

Avalon University District
Design Review Recommendation Meeting
August 15, 2011

DPD Project No.: 3011958 (East Parcel)
DPD Project No.: 3011959 (West Parcel)



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This package is intended to accompany the Early Design Guidance Packages dated April 4, 2011 and May 2, 2011.

Design Objectives

Our goal for this project is for it to become a harmonious and supportive addition to the unique character of the University District, which is vibrant, eclectic and individualistic. There is a rich history of art, color and detail that enhances the human experience of the U District neighborhood. We see this project as a complement to that experience, a place that promotes community interactions beyond what is typically expected for a residential project. We want to give this project a central gathering area that is the heart of the community serving the residents, visitors, retail and local community.

To achieve these goals, we will concentrate on the following design objectives:

- 1. Massing
- 2. Enhanced Circulation and Entries
- 3. Alley Activation
- 4. Fit within the Local Context / Human Scale
- 5. Central Gathering Area

Massing:
The University District has a long history of growth and rebirth resulting in building scales that change quickly as one moves through the district. The streets known as the most pedestrian friendly are supported by individual storefronts and small-scale building massing. We will bring this atmosphere to 12th Avenue NE and 11th Avenue NE by breaking down long frontages into individual building masses in accordance with University Community Design Guideline C-1. We will also use exterior materials and their transitions to create an increased sense of modulation, human scale and visual interest.

Enhanced Pedestrian Circulation:
A hallmark of the University District is its pedestrian friendly atmosphere. Currently, our site is in an area of the district that has a large amount of surface parking, which is not conducive to an environment that supports a positive pedestrian experience. Through the use of sidewalk activation, open space and unique circulation patterns, we aim to draw pedestrians in and around the building, giving them opportunities to circulate in safe and interesting ways.

Alley Activation:
We have heard loud and clear from a number of community members the desire not to neglect the alleys and to provide ways for the public to use them for activities and circulation. It is this activation that provides “eyes on the alley” and promotes a safer environment. We are proposing a number of resident and public uses that are directly adjacent to the alley, which will provide for policing of the alley while creating a unique experience as one moves through the alley. We will also be proposing enhanced building and landscape design along the alley to enhance the pedestrian experience and provide for after hours security.

Fit Within the Local Context / Human Scale:
The University District is a rich, diverse environment. We will provide a project that celebrates the spirit of this environment. We have explored and analyzed the neighborhood to find inspiration and precedent for the design decisions that we will make for our project. There is a bold use of forms, materials, colors, details and art that defines the neighborhood. We intend to have a project that embodies these elements and becomes a cohesive addition to the neighborhood.

Central Gathering Area:
The University District is a hub of social interaction. Be its relationship with the University of Washington or its draw of people wanting to express themselves, the neighborhood has always had a strong history as a place to gather. We want to capture that same spirit for our residents and the community. Our central gathering area will provide an environment that promotes many levels of human interaction. Through careful attention to design, design details, and thoughtful location of adjacent uses and activities, we will create a space that promotes many levels of interaction. From one on one conversations to large public celebrations, this space will become the HEART of the project.

Since EDG, the number of apartments has decreased while the retail portion has increased. During EDG, there were 374 apartments, 12,000 sf of retail and ground level Live/Work units and up to 400 below grade parking spaces proposed. See ‘Development Objectives’ this page for current proposal.

Development Objectives

Mixed-use Project Consisting of the Following:

- Approximately 290 apartments (mix of studio, 1 bedroom and 2 bedroom units)
- Approximately 13,724 sf of retail plus four ground level Live/Work units.
- Approximately 330 below grade parking spaces

Use Description by Floor

- Basement parking - up to 3 floors
- Court Level (11th Ave NE street level):
 - West Bldg. - Retail, Resid. Lobby, Amenity & Service Areas & 4 Live/Work Units
 - East Bldg. - Retail, Resid. Lobby, Amenity & Service Areas & 4 Loft Apartments.
- Level 1 (12th Ave NE street level):
 - West Bldg. - Apartments
 - East Bldg. - Retail, Resid. Lobby, Leasing Office, Residential Amenity & Service Areas
- Level 3-6: Apartments
- Level 7:
 - West Bldg. - Roof Deck / Green Roof
 - East Bldg.- Apartments, Resid. Amenity Area, Roof Deck / Green Roof

Lot Size:

- East Site: 37,516 sf
- West Site: 20,253 sf

Sustainability Goal:

- LEED 2009 for New Construction: Certified

Site Location



Future Sound Transit North Link Brooklyn Light Rail Station
Anticipated opening: 2020
Expected ridership per day: 12,300 (by 2020)

Project Context



5-Story Apartment Building



6-Story Apartment Building (Acacia)

11-Story Public Housing (SHA University House)



University Audi



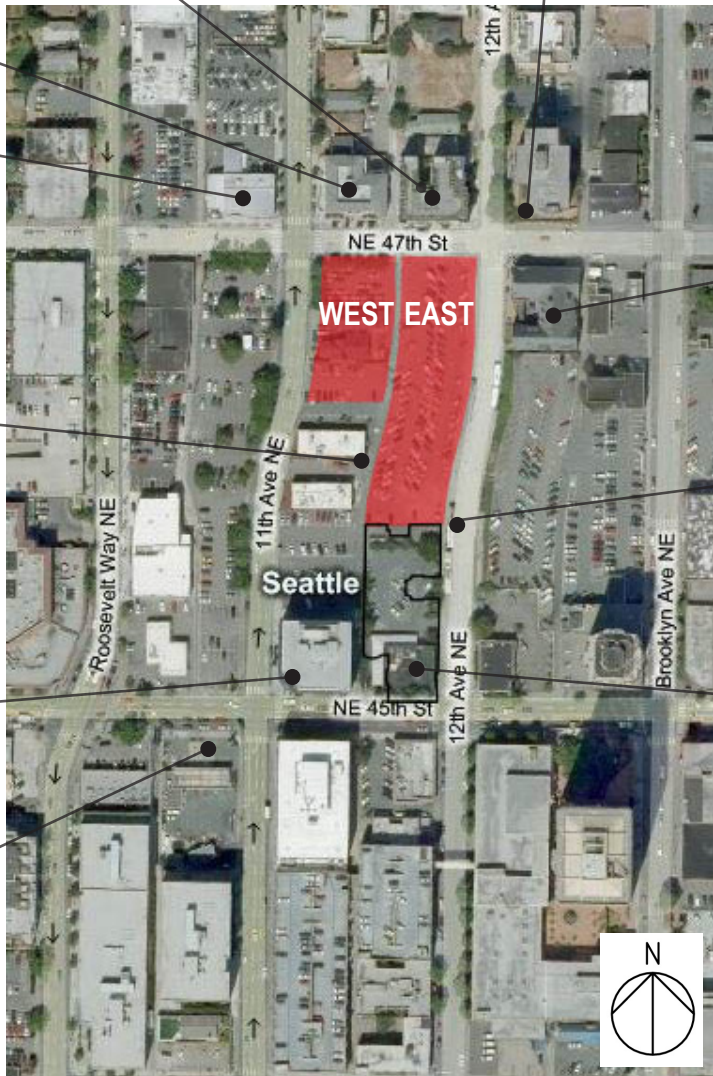
Alley View of Adjacent 2-Story Office Buildings



6-Story Office Building (45th Street Plaza)



Shell Gas Station



View across site from north side of NE 47th toward downtown



Mars Hill Church



East Parcel



Proposed Marriott Hotel at NW corner of NE 45th St and 12th Ave NE (3006774). Site currently occupied by vacant food market and grocery store.



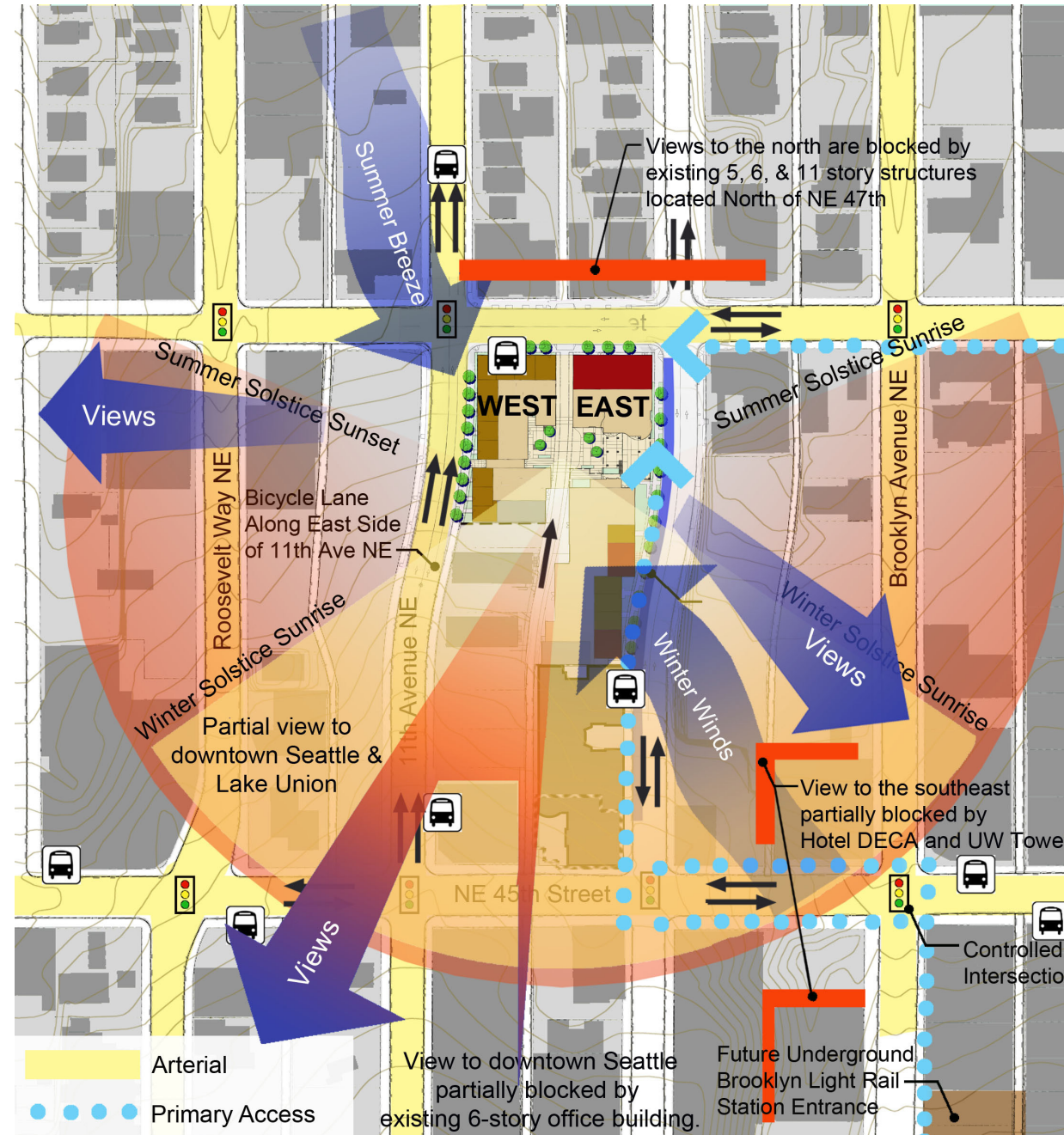
Site Analysis



Primary View of West Parcel at NW Corner of Site



Primary View of West Parcel along 11th Ave NE



Site Anylasis Diagram



Primary View of East Parcel at NE Corner of Site



Primary View of East Parcel along 112h Ave NE

Views To & From Site

-Street views to the site are currently open all sides. As adjacent parcels fill in to the south of the site, views of the south facades will be blocked. West, North and East facades will remain visible from surrounding streets.
 -Views from the site are blocked to the north and partially to the SE by existing buildings.

Site Access

-Auto access will be from the alley between the buildings. Bus stops surround the site and the Brooklyn Light Rail station will be approximately 1 block southeast of the site.
 -Primary pedestrian access is expected to be from the east along NE 45th & NE 47th.

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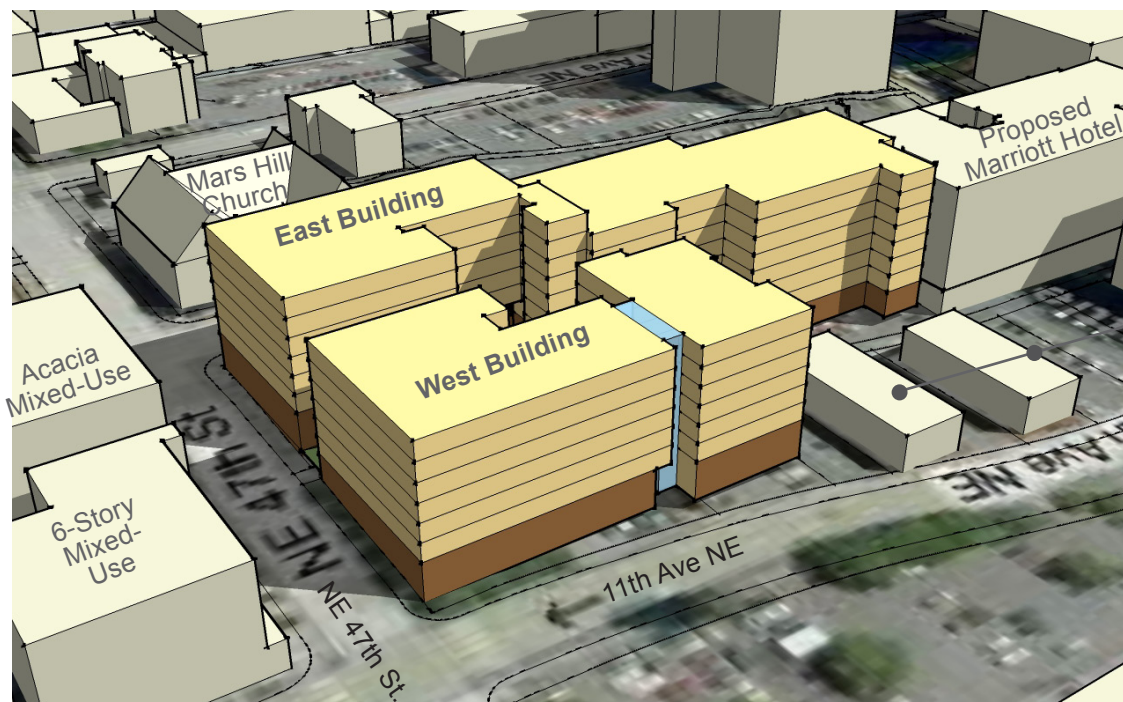
Approved EDG Massing



View Looking NW



Site Plan



View Looking SE

Existing
2-Story
Office
Buildings

Pros

- Long street facades on 11th & 12th Avenues stepped, creating opportunities for ground level usable open space and focal points at building corners
- Generous public courtyard opens up the alley and creates an urban “outdoor room”
- Mid-block connection adjacent to the Residential Lobby of each building creates a visual and physical connection between the courtyard and adjacent streets
- Primary residential lobby visible from north and south ends of 12th Avenue NE

Response to DRB Recommendations

The following Design Guidelines were cited by the Design Review Board as applicable to the project during the Early Design Guidance Meetings on 4/4/11 & 5/2/11.

A-1 Responding to Site Characteristics.

-Clarify grade changes & address the impact of the bus layover area on the commercial space shown on 12th Ave NE.

Response: See sections included herein. Regarding the bus layover, ROW planting along 12th Ave NE is being coordinated with Metro and SDOT Urban Forestry. Our current proposal complies with Urban Forestry’s requirement for street trees at approx. 30 feet o.c. in 5’-0” x 8’-0” min. planting strips along 12th Ave NE and NE 47th Street. Metro is reviewing.

A-4 Human Activity.

-Explain how the courtyard relates to the building program and the context of nearby development.

Response: The courtyard serves as an open space amenity to the residents, retail tenants and public and provides a through block connection for the neighborhood. The courtyard will be activated by building entries, amenity spaces and commercial spaces at its perimeter. This space is intended to be lively and interactive with a strong connection between indoor activities and outdoor space. Residential units fronting on the courtyard are limited to 4 Live/Work units in the West Building.

A-7 Residential Open Space.

-Indicate how the open space will relate to the uses facing the courtyard and indicate destinations in the program that will encourage pedestrians to enter or exit the interior courtyard.

Response: See updated drawings included herein. There are 3 pedestrian entries to the courtyard (breezeways on 11th & 12 and a covered sidewalk from NE 47th). The east and west entries create a wheelchair accessible, mid-block connection between 11th and 12th. The west entry is flush with 11th Ave NE. From 12th Ave NE, a public elevator on the south side of the breezeway and a monumental stair provide access to the courtyard located one level below. A covered sidewalk with steps adjacent to the alley provides access from NE 47th.

Entry points to the courtyard on 11th & 12th are associated with residential entry lobbies. The alley entry on 47th is activated by a retail entry. Once in the courtyard, several uses at the perimeter activate the space. The raised pad at the bottom of the stair doubles as a stage for music performances. Building entries, a bike/gear shop, live-work unit patios, coffee shop, do-it-yourself workshop, and residential amenity and fitness center spaces surround and enliven the courtyard.

A-8 Parking and Vehicle Access.

-Explain how the courtyard and alley will function as both pedestrian gathering space and vehicular access.

Response: The courtyard converts the typically harsh environment of dumpsters, garage doors and blank walls found in alleys into a usable

A-8 Response continued:

space activated by surrounding uses and pedestrian circulation. With plenty of residential units above providing observation, the courtyard will create a stronger sense of security for the alley than in its current condition. Pedestrian crossings of the alley are controlled by opening locations in the security fencing. Accent paving and speed control devices are also planned in the alley to further slow vehicles as they approach the courtyard.

B-1 Height, Bulk, and Scale Compatibility.

-Provide additional information demonstrating how the preferred alternative could break up the long façade and respond to the building mass of nearby development. Provide analysis of nearby context (building module dimensions, bay widths, etc.) and demonstrate how that context influences the proposed modulation. -Provide shadow studies in the courtyard. The placement of the building mass should maximize the opportunities for light and air to the open space.

Response: The design team is providing façade modulation as prescribed by the University Community Design Guidelines (approx. 100 foot max lengths). These modulations are further enhanced by open space and landscaping that responds to the uniquely curved layout of 11th & 12th Avenue NE.

Regarding shadow studies, the design team provided these at the 2nd EDG meeting and in the MUP submittal. Note that the number of proposed stories has been reduced from 8 to 7 and exterior finishes in the courtyard are to be light colored to reflect light in to the lower portions.

D-6 Screening of Dumpsters, Utilities, and Service Areas.

-Provide conceptual information about dumpsters and service areas.

Response: All refuse and service areas will be accessed from the alley south of the proposed courtyard. All refuse storage will be located inside the buildings with direct access to the alley. For move-in, space adjacent to the alley is being provided for truck parking. For refuse pickup, dumpsters and bins will be stored inside the building until just before pickup. Building maintenance staff will be responsible for moving and storing the bins based on scheduled pickup times.

Proposed Departures

1. Non-residential Parking Stall Size & Access Aisle Reduction

Substitute six non-required, non-residential large car parking spaces and a 24’-0” wide access aisle with six oversized medium stalls and a 22’-6” access aisle in the East building parking garage.

Development Standard Requirements:

SMC 23.54.020-Parking quantity exceptions
Item M. In urban centers or the Station Area Overlay District, no parking for motor vehicles is required for uses in commercial and multifamily zones.

SMC 23.54.030.B.2-Nonresidential and live-work units
Item b. When 11-19 parking spaces are provided, ... a minimum of 35% of the parking spaces shall be striped for large vehicles.
-17 nonresidential parking spaces are proposed in the East building.
-35% or 6 of these are required to be large car spaces.
SMC 23.54.030.E-Parking Aisles-Exhibit D requires large car spaces to have an aisle width of 24’-0”.

Justification:

Due to required reduction in lot depth (5 foot alley dedication and 3 foot ROW setback along 12th Ave NE), the aisle width behind large car spaces can only be 22’-6”. Even though parking is not required, the project proposes to provide 6 oversized medium spaces and a 22’-6” access aisle in lieu of 6 required large spaces and a 24’-0” access aisle. The oversized medium spaces are proposed to be 8’x18’ or 2 feet longer than required for medium spaces in Exhibit C.

2. Driveway Turning Radii Overlap

Turning radii for two-way traffic at the top and bottom of the parking garage entry ramps to overlap one another.

Development Standard Requirements:

SMC 23.54.030.D-Driveways / 1. Residential uses.
Item e. Driveways serving more than 30 parking spaces shall provide a minimum ... 20 foot wide driveway for two way traffic

SMC 23.54.030.D-Driveways / 2. Nonesidential uses.
Item e. Driveways shall conform to the minimum turning path radius of shown in Exhibit 23.54.030.B (18’ inside radius with two 12’ wide travel lanes)

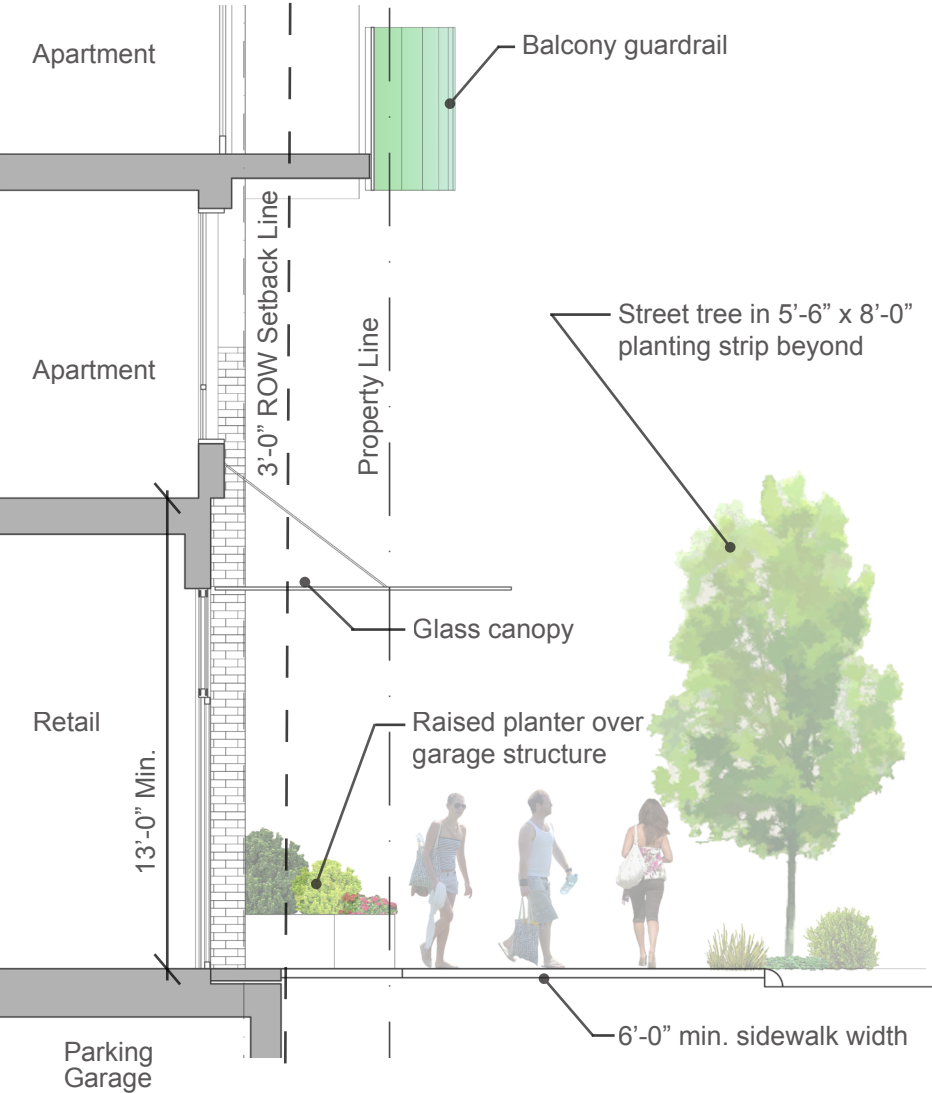
Justification:

Parking is not required for the project, but is being provided as an amenity for residents and visitors. Exhibit B noted above implies that roadways leading into and out of the radii be 24 foot wide. The 20 foot alley width at the top of the garage entry ramps does not accommodate this dimension. The 22’-6” wide access aisle proposed at the bottom of the East garage entry ramp also does not accommodate the 24 foot dimension. The project proposes to allow the turning radii of opposing traffic to overlap one another and will provide appropriate traffic markings and signage to alert motorists to exercise caution when approaching the entry ramps.

Site Plan / Street Level Plan



Looking North on 12th Avenue NE



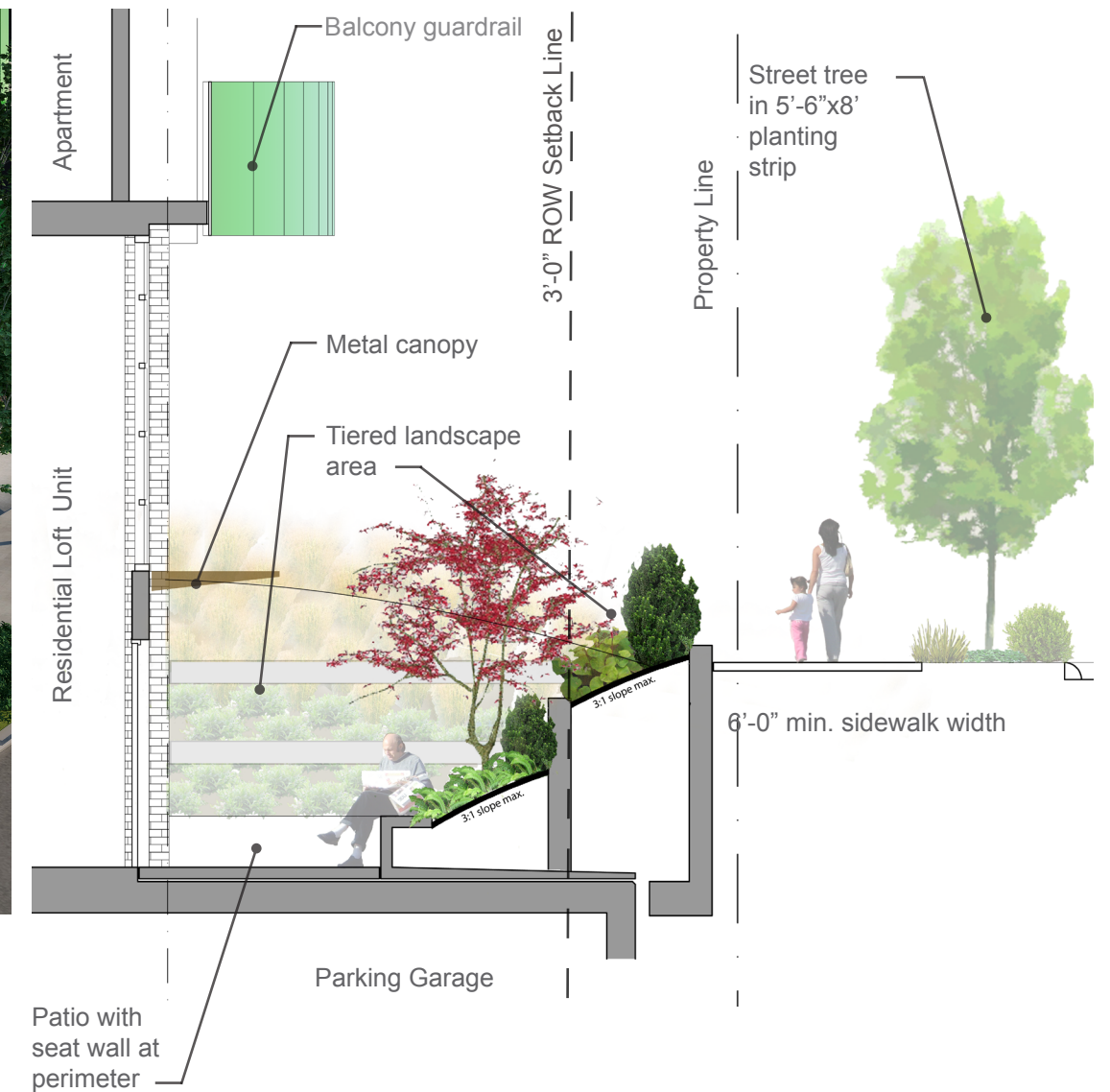
Typical Retail Entry Section - 12th Ave NE



Loft Units on 12th Ave NE

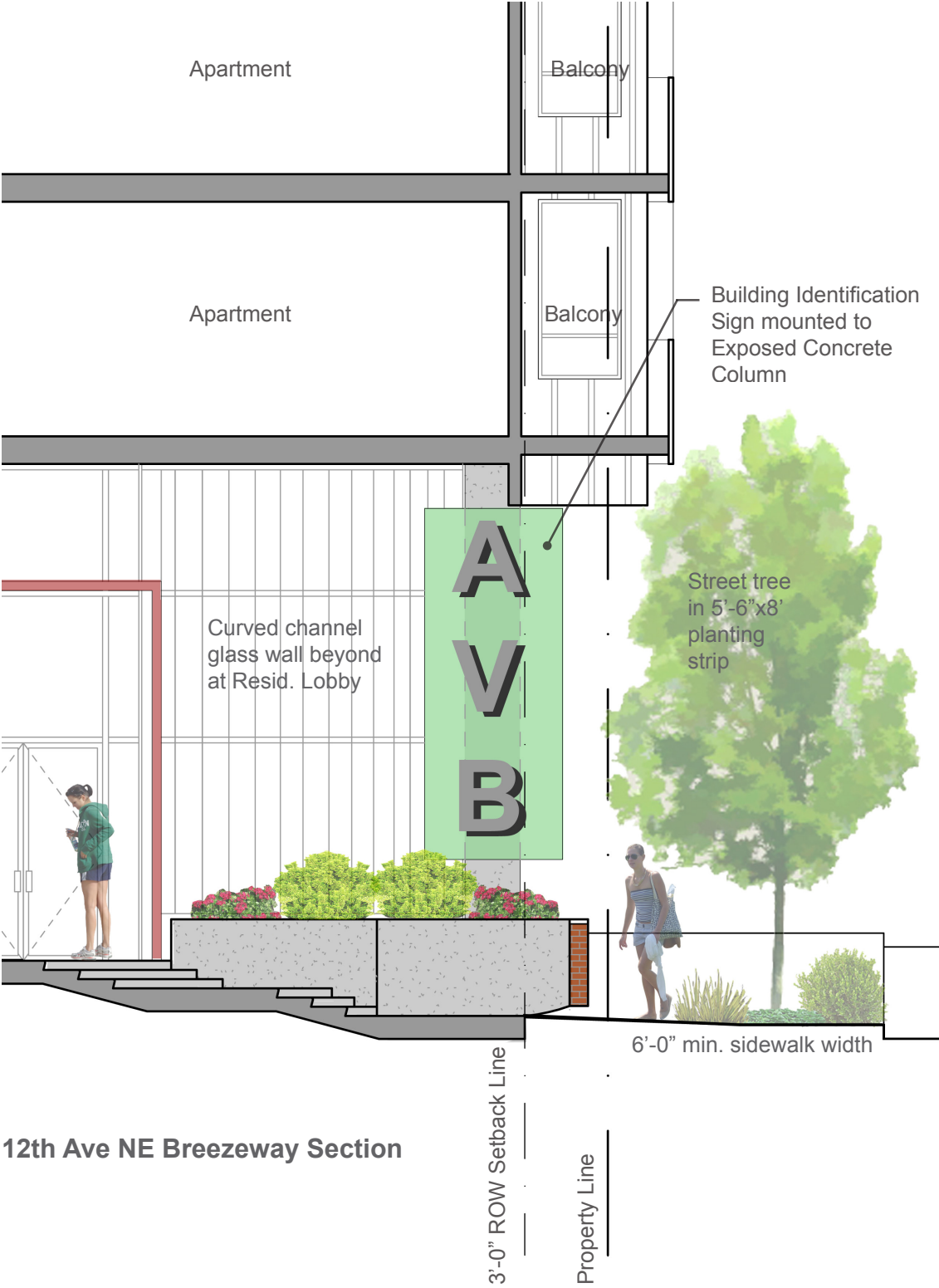


Residential Loft unit patios



Typical Loft Patio Section along 12th Ave NE

12th Ave NE Breezeway / Residential Entry



12th Ave NE Breezeway Section



Courtyard Looking West from 12th Ave NE Breezeway



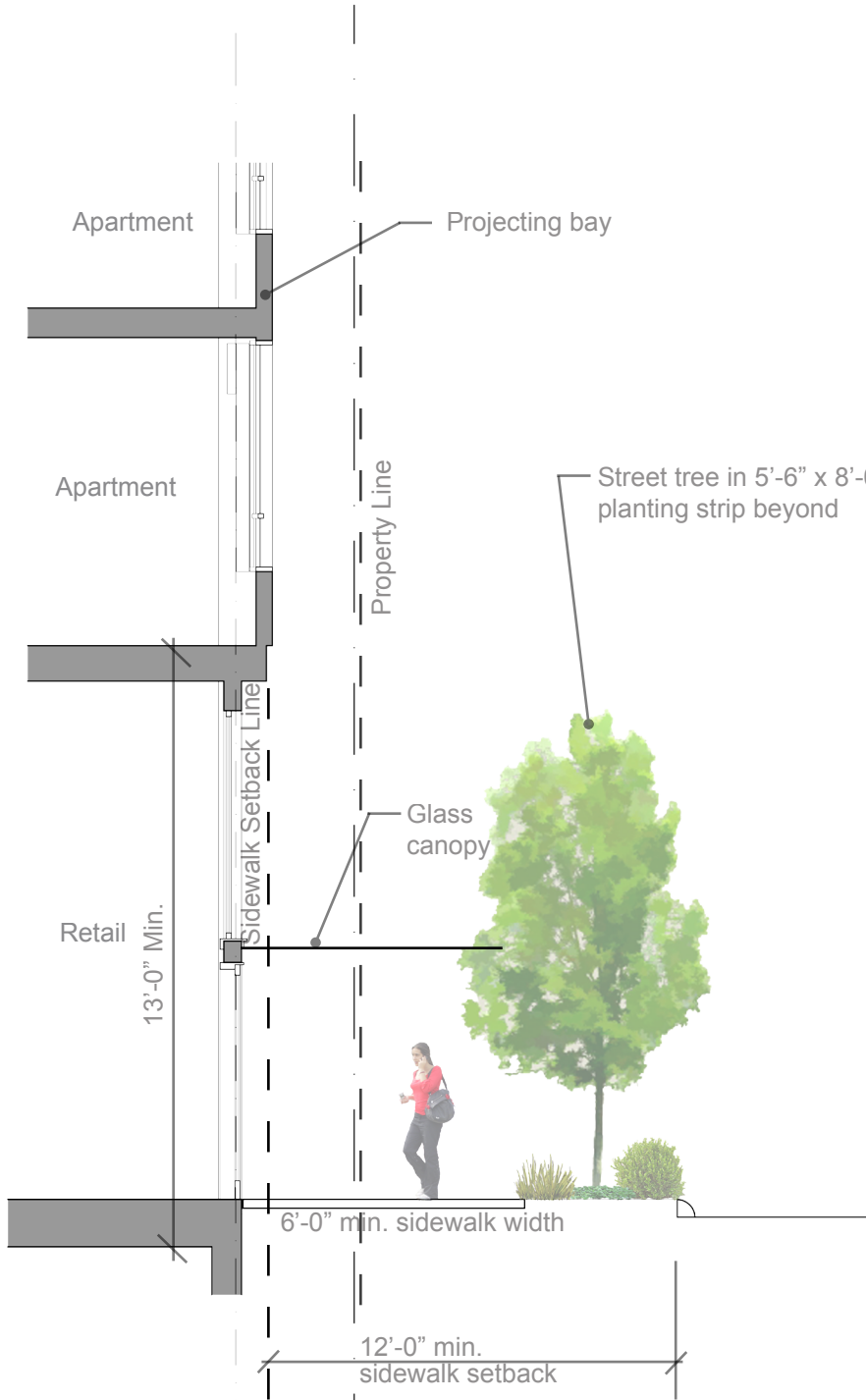
12th Ave NE & NE 47th Street - Looking Southwest



Alley Looking South from NE 47th Street



11th Ave NE & NE 47th Street - Looking Southeast

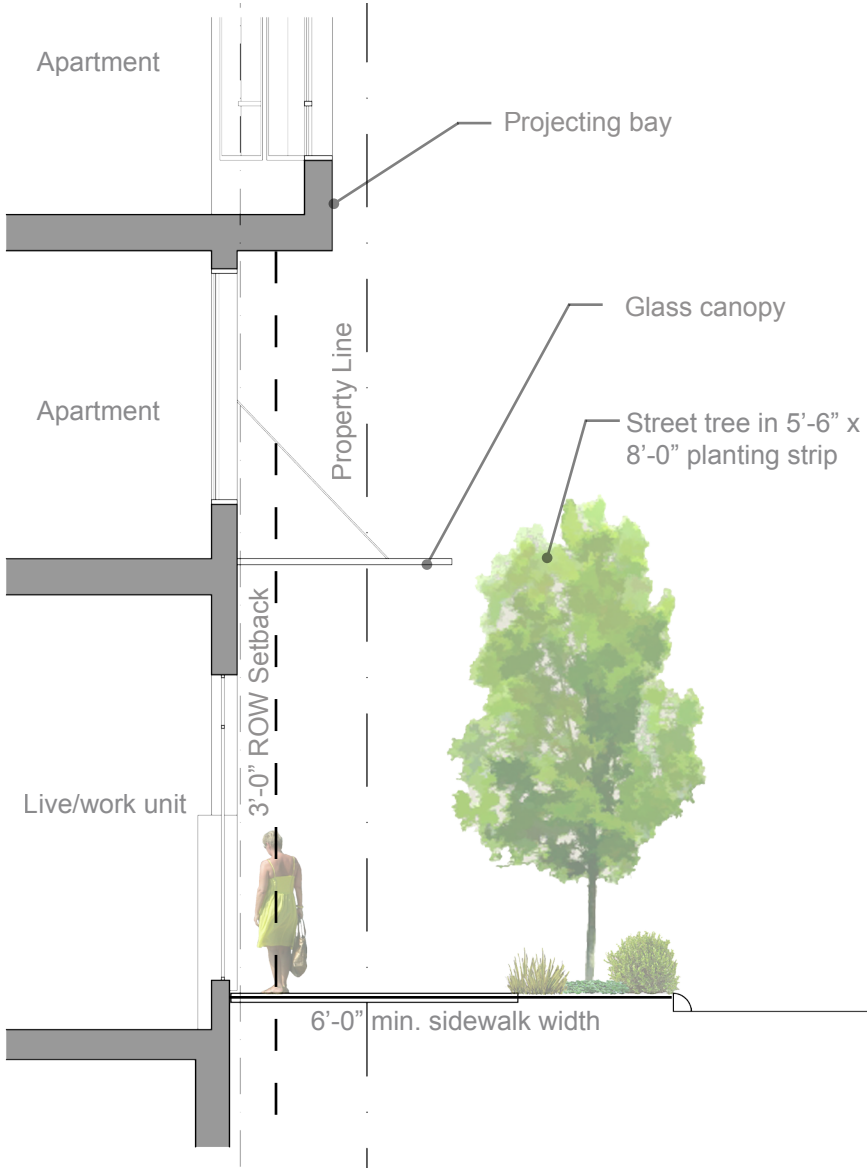


Typical Retail Entry at NE 47th Street



Retail storefronts Live-Work units

11th Ave NE Breezeway / Residential Entry



Live/Work Entry at 11th Ave. NE

Courtyard Looking East to 12th Ave NE Breezeway



Elevations

Exterior Materials Legend

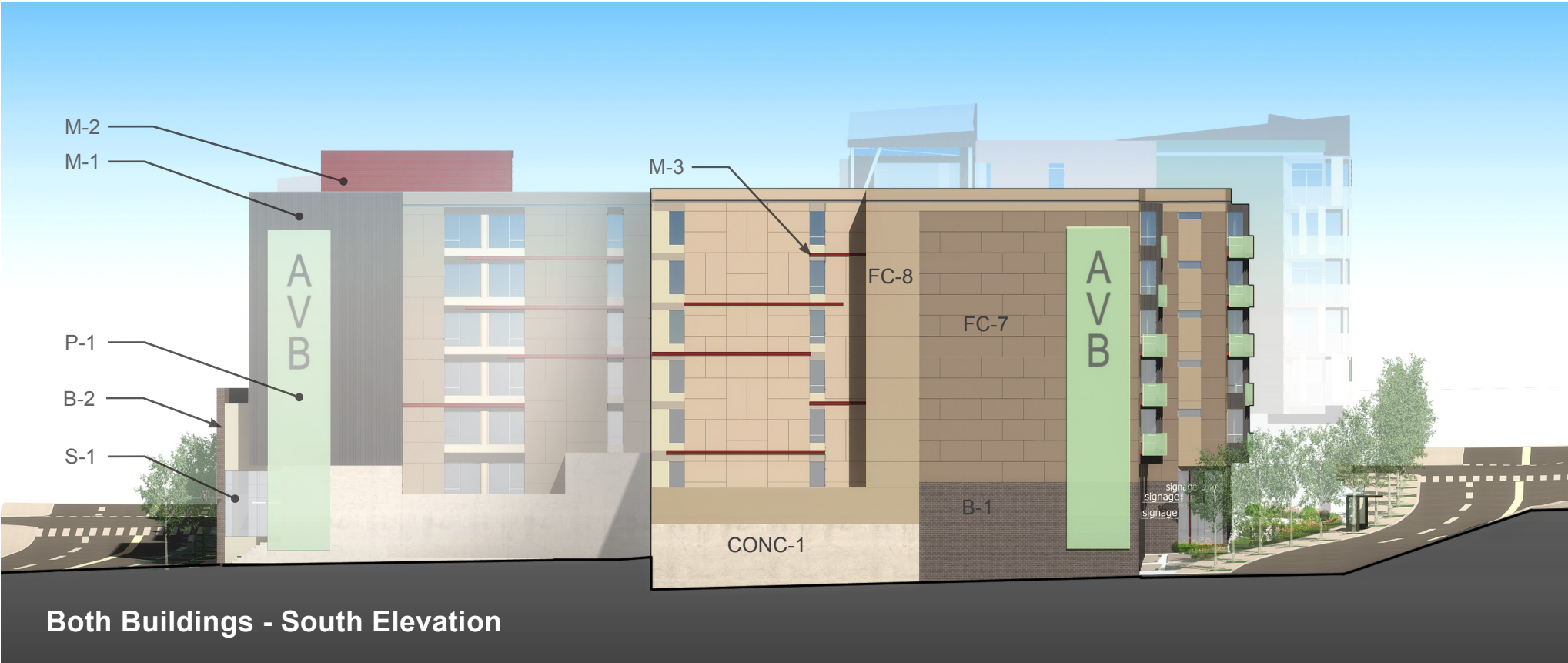
B-1	Brick- Color 1
B-2	Brick- Color 2
C-1	Steel and Glass Canopy
CG-1	Channel Glass
CONC-1	Exposed Concrete
FC-1	Fiber Cement Panels - Color 1
FC-2	Fiber Cement Panels - Color 2
FC-3	Fiber Cement Panels - Color 3
FC-4	Fiber Cement Panels - Color 4
FC-5	Fiber Cement Panels - Color 5
FC-6	Fiber Cement Panels - Color 6
FC-7	Fiber Cement Panels - Color 7
FC-8	Fiber Cement Panels - Color 8
M-1	Metal Siding w/ Vertical Patterning- Grey
M-2	Box Ribbed Metal Siding- Red
M-3	Painted Metal Accents- Red
P-1	Perforated Metal Panel
P-2	Welded Wire Mesh Guardrail
S-1	Aluminum Storefront
W-1	Vinyl Window



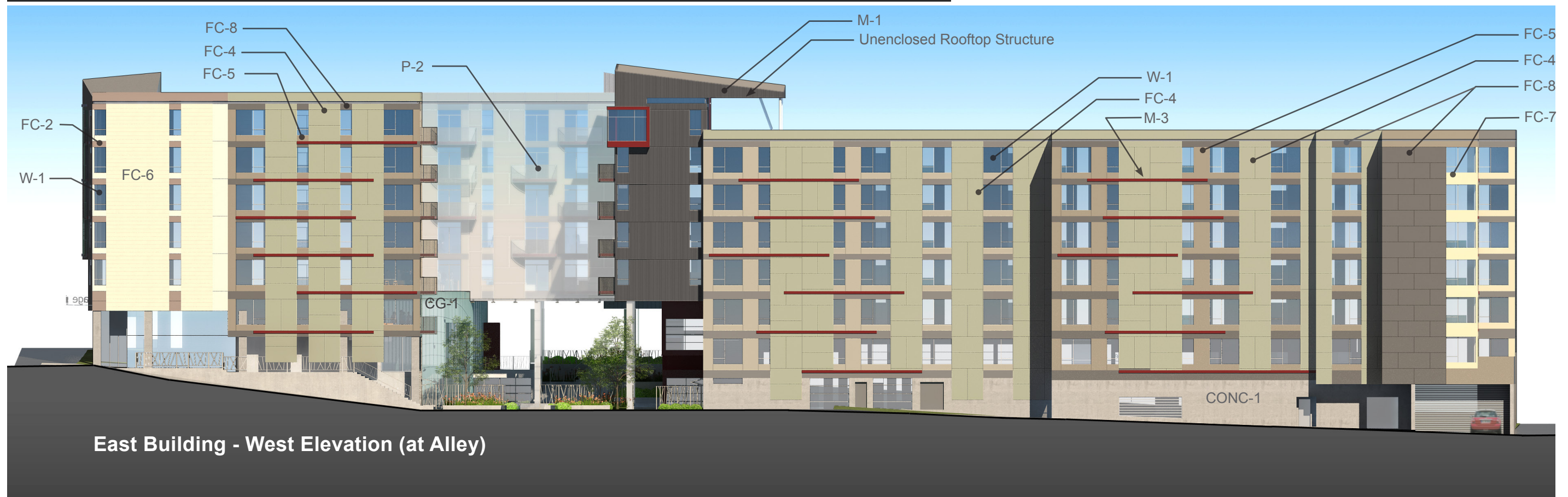
Elevations

Exterior Materials Legend

B-1	Brick- Color 1
B-2	Brick- Color 2
C-1	Steel and Glass Canopy
CG-1	Channel Glass
CONC-1	Exposed Concrete
FC-1	Fiber Cement Panels - Color 1
FC-2	Fiber Cement Panels - Color 2
FC-3	Fiber Cement Panels - Color 3
FC-4	Fiber Cement Panels - Color 4
FC-5	Fiber Cement Panels - Color 5
FC-6	Fiber Cement Panels - Color 6
FC-7	Fiber Cement Panels - Color 7
FC-8	Fiber Cement Panels - Color 8
M-1	Metal Siding w/ Vertical Patterning- Grey
M-2	Metal Box Ribbed Siding- Red
M-3	Painted Metal Accents- Red
P-1	Perforated Metal Panel
P-2	Welded Wire Mesh
S-1	Storefront
W-1	Vinyl Window



Alley Elevations



Landscape Plan - Street Level



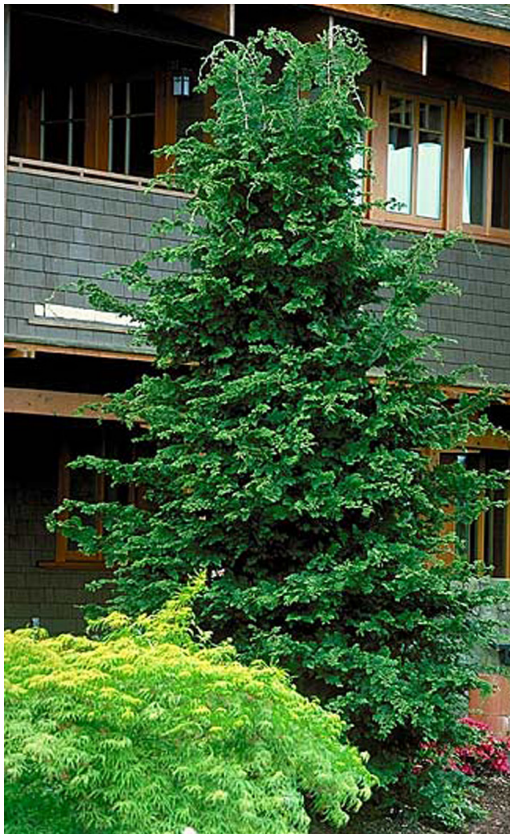
Landscape Materials - Street Level



6' Width Sidewalk, New Street Trees in Cutouts, & Foundation Plantings



Perennial Accents & Columnar Deciduous Trees



Small Sculptural Conifer



Ornamental Grasses



Low evergreen foundation shrubs



Private Patios

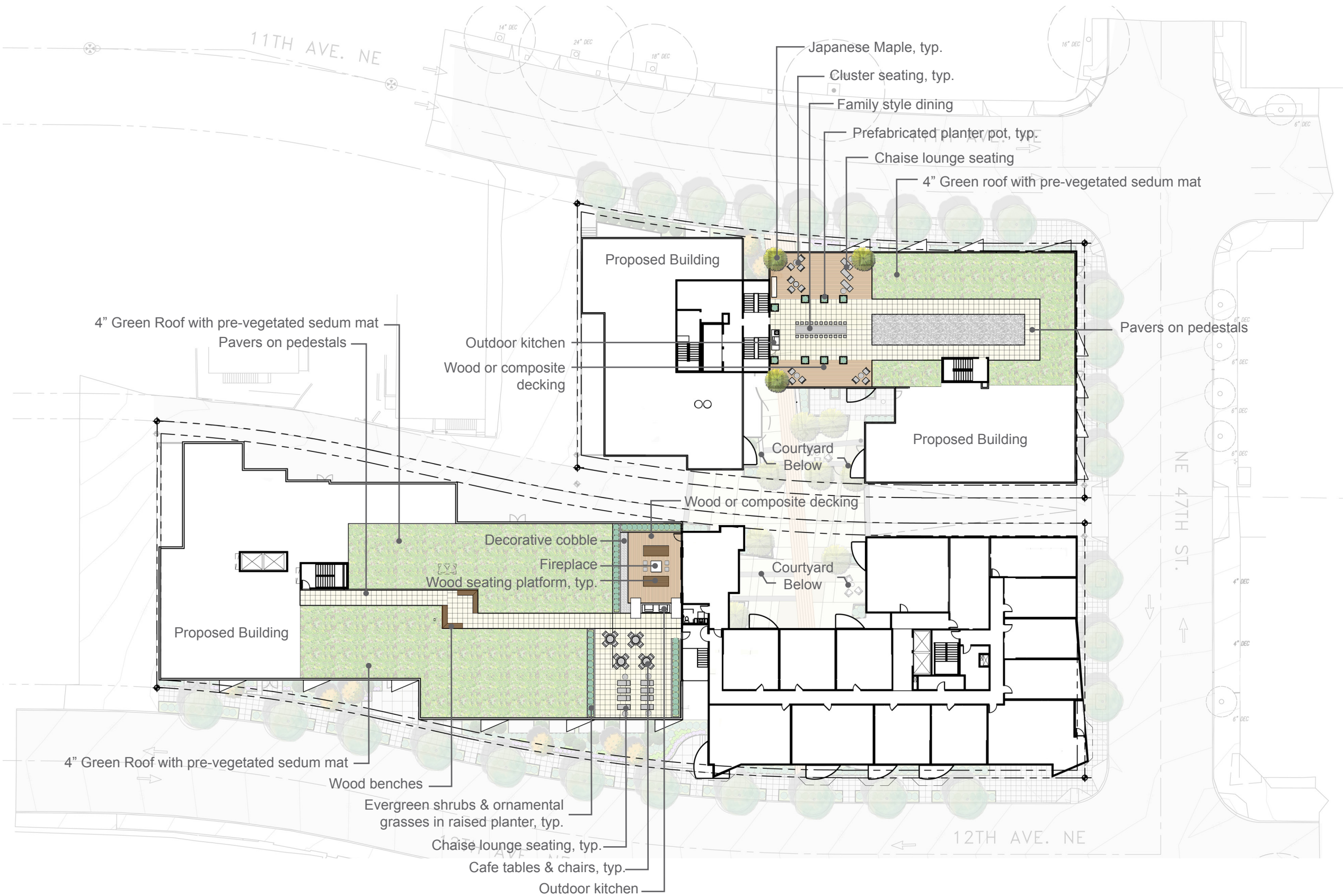


Bench Seating



Bike Parking

Landscape Plan - Roof Level



Landscape Materials - Roof Level



Fireplace



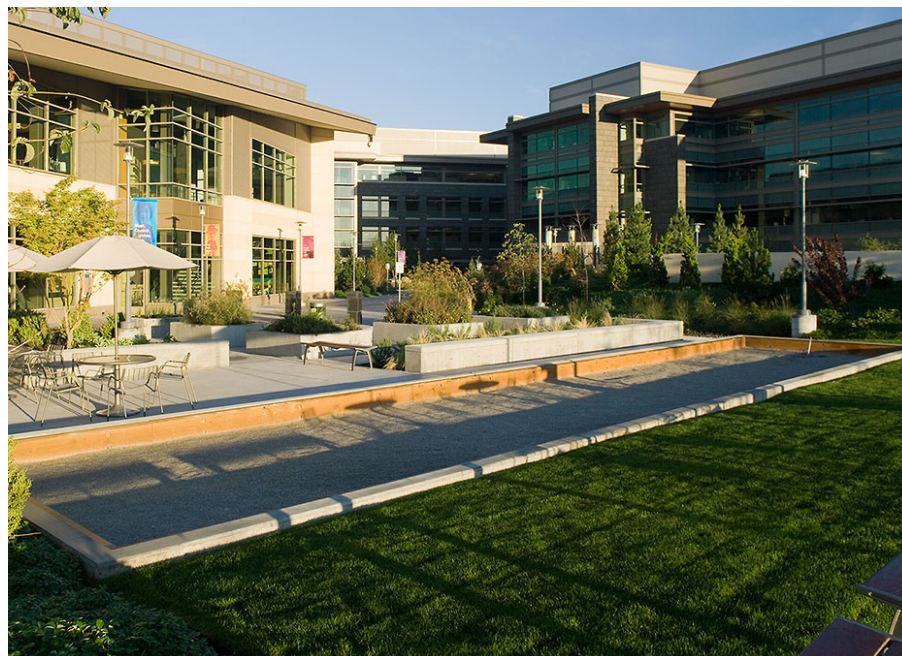
Family Style Dining



Chaise Lounge Seating



Cluster Seating



Rooftop Seating



Wood Decking & Sedum Green Roof



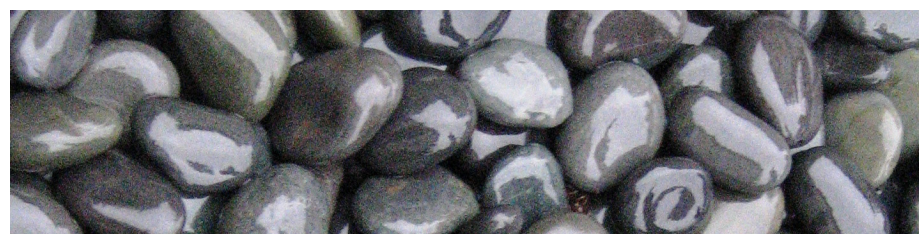
Japanese Maple



Evergreen Shrubs & Ornamental Grasses in Raised Planters



Wood Seating Platform



Decorative Cobble

12th Avenue Breezeway / Entry Level



1



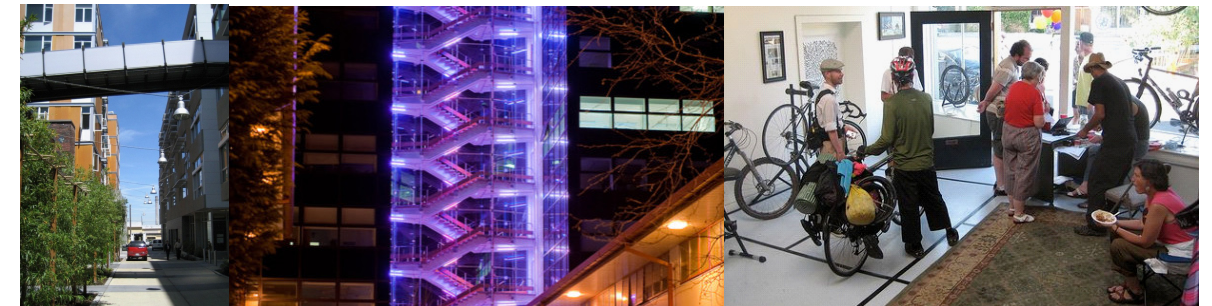
2



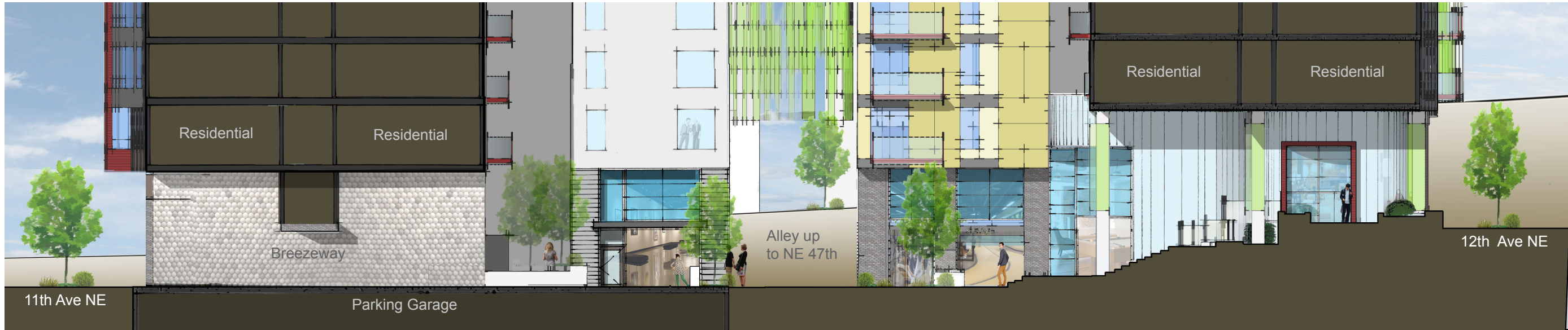
Courtyard / Alley Level



3



Courtyard / Alley Sections



Section Looking North

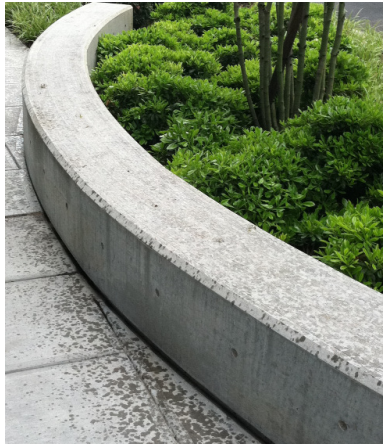
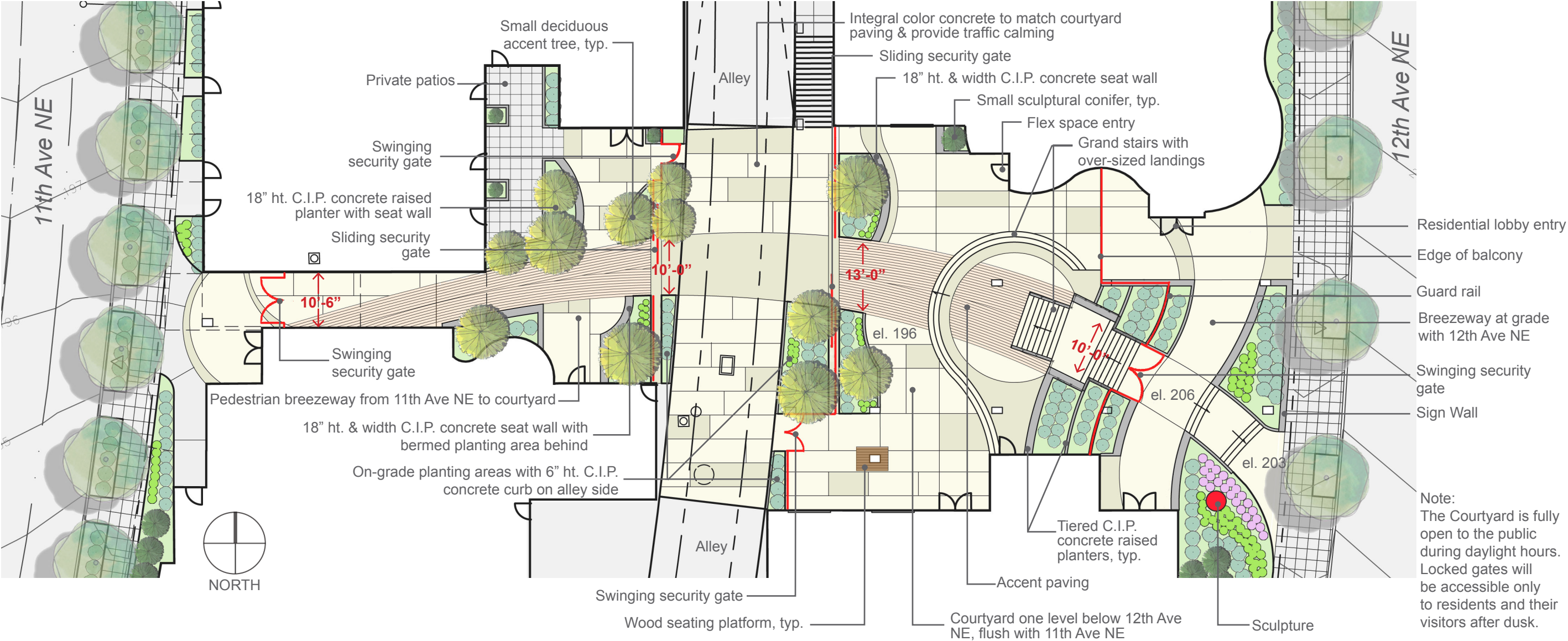


Section Looking South



Alley Elevation Looking East

Courtyard / Alley / Breezeway Connections



C.I.P. Concrete Seat Wall



Decorative Metal Security Fence



Grand Staircase



C.I.P. Concrete Raised Planters



Accent Paving



Sculpture



Conceptual Signage & Artwork Plan



Conceptual Lighting Plan

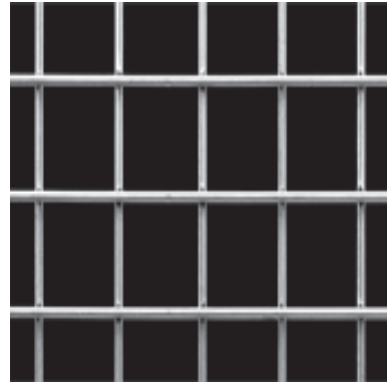


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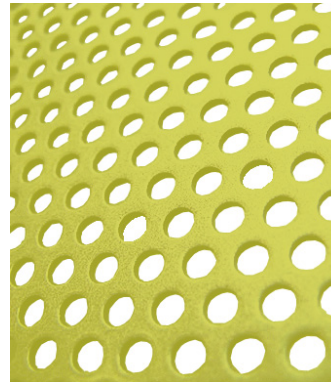
Exterior Materials



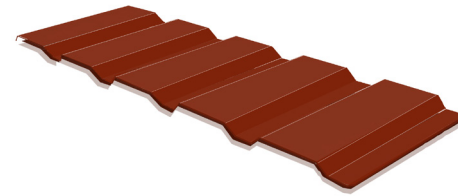
CG-1: Channel Glass



P-2: Aluminum Welded Wire Mesh w/ Approx. 2"x2" openings



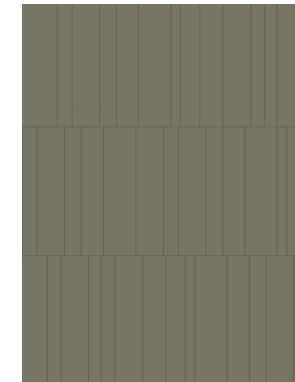
P-1: Perforated Metal Panel w/ 1/4" Diameter Holes
Sherwin Williams
SW 6704 Hep Green



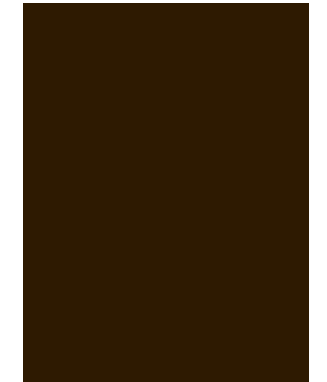
M-2: Metal Box Ribbed Metal Siding
AEP Span Cool Rustic Red or similar



M-3: Painted Metal Accents
Sherwin Williams
SW 7582 Salute



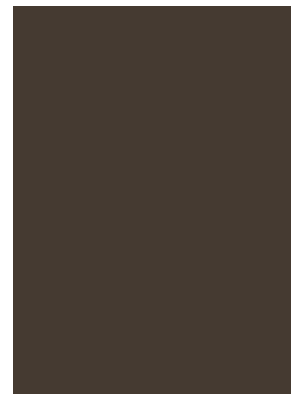
M-1: Metal Siding w/ Irregular Vertical Joints
AEP Span Vintage Finish



C-1: Steel with Dark Bronze paint



FC-1: Fiber Cement Smooth Panel
Sherwin Williams (typ)
SW 7503 - Sticks & Stones



FC-2: Fiber Cement Smooth Panel
SW 7505 - Manor House



FC-3: Fiber Cement Smooth Panel
SW 7517 - China Doll



FC-4: Fiber Cement Smooth Panel
SW 7544 - Fenland



FC-5: Fiber Cement Smooth Panel
SW 7518 - Beach House



Alum. Wall Reveal



FC-6: Fiber Cement Smooth Panel
Hardie Color Plus
Cobble Stone



FC-7: Fiber Cement Smooth Panel
SW 6074 Spalding Grey



FC-2: Fiber Cement Smooth Panel
SW 7538 - Tamarind



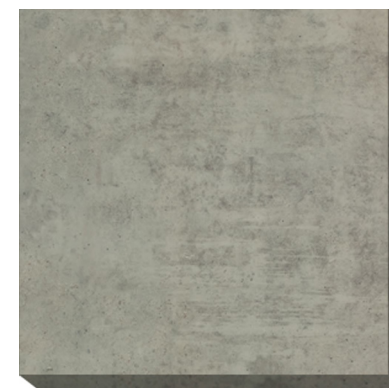
B-1: Brick - Smooth Face
Mutual Materials - Redondo Grey



S-1: Storefront Mullion
Dark Bronze



C-1: Laminated Glass w/
Frosted Interlayer



CONC-1: Exposed Concrete



W-1: Vinyl Windows
White



B-2: Brick - Smooth Face
Mutual Materials- Ebony