

Project Information:

Project Address:

124 Denny Way
Seattle, WA 98109

Proponent:

Teutsch Partners: Real Estate Services
2001 Western Ave. Ste 330
Seattle, WA 98121
Contact: John Walker
206.728.1130

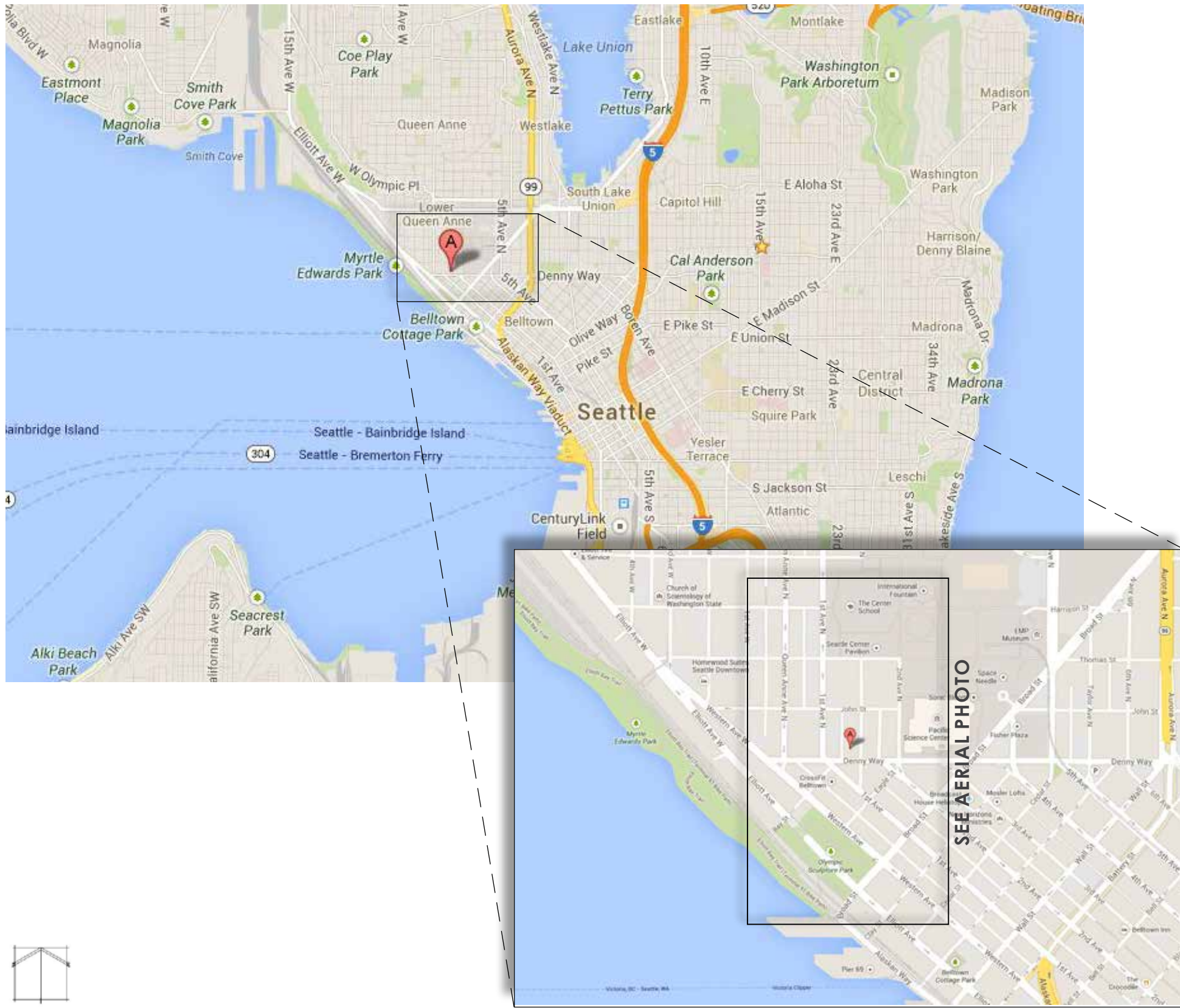
Applicant/Architect:

Encore Architects
1402 3rd Ave, Suite 1000
Seattle, WA 98101
Contact: Andrew Hoyer
andyh@encorearchitects.com
206.790.2076



124 Denny Way

Early Design Guidance Packet
DPD #3015549



Regional Location - Map



Immediate Location - Aerial Photo

Site Location

Objectives:

The applicant proposes to construct a 5 story wood frame residential building over one story concrete podium with residential units facing the street on Warren Ave. N and commercial space facing Denny Way. The project will have approximately 84 apartment units, along with approximately 32 parking stalls accessed from the alley, and 1,500 SF - 2,000 SF of street front commercial space.

The building will provide a conscientious interface with the surrounding neighborhood context. The height, bulk, and scale of the primary massing will respond to the immediate site constraints and will take advantage of the scenic views afforded to three of its four sides.

Project Location:

The site is comprised of two adjacent lots, located on the northwest corner of Denny Way and Warren Ave. N.

It is located in a NC3-65 zone, within the Uptown Urban Center of lower Queen Anne. The Belltown Urban Center zone is located directly to the south, with a zoning classification of DMC-65.

To the north of the site is an existing 6 story apartment building, with a blank metal facade directly on the property line.

East of the site, across Warren Ave. N, is an approximately 30' tall concrete parking structure with access from the opposite alley,

An approximately 16' tall commercial building, along with a public parking lot, is located across the adjacent alley on the west side of the site.

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Surrounding Zoning and Uses
Neighborhood Context
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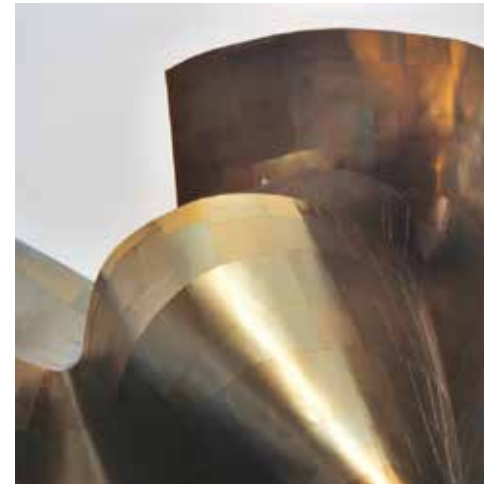
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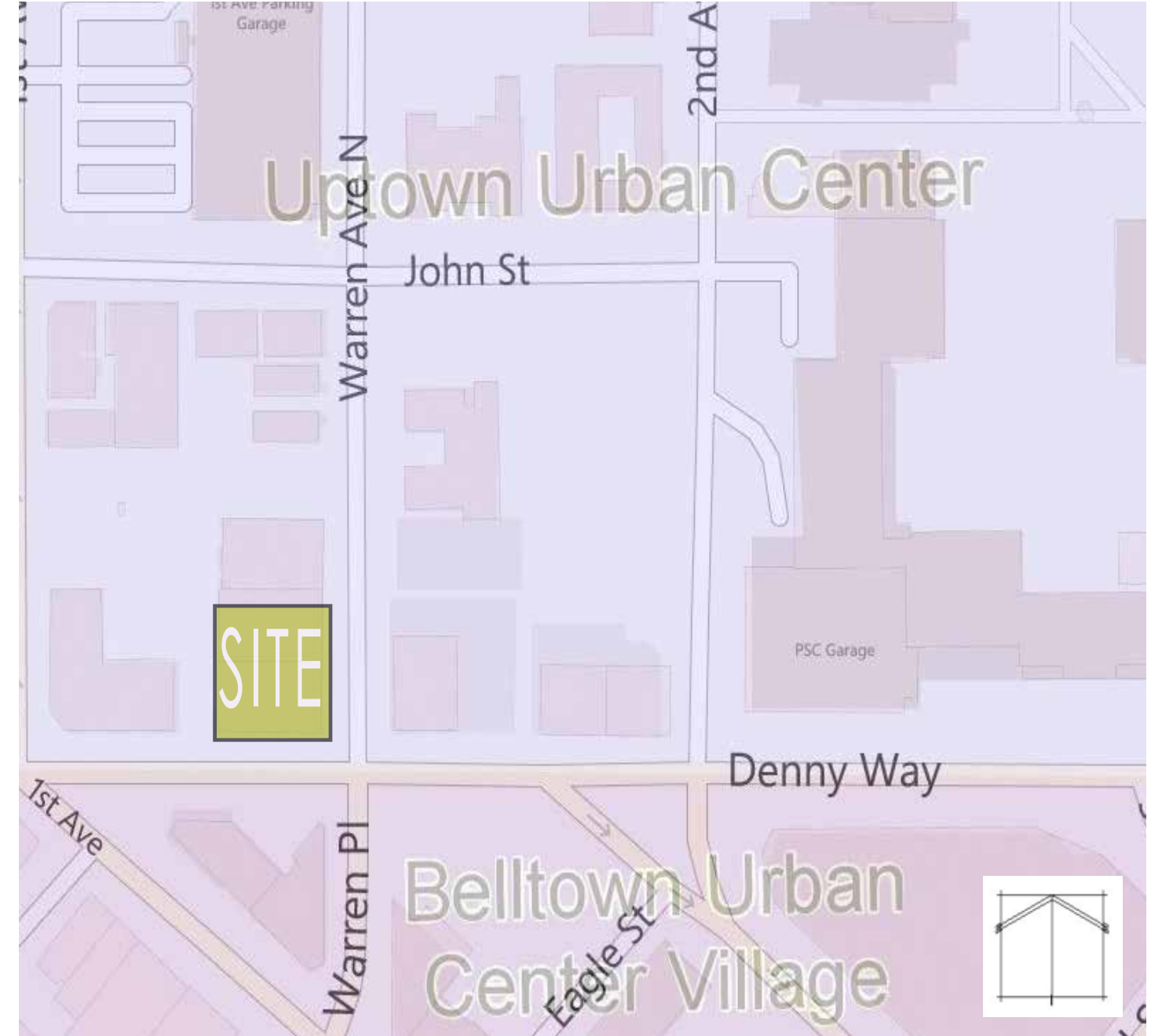




CONTEXT



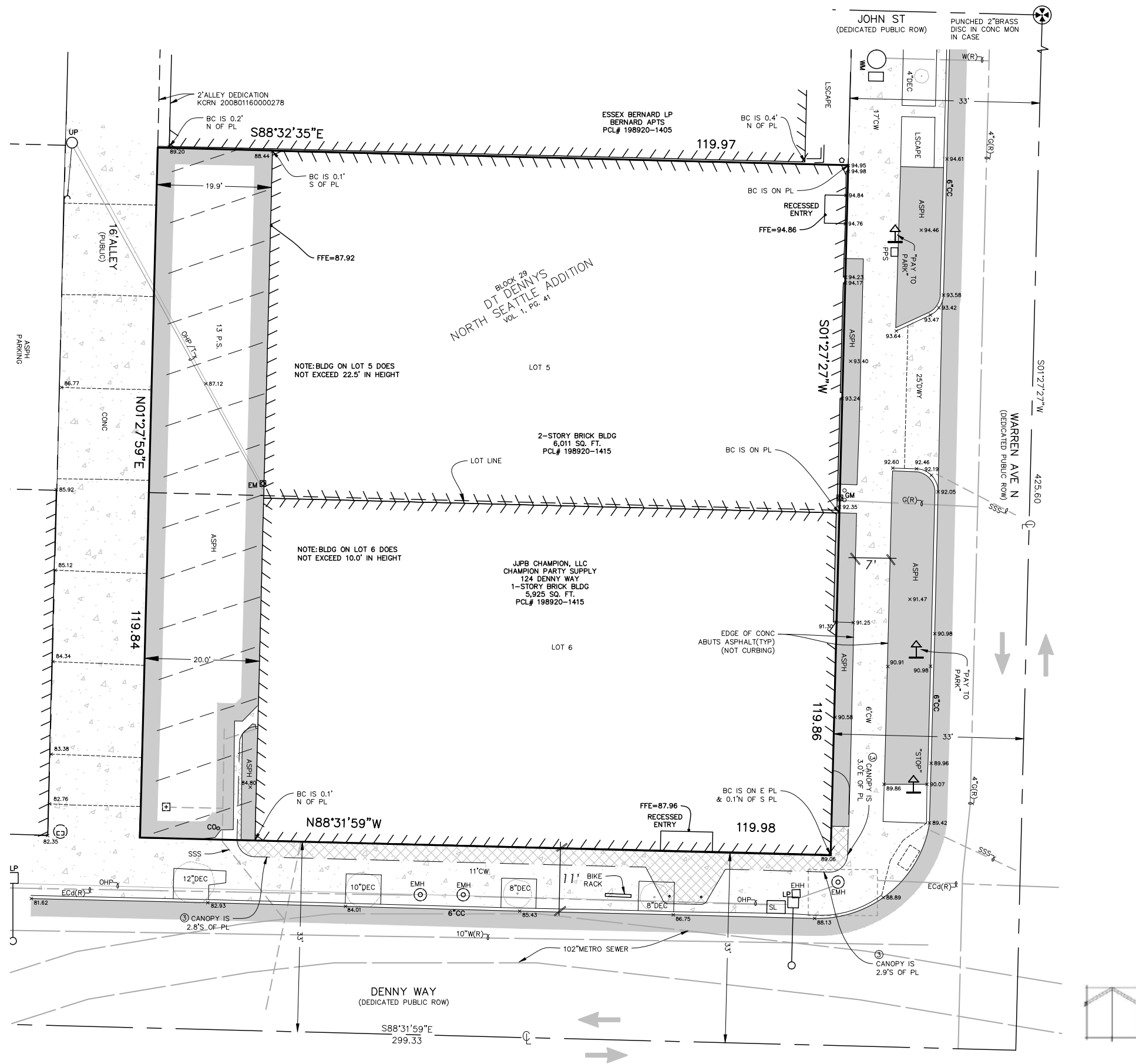
Zoning Map - "NC3-65"



Urban Village Zone - "Uptown Urban Center"

- Civic / Cultural
- Multi-Family
- Mixed-Use
- Commercial / Office
- Parking Structure





Project Site:

The site is located at 124 Denny Way, on the northwest corner of Denny Way and Warren Ave. N. The 14,400 SF (120'x 120') site is currently occupied by a 2-story brick building on the northern lot and a 1-story brick building on the southern lot.

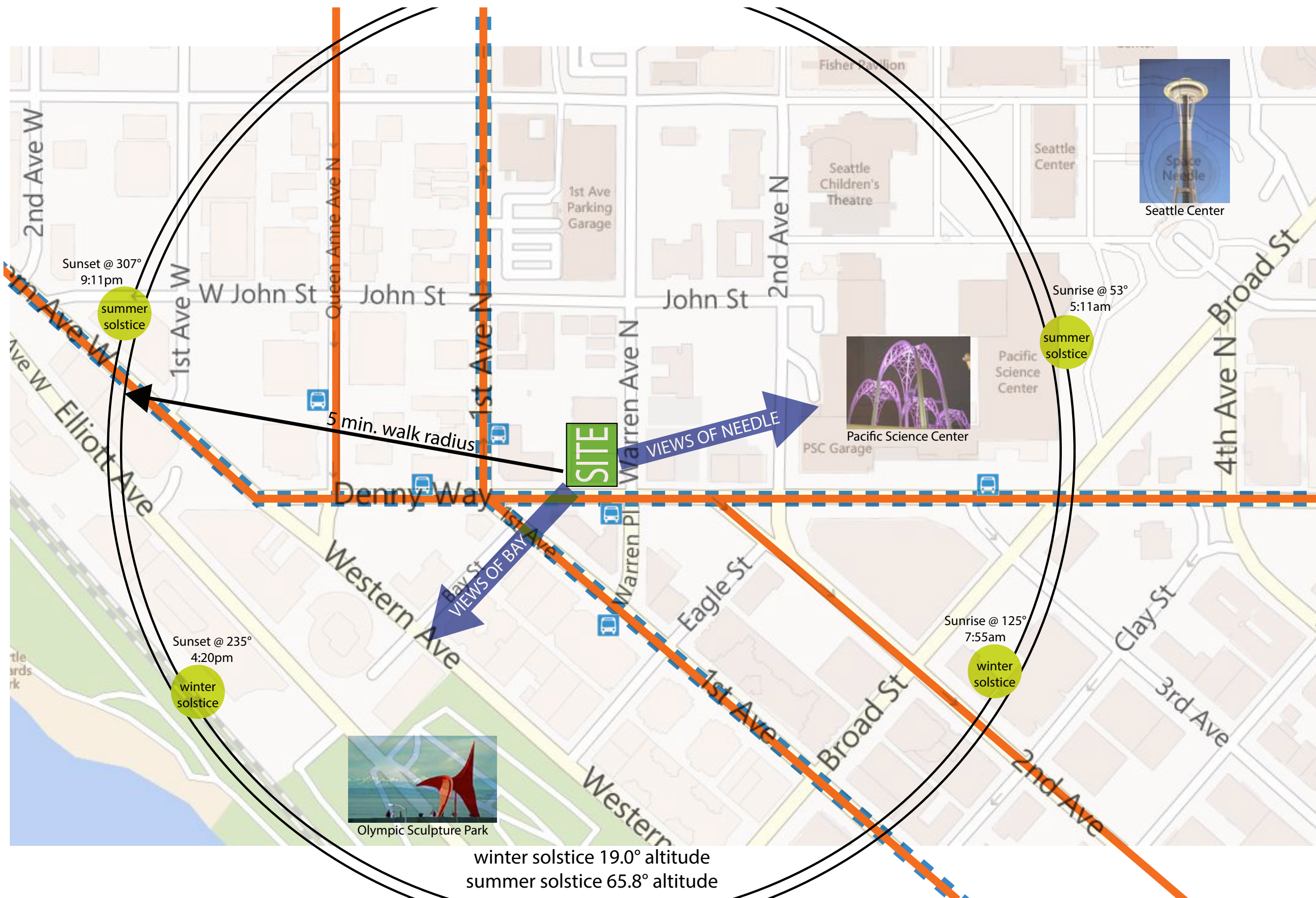
The 2 parcels that make up the site are zoned NC3-65, with a maximum FAR of 4.75.







The site slopes down approximately 12' from the northeast corner to the southwest corner. The northeast corner is located at an elevation of 94.9' and the southwest corner is located at an elevation of 82.5'.

The site exposure on Denny way drops in elevation approximately 6'-6" from east to west. The site exposure on both the alley and Warren Ave. N. increase about 6'-6" from south to north.



Immediate Site Topography



-  Main Arterial Route
-  Frequent Bus Route
-  Bus Stop
-  5 min. Walkshed
-  Public Park
-  Site

winter solstice 19.0° altitude
 summer solstice 65.8° altitude





AXONOMETRIC VIEW - FACING NORTH



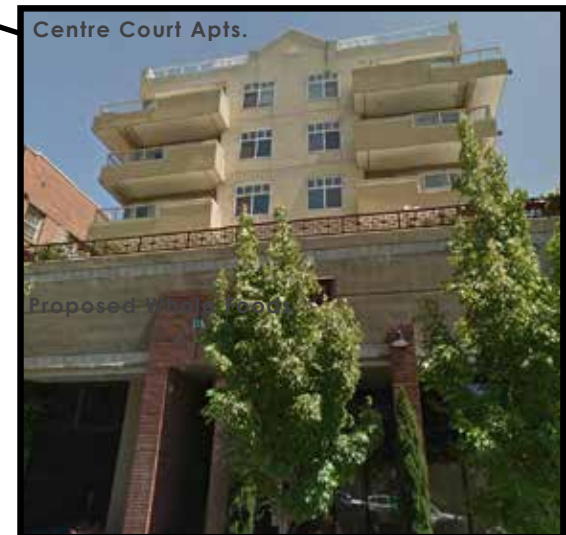
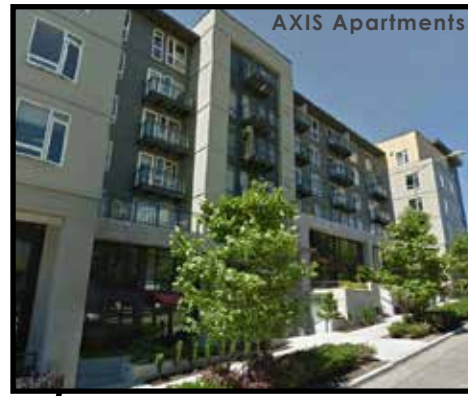
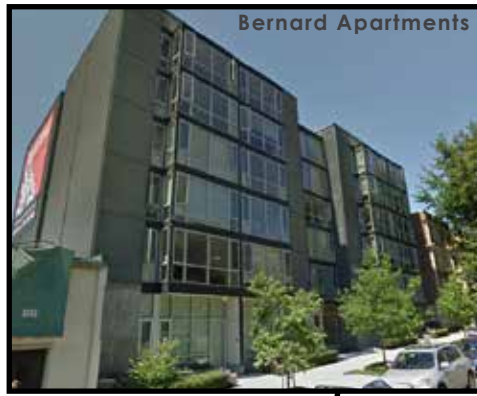
AXONOMETRIC VIEW - FACING SOUTH



AXONOMETRIC VIEW - FACING EAST



AXONOMETRIC VIEW - FACING WEST



1 View OF site from across Warren Ave. N.



SITE

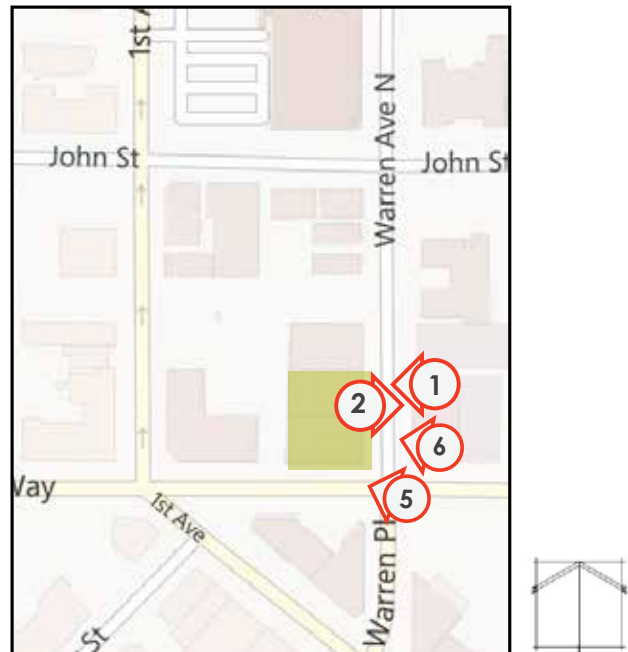
2 View FROM site across Warren Ave. N.



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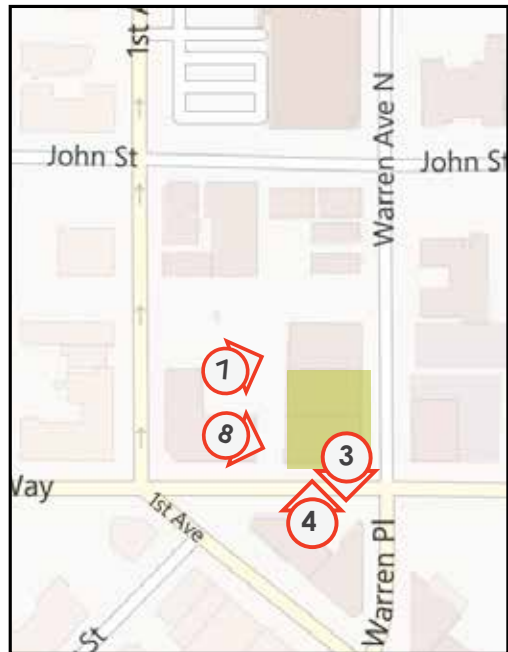
3 View FROM site across Denny Way



4 View OF site across Denny Way

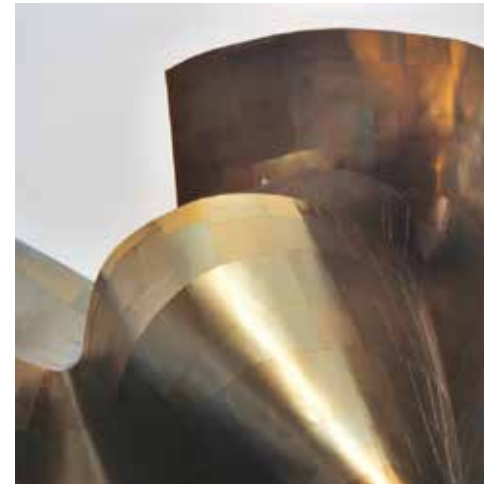


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8







GUIDELINES

CS2 - URBAN PATTERN & FORM

A2 - Location in the City Neighborhood | Architectural Presence

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

Response:

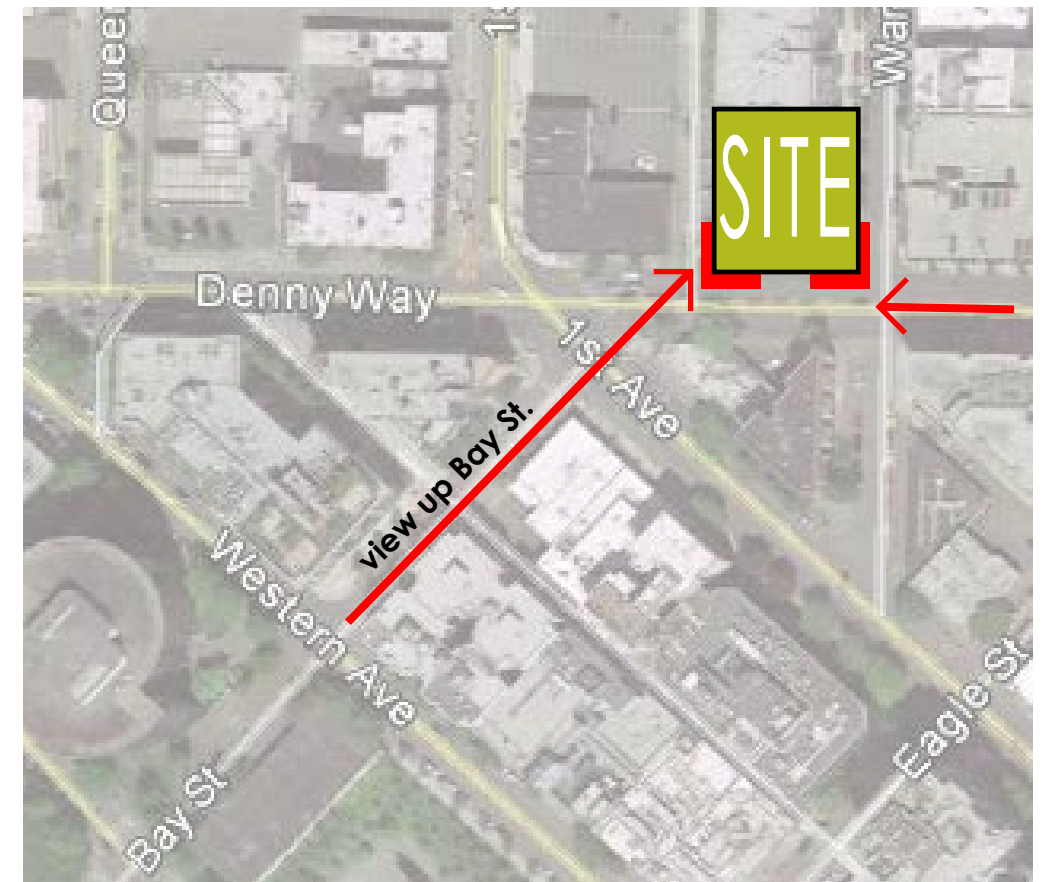
The site presents itself in highly visible location at the apex of Bay St, as it intersects with Denny. The proposed scheme will take advantage of this location and incorporate a strong presence and increased articulation on the southwest corner. Similarly, the corner of Denny Way and Warren Ave, N. will mark a dominant presence on the street. A heavily glazed corner lobby will act as a beacon in this location.

D1 - Height, Bulk, & Scale | Existing Development & Zoning

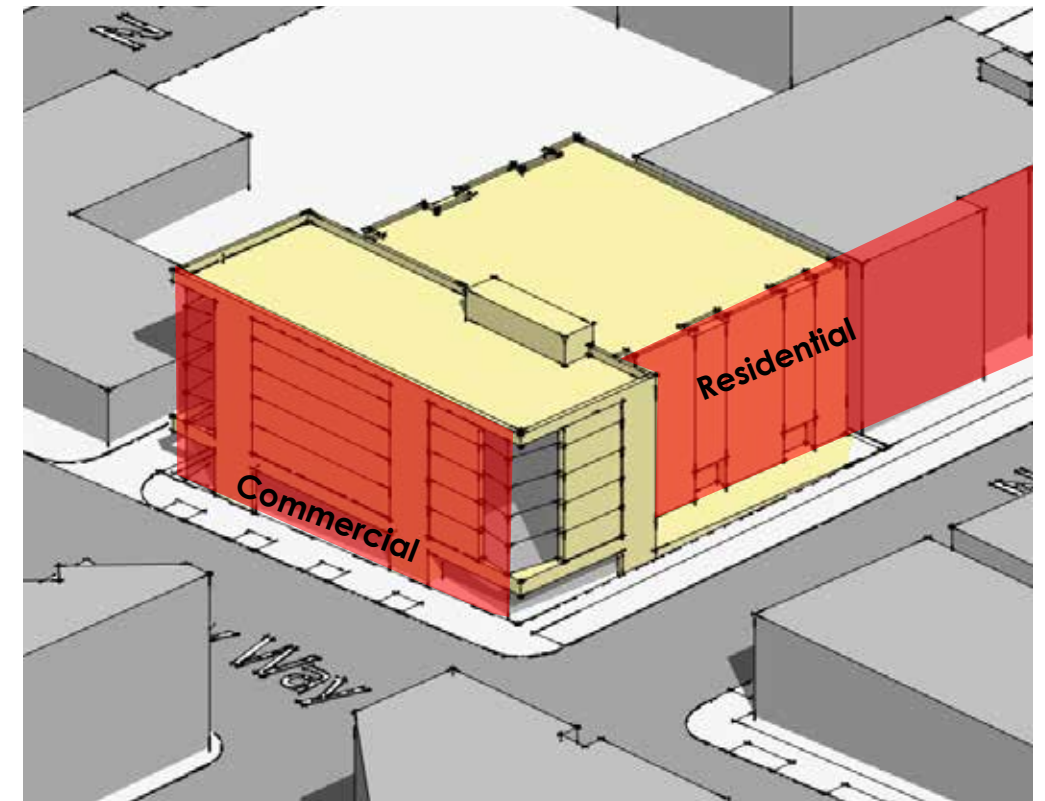
Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

Response:

The proposed schemes all comply with the zoning development standards outlined in NC3-65. The overall height of the building will directly relate to the adjacent structure on the north. The primary mass of the building, adjacent to Denny Way, will present itself directly along the property line. This will successfully reinforce a strong presence for the retail functions at street level. The secondary mass of the building, parallel to Warren Ave. N., will draw a connection to setbacks of the adjacent structure. This will preserve views while also adding to the more residential feel.



Architectural Presence at Corners



Height, Bulk, & Scale Relationships - (Concept B)

PL3 - STREET-LEVEL INTERACTION

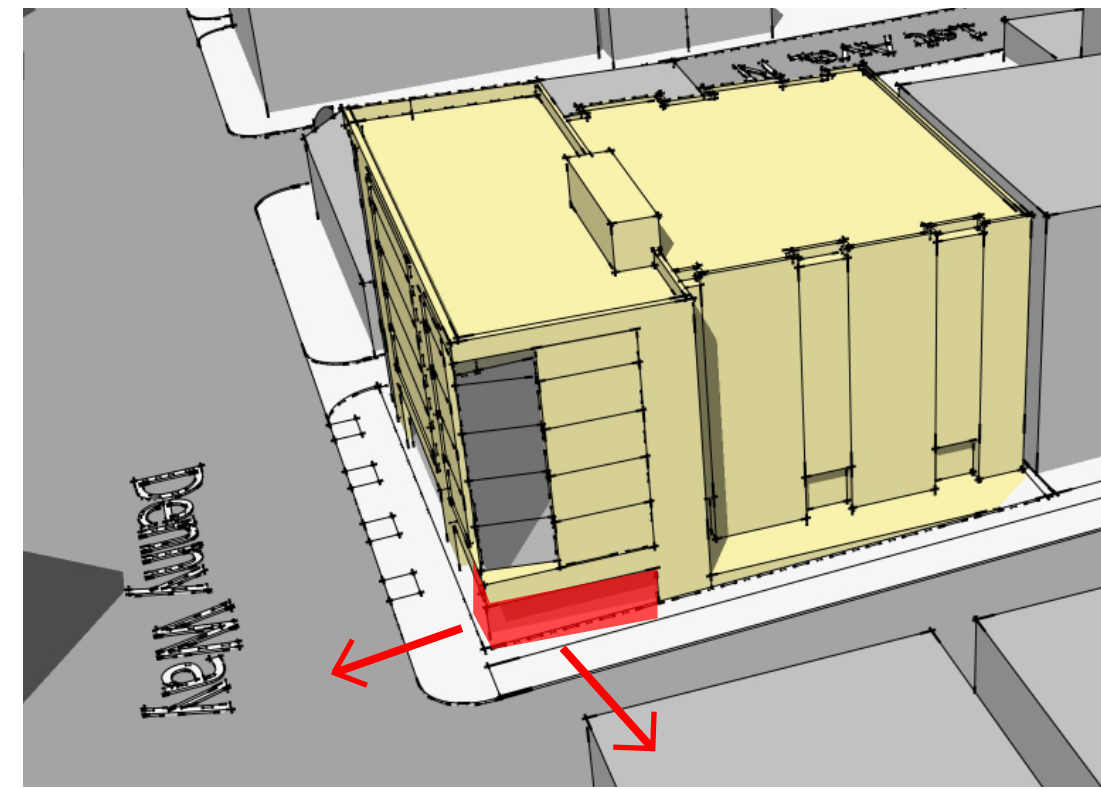
A1b - Entries | Common Entries to Multi-Story Residential Buildings

Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

Response:

The primary residential lobby will be located on the corner of Denny Way and Warren Ave. N. This location offers an obvious and highly identifiable presence, while also providing a strong connection to the street. In working with the site topography, the main lobby will have a double height interior volume and larger expanses of glazing. This will provide an open and welcoming sense upon entry. A slight recess from the remainder of the building's volume, paired with the use of signage will provide differentiation from other, more public, entries.



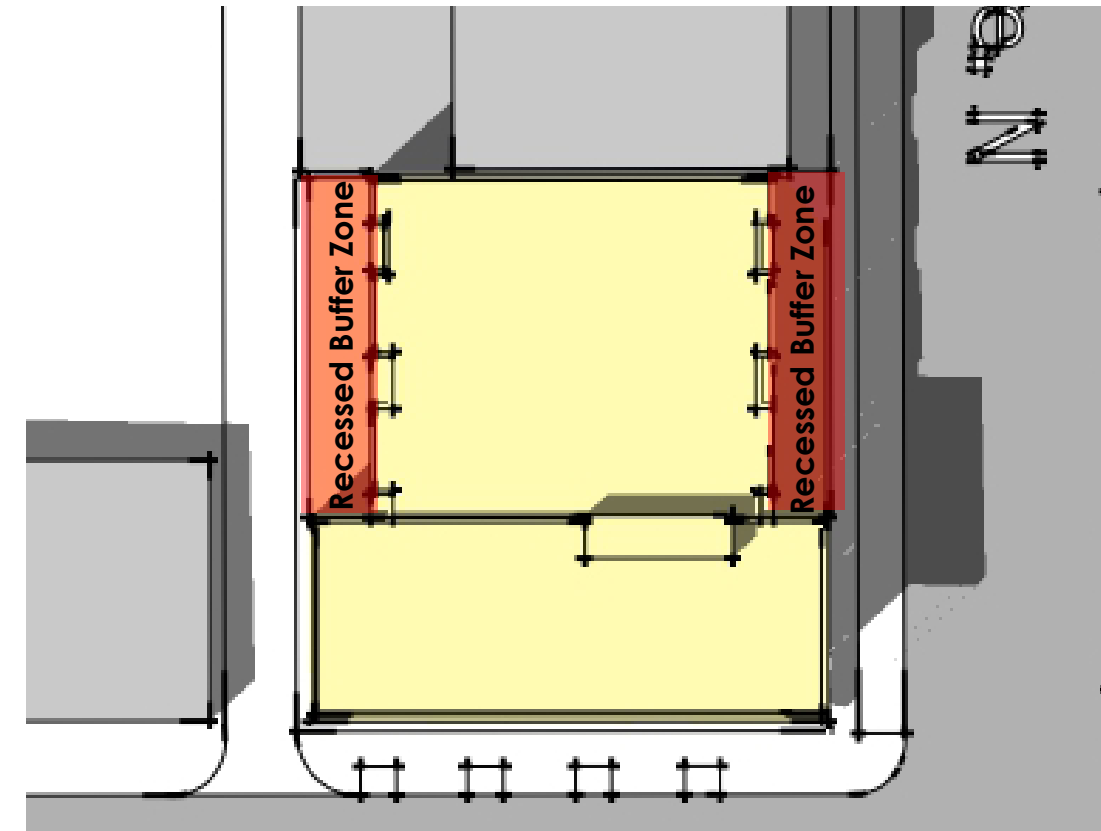
Common Entry - Street Relationship & Articulation (Concept B)

B2 - Residential Edges | Ground-level Residential

Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence.

Response:

In the preferred scheme, the massing of the building works to provide recessed zones off both the alley and Warren Ave. N. By doing this, the form of the structure creates buffer zones from the adjacent public sidewalks and streets. Planters and private stoops at the street-level will provide transitional elements and opportunities for landscaping to visually obscure direct views into the units.



Residential Edges - Recessed Buffer Zones (Concept B)

DC1 - PROJECT USES & ACTIVITIES

A4 - Arrangement of Interior Uses | Views & Connections

Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

Response:

In the preferred scheme, the upper level residential floor plates are oriented to capture views of both Elliot Bay / Olympic Mountains on the west and the Space Needle to the east. The increased prominence of the corner units will offer added views down Bay St and Denny Way. On the street level, a retail zone and main lobby are located directly adjacent to the sidewalk on Denny Way. Increased glazing at the base of the building will allow visual connection to the interior public and semi-public functions. Where a more private sense is desired for street-side residences on Warren Ave. N., a buffer zone of hardscape and landscape features will act as a differentiator.

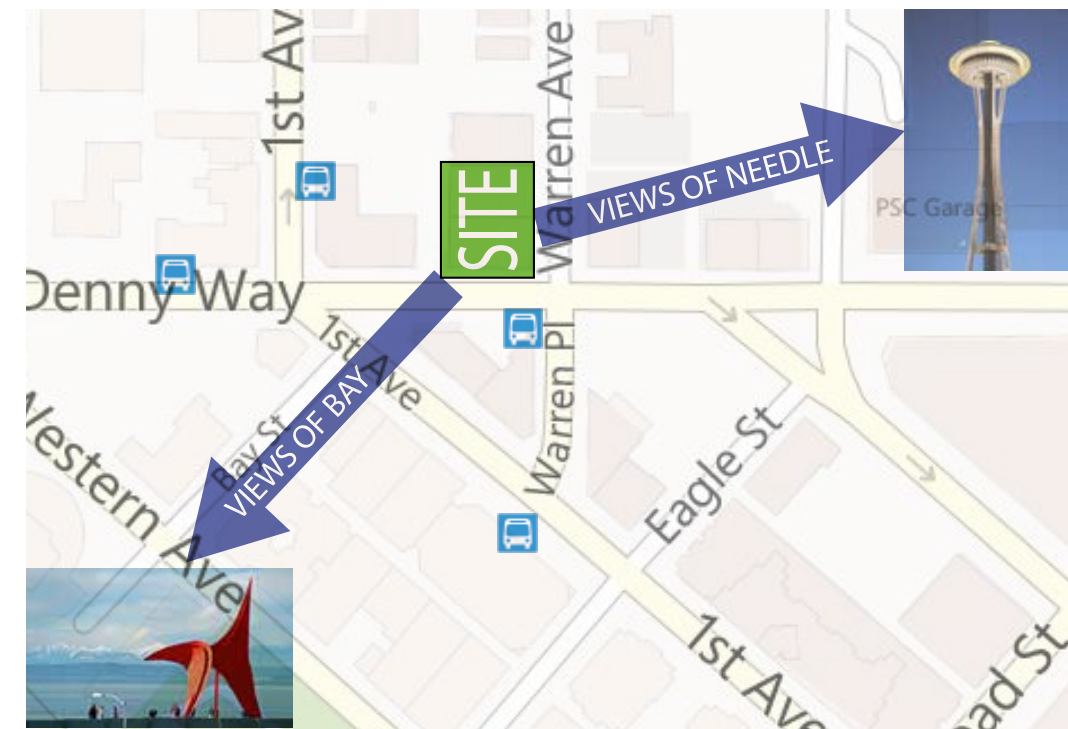
DC2 - ARCHITECTURAL CONCEPT

D1 - Scale & Texture | Human Scale

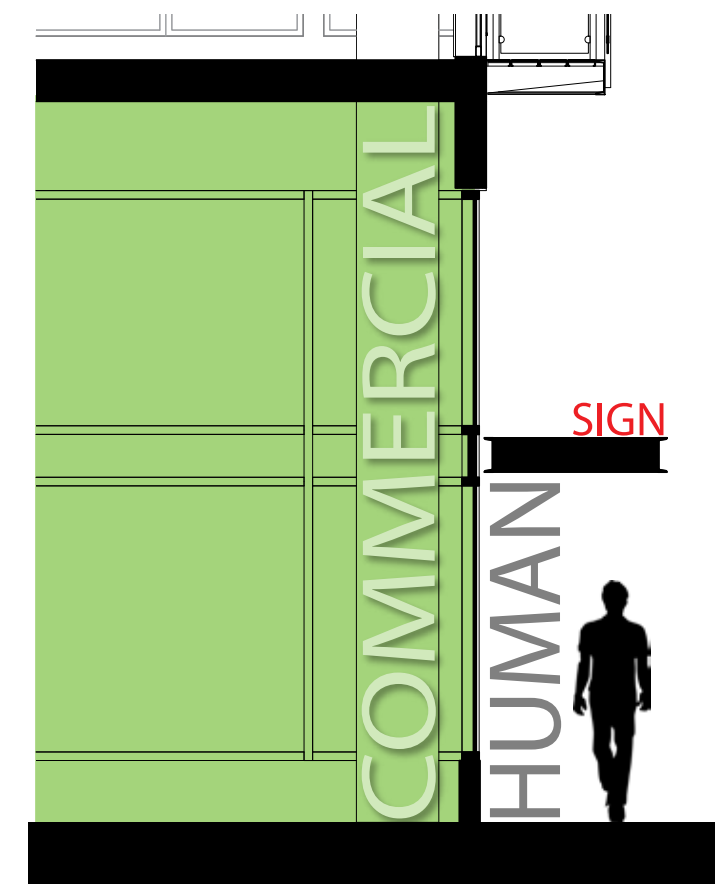
Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

Response:

Working in conjunction with the recessed buffer zone, the residential "stoops" and retaining wall planters will more appropriately bring the building to a human scale as it meets the sidewalk. These elements will provide interest at the eye level and elements of color through the use of landscaping. The slightly recessed lobby area and canopies over the commercial zone will not only provide pedestrian friendly signage, but also provide weather protection.

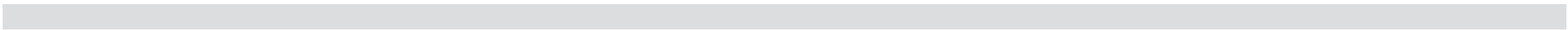
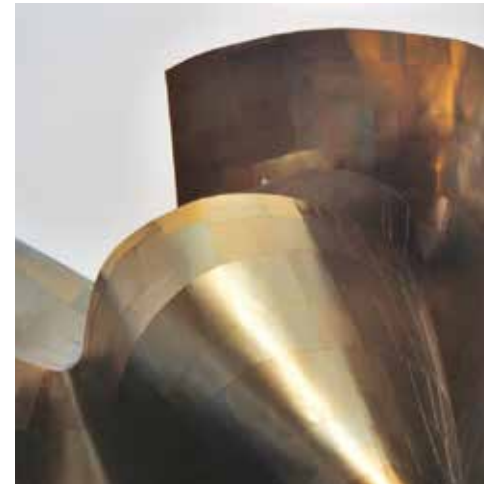


View Orientation Toward Local Landmarks - (Concept B)



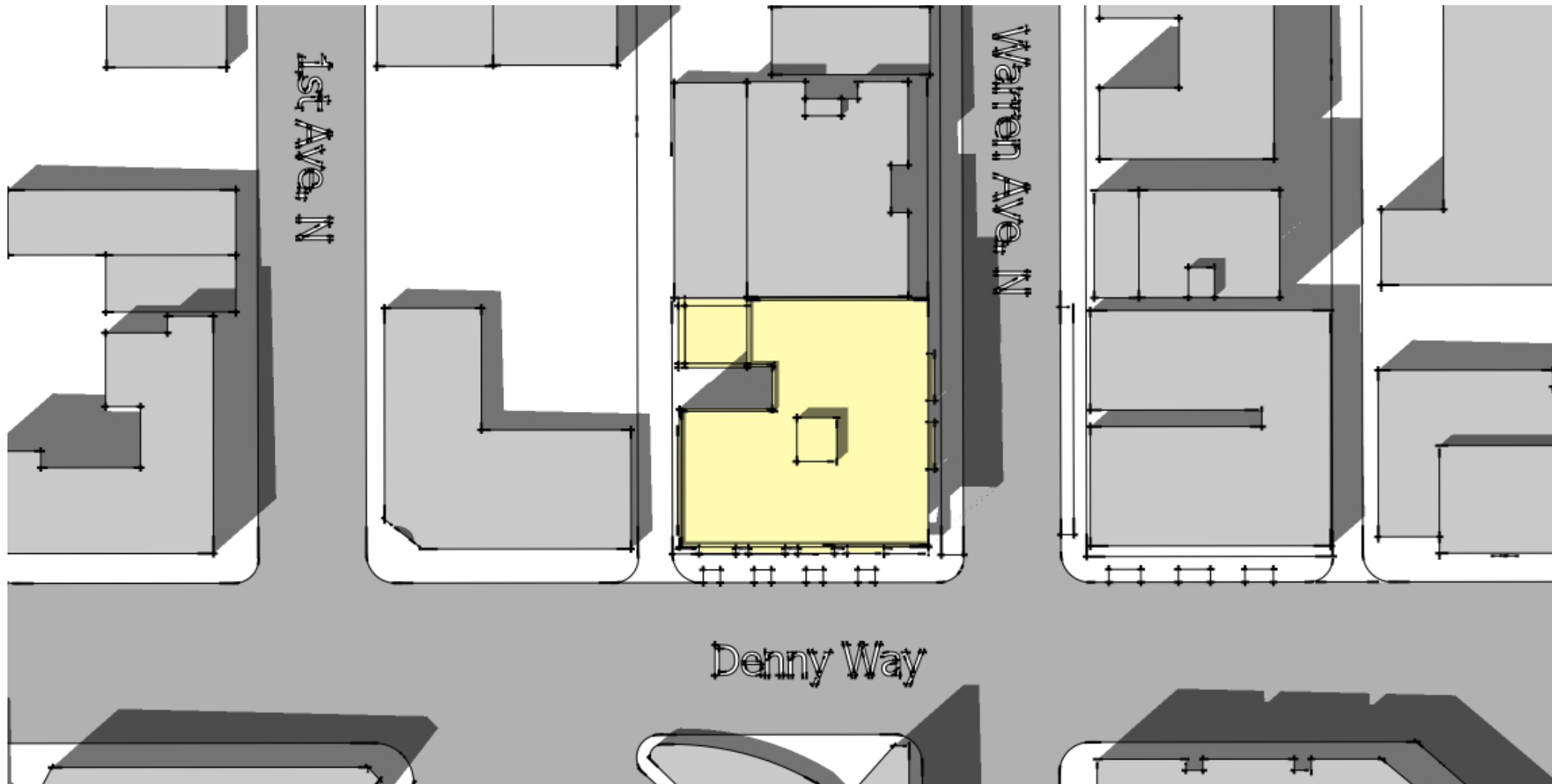
Example - Human Scale, Weather Coverage & Signage







CONCEPTS



Massing Concept A:

This concept focuses on pushing the main mass of the building toward the corner of Denny Way and Warren Ave. N. By doing this, a corner entrance for the residential lobby can present itself to the street with ample street front glazing. A private amenity patio is then located on a plinth above the alley.

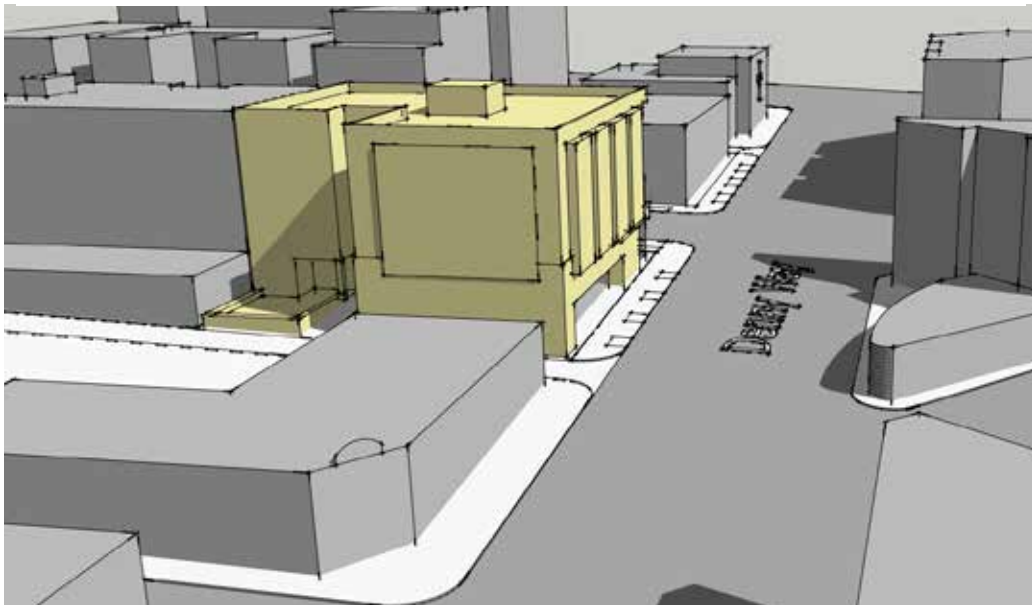
Pros:

- Maximize views of Space Needle
- Maximize retail frontage on Denny
- Corner entry

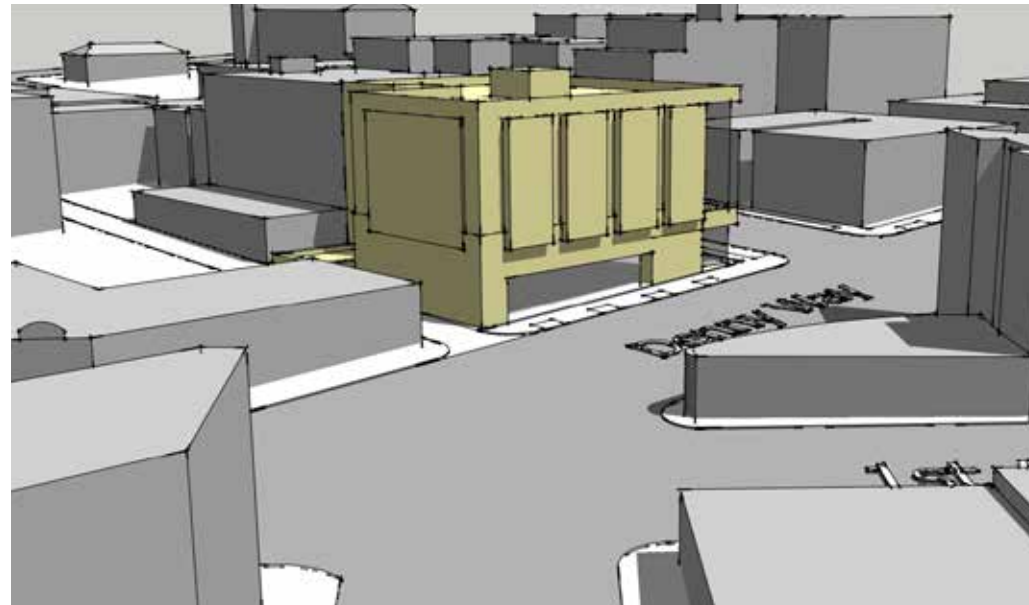
Cons:

- Shadows on amenity plaza
- Dominant mass directly on side street
- Lack of relationship to adjacent building

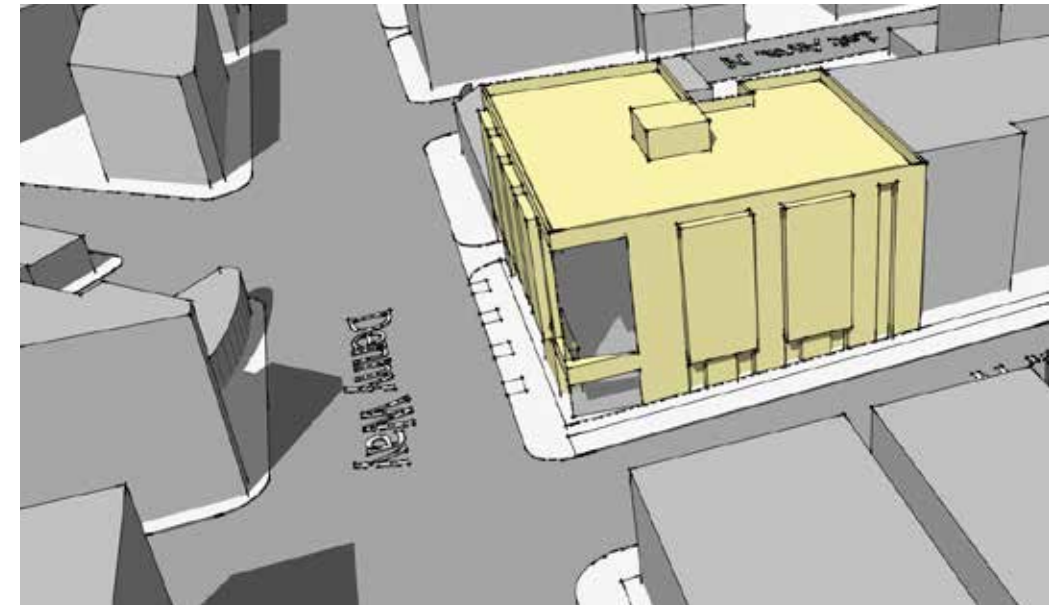
Conceptual Site Plan



View from Southwest at Denny Way

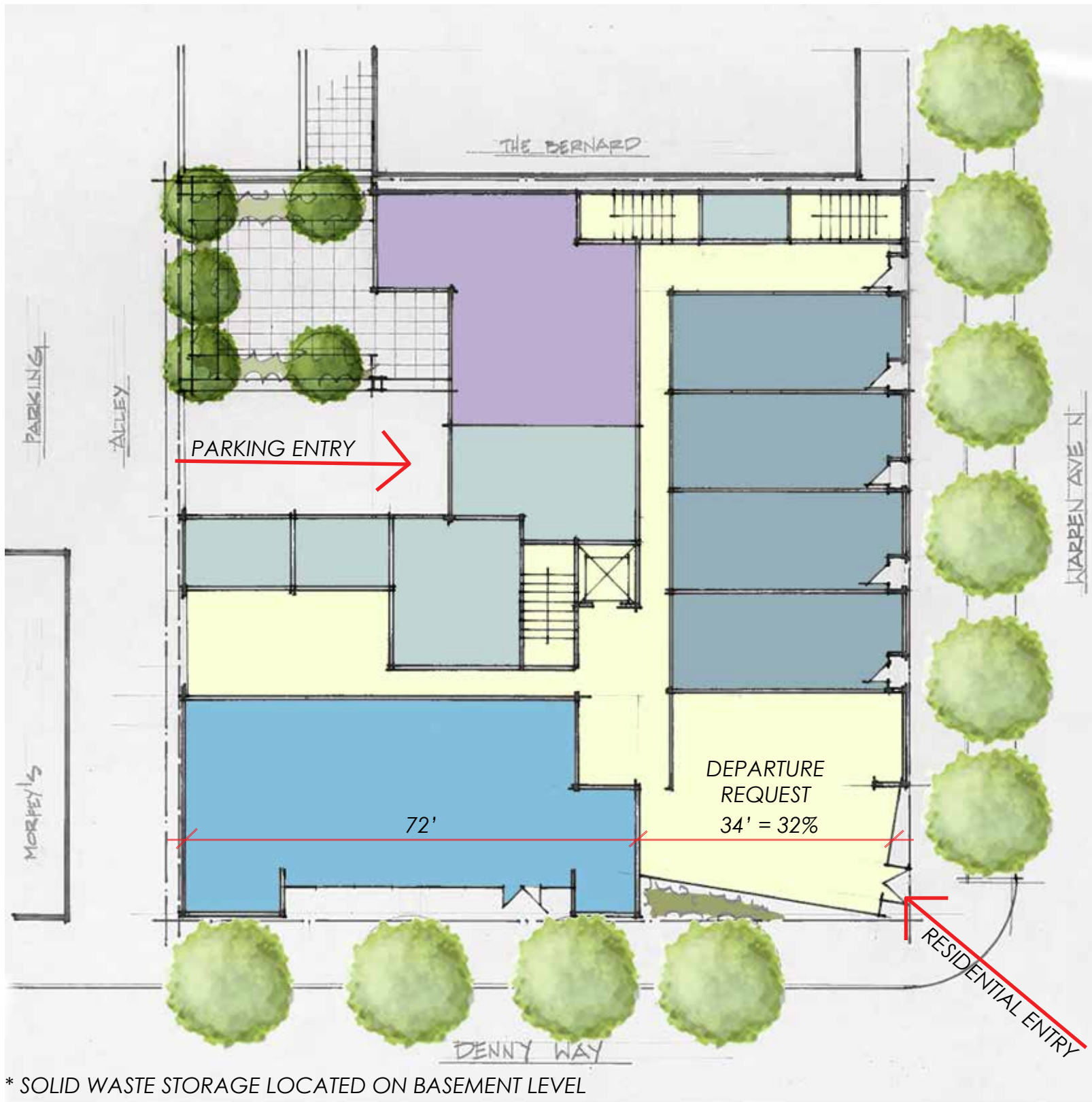


View from Bay St.



View from Southeast at Denny Way and Warren Ave. N

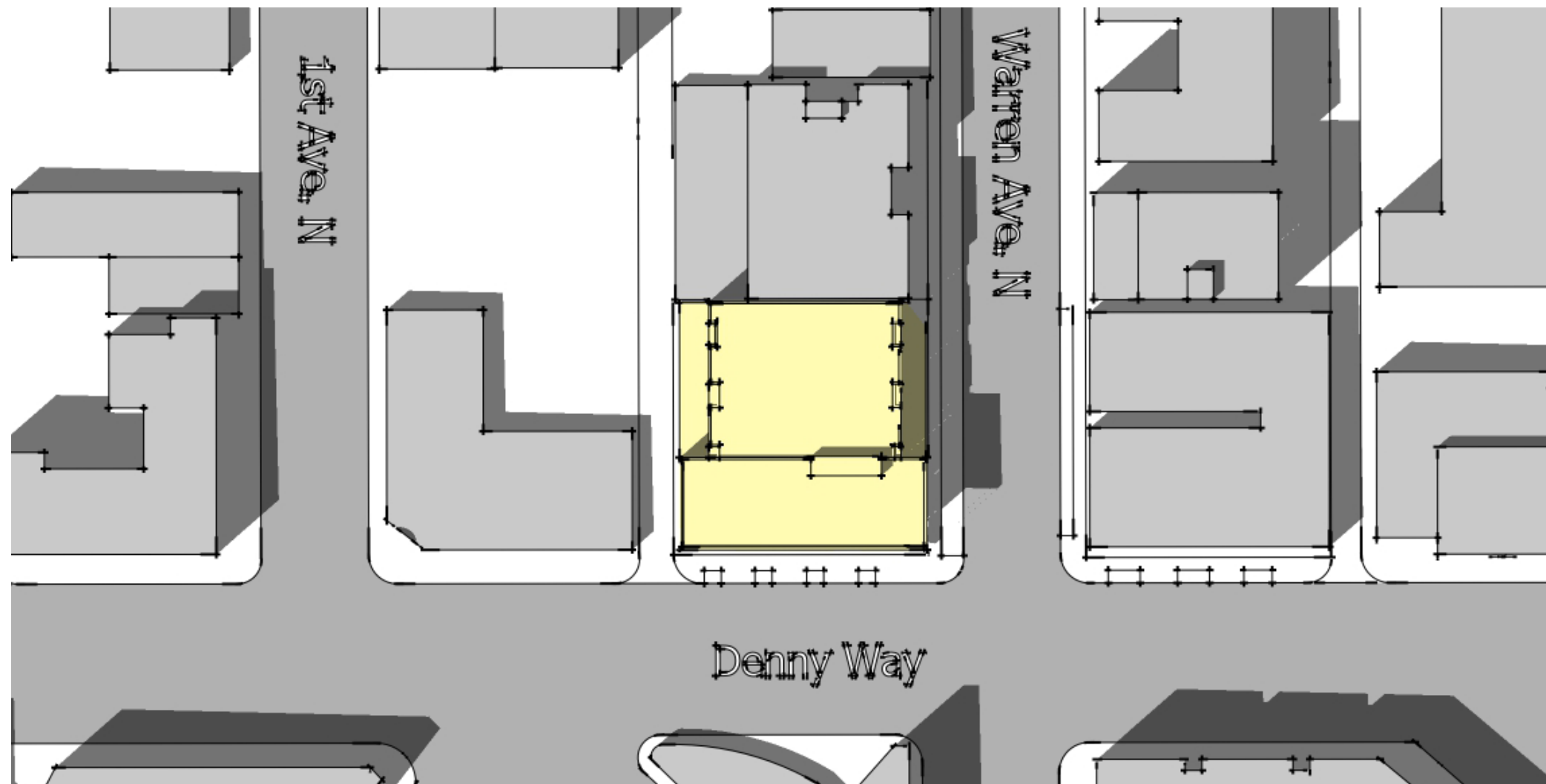
Massing Concept A



Ground Level Floor Plan



Typical Upper Level Floor Plan



Massing Concept B:

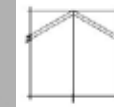
This concept uses two primary masses to form the overall structure. A "bar" form that orients itself toward Denny Way creates a presence on the main street, while a secondary "bar" centers itself perpendicular to Denny Way. This relationship creates recessed zones from the alley and Warren Ave. N., thus reinforcing the more private residential street.

Pros:

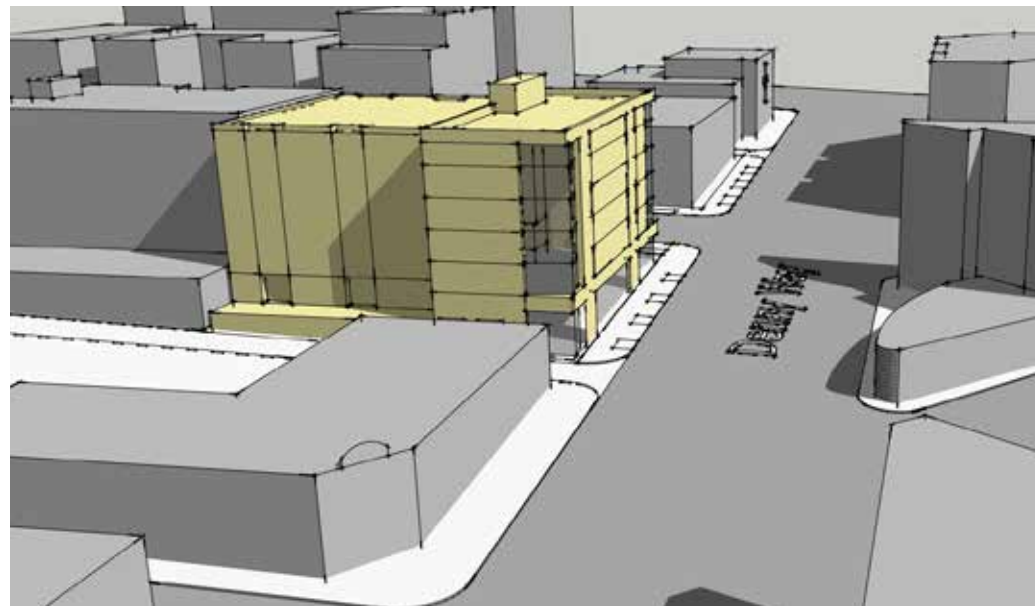
- Recessed patio space on Warren Ave. N.
- Maximize retail frontage on Denny
- Corner entry
- Direct setback relationship to adjacent building

Cons:

- Decreased outdoor amenity space on lower level



Conceptual Site Plan



View from Southwest at Denny Way

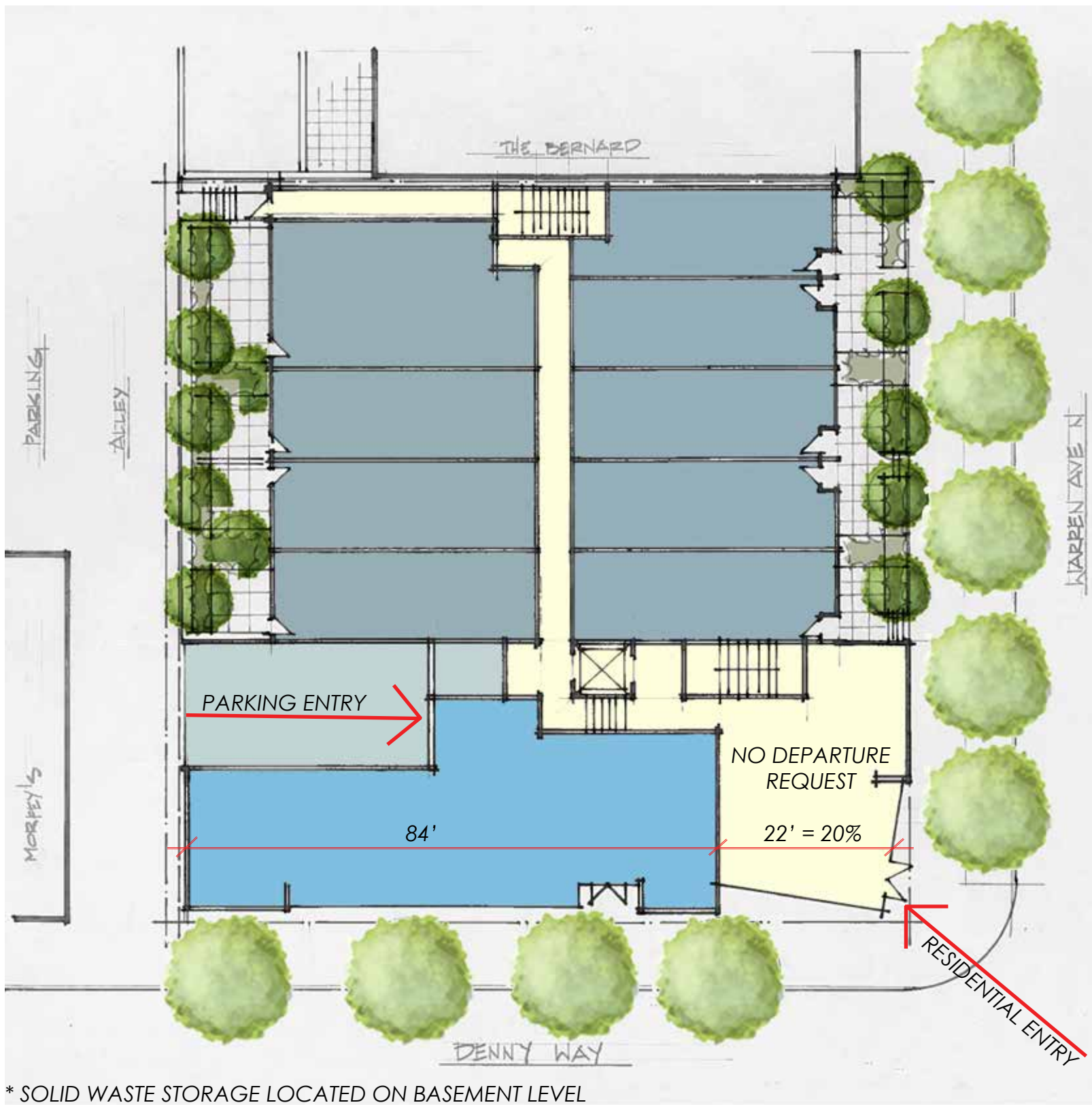


View from Bay St.

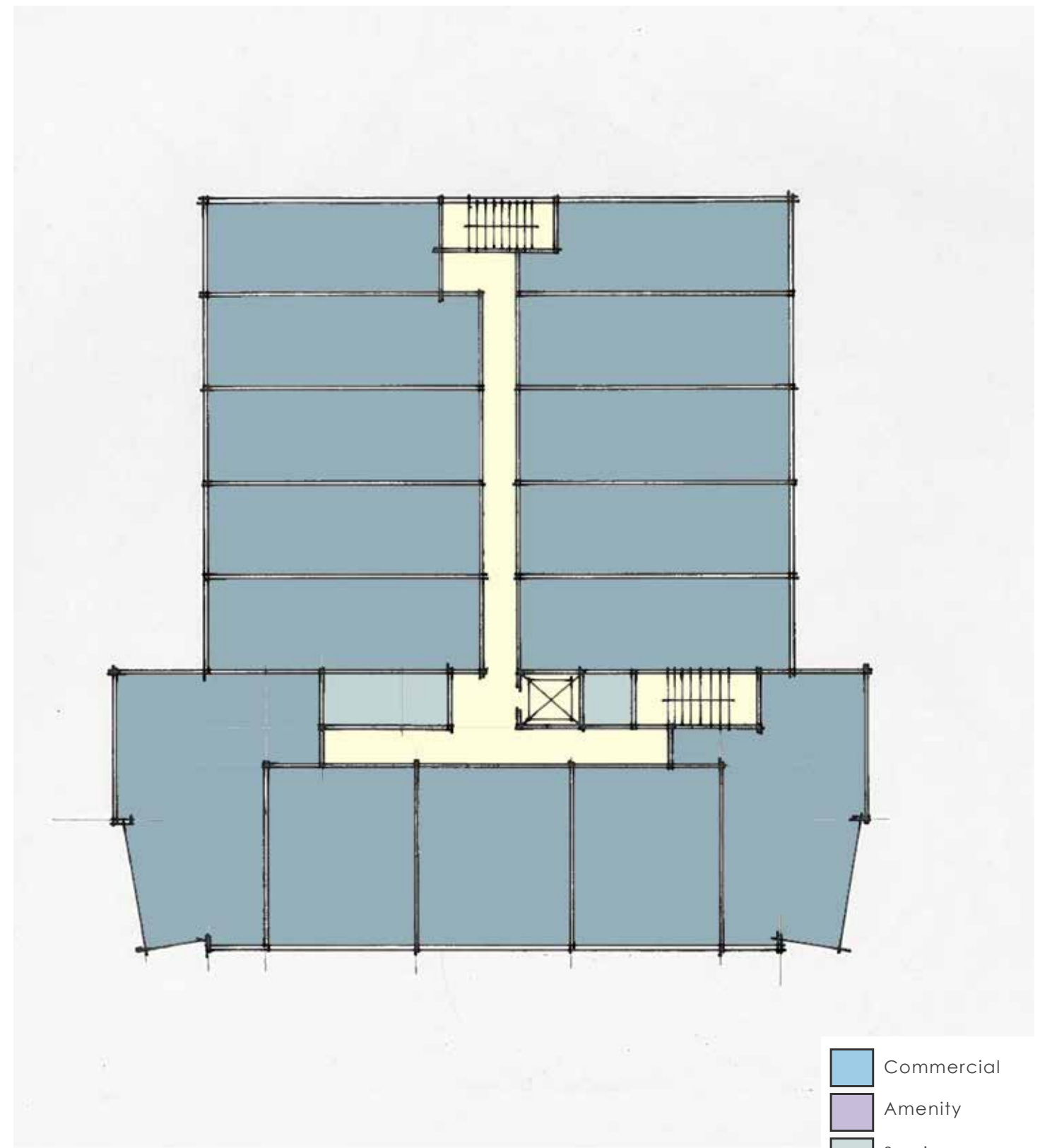


View from Southeast at Denny Way and Warren Ave. N

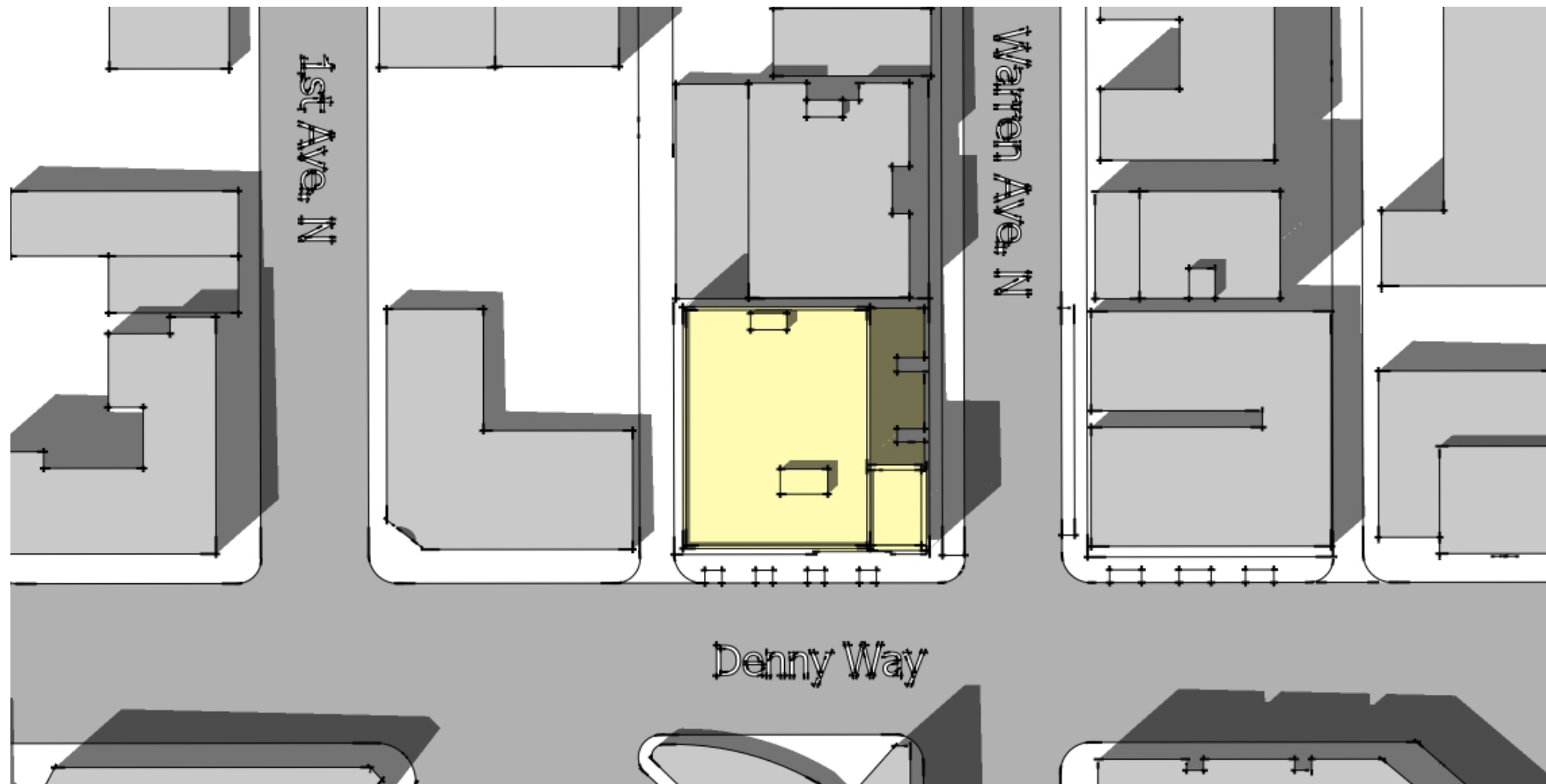
Massing Concept B



Ground Level Floor Plan



Typical Upper Level Floor Plan



Massing Concept C:

This concept orients the primary massing of the building to the alley side of the site. This effectively creates a deeper recessed zone from Warren Ave. N. and adds an increased amount of privacy from the corner of Denny Way. In this option, the larger plaza plinth may function as a more communal gathering space.

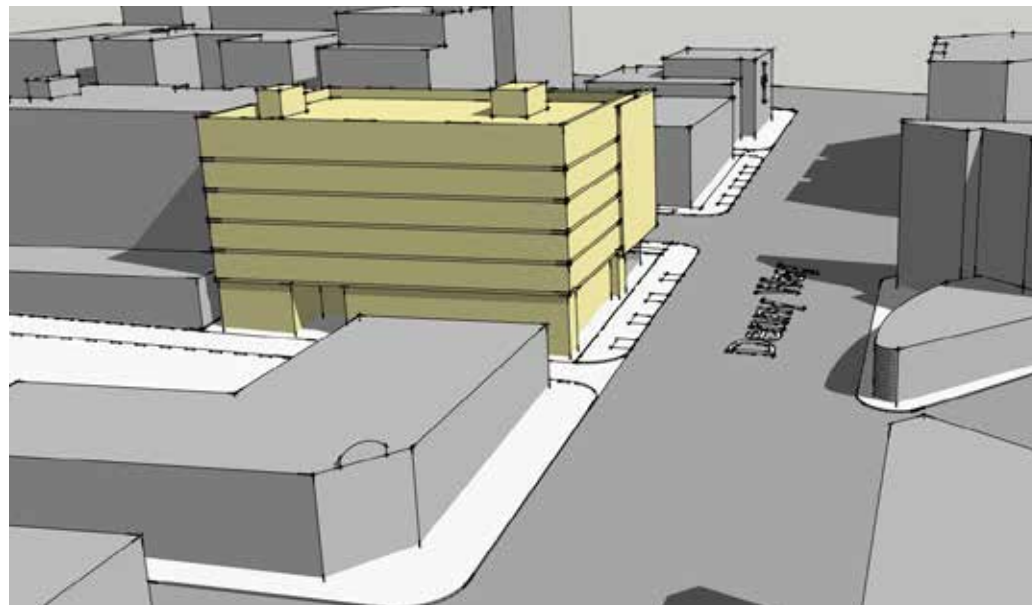
Pros:

- Increased communal gathering space
- Maximize retail frontage on Denny
- Corner entry

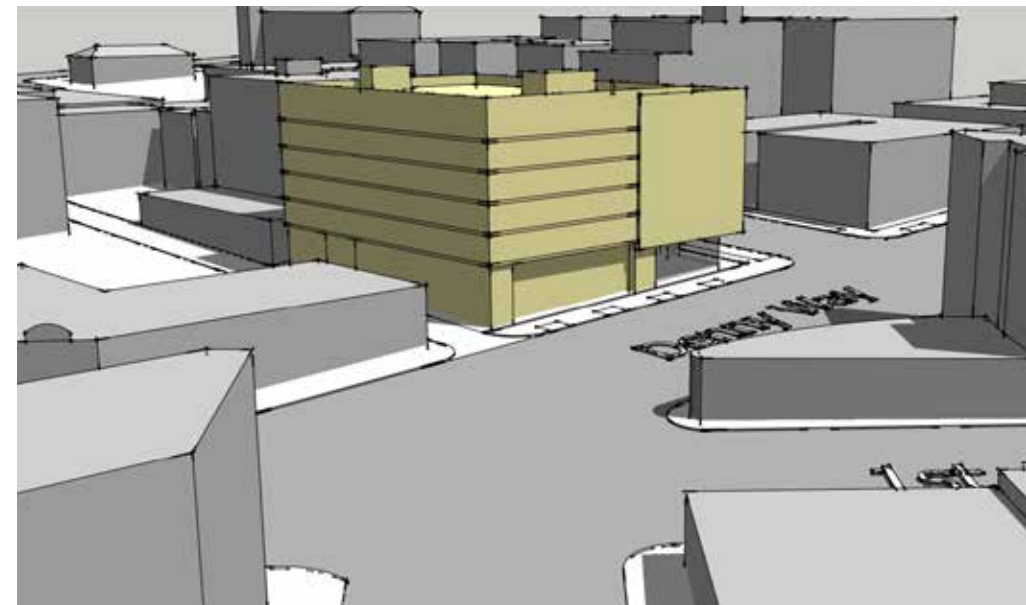
Cons:

- Shadows on amenity plaza
- Decreased views from corner of Denny & Warren
- Lack of relationship to adjacent building

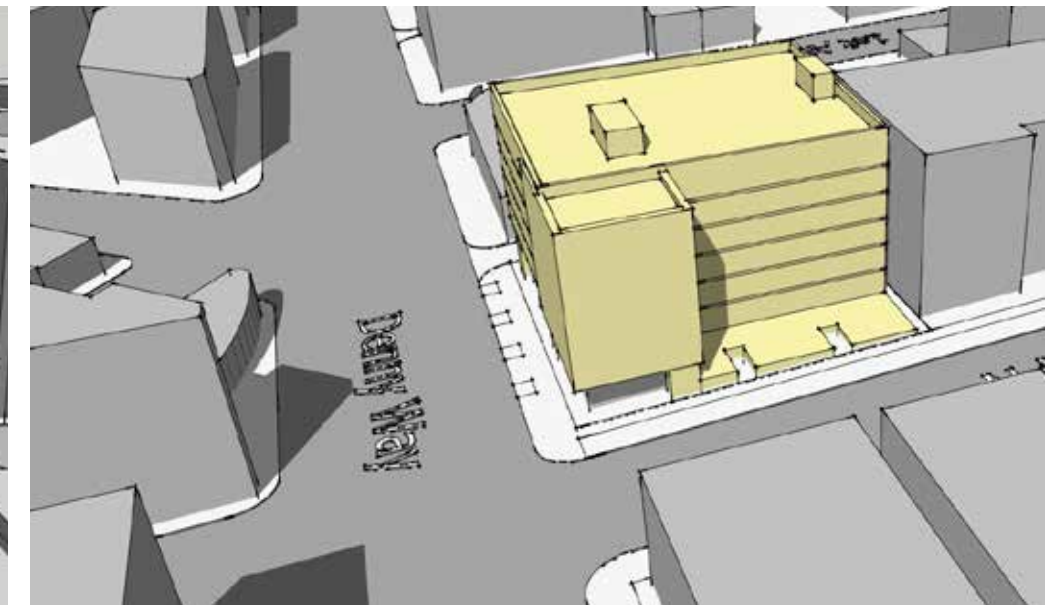
Conceptual Site Plan



View from Southwest at Denny Way

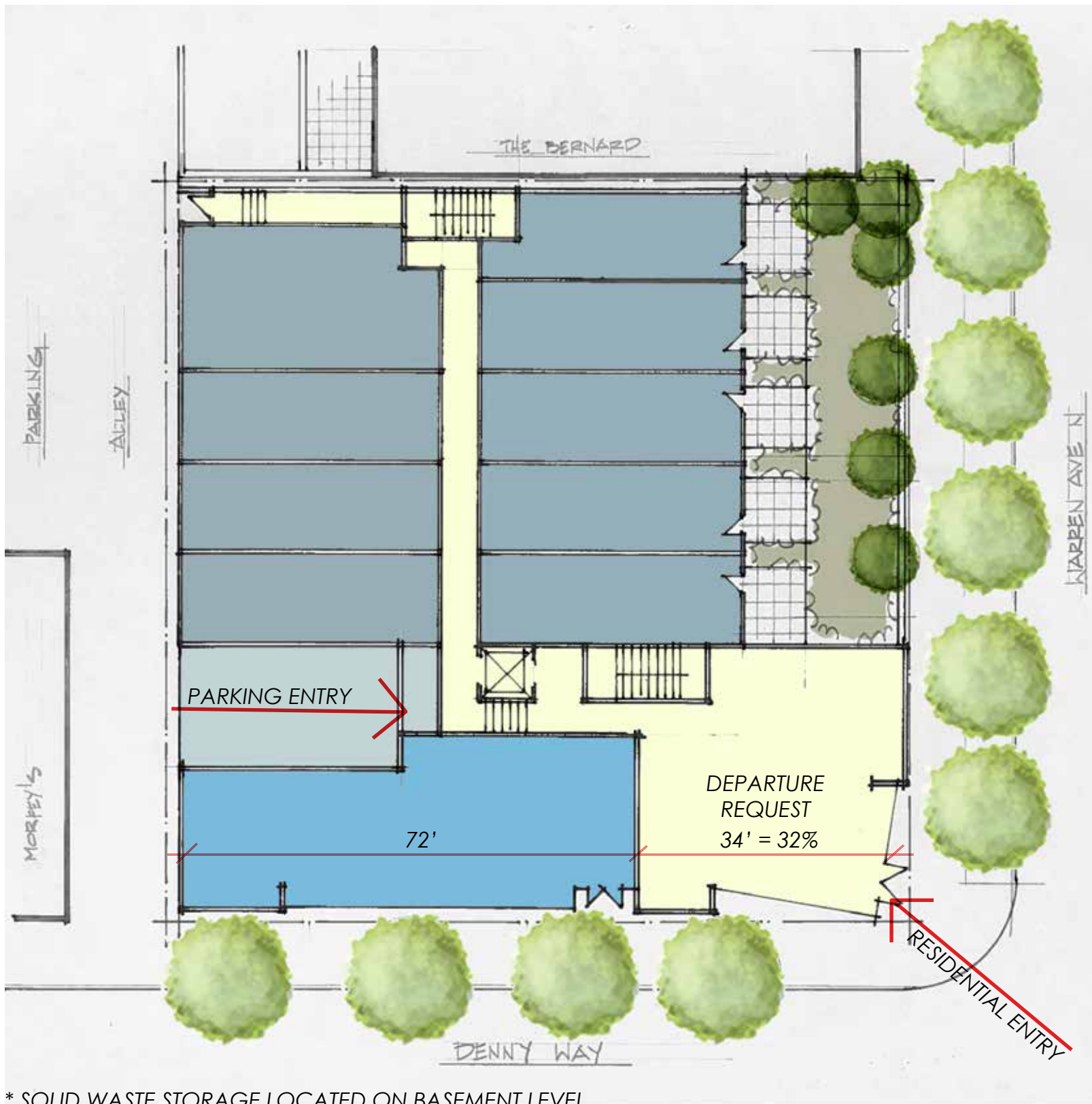


View from Bay St.

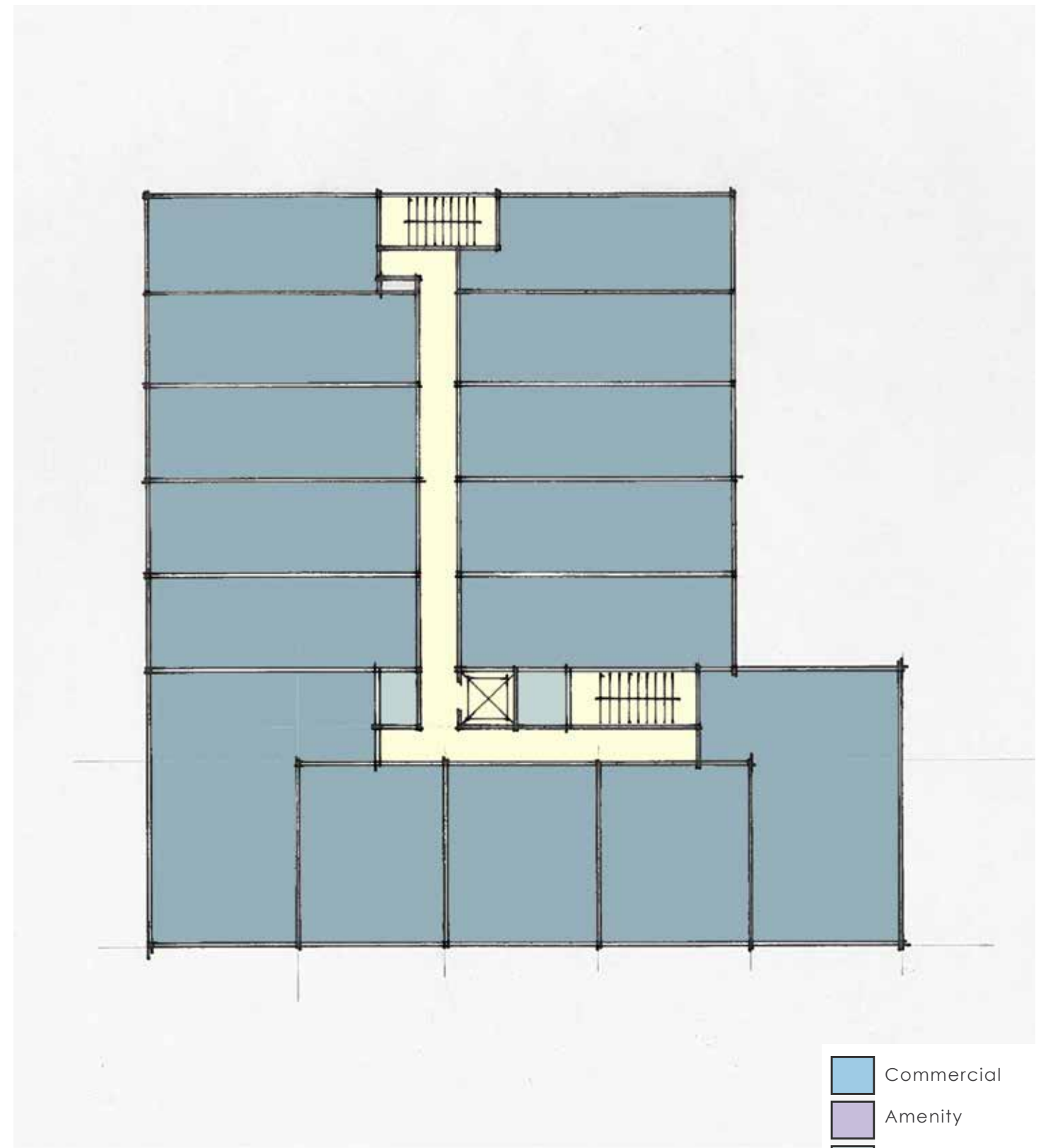


View from Southeast at Denny Way and Warren Ave. N

Massing Concept C



Ground Level Floor Plan



Typical Upper Level Floor Plan

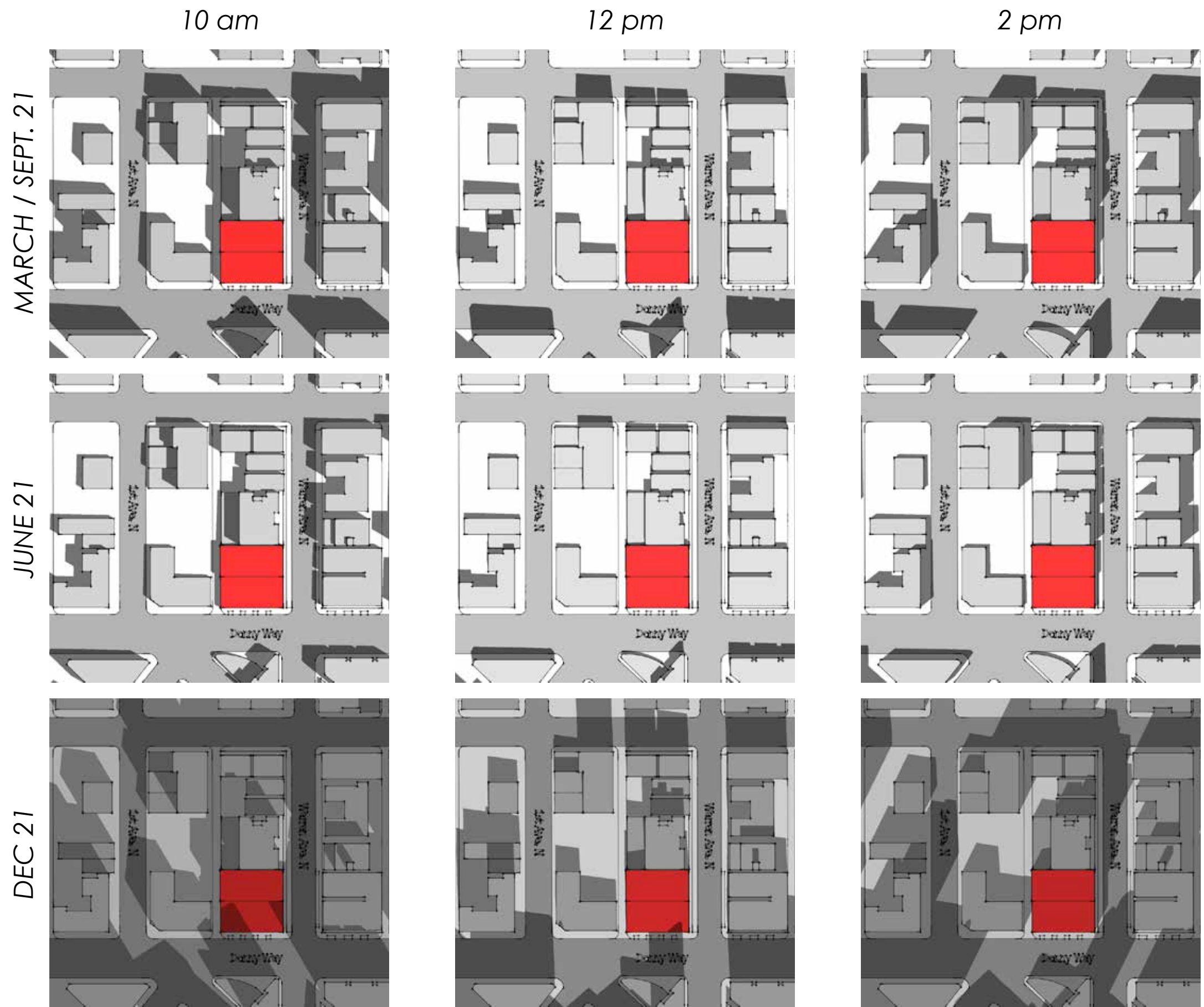
- Commercial
- Amenity
- Service
- Residential Unit
- Circulation

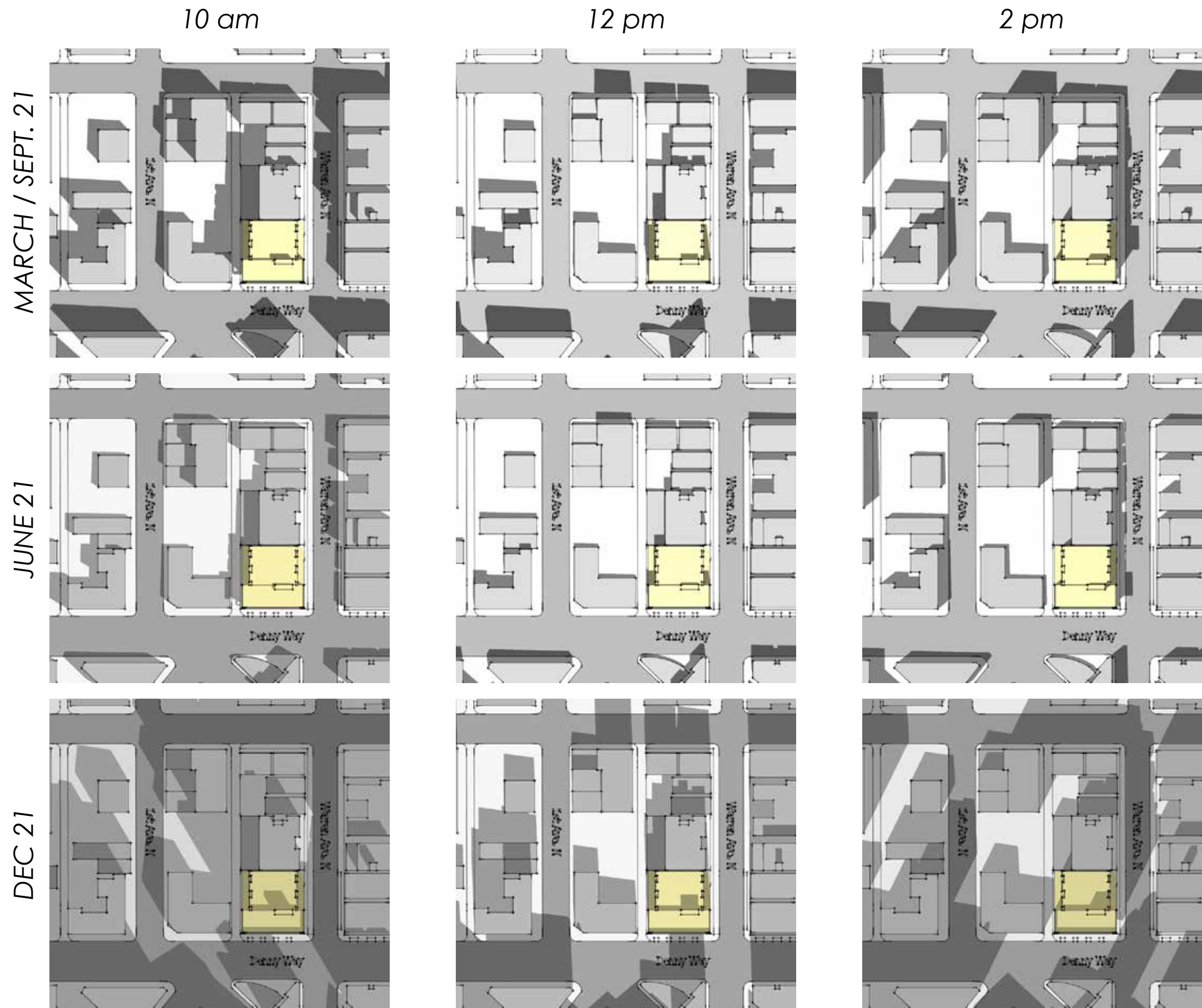


Street Level Perspective - Looking south, down Warren Ave. N



Street Level Perspective - Looking north-west accross Denny Way





Zoning Summary:

ZONING CODE: CITY OF SEATTLE LAND USE CODE

ZONE: = NC3-65 - WITHIN THE UPTOWN URBAN CENTER

LOT AREAS: = 14,400 SF

STREET LEVEL USES:
23.47A.005.C.1.G

IN THE ARTERIAL STREET FRONTAGE ZONE OF DENNY WAY THERE IS A 20% LIMIT ON THE PERCENTAGE OF RESIDENTIAL STREET FRONTAGE.

STREET LEVEL DEVELOPMENT STANDARDS:
23.47A.008

BLANK SEGMENTS OF THE STREET-FACING STREET-LEVEL FACADE BETWEEN 2' AND 8' ABOVE THE SIDEWALK MAY NOT EXCEED 20'
NONRESIDENTIAL STREET LEVEL REQUIREMENTS

60% OF THE STREET FACING FACADE BETWEEN 2' AND 8' ABOVE THE SIDEWALK SHALL BE TRANSPARENT
NONRESIDENTIAL USE SHALL EXTEND AN AVERAGE DEPTH OF AT LEAST 30' FROM THE STREET FACING FACADE
NONRESIDENTIAL USE SHALL HAVE A FLOOR TO FLOOR HEIGHT OF AT LEAST 13'

RESIDENTIAL USES

AT LEAST ONE OF THE STREET LEVEL STREET FACING FACADES CONTAINING A RESIDENTIAL USE SHALL HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY - PROVIDED ON THE CORNER OF DENNY WAY & WARREN AVE. N.

THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET-LEVEL STREET FACING FACADE SHALL BE AT LEAST 4' ABOVE OR BELOW SIDEWALK GRADE OR BE SET BACK A MINIMUM OF 10' FROM THE SIDEWALK

STRUCTURE HEIGHT:
23.47A.012

65' FOR BOTH LOTS
OPEN RAILINGS, PARAPETS MAY EXTEND 4' ABOVE HEIGHT LIMIT
STAIR AND ELEVATOR PENTHOUSES MAY EXTEND 16' ABOVE HEIGHT LIMIT

FLOOR AREA RATIO:
23.47A.013

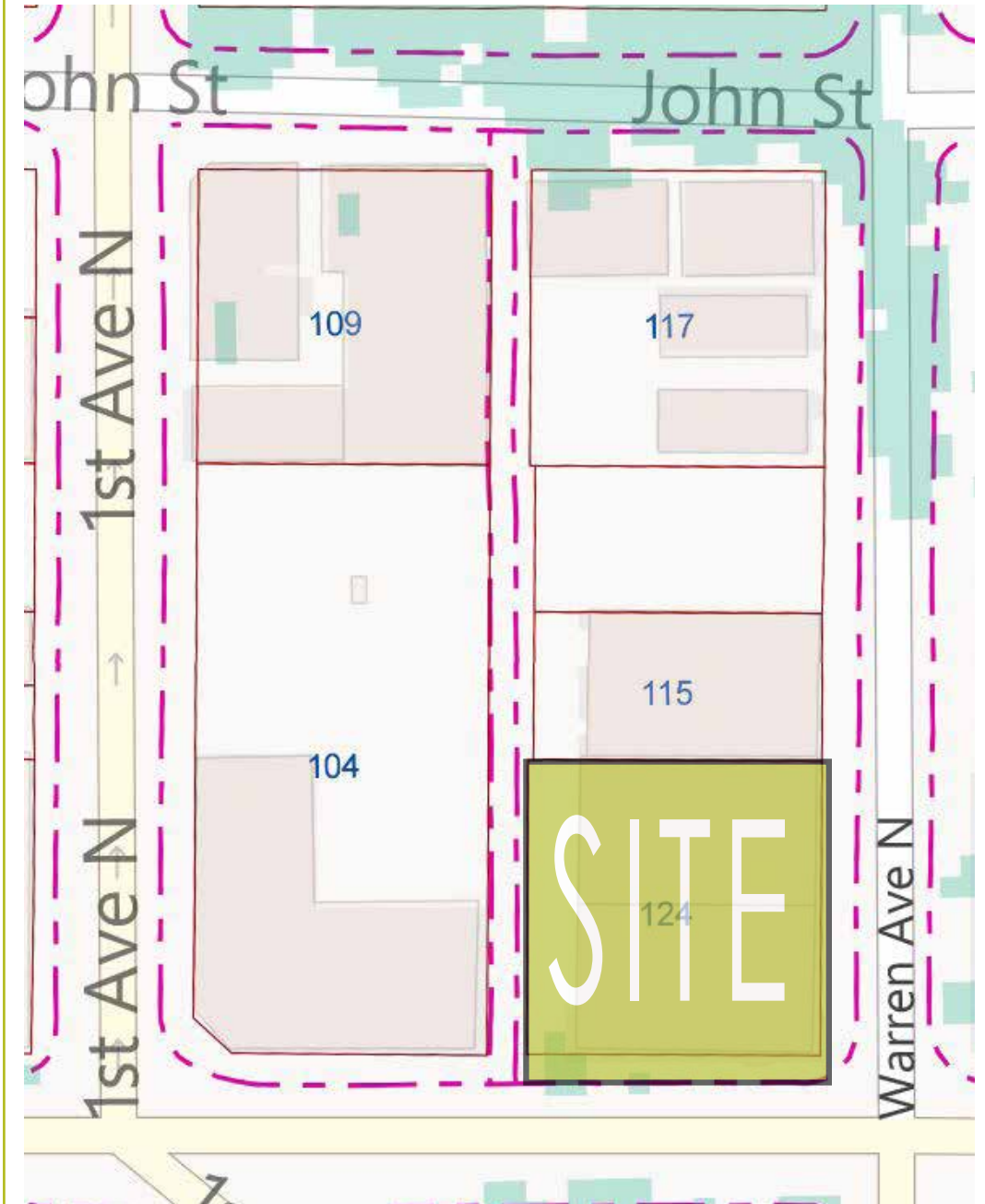
THE FAR LIMIT FOR EACH ZONE APPLIES TO THE PORTION OF THE LOT LOCATED IN THAT ZONE
NC3-65:
TOTAL FOR ANY SINGLE USE WITHIN A MIXED USE STRUCTURE = 4.25
TOTAL ALL USES IN A MIXED USE STRUCTURE = 4.75



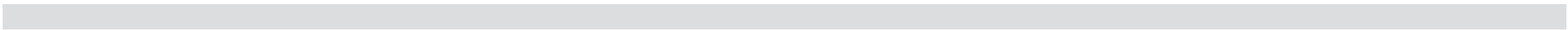
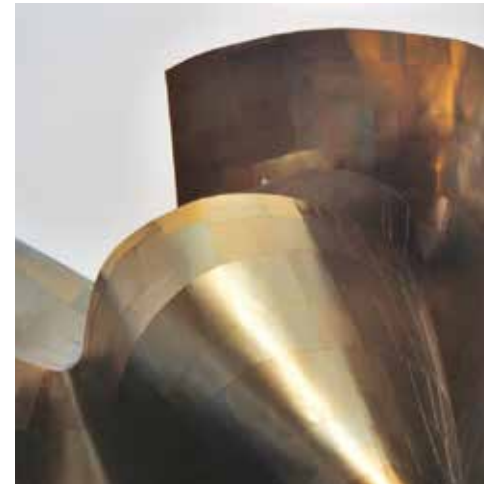
Zoning Map - Building Outlines & Pavement Edges

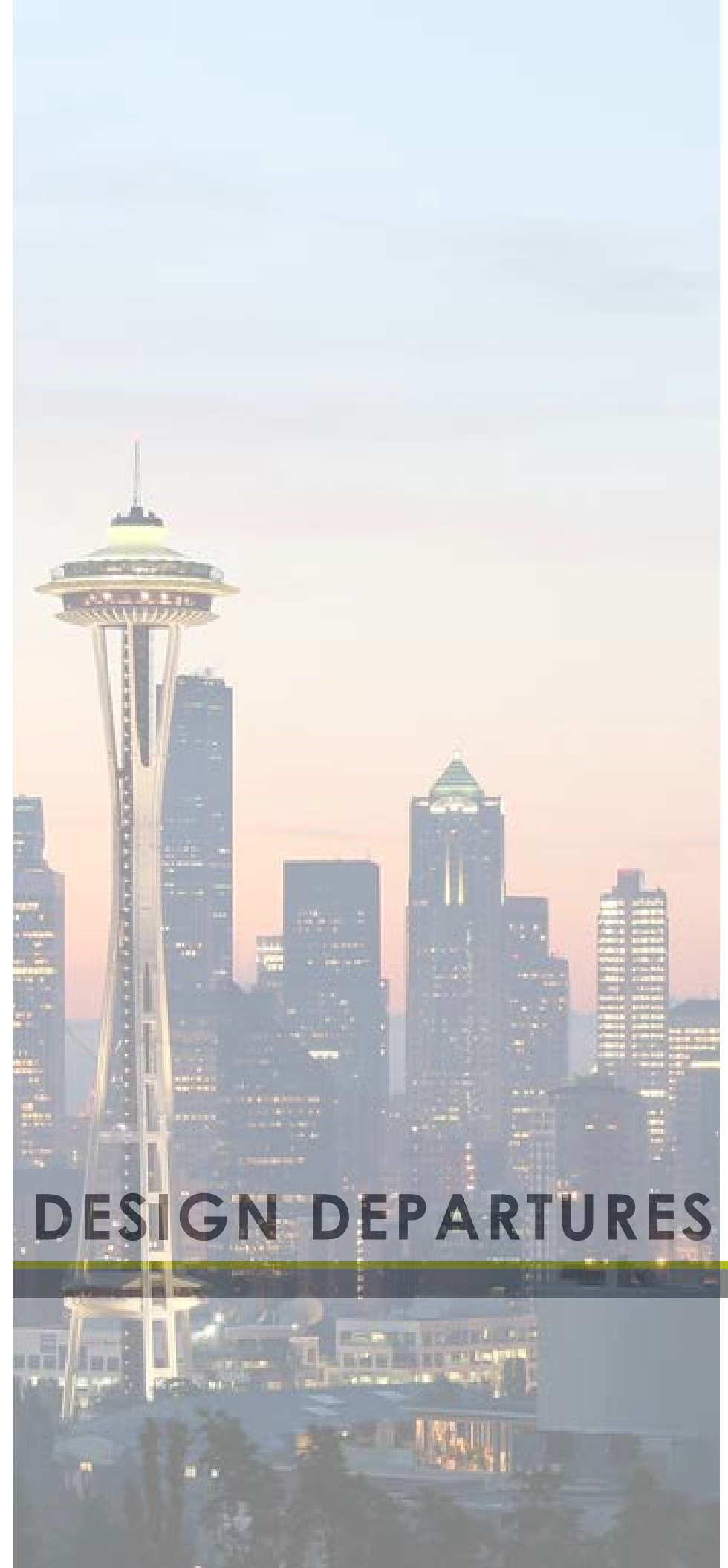
Zoning Summary (continued):

LANDSCAPING REQUIREMENTS: 23.47A.016	LANDSCAPING THAT ACHIEVES A GREEN FACTOR OF .30 IS REQUIRED EXISTING STREET TREES SHALL BE RETAINED UNLESS THE DIRECTOR OF TRANSPORTATION APPROVES THEIR REMOVAL
AMENITY AREA: 23.47A.024	AMENITY AREA REQUIRED 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 SPACE AMENITY AREAS SHALL NOT BE ENCLOSED COMMON AMENITY AREAS SHALL HAVE MIN DIMENSION OF 10' AND BE AT LEAST 250 SF PRIVATE BALCONIES AND DECKS SHALL HAVE MIN DIMENSION OF 6' AND BE AT LEAST 60 SF
PARKING LOCATION AND ACCESS: 23.47A.032	ACCESS TO PARKING SHALL BE FROM THE ALLEY STREET LEVEL PARKING SHALL BE SEPARATED FROM STREET-LEVEL, STREET FACING FACADES BY ANOTHER PERMITTED USE - DEPARTURE REQUESTED FOR PORTION OF SW EDMUNDS ST.
TRANSPORTATION CONCURRENCY: 23.47A.033	PROPOSED USES SHALL MEET THE TRANSPORTATION CONCURRENCY LEVEL-OF-SERVICE STANDARDS
REQUIRED PARKING: 23.54.015	NO PARKING REQUIRED FOR FIRST 1,500 SF OF EACH BUSINESS ESTABLISHMENT NO PARKING REQUIRED FOR LIVE-WORK UNITS LESS THAN 1,500 SF BICYCLE PARKING FOR COMMERCIAL = SHORT TERM 1 SPACE/4,000 SF BICYCLE PARKING FOR RESIDENTIAL = LONG TERM 1 PER 4 UNITS
SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS: 23.54.040	575 SF PLUS 4 SF FOR EACH UNIT ABOVE 100 82 SF FOR 0-5,000 SF OF COMMERCIAL USE MIXED USE SHALL MEET REQUIREMENTS FOR RESIDENTIAL PLUS 50% OF COMMERCIAL REQUIREMENTS FOR DEVELOPMENTS OF MORE THAN 100 UNITS, REQUIRED MINIMUM AREA FOR STORAGE MAY BE REDUCED BY 15% IF AREA HAS A MINIMUM DIMENSION OF 20' THE DIRECTOR HAS THE DISCRETION TO GRANT DEPARTURES IF THE APPLICANT PROPOSES ALTERNATIVE, WORKABLE MEASURES THAT MEET THE INTENT OF THIS SECTION AND CAN DEMONSTRATE DIFFICULTY IN MEETING ANY OF THE REQUIREMENTS.



Zoning Map - Parcels & Existing Tree Canopies



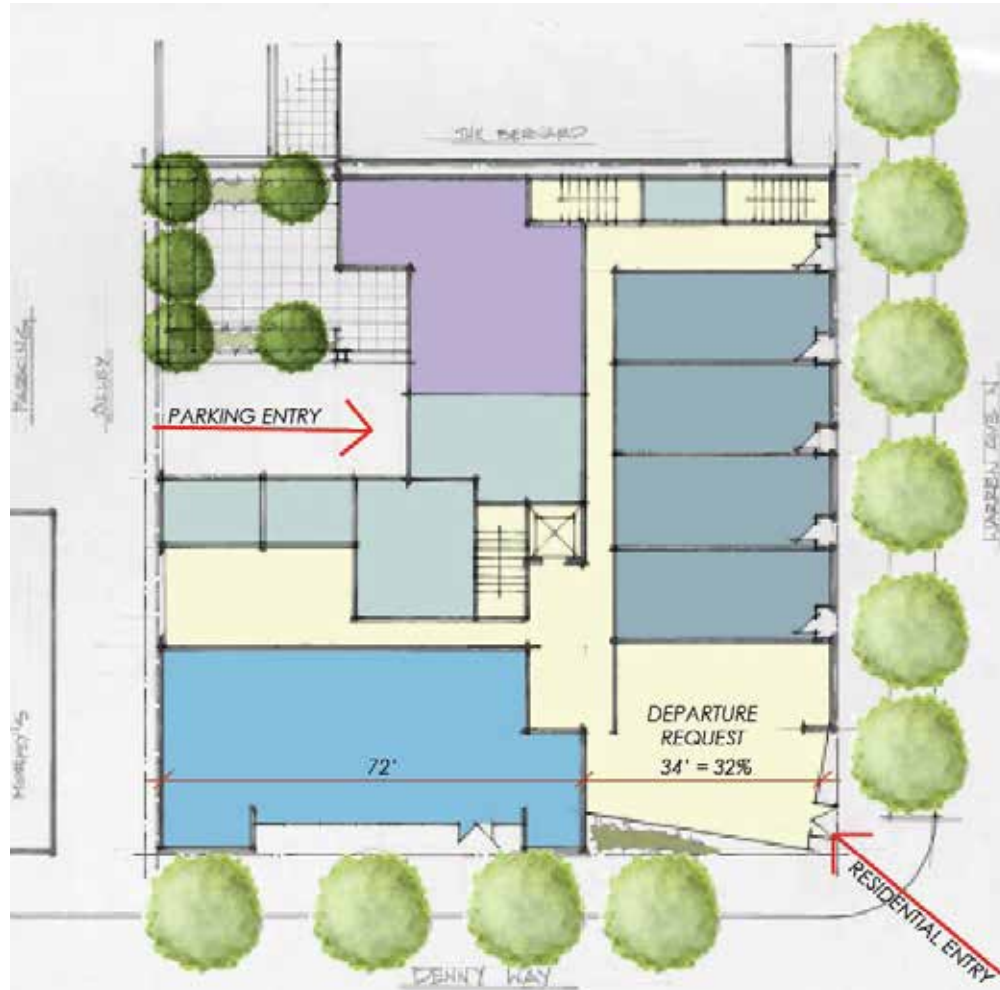


DESIGN DEPARTURES

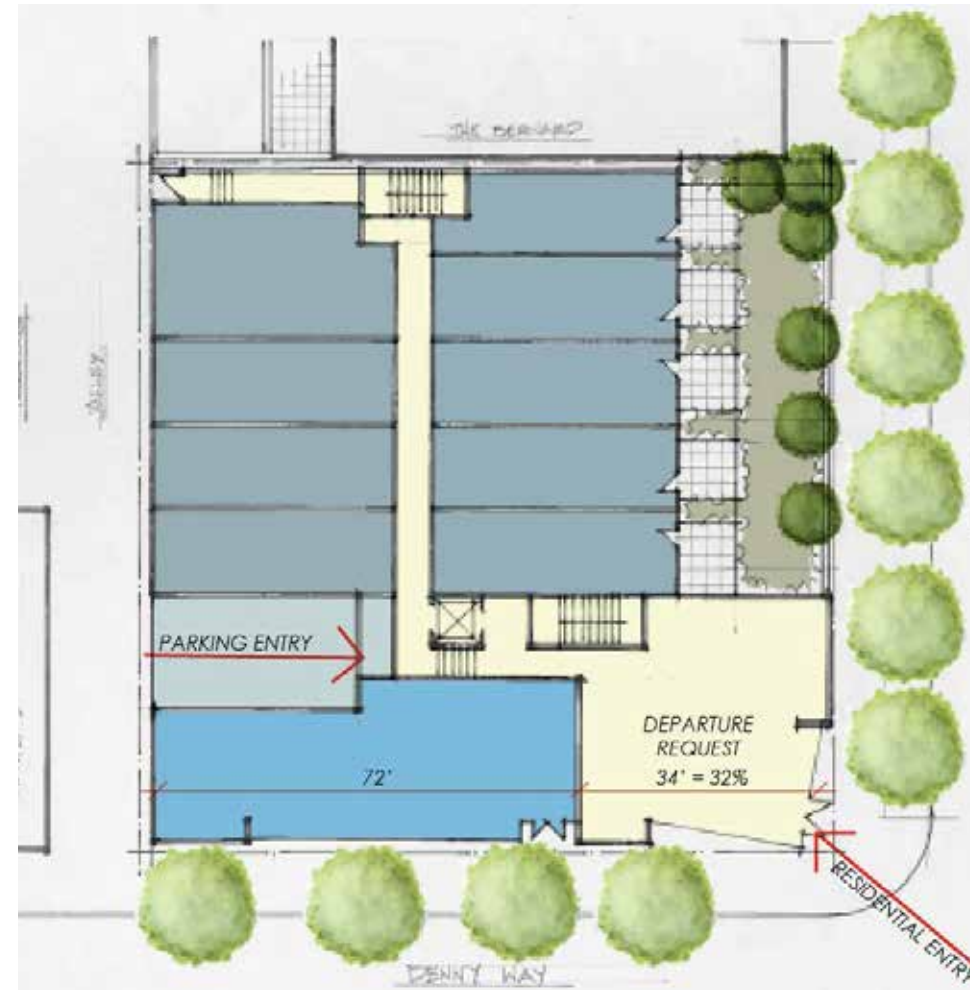
Design Departure #1:

23.47A.005.C.1.g - In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations:

g. In areas shown on Maps 1 through 60 in Map Book A at the end of this Chapter.



Concept A - Departure Request



Concept C - Departure Request

Proposal:

Allow an increased percentage of street frontages on Denny Way to be occupied by residential lobby use.

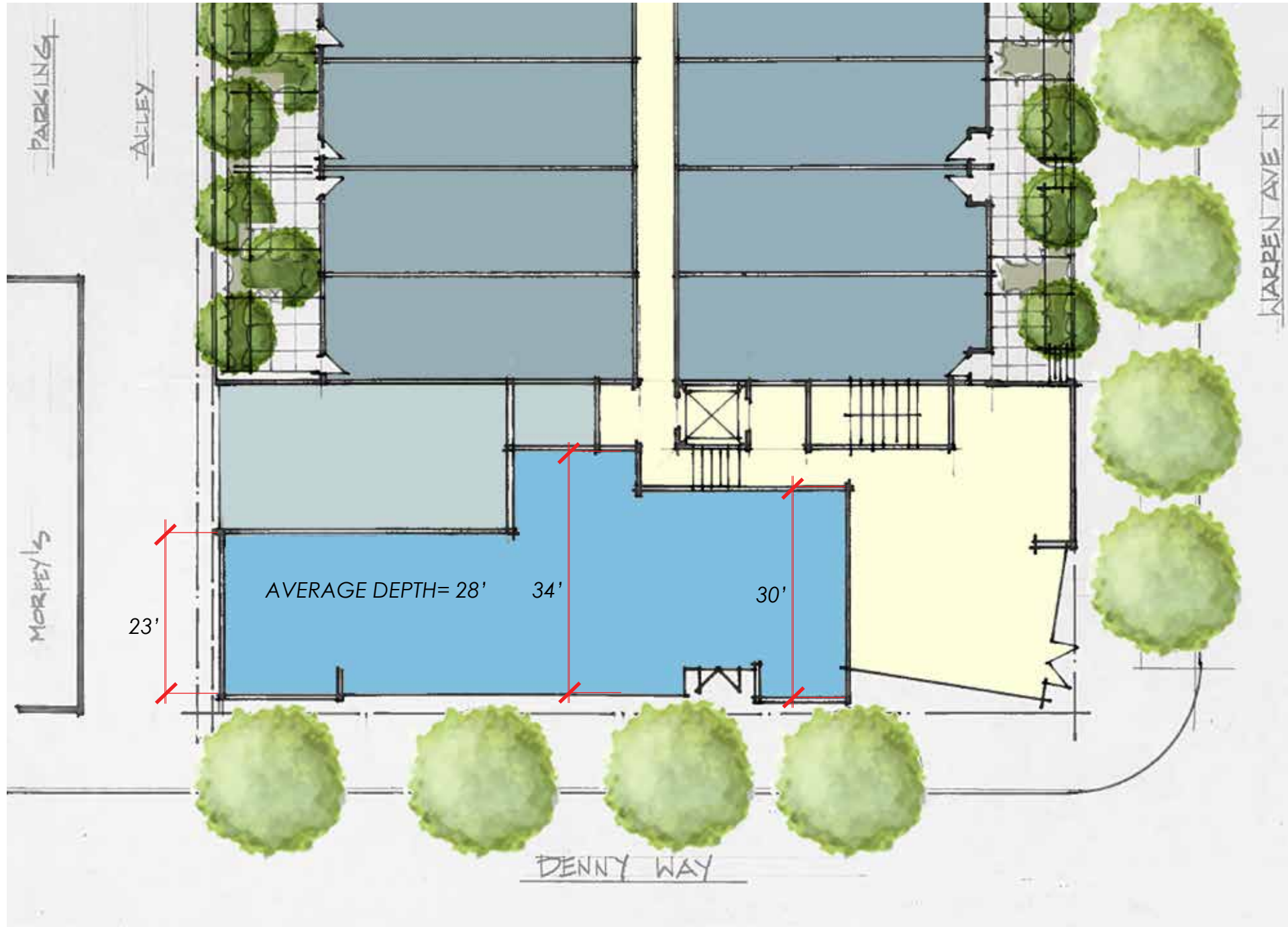
By allowing increased lobby exposure on the corner of Denny and Warren, we will increase pedestrian interaction with the building and provide an increased presence of light and activity on Denny Way.

This departure will help to reinforce the Design Guidelines outlines in section CS2 - A2. With a goal of architectural presence on the dominate corner of the site, the building will contribute to a strong street edge at the ground level, invite social interaction, and economic activity.

Street Facing Facade - More than 20% Residential Use for Concepts A & C

Design Departure #3:

23.47A.008.B.3 - Street-level development standards in NC zones. Height and depth provisions for new structures or new additions to existing structures. Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.



Proposal:

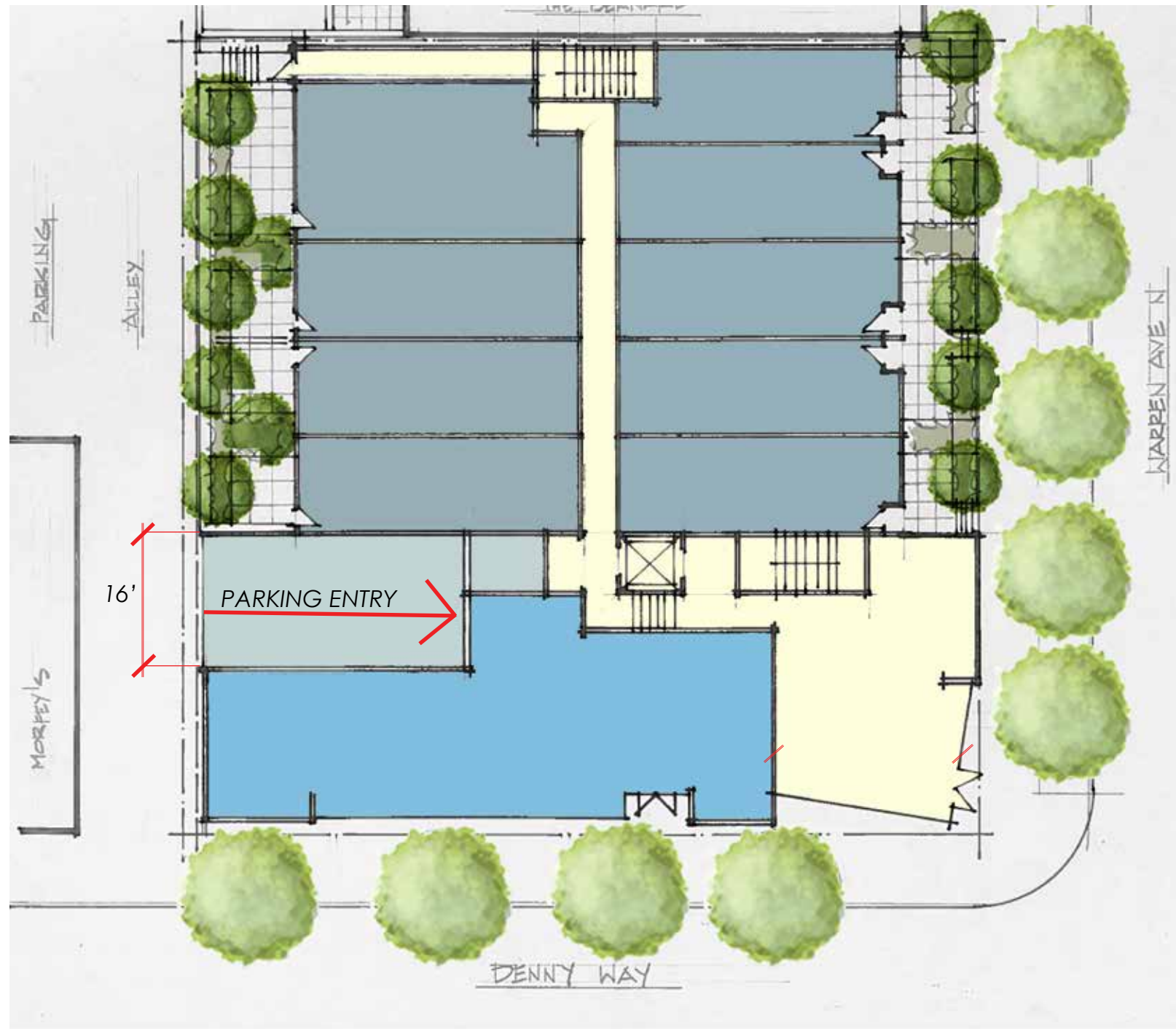
Allow the average depth of nonresidential use of Denny Way to be 28'.

By allowing a 2' reduction in nonresidential street-level depth, the proposed design will increase the amount of non-required parking stalls and alleviate street parking congestion for the surrounding neighborhood.

Depth of Nonresidential Use at Street-Level - All Concepts

Design Departure #2:

23.54.030.D.1.c - Driveways for residential use, of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.



Decreased Driveway Width - All Concepts

Proposal:

Allow the parking entry ramp to decrease from the required 20' width to 16' width.

By allowing a 4' reduction in driveway width, the proposed design will increase the amount of non-required parking stalls and alleviate street parking congestion for the surrounding neighborhood.

The proposed driveway width also allows the concepts to provide a deeper retail space facing Denny Way. Although, the retail space does not meet the required 30' depth (see Departure #3), the required driveway width would further reduce the ability to meet this goal.