

EARLY DESIGN GUIDANCE:
3600 NE 45th Street

Project #3014432
SHER PARTNERS

MICHAEL WHALEN AIA

Contact:
Michael Whalen, AIA
1326 Fifth Avenue, Suite 640
Seattle, WA 98101
T 206.621.8890
F 206.621.8893
E mwhalen@seanet.com



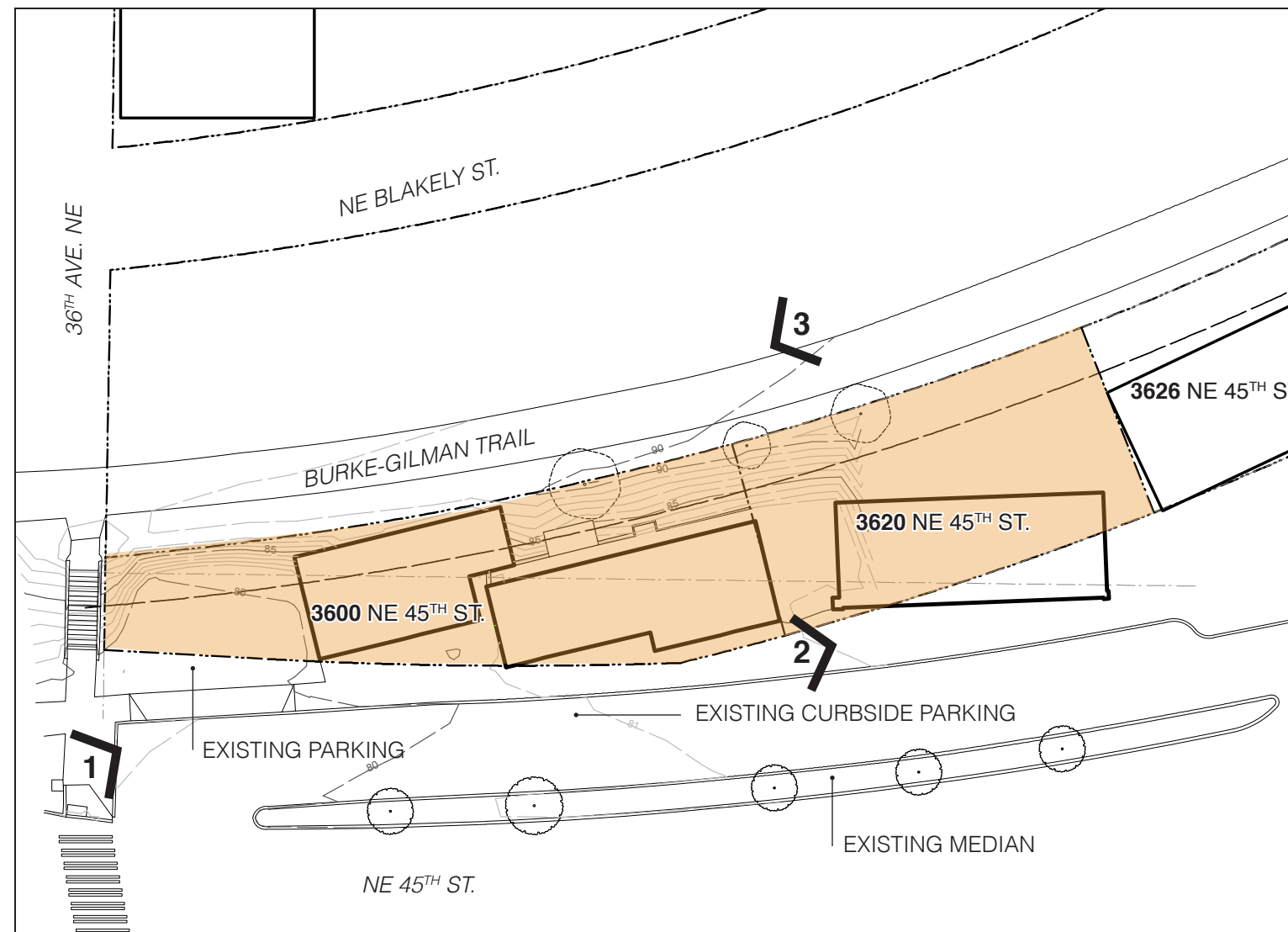
1. Existing condition from 45th Street and 36th Ave NE



2. Existing retail on 45th



3. Existing north property line along Burke-Gilman Trail



SITE PLAN

PART I: CONTACT INFORMATION

1. Property Address:	3600 NE 45th Street
2. Project Number:	3014432
3. Related Project Numbers	None
4. Owner Name:	Sher Partners
5. Contact Person	Ron Sher
Firm	Sher Partners
Mailing Address	10500 NE 8th, Suite850 Bellevue, WA 98004
Phone	(425) 990-1200
E-mail	ron4sher@gmail.com
6. Applicant's Name	Michael Whalen
Relationship to Project	Architect
7. Design Professional	Michael Whalen AIA
Firm	Michael Whalen AIA
Mailing Address	1326 5th Ave, Suite 640 Seattle, WA 98101
Phone	(206) 621 8890
E-mail	mwhalen@seanet.com

PART II SITE & DEVELOPMENT INFO

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site is located on NE 45th Street between University Village and the Laurelhurst neighborhood. It is comprised of a narrow parcel bounded by the Burke Gilman trail on the north, NE 45th on the south and a largely unimproved NE 36th on the west. The site dimensions are approximately 215' x 41', tapering to only 19' at the west end. The topography is nearly level in the east-west direction, but there is a 10' height difference between the Burke Gilman trail and 45th. Steps in the NE 36th Right of Way provide a pedestrian way connecting these two levels.

The NE 45th right of way improvements at this location are unusual, with an additional drive lane plus parallel parking zone separated from the main roadway by a planted median strip.

The site is currently occupied by three structures: a 2-story wood frame building (Bill the Butcher) and two 1-story wood frame buildings (Violet Sweet Shop + Bakker Dry Cleaning, and Chelsea Estate Services).

SITE ANALYSIS SUMMARY

NE 45th Street Topography
 - Relatively flat.

36th Avenue NE Topography
 - abrupt grade change between NE 45th & the BG Trail (+/- 10')
 - existing steps in right-of-way (no vehicular access)

Burke Gilman Trail Topography
 - relatively flat in the east-west direction, sloping upward to north.

NE 45th Street Traffic
 - Major arterial - good transit access
 - Parking and bypass lane separated from arterial by median

Burke Gilman Trail Traffic
 - heavily used bicycle and pedestrian pathway

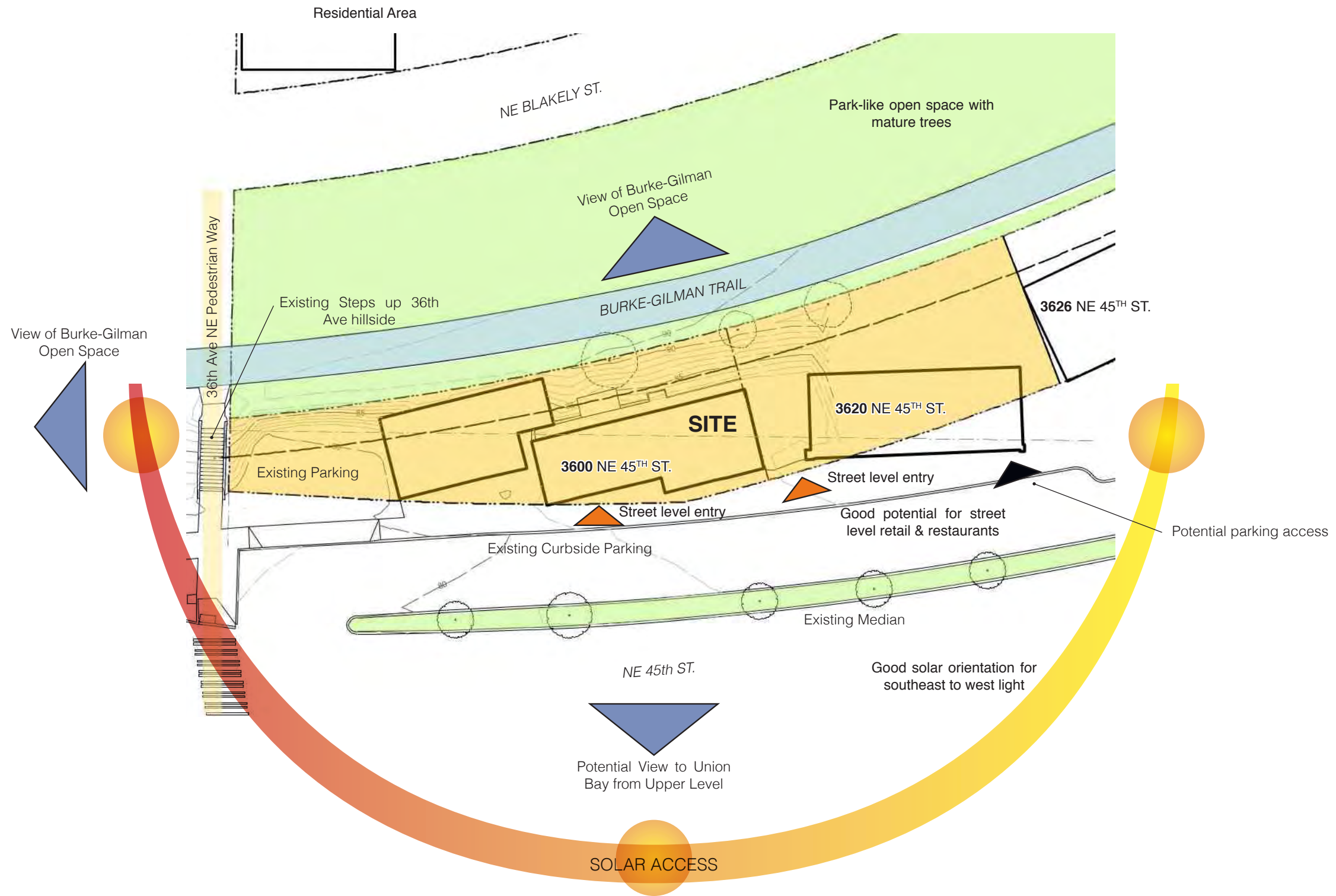
Solar Access
 - The south and west sides of the site have good solar access.
 - The east side of the site is impacted by neighboring structure

Building Mass
 - Desire to address both NE 4th Street and Burke Gilman Trail
 - Desire to setback massing from 36th Avenue NE

Views
 - Excellent views to north and west - BG trail and open space
 - Potential view to south from upper levels - Union Bay
 - East view largely blocked by neighboring building

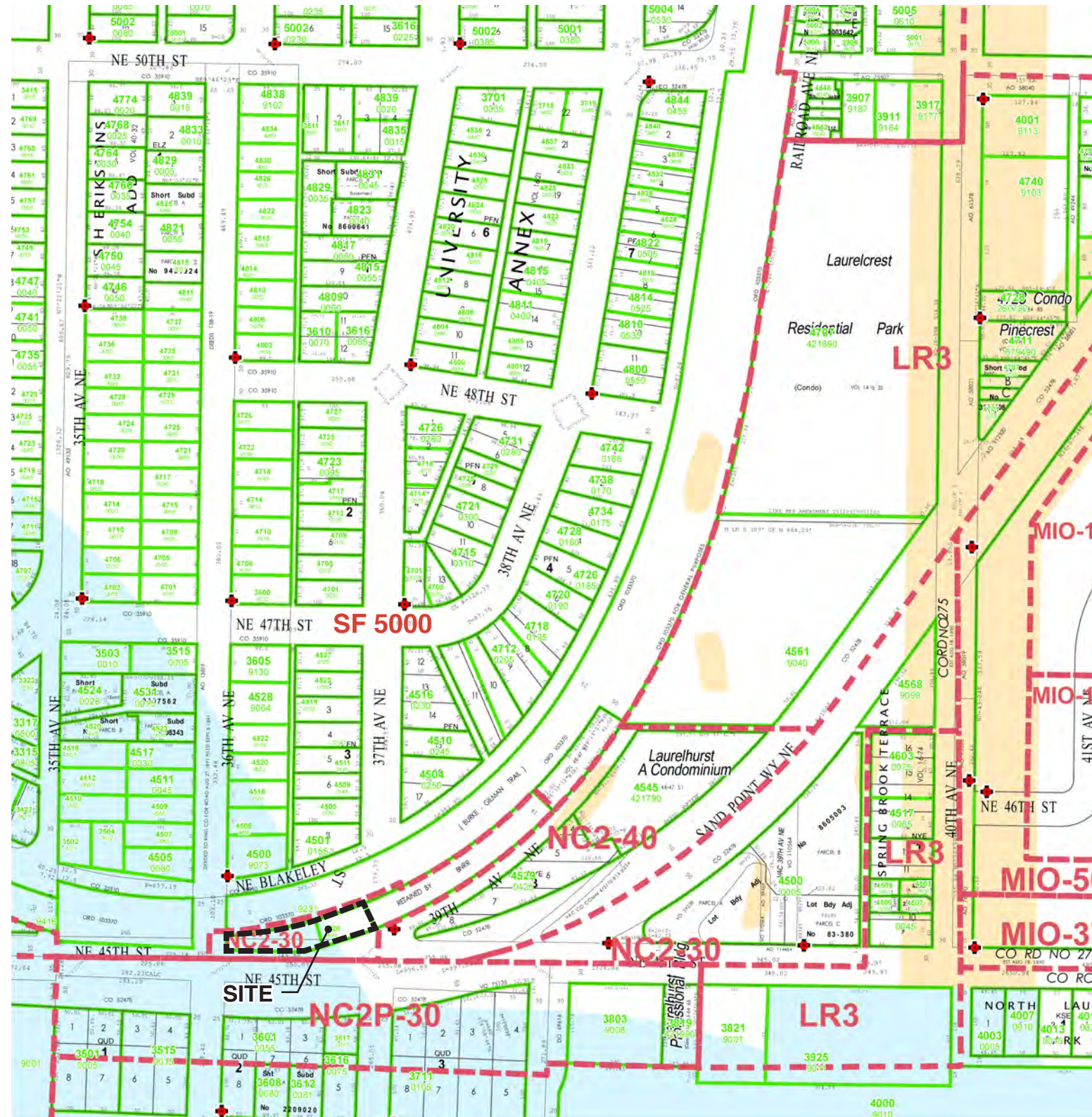
Amenities
 - Burke Gilman Trail cycle and pedestrian pathway
 - Burke Gilman Trail open space
 -

Parking Access
 - NE 45th Street is the only option
 - Distracts from street level pedestrian experience



ZONING MAP

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood Specific Guidelines.



ZONING MAP

Site Location	3600 NE 45th Street 4,254 sf 3620 NE 45th Street 3,204 sf Total Area: 7,458 sf
Site Zoning	NC2-30
Permitted Uses	Eating & Drinking Establishments 23.47A.004 Lodging
Height Limit	30' base height limit 23.47A.012 34' if street level commercial height is 13' or more 5' additional height allowance for pitched roof 39' maximum height allowed above average grade
Floor Area Ratio	23.47A.013 2.25 maximum (if no residential use) 7,458 sf x 2.25 = 16,780.5 sf max floor area
Setbacks	23.47A.014 Front: none Side: none (no side lot line abutting a residential zone) Rear or Side: 10' for portions of structure above 13' (non-residential use abutting a residential zone)
Landscaping	23.47A.016 No entrance, window or other opening is permitted closer than 5 feet to an abutting residentially zoned lot (23.47A.014,B,5) Green Factor score of .3 minimum
Parking (Required)	23.47A.030 Eating & Drinking Establishments 1 space / 250 SF Lodging 1 space / 4 rooms Residential 1 space / unit Retail 1 space / 1000 SF
Parking Quantity Exceptions	23.54.020 No parking required for first 1,500 sf of each business establishment.
Parking Location	23.47A.032 Transit Reduction: 50% reduction of required parking for uses within 1,302 feet of street with frequent transit service. Cooperative Parking: up to 20% reduction for (4) separate business establishments up to 15% reduction for (3) separate business establishments up to 10% reduction for (2) separate business establishments Access permitted from street: (1 two-way curb cut) Parking to the side of structure shall not exceed 60' of street frontage. Required parking shall be located no farther than 800' from the lot. Turning & Maneuvering areas shall be located on private property, except that alleys may be credited as aisle space. (23.54.030, E, 3),h

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

Adjacent Zoning

The site is bounded Neighborhood Commercial zones to the South (NC2P-30) and the East (NC2-40), and Single Family zone to the North and West (SF5000).

Neighborhood Context: Land Uses

The site is located within a strip of existing commercial uses along NE 45th Street, including neighborhood retail and customer service businesses.

The site also abuts the Burke Gilman Trail to the North. Although zoned SF5000, this land functions as public open space and as part of the regional non-motorized circulation system. It is jointly managed by the Seattle Parks Department and SDOT.

Neighborhood Context: Architecture

The existing commercial development along NE 45th is characterized by low scaled buildings of various types and periods, with no particular predominate style. The neighboring residential area is developed with a fairly typical pattern of Seattle residential architecture and streetscape.

Neighborhood Context: Community Landmarks

None identified.

Neighborhood Context: Topography and Views

The site is nearly flat in the east-west direction and has a vertical grade difference of about 10' between the Burke Gilman Trail and NE 45th Street.

There are views of the Burke Gilman Trail and associated open space to the north and west. There are potential views of Union Bay to the south from upper levels of the new building.



Looking North on NE 45th



Looking South on NE 45th



NE Blakely & 36th Ave NE



NE Blakely & 37th Ave NE



Looking West on Burke-Gilman



Burke-Gilman Trail at North Property Line



Looking East on Burke-Gilman

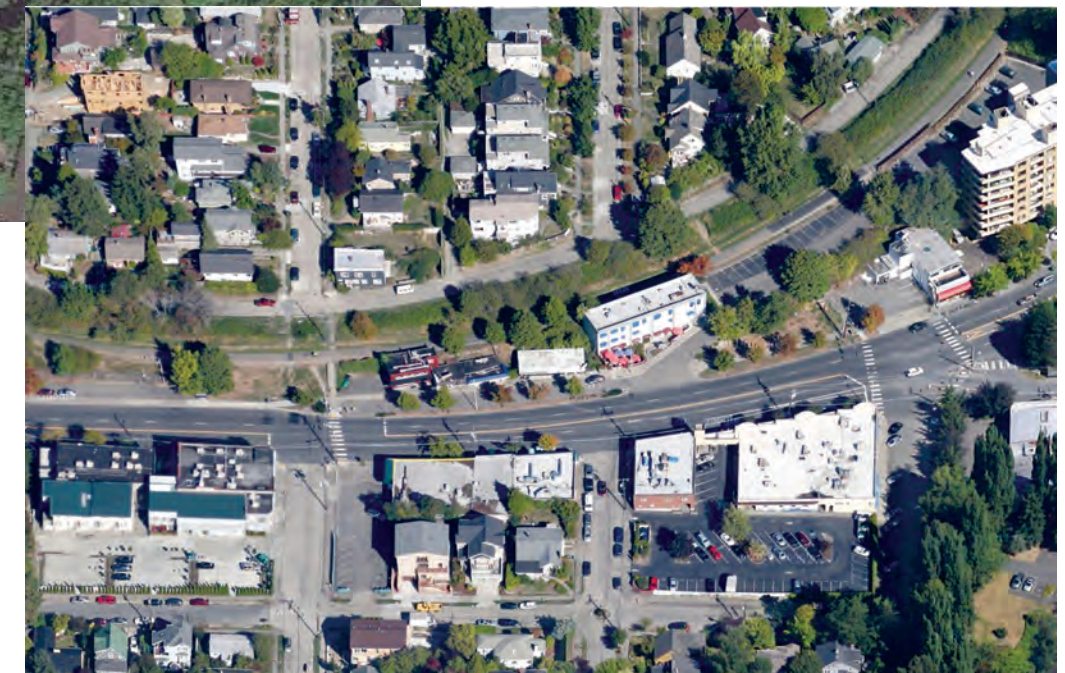


Looking Southwest at NE 45th & 36th Ave NE



CONTEXT

1. SITE
2. Luarelhurst Professional Center
Office Building
3. Bicycle Center of Seattle
Retail
4. Laurelhurst Condominiums
Apartment (Mixed Use)
5. Virginia Mason - Sand Point Pediatrics
Medical/Dental Office
6. Seattle Children's Hospital
7. Wells Fargo
8. Spring Brook Professional Center
Office Building
9. Pro-Robics Health Club
10. Laurelhurst Family Medical Building
Medical/Dental Office & Retail
11. Retail Stores
12. Sunrice Property
Office Building
13. Mixed-Use Apartments
14. Retail Shops
15. Neighborhood - Single Family Residential



Site Analysis:

The site is located between two heavily trafficked circulation routes: NE 45th (for vehicular traffic) and the Burke Gilman Trail (for pedestrian and bicycle traffic). It is located close to both the University of Washington and Children's hospital, and offers excellent non-motorized access opportunities to both, as well as other locations on the Burke Gilman Trail. For this reason, it was selected as a site for a cycle-oriented hotel and restaurant/pub/coffee shop.

The site presents a number of planning challenges, including an unusually narrow parcel configuration. In addition, there would need to be some relief from zoning and building code setbacks to make this a workable site. Because of the narrow configuration, we

DEVELOPMENT OBJECTIVES

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height, number of residential units, amount of commercial square footage, and number of parking stalls. Please also include potential departure from development standards

Objectives

The developer's goal is to create a bicycle oriented community hub, with the following objectives:

- stimulate cycling tourism
- provide an amenity for all users of the Burke Gilman Trail.
- encourage greater use of bicycles as a mode of urban transport
- provide a prototype example of cycle-oriented development
- create a sustainable neighborhood commercial project

Desired Uses

Approximate Structure Size

16,780 SF (2.25 FAR)

Eating & Drinking Establishments

+/- 4,200 SF

Intimate high quality restaurant at street level (NE 45th Street)

Family-friendly coffee shop / pub at Burke Gilman level

Street Level Retail

+/- 2,400 SF

Neighborhood oriented retail / customer service use

Hotel

+/- 26 Guest Rooms

Focus on bicycle tourism with emphasis on proximity to Burke Gilman Trail, University of Washington and Children's Hospital.

Bike Share Station

19 Bicycle Docks

Alta Bicycle Share program

Access and Parking

Access from NE 45th Street and the Burke Gilman Trail

Anticipate most visitors to be from the neighborhood or cycle-oriented, therefore reduced auto parking demand.

Bicycle Parking for 30 bikes

Automobile Parking: limited to existing curbside parallel parking

Potential Design Departures

Height limit and upper level setback for commercial site abutting a Single Family zone.



DESIGN GUIDELINES

A. SITE PLANNING

A-1 Responding to Site Characteristics

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

- Design should respond to the proximity of the Burke Gilman Trail to the north and the commercial nature of NE45th Street to the south
- Encourage pedestrian access from both NE 45th and the Burke Gilman Trail

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

- Maintain pedestrian scale and character on 45th
- Provide amenities for pedestrians and cyclists
- Encourage overhead weather protection
- Respond to unique character of the existing streetscape, with median and separated lane condition

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

- Building & tenant entrances to be designed to be easily identified from street

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

- Reinforce pedestrian connections to adjacent neighborhood
- Reinforce pedestrian and cyclist access to and from BG Trail
- Design street level facades to encourage human interaction
- Provide safe, well-lit streetscape

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 Transition Between Residence and Street

For residential projects, the space between the buildings and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

B. HEIGHT, BUILD & SCALE

B-1 Height, Bulk and Scale Compatibility

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

- Encourage sloping roof forms to make scale transition to adjacent Burke Gilman Trail and neighboring residential area
- Explore holding massing back from 36th Ave pedestrian way
- Maintain pedestrian scaled building elements at street level and along the Burke Gilman Trail
- Articulate facade elements to provide a scale compatible with neighborhood context

C. ARCHITECTURAL ELEMENTS & MATERIALS

C-1 Architectural Context

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

- Respond to the history and character of neighborhood with appropriate materials, scale and style

C-2 Architectural Concept and Consistency

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

- Explore an architectural concept that both expresses the idea of a sustainable, bicycle oriented development and addresses the existing character of the neighborhood.

C-3 Human Scale

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

- Maintain a scale appropriate to the pedestrian and bicycle activity on the BG
- Provide human scaled storefront and facade elements on NE 45th

C-4 Exterior Finish Materials

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

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

D. PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

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

- Explore continuous overhead weather protection on 45th
- Potential for pedestrian/cyclist oriented open space adjacent to Burke Gilman Trail.
- Encourage pedestrian amenities and open spaces

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks.

- Maintain transparency at street level

D-5 Visual Impacts of Parking Structures

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

- Explore screening options for at-grade parking

D-6 Screening of Dumpsters, Utilities and Service Areas

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

- Screen utility areas along NE 45th

D-7 Personal Safety and Security

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

- Consider enhanced pedestrian lighting
- Provide clear sightlines for eyes on the street

D-11 Commercial Transparency

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

- Maximize transparency of 45 street frontage
- Provide transparency for commercial uses fronting on the Burke Gilman Trail

E. LANDSCAPING

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites.

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

- Relate new landscaping to existing landscaping on Burke Gilman Trail and adjacent open space

E-3 Landscape Design to Address Special Site Conditions.

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

- Consider landscape pockets or planters along 45th frontage
- Consider buffer planting along edge of Burke Gilman Trail

OPTION A



- Street level commercial space (restaurant or retail)
- Street level covered parking (8 stalls)
- Two floors of apartments (5,500 SF/floor)
- Code Compliant (no departures required)

PROS

- Code compliant
- No departures required
- Develops full potential of site (FAR 2.25)

CONS

- Narrow building width does not accommodate hotel use
- Apartment use not a primary development objective
- Conformance to sideyard setback leads to "boxy" massing
- Parking under building not a preferred street level use
- Limited connection to Burke Gilman Trail

OPTION B



- Two levels of commercial space (restaurant/pub/coffee shop)
- Street level covered parking (8 stalls)
- Two floors hotel guest rooms (+/- 26 rooms)
- Bike Share Station provided
- Departures required

PROS

- Meets primary development objective of bicycle oriented hotel & restaurants
- Deck at west end provides open space at intersection of 36th & the Burke Gilman Trail.
- Upper level restaurant space provides activity at Burke Gilman level.
- Roof forms relate to neighboring residential structures and reduce the building scale along the Burke Gilman trail.

CONS

- Parking under building not a preferred street level use.
- Parking under building consumes available FAR
- Deck size limited by FAR loss to parking
- Requires departure from upper level setback requirements

OPTION C



- Two levels of restaurant/coffee shop/pub space
- Street level retail space
- Two floors of hotel guest rooms (+/- 26 rooms)
- Large deck open to Burke Gilman Trail
- Departures required

PROS

- Preferred option
- Meets primary development objectives
- Street level retail instead of parking helps pedestrian experience on 45th
- No FAR consumed by parking under building
- Larger deck/open space possible
- Large bike share station possible

CONS

- Requires approval of on-site parking reduction
- Requires departure from upper level setback requirements
-
-

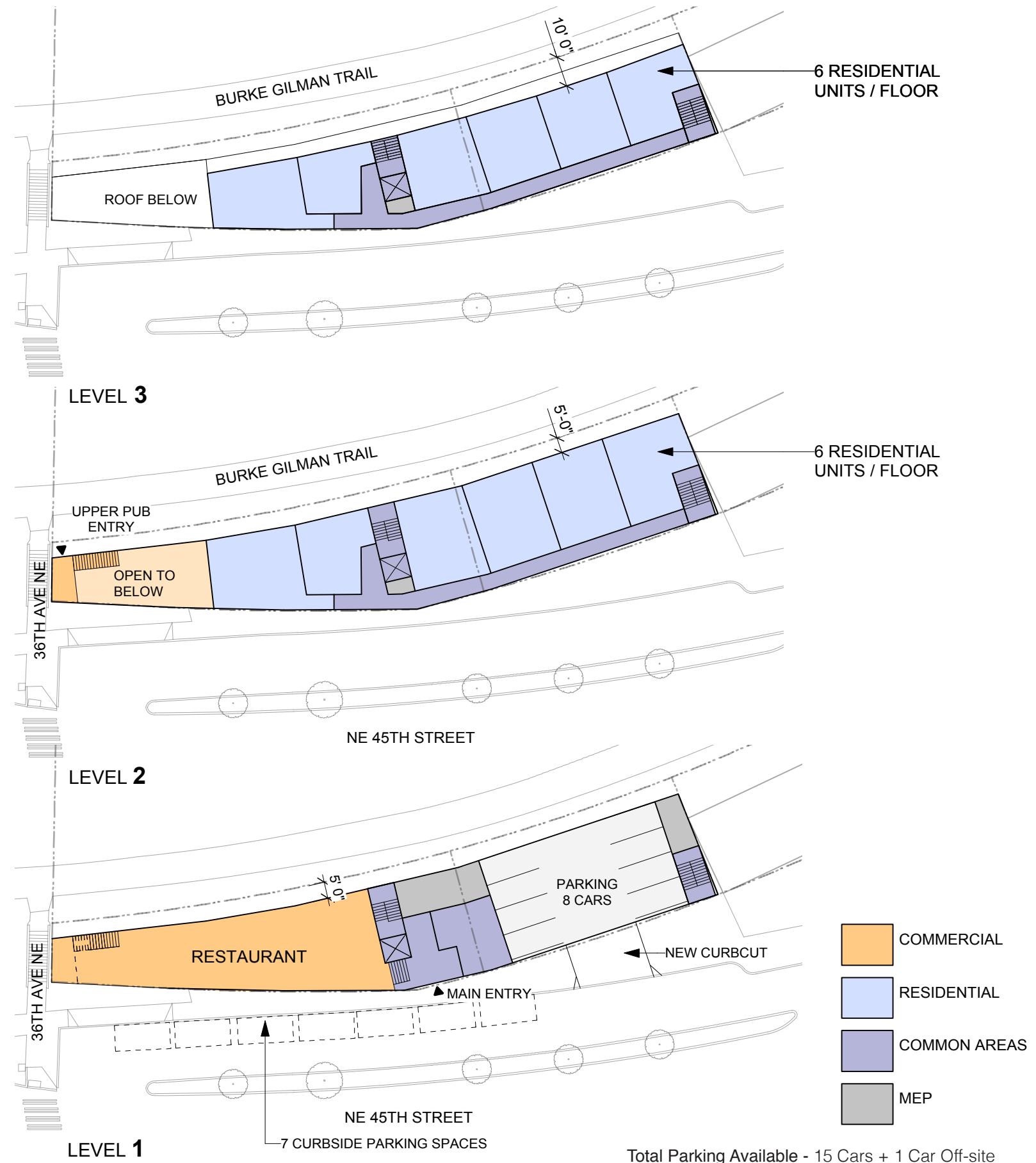
OPTION A



Aerial View - Looking Northeast

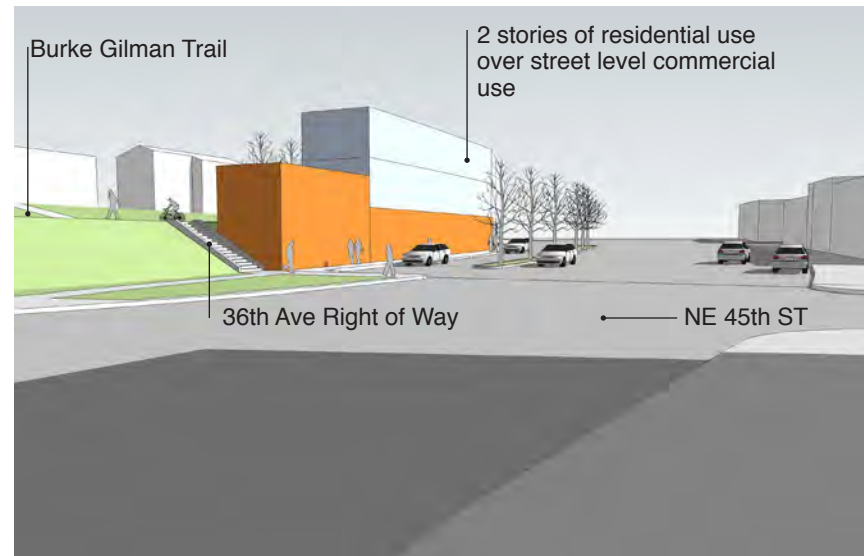
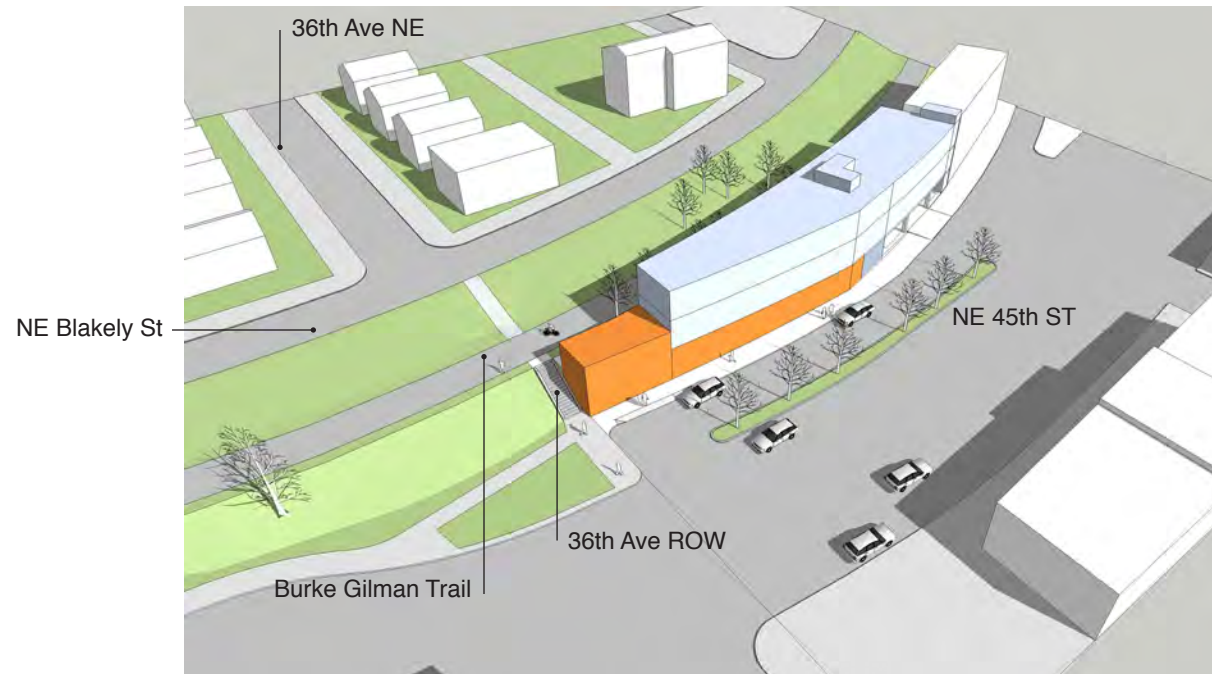
PARKING

Residential:	12 Units @ 1 Stall / Unit =	
Restaurant:	2,500 sf	12 Cars
	-1,500 exemption = 1,000 sf	
	1,000 sf / 250 sf/car =	4 Cars
<hr/>		
Total Parking Requirement		16 Cars
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Parking Quantity Exceptions		
50% Transit Reduction		-8 Cars
Total Adjusted Parking Requirement		8 Cars



Total Parking Available - 15 Cars + 1 Car Off-site

OPTION A



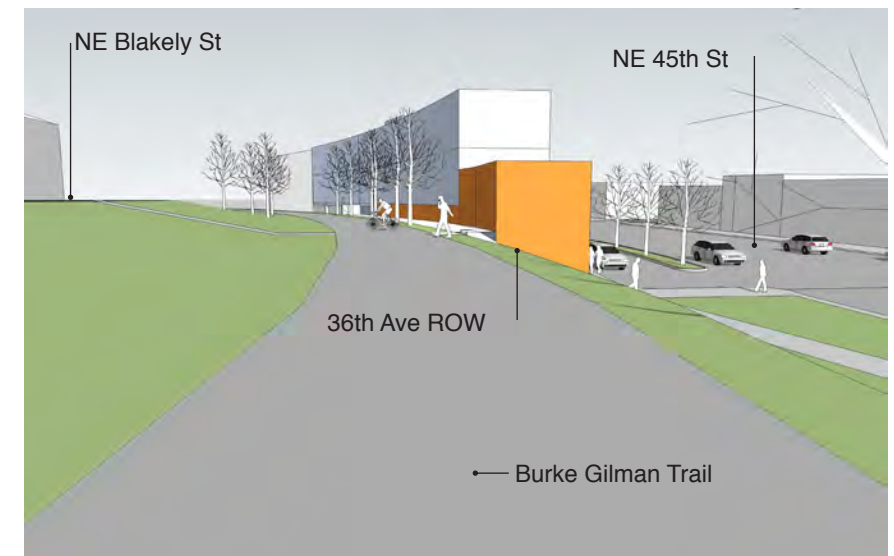
View from 45th looking East



View from 45th looking West

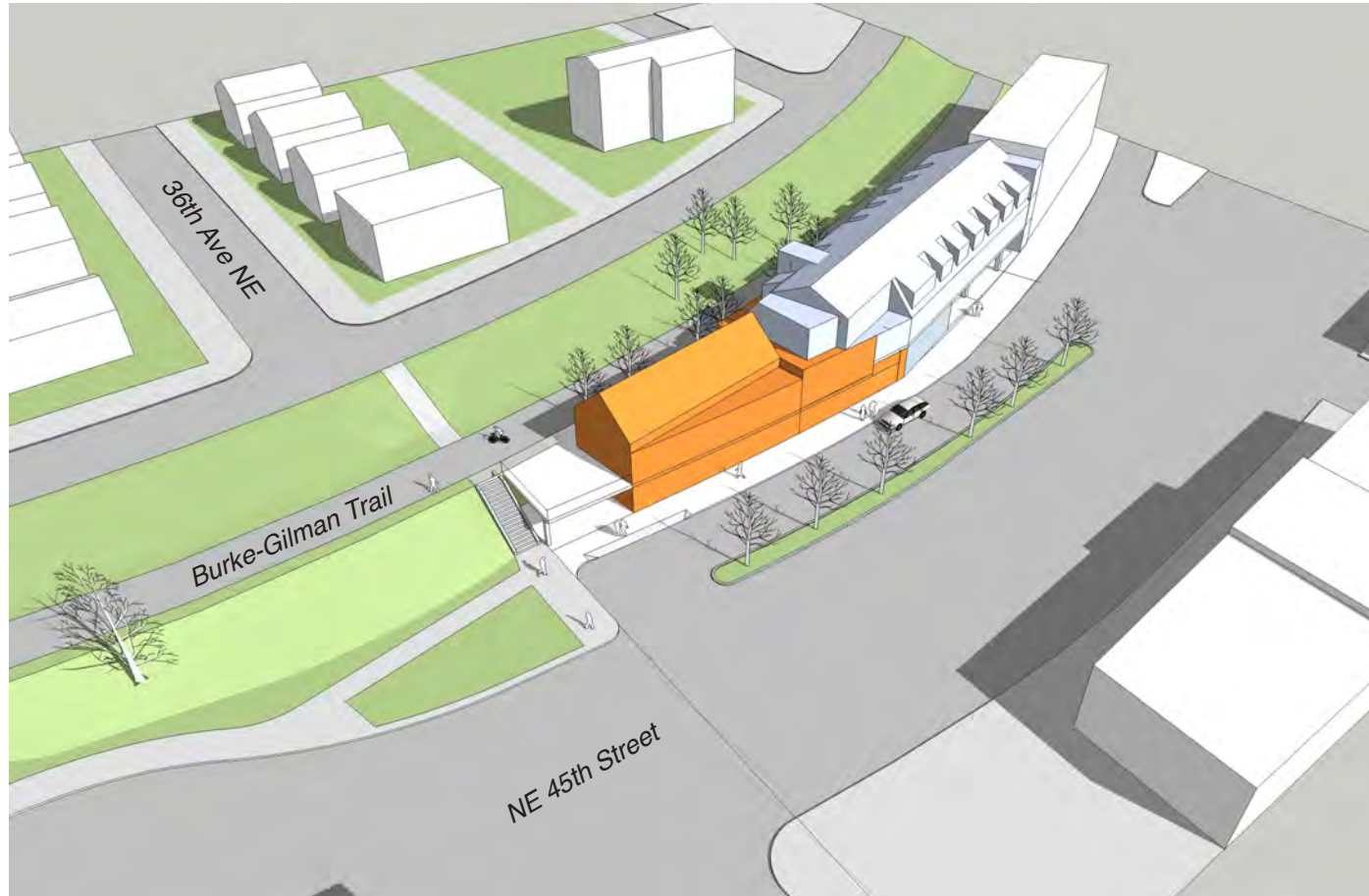


View from 36th looking South



View from the Burke Gilman Trail looking East

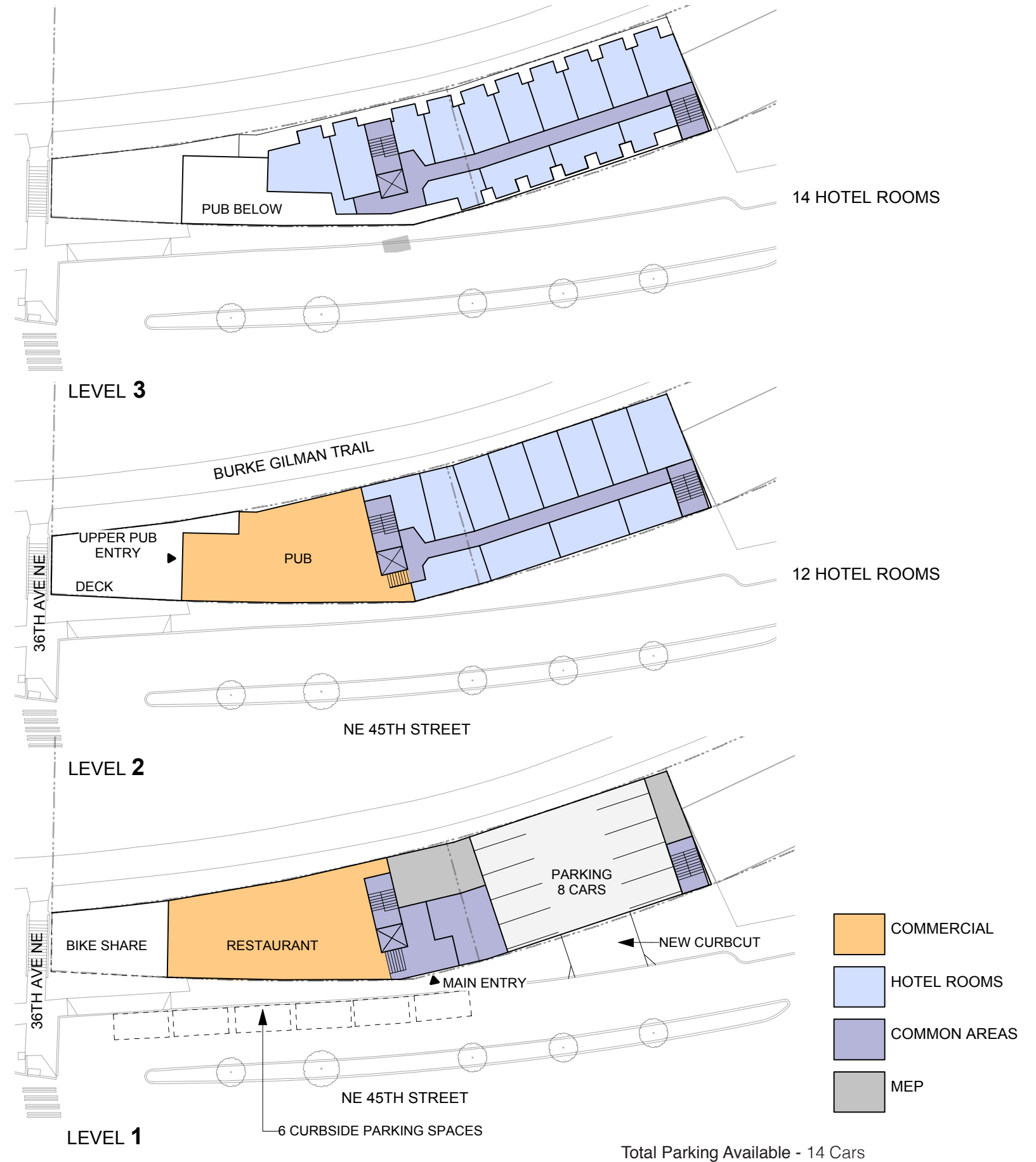
OPTION B



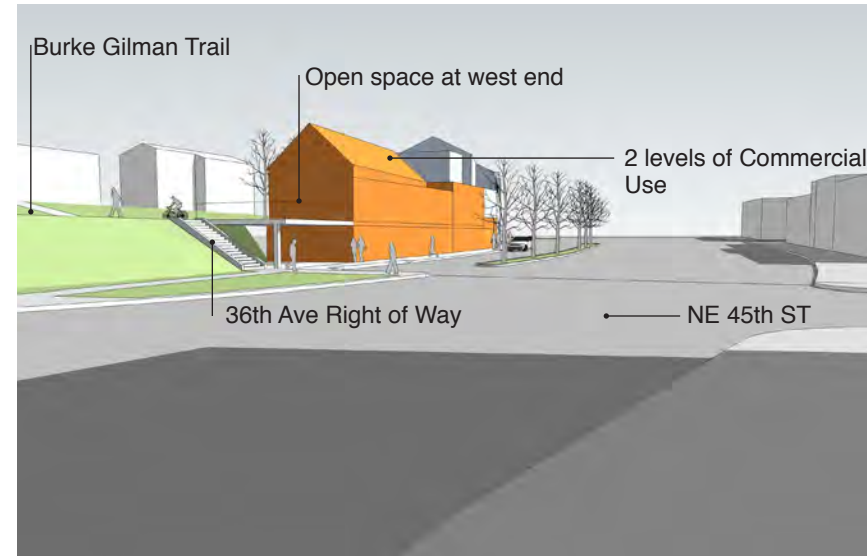
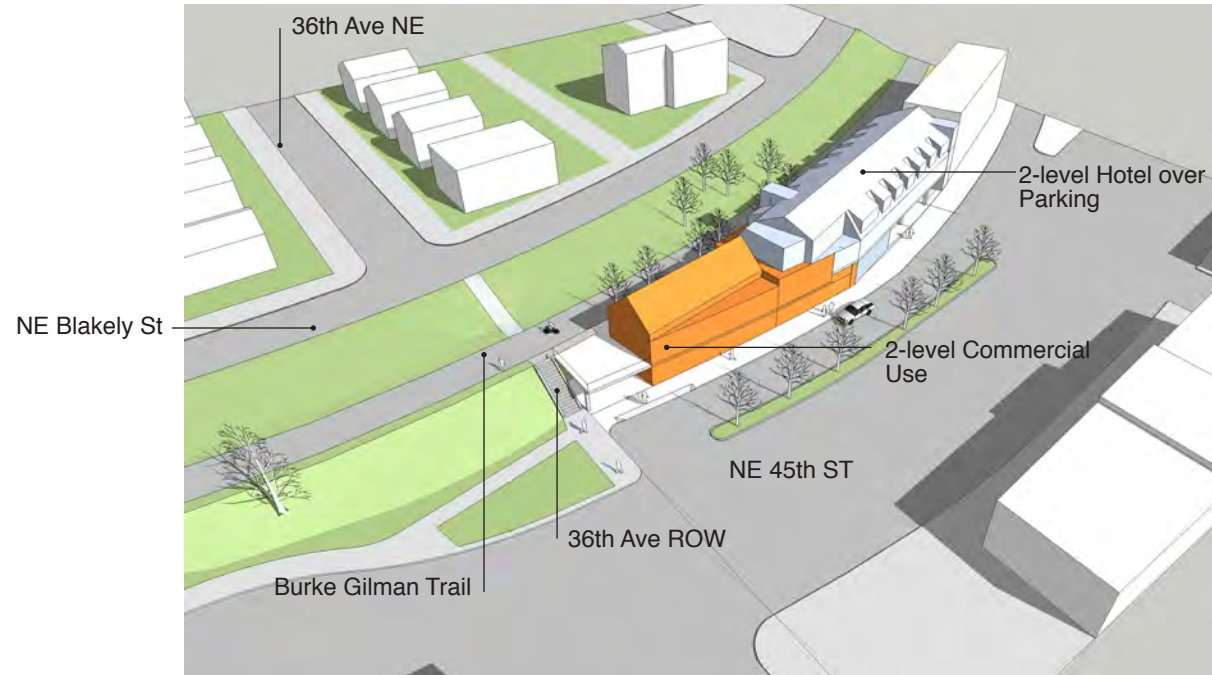
Aerial View - Looking Northeast

PARKING

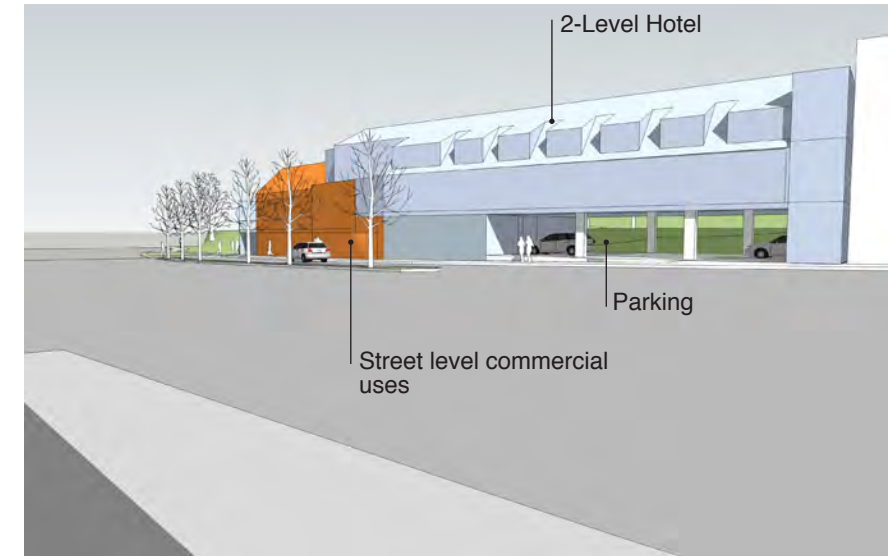
Hotel:	26 Rooms @ 1 Stall / 4 Rooms =	6.5 Cars
Restaurant:		
Level 1:	2,231 sf	
Level 2:	1,994 sf	
Total:	4,225 sf - 1,500 sf (exempt) = 2,725 sf	
	2,725 sf / 250 =	10.9 Cars
Total Required Parking		17.4 Cars
		18 Cars
Parking Quantity Exceptions		
Transit Reduction (50%)		-9 Cars
Cooperative Parking (10%)		-1 Cars
Total Reduction		-10 Cars
Total Adjusted Parking Requirement		8 Cars



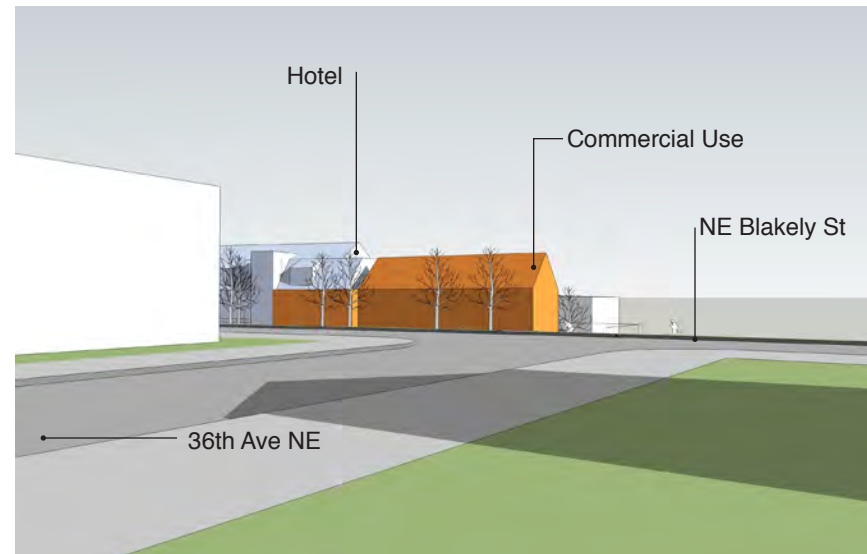
OPTION B



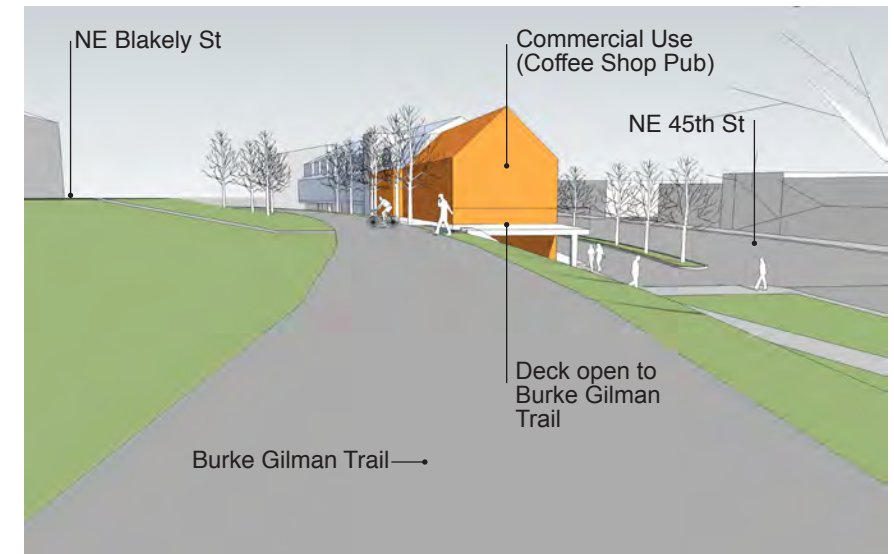
View from 45th looking East



View from 45th looking West

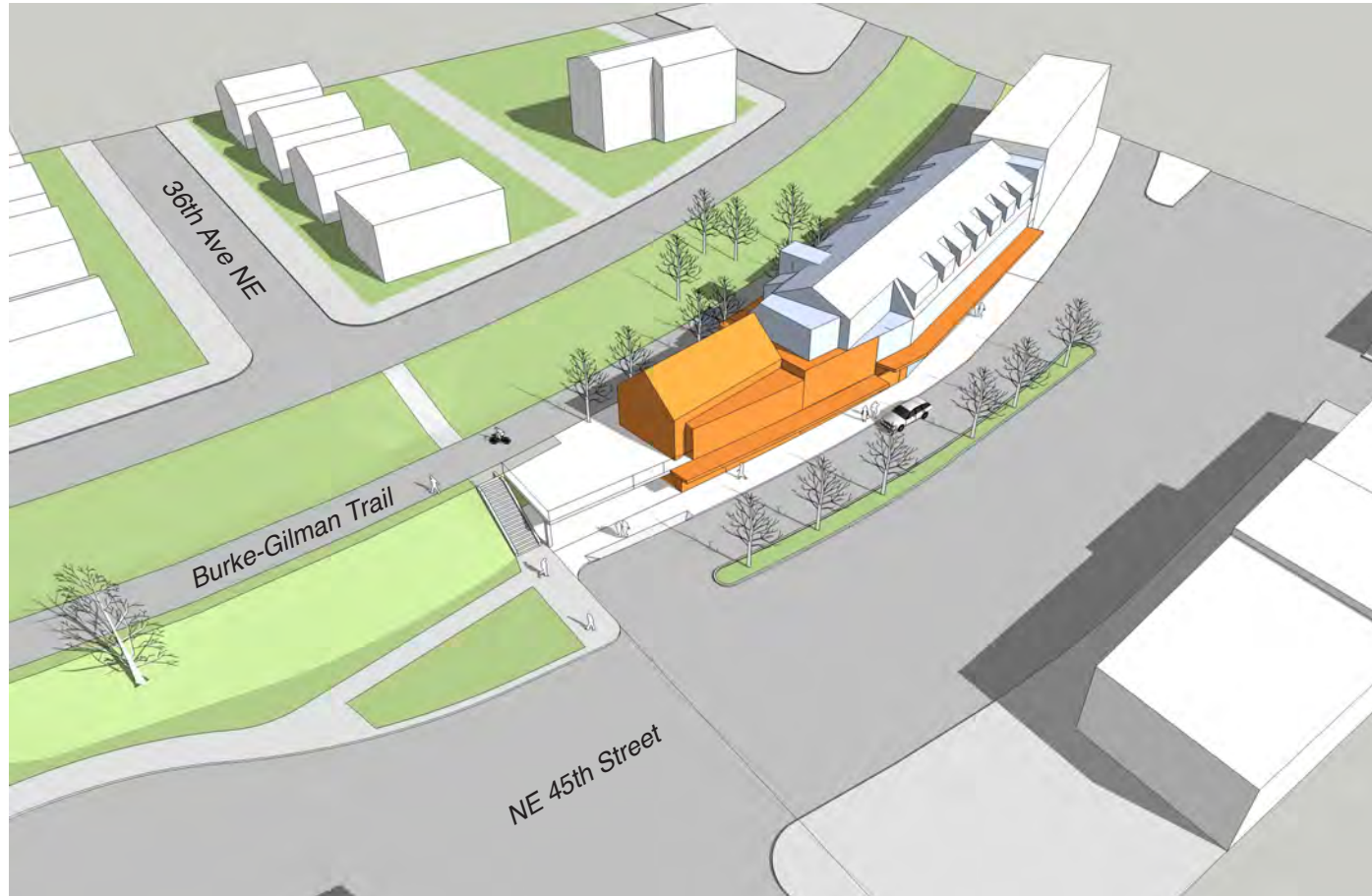


View from 36th looking South



View from the Burke Gilman Trail looking East

OPTION C



Aerial View - Looking Northeast

PARKING

Level 1 Restaurant:	2,231 sf - 1,500 sf (exempt) =	731 sf
Level 1 Retail:	2,400 sf - 1,500 sf (exempt) =	900 sf
Level 2 Restaurant:	1,994 sf - 1,500 sf (exempt) =	494 sf

Total Restaurant:	1,225 sf @ 4:1,000 =	4.9 Cars
Total Retail:	900 sf @ 2:1,000 =	1.8 Cars
Level 2 & 3 Hotel:	26 Rooms @ 1 Stall / 4 Rooms =	6.5 Cars

Total Required Parking **13.2 Cars**
14 Cars

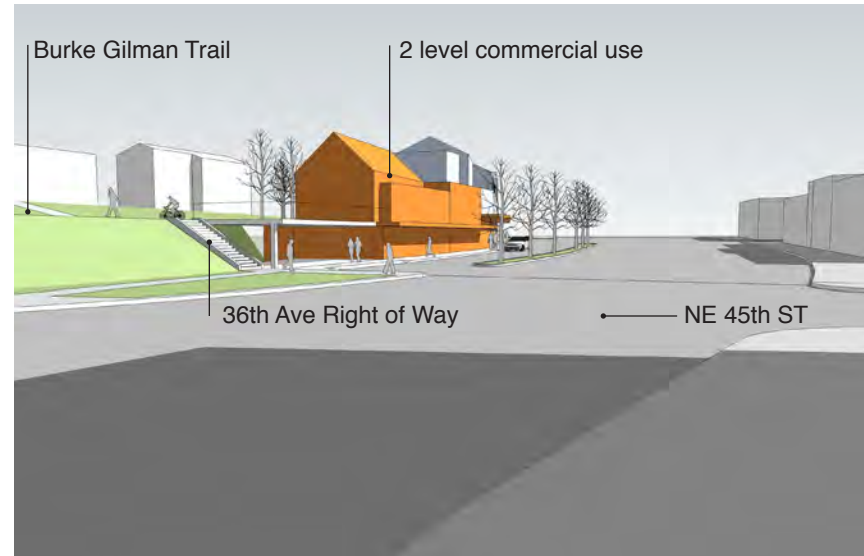
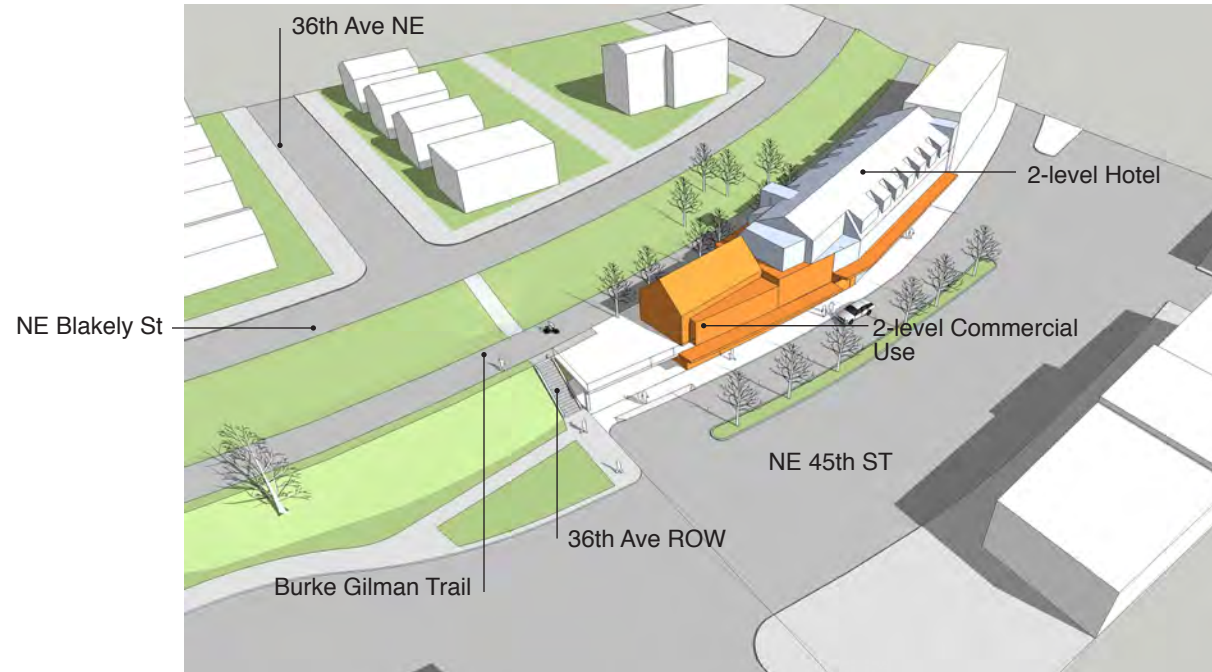
Parking Quantity Exceptions

Transit Reduction (50%)	-7 Cars
Cooperative Parking (15%)	-2 Cars
Total Reduction	-9 Cars

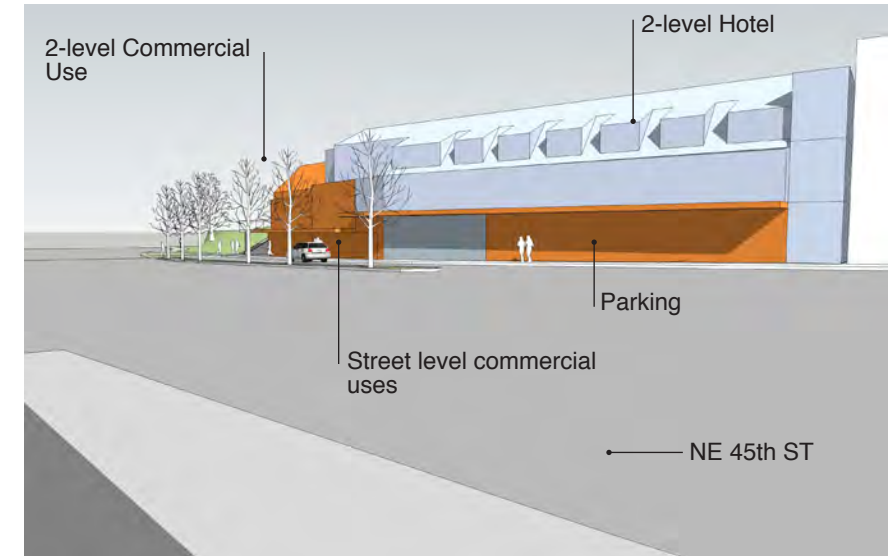
Total Adjusted Parking Requirement **5 Cars**



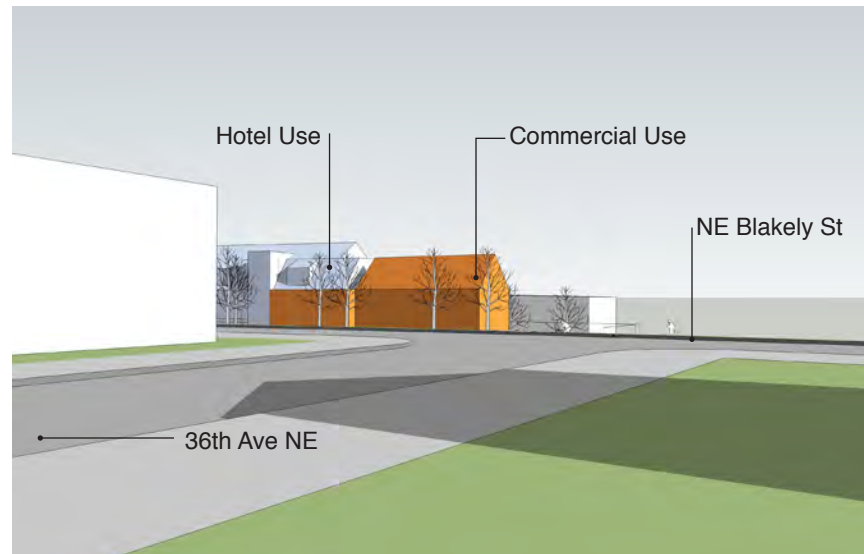
Total Parking Available - 10 Cars + 4 Cars Off-site



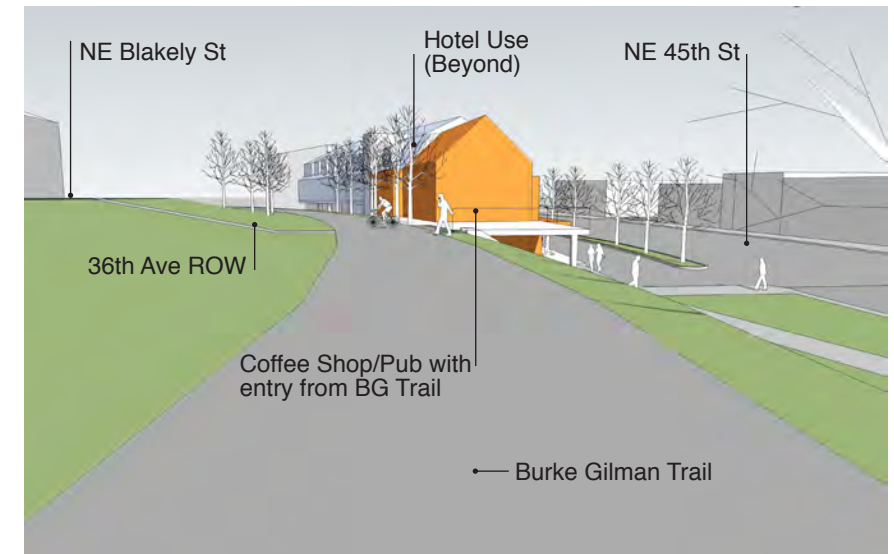
View from 45th looking East



View from 45th looking West



View from 36th looking South



View from the Burke Gilman Trail looking East



BUILDING CHARACTER

The developer wants to draw upon the lodge architecture of the National Parks of the western United States as inspiration for architectural form and character. The characteristic gabled roofs with dormers would relate well to the neighboring residential areas and the use of wood and stone and primary exterior materials would complement the natural character of the Burke Gilman Trail.



CONCEPT SKETCHES

Preliminary concept sketches to explore potential architectural direction.

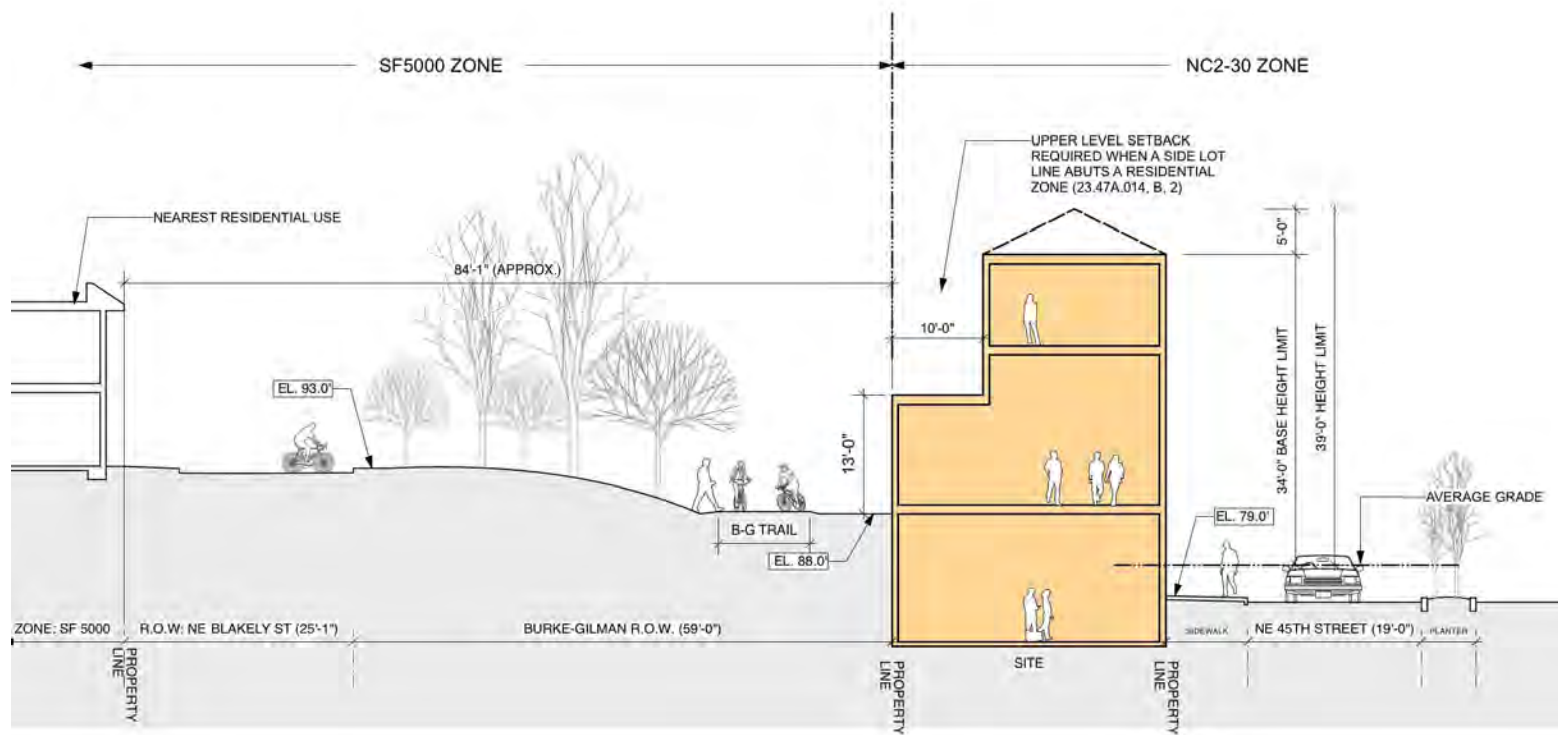
Summary of Requested Design Departures

SETBACK REQUIREMENTS
SECTION 23.47A.014

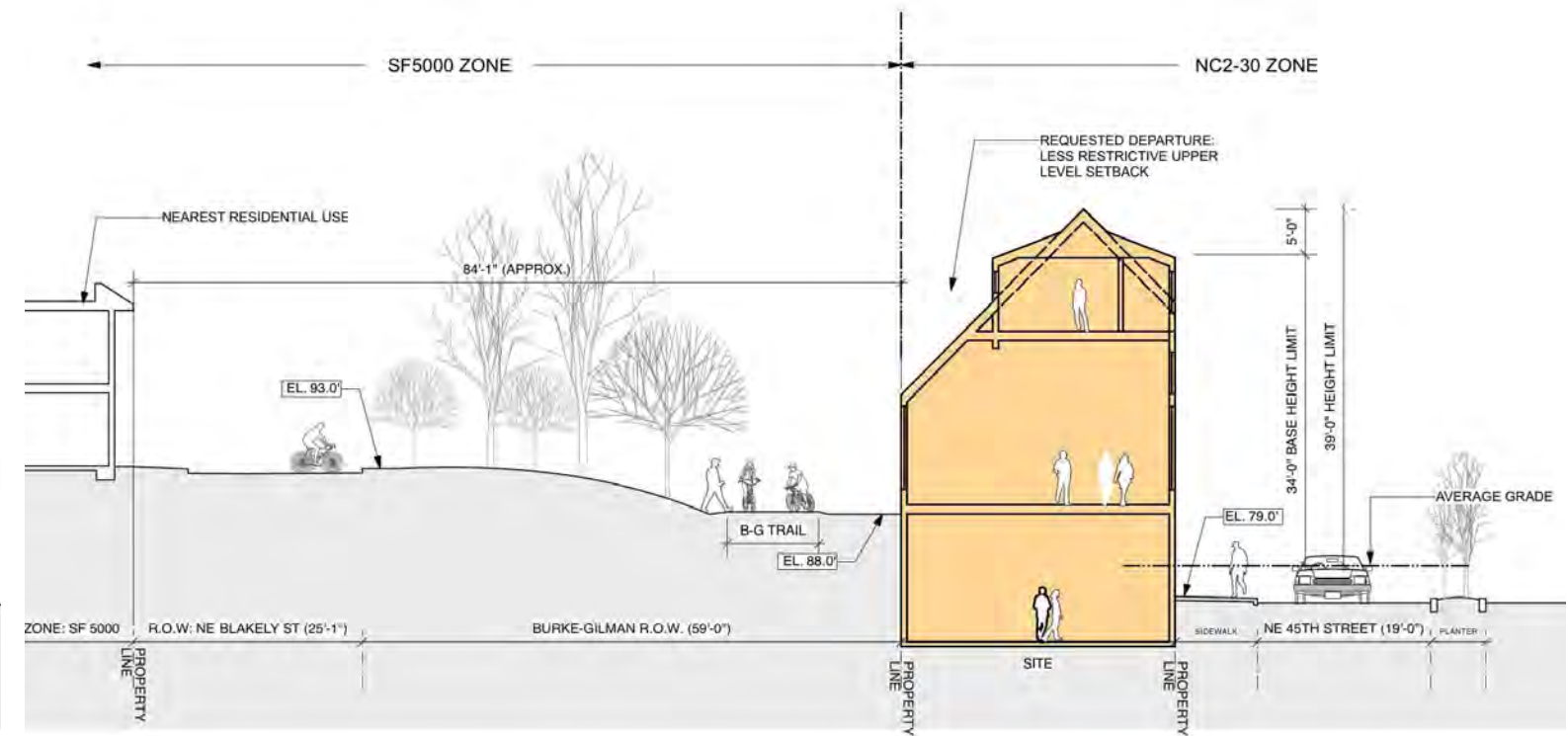
“A setback is required along any rear or side lot line that abuts a lot in a residential zone, as follows:

- a. Ten feet for portions of structures above 13 feet in height to a maximum of 65’...”

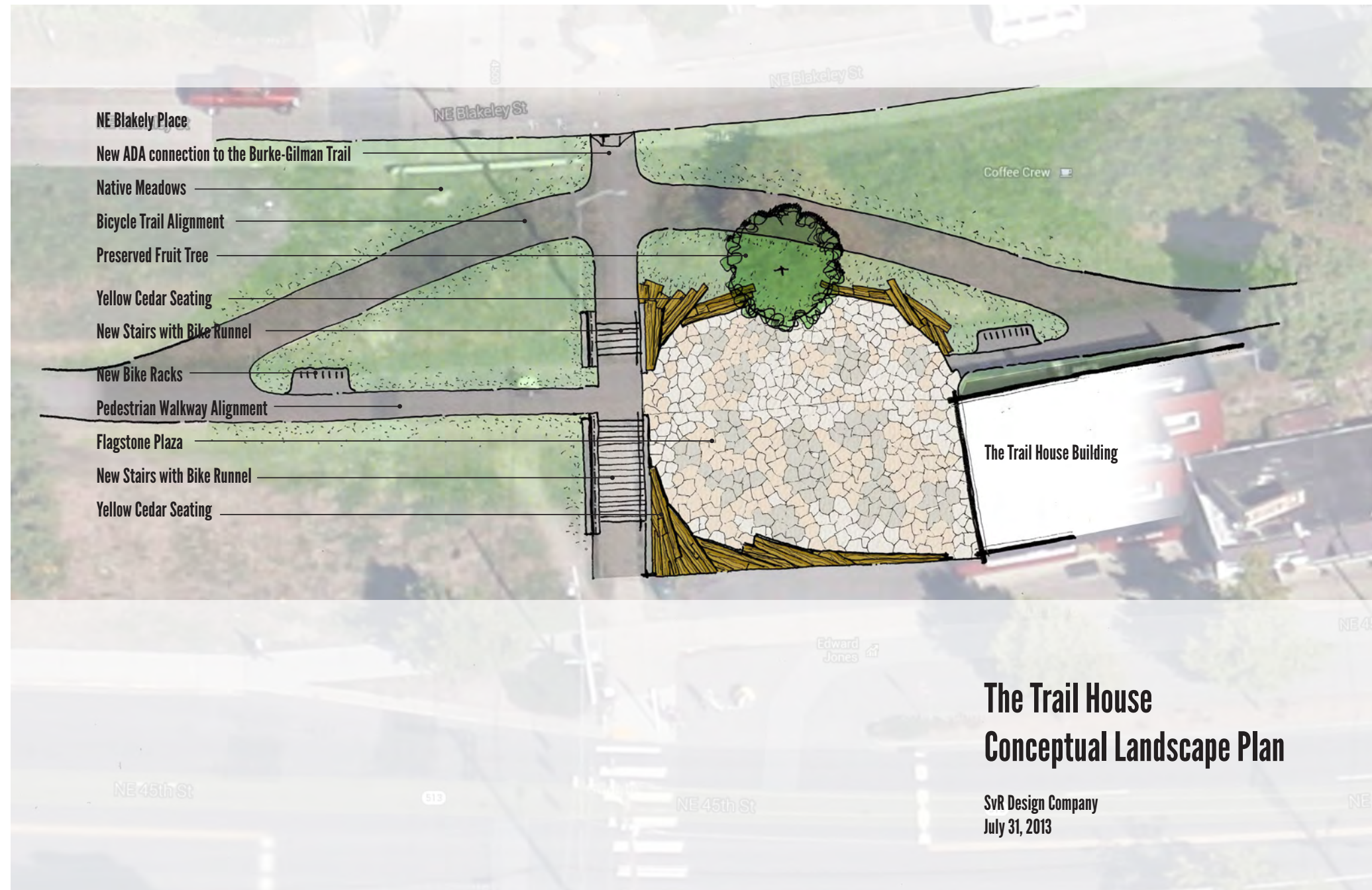
The site abuts a residential zone (SF 5000), however the portion of that zone immediately adjacent to the site is not in residential use. Rather it serves as a combination of public Right of Way (Burke Gilman Trail) and public open space. For this reason, the need for upper level setbacks to mitigate the impact of commercial buildings on neighboring residential lots does not seem applicable to this site. In order to provide flexibility in the development of the building plans, massing and roof forms, the applicant requests a design departure to allow greater flexibility in this area.



SITE SECTION ILLUSTRATING ZONING SETBACK REQUIREMENTS



SITE SECTION ILLUSTRATING DEPARTURE REQUEST



The Trail House Conceptual Landscape Plan

SvR Design Company
July 31, 2013

POTENTIAL IMPROVEMENTS TO THE ADJACENT BURKE GILMAN TRAIL

The applicant has been in discussion with the Seattle Parks Department about potential improvements to the Burke Gilman Trail adjacent to the site. The purpose of these improvements would be:

- provide a separation between pedestrian and cycle traffic in the areas on either side of the 36th Avenue pedestrian way crossing.
- provide improved ADA access to the Burke Gilman Trail.
- provide new stairs within the 36th Avenue right-of-way, with bike runnels.
- provide a new public open space at the east edge of the 36th Ave right-of-way, connecting to a new outdoor terrace space (deck) on the applicant's property.
- provide new outdoor seating opportunities.
- provide new bike racks.