

# EARLY DESIGN GUIDANCE

1366 31ST AVE S.  
SEATTLE, WA 98144

11/13/12

NEIGHBORHOOD  
Mt. Baker

SITE AREA  
11,500 sf

ZONING  
NC1-30

DEVELOPMENT OBJECTIVES  
22 residential units (approx.)  
4000 sf retail commercial (approx.)  
26 parking stalls

SUMMARY OF DEVELOPMENT STANDARDS  
Height Limit: 30' + 4' bonus (SMC 23.47A.012)

Parking:  
1 space per dwelling unit (SMC 23.54.015)  
\*See exception on page 3

FAR:  
2.5 (mixed-use)  
 $11,500 \times 2.5 = 28,750$  sf

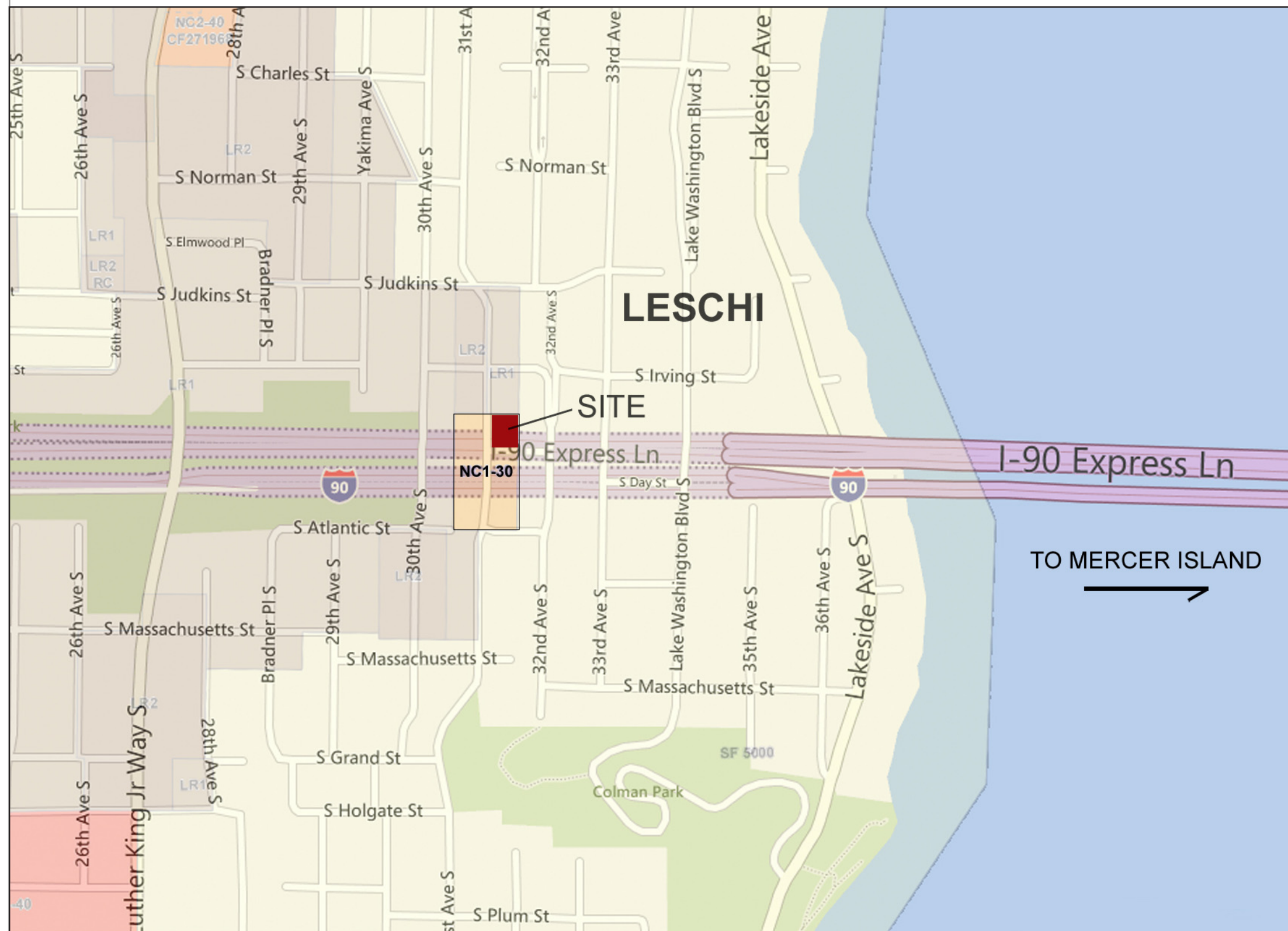
DPD Project #3013904

1



View of Downtown from Ridge Viewpoint Park



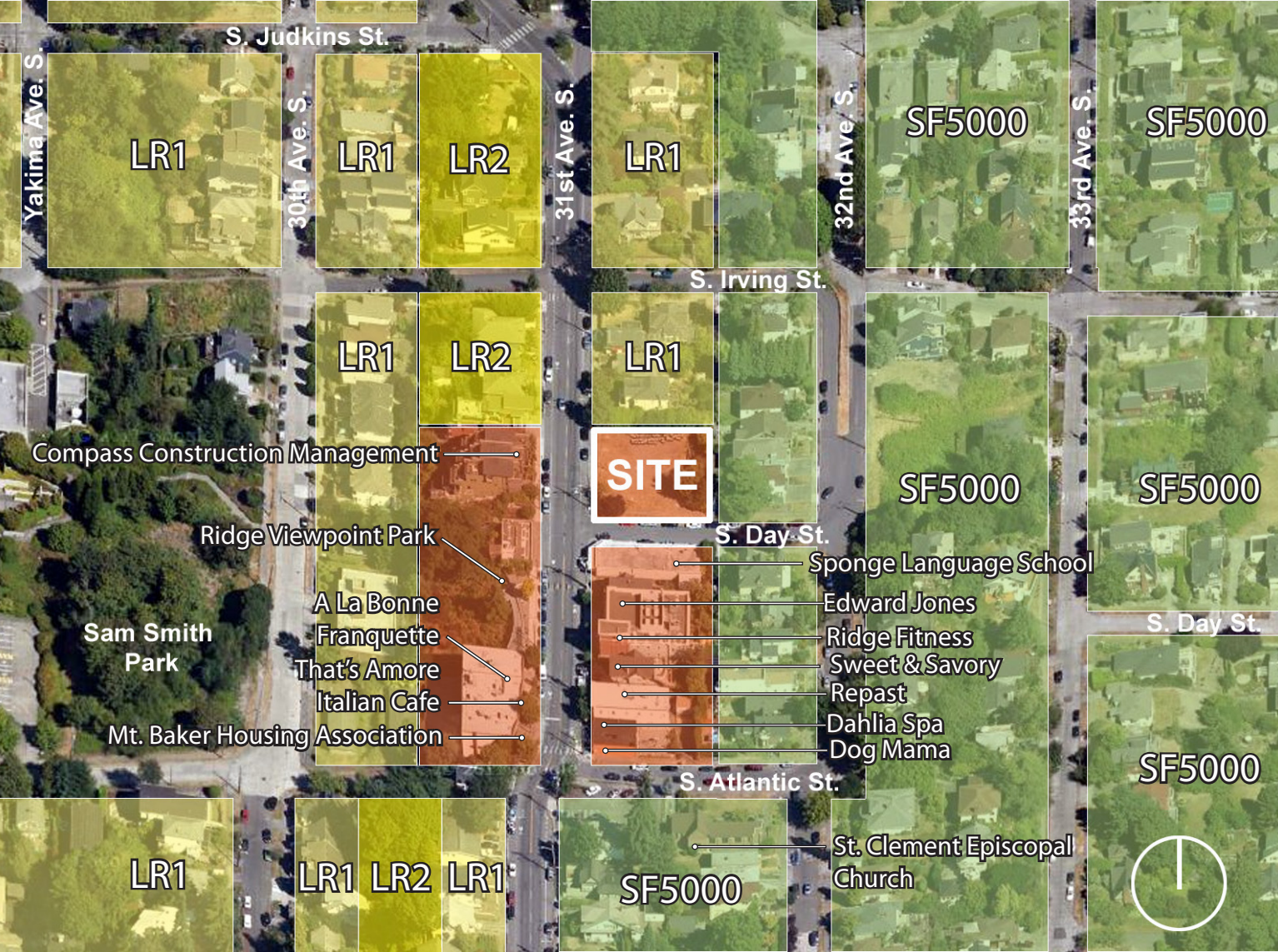


The site is approximately 11,500 sf. and zoned Neighborhood Commercial 1 with a 30' height limit (NC1-30). It is located in the Mt Baker neighborhood, on the corner of 31st Avenue S. and S. Day St. It is currently a vacant lot with no existing structures. There is no alley within the block.

Neighboring properties to the south and west are also zoned NC1-30. The lot to the north is zoned LR-1 while the lot to the northwest is LR-2. Areas to the east are zoned SF-5000. Properties to the west of the NC1-30 zone are primarily LR-1 and LR-2.

Neighboring uses and development include single-family homes, multi-family townhouse dwellings, and commercial uses in buildings ranging from one story to the larger scaled Mt. Baker Ridge Building (3-4 stories). The building directly to the south of the site houses a language immersion school for children and an interior design shop. Other local stores and businesses include a gym, an Edward Jones, a bakery/cafe, and an Italian restaurant. In addition, St. Clement Episcopal Church is located a block south of the site at S. Atlantic St. and 31st Ave. S. To the south-west of the site, across 31st Ave S is the Ridge Viewpoint Park, a pocket park with notable design elements. The Day Hill Climb, located across 31st Ave and picked up again at 32nd Ave, offers a pedestrian friendly means of accessing the ridge.





Zoning Key:

LR1	NC1-30
LR2	SF5000

**Street Level Development Standards (SMC 23.47A.008)**

- Sixty % of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.
- Nonresidential uses at street level will extend at least 30' and a minimum of 15' in depth from the street-facing facade.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13'.

**Height (SMC 23.47A.012)**

- 30' height limit.
- May add up to 4' providing a floor-to-floor height of 13' or more is provided at street level
- Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend up to 4 feet above the otherwise applicable height limit.
- Stair and elevator penthouses may extend above the applicable height limit up to 16'.
- Mechanical equipment may extend up to 15' above the applicable height limit.

**Floor Area Ratio (SMC 23.47A.013 )**

- 2.5 for mixed-use.

**Setback Requirements (SMC 23.47A.014 )**

- Where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone, a required setback forms a triangular area with two 15' sides.
- A 15' setback for portions of structures above 13' in height to a maximum of 40' for a structure containing a residential use is required along any side or rear lot line that abuts a lot in a residential zone.
- Rooftop structures must be set back 10' from north side of roof.

**Landscaping and Screening (SMC 23.47A.016)**

- Landscaping must achieve a Green Factor score of .30 or greater.
- Street trees are required per SDOT's determination. Existing trees must be retained.

**Amenity Areas (SMC 23.47A.024)**

- Amenity areas are required in an amount equal to 5% of the total gross floor area in residential use.
- All residents shall have access to at least one common or private amenity area.
- Common amenity areas shall have a minimum horizontal dimension of 10' and no common amenity area shall be less than 250 sf in size.
- Private balconies and decks shall have a minimum area of 60 sf and no horizontal dimension shall be less than 6'.

**Parking Location and Access (SMC 23.47A.032)**

- If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines and for lot frontage on a non-arterial street of 80'-160' two 10' curb cuts or one 20' curb cut are permitted.
- For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.

**Required Parking (SMC 23.54.015)**

- Multifamily Residential: 1 space per dwelling unit (23.54.020.F.2 Parking may be reduced by 50% if located within a Frequent Transit Corridor.)
- Commercial: first 1,500sf per business establishment is exempt from parking requirements.
- Bike parking will be provided at 1 space per 4 dwelling units and 1 per 4,000 sq. ft. for commercial use.

**Driveways (SMC 23.54.030)**

- Driveways less than 100 feet in length that serve 30 or fewer parking spaces shall be a minimum of 10 feet in width.

**Solid Waste and Recyclable Materials Storage and Access (SMC 23.54.040)**

- For a mixed-use structure with 16-25 dwelling units and less than 5,000 Sq. Ft of commercial space, a minimum area

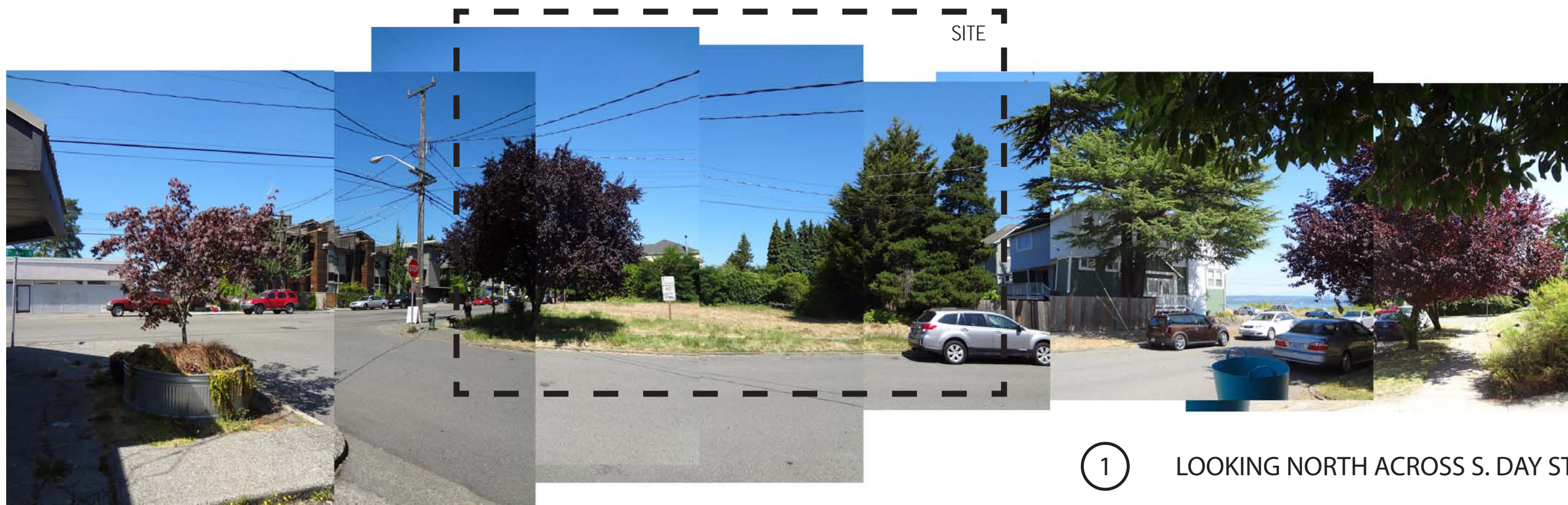




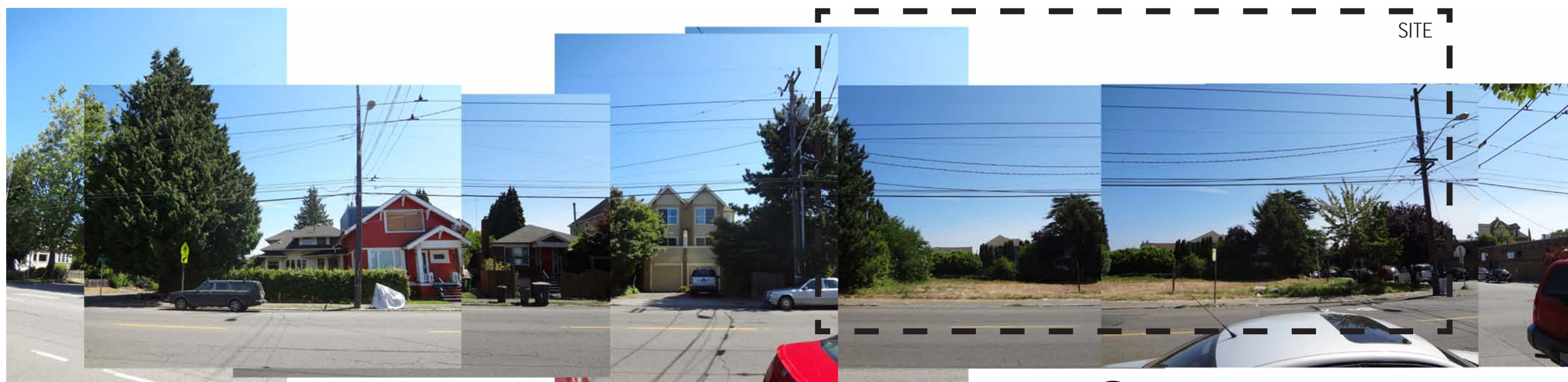








① LOOKING NORTH ACROSS S. DAY ST.



② LOOKING EAST ACROSS 31ST AVE. S.



SITE

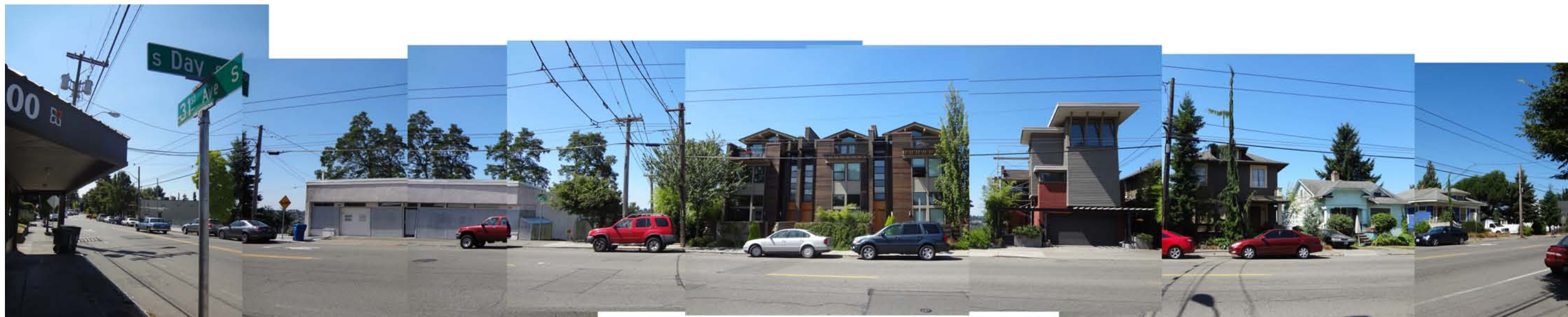


③ LOOKING N.E. TOWARD SITE



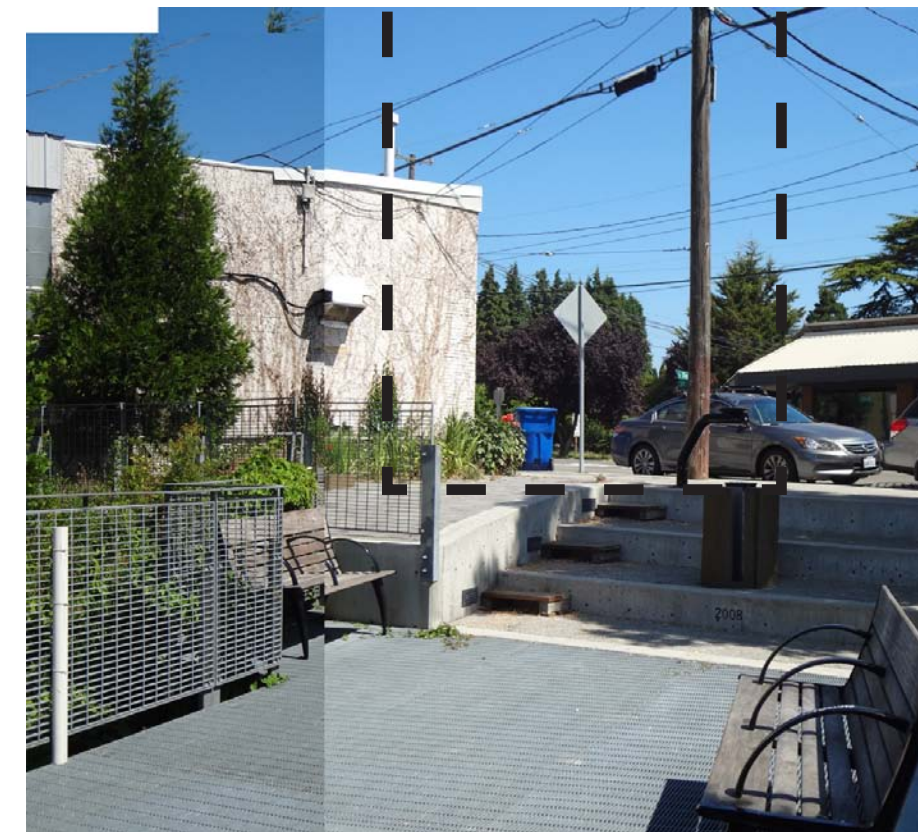
④ LOOKING SOUTH FROM SITE





5 LOOKING WEST ACROSS 31ST AVE. S.

— — — — —  
SITE BEYOND

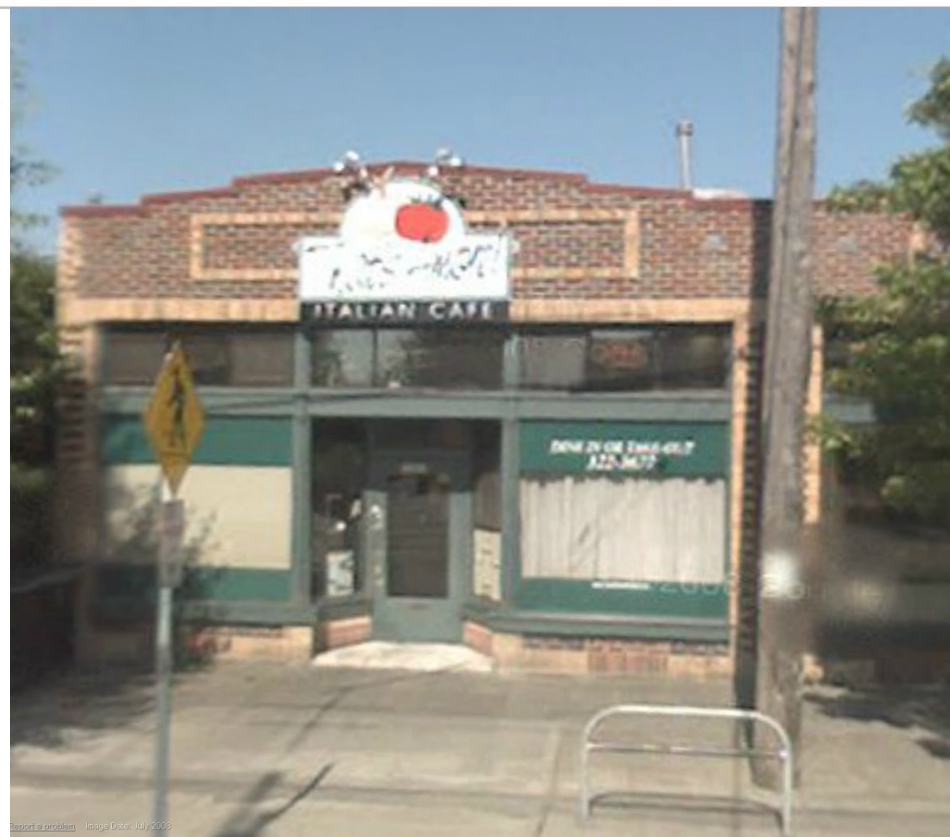


6 VIEWS OF RIDGE VIEWPOINT PARK





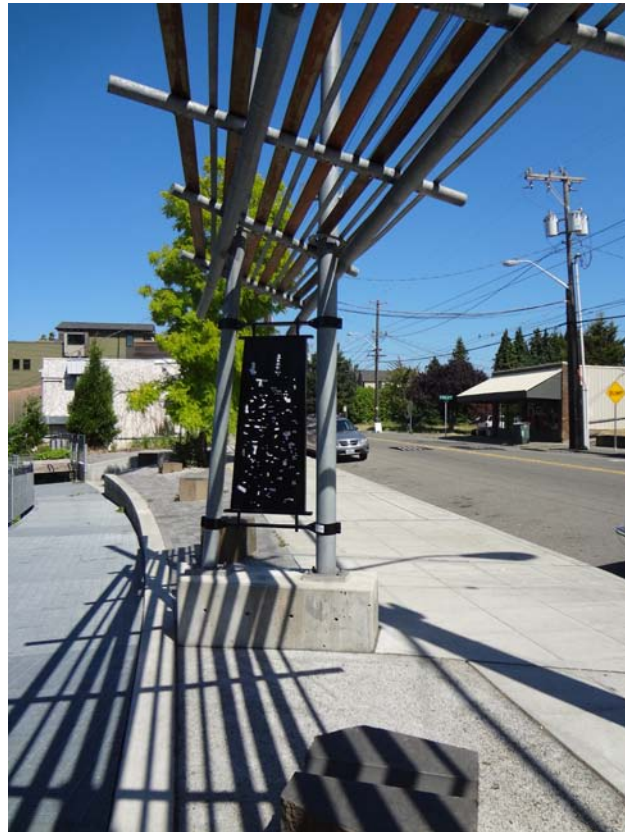
Vibrant Colors and Large Storefront Windows



Recessed Entries and Transom Windows



Pedestrian-Scaled Details



Bold Geometries, Color and Texture

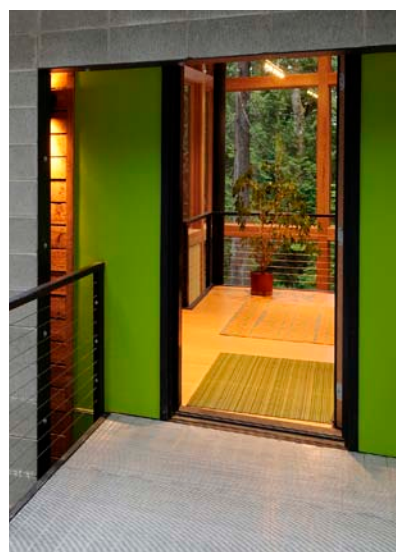
Artistic Elements, Metal Grating and Shading



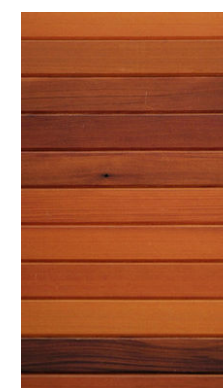
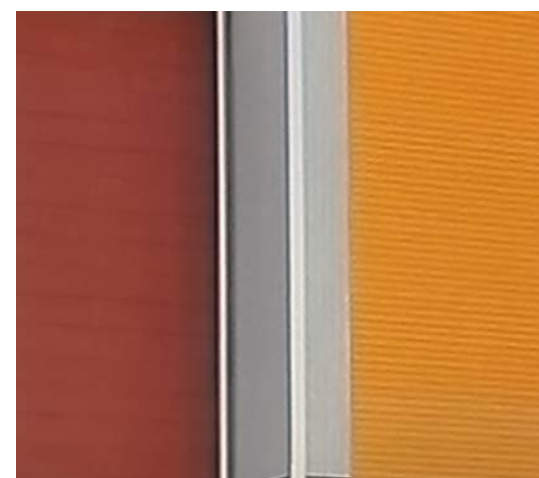




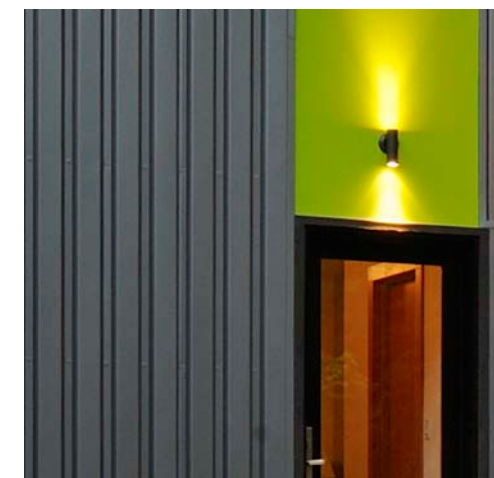
Green Amenity Areas and Screening Devices



Pedestrian Friendly Streetscapes and Striking Entrances



Materials, Textures, and Color





## Design Guidelines Most Applicable to Project

A-2 Streetscape Compatibility: to enhance the neighborhood, pedestrian-oriented 'high-street' feel along 31st Ave S.

A-3 Entrances Visible from the Street: to provide open, welcoming entrances for both retail (31st Ave. S.) and residential (S. Day St.)

A-4 Human Activity: to encourage activity on the street.

A-7 Residential Open Space: to creatively use courtyard, patios, and rooftop open spaces to benefit the residents and neighborhood.

A-8 Parking and Vehicle Access: to minimize neighborhood impact and maximize safety.

A-10 Corner Lots: to enhance the corner of 31st Ave. S. and S. Day St.

B-1 Height, Bulk and Scale Compatibility: to ensure that the building is compatible with existing and anticipated development.

C-1 Architectural Context: to complement existing desirable character.

C-2 Architectural Concept and Consistency: to use architectural features to create a unified and distinguished building.

C-3 Human Scale: to provide appropriate level of detail.

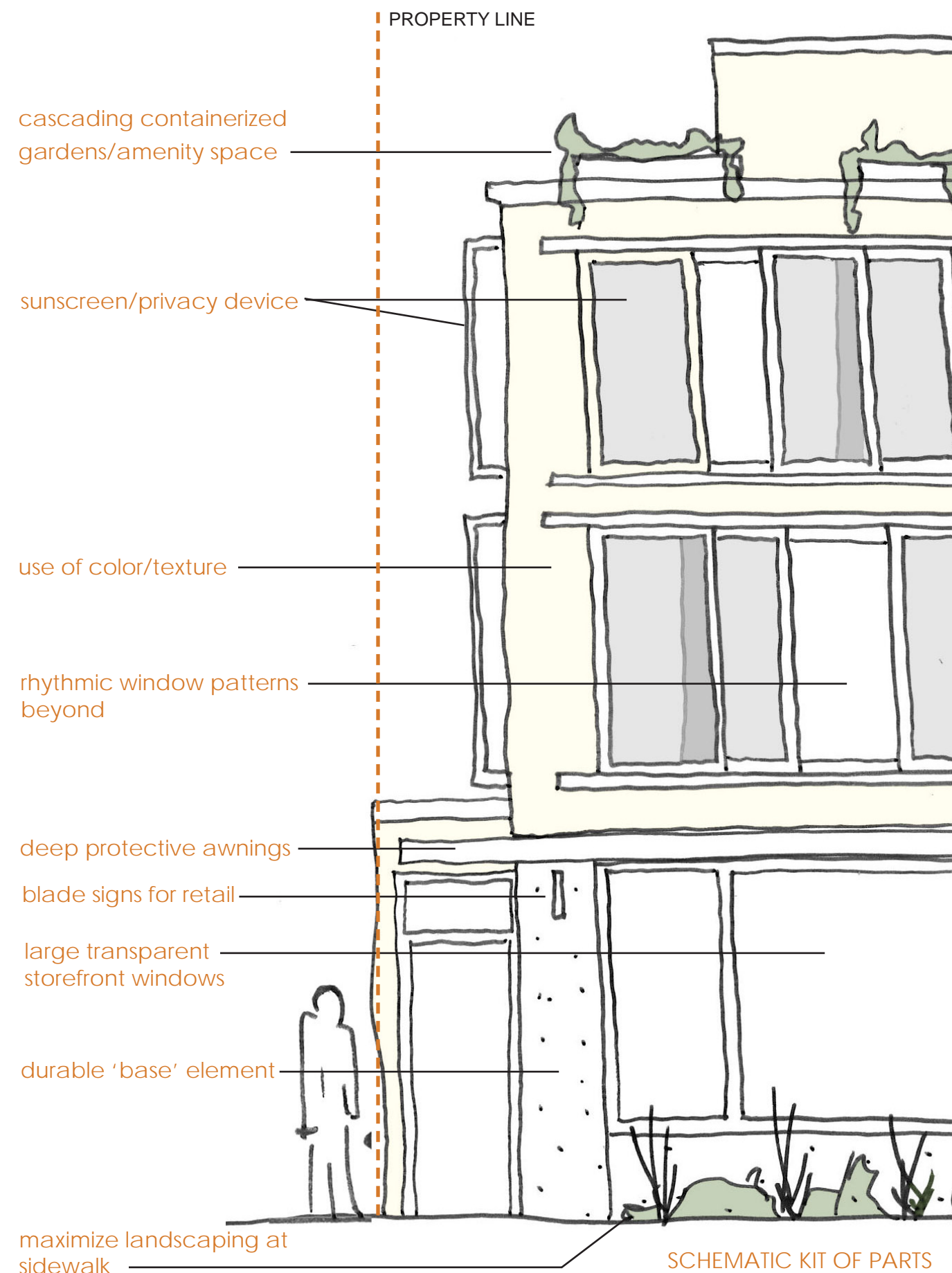
D-1 Pedestrian Open Space and Entrances: to create pedestrian-oriented entrances with weather protection and lighting.

D-5 Visual Impacts of Parking Structures: to minimize the visibility of at-grade parking for the benefit of the streetscape.

D-11 Commercial Transparency: design retail storefronts for maximum transparency and minimize blank walls.

D-12 Residential Entries and Transitions: to create an interesting and visually rich entry for residents while also enhancing the streetscape.

E-2 Landscaping to Enhance the Building and/or Site: to use landscaping and plants to add character and enjoyment of the project.







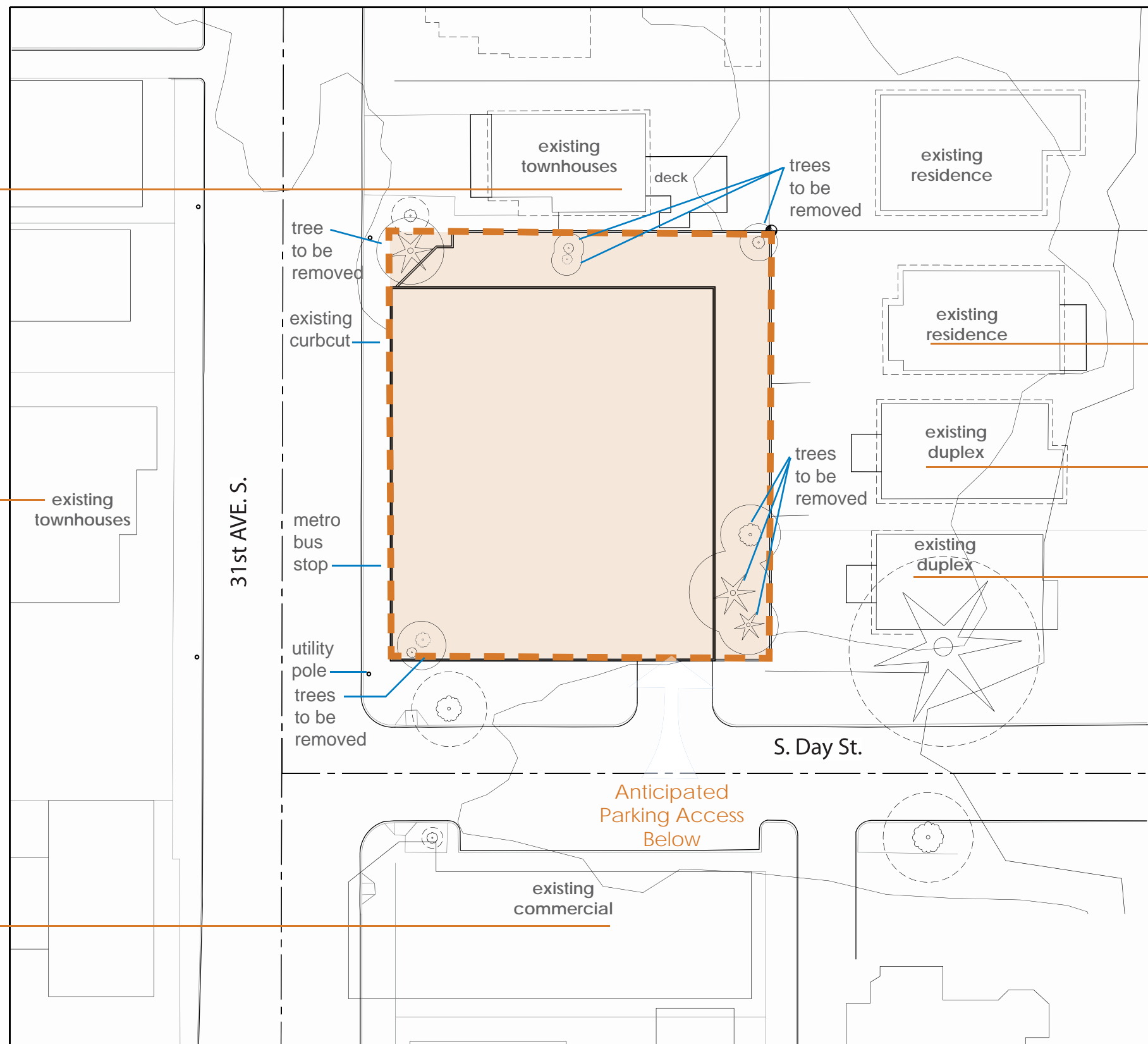
NEIGHBOR TO THE NORTH



NEIGHBOR ACROSS 31st AVE

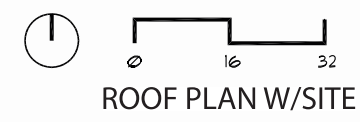


NEIGHBOR ACROSS DAY ST.



NEIGHBORS TO THE EAST

\*SITE SLOPES 2'-0" OVER 100'-0" FROM NW CORNER TO SE CORNER



# PROPOSED MASSING W/ SITE PLAN 1366 31<sup>ST</sup> AVE S.

JOHNSTON ARCHITECTS PLLC  
100 NE NORTHLAKE WAY. SEATTLE WA. 98105







\*All schemes assume garage entry to be on S. Day St.



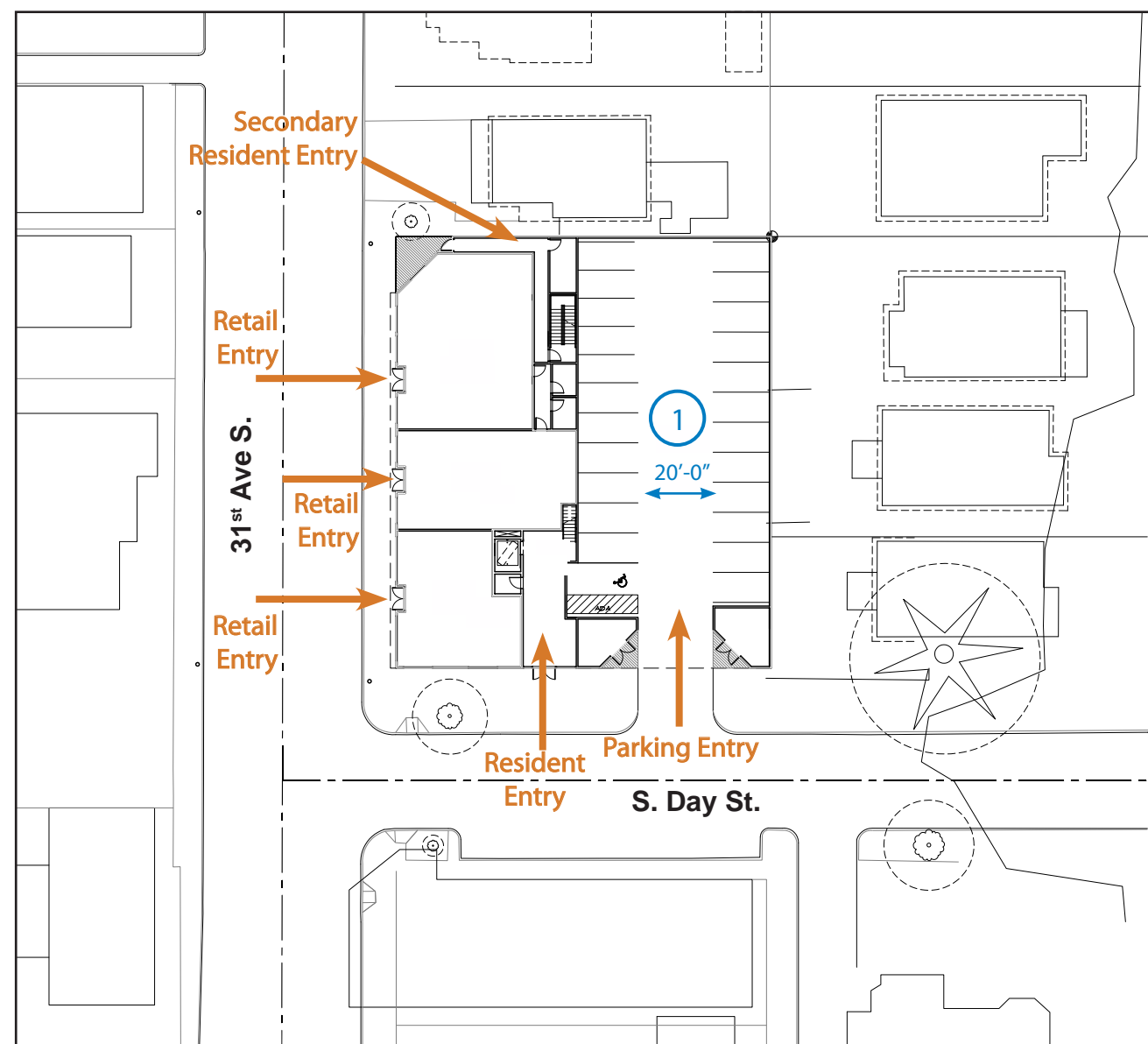
**Scheme A: Max. Zoning Envelope**  
(Complies with all Setbacks)

**-22 Residential Units**  
**-24 Parking Spaces**  
**-3875 Square Feet of Retail Space**

**Total SF: 28,097**  
**(Max SF per FAR: 28,750)**



## Scheme A: Max. Zoning Envelope



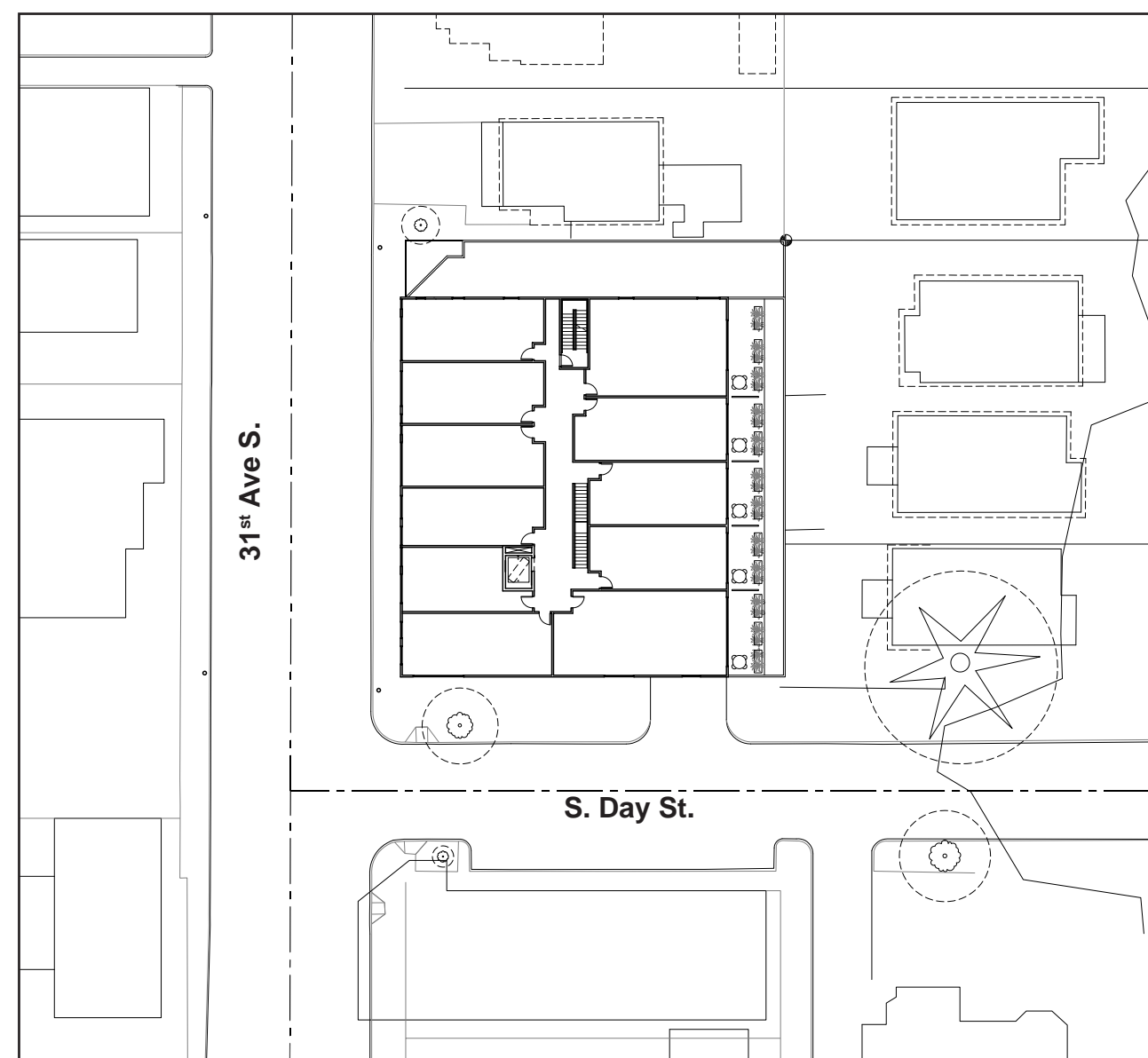
Ground Floor Plan

### Opportunity:

- Cost effective envelope design
- Maximized development/FAR

### Challenge:

- Massing along 31st Ave S. and S. Day St.
- Primary entrance not well-defined



Upper Floor Plan

### Departures: \*See pages 22 and 23 for additional information

- ① Modified parking drive aisle width





\*All schemes assume garage entry to be on S. Day St.



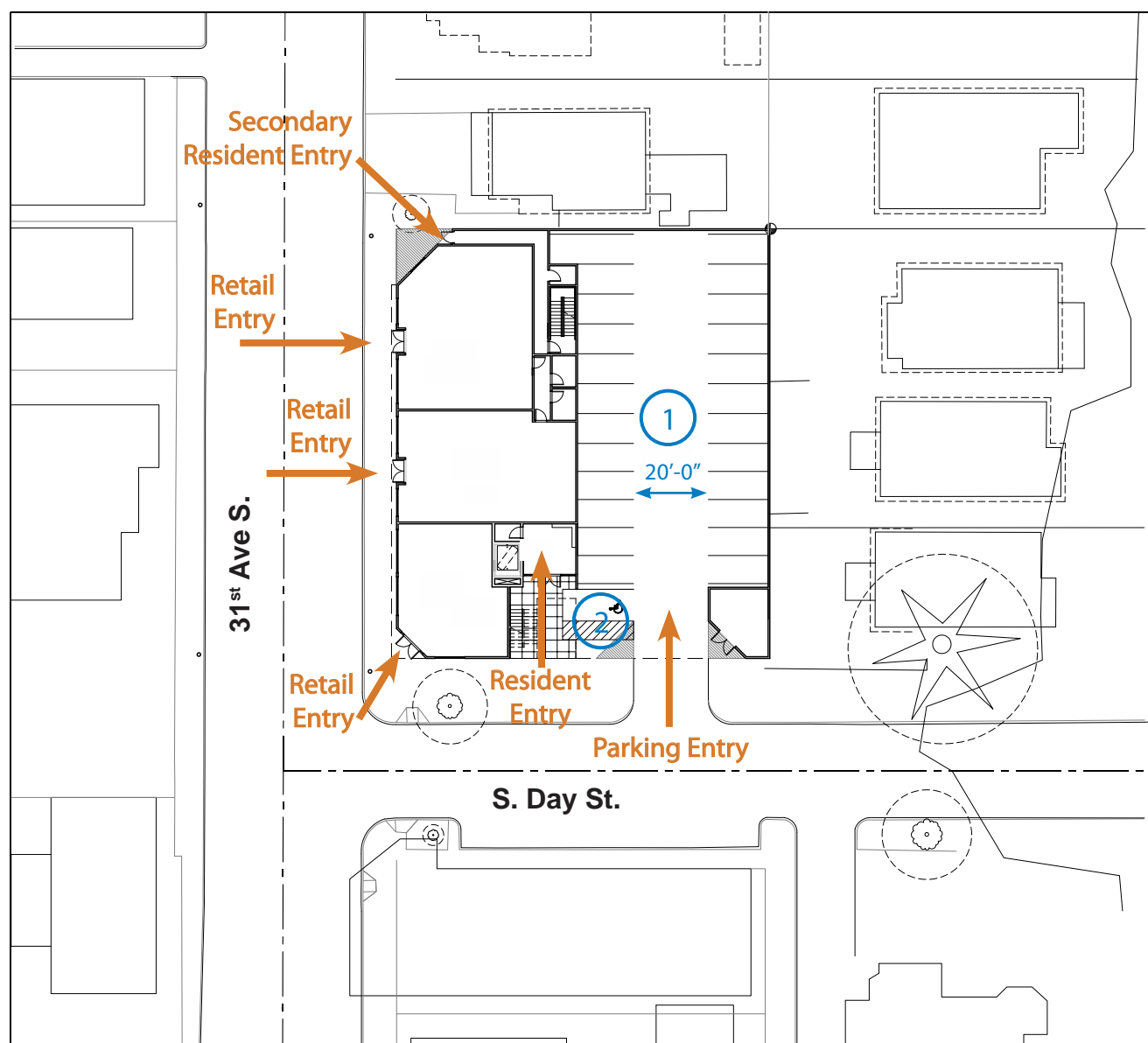
**Scheme B: S. Day St. Entry/Cutout**  
(Preferred Scheme)

**-22 Residential Units**  
**-25 Parking Spaces**  
**-3834 Square Feet of Retail Space**

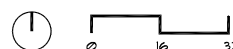
**Total SF: 26,626**  
**(Max SF per FAR: 28,750)**



## Scheme B: S. Day St. Entry/Cutout



Ground Floor Plan

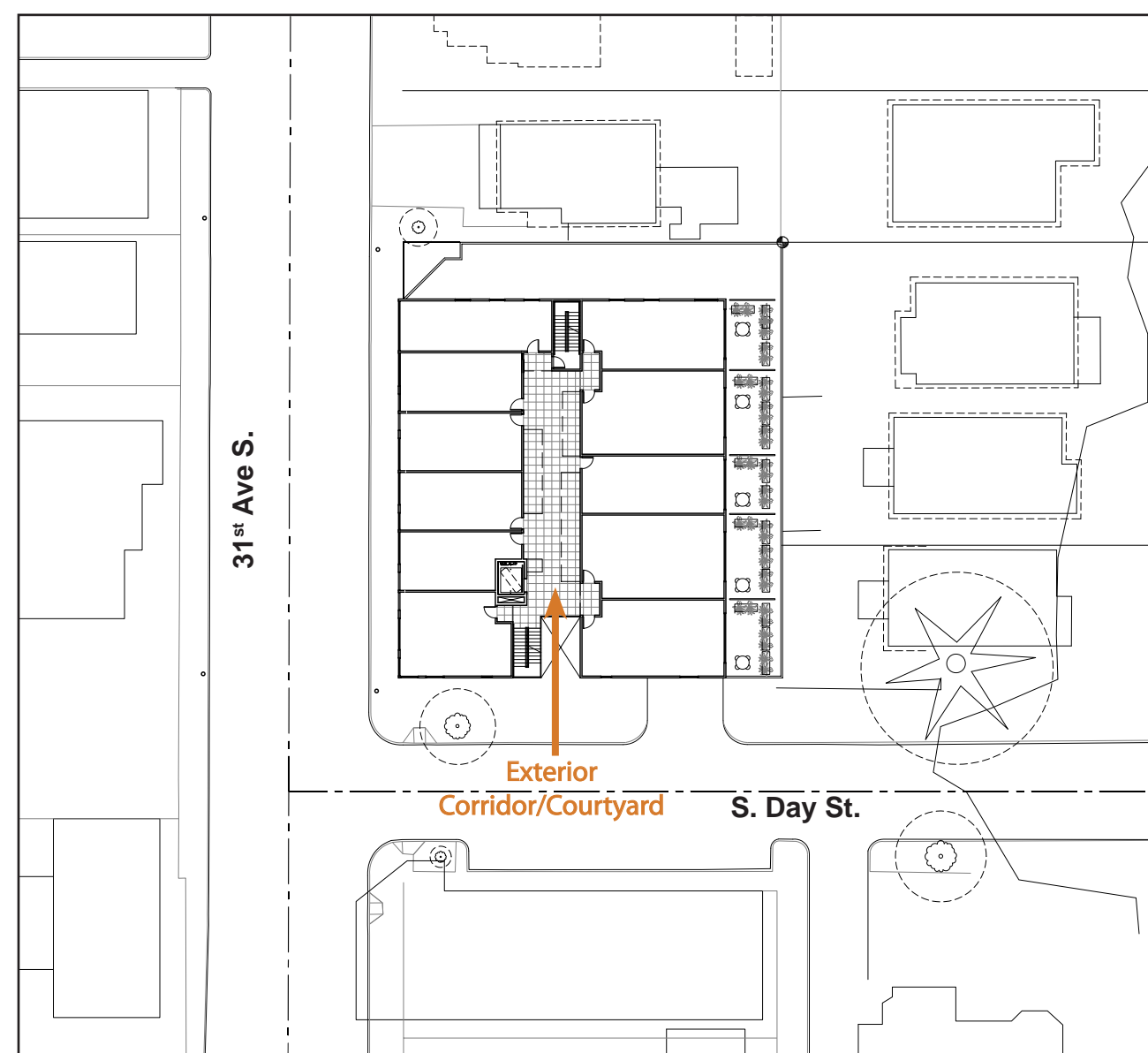


### Opportunity:

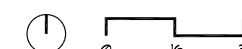
- Interesting potential at shared courtyard entry zone
- Open space at grade/entry
- Scale of building broken up along more residential street

### Challenge:

- Massing along 31st Ave S



Upper Floor Plan



### Departures: \*See pages 22 and 23 for additional information

- ① Modified parking drive aisle width
- ② Screening between street and parking





\*All schemes assume garage entry to be on S. Day St.



### **Scheme C: 31st Ave. S. Entry/Cutout**

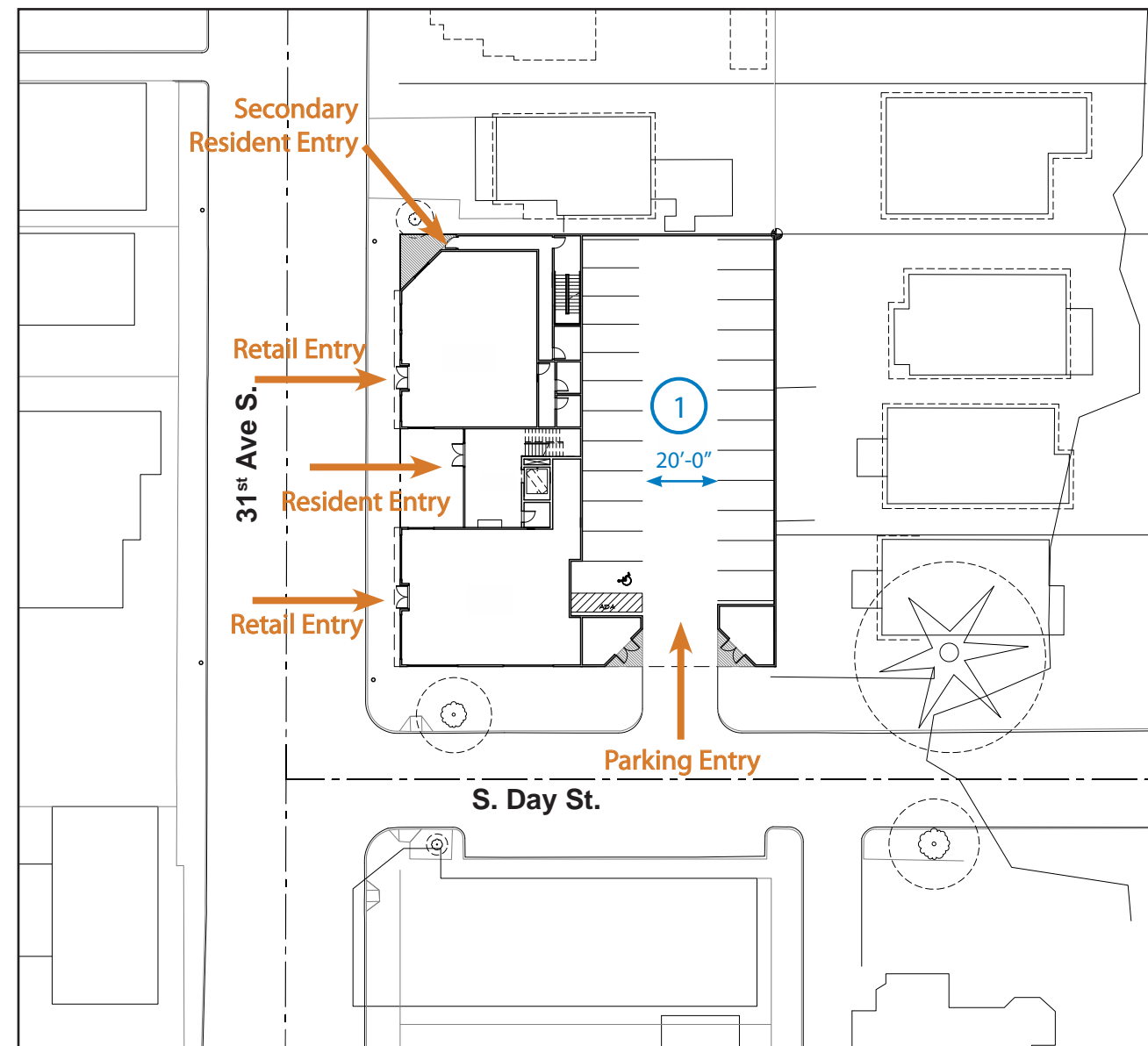
**-18 Residential Units  
-24 Parking Spaces  
3,398 SF of Retail Space**

**Total SF: 28,442  
(Max SF per FAR: 28,750)**

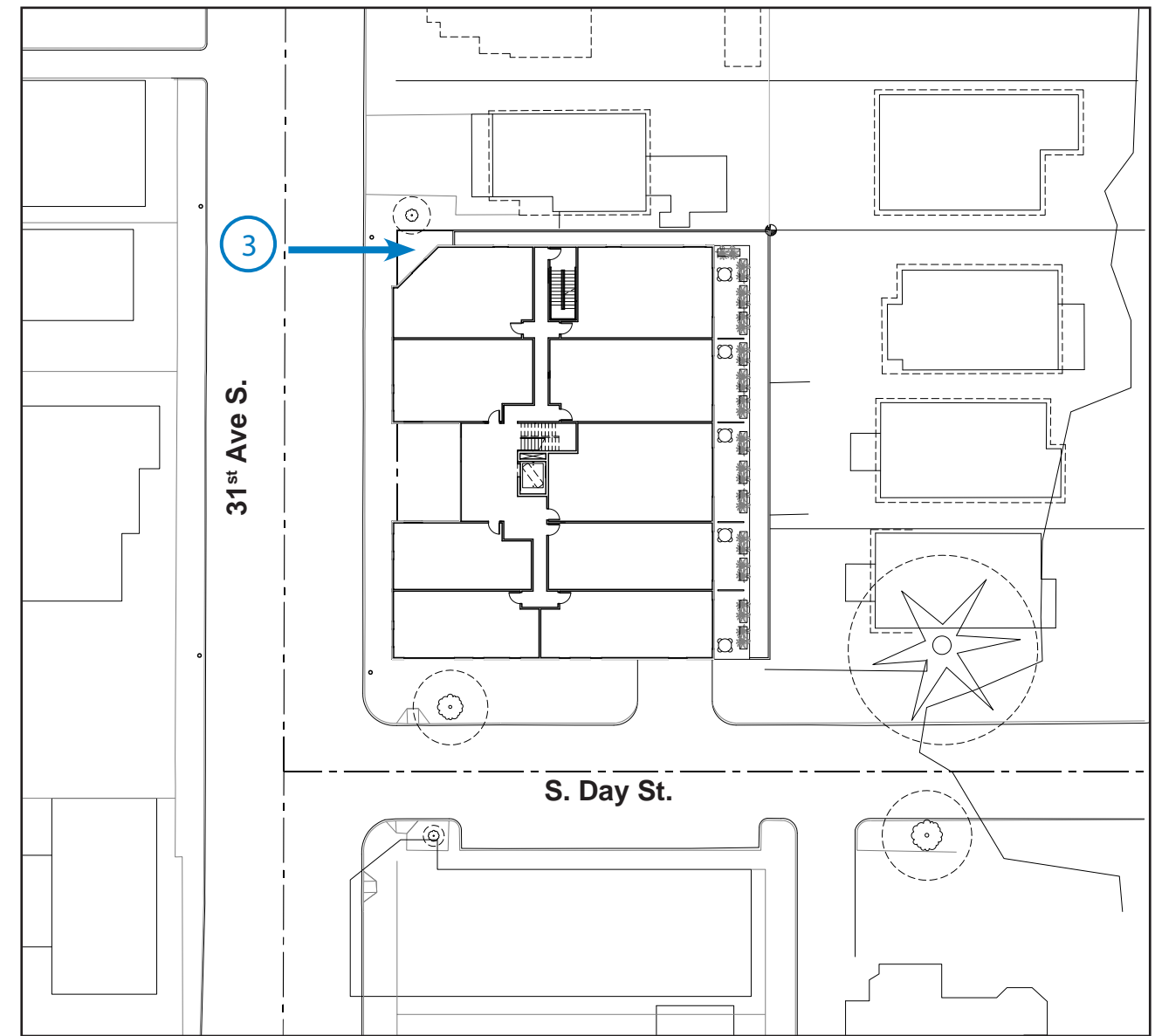


## Scheme C: 31st Ave. S. Entry/Cutout

18



Ground Floor Plan



Upper Floor Plan

### Opportunity:

- Ability to minimize massing along 31st Ave S.
- Well defined primary entrance.

### Challenge:

- Loss of dwelling units and possible retail space due to less efficient layout.
- Building bulk along more residential street.

### Departures: \*See pages 22 and 23 for additional information

- ① Modified parking drive aisle width
- ③ Reduced setback at side lot line





### LOOKING NW ON S. DAY ST.

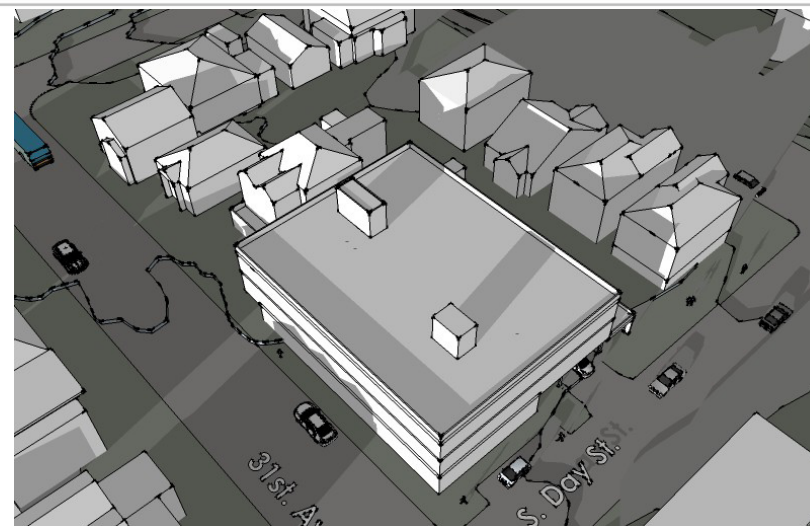
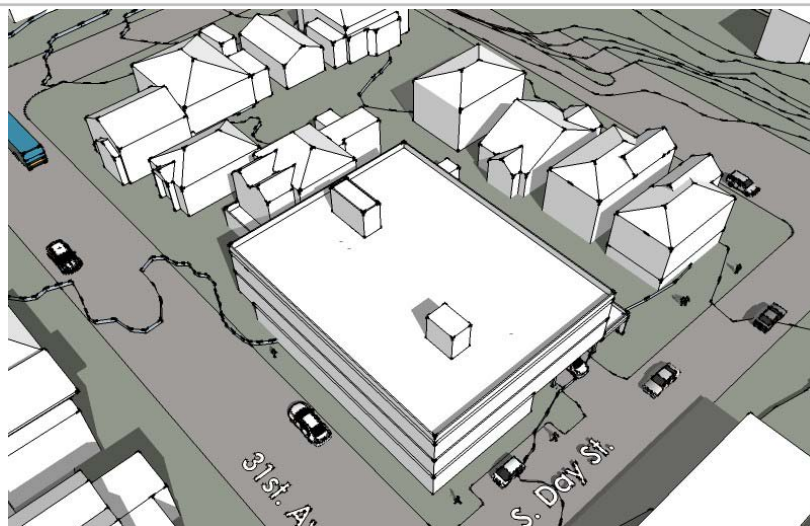
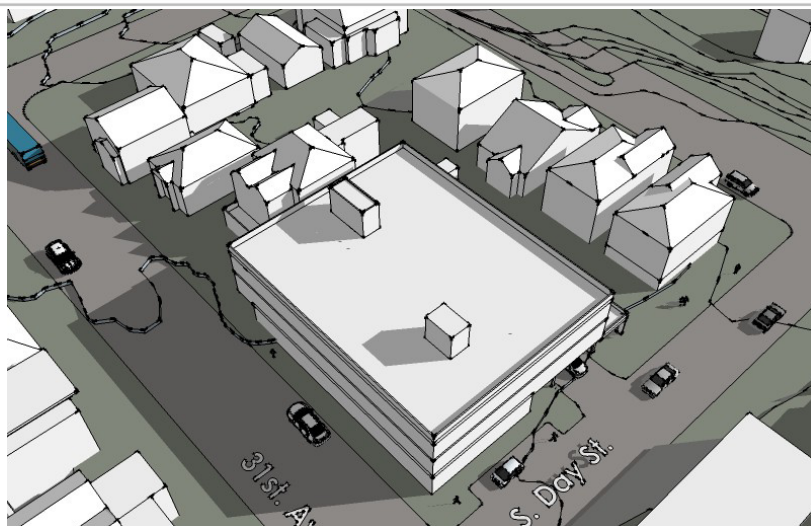
- Residential entry is clearly identifiable and visible from the street.
- Maintaining a 15 foot setback on upper floors minimizes issues of privacy and breaks down the building's bulk.
- Parking is located away from the pedestrian oriented corner and street front on 31st Ave. S.

### LOOKING SOUTH ON 31<sup>ST</sup> AVE S.

- Retail entries are clearly visible and protected with deep awnings.
- Visibility into and out of the space is provided with large storefront windows.
- Modulation of the facade and elements such as sunscreens add human scale and complement the existing neighborhood.





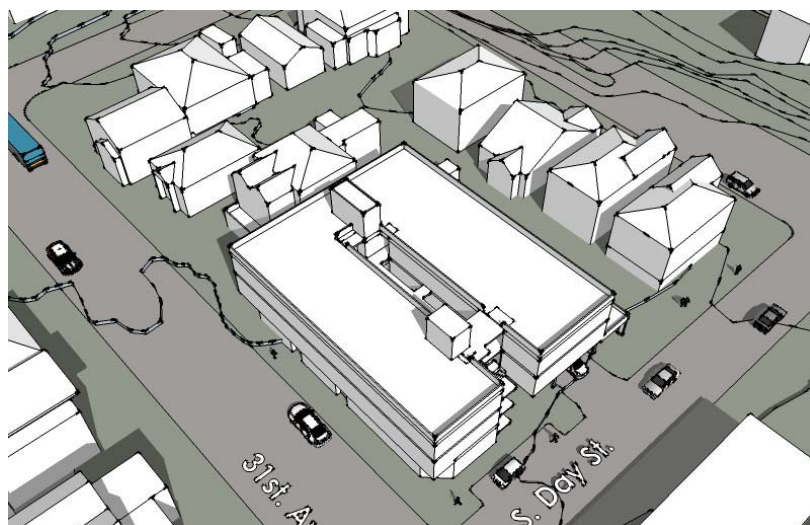
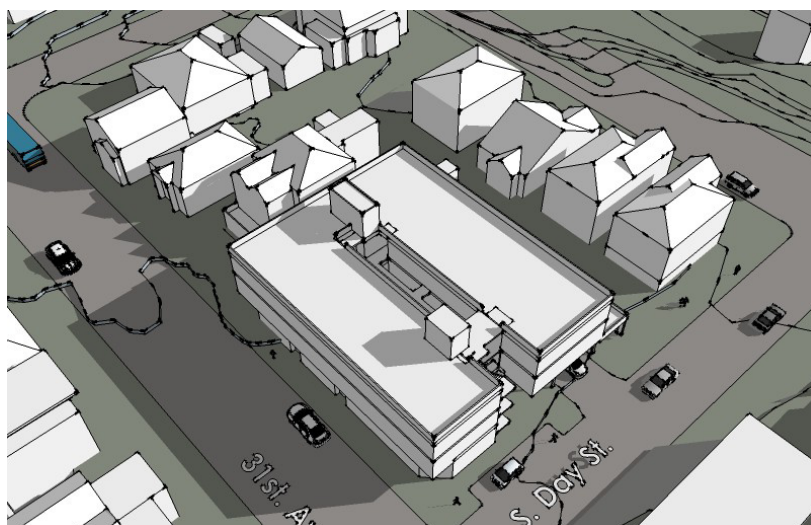


SCHEME A  
maximum apartment size allowed  
under zoning regulations

9am

1pm

5pm

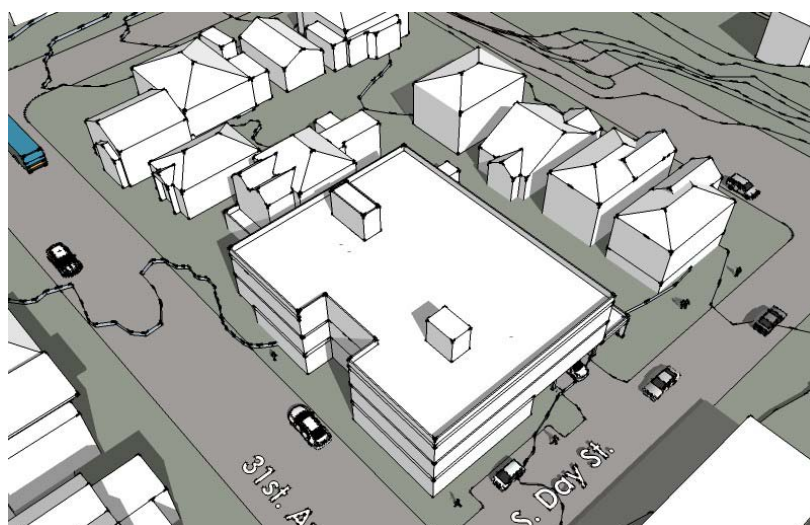
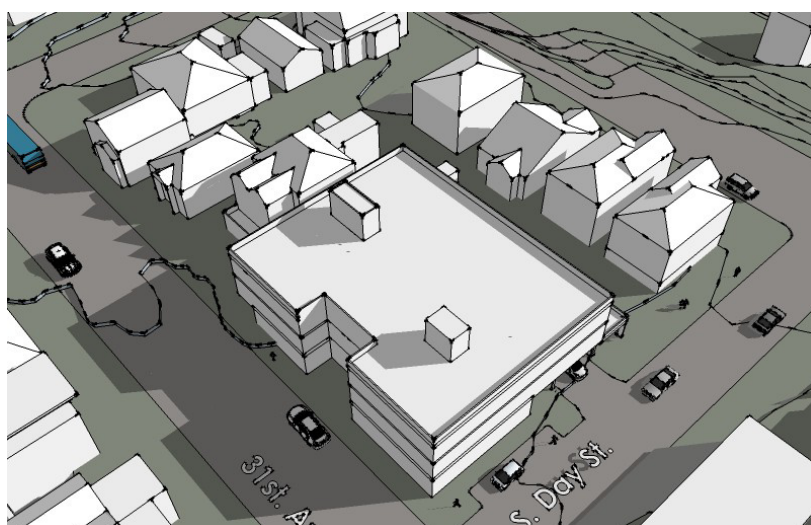


SCHEME B (Preferred)  
S. Day St. entry and central  
lightwell for circulation

9am

1pm

5pm



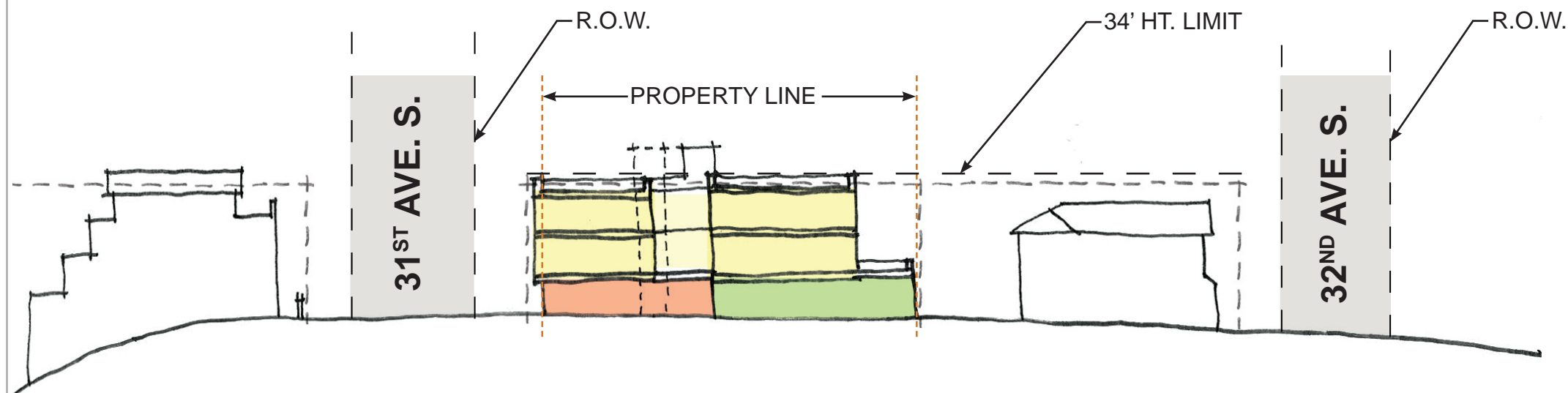
SCHEME C  
31st. Ave. pedestrian entry  
and cutout

9am

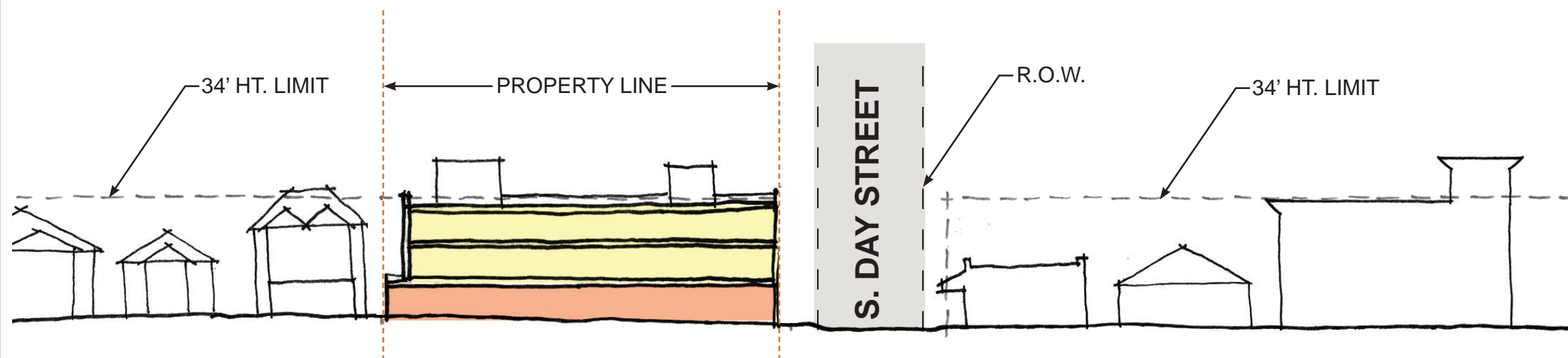
1pm

5pm



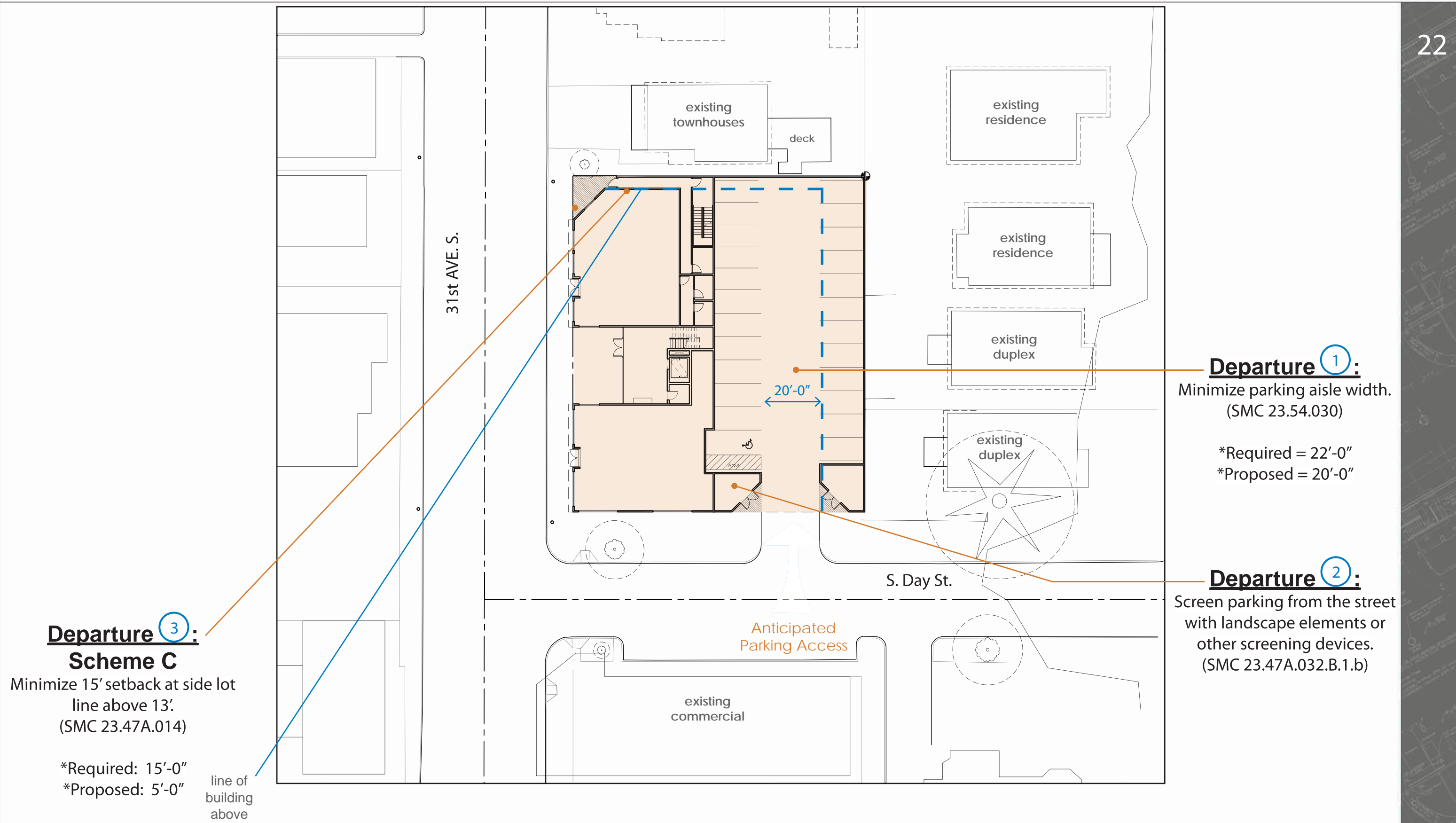


① SECTION ALONG S. DAY ST. LOOKING NORTH



② SECTION ALONG 31ST AVE. S. LOOKING EAST





**Departure ③:**  
**Scheme C**

Minimize 15' setback at side lot  
line above 13'.  
(SMC 23.47A.014)

\*Required: 15'-0"  
\*Proposed: 5'-0"

line of  
building  
above

**Departure ①:**

Minimize parking aisle width.  
(SMC 23.54.030)

\*Required = 22'-0"  
\*Proposed = 20'-0"

**Departure ②:**

Screen parking from the street  
with landscape elements or  
other screening devices.  
(SMC 23.47A.032.B.1.b)



DEPARTURE 1

SMC 23.54.030

Parking Space Requirements

E. 1. Parking aisles shall be provided according to the requirements of Exhibit C for 23.54.030. (Exhibit C lists the required aisle width for a lot serving medium and small cars as 22'-0")

JUSTIFICATION:

A reduction in parking aisle width from 22 feet to 20 feet would help provide additional retail square footage at the ground floor.

A SCHEME A  
- Departure 1

B SCHEME B  
- Departure 1  
- Departure 2

C SCHEME C  
- Departure 1  
- Departure 3

DEPARTURE 2

SMC 23.47A.032

Parking Location and Access

B. Location of Parking

b. Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

JUSTIFICATION:

Rather than fill the area between the street and the garage with an accessory use, we are proposing using alternative screening devices to foster a more open feeling at the primary residential entry. Visibility from the street will provide greater security for the residents and encourage interaction between neighbors.

DEPARTURE 3

SMC 23.47A.014

Setback Requirements

3. For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, as follows:

a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet.

JUSTIFICATION:

We are proposing reducing the 15 foot setback to a setback of 5 feet for Scheme C. This departure would be needed for this scheme only due to space restrictions inherent in the plan and in order to meet similar FAR and residential square footage. We will mitigate the bulk of the building through articulation and design of the north facade while also manipulating window locations to reduce impact on the neighbors



## Compass Construction

Compass Construction was formed in 1998 and specializes in the construction of mixed-use multi-family buildings in the greater Seattle area. Compass has managed the construction of approximately 2,800 residential units in mixed-use projects representing about \$400 million of work.



Alley 24, Seattle



31<sup>st</sup> Ave S,  
Seattle



31<sup>st</sup> Ave S,  
Seattle



Alley 24, Seattle



Chloe Apartments, Seattle

## Johnston Architects

Johnston Architects is a highly experienced and talented team dedicated to providing comprehensive design and planning services for civic projects such as libraries and cultural centers, multi-family and mixed use developments, and custom homes.



Fremont Lofts, Seattle



Footprint at the Bridge, Seattle



Boulders at Greenlake, Seattle



Queen Anne Townhouses, Seattle