

Early Design Guidance Package

600 Elliott Avenue W
Seattle, WA

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Project Information

Early Design Guidance
600 Elliott Ave W
Project Number 3011917
June 23, 2011

Site

Zone C2-40
Overlay MR, AIRPRT, ARCH, ARTERL, URBNV,
ECA Steep Slope, Liquefaction, Known Slide Area, Archaeological Buffer
Site Area 37,137 sf

Proposed Uses

Residential	93,800 sf	114 units
Live-work	7,200 sf	10 units
Parking	19,500 sf	83 spaces
Total	120,500 sf	

Project Description

A 5-story mixed use residential building with live/work and parking on the ground floor. The project will consist of apartments on the 2nd-5th floors with live/work units on the ground floor. There will be a mix of one bedroom alcoves, one bedroom and two bedroom units. The project will be oriented to one and two person households. The ground floor will include a covered parking garage at the rear of the site. A residential lobby will be located at the corner of Elliott Ave W and W Mercer Street. Pedestrian access to the live work units will be directly from Elliott Ave W. Vehicular access to the parking garage will be from W Mercer Street.

Objective

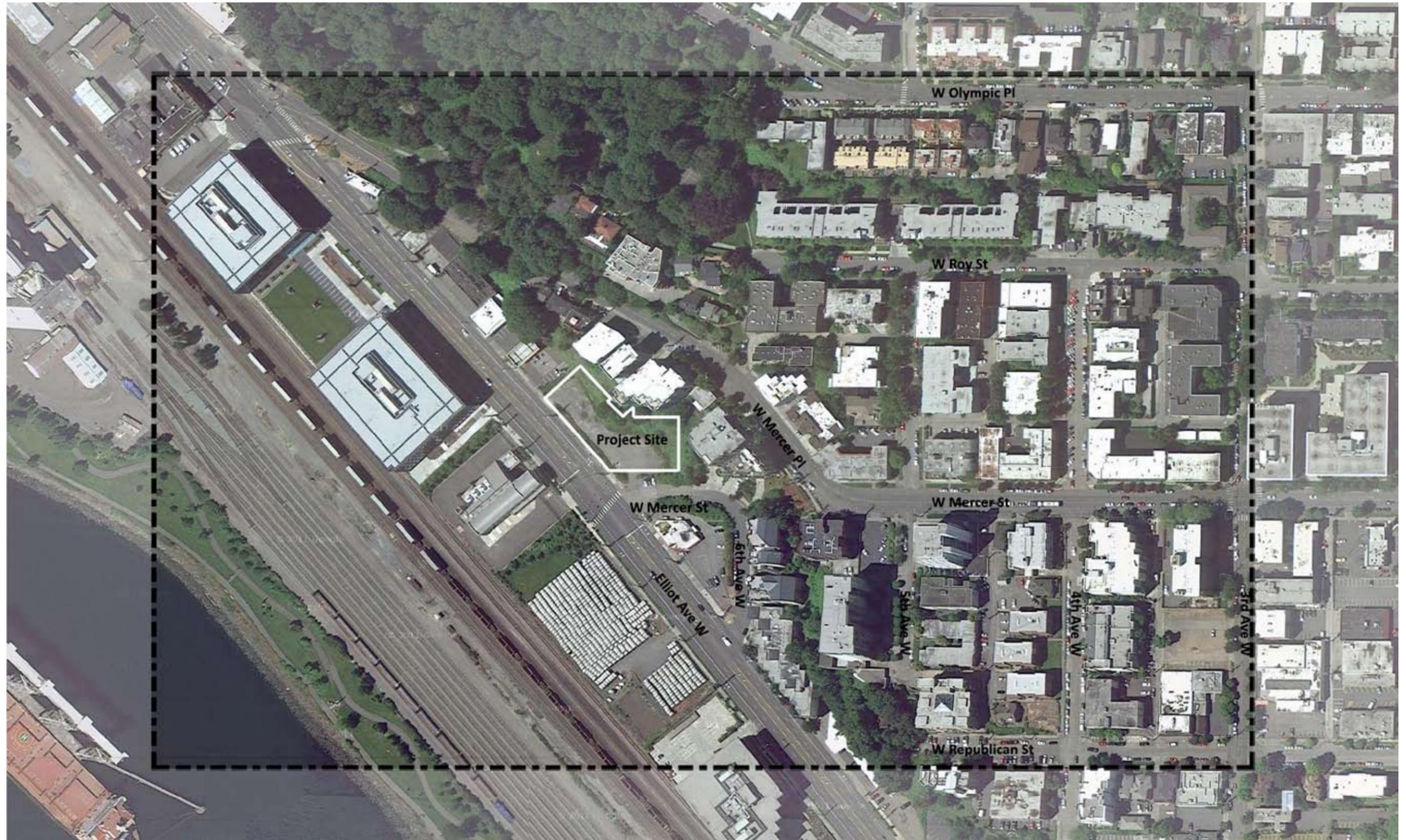
The project is located at the foot of Queen Anne Hill. The majority of the site is flat, but the foot of the hill, which is an environmentally critical area, does project into the eastern portion of the site. The project will seek to minimize the impact to the environmentally critical area. There are significant trees located on the slope and we will seek to maintain those trees as a buffer to existing residential properties and to maintain existing habitats.

New office development across Elliott Ave W has increased pedestrian activity in the site area. A major pedestrian crossing of Elliott Avenue is located at the corner of the site. The project will take advantage of the unusual shape and locate a building entry at the corner and create more space for pedestrians.

Development Departures

No development departures are being requested.

Vicinity Map



Scale 1:20
N

Zoning Analysis

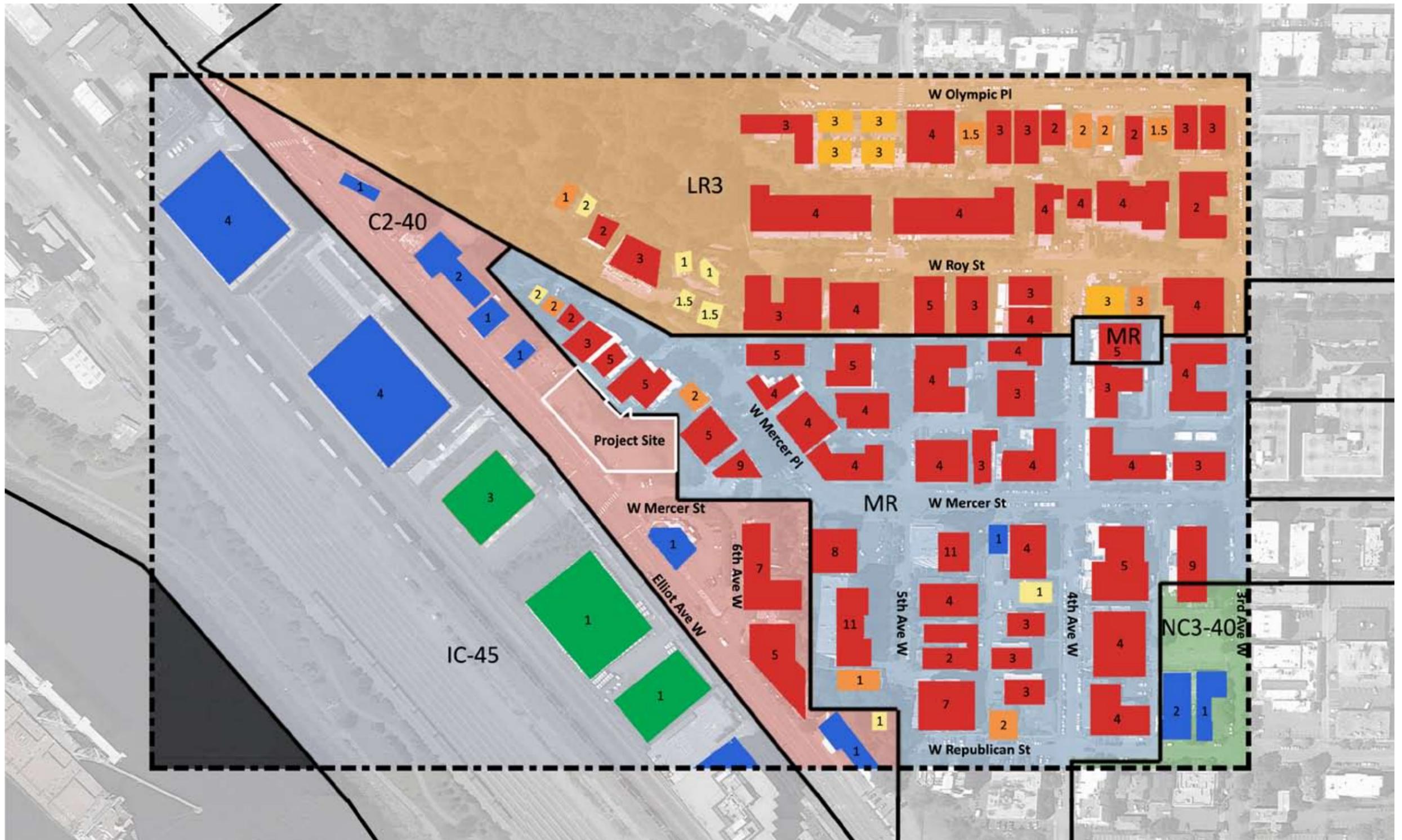
Zones

- LR3
- MR
- NC3-40
- C2-40
- IC-45

Uses

- Single Family
- Townhouse
- Duplex/Triplex
- Multifamily
- Public Facilities
- Commercial

No. of Stories
 4

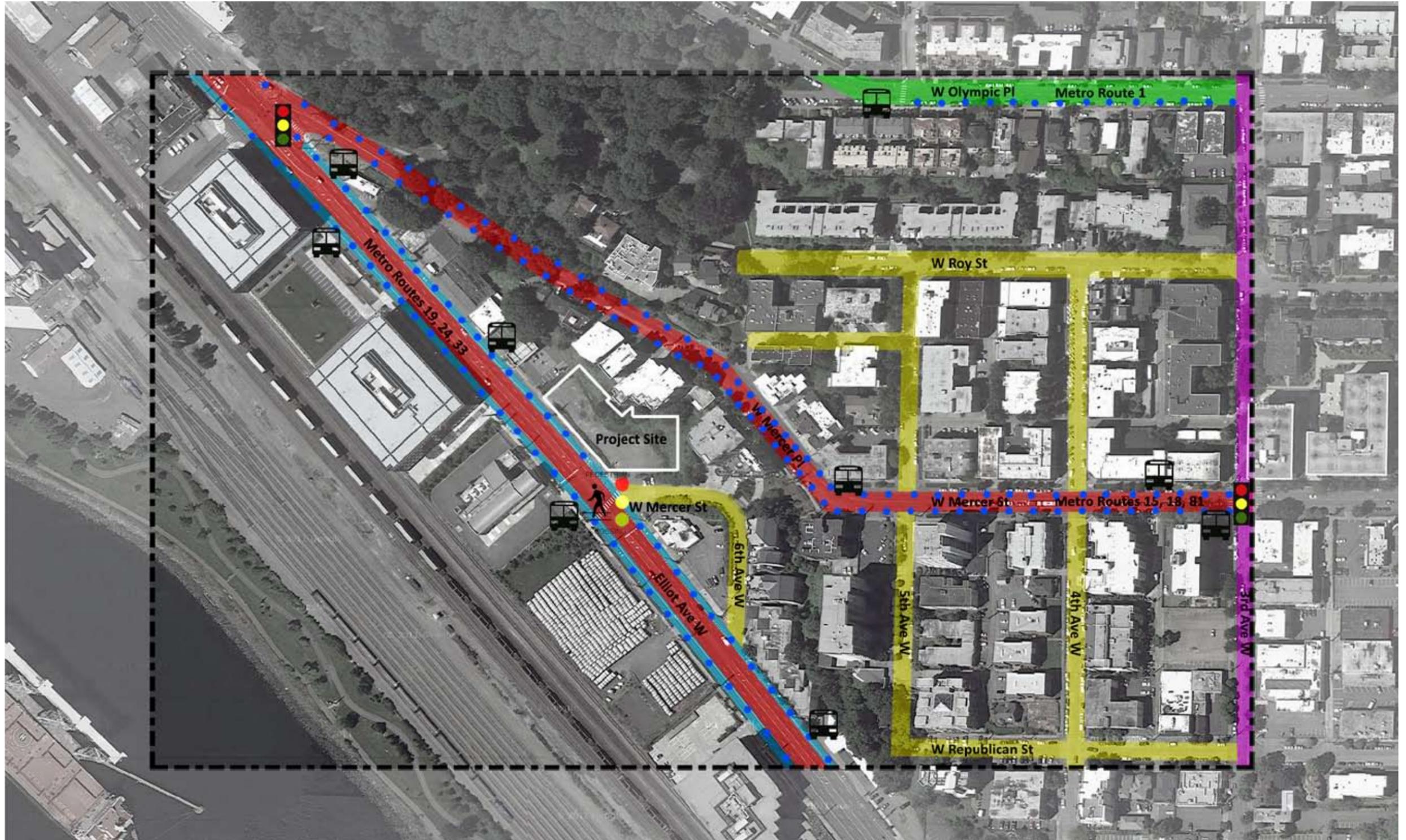


Scale 1:20

Transportation Analysis

Roads

-  Major Arterial
Major Truck
-  Residential Access
-  Minor Arterial
-  Collector Arterial
-  Bike Route
-  Bus Route
-  Bus Stop
-  Stop Light
-  Pedestrian Crossing



 Scale 1:20

Site Images



1 - Looking Northwest Towards the Site



2 - Looking North Towards the Site



3 - Looking Northeast Towards the Site



4 - Looking East Towards the Site

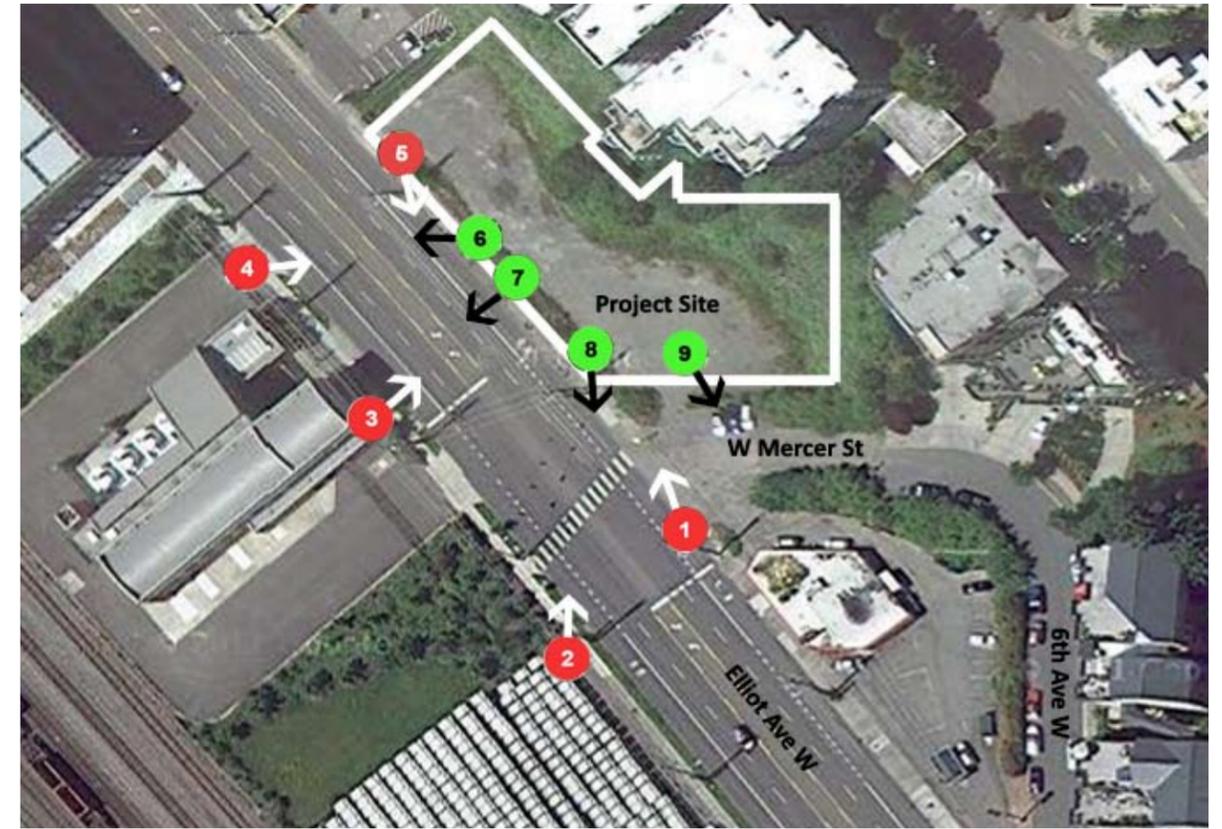


Photo Key 



5 - Looking South Towards the Site



6 - Looking West from Site



7 - Looking Southwest from Site



8 - Looking South from Site



9 - Looking Southeast from Site

Site Context



Looking SE on W Mercer Pl



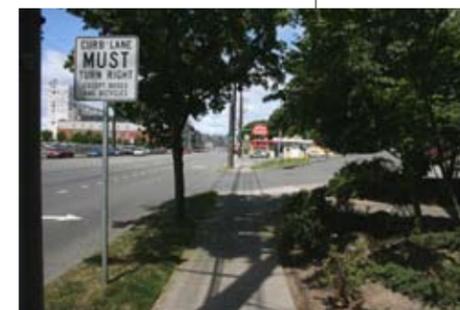
Looking SE on Elliott Ave W



Looking N on 6th Ave W



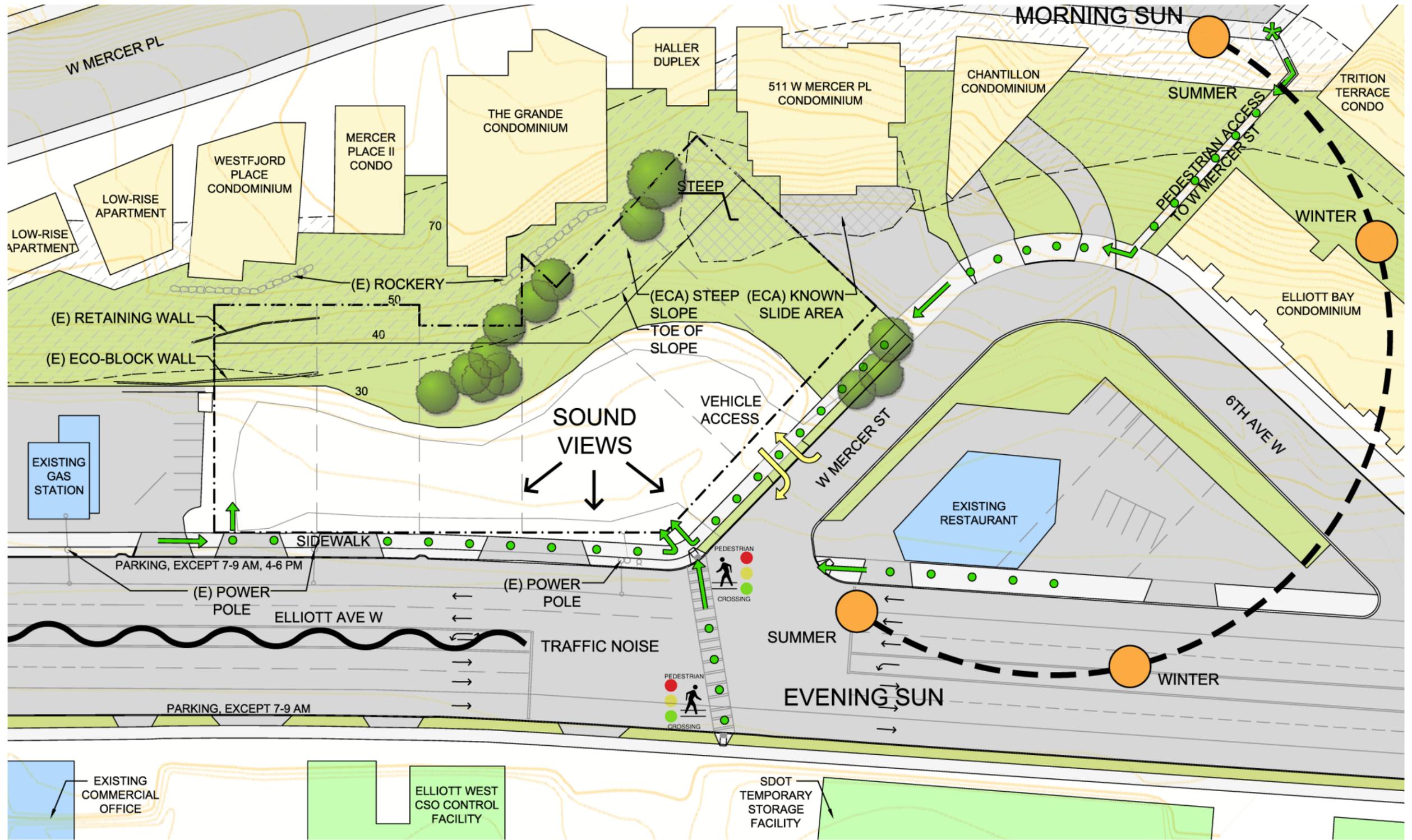
Looking NW on Elliott Ave W



Site Analysis

Uses

- Residential
- Public Facilities
- Commercial



Scale 1:50

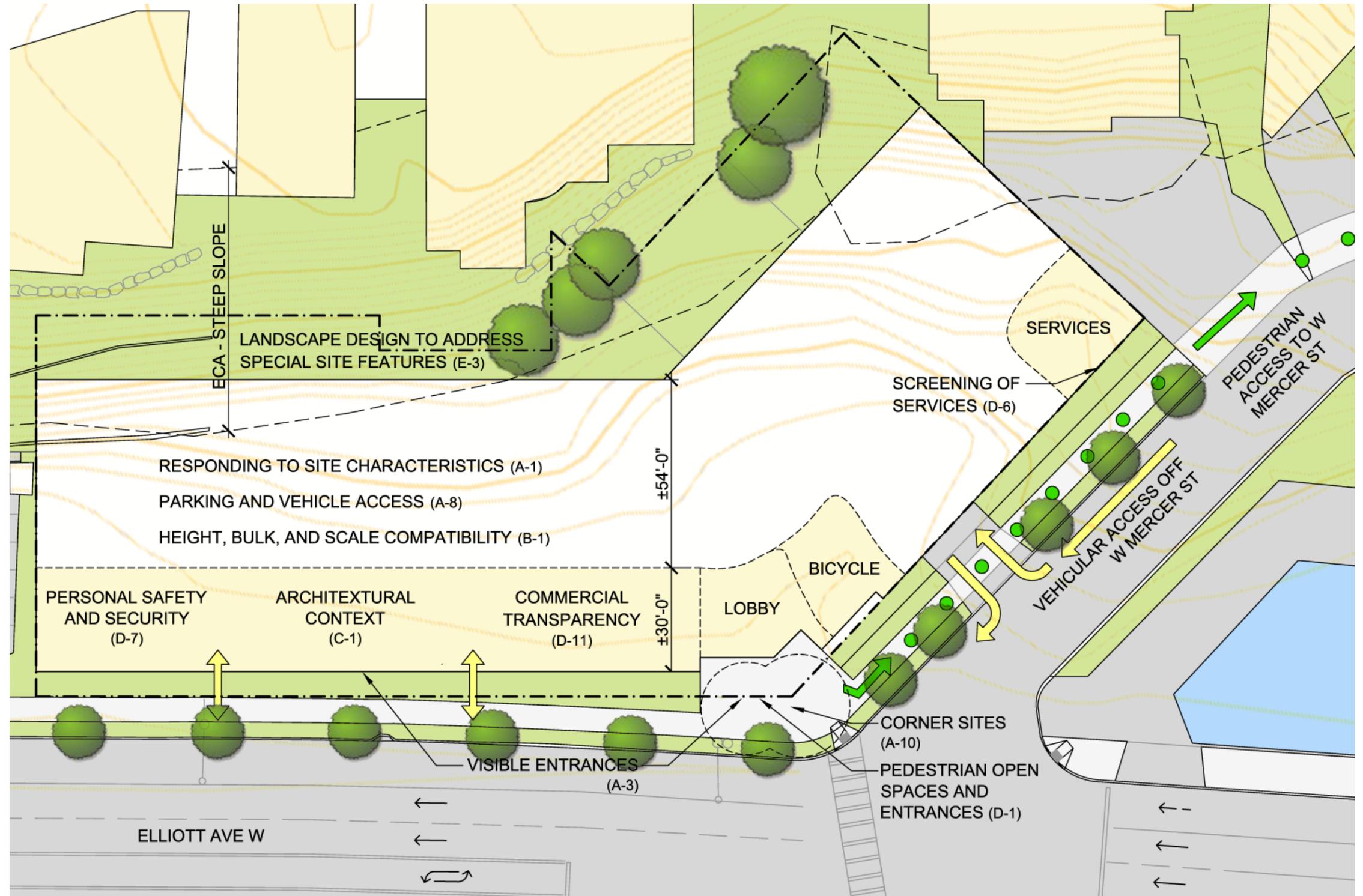
Design Guidelines

Uses

- Residential
- Commercial

Seattle Design Guidelines

- (A) SITE PLANNING
- (B) HEIGHT, BULK, AND SCALE
- (C) ARCHITECTURAL ELEMENTS AND MATERIALS
- (D) PEDESTRIAN ENVIRONMENTS
- (E) LANDSCAPING



Scale 1/32"=1'-0"

Design Guidelines

A. SITE PLANNING

1. Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The project is located at the foot of Queen Anne Hill. The majority of the site is flat, but the foot of the hill, which is an environmentally critical area, does project into the eastern portion of the site. The project will seek to minimize the impact to the environmentally critical area.

3. Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

*Throughout Uptown, major entrances to developments should be prominent.

8. Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

*Throughout Uptown the preferred location for surface parking lots is in the rear of the building or away from or otherwise screened from the street and sidewalk.

Parking will be located with the structure.

10. Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The site is an unusual shape and located at a corner. The project will seek to maximize the potential of these site conditions. New office development located across Elliott Avenue has increased pedestrian activity in the site area. A major pedestrian crossing of Elliott Avenue is located at the corner of the site. The project will locate the building entry at the corner and create more space for pedestrians.

B. HEIGHT, BULK, AND SCALE

1. Height, Bulk, and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential of the adjacent zones.

The project design will maintain existing stands of trees to buffer building height from adjacent residential properties. The preferred alternative locates the greatest building mass on the lower, flatter part of the site.

C. ARCHITECTURAL ELEMENTS AND MATERIALS

1. Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

According to the Neighborhood Guidelines the project is located on the edge of the Uptown Park character area. "This area is primarily an attractive multi-family residential neighborhood with a distinctive park-like character. There are a high concentration of 1920s and 1930s era brick apartment structures in and near Uptown Park, which should serve as a character cues for new designs."

The neighboring residential buildings are of a much more contemporary character than the rest of Uptown Park. The project will pursue a contemporary design that emphasizes human scale and quality, detailing and materials, and remains compatible with the existing community.

3. Human Scale

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

* Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

The project is larger than the existing residential context. The architectural design will use modulation, appropriate scale and proportion of building components to create an impression of reduced size consistent with the Uptown Park neighborhood and pedestrian-oriented environment.

Design Guidelines

D. PEDESTRIAN ENVIRONMENTS

1. Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open spaces should be considered.

5. Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

* Throughout Uptown designs that lessen the visibility of parking structures are preferred.

6. Screening of Dumpsters, Utilities, and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When it is not possible to locate these elements away from the street front, they should be screened from view using high quality and compatible materials and should not be located in the pedestrian right-of-way.

7. Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

11. Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The project aims to greatly increase the pedestrian environment and walkability of this site. Live-work units are planned along Elliott Ave W which will create multiple entries and "eyes on the street". A corner lobby entry with a leasing office will create transparency, pedestrian activity and promote a safe environment. A landscape buffer between the sidewalk and building is planned to enhance the pedestrian environment and park like character of the Uptown Park neighborhood.

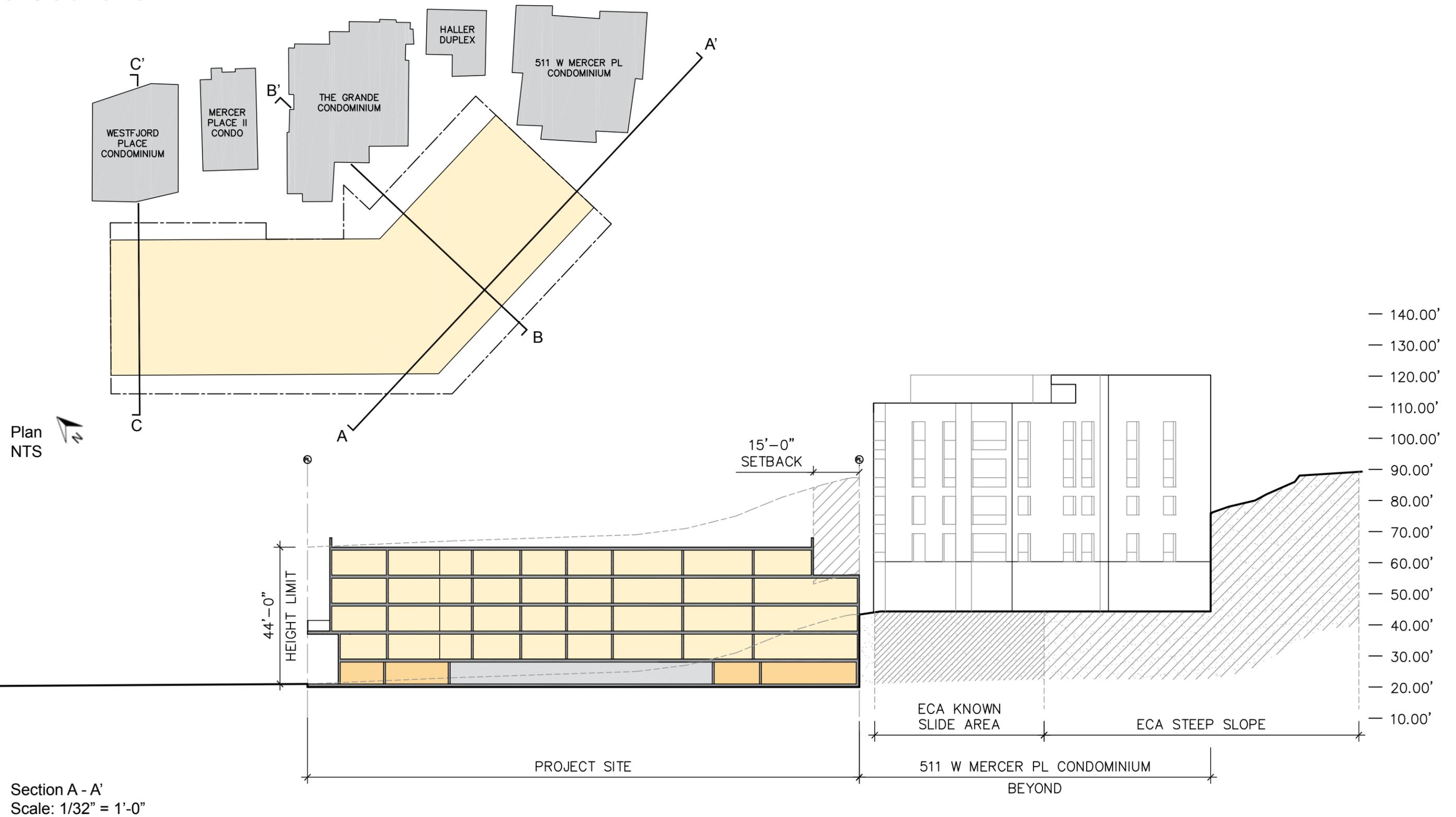
E. LANDSCAPING

3. Landscape Design to Address Special Site Conditions

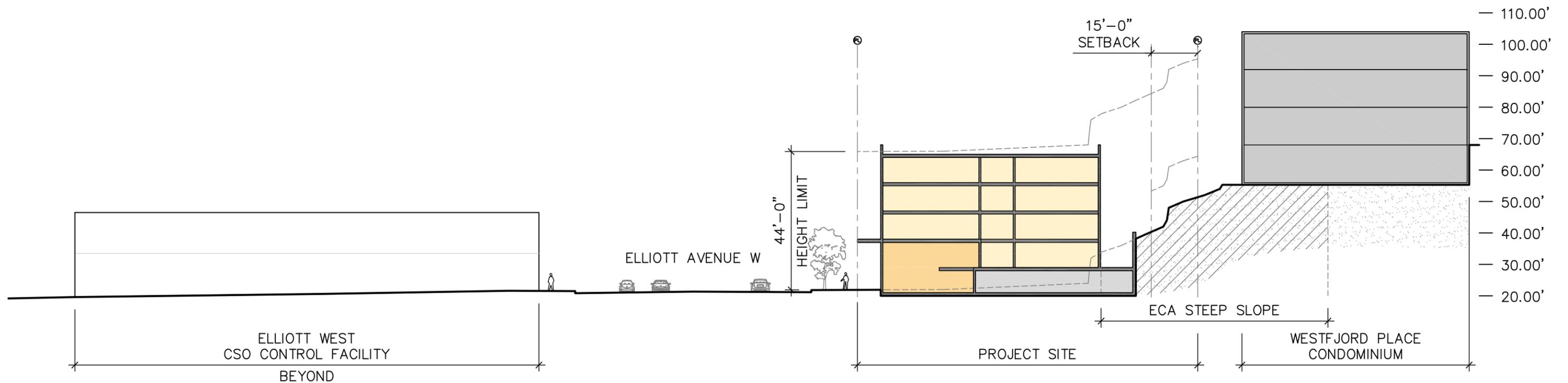
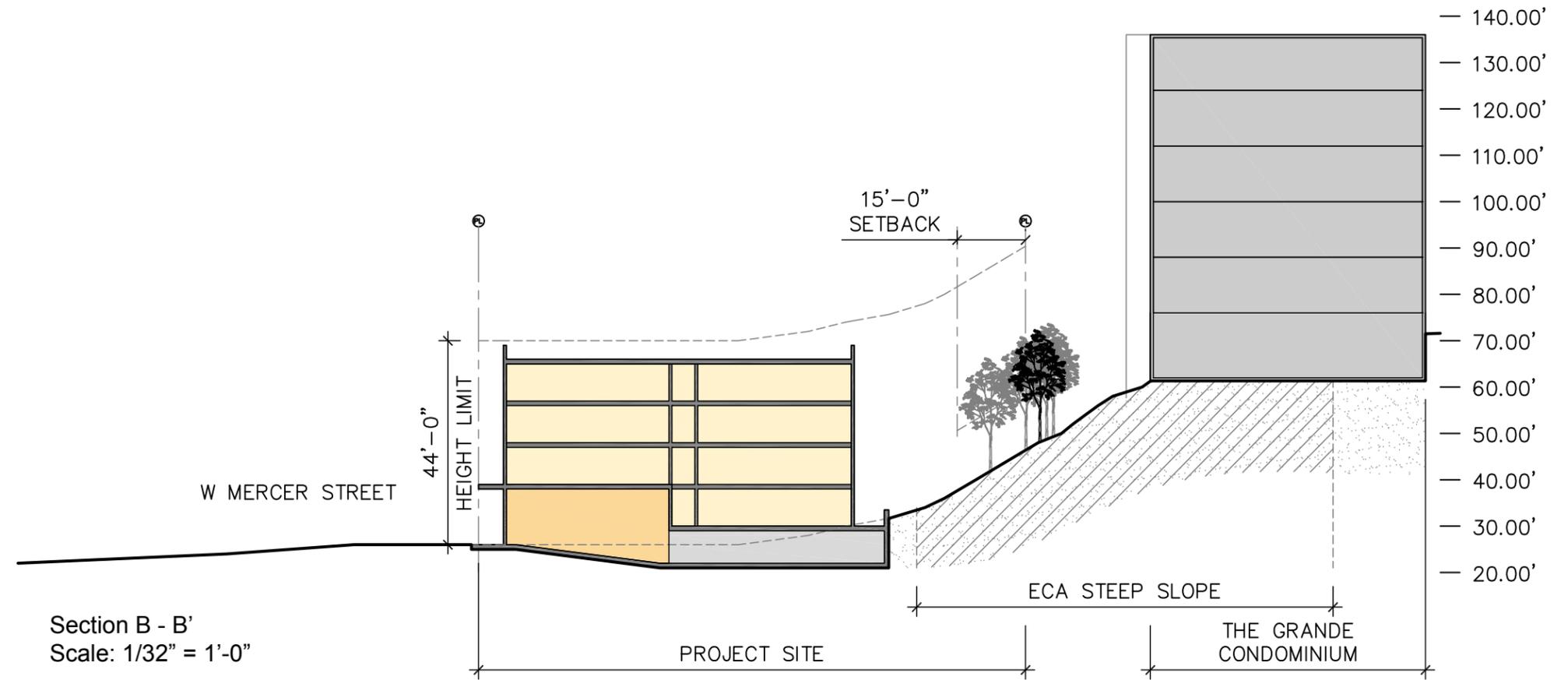
The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

There is an existing cluster of maple trees located in the environmentally critical portion of the site. The project will seek to maintain these trees and remove invasive blackberry vines. The planting of native drought tolerant vegetation on the hill will supplement existing habitats. A landscape buffer between the sidewalk and building is planned to enhance the park like character of the Uptown Park neighborhood.

Site Sections



Site Sections



Maximum Development Potential

Land Use

Zone C2-40
 Overlay MR, AIRPRT, ARCH, ARTERL, URBNV,
 ECA Steep Slope, Liquefaction, Known Slide Area, Archaeological Buffer
 Lot Area 37,137 sf

Permitted Uses (SMC 23.47A.004) Live/Work Units
 Residential (Conditional Use)

FAR (SMC 23.47A.013) 3.25

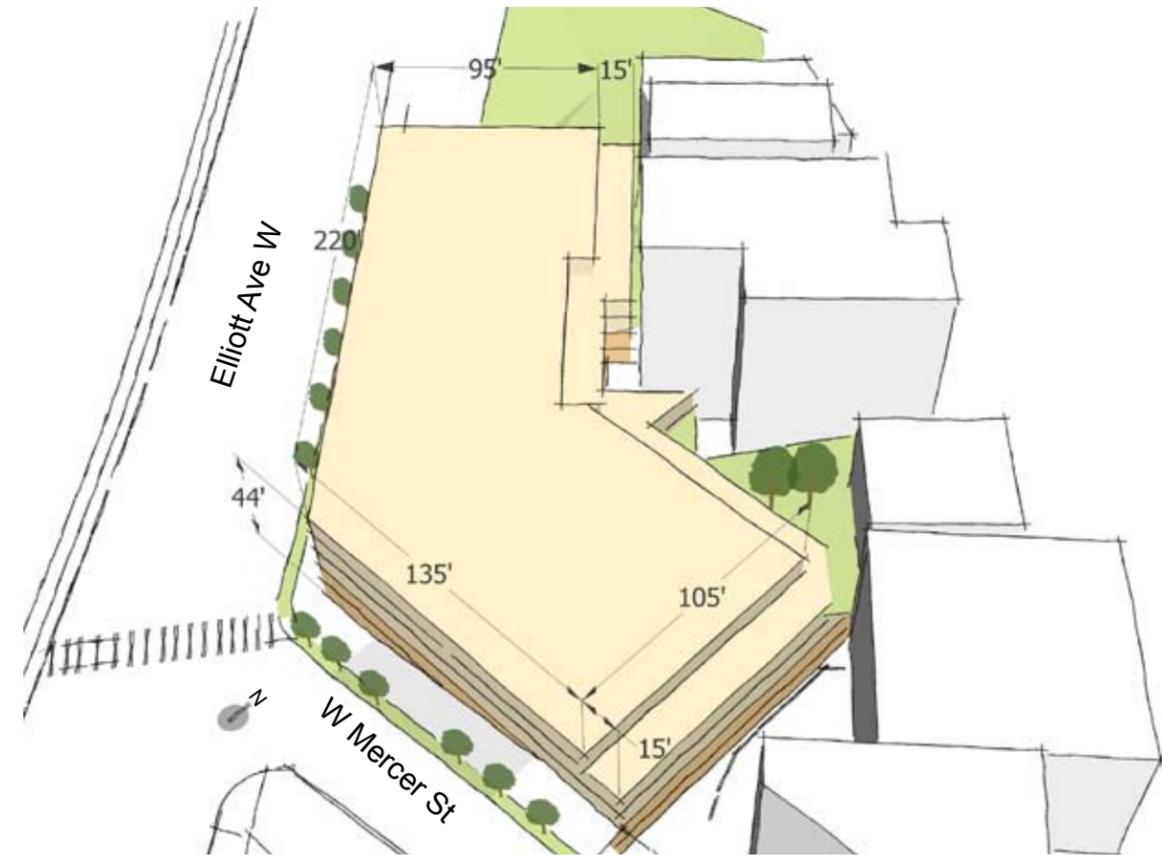
Height Limit (SMC 23.47A.012) 40' (44' if 13' floor to floor provided at ground level for non-residential uses)

Setbacks (SMC 23.47A.014) 15' required for portions 13' above grade at rear lot lines abutting residential zones

View Corridors (SMC 23.47A.015) None required



Looking Northeast



Looking Northwest

Alternative Concepts



Concept A
Preferred

Pros

- Maximizes buffer between existing residential buildings and proposed structure
- Minimizes impact on existing habitat/vegetation
- Minimizes impact to Environmentally Critical Area and sites the greatest mass on the lowest portion of the site
- Provides pedestrians a place to gather at corner of Elliott and Mercer
- Greatest potential of enhancing public space

Cons

- Minimal setback from the street



Concept B

Pros

- Creates recessed gathering place for residents along W Mercer St
- Prominent corner entrance, opportunity to create a strongly define corner

Cons

- Reduces buffer between existing residential buildings and proposed structure at south of site
- Reduces existing habitat/vegetation
- Greater impact on Environmentally Critical Area



Concept C

Pros

- Accentuated setback along Elliott Ave W creates opportunity for live/work buffer
- Prominent corner entrance, opportunity to create a strongly define corner

Cons

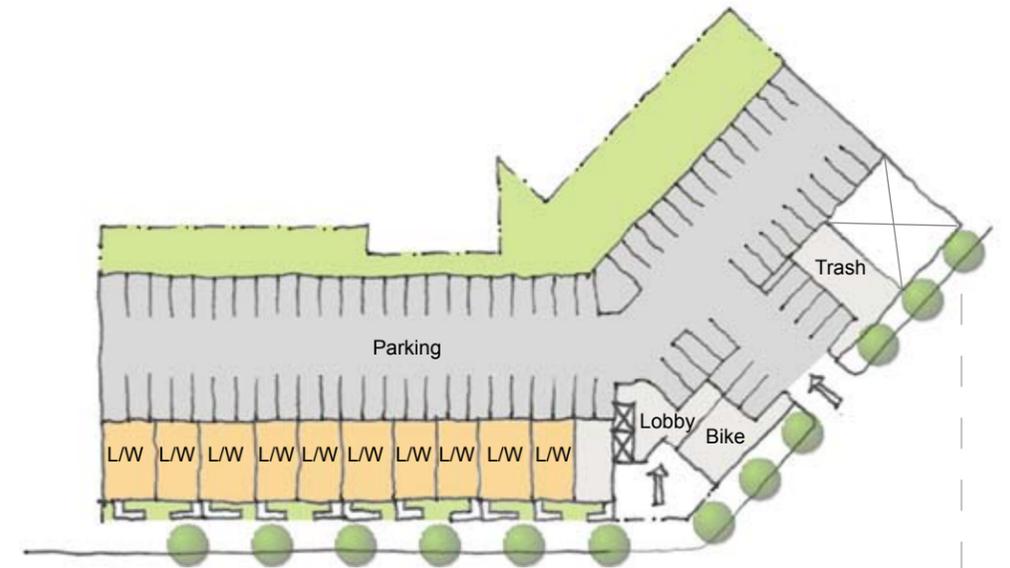
- Reduces buffer between existing residential buildings and proposed structure at north of site
- Reduces existing habitat/vegetation
- Greater impact on Environmentally Critical Area
- Greatest mass of building is on highest portion of site

Concept A

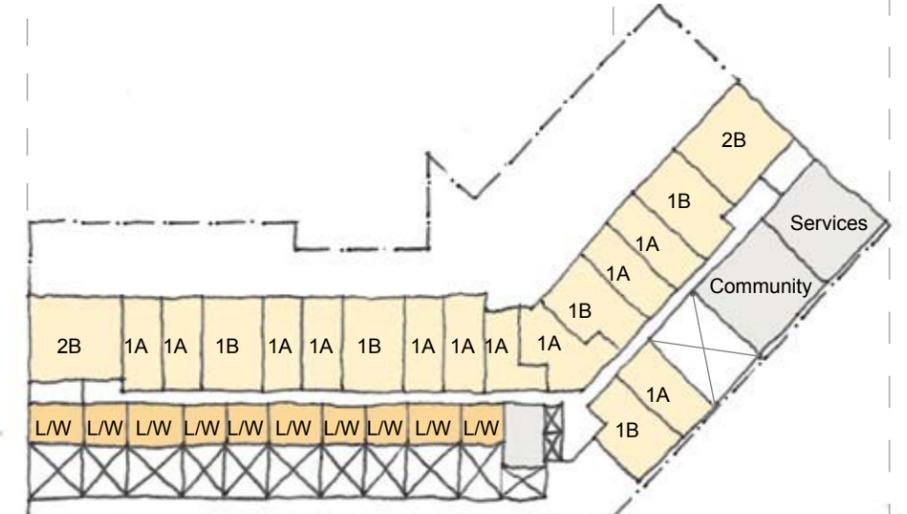
Feasible Architectural Concepts

Project Data

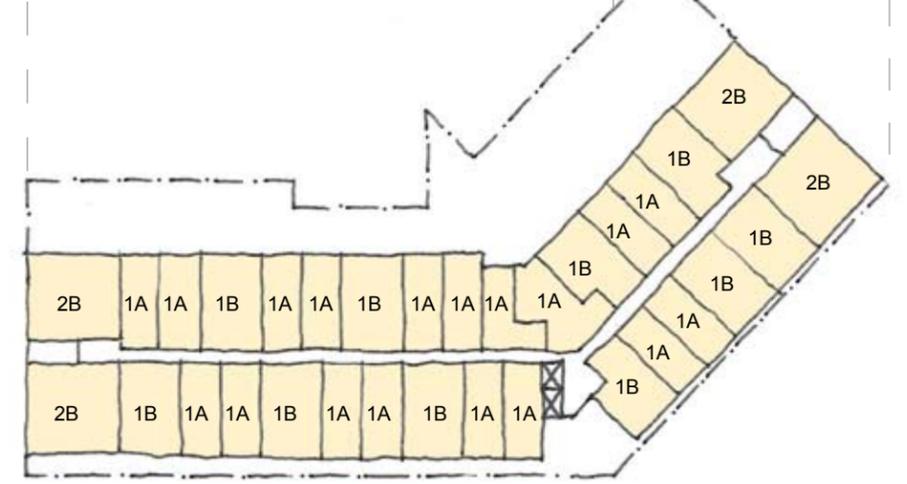
Residential Units	114
Live/Work Units	10
Residential Floor Area	91,597 sf
Live/Work Floor Area	7,698 sf
Parking Area	19,200 sf



1st Floor



2nd Floor



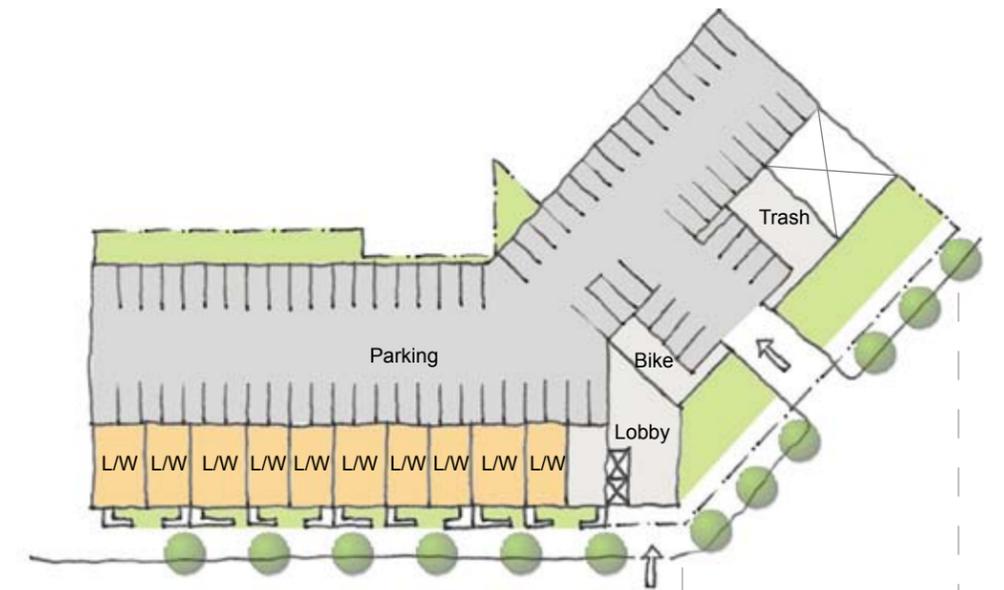
3rd-5th Floor

Concept B

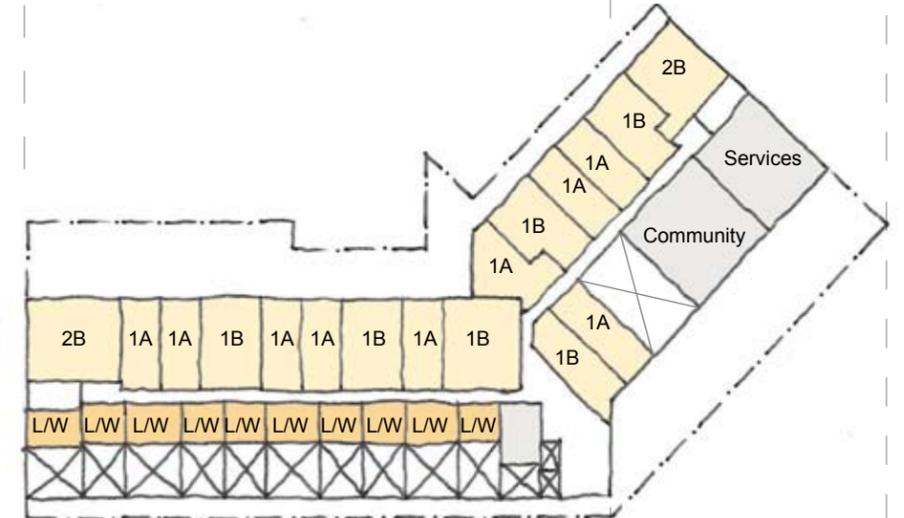
Feasible Architectural Concepts

Project Data

Residential Units	110
Live/Work Units	10
Residential Floor Area	92,249 sf
Live/Work Floor Area	7,698 sf
Parking Area	19,616 sf



1st Floor



2nd Floor



3rd-5th Floor

Concept C

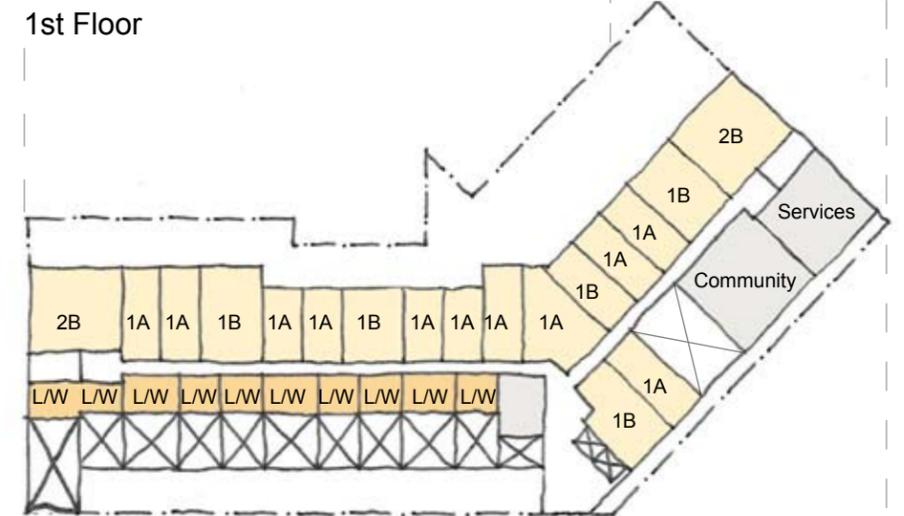
Feasible Architectural Concepts

Project Data

Residential Units	114
Live/Work Units	10
Residential Floor Area	94,073 sf
Live/Work Floor Area	7,698 sf
Parking Area	19,084 sf



1st Floor



2nd Floor



3rd-5th Floor

Project Examples

Architect
Clark Design Group, PLLC



Ballard Blocks, Ballard
2009



Alaska Building, Pioneer Square
2010



Trio Condominium, Belltown
2006



Ken's Market, Phinney Ridge
2010

Developer
Goodman Real Estate, Inc.



Regata Condominium, Wallingford
2006



Harvard & Highland, Capitol Hill
2009



NoMa, Ballard
2007