1900 1st Avenue | Design Review Board

Olson Sundberg Kundig Allen Architects
Touchstone Corporation | DPD# 3008499
October 28th 2008

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### PROJECT OVERVIEW

### **VISION STATEMENT**

The First and Stewart development will enhance the Seattle cityscape by responding to the built urban context while serving as an iconic landmark which is visually active, public, and transparent.

By creating a strong visual terminus at the grid shift on First Avenue, the development will anchor the North-South prospect between historic Pioneer Square and bustling Pike Place Market. As designed by Olson Sundberg Kundig Allen, the First and Stewart building will embrace the streetscape, creating visual interest through the texture and pattern of surface treatments and window fenestrations.

With planned use of courtyard and alley space, the development will enhance and extend the pedestrian oriented richness of the market district, characterized by pedestrian courtyards such as Pike Street Hillclimb Court and Post Alley. The development's protected urban space will extend the flow of activity to the east side of First Avenue.

### **DEVELOPMENT OBJECTIVES**

The proposed project is a 125' 11-story mixed use building including street level retail, apartments, and hotel with associated services. There is also approximately 4 levels of below grade parking. The break down of use are as follows:

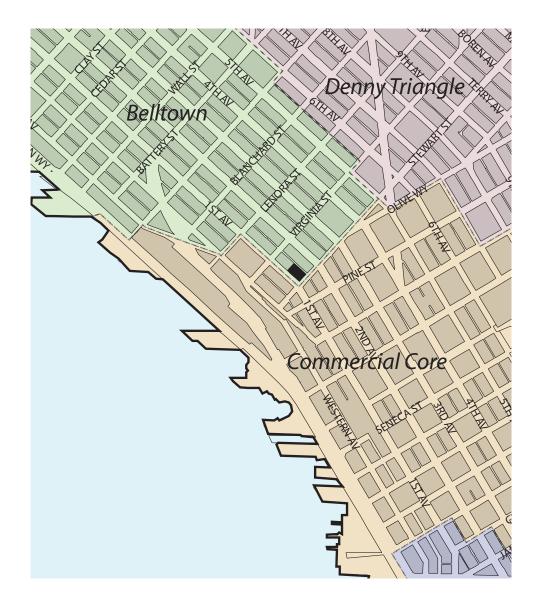
Residential 100 Hotel Guest Suites

75 Apartments Units

Retail +5,000 SF Parking 325 stalls

Potential departures proposed: Facade Modulation

Upper Level Setback Facade Setback Limits Street Level Use







### NEIGHBORHOOD HINGE DIAGRAM

The site is located at the convergent point of four distinct zones: Belltown, Retail, Pikes Place and Downtown. The overall architectural massing takes into an account the unique intersection at 1st and Stewart Street.

### BELLTOWN

- Courtyard Residential

### PIKE PLACE

- Vibrancy Gateways

# DOWNTOWN - Grid

- Rigid Geometry

### RETAIL

- Pedestrian Scale
- Transparency



## NEIGHBORHOOD LANDMARKS

Neighborhood landmarks include the Terminal Sales Building and the recently renovated Hotel St. Regis. A block to the west is Pike Place Market, one of the most notable regional landmarks.

The intersection of 1st and Stewart is not considered a landmark, but offers the potential to serve as a gateway to the Belltown Neighborhood. The site is situated on a prominent corner that acts as a visible terminus of 1st Avenue looking north from Pioneer Square.





### VIEWS OF SITE LOOKING NORTH ON 1ST AVENUE

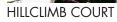


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# 1.5 PUBLIC AMENITY SPACE & COURTYARDS









RAINIER SQUARE COURT



VICTOR STEINBRUECK PARK

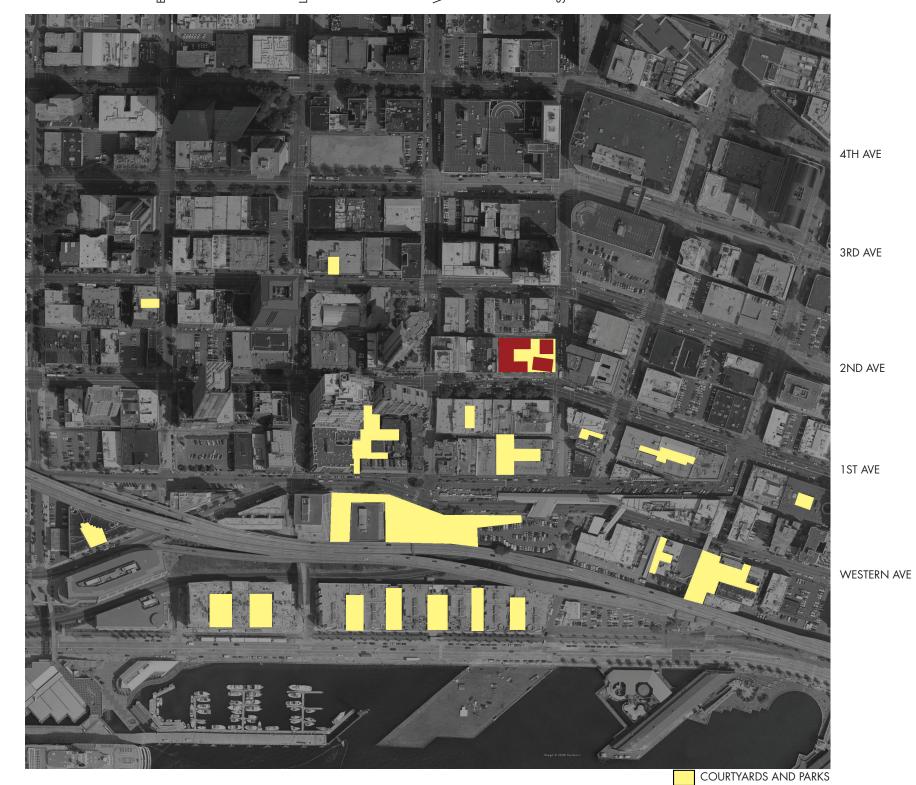


1.6
COURTYARD TYPOLOGY

ENORA ST

IRGINIA ST

STEWART ST



INN AT THE MARKET COURTYARD

# 1.7 FACADE TREATMENT

### **FENESTRATION**

The skin of the building has been designed with regulating lines to promote contextual harmony to solidify the relationship between new and old buildings, and lead the eye down the street. The project fenestration takes its cues from the predominant facade elevation on 1st Avenue. There are three distinct proportions in the existing adjacent buildings that have informed the fenestration.

### PROPORTIONAL KEY

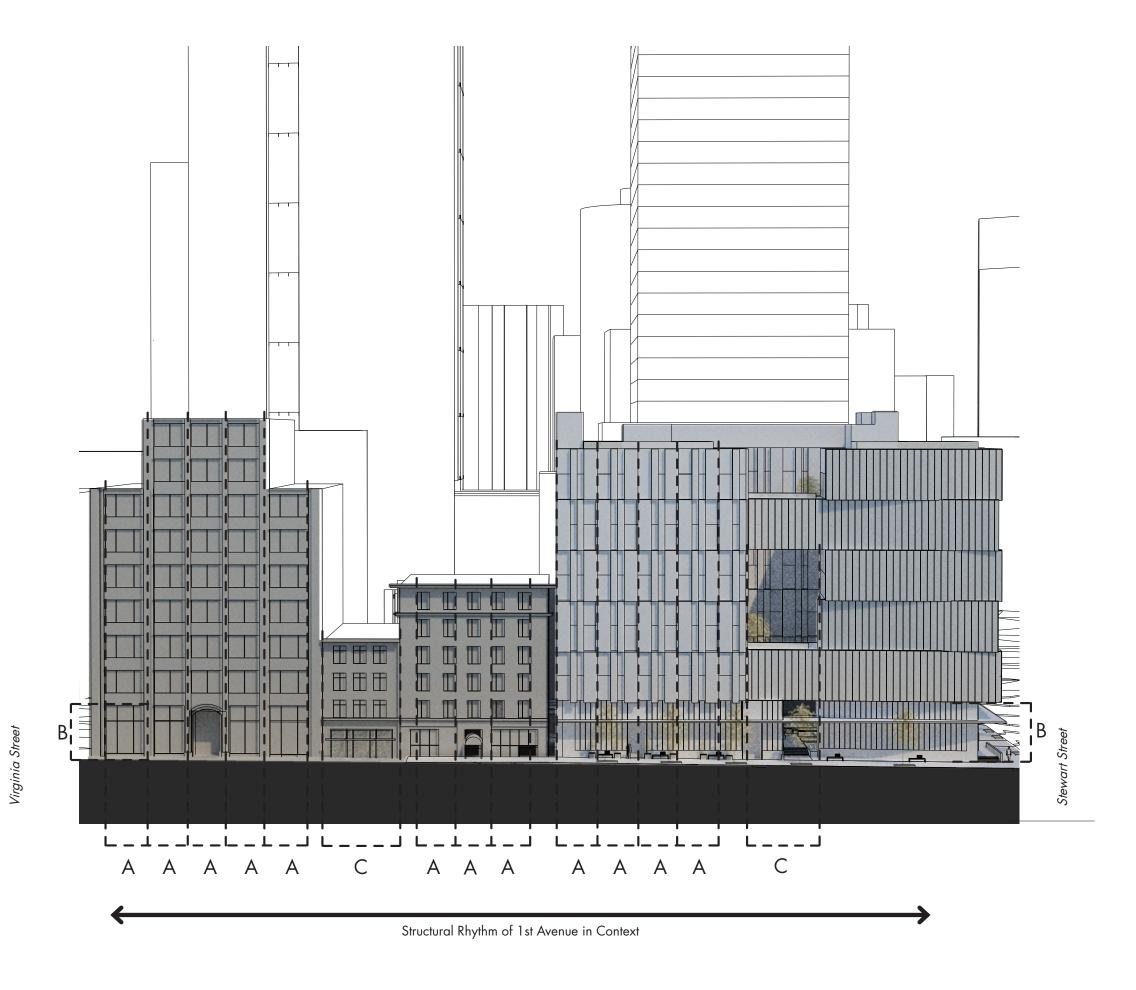
### A = FACADE BAY WIDTH

Regulating lines that reinforce vertical structural elements to the building.

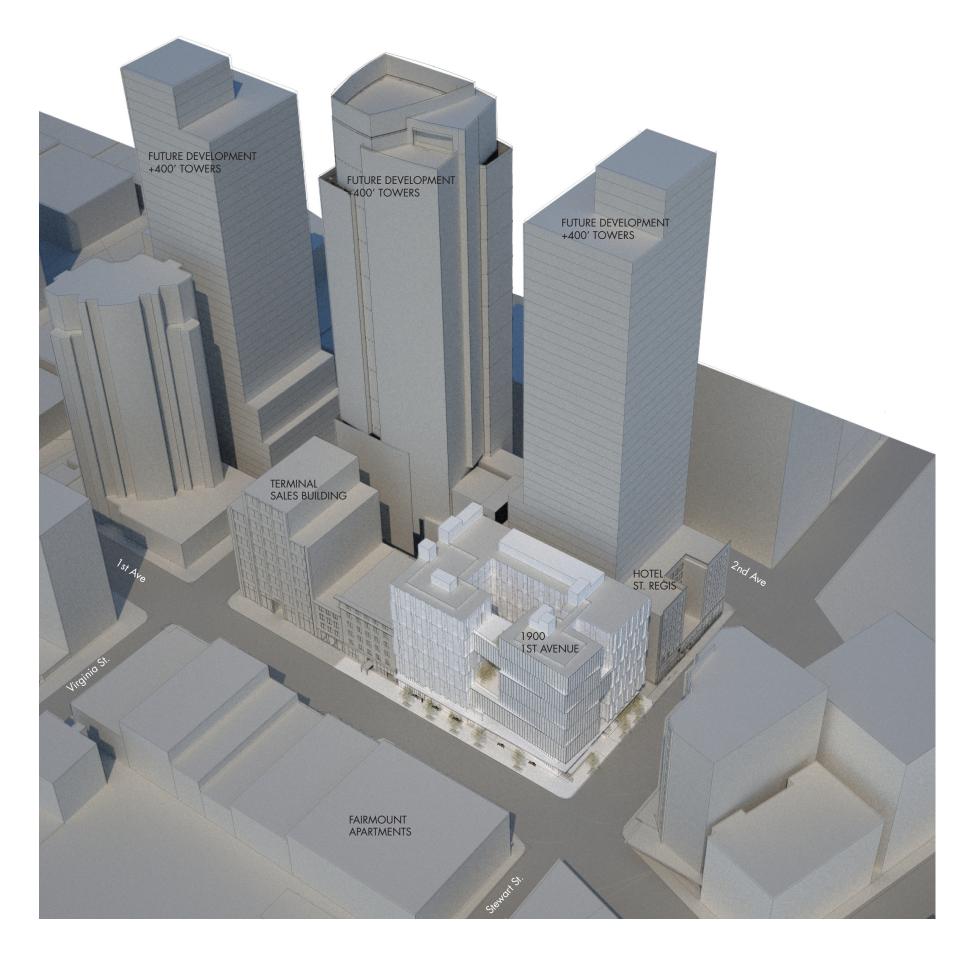
B = LARGE HORIZONTAL ELEMENT HEIGHT Datum that sets the retail height relative to the streetscape.

### C = LARGE HORIZONTAL WIDTH

Mass and void proportions that create interest in the facade and skyline.







# 1.8 FUTURE DEVELOPMENT

### TRANSITION ZONE

The neighborhood is currently in transition, with several projects under construction or in building permit review. The site is zone <u>DMC 125'</u> between the Pike Market Mixed variable zone across the street to the west and the <u>DMC 400'</u> zone across the alley. Adjacent sites to the north and across the street to the south are also zoned <u>DMC 125'</u>. New tower development in the neighborhood will change the skyline in the near future. Directly behind the site will be a new 400' residential tower. Also behind the site to the north on the same block will be one of the two +400' 2nd and Virginia Towers.



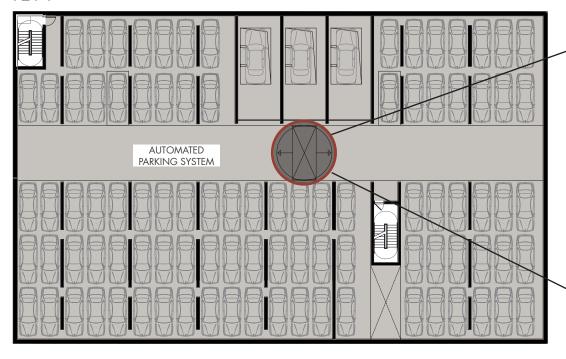
# BASEMENT AND PARKING PLANS SCALE 1/32"=1'-0"



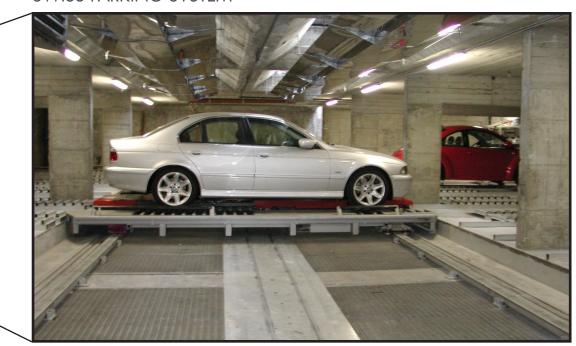


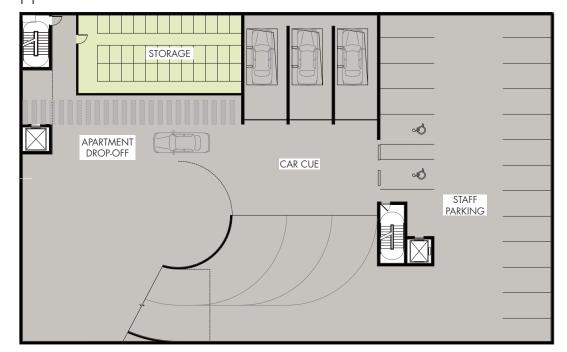


### P2-P4



### SWISS PARKING SYSTEM





### BASEMENT

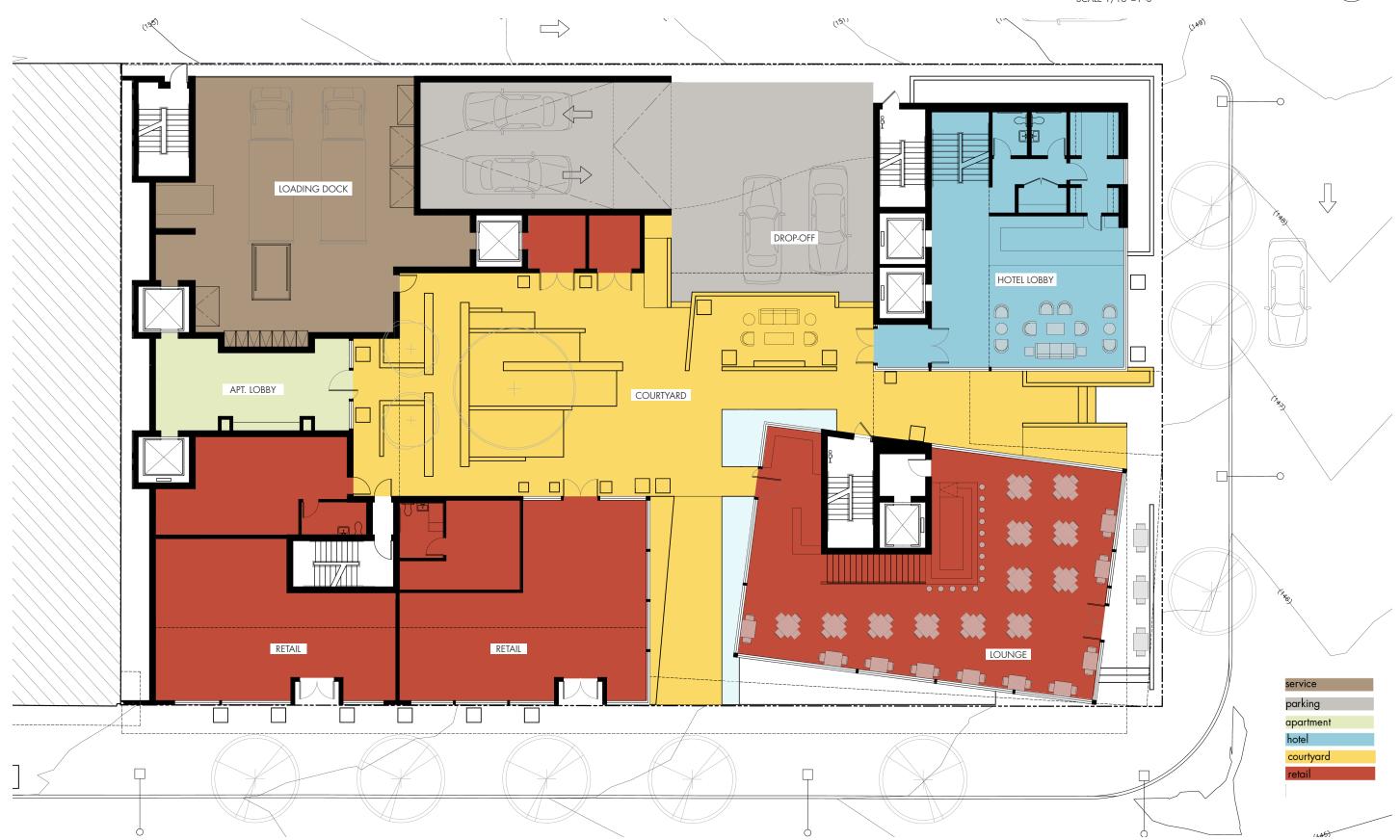




2.2

GROUND FLOOR PLAN

SCALE 1/16"=1'-0"





# UPPER FLOOR PLANS





4TH







6TH + 7TH





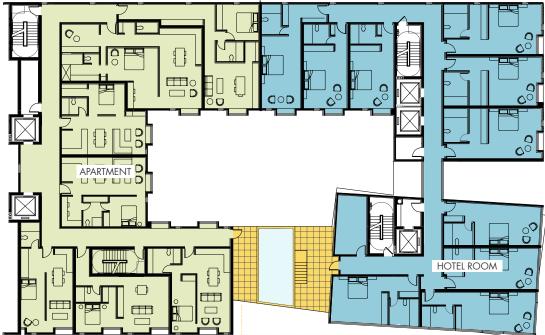
8TH + 9TH





10TH





2.4 **ELEVATIONS** 





# WEST ELEVATIONS SCALE 1/16"=1'-0"





# NORTH ELEVATIONS SCALE 1/16"=1'-0"





### EAST ELEVATIONS SCALE 1/16"=1'-0"

ROOFTOP FEATURE BONUS —PAINTED METAL PANEL —CLEAR GLASS HOTEL & COURTYARD COURTYARD BEHIND ---CONCRETE

2ND FLOOR-

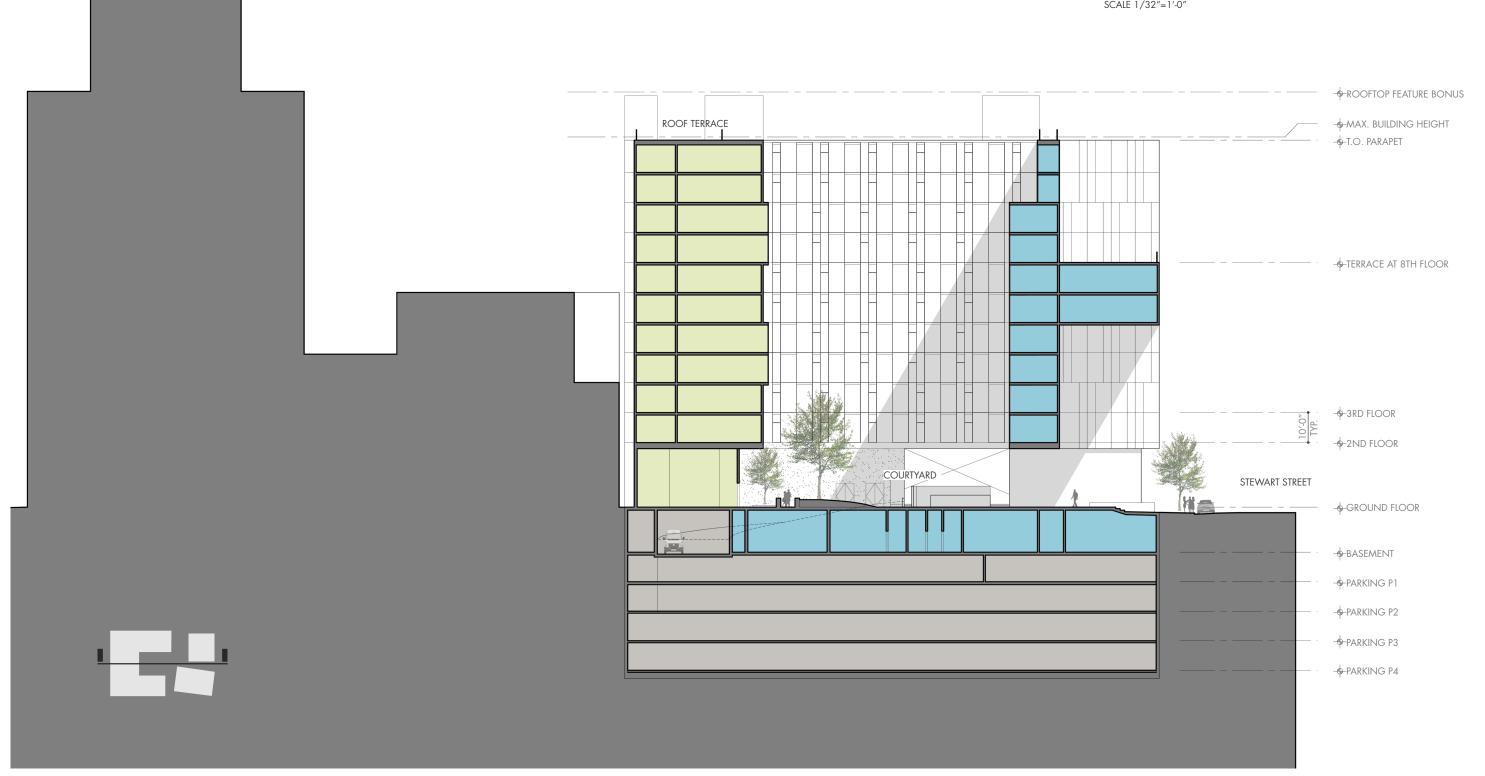
STEWART STREET



2.5 **BUILDING SECTIONS** EAST-WEST BUILDING SECTION SCALE 1/32"=1'-0" -FUTURE DEVELOPMENT service parking apartment courtyard ROOF TERRACE MAX. BUILDING HEIGHT T.O. PARAPET POOL TERRACE AT 10TH FLOOR TERRACE AT 4TH FLOOR → 3RD FLOOR →2ND FLOOR ALLEY COURTYARD 1ST AVENUE GROUND FLOOR ----BASEMENT - PARKING P1 ----PARKING P2 PARKING P3 PARKING P4

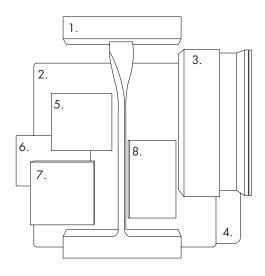


# NORTH-SOUTH BUILDING SECTION SCALE 1/32"=1'-0"





# 2.6 MATERIALS



- 1. Blackened Steel
- 2. Concrete
  3. Black Anodized Aluminum
  4. Enameled Metal Panel
  5. Amber Glass
  6. Painted Metal Panel
  7. Clear Glass

- 8. Low Iron Glass





### 2.7 LANDSCAPE COURTYARD AND LANDSCAPE PLAN

### STREETSCAPE

The steetscape for 1900 First Avenue is both generous and dynamic. Street trees are spaced appropriately to shade pedestrians. Seat walls and special seating flank the Stewart side of the project along with a linear grove of vine maples. There are active views into the hotel lobby and restaurant, bisected by a grand walk to the interior courtyard. The first Avenue side is lined with comfortable wood benches and beautiful earth toned steel planters and smaller scale ornamental trees. The First Avenue entrance to the courtyard features a infinity edge water feature that extends from the walkway to the interior courtyard. Dense plantings line the raised planters.

### COURTYARD

The courtyard of is a place of refuge, adorned with a "outdoor lobby", complete with comfortable furniture, a fireplace and translucent roof. Freestanding chairs and tables and planters provide dynamic and flexible seating and program opportunities throughout the courtyard. Planting beds, a water feature and paving extend out of the courtyard, creating both visual interest and a connection to 1st Avenue. The Stewart street connection to the courtyard focuses on a beautiful specimen Golden Locust set in a shallow earth mound with seat walls and native "turf", offering places to sit and rest under the lace-like golden foliage of the tree. A variety of low walls throughout the courtyard create a sense of enclosure and define public and private spaces. Behind the Golden Locust is a private garden for the residents of the condominiums. It remains visually assessable but is secured with a low ornamental metal fence and gate, the fence portion is obscured in a boxwood hedge.

PLANT PALETTE

















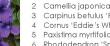


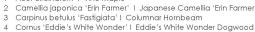












Paxistima myrtifolia I Oregon Boxwood

Rhododendron 'Snowy Lady' | Snowy Lady Rhododendron Robinia pseudoacacia 'Frisia' | Golden Locust Symphoricarpus albus I Snowberry

Thuja plicata 'Stoneham Gold' | Atrovirens Western Red Cedar 10 Zelkova serrata | Japanese Zelkova 11 Arctostaphylos uva-ursi I Kinnickinnick

12 Fragaria chiloensis I Evergreen Strawberry

13 Parthenocissus tricuspidata I Boston Ivy 14 Festuca rubra 'Romerii' I Red Fescue

15 Viola adunca I Western Violet

16 Vancouveris hexandra | Inside Out Flower

17 Iris tenax I Oregon Iris 18 Vancouveria Planipetala I Redwood Ivy 19 Polystichum munitum | Sword Ferr





# 2.7 LANDSCAPE 1ST AVENUE COURTYARD SECTIONS



FACE OF BUILDING





B-B

# 2.7 LANDSCAPE 4th FLOOR TERRACE LANDSCAPE PLAN

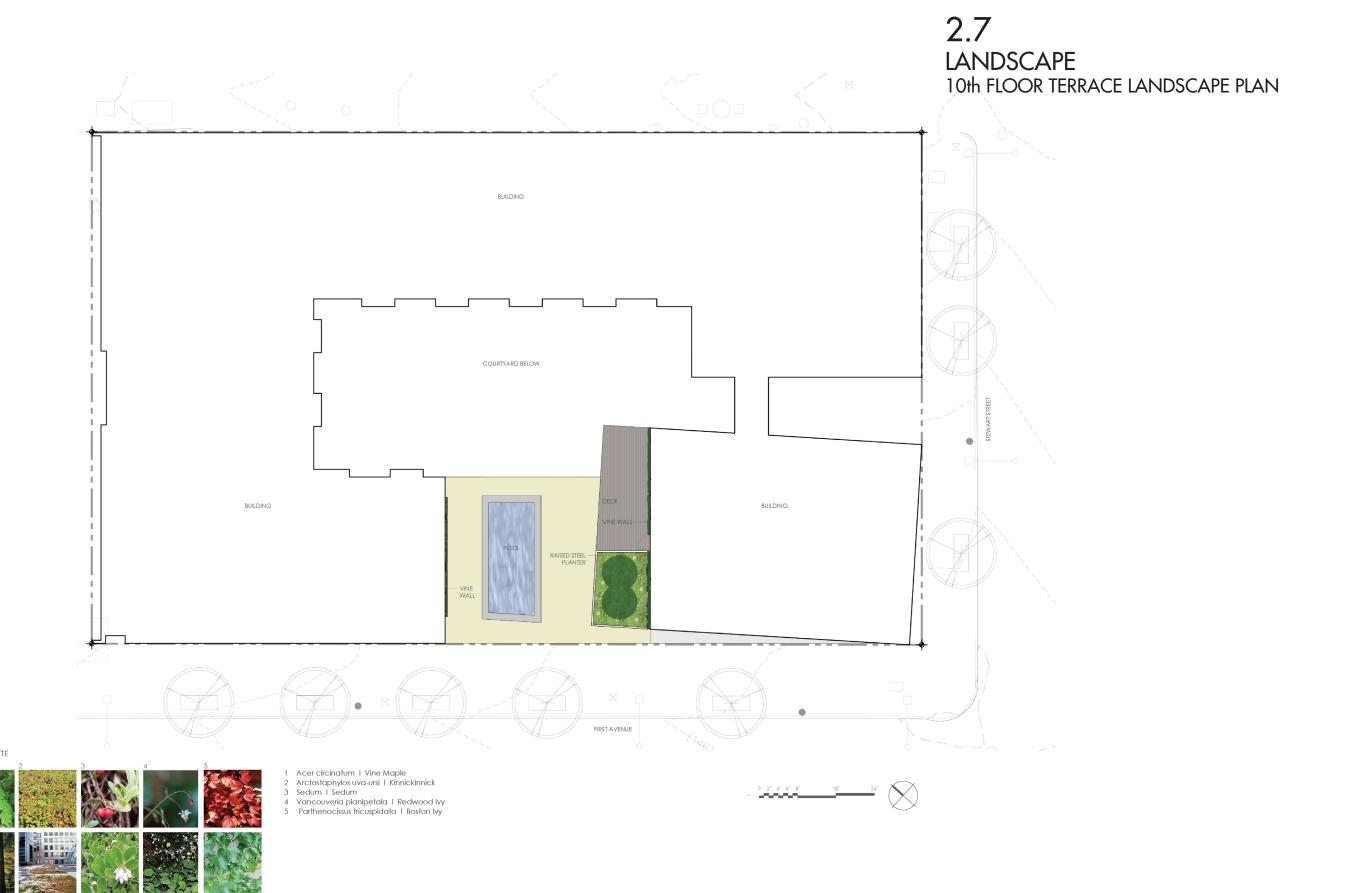
### **UPPER FLOORS**

On the upper floors a simple palette of stone paving, wood decks, planting and raised steel planters offers both amenities to hotel guests and residents as well as a beautiful, green dynamic roof for neighbors to enjoy. The residents will have a private garden with a variety of spaces to congregate, including a sun deck, and an "outdoor family room" similar to the "outdoor lobby" of the courtyard. There is also a walking area for exercising a family pet. The public roof deck has a raised sunning deck, fireplace and a planter that features a specimen Lodgepole Pine. The outdoor garden on the tenth floor features a dipping pool that is accessible to the tenants of the condominium and the hotel. It features a wood cantilever deck that looks out over the courtyard.





PLANT PALETTE





## 2.7 LANDSCAPE ROOF TERRACE LANDSCAPE PLAN

Throughout the site, the landscape design incorporates native and native compatible and drought tolerant plantings. Plantings are within a mix of raised, movable planters, at-grade planting beds, raised beds, and vine walls. The plantings of the smaller pots will change with the seasons.







- 4 Accistaphylos uva-ursi i kinnickinnick 5 Vancouvería Planipetala I Redwood Ivy 6 Sedum I Sedum 7 Festuca rubra 'Romerii' I Red Fescue 8 Festuca idahoensis I Idaho Fescue 9 Hordeum brachyant I Meadow Barley





## ICONIC CORNER

Night Perspective at First and Stewart

### MASSING

The design concept responds to the urban form by making a gestural move towards the visibility of this site at the terminus of the street grid. This move also serves to identify the corner as a kind of gateway to the Belltown neighborhood and terminus of the Market neighborhood. Creating a "hinge" or articulation to accentuate this change in street grid and neighborhoods was well received by the EDG Board.

### LANTERN

Creating a difference in massing for the particular uses was established by first siting the hotel use at the more visible public corner and the apartments on the north end of the site to better relate to the residential character of Belltown. In this configuration the hotel could stand out as a kind of landmark corner similar to the Terminal Sales building on the other end of the block. To achieve this prominence the hotel massing has been articulated with the lantern concept in mind. Where a series of stacked glass boxes could light the terminus of the 1st avenue axis looking north from Pioneer Square. The lantern can take on a luminous character at night and an opaque one by day.

### FACADE

Simple and clear architectural elements and finish details create a unified building, so that all components appear integral to the whole. Fenestration has been designed with regulating lines to promote contextual harmony, solidifying the relationship between new and old buildings, while leading the eye down the street.





### 3.2 STREETSCAPE Pedestrian Environment

### **ACTIVATING THE SIDEWALK**

Achieving a vibrant sidewalk in this project is proposed by providing transparency and openness between the storefront and the sidewalk. Clear glazing at street level reinforces the interaction between pedestrians and retailers.

### **ACCESS**

Street level spaces are intended to extend out into the sidewalk and invite pedestrians into the building with multiple and varied building entries. Open facades and variations in paving materials and textures will help orient pedestrians towards entries. Large open portals in the facade accessed at the streetscape provides access to the courtyard spaces.

### LANDSCAPE

The landscape design has been integrated into the architectural concepts to highlight framed views into and out of the courtyard. Planting and hardscape define circulation from quiet places for sitting. Water features will appeal to the sense of sound as pedestrians walk past the entry portals.





## 4.1 **BELLTOWN GUIDELINES A**

# Site Planning & Massing Responding to the Larger Context

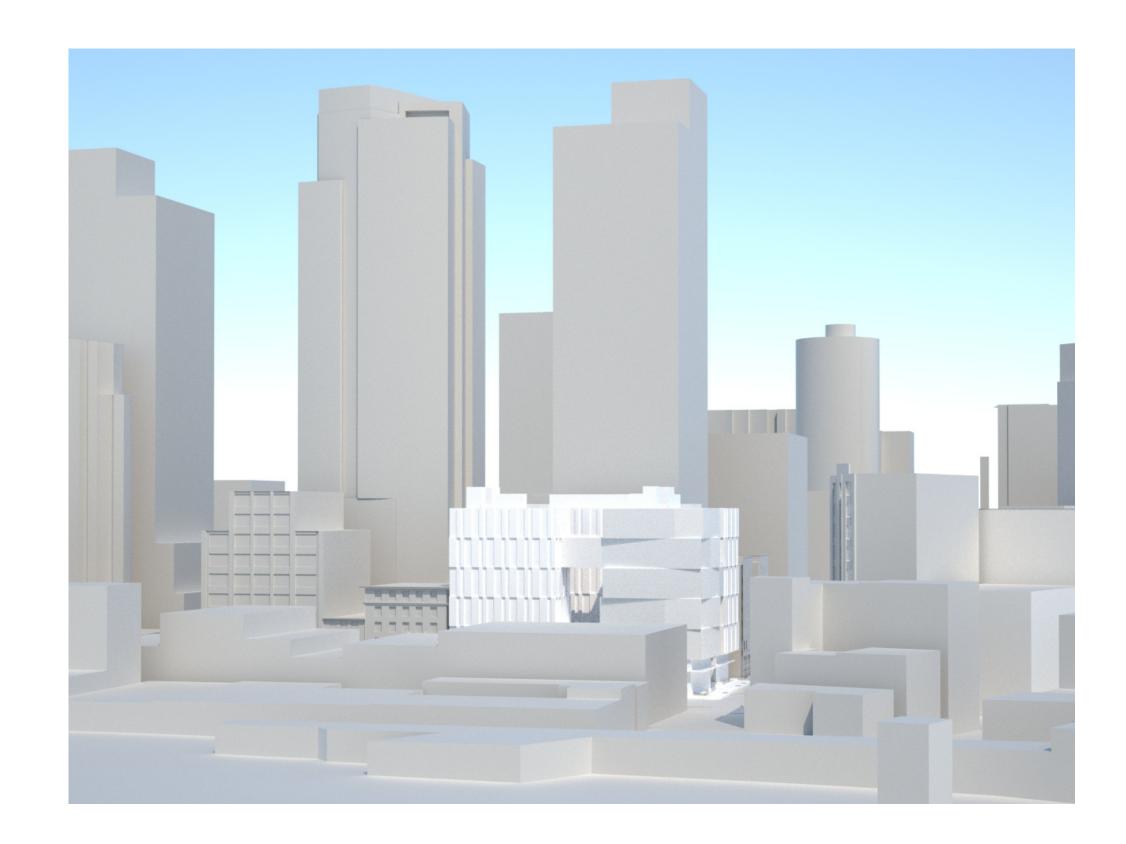
A1 Respond to the physical environment - Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site:

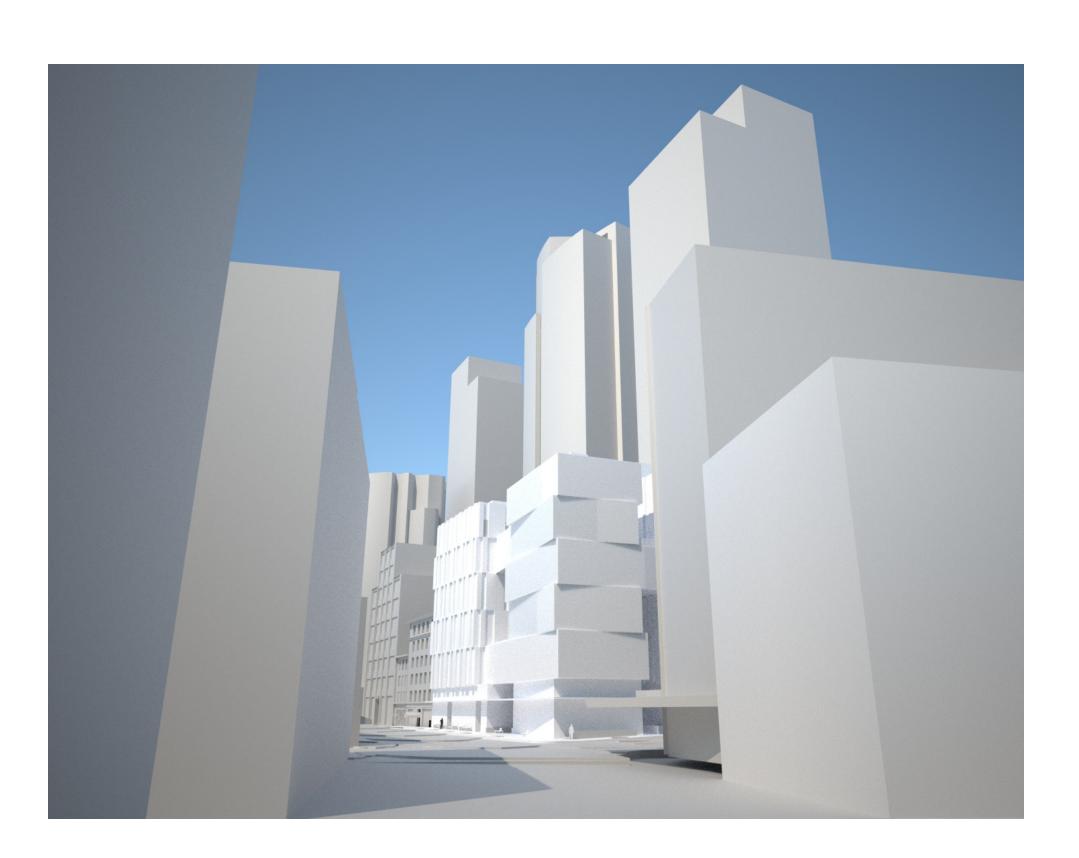
> Courtyard – Inn at the Market Continuing urban wall on Stewart Street. Holding the Corner at First and Stewart and Belltown Urban City Village edge.

- A2 Enhance the skyline
   Upper portion of the building to promote visual interest and variety in the downtown skyline
- Providing a transition in scale and zoning. Creating a sense destination in the built environment and sense of place in the pedestrian scale.
- The design concept responds to the urban form by taking advatage of the visibility of this site at the terminus of the street grid. The project site is identified as the gateway to Belltown and ending of the Market neighborhood. Creating a "hinge" or articulation to accentuate this change in street grid and neighborhoods.

### EDG Board comment:

The upper portion of the building should promote visual interest, to draw the eye down to it instead of the taller buildings that will be in the background to the east.





# 4.2 BELLTOWN GUIDELINES B

### Architectural Expression Relating to the Neighborhood Context

### B1 Respond to the neighborhood context.

The lantern concept and the overall composition of the major building elements reinforce desirable urban features existing in the surrounding neighborhood.

### B2 Create a transition in bulk and scale

- Two zoning departures are proposed to respond to the intent of this design guidline. Both departures better suite the intent of this guidline by transitioning to the new height limits to the east.

Departure 1 - Facade Modulation Departure 2 - Upper Level Setback

- Massing of the building addresses the transition of height, bulk, and scale between PMM-variable and DMC 240/290-400 zones

# B3 Reinforce the positive urban form & architectural attributes of the immediate area

- The courtyard apartment is a prevalent building type in Belltown which creates usable open space and also breaks down building mass. The courtyard is key design feature that composes the building program and mass.

### B4 Design a well proportioned & unified building

- A zoning departure is proposed to respond to the intent of this design guidline. The departure better suites the intent of this guidline by proposing a well proportioned building that responds to the hinge of the neighborhood context.

### Departure 3 - Facade Setback Limits

- The program and mass has been composed and organize such that the publicly accessible interior and exterior spaces create a well-proportioned building that exhibits a coherent architectural concept.

### EDG Board Comment:

The board offered positive feedback regarding the upper level setback departure request along 1st Avenue.

## 4.3 **BELLTOWN GUIDELINES C**

### The Streetscape Creating the Pedestrian Environment

### C1 Promote pedestrian interaction

- Spaces for street level uses are 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.

- Building corner as a place of convergence. The corner serves as a wayfinder in the pedestrian environment, as well as a gathering space.

- Street level spaces are intended to extend out into the sidewalk and invite pedestrians into the building with: multiple and varied building entries. Open facades and variations in paving materials, textures and colors.

### C3 Provide active-not blank- facades

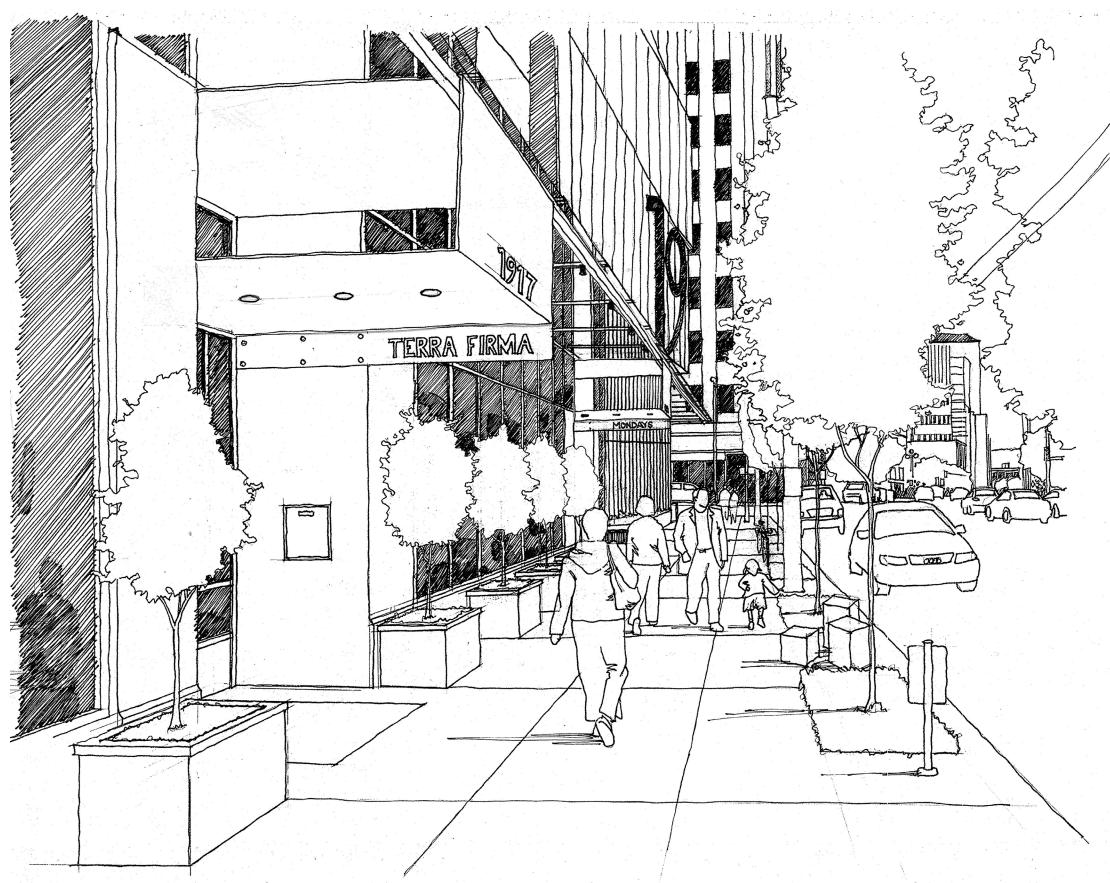
- A zoning departure is proposed to respond to the intent of this design guidline. The departure will propose a hotel lobby use that better suites the intent of the design guidline by providing a 24 hour active none blank facade on Stewart Street.

### Departurtre 4 - Street Level Use

- the vast majority of street street facing facades are clear storefront backed with active program space.

- C4 Reinforce building Entries
   building's entries are reinforced by the design by addressing pedestrian comfort, safety and orientation.
- Distinctive doorways with projected and recessed entry bays are distinct design features to the building.





# 4.3 BELLTOWN GUIDELINES C

# The Streetscape Creating the Pedestrian Environment

C5 Encourage overhead weather protection.
- Continuous well-lit overhead weather protection proposed to improve pedestrian comfort and safety along major pedestrian routes.

C6 Develop the alley façade.

- The unique conditions of the site allow the project to increase pedestrian safety, comfort in the alley by providing a passageway from the courtyard.

## **EDG Board Comment**

The Board placed particular emphasis on the courtyard design and the pedestrian experience. The Board would like to reduce the feeling of being in an auto court and be able to get good light and air.

The Board was happy with the location of the apartment and hotel lobbies, but feels the residential lobby needs to have more prominence in the design. An idea to activate the courtyard with the residential lobby or residential units was suggested.

# **BELLTOWN GUIDELINES D**

**Public Amenities** Making the Most of the Streetscape & Open Space

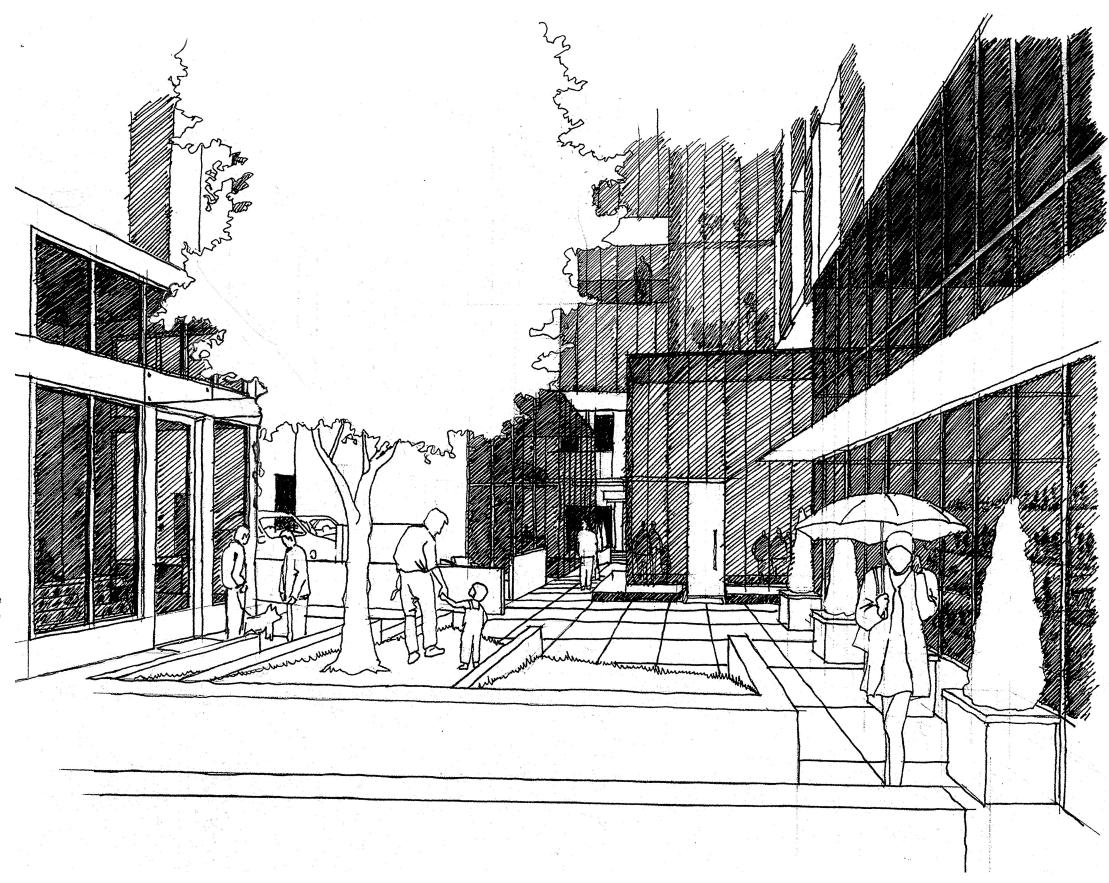
- D1 Provide Inviting and Usable Open Space
   The courtyard amenity spaces was design to promote a visually pleasing, safe, and active environment for workers, residents and visitors.
- Views and solar access from the principle area of the open space have be especially emphasized.
- Mixed-use development that provides usable open space adjacent to retail space, such as an outdoor café or restaurant

## D3 Provide Elements that Define the Place

- Special elements on the facades, within public open spaces, paving on the sidewalk to create a distinct, attractive, and memorable "sense of Place" associated with the building.
- -Distinctive landscaping that incorporates seating to create a sense of place.

# **EDG Board Comment**

The Board agrees that creating a sense of place and a building of memorable character is important for this location. The Board suggested that creating a special place at the corner on the ground is important and that holding the corner above is a desirable concept.



# E1 -



Hotel 1000 Alley

# 4.5 BELLTOWN GUIDELINES E

# Vehicular Access and Parking Minimizing the Adverse Impacts

# E1 Minimize Curb Cut Impacts Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians

E3 Minimize the Presence of Service Areas - unsightly service areas for trash dumpsters, loading docks, mechanical equipment and the like are to be located in the alley away from pedestrian experience.

EDG Board Comment
The Board felt that the design guidelines could be
adequately met as well as the program met with no street access.



# 5.1 **DEPARTURE 1**

# Facade Modulation (SMC 23. 49.058B)

15 foot setback above 85 feet along 1st Avenue. Minimum distance not less then 60'.

# Proposed Rationale:

This departure is proposed to respond to the intent of the following Belltown Design Guidelines relative to Architectural Expression:

B1 Respond to the neighborhood context.

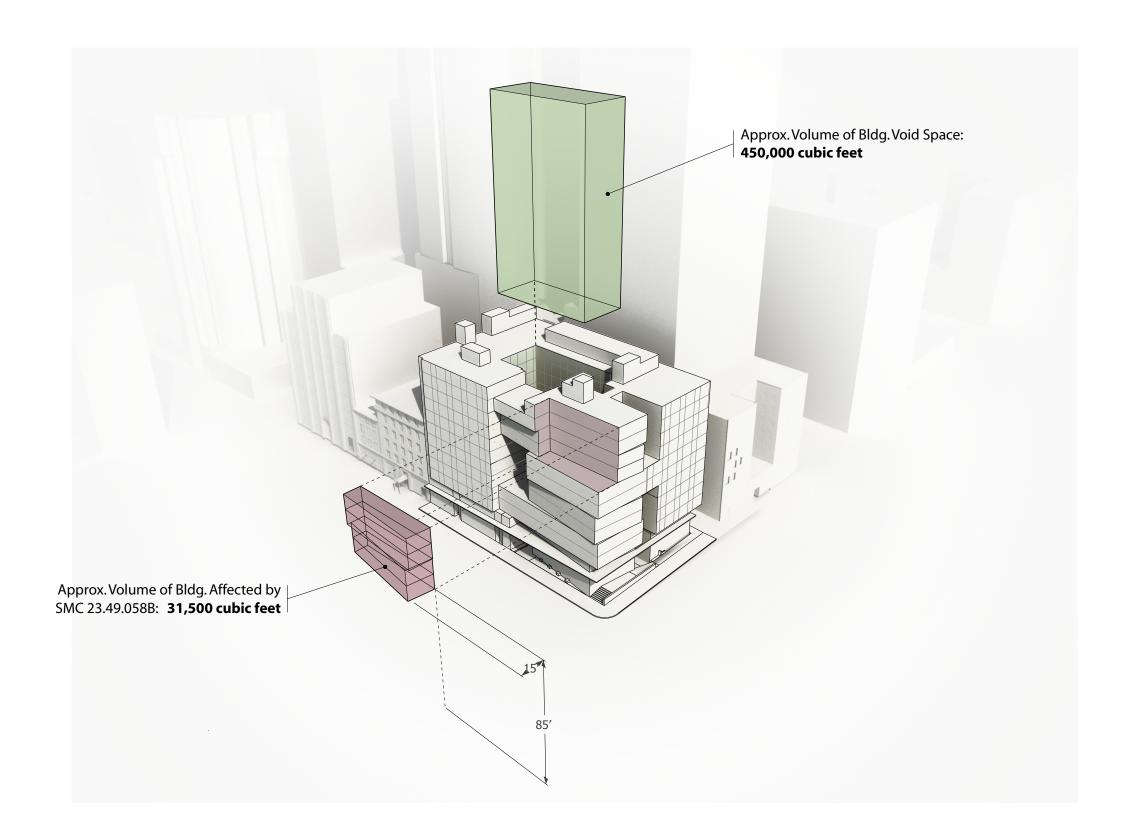
- The lantern concept and the overall composition of the major building elements reinforce desirable urban features existing in the surrounding neighborhood. The mass of the iconic corner will balance the block with the Terminal Sales building to the north.

## B2 Create a transition in bulk and scale

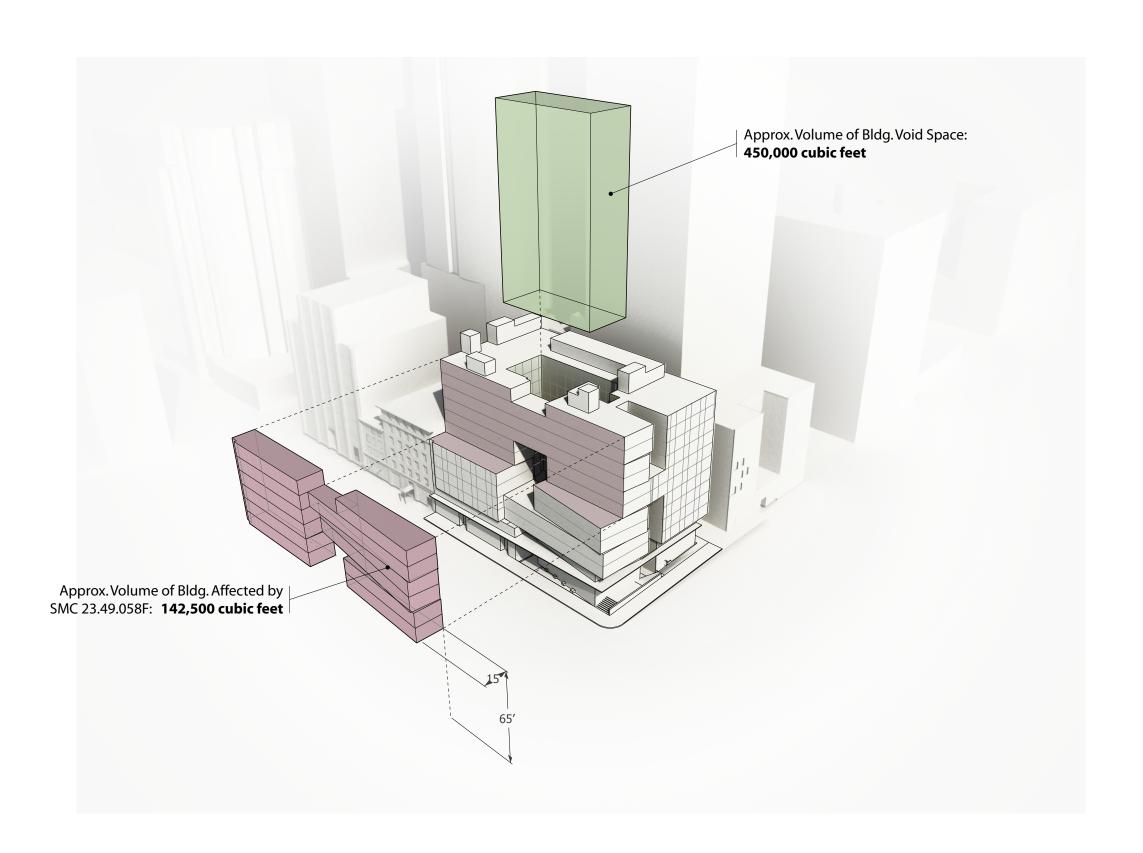
- This departure better suites the intent of this guideline by transitioning from the midrise levels to the west to the increased height limits to the east.
- Massing of the building addresses the transition of height, bulk, and scale between PMM-variable and DMC 240/290-400 zones.

## EDG Board Comment:

The board offered positive feedback regarding the upper level setback departure request along 1st Avenue.







# 5.2 **DEPARTURE 2**

# Upper Level Setback (SMC 23. 49.058F)

15 foot setback above 65 feet along 1st Avenue when across the street from Pike Place Market Historical District.

Proposed Rationale: This departure is proposed to respond to the intent of the following Belltown Design Guidelines relative to Architectural Expression:

B1 Respond to the neighborhood context.

- The lantern concept and the overall composition of the major building elements reinforce desirable urban features existing in the surrounding neighborhood. The mass of the iconic corner will balance the block with the Terminal Sales building to the north.

## B2 Create a transition in bulk and scale

- This departure better suites the intent of this guideline by transitioning from the midrise levels to the west to the increased height limits to the east.
- Massing of the building addresses the transition of height, bulk, and scale between PMM-variable and DMC 240/290-400 zones.

## EDG Board Comment:

The board offered positive feedback regarding the upper level setback departure request along 1st Avenue.



# **DEPARTURE 3**

# Facade Setback Limits

(23.49.056. B.1)

Setbacks between 15' and 35' in height. Facade shall be within 2' of property line Maximum width 20' Maximum setback 10' Setback beyond 2' shall not exceed 40% of facade.

# Proposed Rationale:

This departure is proposed to respond to the intent of the following Belltown Design Guidelines relative to Architectural Expression:

- B4 Design a well proportioned & unified building The departure better suites the intent of this guideline by proposing a well proportioned building that responds to the hinge of the neighborhood context.
- The program and mass has been composed and organize such that the publicly accessible interior and exterior spaces create a well-proportioned building that exhibits a coherent architectural concept.

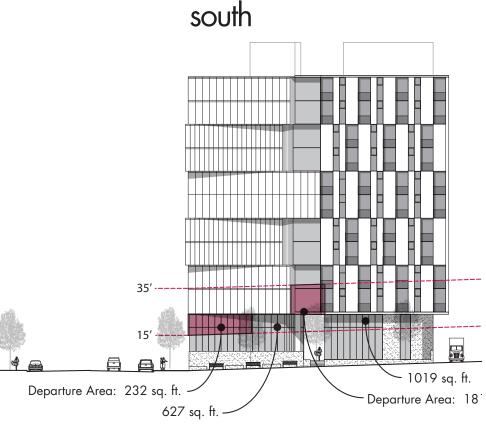
## **EDG Board Comment**

The Board agrees that creating a sense of place and a building of memorable character is important for this location.



## **1ST AVENUE**

Area of Facade Beyond 2': 1301 / 3368 = 39% Area of Facade Within 2': 2063 / 3368 = 61%



STEWART AVENUE 419 / 2060 = 20% 1646 / 2060 = 80%



Retail Street Frontage	1st Avenue	Stewart Avenue -	24 hr. Hotel Street Frontage
100%	47%	53%	
Overall Frontage: 76%			24%

# 5.4 **DEPARTURE 4**

# Street Level Use (23.49.009. B.1)

75% Street level use must be an approved use. 25% May be other uses.

Street Frontage	Length	% of Use
1 st Avenue Mercantile	154'-2"	100% Complies
Stewart Ave		
Mercantile	40′-8″	47% < 75%
Hotel	46′-4″	53% > 25%

# Proposed Rationale:

This departure is proposed to respond to the intent of the following Belltown Design Guidelines relative to Streetscape:

C1 Promote pedestrian interaction
- The hotel lobby will reinforce pedestrian comfort, safety and orientation, while providing 24 hour eyes on the street.

# C3 Provide active-not blank- facades

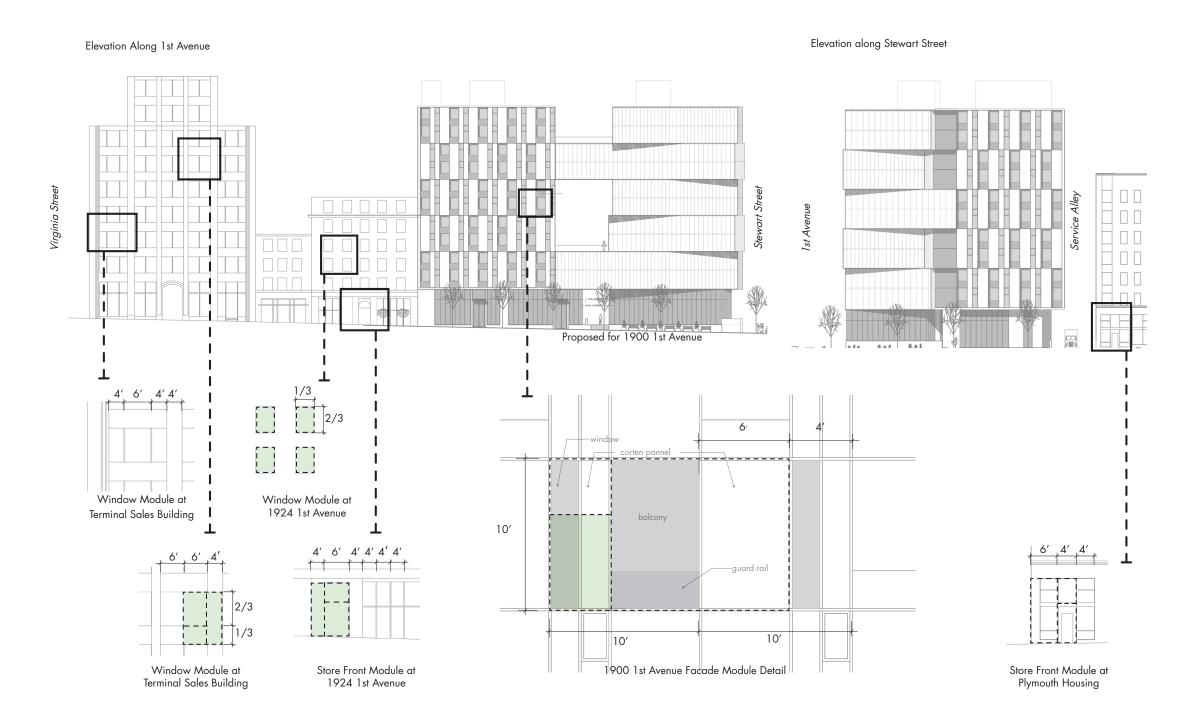
- This departure proposes a hotel lobby use that better suites the intent of the design guideline by providing active none blank facade on Stewart Street.
- the vast majority of the street facing facades are clear storefront backed with active program space.



# APPENDIX Context study

Reoccurring Patterning from Architectural Context of 1st Avenue Facades

6 - 4 -10 break up 2/3 - 1/3 Facade Proportions



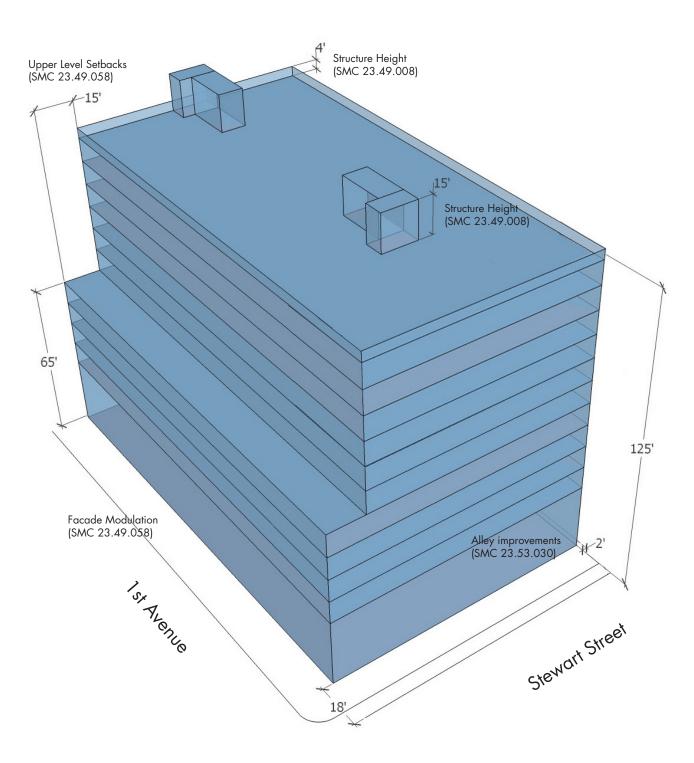


# APPENDIX Zoning Guidelines

Property Address King County Assessor Pa Zoning	1900 1st Ave rcel # 197720-0960 197720-0955 DMC125: Belltown UCV	Overhead Weather Protection of See sheet A2.1  Parking Quantity (SMC 23.49.019)		Odor, noise, light/glare, and solid waste recyclable materials storage space standards (SMC 23.49.025) Venting 10' above finished sidewalk grade, and directed away from residential uses within 50' feet of the vent.		
Applicable Code Section		Accessory Parking		Garbage and Recycling A		
Applicable Code Section	23.49 Downlown Zoning	Residential:	75 stalls (1 per unit)	Required:	500 SF Front-loading	
Design Review (SMC 23.4	)		60% Medium = 45 stalls 40% Any size = 30 stalls	Proposed:	container type 512 SF	
General Info, Application Instru	ctions, and Submittal Requirements		40% Ally Size = 30 Sidiis	торозеа.	312 31	
Structure Height (SMC 23. Maximum Height Limit 125'	49.008)	Commercial: Hotel Use:	3 stalls (1 per 1000sf) 86 stalls (1 per 1000sf) 65% Small = 65 stalls	DMC street facade and street setback requirements (SMC 23.49.056)  Minimum Facade Height		
Station and house and his about			35% Large = 34 stalls	Class I Pedestrian Streets	DMC: 25 feet	
applicable height limit.	al equipment permitted 15' above the	Principal Use (See	ACU, Sheet A0.02)			
applicable fielgiii iiiiii.		Replace existing:	78 stalls	Facade Setback Limits	15 and 25 fact alcore	
Roof Area Coverage Ca	culation	Short-term use:	73 stalls	Between the elevations of sidewalk grade, the facad		
Total Roof	Area 15070		65% Small = 99 stalls	2' of the street property lin		
	ouses and		35% Large = 52 stalls	,	·	
Mechanic	al equipment 2950	Total proposed:	325 spaces	maximum setback	10'	
Required:	<35% of Roof Area		Small = 164 stalls	maximum area setback	40% of facade area	
Proposed:	1280 / 15070 = 20%		Medium = 75 stalls	maximom area serback	between the eleva	
		D:   D   1: 40  400 40 010	Large = 86 stalls		tions of 15' and 35'	
Street-level use requireme	ents (SMC 23.49.009)	Bicycle Parking (Chart 23.49.019 ) Hotel :	.05 spaces per hotel room		00/	
See diagram on sheet A.03.		rioler.	103 rooms $\times$ .05 = 6 stalls	maximum setback width	20′	
General requirements for	residential uses (SMC 23.49.010.B)	Residential:	1 space per 2 dwelling units	Facade Transparency		
Common recreation area			73 apts $/ 2 = 37$ stalls	Class I pedestrian streets	60% street level	
	t of the total gross floor area in	Required:	46 bicycle stalls	DI 15 1 1 1 1	15/ .1	
residentia		Required.	40 bicycle sidiis	Blank Facade Limit	15' wide	
(50) percent may be enclosed open space at street level counted twice		Curbcut Location (SMC 23.49.019.H.1.a)		DMC upper-level development standards (SMC 23.49.058)		
		When a lot abuts an alley, alley access shall be required		Facade Modulation		
Apartmen		Required:	none	1st Ave	15' setback above 85'	
Required	$78,965 \times .05 = 3,948 \text{ sf}$	Existing:	3 curbcuts on 1st Avenue 1 curbcut on Stewart St	Stewart StN/A per SMC	Chart 23.49.058A	
Proposed	Street level (XXXXXx2)= XXXXX sf	Proposed:	none	Upper Level Setbacks Required: 15' setback	above 65' on 1st Avenue	
Base & Maximum Floor Ratios [FAR] (SMC-Chart 23.49.011.A1)					prescriptive development	
DMC 125' Base 5		Minimum sidewalk and alley width (SMC 23.49.022-A)		standards to better meet the inten		
Max	7	Minimum sidewalk widths are establish	ed by Map 1C.1		Design guidelines as	
Mechanic	al equipment allowance 3 1/2 percent	Stewart Street Required:	18'	demonstrate	ed in this packet.	
Residentia	> 20,000 sf	Existing:	12'	All to the second		
	49.011.B.1.c.3.f)	Proposed:	18'	Alley improvements in all zones (SMC	23.53.030) 20′	
(337.2.2.1				Required: Existing:	16'	
Apartmen		First Avenue	15′	Proposed:	18'	
Hotel Mercantile	80,700 7,730	Required: Existing:	16'	•	(2' dedication)	
Mercantile Parking/S		Proposed:	16'			
Total	90,670			Loading Berths (23.54.035)		
		View corridor requirements (SMC	23.49.024)	Required:		
Site Area	19,991	Not required per Map 1D		Low Demand Lodging	80700 SF	
Proposed Open spa	90670 / 19,991 = 4.5			Loading Berths Medium Demand Mercant	60,001-160,000 = 2 ile 7720 SF	
(SMC 23.				Exempt	< 10,000 SF	
	sf of new office Exempt			Proposed:	-2 Loading Berths	



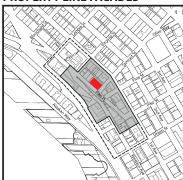
6.1 APPENDIX Zoning Code Diagram





# **APPENDIX Zoning Maps**

## **PROPERTY LINE FACADES**



Pike Place Market Historical District

----- Pike Market Mixed Zone

## **VIEW CORRIDORS**



View Corridors established in Downtown View Corridor Map, Exhibit 3.5.C of Resolution 30297 (line indicates extent of View

Portions of View Corridor requiring View Corridor setbacks according to Section 23.49.024

 Arrow indicates direction of View

## SIDEWALK WIDTHS

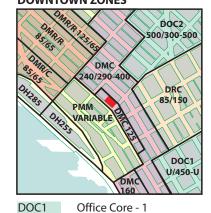


········ Variable 12' applies to all unmarked streets

---- 18' (when on a one-way street, only the side with transit stops shall be 18' the other side shall be 15'.)

Sidewalk widths addressed by Special Review or Historic District regulations

## **DOWNTOWN ZONES**



Office Core - 2

Mixed Commercial

Pike Market Mixed

Harborfront - 1

Harborfront - 2

Mixed Residential / Resident

Mixed Residential / Commer

Retail Core

DOC1 DOC2 DRC DMC DMR/R DMR/C PMM DH2

## STREET CLASSIFICATIONS



∞∞∞∞ Green Street

Principal Transit Street – – Minor Arterial (other than Principal Transit Street)

Principal Arterial (other than Principal Transit Street)

Minimum sidewalk widths are established by Map 1C.1

Stewart Street 18' Required: Existing: Stewart Street 12'

Building sidewalk at the corner of 1st Proposed:

and Stewart for pedestrians crossing leaving existing street parking for

businesses.

View corridor requirements

(SMC 23.49.024) Not required per Map 1D

Odor, noise, light/glare, and solid waste recyclable materials storage space standards (SMC 23.49.025)

10' above finished sidewalk grade, and directed away from residential uses within 50' feet of the vent.

DMC street facade and street setback requirements (SMC 23.49.056)

Minimum Facade Height Class I Pedestrian Streets

DMC: 25 feet

facade shall be located within 2' of the street property line, except that:

Between the elevations of 15 and 35 feet above sidewalk grade, the

maximum setback

40% of facade area between maximum area setback the elevations of 15' and 35'

maximum setback width

Facade Transparency Class I pedestrian streets 60% street level transparent

15' wide

Blank Facade Limit

## DMC upper-level development standards (SMC 23.49.058)

Facade Modulation

15' setback above 85' 1st Ave

N/A per SMC Chart 23.49.058A Stewart St

Upper Level Setbacks

Required: Proposed:

15' setback above 65' on 1st Avenue Flexibility in prescriptive development standards to better meet the intent of the

Belltown Design guidelines as demonstrated in this packet.

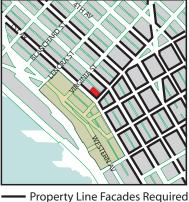
Alley improvements in all zones (SMC 23.53.030)

Required: Existing: 16'

18' (2' dedication) Proposed:

## **PROPERTY LINE FACADES**

Corridor)



Street Facades regulated by Special Review or Historic **Distric Regulations** 

## STREET LEVEL USE REQUIRED



Street-Level Uses Required

Street Level Use Regulated by **Special Overlay District** 



— Class I **- - -** Class II

ooooooo Green Street

**Pedestrian Street Classifications** regulated by Special Review



PEDESTRIAN STREET CLASSIFICATIONS PUBLIC AMENITY FEATURES

Major Retail Store and Shopping Atrium (FAR Exemption Only No Bonus)

**Shopping Corridor Bonus** 



# **APPENDIX**

Context

As stated in the Design Guidelines, Belltown is home to numerous iconic and historical buildings. New buildings should not appear to have been constructed during a past era and referencing period architecture should be interpreted in a contemporary manner. Creative, contemporary architecture solutions are encouraged.

Belltown's architectural character:

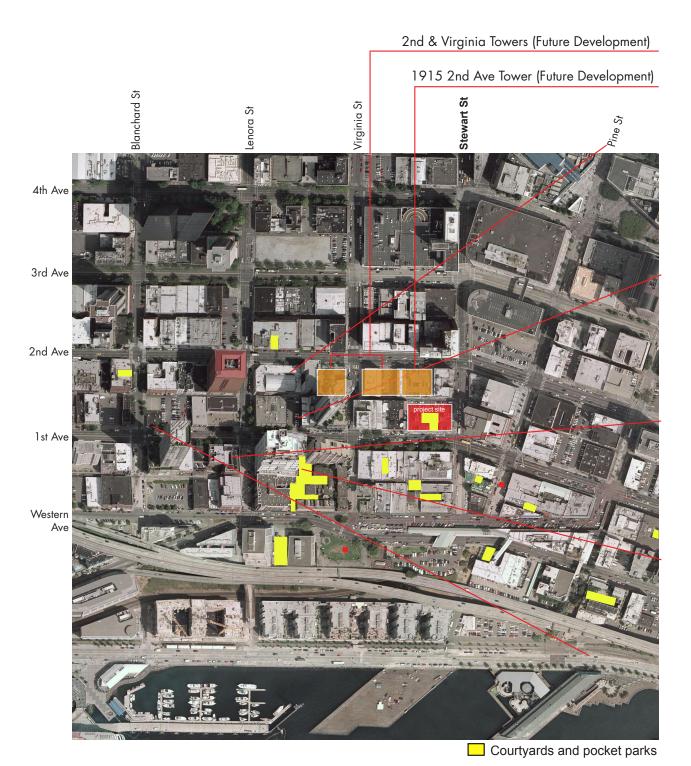
Federal Style Spanish Colonial International Gothic Contemporary



View of Public Market from Pine Street



Victor Steinbrueck Park





Hotel St. Regis Plymouth Housing



First & Stewart Building



Fairmount Apartments



Inn at the Market



Terminal Sales Building





Corner of 1st and Stewart from the 1920's.



Corner of 1st & Stewart today.



APPENDIX Streetscape of Site



West property line

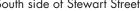










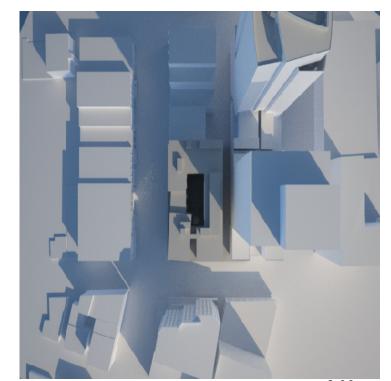




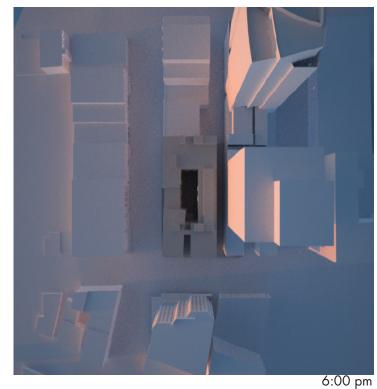
# **APPENDIX**

# Environmental Site Conditions

March 20th

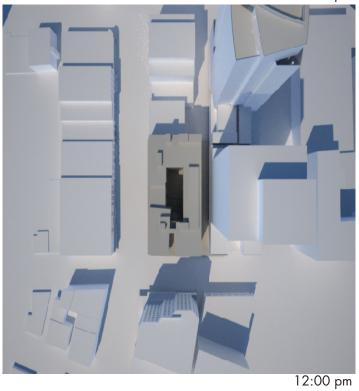


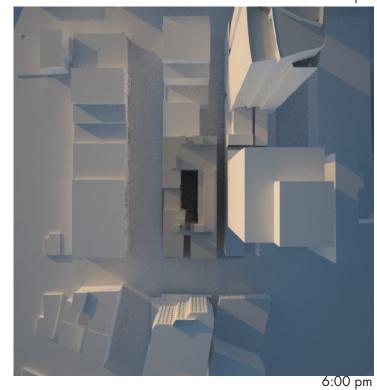




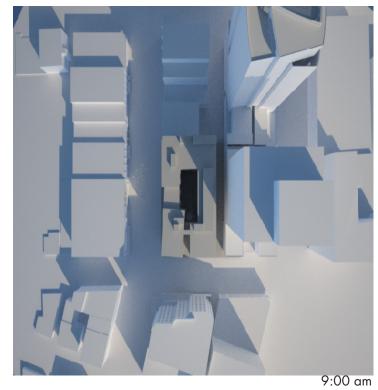
June 20th













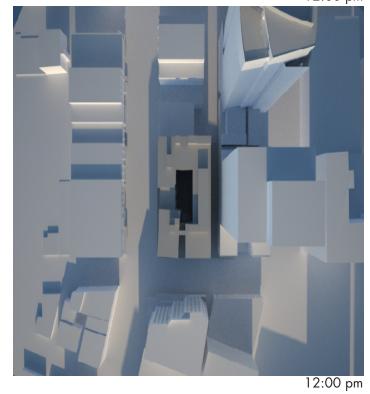




6:00 pm

Dec 21st









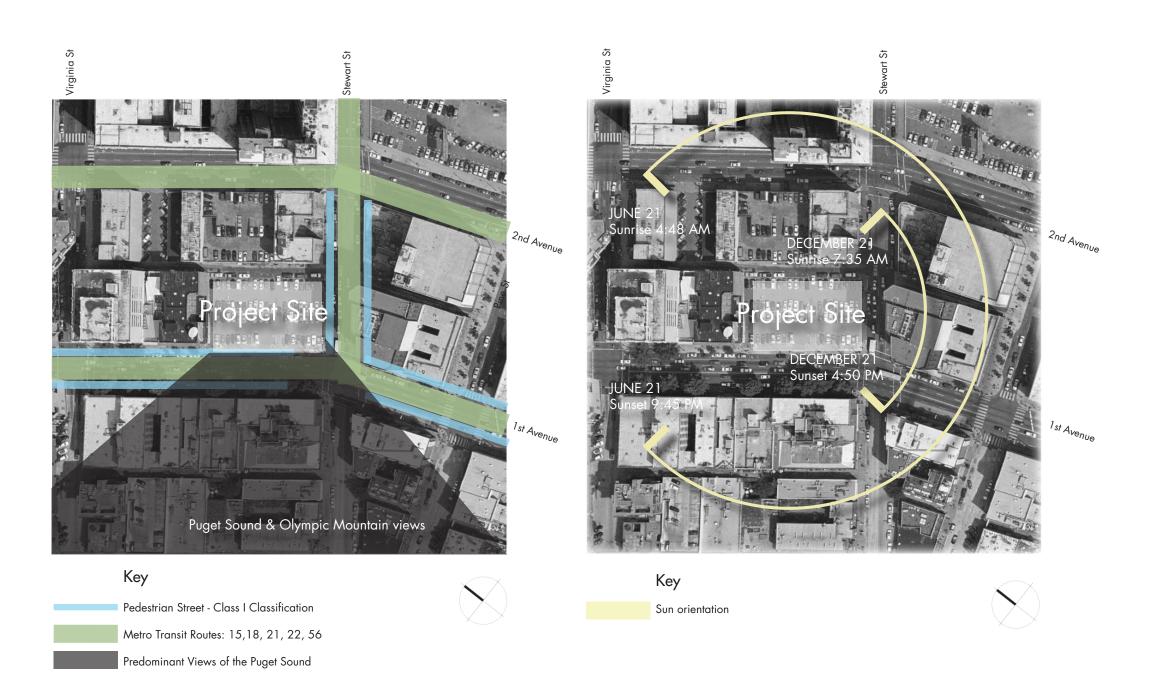
6:00 pm

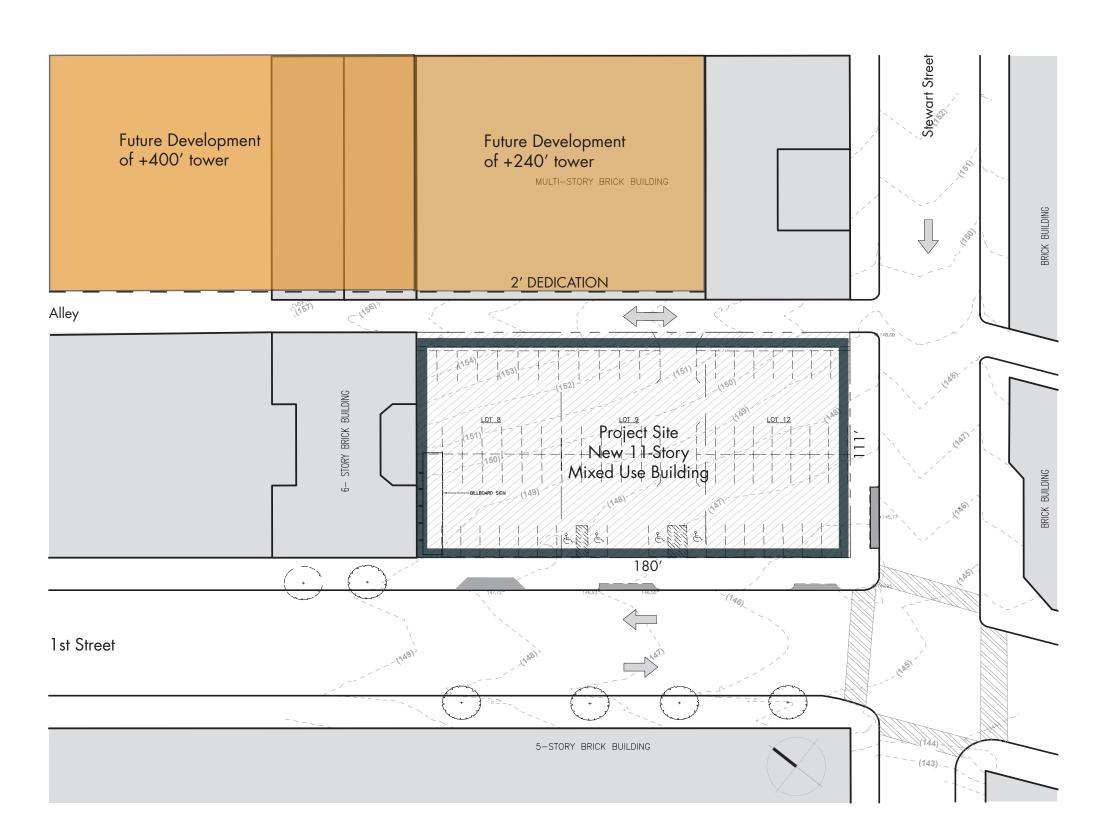


6.1

# **APPENDIX**

**Environmental Site Conditions** 





# **APPENDIX**

# **Existing Site Conditions**

**Existing Site Summary** 

Site dimensions approximately 111' by 180' 19,991 SF Site area approximately Existing Parking 78 stalls 4 ADA

Curbcuts

Alley access 1 driveway

Alley width 16'

Grade change +10' across site

# Site Opportunities Activating the street

Developing the site from a parking lot to a mixed use building will establish new pedestrian activity

## Prominent corner

The site is sited on a prominent corner that acts as a visible terminus of 1st Avenue looking north from Pioneer Square.

Looking south from the southeast corner of the site is a view corridor down 1st Avenue. From the 6th floor up are commanding views of the Puget sound and the Olympic Mountains beyond.

# Site Challenges

Alley width

Future development of 400' and 240' towers across the alley will increase shared demand on alley. Exiting buildings will limit width of the alley to a maximum width of 18'. In limited locations where new developments are across from each other the alley will be 20'.

## Site slope

Proper attention will be paid to building entries relative to the changing grades at the property line. Grade changes 10' across the site and will be programmed to keep uses active facing the street.

