



EARLY DESIGN GUIDANCE
NOVEMBER 5, 2014

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EARLY DESIGN GUIDANCE

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Development Objectives + Program:

This project is one of two projects that Teutsch is pursuing in the Queen Anne Uptown area. These projects are a welcome commitment to urban living and enduring value through quality construction, and will help to balance the new job creation in the district.

The surrounding context includes residential uses intermixed with newer mixed use developments to the south and west and east of the site. There are also some older two and three story commercial and residential projects in the immediate neighborhood. 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.

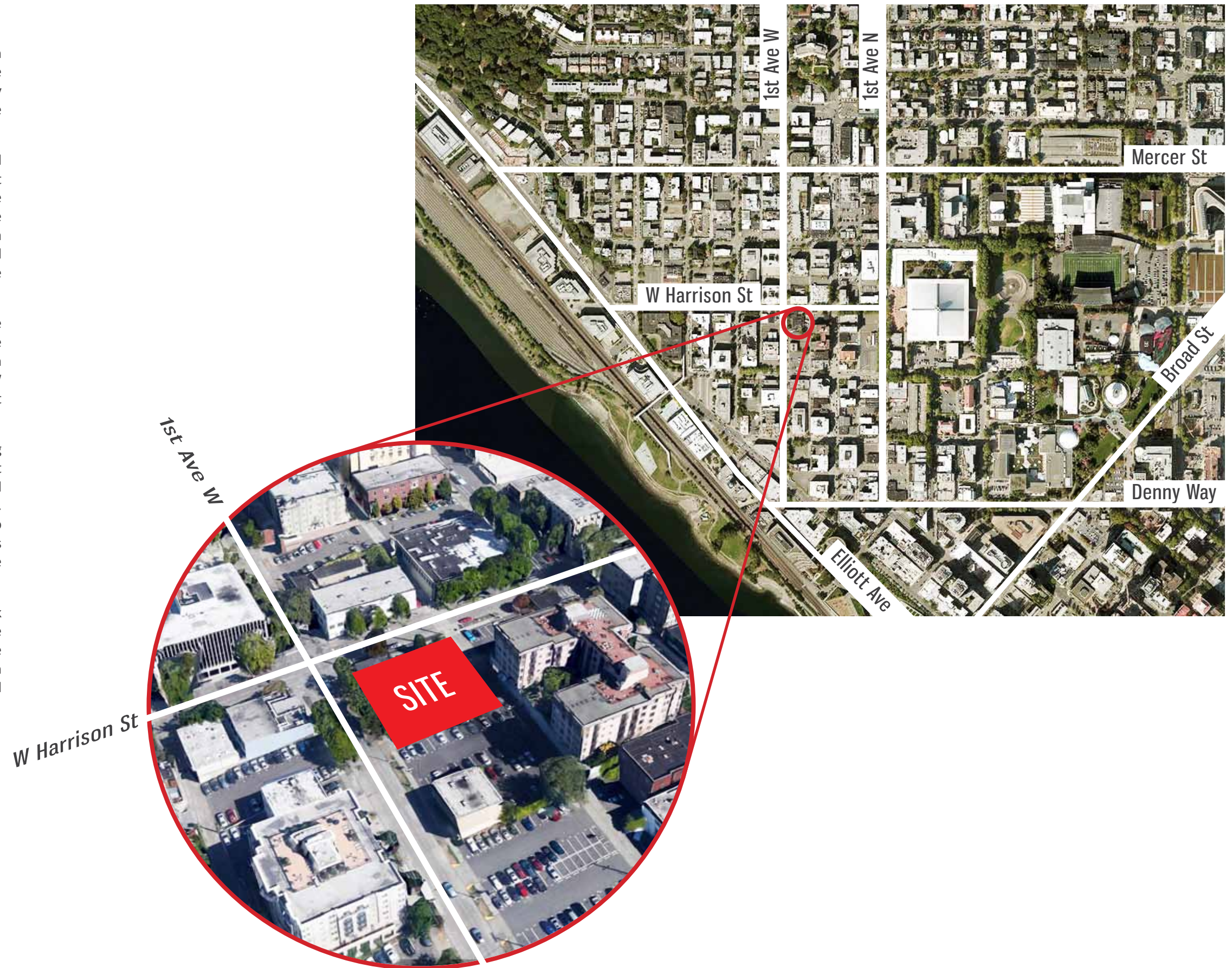
The site is characterized by its corner location and 15' of grade change from the NE corner to the SW corner of the parcel. There is approximately 8' (7%) of grade change along the W Harrison St frontage, and another 7' (6%) of slope along the 1st Ave W frontage. The site is serviced by an improved alley along the east side.

The project seeks to develop 70 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. No vehicle parking is required, but the project proposes a ratio of 0.7 vehicle parking stalls/unit. In addition, the program is planning to exceed the code requirement with a target of 1 bike parking stall per unit.

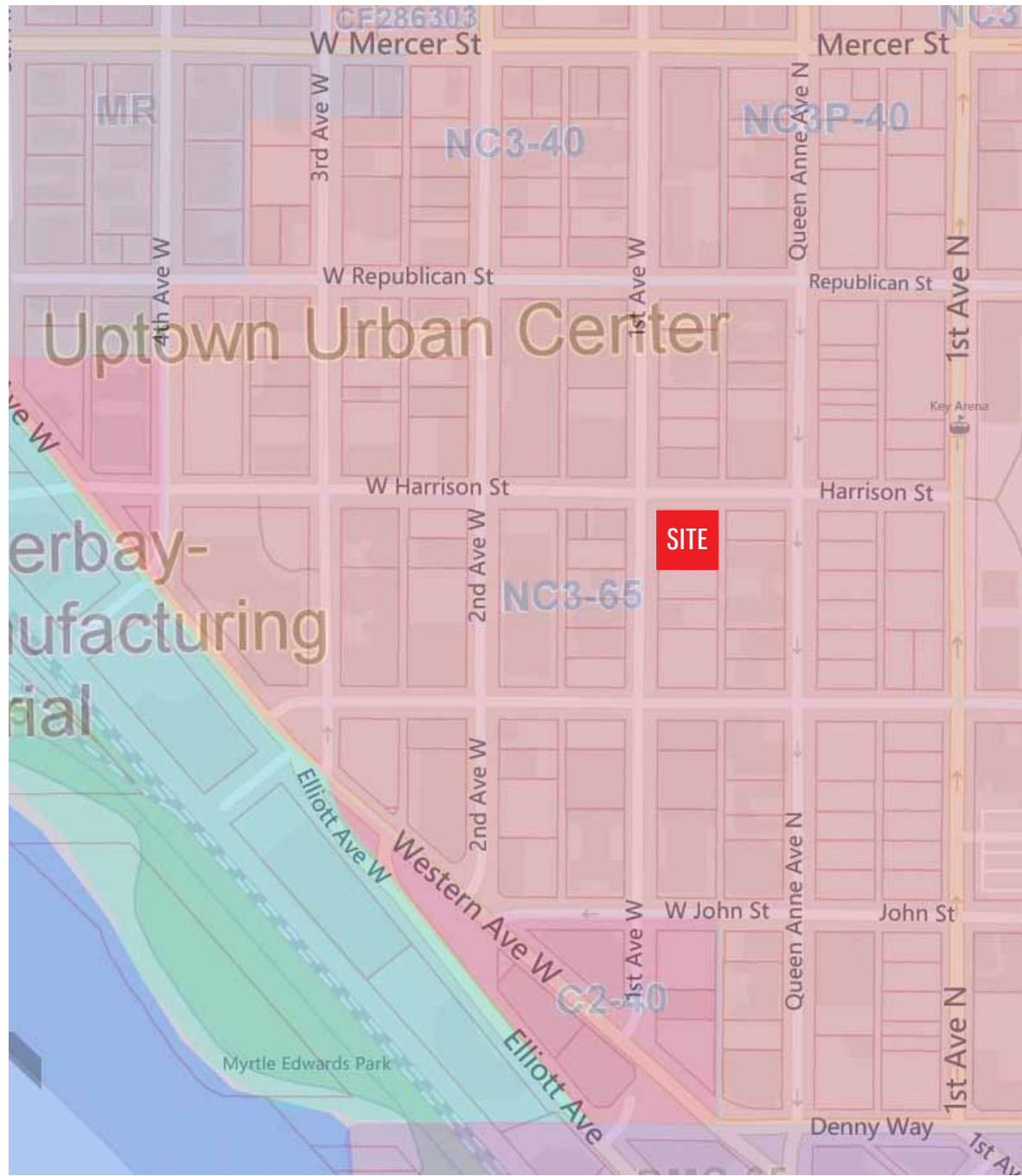
Programmatically the building proposes to provide 5 live/work units wrapping the corner of 1st Ave W and W Harrison St. The building plans to offer several amenities, including a bicycle service and storage area and a significant common recreation area at the roof level of the project. A private interior courtyard will be available to the tenants at Level 2 as well.

SUMMARY:

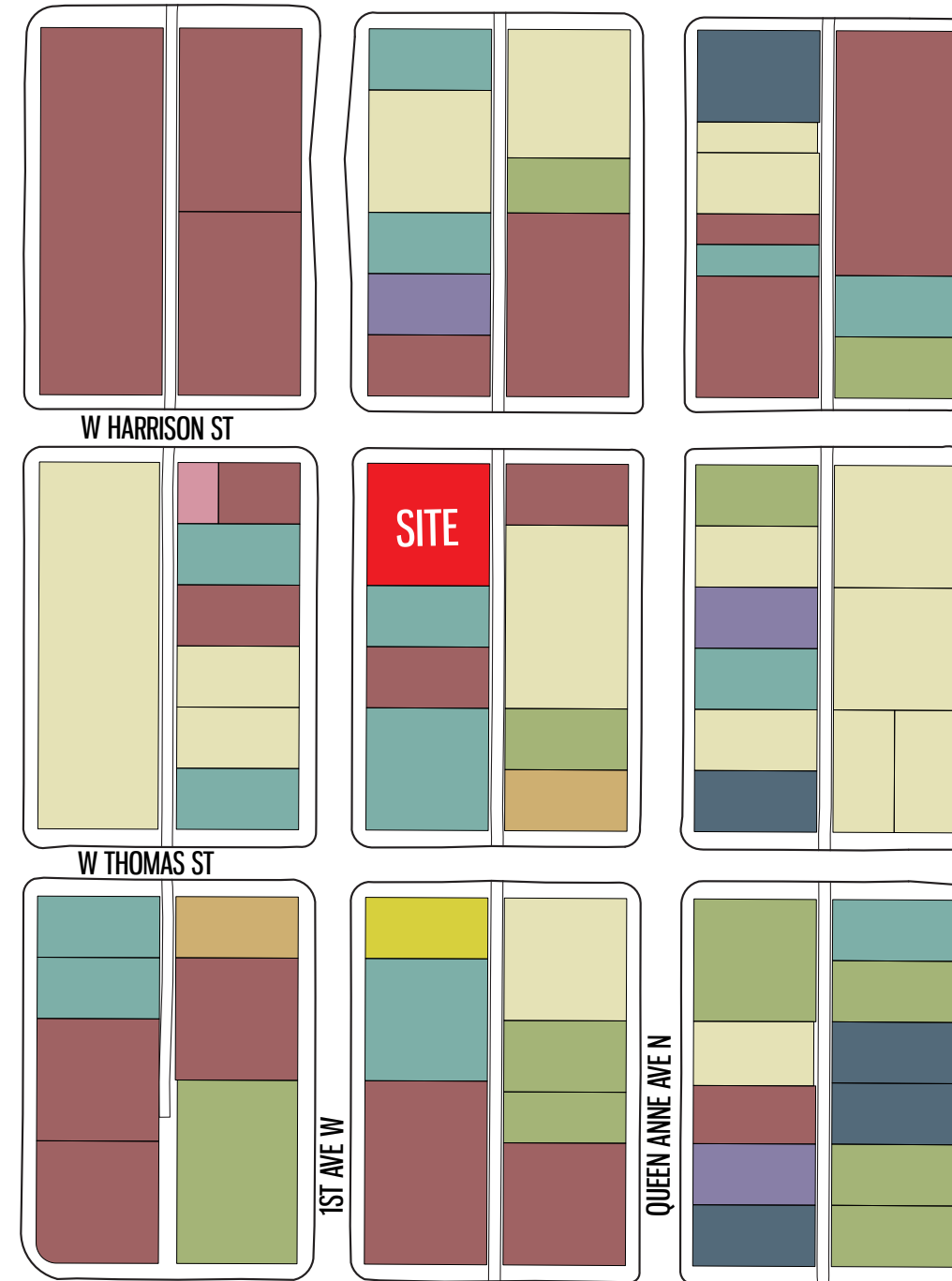
STORIES -	7 ABOVE GRADE
# OF LIVE/WORK UNITS -	5
# OF RESIDENTIAL UNITS -	71
TOTAL UNITS -	76
# OF PARKING STALLS -	46
GROSS FLOOR AREA -	88,055 SF



CONTEXT ANALYSIS



Zoning Map



Existing Land Use Diagram



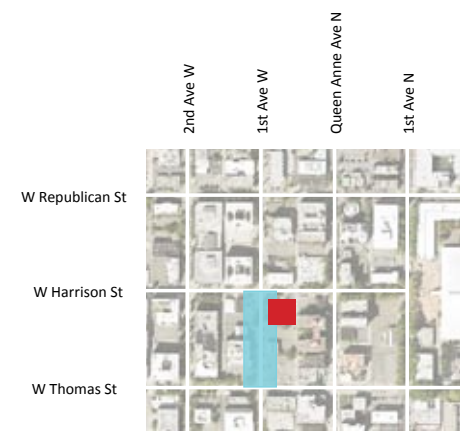
- Multi-Family
- Terminal/Warehouse
- Residential-Mixed-Use
- Retail/Service
- Office
- Office-Mixed-Use
- Parking
- Other Housing
- Vacant
- Other



1ST AVE W, FACING WEST, BETWEEN W HARRISON ST AND W THOMAS ST

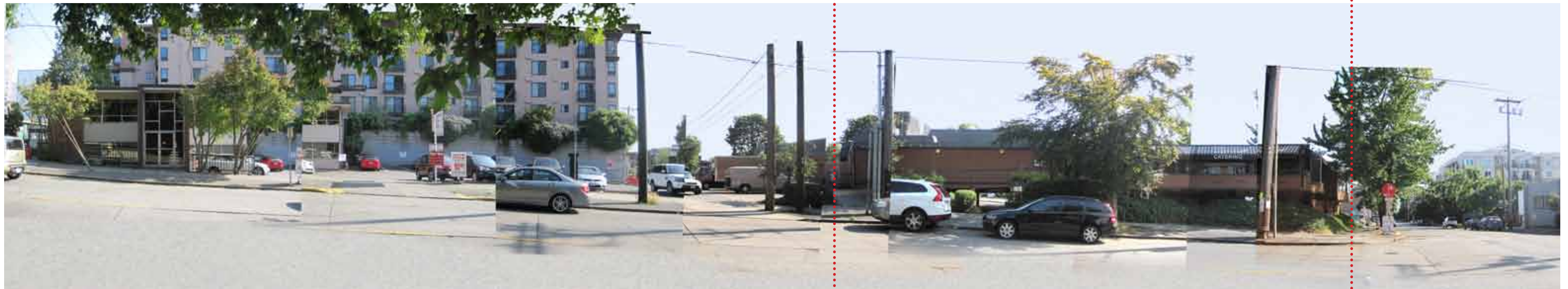


1ST AVE W, FACING EAST, BETWEEN W HARRISON ST AND W THOMAS ST



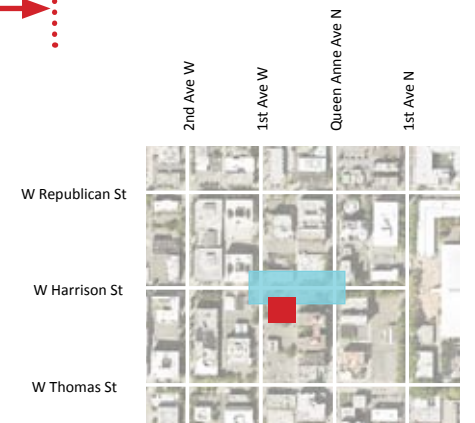


W HARRISON ST, FACING NORTH, BETWEEN 1ST AVE W AND QUEEN ANNE AVE N



W HARRISON ST, FACING SOUTH, BETWEEN 1ST AVE W AND QUEEN ANNE AVE N

SITE

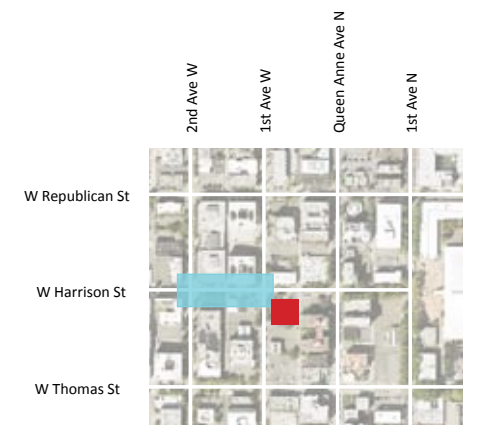




W HARRISON ST, FACING NORTH, BETWEEN 1ST AVE W AND 2ND AVE W



W HARRISON ST, FACING SOUTH, BETWEEN 1ST AVE W AND 2ND AVE W



BUILDING MASSING - OPTION 1 (CODE COMPLIANT)

PROS:

- The parking is accessed from the alley only.

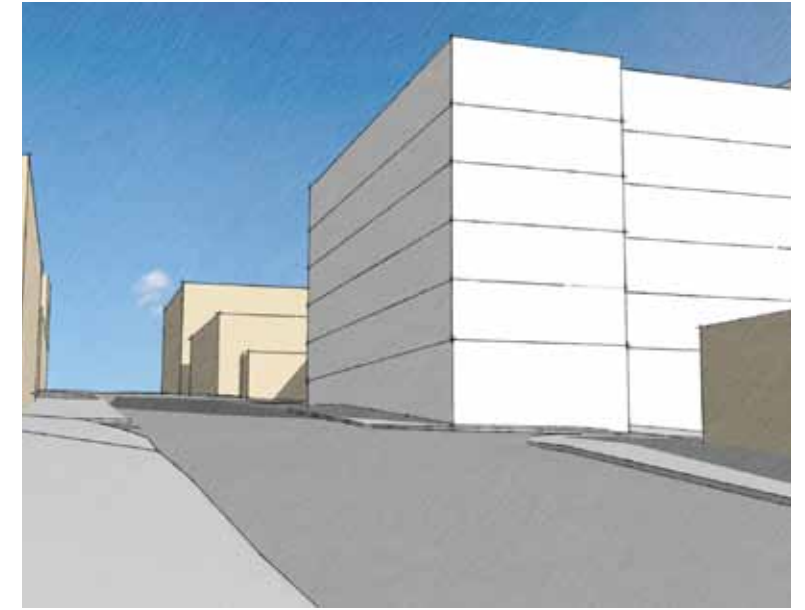
CONS:

- Courtyard facing south will largely be blocked by future development to the south.
- Units facing into the courtyard have a very confined outlook.
- Access to all parking from the alley will consume the majority of the podium footprint.
- This parking strategy will present an 80' blank wall to Harrison.
- This concept will limit the retail and lobby uses on 1st Ave west.

VIEWS



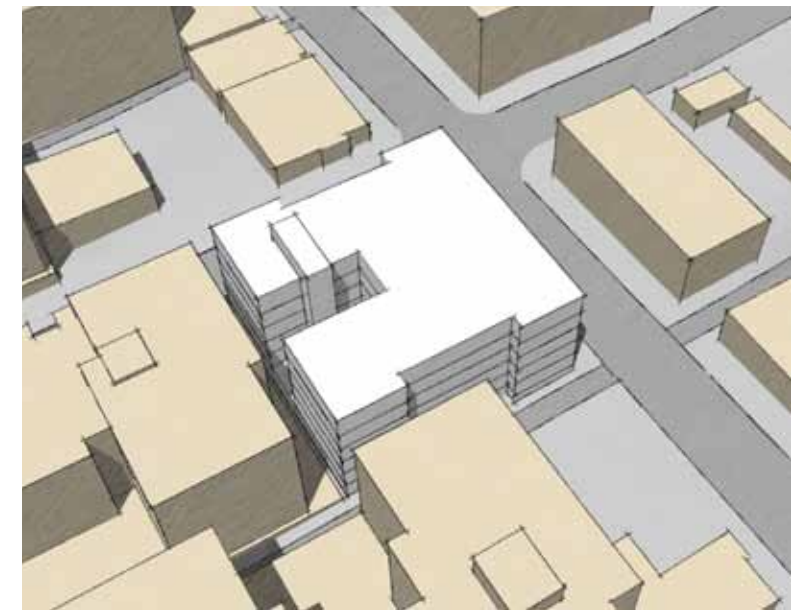
Birdseye view from Northwest



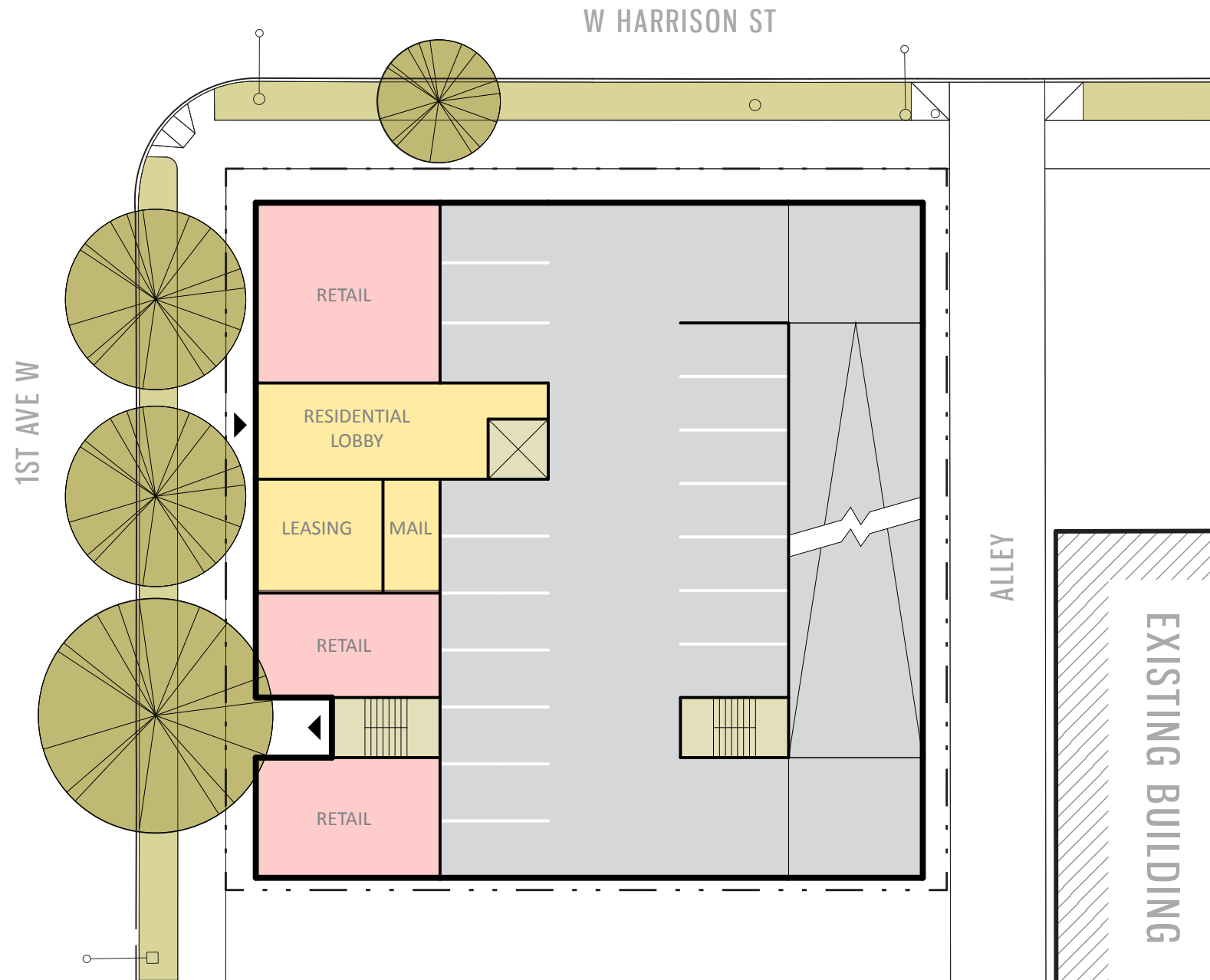
View from Northwest - W Harrison at 1st Ave W



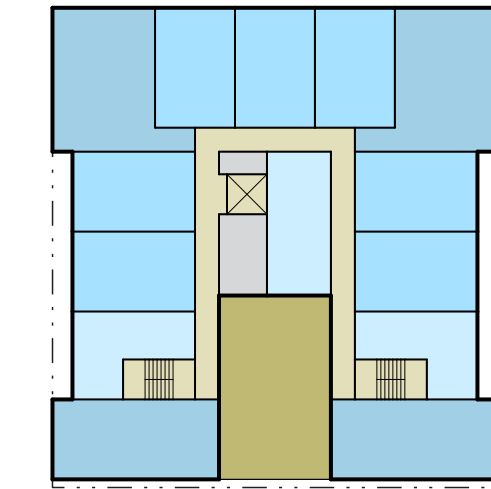
View from Northwest - 1st Ave W at W Harrison



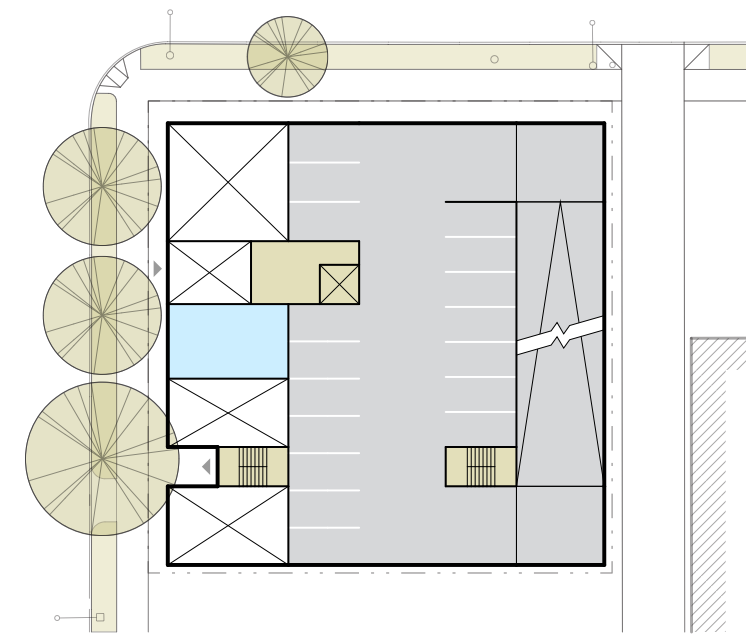
Birdseye view from Southeast



Level 1



Typ Residential Level



Level 2

LEGEND

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



BUILDING MASSING - OPTION 2

PROS:

- This configuration provides a courtyard to the street on First Avenue.

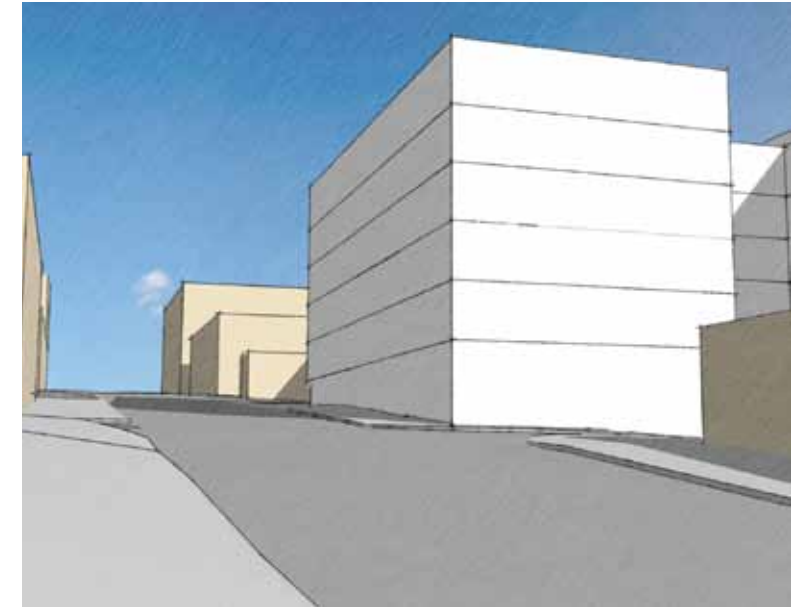
CONS:

- A large percentage of the units are tight to the alley with minimum opportunity for a landscaped buffer.
- The courtyard on First Ave. W. reduces the amount of retail and lobby area on First Avenue.
- This configuration reduces the water view opportunity for the units on the west side of the building.
- Notching back the building for the courtyard on the street face interrupts the street wall along first.

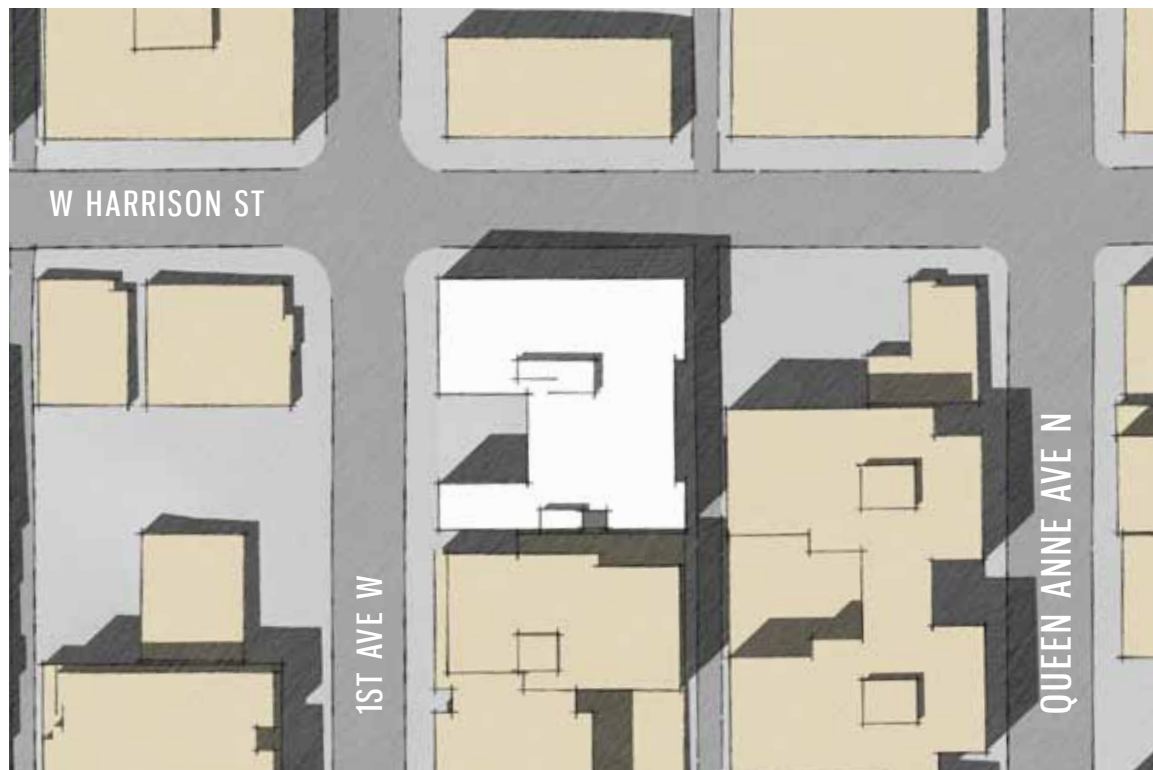
VIEWS



Birdseye view from Northwest



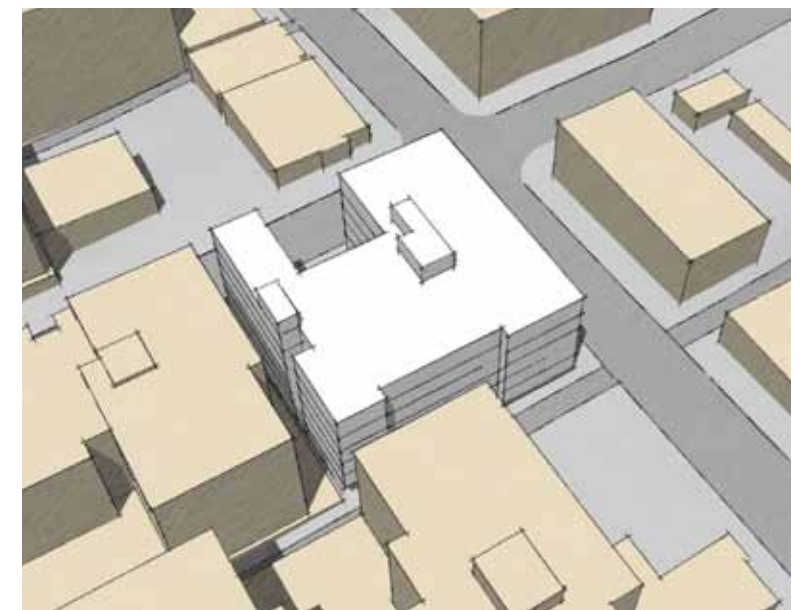
View from Northwest - W Harrison at 1st Ave W



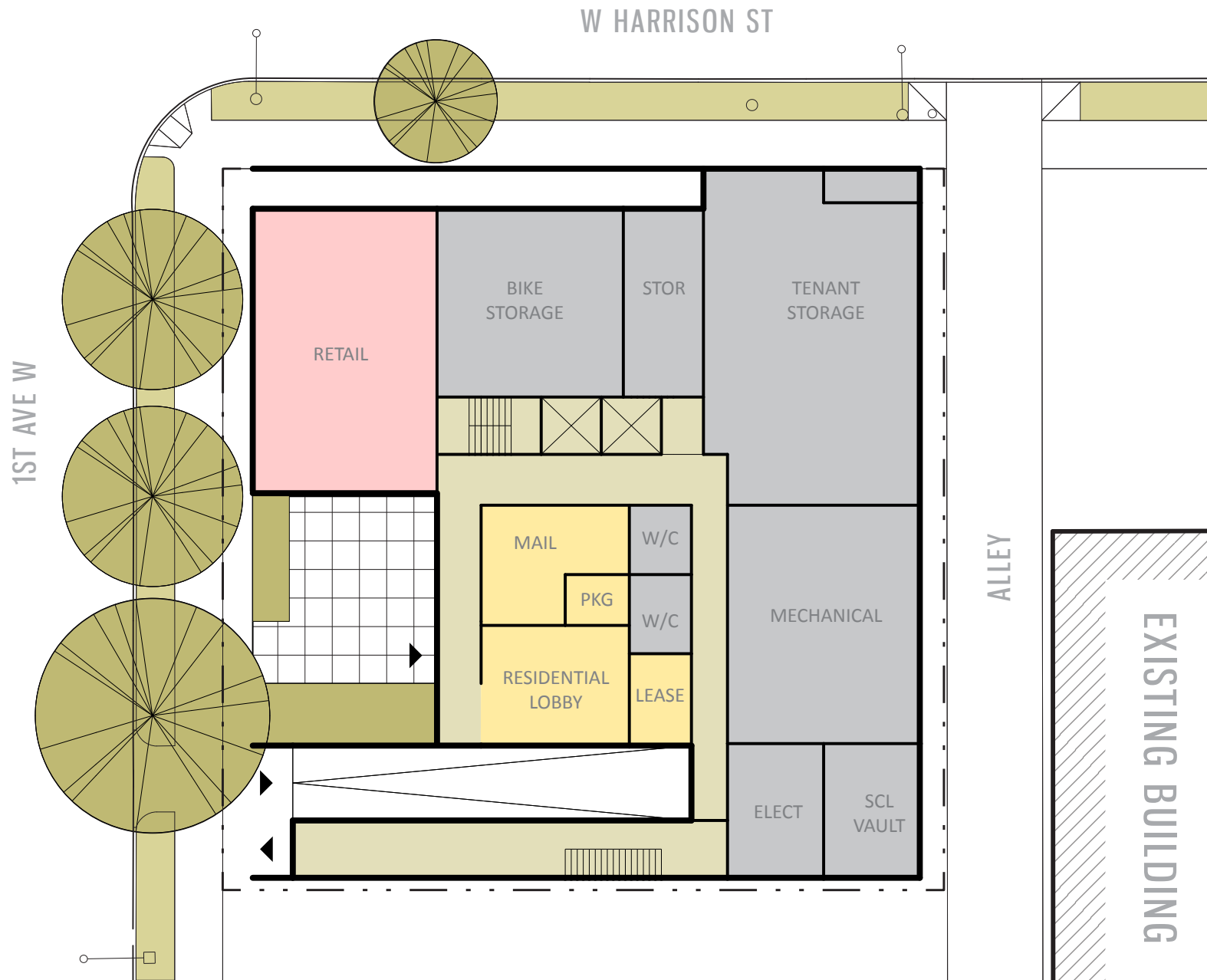
SITE PLAN



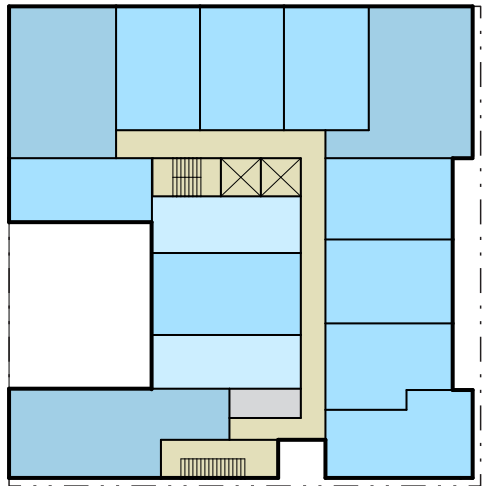
View from Northwest - 1st Ave W at W Harrison



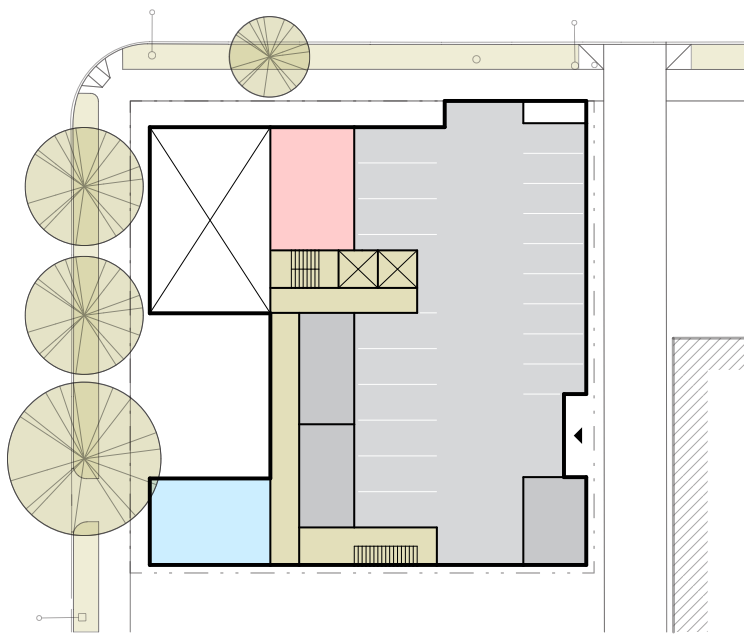
Birdseye view from Southeast



Level 1



Typ Residential Level



Level 2

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

BUILDING MASSING - PREFERRED

PROS:

- Reduces the impact of the parking garage to the ground floor plan.
- Places the landscaped courtyard where it will benefit the greatest number of residents.
- Provides the greatest quantity of street level retail on this sloping site.
- Utilizes the existing curb cut on First Avenue to access a below grade parking garage.
- Allows bicycle storage to be at the main lobby level of the podium.
- Reduces the amount of blank wall along Harrison.

CONS:

- Maintains the existing curb-cut along First Ave.

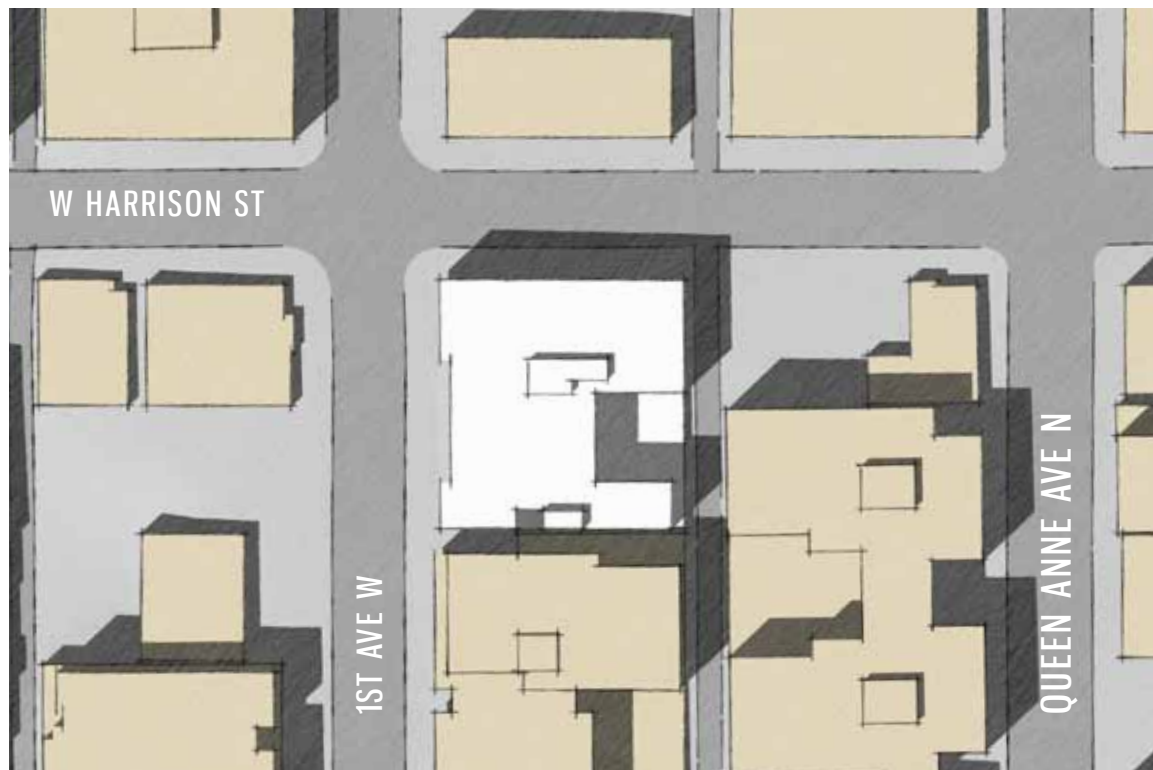
VIEWS



Birdseye view from Northwest



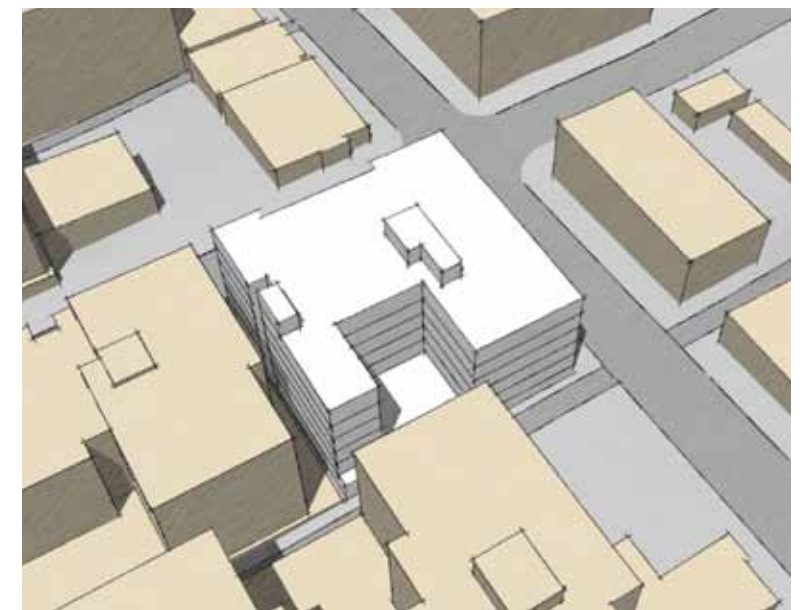
View from Northwest - W Harrison at 1st Ave W



SITE PLAN

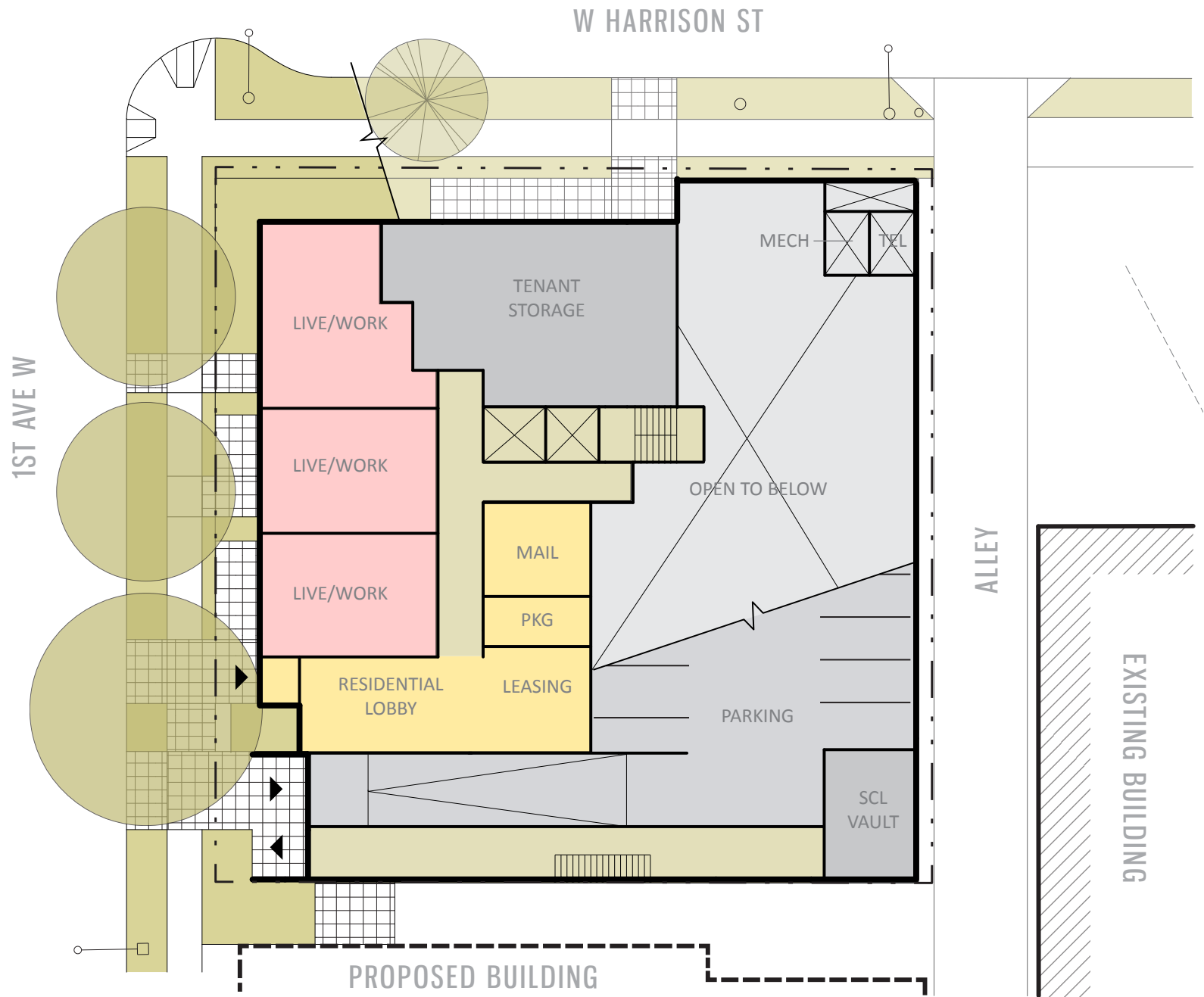


View from Northwest - 1st Ave W at W Harrison

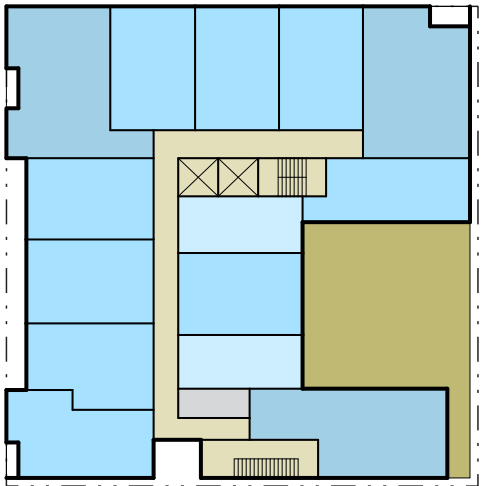


Birdseye view from Southeast

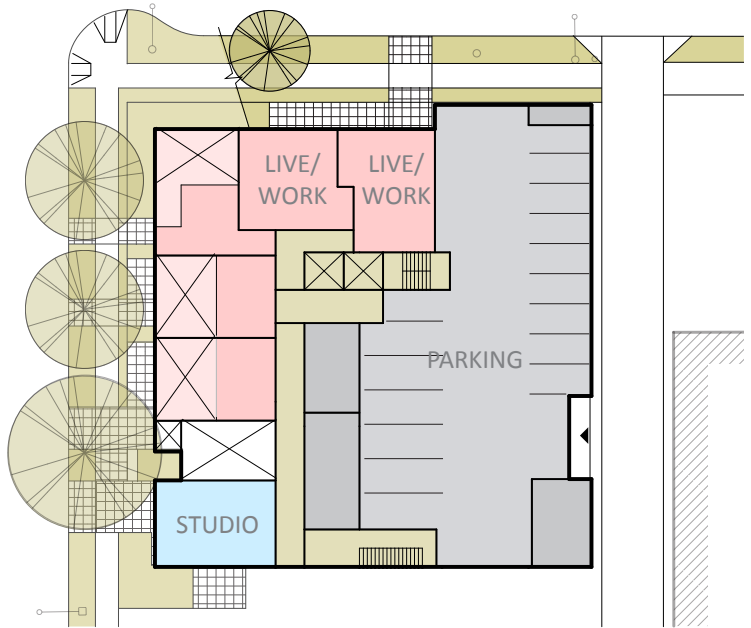
BUILDING MASSING - PREFERRED - GROUND LEVEL PLAN



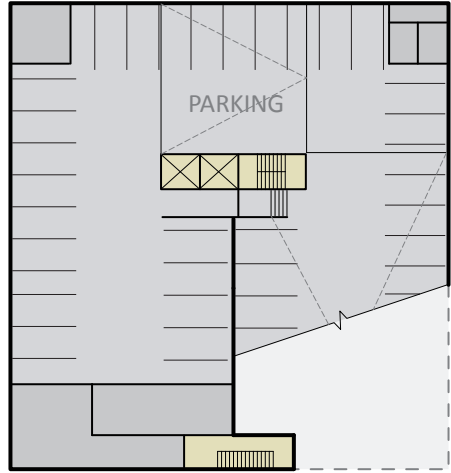
Level 1



Typ Residential Level



Level 2



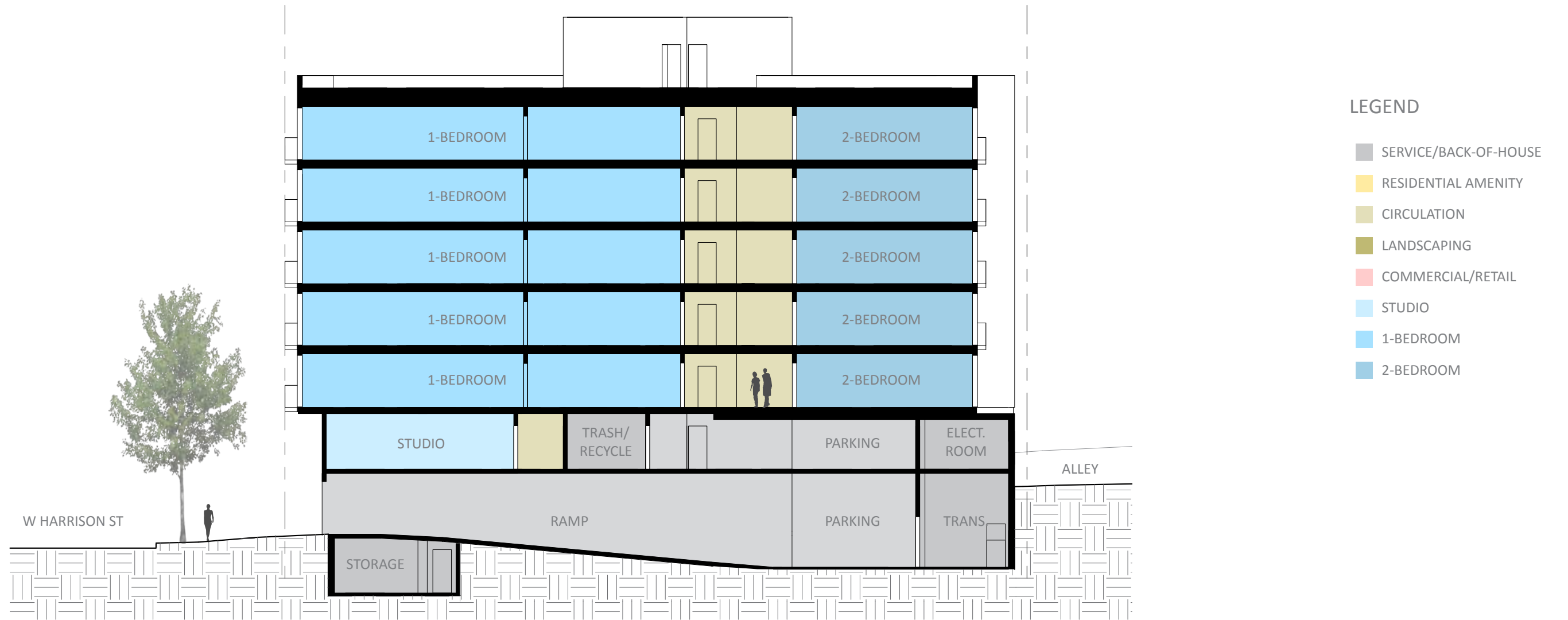
Basement

LEGEND

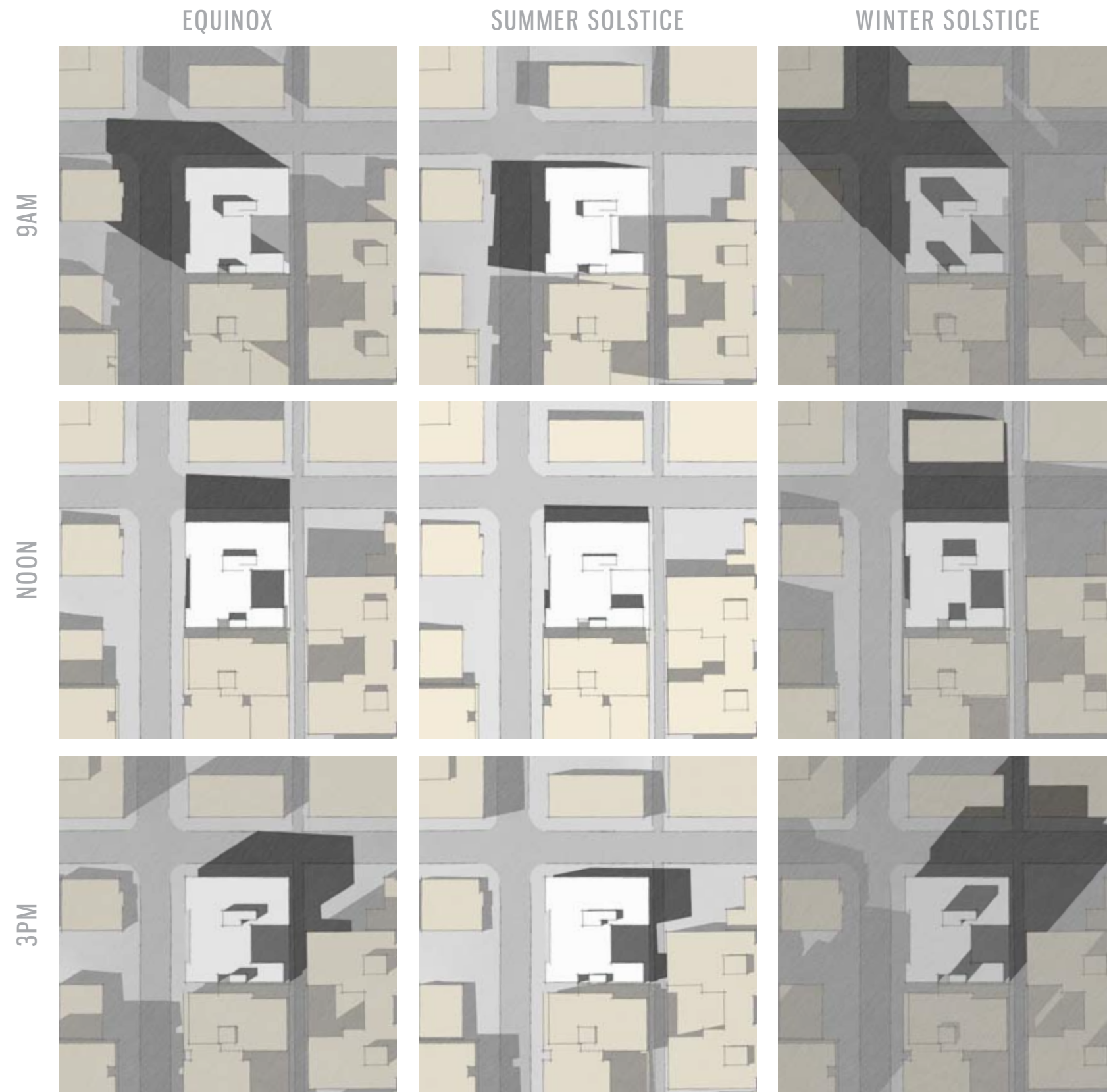
- SERVICE/BACK-OF-HOUSE
- RESIDENTIAL AMENITY
- CIRCULATION
- LANDSCAPING
- COMMERCIAL/RETAIL
- STUDIO
- 1-BEDROOM
- 2-BEDROOM

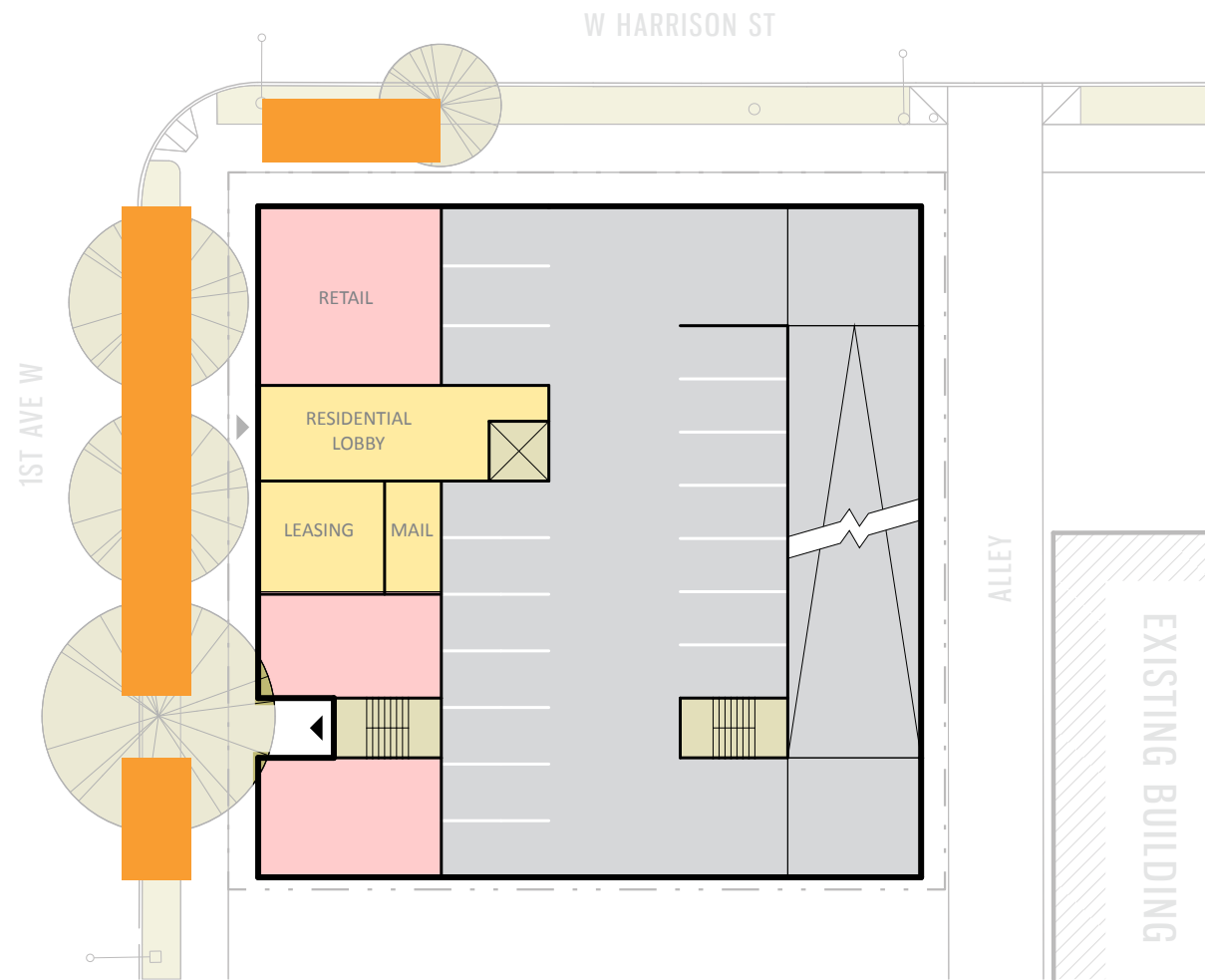


BUILDING MASSING - PREFERRED - SECTION



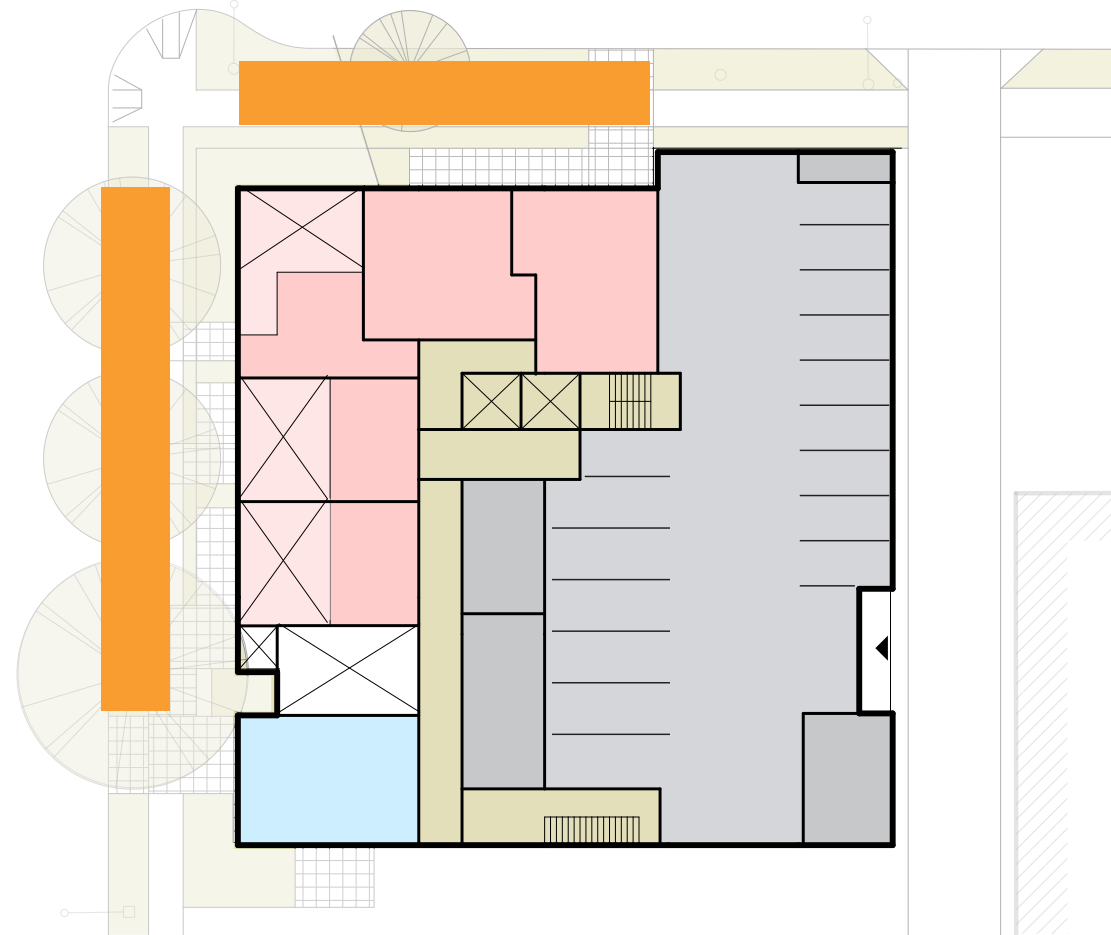
Building Section





Option 1 - 59% Active

Active uses comprise 59% of street facing facade.



Preferred Option - 71% Active

Active uses comprise 71% of street facing facade.

LEGEND

- STREET-FACING ACTIVE USES
- SERVICE/BACK-OF-HOUSE
- RESIDENTIAL AMENITY
- CIRCULATION
- COMMERCIAL/RETAIL
- STUDIO
- 1-BEDROOM
- 2-BEDROOM



Design Guidelines of importance to this project in the Seattle Design Guidelines and the Uptown Design Guidelines supplement

CONTEXT AND SITE

CS2. Urban pattern and Form: Strengthen the most desirable forms characteristics and patterns of the street block faces and open spaces of the surrounding area.

CS2.B.2. Connection To The Street

The preferred scheme makes a stronger connection to the street and creates more opportunities for interaction with the public realm by placing the majority of the residential units facing out to the public ROW. Inboard units are directed towards a private interior courtyard.

PUBLIC LIFE

PL2. Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2.B.3. Street Level Transparency

The preferred scheme creates more opportunities for street-level transparency. The double height ground level retail and residential lobby will provide a great deal of openness and transparency.

PL3. Street Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3.C.1 Porous Edge

The preferred scheme creates a more porous edge and opportunities for visual interaction between passers-by and the building interior by maximizing street-facing uses at street level.

PL3.C.2. Visibility

The preferred scheme maximizes visibility into the building. Proposed ground-level live/work space(s) are planned to have large glass openings to provide a visual connection between sidewalk and commercial activities.

Uptown Supplemental Guidance

PL3.II.i. Front Setbacks

The proposed design provides setbacks for both the street-level live/work and residential frontages. Landscaping will be carefully introduced to provide an appropriate transition between public and private.

DESIGN CONCEPT

DC1. Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1.C.1. Below Grade Parking (see supplemental guidance)

DC1.C.2. Visual Impacts (see supplemental guidance)

Uptown Supplemental Guidance

DC1.I.ii. Parking and Vehicle Access

Parking is located below grade, accessed from both the alley and a proposed entrance along 1st Ave W.

Uptown Supplemental Guidance

DC1.II.i. Blank Walls

The transition between floor levels along W Harrison St will create areas of blank facade. The intent is to provide building-attached landscaped trellis elements.

Uptown Supplemental Guidance

DC1.V.i. Visual Impacts of Parking Structures

Although the entry may be more visible, the preferred scheme minimizes the overall effect of the parking structure on the public realm by allowing for more retail frontage/active uses along the street; the parking entrance is a much smaller portion of the overall street frontage than the area that would need to be devoted to parking circulation (which would be a blank wall) in the code-compliant scheme.

By limiting the parking areas to less than 30 cars* and thereby keeping the two-way driveways at a width of 10', the visual impact of the parking entrances are limited.

*See departure requests for more information.

Potential Development Standard Departures

Departure #1 - Street Level Development Standards

Standard:

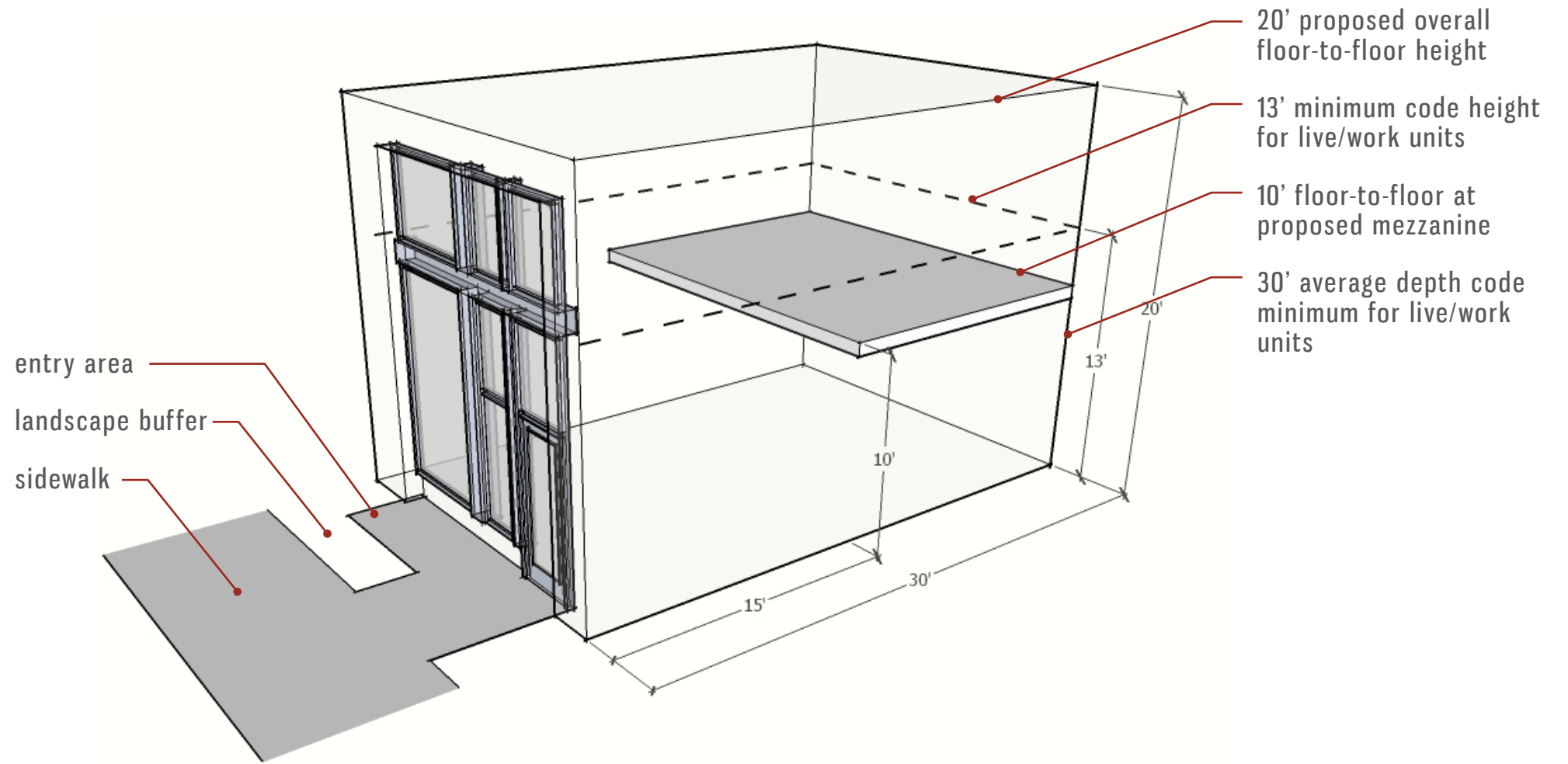
Code: **SMC 23.47A.008.B.3** - Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street level street-facing facade. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

Proposed Design Departure:

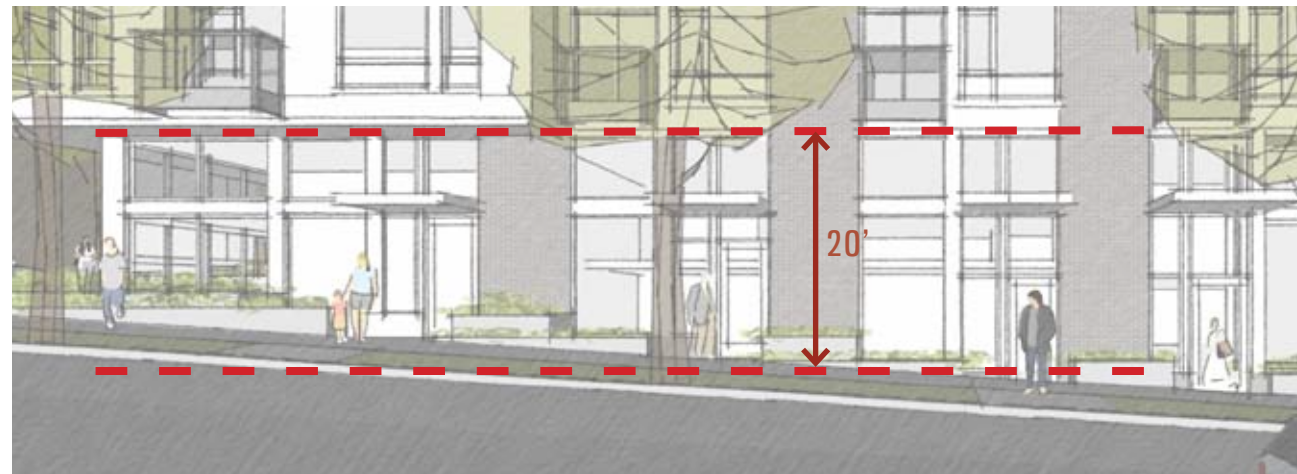
For live/work unit type A, allow a floor-to-floor height of less than 13 feet in areas underneath a mezzanine.

Rationale:

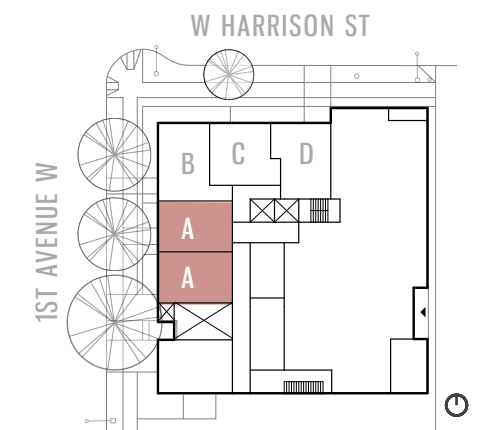
Code requires live/work units to have a minimum floor-to-floor height of 13'. In response to site topography, podium height in the preferred option is 20', allowing for double-height live-work units facing 1st Avenue West. This provides an opportunity to maximize the floor area of live/work spaces at street level by locating bed and bath facilities on a mezzanine, improving the commercial viability of these units and thus **creating more opportunities for interaction with the public realm (CS2-B2)**. However, the floor to floor height of the unit overall is insufficient to provide a 13' floor-to-floor height in the area underneath the mezzanine, which does not exceed 50% of the unit's ground floor area.



TYPICAL LIVE/WORK UNIT WITH MEZZANINE



VIEW OF LIVE/WORK UNIT ENTIES FROM 1ST AVENUE WEST



KEY PLAN

Potential Development Standard Departures

Departure #2 - Street Level Development Standards

Standard:

Code: **SMC 23.47A.008.B.3** - Non-residential 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. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

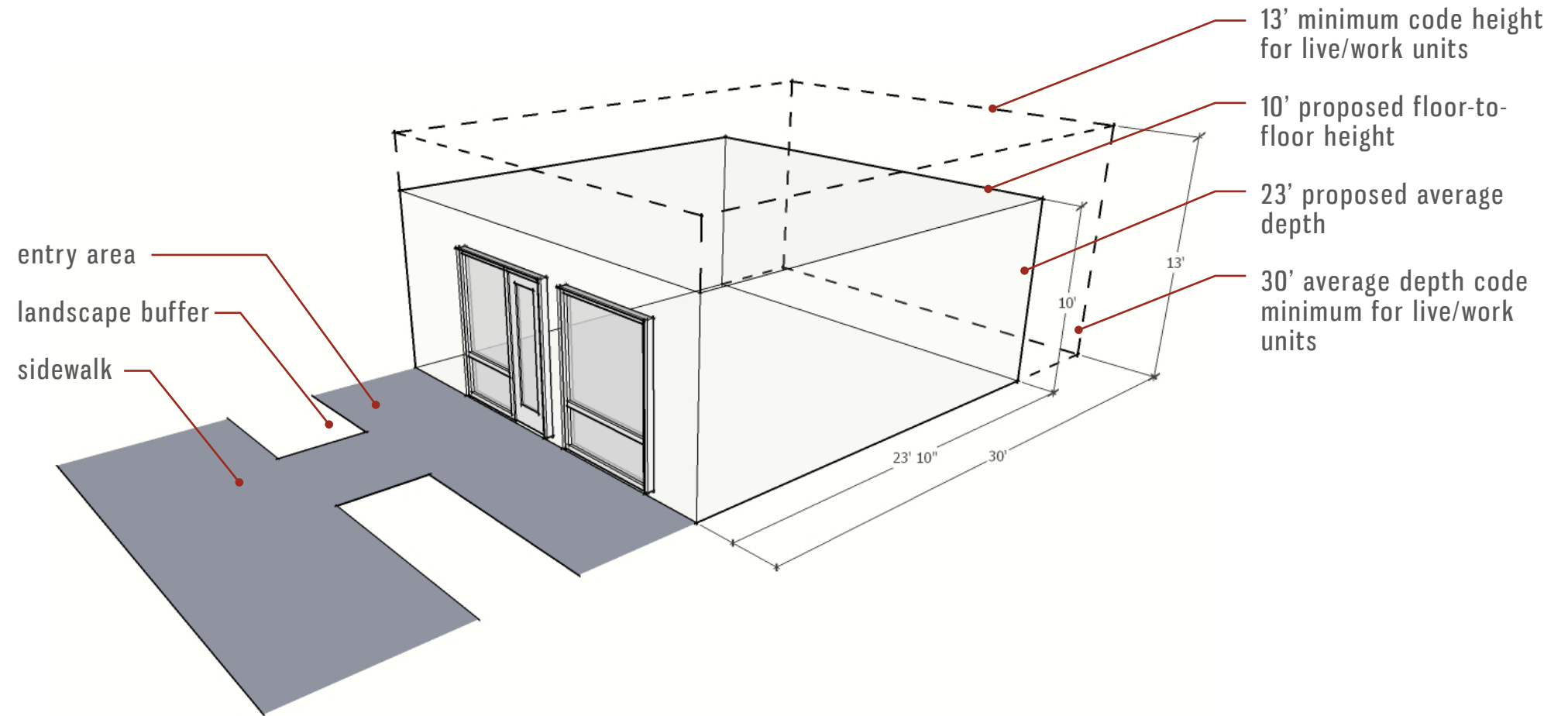
Proposed Design Departure:

For live/work unit C and D, allow a floor-to-floor height of less than 13 feet. For live/work unit C, allow a depth less than 30' from the street-facing facade.

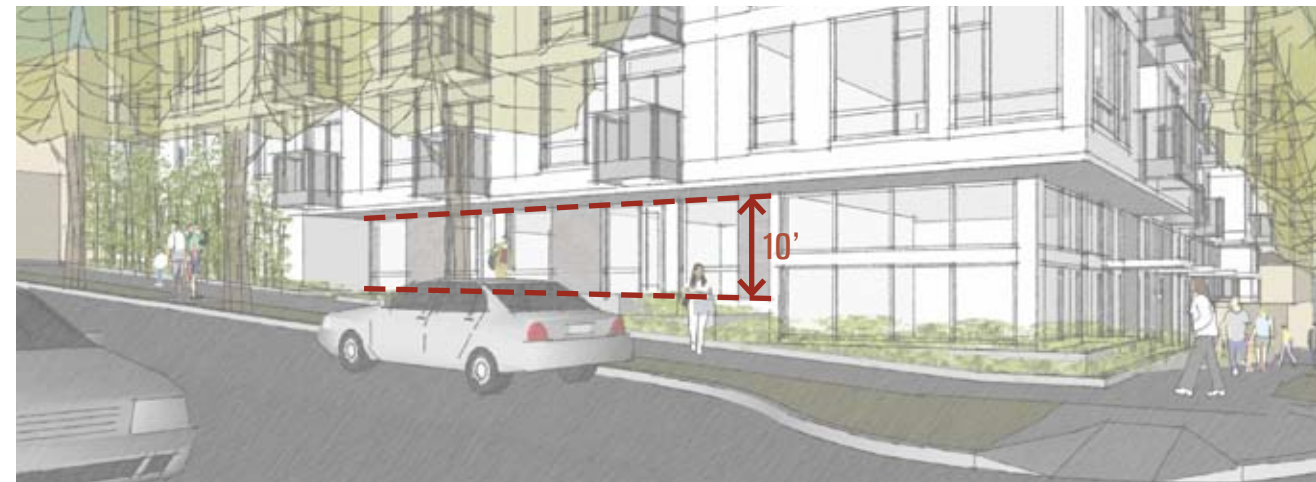
Rationale:

In the preferred option, only level 2 is accessible from street level on West Harrison Street due to site topography and the steep grade of the street. To maintain an at-grade entry, live/work units C and D with entries off of West Harrison Street must be located on level 2, which has a floor-to-floor height of 10'. Locating unit entries at street level rather than below grade or facing away from the street creates a stronger connection to the street, consistent with **design guideline CS2-B2**.

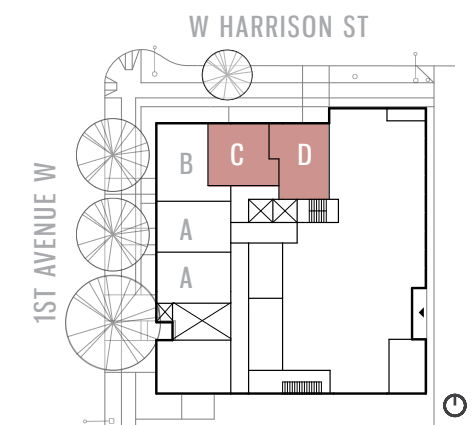
Code requires live/work units to have an average depth of at least 30' from the street level street-facing facade. In the preferred option, live/work unit C has an average depth of 24' due to locational criteria of vertical circulation elements behind the unit.



TYPICAL LIVE/WORK UNIT AT WEST HARRISON STREET



VIEW OF LIVE/WORK UNIT ENTIES FROM W HARRISON STREET



KEY PLAN

Potential Development Standard Departures

Departure #3 - Parking Location & Access

Standard:

Code: **SMC 23.47A.032.A.1.9** - Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.

Proposed Design Departure:

Provide access to parking in two locations; both from alley and from near the existing curb cut on 1st Avenue West.

Rationale:

Due to the site’s steep topography, the alley to the east of the site is significantly higher than 1st Avenue West: Total grade change between the NW and SE corners of the site is 15’. Providing access to parking exclusively from the alley would require extensive ramping to reach parking areas at and below grade level, as shown in Option 1. In this option, parking uses would occupy the majority of grade level, leaving less area for street-facing use and amenity spaces. In particular, ramping required for Option 1 would preclude street-facing uses along West Harrison Street, reducing opportunities for **street-level transparency (PL2-B3)**

In the preferred option, parking areas below and at grade are accessed near the existing curb cut on 1st Avenue West, while parking at the mezzanine level is accessed via the alley. This provides more space for amenity and street-level uses, creating **stronger connections to the street (CS2-B2)** particularly along West Harrison Street, and minimizes **blank walls (DC2-B2)** at parking areas.

C-1 Architectural Context (Uptown UDF)

The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community. The preferred scheme is more compatible with the surrounding environment – it creates more active facades, and more spaces for human activity along the street.

D-5 Visual Impacts of Parking Structures (Uptown UDF)

Although the entry may be more visible, the preferred scheme minimizes the overall effect of the parking structure on the public realm by allowing for more retail frontage/active uses along the street; the parking entrance is a much smaller portion of the overall street frontage than the area that would need to be devoted to parking circulation (which would be a blank wall) in the code-compliant scheme

Departure #4 - Driveway Width

Standard:

Code: **SMC 23.54.030.D.1.A** - Driveways less than 100 feet in length that serve 30 or fewer parking spaces shall be a minimum of 10 feet in width for one-way or two-way traffic.

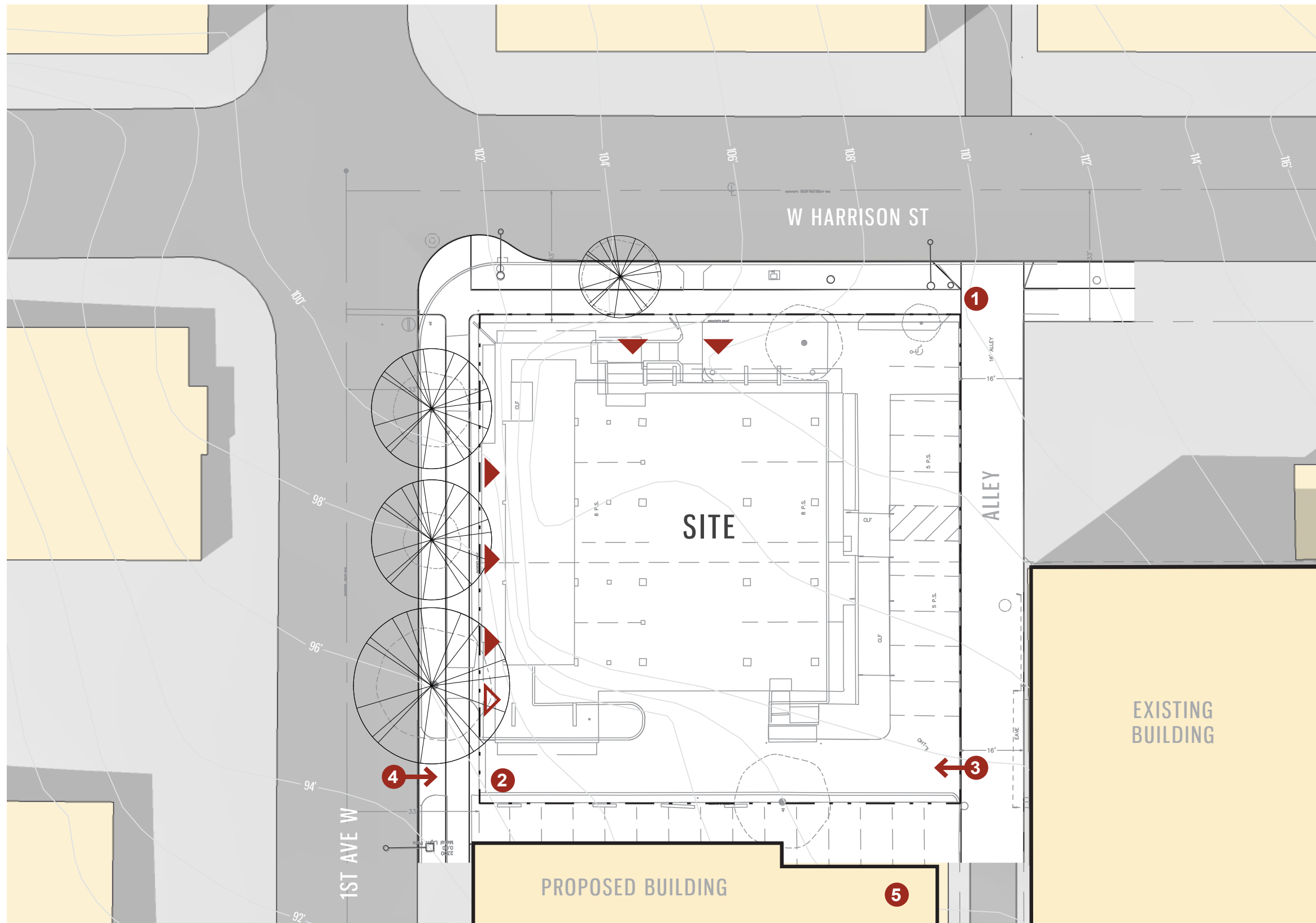
Proposed Design Departure:

Provide access to 34 parking spaces at and below grade via a 10’ driveway.

Rationale:

Code requires a 20’ minimum width for driveways serving more than 30 parking spaces. This would require widening the existing 10’ curb cut to accommodate an additional 10’ of width. By keeping the driveway and associated parking ramp at only 10’ wide, the preferred scheme maximizes the length of active street frontage along 1st Avenue West, creating a more **porous edge (PL3-C1)** and opportunities for visual interaction between passers-by and the building interior and maximizing **visibility into the building (PL3-C2)**.

Opportunities And Constraints



- 1 High point of site
- 2 Low point of site (15' below high point)
- 3 Access to parking from alley (existing and proposed)
- 4 Existing vehicle access from 1st Ave W (And proposed access to basement parking from low point of site)
- 5 Adjacent project proposed by Greystar Properties
- ▲ Proposed live/work pedestrian entry
- △ Proposed building pedestrian entry

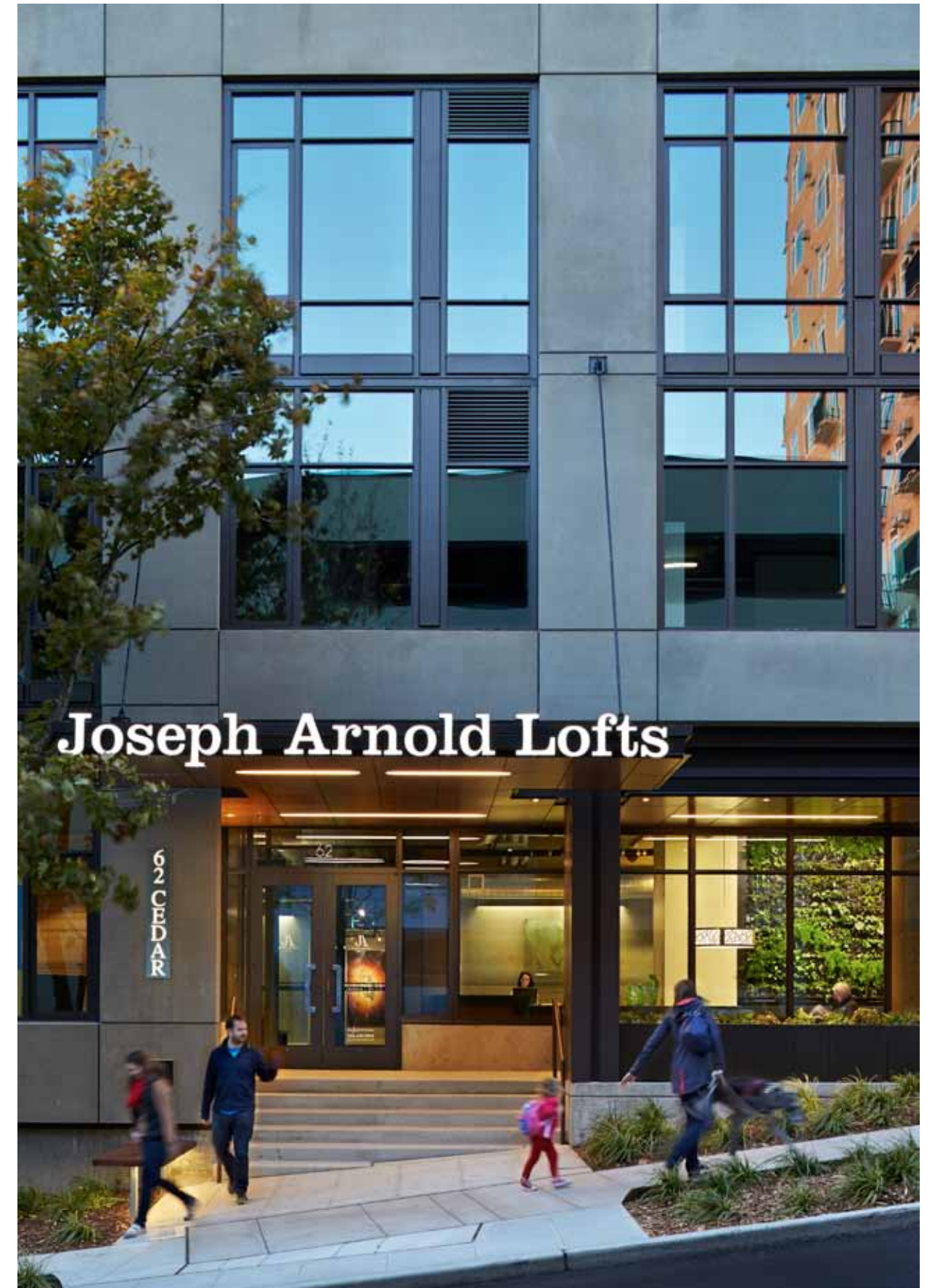
NEIGHBORHOOD CHARACTER

- 1. Historic MarQueen Hotel
- 2. Storefronts on Queen Anne Ave N
- 3. H2O Apartments
- 4. Bernard Apartments
- 5. SIFF Cinema Uptown
- 6. Exterior Courtyard at Expo Apartments

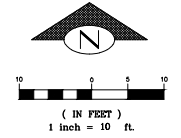
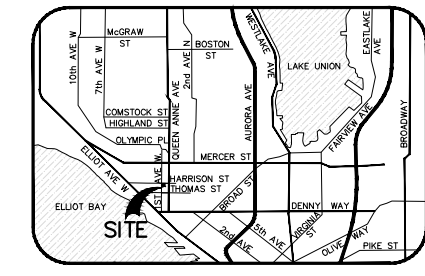
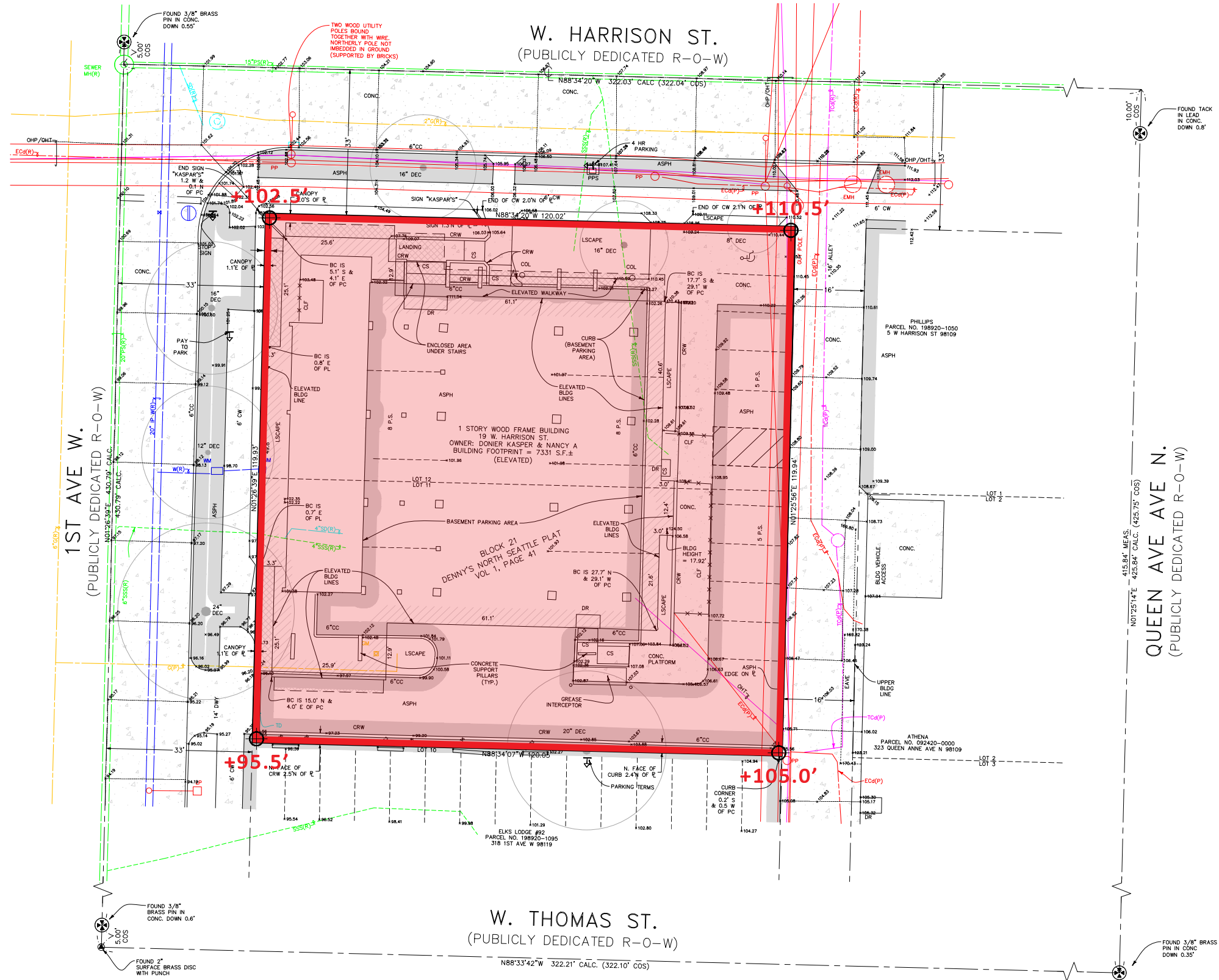


VIA ARCHITECTURE

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.



EXISTING SITE CONDITIONS



VICINITY MAP
NOT TO SCALE

SITE SURVEY

This site is currently occupied by a two story building containing Kaspars Special Events & Catering. It is located at the southeast corner of 1st Ave W and W Harrison St, with an alley along its eastern edge. Parking is located below the building, as well as along the alley. There is a curb cut at the south end of the lot, with a driveway that connects to the alley, and provides access to the below-grade parking.

Key Zoning and Land Use Issues

Topic & Reference	Code Language (Paraphrased Summary)	Project specific application or interpretation
Street Level Uses 23.47A.005	1st Ave W and W Harrison Street are not classified as principal pedestrian streets per 23.47A.005.D and the site is not in a pedestrian designated zone. There are no required ground floor use requirements	Residential, sales & services and restaurant are anticipated allowed uses.
Street Level Development Standards: 23.47A.008	<p>A.2.a. - Blank facades For purposes of this Section 23.47A.008, facade segments are considered blank if they do not include at least one of the following: 1) Windows; 2) Entryways or doorways; 3) Stairs, stoops, or porticos; 4) Decks or balconies; or 5) Screening and landscaping on the facade itself.</p> <p>A.2.b. - Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width</p> <p>A.2.c.- The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.</p> <p>A.3. - Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.</p> <p>B.2.a. - Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.</p> <p>B.2.b. - Transparent areas of facades shall be designed and maintained to allow unobstructed views from the outside into the structure or, in the case of live-work units, into display windows that have a minimum 30 inch depth.</p> <p>B.3. - Non-residential 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. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.</p> <p>D.1. - Residential Uses - At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and</p>	Sloped portion along W Harrison Street.
Structure height 23.47A.012	<p>A. The height limit for structures in NC zones or C zones is 30 feet, 40 feet, 65 feet, 85 feet, 125 feet, or 160 feet, as designated on the Official Land Use Map, Chapter 23.32. Structures may not exceed the applicable height limit, except as otherwise provided in this Section 23.47A.012.</p> <p>A.1. - In zones with a 30 foot or 40 foot mapped height limit, 4' bonus provided for 13' floor to floor height at street level</p> <p>C.2. - Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher.</p> <p>C.4. - Except as provided below, the following rooftop features may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.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.</p> <p>C.7. - The rooftop features listed in this subsection 23.47A.012.C.7 shall be located at least 10 feet from the north edge of the roof unless a shadow diagram is provided that demonstrates that locating such features within 10 feet of the north edge of the roof would not shade property to the north on January 21st at noon more than would a structure built to maximum permitted height and FAR:</p>	<p>Note: 4' height bonus only applies to zones with a 30' or 40' mapped height limit.</p> <p>Affects solar collectors, mechanical equipment, stair and elevator penthouses</p> <p>Affects planters, greenhouses, parapets, play equipment</p>
Floor area ratio 23.47A.013	<p>Table A, 23.47A.013: Maximum 4.75 Total FAR permitted for all uses on a lot that is occupied by a mix of uses, provided that the FAR limit for either all residential uses or the FAR limit for all non-residential uses shall not exceed the FAR limit established in Row 1 (4.25)</p> <p>D. The following gross floor area is not counted toward maximum FAR: 1. All gross floor area underground; 2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access;</p>	Residential use limited to 4.25 (61,183sf), non-residential use limited to .5 (7,198sf)
Screening and landscaping standards 23.47A.016	2. Landscaping that achieves a Green Factor score of .30 or greater, pursuant to Section 23.86.019, is required for any lot with: a. development containing more than four new dwelling units; or b. development, either a new structure or an addition to an existing structure, containing more than 4,000 new square feet of nonresidential uses; or	Green factor will be accommodated at the street and the roof terrace.
Amenity Area 23.47A.024	<p>A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Gross floor area, for the purposes of this subsection, excludes areas used for mechanical equipment and accessory parking</p> <p>B. Required amenity areas shall meet the following standards, as applicable: 1. All residents shall have access to at least one common or private amenity area; 2. Amenity areas shall not be enclosed; 3. Parking areas, vehicular access easements, and driveways do not count as amenity areas, except that a woonerf may provide a maximum of 50 percent of the amenity area if the design of the woonerf is approved through a design review process pursuant to Chapter 23.41 4. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size; 5. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.</p>	
Required Parking and Loading 23.47A.030	<p>Table A and Table B, 23.47A.015 - Non-Residential and Residential uses -Within urban centers or within the Station Area Overlay District(1) - No minimum requirement</p> <p>Loadiing - Per Table 23.54.035.A - eating and drinking establishment = Medium Demand; No loading berth requirement for Medium Demand uses <10,000sf; Residential multi-family</p>	No minimum parking requirement; no loading dock requirement for medium demand (restaurant) uses < 10,000sf. No loading dock requirement for residential uses (not listed in Table)
Parking Location and Access 23.47A.032	<p>A. - Access to parking. 1. NC zones. The following rules apply in NC zones, except as provided under subsections 23.47A.032.A.2 and 23.47A.032.D: a. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut. c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. d. For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.</p>	Due to grade change across site, access proposed form both alley and from 1st Ave W. Design standard departure required to provide access from 1st Ave W?