

The Natasha Project- Proposed New Residential Construction Project (DPD #3017563)

SEATTLE DESIGN REVIEW

July 29, 2014 | Early Design Guidance Meeting 1

October 14, 2014 | Early Design Guidance Meeting 2



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Response to the Priorities & Board Recommendations section (page 4 of 17) of the Early Design Guidance 1 meeting report:

1. Building Massing

The Board noted that the three options presented were similar. The code compliant option has setbacks and reduced mass at the two upper stories above 65'. Both of the other options showed a similar massing with a unified floor plate size for all the residential levels. The Board directed the applicant to return for a second EDG meeting and provide two different code compliant options. (A1, B1, B2, B3, E1)

a. Consider notching the corners at the upper levels. (B2)

The elevation along Western Ave. of the proposed design shows both top corners notched (see p15).

b. The Board advised shifting of the setbacks to be more sympathetic to the surrounding neighborhood. (A1.1)

The setbacks of the proposed design have been altered to respond directly to the current and future surrounding context (see p23-27).

c. The Board noted they preferred the scale of the mixed use development at the corner of Lenora St. and Western Ave and advised the applicant to study its massing for cues on how to diminish the overall height, bulk and scale of this project. (B3.2, B3.1)

The proposed massing now relates to the development at the corner of Lenora Street and Western Avenue through the notching at the corners and the color/pattern change above 65'.

2. Relationship to the Existing Development to the East

The Board encouraged the applicant to consider the impact the proposed development will have on the outdoor amenity deck and alley functions of the existing development east of the alley. Study how the massing with the required setbacks and with the requested departures will impact the existing structure. (A1.I, B1.1, B1.I, C6.I, C6.III)

The applicant met with condominium board members of the existing development east of the alley on two separate occasions. That dialogue directly affected the revised massing and setbacks.

a. The Board advised shifting of the setbacks to be more sympathetic to the surrounding structures. (A1.1)

The massing above 65' has been reshaped into an 'L' at the southwest corner of the building covering only 65% of the

lot area (down from 85% at the first EDG). This reduction and redistribution of area obstructs less of the view from the adjacent condominium building (see p26-27).

b. Attention needs to be given to the design and appearance of the upper stories along the alley. (C6.III)

(See response to comment 2.c.)

c. Consider the location of nearby existing outdoors deck/roof amenity areas when located similar uses on the roof. (A1.I)

Increasing the Blanchard Street setback to 20' allowed for all of the proposed outdoor roof decks to be provided below the elevation of the nearby amenity areas. Furthermore, the shifting of the mass towards the southwest moves residential units further from the nearby amenity area and locates similar amenity uses closer to one another (see p20, p27-28).

d. Study the relationship of the proposed garage entry in the alley to the existing entries of the development to the east. (C6.1)

The parking entry for the proposed design is located between the two parking garage entries for the adjacent development, minimizing the impact to existing traffic flow (see p22).

3. Streetscape and Uses

The Board noted they would prefer to see all parking accessed off the alley even if it means a narrower depth of the live/work and retail spaces along Western Ave. **On-site parking is now only accessed through the alley.** They would like to see further study of how the corner location of the residential lobby would look and work, and debated if overhead weather protection should be provide along Blanchard St. The Board gave the following guidance on the landscaping, uses and design of the street-facing street level. (C1, D2.1, D3.II, E1)

a. Retail spaces and the area outside them should be designed so the use can spill out onto the sidewalk; avoid landscaping in this area. (C1.2)

The retail spaces are positioned at the sidewalk edge in keeping with the existing retail treatment along Western Ave and throughout the neighborhood.

b. Plan and design the live/work spaces with a retail character and to

be easily adaptable to retail in the future. (C1)

Currently live/work units are not planned along Western Avenue. The retail frontage is designed to accommodate a single tenant or can be broken down into any number of individual spaces.

c. Study how the corner will look with green street details such as a curb bulb and trees. (D3.1 & 2, D3.II)

(See p18)

d. Provide 'compelling' landscaping to replace the existing trees to be removed.

Landscaping, including street trees, planted strips and vertical vegetation, along both street fronts will create a strong green presence for the sidewalk environment (see p18-19, 21).

e. Provide trees on Blanchard St. (D2.1)

Trees have been provided along Blanchard St. (see p18).

f. Bike parking needs to be considered. (C1)

Bike parking has been located on the Level 2 plan (see p11).

4. For the next EDG meeting the applicant should provide the following additional information

a. Show the context of the viaduct removal and proposed pocket parks and the renovation/addition of the Union Stables project to the site.

(See p4, p15)

b. Provide at least two code compliant options.

(See p8)

c. Provide a true elevation of the structures along Western Ave with the Union Stables project across Blanchard St included.

(See p15)

d. Provide sketches and a plan detail of the residential entry.

(See p11, p19)

e. Provide a plan of the existing amenity areas of the development to the east and the proposed roof amenity areas of this project.

Study the existing and proposed locations and note why they are located where they are.

(See p20)

Response to the Priorities & Board Recommendations section (page 4 of 17) of the Early Design Guidance 1 meeting report (Continued):

f. Provide a detail elevation showing the street level treatment along Blanchard St.

(See p14)

g. Show the relationship of proposed garage entry in alley to the entries of the condo development to the east in plan form and an eye level sketch.

(See p22)

h. Be prepared to discuss early exterior materials concepts. Consider showing proposed exterior materials and how they might be used on the facades.

(See p28)

Response to the Development Standard Departures section (page 17 of 17) of the Early Design Guidance 1 meeting report:

1. Downtown Mixed Residential Setback Requirements (SMC23.49.166.A.1) The Code requires setbacks for portions of a structure above 65' in height from side lot lines that are not street lot lines if the frontage on the street is more than 120'. The development site requires a setback of 20', the applicant is proposing no setback.

The Board indicated they needed to see how the massing gained by granting of the departure from the setback will impact nearby existing structures. Show where the massing area that would be gained by granting the departure would be subtracted from the overall massing. The applicant will need to show how granting the departure will make the project better meet the intent of the Design Guidelines.

Response:

The 2 adjacent properties to the south are both 2-story structures and are only a combined width of 100 feet. The building to the south of those properties is a 6-story building that is built to the property line without a setback. Imposing the setback on the development site would set precedent for the parcels to the south leaving a width of only 60' above 65 feet for structure and would be in conflict with the existing conditions on the block. This request supports Design Guideline A-1 (Respond the Physical Environment) by reinforcing the building's relationship with the existing and future surrounding environment.

Furthermore, in response to the comments regarding views made by the residents of the building to the east, the original 10' Green Street departure at Blanchard St. is no longer being requested. Instead, the proposed design doubles the Green Street setback requirement to 20'.

In light of these two arguments, the proposed design requests a departure from the 20' side setback requirement to a 10' side setback. See p23-27 for more information regarding this departure.

2. Downtown Mixed Residential Setback Requirements (SMC23.49.166.B.1) The Code requires a setback for portions of a structure above 65' in height along street lot lines that abut a designated green street of 10'. Blanchard St. is a designated green street, the applicant is proposing no setback.

The Board indicated they needed to see how the massing gained by granting of the departure from the setback will impact nearby existing structures. Show where the massing area that would be gained by granting the departure would be subtracted from the overall massing. The applicant will need to show how granting the departure will make the project better meet the intent of the Design Guidelines.

Response: This departure is no longer being requested

3. Downtown Mixed Residential Coverage (SMC23.49.158.A.1) The Code requires portions of structures above 65' not to exceed coverage, based on the size of the lot. The development site size of 21,600 sq. ft. limits coverage to 65%, the applicant is proposing a coverage area of 85%.

The Board indicated they needed to see how the massing gained by granting of the departure from coverage will impact nearby existing structures. Show where the massing area that would be gained by granting the departure would be subtracted from the overall massing. The applicant will need to show how granting the departure will make the project better meet the intent of the Design Guidelines.

Response: This departure is no longer being requested

PROJECT SUMMARY

The proposed building located at 2134 Western Avenue in Downtown’s DMR/C 85/65 zone within the Belltown Urban Center Village overlay. The proposed building will be 7 floors of residential over 1 floor of commercial. All parking will be accessed from the alley allowing for continuous and uninterrupted sidewalks.

The lot fronts Western Avenue (a class II pedestrian street) to the west, Blanchard Street (a designated green street) to the north, a shared alley to the east and a shared property line to the south. The site area is 120’x180’ and the site slopes down approximately 13’ from east to west along Blanchard Street.



Project Statistics

Number of Floors:	
Commercial, Residential Lobby	1
Residential	7
Below-grade parking	2
Project Height Allowed	85'
Project Height Proposed	84'-0"

Dwelling units	150
Parking quantity	159

Project square footage	
L8	14,551 SF
L7	14,776 SF
L6	19,981 SF
L5	19,981 SF
L4	19,821 SF
L3	19,821 SF
L2	20,411 SF
L1	20,579 SF
P1	21,180 SF
P2	11,653 SF

Residential area for common recreation calculations	120,616 SF
Provided (interior)	2,304 SF
Provided (exterior)	5,077 SF
Total Provided	7,381 SF
Required (5% * 120,616 SF)	6,031 SF

Code Departure:
Side Setback (23.49.166)

Address

2134 Western Avenue

King County Parcel Number

1977200505

Zone

DMR/C 85/65 (Downtown Mixed Residential/Commercial),
Belltown Urban Village, Frequent Transit

Design Guidelines

Belltown Urban Center Village

Site Area

180' (Western Ave) * 120' (Blanchard St.) = 21,600 SF

Structure Height (23.49.008.C.)

DMR/C 85/65: 85' Max Height, 65' Base height.

General Requirements for Residential Uses (23.49.010)

5% residential gross floor area dedicated for Common Recreation Area

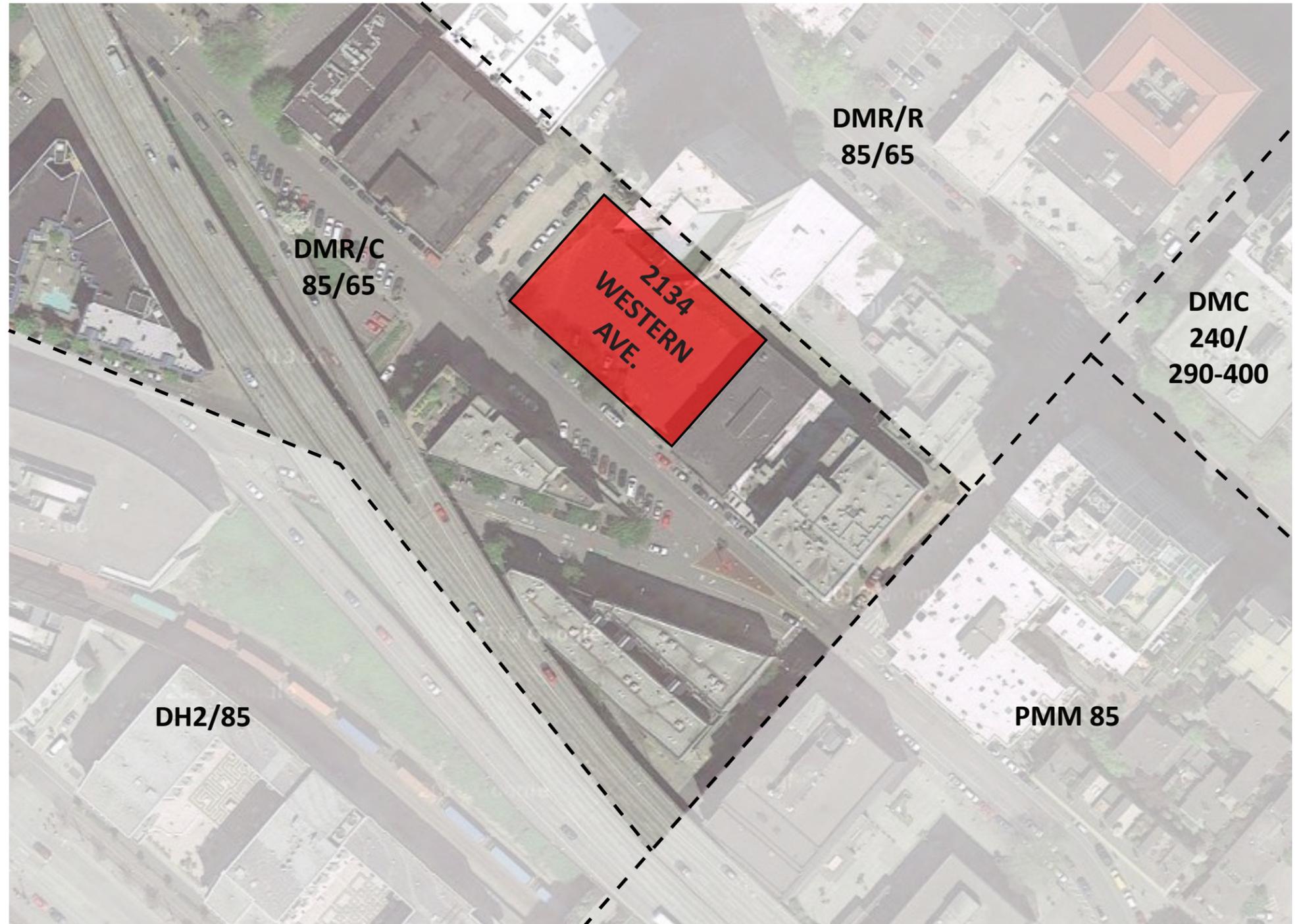
Floor Area Ratio (23.49.011 Table A)

Base FAR: 1, Max FAR: 4

Exemptions/deductions from FAR: Residential use/Live-work units/Floor area below grade.

Overhead Weather Protection and Lighting (23.49.018)

Continuous overhead weather protection shall be required along the entire street frontage.



Parking Quantity, Location & Access (23.49.019.A., 23.49.019.E.)

No parking is required for uses on lots in Downtown zones.
 Bicycle Parking: 1 space required for every 2 dwelling units.

Minimum Sidewalk Widths (23.49.022.A.)

Established by Map 1C (Blanchard Street: Variable, Western Avenue: 15')

Coverage and Floor Size Limits (23.49.158 Table A)

Up to 65 feet = 100%, 65 feet to 85 feet = 65%

Street Facade Requirements

Minimum facade heights; setback limits; facade transparency; blank facade limits; and landscaping standards shall apply to each lot line that abuts a street designated on Map 1F. The standards on each street frontage shall vary according to the pedestrian street classification of the street on Map 1F. Minimum facade height on Western Ave. is 15'.

Maximum Width and Depth (23.49.164 Table A)

120 feet max width and depth

Side Street Setback Requirements (23.49.166 Table A)

Side Setback - 20' above 65'

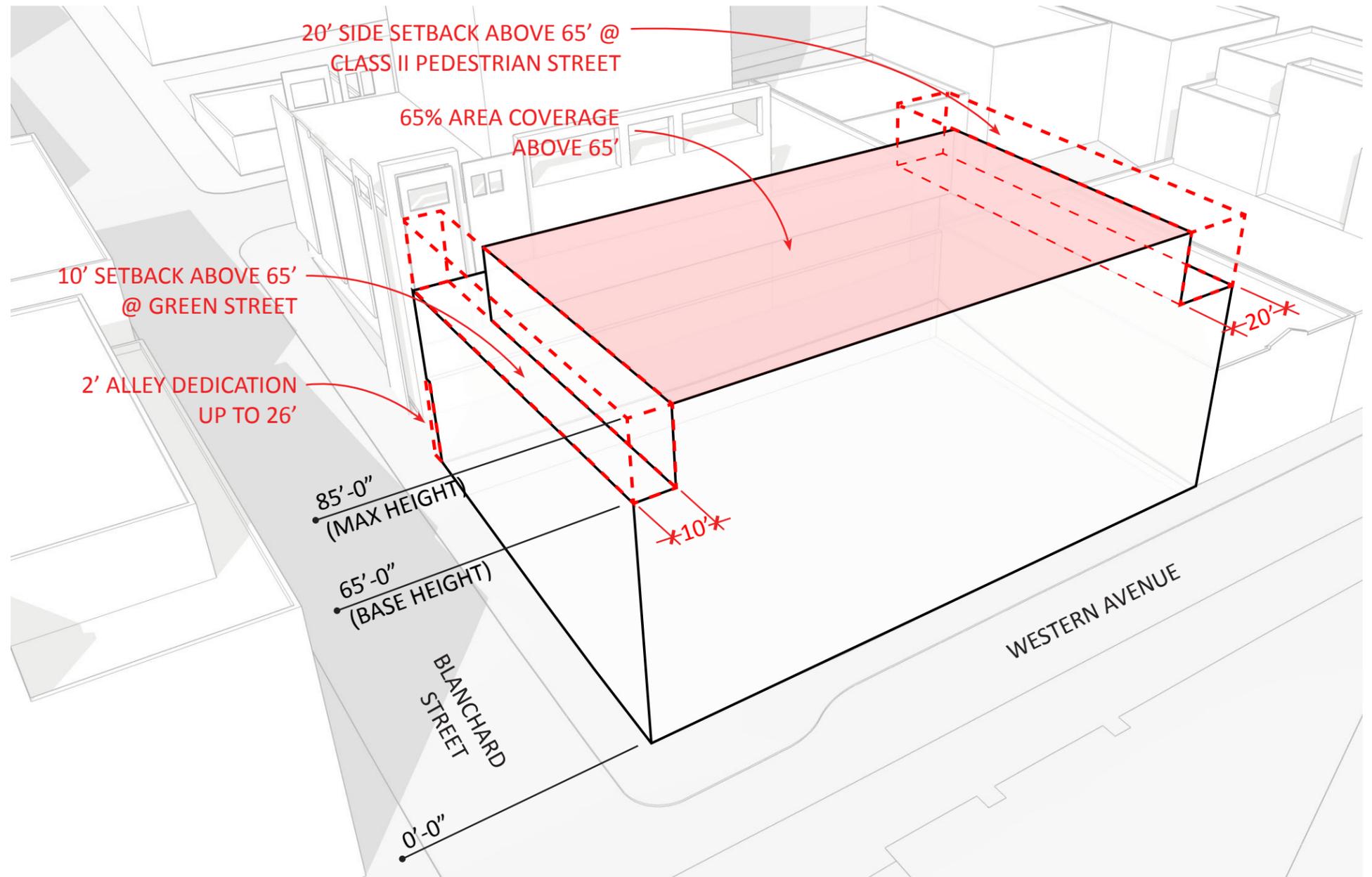
DEPARTURE REQUESTED

Green Street Setback (23.49.166.B.1.)

10' above 65'

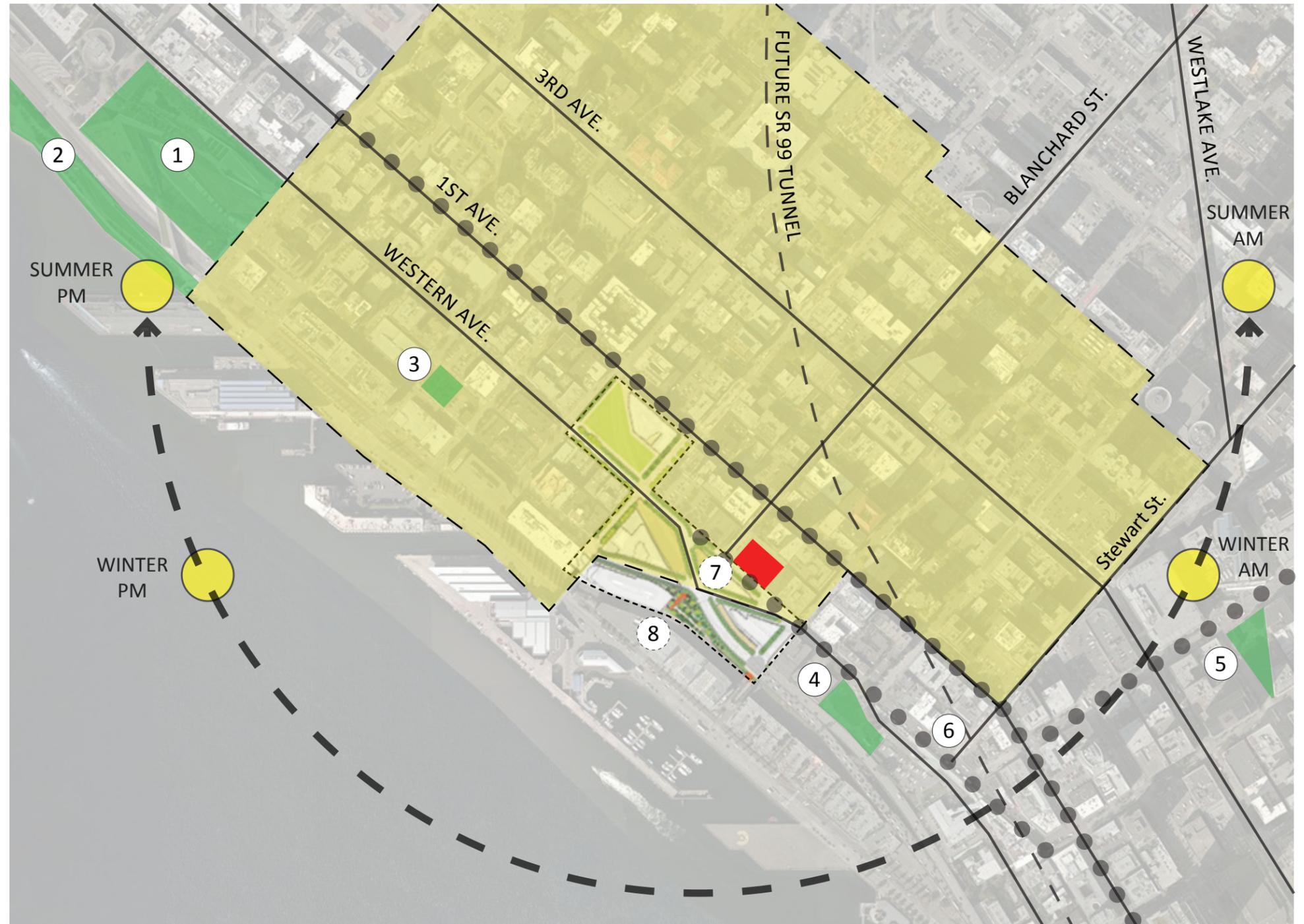
Alley Improvements (23.53.030.F.1)

2' alley dedication required up to 26'



- 1 Olympic Sculpture Park
- 2 Myrtle Edwards Park
- 3 Belltown Cottage Park
- 4 Victor Steinbrueck Park
- 5 Westlake Park
- 6 Pike Place Market
- 7 (Future) Blanchard St. Park
- 8 (Future) Blanchard Overlook

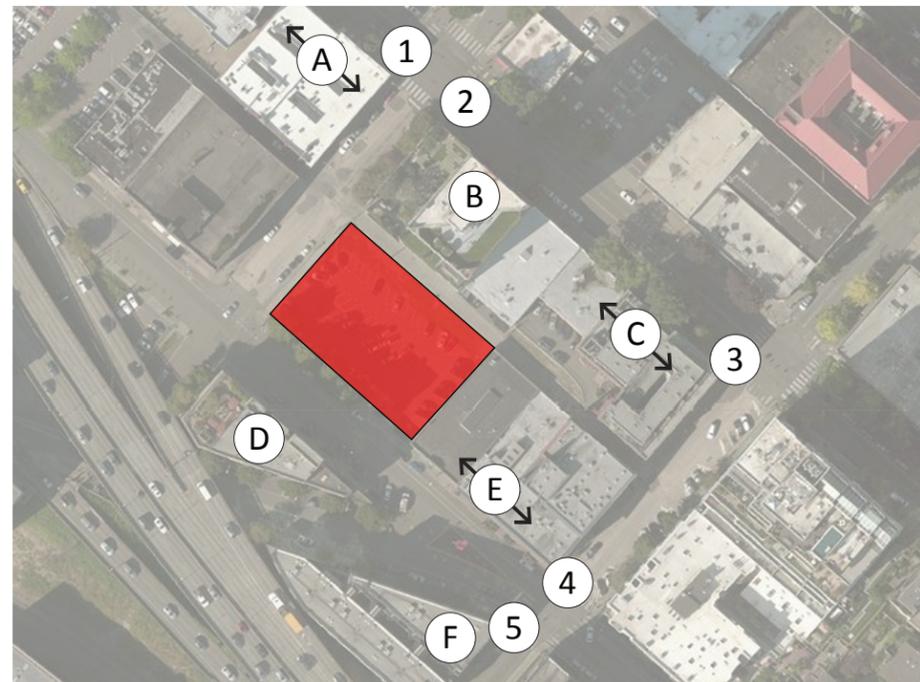
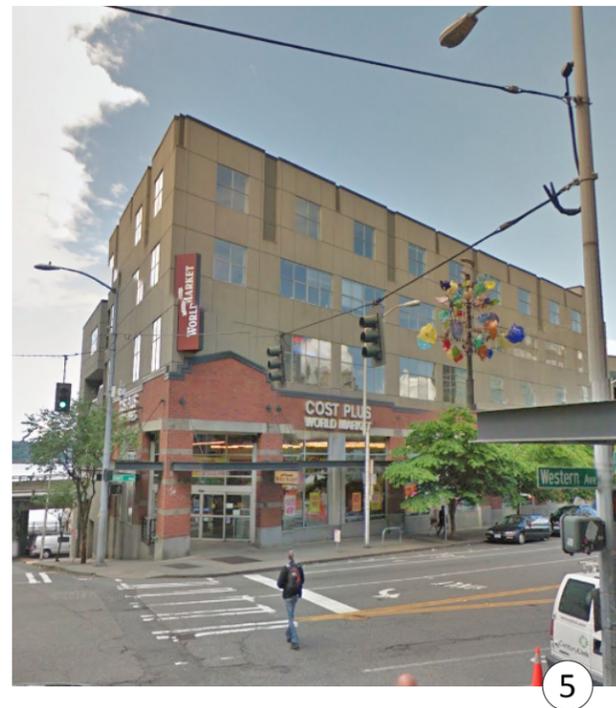
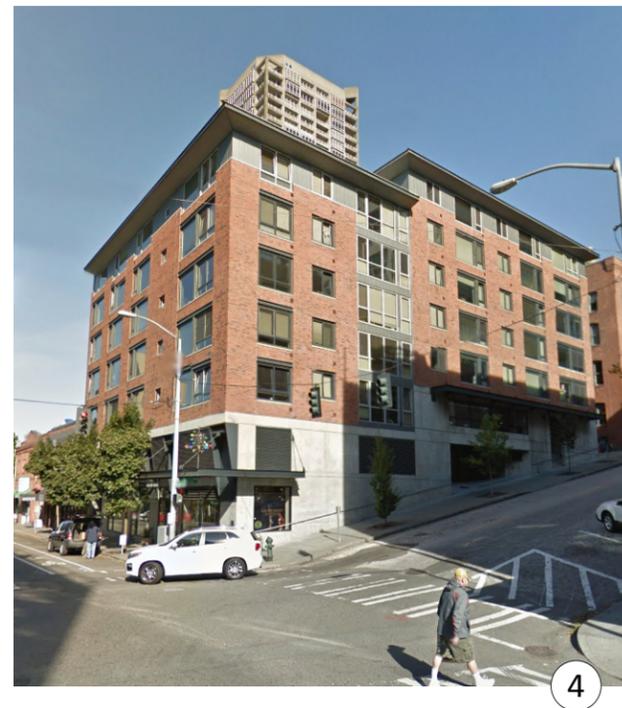
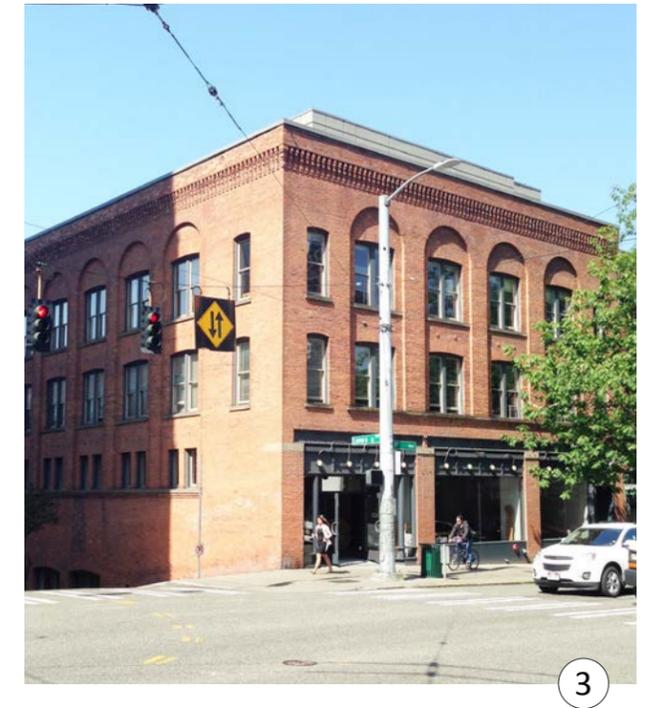
- Project Site
- Park
- Belltown Urban Center Village
- Future "Belltown Bluff" (Waterfront Master Plan)
- Commercial Activity



NEIGHBORHOOD CONTEXT

This site on the corner of Western Avenue and Blanchard Street is unique in that it sits at the north edge of Pike Place Market and the start of the Belltown neighborhood with its restaurants and nightlife. Western Avenue has become pedestrian in nature and will continue to develop as the Alaska Way Waterfront Plan is implemented and the envisioned parklette at the northwest corner is completed.

The buildings surrounding the site range in height and architectural character, from the 33-story brick and concrete building to the east to the 2-story brick building to the south. Architectural concrete and mirrored glass are also found in the building across the street.



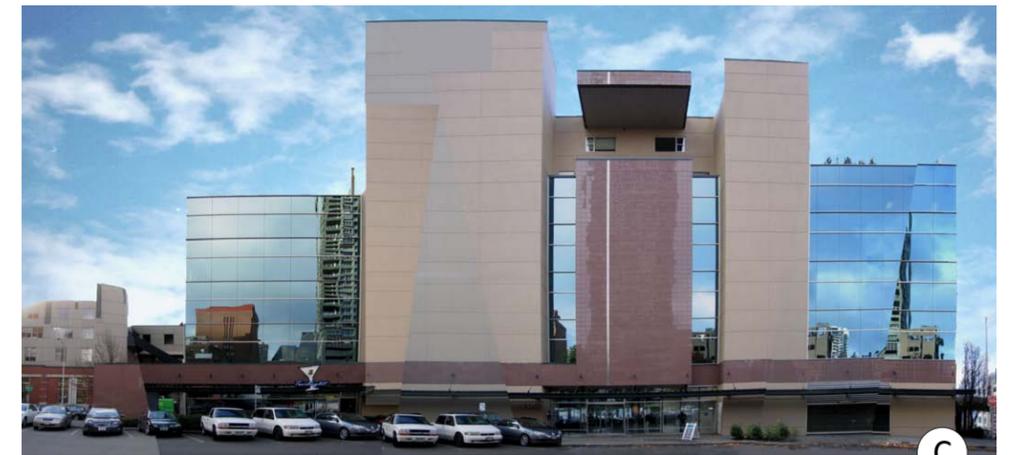
- A. O'hana
Frontier Room
Queen City Grill
Belltown Billiards
- B. Gary Manuel Studio Cost Plus
- C. Buffalo Deli
Sell Your Sole
Tune HIFI
Cherry Street Coffee House
Mud Bay
Northwest Woodworkers
Urban Hardwoods
- D. Has Offers
- E. Elliot Bay Bicycles
Ewing and Clark, INC
Ventana Apartments
Sushi Bella
Gallery Mack
- F. World Market



East Side of Western Avenue



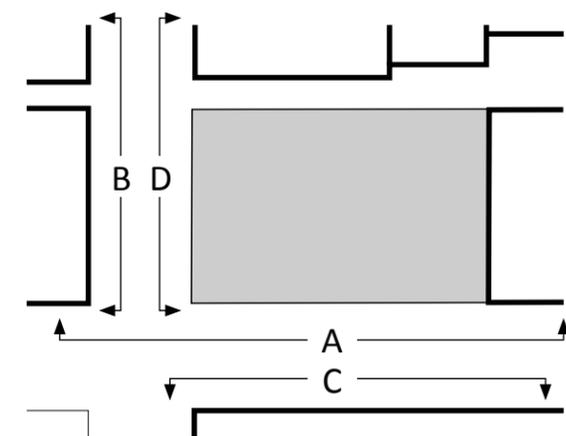
North Side of Blanchard Street

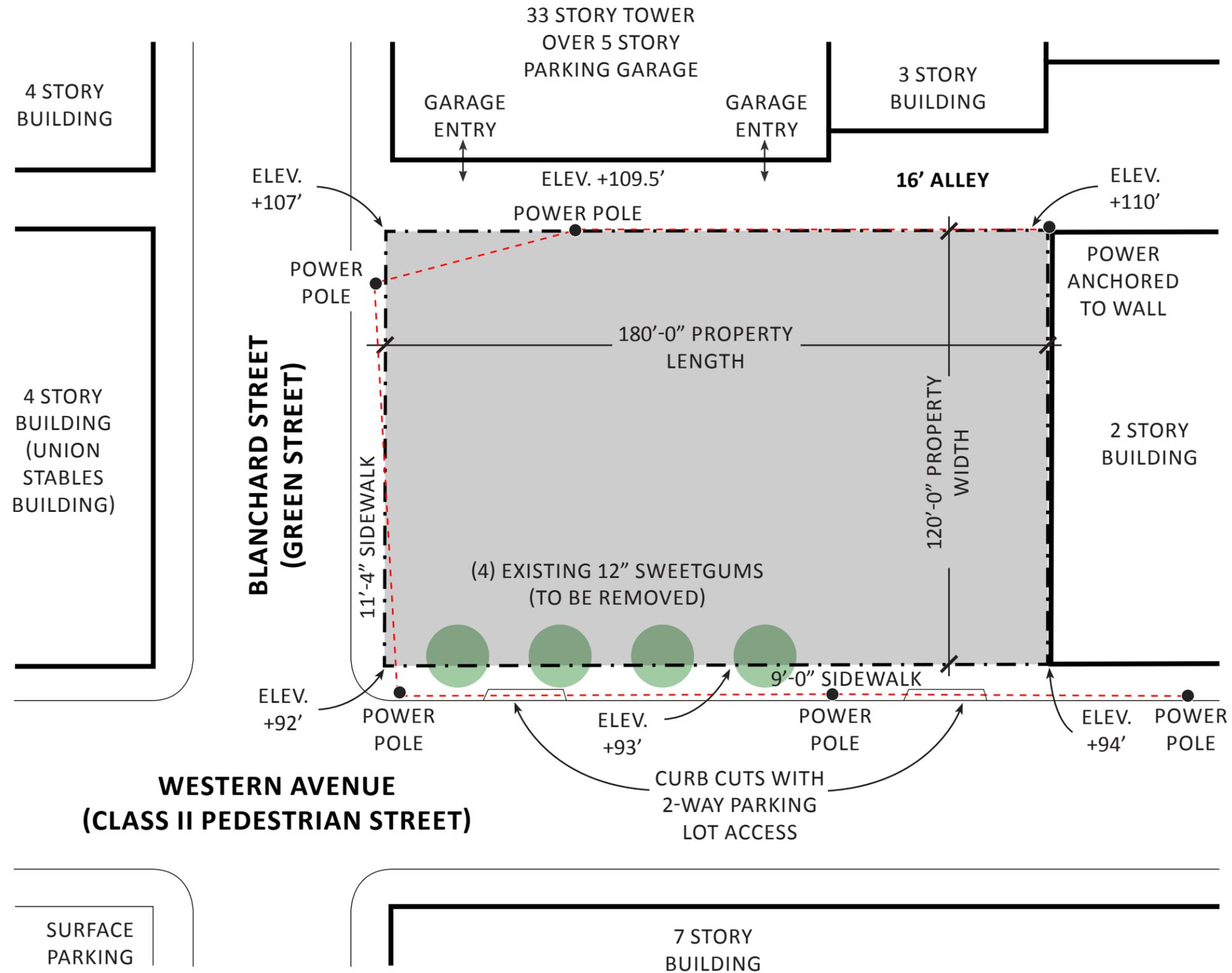


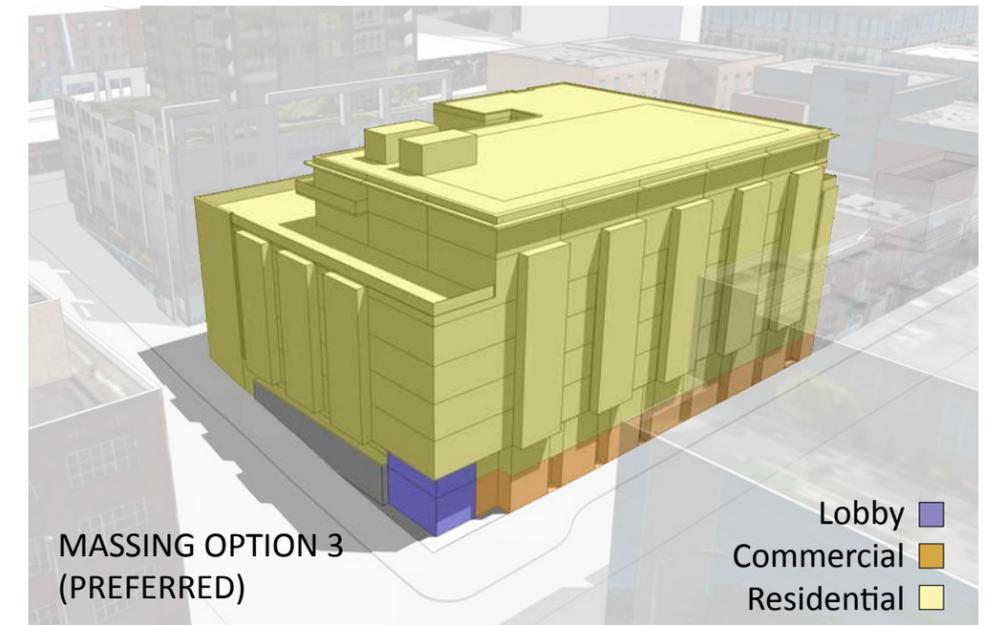
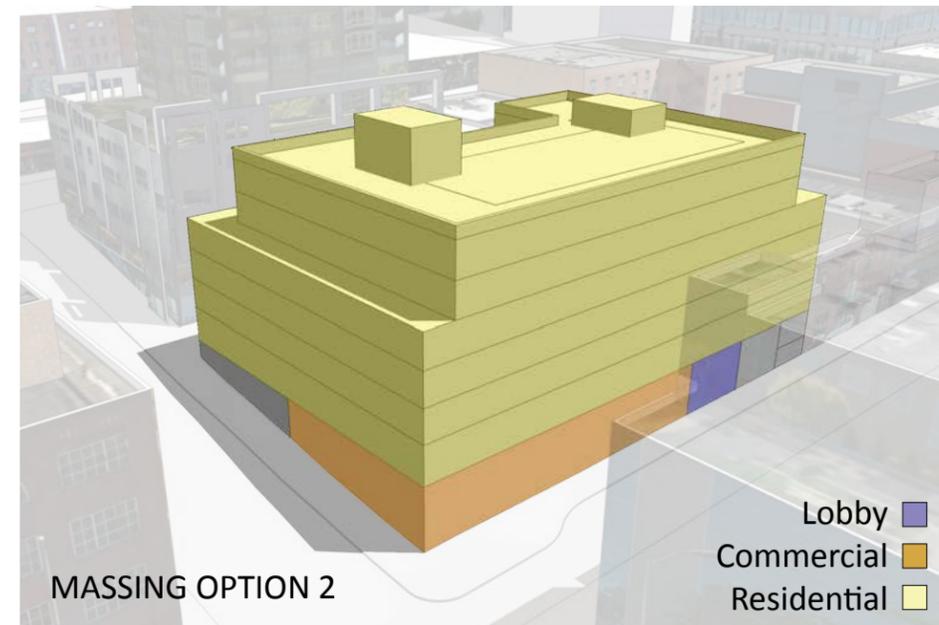
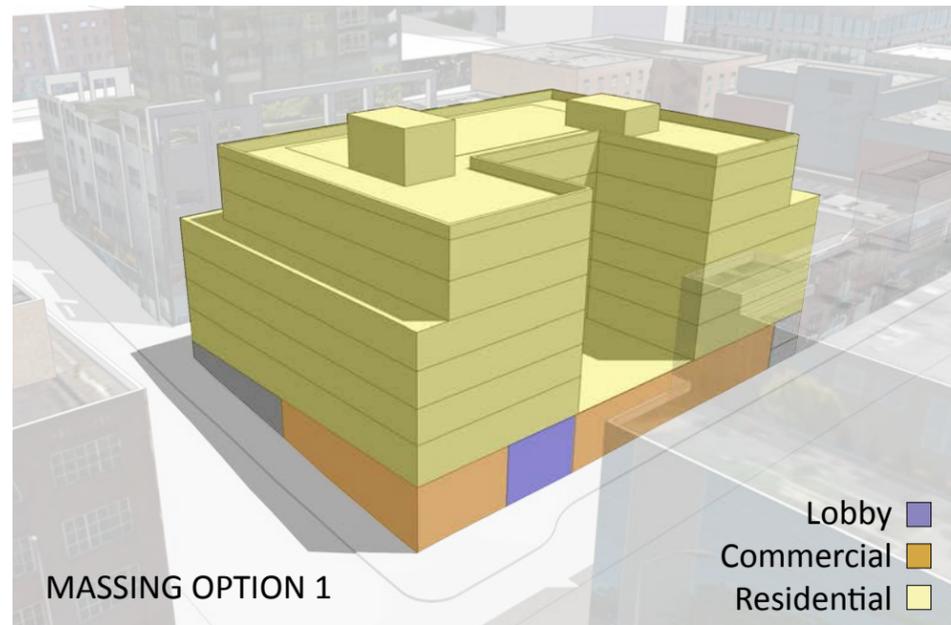
West Side of Western Avenue



South Side of Blanchard Street







PROS

- The west oriented courtyard provides greater modulation of the mass above street level.
- The west oriented courtyard will have exposure to late afternoon sunlight.
- The strong commercial corner provides visibility across both Blanchard St. & Western Ave. for businesses.

CONS

- The lobby location interrupts the continuity of the commercial spaces.
- The western facing courtyard reduces the number of residential units with enhanced views of the Puget Sound and Olympic Mountains.
- Many residential units face the alley and do not take advantage of solar orientation and views.
- The code prescribed setback impacts more of the view from the Continental Place amenity terrace.
- Residential exterior amenity space is located on the roof which makes the elevator/stair penthouse much higher.

PROS

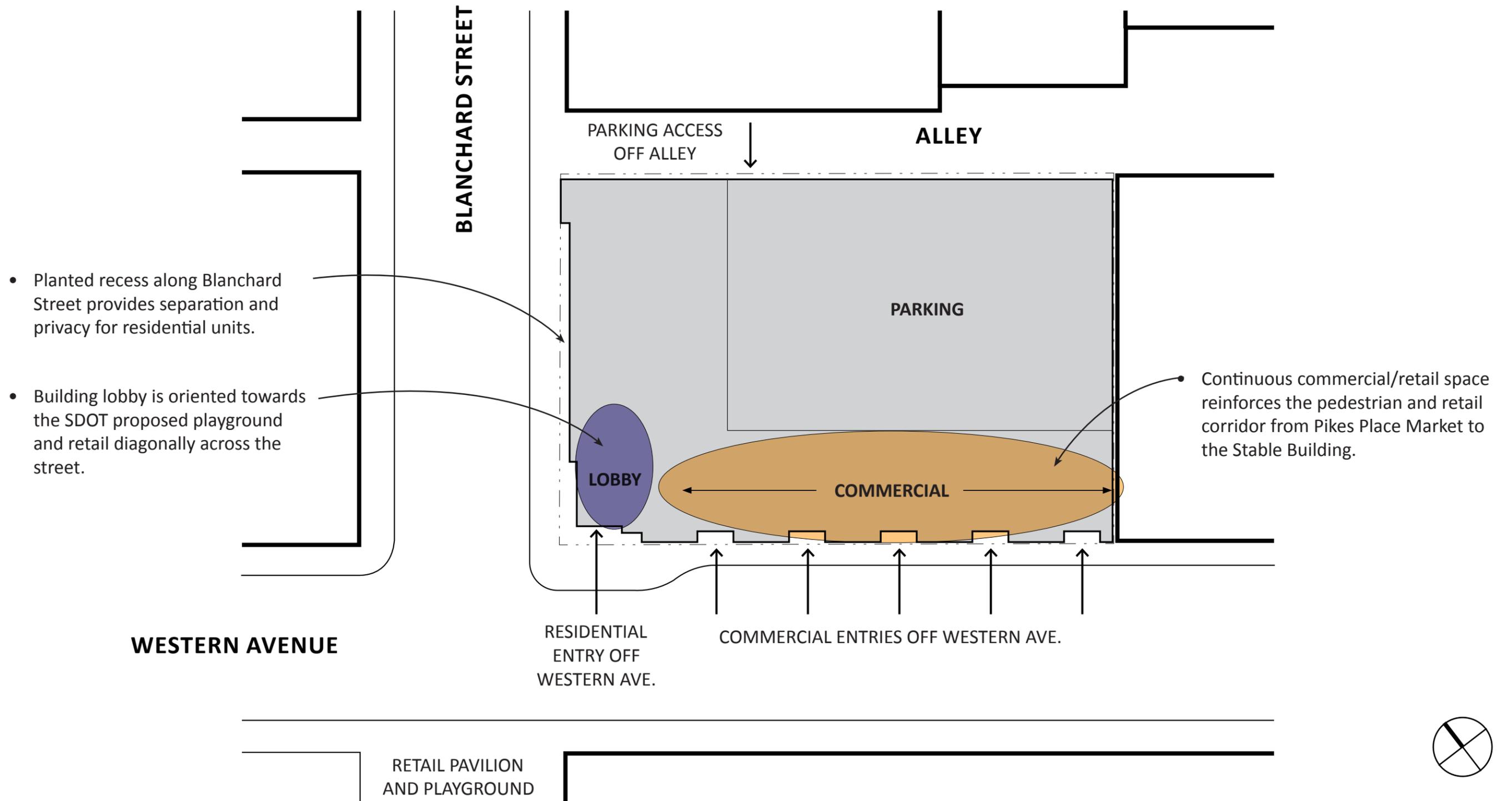
- The location of the residential lobby allows for a strong commercial corner.
- The eastern facing courtyard provides greater “breathing room” at the alley and Continental Place amenity terrace.
- A strong wall along Western Avenue responds to the building to the west.
- More residential units take advantage of solar orientation, ventilation and views.

CONS

- Western Avenue parking garage access increases the instances of pedestrian and vehicle interaction.
- The un-modulated wall along Western Avenue offers less variation in form and scale.
- The code prescribed setback impacts more of the view from the Continental Place amenity terrace.
- Residential exterior amenity space is located on the roof which makes the elevator/stair penthouse much higher.

PROS

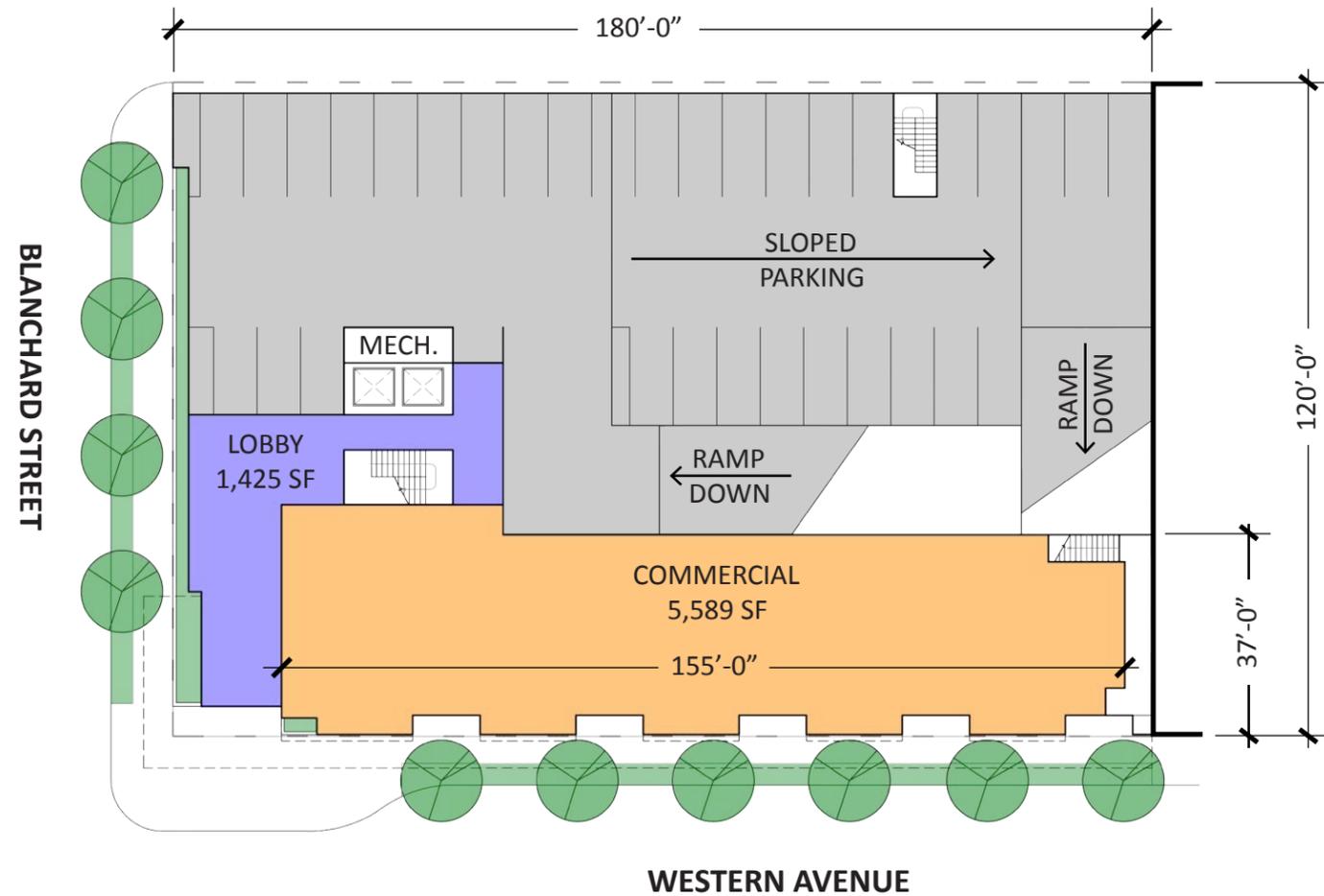
- Residential bay windows add to the pedestrian nature of Western Ave. while still providing both a strong street edge and active modulation.
- The courtyard activates the alley and allows for better natural light and ventilation.
- The increased setback and terrace at Blanchard St. preserves more of the Continental Place amenity terrace.
- By intermittently recessing the facade along Western Ave., the building entries are actively expressed to pedestrians.
- Building lobby is oriented towards the SDOT proposed playground and retail diagonally across the street.
- Residential exterior amenity space is accessed from lower floor allowing the elevator/stair penthouse to be lower reducing the impact on the Continental Place amenity terrace. This also takes advantage of views west and of the historic Stable Building to the north.
- Continuous commercial/retail space reinforces the pedestrian and retail corridor from Pikes Place Market to the Stable Building.



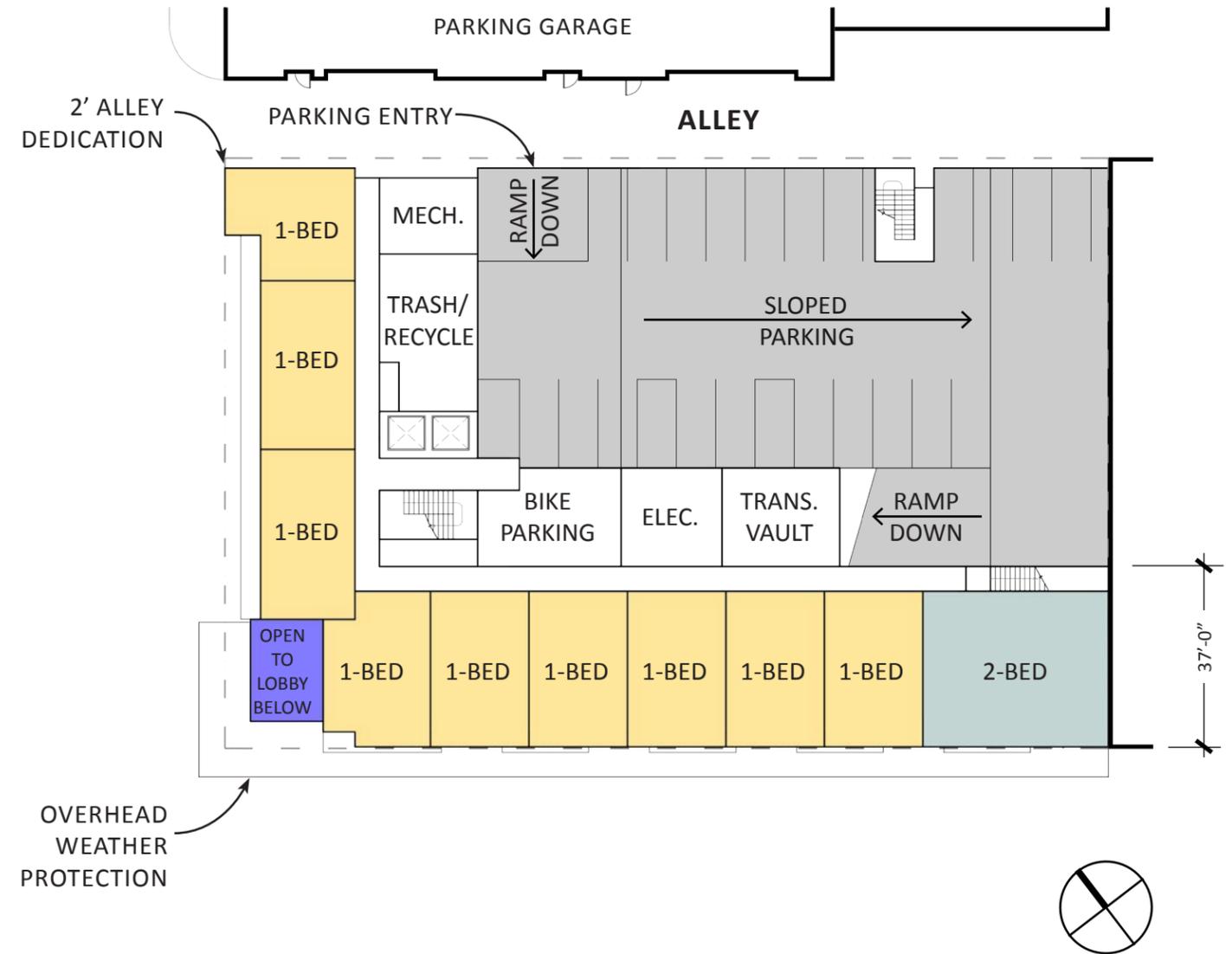
- Planted recess along Blanchard Street provides separation and privacy for residential units.
- Building lobby is oriented towards the SDOT proposed playground and retail diagonally across the street.

Continuous commercial/retail space reinforces the pedestrian and retail corridor from Pikes Place Market to the Stable Building.

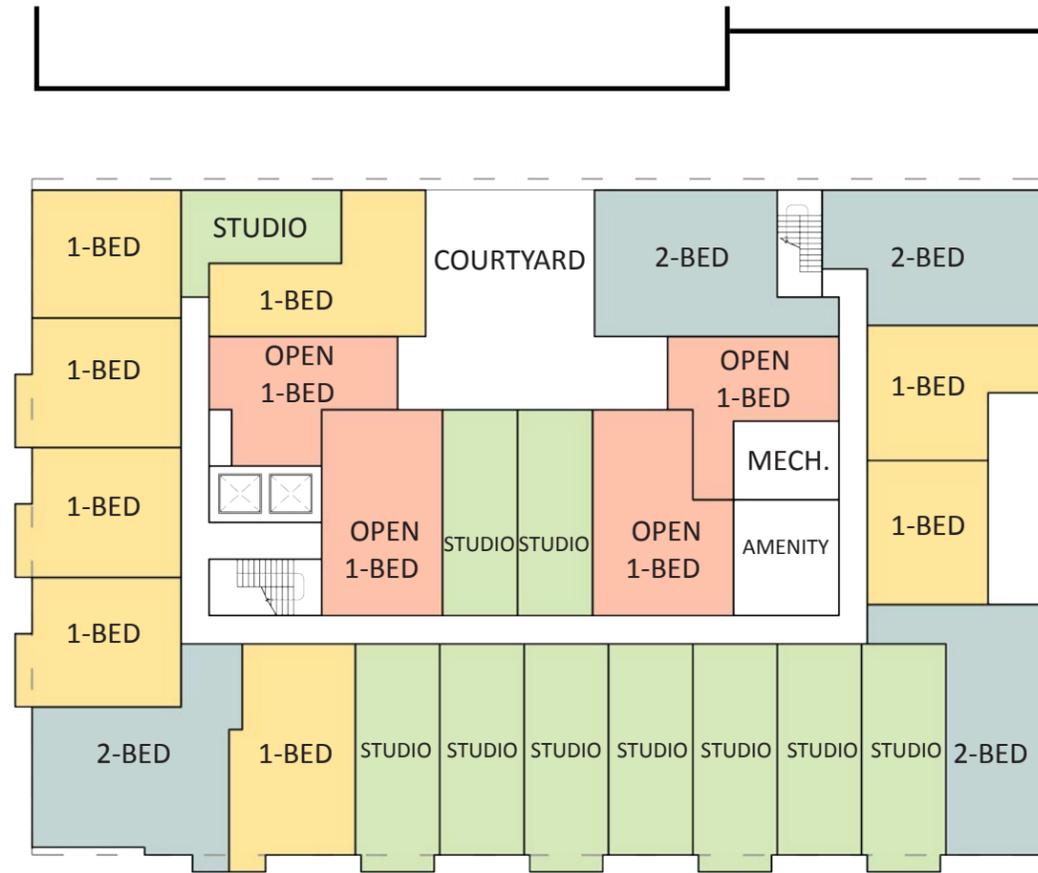




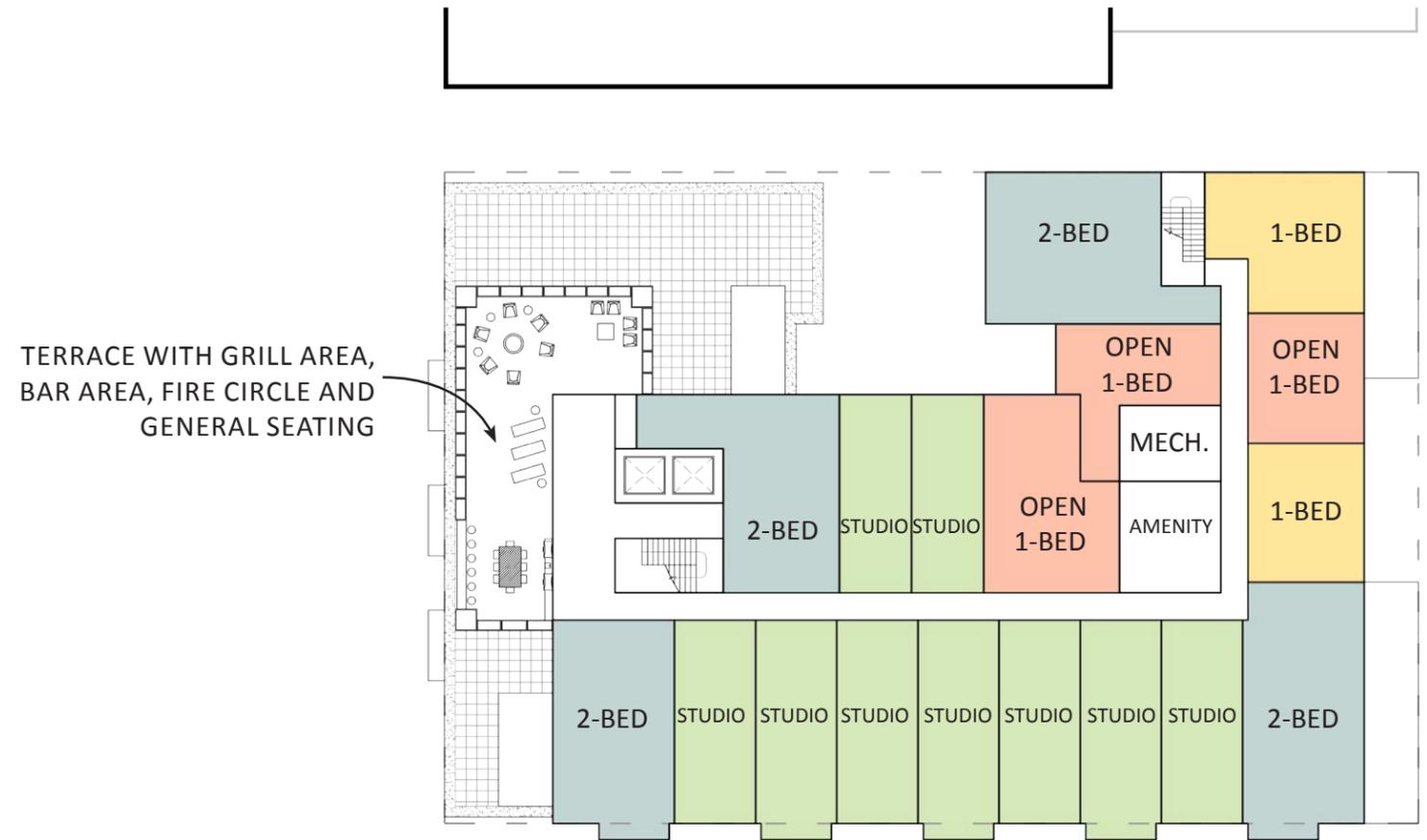
Level 1



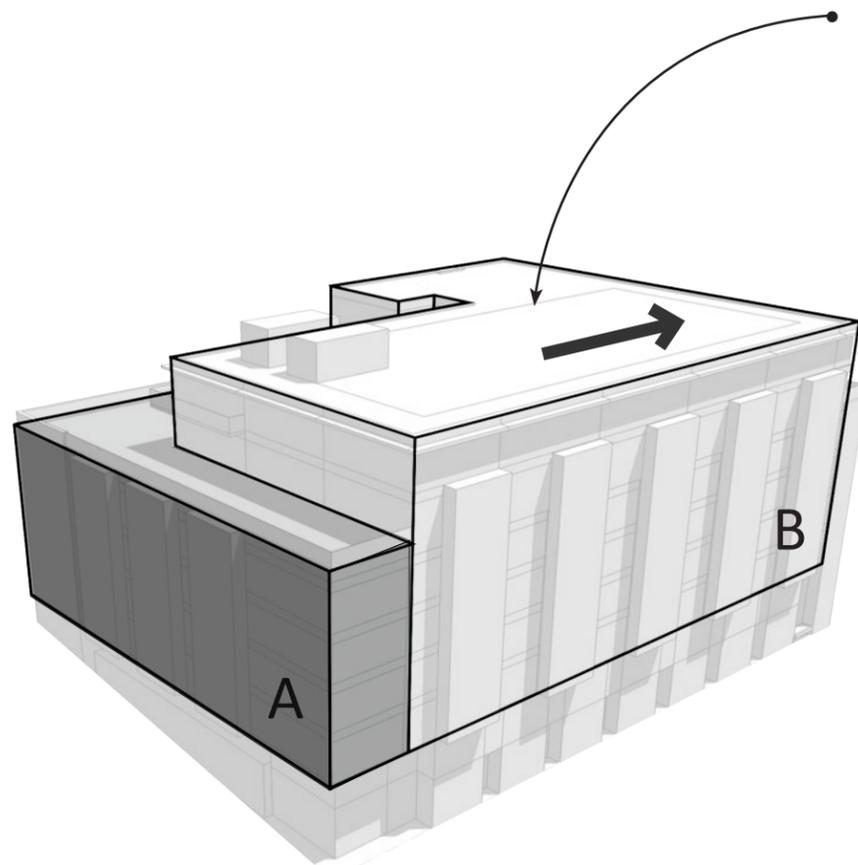
Level 2



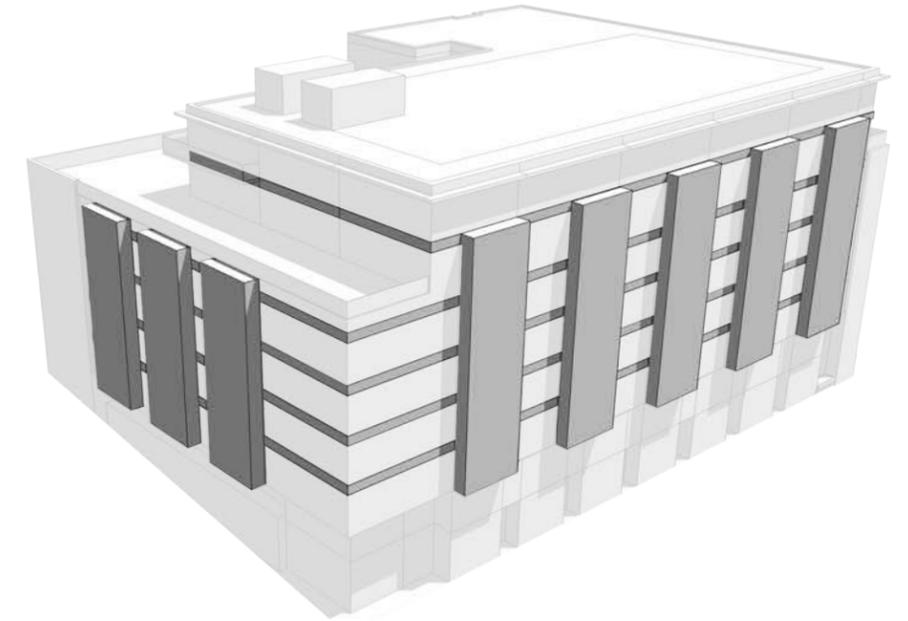
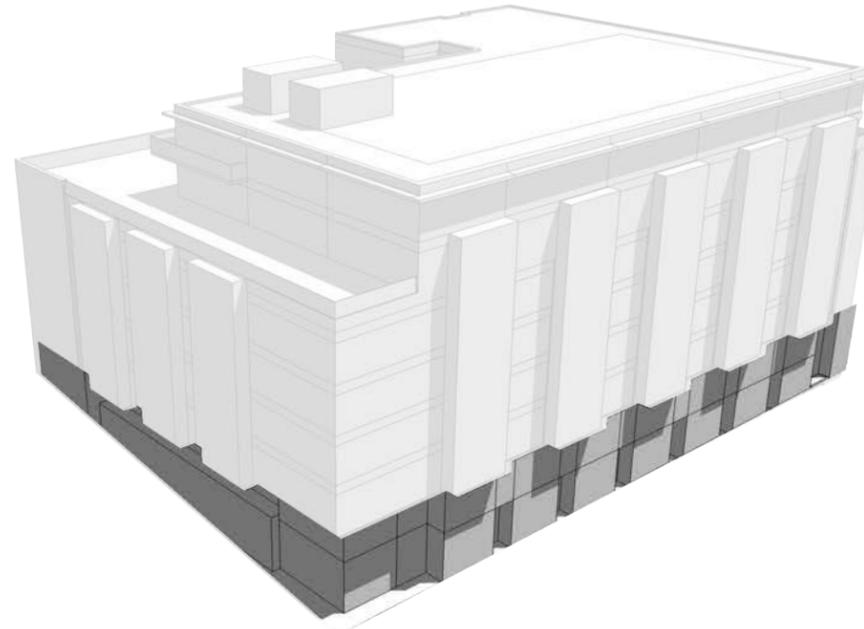
Level 3-6



Level 7



By flipping the setbacks (increasing Blanchard Street to 20' and reducing the Side Setback to 10'), Mass 'B' is shift to the south reducing impact to views from the Continental Place exterior amenity terrace.



Two volumes comprise the massing of the proposed design: the larger mass addresses Western Ave. while the smaller mass gestures to Blanchard St. and the amenity terrace of the adjacent development.

The base of the proposed design addresses the street comfortably with a transparent facade and planted walls. Continuous commercial/retail space reinforces the pedestrian and retail corridor from Pikes Place Market to the Stable Building.

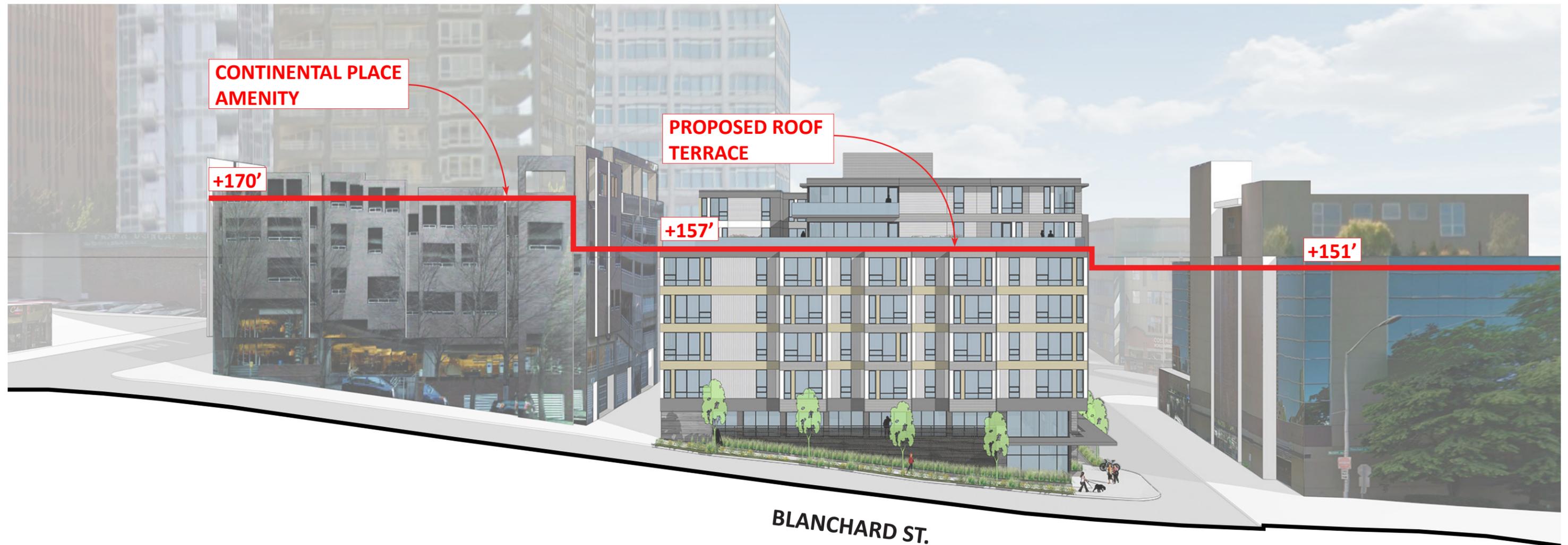
Bay windows respond to the residential nature of Belltown and are visually "bound" to the facade with a network of horizontal bands.

A-1 Respond to the Physical Environment

The massing of the proposed design comfortably addresses the surrounding urban context by stepping down with along Blanchard St.

Board Recommendation from EDG1 (7/29/2014)

“Consider the location of nearby existing outdoors deck/roof amenity areas when located similar uses on the roof.” (p4 2.c.)



A-1 Respond to the Physical Environment

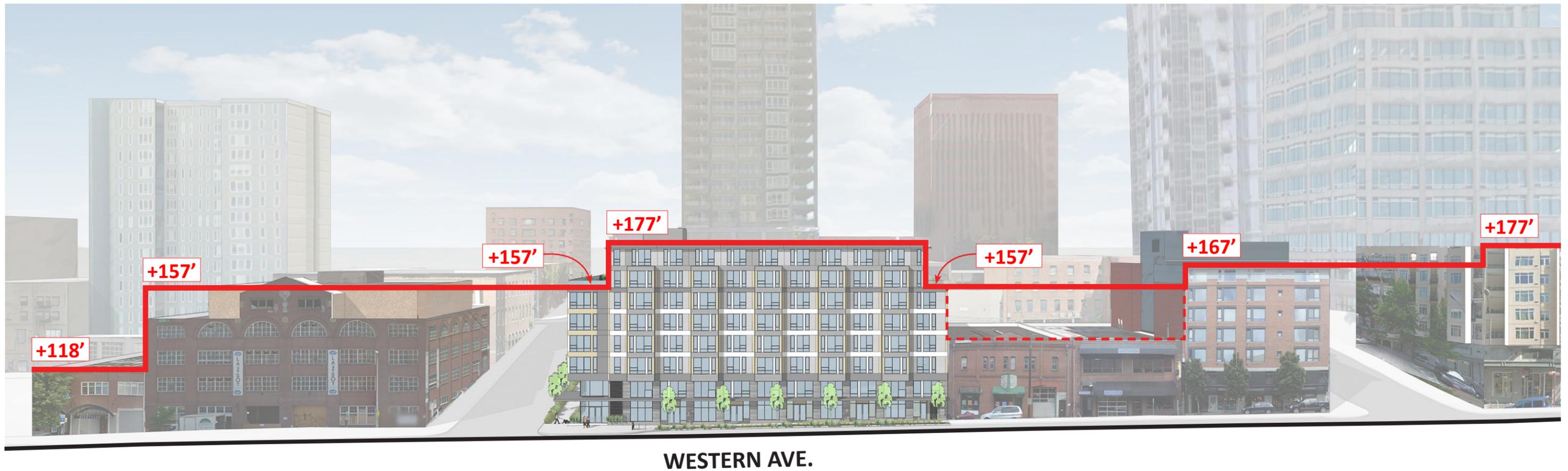
The massing of the proposed design complements the surrounding urban context along Western Ave.

Board Recommendations from EDG1 (7/29/2014)

“...shifting of the setbacks to be more sympathetic to the surrounding structures.” (p4 2.a.)

“Consider notching the corners at the upper levels.” (p4 1.a.)

“The board noted they preferred the scale of the mixed use development at the corner of Lenora St. and Western Ave...study its massing for cues on how to diminish the overall height, bulk and scale of this project.” (p4 1.c.)



B-1 Respond to the Neighborhood Context

Residential bay windows, common throughout Belltown, add to the pedestrian nature of Western Ave.



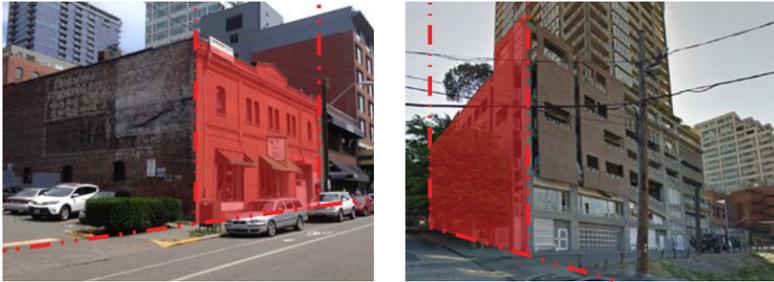
B-2 Create a Transition in Bulk & Scale

Since the property does not fall at the edge of a downtown zone, the bulk and scale of the proposed design is compatible with that of the surrounding area.



B-3 Reinforce Positive Urban Form & Architectural Attributes

The 0' setbacks at street level in the surrounding context are incorporated into the proposed design to hold a strong street edge.



B-4 Design a Well-Proportioned & Unified Building

The proposed design draws its massing from the surrounding context; addresses both the urban and human scales; and utilizes bay windows, which are common throughout Belltown, as a major architectural element.



C-1 Promote Pedestrian Interaction

A sidewalk bulb (part of the Waterfront Master Plan) creates a pedestrian-centric node at the street corner.

Board Recommendation from EDG1 (7/29/2014)

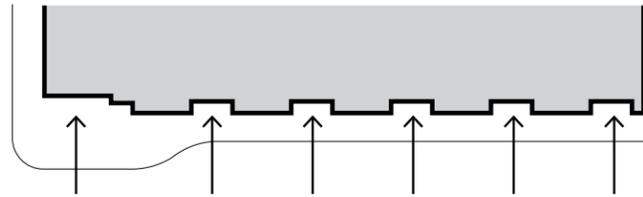
“Retail spaces and the area outside them should be designed so the use can spill out onto the sidewalk....” (p4 3.a.)

C-3 Provide Active - Not Blank - Facades

Glazing along the entirety of Western Ave. street and wrapping around on to Blanchard St. engages pedestrians.

C-4 Reinforce Building Entries

All building entries along Western Ave. are recessed to emphasize their presence to pedestrians.



C-5 Encourage Overhead Weather Protection

This element follows the glazing at street level and provides overhead protection at all pedestrian entries.

C-6 Develop the Alley Facade

The alley becomes activated by residential unit windows along the alley and also the courtyard, which overlooks the alley.



D-2 Enhance the Building with Landscaping

Street trees, planting strips and vertical “growies” along both Western Ave. and Blanchard St. provide a strong vegetative presence across the entire street frontage.

Board Recommendations from EDG1 (7/29/2014)

“Provide ‘compelling’ landscaping to replace the existing trees to be removed.” (p5 3.d.)

“Provide trees on Blanchard St.” (p5 3.e.)

D-3 Provide Elements That Define Place

The proposed design responds to the Green Street designation of Blanchard St. with a setback dedicated planting strip, vertical “growies,” and street trees.

Board Recommendation from EDG1 (7/29/2014)

“Study how the corner will look with green street details such as a curb bulb and trees.” (p4 3.c.)

D-5 Provide Adequate Lighting

Exterior lighting will be provided at all building entries and below the overhead weather protection to ensure pedestrian and resident safety.

D-6 Design for Personal Safety & Security

With adequate lighting, minimized hiding places, and clear lines of sight at building entries, the proposed design encourages a safe environment.



E-1 Minimize Curb Cuts

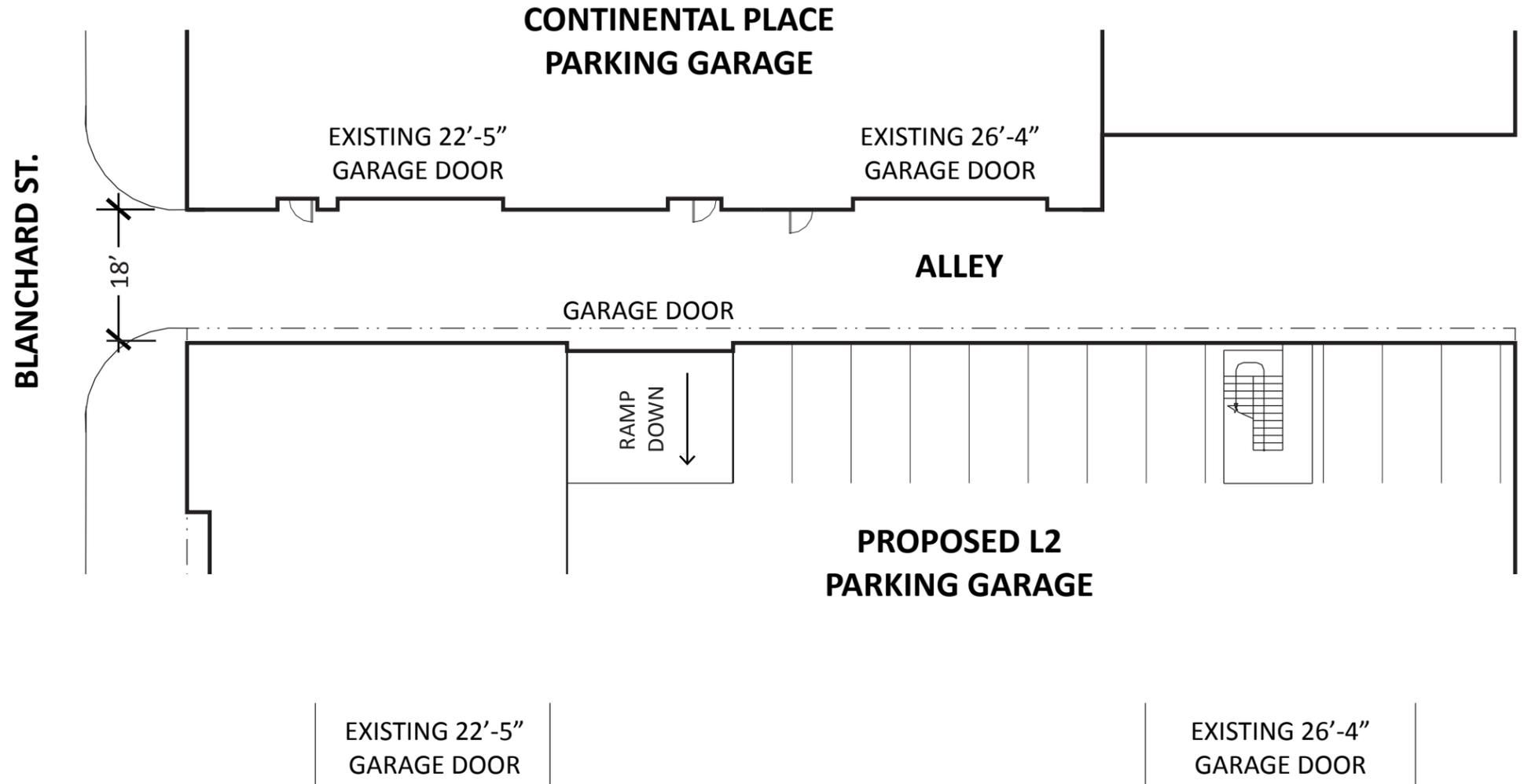
All three existing curb cuts (two at Western Ave., one at Blanchard St.) will be eliminated and all vehicular access will be through the alley.

Board Recommendation from EDG1 (7/29/2014)

“Study the relationship of the proposed garage entry in the alley to the existing entries of the development to the east.” (p4 2.d.)

E-2 Integrate Parking Facilities

The parking garage has no visible presence along Blanchard St. or Western Ave.





Green Street Priority Design Features
 (per the Seattle Right-of-Way Improvements Manual, Chapter - 4 Design Criteria, 4.2.1g Green Streets)

Planting strips

By setting the building back along Blanchard Street, we created flanking planting strips along the green street. This emphasizes the green street and provides greater separation and privacy for the residential units.

Curb bulbs in locations where there is on-street parking

Part of the SDOT Waterfront Master Plan includes the curb bulb at Western Ave. & Blanchard St.

Street trees and landscaping

Street trees and planting strips line the Blanchard St. and Western Ave. frontages.

Driveways not encouraged in order to create a continuous sidewalk

All vehicle access has been consolidated through the alley. The sidewalks are continuous and uninterrupted.

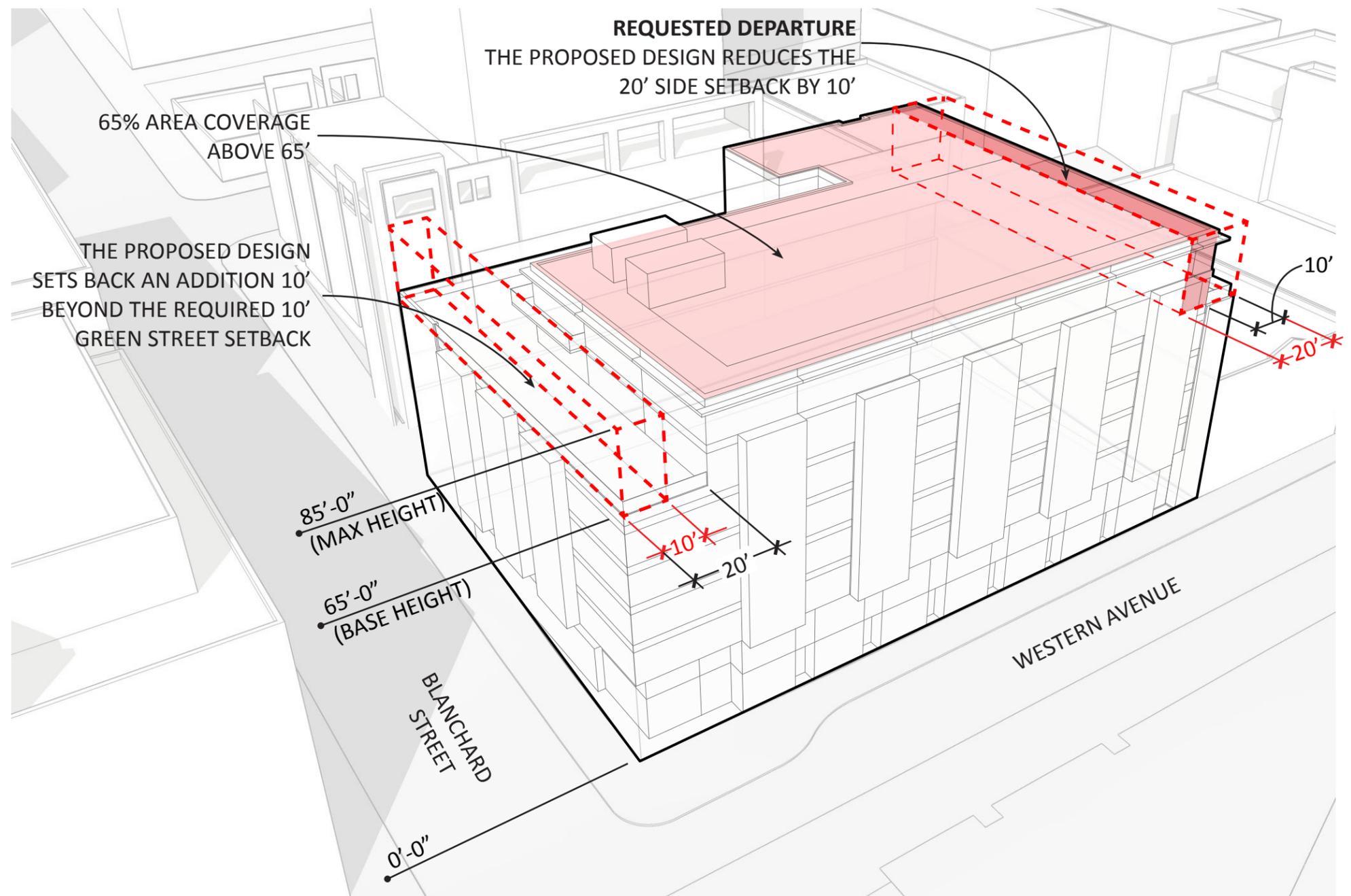
Pedestrian scaled lighting

Lighting along Blanchard St. and Western Ave. will complement the pedestrian oriented atmosphere.

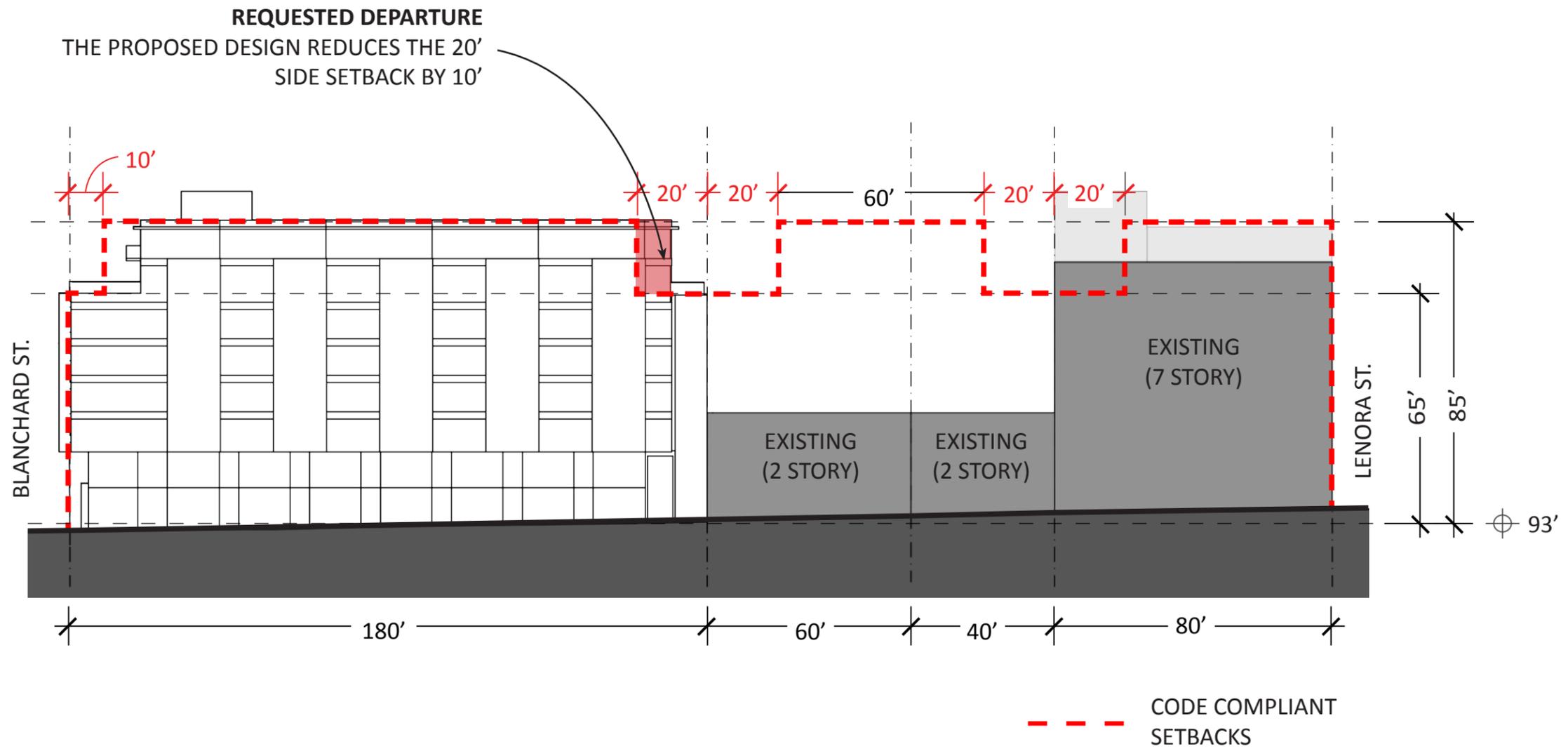
VEGETATED STRIPS AND STREET TREES LINE BOTH STREET FRONTAGES

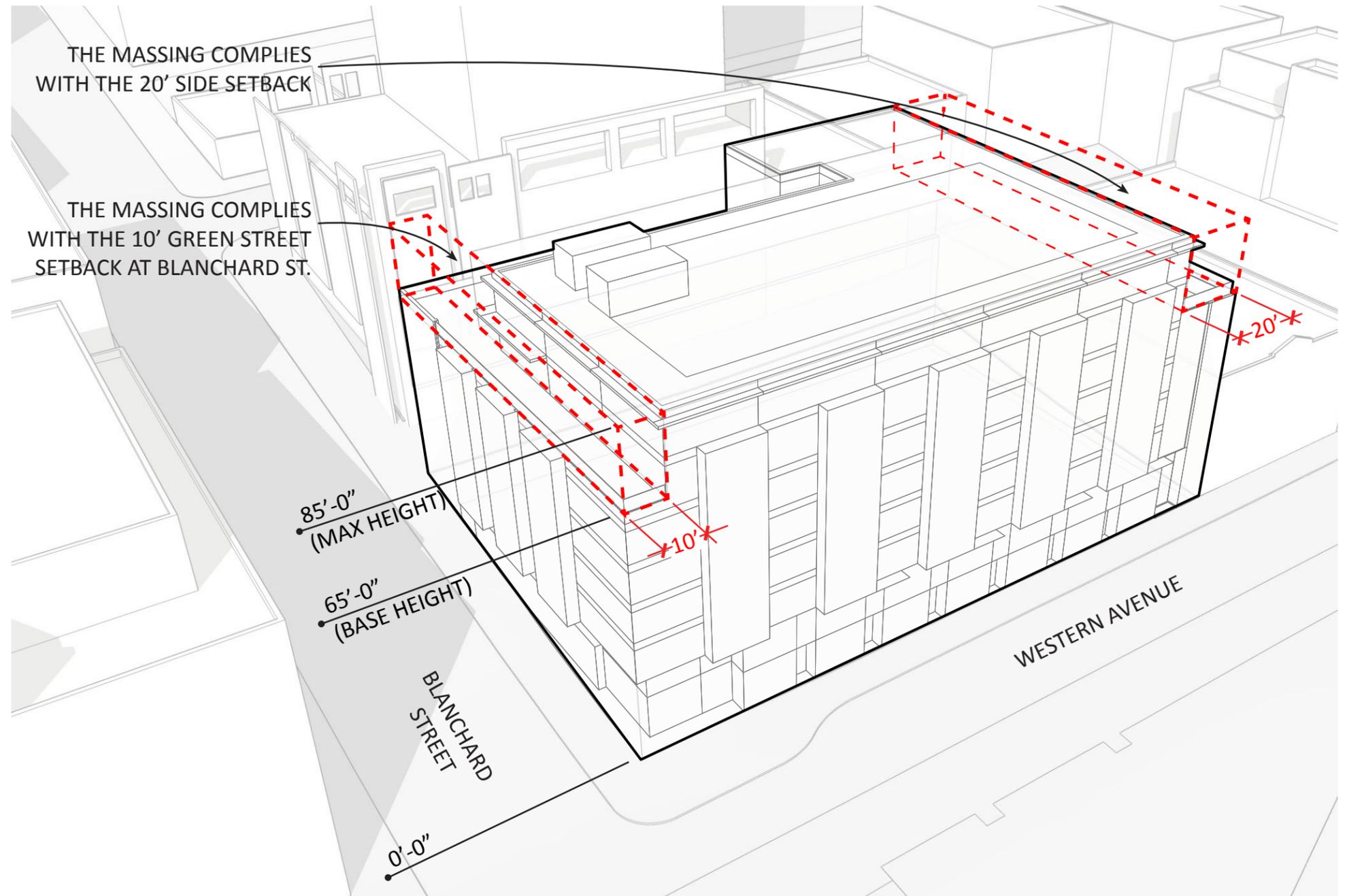


<p>DEVELOPMENT STANDARD - DMR/R 85/65 ZONE 23.49.166 Downtown Mixed Residential, street facade requirements</p>
<p>REQUIREMENT Required Side Setbacks Above 65 Feet = 20 Feet Required Green Street Setbacks Above 65 Feet = 10 Feet</p>
<p>PROPOSED We propose flipping the required setbacks; Reducing the Side Setback to 10 Feet Increasing the Green Street Setback to 20 Feet.</p>
<p>DIFFERENCE 10 feet of Side Setback</p>
<p>CONSIDERATIONS Flipping the required setbacks does the following;</p> <ul style="list-style-type: none"> • The increased setback along Blanchard Street helps transition the bulk and scale of the building in relation to the historic Stable Building to the north. This setback also allows for the exterior amenity space to be located at a lower level which reduces the view impact from the Continental Place building. • The reduced side setback (in-lieu of the zero-lot line proposed at EDG #1) helps transition the bulk and scale of the building in relation to the existing development at the corner of Lenora and Western. • The increased setback along Blanchard Street will impact the view from the Continental Place exterior amenity space less than the code prescribed setback. • The reduced side setback will not affect the development potential of the property to the south and will not directly reduce views from other lots on the block. • The requested departure does not increase the building coverage above 65 feet



--- CODE COMPLIANT SETBACKS





--- CODE COMPLIANT SETBACKS

Design team met with Continental Place condo board on 8.14.14 and 9.15.14 to discuss concerns. Images closely represent views from the amenity exterior space and interior club room.

