

# MINNIE FLATS

Early Design Guidance Proposal  
Downtown DRB Meeting  
March 04, 2014

DPD project # 3015680

101 Denny Way  
Seattle, WA 98109



PROPOSAL



This proposal is addressing a need for affordable housing within the city’s urban neighborhoods. Labeled “workforce housing” by many, the objective is to provide an opportunity for those with limited income or with needs for a safe, simple, efficient living environment, to find residence within our urban centers. This achieves several objectives such as reduced commuting and encouraging live-where-you work opportunities; keeping people and their contributions in the city rather than outlying suburbs; all the while utilizing the cities pre-established systems. Our commitment to the neighborhood, great design, and the health and well-being of our residents has resulted in several exciting up and coming communities throughout Seattle.

This site has a strong presence within the Belltown neighborhood and sits at the busy intersection of Denny Way and 1st Avenue. The Belltown neighborhood, as well as the Downtown core, are under heavy development and the adjacency to the waterfront and the Seattle City Center makes this site very desirable. Other amenities include an abundance of local eateries and bars, retail along 1st Avenue, and close proximity to public transportation,

101 Denny Way, Seattle ,WA 98109

- DMC-65 Zone
- Site area - 5,811 +/-
- 6 story mixed-use structure (1 story of commercial, 5 stories of residential)
- 80 units +/-
- Demolition of existing 1 story structure

Design objectives and challenges drawn from analysis

- The neighborhood is eclectic and without any one predominant archetype, use, or character. However, the Belltown neighborhood offers many design cues that could ultimately inform the design
- The scale of the neighborhood is mid-rise mixed use with high density that transitions to high-rise several blocks to the south-west.
- There is heavy pedestrian traffic along both Denny Way and 1st Avenue, so creating a building with a pedestrian scale is crucial.
- Due to the topography of the site and the viability of retail at the ground floor, stepping of the ground floor may be needed along Denny Way.
- Crafting a timeless contribution that fits within, and ultimately compliments the surrounding neighborhoods is of high importance
- This project will be a continuation of our commitment to strategic, sustainable, and affordable urban development

ENVIRONMENTAL ANALYSIS



NEIGHBORHOOD MAP



- KEY
- 01 HOMEWOOD SUITES
  - 02 WATERFRONT | RECREATION, TRAILS, EXT...
  - 03 BOAT STREET CAFE
  - 04 SHELL GAS STATION
  - 05 PITA EXPRESS
  - 06 SUBWAY SANDWICHES
  - 07 TINI BIGS LOUNGE
  - 08 OLYMPIC SCULPTURE PARK
  - 09 TASTE CAFE
  - 10 CROSSFIT BELLTOWN
  - 11 MORFEY'S CAKES
  - 12 KEY ARENA
  - 13 FIRST UNITED METHODIST CHURCH OF SEATTLE
  - 14 SEATTLE CHILDRENS THEATRE
  - 15 GREEN LEAF VIETNAMESE
  - 16 PACIFIC SCIENCE CENTER
  - 17 THE ARMORY | FOOD COURT, CENTER SCHOOL
  - 18 SEATTLE CITY CENTER
  - 19 CHIHULY GARDEN AND GLASS
  - 20 SPACE NEEDLE
  - 21 7-ELEVEN
  - 22 STREET BEAN ESPRESSO
  - 23 TILIKUM PLACE CAFE
  - 24 FORZA COFFEE
  - 25 EMP MUSEUM



NEIGHBORHOOD VICINITY MAP



01. SEATTLE CITY CENTER



02. LOOKING NORTH ON QUEEN ANNE AVENUE



03. METROPOLITAN MARKET | 100 MERCER ST



04. EXPO MIXED USE PROJECT | 118 REPUBLICAN ST



05. POTTERY NORTHWEST | 226 1ST AVE N



06. ADJACENT MIXED USE PROJECTS | QUEEN ANNE AVE N & DENNY WAY



07. THE BERNARD APARTMENTS | 115 WARREN AVE N



08. VIEW OF PEDESTRIAN EXPERIENCE | LOOKING SOUTH DOWN 25TH AVE. NE.



09. LARGE MIXED USE PROJECT | 2911 2ND AVE



10. MOSLER LOFTS MIXED USE PROJECT | 2720 3RD AVE



11. 2900 ON FIRST APARTMENTS | 2900 1ST AVE

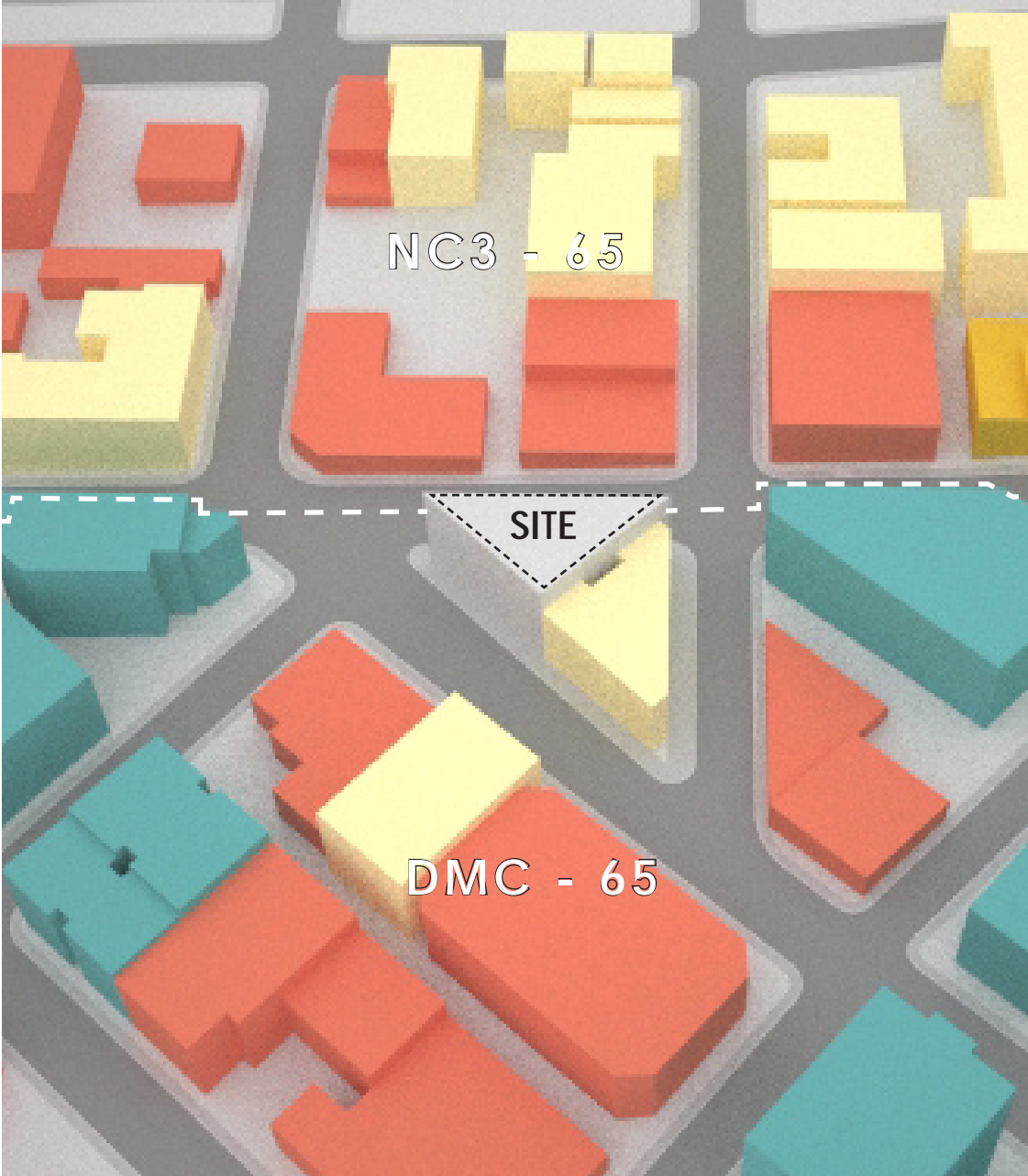


12. OLYMPIC SCULPTURE PARK

### NEIGHBORHOOD VICINITY | SUMMARY

The architecture surrounding the site is eclectic and without any one predominant archetype, use or character. The neighborhood is under heavy development, which seems to be predominantly mixed-use projects and urban infill. The vibrant University District core provides character and plenty of local amenities.

ZONING & SURROUNDING USES

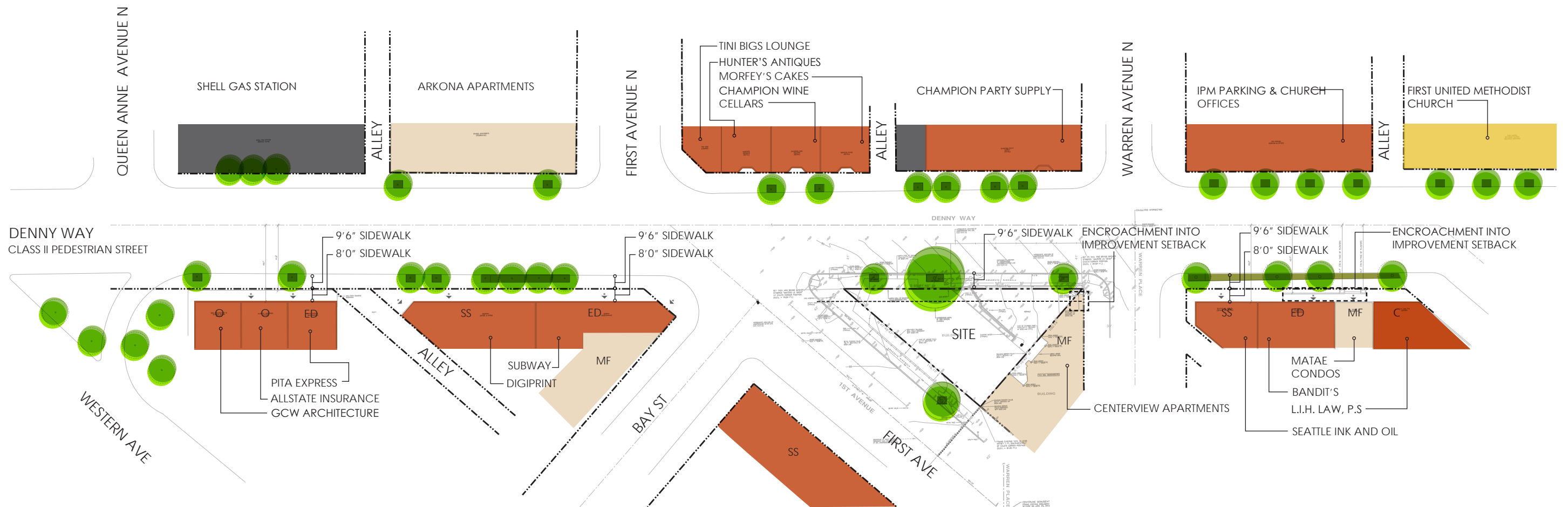


CIRCULATION & TRANSIT



KEY

- MAIN
- ARTERIAL
- BIKE ROUTE / LANES
- PARK
- TRANSIT STOP
- TRANSIT ROUTE
- COMMERCIAL
- MULTI-FAMILY RESIDENTIAL
- SINGLE FAMILY RESIDENTIAL
- MIXED USE
- OPEN SPACE
- EDUCATIONAL | RELIGIOUS



#### ANALYSIS:

THIS DIAGRAM DOCUMENTS THE EXISTING CONDITIONS, USES AND GENERAL STREETScape DEVELOPMENT ALONG DENNY WAY FOR AN APPROXIMATE DEPTH OF 30' FROM THE PROPERTY LINE. THE OBJECTIVE IS TO DEMONSTRATE RELATIONSHIPS OF USES TO THE STREET ADJACENT TO THE APPLICANT SITE IN ORDER TO IDENTIFY PRE-EXISTING PATTERNS TO GUIDE AND TO INFORM THE EVOLUTION OF THE DESIGN.

#### CONCLUSION:

AS IT RELATES TO THE STREETScape ALONG THE SOUTHERN EDGE OF DENNY WAY, THE USES ARE PREDOMINATELY COMMERCIAL. MANY OF THE STOREFRONTS ALONG THE SOUTH EDGE OF DENNY ARE INTERNALIZED WITH OPAQUE OR OBSCURED WINDOWS WITH SHALLOW SPATIAL DEPTHS (<15') AND OR VERTICAL DISPLACEMENT FROM THE SIDEWALK LEVEL. ADJACENT DEVELOPMENTS TO THE WEST HAVE IMPLEMENTED WIDER SIDEWALK SETBACKS (APPROXIMATELY 8' IN DEPTH) WHILE DEVELOPMENT TO THE EAST POSSESSES DEFINITIVE ENCROACHMENTS INTO THE REQUIRED SIDEWALK WIDENING REQUIREMENT OF 23.49.002 MAKING THE FULL IMPLEMENTATION OF THIS PROVISION INCONSISTENT. IT WOULD SEEM THE SIDEWALK WIDENING WOULD BE BETTER SUITED ON THE NORTH SIDE OF DENNY DUE TO SOUTHERN EXPOSURE. IT IS UNCLEAR WHAT THE SIDEWALK WIDENING SETBACK IS ACHIEVING AS THERE IS NO STRONG PEDESTRIAN DESTINATION TO THE WEST AND THE SEATTLE CENTER CONNECTIVITY WOULD BE BETTER SUITED ALONG THE NORTH DENNY SIDEWALK.

#### KEY

- ★ BUSINESS ENTRANCE
- COMMERCIAL
- MULTI-FAMILY RESIDENTIAL
- MIXED USE
- EDUCATIONAL | RELIGIOUS
- OPEN SPACE/LANDSCAPING
- PARKING/UTILITY
- OFFICE
- ED EATING AND DRINKING ESTABLISHMENT
- SS SALES & SERVICE GENERAL

60

30



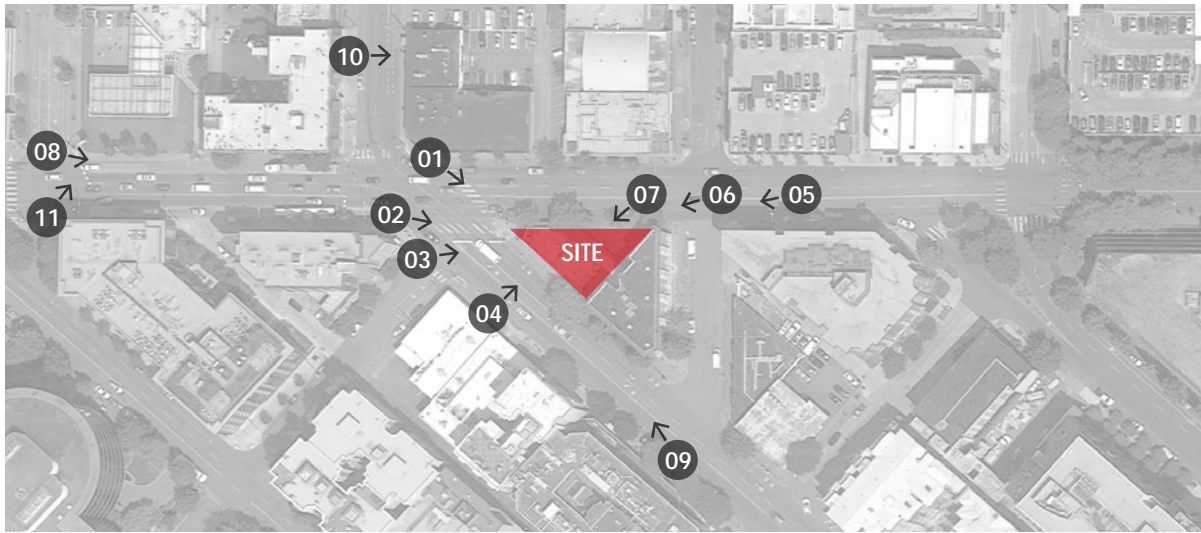
PHOTO MONTAGE OF SITE



ALONG 1ST AVE.



ALONG DENNY WAY



SITE CONTEXT MAP



01. SITE | SOUTH APPROACH FROM QUEEN ANNE AVE



02. SITE | LOOKING EAST DOWN DENNY WAY



03. SITE | LOOKING EAST DOWN DENNY WAY



04. SITE | LOOKING NORTH EAST ACROSS 1ST AVE



05. SITE | WEST APPROACH FROM DENNY WAY



06. SITE | LOOKING SOUTHWEST ACROSS DENNY WAY



07. SITE | LOOKING WEST DOWN DENNY



08. SITE | EAST APPROACH FROM DENNY WAY



09. SITE | NORTHWEST APPROACH FROM 1ST AVE



10. SITE | VIEW OF FREQUENT TRANSIT STOP



11. SITE | VIEW OF NEARBY GAS STATION

IMAGES 1-9: GRAY ENVELOPE  
SHOWS THE MAX HEIGHT OF 65 FEET

### SITE CONTEXT | SUMMARY

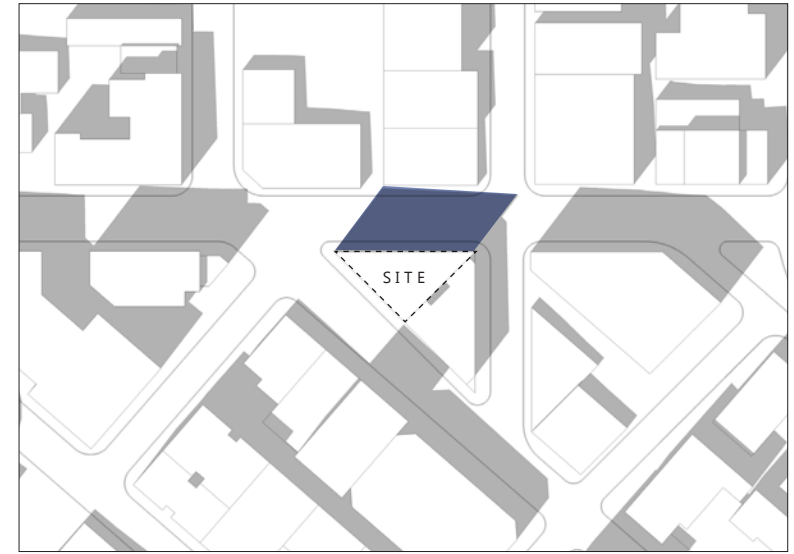
The site is located within the Belltown Urban Center of Seattle and sits on the prominent corner of Denny Way and 1st Avenue. The adjacent parcels are a mix of multi-family housing, mixed-use, and commercial. The sites prominent location offers a vast array of amenities including the Seattle City Center, The Olympic Sculpture Park, easy access to the Waterfront and many local retail establishments and restaurants. Local and regional public transportation are easily accessed as well.



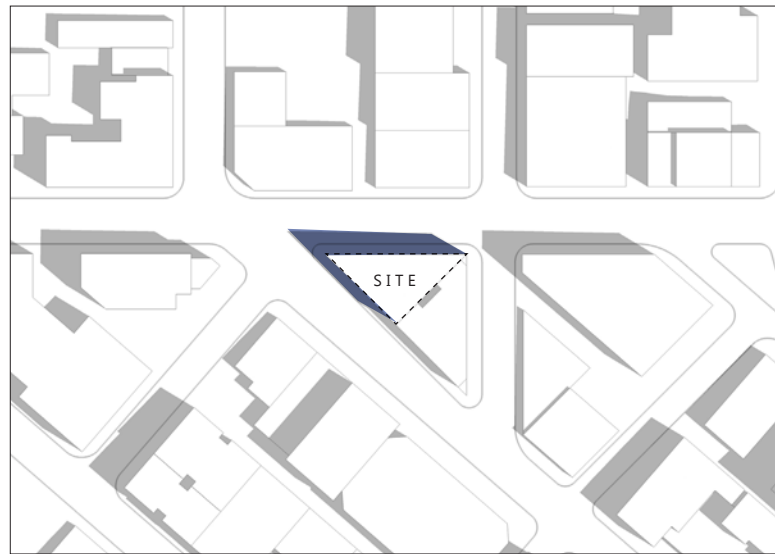
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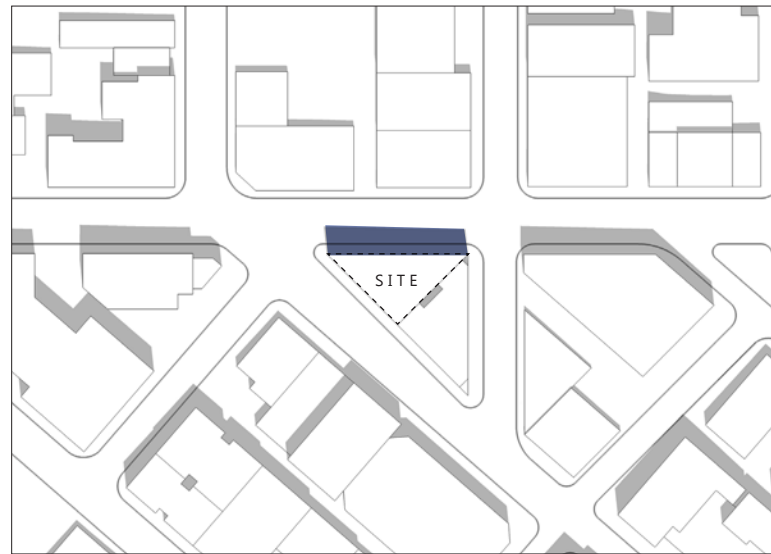
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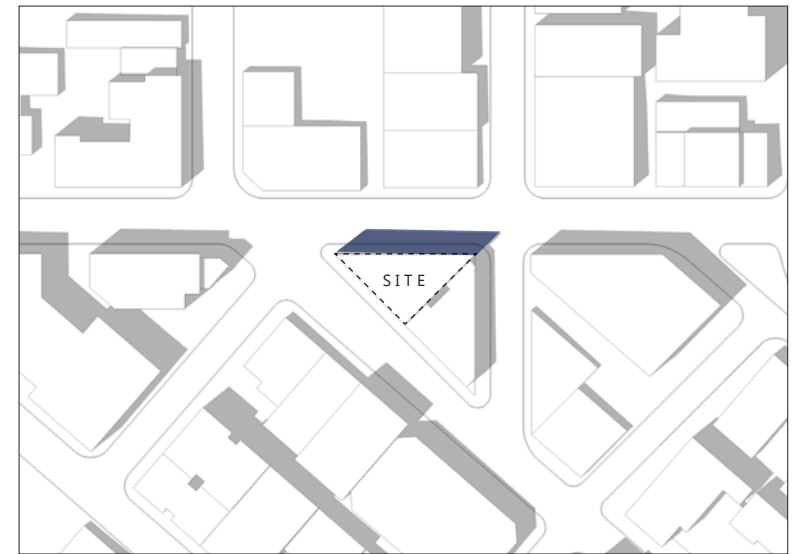
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☀️ **SUMMER SOLSTICE** - JUNE 21 at 10am



☀️ **SUMMER SOLSTICE** - JUNE 21 at 12pm



☀️ **SUMMER SOLSTICE** - JUNE 21 at 2pm



☀️ **WINTER SOLSTICE** - DECEMBER 21 at 10am



☀️ **WINTER SOLSTICE** - DECEMBER 21 at 12pm



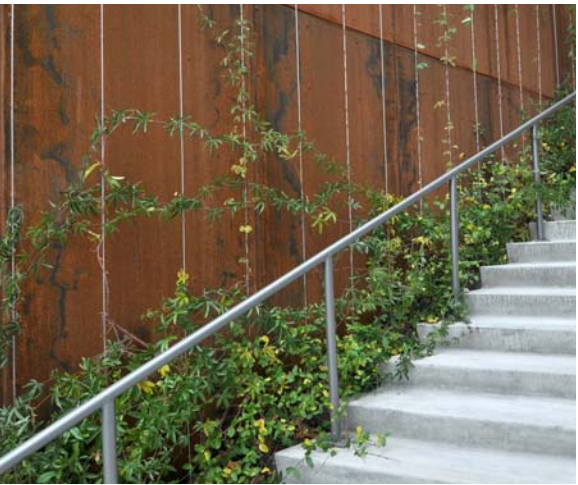
☀️ **WINTER SOLSTICE** - DECEMBER 21 at 2pm



NEIGHBORHOOD VICINITY MAP



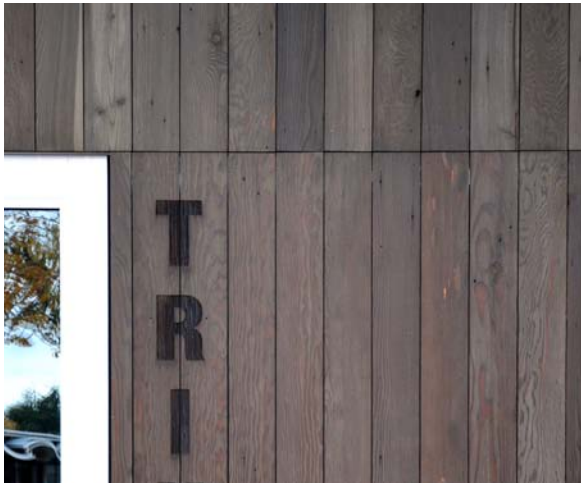
01. RESIDENTIAL ENTRY AND AWNING



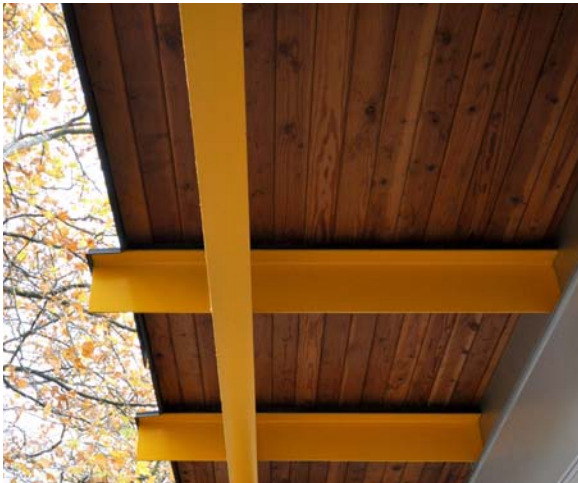
02. VIEW OF LANDSCAPING & MATERIALS



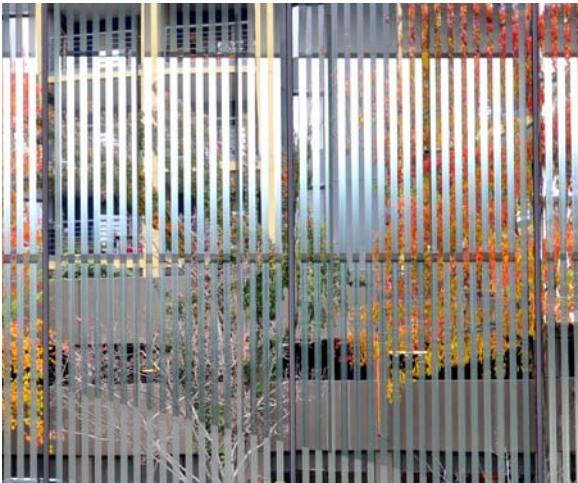
03. MATERIALITY DETAIL



04. STOREFRONT ENTRY



05. SOFFIT DETAIL



06. MATERIALITY DETAIL



07. VIEW OF BRICK COURSING



08. MATERIALITY



09. BAY WINDOW AND VERTICALITY



10. GROUND LEVEL SCONCE



11. MATERIALITY USE



12. LANDSCAPING ALONG PEDESTRIAN EXPERIENCE

**DESIGN CUES | SUMMARY**

THERE IS A VARIETY OF DESIGN CUES TO INSPIRE A TACTILE, WELL PROPORTIONED PEDESTRIAN EXPERIENCE IN THE NEARBY CONTEXT. ASIDE FROM A DOMINANT MATERIAL (BRICK) FOUND IN THE BELLTOWN NEIGHBORHOOD, THERE IS A WIDE VARIETY OF ARCHITECTURAL EXPRESSION IN THE NEARBY CONTEXT.

SEATTLE MUNICIPAL CODE TITLE 23 - DMC-65

SITE SURVEY

SMC 23.49.008 STRUCTURE HEIGHT:

- 65' above midpoint of primary street lot line, 15' additional for stair penthouses, 25' additional height for elevator penthouses, (35' with rooftop access)

SMC 23.49.009 STREET LEVEL USES:

- No required street level uses defined by this section.

SMC 23.49.010 GENERAL REQUIREMENTS FOR RESIDENTIAL USES:

- Common Recreation Area: 5% of the Gross residential area, 50% of which may be enclosed.
- Minimum 225 Sf with minimum dimension of 15'

SMC 23.49.011 FLOOR AREA RATIO:

- 4.0; Residential uses are exempt per B.1.f., Rooftop mechanical equipment is calculated as part of the FAR.

SMC 23.49.018 OVERHEAD WEATHER PROTECTION AND LIGHTING:

- Continuous overhead weather protection required except portions of projects located farther than 5' from lot line.
- Must be at least 8' horizontal from building edge and 10' above sidewalk max. 15' above sidewalk.
- Lighting may be located in the canopy or on the building.

SMC 23.49.022 MINIMUM SIDEWALK AND ALLEY WIDTH:

- 18' setback from face of existing curb required for minimum sidewalk.

23.49.025:

- Odor, noise, light/glare, and solid waste recyclable materials storage space standards

SMC 23.49.042 PERMITTED USES:

- Proposed uses Commercial and Residential are permitted outright.

SMC 23.49.056 STREET FACADE, LANDSCAPING, AND STREET SETBACK REQUIREMENTS:

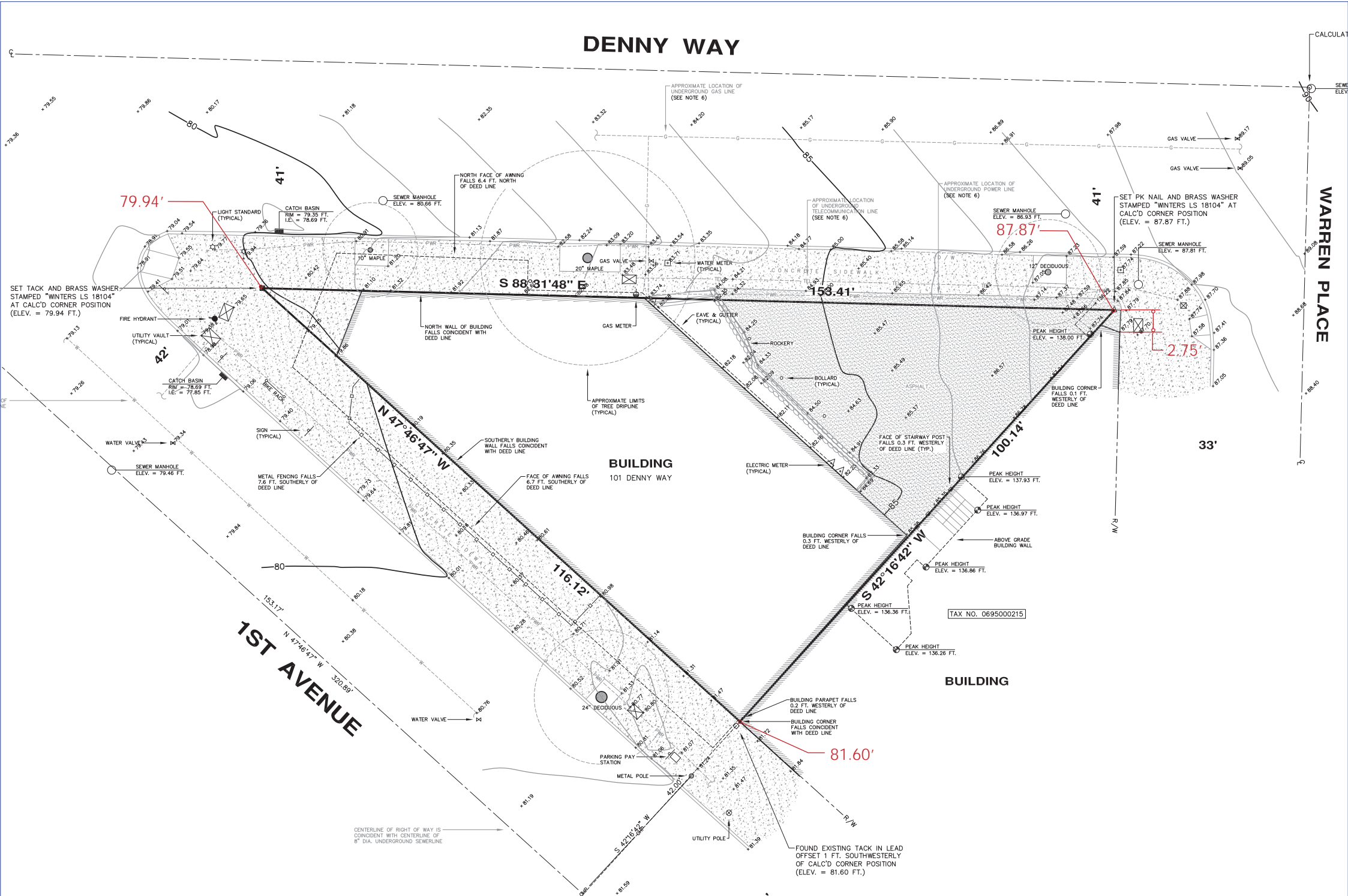
- First Avenue is Class I Pedestrian Street
- Denny is a Class II Pedestrian Street
- Minimum façade Height: 35' @ 1st Avenue, 25' @ Denny
- General Setback Limits. The following setback limits apply on streets not requiring property line facades, as shown on Map 1H: See 23.49.056.B.2 for exact limitations and requirements.

SMC 23.49.056.C FACADE TRANSPARENCY REQUIREMENTS:

- Clear transparent glazing systems are required at the facade between 2 feet and 8 feet above the sidewalk, except for residential uses.
- First Avenue Class I pedestrian streets and designated green streets: A minimum of 60 percent of the street level street-facing facade shall be transparent.
- Denny Class II pedestrian streets: A minimum of 30 percent of the street level street-facing facade shall be transparent.

SMC 23.49.056 D BLANK FACADE LIMITS:

- Blank facade limits apply to the area of the facade between 2 feet and 8 feet above the sidewalk, but do not apply to portions of structures in residential use.
- Blank Facade Limits for Class I Pedestrian Streets (1st Ave) shall be no more than 15 feet wide and limited to 40 percent of the façade.
- Blank Facade Limits for Class II Pedestrian Streets (Denny) shall be no more than 30 feet wide, and not exceed 70 percent of the street facade of the structure on each street frontage



# DOWNTOWN | BELLTOWN DESIGN GUIDELINES

## A. SITE PLANNING & MASSING

- **A-1 Responding to Site Characteristics**  
  
Develop the architectural concept and arrange the building mass to enhance views. This includes views of the waterand mountains, and noteworthy structures such as the Space Needle; **The architecture and building mass should respond to sites having nonstandard shapes.** There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny; The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.
- **A-2 Enhance the Skyline** – Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

## B. ARCHITECTURAL EXPRESSION

- **B-1 Respond to the Neighborhood Context** –  
  
**Establish a harmonious transition between newer and older buildings.** Compatible design should respect the scale, massing and materials of adjacent buildings and landscape; Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner; Design visually attractive buildings thatadd 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 tosupport an active street life.
- **B-2 Create a Transition in Bulk & Scale** - New high-rise and half- to full-block developments are juxtaposed with older and smaller scale buildings throughout the neighborhood. Many methods to reduce the apparent scale of new developments through contextually responsive design are identified in other guidelines (e.g., B-1: Respond to the neighborhood context and reinforce B-3 objectives. The objective of this guideline is to discourage overly massive, bulky or unmodulated structures that are unsympatheticto the surrounding context.
- **B-3 Reinforce the Positive Urban Form & Architectural attributes of the Immediate Area** - The principal objective of this guideline is to promote scale and character compatibility through reinforcement of the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. **Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment;** regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows,n structural bays and modulation. Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street. 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.
- **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.

## C. THE STREETScape

- **C-1 Promote Pedestrian Interaction** –  
  
**Reinforce existing retail concentrations;** 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 spaces around the building unique hardscape treatments pedestrian-scale sidewalk lighting accent paving (especially at corners, entries and passageways), creative landscape treatments (planting,planters, trellises, arbors); seating, gathering spaces; water features, inclusion of art elements  
**Building/Site Corners. Building corners are places of convergence.**  
The following considerations help reinforce site and building corners: provide meaningful setbacks/ open space, if feasible; provide seating as gathering spaces ; incorporate street/pedestrian amenities in these spaces ; make these spaces safe (good visibility) iconic corner identifiers to create wayfinders that draw people to the site  
Design for uses that are accessibleto 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)**
- **C-2 Design Facades of Many Scales** – Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort,safety, and orientation.

- **C-3 Provide Active - not blank - Facades** – Buildings should not have large blank walls facing the street, especially near sidewalks.
- **C-4 Reinforce Building Entries** – To promote pedestrian comfort, safety, and orientation.
- **C-5 Encourage Overhead Weather Protection** – 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); minimizing gaps in coverage; a drainage strategy that keeps rain water off the street-level facade and sidewalk; continuity with weather protection provided on nearby buildings; relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character; 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.

## D. PUBLIC AMENITIES

- **D-1 Provide Inviting & Usable Open Space** – Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.
- **D-2 Enhance the Building with Landscaping** – Enhance the building and site with substantial landscaping - which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.
- **D-3 Provide Elements that Define the Space** – 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.

### Art and Heritage

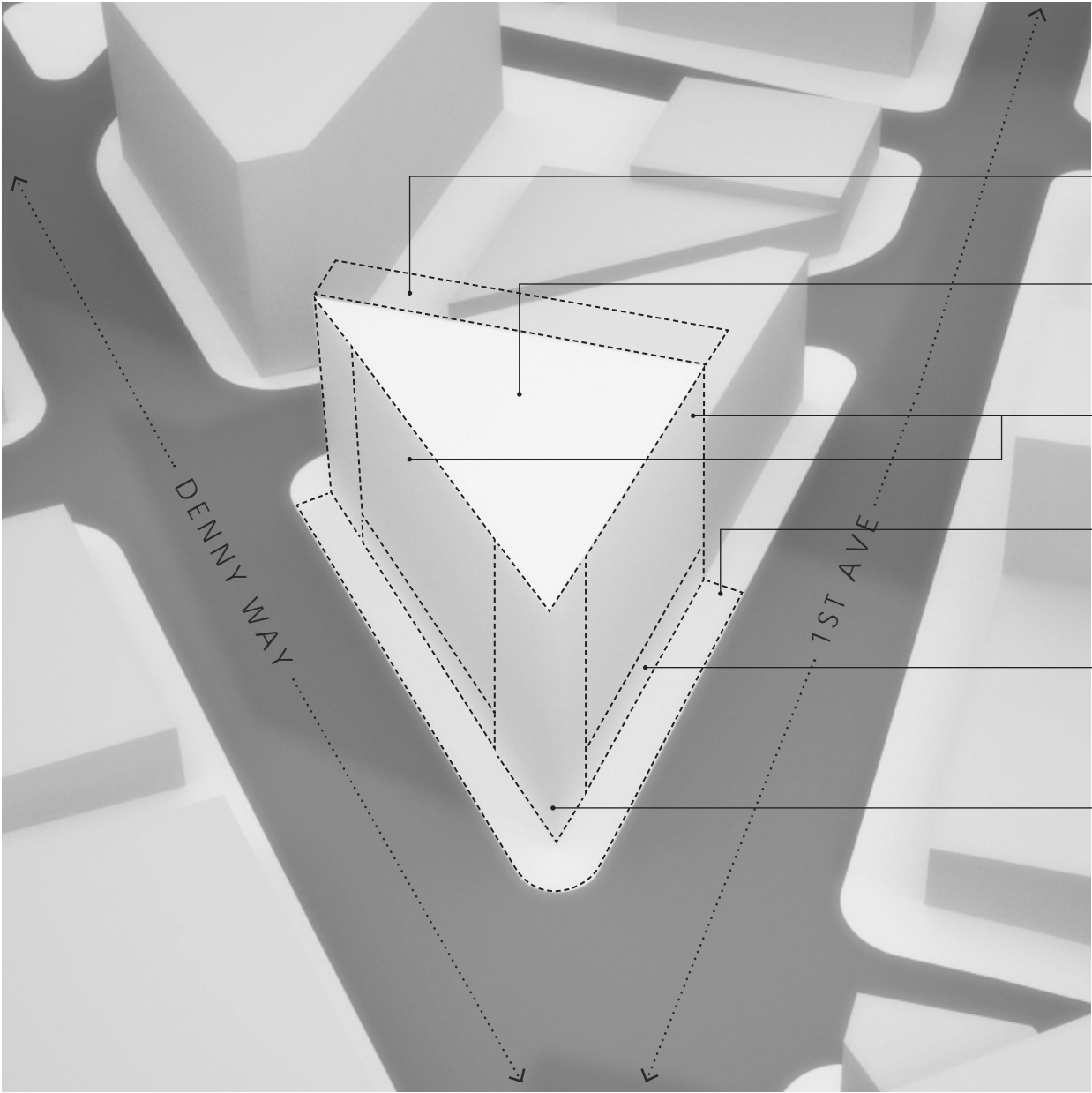
Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design: Vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs, art that relates to the established or emerging theme of that area (e.g., Western, 1st, 2nd, 3rd Avenue streetspecific character. See “Street furniture/ furnishings” under Guideline D-3, pgs. 25-27); and install plaques or other features on thebuilding that pay tribute to Belltown history.

### Street Hierarchy (Denny = Arterial, 1st = Promnade)

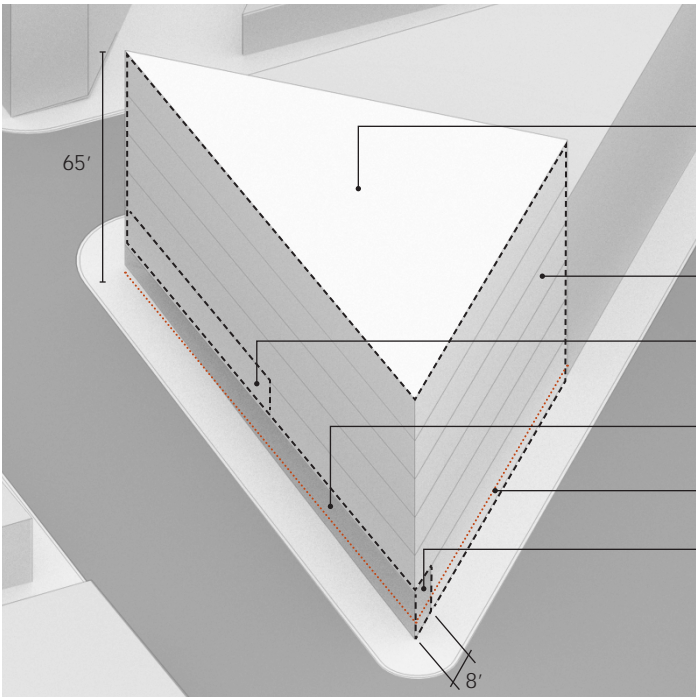
The function and character of Belltown’s streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements. Any new installations between Denny Way and Virginia Street should continue the established character of the street by using unique pieces of inexpensive and salvaged materials such as the Wilkenson sandstone pieces that are currently in place. **1st avenue Sidewalks should be wide and pedestrian amenities like benches, kiosksand pedestrian-scale lighting are especially important on promenade streets.**

- **D-4 Provide Appropriate Signage** – Design signage appropriate for the scale and character ofthe project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood. Use signs on an individual storefront’s awning, overhang, shop entrance, or building facade to add interest and give a human dimension to street-level building facades; and b. Show creativity and individual expression in the design of signs; Use signs to help distinguish the ground level of a building from the upper levels of a building; and Establish a rhythm of elements along the street-level facade; for instance, the regular cadence of signs with storefront enhances the pedestrian experience.
- **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, in landscaped areas, and on signage. 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.

MASSING ANALYSIS PER GUIDELINES

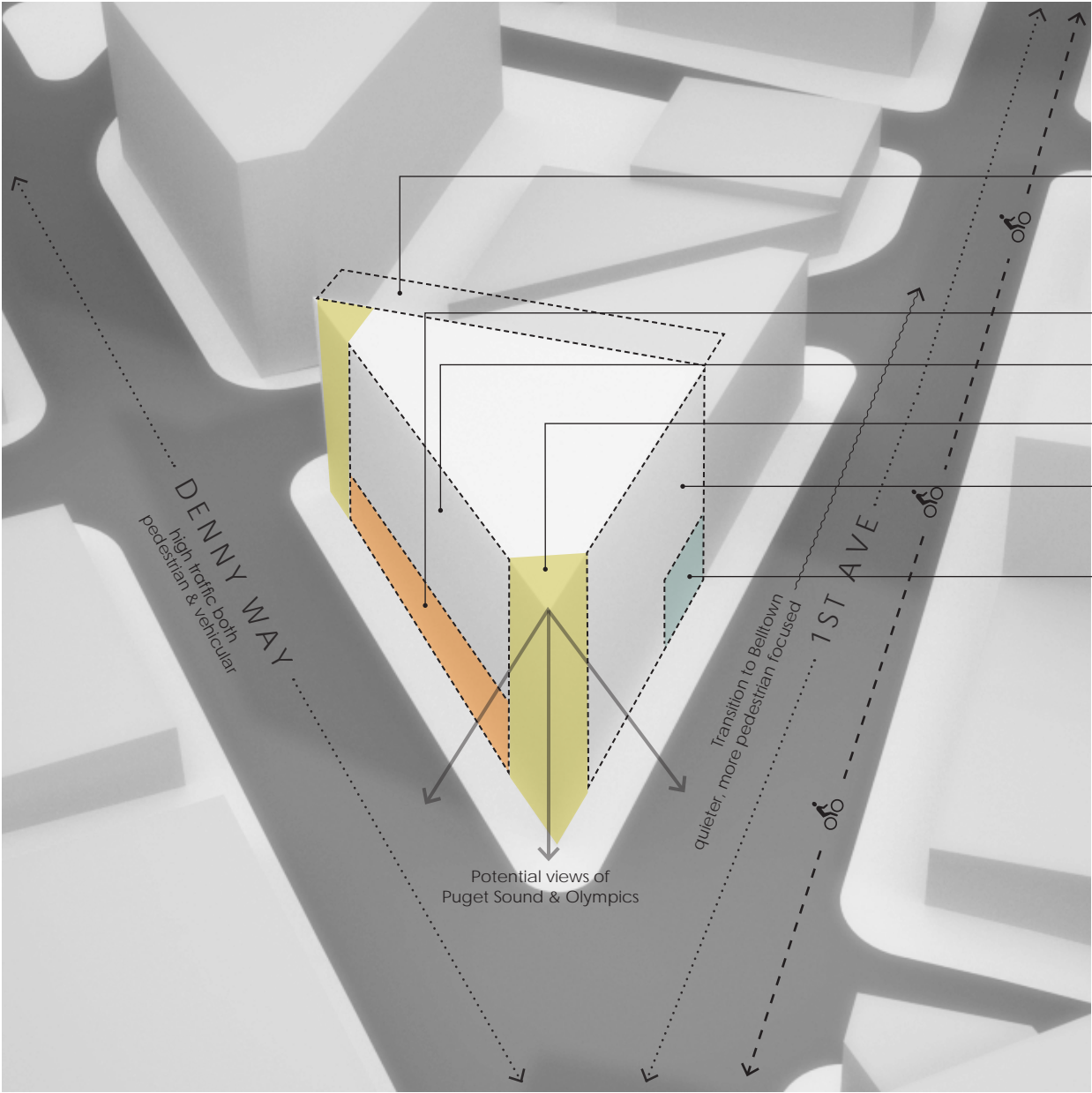


- Respond to the Neighborhood Context  
Design a Well-Proportioned & Unified Building  
**DESIGN GUIDELINE B-1, B-4**
- Enhance the Skyline  
Respond to the Neighborhood Context  
Create a Transition in Bulk & Scale  
**DESIGN GUIDELINE A-1, B-1, B-2**
- Design a Well-Proportioned & Unified Building  
Design Facades of Many Scales  
**DESIGN GUIDELINE B-4, C-2**
- Enhance the Building with Landscaping  
Provide Adequate Lighting  
Design for Personal Safety & Security  
**DESIGN GUIDELINE D-2, D-5, D-6**
- Promote Pedestrian Interaction,  
Provide Active Facades  
Encourage Overhead Weather Protection,  
**DESIGN GUIDELINE C-1, C-3, C-5**
- Respond to Site Characteristics  
Provide Elements that Define the Space  
**DESIGN GUIDELINE A-1, D-3**



- DMC-65 Zone = Max height of 65'
- Residential
- Possible stepping of L1 for commercial use
- Commercial
- Average Grade Plane = 83.91'
- 8' setback at street for future improvement

CONCEPTUAL DESIGN ANALYSIS



- Coordinate openings and massing to be sensitive to neighboring buildings
- Commercial presence along Denny Way
- More active facade
- Prominent urban corners
- Residential facade to compliment Belltown neighborhood
- Residential entry

DESIGN INSPIRATION | URBAN INFILL



# OPTION 1 THE PROW

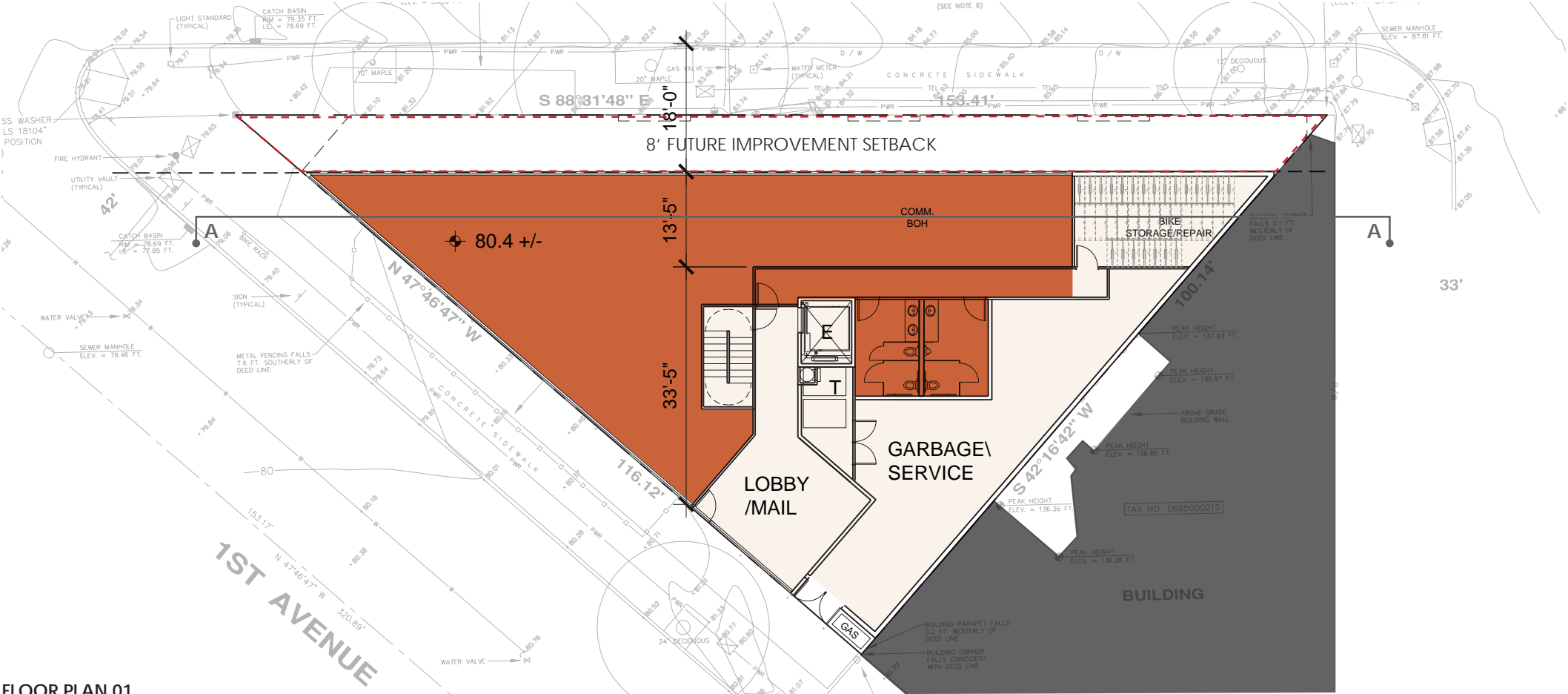


## CODE COMPLIANT, NO DEPARTURES

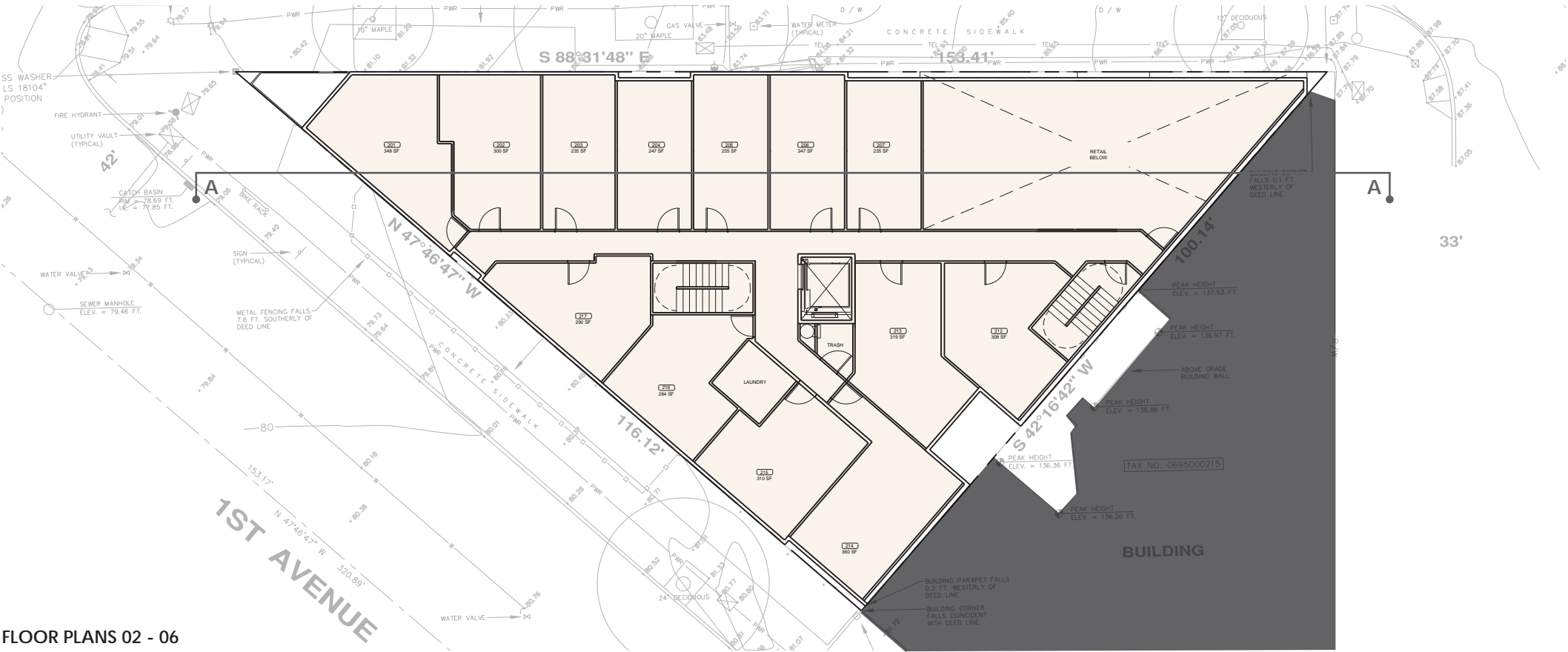
- HEIGHT - 65'
- UNITS - 81 STUDIOS +/-
- COMMERCIAL - 2100sf
- PARKING - Not provided

COMMERCIAL

RESIDENTIAL



FLOOR PLAN 01

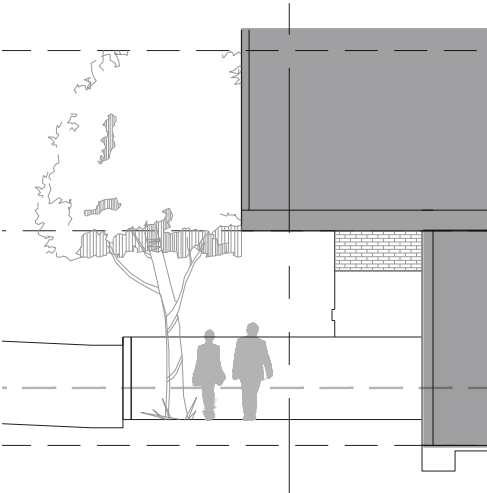


FLOOR PLANS 02 - 06

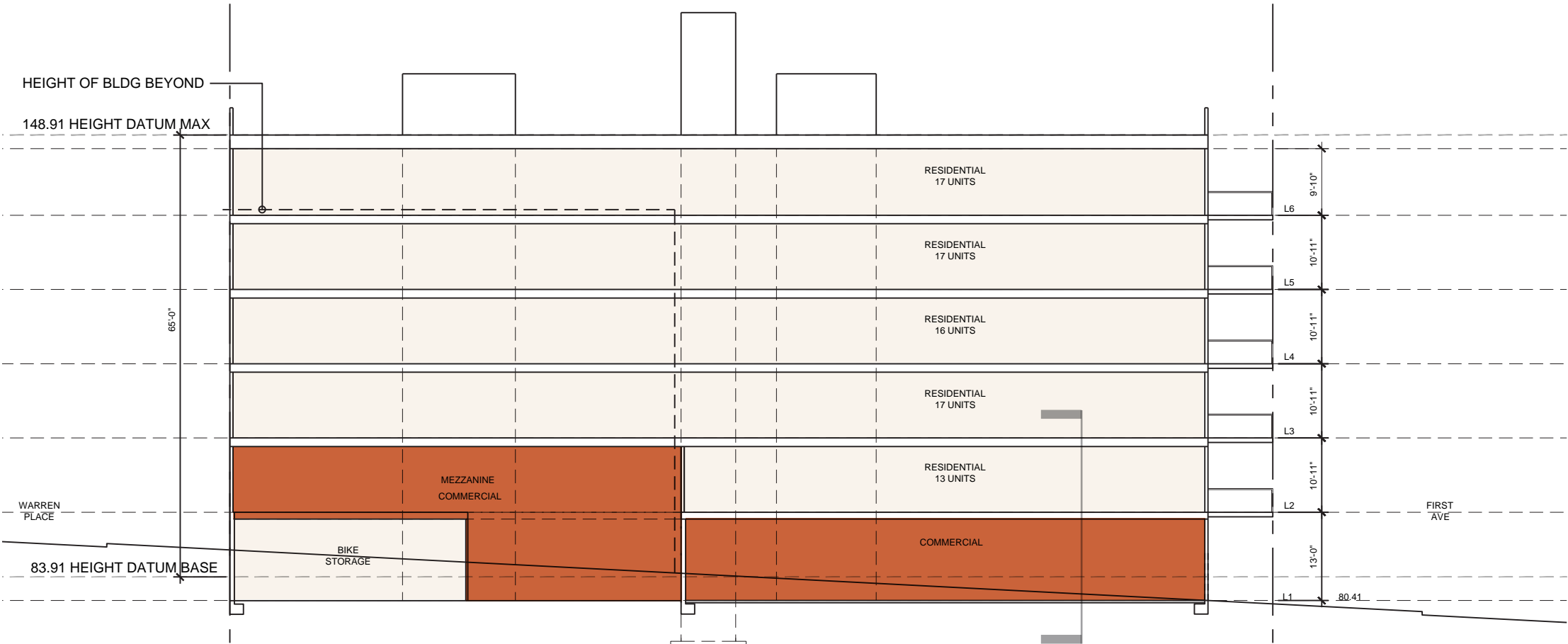
- PROS:
- SIMPLIFIED MASSING ALLOWS FOR GEOMETRY OF SIGHT TO BE EXPRESSED
  - PROMINENT DECK EXPRESSION COULD BE VISUALLY INTERESTING AT CORNER
  - RECTILINEAR BAY MODULATIONS CONTEXTUALLY COMPATIBLE AND MITIGATE THE MASSING

- CONS:
- WIDENS THE SIDEWALK ON THE LEAST PEDESTRIAN OF THE TWO STREET FACADES.
  - COMMERCIAL DEPTH IS LIMITED DO TO CORE SERVICE AND SITE DEPTH

OPTION 1



STREET SECTION AT DENNY



SECTION AA

OPTION 1



VIEW FROM INTERSECTION LOOKING SW



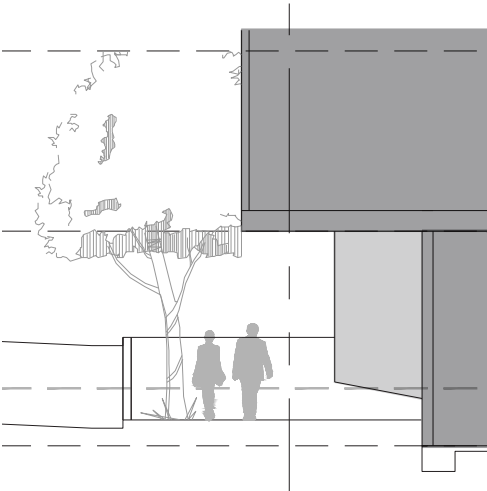
VIEW FROM DENNY WAY LOOKING W



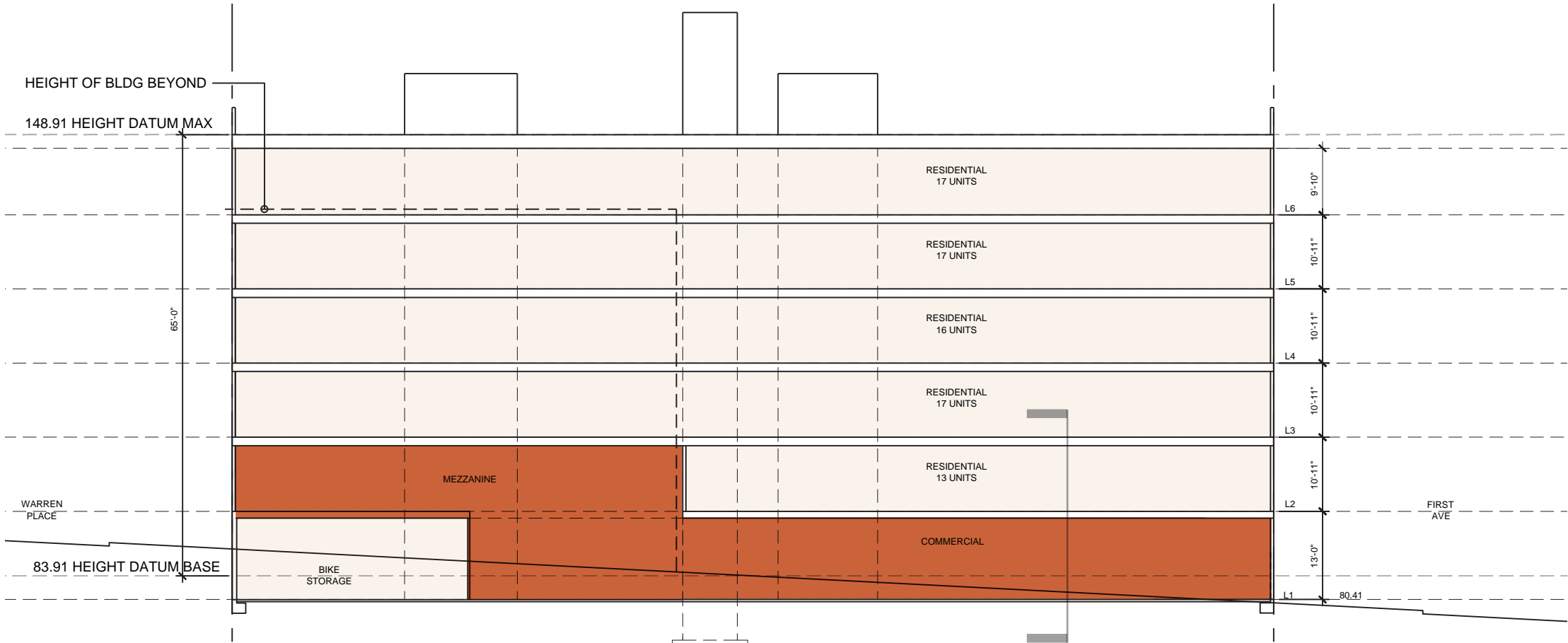
VIEW FROM 1ST AVE LOOKING NW



OPTION 2



STREET SECTION AT DENNY



SECTION AA

OPTION 2



VIEW FROM INTERSECTION LOOKING SW

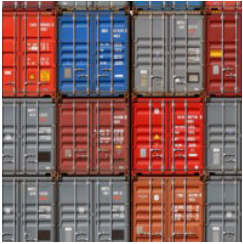


VIEW FROM DENNY WAY LOOKING W



VIEW FROM 1ST AVE LOOKING NW

# OPTION 3 STACKED

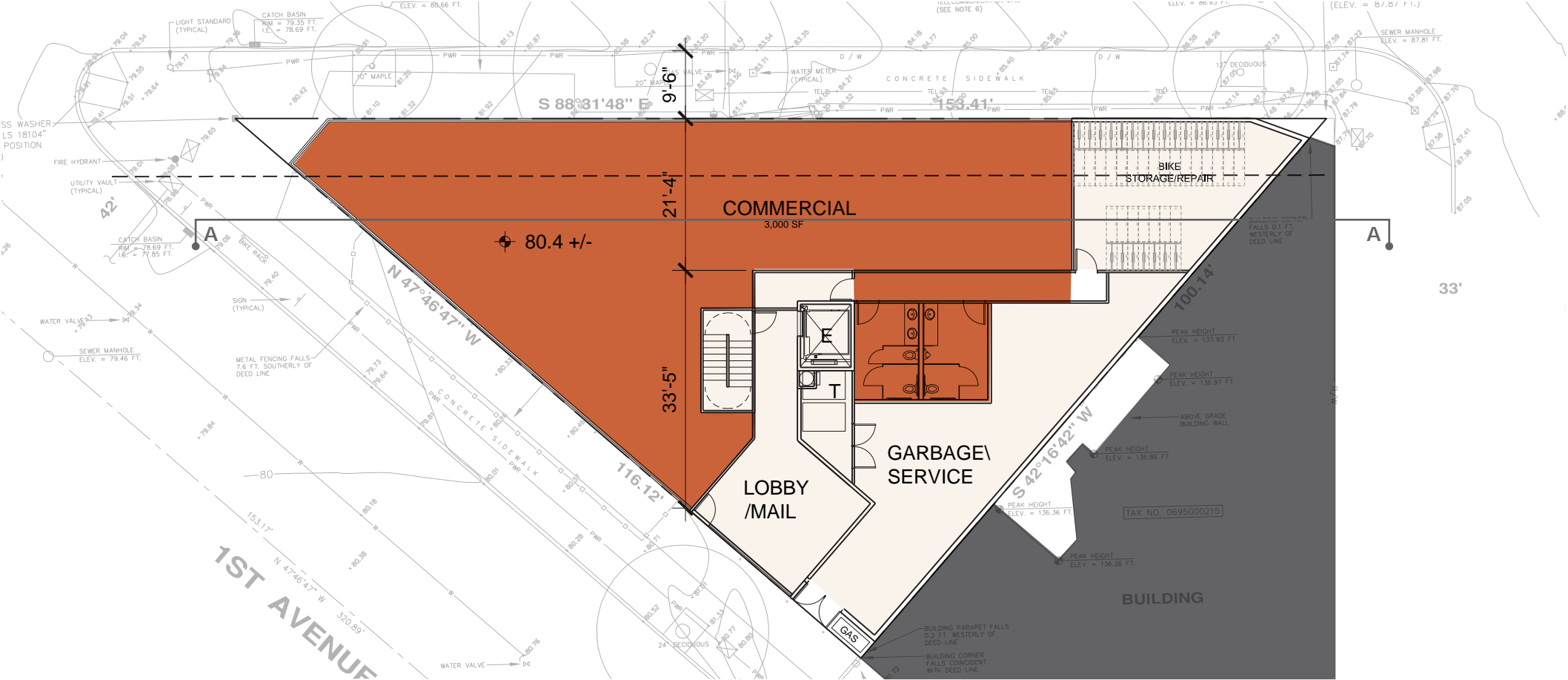


## ZERO LOT LINE WITH DEPARTURE

- HEIGHT - 65'
- UNITS - 80 STUDIOS +/-
- COMMERCIAL - 3000sf
- PARKING - Not provided

COMMERCIAL

RESIDENTIAL



FLOOR PLAN 01

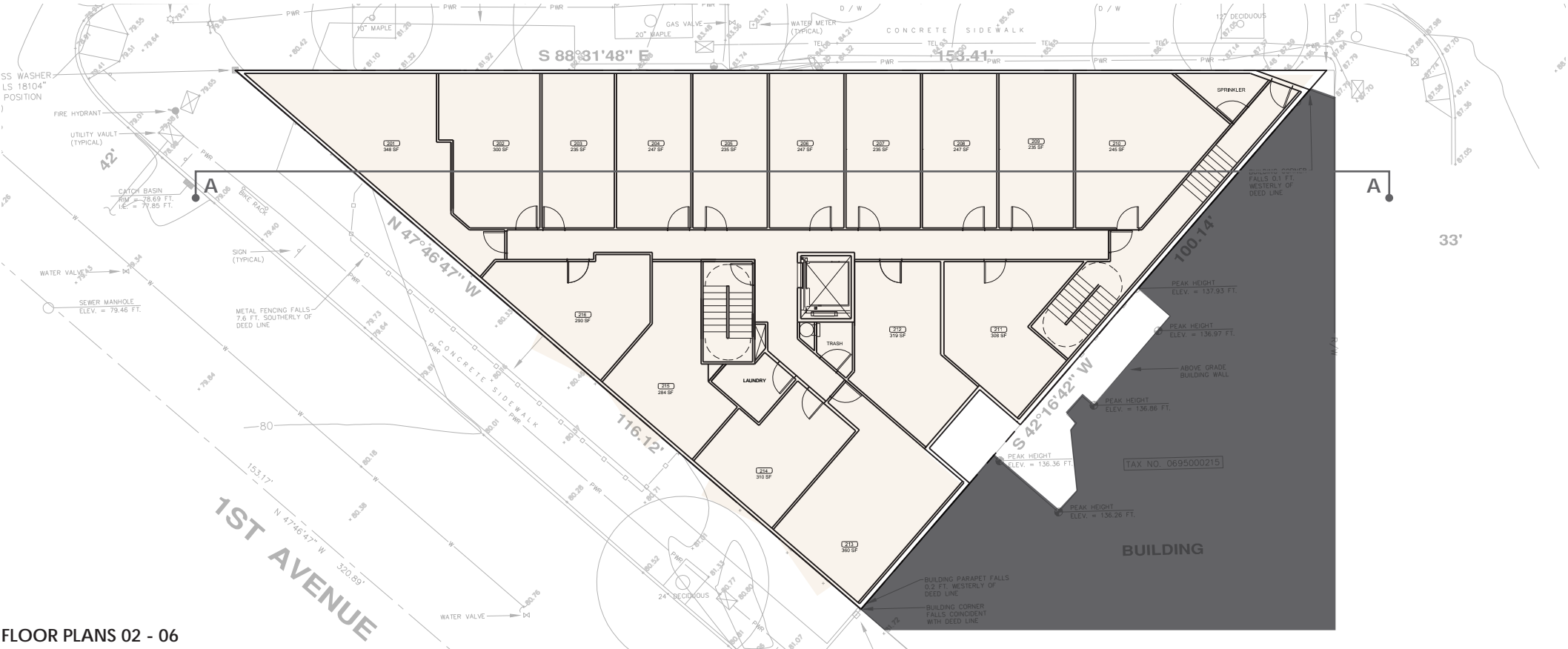
REQUESTED DEPARTURES:  
1. RELIEF FROM 8' SIDEWALK WIDENING SETBACK  
SEE PAGE 26 FOR MORE INFORMATION

## PROS:

- SIMPLE MASSING GEOMETRY IS CLEAN AND ALLOWS FOR SUBTLE TEXTURAL TREATMENT OF THE FACADE TO PROVIDE SHADE SHADOW AND RELIEF

## CONS:

- WIDENS THE SIDEWALK ON THE LEAST PEDESTRIAN OF THE TWO STREET FACADES.
- COMMERCIAL DEPTH IS LIMITED DO TO CORE SERVICE AND SITE DEPTH

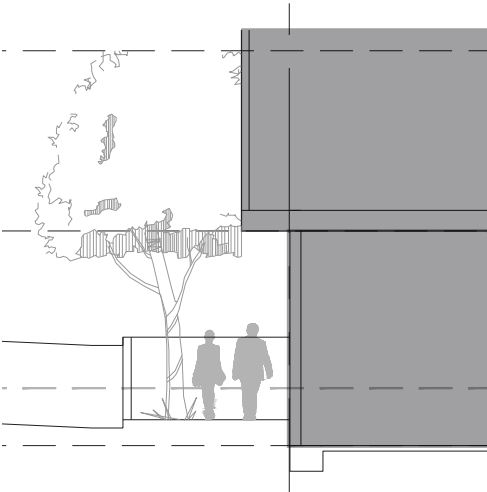


FLOOR PLANS 02 - 06

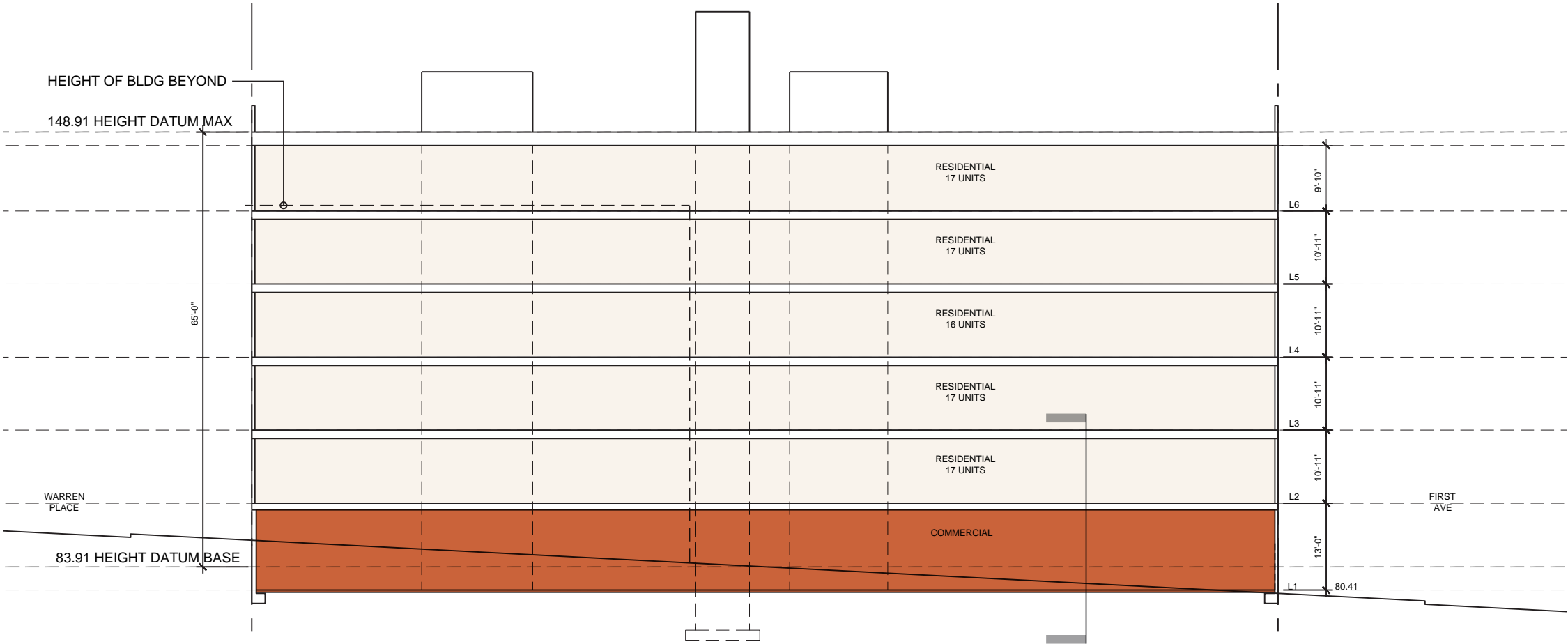
OPTION 3

COMMERCIAL

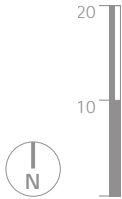
RESIDENTIAL



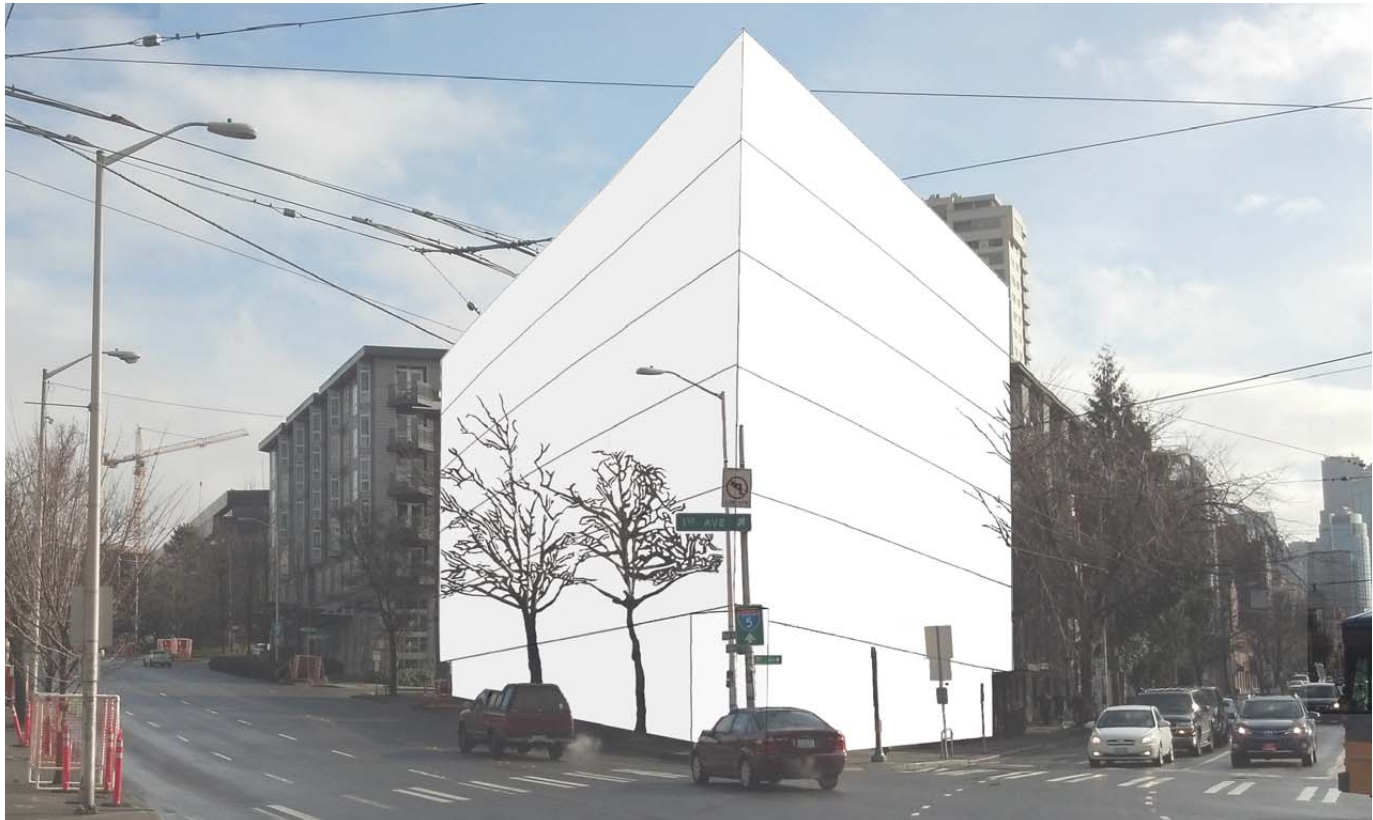
STREET SECTION AT DENNY



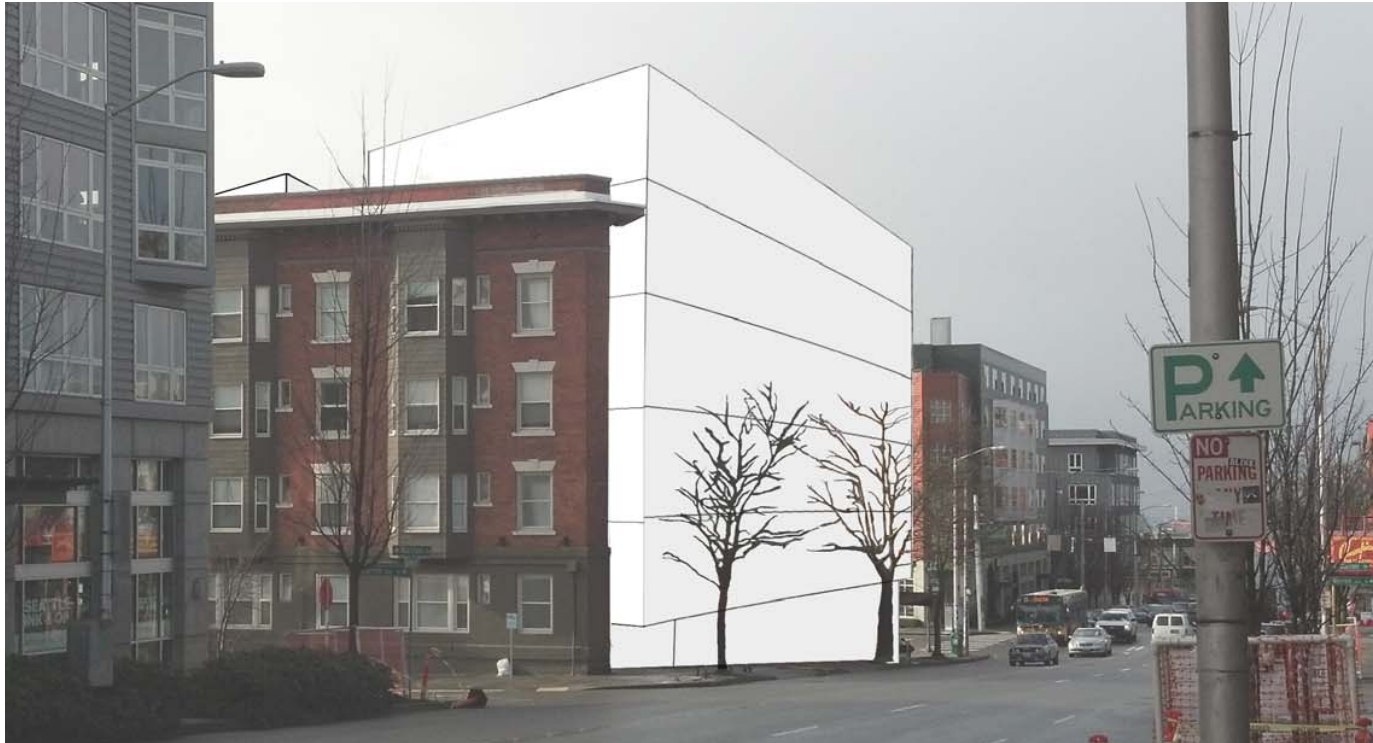
SECTION AA



OPTION 3



VIEW FROM INTERSECTION LOOKING SW



VIEW FROM DENNY WAY LOOKING W



VIEW FROM 1ST AVE LOOKING NW

# ARTERIAL

# PROMENADE

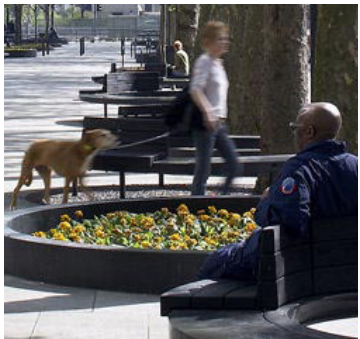
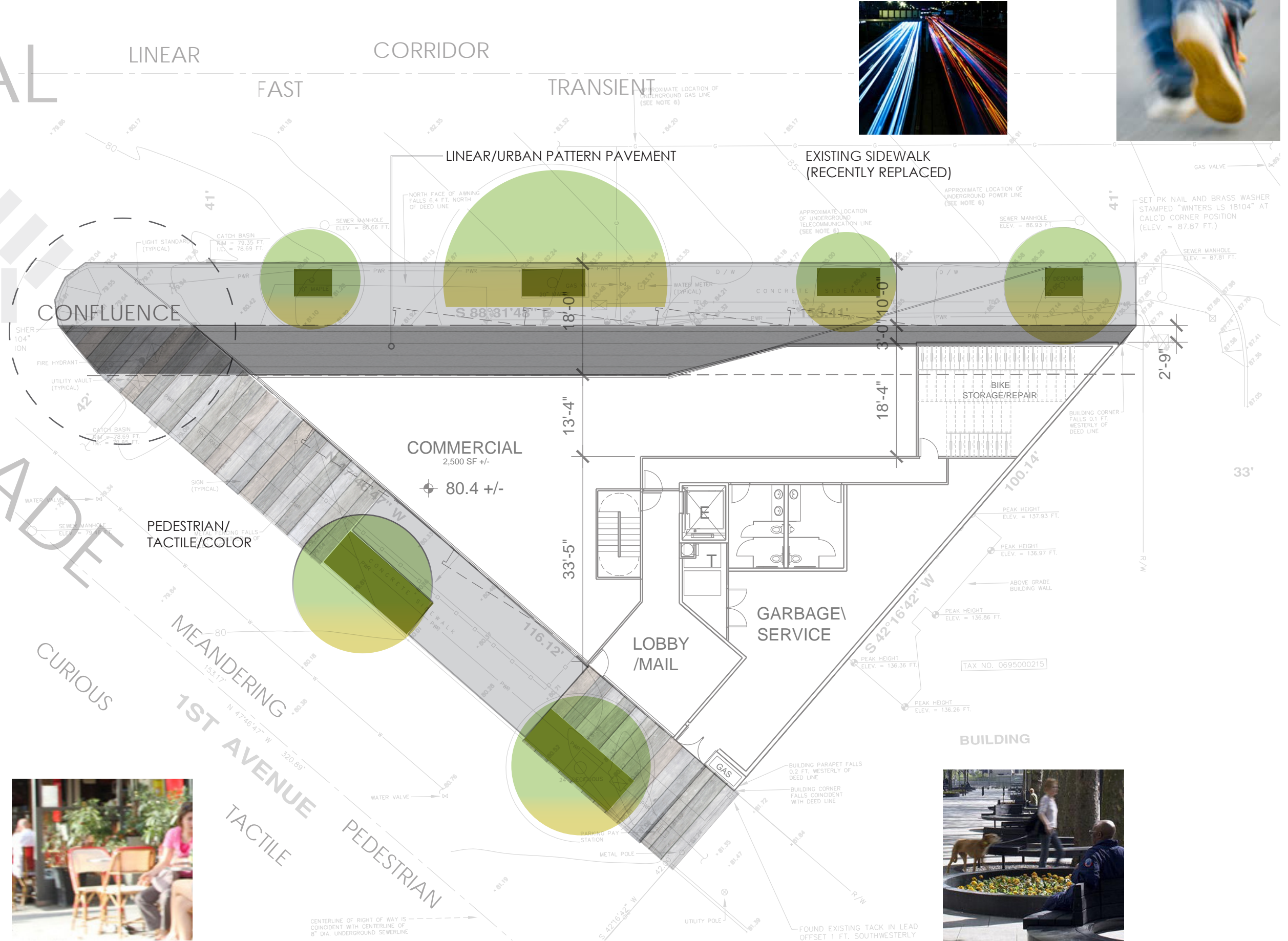


**MINNIE FLATS**  
101 DENNY WAY, SEATTLE, WA 98109



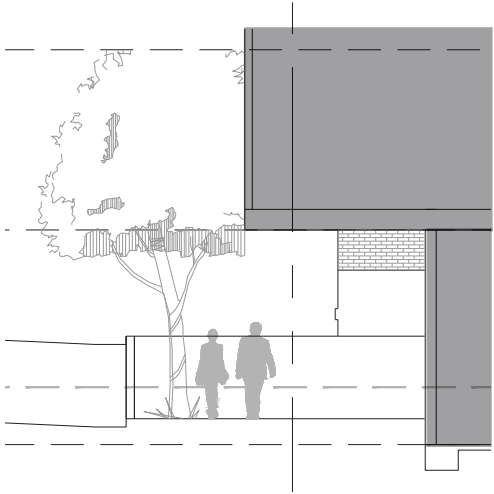
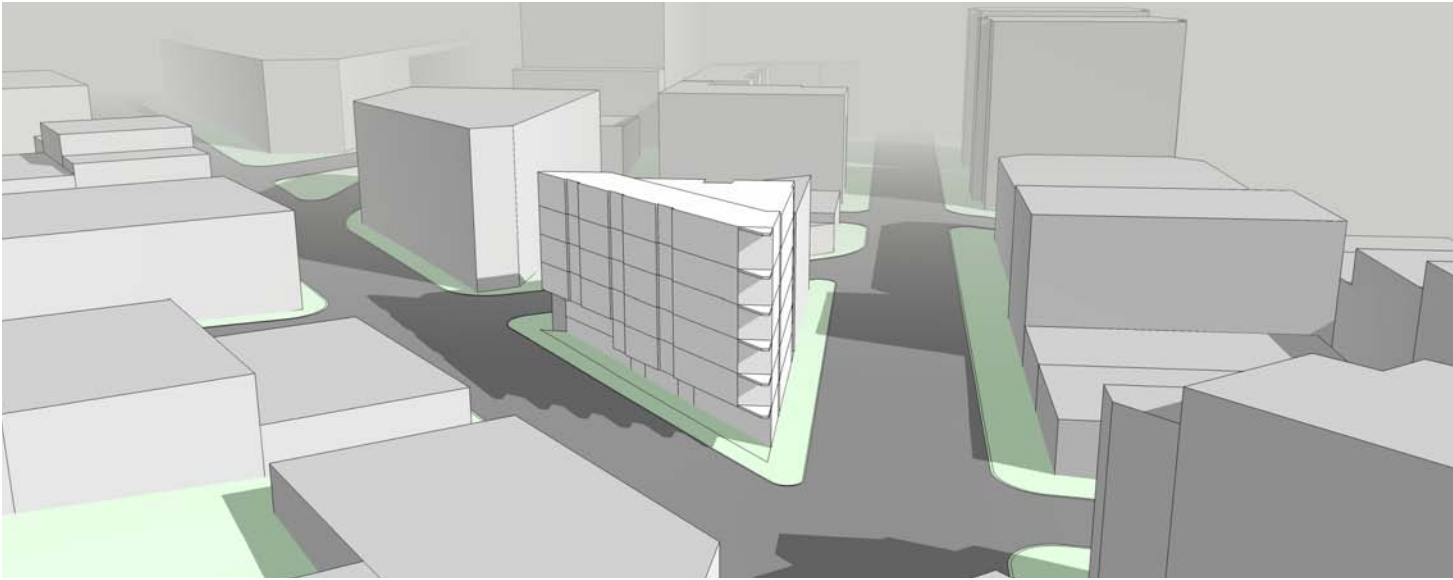
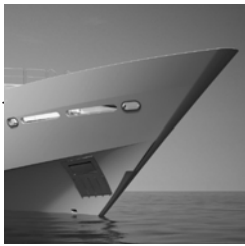
**Janette**  
architecture  
planning  
design

JOHNSON & CARR , LLC.

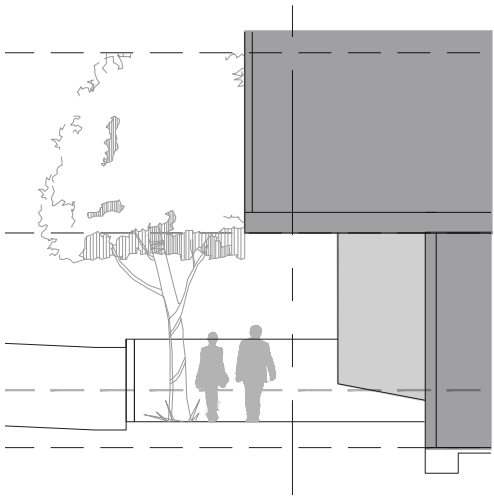
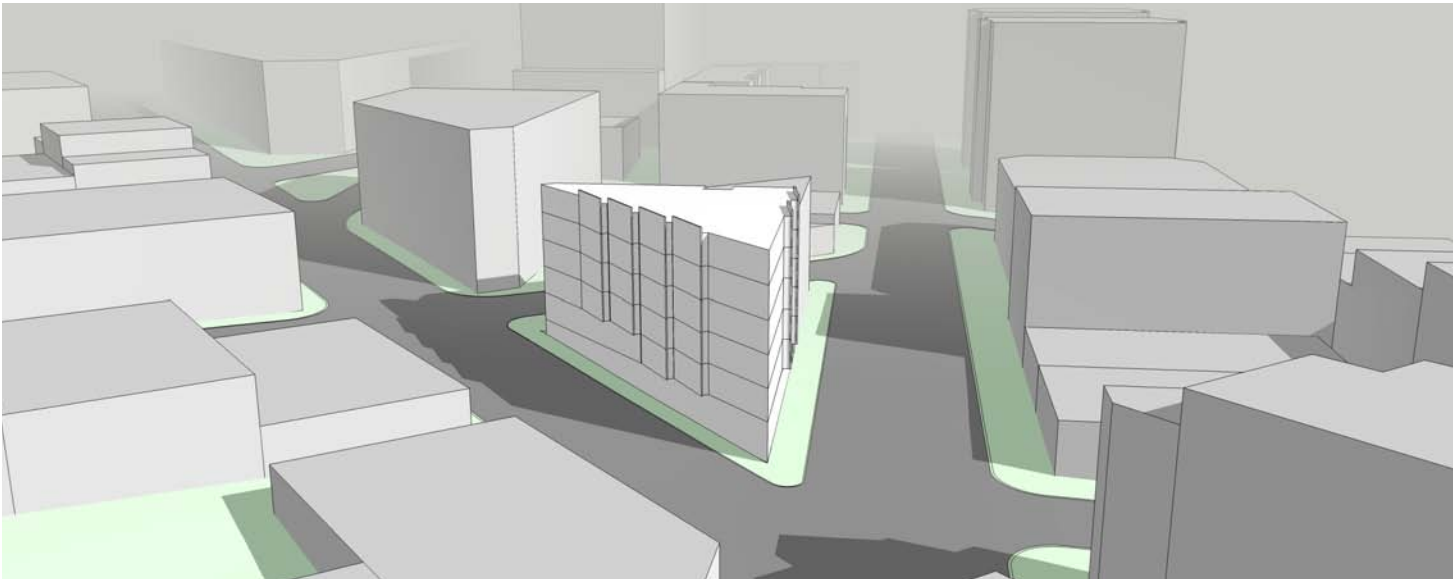
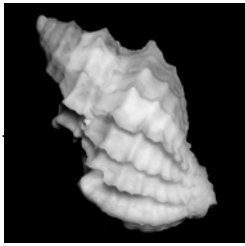


**CONCEPTUAL DESIGN**  
STREETSCAPE/LANDSCAPE CONCEPT

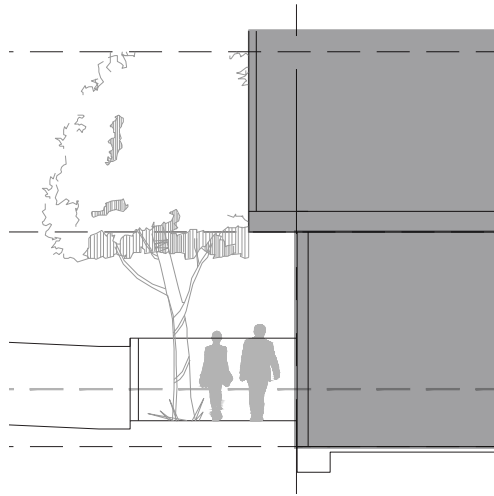
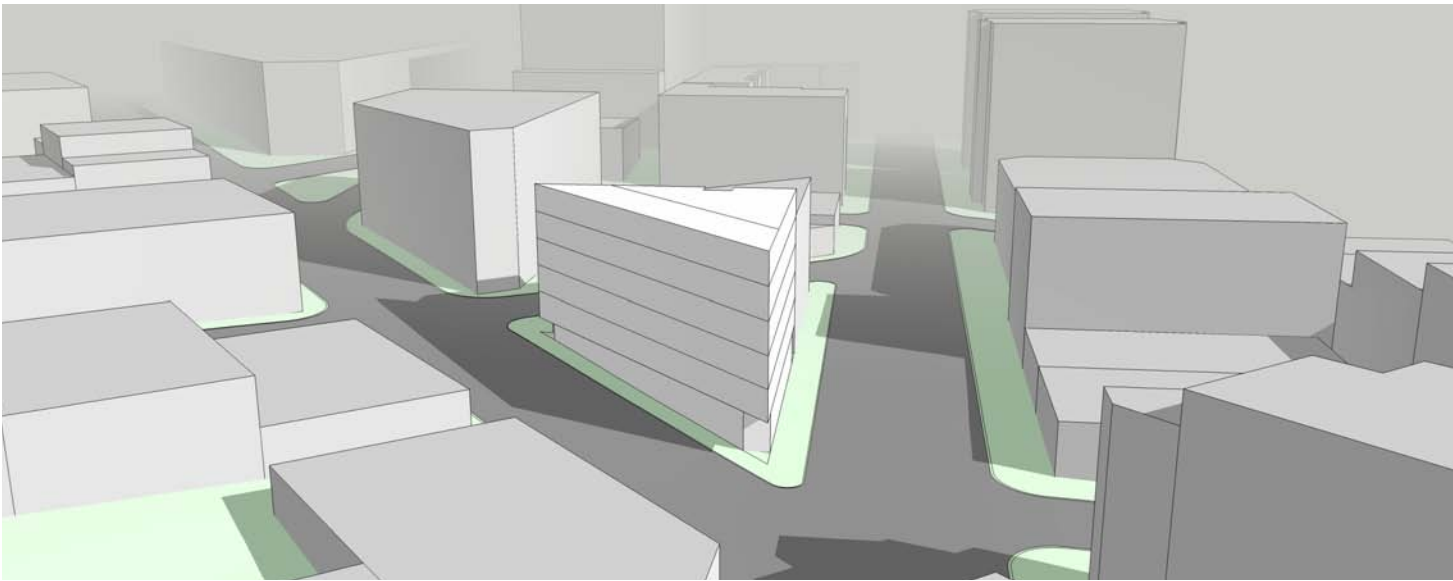
OPTION 1



OPTION 2



OPTION 3



DEPARTURE 1:

ZONING PROVISION SMC 23.49.022 MAP 1C REQUIRES 18' SIDEWALKS FOR THE APPLICANT'S PROJECT FRONTAGE

JUSTIFICATION:

PURSUANT TO TIP 205 THE APPLICANT SEEKS RELIEF FROM THIS REQUIREMENT FOR THE FOLLOWING REASONS:

b. The existence of a bridge, viaduct or structure such as a substantial retaining wall in proximity to the project site makes widening and/or improving the right-of-way impractical or undesirable.

3601 1ST AVE IS A SUBSTANTIAL 4-STORY APARTMENT STRUCTURE THAT IS WITHIN 2.75' OF THE DENNY R.O.W AND WOULD PRECLUDE WIDENING OR IMPROVING THE RIGHT OF WAY. 159 DENNY WAY HAS SUBSTANTIAL ELEVATED WALKWAYS AND BUILDING ENTRANCES THAT WOULD PRECLUDE THE BUILDING FROM BARRIER FREE ACCESS SHOULD THE RIGHT OF WAY IMPLEMENT FULL IMPROVEMENT.

e. Widening and/or improving the right-of-way would make building on a lot infeasible by reducing it to dimensions where development standards cannot reasonably be met.

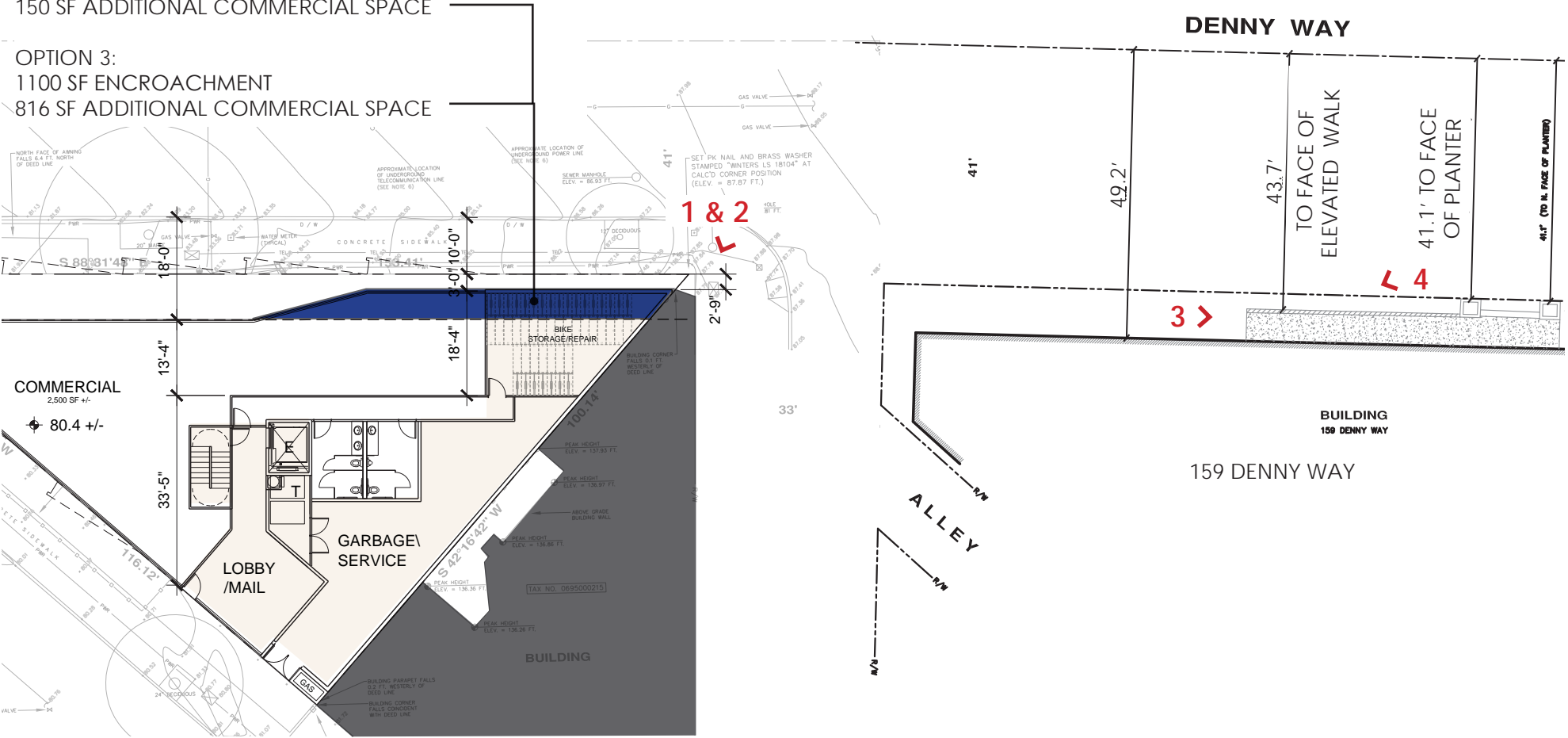
TWENTY PERCENT (20% ) OF THE SITE AREA WOULD BE IMPACTED RESULTING IN FINANCIAL HARDSHIP AND GREAT DIFFICULTY FOR THE PROJECT TO MEET OTHER PROVISIONS OF STREET FRONT DEVELOPMENT STANDARDS SUCH AS MINIMUM COMMERCIAL DEPTHS.

f. One or more substantial principal structures on the same side of the block as the proposed project are located in the area needed for future expansion of the right-of-way and the structure(s)' condition and size make future widening of the remainder of the right-of-way unlikely.

3601 1ST AVE, A CLASSIC BELLTOWN BUILDING, IS WITHIN 2.75' OF THE DENNY R.O.W AND WOULD PRECLUDE WIDENING OR IMPROVING THE RIGHT OF WAY TO THE EXTENT THAT WOULD ACHIEVE THE INTENT OF THE SIDEWALK WIDENING. 159 DENNY TO THE EAST HAS ELEVATED PEDESTRIAN ENTRANCE, STEPS, RAMP AND PLANTERS THAT NEGATE THE INTENT OF THE IMPROVEMENT REQUEST.

OPTION 2:  
320 SF ENCROACHMENT  
150 SF ADDITIONAL COMMERCIAL SPACE

OPTION 3:  
1100 SF ENCROACHMENT  
816 SF ADDITIONAL COMMERCIAL SPACE



1. 3016 1st AVE



2. 3016 1st AVE



3. 159 DENNY WAY



4. 159 DENNY WAY

WORK EXAMPLES

JANETTE APD | ARCHITECT

