

## **EARLY DESIGN GUIDANCE MEETING #2**

DPD# 3016702 April 7, 2015

**2ND + STEWART**

1613 2nd Avenue, Seattle, WA 98101

**HEWITT**

OWNER Wood Partners  
1420 Fifth Avenue, Suite 3670  
Seattle WA 98101  
206.777.9312

ARCHITECT HEWITT  
101 Stewart Street, Suite 200  
Seattle WA 98101  
206.624.8154

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# Project Vision

The development site at Second Avenue, from Stewart Street to Pine Street, is located adjacent to the Pike Place Market Historic District and just a few short blocks from the City’s shopping core. It is situated on one of the highest intersections in the downtown area and borders the edge where a shift in the City street grid occurs, forming a tapered, rectangular parcel adjacent to the 1908 era Broadacres Building. The project’s location and site conditions are rich in potential and require a sound and thoughtful architectural response - a composition of necessities, grounded in the authenticity of the neighborhood.

Streetscapes offer variety of attitude and activity. Stewart Street is pedestrian-scaled and has a strong visual relationship to the Market and Elliott Bay beyond. Second Avenue is a broad, north to south, heavily-used city connector for vehicles, bicycles, and King County Metro and Sound Transit bus services. Each street is highly active and unique in character. The tower design responds with retail frontage lining both streets, including multiple entrances activating the pedestrian realm and featuring a tall retail space that anchors the corner. The Stewart Street facade is pedestrian-scaled and highlights the Water/Market connection, while the Second Avenue frontage offers a tall, slender public tower face, featuring the primary residential building entrance.

Tower massing relates to neighboring buildings and the greater cityscape. An east facade massing indentation reveals expressive connection to the Broadacres Building, further activated by a south-facing cantilever. Localized massing gestures respond to adjacent buildings and view opportunities. Upper-level tower form engages the shifted geometries of the street grid to enhance scale, and gesture to the surrounding environment. The roof, a common recreation program, and elevator penthouse provide a unique and direct engagement of the structure and skyline, allowing occupants to connect with dramatic urban and natural vistas.

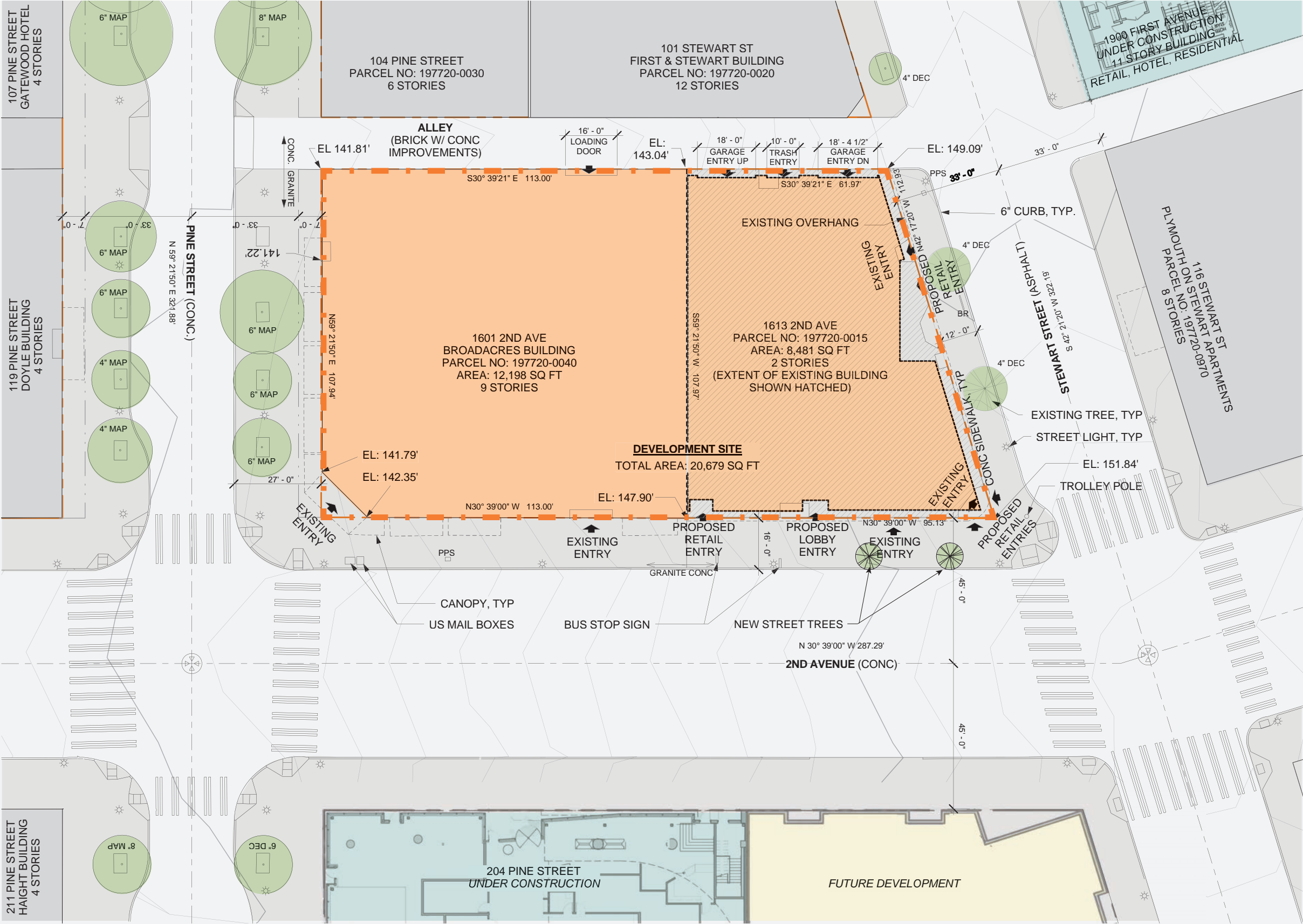
## DEVELOPMENT OBJECTIVES -

The proposal is a 400’, 39-story, mixed-use structure with associated services and common recreation areas. Ground level retail with below and above grade parking are intended.

Approximate quantities are as follows:

Residential:	Approximately 200 apartment units
Affordable housing incentive:	Cash payment option proposed
Ground level retail:	Approximately 2,670 sf
Parking:	Approximately 145 stalls; consisting of 7 levels below grade, 4 levels above grade
Potential departure requests:	Facade modulation Parking location within structures Parking aisle width

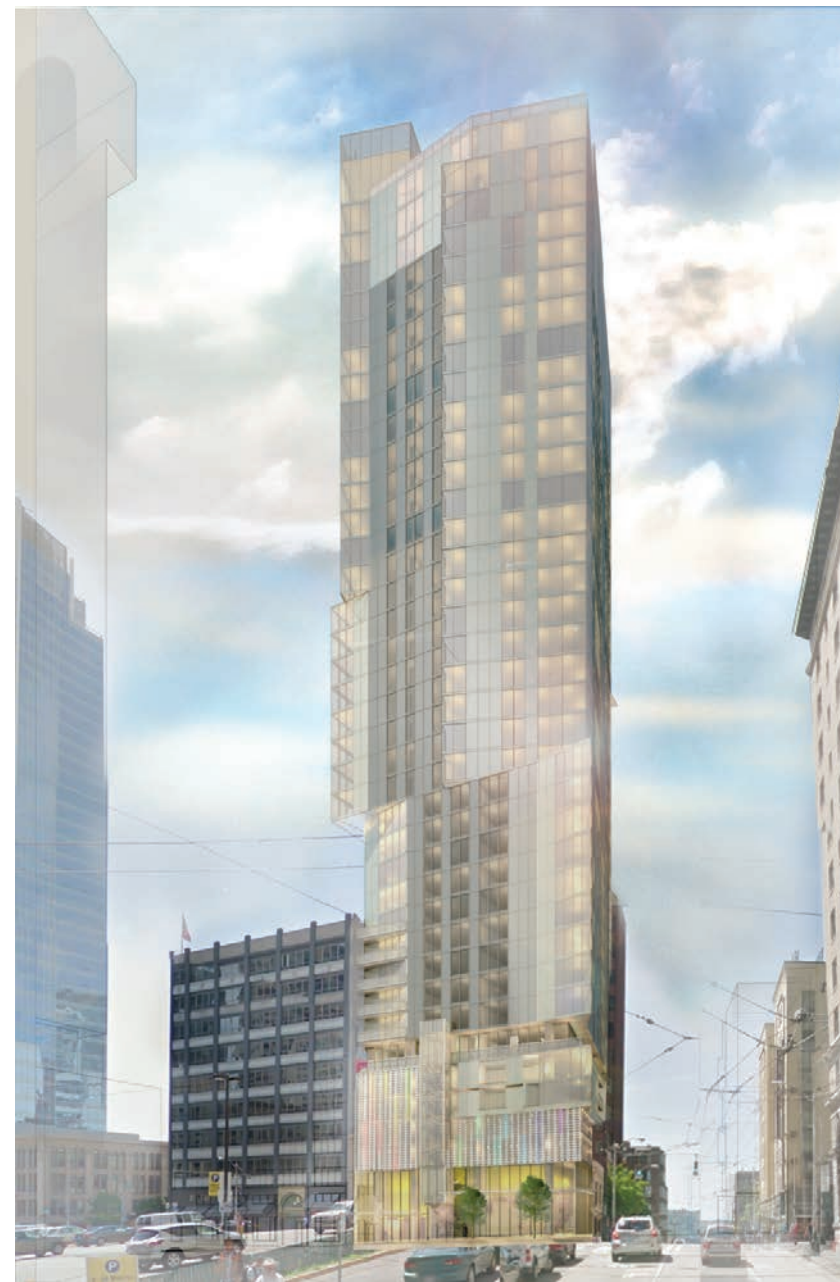








EDG #1 | PREFERRED



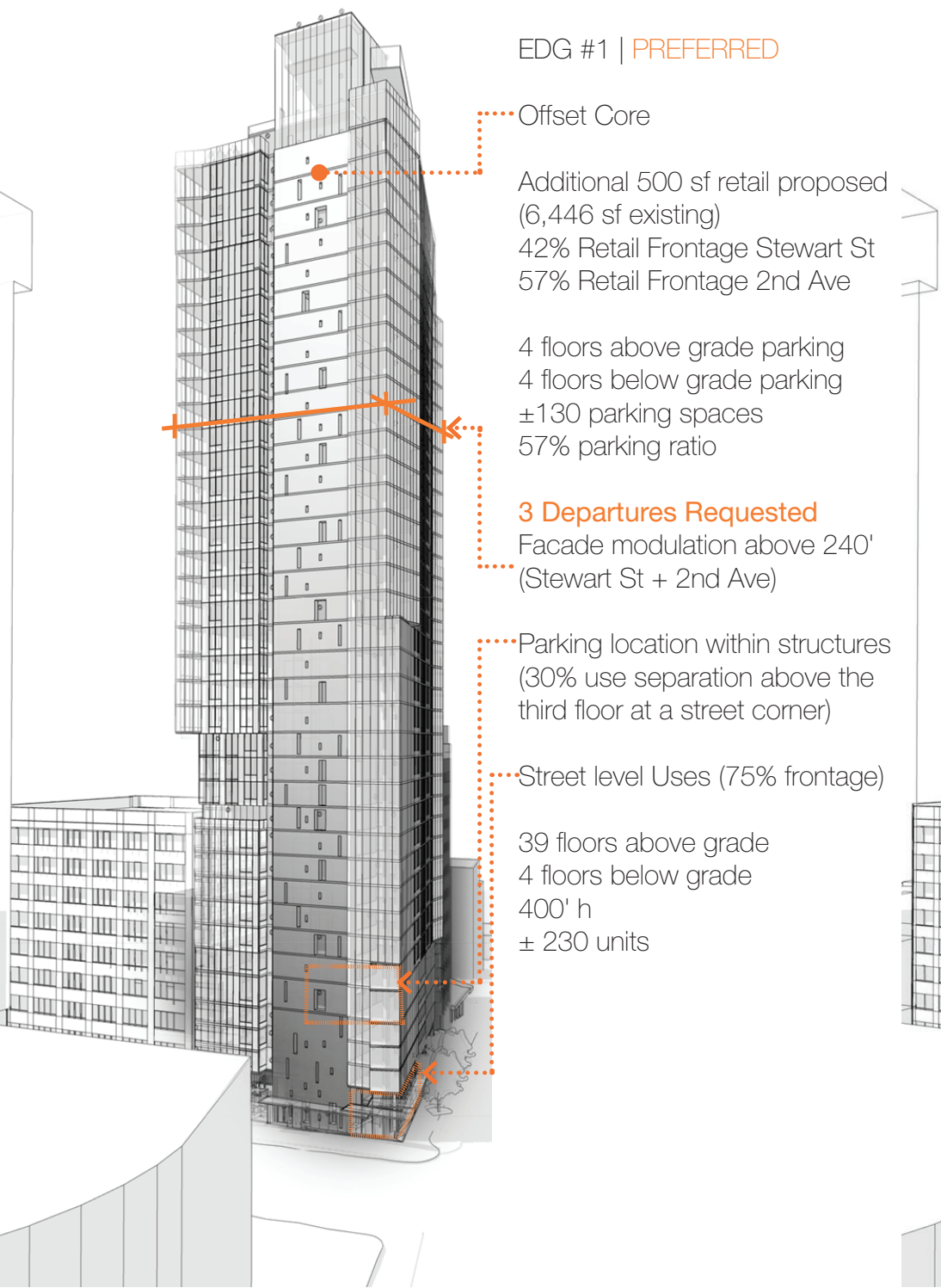
EDG #2 | ALTERNATIVE 1



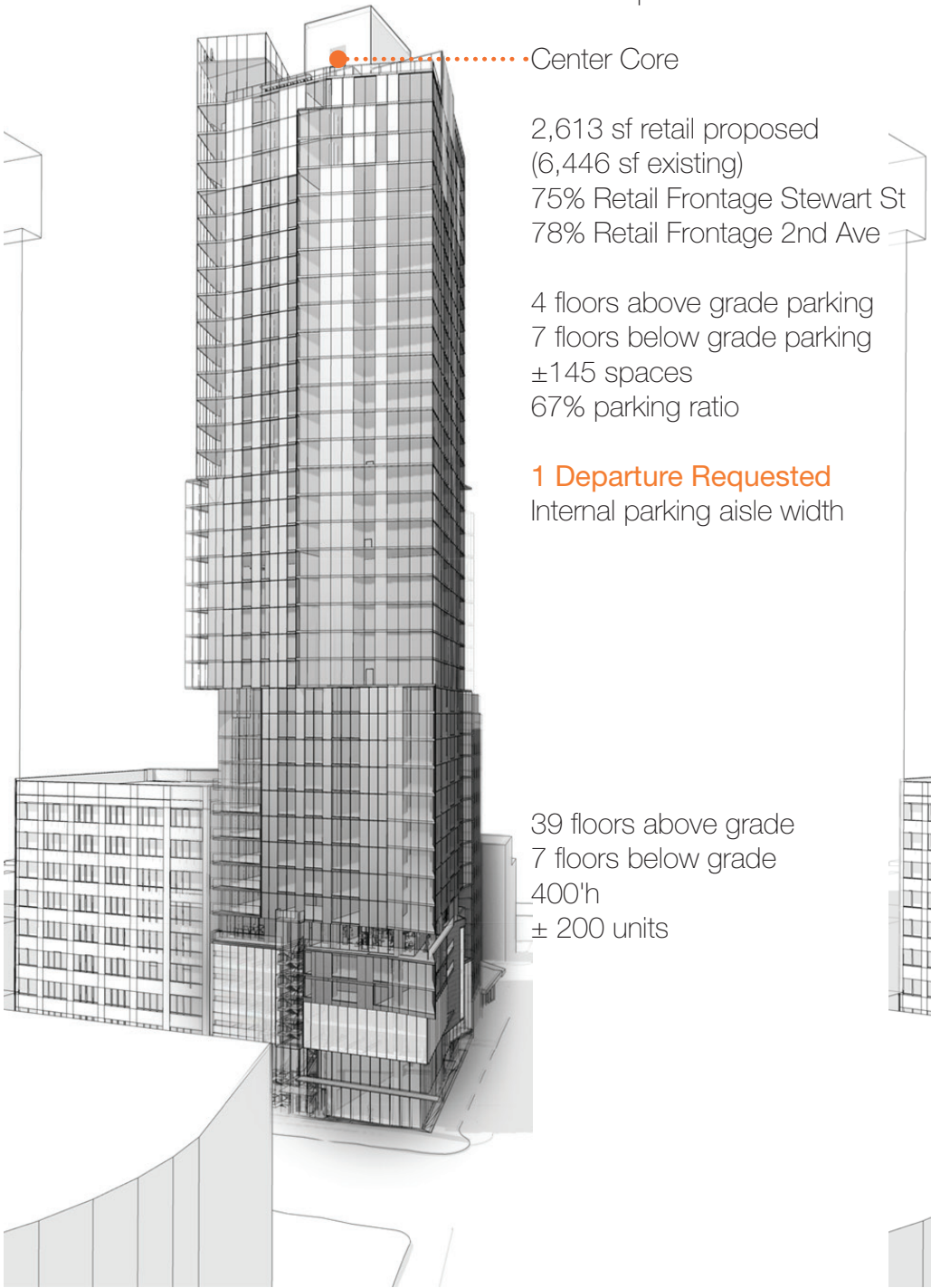
EDG #2 | ALTERNATIVE 2 PREFERRED



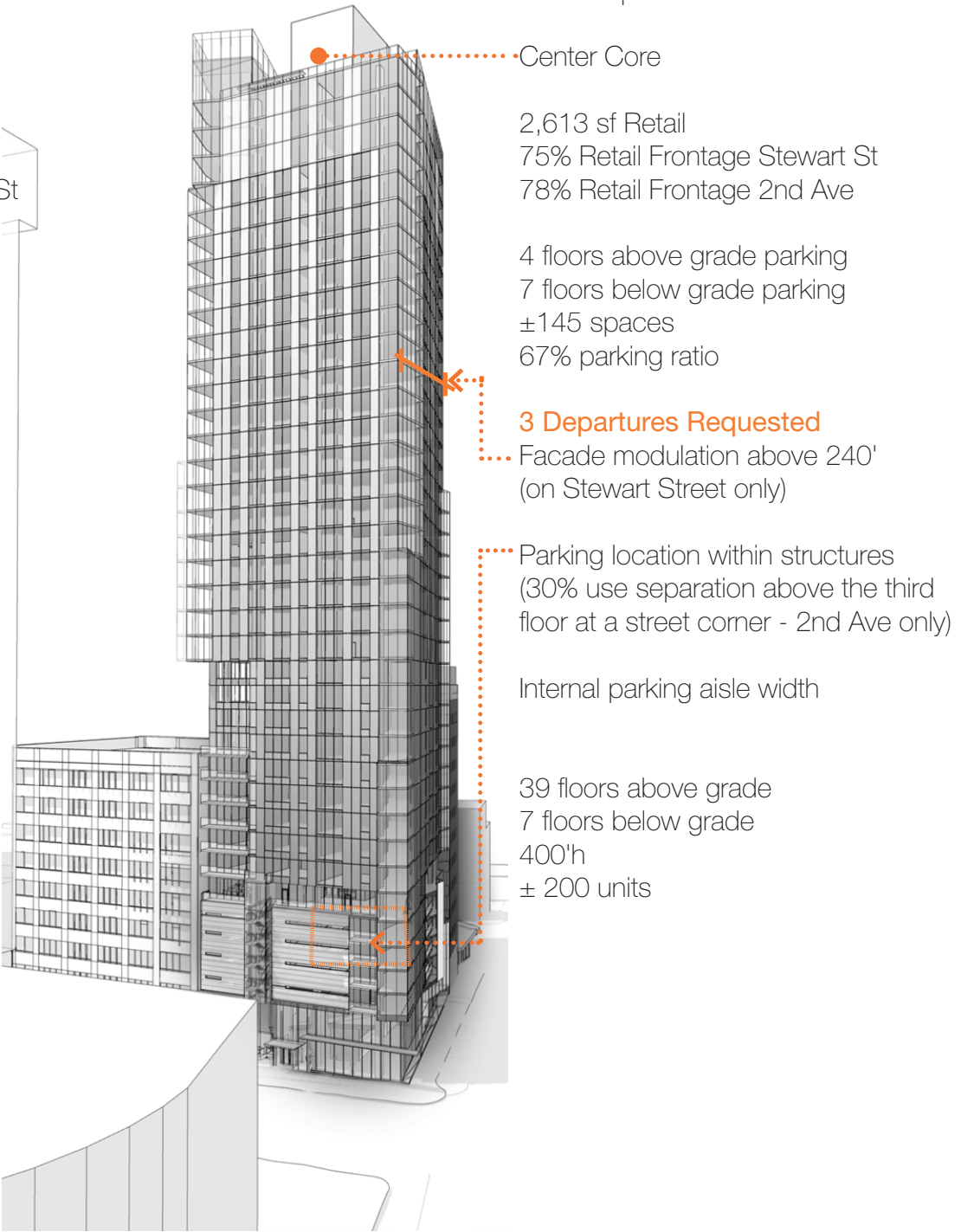
EDG #1 | **PREFERRED**



EDG #2 | **ALTERNATIVE 1**



EDG #2 | **ALTERNATIVE 2 PREFERRED**





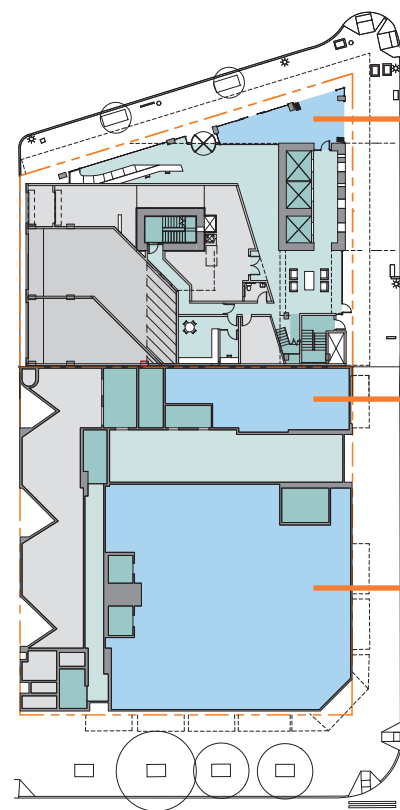
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# DRB:3 POINTS OF CONSIDERATION

STREET LEVEL RETAIL  
LOCATION OF CORE  
ABOVE GRADE PARKING



EDG1



500 SF

1,072 SF  
existing

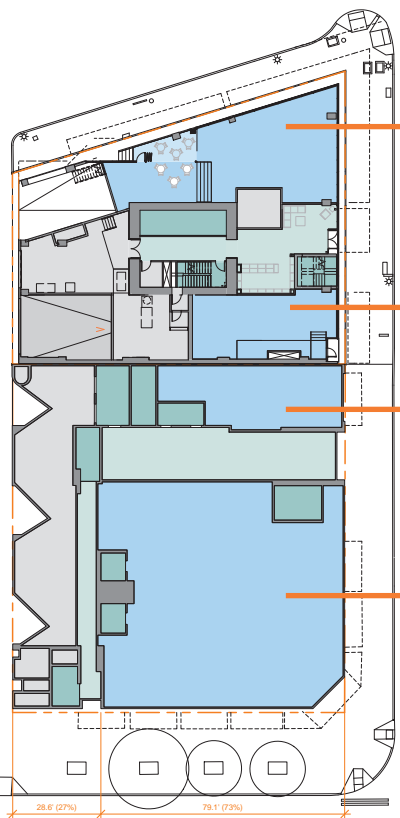
5,374 SF  
existing



**EDG #1 RETAIL / STREET LEVEL USES**

"The Board members were in agreement that there was insufficient retail presence proposed at street level in the new structure. One Board member noted that "Alternative 1" was more successful in that regard than was the preferred Alternative 3. The Board members were unanimous in indicating their disapproval of a departure request for less than the Code-required amount of retail space. It was suggested that the design team look into alternatives for locating residential lobby functions to a floor above the ground floor level to accommodate increased retail."

EDG2



1,713 SF

900 SF

1,072 SF  
existing

5,374 SF  
existing



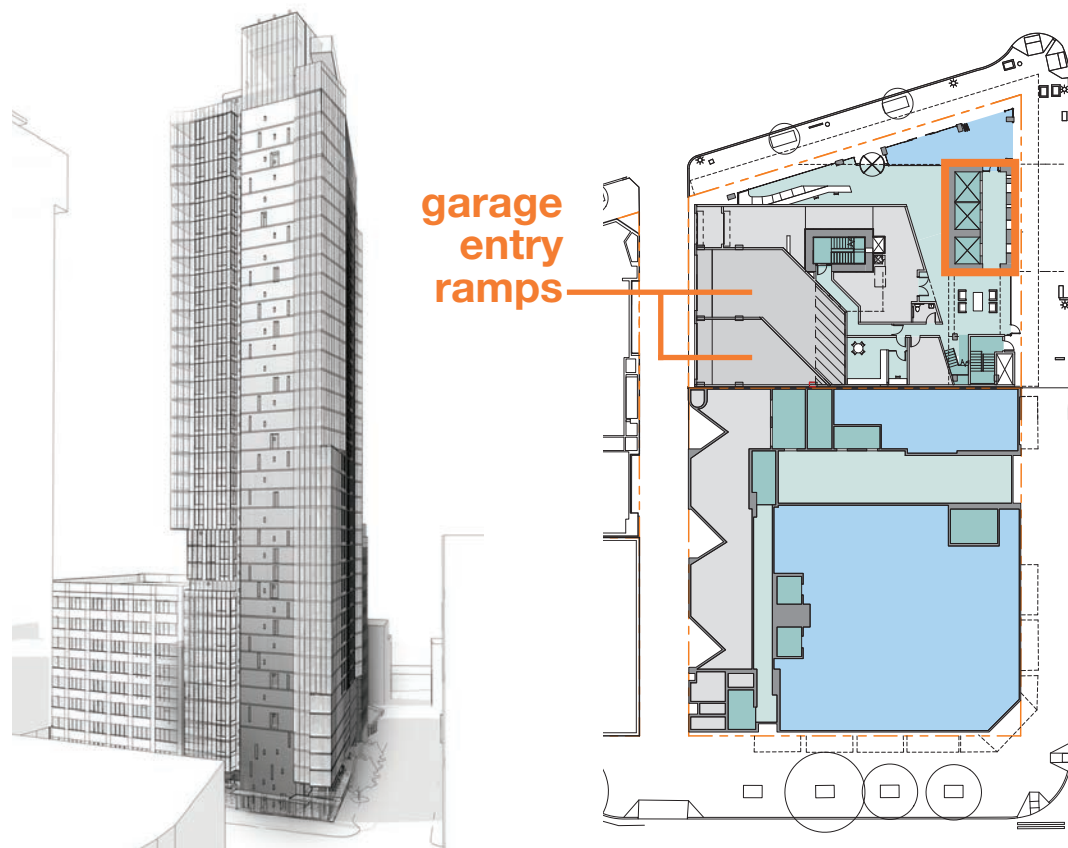
**EDG #2 RETAIL STREET LEVEL USES**

Response:

- Street level Use Departure no longer requested.
- All non essential residential uses relocated to floors above the street level.
- Proposed retail SF area increased from 500 sf to 2,613 sf. (total development site retail area including Broadacres Building 9,059 sf)



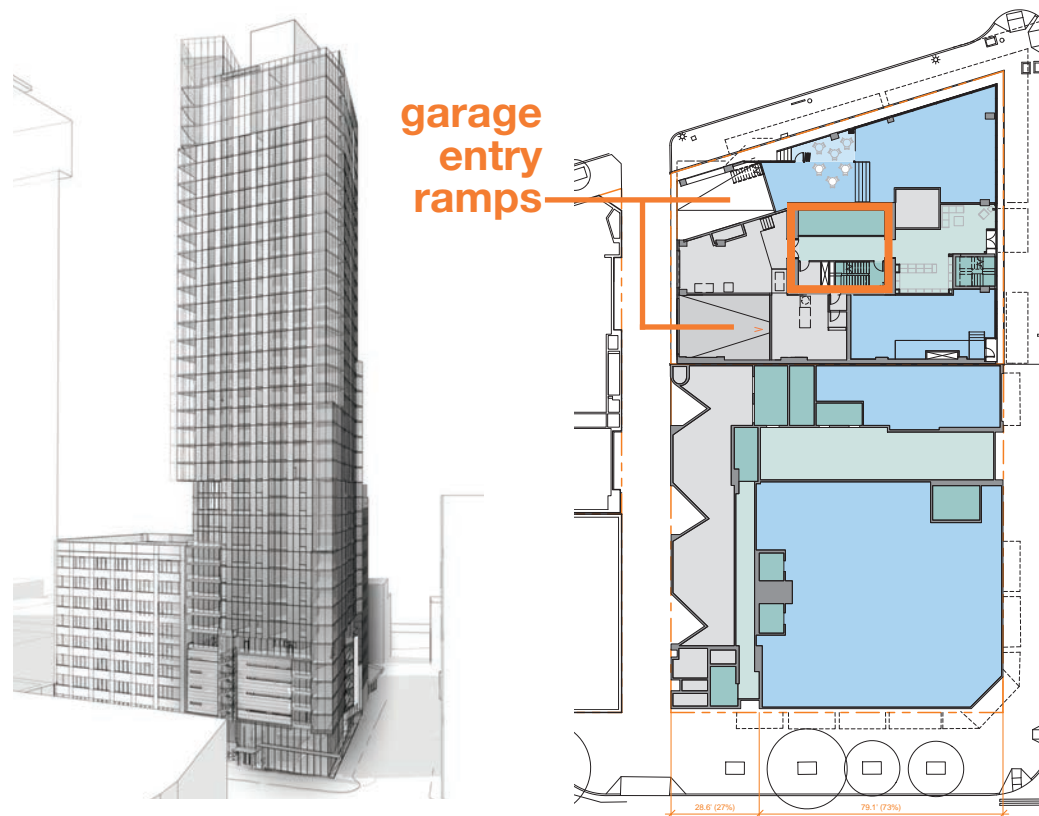
EDG1



**EDG #1 - CORE ON 2ND AVE**

*The Board members also reacted negatively to the expressed/ exposed structural core at the perimeter of the building on 2nd Avenue. The inevitable "blank" expression at the façade as well as the core's ability to gobble up space that could be given to retail uses at the street level made the feature and the move less than welcomed.*

EDG2



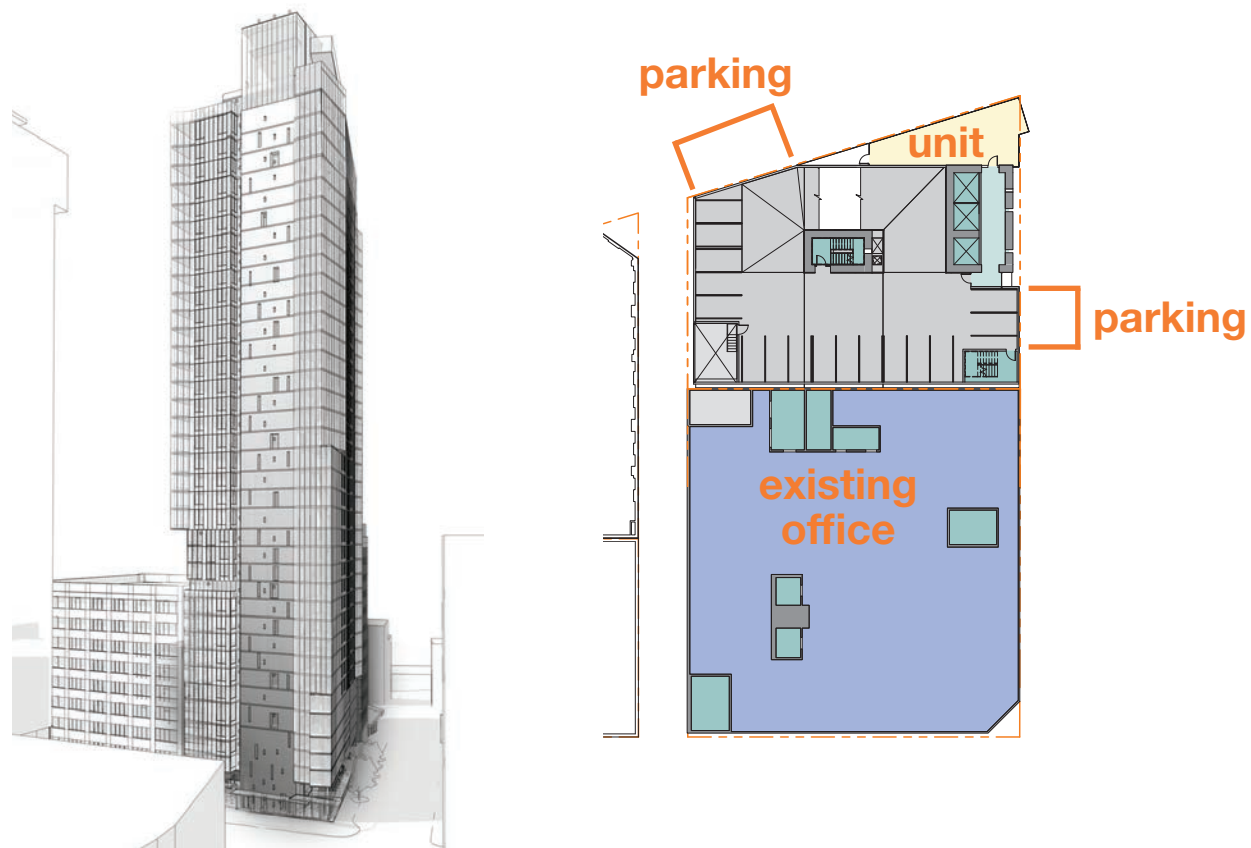
**EDG #2 - CORE CENTERED ON FLOOR PLATE**

**Response:**

- Street level Use Departure no longer requested.
- All non essential residential uses relocated to floors above the street level.
- Proposed retail SF area increased from 500 sf to 2,613 sf. (total development site retail area including Broadacres Building 9,059 sf)
- North garage entry ramps adjacent to Stewart Street but within the allowed 25% of Street Level Use frontage for vehicular and pedestrian access.
- Similar separation of uses for above grade parking at Second Ave. and Stewart maintained from EDG #1 preferred alternative.



EDG1



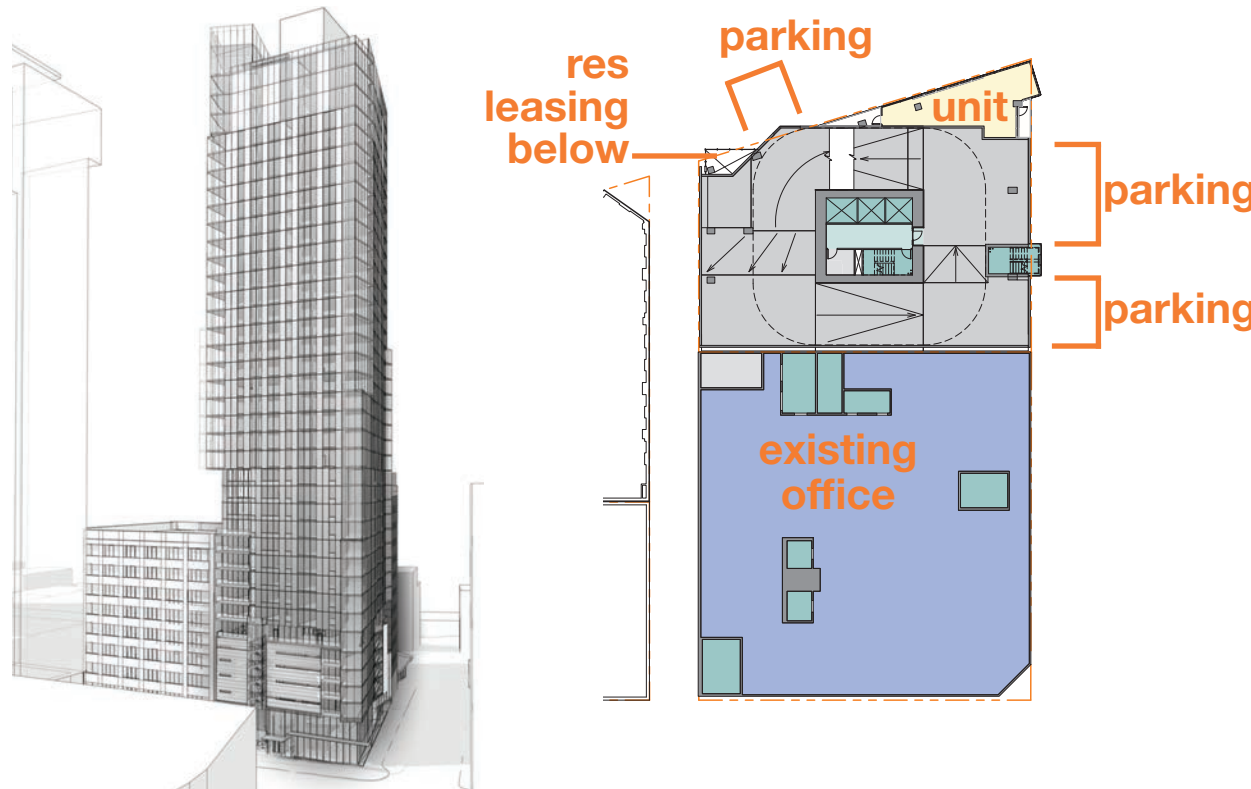
**EDG #1 - ABOVE GRADE PARKING**

The Board was displeased how the above-grade parking seemed to be driving the building's functionality and appearance, noting that they were unaware of an instance in the City where copious amounts of above-grade parking did not substantially compromise a well-integrated design or mar the aesthetic qualities of an otherwise attractive building. There was clearly a challenge for the prospect of a successful outcome in this instance.

**From page 5 of the EDG 1 notes:**

Finally, it was suggested by members of the Board that the above-grade parking, if adroitly handled, could perhaps be received with a less critical eye if the issues of the peripheral core and quantity of retail space had been judiciously addressed.

EDG2



**EDG #2 - ABOVE GRADE PARKING**

Response: Second Ave core relocated to the center of the floor plate reconfigures the vehicle circulation. This increased the amount of facade area needing to screen parking in the EDG #2 alternatives. (However, the relocation of the core above the parking levels are now residential units and provides more street level retail uses.) This increase is addressed through an interaction between massing of building elements. A direct expression of the ramp slope provides visual interest. Residential balconies on both streets weave the parking facades together with the residential uses on the same level. On Second Ave., balconies and horizontal slots in portions of the facade screening parking relate to the facade pattern of the Broadacres building.

A1 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 nearby or beyond the immediate context of the building site.

One Board member stated a preference to have seen alternatives with more variety, noting that the three presented differed from each other only slightly.

EDG#2 Response: A change from an offset core alternatives in EDG #1 to two center core alternatives in EDG #2 provides variety. The combined alternative depicts a variety of attitudes toward massing, façade treatments, street level options and above grade parking for the Board's review.

B1 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.

B1.1. Adjacent Features and Networks:

Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

At least two of the Board members complained of a difficulty in following the continuity of the floor plans (Level 7 was not shown). It would be useful to show, where applicable, the full development site (i.e., the Broadacres site and building) to provide an adequate context.

EDG #2 Response: Full development site included on all plans.

B4 Design a Well-Proportioned & Unified Building:

Compose the massing and organize the 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.

B4.1. Massing:

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

B4.2. Coherent Interior/Exterior Design:

When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

B4.3. Architectural Details:

When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

This Guideline was stated by the Board as being “super-important.” One Board member stated that the tower was “beautiful and unique,” and noted that there should not be concerns regarding the modulation above 240 feet, given the slenderness of the tower’s overall inherent form.

EDG #2 Response: EDG #2’s alternatives maintain the same slenderness and uses the irregular shape of the north end of the development site to influence the form. Although upper level façade modulation departures not considered critical, the EDG #2 alternatives revised a number of lower level / street level elements to express a coherent relationship between the Broadacres Building and internal architectural program.

C1 Promote Pedestrian Interaction:

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

C1.1. Street Level Uses:

Provide spaces for street level uses

C1.2. Retail Orientation: 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).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining.

This guideline would be particularly applicable once it has been determined to create a greater amount of space within the structure that would serve to activate the street.

EDG #2 Response: EDG #2 proposes a center elevator core and moving all non-essential leasing functions to floors above the street level. Residential entries are from 2nd Avenue and co-mingled with retail at the west end of the Stewart Street frontage. The Second Ave entrance limits area to resident mail requiring access by USPS at the street level and a small resident waiting area. A visible stair over the parking entry on Stewart Street offers a second residential entry as a connection from the Market and 1st Avenue. This entry and stair leads to a second floor leasing and lounge at the corner of Stewart Street and the Alley. By minimizing residential functions at the street level, the proposal complies with street level use requirements.



C2 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.

C2.1. Modulation of Facades:

Consider modulating the building facades and reinforcing modulation with composition

As noted in the Board's discussions, the question of modulation by prescription might not be the critical issue in designing a tall, narrow building on this irregularly shaped site.

EDG #2 Response: The alternatives proposed in EDG #2 offer less bulk and scale otherwise allowed by the land use code. Both fall within façade modulation requirement from 85' to 240'. Alternative #1 complies with upper level façade modulation requirements above 240'. Alternative #2 complies with the 100' limit on Second Avenue above 240' but requests a departure on Stewart Street. A comparison of the massing of both alternatives suggests to the applicant an agreement with the board's reaction during EDG#1, reported above.

C3 Provide Active — Not Blank — Facades:

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

C3.1. Desirable Facade Elements:

Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

The Board noted that the alley façade , because of its visibility, should not suffer neglect and the face put forth at the alley was vital to a successful design. The resolution of the ‘blankness’ of the core wall co-located with the 2nd Avenue façade, as discussed above, was vital to the success of the project.

EDG #2 Response: The “alley façade” or west façade is a highly visible portion of the structure as seen from the water and the Market from both a distance and nearby. A Rooftop amenity room merges with the west façade to meet the sky, lengthening the slenderness of the 62' wide façade. Modulation at the SW corner beginning at level 34 meets an outdoor roof terrace at level 39. Below, a level 7 amenity level connects with the alley with an outdoor terrace, a movement room and an outdoor pet area. Units above are either angled inward or set back providing territorial views along the alley. At the street level a tall second level leasing and resident lounge area provides and engaging corner connection between Stewart Street and the alley. The elevator core was moved off of Second Ave, to the center of the proposed floor plate. The core wall on the upper levels are replaced with residential units. Below, at the street level, are retail uses totaling 2,613 sf. This is an increase from the EDG#1 preferred alternative that proposed 500 sf of retail. The total development site proposes 8,000 sf of retail.

E2 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.

E2.1. Parking Structures:

Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape.

In selecting this Guideline, the Board referred to their discussion regarding the critical challenge of integrating the parking portion of the structure with the rest of the building.

EDG #2 Response: EDG#2 alternatives proposes two distinct attitudes toward the screening of the above grade parking program for the board's review. To mitigate “blank” or inactive portions of the façade at the street level, the parking floors begin over 24' above the street level at the high point of the site (the corner of Second Ave and Stewart street) This provides generous ceiling heights at the street for retail. Internal to the retail floor but visible from the street is the expression of the parking ramp wrapping up to level three over the residential leasing and lounge at the corner of Stewart Street and the alley. This ramp provides shaping and modulation of the Stewart Street façade. A stair enclosure pierces the Second Ave Parking screening, reducing the overall size of the screened area as do the residential units that engage the corner at Second and Stewart from the retail level to the roof. Balconies for the units further integrate the above grade parking functions into the façade composition.

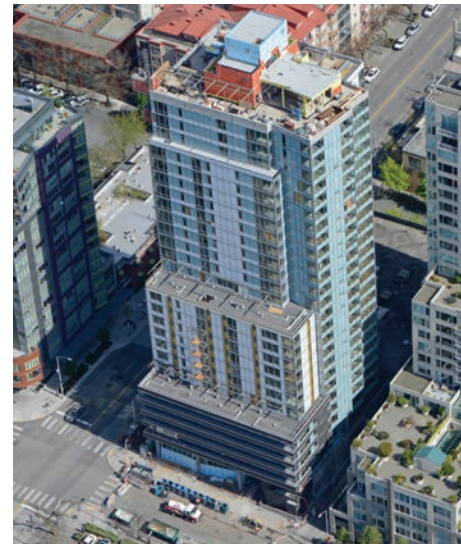


## A-1 Respond to the physical environment.

*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.*

### A-1 Response:

The proposal site occurs at a change in the street grid alignment providing a non-standard lot shape. The massing of the building responds to the changing grid. Nearby buildings vary in height and scale. The proposal modulates its massing to respond to the different scales of its neighbors. The site occurs at the edge of a lower scale zone providing dramatic views of Elliot Bay, Pike Place Market and the downtown core.



## A-2 Enhance the skyline.

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

### A-2 Response:

The arrangement and expression of the residential rooftop amenity spaces and terraces provide a varied roof line. These spaces directly relate to the massing of the residential levels below. An outdoor "stepped terrace" on the roof offers a unique perch for residents and a diagonal roof line across the Southwest facade as view from Pike Place Market.



## B-1 Respond to the neighborhood context.

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

### B-1 Response:

The proposal's site near the northern edge of the Pike Place Market has the opportunity to contribute to the pedestrian experience on Stewart Street. The building facades are setback to create a two-story base. Retail spaces wrap the street level facades to activate the sidewalk. two residential entries on each street provide address. The second floor leasing commands the corner created on Stewart Street and the alley providing a view to the Market as well as allowing the retail to wrap the corner offering a similar vantage point.



## B-2 Create a transition in bulk & scale.

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

### B-2 response:

The southeast facade, between the Broadacres Building and the mechanical penthouse of 101 Stewart, recesses its massing acknowledging the differing heights of its neighbors. Facade modulation at levels 21 and 24 relate to mid-height neighbors such as 1915 Second Ave.

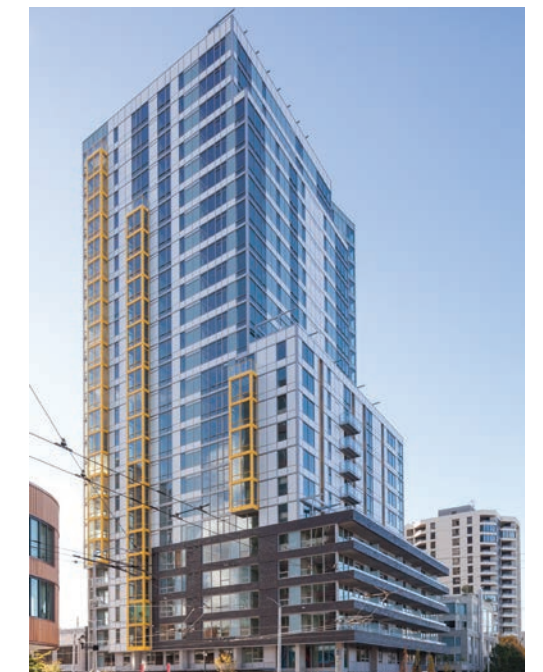


## B-4 Design a well-proportioned & unified building.

*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.*

### B-4 Response:

The proposed area of new development on the site and irregular shape, combined with a 400' height achieved through the affordable housing incentive, creates a tall, slender appealing architectural form. Taut window wall cladding reinforces a distinctive form created by the unique site.



## C-1 Promote pedestrian interaction.

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

### C-1 Response:

Increased retail frontage of EDG #2 alternatives enhance pedestrian interaction with double height transparent storefront facades at the street.





## C-6 Develop the alley facade.

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

### C-6 Response:

Limited alley length for building services is mitigated with transparent facades at the intersection of the alley and Stewart Street. At the street level, a secondary day-to-day residential entry ascends via a stair to the second floor. This residential program is overlapped at the same intersection providing pedestrian activity, lighting for security for the alley and a vantage toward the Market and Elliot Bay.



## 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.*

### D-3 Response:

The site's prominent location relative to the Pike Place Market, the downtown retail core, and Belltown neighborhood provides a unique opportunity. Retail spaces with double height glazing on Second Ave and Stewart Street wrap the north corner. A second floor residential lounge is positioned at Stewart Street and the alley. The angle of the alley relative to Stewart creates a highly visible corner from the market. The tall storefront glazed bay could provide a memorable marker viewed from the Market on Stewart.



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# ALTERNATIVE 1



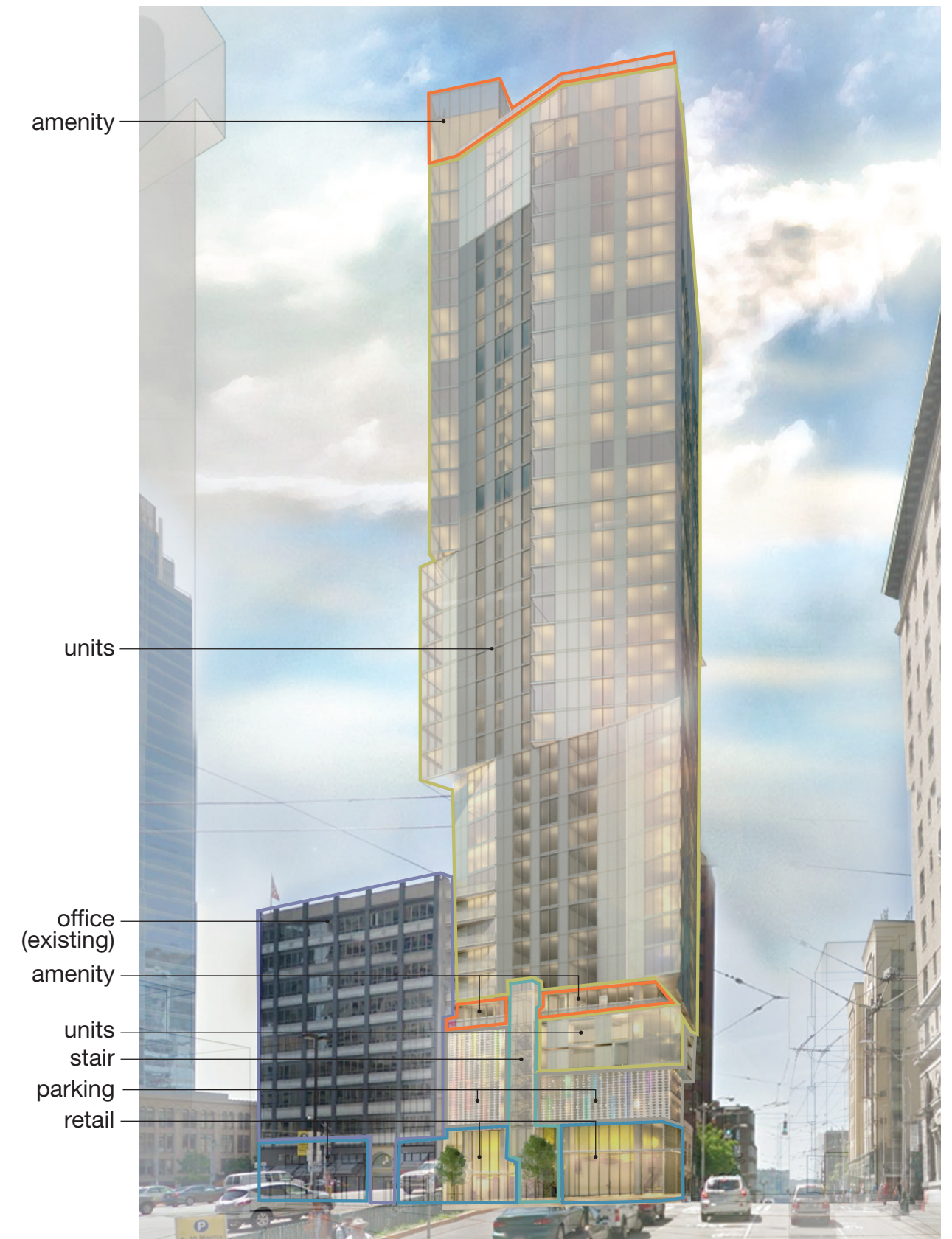
## ALTERNATIVE SUMMARY

### OPPORTUNITIES

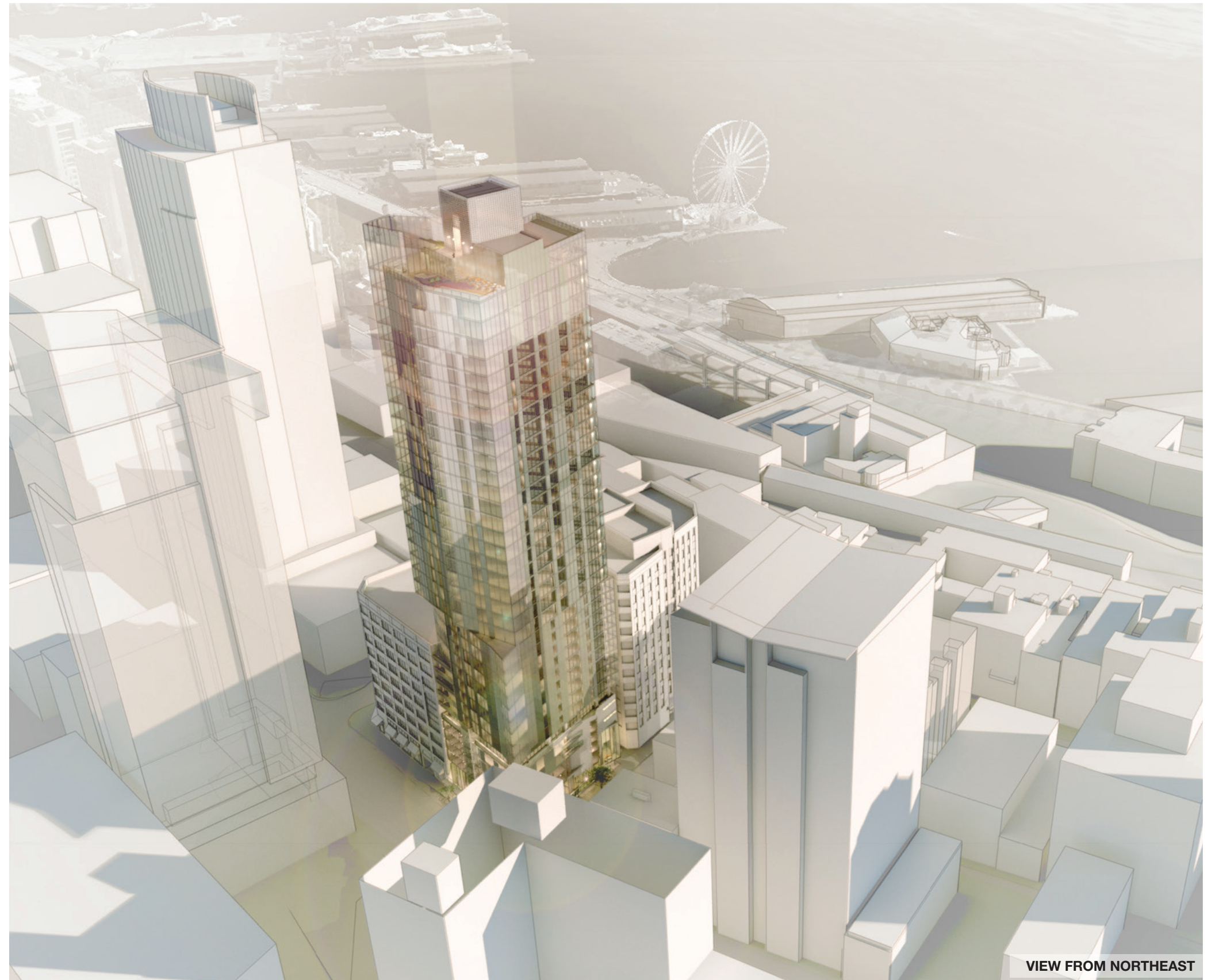
- No street level use departures requested.
- No departure requested for unmodulated facades above 240' on Stewart Street.
- No departure requested for parking above grade.
- Continuous retail along the development site street frontage (both streets)
- Leasing on second level provides a presence on Stewart Street and the Alley. Its position over the parking garage entry ramp engages the sloping street, is highly visible ascending eastward from the Market and activates the pedestrian experience.
- Ability for residential tower to have a secondary entry on Second Avenue.
- Tower massing on the Second Avenue facade rotated northward recognizes the street grid change and offers modulation on the southwest facade for a more unified architectural expression.
- Above-grade parking separated by residential uses for majority of the facades

### CONSTRAINTS

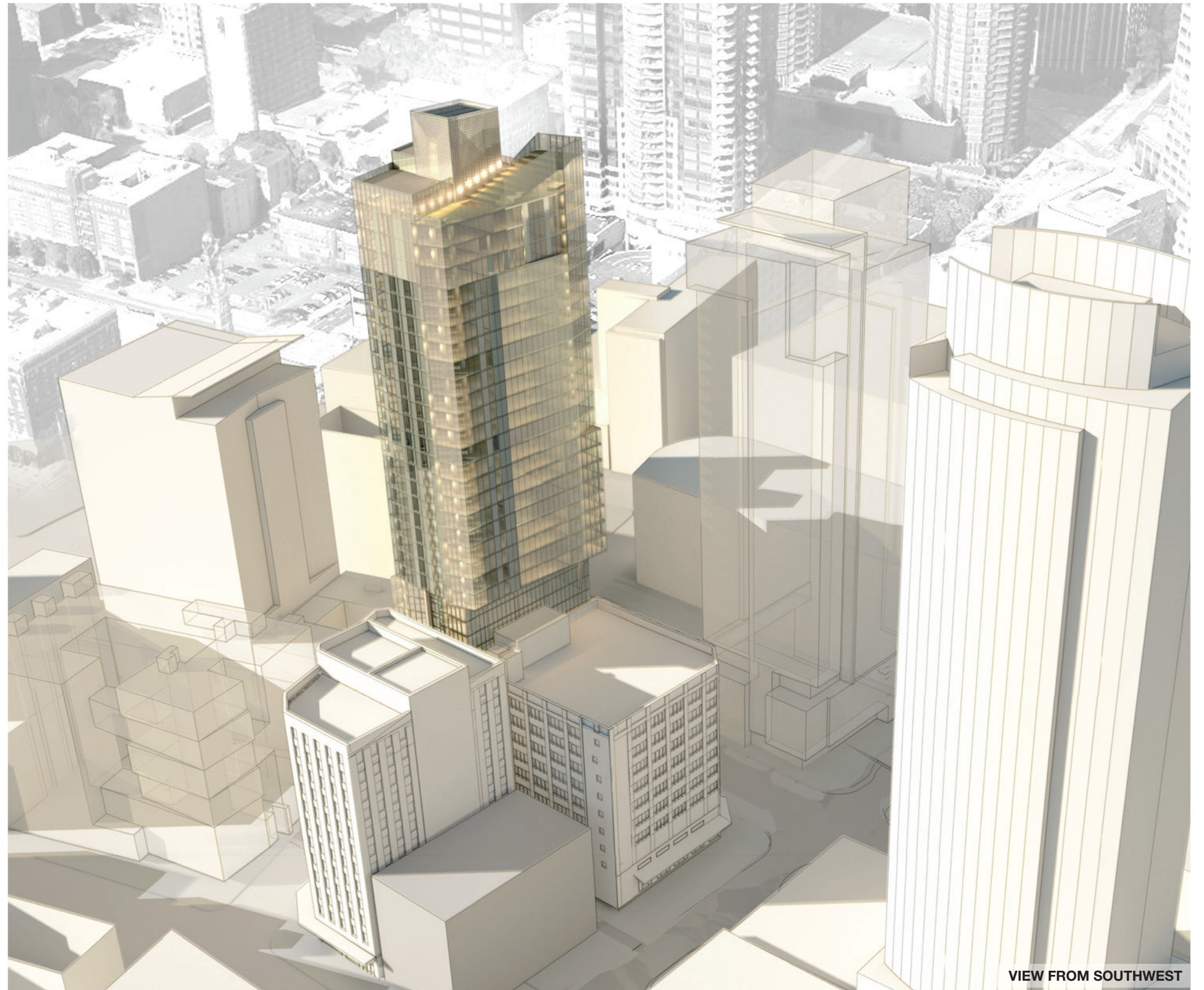
- One departure requested (internal parking aisles)
- Per land use code, no separation parking uses on the second and third levels of parking at the corner of Second Avenue and Stewart Street required. This provides a section of the facade at the corner that would rely on a facade treatment above the retail to contribute to the pedestrian experience. This treatment could be handled in a variety of different ways.











VIEW FROM SOUTHWEST





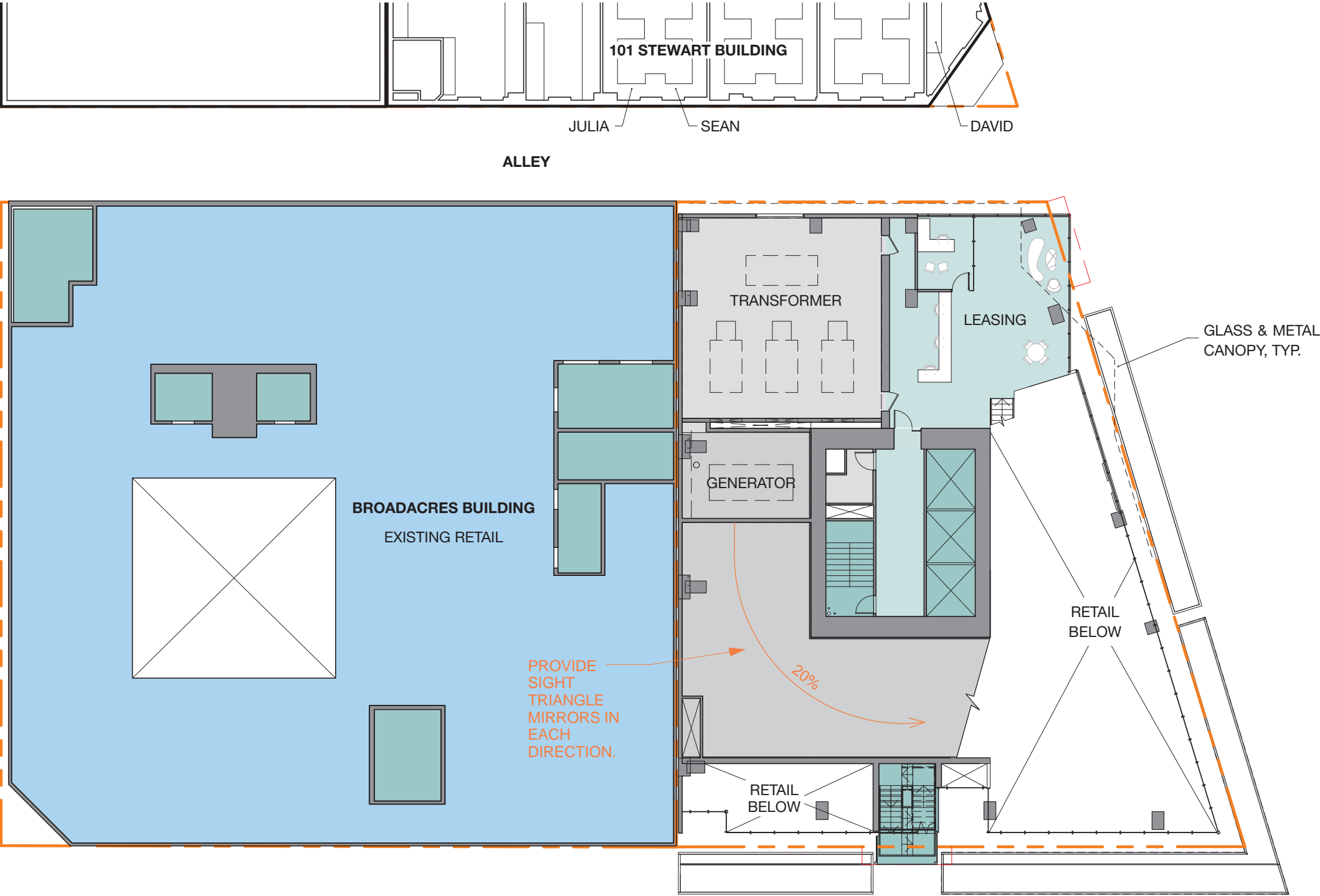








GROUND FLOOR PLAN



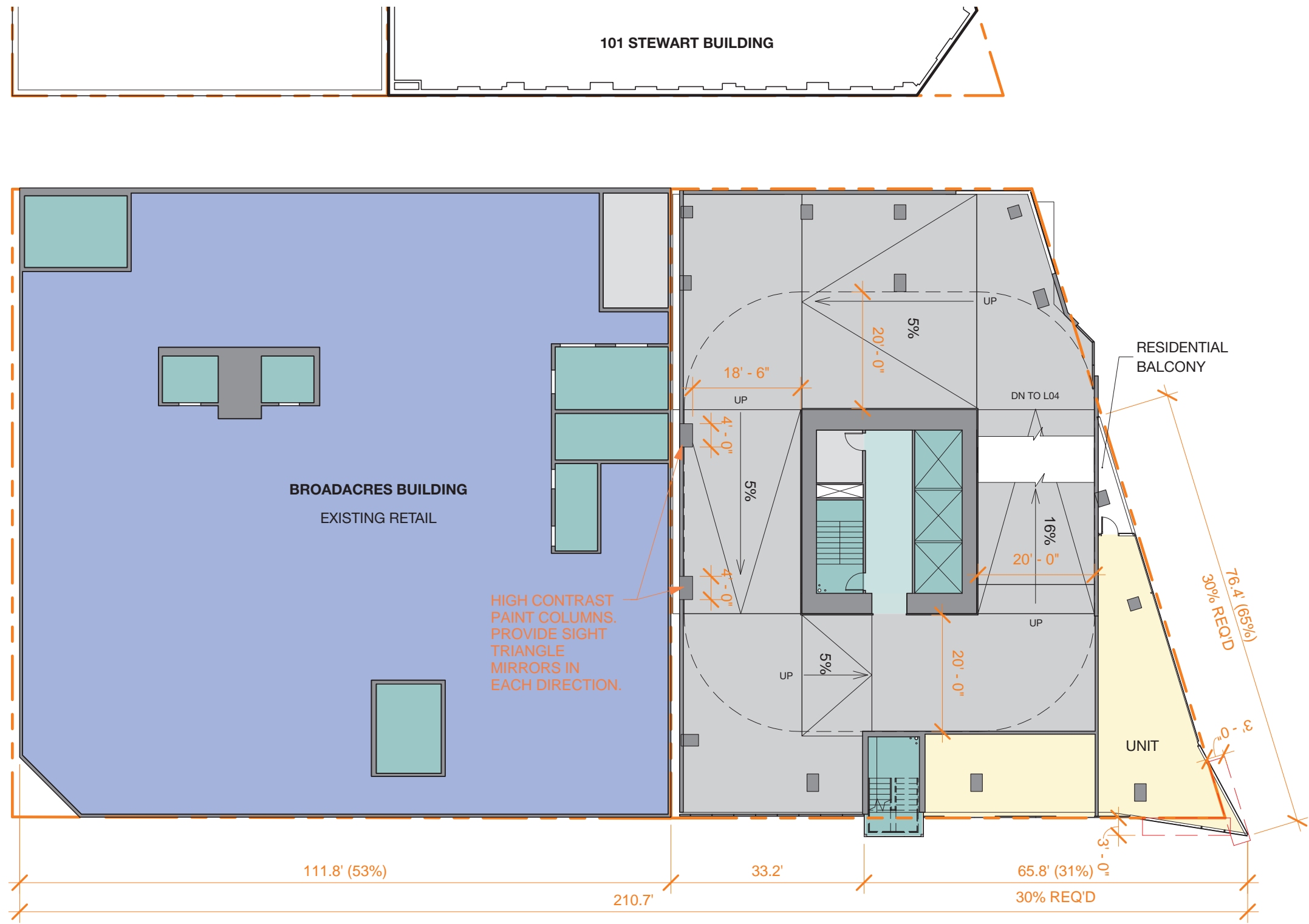
L02





## L03 TO L04 SIM

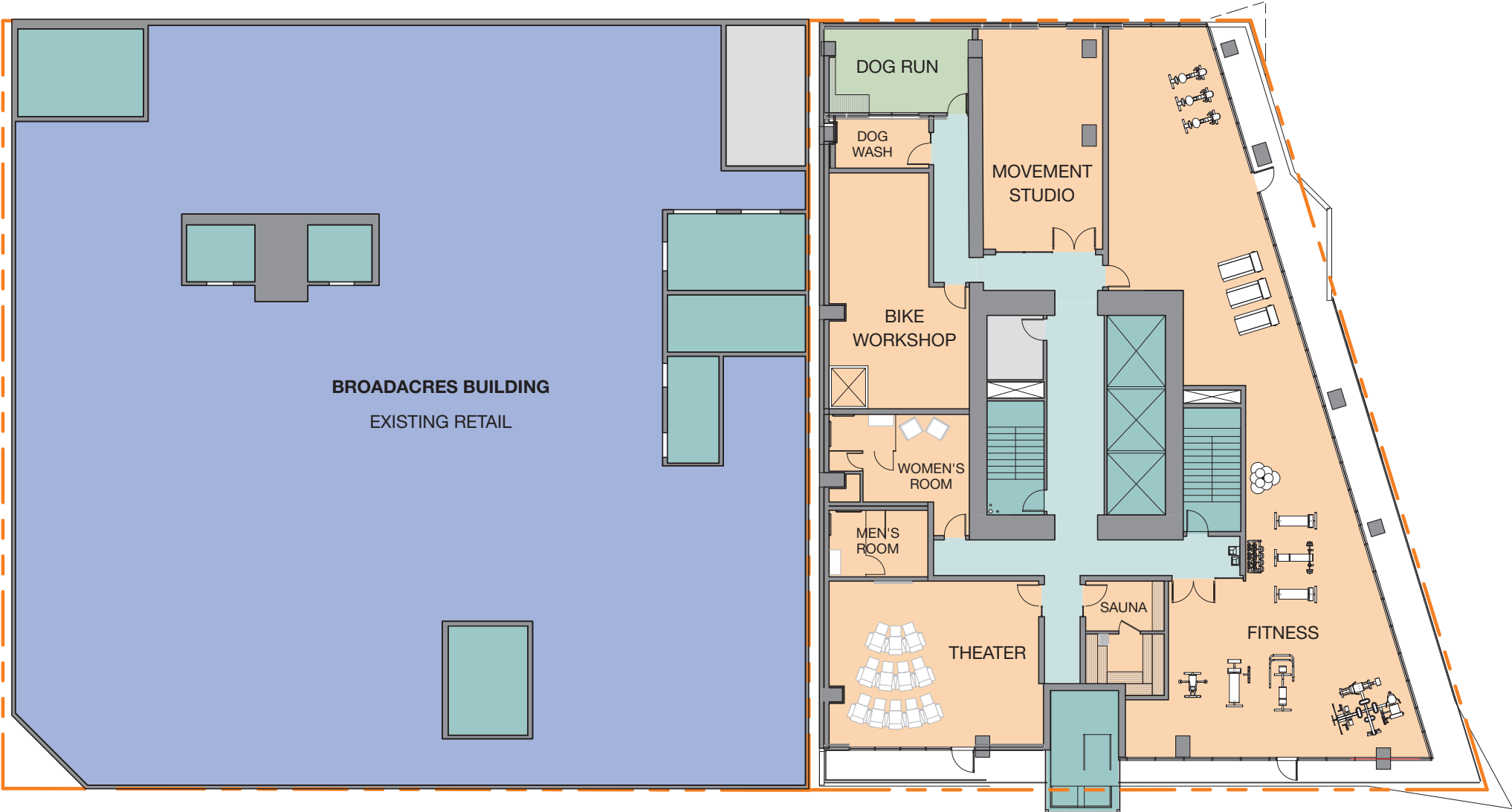
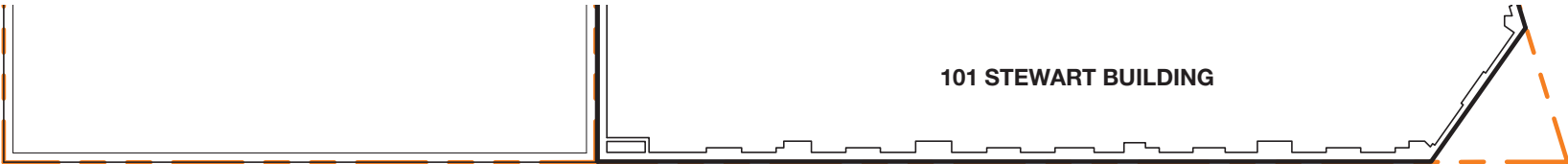




- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office

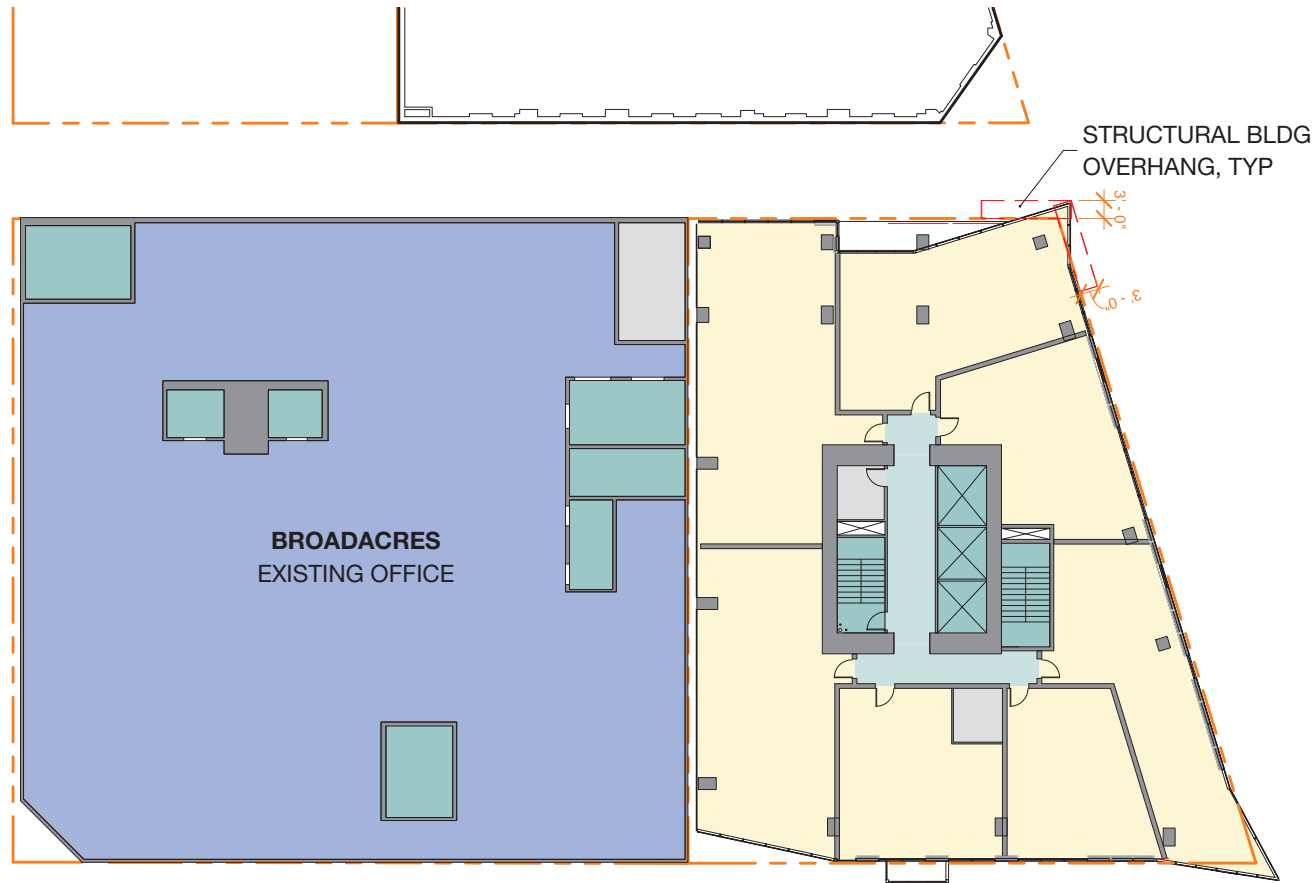
L05 TO L06 SIM



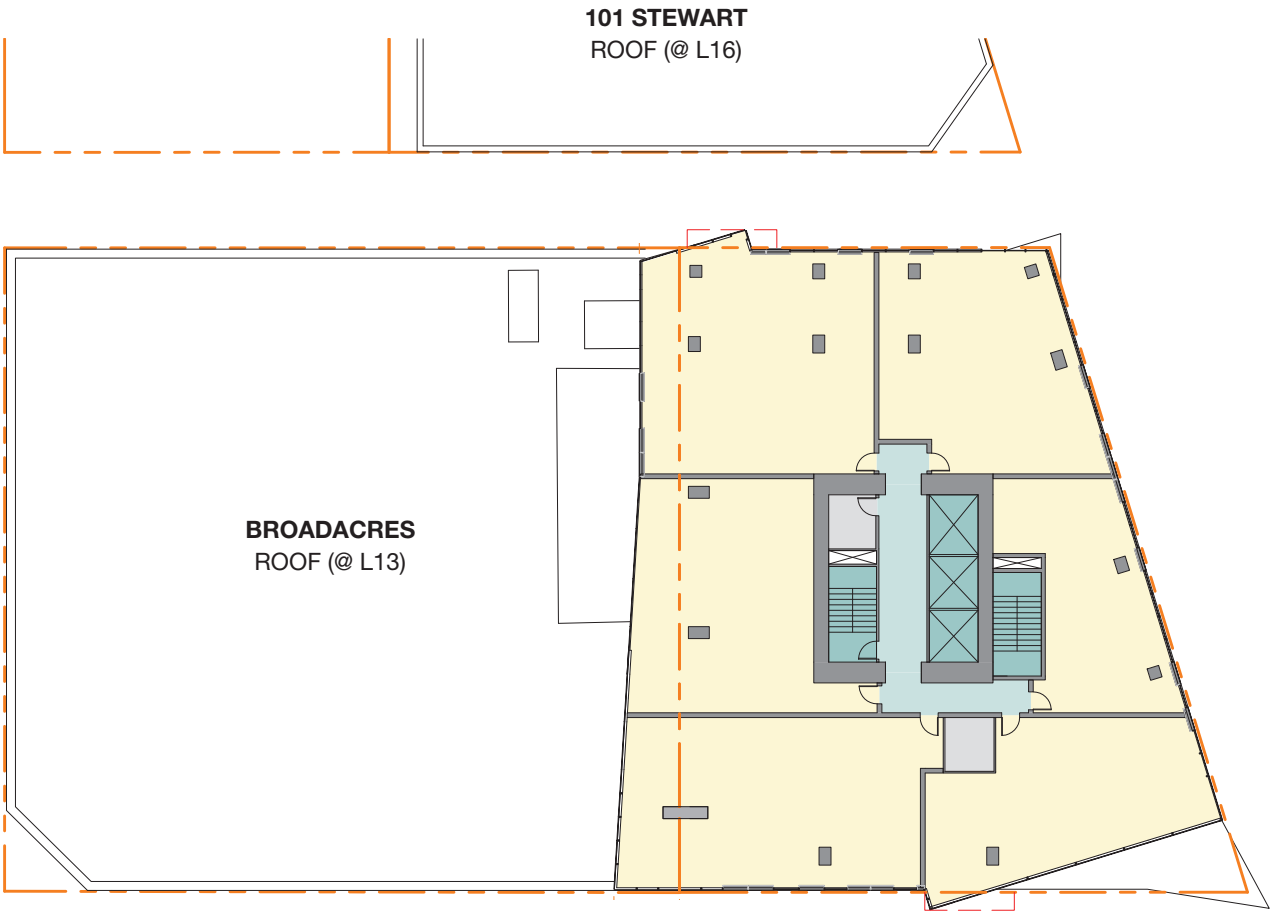


- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office

L07



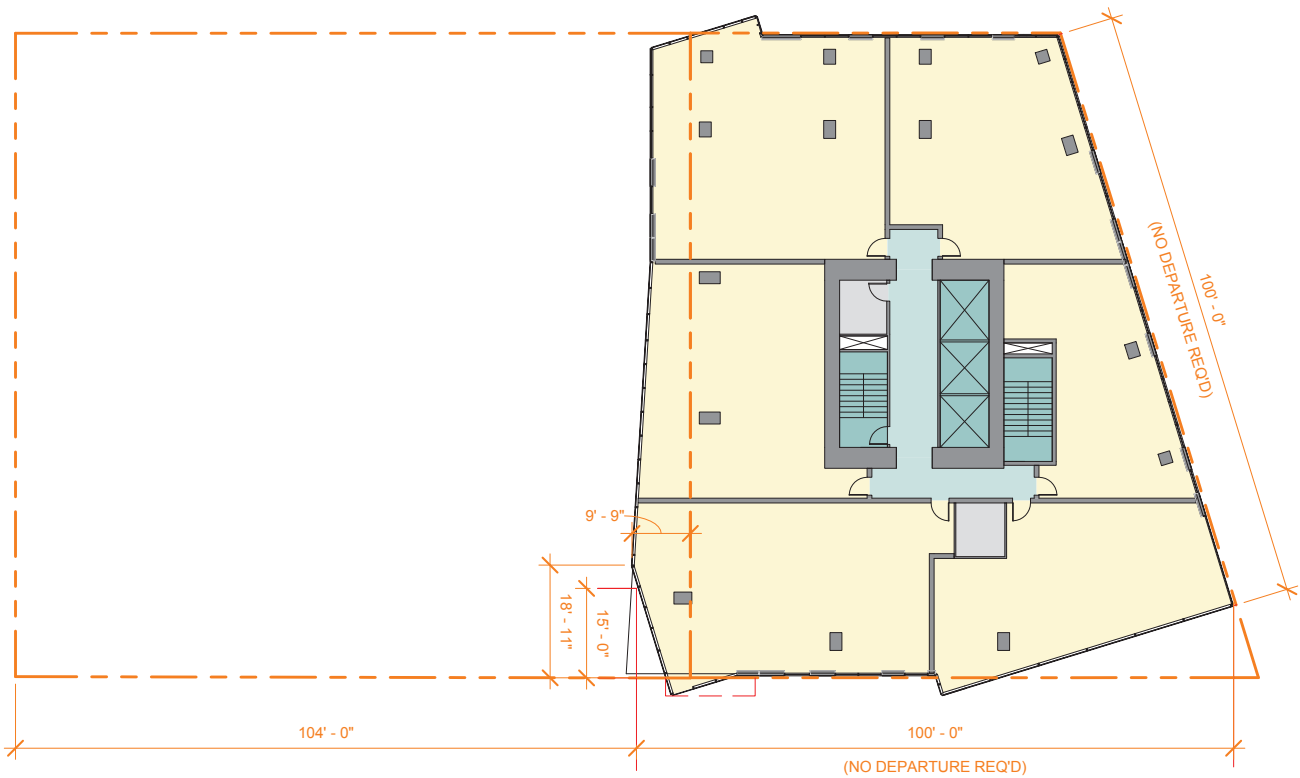
L08 TO L16 SIM



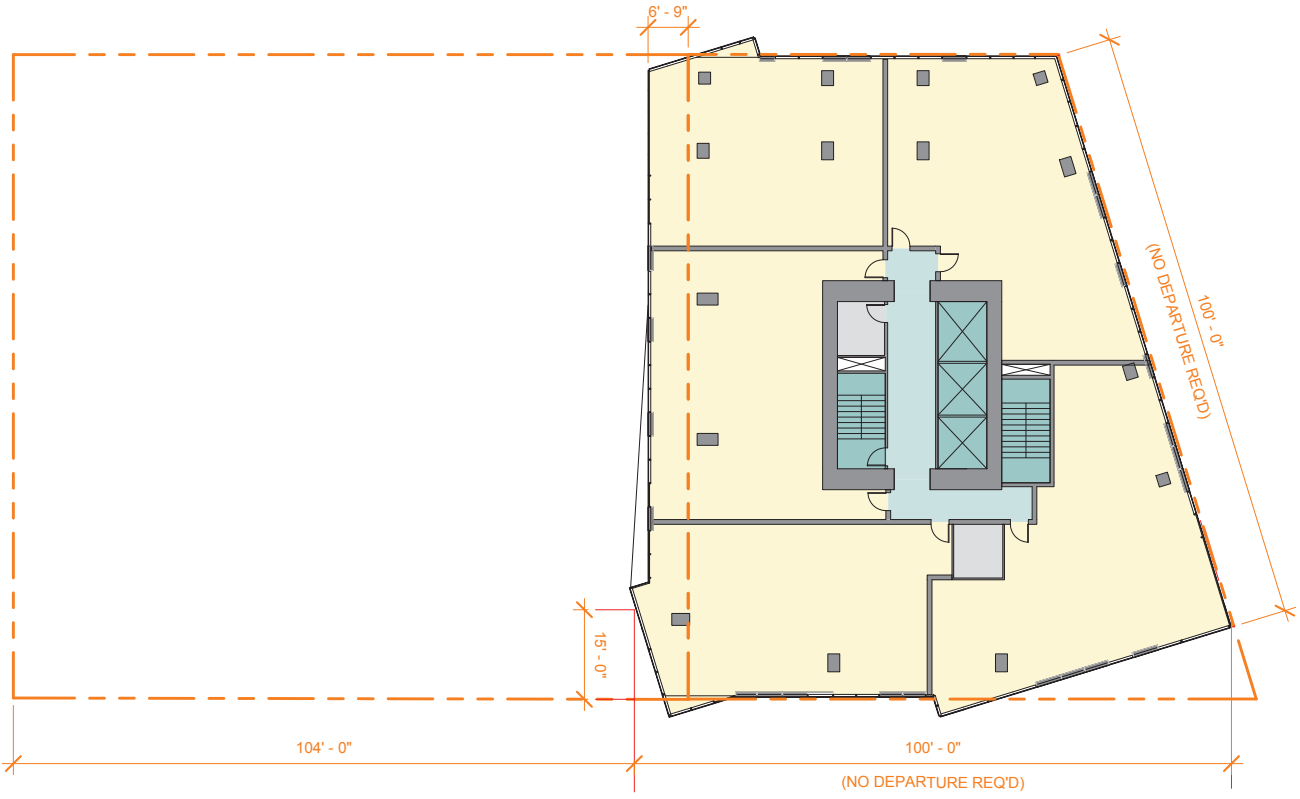
L17 TO L24 SIM

- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office



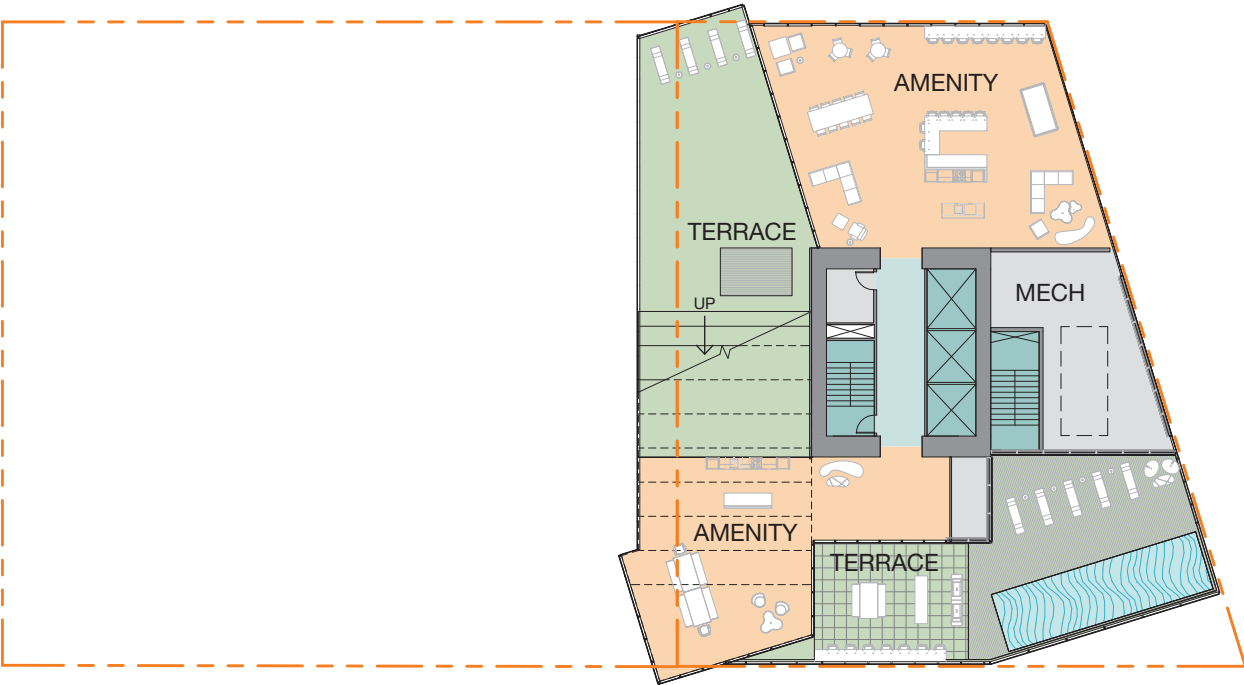


L25 TO L35 SIM

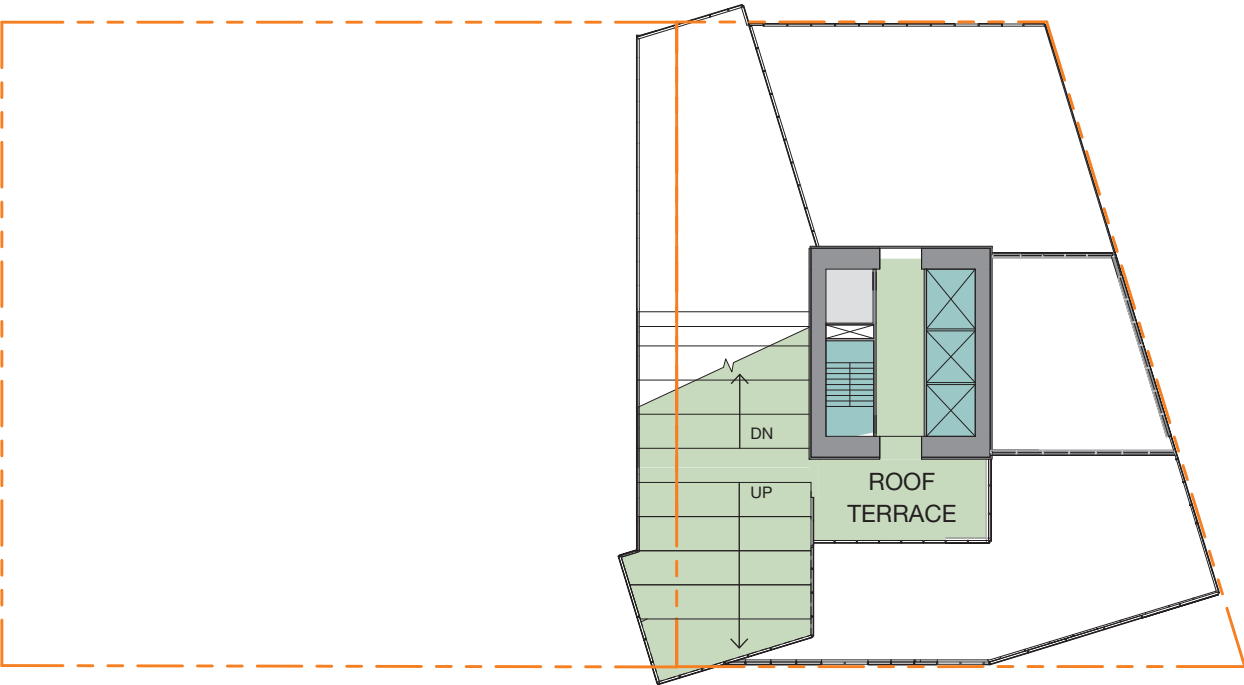


L36 TO L38 SIM

- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office



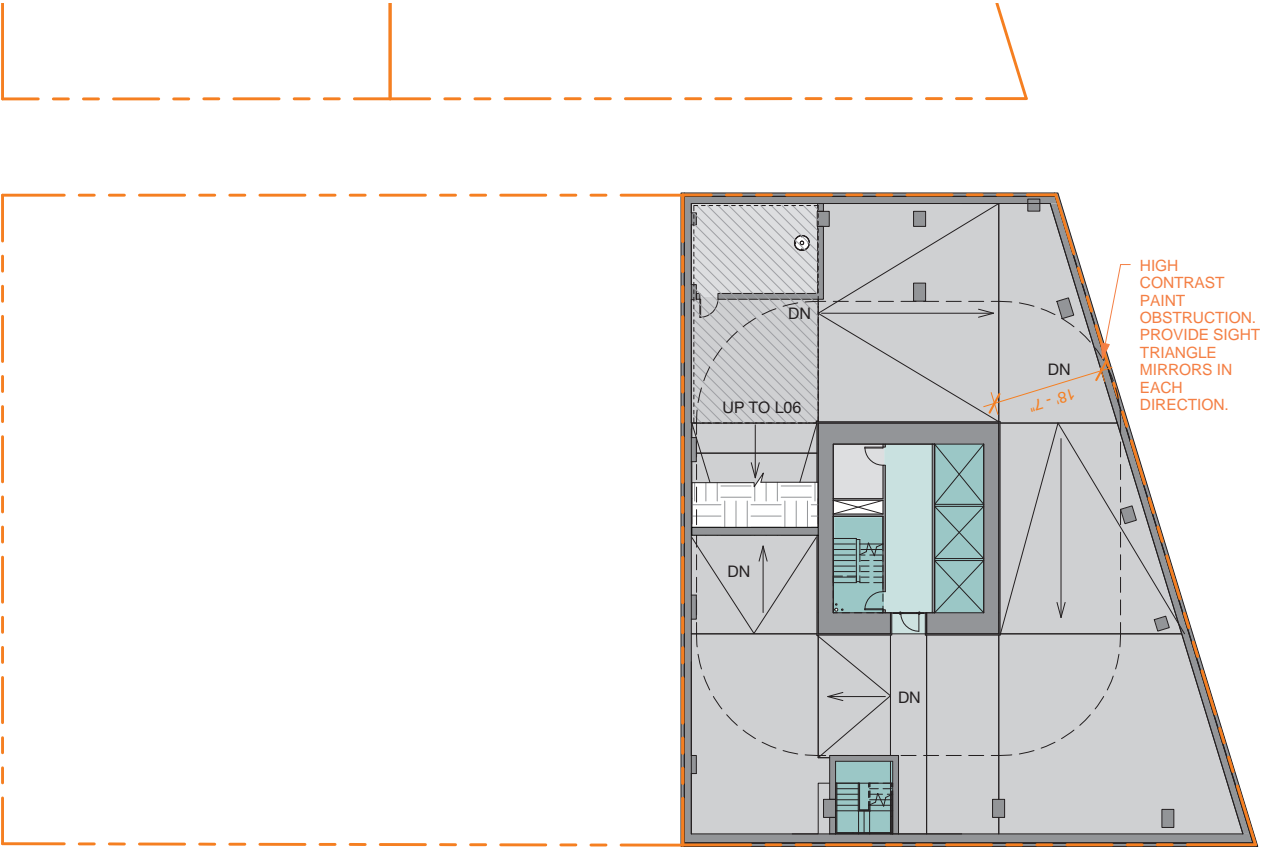
L39 ROOFTOP AMENITY



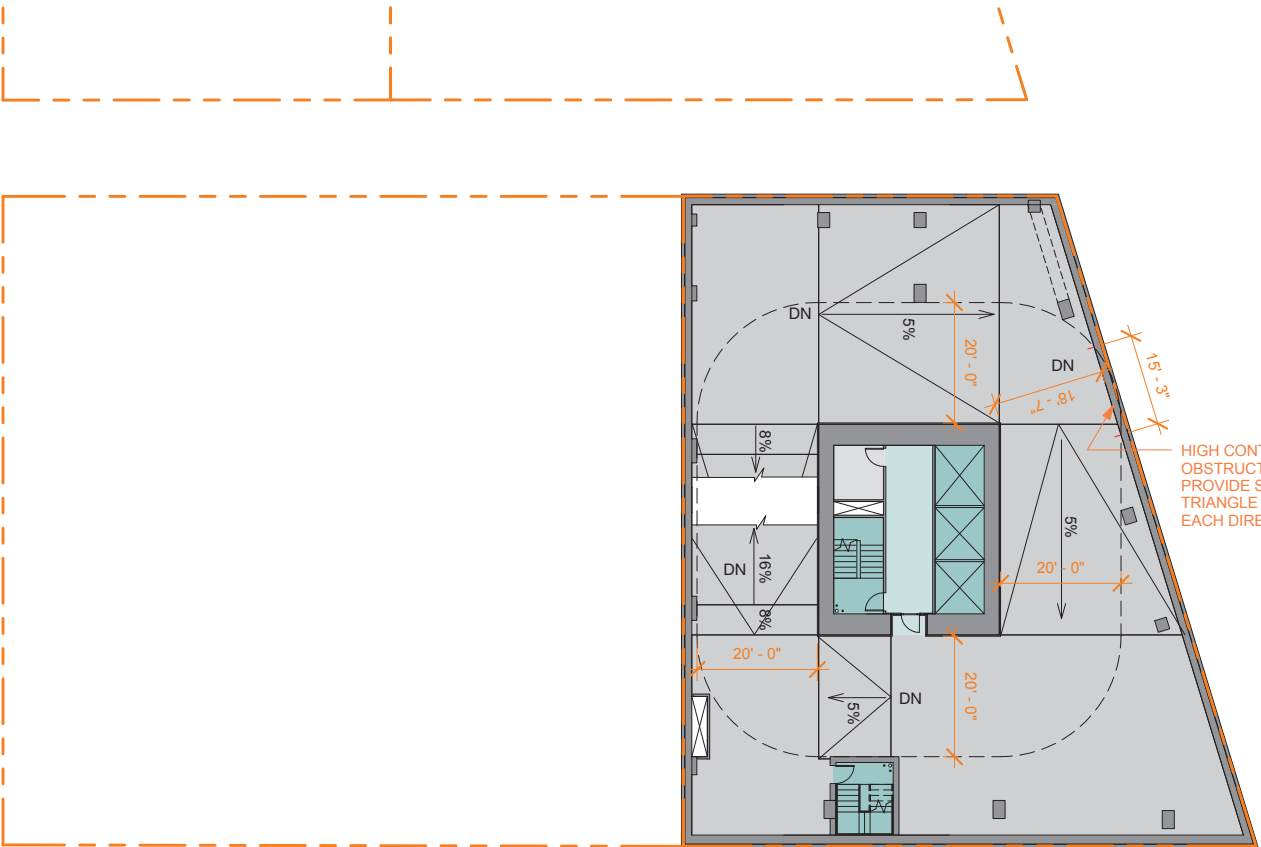
L40 ROOF TERRACE

- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office





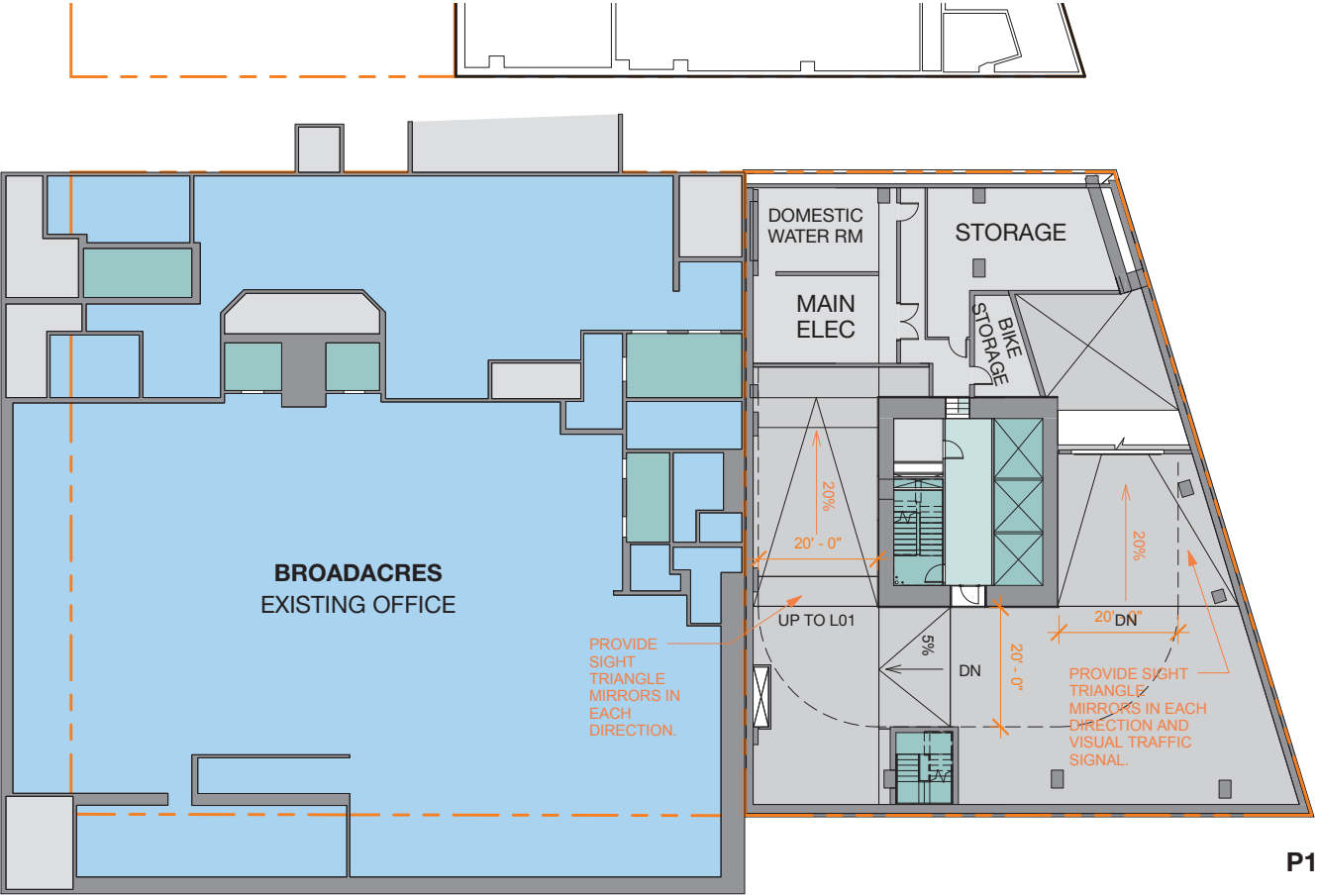
P7



P2 - 6, TYP

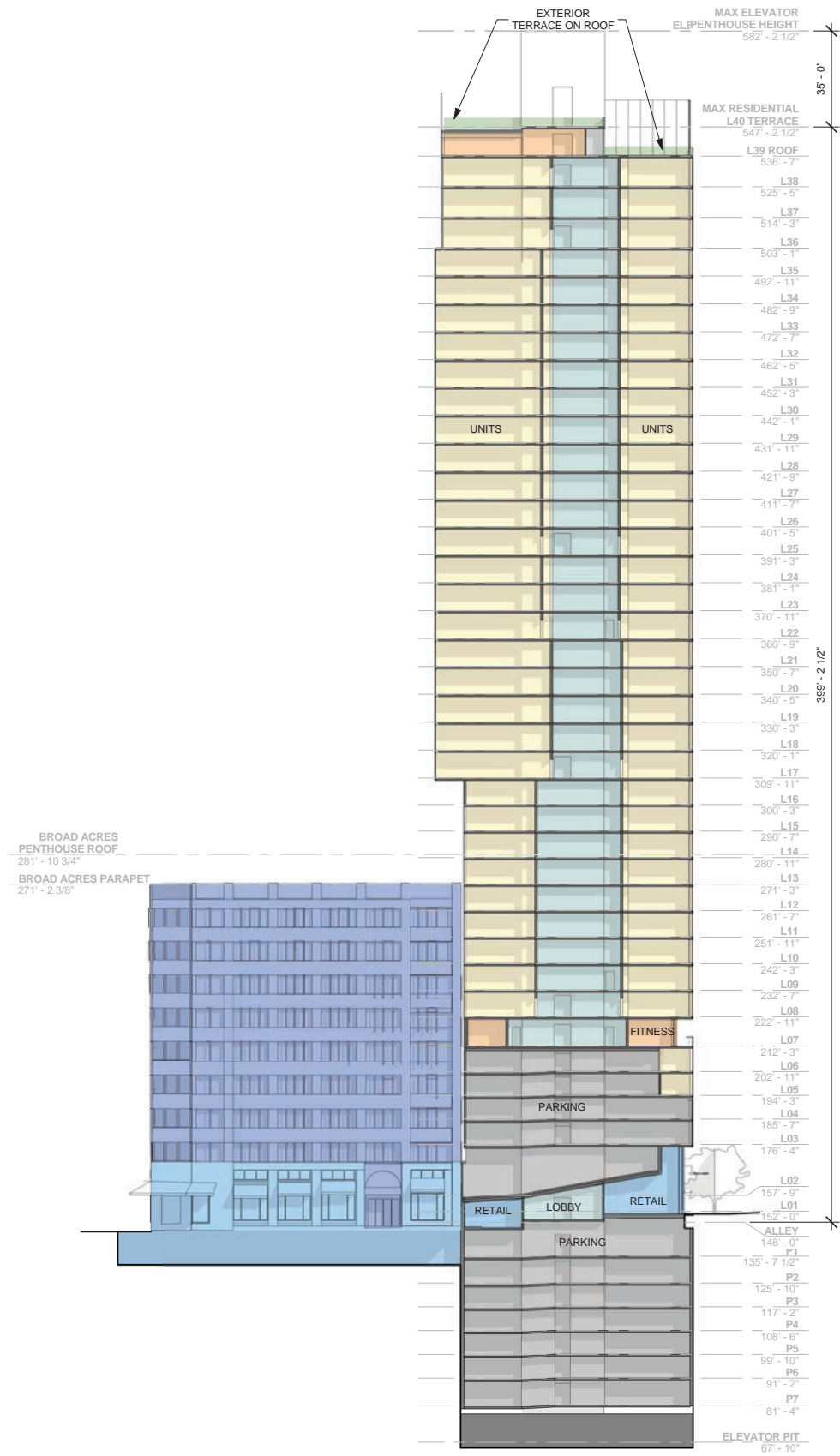
- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office

BELOW GRADE PARKING

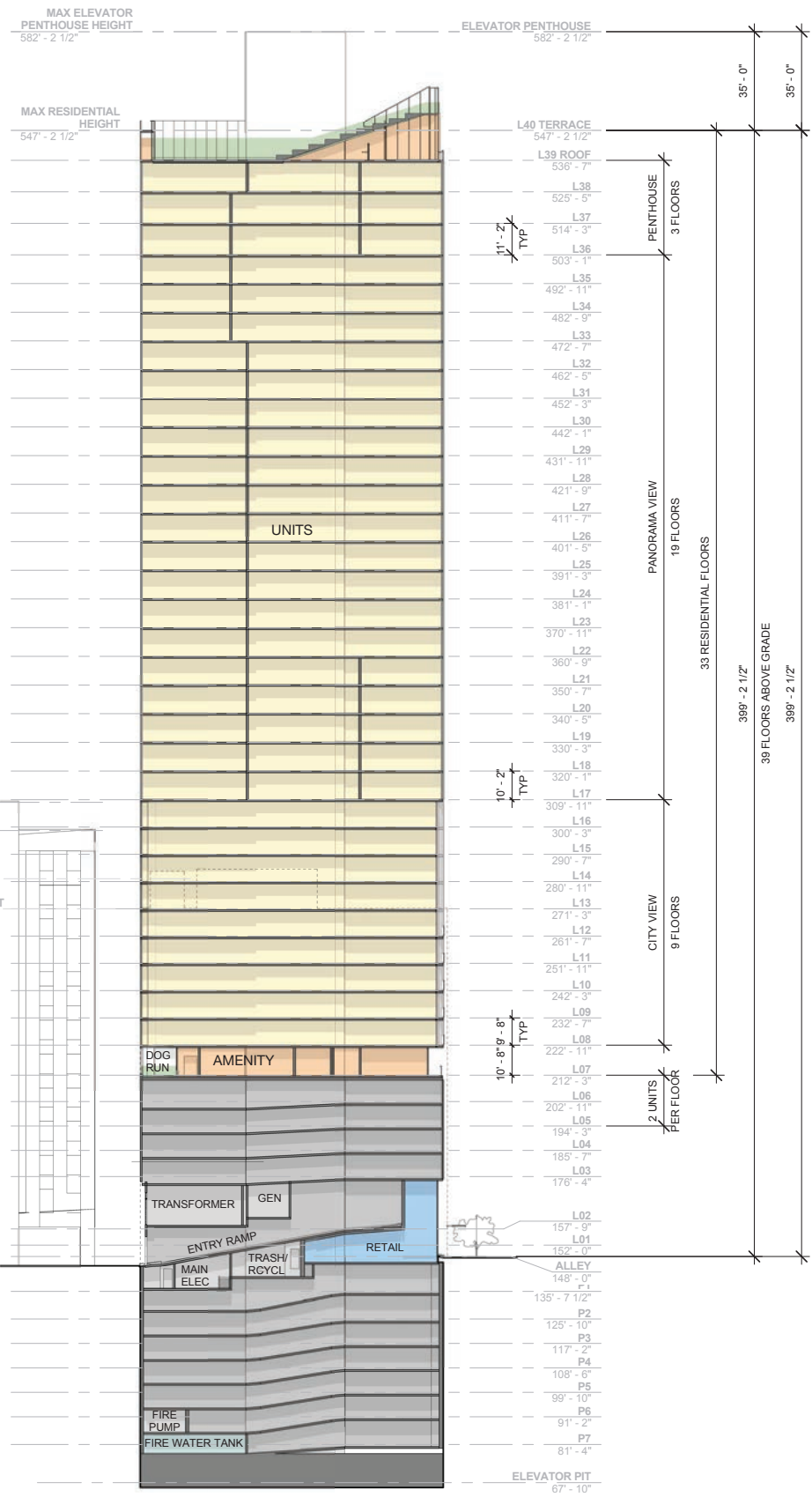




- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office



NORTH/SOUTH BUILDING SECTION



EAST/WEST BUILDING SECTION







VIEW FROM THE MARKET



VIEW DOWN STEWART STREET



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# ALTERNATIVE 2

PREFERRED

## ALTERNATIVE 2 SUMMARY

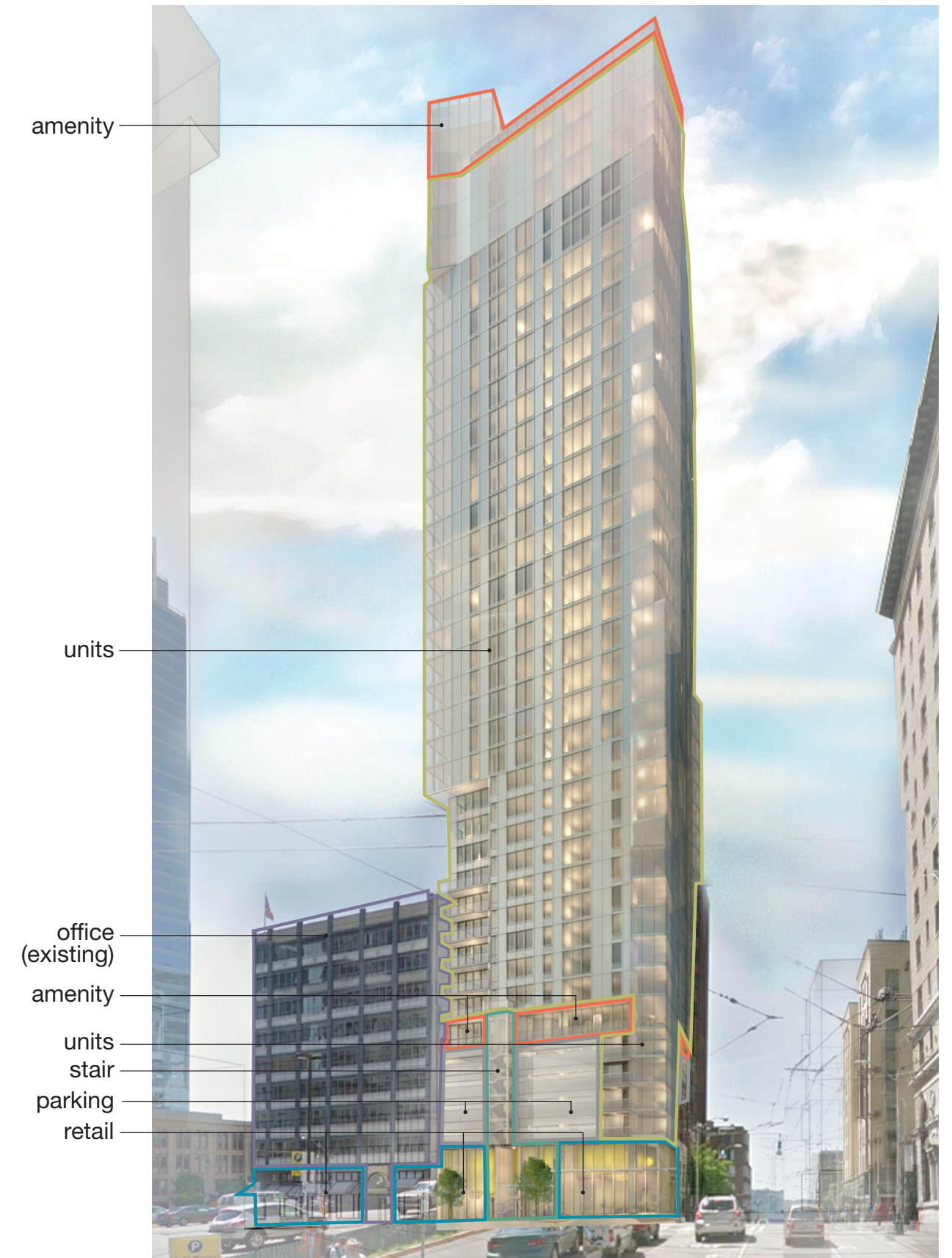
### OPPORTUNITIES

- Unified upper level massing - efficient means to articulate the distinct nature of the development site.
- Continuous activated facade of units at Second Avenue and Stewart Street from the roof to street level retail.
- No street level use departures required.

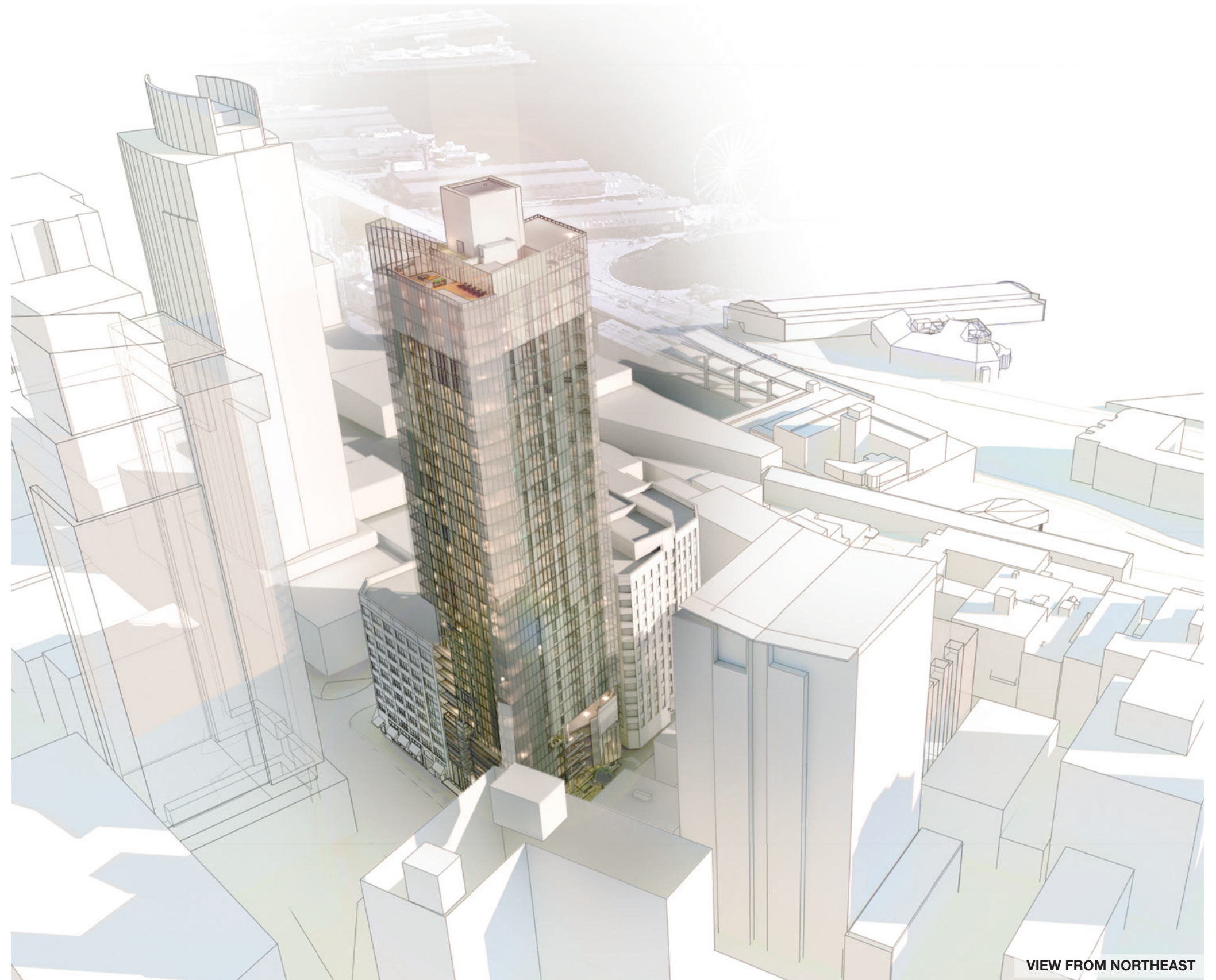
Ability for residential tower to have a secondary entry on Second Avenue.  
 Tower massing smaller than overall bulk and scale allowed per land use code.  
 Single departure request for unmodulated facades above 240' on Stewart Street (please see p. 35).  
 Tower massing better relates to lower scaled neighbors; recognizes the street grid change and offers modulation on the southwest facade for a more unified architectural expression.  
 Above-grade parking separated by residential uses for majority of the facades

### CONSTRAINTS

- Departure request required.
- Length of unmodulated facades above 240' on Stewart Street is less than 100', however the modulation at the street corner does not meet a 15' deep setback per land use code. Departure request required. (Please see p. 34)











VIEW FROM SOUTHWEST





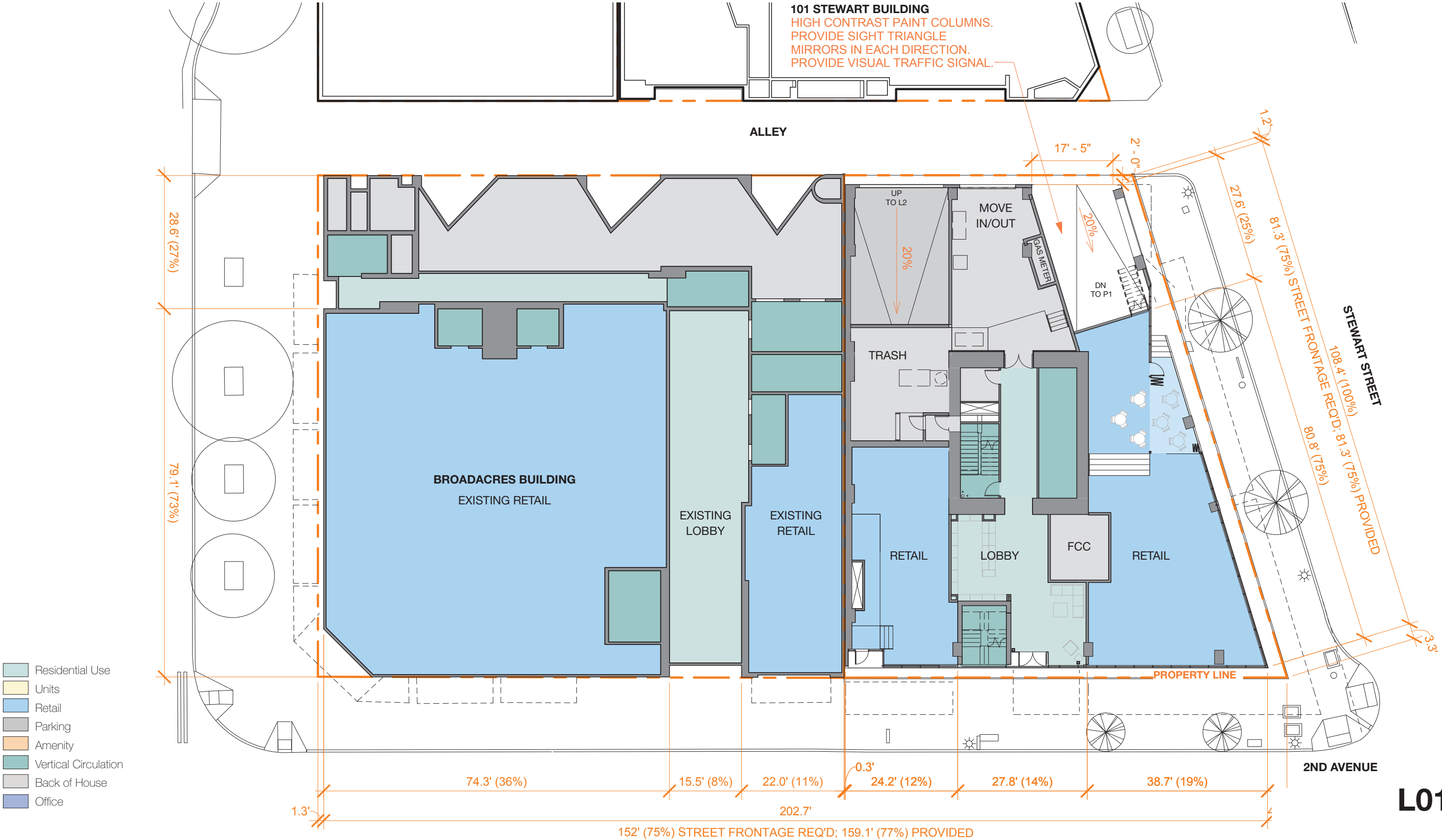
STREET LEVEL VIEW FROM 2ND + STEWART



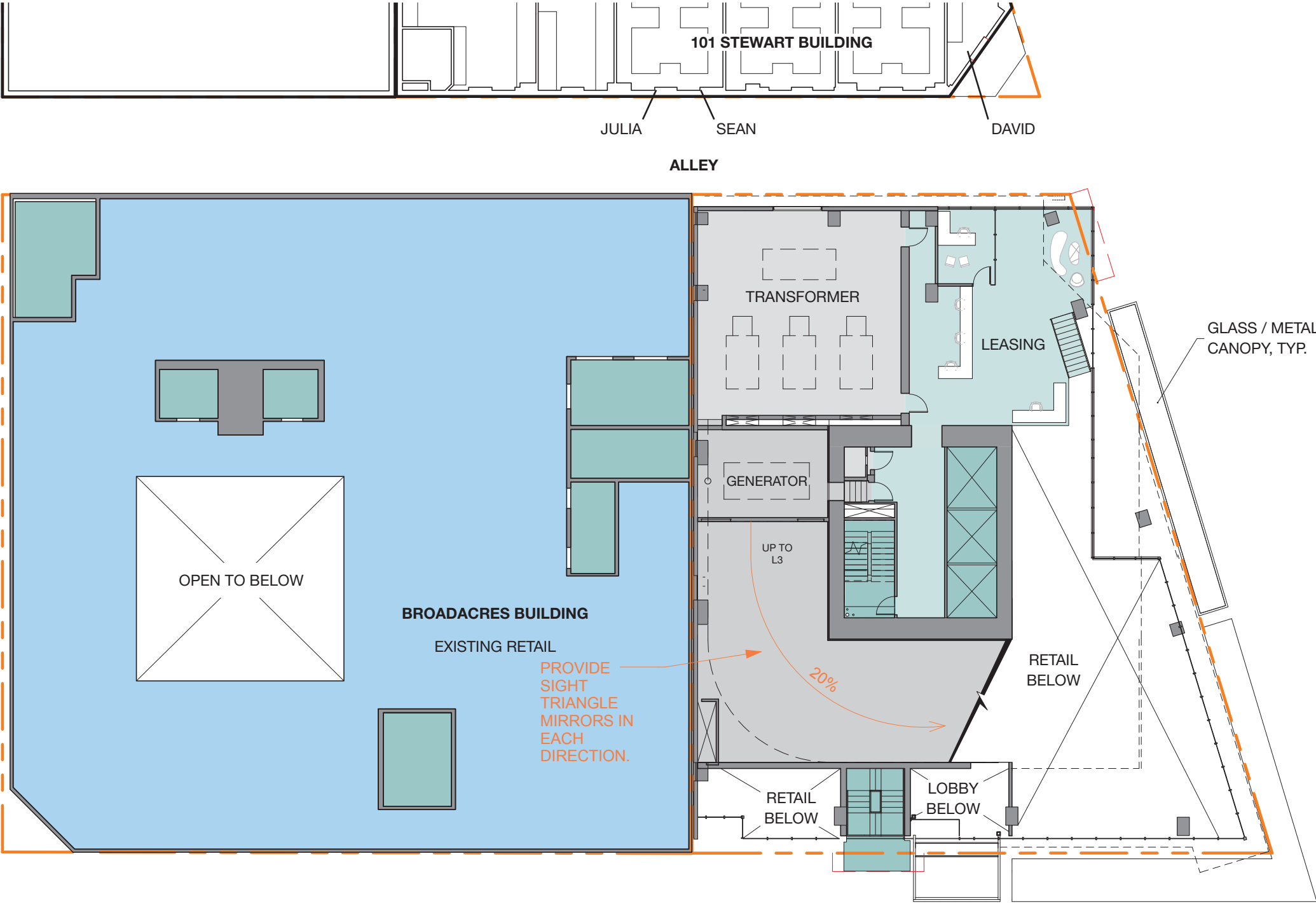


STREET LEVEL VIEW FROM 1ST + STEWART





L01

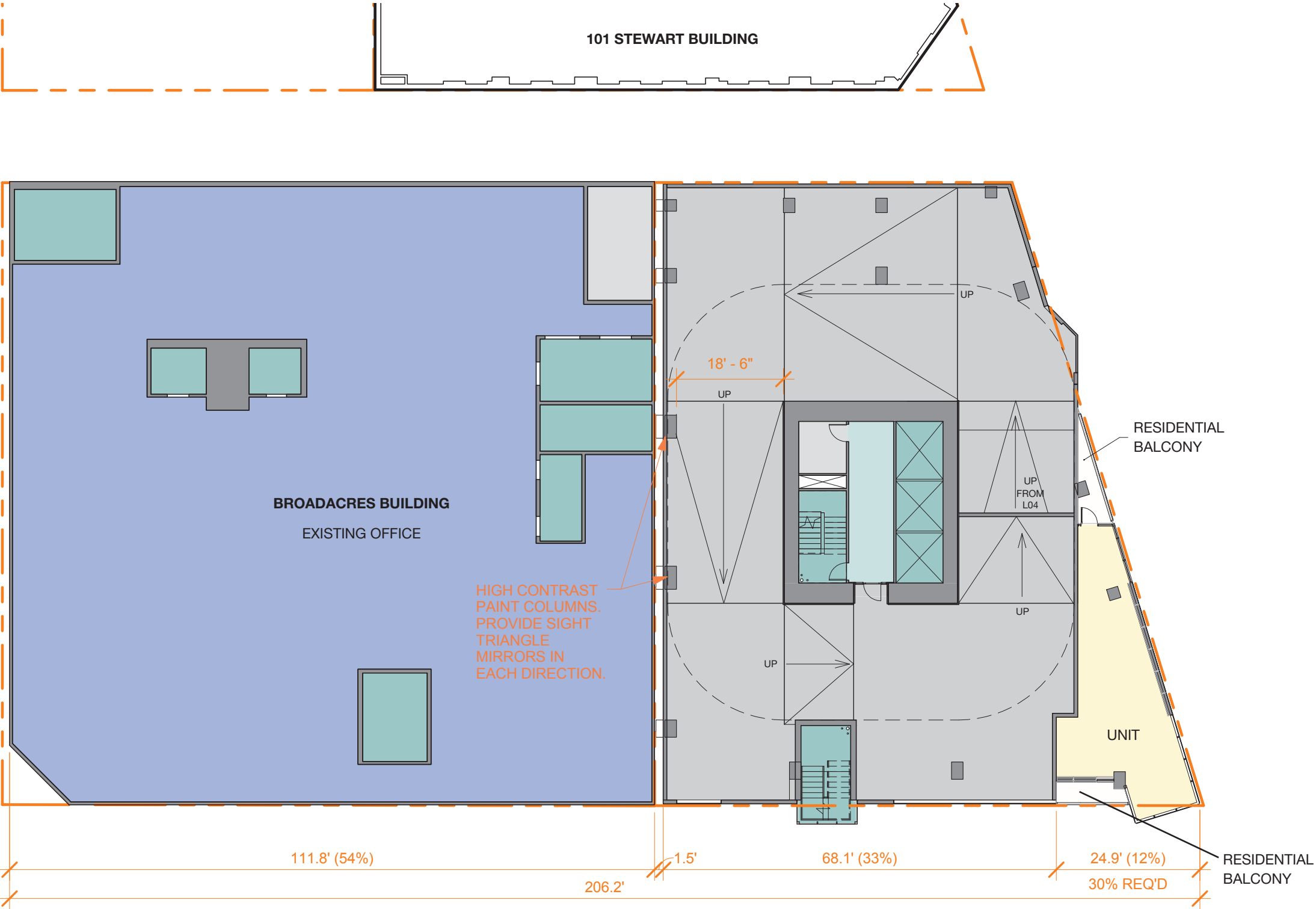


- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office

L02







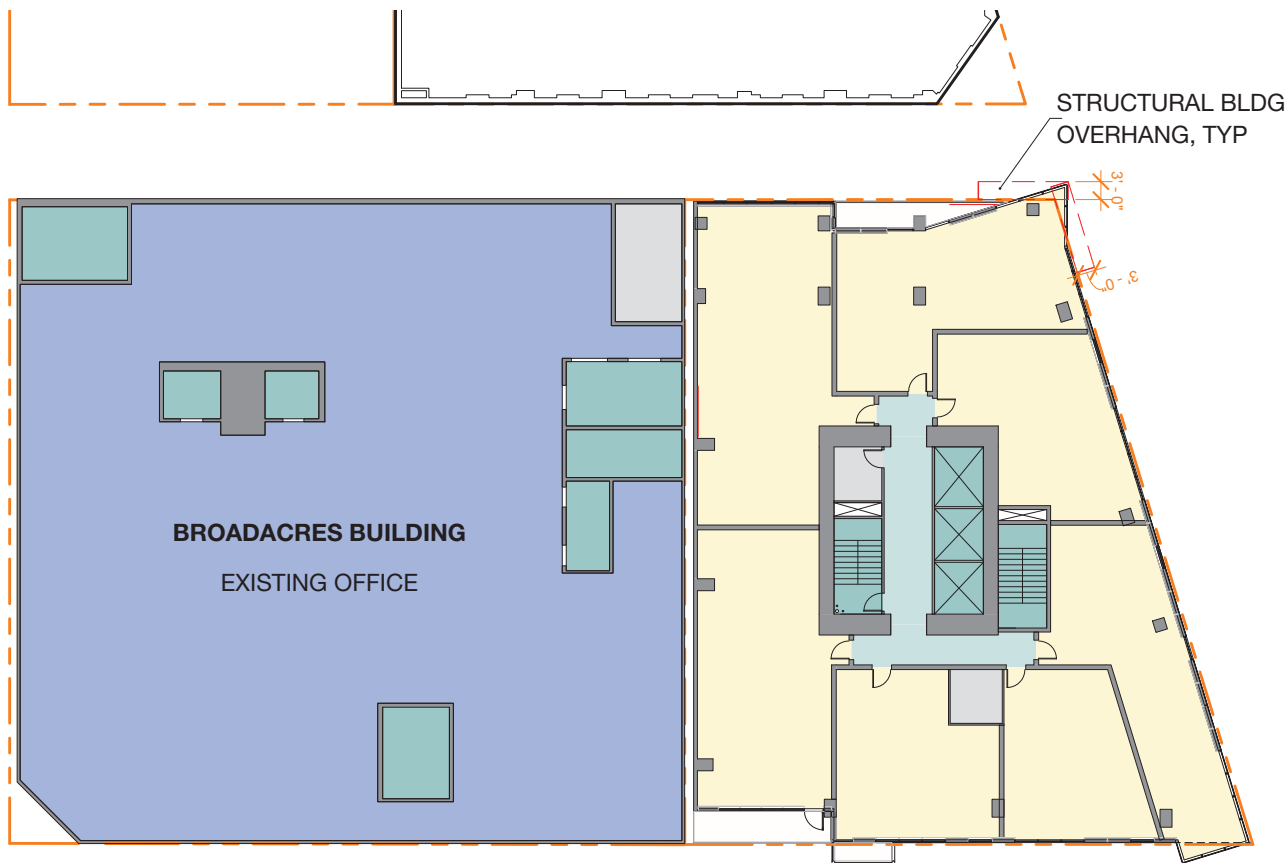
- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office

L06

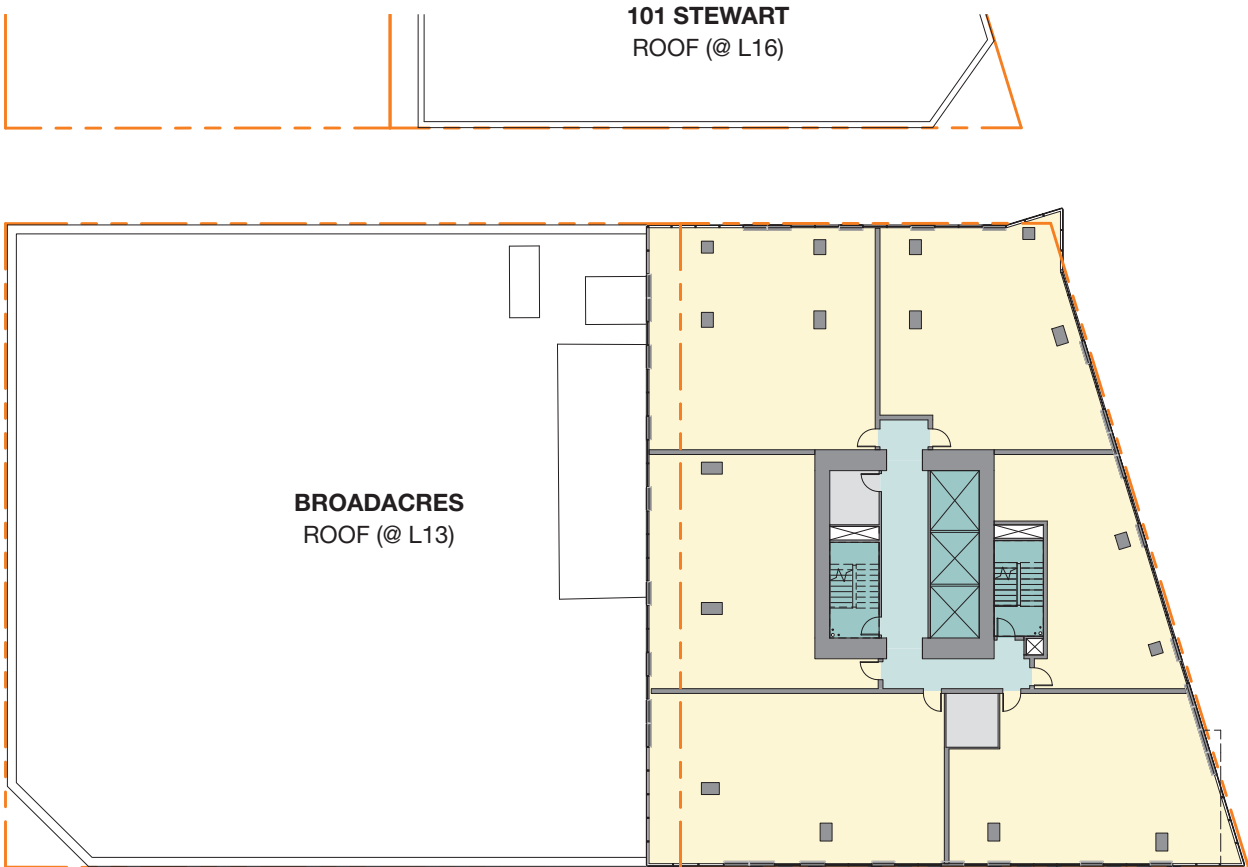




L07



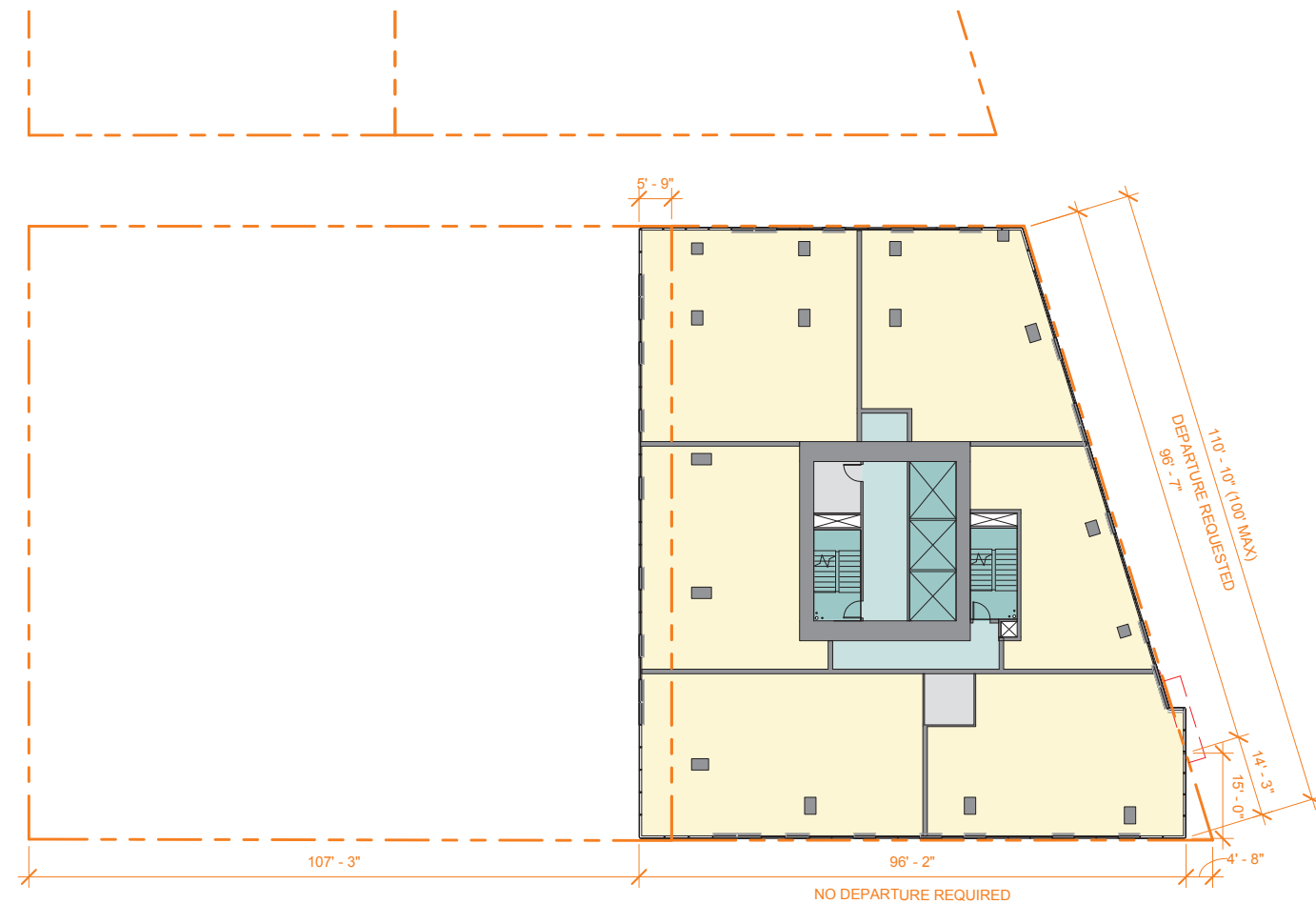
L08 TO L16 SIM



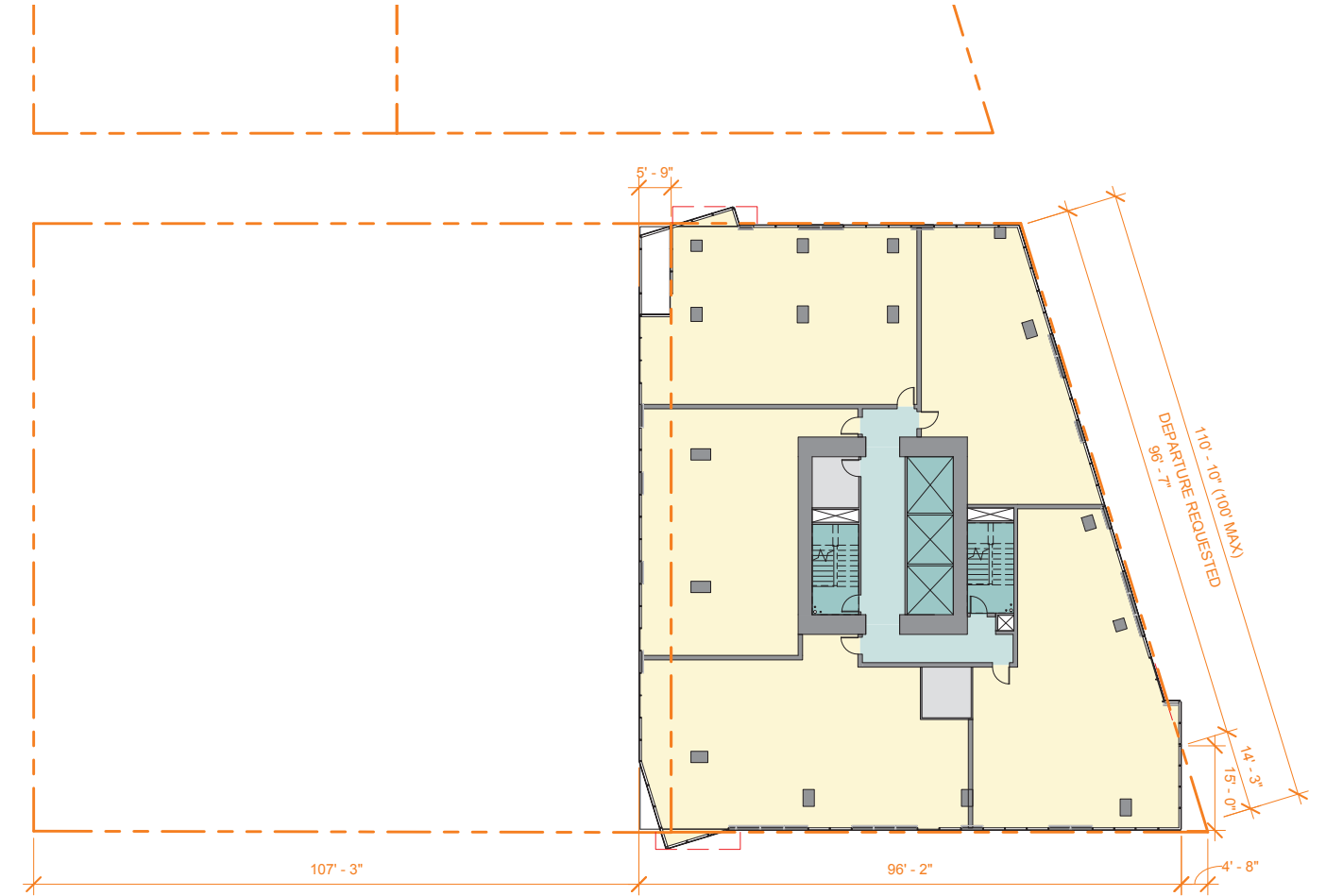
L17 TO L24 SIM

- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office











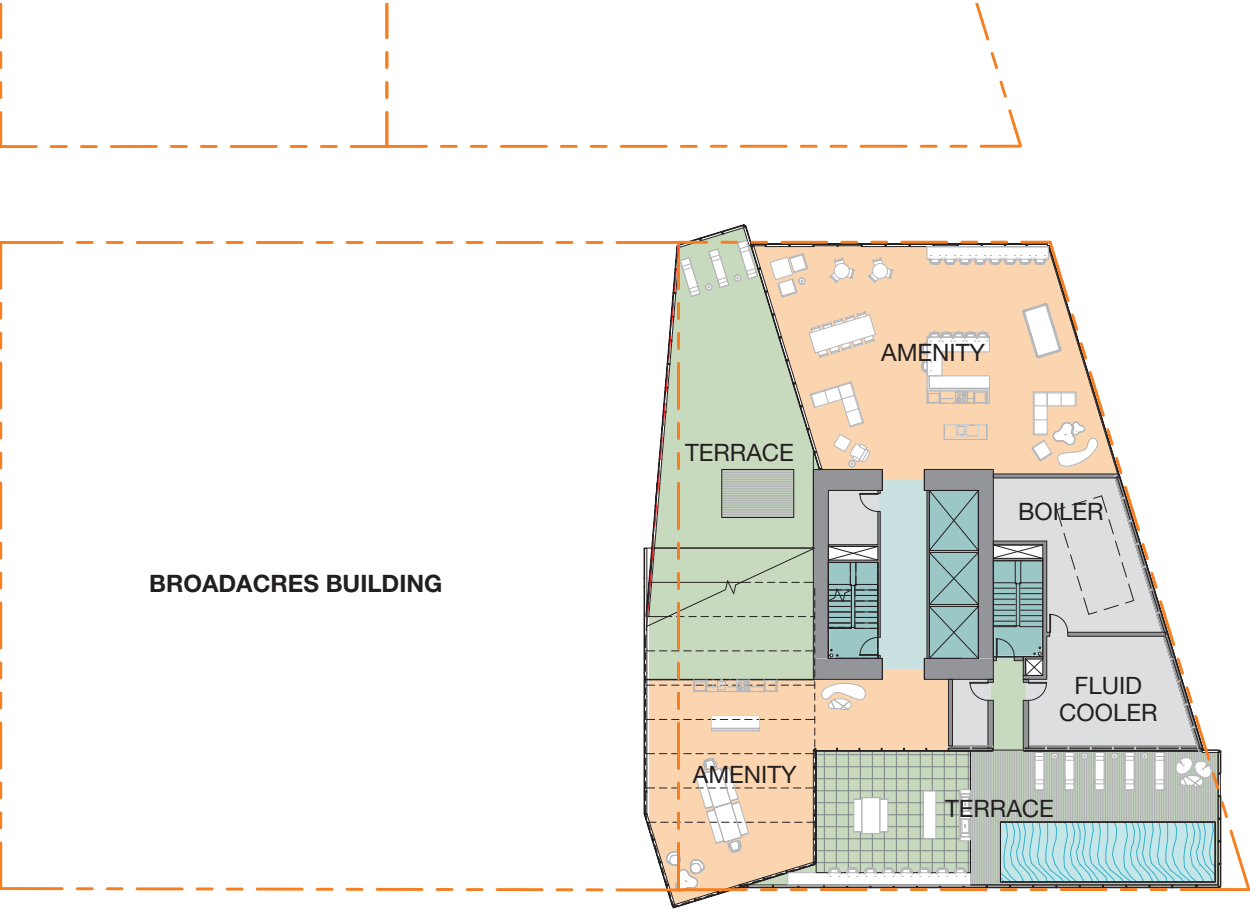


**L25 TO L35 SIM**

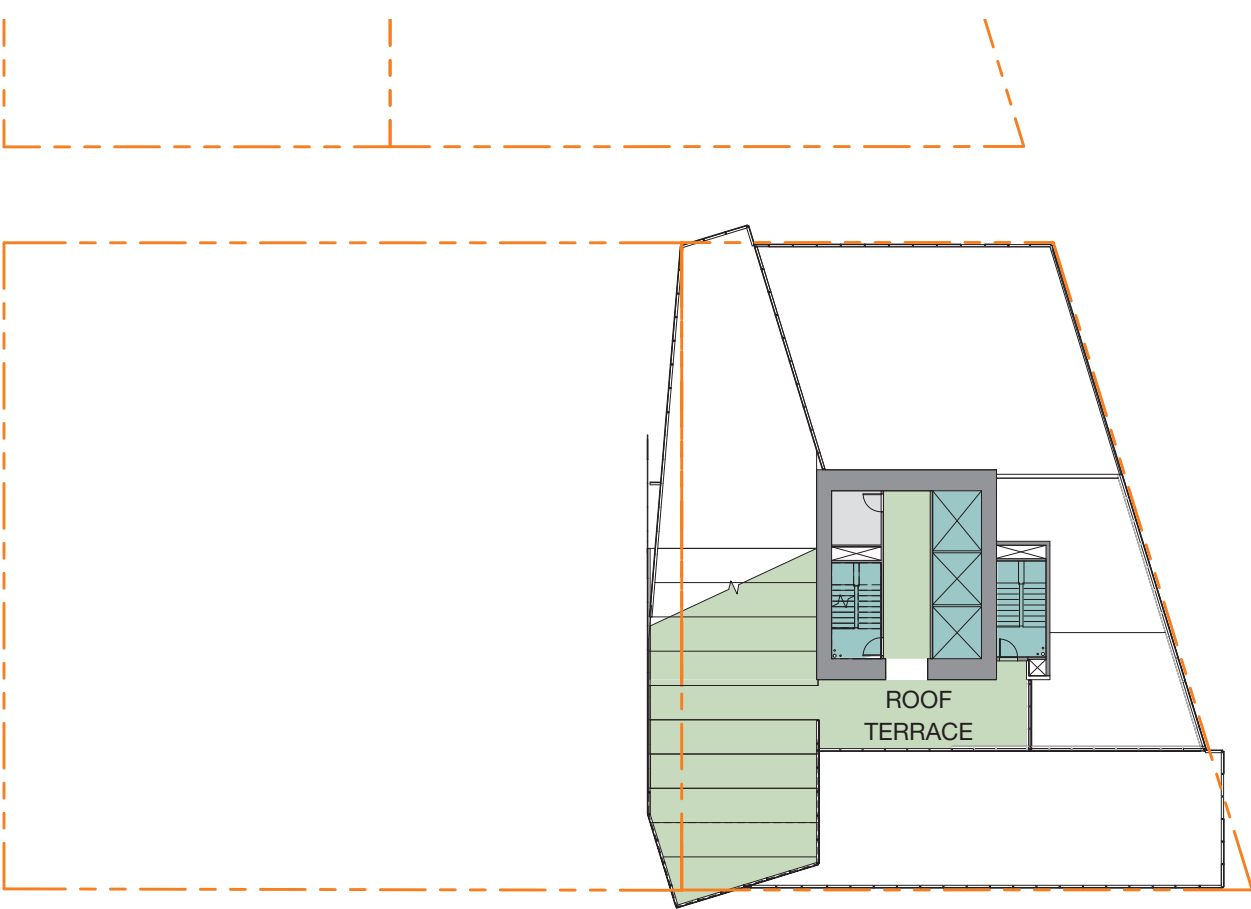


### L36 TO L38 SIM

-  Residential Use
-  Units
-  Retail
-  Parking
-  Amenity
-  Vertical Circulation
-  Back of House
-  Office



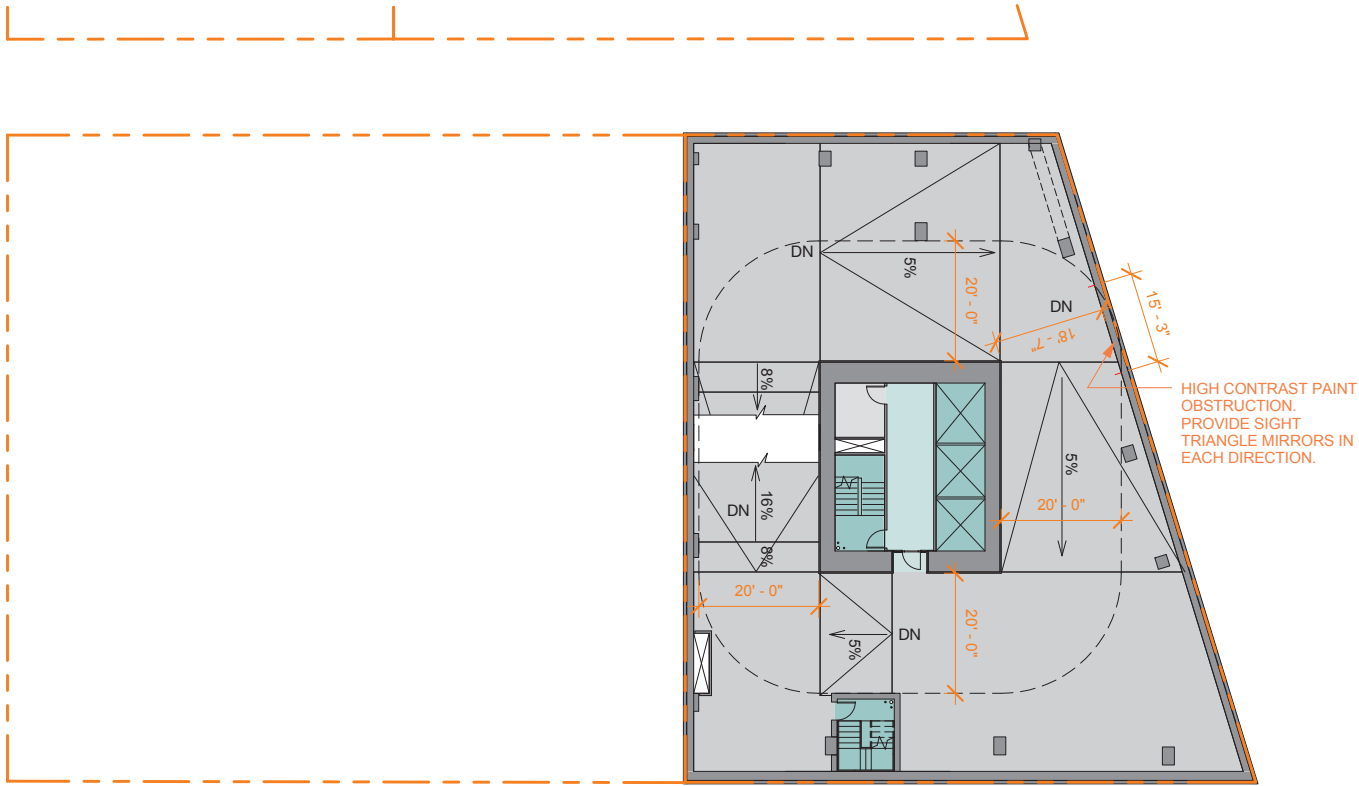
L39 ROOFTOP AMENITY



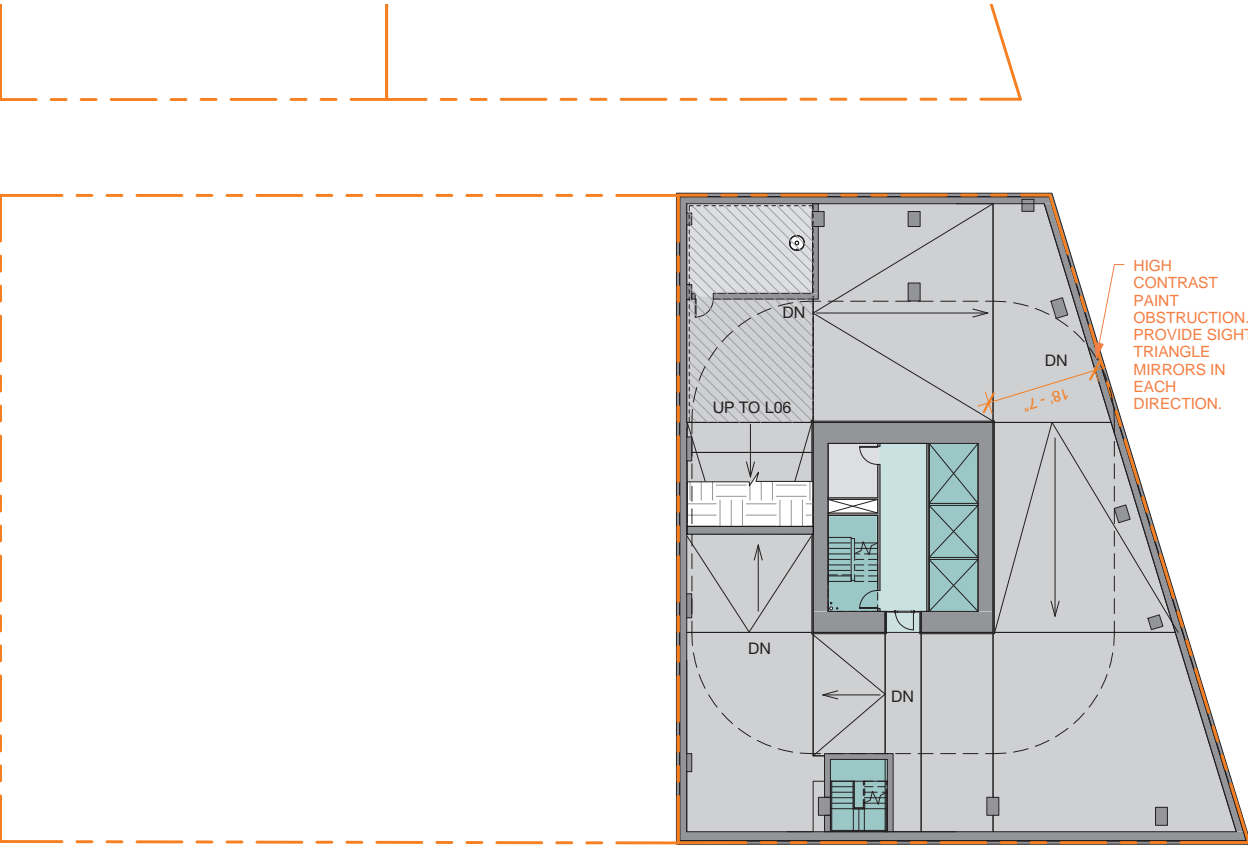
L40 ROOF TERRACE

- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office





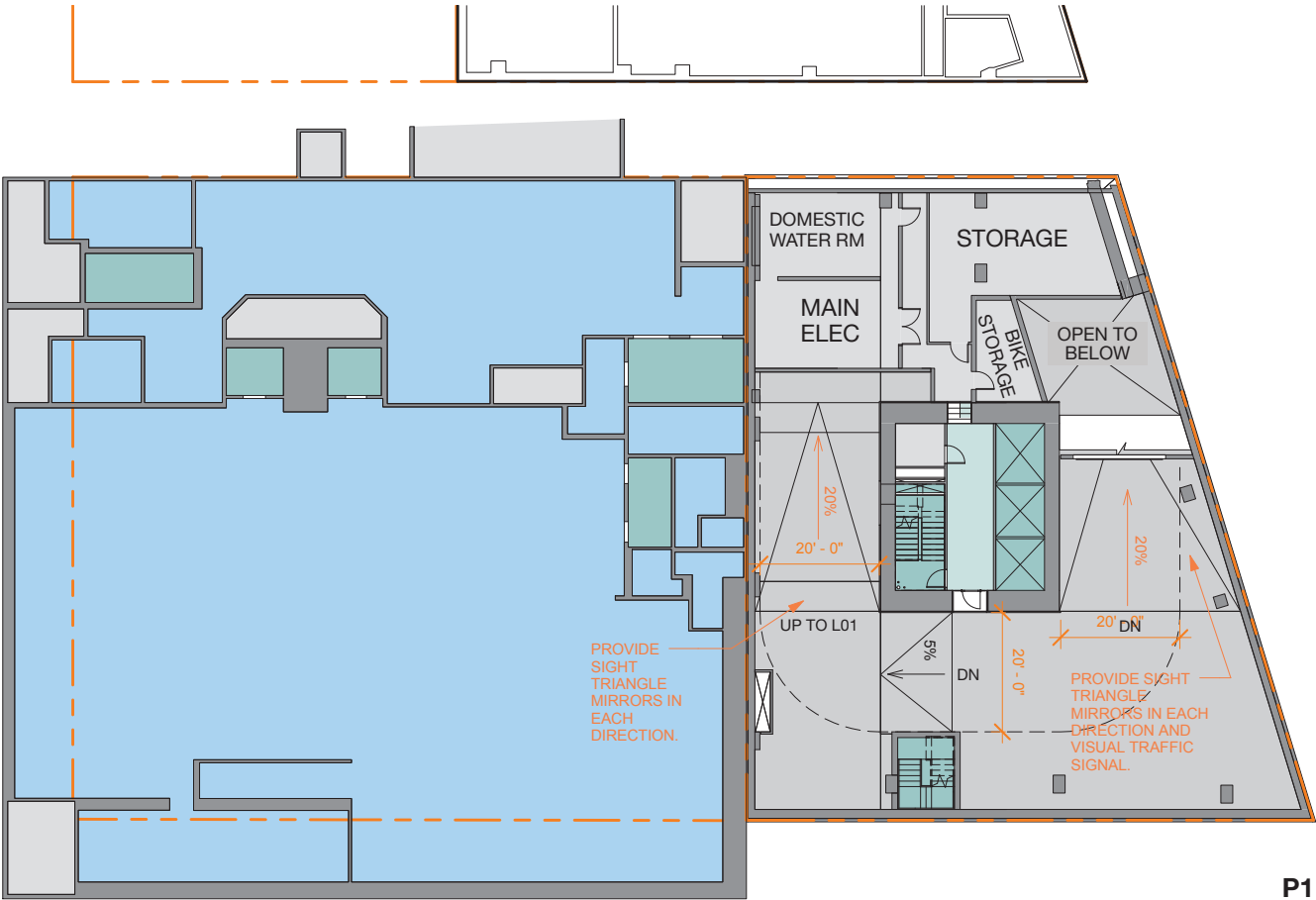
P2 - 6, TYP



P7

- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office

BELOW GRADE PARKING

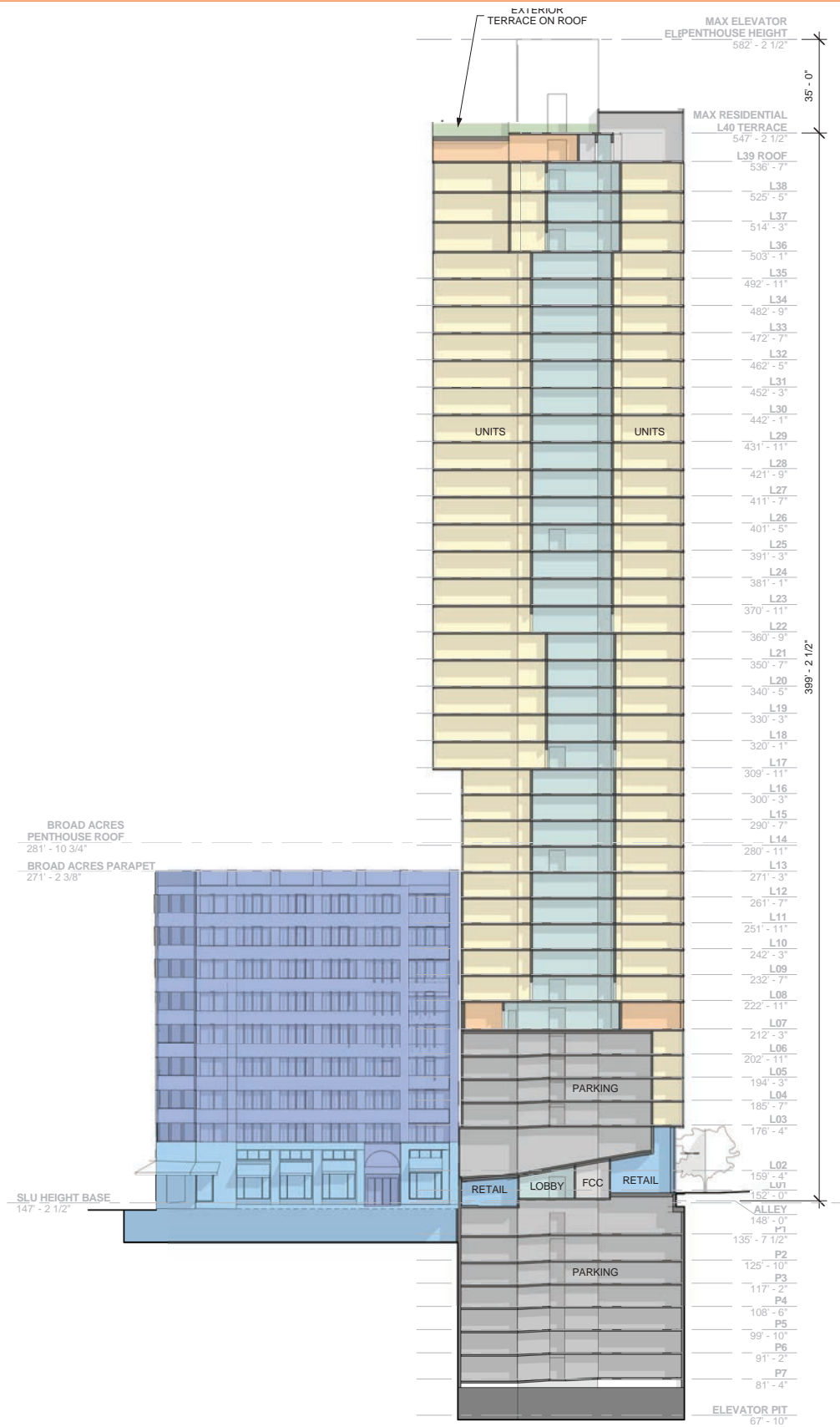


- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office

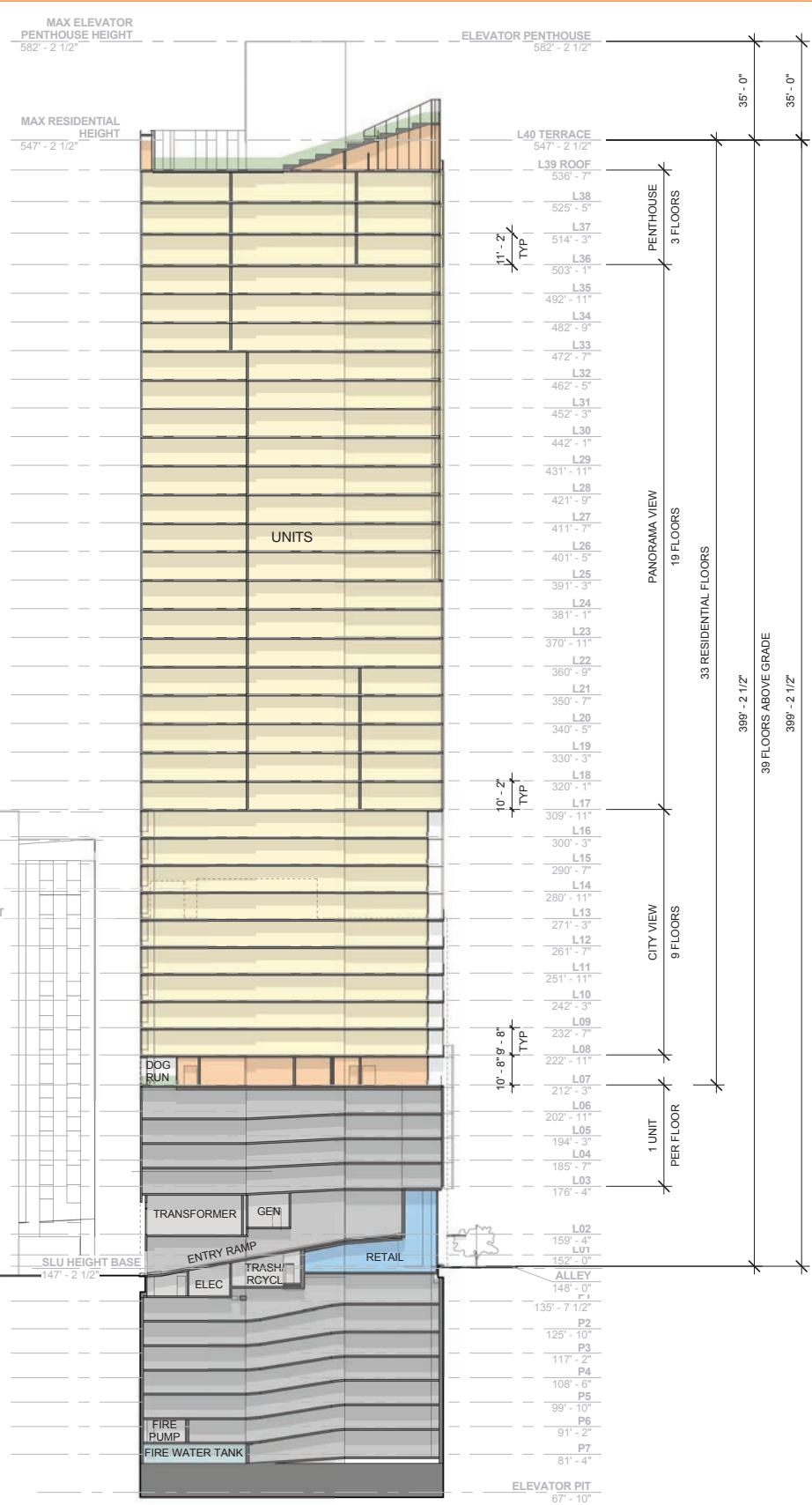
## BELOW GRADE PARKING



- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office

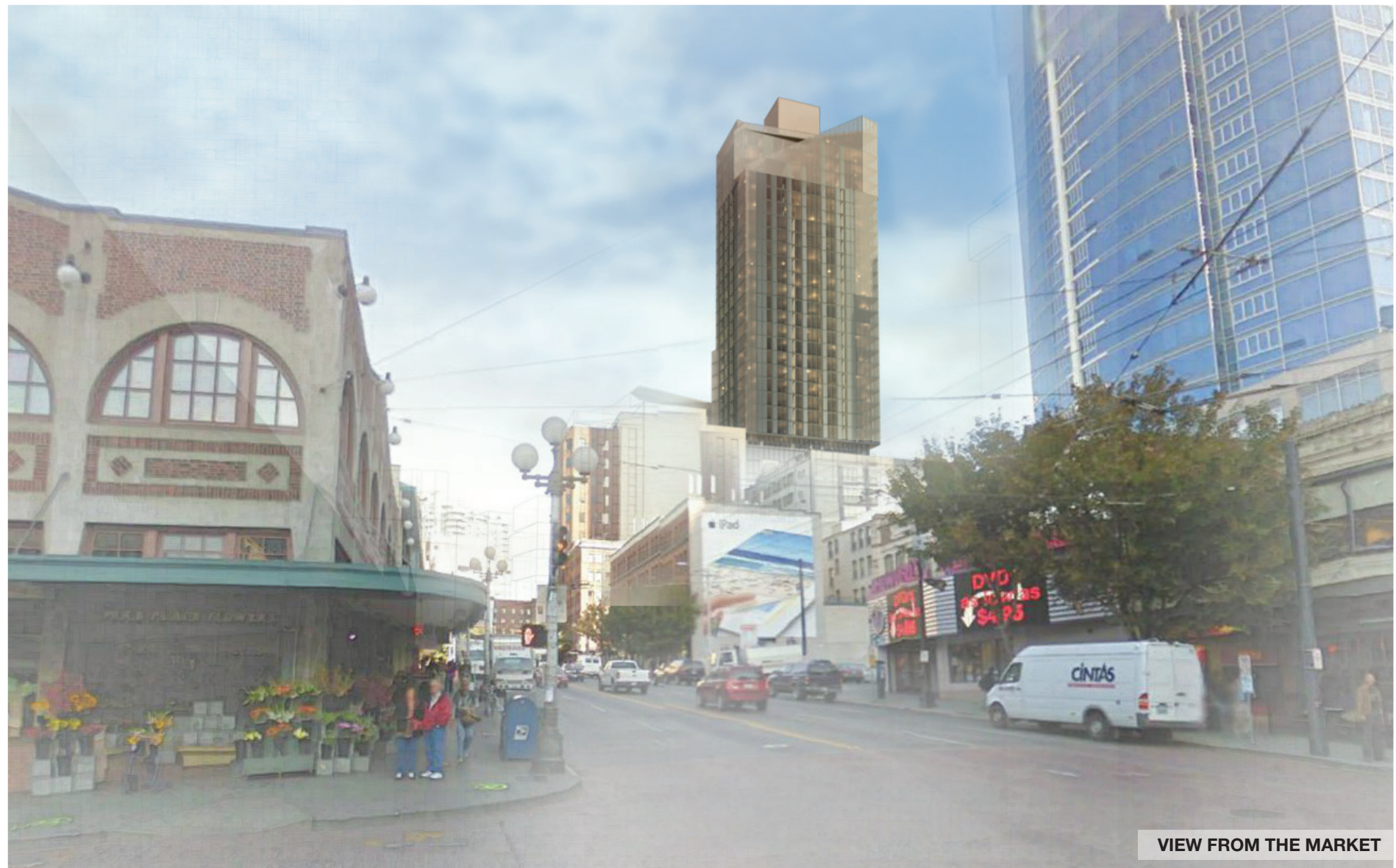


NORTH/SOUTH BUILDING SECTION



EAST/WEST BUILDING SECTION





VIEW FROM THE MARKET



VIEW DOWN STEWART STREET



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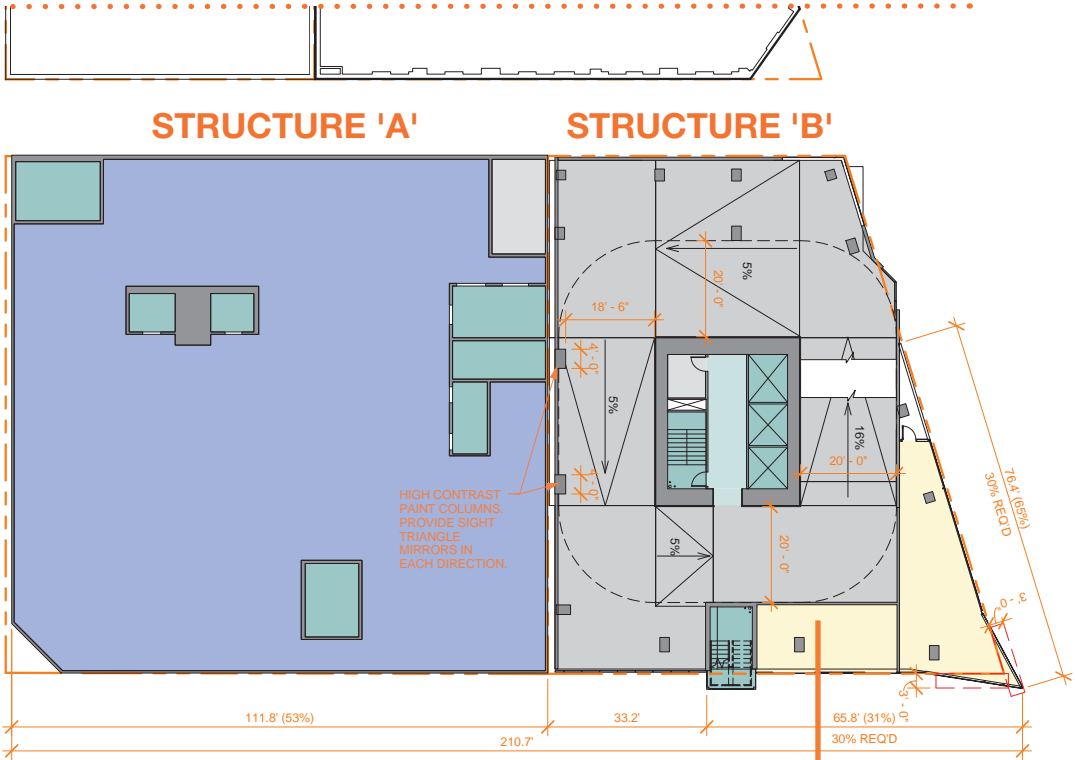
# DEPARTURE REQUESTS

ALTERNATIVE 1

compliant separation of uses



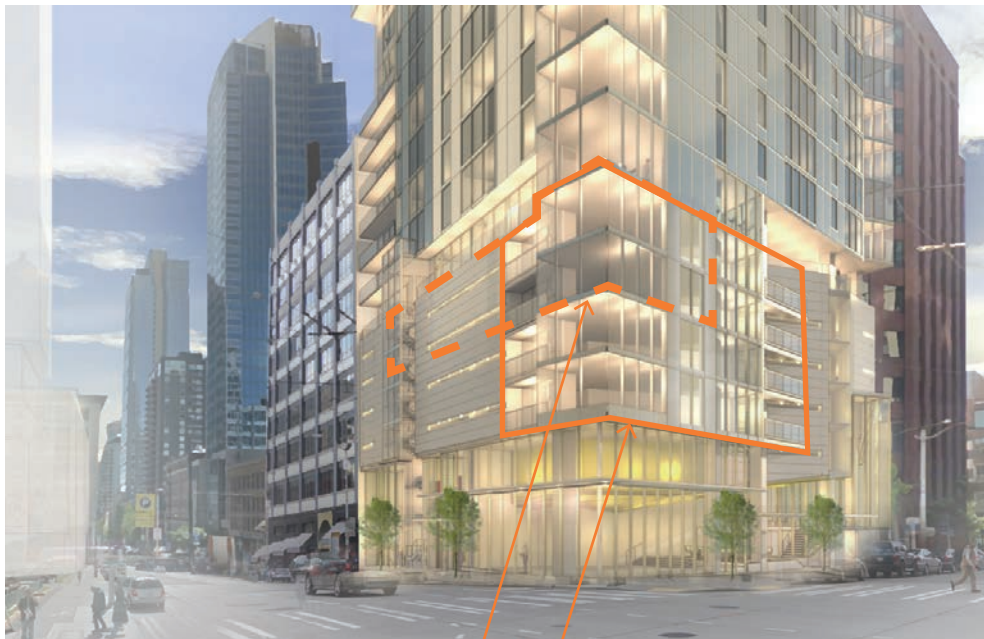
AREA REQUIRED BY CODE FOR SEPARATION OF USE SHOWN DASHED



PARKING FLOORS 3-4 (L05 to L06)

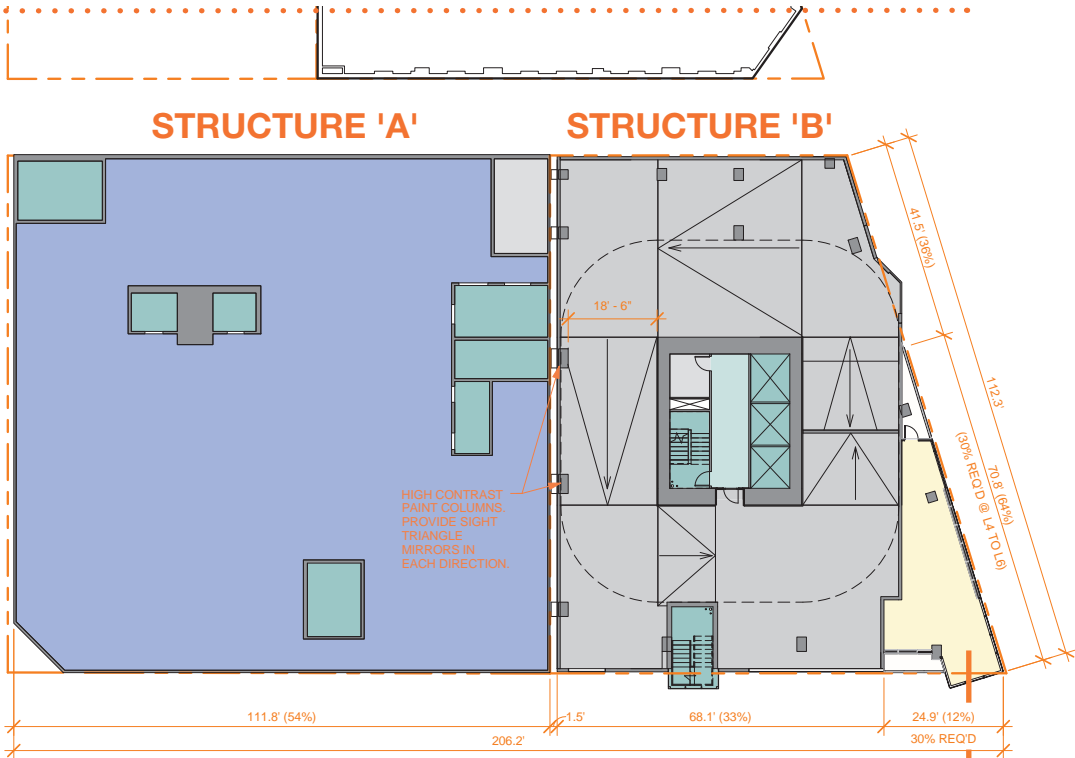
ALTERNATIVE 2

requested departure separation of uses



AREA REQUIRED BY CODE FOR SEPARATION OF USE SHOWN DASHED

AREA PROVIDED SHOWN OUTLINED



PARKING FLOORS 1-4 (L03 to L06)

ITEM #1

DEVELOPMENT STANDARD

SMC 23.49.019.B.1.a.(2)  
Parking location within Structures

REQUIREMENT

Parking within structures shall be located below street level or separated from the street by other uses, except as follows:  
a. (2) Parking above the third story of a structure shall be separated from the street by another use for a minimum of thirty (30) percent of each street frontage of the structure.  
For structures on lots located at street intersections, the separation by another use shall be provided at the corner portion(s) of the structure.

REQUEST

The preferred alternate proposes a reduction of separation by another use from 30% along 2nd Ave at the street intersection to 12% on the third and fourth parking floors above grade. The adjacent floors on Stewart Street will have a 64% separation of use.

JUSTIFICATION

- The preferred alternative proposes adding separation of uses from parking on all four parking floors above grade, at the corner of Second Avenue and Stewart Street.
- Proposal would comply and not require a departure request if the measurement is applied to *structures* on the lot and not the street frontage of the development site per the pre-submittal conference notes.

RELEVANT DESIGN GUIDELINES

The requested departure better meets and exceeds the design guidelines listed below

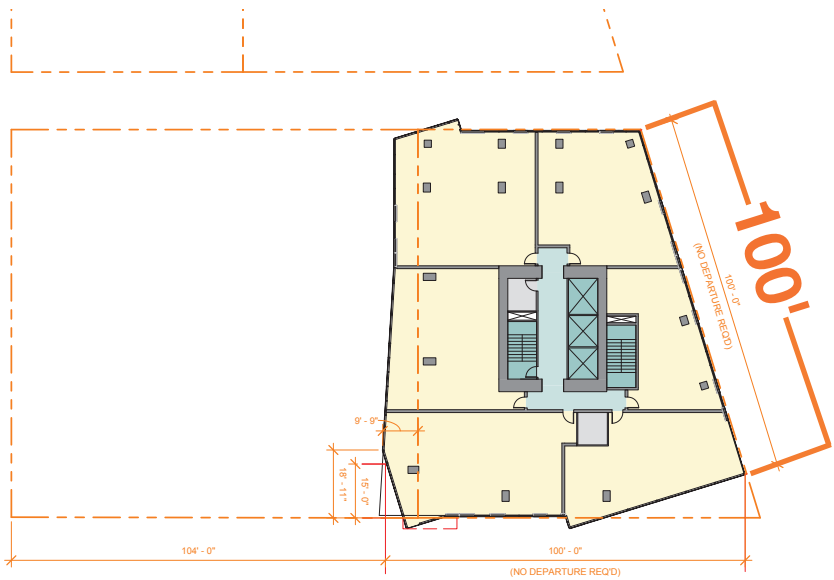
- B-1 Respond to the neighborhood context
- C-1 Promote pedestrian interaction
- C-3 Provide active-not blank facades



REQUESTED DEPARTURES - Departure #2 Facade Modulation - Above 240' (Stewart Street Only)

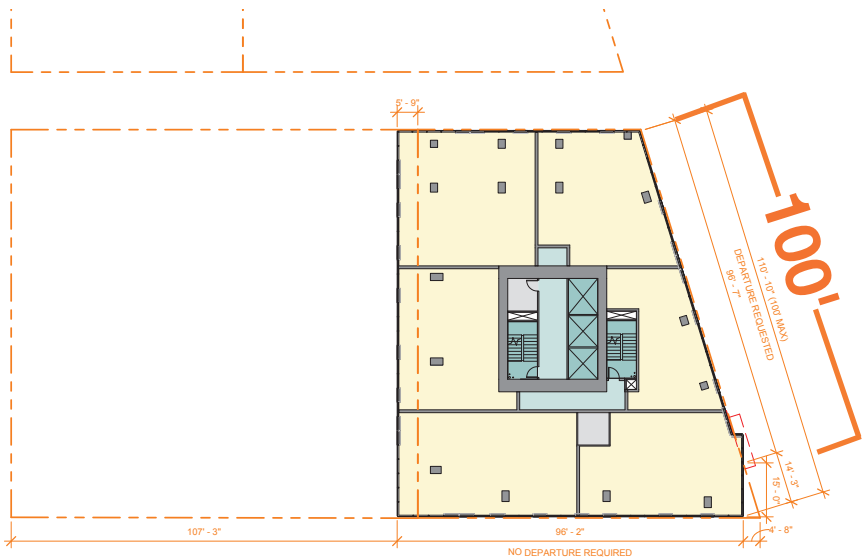
compliant facade modulation over 240'

ALTERNATIVE 1



requested departure facade modulation above 240'

ALTERNATIVE 2

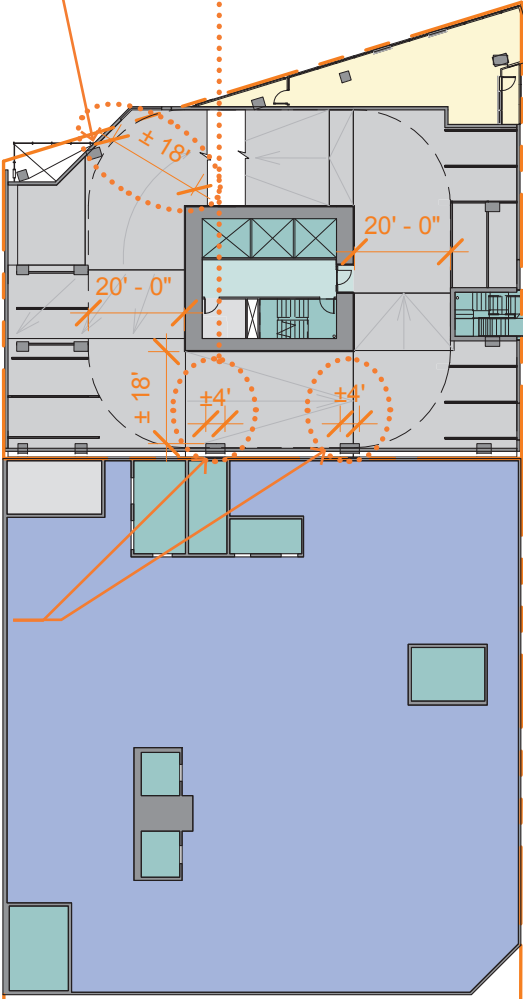


ITEM #2
DEVELOPMENT STANDARD
SMC 23.49.058.B Facade Modulation
REQUIREMENT
Facade modulation is required above a height of eighty-five (85) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line. No modulation is required for portions of a facade set back fifteen (15) feet or more from a street property line.
REQUEST
The Preferred Alternate 2 facade length is within the modulation limits below 240'. Above 240' the Stewart Street facade provides modulation at approx. 93'. The setback proposed is less than 15'. However this setback reduces the overall length of facade on 2nd Ave facade and therefore complies.
JUSTIFICATION
<ul style="list-style-type: none"><li>The proposed chamfer at the corner of 2nd and Stewart relates to the shift in the street grid</li><li>"Vertical Averaging" of lower facade lengths below 240' that are less than 125' and 155' compensates for exceeding the facade standard over 240'</li><li>Board's EDG #1 reaction to facade modulation over 240' noted: ". . . that there should not be concerns regarding the modulation above 240'. . . "</li></ul>
RELEVANT DESIGN GUIDELINES
The requested departure better meets and exceeds the design guidelines listed below:  <b>A-1</b> Respond to the physical environment. <b>A-2</b> Enhance the skyline. <b>B-3</b> Reinforce the positive urban form & architectural attributes of the immediate area.

REQUESTED DEPARTURES - Departure #3 Internal Parking - Aisle Width (Technical Departure)

Examples of spot locations requesting varying widths less than 20'

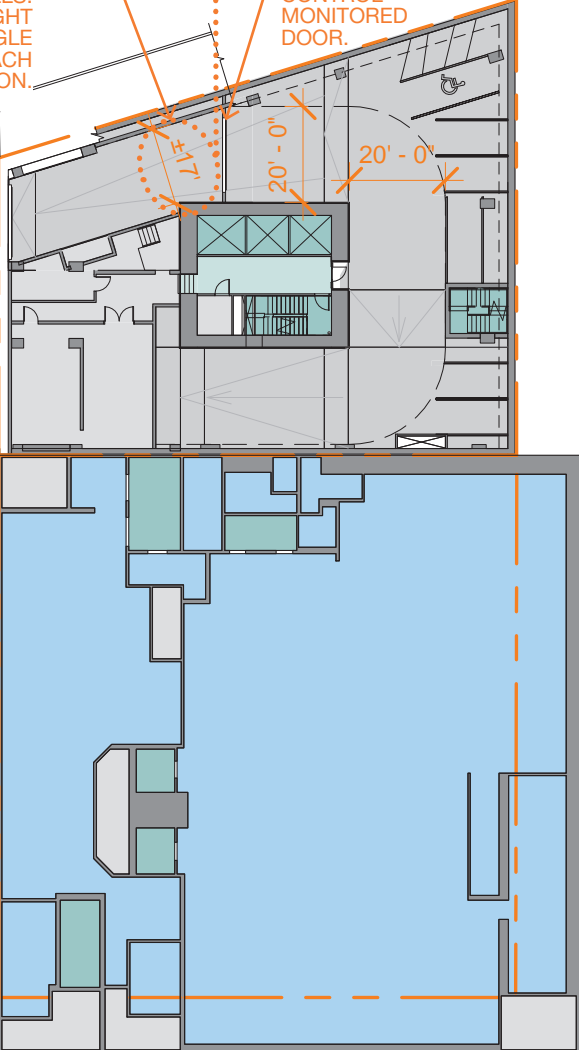
HIGH CONTRAST  
PAINT COLUMNS.  
PROVIDE SIGHT  
TRIANGLE  
MIRRORS IN EACH  
DIRECTION.



above grade parking

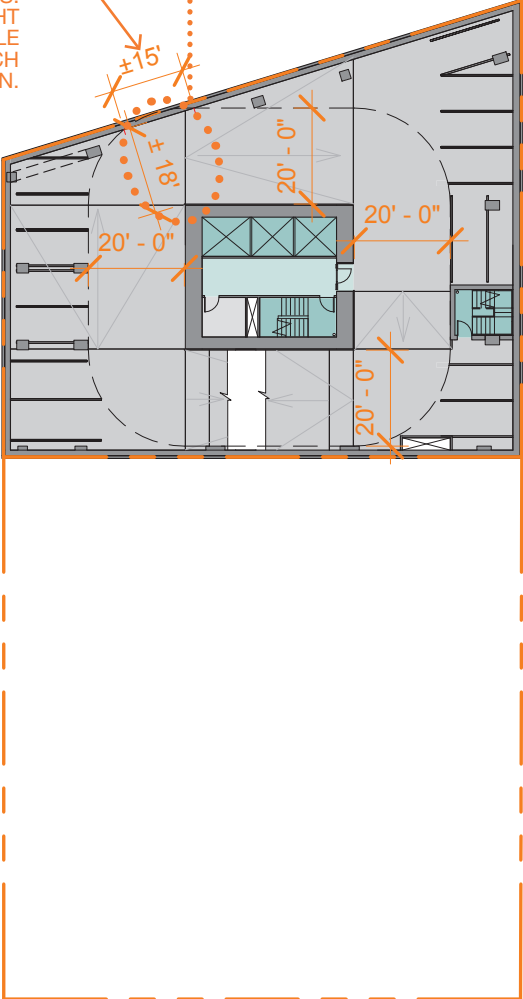
HIGH CONTRAST  
PAINT WALLS.  
PROVIDE SIGHT  
TRIANGLE  
MIRRORS IN EACH  
DIRECTION.

TRAFFIC  
CONTROL  
MONITORED  
DOOR.



street level/p1

HIGH CONTRAST  
PAINT WALLS.  
PROVIDE SIGHT  
TRIANGLE  
MIRRORS IN EACH  
DIRECTION.



below grade parking

ITEM #3

DEVELOPMENT STANDARD

SMC 23.49.030.E.1 - Parking Aisles

REQUIREMENT

Parking aisles shall be provided according to the requirements of Exhibit C for 23.54.030; footnote 1. Minimum Aisle width for two-way traffic shall be 20' or greater.

REQUEST

The applicant requests drive aisle widths of less than 20' for spot locations for drive aisles not associated with vehicle backing distances rather than 20' minimum required.

JUSTIFICATION

- No parking is required in downtown zones.
- No non-residential parking is being proposed. Garage to be used solely by residents familiar with the garage layout. The departure request does not impact vehicle backing distances from stalls or barrier free parking spaces.
- Low capacity garage (approx. 95 below-grade stalls and 50 above-grade stalls).
- 16' min dimension for two-way traffic is in the spirit of SMC.23.054.030.D.1.b. and City of Seattle alleys.
- Corner mirrors, traffic signaling, and high visibility marking of reduced areas to be implemented.
- Internal parking garage to reduce the impact of nearby street parking availability.

RELEVANT DESIGN GUIDELINES

The requested departure better meets and exceeds the design guidelines listed below:

- C-1 Promote pedestrian interaction.
- E-2 Integrate parking facilities.





EDG #1 | **PREFERRED**



EDG #2 | **ALTERNATIVE 1**



EDG #2 | **ALTERNATIVE 2 PREFERRED**







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# APPENDIX

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EDG #1

URBAN DESIGN ANALYSIS



23.49.008 Structure Height

The base structure height for residential use is 290'. The maximum height is 400'.

The proposed structure height is 400' and intends to meet the requirements of SMC 23.49.015 (voluntary agreements for low and moderate income housing.)

23.49.009 Street-Level Use Requirements

- A. Street-level uses are required per Map 1G; required street-level uses include Retail sales.
- B.1 A minimum of 75% of each street frontage must be occupied by uses listed in subsection A. The remaining 25% may contain other permitted uses and/or pedestrian or vehicular entrances
- B.3 Required street-level uses shall be located within ten (10) feet of the new sidewalk width.

The proposal complies.

23.49.011 Floor area ratio

- Table A: Base = 5; Max = 7
- B. Exemptions and deductions from FAR calculations.
- b. Street-level uses meeting the requirements of Section 23.49.009.

Chargeable FAR will not exceed the applicable base FAR; The proposal complies.

23.49.018 Overhead Weather Protection and Lighting.

- A. Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot, except along those portions of the structure facade that:
  - 3. Are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width.
- B. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.

The proposal complies.

23.49.019 Parking quantity, location and access requirements, and screening and landscaping of surface parking areas.

- B.1.a. Parking at street level. On Class I pedestrian streets, parking is not permitted at street level unless separated from the street by other uses, provided that garage doors need not be separated.
- 2. Except as provided in subsection B1 above for parking at street level, parking within structures shall be located below street level or separated from the street by other uses, except as follows:
  - a(1) One (1) story of parking shall be permitted above the first story of a structure for each story of parking provided below grade that is of at least equivalent capacity, up to a maximum of four (4) stories of parking above the first story.
  - a(2) Parking above the third story of a structure shall be separated from the street by another use for a minimum of thirty (30) percent of each street frontage of the structure. For structures on lots located at street intersections, the separation by another use shall be provided at the corner portion(s) of the structure.
  - a(3) The perimeter of each story of parking above the first story of the structure shall have an opaque screen at least three and one-half (3 1/2) feet high where the parking is not separated from the street by another use.

Alternatives 1 and 2 propose 7 levels of below-grade parking and 4 levels of above-grade parking, per SMC 23.49.019.B.2.a(1); Alternative 1 meets the requirements of SMC 23.49.019.B.2.a(2), with 2 levels of separation from the street by other uses at above-grade parking; The applicant will request a departure for Alternative 2, proposing 4 levels of separation from the street by other uses at above-grade parking; See Departure #1.

SMC 23.49.022 Minimum Sidewalk and Alley Width

MAP C; Stewart Street to be increased 3'; 2nd Avenue to be increased 2'; a 2' alley dedication is required. The proposal complies.

SMC 23.49.056 Street facade, landscaping, and street setback requirements

A. Minimum Facade Height. Table A, Class 1 pedestrian streets: 25'

The proposal complies.

- C. Facade Transparency Requirements.
- 2. Facade transparency requirements do not apply to portions of structures in residential use.
- 4.a. Class I pedestrian streets: A minimum of 60 percent of the street level street-facing facade shall be transparent.

On the single defined lot, facades of the existing structure to remain, will remain unchanged; For portions of the proposed structure not in residential use, min 60% of street level street-facing facades will be transparent.

- D. Blank Facade Limits.
- c. Blank facade limits do not apply to portions of structures in residential use.
- 2.a. Blank Facade Limits for Class I Pedestrian Streets shall be no more than 15 feet wide.
- c. The total width of all blank facade segments, including garage doors, shall not exceed 40 percent of the street-facing facade of the structure on each street frontage, or 50 percent if the slope of the street frontage of the facade exceeds 7.5 percent.

Facades of the existing structure to remain, will remain unchanged; the proposed structure will comply.

E. Street Tree Requirements. Street trees are required on all streets that have a pedestrian classification and abut a lot.

The proposal complies.

SMC 23.49.058.B Facade Modulation

Facade modulation required above 85' for portions of the structure within 15' of a street property line. Length of unmodulated facades decreases per Table 23.49.058A

The applicant will request a departure for the configuration of unmodulated facade length on Stewart Street, above 240' only (Alternative 2 only); All other facades will comply; See Departure #2.

23.49.058.D.1 Tower Floor Area Limits

Table 23.49.058D1: 10,700 sf average floor area for structures exceeding the base height; The maximum floor area of any story in a tower is 11,500 sf

The proposal's residential use gross floor area does not exceed 10,700 sf.

23.49.058.D.2 Maximum Tower Width

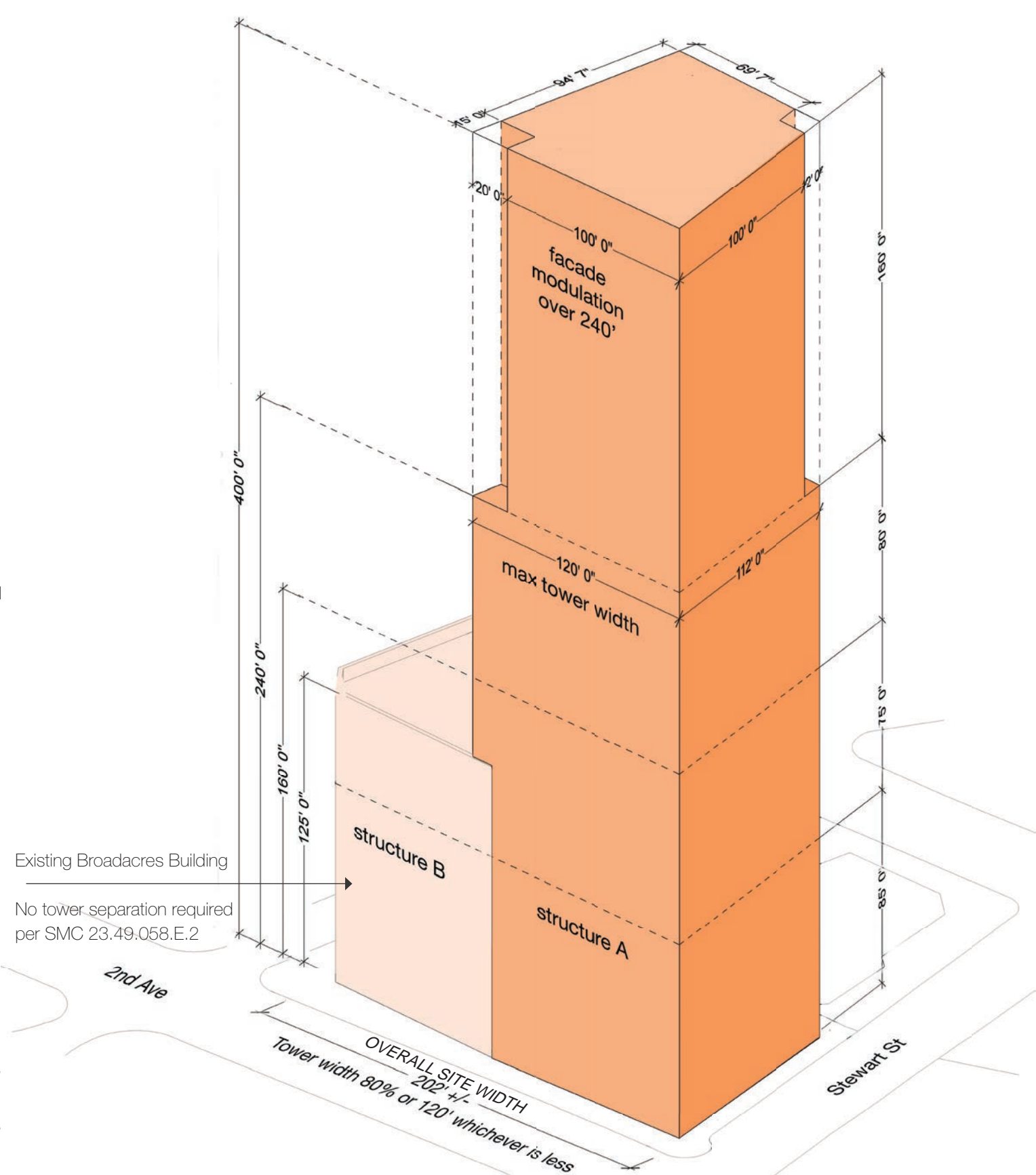
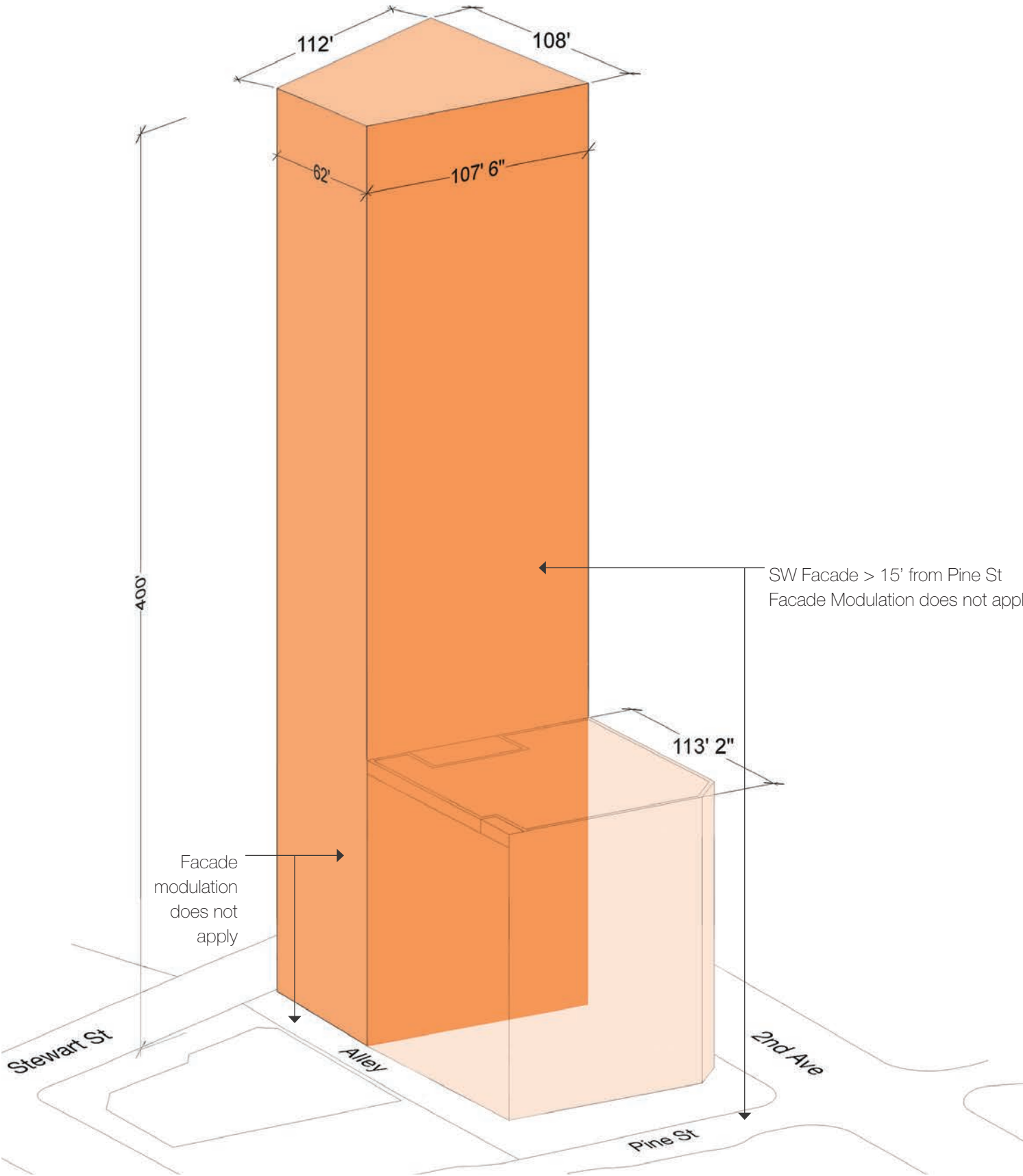
Maximum facade width above 85' along 2nd Avenue. Limited to 80% of the street frontage or 120' whichever is less

The proposal's maximum tower width is 120'; The proposal complies.

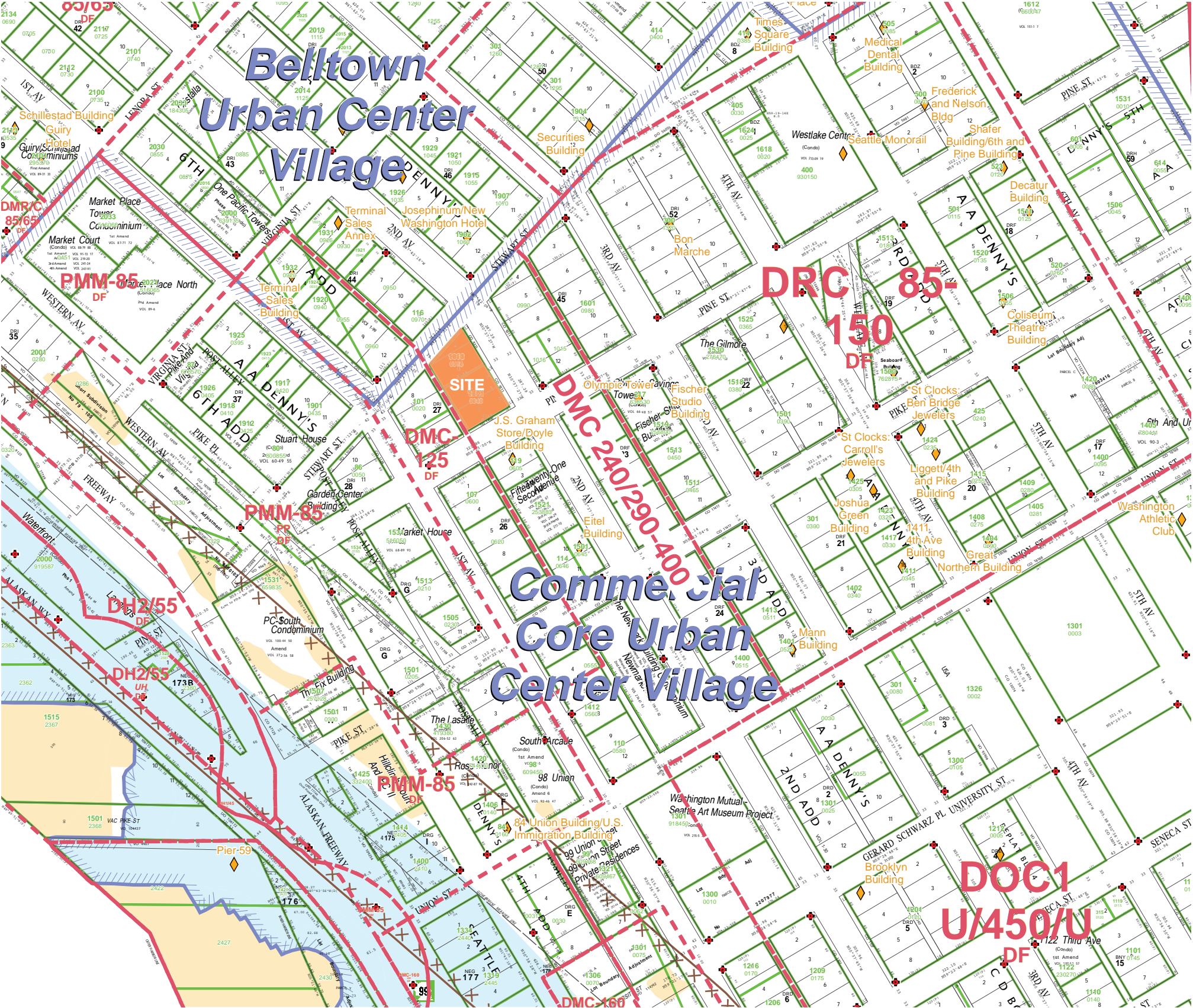
SMC 23.49.058.E Tower Spacing

No separation required between structures on different blocks; on the same block but different zones and from existing structures allowed before the effective date of ordinance 122054.

The proposal complies.







**PROJECT ADDRESS:**  
Development Site Address includes both parcels:  
1613 Second Ave. (MJA Building)  
1601 Second Ave. (Broadacres Building)

**KING COUNTY PARCEL NUMBERS:**  
197720-0015 (MJA Building)  
1977200040 (Broadacres Building)

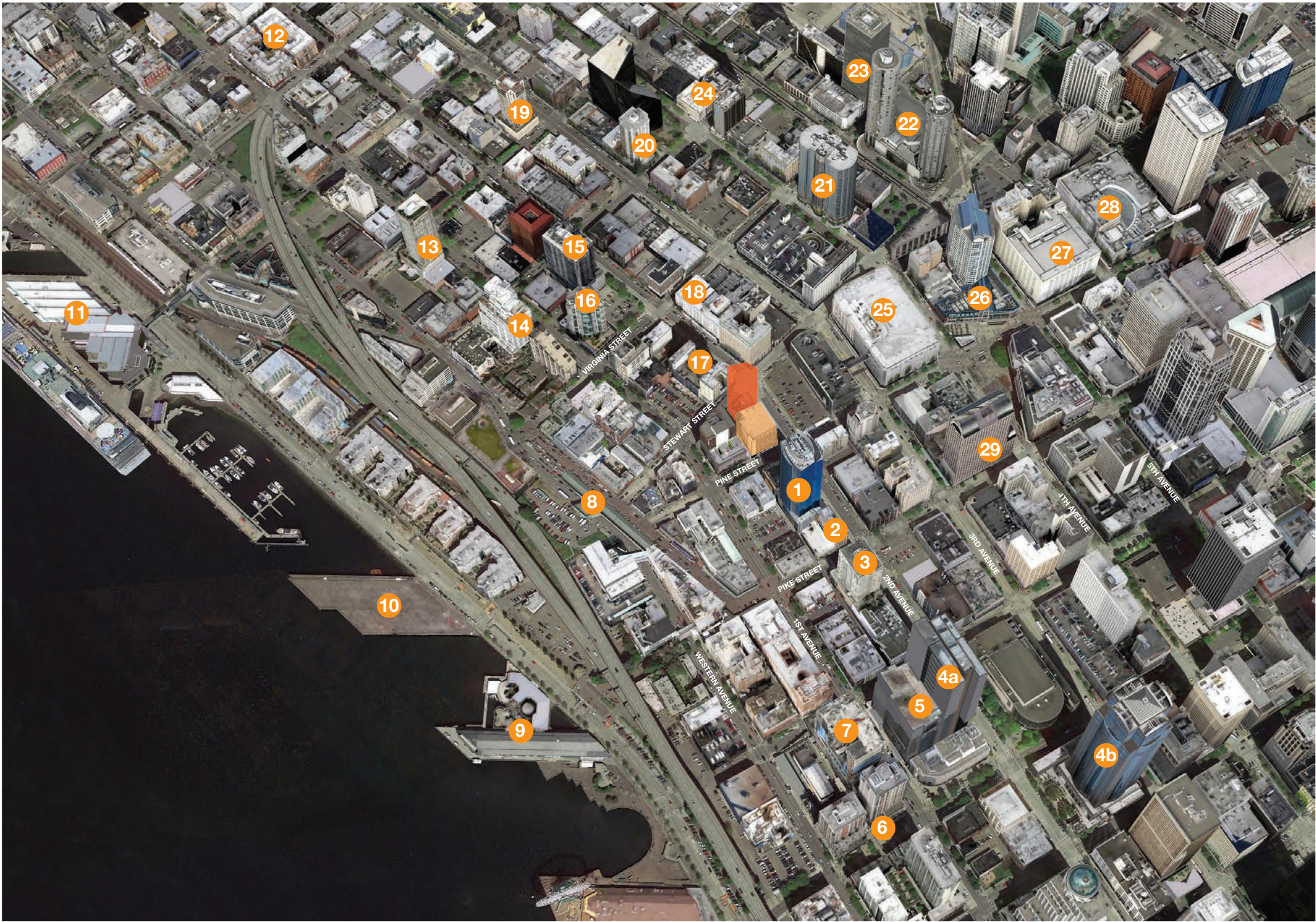
**SITE AREA:**  
8,483 sf (MJA Building)  
12,195 sf (Broadacres Building)  
Total Site Area: 20,678 sf

**OVERLAY DISTRICT:**  
Commercial Core Urban Center Village

**ZONING CLASSIFICATION:**  
DMC 240/290-400

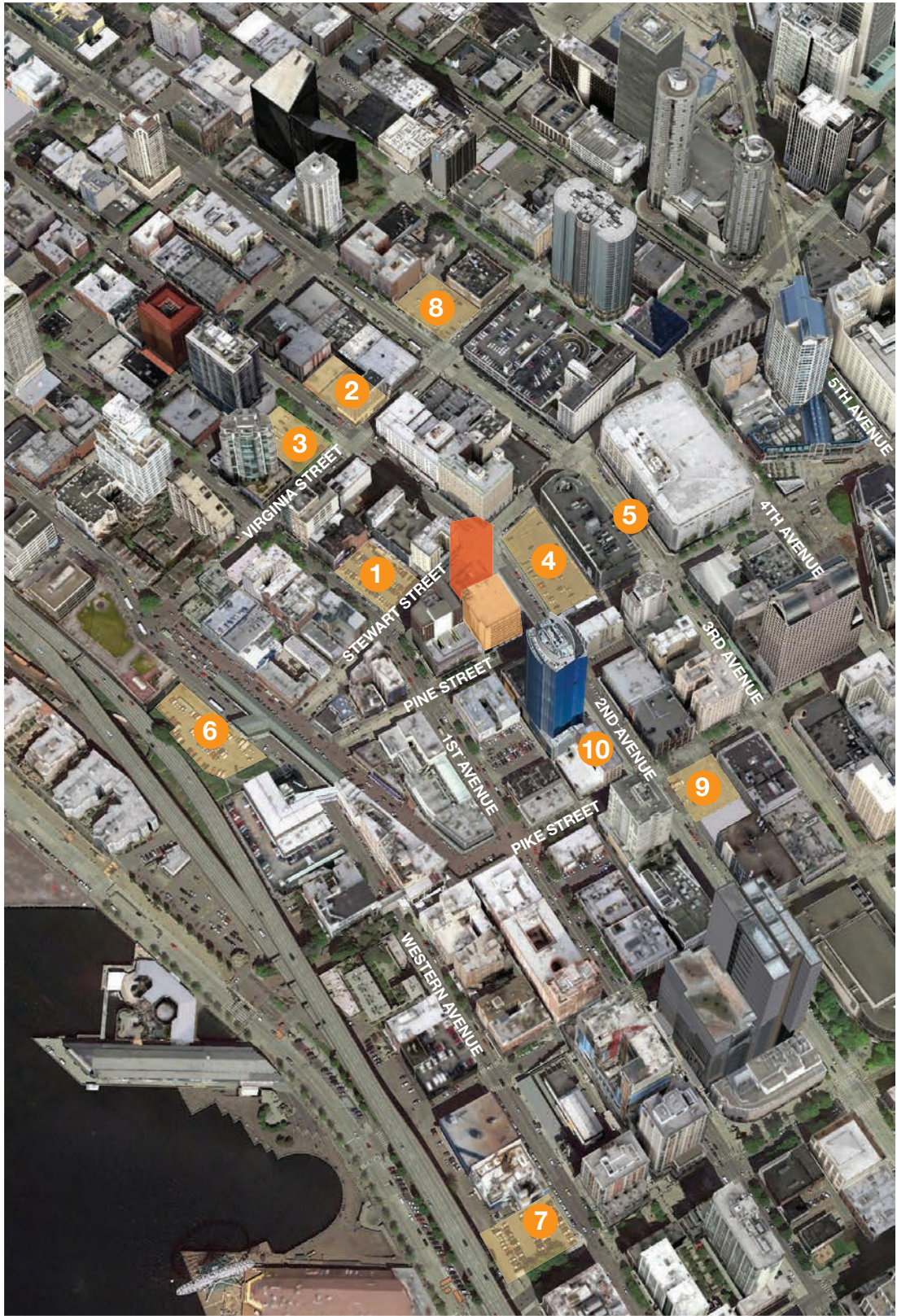
**STREET CLASSIFICATIONS:**  
Stewart Street:  
Class I Pedestrian Street  
Principal Transit Street:  
No view corridors  
Second Avenue:  
Class I Pedestrian Street  
Principal Transit Street:  
No view corridors





- 1 Fifteen Twenty-One 2nd Avenue
- 2 Eitel Building
- 3 Newmark Tower / Target
- 4a Russel Investment Center
- 4b 1201 3rd Avenue
- 5 Seattle Art Museum
- 6 Harbor Steps
- 7 Four Seasons Hotel / Residences
- 8 Pike Place Market
- 9 Seattle Aquarium
- 10 Pier 62 & 63
- 11 Bell Street Pier
- 12 Belltown Court
- 13 Continental Place Condominiums
- 14 Market Place Tower
- 15 Cristalla Residences
- 16 One Pacific Tower
- 17 Viktoria
- 18 Moore Theatre
- 19 The Grand View Condominiums
- 20 Royal Crest Condominiums
- 21 Escala
- 22 The Westin Seattle
- 23 The Westin Building
- 24 Cinerama
- 25 Macy's
- 26 Westlake Center
- 27 Nordstrom
- 28 Pacific Place
- 29 Century Square





- 1 1900 1st Avenue - Apartments / Hotel
- 2 2000 2nd Avenue - 9-story Hotel
- 3 2001 2nd Avenue
- 4 204 Pine Street
- 5 3rd Avenue Bus Corridor Improvements
- 6 PC1-North
- 7 Western & University
- 8 2000 3rd Avenue
- 9 1430 2nd Avenue
- 10 Eitel Building







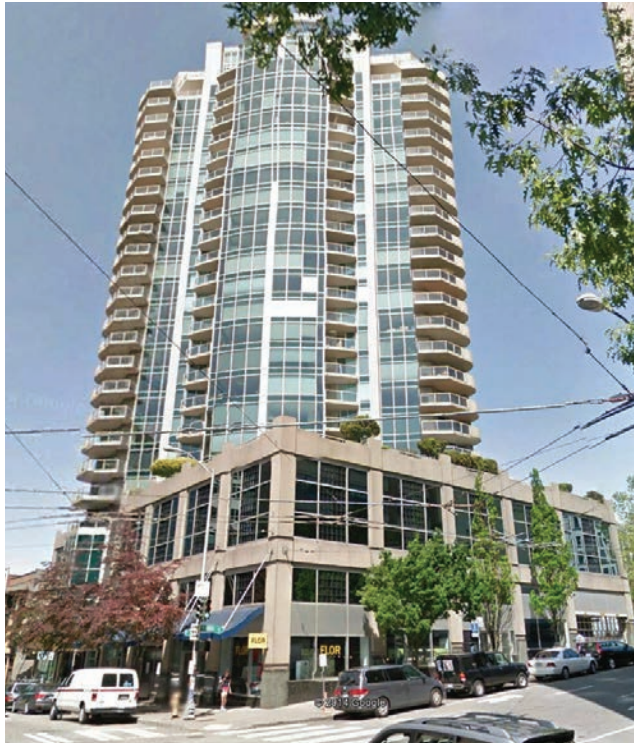


- Belldtown
- Commercial Core
- Pike Place Market
- Towers
- Parks
- Transit
- View Corridor
- 1st Avenue





Proposed for 2nd & Pine



1st & Virginia



101 Stewart



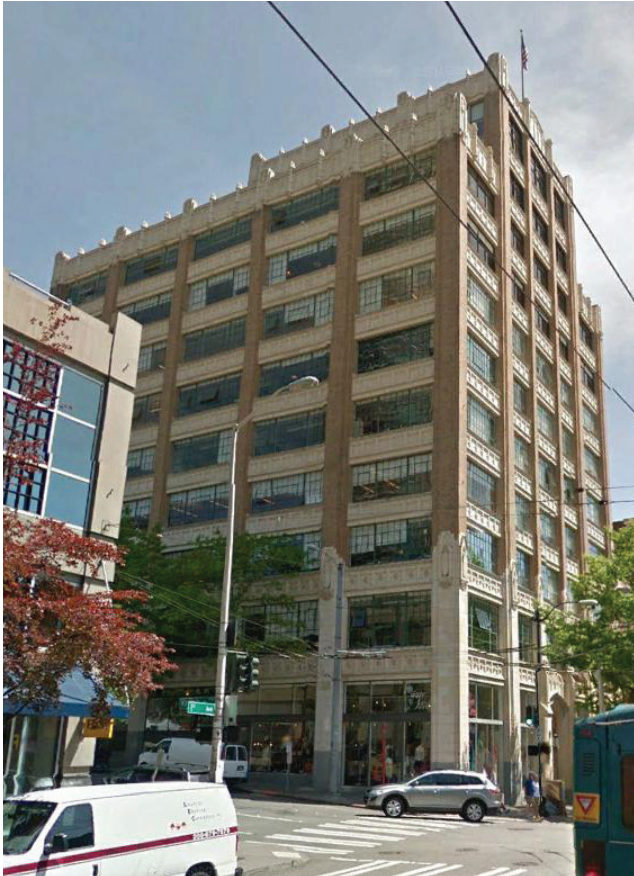
2nd & Pine - Doyle Building



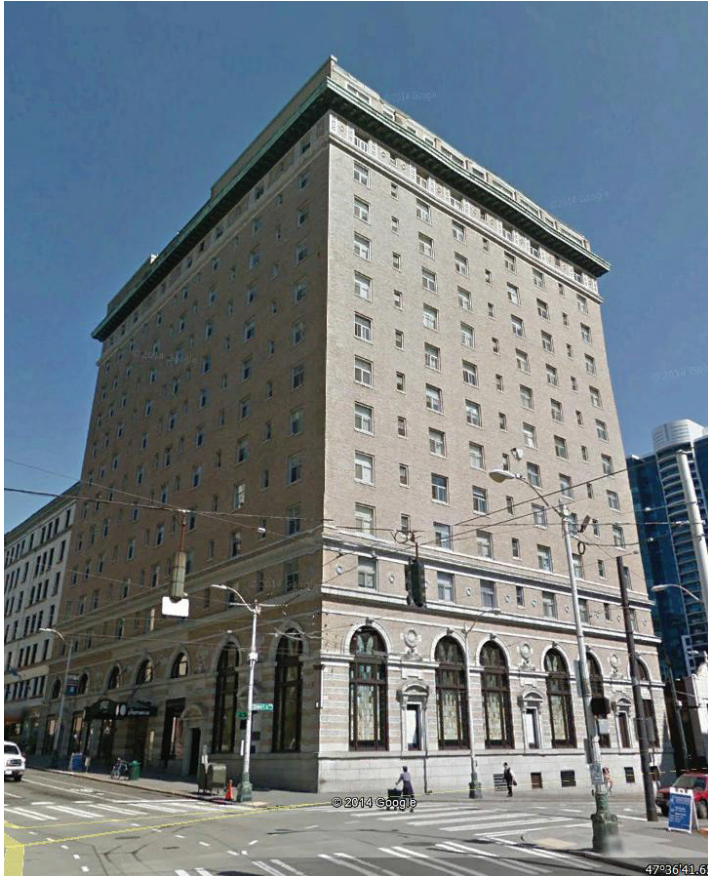
Proposed hotel for 1st & Stewart



Crystallia Building



Terminal Sales Building



Josephinum Building



Viktoria Building



EQUINOX

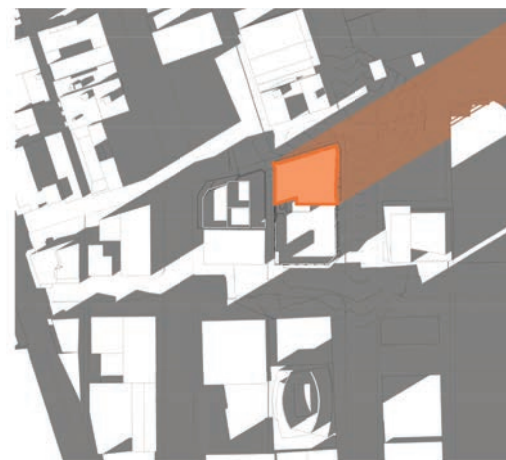
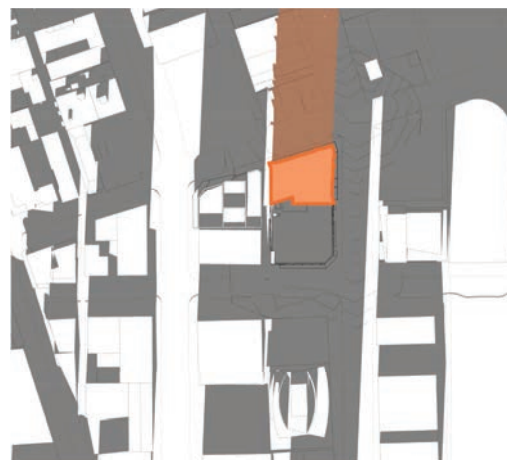
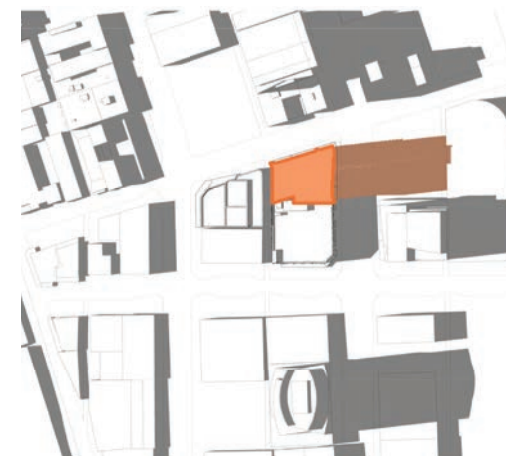
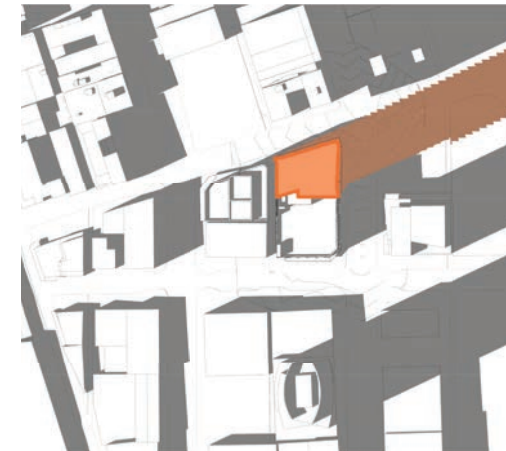
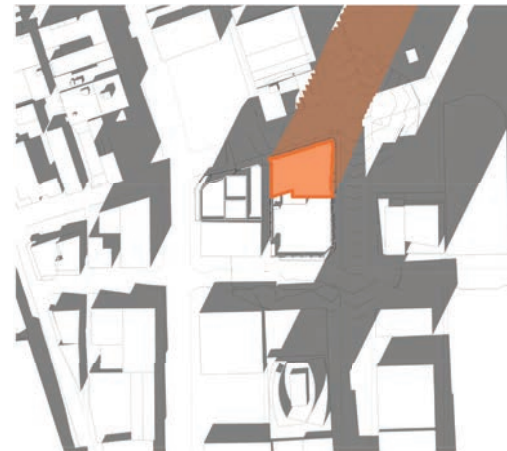
JUNE 21

DEC 21

10AM

12NOON

2PM







View looking west toward site from Second Avenue

SITE



View looking east from site at Second Avenue





View looking south toward site from Stewart Street

SITE



View looking north from site at Stewart Street





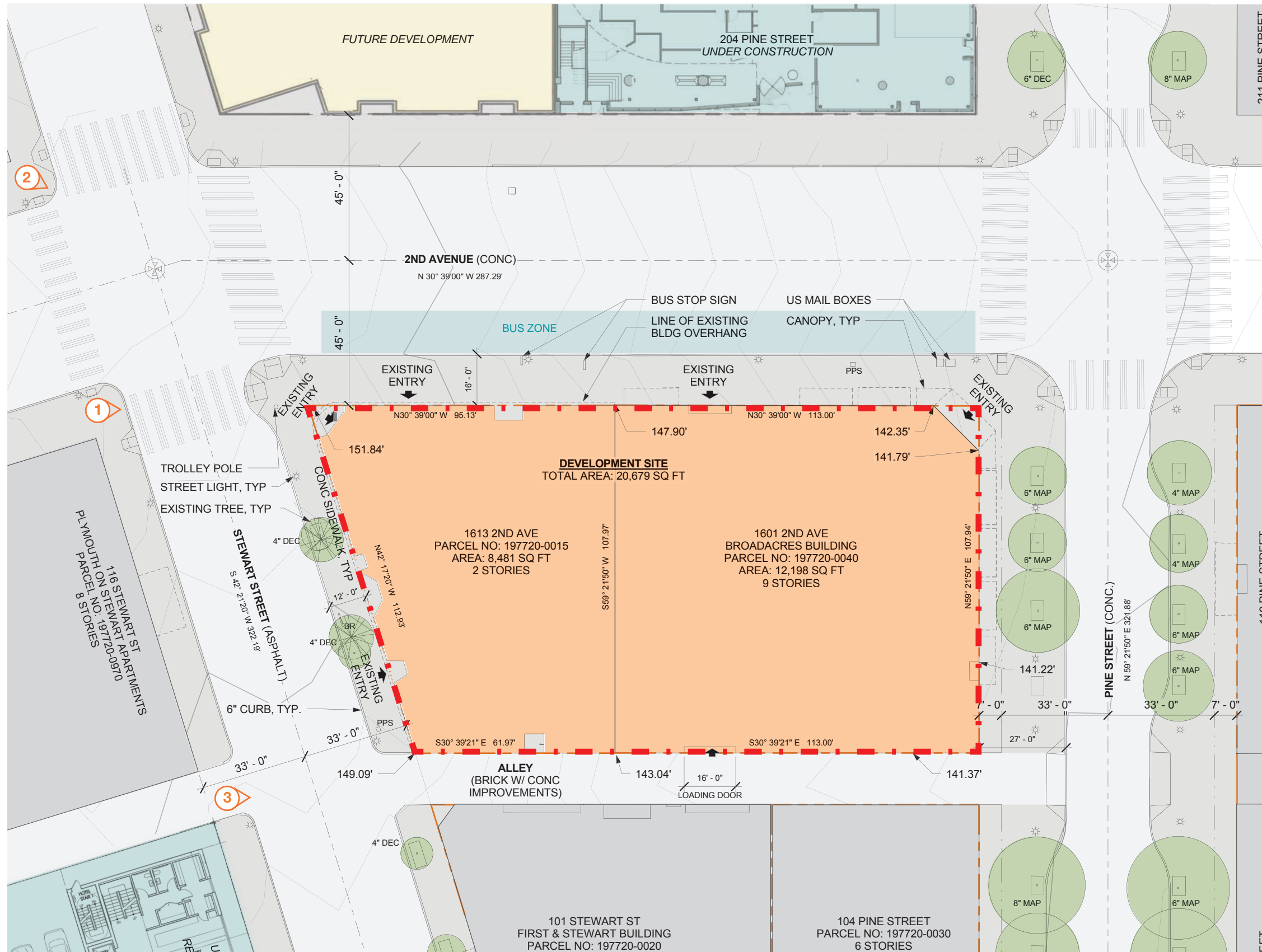
View looking south down alley from Stewart Street



View looking north down alley from Pine Street



## EXISTING SITE CONDITIONS



1 2nd & Stewart, MJA Building



2 2nd & Stewart, Broadacres Building



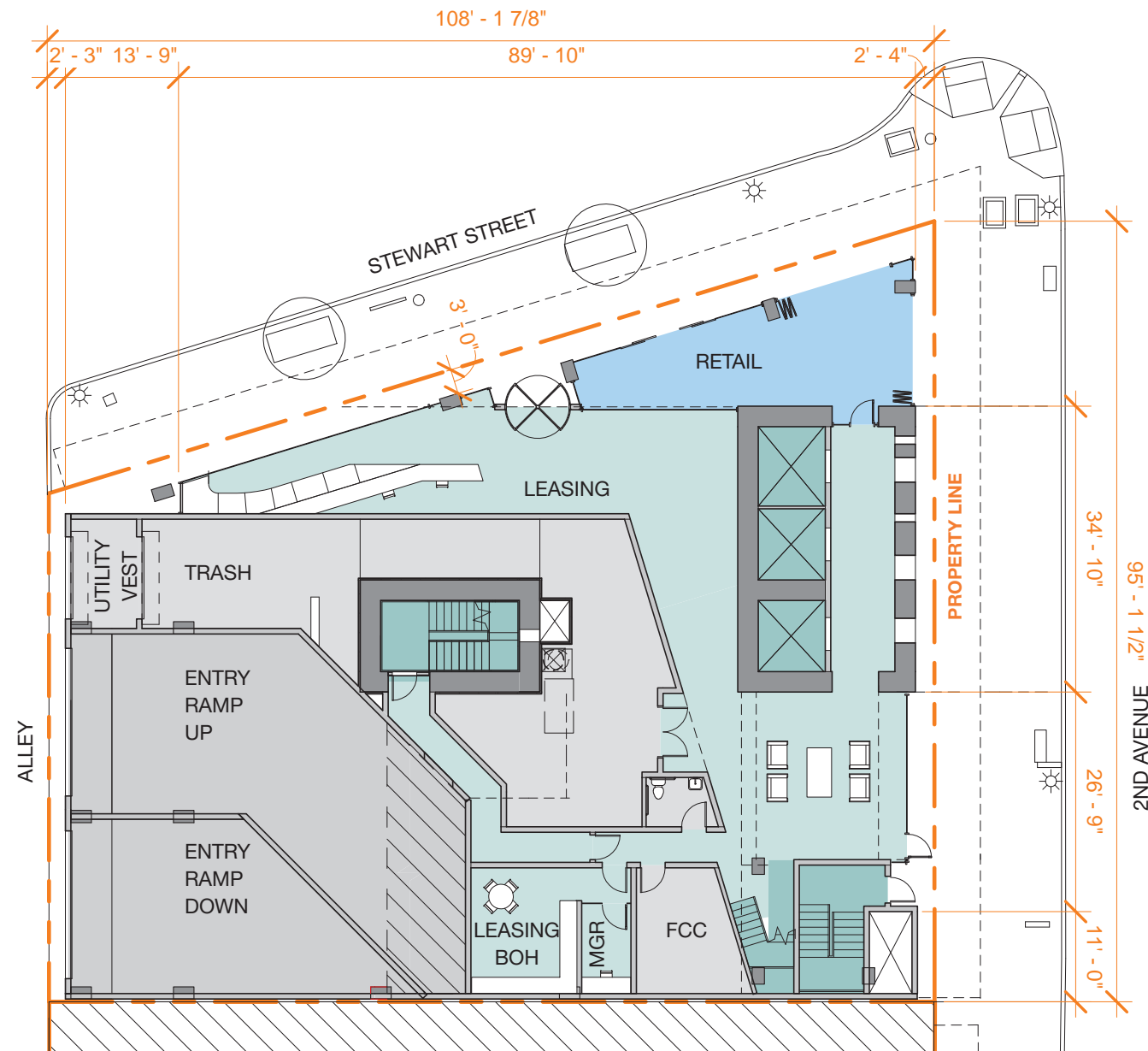
3 Alley west of site looking south

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EDG #1

PREVIOUS PREFERRED



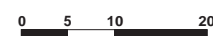


## GROUND FLOOR PLAN

### PROGRAM

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<span style="display:inline-block; width:15px; height:15px; background-color:#00BFFF;"></span>	Retail
<span style="display:inline-block; width:15px; height:15px; background-color:#808080;"></span>	Parking
<span style="display:inline-block; width:15px; height:15px; background-color:#FFDAB9;"></span>	Amenity
<span style="display:inline-block; width:15px; height:15px; background-color:#4682B4;"></span>	Vertical Circulation
<span style="display:inline-block; width:15px; height:15px; background-color:#A9A9A9;"></span>	Back of House

HEWITT



## SCHEME SUMMARY

### OPPORTUNITIES

Retail and residential lobby entries on Stewart Street.

Retail at corner contributes street level uses to both Stewart Street and Second Avenue.

Retail has the ability to better serve commuters at the transit stop.

Opportunity to allow leasing function to meet a "general sales and services" use definition and qualify as a street level use on Stewart Street.

Ability for residential tower to have a secondary entry on Second Avenue.

Tower massing smaller than overall bulk and scale allowed per land use code.

Single departure request for unmodulated facades above 240' on Stewart Street (please see p. 35).

Tower massing better relates to lower scaled neighbors; recognizes the street grid change and offers modulation on the southwest facade for a more unified architectural expression.

Above-grade parking separated by residential uses for majority of the facades

### CONSTRAINTS

Street level uses >75% of street frontage on Second Avenue and Stewart Street. Departure request required.

Length of unmodulated facades above 240' on Stewart Street is less than 100' however the modulation at the street corner does not meet a 15' deep setback per land use code. Departure request required. (Please see p. 34)

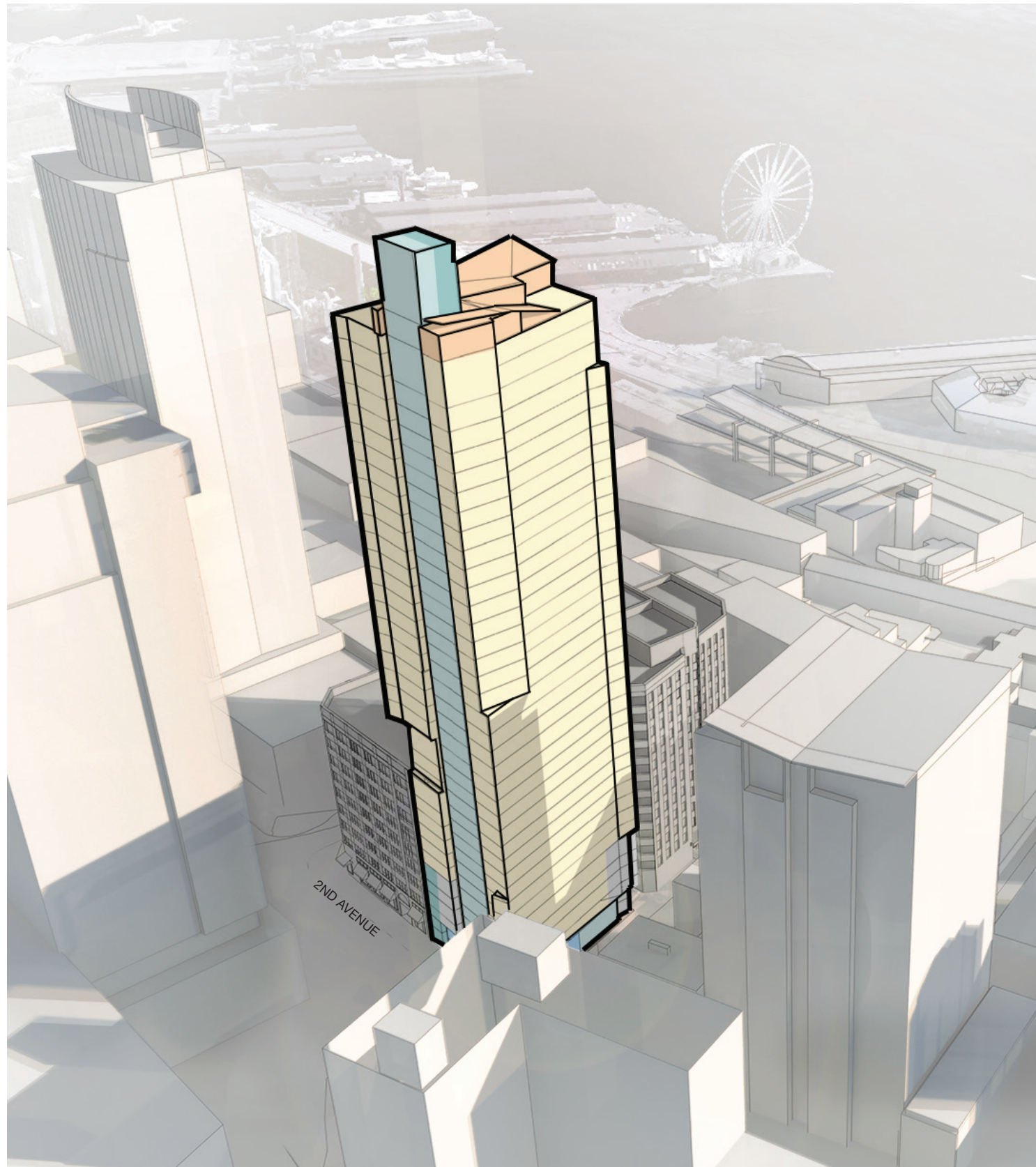


Massing view from Stewart Street looking southwest

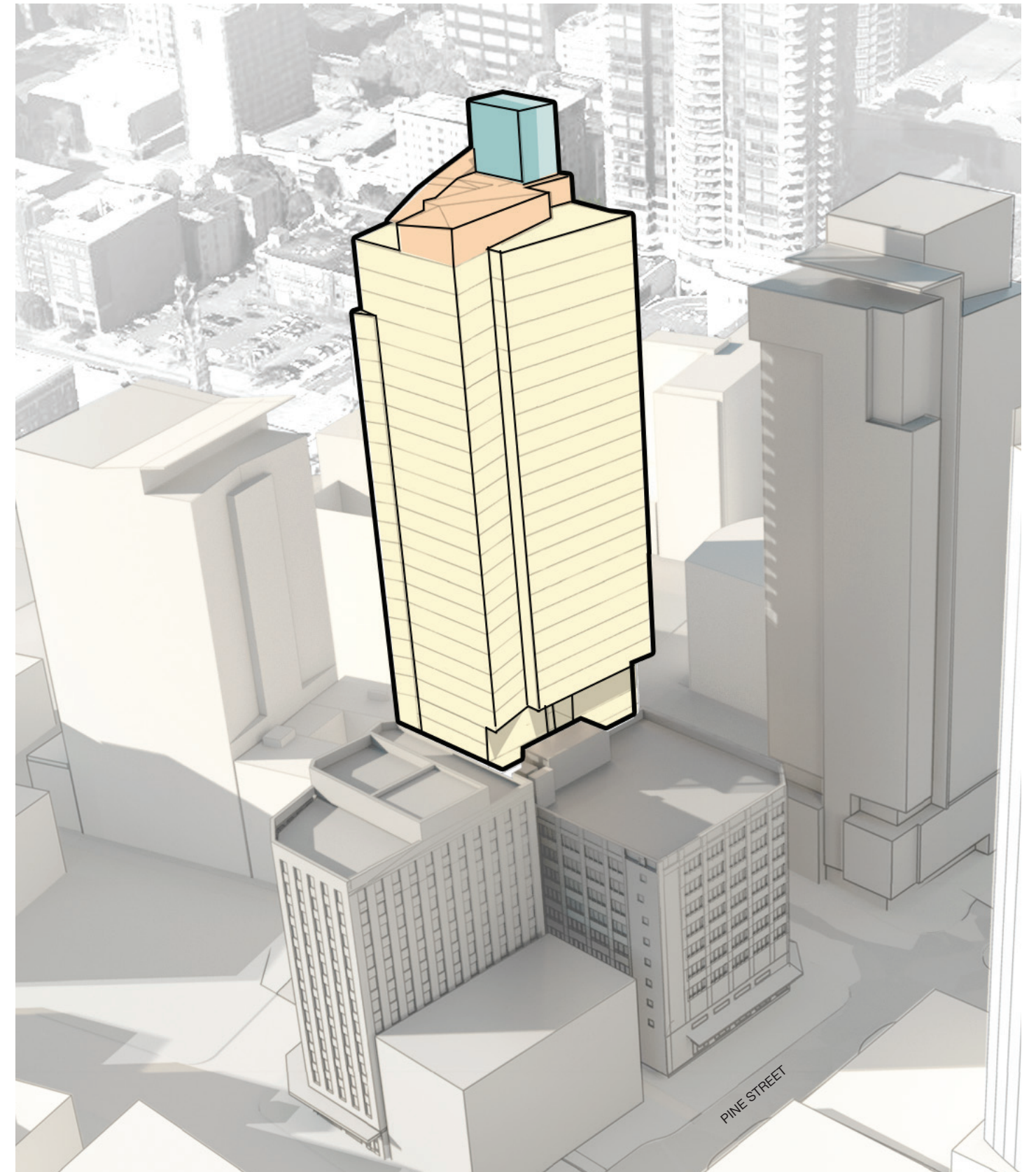
#### PROGRAM

- Residential Use
- Units
- Retail
- Parking
- Amenity
- Vertical Circulation
- Back of House
- Office





Massing view from north looking south



Massing view from south looking north



