

APERTURE ON FIFTH

500 JOHN STREET, SEATTLE

APERTURE ON FIFTH, LLC.



DESIGN REVIEW RECOMMENDATION MEETING

DPD #3012936

JULY 18, 2012

NK PROJECT #1150

4302 SW ALASKA STREET
SEATTLE, WA 98116
206.933.1150
www.nkarch.com



PROJECT DESCRIPTION



SITE LOCATION

ADDRESS: 500 John Street
DPD PROJECT #: 3012936
OWNER: Aperture on Fifth, LLC
APPLICANT: Nicholson Kovalchick Architects
CONTACT: Steve Fischer

DEVELOPMENT OBJECTIVES

The proposed project is to construct a new 7-story building with 102 apartment units, 4 livework units, and 86 enclosed parking stalls. A below grade parking garage housing a majority of the stalls is accessed from the alley. A small number of stalls located along the alley at the first floor will be accessed via a separate driveway from the alley. The ground floor will house live/work units, the building lobby and residential amenity spaces with the dwelling units beginning on Level 2.

The project site is located in a SM- 85 zone in the urban segment of the Uptown Urban Center, adjacent to famous Seattle landmarks and is intended to provide housing for small families and young professionals. The design is meant to encourage social interaction among residents, and incorporate sustainable design strategies to preserve resources, while providing an urban setting adjacent to famous Seattle landmarks.

The tenant roof deck, as well as the upper most floors, will have unobstructed views of the 'Seattle Center' with the Space Needle framed by the mountains of the Olympic Peninsula. Other unobstructed views include Lake Union with Mt. Baker in the distance and Downtown with Mt. Rainier beyond.

The preferred scheme from Early Design Guidance focuses on creating a connection between pedestrians and tenants by connecting the internal with the external space. Corridors will lead from a central courtyard to the exterior of the building and extend beyond the skin to allow tenants and visitors to perceive their location and experience every outlook of the primary three. Pedestrians, visitors of the 'Seattle Center', and neighbors will be able to see the end of each corridor and experience the inside of the building, which will create a dialog between the 'in' and 'out', more so with the lit corridors and internal courtyard at night time.

EXISTING SITE

The site is part of the **Uptown Urban Character Area**, which can be described as street blocks with a rich variety of uses surrounding the Seattle Center, and with adjacencies to major roadway corridors. The Uptown Urban Character Area is well suited to the scale of a true urban center with it's strong relationships to major institutions.

ZONING AND OVERLAY DESIGNATION

Zoning: DMR/C 85/65

Zoning Overlays:

- Airport Height Overlay / Outer Transitional Surface
- Uptown Urban Center

NEIGHBORING DEVELOPMENT

The project site is located at the intersection of 5th Avenue and John Street in the Uptown Urban Center, which is comprised of a fabric of Seattle attractions, large office buildings, hotels, multi-family apartment buildings, and many commercial areas. Just north of the site, the Seattle Center and the Experience Music Project border the west side of 5th Avenue. Fisher Plaza is across the street to the west. A hotel and a surface parking lot are to the east across the alley. The newly constructed Gates Foundation is located further north of the site and various commercial buildings and restaurants are located south of the site.

The site is within walking distance to many forms of public transportation, including the monorail, which runs north - south along 5th Avenue, directly west of the site. There are many bus routes that are located within blocks of the site and there is a large amount of pedestrian activity that is present in the area.

PROJECT PROGRAM

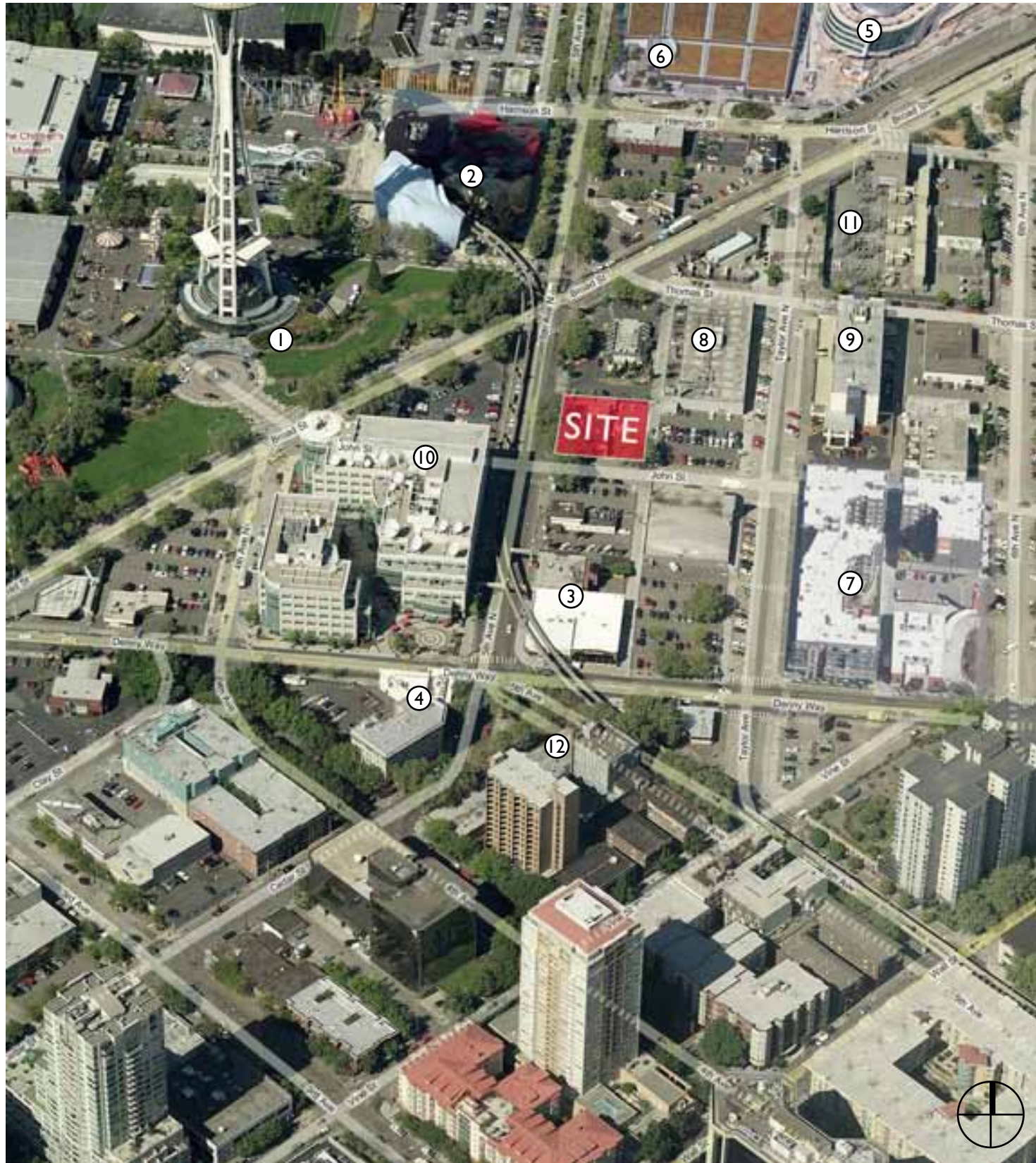
Number of Apartment Units:	102
Number of LiveWork Units:	4
Total Number of Units:	106

Number of Parking Stalls: 72 - 86 Parking Stalls

Area of Residential Levels:	Approximately 88,933 gsf
Area of Parking Levels:	Approximately 26,412 gsf
Total Area:	Approximately 115,345 gsf

Project Goals:

- **Provide unique, yet affordable urban residences.**
- **Create usable outdoor amenity space to encourage tenant socializing.**
- **Provide a residential project that integrates with the neighboring public, commercial and institutional projects.**
- **Take advantage of solar exposure.**



① THE SPACE NEEDLE



② EXPERIENCE MUSIC PROJECT



③ FAT CITY AUTOMOTIVES



④ ZEEKS PIZZA



⑤ GATES FOUNDATION/PARKING



⑥ GATES FOUNDATION



⑦ TAYLOR 28



⑧ PHILLIPS



⑨ BEST WESTERN



⑩ FISHER PLAZA

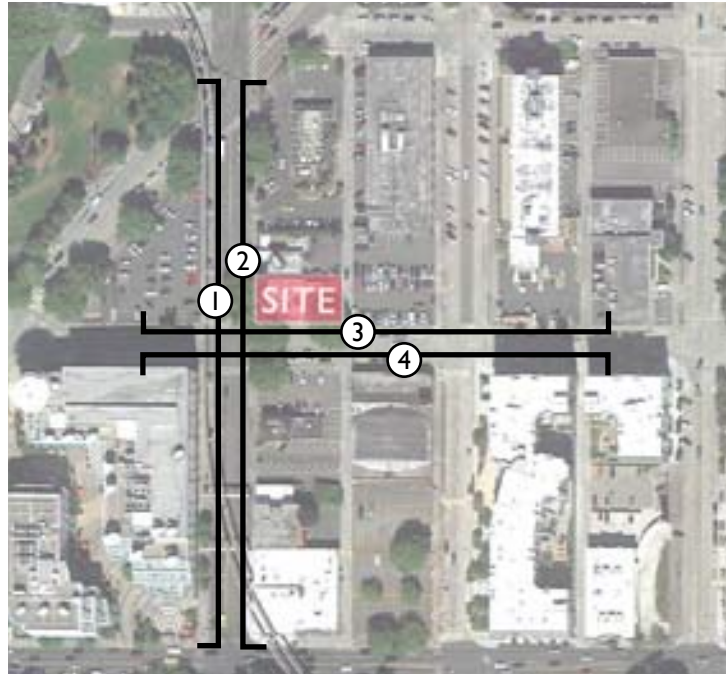


⑪ CITY LIGHT SUBSTATION



⑫ 5 POINT CAFE & BAR

STREETSCAPE



① 5TH AVENUE LOOKING WEST

PROJECT SITE



② 5TH AVENUE LOOKING EAST

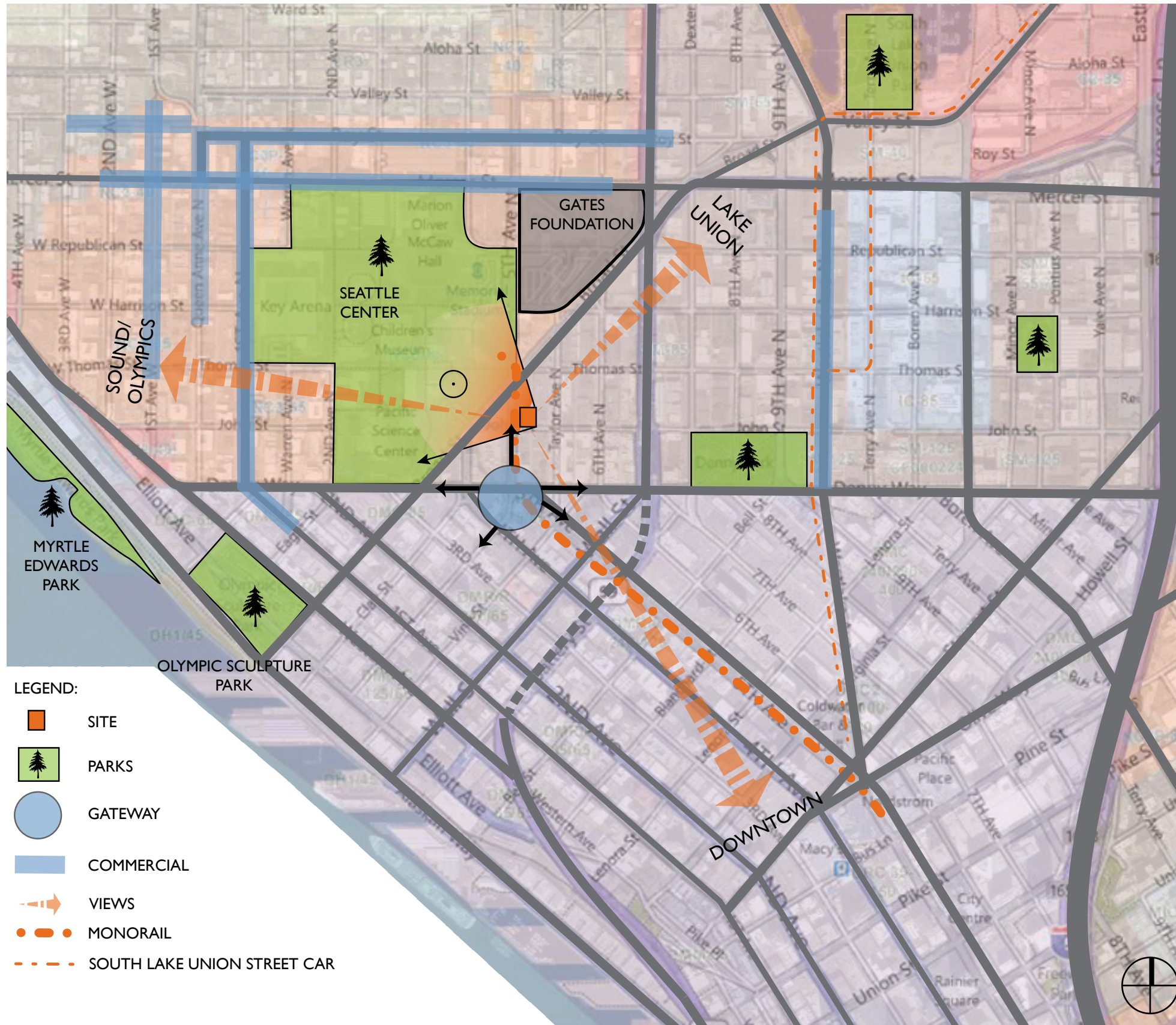
PROJECT SITE



③ JOHN STREET LOOKING NORTH



④ JOHN STREET LOOKING SOUTH



OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES:

Views:

- Landmarks such as 'Space Needle', 'EMP', 'Seattle Center', and 'Gasworks'
- Puget Sound and Olympic Peninsula
- Elliott Bay
- Lake Union and Mt. Baker
- Downtown

Location:

- Access to nearby parks, such as 'Denny Park', 'Olympic Sculpture Park', 'Myrtle Edwards Park', 'Cascade Playground', 'South Lake Union Park' and 'Seattle Center Fountain'.
- Places for activities at the 'Seattle Center', 'Key Arena', 'Children's Museum', 'Pacific Science Center', 'Memorial Stadium' and 'Marion Oliver McCaw Hall' as well as nearby Downtown and Waterfront public venues
- Easement at the north property line towards McDonalds allowing for full fenestration.

CONSTRAINTS:

Increased Sound Level:

- Monorail, 5th Avenue and Broad Street arterial vehicular traffic, concerts at nearby bars and venues, helicopter traffic to and from adjacent 'Fisher Plaza'.

Population:

- Seasonal pedestrian activity, arena and concert visitors, recreational visitors and tourists

Obstructed Vision:

- Street trees, monorail tracks and supporting structure, 'Fisher Plaza'

Pedestrian Circulation:

- Narrow sidewalks at 5th Avenue and John Street are additionally obstructed by street trees with unrestrained roots and irregular vertical growth

Security:

- Property is surrounded by unattended parking lots and deserted adjacent office buildings at night, unrestricted alley access, and night club and concert visitors after midnight

EXISTING SITE PLAN



VIEW OF THE EXISTING SITE FROM THE ADJACENT INTERSECTION



① SITE VIEW FROM SOUTHEAST



② SITE VIEW FROM NORTHEAST



③ SITE VIEW FROM NORTHWEST

PARCEL #: 1991200305 & 1991200300
 ZONING: SM-85
 OVERLAYS: Airport Height Overlay / Outer Transitional Surface
 URBAN CENTER: UPTOWN (URBAN CENTER)
 LOT AREA: 13,560 SF

SMC 23.48.004 - PERMITTED USES

All permitted outright, either as principal or accessory uses. Except high-impact, heavy manufacturing uses, drive-in businesses, jails, adult motion picture theaters, outdoor storage, except for outdoor storage associated with florists and horticulture uses, principal use surface parking, animal shelters and kennels, animal husbandry, park and pool lots, park and ride lots, work release centers, recycling, solid waste management and mobile home parks.

SMC 23.48.010 - STRUCTURE HEIGHT

Allowed Maximum Structure Height: 85'-0"

Proposed Height: 70'-0"

SMC 23.48.016.B - FLOOR AREA RATIOS

4.5 maximum **if other than residential and parking**

SMC 23.48.012 - UPPER LEVEL SETBACKS

Upper level setback: Not required (Site not within 'Map A' designated locations).

SMC 23.48.018 - GENERAL FAÇADE REQUIREMENTS

Primary entrance not more than 3 feet above or below street level. Minimum façade height is 15 feet. Setbacks of 12 feet are permitted at the street side, while a minimum of 20 feet façade should be at the property line. Additional setbacks up to 30% of the length of the setback wall may be permitted if it is located 20 feet or more from any street corner and landscaped.

TRANSPARENCY AND BLANK FAÇADE:

Between 2 feet and 8 feet above sidewalk a minimum of 30% of width of street level façade must be transparent. If street slope is more than 7.5%, transparency reduction to 22%. Blank segments limited to 30 feet and 60 feet if architecturally enhanced. Garage doors are limited to width of driveway plus 5 feet. Blank segments must be separated by transparent segments with at least 2 feet width. Total of blank elements should not exceed 70% of façade on each street.

Provided at South Elevation along John Street: 72.5% Transparency

Provided at West Elevation along 5th Avenue: 77.5% Transparency

SMC 23.48.020 - AMENITY AREA

Required: 5% of total gross floor area in residential use.

A maximum of 50% may be enclosed.

81,413 sf GFA x .05 = 4,071 sf required amenity area

Provided:

Enclosed:

Level 1 Lobby / Clubhouse Amenity = 2,377 sf

Level 2 & 3 Amenity = 1,038 sf

TOTAL: = 3,415 sf (Enclosed)

Unenclosed:

Level 1 Clubhouse Amenity = 101 sf

Roof Amenity = 5,582 sf

TOTAL: = 5,683 sf (Unenclosed)

Note: More than 50% of the provided amenity space is unenclosed.

The previously requested departure is not longer requested.

SMC 23.48.032 & SMC 23.54.015 - PARKING

Live/Work: No parking required within the Urban Center.

Residential use: No parking required within the Urban Center.

Parking Provided: 72 - 86 Parking Stalls.

SMC 23.54.015 - BICYCLE PARKING

Required: 1 space per every 4 units, plus a small amount of long term and short term commercial parking based on actual commercial use.

106 Units at .25 stalls per unit = Parking for 27 Bicycles

Provided: Parking for 27 Bicycles.

SMC 23.54.040 - SOLID WASTE AND RECYCLING

575 sf + 4sf for each unit over 100 = 583 sf

Plus 41 sf additional for commercial use = 624 sf

15% reduction for dimensional standards = 531 sf

Shared trash is acceptable, but separate residential and commercial recycling are required.

Provided: 536 sf



DPD ZONING MAP

ADJACENT USES

RETAIL ACTIVITY ALONG THE PRIMARY PEDESTRIAN ROUTE FROM DOWNTOWN TO THE SEATTLE CENTER

The map illustration on this page indicates the higher level of retail intensity along the pedestrian path of travel from downtown Seattle to the Seattle Center. The reddish-orange color on the diagram indicates higher intensity retail uses. These higher intensity retail spaces currently occur along Denny Way, 5th Avenue south of Denny Way, and through Fisher Plaza. There are also some pockets of retail at the EMP, the McDonalds to the north of the site and there's a restaurant and lobby bar proposed at the new hotel to the west of the site focused towards the Seattle Center.

The lighter orange color indicates lower intensity office/retail such as the proposed hotel lobby and meeting rooms to the west, the south entry to Fisher Plaza, the public entry to the automotive service business at the corner of Denny Way and 5th Avenue, and the small office spaces across 5th Avenue from Fisher Plaza.

The grey areas indicate service uses associated with the corresponding building. The areas include the Back of House and Kitchen for the proposed new hotel to the west of the site, the loading area and Back of House for Fisher Plaza, and the service area associated with the automotive repair business. Note that the east facade of Fisher Plaza primarily contains advertising displays for the higher intensity retail spaces that occur within Fisher Plaza; pedestrian retail entries do not occur along 5th Avenue at Fisher Plaza.

Higher intensity retail occurs along 5th Avenue south of Denny Way and then takes a short cut through Fisher Plaza. North of Denny Way, 5th Avenue is already developing as a less intense pedestrian route. For this reason, the Aperture on Fifth project proposes pedestrian oriented residential uses such as Live-work, the primary residential lobby, a private resident community room, and bicycle storage.



Revolution Bar and Grill at EMP

McDonalds

Future Restaurant Space
Currently in Design Review, DPD Project #3012431
Primary transparency towards Space Needle

Street Level Office/Low Intensity Retail Space

Fisher Plaza Retail
Retail fronts focused on internal Fisher Plaza Courtyard

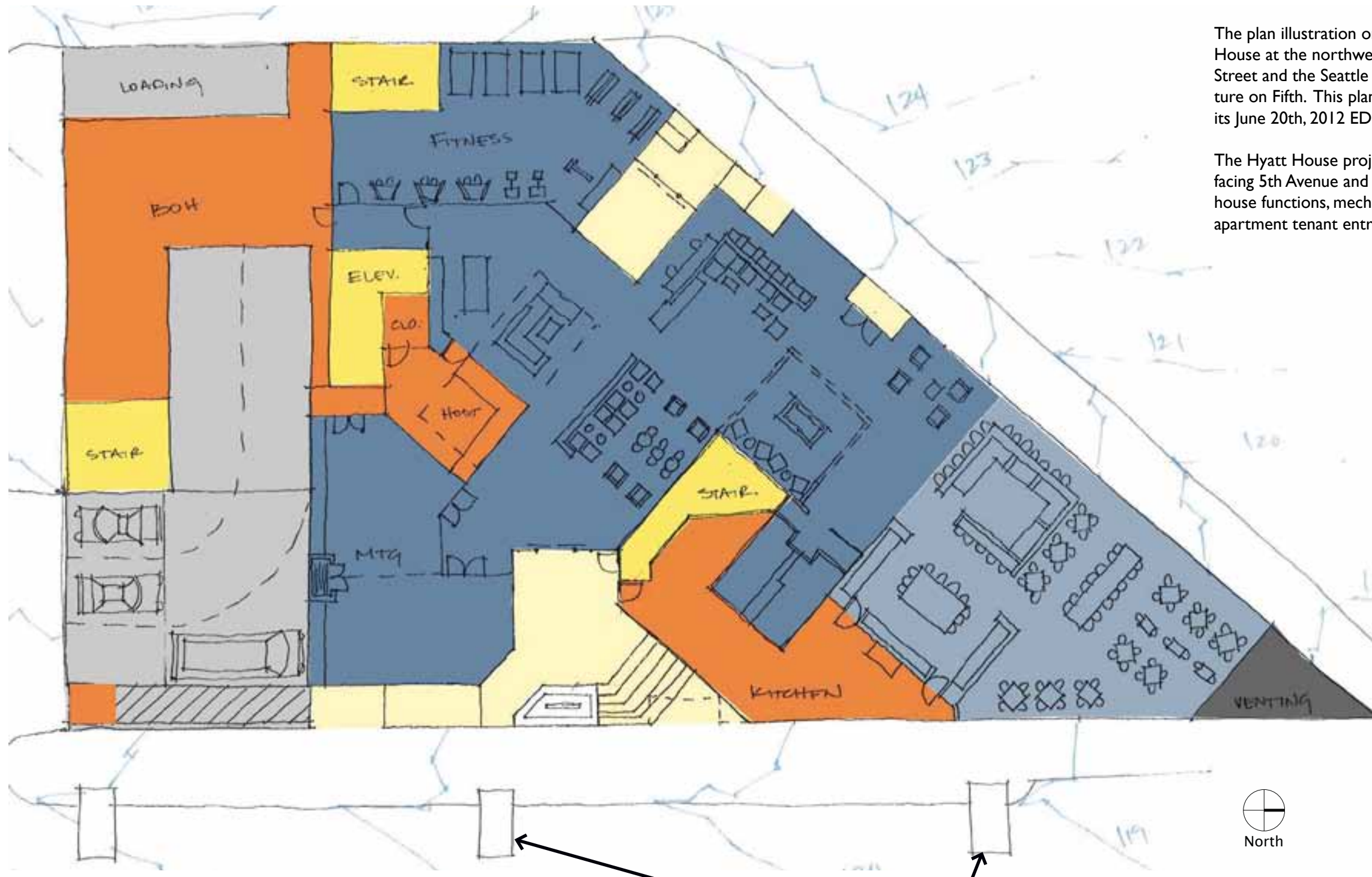
Zeeks Pizza
Faulkenbury & Wright Clothing Cleaners
Golden Singha Thai
Cedar Spa
5 Point Laundromat
5 Point Cafe
Christian Science Book Store
Taco Del Mar
Bambino's Pizzeria

PROPOSED GROUND LEVEL LAYOUT FOR NEW HOTEL STRUCTURE ACROSS 5TH AVENUE

THE HYATT HOUSE IS A PROPOSED HOTEL PROJECT DUE WEST OF THE APERTURE ON FIFTH PROJECT

The plan illustration on this page is from Johnson Braund's proposal for the Hyatt House at the northwest corner of 5th Avenue and John Street facing Broad Street and the Seattle Center. The proposed hotel is directly west of the Aperture on Fifth. This plan was the conditionally preferred plan for the project from its June 20th, 2012 EDG meeting.

The Hyatt House project is an 8-Story hotel and apartment building. The uses facing 5th Avenue and the Aperture on Fifth include automobile access, back-of-house functions, mechanical elements, hotel related meeting rooms, a hotel and apartment tenant entry, commercial kitchen, and a portion of the restaurant bar.



EARLY DESIGN GUIDANCE | HYATT HOUSE 5TH AND BROAD - 416 JOHN ST. SEATTLE, WA 98109 | ENTRY DIAGRAM - EAST JOHN ST - PREFERRED | MEETING - June 20, 2012

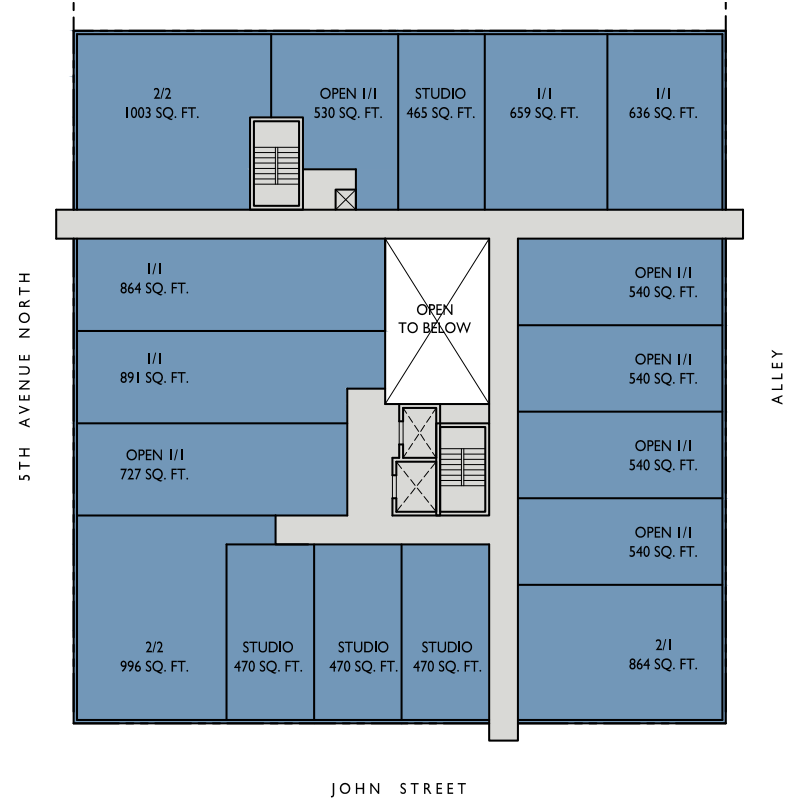
5TH AVENUE

MONORAIL SUPPORT COLUMNS



PREFERRED EDG OPTION

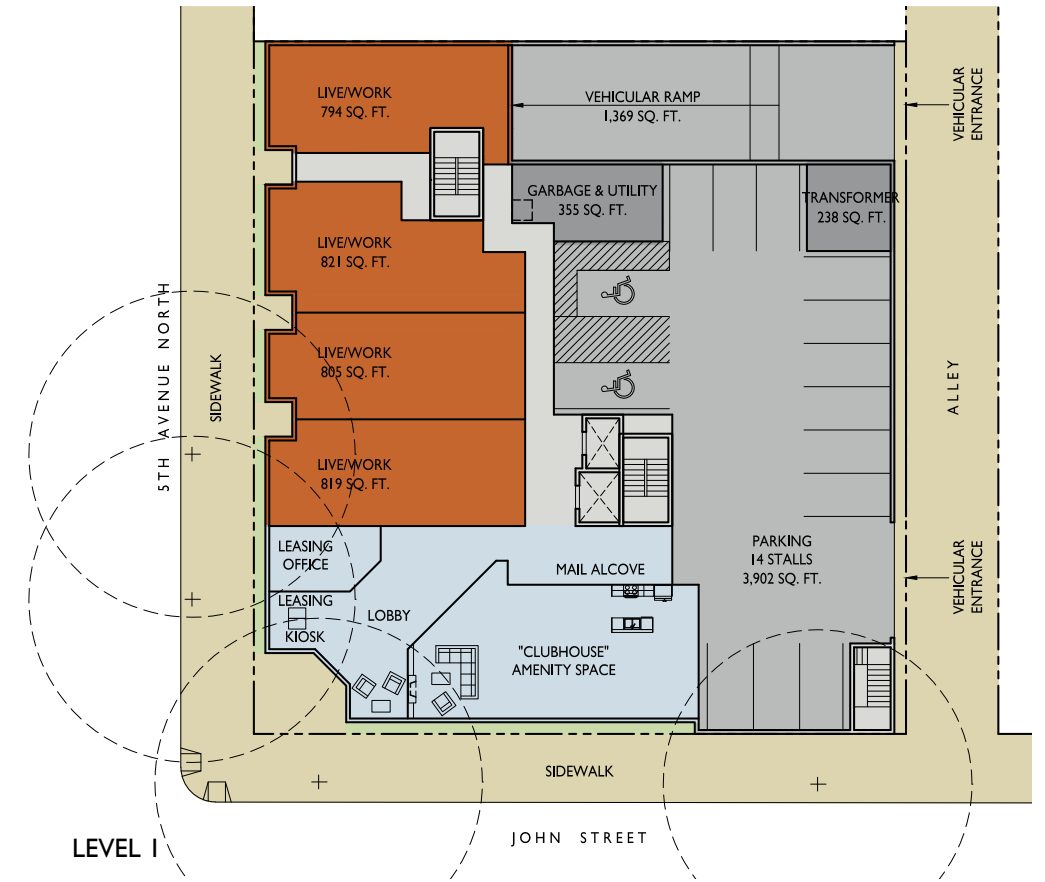
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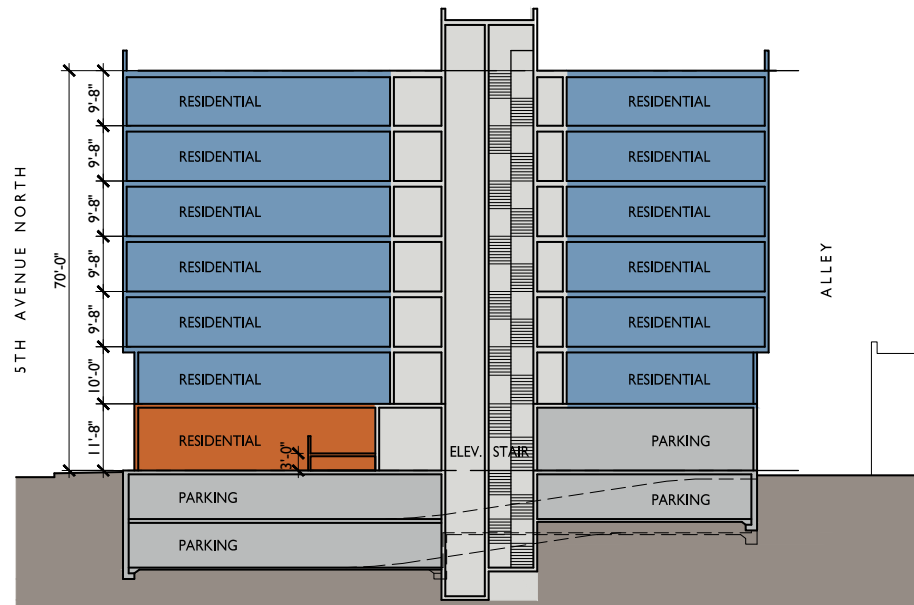
LEVELS 3-7



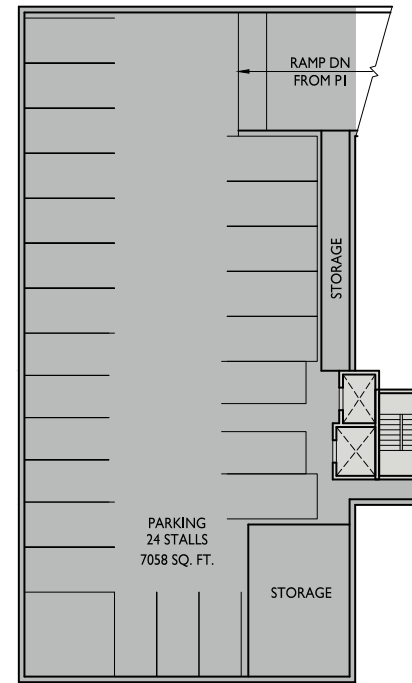
LEVEL 2



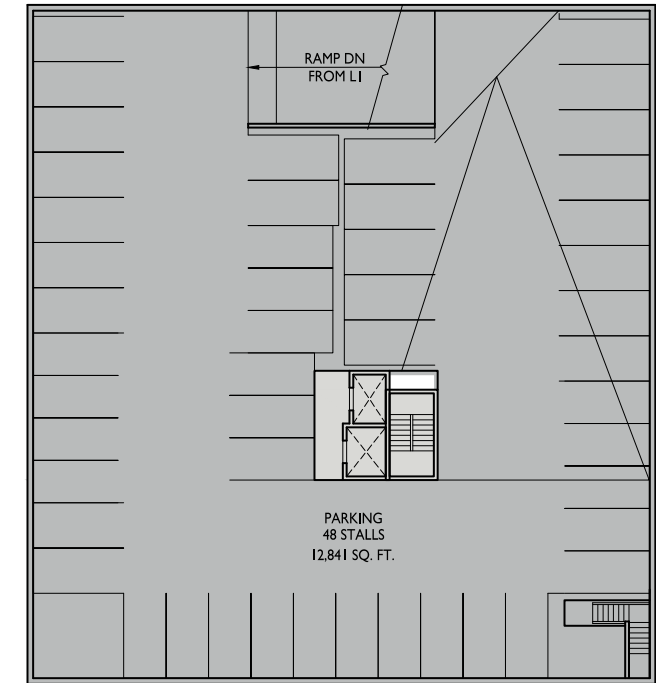
LEVEL 1



SECTION A

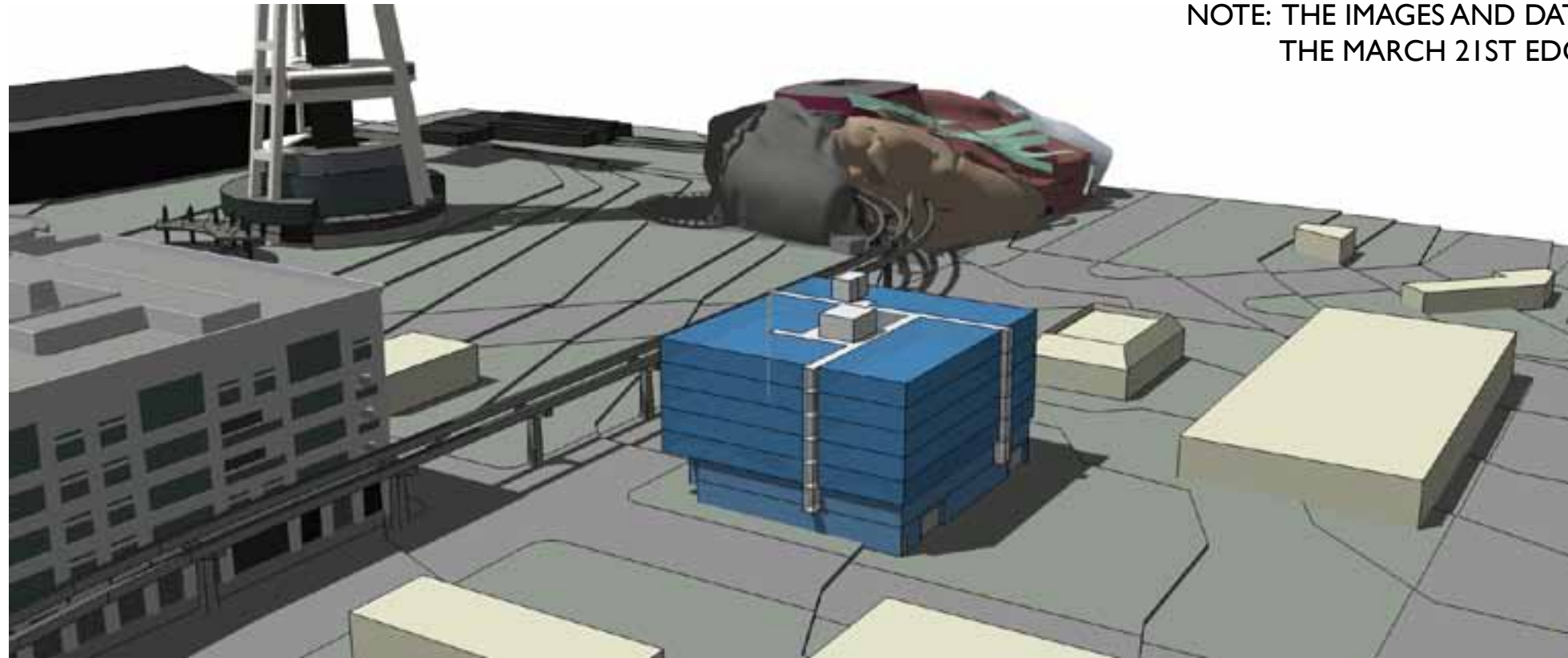


LEVEL P2



LEVEL P1

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SOUTHEAST AERIAL



SOUTHWEST AERIAL

DISTINGUISHING FEATURES

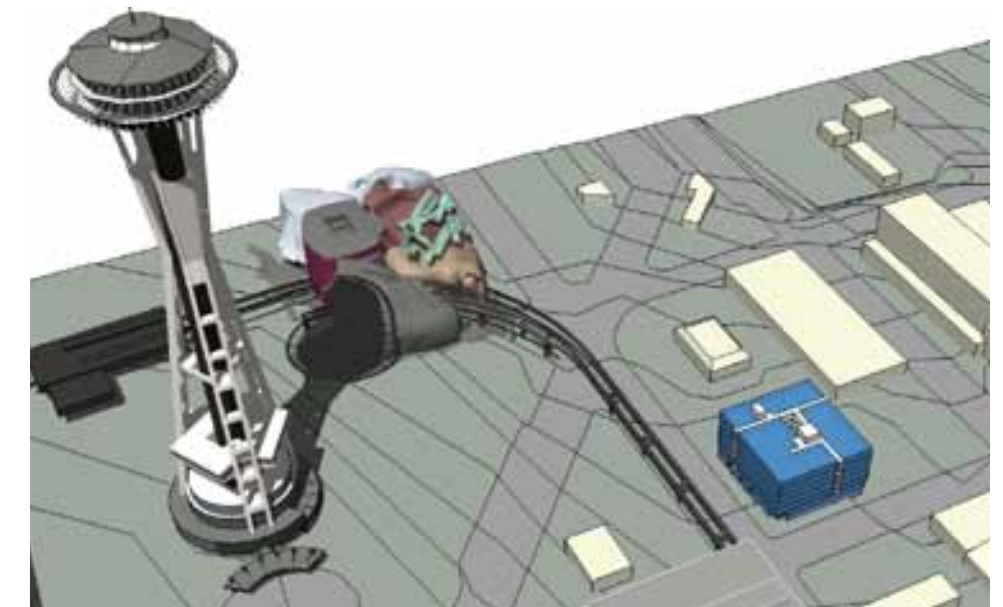
- 106 apartment homes
- 86 parking stalls
- 110,712 gsf total
- Corner lobby with small entry plaza at 5th Avenue and John Street
- Live/Work units along 5th Avenue
- Parking access located off alley
- Central residential courtyard enclosed by residential units
- Rooftop deck provided for amenity space

PROS

- Central courtyard provides natural venting and heat exchange
- Central courtyard provides natural light for rear of majority of units
- Extended corridors beyond the building parameter provide tenant and visitor views to main sight axes toward 'Seattle Center', 'Lake Union/Mt. Baker', 'Downtown'
- Extended corridors beyond the building parameter provide visual connection between interior and exterior space of the building for public views and defining building massing at night
- Better distributed modulation creates balanced building elements
- Corner lobby and public entry plaza create a prominent entry and a natural place for gathering

CONS

- Limited façade modulation without elevated courtyard
- Center courtyard pushes core back towards the alley and reduces parking off the alley



OVERALL AERIAL



LEVEL 1

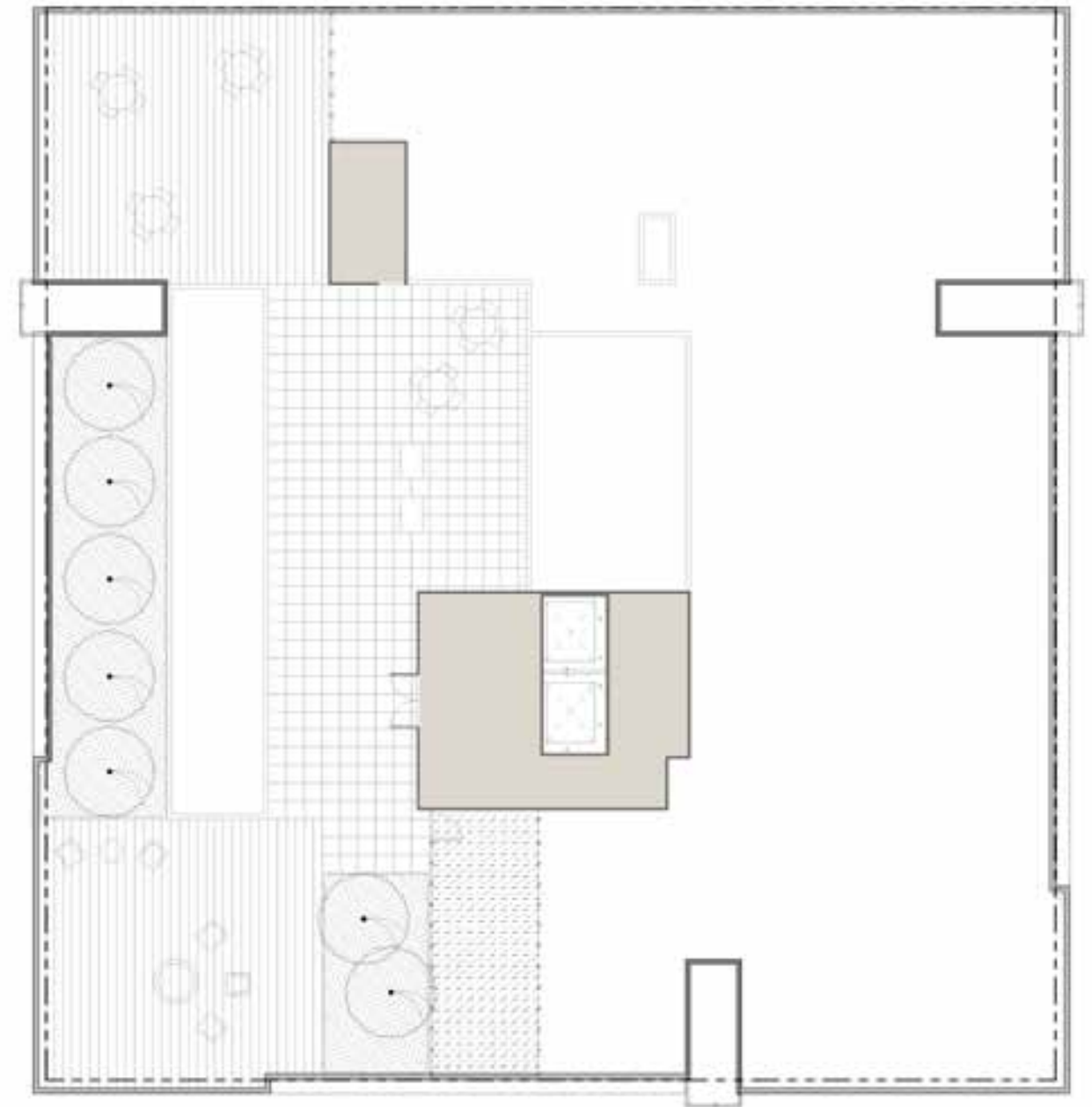


LEVEL 2



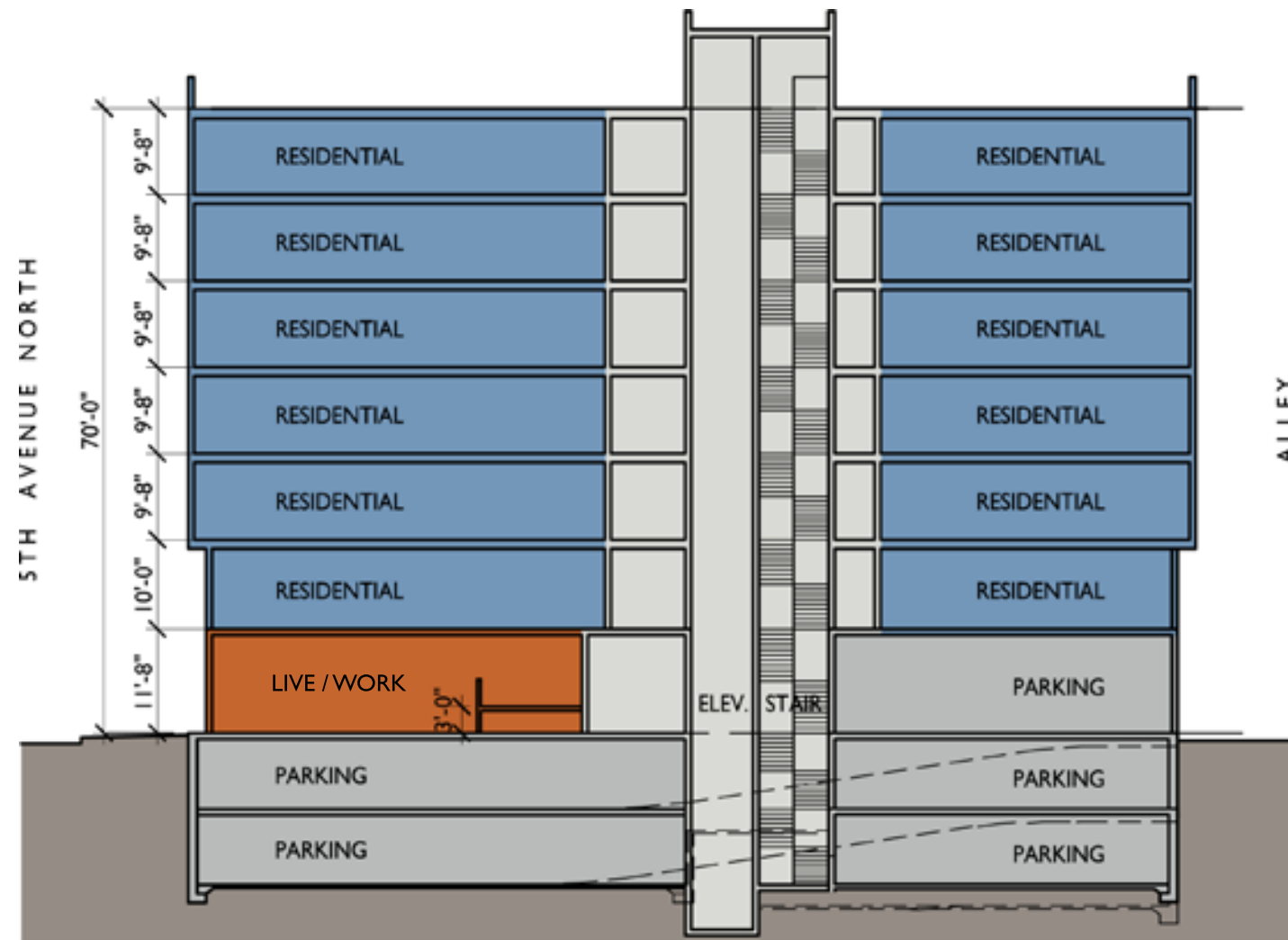
LEVEL 3-7

APERTURE ON FIFTH - DPD #3012936

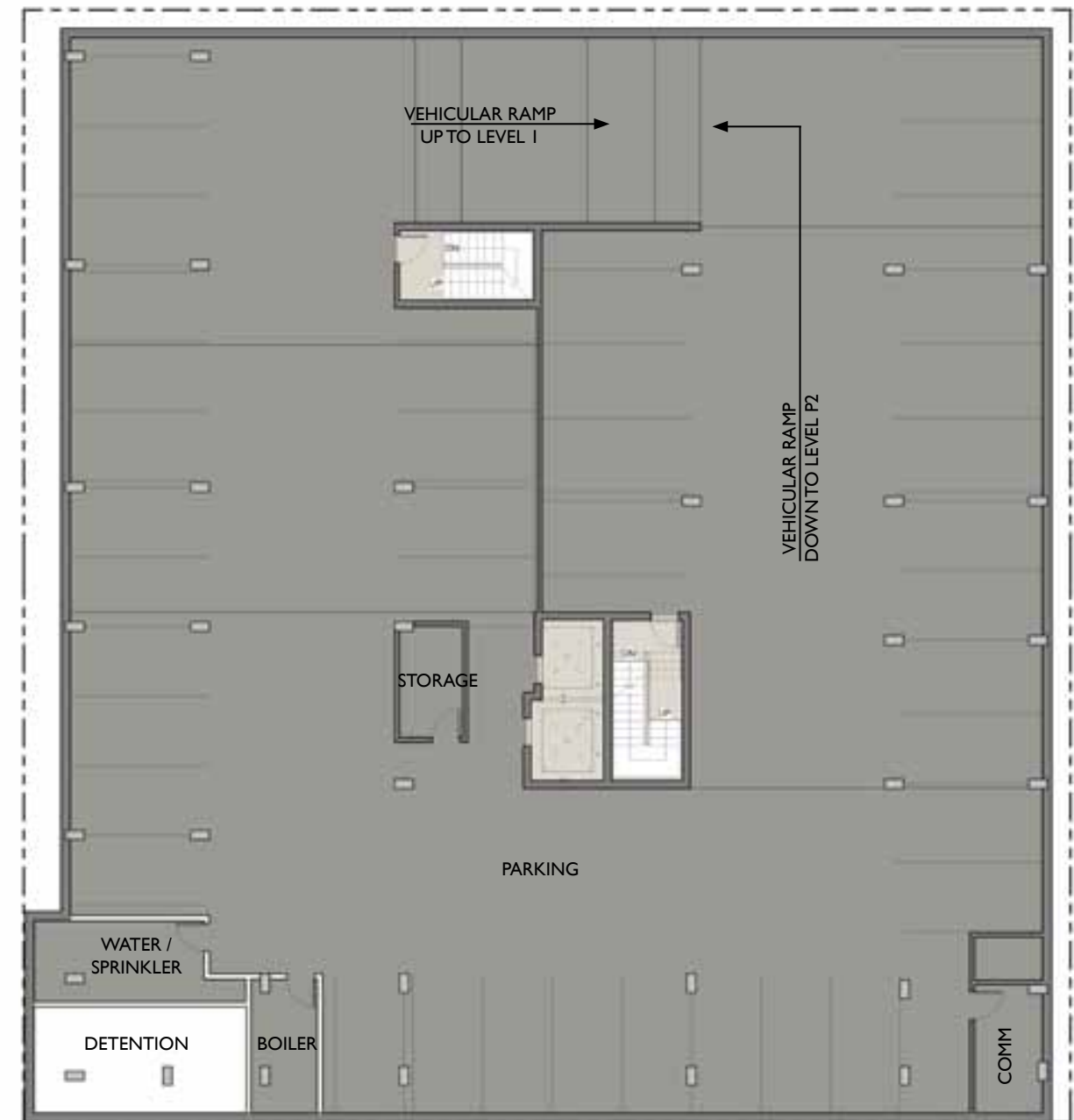


ROOF

DESIGN REVIEW RECOMMENDATION








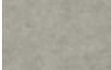
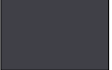
SECTION A



LEVEL P1 (FULL LEVEL OF PARKING BELOW AT LEVEL P2)



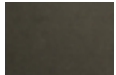


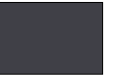





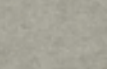
MATERIALS

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OR SIMILAR WOOD TYPE PRODUCT
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COLOR: COOL BRIGHT RED |  | ⑩ METAL SCREEN |
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COLOR: COOL METALLIC SILVER |  | ⑤ STOREFRONT SYSTEM / FIBERGLASS WINDOW SYSTEM |  | ⑧ METAL ROLL-UP DOOR |  | ⑪ GLAZED SLIDING / FULL SWING DOORS |
|  | ③ BRICK: MUTUAL MATERIALS SMOOTH TEXTURE
COLOR: CASTLE GRAY |  | ⑥ VINYL WINDOW SYSTEM |  | ⑨ CONCRETE PLINTH BASE |  | ⑫ METAL CANOPY |

PROPOSED WEST ELEVATION



MATERIALS

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COLOR: CASTLE GRAY |  | ⑥ VINYL WINDOW SYSTEM |  | ⑨ CONCRETE PLINTH BASE |  | ⑫ METAL CANOPY |



MATERIALS

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 - ⑨ CONCRETE PLINTH BASE
- ⑩ METAL SCREEN
 - ⑪ GLAZED SLIDING / FULL SWING DOORS
 - ⑫ METAL CANOPY

PROPOSED EAST ELEVATION



MATERIALS

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OR SIMILAR WOOD TYPE PRODUCT
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APERTURE ON FIFTH - DPD #3012936

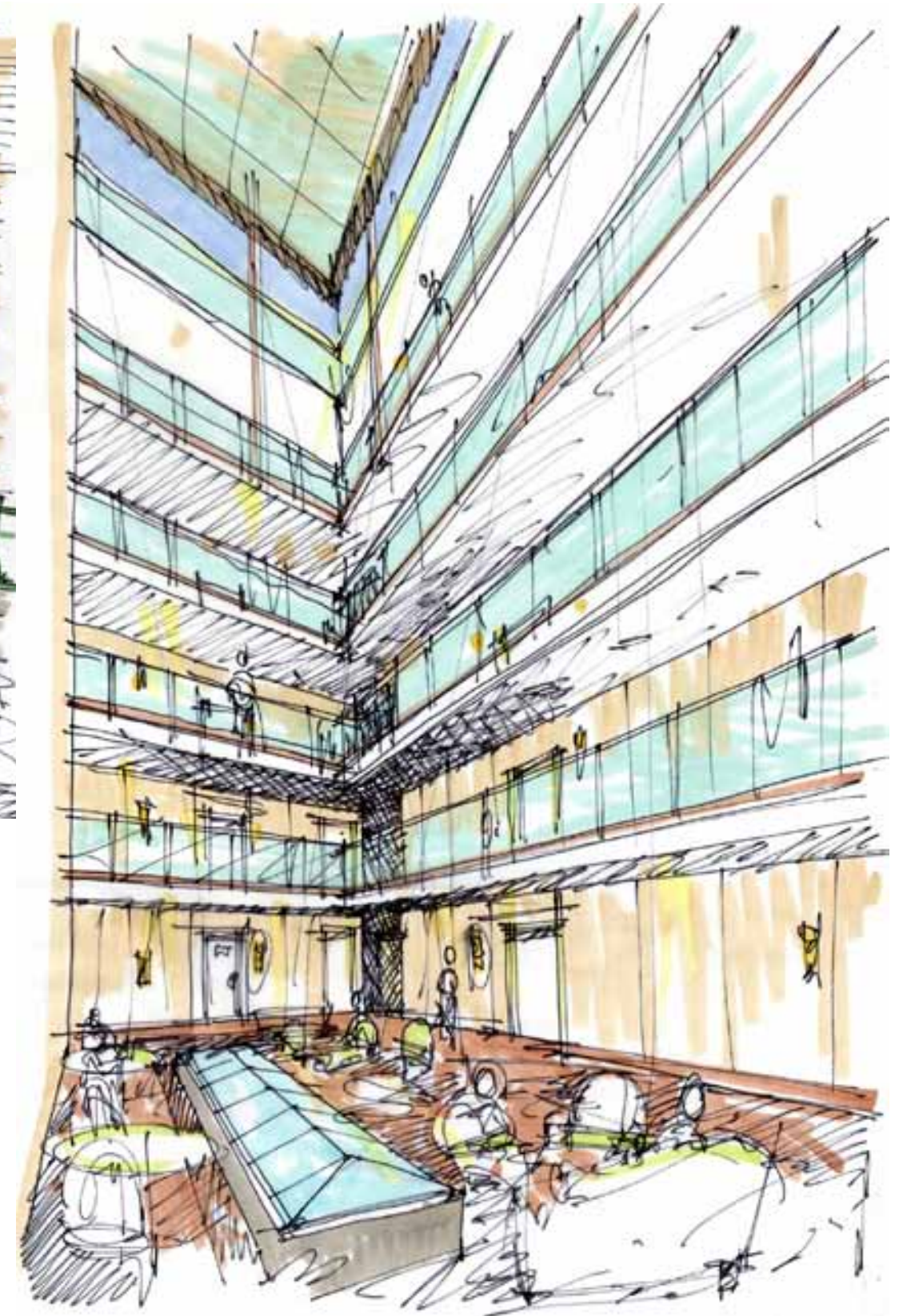




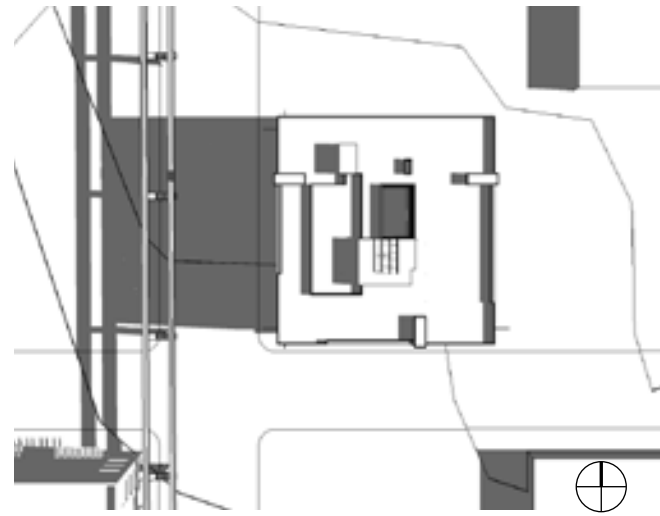
**DETAIL SKETCH AT 5TH AVENUE
LIVE/WORK UNIT ENTRY**



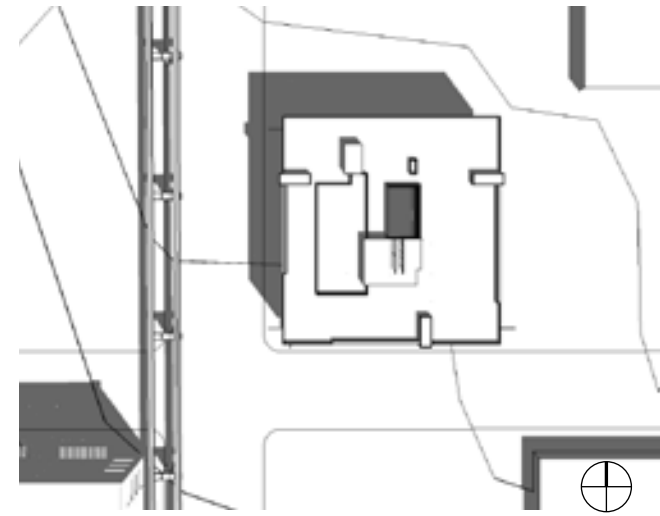
DETAIL SKETCH AT JOHN STREET ACCESS TO COMMUNITY ROOM & BIKE STORAGE



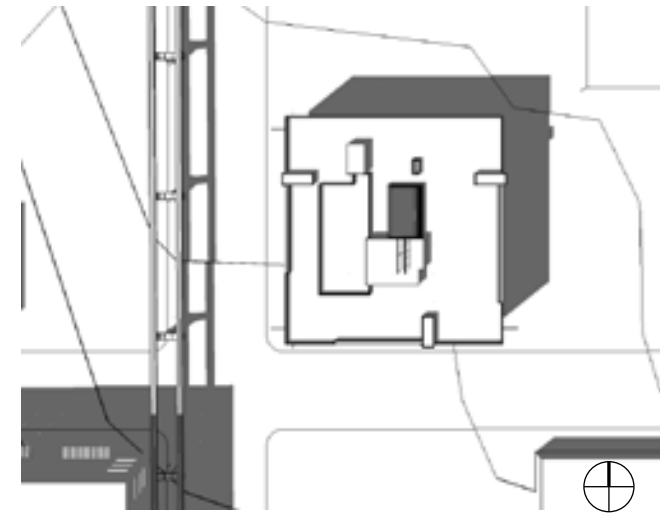
SKETCH AT INTERIOR COURTYARD



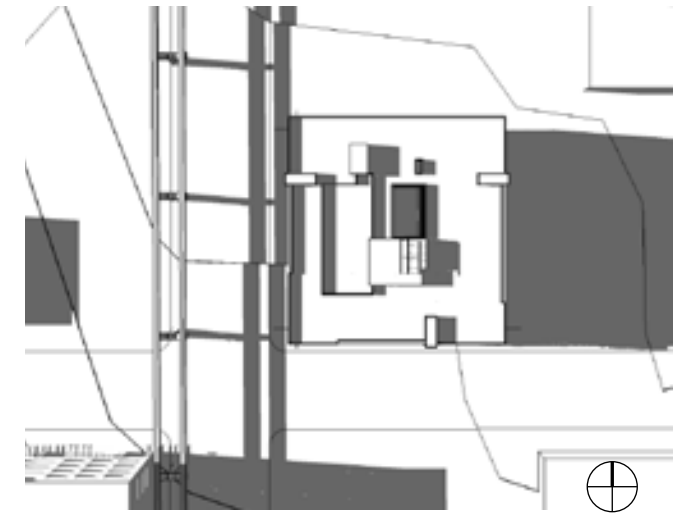
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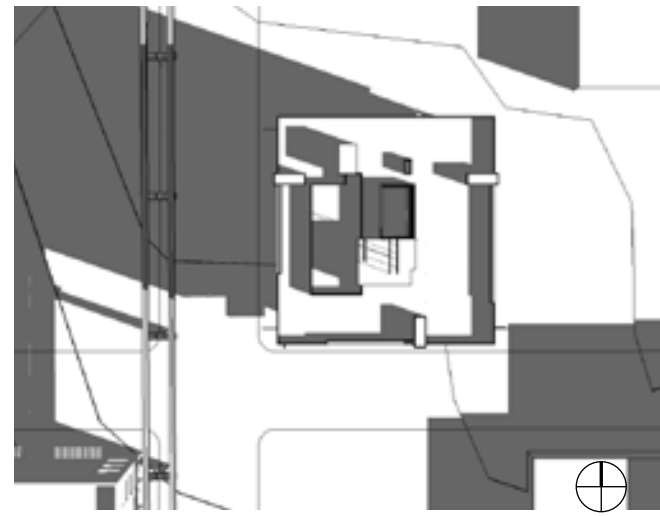
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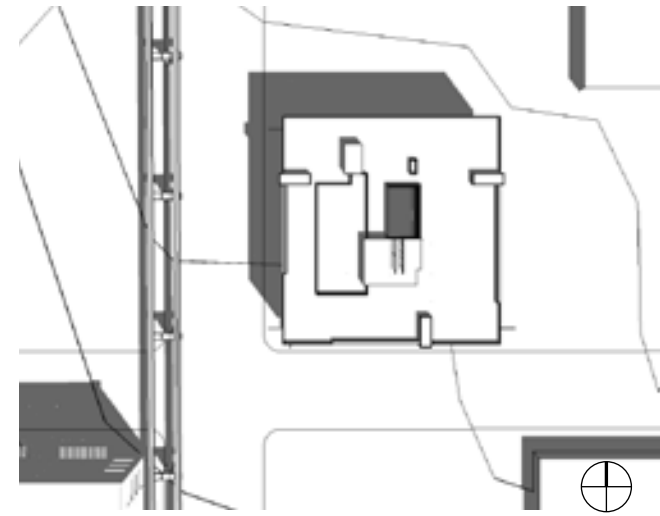
JUNE 21 - 2 PM



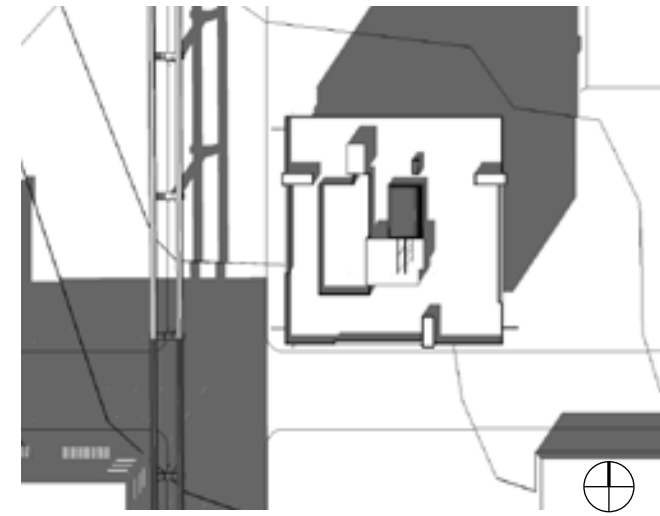
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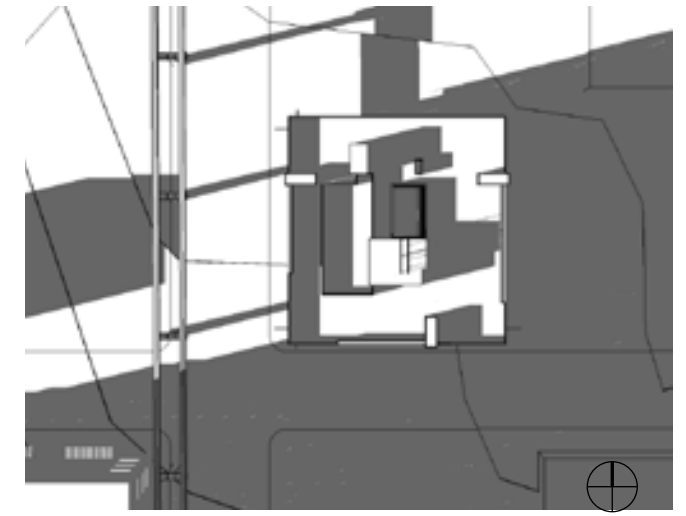
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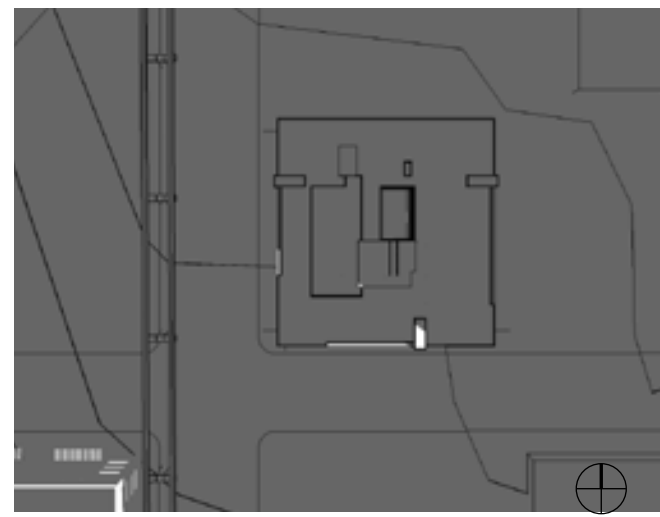
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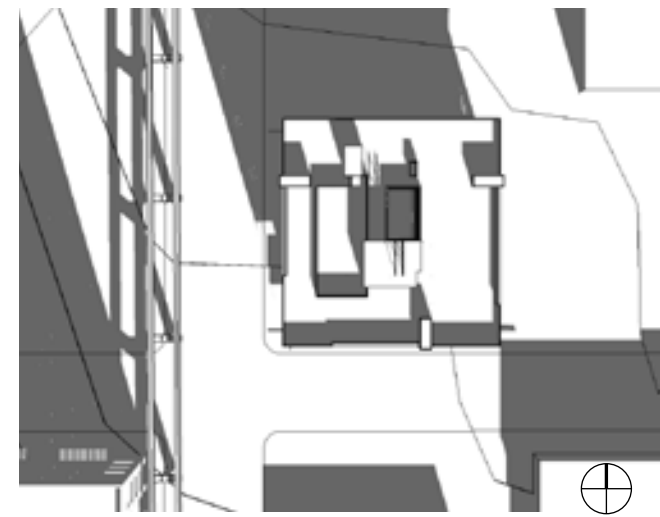
MARCH/SEPTEMBER 21 - 2 PM



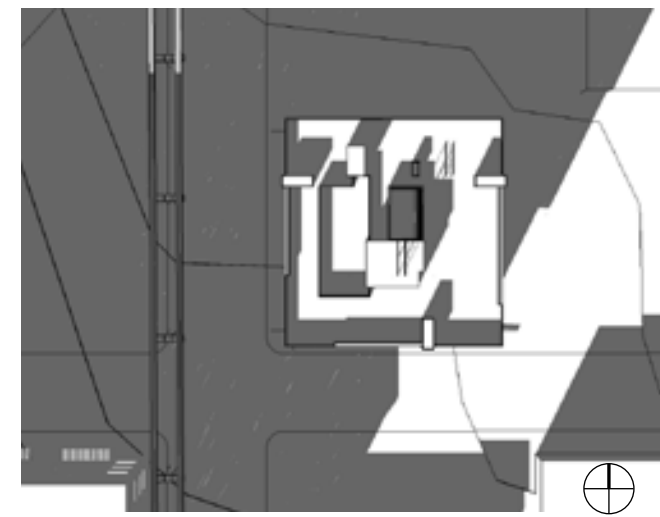
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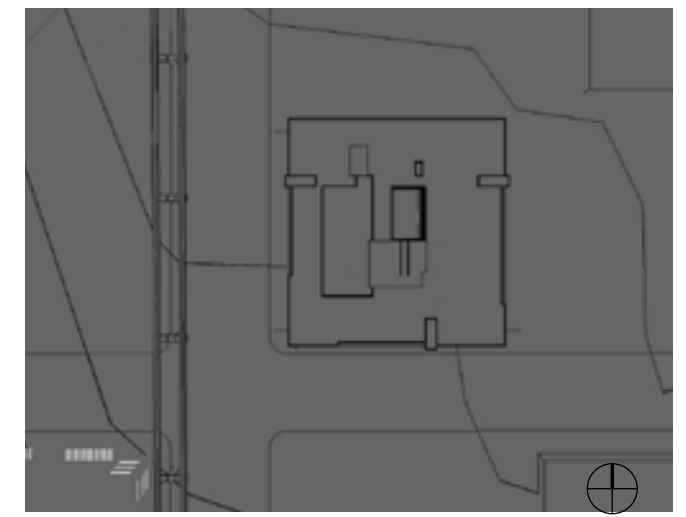
DECEMBER 21 - 8 AM



DECEMBER 21 - 11 AM

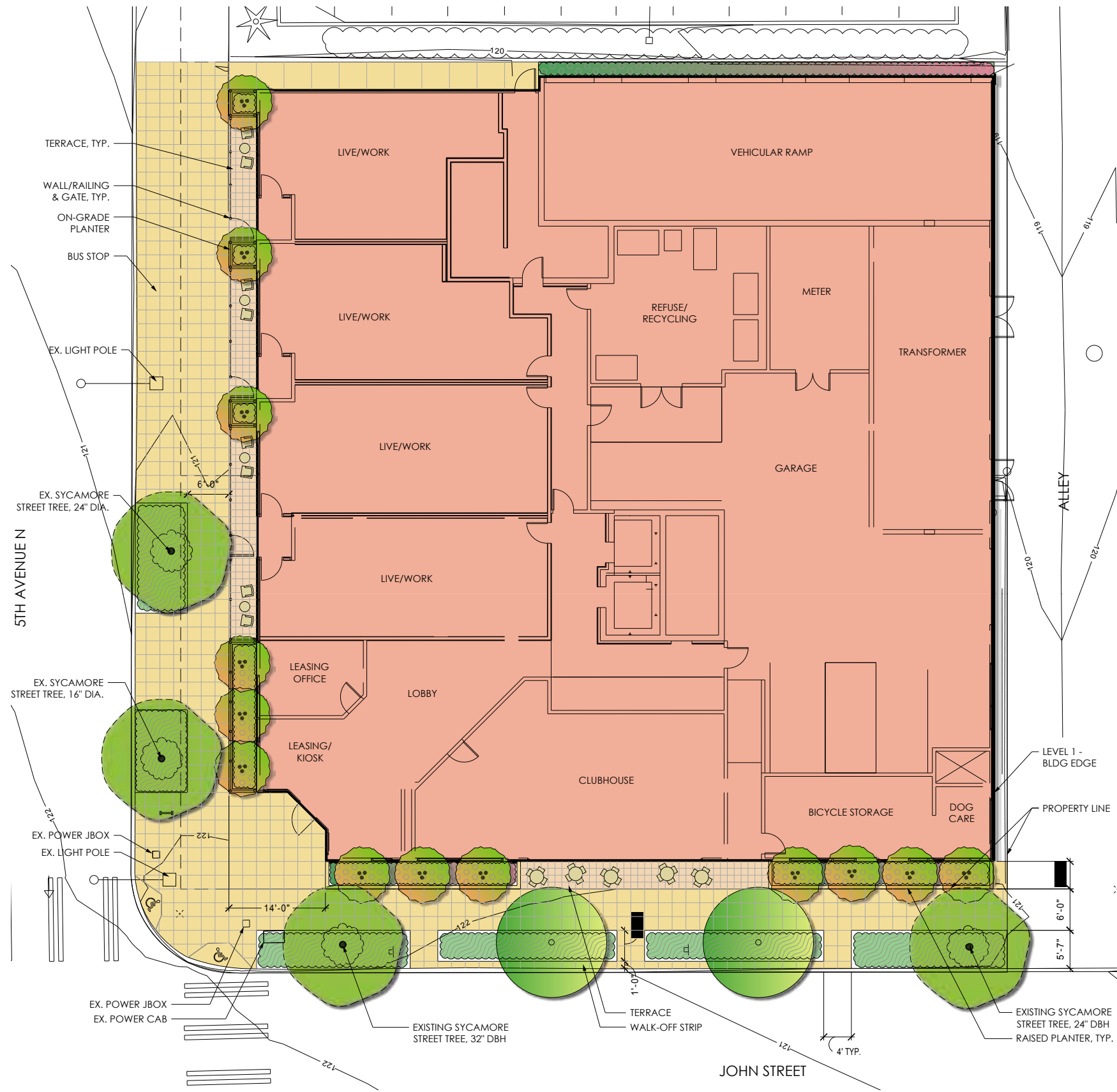


DECEMBER 21 - 2 PM



DECEMBER 21 - 5 PM

STREET LEVEL LANDSCAPE PLAN



LEGEND

- EXISTING TREE TO BE RETAINED AND PROTECTED
- STREET TREE (TO BE APPROVED BY BILL)
- DECIDUOUS TREE
- RAILING/TREE PIT BARRIER
- C.O.S. STANDARD SIDEWALK
- PEDESTAL PAVERS
- SHRUB PLANTING
- PLANTING IN SETBACK

Scale: 1" = 16'

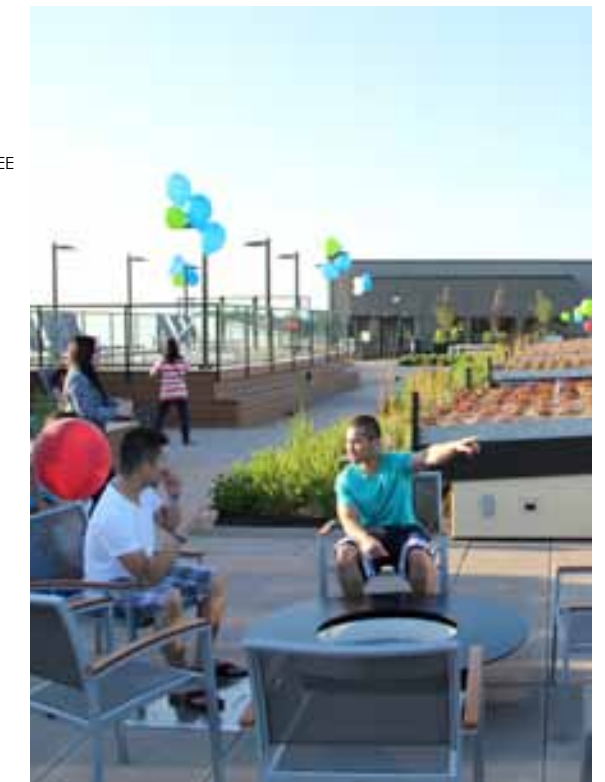
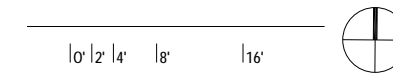
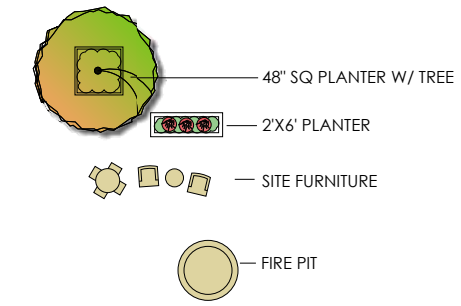
North Arrow



ROOF TOP LANDSCAPE PLAN



LEGEND



FIRE PIT AND FRIENDS, OTHELLO STATION



DOG FRIENDLY



BOCCE COURT, VEER LOFTS



PROPOSED GROUND LEVEL LIGHTING PLAN

GROUND LEVEL SIDEWALK RELATED LIGHTING

Pedestrian scaled lighting is proposed along the adjacent public sidewalks. The lighting solution along 5th Avenue includes a layering of lighting that begins with the high soffit down-light fixtures, the mid-level wall mounted fixtures and then the lower level wall mounted fixtures.

John Street is to receive a simpler more calmer lighting solution being the more residential characterized street. John Street will still receive the soffit lights and lower pedestrian scaled low profile lighting. Both facades will cast additional ambient light from the adjacent residential uses.

Additional small low-voltage accent fixture are also proposed at the primary residential entry lobby and at various landscape areas for added subtle effect. Ground related light fixtures will not create glare onto neighboring structures nor will this lighting be directed away from the project.

The Roof Terrace will also receive a variety of pathway and seating area light fixtures. Roof Terrace lighting is to provide low levels of lighting and will not create glare as seen from neighboring structures nor will the Roof Terrace lighting be directed away from the project or upward.



MINI LOW-VOLTAGE FIXTURE AT PRIMARY RESIDENTIAL ENTRY AND SELECT LANDSCAPE AREAS



WALL MOUNTED (MID-LEVEL) PILASTER LIGHT FIXTURE ALONG 5TH AVENUE ONLY



WALL MOUNTED (LOW) PILASTER LIGHT FIXTURE ALONG 5TH AVENUE AND JOHN STREET

A-1 RESPONDING TO SITE CHARACTERISTICS

EDG Comment: Siting of the commercial/live-work uses and residential clubhouse amenity space need to consider the future planning of the area involving the work associated with the Seattle Tunnel and neighborhood planning for the character of 5th Avenue and John Street. Different treatment of both streets should be used based on the future plans for each street.

The ability to have openings and fenestration on the north facade due to an existing easement is a unique opportunity for further articulation and detailing. It is unusual to have an urban commercial site (non full block) with three highly visible facades. Take advantage of this condition along the north facade with landscaping, setback, fenestration, color or other features.

The design should provide a subtle design response to the Monorail and embrace views to the site from the Monorail. The three facades should relate to the surroundings. The Board supported the proposed rooftop amenity and encouraged taking advantage of views.

Staff Comment: Flipping the upper floor plans would allow a penetration through the north wall for the extended corridors and would provide great views to the space Needle and EMP.

Response: A great deal of consideration has gone into the placement of uses along the adjacent streets. 5th Avenue and John Street are very different in nature and the future expected character of these streets is equally as different. Both the existing and predicted characters of these streets describe 5th Avenue as the busier noisier street whereas John Street is the quieter more residential bicycle oriented street.

Noted that the current proposed lower level setback has been increased to 4 feet in lieu of the 2 feet presented during the EDG meeting.

In response to the differing nature of these streets, Live-work units are proposed on the noisier more active street, where the use can more closely imitate a pedestrian oriented environment, the control of noise issues can be easier mitigated, and 5th Avenue noise impacts are limited to only 4 sidewalk related tenants. The proposed uses along John Street include the community room for private use by the building tenants and the combination bike parking / bike shop / dog wash. The community room is preferred to be located on the quieter street since the space is envisioned as a quiet private use that would not be as appealing to resident use if located on the noisier 5th Avenue. The community room will be enjoyed by all the tenants of the building and locating this use on the quiet street will contribute to the success of the community room. Note that the roof top terrace will provide a more appropriate space for larger resident gatherings. Bicycle parking is also proposed on John Street since the street is expected to be a bicycle oriented street once the Seattle Tunnel work is complete.

As presented during the EDG, the design team continues to propose an increased level of fenestration and openings on all facades. Since the EDG, the landscape and streetscape design has been refined to provide differing solutions for the two major street frontages. 5th Avenue is to receive a combination low planter wall topped with a low metal picket fence, pockets of landscaping, small private patios that will buffer the internal private space from the public sidewalk; entries to the Live-work units will be secured and decorated with low private gates. 5th Avenue is also to receive a layering of exterior lighting that will provide light at various building heights along the street as well as the entry alcoves. Blade signs for the Live-work units are also proposed along 5th Avenue in order to strengthen the pedestrian nature of the street and add another layer of detail to the more vehicular oriented street. John Street as the predicted quieter street and narrower sidewalk width is to receive the low planter wall without the upper picket fence, which will help widen the perceived width of the sidewalk. John Street will receive a slightly more increase level of landscape planter area and the community room is to receive doors that will open out onto the sidewalk.



DETAIL SKETCH VIEW OF THE PROPOSED LIVE-WORK ENVIRONMENT ALONG 5TH AVENUE



DIAGRAM OF THE EXISTING MONORAIL IN RELATIONSHIP TO THE PROPOSED NEW STRUCTURES ON BOTH SIDES OF 5TH AVENUE

RESPONSES TO THE EARLY DESIGN GUIDANCE PRIORITIES COMMENTS:

A-2 STREETScape COMPATIBILITY

EDG Comment: Streetscape compatibility is a challenge with the proposed live-work and residential clubhouse uses at street level. Live-work use interaction with the street is concerning to the Board, particularly how competing treatments for security and retail visibility can be applied while activating the streetscape.

Details of the corner entry should adhere to the specific guidance for the Uptown Guidelines (See A-10), which directly addresses corner lot situations. A more generous public realm was requested, such as including greater setbacks.

Response: The proposed design includes a heightened level of transparency along 5th Avenue and John Street. This transparency is activated by live-work uses along 5th Avenue, a private residential common space and bike parking / bike shop on John Street and highlighted by the corner entry to the residential lobby. Note that the ground level setback has been increased to 4 feet in lieu of the 2 feet presented during the EDG meeting.

Detailing along these streets include low concrete planter walls, low picket fencing associated with the planter wall along 5th Avenue, weather protection canopies at building entries, a large canopy at the primary entry, a variety of building materials along both streets, landscaping areas along both streets in the right-of-way and on-site, a variety of lighting fixtures, all quietly activated by daily use of the residential spaces. In response to security concerns along 5th Avenue, the entries to the Live-work spaces include low gates intended to provide a psychological barrier between the private and public realm.

The proposed design not only intends to maintain the continuity of the existing street by creating a friendly walk-able pedestrian environment, but to also provide a catalyst for future development of adjacent sites by setting the stage for landscape character, streetscape detailing, lighting quality, material variety, and residential connections to the public sidewalk.



DETAIL SKETCH VIEW OF THE PROPOSED CHARACTER ALONG JOHN STREET

A-3 ENTRANCES VISIBLE FROM THE STREET

EDG Comment: Live-work entry design, security and treatments are of concern especially if the spaces are converted to traditional commercial spaces in the future. A conceptual plan for the possible future conversion of the live-work units to traditional retail should be detailed at the Recommendation meeting.

Response: The primary residential entry is proposed at the corner of the project site facing the prominent intersection of 5th Avenue and John Street. The entry is recessed at the corner with a slightly increased level of transparency, specialty lighting to softly illuminate the corner, and highlighted by the large entry canopy that is proposed to wrap around the corner of the exterior corner.

The entries to the Live-work units require a more private and subdued design solution. In response, these entries include a low metal vertical picketed gate that is intended to provide a psychological barrier between the semi-private Live-work alcove and the adjacent sidewalk.

The proposed Live-work spaces are envisioned for use by artists, neighborhood professional services, consulting business, or other small businesses that don't need a large office space but still want some presence on the street and have a place to meet with clients. In this sense, the Live-work spaces are seen as retail oriented spaces. In response to the Board's comment, sketches will be provided during the Recommendation meeting.



DETAIL VIEW OF PRIMARY RESIDENTIAL CORNER ENTRY



DETAIL SKETCH VIEW OF A TYPICAL LIVE-WORK TRANSITION SPACE

A-4 HUMAN ACTIVITY

EDG Comment: Pedestrian activity in the area is plentiful and will intensify with major developments currently underway and planned for the area. At the recommendation meeting, the pedestrian experience along both streets should be detailed with vignettes showing scale and materials from a pedestrian's perspective. Explore shifting the Live-work units to 5th Avenue.

Response: Vignettes for both streetscapes have been provided as requested during the EDG showing the two very differing proposed characters for both street environments. 5th Avenue is perceived as the noisier more vehicular oriented street. The design solution along 5th Avenue includes a layering of low concrete planter walls with low metal picket railing, Live-work entry gates, a layering of exterior light fixtures, weather protection canopies at the Live-work entries, and projecting blade signs. John Street is to receive a similar design solution but with a reduced level of detailing. Both streets are to receive the variety of quality exterior finishes proposed during the EDG.

The current design proposes to setback the lower levels of the building four feet from the right-of-way (in exchange for upper level structural building overhangs). This four-foot setback is intended to provide the transition space between the internal residential uses and the public sidewalk. Along 5th Avenue where the live-work units are proposed, a combination of low planter walls with vertical picket railing is proposed. Gates are also proposed where private residential entries occur along 5th Avenue. These gates are to provide a level of detailing along the street as well as a psychological barrier from the sidewalk. The live-work spaces along 5th Avenue also include proposed outdoor patios with the four-foot setback providing additional transitional use of the setback activated with resident provided furnishings. Additional detailing along 5th Avenue includes layers of lighting elements and blade signs for the live-work units.

The design solution along John Street is similar to 5th Avenue although more of a quieter reduced solution due to the more residential nature and intent for John Street. Low planter walls are proposed although due to the reduced width of existing right-of-way along John Street, the picket railing has been omitted to give a more open widened pedestrian streetscape. Lighting levels are also slightly reduced along John Street in response to the quiet nature of the street. The internal uses along John Street include the proposed private residential community room intended for entertaining private resident functions. John Street is also activated by the combination bike lot, bike shop and dog washing space also intended for resident use; the bicycle functions are located on John Street as the street is to have a designated bike lane once the street connections to the South Lake Union area are re-established.

A-10 CORNER LOTS

EDG Comment: The Board supports the proposed corner entry and expects to review further articulation details at the recommendation meeting, see A-4 above. Enhancing and expanding the naturally lit courtyard to complement the grand corner entry is a priority. The Board would like to see further development of the natural light theme including a more generous central courtyard and the naturally vented view corridors proposed in the apartments levels.

Response: The corner of the proposed design is dedicated to the primary residential entry lobby. The corner is recess at the lower levels with an increase level of transparency, specialty lighting, and a large decorative corner wrapping weather protection canopy. The corner entry is dedicated to residential access to the upper level units as well as guest access and future tenant leasing functions.



DETAIL SKETCH VIEW OF THE PROPOSED CORNER ENTRY

RESPONSES TO THE EARLY DESIGN GUIDANCE PRIORITIES COMMENTS:

C-1 ARCHITECTURAL CONTEXT

EDG Comment: With the EMP, Gates Foundation and Seattle Center, architectural context is rich; therefore the Board noted the proposed design should complement these developments not compete with them. The Board suggested studying the hotel proposal at 416 John Street (DPD #3012431) for information and ideas of how to respond to the context. Articulate the structure further to avoid creating a blocky building.

Response: The design proposes a very different solution to the typical multi-family structure. Instead of a vertically modulated solution with upper level step-backs, the solution is to provide a more unified design highlighted with a projecting upper portion of the structure that includes a wrapped upper perimeter design feature. This allows the lower portion of the building to be setback providing more relief and landscaping along the sidewalk. The overall design is intended to be more contemporary so in response to the architectural context found in the area.

C-4 EXTERIOR FINISH MATERIALS

EDG Comment: Visibility of the site is high; use of strong materials that will weather well is a priority. This development and the proposed hotel cited above will establish a precedent for future developments of this scale.

Response: The proposed exterior materials include brick veneer, concrete detailing, low concrete planter walls, low metal picketed fencing, contrasting window frames, metal weather protection canopies at various locations, a variety of landscaping species, wood or similar siding, cedar soffits, integral color exterior panels, and metal siding. All the exterior materials are proposed for their recognizable quality of appearance and ability to respond to long term weathering conditions.

D-7 PERSONAL SAFETY AND SECURITY

EDG Comment: Safety and visibility including transparency along the alley are important. Live-work units should provide privacy and safety for tenants, but also be able to function as retail. The “Trio” development at 3104 Western Avenue is a good example of appropriate treatment for Live-work on urban street fronts.

Response: The alley is to receive security lighting at various locations in the alley. The upper level units also include an increased level of windows along the alley that will provide an increased level of “eyes on the street” that will increase the level of visual security in the alley. As noted previously, the Live-work unit entries include low decorative metal picketed gates in conjunction with low planter walls combined with low metal picketed railing and partial planter areas.

D-8 TREATMENT OF ALLEYS

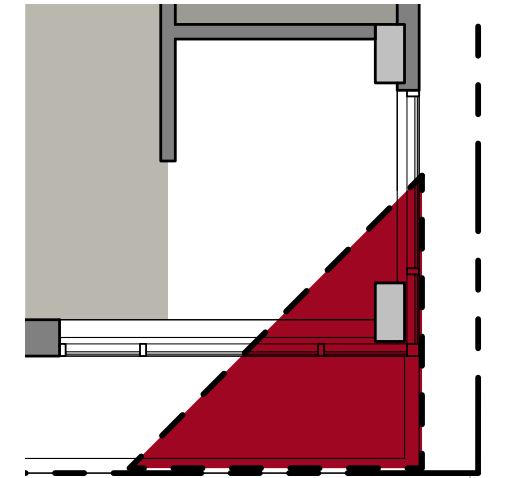
EDG Comment: Conflict between pedestrians on John Street with cars leaving the alley needs to be addressed. Design of the structure at the alley needs to provide high visibility when exiting the garage and alley. A “sight triangle” function should be provided by eroding the building or providing transparency, mirrors are not appropriate.

Response: The discharge point of the alley to John Street has been designed to include sight triangles intended to provide visual connection between pedestrians and vehicular drivers at the point of conflict. The proposed sight triangle is provided via transparency (windows) at the project corner of the building where it meets grade. The transparency will occur on both the alley and sidewalk facing facades and shall provide the required visual connection between the two conflicting elements; interior furnishings, signage or any other obstructions that could potentially screen the required transparency of the sight triangle are to be prohibited.

D-10 COMMERCIAL LIGHTING

EDG Comment: Use of pedestrian scaled lighting is crucial.

Response: Pedestrian scaled lighting is proposed along both adjacent public sidewalks. The lighting solution along 5th Avenue includes a layering of lighting that begins with the high soffit down-light fixtures, the mid-level wall mounted fixtures and then the lower level wall mounted fixtures. The 5th Avenue fixtures are to include a variety of design styles but still in the character of the overall building design and the context of the regional architectural context. The 5th Avenue façade is also to receive a variety of wall mounted projecting blade signs that can be customized by the tenants of the Live-work units. John Street is to receive a simpler more calmer lighting solution being the more residential characterized street. John Street will still receive the soffit lights and lower pedestrian scaled low profile lighting, but will not receive the upper wall mounted fixtures or the projecting blade signs. Both facades will cast additional ambient light towards the public sidewalk from the adjacent residential uses.



DETAIL VIEW AT SIGHT TRIANGLE



DETAIL SKETCH VIEW LIGHTING LAYERS

DEPARTURES & RATIONALE

#1 The previously requested departure for minimum unenclosed amenity space is no longer requested and will be removed from the MUP documents. The current design complies with zoning requirements.

The omitted previous request read as follows: The total amenity area proposed for the project exceeds the minimum square footage required by more than 1,500 square feet. This additional amenity area is being provided as enclosed amenity area, the majority of which is dedicated to a clubhouse space located at grade to activate the streetscape. The exterior amenity areas (a landscaped courtyard and roof deck) meet the required amount of exterior amenity space when calculated at 50% of 5% of the Residential Floor Area. Therefore, we request that the enclosed floor area provided beyond the minimum required not count against the 1:1 ratio of enclosed to unenclosed amenity area.

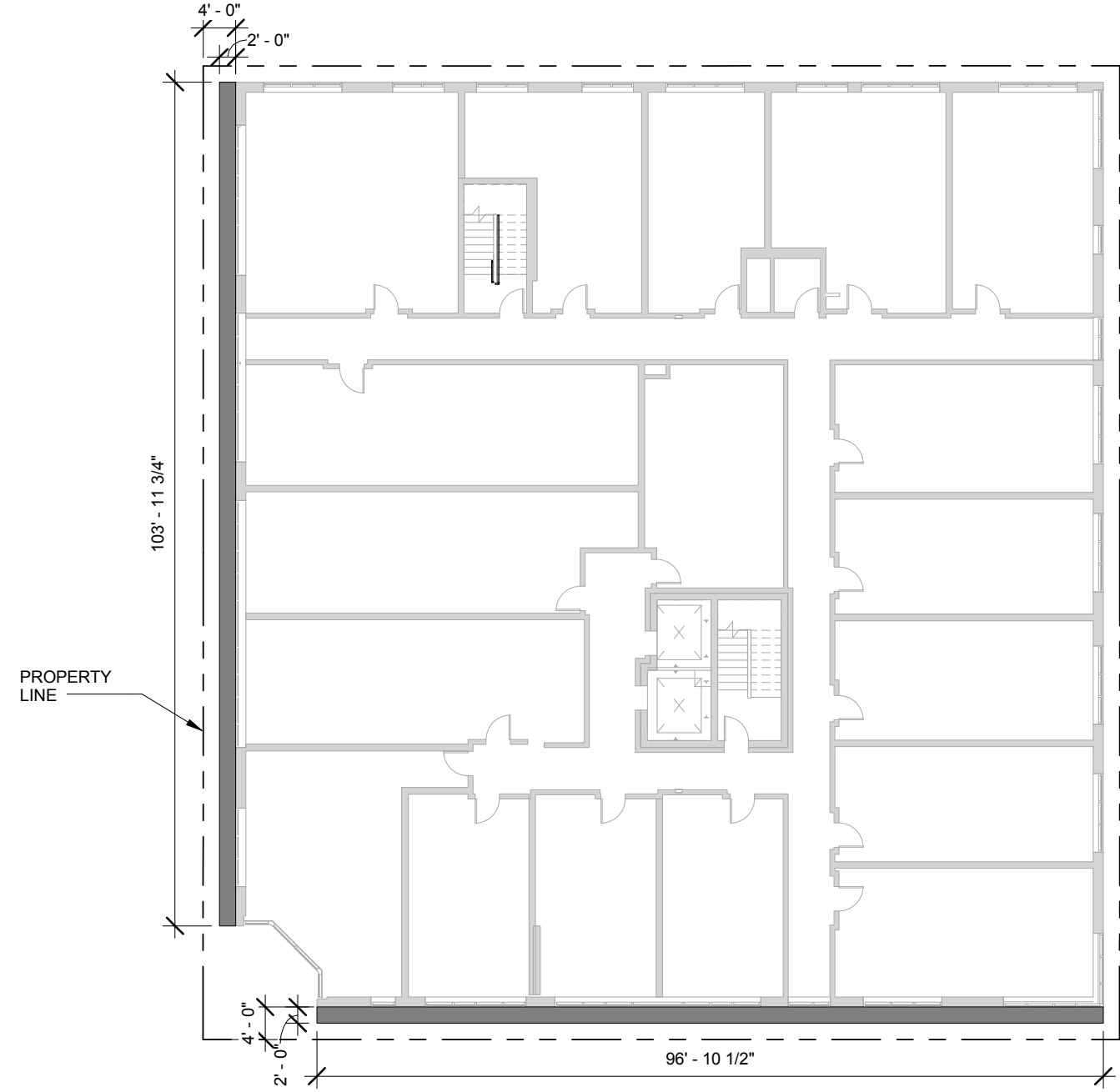
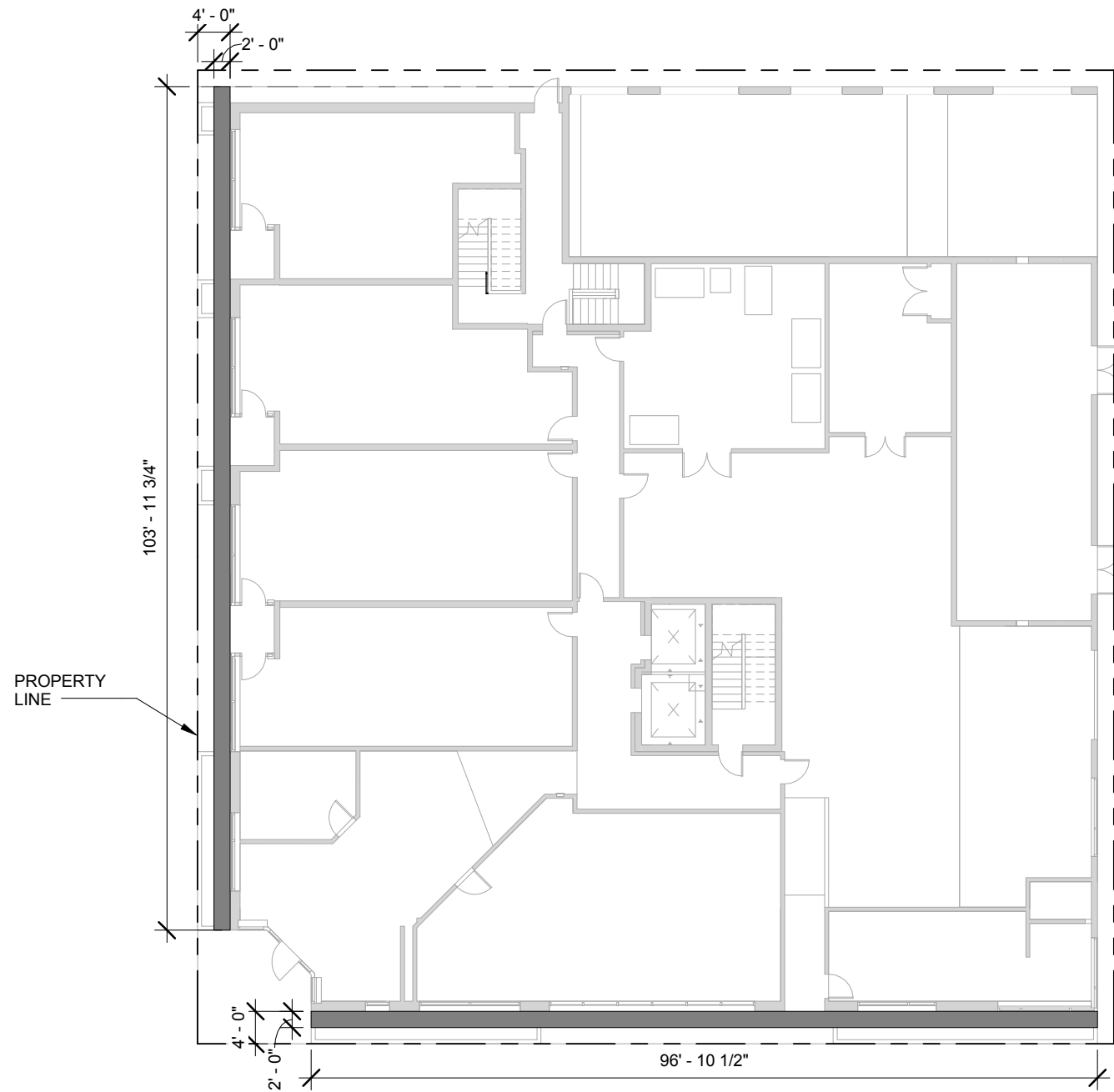
#2 Allowance of structural projections of bay windows into the right of way at specified locations. This provides greater flexibility in façade articulation to reduce the tendency of blocky, “bread loaf” facades. The departure request is for continuous bays exceeding the 9’-0” maximum width requirement, and to allow 90 degree corners perpendicular from the corresponding property line. The bay projections would match the overall width of selected units at the far corners of the building to create a more unified appearance, rather than a series of regimented closely spaced bays that would result in a potentially visually-noisy massing. The bays at each corner would be linked by a continuous belt course at the third floor, and a cornice at the roof line. Providing 90 degree terminations keeps with the surrounding architectural modern context, as opposed to the 45 degree bays that are more Victorian in nature. We are currently projecting 18” into the right of way at these locations. The glass enclosed projecting corridor spaces are currently within the structural overhang allowance, although the requested departure includes the allowance of these corridor to extend into the right-of-way. The projecting corridors create a bay window condition at the end of each corridor for enhanced views, additional natural light and enhances the appearance of the building.

The combination of the projecting bays with the recessed street-facing facades on the first and second floors will provide an added degree of pedestrian protection and will distinguish the base of the building from the upper floors on all 3 facades facing a right of way (5th Avenue N, John Street and the alley). At the EDG meeting, the Design Board recommended increasing the recessed façade at the first and second floors to provide additional space for the pedestrian, and allow more room to foster greater residential character. In response, we have increased these setbacks to 4 feet in lieu of the 2 feet proposed during the EDG. This departures will help maintain the square footage of the overall building that was lost by increasing the ground level setbacks.

For clarification, see the structural overhang departure diagrams on the two following pages.

DMR/C 85/65 ZONING CODE	REQUIREMENTS	REQUESTS
<p>#1 MAXIMUM ENCLOSED COMMON AREA SMC 23.48.20.B.2</p>	<p>A maximum of 50 percent of the amenity area may be enclosed</p>	<p>The departure for this item is no longer requested.</p> <p>The omitted previous request read as follows: To allow enclosed area that exceeds the minimum area requirements to not be counted against the 50% limitation for enclosed amenity area.</p>
<p>#2 STRUCTURAL BUILDING OVERHANGS SMC 23.53.035</p>	<p>A. Maximum bay width of 15’-0” measured at property line, reduced to a width of 9’-0”, projected 3’-0” beyond property line with a 2’-0” minimum separation width between bays at the property line.</p> <p>B. Cornices and belt courses shall be limited to a maximum horizontal extension of 1’-0” and a max vertical dimension of 2’-6”. at roof level, horizontal extension may be increased to 3’-0”.</p> <p>C. Vertical clearances below overhangs shall be a minimum of 8’-0” above sidewalks, and 26’-0” above alleys.</p> <p>D. Maximum horizontal projection shall be no closer than 8’-0” to the centerline of an alley.</p>	<p>A. To allow a maximum bay projection width of 40’-0”</p> <p>B1. To allow a roof level course with a vertical dimension of 5’-0” and a lower level belt course (located at Level 3) with a vertical dimension of 2’-6”.</p> <p>B2. To allow a maximum horizontal extension into the right-of-way of 3’-0” for the majority of the building and a maximum of 4’-0” where the glazed corridors project beyond the facade of the building.</p> <p>C. To allow proposed overhangs at the alley with a low point of 19’ at the southwest corner of the site.</p> <p>D. To allow a projecting window to within 5’ of the centerline of the alley with a low point of 20’-6”</p>

STRUCTURAL OVERHAND DEPARTURE DIAGRAMS



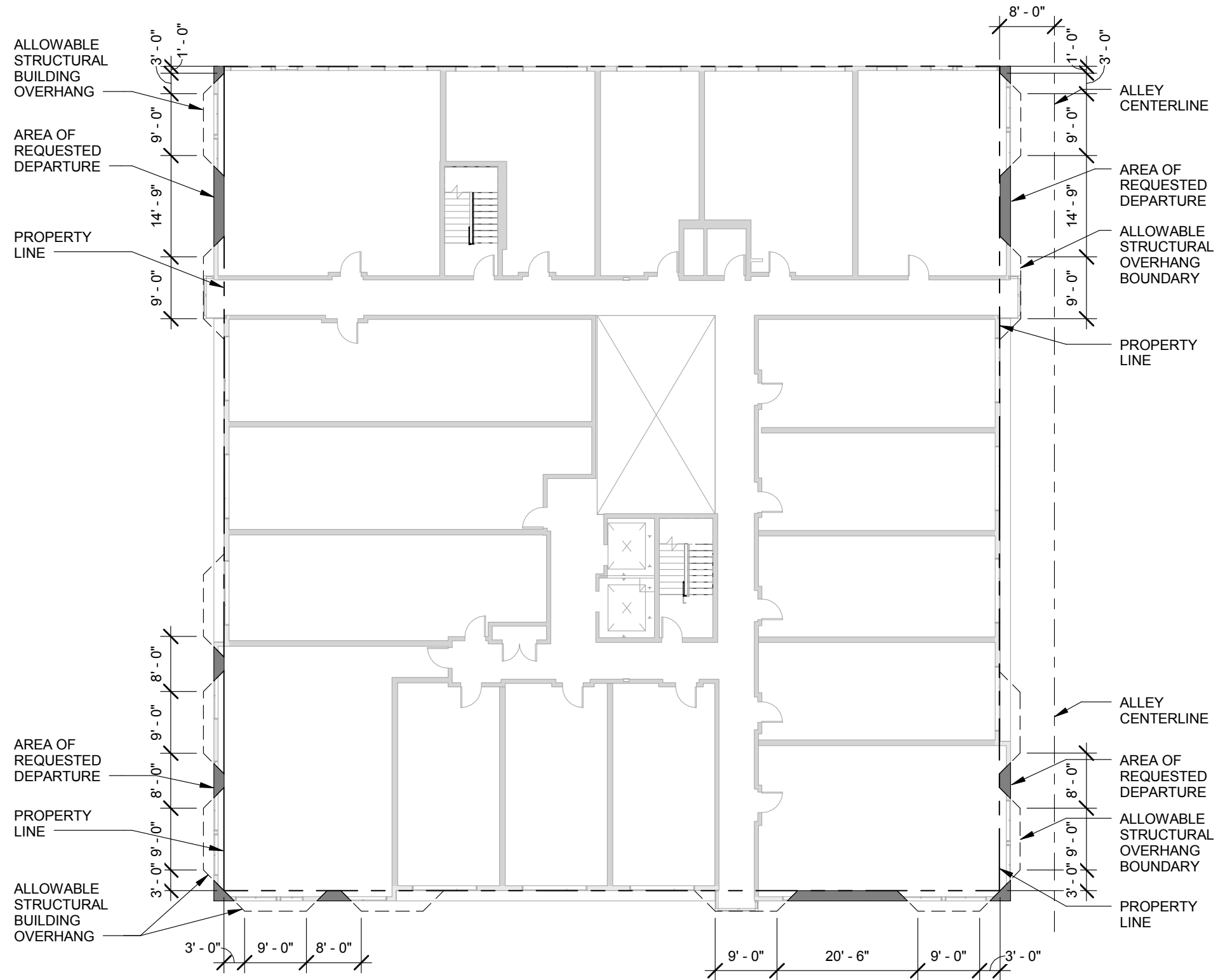
ADDITIONAL SETBACK AREA TO R.O.W. FROM EDG COMMENTS

SETBACK AREA PER LEVEL TO R.O.W. = 401.7 SF

TOTAL ADDITIONAL SETBACK AREA (LEVEL 1 & 2) = 803.5 SF

LEVEL 1 BUILDING PLAN INDICATING EXTENT OF ADDITIONAL 2' OF GROUND LEVEL SETBACK SINCE THE MARCH 21, 2012 EDG MEETING

LEVEL 2 BUILDING PLAN INDICATING EXTENT OF ADDITIONAL 2' OF GROUND LEVEL SETBACK SINCE THE MARCH 21, 2012 EDG MEETING



STRUCTURAL OVERHAND DEPARTURE REQUEST AREA

DEPARTURE AREA PER LEVEL = 90.6 SF
 TOTAL DEPARTURE AREA (LEVEL 3-7) = 453 SF

803.5 SF WAS PROVIDED IN ADDITIONAL SETBACK AT LEVEL 1 & 2. 453 SF OF RECOVERY AREA IS BEING REQUESTED IN THIS DEPARTURE

LEVEL 3 - ALLEY PROJECTIONS LOW HEIGHT POINT ABOVE GRADE = 19'-6"

DIRECTOR'S RULE 22-2005: ALLEY DEDICATION PROVIDING 2' BELOW AND 16' ABOVE MAY BE PERMITTED BY THE DIRECTOR OF TRANSPORTATION

REQUESTED STRUCTURAL OVERHAND DEPARTURE AREA IN ALLEY IS ABOVE REQUIRED ALLEY DEDICATION PER DR 22-2005

UPPER LEVEL BUILDING PLAN INDICATING ALLOWABLE STRUCTURAL BUILDING OVERHANGS AND EXTENT OF REQUESTED DEPARTURE

RECENT NK PROJECTS



WESTLAKEVILLAGE



SALVEO - LEED H PLATINUM



CHELAN RESORT SUITES



THE DAKOTA



222 VIEW APARTMENTS



H2O APARTMENTS - LEED H MIDRISE PILOT GOLD TARGET



BROADSTONE KOI APARTMENTS - LEED NC CERTIFIED TARGET



OLIVEWAY MIXED-USE APARTMENTS - LEED NC SILVER TARGET



MIST APARTMENTS - LEED NC SILVER TARGET

