



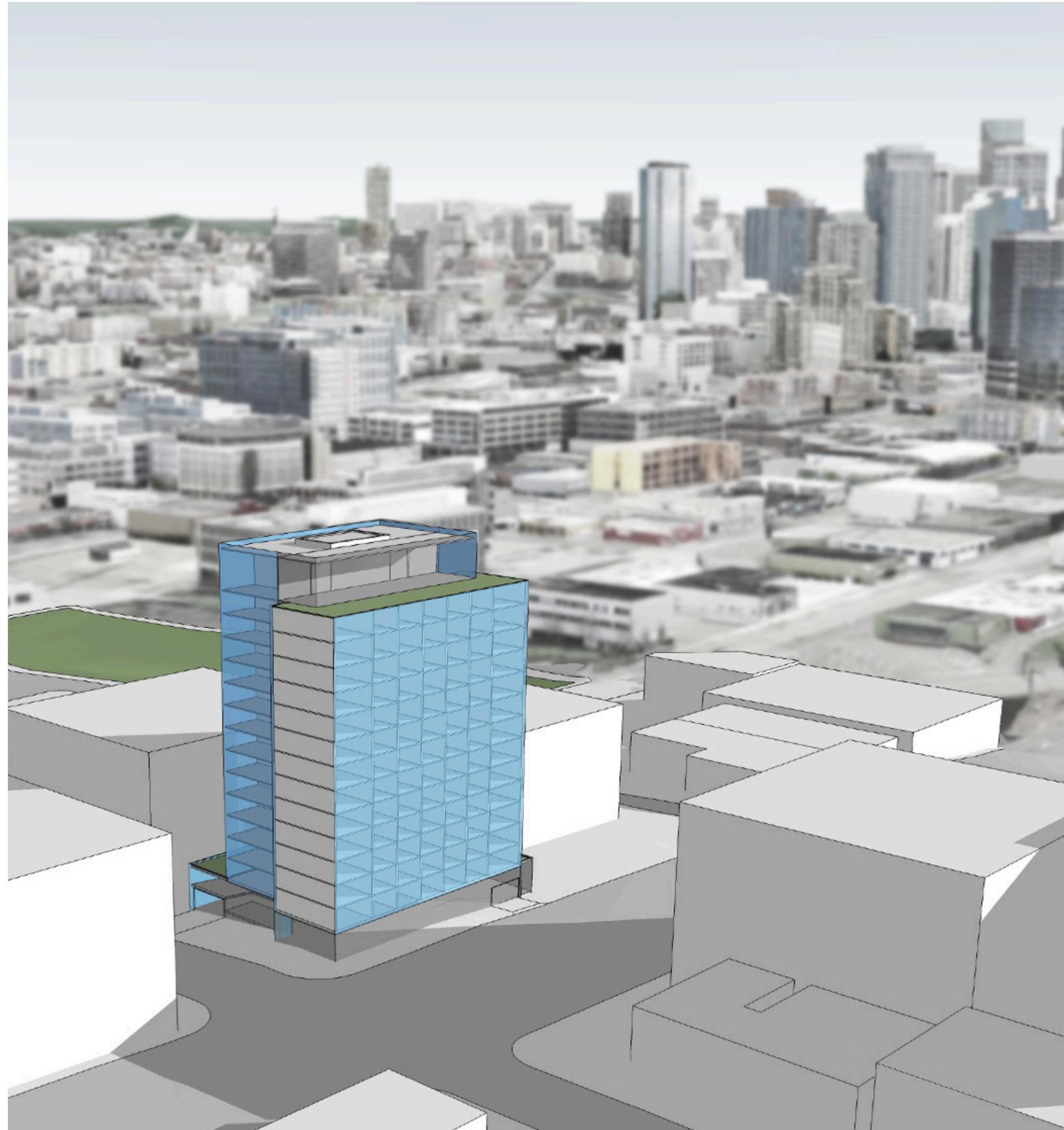
PROJECT DESCRIPTION

The proposed project is a 15-story market-rate multi-family building approximately 152-feet in height and 138,000-sf. The building will contain 147–158 residential units and on-site building management and leasing offices. A resident lobby and amenity space is located on the first floor, an outdoor terrace and dog run are located on floor two, and indoor amenity spaces are also located at the roof level, adjacent to an outdoor terrace. Three levels of structured parking, two of which are below grade, accommodate 84–86 parking spaces. No commercial space is proposed as part of the project.

The project site is 12,163-sf and falls within the South Lake Union Urban Center and the SM (Seattle Mixed) 160/85-240 zone. Significantly, the site is directly under the South Lake Union seaplane flight path, greatly limiting the building's allowable height.

Although a curb cut exists on the Aurora Avenue side of the project site, DPD has required that Valley Street be considered the primary off-street parking access. Reusing the existing Aurora Avenue curb cut in addition, as we propose in our preferred option, is therefore a departure request.

The project is targeting LEED Gold certification.



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Project Information

Property Address:
701 Valley Street, Seattle WA 98109

Owner:
Tarragon LLC

Developer:
Tarragon LLC
Charlie Laboda
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T (206) 233-9600

Architect:
Weinstein A+U LLC
Ed Weinstein
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1 | EXISTING SITE CONDITIONS

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

Location

The proposed project is located on the extreme western edge of the South Lake Union Urban Center Village along the border with the Uptown Urban Center Village. Aurora Avenue occurs at the boundary of the two neighborhoods, separating them except for episodic pedestrian and vehicular crossings. The project site itself is at the southeast corner of Valley Street's intersection with the northbound lanes of Aurora Avenue N. Many features are located nearby, including: South Lake Union Park, four blocks to the east; the University of Washington Medicine South Lake Union Campus located three blocks to the southeast; Denny Park five blocks to the south; and the Gates Foundation three blocks to the west with the Seattle Center a block further on.

Existing Uses + Structures

A two-story wood-framed commercial office and a surface parking lot currently occupy the site. The existing commercial building covers the northern half of the lot and a surface parking lot (21 parking spaces) accessed from Aurora Avenue occupies the remainder of the site. The existing structure and paved surfaces located on the project site are proposed to be demolished. The proposed project would occupy the entirety of the site.

Physical Features

As noted above, the project site is bounded on the west by Aurora Avenue N and on the north by Valley Street. A six-story apartment building abuts the property along the south property line. Many of the surrounding parcels have been recently redeveloped with a recently constructed seven-story mixed-use building (717 Dexter Avenue N) abutting the east property line and an older six-story concrete-frame office building (701 Dexter Avenue N) to the south. Newly constructed six-story mixed-use buildings are also located to the north of the site across Valley Street and to the west across Aurora Avenue N.

The site's frontage along Aurora Avenue N includes a 32' curb cut providing access to the aforementioned surface parking lot; a twelve-foot concrete sidewalk

running the length of the site; high-voltage overhead electrical lines with poles located a few feet to the north and south of the lot; and three mature street trees (oaks) at roughly even spacing with undersized tree wells.

The Valley Street frontage includes a six-foot concrete sidewalk running the full length of the site with a five-foot planting strip between it and the curb; three evenly spaced streets (oaks); an eight-foot untended planting strip running the full length of the building.

The topography of the site is relatively benign north to south with a more dramatic shift in elevation occurring east to west. Along Valley Street, the site slopes upward to the west approximately 10-feet (10% slope) from el. +71.09' to el. +80.92'. The Aurora Avenue N frontage is comparatively flat with an elevation change of about 3-feet (2.3% slope) dropping from north (el. +80.92') to south (el. +78.14').

PROSPECT STREET

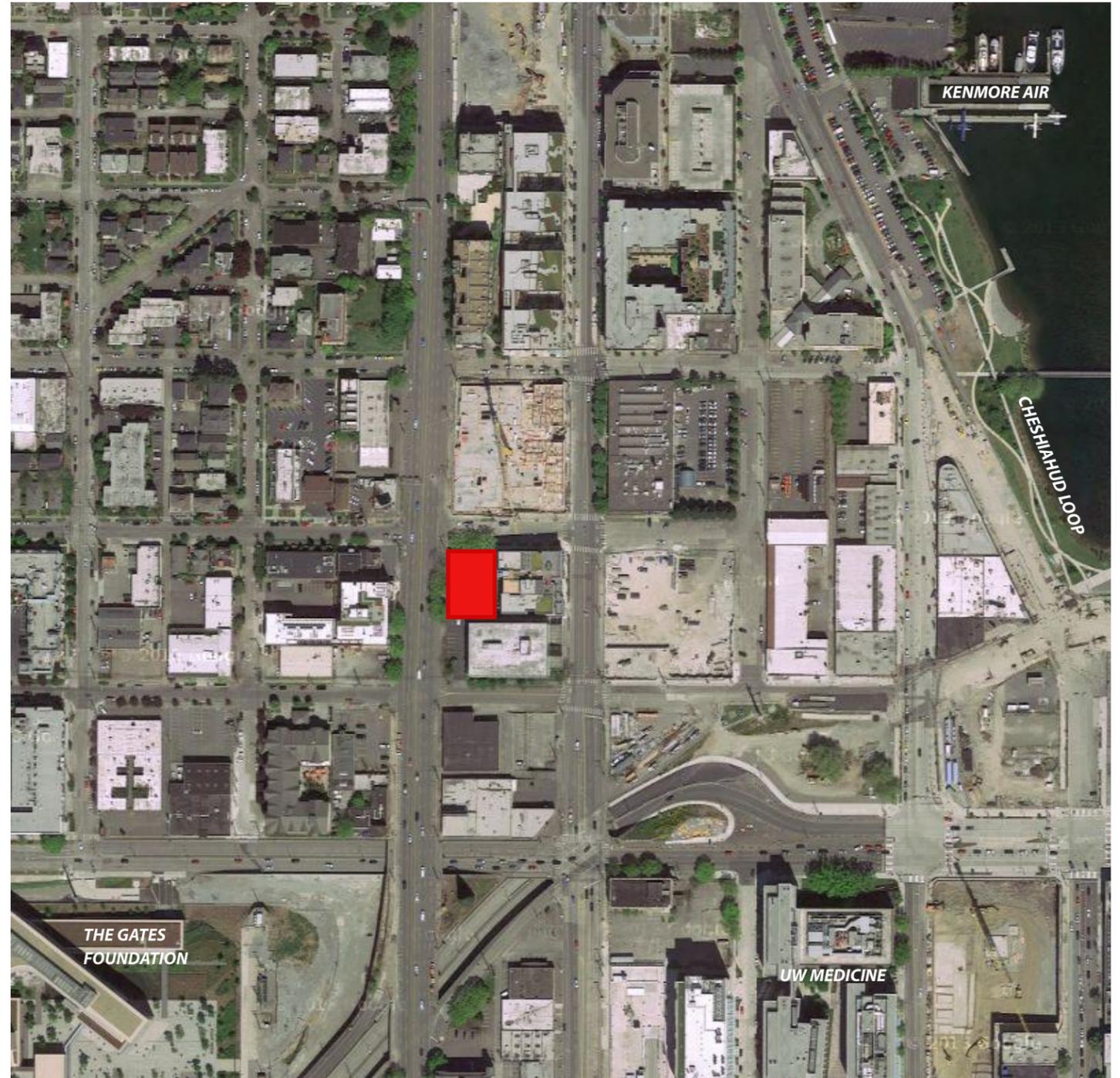
WARD STREET

ALOHA STREET

VALLEY STREET

ROY STREET

MERCER STREET



TAYLOR AVE N

6TH AVE N

BROAD ST

AURORA AVE N

DEXTER AVE N

8TH AVE N

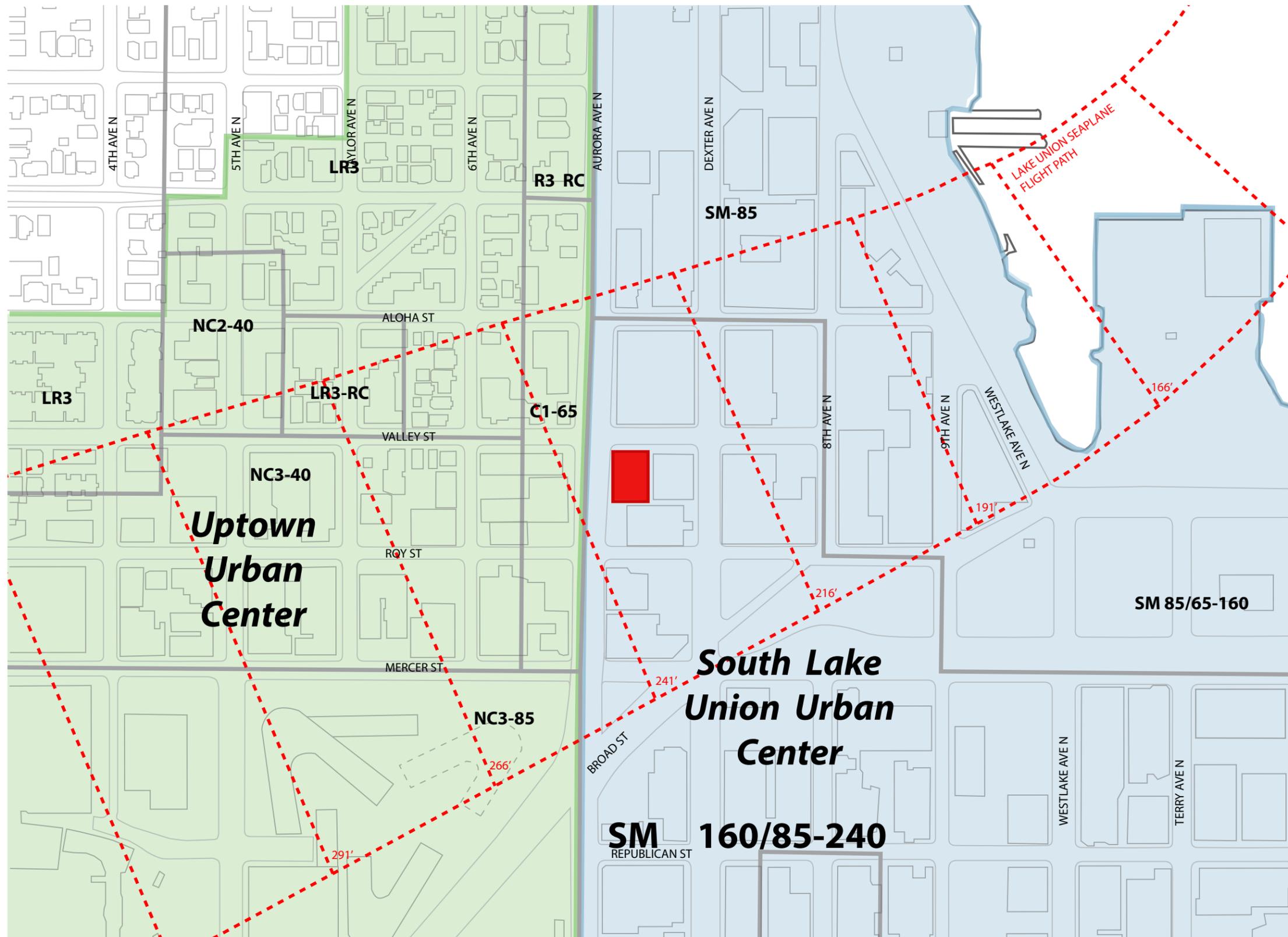
9TH AVE N

WESTLAKE AVE

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

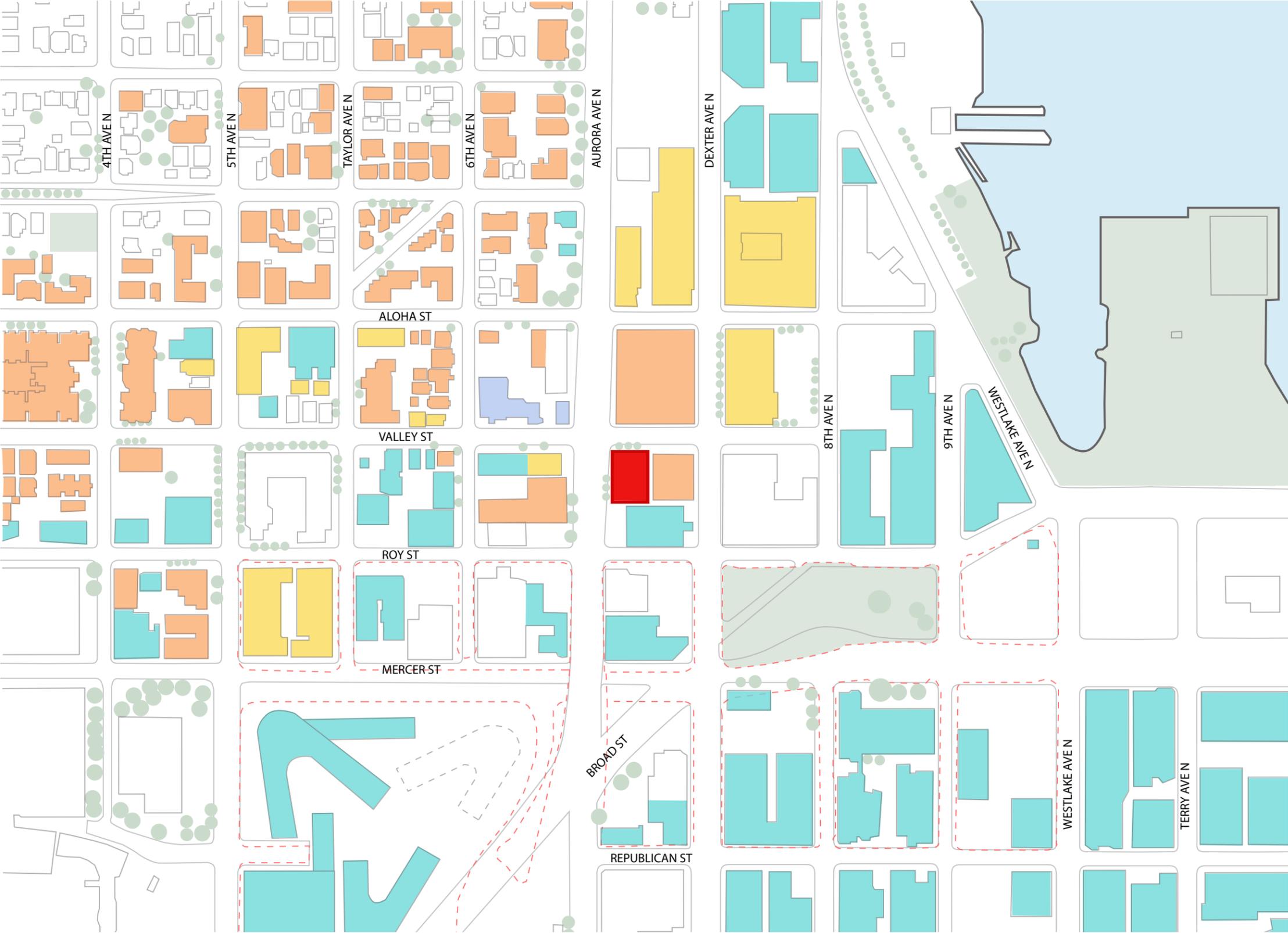
As previously indicated, the proposed site is located within the South Lake Union Urban Center Village and falls within a Seattle Mixed zone (SM 160/85-240). The zone provides an 85-foot base height limit for residential uses with incentive-based height increases up to a maximum of 240-feet. The site's location within the South Lake Union Seaport Flight Corridor results in an Airport Height Overlay Outer Transitional Surface designation, which limits the maximum attainable height to approximately 152-feet above the site's high point.

See page 15 for a list of Pertinent Design Guidelines.



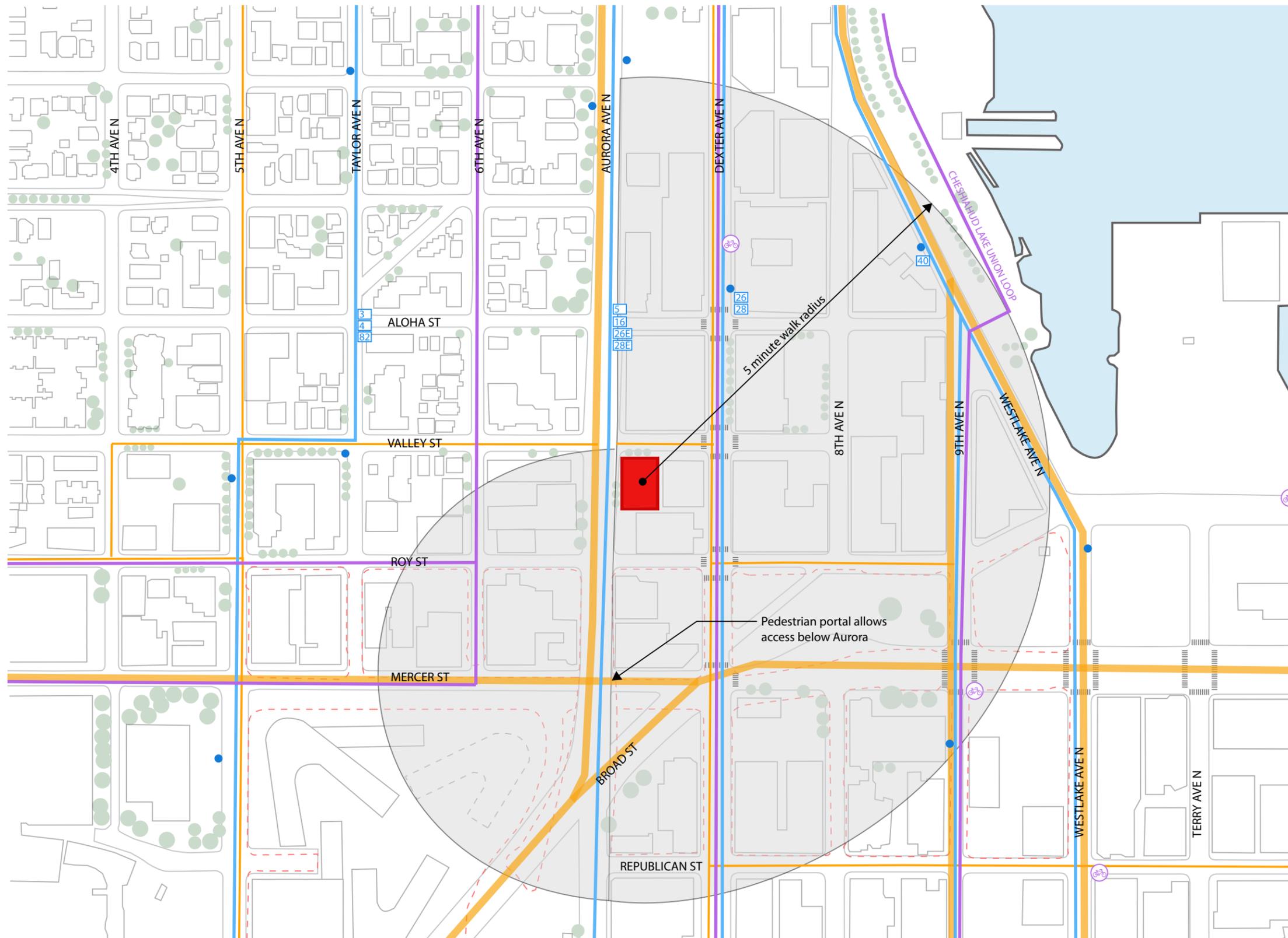
SITE CONTEXT - LAND USE

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



- RETAIL / OFFICE
- MULTI-FAMILY HOUSING
- MIXED USE
- INSTITUTIONAL
- PROJECT SITE

SITE CONTEXT - TRANSPORTATION MODES



- PRINCIPAL CAR ARTERIALS*
- MINOR CAR ARTERIALS*
- BUS ROUTES
- BUS STOPS
- BICYCLE ROUTES
- 🚲 PRONTO BIKE RENTAL STATIONS

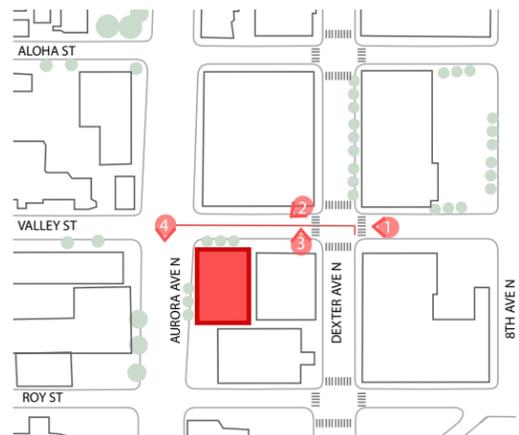
*per Seattle Arterial Classifications Planning Map, 2003

SITE CONTEXT: VALLEY STREET

Valley Street forms the northern boundary of the site and is the site's primary point of connection to the surrounding neighborhood. The street's topography is relatively steep with an upward slope of approximately 10% from Dexter Avenue N to Aurora Avenue N. Zoning of the properties along Valley Street match the site's Seattle Mixed zoning (SM 160/85-240). A quasi dead-end condition is created at Valley Street's intersection with Aurora Avenue N at the west side of the site. While Dexter Avenue N does not interrupt Valley Street in the same manner, its width and traffic volumes, coupled with the topography of Valley along the block, do serve to isolate the segment of the street immediately adjacent to the site.

The two other properties sharing frontage on this block of Valley Street have recently been re-developed. The Hue (717 Dexter Avenue N) is a 6-story, five-over-one mixed-use building with street level retail located along Dexter Avenue N resulting in a small retail presence on Valley Street at the corner. An intervening residential entry separates the retail from residential spaces on Valley Street. A six-foot wide planting bed occurs along the remaining length of the building frontage.

On the north side of Valley Street, True North (801 Dexter Avenue N) has recently opened. It is also a 6-story, five-over-one mixed-use building with street level retail located along Dexter Avenue N. A parking garage entry is located about one-third the building's depth off Dexter Avenue N, with the remainder of the building's frontage set back from the sidewalk to accommodate a planting bed and/or areaway.



DEXTER AVENUE N

"HUE"

PROJECT SITE: 10% SLOPE

SITE CONTEXT: AURORA AVE N



Aurora Avenue N marks the western boundary of the proposed site as well as the edge of the South Lake Union Urban Center Village and the Uptown Urban Center Village. The adjoining property to the south of the project site as well as the property bordering Aurora Avenue N to the north of Valley Street are Seattle Mixed zones (SM 160/85–240) and the parcels on the opposite side of Aurora Avenue N are zoned commercial (C1-65).

With limited access and few crossings, Aurora Avenue N effectively severs cross streets in the area and forms a barrier to vehicular and pedestrian circulation. The road's high volume and high-speed traffic creates an environment that discourages interaction with the bounding blocks. The roadway's elevated topography (relative to Dexter), pronounced traffic noise and lack of buffer space between roadway and sidewalk further discourage pedestrian use. As a result, the frontages along Aurora Avenue N are treated as the rear sides of the bordering buildings.

The neighboring property to the south of the project site is home to a concrete framed office building (701 Dexter Avenue N) comprised of four levels of offices located above two levels of open air structured parking. The office building's primary orientation is to Dexter Avenue N though the second parking level was originally accessed from Aurora Avenue N. An apparently abandoned curb cut and drive way remain.

To the north of the project site, the recently opened True North (801 Dexter Avenue N) also fronts Aurora Avenue N. Due to the change in elevation between Dexter Avenue N and Aurora Avenue N a partially submerged building level abuts Aurora Avenue necessitated an area way along the length of the building's frontage. A small concrete wall occurs along the areaway the length of the property with no access to the building provided from Aurora Avenue N.



ALOHA STREET

"TRUE NORTH"

VALLEY STREET

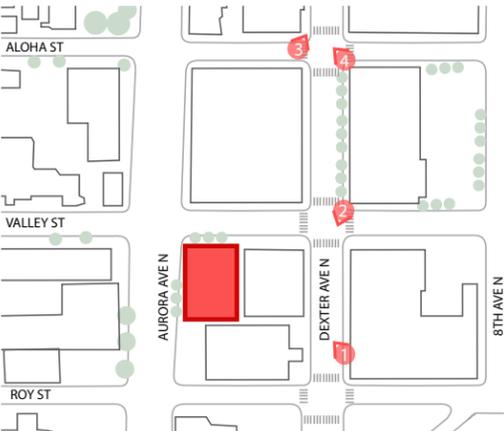
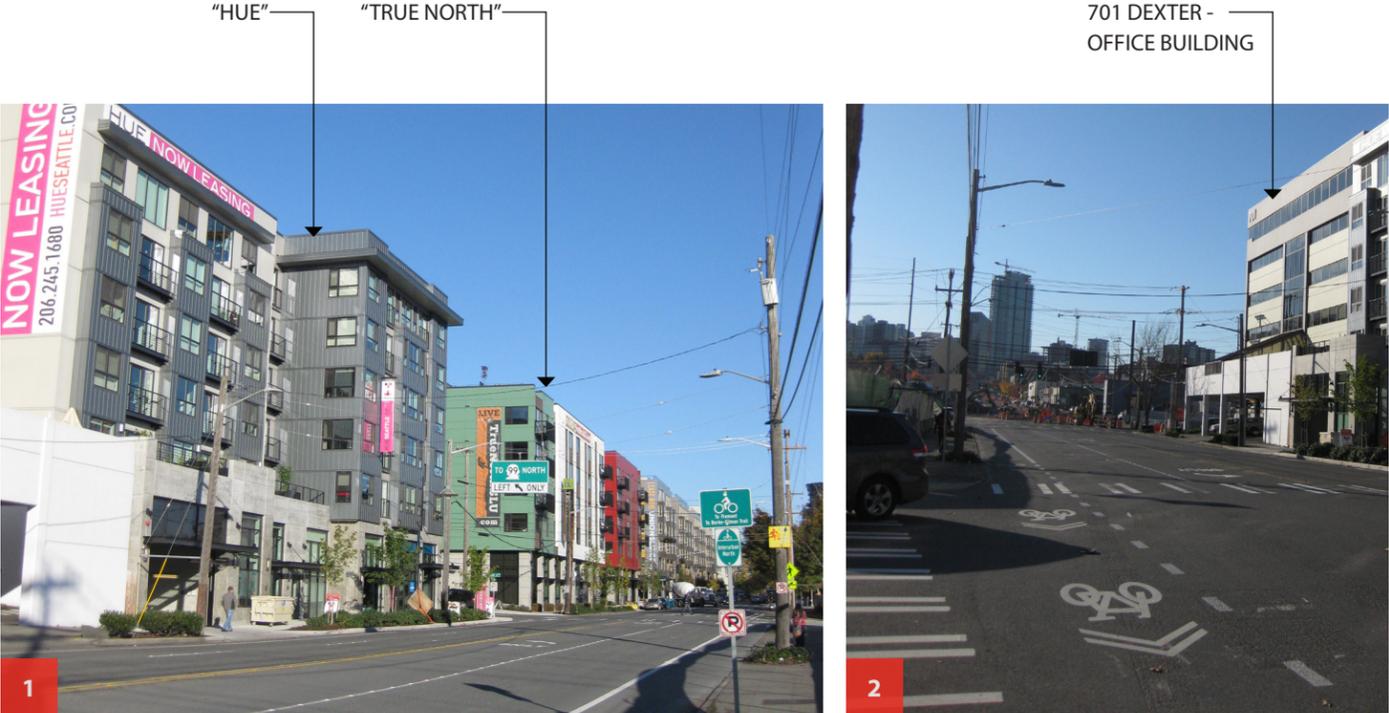
PROJECT SITE: 2% SLOPE

ROY STREET

701 DEXTER - OFFICE BUILDING

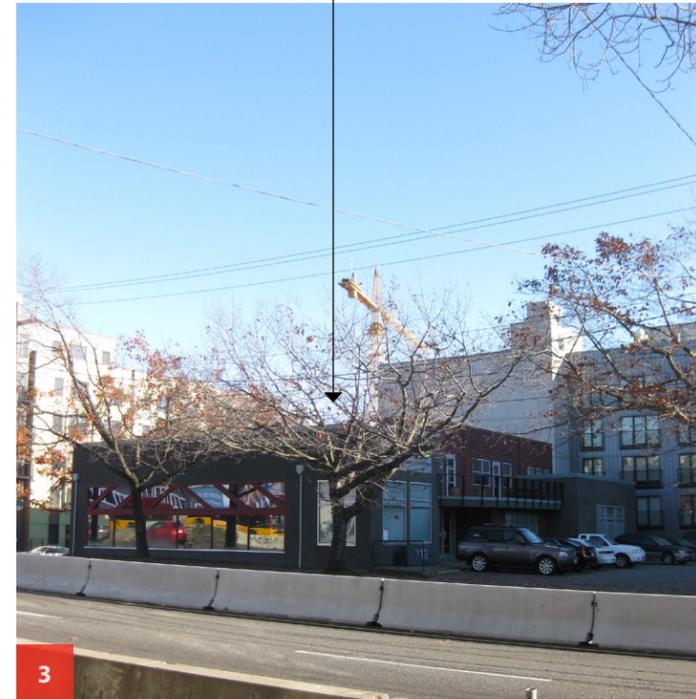
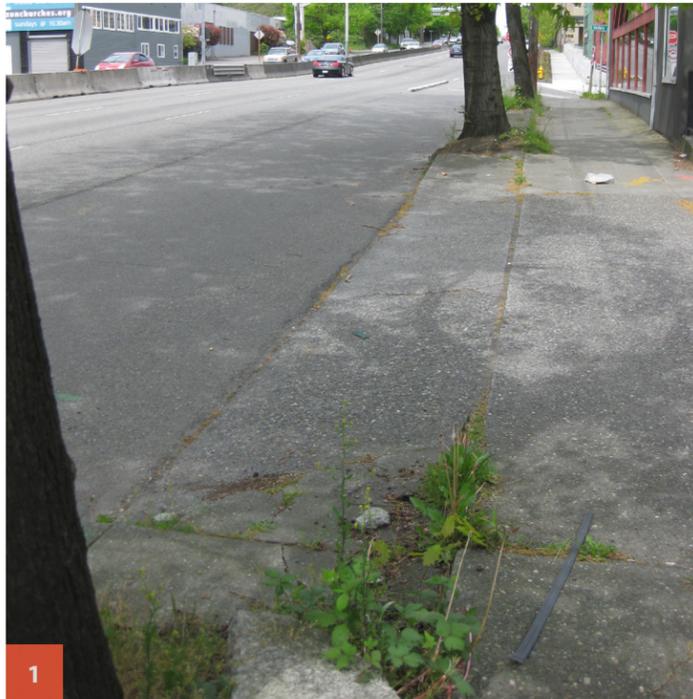
SITE CONTEXT: DEXTER AVENUE NORTH

Similar to the project site, the surrounding area's topography is relatively flat north to south, but slopes upward steeply east to west between Dexter Avenue N and Aurora Avenue N. Dexter Avenue N, located one block to the east of the project site, is classified as a minor arterial by SDOT and provides a secondary connection to downtown Seattle for the South Lake Union neighborhood. The relative flatness of the Dexter corridor and the width of its right-of-way allow for a dedicated bike lanes and is a principal bicycle route connecting north Queen Anne, Ballard and Fremont with downtown Seattle. Improvements to the Dexter corridor continue to be implemented as the area is redeveloped. Improvements geared toward increasing safety and walkability (new sidewalks, bus islands and crosswalks) have been recently installed near the project site.



SITE CONTEXT: PROJECT SITE

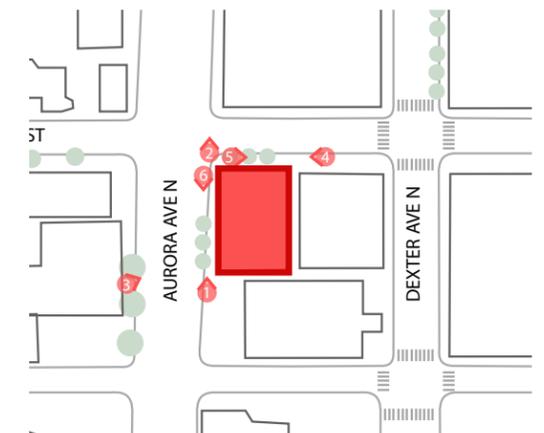
(E) BUILDING TO BE DEMOLISHED



The project site is located on the south and east of Queen Anne Hill as it climbs from Lake Union. At an elevation of approximately +80' above sea level, the site is about sixty-four feet above the lake at grade and roughly 390-feet below the top of Queen Anne Hill. Views to Lake Union and the Space Needle are available at street level. With a proposed height of 15-stories, regional views are potentially available in all directions from the building with the exception of territorial views of Queen Anne Hill to the northwest. The regional views potentially include potential views of Mount Baker and the Cascades to the north; Elliott Bay, the Puget Sound and the Olympic Mountains to the west; the Seattle Center and Space Needle and Downtown Seattle to the south and southwest; Mount Rainier to the southeast; and Lake Union and the Cascade Mountains to the east.



(E) BUILDING TO BE DEMOLISHED



3 | PRELIMINARY SITE ANALYSIS

Topography

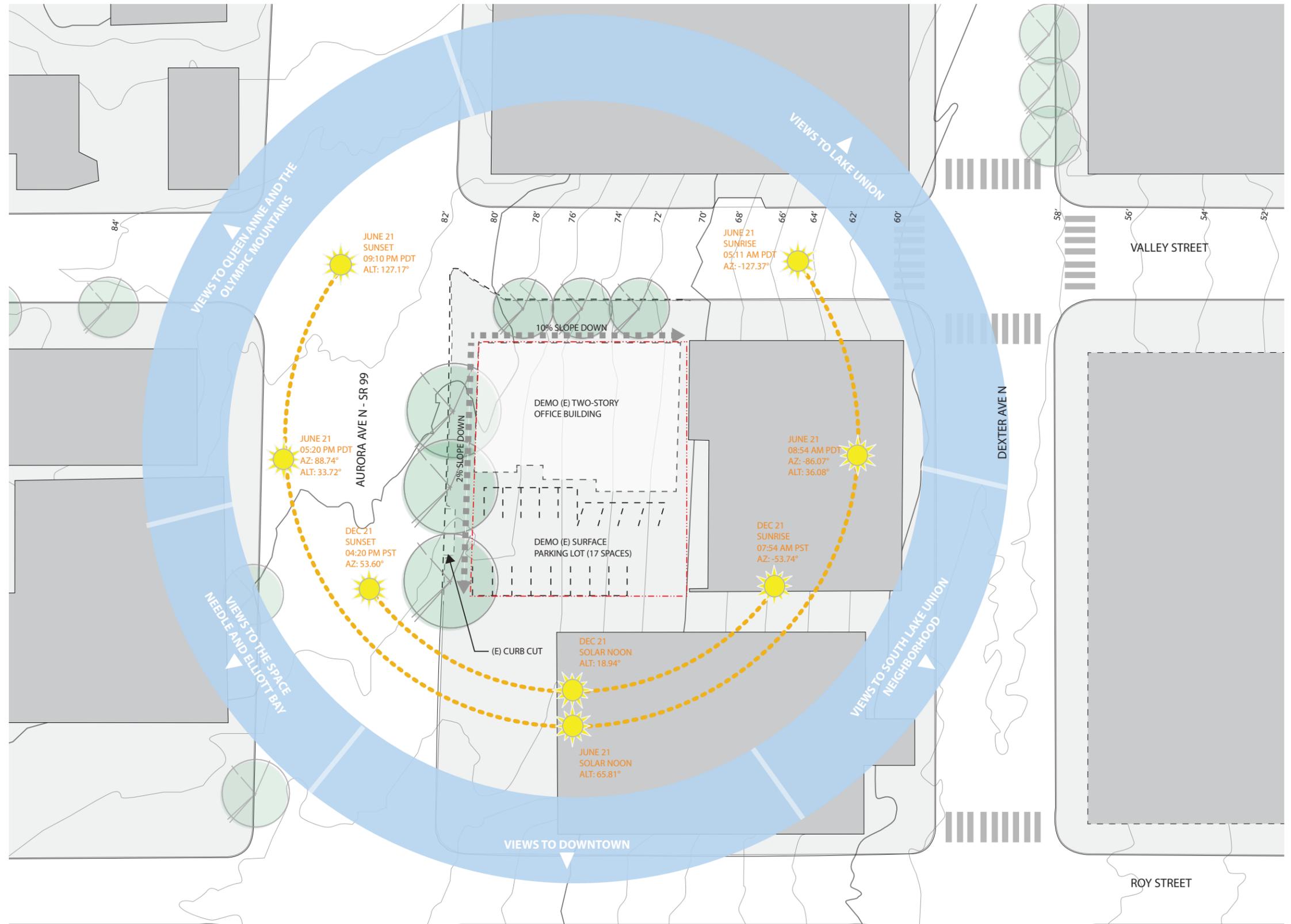
- Relatively flat north-to-south with a maximum change of approximately 3-feet
- Somewhat steeper west-to-east with about a 10-foot change in elevation

Solar Access

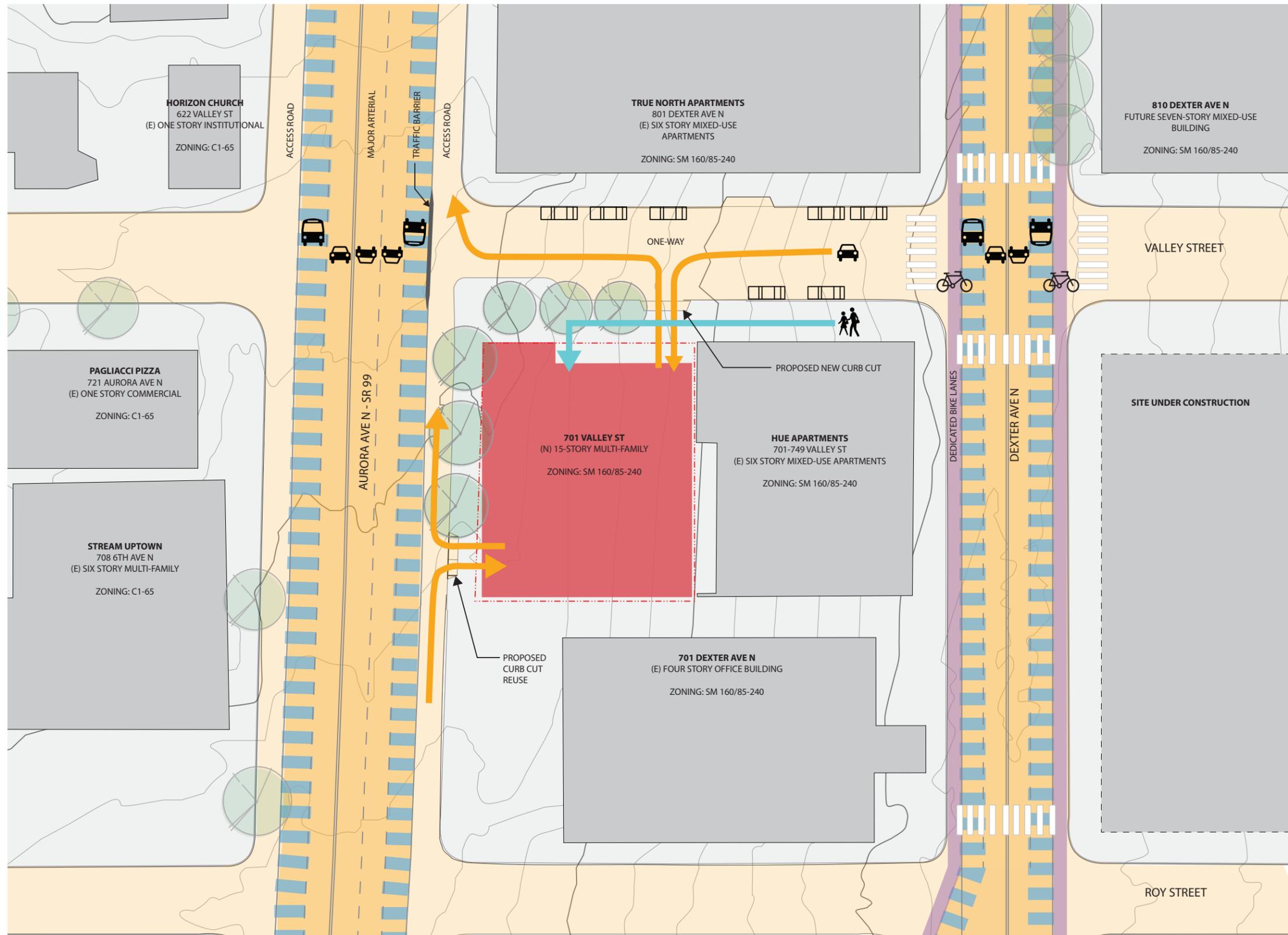
- Excellent light access throughout the year also results in tremendous potential heat gain

View Access

- Excellent regional view potential in nearly all directions
- Territorial views of Queen Anne Hill



PRELIMINARY SITE ANALYSIS



Neighboring Buildings

- Four-story 701 Dexter Avenue N office building to the south
- Six-story Hue Apartments (717 Dexter Avenue N) located immediately to the east
- Six-story Stream Uptown Apartments (708 6th Avenue N) located across Aurora Avenue N
- Dexter Avenue N predominately recently built six-story mixed-use or multi-family buildings with structured below grade parking garages
- Aurora Avenue N auto-dominated with few buildings addressing the street in a meaningful way

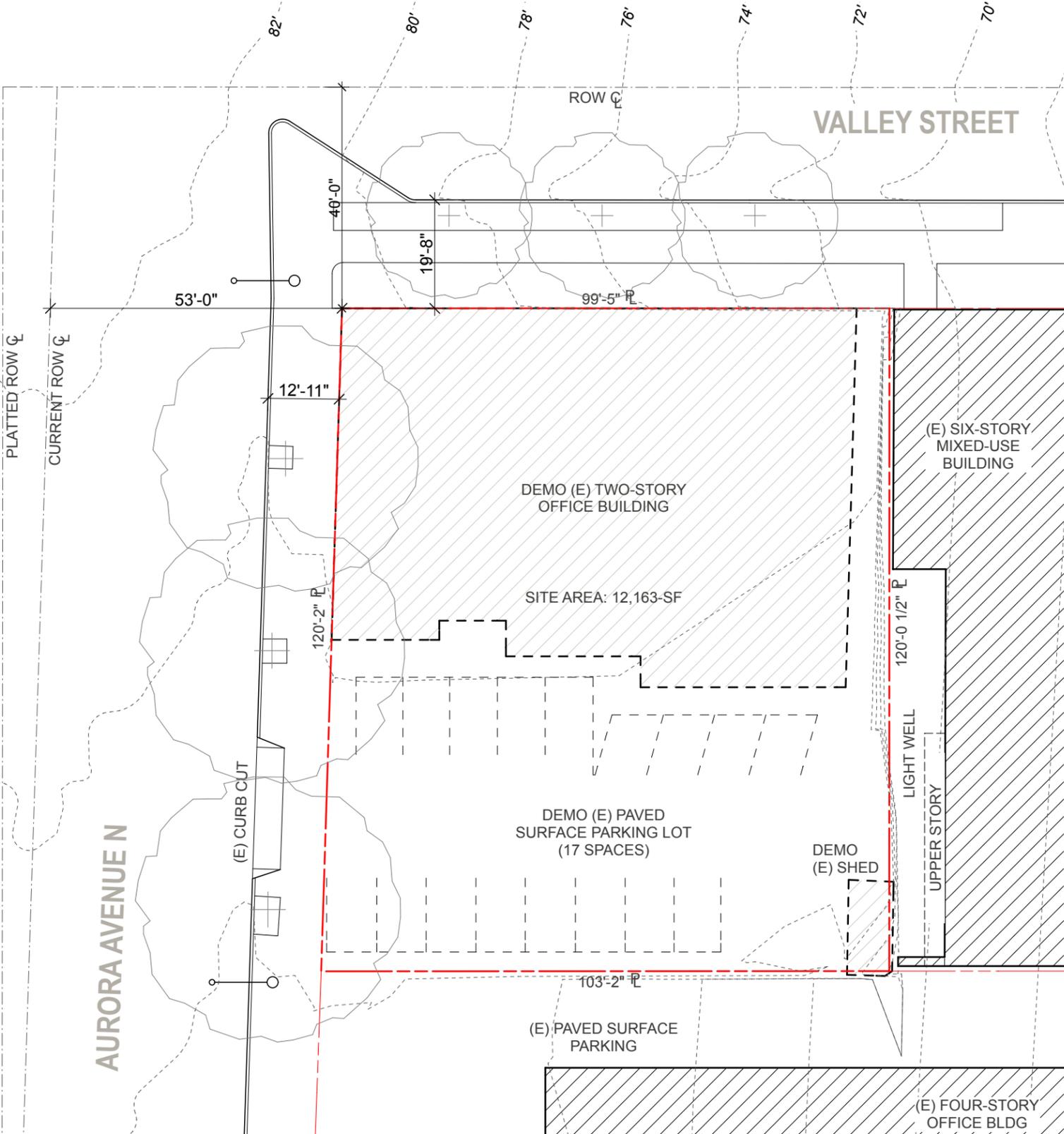
Street Traffic

- Aurora Avenue N (SR 99) is a regional highway serving as a north-south connection for the Seattle metropolitan area. Bus routes with limited stops use the Aurora corridor (MT #5, #16, #82 & BRT E Line)
- Dexter Avenue N is a minor automobile arterial and principal bicycle route. Two bus routes (MT #26 & #28) serve the corridor
- Valley Street is a one-way street (westbound) serving primarily to access northbound SR 99

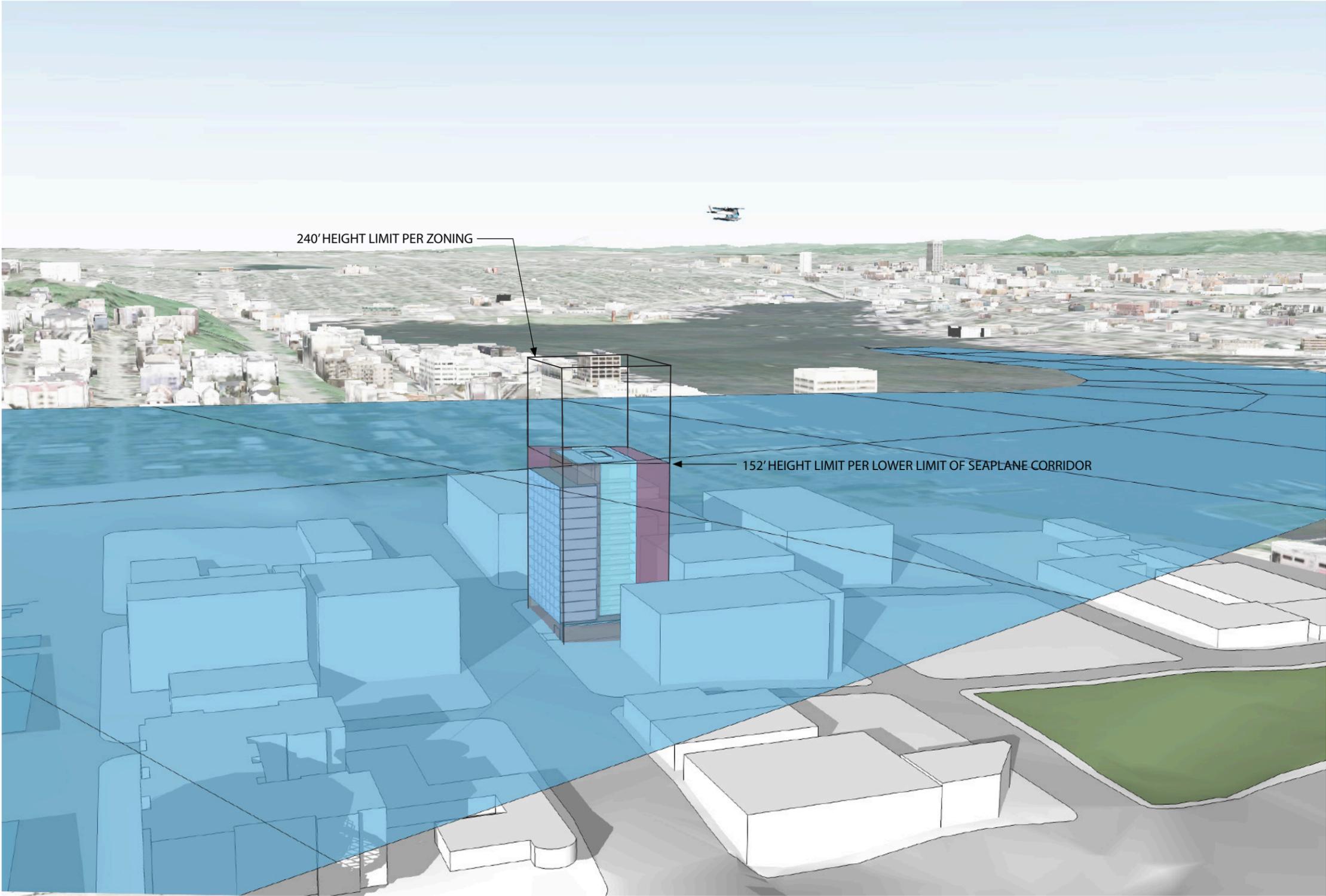
Streetscape

- Pedestrian and bicycle improvements along the Dexter corridor have been made in conjunction with the recent widespread redevelopment of the area. Pedestrian improvements such as new sidewalks, planting beds and street trees have been added to Valley Street adjoining newly constructed buildings
- Frontage along Aurora Avenue N characterized by root bound street trees, heaved sidewalks and curbs, and broken pavement

EXISTING SITE PLAN



PRELIMINARY SITE ANALYSIS: ZONING ENVELOPE



Structure Height

- Seattle Mixed (SM 160-85/240) zone has two base height limits depending on use. The base height limit for proposed residential use is 85-feet.
- Additional building height is achievable up to a maximum height of 240-feet through incentives
- The site is located within the South Lake Union Seaport Flight Corridor and is subject to height limitations, reducing the maximum structure height to approximately 152-feet.
- The site is subject to a maximum podium height of 65-feet.

Allowable Building Area

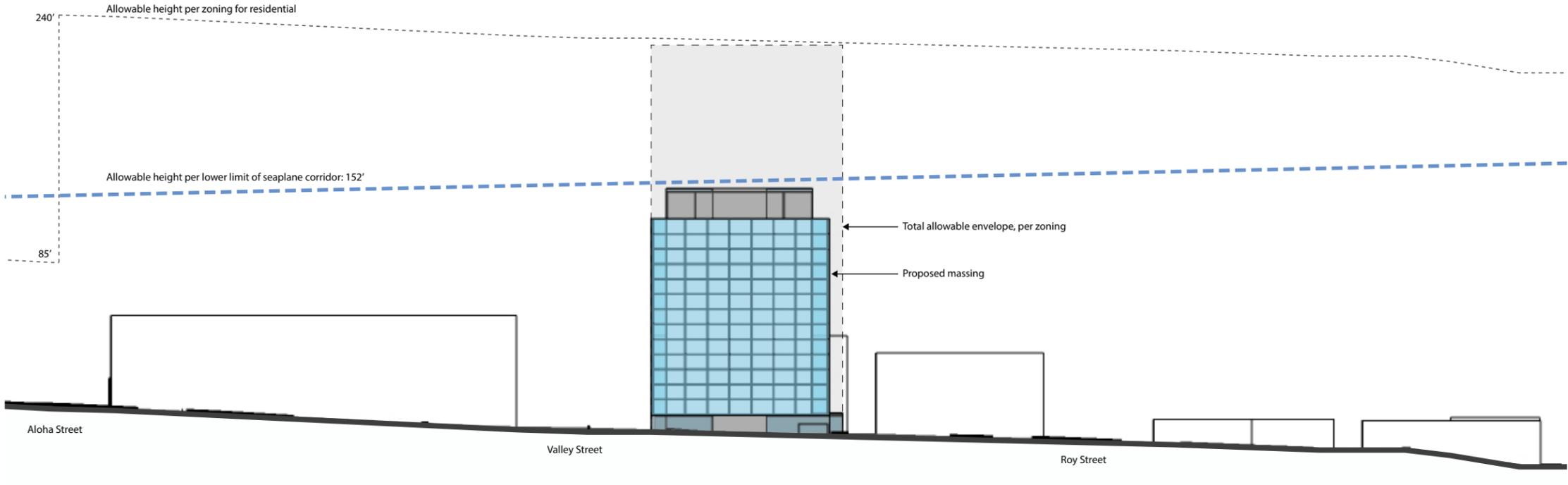
- The average gross floor area of the podium levels is limited to not more than 75% of the lot area.
- The average gross floor area of the tower levels is limited to not more than 50% of the lot area.
- Residential uses are exempt from FAR, therefore there is no applicable FAR.

Setback Requirements

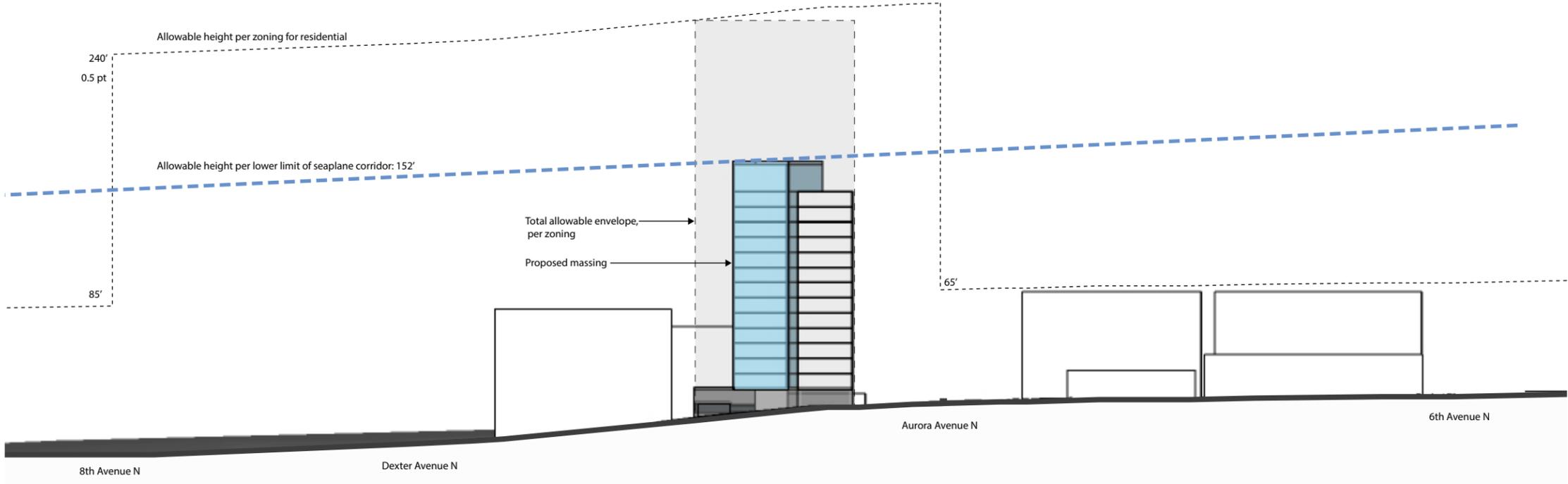
- No setback requirements for adjacent Seattle Mixed zones
- High-voltage overhead power lines located along Aurora Avenue N are proposed to be undergrounded

PRELIMINARY SITE ANALYSIS: ZONING ENVELOPE

SECTION THROUGH AURORA AVE N LOOKING EAST



SECTION THROUGH VALLEY STREET LOOKING SOUTH



SEATTLE DESIGN GUIDELINE	SOUTH LAKE UNION SUPPLEMENTAL GUIDANCE	DESIGN RESPONSE
<p>CS1 Natural Systems and Site Features Use natural systems and features of the site and its surroundings as a starting point for project design</p>	<p><u>Responding to Site Characteristics</u> New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design</p>	<p>No response</p>
<p>CS2 Urban Pattern and Form Strengthen the most desirable forms, characteristics, & patterns of the streets, block faces, & open spaces in the surrounding area</p>	<p><u>A. Responding to Site Characteristics</u></p> <ul style="list-style-type: none"> • encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes • minimize shadow impacts to Cascade Park • reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage • development at heart locations should enhance their central character through appropriate site planning and architecture <p><u>B. Height Bulk and Scale</u></p> <ul style="list-style-type: none"> • address the pedestrian and auto experience through building placement, scale and details • encourage stepping back an elevation at upper levels for views and increased sunlight at street level • relate proportions of buildings to the width and scale of the street 	<p>All three proposed design alternates present a strong streetwall along Aurora Avenue N with the resident entry located along Valley Street. A setback at the resident entry helps to orient the building’s street level to the east, provides a more gracious approach to the building and heightens visibility from Dexter Avenue N.</p> <p>In response to the neighborhood specific design guidelines, the small size of the project site and it’s location along Aurora Avenue N diminish the opportunity for public “outlooks and overlooks”. Similarly, the project’s location is away from Cascade Park and community the gateways and heart locations identified in the neighborhood plan.</p>
<p>CS3 Architectural Context and Character Contribute to the architectural character of the neighborhood</p>	<p><u>A. Height Bulk and Scale</u></p> <ul style="list-style-type: none"> • articulate building facades to relate with existing structures or patterns of development in the vicinity • consider architectural features to reduce building scale <p><u>B. Architectural Context</u></p> <ul style="list-style-type: none"> • support the existing fine-grained character of the neighborhood with a mix of building styles • re-use and preserve important buildings and landmarks • expose historic signs and vintage advertising • respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale • respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas • respond to the unique, grass roots, sustainable character of the Cascade neighborhood 	<p>By virtue of the site’s diminutive size, the proposed project remains small and fine-grained especially with regard to recent and on-going construction in the vicinity. The existing structure on-site has not been determined to be historically significant and is proposed to be demolished. No other historically significant features occur on-site or on the adjacent sites.</p>

NEIGHBORHOOD DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINE	SOUTH LAKE UNION SUPPLEMENTAL GUIDANCE	DESIGN RESPONSE
<p>PL1 Connectivity Complement and contribute to the network of open spaces around the site and the connections among them</p>	<p><u>A. Human Activity</u></p> <ul style="list-style-type: none"> • keep neighborhood connections open • reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity • design for a network of safe and well-lit connections to encourage human activity and link high activity areas <p><u>B. Landscaping To Reinforce Design Continuity</u></p> <ul style="list-style-type: none"> • Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces. <p><u>C. Pedestrian Open Spaces and Entrances</u> New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way</p>	<p>The project's location at the western edge of the South Lake Union UCV and between Aurora and Dexter Avenues limits its potential connectivity to the broader neighborhood. The treatment of the Valley Street streetscape is paramount to the project's walkability and connection. The residential entry is proposed to be located along Valley Street with a large lobby space in the background acting as a beacon for those approaching from the east while also shelter the entry from the traffic and noise of Aurora Avenue N.</p> <p>A setback is proposed to heighten the entry's visibility, provide an appropriately scaled entry plaza, expand the streetscape and better address the sloping topography along Valley Street.</p>
<p>PL2 Walkability Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features</p>	<p><u>A. Streetscape</u> The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public</p> <p><u>B. Personal Safety and Security</u> Enhance public safety throughout the neighborhood to foster 18-hour public activity</p>	<p>See above</p>
<p>PL3 Street-Level Interaction Encourage human interaction and activity at the street-level with clear connections to building entries and edges</p>	<p><u>A. Streetscape Compatibility</u></p> <ul style="list-style-type: none"> • consider a reduction in the required amount of commercial and retail space at the ground level <p><u>B. Human Activity</u></p> <ul style="list-style-type: none"> • public/private transitions at the streetscape level • façades that encourage interaction with sidewalk • reinforce retail concentrations with compatible spaces that encourage pedestrian activity • create businesses and community activity clusters through colocation of retail and pedestrian uses as well as other high pedestrian traffic opportunities <p><u>C. Transition Between Residence and Street</u> Consider designing the entries of residential buildings to enhance character of streetscape through the use of small gardens, stoops, etc.</p>	<p>The project's location does not provide a viable street level retail location, therefore no ground level retail or commercial are proposed. The proposed design alternates locate the resident entry on Valley Street and include a modest setback at the resident entry to provide a more gracious approach to the building, heightened visibility from Dexter Avenue N and an opportunity for an improved streetscape.</p>

SEATTLE DESIGN GUIDELINE	SOUTH LAKE UNION SUPPLEMENTAL GUIDANCE	DESIGN RESPONSE
<p>PL4 Active Transportation Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit</p>	No supplemental guidance provided	The proposed project includes bicycle storage in excess of that required by code and intends to facilitate its use through careful consideration of location, access and maintenance amenities. Vehicle parking is provided above what is required by code, but at a ratio of 0.5 spaces per dwelling unit.
<p>DC1 Project Uses and Activities Optimize the arrangement of uses and activities on site</p>	<p><u>Design of Parking Lots Near Sidewalks</u> Parking below grade is preferred</p>	All the proposed parking will be structured, but due to the site's small size and topography a portion of the proposed parking will be located at street level. The presence of the street level parking will be obscured by other building program located at street level where possible and appropriately screened elsewhere.
<p>DC2 Architectural Concept Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings</p>	<p><u>Architectural Concept and Consistency</u> Design the roofscape in addition to streetscape</p>	The proposed design alternates emphasizes the tower element and building's orientation to the center of the neighborhood. Open spaces are provided opportunistically to improve the relationship of the proposed project to its neighbors.
<p>DC3 Open Space Concept Integrate open space design with the design of the building so that each complements the other</p>	<p><u>A. Landscaping To Reinforce Design Continuity With Adjacent Sites</u></p> <ul style="list-style-type: none"> • encourage landscaping that meets LEED • install indigenous trees and plants • retain existing, non-intrusive mature trees or replace with large caliper trees • water features <p><u>B. Landscaping To Enhance The Building And/Or Site</u> Consider integrating artwork into publicly accessible areas</p> <p><u>C. Landscape Design To Address Special Site Conditions</u> Landscape to take advantage of views to waterfront and downtown</p>	A generous courtyard is proposed at the building's second level to provide access to light and air for the building's lowest levels and the neighboring buildings. A second open space at the roof level provides resident amenity space located to take advantage of regional views to the west, south and northeast.
<p>DC4 Exterior Elements and Finishes Use appropriate and high-quality elements and finishes for the building and its open spaces</p>	No supplemental guidance provided	The design team is still developing the building's palette of materials. We are currently considering window wall, aluminum panel and integrally colored fiber cement panel. More information will be forthcoming at the Design Recommendation meeting.

5 | DESIGN PROPOSALS: ALTERNATE 1



Looking southwest

Summary

Stories:	15 (+3 below grade)
Unit Count:	152
Parking Spaces:	50% of unit count
Ground Floor Uses:	Lounge, mail, leasing office, bike storage, vault, electrical, generator, limited parking (trash storage on parking level below)
Potential Departures:	<ul style="list-style-type: none"> • Minimum façade height • Transparency requirements • Screening parking structures • Driveway slope • Parking aisles • Sight triangle requirements <i>See page 28 for details</i>

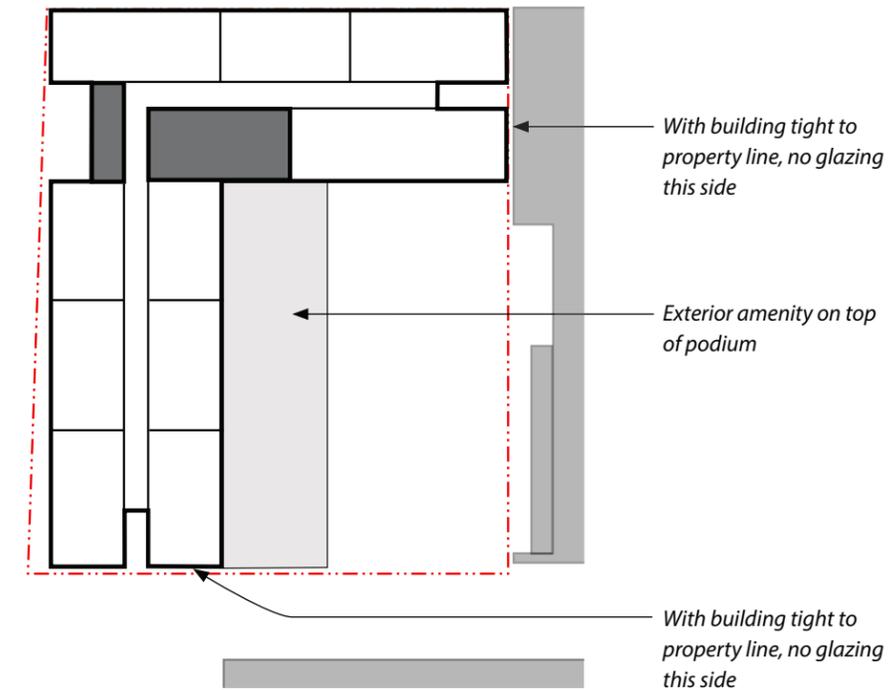
Description

Due to the site constraints, all three alternates have a similar base configuration with the building's pedestrian entry on Valley St. and the garage entrance at the site's low point, also on Valley St.

This scheme proposes an L-shaped plan that maximizes the frontage along the two rights-of-way. Exterior amenity spaces for the building occur at Level 2 and at Level 6, where the podium steps back to the tower.

The advantage of this scheme is that its 'landscape' units maximize the window-wall area for each unit.

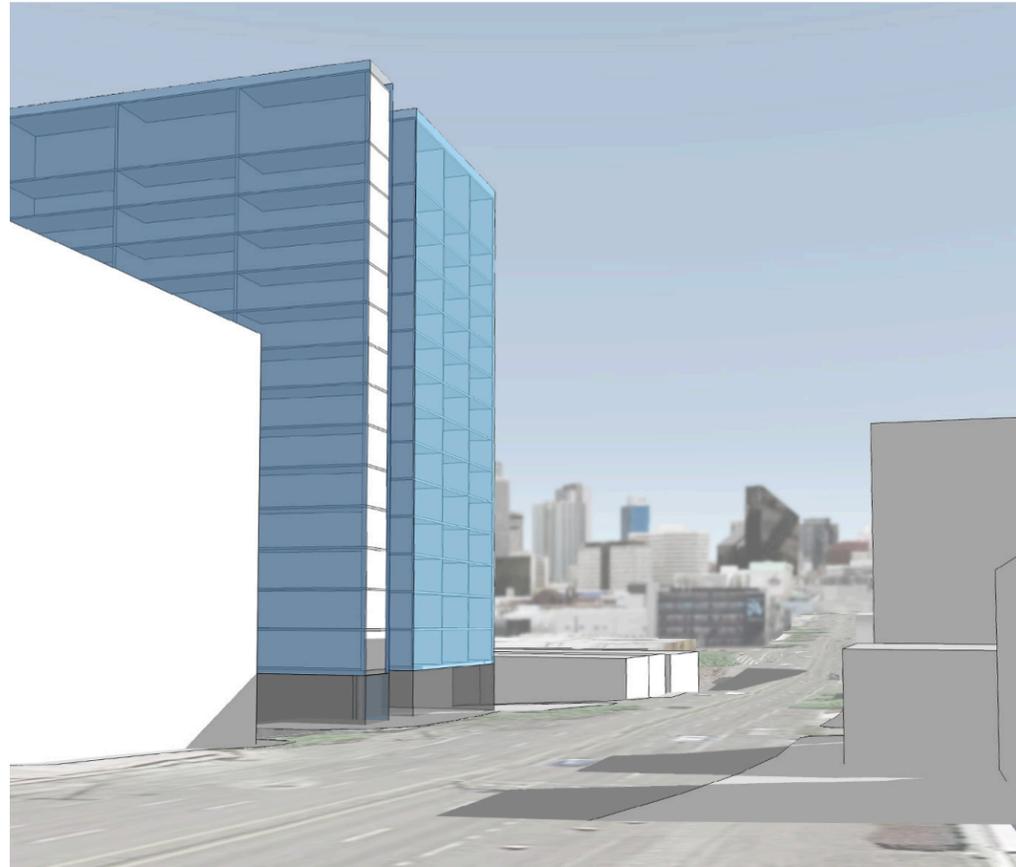
The disadvantages are the impact of wider shadows cast to the north, east, and west, as well as the neighboring view obstruction from all directions, especially Queen Anne. In addition, the required location for the curbcut creates parking inefficiencies that demand additional shoring and excavation. Furthermore, having the garbage pick-up on steeply sloped Valley St. next to the building entry creates a nuisance and potential public hazard.



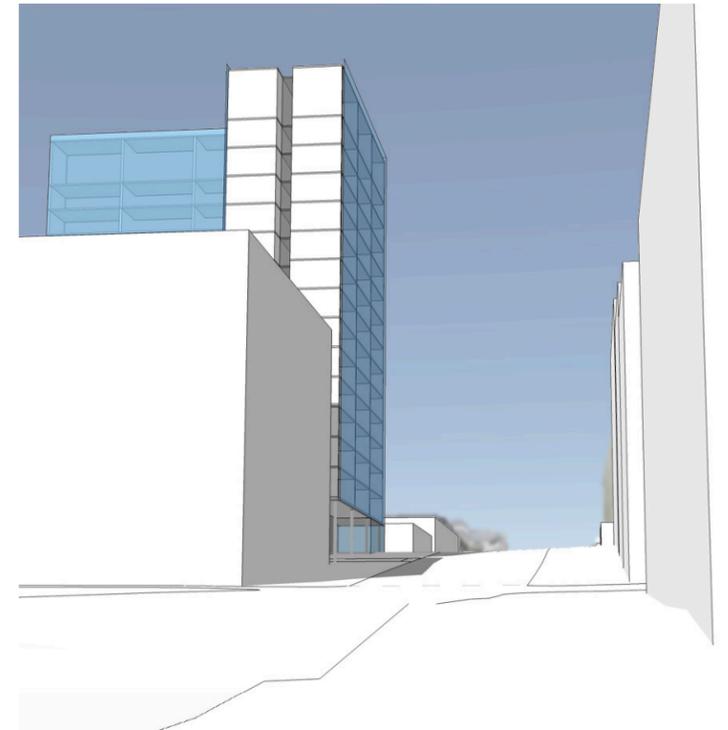
Typical Tower Plan Diagram



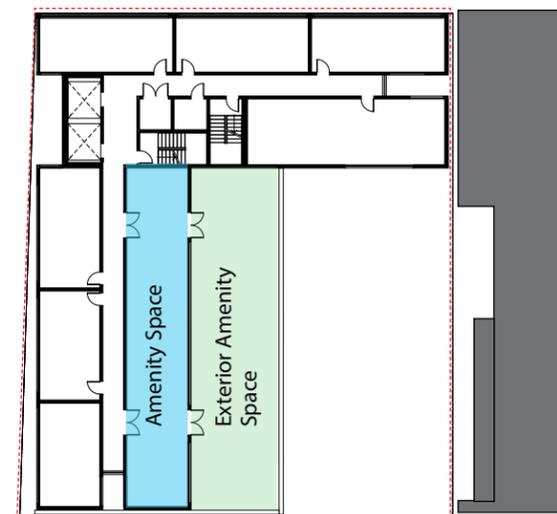
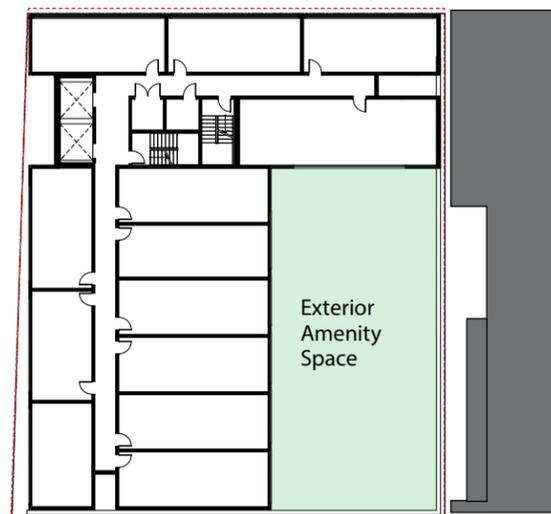
Looking Northwest on Aurora Ave N



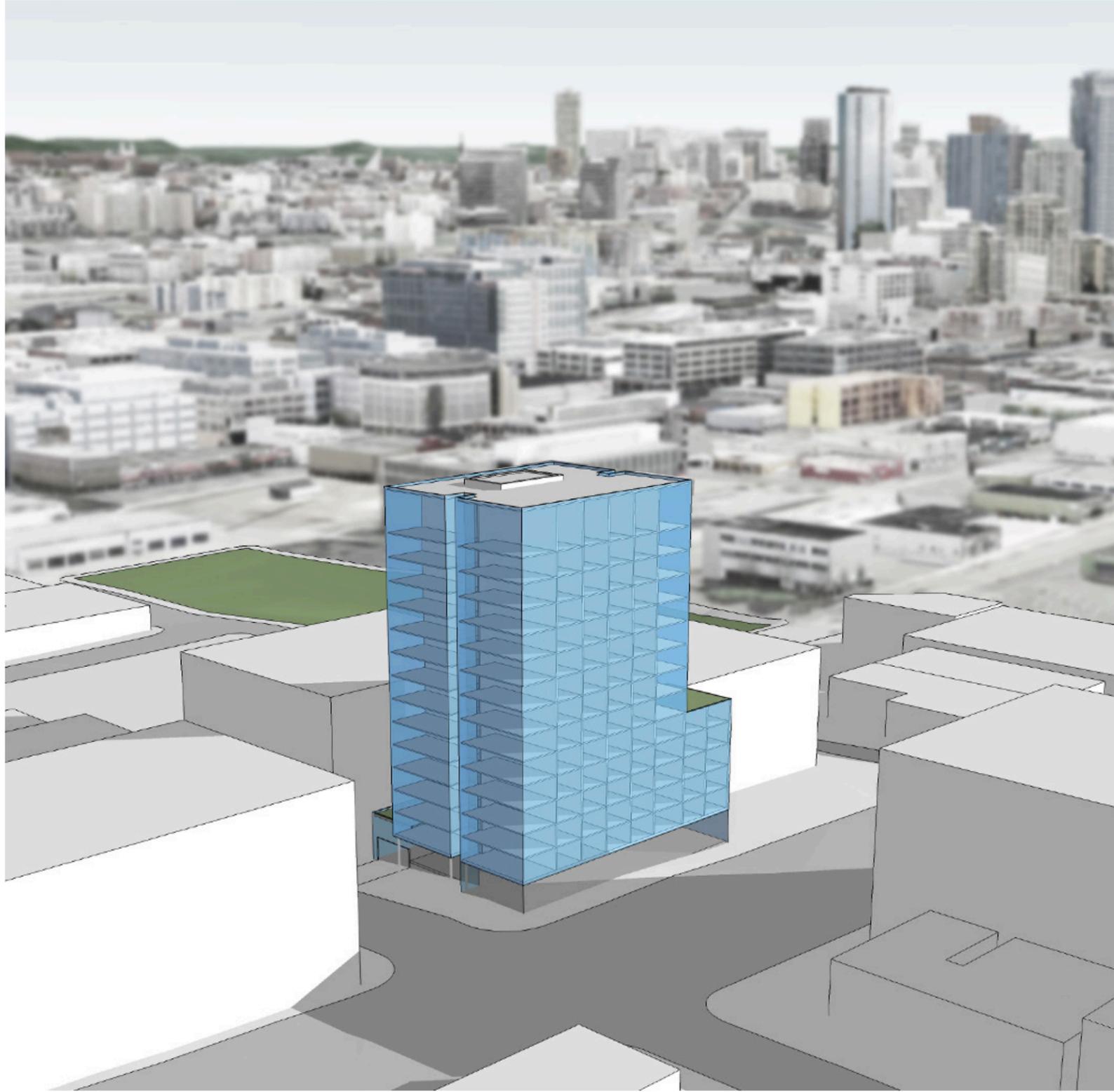
Looking southwest on Aurora Ave N



Looking west on Valley Street, towards building entry



ALTERNATE 2



Looking southwest

Summary

Stories: 15 (+3 below grade)
 Unit Count: 158
 Parking Spaces: 50% of unit count
 Ground Floor Uses: Lounge, mail, leasing office, bike storage, trash storage, vault, electrical, generator (Note: we are awaiting confirmation of SPU's preferred street for trash pickup. This scheme locates trash storage adjacent to Aurora, which we prefer, and the previous scheme locates it on a lower parking level, accessible to Valley Street.)

Potential Departures:

- Minimum façade height
- Transparency requirements
- Screening parking structures
- Driveway slope
- Parking aisles
- Sight triangle requirements

See page 28 for details

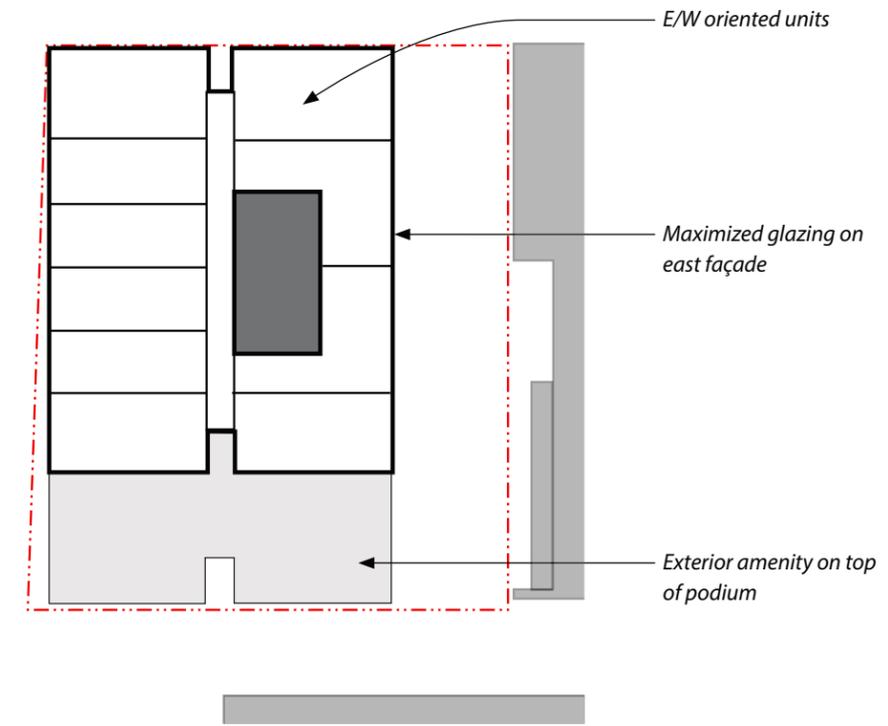
Description

Like the previous alternate, this alternate proposes the building's pedestrian entry on Valley St. and its garage entrance at the site's low point, also on Valley St.

This scheme proposes an efficient double-loaded tower above a larger podium with a mix of 'portrait' and open corner units.

The advantage of this scheme over the prior alternate is the floor plate efficiency and the unit-type mix. In addition, the quantity of premium penthouse units is maximized.

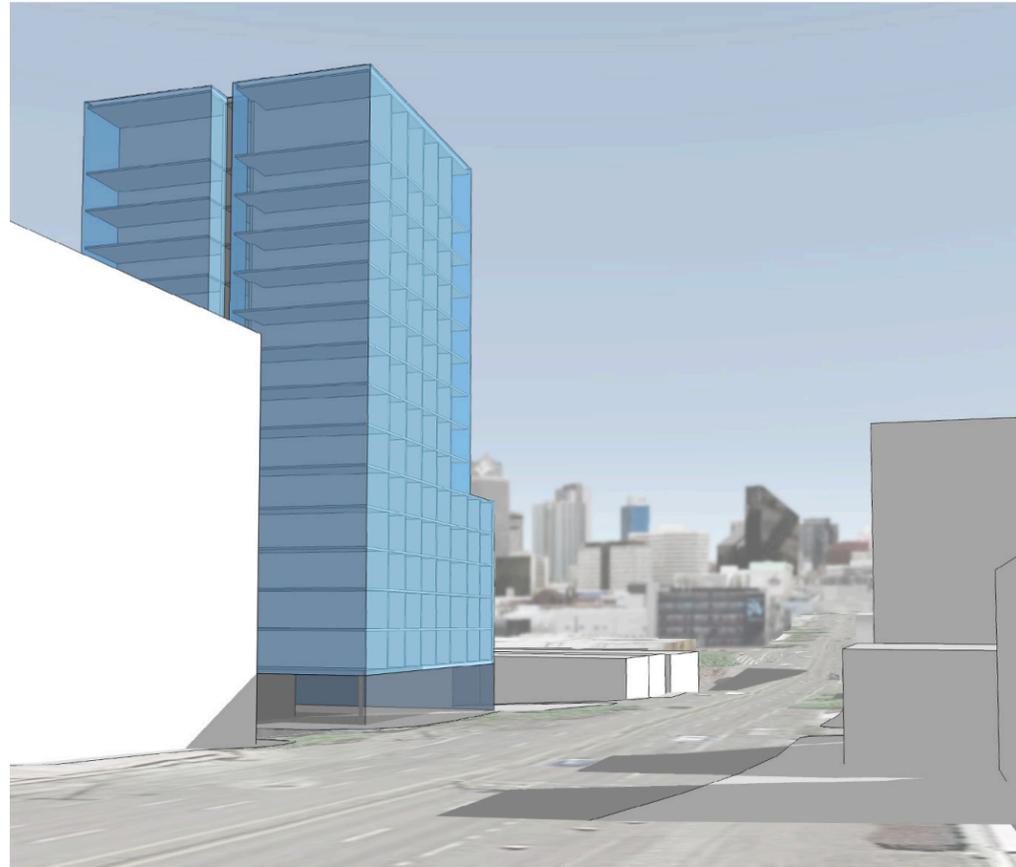
This scheme is disadvantaged by the awkward proportions of its massing, the inefficient parking configuration (similar to Alternate 1), and the height and location of the exterior amenity spaces, which are vulnerable to future development and noise pollution from Aurora.



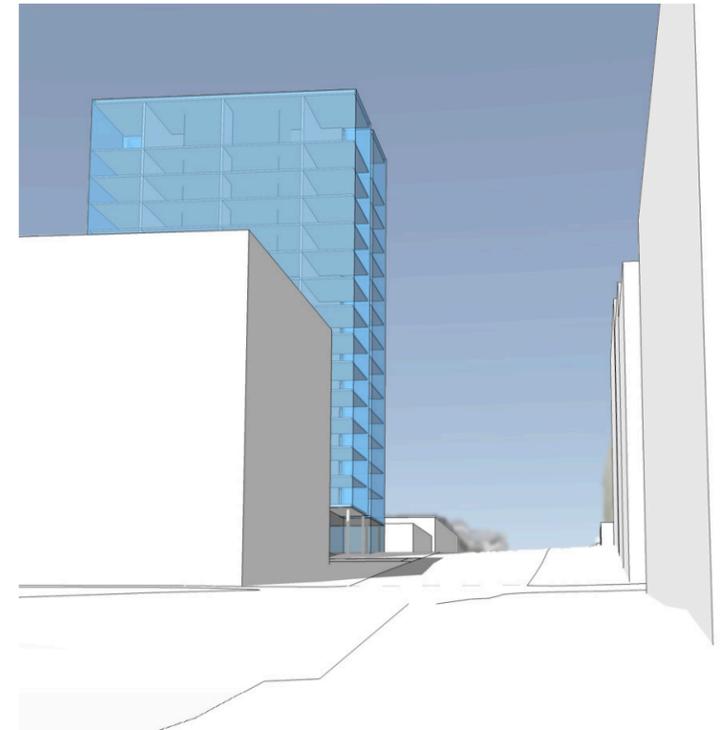
Tower Plan Diagram



Looking Northwest on Aurora Ave N



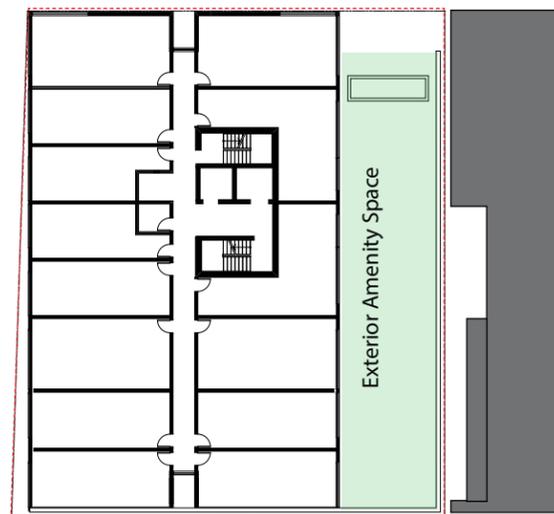
Looking southwest on Aurora Ave N



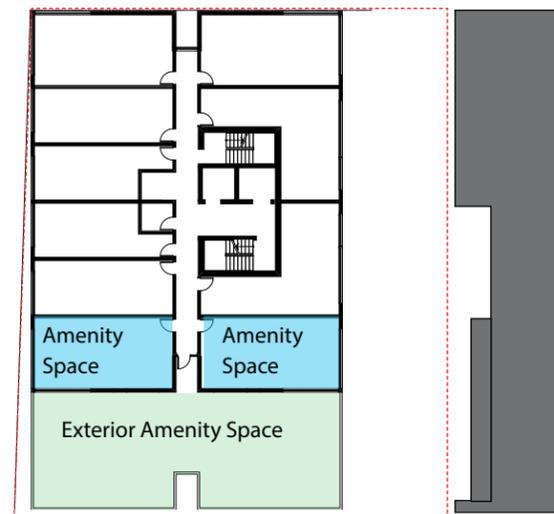
Looking west on Valley Street, towards building entry



Street Level Plan (Level 1)

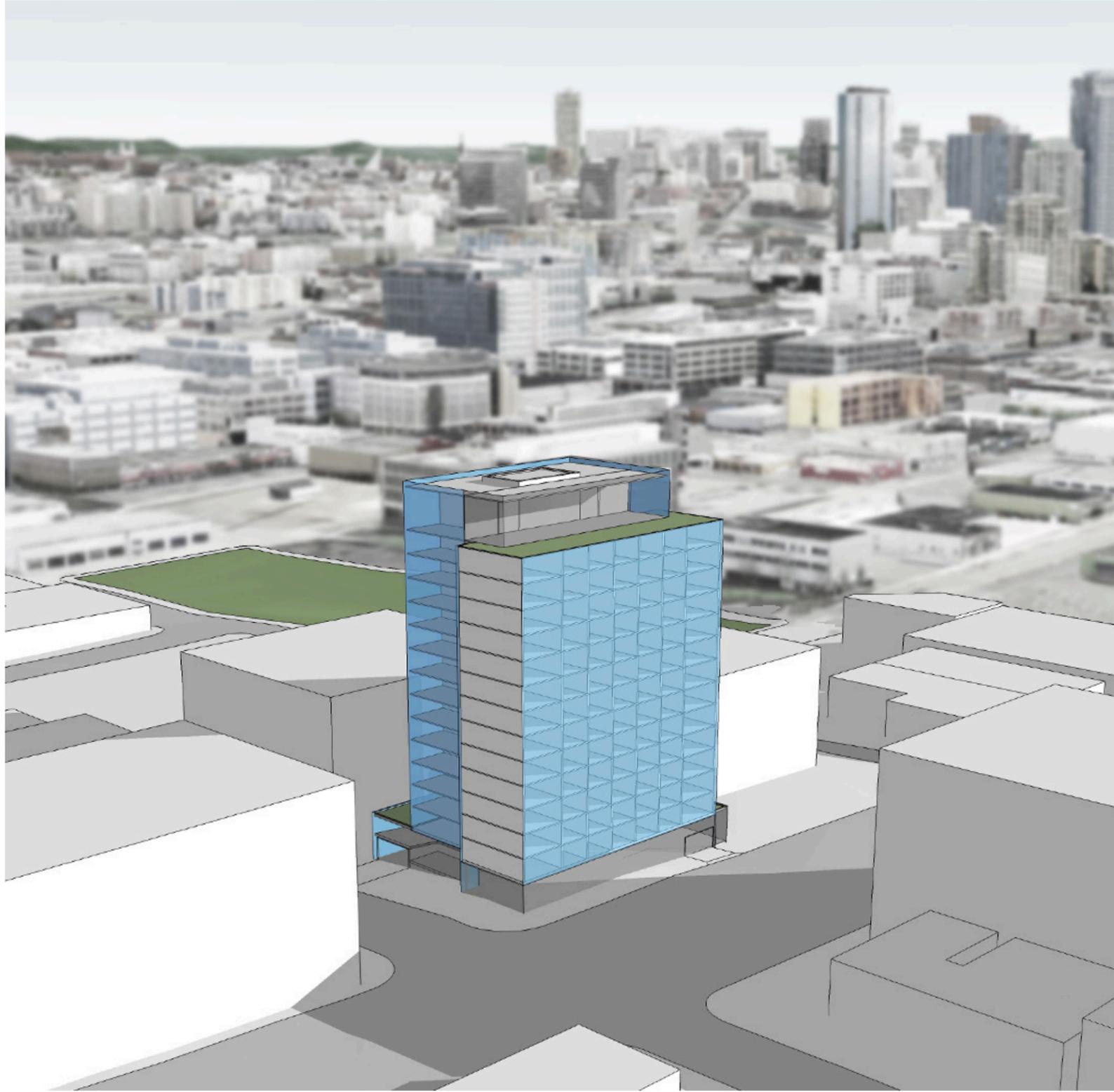


Podium Plan (at Garden, Level 2)



Tower Plan (at Terrace, Level 7)

ALTERNATE 3 - PREFERRED



Looking southwest

Summary

Stories:	15 (+2 below grade)
Unit Count:	147
Parking Spaces:	50% of unit count
Ground Floor Uses:	Lounge, mail, leasing office, bike storage, trash storage, parking, vault, electrical, generator
Potential Departures:	<ul style="list-style-type: none"> • Upper level coverage limit • Minimum façade height • Transparency requirements • Screening parking structures • Driveway slope • Parking aisles • Curbcut number • Sight triangle requirements <i>See page 28 for details</i>

Description

Like the other alternates, the preferred alternate proposes the building's pedestrian entry and primary garage entry on Valley Street.

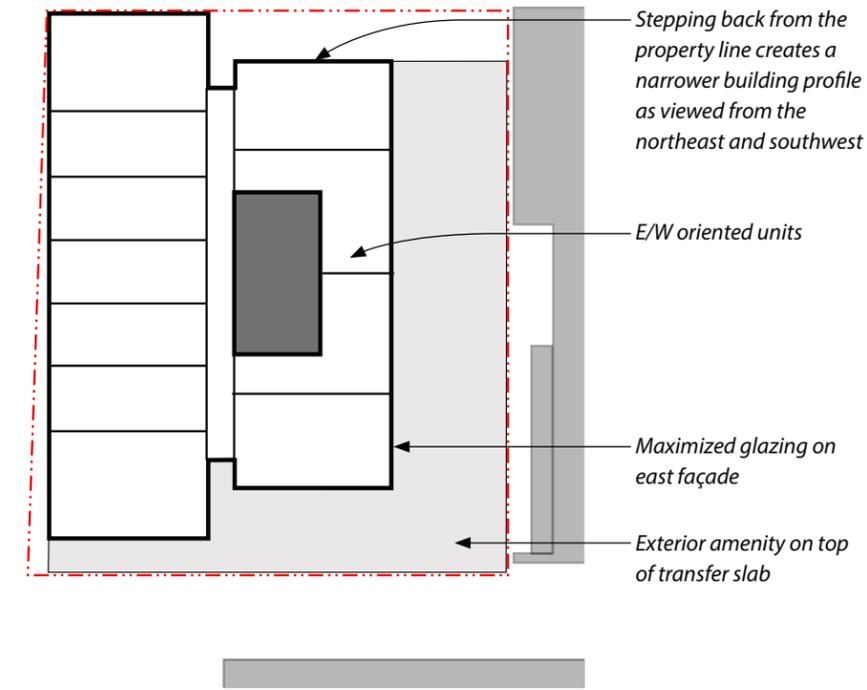
This scheme proposes a simplified building massing with a more efficient parking configuration and more equitable access to views. This alternate is made possible

with two additional departures. The first departure seeks an increase in the allowable lot coverage of the tower levels and the second departure seeks a curb cut along Aurora Avenue in addition to Valley Street.

The advantages of this scheme are its elegantly proportioned tower massing, efficient residential floor plate, increased parking efficiency, safer dumpster location, and reduced impact to views and sunlight access.

At the street level, the curb cut departure allows the existing curb cut on Aurora to be reused to provide a level location for garbage pick-up and accommodate approximately 18 off-street parking spaces, thus reducing the parking accessed from Valley Street.

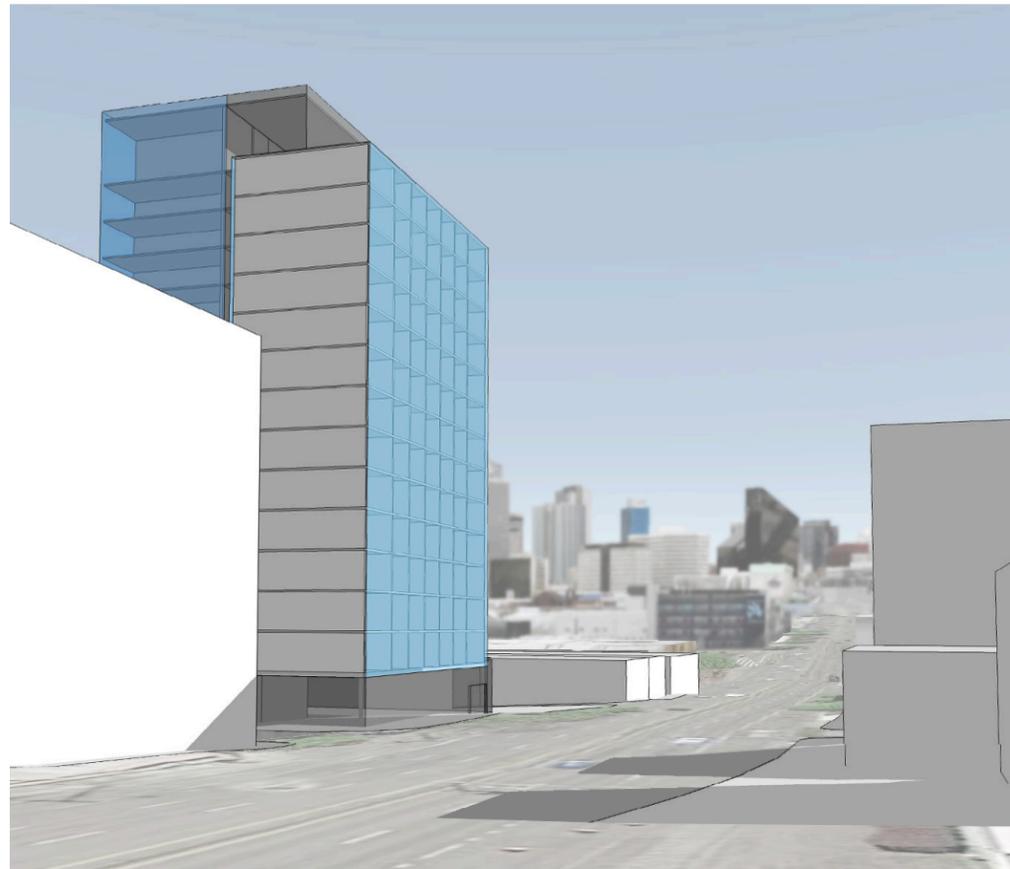
The lot coverage departure maintains the total proposed gross building area as is otherwise permitted by the code, but distributes the area equally between Levels 2–15 eliminating the podium and tower distinction. Shared interior and exterior amenity spaces are located at the Level 2 transfer slab and at the top floor to take advantage of views



Tower Plan Diagram



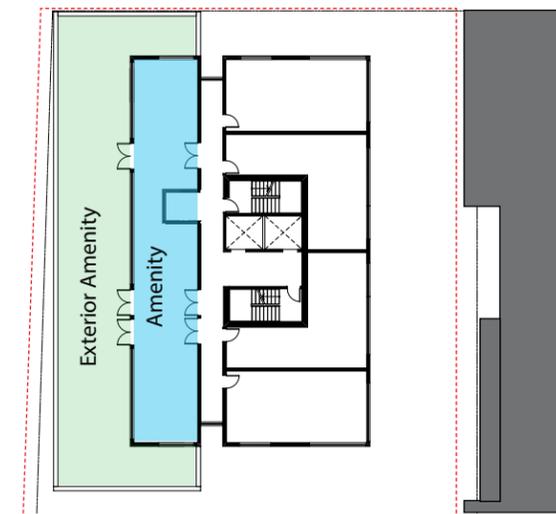
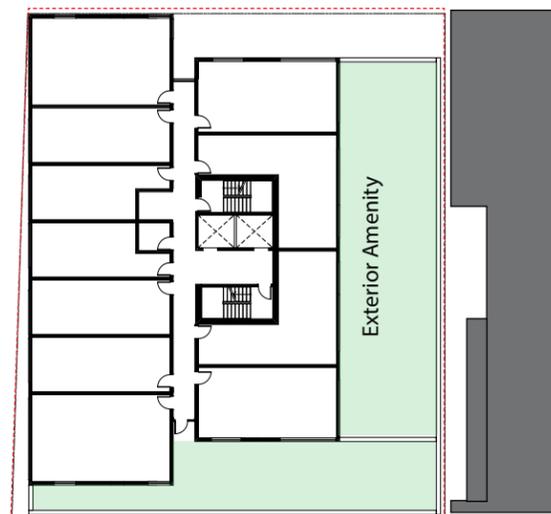
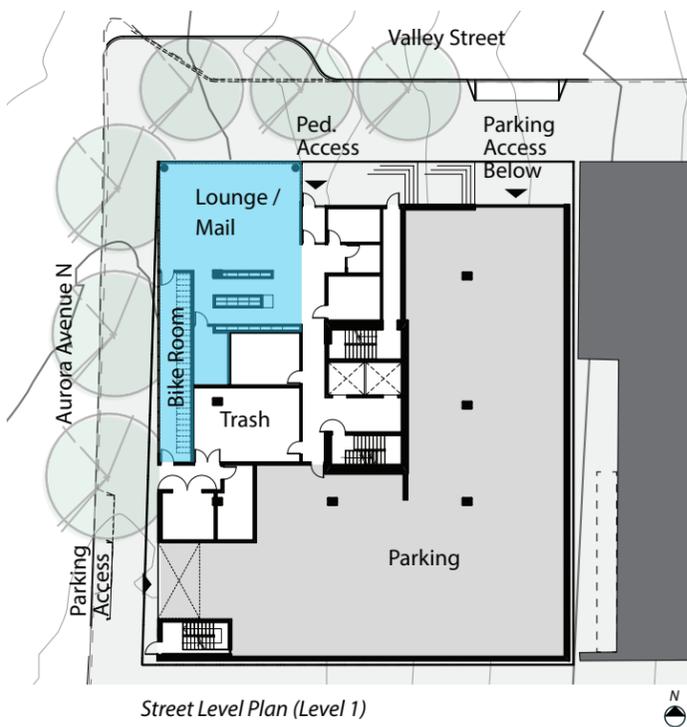
Looking Northwest on Aurora Ave N



Looking southwest on Aurora Ave N

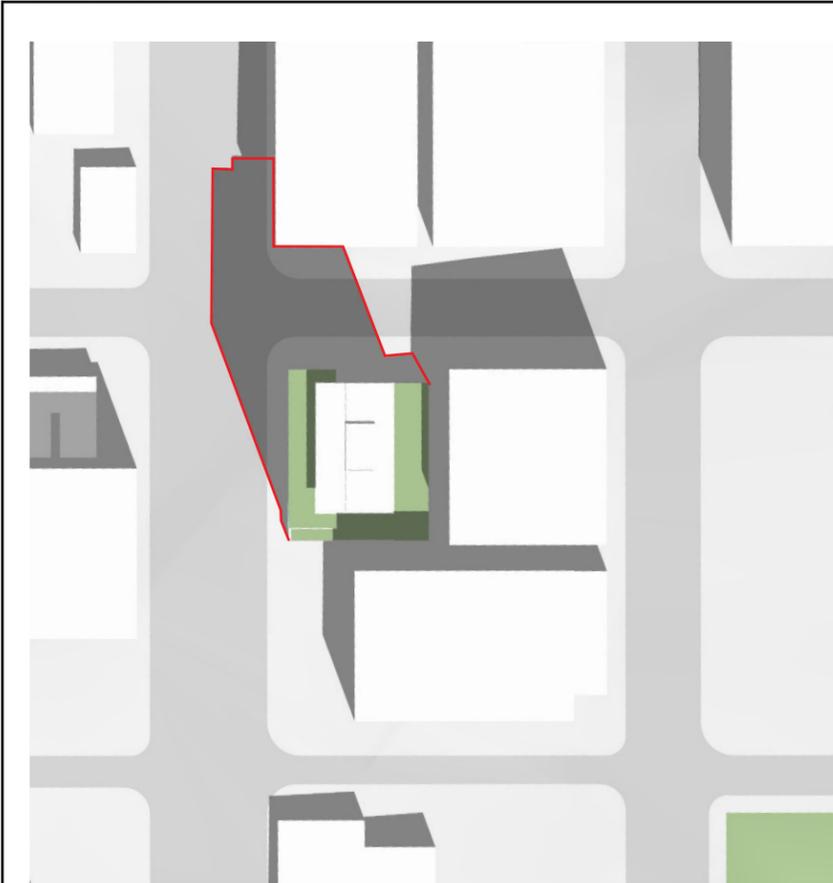


Looking west on Valley Street, towards building entry



ALTERNATE 3 - PREFERRED - SHADOW STUDIES

10:00 AM



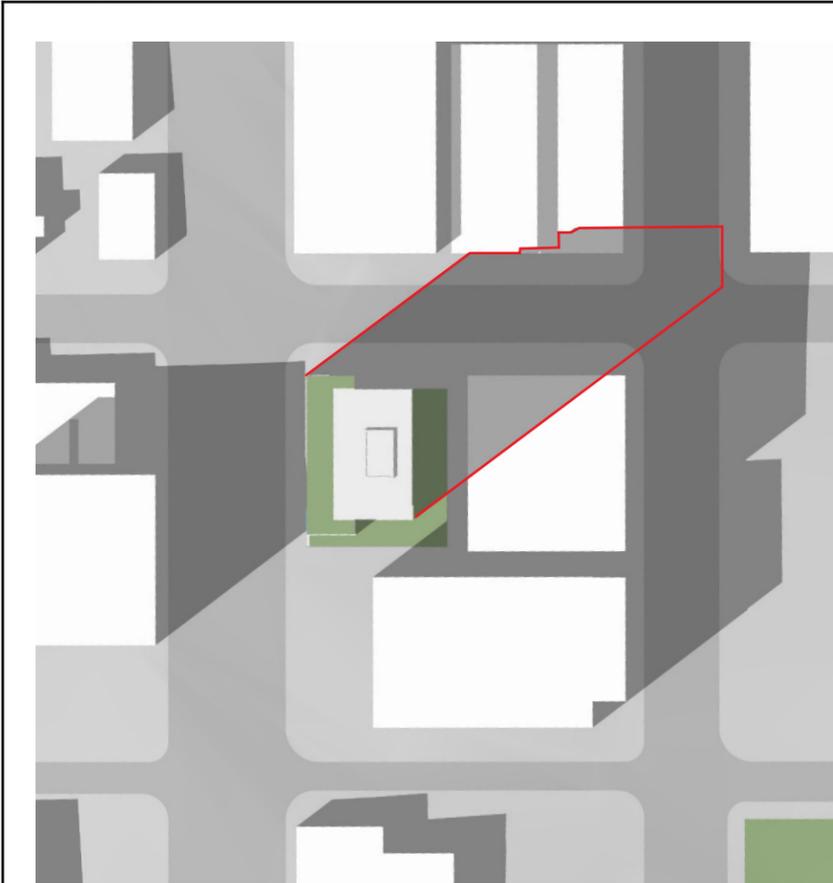
March / September 21

Noon



March / September 21

2:00 PM



March / September 21



June 21



December 21



June 21



December 21



June 21



December 21

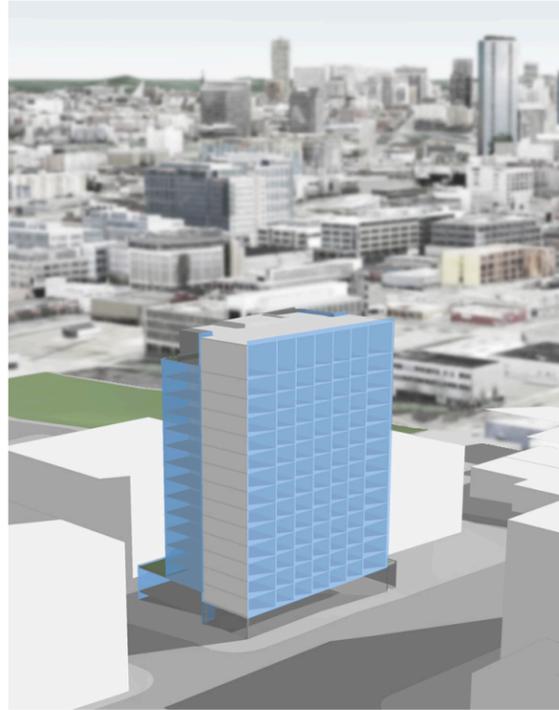
ALTERNATE 3 - PREFERRED - ROOF STUDIES

Roof option 1:
West Terrace



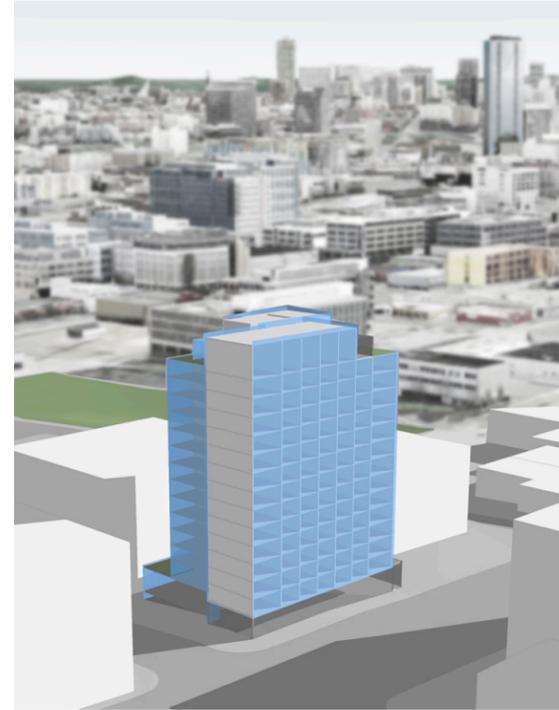
View from Northwest

Roof option 2:
East Terrace



View from Northwest

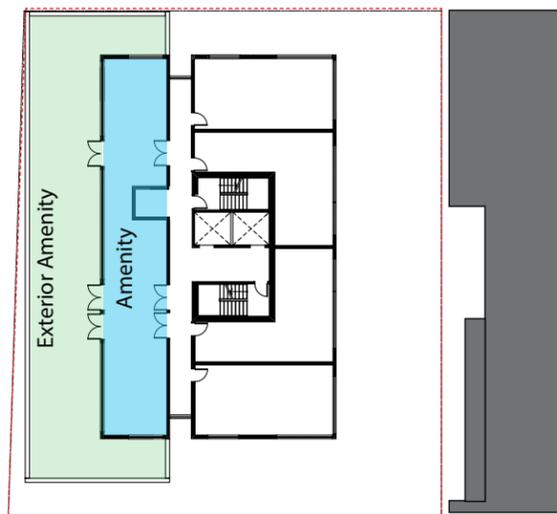
Roof option 3:
North/South Split Terrace



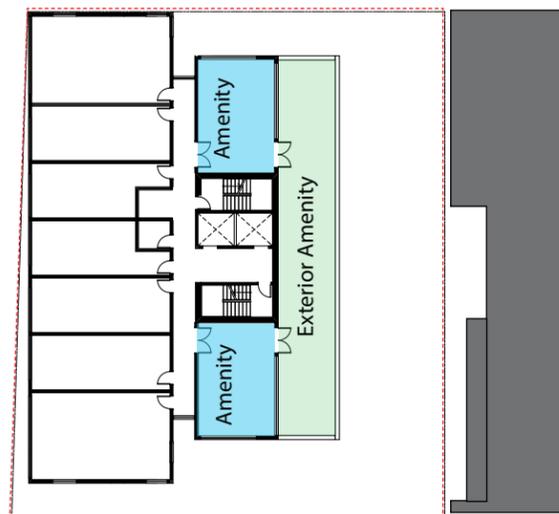
View from Northwest

We are continuing to study different options for the configuration of rooftop amenity space, both exterior and interior, for our preferred alternate.

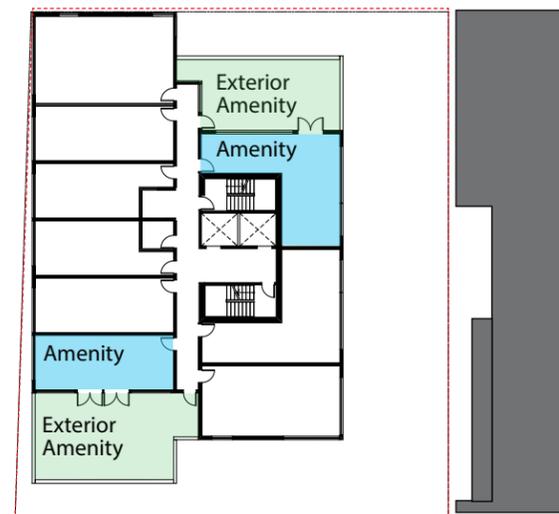
Roof option 1 repeats what is shown on the previous pages: a western-facing amenity terrace. Roof option 2 shows an east-facing amenity terrace, and roof option 3 shows two terraces, one on the northeast, and one on the southwest.



Level 15 Plan (Roof Level)



Level 15 Plan (Roof Level)

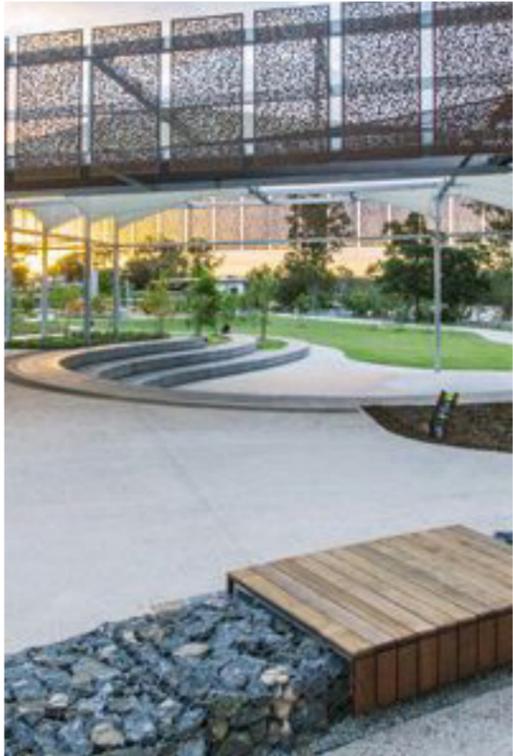


Level 15 Plan (Roof Level)



ALTERNATE 3 - PREFERRED - LANDSCAPE CONCEPT

Landscape inspiration images



Please describe the proponent’s development objectives, indicating types of desired uses, approximate structure height, approximate number of residential units, approximate amount of commercial square footage, and approximate number of parking stalls. Please also include potential requests for departures from development standards.

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
1 <u>SMC 23.48.013 A Upper Level Coverage Limit</u> For residential towers, the average gross floor area of all stories above the podium height shall not exceed 50 percent of the lot area.	Allow for exceeding the 50% upper level coverage limit, while remaining well below the 12,500 sf maximum floor area limit. Total gross building area would not exceed the total square footage which would otherwise be possible in a conforming scheme, it would simply redistribute the area	Our site is uniquely constrained due to its size and location, directly below the South Lake Union seaplane flight path. Because a tower cannot reach the full height (240') allowed it by the zoning, the required reduction in area between the podium and tower levels creates an awkward building massing the zoning code does not anticipate, and an inefficient building design. A uniform floor plate on all levels that does not exceed the total floor area otherwise allowed reduces the impact on neighboring views, and creates a tower with proportions that are more consistent with the context and intent of the zoning code
2 <u>SMC 23.54.034 E Curbscut Width and Number</u> One two-way curbscut is allowed for Seattle Mixed zoned sites. Curbscut widths are limited to 10-feet except for lots on arterials where the maximum curbscut is 23-feet.	The proposed project seeks two curbscuts. One curbscut is located at the approximate location of an existing 32' wide curbscut on Aurora Avenue N to access the upper parking level. The other is along Valley Street to access the below-grade parking levels	The smallness of the site prohibits the internal circulation required to access all levels via one curbscut. Due to the limited pedestrian volume on Valley Street and the limited site lines a departure for the width of the curbscut will likely be sought
3 <u>SMC 23.48.014 D1 Transparency Requirements</u> Street frontages along streets with slopes in excess of 7.5% are allowed to reduce the required transparency to 22.5%	Reduce transparency requirements along Valley Street to account for opaque walls at partially above grade portions of parking garage	The narrow lot dimension along Valley Street, the location of the garage entry and the existing slope may make meeting the reduced transparency requirement difficult to achieve
4 <u>SMC 23.48.024 C3 Screening Parking Structures</u> Parking located at or above street-level in a garage shall be screened; the perimeter of each floor of parking above street level shall have an opaque screen at least 3.5 feet high	Screen parking with material that is not opaque	A portion of the parking in the preferred proposed design option is located at or near street level without an intervening use. The screening standards for parking as configured require use of opaque screening elements with a minimum height of 42". The required screening elements would be located on the primary street façade of the building and a departure may be sought to explore other means of mitigating the presence of automobiles
5 <u>SMC 23.54.030 D3 Driveways</u> No portion of a driveway is to exceed a slope of 15%	Allow steeper ramps at the parking garage entry off Valley Street (up to 20%) and at internal ramp between P1 and P2 (up to 18%)	We propose allowing a slope of approximately 20% at the parking garage entry from Valley Street and 18% at the ramp between parking levels to accommodate the cross slope on Valley Street and achieve the change in elevation necessary within a small parking garage. The top and bottom of the ramp will provide an appropriate crest and sag
6 <u>SMC 23.54.030 E2 Parking Aisles</u> Minimum aisle widths shall be provided for the largest vehicles served by the aisle. Per Exhibit 23.54.030 C, a 24-foot drive aisle is required for ADA van spaces	Allow a narrower drive aisle (21-feet) to serve the ADA van space	The ADA van space is located to minimize clearance issues within the garage and provides convenient access to the building lobby. It is located nearest the garage entry of the street level parking garage. This level serves 20 parking spaces total, but is constrained by the small site and the demands of the building's systems
7 <u>SMC 23.48.014 A2 Minimum Facade Height</u> Minimum height for street-facing façades is 15-feet	Propose reducing minimum height to 14-feet	The code requirement is motivated by concerns for the quality of the pedestrian environment adjacent to the building and the relationship of commercial spaces to the adjacent streetscape. The proposed project's lack of commercial space, location next to Aurora Avenue and limited pedestrian traffic do not necessary warrant the 15-foot minimum required height and we therefore seek a modest reduction of the required height
8 <u>SMC 23.54.030 G2 Sight Triangle Requirements</u> A ten-foot sight triangle is required at both sides of two-way driveways up to 22-feet wide. When a driveway is located adjacent to a property line, the sight triangle can be achieved by offsetting the driveway or by procuring an easement from the neighbor	Provide mirrors, texture pavement and/or warning devices in lieu of site triangle at Valley Street and Aurora Avenue N garage entries	This requirement is aimed primarily at pedestrian safety where a drive crosses a sidewalk. We anticipate limited, building-related pedestrian traffic at the Valley Street entry and little pedestrian traffic along Aurora Avenue N. The site constraints of the project site and the proposed site configurations make compliant sight triangles difficult to achieve and may require a departure at one or both of the proposed garage entries

The proposed project will be a 15-story market-rate apartment building approximately 152-feet in height and 138,000-sf. The building will contain 147–158 residential units, on-site building management and leasing offices, resident lobby and amenity spaces, an outdoor courtyard and terrace, and three levels of structured parking accommodating 84–86 parking spaces. No commercial space is proposed as part of the project.

At this early design stage, we have recognized that the small area of our site provides some unique difficulties in providing parking. The majority of the departures listed on this page are anticipated for dealing with these parking issues.

The projects development objectives are as follows:

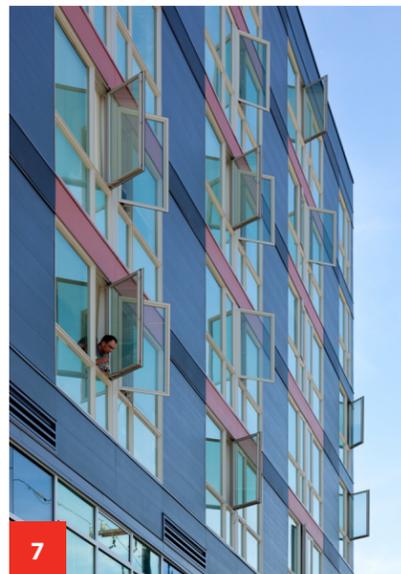
- Provide a high quality living environment for residents convenient to work, leisure and recreation
- Create an environmentally responsible building
- Be sensitive to the light and view access of neighboring buildings
- Provide an improved pedestrian environment
- Improve the quality of the streetscape along Aurora Avenue

REPRESENTATIVE PROJECTS

Weinstein A|U is recognized as one of the Northwest's leading design firms and has continually demonstrated design excellence on a broad array of projects for State, City, Federal, private, and not-for-profit clients. We are passionate about our city and the shaping of its urban neighborhoods through the integration of architecture and urban design is central to our practice.

Well-designed and thoughtful urban housing is a special concern of ours, and we have worked aggressively to advance the expectations of mixed-use projects in Seattle, both technically and aesthetically. While each project presents very specific challenges, a number of recurring themes inform much of our work and form the basis of our approach to housing design:

- All of our buildings are situational and are inseparable from their sites. They sit comfortably amongst their established neighbors, drawing from established precedents while looking to the future
- Well-designed unit plans are essential to the success of a housing project. While the functionality of each unit type is important, the organization of units across a floor plate and their influence on building elevations is equally important
- Appropriately located and proportioned open space is a significant design determinant for most mixed-use and urban housing projects
- We avoid arbitrary façade embellishment. Instead we utilize the organization of individual units and their aggregation to establish the pattern and rhythm of multi-family facades that is furthered informed by site organization and orientation. Plans correlate to elevations and variation occurs within an established system
- The constrained budgets for typical mixed-use projects demand careful consideration of a project's primary orientation and configuration to provide cost effective sustainable design strategies
- The scale and proportion of new mixed-use buildings must address, but need not directly reflect, those of adjacent structures. Plan, section, and elevation strategies should be integrated to provide a comprehensible "read" of the building's composition and organization



- 1 Agnes Lofts, 1433 12th Avenue
- 2 19th and Mercer Mixed-Use Building, 526 19th Avenue E
- 3 2026 E Madison Mixed-Use Building, (unbuilt)
- 4 The Rooster Mixed-Use Building, 900 NE 65th Street (under construction)
- 5 Ventana at the Market, 2100 Western Ave
- 6 SCCA Patient House, 207 Pontius Ave N
- 7 Compass Center Housing, 1753 NW 56th Street
- 8 Belroy Apartments, 703 Bellevue Ave E
- 9 Banner Building, 2600 Western Avenue