



1823 EASTLAKE AVE E MIXED USE
1903 YALE PLACE E MIXED USE
EARLY DESIGN GUIDANCE PACKET
EDG MEETING JULY 24, 2013

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PROJECT TEAM

Owner

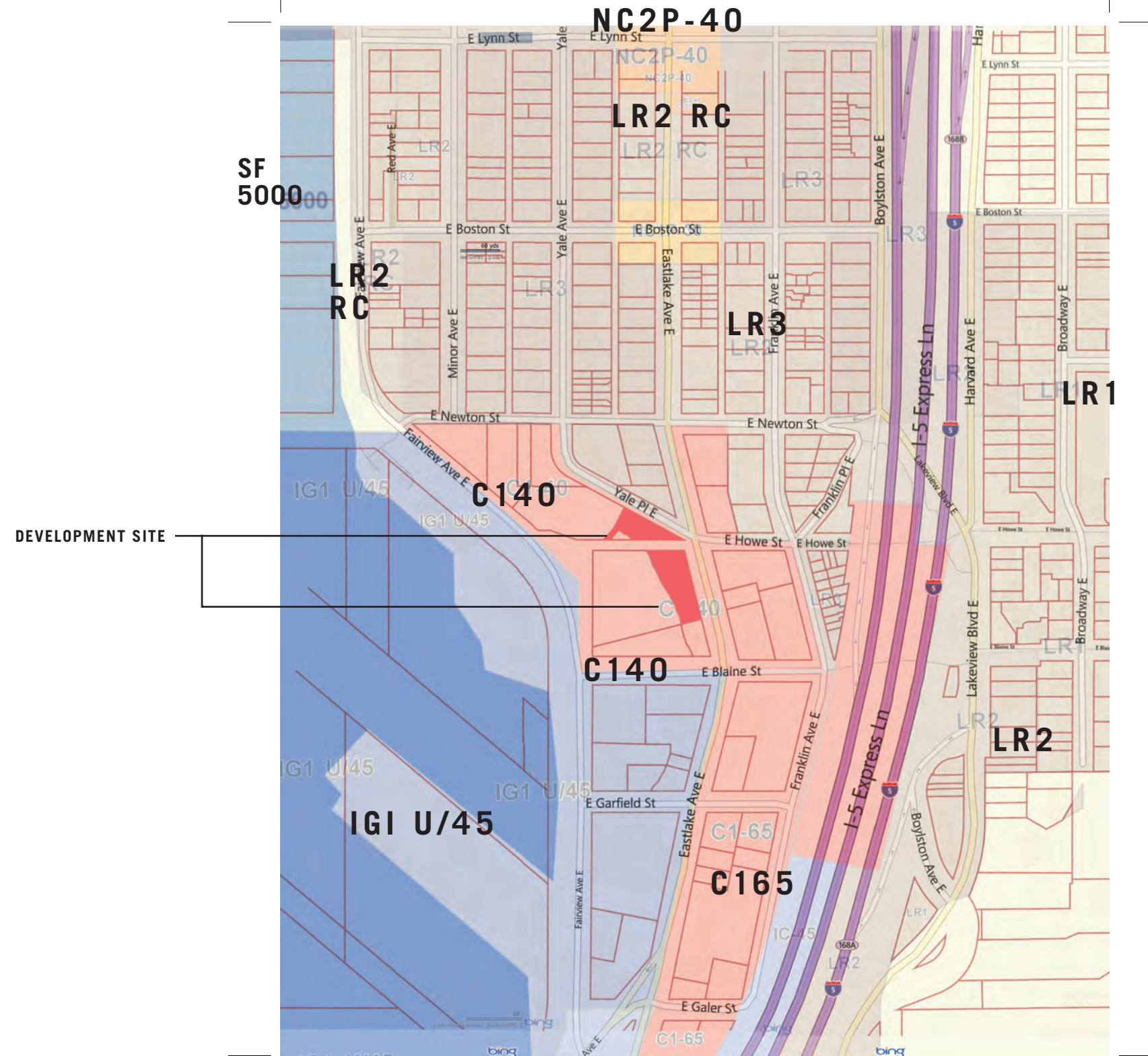
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Zoning map

Project Site

The proposed project is located at the intersection of Eastlake Avenue E and Yale Place E. DPD views the project as two separate development sites that can be reviewed through a combined Design Review Board process.

Yale Development Site 1: 10,020 SF site with approximately 200 linear feet of frontage along Yale. Address is 1903 Yale Place E.

Eastlake Development Site 2: 17,400 SF site with approximately 200 linear feet of frontage on Eastlake. Address is 1823 Eastlake Avenue E.

Unimproved Howe Street ROW 3: The unimproved ROW bisects the Yale and Eastlake development sites. The unimproved portion of ROW extends from Eastlake Ave E to Fairview Ave E.

Existing Conditions

The sites are currently occupied by a single story restaurant structure and a surface parking lot. The restaurant structure and parking lot will be demolished as part of the proposed project.

The restaurant structure was built in 1933. The applicant received preliminary confirmation from the Department of Neighborhoods that the existing structure is not historically significant. The applicant will confirm this as part of the SEPA process.

Zoning Summary

The sites are zoned C1-40/Eastlake Residential Urban Village.

Maximum height limit is 44' with 13' floor to floor height at commercial/live-work units. Live-work units are permitted outright.

Residential use is not restricted on either the Eastlake or Yale because neither are pedestrian designated zones

Parking is not required.

Project Goals

Redevelop the unimproved E Howe Street Right-of-Way (ROW) as public park that extends the pedestrian path from the Howe Street Hillclimb west toward Lake Union.

Develop a pedestrian oriented mixed use project around the future E Howe Street Park that supports vibrant small scale commercial activity at street level and provides maximum light, air and open space to each residential unit.

Development Objectives

At both sites, the proposed projects are four-story (44') mixed-use buildings with live-work units at street level and apartments at rear courtyards and on levels 2-4.

Yale Development Site 1: 1 dedicated commercial space and 2 live-work units on Level 1 (±3000 SF); ±35 apartments on Levels 1-4.

Eastlake Development Site 2: ±5 live-work units on Level 1 (±6000 SF); ±56 apartments on Levels 1-4.

Combined Parking: single level of subterranean parking to provide ±64 parking spaces. Below grade street vacation is required (see page 34).

E Howe Street ROW 3: convert the unimproved E Howe Street Right-of-Way (ROW) into public open space.

In terms of the proposed project, the E Howe Street ROW consists of two parts. Portions of the ROW between the Eastlake and Yale development sites are the applicant's responsibility to improve (opaque white on diagram). The translucent white portions represent portions of the ROW that are under the purview of adjacent property owners.

The applicant team is working with adjacent property owners and neighborhood members to develop a cohesive design approach to the entire ROW. (See page 35 for more on the ROW development).



Aerial photo of project site and vicinity



ZONING DETAIL

Departures

At this point, no departures are anticipated.

2.0 ZONING		C1-40 Eastlake Residential Urban Village														
2.1 Permitted and Prohibited Uses	23.47A.004	Live-work units permitted outright in C zones (site is not a pedestrian-designated zone) Except where expressly treated as a residential use, live-work units shall be deemed a nonresidential use.														
2.2 Street Level Use Requirement	23.47A.005.C	Eastlake: residential use at street level is not restricted because site is not in a pedestrian designated zone. Yale: Yale Pl E is not a principal pedestrian street.														
2.3 Street Level Development Standards	23.47A.008.2.b 23.47A.008.2.c 23.47A.008.3 23.47A.008.B 23.47A.008.D 23.47A.008.E	Blank facades: street facing blank segments between 2' and 8' above sidewalk may not exceed 20' in width Total of all blank facade segments may not exceed 40% of the width of the facade Street-level street-facing facades shall be located within 10' of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. Nonresidential street-level reqs. Transparency: 60% of the street facing facade between 2' and 8' above the sidewalk shall be transparent. At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; Res. floor is 4' above or 4' below sidewalk or setback min. 10' from sidewalk. Transparency and blank facade req.'s apply to live-work units.														
2.4 Structure Height	23.47A.012.A 23.47A.012B Exception	Allowable structure height = 40' Exceed by 4' if 13'-0" floor to floor height @ nonresidential street level Exceed by 7' if 16'-0" floor to floor height for multi-purpose retail sales use street level Ridge of pitched roof, other than shed or butterfly roof, may extend up to 5' with min. 4:12 pitch														
2.5 FAR	23.47A.013.A.2 23.47A.013.B 23.47A.013D Not counted in FAR Allowable FAR	If there are multiple structures on a lot, the highest FAR limit applicable to any structure on the lot applies to the combined non-exempt gross floor area of all structures on the lot, subject to 23.47A.013.A.4. FAR=3.25 for mixed use Gross floor area below grade.														
		<table border="1"> <thead> <tr> <th rowspan="2">Address</th> <th rowspan="2">Lot Area</th> <th colspan="2">Allowable</th> </tr> <tr> <th>FAR</th> <th>SF</th> </tr> </thead> <tbody> <tr> <td>1823 Eastlake</td> <td>17400</td> <td>3.25</td> <td>56550</td> </tr> <tr> <td>1902 Yale</td> <td>10020</td> <td>3.25</td> <td>32565</td> </tr> </tbody> </table>	Address	Lot Area	Allowable		FAR	SF	1823 Eastlake	17400	3.25	56550	1902 Yale	10020	3.25	32565
Address	Lot Area	Allowable														
		FAR	SF													
1823 Eastlake	17400	3.25	56550													
1902 Yale	10020	3.25	32565													
2.6 Setback requirements	23.47A.014.E.1	Yale: 3.5' setback required per PAR Howe: 11' dedication required Applicant to apply for exemption.														
2.7 Landscaping/screening	23.47A.016.A.2 23.47A.016.B	Green Factor of 0.30 or greater Street trees per SDOT														
2.8 Light and Glare	23.47A.022A 23.47A.022B	Exterior lighting must be shielded Interior parking garage lighting must be shielded to minimize glare.														

2.9 Amenity Area	23.47A.024A 23.47A.024B	Required for 5% of total gross residential floor area (excludes mech. equip. and accessory parking) All residents shall have access; shall not be enclosed; a woonerf may provide a maximum of 50% of the amenity area if approved through Design Review Min. horizontal dimension of 10'; min. 250 s.f. Private balconies and decks: min. 60 s.f., no horizontal dimension less than 6'																												
2.10 Required Parking and Loading	23.54.015.A	Commercial Uses D. Live-work units: 0 spaces for units less than or equal to 1,500 s.f.; 1 space for each unit greater than 1,500 s.f. Residential uses J. No min requirement for non-residential uses in urban villages M. No minimum requirement if: All residential uses in commercial zones within urban villages if the residential use is located within 1,230 feet of a street with frequent transit service																												
2.11 Bike Parking	Table 23.54.015 K	Table E Commercial Long-term D. Residential Uses Long-term 1 per 4 units Short-term None																												
2.12 Parking Location and Access	23.47A.032.1.c. 23.47A.00432.3 23.47A.032.B.1 23.54.030	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 pursuant to 23.47A.032.C; curb cuts per 23.54.030.F.2.a.1. With residential structures, see NC zone requirement 23.47A.032.B.1 Parking shall not be located between a structure and a street lot line (Exhibit A for 23.47A.032). See standards																												
2.13 Solid Waste	From Table 23.54.040 Table A	shall meet the storage space requirements shown in Table A for 23.54.040 for residential development plus 50 percent of the requirement for nonresidential development. Storage space for garbage may be shared between residential and nonresidential uses, but separate spaces for recycling shall be provided.																												
		<table border="1"> <tbody> <tr> <td>Eastlake</td> <td>(50-100 dwelling units)</td> <td>375</td> <td>SF</td> </tr> <tr> <td></td> <td>add 4 s.f. for each add. unit >50 12</td> <td>48</td> <td></td> </tr> <tr> <td></td> <td>(5000-15000 SF commercial)</td> <td>62.5</td> <td>SF</td> </tr> <tr> <td colspan="2">Total required storage space (approx)</td> <td>485.5</td> <td>SF</td> </tr> <tr> <td>Yale</td> <td>(26-50 dwelling units)</td> <td>375</td> <td>SF</td> </tr> <tr> <td></td> <td>(0-5000 SF commercial)</td> <td>41</td> <td>SF</td> </tr> <tr> <td colspan="2">Total required storage space (approx)</td> <td>416</td> <td>SF</td> </tr> </tbody> </table>	Eastlake	(50-100 dwelling units)	375	SF		add 4 s.f. for each add. unit >50 12	48			(5000-15000 SF commercial)	62.5	SF	Total required storage space (approx)		485.5	SF	Yale	(26-50 dwelling units)	375	SF		(0-5000 SF commercial)	41	SF	Total required storage space (approx)		416	SF
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	23.54.040.D.1	For containers larger than 2 cubic yards and all compacted refuse containers: Direct access shall be provided from the alley or street to the containers Access gate 10' min. 21' overhead clearance shall be provide for direct access by collection vehicle																												
2.14 Structural Building Overhangs	23.53.035	8' min. above sidewalk 26' min. above alley Balconies 3' horizontal projection max.																												
2.15 SCL Requirements	Yale Place E	10' Setback from overhead power lines																												
2.16 SDOT Requirements		Eastlake: Seal off abandoned driveway																												

The project is located at the south end of the Eastlake Residential Urban Village. The urban fabric maps closely to current zoning heights. North of site, building heights are primarily 2–3 stories; at the project site, they are 3–4 stories, south of the site, 4–6 stories.

Eastlake Avenue E

Eastlake Avenue E is an arterial with frequent transit and heavy vehicular traffic. Eastlake is also an established scenic route and route of the future streetcar.

North and east on Eastlake Ave E are 3-story residential and commercial structures (KIRO TV, Lake Union Terrace Apartments 1, Arts Conservation Service 2, Abbey Park Apts, Villa Capri Apartments 3) and a surface parking lot.

South/southwest of project site 4, the remainder of the block is currently undeveloped. A DRB proposal for a biotech building on the adjacent site (1818 Fairview Avenue E, DPD 3012732) received DRB recommendation in September 2012.

South on Eastlake Ave E, the buildings are larger scaled biotech and mixed use buildings 5.

Yale Place E

Yale Place E is a 2-way side street. To the northwest on Yale Place E are 3-story commercial structures (Hart Crowser 6, WCI Voice and Data Service).

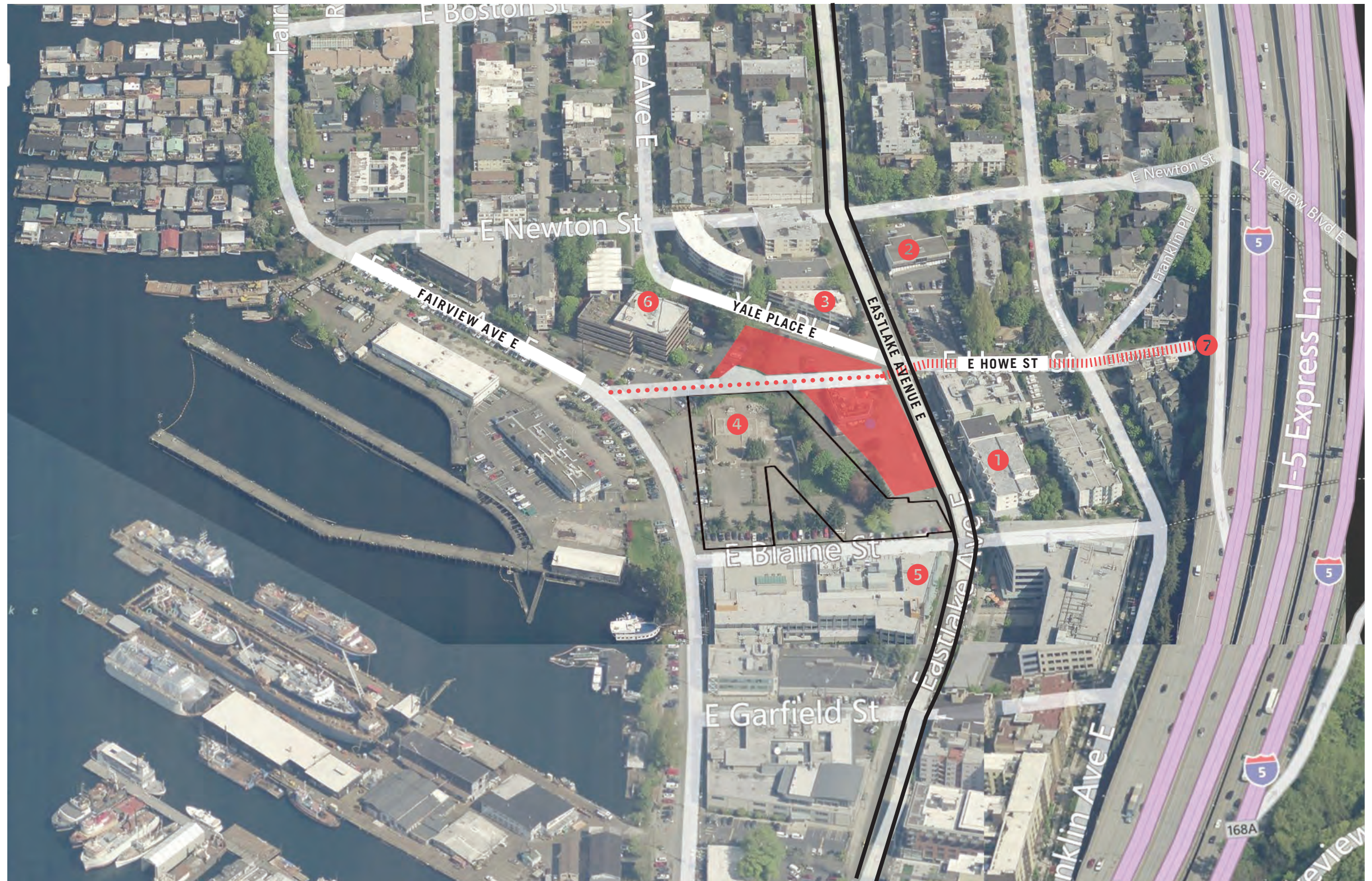
Across Yale Place E are 3 and 4-story apartments (Delta Vista Apartments, Villa Capri Apartments 3).

Unimproved E Howe Street ROW

The unimproved E Howe Street ROW extends from Eastlake Ave E to Fairview Ave E. Currently it is used for surface parking (Don Eduardo's, Hart Crowser) and has an steep slope. If improved, it would connect Lake Union with the E Howe Street Hillclimb, which runs from 10th Avenue on Capitol Hill to the base of Colonnade Park 7 east of the site.

Fairview Ave E

Fairview Avenue E is also called the Cheshiahud Lake Union Loop. It is a shared car/bike/pedestrian loop around Lake Union that provides public access to the lake and connects the lakefront parks.



- Frequent transit
- Pedestrian (existing)
- Pedestrian (future)

URBAN DESIGN ANALYSIS

Design Cues/Opportunities

Design cues for the project derive from study of neighborhood building scale/massing, open space, use and site circulation. The project is an opportunity for a contemporary project with parcel-based massing and street level commercial nodes. It is also an opportunity to create layered street level landscaping /open space typical of many residential projects in the area and pedestrian connections in and around the site.

Granular Building Scale: The project sites are situated in a zone of transition between typical Eastlake “parcel based” structures (structures primarily on single parcels) and “half/full block structures” more characteristic of South Lake Union that start south of E Howe Street on Eastlake.

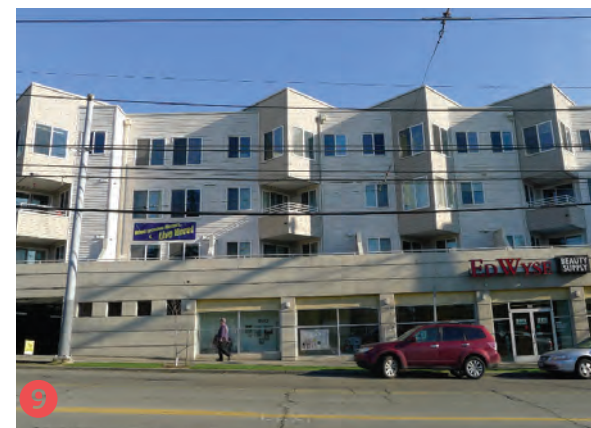
Commercial nodes: To the north of the site, Eastlake Avenue E is characterized by nodes of street level commercial at street intersections. Mid-block, between nodes, the dominant building type is residential.

Urban-scale Movement: the Howe Street Hillclimb is longest urban stairway in Seattle (388 steps). It travels from 10th Avenue on Capitol Hill to the base of Colonnade Park east of the site. The Hillclimb is heavily traveled by runners and walkers.

Architectural Style: Throughout the neighborhood, buildings reflect the era in which they were built. There are older, more traditional brick buildings alongside predominantly modern buildings from every decade.

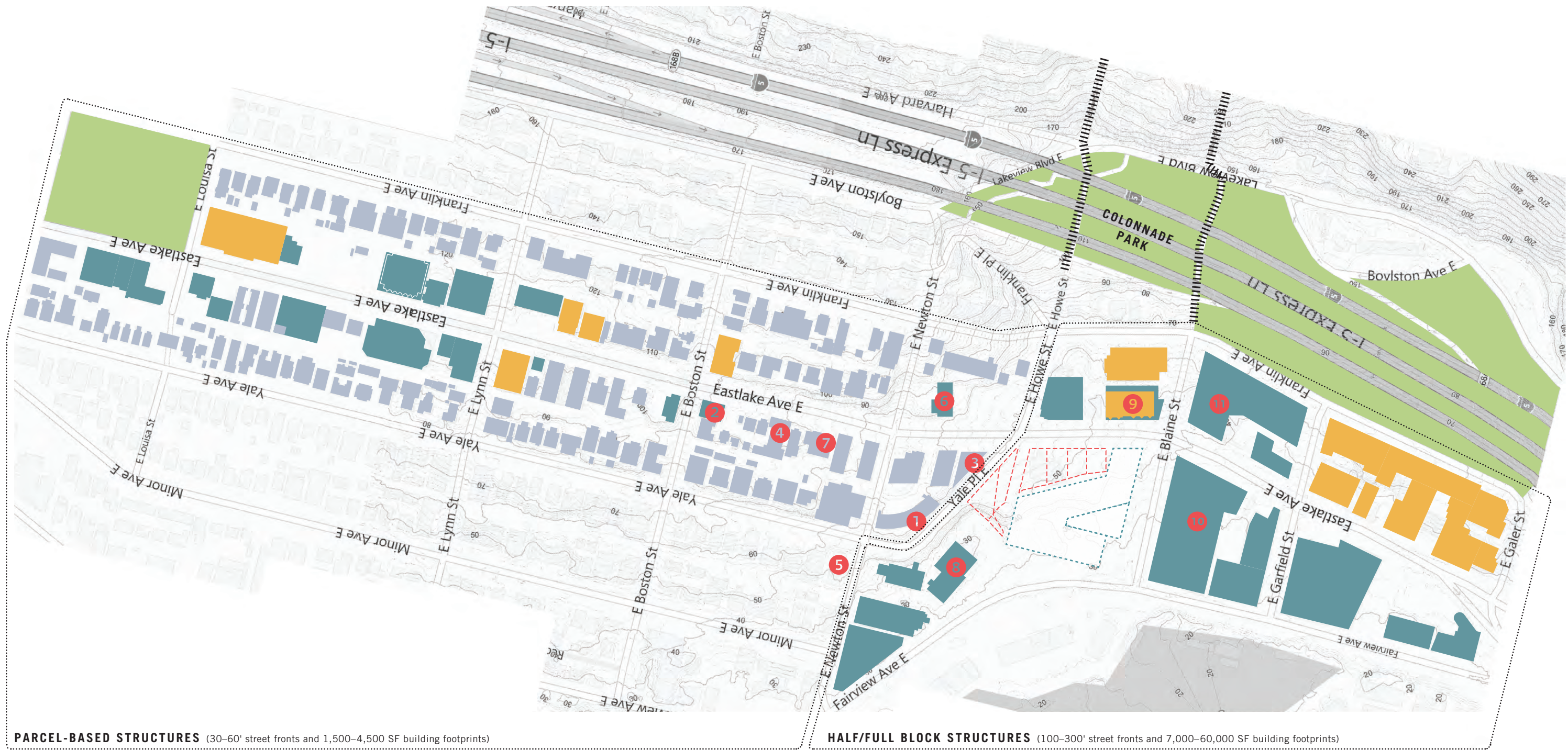


“Parcel-based” structures north of site. Includes typical examples of eclectic architecture that reflects the era in which it was designed and built.



“Half-block” structures south and west of site.

- Residential building
 - Commercial building (existing)
 - Commercial building (future)
 - Mixed-use building
 - Proposed scheme
- ||||| E Howe Street and E Blaine Street Hillclimbs



Analysis of site shows predominance of parcel based structures north of the site and larger half/full-block structures south of the site. Diagram also shows concentration of commercial uses at intersections.



URBAN DESIGN ANALYSIS

Design Cues/Opportunities continued

Site specific circulation/topography: Eastlake, in general, and the development sites, in particular, have complex topography which typically slopes east-west toward Lake Union.

Smaller, parcel-based structures often use of external means of circulation to navigate site slopes. Ramps, stairs, bridges are commonly used for site specific transition elements that individualize the street level experience.

Open Space/Landscaping: Colonnade Park, located under I-5 between Howe and Blaine Street stairways, is an inventive public open space in a neighborhood where open space opportunities are limited. Street end parks, the terraced Pea Patch and courtyard buildings represent similar thinking at smaller scales

Design Constraints

No allies: Neither project site has an alley. Parking and services will be located to prioritize pedestrian, commercial streetscapes and future E Howe Street Park.

Power poles on Yale: massing designed around future power pole locations.

Irregular site shape and topography: Parcel shapes, length of street frontages and topography are a challenge for efficient building forms that address appropriate scale, massing and street-level development.

Future building at 1818 Fairview: Eastlake development site needs to allow for light and air to all units without counting on south and west exposure. All proposed options in the packet have been developed with 1818 Fairview project in mind.



Howe Street Hillclimb through Colonnade Park



Louisa Street End Park



Newton Street End Park



Eastlake Pea Patch

SITE STAIRS



1 Hart Crowser Steps



2 Site stair to Eastlake

MULTISTORY EXTERIOR VERTICAL CIRCULATION



3 Villa Capri Exterior Stairs



4 WCI Parking Stair

EXTERIOR TRANSITIONS BETWEEN RESIDENCE AND STREET



5 Abbey Park Apts Entry Stairs



6 Bridge Access to Willis Apts

Locations of typical exterior circulation elements.



EXTERIOR BRIDGES/HORIZONTAL CIRCULATION



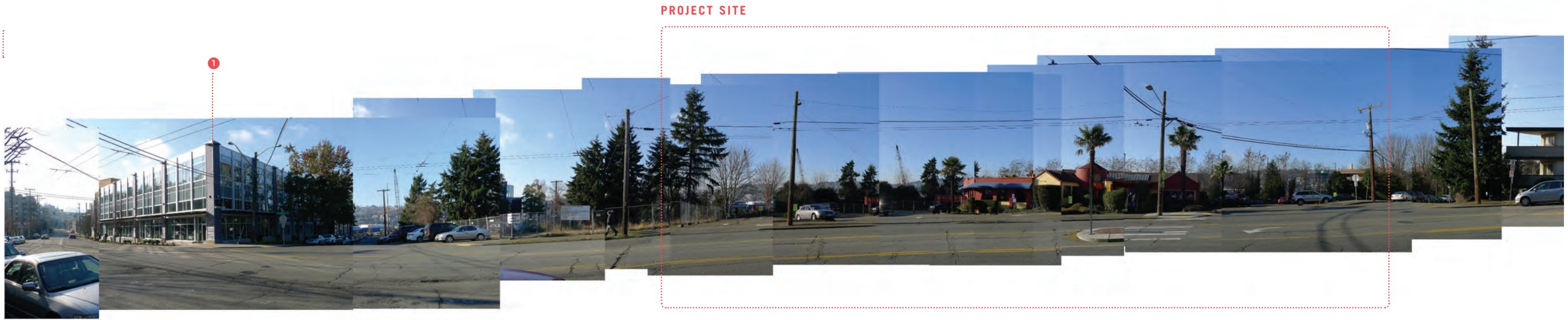
4 WCI Access Ramp



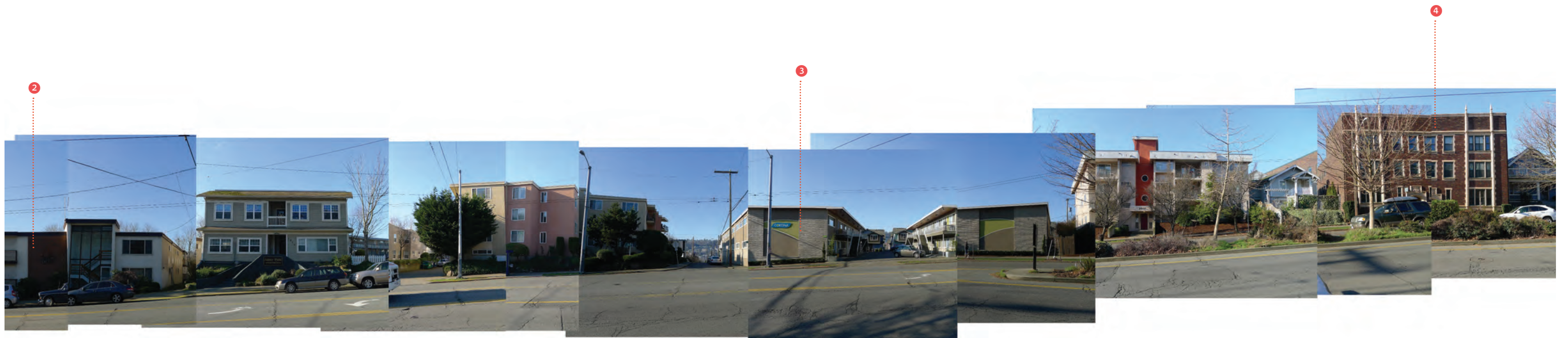
7 Cortina Apts Exterior Circulation



EASTLAKE AVE E STREETScape



Eastlake Avenue E looking west



EASTLAKE AVE E STREETScape



Eastlake Avenue E looking east



YALE PLACE E STREETSCAPES



PROJECT SITE



E Yale Place looking south



1

2

ACROSS FROM PROJECT SITE



E Yale Place looking north

SITE ANALYSIS

The project sites and ROW are occupied by a single story restaurant and surface parking lot. The site has two ECAs: steep slope at the northwest corner of Yale site ⑥ and liquefaction on Yale site. No setbacks from the ECAs are anticipated.

Topography

The high point of the site is at the northeast site corner (±58.5' above sea level) ①. The site slopes radially down 6'-11' to the west and south with the lowest elevation along Eastlake Ave E at ±48.5' ②. The lowest point along Yale Pl E is ±52.5 feet ③.

Eastlake Avenue E

Eastlake Ave E has 12' sidewalks ④, a 50' roadway and three curbcuts along the site frontage. High voltage power lines on Eastlake Ave E are located on the opposite side of the street and will not impact the proposed buildings.

Yale Place E

Yale Place E is a 2-way side street with street parking permitted on both sides of the street. It has 9-10' sidewalks ⑤ and ±25' roadway. A 3.5' setback from the Yale property line is required. Power poles along Yale will require an additional 3-4' set back at Level 4.

Directly across from the site is a 70' curbcut for parking at the apartment across the street.

Unimproved Howe Street ROW

DPD's preliminary assessment of the sites called for 11' ROW dedication on each side of E Howe St. On a typical ROW, this dedication would be for sidewalks, etc. Since the E Howe Street is proposed as a pedestrian open space, the applicant is pursuing an exemption from this. Based on meetings with DPD/SDOT, the exception application is reasonable and a similar exception was granted to the 1818 Fairview project. This is handled through the ROW Improvement Exception Request process and does not involve departures.

Access

Current vehicular access to both sites is from curbcuts on Eastlake Ave E. Because DPD views the project as two development sites, a curb cut on both Yale and on Eastlake would be permitted outright.

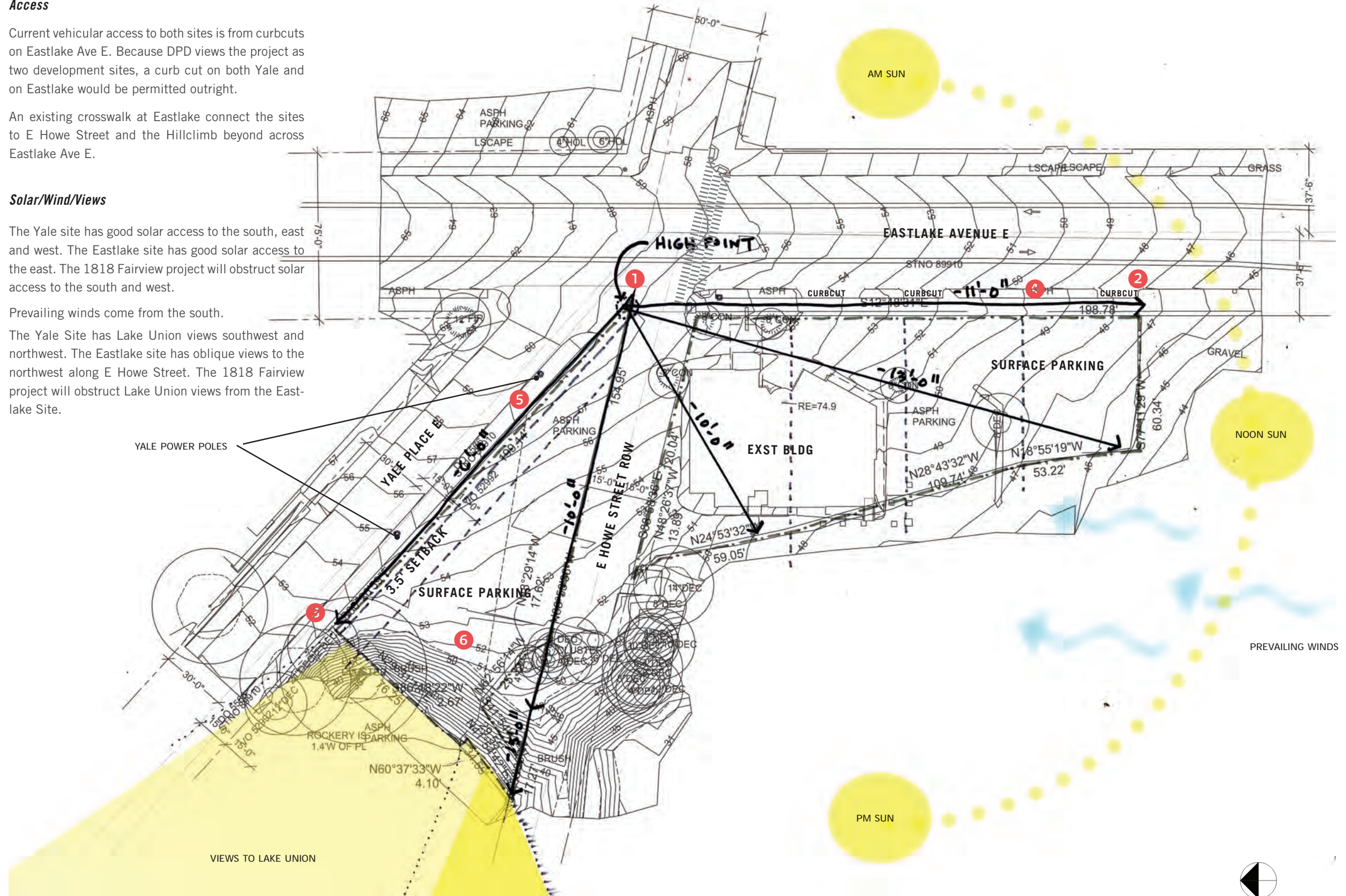
An existing crosswalk at Eastlake connect the sites to E Howe Street and the Hillclimb beyond across Eastlake Ave E.

Solar/Wind/Views

The Yale site has good solar access to the south, east and west. The Eastlake site has good solar access to the east. The 1818 Fairview project will obstruct solar access to the south and west.

Prevailing winds come from the south.

The Yale Site has Lake Union views southwest and northwest. The Eastlake site has oblique views to the northwest along E Howe Street. The 1818 Fairview project will obstruct Lake Union views from the Eastlake Site.



SITE PLANNING

A-1 Responding to Site Characteristics

Both development sites are irregularly shaped parcels. All proposed options involve alphabet-based diagrams to create opportunities for human scale massing and retail at street level; generous open space and landscaping; and good solar exposure, ventilation and privacy for residential units.

A-2 Streetscape Compatibility

At street level, all options integrate the future E Howe Street Park and interstitial courtyards to establish a rhythm of open space and live work units that is in keeping with Eastlake's parcel based structures.

The street facing courtyards also echo the Eastlake tradition of street level landscaping between buildings and at entry courtyards.

A-3 Entrances Visible from the Street

In all options, street level live-work, future E Howe Street Park and landscaped courtyards create a framework for commercial activity at the street and residential open space at grade.

Street level live work entrances will be highly transparent with entrances visible from the street. Live work units will also have direct access to landscape courtyards.

A-4 Human Activity

Live work units will create opportunities for sidewalk spillover (outdoor eating, public gathering, etc.). Street level courtyards will support passive recreation and provide for layered landscape and pedestrian amenities along the streetscape.

A-6 Transition Between Residence and Street

In the preferred option, the primary residential entry to each building is set back from the street in a courtyard. The path to the entrance lobby is to be a layered transition from street to residential lobby including landscaping, signage and lighting. Exterior circulation elements - stairs, ramps, elevated walkways, may also be incorporated to help with site transitions and to provide visible cues for entry.

A-7 Residential Open Space

Residential open space is central to all options. The future E Howe Street Park and building courtyards define each massing scheme. The intent has been to explore opportunities for solar exposure, passive ventilation, privacy and smaller-scaled landscaped amenity space at residential units.

A-8 Parking and Vehicle Access

The preferred parking option (Option 3) consists of a subterranean parking structure that is below both project sites and the future E Howe Street Park. This approach requires a below grade street vacation. Parking is not required for the project, but both the applicant team and community members have an interest in parking as part of the project. With the preferred parking option, the parking ratio is 60-65%.

The preferred option maximizes parking quantity, minimizes automobile impacts on Eastlake and helps keep vehicular traffic away from the future E Howe Street Park.

HEIGHT, BULK, SCALE

B-1 Height, Bulk, and Scale Compatibility

In all options, building massing and building heights step with the topography and have street level open space. Building massing is informed by parcel based scale found north on Eastlake. Building heights are in scale with current and future development.

ARCHITECTURAL ELEMENTS AND MATERIALS

C-2 Architectural Concept and Consistency

The preferred option establishes a strong diagram for both development sites and the future E Howe Street Park. Further project development will focus on reinforcing and clarifying the diagram through material selection and details, exterior circulation, relationship between solid areas and windows/voids, and landscaping.

C-3 Human Scale

See C-2.

C-4 Exterior Finish Materials

See C-2.

PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrance

See A-6, A-7 and E-3.

D-9 Commercial Signage

To be addressed during Recommendation phase.

D-10 Commercial Lighting

To be addressed during Recommendation phase.

D-11 Commercial Transparency

To be addressed during Recommendation phase.

LANDSCAPING

E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including Green Factor and Green Stormwater Infrastructure (GSI), will be concentrated in the future E Howe Street Park, along street frontages and in interstitial street level courtyards. Team will make use of native vegetation, habitat support, pervious pavement, green stormwater infiltration opportunities where possible.

E-3 Landscape Design to Address Special Site Conditions

The future E Howe Street Park is conceived as both path and place — a passive park and a connection between Howe Street Hillclimb and Fairview Ave E. The park is an opportunity to reclaim the ROW as a public open space. The park has potential for vegetated berms, rain garden, bioswales, other Low Impact Development techniques to be developed in conjunction with landscape architect and civil engineer. Design team also includes public artist Mike Phifer.

COMMUNITY

Response to the Priority Design Guidelines also reflects response to the Draft Eastlake Neighborhood Specific Design Guidelines.

The applicant team met with community members twice and together we are working to identify the future E Howe Street Park program. There has been discussion about passive recreation (spaces for reading, picnicking, etc), public gathering, urban farming, and “pop-up” activity — street food, open air market, etc.

The future E Howe Street Park will involve a collaborative effort between the city, applicant team, 1818 Fairview team and community members.

OPTION 1: "L" SCHEME

DESIGN GUIDELINES REFLECTED IN OPTION 1

- A-1 Alphabet massing responds to site conditions
- A-2 Option has small scale rhythm of open space and building massing
- A-3 Street level live work offer opportunities for active, transparent streetscape
- A-4 Live-work, ROW park, building courtyards create framework for human activity
- A-6 Courtyards allow for layered path to residential entries
- A-7 Building courtyards, park provide generous residential open space
- B-1 Massing diagram breaks down building scale
- D-1 ROW park, building courtyards provide street level pedestrian open space
- E-2 Landscape concentrated at ROW street frontage and building courtyards
- E-3 Landscaped ROW is central to project

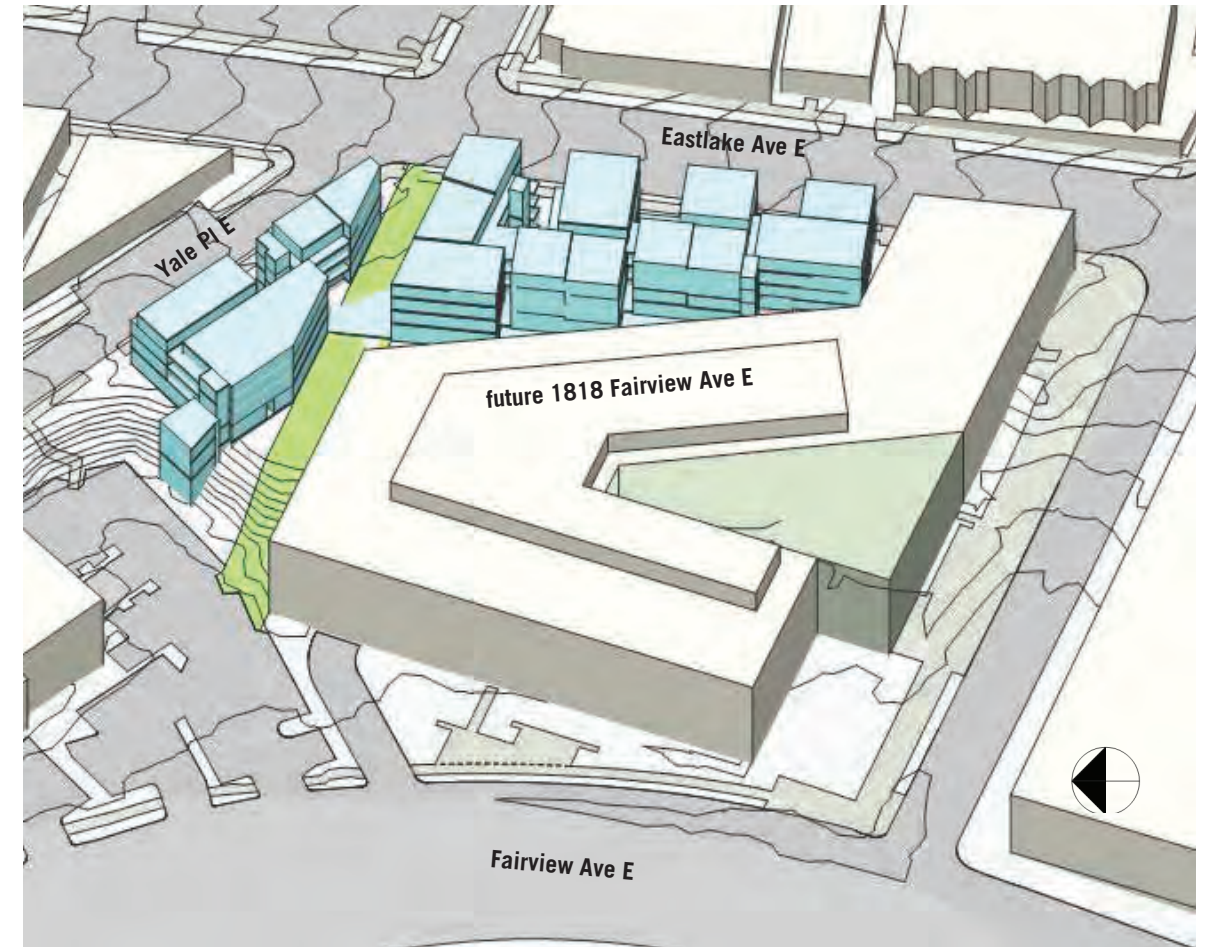
PROJECT DATA

EASTLAKE SITE

(no dedicated commercial spaces)
±9 live-work units (±7100 SF)
±55 residential units (±35,300 SF)
±33 below grade parking spaces
±3700 SF ground level open space (does not include E
13' floor-to-floor height at live-work
56,500 SF Total FAR

YALE SITE

1 commercial space (±750 SF)
±4 live-work units (±2700 SF)
±26 residential units (±17,500 SF)
±12 below grade parking spaces
±1,100 SF ground level open space (does not include E
13' floor-to-floor height at live-work
±30,000 SF Total FAR



Option 1 from west

PROS

Staggered "L-shaped" building elements have street-facing courtyards and single loaded corridors - opportunities for solar access, views and for passive ventilation.

Rhythm of building elements and intermediary courtyard spaces reduces scale along street front

Residential entries is visible in courtyard, close to Eastlake Ave. E.

CONS

Massing is focused at back of Eastlake site. Many units face the future 1818 Fairview project directly. This creates privacy/view issues.

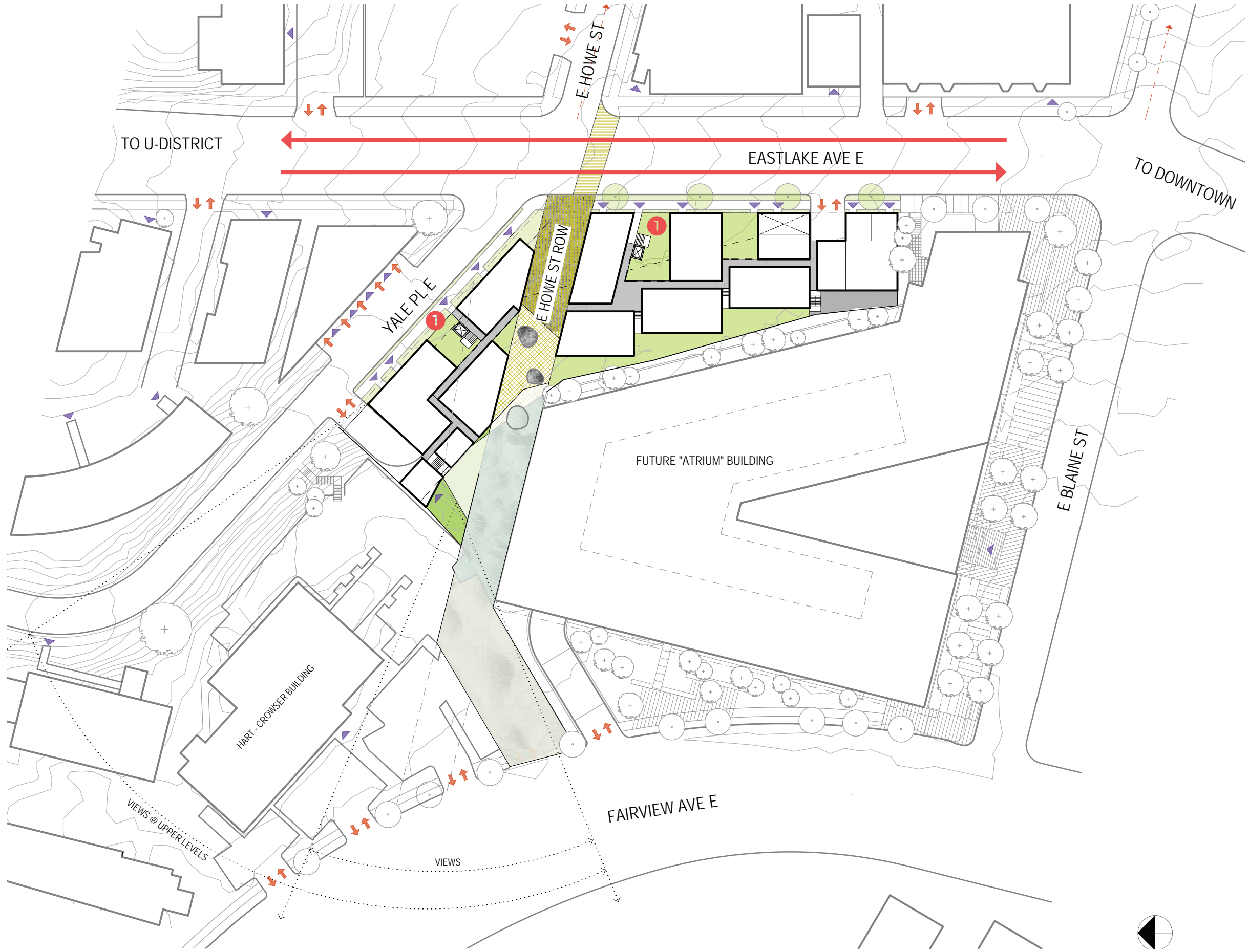
"L" shaped diagram breaks down at Yale site.

Of all schemes "L" shaped diagram also has most challenges for stepping massing with the site.

Separated parking structures under each building require two separate parking entries - impact on Eastlake streetscape.

Rhythm of building elements on Eastlake may feel too small in scale compared to adjacent buildings.

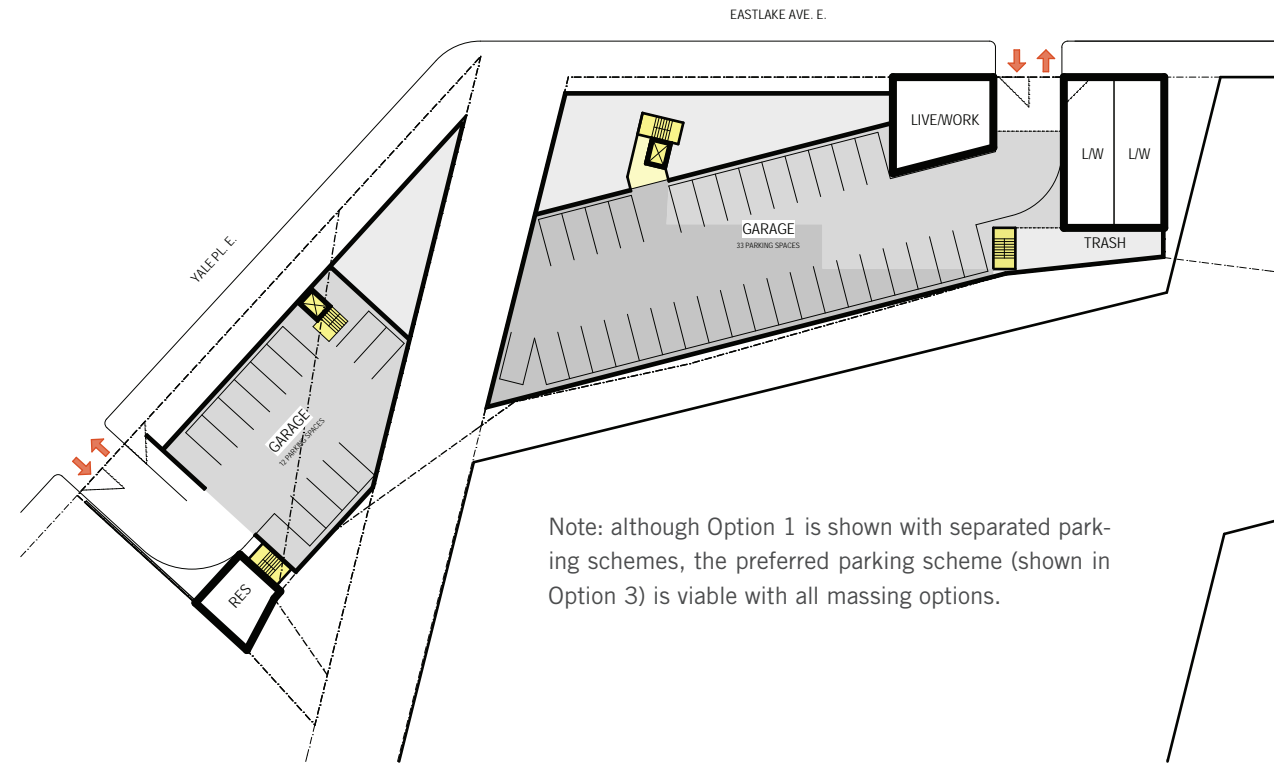
OPTION 1 - SITE PLAN



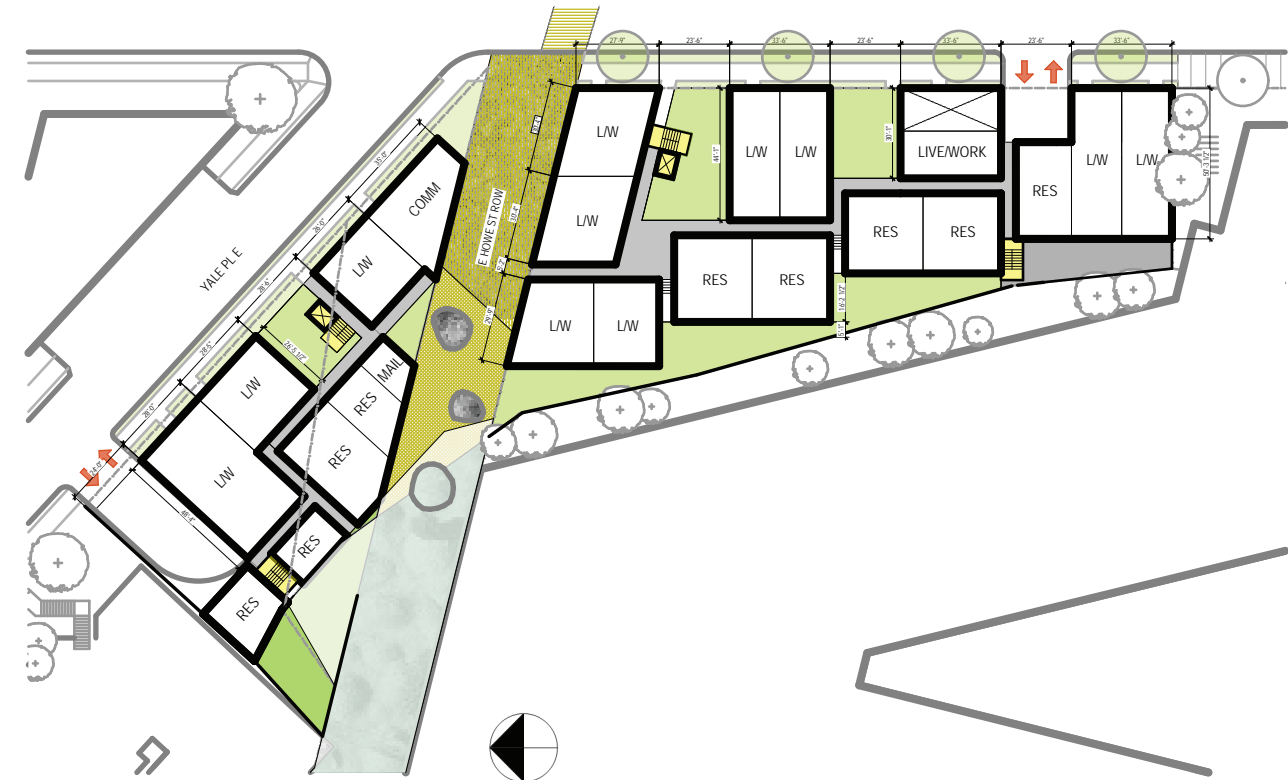
- 1 Residential Entry
- Proposed building at grade
- Covered open space
- Structure above
- Frequent transit
- ↔ Vehicular access
- ↔ Pedestrian access
- Pedestrian access to hillclimb



OPTION 1



OPTION 1 - B1 DIVIDED PARKING



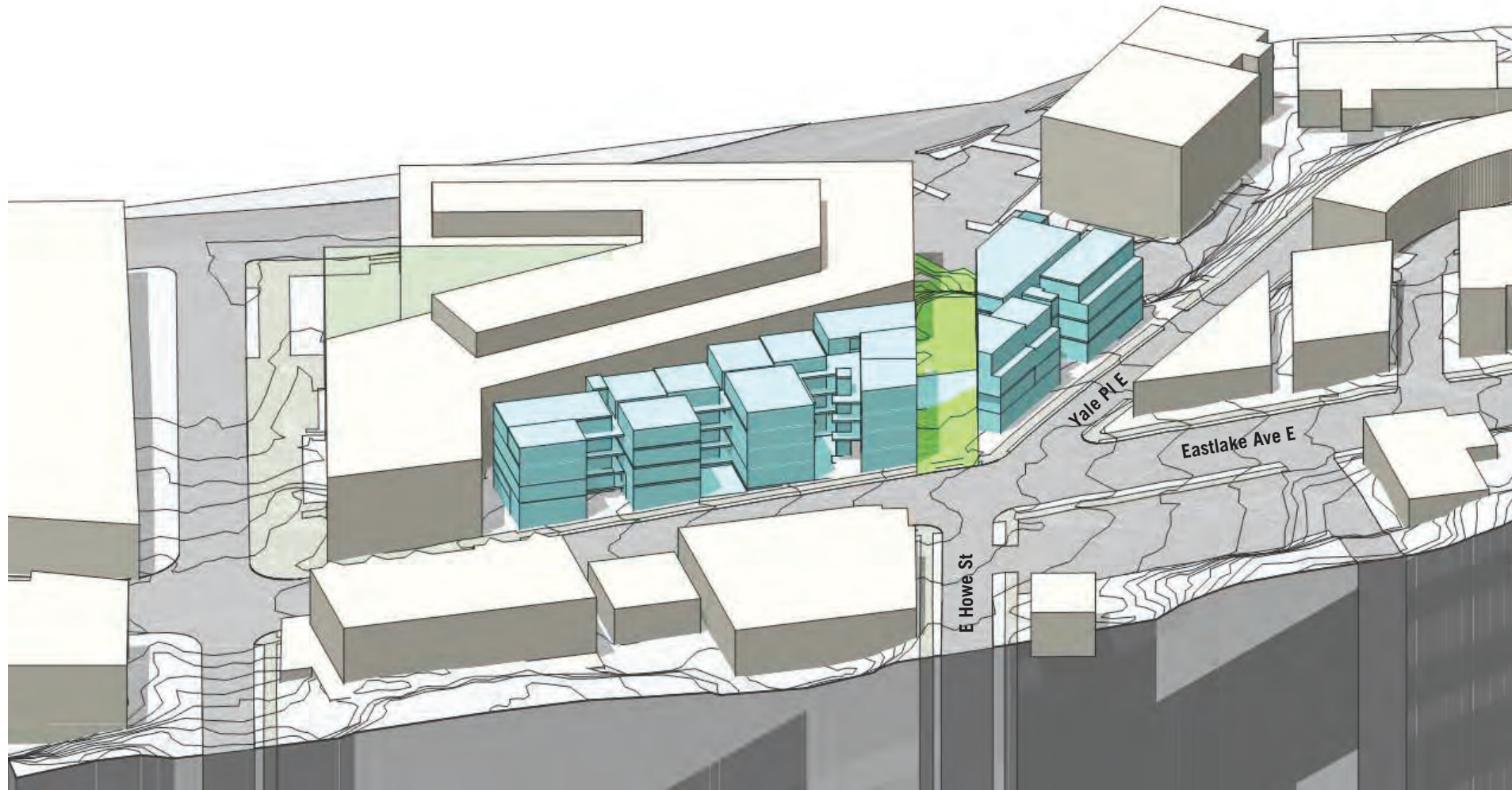
OPTION 1 - L1



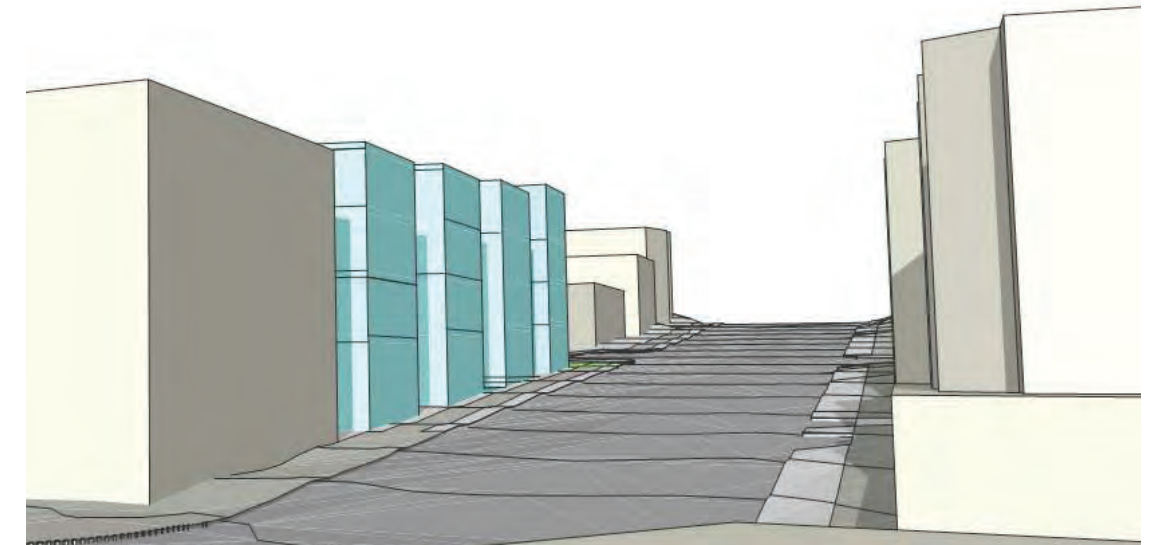
OPTION 1 - L2/L3 TYP



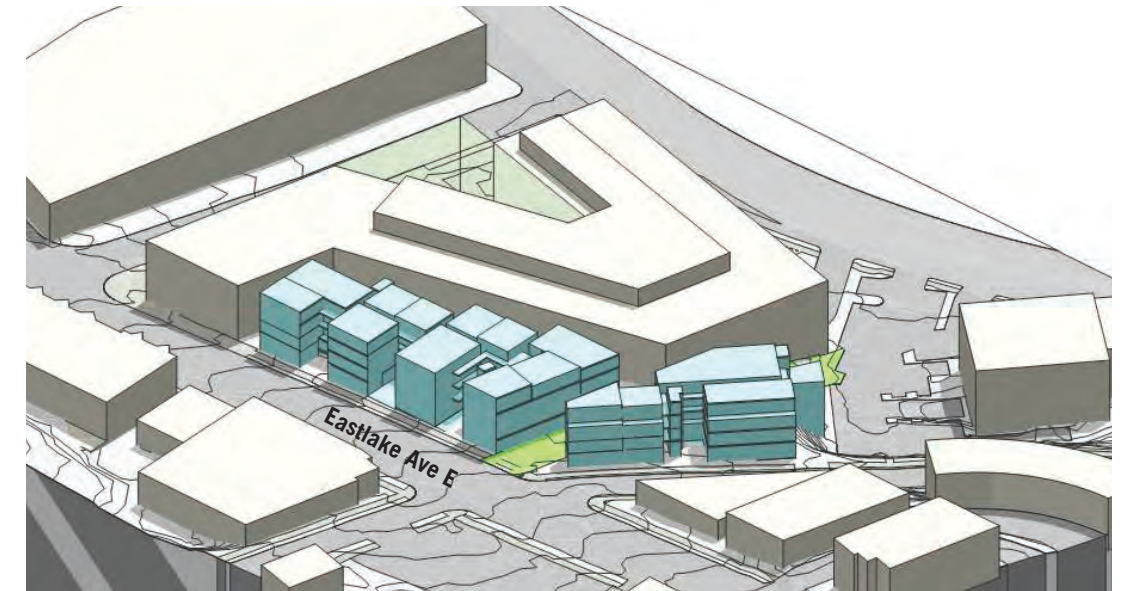
OPTION 1 - L4



Option 1 from east



Option 1 looking north on Eastlake



Option 1 from northeast

OPTION 2: "W" SCHEME

DESIGN GUIDELINES REFLECTED IN OPTION 2

- A-1** "W" shaped massing creates $\pm 60'$ street frontages and street level public and semi-public courtyards at the front and back of the site.
- A-2** Option has street level rhythm of open space and building massing
- A-3** Street level live work offer opportunities for active, transparent streetscape
- A-4** Live-work, ROW park, building courtyards create framework for human activity
- A-6** Residential entry fronts directly on Eastlake.
- A-7** Building courtyards, park provide generous residential open space
- B-1** Massing diagram breaks down building scale
- D-1** ROW park, building courtyards provide street level pedestrian open space
- E-2** Landscape concentrated at ROW street frontage and building courtyards
- E-3** Landscaped ROW is central to project

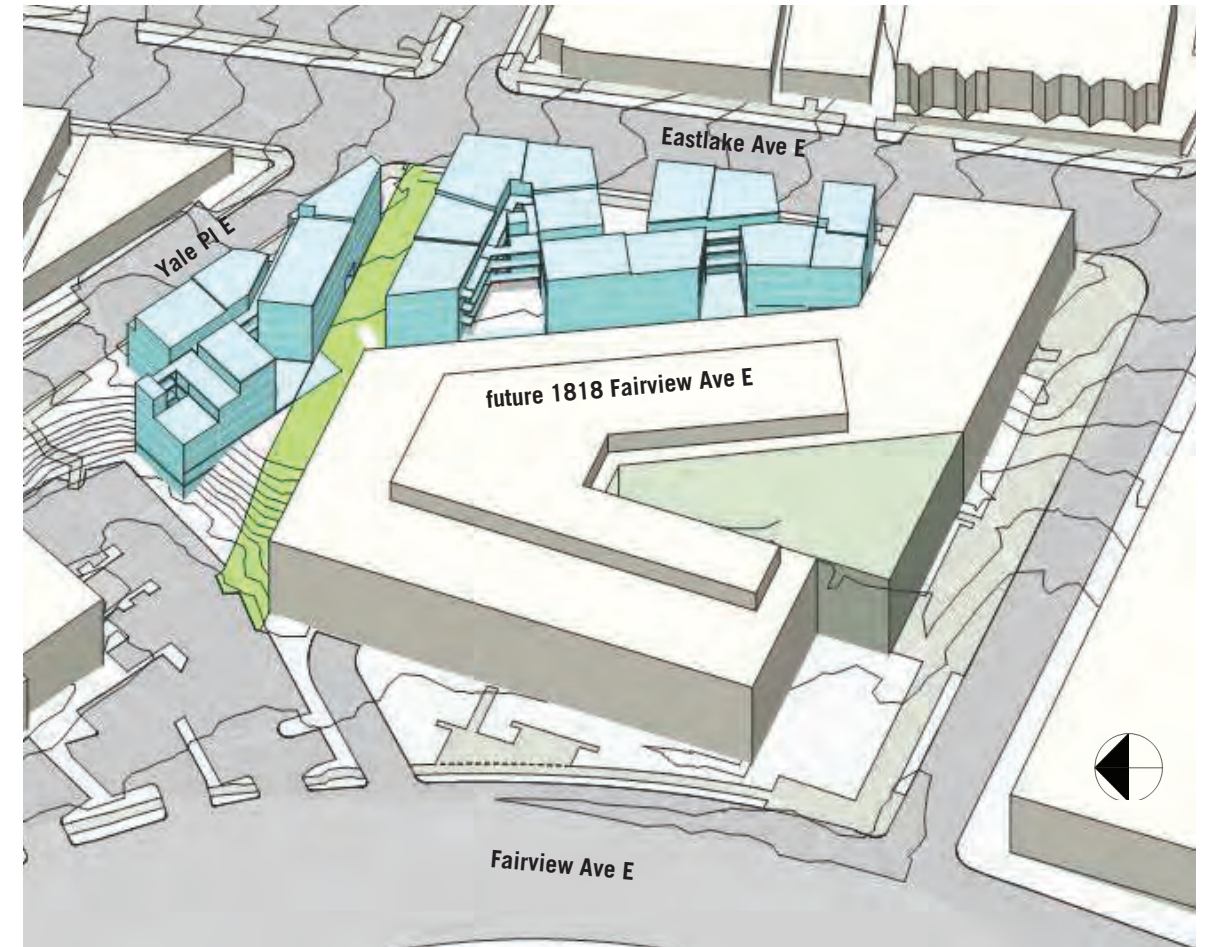
PROJECT DATA

EASTLAKE SITE

(no dedicated commercial spaces)
 ± 8 live-work units (± 6000 SF)
 ± 52 residential units ($\pm 35,200$ SF)
 ± 60 below grade parking spaces (combined with Yale)
 ± 4400 SF ground level open space
 ± 500 SF woonerf
13' floor-to-floor height at live-work
56,500 SF Total FAR

YALE SITE

1 commercial space (± 750 SF)
 ± 2 live-work units (± 2100 SF)
 ± 31 residential units ($\pm 18,800$ SF)
Parking included in Eastlake data
 $\pm 1,900$ SF ground level open space
13' floor-to-floor height at live-work
 $\pm 31,700$ SF Total FAR



View of Option 2 from west

PROS

Massing creates $\pm 60'$ street frontages and street level public and semi-public courtyards at the front and back of the site. $\pm 60'$ street facing massing is in keeping with width of adjacent parcel-based apartment buildings.

West facing interior courtyards for west units

Garage access can be two-way from Yale or "one-way-in" from Yale and "one-way-out" from Eastlake.

CONS

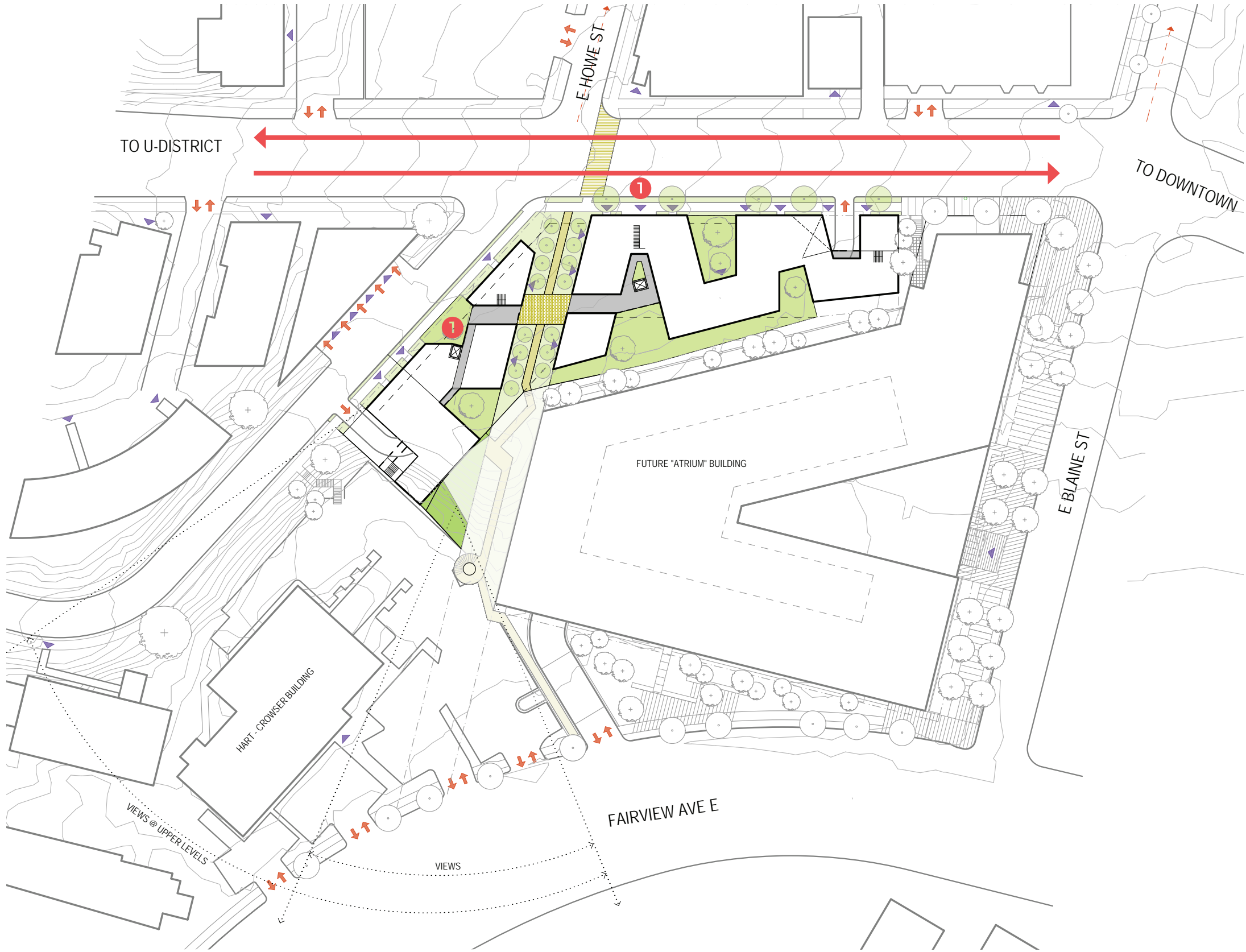
Angled, stepped building forms are more complicated from a construction standpoint without commensurate gain in livability/features.

Option presents challenges for ramping residential horizontal circulation. Ramping is necessary to step building elements with site.

Units at back of Eastlake site have privacy/view issues with 1818 Fairview project.

Portions of open space concealed from street views.

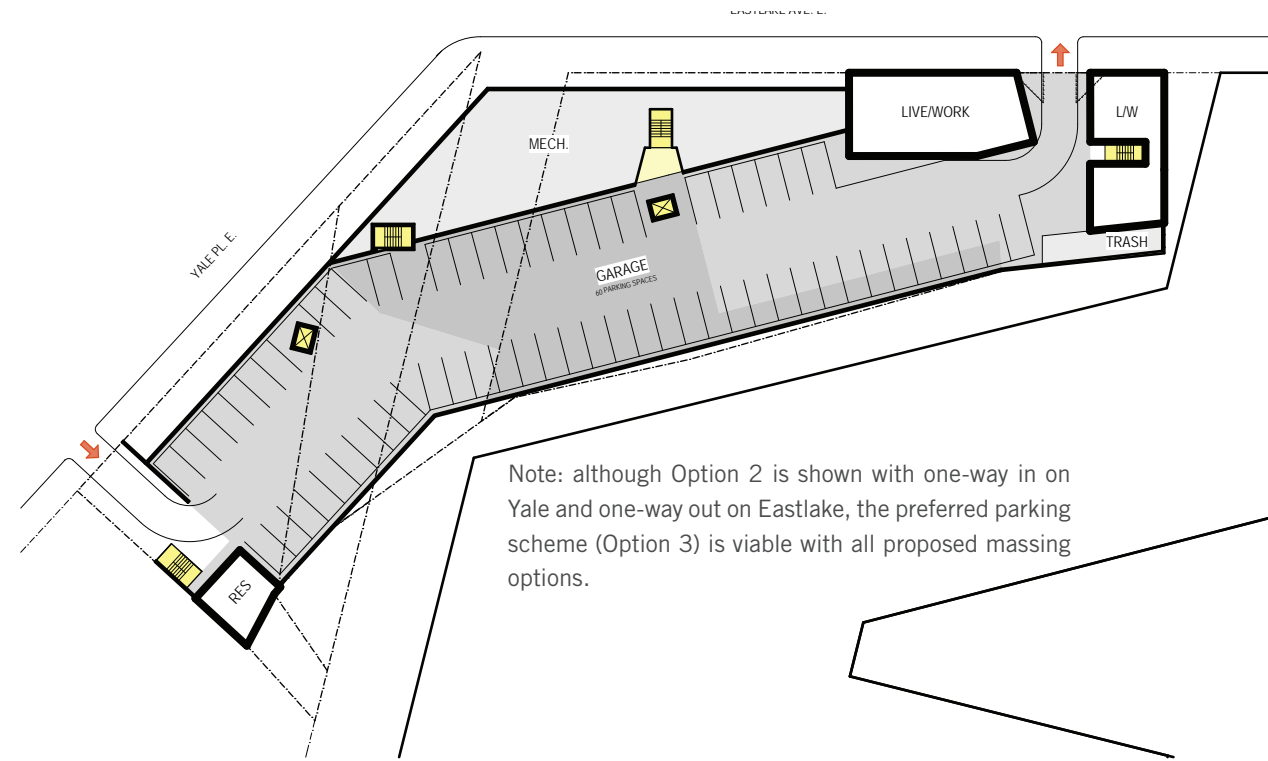
Below grade street vacation required for parking.



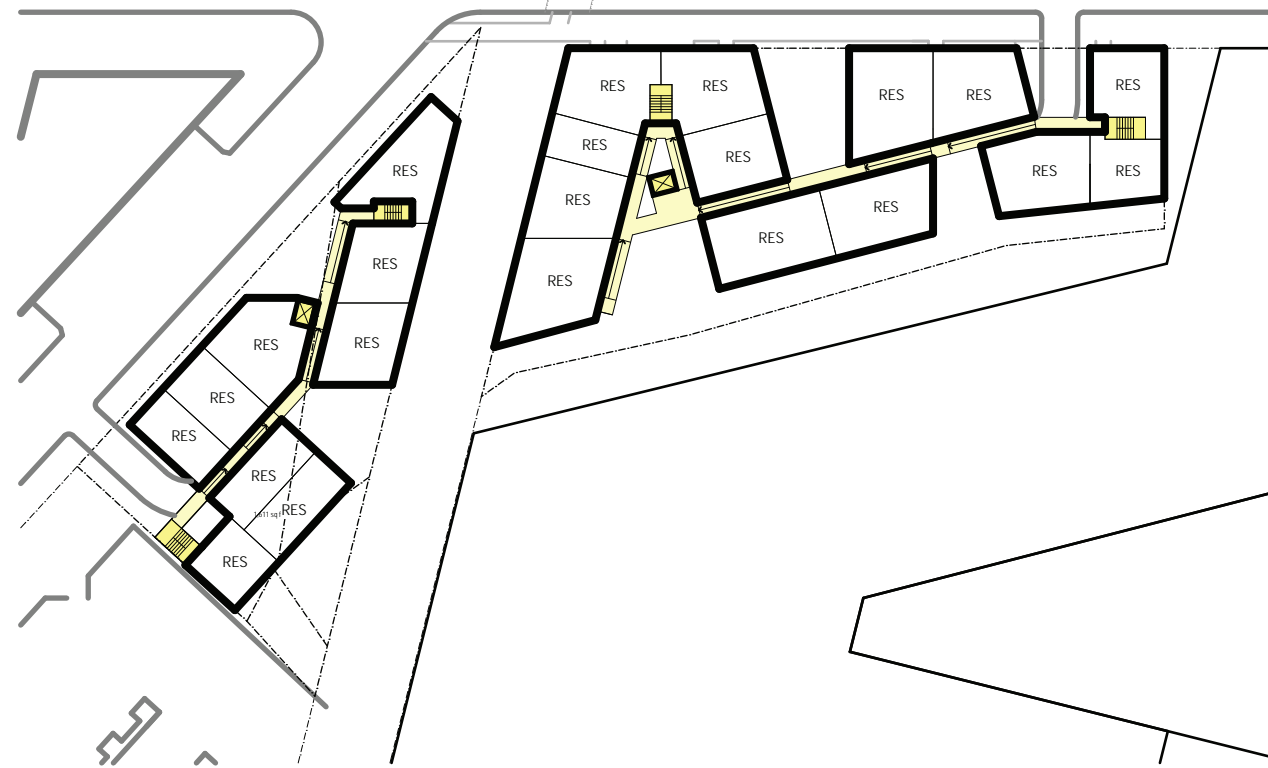
- 1 Residential Entry
- Proposed building at grade
- Covered open space
- Structure above
- Frequent transit
- ← Vehicular access
- ← Pedestrian access
- - - Pedestrian access to hillclimb



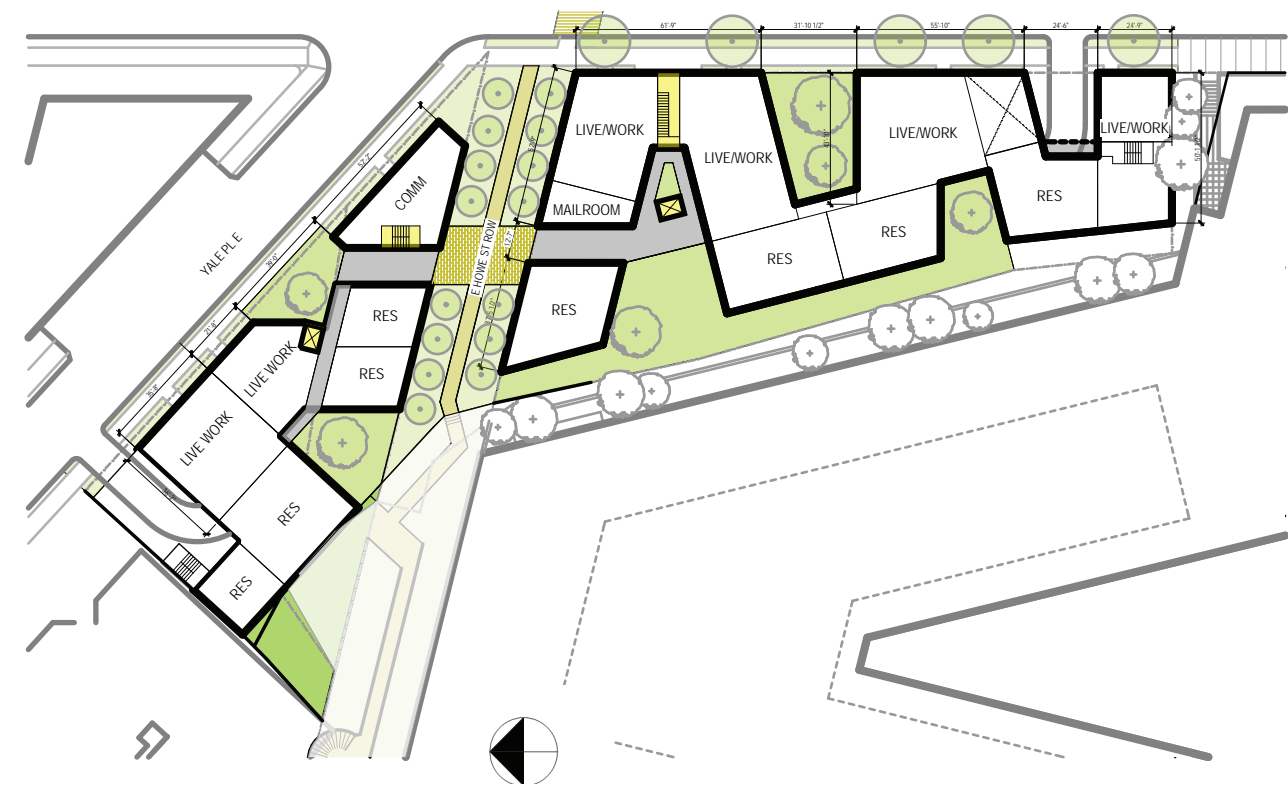
OPTION 2



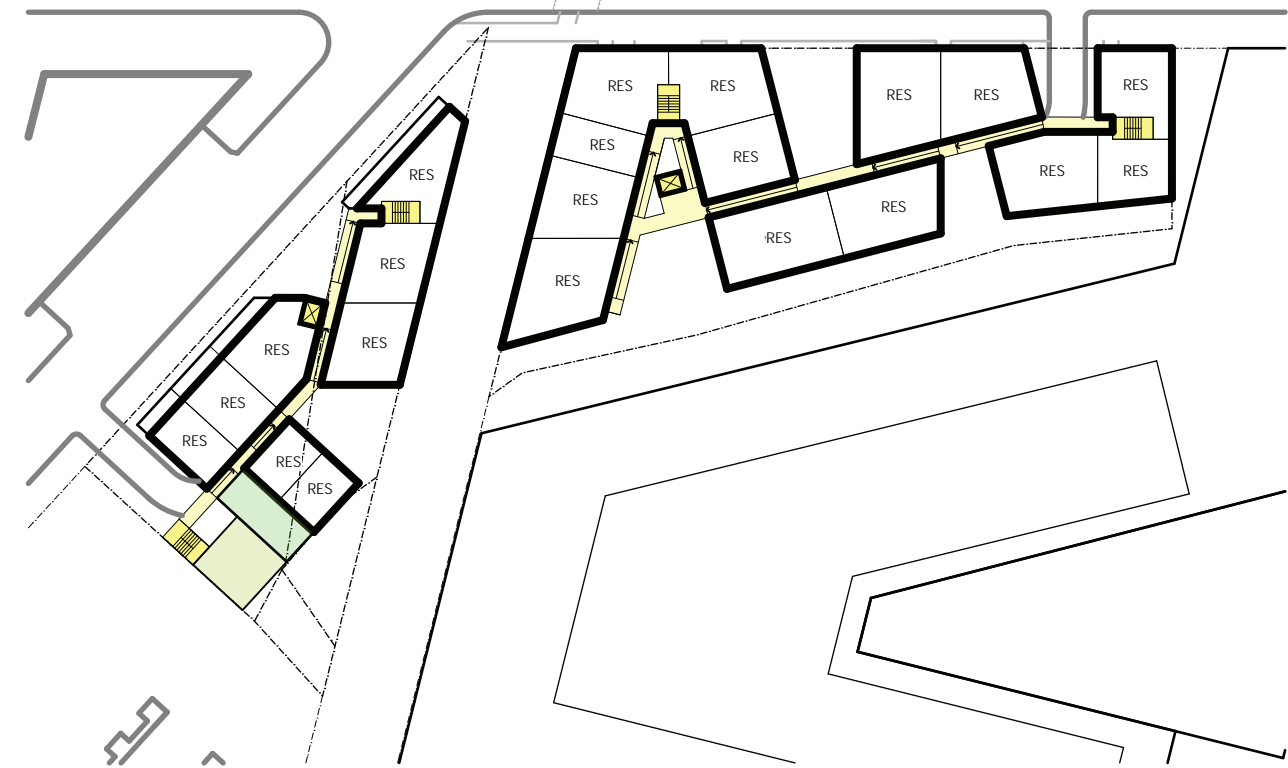
OPTION 2 - B1 ONE-WAY FROM YALE PL. E. W/BELOW GRADE STREET VACATION



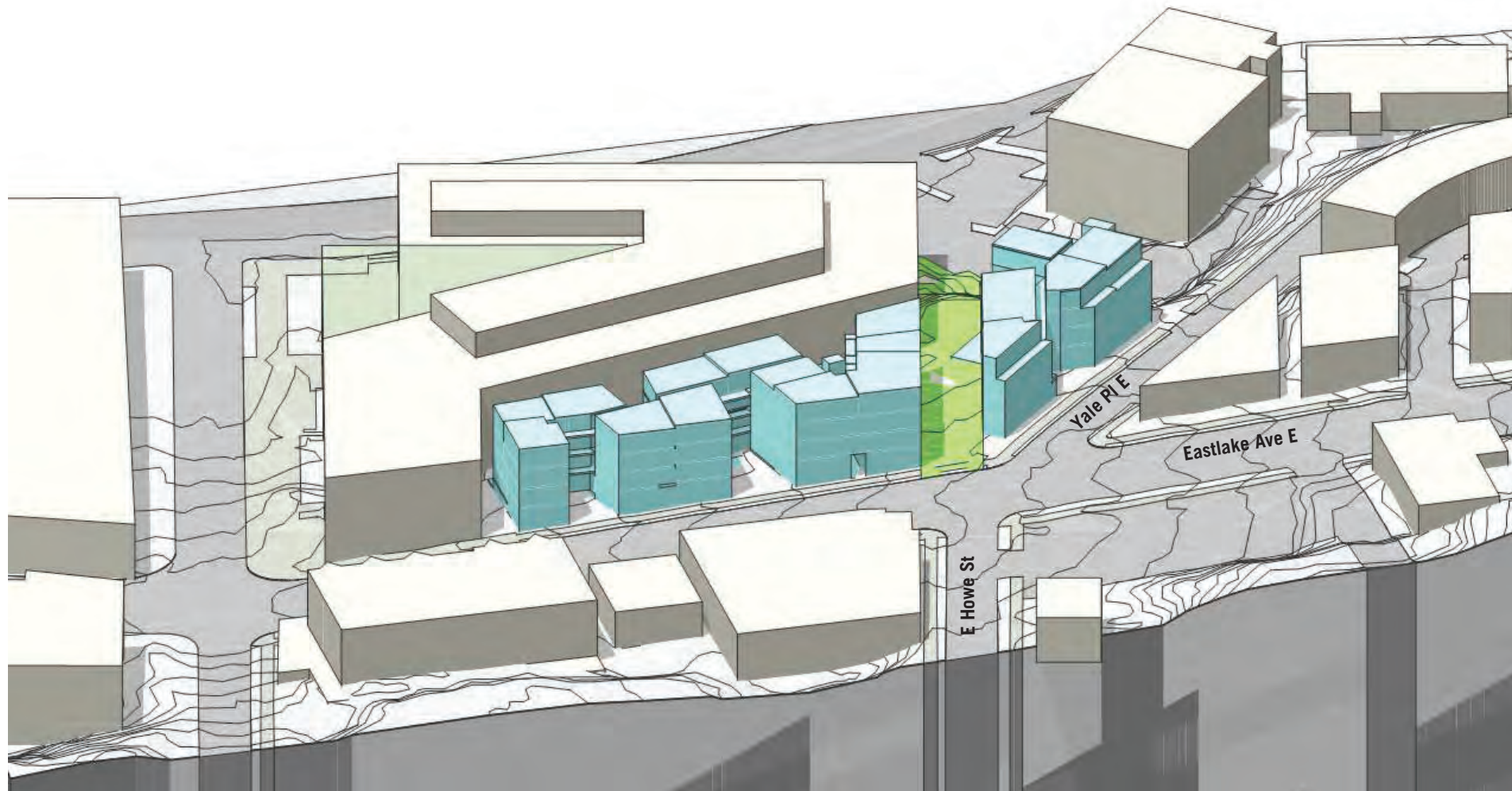
OPTION 2 - L2/L3 TYP



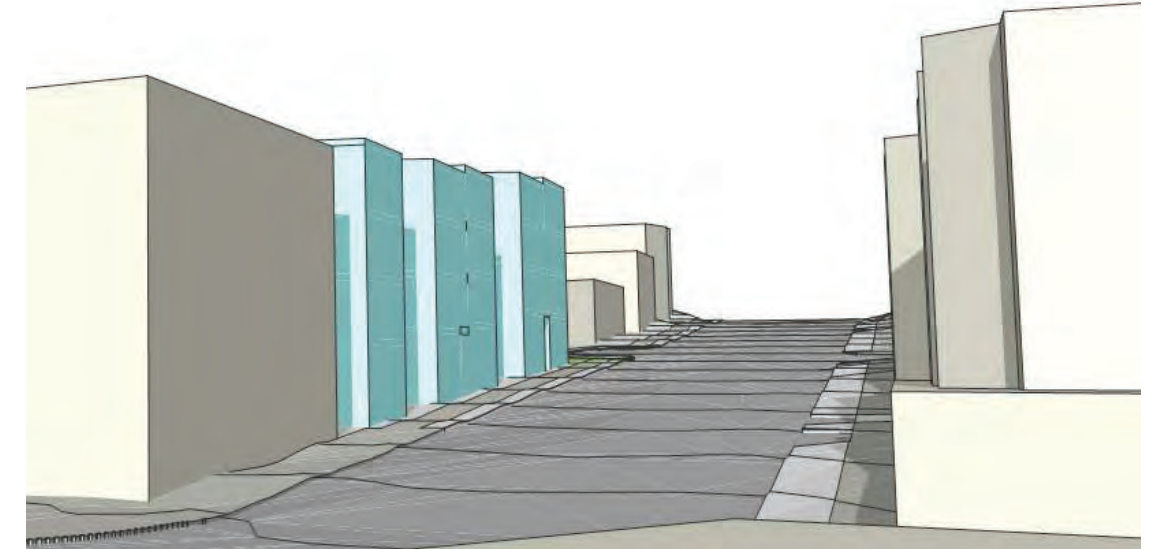
OPTION 2 - L1



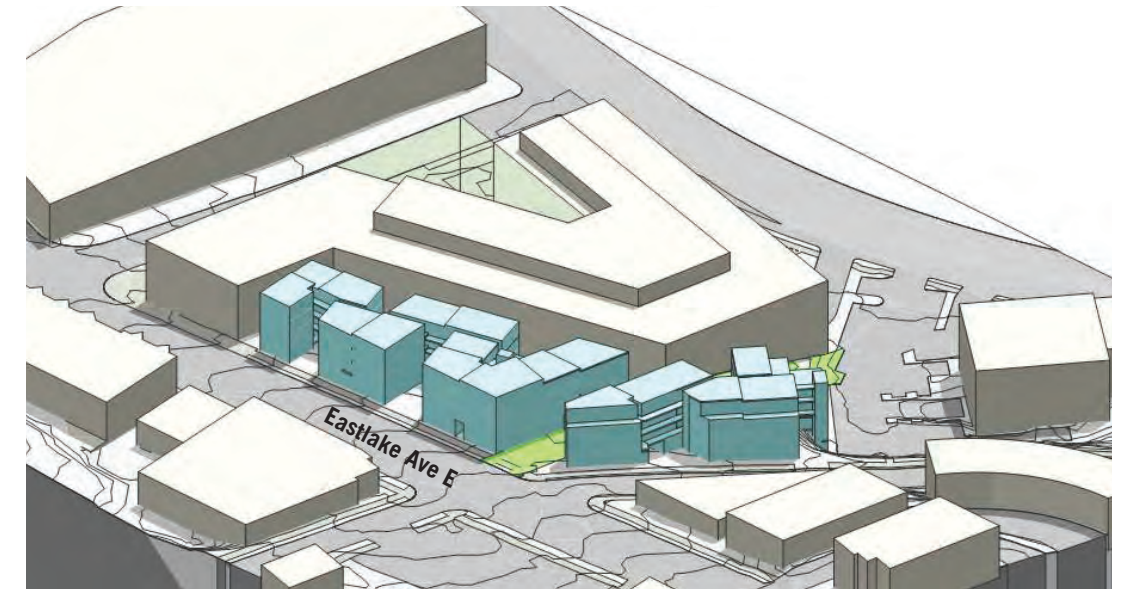
OPTION 2 - L4



View of Option 2 from east



View of Option 2 looking north on Eastlake



View of Option 2 from northeast

SITE PLAN OPTION 3: INVERSE "E" SCHEME - PREFERRED

PRIORITY DESIGN GUIDELINES

- A-1** Linear "bar" building elements, single loaded corridors and open-ended courtyards create opportunities for solar access, views and for passive ventilation.
- A-2** Option has streetscape scale rhythm of open space and building massing
- A-3** Street level live work offer opportunities for active uses and highly transparent facade
- A-4** Live-work, ROW park, building courtyards create framework for human activity
- A-6** Courtyards allow for layered path to residential entries
- A-7** Building courtyards, park provide generous residential open space
- B-1** Inverse "E" massing breaks down building scale
- D-1** ROW park, building courtyards provide street level pedestrian open space
- A-8** The preferred parking option is a single below grade parking structure that extends below the Howe Street ROW and connects the two development sites. Approach allows for one parking entry off Yale Place E and removal of curb cuts from Eastlake. This approach also requires a below grade street vacation (see page 35).
- E-2** Landscape concentrated at ROW street frontage and building courtyards
- E-3** Landscaped ROW is central to project

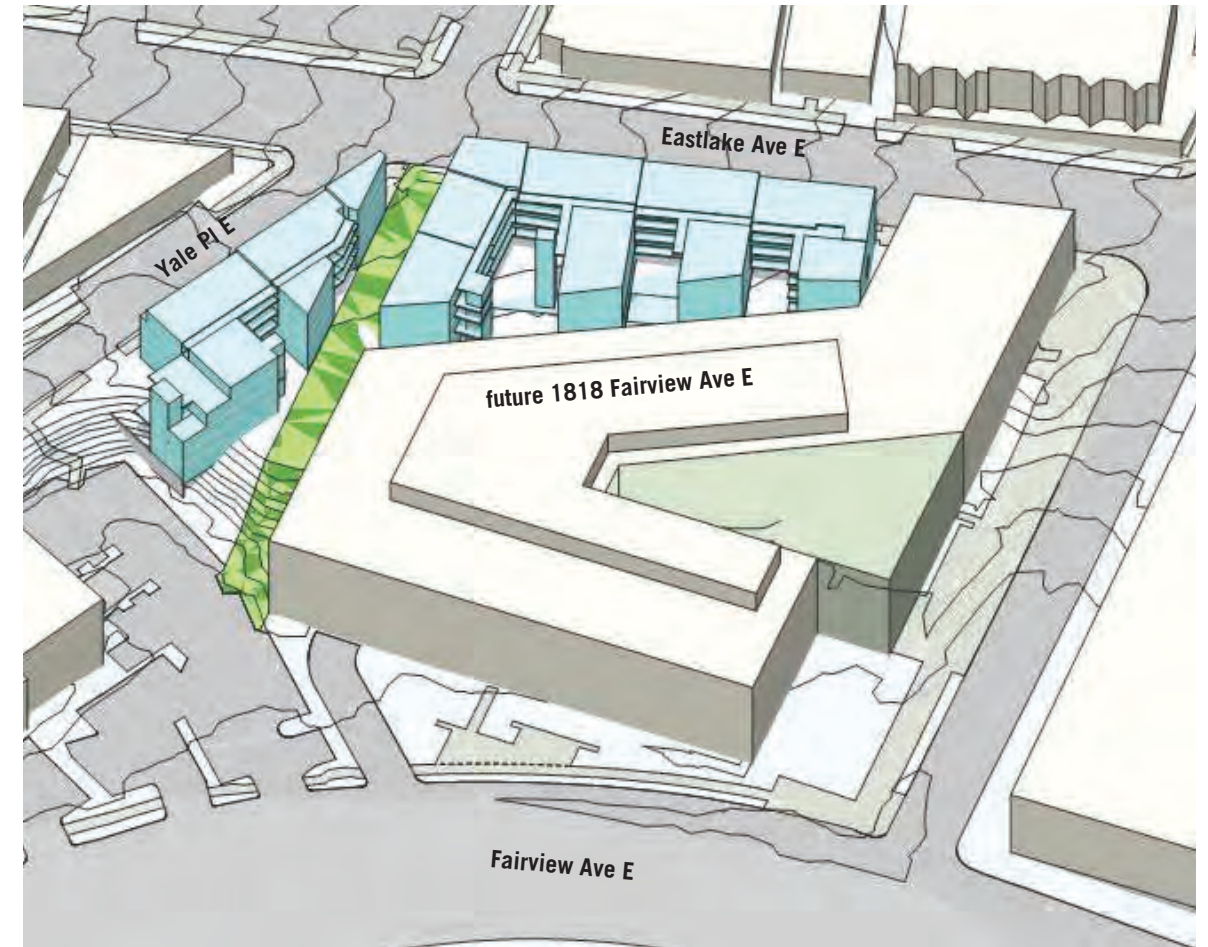
PROJECT DATA

EASTLAKE SITE

(no dedicated commercial spaces)
 ±5 live-work units (±6200 SF)
 ±56 residential units (±35,200 SF)
 ±64 below grade parking spaces (combined with Yale)
 ±6400 SF ground level open space
 ±1500 SF woenerf
 13' floor-to-floor height at live-work
 56,500 SF Total FAR

YALE SITE

1 commercial space (±750 SF)
 ±2 live-work units (±2200 SF)
 ±35 residential units (±17,400 SF)
 Parking included in Eastlake data
 ±1,100 SF ground level open space
 13' floor-to-floor height at live-work
 ±31,700 SF Total FAR



Option 3 from west

PROS

Rhythm of massing and open space creates building scale portals with views to landscape courtyards. All courtyards are visible from street.

Inverse "E" diagram breaks down scale along street front and offers best access to sun, open space, passive ventilation for largest number of units.

East-west orientation of courtyards allows for solar access, open space, passive ventilation while minimizing privacy issues with 1818 Fairview project.

"E" massing has least construction challenges for stepping all floor levels with site.

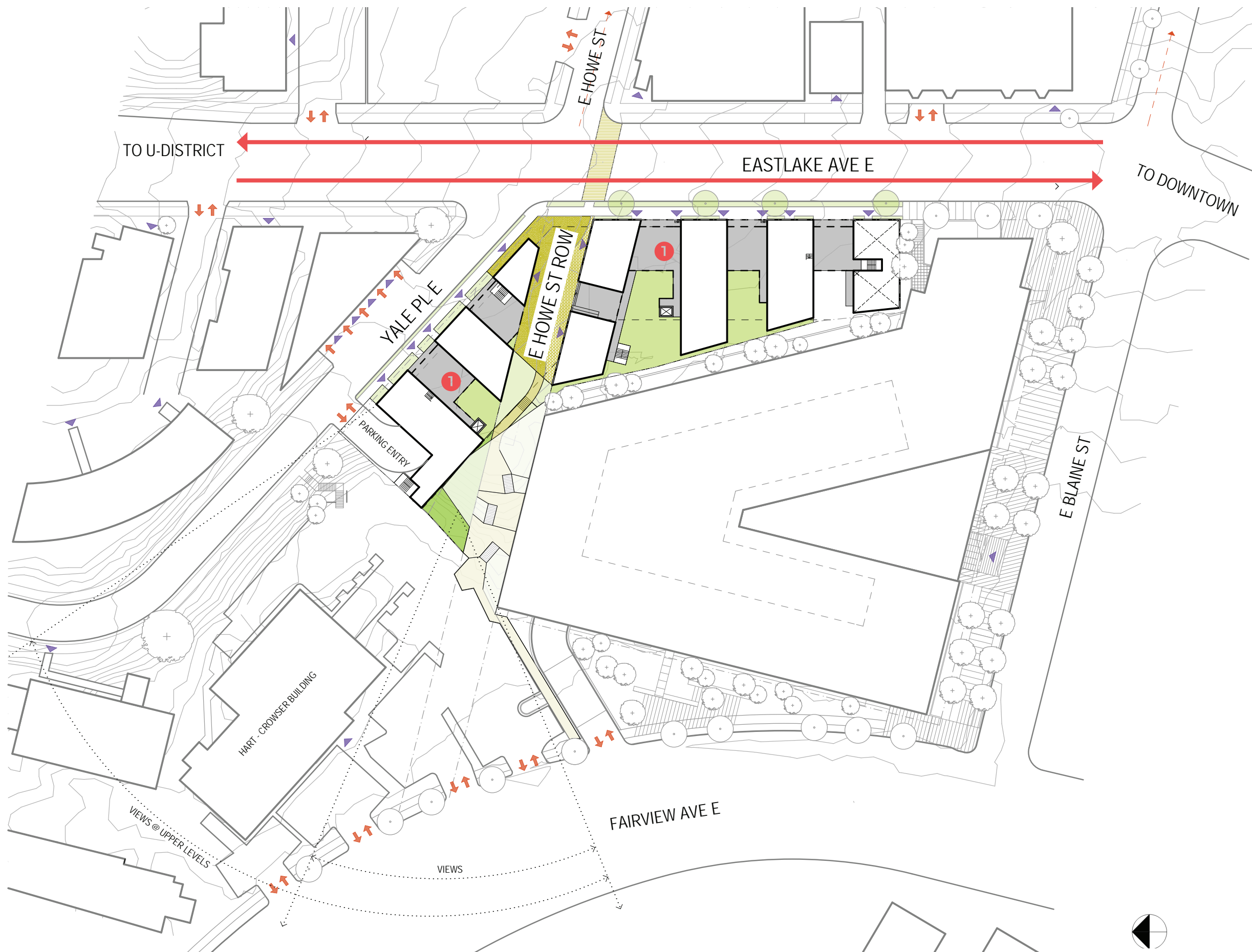
Option presents good opportunities for non-flat roof forms (see preliminary streetscape sketches).

Combined parking structure with two-way parking access from Yale Pl E minimizes intrusion of car on pedestrian environment.

CONS

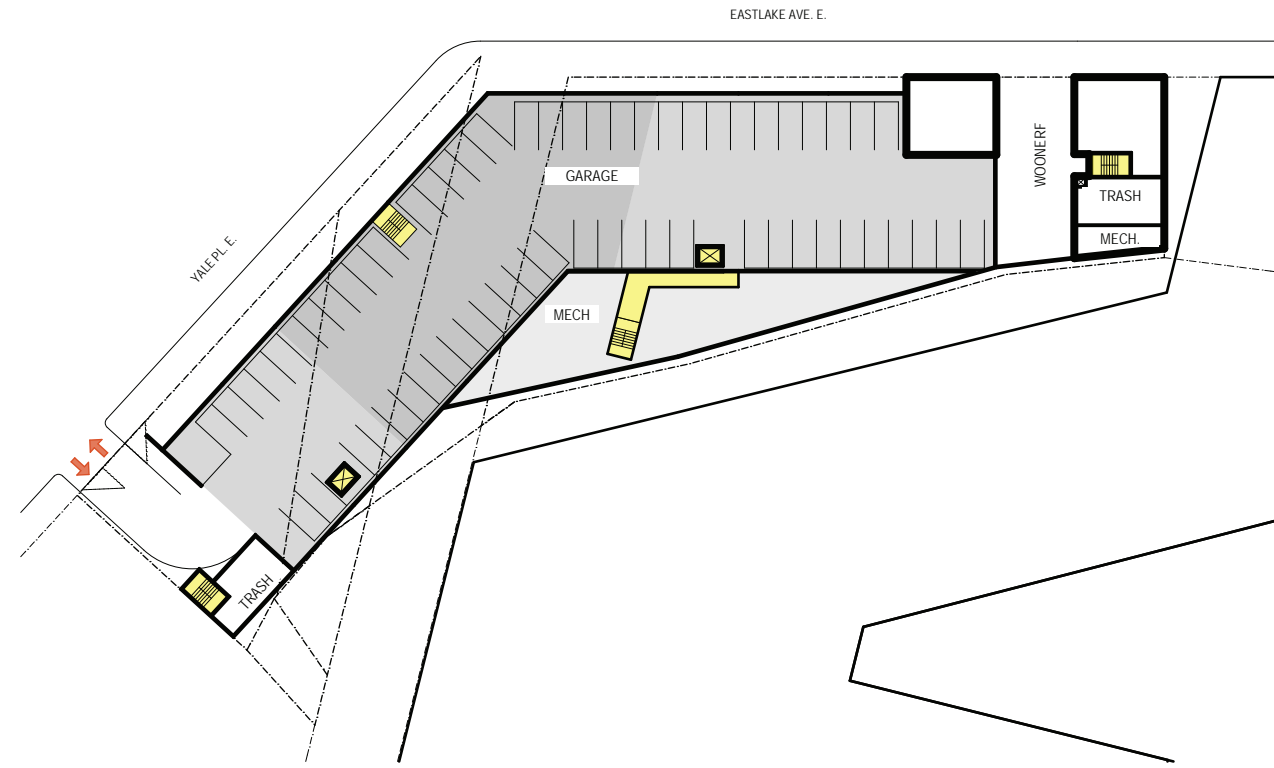
Below grade street vacation required for parking.

OPTION 3 - SITE PLAN



- 1 Residential Entry
- Proposed building at grade
- Covered open space
- Structure above
- Frequent transit
- ↔ Vehicular access
- ↔ Pedestrian access
- Pedestrian access to hillclimb

OPTION 3



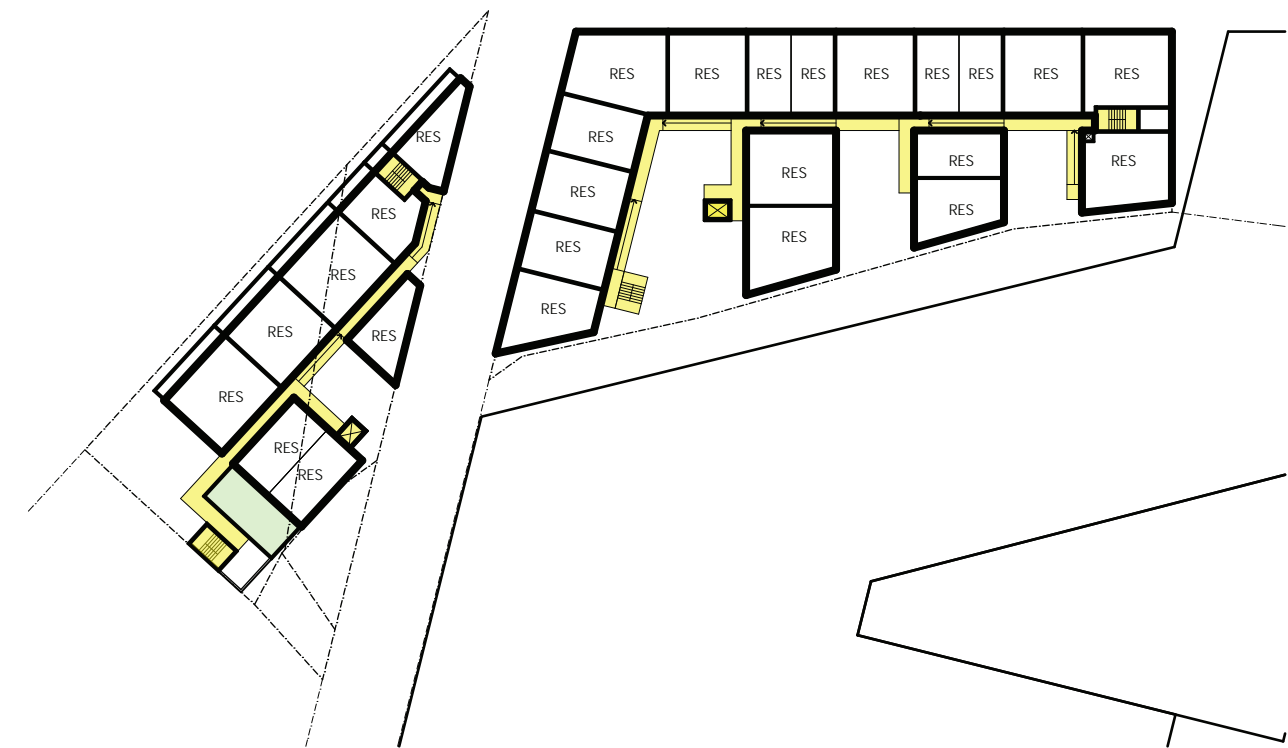
OPTION 3 - B1 TWO-WAY ACCESS @ YALE PL E/ WOONERF @ EASTLAKE AVE E



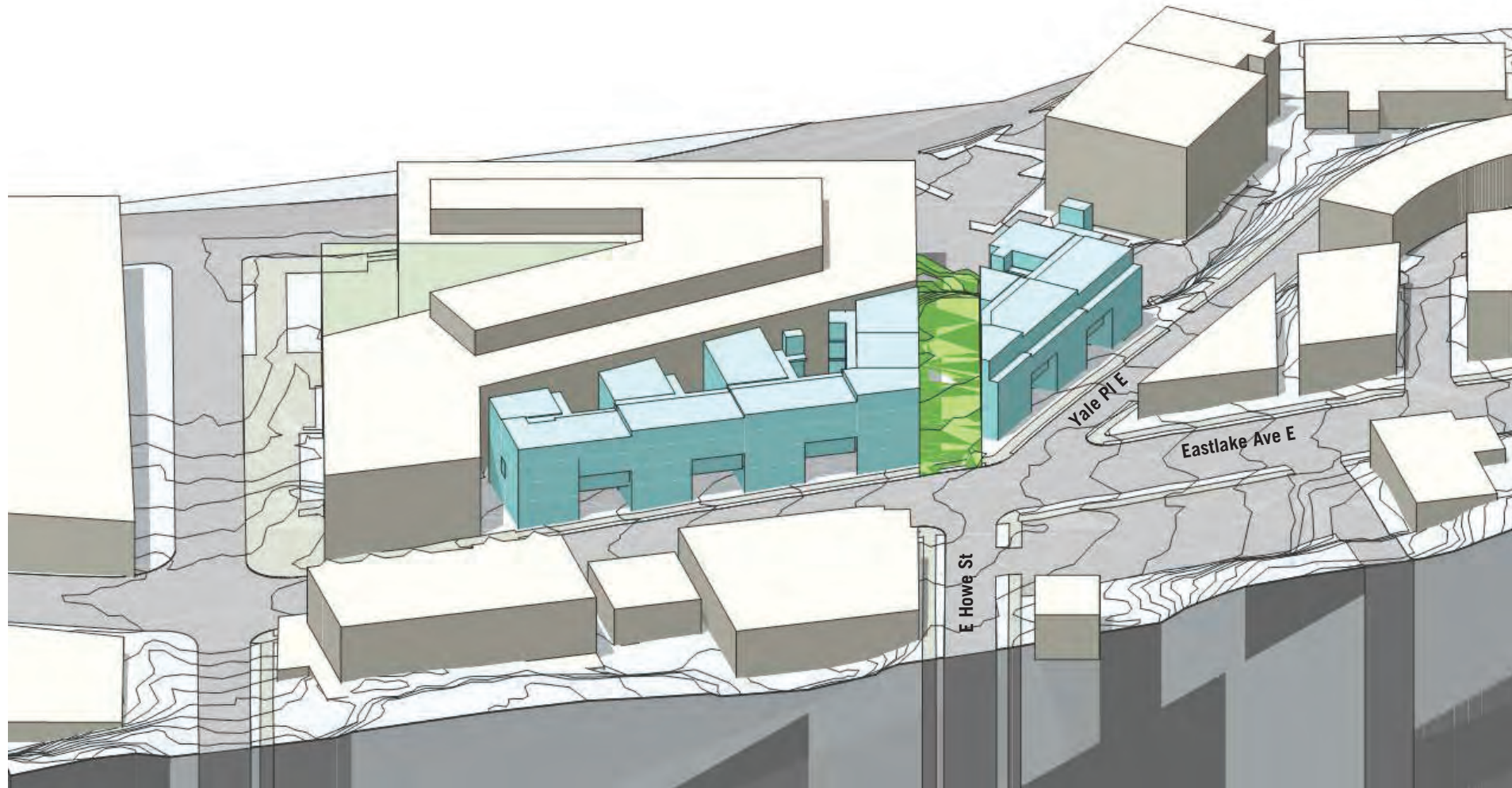
OPTION 3 - L1



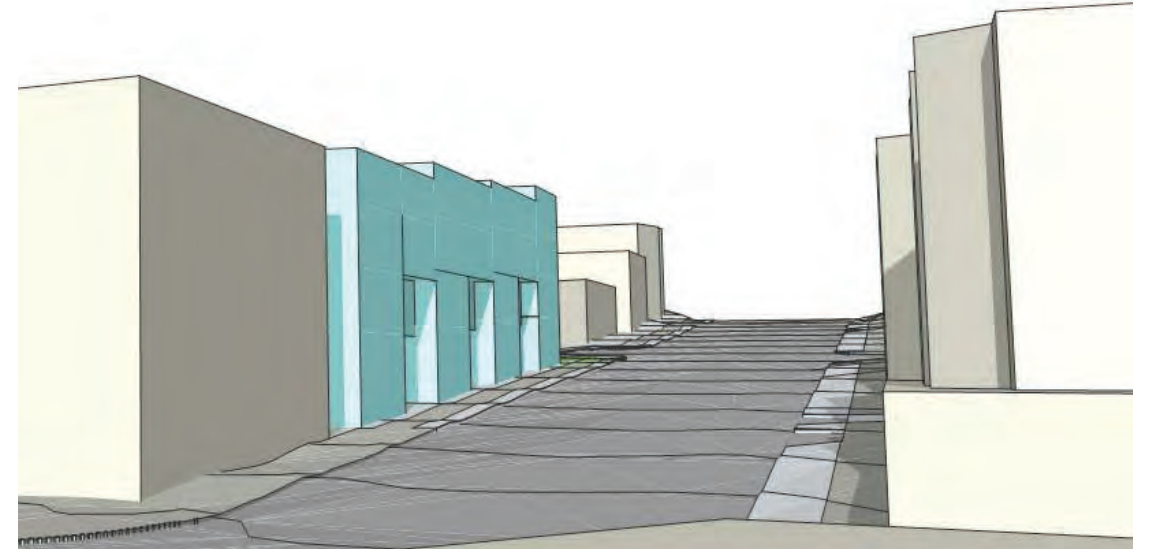
OPTION 3 - L2/L3 TYP



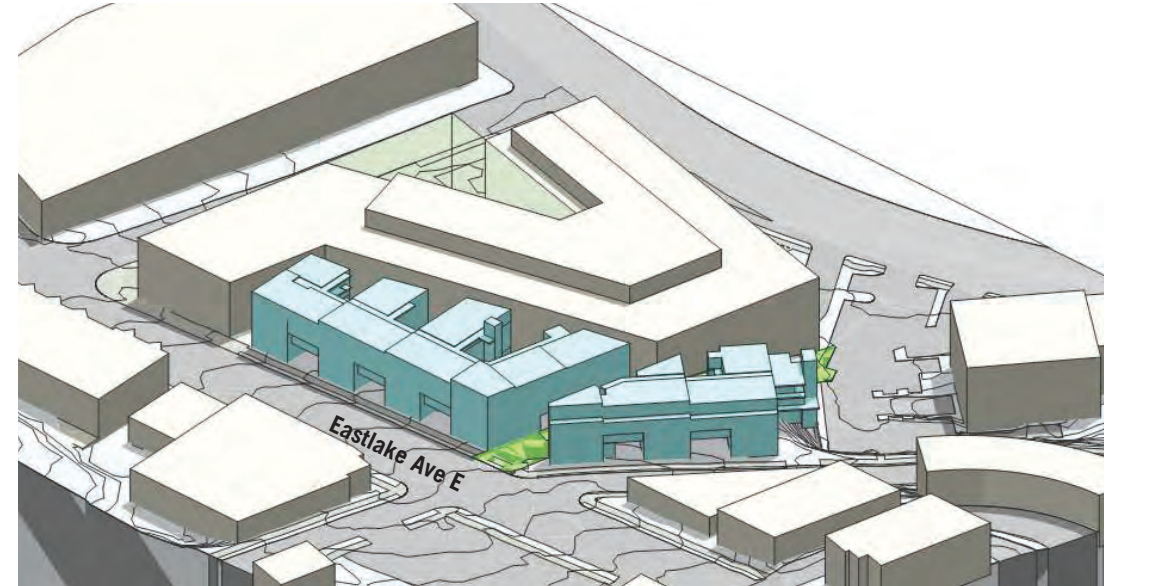
OPTION 3 - L4



Option 3 from east

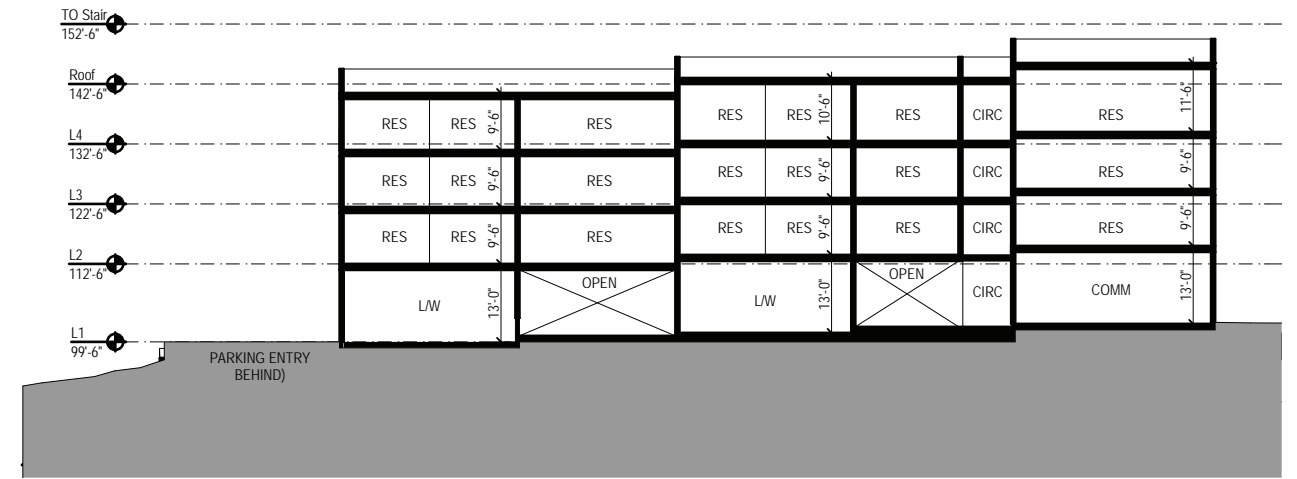
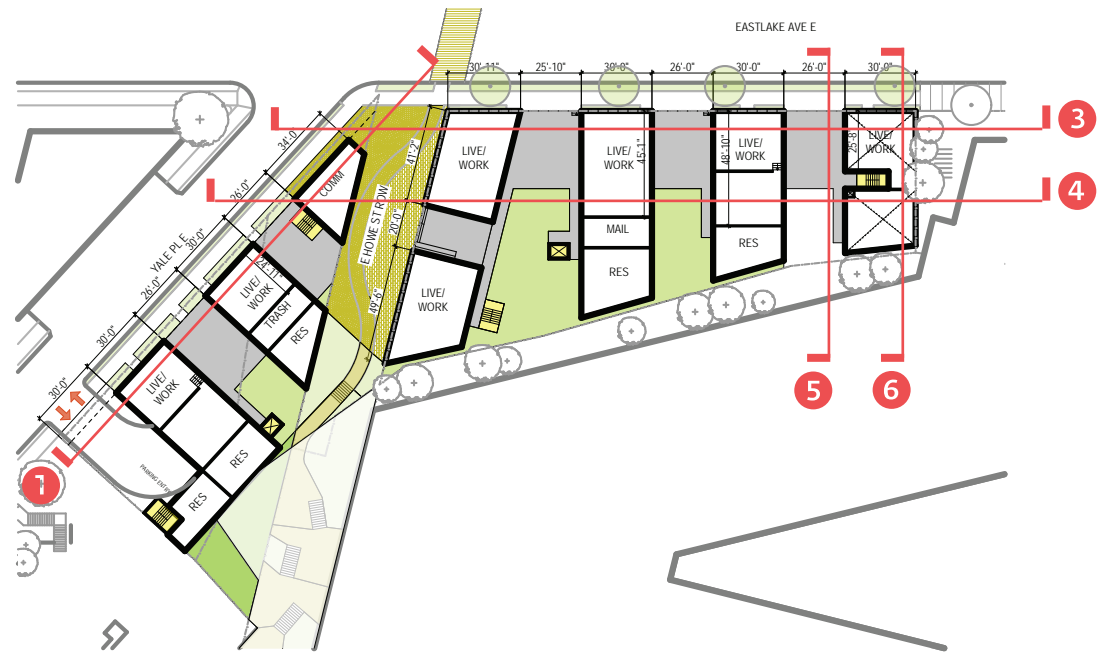


Option 3 looking north on Eastlake



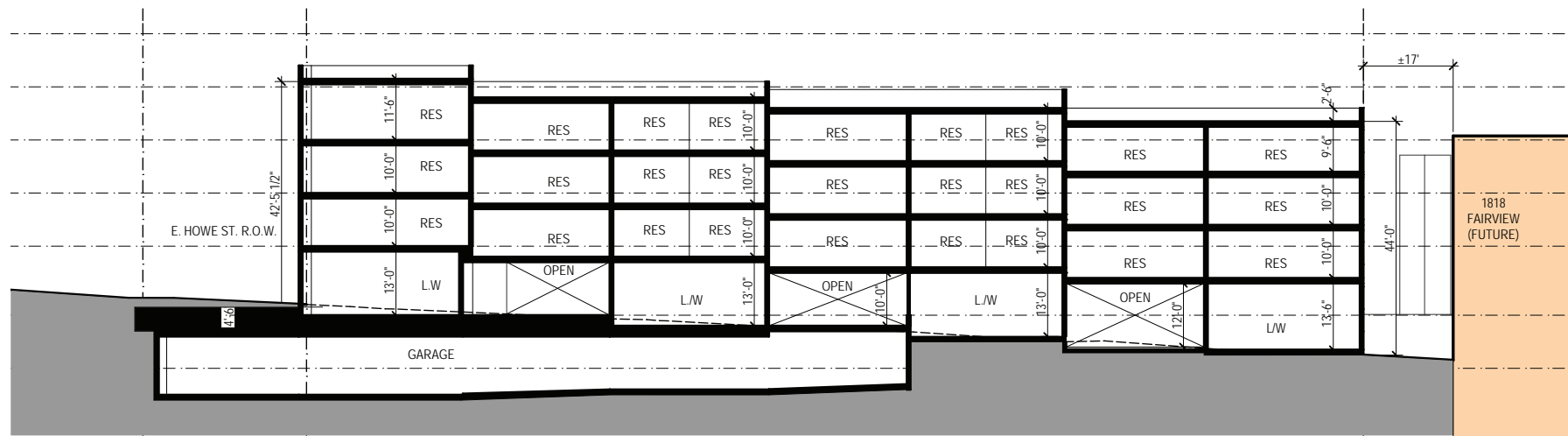
Option 3 from northeast

OPTION 3



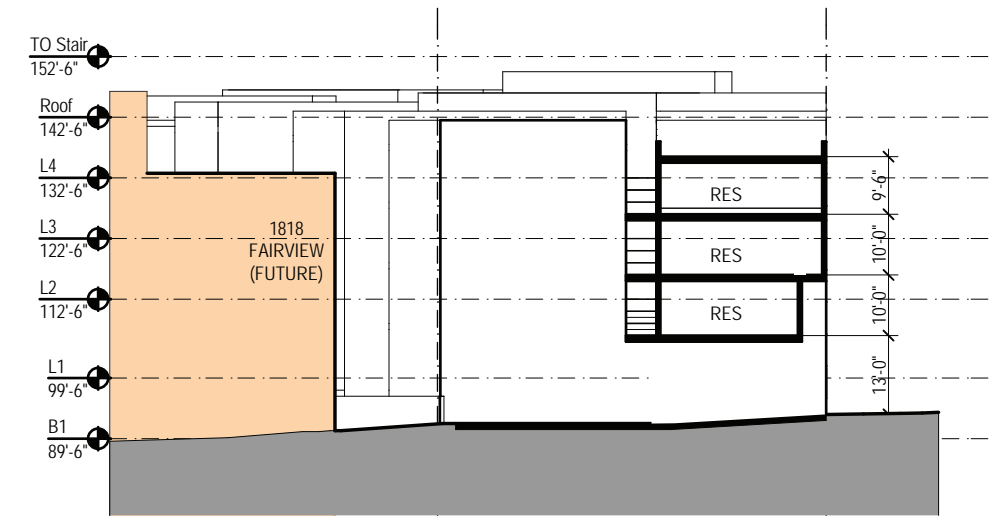
1 SECTION AT YALE LOOKING NORTH

SCALE: 1/32" = 1'-0"



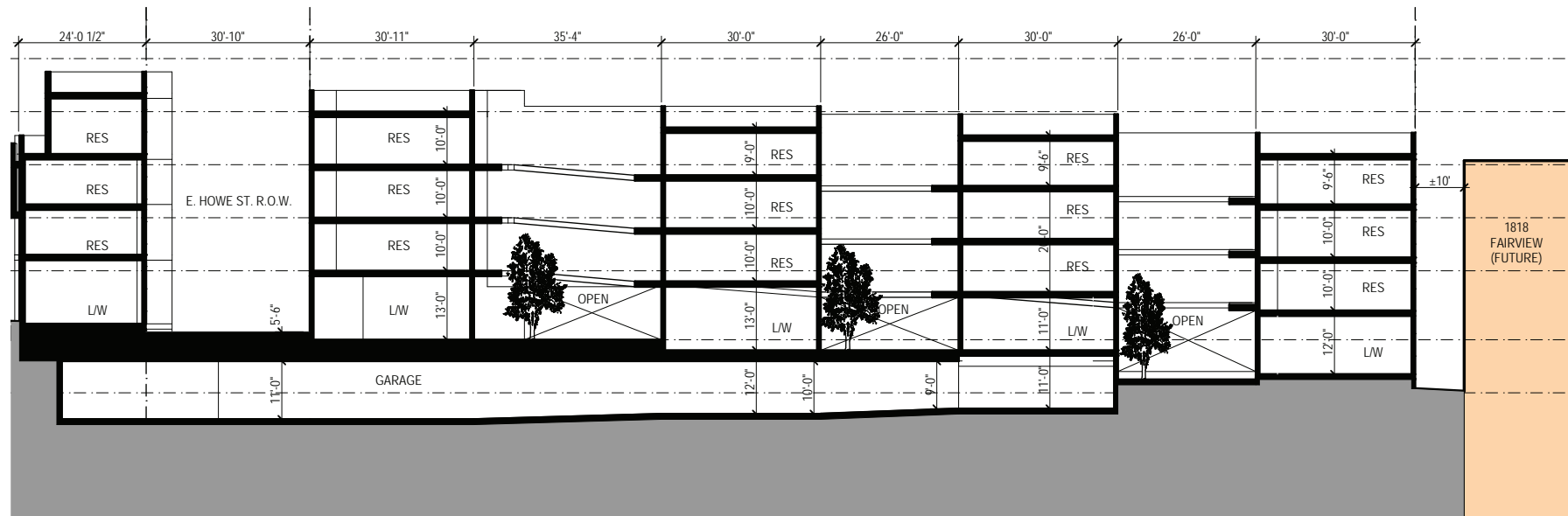
3 SECTION AT EASTLAKE LOOKING EAST

SCALE: 1/32" = 1'-0"

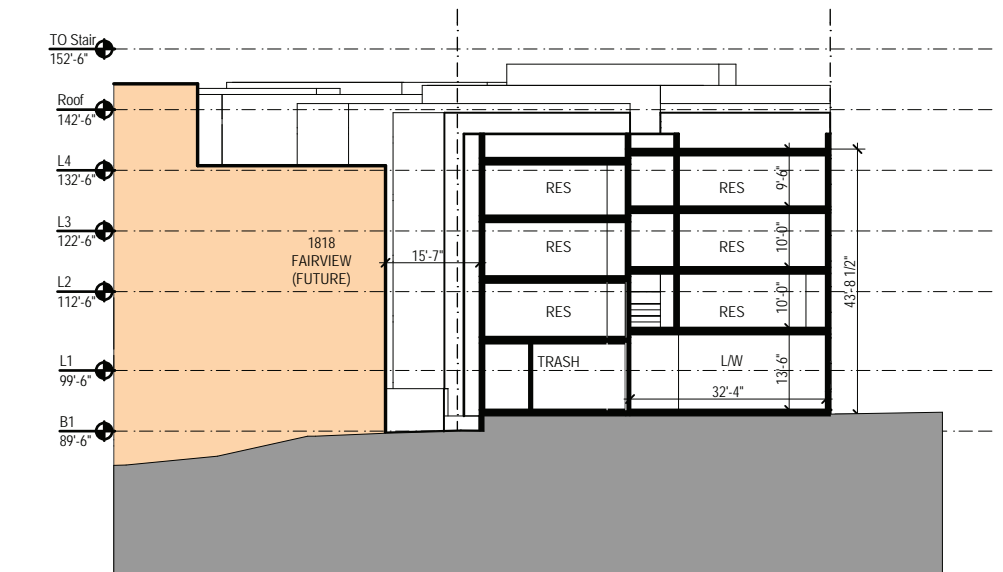


5 SECTION AT EASTLAKE WOONERF

SCALE: 1/32" = 1'-0"



4 SECTION AT EASTLAKE COURTYARDS

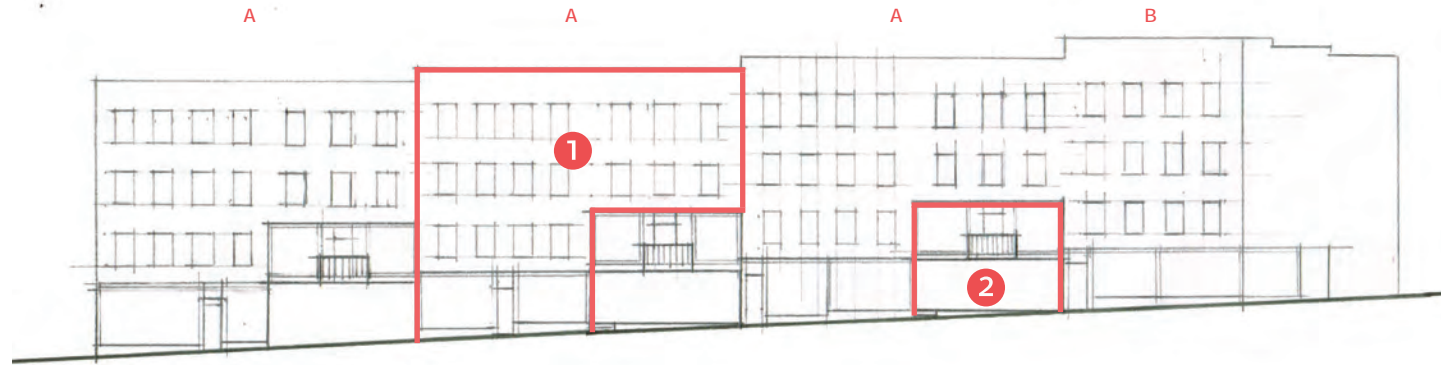


6 SECTION AT EASTLAKE SOUTH END

PRELIMINARY STREETSCAPE STUDIES



Eastlake streetscape study 2a: street level live work units and building courtyards step with grade. Courtyards at grade or within 30". Upper building stories frame courtyard views. Landscape concentrated at streetscape and in courtyards. Live work units turn corner at future E Howe Street Park.



Eastlake streetscape study 1:

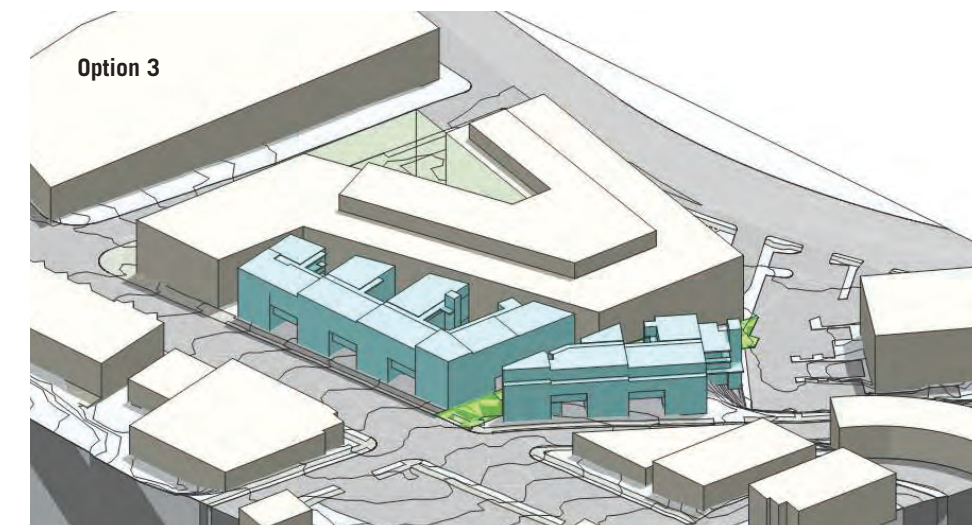
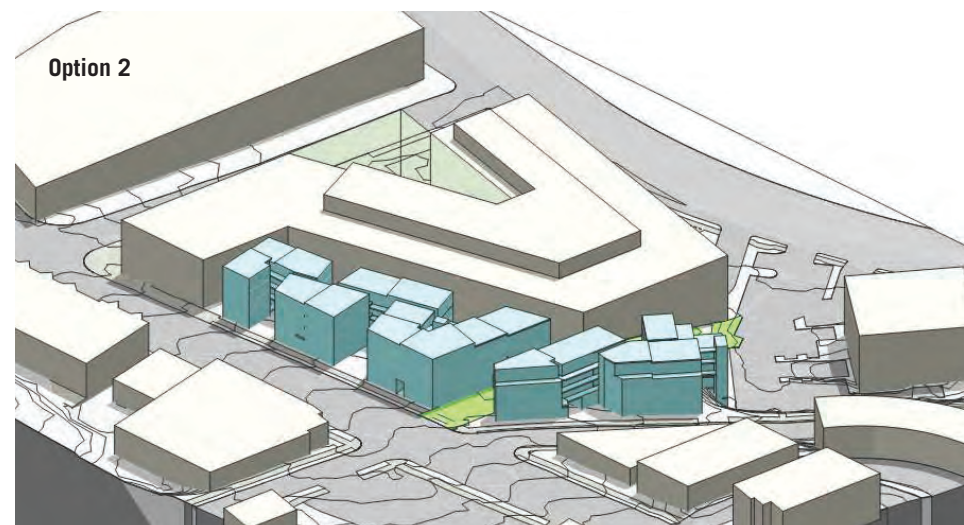
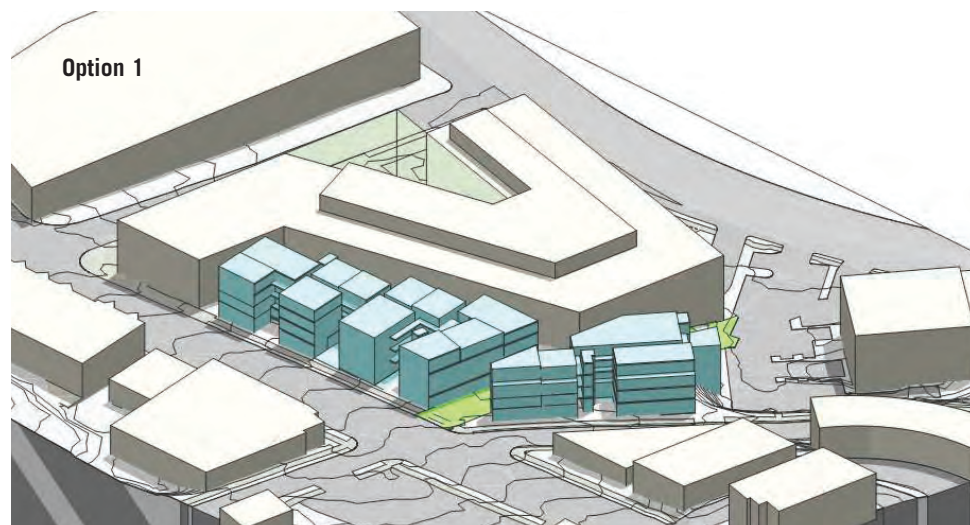
- ① "A, A, A, B" rhythm - facade divisions at upper levels based on steps in building massing, turns corner at E Howe St Park.
- ② Recessed 2nd floor at courtyards - 2-story portal.



Eastlake streetscape study 2: "A, B" rhythm at streetscape - building steps with grade and sets back at courtyard entries



Eastlake streetscape study 2a: "A, B" rhythm at streetscape reinforced by sawtooth roof forms on "A" bays.



PROS

Staggered “L-shaped” building elements have street-facing courtyards and single loaded corridors - opportunities for solar access, views and for passive ventilation.

Rhythm of building elements and intermediary courtyard spaces reduces scale along street front

Residential entries is visible in courtyard, close to Eastlake Ave. E.

PROS

Massing creates ±60' street frontages and street level public and semi-public courtyards at the front and back of the site. ±60' street facing massing is in keeping with width of adjacent parcel-based apartment buildings.

West facing interior courtyards for west units

Garage access can be two-way from Yale or “one-way-in” from Yale and “one-way-out” from Eastlake.

PROS

Rhythm of massing and open space creates building scale portals with views to landscape courtyards. All courtyards are visible from street.

Inverse "E" diagram breaks down scale along street front and offers best access to sun, open space, passive ventilation for largest number of units.

East-west orientation of courtyards allows for solar access, open space, passive ventilation while minimizing privacy issues with 1818 Fairview project.

"E" massing has least construction challenges for stepping all floor levels with site.

Option presents good opportunities for non-flat roof forms (see preliminary streetscape sketches).

Combined parking structure with two-way parking access from Yale Pl E minimizes intrusion of car on pedestrian environment.

CONS

Massing is focused at back of Eastlake site. Many units face the future 1818 Fairview project directly. This creates privacy/view issues.

"L" shaped diagram breaks down at Yale site.

Of all schemes "L" shaped diagram also has most challenges for stepping massing with the site.

Separated parking structures under each building require two separate parking entries - impact on Eastlake streetscape.

Rhythm of building elements on Eastlake may feel too small in scale compared to adjacent buildings.

CONS

Angled, stepped building forms are more complicated from a construction standpoint without commensurate gain in livability/features.

Option presents challenges for ramping residential horizontal circulation.

Units at back of Eastlake site have privacy/view issues with 1818 Fairview project.

Portions of open space concealed from street views.

Below grade street vacation required for parking.

CONS

Below grade street vacation required for parking.

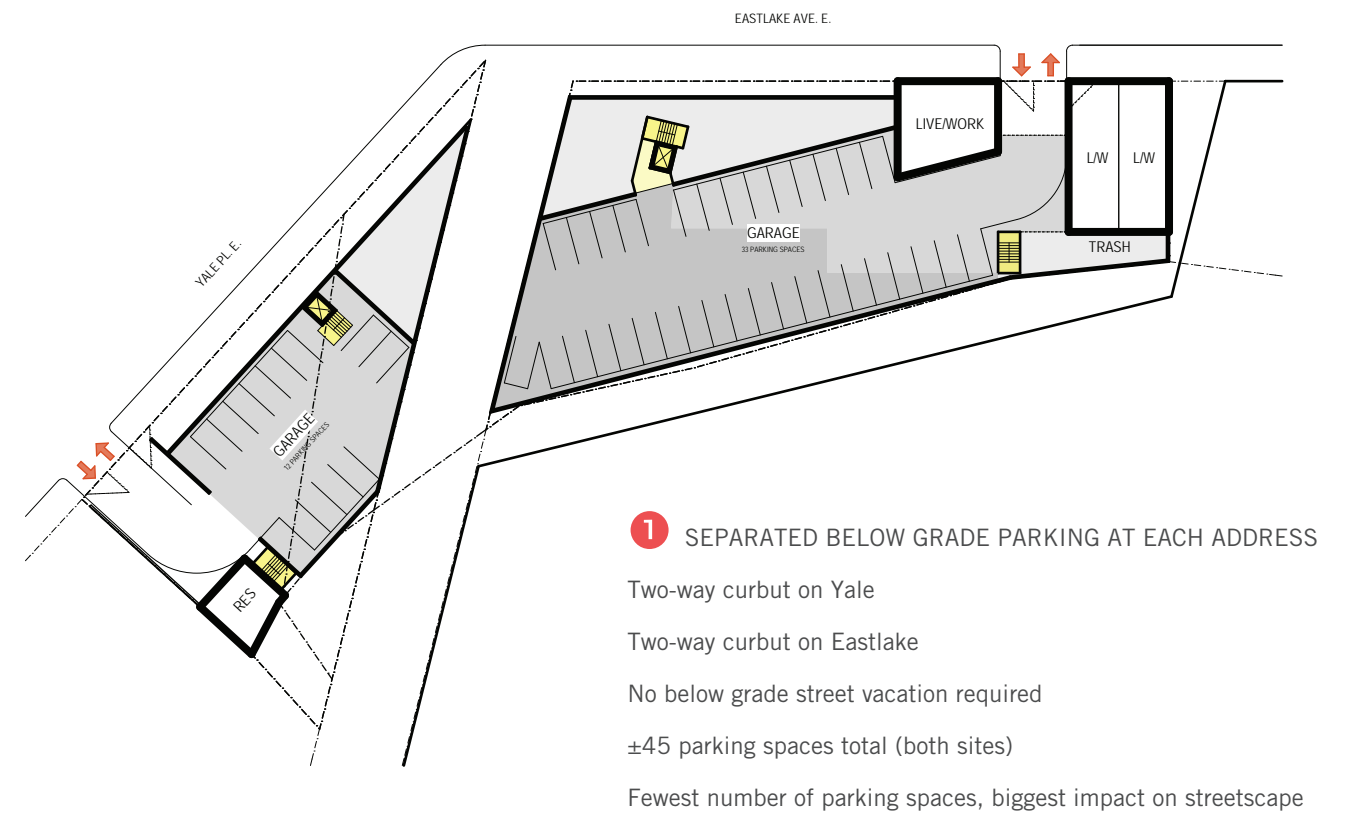
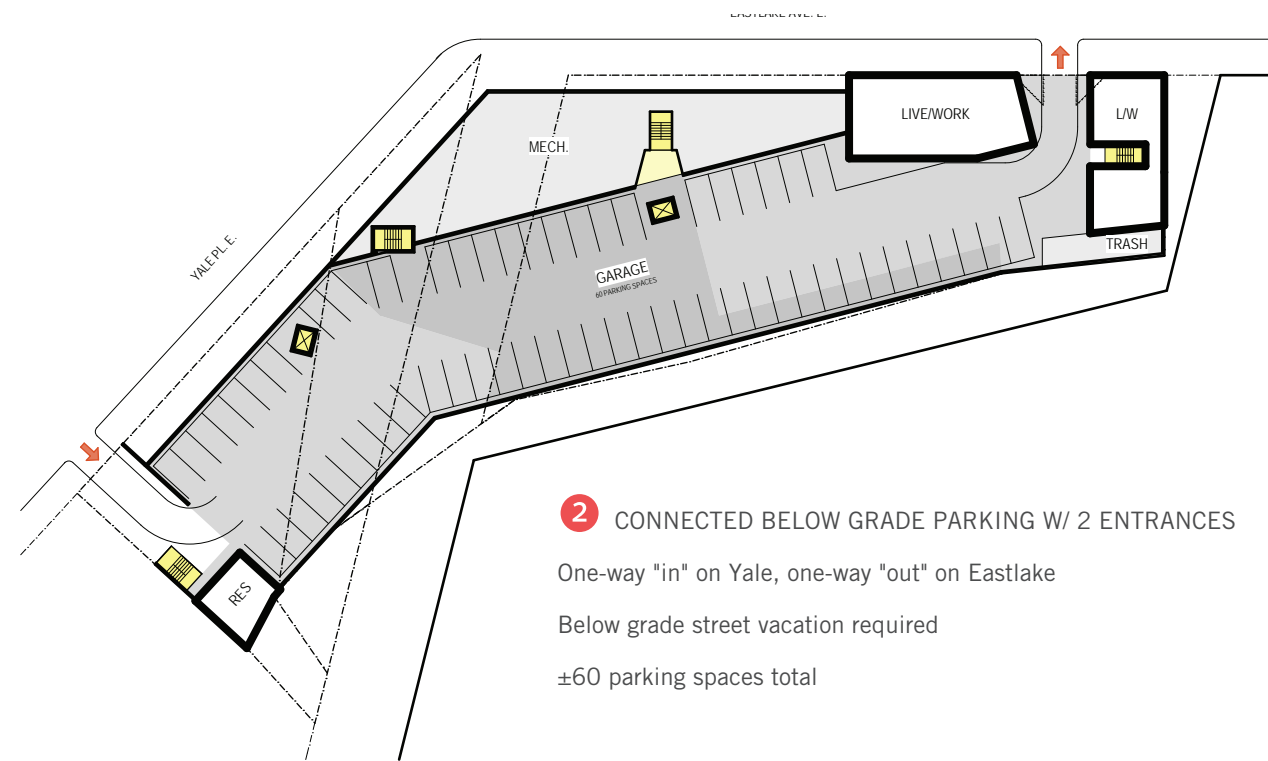
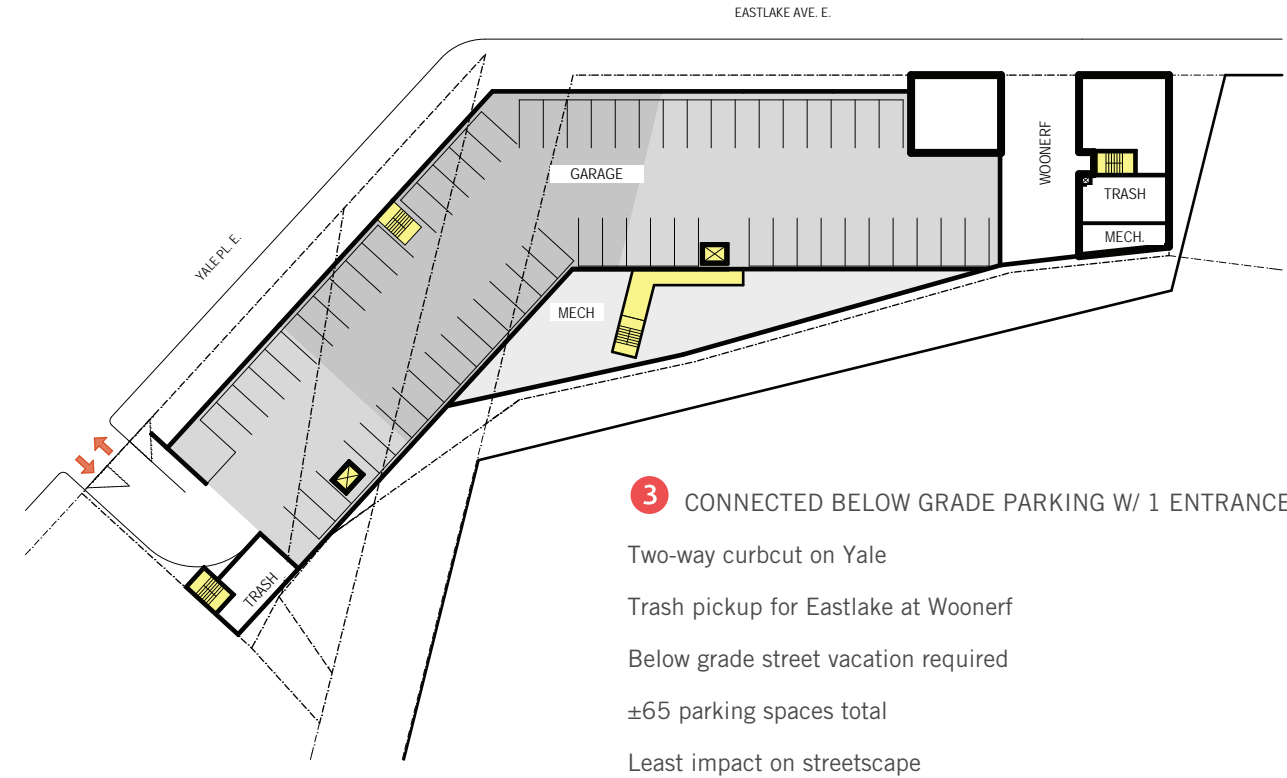
SUMMARY OF PARKING OPTIONS

Preferred Parking (Option 3) The preferred parking approach consists of a single subterranean level of parking below both development sites and the future E Howe Street Park. Vehicular access is from Yale Place E. This approach allows for a single parking entry for both sites and minimizes car activity on Eastlake. It also requires a below grade street vacation.

Parking is not required for the project, but the neighborhood has parking deficits and both the applicant team and community members have an interest in parking associated with the project. With the preferred parking, the project will provide 60-65% parking ratio.

A curbcut on Eastlake may still be required but it would only be used for trash pickup at the woonerf.

SDOT Below Grade Street Vacation: In the preferred scheme, the connected below grade parking requires a below grade street vacation. The applicant team met with SDOT on June 25 to assess the viability of the below grade street vacation. At the meeting, SDOT was receptive to the below grade street vacation and encouraged the applicant to continue to with the street vacation process which includes City Council and Design Commission approval.



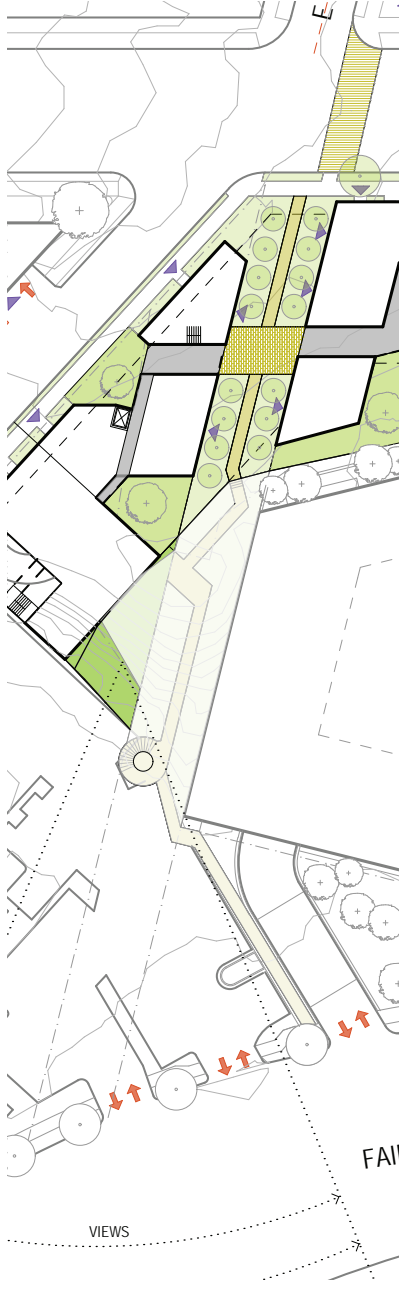
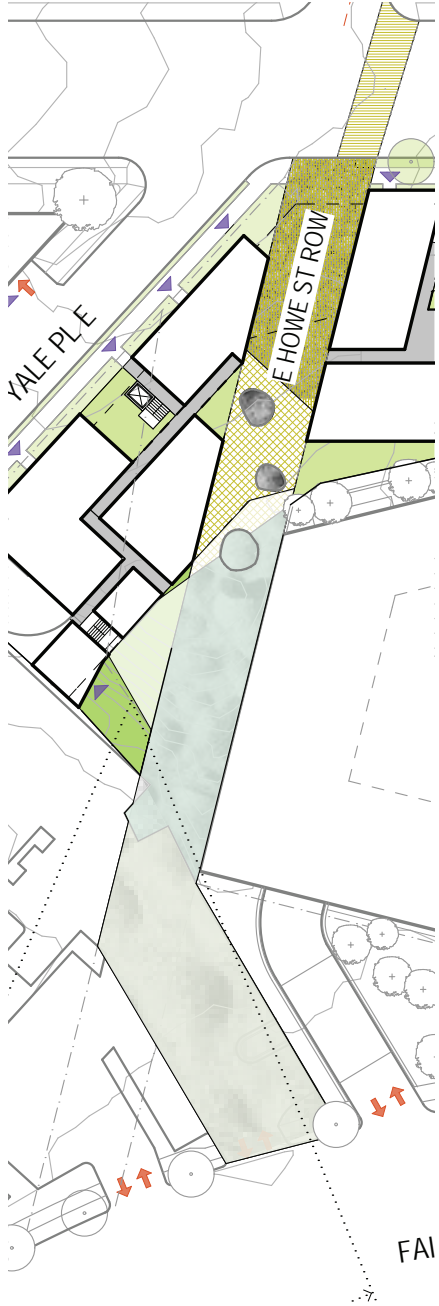
SUMMARY OF FUTURE E HOWE STREET PARK STUDIES

The E Howe Street ROW consists of two parts. Portions of the ROW between the Eastlake and Yale development sites are the applicant's responsibility to improve. The applicant team has met with neighborhood members and 1818 Fairview team. The meetings have been preliminary and the intent is to continue working with all to identify the park program and to develop cohesive design approach for the entire ROW. The studies below have been used to initiate discussion about concepts for the park.

ROW STUDY 1
 Park is proposed as passive park with native vegetation, habitat support (plants, birds), and pervious pavement where hardscaped. Potential for vegetated berms, rain garden, bioswales, other Low Impact Development techniques.

ROW STUDY 2
 Park is proposed as tree-lined pedestrian street on applicant's portion of site with spiral lookout/steps at other end of ROW. Potential for individual activity (reading, meditating), outdoor sidewalk uses, sculptural trees, streetscape furniture, decorative paving, information kiosk.

ROW STUDY 3
 Park is proposed as public plaza on applicant's portion of sites and terraced steps for pedestrian access and passive activities (picnics, etc). Plaza has potential for pop-up activity - street food, open air market, etc.





3rd & Bell Modular Mixed Use, Seattle - Under Construction.
 Architect: Bushnaq Studio. Developer: Daly Partners



Belmont Terrace, Seattle: interior/exterior renovation of existing 10-unit Capitol Hill apartment building.
 Architect: Bushnaq Studio. Developer: Daly Partners



Ascona Apartments, Seattle: major rehabilitation of existing brick apartment building.
 Developer: Daly Partners