

DESIGN REVIEW MEETING, EARLY DESIGN GUIDANCE
ON MAY 7, 2014

525 BOREN AVE N SEATTLE, WASHINGTON
DPD #3016969

WILSHIRE



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EARLY DESIGN GUIDANCE

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DEVELOPMENT OBJECTIVES

Development Objectives + Program:

This project is one of two projects that Wilshire Capital is pursuing in the South lake Union area. These projects are a welcome commitment to urban living and enduring value through quality construction, and will help to balance the significant new job creation in the district.

The surrounding context includes residential uses intermixed with newer commercial developments to the north and west and east of the site. There are also some older two and three story commercial projects. The context is evolving rapidly - within just a few blocks there are several projects under construction, and new applications for development are pending throughout the district.

The alley bordering our project site wraps around to both the west and north. A through-block pedestrian plaza is located between the north alley and the office building to the north. Amazon offices border the site on three sides - west, north, and east - while the three story "Boren Building" is located directly to the south.

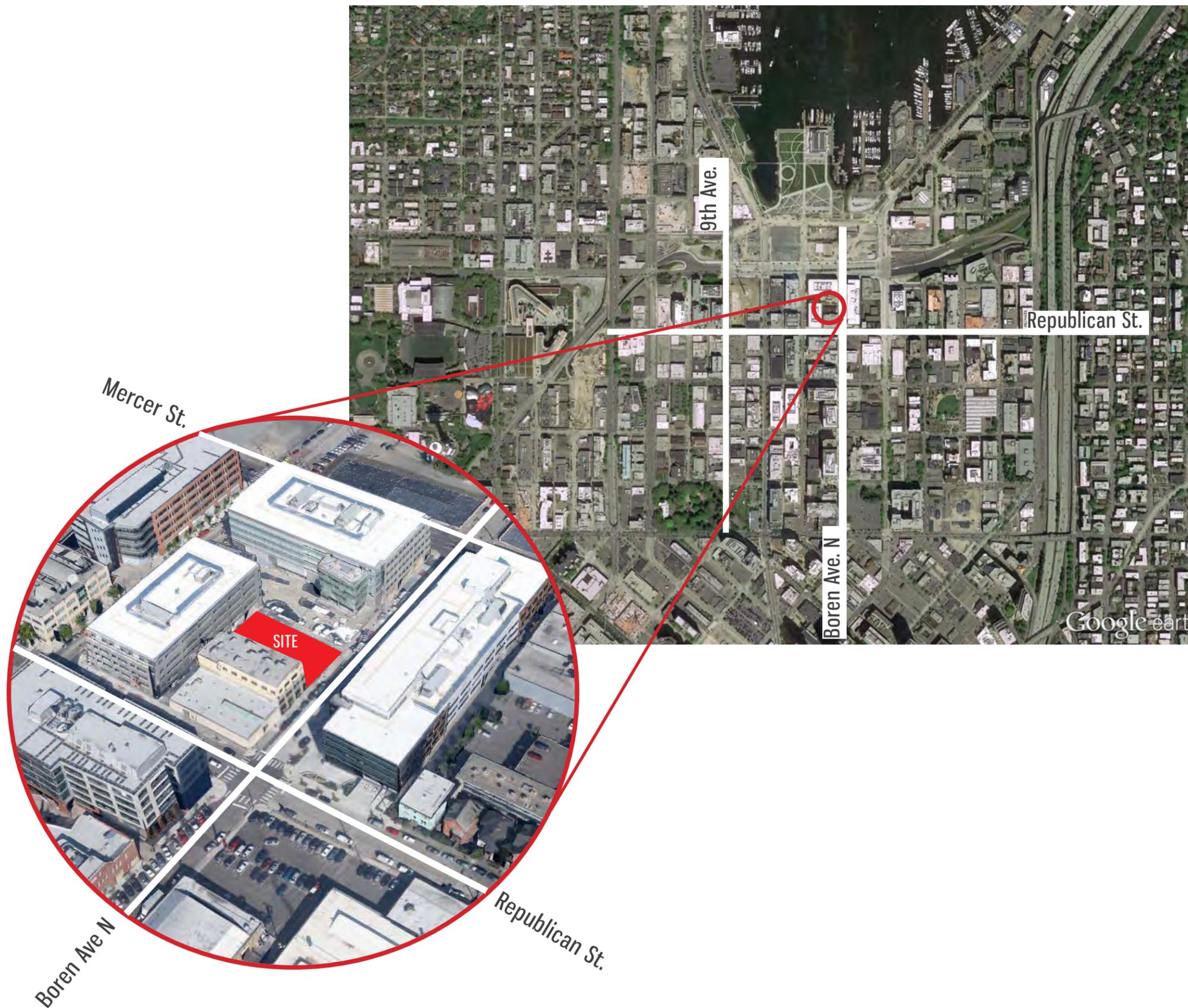
The project seeks to develop 48 units of urban multifamily housing within this established residential neighborhood. The project seeks to respect its context in both use and scale and to offer an appropriate scale and presence to its immediate neighbors. The parking and services will all be handled from the alley to the west of the property.

Programmatically the building proposes to merge the lobby with approximately 2,200sf of retail/restaurant fronting Boren Ave N and the alley to the north into a common meeting place for both the tenants and the public. The building plans to offer several amenities, including a fitness area, a bicycle service and storage area and a significant common recreation area at the roof level of the project. A private gardening area will be available to the tenants at the roof level as well.

SUMMARY:

STORIES -	7
# OF UNITS -	48
# OF PARKING STALLS -	2
COMMERCIAL AREA -	2,200SF
GROSS FLOOR AREA -	42,000SF

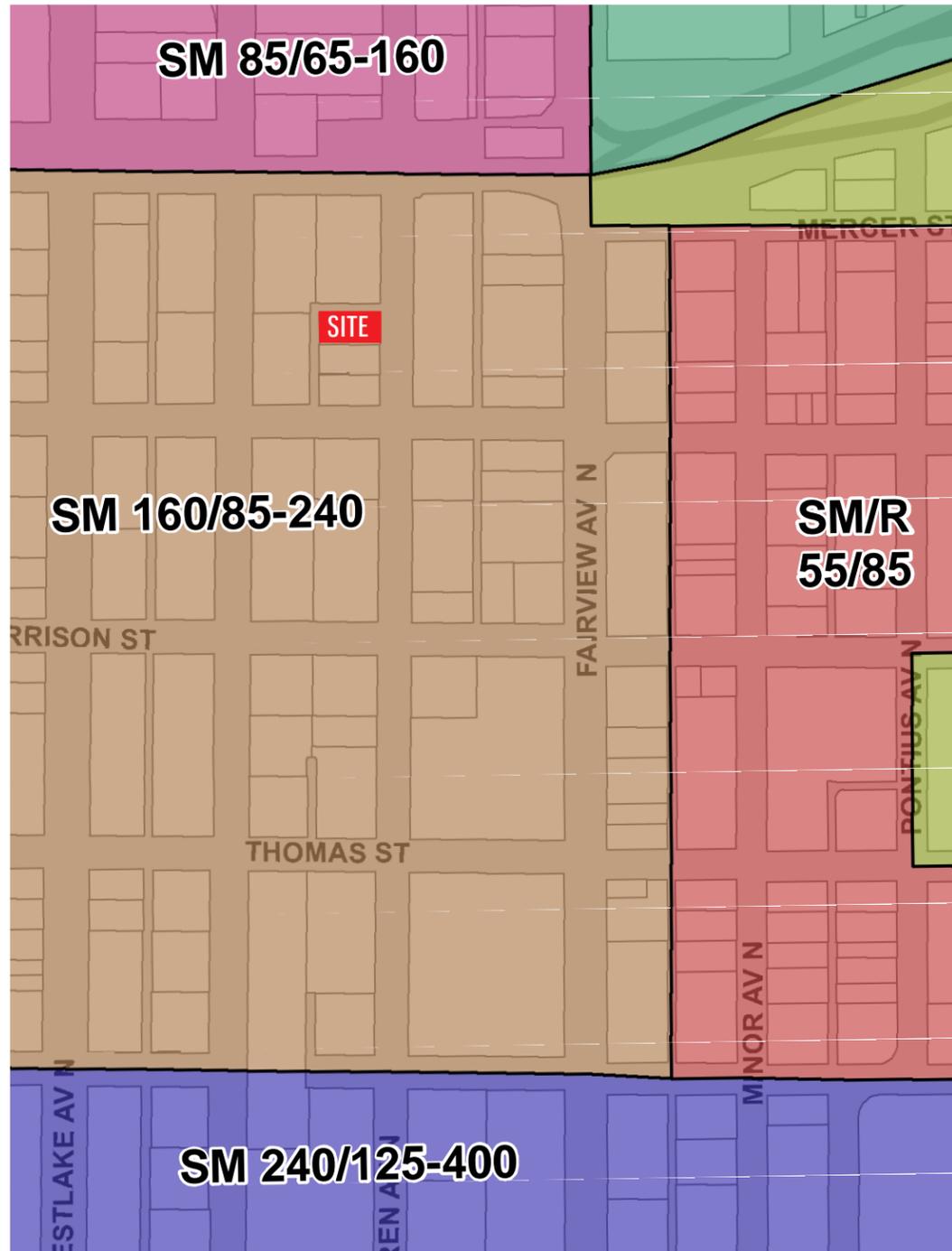
*This project is within the NEW SLU neighborhood specific Design Guidelines



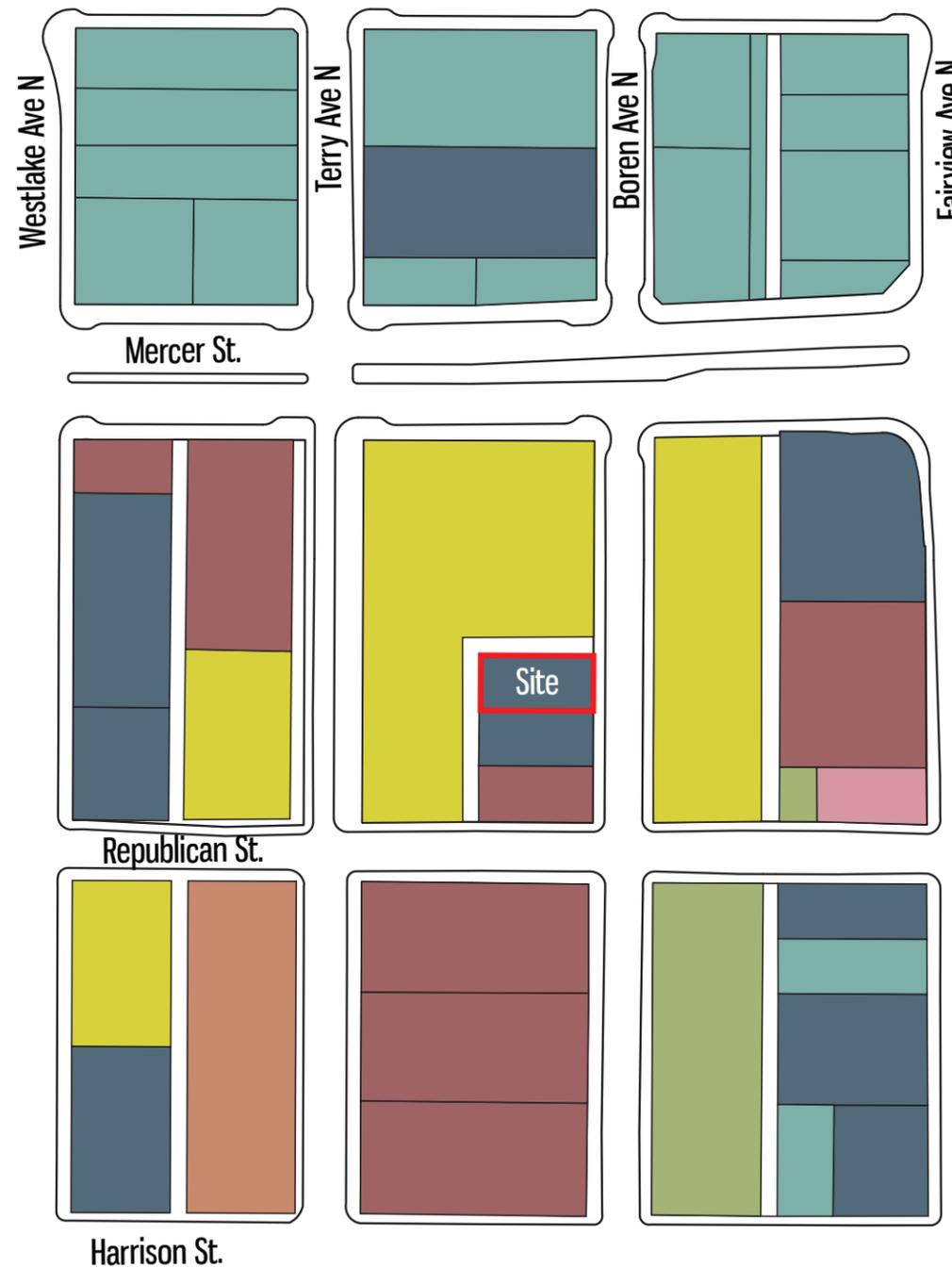
Key Zoning and Land Use Issues

Address: 525 Boren Avenue North - South Lake Union Urban Center
 Zoning Designation: SM 160/85-240
 Lot Area: 7200 SF
 Street designation: Access Street

Topic & Reference	Code Language (Paraphrased Summary)	Project Response
Uses: 23.48.004	All uses are permitted outright, either as principal or accessory uses, except those specifically prohibited by subsection 23.48.004.B and those permitted only as conditional uses by subsection 23.48.004.C. D) Required ground level uses for class I pedestrian streets (retail)	Residential, sales & services and restaurant are anticipated allowed uses. Boren Avenue is not a class I pedestrian Street. It is a a Class II pedestrian street.
Floor area ratio 23.48.009	Table B, SM 160/85-240: Maximum 6.0 FAR for structures that do not exceed the base residential height limit and include any residential use.	Retail/sales, restaurant uses at grade and up to 3.5% mechanical space are exempt from FAR limits
Structure height 23.48.010	A) Residential base height limit is 85'. Maximum residential height 240'. Floor area and height above 85' are subject to incentive programs 23.49.011, 23.58 A and upper level development standards 23.48.012 H2) Rooftop features: Open railings, planters, skylights, clerestories, parapets may extend up to 4 feet above the maximum height limit . H4) Rooftop features (such as mechanical, elevator and stair enthouses and common amenity area) may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.010.H.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment. H6) Greenhouses that are dedicated to food production are permitted to extend 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.48.010.H does not exceed 50 percent of the roof area. H7) At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that mechanical equipment is screened and no rooftop features are located closer than 10 feet to the roof edge	Proposal will not exceed 85' or exceed 6.0 FAR
Street-level development standards 23.48.014	A) General Facade Requirements: 1) Primary pedestrian entrance. Each new structure facing a street is required to provide a primary building entrance for pedestrians from the street that is no more than 3 feet above or below the sidewalk grade. A3-b) On Class 2 Pedestrian Streets the minimum height for street-facing facades is 25 feet. 3b)Permitted setbacks: the street-facing facade of a structure may be set back up to 12 feet from the street lot line. Additional setbacks are permitted for up to 30 percent of the length of portions of the street facade that are set back from the street lot line, provided that the additional setback is located 20 feet or more from any street corner. D1) Transparency requirements apply to all street-facing, street level facades, except for portions of structures in residential use, as follow: 1. Transparency requirements apply to all street-facing, street level facades, except for portions of structures in residential use, as follow: For Class 1 and Class 2 Pedestrian Streets , a minimum of 60 percent of the street facing facade must be transparent. (between 2 feet and 8 feet above a sidewalk) . D2) Blank facades are limited to max. 15' wide (or 40% of the facade) on Class I & II Pedestrian Streets	Proposal is located on a Class II pedestrian street. A 25' street wall proposed. Project proposes a 12" to 24" streetwall setback from the street property line.
Amenity area for residential uses 23.48.020	A & B). An area equivalent to 5 percent of the total gross floor area in residential use shall be provided as amenity area, except that, in no instance shall the amount of required amenity area exceed the area of the lot. C) Required amenity area shall provide access to all residents an the located at or above ground level. A maximum of 50 percent of the required amenity area may be enclosed. The minimum horizontal dimension for required amenity areas is 15 feet, except that the minimum horizontal dimension is 10 feet for amenity areas provided as landscaped open space accessible from the street at street-level. The minimum size of a required amenity area is 225 square feet. Amenity area that is provided as landscaped, street-level open space that is accessible from the street shall be counted as twice the actual area in determining the amount provided to meet amenity area requirement.	Project proposes 50% interior amenity and 50% exterior amenity.
Screening and landscaping standards 23.48.024	A) Green Factor score of .30 or greater required, Street trees shall be provided in all planting strips. D1) Existing street trees may count toward meeting the street tree requirement.	Green factor will be accommodated at the street and the various roof terraces. No street trees currently exist. New street trees are planned.
Required parking and loading 23.48.032	A) Off-street parking spaces and bicycle parking are required according to Section 23.54.015. Per table A, South Lake Union is in an "Urban Center" and no minimum parking standards apply for the proposed uses. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table E: Retail, restaurants: 1: 12,000 SF long term, 1:2000 SF short term. Residential 1:4 Units: After the first fifty (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Table E	Only 3 automobile parking spaces are proposed. Resident long term bike parking spaces are planned inside the building with bike rack spaces at the sidewalk.
Parking and loading location, access and curbcuts 23.54.034	D) Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection	Access is proposed from the alley.
Loading berth requirements and space standards 23.54.035	The minimum number of off-street loading berths required for specific uses shall be set forth in Table A. For uses not listed on Table A the Director shall determine the loading berth requirements For uses with less than 16,000 square feet of gross floor area that provide a loading space on a street or alley, the loading berth requirements may be waived by the Director if, after review, the Director of Transportation finds that the street or alley berth is adequate.	Residential use are not listed in Table A and may be subject to a directors determination. The proposal anticipates minimal need for loading as the apartments are very small (average net size 565 SF) and may be leased as already furnished. A loading area, 20' long and 10' wide and 12' clear vertical is currently proposed.
Solid waste and recyclable materials storage and access 23.54.040	Mixed use development that contains both residential and nonresidential uses shall meet the storage space requirements shown in Table A for residential development, plus 50 percent of the requirement for nonresidential development. For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet. In mixed use developments, storage space for garbage may be shared between residential and nonresidential uses, but separate spaces for recycling shall be provided. Table A) 51-100 dwelling units are required to have 375 square feet plus 4 square feet of shared storage space for each additional unit above 50 . Non residential with less than 5,000 square feet shall have 82 square feet of shared storage space .	



Zoning Map

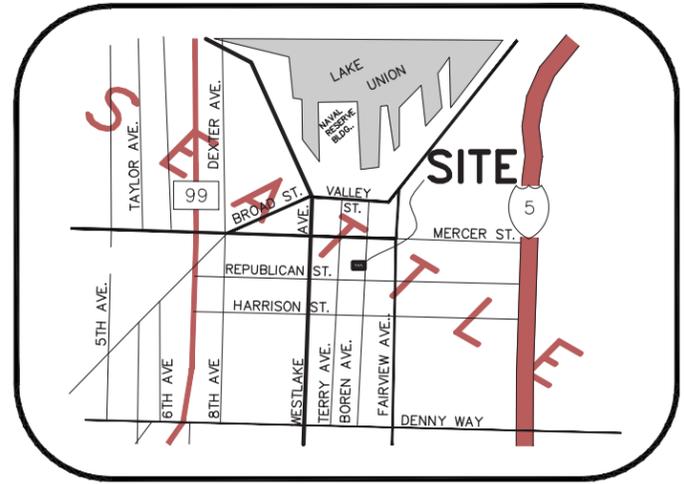
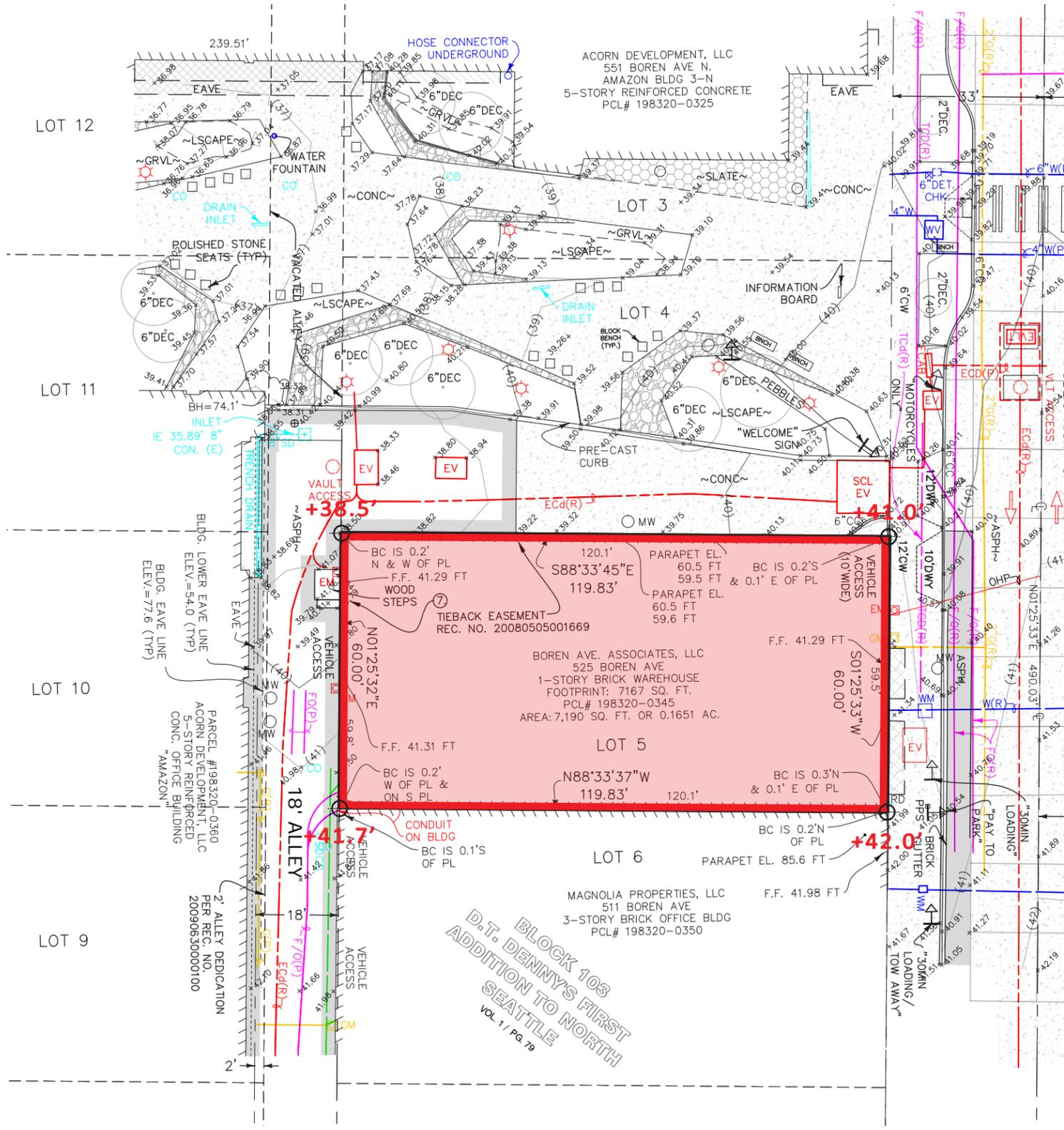


Existing Land Use Diagram



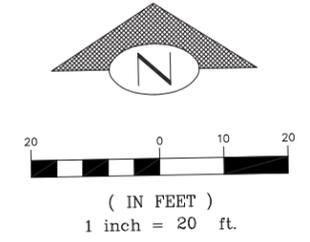
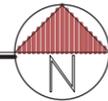
- Multi-Family
- Terminal/Warehouse
- Mixed-Use
- Retail/Service
- Office
- Parking
- Other Housing
- Vacant
- Park/Playground
- Other
- Government Service

SITE ANALYSIS



VICINITY MAP

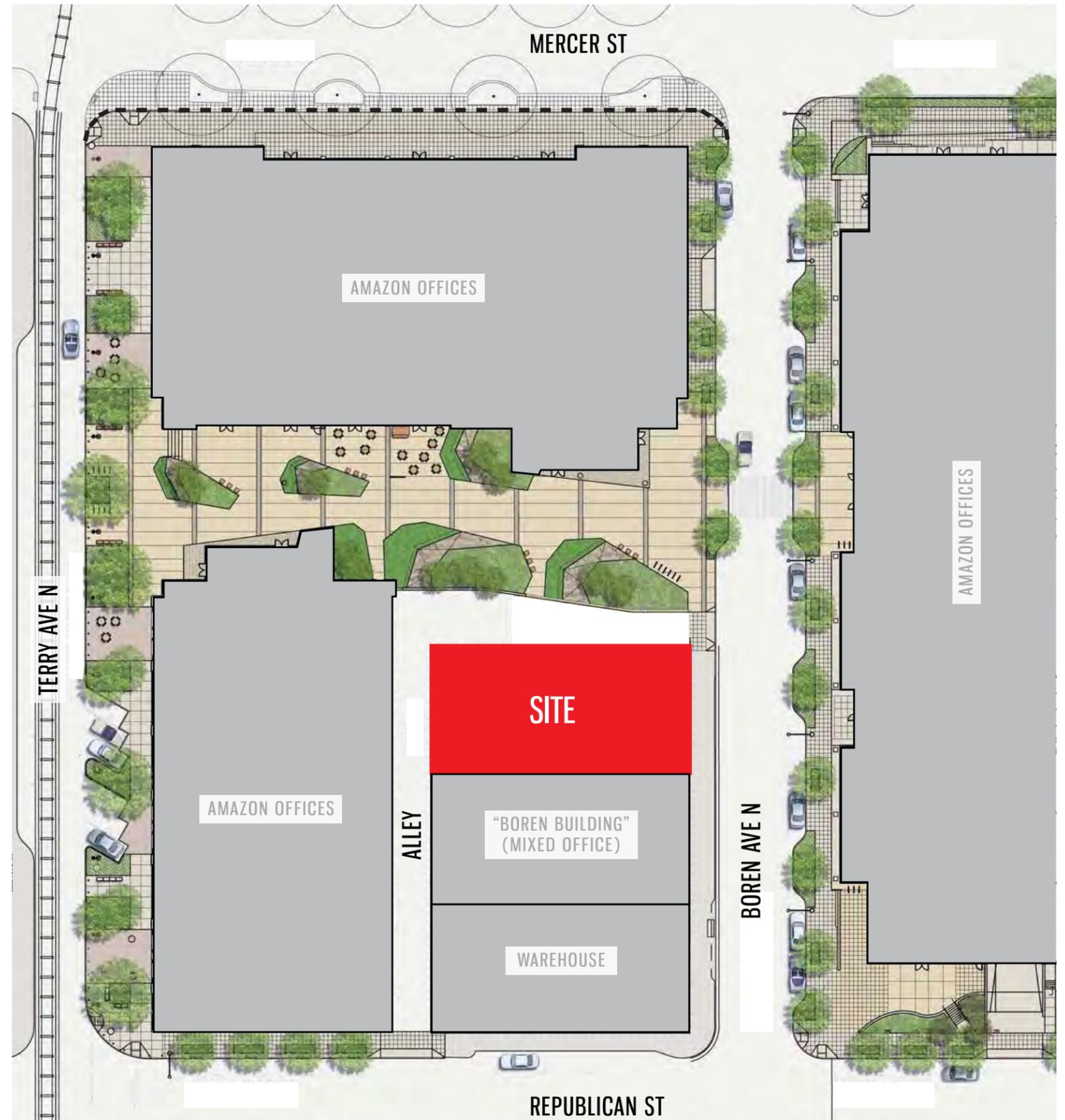
NO SCALE



SITE SURVEY

The site is currently occupied by a one-story brick warehouse, which was previously occupied by Commercial Displayers. The paved alley located to the West of the site turns East and wraps immediately around the North side of the site.

**BLOCK 103
D.T. DENNY'S FIRST
ADDITION TO NORTH
SEATTLE
VOL. 1 / Pg. 79**



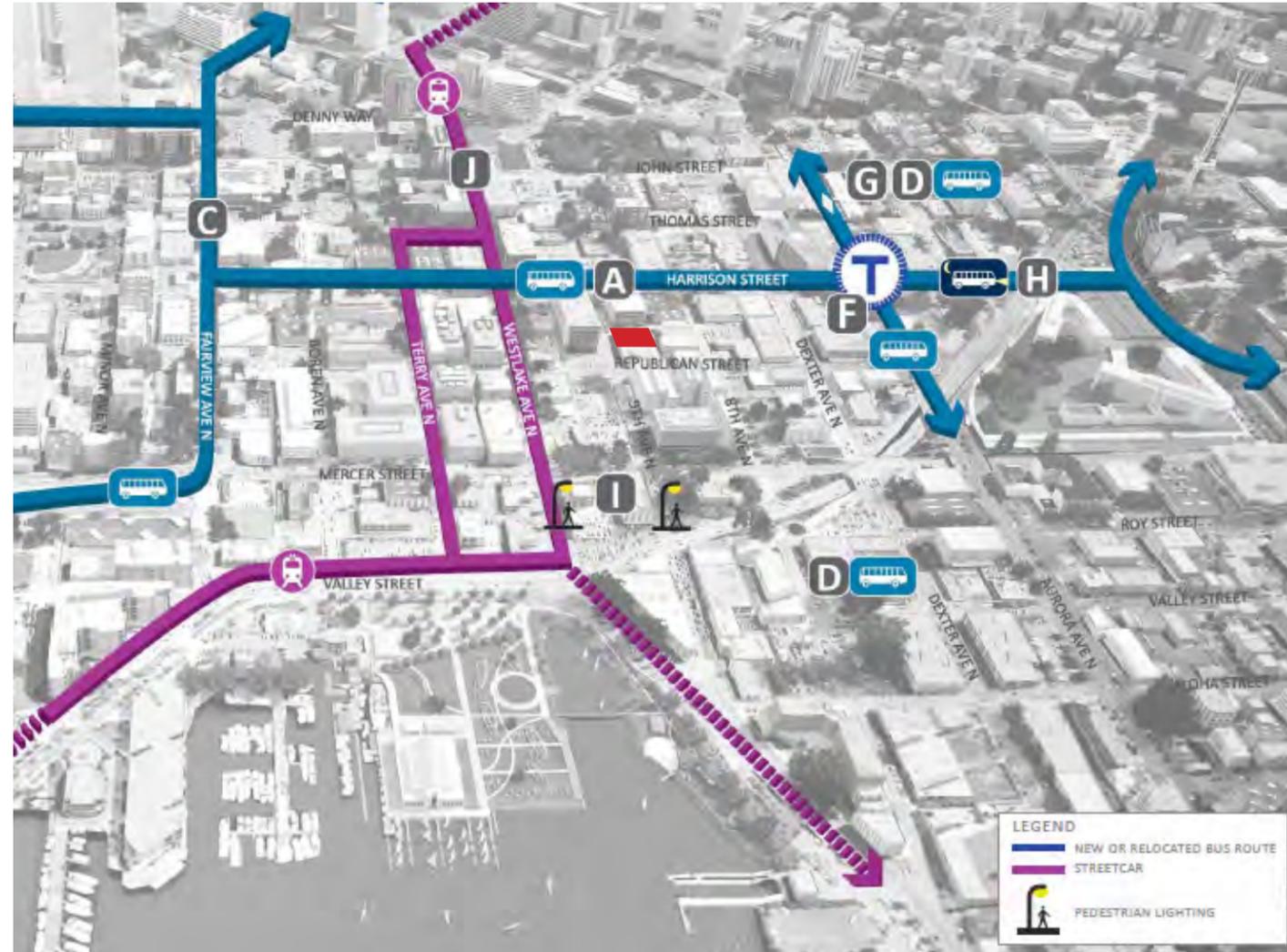
IMMEDIATE CONTEXT

A significant through-block pedestrian plaza separates the North alley and the Amazon office building further to the North. To achieve this connection, the neighboring development re-routed the existing north-south alley, which now runs along the northern edge of the project site. The project is presented with a unique opportunity to engage with and activate the pedestrian plaza, and will seek to work with its neighbors and SDOT to provide an integrated, vibrant, and safe pedestrian experience.

Additional Amazon office buildings, similar in scale; five story buildings with ground floor commercial space, also neighbour the site to the East & West. The Wright Family "Boren Building", a three-story brick office building is immediately to the South. Site frontage faces Boren Avenue N and there is minimal change in elevation across the site.

SITE ANALYSIS

ANTICIPATED FUTURE TRANSIT



Source: South Lake Union Mobility Plan

- NEW OR RELOCATED BUS ROUTE
- EXISTING STREETCAR
- STREETCAR EXTENSION
- PEDESTRIAN LIGHTING
- PROJECT SITE

EMERGING STREET CONTEXT



- BUS ROUTE
- STREETCAR
- NEW TWO-WAY MERCER ST
- NEW EAST-WEST PEDESTRIAN AND BIKE CONNECTIONS ACROSS AURORA AVE
- BUS ROUTE
- "FREQUENT SERVICE" ROUTE
- STREETCAR STOP
- BUS STOP
- PROJECT SITE

Existing transit service runs primarily north - south and at the edge of the neighborhoods

EXISTING PEDESTRIAN FACILITIES



- RECREATIONAL WALKING ROUTE FROM SEATTLE WALKING MAP
- GREEN STREETS
- LAKE-TO-BAY LOOP
- CHESHIAHUD LOOP TRAIL
- SIGNALIZED INTERSECTION
- PROJECT SITE

EXISTING BIKING FACILITIES



- PAVED REGIONAL PATH
- ON-STREET BIKE LANE
- SHARED ROADWAY
- PROJECT SITE

Source: South Lake Union Mobility Plan

SITE ANALYSIS



AERIAL VIEW OF SOUTH LAKE UNION

LEGEND

- UNDER CONSTRUCTION
- MASTER USE PERMIT
- DESIGN REVIEW
- PROJECT SITE



AERIAL VIEW OF SOUTH LAKE UNION



PLAN VIEW OF SOUTH LAKE UNION



427 9th Ave N -
Also being developed
by Wilshire Capital

PLAN VIEW AROUND PROJECT SITE

SITE



1

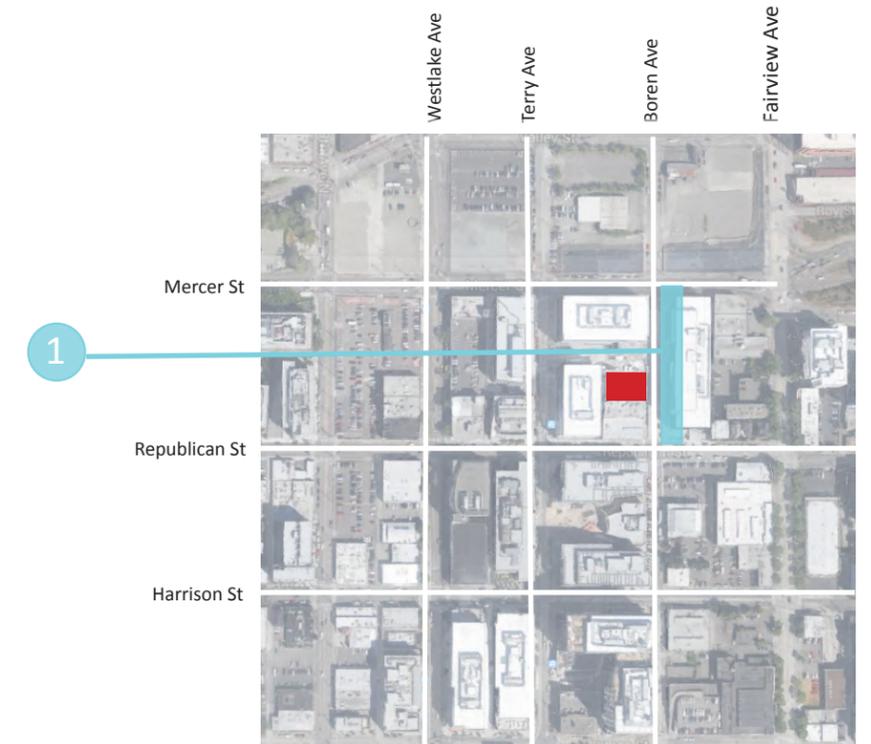
BOREN AVENUE N, FACING WEST, BETWEEN MERCER ST AND REPUBLICAN ST





1

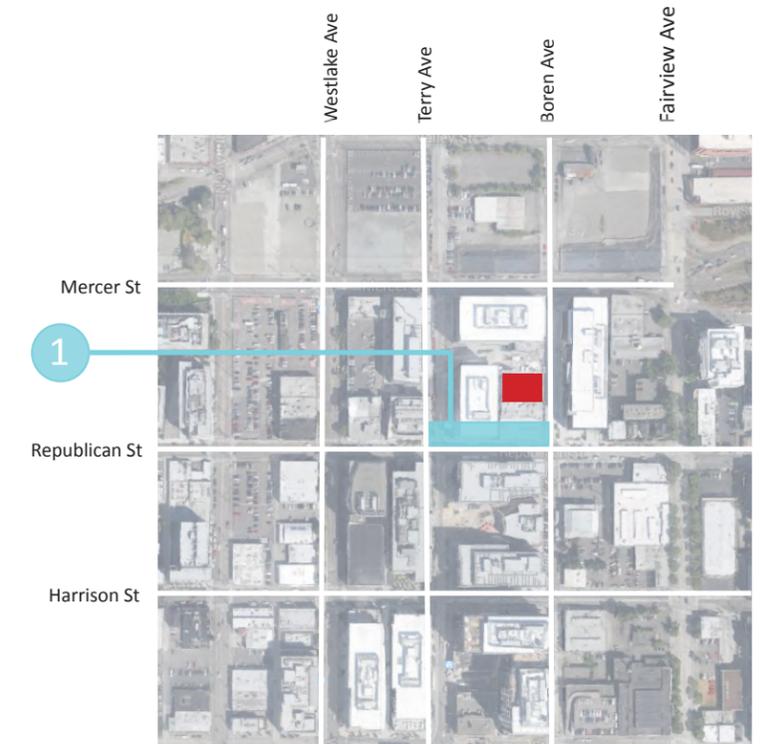
BOREN AVENUE N, FACING EAST, BETWEEN MERCER ST AND REPUBLICAN ST





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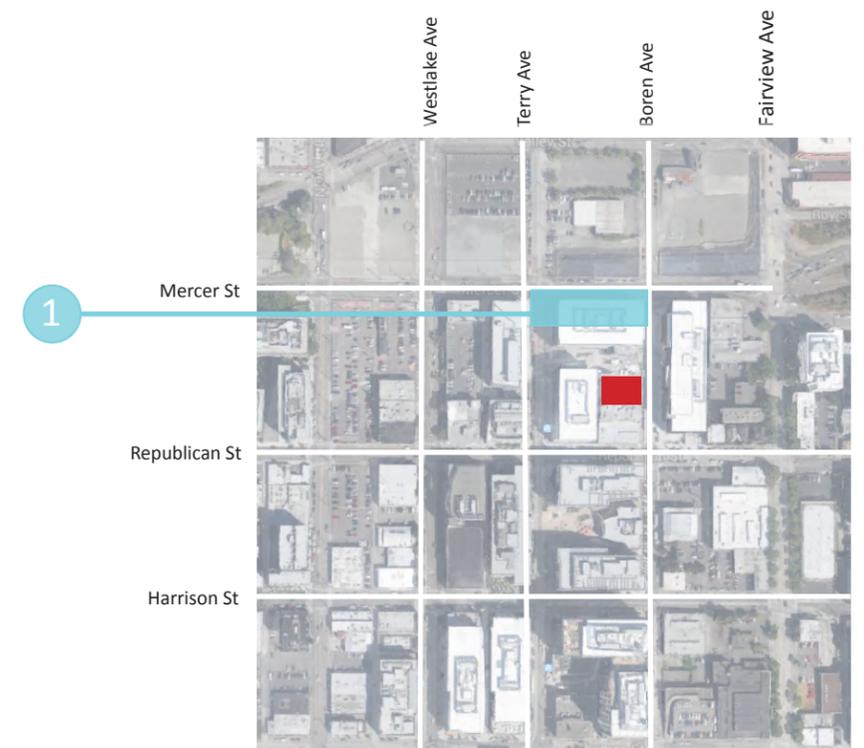
REPUBLICAN ST, FACING NORTH, BETWEEN BOREN AVE N & TERRY AVE N





1

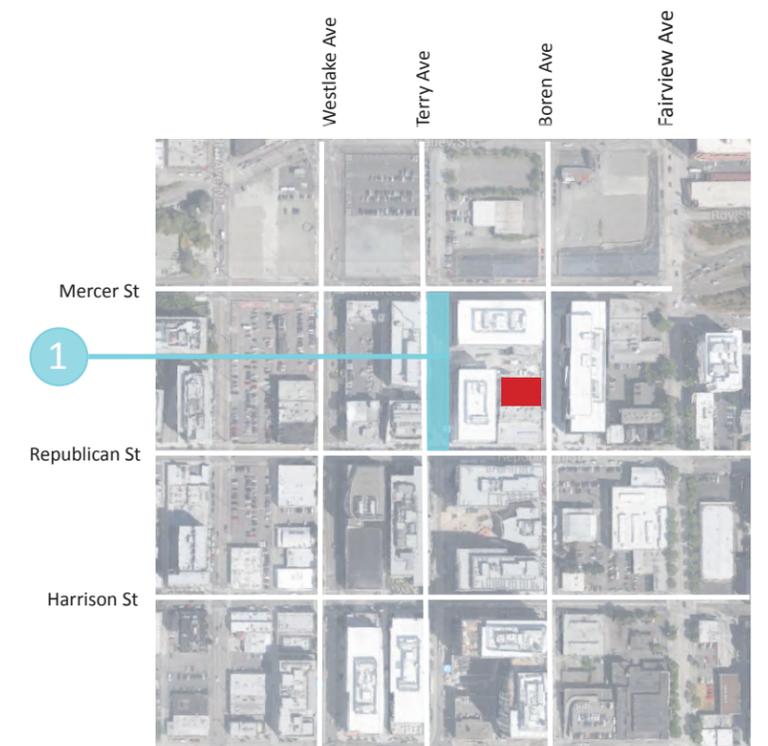
MERCER ST, FACING SOUTH, BETWEEN BOREN AVE N & TERRY AVE N





1

REPUBLICAN ST, FACING NORTH, BETWEEN BOREN AVE N & TERRY AVE N



inspiration

The following illustrations from both the South Lake Union area as well as other areas of Seattle highlight the ways in which the building will draw its inspiration from an emerging contemporary context.



Agnes Lofts, 12th Ave & Pike St
Design Cues: Simple, elegant skin; Residential 'floating box' over recessed retail



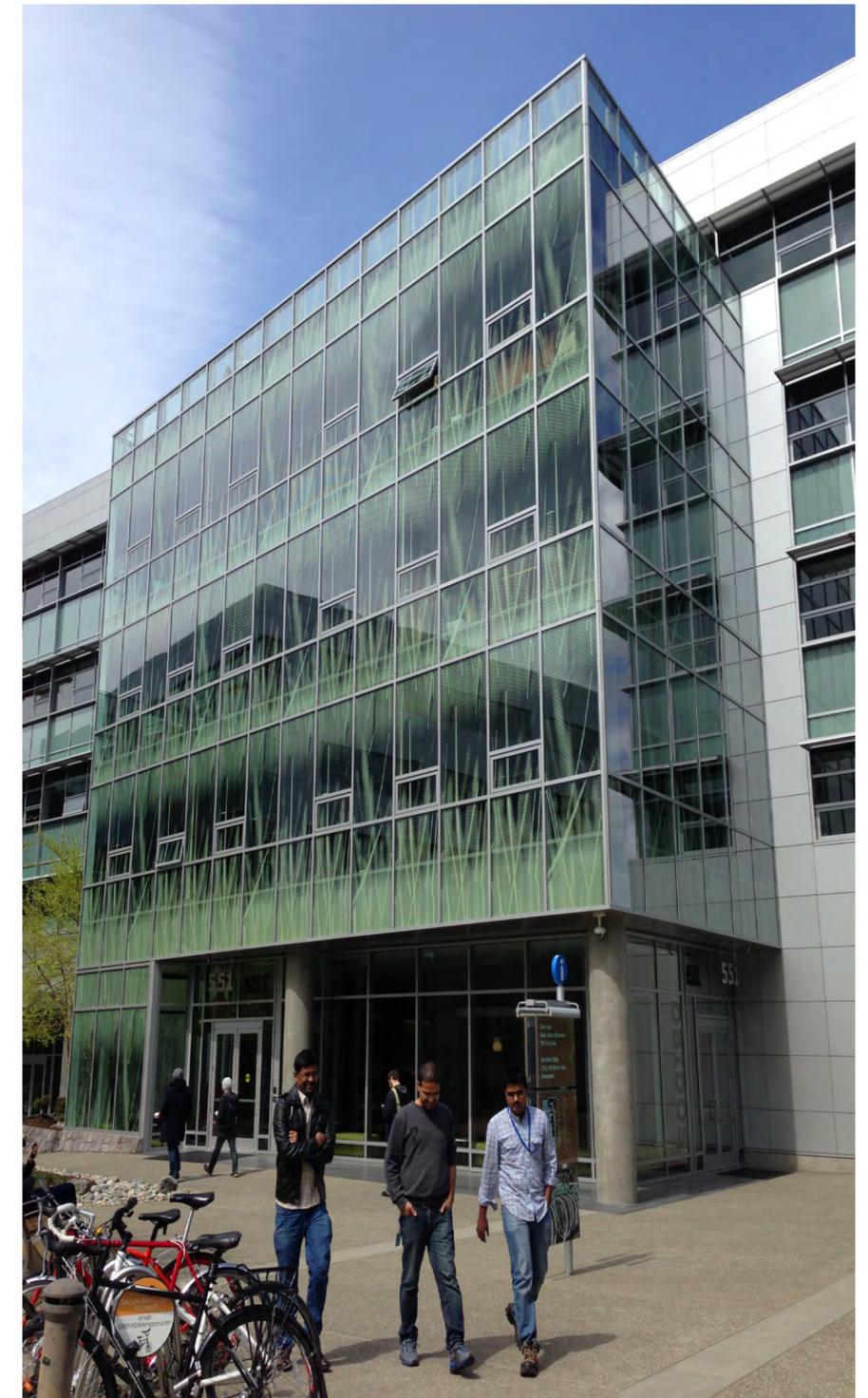
345 Boren Ave N
Design Cues: Two-story podium expression



500 Boren Ave N
Design Cues: Recessed Entry



19th & Mercer
Design Cues: Alternation of operables; Residential 'floating box' over recessed retail



Amazon Offices, 551 Boren Ave N
Design Cues: 'Floating box' over recessed ground level

landscape precedents



Rooftop amenity



Rooftop 'P-Patch'



Continuous planting strip



Continuous planting strip



Rooftop amenity

Design Guidelines of importance to this project in the Seattle Design Guidelines and the South Lake Union supplement

CS1 – NATURAL SYSTEMS AND SITE FEATURES

A1 – Energy Use, Energy Choices

The project promotes walking, biking, ride share programs and transit use by limiting parking and by providing one bike parking space for every unit.

B2 – Sunlight and Natural Ventilation, Daylight and shading

The building is oriented with primary glazing and views onto the public plaza to the north where minimal heat gain will be experienced. The east façade is setback to allow views and daylight to the adjacent property.

CS2 – URBAN PATTERN AND FORM

A1 – Location in the City and Neighborhood – Sense of Place, B2 & B3 – Adjacent Sites, Streets, and Open Spaces - Connection to the Street & Character of Open Space

The adjacent context includes a significant public use plaza and an “L” shaped alley north of the project. The proposed building is oriented to compliment and improve these assets and put more eyes on the plaza at night from both the ground level retail and the apartments above.

C1 – Relationship to the Block - Corner Sites

“L” shaped alley acts like a street and enables an open and exposed NE corner condition on a mid-block site.

D1 & D5 – Height, Bulk, and Scale - Existing Development and Zoning & Respect for Adjacent Sites

The east façade is setback to mimic the adjacent property to the south and allow them views and daylight.

CS2 Bii SLU – Upper level setback for buildings taller than 55’

The east façade established a podium at the second floor with the upper stories recessed back 6’ from the property line.

CS3 – ARCHITECTURAL CONTEXT AND CHARACTER

A2 & A4 – Emphasizing Positive Neighborhood Attributes - Contemporary Design & Evolving Neighborhoods

Three side of this project are new and contemporary designed buildings creating a new context. The saturation of office and employment is better balanced by adding more residential to the neighborhood which can provide a finer grain and richness of design and detail.

PL1 – CONNECTIVITY & PL1 SLU

A1 – Network of Open Spaces – Enhancing Open Space & Human Activity
See CS2

PL2 - WALKABILITY

B1 – Safety and Security – Eyes on Street
See CS2

C1– Weather Protection - Locations and Coverage
Boren Street is proposed to have overhead weather protection.

PL3 – STREET-LEVEL INTERACTION

A1 & A4 - Entries– Design & Ensemble of Elements
The entry way is clearly legible as part of the façade composition and it provides a recess for door swings and additional weather protection/canopy coverage.

PL3 – SLU

II – Human Activity - Coordinate Retail/Pedestrian Activity
A retail space supportive of a restaurant use is proposed to face Boren and on to the adjacent plaza.

PL4 – ACTIVE TRANSPORTATION

B – Planning Ahead for Bicyclists Bike Facilities
The project promotes walking, biking, ride share programs and transit use by limiting parking and by providing one bike parking space for every unit. A bike repair station is also being planned adjacent to the alley. Street side bike racks will also be provided on Boren.

DC1 – PROJECT USES AND ACTIVITIES

A1 & A4 – Arrangement of Interior Uses - Visibility - View and Connections.
A retail space supportive of a restaurant use is proposed to face Boren and on to the adjacent plaza. The lobby is also planned to be open onto the retail space.
B1 – Vehicular Access and Circulation – Access Location and Design
All services and parking are at the back of the building, off the alley.

DC2 – ARCHITECTURAL CONCEPT

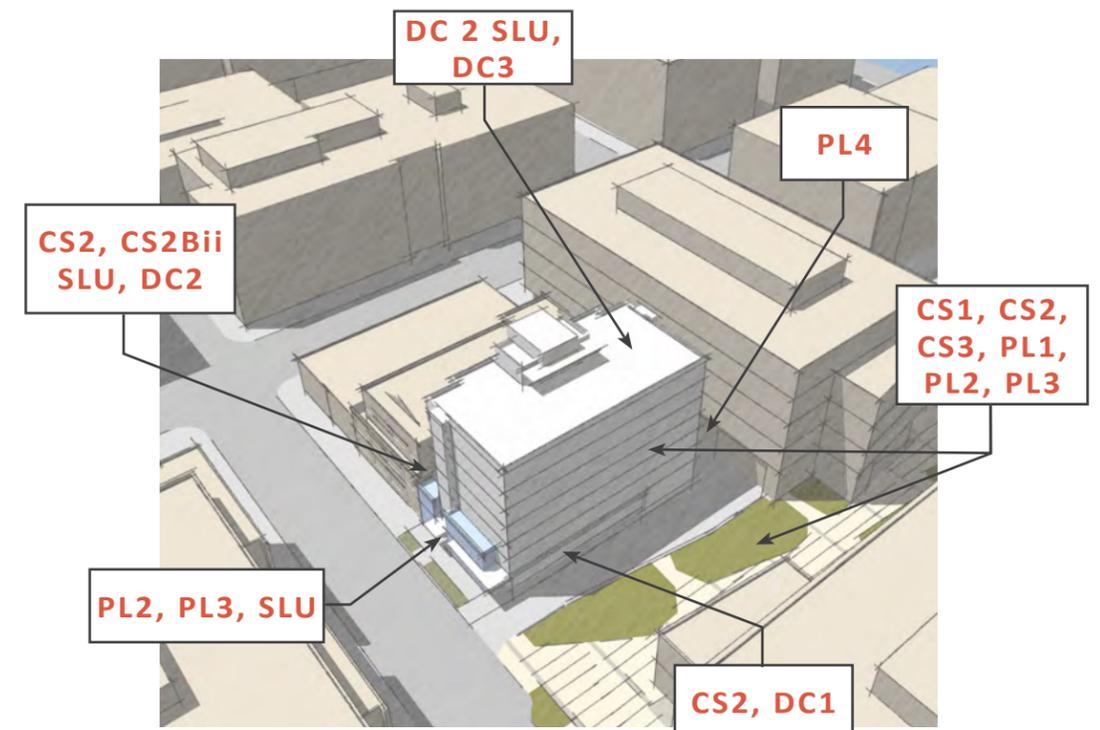
A1 & C3 – Massing - Site Characteristics and Uses - Fit with Neighboring Buildings
The east façade is setback to mimic the adjacent property to the south and allow them views and daylight across our property line

DC2 SLU

1 – Architectural Concept and Consistency - Roofscape Design
The rooftop garden is a primary tenant amenity space and is planned to be richly landscaped and programed for regular use and consistently designed to complement the building form and character.

DC3 – OPEN SPACE CONCEPT

B3 – Open Space Uses and Activities - Connections to Other Open Space:
See CS2
C1 – Design Reinforce Existing Open Space
See CS2



PROS:

- The upper levels setback from the office building to the west.
- Code Compliant - no departures required

CONS:

- The building envelope fills the site on three sides and offers no relief in massing to the blank façade facing the property to the south, or visual interest along the street or the pedestrian plaza to the north.
- The street façade does not respond to the two story façade of its immediate neighbor to the south.

*The ground floor concepts for both Option 2 and the Preferred Option could be applied to this scheme.

VIEWS



Bird's-eye view from Northeast



View from Northeast - Boren & Mercer



SITE PLAN



View from Southeast - Boren & Republican



Bird's-eye view from Southwest

BUILDING MASSING - OPTION 2

PROS:

- The upper building mass is setback from the sidewalk.
- Portions of the south facing massing are set back to allow for south facing glazing.
- The building responds to the two story massing on the building to the south of this site.
- Code Compliant - no departures required

CONS:

- The podium treatment along the north facade becomes very shallow.
- Placing the residential entry at the corner forces retail to have frontage only along Boren Ave N.
- Bays begin at odd level due to Structural Building Overhangs code requirements.
- Parking entry along the north alley does not respect the plaza to the north.
- A partial blank wall facing south is an inevitable result of the major site influences and the economics of developing on this site.

VIEWS



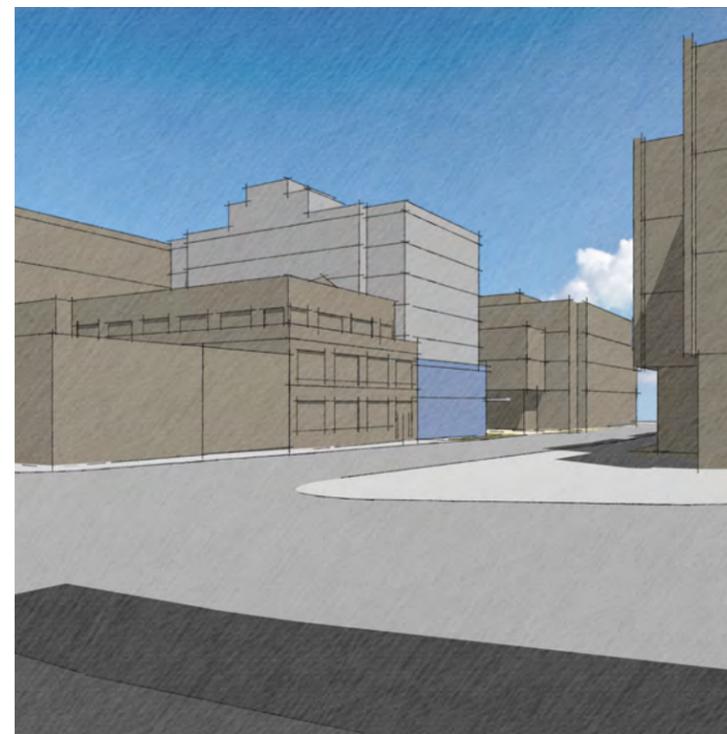
Bird's-eye view from Northeast



View from Northeast - Boren & Mercer



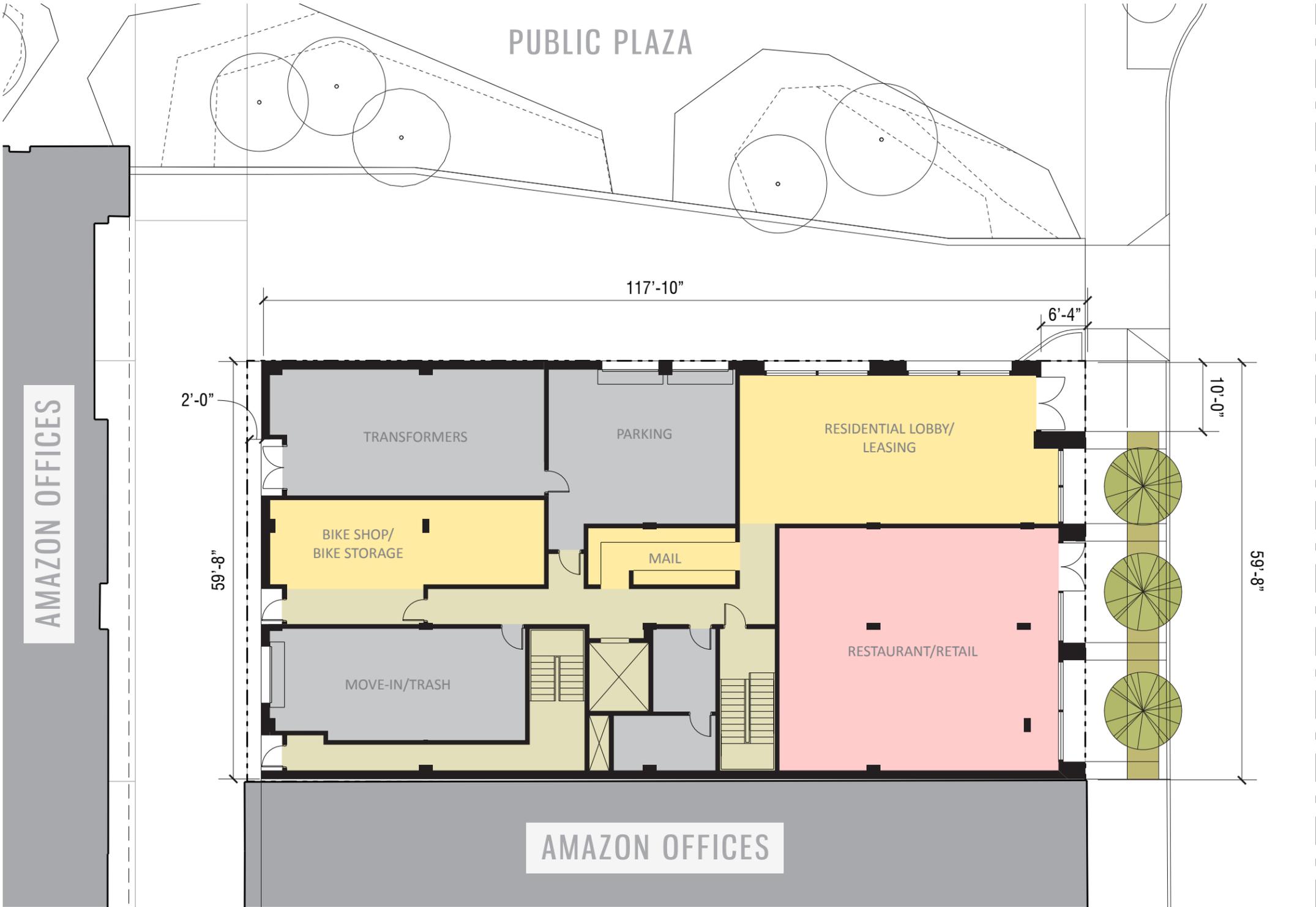
SITE PLAN



View from Southeast - Boren & Republican



Bird's-eye view from Southwest



LEGEND

- SERVICE/BACK-OF-HOUSE
- RESIDENTIAL AMENITY
- CIRCULATION
- LANDSCAPING
- COMMERCIAL/RETAIL
- STUDIO
- 1-BEDROOM
- 2-BEDROOM



Ground Level Plan

BUILDING MASSING - PREFERRED

PROS:

- The south façade is more highly modulated, creating visual interest at the upper floors as they are viewed from the south.
- The two story massing and upper levels setback along Boren respect the existing building to the south, while the 'floating volume' and cantilever respond to the more contemporary context to the north and east.
- Ground floor commercial uses are placed along Boren and the majority of the north facing space along the alley and facing the mid-block open space to the north.
- Relocating the transformer room below grade allows more active uses to occupy the ground level.
- The combination of the recessed entry, the glass marquee at the front door and the addition of the bay window above the second floor at the entry all emphasize the placement of the buildings main entry.
- Simple, elegant facade will be expressed with glazing and material patterns.
- Code Compliant - no departures required

CONS:

- A partial blank wall facing south is an inevitable result of the major site influences and the economics of developing on this site.



SITE PLAN



VIEWS



Bird's-eye view from Northeast



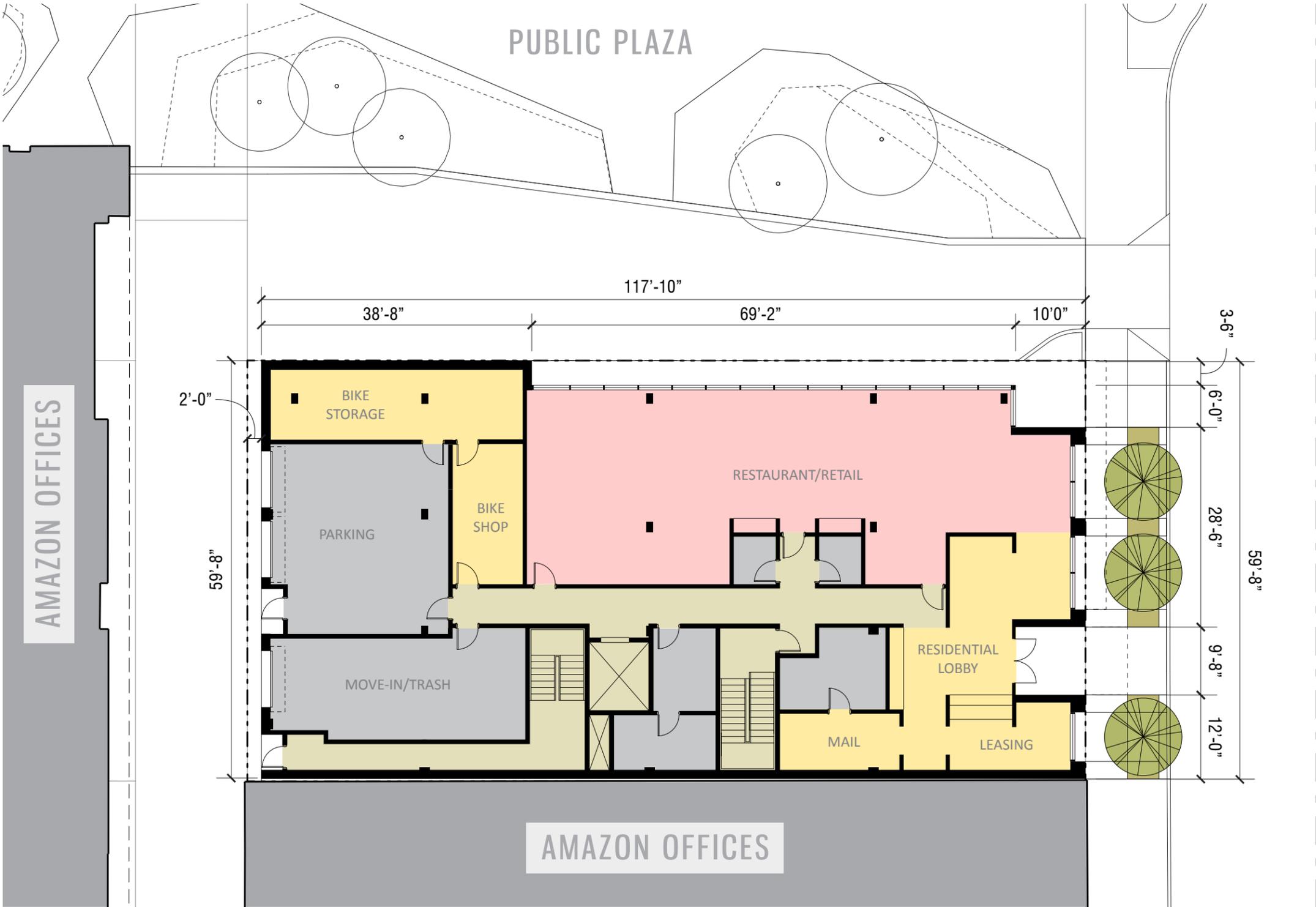
View from Northeast - Boren & Mercer



View from Southeast - Boren & Republican



Bird's-eye view from Southwest



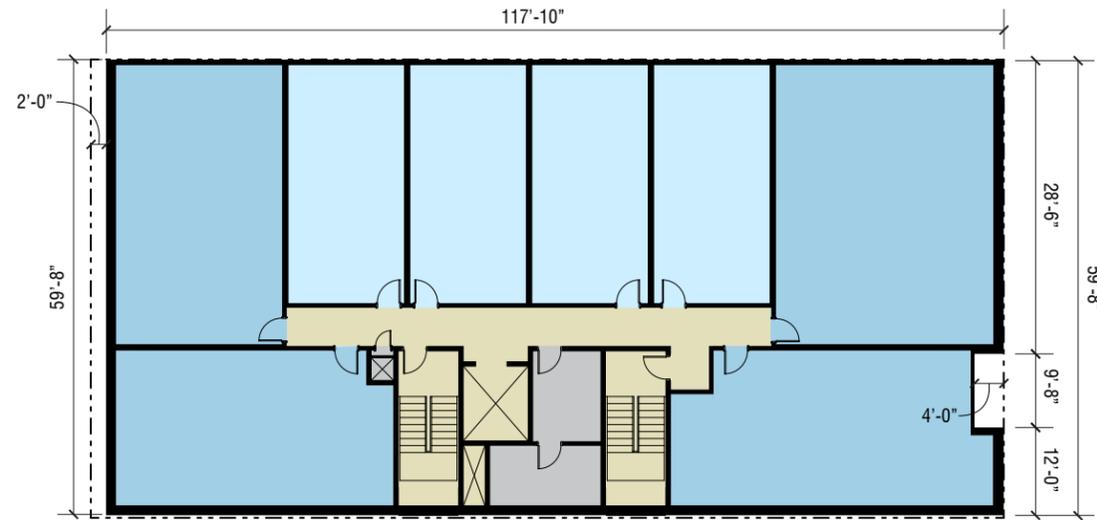
LEGEND

- SERVICE/BACK-OF-HOUSE
- RESIDENTIAL AMENITY
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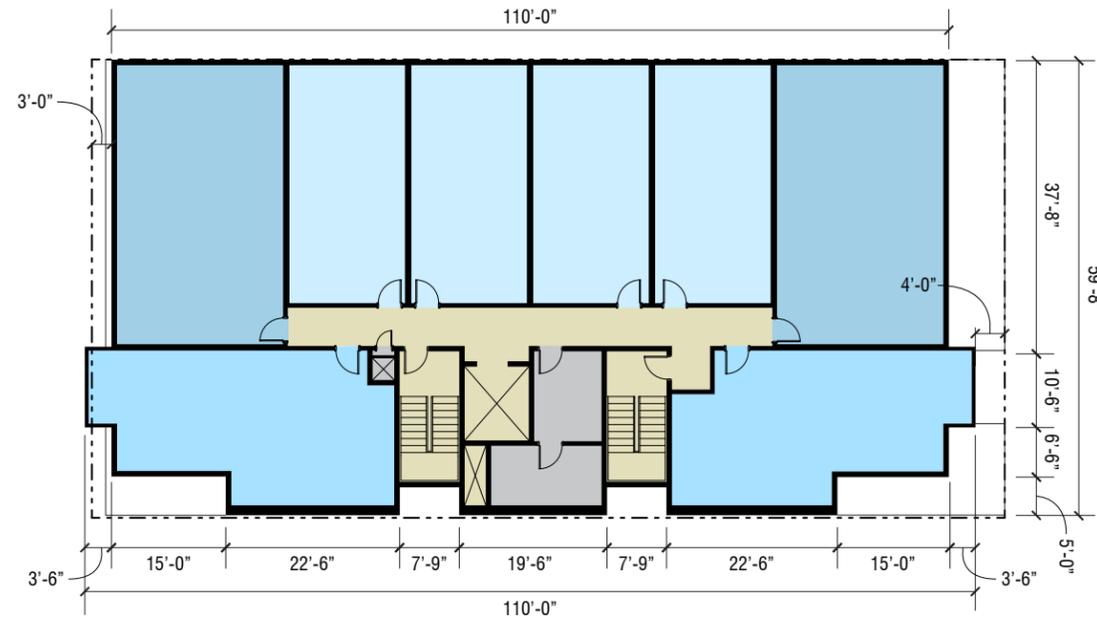


Ground Level Plan

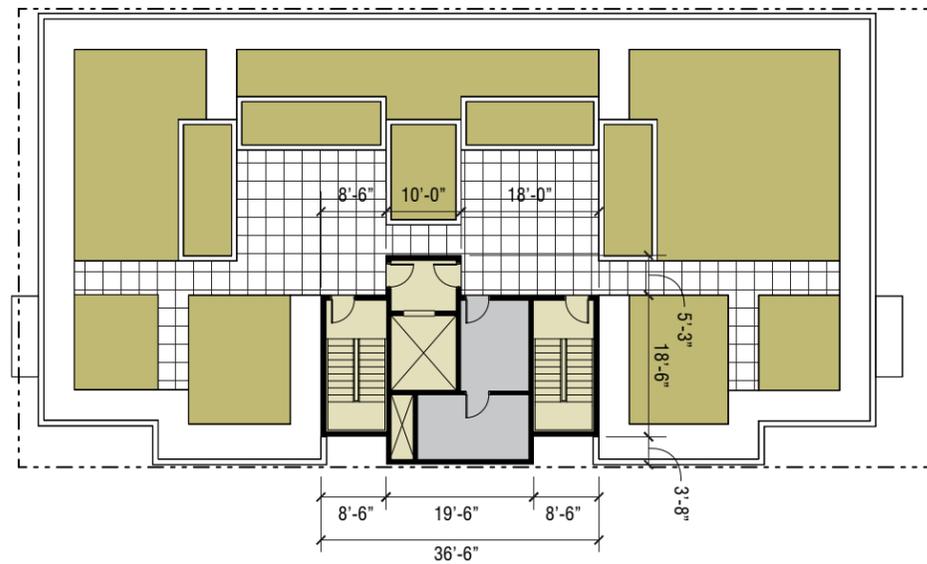
BUILDING MASSING - PREFERRED - UPPER LEVEL PLANS



Level 2 Plan



Level 3-7 Plan

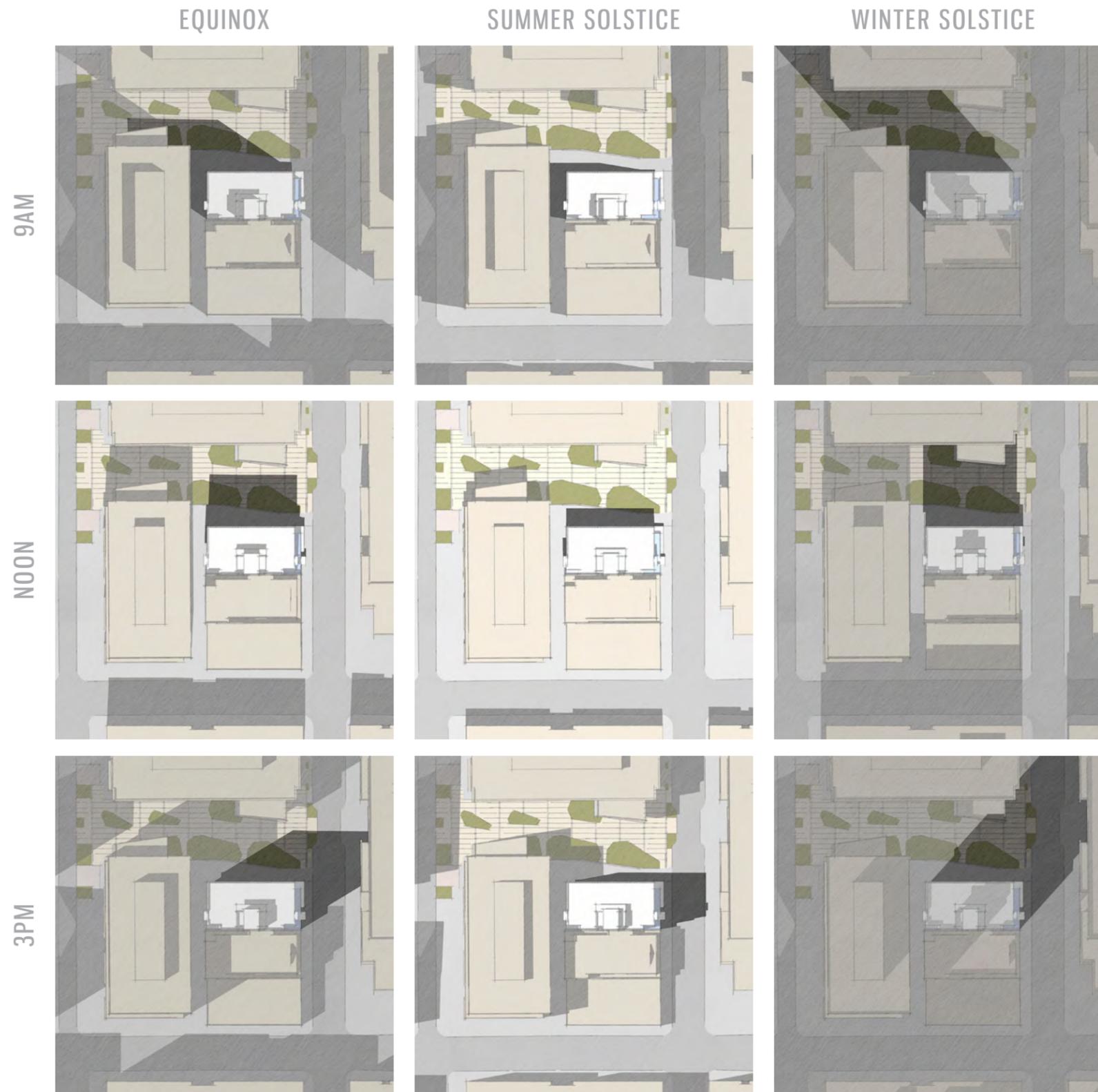


Roof Plan

LEGEND

- SERVICE/BACK-OF-HOUSE
- RESIDENTIAL AMENITY
- CIRCULATION
- LANDSCAPING
- COMMERCIAL/RETAIL
- STUDIO
- 1-BEDROOM
- 2-BEDROOM





VIA ARCHITECTURE

An award-winning design firm, VIA Architecture is one of the Pacific Northwest's leaders in mixed-use, residential high-rise and mid-rise, transit architecture, urban design, and sustainable community planning. Founded in 1984, VIA currently employs 52 professionals in Seattle, San Francisco, and Vancouver, BC offices, providing services to both public and private clients.

