

12311 32nd Avenue NE - DPD Project # 3004734



Early Design Guidance - March 5, 2007



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Application for Early Design Guidance
Attachment A
DCLU# 3004734

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site address is 12311-27 32nd Ave NE. This site is two blocks east of Lake City Way NE and mid-block between NE 125th Street and NE 123rd Street. Existing uses on site include several single-family and multi-family dwelling units. There are no paved parking areas currently on site. The topography slopes up gently to the north with a maximum elevation change of 12'-0" from the low point at +181 up to the high point of +193. The north and west borders of the site are adjacent to existing alleys in need of improvements. The east perimeter is adjacent to 32nd Ave NE. The neighboring property has a low concrete wall adjacent to the south perimeter of the site.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The site is zoned NC3-85' in the Lake City neighborhood and is also classified in the Urban Village category.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

Lake City Way is the local business district with various civic and commercial uses. All commercial activity in the neighborhood is concentrated along Lake City Way with minor commercial activity occurring on the adjacent streets, including 31st Ave NE just west of the project site. The majority of the surrounding neighborhood is comprised of single family and multi-story apartment buildings.

There are civic buildings within walking distance of the project site. There is a local public library, a community center, a neighborhood service center, a fire station and a post-office to serve the Lake City community.

Commercial uses along Lake City Way include banks, car dealerships, restaurants and retail establishments. Closer to the site along 31st Ave NE there is an auto body shop and several restaurants and retail stores.

Vehicle traffic is concentrated along Lake City Way, aka State Route 522. Lake City Way turns into Bothell Way NE to the northeast, and links to I-5 to the southwest, thus providing a major thoroughfare between downtown Seattle and the outlying suburbs. Bus service is frequent along Lake City Way, making this neighborhood convenient for commuting to downtown Seattle and the University of Washington.

Sidewalks are generally absent throughout the area, and there are no sidewalks currently adjacent to the project site. As new buildings are added to the neighborhood, new sidewalks are added to enhance the pedestrian environment.

Natural amenities for the area include proximity to Lake Washington, Thornton Creek and the Burke-Gilman Trail.

Large-scale apartment buildings have been built in the neighborhood in recent years. There are two 7-story mixed-use buildings to the west of the project site along 31st Ave NE (they share an alley with the project site), and others are built further north in the neighborhood along Lake City Way. The new buildings have commercial space on the ground floor and several stories of residential units above. They use similar materials, such as cement fiber board and metal siding, and they use color to provide modulation and scale. They all provide marquees above the commercial level to provide weather protection and give a sense of pedestrian oriented scale. The two 7-story buildings directly adjacent to the project site on 31st Ave NE use sloped roof forms to provide a residential quality and a visual termination to the buildings.

Currently there is no commercial development along 32nd Ave NE. There is a three story office building to the south of the site at the corner of 32nd Ave NE and NE 123rd Street, and there is a large parking lot to the north of the site at the corner of 32nd Ave NE and NE 125th Street. Other than those two non-residential uses, all development along the 32nd Ave NE is either single-family or low-rise multi-family housing.

There are numerous multi-family buildings along 32nd Ave NE. Most are two to four stories and do not appear to have any significant architectural features. Future mixed-use and commercial development is anticipated for the east side of 32nd Ave NE between NE 123rd Street and NE 125th Street as it has been zoned NC3-65. The existing building type on the streets east and south of the project site is predominantly single-family homes, although the majority of area is zoned for low-density multi-family housing.

Adjacent zoning:
The general zoning pattern is to concentrate commercial development along the business district of Lake City Way and gradually become more residential in nature as lots move further away from the main arterial. NE 125th Street is zoned as a secondary commercial corridor that crosses Lake City Way. The project site is on a city block zoned for NC3-85 use, just south of NE 125th Street and two blocks east of Lake City Way. Directly to the west the adjacent zoning steps down to NC3-65 along 31st Ave NE and remains NC3-65 to the opposite side of Lake City Way, forming the heart of the business district. Directly east of the site the adjacent zoning steps down to NC3-65 along 32nd Ave NE and then steps down further to L-3 and L-2 use before crossing 35th Ave NE and becoming SF-7200.

4. Please describe the proponent's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

Our proposal is to construct a 7-story mixed-used building, with two levels below grade for a total area of approximately 195,000 SF. Parking for approximately 175 stalls will be located on Level 1/P1, Level P2 and Level P3. Levels P2 and P3 will be below grade. Approximately 15,000 SF of street-level Live/Work commercial space will be located on Level 1/P1. Levels 2 through 7 will contain approximately 130-150 units ranging from studios to 2 bedrooms to loft units on the top floor. Please refer to the enclosed Project Data for more information.

A departure may be required to permit commercial access more than 3' above grade. Please refer to the attached 11" x 17" packet for more information.



1.0 PROJECT DATA

1.1 Location: ALTERNATE Scheme
Mid-Block location on 32nd Ave, Seattle WA
1.2 Site Area: 31,722 approx.
1.3 Zone: NC3-85' / Lake City Neighborhood-Hub Village
1.4 Building Code: 2003 Seattle Amendments to the IBC
1.5 Proposed Use: Residential Mixed-Use

1.7 Occupancy Classification / Separations		M	R-2	S-2
Commercial	M		1	1
Residential	R-2	1		3
Parking Garages	S-2	1	3	

1.8 Gross Floor Area:

Flr. Lev.	PKG (gsf)	VERT CIRC	LOBBY/CORE	LIVE/WC (gsf)*	RESID. (gsf)	RESID. COMMON	TOTAL (gsf)	open space
Level P3	16,266	414	100				16,780	
Level P2	28,666	414	100				29,180	
Level P1/1	15,216	758	1272	7,752		1782	26,780	2178
Level 2		414	1,367	7,062	12,797		21,640	5971
Level 3		414	2,226		17,860		20,500	1,938
Level 4		414	2,226		17,860		20,500	1,288
Level 5		414	2,226		17,860		20,500	1,288
Level 6		414	2,226		17,860		20,500	1,288
Level 7		414	1,335		10,881		12,630	7,848
Level 7+					5,314		5,314	
Subtotal	60,148	3,656	13,078	14,814	100,432	1,782	193,910	21,799

res sf 100,432 / 135 units = 744 gsf / unit

Note: 15 Live/Work units to be included in addition to the 135 apartments

*NOTE: Level 7+ SF is NET sf.

2.0 ZONING DATA

2.1 Height: SLUC 23.47.012
Max. Allowed: 85'

2.2 Mixed Use Development: SLUC 23.47.008
Commercial space shall provide min. average depth of 30' at street level
Entrances to commercial space to be no more than 3' above or below sidewalk grade.
Mixed use development at street level shall have min. floor to floor height of 13'

2.3 General Façade Requirements: SLUC 23.47.016E
Blank facades greater than 30 feet in NC3 zone, ivy or vegetation shall be planted in front of or on the street-facing side of the blank façade.
Blank façade requirements shall apply to the area of the façade between 2 and 8 feet above the sidewalk

2.4 Maximum Density Limits SLUC 23.47.08.C.4.d
Aggregate residential lot coverage shall be limited to 64% of lot area
Lot Area = 31,722 gsf
64% Allowed= 20,302 gsf
Proposed= 20,264 gsf (The sum of Levels 2-7+ divided by 6)

2.5 Open Space Requirements SLUC 23.47.024.A
Required: 20% gross resid. space = 19,989
Provided: 21,799

2.6 Landscaping: SLUC 23.47.016.B
Landscaping equal to 5% of lot area shall be provided where visible to pedestrians or customers and where there is adequate light and space for plant survival.
Required: 30% of roof garden (DR 13-92)

2.7 Solid Waste & Recyclables: SLUC 23.47.029
Required: (more than 100 units) 200 sf front-loading type
plus 2 sf for each additional unit over 100
Total units: 135 246 sf required
Access: front-loading dumpsters shall have direct access from alley or street

2.8 FAR Requirements SLUC 23.47.012
Per Chart C, for structures in 85' zones, total structure limited to FAR of 6 and any single use limit to FAR of 4.5
Lot Area = 31,722 x 4.5 142749 gsf limit for single use
100,432 gsf proposed residential
31,722 6 190332 gsf limit for total structure
148,364 gsf proposed(excludes P3 and P2)

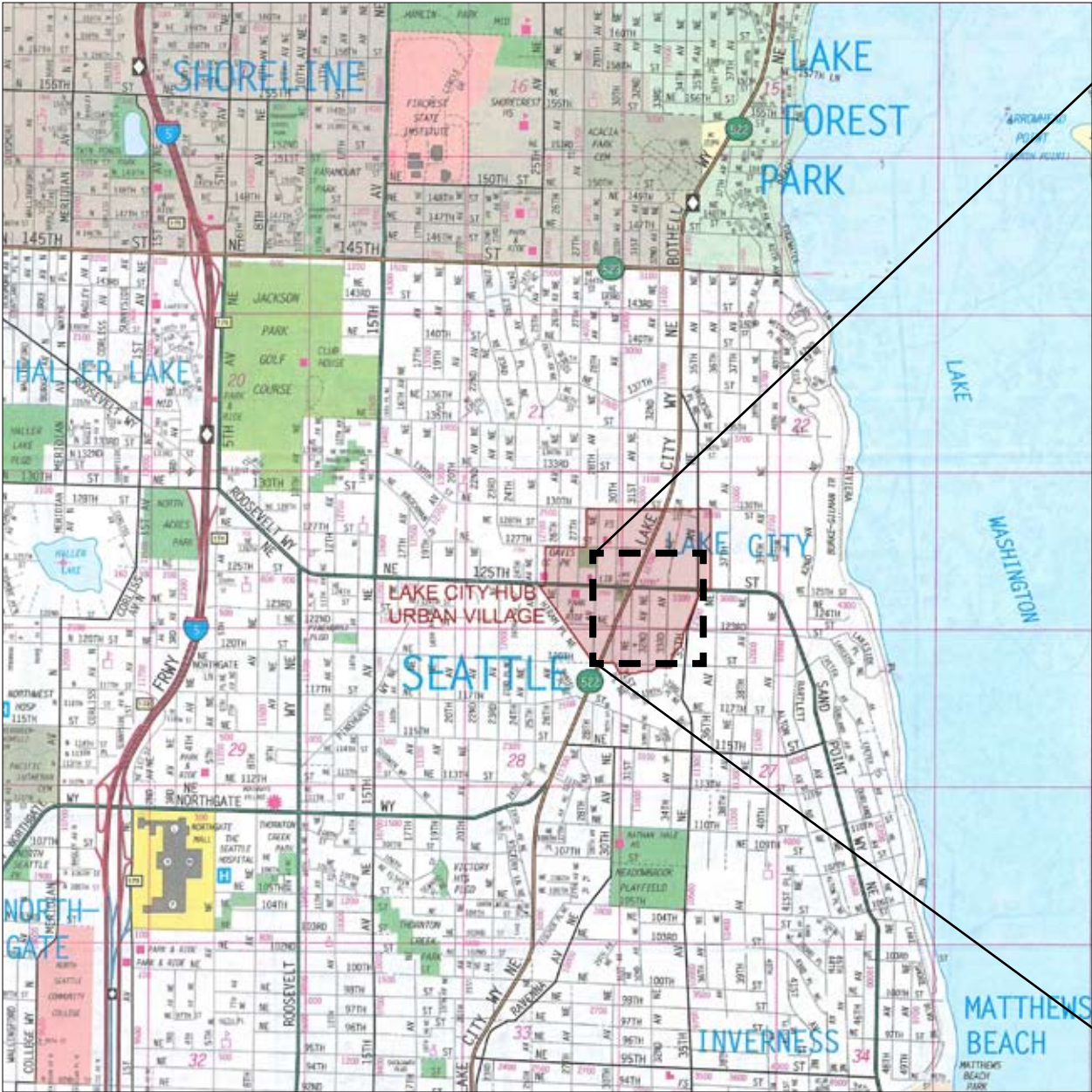
2.9 Parking: SLUC 23.54.015 Chart A
Required Parking Ratio
Live/Work 15 units 1 15
Residential 135 units 1.25 169 (60% M req.)
184

Provided Parking							
	S	M	L	S (tand.)	M (tand.)	L (tand.)	ADA
P2	27	35					
P1	39	72					
L1M	4	51					
totals	70	158	0	0	0	0	0

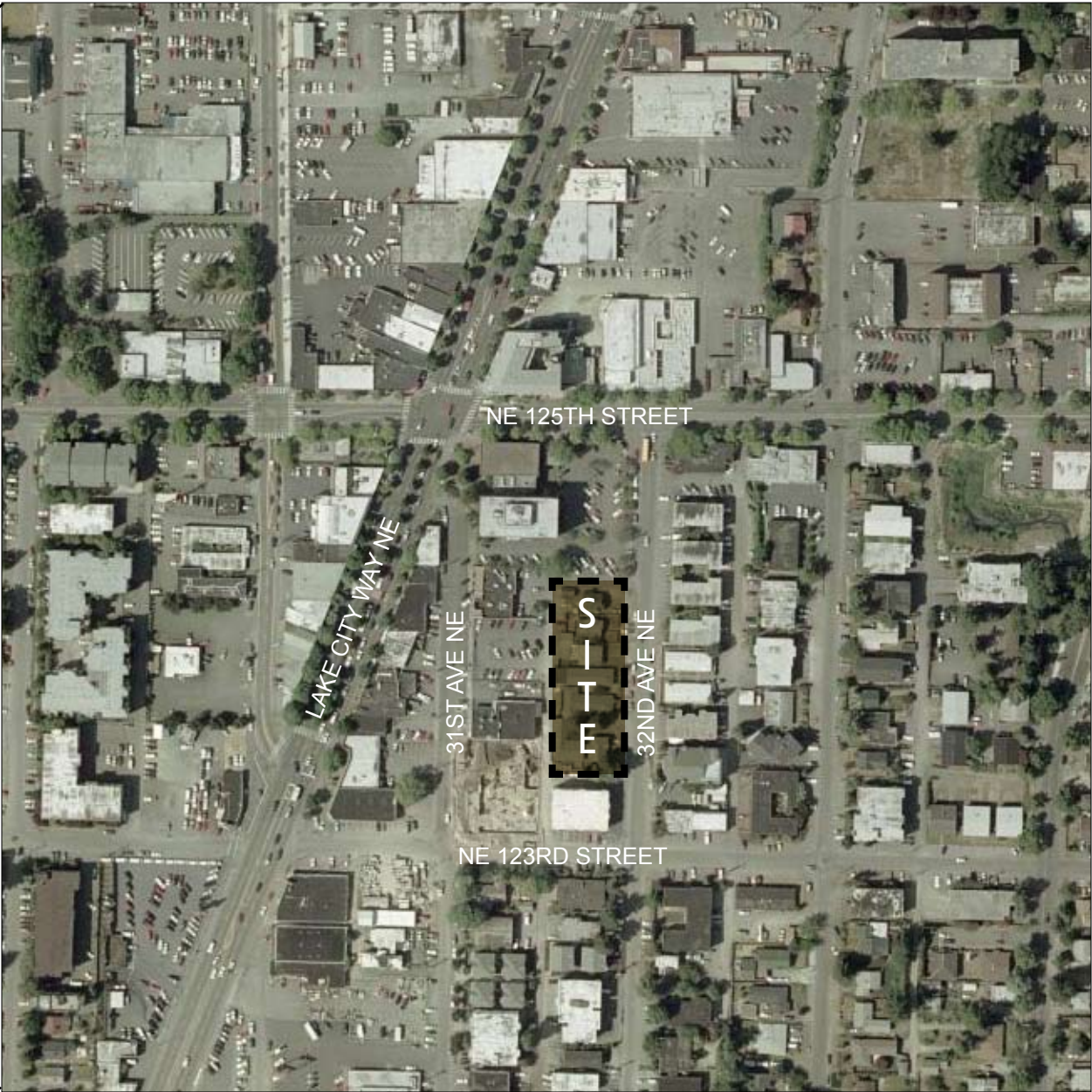
total small 70 31%
total med 158 69%
TOTAL: 228

The zoning designation for the project site is NC3-85. The site is in the Lake City Urban Hub Village overlay district. Current structures on site include: (3) one-story single family homes, (1) two-story single family house, (3) one-story multi-family buildings, (2) one-story garages and (1) wood shed. There are paved walkways on site but there is no paved parking on site. A grade change of approximately 12'-0" will need to be addressed across the length of the site, and may result in the need for varied entry slab elevations or a departure for commercial access higher than 3' above grade.

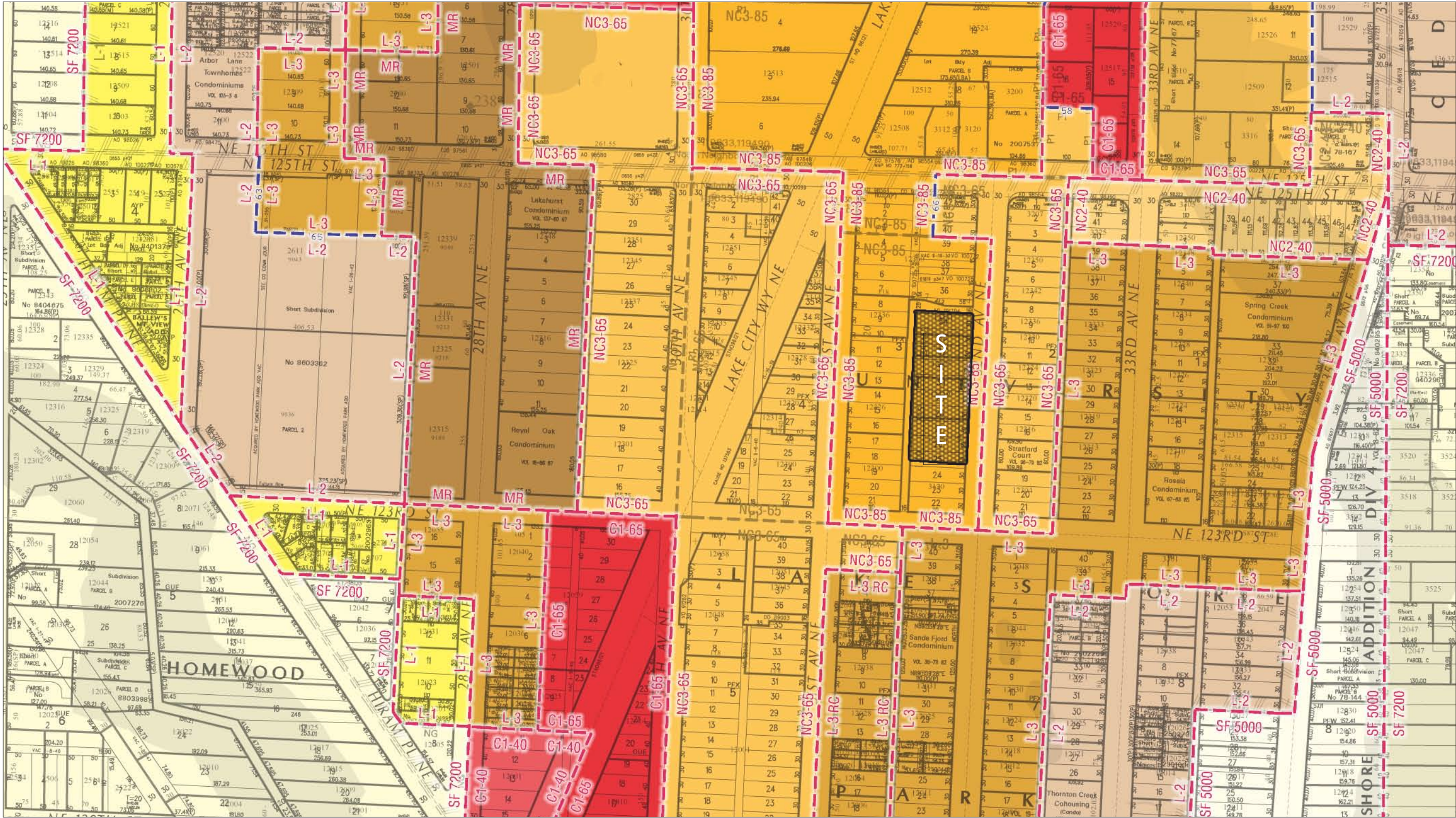




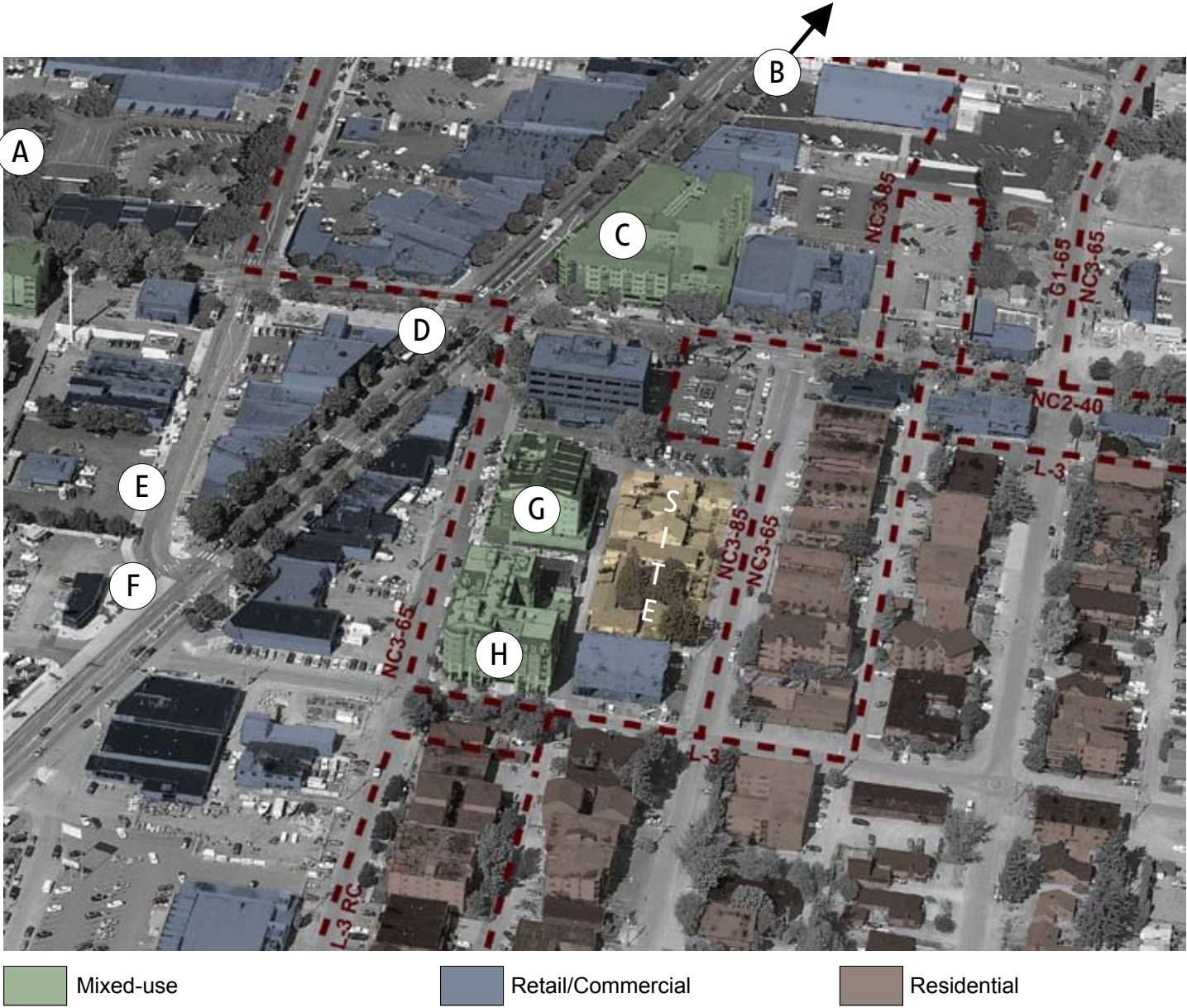
Vicinity Map



Aerial Photo (does not represent current development along 31st Ave NE)



Zoning Map





West Elevation along 32nd Avenue NE



East Elevation along 32nd Avenue NE



Clear Sense of Entry



Human Scale



Contextual Roof Forms



Facade Modulation



Interval Expression



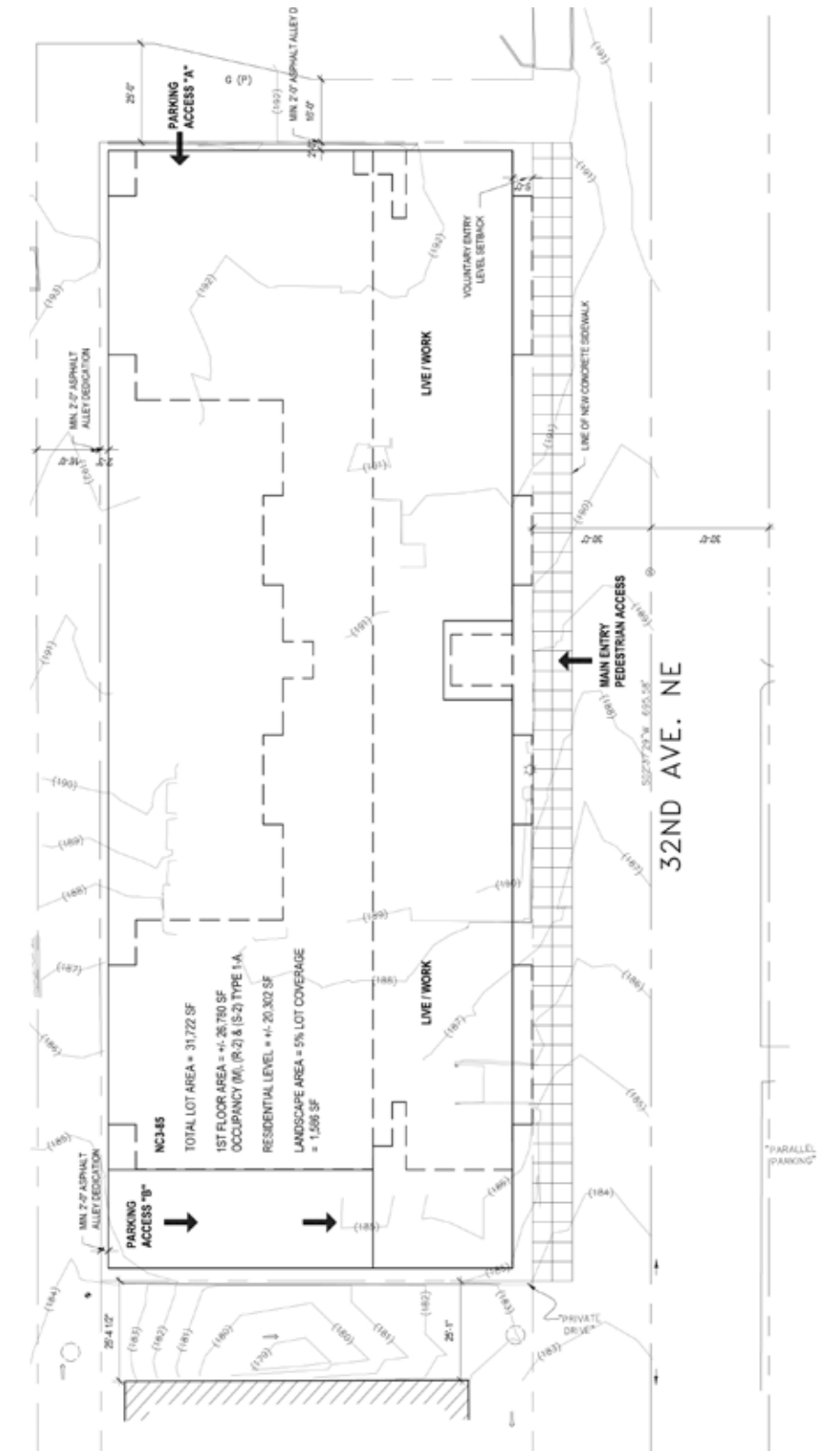
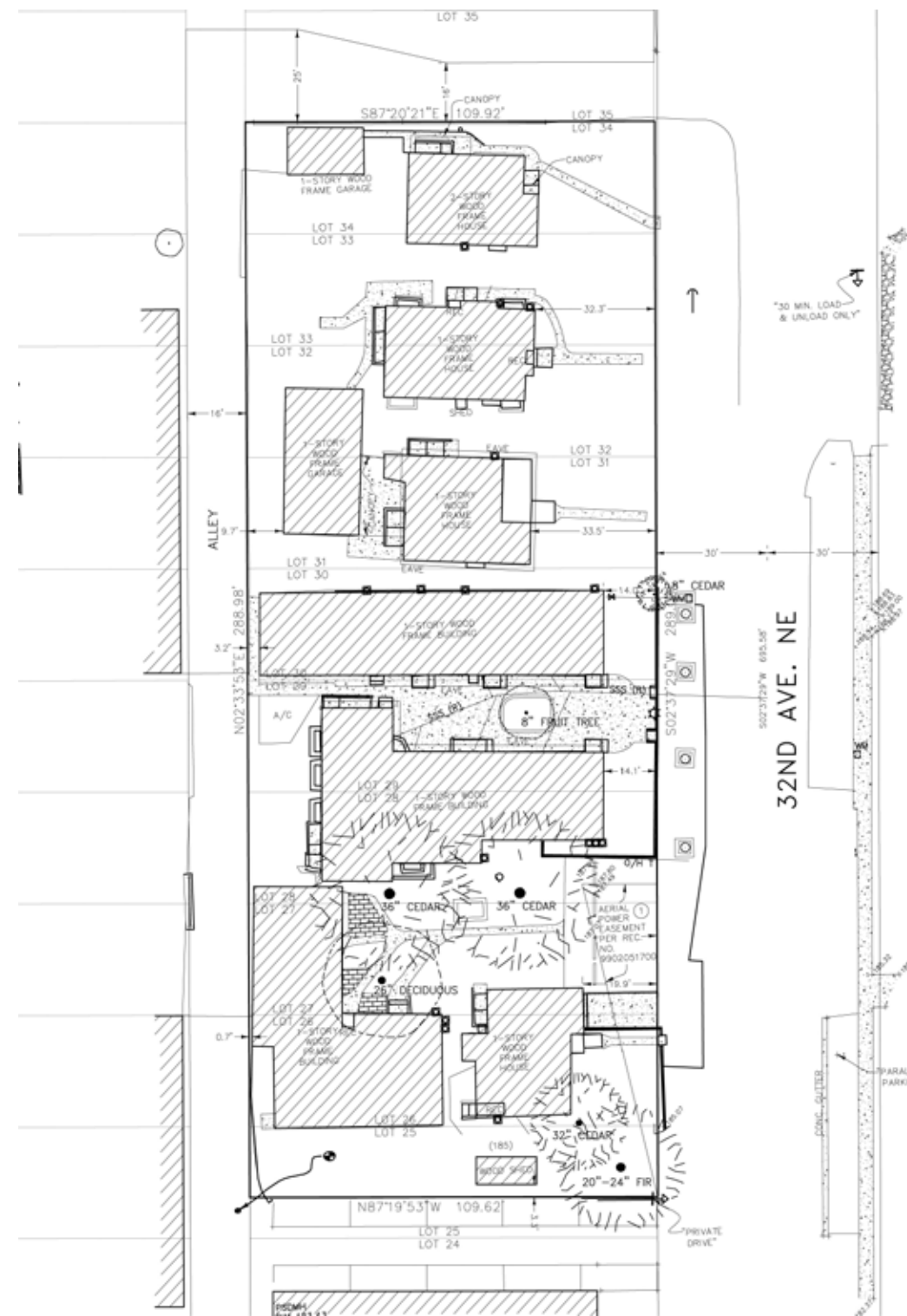
Material + Color



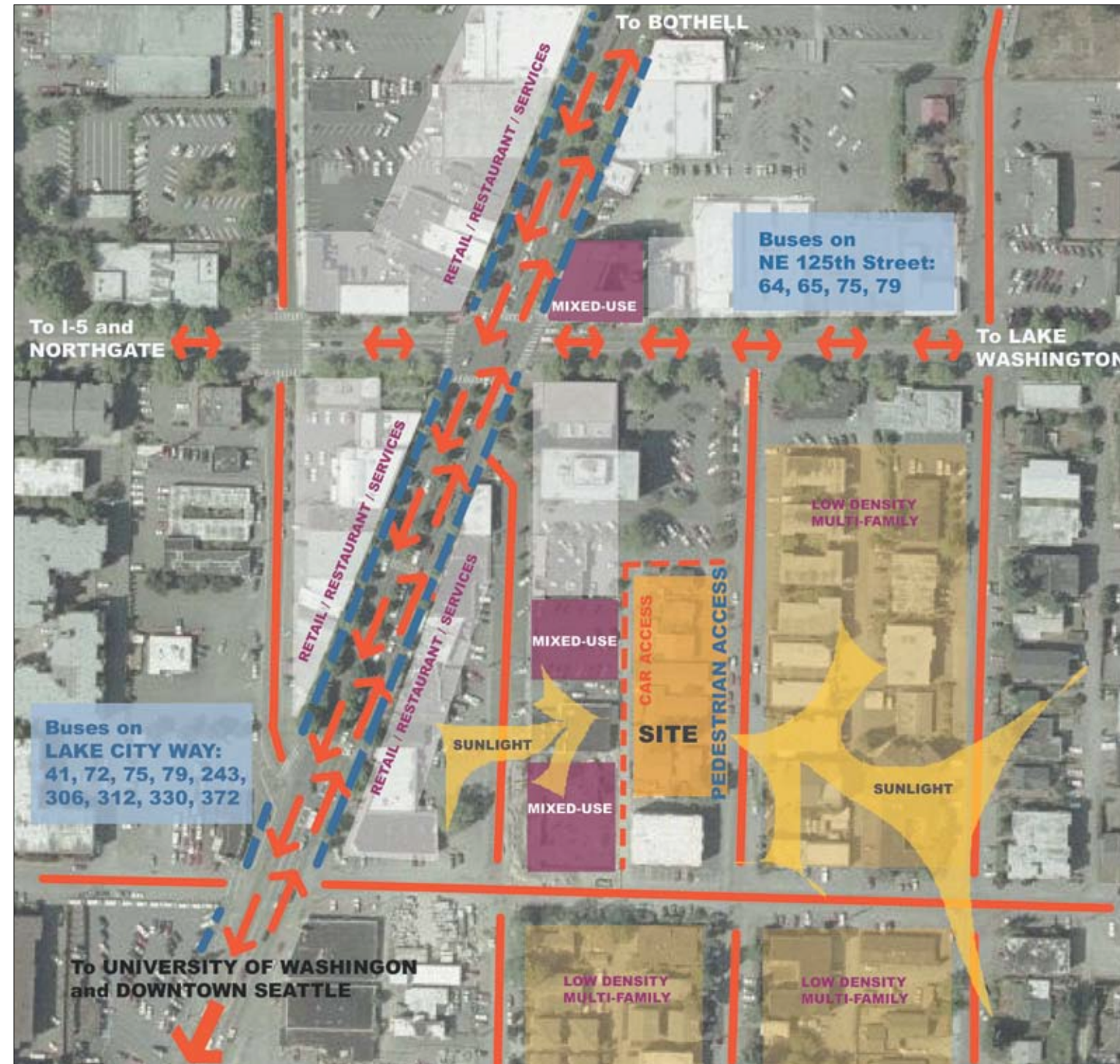
View of site from the NE



View of alley from NE 123rd Street



Proposed Site Plan



Opportunities and Constraints

Mid-block location places pedestrian entry to apartment building and Live/Work units along 32nd Avenue NE.

Existing alley along west and north perimeter of site allows parking entrances to be located away from the pedestrian entry and hidden from the street elevation.

New mixed-use buildings in the neighborhood are 7-stories tall (two levels of commercial with 5-stories of residential above). Maximizing the 85' height limit allowed by zoning is not practical if the project is going to fit into the neighborhood development trend.



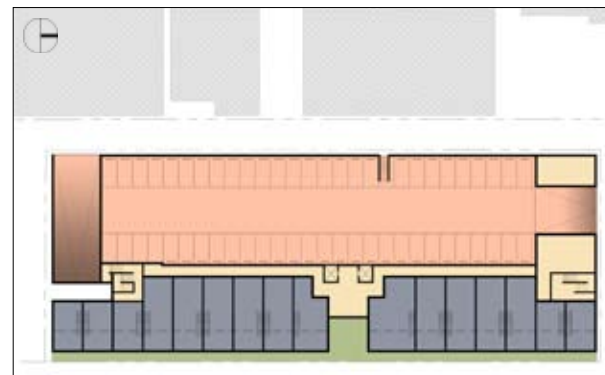
Concept C.1 - Level 7



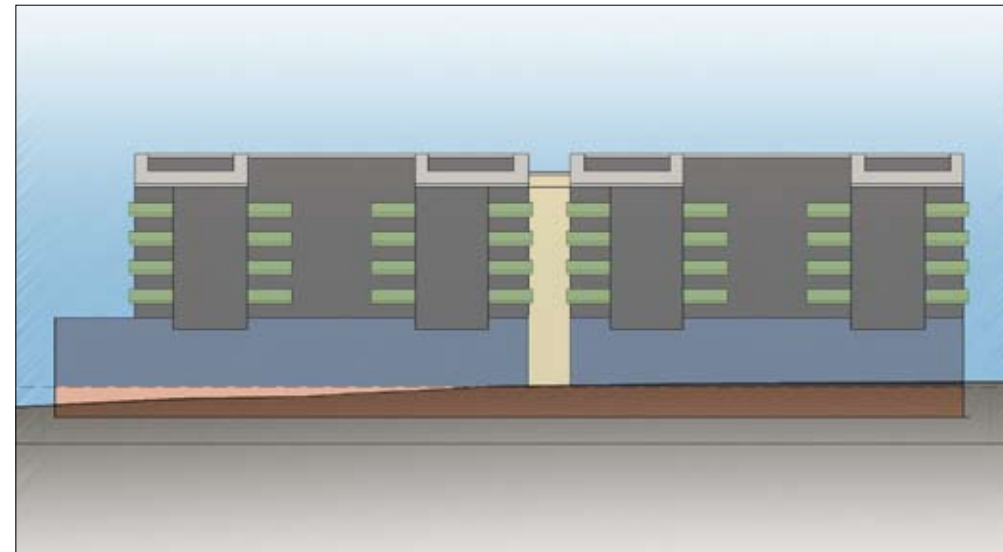
Concept C.1 - Level 3-6



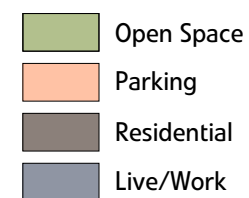
Concept C.1 - Level 2



Concept C.1 - Level 1/Parking 1



Concept C.1 - East Elevation



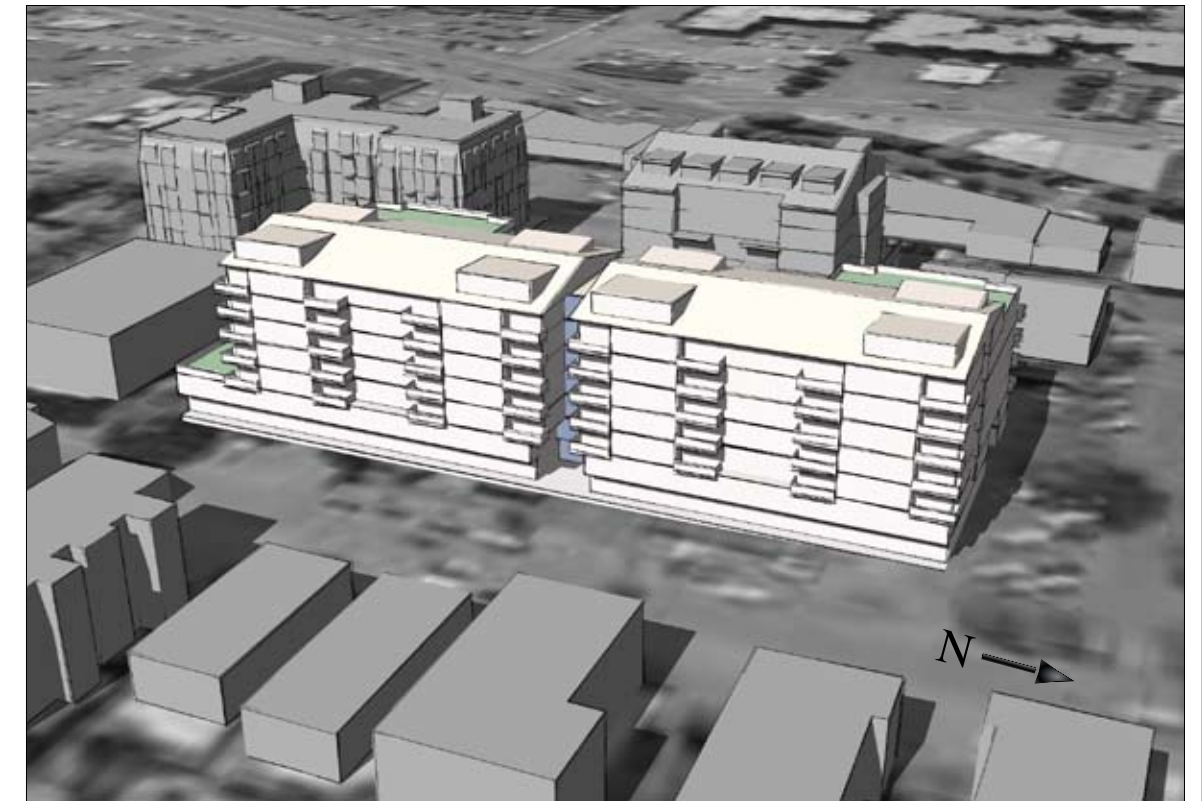
Architectural Concept C.1

Pros:

- large open space at west elevation podium level courtyard
- centralized axial pedestrian entry
- accommodates adjacent building relationship to west

Cons:

- greater bulk on 32nd Avenue NE (street "wall")
- divided open spaces on roof



Concept C.1 - Perspective looking SW



Concept C.1 - Perspective looking NE



Concept C.2 - Level 7



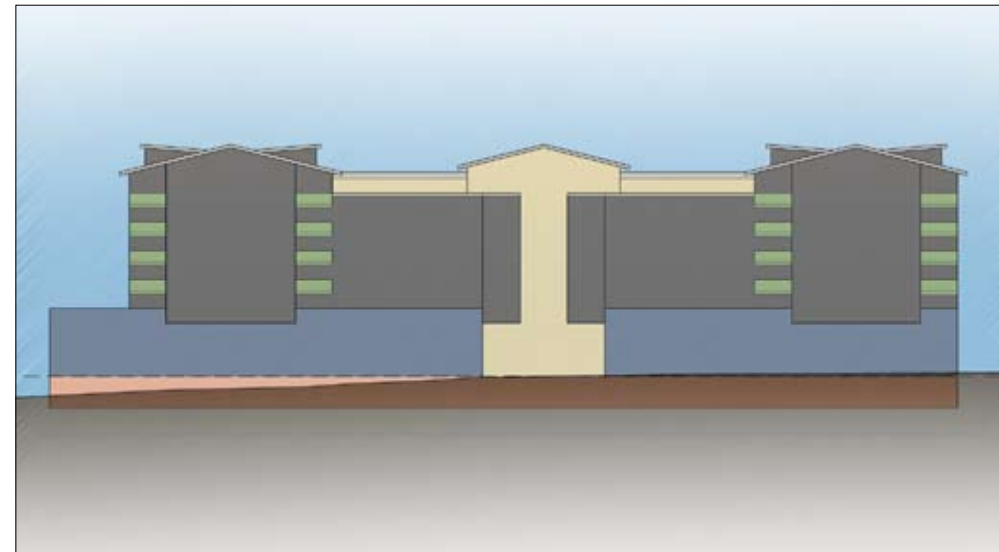
Concept C.2 - Level 3-6



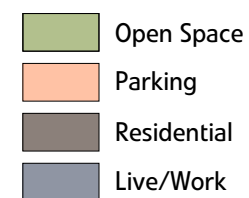
Concept C.2 - Level 2



Concept C.2 - Level 1/Parking 1



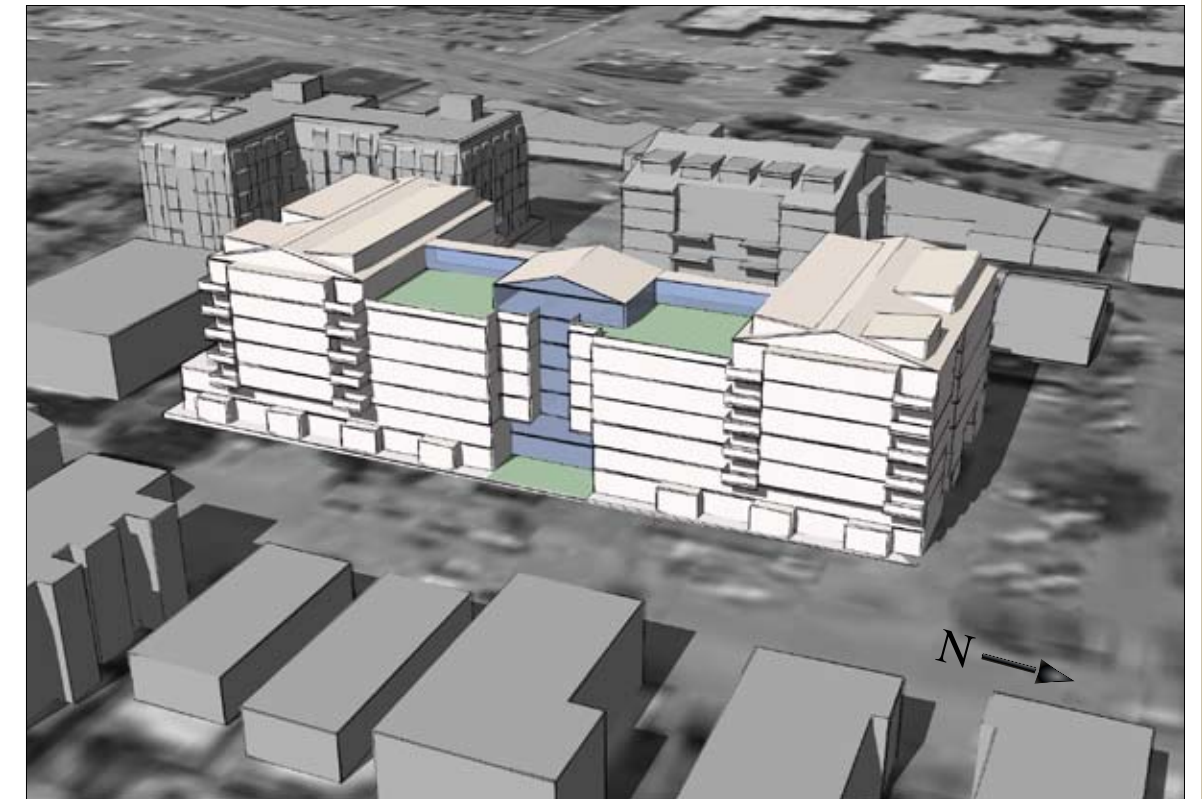
Concept C.2 - East Elevation



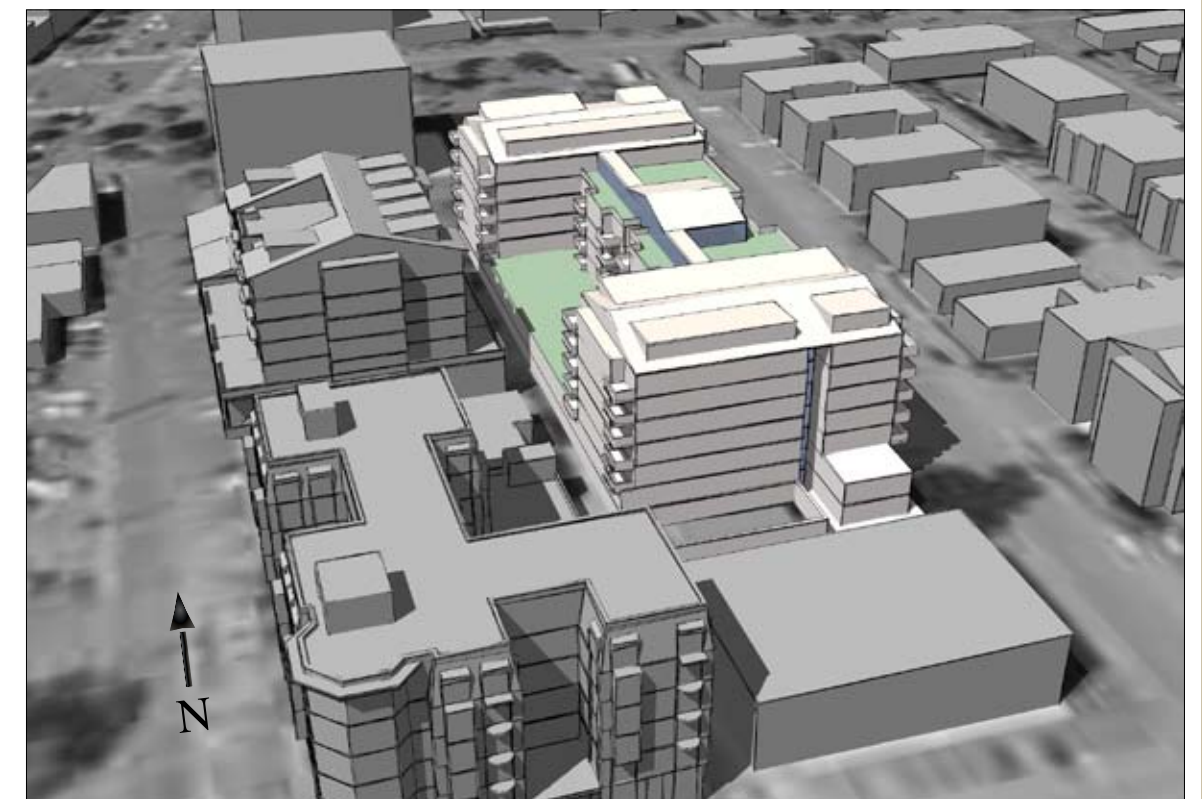
Architectural Concept C.2 (preferred)

Pros:

- large open space at west elevation podium level courtyard
- centralized pedestrian entry with open space at street level
- reduced bulk on 32nd Avenue NE (street "wall")
- centralized and expansive open space on roof
- accommodates adjacent building relationship to west



Concept C.2 - Perspective looking SW



Concept C.2 - Perspective looking NE





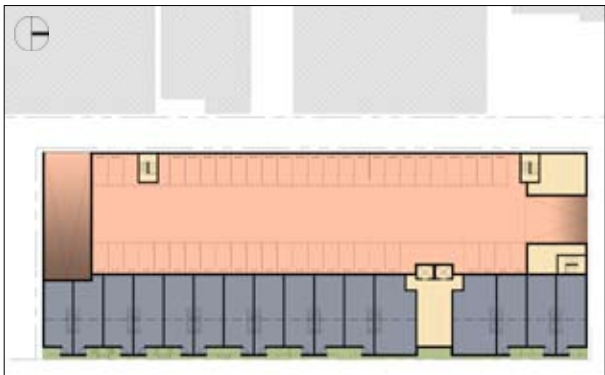
Concept E - Level 7



Concept E - Level 3-6



Concept E - Level 2



Concept E - Level 1/Parking 1



Concept E - East Elevation

- Open Space
- Parking
- Residential
- Live/Work

Architectural Concept E

Pros:

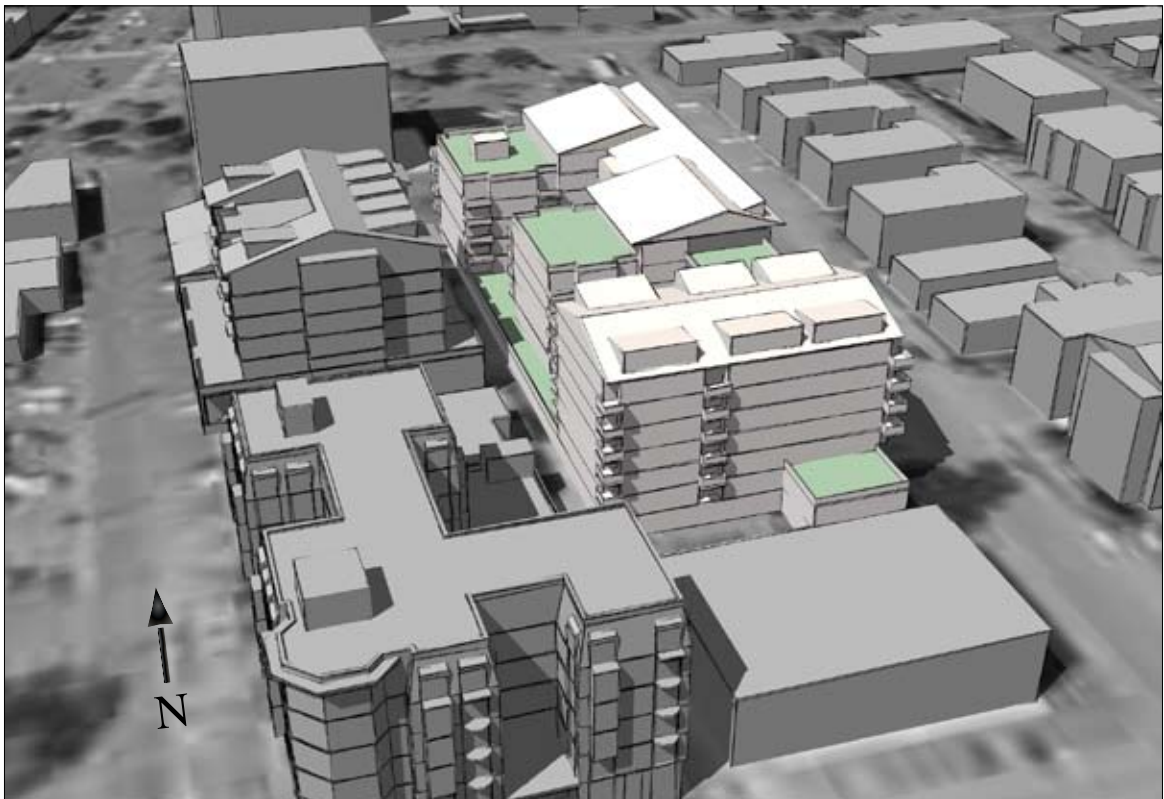
- increased perimeter exterior wall for greater daylight in units

Cons:

- greater bulk on 32nd Avenue NE (street "wall")
- divided podium level courtyard at west elevation
- divided open space on roof
- neglects adjacent building relationship to west



Concept E - Perspective looking SW



Concept E - Perspective looking NE





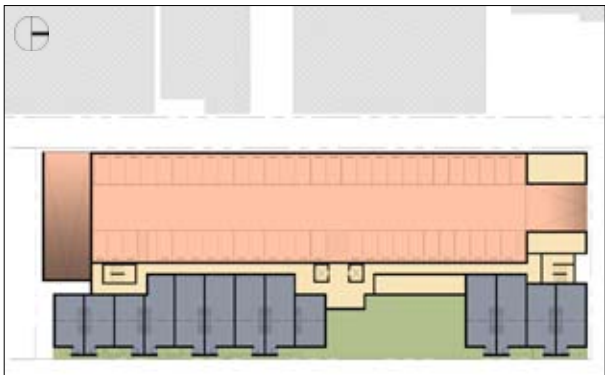
Concept S - Level 7



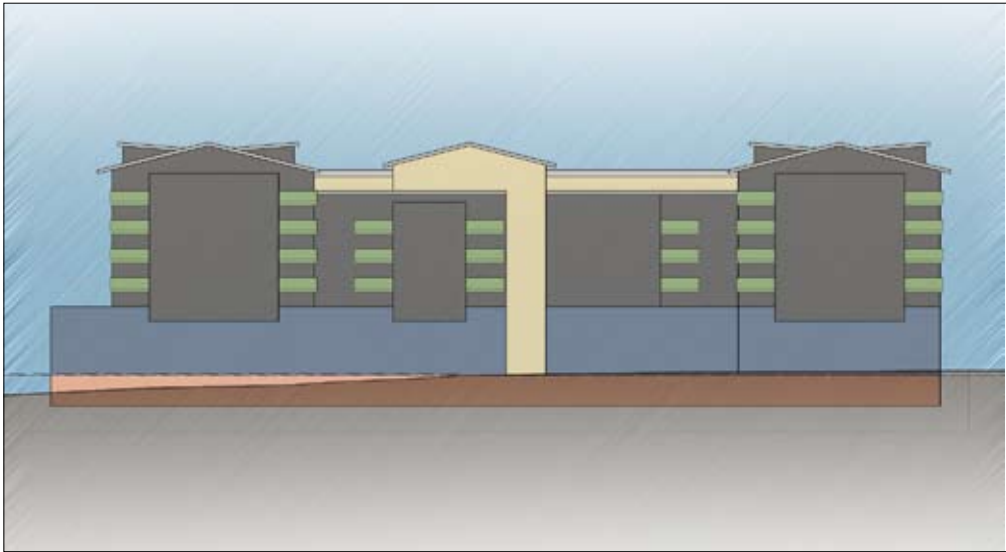
Concept S - Level 3-6



Concept S - Level 2



Concept S - Level 1/Parking 1



Concept S - East Elevation

- Open Space
- Parking
- Residential
- Live/Work

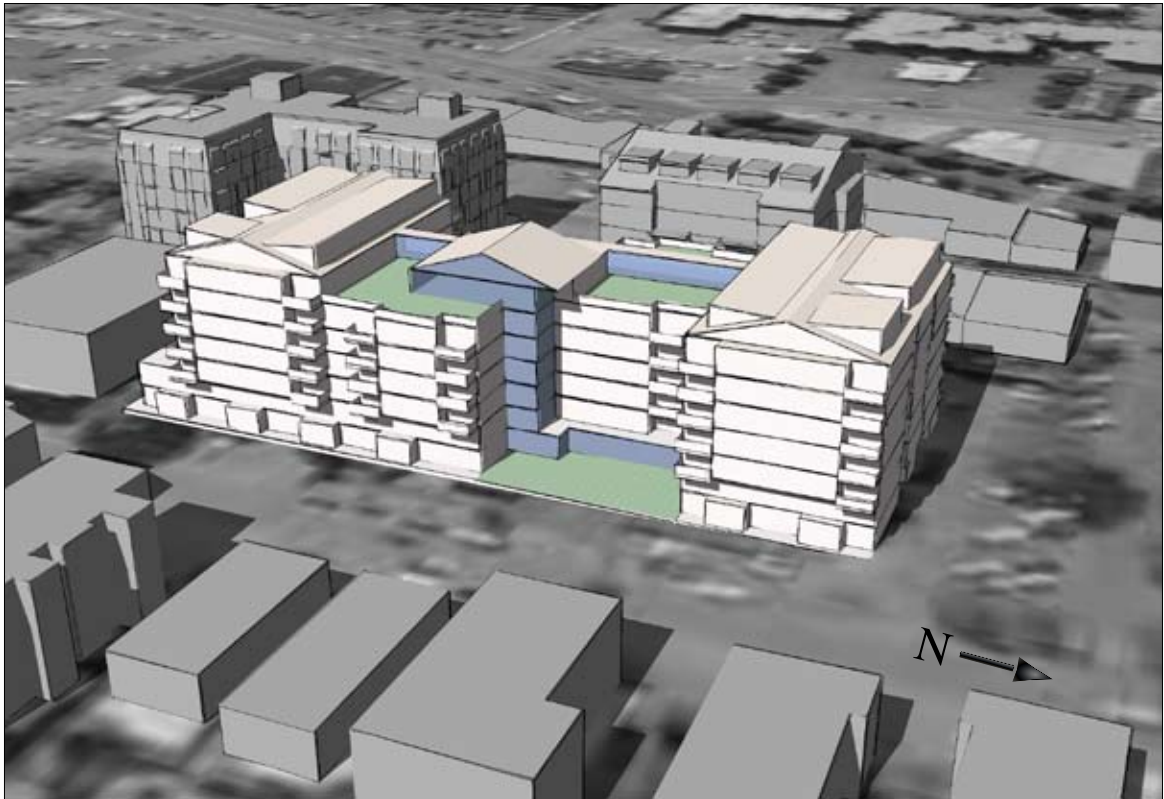
Architectural Concept S

Pros:

- provides open space at pedestrian entry on 32nd Avenue NE
- centralized open space on roof

Cons:

- neglects adjacent building relationship to west
- smaller courtyard at podium level
- increased internal circulation (inefficient floor plan)



Concept S - Perspective looking SW



Concept S - Perspective looking NE



Example Stoop

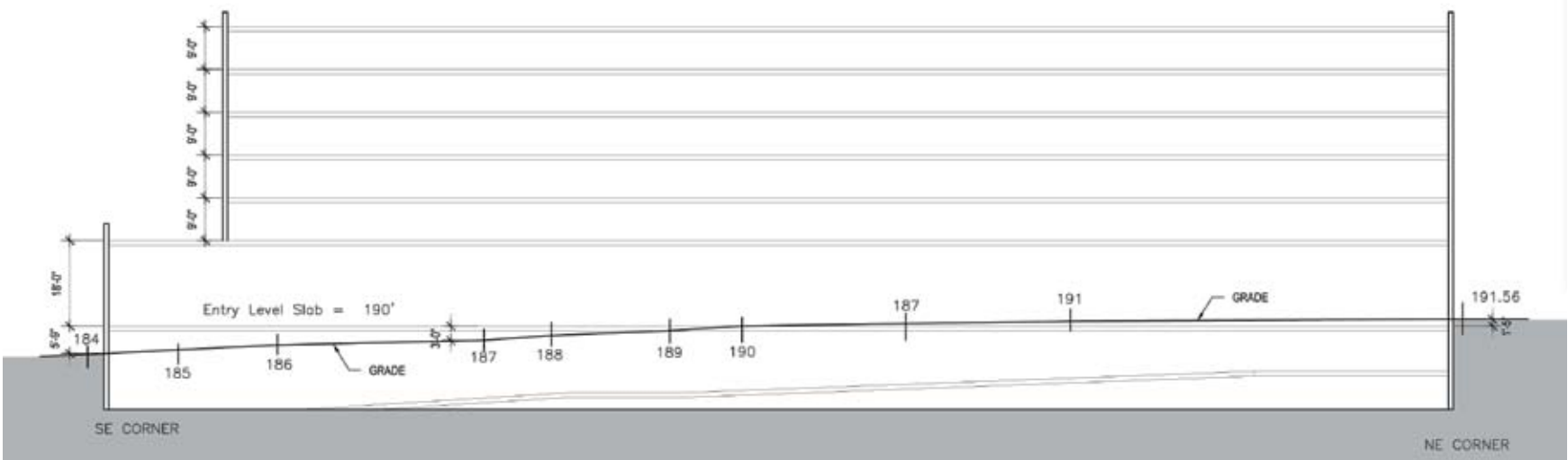


Example Stoop

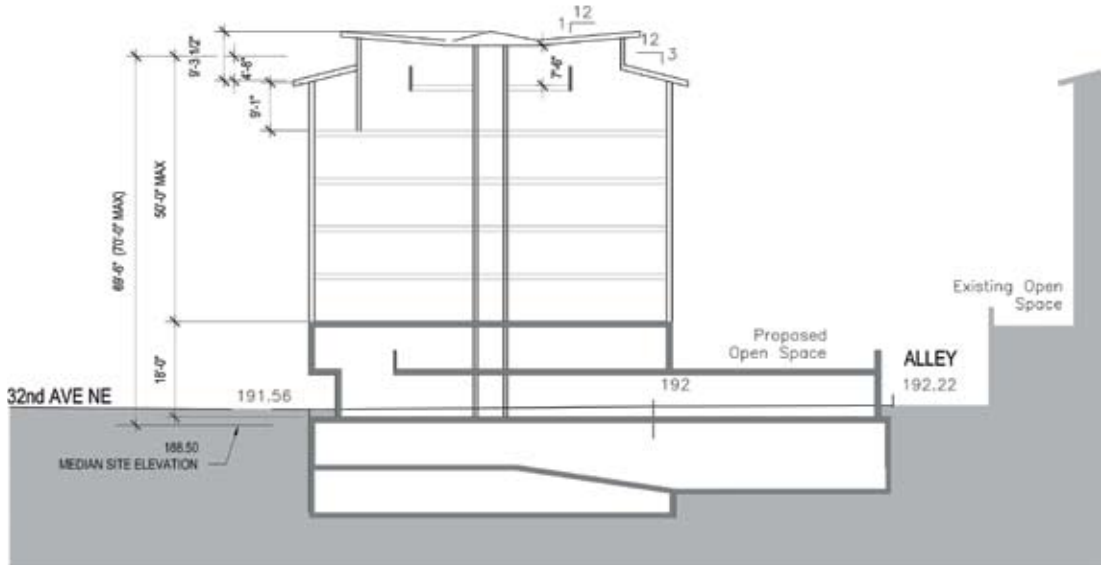
Requested Departure:

The grade along the east (entry) perimeter of the site ranges from +184' to 191.54'. Per SMC 23.47.008-B.7, "The entrance to required nonresidential uses at street level shall be no more than three (3) feet above or below sidewalk grade." Given a total grade change of 7.56' across the face of the building this requirement cannot be met without splitting the entry level slab. If entrances to the Live/Work units are spread across the entire eastern facade of the building, the southernmost entry doors will be greater than 3'-0" above grade. Given the need for privacy and a zone of "defensible space" between the Live/Work units and the adjacent sidewalk, an elevation change of 4' - 5' would be beneficial for the privacy of those units. The resulting stoops would also lend a residential quality to the commercial Live/Work units, allowing them to better fit into the predominant residential context of the neighborhood.

Regardless of approval for the requested departure the overall building height will remain to be controlled by the median elevation along the front (32nd Avenue NE) facade of the building. See the typical section diagram, below right.



Longitudinal Section



Traverse Section