



WESTERN & EAGLE

EARLY DESIGN GUIDANCE SUBMITTAL

MEETING DATE November 14, 2023

PROJECT ADDRESS 2934 Western Ave
Seattle, WA 98121

PROJECT NO. 3034254

PROJECT TEAM **OWNER**
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1 DEVELOPMENT OBJECTIVES

SUMMARY OF PUBLIC OUTREACH

DEVELOPMENT OBJECTIVES

- Develop a streetscape that will address safety, access, and aesthetics.
- Develop a thoughtfully designed, new residential building composed of quality materials
- Establish new use patterns in the neighborhood along both Eagle Street and Western Avenue improving street activity of the area and serving to support connections from the Sculptural Park to Seattle Center and the Queen Anne neighborhood.

PROJECT OVERVIEW

The proposed project will be a single, twelve-story, residential building. Total gross square footage, depending on massing, will be approximately 70,200 GSF. Of the total GSF +/-5,400 sf will be programmed for hotel use. Total unit counts will be dependent on final massing and structural core layout. Parking is proposed on site with 10 stalls above grade and 11 stalls located below grade per code.

BUILDING PROGRAM - OPTION 3 (PREFERRED)

Site Area	7,200sf
Building Stories	12
Residential Units	30
Hotel Rooms	8
Parking Stalls	21
Residential	53,650sf
Hotel	5,400sf
Parking	11,150sf



2934 Western Ave. Project Brief Summary of Outreach Methods and What We Heard from the Community

Project Address:	2934 Western Avenue, Seattle WA 98121
Brief Description:	The proposed project includes demolition of the existing two-story concrete building and construction of a mixed-use residential building under existing 145-foot zoning with on-site parking.
Contact:	Natalie Quick
Applicant:	Blairston Associates, LLC
Contact Information:	2934WesternAve@gmail.com
Phone:	206-693-4150
Type of building:	Mixed-Use Residential Building
Neighborhood:	Belltown
In Equity Area:	No

Brief Summary of Outreach Methods

Printed Outreach

- *Choice:* POSTERS, HIGH IMPACT
- *Requirement:* Posters hung in a minimum of 10 local businesses, community centers, or other publicly-accessible venues, located a half-mile from the proposed site. At least half must be visible from the sidewalk.
- *What we did:* Posters were hung in 11 locations according to and exceeding requirements. Poster, spreadsheet with locations, and photos included in Addendum A.
- *Date completed:* February 7, 2019

Electronic/Digital Outreach

- *Choice:* PROJECT HOTLINE, HIGH IMPACT
- *Requirement:* Project hotline (information and voicemail)
- *What we did:* Voicemail line and script established. Publicized hotline number via poster. Checked voicemail daily for messages. Script included in Addendum A.
- *Date completed:* February 6, 2019

In-Person Outreach

- *Choice:* COMMUNITY MEETING, HIGH IMPACT
- *Requirement:* Host or co-host a community meeting (at least one hour of presentation/discussion of project).
- *What we did:* Held a Community Meeting event, open to the public, publicized through posters and DON calendar. Event photos, agenda, sign-in sheets, and comments included in Addendum A.
- *Date completed:* February 21, 2019

What We Heard from the Community

Summary of Comments/Questions Heard at the Community Meeting on February 21, 2019:

- **Floors and Dwelling Units:** Questions asked about the number of floors and units proposed. This is not known at this time as it's very early in the design process. Project will be designed within existing zoning rather than with departures. Design will allow for building to be flexible. How units are to be sold has not been determined.
- **Parking:** Questions asked about how much parking would be provided. This has not been determined yet, but options will be considered as design advances. City code does not require it.

No comments were received via the project hotline or email address.

2 URBAN DESIGN ANALYSIS

VICINITY MAP



NEIGHBORHOOD CONTEXT

The site's immediate neighborhood consists of a diverse mixture of building types at multiple scales, including residential, office, commercial, and cultural buildings. To the east and south of the site are mixed-use residential structures. Buildings immediately north of the site are office buildings. To the west is the east boarder of the Olympic Sculptural Park which is a public 9 acre outdoor sculptural museum that is a major destination within a network of neighborhood green streets and Class I and II pedestrian streets. Required street trees and enhanced sidewalk vegetation are helping to improve the pedestrian and environmental quality of the neighborhood.



AXONOMETRIC MAP



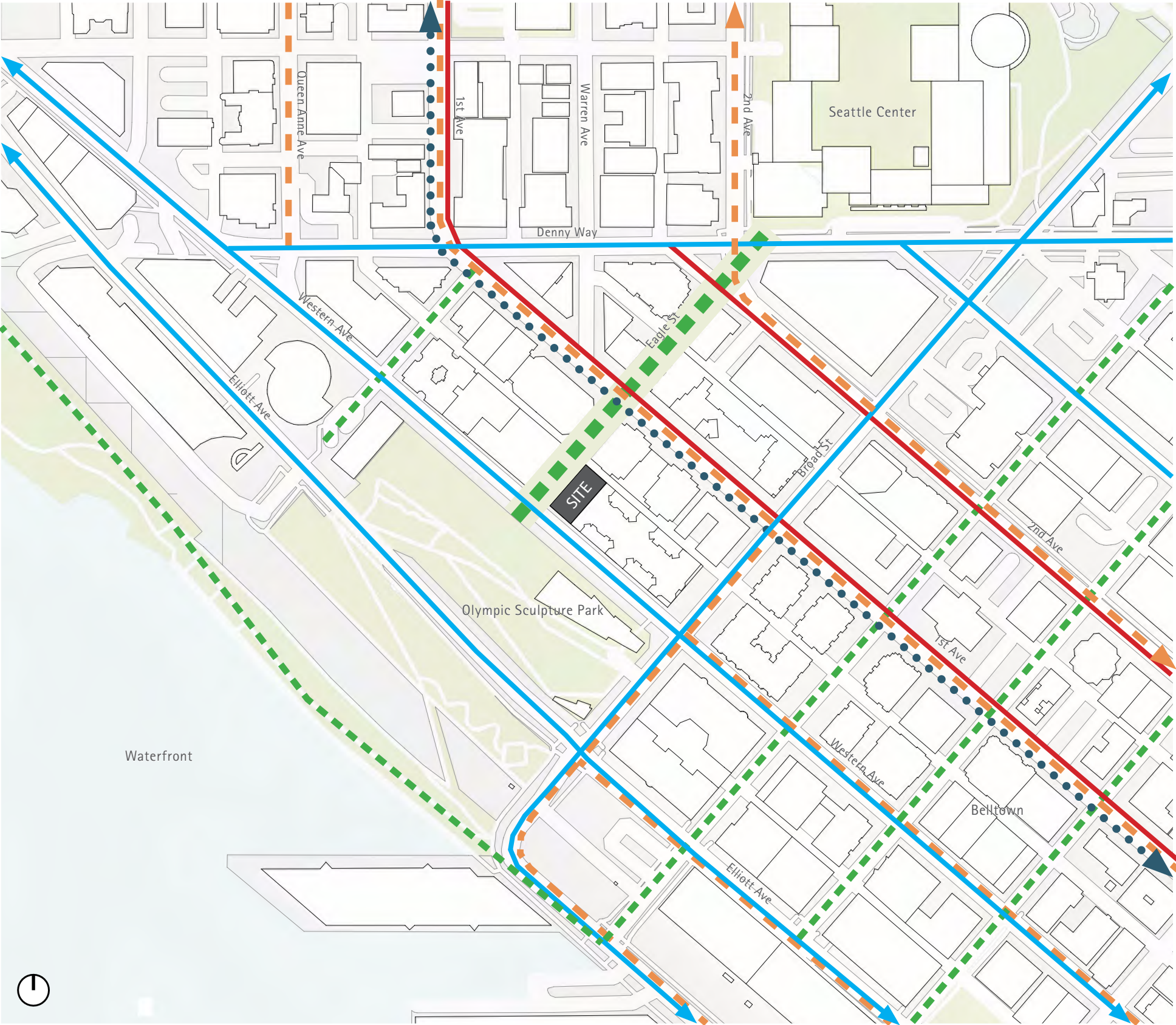
NEIGHBORHOOD CIRCULATION DIAGRAM

Belltown's residential density, combined with a high concentration of jobs and retail activities within a compact area, make walking the best way to get around in the neighborhood. The current site is not inviting and is devoid of street trees and vegetation.

The new development will fits with the density of the area and provide a visually stimulating street environment. Investments in transportation has supported increased pedestrian activity. The tunnel for Highway 99 which eliminated the onramp from Western Avenue has transformed the area from one dominated by through-traffic into a pedestrian and bike friendly residential community.

Eagle Street is the most direct link between two of Seattle's principle cultural destinations, Seattle Center and the Olympic Sculpture Park.

- Class 2 Pedestrian
- Class 1 Pedestrian
- Bike Route
- Neighborhood Green
- Bus Route



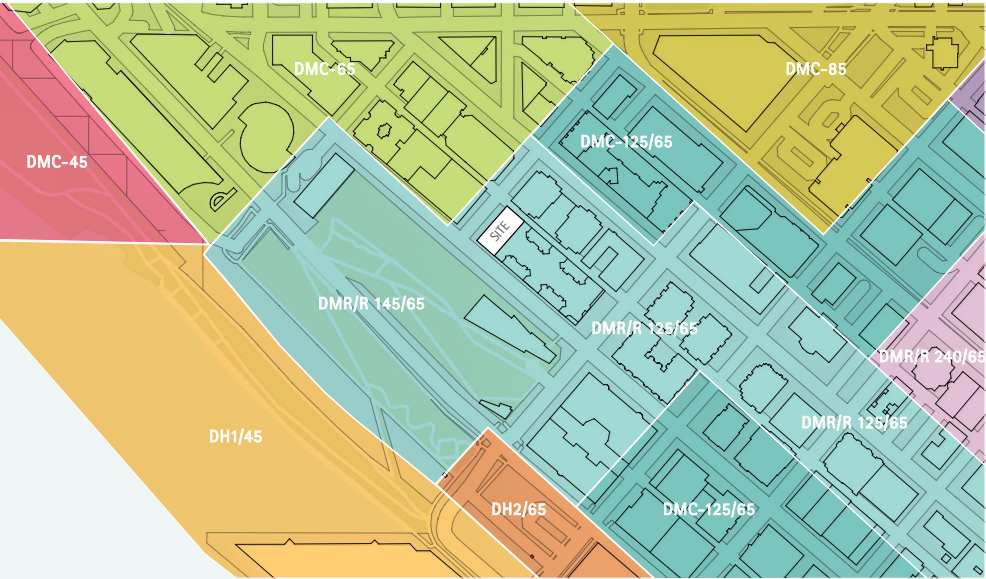
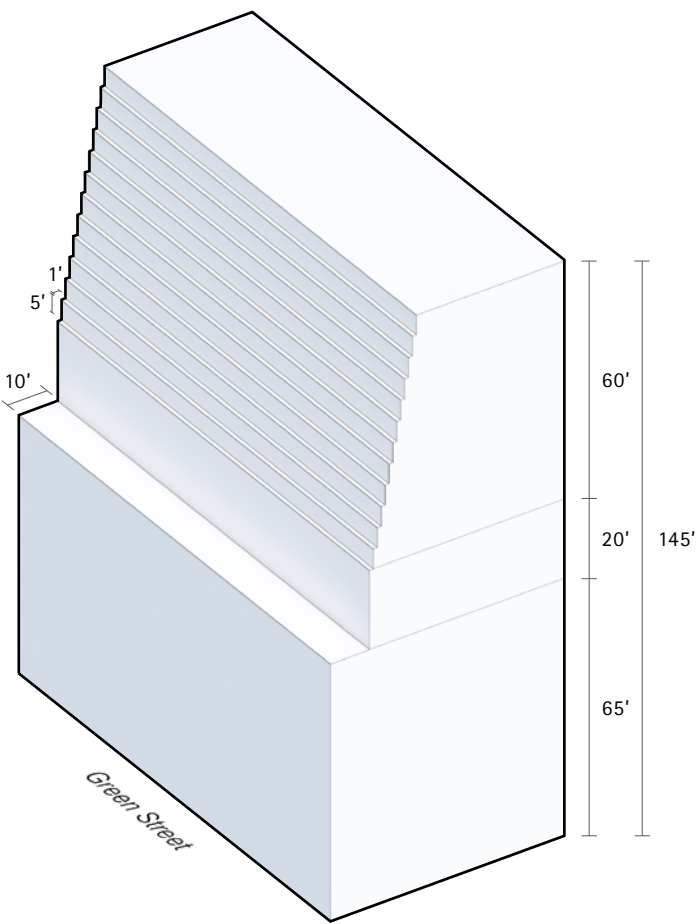
CITY ATTRACTIONS MAP



3 ZONING DATA

Project Address	2934 Western Ave, Seattle, WA 98121
King County Parcel	069500-0045
Zoning Designation	DMR/R 145/65
Lot Size	7,200sf
Present Use	Industrial (Light)
Overlay District	Downtown Urban Center
Open Space	Not applicable to DMR/R district. (SMC 23.49.016 Open Space)
Pedestrian Street	Western Ave (Class 2), Eagle St (Green Street)
Street Level Uses	Street level uses are not required. (Map 1G)
Base FAR	1 (1 x 7,200SF) = 7,200SF
Max FAR	2.5 (DMR/R 145/65, SMC 23.49.011, Table A) (2.5 X 7,200SF) = 18,000SF Exemptions and deductions from FAR calculations - Residential use (SMC 23.49.011.B.f) Residential Total : 53,650GSF (Exemption) Hotel Total : 5,400GSF Parking Total : 11,150GSF 5,400SF + 11,150SF = 16,550SF < 18,000SF (MAX FAR) Common recreation area is required to be an area equivalent to five (5) percent of the total gross floor area in residential use. The common recreation area shall be available to all residents and may be provided at or above ground level. A maximum of fifty (50) percent of the recreation area may be enclosed. (SMC 23.49.010 General Requirements for Residentail Uses)
Height Limit	Residential uses may extend to the 145ft height limit. (SMC 23.49.008 Structure Height, C. Height in down-townmixed residential zones)

Rooftop Features	Stair penthouses, covered or enclosed common recreation area, and mechanical equipment are permitted to extend fifteen feet above the height limit as long as the combined coverage of all rooftop features does not exceed 55 percent of the roof area for structures that are subject to maximum floor area limits, or 35 percent of the roof area for other structures. Elevator penthouses are permitted to extend up to twenty-five feet above the permitted height. When providing access to a rooftop open space, an additional ten feet is permitted, totalling thirty-five feet. (SMC 23.49.008 Structure Height, D. Rooftop Features)
Upper Level Setback	1. Ten ft for portions of structures above 65ft in height to a maximum of 85ft 2. For each portion of a structure above 85ft in height, an additional setback is required at a rate of 1ft of setback for every 5ft that the height of such portion exceed 85ft. (SMC. 23.49.166 Downtown Mixed Residential, Side Setback and Green Street Setback Requirements, B. Green Street Setback, Map 1B)
Upper Level Coverage	Percent coverage permitted by lot size less than 19,000sf 65ft or Less : 100% Greater than 65ft up to 85ft : 75% Greater than 85ft up to 1455ft : 65% Greater than 145ft up to 280ft : Not Applicable (SMC. 23.49.158 Downtown Mixed Residential, Coverage and Floor Size Limits, A. Coverage, Table A)
Parking	No parking, either long-term or short-term, is required for uses on lots in Downtown zones. (23.49.019.a.1) On Class I pedestrian streets and designated green streets, parking is not permitted at street level unless separated from the street by other uses, provided that garage doors need not be separated. (23.49.019.B.1.a) There is no limit on the number of stories of parking permitted above the street-level story if the parking is separated along all street frontages of the structure by another use and if the separation requirements of subsection 23.49.019.B.3 are met.(23.49.019.B.2.a) One story of parking is permitted above the street-level story of the structure for each story of parking provided below grade that is of at least equivalent capacity, up to a maximum of four stories of parking above the street-level story. The separation requirements of subsection 23.49.019.B.3 and the screening requirements of subsection 23.49.019.B.4 must be met. (23.49.019.B.2.b.1)



Zoning Map

4 SITE ANALYSIS

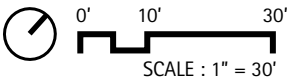
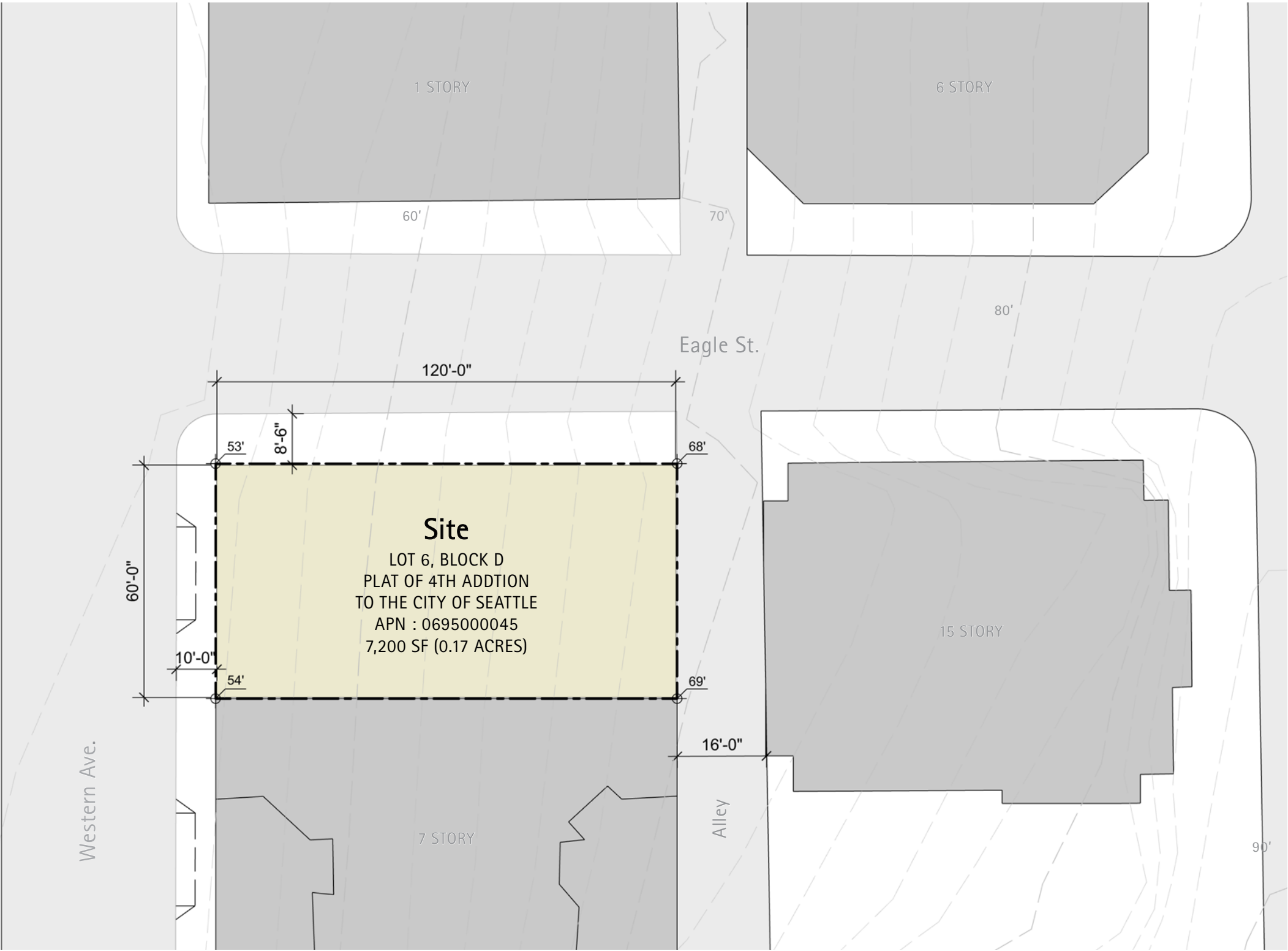
ADDRESS:
2934 Western Avenue

ACCESSOR PARCEL #:
0695000045

LEGAL DESCRIPTION:
LOT 6, BLOCK D, PLAT OF 4TH ADDITION TO THE CITY OF SEATTLE, AS LAID OF BY WM. N. BELL, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 167, RECORDS OF KING COUNTY, WASHINGTON.

EXISTING SITE DESCRIPTION

The 7,200sf corner site has a 120' north frontage on Eagle Street and a 60' west frontage on Western Avenue. The site contains no street trees or sidewalk plantings. The existing site contains a 2-story building, formerly the Bavarian Meats wholesale building with an existing loading bay and curb cut on Western Avenue. The building is built to all property lines. The site is challenged with a narrow width and steep slope from east to west and 16' change in grade. Eagle Street has an existing an existing grade of approximately 12.5%.



STREETSCAPE



WESTERN AVENUE LOOKING NE



WESTERN AVENUE LOOKING SW

STREETSCAPE



WESTERN AVENUE LOOKING NE

STREETSCAPE



EAGLE STREET LOOKING N



EAGLE STREET LOOKING S

STREETSCAPE

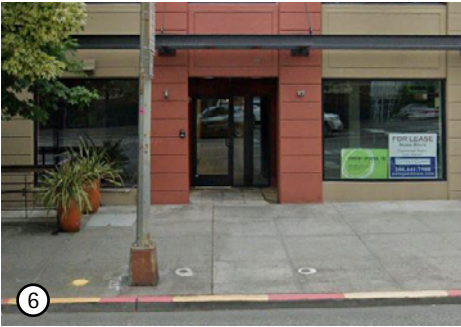
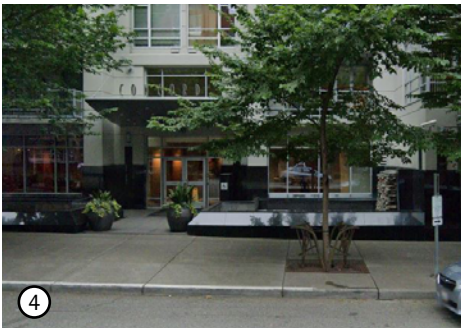


05. ALLEY LOOKING SW

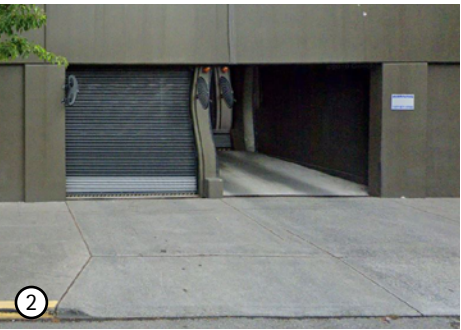


06. ALLEY LOOKING NE

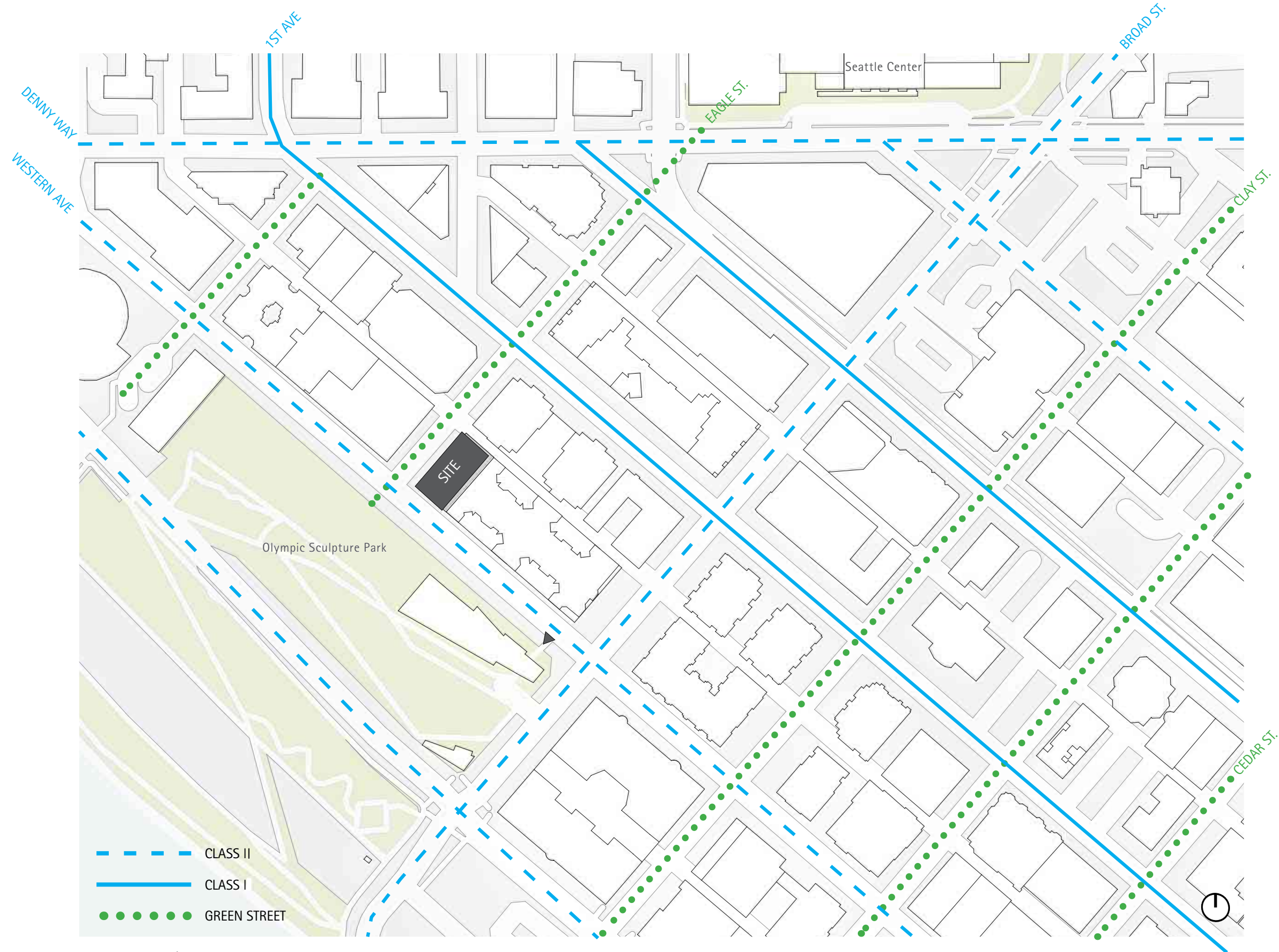
EXISTING BUILDING ENTRY



EXISTING CURB CUT



PEDESTRIAN ENVIRONMENT



Streetscape that addresses safety, access, and aesthetics.

After consultation with SDCI and SDOT, it was concluded that the most practical vehical access plan involved maintaining the driveway on Western Ave. This would allow pickups and drop offs to take place in the relative safety of the interior of the new building and get these interactions off the street and out of the way of cars and pedestrians. Benefits to the right of way include:

1. Enhance pedestrian safety and comfort

- The carting of hotel luggage in and out of the building would take place inside, and not across the sidewalk.

2. Facilitate transit operations / facilitate the movements of vehicles / minimize the on-street queuing of vehicles

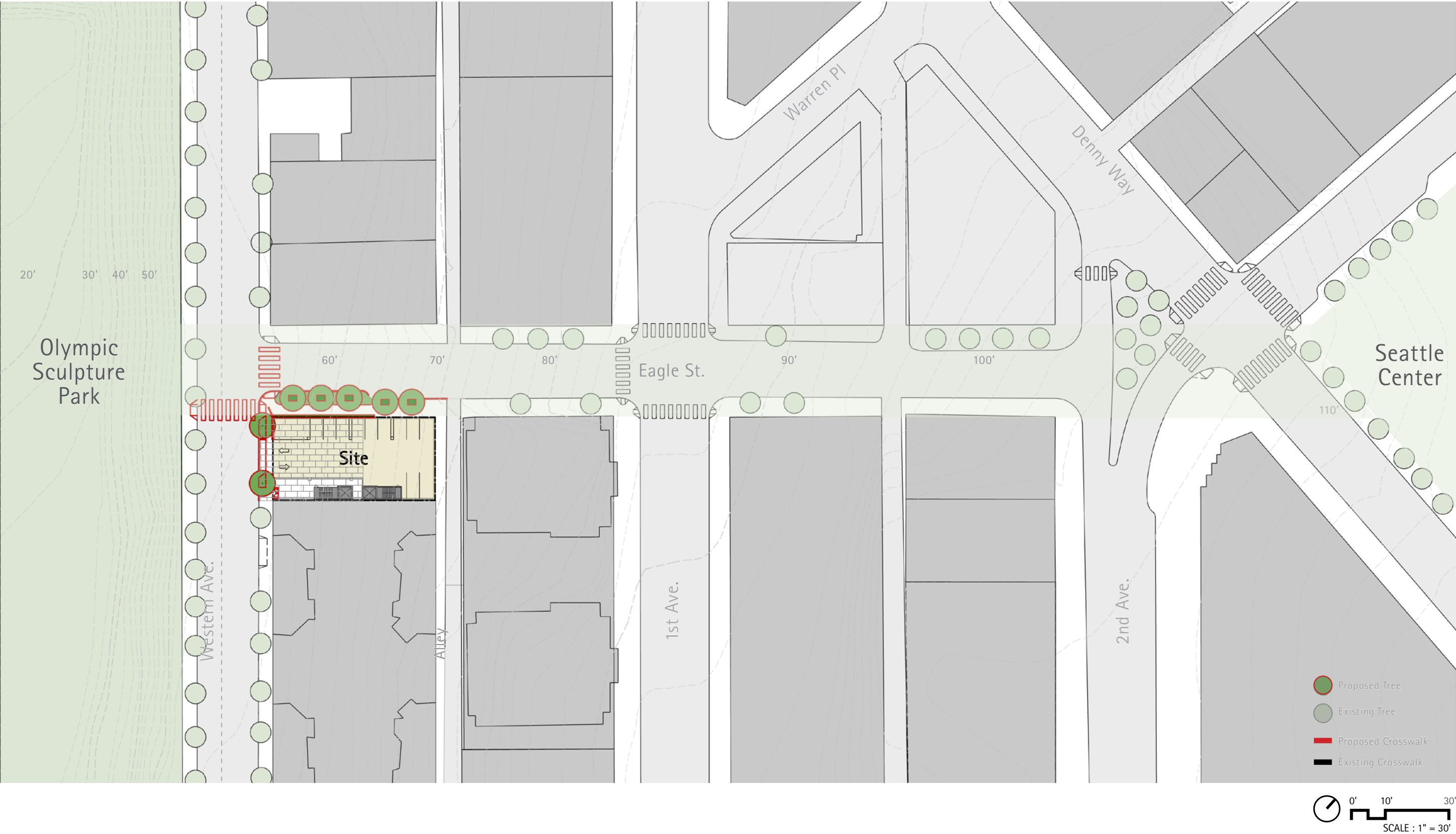
- Without the curb cut cars, taxis, and ubers will have to stop on Western while their passengers and their luggage load and unload, forcing all vehicles behind them to queue. Pulling cars into the building and off the street for hotel load and unload would eliminate queuing on the street.

3. Enhance vehicular safety and minimize hazards

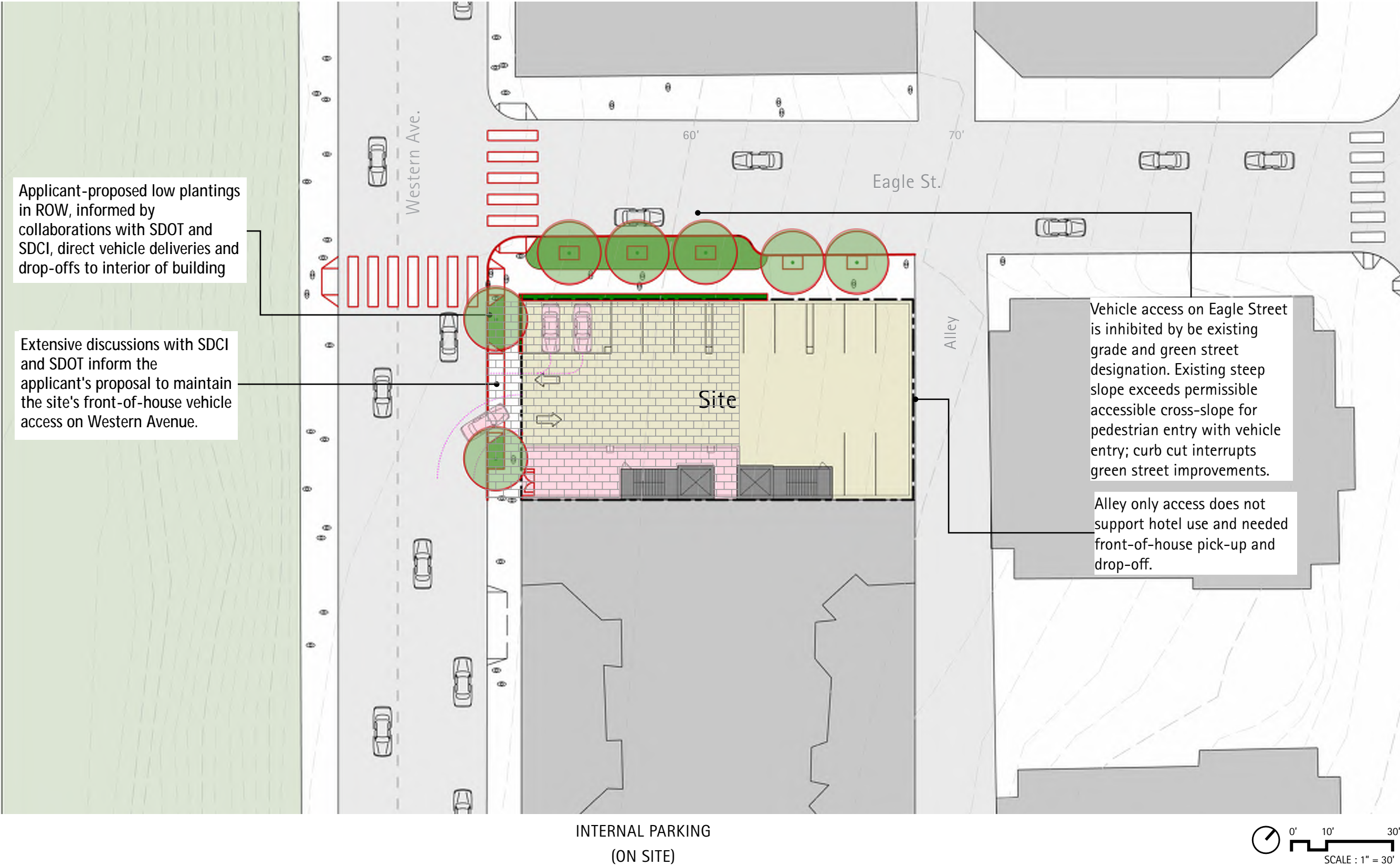
- Reducing operations on the street can only be safer than conducting them in the open, in the right of way. This would also be safer (and more pleasant, protected from the weather) for the embarking and disembarking travelers.

* No adjacent property had alley only access.

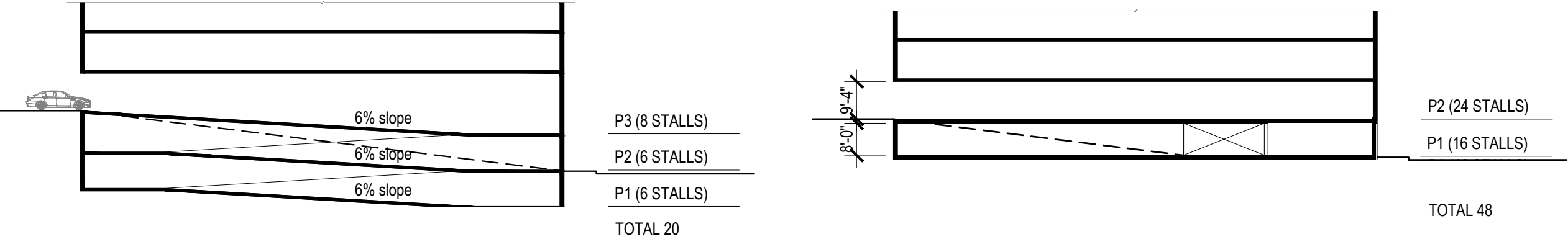
GREEN STREET AND CONNECTIVITY



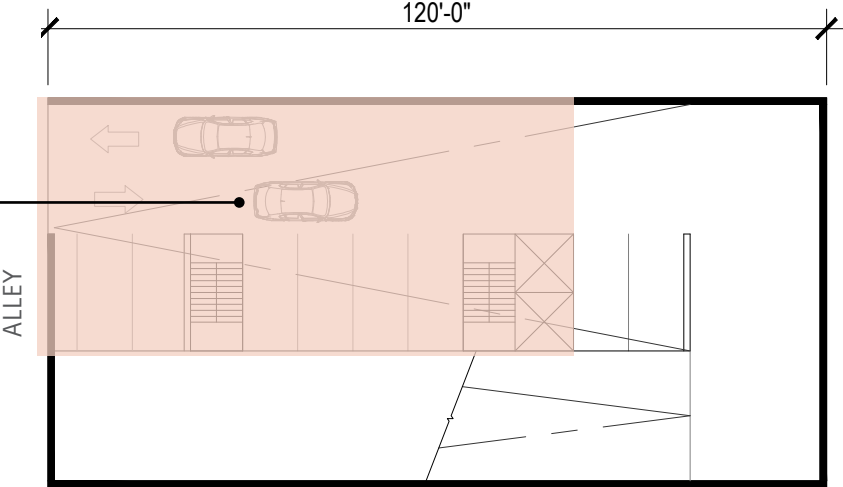
PARKING OPTIONS



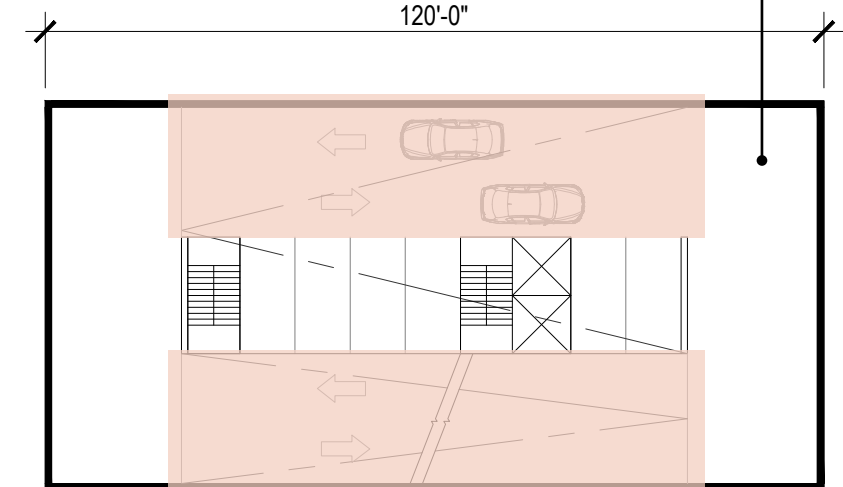
PARKING ACCESS STUDIES



Sloped internal parking ramps with alley access make internal below-grade structured parking prohibitively inefficient

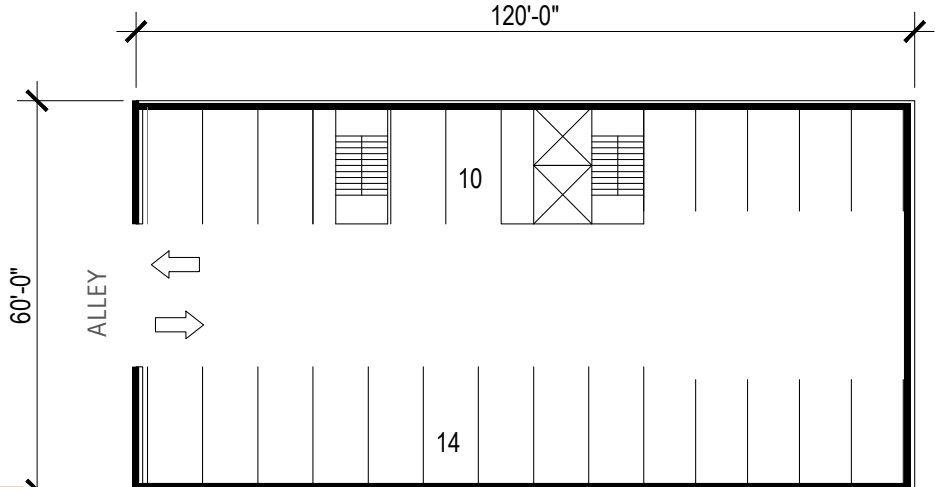


Sloped internal ramp does not allow lobby on Western Ave

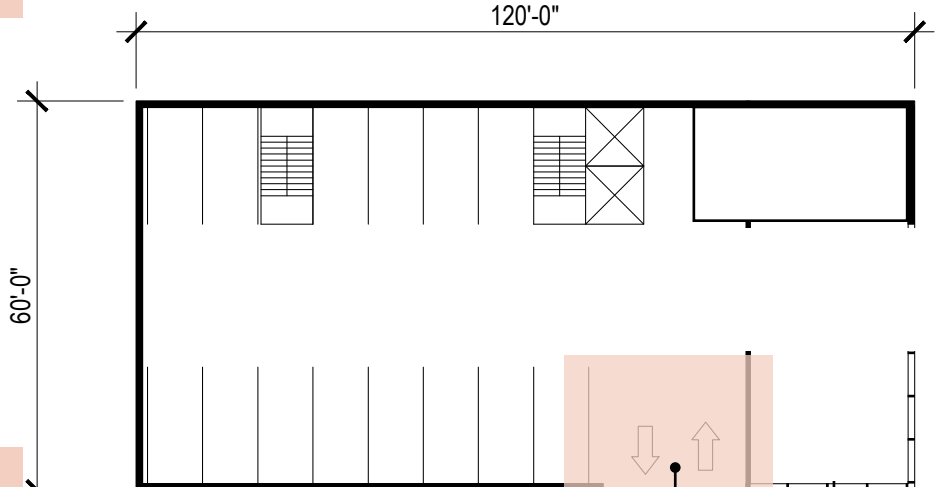


Vehicle access on Eagle Street interrupts designated "Green Street" improvements.

Steep grade on Eagle Street does not allow accessible pedestrian access or luggage handling on ROW.



Eagle street entry requires drop-off and delivery to occur on Western Ave ROW at project address. On-street queuing presents traffic and safety hazards.



Eagle street entry requires drop-off and delivery to occur on Western Ave ROW at project address. On-street queuing presents traffic and safety hazards.

CORK SCREW

EAGLE STREET CURB CUT

5 BELLTOWN DESIGN GUIDELINES – APPLICANT PRIORITIES



Site Planning & Massing

Responding to the Larger Context

A-1 Respond to the physical environment.

Site Planning & Massing – Responding to the Larger Context

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.

Response: The building's massing will be responsive to steep topography and adjacent urban patterns to frame views towards the sound, arena, and view corridors down adjacent streets.

Designing for flexibility and changes in use to extend the building's life cycle will be central to decisions made in the layout, construction and assembly of the building. Simple 'loft like' floor plate geometries, infill walls separated from structure, and building and glazing systems that can be upgraded with future technological advances will be considered.



Architectural Expression

Relating to the Neighborhood Context

B-1 Respond to the neighborhood context.

a. Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

Response: The project will be compatible with neighborhood context and utilize design features that evoke exposed structural framing and functional building. All of these elements will be interpreted in a contemporary way and designed to a high level of performance in keeping with the overarching goals for the project.

B-2 Create a transition in bulk & scale.

The objective of this guideline is to discourage overly massive, bulky or unmodulated structures that are unsympathetic to the surrounding context.

Response: The site's small size and current zoning regulations will result in a well-proportioned tower that will effectively function as a transition between adjacent smaller buildings and larger residential towers across the alley. The upper floors will be set back from the lower building facades and modulated to reduce their impact on the streetscape.



The Streetscape

Creating the Pedestrian Environment

C-1 Promote pedestrian interaction.

The Streetscape Creating the Pedestrian Environment

Response: The proposed project will advance the developing pedestrian character of the immediate streets and larger neighborhood. The existing site lacks street trees, planters, exterior fenestration. The new development will improve on these conditions and will introduce transparent uses (residential lobby) that will improve the visual quality and street life. Pedestrian movement from the Seattle Center to Olympic Sculpture Park will benefit from new crosswalks at Western Ave.



Public Amenities

Enhancing the Streetscape & Open Space

D-2 Enhance the building with landscaping.

Public Amenities Enhancing the Streetscape & Open Space

Landscaping and outdoor furnishings invite activity and enhance the urban setting.

Response: Building entrances and associated pedestrian amenities (including weather protection, plantings, and street trees) will extend along both building frontages. This will help to extend daytime pedestrian traffic toward the waterfront and civic events at Seattle Center, and support local businesses in the neighborhood. The project will introduce street trees and other planting material to the previously non-vegetated site. Plants will be selected for year-round interest, color, and texture. All plantings will be selected to thrive in harsh conditions, and for long term durability in the urban context.

6 MASSING OPTIONS

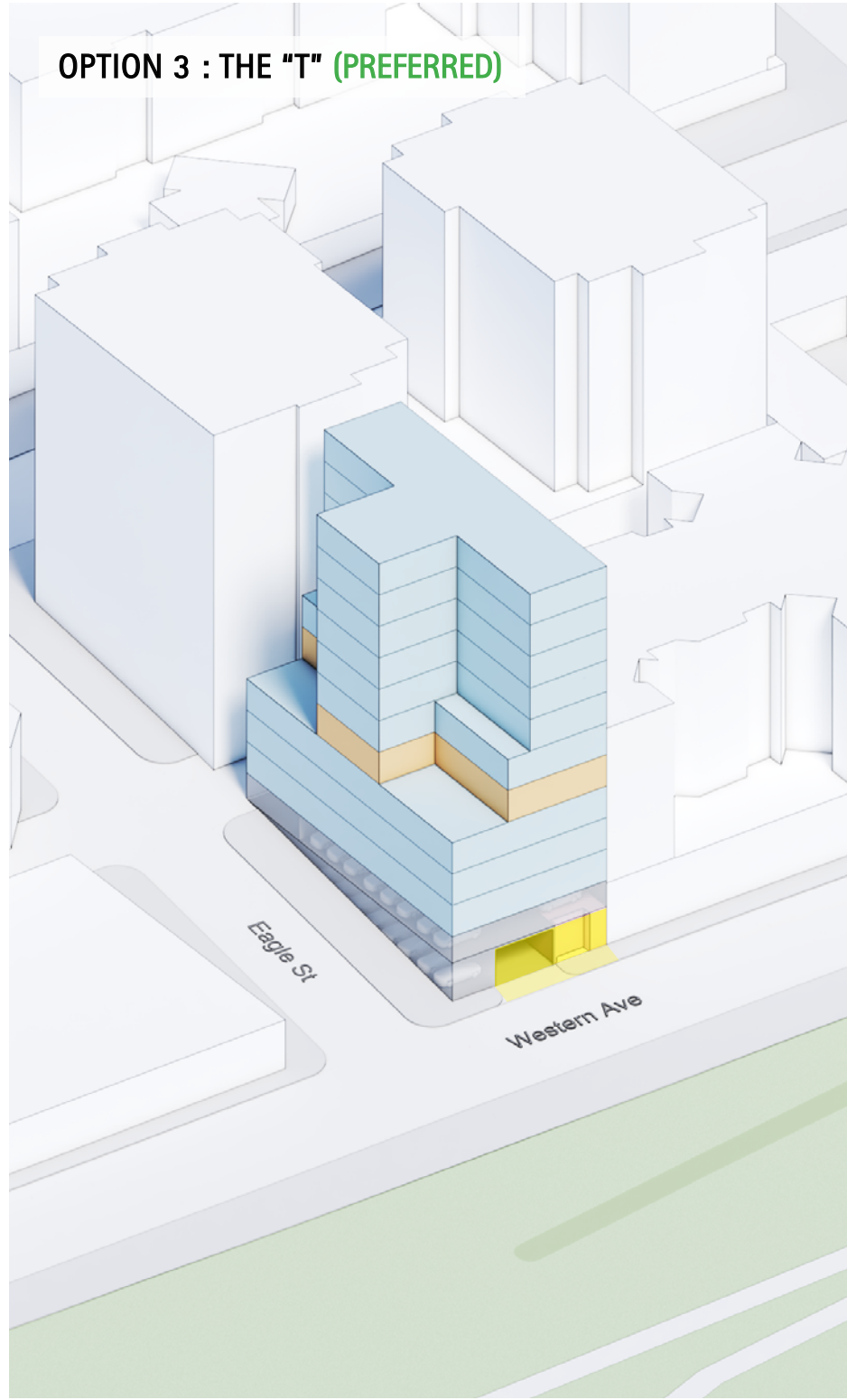
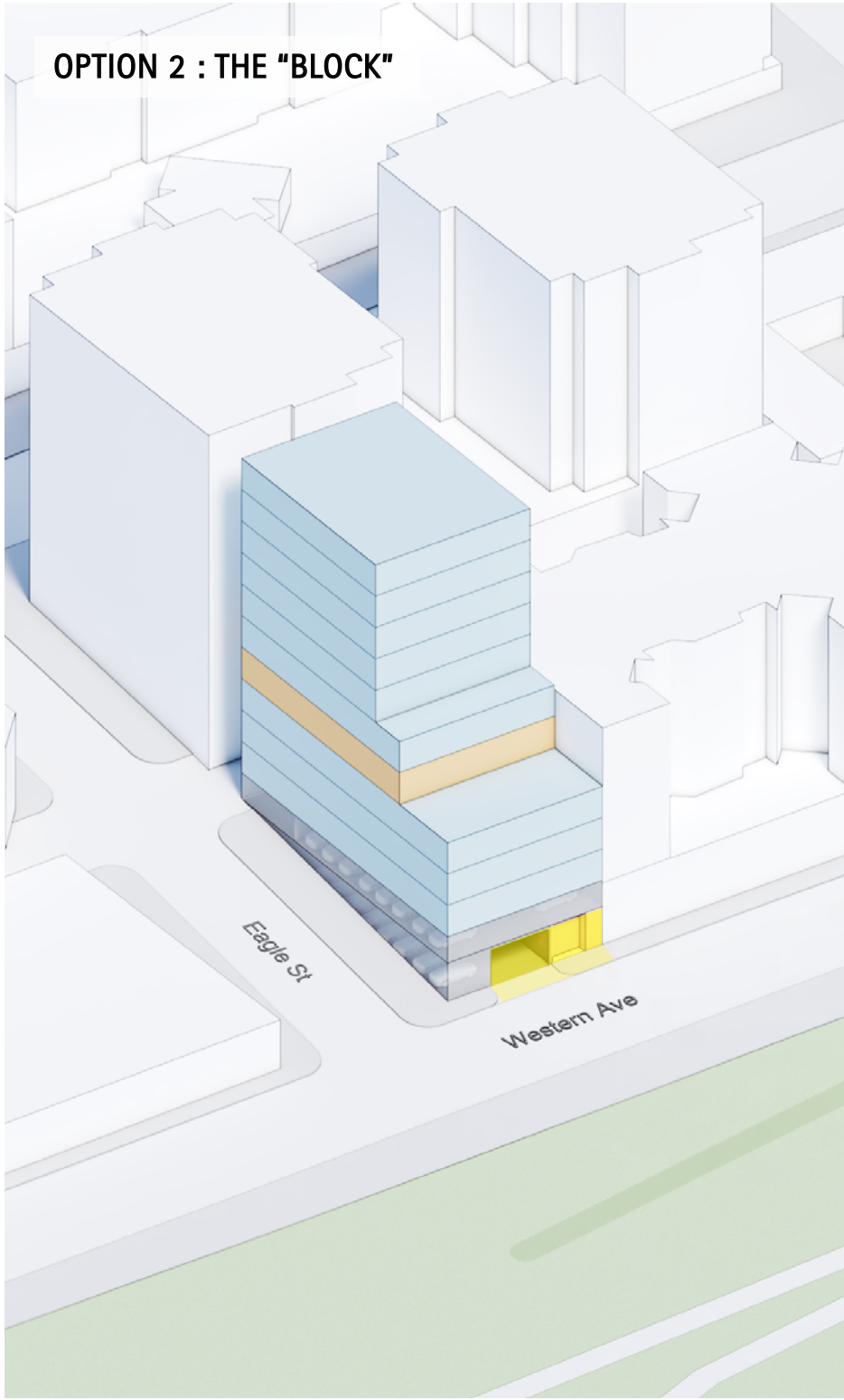
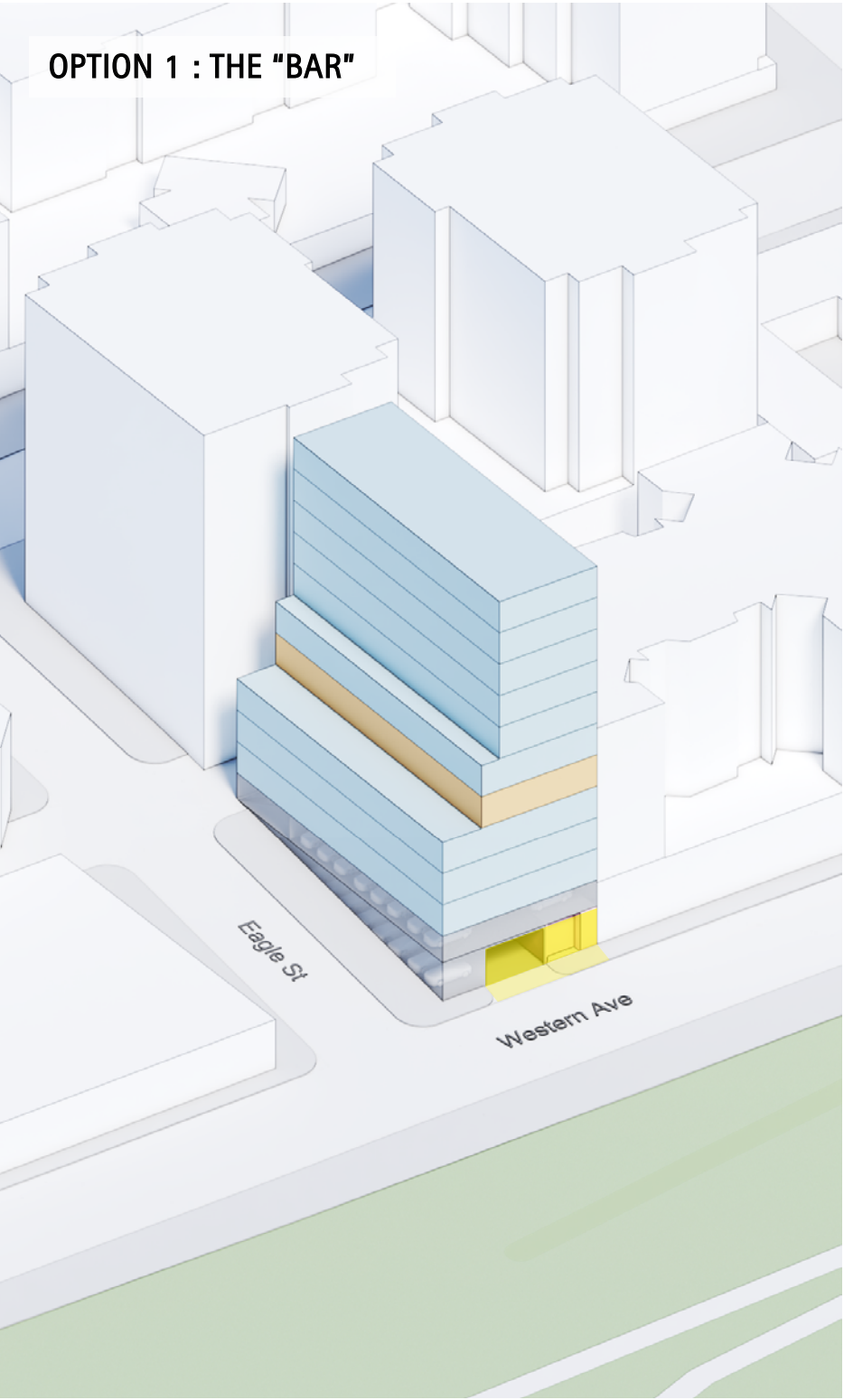
"Green Street" improvements to Eagle Street

SDOT recommended street improvements to encourage vehicle deliveries and drop-offs within interior court, rather than occurring within ROW



Gracious project entry weather protection and street improvements

Active pedestrian and delivery/drop-off entries on Western Ave frontage



OPTION 1 : THE "BAR"

The "Bar" scheme is the base massing of a tower on a pedestal as prescribed in the zoning code.

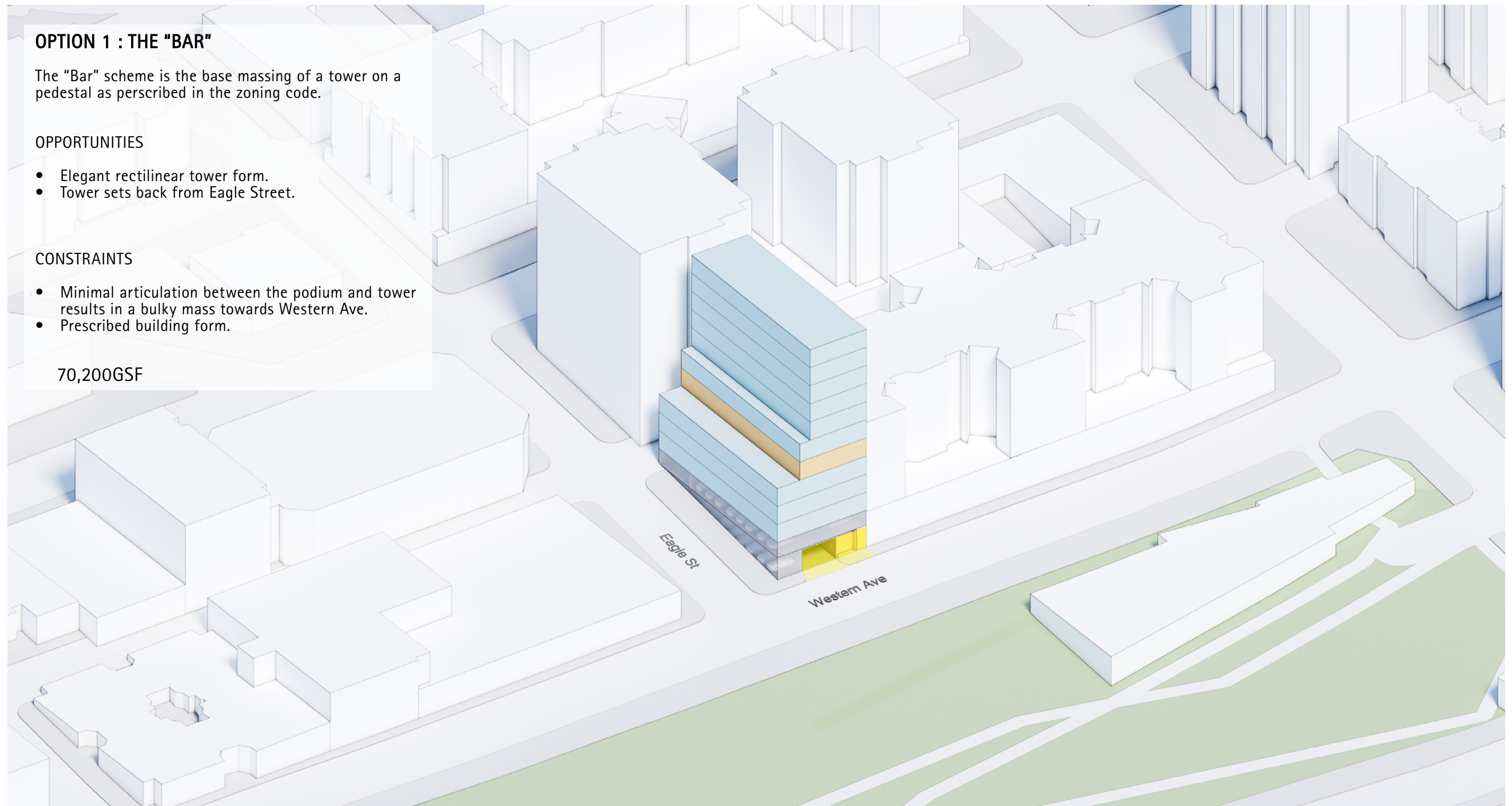
OPPORTUNITIES

- Elegant rectilinear tower form.
- Tower sets back from Eagle Street.

CONSTRAINTS

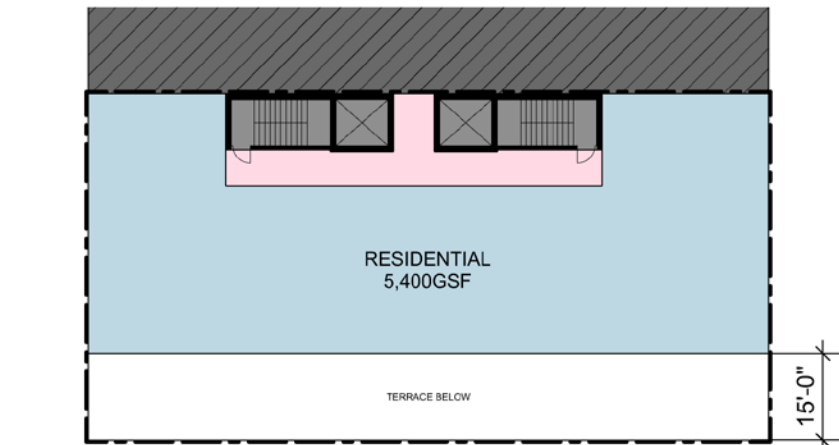
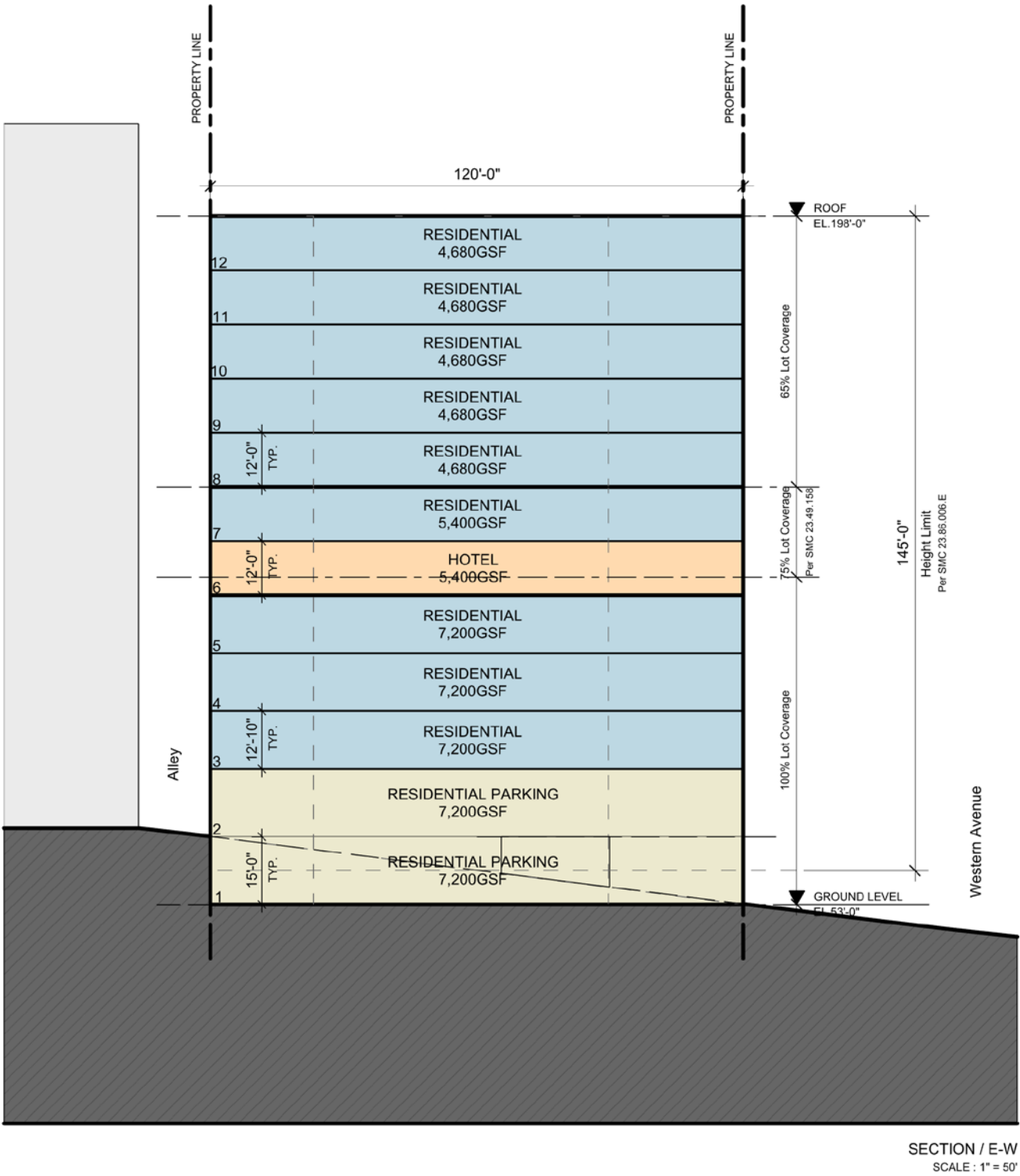
- Minimal articulation between the podium and tower results in a bulky mass towards Western Ave.
- Prescribed building form.

70,200GSF

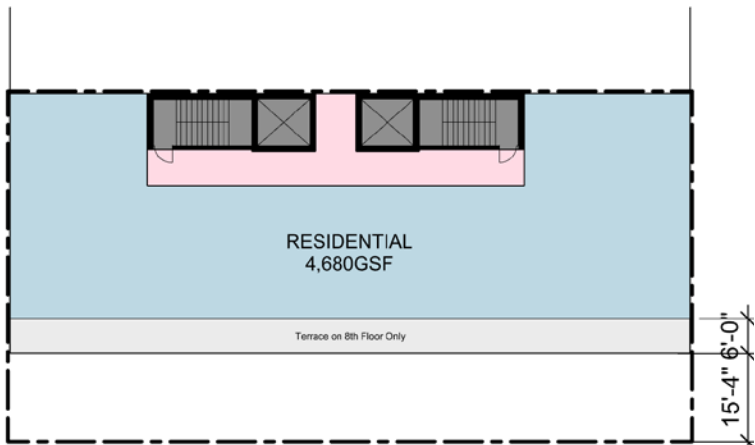


OPTION 1

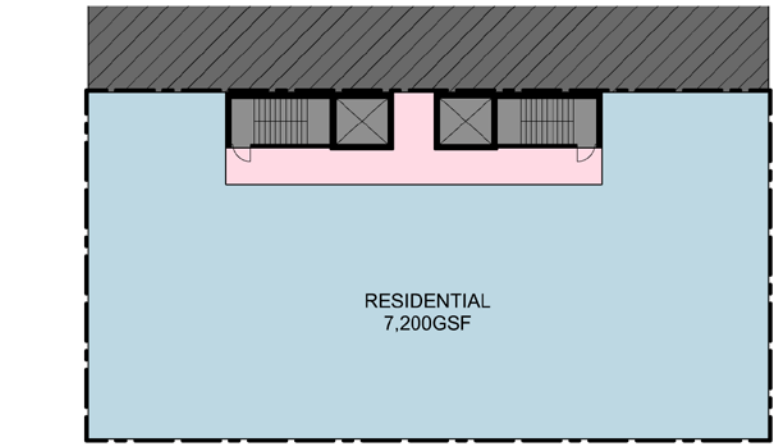
RESIDENTIAL
HOTEL
PARKING



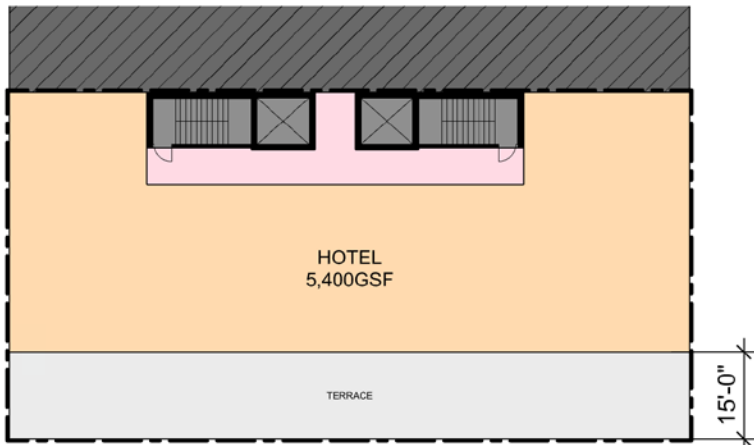
FLOOR PLAN / LEVEL 7
SCALE : 1" = 50'



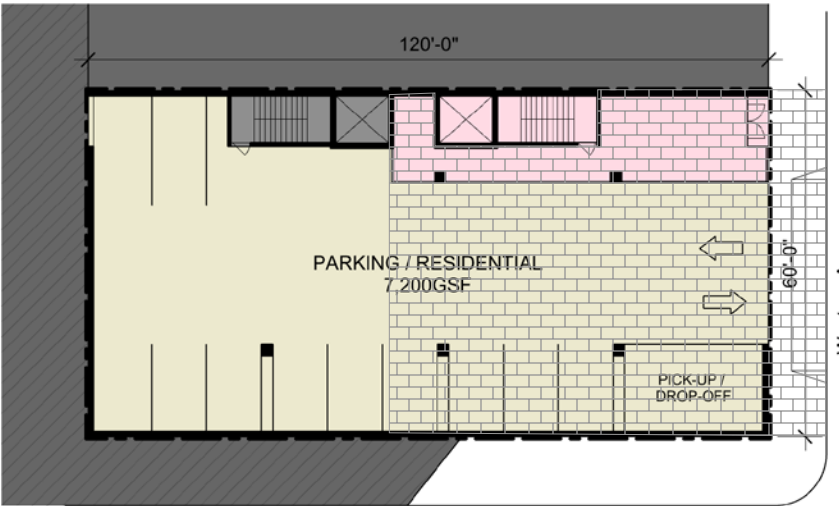
FLOOR PLAN / LEVEL 8-12
SCALE : 1" = 50'



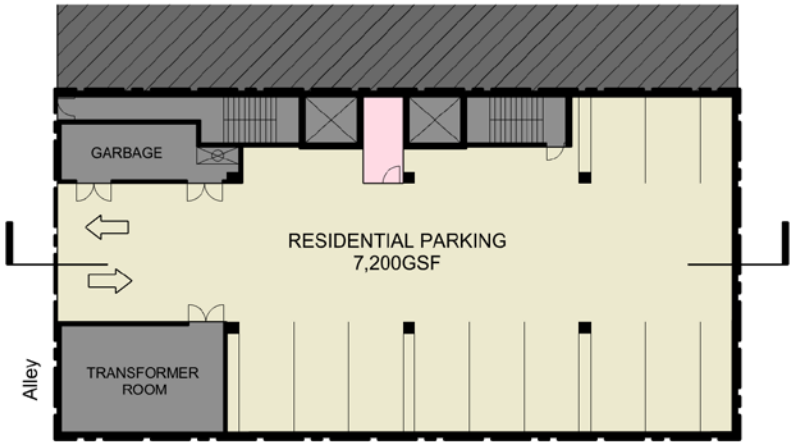
FLOOR PLAN / LEVEL 3-5
SCALE : 1" = 50'



FLOOR PLAN / LEVEL 6
SCALE : 1" = 50'

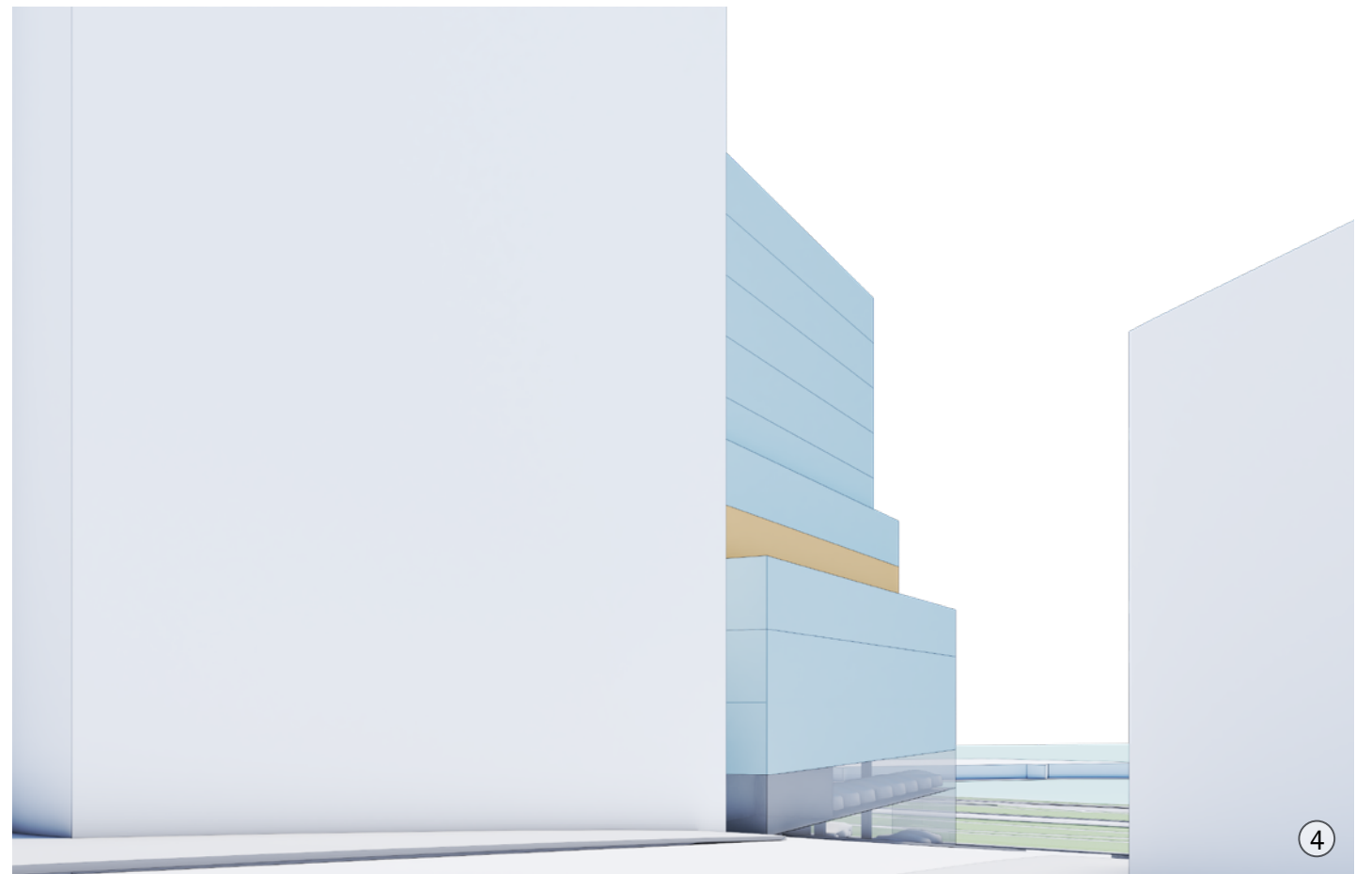
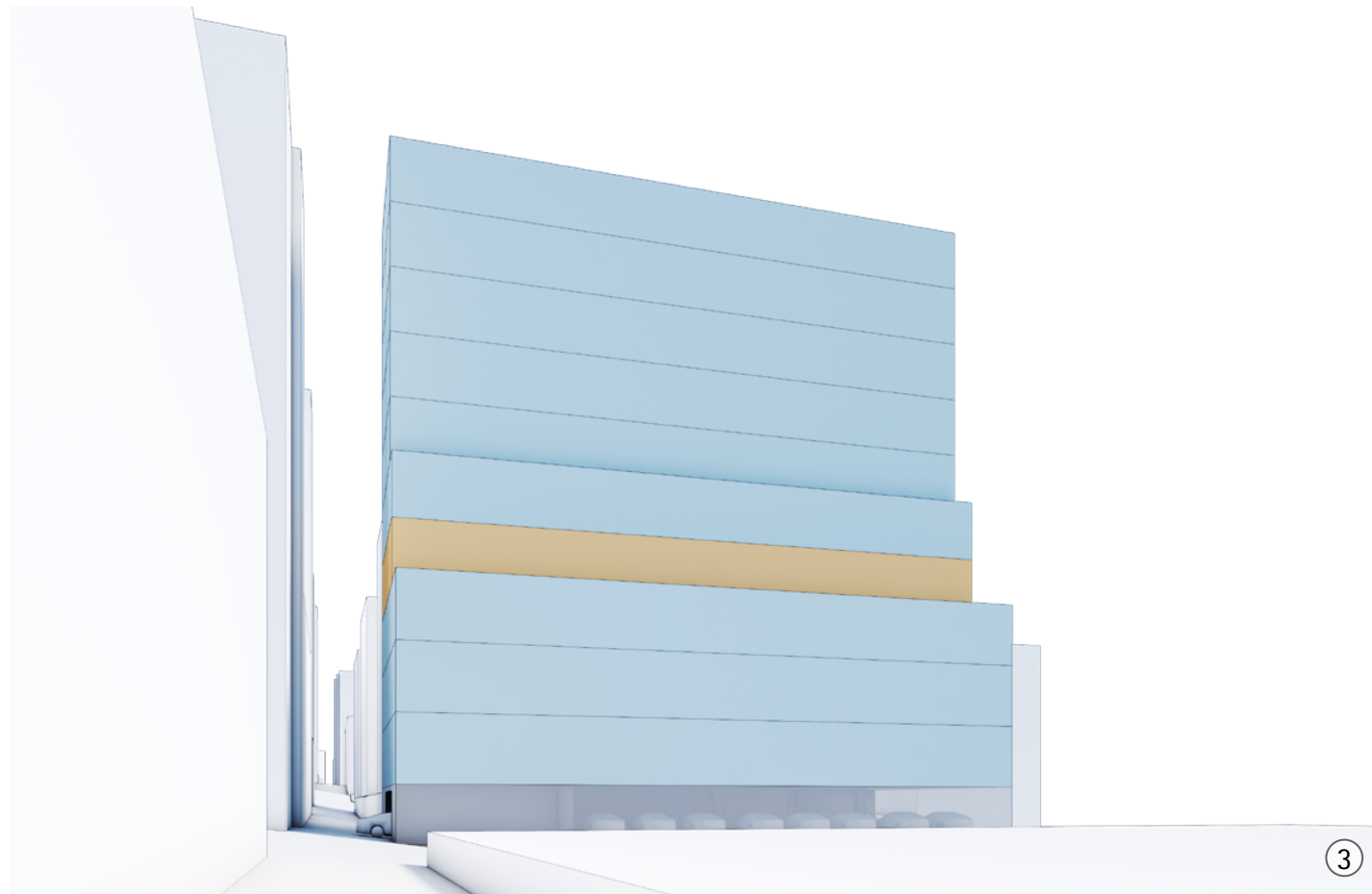
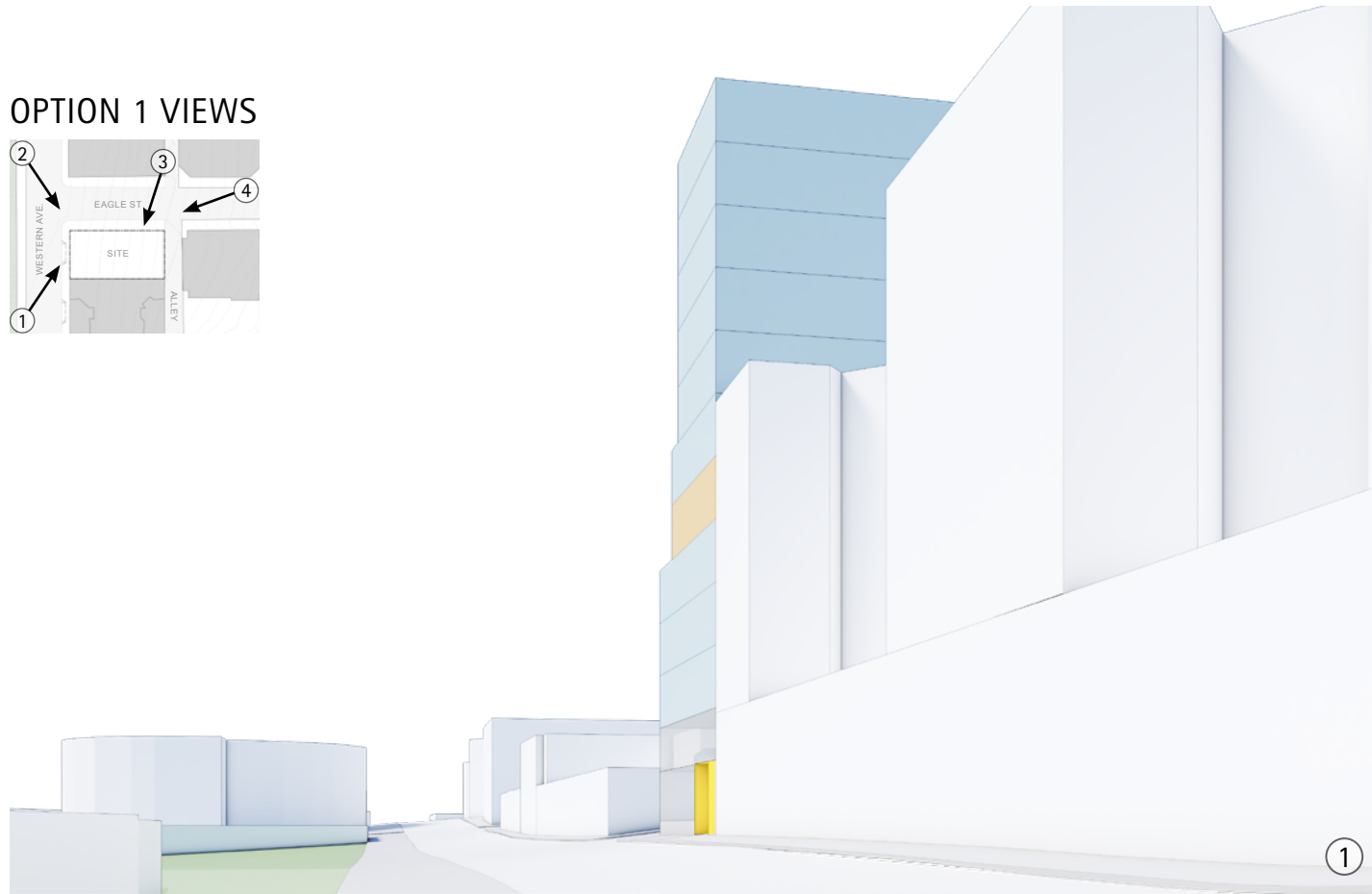
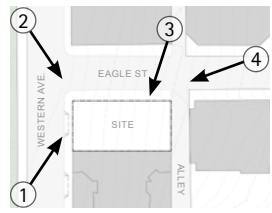


FLOOR PLAN / LEVEL 1
SCALE : 1" = 50'



FLOOR PLAN / LEVEL 2
SCALE : 1" = 50'

OPTION 1 VIEWS



OPTION 2 : THE "BLOCK"

The "Block" scheme continues the existing urban mass condition from the east.

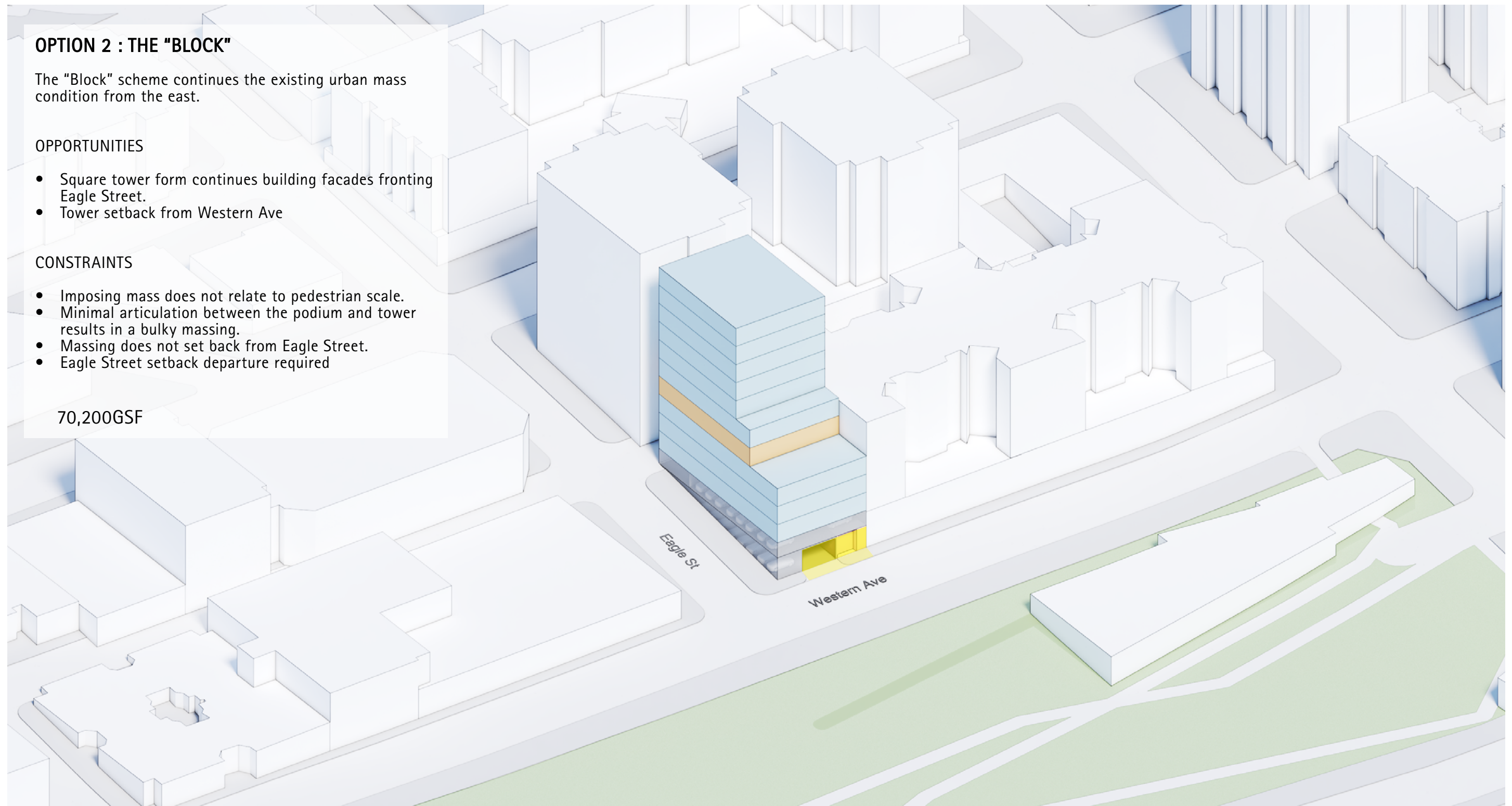
OPPORTUNITIES

- Square tower form continues building facades fronting Eagle Street.
- Tower setback from Western Ave

CONSTRAINTS

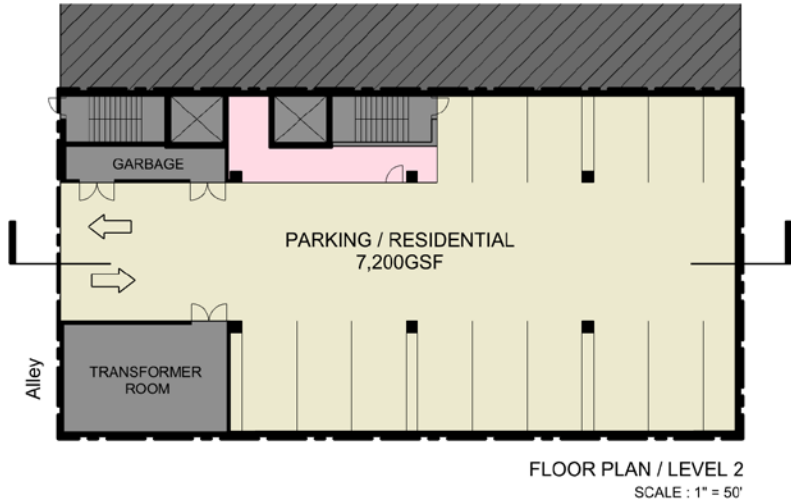
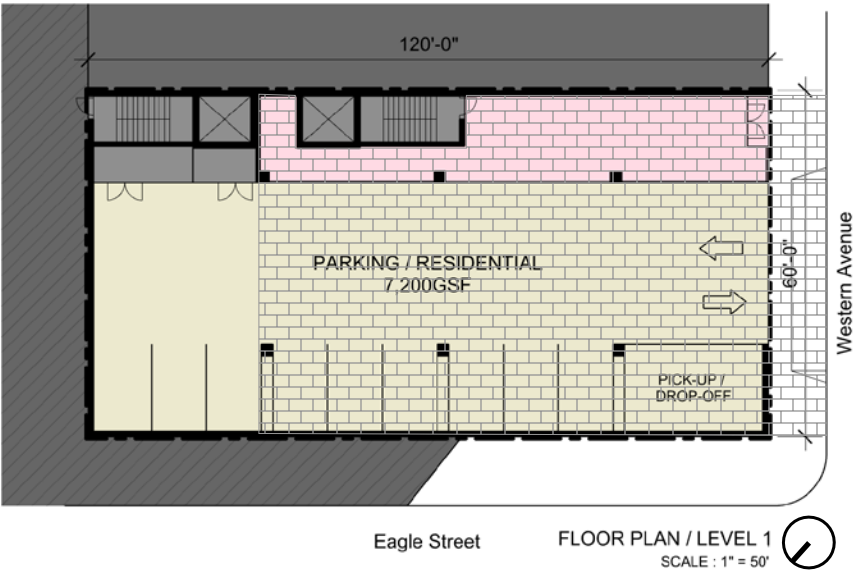
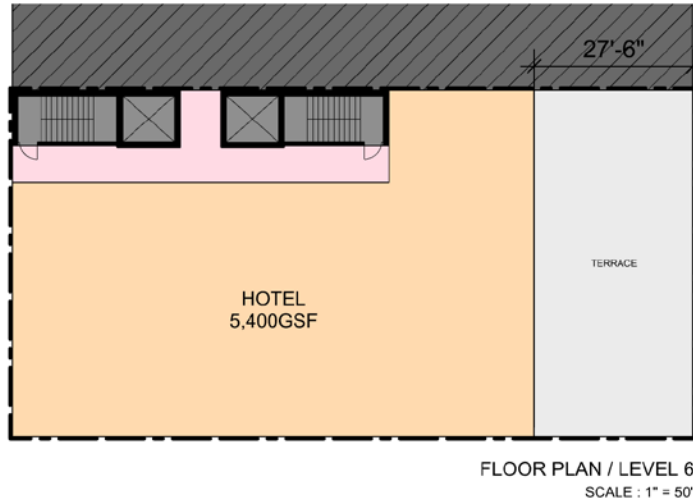
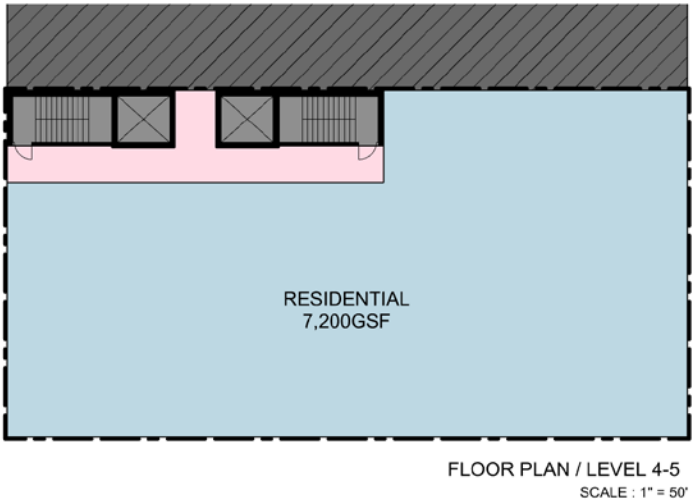
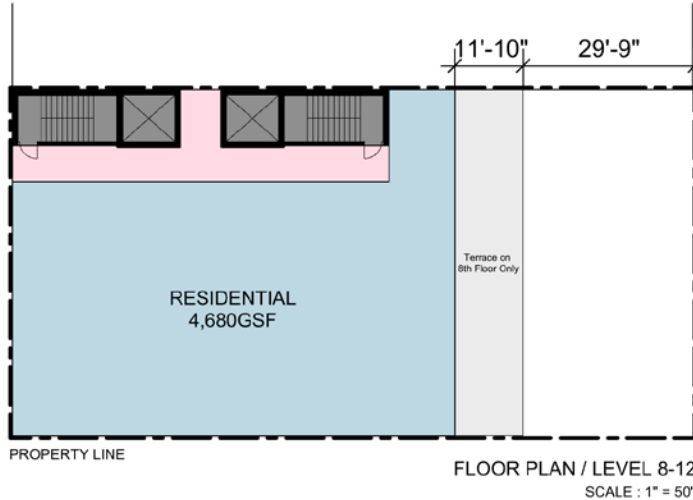
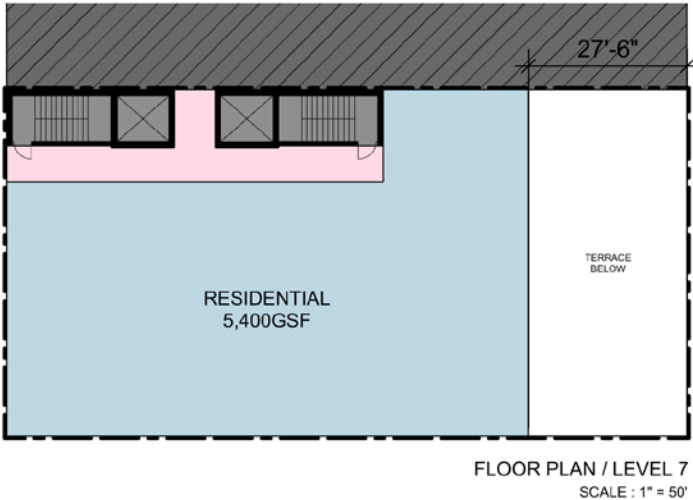
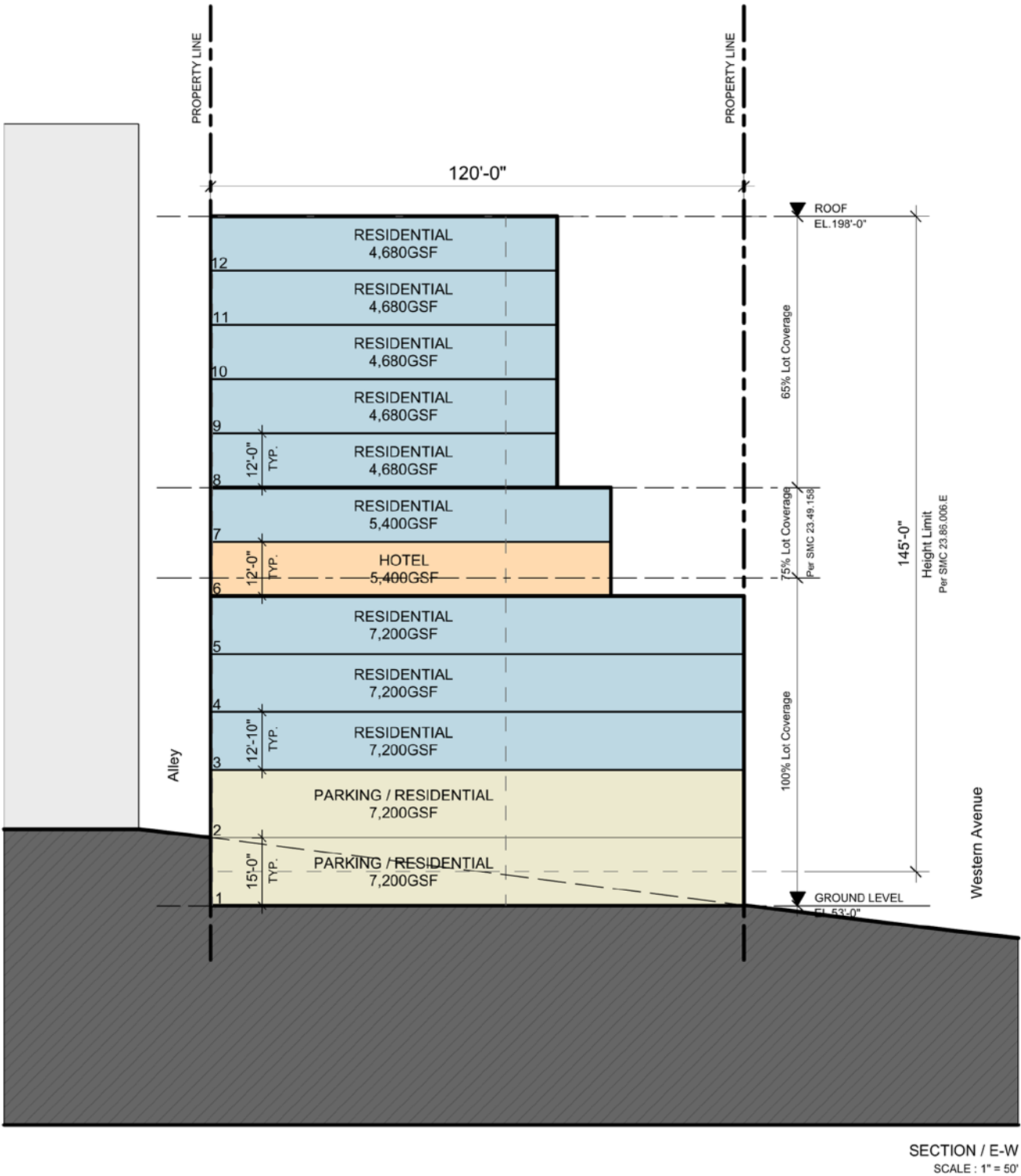
- Imposing mass does not relate to pedestrian scale.
- Minimal articulation between the podium and tower results in a bulky massing.
- Massing does not set back from Eagle Street.
- Eagle Street setback departure required

70,200GSF

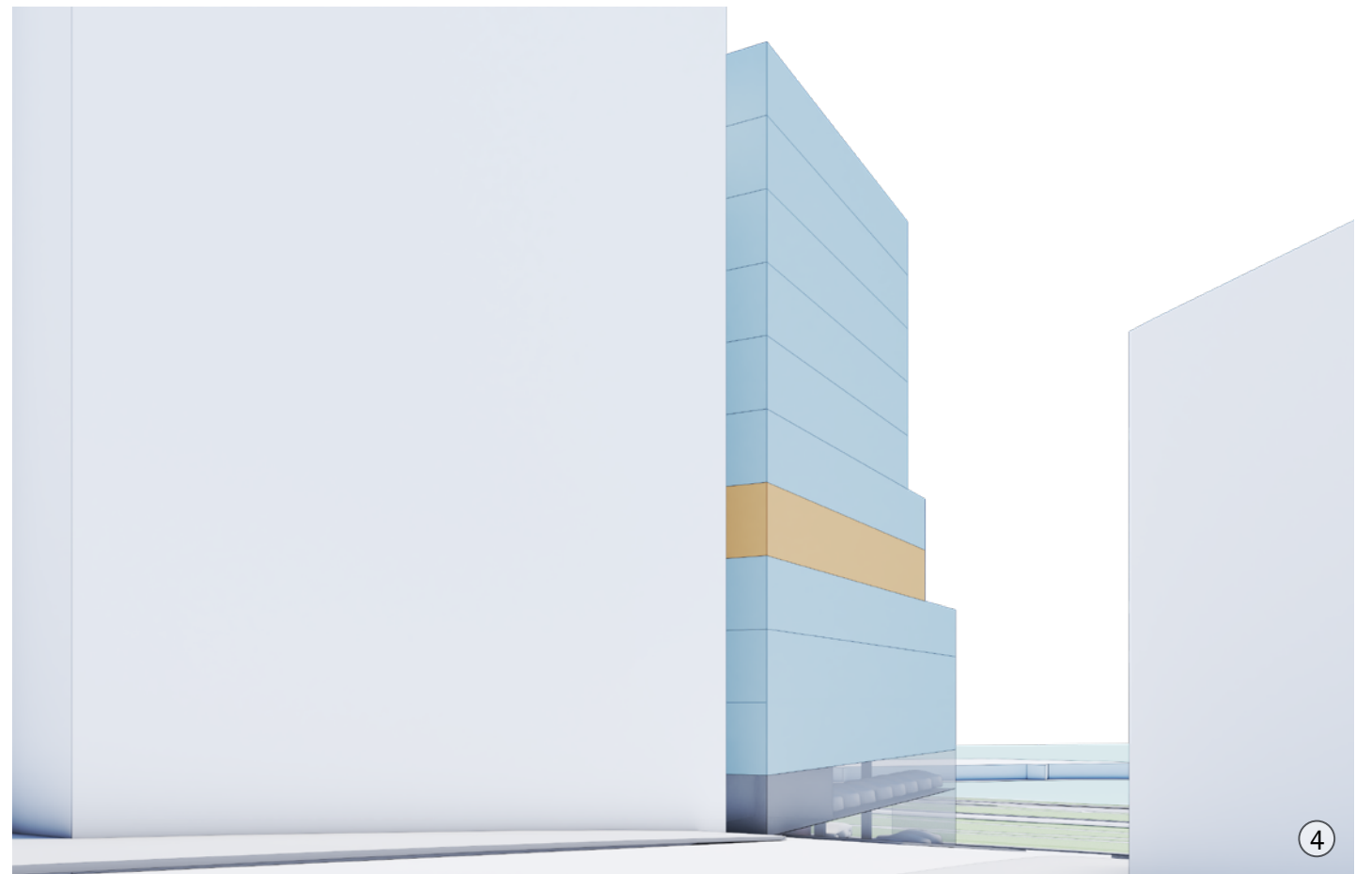
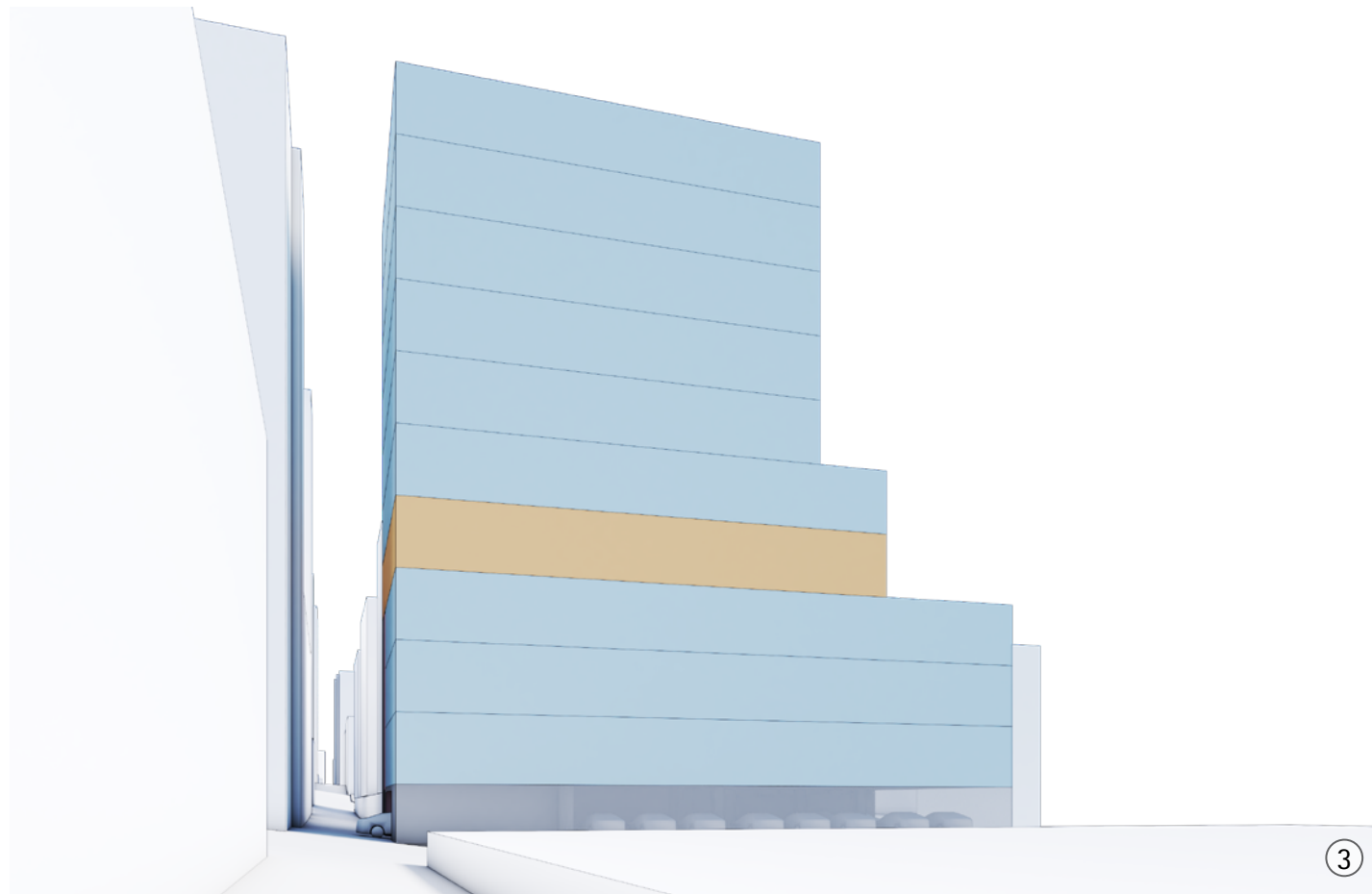
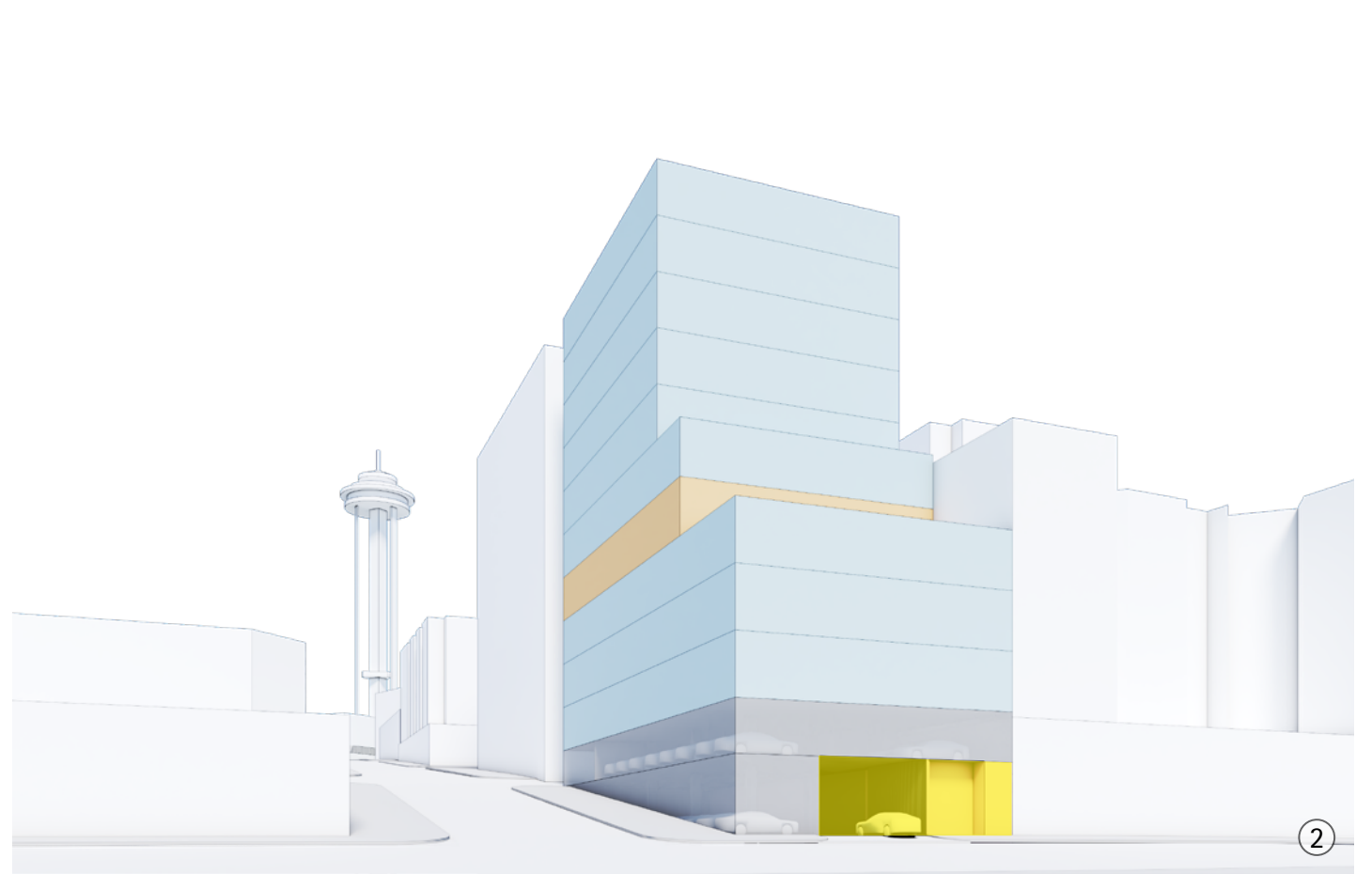
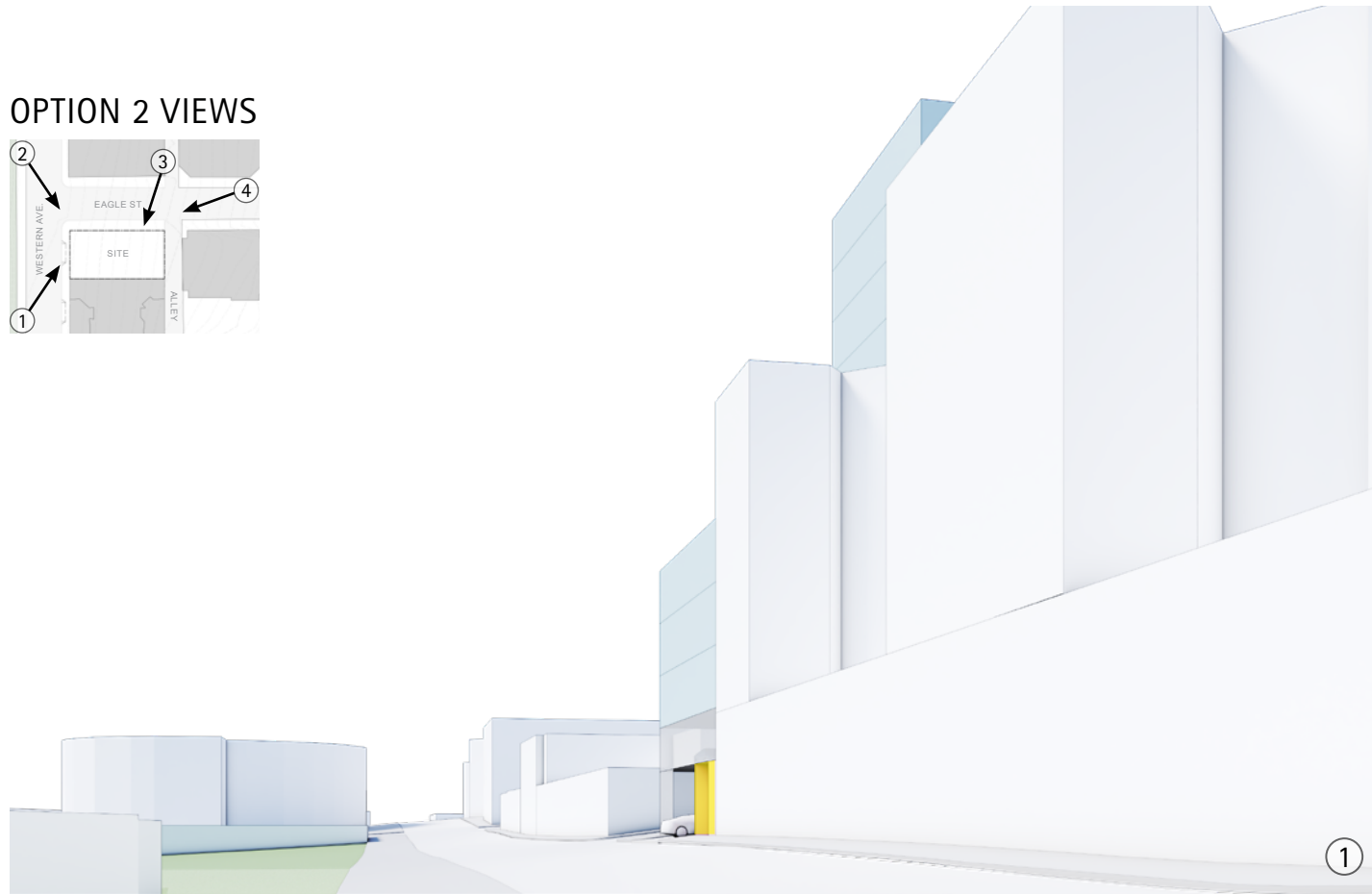
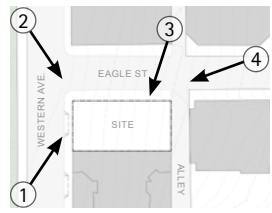


OPTION 2

RESIDENTIAL
HOTEL
PARKING



OPTION 2 VIEWS



OPTION 3 : THE "T" (PREFERRED)

The 'T' scheme brings together the best of the two previous massing into one.

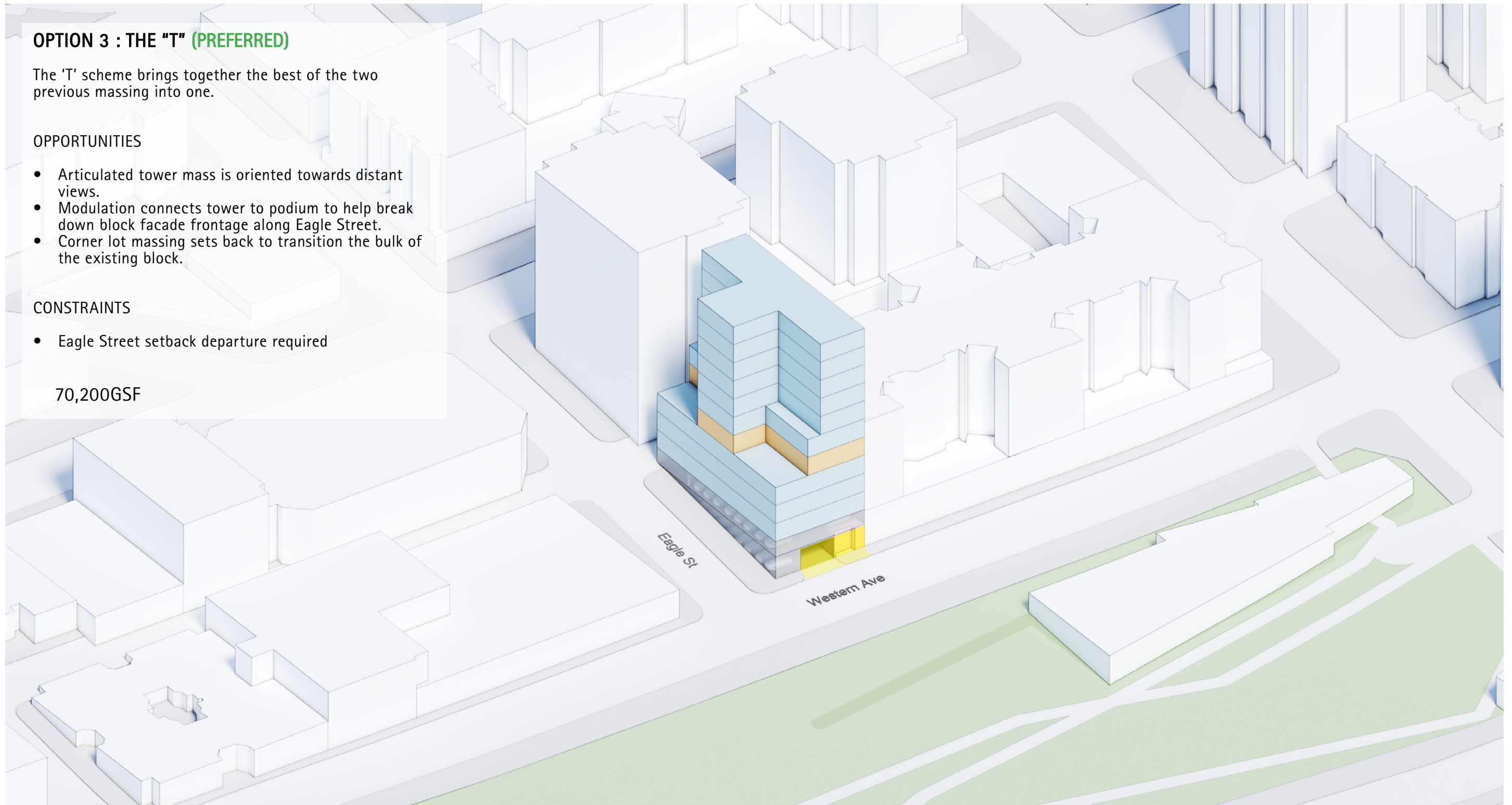
OPPORTUNITIES

- Articulated tower mass is oriented towards distant views.
- Modulation connects tower to podium to help break down block facade frontage along Eagle Street.
- Corner lot massing sets back to transition the bulk of the existing block.

CONSTRAINTS

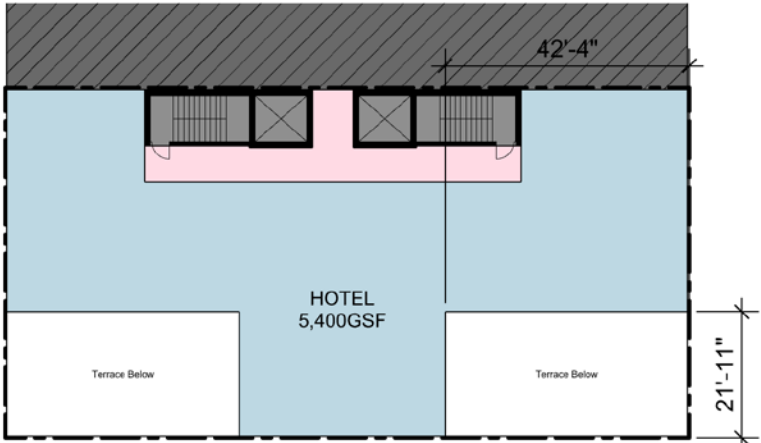
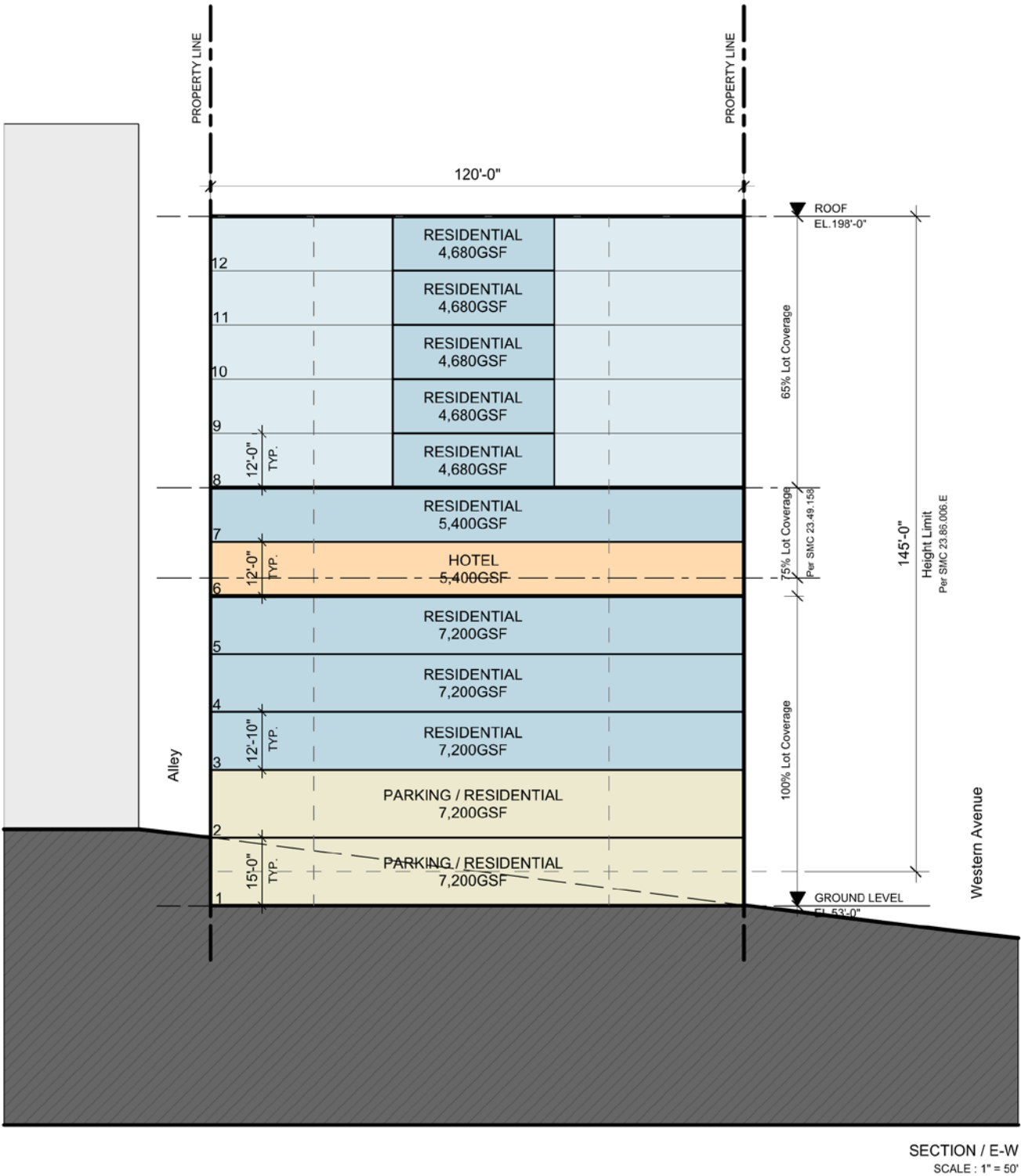
- Eagle Street setback departure required

70,200GSF

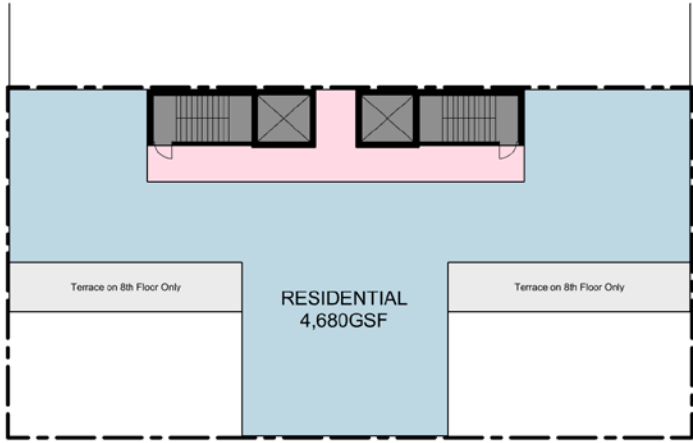


OPTION 3

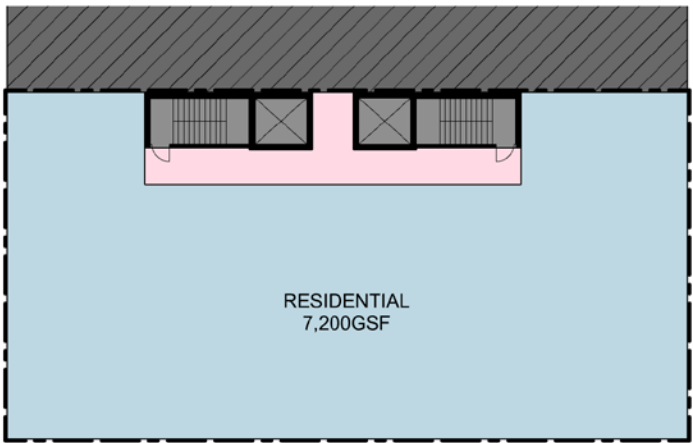
RESIDENTIAL
HOTEL
PARKING



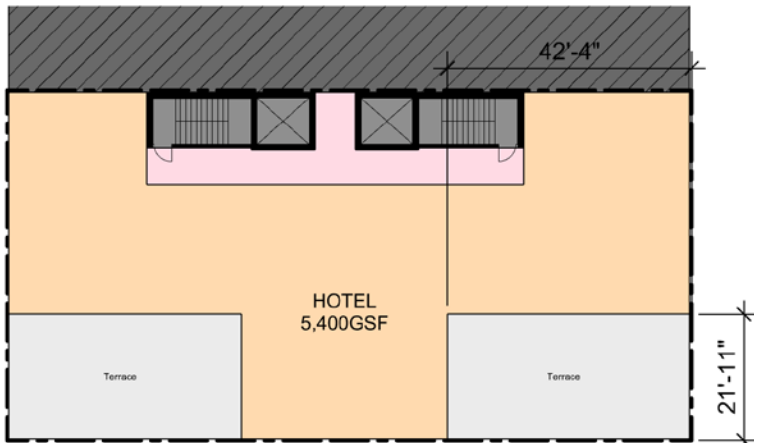
FLOOR PLAN / LEVEL 7
SCALE : 1" = 50'



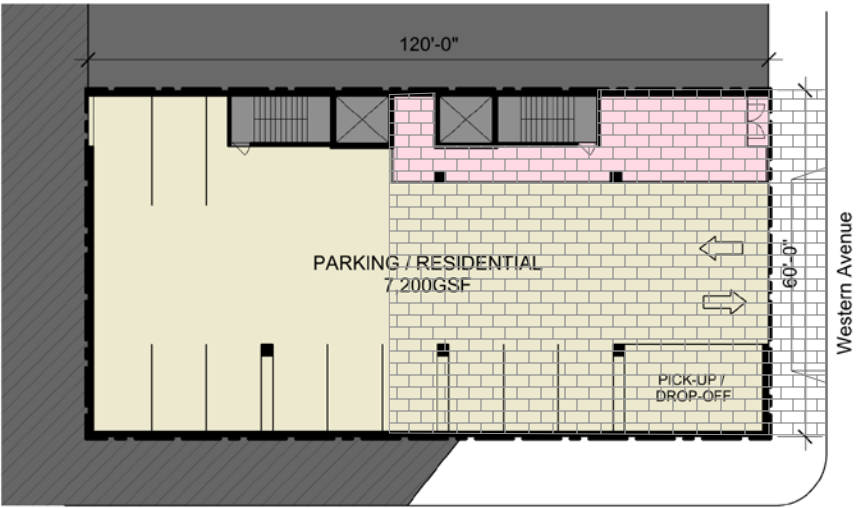
FLOOR PLAN / LEVEL 8-12
SCALE : 1" = 50'



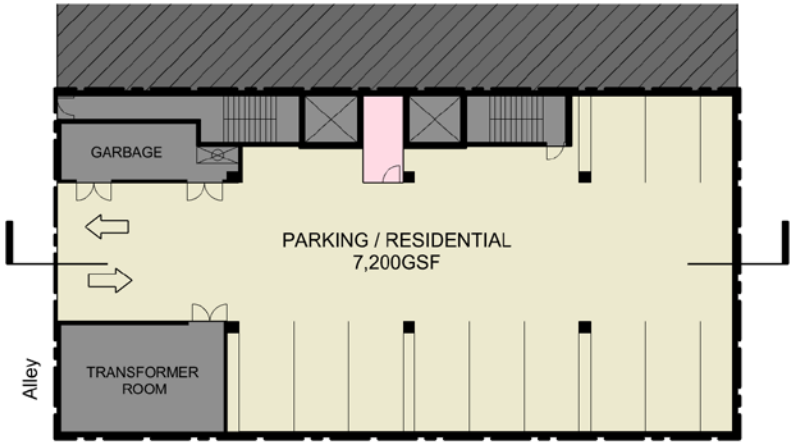
FLOOR PLAN / LEVEL 3-5, 7
SCALE : 1" = 50'



FLOOR PLAN / LEVEL 6
SCALE : 1" = 50'

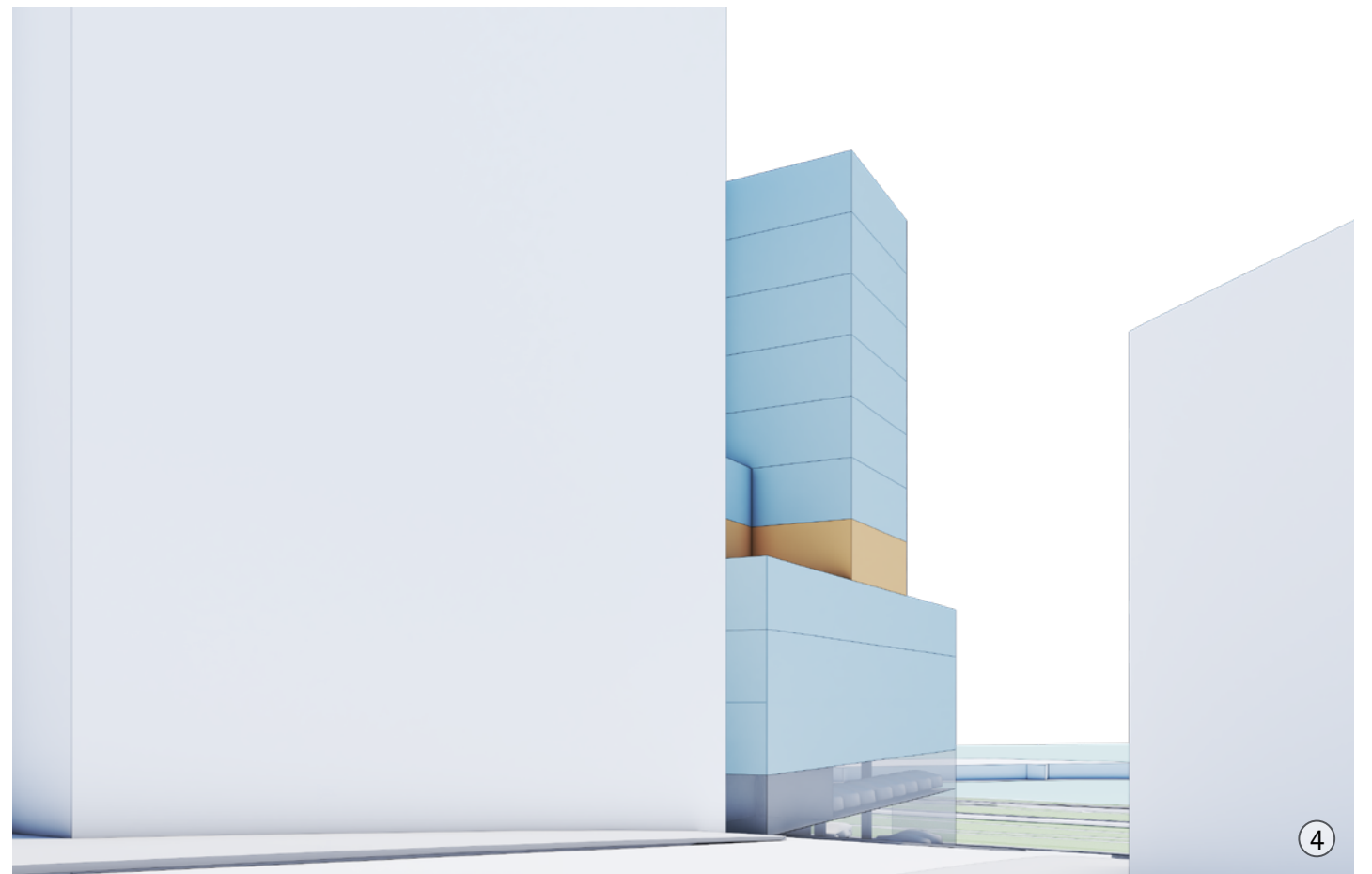
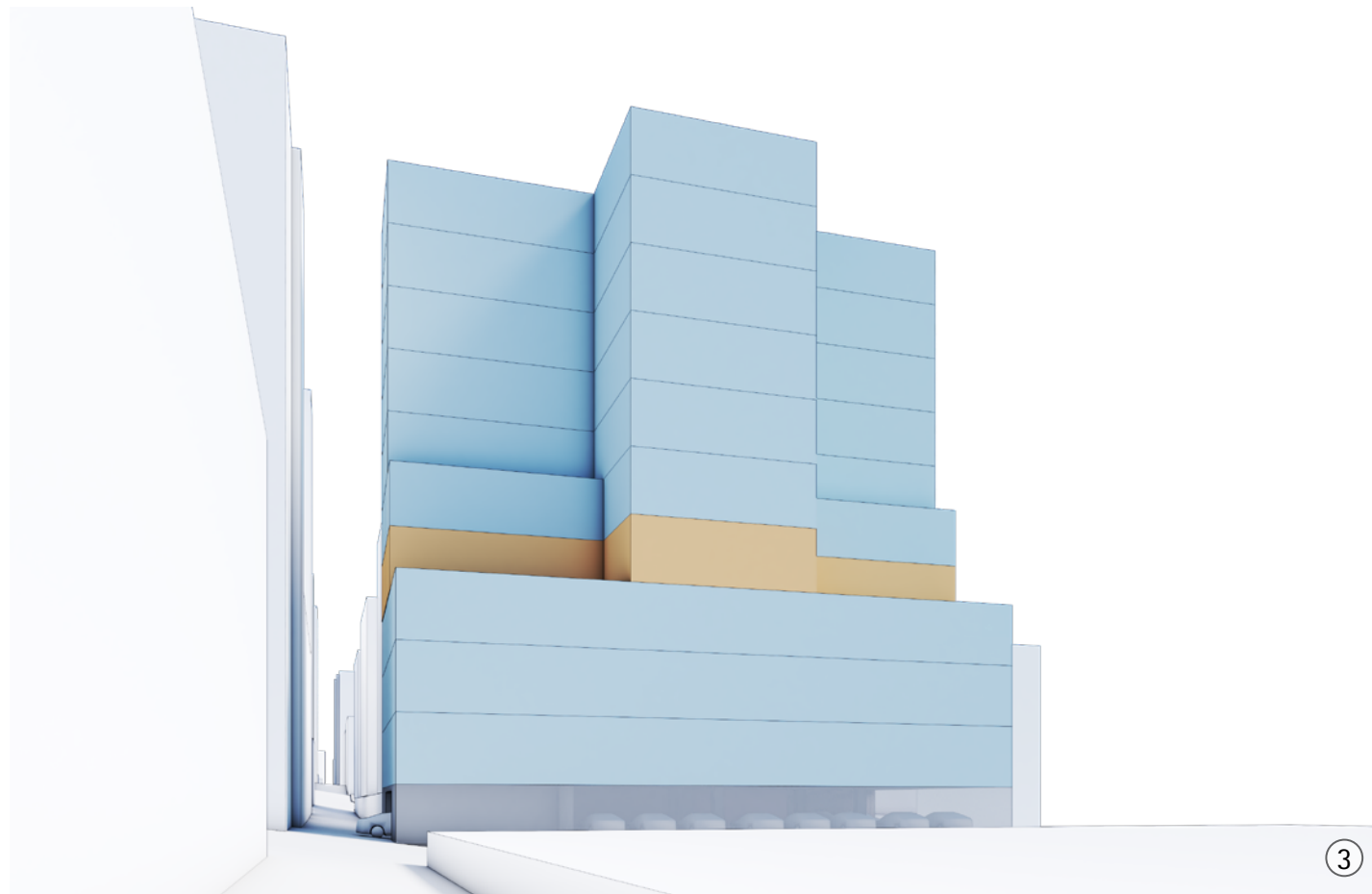
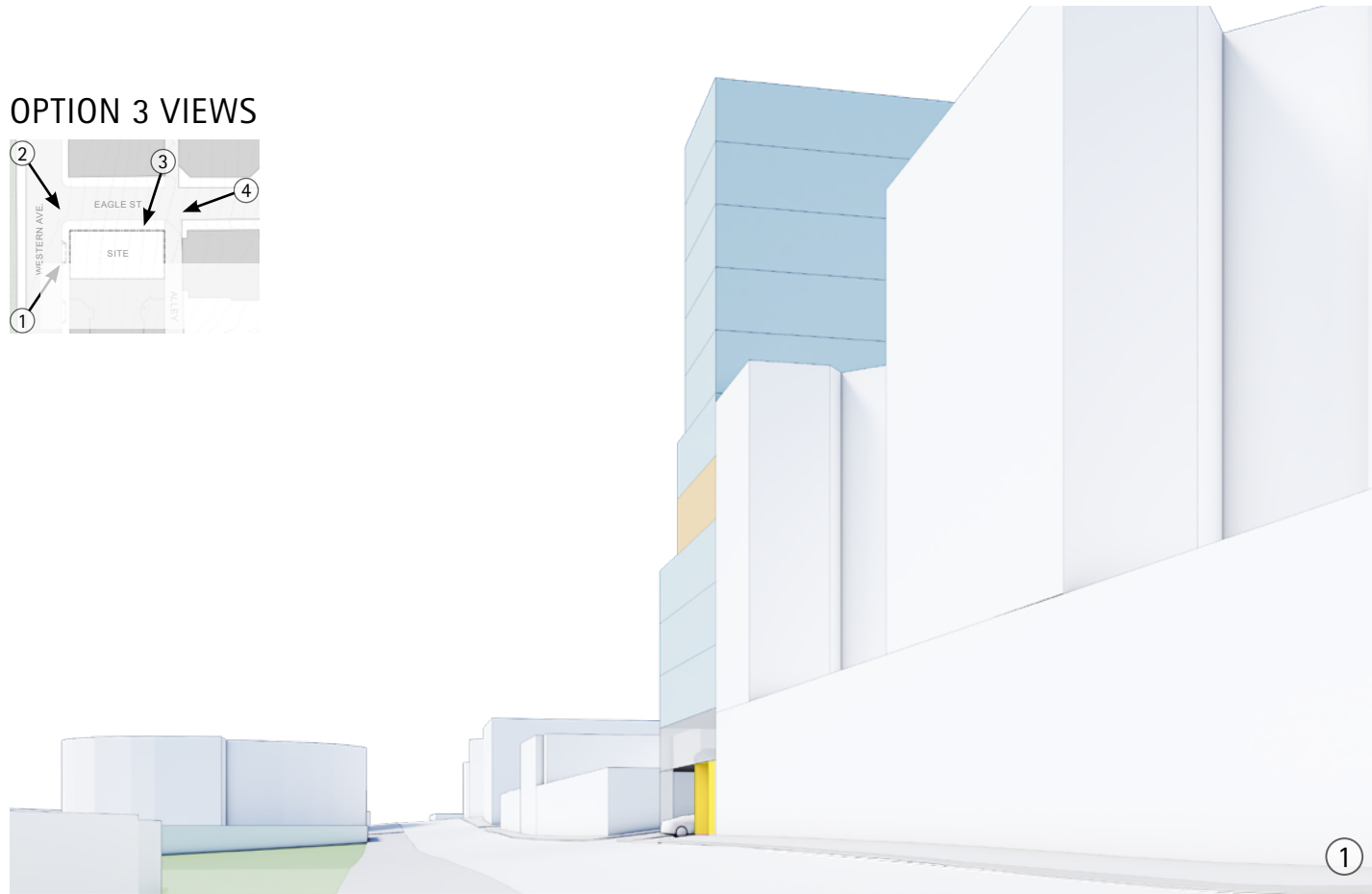
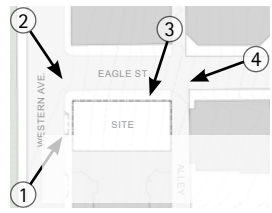


FLOOR PLAN / LEVEL 1
SCALE : 1" = 50'



FLOOR PLAN / LEVEL 2
SCALE : 1" = 50'

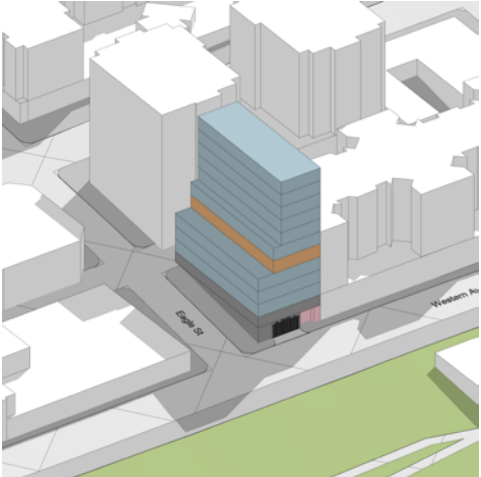
OPTION 3 VIEWS



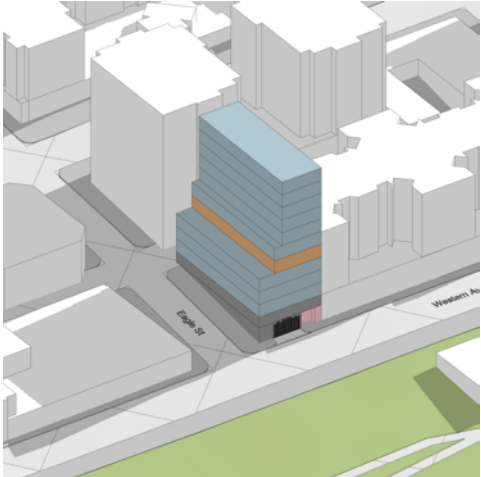
SOLAR STUDIES
OPTION 1 : THE "BAR"



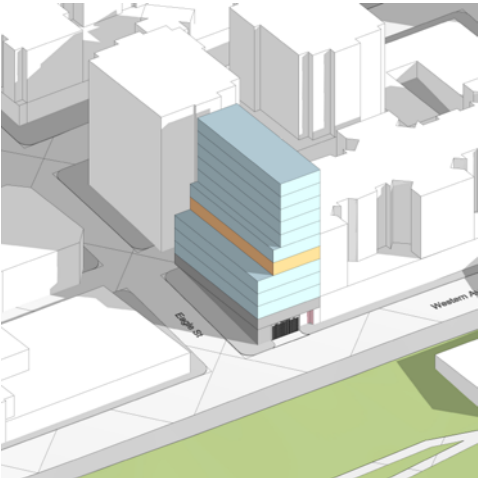
December 9am



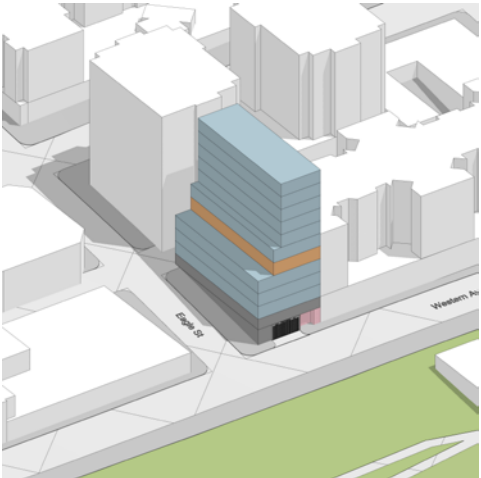
June 9am



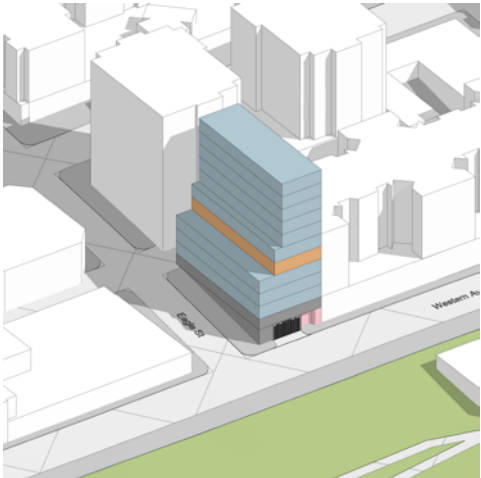
September 9am



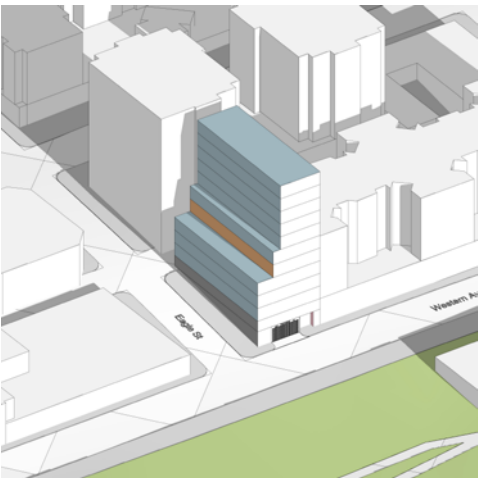
December Noon



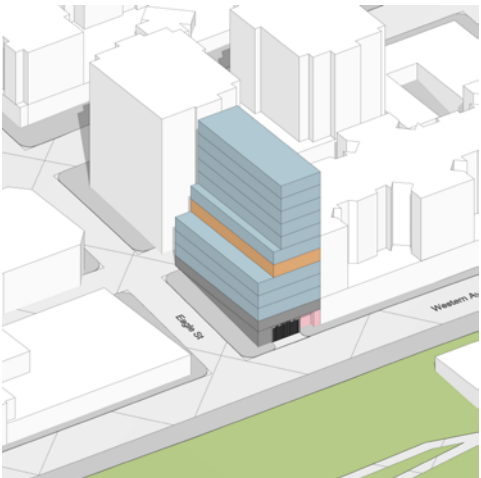
June Noon



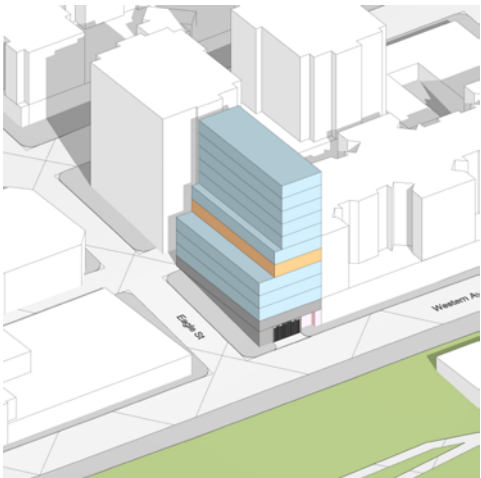
September Noon



December 3pm



June 3pm

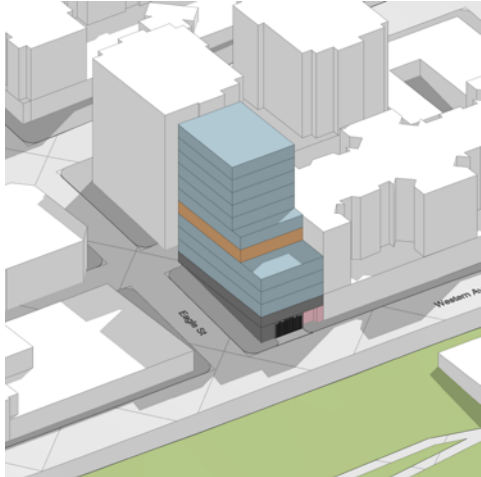


September 3pm

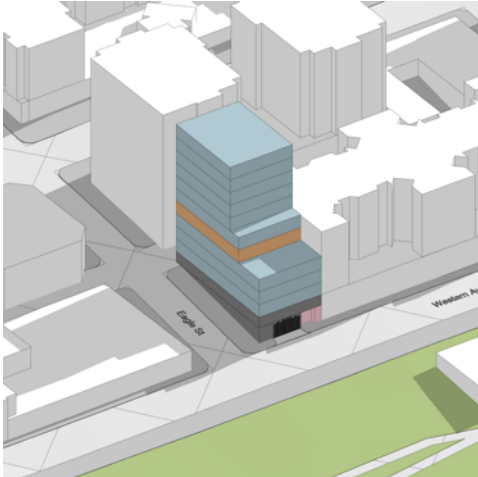
SOLAR STUDIES
OPTION 2 : THE "BLOCK"



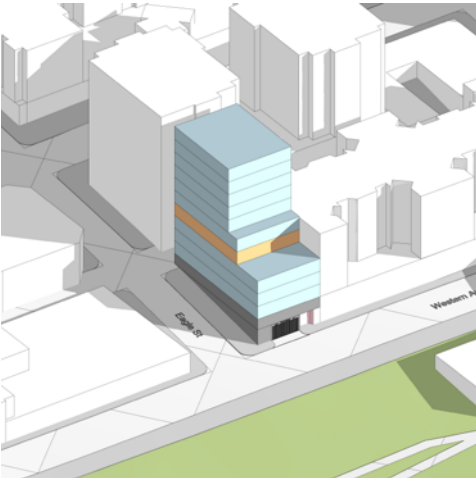
December 9am



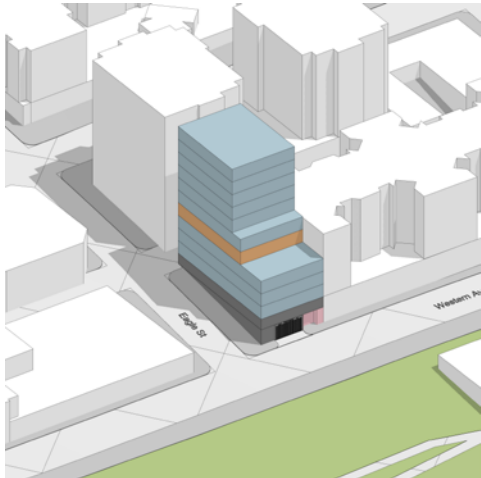
June 9am



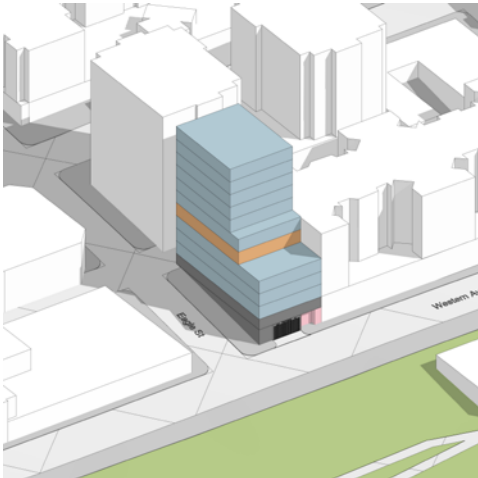
September 9am



December Noon



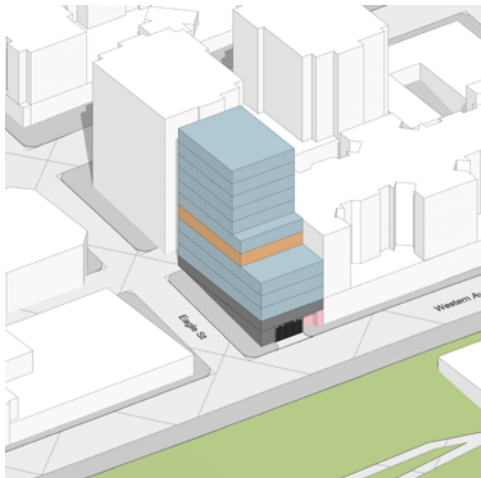
June Noon



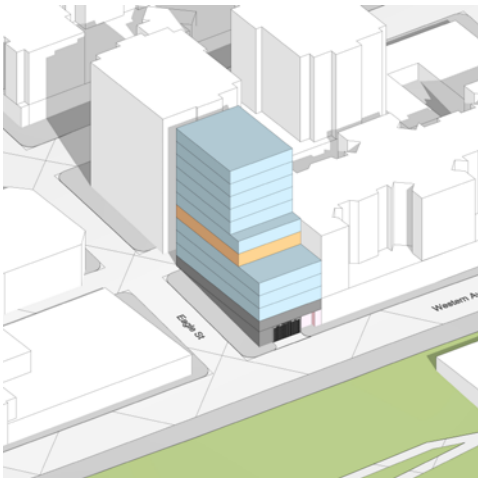
September Noon



December 3pm

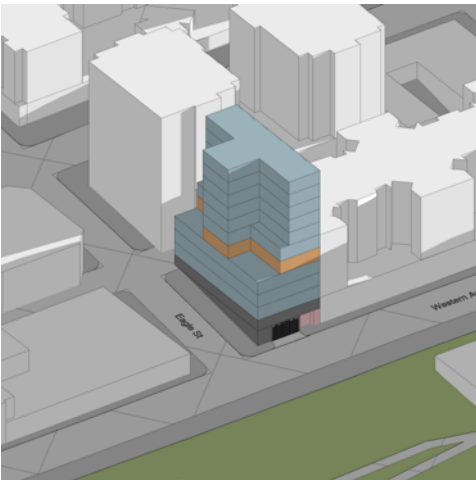


June 3pm

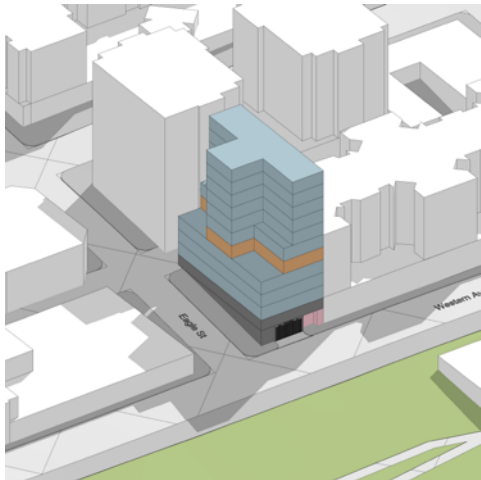


September 3pm

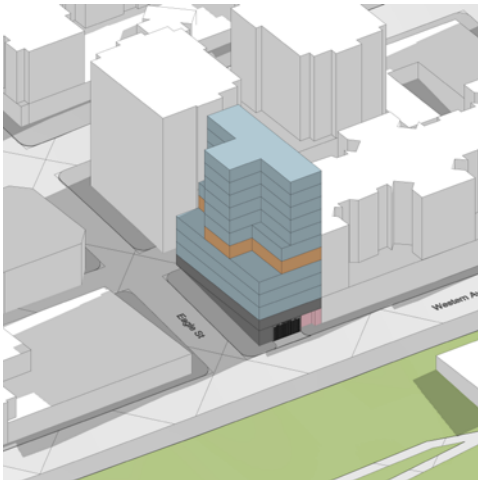
SOLAR STUDIES
OPTION 3 : THE "T"



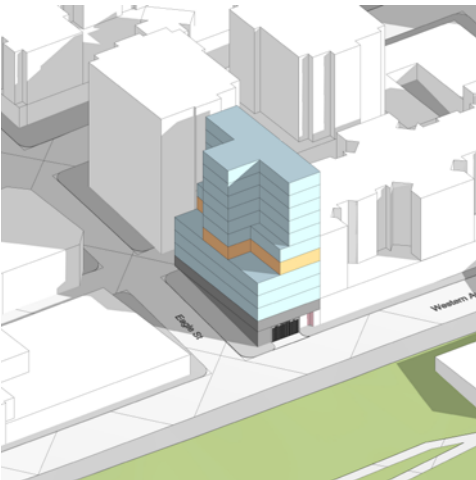
December 9am



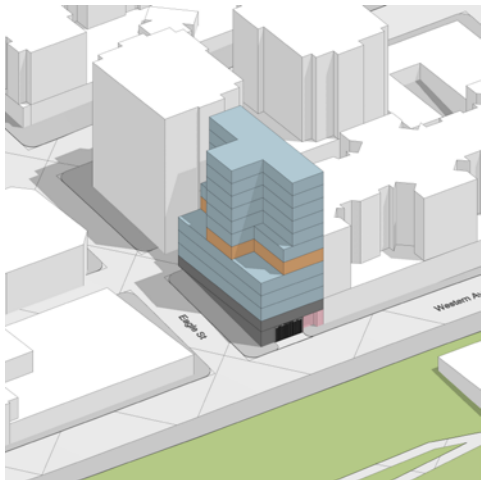
June 9am



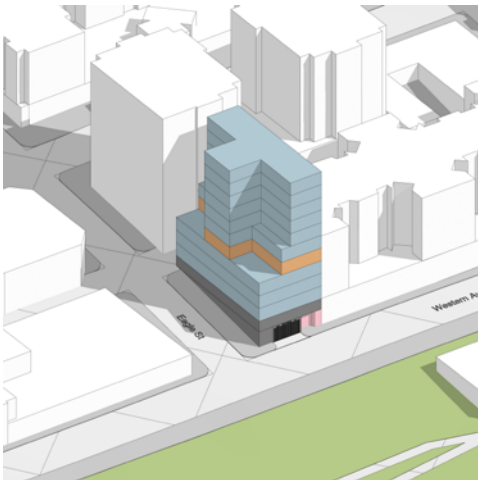
September 9am



December Noon



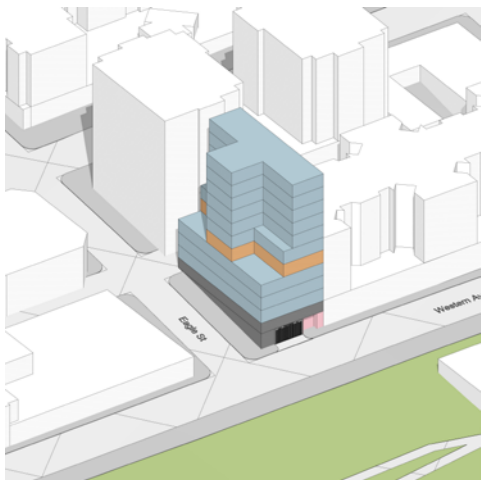
June Noon



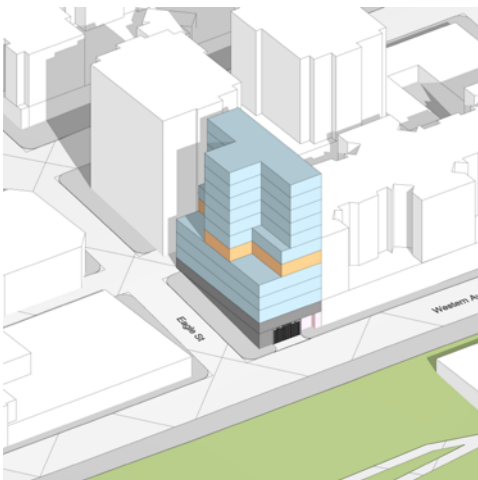
September Noon



December 3pm

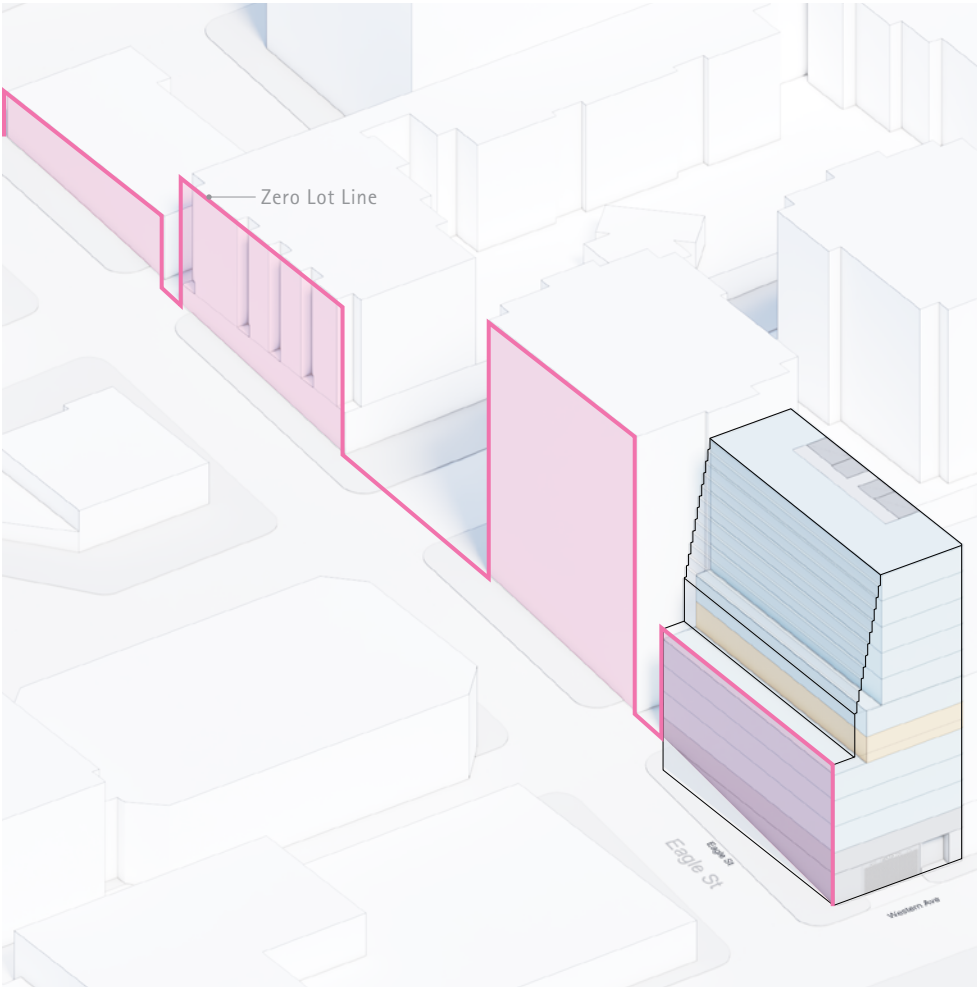


June 3pm



September 3pm

DEPARTURE #1- UPPER LEVEL SETBACK

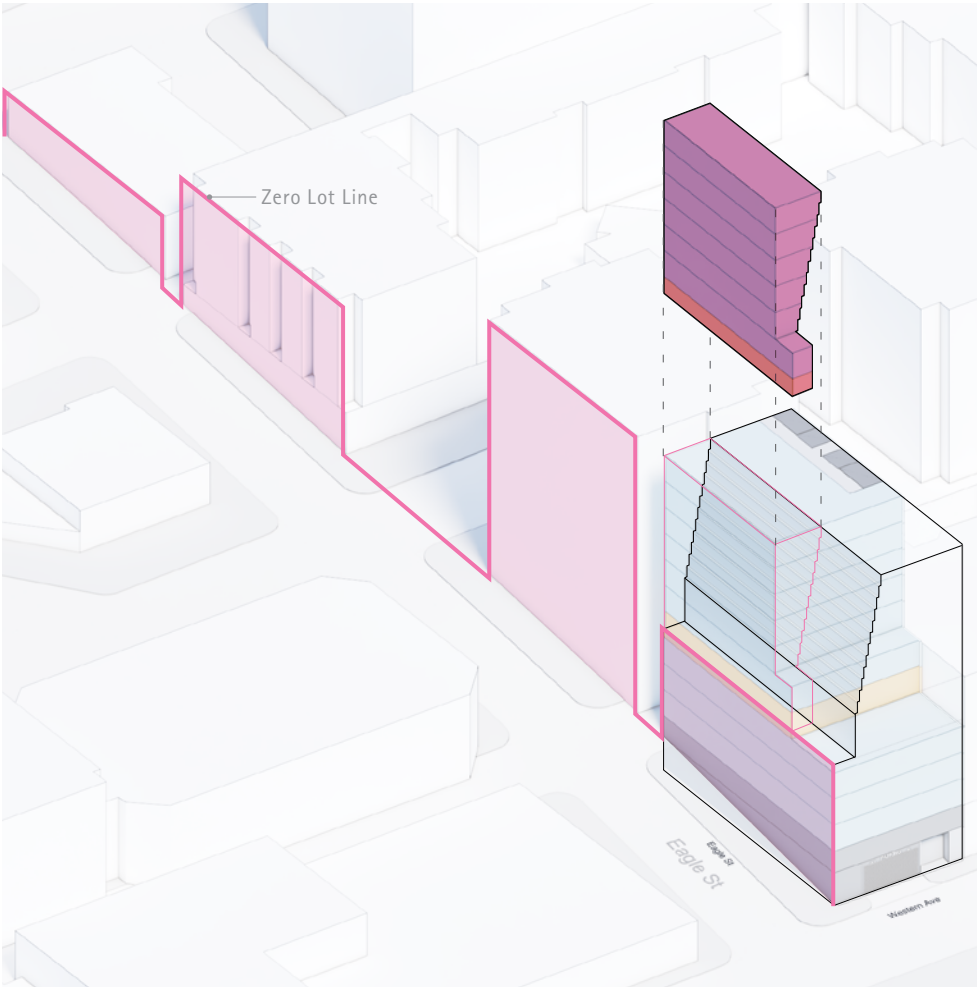


OPTION 1 : THE "BAR"

The "Bar" scheme has a basic massing of a tower on a pedestal, following the upper-level setback from Eagle Street.

The ground-level interior arrival areas activate the adjacent streetscapes. Open circulation through the site at Western Avenue enhances public right-of-ways along both frontages.

Code Compliant Option



OPTION 2 : THE "BLOCK"

The "Block" scheme focuses upper-level massing to the mid-block alley, setting back from Western Avenue.

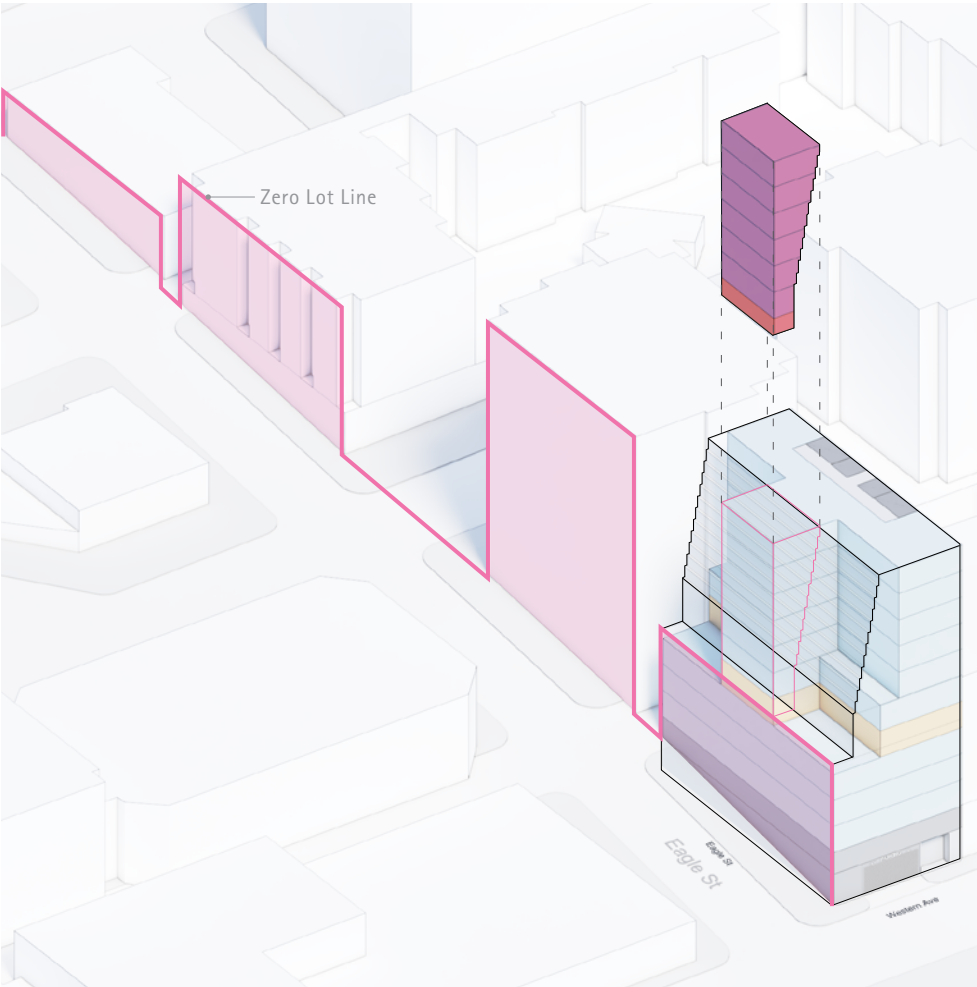
Similar to the "Bar" scheme, the ground-level interior arrival areas activate the adjacent streetscapes. Open circulation through the site at Western Avenue enhances public right-of-ways along both frontages.

CODE CITATION
SMC 23.49.166.B

CODE REQUIREMENT
10' setback for portions of structures from 65' to 85'; additional setback of 1' for every 5' in height over 85'

PROPOSED DESIGN DEPARTURE
The proposed design extends 7 levels, approximately 11,900 SF, into upper-level setback

SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, B ARCHITECTURAL AND FACADE COMPOSITION, 1. FACADE COMPOSITION
BELLTOWN DESIGN GUIDELINES, B-1 ARCHITECTURAL EXPRESSION RELATING TO NEIGHBORHOOD, A



OPTION 3 : THE "T"

The "T" scheme brings together the best of the two previous massing options into one scheme. The base of the building creates a highly activated pedestrian-scaled environment. An elevated podium roof garden and terrace provides another transition between the neighborhood and nearby focal landmarks like Denny Park, Lake Union, and the Seattle Center. The upper floors of the building are articulated to maximize views, light, and air for users.

Similar to the "Bar" and "L" schemes, the ground-level interior arrival areas activate the adjacent streetscapes. Open circulation through the site at Western Avenue enhances public right-of-ways along both frontages.

CODE CITATION
SMC 23.49.166.B

CODE REQUIREMENT
10' setback for portions of structures from 65' to 85'; additional setback of 1' for every 5' in height over 85'

PROPOSED DESIGN DEPARTURE
The proposed design extends 7 levels, approximately 5,400 SF (less than the "Block" option), into upper-level setback

Preferred massing option connects upper-level massing with base to modulate frontages on Eagle Street and Western Avenue; upper-level setbacks express corner and transitions scale at Eagle & Western; upper-level massing is minimized adjacent to existing building across alley

SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, B ARCHITECTURAL AND FACADE COMPOSITION, 1. FACADE COMPOSITION
BELLTOWN DESIGN GUIDELINES, B-1 ARCHITECTURAL EXPRESSION RELATING TO NEIGHBORHOOD, A

DEPARTURE #2 - ARRIVAL AREA AND PARKING USE ADJACENT TO EAGLE STREET

CODE CITATION

On class II pedestrian streets and designated green streets, parking is not permitted at street level unless separated from the street by other uses, provided that garage doors need not be separated (SMC 23.49.019.B.1.a).
On Class II Pedestrian Streets, parking may be permitted at street level if: 1) At least 30 percent of the street frontage of any street-level parking area, excluding that portion of the frontage occupied by garage doors, is separated from the street by other uses (23.49.019.B.1.b).

CODE REQUIREMENT

Approved use separating parking along Eagle Street.

PROPOSED DESIGN DEPARTURE

Extend interior parking and interior arrival space to Eagle Street facade.

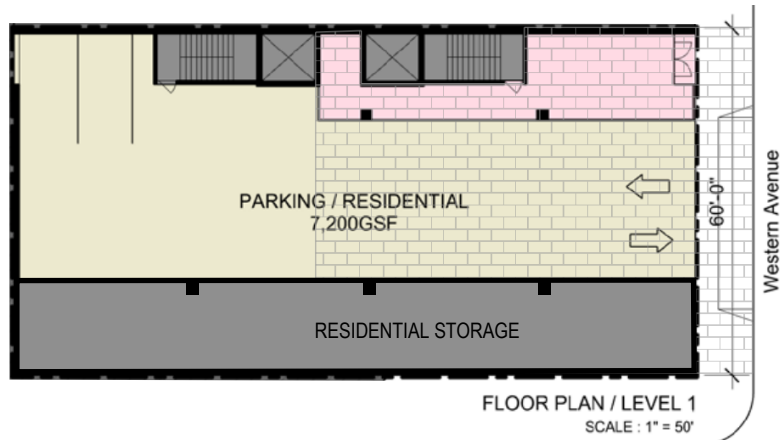
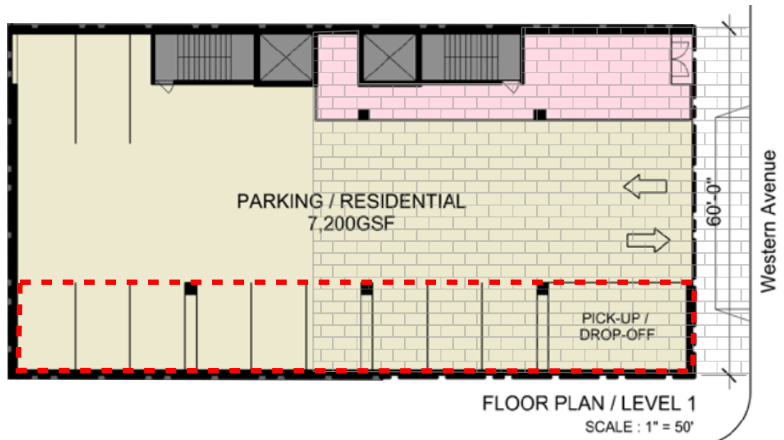
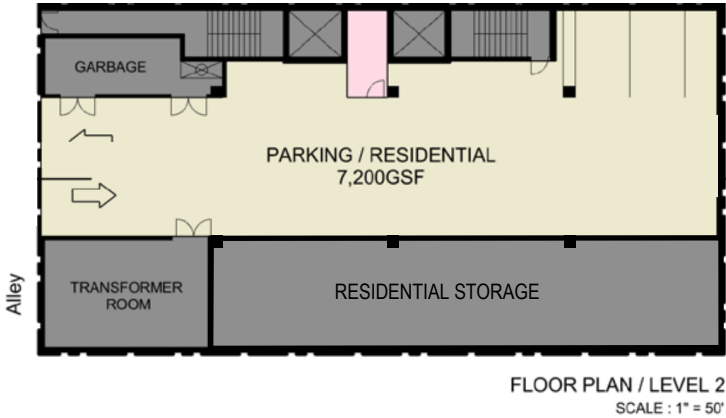
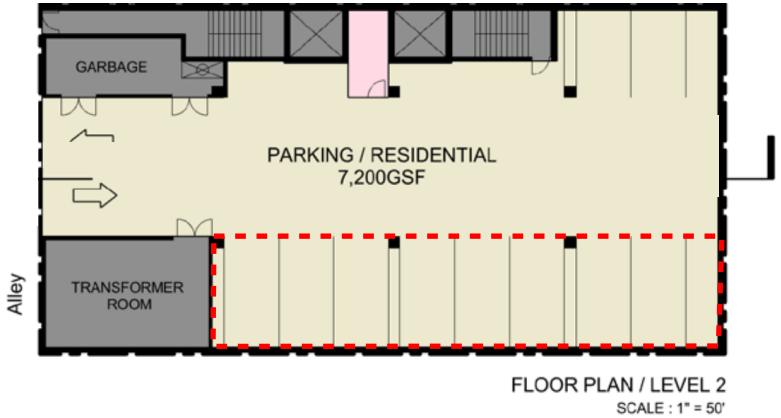
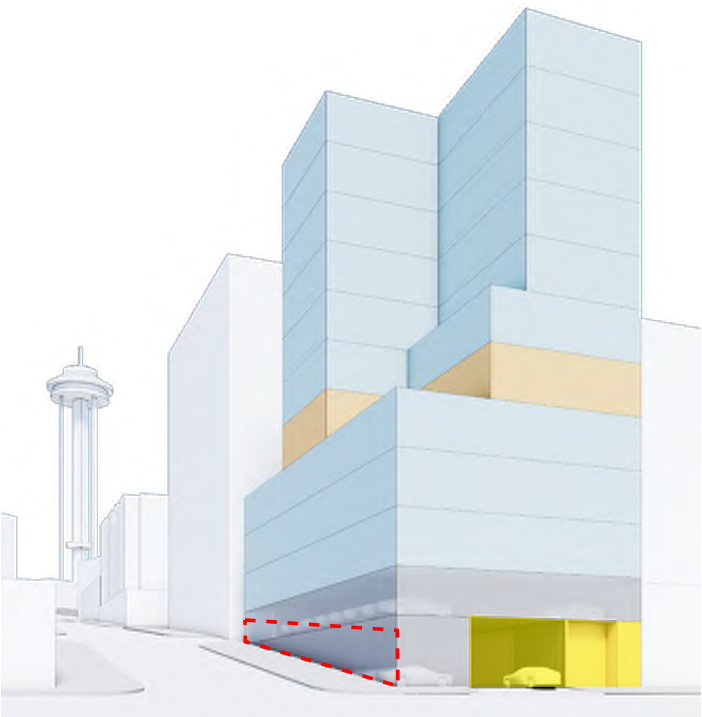
[Western Avenue frontage will comply with Class II Pedestrian Street requirement for 30% separation with the approved interior lobby use.]

RATIONALE

Interior arrival space and parking will be more active uses along Eagle Street than fully opaque non-transparent approved uses, or non-transparent support spaces, appropriate for the context and steep grade along Eagle Street.

Architectural detail, semi-transparent cladding materials, integration of art and plantings will activate Western Avenue and Eagle Street more than non-transparent approved uses feasible for Eagle Street's steep ~12.5% grade and challenging context.

- Seattle Design Guidelines, DC1 Project Uses and Activities, C. Parking and Service Uses, 3. Multiple Uses
- Seattle Design Guidelines, DC2 Architectural Concept, B. Architectural and Facade Composition, 2. Blank Walls
- Belltown Design Guidelines, D3, Green Streets



Departure request - parking and arrival area along eagle street

Code-compliant option - opaque residential use along Eagle Street

DEPARTURE #3 - STREET-LEVEL TRANSPARENCY ALONG EAGLE STREET

CODE CITATION

Facade transparency requirements apply to the area of the facade between two (2) feet and eight (8) feet above the sidewalk, except that where the slope along the street frontage of the facade exceeds seven and one-half (7 1/2) percent, the facade transparency requirements apply to the area of the facade between four (4) feet and eight (8) feet above sidewalk grade. Only clear or lightly tinted glass in windows, doors, and display windows is considered to be transparent. Transparent areas shall allow views into the structure or into display windows from the outside.

Transparency requirements are as follows (SMC 23.49.162.C):

- b. Class II pedestrian streets and designated green streets: a minimum of thirty (30) percent of the street-level facade shall be transparent.*
- c. When the slope of the street frontage of the facade exceeds seven and one-half (7 1/2) percent, the required amount of transparency shall be reduced to fifty (50) percent on Class I pedestrian streets and twenty-five (25) percent on Class II pedestrian streets and designated green streets.*

CODE REQUIREMENT

The 12.5% existing grade along Eagle Street requires transparency between 4' and 8' above the sidewalk for 25% of the facade frontage.

[Western Avenue frontage will comply with requirement for a minimum of 30% facade transparency along a Class II pedestrian street with the fully transparent interior lobby.]

PROPOSED DESIGN DEPARTURE

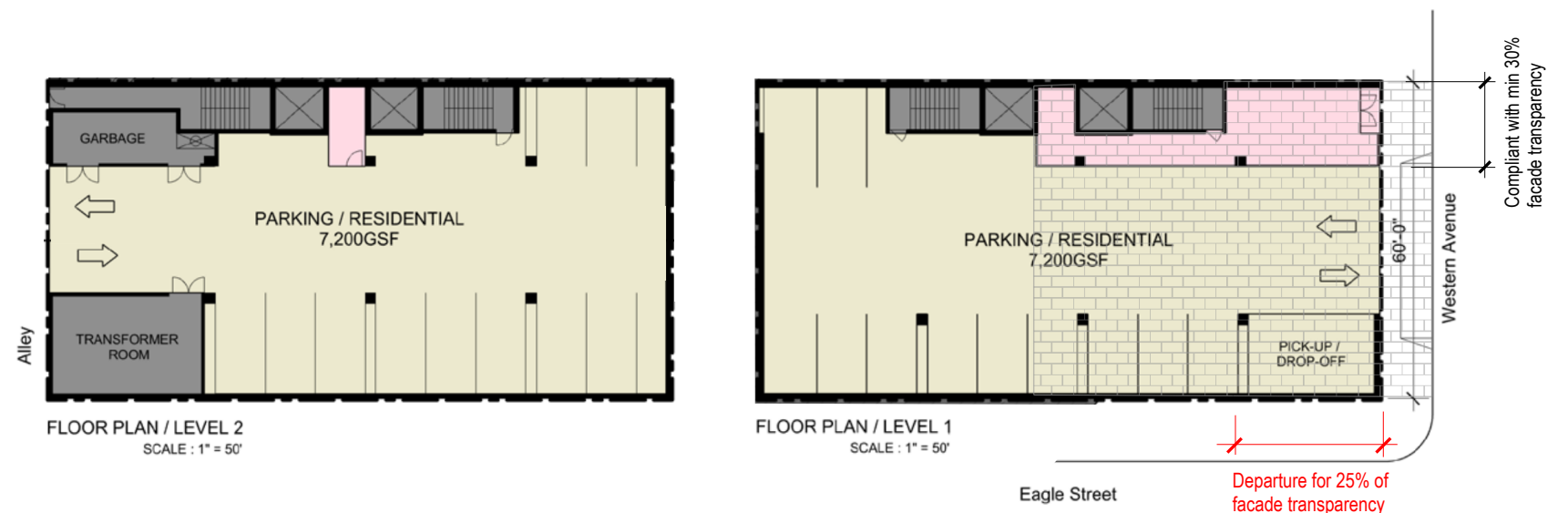
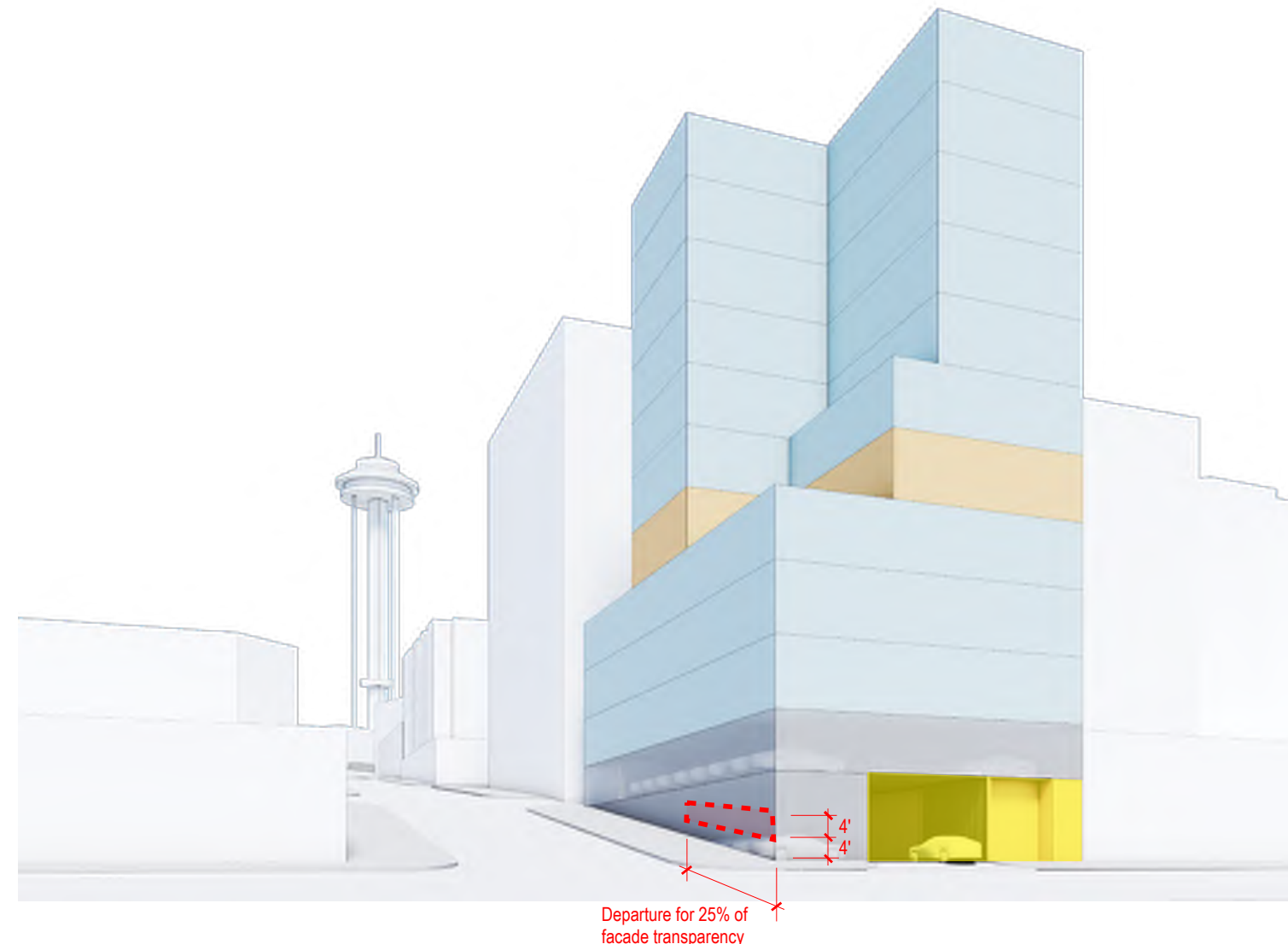
Allow a semi-transparent, highly detailed, screen along Eagle Street in lieu of fully-transparent glazing.

RATIONALE

Semi-transparent cladding materials, architectural detailing, with integration of art and plantings will activate Western Avenue and Eagle Street more than non-transparent approved uses, or non-transparent support spaces.

The ~12.5% existing grade along Eagle street places floor levels within transparency zone along eagle street and challenges fully transparent interior space.

- Seattle Design Guidelines, DC1 Project Uses and Activities, C. Parking and Service Uses, 2. Visual Impacts
- Seattle Design Guidelines, DC1 Project Uses and Activities, C. Parking and Service Uses 3. Multiple Uses
- Seattle Design Guidelines, DC2 Architectural Concept, B. Architectural and Facade Composition, 2. Blank Walls
- Belltown Design Guidelines, D3, Green Streets



DEPARTURE #4 - FRONTAGE PERCENTAGE OF BLANK FACADE ALONG EAGLE STREET
DEPARTURE #5 - SEGEMENT WIDTH OF *BLANK FACADE* ALONG EAGLE STREET

CODE CITATION

Blank façade limits apply to the area of the façade between two (2) feet and eight (8) feet above the sidewalk, except where the slope along the street frontage of the façade exceeds seven and one-half (7 ½) percent, in which case the blank facade limits apply to the area of the façade between four (4) feet and eight (8) feet above sidewalk grade [SMC 23.49.162.D].

a. Blank facades shall be limited to segments thirty (30) feet wide, except for garage doors which may exceed thirty (30) feet. Blank facade width may be increased to sixty (60) feet if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus five (5) feet.

b. Any blank segments of the facade shall be separated by transparent areas at least two (2) feet wide.

c. The total of all blank facade segments, including garage doors, shall not exceed seventy (70) percent of the street facade of the structure on each street frontage; or seventy-five (75) percent if the slope of the street frontage of the facade exceeds seven and one-half (7½) percent.

CODE REQUIREMENT

Between 4' and 8' above Eagle Street sidewalk, *blank facade* segments are limited to 30' wide with maximum coverage of 75% of total frontage.

PROPOSED DESIGN DEPARTURE

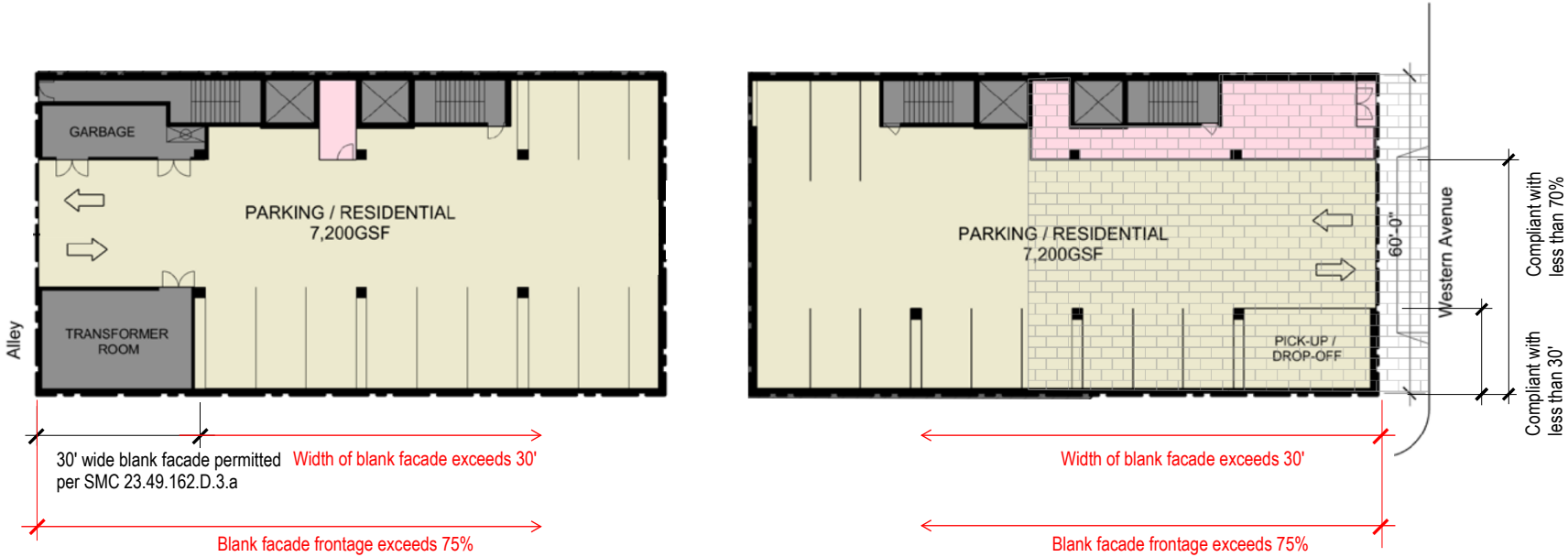
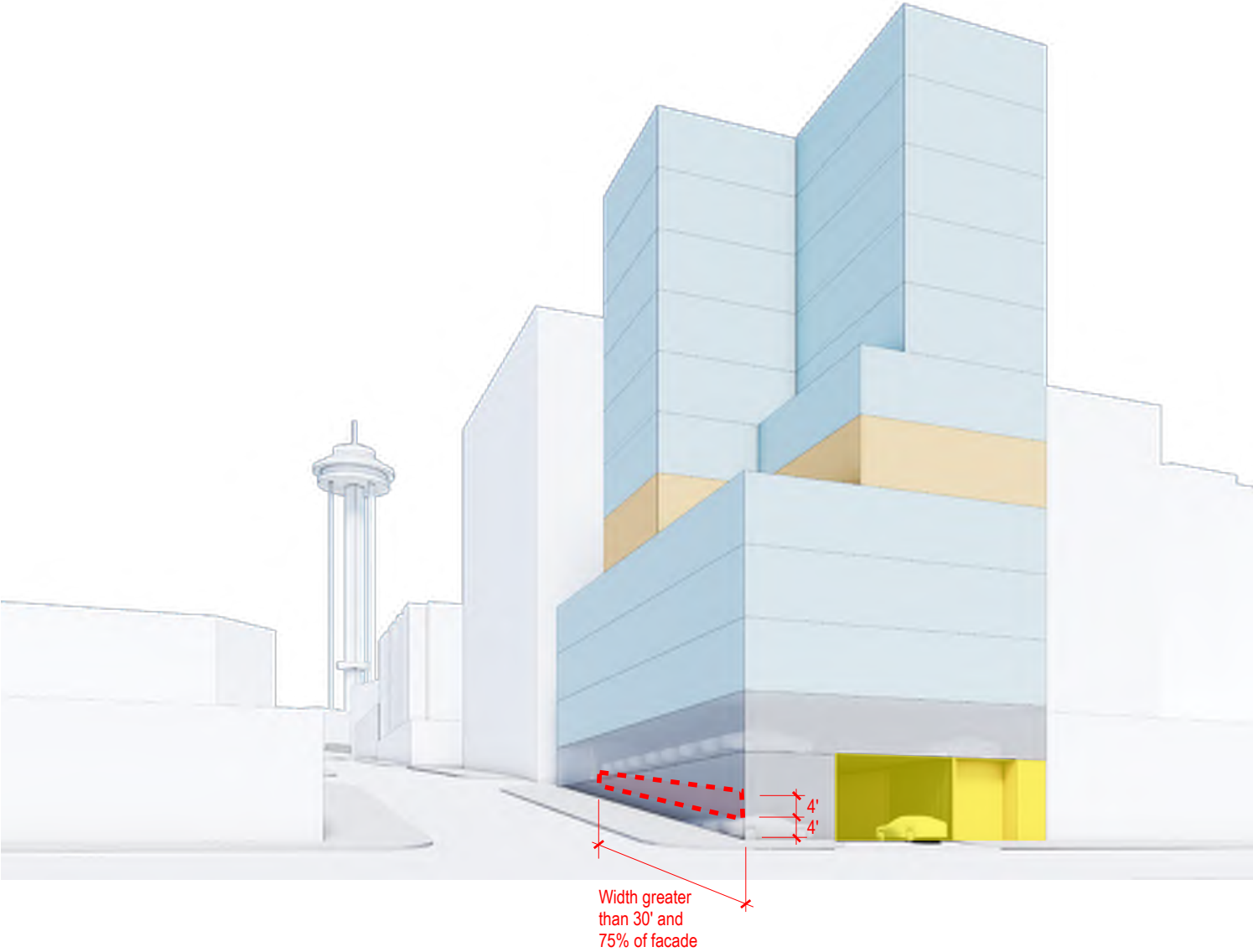
Allow a semi-transparent architectural screen with plantings along Eagle Street in lieu of fully-transparent glazing separating facade widths of less than 30', and greater than 75% of the frontage.

[Western Avenue will comply with requirement for a maximum of 30' blank facade excluding garage door and 70% maximum blank facade including garage door along a Class II pedestrian street with the fully transparent interior lobby.]

RATIONALE

Semi-transparent cladding materials, architectural detailing, with integration of art and plantings will activate Eagle Street more than intermittent transparent openings in the facade. Plantings will integrated within the *green street* design and eliminate perceptions of a blank facade.

- Seattle Design Guidelines, DC1 Project Uses and Activities, C. Parking and Service Uses, 2. Visual Impacts
- Seattle Design Guidelines, DC1 Project Uses and Activities, C. Parking and Service Uses 3. Multiple Uses
- Seattle Design Guidelines, DC2 Architectural Concept, B. Architectural and Facade Composition, 2. Blank Walls
- Seattle Design Guidelines, DC2 Architectural Concept, C. Secondary Architectural Features, 1. Visual Depth and Interest
- Belltown Design Guidelines, D3, Green Streets



DEPARTURE MATRIX

Please see individual departure analyses on pages 38-42 for additional information.

DEPARTURE	CODE CITATION	CODE REQUIREMENT	PROPOSED DESIGN DEPARTURE	RATIONALE
DEPARTURE #1- UPPER LEVEL SETBACK	SMC 23.49.166.B	10' SETBACK FOR PORTIONS OF STRUCTURES FROM 65' TO 85'; ADDITIONAL SETBACK OF 1' FOR EVERY 5' IN HEIGHT OVER 85'	THE PROPOSED DESIGN EXTENDS 7 LEVELS, APPROXIMATELY 5,400 SF, INTO UPPER-LEVEL SETBACK	<p>PREFERRED MASSING OPTION CONNECTS UPPER-LEVEL MASSING WITH BASE TO MODULATE FRONTAGES ON EAGLE STREET AND WESTERN AVENUE; UPPER-LEVEL SETBACKS EXPRESS CORNER AND TRANSITIONS SCALE AT EAGLE & WESTERN; UPPER-LEVEL MASSING IS MINIMIZED ADJACENT TO EXISTING BUILDING ACROSS ALLEY</p> <p>SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, B ARCHITECTURAL AND FACADE COMPOSITION, 1. FACADE COMPOSITION BELLTOWN DESIGN GUIDELINES, B-1 ARCHITECTURAL EXPRESSION RELATING TO NEIGHBORHOOD, A</p>
DEPARTURE #2 - ARRIVAL AREA AND PARKING USE ADJACENT TO EAGLE STREET	SMC 23.49.019.B.1	APPROVED USE SEPARATING PARKING ALONG EAGLE STREET	EXTEND INTERIOR PARKING AND INTERIOR ARRIVAL SPACE TO EAGLE STREET FACADE	<p>INTERIOR ARRIVAL SPACE AND PARKING WILL BE MORE ACTIVE USES ALONG EAGLE STREET THAN FULLY OPAQUE NON-TRANSPARENT AP-PROVED USES, OR NON-TRANSPARENT SUPPORT SPACES, APPROPRIATE FOR THE CONTEXT AND STEEP GRADE ALONG EAGLE STREET.</p> <p>ARCHITECTURAL DETAIL, SEMI-TRANSPARENT CLADDING MATERIALS, INTEGRATION OF ART AND PLANTINGS WILL ACTIVATE WESTERN AVENUE AND EAGLE STREET MORE THAN NON-TRANSPARENT APPROVED USES FEASIBLE FOR EAGLE STREET'S STEEP ~12.5% GRADE AND CHALLENGING CONTEXT.</p> <p>- SEATTLE DESIGN GUIDELINES, DC1 PROJECT USES AND ACTIVITIES, C. PARKING AND SERVICE USES, 3. MULTIPLE USES - SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, B. ARCHITECTURAL AND FACADE COMPOSITION, 2. BLANK WALLS - BELLTOWN DESIGN GUIDELINES, D3, GREEN STREETS</p>
DEPARTURE #3 - STREET-LEVEL TRANSPARENCY ALONG EAGLE STREET	SMC 23.49.162.C	TRANSPARENCY BETWEEN 4' AND 8' ABOVE THE SIDEWALK FOR 25% OF THE FACADE	ALLOW A SEMI-TRANSPARENT, HIGHLY DETAILED, SCREEN ALONG EAGLE STREET IN LIEU OF FULLY-TRANSPARENT GLAZING WITHIN THE REQUIRED ZONE BETWEEN 4' AND 8' ABOVE THE SIDEWALK FOR 25% OF THE FACADE	<p>SEMI-TRANSPARENT CLADDING MATERIALS, ARCHITECTURAL DETAILING, WITH INTEGRATION OF ART AND PLANTINGS WILL ACTIVATE WEST-ERN AVENUE AND EAGLE STREET MORE THAN NON-TRANSPARENT APPROVED USES, OR NON-TRANSPARENT SUPPORT SPACES.</p> <p>THE ~12.5% EXISTING GRADE ALONG EAGLE STREET PLACES FLOOR LEVELS WITHIN TRANSPARENCY ZONE ALONG EAGLE STREET AND CHAL-LENGES FULLY TRANSPARENT INTERIOR SPACE.</p> <p>- SEATTLE DESIGN GUIDELINES, DC1 PROJECT USES AND ACTIVITIES, C. PARKING AND SERVICE USES, 2. VISUAL IMPACTS - SEATTLE DESIGN GUIDELINES, DC1 PROJECT USES AND ACTIVITIES, C. PARKING AND SERVICE USES 3. MULTIPLE USES - SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, B. ARCHITECTURAL AND FACADE COMPOSITION, 2. BLANK WALLS - BELLTOWN DESIGN GUIDELINES, D3, GREEN STREETS</p>
DEPARTURE #4 - FRONTAGE PERCENTAGE OF BLANK FACADE ALONG EAGLE STREET	SMC 23.49.162.D.3	BETWEEN 4' AND 8' ABOVE EAGLE STREET SIDEWALK, BLANK FACADES SEGMENTS ARE LIMITED TO A MAXIMUM COVERAGE OF 75% OF TOTAL FRONTAGE	ALLOW A SEMI-TRANSPARENT ARCHITEC-TURAL SCREEN WITH PLANTINGS ALONG EAGLE STREET IN LIEU OF FULLY-TRANSPAR-ENT GLAZING, GREATER THAN 75% OF THE FRONTAGE	<p>SEMI-TRANSPARENT CLADDING MATERIALS, ARCHITECTURAL DETAILING, WITH INTEGRATION OF ART AND PLANTINGS WILL ACTIVATE EAGLE STREET MORE THAN INTERMITTENT TRANSPARENT OPENINGS IN THE FACADE. PLANTINGS WILL INTEGRATED WITHIN THE GREEN STREET DESIGN AND ELIMINATE PERCEPTIONS OF A BLANK FACADE.</p> <p>- SEATTLE DESIGN GUIDELINES, DC1 PROJECT USES AND ACTIVITIES, C. PARKING AND SERVICE USES, 2. VISUAL IMPACTS - SEATTLE DESIGN GUIDELINES, DC1 PROJECT USES AND ACTIVITIES, C. PARKING AND SERVICE USES 3. MULTIPLE USES - SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, B. ARCHITECTURAL AND FACADE COMPOSITION, 2. BLANK WALLS - SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, C. SECONDARY ARCHITECTURAL FEATURES, 1. VISUAL DEPTH AND INTEREST - BELLTOWN DESIGN GUIDELINES, D3, GREEN STREETS</p>
DEPARTURE #5 - SEGEMENT WIDTH OF BLANK FACADE ALONG EAGLE STREET	SMC 23.49.162.D.3	BETWEEN 4' AND 8' ABOVE EAGLE STREET SIDEWALK, BLANK FACADE SEGMENTS ARE LIMITED TO 30' WIDE WITH MAXIMUM COVERAGE OF 75% OF TOTAL FRONTAGE.	ALLOW A SEMI-TRANSPARENT ARCHITEC-TURAL SCREEN WITH PLANTINGS ALONG EAGLE STREET IN LIEU OF FULLY-TRANSPAR-ENT GLAZING SEPARATING FACADE WIDTHS OF LESS THAN 30', AND GREATER THAN 75% OF THE FRONTAGE.	<p>SEMI-TRANSPARENT CLADDING MATERIALS, ARCHITECTURAL DETAILING, WITH INTEGRATION OF ART AND PLANTINGS WILL ACTIVATE EAGLE STREET MORE THAN INTERMITTENT TRANSPARENT OPENINGS IN THE FACADE. PLANTINGS WILL INTEGRATED WITHIN THE GREEN STREET DESIGN AND ELIMINATE PERCEPTIONS OF A BLANK FACADE.</p> <p>- SEATTLE DESIGN GUIDELINES, DC1 PROJECT USES AND ACTIVITIES, C. PARKING AND SERVICE USES, 2. VISUAL IMPACTS - SEATTLE DESIGN GUIDELINES, DC1 PROJECT USES AND ACTIVITIES, C. PARKING AND SERVICE USES 3. MULTIPLE USES - SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, B. ARCHITECTURAL AND FACADE COMPOSITION, 2. BLANK WALLS - SEATTLE DESIGN GUIDELINES, DC2 ARCHITECTURAL CONCEPT, C. SECONDARY ARCHITECTURAL FEATURES, 1. VISUAL DEPTH AND INTEREST - BELLTOWN DESIGN GUIDELINES, D3, GREEN STREETS</p>

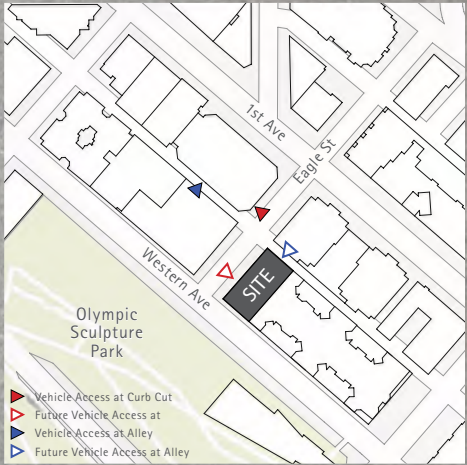
APPENDIX

EXISTING EXAMPLE RELEVANT TO OPTION 01

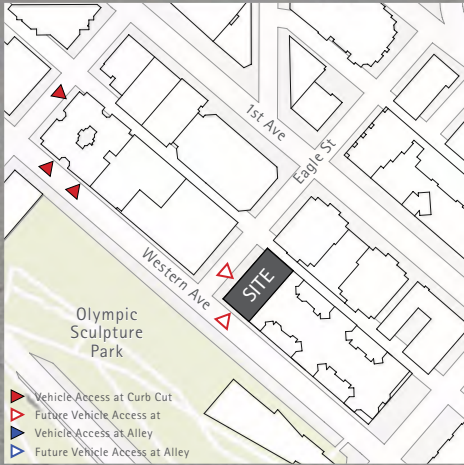
1ST AVE.

ALLEY

EAGLE ST.



EXISTING EXAMPLE RELEVANT TO OPTION 01



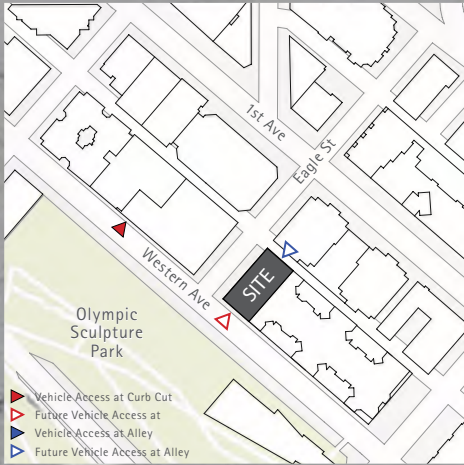


EXISTING EXAMPLE RELEVANT TO OPTION X



EAGLE ST.

WESTERN AVE.



Olson Kundig