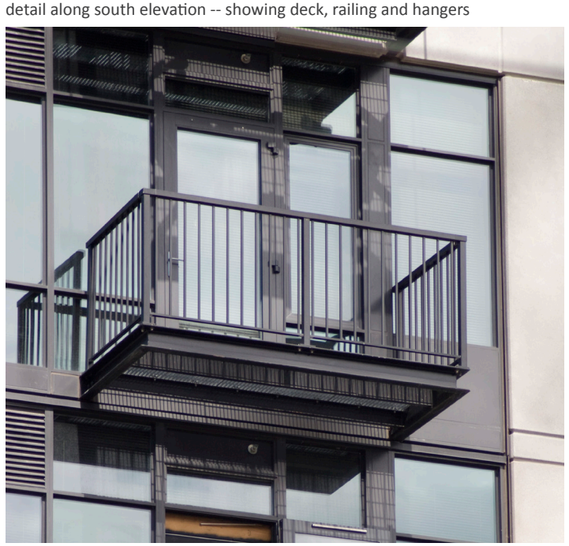
Balconies, Decks and Railings

The design language proposed for the decks and railings is understandably industrial, metallic and “loft-like”. These iron balconies will be painted black, and represent the “third level” of detail from the precast concrete frame and the dark-anodized window-wall system and panels. The street-level marquees participate at this detail level as well, providing texture, a finer grain and human scale to the building.

These decks are similar to those at Mosler Lofts, (shown below), which was, in many ways, the model for this building.

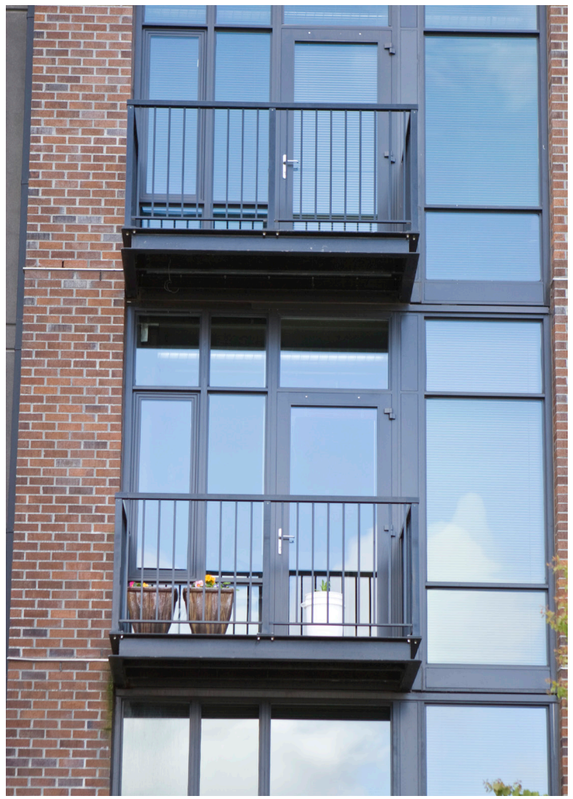


detail along south elevation -- showing deck, railing and hangers

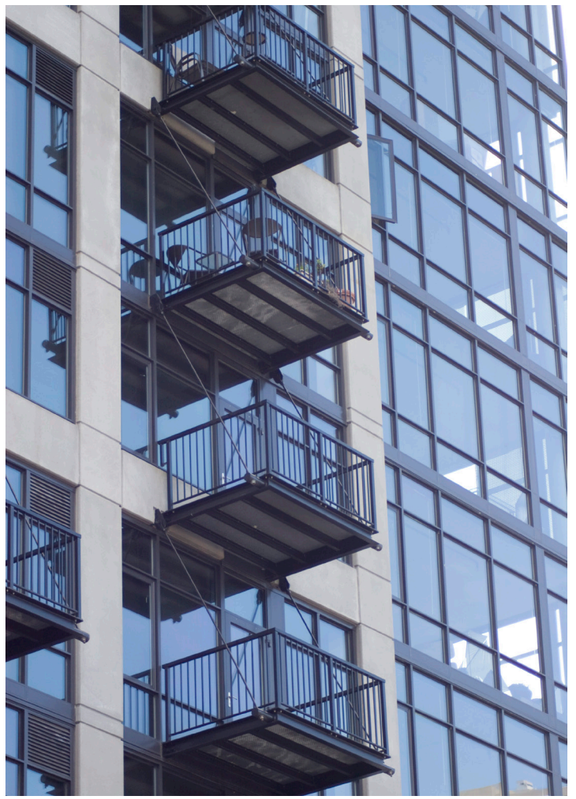


MoLo -- decks at window wall

MoLo -- decks at window wall

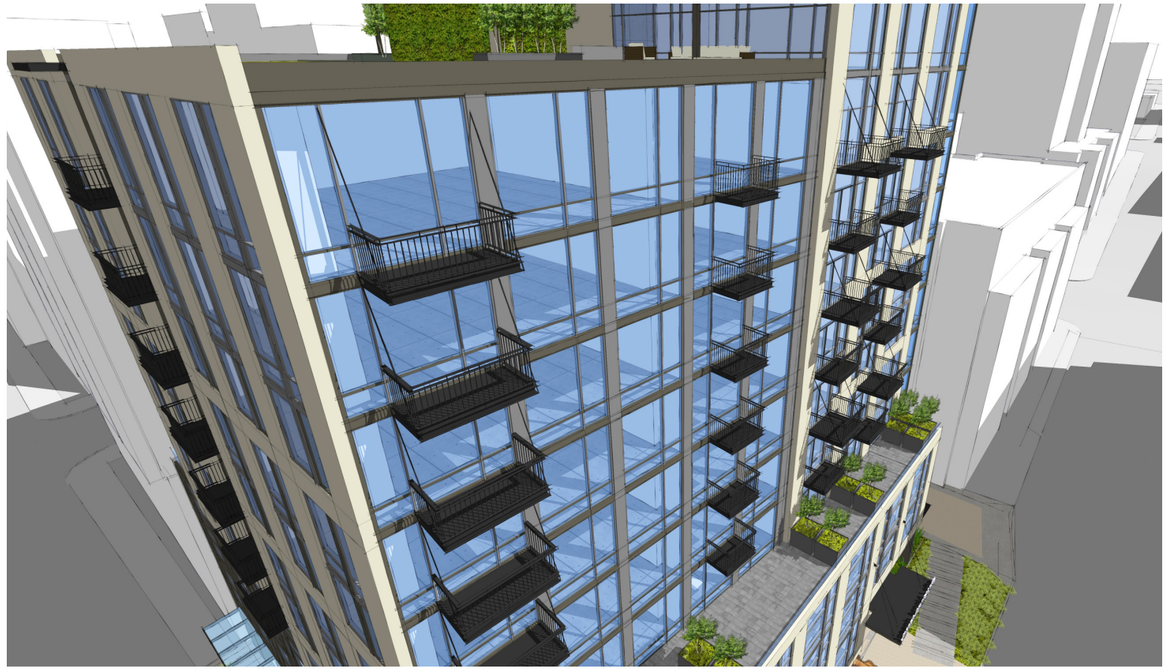


MoLo -- decks at window wall

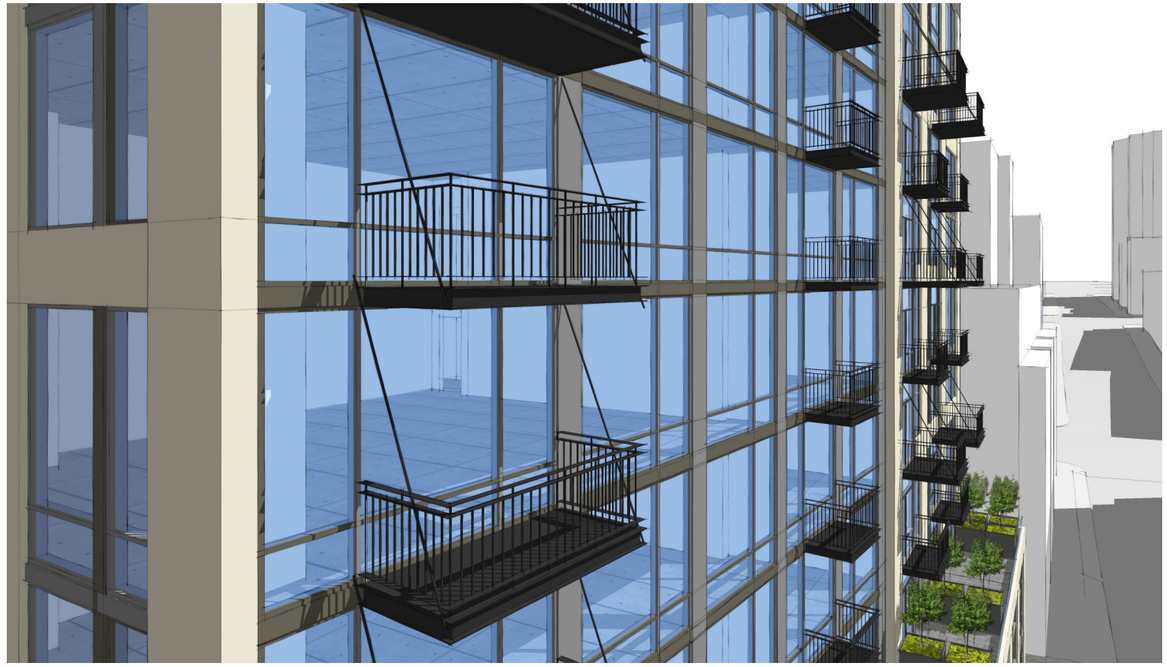


MoLo -- note hangers at 6-foot decks

Balconies, Decks and Railings



detail along south elevation -- showing deck, railing and hangers



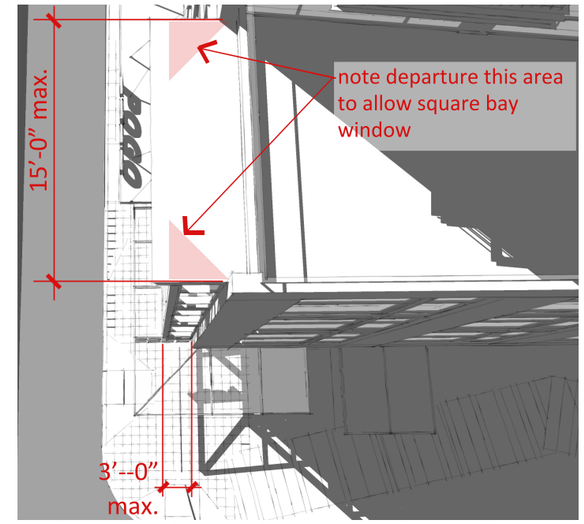
detail along south elevation -- showing deck, railing and hangers

southeast corner of “tower” portion showing decks and 5th floor terrace

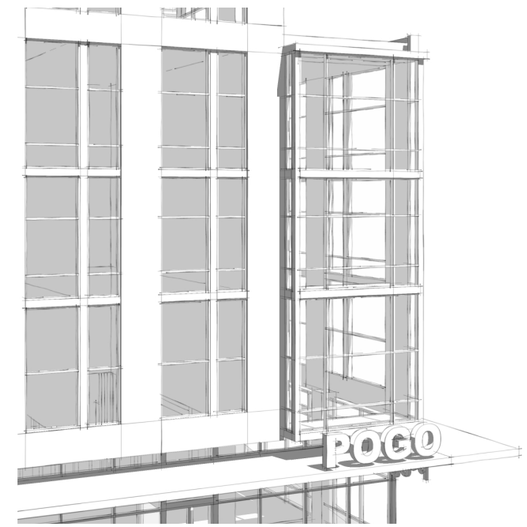
Bay Window at Corner of Elliott & Cedar

While a 2-foot projecting bay window had been previously proposed in this location, the DRB believed that a 3-foot window, the maximum extent permitted by the Land Use Code, would be preferable. We concur.

A Design Departure is required to permit the window to have square corners, and not be truncated at 45-degree angles as prescribed by code.



plan view detail showing size of window and extent of requested departure

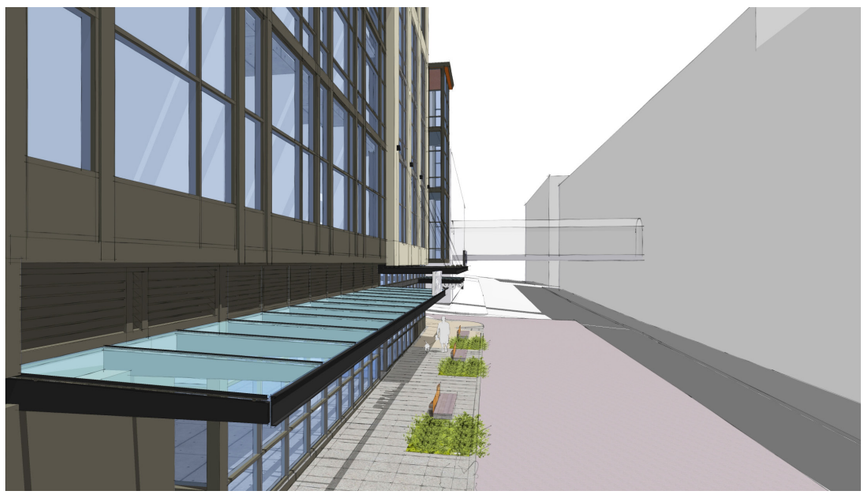


previous bay window -- with proposed 2-foot projection

sketch at corner showing bay window, base

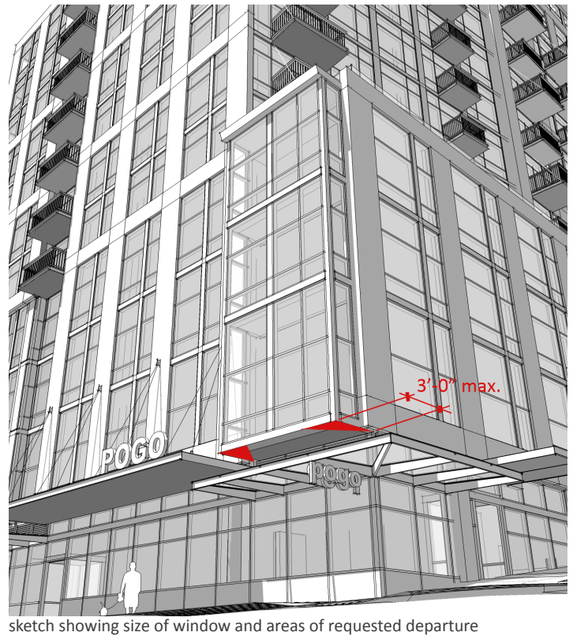
Bay Window at Corner of Elliott & Cedar

sketch at corner of Elliott and Cedar, showing 3-foot projecting bay window at terminus of green street. (Trees removed for clarity.)

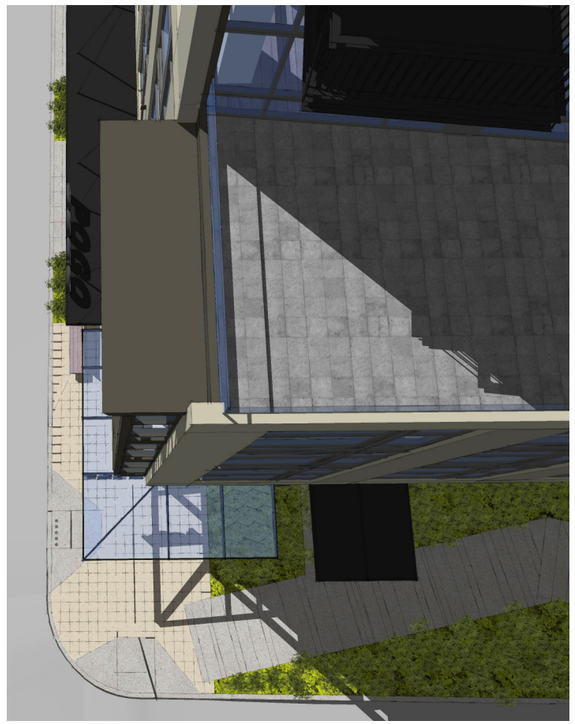


looking south along Elliott Avenue

looking south along Elliott Avenue



sketch showing size of window and areas of requested departure



aerial view of bay window, 5th floor terrace, sidewalk and canopy below

west elevation with parti' diagram

Elliott Avenue Elevation "Reconciliation"

The diagram at left illustrates the relationship between the "tower" portion of the building, stories 5 through 12, and the podium base.

The podium is representative of the desired street-level scale along the green street or a shopping street -- similar in scale both to the former American Can Company building to the west and the base of the Bellora condominium to the north. This base is expressed as a horizontally-articulated glass wall along the commercial street (Elliott Avenue) and as a rhythmic, processional use of the precast frames along Cedar. These frames are not allowed to touch the sidewalk, expressing the retail uses and the Elliott Avenue street level as a "reveal". (This also allows the design language to absorb Elliott Ave.'s 2-foot sidewalk "take" and the ramp's presence along Cedar.)

The relationship between the tower and the podium is somewhat complicated by the green street setback, as well as the tower's two height limits. We've chosen to "place" the tower into the base in such a way as to celebrate this complexity, while opening to walls of the smallest and potentially-darkest podium units along Elliott Ave. with as much glass as possible.

Although we acknowledge the DRB's request to echo the Cedar Street frame base along Elliott, our approach considers the frames' impact on the light and window area available to the units along Elliott and the building's use of the frames as "two-dimensional" objects -- representing discontinuous planes rather than solids.

The west elevation has been simplified and revised to improve the diagrammatic clarity of the base -- as a primarily glass box who's principal mullions "weave" into and behind the concrete frames above and along Cedar.

Elliott Avenue Elevation “Reconciliation”

Exterior elevations from the previous DRB meeting are provided below for comparison and for reference. All have been revised somewhat, with the west elevation receiving the most attention.

previous west (Elliott Avenue) elevation

previous south (Cedar Street) elevation

previous east (Alley) elevation

previous north (facing Bellora) elevation

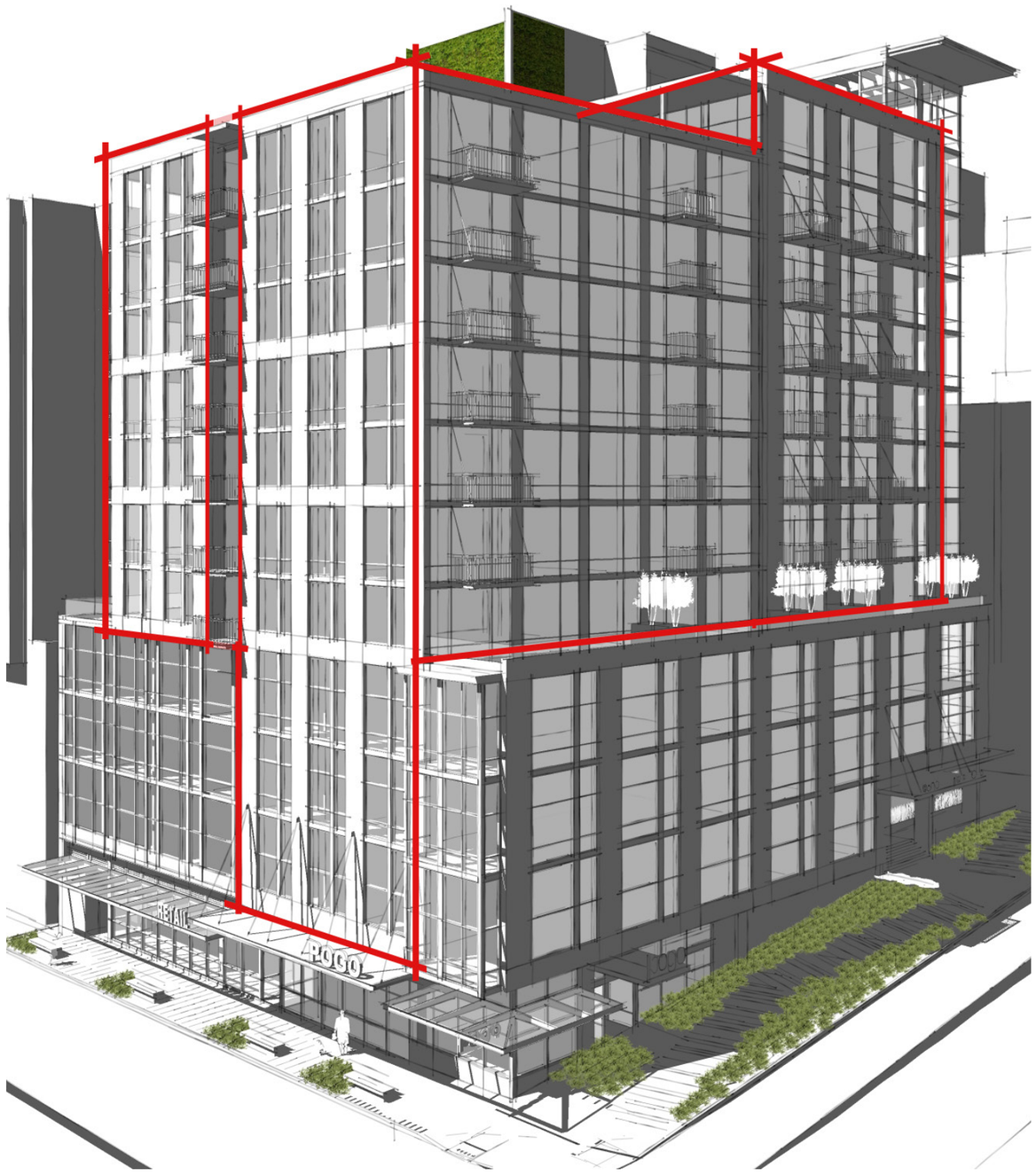
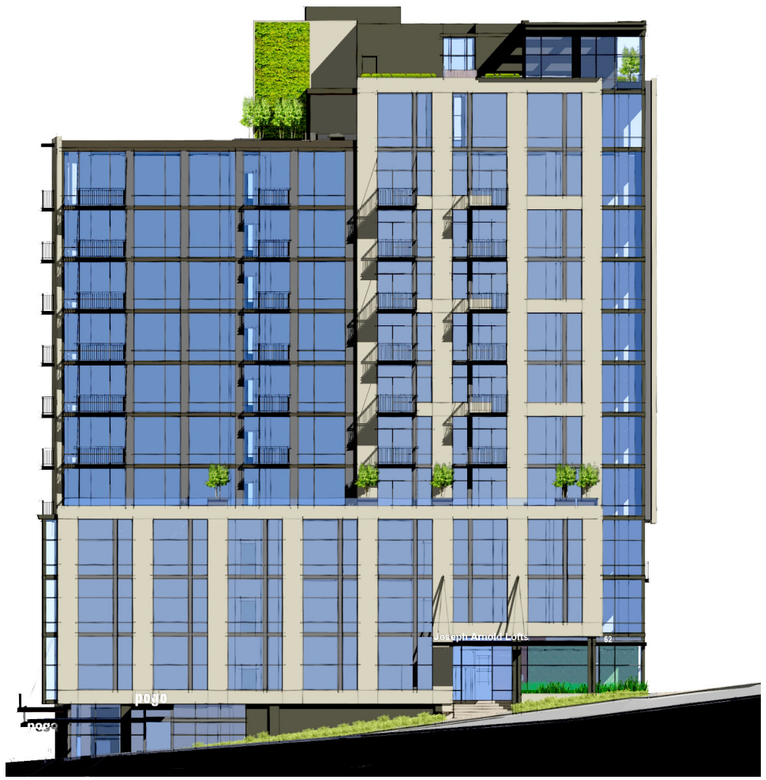


diagram at southwest corner

Elliott Avenue Elevation “Reconciliation”



south (Cedar Street) elevation

east (Alley) elevation

north (facing Bellora) elevation

Elliott Avenue Elevation “Reconciliation”

A building on this site, in this challenging context, following the urban design strategies developed through the first two EDG meetings, on a steeply-sloping site with two height limits, could not easily be designed in elevation. The solution represents a 3-dimensional puzzle involving podium and tower, streetwall frontages and those abutting close neighbors, and a well-hidden building needing identity and visibility.

A parti’ diagram of two parts, woven together in such a way as to integrate the zoning steps, the setbacks and the concessions, allows us to express the site and program’s dualities within a building that still holds its own as an object. The further integration of the “lofts” residential vision and this neighborhood’s industrial heritage is all part of the design problem.

The west elevation is different than the south, but they belong to the same building. The streetwall expression that defines the Cedar Street podium is interrupted in favor of the expression of the tower engaging the base. Along Elliott Avenue the base is linear, the horizontal expression of glass reminiscent of industrial sash and playing well with the historic facade of the American Can Company building to the west.

west (Elliott Avenue) elevation in context

Elliott Avenue Elevation “Reconciliation”

model view showing west facade

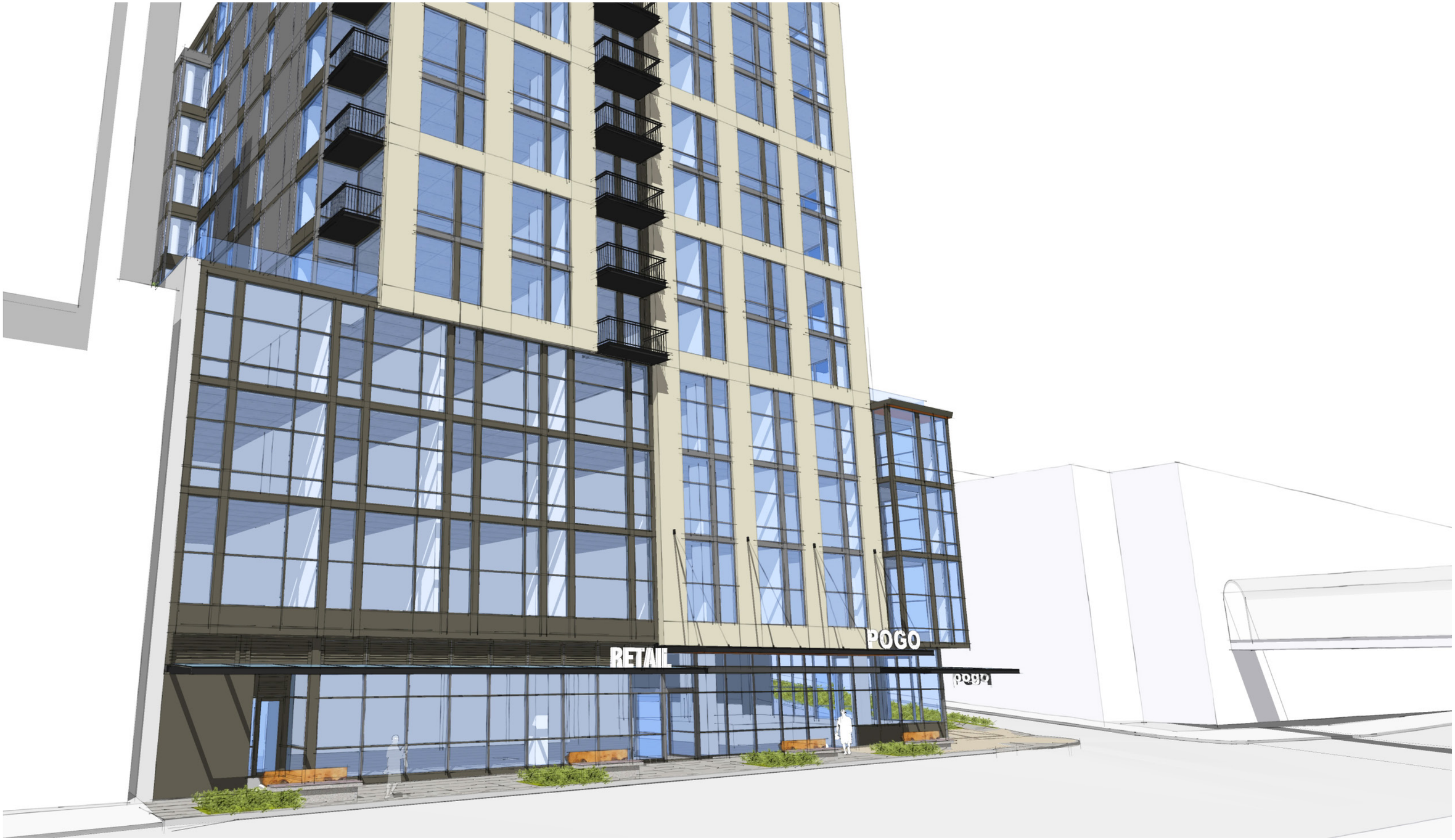
model view showing south facade

Elliott Avenue Elevation “Reconciliation”

model view showing west facade

model view showing west facade

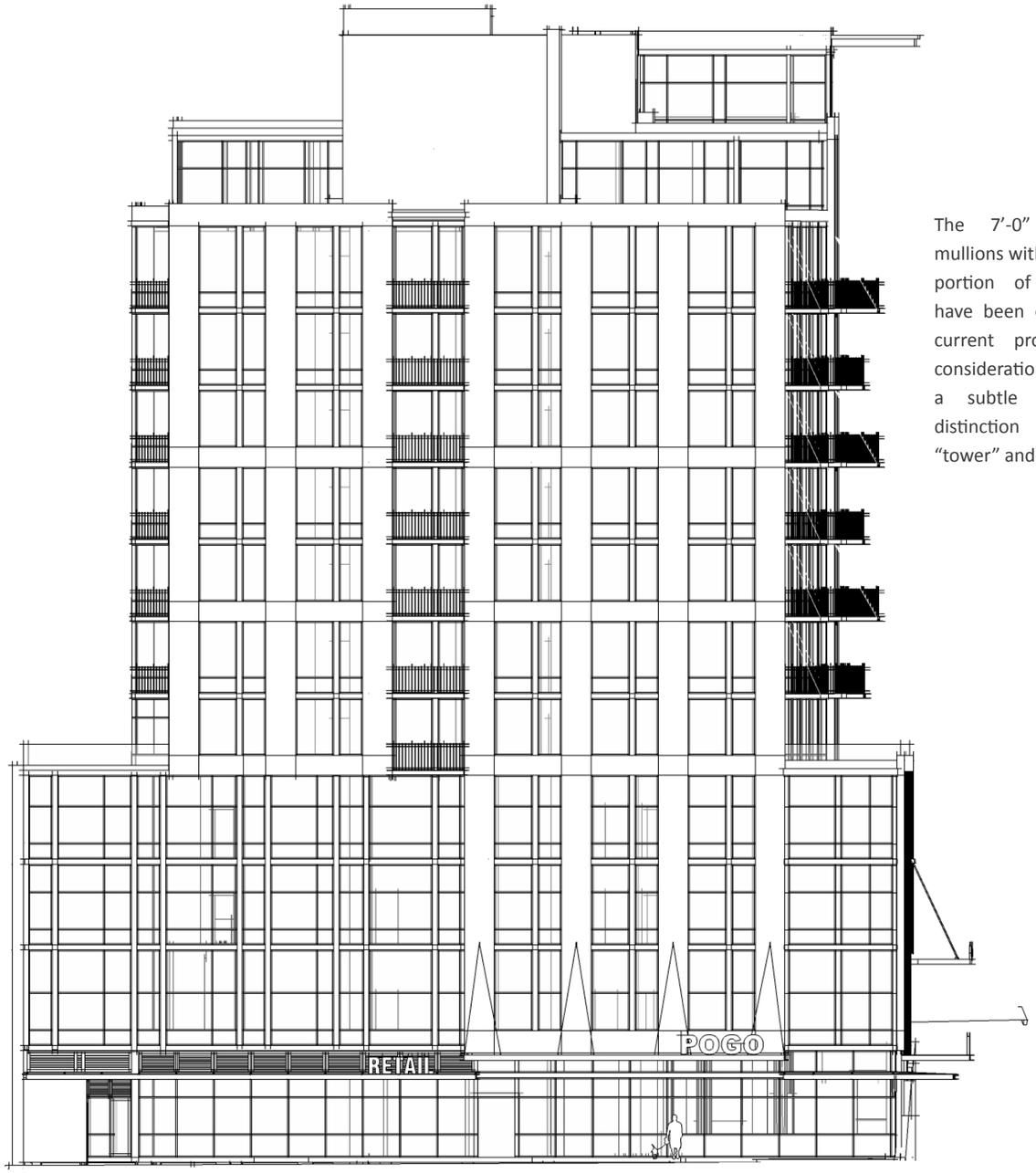
Elliott Avenue Elevation “Reconciliation”



street level view of west facade. Note party wall locations within the podium.

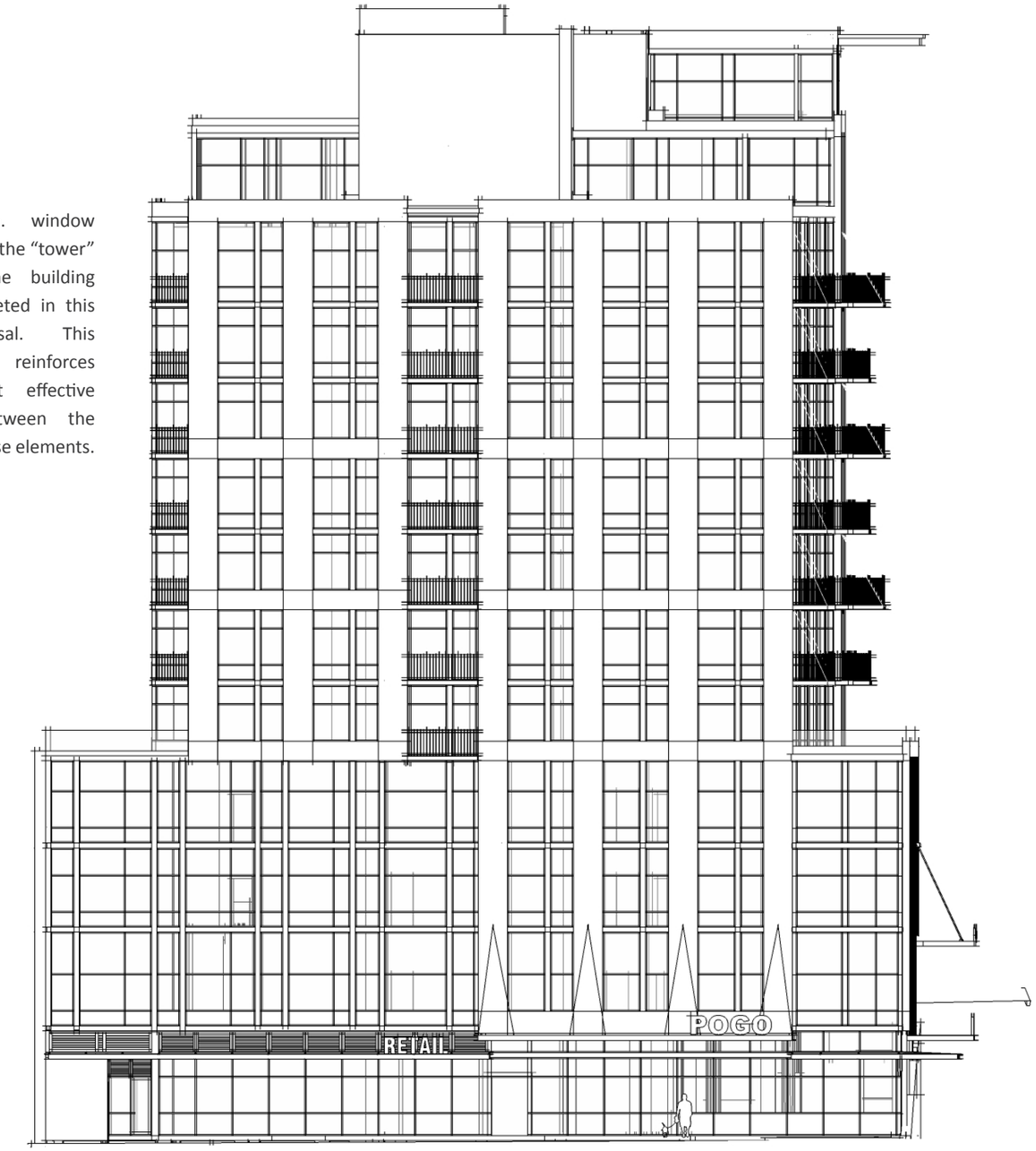
west elevation - detail at podium base

Elliott Avenue Elevation - Further Studies



west elevation - preferred

The 7’-0” h. window mullions within the “tower” portion of the building have been deleted in this current proposal. This consideration reinforces a subtle but effective distinction between the “tower” and base elements.



west elevation alternate with 7’-0” mullions throughout

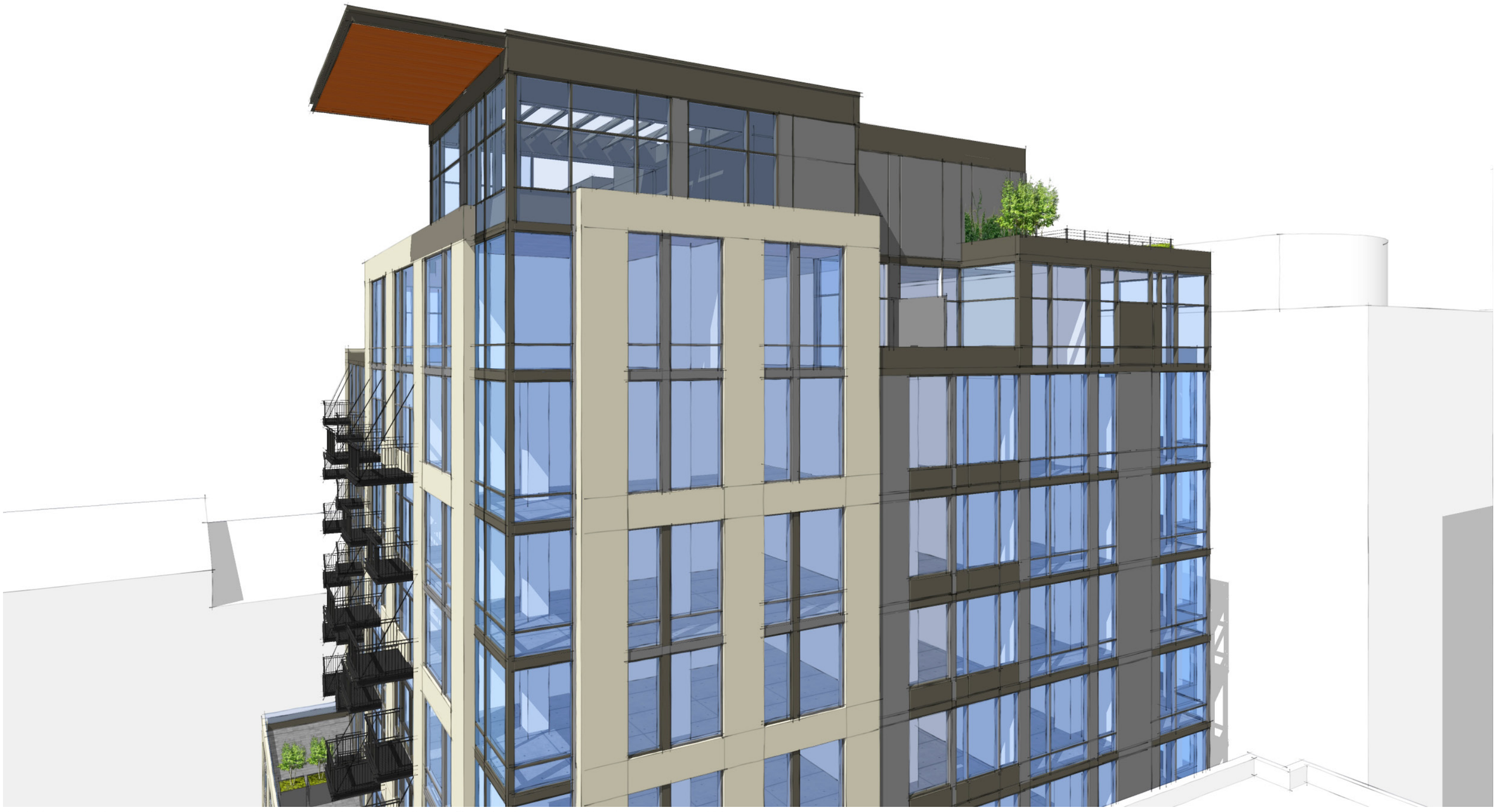
Additional Definition of Rooftop Element

The Design Review Board requested additional definition and detailing of the rooftop identity feature that shelters the residents' amenity terrace. The goal was to ensure that the element ultimately built would be most similar to the one represented in the DRB materials.

We've developed the structure, the framing and the detailing of this piece.

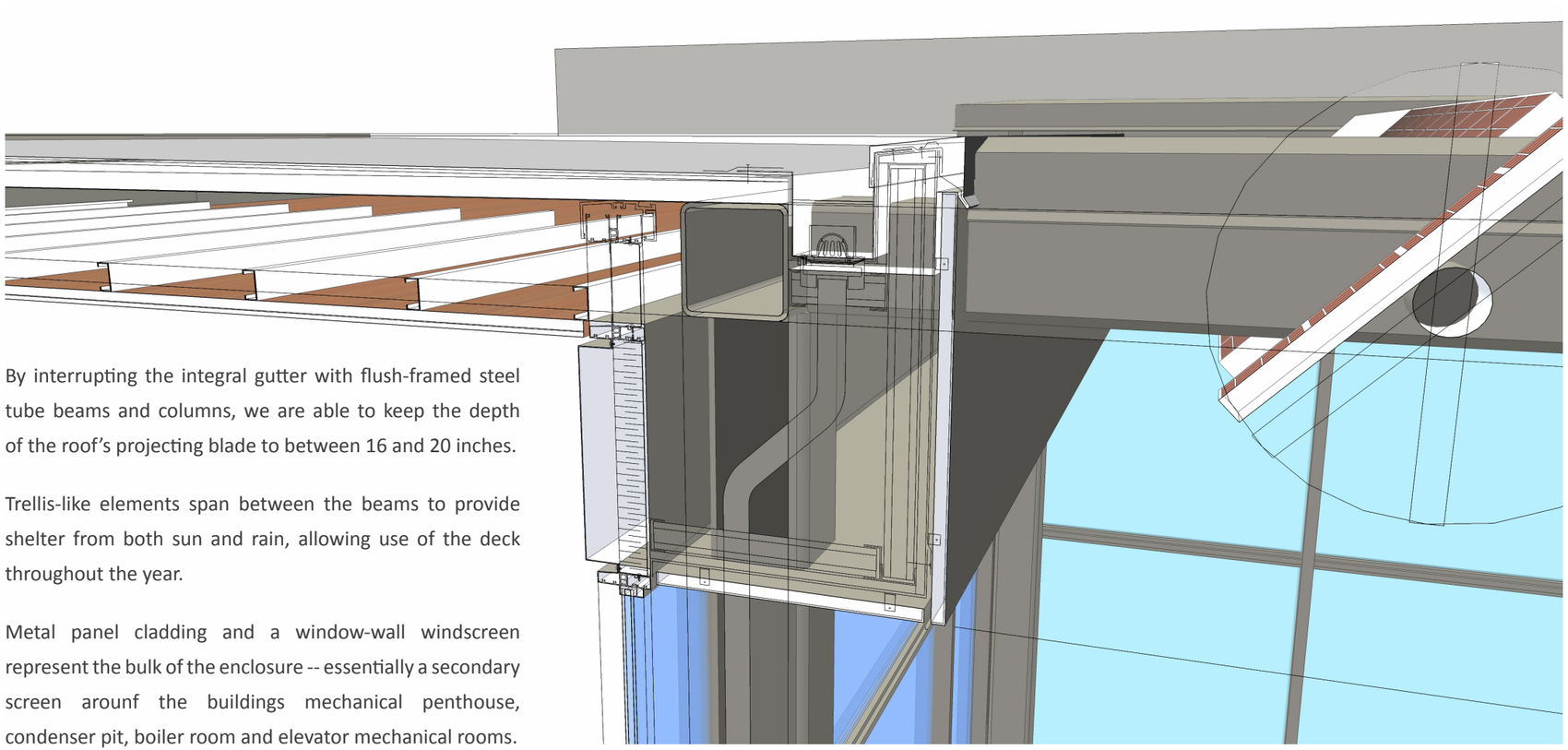
plan perspective sketch of rooftop. Note green roof, terrace at level 12 penthouses, residents' amenity terrace at rooftop, mechanical penthouse w/ cooling tower/condenser housing and identity element

Additional Definition of Rooftop Element



sketch of rooftop looking west. Note exterior woodgrain phenolic panel (Prodema or similar) at soffit, partial windscreen at residents' common terrace / BBQ area.

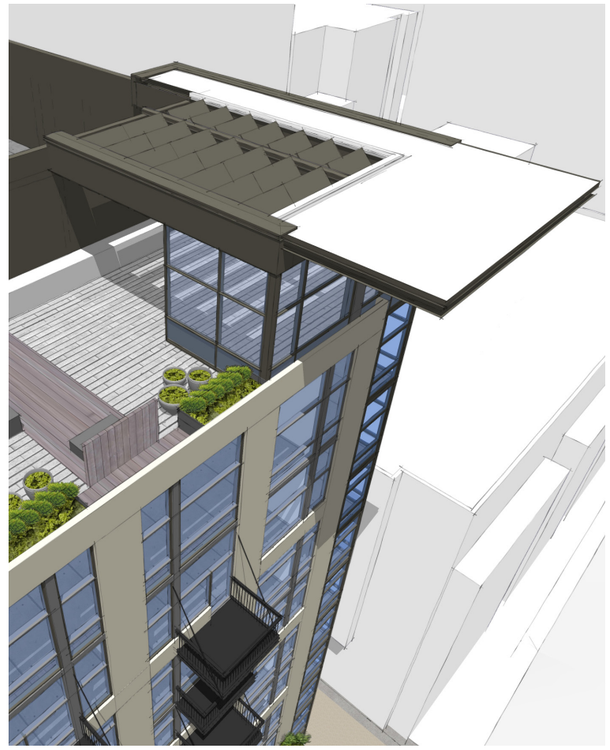
Additional Definition of Rooftop Element



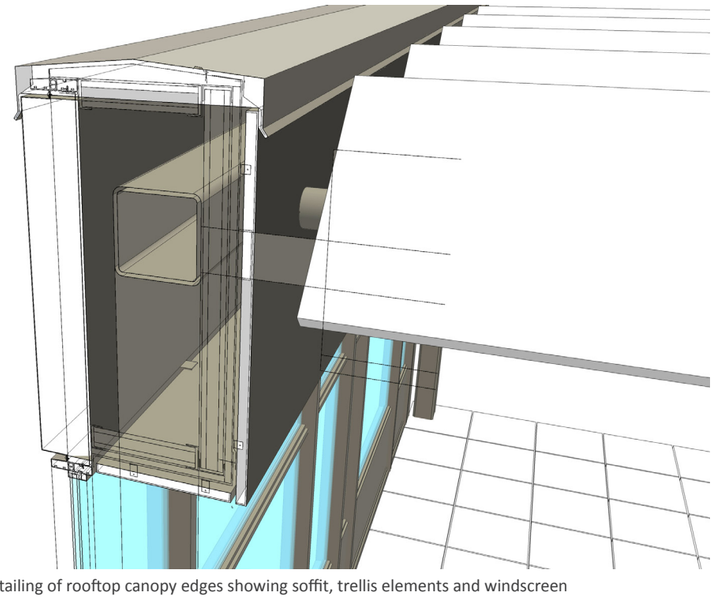
By interrupting the integral gutter with flush-framed steel tube beams and columns, we are able to keep the depth of the roof's projecting blade to between 16 and 20 inches.

Trellis-like elements span between the beams to provide shelter from both sun and rain, allowing use of the deck throughout the year.

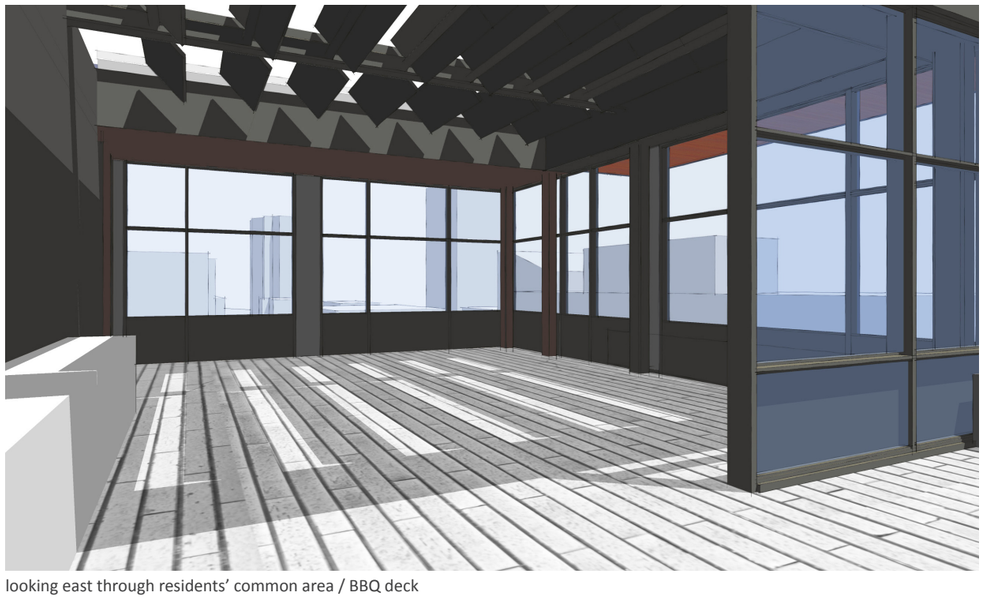
Metal panel cladding and a window-wall windscreen represent the bulk of the enclosure -- essentially a secondary screen arounf the buildings mechanical penthouse, condenser pit, boiler room and elevator mechanical rooms.



aerial view of canopy and windscreen

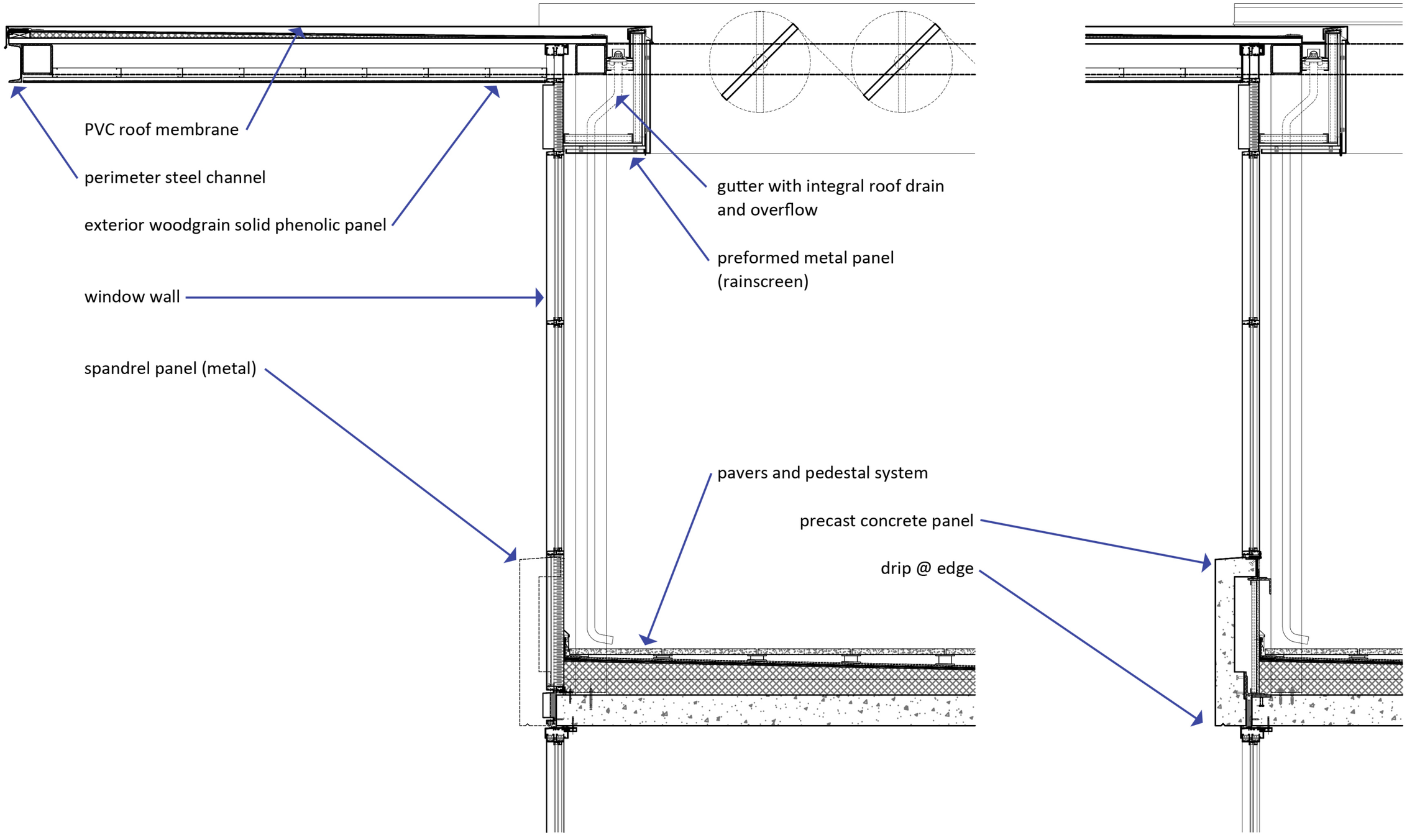


detailing of rooftop canopy edges showing soffit, trellis elements and windscreen



looking east through residents' common area / BBQ deck

Additional Definition of Rooftop Element



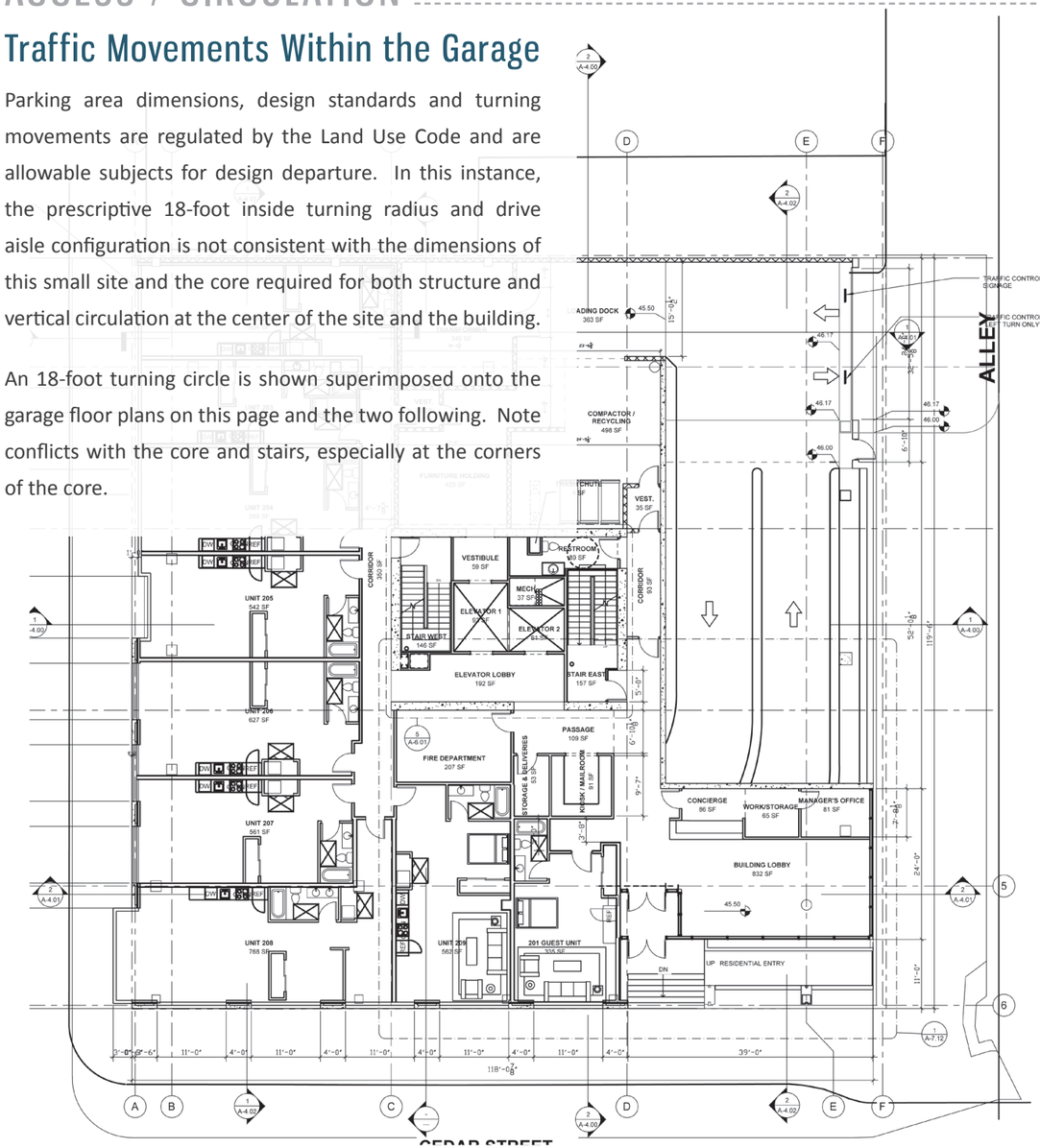
Additional Definition of Rooftop Element

looking east across residents' terrace to BBQ area

Traffic Movements Within the Garage

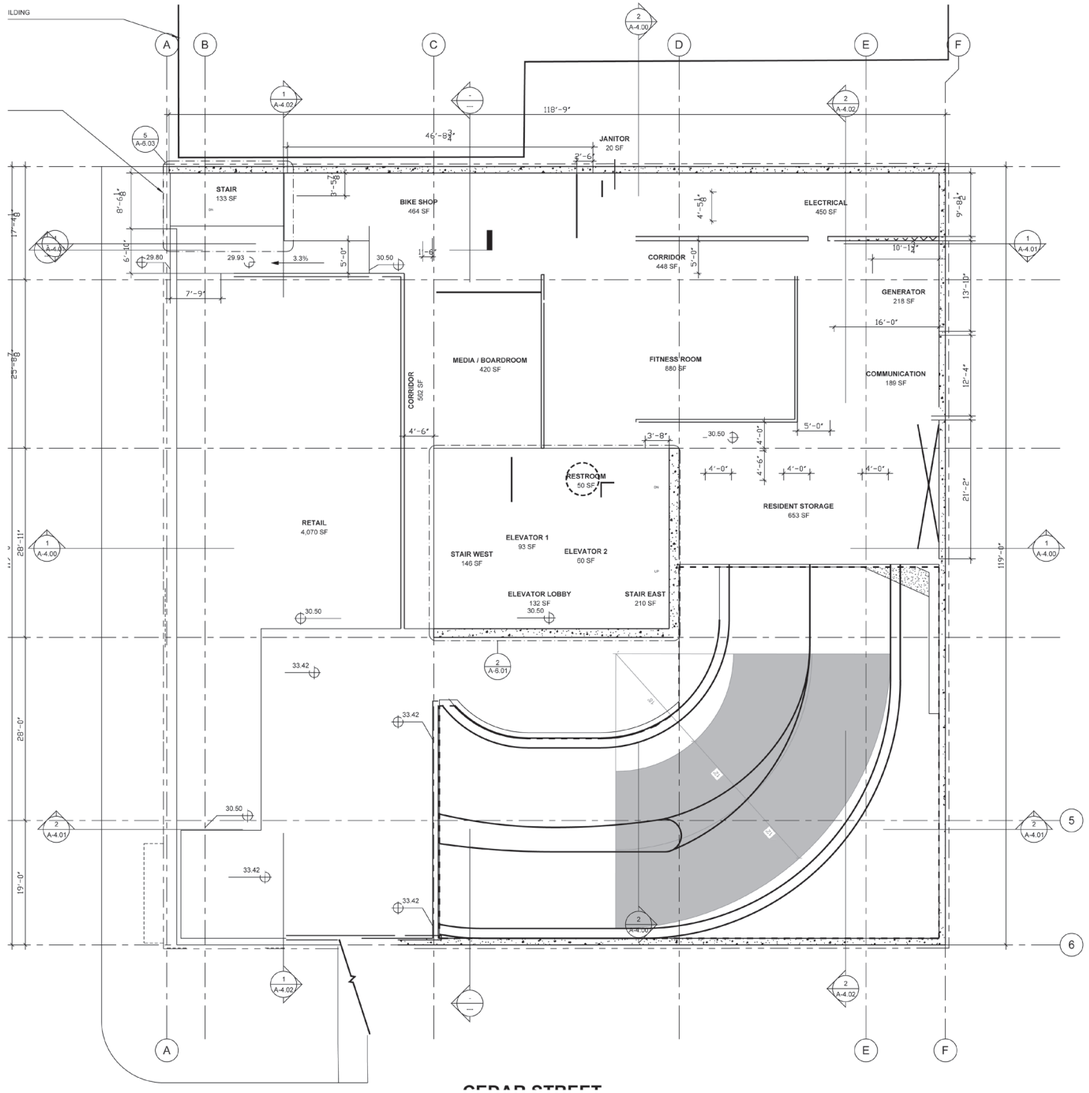
Parking area dimensions, design standards and turning movements are regulated by the Land Use Code and are allowable subjects for design departure. In this instance, the prescriptive 18-foot inside turning radius and drive aisle configuration is not consistent with the dimensions of this small site and the core required for both structure and vertical circulation at the center of the site and the building.

An 18-foot turning circle is shown superimposed onto the garage floor plans on this page and the two following. Note conflicts with the core and stairs, especially at the corners of the core.



LEVEL-2

SCALE: N.T.S



LEVEL-1

SCALE: N.T.S

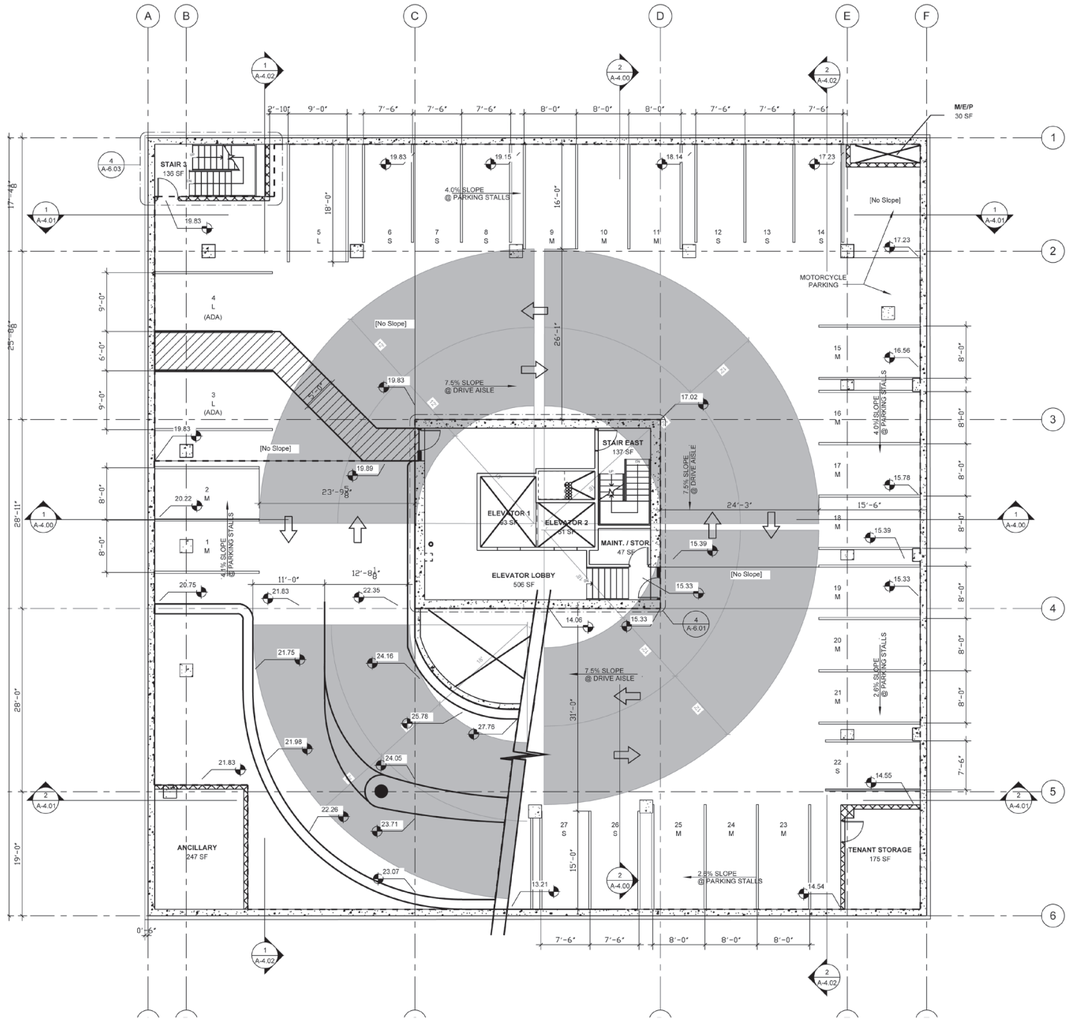
GRAELIC®
PARKING BY DESIGN
The design and concepts shown herein are the property of GRAELIC L.L.C. They may not be used in whole or in part without the written consent of GRAELIC L.L.C.

GRAELIC, LLC
www.graelic.com
5589 Ridge Road
Parma, OH 44129
Voice: (216) 335-9910
Fax: (216) 274-9064
1112 Oakridge Dr.#104 PMB 309
Fort Collins, CO 80525
Voice: (253) 225-7610
Fax: (253) 295-7398

2700 ELLIOTT RESIDENTIAL TOWER
18'-0" TURNING RADIUS TEMPLATE DIAGRAM
SEATTLE, WA

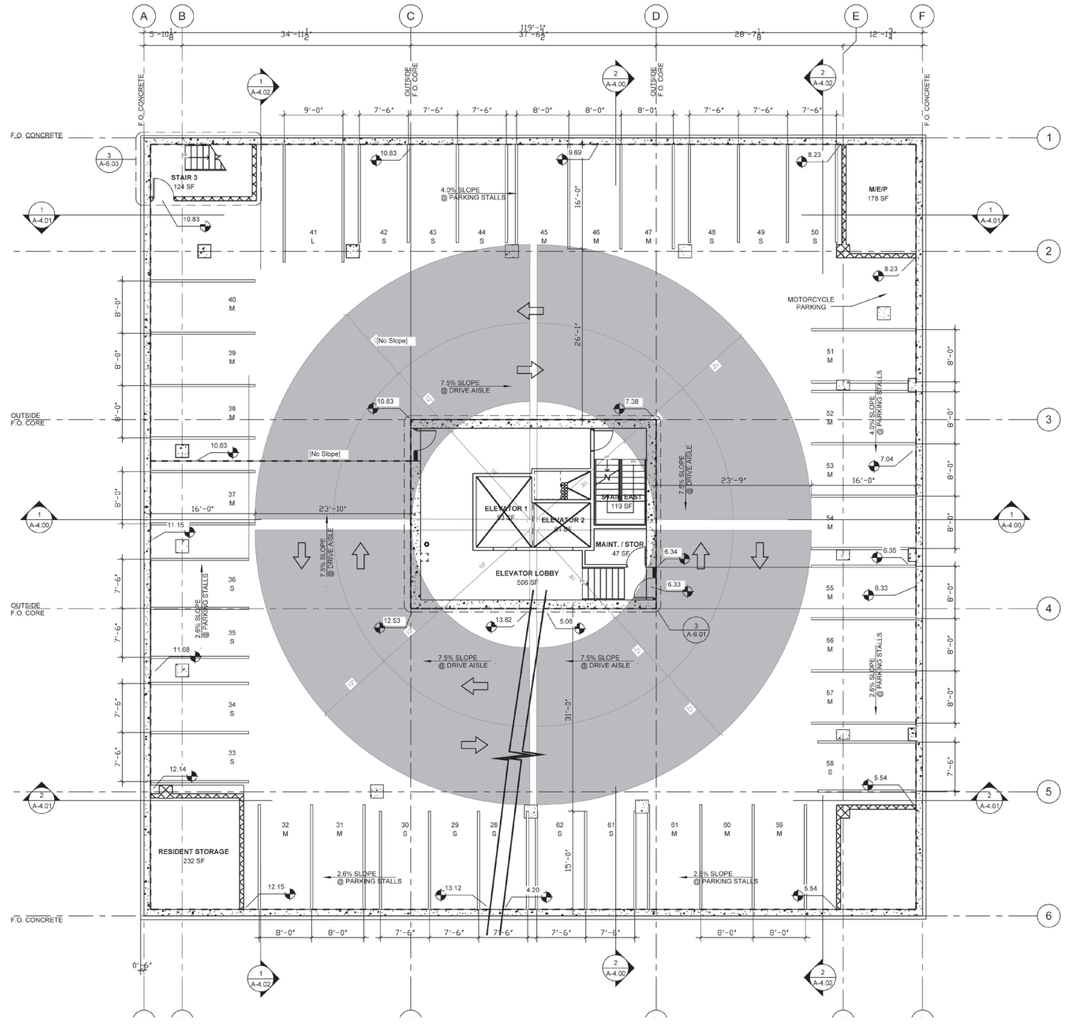
PROJECT #:	11020
DRAWING #:	051711
DESIGNER:	TJR
DATE:	6/21/11
SCALE:	N.T.S
SHEET NUMBER	1

Traffic Movements Within the Garage



LEVEL-P1

SCALE: N.T.S



LEVEL-P2

SCALE: N.T.S

GRAELIC
PARKING BY DESIGN
The design and concepts shown herein are the property of GRAELIC L.L.C. They may not be used in whole or in part without the written consent of GRAELIC L.L.C.

GRAELIC, LLC
www.graelic.com
5589 Ridge Road
Parma, OH 44129
Voice: (216) 335-9910
Fax: (216) 274-9064
1112 Oakridge Dr.#104 PMB 309
Fort Collins, CO 80525
Voice: (253) 225-7610
Fax: (253) 295-7398

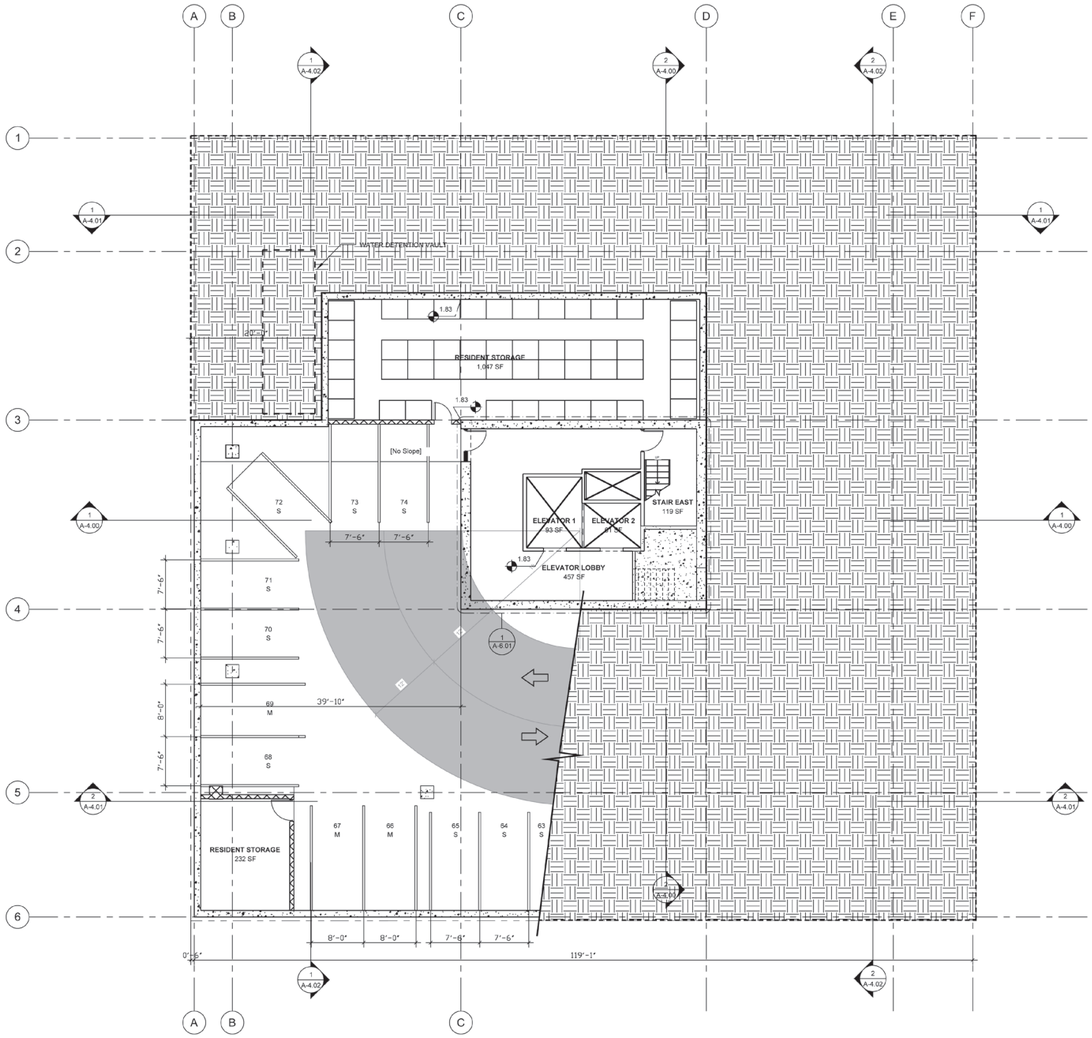
2700 ELLIOTT RESIDENTIAL TOWER

18'-0" TURNING RADIUS TEMPLATE DIAGRAM

SEATTLE, WA

PROJECT #:	11020
DRAWING #:	051711
DESIGNER:	TJR
DATE:	6/21/11
SCALE:	N.T.S
SHEET NUMBER	2

Traffic Movements Within the Garage



LEVEL-P3

SCALE: N.T.S

GRAELIC, LLC
www.graelic.com
5589 Ridge Road
Parma, OH 44129
Voice: (216) 335-9910
Fax: (216) 274-9064
1112 Oakridge Dr.#104 PMB 309
Fort Collins, CO 80525
Voice: (253) 225-7610
Fax: (253) 295-7398

2700 ELLIOTT RESIDENTIAL TOWER

18'-0" TURNING RADIUS TEMPLATE DIAGRAM

SEATTLE, WA

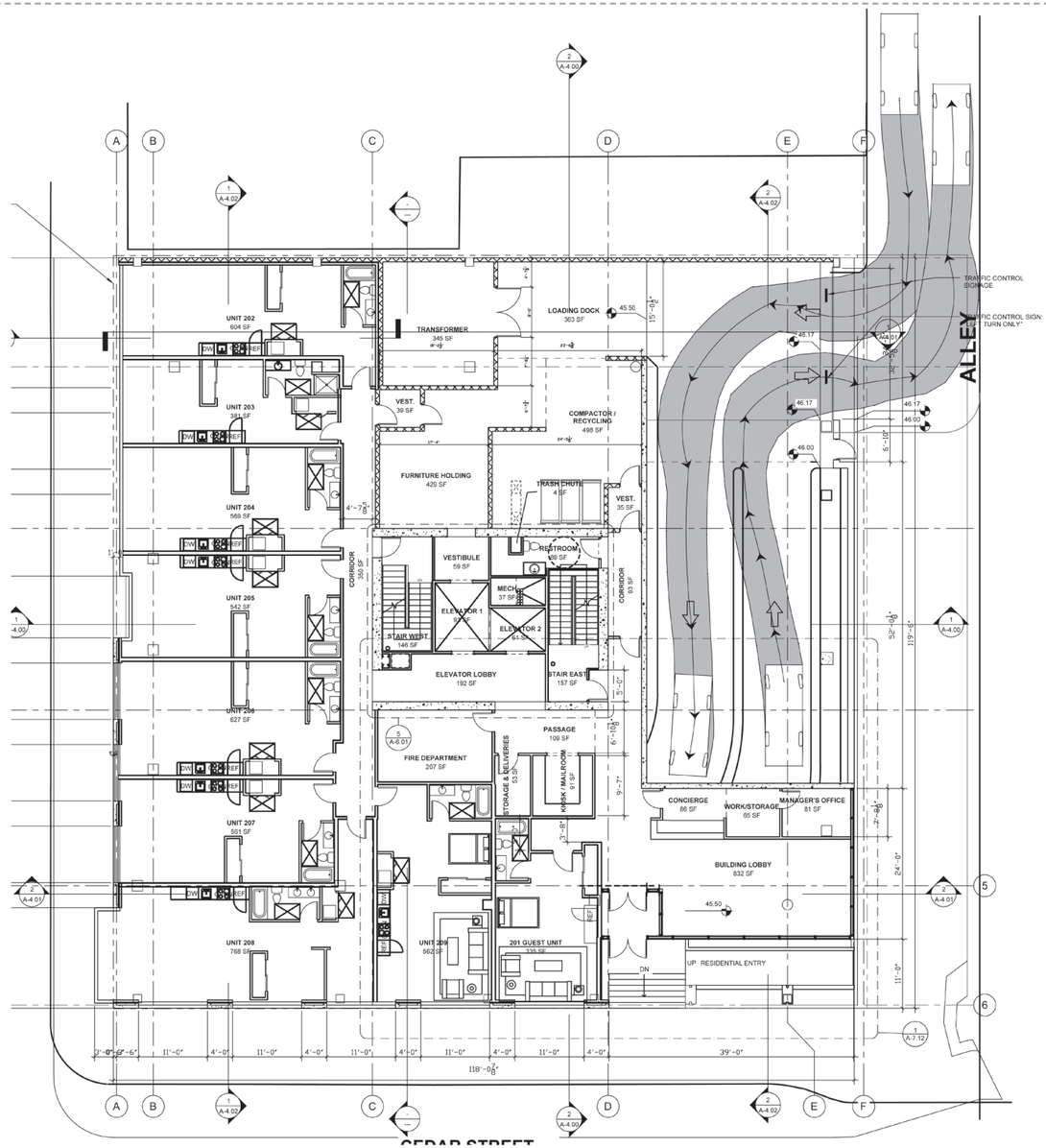
PROJECT #: 11020
DRAWING #: 051711
DESIGNER: TJR
DATE: 6/21/11
SCALE: N.T.S
SHEET NUMBER 3

Traffic Movements Within the Garage

Vehicle turning movements common to other Seattle garages, and provided by our parking consultant, are shown shaded on this page ond the two following.

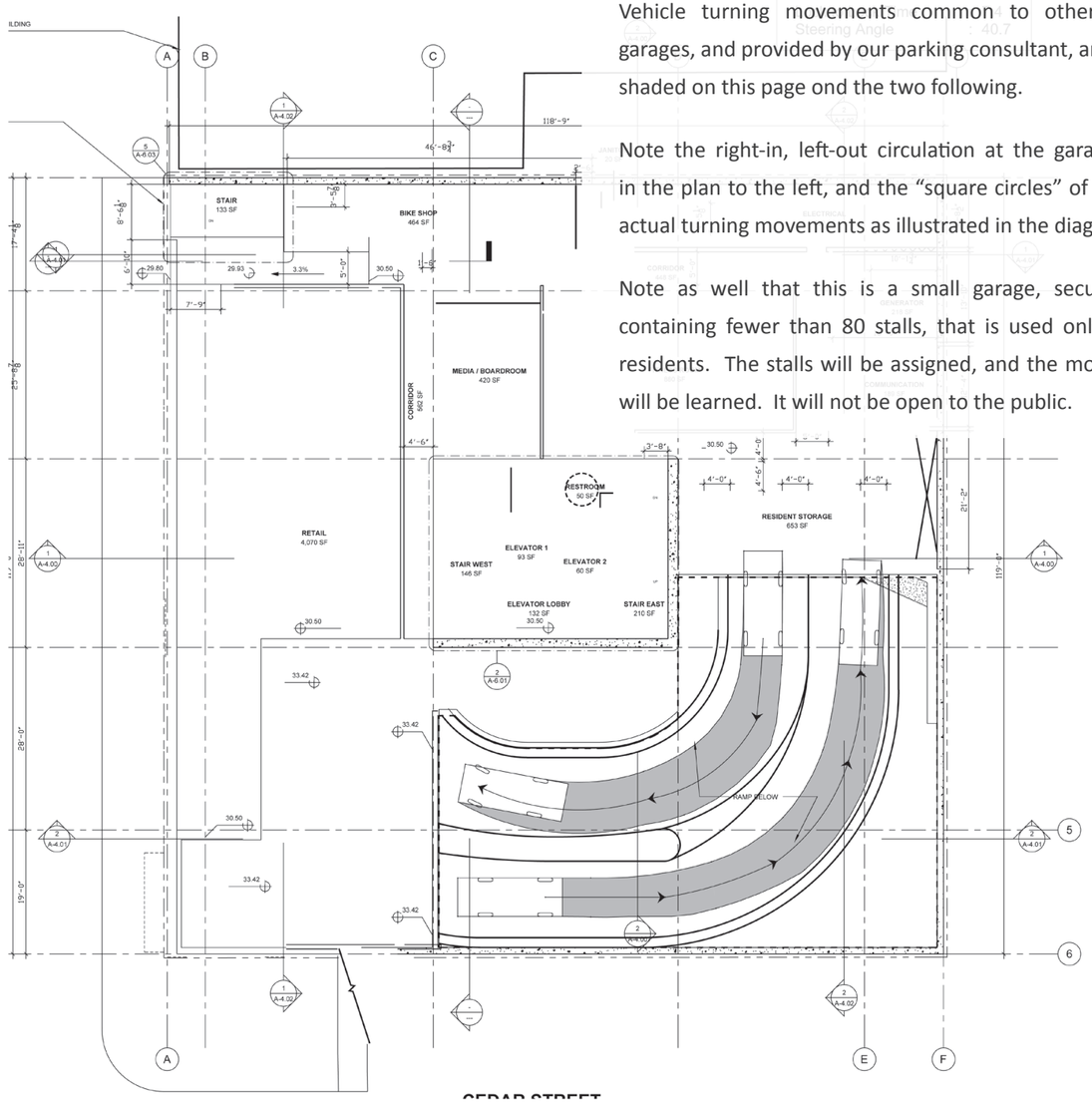
Note the right-in, left-out circulation at the garage entry in the plan to the left, and the “square circles” of the cars’ actual turning movements as illustrated in the diagrams.

Note as well that this is a small garage, secured and containing fewer than 80 stalls, that is used only by the residents. The stalls will be assigned, and the movements will be learned. It will not be open to the public.



LEVEL-2 VEHICLE SIMULATION

SCALE: N.T.S



LEVEL-1 VEHICLE SIMULATION

SCALE: N.T.S

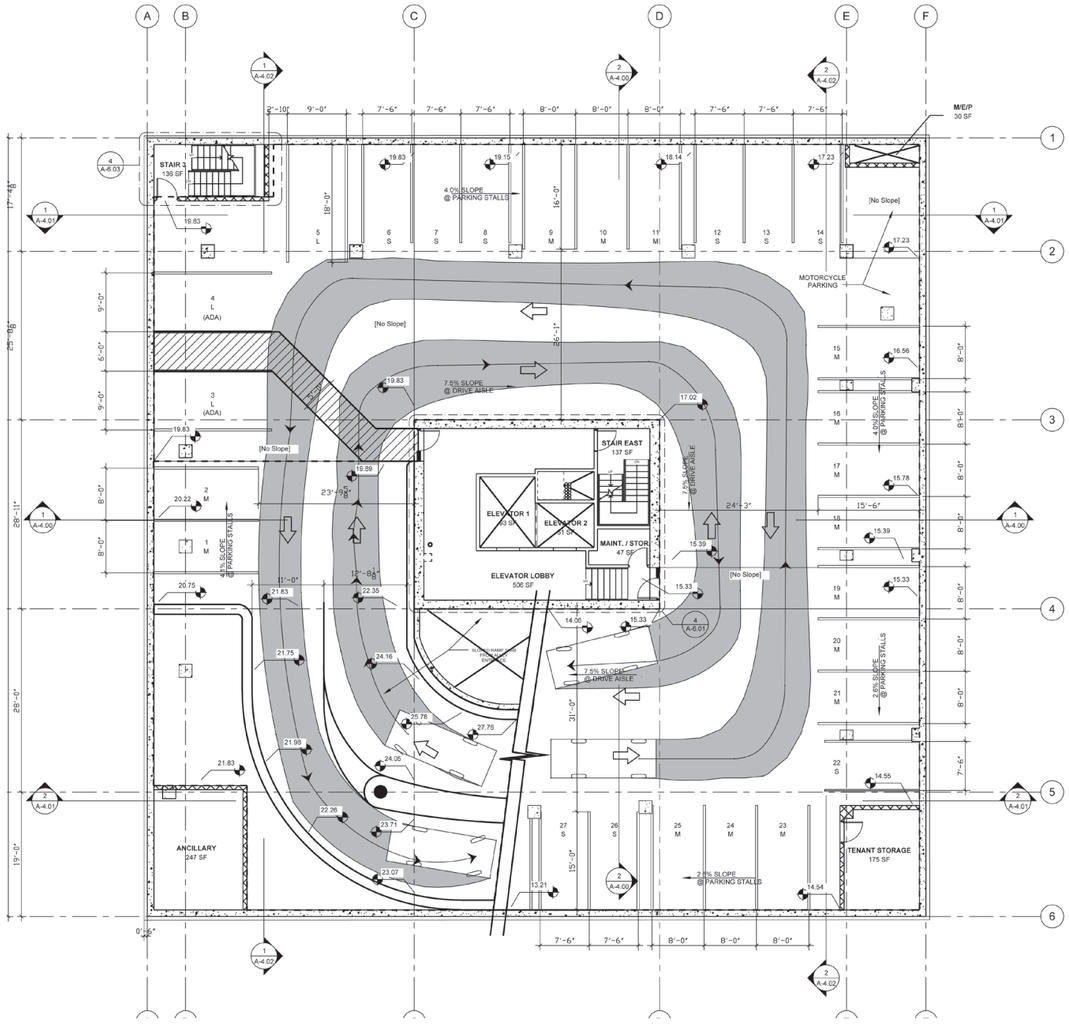
GRAELIC, LLC
www.graelic.com
5589 Ridge Road
Parma, OH 44129
Voice: (216) 335-9910
Fax: (216) 274-9064
1112 Oakridge Dr.#104 PMB 309
Fort Collins, CO 80525
Voice: (253) 225-7610
Fax: (253) 295-7398

2700 ELLIOTT RESIDENTIAL TOWER
VEHICLE SIMULATION DIAGRAM
SEATTLE, WA

PROJECT #: 11020
DESIGNER: TJR
DRAWING #: 051711
DATE: 6/21/11
SCALE: N.T.S
SHEET NUMBER 1

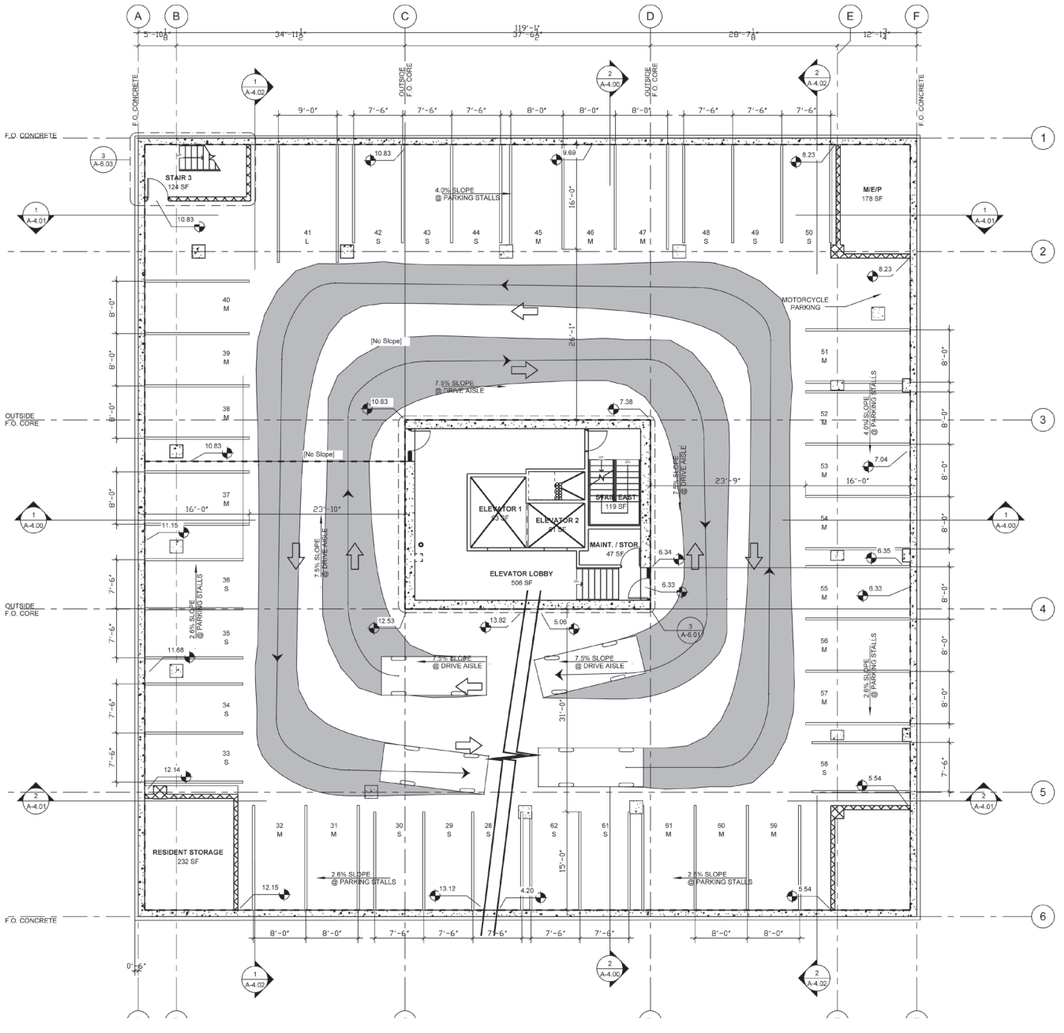
Traffic Movements Within the Garage

P	inches
Width	: 70.9
Track	: 70.9
Lock to Lock Time	: 7.4
Steering Angle	: 40.7



LEVEL-P1 VEHICLE SIMULATION

SCALE: N.T.S



LEVEL-P2 VEHICLE SIMULATION

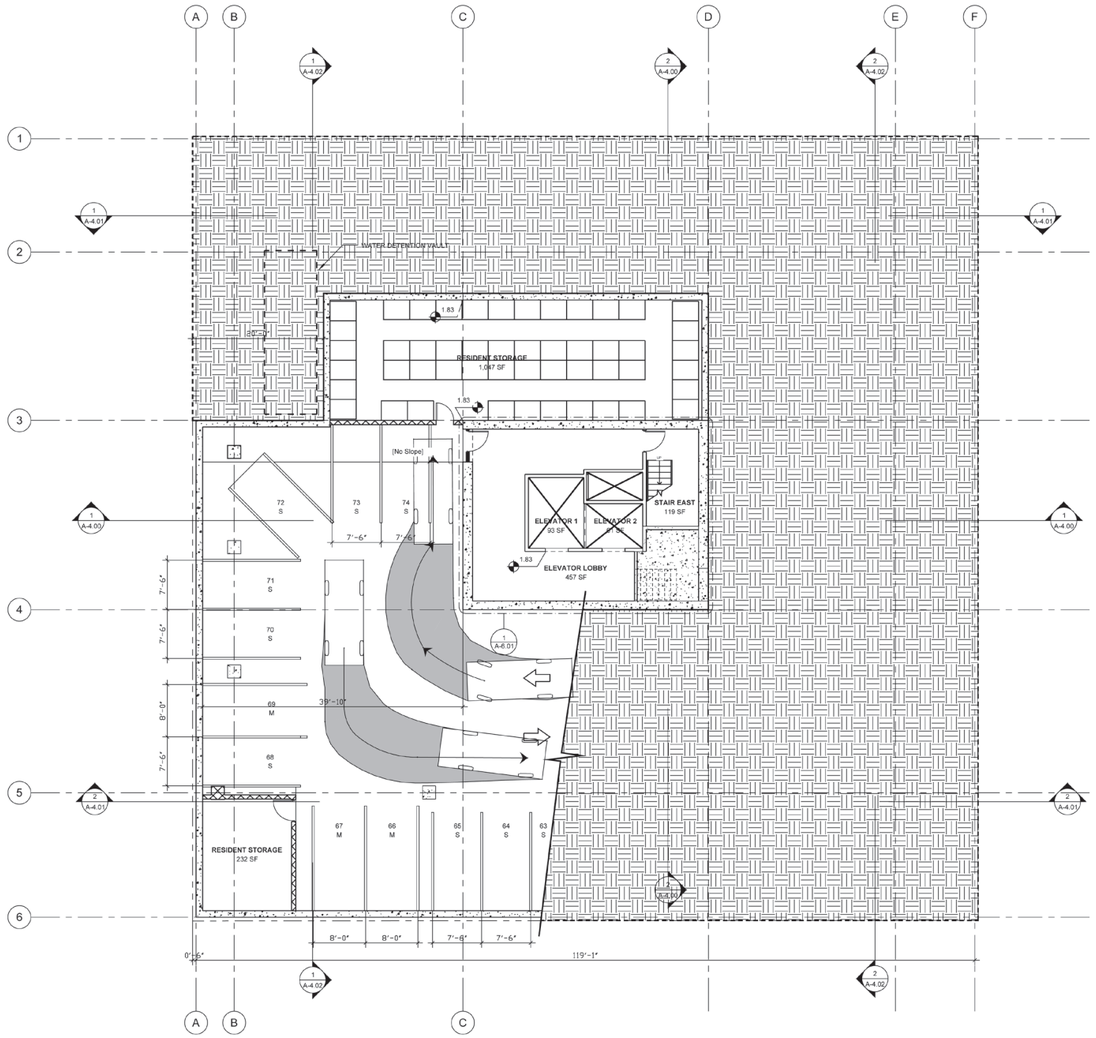
SCALE: N.T.S

GRAELIC, LLC
www.graelic.com
5589 Ridge Road
Parma, OH 44129
Voice: (216) 335-9910
Fax: (216) 274-9064
1112 Oakridge Dr.#104 PMB 309
Fort Collins, CO 80525
Voice: (253) 225-7610
Fax: (253) 295-7398

2700 ELLIOTT RESIDENTIAL TOWER
VEHICLE SIMULATION DIAGRAM
SEATTLE, WA

PROJECT #:	11020
DRAWING #:	051711
DESIGNER:	TJR
DATE:	6/21/11
SCALE:	N.T.S
SHEET NUMBER	2

Traffic Movements Within the Garage



LEVEL-P3 VEHICLE SIMULATION

SCALE: N.T.S

GRAELIC®
PARKING BY DESIGN
GRAELIC, LLC
www.graelic.com
5589 Ridge Road
Parma, OH 44129
Voice: (216) 335-9910
Fax: (216) 274-9064
1112 Oakridge Dr.#104 PMB 309
Fort Collins, CO 80525
Voice: (253) 225-7610
Fax: (253) 295-7398

2700 ELLIOTT RESIDENTIAL TOWER
VEHICLE SIMULATION DIAGRAM
SEATTLE, WA

PROJECT #: 11020
DRAWING #: 051711
DESIGNER: TJR
DATE: 6/21/11
SCALE: N.T.S
SHEET NUMBER 3

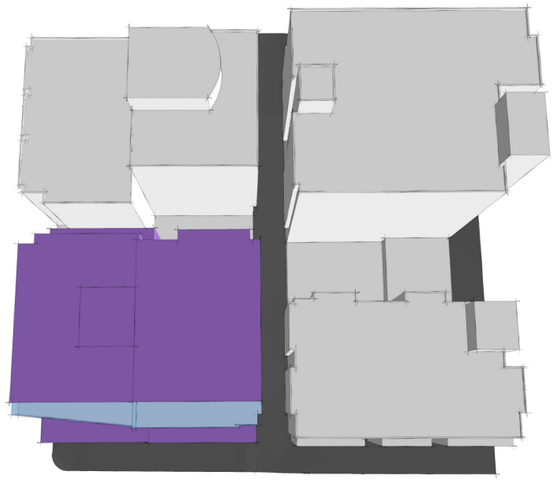
Land Use Code Departures

LOT COVERAGE:
SMC 23.49.158 A1

Elevation	Permitted Coverage
0 – 65 ft	**100%**
66 - 85 ft	**75%**
86 – 125 ft	**65%**

Elevation	Proposed Coverage
0 – 65 ft	90%
66 - 85 ft	75%
86 – 125 ft	75%

The proposed concept results in superior massing to that prescribed by the Land Use Code. This strategy allows us to make that first step early, to lower the podium level about 2 floors -- better suiting the context, establishing a better pedestrian scale at both Cedar Street and Elliott Avenue, and mitigating the apparent mass of the building's bulkiest component. The proportions of the building are improved, and the relationship between the podium and the top is vastly enhanced, thereby supporting the Design Guideline to *Design a Well-Proportioned and Unified Building* (B-4)

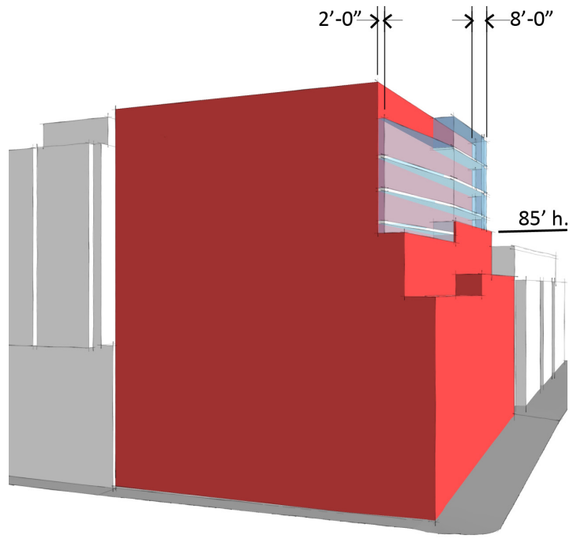


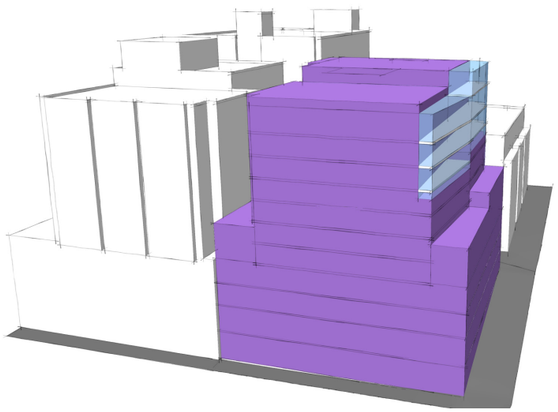
GREEN STREET SETBACKS:
SMC 23.49.166 B

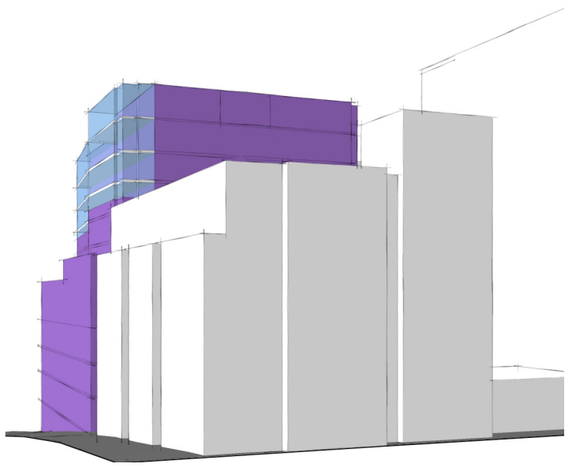
Elevation	Required Setback
65 – 85 ft	**10'**
86 - 240 ft	**18'**

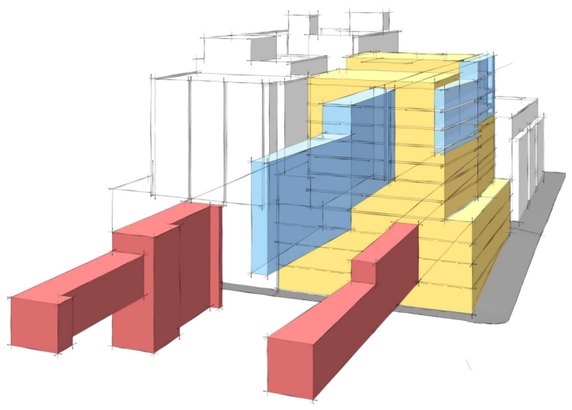
Elevation	Proposed Setback
65 – 85 ft	10'
86 - 240 ft	10'

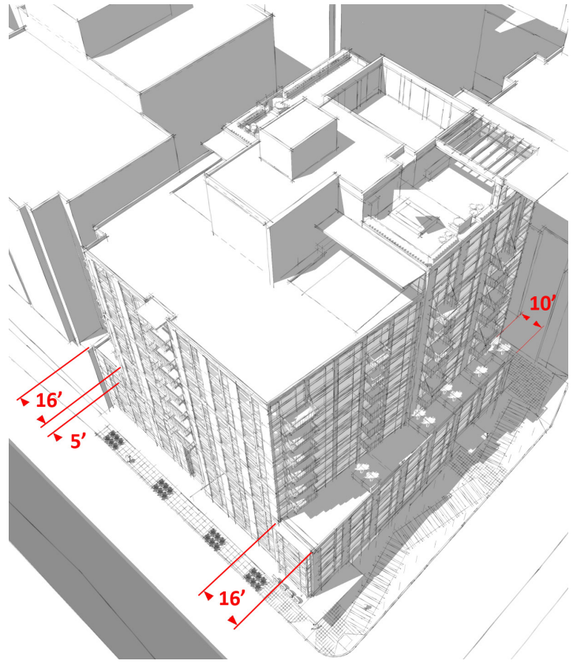
The reduced setback above 65' allows balance between competing interests, by opening up the space above the green street and allowing more distance between the project and its neighbors to the north and the northeast. As noted in the previous departure rationale, making the step early – well below the 65' threshold – helps the green street as well, and offers a superior walking scale along Cedar Street.











MAXIMUM WALL DIMENSIONS:

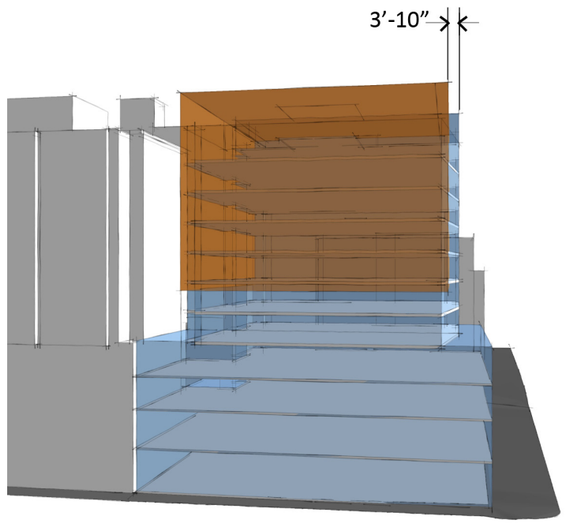
SMC 23.49.164 A

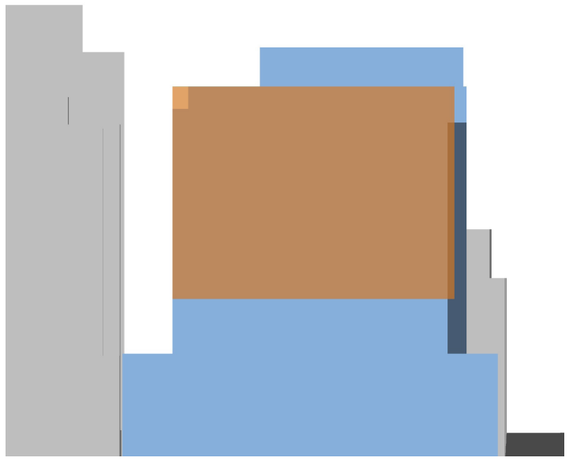
Elevation	**Maximum Length**
65 – 125 ft	**90’ on avenue**
65 – 125 ft	**120’ on street**

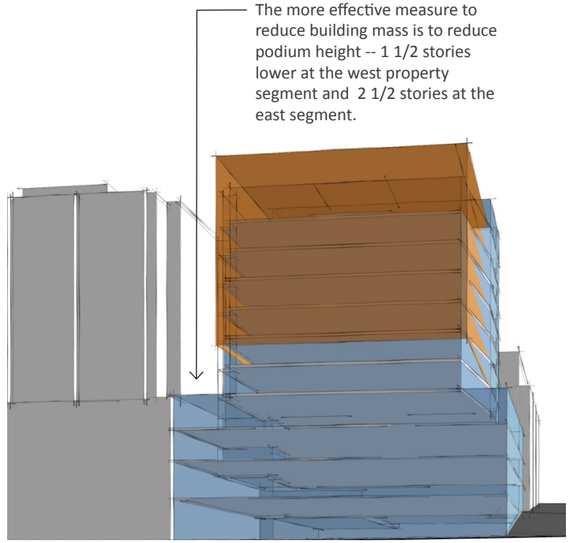
Elevation	Proposed Length
65 – 85 ft	93’-10” on Elliott
86 - 240 ft	120’ on Cedar

The maximum projected length of the Elliott Avenue façade is 93’-10”, although the maximum perceived façade length is a little under 88 feet. The 3’-10” projected length beyond the maximum occurs approximately 60’ back from Elliott Avenue.

Part of the increased wall dimension is represented by the smaller 5’ deep “bumps” along the north side of the building - important to the livability of the units along that side as they allow some views to the east and west and help mitigate the oppressive bulk of the Bellora’s tall, blank concrete wall.







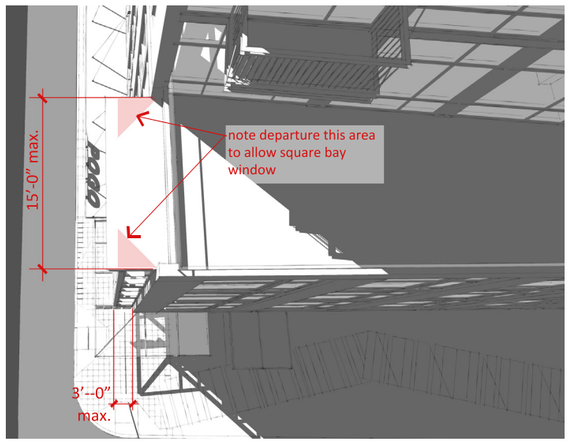
VERTICAL BAY WINDOW:

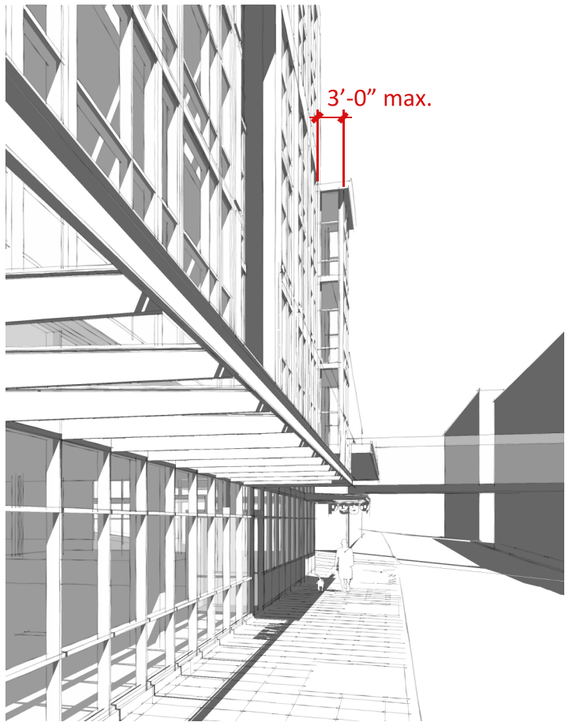
SMC 23.53.035.A.4.c

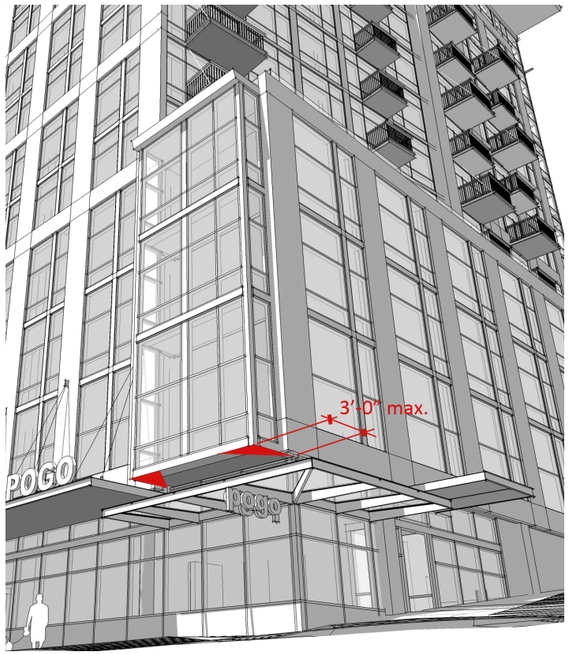
The maximum length of bay window shall be 15’ and shall be reduced in proportion to the distance from such line by means of 45° angles drawn inward, reaching a maximum of 9’ along a line parallel to and at a distance of 3’ from the line establishing the open area.

We propose a bay window near the corner of Elliott and Cedar, to project 3’-0” over the Elliott Avenue property line for a length of 15’-0. We request an exception only to the requirement that the sides of a bay window be reduced by 45 degree angles to a maximum face of 9’-0”. The proposed bay window is square-sided with a face of 15’-0”.

The proposed bay window is a small but strong gesture. It creates a signal along the Elliott Avenue approach heralding the green street, supporting the Design Guideline to *Provide Elements that Define the Place* (D-3). It also reinforces the building’s lower pedestrian scale along Cedar and offers an indicator of the Cedar Street lobby and entrance. The geometry of the building contains no 45-degree angles, and a bay window element thus defined would represent an anomaly.



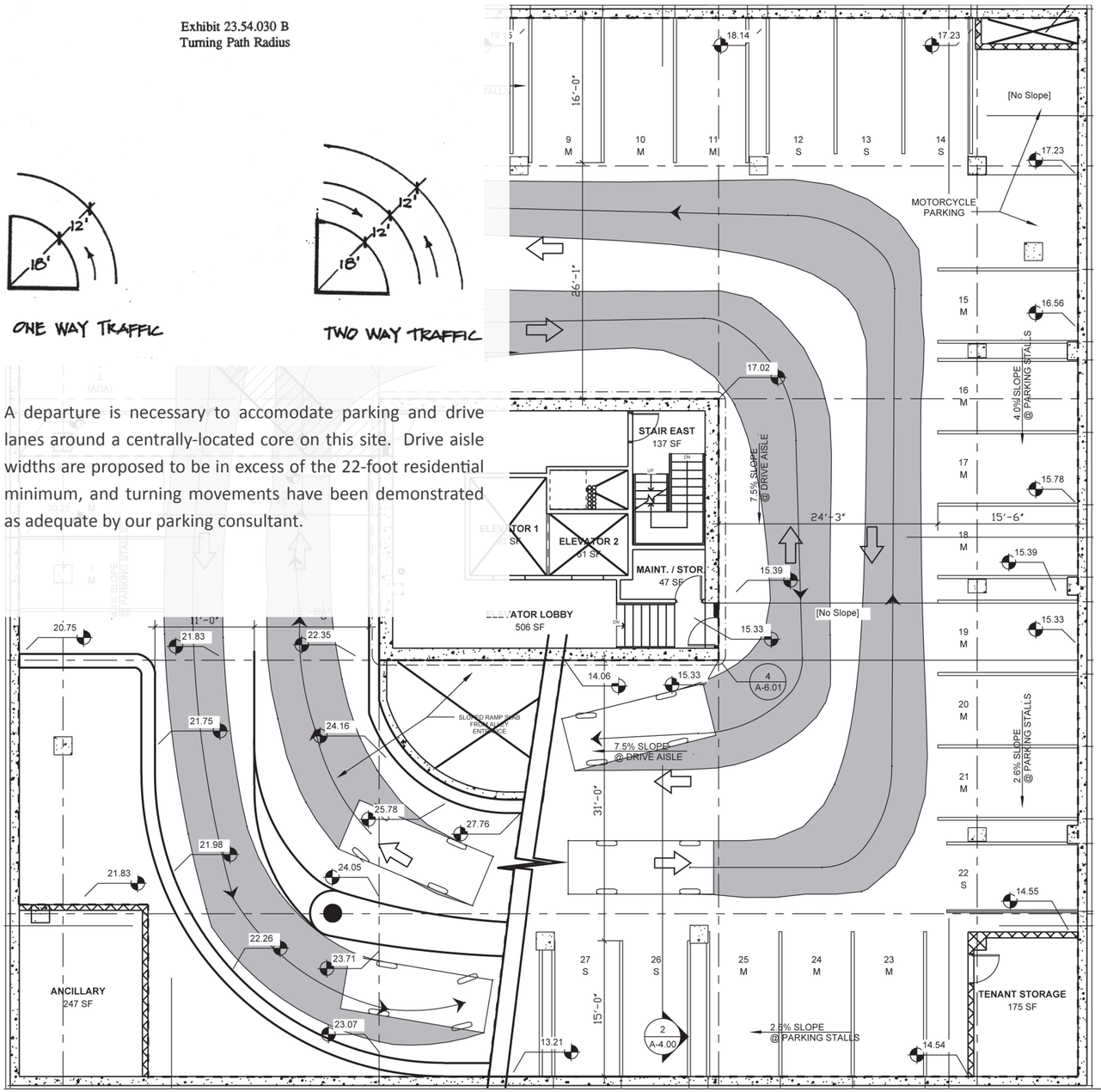




Land Use Code Departures

LOT COVERAGE:

SMC 23.54.030



A departure is necessary to accomodate parking and drive lanes around a centrally-located core on this site. Drive aisle widths are proposed to be in excess of the 22-foot residential minimum, and turning movements have been demonstrated as adequate by our parking consultant.

Project Summary

We've listened to the DRB. The Elliott Ave. facade has been streamlined, and reflects a clearer relationship between the tower and the base. The base echoes the Real Networks / American Can Company building across the street to the west in a non-literal way -- appropriate to the building's use and responsible to the building's residents. The bay window has been expanded to the maximum allowable, and benefits from the revision. The rooftop element represented is both practical and buildable, and the design shown reflects that additional development. The balconies and railings have been detailed to a greater degree as well, and reflect a design direction consistent with the building's informal "loft" aesthetic, and should represent a positive addition to the building in texture, substance and quality. The relationship between the entry ramp and the alley has been explored, analyzed and documented, and expresses a designed concern for pedestrian safety at this intersection. Thank you for your input.