



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning & Development

D.M. Sugimura, Director

**POST-MUP RECOMENDATION
OF THE
DOWNTOWN DESIGN REVIEW BOARD**

BACKGROUND INFORMATION:

Project Number: 3010644 (original MUP No. 3003187)

Address: 2000 3rd Avenue

Applicant: Murray Jenkins with Ankrom Moisan Associated Architects (AMAA)
for Tarragon Development

Meeting Date: October 13, 2009

Report Date: October 23, 2009

Board Members Present: Dana Behar
Marta Falkowska, Chair
Jan Frankina
Wilmot Gilland
Brian Scott

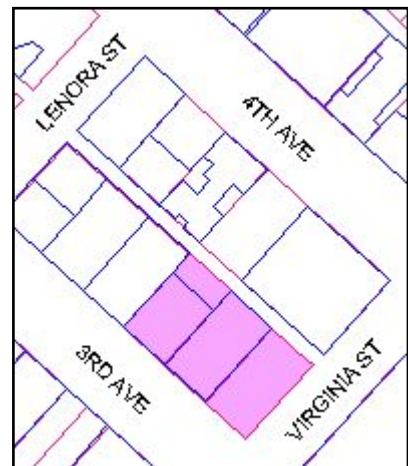
Board Members Absent: None

DPD Staff Present: Lisa Rutzick

PROJECT DESCRIPTION

Site & Vicinity

The site is a total of 19,440 square feet located within the Downtown Mixed Commercial Zone which allows residential bonus height up to 400 feet. The site is within the Belltown Urban Village and neighborhood specific guidelines for Belltown have been adopted as an extension of the Downtown guidelines. Located at the corner of Third Avenue and Virginia Street, the proposed development comprises a 43-story mixed-use development on the southwest quarter of a block bounded by Third Avenue to the west, an alley to the east, Virginia Street to the south and Lenora Street to the north. The



proposal calls for commercial retail uses occupying the street level along Third Ave and Virginia Street with residential uses (approximately 431 apartment units) and approximately 40 hotel rooms on the upper floors. Floor 43 will house an amenity space that will be used by both residents and patrons of the hotel. Parking is located both above and below-grade with five and a half levels of parking below grade and two levels of parking above the ground floor. The vacant site is currently used as a surface parking lot.

Located just outside the Downtown Commercial Core in the Belltown District, this area has a wide range of land uses and structures. Uses include offices, retail, social service agencies, multi-family residences and surface and garage parking lots. Immediately adjacent the site to the north is the recently constructed YWCA seven story brick apartment building and the Marshall Building, a four-story brick commercial structure lies to the east across the alley. Across Third Avenue and Virginia Street to the west, development includes predominantly lower scaled commercial structures.

The Downtown Mixed Commercial (DMC 240-290/400) zone surrounds the subject site to the west, north and east. Across Virginia Street to the south, however, the zone changes to Downtown Office Core 2(DOC2 500/300-500). The subject site falls within the Belltown Urban Village and neighborhood specific guidelines for Belltown have been adopted as an extension of the Downtown guidelines.

BACKGROUND

The Master Use Permit (MUP No. 3003187) for this development has been issued and was reviewed on three occasions by the Downtown Design Review Board: November 1, 2005 (EDG), February 14, 2006 (EDG 2), and December 12, 2006 (Recommendation). At the Recommendation meeting, three departures from the Code were approved including street level uses (SMC 23.49.009.A.1), setbacks (SMC 23.49.056.B.1.b(2)) and overhead weather protection along Virginia (SMC 23.49.018.A).

Through the review of the building permit, it was determined that the proposed parking garage layout did not meet the Code and that an additional departure would be needed to accommodate the proposed parking stall layout.

PUBLIC COMMENT

Approximately three members of the community attended the Post-MUP Issuance Recommendation meeting. One comment was provided from a resident of a neighboring building expressing frustration that their building never received notice of the approved development.

DESIGN PRESENTATION & BOARD DELIBERATION

An additional departure from the quantity of parking stall sizes was introduced and explained through plans and elevations. The ratio of stall sizes per Code is 60% of the stalls are striped for medium sized vehicles and the remaining 40% may be striped for small, medium or large sized vehicles. The proposed parking layout would include 25% medium sized stalls, 10% large size stalls and 65% small sized stalls. The stall widths are not affected, only the depths.

The Board discussed the departure request and **unanimously recommended approval** of the request because the provision of parking at this location is a public amenity and the stall widths will allow adequate and safe maneuvering space. Moreover, the majority of the parking is below grade and those parking levels that are above grade are well-screened. (E-2)