

PROJECT NUMBER: 3023738
ADDRESS: 2815 ELLIOTT AVENUE

AINSWORTH & DUNN: MIXED USE BUILDING
EARLY DESIGN GUIDANCE MEETING • JUNE 21st, 2016



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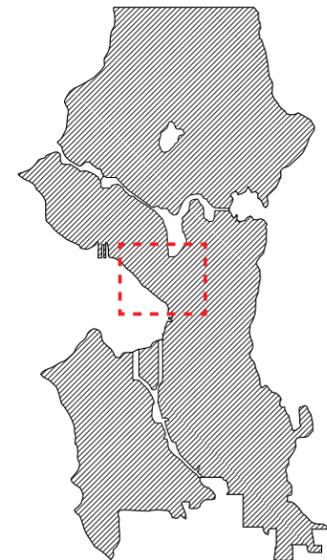
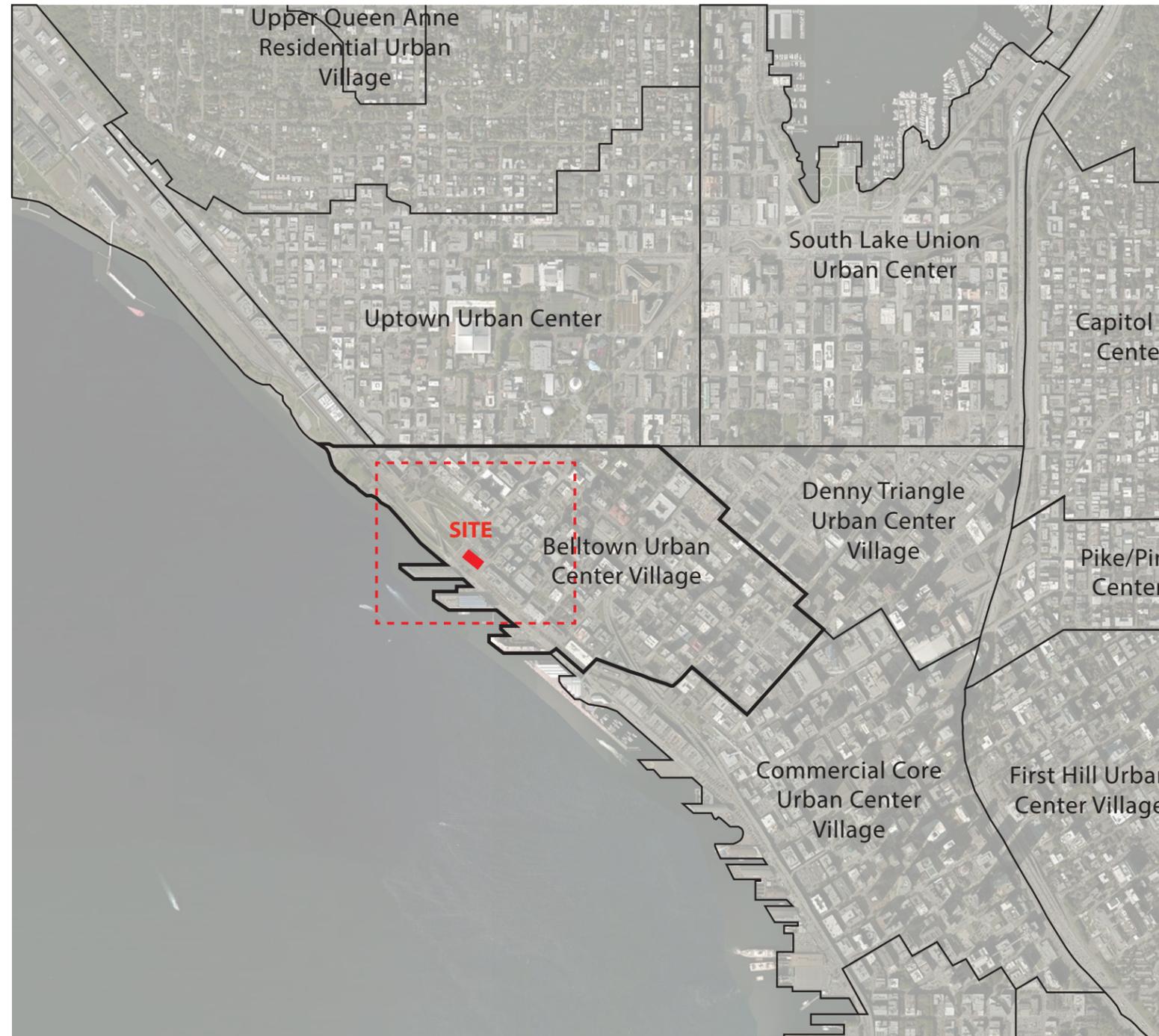
Project Information

Property Address: 2815 Elliott Avenue

Owner: 2815 Elliott Avenue LLC

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Project Location

The proposed project is located at the north end of Seattle's Belltown Neighborhood in the Shoreline Zone, occupying a full block with Elliott Avenue to the east, Clay Street to the south, Alaskan Way to the west, and Broad Street to the north. The site is located immediately south of the Olympic Sculpture Park and across Alaskan Way from Pier 70 and the Elliott Bay Waterfront. The site falls within the DH2/65 zone.



PROJECT SUMMARY

Historic Structure

The Ainsworth & Dunn Warehouse was built in 1902 by the Seattle salmon-packing company Ainsworth & Dunn as a warehouse to service Pier 14 (now Pier 70), which was built in 1901. As noted in the Landmark Nomination Application prepared by NK Architects, the siting would have taken advantage of its proximity to rail, water and roadways, with side tracks directly adjacent to the loading doors at the west side of the building. The two-story building includes structural masonry exterior walls and heavy timber framing at the interior. The building was nominated for Landmark status in April 2014, and was designated in August 2014. Although the Controls and Incentives Agreement is still in discussion, a Draft Agreement names the exterior of the building, the exposed interior heavy timber structural system on the first floor, and the portion of the site adjacent to the west side of the building as protected features.

Proposed Project

The proposed project includes renovation of the historic Ainsworth & Dunn Warehouse for office use, with commercial at the ground floor. A third story pavilion will be added above the existing building. A seven-story mixed-use building will be constructed to the south of the Ainsworth & Dunn Warehouse. The building will contain 62 market-rate apartments, below-grade parking for approximately 60-62 cars, and ground floor spaces used for residential amenity and leasing and commercial space.

- 62 residential units
- 60-62 parking stalls
- 40,000 SF (approx) commercial (retail + office)

1. Olympic Sculpture Park Paccar Pavilion
2. Olympic Sculpture Park
3. Elliott Bay Trail
4. Pier 70
5. Seattle Ferry Terminal
6. Seattle Trade and Technology Building
7. Belltown Cottage Park
8. The Art Institute of Seattle



CONTEXT ANALYSIS: BIRDS EYE VIEW



* Massing and height of project site and newer buildings in the neighborhood is approximate.



CONTEXT ANALYSIS: LAND USE



Legend

Multi Family Residential	
Mixed Use	
Retail	
Office	
Religious	
School / Institutional	
Utility	
Parks/Open Space	

The site is bounded by public rights-of-way on all sides. The surrounding buildings are primarily mixed use, with retail and commercial uses at the ground floor and residential above. The Olympic Sculpture Park to the north is a destination site for visitors from all over the world. It is adjacent to Myrtle Edwards Park and Elliott Bay Park. Together, these parks form an extensive green belt along Elliott Bay. The Elliott Bay Trail, incorporated in the park system, is part of the Mountains to Sound Greenway. The proposed Lake2Bay Plan includes plans for “Broad Street Terraces” between Alaskan Way and 3rd Avenue, “envisioned as a ribbon of green terraces that will provide a unique experience traveling from the waterfront up to the Seattle Center.” The Waterfront Seattle Program includes a vision for an Overlook Walk and a Bell Street Park Extension, which will extend a pedestrian oriented public space along the waterfront from S. Dearborn Street to Bell Street.

The 2601 Elliott Building (Seattle Trade & Technology Center) to the south is a two-block long historic (but not landmarked) office building renovated in 2013, advertised as “creative technology space”, which houses tenants Argosy University and Zulily. The Olympus Apartments, located to the east of the site across Elliott Avenue, is a full block 328-unit mixed use/multifamily apartment building. Immediately to the south of The Olympus Apartments is The Bellora, a 13-story tower with 80 units built in 2003, and the Joseph Arnold Lofts, a 131-unit apartment building built in 2013.

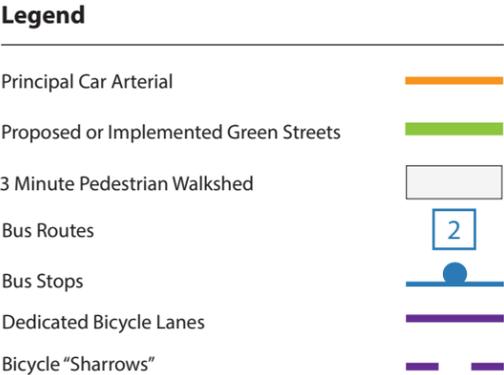
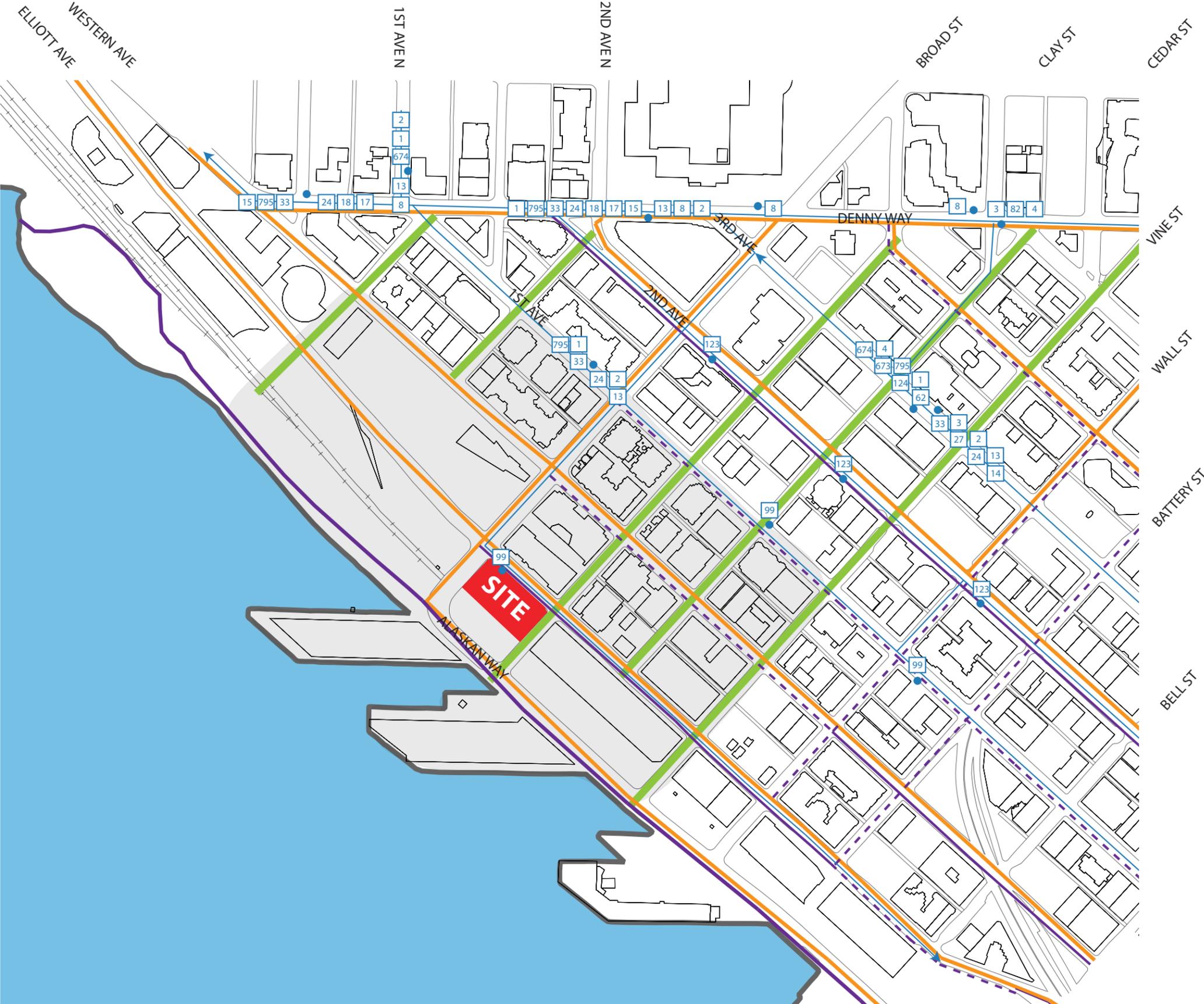
The surrounding Belltown neighborhood, with its proximity to downtown Seattle, was at the forefront of a surge in mixed-use multi-family construction that started in the mid 1990’s. Most of the surrounding buildings, with the exception of 2601 Elliott, were built within the last twenty years.

CONTEXT ANALYSIS: TRANSIT MODES

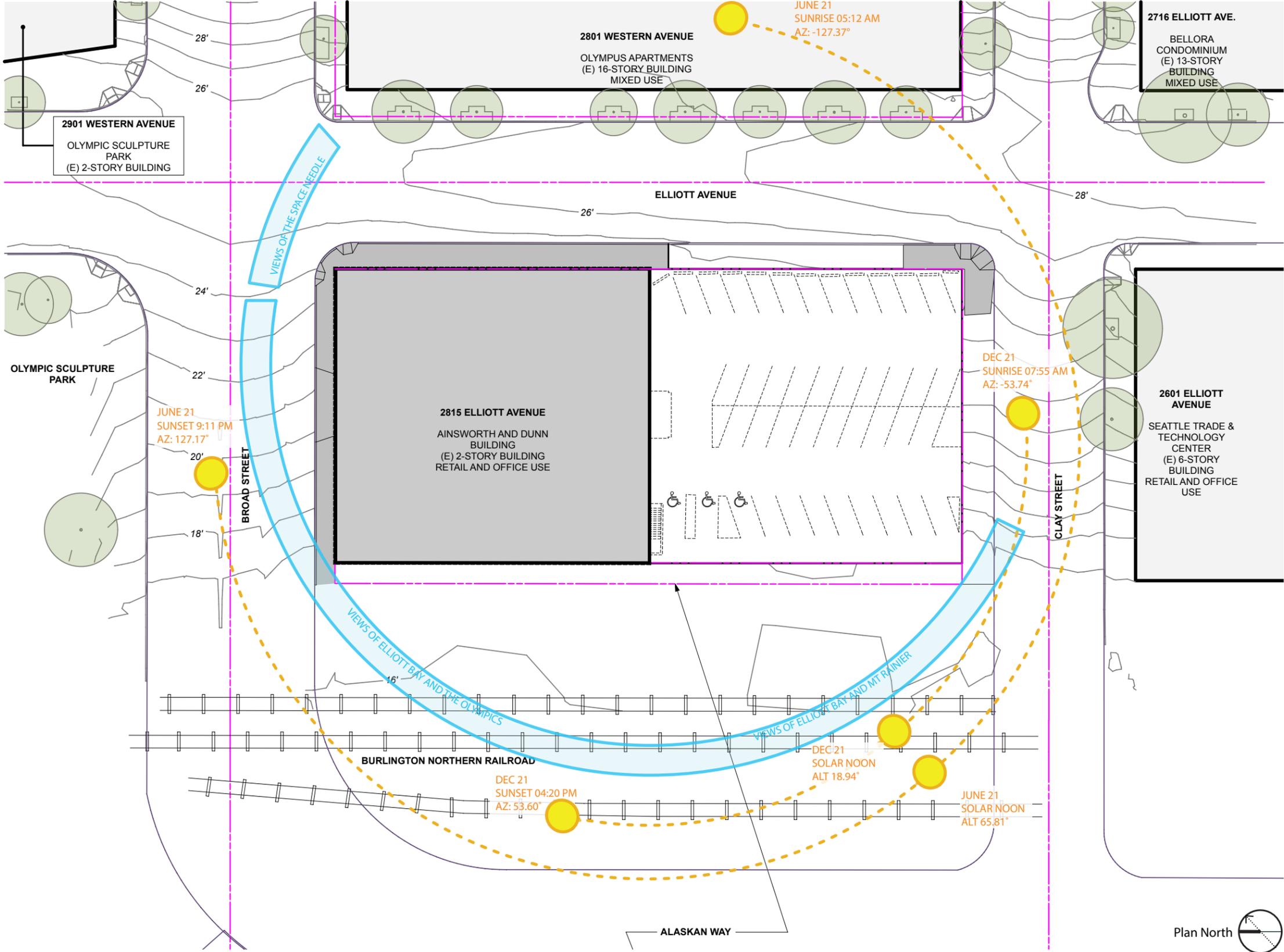
Several bus stops are located within 0.2 miles of the project site. A stop immediately in front of the Ainsworth and Dunn Warehouse on Elliott is served by Metro Route 99. A stop at 1st Avenue and Broad Street is served by Metro Routes 1, 2, 13, 24, 33 and 795. The RapidRide D Line runs along 3rd Avenue, in addition to several Metro Routes.

A bike path along the Elliott Bay Trail links riders to multiple paths. There is a south-bound on-street bicycle lane on Elliot Avenue, a north-bound "sharrow" on Western Avenue, and a "sharrow" on Broad Street.

The closest Link Light Rail Station is at Westlake, approximately 13 blocks from the site. Many shops and restaurants are within walking distance, including those along the Waterfront and at Pike Place Market. The Seattle Center is about 12 blocks from the site. The quality and quantity of transit opportunities available to the site will create an easily accessible project.



CONTEXT ANALYSIS: SUN AND VIEW ACCESS



Solar Access

The site has excellent sunlight access from the west and south towards Elliott Bay, as well as from the north due to the presence of the Olympic Sculpture Park and dearth of tall buildings.

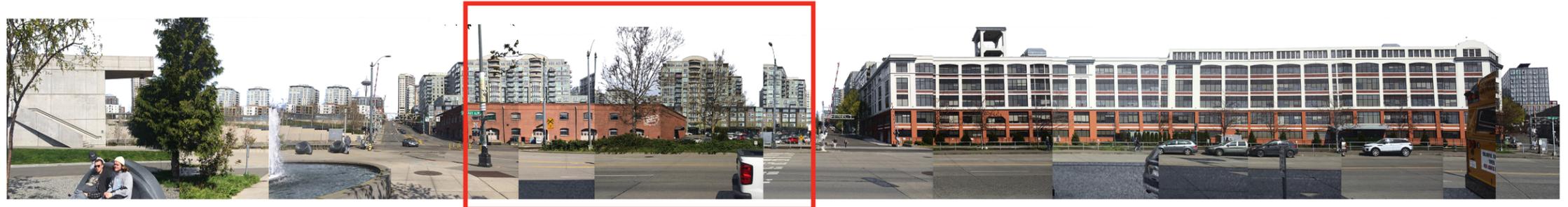
Views

The site has territorial views of Elliott Bay and the Olympic Mountains to the west. Mount Rainier is visible to the south, and the Space Needle is visible to the North.

CONTEXT ANALYSIS: ALASKAN WAY

The western side of the property is bounded by a 180-foot wide right-of-way for Alaskan Way. 52 feet of that right-of-way immediately adjacent to the project site appears to be a Burlington Northern Railway easement. There are railroad tracks that extend west over the easement line, and the surveyed centerline of Alaskan Way is east of the actual paved roadway. Alaskan Way is a Principal Arterial, Class II Pedestrian street with 4 lanes of traffic. It creates a fairly imposing barrier to pedestrians crossing from the Waterfront to the project site.

The west side of Alaskan Way, along the seawall, is the primary pedestrian path. There is a sidewalk south of Clay Street, but it terminates at the north side of Clay, replaced by a planting strip that separates the roadway from the railroad tracks. The planting strip is unkempt, but includes street trees and grass. There is an asphalt access road between the property and the railroad tracks. The 8 feet of land between the building and the property line is partially paved, partially gravel and is currently used for dumpster storage and parking. A goal of the project is to improve the pedestrian experience along the west side of the site.



ALASKAN WAY - Looking East

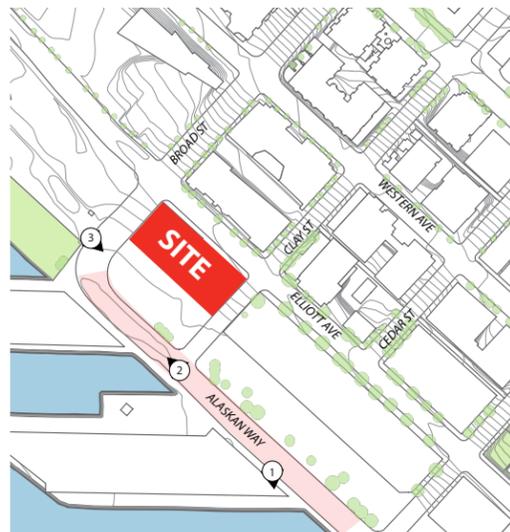
PROJECT SITE



ALASKAN WAY - Looking West

OPPOSITE OF PROJECT SITE

1. Victoria Clipper storefront
2. View looking north on Alaskan Way at the intersection of Clay Street
3. View from Broad Street looking south along the west side of the project property



1



2



3

CONTEXT ANALYSIS: BROAD STREET



BROAD ST - Looking South

PROJECT SITE



BROAD ST - Looking North

OPPOSITE OF PROJECT SITE

Broad Street runs along the north side of the site. A narrow sidewalk, between 7-8 feet, abuts the existing Ainsworth & Dunn Warehouse. There are no planting strips or tree pits located at the existing sidewalk. Broad is a Principal Arterial, Class II Pedestrian street with 5 lanes total. The eastbound lane adjacent to the property is a marked bike “sharrow” (shared travel lane). There is no parking on either side of the street. There is a railroad crossing stop at the west side of the property, but no pedestrian crosswalk. There is a pedestrian crosswalk at the Broad Street and Elliott Avenue intersection which takes pedestrians across Broad Street to the mid point of the south end of the Olympic Sculpture Park.

The proposed Lake2Bay Plan includes plans for “Broad Street Terraces” between Alaskan Way and 3rd Avenue, but the funding and implementation for that plan is uncertain. Broad Street terminates at Alaskan Way to the west.

- 1. Fountain at the south end of the Elliot Bay Trail
- 2. Olympic Sculpture Park, bridge access stairs
- 3. Olympic Sculpture Park - Paccar Pavilion



CONTEXT ANALYSIS: ELLIOTT AVENUE

Elliott Avenue runs along the east side of the site. It is a two-lane Principal Arterial, Class II Pedestrian street. Traffic is one-way southbound, with a dedicated bike lane on the east side of the avenue. There is metered parking at the east side of the avenue. Elliott Avenue is currently the site's primary pedestrian route in the north/south direction. The existing sidewalk is approximately 10 feet wide. There are currently no planting strips or tree pits adjacent to the project property. Street trees (in tree pits) have been incorporated into what appears to be a 10-foot wide sidewalk where the sidewalk continues south along the historic 2601 Elliott Building (Seattle Trade & Technology Center). The sidewalk along the east side of Elliott adjacent to The Olympus includes planting strips and street trees. The Olympic Sculpture Park borders Elliott at both sides to the north of the site, while mixed-use multifamily and office buildings predominate to the south.

DESIGN CUES

The Seattle Trade and Technology Center (STTC) is the only remaining building nearby that is of a similar vintage to the A&D Warehouse. The two buildings are examples of the warehouses that used to be common along the Seattle waterfront. The rhythm of the vertical piers of the STCC with recessed windows and floor bands is an important neighboring element to the project site. Newer buildings to the east of the A&D Warehouse are significantly taller (DMR 125/65) and offer few design cues.

1. 2601 Elliott - Seattle Trade and Technology Building.
2. Olympic Sculpture Park, entry to Neukom Vivarium
3. The Olympus



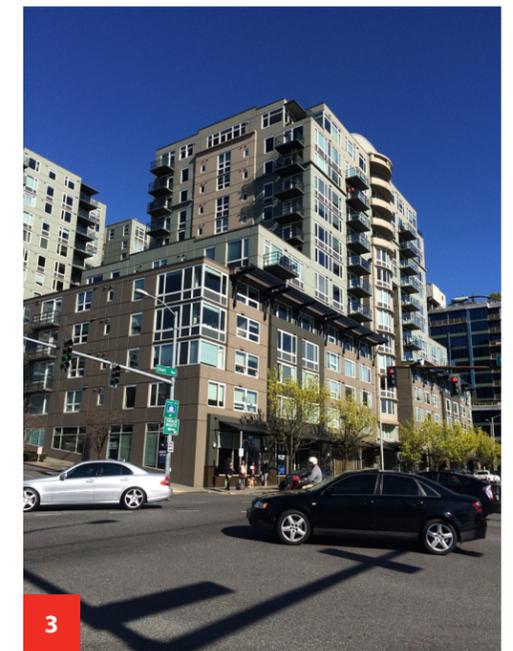
ELLIOTT AVE - Looking West

PROJECT SITE



ELLIOTT AVE - Looking East

OPPOSITE OF PROJECT SITE



CONTEXT ANALYSIS: CLAY STREET



CLAY ST - Looking North

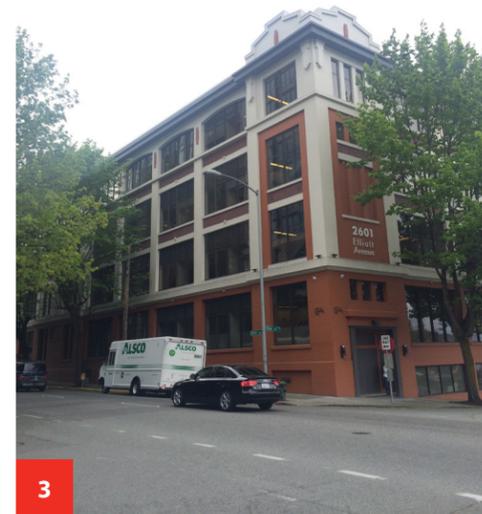
PROJECT SITE

Clay Street runs to the south of the project site. It is a designated Green Street, with two lanes of two-way traffic. Immediately opposite the project site is the north elevation of the 2601 Elliott - Seattle Trade & Technology Building, an office building that houses the Zulily Headquarters, among other tenants. The north face of the building does not include any public entries. There are two garage door at the far west side of the façade. There are three good-sized street trees opposite the project site. East of the site on Clay Street, uses are primarily mixed-use multi-family. Access to parking garages are typically from the alley, accessed off Clay. The existing sidewalk adjacent to the project site extends only about 20 feet west from Elliott before it is terminated by driveways to the surface parking lot, and striped paving currently used as parking for mopeds and motorcycles. Clay Street terminates at Alaskan Way to the west.

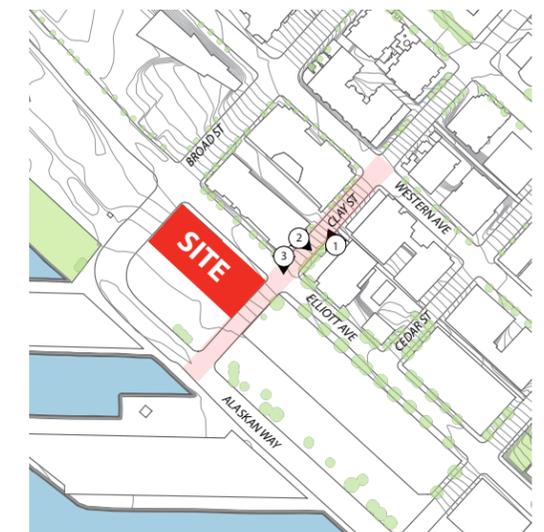


CLAY ST - Looking South

OPPOSITE OF PROJECT SITE



1. Entrance to The Olympus parking garage
2. The Bellora
3. 2601 Elliott - Seattle Trade and Technology Building.



CONTEXT ANALYSIS: EXISTING SITE

As previously indicated, the site is currently home to the historic Ainsworth and Dunn building, and a surface parking lot to its south. The Ainsworth and Dunn building currently houses The Old Spaghetti Factory on the ground floor and office space on the second floor. The site is comprised of two parcels: Parcel A, approximately 239' (along Elliott Avenue) by 120' (along Broad and Clay Streets) and Parcel B, a narrow strip 8' wide that runs along Alaskan Way. The Ainsworth and Dunn building will remain and will house office space. The parking lot will be demolished for the proposed mixed-use addition to the south.

There are two curb cuts for the existing property along Clay Street, and the sidewalk along Clay terminates about 20 feet west from the corner of Elliott Avenue. There is an asphalt access road running along the west side of the site with access from both Broad and Clay Streets.



- 1. View of project site from Alaskan Way
- 2. View of project site from Elliott Avenue
- 3. View of project site from Broad Street
- 4. View of project site from Clay Street

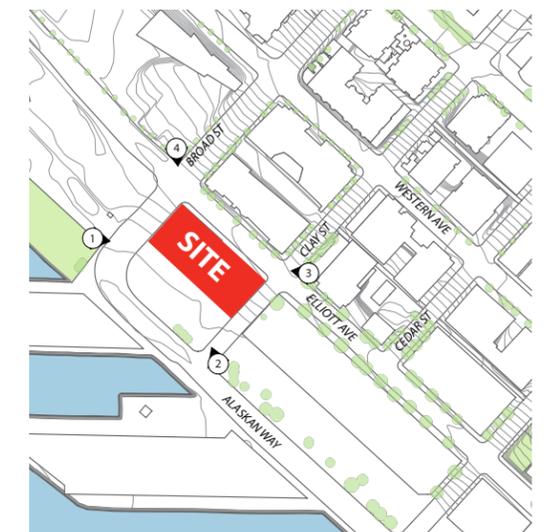


CONTEXT ANALYSIS: EXISTING SITE



To the north of the site is the Olympic Sculpture park. To the immediate west is the Burlington Northern railroad; Pier 70 and the waterfront lie across Alaskan Way. Pier 70 houses a 3-story building with office and retail uses. To the south, across Clay Street, is a 6-story office building, the Trade and Technology Center (2601 Elliott), that is currently home to the online boutique sales company Zulily. To the east is a 16-story mixed-use apartment building, The Olympus.

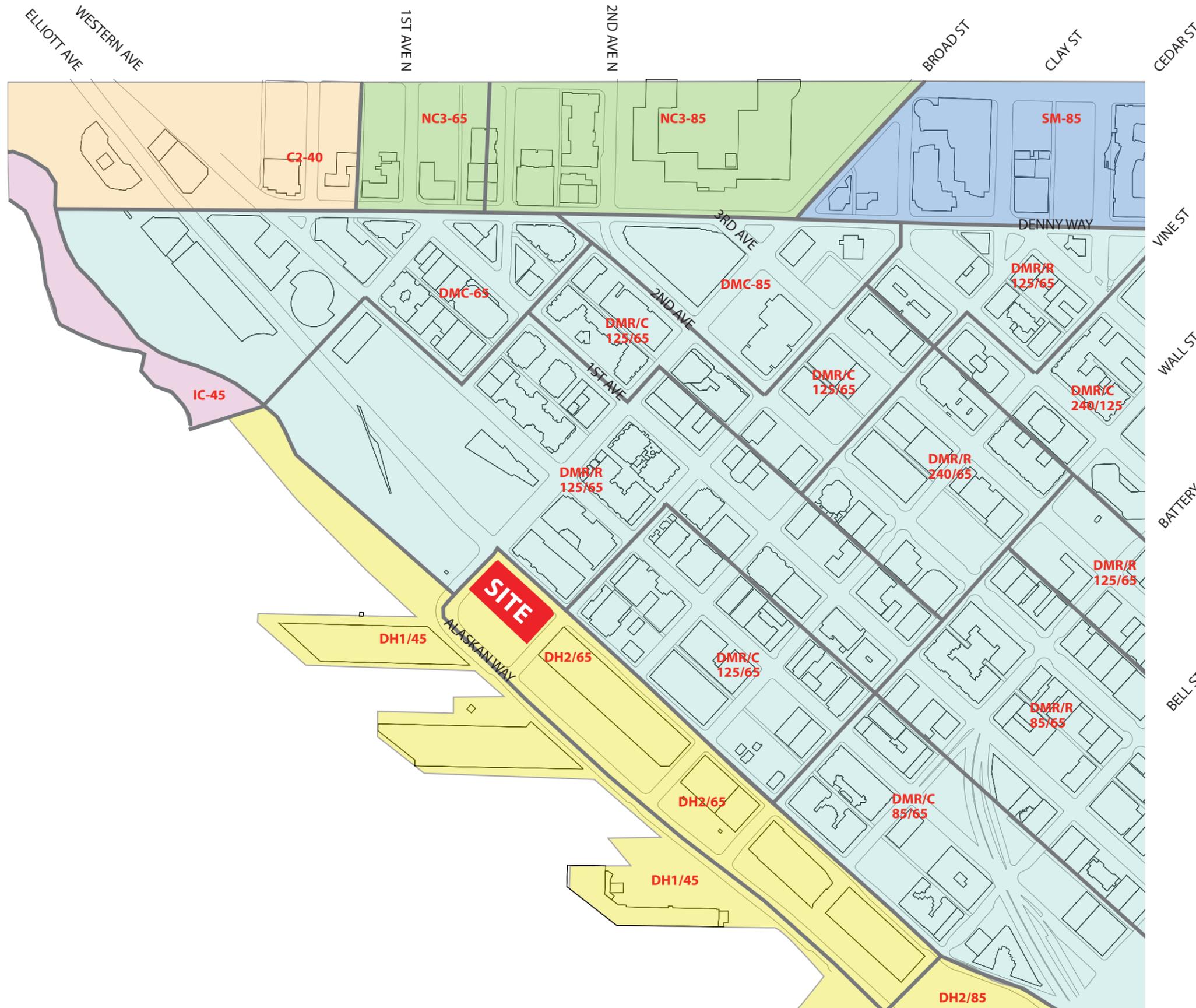
1. View of northwest corner of project site
2. View of southwest corner of project site
3. View of southeast corner of project site
4. View of northeast corner of project site



ZONING ANALYSIS: DATA SUMMARY

PRELIMINARY SEATTLE ZONING CODE ANALYSIS		
PARCEL NO	Parcel A: 7666202305-04 Parcel B: 7666202306-03	
LOT AREA	28,729 SF (0.659 acres)	
ZONING	DH2/65 (Downtown Harborfront 2), Shoreline Zone, Belltown Urban Center Village, Frequent Transit, Historic Landmark Clay Street: Designated Green Street Elliott Avenue: Class II Pedestrian/Principal Arterial Alaskan Way: Class II Pedestrian/Principal Arterial Broad Street: Class II Pedestrian/Principal Arterial	
PERMITTED USES	All uses permitted except drive-in businesses, outdoor storage, adult theaters, general/heavy manufacturing, salvage and recycle, high-impact uses, work release centers. Pricipal use parking garages and surface parking areas are permitted as conditional uses.	23.49.318/320/324
STREET FAÇADE REQMTS	<ul style="list-style-type: none"> • Façade transparency requirements and blank façade limits apply to façades between 2 and 8 feet above sidewalk, except where slope exceeds 7-1/2% • Transparency requirement at Class II Pedestrian Streets and Designated Green Streets: minimum of 30% shall be transparent • Blank façade limits at Class II Pedestrian Streets and Designated Green Streets: limited to segments 30' wide, except for garage doors. The total of all blank façades may not exceed 70%. 	23.49.332
STRUCTURE HEIGHT	<ul style="list-style-type: none"> • 65' height limit as zoned (upland lot); 50' above avenue sidewalk at view corridors • Open railings, planters, parapets, etc permitted up to 4' above height limit • Solar collectors and mechanical equipment allowed to extend up to 15' above height limit (max. 35% of the roof area) • Stair penthouses allowed to extend up to 15' above height limit, elevator penthouses may extend up to 25' above height limit • Covered or enclosed common recreation area or eating/drinking establishment (max 35% of the roof area) may extend up to 15' above height limit. 	23.49.008 D/23.49.024
COMMON RECREATION AREA	<p>An area equivalent to 5% of the total gross floor area in residential use shall be provided as common recreation area</p> <ul style="list-style-type: none"> - A maximum of 50% of the common recreation area may be enclosed - Minimum horizontal dimension of 15'; no area shall be less than 225 sf - In mixed use projects, the Director may permit a bonused public open space to satisfy a portion of the common recreation area requirement 	23.49.010
FAR	<ul style="list-style-type: none"> • Base 2.5; Maximum FAR regulated by Development Standards • Gross floor area below grade is not chargeable against allowable FAR • Street level uses meeting Section 23.49.009 (whether or not required) are not chargeable against allowable FAR (inc. retail sailes, and eating/drinking establishments) • Residential uses are not chargeable against allowable FAR • 3.5% allowance for fully contained mechanical equipment 	23.49.011
SETBACKS	<ul style="list-style-type: none"> • No setback requirements 	
OVERHEAD WEATHER PROTECTION	<ul style="list-style-type: none"> • Continuous overhead weather protection required along the entire street frontage of a lot except along those portions of a structure facade that are located further than 5' from the street property line • Minimum dimension of 8' or extend to a line 2' from the curb line, whichever is less • Lower edge minimum of 10' and a maximum of 15' above the sidewalk 	23.49.018
PARKING	<ul style="list-style-type: none"> • No car parking required • Bike parking (off-street spaces): Office - 1 space per 5,000 sf; Retail over 10,000 sf - 1 space per 5,000 sf; Residential - 1 space per every 2 dwelling units 	23.49.019
PARKING ACCESS	<ul style="list-style-type: none"> • When a lot does not abut an alley and abuts more than one right-of-way, the location of access is determined by the Director as a Type I decision • Designated Green Street is the least preferred category 	23.49.019
LOADING	<ul style="list-style-type: none"> • Loading berth required 	23.54.035

ZONING ANALYSIS: ZONING PLAN



The proposed site is located within the DH2/65 Zone within the Shoreline Zone and the Belltown Urban Center Village. A portion of the site lies in the DH2/65 UH Zone. The properties to the north and east are zoned DMR/R 125/65 and DMR/R 125/65 UH. The properties catcorner to and southeast of the site (across Clay Street and Elliott Ave) are zoned DMR/C 125/65 DF. The property to the south is zoned DH2/65 DF and DH2/65 UH DF.

The proposed project will utilize the 65 foot zoning, as well as a zoning allowance (per SMC 23.49.008 D.2.a) for up to 15 feet above the applicable height limit for covered or enclosed common recreation area. 40-foot wide view corridors along Broad and Clay Streets will result in a stepping of the building along Clay Street. A new one-story pavilion built at the roof level of the existing Ainsworth & Dunn Warehouse will be under the 50 foot maximum view corridor height. Although the property is within the Shoreline Zone, it is considered to be an upland lot, separated from the seawall by Alaskan Way, and as such, the height requirements of the underlying DH2/65 Zone apply.

Zoning Legend

C2	
NC3	
DM	
DH	
IC	
SM	
Zone Boundaries	



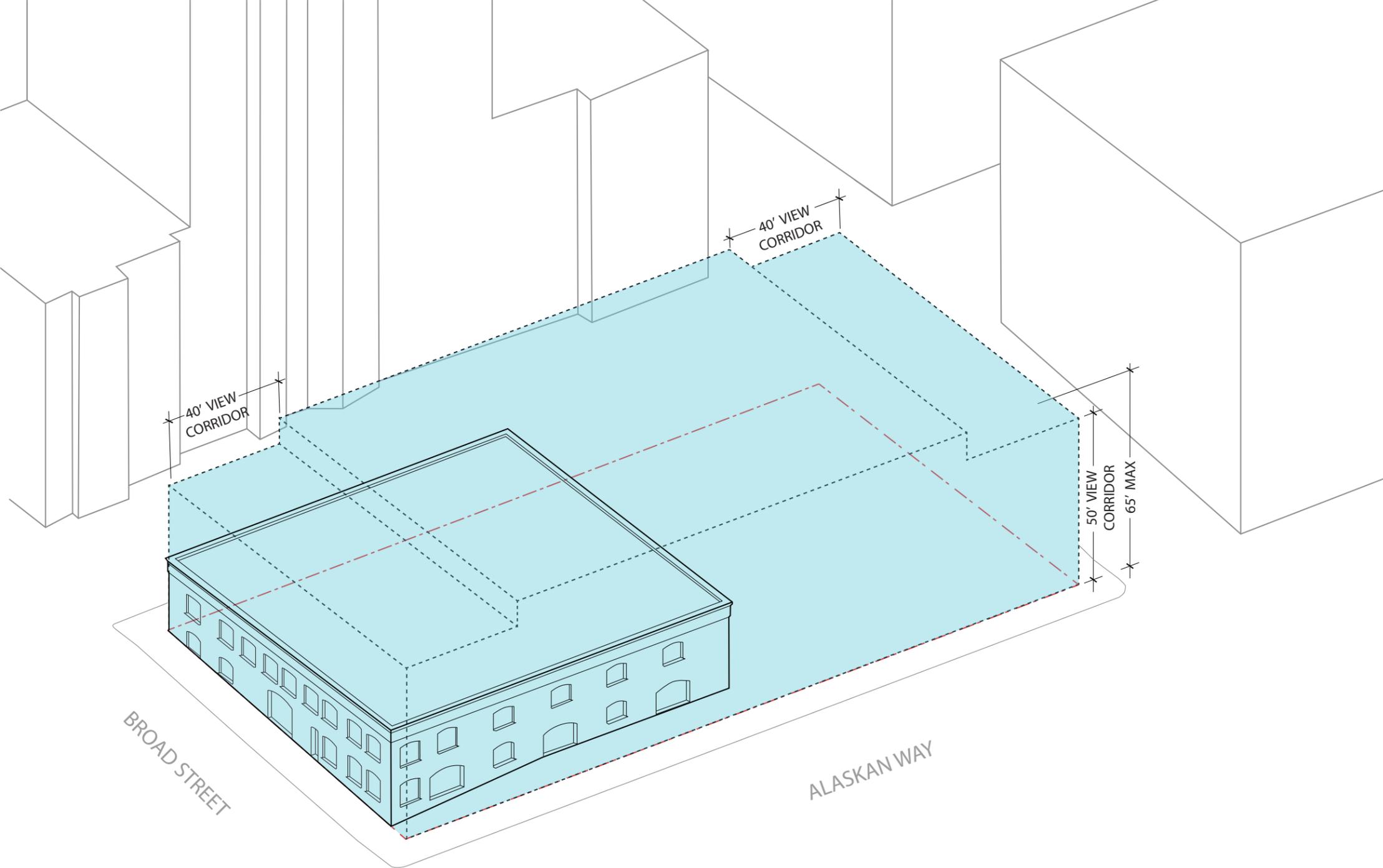
EXISTING ANALYSIS: ALLOWABLE ENVELOPE

The 50' view corridor height at Clay Street is measured from the property corner at Clay Street and Elliott Avenue (+27.0').

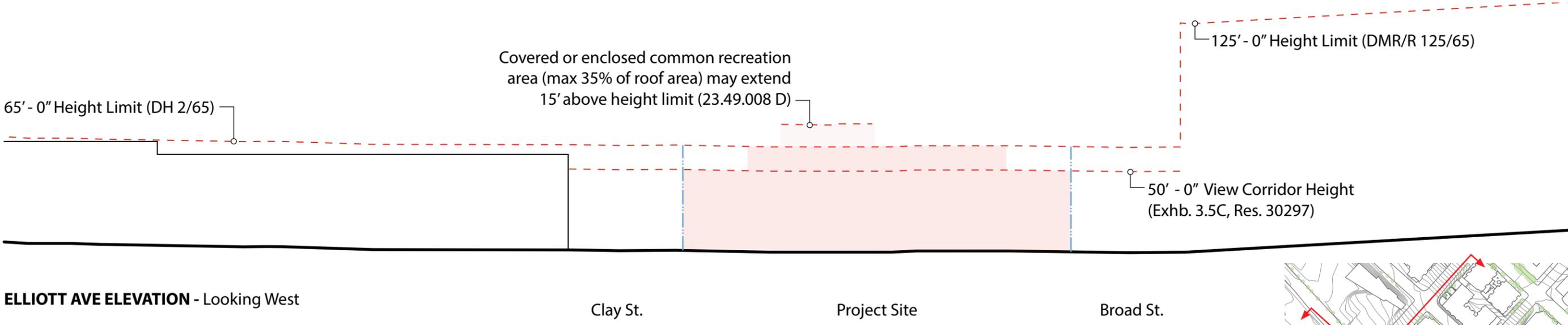
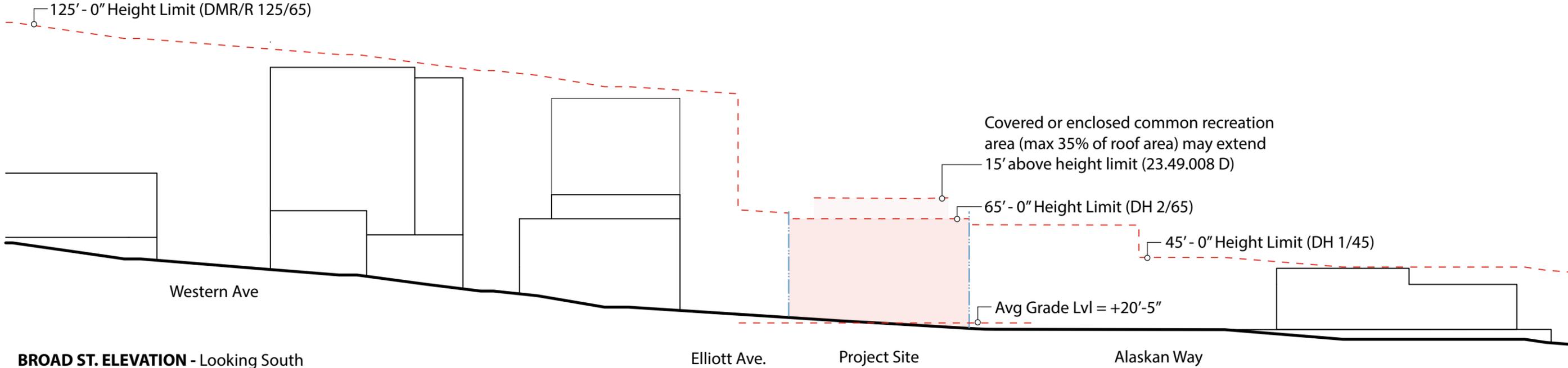
The 50' view corridor height at Broad Street is measured from the property corner at Broad Street and Elliott Avenue (+24.36')

The 65' maximum height is measured from the average grade plane (+20.44').

Per SMC 23.49.008 D.2., covered or enclosed common recreation areas, elevator penthouses and parapets may project 15' above the height limit, as long as the combined coverage of all rooftop features does not exceed 35% of the roof area.



ZONING ANALYSIS: SITE ZONING SECTIONS



PRIORITY DOWNTOWN DEVELOPMENT GUIDELINES (with Belltown-Specific Supplemental Guidance)		DESIGN RESPONSE
A	Site Planing & Massing <i>Responding to the Larger Context</i>	
A-1	RESPOND TO THE PHYSICAL ENVIRONMENT <i>Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.</i>	A primary aspect of the physical environment in the case of the Ainsworth & Dunn Mixed Use Building is the existing historic Ainsworth and Dunn Warehouse. A central goal is to renovate the existing building in a manner that both honors and preserves the historic fabric while integrating it into a larger vital mixed-use development.
	BELLTOWN-SPECIFIC GUIDANCE	
a.	Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle;	View Corridors are maintained according to City Land Use Code. Building massing is carefully calibrated to avoid a "wedding cake" effect.
b.	The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;	Although the shape of the site is relatively standard, the fact that Alaskan Way doesn't have standard pedestrian access along the east side provides opportunity to create a pedestrian path along the west face of the project, better connecting the Olympic Sculpture Park with the neighborhood to the south. As waterfront improvements are implemented to the north of the central waterfront area, an enhanced pedestrian zone along the west side of the building will aid in creating a connection toward the water.
c.	The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank façades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.	Although the east/west slope at the project site is relatively flat by Belltown standards (the largest grade change is approximately 10' along Clay Street), the project takes advantage of that slope by providing garage entry at the low point of the site. Multiple pedestrian entries are provide along Clay, and a through-block entry opens up the longer Elliot/Alaskan Way façades.
B	Architectural Expression <i>Relating to the Neighborhood Context</i>	
B-3	<i>Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominate attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.</i>	As noted below, the project looks primarily to the adjacent Ainsworth & Dunn Warehouse and the Seattle Trade & Technology Building to the south for contextual inspiration. Development to the east, in DMR/C 125/65 and DMR/R 125/65 zones, is considerably higher than the DH2/65 zone of the project site and thus provides limited guidance for massing arrangement.
	BELLTOWN-SPECIFIC GUIDANCE <i>The principal objective of this guideline is to promote scale and character compatibility through reinforcement of the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings.</i>	
a.	Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation.	New construction is located adjacent to the existing Ainsworth & Dunn Warehouse, and across the street from the Seattle Trade & Technology Center (STTC). These buildings, built in 1902 and 1917 respectively, both originally served as warehouses for the fishing industry. The proposed new construction takes it's rhythmic cues from these buildings.
b.	Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.	The primary 5-story massing of the new construction aligns with the A&D Warehouse and the STTC, with masonry piers holding the street line. The building is undercut at the street level to allow for integrated overhead weather protection. Horizontal regulation lines are in keeping with the uses behind the facade; a "form follows function" approach that aligns with the older warehouse architecture. The higher 6-story mass is set back from the street to allow the historic Ainsworth & Dunn Warehouse to read as a stand-alone mass, with curtainwall construction providing a clear distinction between the old and new buildings.
c.	Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.	Masonry piers and primary horizontal panels at the commercial level and roof line establish a strong face at the property line, with inset glazing at the residential levels providing depth and shadow lines. Use of spandrel panels and solid panels within the glazing create a unified but visually interesting read. Curtainwall is used at the set back higher massing to create a clear dilineation between the old and new buildings.

PRIORITY DOWNTOWN DEVELOPMENT GUIDELINES (with Belltown-Specific Supplemental Guidance) **DESIGN RESPONSE**

<p>B-4 <i>Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.</i></p>	<p>A challenge for this project has been to maximize the development potential of the site while massing new construction in a way that does not overwhelm the 2-story Ainsworth and Dunn Warehouse. The preferred scheme presented here is the result of several months of conversation with the Architectural Review Committee of the City's Landmarks Preservation Board. The massing and materiality of the new construction has been developed with the central goal of creating a balanced and coherent full-site project that will allow the Ainsworth & Dunn Warehouse to be understood as whole while integrating seven stories of new construction immediately adjacent to the building. The diagrams on page 33 reflect the process by which the preferred scheme was established.</p>
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C	The Streetscape
	<i>Creating the Pedestrian Environment</i>

<p>C-1 <i>Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.</i></p>	<p>Current pedestrian traffic in the area of the project is somewhat thwarted by the wide ROW at Alaskan Way which limits east/west circulation and channels waterfront activity along the west side of Alaskan Way. Elliott Way is heavily trafficked by automobiles and the existing 10' wide sidewalk along Elliott in front of the Ainsworth & Dunn Warehouse feels exposed. The project proposes street trees and a widened 12' sidewalk along Elliott, an 18' wide sidewalk and landscaping along Clay Street (a designated Green Street), raised pedestrian access within the property line along Alaskan Way, and a pedestrian path and landscaping within the ROW along Alaskan Way. Ultimately, our ability to make improvements within the Alaskan Way ROW will be determined by the Burlington Northern Railroad and the City of Seattle; the extent of allowable improvements is still to be determined.</p>
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BELLTOWN-SPECIFIC GUIDANCE

The sidewalk is the essence of the pedestrian experience, and streets comprise the greatest amount of open space in Belltown. As abutters to this rich environment, new developments have the opportunity to enhance an already active day and night street life through engaging transitions between the public and private realm.

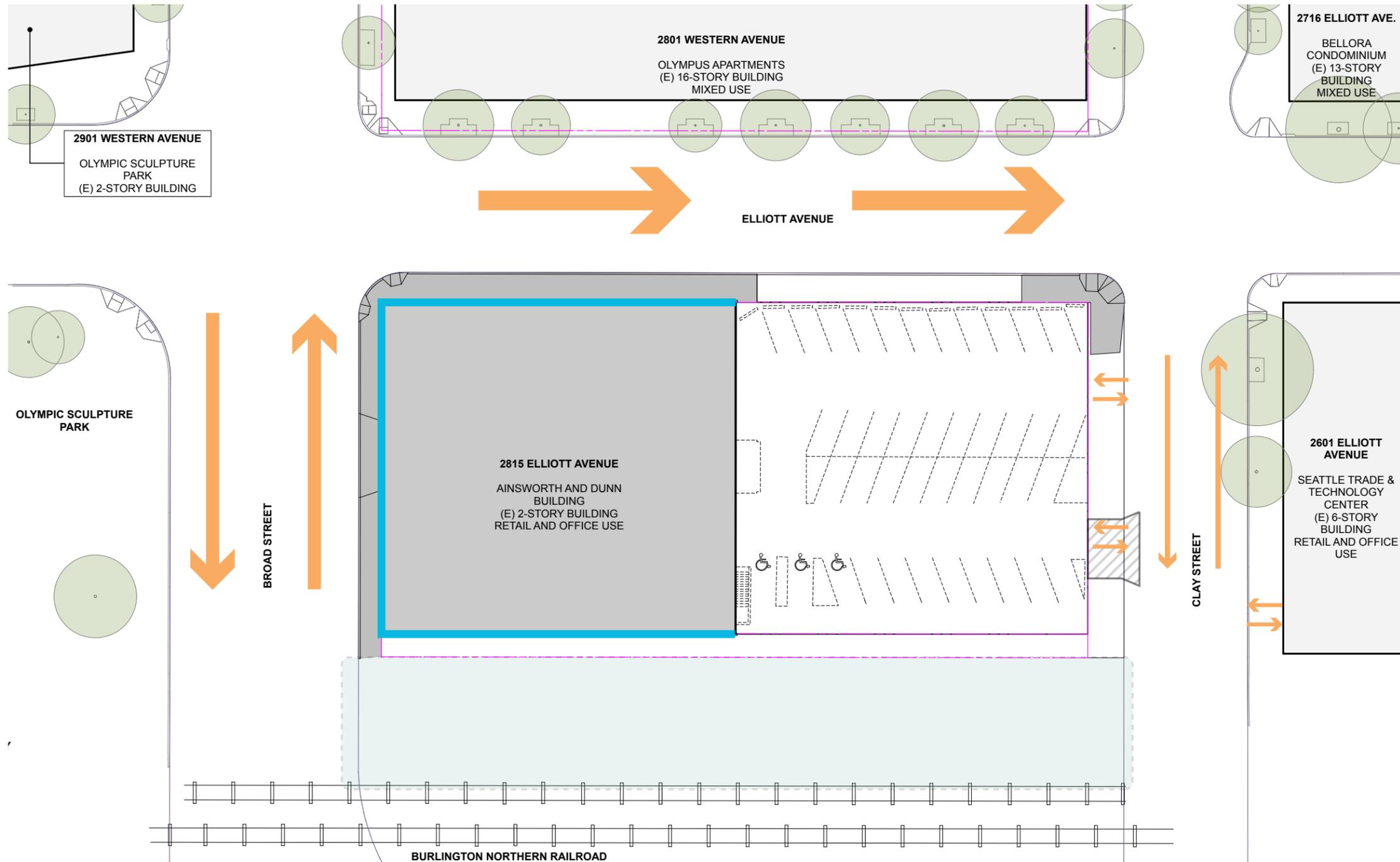
<p>a. reinforce existing retail concentrations;</p>	<p>New retail will include centralized access points at Alaskan Way and Elliott Way, and improve the limited retail environment along both of those streets.</p>
<p>b. vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;</p>	<p>Proposed commercial spaces are varied in size.</p>
<p>c. incorporate the following elements in the adjacent public realm and in open spaces around the building:</p> <ul style="list-style-type: none"> • unique hardscape treatments • pedestrian-scale sidewalk lighting • accent paving (especially at corners, entries and passageways) • creative landscape treatments (planting, planters, trellises, arbors) • seating, gathering spaces • water features, inclusion of art elements 	<p>Improvements at Clay Street in particular will provide a varied hardscape environment. Soffits at overhanging building will be lighted, providing human-scaled lighting. Accent paving will be located at building entries and the mid-block entry passage will be tied to exterior sidewalk paving. Landscaping and seating will be developed to create a vibrant pedestrian environment. Landscape treatments will "soften" the boundary between the railroad and pedestrian areas. Gathering spaces will be focused at the west side of the property, with views to the water and the Olympic Sculpture Park. Inclusion of art elements that reflect the site's history will be studied as design is developed.</p>
<p>d. Building/Site Corners. Building corners are places of convergence. The following considerations help reinforce site and building corners</p> <ul style="list-style-type: none"> • provide meaningful setbacks/open space, if feasible • provide seating as gathering spaces • incorporate street/pedestrian amenities in these spaces 	<p>As noted above, sidewalks are being widened where possible to better mediate between the pedestrian and vehicular zones. Seating will be located to support retail spaces within the building, with a primary focus at the west side of the project. A bus shelter will be located at Elliott, and amenities will be provided to support retail within and to mark entries.</p>

DESIGN GUIDELINES

PRIORITY DOWNTOWN DEVELOPMENT GUIDELINES (with Belltown-Specific Supplemental Guidance)		DESIGN RESPONSE
	<ul style="list-style-type: none"> • make these spaces safe (good visibility) • iconic corner identifiers to create wayfinders that draw people to the site 	<p>Better lighting and wider sidewalks will promote safety.</p> <p>Corner identifiers will be studied as design is developed.</p>
D	Public Amenities	
	<i>Enhancing the Streetscapes & Open Space</i>	
D-3	<i>Provide elements that define the place. Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.</i>	
	BELLTOWN-SPECIFIC GUIDANCE	
	<i>Belltown is eclectic, diverse, eccentric and whimsical. New developments should incorporate elements on building facades, within open space, or on the sidewalk that refer to the neighborhood's rich art and history to reinforce a sense of place in Belltown.</i>	
	ART AND HERITAGE. Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design	
a.	vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs (see Figure 2: Paving and Building Materials	The Ainsworth & Dunn Warehouse will be renovated. The introduction of commercial uses in the building and in the adjacent development will invite closer interaction with the historic fabric.
b.	art that relates to the established or emerging theme of that area; and	Landscape elements that reflect the area's historic connection to manufacturing and fishing industries will be studied as the design develops.
c.	install plaques or other features on the building that pay tribute to Belltown history.	A plaque or other means of communicating the Ainsworth & Dunn Warehouse's history will be located in a publicly accessible location(s)
	GREEN STREETS. Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.	Clay Street is widened and landscaped. The residential lobby and retail access is located on Clay, which will increase pedestrian circulation at that location.
	STREET HIERARCHY. The function and character of Belltown's streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements.	
	Emerging Multi-Use Connector Streets: Western Avenue, Elliott Avenue	
	These streets offer good connections between Pike Place Market and the new sculpture garden. The area is experiencing a fair amount of residential growth. Like 1st Avenue, these streets are receiving eclectic public art and varied facades, and ultimately both will become promenade-type streets.	A wider sidewalk, street trees, and introduction of retail uses along Elliott at the property side will greatly improve the "promenade" feeling and will provide a more pleasant route for people walking between the Pike Place Market and the Olympic Sculpture Park.
	Street Edge/Furnishings:	
	- Concentrate pedestrian improvements at intersections with Green Streets (Bell, Blanchard, Vine, Cedar between 1 st and Elliott, Clay, Eagle, and Bav Streets).	Widened sidewalks at Clay and Elliott provide opportunity to emphasize pedestrian improvements at that intersection.
	- Pedestrian crossings should be "exaggerated," that is they should be marked and illuminated in a manner where they will be quickly and clearly seen by motorists.	Pedestrian crossings will be appropriately emphasized.
E	Vehicular Access & Parking	
	<i>Minimizing the Adverse Impacts</i>	
E-1	<i>Minimize curb cut impacts. Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians</i>	Due to limitations on altering the façades of the historic Ainsworth & Dunn Warehouse, the topography, and the lack of an accessible roadway at Alaskan Way, the sole curb cut (providing access to the parking garage) is proposed for the southwest corner of the site. This location takes advantage of the two-way traffic on Clay Street, and is in keeping with the garage entry of the adjacent Seattle Trade & Technology Center, also located on Clay. We understand that curb cuts on designated Green Streets are not ideal. However, the limited number of parking spaces and the widened sidewalk at Clay Street will act to minimize the adverse impacts to the safety and comfort of pedestrians. See diagram on following page.

DESIGN GUIDELINES

DESIGN GUIDELINE "E-1" DIAGRAM



Legend

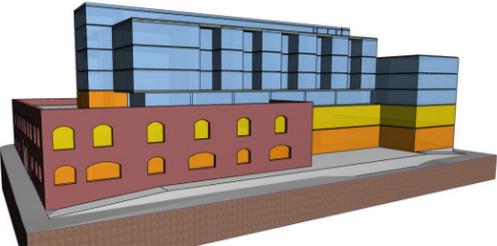
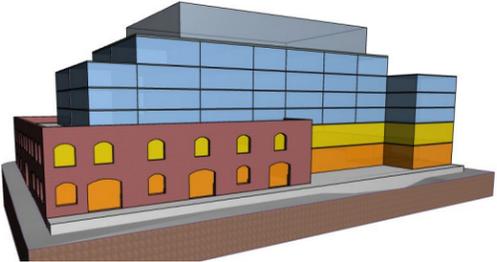
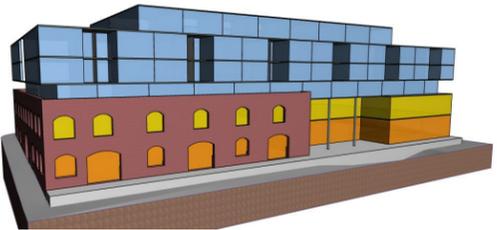
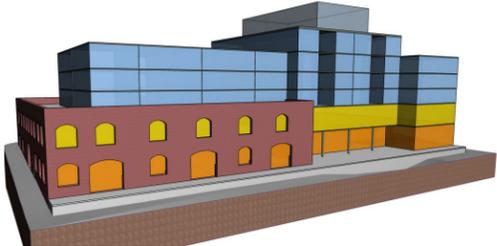
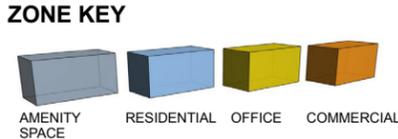
- Existing major traffic pattern 
- Existing minor traffic pattern 
- Proposed entry point 
- Historic facade (entry point unavailable) 
- Atypical streetscape: currently no vehicle access 

LANDMARKS ARC PROCESS: MEETING #1

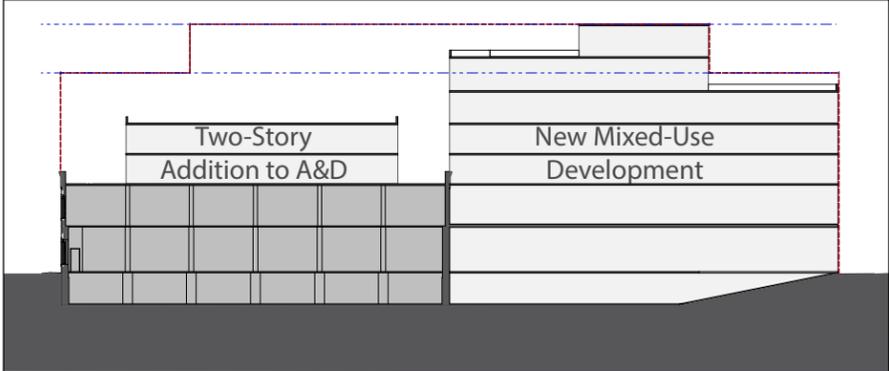
At our first meeting with the Architectural Review Committee of the Landmarks Preservation Board, we presented some of our early studies which spread the residential massing across the site. Our initial proposal, however, held the residential mass to the southern portion of the site. The ARC was grateful for this initial move and encouraged further study of it. A summary of their comments follows:

- 1 | Massing of new construction to the south of the Ainsworth & Dunn Warehouse is too heavily weighted toward the Ainsworth & Dunn Warehouse; it feels like it's tipping into the historic building.
- 2 | Provide development of the gallery space between the new and existing buildings.
- 3 | The classic "5-over-1" aesthetic is not appropriate for the new building.
- 4 | Separation of the new pavilion above the Ainsworth & Dunn Warehouse from the new construction to the south is appropriate.

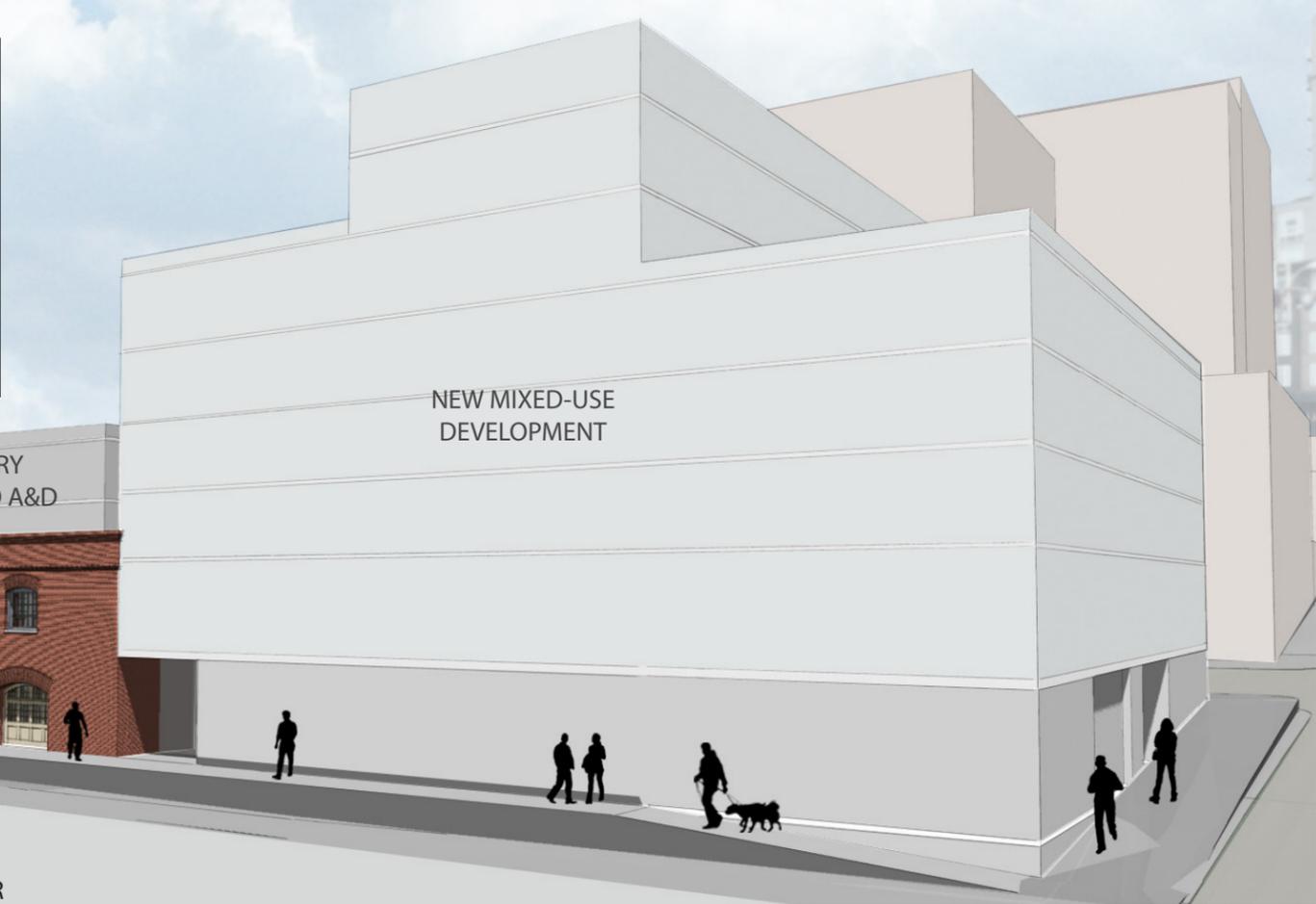
EARLY MASSING STUDIES SHOWN TO THE ARC



INITIAL DESIGN PROPOSAL TO THE ARC

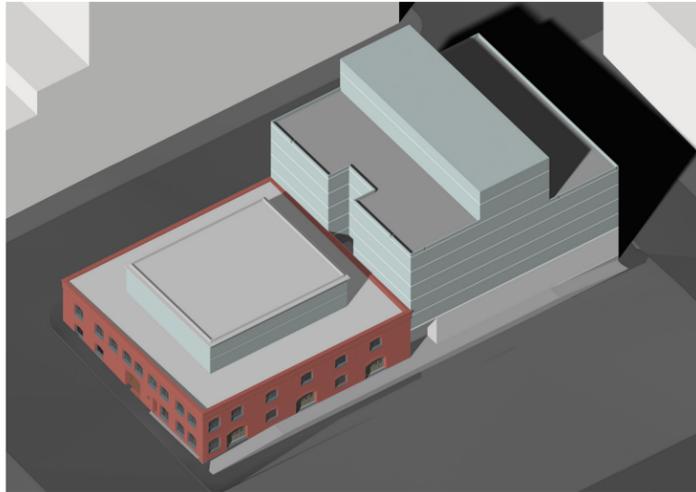


SECTION

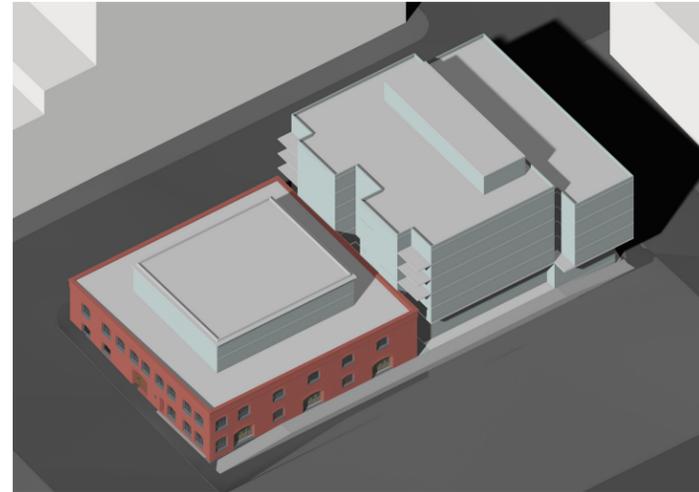


PERSPECTIVE FROM SOUTH CORNER

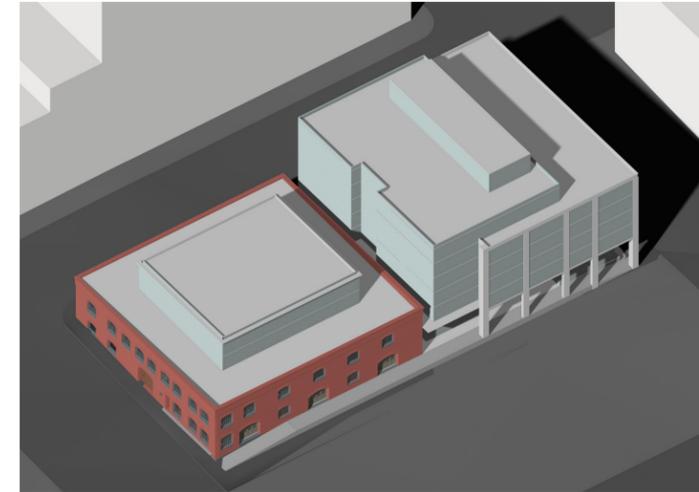
FURTHER MASSING PROGRESSION SHOWN TO THE ARC



Previous Massing (A)



Intermediate Massing (B)

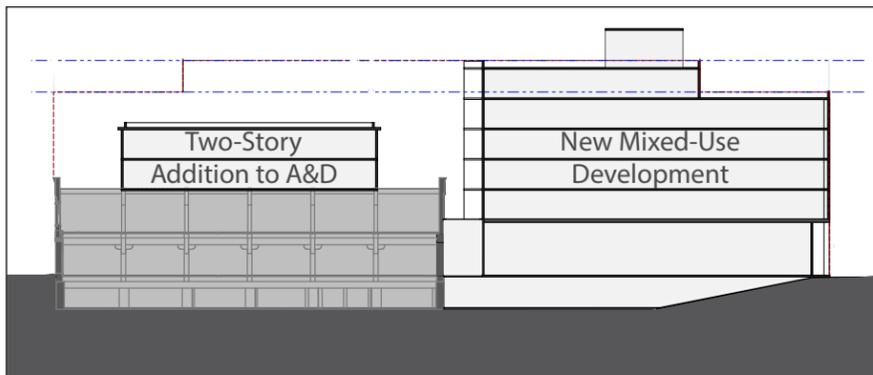


Proposed Massing (C)

At our second meeting with the ARC we presented the progression of our current massing. This progression began with holding the new residential structure directly against the new building (A), then it partially stepped away from it but maintained decks against it (B), and with the final proposed massing (C), it stepped away completely. We also described how the weight of the mass shifted: in our intermediate massing we broke apart the large mass along the view corridor. In our proposed massing, we gave the southern (shorter) mass more weight by wrapping it around the taller mass. The ARC agreed that this progression resulted in a much better massing than they saw previously.

We also provided more detailed imagery that showed our initial materiality concept. The goals of this concept are to **1)** use a contemporary masonry frame in the new construction to give the southern end of the site more weight and to develop a dialogue between old a new, and **2)** to focus the curtainwall glazing on the north portion of the new building to mediate between the two heavier masses and to provide a quiet, deferential backdrop to the existing A&D. A summary of the comments from the ARC follows:

SECOND PROPOSAL TO THE ARC



SECTION



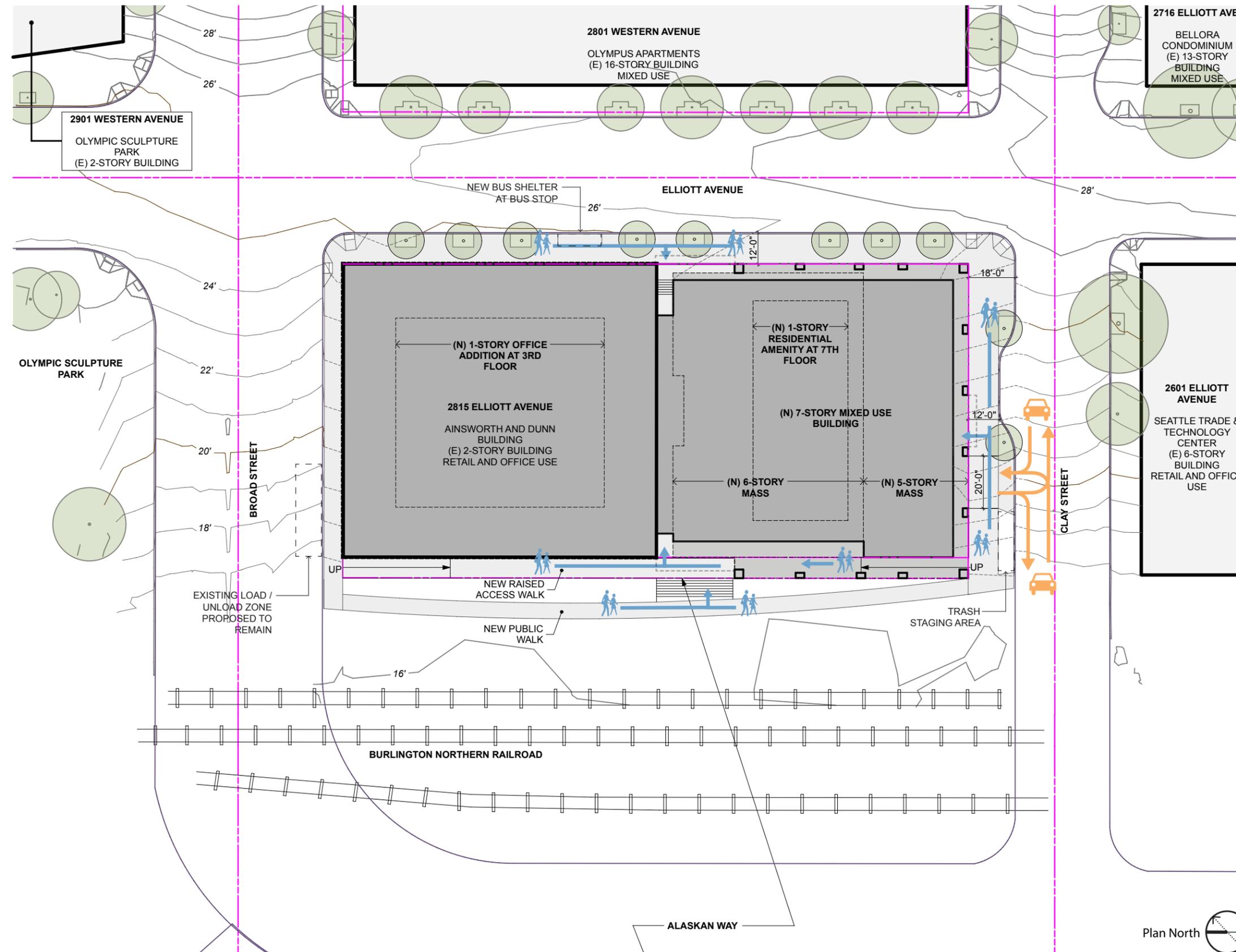
PERSPECTIVE FROM SOUTH CORNER

- 1 | The ARC appreciated the full separation between the old and new construction, and agreed with the new massing and material strategies. The board felt the new design gives reverence and space to the historic building.
- 2 | Further development of the new penthouse above the historic building was requested for the next meeting. This penthouse should serve to visually connect the two buildings.
- 3 | The board felt that connecting the buildings with a "gasket" at street level was appropriate given the history of the south wall of the A&D as a party wall.

Given the input and direction provided by the ARC thus far, we are putting forward two alternate massings instead of three, in order to focus discussion only on those alternates which we feel the ARC would endorse.

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PRELIMINARY SITE PLAN



The site occupies a full block, wrapped by Broad Street to the north, Elliott Avenue to the east, Clay Street to the south, and a wide dedicated Alaskan Way right-of-way to the west side. The right-of-way includes active Burlington Northern Railroad tracks. The site consists of two parcels. Parcel A is approximately 112 x 240 feet. The landmarked Ainsworth & Dunn Warehouse is sited on the northern half of Parcel A; a new mixed-use residential building is proposed for the southern half of the property. Parcel B is approximately 8 x 240 feet. The project proposes to use parcel B to provide a ramped access walk providing access to the building and providing cross-site access.

The existing sidewalk along Broad Street, abutting the north side of the Ainsworth & Dunn Warehouse will be improved, but due to short-term traffic patterns will not be widened. An existing curb cut will be removed, and loading is proposed where current loading occurs. The sidewalk along Elliott will be widened from 10 feet to 12 feet and a bus shelter and landscaping will be added. The sidewalk along Clay Street is proposed to be 18 feet wide with a load/unload pull-in located at the residential entry. Improvements in the Alaskan Way ROW, including a walkway and landscape buffer between the project site and the railroad, are proposed; however, final determination of whether these improvements are allowable will be determined by the Burlington Northern Railroad and the City of Seattle.

Parking garage access/curb cut is proposed at Clay Street close to the southwest corner of the site. Garbage/recycling pick-up is proposed to the west of the garage entry.

Legend

- Pedestrian Routes, Entries & Exits
- Vehicular Entry / Exit
- Darker shade indicates interior ground floor space
- Lighter shade indicates building mass above
- Canopy above the street level

ARCHITECTURAL CONCEPTS: ALTERNATE 1

Design Alternate 1 includes new mixed-use residential construction focused on the south side of the site, and office uses located in the existing Ainsworth & Dunn Warehouse, including a new single-story pavilion at the roof. Massing of the new residential block is broken down to align with the view corridor along Clay Street. At the street level, new construction is set back 6 feet from the property line to allow for wider sidewalks and to provide overhead weather protection. The first floor is arranged with entries centered on Elliott Avenue and Alaskan Way, along the (exposed) south face of the Ainsworth & Dunn Warehouse. The residential lobby and amenity spaces are accessed from Clay Street. The parking entrance is located along Clay Street where the grade is low enough to minimize length and slope of ramp. Above the ground floor, units and private decks abut the Ainsworth & Dunn.

Pros:

- New construction is separated from the existing Ainsworth & Dunn Warehouse
- Ainsworth & Dunn Warehouse maintains its singular identity
- Setback at sidewalk level allows for enhanced pedestrian experience

Cons:

- Massing of new construction is weighted toward the Ainsworth & Dunn Warehouse due to view corridor height requirements, and feels unbalanced.
- The first two floors of units abut the existing A&D.

Summary:

Stories:	7 + 1 parking level below grade
Unit Count:	62 units
Parking Spaces:	60-62
Approximate Floor Area (Gross):	133,340 sf
Residential:	65,640 sf
Non-residential:	40,920 sf
Parking:	26,780 sf

Ground Floor Uses:

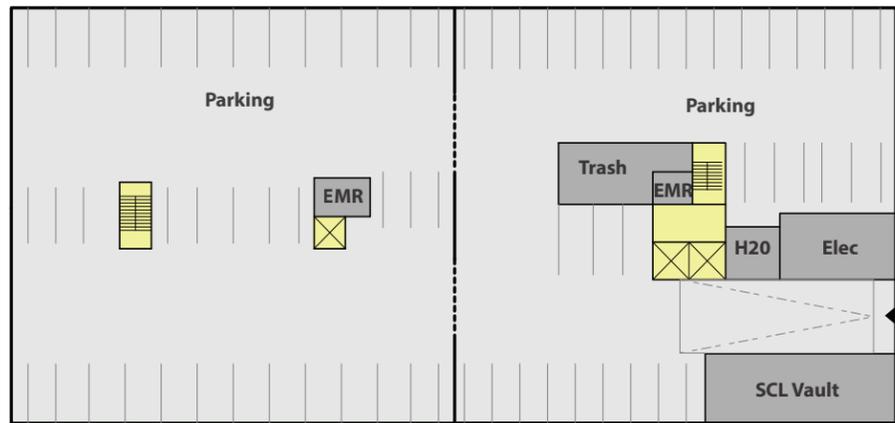
Office
Residential (lobby and amenity)
Retail/Restaurant
Parking entry

Potential Departures:

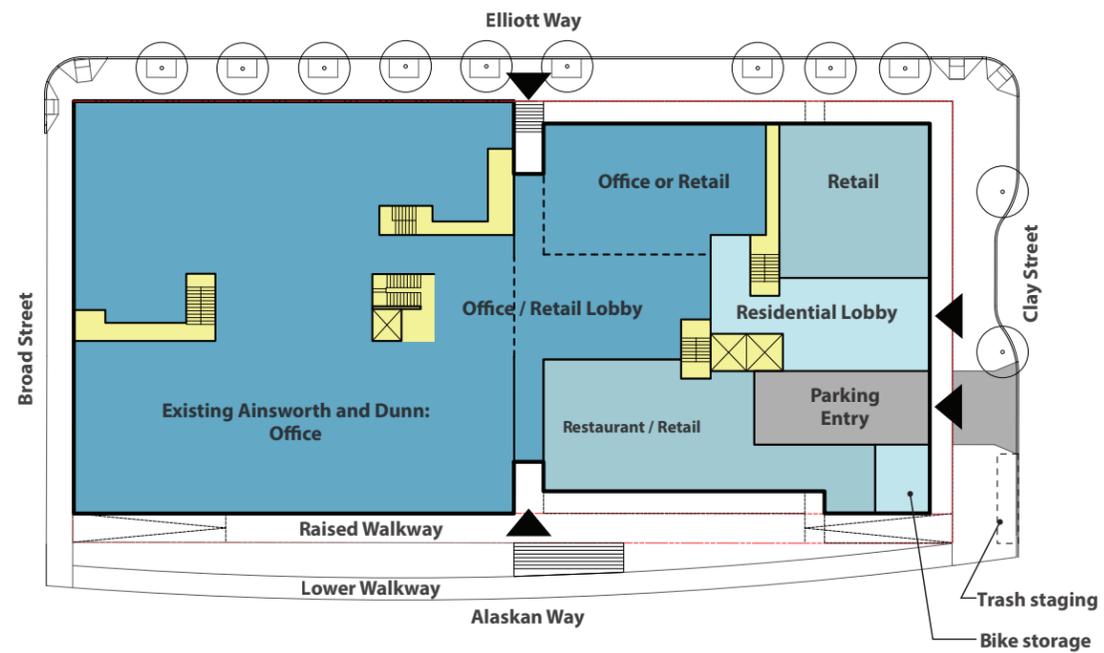
- Continuous overhead weather protection departure at the new mixed-use building



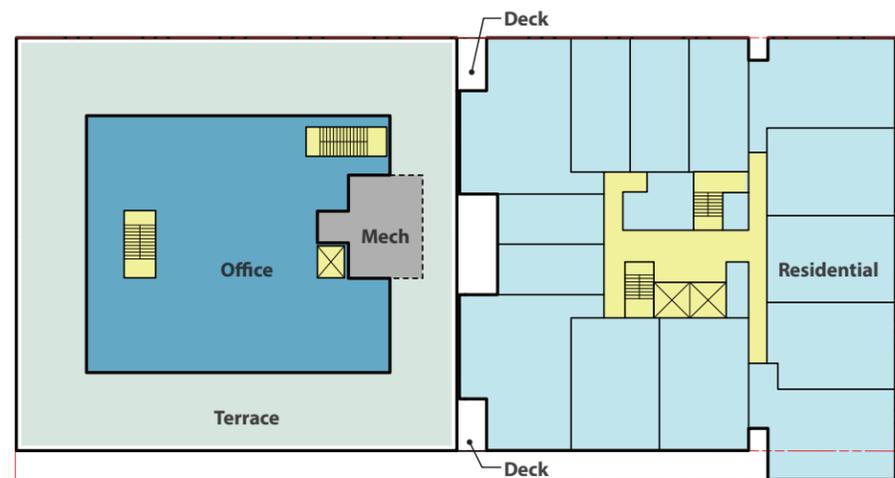
View from Clay and Alaskan



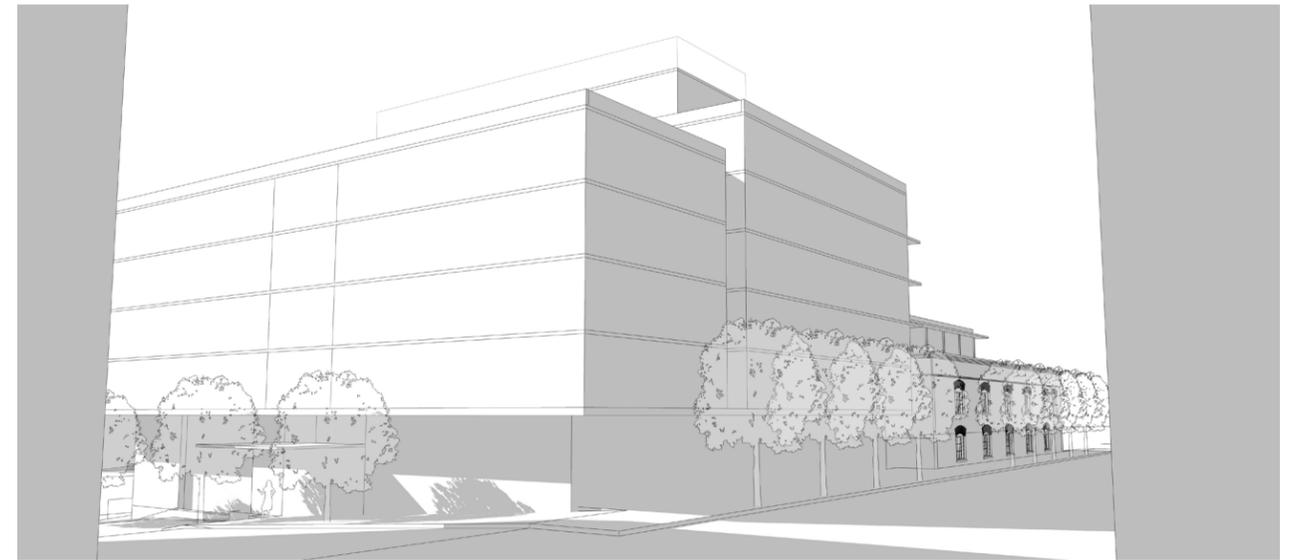
Parking Level Plan (Level -1)



Street Level Plan (Level 1)



Third Level Plan (Typical Residential)



From Clay and Elliott: Residential Entry off of Clay Street



From Broad and Elliott



From Broad and Alaskan

ARCHITECTURAL CONCEPTS: ALTERNATE 2 (PREFERRED)

The preferred concept pulls completely away from the Ainsworth & Dunn Warehouse at the upper floors. The 5-story mass along Clay Street wraps the building to minimize the apparent massing, while the 6-story mass is set back and clad in curtainwall to fully differentiate from the landmarked Ainsworth & Dunn Warehouse. At the street level, new construction is set back 6 feet from the property line to allow for wider sidewalks and to provide overhead weather protection. The first floor is arranged as in Alternate 1, with entries centered on Elliott Avenue and Alaskan Way, along the (exposed) south face of the Ainsworth & Dunn Warehouse. The residential lobby and amenity spaces are accessed from Clay Street. The parking entrance is located along Clay Street where the grade is low enough to minimize length and slope of ramp.

Pros:

- New construction is clearly separated from the existing Ainsworth & Dunn Warehouse
- 5-story massing allows for a more gentle interface with the historic building and accentuates the mid-block entry points
- Ainsworth & Dunn Warehouse maintains its singular identity
- Setback at sidewalk level allows for enhanced pedestrian experience
- Massing has been endorsed by the Architectural Review Committee of the Landmarks Preservation Board

Summary:

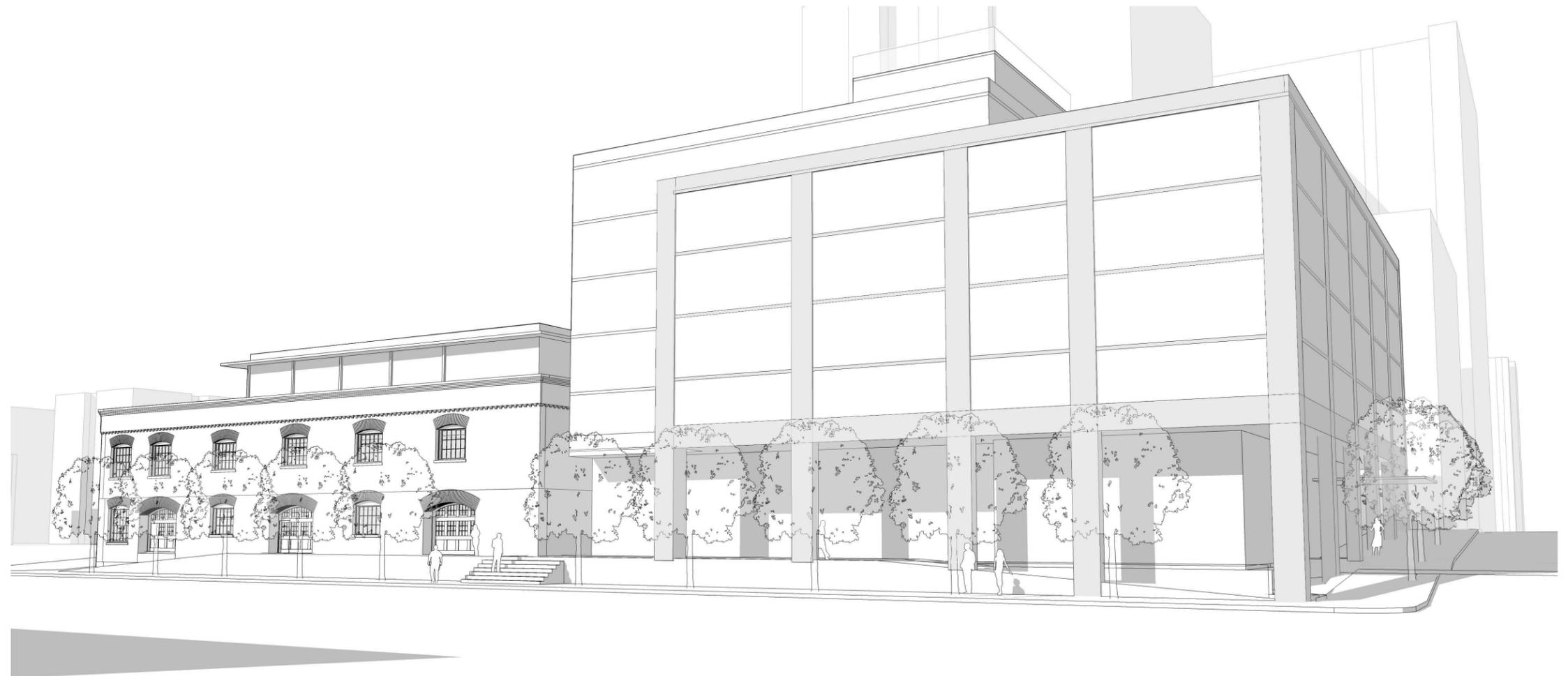
Stories:	7 + 1 parking level below grade
Unit Count:	62 units
Parking Spaces:	60-62
Approximate Floor Area (Gross):	133,550 sf
Residential:	65,810 sf
Non-residential:	40,960 sf
Parking:	26,780 sf

Ground Floor Uses:

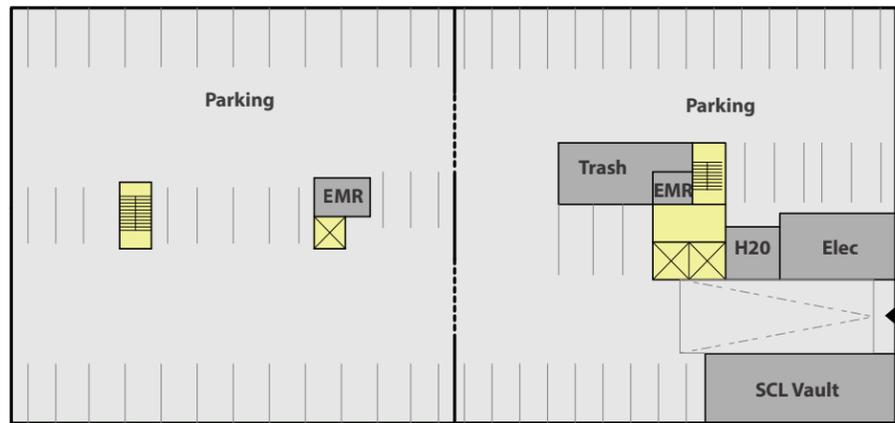
Office
Residential (lobby and amenity)
Retail/Restaurant
Parking entry

Potential Departures:

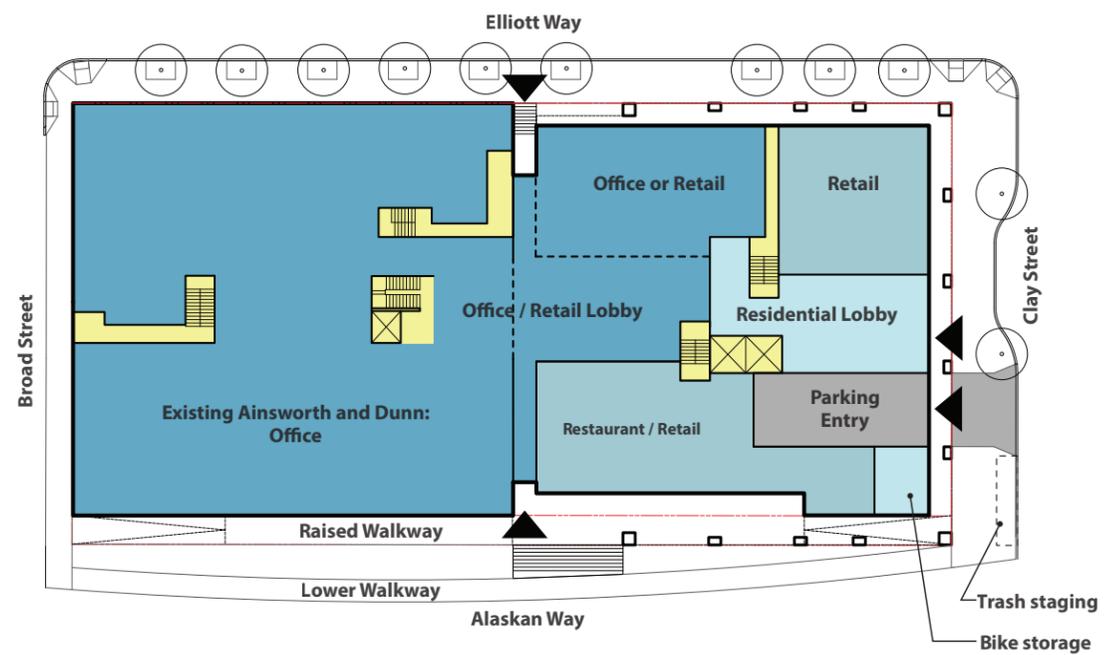
- Continuous overhead weather protection departure at the new mixed-use building



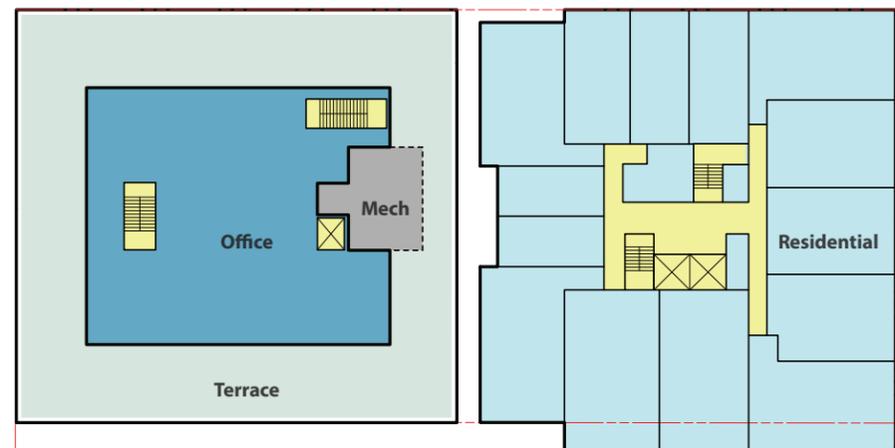
View from Clay and Alaskan



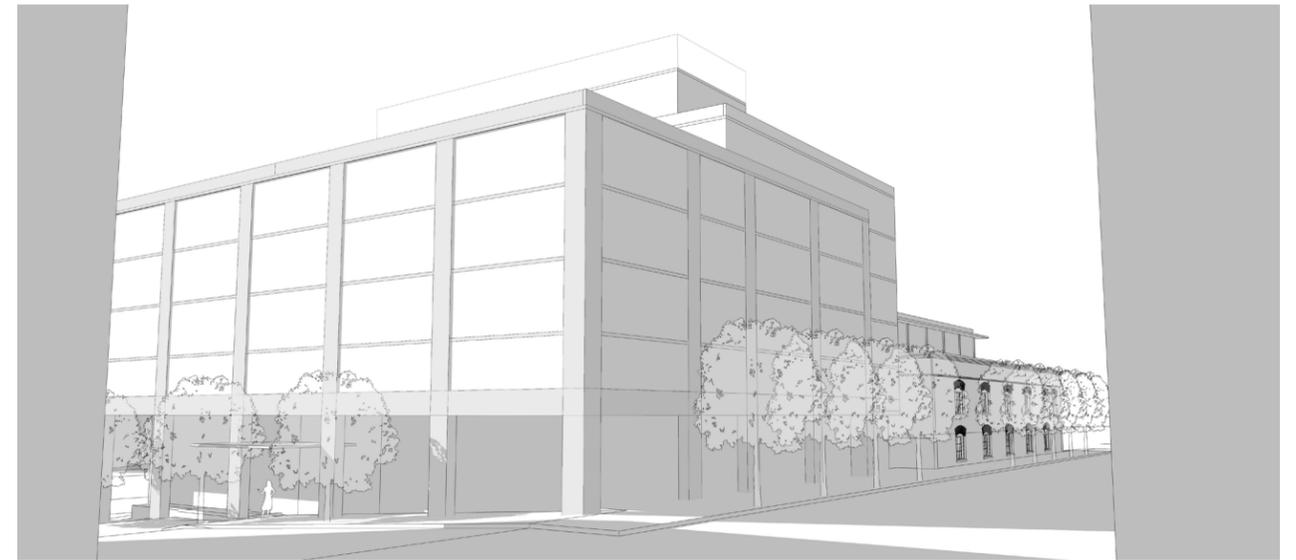
Parking Level Plan (Level -1)



Street Level Plan (Level 1)



Third Level Plan (Typical Residential)



From Clay and Elliott: Residential Entry off of Clay Street



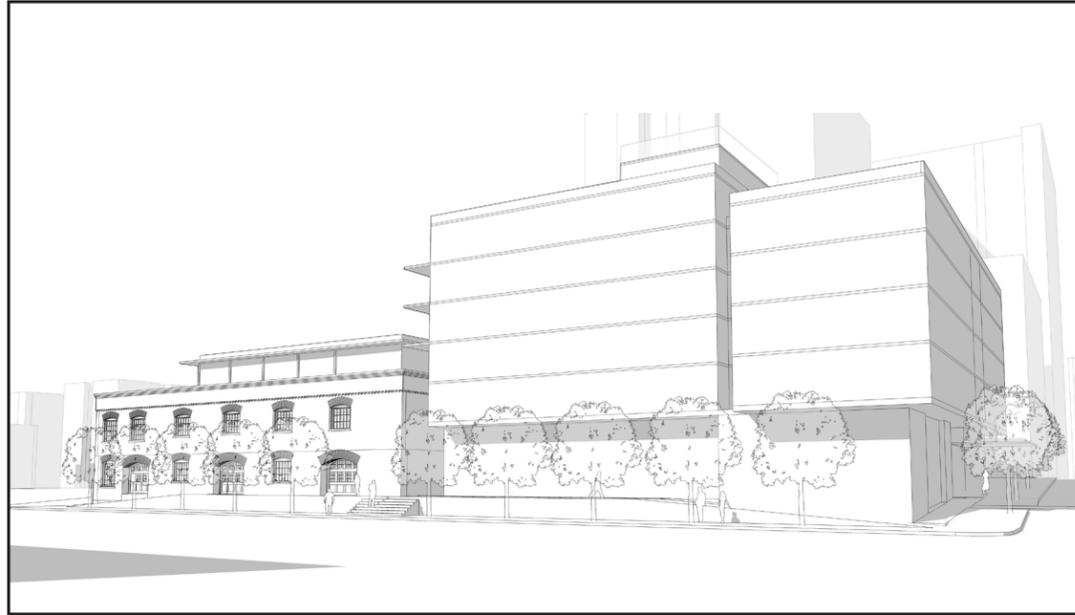
From Broad and Elliott



From Broad and Alaskan

ARCHITECTURAL CONCEPTS: COMPARISON

ALTERNATE 1



Pros:

- New construction is separated from the existing Ainsworth & Dunn Warehouse
- Ainsworth & Dunn Warehouse maintains its singular identity
- Setback at sidewalk level allows for enhanced pedestrian experience

Cons:

- Massing of new construction is weighted toward the Ainsworth & Dunn Warehouse due to view corridor height requirements, and feels unbalanced

Summary:

Stories:	7 + 1 parking level below grade
Unit Count:	62 units
Parking Spaces:	60-62
Approximate Floor Area (Gross):	133,340 sf
Residential:	65,640 sf
Non-residential:	40,920 sf
Parking:	26,780 sf
Ground Floor Uses:	
Office	
Residential (lobby and amenity)	
Retail/Restaurant	
Parking entry	

Potential Departures:

- Continuous overhead weather protection departure at the new mixed-use building

ALTERNATE 2 (PREFERRED)



Pros:

- New construction is clearly separated from the existing Ainsworth & Dunn Warehouse
- 5-story massing allows for a more gentle interface with the historic building and accentuates the mid-block entry points
- Ainsworth & Dunn Warehouse maintains its singular identity
- Setback at sidewalk level allows for enhanced pedestrian experience

Summary:

Stories:	7 + 1 parking level below grade
Unit Count:	62 units
Parking Spaces:	60-62
Approximate Floor Area (Gross):	133,550 sf
Residential:	65,810 sf
Non-residential:	40,960 sf
Parking:	26,780 sf

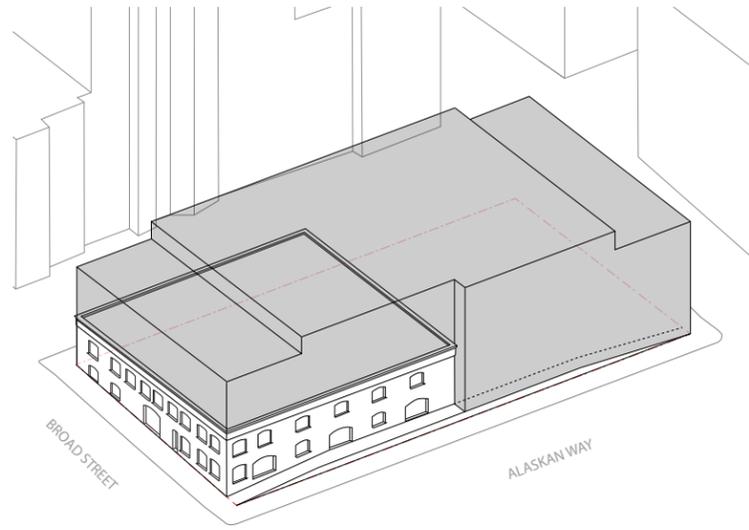
Ground Floor Uses:

- Office
- Residential (lobby and amenity)
- Retail/Restaurant
- Parking entry

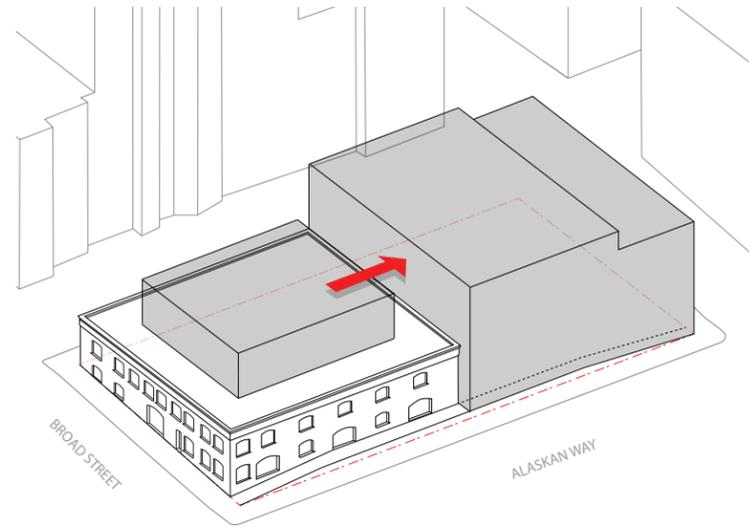
Potential Departures:

- Continuous overhead weather protection departure at the new mixed-use building

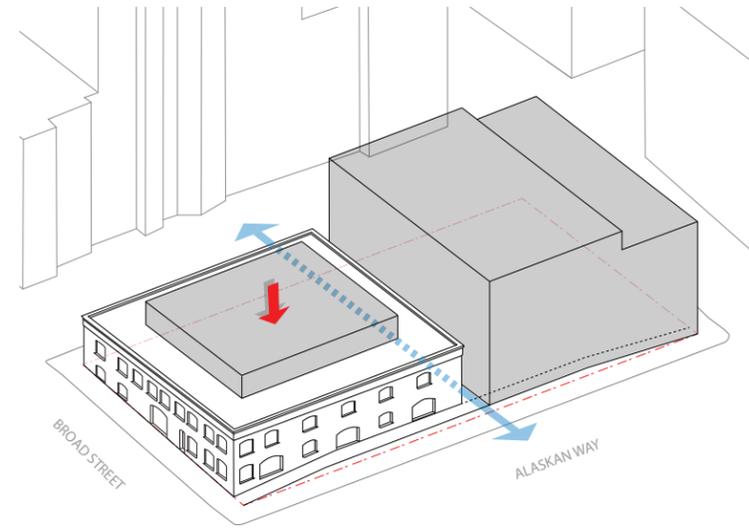
PREFERRED MASSING: CONCEPT DIAGRAMS



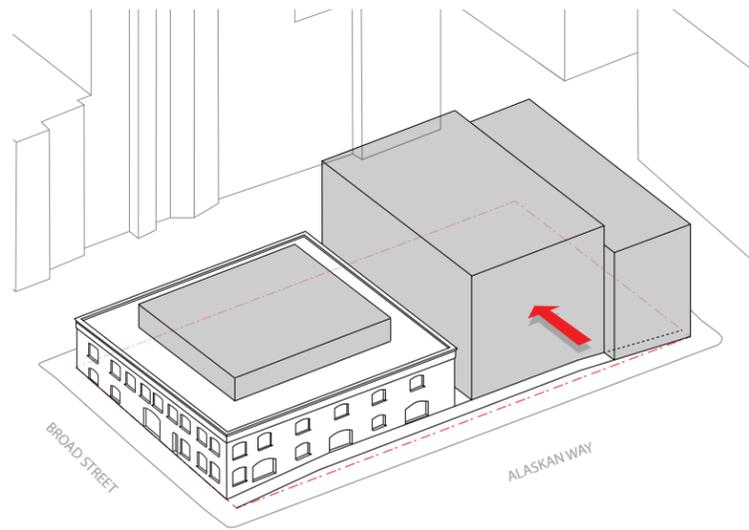
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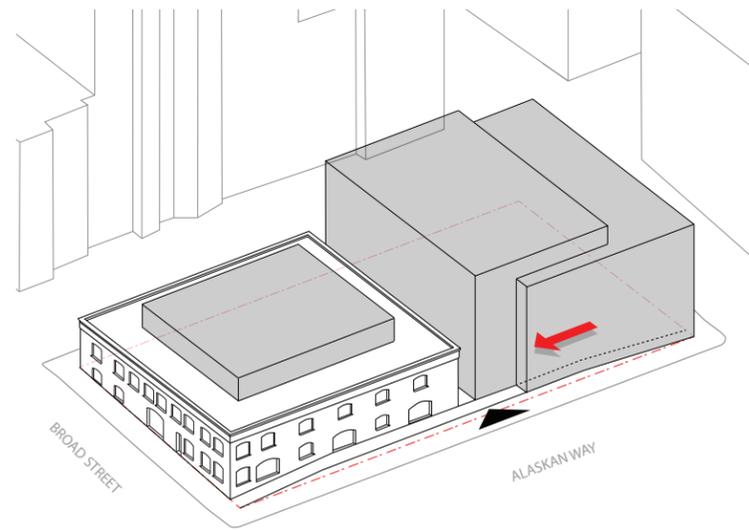
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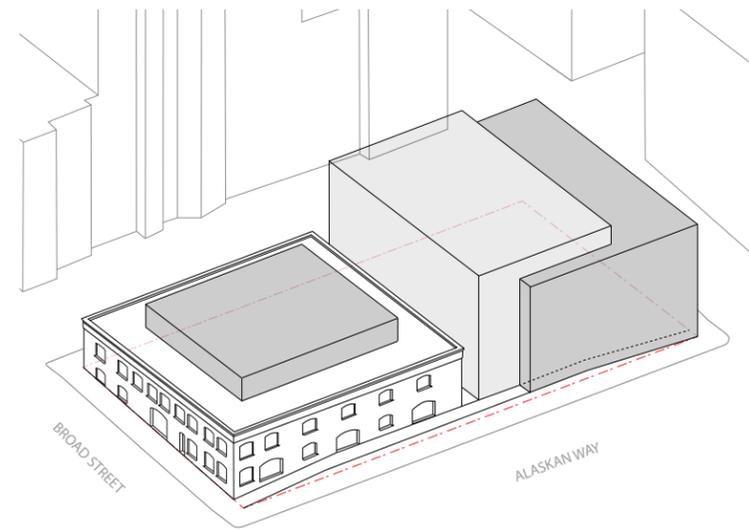
3



4



5



6

- 1 Allowable area per zoning
- 2 Pull the residential mass off of the A&D; retain a 2-story office penthouse at the existing building
- 3 Create separation between the two buildings to allow for circulation between the two; lower the A&D penthouse to 1-story
- 4 Push the higher mass back to align with the A&D and reveal the south corner of the A&D (this is essentially alternate #1)
- 5 Wrap the lower mass around the higher mass in order to shift the perception of weight away from the A&D, and to emphasize the main commercial entrance off of Alaskan Way
- 6 Create a neutral facade, through massing and materiality, on the north of the new structure to act as a "scrim" for the historic A&D, and to further minimize the bulk of the higher mass



PREFERRED MASSING: MATERIAL CONCEPT



The goals of this concept, based on discussions with the ARC, are to
1) use a contemporary masonry frame in the new construction to give the southern end of the site more weight and to develop a dialogue between old a new, and
2) to focus the curtainwall glazing on the north portion of the new building to mediate between the two heavier masses and to provide a quiet, deferential backdrop to the existing Ainsworth & Dunn warehouse.



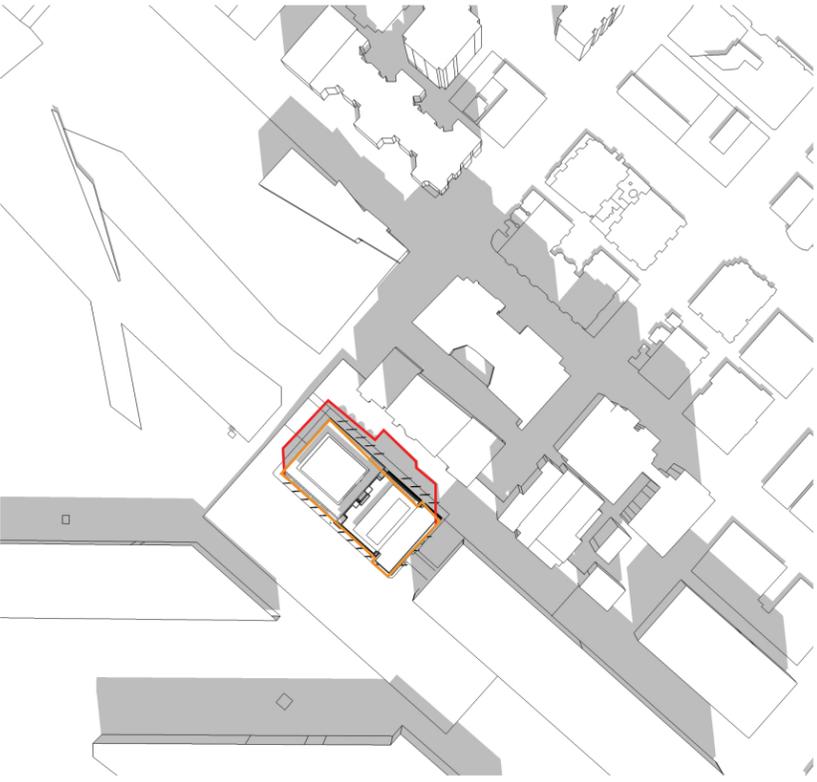
PREFERRED MASSING: SHADOW STUDIES

10 AM



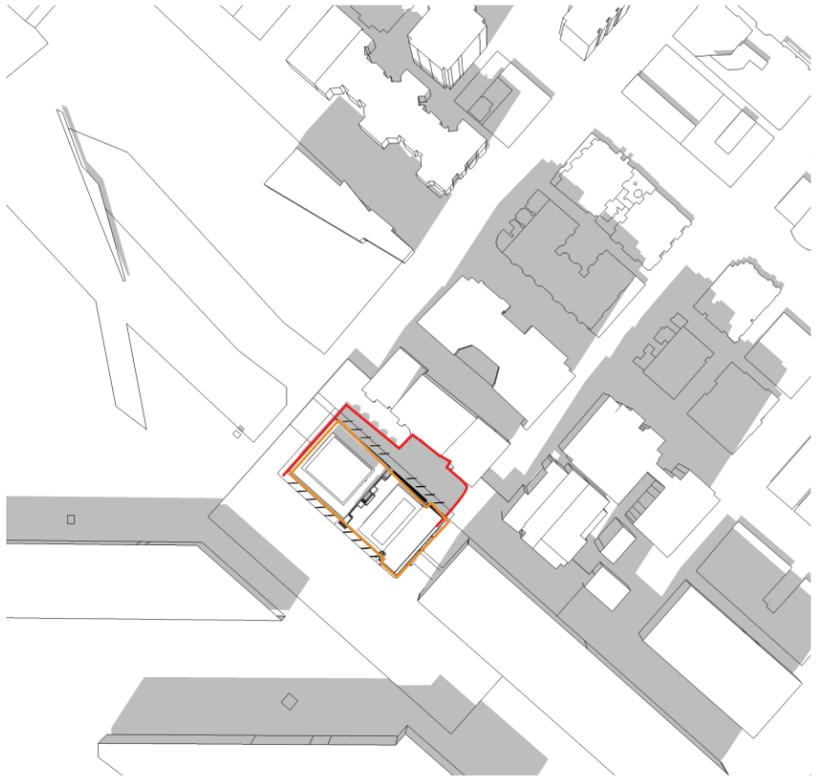
MARCH/
SEPTEMBER 21

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MARCH/
SEPTEMBER 21

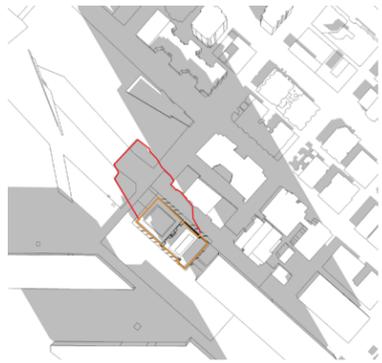
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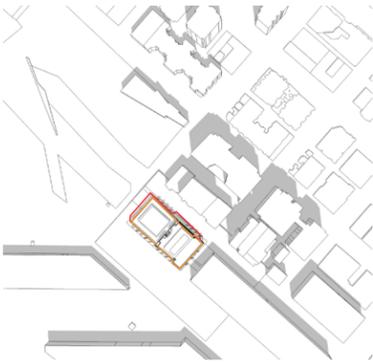
MARCH/
SEPTEMBER 21



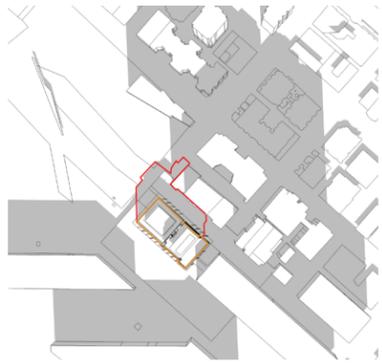
JUNE 21



DECEMBER 21



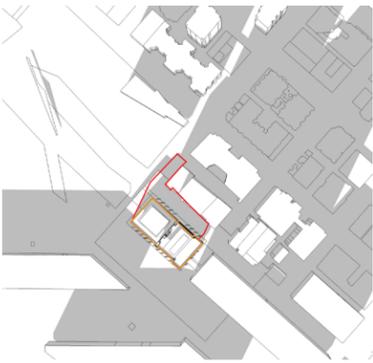
JUNE 21



DECEMBER 21

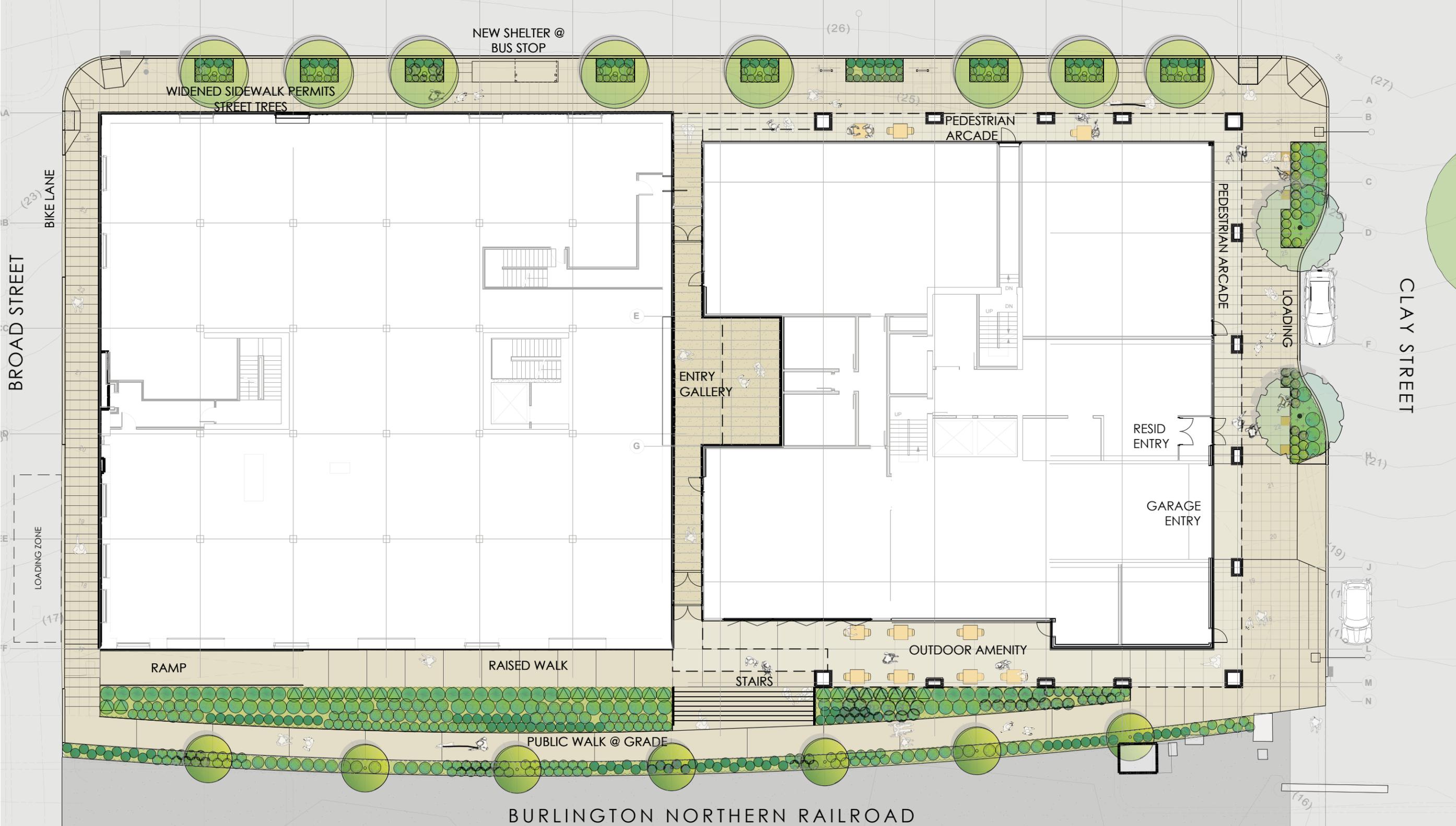


JUNE 21



DECEMBER 21

PREFERRED MASSING: LANDSCAPE PLAN





Clay

1 Landscaped Curb Bulb
per Clay precedent

2 Arcade

3 Seating

4 Drop Off

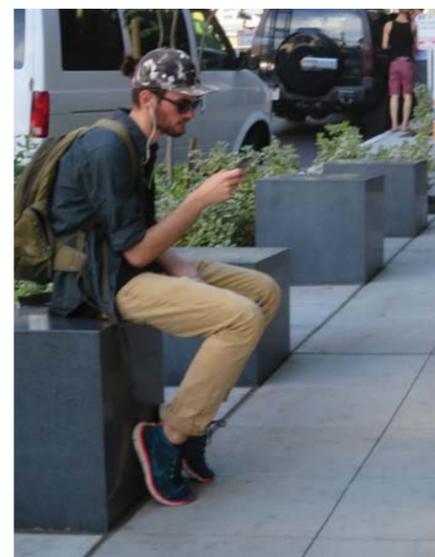
5 Tofino better bike rack

West Wrap

6 Wraparound Pedestrian
Zone per Lake2Bay



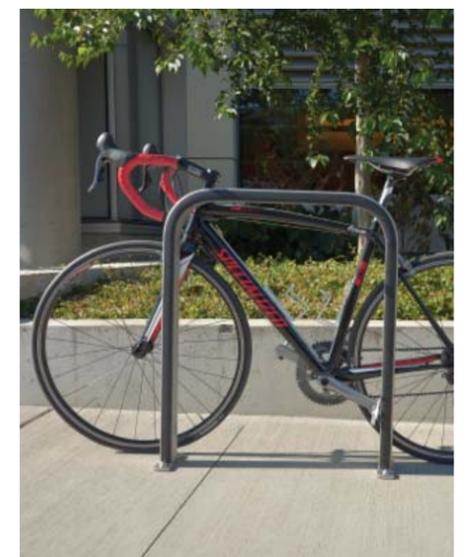
1 Landscaped Curb Bulb
per Clay precedent



3 Seating



4 Drop Off



5 Tofino better bike rack

POTENTIAL DEVELOPMENT DEPARTURES

The proposed project will be a 7-story mixed use building, including 5 stories of residential apartments and one story of enclosed common recreation area at the roof. The combined coverage of rooftop features such as penthouses, solar collectors, enclosed common recreation area and mechanical equipment will not exceed 35% of the roof area. The Ainsworth & Dunn Warehouse will include street level retail uses and/or office uses. New construction to the south of the Ainsworth & Dunn Warehouse will contain retail uses, and a residential lobby and amenity spaces. The buildings will share a midblock gallery that will serve both sides of the project. The second floor and rooftop pavilion of the Ainsworth & Dunn Warehouse will house office space. Stories 2-6 of the new construction will be market rate apartments, with the seventh story containing enclosed common recreation space. Below-grade parking will provide 60-62 spaces.

The project's development objectives are as follows:

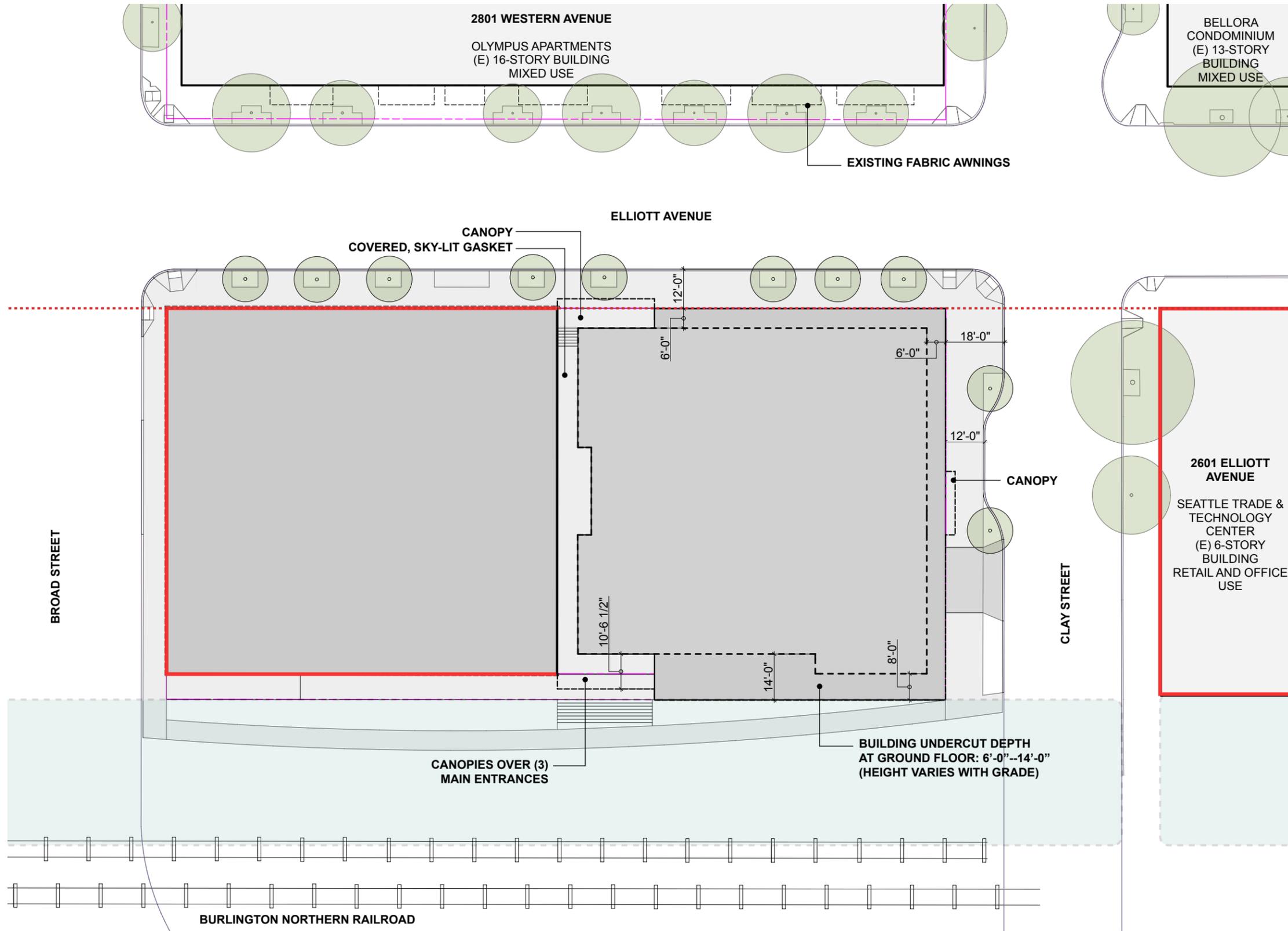
- Renovate the existing landmarked Ainsworth & Dunn Warehouse as mixed use/office space in a manner that both honors and preserves the historic fabric while integrating it into a larger, vital mixed-use development.
- Provide high quality residential units that maximize the site potential of the property, with outstanding views to the west and north, and excellent access to the Waterfront and the Olympic Sculpture Park.
- Enhance the streetscape with an appropriately scaled façade that is respectful toward the landmarked Ainsworth & Dunn Warehouse while balancing the need to maximize the development potential of the site.
- Improve the pedestrian experience along all sides of the property, but especially along the west side of the property, where access is currently restricted.

The following design departures have been identified as potentially necessary to achieve the preferred design alternate. If the Board indicates their willingness to consider the departures, additional study and refinement of the design will be conducted in advance of the Design Recommendation meeting.

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p><u>SMC 23.49.018 Overhead Weather Protection</u></p> <p>1 Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure façade that are: located farther than 5' from the street property line; abut a bonused open space amenity; are separated from the street property line... by a landscaped area at least 2' in width; are driveways or loading doacks.</p> <p>Overhead weather protection shall have a minumum dimenion of 8' measured horizontally from the building wall. The lower edge of the overhead weather protection must be a minimum of 10' and amximum of 15' above the sidewalk.</p>	<p>To provide 6' deep overhead weather protection at the new building along Elliott and Clay, and 14' deep overhead weather protection along Alaskan Way, with height varying from approximately 8'-1 1/2" to 19'-0".</p>	<p>Due to the historic designation of the Ainsworth & Dunn Warehouse, no overhead weather protection is proposed at the existing building. The introduction of overhead protection at the face of the new building would be anomalous. The adjacent Seattle Trade and Technology Center is aligned with the face of the A&D Warehouse, and does not include overhead weather protection. These two historic buildings provide a consistent frontage along Elliott Avenue. The proposed new building aligns with this established frontage with masonry piers, and is undercut at the street level to provide 6' of overhead weather protection. The approach is duplicated along Clay Street. At Alaskan Way, a raised and covered access walk is introduced, as there is no established pedestrian path along the east side of Alaskan Way. This access walk widens from 6' at the south to 14' to allow for seating for cafe/restaurant uses. Overhead weather protection is proposed at the new development, but it does not meet the specific depth and height requirements of the SMC. This request is supported by Design Guideline B-3 (a): responding to regulating lines and rhythms of adjacent buildings.</p>

POTENTIAL DEVELOPMENT DEPARTURES

DEPARTURE REQUEST #1 DIAGRAM



Legend

- Atypical streetscape: currently no pedestrian zone here
- Historic facade: no overhead weather protection existing or required
- Line of established building frontage along Elliott Avenue

REPRESENTATIVE PROJECTS

Weinstein A+U is recognized as one of the Northwest's leading design firms and has continually demonstrated design excellence on a broad array of projects for State, City, Federal, private, and not-for-profit clients. We are passionate about our city and the shaping of its urban neighborhoods through the integration of architecture and urban design is central to our practice.

Well-designed and thoughtful urban housing is a special concern of ours, and we have worked aggressively to advance the expectations of mixed-use projects in Seattle, both technically and aesthetically. While each project presents very specific challenges, a number of recurring themes inform much of our work and form the basis of our approach to housing design:

- All of our buildings are situational and are inseparable from their sites. They sit comfortably amongst their established neighbors, drawing from established precedents while looking to the future
- Well-designed unit plans are essential to the success of a housing project. While the functionality of each unit type is important, the organization of units across a floor plate and their influence on building elevations is equally important
- Appropriately located and proportioned open space is a significant design determinant for most mixed-use and urban housing projects
- We avoid arbitrary façade embellishment. Instead we utilize the organization of individual units and their aggregation to establish the pattern and rhythm of multi-family facades that is furthered informed by site organization and orientation. Plans correlate to elevations and variation occurs within an established system
- The constrained budgets for typical mixed-use projects demand careful consideration of a project's primary orientation and configuration to provide cost effective sustainable design strategies
- The scale and proportion of new mixed-use buildings must address, but need not directly reflect, those of adjacent structures. Plan, section, and elevation strategies should be integrated to provide a comprehensible "read" of the building's composition and organization



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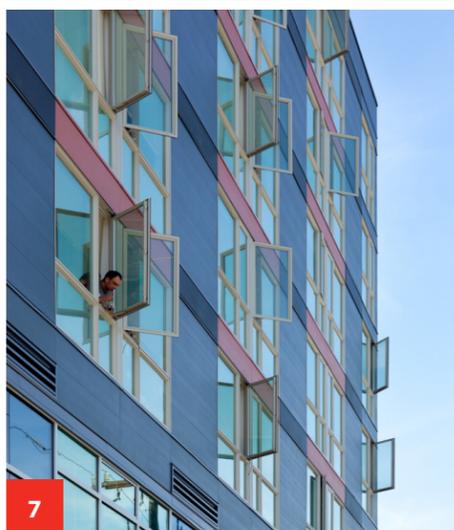


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- 1 **Agnes Lofts**, 1433 12th Avenue
- 2 **19th and Mercer Mixed-Use Building**, 526 19th Avenue E
- 3 **2026 E Madison Mixed-Use Building**, (unbuilt)
- 4 **The Rooster Mixed-Use Building**, 900 NE 65th Street (under construction)
- 5 **Ventana at the Market**, 2100 Western Ave
- 6 **SCCA Patient House**, 207 Pontius Ave N
- 7 **Compass Center Housing**, 1753 NW 56th Street
- 8 **Belroy Apartments**, 703 Bellevue Ave E
- 9 **Banner Building**, 2600 Western Avenue



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