

2309 SOUTH JACKSON STREET

EARLY DESIGN GUIDANCE | MUP #3022791

SOUTHEAST DESIGN REVIEW BOARD MEETING - MAY 10, 2016

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LOOKING SOUTHEAST



HEWITT



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City of Seattle | Application for Early Design Guidance

SITE AND DEVELOPMENT INFORMATION

Property Address: 2309 South Jackson Street, Seattle, WA 98144

Project number: #3022791

The project site is located at the southeast intersection of S. Jackson St and 23rd Avenue S. in the Central Area of Seattle.

The site is 158,619 SF (3.64 acres). It is bounded by S. Jackson St. on the north; 23rd Avenue S. on the west; S. King St. and 24th Avenue S on the south, and an adjacent property on the east, home to the Greater Mt. Baker Baptist Church.

Current uses on the site include surface parking, Red Apple Market grocery store, and the Promenade strip mall which houses Bank of America, Boost Mobile, Taco del Mar, and the City of Seattle Neighborhood Resource center.

The site topography is gently sloping from north to south with grade varying from El. 297' at the high point on S. Jackson St. down to approximately El. 275' at the southwest corner.

The site is zoned NC3P-65, and is located in the 23rd & Union-Jackson Residential Urban Village. It is served by frequent transit.

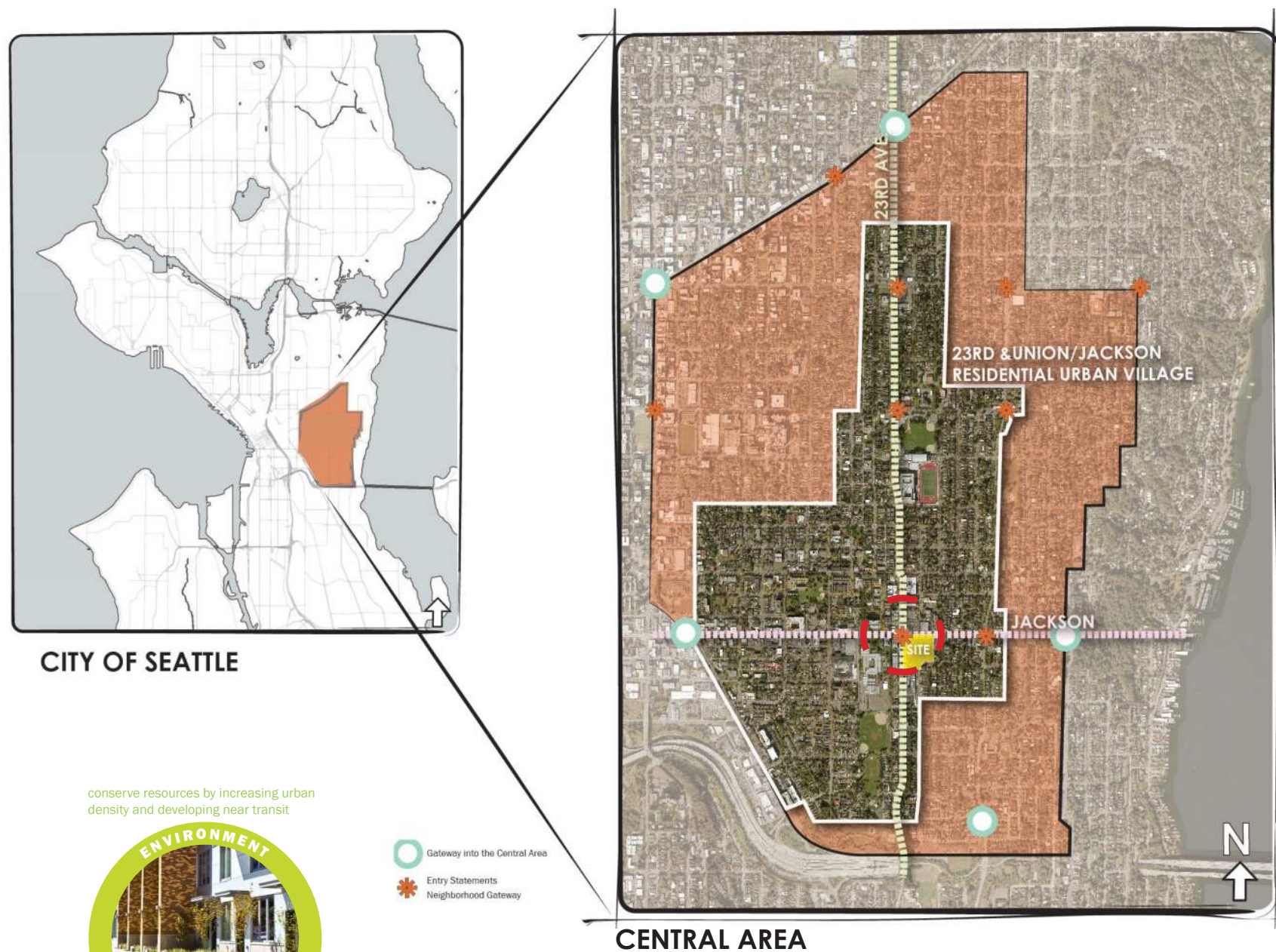
The site is included in the 23rd Avenue Action Plan and Urban Design Framework documents prepared by the Department of Planning and Development and issued in June 2015.

The project proposal is for a 5-7 story mixed use development of Type V over Type I construction.

It will include approximately (570) residential units above approximately 38,500 SF of commercial use along S. Jackson ST and 23rd Avenue S. Though commercial tenants are yet to be determined, it is assumed they will range in size from <1000 SF to as much as 25,000 SF.

Residential and commercial parking will be provided within the structure, on four levels, totaling approximately 550 stalls.

(4) departure requests are anticipated at this time.



conserve resources by increasing urban density and developing near transit



new housing contributes to a vibrant mixed commercial and residential neighborhood






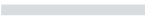





residential use supports retail and helps local businesses thrive

NEIGHBORHOOD ANALYSIS | STREET CHARACTER

STREET TYPES

The project site sits at the intersection of S. Jackson Street and 23rd Avenue S. marking the center of the Jackson Core as identified in the 23rd Avenue Action Plan. The intersection is an important crossroads for vehicles and transit moving east/ west from downtown to Lake Washington, and north/south from the University District and Capitol Hill to Rainier Valley.

According to the Seattle Department of Transportation approximately 13,400-20,000 vehicles use 23rd Avenue each day. This area also serves high volumes of pedestrians, bike riders, and transit users (approximately 6,000 daily transit riders). Street improvements along 23rd Avenue are currently under construction. Design of the right of way surrounding the 23rd and Jackson project will be compatible with these improvements.

-  PRINCIPAL ARTERIAL
23rd Avenue South
-  MINOR ARTERIAL
South Jackson Street
East Yesler Way
Martin Luther King Jr Way S
-  COLLECTOR ARTERIAL
20th Avenue South
-  ACCESS STREETS
All others
-  PRINCIPAL PEDESTRIAN STREET
-  MIXED-USE STREET
-  REGIONAL CONNECTOR
-  COMMERCIAL CONNECTOR
-  LOCAL CONNECTOR

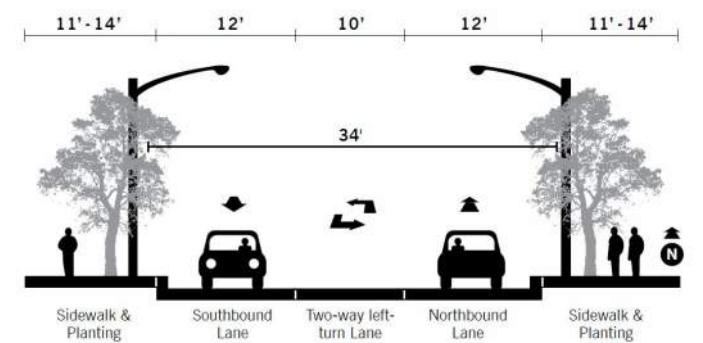


23RD AVE CORRIDOR IMPROVEMENTS (SDOT)

In June 2015 SDOT began Phase 1 construction on 23rd Avenue between S Jackson Street and E John Street. This is the first phase of a project to improve safety and mobility for people who drive, walk, bike and take transit in the area. Phase 2 will continue these improvements from S. Jackson St to Rainier Avenue S, with an estimated construction start in 2017.

Project improvements include:

- Modify 23rd Ave from a 4-lane street to a 3-lane street
- New pavement
- Widening sidewalks
- Installing new streetlights
- Upgrading traffic signals
- Consolidating bus stops to improve transit speed
- Replacing the existing water main
- Installing public art near 23rd Ave and E Union St
- Implementing a greenway adjacent to 23rd Ave



CROSS SECTION OF PROPOSED 23RD AVENUE CORRIDOR

CENTRAL AREA GREENWAY (SDOT)

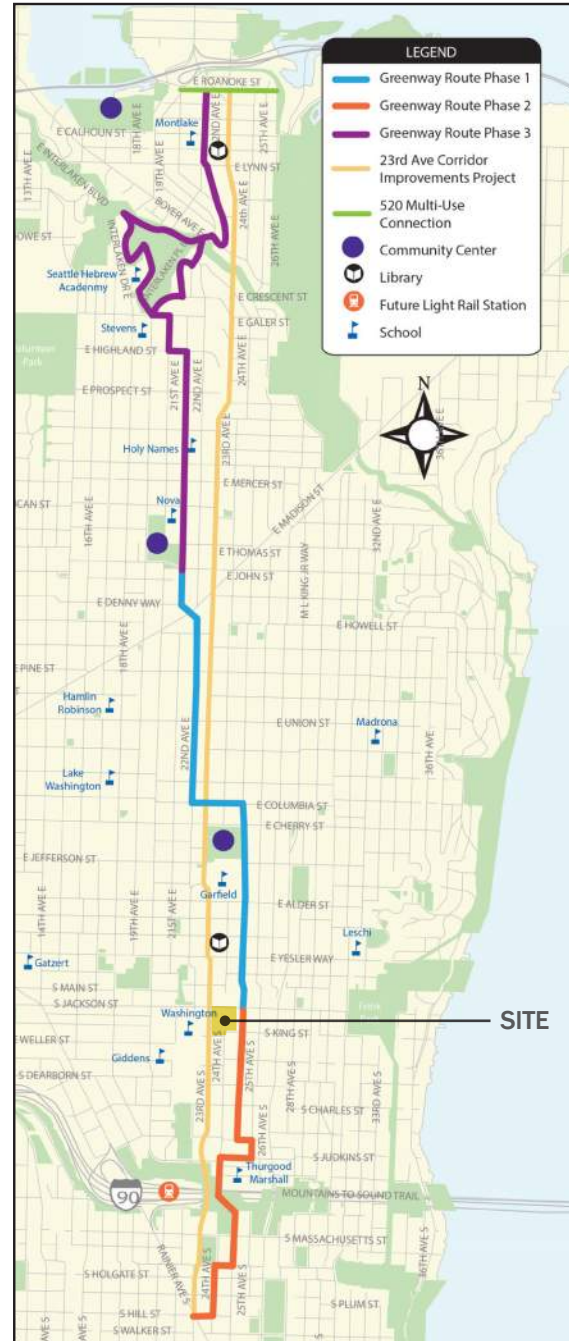
In parallel with the 23rd Avenue street improvements, SDOT is implementing the Central Area Greenway. This is comprised of a series of residential streets made safer and calmer for people of all ages and abilities to walk and ride bikes.

Phase 1, traveling from S. Jackson St. north to E. John Street, was completed in September 2015. It runs along 25th, 26th, 22nd Avenue and 21st Avenues.

Phase 2 travels south from S. Jackson to Rainier Avenue S. along 25th, 26th and 24th Avenues. Construction is scheduled to begin in Fall 2016.

Features of the greenway include:

- Pavement markings and signage to alert motorists to expect people bicycling
- Improved crossings to make it easier for pedestrians and people on bicycles to cross
- Way-finding to let people know where and how far away the neighborhood destinations are located
- Median islands, traffic circles, curb bulbs and speed humps to help keep speeds low and drivers from using neighborhood streets to avoid main streets.



CENTRAL AREA GREENWAY AND 23RD AVENUE CORRIDOR IMPROVEMENTS MAP

BUS, BICYCLE, AND PEDESTRIAN ROUTES



The project site is classified as having Frequent Transit Service. Five bus routes are within a ¼ mile walking radius, with the 4, 14 and 48 running directly adjacent to the site.

Walking and biking routes through the neighborhood are currently being improved due to construction of the 23rd Avenue Corridor and Central Area Greenway projects.

- BUS STOP
- BUS ROUTE
- CENTRAL AREA GREENWAY
- - - CENTRAL AREA GREENWAY (PHASE II)
- - - BICYCLE LANES
- - - SEATTLE RECREATIONAL WALKING PATH
- - - 1/8 MILE WALKING RADIUS

NEIGHBORHOOD ANALYSIS | NEIGHBORHOOD USES AND CONTEXT

The project is located at a prominent Neighborhood Gateway within the Central Area near major institutional uses and single family residences. The following list summarizes the notable educational facilities, community resources, and places of commerce in the area, as well as critical green space and centers of worship.

- 1** COMMUNITY LANDMARK
- - -** 1/8 MILE WALKING RADIUS
- RECREATION / OPEN SPACE
- CIVIC / RELIGIOUS
- INSTITUTION / EDUCATION
- INDUSTRIAL / WAREHOUSE
- RETAIL / OFFICE
- MULTI-FAMILY / MIXED USE
- SINGLE FAMILY RESIDENTIAL
- FUTURE DEVELOPMENT



NEIGHBORHOOD ANALYSIS | NEIGHBORHOOD USES AND CONTEXT



1 STARBUCKS



2 WALGREENS



3 GREATER MOUNT BAKER BAPTIST CHURCH



4 BETHANY CHURCH-CHRIST HOLINESS



5 WOOD TECHNOLOGY CENTER



6 WELCH PLAZA



7 WASHINGTON MIDDLE SCHOOL



8 SEATTLE VOCATIONAL INSTITUTE



9 THE SEATTLE MEDIUM



10 SEATTLE FIRE STATION 6



11 SEATTLE GIRLS' SCHOOL



12 FLO WARE PARK



13 JUDKINS PARK



14 FRANZ FAMILY BAKERY



15 PRATT FINE ARTS CENTER



16 PRATT PARK



17 DR. BLANCHE LAVIZZO PARK



18 SEATTLE CHILDREN'S ODESSA BROWN CLINIC



19 CENTRAL AREA YOUTH ASSOCIATION



20 DOUGLASS-TRUTH LIBRARY

SITE ANALYSIS | SURVEY

PARCEL NUMBER:

364610-0390

EXISTING USES AND STRUCTURES:

TWO COMMERCIAL STRUCTURES WITH SURFACE PARKING (196 STALLS)

TOPOGRAPHY:

THE HIGHEST POINT ON SITE (+297') IS LOCATED NEAR THE CENTER OF THE NORTH PROPERTY LINE ALONG SOUTH JACKSON STREET. THE SITE SLOPES APPROXIMATELY 20 FEET TO THE SOUTH, THE LOWEST POINT (+277') IS NEAR THE SOUTHWEST CORNER OF THE PROPERTY.

TREES:

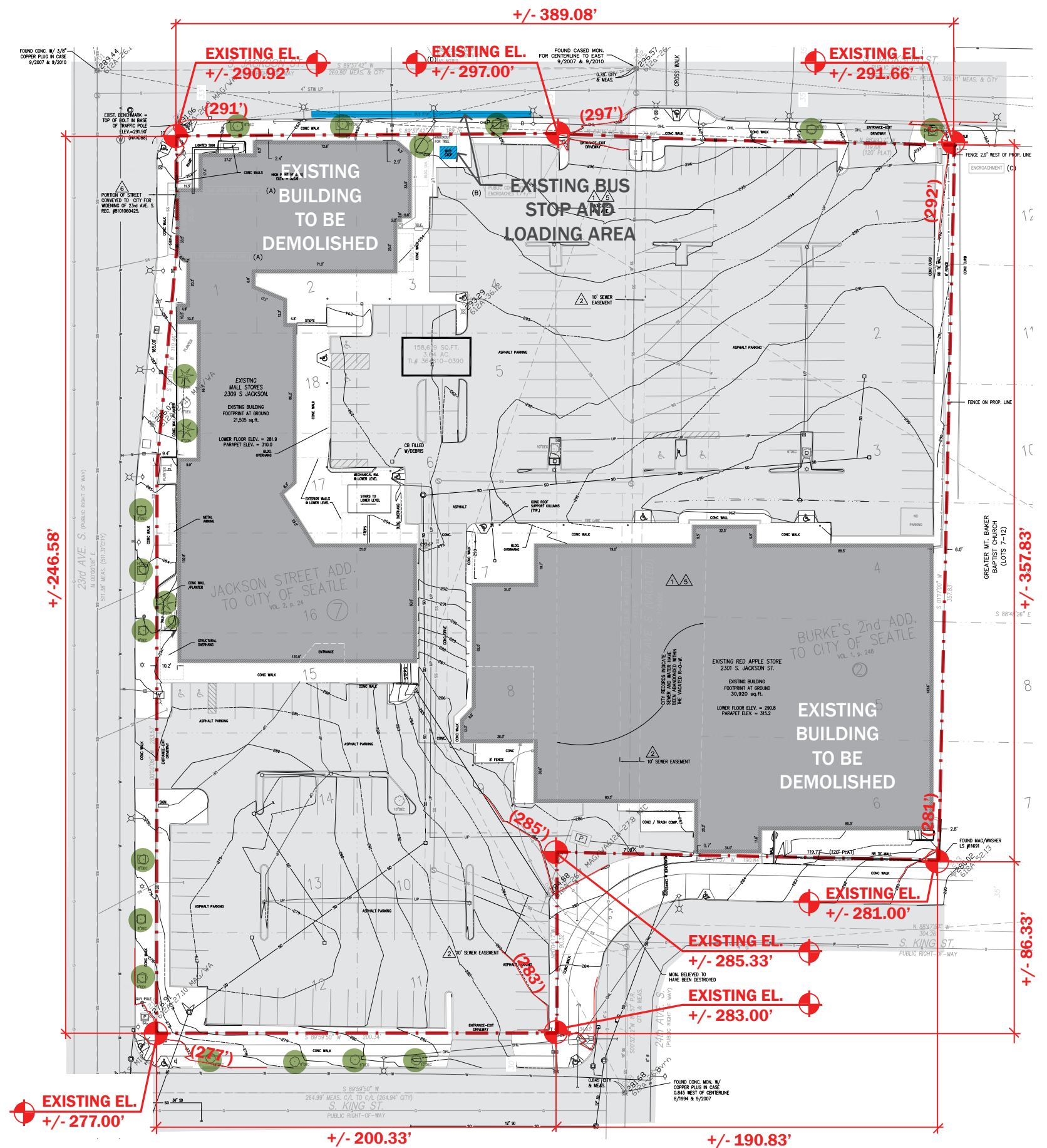
APPROXIMATELY 15 STREET TREES AND APPROXIMATELY 15-20 TREES ON SITE.

VIEWS:

LIMITED TERRITORIAL VIEWS, VIEW POTENTIAL FROM UPPERMOST LEVELS TOWARD DOWNTOWN SEATTLE, MOUNT RAINIER, AND SOUTH SEATTLE.

SOLAR ACCESS:

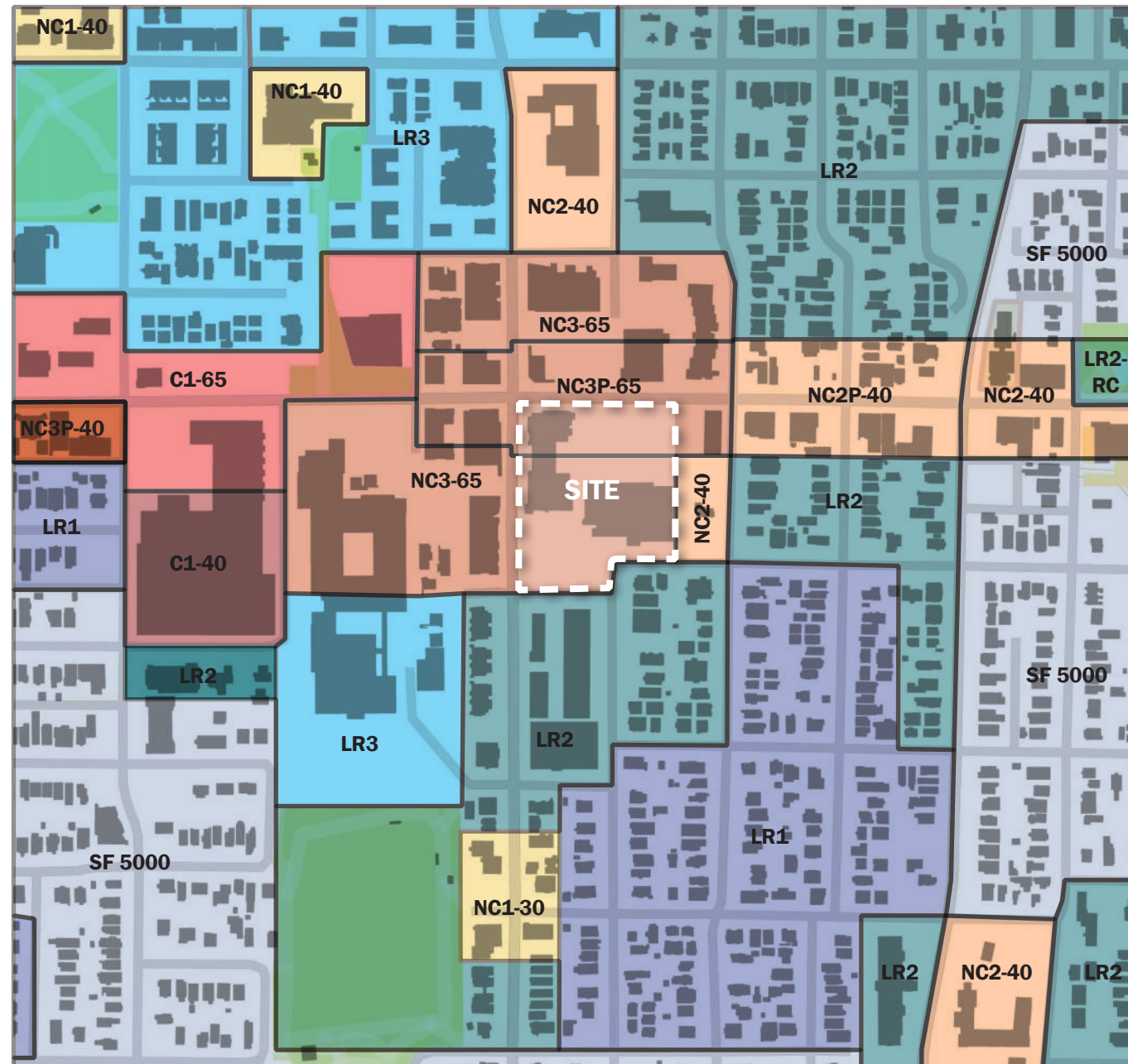
SOUTH AND EASTERLY ACCESS RELATIVELY UNENCUMBERED BY LR SINGLE FAMILY ZONE TO THE SOUTHEAST. WESTERLY SOLAR ACCESS PARTIALLY LIMITED BY MULTI-FAMILY STRUCTURE TO THE WEST OF THE SITE ALONG 23RD AVE S.



EXISTING SURVEY



ZONING MAP



ZONING SUMMARY

SITE ZONING

- The site is zoned NC3P-65, and is located in the 23rd & Union-Jackson Residential Urban Village. It is served by frequent transit.
- Neighboring zoning is NC3P-40 and LR2 to the east; LR2 to the south; NC3-65 to the west; and NC3-65 to the north.

USES

- Proposed non-residential, residential, and parking uses are permitted outright.

BUILDING HEIGHT

- 65' structure height is allowed.
- Average grade plane elevation is +287'-7", resulting in a maximum building height elevation of 352'-7".

FLOOR AREA RATIO

- Maximum allowable FAR for all uses: 4.75
- Maximum allowable FAR for residential uses: 4.25

SETBACKS

- Non-Residential uses- None required
- Residential Uses- Dwelling units located at street level to be set back 10' minimum from sidewalk.

SITE ANALYSIS | ZONING SUMMARY

ZONING SUMMARY

23.47A.004 PERMITTED USES

All uses are permitted outright, permitted as a conditional use according to Table A for 23.47A.004.

23.47A.005 STREET LEVEL USES

- Residential uses may occupy no more than 20% of the street-level street-facing façade in a pedestrian- designated zone facing a designated principal pedestrian street.
- South Jackson is a Principal Pedestrian Street.

23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS

A. Basic Street-Level Requirements for NC zones and Pedestrian- Designated Zones: - Possible Departure Request

- Blank segments of street-facing facades may not exceed 40% of the width of the façade along the street.
- **Street-level street-facing facades shall be located within 10 feet of the street lot line**, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

B. Non-Residential Street-Level Requirements for NC zones and Pedestrian- Designated Zones:

- Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
- Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.
- B.4 Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

C. & D. Street-Level Requirements for Pedestrian Designated Zones - Possible Departure Request

- 80% of street façade minimum to be commercial use per 23.47A.005.D.1. **20 percent of the street frontage may contain other (non-commercial) uses and/or pedestrian entrances.**
- Continuous overhead weather protection is required along at least 60 percent of the street frontage
- At least one street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.012 STRUCTURE HEIGHT- NC3-65

A. Base maximum Height Limit- 65'

C. Rooftop features

- Allowed 4' above maximum height- Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets, and firewalls
- Allowed 2' above maximum height- Insulation material, rooftop decks and other similar features, or soil for landscaping located above the structural roof surface
- Solar Collectors may extend up to 7 feet above maximum height with unlimited rooftop coverage.
- Allowed 15 feet above the applicable height limit, as long as the combined total coverage does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: Solar collectors; Mechanical equipment; Play equipment and open-mesh fencing that encloses it

- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.

23.47A.013 FLOOR AREA RATIO - NC3-65' ZONE

- Total FAR for Residential Uses Only- **4.25**
- Total FAR permitted for all uses on a lot that is occupied by a mix of uses- **4.75**

23.47A.016 LANDSCAPING AND SCREENING STANDARDS

- Landscaping to achieve a Green Factor score of 3.0 or greater.
- Street Trees are required.

23.47A.024 AMENITY AREA

- Amenity areas are required- 5 percent of the total gross floor area in residential use.

23.47A.032 PARKING LOCATION AND ACCESS

A. Access to parking- Possible Departure Request

- If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
- **In pedestrian designated zones if access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.**

23.54.015 REQUIRED PARKING

- Non-residential uses in urban villages with frequent transit service- No minimum requirement.
- Residential uses in urban villages with frequent transit service- No minimum requirement.
- Bicycle Parking shall be provided per 23.54.015 K. and Table D

23.54.030 PARKING SPACE STANDARDS

- All parking spaces provided, whether required by Section 23.54.015 or not, and required barrier-free parking, shall meet the standards of this Section 23.54.030, except that parking for residential and live-work uses provided in excess of the quantity required by Section 23.54.015 is exempt from the requirements of subsections 23.54.030.A and 23.54.030.B.
- Parking for all non-residential uses within the structure shall meet the standards of subsection 23.54.030.B.2. All uses shall provide barrier-free accessible parking.

D. Driveways

- Combined Driveway for Residential and Nonresidential Uses- The minimum width of driveways for two way traffic shall be 22 feet and the maximum width shall be 25 feet.
- Driveways shall conform to the 18' minimum turning path radius shown in Exhibit B for 23.54.030.
- D.3. Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent.

E. Parking Aisles

- E.2 Minimum aisle widths shall be provided for the largest vehicle served by the aisle.

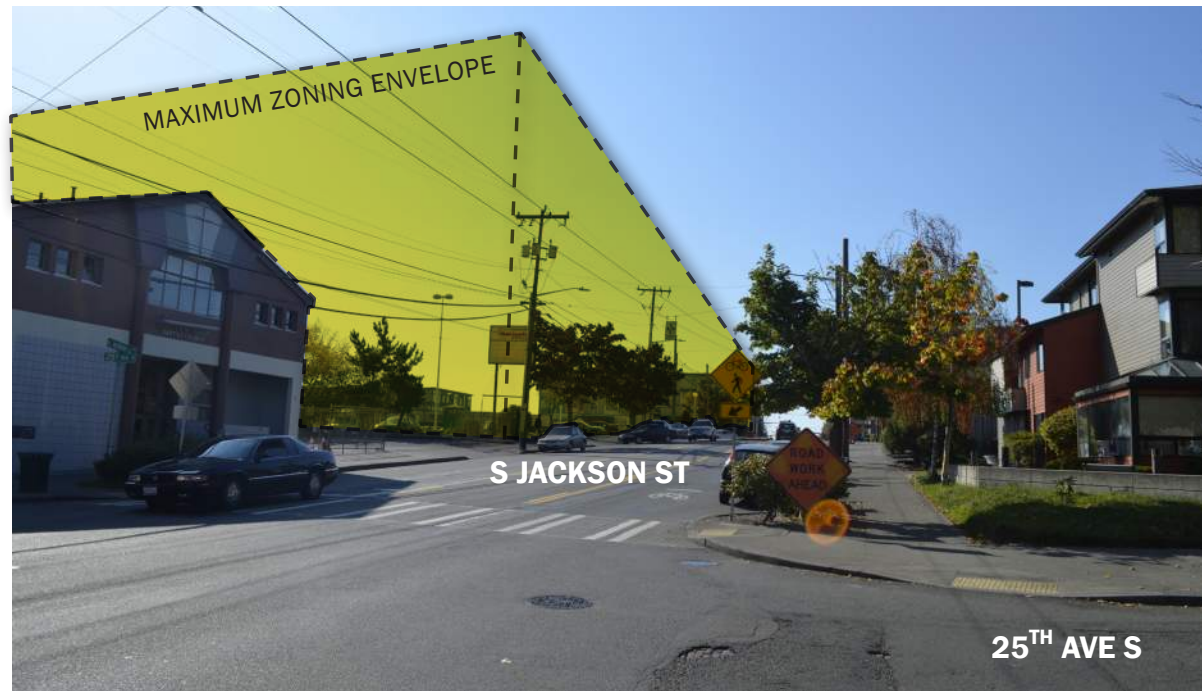
F. Curb Cuts

- In NC zones, curb cuts shall be provided according to Table C for 23.54.030
 - S. Jackson Frontage- Length= ~390', (4) curb cuts allowed
 - 23rd Avenue S. Frontage- Length=~450', (4) curb cuts allowed

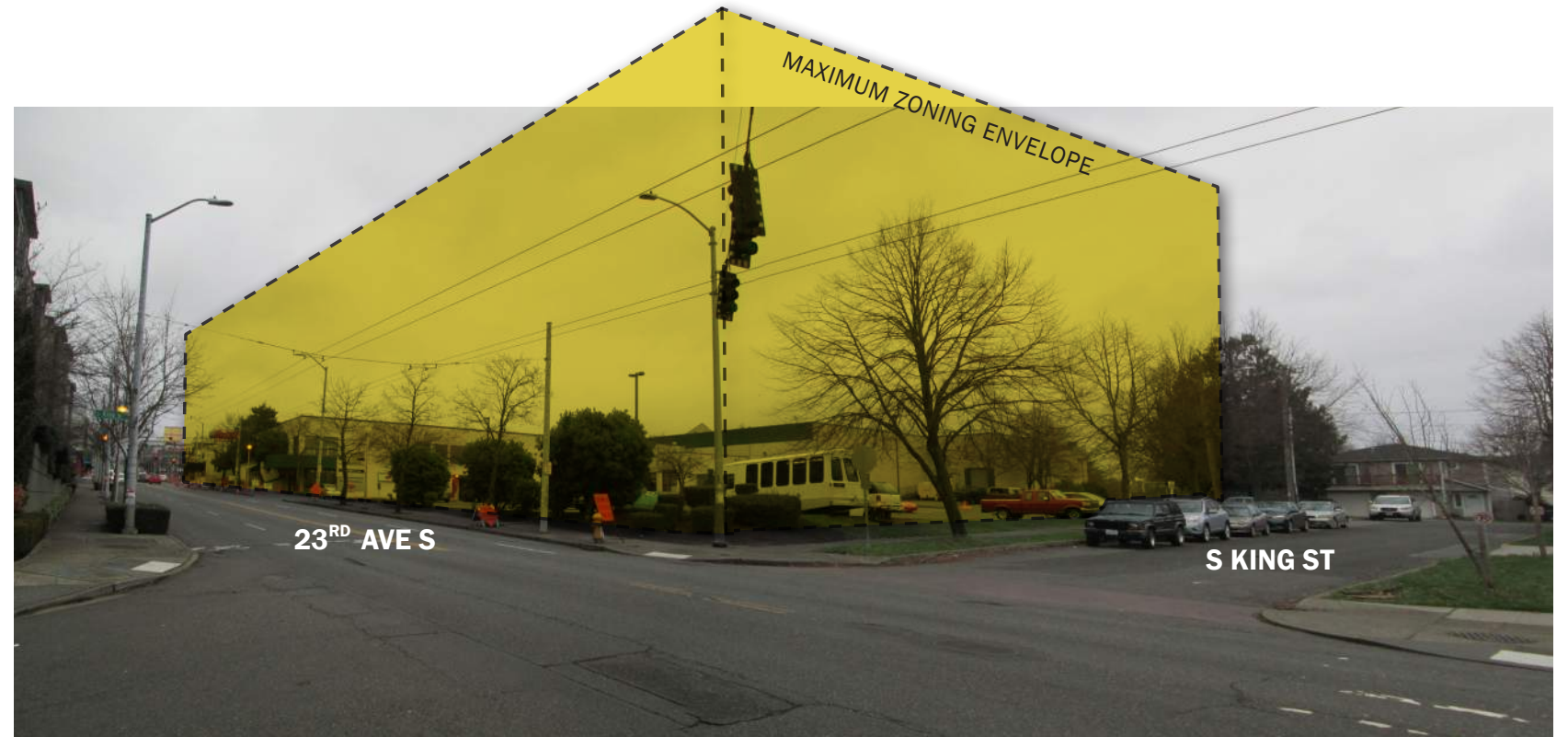
F.2.b. Curb Cut Widths- Possible Departure Request

- 2) For two way traffic, the minimum width of curb cuts is 22 feet, and **the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access**

SITE ANALYSIS | MAXIMUM ZONING ENVELOPE



NORTHEAST VIEW



SOUTHWEST VIEW



SOUTHEAST VIEW



NORTHWEST VIEW

SITE ANALYSIS | SOUTH JACKSON STREET STREETScape

25TH AVENUE SOUTH

Greater Mt. Baker
Baptist Church

PROJECT SITE - NORTH ELEVATION

23RD AVENUE SOUTH



EXISTING SOUTH JACKSON STREET - NORTH ELEVATION

23RD AVENUE SOUTH

Starbucks

Walgreens

25TH AVENUE SOUTH

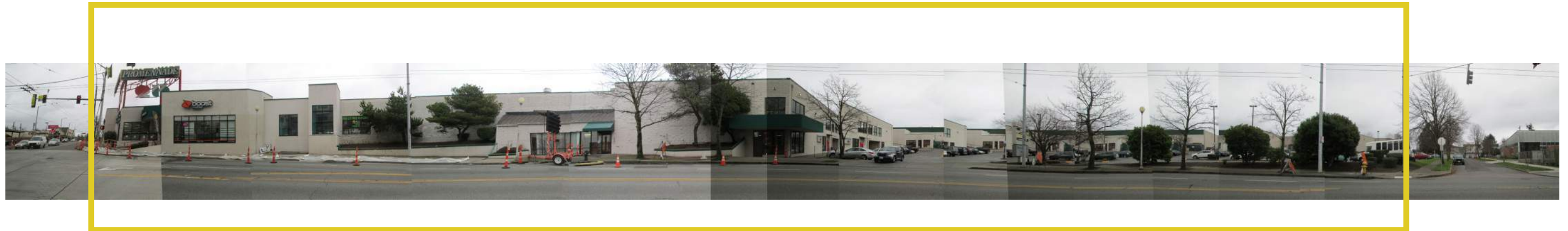


SOUTH JACKSON STREET - ELEVATION OPPOSITE SITE - LOOKING NORTH

SOUTH JACKSON STREET

PROJECT SITE - WEST ELEVATION

SOUTH KING STREET



EXISTING 23RD AVENUE SOUTH - WEST ELEVATION

SOUTH KING STREET

Welch Plaza

SOUTH JACKSON STREET



23RD AVENUE SOUTH - ELEVATION OPPOSITE SITE - LOOKING WEST

SITE ANALYSIS | SOUTH KING STREET AND 24TH AVENUE SOUTH STREETScape

23RD AVENUE SOUTH

PROJECT SITE - SOUTH ELEVATION

24TH AVENUE SOUTH

25TH AVENUE SOUTH



EXISTING SOUTH KING STREET - SOUTH ELEVATION

25TH AVENUE SOUTH

24TH AVENUE SOUTH

Wood Technology Center

23RD AVENUE SOUTH



SOUTH KING STREET - ELEVATION OPPOSITE SITE - LOOKING SOUTH



1

EXISTING SINGLE FAMILY HOME EAST OF SITE - 25TH AVENUE S



2

GREATER MOUNT BAKER BAPTIST CHURCH - 25TH AVENUE S & S JACKSON STREET



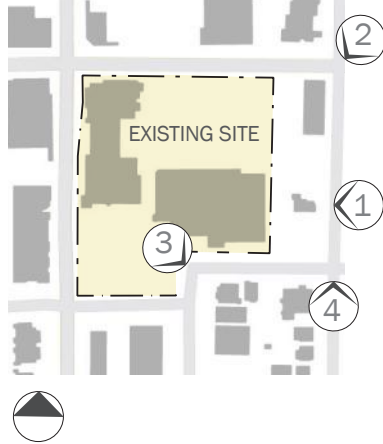
3

SOUTHEAST VIEW - 24TH AVENUE S & S KING STREET



4

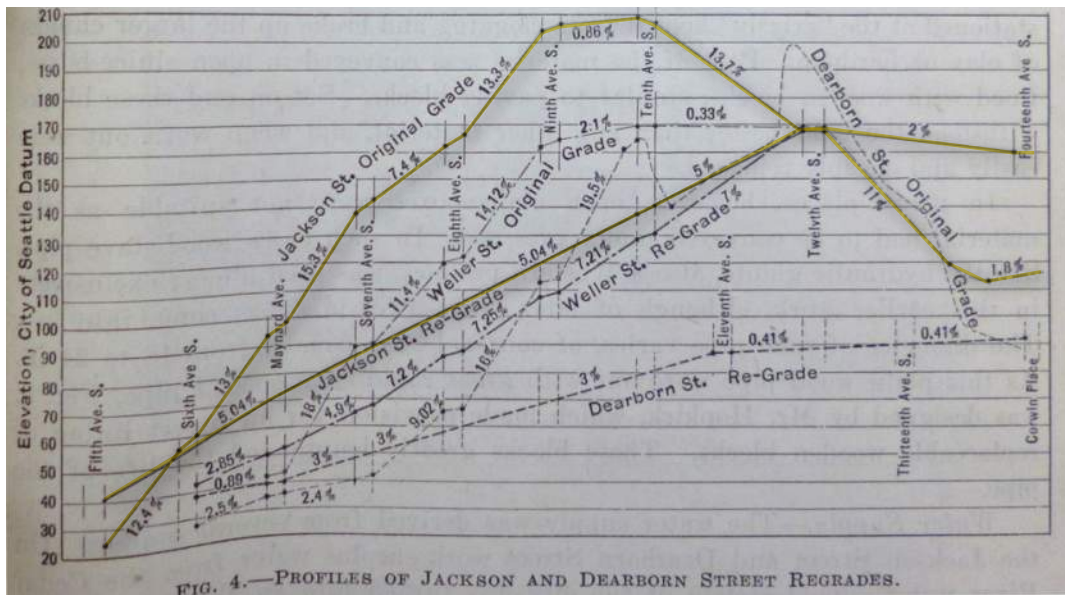
NORTH VIEW - 25TH AVENUE S & S KING STREET



SITE ANALYSIS | SITE HISTORY



1883 - S JACKSON



JACKSON STREET REGRADE SECTION



1908 - S JACKSON

A CHANGING NEIGHBORHOOD

Located in the Central Area at the SE intersection of 23rd Avenue South and South Jackson Street, the subject site is occupied by an under utilized shopping center that has changed little since it was built in 1979. New development of the site will provide the critical mass of shops, services and housing that is needed to revitalize this important neighborhood core.

In the 1880's the Jackson Street Regrade paved the way for streetcars to run from Pioneer Square up the hill to what is now known as the Central Area. Once transportation was in place economic development followed, and soon South Jackson was lined with a mix of shops and services. These businesses were supported by a diverse population of immigrants and transient workers - many of Jewish, African America, European-American and Japanese descent. The middle class neighborhood that developed to house these working class families was soon supported by cultural institutions including churches, synagogues, hospitals, schools, fire stations and libraries.

By the end of World War II, the Central Area had become a predominantly African American neighborhood. The Jewish population had moved further east and Japanese residents were displaced by internment. Racially restrictive housing laws were developed that delineated where certain populations could live, and the Central Area became the center of the African-American community.

In the 1960's Urban Renewal projects were begun. Many homes and businesses in the neighborhood were razed to make way for projects that would never be realized due to the economic and political turmoil of the 1960's and 1970's. Much of the original fine grain and texture of the neighborhood was lost, leaving vacant tracts of land which have never been fully redeveloped.

Recognizing the need for change, the City of Seattle embarked on an inclusive community engagement process that resulted in the 23rd Avenue Action Plan and Urban Design Framework published in 2015. These documents translate the community's design vision into implementation strategies to guide future development of the neighborhood in general and the subject site in particular.



1970'S - PROMENADE PROPOSAL - UNREALIZED



1938 - S JACKSON & 23RD AVENUE S



2016 - S JACKSON & 23RD AVENUE S



1945 - S JACKSON & 25TH AVENUE S



1961 - S JACKSON & 25TH AVENUE S



1958 - S JACKSON & 23RD AVENUE S



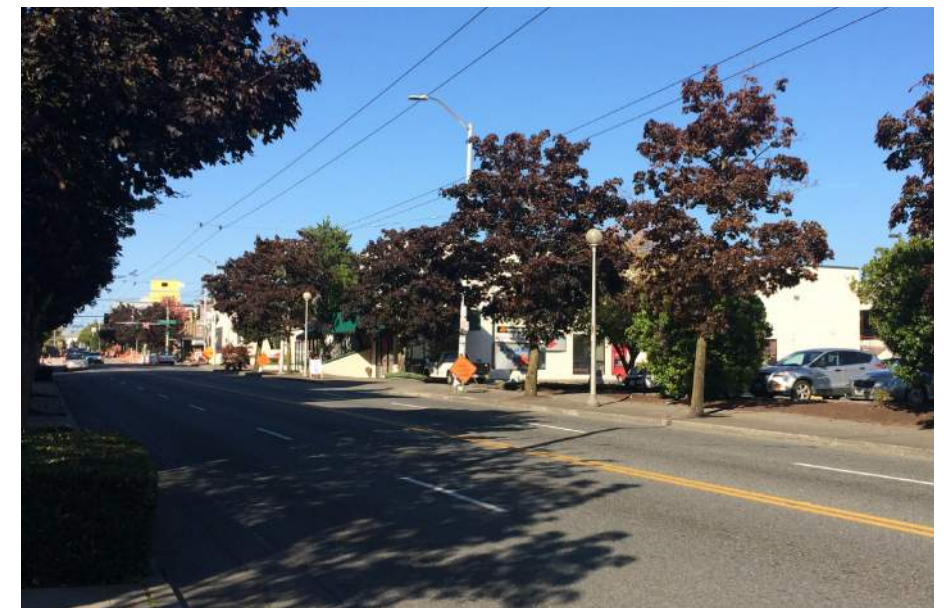
1967 - 23RD AVENUE S



2016 - S JACKSON & 25TH AVENUE S



2016 - S JACKSON & 23RD AVENUE S



2016 - 23RD AVENUE S

SITE ANALYSIS | PERTINENT DESIGN GUIDELINES

§1 NATURAL SYSTEMS & SITE FEATURES



Use natural systems and features of the site and its surroundings as a starting point for project design.

B. Sunlight and Natural Ventilation

- *Daylight and Shading:* Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.
- *Managing Solar Gain:* Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees

C. Topography

- *Elevation Changes:* Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

RESPONSE: The project will allow for courtyard dimensions that allow maximum daylight penetration to interior units. Trees planted in the Right of Way will aid in shading lower level residential and retail units. Pedestrian and vehicular access to grade level uses steps along with the grade change at each elevation.

§2 URBAN PATTERN & FORM



Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

A. Location in the City and Neighborhood

- *Sense of Place:* Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.
- *Architectural Presence:* Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity.

B. Adjacent Sites, Streets, and Open Spaces

- *Connection to the Street:* Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.
- *Character of Open Space:* Contribute to the character and proportion of surrounding open spaces.

C. Relationship to the Block

- *Corner Sites:* Corner sites can serve as gateways or focal points; Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.
- *Full Block Sites:* Break up long facades of full-block buildings to avoid a monolithic presence. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

D. Height, Bulk, and Scale

- *Existing Development and Zoning*
- *Zone Transitions:* For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.
- *Massing Choices*
- *Respect for Adjacent Sites:* Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

RESPONSE: The site is located at a major intersection and community node in the neighborhood and is well suited for a variation of masses and street character. Overall massing will set back from property lines to allow for variation in the street edge condition and contribute to the sense of place within the neighborhood. Grade-level massing and street character will address the retail corridor along S Jackson Street and turn the corner along 23rd Avenue S. Residential massing will react sensitively to the adjacent Low Rise Single Family neighborhood to the southeast and adjacent property to the east. Opportunities for shared public space in the right of way and through-block connection will aid in breaking down the large scale of the site.

§3 ARCHITECTURAL CONTEXT & CHARACTER



Contribute to the architectural character of the neighborhood.

A. Emphasizing Positive Neighborhood Attributes

- *Evolving Neighborhoods:* In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

B. Local History and Culture

- *Placemaking:* Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

RESPONSE: The area around the site is rich in cultural history and has the opportunity to incorporate art, landscape, and textures that will complement the surrounding neighborhood. This project is scale with the height of an adjacent development and would benefit from an architectural expression unique to the neighborhood.

1 CONNECTIVITY



Complement and contribute to the network of open spaces around the site and the connections among them.

A. Network of Open Spaces

- *Enhancing Open Space:* Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.
- *Adding to Public Life:* Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.

B. Walkways and Connections

- Pedestrian Infrastructure
- Pedestrian Volumes
- Pedestrian Amenities

C. Outdoor Uses and Activities

- Selecting Activity Areas
- Informal Community Uses

RESPONSE: The project will enhance the quality and quantity of open space on site through wider sidewalks and a through-block connection. Informal gathering spaces and varied hardscape and landscape will aid the activation of the street frontage and amenities in the public and semi-public pedestrian realm.

3+4 STREET-LEVEL INTERACTION ACTIVE TRANSPORTATION



PL 3 - Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3 A. Entries

- *Design Objectives*
- *Retail Entries*
- *Common entries to multi-story residential buildings*
- *Individual entries to ground-related housing*

PL3 B. Residential Edges

- *Security and Privacy*
- *Ground-level Residential*
- *Buildings with Live/ Work Uses*
- *Interaction*

PL3 C. Retail Edges

- *Porous Edge*
- *Visibility*
- *Ancillary Activities*

PL 4 - Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4 C. Planning Ahead for Transit

- *On-site Transit Stops:* If a transit stop is located on-site, design project-related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders.

RESPONSE: The project will use a variety of hardscape and landscaping cues to signal welcoming public retail entries and common spaces as well as semi-public residential spaces. Ground level residential stoops contribute to a sense of security and 'eyes on the street'. The existing bus stop on the northwest corner of the site will be incorporated into the character of the corner retail.

1+2 PROJECT USES AND ACTIVITIES ARCHITECTURAL CONCEPT



DC1 - Optimize the arrangement of uses and activities on site.

A. Arrangement of Interior Uses

- *Gathering Places*

B. Vehicular Access and Circulation

- *Access Location and Design*

C. Parking and Service Uses

- *Below Grade Parking*
- *Service Uses*

DC2 - Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

A. Massing

- *Site Characteristics and Uses*
- *Reducing Perceived Mass*

D. Scale and Texture

- *Human Scale*

RESPONSE: In order to enhance the scale and safety of the pedestrian retail and residential frontages, the number of vehicle access points to below grade parking will be minimized. Retail use is concentrated to the north and west sides of the site and connects to the residential neighborhood to the south via a semi-public through-block connection.

3 OPEN SPACE CONCEPT



Integrate open space design with the design of the building so that each complements the other.

A. Building-Open Space Relationship

- *Interior/ Exterior Fit*

B. Open Space Uses and Activities

- *Connections to Other Open Space*
- *Multi-Family Open Space*

C. Design

- *Reinforce Existing Open Space*
- *Amenities and Features*

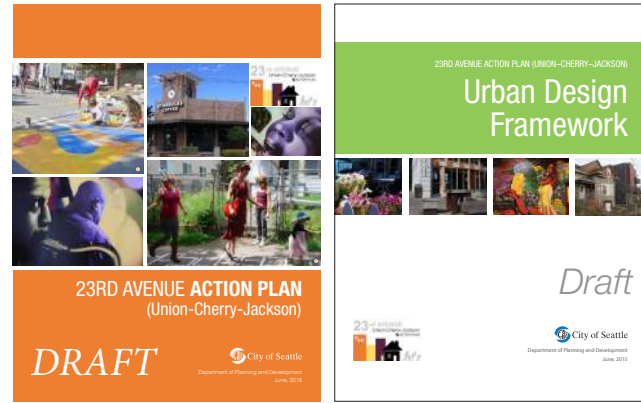
RESPONSE: The site incorporates a variety of open spaces for the purposes of gathering large crowds and for smaller, informal interaction. The site design will incorporate a variety of open spaces for the purposes of gathering large crowds and for smaller, informal interaction. Lines of sight from the residential masses above and adjacent buildings increase perceived safety.

SITE ANALYSIS | 23RD AVENUE ACTION PLAN - COMMUNITY PRIORITIES

COMMUNITY GUIDELINES SUMMARY

“The 23rd Avenue Action Plan is a place-based community development project. Through an inclusive community engagement process, it aims to confirm and update goals and policies of the previous Central Area action plans with focus around the three community cores at 23rd Ave and East Union St, 23rd Ave and East Cherry St, and 23rd Ave South and South Jackson St to develop a shared vision, and create a framework for action that leverages resources and investments and stimulate economic development.”

- Page 6, Urban Design Framework, June 2015



SOURCE: <http://www.seattle.gov/arts/arts-and-cultural-districts>

Priority A A DESTINATION WITH A UNIQUE IDENTITY



23RD ACTION PLAN - JACKSON NODE SUMMARY

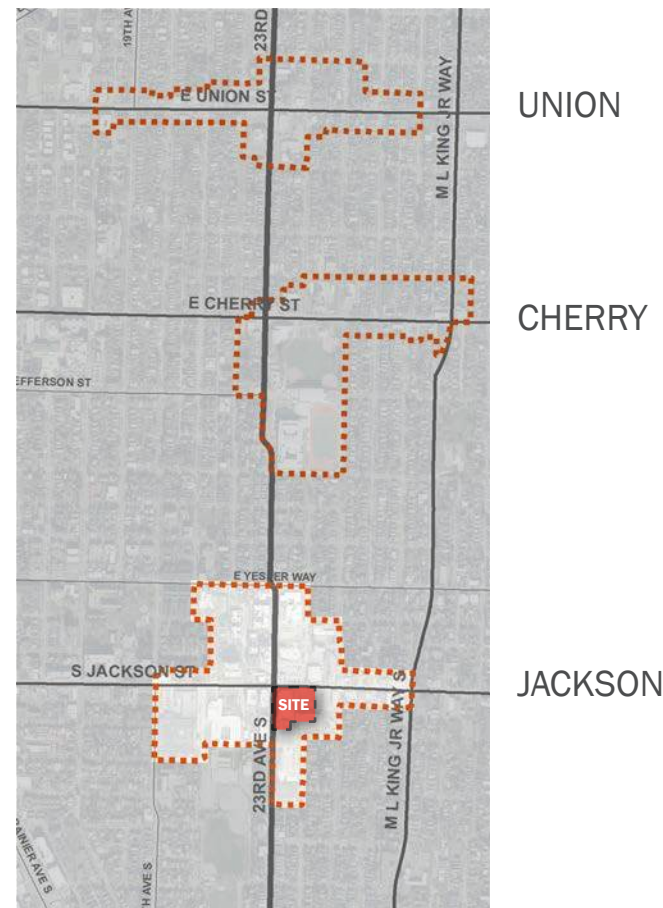
WHAT IS UNIQUE ABOUT THE JACKSON NODE

- A larger scaled node with regional destinations
- A mix of shops, services, and housing that serve a broader community
- Starbucks is a popular gathering place for a diverse group of community members

WHAT THE COMMUNITY DESIRES

- A vibrant mixed use commercial district that provides opportunities for small and large businesses, and opportunities for startup businesses
- Connect shops and services with better grid street network
- Provide pedestrian friendly and inviting storefronts and street frontage
- More shops and services that serve the community
- Houses for a broad mix of people
- More welcoming gathering spaces and open space, better safety, and less crime
- Create a pedestrian friendly streetscape with more “eyes on the street”
- Increase activity on the street with more people living and using this business core
- Consider opportunities for open space and community gathering

23RD ACTION PLAN - APPLICABLE NODES



HISTORIC CENTRAL AREA ARTS AND CULTURE DISTRICT (HCAACD)

In December 2015 the City of Seattle created the Historic Central Area Arts and Cultural District, organized around three foundational pillars:

- Preserving an African American legacy in the Central Area;
- Sustaining and strengthening the physical identity and sense of place for Black cultural relevancy;
- Establishing a formalized forum for continued support of artistic creation, economic vibrancy, livability, affordability, desirability and artistic vitality.

Collaboration with the HCAACD will provide avenues for proposed development “to support, promote, and help maintain artists, arts organizations, and arts events in the Central Area.”

Design Strategies:

- Encourage preservation and enhancement of community character and identity.
- Encourage inviting and pedestrian friendly streetscape.
- Encourage development that embraces the past, present and future.
- Encourage new development to be sensitive and respectful to the existing development.

CORRESPONDING DESIGN GUIDELINES:

- CS2 A. Location in the City and Neighborhood/ Sense of Place
- CS2 B. Adjacent Sites, Streets and Open Spaces/ Connection to the Street
- CS3 A. Emphasizing Positive Neighborhood Attributes/ Evolving Neighborhoods
- CS3 B. Local History and Culture/ Placemaking
- CS2 D. Height, Bulk and Scale/ Zone Transitions/ Respect for Adjacent Sites

Priority B CONNECTED PEOPLE AND COMMUNITY



Design Strategies:

- Identify opportunities for community gathering space.

CORRESPONDING DESIGN GUIDELINES:

CS2 B Adjacent Sites, Streets, and Open Spaces/
Character of Open Space

PL1 A. Network of Open Space/ Enhancing Open
Space/ Adding to Public Life

PL1 C. Outdoor Uses and Activities

DC3 Open Space Concept

Priority C A GREAT BUSINESS COMMUNITY



Design Strategies:

- Encourage mix of uses, types and scales of shops and services for the diverse community.
- Provide opportunity for small business.
- Identify opportunities to provide affordable healthy food for all.

CORRESPONDING DESIGN GUIDELINES:

CS3 A. Emphasizing Positive Neighborhood
Attributes/ Evolving Neighborhoods

CS3 B. Local History and Culture/ Placemaking

PL3 B. Retail Edges

DC3 Open Space Concept

Priority D LIVABLE STREETS FOR ALL



Design Strategies:

- Provide safe and inviting pedestrian environment as top priority.
- Provide safe street network for walking, biking riding transit and driving that's well connected to community destinations.

CORRESPONDING DESIGN GUIDELINES:

CS2 B Adjacent Sites, Streets, and Open Spaces/
Connection to the Street

PL3 A Entries

PL4 C. Planning Ahead for Transit

DC1 B. Vehicular Access and Circulation

Priority E A PLACE THAT SUPPORTS HEALTHY AND STABLE COMMUNITY



Design Strategies:

- Improve safety by creating more eyes on the street.
- Provide affordable and diverse housing choices.

CORRESPONDING DESIGN GUIDELINES:

PL1 Connectivity/ Network of Open Spaces/ Adding
to Public Life

PL3 A. Entries

PL3 B. Residential Edges

PL3 C. Retail Edges

SITE ANALYSIS | COMMUNITY MEETINGS AND WORKSHOPS

COMMUNITY MEETINGS

A series of community outreach meetings were organized by the project owner between November 2015 and February 2016 to engage neighbors and community stakeholders early in the design process for the Promenade 23 site. The design team solicited input from these community members using the five priorities outlined in the 23rd Avenue Action plan as the basis for discussion. This is the summary of their input as it pertains to development of the project site.



COMMUNITY WORKSHOP PARTICIPANTS

Priority A A DESTINATION WITH A UNIQUE IDENTITY

- **Afrocentric Design** - Incorporate art and design that reflects the area's Afrocentric roots. This may be a good opportunity to make this a destination.
- **Community History** - Cultural elements that tie the community and its history together throughout the development and especially in the open space
- **Local Artists** - Provide art rooted in the community Jazz is important but it is way more than this. Incorporate art from local artists
- **Cultural Spaces** - Show off cultural spaces so people on the streets/ sidewalks can visually see how this neighborhood celebrates its culture and social life
- **Spaces for Families** - They need to feel welcome! We have (3) schools within a 5 minute walk to Promenade
- **Varied Building Forms** - Architecture should be diverse in massing and in character, not monolithic.
- **Grade Change** - provides opportunity for "mini-hillclimb"
- **Attention to Detail** - Provide whimsical engagement, details that intrigue/surprise
- **Quality Exterior Materials** - Easy/ Low Maintenance; Must have street appeal. Use green and natural materials

Priority B CONNECTED PEOPLE AND COMMUNITY

- **Pedestrian Street**
- **Integrate Large Retail** - Move large retail away from corner and surround with small retail on street sides
- **Parking** - Disperse parking so it doesn't dominate the site
- **Outdoor Gathering** - 23rd and Jackson is the primary intersection for viewing community events such as the Umoja Fest Parade.
- **Community Space** - Community meeting space of low/ no cost; gathering space that still looks active and engaging even when empty. Space for Farmer's Market.
- **Jazz!**
- **Permeability** - Don't build a fortress across from the church and the single family homes. Be intentional about how the development connects.

Priority C A GREAT BUSINESS COMMUNITY

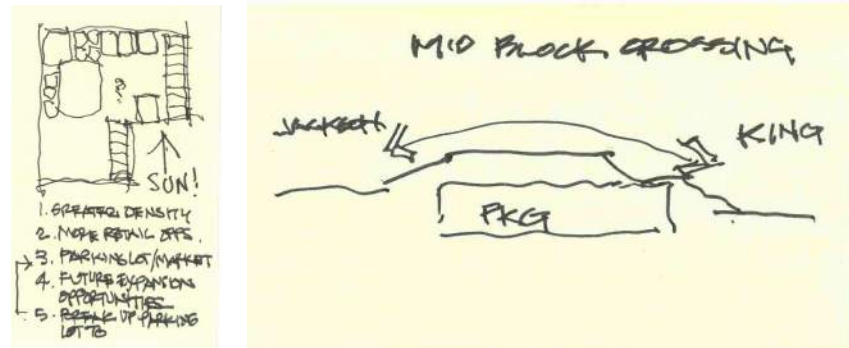
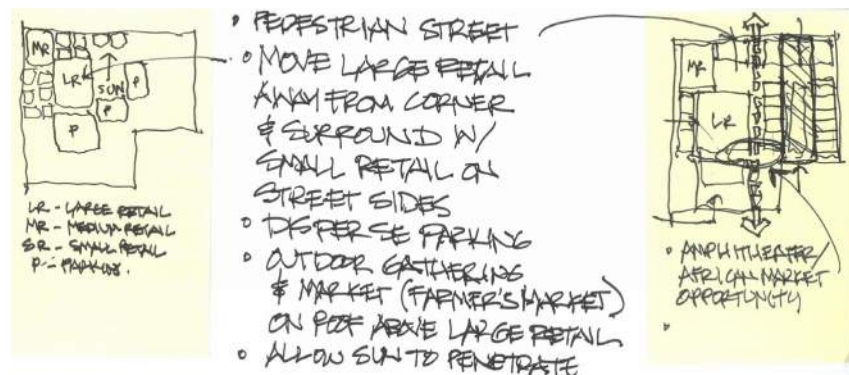
- **Small and Local** - Thread to continue throughout the project- small/ local, how do you attract from within?
- **Basics** - Space for basic hardware/ household goods
- **Retail on the Street** - Open air market as well as 'Market Hall' are strong positives, Portland Food Streets as example
- **Micro-Enterprise**
- **Small Office** - Include business incubator, small office/ coworking spaces
- **Small Retail** - Include a diverse # of micro-commercial for small and incubator retail
- **Maker Space** - personal fabrication; events; courses

Priority D LIVABLE STREETS FOR ALL

- **Connection** - Provide pedestrian connection on 23rd and at mid-block. Extend the existing street grid.
- **Enhance Street Life** - Bring the street life into the block, provide performance space and infrastructure for live music along the street, allow retail to spill out onto the street
- **Pedestrian Friendly** - 23rd Avenue buffer for ped-friendly sidewalk,
- **Gathering Space** - a connected pathway from S. King to S. Jackson with gathering areas along the way
- **Traffic Mitigation** - Density may create traffic and parking issues on King Street

Priority E A PLACE THAT SUPPORTS HEALTHY AND STABLE COMMUNITY

- **"Day in the Life"** - put people in the space. Don't create a barrier between 'us' and 'them'/ new and current residents
- **Ownership and Engagement** - Encourage a sense of ownership by the community, build anticipation for the project. Support African American ownership
- **Urban Agriculture** - Yes! Community garden space accessible to more than just residents?
- **Natural Light** - Maximize sun on plazas/ Bright, airy with natural sunlight
- **Housing** - Mixed income housing
- **Multi-generational** - Communal spaces should provide multi-generational interaction, be family friendly, include opportunities for play at all ages. No standalone play equipment, prefer things to be integral and surprising/ discovery. Accommodate the physically challenged
- **Sustainable** - Use this development to exemplify better environmental outcomes for the community – bioswales, rain gardens and other environmental features that directly engage the public.



VISION WORKSHOP #1


LAST WORDS:

“Inspired
Impactful
Thoughtful
Beginning
Improvement
Optimistic
Cautiously Optimistic
Loaded
Tactile
Encouraged
Respectful
Local”




SITE ANALYSIS | SITE OPPORTUNITIES


OPPORTUNITIES

- 


Gateway intersection
Establish a sense of place and unique identity of the 23rd and Jackson node.

SC2 SC3 Priority A
- 


Community Gathering & Celebration
Provide a lively space for planned and spontaneous community gathering

SC2 PL1 Priority B
- 

Residential Courts and Garden Space
Increase native landscaping and provide opportunity for community garden areas.

DC3 Priority C
- 

Consolidate Vehicular Access
Minimize pedestrian path interruptions and traffic strain on busy streets and residential neighbors.

DC1 Priority D
- 

BUS STOP LOCATION
Support an efficient and effective network of transit that supports land use goals and serves the community.

PL4 Priority D

- 

Encourage Through-Block Connections
Create an open, inviting path with "eyes on the street" for community & resident access.

SC2 PL1 Priority B
- 

Activate Street-Level Street-Facing Facades
Provide attractive pedestrian amenities amid entries to facilitate movement and rest along the right-of-way.

SC2 PL3 Priority A Priority B Priority C
- 

Complement Adjacent Residential Scale
Respond to adjacent height, bulk, and scale of multi- or single family residences.

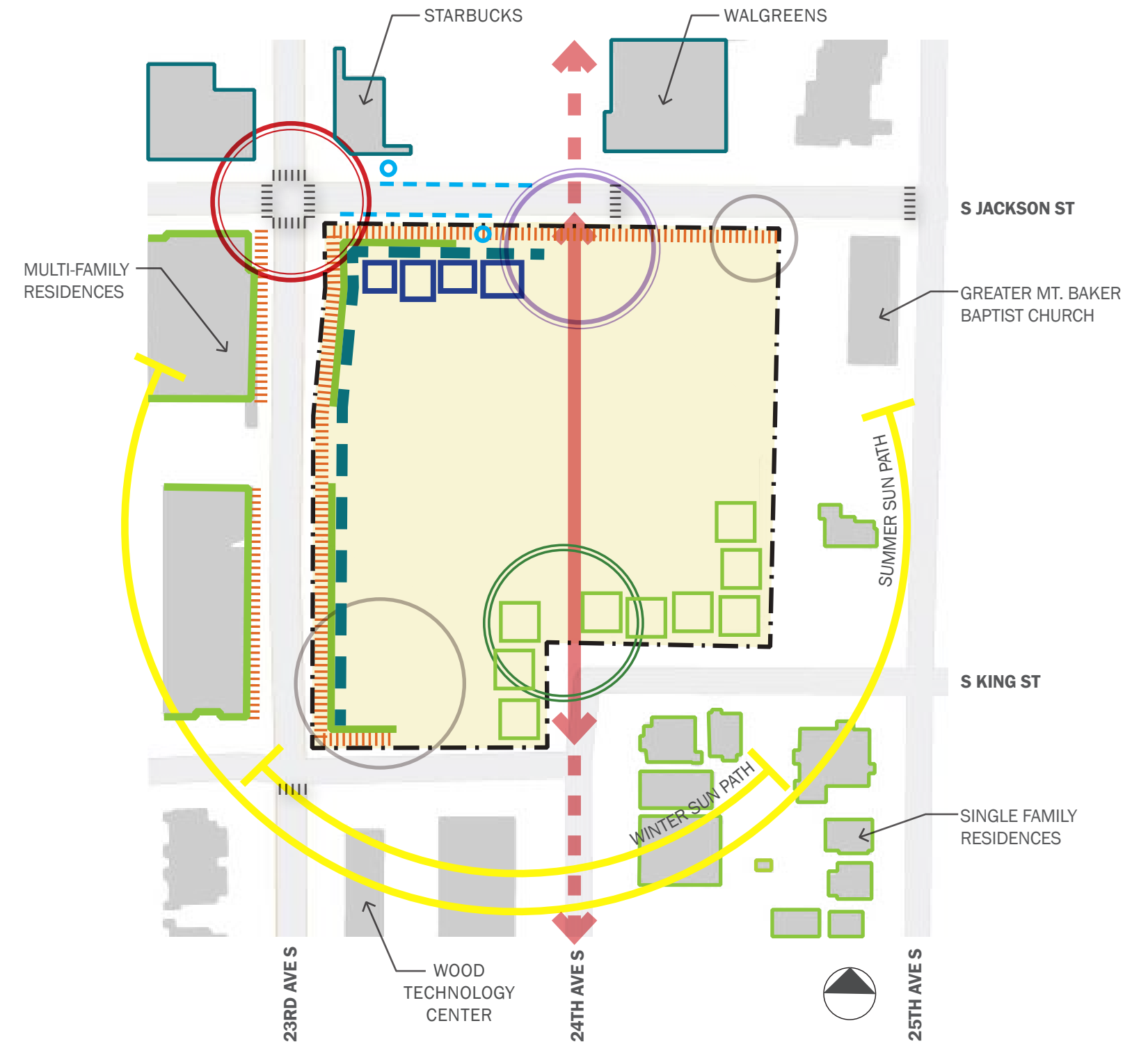
SC2 PL3 Priority A
- 

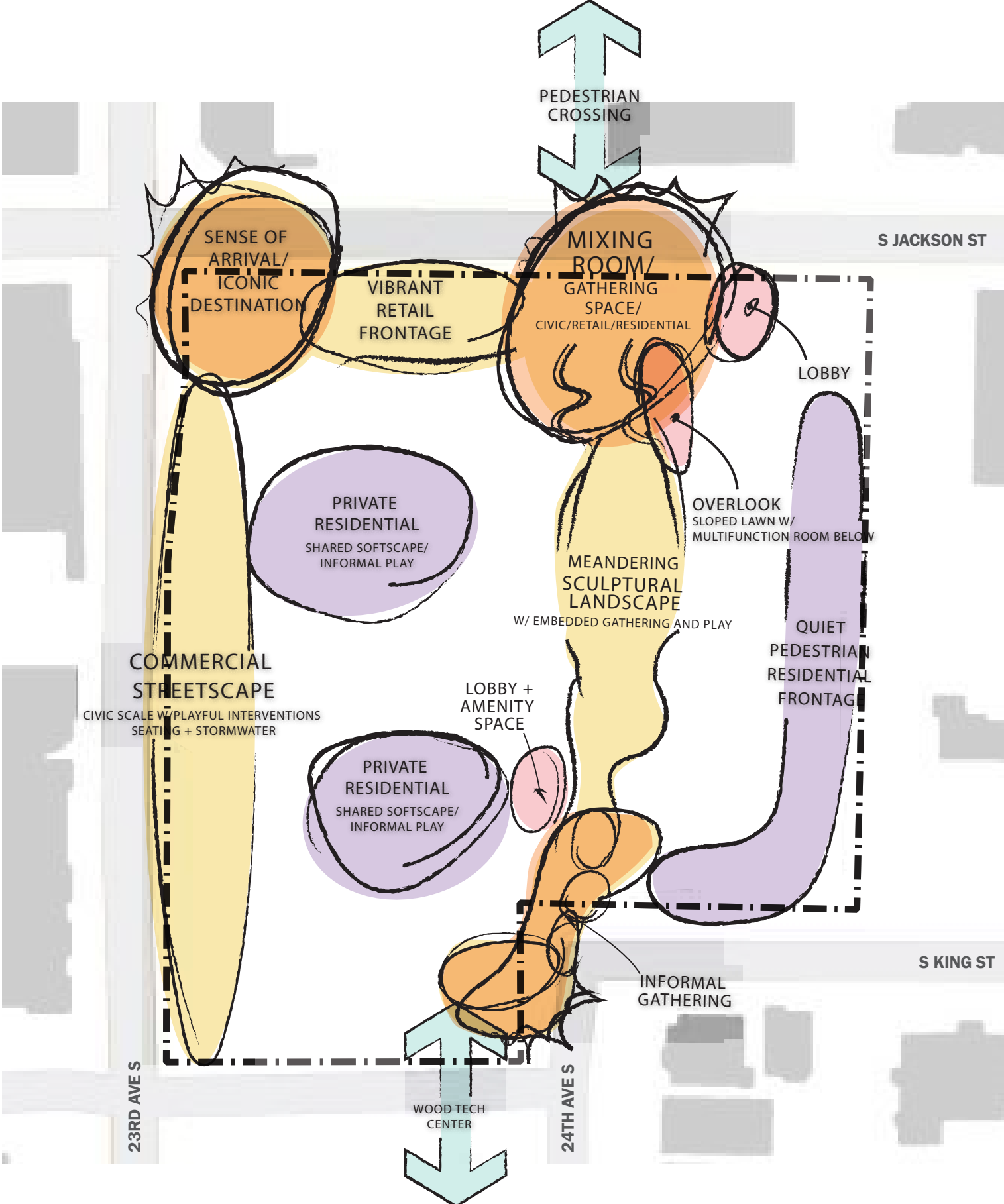
Create diverse spaces for sales and services
Concentrate varied new commercial area opposite the established businesses on S Jackson Street and along the improved 23rd Avenue S.

DC2 SC2 SC1 Priority C Priority D
- 

Micro-Retail
Provide opportunities for small and micro retail businesses that activate public open space.

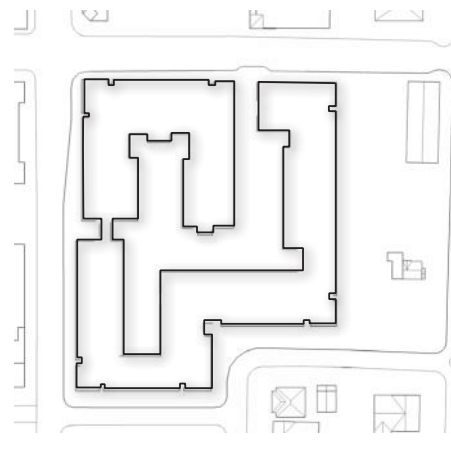
SC2 SC3 PL1 PL3 Priority C





MASSING OPTIONS

A OPTION A - CODE COMPLIANT



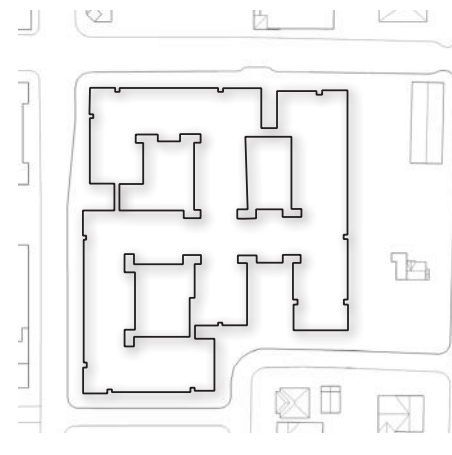
PROS:

- All street-level street-facing facades within 10 feet of the street lot line.
- Pedestrian activity is concentrated along public right-of-way.
- Extensive small retail approximately 30' in depth.
- Loading dock not required
- Parking is accommodated on two levels.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- No curb cut at principal pedestrian street

CONS:

- Minimal visual access to site interior.
- Minimal public access to site interior.
- All open space is enclosed within the building
- Significant building mass adjacent to existing low-rise residential neighborhood.
- Curb cut on 23rd Avenue S. may disrupt traffic flow

B OPTION B



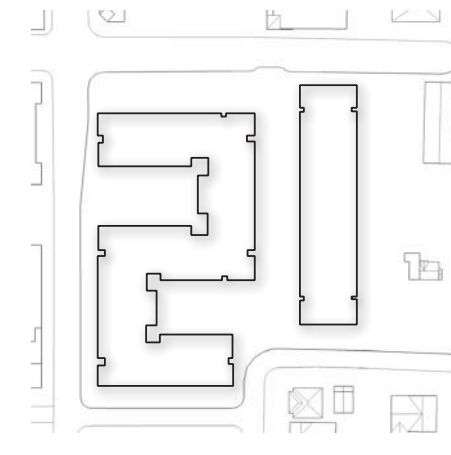
PROS:

- All street-level street-facing facades within 10 feet of the street lot line.
- Pedestrian activity concentrated along public right-of-way.
- Mix of retail tenant sizes
- Large retail tenant fronts S. Jackson Street.
- Four distinct resident courtyards.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- Ground level open space adjacent to S. King Street with potential for public access.

CONS:

- Minimal visual access to site interior.
- Minimal public access to site interior.
- Large retail tenant requires 18-20' floor to floor height double height space along S. Jackson Street frontage.
- Loading dock circulation is inefficient.
- Combined parking and loading access may disrupt traffic flow.
- Significant building mass adjacent to existing low-rise residential neighborhood.
- Curb cut on 23rd Avenue S. may disrupt traffic flow

C OPTION C - PREFERRED



PROS:

- Significant public plaza along S Jackson Street with adjacent community room.
- Mid-block pedestrian connection in alignment with 24th Avenue street vacation.
- Mix of retail tenant sizes includes small retail adjacent to public plaza.
- Large retail tenant is depressed to reduce height and improve scale along pedestrian street.
- Two distinct residential buildings separated by mid-block connector.
- West building massed around two resident courtyards.
- Increased light, air and visual access to site interior.
- Floors terraced toward adjacent low-rise residential.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- Minimal curbcuts along pedestrian frontage.
- Separates commercial and residential parking.
- Separates truck loading from parking

CONS:

- Reduced visibility for large retail from S. Jackson Street.
- Security concerns for public access to mid-block connector.
- Public plaza must accommodate existing bus stop.
- Small retail at SW corner may be difficult to program.
- Commercial parking entry is remote from large retail.

OPT A

PROGRAM SUMMARY:

- (5) levels of Type VA construction over (2) levels of Type IA construction
- (570) Dwelling Units (approx.)
- 20,800 SF Commercial Use (approx.)
- (433) Parking Stalls (approx.)
- Commercial parking entry and exit at mid-block along 23rd Avenue s.
- Residential parking entry and exit from S. King Street. Project loading and service accessed from same location.
- (2) Two-way curb cuts

PROS:

- All street-level street-facing facades are within 10 feet of the street lot line.
- Neighborhood pedestrian activity is concentrated along public right-of-way.
- Extensive small retail approximately 30' in depth.
- Loading dock not required
- Parking is accommodated on two levels.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- No curb cut at principal pedestrian street

CONS:

- Minimal visual access to site interior.
- Minimal public access to site interior.
- All open space is enclosed within the building
- Significant building mass adjacent to existing low-rise residential neighborhood.
- Curb cut on 23rd Avenue S. may disrupt traffic flow



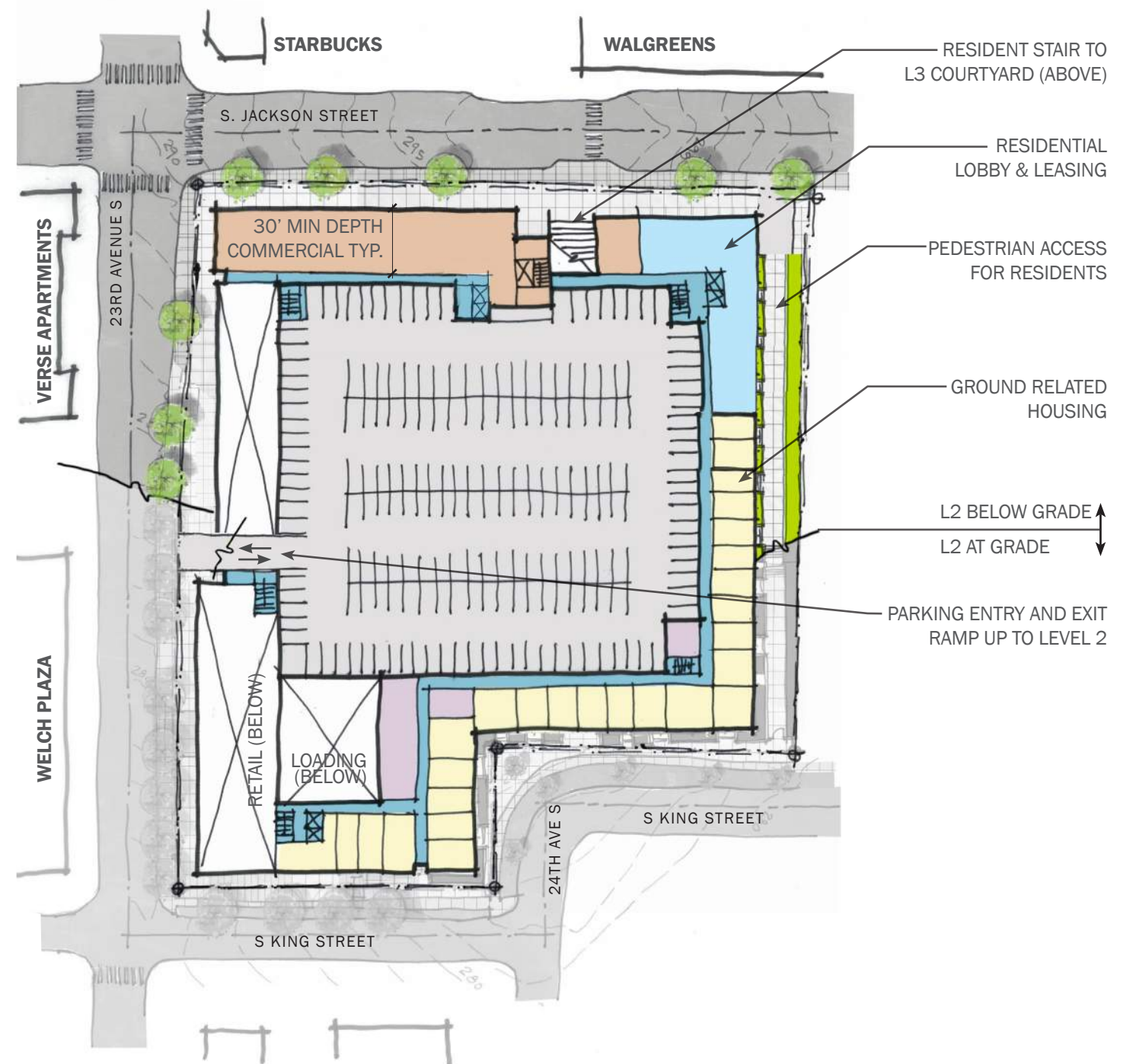
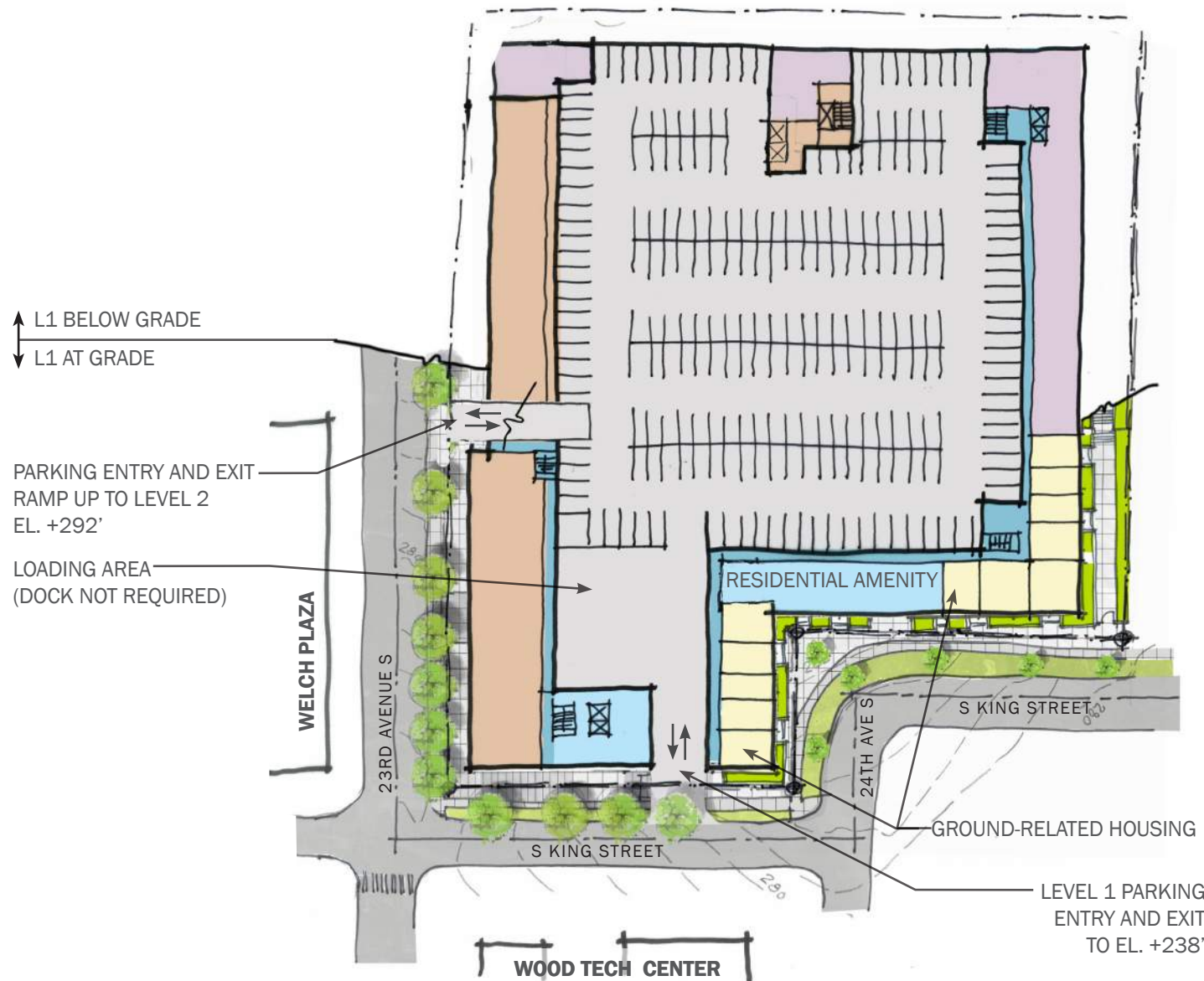
MASSING OPTION A | PLANS

SETBACKS PROPOSED:

- 10' sewer easement along east property line
- 20' along east property line for unprotected openings (Seattle Building Code)
- 10' setback along S. King Street and 24th Avenue S. for residential dwelling units at street level
- Variable setback- 10' maximum - along 23rd Avenue S. and S. Jackson Street to accommodate irregular property line.

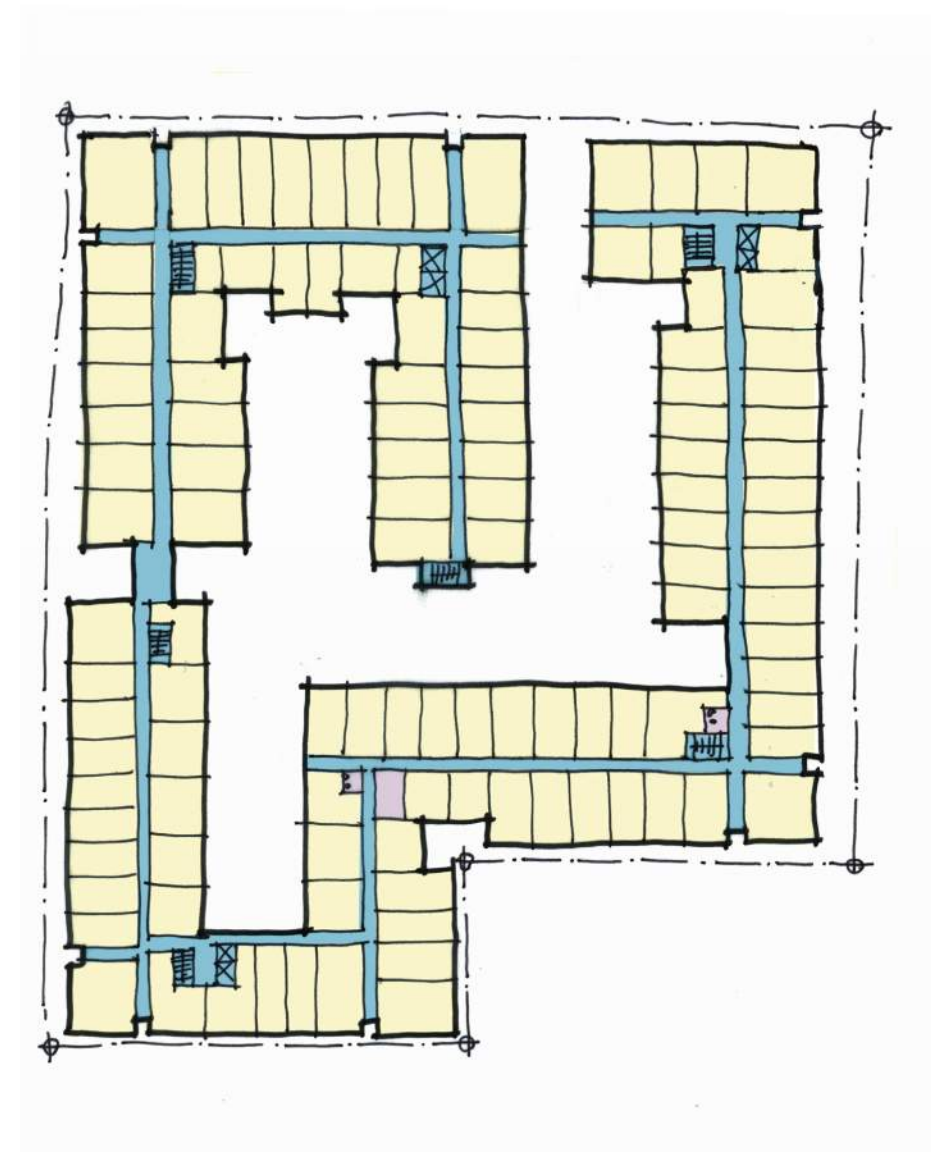
REQUESTED DEPARTURES:

- None





LEVEL 3 PLAN
EL. +302'



LEVEL 4-7 PLAN
TYP. RESIDENTIAL FLOOR

- RESIDENTIAL
- COMMERCIAL
- LOBBY
- CIRCULATION
- OUTDOOR
- BACK OF HOUSE
- PARKING



MASSING OPTION A | 3D VIEWS



SOUTH EAST AERIAL



1 SOUTH MIDBLOCK AT 24TH



2 SOUTH EAST GROUND RELATED UNITS



3 NORTH MIDBLOCK ALONG JACKSON



4 NORTH EAST CORNER ON JACKSON



5 SOUTH WEST CORNER LOOKING NORTH



6 RETAIL CORNER AT 23RD AND JACKSON

OPT B

PROGRAM SUMMARY:

- (4-5) levels of Type VA construction over (2) levels of Type IA construction, (1) parking level below grade
- (570) Dwelling Units (approx.)
- 35,400 SF Commercial Use, includes 26,000 SF retail tenant
- (433) Parking Stalls (approx.)
- Loading dock to serve large retail.
- Commercial parking entry and exit at NE corner from S. Jackson St.
- Shared residential and commercial parking entry and exit from S. King Street.
- Loading dock entry at NE corner from S. Jackson St. Loading dock exit onto 23rd Avenue S.
- (3) Curb cuts

PROS:

- All street-level street-facing facades are within 10 feet of the street lot line.
- Neighborhood pedestrian activity concentrated along public right-of-way.
- Mix of retail tenant sizes
- Large retail tenant fronts S. Jackson Street.
- Four distinct resident courtyards.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- Ground level open space adjacent to S. King Street with potential for public access.

CONS:

- Minimal visual access to site interior.
- Minimal public access to site interior.
- Large retail tenant requires 18-20' floor to floor height double height space along S. Jackson Street frontage.
- Loading dock circulation is inefficient.
- Combined parking and loading access may disrupt traffic flow
- Significant building mass adjacent to existing low-rise residential neighborhood.
- Curb cut on 23rd Avenue S. may disrupt traffic flow



MASSING OPTION B | PLANS

SETBACKS PROPOSED:

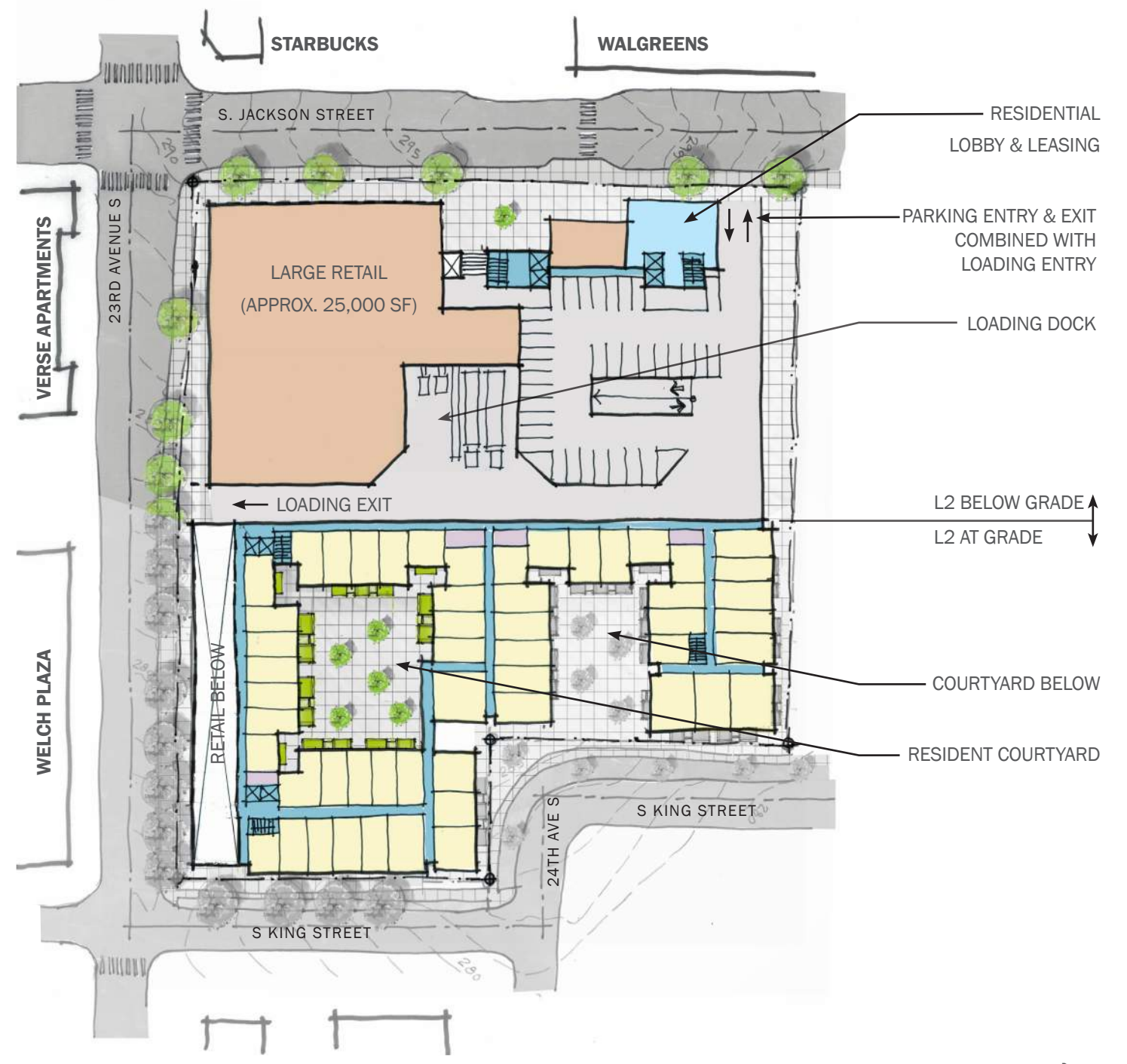
- 10' sewer easement along east property line
- 20' along east property line for unprotected openings (Seattle Building Code)
- 10' setback along S. King Street and 24th Avenue S. for residential dwelling units at street level
- Variable setback- <10' maximum- along 23rd Avenue S. and S. Jackson Street to accommodate irregular property line.

REQUESTED DEPARTURES:

- Greater than 10' setbacks along S Jackson Street
- Street frontage uses on S. Jackson Street
- Parking Location and Access

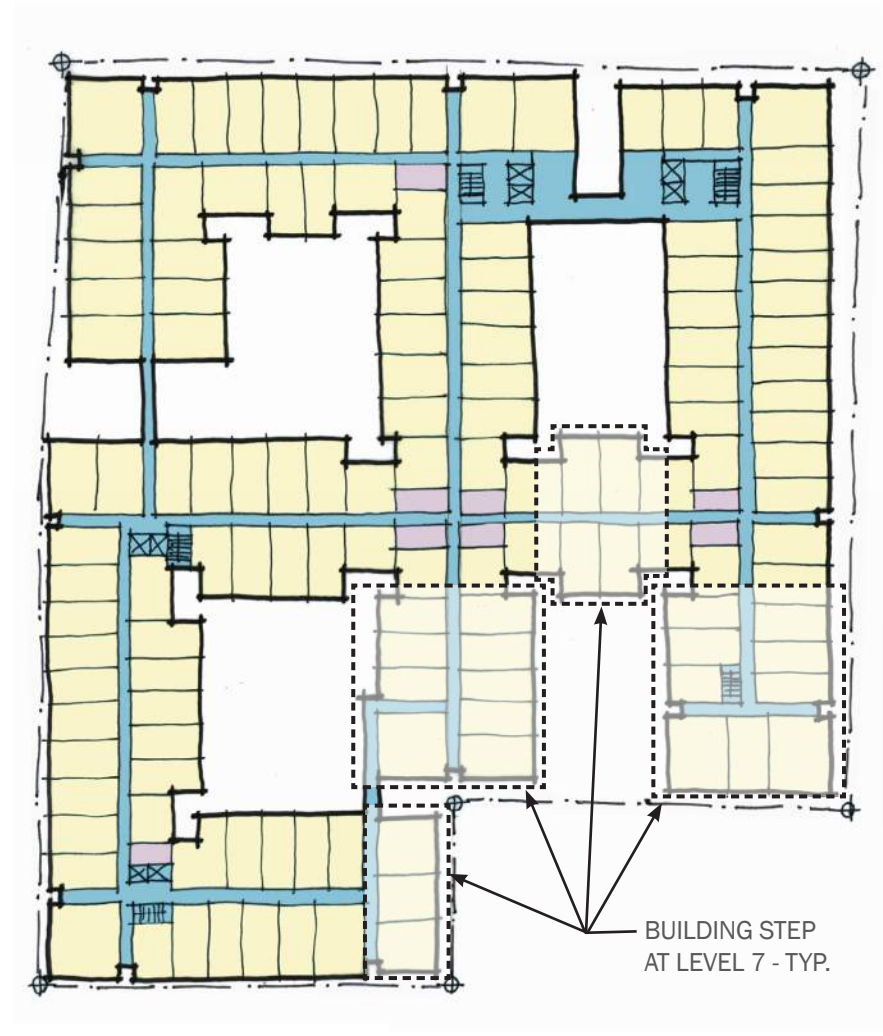
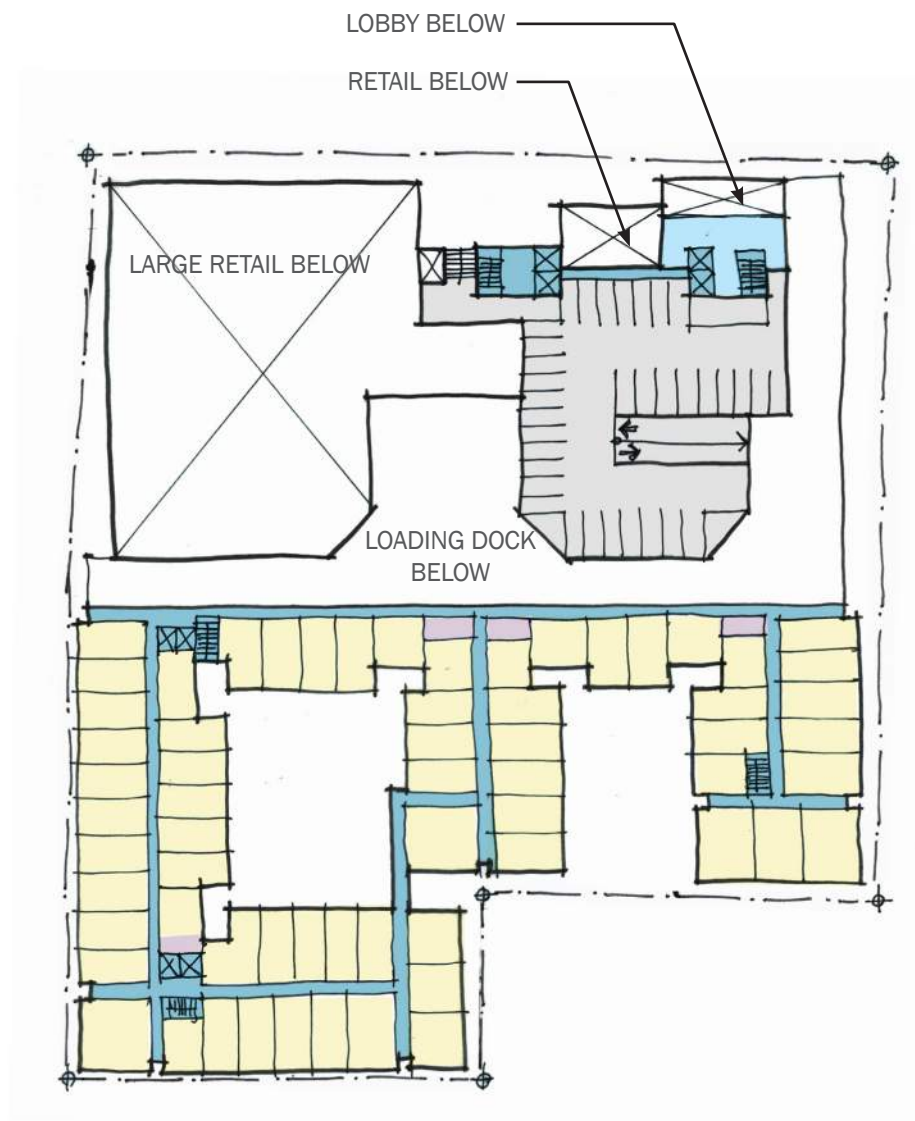


LEVEL 1 PLAN
EL. +283'



LEVEL 2 PLAN
EL. +292'





- RESIDENTIAL
- COMMERCIAL
- LOBBY
- CIRCULATION
- OUTDOOR
- BACK OF HOUSE
- PARKING



LEVEL 3 PLAN
EL. +302'

LEVEL 4-7 PLAN
TYP. RESIDENTIAL FLOOR

MASSING OPTION B | 3D VIEWS



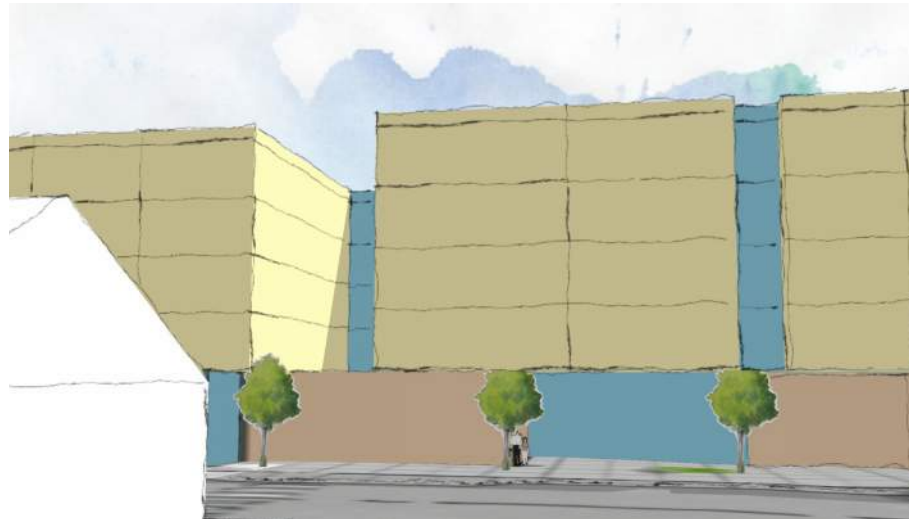
SOUTH EAST AERIAL



1 SOUTH MIDBLOCK AT 24TH



2 SOUTH EAST GROUND RELATED UNITS



3 NORTH MIDBLOCK ALONG JACKSON



4 NORTH EAST CORNER ON JACKSON



5 SOUTH WEST CORNER LOOKING NORTH



6 RETAIL CORNER AT 23RD AND JACKSON

MASSING OPTION C - PREFERRED | OVERVIEW

OPT C

PROGRAM SUMMARY:

- (4-5) levels of Type VA construction over (2) levels of Type IA construction, (2) partial parking levels below grade
- (570) Dwelling Units (approx.)
- 40,000 SF Commercial Use, includes 26,000 SF single retail tenant (approx.)
- (580) Parking Stalls (approx.)
- Loading dock to serve large retail.
- Commercial parking entry and exit at NE corner from S. Jackson St.
- Residential parking entry and exit from S. King Street.
- Loading dock entry from S. Jackson St. Loading dock exit (right turn only) onto S. King Street
- (4) Curb cuts

PROS:

- Significant public plaza along S Jackson Street with adjacent community room.
- Mid-block pedestrian connection in alignment with 24th Avenue street vacation.
- Mix of retail tenant sizes includes small retail adjacent to public plaza.
- Large retail tenant is depressed to reduce height and improve scale along pedestrian street.
- Two distinct residential buildings separated by mid-block connector.
- West building massed around two resident courtyards.
- Increased light, air and visual access to site interior.
- Floors terraced toward adjacent low-rise residential.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- Minimal curbcuts along pedestrian frontage.
- Separates commercial and residential parking.
- Separates truck loading from parking

CONS:

- Reduced visibility for large retail from S. Jackson Street.
- Security concerns for public access to mid-block connector.
- Public plaza must accommodate existing bus stop.
- Small retail at SW corner may be difficult to program.
- Commercial parking entry is remote from large retail.



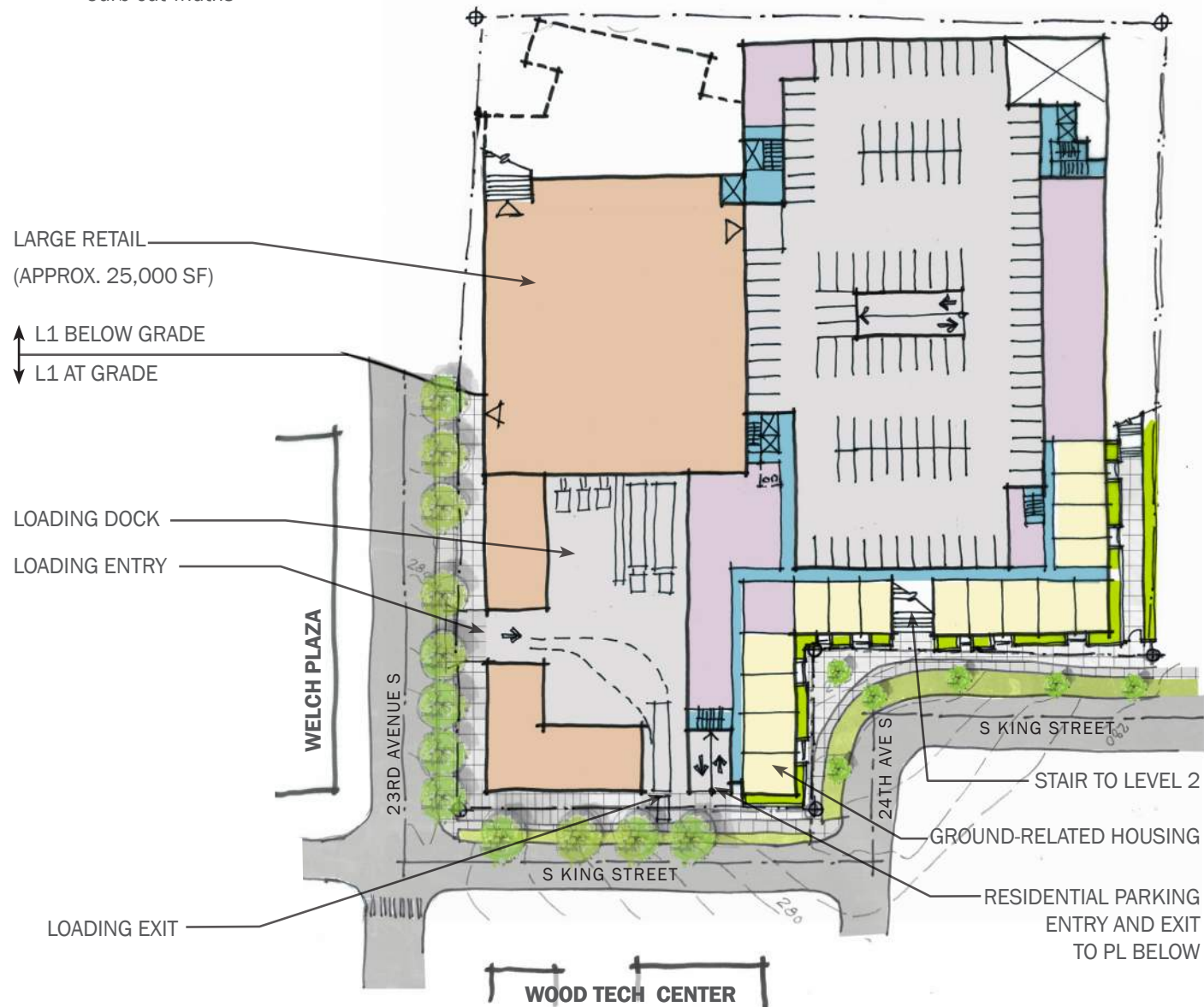
MASSING OPTION C - PREFERRED | PLANS

SETBACKS PROPOSED:

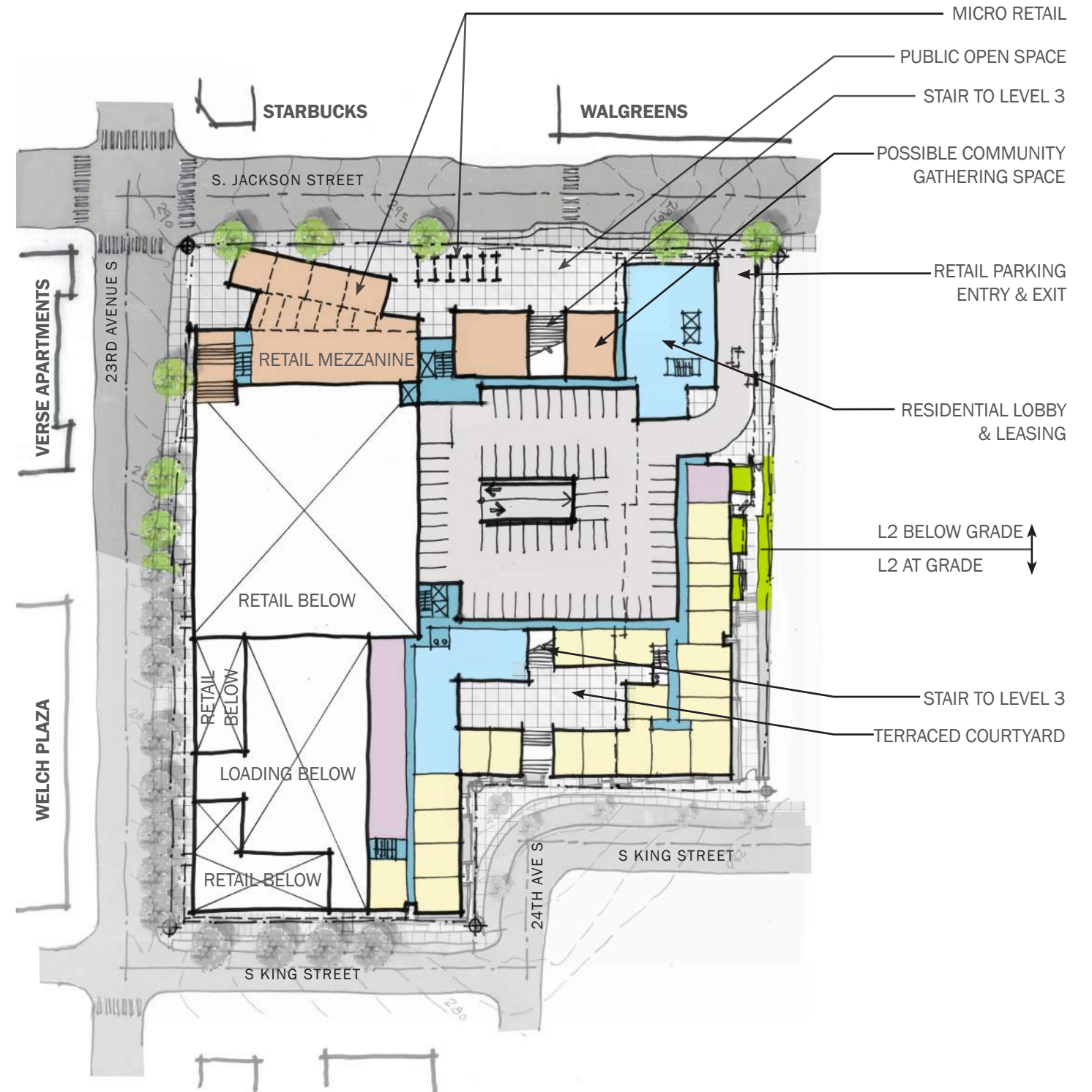
- 10' sewer easement along east property line
- Varied setback- 15-25'-along east property line for unprotected openings (Seattle Building Code)
- 10' minimum setback along S. King Street and 24th Avenue S. for residential dwelling units at street level
- Variable setback- 5' minimum to 15' maximum- along 23rd Avenue S.
- Variable setback - 2'-56' - along S. Jackson Street for public plaza and open space.

REQUESTED DEPARTURES:

- Greater than 10' setback along S. Jackson Street and 23rd Avenue S.
- Street frontage uses on S. Jackson Street
- Parking locations and access
- Curb-cut widths

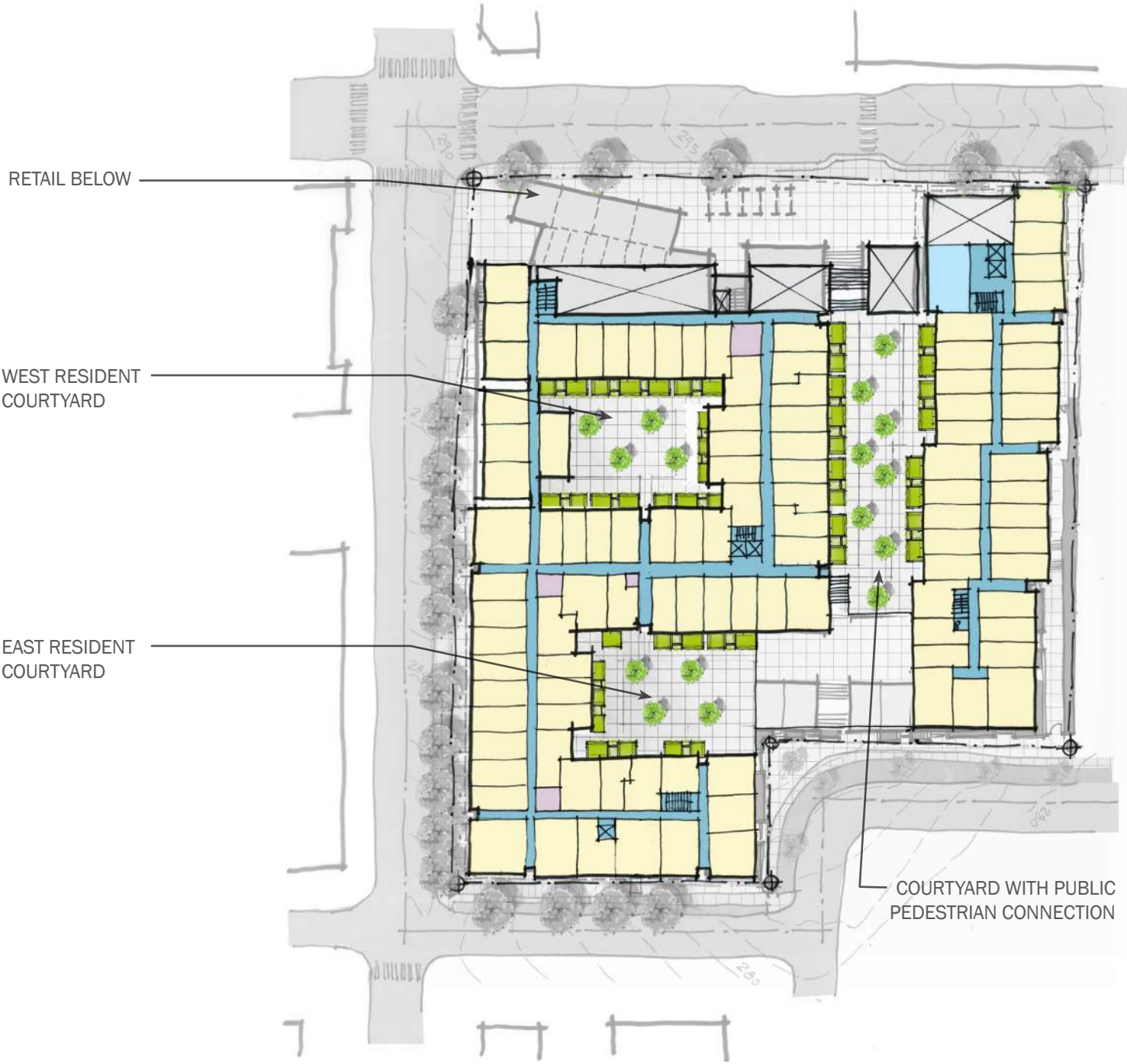


LEVEL 1 PLAN
EL. +283'



LEVEL 2 PLAN
EL. +292'





LEVEL 3 PLAN
EL. +302'



LEVEL 4-7 PLAN
TYP. RESIDENTIAL FLOOR

- RESIDENTIAL
- COMMERCIAL
- LOBBY
- CIRCULATION
- OUTDOOR
- BACK OF HOUSE
- PARKING



MASSING OPTION C - PREFERRED | 3D VIEWS



1 SOUTH MIDBLOCK AT 24TH



2 SOUTH EAST GROUND RELATED UNITS

N SOUTH EAST AERIAL



3 NORTH MIDBLOCK ALONG JACKSON



4 NORTH EAST CORNER ON JACKSON



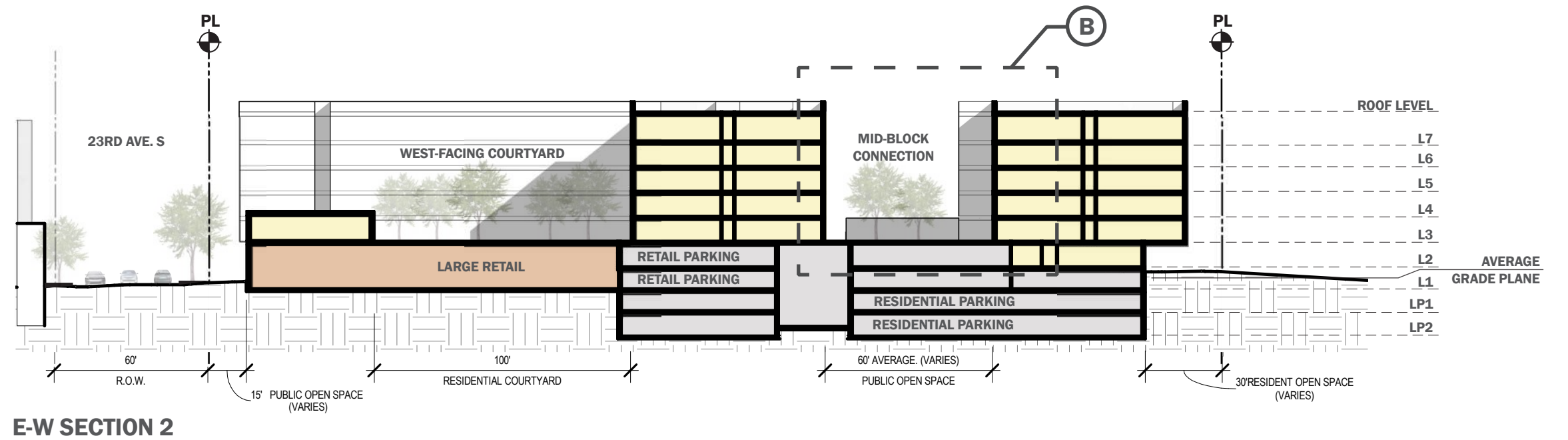
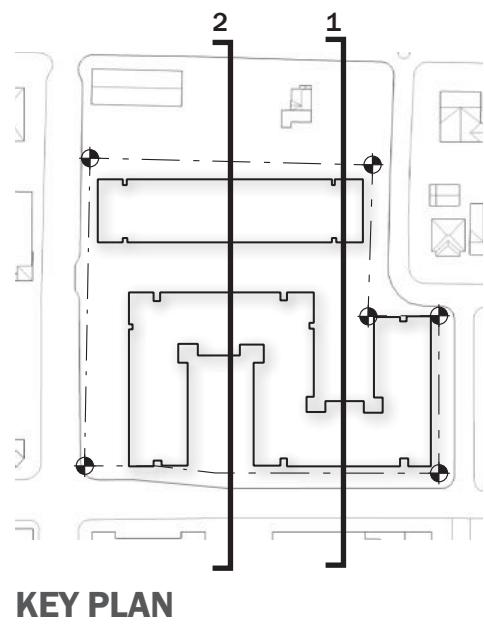
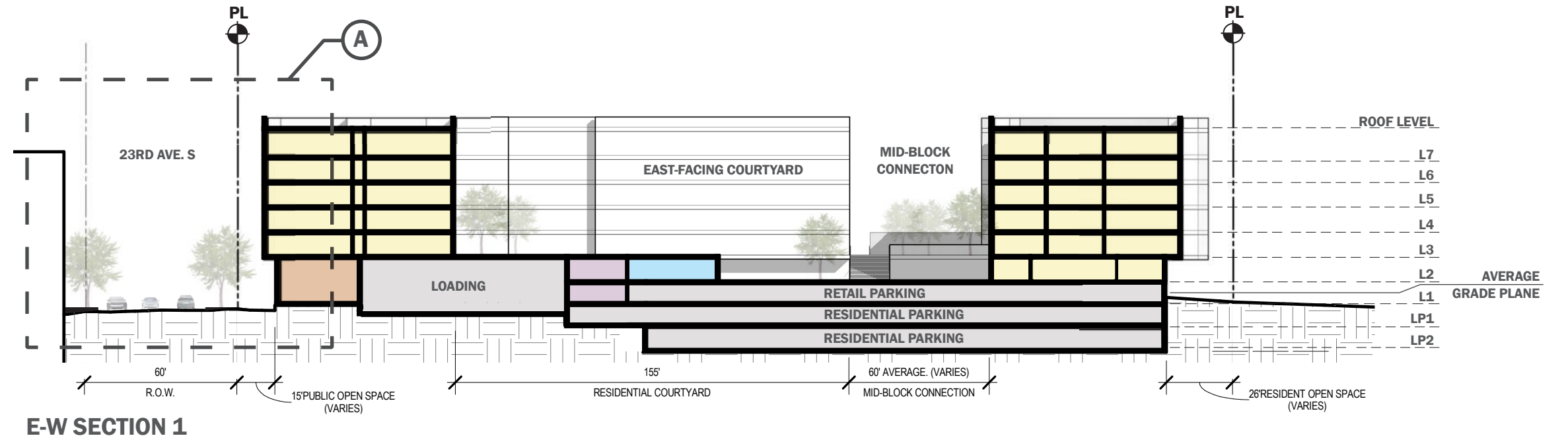
5 SOUTH WEST CORNER LOOKING NORTH

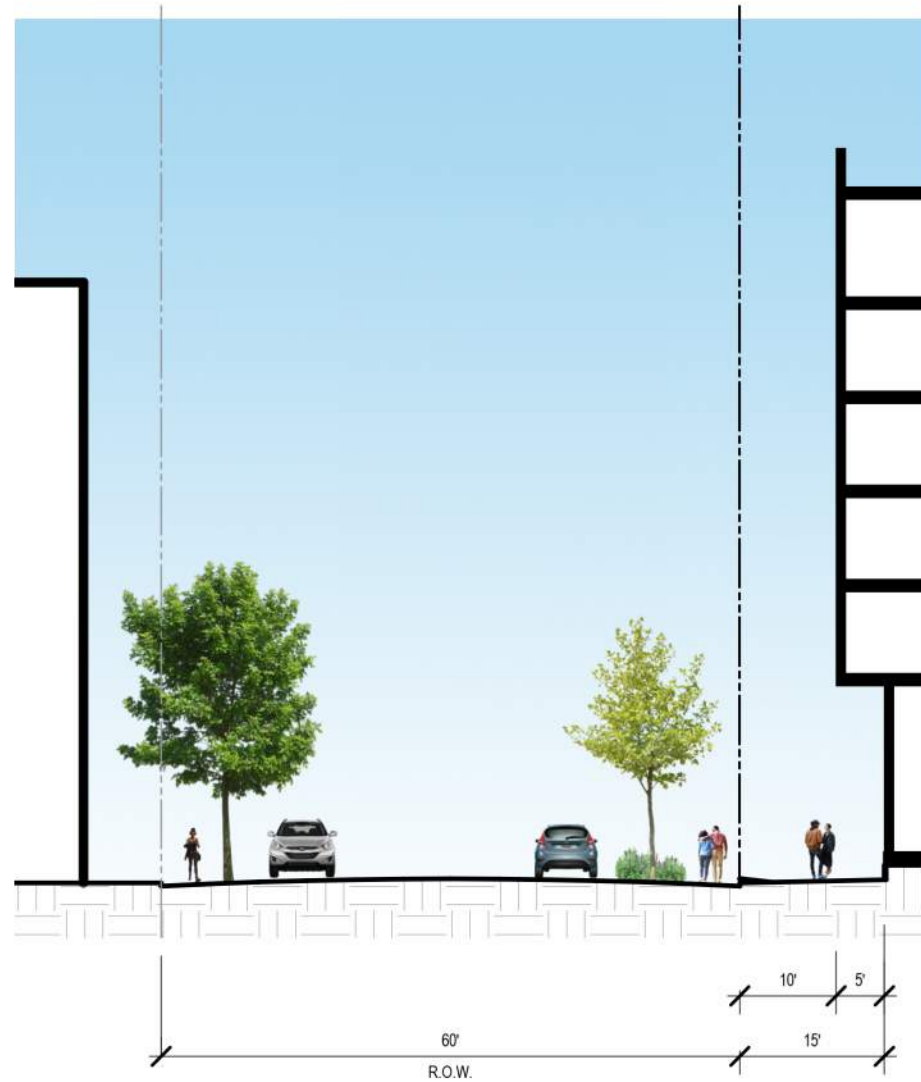


6 RETAIL CORNER AT 23RD AND JACKSON

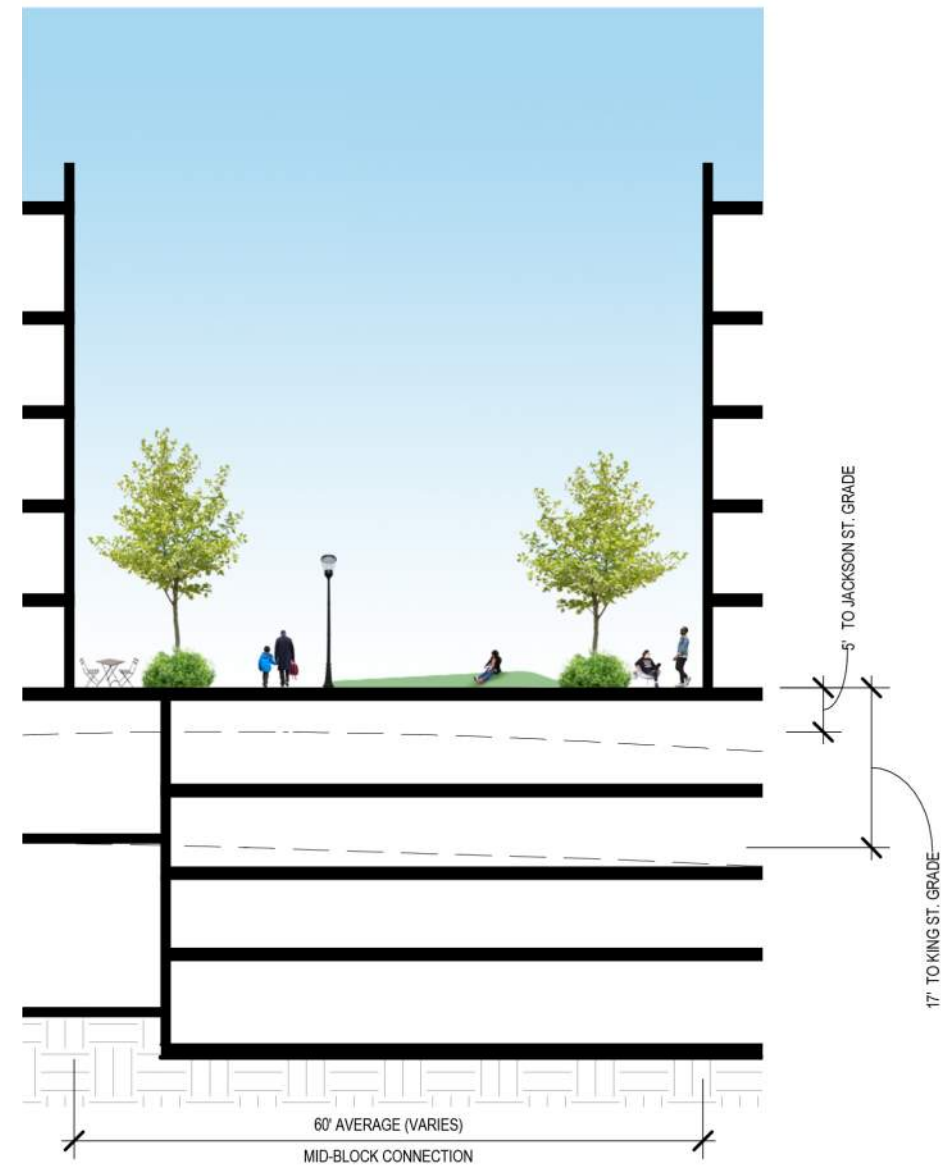
MASSING OPTION C - PREFERRED | SECTIONS

- RESIDENTIAL
- COMMERCIAL
- LOBBY
- BACK OF HOUSE
- PARKING



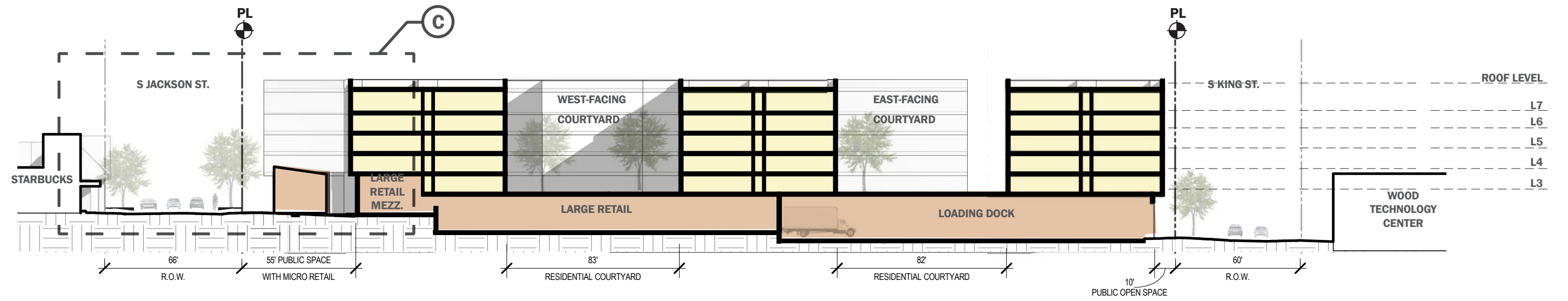


(A) STREET SECTION AT 23RD AVE.

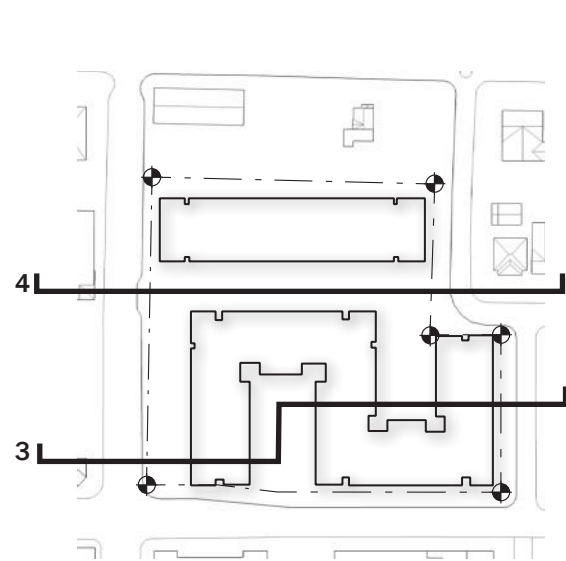


(B) CROSS SECTION AT MIDBLOCK

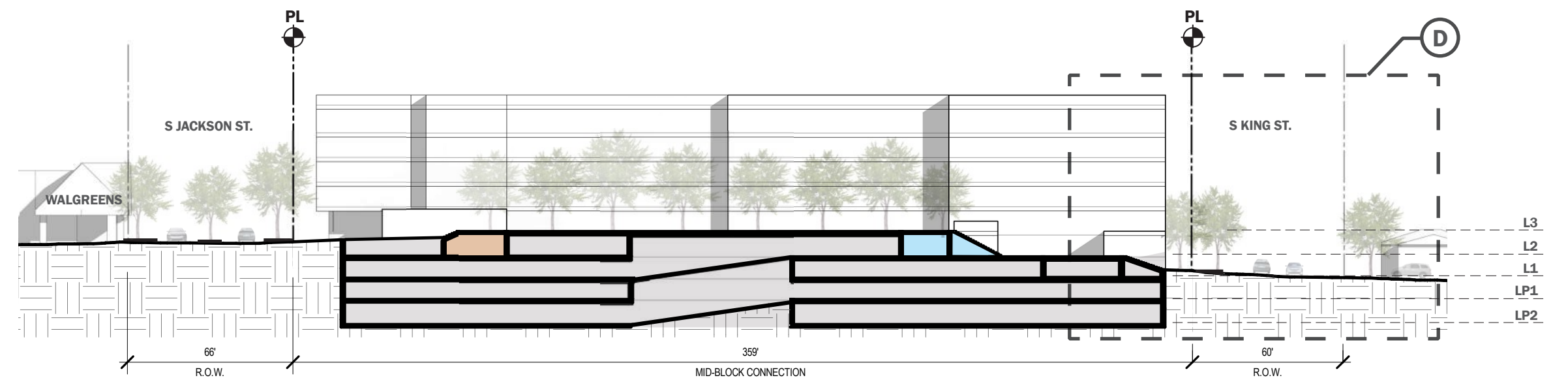
MASSING OPTION C - PREFERRED | SECTIONS



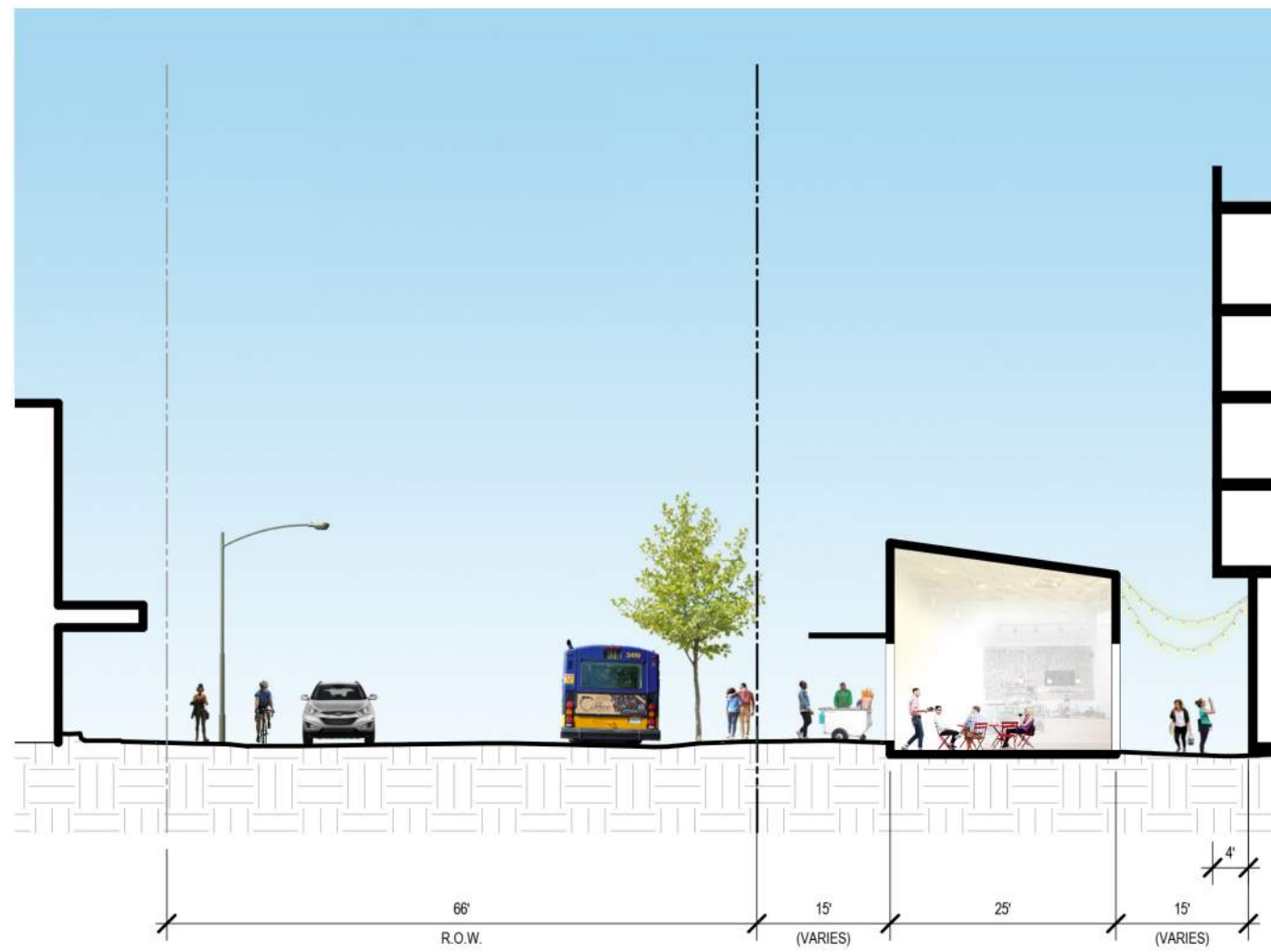
N-S SECTION 3



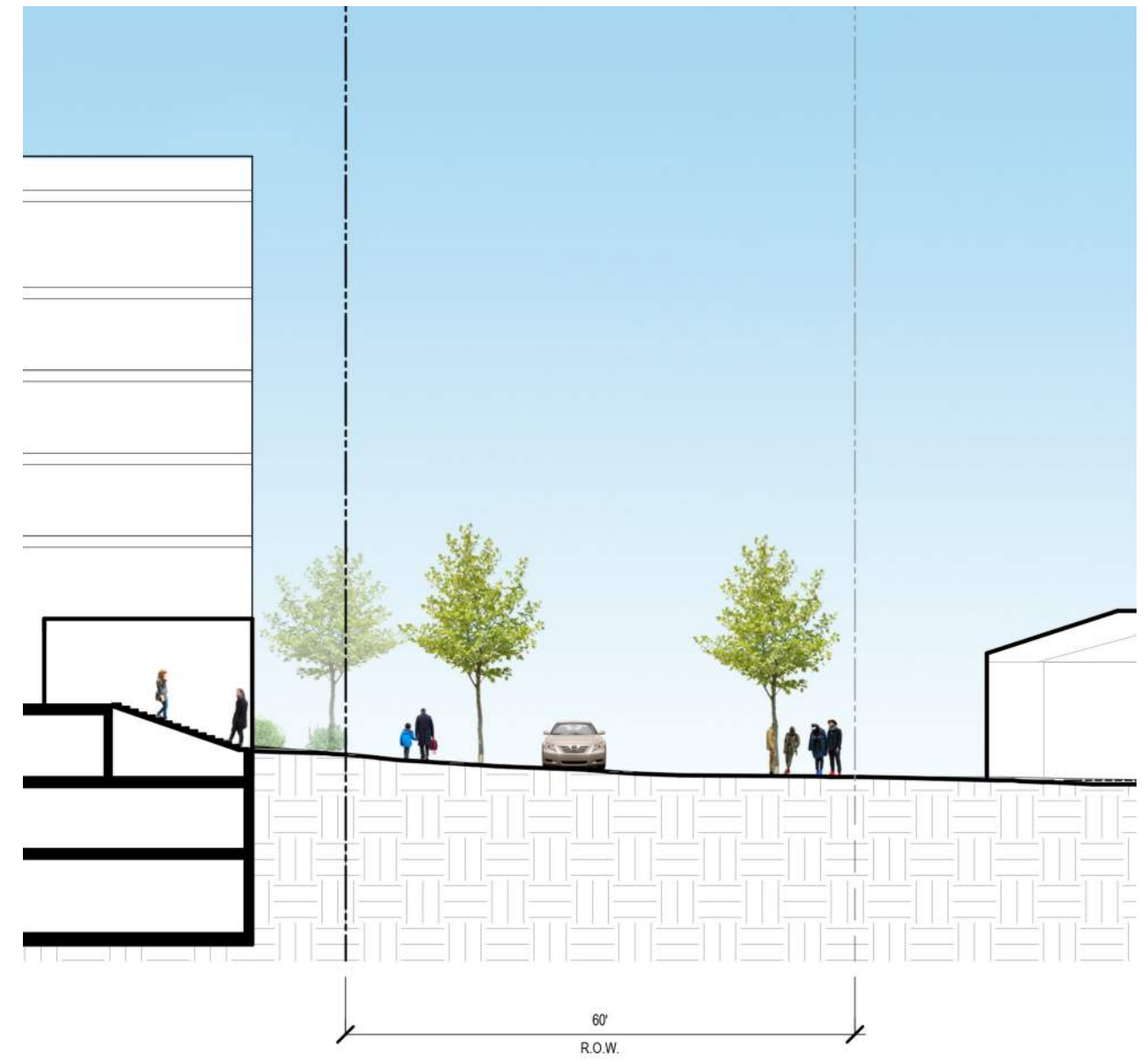
KEY PLAN



N-S SECTION 4



© STREET SECTION AT NW CORNER RETAIL



© STREET SECTION AT SOUTH MIDBLOCK RESIDENTIAL

MASSING OPTION C - PREFERRED | SECTION PERSPECTIVE



SECTION PERSPECTIVE OF LARGE RETAIL

MASSING OPTION C - PREFERRED | SECTION PERSPECTIVE DETAIL



STREET SECTION AT NW CORNER OF LARGE RETAIL

ARCHITECTURAL CONCEPT

CONCEPT IMAGERY

PUBLIC PLAZA AND GATHERING SPACE



- Change in grade
- Public gathering space
- Public art

DEEP RESIDENTIAL STOOPS



PEDESTRIAN FRIENDLY STREETScape



- Places to rest
- Vibrant landscaping
- Overhead weather protection
- Pedestrian buffer from busy street

URBAN AGRICULTURE

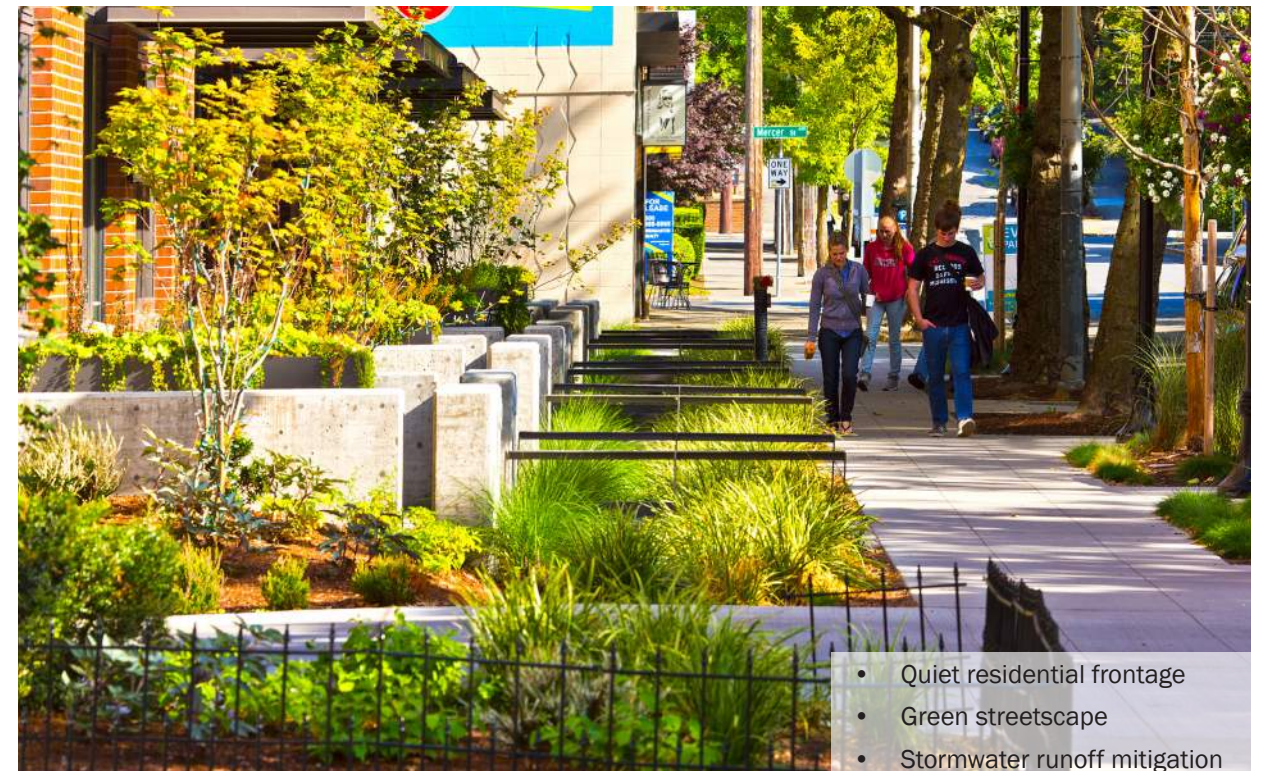


- Communal garden space
- Green aesthetics

RESIDENTIAL COURTYARDS



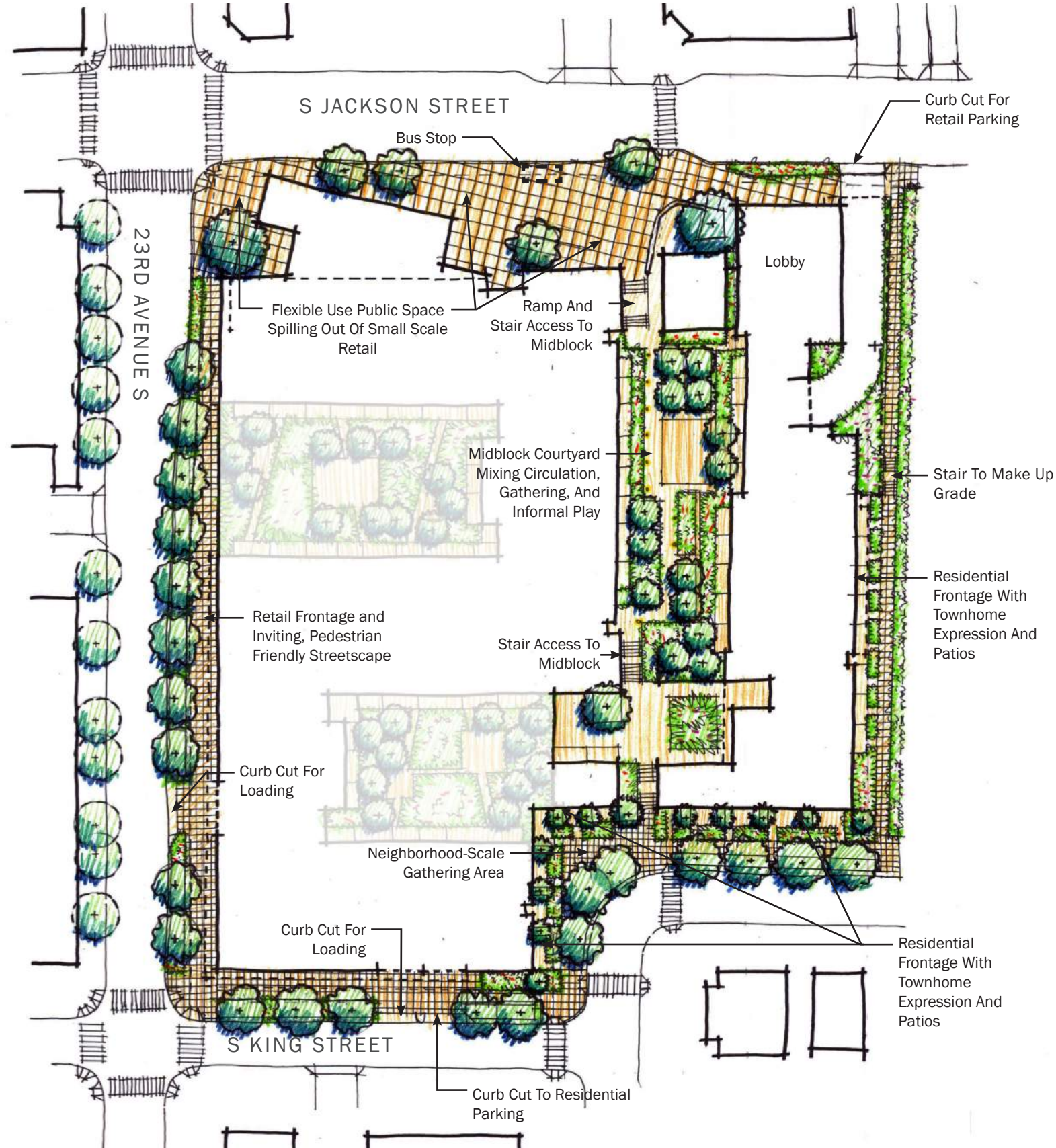
- Inviting pedestrian area
- Potential residential stoops



- Quiet residential frontage
- Green streetscape
- Stormwater runoff mitigation

LANDSCAPE CONCEPT | SITE CONCEPT DIAGRAM

AT GRADE CIRCULATION



UPPER COURTYARDS



PUBLIC PLAZA AND GATHERING SPACE



MIXING ROOM WITH FLEXIBLE SEATING FOR IMPROMTU GATHERING



SEATING AND INFORMAL PLAYSACE



USE GRADE CHANGE AS SEATING OPPORTUNITY FOR CIVIC SCALE EVENTS

QUIET RESIDENTIAL FRONTAGE



LUSH PLANTINGS INCORPORATING BIORETENTION



GRADE CHANGE TO BALANCE "EYES ON THE STREET" WITH UNIT PRIVACY

MEANDERING MIDBLOCK CONNECTION



BALANCE PUBLIC AND PRIVATE SPACE WITH PLANTING



PROVIDE INFORMAL PLAY NEAR "FAMILY" UNITS

RETAIL FRONTAGE



BUFFER FROM ROADWAY WITH DENSE PLANTINGS



PLANTINGS, SITE ELEMENTS PROVIDE PEDESTRIAN SCALE

RESIDENTIAL COURTYARDS



LUSHLY PLANTED SPACE SEPARATING AREAS OF PASSIVE RECREATION

INFORMAL GATHERING SPACES



LIVELY USE OF MATERIALS FOR GATHERING, SEATING, AND PLAY

PUBLIC ART



INTEGRATE ART TO HIGHLIGHT NEIGHBORHOOD CHARACTER AND HISTORY



AERIAL VIEW OF PUBLIC PLAZA AND THROUGH BLOCK CONNECTION



STREET VIEW AT THE CORNER OF 23RD AVENUE S AND S JACKSON STREET



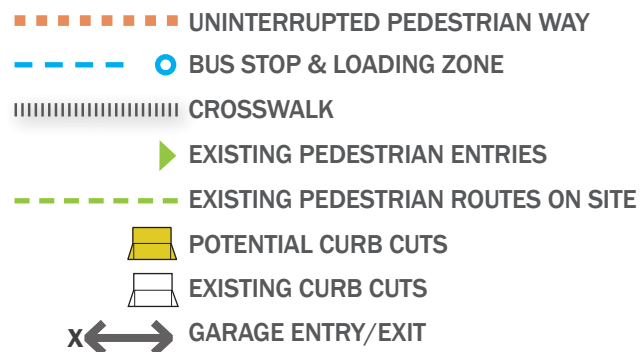
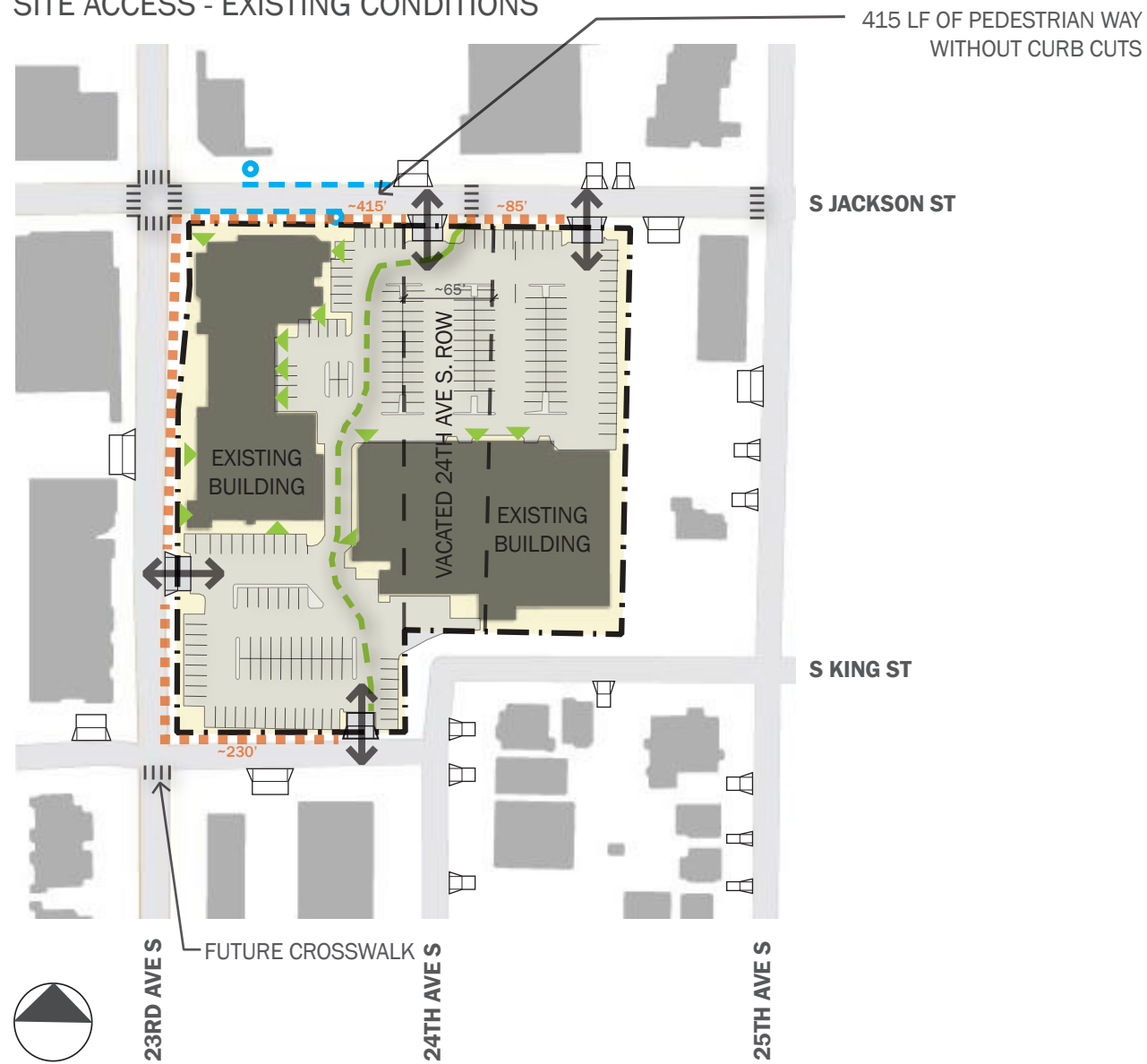
STREET VIEW FROM 23RD AVENUE S LOOKING TOWARD S JACKSON STREET



STREET VIEW AT THE CORNER OF S KING STREET AND 24TH AVENUE S

MASSING OPTIONS | SITE ACCESS DIAGRAMS

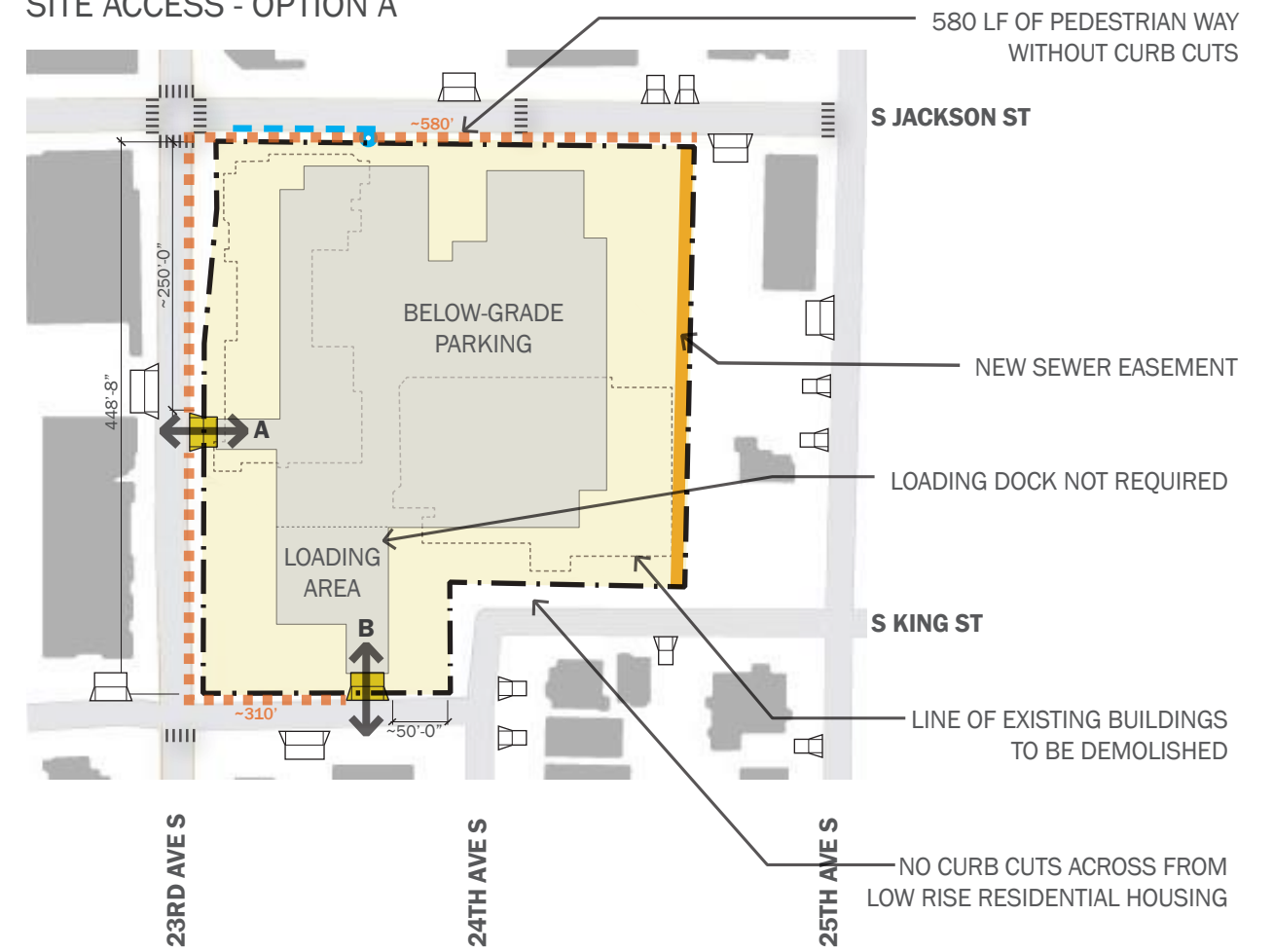
SITE ACCESS - EXISTING CONDITIONS



PROJECT GOALS (DESIGN GUIDELINES):

- Eliminate surface parking (DC1 C).
- Consolidate vehicle access (DC1 B).
- Minimize curb cuts (PL1 B).
- Meet traffic study criteria.
- Coordinate with SDOT requirements/ future development of 23rd Avenue S.
- Provide 'right-size' parking.

SITE ACCESS - OPTION A

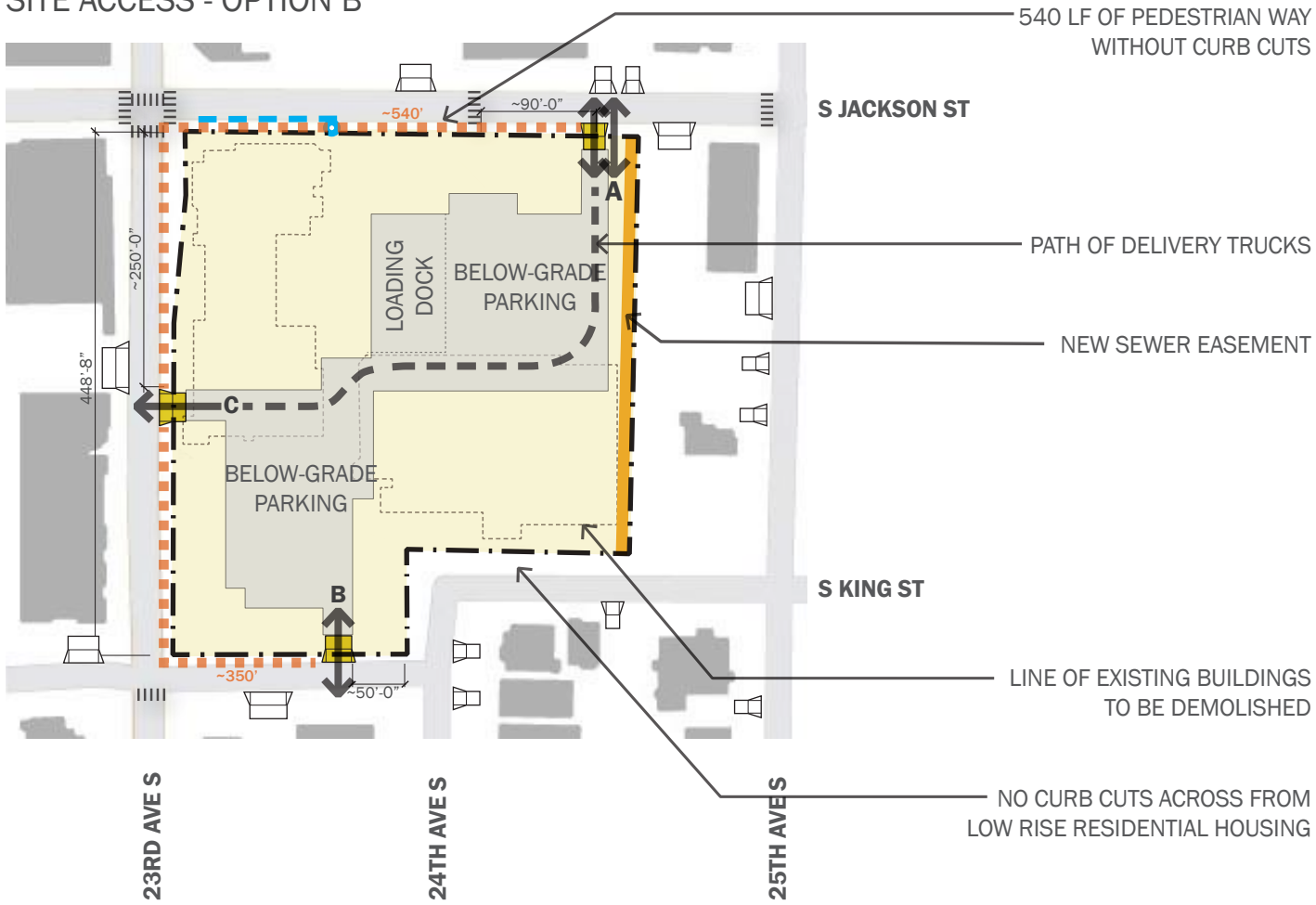


ACCESS POINTS PROS AND CONS:

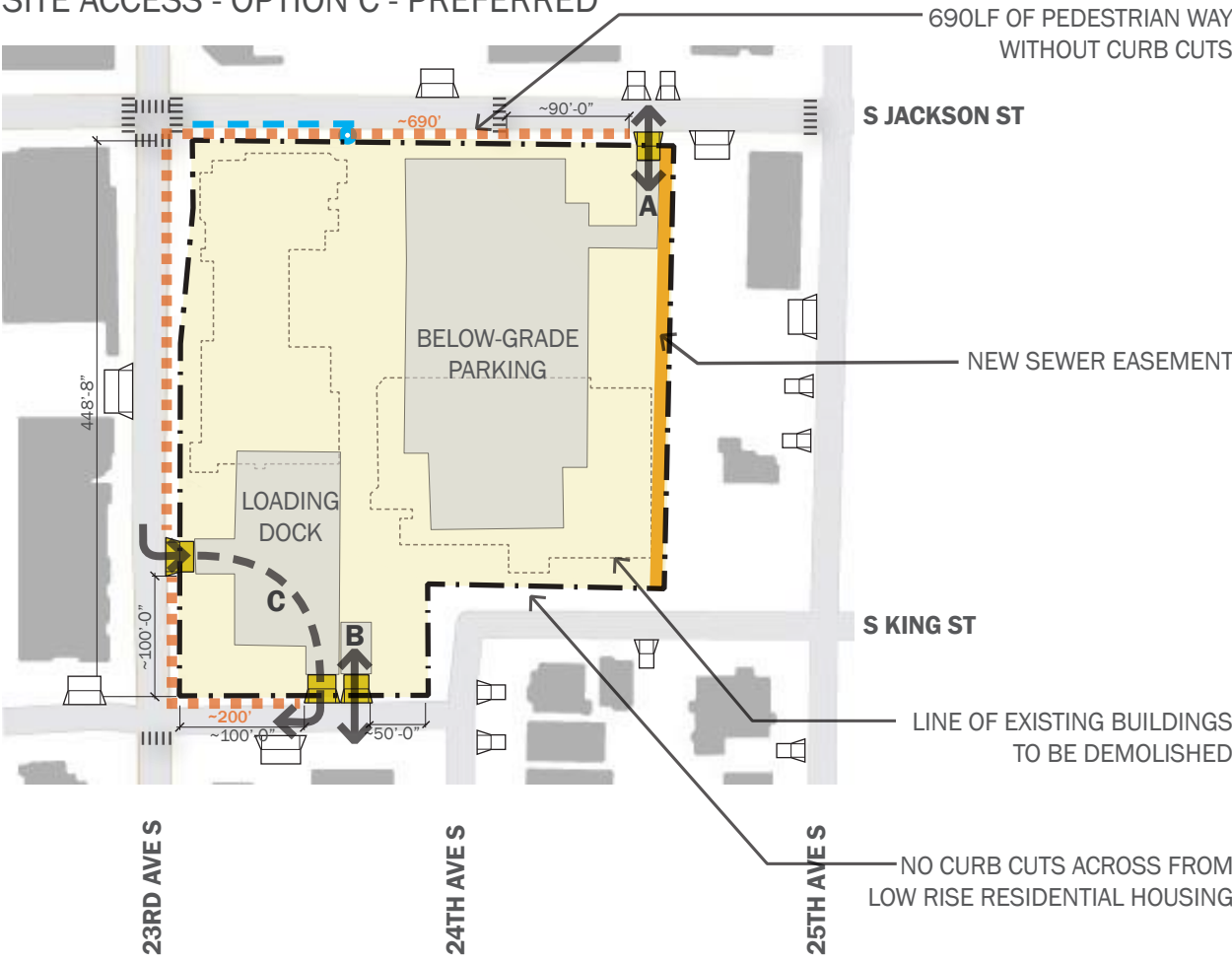
- A 23RD AVENUE S:**
Shared Residential and Retail Parking Entry/Exit on a Principal Arterial
- Pros:
- Location adjacent to street level retail.
 - Location does not impact residential neighborhood.
- Cons:
- Curb cut on busy arterial.
 - Ramp up to Level 2 parking.

- B S. KING ST EAST:**
Residential Parking Entry/Exit on a Neighborhood Access Street
- Pros:
- No curbcuts across from low rise residential.
 - Site low point provides efficient access to below grade parking.
 - Entry faces Wood Technology Center, limits impact on single family neighbors.
- Cons:
- Closer proximity to residential neighbors than arterial locations.

SITE ACCESS - OPTION B



SITE ACCESS - OPTION C - PREFERRED



ACCESS POINTS PROS AND CONS:

- | | | |
|--|---|--|
| <p>A S. JACKSON, NE CORNER OF SITE:
Retail Parking Entry/Exit and Loading Entry on a Minor Arterial, Principal Pedestrian Street</p> <p>↕</p> <p>Pros:</p> <ul style="list-style-type: none"> Allows room for vehicle queue. Allows level entry to upper level of parking. Separate retail and residential parking. <p>Cons:</p> <ul style="list-style-type: none"> Curb-cut on Principal Pedestrian Street. Location removed from street level retail. Requires departure. | <p>B S. KING ST EAST:
Residential Parking Entry/Exit on a Neighborhood Access Street</p> <p>↕</p> <p>Pros:</p> <ul style="list-style-type: none"> Site low point provides efficient access to below grade parking. Entry faces Wood Technology Center, limits impact on single family neighbors. <p>Cons:</p> <ul style="list-style-type: none"> Closer proximity to residential neighbors than arterial locations. | <p>C 23RD AVENUE S:
Loading Entry/Exit on a Principal Arterial</p> <p>↕</p> <p>Pros:</p> <ul style="list-style-type: none"> Location does not impact residential neighborhood. <p>Cons:</p> <ul style="list-style-type: none"> Curb cut on busy arterial. Inefficient loading circulation. |
|--|---|--|

ACCESS POINTS PROS AND CONS:

- | | | |
|--|---|---|
| <p>A S. JACKSON, NE CORNER OF SITE:
Retail Parking Entry/Exit on a Minor Arterial, Principal Pedestrian Street</p> <p>↕</p> <p>Pros:</p> <ul style="list-style-type: none"> Allows room for vehicle queue. Allows level entry to upper level of parking. Separate retail and residential parking. <p>Cons:</p> <ul style="list-style-type: none"> Curb-cut on Principal Pedestrian Street. Location removed from street level retail. Requires departure. | <p>B S. KING ST EAST:
Residential Parking Entry/Exit on a Neighborhood Access Street</p> <p>↕</p> <p>Pros:</p> <ul style="list-style-type: none"> Site low point provides efficient access to below grade parking. Entry faces Wood Technology Center, limits impact on single family neighbors. <p>Cons:</p> <ul style="list-style-type: none"> Closer proximity to residential neighbors than arterial locations. | <p>C 23RD AVENUE S/S. KING ST
Loading Dock Entry/Exit</p> <p>↕</p> <p>Pros:</p> <ul style="list-style-type: none"> Entry only from 23rd. No truck maneuvering in street. Right turn exit only opposite Wood Technology Center. Limited truck impacts on adjacent residential neighborhood. <p>Cons:</p> <ul style="list-style-type: none"> Curb cut on busy arterial. |
|--|---|---|

DEPARTURES

DEPARTURE REQUEST SUMMARY

A OPTION A - CODE COMPLIANT



NO DEPARTURES

B OPTION B



- 1** DEPARTURE 1
BASIC STREET-LEVEL REQUIREMENTS
- 2** DEPARTURE 2
STEET FRONTAGE USES
- 3** DEPARTURE 3
PARKING LOCATION AND ACCESS

C OPTION C - PREFERRED



- 1** DEPARTURE 1
BASIC STREET-LEVEL REQUIREMENTS
- 2** DEPARTURE 2
STEET FRONTAGE USES
- 3** DEPARTURE 3
PARKING LOCATION AND ACCESS
- 4** DEPARTURE 4
CURB CUT WIDTHS

DEPARTURES | OPTION C - PREFERRED DEPARTURE REQUESTS

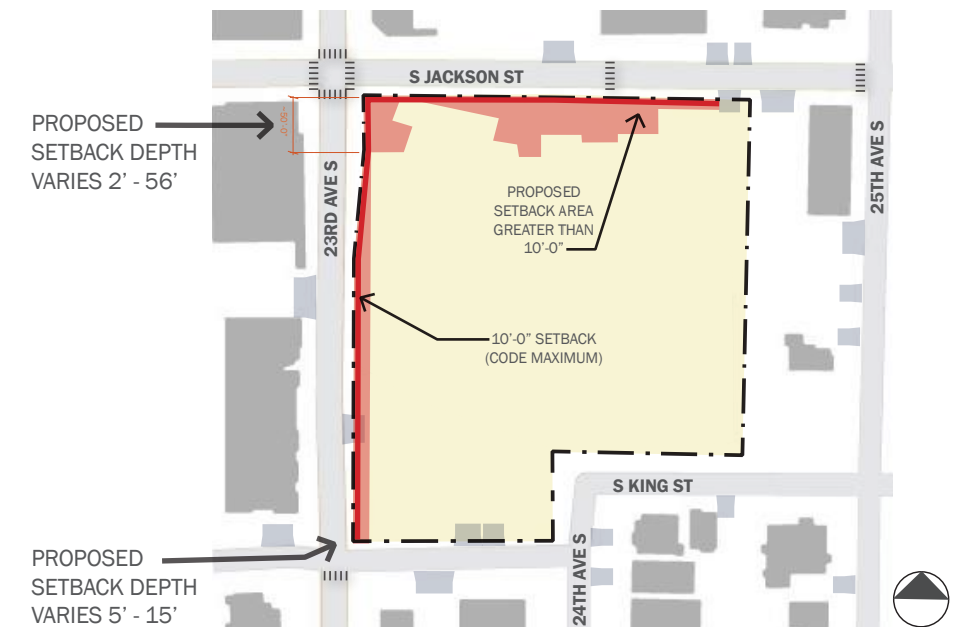
1 DEPARTURE 1 BASIC STREET-LEVEL REQUIREMENTS

Development Standard:

23.47A.008.A.3 Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

Request / Proposal:

Approve proposed voluntary setback from street lot lines along 23rd Avenue S and S Jackson Street in excess of 10'-0".



Justification:

This departure is requested to enhance the character of the pedestrian environment at a prominent corner of the neighborhood. Proposed setbacks along 23rd Avenue S vary from 10' to 16' and along S Jackson Street from 10' to approximately 60' from the street lot line. The additional distance from the building facade will accommodate a variety of landscape, hardscape, seating, entry and weather protection options.

Supporting Design Guideline:

CS2 B.2 Urban Pattern and Form - Connection to the street:

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape—its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

2 DEPARTURE 2 STREET FRONTAGE USES

Development Standard:

23.47A.008.C.1 - Requires that 80% (minimum) of a structure's street-level frontage width along a principal pedestrian street shall be occupied by approved uses. The remaining 20 percent of the street frontage may contain other permitted uses and/or pedestrian entrances.

Request / Proposal:

Allow public use to front along required commercial use street frontage area.



Justification:

This departure is requested to allow for a public plaza where the code requires commercial frontage.

Supporting Design Guideline:

PL1 A.2 Network of Open Spaces - Adding to Public Life:

Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

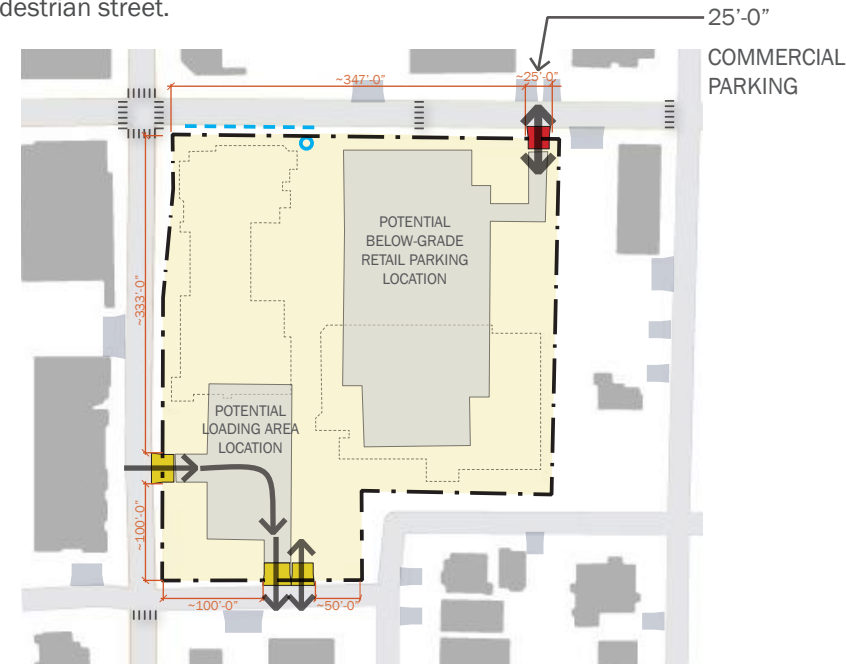
3 DEPARTURE 3 PARKING LOCATION AND ACCESS

Development Standard:

23.47A.032.A.2a - In pedestrian designated zones, if access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street..

Request / Proposal:

Allow parking to be accessed from South Jackson Street, a principal pedestrian street.



Justification:

This departure is requested to enhance pedestrian safety by maintaining an uninterrupted 680'-0" pedestrian perimeter along S Jackson Street and 23rd Avenue S. Garage access to retail parking from an arterial rather than a neighborhood street aids in wayfinding for retail patrons and reduces commercial impacts on the adjacent lowrise neighborhood. Separating parking into dedicated retail and residential garages, with different access points, will disperse the number of car trips generated on any one street that bounds the site perimeter, thus minimizing impacts on the uses immediately adjacent.

Supporting Design Guideline:

PL1 B.3 Walkways and Connections - Pedestrian Amenities:

Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

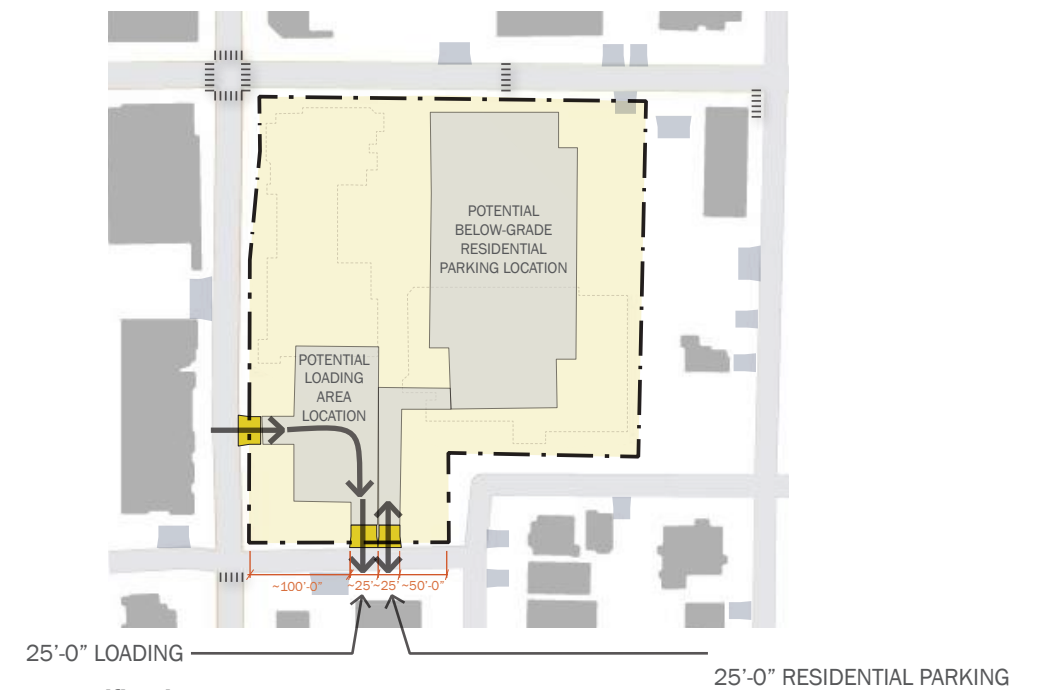
4 DEPARTURE 4 CURB CUT WIDTHS

Development Standard:

23.54.030.F.2.b.2) - For two way traffic, the maximum width of curb cuts is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined.

Request / Proposal:

Allow a curb cut in excess of 30 feet on South King Street, an access street.



Justification:

Separate 25' curb cuts are proposed on S. King - one as loading exit and one as residential parking entry/exit. Separation of these functions will provide greater safety for pedestrians and vehicles than if trucks were mixing with residential vehicles. It will allow the doors at each entry to remain closed for greater periods of time throughout the day, particularly the loading door. There will be a 5' wide minimum wall, door and pedestrian walkway separating the two openings and a separate door will be provided for each garage opening.

Supporting Design Guideline:

PL4 A.1 Entry Locations and Relationships - Serving All Modes of Travel:

Provide safe and convenient access points for all modes of travel.

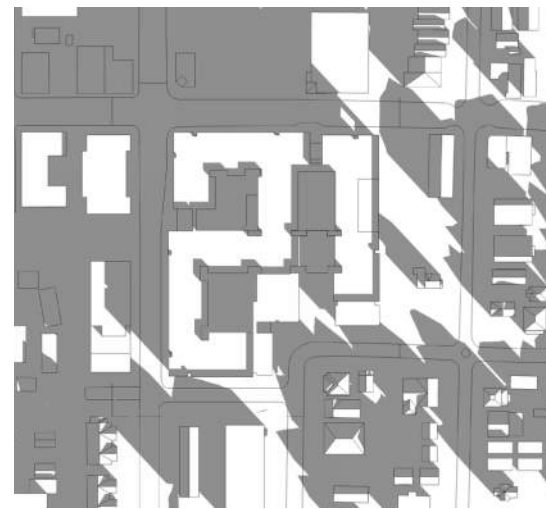
APPENDIX

OPTION A

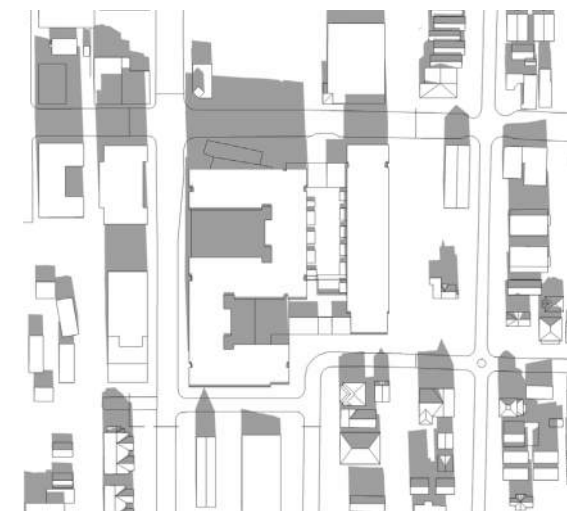
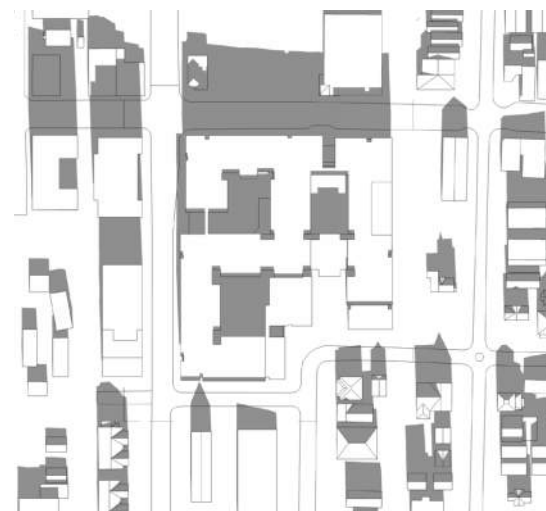
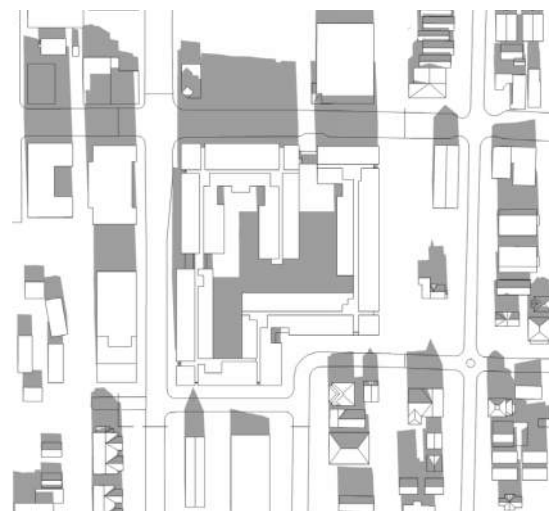
OPTION B

OPTION C

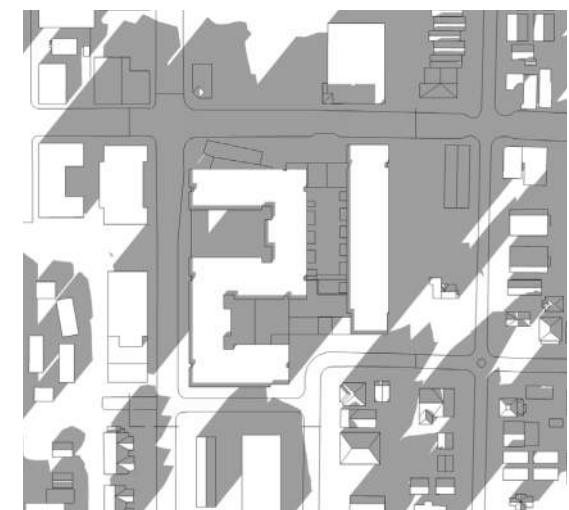
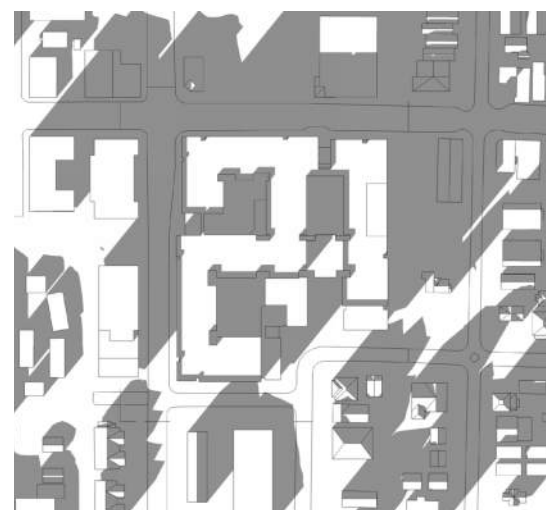
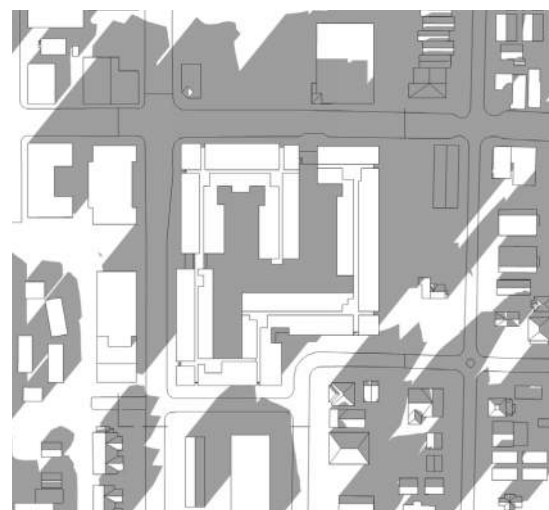
9 am



12 pm



3 pm



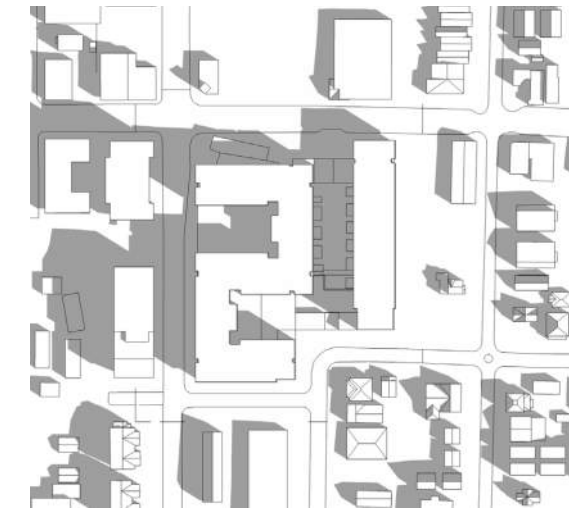
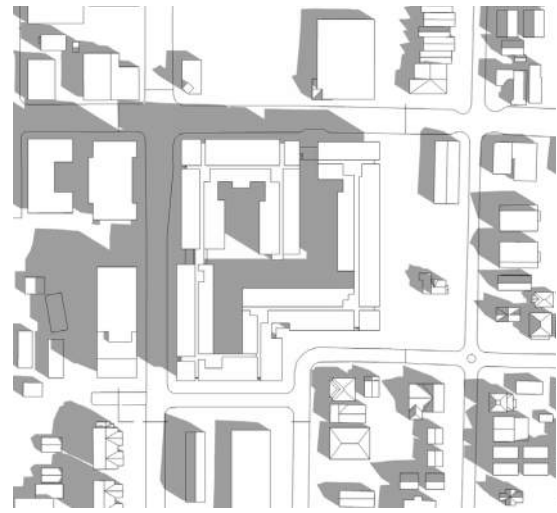
APPENDIX | SHADOW STUDIES - EQUINOX

OPTION A

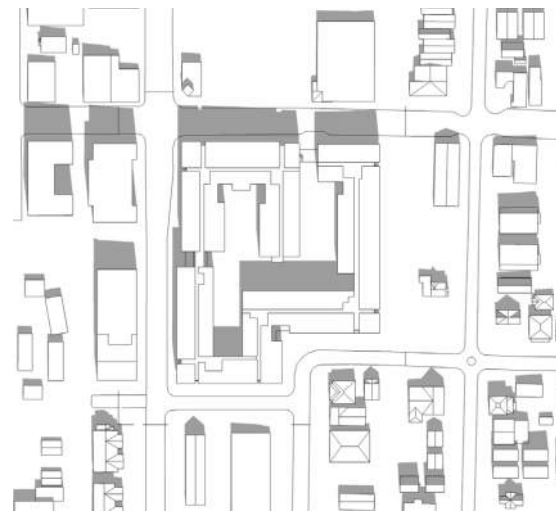
OPTION B

OPTION C

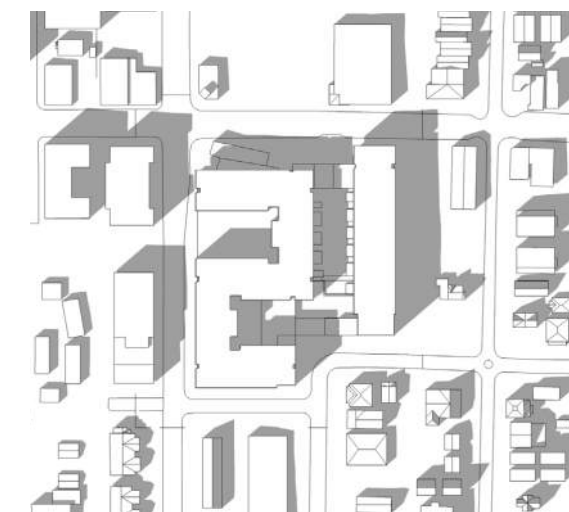
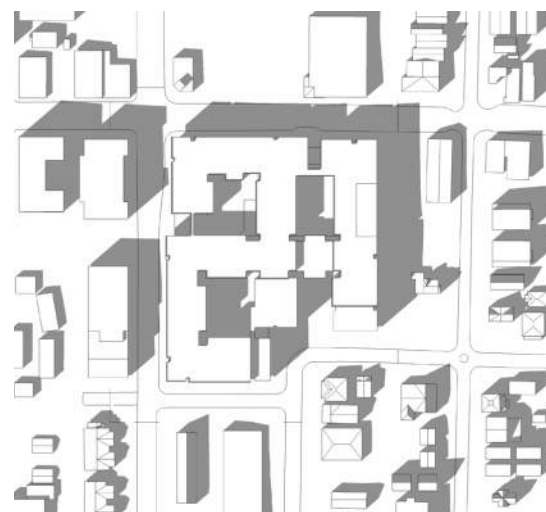
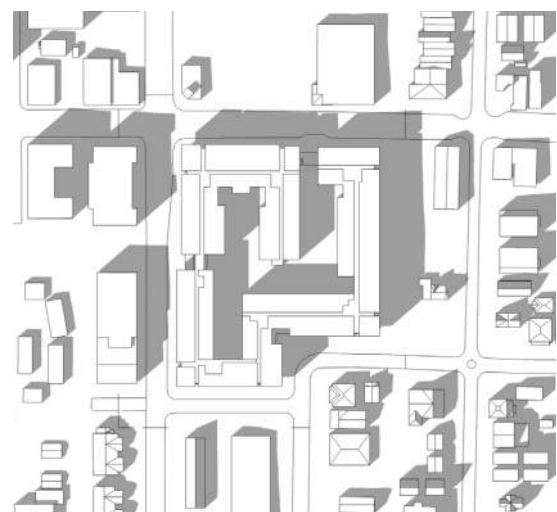
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12 pm



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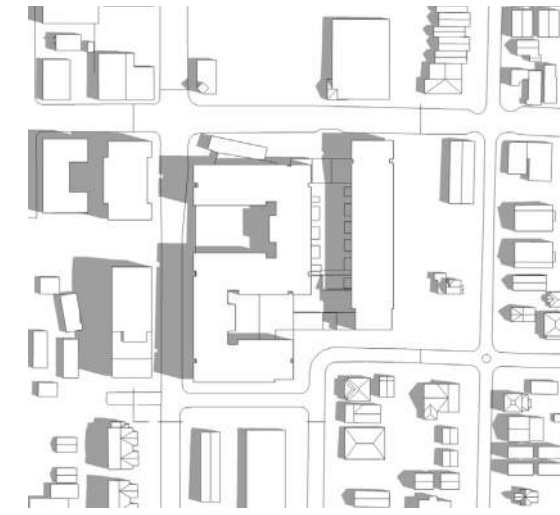
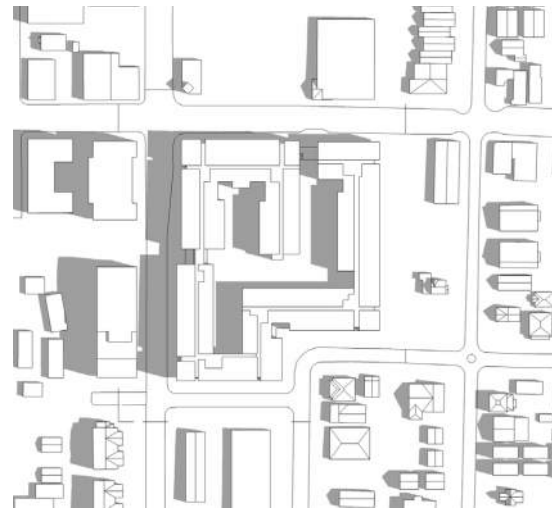


OPTION A

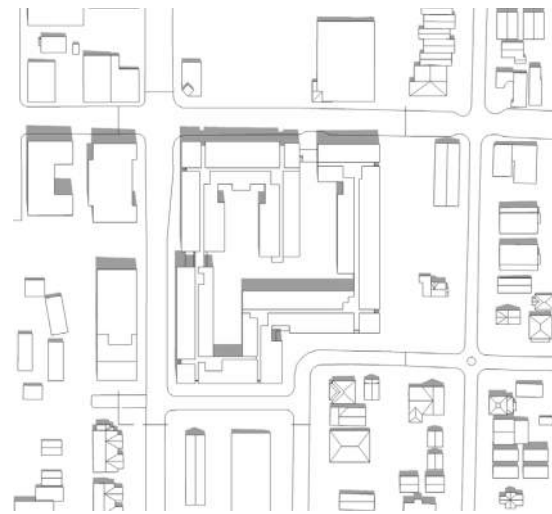
OPTION B

OPTION C

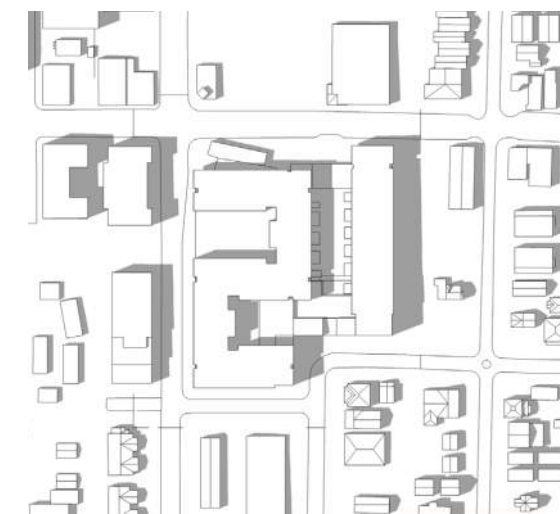
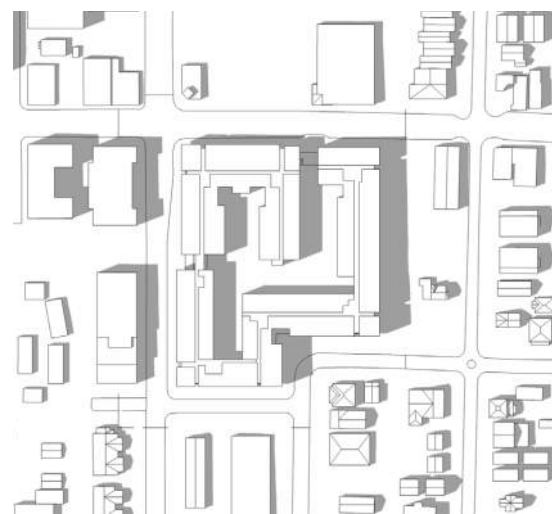
9 am



12 pm



3 pm



APPENDIX | PHOTO CREDITS

PAGE	IMAGE/PROJECT	PLACE	PHOTOGRAPHER/OWNER	ARCHITECT	PHOTO RIGHTS?	WEBSITE/LOCATION
1	Site Aerial	23rd & Jackson	Google Earth	n/a	Google Earth	Google Earth
3	Central District Area Map	Central District, Seattle, WA	Bing Maps	n/a	Bing Maps	Bing Maps
3	Greenhouse Rooftop Urban Ag 1	Columbia City, Seattle, WA	Michael Walmsley	Runberg	Runberg Architecture Group	n/a
3	Stackhouse Swale on Yale	SLU, Seattle, WA	Michael Walmsley	Runberg	Runberg Architecture Group	n/a
3	Chloe Sidewalk and Storefront	Capitol Hill, Seattle, WA	Michael Walmsley	Runberg	Runberg Architecture Group	n/a
7	Starbucks	Central District, Seattle, WA	Runberg Staff	n/a	Runberg Architecture Group	n/a
7	Walgreens	Central District, Seattle, WA	Runberg Staff	n/a	Runberg Architecture Group	n/a
7	Greater Mount Baker Baptist Church	Central District, Seattle, WA	Runberg Staff	n/a	Runberg Architecture Group	n/a
7	Bethany Church-Christ Holiness	Central District, Seattle, WA	Seattle Walker	n/a	Seattle Walker	http://walkingseattle.blogspot.com/2013/05/atlantic-neighborhood-judkins-park-area.html
7	Wood Technology Center	Central District, Seattle, WA	Seattle Time Staff	Schreiber Staring & Lane	Seattle Times	http://www.seattletimes.com/news/seattle-centrals-wood-technology-center/
7	Weich Plaza	Central District, Seattle, WA	Runberg Staff	Lorig Associates	Runberg Architecture Group	n/a
7	Washington Middle School	Central District, Seattle, WA	Gyou R. Cho	n/a	Undisclosed	https://plus.google.com/100112854847977249990/photos
7	Seattle Vocational Institute	Central District, Seattle, WA	Google Earth	n/a	Google Earth	http://www.kingcounty.gov/healthservices/health/personal/coverage/calendar/Central-Seattle.aspx
7	The Seattle Medium	Central District, Seattle, WA	Google Earth	n/a	Google Earth	Google Earth
7	Seattle Fire Station 6	Central District, Seattle, WA	Lara Swimmer	Weinstein A+U	Copyright All Rights Reserved	http://www.seattle.gov/fleetsfacilities/firelevy/facilities/fs06/6.htm
7	Seattle Girls' School	Central District, Seattle, WA	Google Earth	n/a	Google Earth	Google Earth
7	Flo Ware Park	Central District, Seattle, WA	Unknown	n/a	Undisclosed	http://www.soulofamerica.com/cgi-bin/slideviewer.cgi?list=sea-park&dir=&config=&refresh=&direction=forward&scale=0&cycle=off&slide=14&design=default&total=14
7	Judkins Park	Central District, Seattle, WA	Unknown	n/a	Undisclosed	https://www.redfin.com/WA/Seattle/417-Martin-Luther-King-Junior-Way-S-98144/home/145515
7	Franz Family Bakery	Central District, Seattle, WA	Google Earth	n/a	Google Earth	Google Earth
7	Pratt Fine Arts Center	Central District, Seattle, WA	Google Earth	n/a	Google Earth	Google Earth
7	Pratt Park	Central District, Seattle, WA	Beth Shepherd	n/a	Beth Shepherd	http://wanderlustandipstick.com/blogs/pamperspakhlava/2013/06/07/be-cool-hit-the-spraypark/
7	Dr. Blanche Lavizzo Park	Central District, Seattle, WA	Google Earth	n/a	Google Earth	Google Earth
7	Seattle Children's Odessa Brown Clinic	Central District, Seattle, WA	Unknown	n/a	Undisclosed	http://www.seattlechildrens.org/contact/odessa-brown/
7	Central Area Youth Association	Central District, Seattle, WA	Google Earth	n/a	Google Earth	Google Earth
7	Douglass-Truth Library	Central District, Seattle, WA	Unknown	Schacht Aslani Architects	Undisclosed	n/a
16	1883 S Jackson	Central District, Seattle, WA	Seattle Municipal Archives	n/a	Courtesy of Seattle Municipal Archives	Seattle Municipal Archives
16	Jackson Street Regrade Section	Central District, Seattle, WA	Seattle Municipal Archives	n/a	Courtesy of Seattle Municipal Archives	Seattle Municipal Archives
16	1908 S Jackson	Central District, Seattle, WA	Seattle Municipal Archives	n/a	Courtesy of Seattle Municipal Archives	Seattle Municipal Archives
16	1938 S Jackson & 23rd Ave S	Central District, Seattle, WA	Puget Sound Regional Archives	n/a	Courtesy of Puget Sound Regional Archives	Puget Sound Regional Archives
16	1970's Promenade Proposal	Central District, Seattle, WA	Seattle Municipal Archives	Ira Paul & Partners	Courtesy of Seattle Municipal Archives	Seattle Municipal Archives
16	2016 S Jackson & 23rd Ave S	Central District, Seattle, WA	Runberg Staff	n/a	Runberg Architecture Group	n/a
17	1945 S Jackson & 25th Ave S	Central District, Seattle, WA	Puget Sound Regional Archives	n/a	Courtesy of Puget Sound Regional Archives	Puget Sound Regional Archives
17	1961 S Jackson & 25th Ave S	Central District, Seattle, WA	Puget Sound Regional Archives	n/a	Courtesy of Puget Sound Regional Archives	Puget Sound Regional Archives
17	2016 S Jackson & 25th Ave S	Central District, Seattle, WA	Runberg Staff	n/a	Runberg Architecture Group	n/a
17	1958 S Jackson & 23rd Ave S	Central District, Seattle, WA	Seattle Municipal Archives	n/a	Courtesy of Seattle Municipal Archives	Seattle Municipal Archives
17	2016 S Jackson & 23rd Ave S	Central District, Seattle, WA	Runberg Staff	n/a	Runberg Architecture Group	n/a
17	1967 23rd Ave S	Central District, Seattle, WA	Seattle Municipal Archives	n/a	Courtesy of Seattle Municipal Archives	Seattle Municipal Archives
17	2016 23rd Ave S	Central District, Seattle, WA	Runberg Staff	n/a	Runberg Architecture Group	n/a
21	Seattle's Black Soul Community	Garfield High School	JacksonPlace.org	n/a	Undisclosed	http://jacksonplace.org/history.html
21	Ezell's Famous Fried Chicken	Central District, Seattle, WA	PR Newswire	n/a	PR NewsFoto/Ezell's	http://www.prnewswire.com/news-releases/ezell's-famous-chicken-takes-wing-197761731.html
21	Central Area Block Party	Central District, Seattle, WA	SDCI Community Engagement	n/a	Seattle Dept of Construction & Inspections	http://buildingconnections.seattle.gov/2015/04/01/a-strong-stewardship-for-the-23rd-ave-action-plan/
21	Umojafest Poster	Central District, Seattle, WA	Unknown	n/a	Umojafest NW	http://www.centraldistrictnews.com/2011/08/umoja-fest-weekend-features-3-stages-activities-food-family-fun-community-building/
21	Umojafest Parade	Central District, Seattle, WA	Unknown	n/a	Undisclosed	http://www.centraldistrictnews.com/2012/11/christmas-trees-for-p-e-a-c-e-available-now-umoja-peace-center-report-to-community-2012/
21	Garfield HS Band	Central District, Seattle, WA	Unknown	n/a	Undisclosed	http://ethnicseattle.com/2015/07/20/umoja-fest/
22	Community Workshop Participants	Central District, Seattle, WA	Runberg/Vulcan Staff	n/a	Runberg Architecture Group	n/a
23	Community Workshop Feedback	Central District, Seattle, WA	Runberg/Vulcan Staff	n/a	Runberg Architecture Group	n/a
23	Dragon Sculptures	International District	Unknown	n/a	Undisclosed	http://dazzlingplaces.com/Seattle/SeattleAttractionsArchitectureMasterFolder/SeattleAttractionsArchitectureInternationalDistrictGeneral.html
23	Clinton Commons	Oakland, CA	Treve Johnson	Perkins + Will	Undisclosed	http://www.housingfinance.com/organization/union-bank
23	Zia's Gelato Courtyard	Placerville, CA	Sharon Rudd	n/a	Undisclosed	http://eggplanttogo.blogspot.com/2010/10/menu-for-quiet-california-monday.html

APPENDIX | PHOTO CREDITS

23	Ferry Terminal Market	San Francisco, CA	Tony Quarrington	n/a	Undisclosed	https://tonyquarrington.wordpress.com/tag/ferry-building/
23	Re:Start	Christchurch, New Zealand	Unknown	The Buchan Group	Undisclosed	https://en.wikipedia.org/wiki/File:ReSTART_City_Mall_Christchurch_2013.jpg
23	Expo Streetscape	Queen Anne, Seattle, WA	Michael Walmsley	Runberg	Undisclosed	n/a
23	Stackhouse Urban Agriculture	South Lake Union, Seattle, WA	Michael Walmsley	Runberg	Undisclosed	n/a
23	Red Green Black the CD Crosswalk	MLK	Unknown	n/a	Undisclosed	https://www.seattlebikeblog.com/2015/09/14/seattle-will-let-neighborhoods-design-their-own-crosswalks/
23	Broadway Dance Steps	Capitol Hill, Seattle, WA	Seattle Daily Photo	Jack Mackie	Undisclosed	https://www.flickr.com/photos/seattledailyphoto/484022010
23	Highline Theater Seating	New York, NY	La Citta Vita	Diller & Scofidio	Undisclosed	https://www.flickr.com/photos/la-citta-vita/4546187496
23	Hillman City Collaboratory	Hillman City, Seattle, WA	Josh Kelety	n/a	Undisclosed	http://realchangenews.org/2015/04/01/cross-examination
23	Mr. D's Greek Deli	Central District, Seattle, WA	Mr D's Greek Deli	n/a	Undisclosed	https://www.facebook.com/MrDsGreekDeli/photos/pb.115909541770803-2207520000.1436751162./346534992041589/?type=3&theater2
23	Middlesbrough Lane	Middlesbrough, England	North News & Pictures LTD	n/a	Undisclosed	http://www.dailymail.co.uk/news/article-2397899/Community-transforms-Victorian-passageway-Middlesbrough-homes-oasis-greenery.html
23	Bi-Rite Market	San Francisco, CA	David Baker Staff	David Baker Architects	Undisclosed	http://www.dbarchitect.com/us/writings/73/HOW-TO%3A%20Pedestrian%20Retail.html
53	Belfield Townhomes	Philadelphia, PA	PRA/ Raise of Hope	Onion Flats	Undisclosed	http://www.onionflats.com/projects/all/belfield-townhomes.php
55	Content Varies	Location Varies	Hewitt Staff & Professional Photos	Hewitt	Hewitt Architects	n/a