

# Proposal Description

1. The existing site is located on the northeast corner of the intersection of 24th Avenue East & East Boston Street. The site is trapezoidal with 121.78' on the alley (north), 114.84' (east), 92.84' on Boston (south) and 119.2' on 24th Ave E (west), and is composed of two separate parcels. The western parcel is zoned NC1-30; the eastern parcel is zoned L-1 RC. The site is vacant having previously held a small commercial (medical) facility. An existing curb and sidewalk adjoin the western and southern boundaries. Existing vehicle access is via an existing alley on the north and by an existing curbcut on the south (E Boston). Overhead power poles are located across 24th Ave E. The site is relatively flat with the northeastern corner approximately 5'-0" lower than the street level.
2. The site is split zoned with NC1-30 on the west and L-1 RC on the east. There are no ECA overlays. The properties to the south and west are zoned SF 5000. The property immediately to the east is zoned L-1 RC and lots east of that are zoned SF 5000. The property to the north is zoned NC1-30.
3. Neighboring uses include multi-family to the north, single family to the south, east and west. The immediate businesses in the neighborhood include a bicycle shop, 2 restaurants, a coffee shop, library, antique shop, office building, laundry/cleaners and deli/grocery. There are no significant views from the site.
4. Development objectives include utilizing the site for a mixed use building for commercial and residential uses. Residential uses will provide additional support for businesses in the Montlake Community. Lower floor commercial uses will be more appropriate fronting 24th Ave E where pedestrian and vehicle traffic is higher. Residential units may provide housing for those enrolled or working at the UW. Current plans call for (2) 2BR flats and (1) Live/Work unit attached to a mixed use structure containing 21 units on two floors over one floor of commercial. Underground parking for 30 vehicles will be accessed from the existing alley. A wider alley/drive is proposed to allow 2 way traffic from the garage to 24th Ave E and allows for short term deliveries. The proposed structure on the NC1-30 portion of the site will utilize the 30' height limit. The L-1 units will be built to meet the 30' height limit.

# Development Objective

1. Develop site to highest and best use (mixed-use building)
2. Provide increased housing opportunity in the Montlake neighborhood
3. Provide a visual upgrade to the neighborhood and improve property values
4. Provide opportunities for commercial tenant space
5. Enhance the pedestrian environment with pedestrian shops
6. Provide positive cash flow for the property
7. Provide financial benefits for a family investment

# Proposed Density

2BR Flats	2
Jr 1BR Flats	16
1BR Flats	6
<u>Total Units</u>	<u>24</u>
Total Parking Stalls	30
Commercial	4,926sf
Live/Work	1,000sf

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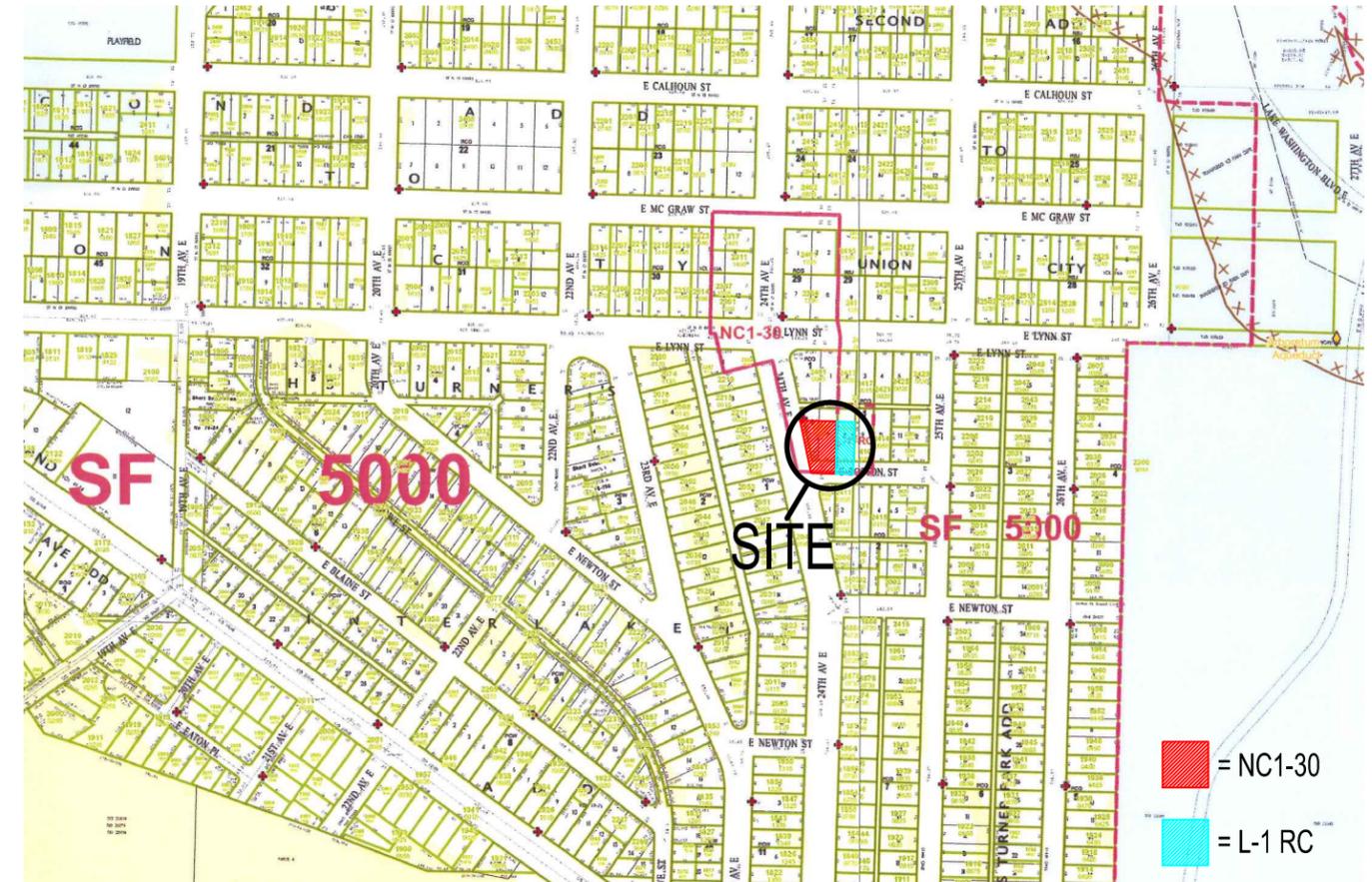
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# Zoning Analysis

ADDRESS:	2200 24th Avenue East, Seattle, Wa 98112
LEGAL:	Parcel A: Lots B and 7, Block 1, H.S. Turner Park Addition to the City of Seattle, according to the plat recorded in Volume 14 of Plats, page 48, in King County, Washington. Parcel B: Lot 8, Block 1, H.S. Turner addition to the City of Seattle, according to the plat thereof recorded in Volume 14 of Plats, page 48, in King County, Washington.
DPD ZONING MAP:	93
DPD PROJECT NO.:	3011924 (Previous # 3009726)
PARCEL NO.:	871210-0035, 871210-0040
ZONING:	NC1-30 & L-1 RC
OVERLAYS:	Arterial; View 100
ECA:	None
SITE AREA:	12,428 SF (NC1-30 = 7,794 SF, L-1 RC = 4634 SF ) (Area prior to alley dedication)
USES:	NC1-30 - Commercial, Retail, Medical, Restaurant, Residential L-1 RC - Ground Related Residential
DENSITY:	NC1-30 - No density limitations for mixed use, L-1 RC - 1/2000 SF or 2 Apartments
STRUCTURE HEIGHT:	NC1-30 = 30' plus exceptions for pitched roof (5'-0" w/ 4/12 minimum pitch), Rooftop features (open rails, parapet, skylights, stair and elevator penthouses, mechanical equipment, play equipment, chimneys). 4' exception for mixed use buildings subject to 13' floor to floor @ commercial and no view blockage of Mt Rainier, Olympics, Downtown, etc. L-1 RC = 30' plus exceptions for pitched roof (5'-0" w/ 4\12 minimum pitch or 10' w/ 6\12 minimum pitch). Rooftop features (open rails, planters, skylights, clerestories, greenhouses, parapets, flagpoles). 4' for partially below grade floor.
FLOOR AREA RATIO (FAR):	Mixed-Use Structures: 2.5 = 19,485 SF allowed L-1 RC (Apartments): 1.0 = 4,634 SF allowed
DEVELOPEMENT STANDARDS:	30' average depth, 15' min. commercial/retail depth and floor-to-floor height of 13' min. (23.47A.008 B.3). 50% of structure's non-residential footprint is maximum required. Residential uses may not exceed 20% of street -level street-facing facade when facing an arterial (23.47A.005 C.3). 60% of the street-facing facade between 2 and 8 feet above the sidewalk shall be transparent.
STRUCTURE WIDTH/FACADE LENGTH:	
NC1-30	No requirement
L-1 RC	Maximum width 45', Maximum facade length 65% of lot depth
RESIDENTIAL AMENITY:	
NC1-30	5% of total gross floor area in residential use. Amenity space shall be landscaped. Approximately 19,282 SF gross residential area x 0.05 = 964 SF required amenity area.
L-1 RC	10% of gross floor area of apartment = 3,000 x 10% = 300 SF (50% at ground level = 150 SF)
LANDSCAPE:	
NC1-30	Green area factor .30 minimum; Street trees per SDOT; 5' landscape between above grade parking garage and streets; 3' high screening along areas where garbage cans are contained, or 6' high screening for garbage dumpsters.
L-1 RC	Green area factor .60

# Zoning Map



## SETBACKS:

NC1-30	FRONT	0'
	SIDE	0' except when adjacent to R Zone = 15' triangle.
	REAR	For structures containing residential uses, 15' for portions of structure above 13' in height to a maximum of 40'. Above 40' an additional 2' of setback for every 10' of building height exceeding 40'. Rear setback may be measured from the centerline of the alley.

L1-RC	FRONT	5' minimum
	SIDE	7' average, 5' minimum (5' if less than 40' building length)
	REAR	10' minimum with alley

EXCEPTIONS: Barrier-free ramps; 18" eaves; unenclosed within 5' of residential lots; no setbacks for below grade structures.

PARKING / ACCESS: Alley access required from improved alley. Required residential parking in commercial zones & L-1 RC is 1 space per unit. Commercial parking, first 2,500 SF of each business establishment does not require parking. Office use requires 1 space /1,000 SF. General Sales/Service requires 1 space / 500 SF.

Required Parking Stalls: Commercial = 0-5, Live/Work = 1, Residential = 23, Total = 24-29. Proposed = 30.

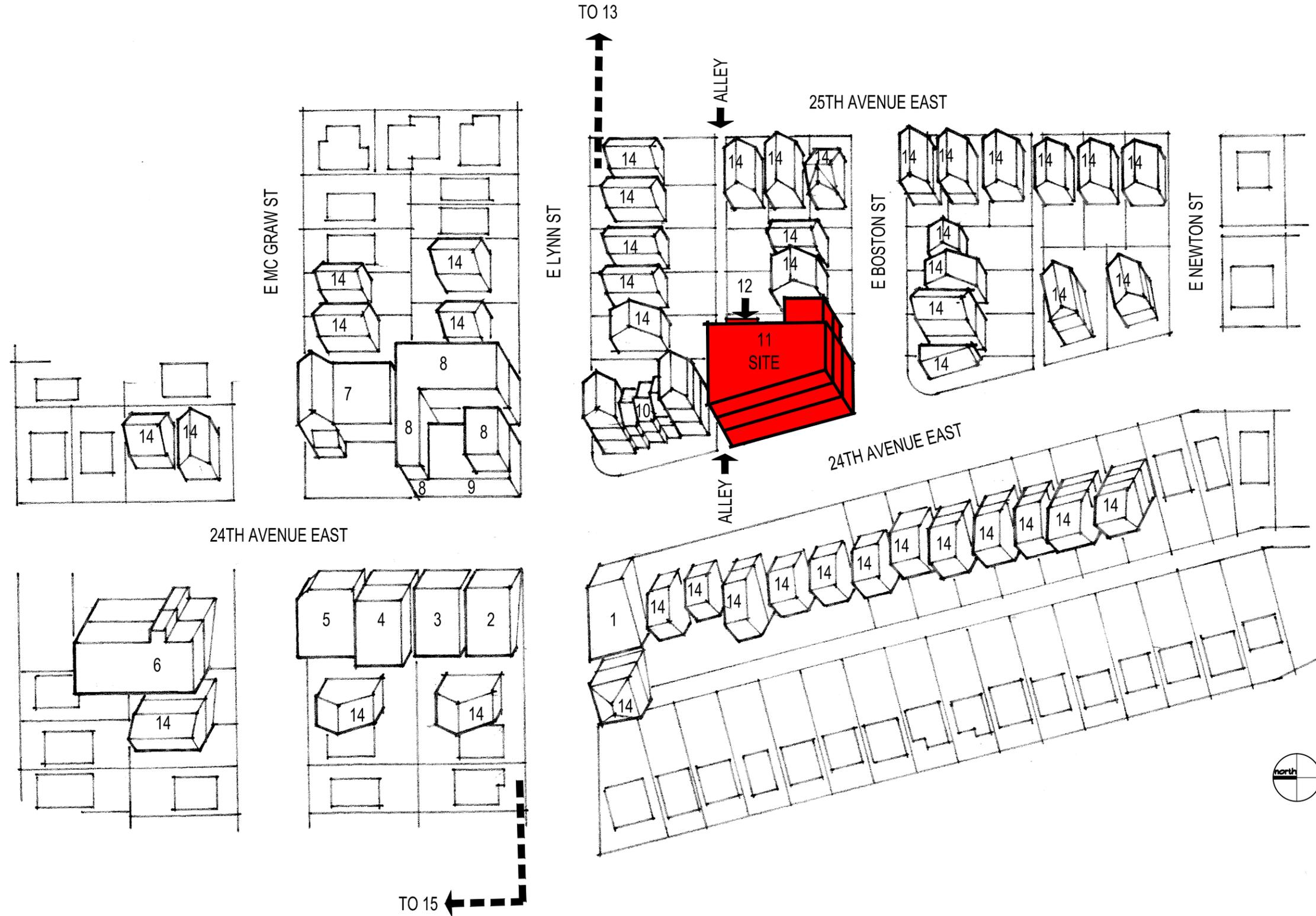
STREET CLASSIFICATION: 24th Ave E = Arterial, 75' R.O.W. (66' req'd)  
E Boston = Non arterial, 50' R.O.W.

Alley = 11', previous 1' dedication under A0122695

SOLID WASTE / RECYCLING: Residential: 100 SF for 16-25 units, rear load container.



# Existing Uses



1. Bike Shop
2. Restaurant
3. Tavern
4. Antique Shop/Apts
5. Office
6. Montlake Library
7. Grocery Store/Drycleaners
8. 24 Unit Apartment
9. Hair Salon/Financial Investments /Coffee Shop
10. 7 Unit Apartment
11. Site w/Preferred Alt (currently vacant)
12. Metro Substation
13. Washington Arboretum
14. Residence
15. Montlake Elementary



# Site Analysis

## 24th Ave E

Primary pedestrian and vehicle access  
 Best orientation for commercial / retail spaces  
 SDOT Principal Arterial w/ existing 75' R.O.W. (65' required) (no street dedication required)  
 Utilities including overhead power lines (on west side of 24th) located in R.O.W.  
 Improved with sidewalk, curb and gutter.

## E Boston

Secondary minor vehicle and pedestrian access primarily from residents in neighborhood  
 Minimal exposure for commercial/retail  
 Collector street with 50' R.O.W.  
 Improved with sidewalk, curb and gutter

## Alley

11' R.O.W. with previous 1' dedication from subject site.  
 Primary location of vehicle access to site  
 Narrow width for remainder of block

## View

No significant views from site

## Amenities

Site lies within Montlake business area  
 Walking distance to Montlake Playfield, Interlaken Park, Washington Arboretum, U of W Husky Stadium, Montlake Cut and Foster Island Trails.

## Power Substation

Existing 45'x20' easement for power substation

## Neighborhood Qualities

In the early 1960's the Montlake Tavern and Kelly's BBQ were lunch and evening gathering spots for university students and staff. Over the years the food and drink services remain a major focus for university and neighborhood consumers. The bicycle repair and sales shop and neighborhood library now contribute to the livelihood and vibrant quality of this small business center. The neighborhood eating establishments are also common seasonal meeting places during UW home sports events.

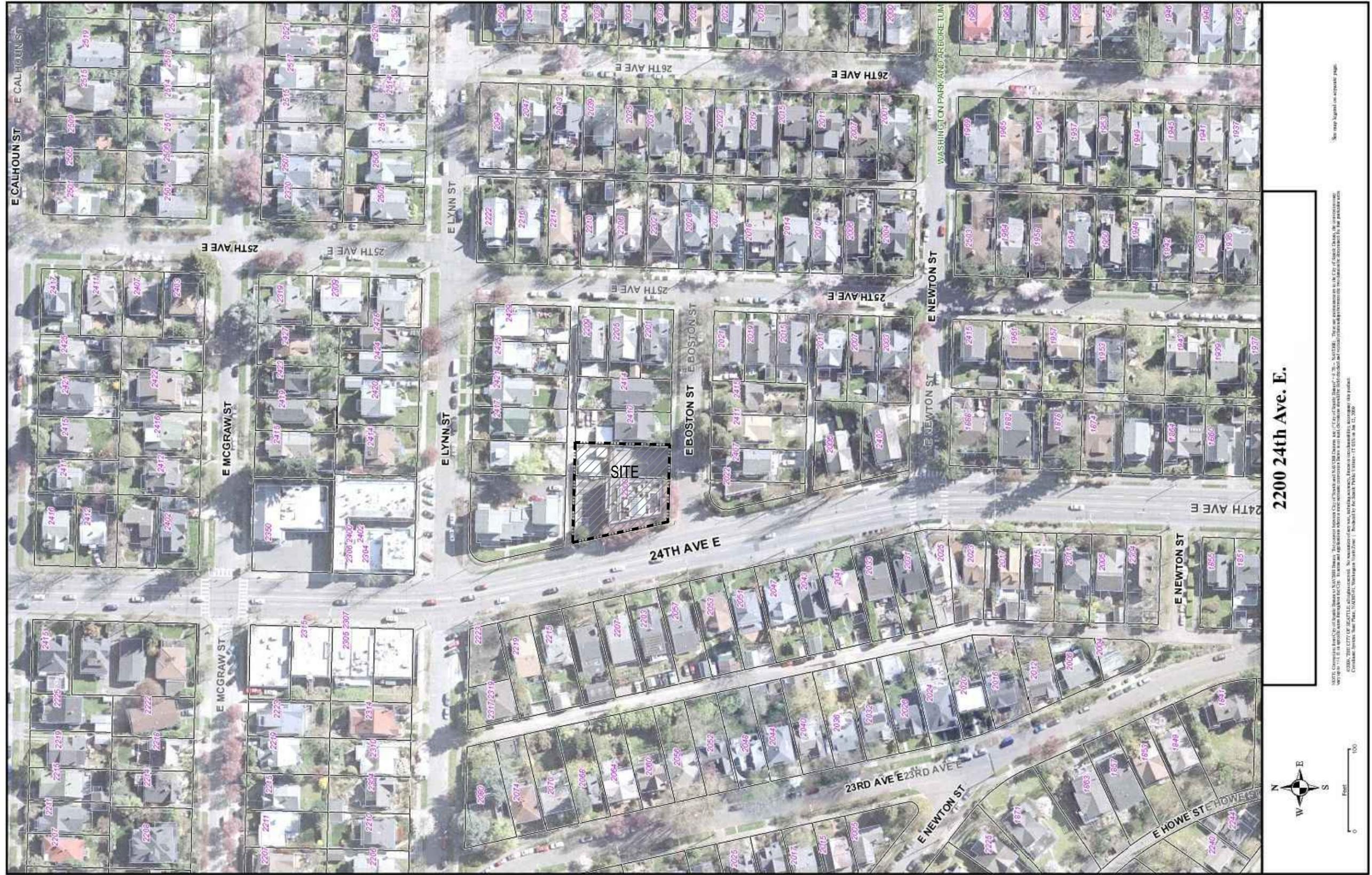
There is no common identifying architectural context but rather a variety of architecture ranging from the most recent brick, wood, glass, post and beam styled library to a residential builder inspired apartment to early 1900's storefront architecture.



■ = NC1-30  
 ■ = L-1 RC



# Vicinity Map



See next legend on separate page.

NOTE: Computerized City of Seattle maps to NAVD83 datum. The location between City of Seattle and NAVD83 datum is approximately 0.30 meters. These are approximate values for City of Seattle. The City of Seattle does not warrant the accuracy of any information provided on this map. The City of Seattle is not responsible for any errors or omissions on this map. The City of Seattle is not responsible for any errors or omissions on this map. The City of Seattle is not responsible for any errors or omissions on this map.



# Design Guidelines

The following design guidelines were provided by the Design Review Board following the March 2, 2011 EDG meeting.

## PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board preliminarily identified the Citywide Design Guidelines (as applicable) of highest priority for this project. Additional guidance and identified priority guidelines may be provided at the Second Early Design Guidance meeting.

### A. Site Planning

**A-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. At the Early Design Guidance Meeting, the Board directed the applicant to provide further study of the architectural response to the nearby topography changes. Specifically, the roof design should respond to the presence of uphill residences to the west.

**A-2 Streetscape Compatibility.** The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

At the Early Design Guidance Meeting, the Board said the packet lacked sufficient context analysis and a design response to street level development. The Board directed the applicant to provide additional analysis and demonstrate how the proposed design will respond to the context of the nearby pedestrian environment. This analysis should include consideration of the storefront design and the pedestrian experience at the northwest corner.

**A-5 Respect for Adjacent Sites.** Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

At the Early Design Guidance Meeting, the Board expressed disappointment with the lack of context analysis. The Board noted that the applicant should provide additional design analysis of the area, and indicate how the proposed development will respond to the context of the single family development to the south, east, and west.

**A-8 Parking and Vehicle Access.** Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

At the Early Design Guidance Meeting, the Board expressed confusion over the Scheme 4 proposed vehicular access configuration. Concerns included pedestrian safety, impacts to the nearby residential neighborhood that shares the alley, and safety for vehicles entering and exiting. The Board noted that the applicant preferred access option seems to be driven by a desire to avoid a design review departure for building overhang. The Board also noted that the additional curb cut will create a wide area of the sidewalk that's inhospitable to pedestrians, in a commercial corridor that should encourage pedestrian activity.

The applicant should provide further analysis about vehicular access options for the site. In general, the Board noted that vehicular access should be designed to maximize pedestrian safety and minimize impacts to the narrow alley east of the site. A widened alley with access to parking appears to be the best option. Additional curb cuts and driveways separated from the alley by a curb don't appear to be good options.

**A-10 Corner Lots.** Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Guidance reflects the comments about vehicular access in response to Guideline A-8.

The Board also noted that the corner treatments shown in Schemes 3 and 4 appear to be unnecessary at the corner of E. Boston St. and 24<sup>th</sup> Ave E. This isn't a significant intersection, and the corner treatment should instead reflect the nearby context and the transition to single family residential development to the east and south.

### B. Height, Bulk and Scale

**B-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 anticipated development potential of the adjacent zones.

At the Early Design Guidance Meeting, the Board noted that the building needs additional study to determine a scale that is compatible with nearby commercial and residential structures. Items the applicant should consider include the commercial height in relation to the upper stories (proportion), the treatment of storefront design in relation to nearby context (scale), and the transition of this scale to the nearby residential development.

The Board also stated that the proposed north overhang seems awkward and disproportional to the building.

### C. Architectural Elements and Materials

**C-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.

At the Early Design Guidance Meeting, the Board directed the applicant to return with a thorough analysis of nearby context and demonstrate how the proposed design will conceptually relate to this context. The context analysis should include at least the following elements:

- Proportion of storefront to upper building stories
- Architectural treatments that add to the pedestrian experience
- Historic building design such as inset doors, transom windows and storefront awnings
- Materials
- Design cues from nearby residential development
- Any other development patterns that indicate design cues

**C-2 Architectural Concept and Consistency.** Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

At the Early Design Guidance Meeting, the Board directed the applicant to provide additional context design analysis and return to describe how that analysis will relate to the proposed design.

**C-4 Exterior Finish Materials.** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

At the Early Design Guidance Meeting, the Board noted that finish materials should be durable high quality materials that respond to neighborhood context.

### D. Pedestrian Environment

**D-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 space should be considered.

At the Early Design Guidance Meeting, the Board directed the applicant to continue design development of the pedestrian entrances. The primary residential entry on E. Boston St. seems to be a good configuration.

**D-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 elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

At the Early Design Guidance Meeting, the Board asked for additional information about the proposed location and screening of these areas.

**D-8 Treatment of Alleys.** The design of alley entrances should enhance the pedestrian street front.

Comments reflect those found in response to Guidelines A-8 and A-10.

**D-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.

At the Early Design Guidance Meeting, the Board asked for additional information about the proposed commercial transparency.

**D-12 Residential Entries and Transitions.** For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

At the Early Design Guidance Meeting, the Board asked for additional information about the proposed residential entries on E. Boston St.

### E. Landscaping

**E-2 Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

Comments reflect those found in response to Guidelines A-1 for rooftop design, and A-5 for transition to single family areas.

**E-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.

At the Early Design Guidance Meeting, the Board discussed the importance of landscaping to buffer the pedestrians from traffic on 24<sup>th</sup> Ave E, the use of landscaping in the transition to single family areas to the east and south, and the use of landscaping in the "hole" at the northeast corner of the property and between the townhouses. The applicant should provide a conceptual landscape plan at the next EDG meeting that demonstrates how the design will respond to these items.



# Neighborhood Photos

APTS/SALON/OFFICE/COFFEE



7 UNIT APARTMENT



ALLEY LOOKING WEST



ALLEY LOOKING EAST



SITE



GROCERY/CLEANERS



RESIDENCE TO SOUTH



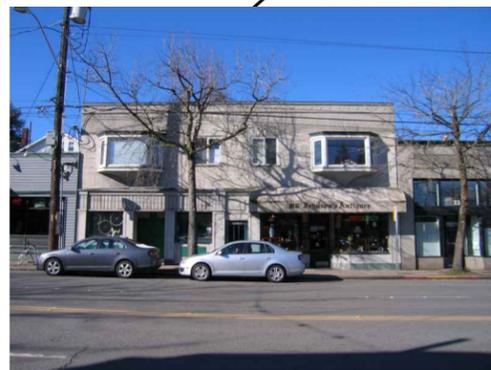
MONTLAKE LIBRARY



RESIDENCES TO WEST



OFFICE



ANTIQUe SHOP



TAVERN



RESTAURANT



BICYCLE SHOP



Site Photos



SITE LOOKING NORTH FROM E BOSTON



SITE LOOKING SOUTHEAST FROM 24TH AVE E



SITE LOOKING NORTHEAST FROM 24TH AVE E



SITE LOOKING SOUTHWEST FROM ALLEY

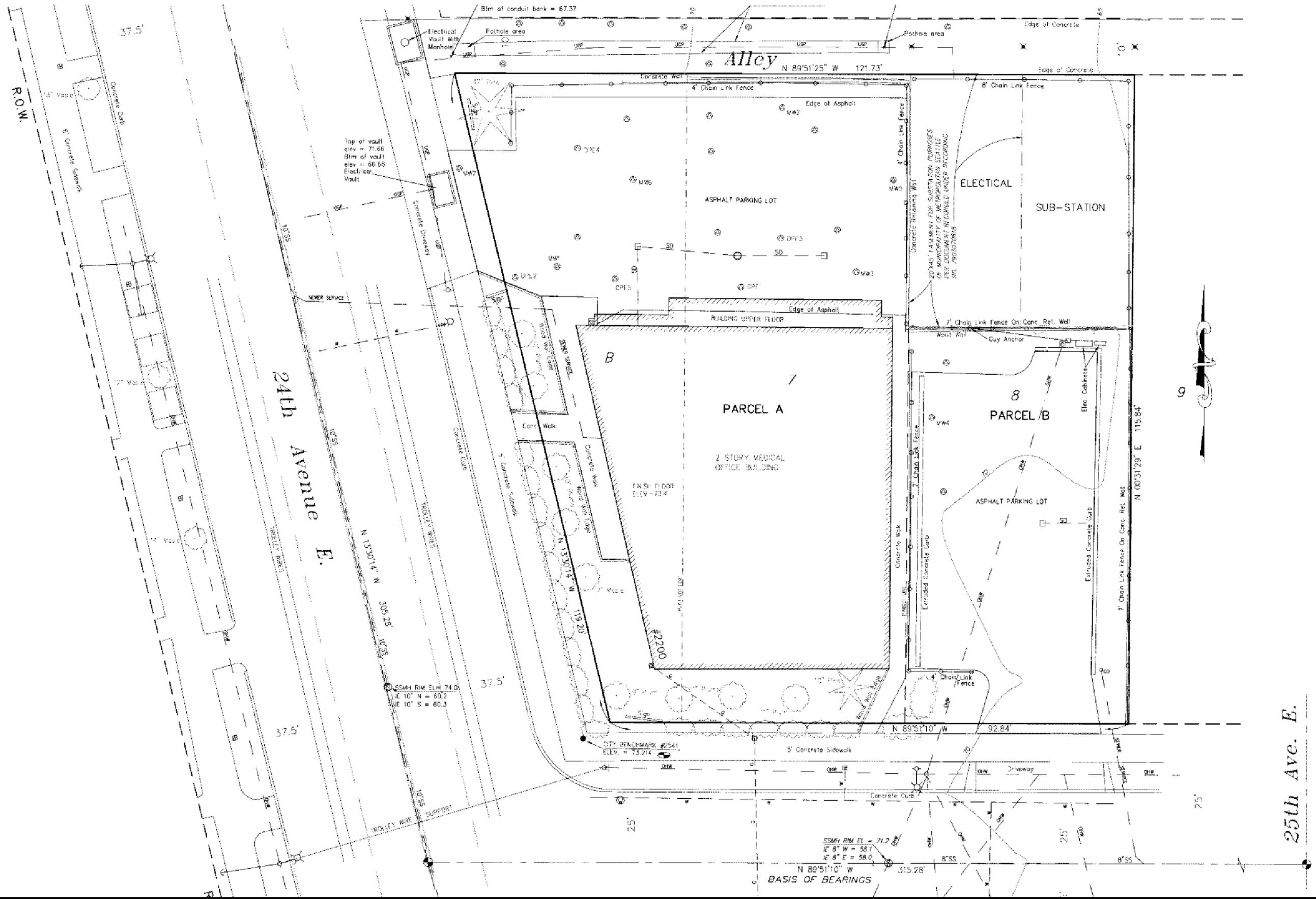


SITE LOOKING SOUTHEAST FROM ALLEY



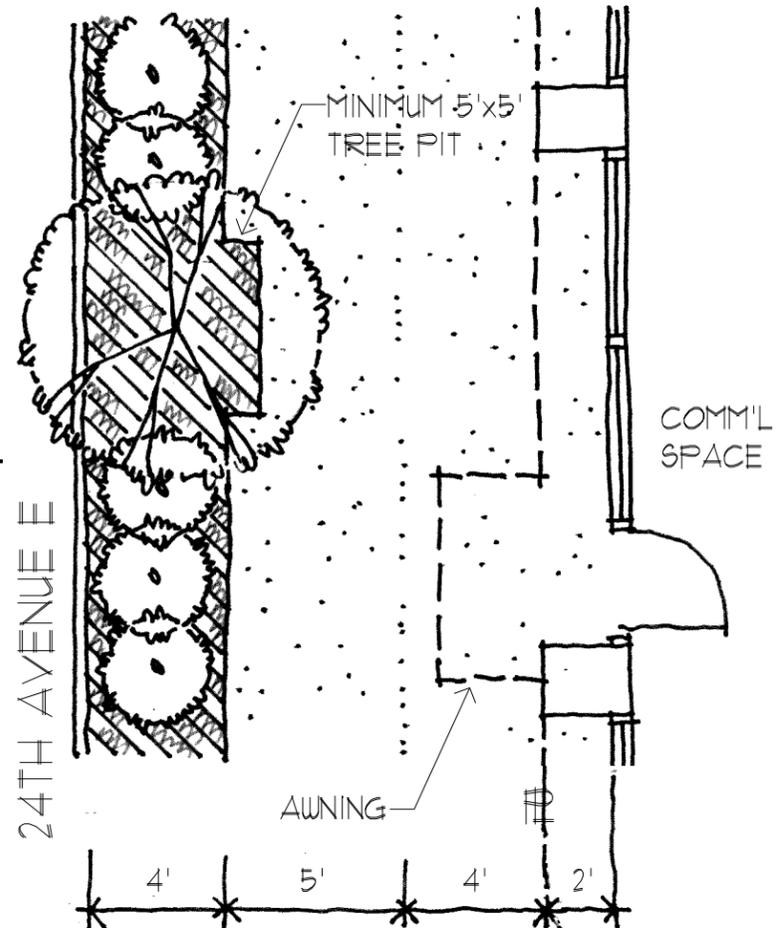
RESIDENCES TO WEST OF SITE ACROSS 24TH AVE E





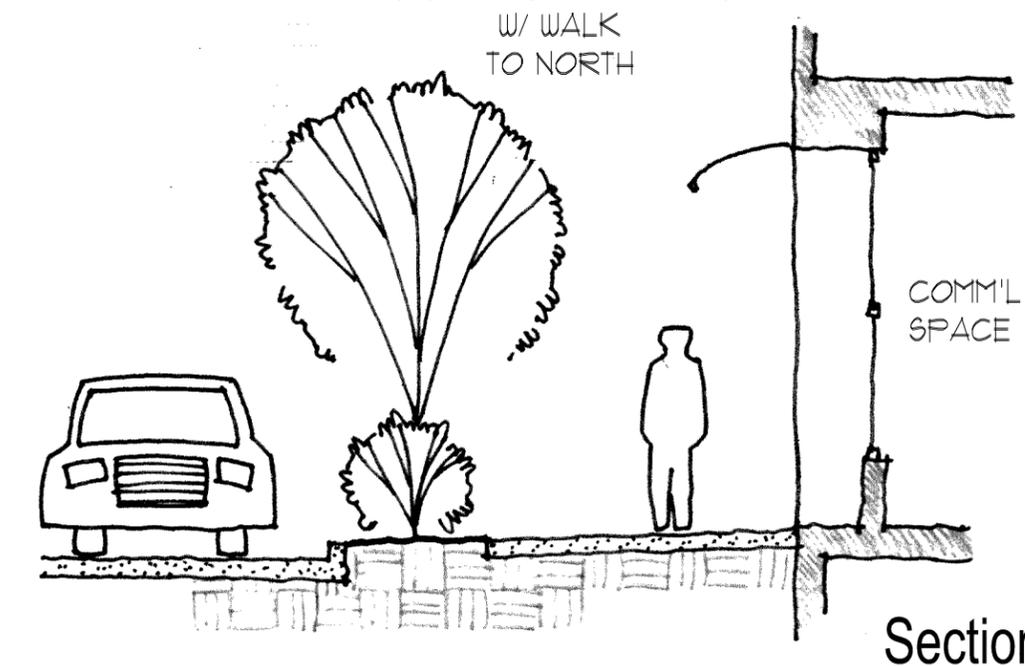
# Streetscapes

- landscaping in planting strip provides barrier between pedestrians and cars in 24th
- 5' walk aligns with walkway to north
- 4' additional walk moves pedestrians away from arterial
- alternate sidewalk profile: continuous 5' planting strip and 8' wide walk (4'+4') to P.L. Provides greater buffer from arterial, doesn't align as well with sidewalk north of alley.



**Plan**

4' PLANT'G STRIP | 5' WALK ALIGNS W/ WALK TO NORTH | 4' ADD'L WALK | 2'



**Section**



West Side 24th @ Montlake Library

- no planting strip
- library set back from street

East Side 24th @ Seattle Housing

- 4' plant strip, 5' sidewalk, 4' to property line, similar profile to subject property
- street trees between sidewalk and property line
- apartments set back from street



West Side 24th @ Montlake Alehouse

- no planting strip
- narrow sidewalk adjacent to 4-lane arterial
- buildings adjacent to street

East Side 24th @ Fuel

- a narrow walk adjacent to 4-lane arterial with sidewalk cafe seating
- buildings adjacent to street



West Side 24th Across From Site

- landscaping in plant strip separates pedestrians from 4-lane arterial
- wider sidewalk gets pedestrians away from 24th

East Side 24th @ Montlake Apartments

- no planting strip
- narrow walk adjacent to 4-lane arterial
- buildings adjacent to street



# Entries



Montlake Bicycle Shop

- expanded recessed entry with room for bicycles
- minimal overhead protection
- maximized glazing



Cafe Lago

- recessed, glazed entry
- no overhead protection
- tile flooring
- maximized glazing



Montlake Ale House

- recessed entry
- overhead awning / signage
- minimum glazing



Johnson's Antiques

- small, recessed entry
- overhead awning / signage
- maximized glazing



Montlake Library

- plaza-like entry
- high, overhead weather protection
- maximized glazing

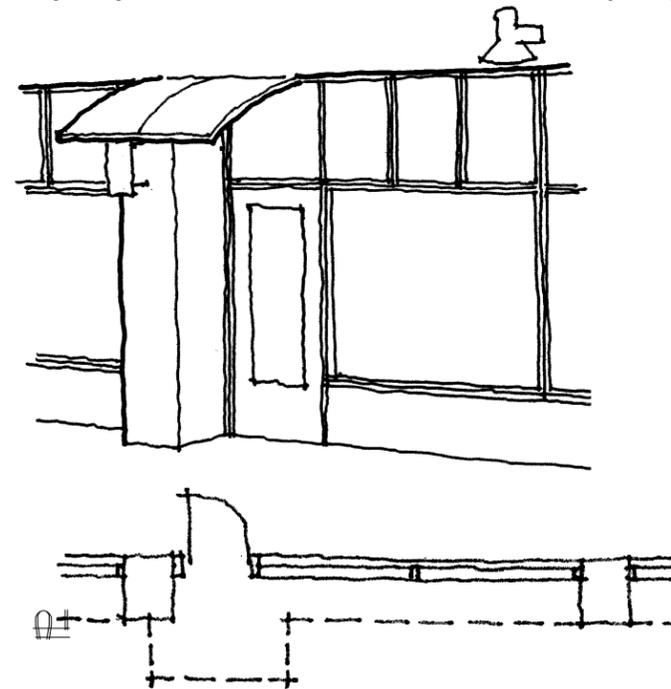
Montlake Apartments

- small, recessed entry
- overhead awning / signage
- minimum glazing



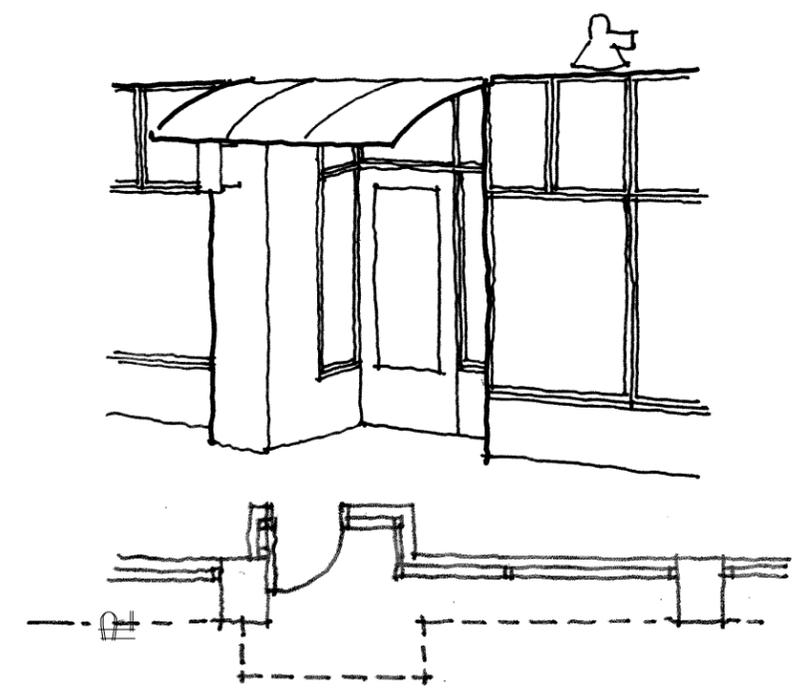
Edward Jones Investments

- recessed entry
- overhead awning / signage
- maximized glazing



Commercial Entry Option 1

- no recessed entry, door is set back 2' from property line and 6' from sidewalk
- consistent facade setback between columns



Commercial Entry - Option 2

- recessed entry, door is setback 4' from property line and 8' from sidewalk
- door can swing out

# Storefronts / Lighting



Cafe Lago

- wood windows
- divided transom lights above
- wainscot kickplate
- shallow columns



Montlake Ale House

- aluminum windows
- wood panel kickplate



Pay Northwest

- aluminum windows
- transom lights above
- stucco kickplate
- shallow columns



Near Edward Jones

- aluminum windows
- transom lights
- tile kickplate



Montlake Apartments

- aluminum windows
- stucco wall below storefront

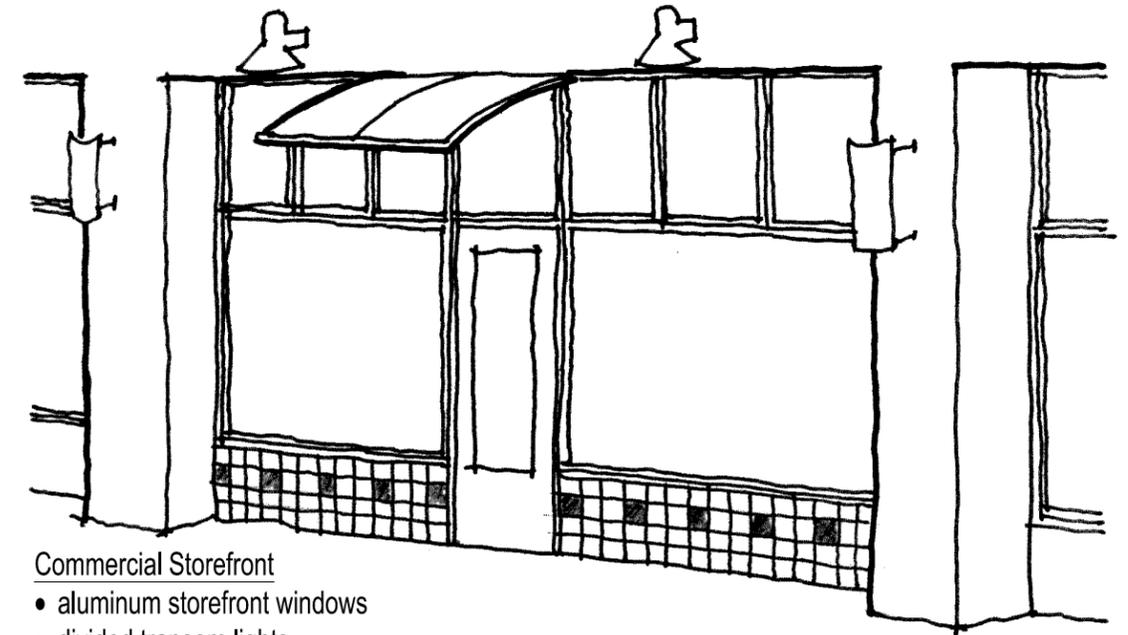
• Power Pole Lighting



• Montlake Apartments



• Cafe Lago / Montlake Ale House



Commercial Storefront

- aluminum storefront windows
- divided transom lights
- tile kickplate with accent tiles
- utility-style exterior downlights
- recessed storefront emphasizes columns



# Materials / Color

**Foreground:**

- light brown Hardi Panels with emphasis on horizontal, metal reglets

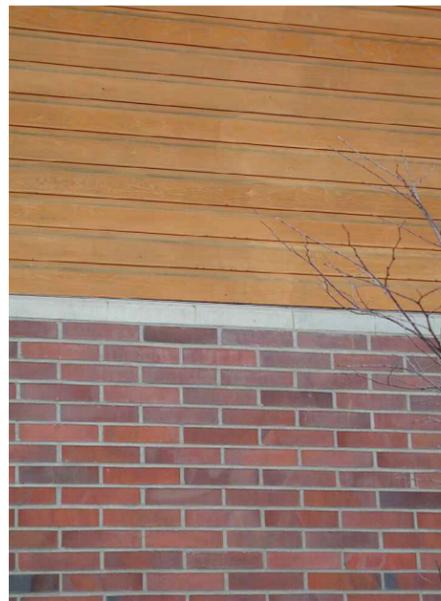
**Recessed:**

- dark brown vertical metal siding

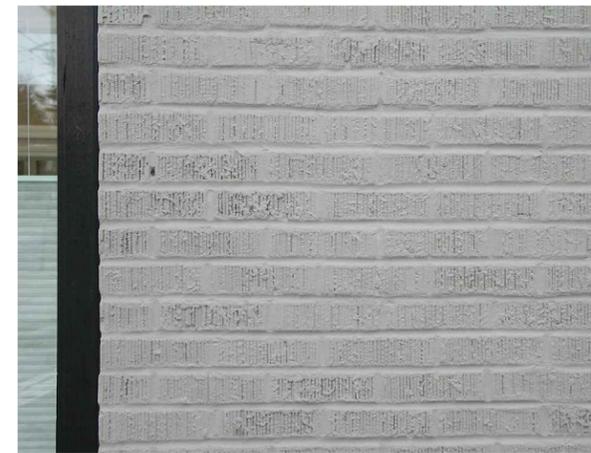
- transom windows @ 3rd floor
- beige/brown vinyl windows at residential units



- acrylic entry awning
- dark brown masonry or tile base
- dark brown aluminum storefront
- green tile kickplate with accent tile
- green, wood store door



**Montlake Library**  
• horizontal wood siding, red brick



**Pay Northwest**  
• painted brick



**Cafe Lago**  
• red brick, green storefront



**Montlake Bicycle**  
• green stucco



**Montlake Ale House**  
• horizontal wood siding, green trim



**Seattle Housing**  
• horizontal Hardie Siding, green trim



**Montlake Apartments**  
• terra cotta, green trim



**Montlake Apartments**  
• beige stucco, green trim



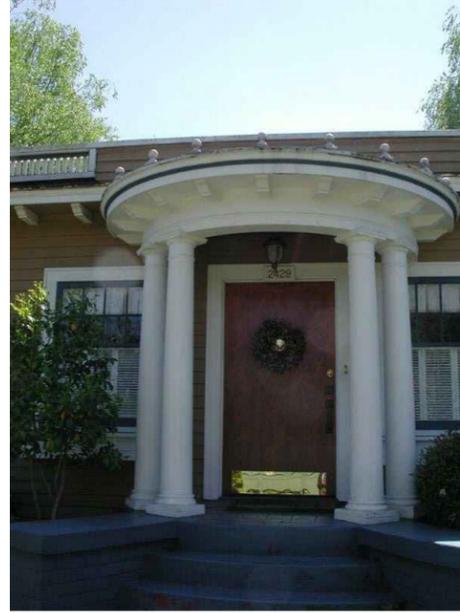
# Residential Analysis



Cottage



Tudor



Classic



Santa Fe / Spanish



Craftsman



Craftsman / Bungalow



Contemporary



Craftsman



Tudor

The Montlake neighborhood is a collection of Architectural Styles, most built in the early 1900's. A majority of the homes are clad in wood siding or shingles, roofed in composition asphalt shingles and have painted wood window frames .

## Architectural Styles



# Residential Analysis



Siding/ Open Trellis



Brick



Solid Cedar

A variety of fence/screening treatments can be found in the vicinity.



Solid Cedar -Stained



Bamboo



Unfinished Cedar



Solid Slats w/Trellis



Open Slat Cedar



Cedar Grid

## Fence/Screening



# Residential Analysis



Alley Parking  
Most parking is skewed from the alley to allow access from the narrow right-of-way



Arbors

Alley Parking / Arbors



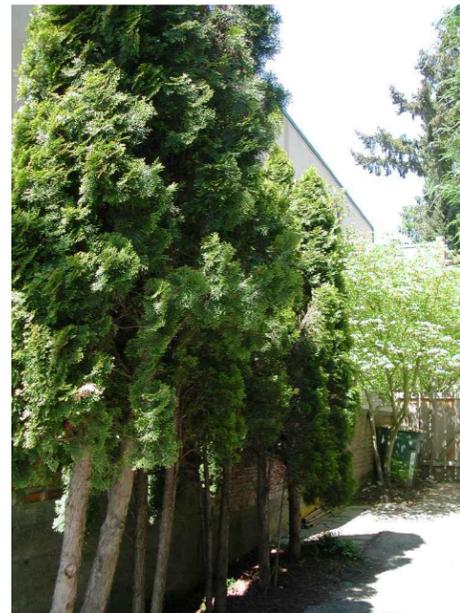
# Residential Analysis



Pre Cast Concrete



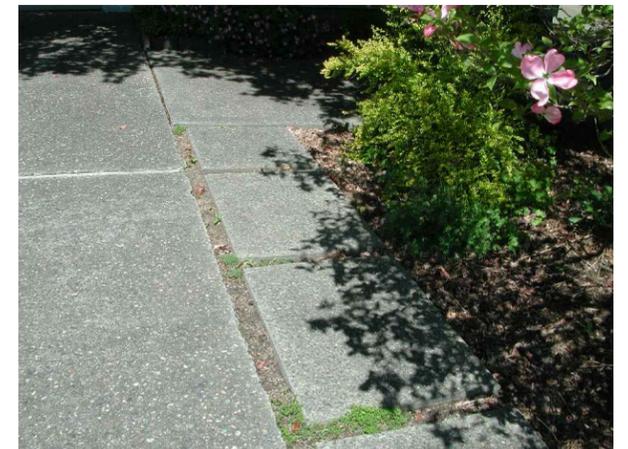
Container Landscape



Landscape Screening



Rockery



Retaining Walls & Paving

## Retaining Walls, Paving & Landscaping



# Residential Analysis



Raised Planters



Natural Stones



24th Avenue E.



Although Grass (lawn) is the predominant parking strip treatment, there are a variety of other treatments

## Parking Strips

# Residential Context Analysis Summary

Residential elements appropriate for incorporation in the proposed design include:

- landscaped planter strips (adjacent to street).
- container landscaping at entry
- landscape screening between project and adjacent residential uses
- 3 tab composition roofing shingles for sloped roof if applicable
- landscaped lattice to screen parking/drive @ alley
- possible incorporation of landscaped trellis in courtyard

Residential elements not appropriate for this design:

- high maintenance wood siding
- wood window frames
- gabled roofs - do not reflect design approach to connect with commercial aspect of the business area.
- wood fencing - high maintenance not as durable as other products



# Scheme 1 - First Floor Plan

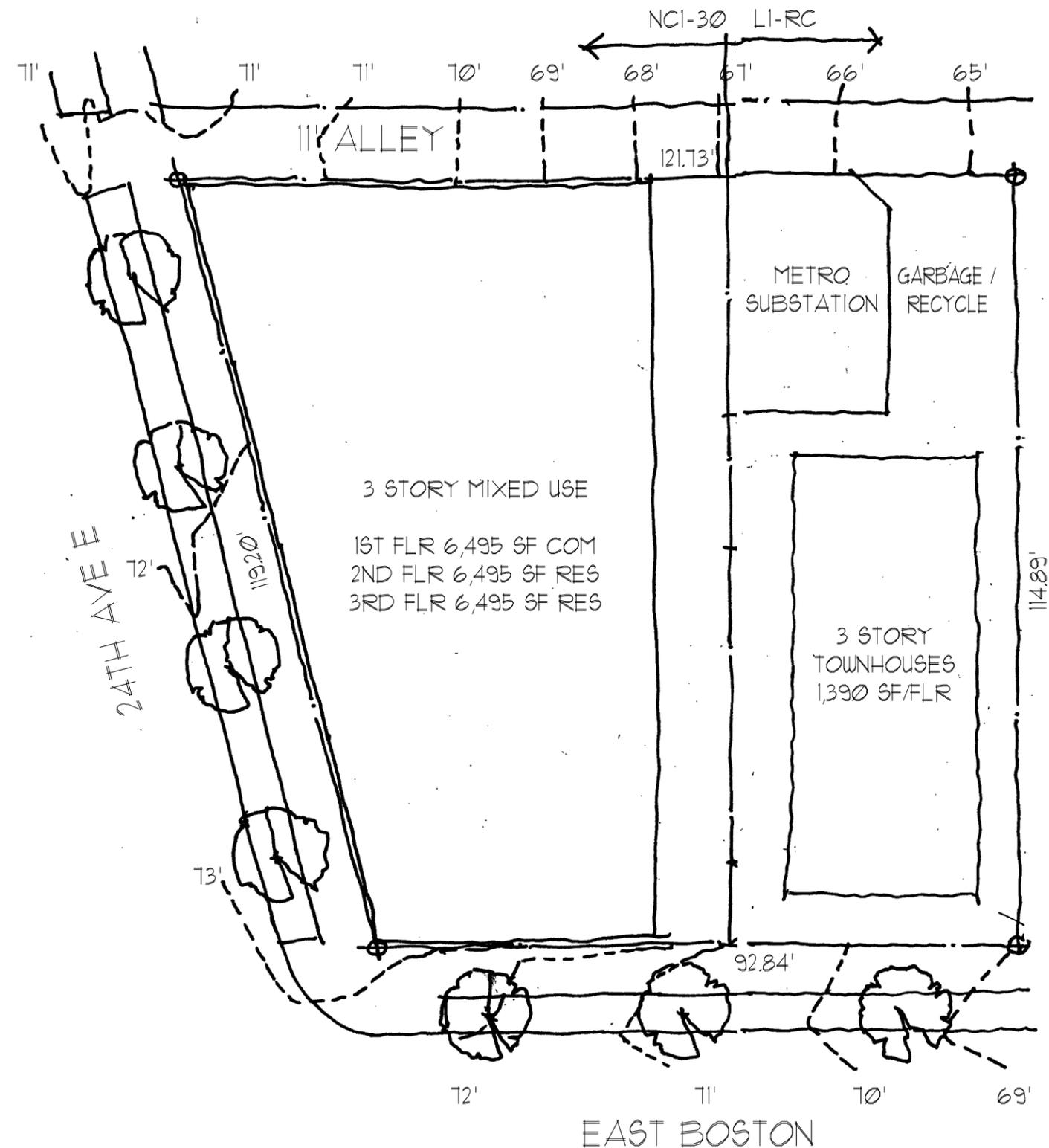
## BUILDING AREA:

NC1-30	1st Floor Commercial	6,495 SF (minimum required = 2,861 SF)
	2nd Floor Commercial	6,495 SF
	3rd Floor Commercial	6,495 SF
	<b>Total</b>	<b>19,485 SF</b>

Building Type - Mixed Use w/ 20 - 22 Apartments

L1-RC	1st Floor	1,390 SF
	2nd Floor	1,390 SF
	3rd Floor	1,390 SF
	<b>Total</b>	<b>4,170 SF</b>

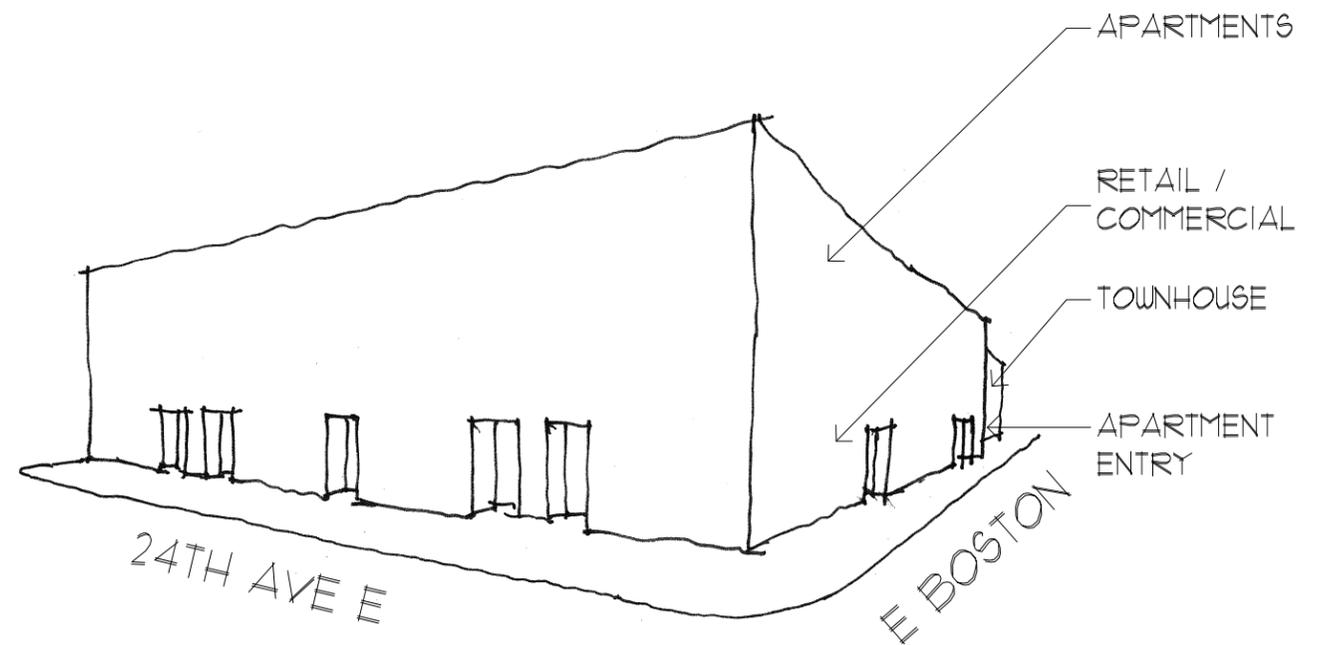
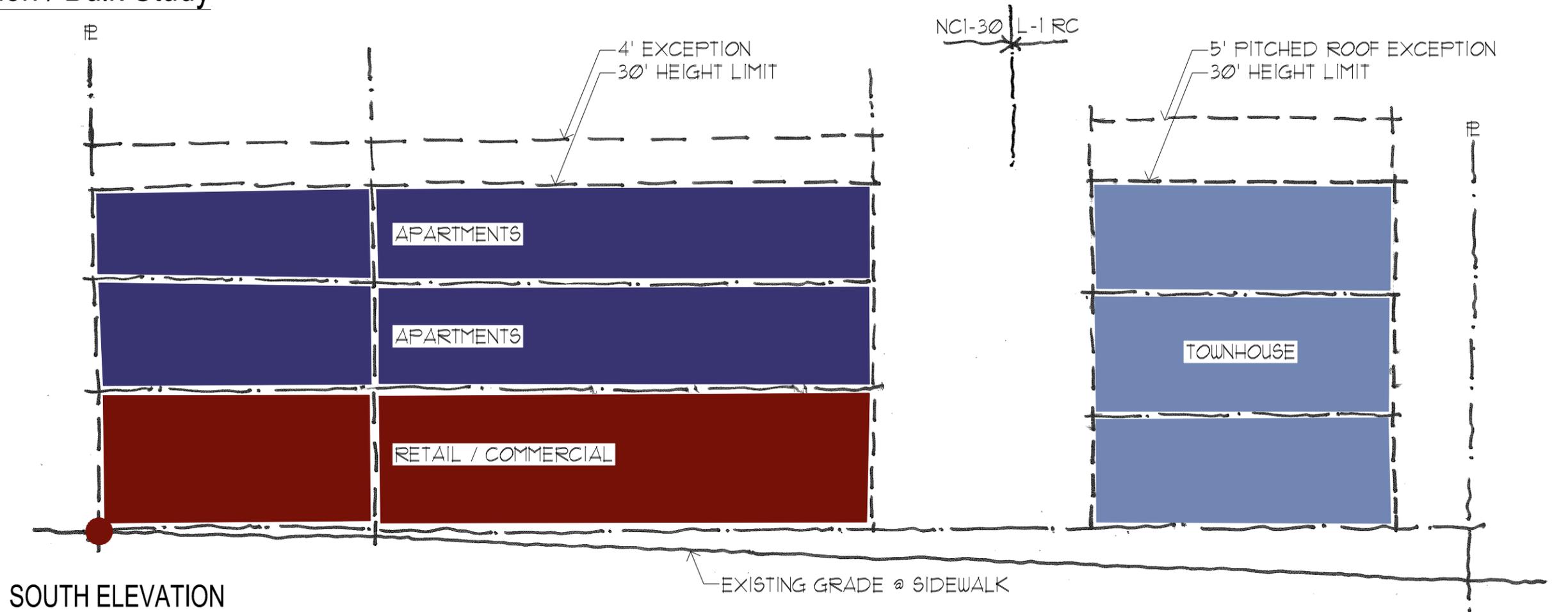
Building Type on L1-RC can include 2 - 3 townhomes, 2 apartments w/ live/work unit.  
 Parking required for L1-RC = 2 - 3 cars.



First Floor 



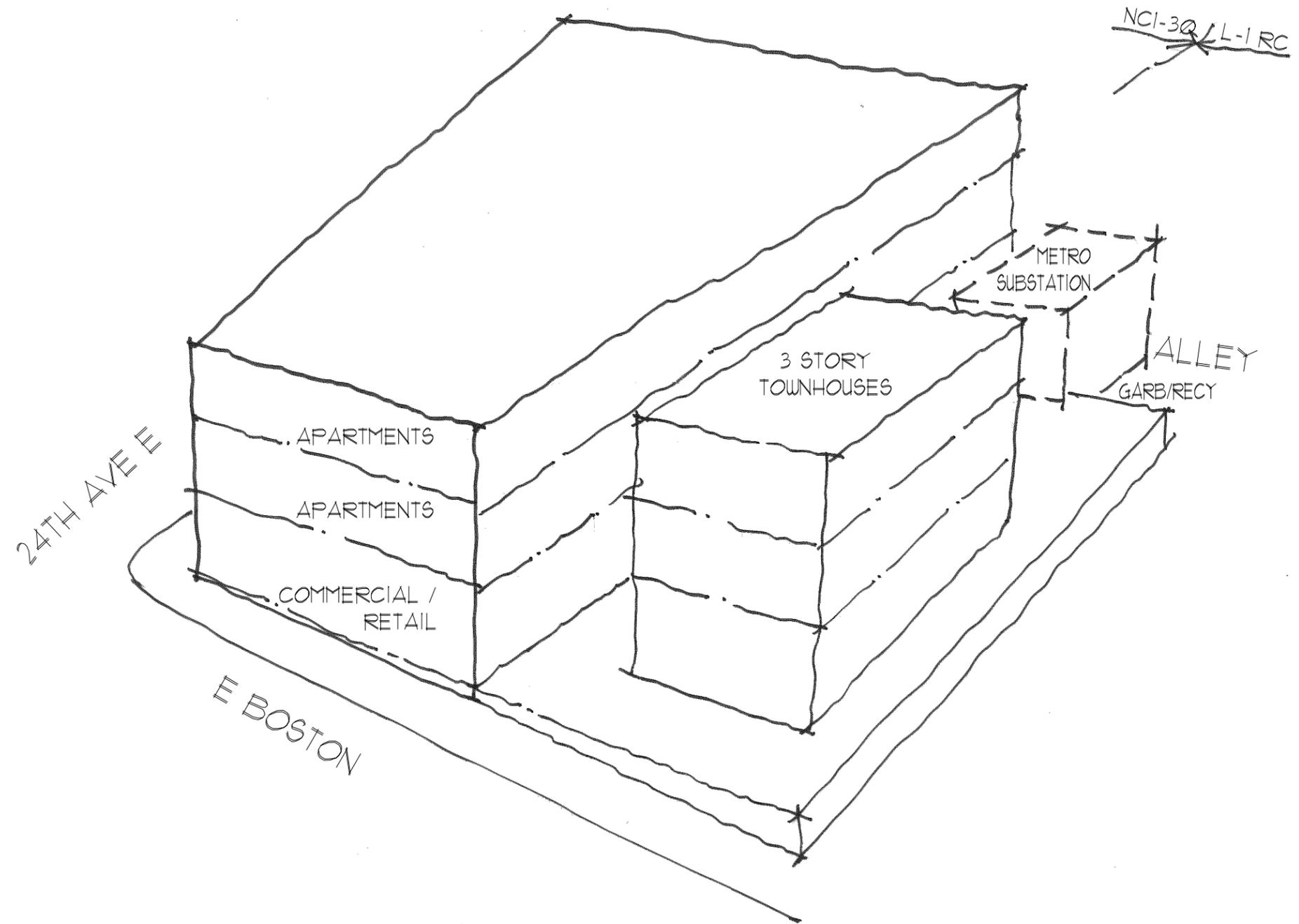
# Scheme 1 - Elevation / Bulk Study



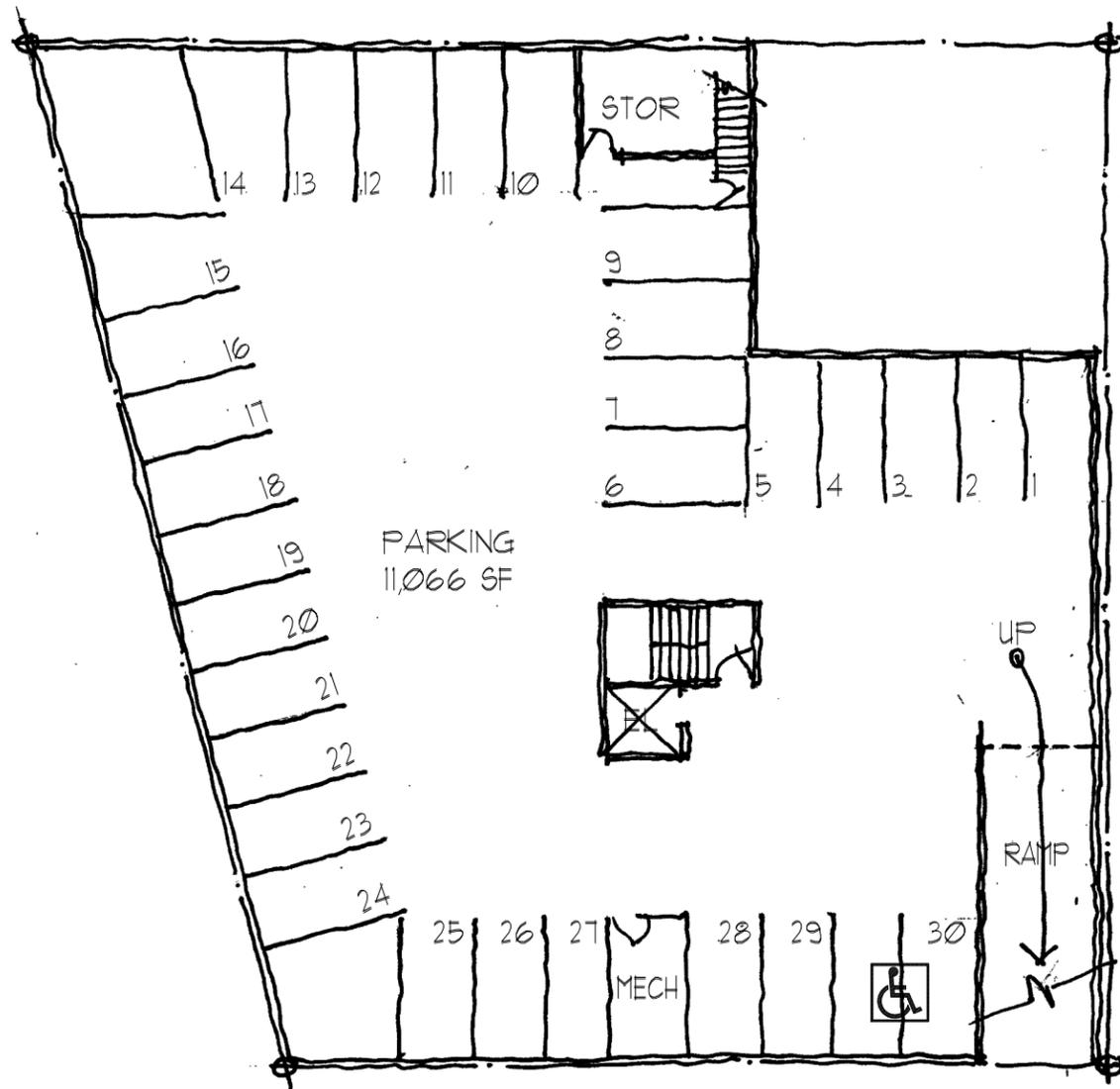
BULK STUDY



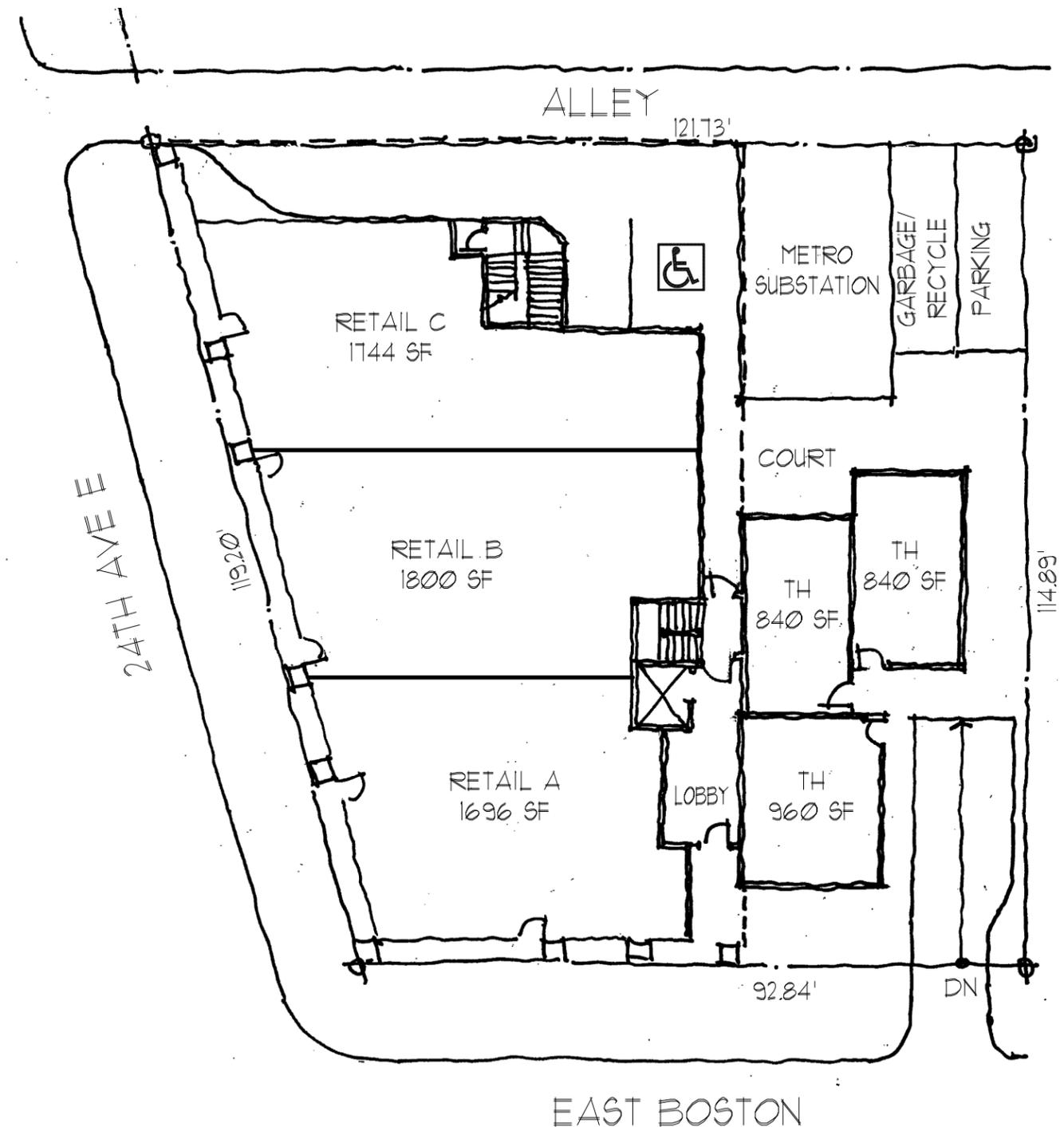
Scheme 1 - Perspective



# Scheme 2 - Basement/First Floor Plans



Basement 



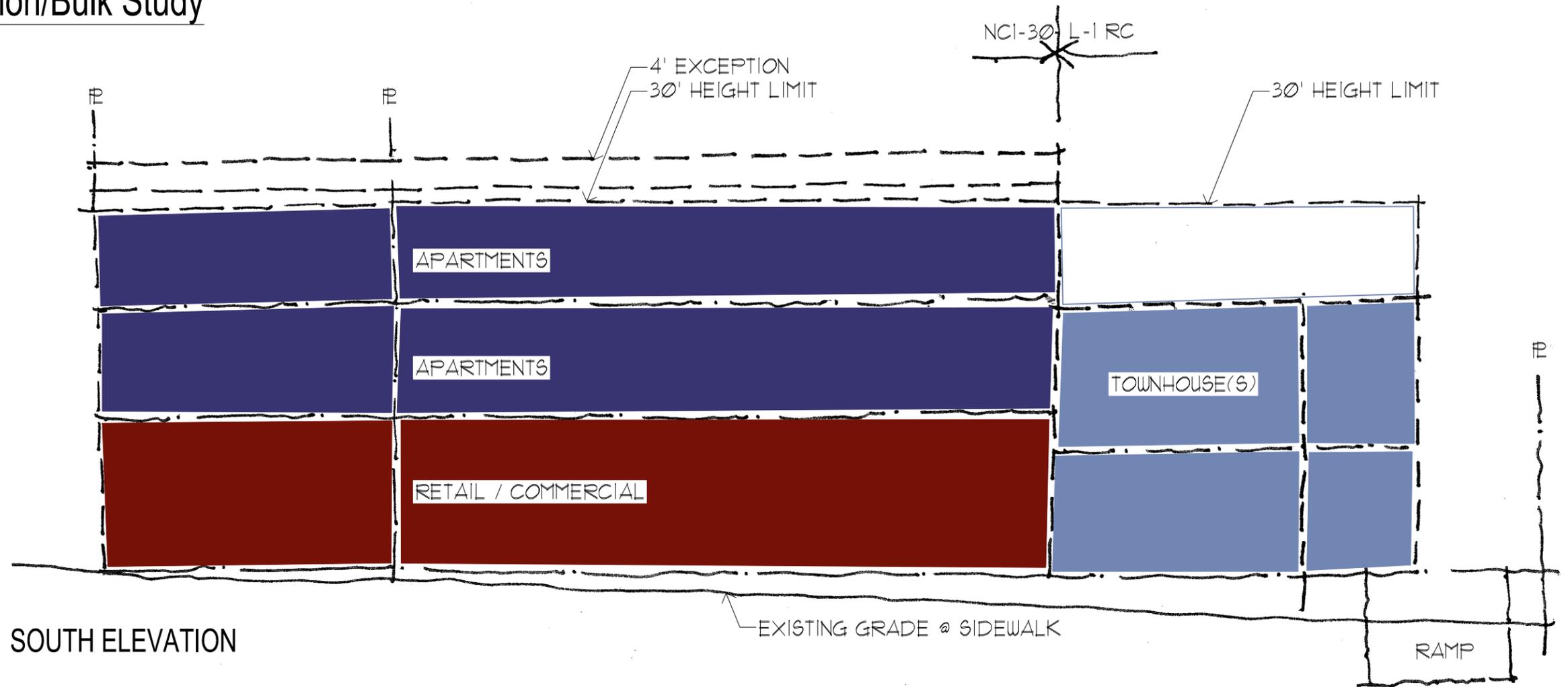
First Floor 

BUILDING AREA:

Basement Parking	30 stalls	11,066 SF
1st Floor Commercial		5,246 SF
Lobby / Elev / Stairs		512 SF
2nd Floor Residential	11 units	7,524 SF
3rd Floor Residential	11 units	7,524 SF
Townhomes	3 homes	2,640 SF

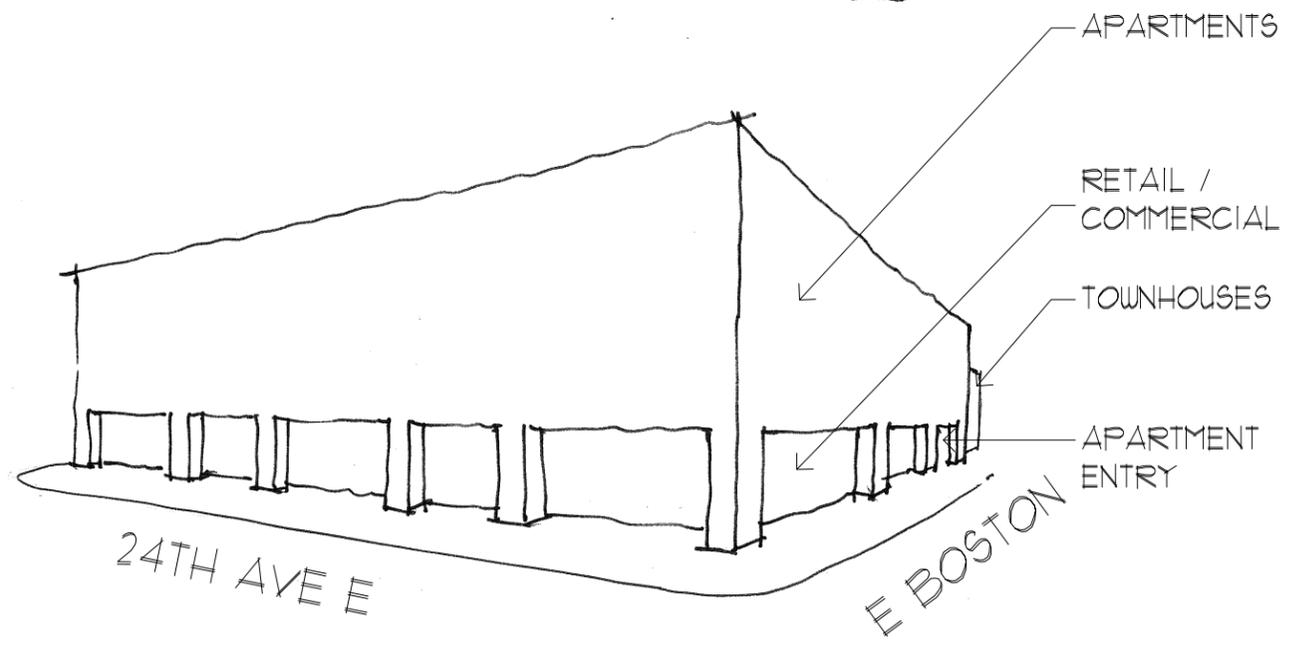


# Scheme 2 - Elevation/Bulk Study



SOUTH ELEVATION

This scheme proposes minimal traffic on the existing alley with lower parking garage access off East Boston. A widened drive off the alley would ease circulation at the west end of the alley. Neighborhood traffic may be increased with access on East Boston. The main building access is focused on 24th Avenue East. 3 individual townhome units attached at the point where the change in zoning occurs. This scheme would allow a 7' - 10' setback between the townhome structure and the residence to the east.



BULK STUDY



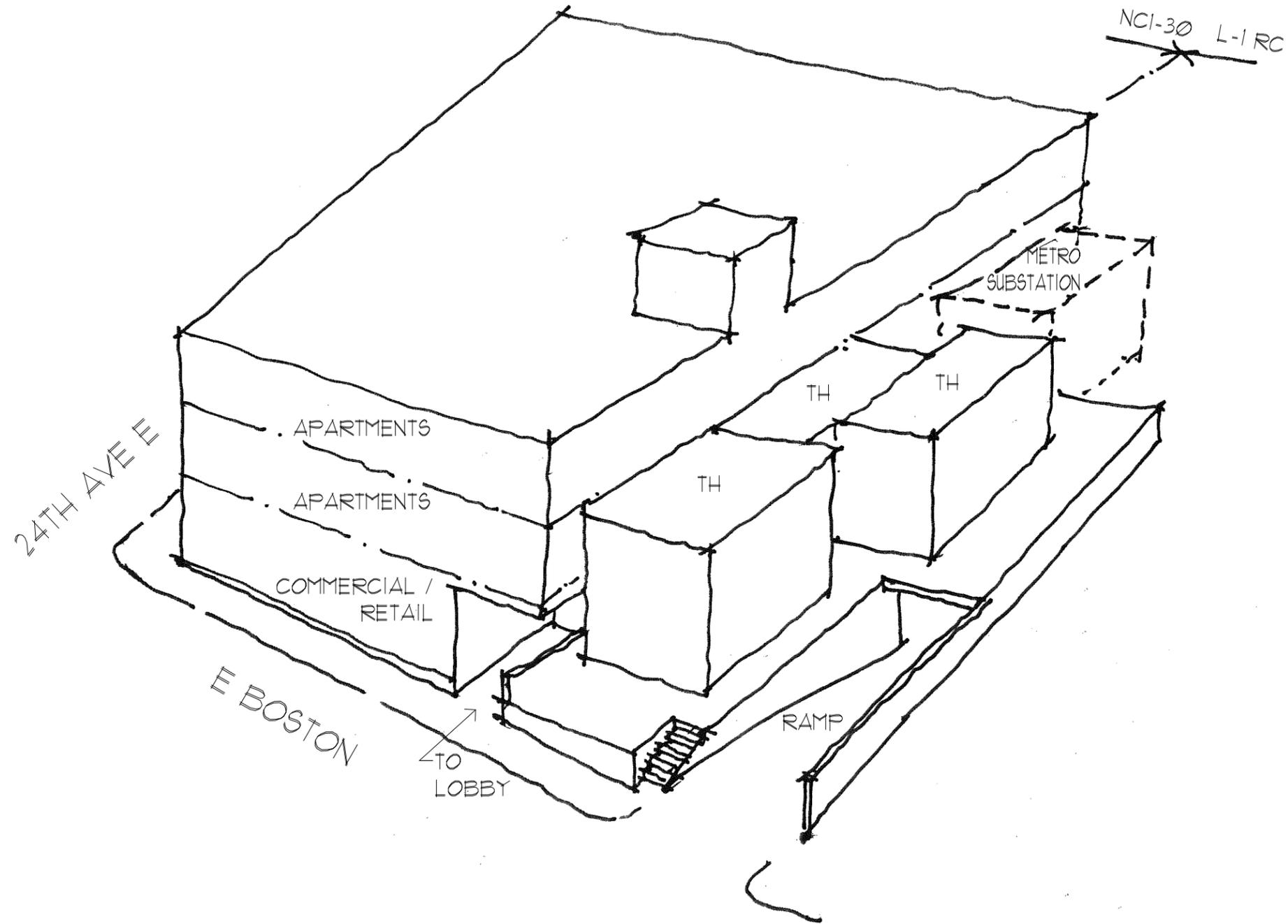
# Scheme 2 - Perspective

## ADVANTAGES:

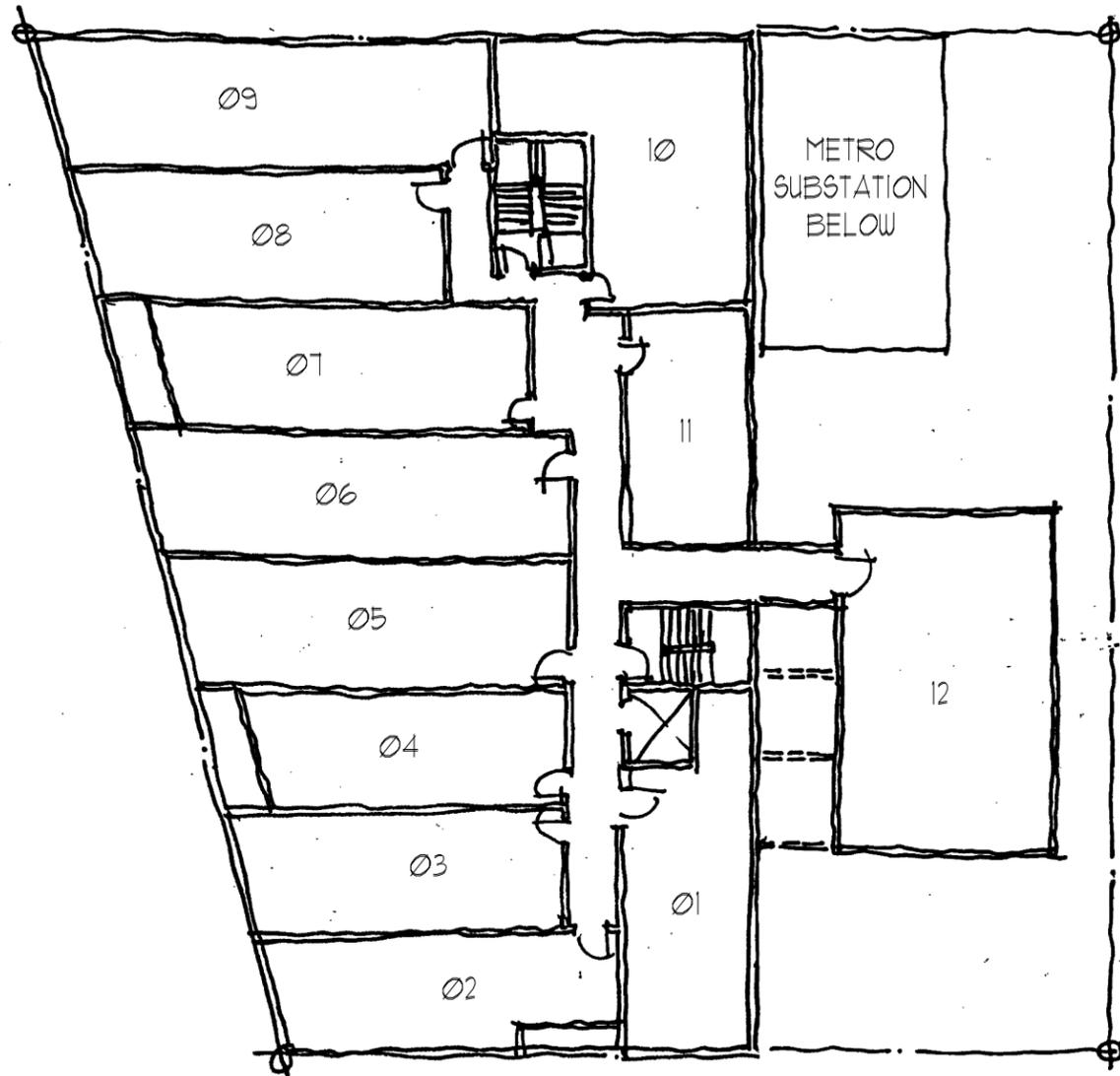
- reduces traffic on existing alley while providing additional alley width to minimize traffic congestion
- maintains minimum curb cut where alley adjoins 24th Avenue East
- provides lower building height for residential units on L-1 RC zone decreasing impact of bulk on neighboring residences.
- flat facade relates to existing architecture of Montlake commercial
- recess @ 1st floor provides visible distinction between commercial and residential

## DISADVANTAGES:

- increases traffic on west end of residential street (East Boston)
- may increase traffic access thru neighborhood
- increases footprint on L-1 RC portion of property
- increased traffic noise adjacent to existing residences
- reduces the amount of onstreet curb side parking
- additional curb cut will have negative impact on pedestrian safety
- flat facade does not relate in scale to residential neighbors
- single level roof more visible to uphill residents



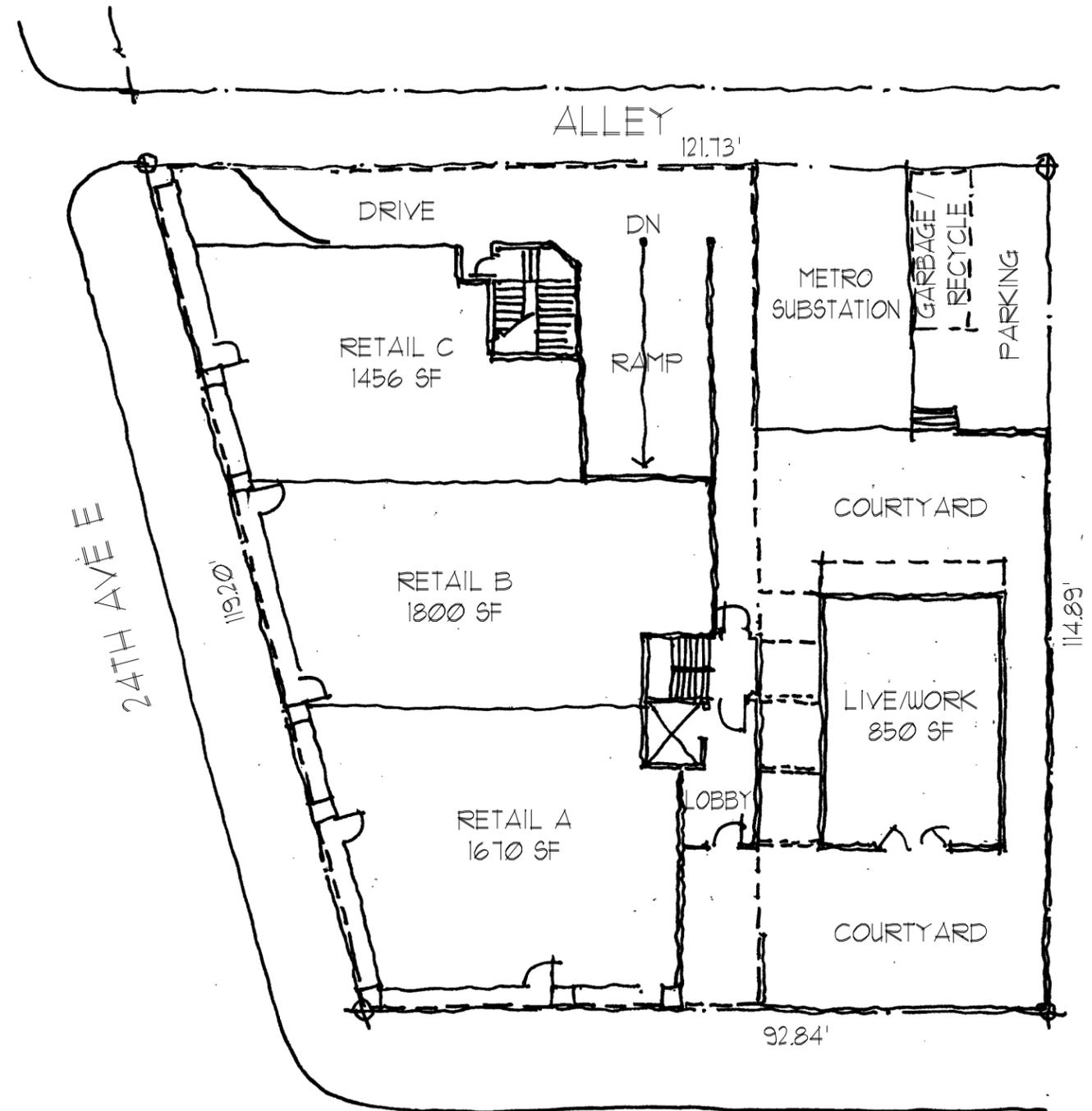
# Scheme 3 - First/Second Floor Plans



**BUILDING AREA:**

Basement Parking	30 stalls	11,066 SF
1st Floor Commercial		4,926 SF
1st Floor Live/Work		850 SF
Lobby / Elev / Stairs		512 SF
2nd Floor Residential	12 units	8,412 SF
3rd Floor Residential	12 units	8,412 SF

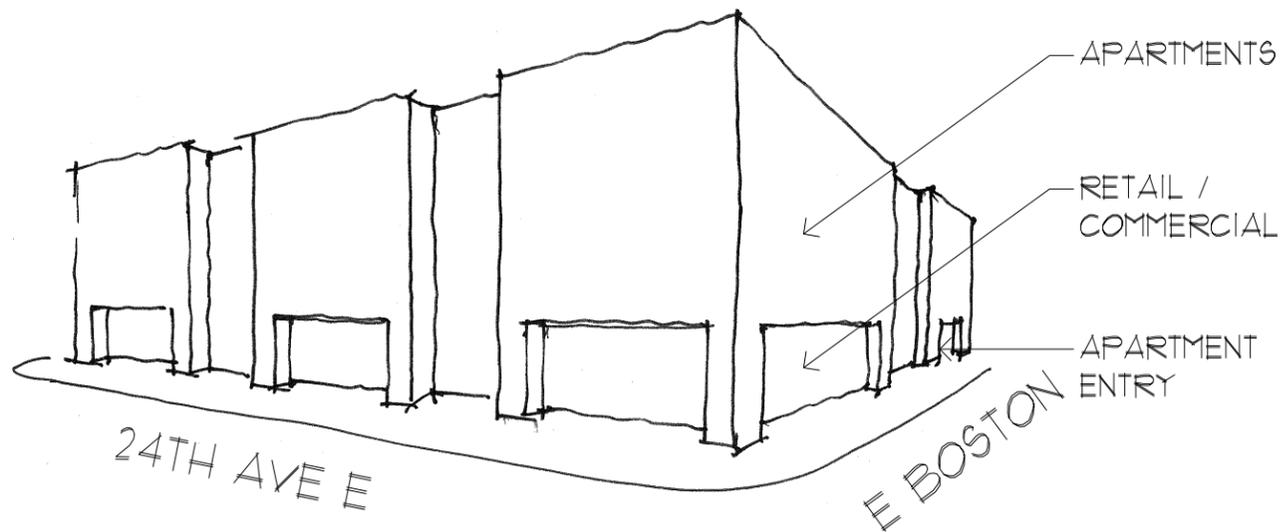
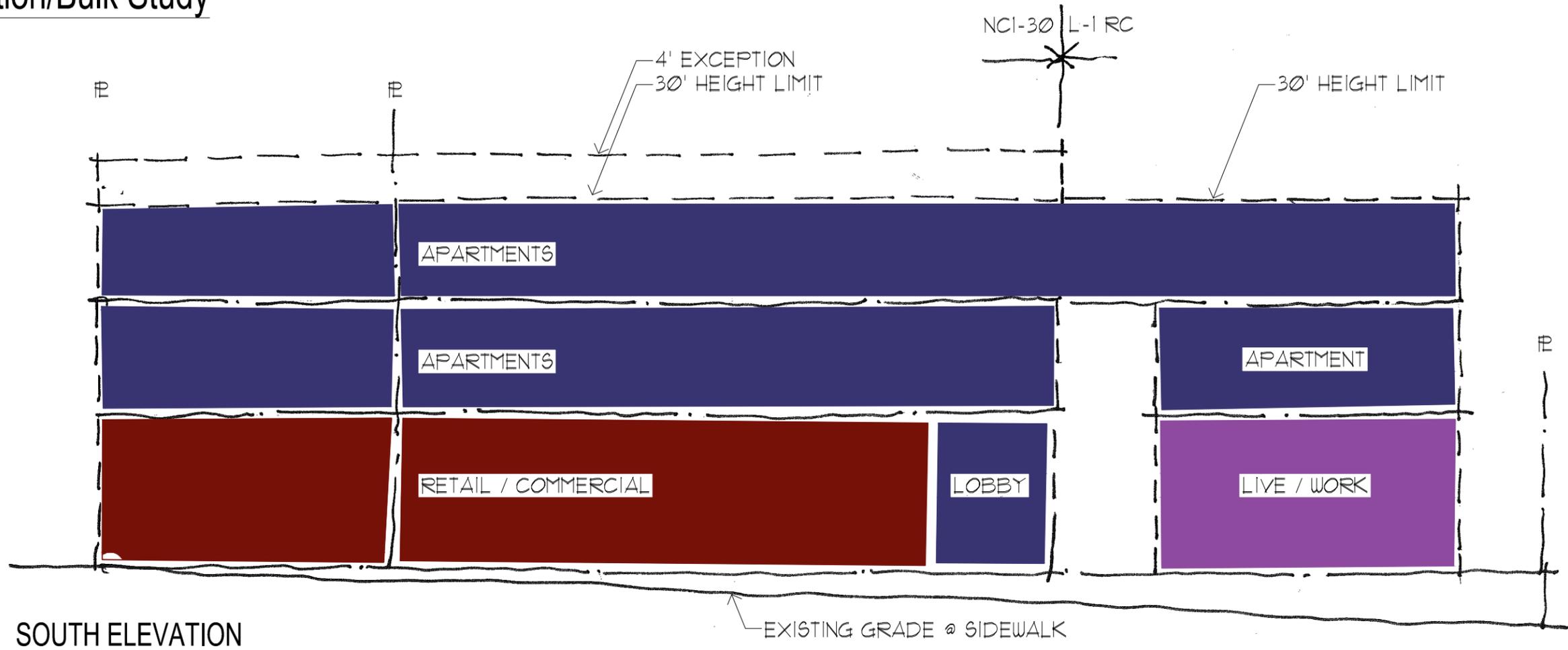
**Second Floor**



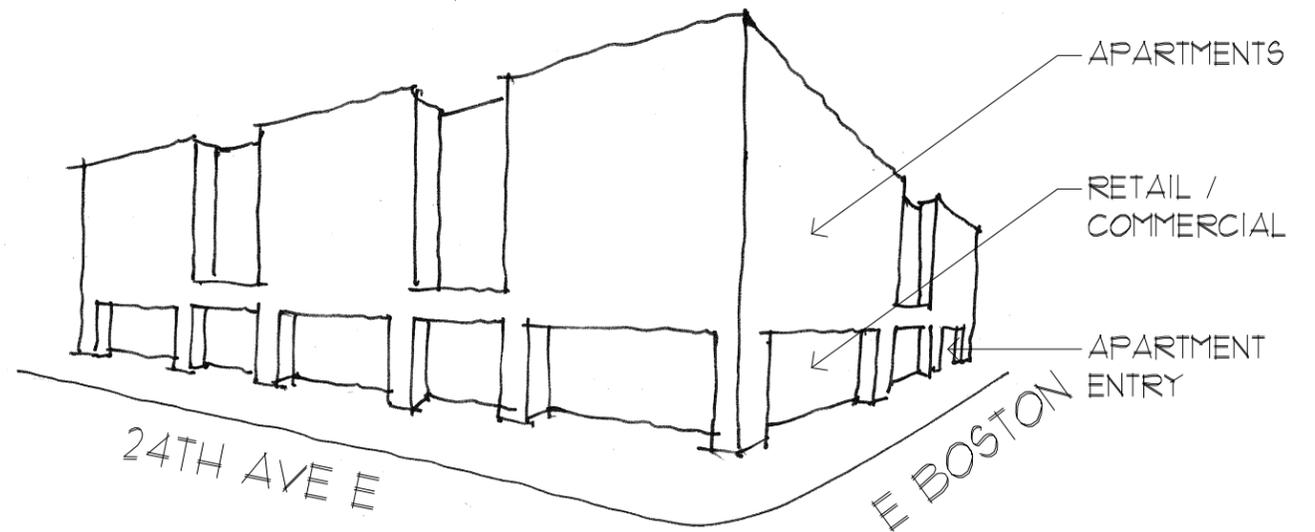
**First Floor**



# Scheme 3 - Elevation/Bulk Study



BULK STUDY - ALT 2



BULK STUDY - ALT 1



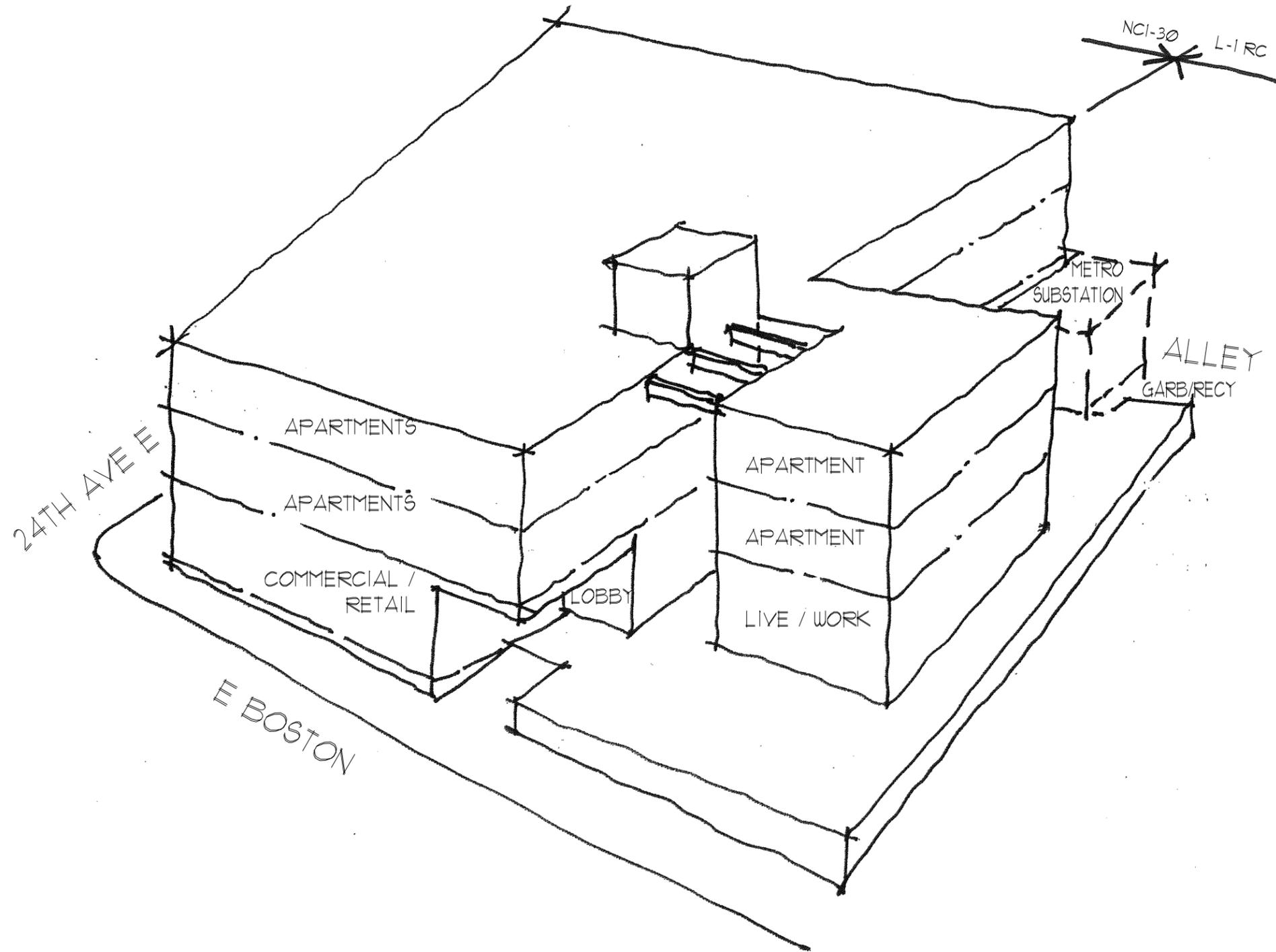
# Scheme 3 - Perspective

## ADVANTAGES:

- alley access keeps traffic off residential street
- widened drive allows for passage of vehicles while maintaining minimal curb cut @ sidewalk
- smaller footprint for L-1 RC zone portion of lot
- more open space available for amenity calculation
- bulk facing 24th Avenue East broken up into 3 segments
- greater front setback enhances entry to residential breezeway provides break in bulk

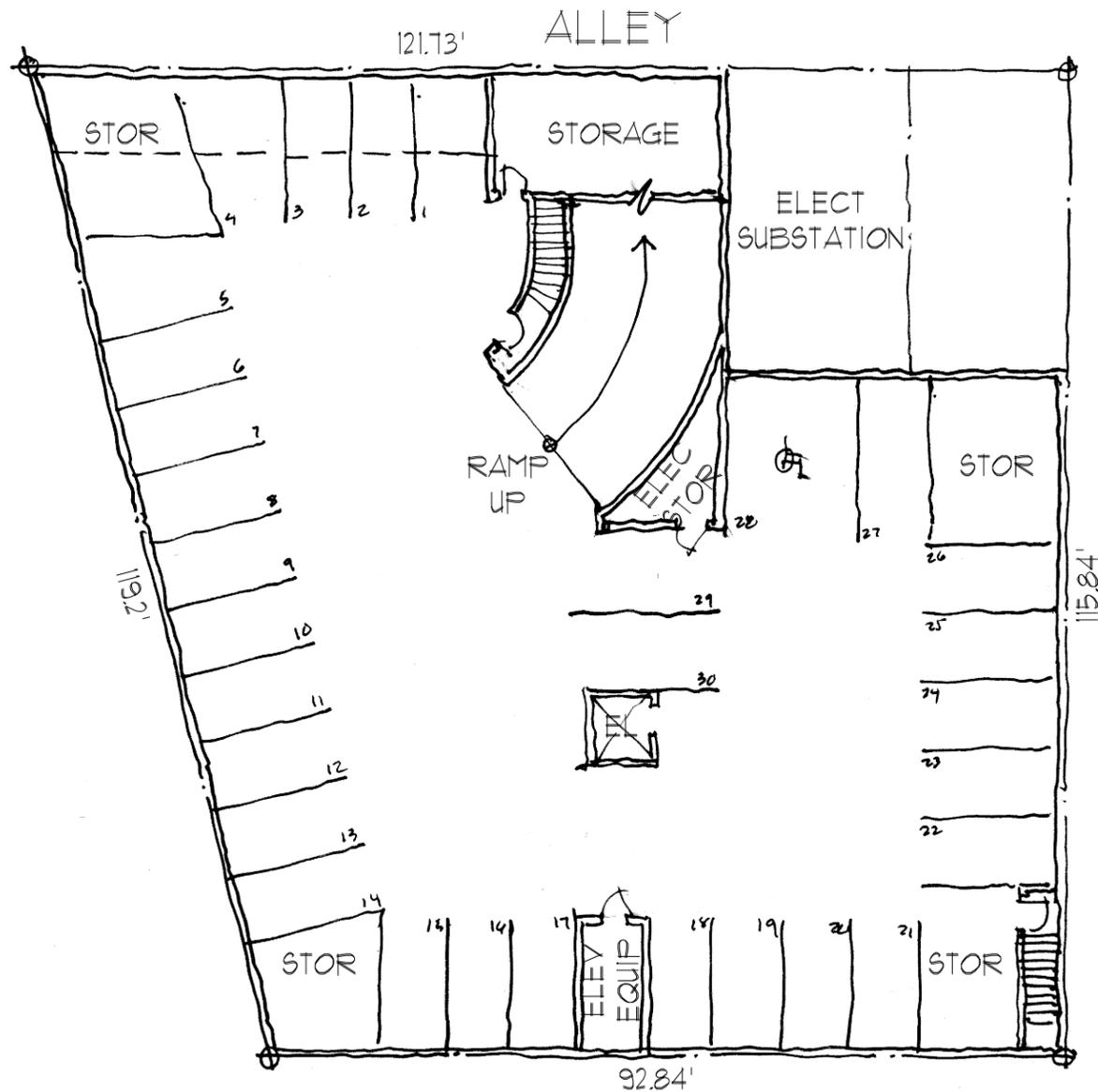
## DISADVANTAGES:

- more building height next to single family residence to east
- single level roof more visible to uphill residents
- minimal setback between building and residence to east

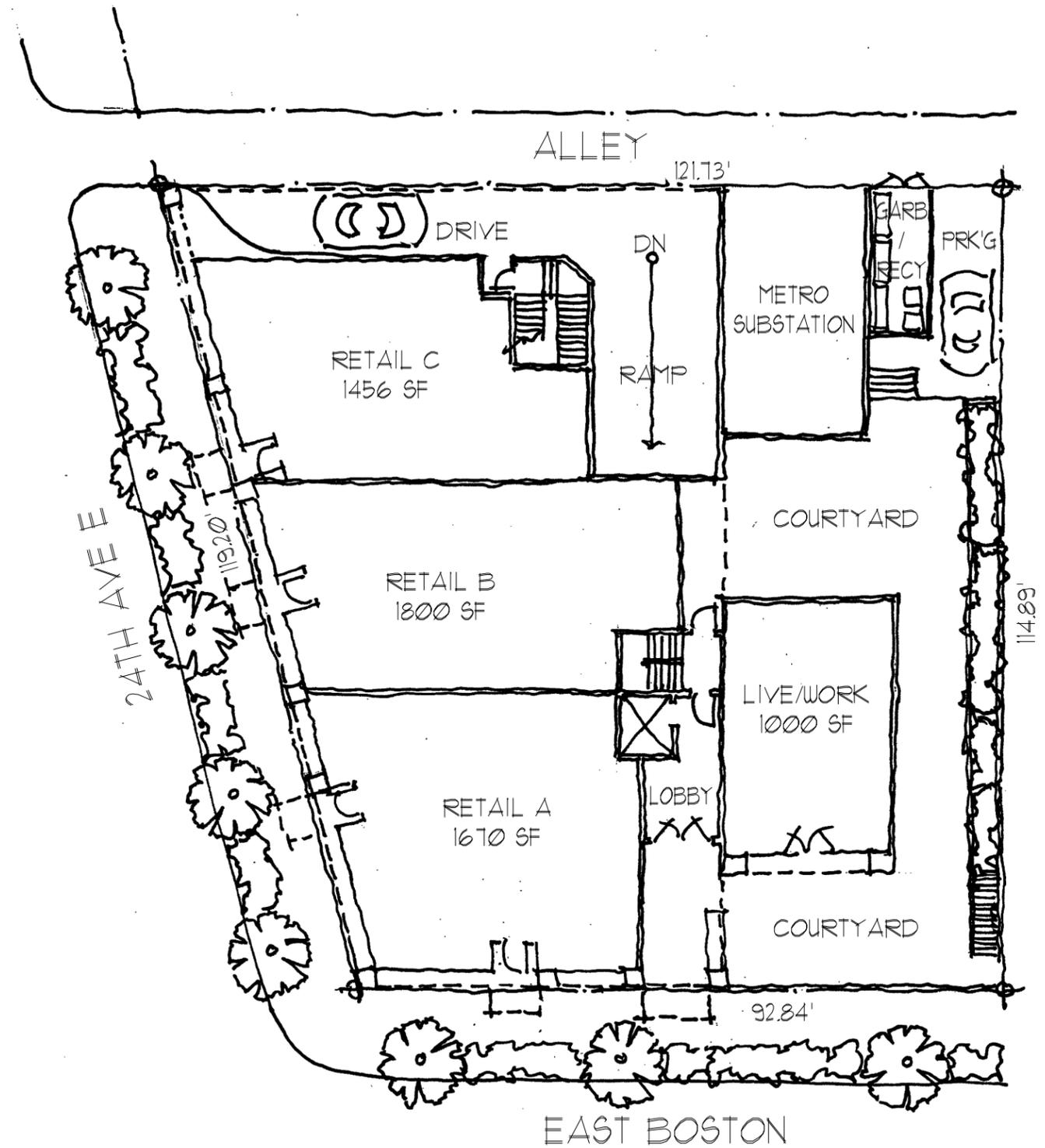


# Scheme 4 - Basement & 1st Floor

Preferred Alternate



Basement 



First Floor 

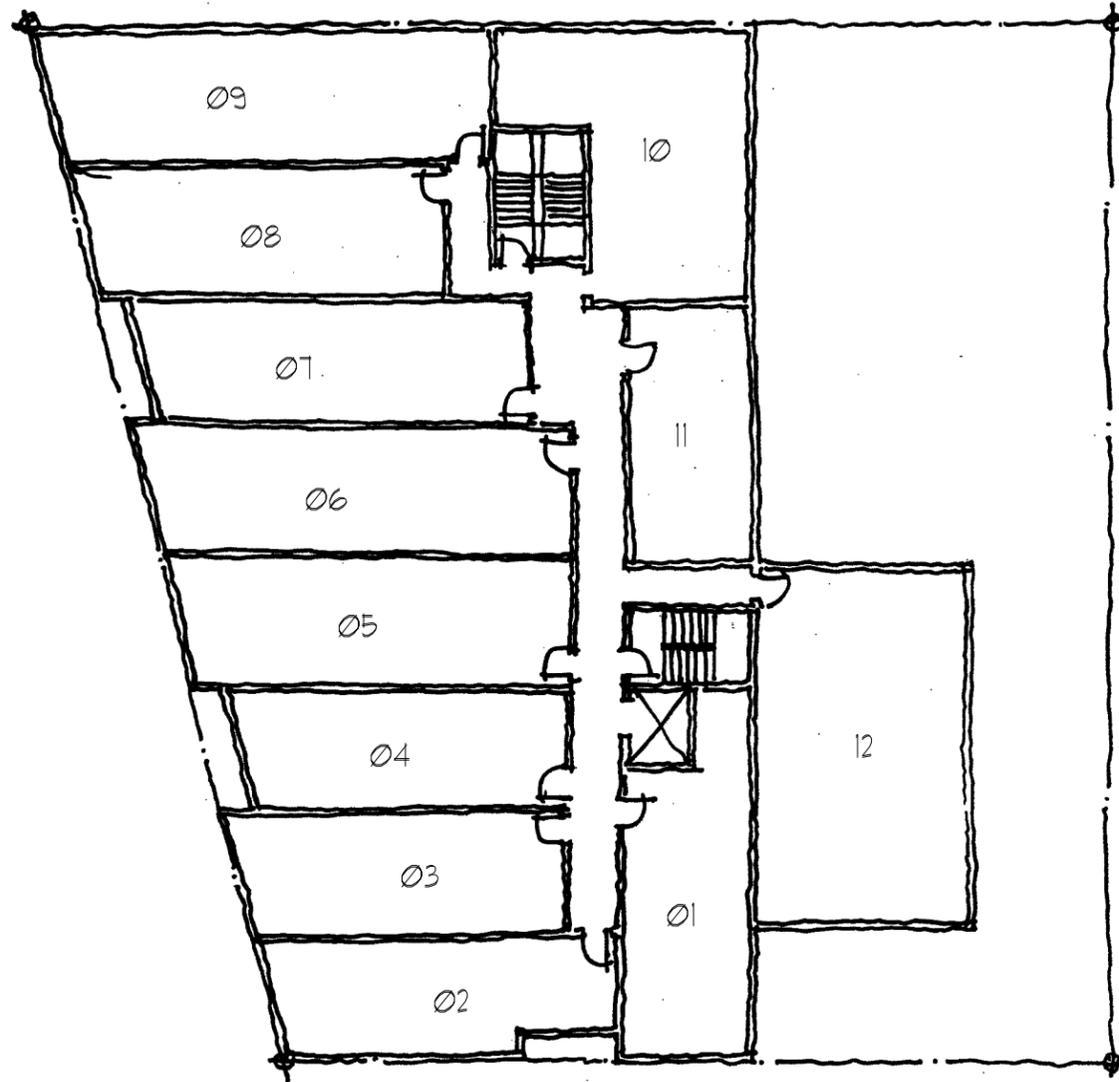
**BUILDING AREA:**

Basement Parking	30 stalls	11,066 SF
1st Floor Commercial		4,926 SF
1st Floor Live/Work		1,000 SF
Lobby / Elev / Stairs		512 SF
2nd Floor Residential	12 units	8,412 SF
3rd Floor Residential	12 units	8,412 SF

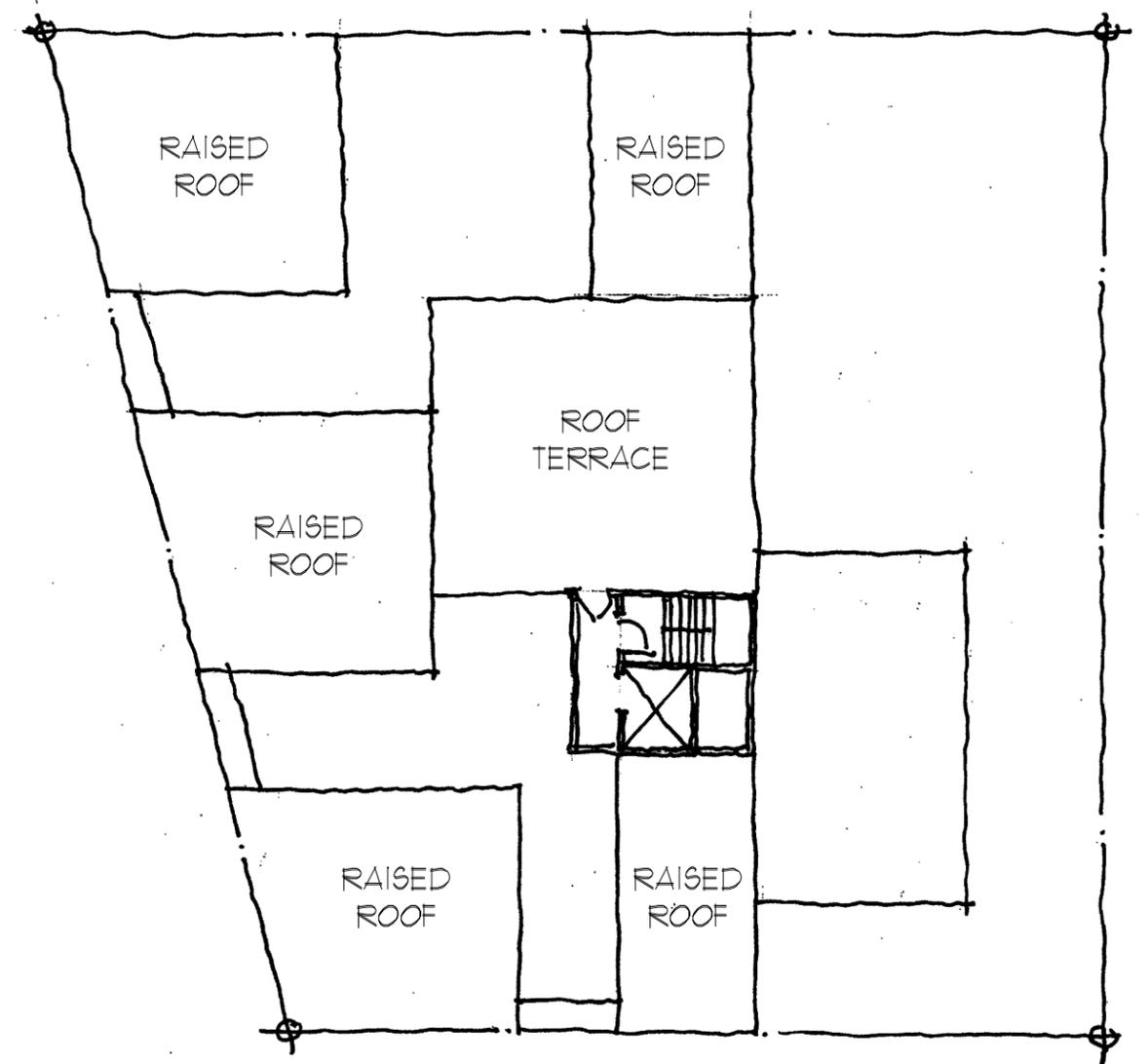


# Scheme 4 - 2nd/3rd and Roof Plan

Preferred Alternate



Second/Third Floor Plan

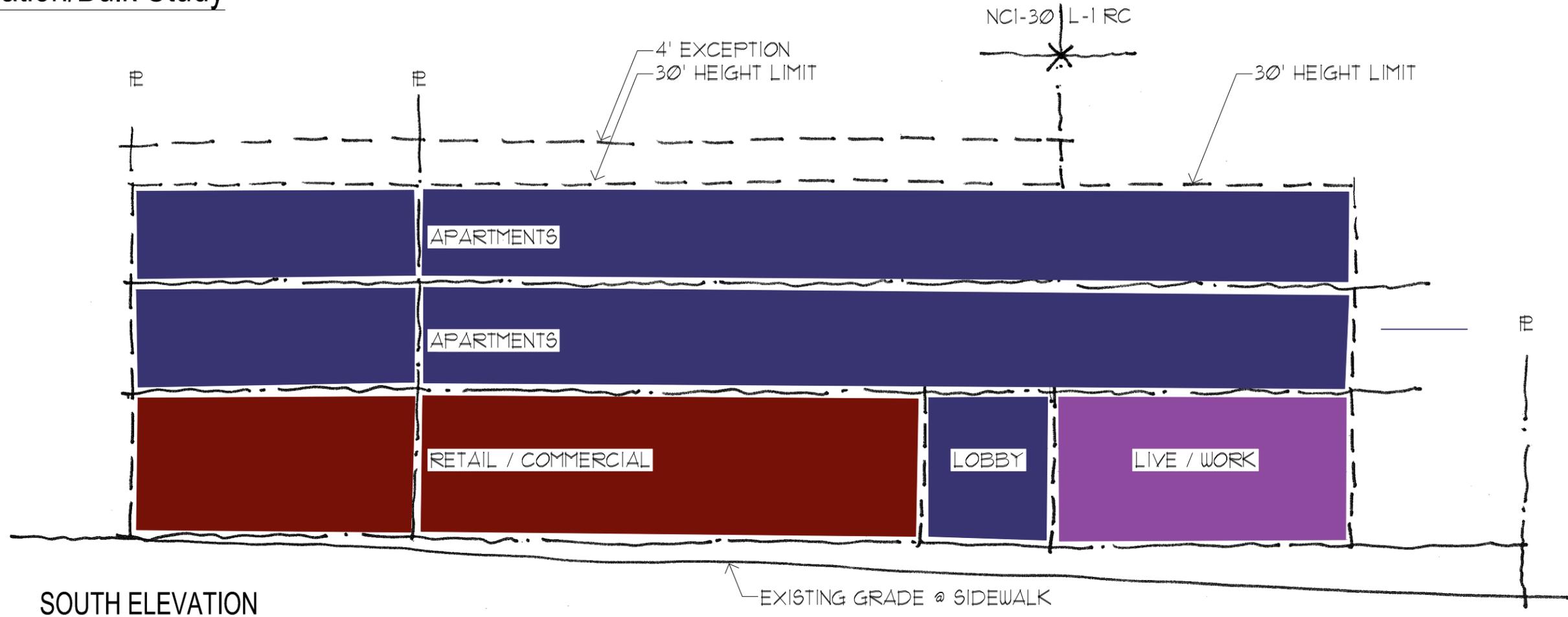


Roof Plan



# Scheme 4 - Elevation/Bulk Study

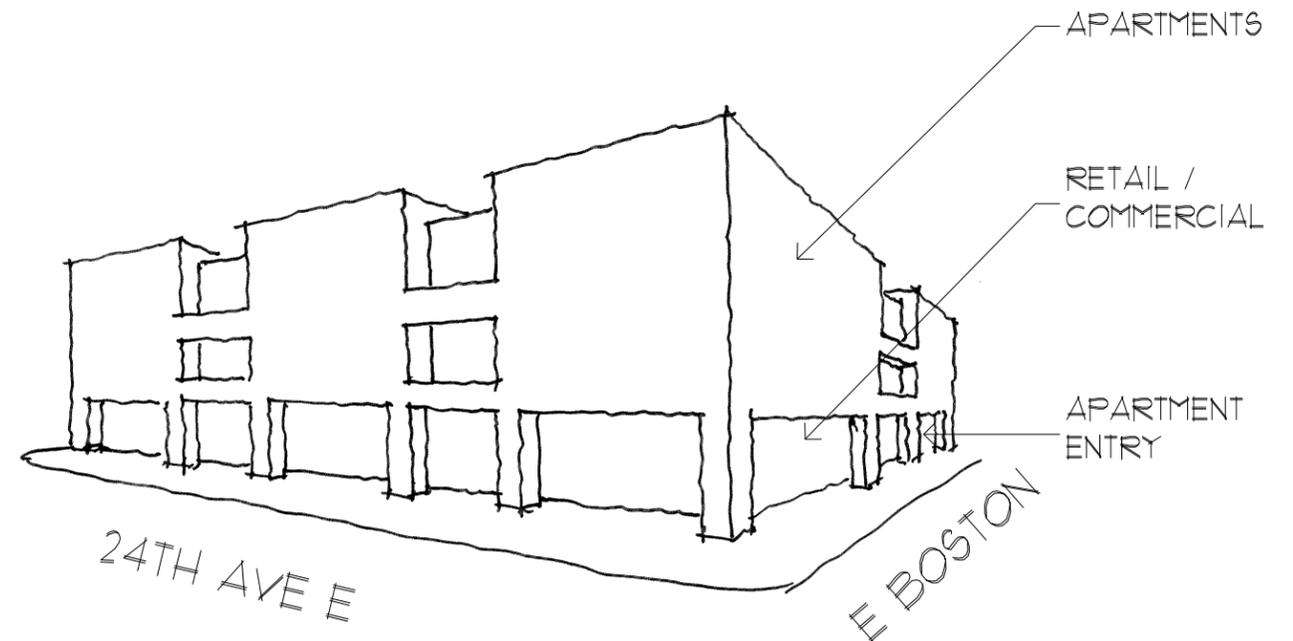
Preferred Alternate



SOUTH ELEVATION

## Possible Design Departures

	Standard	Proposed Deviation
1. Setback, Side Yard	5' required for building depth less than 40'.	Allow 2'-4' high slab of finished courtyard to extend 5' into required side yard. This area will be landscaped with a planter and green fence next to neighbor.
2. Street Level Standards	Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.	Height of one of the three commercial spaces may be less than 13 feet due to the slope of sidewalk. Additional height will be added to the 24 units in floors 2 and 3.
3. Residential Amenity Area	For NC1, 5% of residential area or 964sf. For L-1, 10% of gross floor area or 300sf. Total=1264sf.	To provide additional residential amenity area in the L-1 Zone for compliance with the NC1 Zone requirements.
4. Green Factor Landscaping	0.30 min for NC1 and 0.60 min for L1.	To provide additional landscaping in the L-1 Zone for compliance with the NC1 Zone requirements.



BULK STUDY



# Scheme 4 - Perspective

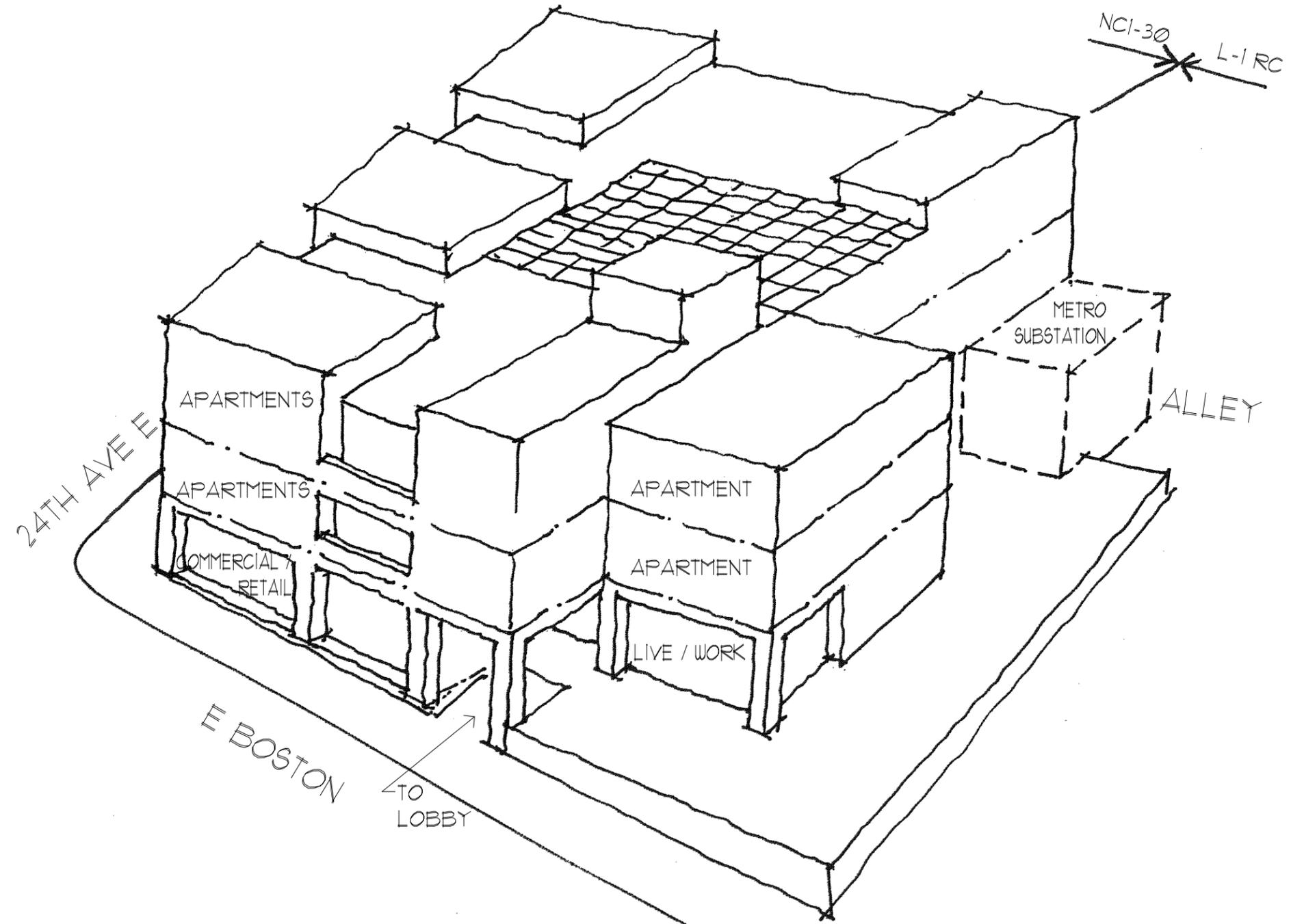
Preferred Alternate

## ADVANTAGES:

- minimizes traffic on the residential street (East Boston)
- provides greater building setback for residence to the east
- provides pull out area for building deliveries
- provides a smaller building footprint on L-1 RC portion of the property
- increases availability of open space
- offers a break in apparent bulk on street facing facades
- varying roof heights offer visual interest to residents to the west

## DISADVANTAGES:

- building height on L-1 RC portion of the lot is maximized



# Scheme 4 - Color Rendering

Preferred Alternate

Like Scheme 3 this option provides access via the existing alley, retail/commercial spaces fronting on 24th Avenue East and building bulk that extends the full width (North & South) of the property. Like Scheme 3 this project design proposes residential units on the second and third floors with commercial/retail on the ground floor. Similar to Scheme 3, apartment units and a live-work unit occupy the L-1 RC zoned portion of the lot. This preferred scheme differs from the other schemes in that the building bulk on the L-1 RC portion of the property is set back further from the residence to the east and roof tops are modulated.

When reviewing the Neighborhood Comments, Montlake Community Comments and Design Review Guidelines directed to Scheme 3 it is apparent what important design issues that apply to any design for this site.

1. Minimal traffic impact on the existing alley,
2. A unified presence on 24th Ave E,
3. A transparent street facade,
4. Minimal impact on existing parking and
5. Encouragement and protection for street level human activity.

Scheme 4 best meets these criteria.

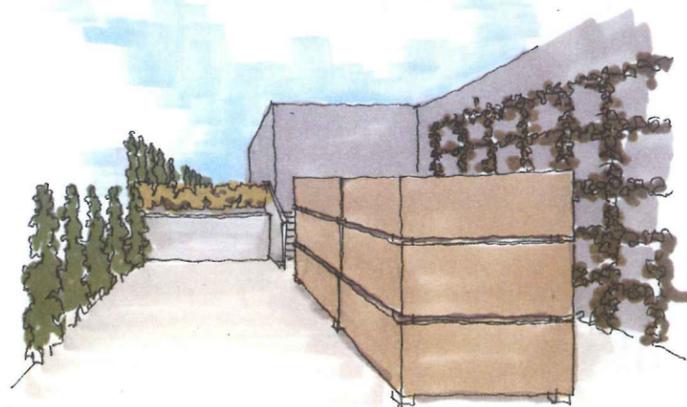


# Scheme 4 - Alley, Entry, Refuse

Preferred Alternate



Residential Entry



Refuse/Recycle Screening

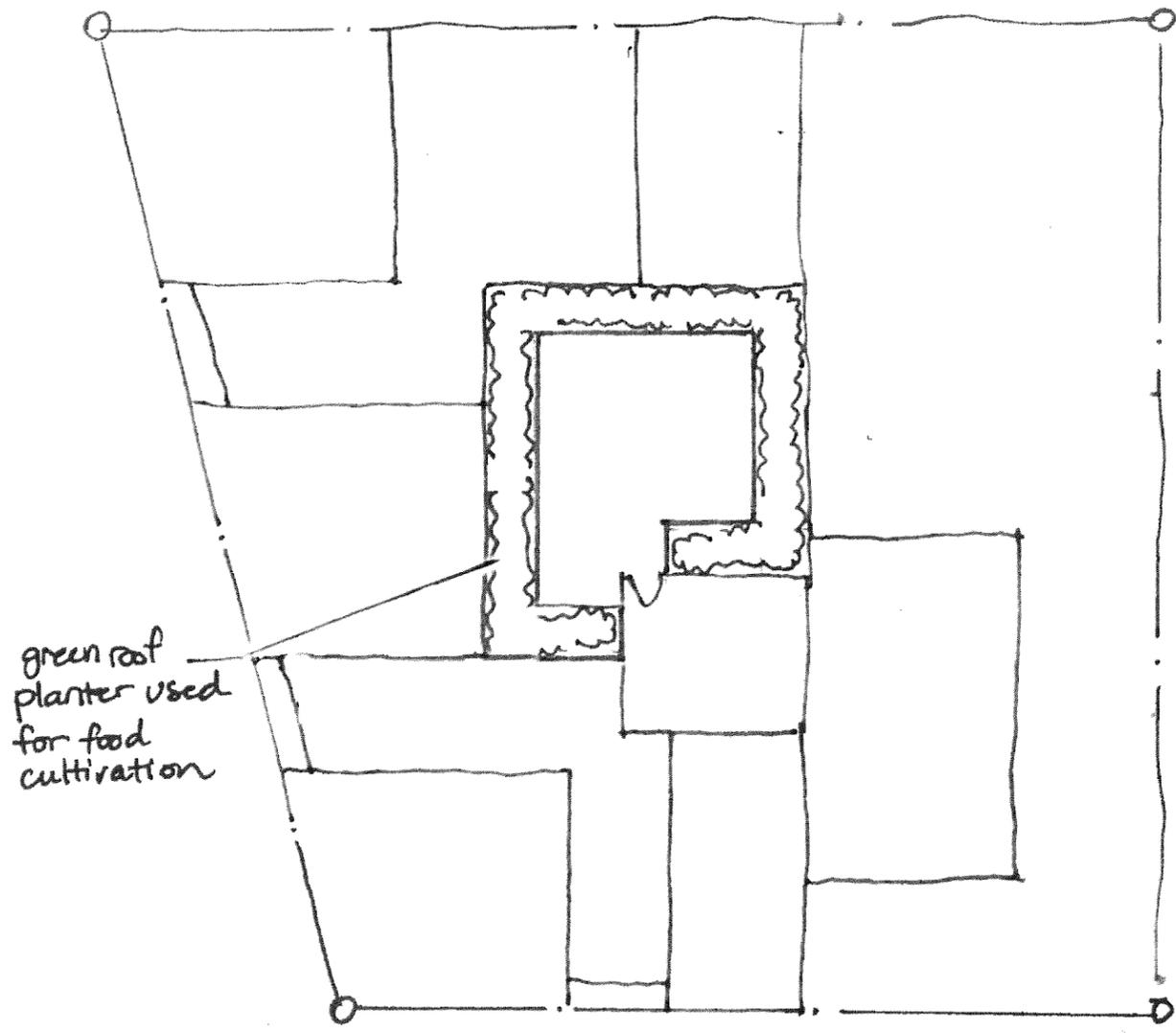


Building Bulk @ NW Corner



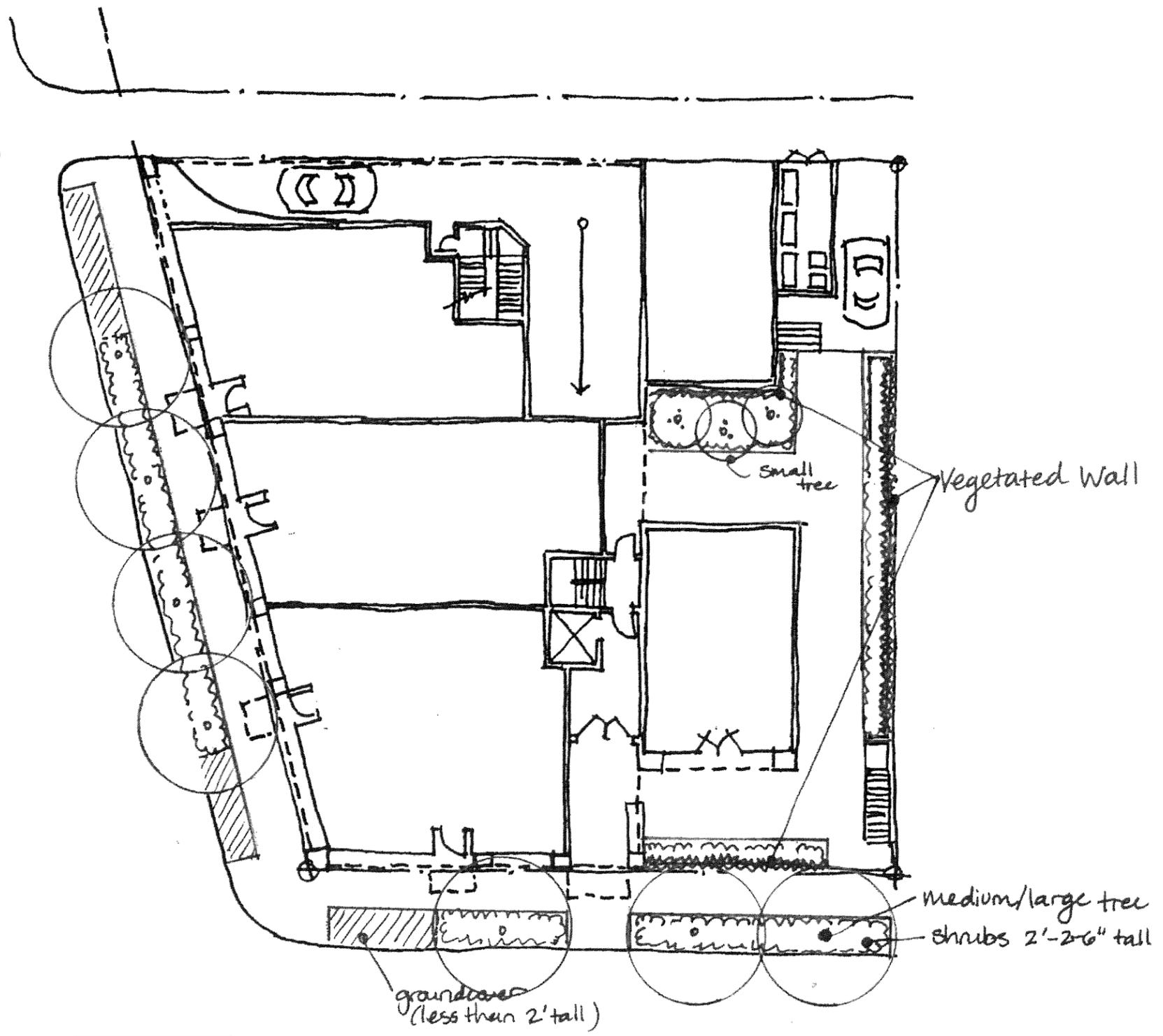
# Scheme 4 -Conceptual Landscape Plan

Preferred Alternate



green roof planter used for food cultivation

Roof Terrace



GREEN FACTOR  
 NC1-30: .292  
 L-1 RC: .659

Landscape Plan

