



2217 THIRD AVENUE
MIXED USE BUILDING
EARLY DESIGN GUIDANCE PACKET
December 2011

PROJECT TEAM

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3rd & Bell LLC

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PROJECT DESCRIPTION

Project Site

The project site is located at 2217 Third Avenue Seattle, WA 98121. It is a 60' x 108' rectangular-shaped parcel located mid-block between Blanchard and Bell Streets on the west side of Third Avenue in Belltown. The site has 60 feet of frontage on Third Avenue and is approximately 6,480 square feet. It is served by an 18' sidewalk on Third Avenue and a 16' alley with brick paving.

Development Objectives

The proposed project is a mixed use structure with ground level retail, 6-stories of apartments and a one level basement for bicycle parking and utility/storage spaces. Automobile parking is not required. This packet proposes three design alternates for the project.

Specific objectives include:

7 stories

±3100 square feet of ground-level retail.

48-49 residential units.

3 car-share parking stalls located at L1 with access from alley.

±50 bicycle parking stalls located at B1 with access from the alley through a dedicated elevator. The intention is to provide at least one secured bicycle space per unit.

940-1600 SF of outdoor rooftop amenity space for residents (area depends on design alternate).

Self-staffed bicycle repair space for residents at B1.

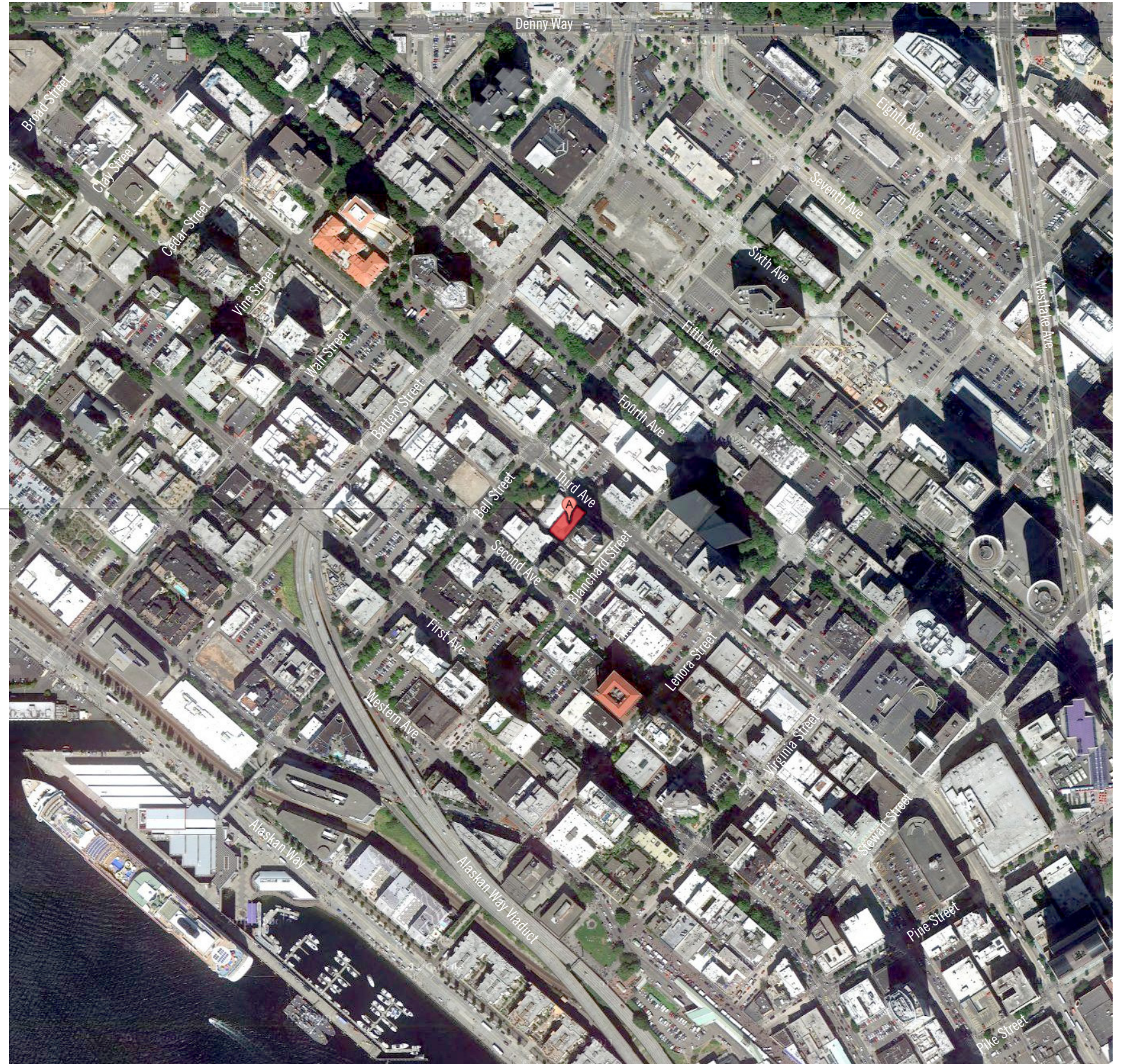
Building height

Depending on the alternate, base building height ranges from 70' to 85'. This does not include rooftop features permitted to exceed the base heights.

Site History

Currently, the site is vacant. A taco truck periodically occupies the site. The current owner purchased the site on July 11, 2011. From 1949 - 2007, a modern one-story building known as the Northwest Acceptance Corporation building occupied the site. The building was demolished in 2007. Low remnants of the building's concrete foundation are visible on the site. According to aerial photographs from 1936 and 1946, the site was a surface parking lot prior to 1948.

Project Site



Aerial photo of project site and vicinity



ZONING/LAND USE SUMMARY

Street Classification

Arterial Street. Class I Pedestrian Street.

Neighborhood Plan/Overlays

Belltown Urban Center Village.

Outer Transitional Surface Airport Height Overlay.

23.49.008 Zone/Height

DMR/R (65'/125'). Residential uses may extend to 125'.

Rooftop features can exceed height limit per:

- 4': Handrails, planters, clerestories, skylights, parapets, firewalls.
- 7': Solar collectors.
- 15': Stairs, enclosed recreation area, mechanical penthouse (35% floor area max/10' setback).
- 15': Greenhouse for food production (50% combined floor area max).
- 23' Elevator penthouse (add 10' if elevator provides access to roof).

23.49.009 Street Level Use Requirement

Street level use required.

Length: 75% of street frontage min.

Location: Use must be within 10' of property line or abut public open space

23.49.010 Common Recreation Area Requirement

Common Recreation Area required.

Area must equal 5% residential GSF. Provide area at or above grade. At least 50% must be exterior.

Width: 15' min. (10' min @ street level setback).

Area: 225 SF min.

Open space at street level shall be counted as double for area calculations. Up to 50% of recreation area may be satisfied by development of a green street by DPD Director's Decision.

23.49.011 FAR

FAR 1

Exemption Street level uses that meet 23.49.009 (23.49.011 B.1.b).

Exemption: Residential use (23.49.011 B.1.f).

23.49.018 Overhead Weather Protection

Overhead Weather Protection Required.

Length Entire length of façade.

Width 8' min.

Height 10'-15' above sidewalk.

Exception Where façade > 5' from property line/ widened sidewalk.

Exception Where façade separated from widened sidewalk by 2' min. landscape area.

23.49.019 Parking

Automobile Parking

No Automobile Parking Required.

If parking is provided and project is on a Class I Ped Street parking must be separated from street by other use.

Non-Res: 1 space/1000 SF max.

Parking (exceptions permitted)

Access: Alley access required.

Sight Triangle not required on alley.

Bicycle Parking

Bicycle Parking Required.

Retail: 1 space/5000 GSF (can be offsite).

Residential: 1 space/2 dwelling units.

23.54.030 Parking Space Standards

Exemption: Residential parking in excess of requirement is not required to comply with requirements of 23.54.030.A and 23.54.030.B.

Parking Access Requirements

Backup: 50' max.

Driveway Residential - 10' (one way or two way).
Non-residential - 12'/22' (one way/two way).

23.49.022 Required Sidewalk

Width 18'.

23.49.025 Solid Waste

Mixed use development that contains both residential and nonresidential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for nonresidential development. Separate spaces for recycling shall be provided.

If accessed directly by a collection vehicle, whether into a structure or otherwise, a 21 foot overhead clearance shall be provided.

Residential: 375 SF (26-50 units).

Commercial: 82 square feet.

Total: 416 SF (375 + .5*82).

Access: Alley.

Gate: 10' width min.

23.49.146 Accessory Parking

Permitted.

23.49.158 Lot Coverage Limits

0' to 65': 100% lot coverage permitted.

66'-85': 75% lot coverage permitted.

85'-125': 65% lot coverage permitted.

23.49.162 Street Façade Requirements

Property Line Façade required.

Height 25' min. on Class I Ped. Street.

Setbacks

0' - 15': No limits.

15' - 35': Façade must be within 2' of property line; setbacks permitted if:

Max setback: 10'; and

Where setbacks > 2':

Setbacks < 40% total façade;

Setbacks < 20' wide max;

Setbacks return to property line between each setback for 10' min.

Balcony railings and other nonstructural features or walls are not considered part of the façade of the structure.

Transparency Requirements (Class 1 Ped Street)

60% of street-level façade must be transparent between 2' and 8' above the sidewalk.

Clear or lightly tinted glass in windows, doors, and display windows is considered to be transparent.

Transparent areas shall allow views into the structure or into display windows from the outside.

Blank Façade

Width 15' max. permitted.

(Exception to 30' possible). Does not apply at residential use.

Area 40% of street façade max. permitted.

ROW Landscaping

Street Trees required.

Green factor compliance not required. New developments that are not required to achieve a Green Factor score shall provide landscaping in the sidewalk area of the street right-of-way.

Area 1.5 x street property line.

Location In ROW along entire length of property. (All or a portion of landscaping can also be provided within 5' of curb line. Landscaping provided within 5 feet of the curb line shall be located and designed in relation to the required street tree planting and take into consideration use of the curb lane for parking and loading).

Width 18 inches min.

Exceptions Building entrances or other connections between sidewalk and lot. Exceptions shall not exceed 50% of the total length of the street lot line.

Landscaping shall not reduce unobstructed sidewalk width to less than 8' on avenues.

All plant material shall be planted directly in the ground. A minimum of 50 percent of the plant material shall be perennial.

Landscaping shall be consistent with applicable landscaping guidelines for designated green streets or approved street design concept plans identified in the Right-of-Way Improvements Manual.

23.49.166 A Side Setback

Side setback is not required where frontage < 120'.

23.53.030D Alley Improvements

Width: 20' min

Alley dedication: 2' min.

Building may extend back to property line above 26' pending SDOT approval.

Guidelines

In addition to the Design Review Guidelines and the Belltown Urban Center Village Design Guidelines, the project aims to support the City of Seattle's Third Avenue Streetscape Conceptual Design Plan.

DESIGN CUES/OPPORTUNITIES & CONSTRAINTS

Design Cues/Opportunities

In-fill site with relatively narrow 60' street frontage. Existing urban fabric is varied in terms of height and density: the in-fill lot is an opportunity to reinforce desirable streetscape patterns and building form.

Good access to a range of transportation options including the primary transit corridor on Third Avenue and the bike lane on 2nd Avenue. The brick-paved alley serves as alternative pedestrian route.

Wide sidewalk: the bus stop in front of Dan's Grocery and Regrade Park are natural gathering places. Good opportunity to enhance existing patterns of use with active streetscape/retail.

Matrix of current and planned greenspaces include Regrade Park; Bell Street Park and Green Street development at Blanchard, Wall and Vine Streets.

Eclectic and vibrant mix of uses in neighborhood with active, pedestrian/bike-friendly streetscapes. Amenities include Dan's Grocery and a wide range of bars, restaurants, galleries and personal service businesses (gyms, dry cleaners, etc.) near the site.

Nearby Icon Buildings as designated by the Belltown Urban Center Village Plan (Cornelius and Adams Buildings, 2134 Third). Notable characteristics include grounded, simple massing; durable, largely monochromatic exterior finish materials; accent colors/materials at fenestration or details.

Lillian Rice Center & Senior Services of Seattle. Notable aspects include modern expression and materials; sense of solidity, muted color palette, playful fenestration.

Parking is not required.

Constraints

250' Grandview Condominium building to south.

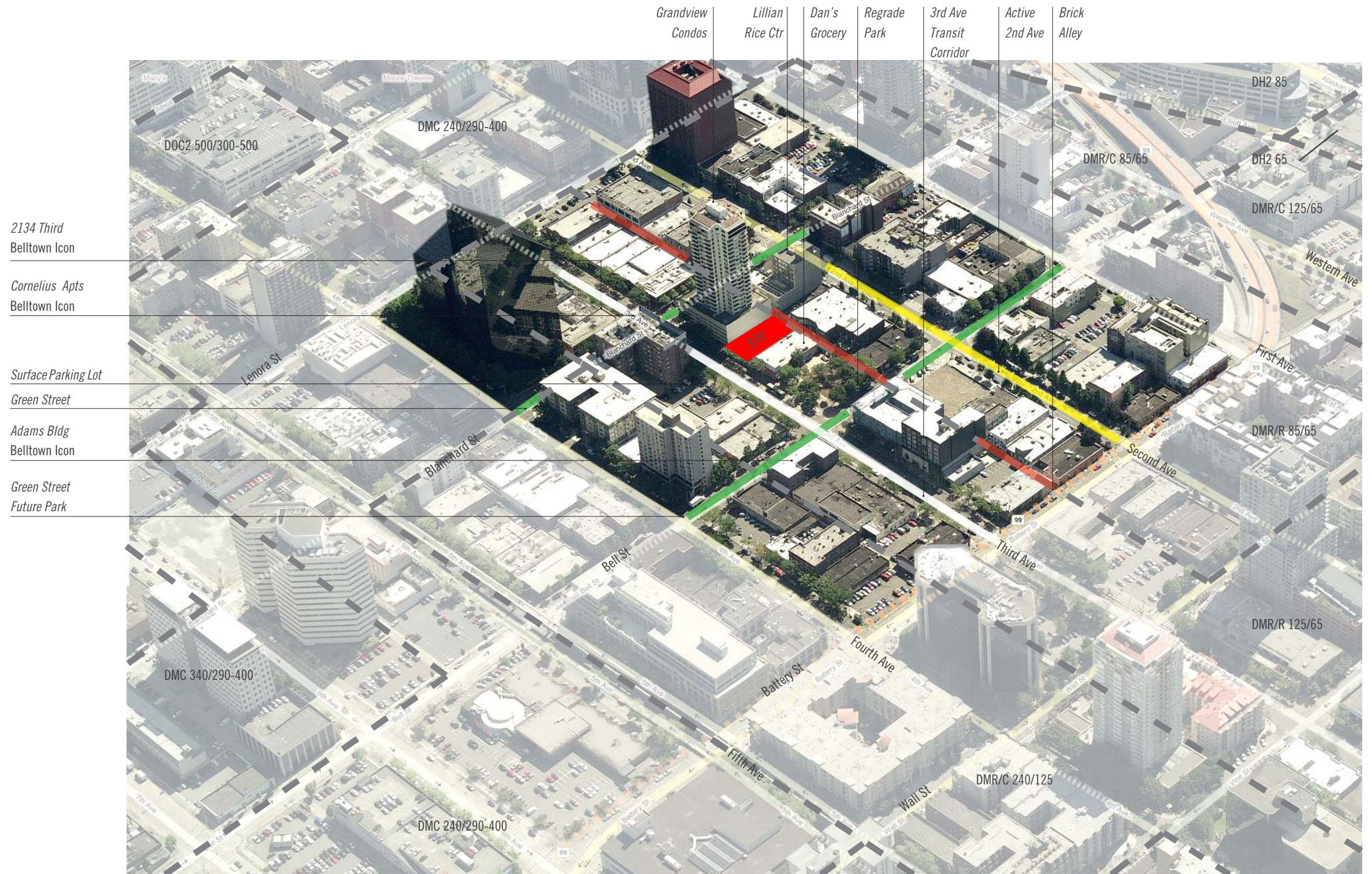
Uneven building fabric/form in vicinity.

Active bus stop adjacent to site: may be an issue in terms of crowds, security for residential. (This is an opportunity and constraint).

Primary transit corridor runs down Third Avenue: may be an issue in terms of noise and safety. (This is an opportunity and constraint).

Inactive street level at Cornelius, parking lot across the street.

2' alley dedication required up to 26'.



2134 Third
Belltown Icon

Cornelius Apts
Belltown Icon

Surface Parking Lot
Green Street

Adams Bldg
Belltown Icon

Green Street
Future Park

BELLTOWN ICONS/CHARACTER BUILDINGS



Grounded, contemporary building has expressed structure, wide expanses of glazing, and material/color palette that recalls Belltown Icons.

First Avenue & Bell Street, (in construction) C



Grounded contemporary building with masonry edges has a sense of playfulness achieved through fenestration and color.

Lillian Rice Center & Senior Services of Belltown, 2208 Second Avenue, 2003 H



Army Building, 2111 Third Avenue (Belltown Icon) E



2132 Third Avenue (Belltown Icon) F



2112 Third Avenue, 1970 G



Many Belltown Icons are notable for grounded, simple massing; durable, largely monochromatic exterior finish materials; and clearly expressed fenestration.

Cornelius, 306 Blanchard, 1925 (Belltown Icon) J

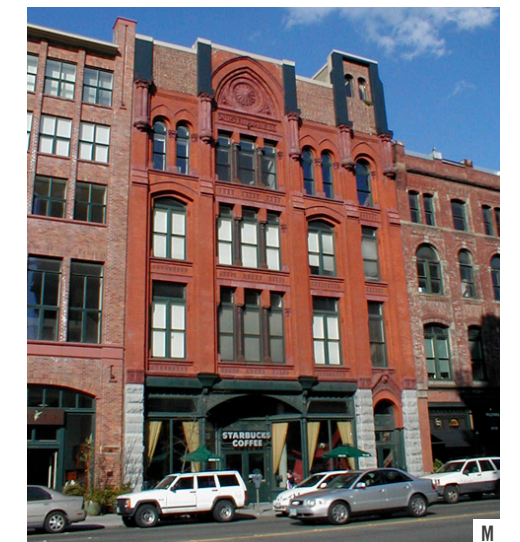


Many of the Icon buildings in the vicinity were built as work-force housing in the early 20th century. They buildings typically clearly express their function.

Adams, 2011 Third Avenue, 1915 (Belltown Icon) K



Castle, 2132 Second Avenue, 1918 (Belltown Icon) L



Austin A. Bell Building, 2324 1st Avenue, 1889 (National Register Building, Seattle Landmark) M

URBAN CONTEXT

“The 1998 Belltown Neighborhood Plan identifies several core values, such as economic viability and respect for cultural and historic traditions... [The Plan] visions and goals [include] sustaining Belltown’s character; enhancing and nurturing the pedestrian environment; encouraging creative solutions, and fresh, contemporary design that has a sense of permanence; and fostering good retail.

Design Guidelines for Belltown Urban Center Village.

Streets and Transit

Third Avenue is a principle transit street with access to multiple bus lines including the recently implemented Rapid Ride transit system. A shared Metro/Rapid Ride bus stop is adjacent to the site in front of Dan’s Grocery. Third Avenue is also a designated Promenade street where pedestrian amenities are especially important. Bell and Blanchard Streets are designated Green Streets with Green Street development currently implemented between Third and Fourth (Blanchard) and Fourth and Fifth (Bell). The site is also near a designated bike lane on Second Avenue and a major auto route, Denny Avenue, which connects to I-5.

Neighborhood Amenities

In addition to Dan’s Grocery, the site is near an eclectic concentration of restaurants, bars, clubs, stores and galleries on Second Avenue. It is two lots south of Regrade Park and a short walk to the Belltown P-Patch, the Olympic Sculpture Park, and Seattle Center. Continued development of Blanchard, Clay, Cedar, and Vine as Green Streets coupled with the pending Bell Street Park Boulevard put the site within a planned matrix of pedestrian-friendly greenspaces.

Scale: Belltown Icons and Character Buildings

Belltown is populated by a number of iconic buildings identified in the Belltown Urban Center Village Plan. Many were built in the early 20th century as workforce housing. Today the buildings are notable for the contributions they make to the streetscape. Through massing, materials and details, they help define human scale in the neighborhood. There are also several contemporary buildings that achieve desirable streetscape qualities in a modern way. The diagram and images show Icons and character buildings within close proximity to the site.



STREETScape OBSERVATIONS



Pedestrian path meanders: sidewalk is actively populated, stop-and-go. Key infrastructure includes sidewalk seating, porous rails; street furniture, idiosyncratic signage, individualized awnings, bike racks and mature trees.

A

Second Avenue east between Bell and Blanchard



Awning, operable windows, semi-permanent sidewalk seating, planters and signs are coordinated with the street tree and make a layered extension of the bar's interior.

B

Rob Roy, 2332 Second Avenue



Small-scale, individualized weather protection marks each retail establishment as distinct.

C

Rendezvous & Bandwidth Advisors, 2322 & 2320 Second Avenue

Porous rail at sidewalk seating jogs to accommodate street tree. Small-scale exterior lighting and internally lit fin sign add to pedestrian scale. Large sliding windows facilitate connection between inside and out. East-facing sidewalk seating is most viable in summer months.



D

Tavolata, 2323 Second Avenue



Machined materials and dimensional letters express contemporary character of the restaurant.

E

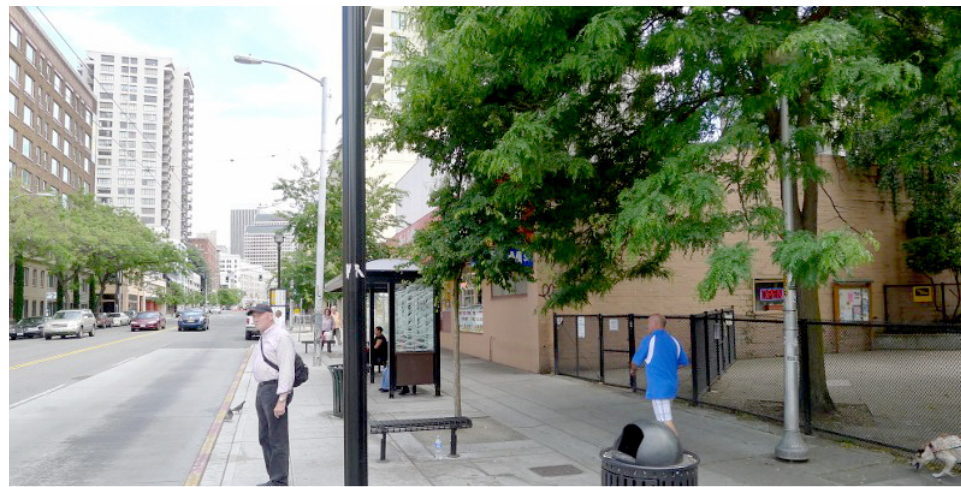
Wasabi Bistro, 2311 Second Avenue



Contemporary awning is continuous with solid wood infill. Upper level sunshades filter light.

F

Lillian Rice Center, 2208 Second Avenue



G

Regrade Park and the bus stop in front of Dan's Grocery are natural gathering places in the neighborhood.

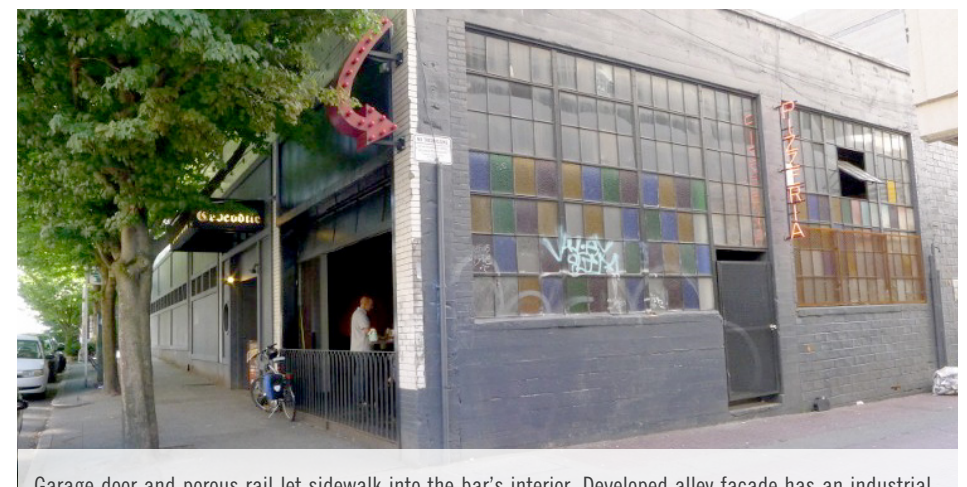
Bus Stop, Third & Bell



H

The brick-paved alley and Regrade Park are connected visually and sonically. The alley is a secondary path to the site.

Alley at Third & Bell/Regrade Park



J

Garage door and porous rail let sidewalk into the bar's interior. Developed alley facade has an industrial character with colored glazing, neon sign and operable window.

Crocodile Back Bar, Second & Blanchard

USE ANALYSIS

A “vibrant, pedestrian-friendly streetscape” is a priority of the Design Guidelines for the Belltown Urban Village. The guidelines state:

“Belltown’s population density, combined with a high concentration of jobs and retail activities... make walking the best way to get around...The manner in which buildings...activate the street edge is critical...An active street life — both day and night — is a defining element of the neighborhood, and perpetuating this energy is especially important for business vitality...safety, and character.

The diagram (right) looks at building uses in the vicinity of the site. Shades of orange indicate active ground level uses including restaurants, bars, galleries and service businesses such as gyms and pet stores. Shades of blue indicate single-use residential buildings with Icon buildings constituting a large number of these. Second Avenue between Battery and Blanchard Streets has active, small-scale street fronts and streetscape infrastructure. By comparison, there is less of a human scale at Third Avenue near the site.

Streetscape Observations

In many of Belltown’s successful streetscapes, semi-public street level activities extend into the sidewalk to create a meandering pedestrian path that encourages stopping. Occasionally, this condition is reversed: the sidewalk extends into the retail space rather than vice versa (*Image A, B, C, D, J*).

The degree of connection varies depending on the season and time of day. Even when unoccupied, streetscape infrastructure, such as rails, awnings, signs and planters, serves as an invitation to come inside. (*Image E*).

Many successful building-to-sidewalk relationships occur where the buildings or storefronts are narrow and individualized. (*Images A, C, D*).

The bus stop at Third and Bell is a natural gathering place due to frequent buses and its proximity to Regrade Park. While Third Avenue does not have a well-defined human scale, this pattern of gathering, along with the popularity of Dan’s Grocery, suggest that retail can thrive. (*Image B*).

The brick alley between Bell and Blanchard has a funky character and is often used as a quieter pedestrian path. (*Images F, J*)



DESIGN REVIEW GUIDELINES: PRIORITIES

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.

Belltown Specific Guidance

Arrange the building mass to enhance views. This includes views of the water and mountains.

Consider providing multiple entries and windows at street level.

Design Response:

At ground level, retail is oriented toward the active, north portion of the site. The residential entry is buffered from the bus stop and park activity by the retail and ROW landscaping. Service and vehicular activity is located at the alley.

At residential levels, units are oriented toward Third Avenue and the alley. Amenity spaces and upper level units are oriented for solar access, views and the step down in zoning toward northwest.

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.

Belltown Specific Guidance

Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.

Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

Design Response:

The project is proposed as a grounded, contemporary, building that clearly expresses its underlying organization and derives detail and interest from fenestration, plays with solid and void, color and transparency. The project will take cues from nearby icon buildings and contemporary character buildings. At street level, the project should have a layered streetscape achieved through landscaping, transparency and opportunities for sidewalk-retail spill over.

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.

Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

Design Response:

In keeping with the idea that this is a contemporary in-fill building in the spirit of a Belltown Icon, a goal of the architecture is to develop a sense of solidity and groundedness while also creating a dynamic facade that maximizes light and air for each unit. Subtle expression of the retail base, residential spine and individual units is embedded in each alternate in this packet. These will be developed further and more clearly through fenestration, material color and scale and details, lighting, and signage. Alternate 3, in particular, aims for a facade with visible depth.

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.

Belltown Specific Guidance

Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;

Incorporate the following elements in the adjacent public realm and in open: unique hardscape treatments; pedestrian-scale sidewalk lighting; accent paving (especially at entries); creative landscape treatments (planting, planters, trellises, arbors); seating.

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

Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

Design Response:

The retail is oriented to support existing patterns of pedestrian activity. It is located adjacent to Dan's Grocery, the bus stop and Regrade Park and is intended to have a high degree of transparency, operable windows, and potential for spilling out to the sidewalk. Each of the alternates includes a possible walk-up window for a very small-scale vendor.

ROW development will focus on creating a layered streetscape that incorporates aspects seen on Second Avenue while also maintaining the more civic character intended for Third Avenue per the Guidelines. Page 30 shows three ROW studies for layered streetscapes.

C-2 Design facades of many scales

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

Design Response:

The intention for the facade is to express the scale of each unit and also to create a pattern of related but subtly varying details across the whole facade that express the building's architectural organization and modular unit types.

C-4 Reinforce building entries

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

Design Response:

The retail and residential entries are oriented toward Third Avenue and the two entries are separated by a break in the ground level transparency. Both entries are double height spaces. Distinctive doors, decorative lighting, paving changes and landscaping will be used to develop the separate entries further. See page 30 for ROW landscaping studies. The residential entry is intentionally located on the south side of the site to separate it from the busier north portion of the site.

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.

Belltown Specific Guidance

Overhead weather protection should be designed with consideration given to the overall architectural concept of the building (as described in Guideline B-4); uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections); c. minimizing gaps in coverage; a drainage strategy that keeps rain water off the street-level facade and sidewalk; the scale of the space defined by the height and depth of the weather protection; use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and when opaque material is used, the illumination of light-colored undersides to increase security after dark.

Design Response:

The project proposes to provide overhead weather protection for the full length of the building.

C-6 Develop the alley facade

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

Belltown Specific Guidance

Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. Consider ways to reduce the noise impacts of HVAC equipment on the alley environment.

Create a comfortably scaled and thoughtfully detailed urban environment in the alley through the use of well-designed architectural forms and details, particularly at street level.

In designing a well-proportioned and unified building, the alley façade should not be ignored. An alley façade should be treated with form, scale and materials similar to rest of the building to create a coherent architectural concept.

Design Response:

See B-4. In all three schemes, the alley facade is treated similarly to Third Avenue facade. The building’s architectural organization is intended to be visible on both sides of building and both facades are intended as “facade[s] of many scales”. Utility vents will be integrated with facade.

D-1 Provide inviting & usable open space

Design public open spaces to promote a visually pleasing, safe and active environment for works, residents and visitors.

Belltown Specific Guidelines

Mixed-use developments are encouraged to provide usable open space adjacent to retail space, such as an outdoor cafe or restaurant seating, or a plaza with seating.

Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.

Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building’s setting. Examples of desirable features to include are: attractive pavers; pedestrian-scaled site lighting; retail spaces designed for uses that will comfortably “spill out” and enliven the open space; areas for vendors in commercial areas; landscaping that enhances the space and architecture; pedestrian-scaled signage that identifies uses and shops.

Design Response:

The applicant is interested in pursuing the possibility for a sidewalk cafe. SDOT has preliminarily said this is acceptable. ROW Studies on page 30 show a possible sidewalk cafe. The applicant will also continue to develop the idea of a micro vendor stall with a roll-up sidewalk window located within the larger retail.

Residential open space

Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

Entry enhancements such as landscaping along a common pathway; decks, balconies and upper level terraces; play areas for children; individual gardens; and location of outdoor spaces to take advantage of sunlight and views.

Design Response:

Residential roof-top amenity space is oriented toward solar access, views and the zoning step down to the northwest. Alternates 2 and 3 use the building massing to help define edges of the open space. Alternate 1 will use landscape infrastructure (planters, etc.) to define edges of landscaping and to give a human scale to the space.

D- 2 Enhance the building with landscaping

Enhance the building and site with substantial landscaping.

Belltown Specific Guidance

Emphasize entries with special planting in conjunction with decorative paving and/or lighting; distinctively landscape open areas created by building modulation, such as entry courtyards; provide year-round greenery — drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns; and provide opportunities for installation of civic art in the landscape; designer/ artist collaborations are encouraged (e.g., Growing Vine Street).

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.

Belltown Specific Guidance

Provide elements that define the place.

Art and Heritage

Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design: vestiges of Belltown Heritage, such as preserving existing brick pavement and other character-defining materials; art that relates to the established or emerging theme of 3rd Avenue; install plaques or other features on the building that pay tribute to Belltown history.

3rd Avenue: Transit Streets, Promenade Street:

New installations on 3rd Avenue should continue to be “civic” and substantial and be reflective of the role the street plays as a major bus route.

Sidewalks should be wide and pedestrian amenities like benches, kiosks and pedestrian-scale lighting are especially important on promenade streets.

D-4 Provide appropriate signage

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

Belltown Specific Guidance

The individual mostly interacts with a building at the street level, and this helps influence our perception of the entire place. Rich visual details such as signs at the street level add interest and character to the facade, setting the stage for an active street environment.

D-5 Provide adequate lighting

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

Belltown Specific Guidance

Consider employing one or more of the following lighting strategies as appropriate:

Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest; install lighting in display windows that spills onto and illuminates the sidewalk; orient outside lighting to minimize glare within the public right-of-way

D- 6 Design for personal safety & security

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

Design Response:

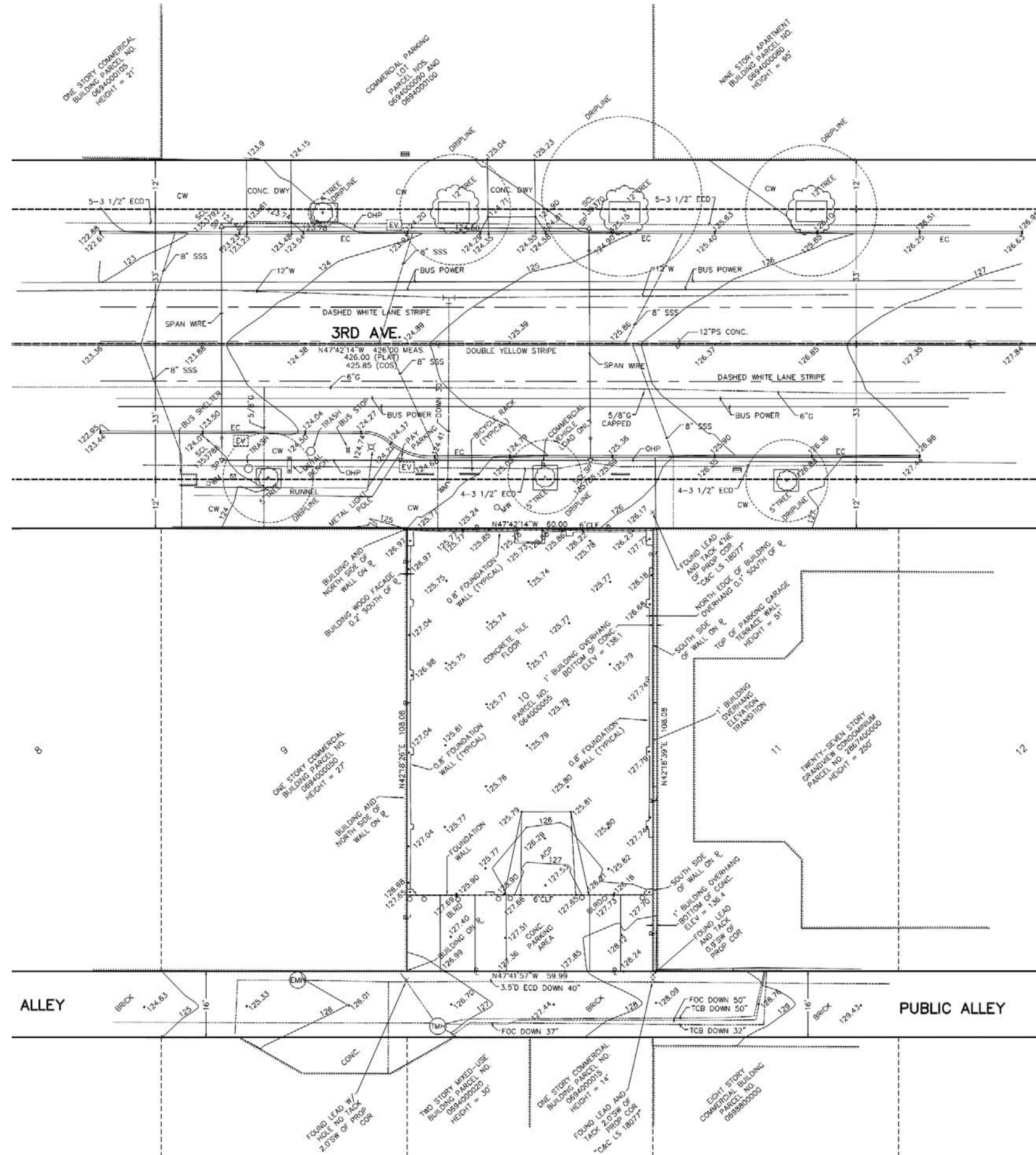
Parking and bike parking access is designed to allow for natural surveillance by maintaining clear lines of sight from the building to the alley. Orientation of residential units on both sides of the building encourages “eyes on the street”.

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.

TREE & TOPO SURVEY



SITE ANALYSIS

Topography

Topographically the site is situated on a relatively level parcel approximately 125 feet above sea level. North-south, there is ±1' grade change across the site. East-west, there is a ±2' grade change across the site.

Solar

The site has good solar access to the west. Due to the 250' Grandview Condominiums, the site has obstructed solar access to the south and east.

Views

View potential at upper level residential units to Elliot Bay and Olympic Mountains at upper levels.

Parking

There are 5 existing surface parking spaces adjacent to the alley.

Third Avenue

Third Avenue functions as a priority bus corridor and runs through the heart of Belltown. It directly connects two of Seattle's transit hubs (Westlake and King Street Station). Bicycles are allowed at all times, although no designated lanes are provided. The central location and relatively level grade around the site also accommodate extensive cross and parallel pedestrian traffic. The sidewalk width in on Third Avenue is 18' and adequate for amenities, signage, landscape and walking circulation. There is a 30 minute commercial loading zone in front of the north half of the site.

Alley

The alley has pedestrian oriented activity at both ends of the block. The Crocodile Back Bar is at the south end and Regrade Park is at the north. The Grandview Condominiums parking garage is accessed from the alley.

Street Tree

There is an existing frontier elm street tree in front of the site. It is a relatively young tree and was planted in the past several years as part of SDOT street improvements to Third Avenue.

Access

Vehicular Circulation

Vehicles currently access the site's 5 existing parking spaces from the alley between Bell and Blanchard.

Bus Transportation

A bus stop for approximately 30 southbound bus routes is located in front of Dan's Belltown Market. Bus stops for northbound routes are located within .1 mile of the site.

Bike Routes

A dedicated bike lane is on Second Avenue.

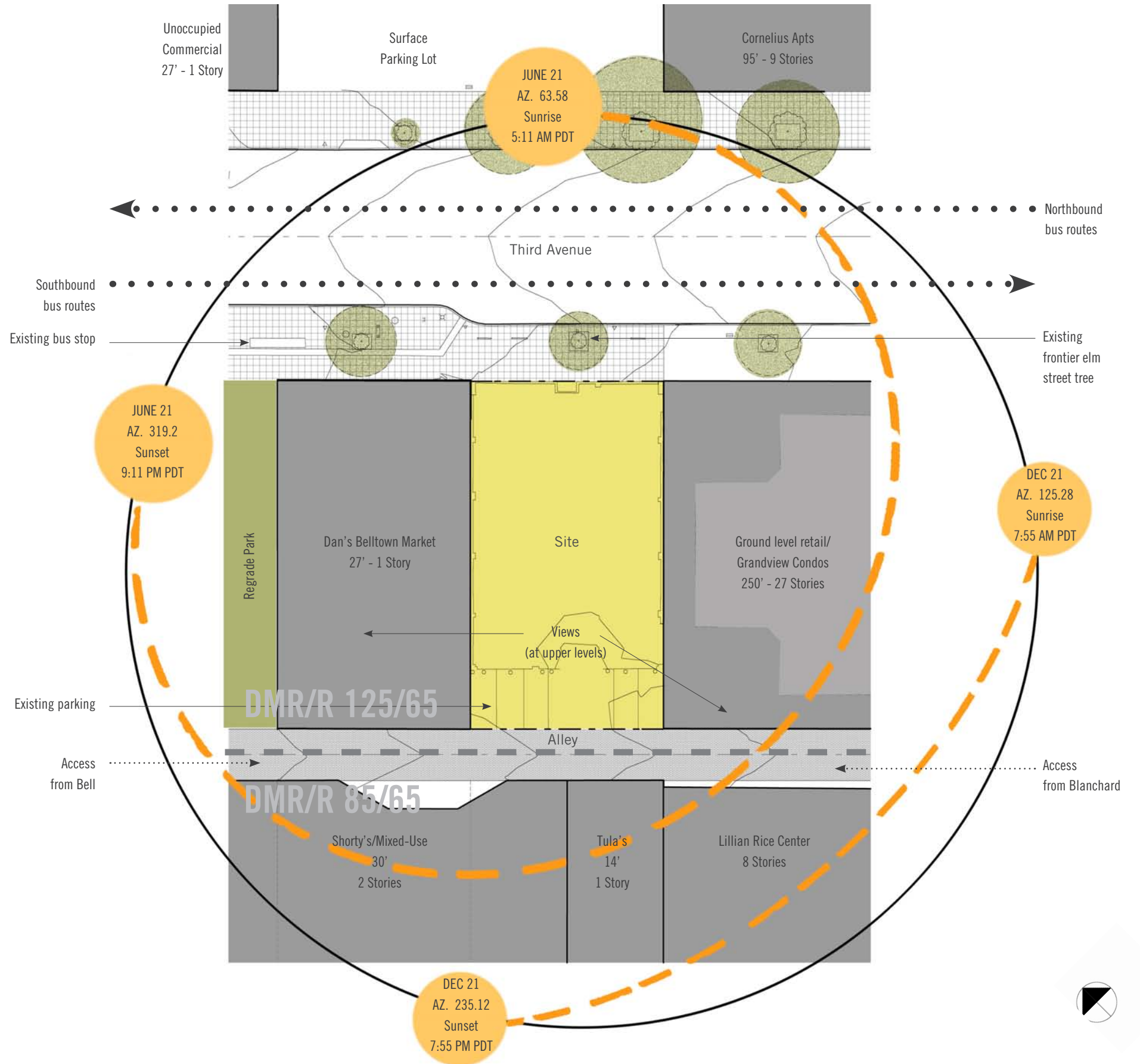
Pedestrian Circulation

Pedestrian access to the site occurs from both Third Avenue and the alley. Congestion can occur in front of Dan's Grocery due to a combination of customers and commuters waiting for buses.

Icon/Character Buildings

The Cornelius Apartments, located across the street is identified as a iconic building in the Belltown Urban Center Village Design Guidelines.

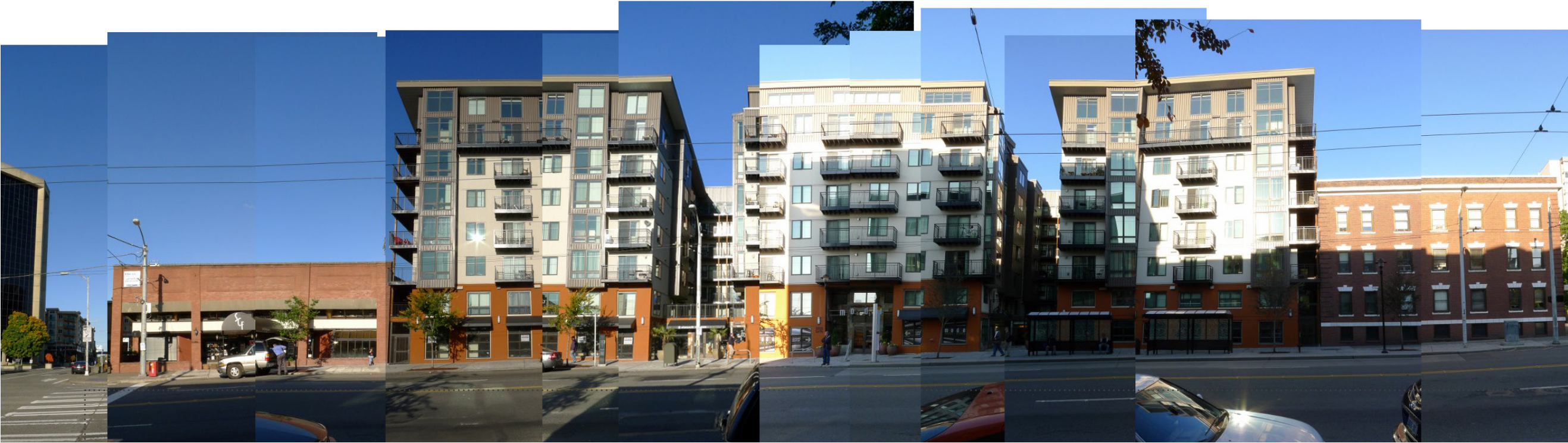
The Lillian Rice Building is located west of the site directly in front of the Grandview Condominiums.







THIRD AVENUE STREETScape



Battery Street

Bell Street

3rd Avenue



3rd Avenue



CONTEXT PHOTOS



Grandview Condominium is 250' tall and the top of the base podium is at 51'. There is approximately 30' of overlap between the proposed schemes and residential units in the tower.

1

View of site from north



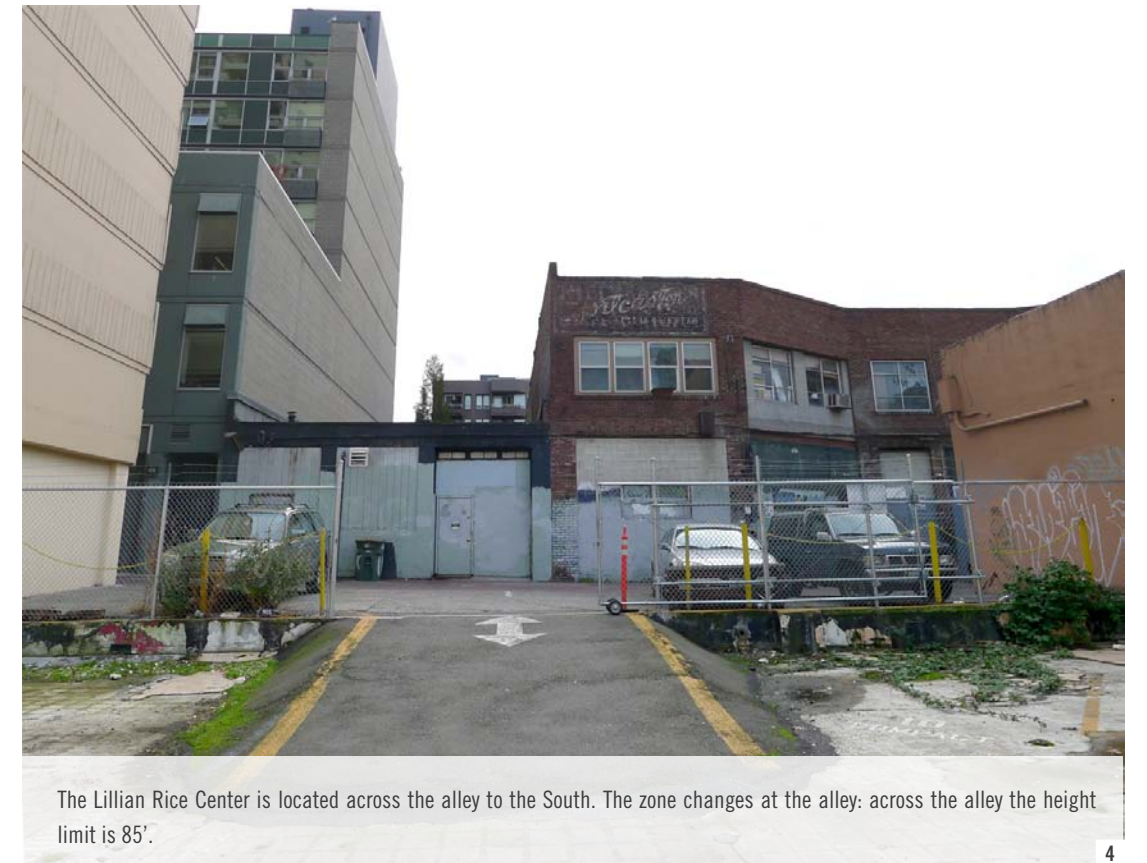
2

View of site from across Third Avenue



3

View of alley looking southwest



4

The Lillian Rice Center is located across the alley to the South. The zone changes at the alley: across the alley the height limit is 85'.

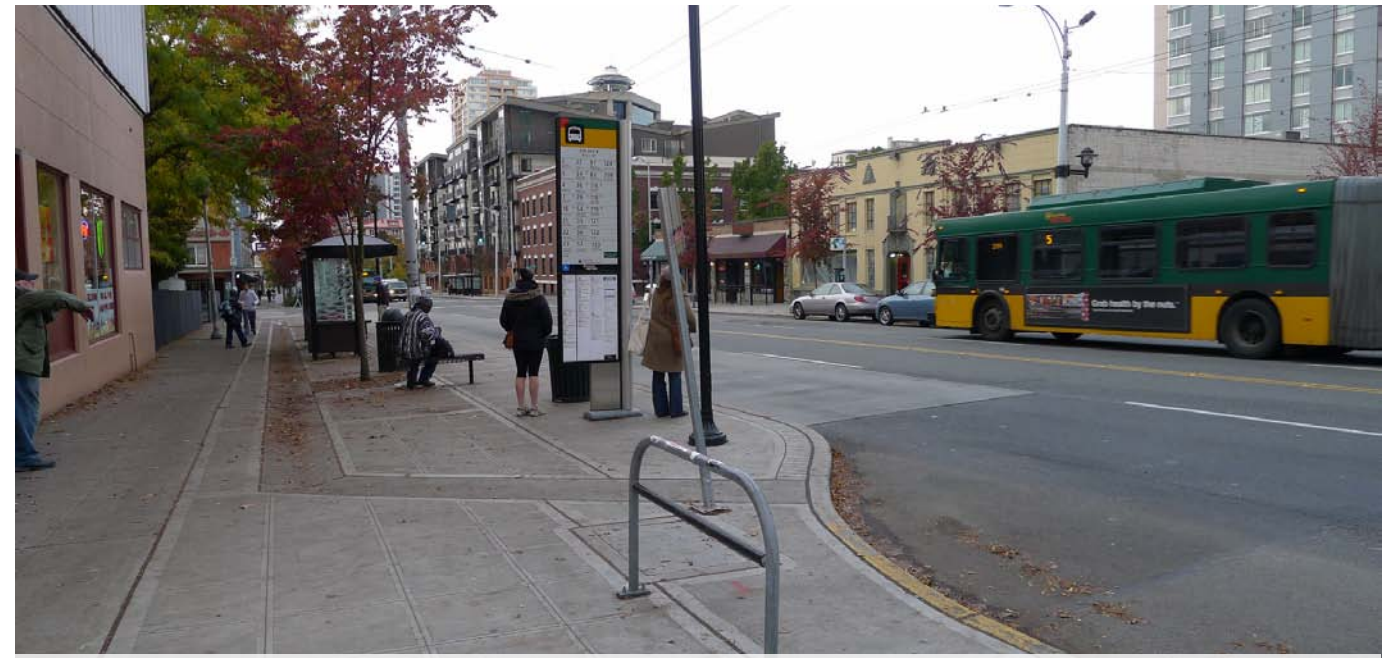
View of alley from middle of site



The uneven urban fabric is visible from the site: across Third Avenue from the site are a surface parking lot and the Cornelius apartment building.

5

View from middle of site looking toward Third Avenue



The bus stop in front of Dan's Grocery serves ±30 bus routes. The bus stop was recently redone by SDOT through Third Avenue improvements.

6

View of bus stop adjacent to site



7

View alley looking northeast



The alley is at times an extension of Regrade park due to the porous fence.

8

View of alley at Regrade Park



CONTEXT PHOTOS



View of Regrade Park at southwest corner of Third & Bell



View of southeast corner of Second & Bell



3

View of northwest corner at Third & Bell



4

View of southwest corner at Third & Bell



5

View of northeast corner at Second & Bell



CONTEXT PHOTOS



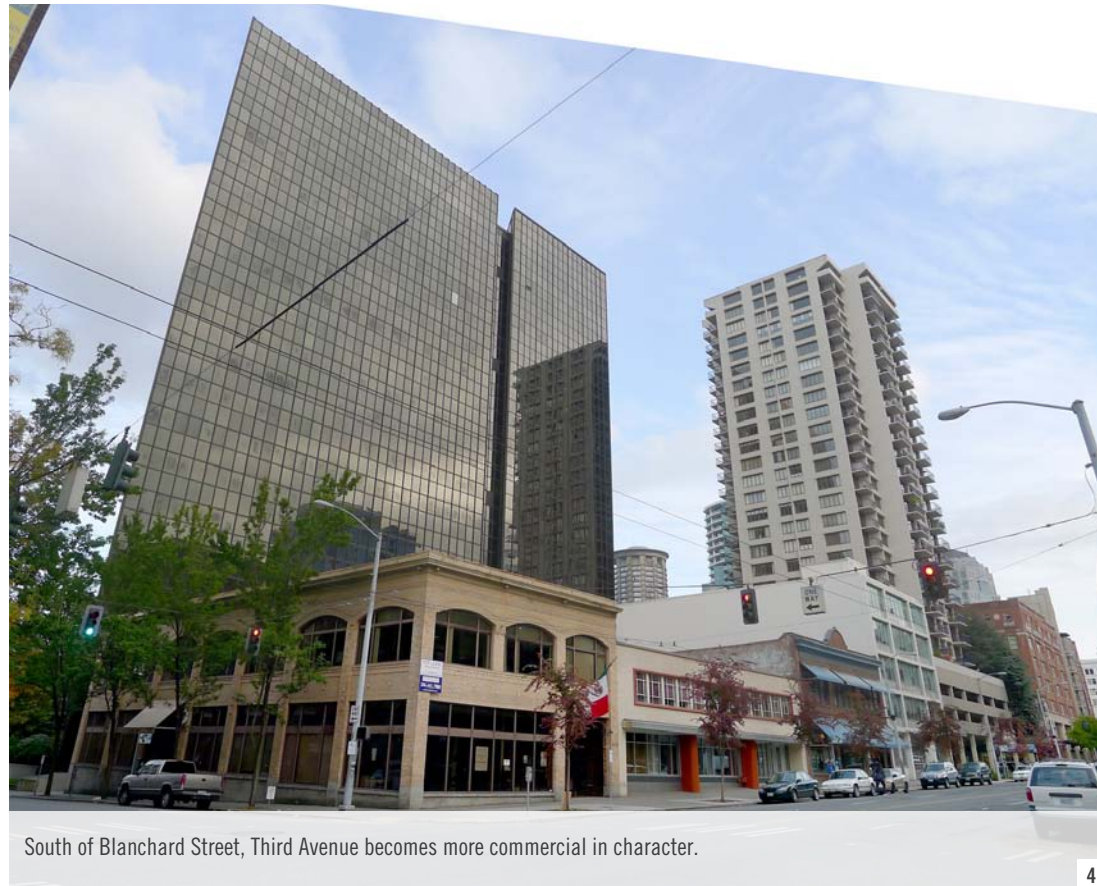
View toward Third Avenue from Second and Blanchard



View toward Third Avenue from Fourth and Blanchard



View to Second Avenue from Second and Blanchard



View southeast from the corner of Third and Blanchard



View northeast from the corner of Third and Blanchard



ALTERNATE 1

Program

- 7 stories.
- Base building height: ±70'.
- ±3100 SF retail.
- 48 residential units.
- 3 car-share parking spaces.
- ±50 bicycle parking stalls.
- ±1600 roof top amenity space.
- Bicycle repair workshop amenity space.

Potential Departures

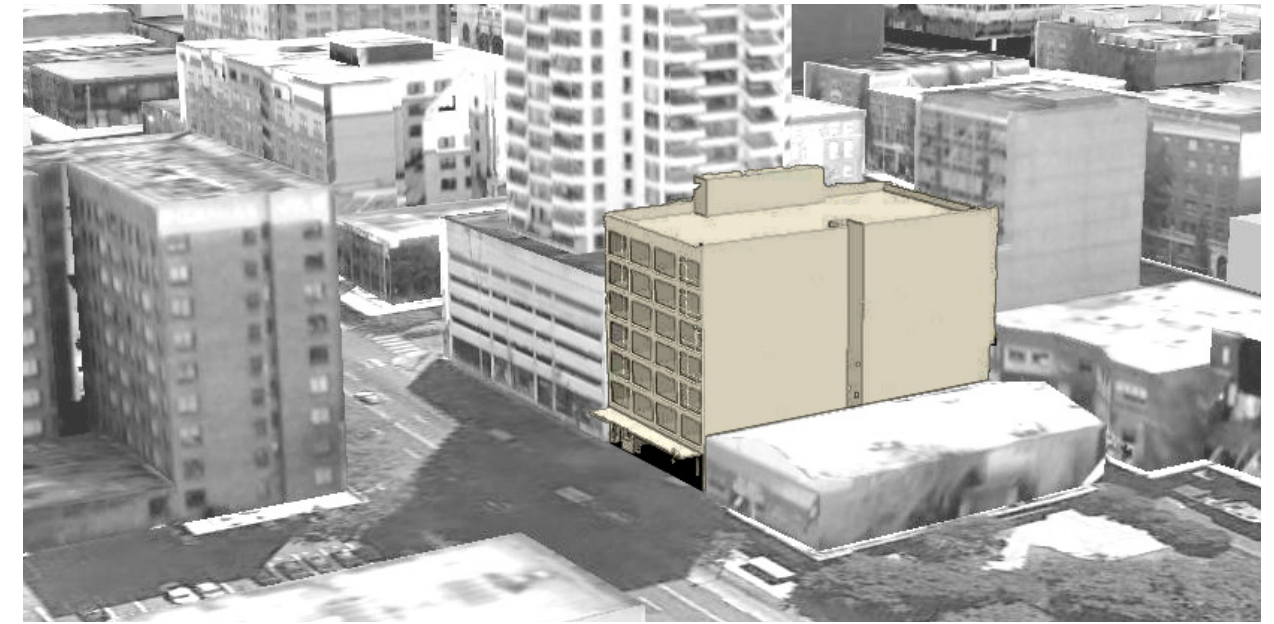
- Lot coverage above 65'.

Pros

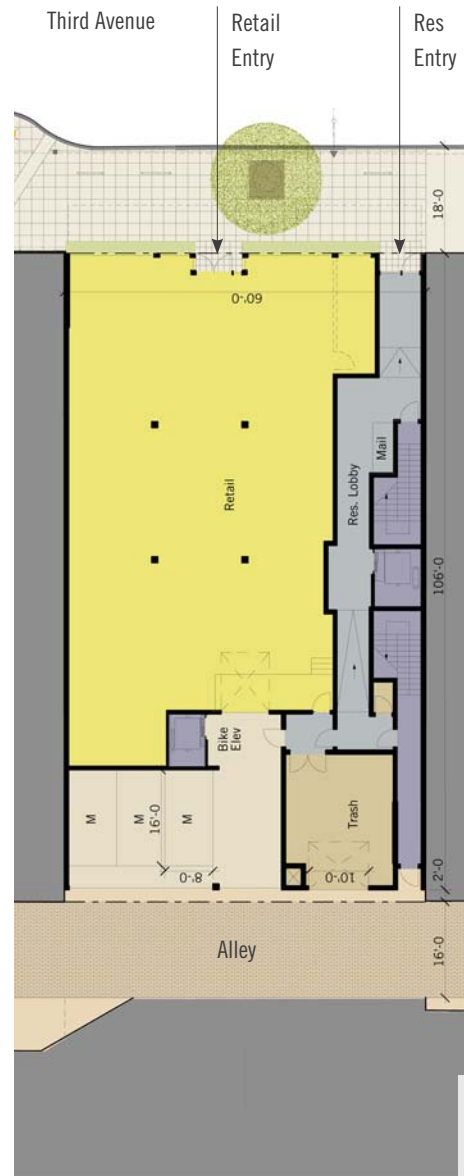
- Most efficient organization of units.
- Minimum number of unit types.
- Most economical construction type.
- Roof deck can be large, open.

Cons

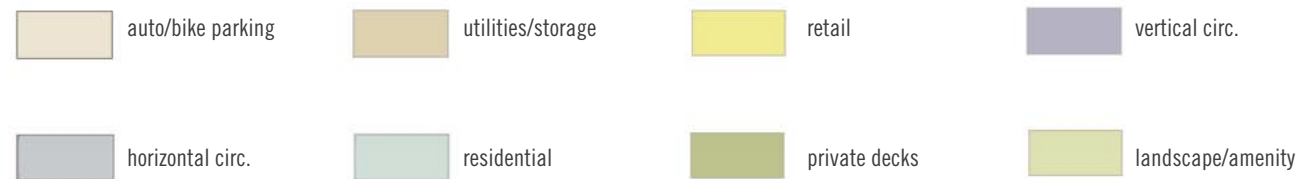
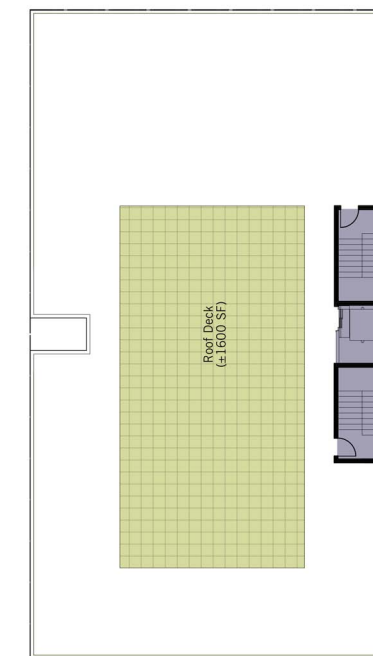
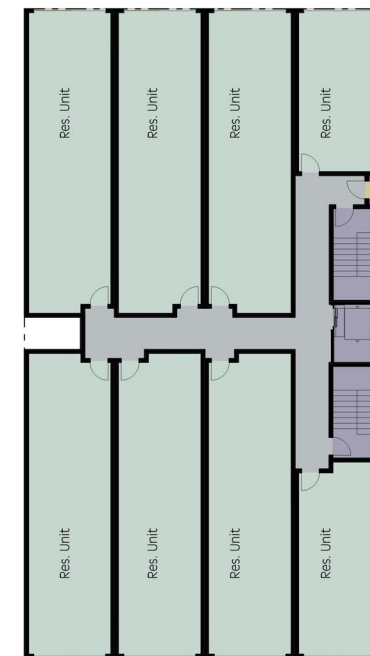
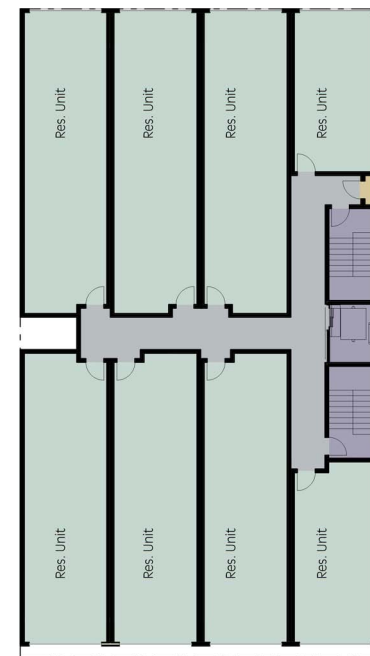
- Fewest number of units.
- Massing/streetwall is more boxy than other alternates.
- Roof deck is wide open - will require effort to define space and scale.
- No private decks.
- Departure required.

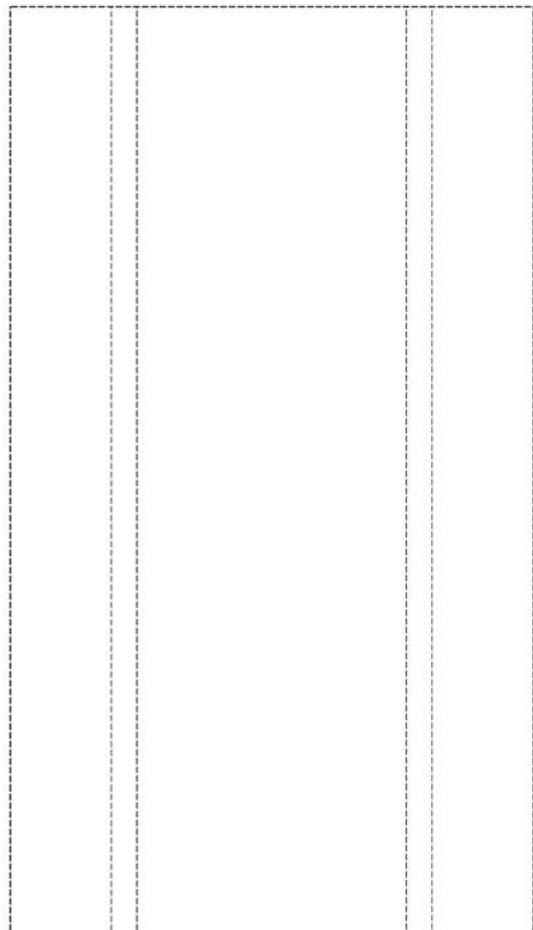


Aerial view from northeast



L1

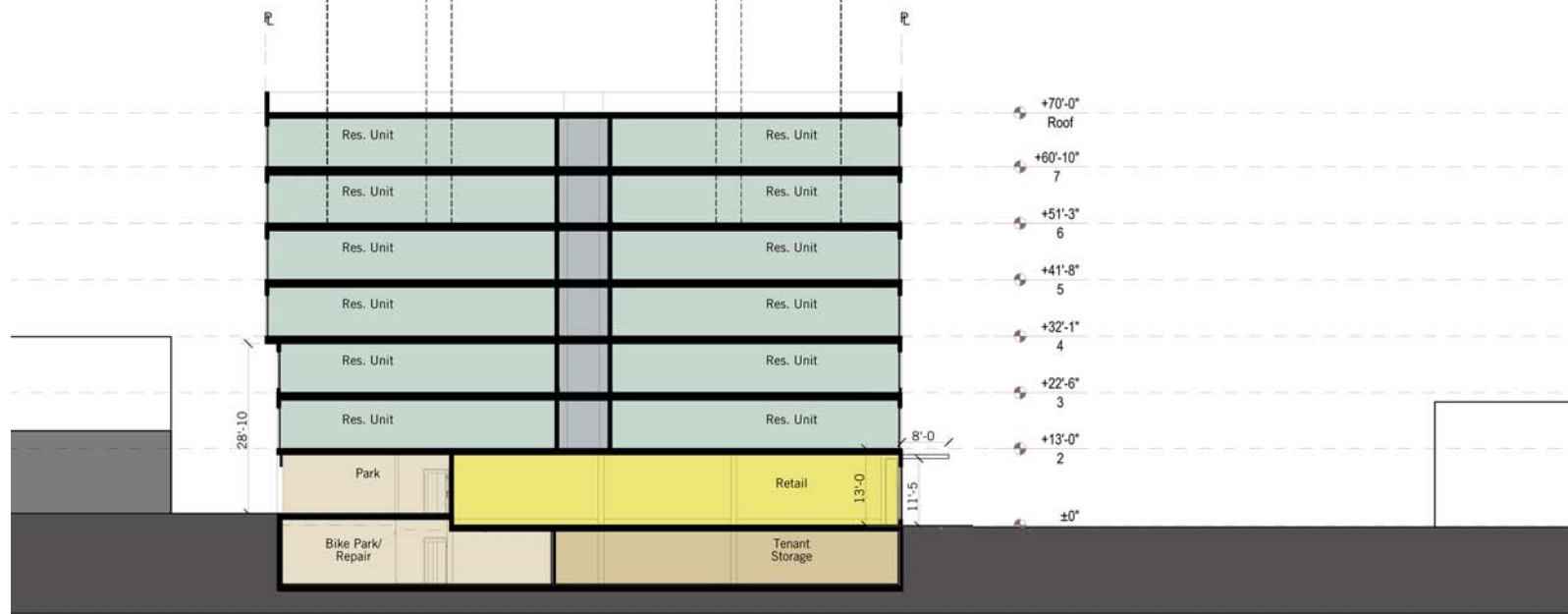




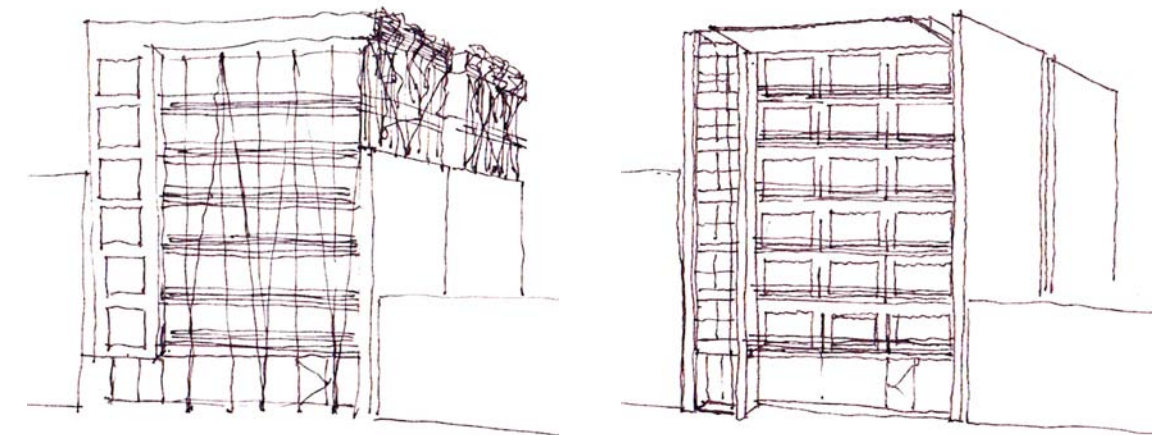
Aerial view from northwest



Street view from southeast



East-west section



Preliminary facade studies

ALTERNATE 2

Program

- 7 stories with mezzanine.
- Base building height: ±80'.
- ±3100 SF retail.
- 49 residential units.
- 3 car-share parking spaces.
- ±50 bicycle parking stalls.
- ±975 SF roof top amenity space.
- Bicycle repair workshop amenity space.

Potential Departures

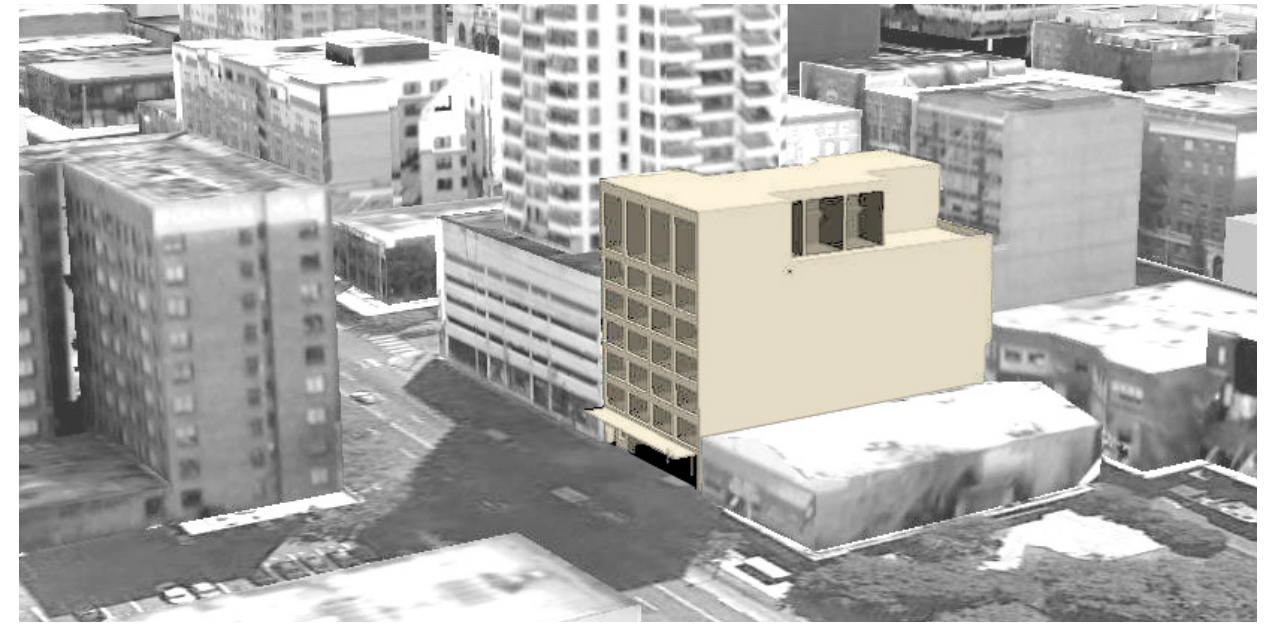
No Departures.

Pros

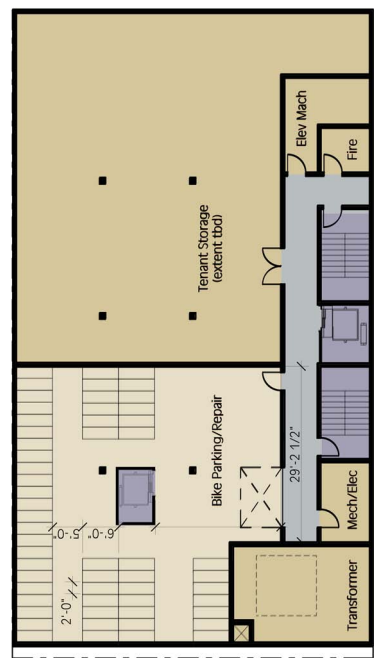
- Building height fits better with vicinity buildings and future zoning intent.
- Southwest facing roof deck defined by building edges.
- Building mass steps back at alley.

Cons

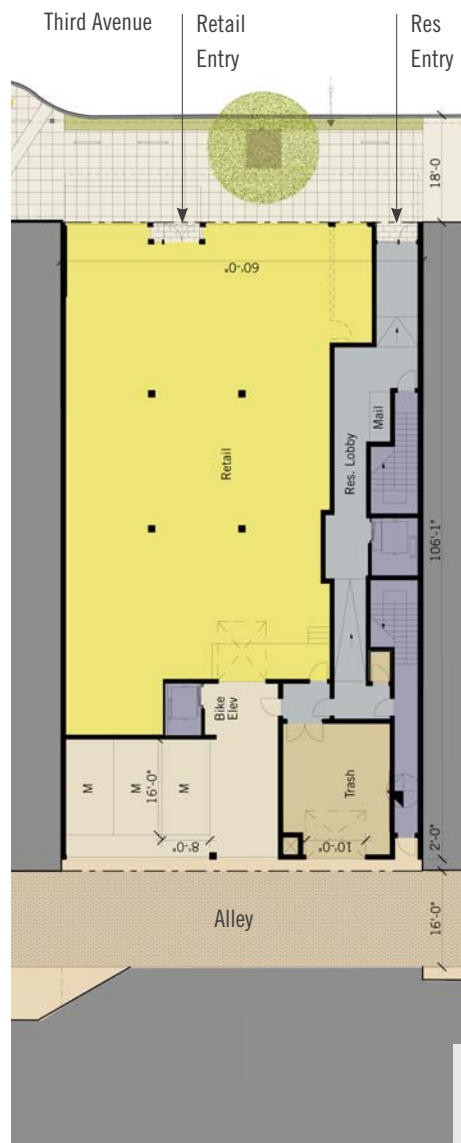
- Step back L7 Mezz provides relief to Grandview Condos.
- Scheme allows for maximum number of units.
- Scheme provides a variety of unit sizes/types. Top floor units have mezzanines at upper levels.
- Building mass is largest on Third Avenue due to the location of rooftop amenity space.
- Scheme has a less efficient building layout than Alternate 1 because of mezzanine.
- Future development may affect solar access of rooftop amenity space.



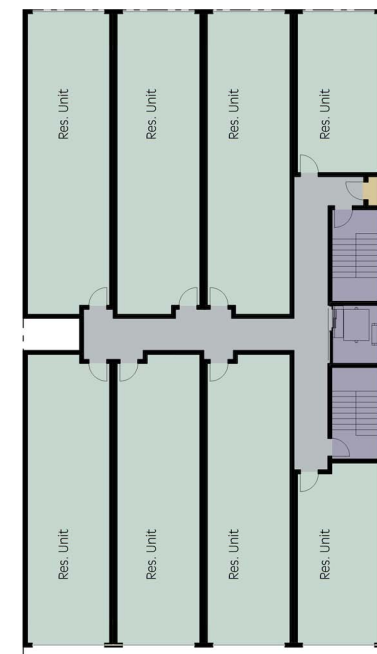
Aerial view from northeast



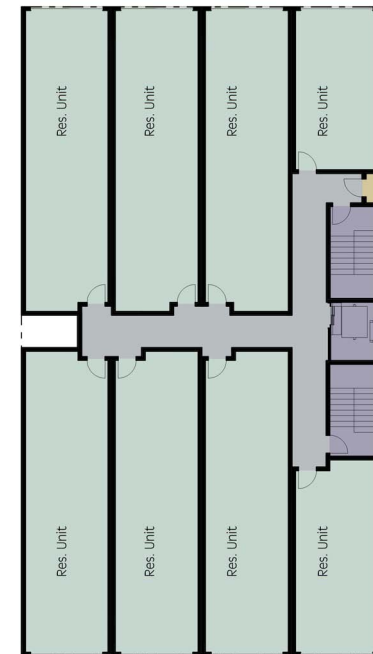
Basement



L1



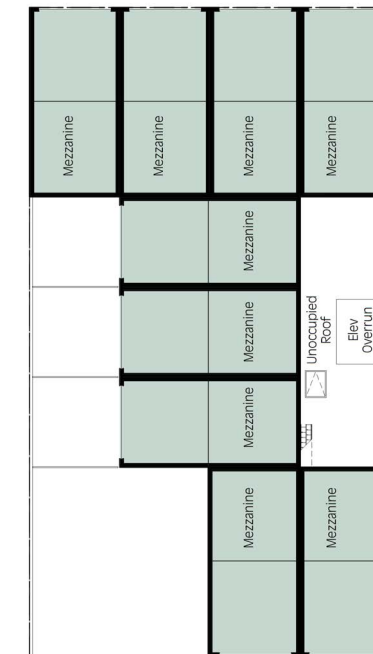
L2-3 (typical)



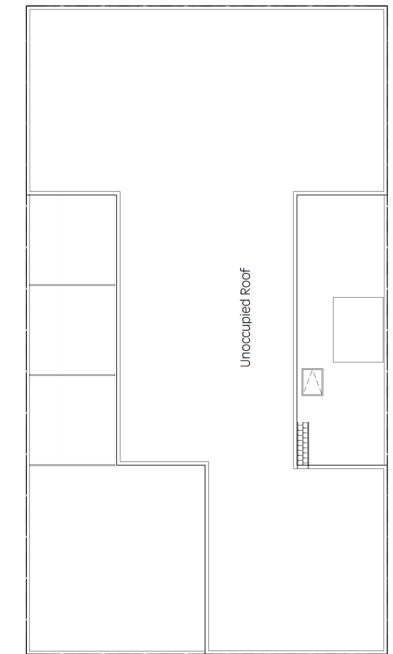
L4-6 (typical)



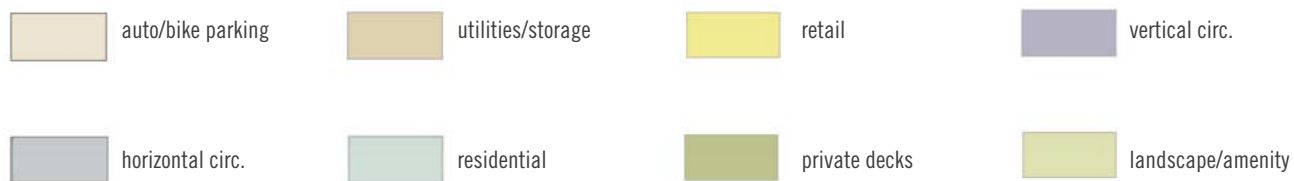
L7



L7 Mezzanine



Roof (unoccupied)

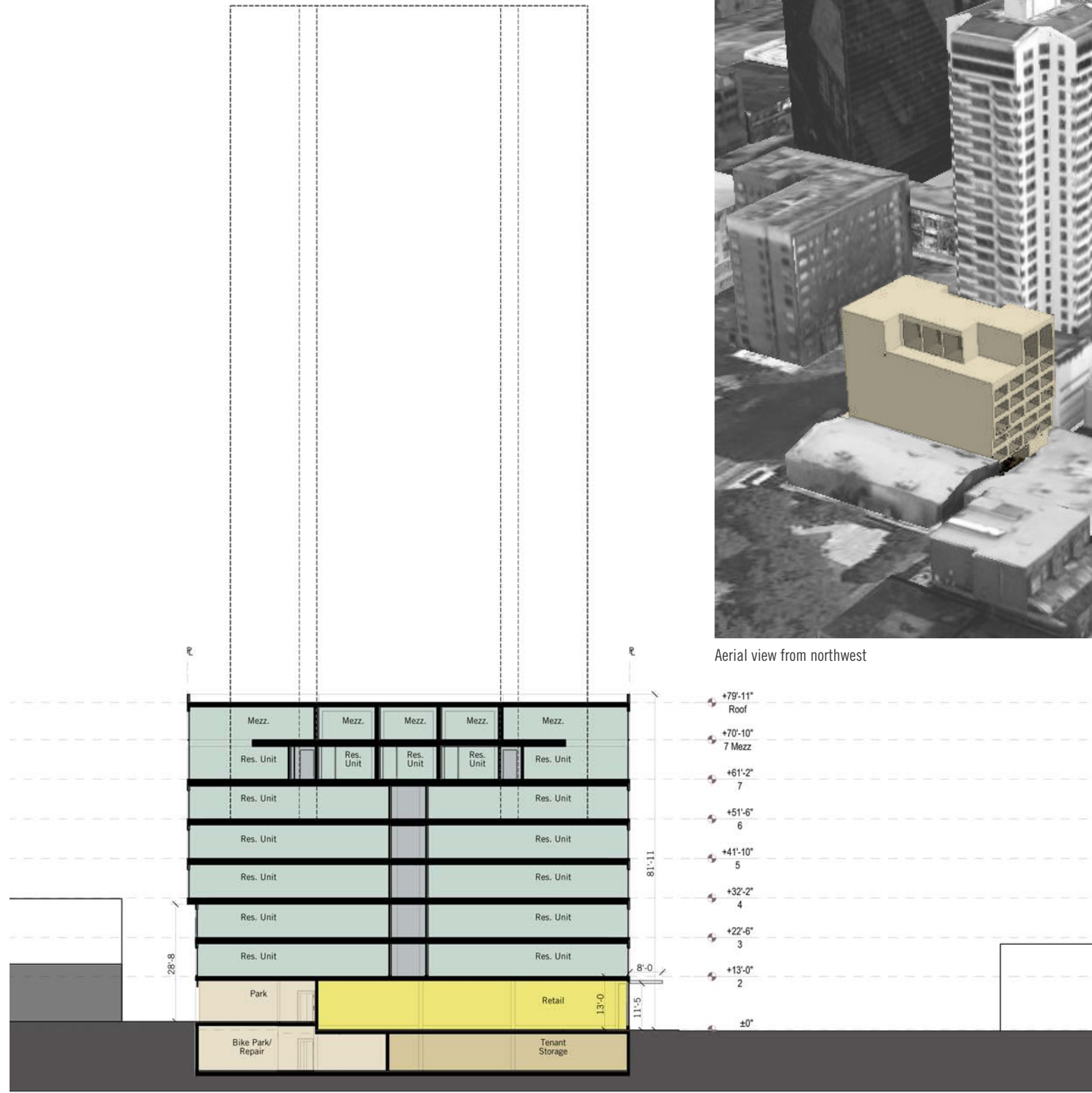




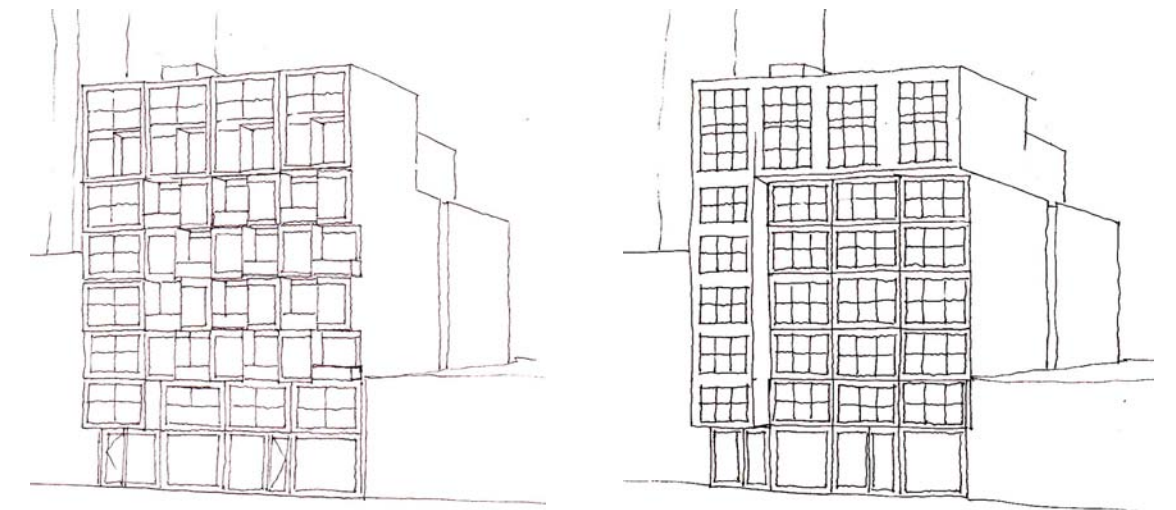
Aerial view from northwest



Street view from southeast



East-west section



Preliminary facade studies

ALTERNATE 3

Program

- 7 stories with mezzanine
- Base building height: ±80'
- ±3100 SF retail
- 49 residential units
- 3 car-share parking spaces
- ±50 bicycle parking stalls
- ±940 SF roof top amenity space
- Bicycle repair workshop amenity space

Potential Departures

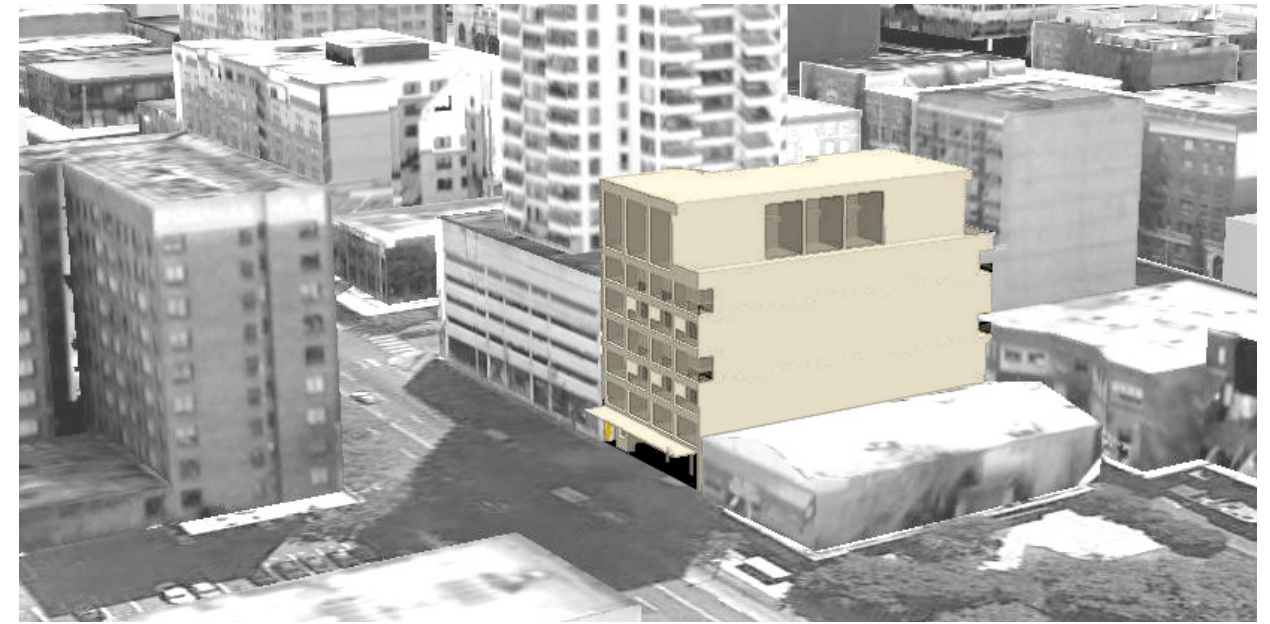
Street Facade setback requirements between 15-35'.

Pros

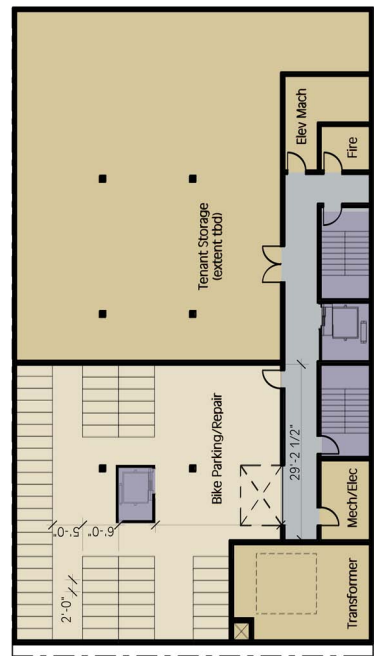
- Massing stepped at Third Avenue and alley - best massing/proportion. Building height fits better with vicinity buildings and future zoning intent.
- Rooftop amenity spaces have intimate scale and provide access to morning and afternoon sun.
- Private decks provided for 50% of units.

Cons

- Step back at L7 Mezz provides relief to Grandview Condos.
- Scheme allows for maximum number of units.
- Scheme provides a variety of unit sizes/types. Top floor units have mezzanines at upper levels.
- Scheme has a less efficient building layout than Alternate 1 because of mezzanine.
- Future development may affect solar access of rooftop amenity space.
- Scheme has smallest amount of outdoor amenity space.
- Departure required.



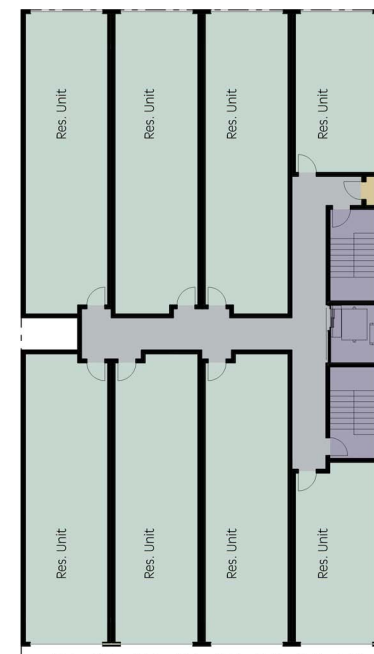
Aerial view from northeast



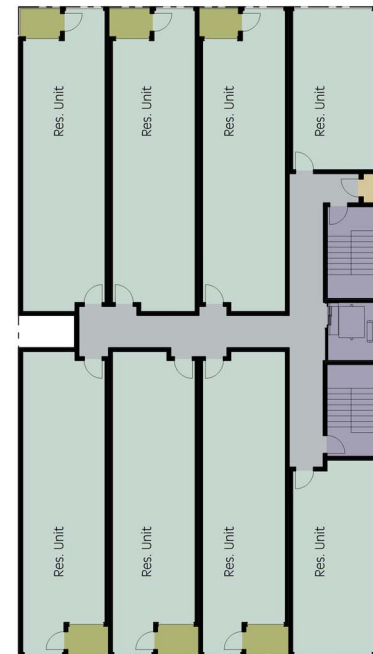
Basement



L1



L2

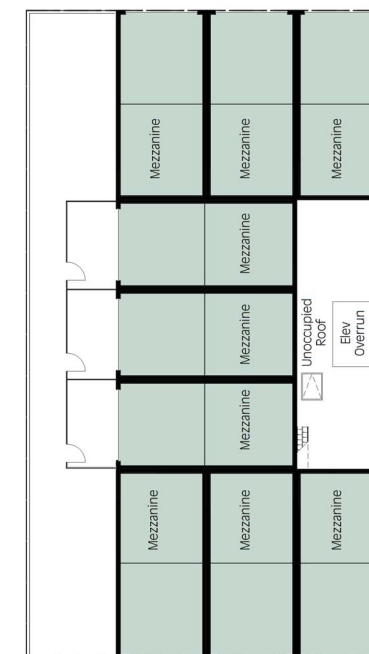


L3-6 (typical)

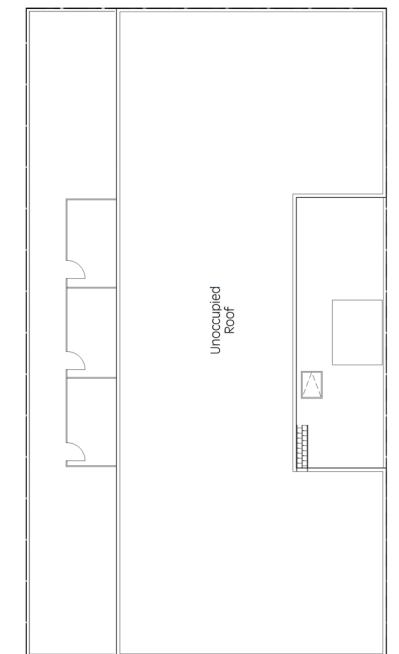
Note: L3 steps back 2' at alley for dedication



L7



L7 Mezzanine



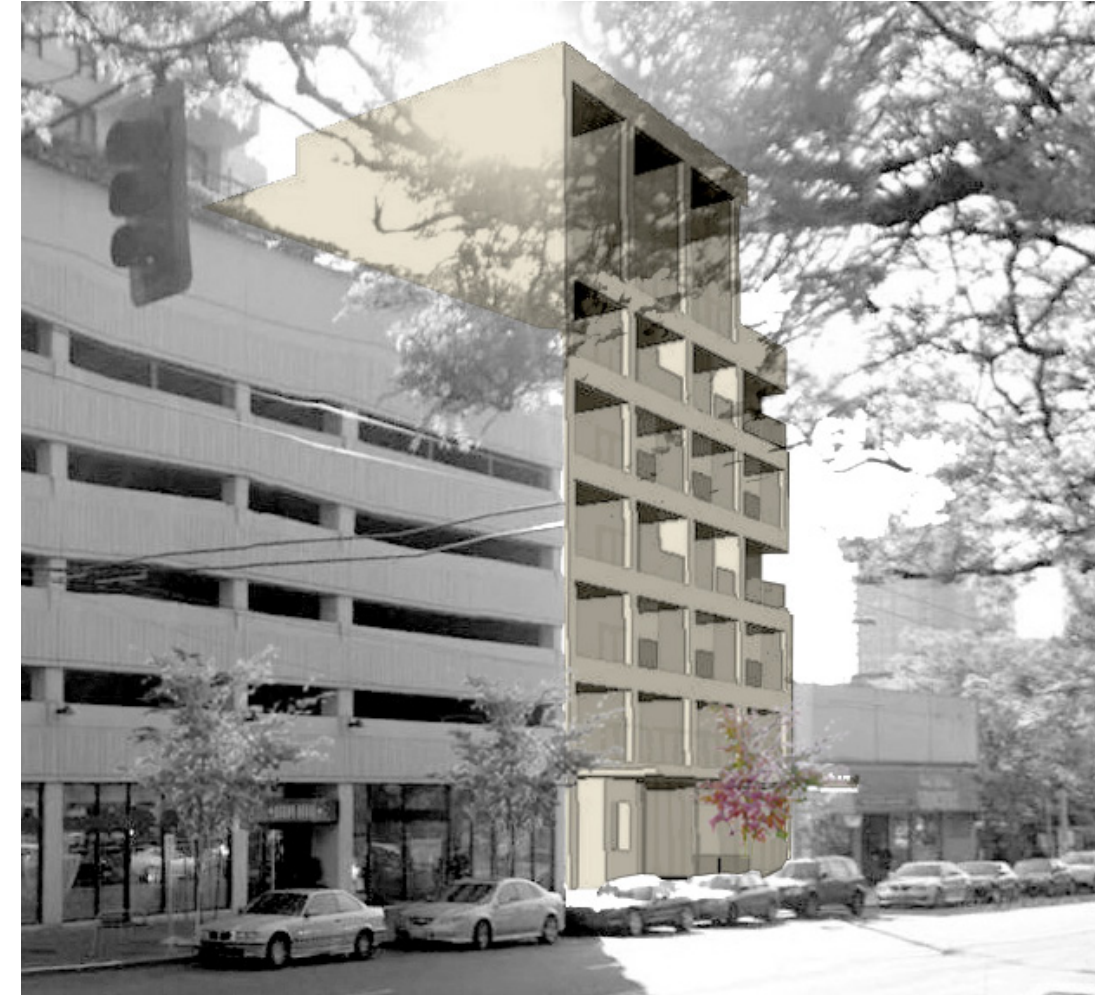
Roof (unoccupied)

- auto/bike parking
- utilities/storage
- retail
- vertical circ.
- horizontal circ.
- residential
- private decks
- landscape/amenity

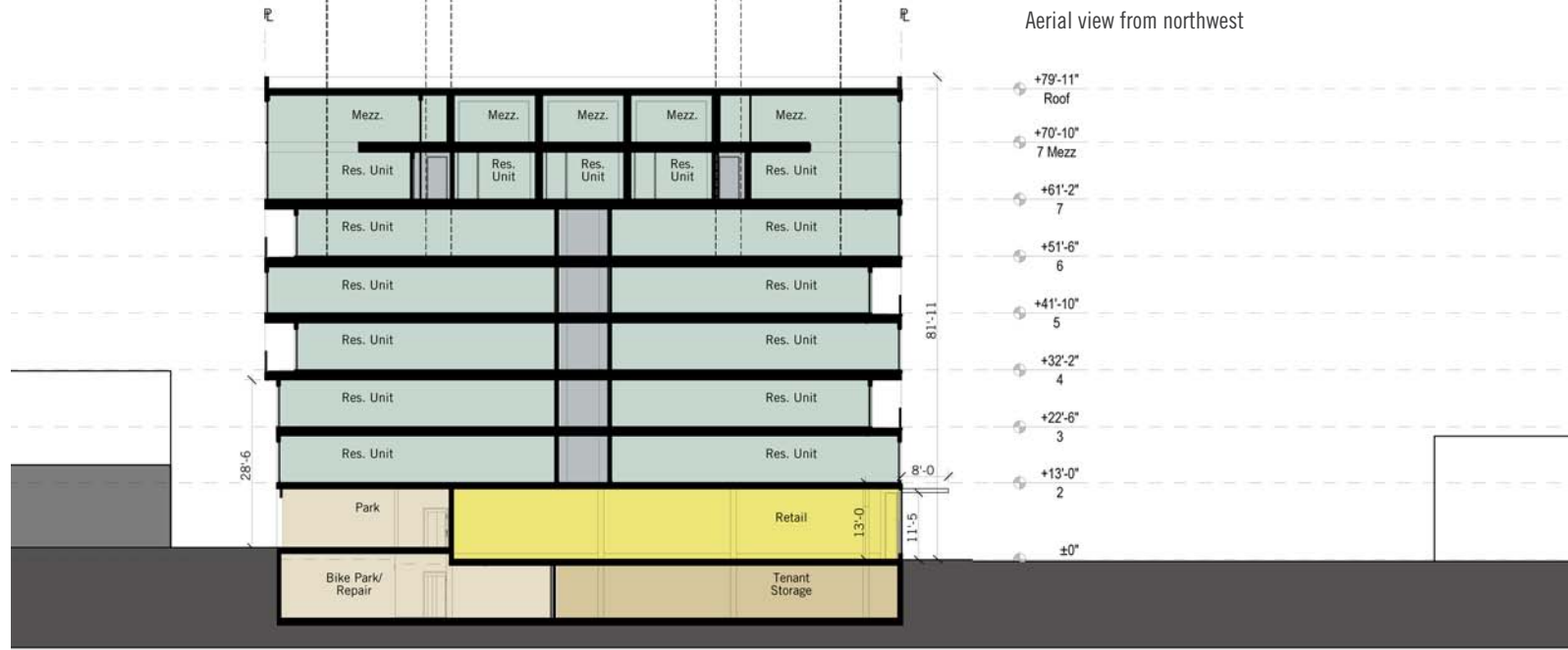




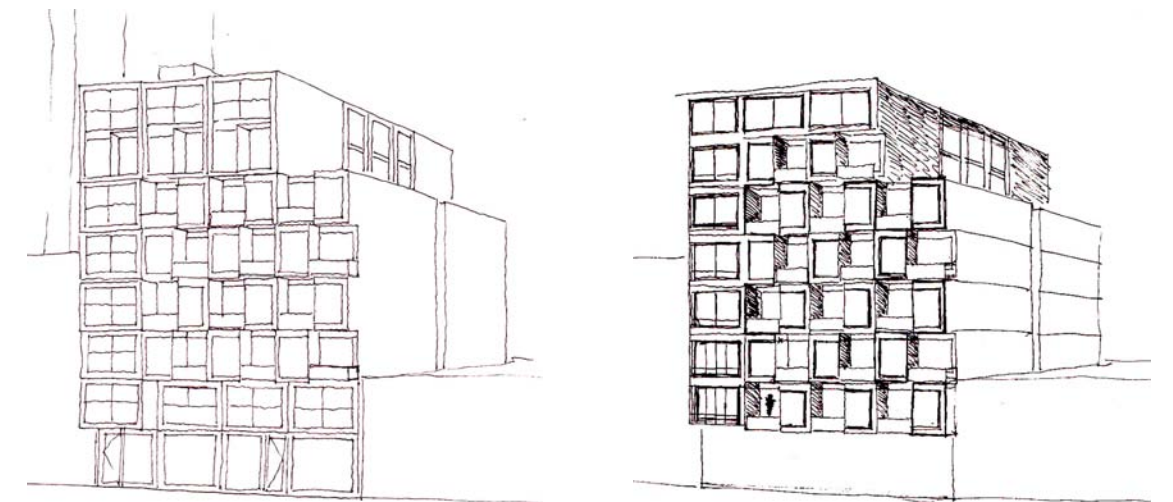
Aerial view from northwest



Street view from southeast



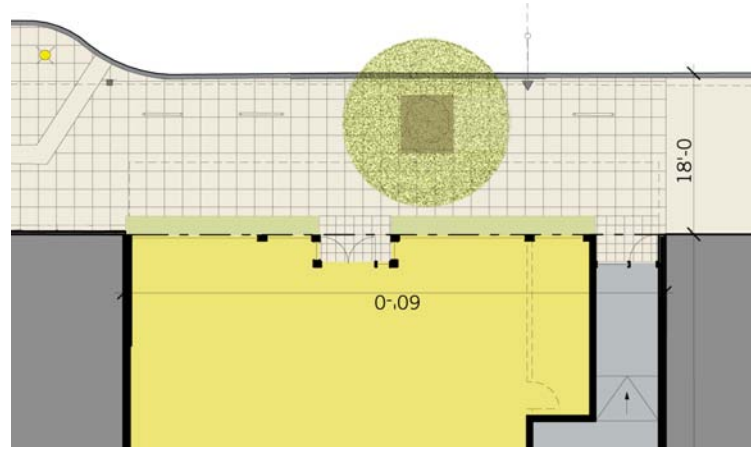
East-west section



Preliminary facade studies

ROW LANDSCAPING - ENLARGED ALTERNATES

The project is required to provide 90 SF of ROW landscaping. The required area is 1.5 x 60' (street property line). The project is not required to meet Green Factor requirements.



Alternate 1

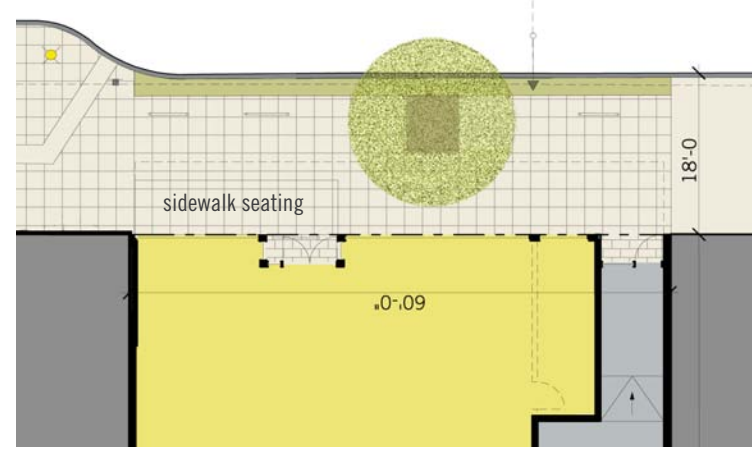
Landscaping is located at the face of the building.

Pros

- Breaks in landscaping mark residential and commercial building entries.
- Landscaping softens building edge.

Cons

Sidewalk seating/cafe more difficult.



Alternate 2

Landscaping is located at the street edge.

Pros

- Landscaping serves as a buffer from Third Avenue
- Landscaping defines building frontage.

Cons

Landscaping does not help differentiate entries.



Alternate 3

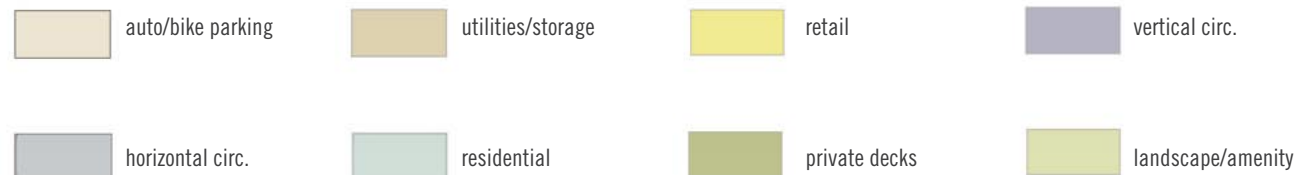
Landscaping is located in a ±6' x ±20' planter that is coordinated with the existing street tree.

Pros

- Landscaping separates commercial zone from residential zone. Maintains larger sidewalk closer to the bus stop. Buffers south side of site from street.
- Concentrated area of landscaping allows for larger, more verdant landscaping.
- Landscaping coordinates with potential sidewalk cafe.

Cons

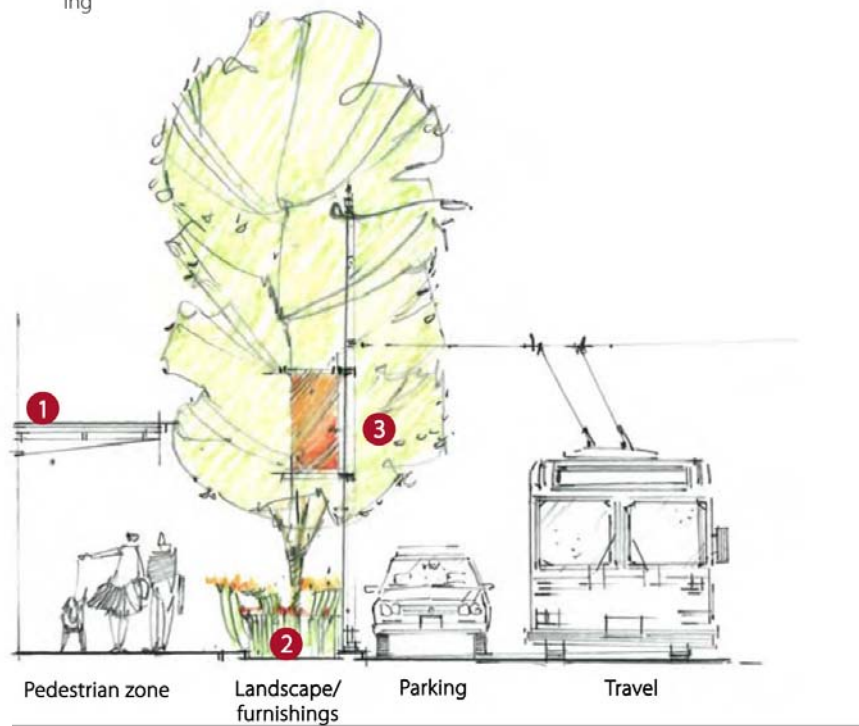
Departure may be required because distribution of landscaping does not meet code requirement.





Belltown and Belltown/Retail Core Sidewalk Section (Denny Way - Stewart Street)

- 1 Building edge canopy
- 2 Zone for trees and planting, benches, trash receptacles, bike rack other street furniture
- 3 Existing street lighting with attached banners and/or pedestrian lighting



Alternative 3/Section 1:
section at potential sidewalk cafe



Alternative 3/Section 2:
section at landscape planter



- 1 Elongated landscape bed around existing street tree(s)(see Landscape Recommendations).
- 2 Elongated landscape bed around new street tree (see Landscape Recommendations).
- 3 New curb extensions.
- 4 New curb extensions with landscaping (see Landscape Recommendations).
- 5 Replace existing bus shelters with new shelter design (see Bus stop design Recommendations).

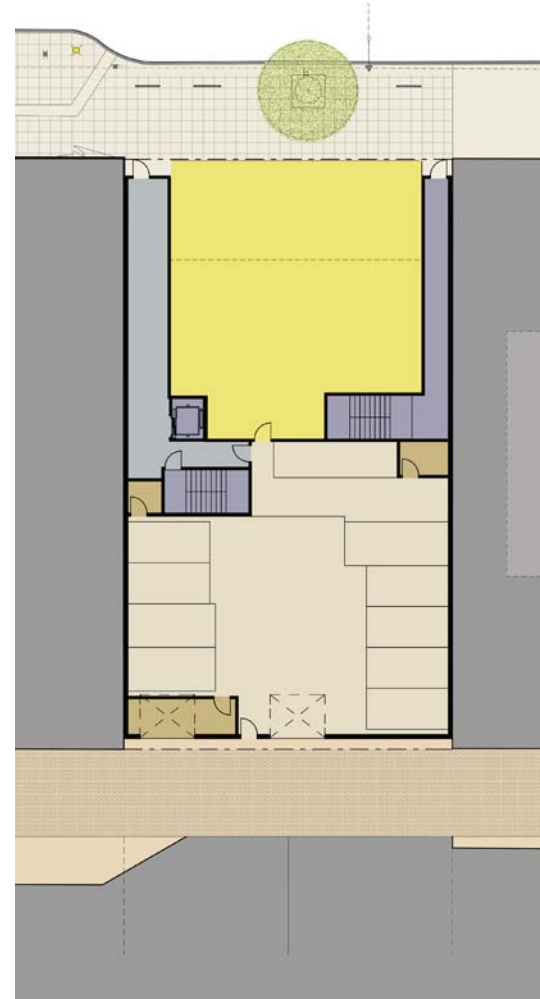
- 6 Landscape buffer at parking lot edge. Coordinate with property owner and tenant (see Building edge Recommendation).
- 7 New bus bulb with landscaping (see Bus stop design Recommendations).
- 8 Relocate fence on east side of Regrade Park to provide landscaping opportunity.
- 9 Engage community in discussion about park design and sculpture. Adjust fence line so sculpture is located adjacent to the sidewalk space and not behind the fence.
- 10 At the time of this report, a design is being developed for a Bell Street park corridor to be funded by the City Parks Levy. Coordinate improvements with that design.

LEVEL 1 STUDIES

The three proposed alternates have residential circulation located on the south side of the site and minimal parking at the alley. Below are earlier studies which explored alternative options for circulation, parking and retail.



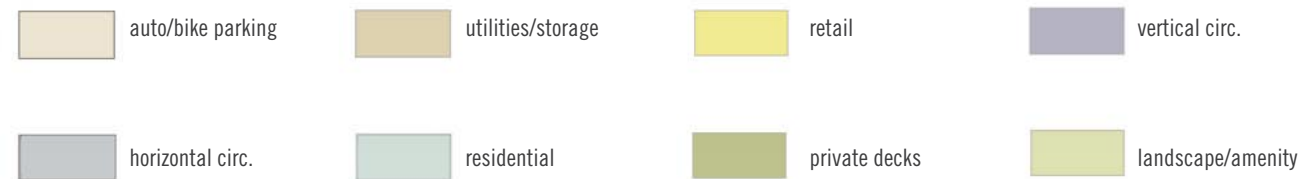
Primary circulation on North side of site: residential entry has no buffer from the bus stop and Dan's grocery.



Residential circulation oriented to street: configuration is inefficient and reduces the amount of retail. Configuration does not work well for L7 and L7 mezzanine levels.



Deep setback at retail: Reduces retail area and does not create a strong urban condition at the sidewalk.



Departure 1 (Alternate 1)

Code Section

23.49.158 Lot Coverage Limits

Standard

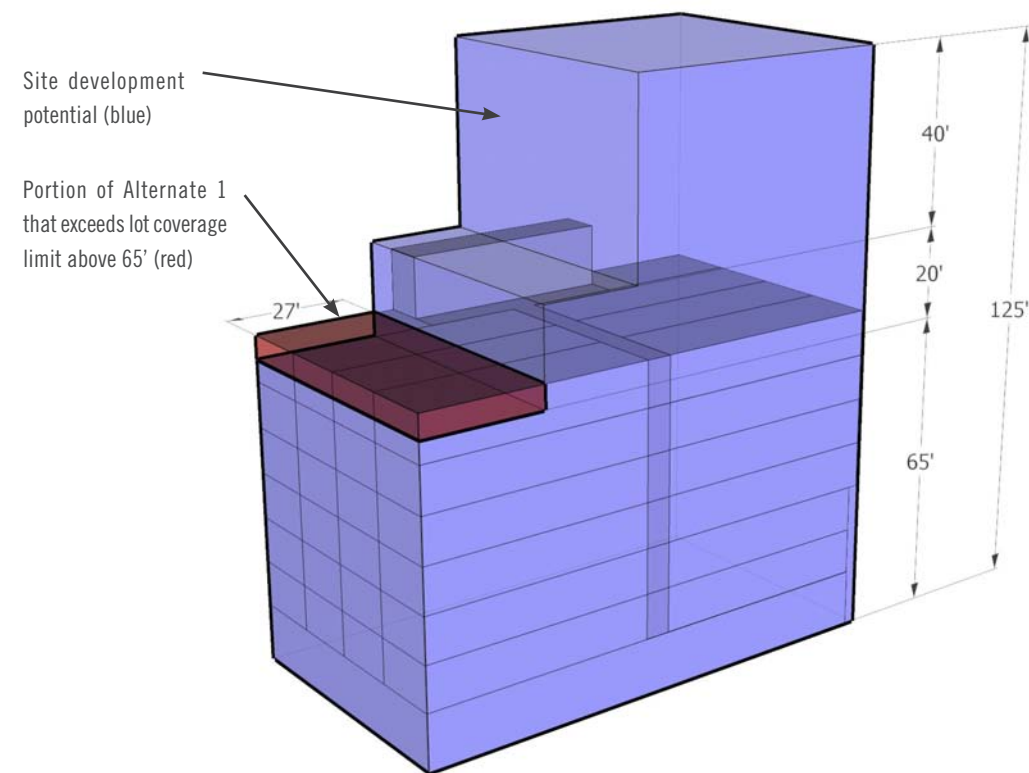
Up to 65': 100% lot coverage permitted.
66'-85': 75% lot coverage permitted.

Proposed

Allow 100% lot coverage between 65' and 70'. The total area of encroachment is 5' x 27' for the width of the building - 60' (shown in red below).

Rationale

Stepping the building back at 65' would compromise the massing and viability of Alternate 1. Alternate 1 has the smallest massing of all the schemes and, like all of the other schemes, does not maximize the development potential of the site in terms of heights, floors or units. The zoning anticipates much higher building heights. Maintaining the street wall up to 70' would allow for the simplest building form and the most straightforward execution of this scheme.



Departure 2 (Alternate 3)

Code Section

23.49.162 Street Façade Requirements

Standard

Between 15' - 35', facades must be within 2' of property line.
Facade setbacks are permitted if the maximum setback does not exceed 10'.

Where setbacks are greater than 2', setbacks must:

- be less than 40% of the total facade;
- be less than 20' wide and;
- return to the property line between each setback for 10' min.

Proposed

Allow 8' between each facade setback rather than 10'.

Rationale

Alternate 3 proposes integral decks as a feature of the facade. The decks are an amenity for the units and a design element that will give depth to the facade and support outdoor activity at multiple levels of the building.

The current 8' distance between the decks makes a usable 5' x 7' deck. To increase the distance between the decks would reduce the usability of the decks and potentially decrease the dynamic relationship between solid and void areas on the facade.

The applicant is exploring this departure as a design tool. As the project develops, it may be possible to increase the distance between the decks to 10'. If the applicant moves forward with Alternate 3, she would like to have the option of the departure as design tool.

Calculations

Total proposed facade setbacks are 21' < 24'. (60' x .4 = 24').

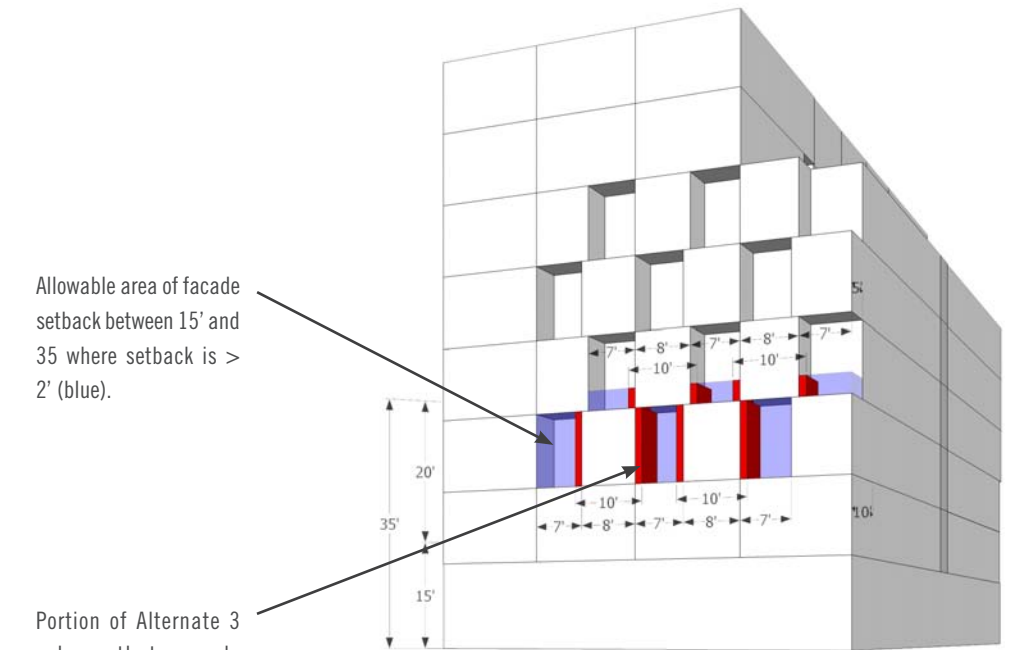
COMPLIANT.

Each proposed setback is 7' < 20' wide.

COMPLIANT.

The distance between each proposed setback is 8' < 10'.

NOT COMPLIANT.



MODULAR CONSTRUCTION

The proposed project aims to use a prefabricated modular construction system. The residential units on Levels 3 and above (above the concrete podium) will be built as modules in a factory off site. The modules will be transported to the site and craned into place. The reason for incorporating off-site fabrication is to reduce cost and construction time and to increase quality. Construction time on site will be significantly reduced, which will minimize disturbance to the neighborhood. The images on this page show images of the construction process and completed building for a student housing project in Philadelphia which was built using a prefabricated modular construction system.

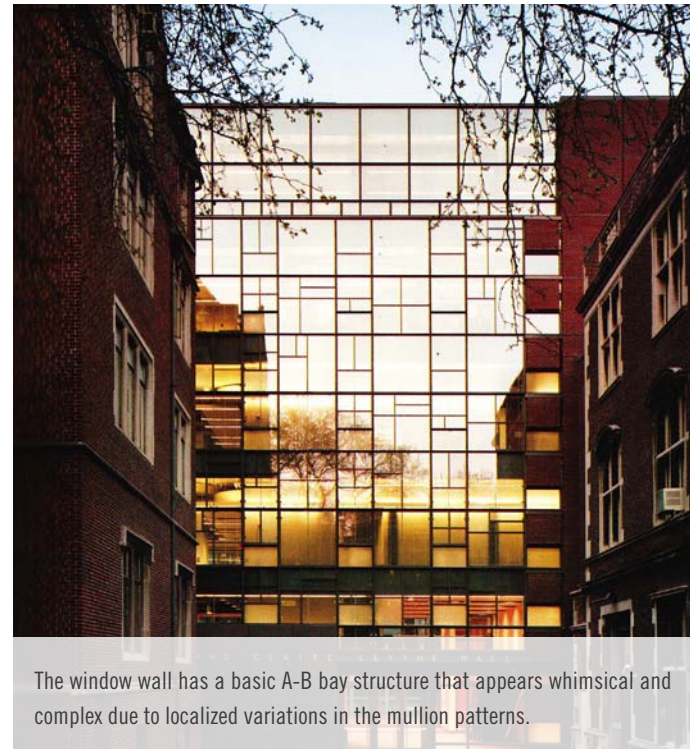




Residential units jut in and out to create a facade that expresses the modular nature of the units.



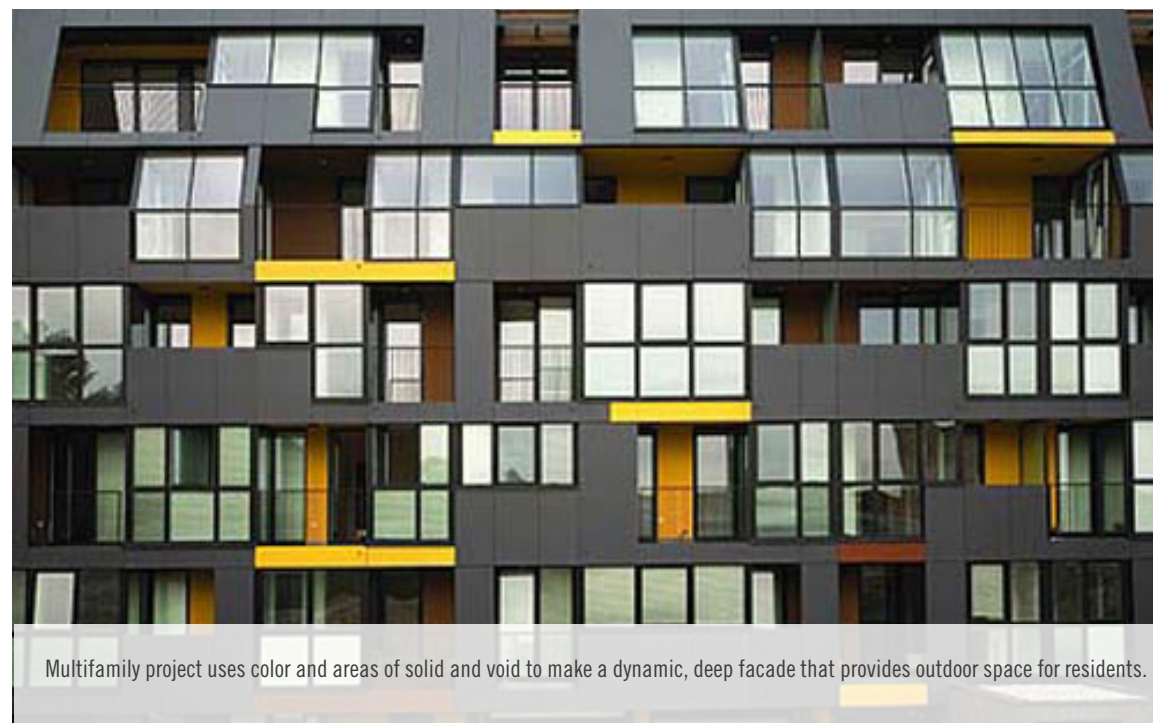
Tracery-like fenestration and rails emphasize the solid-seeming building mass through contrasting color, material and proportion.



The window wall has a basic A-B bay structure that appears whimsical and complex due to localized variations in the mullion patterns.



Gridded facade with idiosyncratic infill shows the expressive potential of a repetitive structure.



Multifamily project uses color and areas of solid and void to make a dynamic, deep facade that provides outdoor space for residents.