

1915 3RD AVENUE

EARLY DESIGN GUIDANCE

SDCI #3037644-EG/ DECEMBER 2021



SITE

project introduction

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project information

Zoning: DMC 240/290-440 Overlay Designation: Belltown Urban Center Village
 Pedestrian Zone: None MHA Designation: Yes
 Historic Landmark: Yes
 Proposed Building Height: 173'-3"
 Allowable FAR: 45,360 SF
 Residential Units: 112
 Parking: No parking provided Bike Parking: 153

project overview

The proposed development will utilize the existing 1920's façade and shell and through adaptive reuse, will transform the current interiors comprised of self-storage units, to 6 floors of residential, with 9 floors of residential added above the existing structure. The ground floor will be designed to accommodate a restaurant space, residential lobby, a bar, and a coffee shop along the street frontage. The existing floor below grade will also be revised to house all the residential back of house functions and a few meeting spaces for use by residents and community.

The project will help fulfill the growing need for housing in the Belltown/Downtown core of Seattle and because it is located on a major transit corridor (3rd Avenue), no parking is required nor will any be provided. By keeping the existing 6 story 1920's structure, the project's primary goal is to create a unified street level experience with the surrounding historical structures while creating a seamless addition of the upper 9 floors with an elegant transition from old to new.

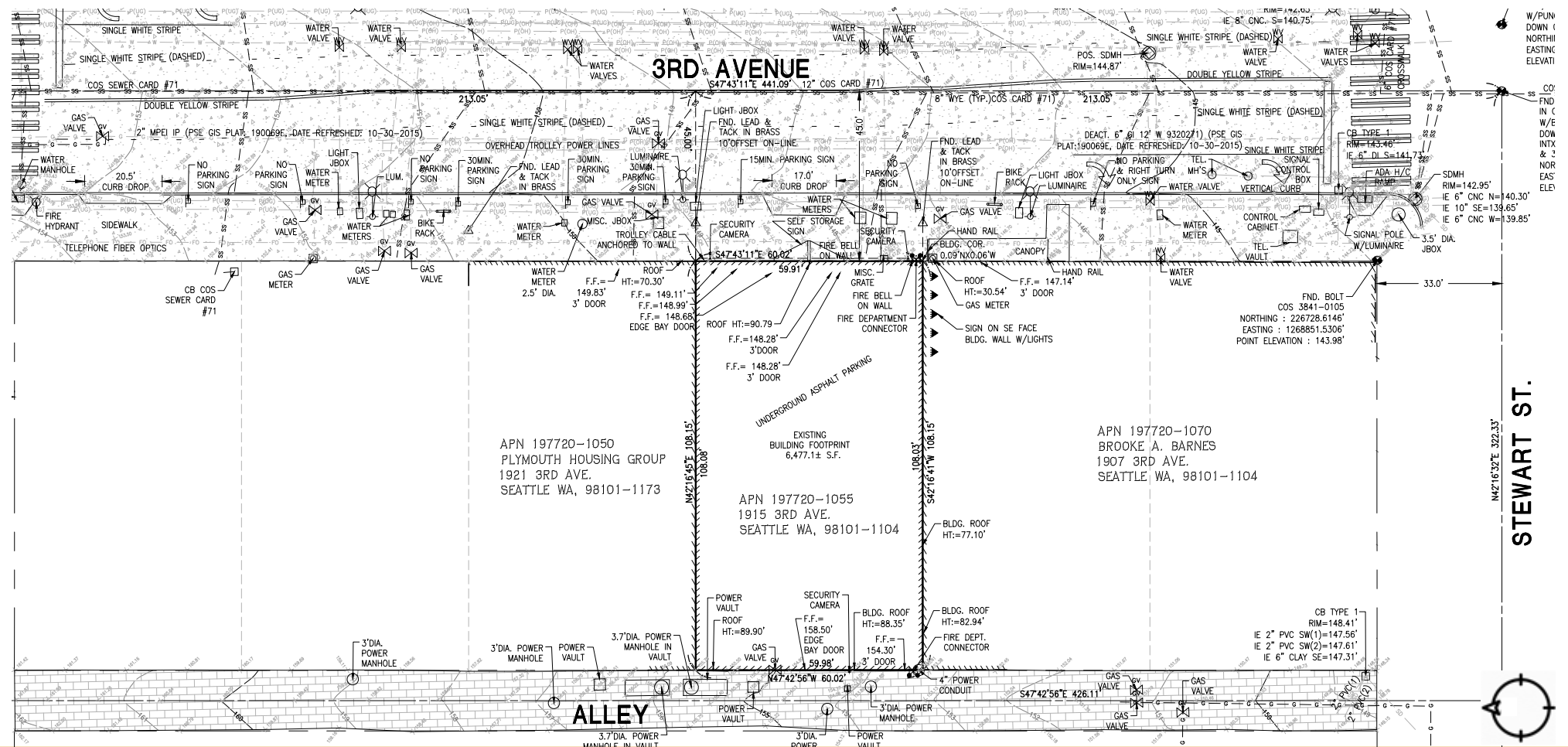
legal description & existing conditions survey

Site Address: 1915 Third Avenue, Seattle, WA 98101
 SDCI Project: 3037644-EG
 Parcel: #1947720-1055 Site Area: 6,480 SF
 Legal description: LOT 7, BLOCK 46, A.A.DENNY'S 6TH ADDITION, LESS THE NORTHEASTERLY 12 FEET THEREOF PER CO #13776.
 Assessor's Parcel Number: 197720-1055

OWNER:
 1915 3rd AVE, LP
 Andrew Chang, Owner
 600-21 Water Street
 Vancouver, B.C. V6B 1A1
 email: andrew@lowtideproperties.com phone: 604.737.7232

ARCHITECT:
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LANDSCAPE ARCHITECT:
 Brent Chastain, Landscape Architect
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urban design analysis



broad neighborhood context

This site is located in the Belltown Urban Village Center, a part of the Belltown core of Downtown Seattle. This area of Belltown is filled with rapid development, containing contemporary high rises and towers, as well as a fabric of historic buildings. New developments are reaching for maximum zoning heights while many mid and low rise buildings remain. Belltown's residential capacity is increasing with each of these new developments.
















This site is centered in an area rich with entertainment, night life, shopping, and transport to other parts of the city. It is a short walk to Belltown's main restaurant and bar avenues, as well as entertainment venues, such as the Moore Theater. It is close to Pike Place Market, Westlake Center, and Pacific Place. It sits along Seattle's Third Avenue Downtown Bus Corridor and is a five minute walk to the light rail station and the monorail. It also sits between the current Second Avenue and future Fourth Avenue bicycle lanes.

immediate neighborhood context

The site is located at 1915 3rd Avenue, mid-block on 3rd avenue in the Belltown core of Downtown Seattle. It is zoned DMC 240/290-440 and is within walking distance to all of the major downtown amenities including the Pike's Place Market, West Lake Center and the Monorail. The surrounding buildings include a variety of uses and heights ranging from two story retail spaces, multi story parking structures, and several other mixed use projects providing both housing and retail spaces for a very active streetscape experience. When completed, the project will be approximately the same height at the building across the alley with views of Mt. Rainier and the Puget Sound.



KEY:

 DOC1 U/450-U	 PMM 85	 DMR/R 85
 DMC 340/290-440	 DMC 145	 DMC 125
 PSM 100/100-120	 DRC 85-170	 DMC 340/290-440
 DMC 170	 DOC2 500/300-550	
 DMC 170	 DMC 340/290-440	
 DMC 240/290-440	 DMR/R 145/65	

adjacent and nearby streets

The White Garage is located along Third Avenue between Virginia Street and Stewart Street. Third Avenue is a Class I pedestrian street with street frontage use, overhead weather protection, streetscape, and transparency requirements.

views and amenities

At the building's proposed height, there will be views of the Puget Sound, Mt. Rainier, and Downtown Seattle. Plans include a rooftop amenity bar with outdoor pool, as well as a rooftop residential amenity space. Multiple hubs of entertainment, restaurants, and night life surround the site.

future projects

The surrounding 9 Block Vicinity includes multiple active high rise developments, most reaching the maximum allowed zoning height of 440'. This includes projects such as 3rd and Virginia, 3rd and Lenora, and 2nd and Stewart, all reaching for maximum zoning.

community outreach

The project participated in City of Seattle's Early Outreach for Design Review process, completed in August of 2021. Flyers were mailed to 824 residents and businesses within 500-feet of 1915 3rd Ave, including project address, background, website and email contact information. Flyers were also shared by e-mail with neighborhood groups, including Bellevue Community Council, Belltown United and Downtown Seattle Association regarding the project.

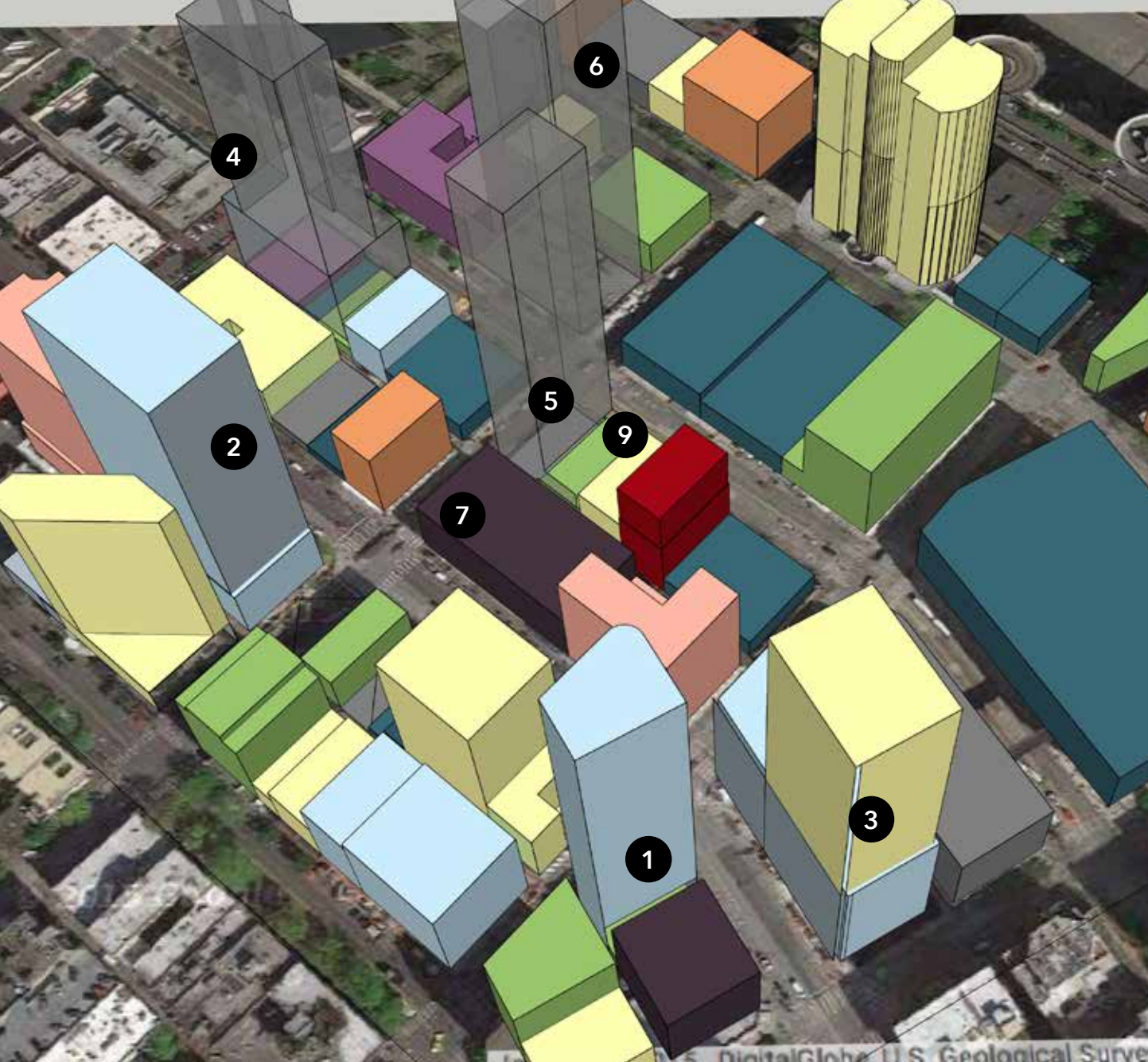
An invitation to participate in an online project survey was provided and completed by 10 people. Over the duration of the community outreach, the project team developed and monitored a project website which received 38 total visits during the public comment period. The project team fielded feedback and expressions of support for the project through messages received at a project email account.

Comments overall expressed support for this project, responding to the building design elements (i.e. materials, character, eco-friendliness) and non-design elements (i.e. retail, security, units). Specific design related comments prioritized a unique and interesting building utilizing attractive and environmentally friendly materials. Comments also emphasized the building's relationship to the existing neighborhood character. The current design proposal responds to this input by highlighting the existing, historic façade and its distinctive terracotta ornamentation. The addition to this original structure has been organized to enhance these features through symmetry, repetition, and balanced massing.

Community and site related comments expressed a strong desire for street front activation including commercial uses that are neighborhood focused. The current design proposal includes a commercial and residential lobby at the ground floor, enhancing the existing façade at street level to create a timeless, dramatic, and attractive entrance serving guests and residents. Storefront improvements will engage the public through human scale amenities including unique lighting, weather protection, ornamental plantings, and street trees.

urban design analysis

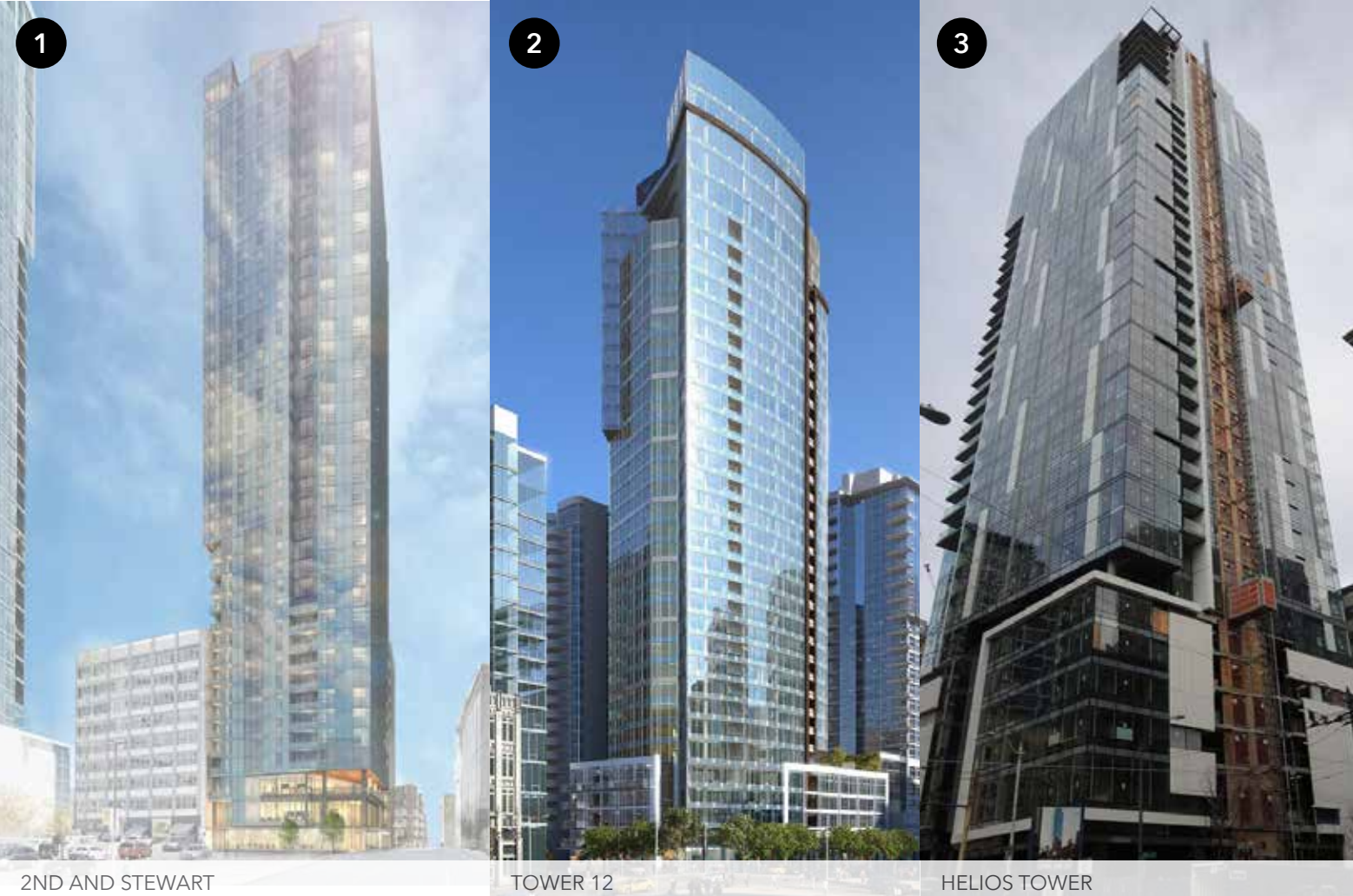
9-block vicinity



LEGEND:

■ Site	■ Offices
■ Mixed-Use	■ Parking
■ Retail	■ Hotel
■ Services	■ Residential
■ Entertainment	■ Under Construction

RECENT DEVELOPMENTS



2ND AND STEWART

TOWER 12

HELIOS TOWER

STREETSCAPES



PALLADIAN

HADDON HALL

HIGH RISE



3RD AND LENORA



1930 3RD AVE AT 3RD AND VIRGINIA



3RD AND VIRGINIA

ENTERTAINMENT



MOORE THEATER + HOTEL

TRANSPORTATION



WESTLAKE LIGHT RAIL STATION



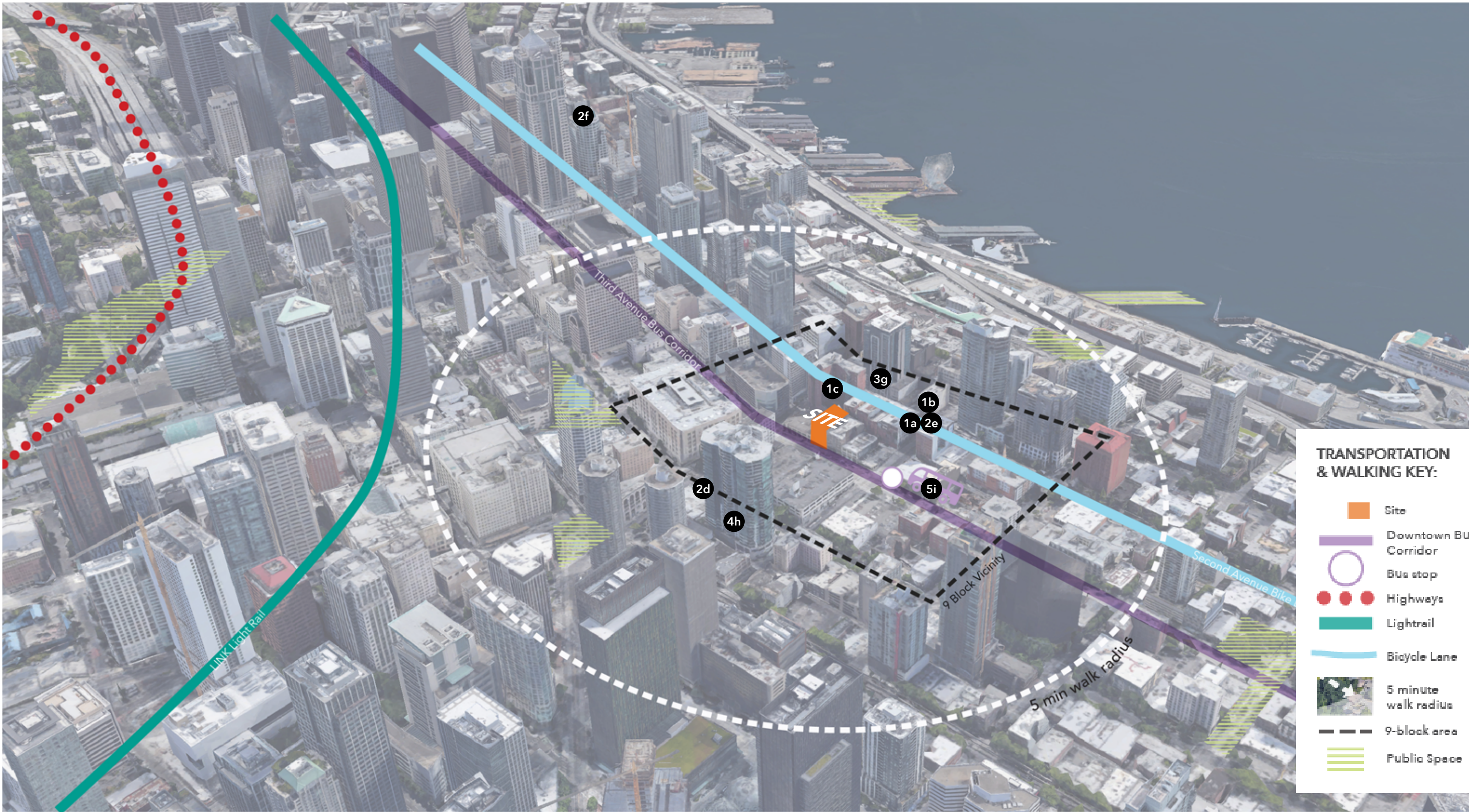
3RD AVE BUS CORRIDOR



2ND AVE BIKE LANE

urban design analysis

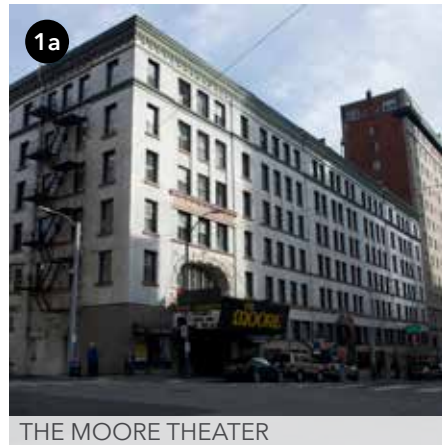
neighborhood vicinity: transit + community connections



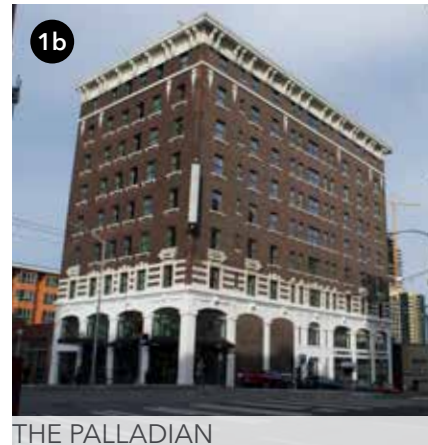
urban design analysis

neighborhood vicinity: existing patterns + elements

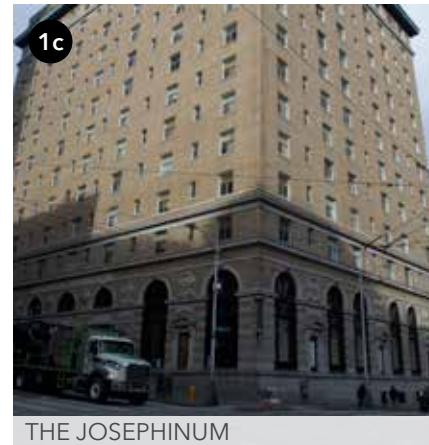
HISTORIC CONTEXT



1a THE MOORE THEATER

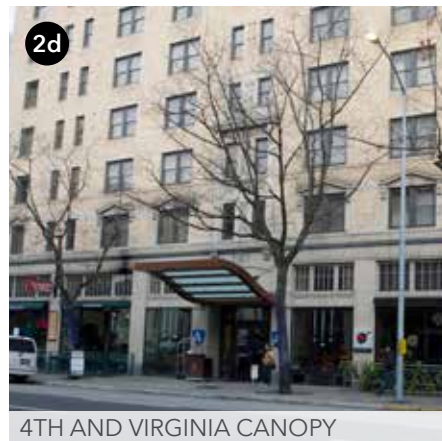


1b THE PALLADIAN



1c THE JOSEPHINUM

HUMAN SCALE



2d 4TH AND VIRGINIA CANOPY

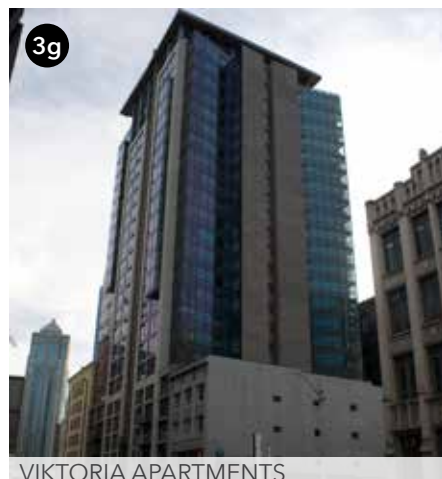


2e THE PALLADIAN ENTRY



2f HEARTWOOD PROVISIONS ENTRY

RELATION TO NEW DEVELOPMENT



3g VIKTORIA APARTMENTS



3h ESCALA



3i SYLVIA ODOM'S PLACE

neighborhood precedents:

[a] **THE MOORE THEATER**
1932 2nd Ave

[b] **THE PALLADIAN**
2000 2nd Ave

[c] **THE JOSEPHINUM**
1902 2nd Ave

[d] **HOTEL ANDRA**
4th and Virginia

[e] **PALLADIAN ENTRY**
2000 2nd Ave

[f] **WATERMARK TOWER**
1107 1st Ave

[g] **VIKTORIA APARTMENTS**
1915 2nd Ave

[h] **ESCALA**
1920 4th Ave

[i] **SYLVIA ODOM'S PLACE**
2017 3rd Ave

1 EXISTING HIGH RISE BUILDINGS: STRONG BASE

Belltown is an area with many existing historic high rise buildings to draw precedent from. These historic buildings feature strong pedestal bases and entries along the streetscape. The proposed scheme will reinforce this by restoring the existing decorative elements and reviving the street front and entry. The proposed addition will reinforce the language of the historic facade while not impeding its visual presence.

2 CANOPY & SIGNAGE EXPRESSION | REINFORCE PEDESTRIAN SCALE

Many existing historic buildings in the area have included canopy and signage additions to tie in the existing decorative elements with its contemporary use. The proposed scheme will feature a glass canopy with thin elegant lettering to provide an uninterrupted view of the existing terracotta decorative elements.

3 HIGH RISE CONSTRUCTION NEW

Because of the variety of scale and building age in the surrounding context, this proposed scheme is uniquely poised to act as a connection between the two scales and aesthetics of this neighborhood. The proposed scheme will revitalize the strong existing structure while providing a contemporary addition that relates back to the original features. The new volume will allow the building remain a prominent feature of this neighborhood, adapting to the changing height and scale of the area.

urban design analysis

site context



The Josephinum, 1902 2nd Ave



The Palladian



Securities, 1904 3rd Ave



Bon Marche Building, 300 Pine St.



Donahoe Building Bergman Luggage, 1901 3rd Avenue



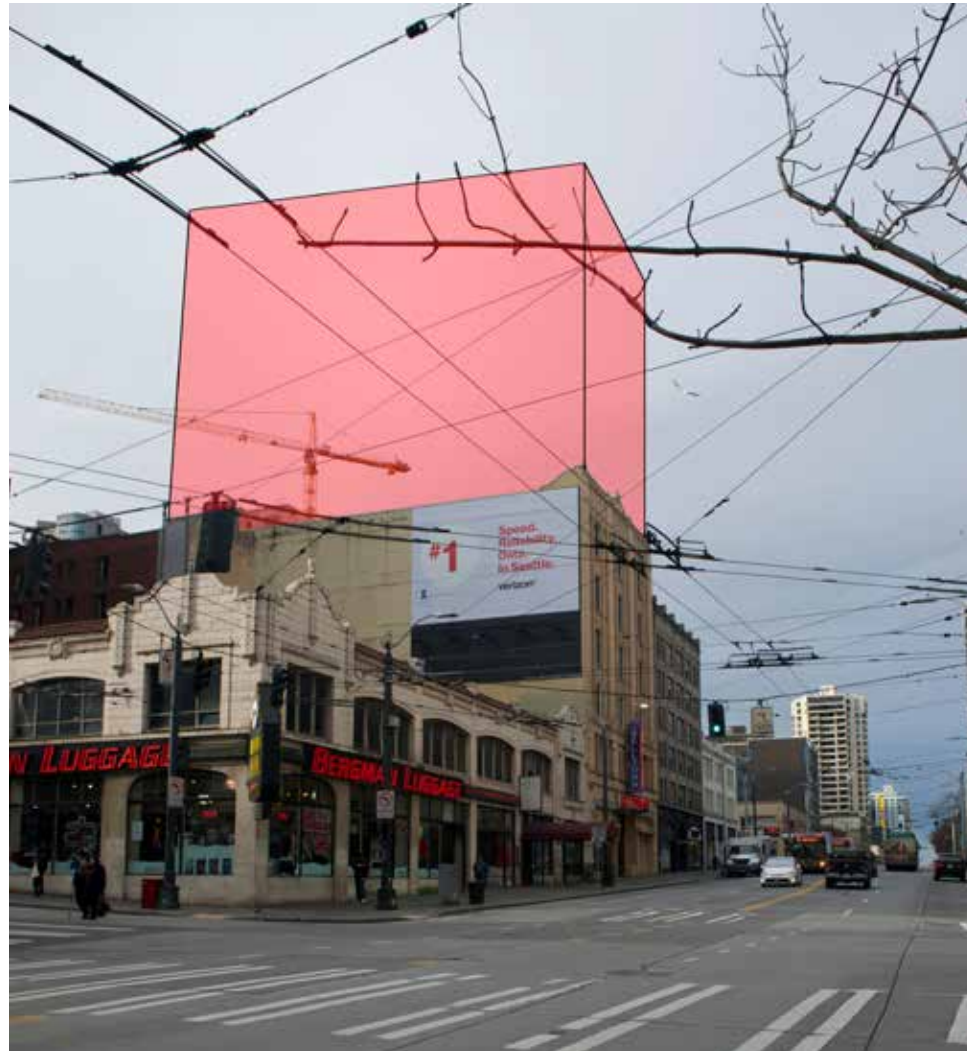
Dahlia Lounge, 2001 4th Ave



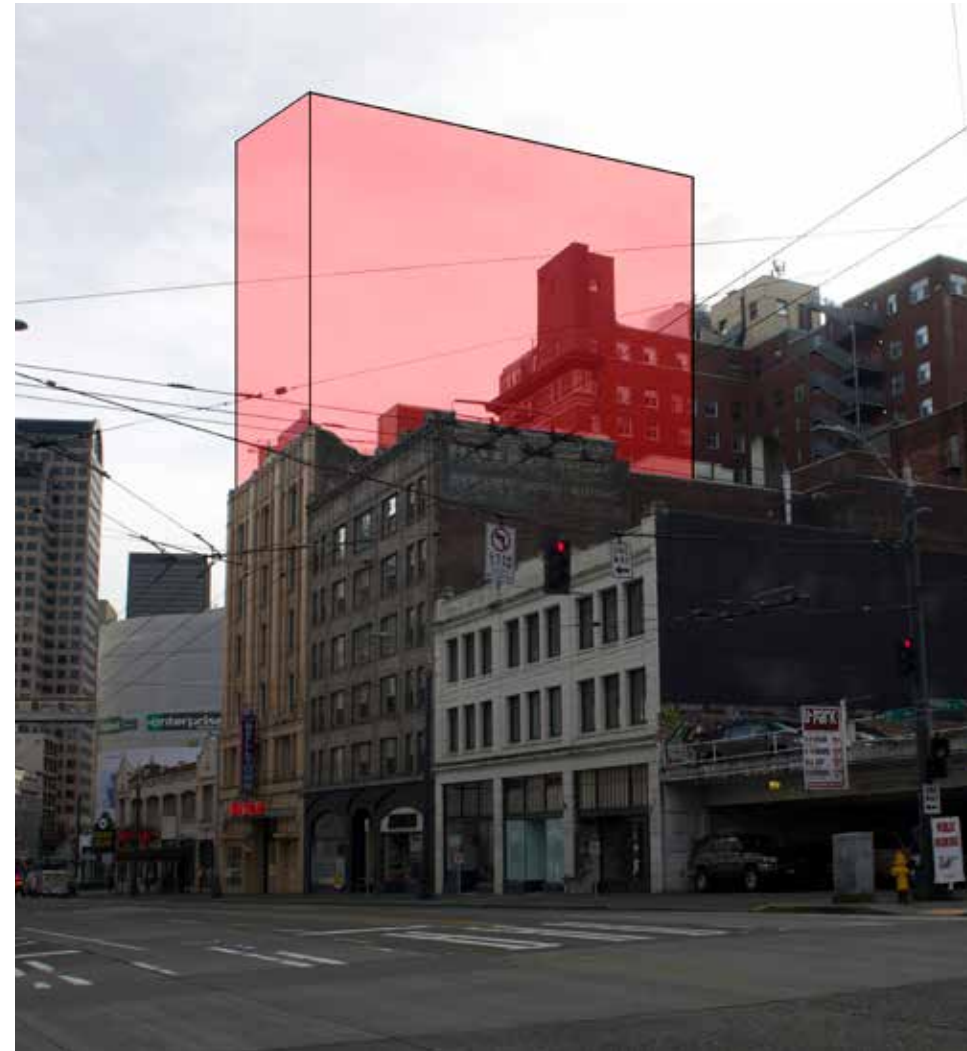
STREET VIEW



ALLEY VIEW



LOOKING NORTH ALONG 3RD AVENUE WITH ALLOWED ZONE MASSING



LOOKING SOUTH ALONG 3RD AVENUE WITH ALLOWED ZONE MASSING

HEIGHT + SCALE

The existing structure is a six story building on a block that has multiple future developments in progress. The proposed scheme would add nine stories with a rooftop amenity level. At the height of 185', this proposed scheme would bridge between the historic and pedestrian scale and the surrounding planned towers.

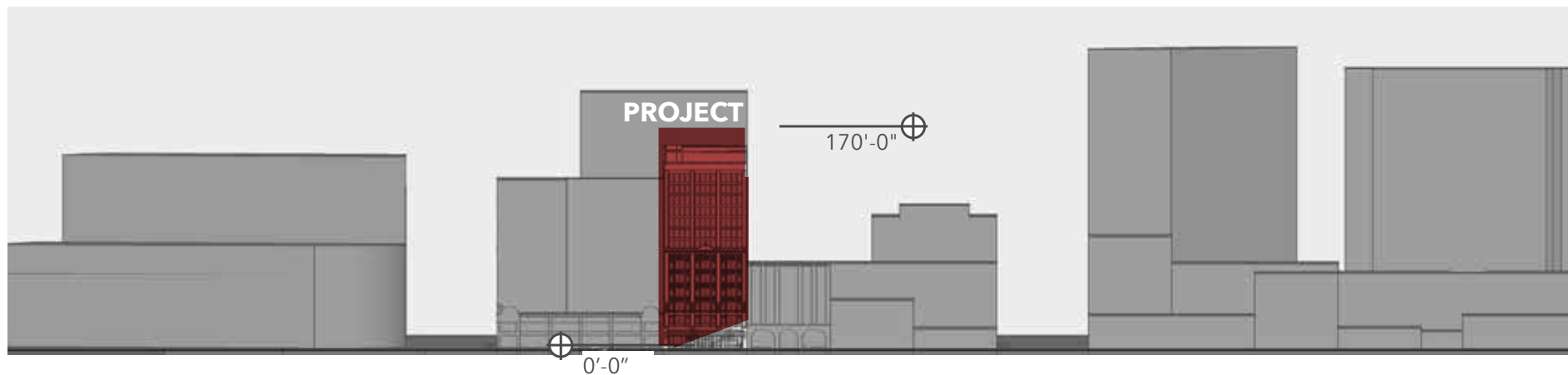
FORM CONSIDERATIONS

- Addition to existing structure to have small set back in order to keep the historic facade prominent
- Additional stories provides opportunity to best utilize site square footage and development potential.
- Windows on the addition to follow queues and proportions from existing historic facade.
- Proposed scheme utilizes not only the existing facade but also the existing structure.

EXISTING CONDITIONS

The site is located mid-block between Stewart Street and Virginia Street on 3rd Avenue and is among many other buildings identified in the Belltown neighborhood as having iconic character. The existing exterior is in good condition and intended to be kept as an adaptive reuse with the intention to keep the character of the existing block intact, with other historic building such as the Haddon, Securities and Josephinum Buildings in the vicinity of the project. While the design aesthetic in the Belltown area is rather mixed, this block on 3rd Avenue has a historic character that provides inspiration for the addition proposed for this project.

The existing sidewalk is 12' wide with a curb cut for the existing parking in the structure and street trees are present along the block. Located on a major pedestrian thorough fare and several bus lines, the street receives a high amount of pedestrian traffic. The existing alley is in average condition with both concrete and brick paving with access from both Virginia and Stewart Streets, and the existing façade at the alley will be revitalized with new windows, paint and alley access points for the proposed commercial uses.



urban design analysis

streetscape montage

KEY:  Project Site  Area Directly Across from Project Site  New Development

STREETSCAPE - 3RD AVENUE, looking East



Rapid Ride & Bus Stop
Rapid Ride Lines D & E &
Bus Lines 1, 2, 3, 4, 5, 13,
15, 16, 17, 18, 24, 26, 28,
29, 33, 40, 82

New Development

U-Park System
approx 75 spaces

Virginia Street

Bed, Bath & Beyond

STREETSCAPE - 3RD AVENUE, looking West



Republic Parking
Northwest

Enterprise Rent-A-Car
Alamo Rent A Car

Stewart Street

Bergman Luggage

Site

Haddon Hall Apartments
Zanadu Comics

New Development

urban design analysis

streetscape montage



STREETSCAPE - 3RD AVENUE,
looking East

Securities Building Garage
3rd Avenue Entrance
approx. 178 spaces

Your Eyes

Edible Arrangements

Third Avenue
Cafe

Securities Building

Stewart Street

Olive Way

Macy's



STREETSCAPE - 3RD AVENUE,
looking West

U-Park System
approx. 50 spaces

Virginia Street

Swiftly Printing

Rapid Ride & Bus Stop
Rapid Ride Line C & Bus
Lines 2, 3, 4, 14, 21, 27, 55,
56, 57, 82, 116, 118, 119,
120, 124, 131, 132

Under
Construction

Abracadabra
Printing

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landmarks preservation board

architectural review committee briefing, timeline, and summary

TIMELINE

ARCHITECTURAL REVIEW COMMITTEE BRIEFING #3 AUGUST 10, 2018

- See comments listed right

ARCHITECTURAL REVIEW COMMITTEE BRIEFING #2 MAY 11, 2018

- Location and brief history
- Preservation criterial
- Restoration of original features
- Design options 1,2,3

ARCHITECTURAL REVIEW COMMITTEE BRIEFING #1 DECEMBER 15, 2017

- Project overview
- Building timeline
- Site information
- Photo survey
- Preliminary proposed project design

LANDMARK NOMINATION MARCH 31, 2017

DESIGNATION MEETING DEC 6, 2017

Project meets landmark designation standards
June 15, 2016

ARC REVIEW

NOMINATION

DESIGNATION

COMMENTS AND RECOMMENDATIONS FROM ARC BRIEFINGS AND PROJECT RESPONSE

1. The board preferred the massing option with the greatest setback from the 3rd Avenue property line

A full review of setbacks, heights and volume was conducted to determine what the minimum number of floors and maximum setback that is financially feasible would be. Three of the most successful options are shown in this early design guidance package.

2. The board would like to see the design team further explore the addition in regards to both the overall massing as well as simplifying the proposed articulation of the new portion of the structure

The design team explored massing options, with the Boards input in mind, and found a preferred solution that is simple in form and highlights the existing building. Varying amounts of glazed and solid volumes were studied to find a proportionate combination, building on the massing explorations proposed in ARC meeting #2.

Viewing from the pedestrian level shows the volume of the addition to appear physically separated from the structure below. The glazed elements lighten the structure above, minimizing the visual impact of the volume and distinguishing between the new and existing structures.

3. The Board felt that the existing top of the structure is strong aesthetically and wanted to see an addition that would be more subservient and in alignment with the secretary of interior's standards

Glazing, solids, repetitive mullions and voids were explored to find an option that minimizes the volumetric impact, creating a background element to the primary facade. The preferred option has transparency at the street side and is solid as it progresses to the alley. This affect is intended to provide relief to the primary facade, highlighting its ornate terra cotta and sturdiness. This option also steps back to align with the existing building's interior structure, preserving much of the interior.

Aligning with the existing symmetry and proportion reinforces the existing building's hierarchy.

The preferred massing also steps back from the front face while allowing the

structure of the addition to transfer the interior loads including columns and exterior walls. It is important that the structure for the addition align as much as possible to the existing since that is the primary proposed structural system for the project.

Additional options were studied and are shown throughout the Architectural Review process, such as a further step back from the street, additional stories, and a gasketed option separating the existing building and addition.

4. The board was supportive of the proposed removal of portions of the exterior wall at the north and south elevations to allow for windows

No changes have been made to this approach.

5. The board would like to see more images of the proposed addition as it would be seen from the pedestrian perspective

The design team took great care developing further massing options from both the skyline and pedestrian perspectives. In the preferred option, the pedestrian perspective from the north looking south, of the addition is very limited with few sight lines to the entire mass. It is more evident from the south, however, Third Avenue bends at the corner which skews the views.

The design intent was to showcase the existing structure at the pedestrian scale while minimizing the addition and creating a building that will fit into the changing Belltown skyline.

zoning summary

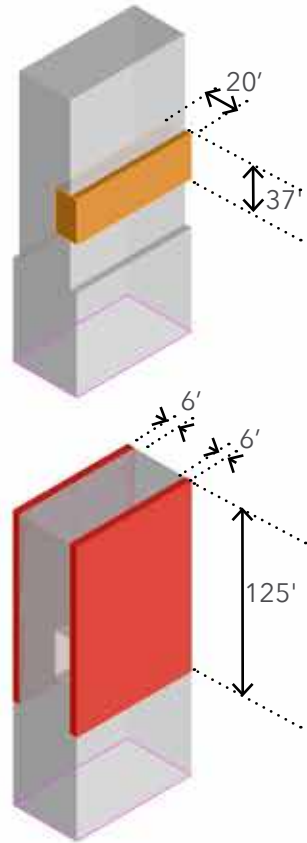
building envelope

TOWER SEPARATION

23.49.058.D.3

If any part of a tower exceeds 160' in height, then all portions of the tower that are above 125' in height must be separated from any other existing tower that is above 160' in height, and the min. separation required between towers from all points above the height of 125' in each tower is 80.'

(See page 44-45 for director special exception)



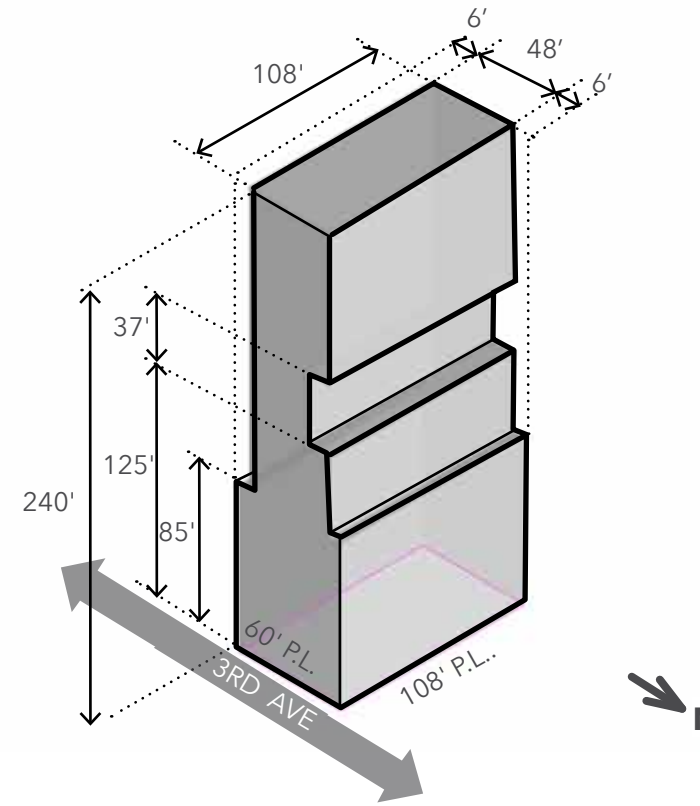
MAXIMUM FACADE WIDTH

23.49.058.C.2

Max façade width for portions of a building above 85' along the north/south axis of the site shall be 120 feet or 80 percent of the width, whichever is less.

(See page 42-43 for departure request)

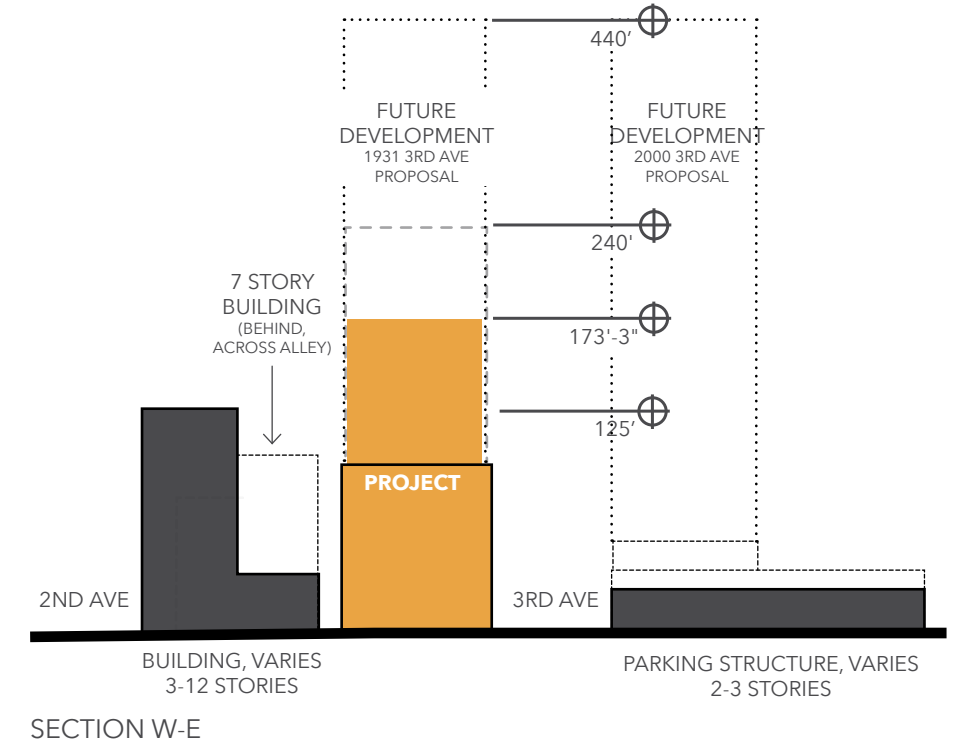
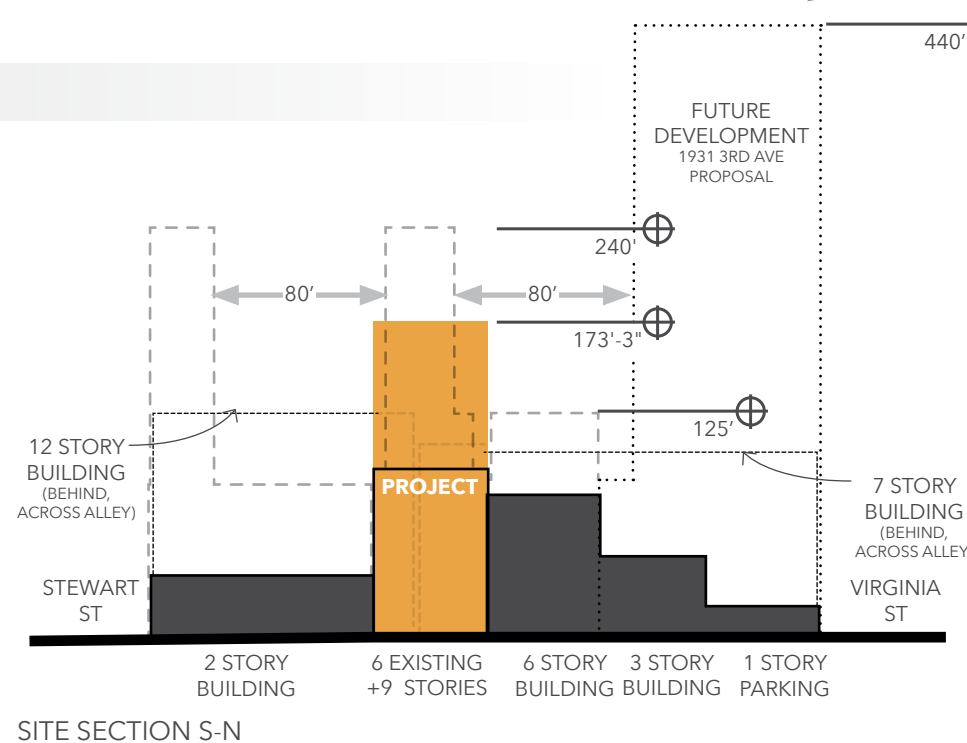
ZONING ENVELOPE (ALLOWED, INCORPORATING ALL CONSTRAINTS)



ALLOWABLE HEIGHT AND SURROUNDING CONTEXT



- KEY:
- ADJACENT EXISTING BLDG.
 - PROJECT
 - BEHIND
 - ALLOWABLE HEIGHT
 - PROPOSED FUTURE DEVELOPMENT
 - TOWER SEPARATION



23.49.008- STRUCTURE HEIGHT

A.3 - 290' limit max for residential uses, 440' limit max for residential uses with incentives.

Proposed: Preferred Scheme has a Building Height of approximately 185'.

D.1 - Rooftop features that are permitted with unlimited rooftop coverage.

Open railings, Insulation material, rooftop decks and other similar features
Solar collectors up to 7feet above the height limit.

D.2 - Rooftop features that are permitted as long as the combined coverage of all rooftop features does not exceed 55% of the roof area.

Stair Penthouses

Covered or enclosed common recreation area

Mechanical Equipment

Proposed: Preferred Scheme remains below allowable roof coverage.

Allowed: 3,104 SF

Proposed: 1,112 SF

23.49.009 - STREET-LEVEL USES

A - One or more street level uses required on street level on all lots abutting street designated on Map 1G

3rd Ave: Street Level Uses Required

B.1 - 75% of the street frontage required to be occupied by permitted uses such as services, retail, entertainment uses, etc.

Proposed: Entire proposed frontage complies with permitted uses (coffee shop, restaurant, and bar)

23.49.010 - REQUIREMENTS FOR RESIDENTIAL USES

B - Common recreation area: 5% of total gross floor area in residential use.

Max of 50% of common area may be enclosed

Min. horizontal dimension for required common area shall be 15 feet, except at open spaces. No space shall be less than 225 square feet.

Proposed: All residential amenity space to be provided on the roof deck.

23.49.011 - FLOOR AREA RATIO

A.1 - Base FAR: 5, Max FAR: 7

B.1 - Exemptions from FAR calculations are as follows:

Street Level Uses (retail, sale & services)

Residential uses

Floor area below grade

3.5% allowance for mechanical space

Proposed: Allowable FAR of 45,360 SF. Preferred Scheme has 45,114 SF.

23.49.018 - OVERHEAD WEATHER PROTECTION

A - continuous weather protection required along entire street frontage of structure

B - Minimum dimension of 8' wide or extend to 2' from curb line, whichever is less

D - Must be between 10' to 15' above the sidewalk

Proposed: Canopy will be continuous along the length of the existing street frontage and will be located approx. 12' above grade.

23.49.019 - PARKING REQUIREMENTS

A.1 - No Parking is required

E.1 - Min. number of off-street bike parking spaces required is as follows:

Residential short term: 1 space for every 2 dwelling units

Residential long term: 1 space for every dwelling unit, 3/4 ratio after 50

Proposed: No automobile parking is provided. Bike Parking: 112x0.05=56 short term stalls required for residential. 97 long term stalls req'd. Total = 153 stalls provided at Basement Level.

23.49.022 - MINIMUM SIDEWALK AND ALLEY WIDTH

Minimum width of the street as identified by Map 1C is to be 18'

A.1 - If a new structure is proposed on lots abutting the streets, sidewalks shall be widened, if necessary, to meet the minimum standard.

Proposal: The existing structure is to remain so it is infeasible to meet the minimum required street width of 18'. The existing sidewalk width is 12' and is consistent with the existing lots to the North and South.

23.49.056 - MINIMUM FAÇADE HEIGHT

A.1 - Class I Pedestrian Street (DMC): 25'

C.1 - Façade Transparency Requirements

Requirements apply to the area between 2' and 8' above the sidewalk

Proposed: The Preferred Scheme has a fully glazed ground level.

C.2 - Façade Transparency requirements do not apply to residential use areas.

C.4 - Class I pedestrian Streets: Min. of 60% of street level, street-facing façade to be transparent.

D.2 - Blank Façade Limits for Class I Pedestrian Street

Blank façade areas shall be no more than 15' wide.

Any blank segments shall be separated by at least 2'

Proposed: No blank façade provided.

E - Street trees are required on all pedestrian classified streets

Proposed: 2 street trees provided.

23.49.058 - UPPER-LEVEL DEVELOPMENT STANDARDS

A - A 'tower' is a portion of the structure over 85' that has non-residential use above 65' high or above 160' high.

C.1 - Façade Modulation

Modulation is required above a height of 85' for any portion of structure that is within 15' from a street lot line.

E.1 - Max limit on residential gross floor area per story

Avg residential area limit of a tower if height exceeds the base height limit for residential use: 10,700 SF

Proposed: Average residential floor area = 5,820 SF.

E.2.A - Maximum Tower Width

Max width of building above 85' along north/south axis (parallel to the Avenues) shall be 120' or 80% of the width of the lot, whichever is less

E.2.A.1 - Exception: On a lot where the limiting factor is the 80% width limit, the max. façade width is 120', if all elevations above a height of 85', no more than 50% of the area of the lot located within 15' of the street lot line.

F.3 - If any part of a tower exceeds 160' in height, then all portions of the tower that are above 125' in height must be separated from any other existing tower that is above 160' in height, and the min. separation required between towers from all points above the height of 125' in each tower is 80'.

Proposed:

Adjacent high rise buildings:

Moore Theater (mixed-use): 7 stories x 12' per floor = 84'

=> Does not meet definition of a tower

Josephinum (mixed-use): 12 stories Residential x 11' per floor = 132'

1 story Non-Residential x 18' = 18'

Total height = 150'

=> Does not meet definition of a tower

23.53.030 - ACCESS EASEMENT STANDARDS

B.1 - Width of new alley right-off-ways in the Downtown zones is to be 20 feet wide.

F.1 - Existing Alleys Which Do Not Meet the Minimum Width - When existing structures are located in the portion of the lot to be dedicated, that portion of the lot shall be exempt from dedication requirements.

Proposed: Because the existing 6 story structure is to remain in all proposed schemes, the project would meet the exemption requirements identified in SMC 23.53.030.F.1.

priority design guidelines

downtown and belltown guidelines

SITE PLANNING & MASSING:

Response to the Larger Context

A-2 ENHANCE THE SKYLINE

Downtown Guidelines: Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

Response: The proposed addition and a portion of the existing building is set back along the north and south sides to pull away from the existing structures, while providing a wider street front elevation to produce a more balanced proportion to the existing facade along 3rd Avenue. Also, the project is proposed to be approximately 185' in height which fits well with the immediately surrounding, existing projects such as the Securities and Josephinum buildings.

ARCHITECTURAL EXPRESSION:

Relating to the neighborhood Context

B1 - RESPOND TO THE NEIGHBORHOOD CONTEXT

Belltown Guidelines: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

Response: The proposed addition not only keeps the existing structure to provide continuity with the surrounding context but also strives to follow the scale and proportion already established by the existing building. While the street frontage of the additional stories match the existing massing, the north and south sides then step back approx. 15' from the main facade to allow articulation of the upper mass as well as allow more light to penetrate down to the street level.

B2 - CREATE A TRANSITION IN BULK AND SCALE

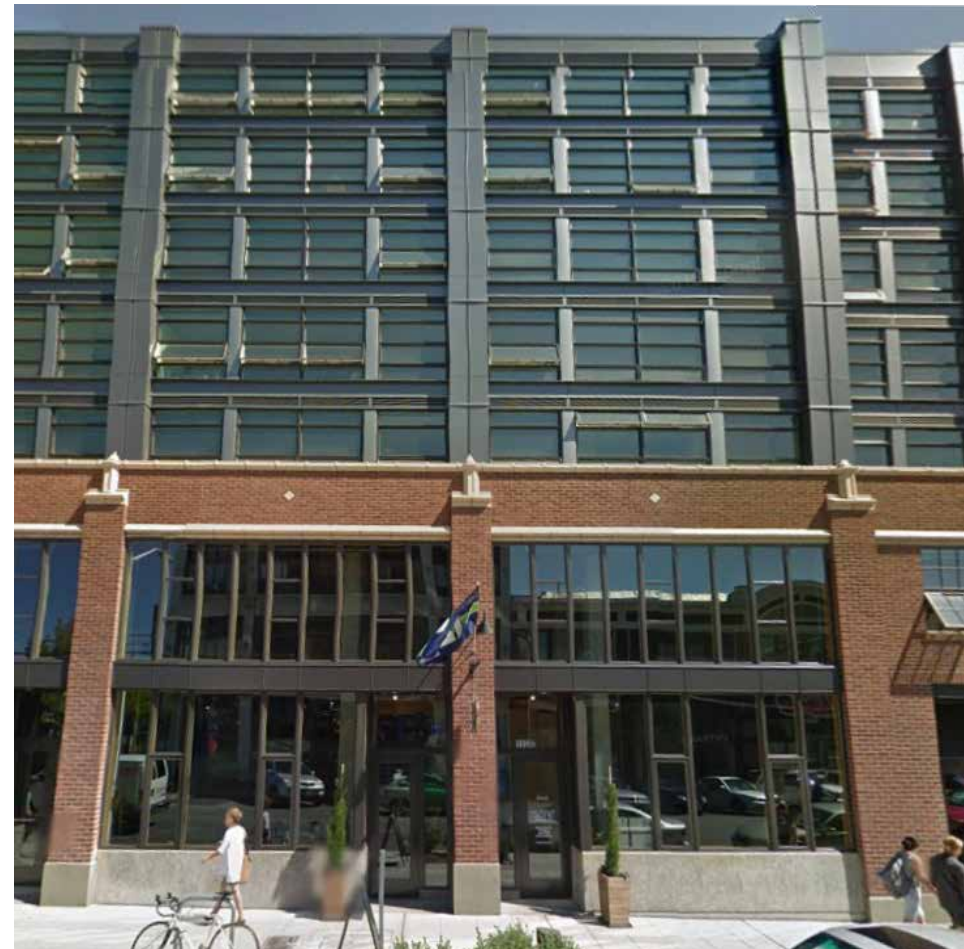
Belltown Guidelines: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

Response: The proposed project is not building to the maximum height limit and will be approximately 185' in height in a 400' zone and when completed will be a similar height or shorter than the majority of the new structures in the surrounding 9 block area. Also, with the addition of the upper stories, the new structure will be slightly set back at the street frontage to allow for a clean delineation between old and new adding emphasis to the existing ornate parapet along 3rd Avenue.

B3 - REINFORCE THE POSITIVE URBAN FORM & ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA.

Belltown Guidelines: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

Response: The proposed design not only keeps the existing structure to provide continuity with the surrounding context but also follows the similar scale and proportions for the additional stories being added above. This allows for a renewal of the current architectural patterns by emphasizing the more dominant qualities found in the existing character.



SCALE AND PROPORTION TRANSLATED OVER VARYING MATERIALS

THE STREETScape:

Creating the Pedestrian Environment

C1 - PROMOTE PEDESTRIAN INTERACTION

Belltown Guideline: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

Response: By keeping the existing structure, the project provides a street frontage consistent with the surrounding building context with Haddon Hall to the north and the notable 2-story Bergman luggage retail building to the south. The three buildings, in alignment, form a street frontage that fits well with the existing historic character and pedestrian experience of 3rd Avenue. The proposed project also intends to install two street trees and a unique entry canopy to enhance the character of the existing building.

C4 - REINFORCE BUILDING ENTRIES

Downtown Guidelines: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

Response: The proposed project design will allow for a large double height lobby space along the 3rd Avenue street frontage to be fully glazed as well as a canopy along the length of the street frontage, providing continuous overhead weather protection and allowing for identifiable entry signage for residents and guests. Due to the limited width of the site as well as the reuse of the existing structure, the integrated canopy design will allow for a very prominent marker for the building entrance.

suggested priority design guidelines

C-5 – ENCOURAGE OVERHEAD WEATHER PROTECTION

Belltown Guidelines: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Response: The project proposes to provide continuous canopy coverage along the street frontage of the existing structure. This would provide adequate weather coverage and will be designed to coordinate with the originally designed street frontage aligning with the column/exterior fenestrations. The canopy will be designed to keep draining rain water off the pedestrians and will be well-lit with both under canopy lighting and wall sconces to provide an inviting entrance to restaurant guests and residents alike.

C-6 – DEVELOP THE ALLEY FAÇADE

Belltown Guidelines: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

Response: With the use of the existing structure, the project is unable to set back any portion for the use of loading but has taken into account the need to service deliveries as well as trash collection. The interior back of house spaces will be designed accordingly to allow for service access from the alley to these areas. Appropriate lighting will be added for safety purposes. There is no parking provided in the project so will add minimal additional car traffic to the alley.

PUBLIC AMENITIES:

Enhancing the Streetscape & Open Space

D-3 – PROVIDE ELEMENTS THAT DEFINE THE PLACE

Belltown Guidelines: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

Response: With the site location on 3rd Avenue, this street has been identified as both a Transit and Promenade Street. The project proposes to install two new street trees along the street frontage of the project and will consider what ‘civic’ installations might be the most appropriate when placed in front of the existing structure. Due to the use of the existing structure, this does not allow for the widening of the sidewalk but allows for much greater character interaction as the project intends to utilize street level glazing, a new entry canopy and appropriate lighting to emphasize the character of the existing ornate terra cotta facade.

D-4 – PROVIDE APPROPRIATE SIGNAGE

Belltown Guidelines: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

Response: With the use of the existing structure, it is important for the project to have signage fitting the style and scale of the proposed additional structure and use. The current neon mini storage sign will be removed and a smaller, more appropriately scaled sign will be attached to the canopy to help emphasize the street level entrance for guests and residents.



CLEAN LINES AND SIMPLE LETTERING CREATE A TIMELESS EFFECT

D-5 – PROVIDE ADEQUATE LIGHTING

Belltown Guidelines: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

Response: The proposed scheme would provide a canopy that would be continuous along the width of the building. Lighting provided under the canopy as well as wall sconces and light emitting from the fully glazed street level elevation will provide adequate lighting for a safe and inviting street frontage. There will also be up lighting provided along the column faces to add drama and emphasis to the connection between the old and new structures.

VEHICULAR ACCESS & PARKING:

Minimizing the Adverse Impacts

E-1 – MINIMIZE CURB CUT IMPACTS

Downtown Guidelines: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

Response: There is one existing curb cut used for the existing mini-storage parking. The proposed project will have no parking provided and the curb cut will be removed for a continuous and clean sidewalk along the length of the structure with all service access to be from the alley.

proposal summary

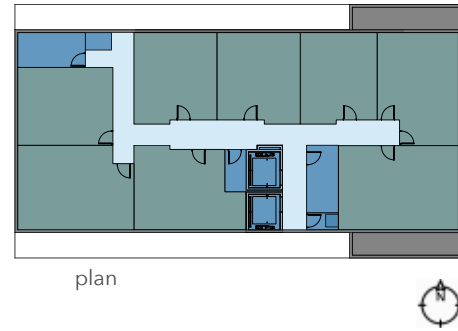
option comparison

OPTION 1



of Units: 104 Residential
Commercial SF: 3,665 // Residential Amenity SF: 1,521
Existing SF: 44,266
Overall SF: 79,834
Parking SF: 0
Bike Parking: 145

DEPARTURES:
None, Code
Compliant



plan



PROS

- Code compliant
- Minimal shadow outline impact on neighboring buildings

CONS

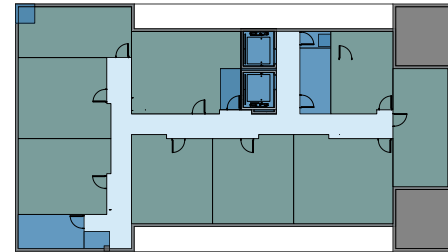
- Smaller unit/room sizes
- Limited available views

OPTION 2



of Units: 126 Residential
Commercial SF: 3,680 // Residential Amenity SF: 1,554
Existing SF: 44,479
Overall SF: 87,982
Parking SF: 0
Bike Parking: 167

DEPARTURES:
Yes



plan



PROS

- Provides relief and contrast to historic facade below
- Provides additional articulation
- Opportunity for Green Space on Level 7

CONS

- Smaller unit/room sizes
- Requires departure

OPTION 3 (Preferred)



of Units: 112 Residential
Commercial SF: 3,680 // Residential Amenity SF: 4,347
Existing SF: 44,729
Overall SF: 93,972
Parking SF: 0
Bike Parking: 153

DEPARTURES:
Yes



plan



PROS

- Responds to existing building articulation
- Mimics existing rhythm
- North/South modulation for added interest
- Larger room/unit square footage per plan
- Consistent with neighborhood character (material and style)

CONS

- Requires departure

MASSING

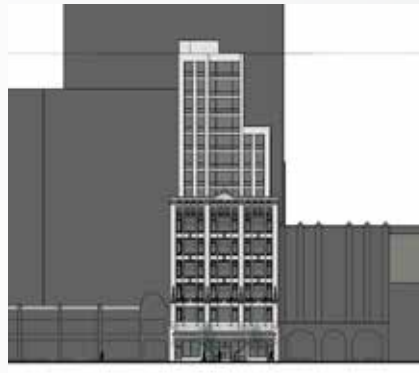


northwest



southwest

CONCEPT ELEVATIONS



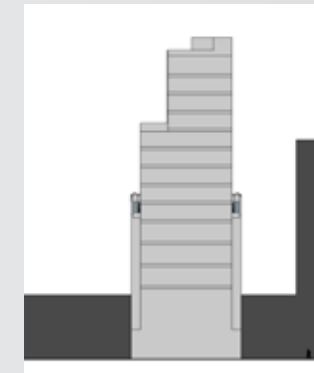
east elevation



north elevation



south elevation



west elevation

PRECEDENTS



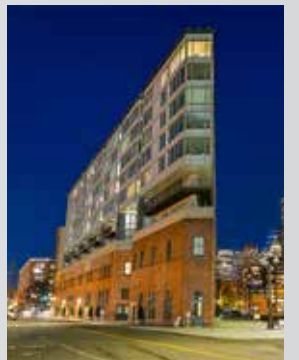
Federal Reserve Building



Firestone Building



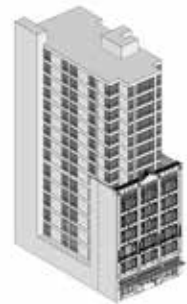
Hotel Clare



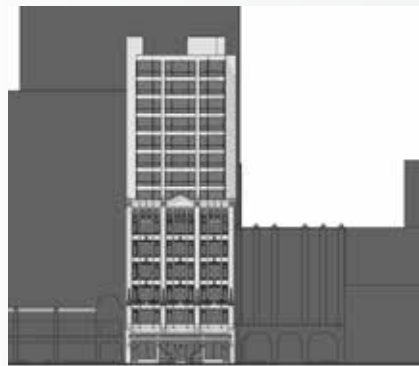
Gridiron Condominiums



northwest



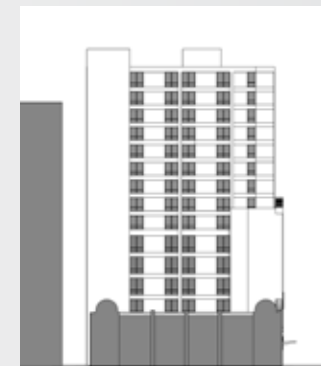
southwest



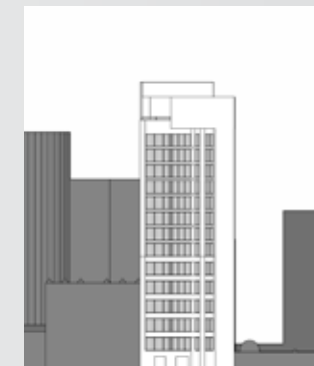
east elevation



north elevation



south elevation



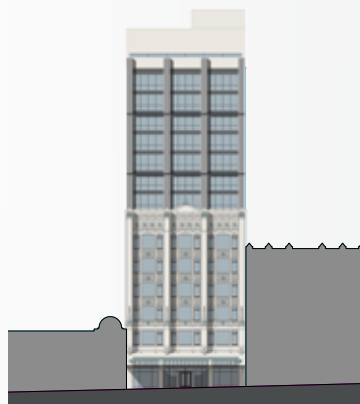
west elevation



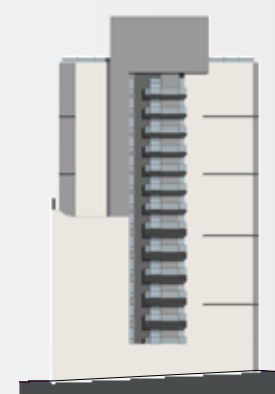
northwest



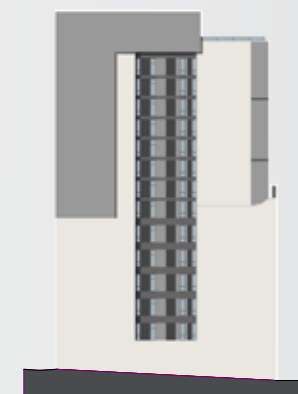
southwest



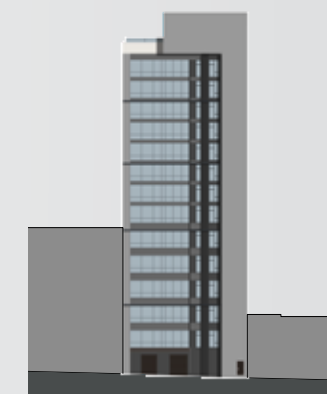
east elevation



north elevation



south elevation



west elevation

architectural concepts

option 1: proposal and site plan



STATISTICS:

Units: 104 Residential Units
 Residential Amenity SF: 1,521 SF
 Commercial Retail SF: 3,665 SF
 Existing SF: 44,266 / Overall SF: 79,834
 Bike Stalls: 56

Code Compliant: Yes

PROS

- Code compliant
- Minimal shadow outline impact on neighboring buildings
-

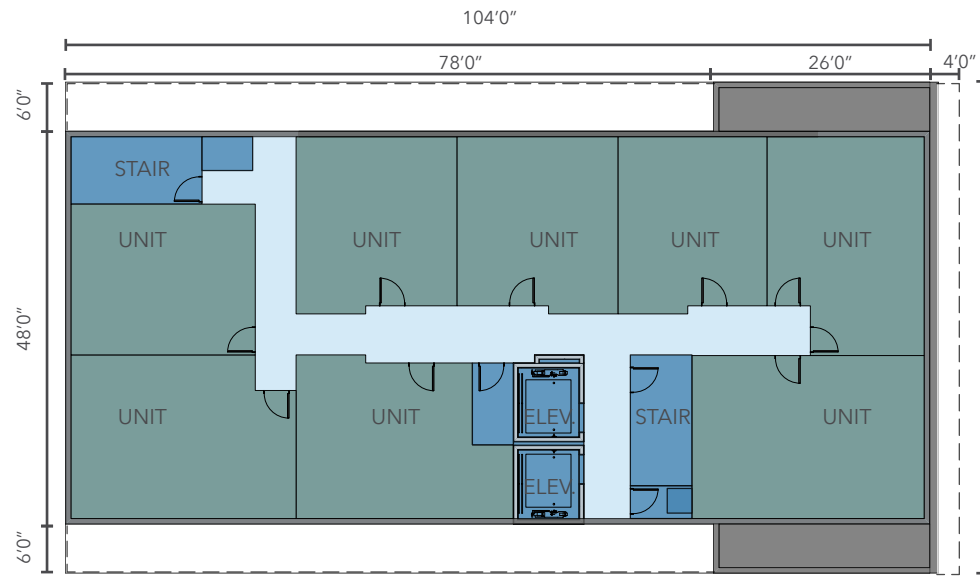
CONS

- Smaller unit/room sizes
- Limited available views

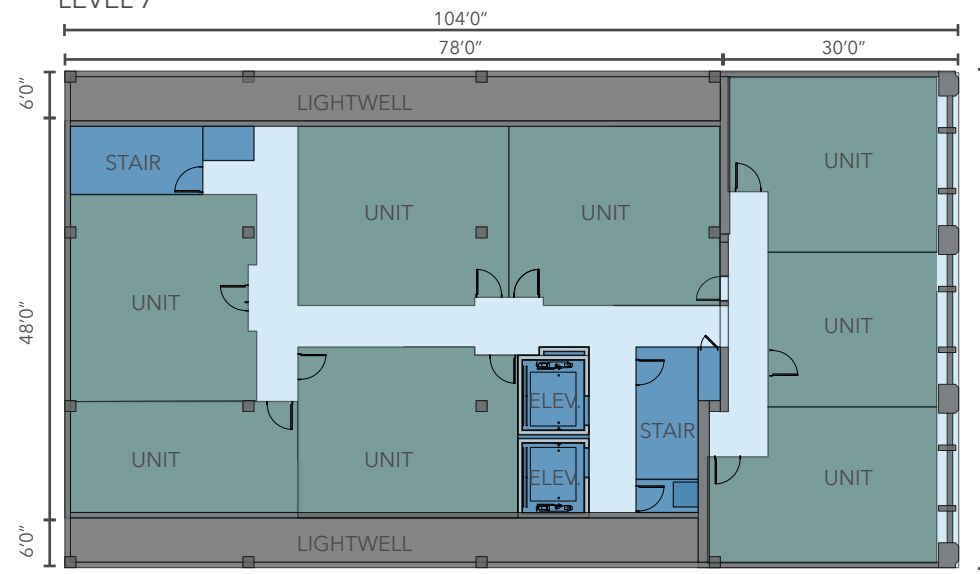


STREET LEVEL ELEVATION

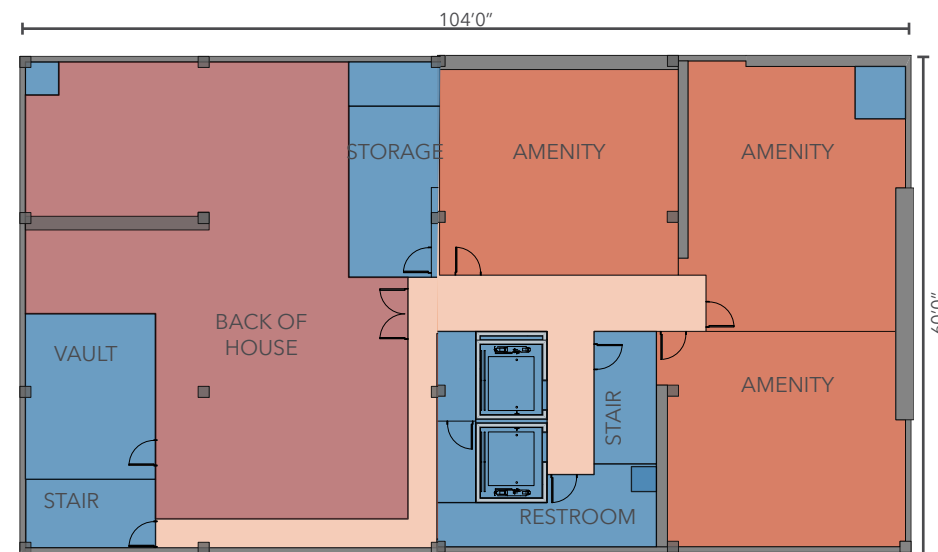
PLANS:



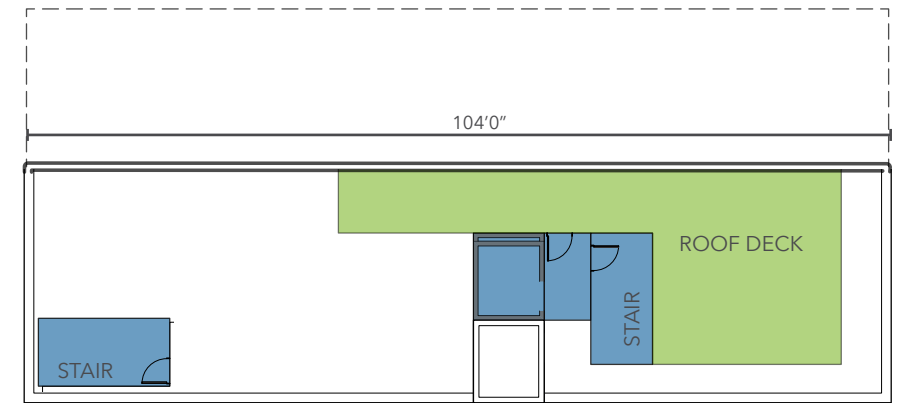
LEVEL 7



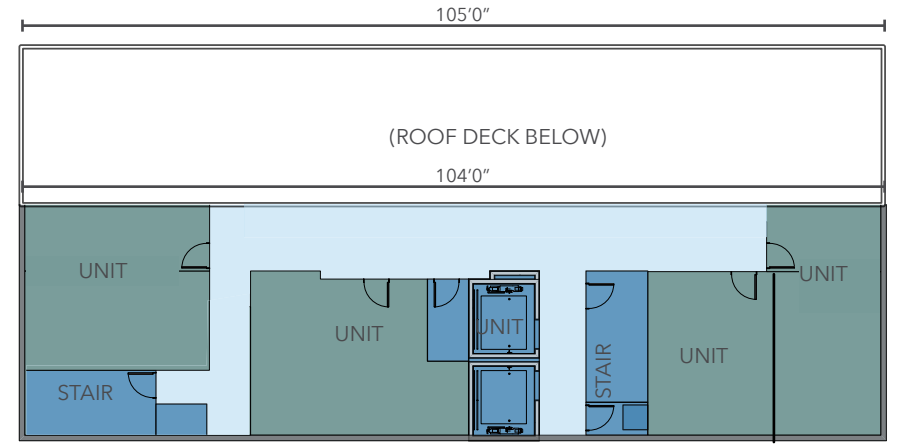
LEVELS 2-6



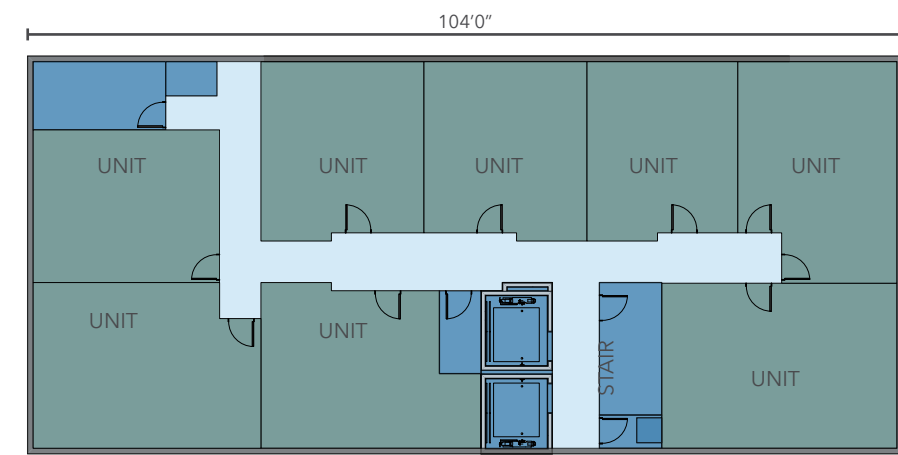
BASEMENT



ROOF



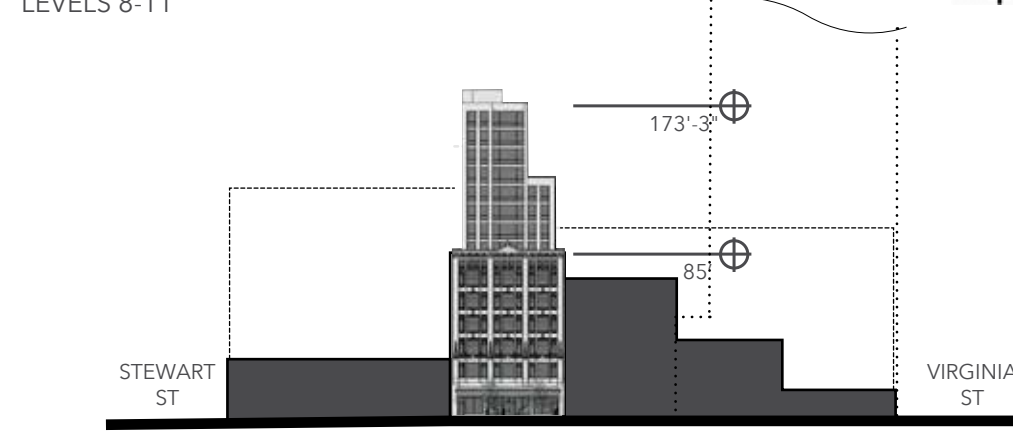
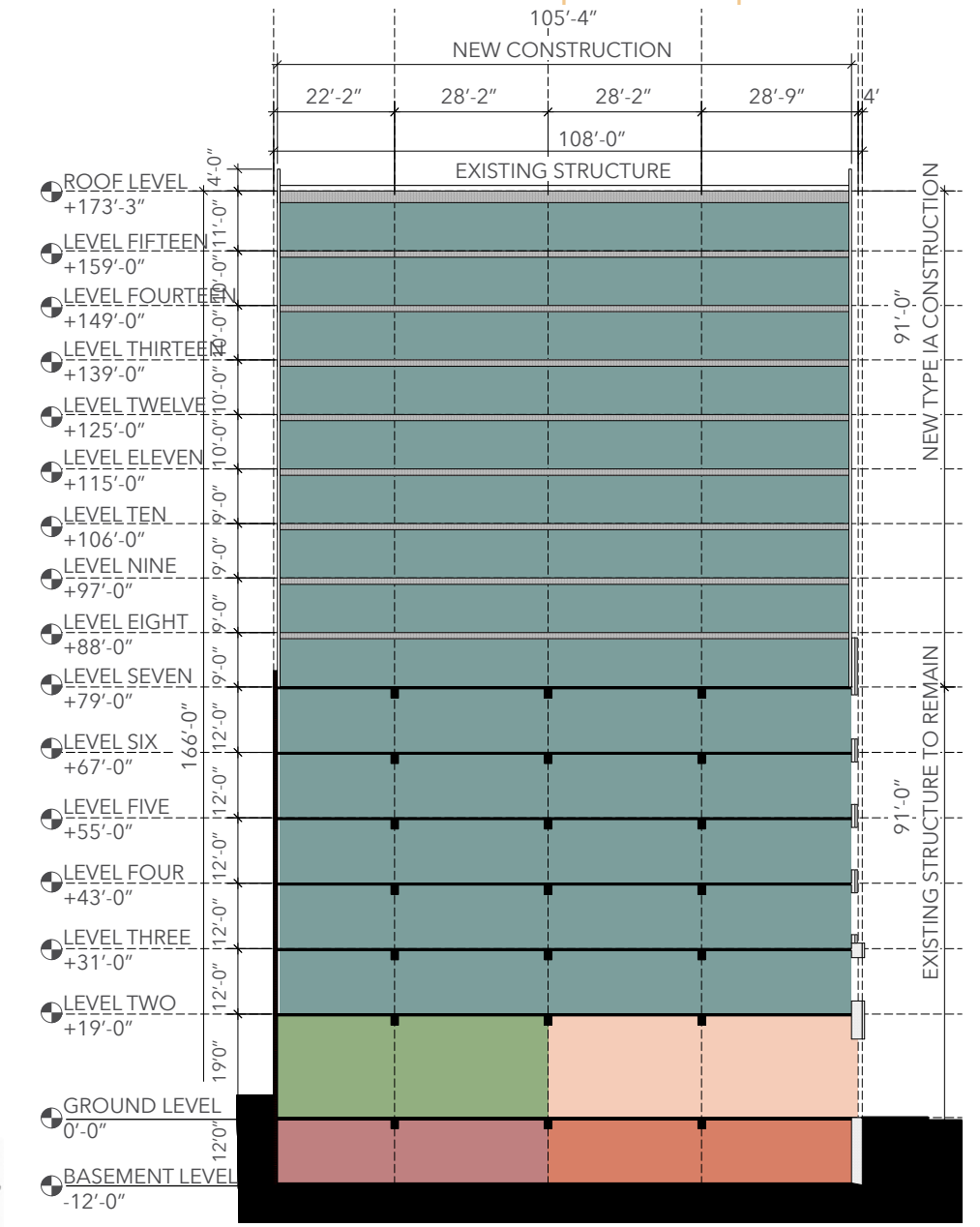
LEVELS 12-15



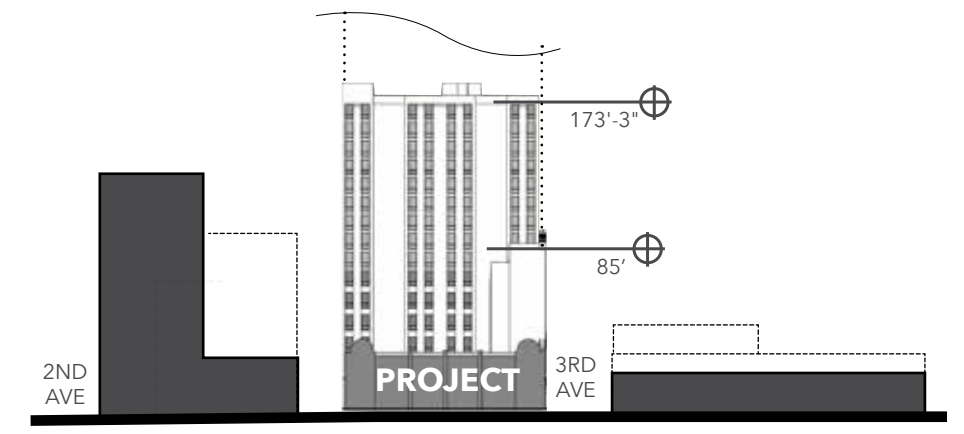
LEVELS 8-11

architectural concepts

option 1: plans & sections



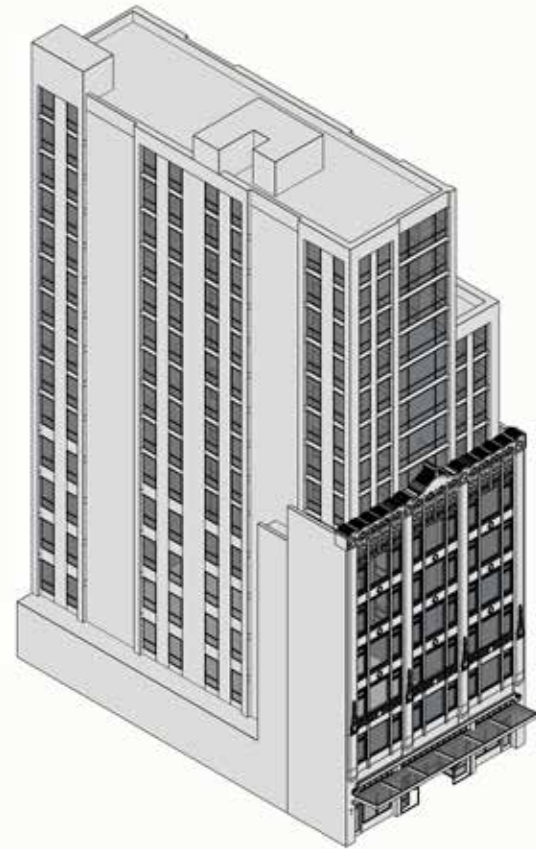
SITE SECTION WEST-EAST



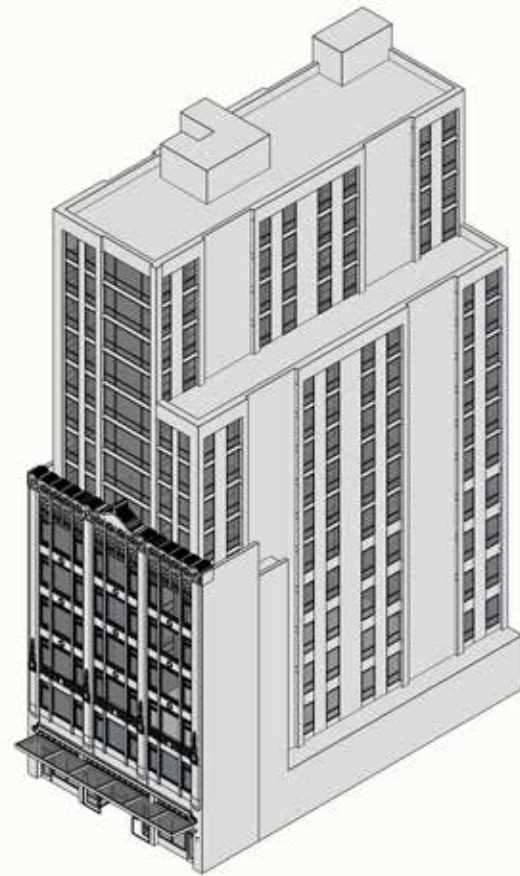
SECTION SOUTH-NORTH

architectural concepts

option 1: massing and articulation



aerial perspective looking at southeast elevation





aerial perspective looking at north elevation

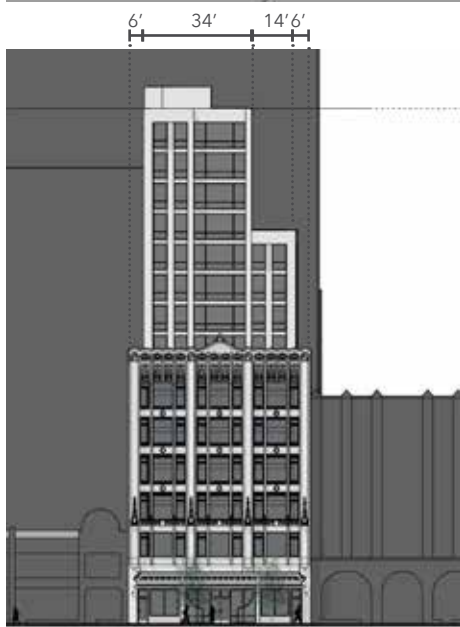
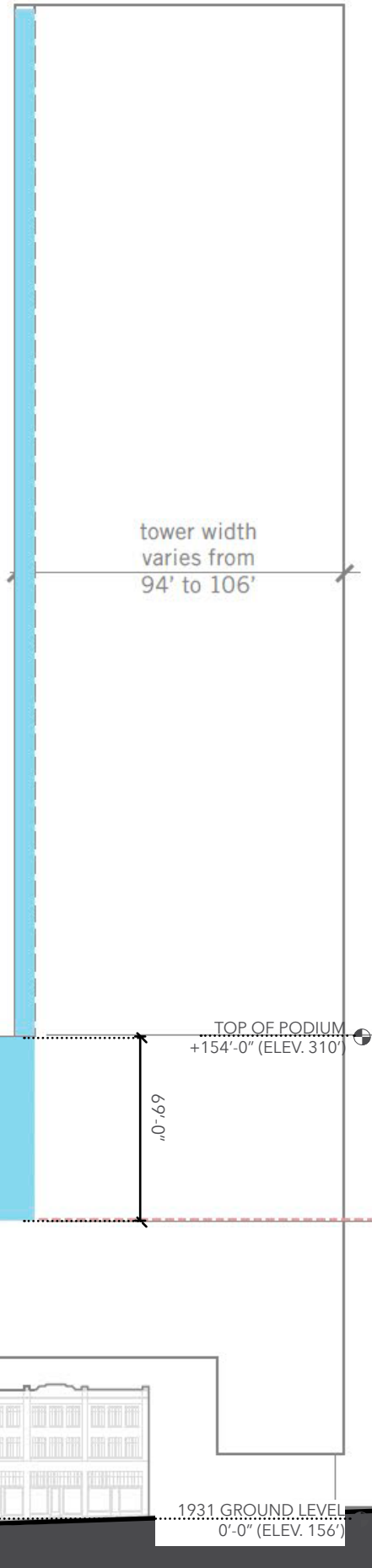
TOWER SEPARATION REQUIREMENT

23.49.058.F.3

If any part of a tower exceeds 160' in height, then all portions of the tower that are above 125' in height must be separated from any other existing tower that is above 160' in height, and the min. separation required between towers from all points above the height of 125' in each tower is 80'.

Request for exception: None

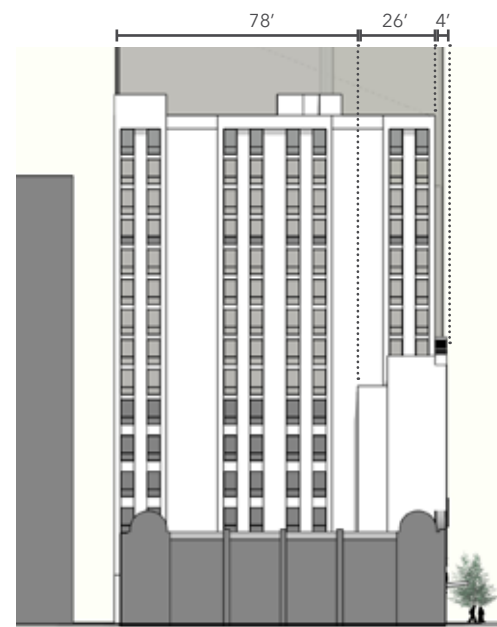
-  AREA OF REQUIREMENT
-  1931 3RD AVE REQUESTED DEPARTURE



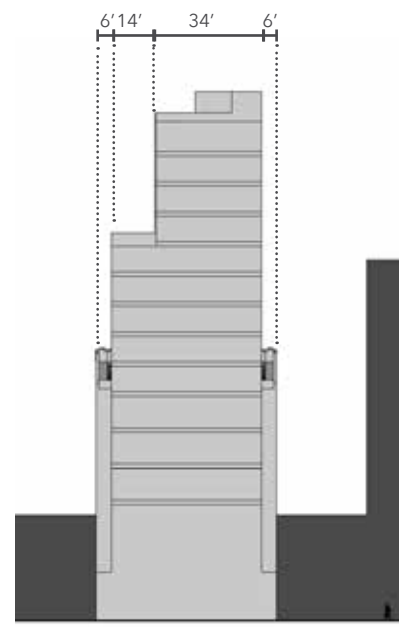
EAST ELEVATION



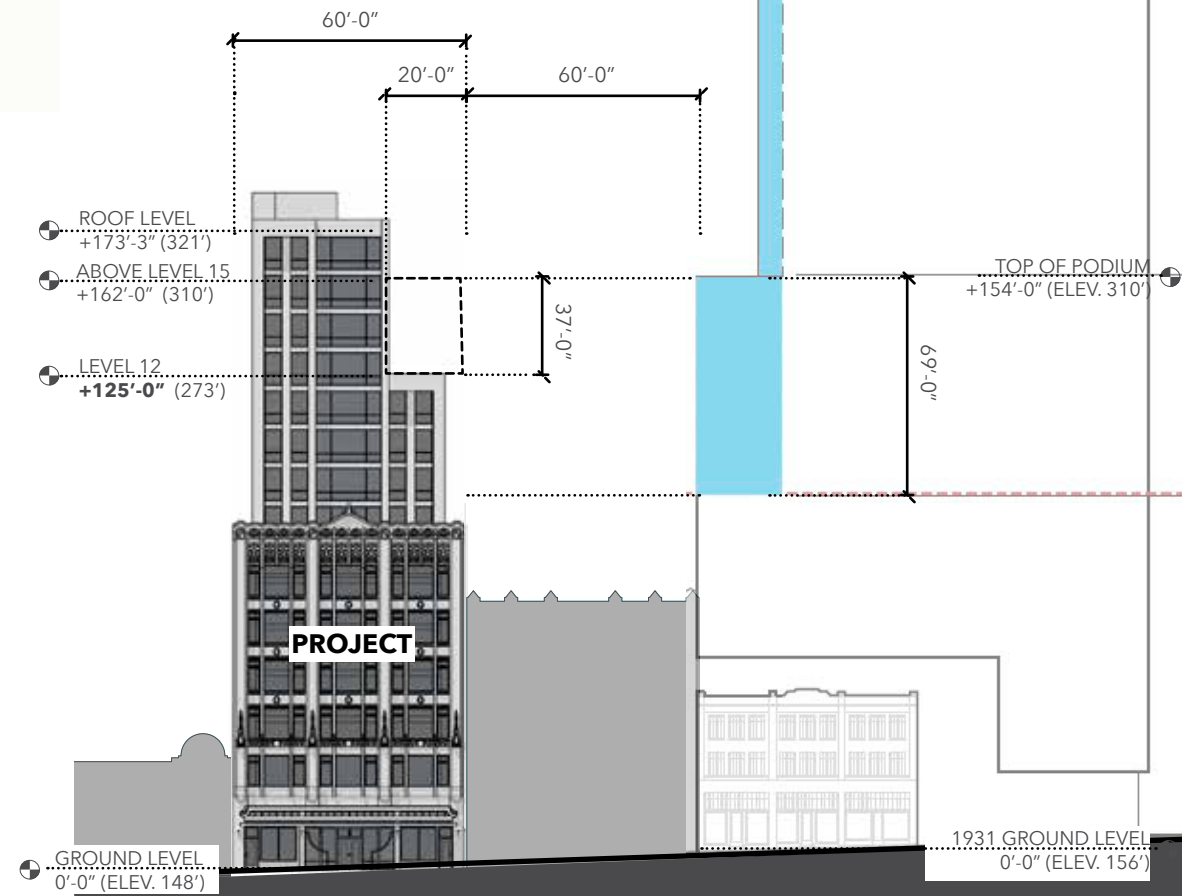
NORTH ELEVATION



SOUTH ELEVATION



WEST (ALLEY) ELEVATION



ELEVATION VIEW

architectural concepts

option 1: model perspectives



BIRDS EYE VIEW



STREET FRONTAGE VIEW



STREET VIEW FROM THE NORTHEAST LOOKING SOUTHWEST



STREET VIEW FROM THE SOUTHEAST
LOOKING NORTHWEST



AERIAL VIEW LOOKING SOUTHWEST

architectural concepts

option 2: proposal and site plan



STATISTICS:

Units: 126 Residential Units
 Residential Amenity SF: 1,554 SF
 Commercial Retail SF: 3,680 SF
 Existing SF: 44,479 / Overall SF: 87,982
 Bike Stalls: 56

Code Compliant: Requires departures

PROS

- Provides relief and contrast to historic facade below
- Provides additional articulation
- Opportunity for Green Space on Level 7

CONS

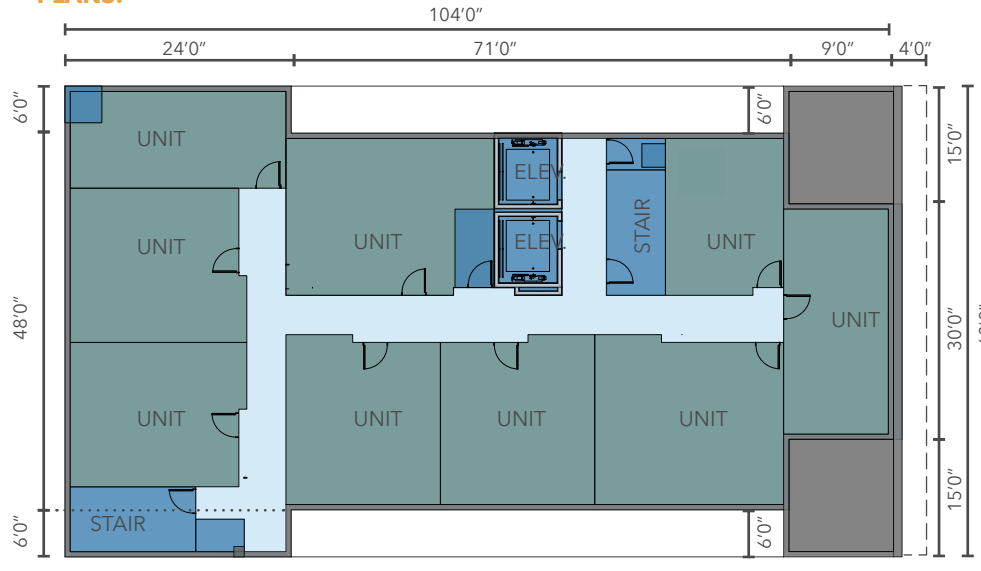
- Smaller unit/room sizes
- Requires departure



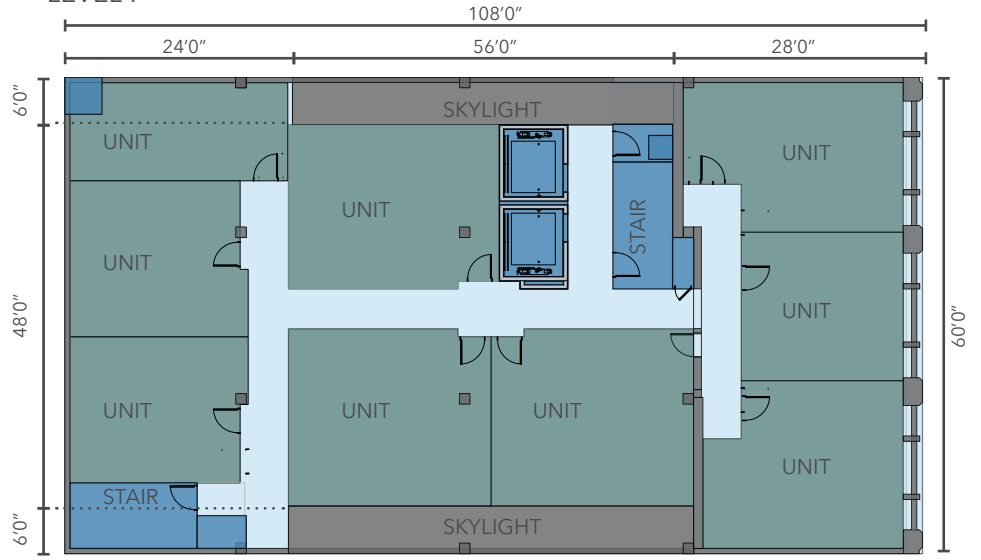
architectural concepts

option 2: plans & sections

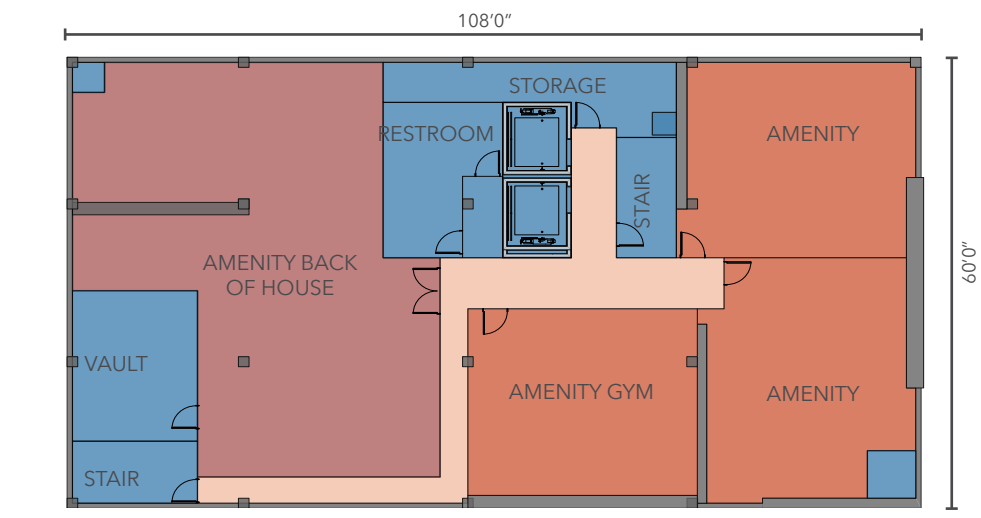
PLANS:



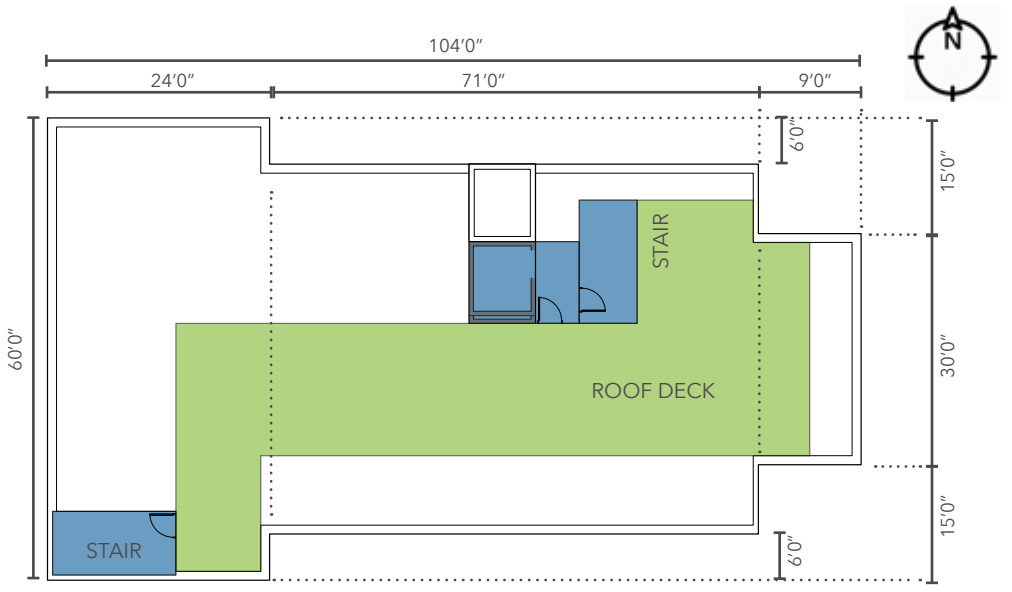
LEVEL 7



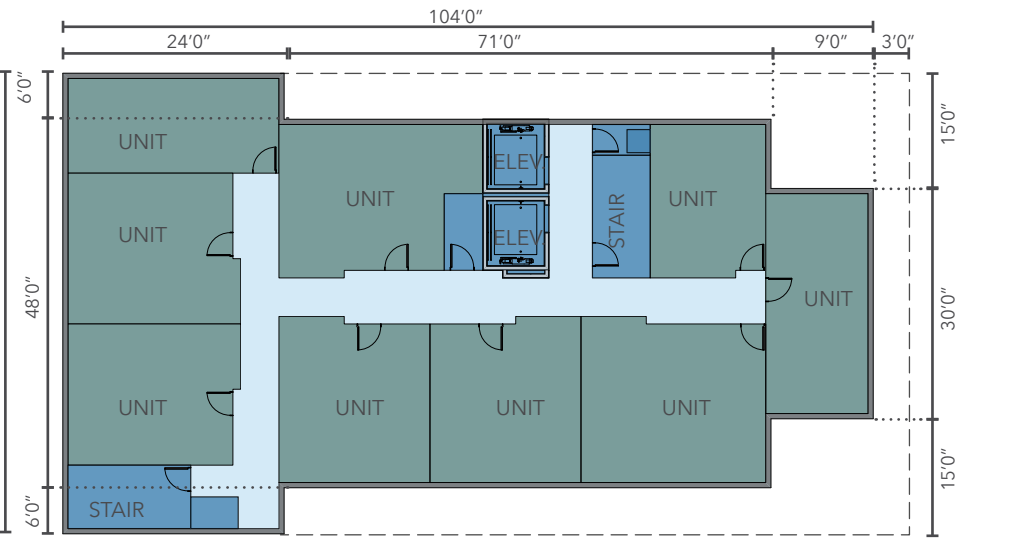
LEVELS 2-6



BASEMENT

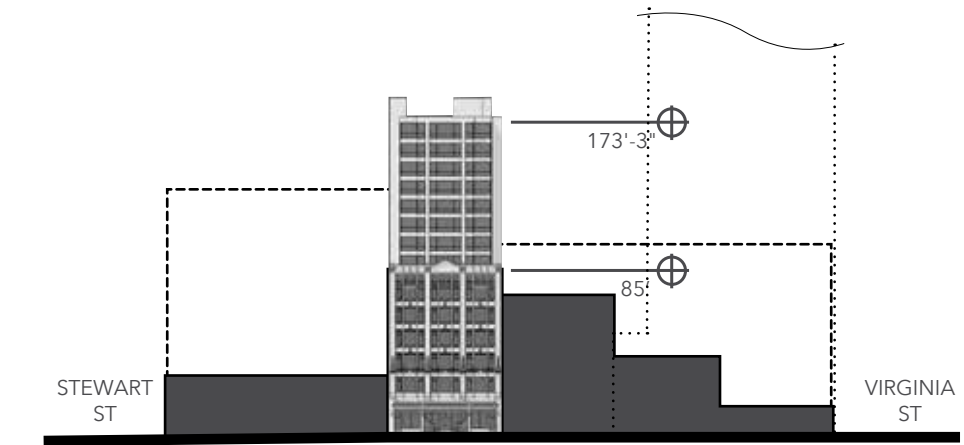


ROOF



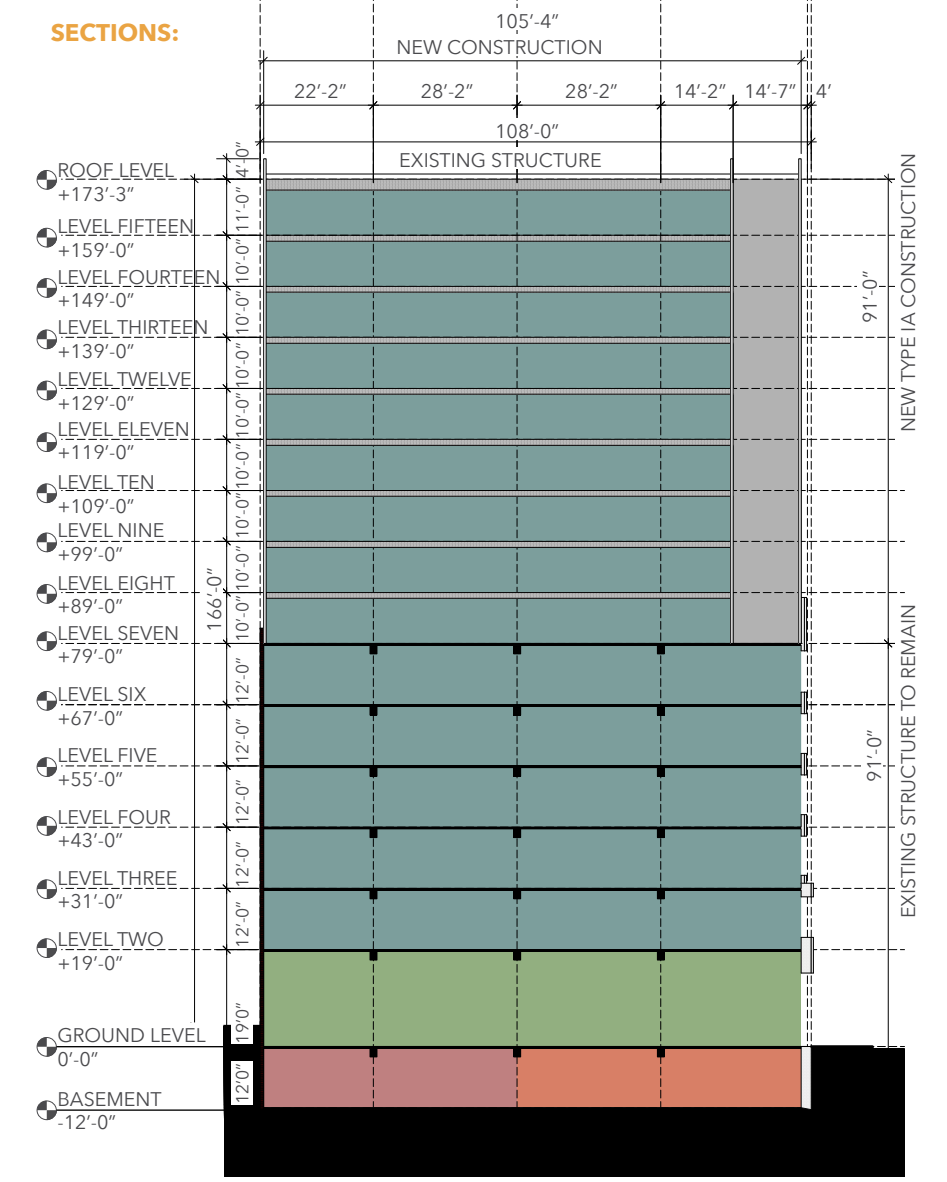
LEVELS 8-15

SITE SECTIONS:



SITE SECTION WEST-EAST

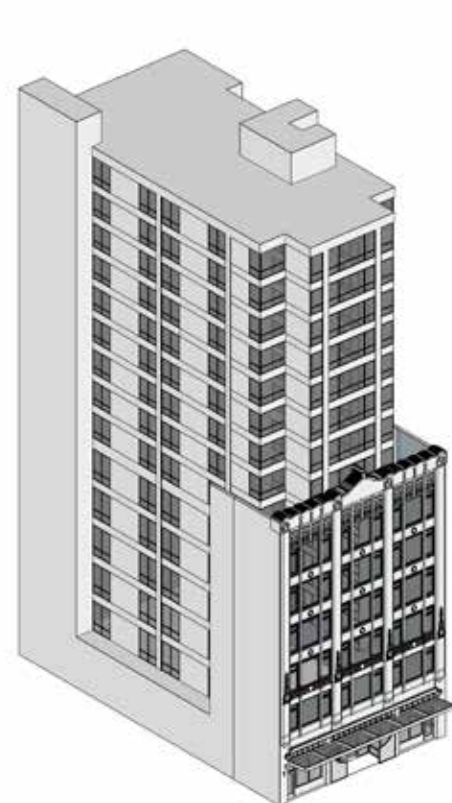
SECTIONS:



SECTION SOUTH-NORTH

architectural concepts

option 2: massing & articulation



aerial perspective looking at southeast elevation



aerial perspective looking at northeast elevation

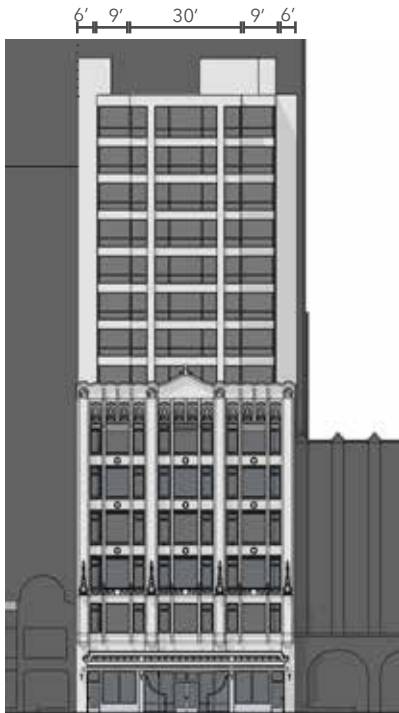
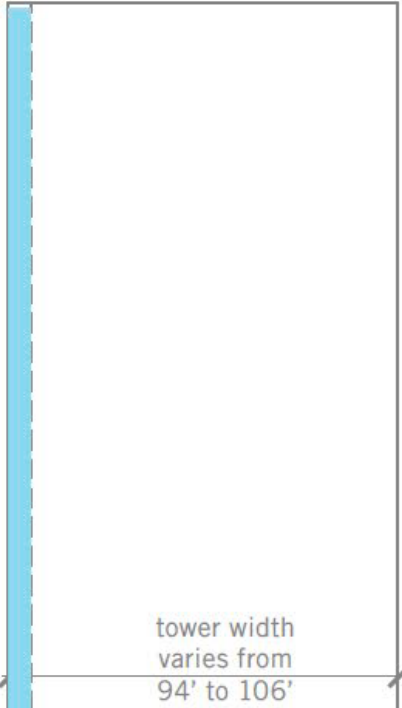
TOWER SEPARATION REQUIREMENT

23.49.058.F.3

If any part of a tower exceeds 160' in height, then all portions of the tower that are above 125' in height must be separated from any other existing tower that is above 160' in height, and the min. separation required between towers from all points above the height of 125' in each tower is 80'.

Request for exception: This option would require a departure varying from 5- 20' of width and 37' of height along approx. 100' of required separation.

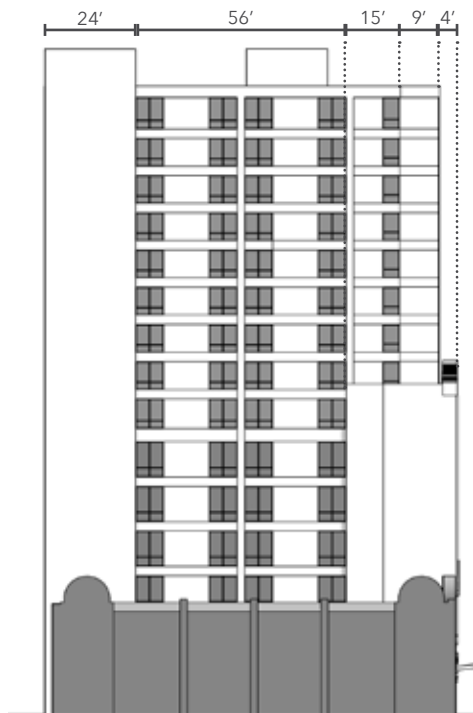
- AREA OF REQUIREMENT
- REQUESTED DEPARTURE
- 1931 3RD AVE REQUESTED DEPARTURE



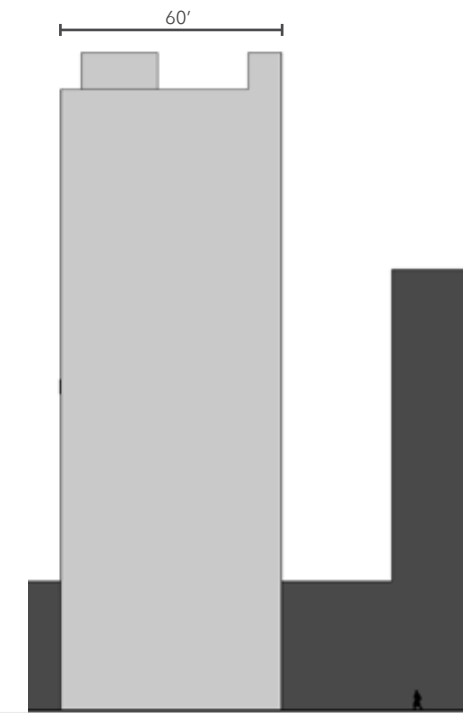
EAST ELEVATION



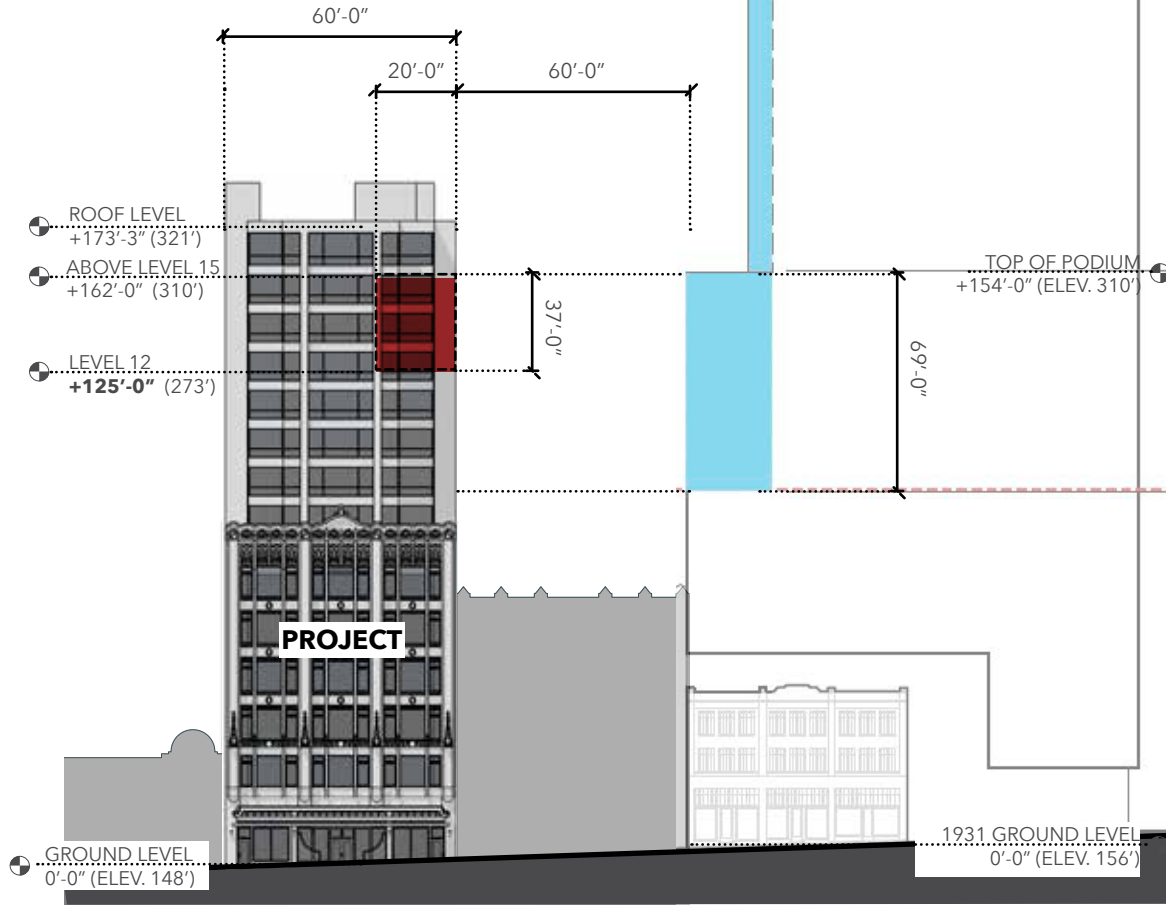
NORTH ELEVATION



SOUTH ELEVATION



WEST (ALLEY) ELEVATION



ELEVATION VIEW

architectural concepts

option 2: model perspectives



BIRDS EYE VIEW



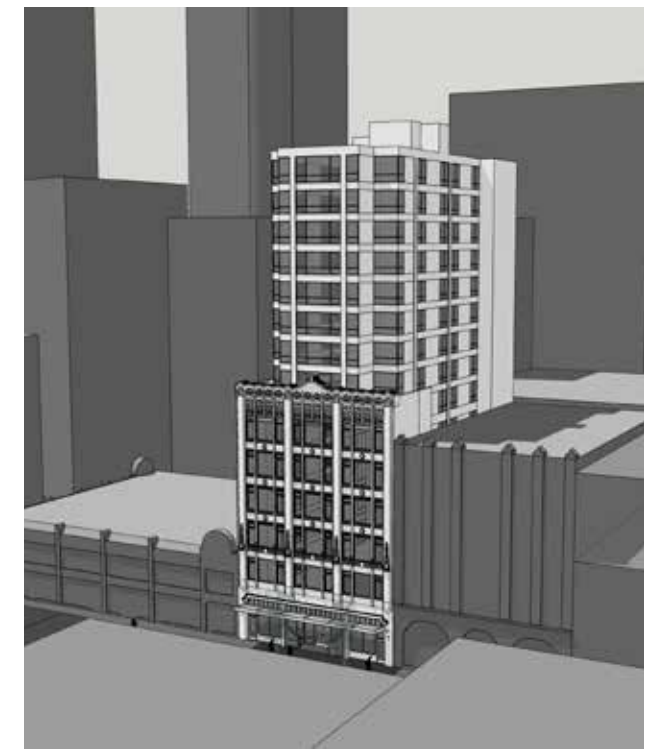
STREET FRONTAGE VIEW



STREET VIEW FROM THE NORTHEAST LOOKING SOUTHWEST



STREET VIEW FROM THE SOUTHEAST
LOOKING NORTHWEST



AERIAL VIEW LOOKING SOUTH

architectural concepts

option 3 (preferred): proposal & site plan



STATISTICS

Units: 112 Residential Units
 Residential Amenity SF: 3,657 SF
 Commercial Retail SF: 3,680 SF
 Existing SF: 44,729 / Overall SF: 93,972
 Bike Stalls: 56

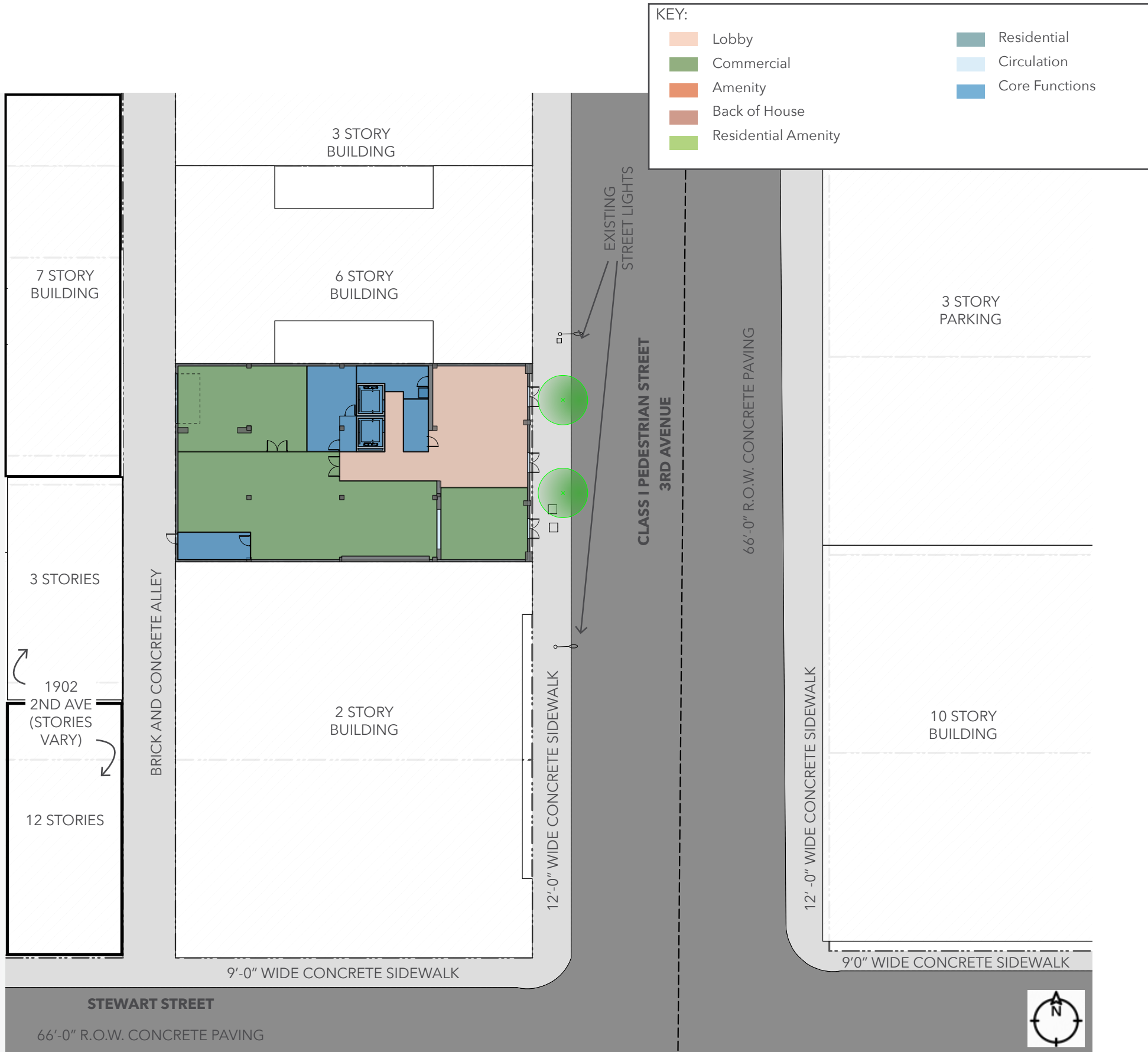
Code Compliant: Requires departures

PROS

- Responds to existing building articulation
- Mimics existing rhythm
- North/South modulation for added interest
- Larger room/unit square footage per plan
- Consistent with neighborhood character (material and style)

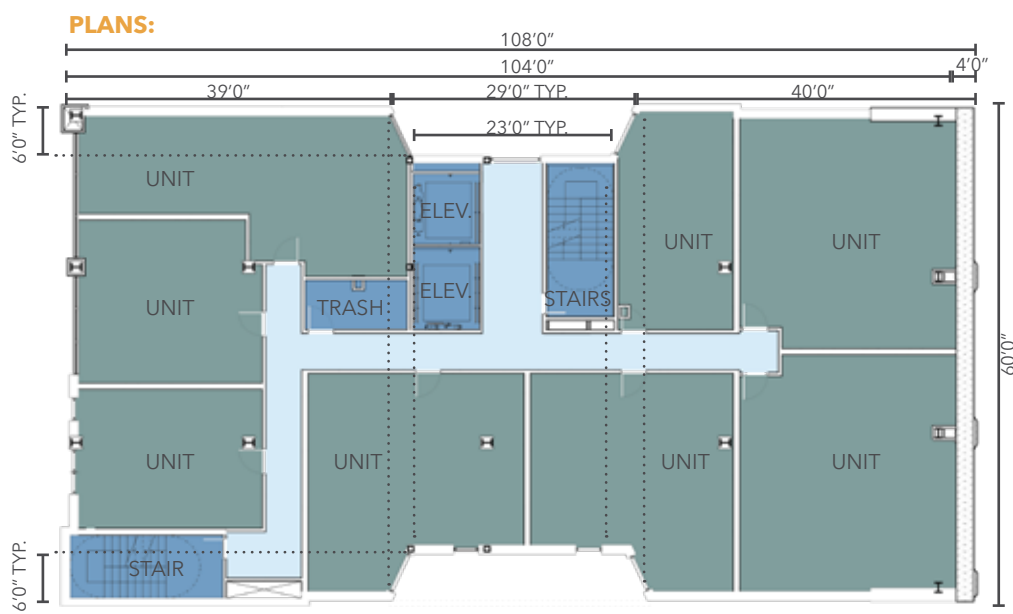
CONS

- Requires departure



architectural concepts

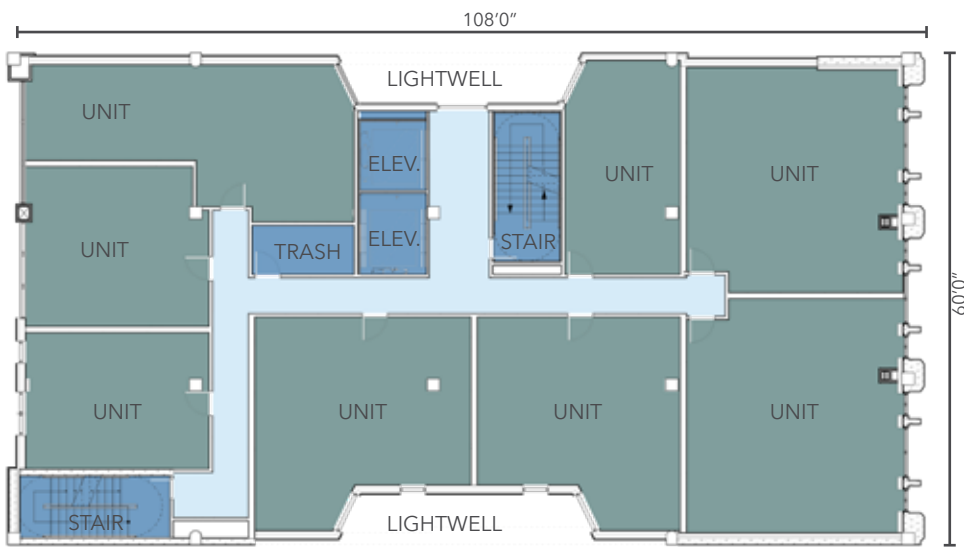
option 3 (preferred) plans and section



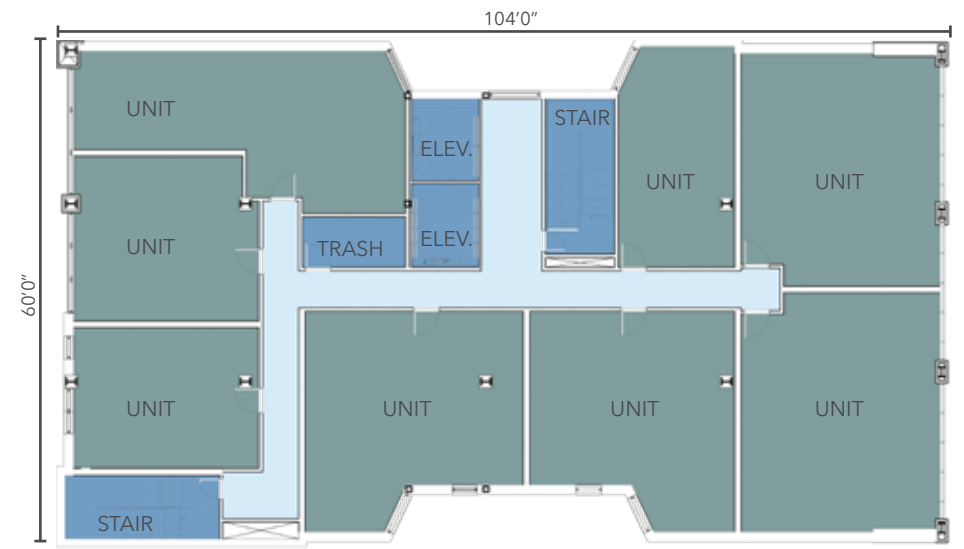
LEVEL 7



ROOF

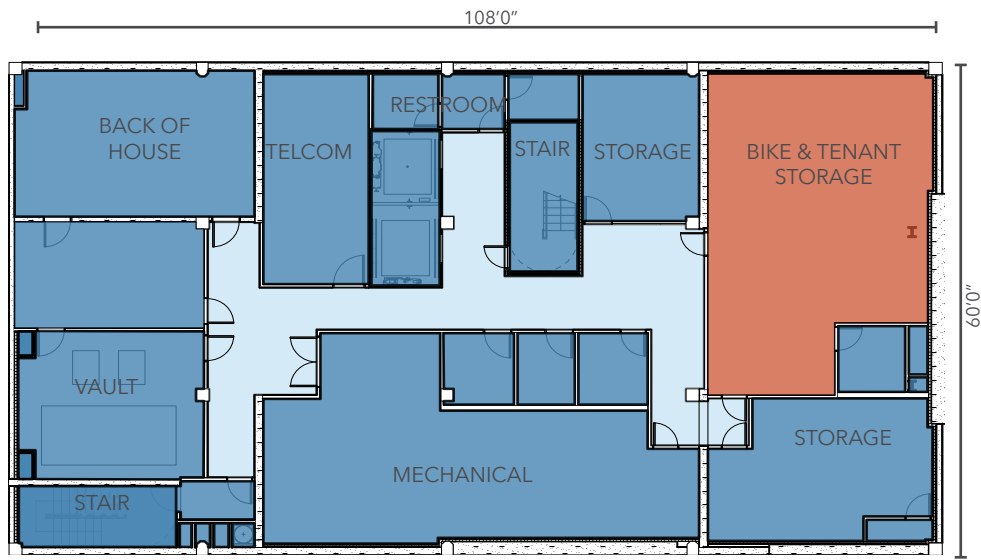
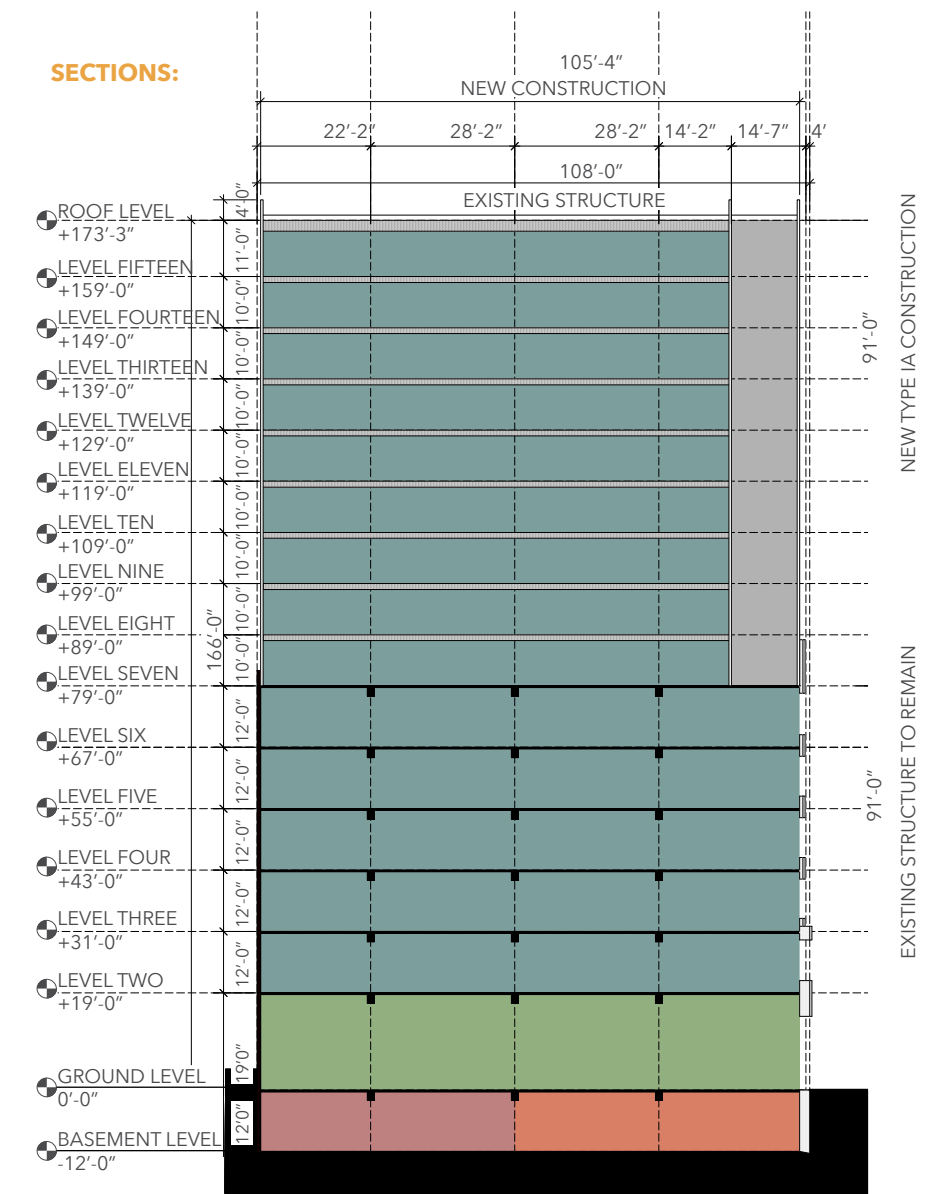


LEVELS 2-6



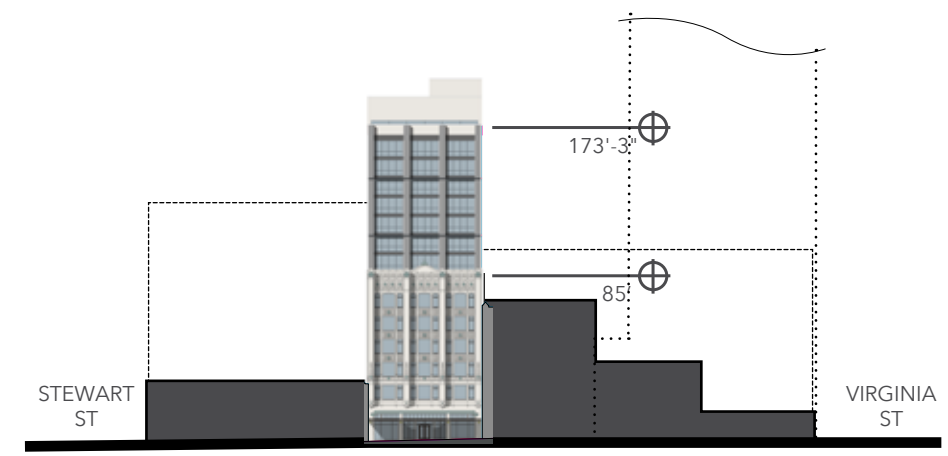
LEVELS 8-15

SECTIONS:

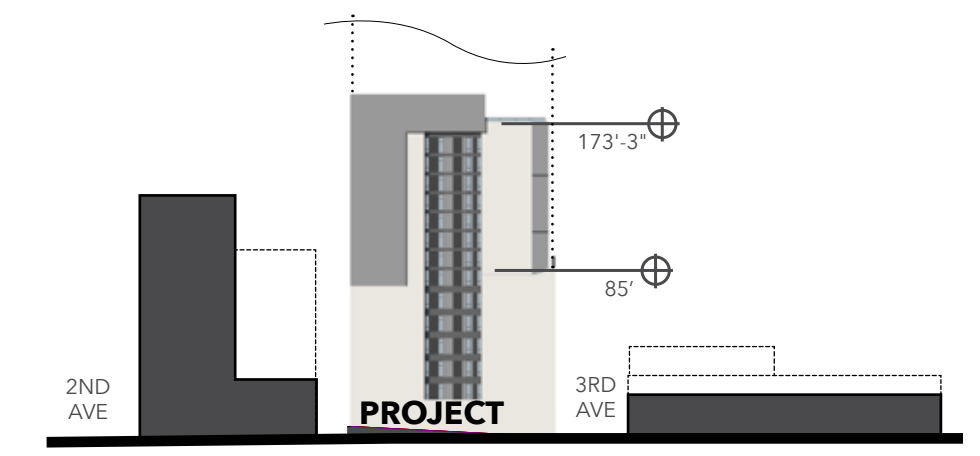


BASEMENT

SITE SECTIONS:



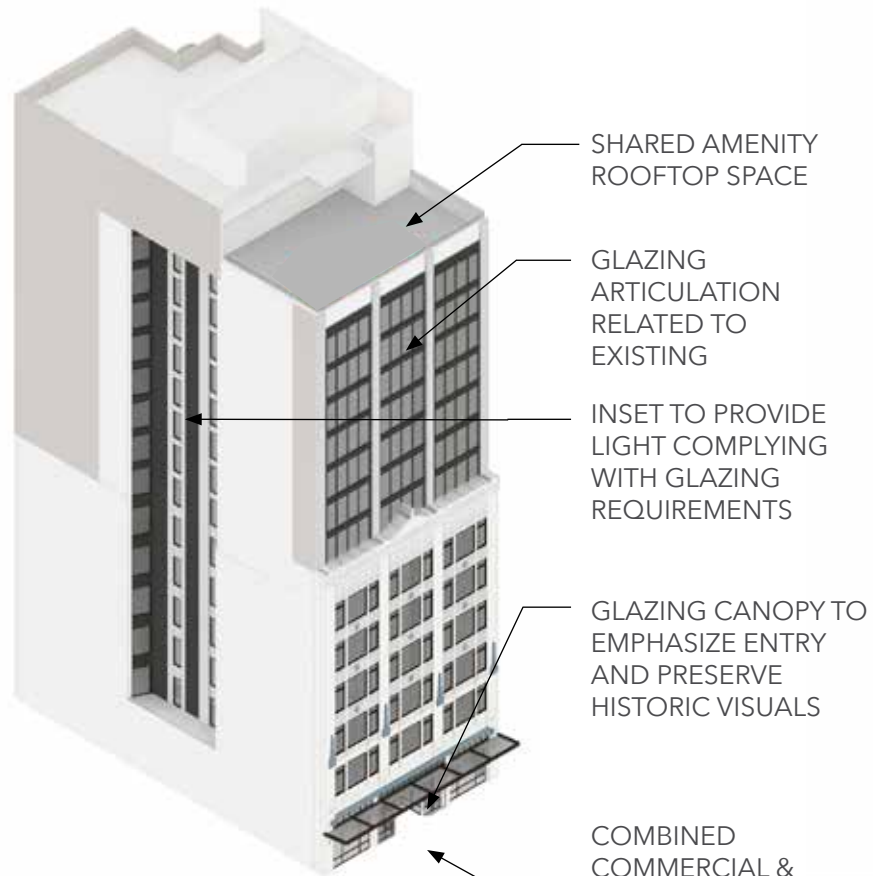
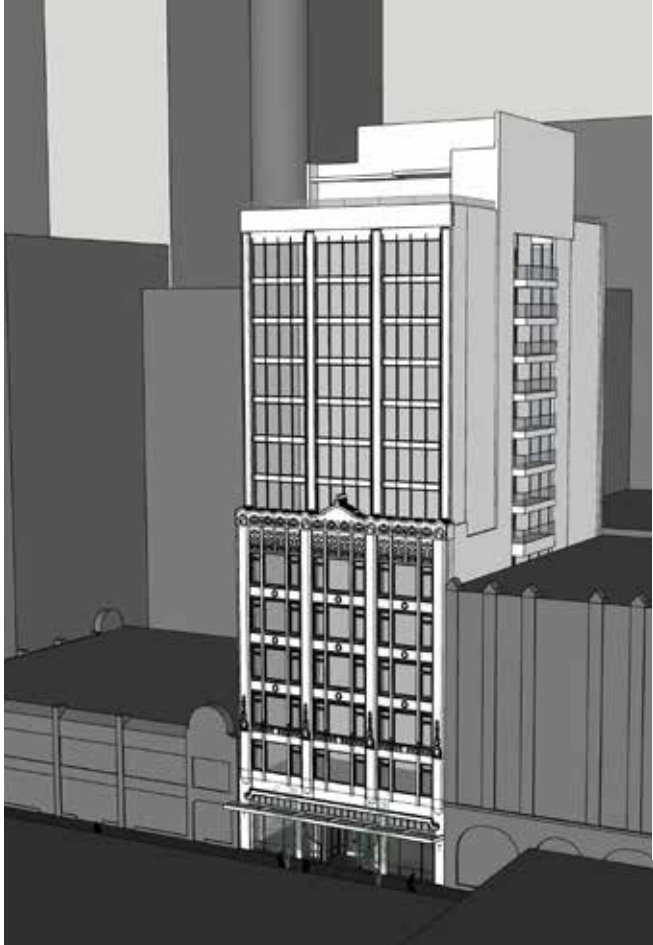
SITE SECTION WEST-EAST



SECTION SOUTH-NORTH

architectural concept

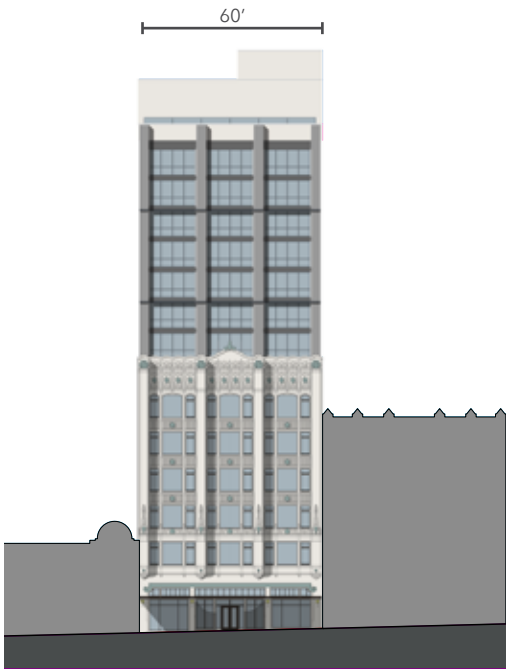
option 3 (preferred): massing & articulation



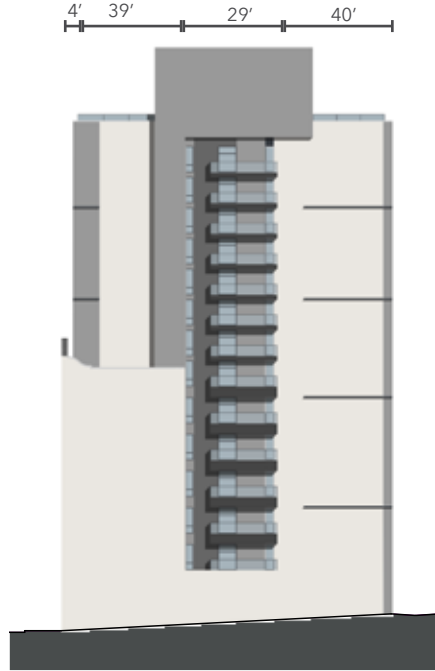
Aerial perspective looking at south elevation



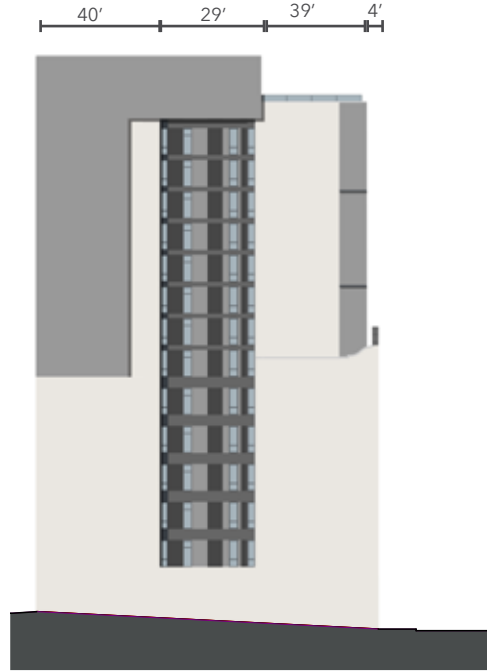
Aerial perspective looking at north elevation



EAST ELEVATION



NORTH ELEVATION



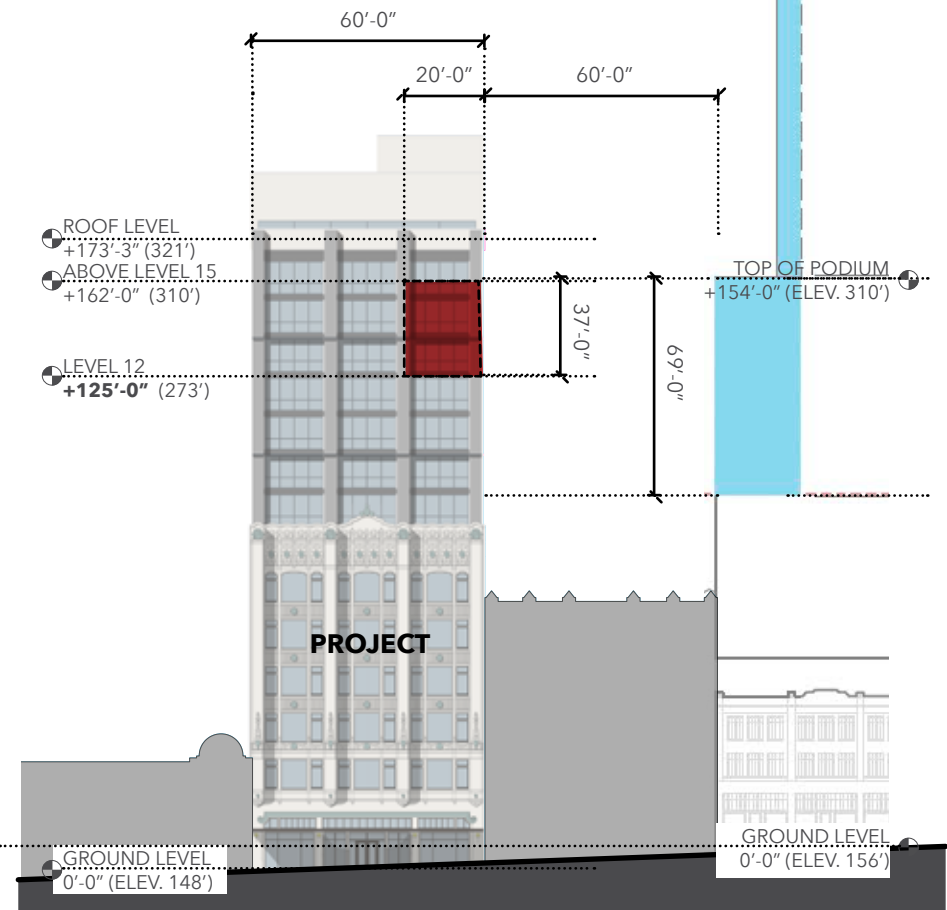
SOUTH ELEVATION



WEST (ALLEY) ELEVATION

* SEE PAGE 41 FOR MORE INFORMATION ON DIRECTOR SPECIAL EXCEPTION

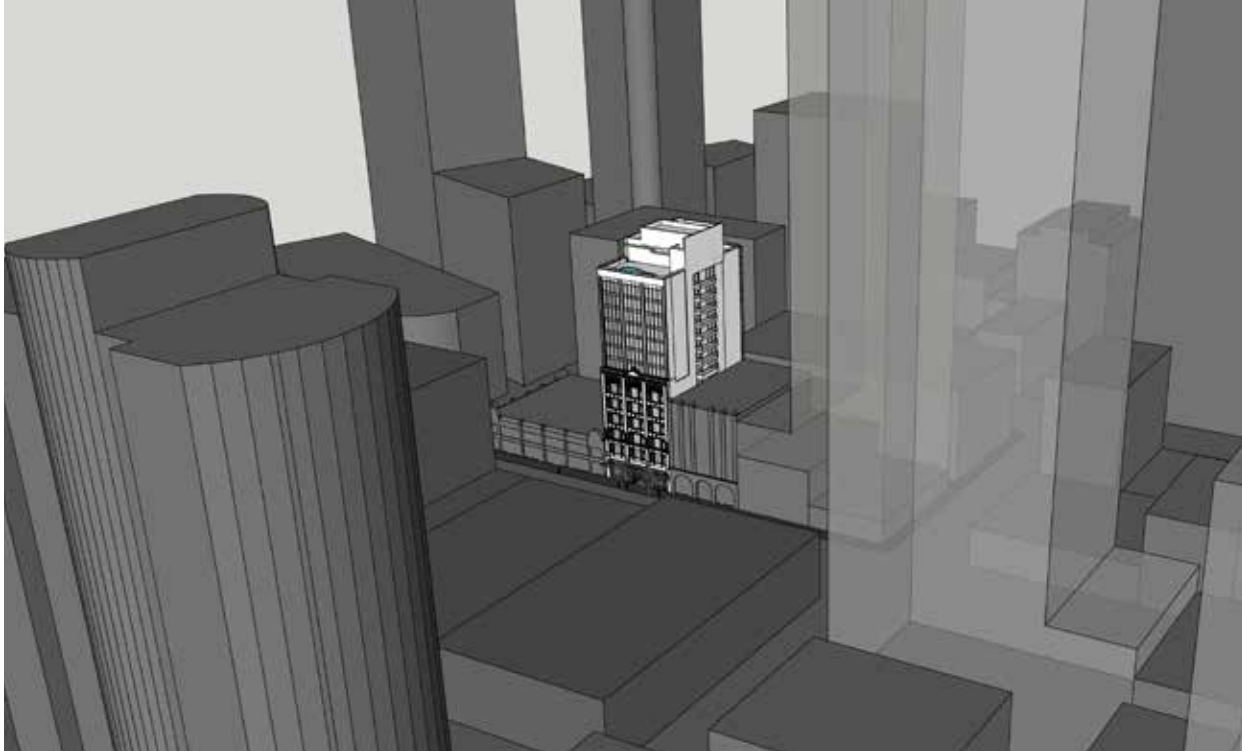
- PROJECT REQUESTED DEPARTURE
- 1931 3RD AVE REQUESTED DEPARTURE



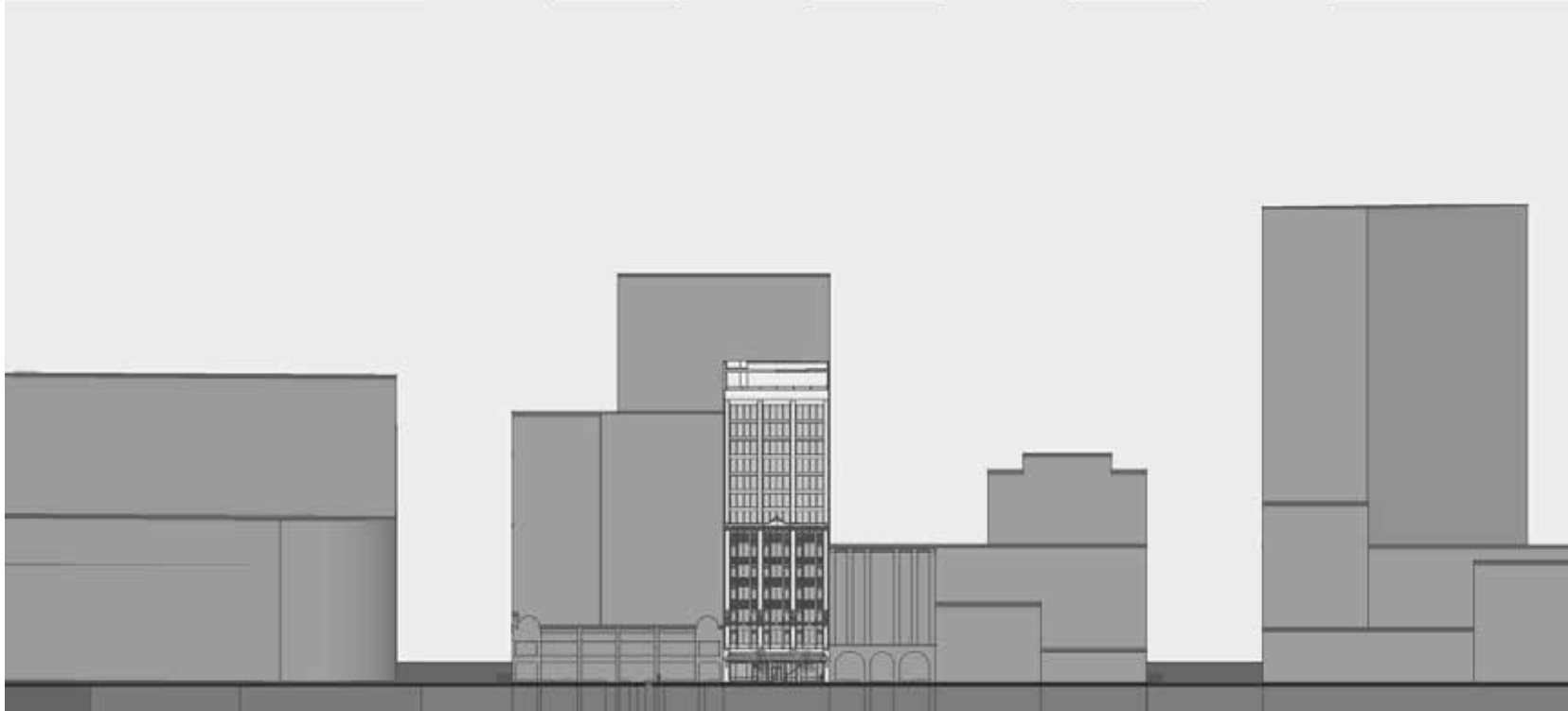
ELEVATION VIEW

preferred architectural concepts

option 3 (preferred): model perspectives



BIRDS EYE VIEW



STREET FRONTAGE VIEW



STREET VIEW FROM THE NORTHEAST LOOKING SW



STREET VIEW FROM THE SOUTHEAST
LOOKING NORTHWEST



AERIAL VIEW LOOKING SOUTH

preferred architectural concept

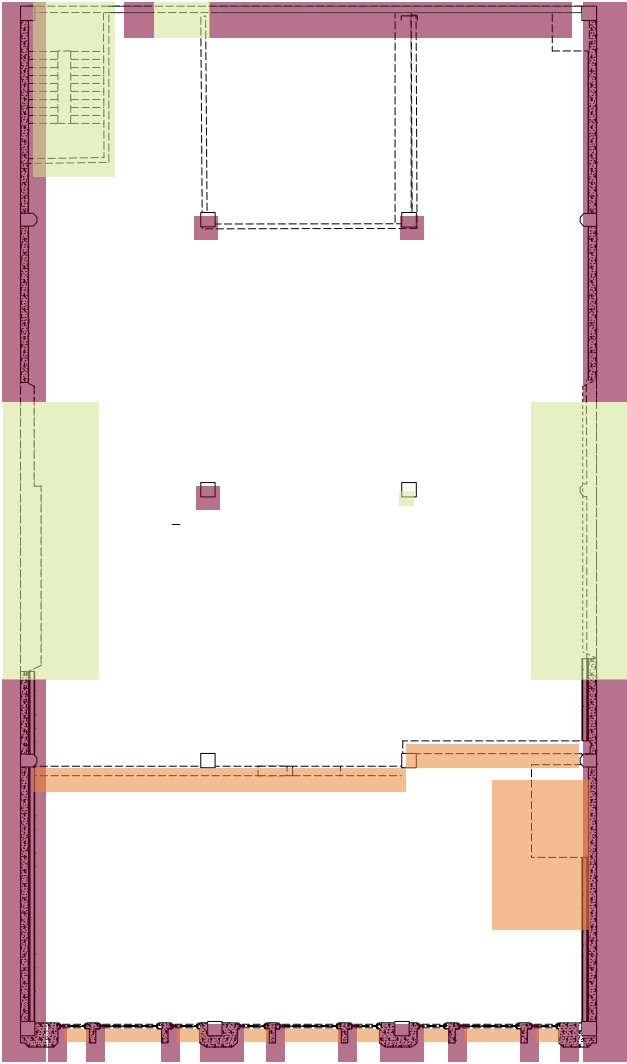
expected changes to existing building

Extensive changes to the existing building could fall into the category of an addition rather than an existing building.

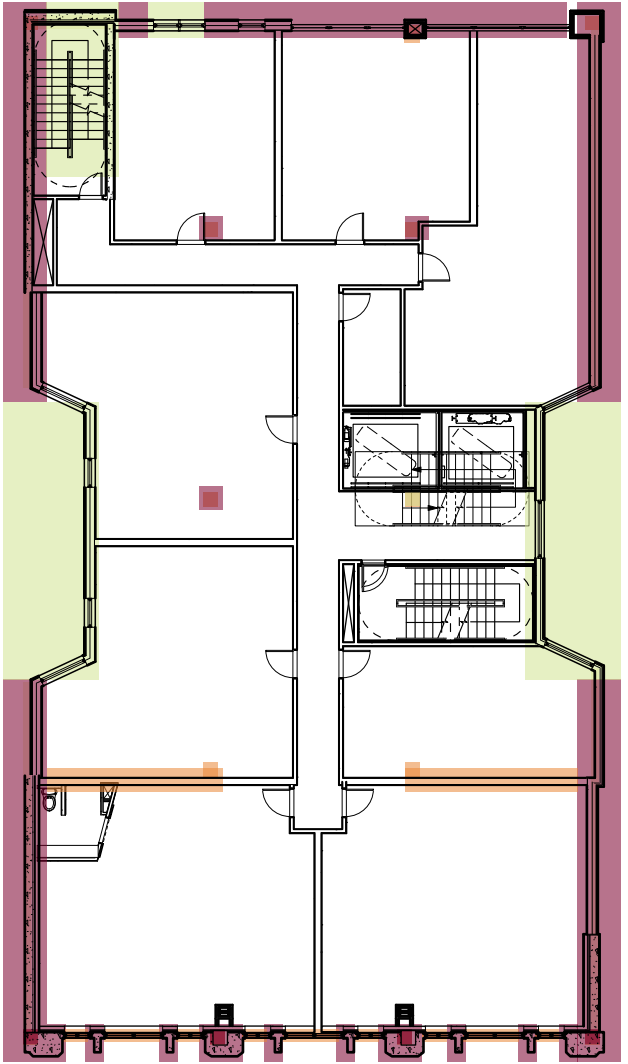
This diagram shows the expected changes to the existing building, to facilitate consultation on changes to the existing building that could be considered additions.

LEGEND

-  EXISTING NON-ORIGINAL ELEMENTS TO BE REMOVED
-  EXISTING ORIGINAL ELEMENTS TO REMAIN
-  EXISTING ORIGINAL ELEMENTS TO BE ALTERED



TYPICAL DEMOLITION PLAN



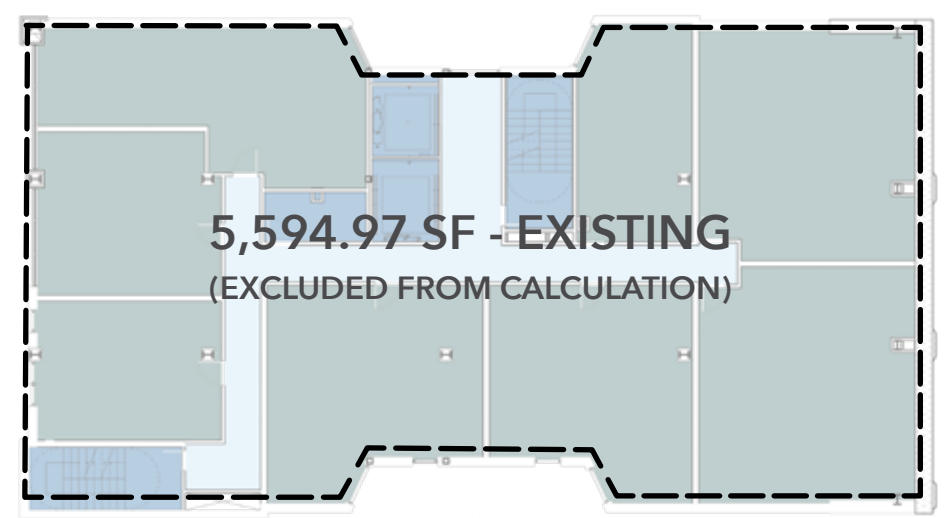
TYPICAL PLAN AT EXISTING STRUCTURE

EXTENT OF MODIFICATIONS TO THE EXISTING BUILDING

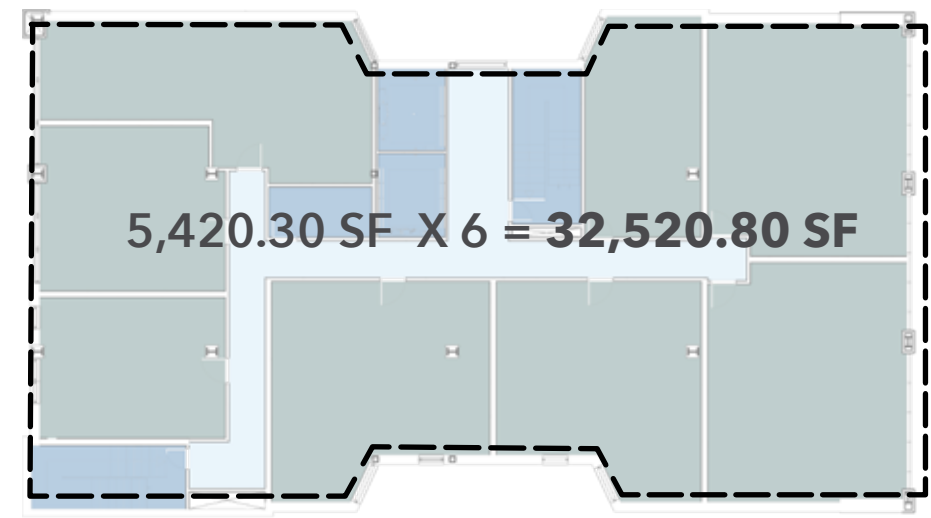


preferred architectural concept

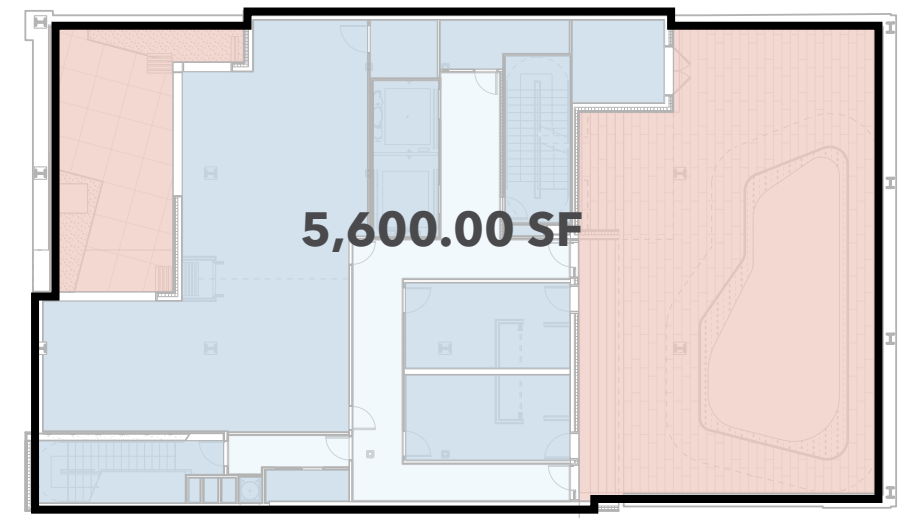
design review threshold calculation



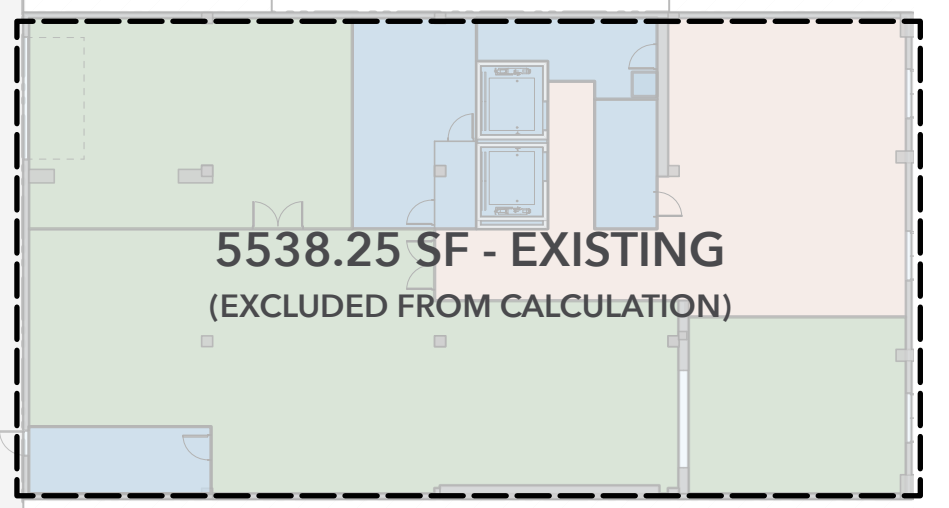
LEVELS 2-6



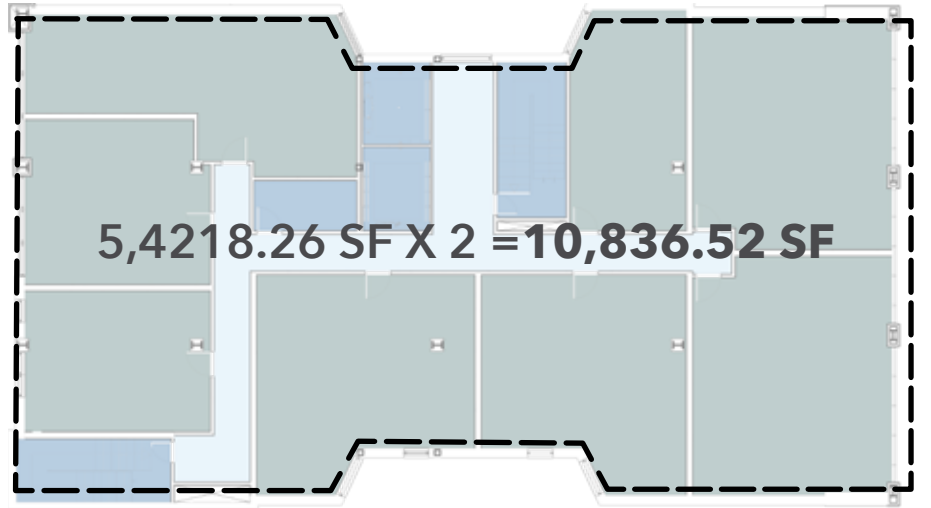
LEVELS 10-15



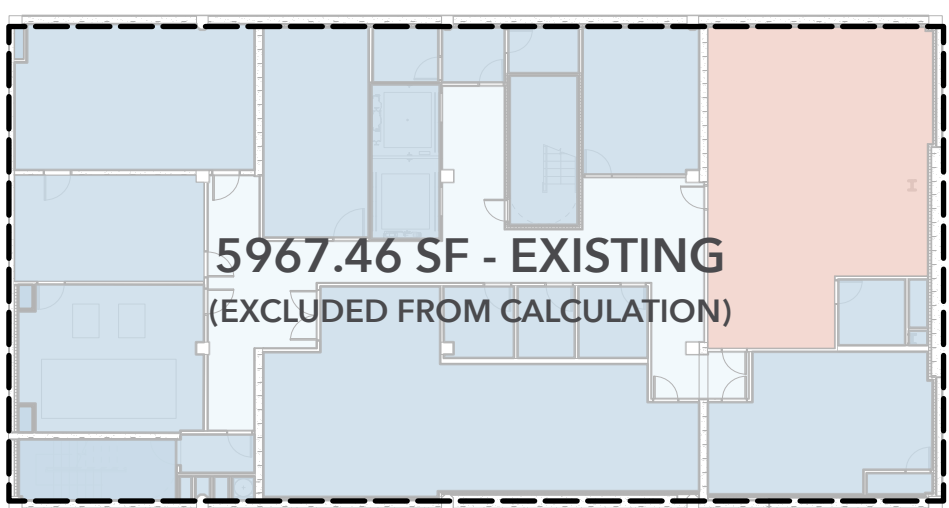
ROOF



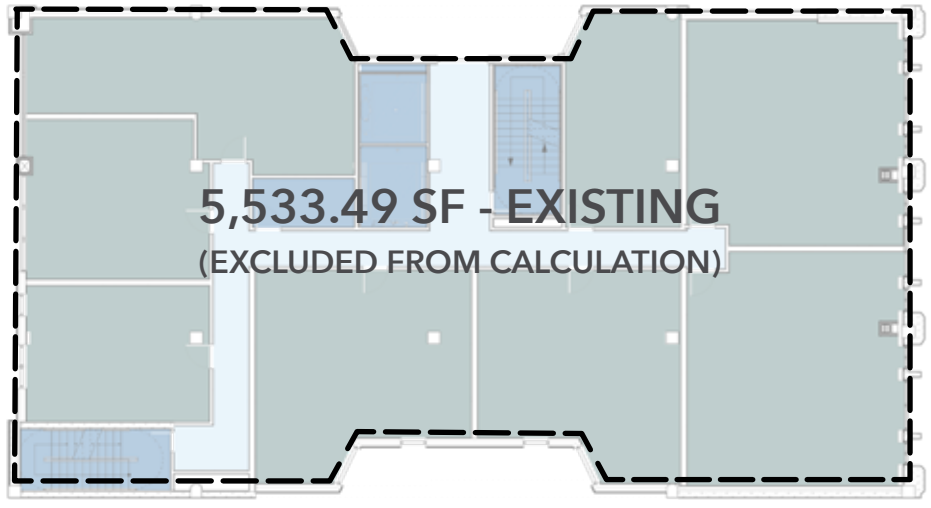
GROUND LEVEL



LEVELS 8-9



BASEMENT



LEVEL 7

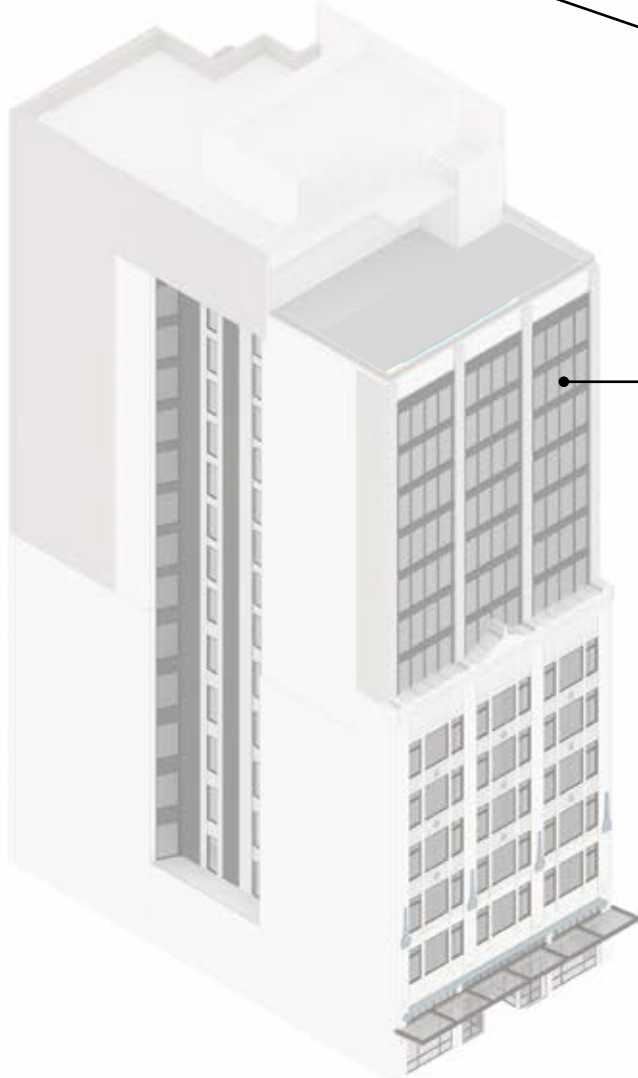
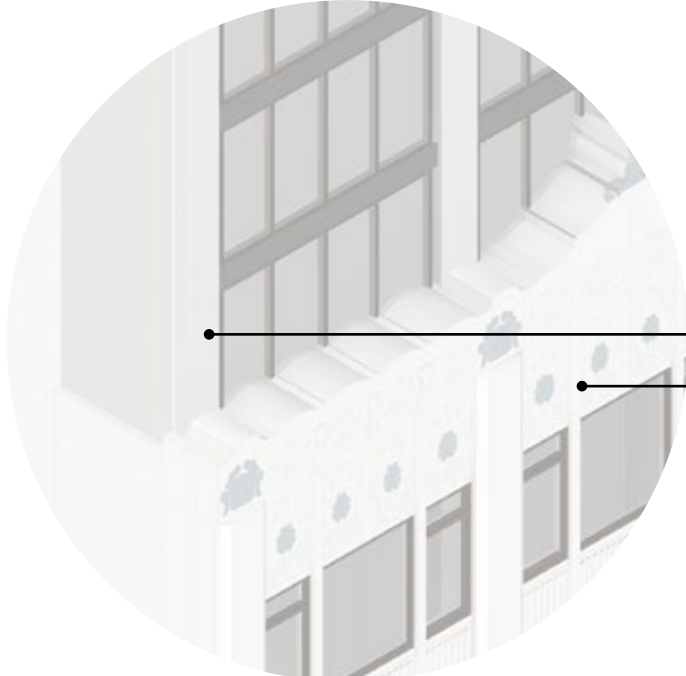
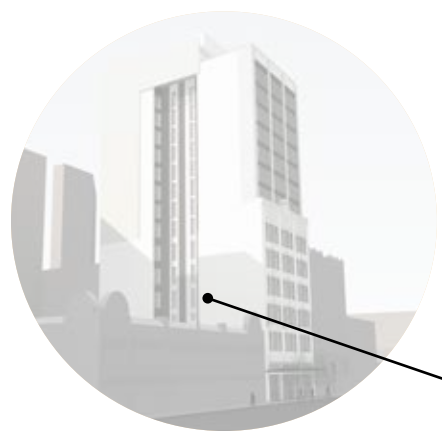
	GFA, ALL LEVELS	GFA, ADDITIONS
BASEMENT	5,967.46	excluded
GROUND	5,538.25	excluded
LEVEL 2	5,594.97	excluded
LEVEL 3	5,594.97	excluded
LEVEL 4	5,594.97	excluded
LEVEL 5	5,594.97	excluded
LEVEL 6	5,594.97	excluded
LEVEL 7	5,533.49	excluded
LEVEL 8	5,418.26	5,418.26
LEVEL 9	5,418.26	5,418.26
LEVEL 10	5,420.30	5,420.30
LEVEL 11	5,420.30	5,420.30
LEVEL 12	5,420.30	5,420.30
LEVEL 13	5,420.30	5,420.30
LEVEL 14	5,420.30	5,420.30
LEVEL 15	5,420.30	5,420.30
ROOF + AMENITY	5,600.00	5,600.00
TOTAL GFA	93,972.37	48,958.32

- Updated design review threshold for the dmc zone per table b in 23.41.004 is if the amount of developed floor Area is under 50,000 sf, the project can go through administrative design review
- The existing building does not count toward design review thresholds; only additions count toward design review threshold

49,958.32 GFA < 50,000 GFA;
THEREFORE IS ELIGIBLE FOR
ADMINISTRATIVE DESIGN REVIEW



concept development



historic facade emphasized



accentuate the historic details



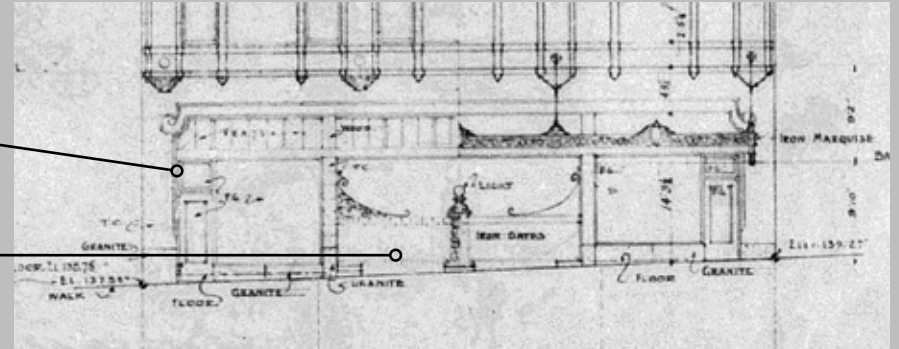
clean, light materials



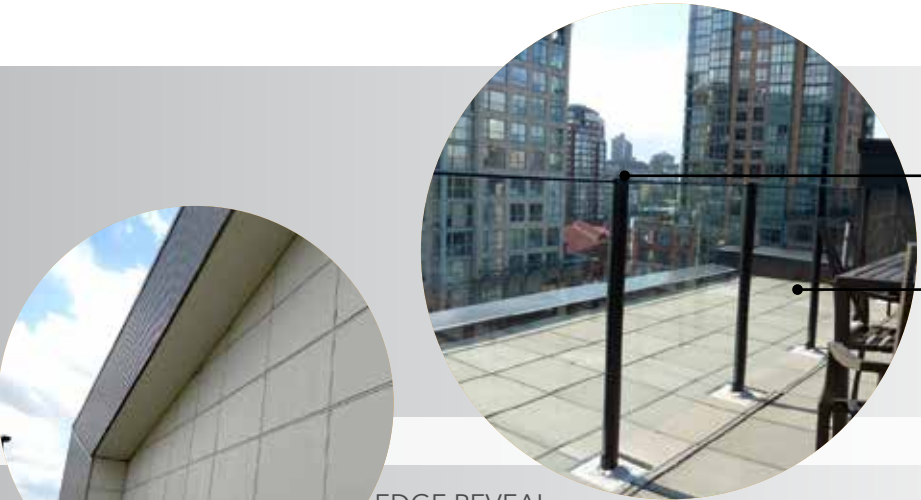
rhythm of bases and windows



window rhythm reflective of historic proportions while differentiating



inviting pedestrian view that harkens back to the original canopy, utilize details that reflect historic materials, set back main entry to reflect original garage entry



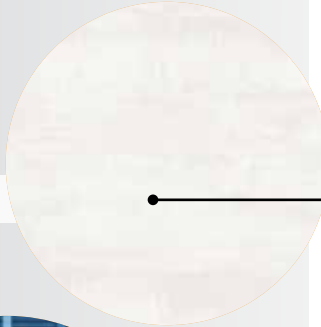
GLASS RAILING TO PRESERVE VIEWS



EDGE REVEAL



METAL CLADDING



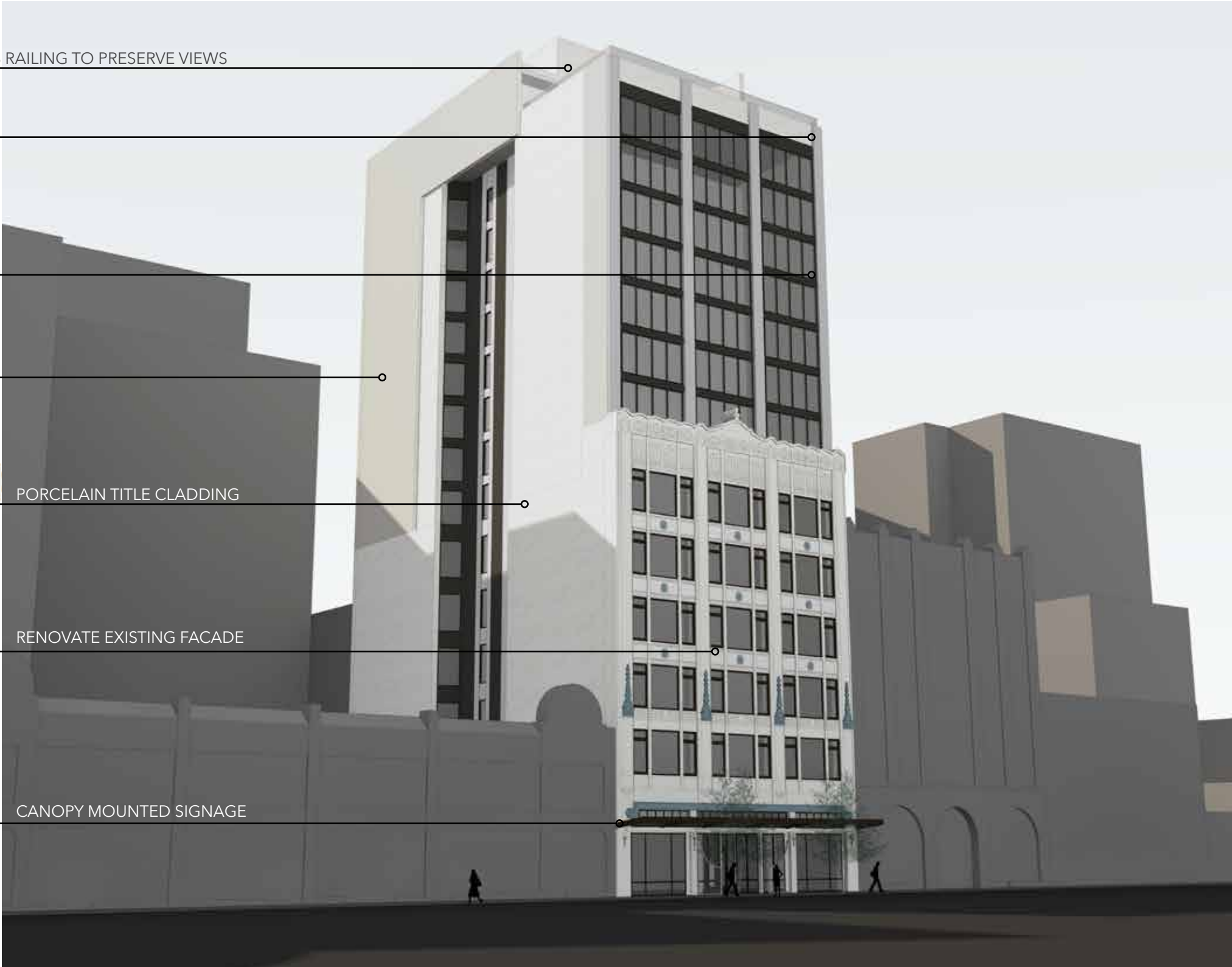
PORCELAIN TILE CLADDING



RENOVATE EXISTING FACADE



CANOPY MOUNTED SIGNAGE



pedestrian view west from 8th avenue

streetscape development

perspectives



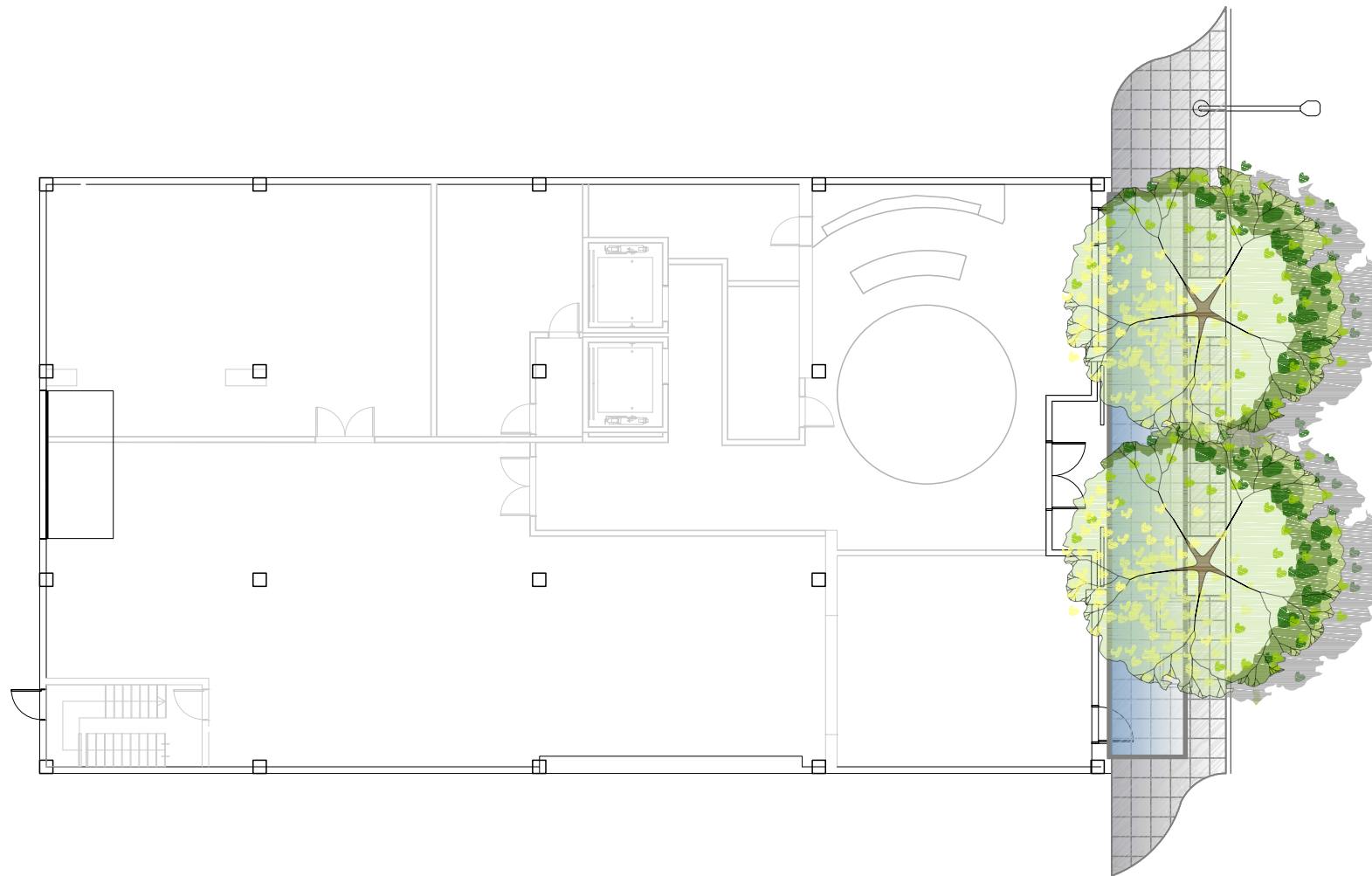
gate reinforces historic elements



clear canopy allows for visual connection to historic facade



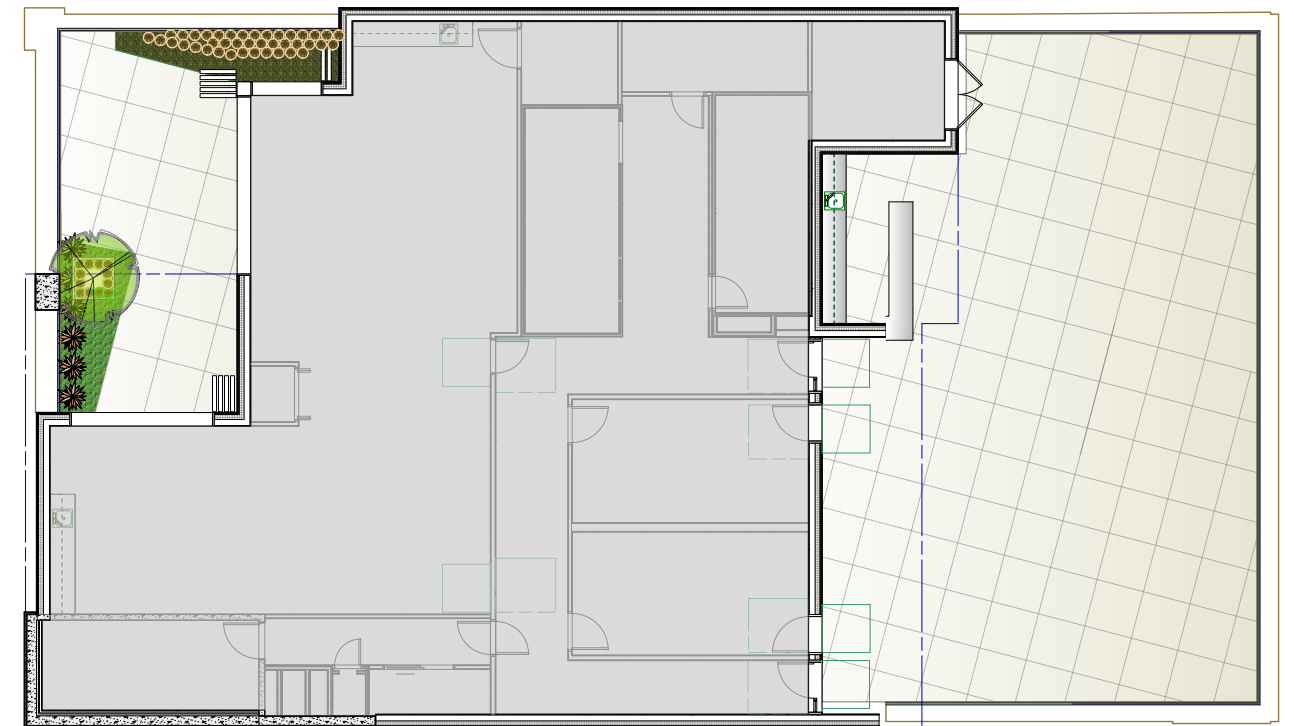
entry set back reflects original garage entry



ROOFTOP INDOOR AMENITY SPACE + TERRACE

1251 SF indoor, 2407 outdoor

- access to outdoor terrace
- 22'x43' minimum dimensions



3.47A.024 - AMENITY AREA

A - Residential amenity area required for 5% of the gross floor area of residential use. Shall not be enclosed. Must be a minimum of 250 square feet in size and have a minimum horizontal dimension of 10'

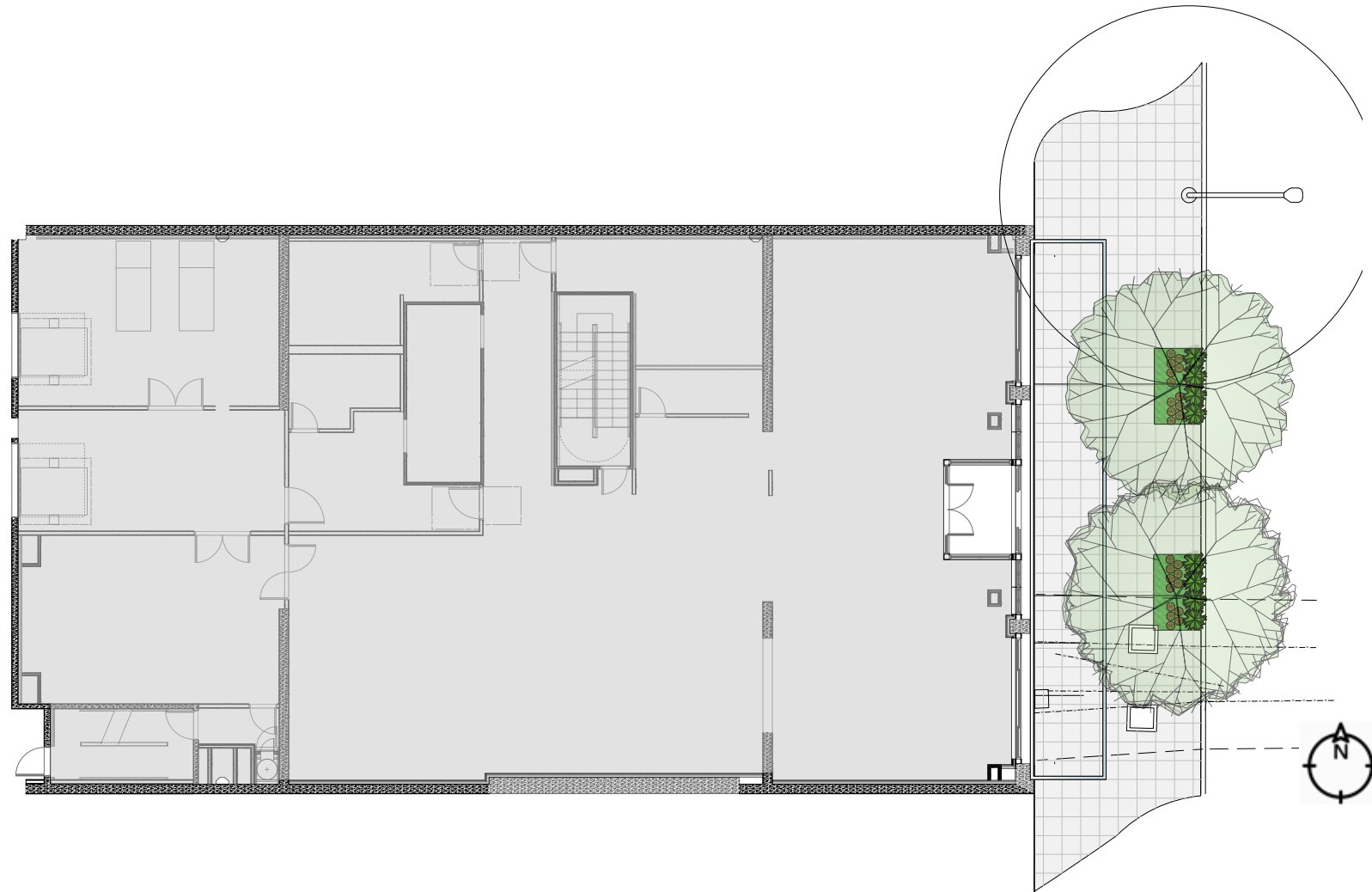
streetscape development

sun-shade diagram

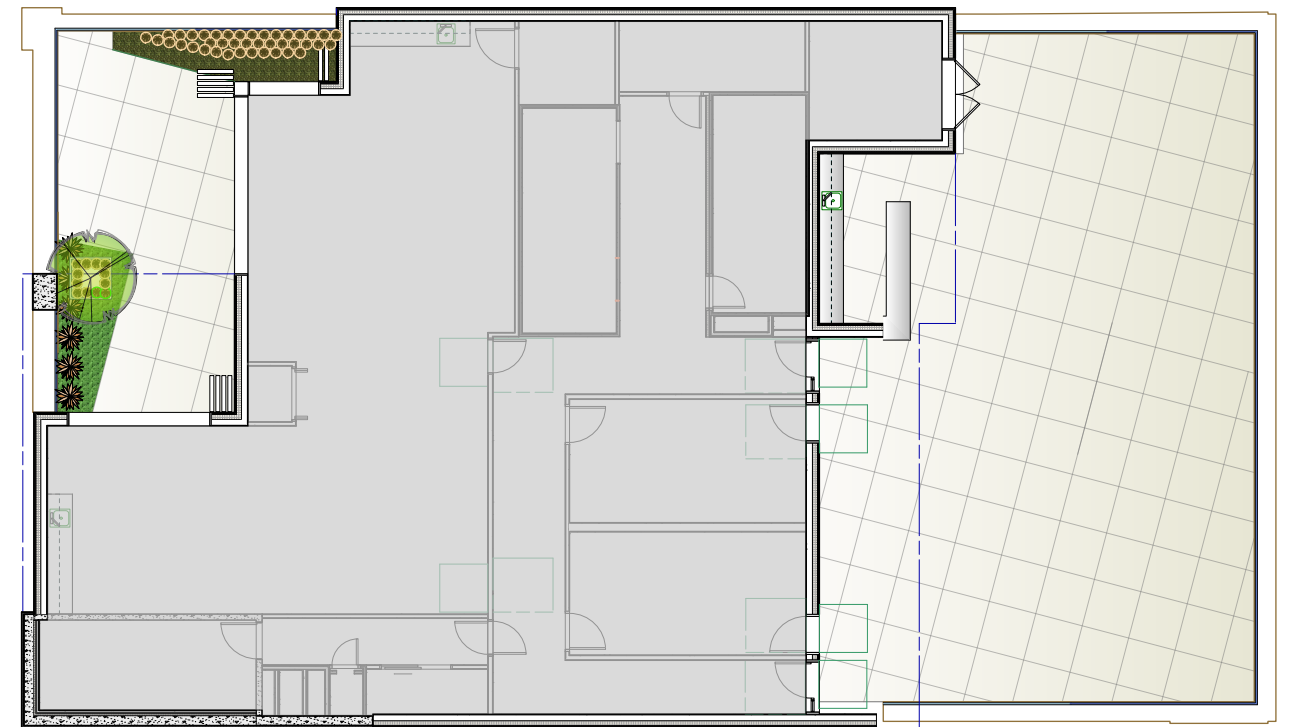


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landscape plans



GROUND LEVEL LANDSCAPE



ROOF LEVEL LANDSCAPE

Maximum required Residential Amenity Space: 1,478 SF*

Residential Amenity Space provided: 2,500 SF

*Per Option 3

landscape planting concepts

option 3 (preferred)



BETULA NIGRA
RIVER BIRCH



PHORMIUM TENAX
NEW ZEALAND
FLAX



DESCHAMPSIA
MAIDEN HAIR GRASS



PACHYSANDRA TERMINALIS
VARIGATED JAPANESE



OPHIPOGON NIGRESCENS
BLACK MONDO GRASS



ILEX CRENATA
JAPANESE HOLLY



POOL EDGE



DECK LIGHTS



ULMUS
FRONTIER ELM



CORTEN STEEL PLANTER



POOL BLUE TILE



SANDBLASTED AND SAW CUT
CONCRETE PAVING

departure request

maximum facade width

DEPARTURE REQUEST 1

23.49.058.C.2

Max façade width for portions of a building above 85' along the north/south axis of the site shall be 120 feet or 80 percent of the width, whichever is less.

On a lot where the limiting factor is the 80 percent width limit, the max façade width is no more than 50 percent of the area of the lot located within 15 feet of the street lot line is occupied by the structure.

Departure Request - Option 3 (preferred): The maximum permitted facade width above the 85 foot height on this lot is 48 feet or 80% of the lot width as measured along 3rd Avenue. The proposed facade width above 85 feet is 60 feet or 100% of the lot width, which is a departure of 12 feet.

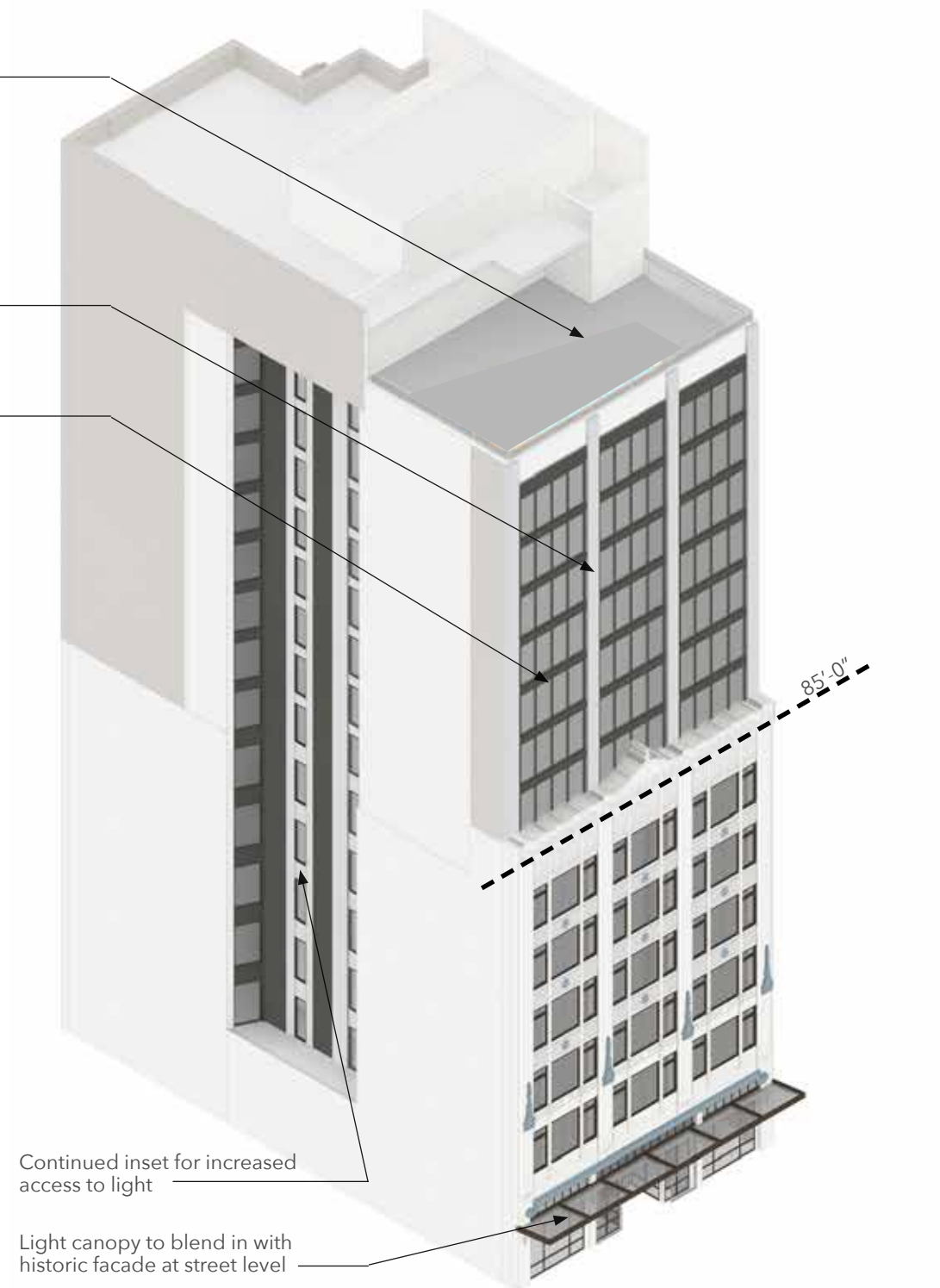
Departure Request - Option 2: The proposed facade width above 85 for option 2 is similarly 60 feet or 100% of the lot width, which is a departure of 12 feet. Option 2 differs in that this departure is necessary for only 24' along E-W lot line (approx. 25%).

Design Rationale: In an effort to keep the architectural integrity of the building, the departure allows the preferred design to create a better link between the existing structure's historic proportions and character by allowing the width to carry up the height of the building. The new addition will carry similar proportions both in height and width along with the extension of the existing columns that interact with the street level experience. In addition, the departure will increase the feasibility of developing the site in line with the Landmarks Preservation Board's recommendations (page 13), allowing the overall height of the building to be lower with more units per floor.

Top floor setback allows for smaller street presence and roof amenity space.

Vertical facade elements at addition to emphasize and continue historic facade

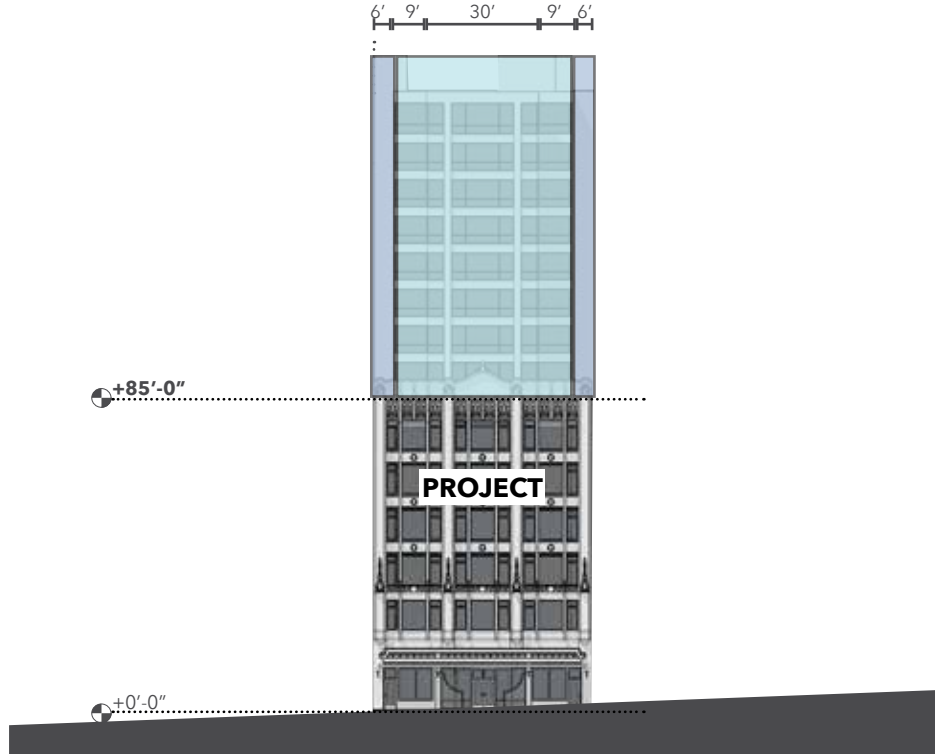
Addition reflects articulation and scale of historic facade



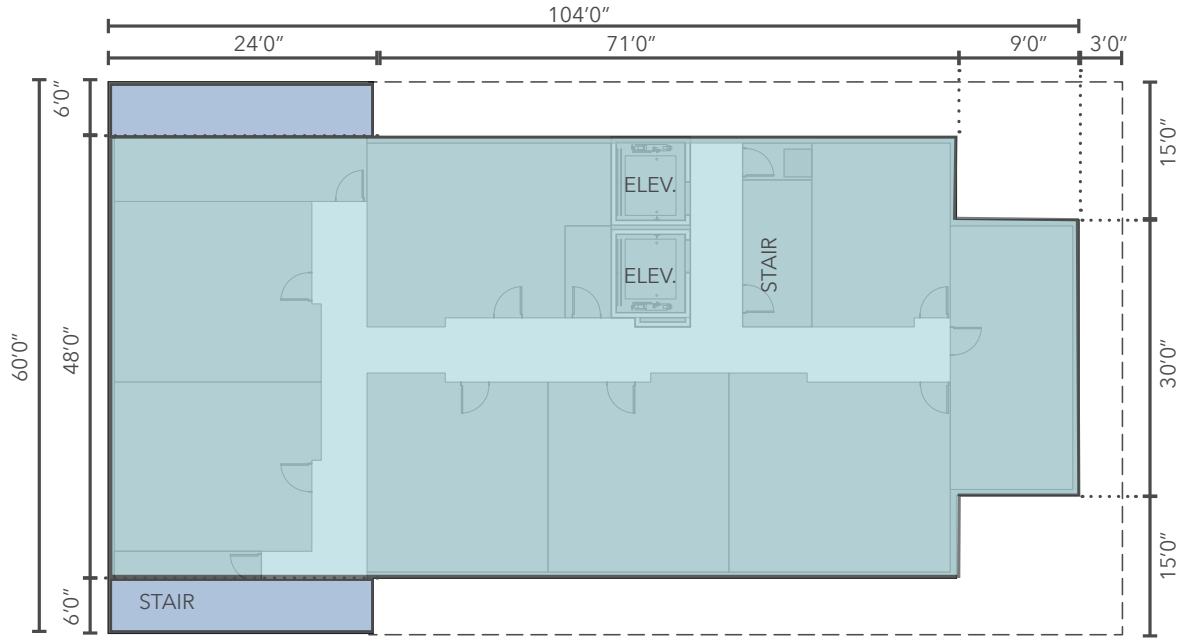
3 DIMENSIONAL VIEW

departure request

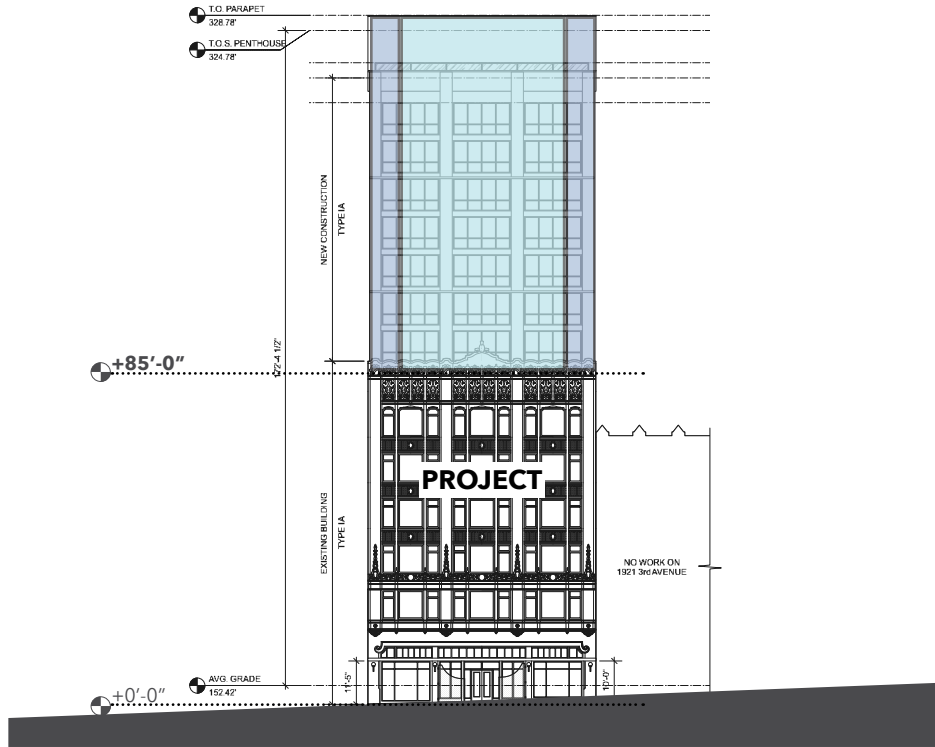
maximum facade width



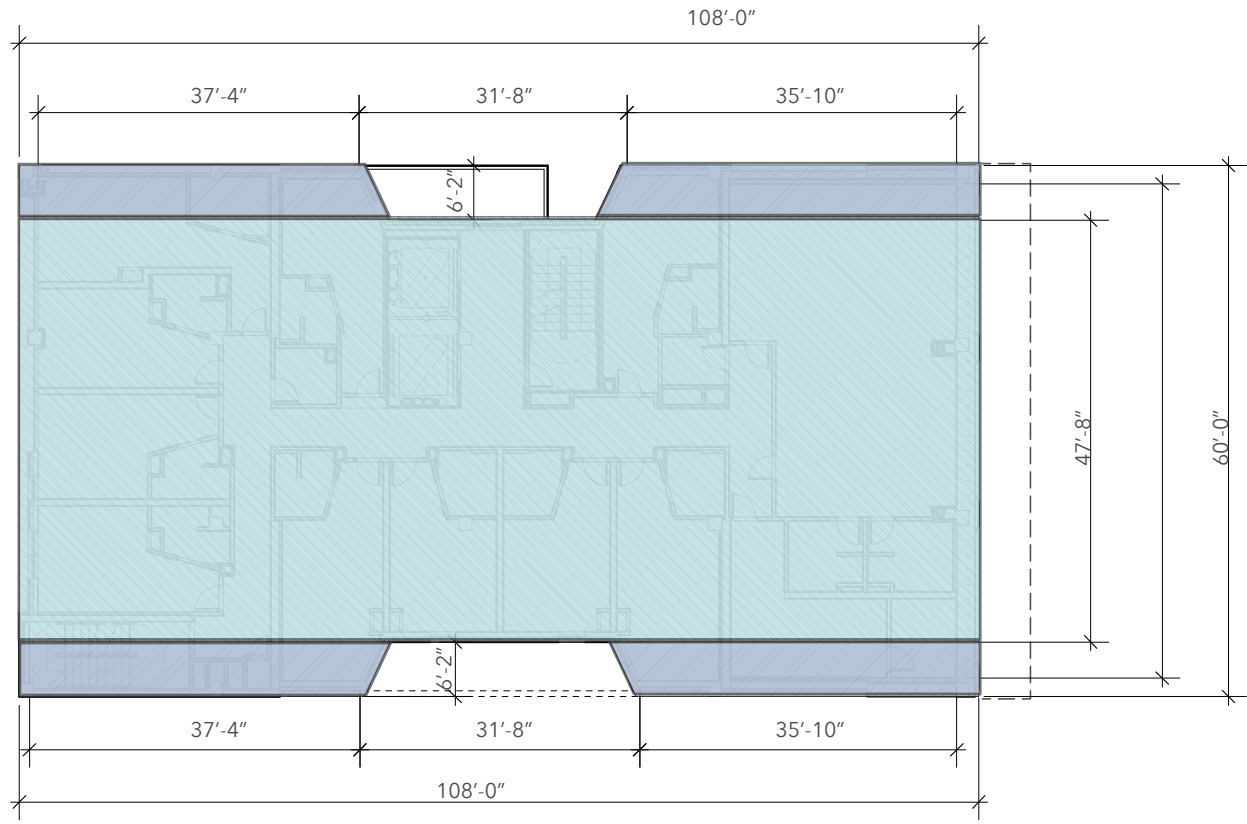
OPT. 2 EAST ELEVATION



OPT. 2 - TYPICAL LEVEL ABOVE 85'



OPT. 3 (PREFERRED) EAST ELEVATION



OPT. 3 (PREFERRED) TYPICAL LEVEL ABOVE 85'



NTS

- REQUESTED DEPARTURE
- ALLOWABLE BUILDING WIDTH

*drawings not to scale

director special exception | tower separation

tower separation

DIRECTOR SPECIAL EXCEPTION

23.49.058.D.3

If any part of a tower exceeds 160' in height, then all portions of the tower that are above 125' in height must be separated from any other existing tower that is above 160' in height, and the min. separation required between towers from all points above the height of 125' in each tower is 80.'

DIRECTOR SPECIAL EXCEPTION - 23.49.058.D.6

If the presence of an existing tower would preclude the addition of another tower proposed on the same block, as a special exception, the Director may waive or modify the tower spacing requirements of this Section 23.49.058

FOR DESIGN OPTION 3 (PREFERRED) & DESIGN OPTION 2:

a. IMPACT ON ADJACENT RESIDENTIAL STRUCTURES

Minimal to no impact on adjacent residential structures. The residential building to the north only has windows on the street and alley facades. The proposed 1931 3rd Ave tower to the north has a black façade up to 154 ft along their southwest property line before it steps back 14'.

c. IMPACT OFFSET

The proposed development will preserve the existing Landmarked structure on the site.

c. IMPACT ON PUBLIC ENVIRONMENT

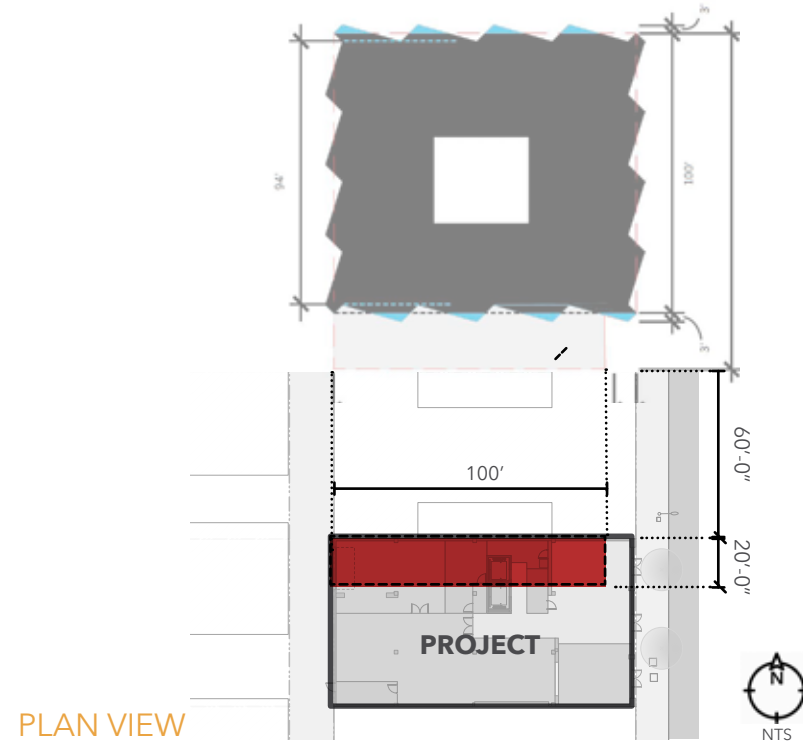
There is no impact to views from the street or public open spaces. It will have minimal impact to the shadows on the street because the project's site is oriented along a northeast-southwest axis.

d. DESIGN CHARACTERISTICS

(See notes to the right for option #3, and notes on page 45 for option #2)

f. ENCOURAGING RESIDENTIAL DESIGN IN DOWNTOWN

The project is a residential development.



PLAN VIEW

DESIGN OPTION 3 (PREFERRED)

DIRECTOR SPECIAL EXCEPTION - 23.49.058.D.6

Request for Exception:

To provide additional stories consistent with the historic facade of the existing structure, the project requests a departure for 20' of width and 37' of height along approx. 100' of required separation.

23.49.058.D.6 d) DESIGN CHARACTERISTICS

An exception for the preferred scheme, Option 3, would allow the massing to take design cues from the landmark building and reuse the existing building's structure. It responds to the landmark building's articulation and mimics the existing rhythm of glazed versus opaque facade. The overall form of design Option 3 is compatible with the landmark building in that it does not detract attention from the historic articulated facade. Compatibility with the landmark portion of the project was prioritized in past meetings with the Landmark Preservation Board –see page 13. An addition matching the width of the existing facade was shown at this time and preferred by the board.

*see page 28-31 for additional annotations & views



ELEVATION VIEW

director special exception | tower separation

tower separation

DESIGN OPTION 2

DIRECTOR SPECIAL EXCEPTION - 23.49.058.D.6

Request for Exception:

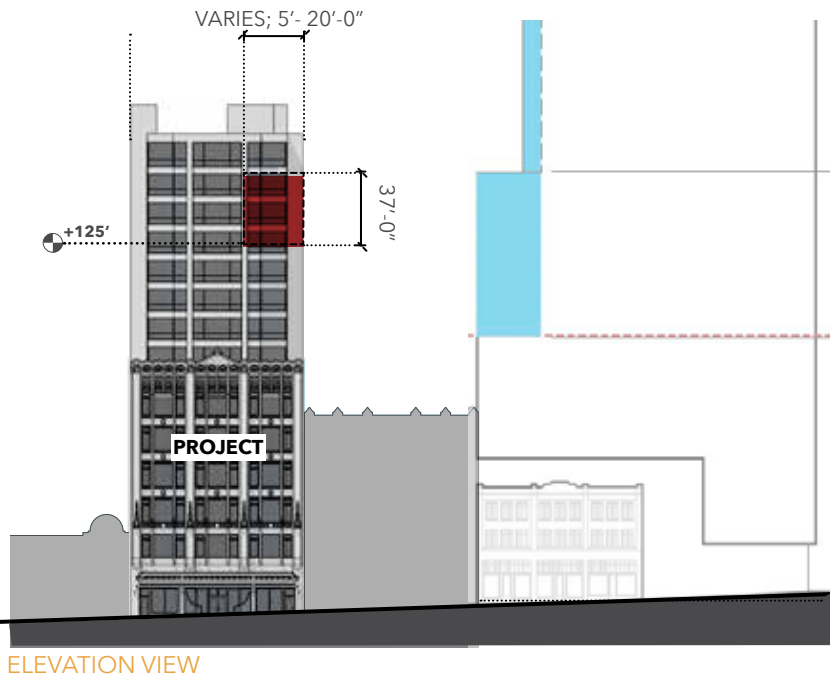
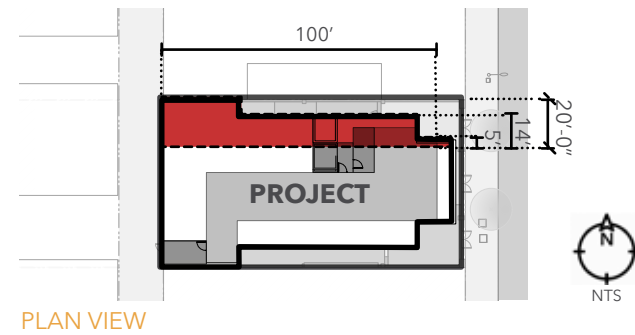
To provide additional stories consistent with the historic facade of the existing structure, the project requests a departure varying from 5- 20' of width and 37' of height along approx. 100' of required separation.

23.49.058.D.6 d) DESIGN CHARACTERISTICS

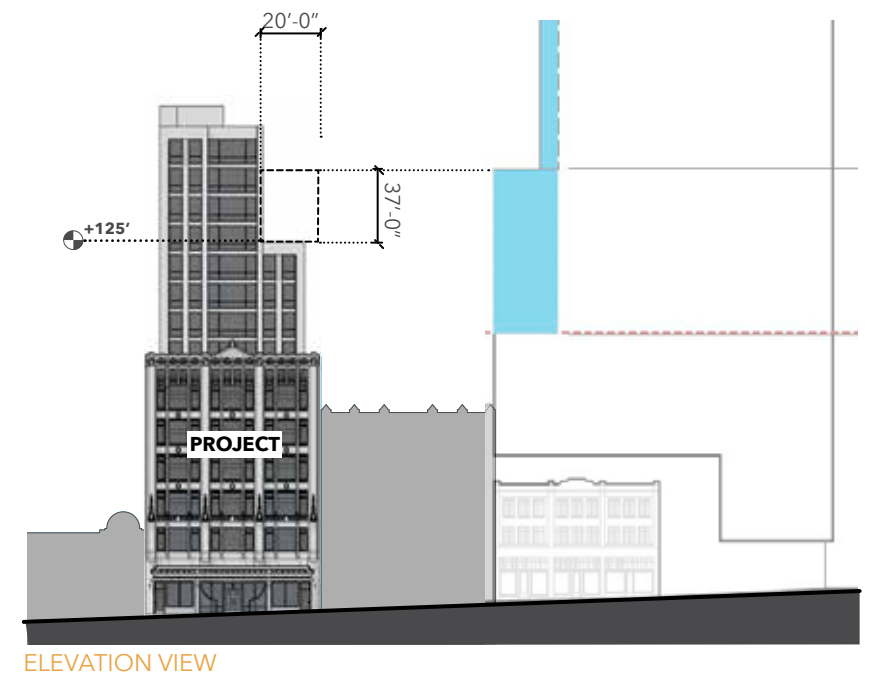
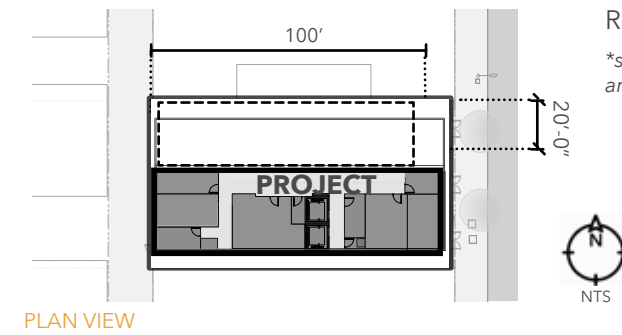
An exception for design Option 2 would allow the new addition to use the rhythm of the landmark building's facade to dictate where the addition sets back. While the area within the required tower set back for Option 2 is less than Option 3, the removal of the street facade corners creates a stark contrast between the landmark building and the new addition.

**see page 24-27 for additional annotations & views*

DESIGN OPTION 2 DRAWINGS:



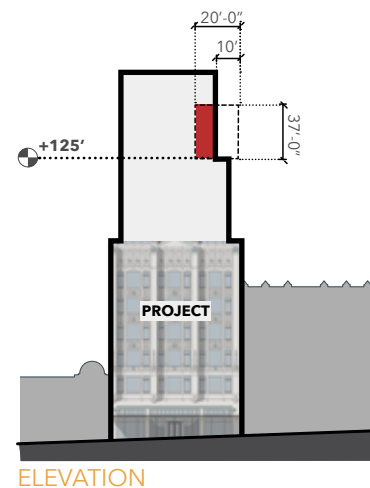
DESIGN OPTION 1 (COMPLIANT):



Request for exception: None

**see page 20-23 for additional annotations & views*

ALTERNATIVE MASSINGS:

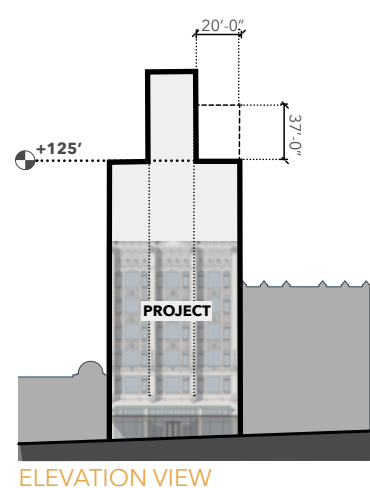


Alternative massing A

EXCEPTION REQUIRED: 10' width and 37' height along approx. 100' of req'd separation

PROS: - min. departure req'd

CONS: - asymmetrical
- distracts from landmark structure

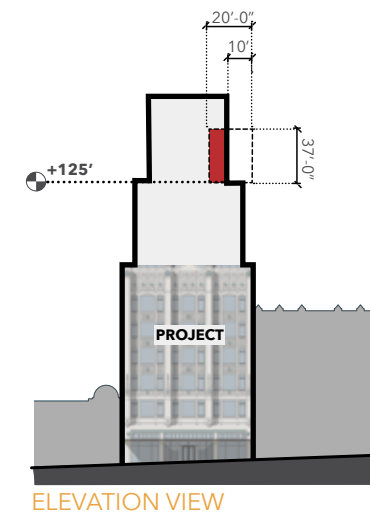


Alternative setback massing B

EXCEPTION REQUIRED: None

PROS: - symmetrical
- vertical elements continued

CONS: - unbalanced form
- infeasible floor plan



Alternative setback massing C

EXCEPTION REQUIRED: 10' width and 37' height along approx. 100' of req'd separation

PROS: -symmetrical
-balanced form

CONS: -distracts from landmark structure

third place design
co-operative
where architecture meets community