



DESIGN REVIEW BOARD RECOMMENDATION MEETING
MAY 20, 2015

19 WEST HARRISON STREET SEATTLE
DPD PROJECT NUMBER: 3018158

19 W HARRISON, LLC



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DESIGN REVIEW RECOMMENDATION MEETING

DEVELOPMENT OBJECTIVES	01
NEIGHBORHOOD CONTEXT	02
EDG MASSING SUMMARY	04
EDG COMMENTS	05
DESIGN PROPOSAL	
BUILDING FLOOR PLANS	06
BUILDING SECTIONS	12
LANDSCAPE DESIGN	16
MATERIAL AND COLOR PALETTE	21
BUILDING ELEVATIONS	22
RENDERINGS	28
EXTERIOR LIGHTING PLAN	37
SIGNAGE CONCEPT PLAN	39
BICYCLE PARKING ACCESS PLANS	40
DEPARTURES	41
DESIGN GUIDELINES	47
APPENDICES	
SITE SURVEY	50
SHADOW STUDIES	51
PROJECT TEAM	52

Development Objectives:

This project is being developed by Calfox LLC and their developer, Barrientos LLC.

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.

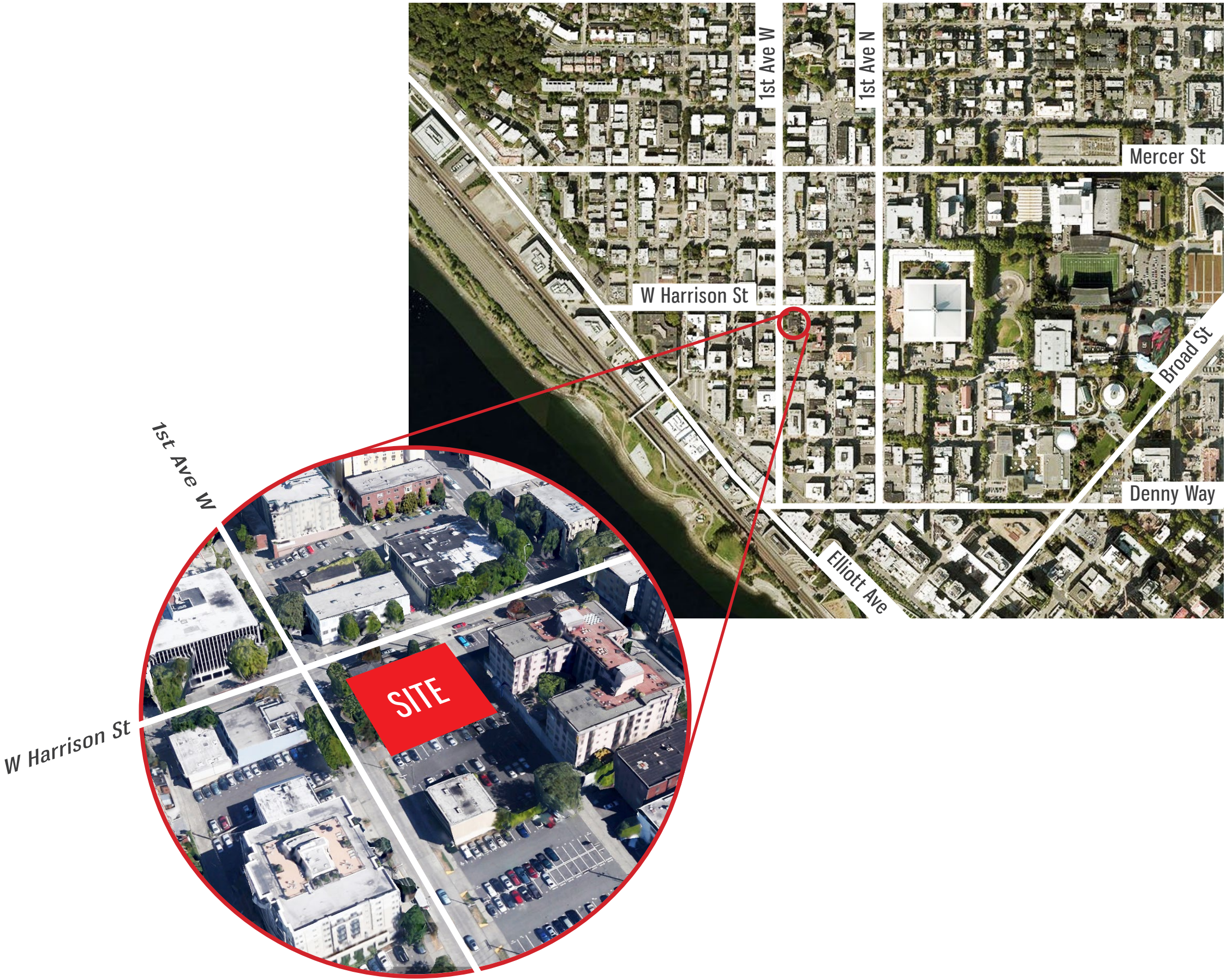
The site is characterized by it’s corner location and 15’ of grade change from the NE corner to the SW corner of the parcel. There is approximately 8’ (7%) of grade change along the W Harrison St frontage, and another 7’ (6%) of slope along the 1st Ave W frontage. The site is serviced by an improved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

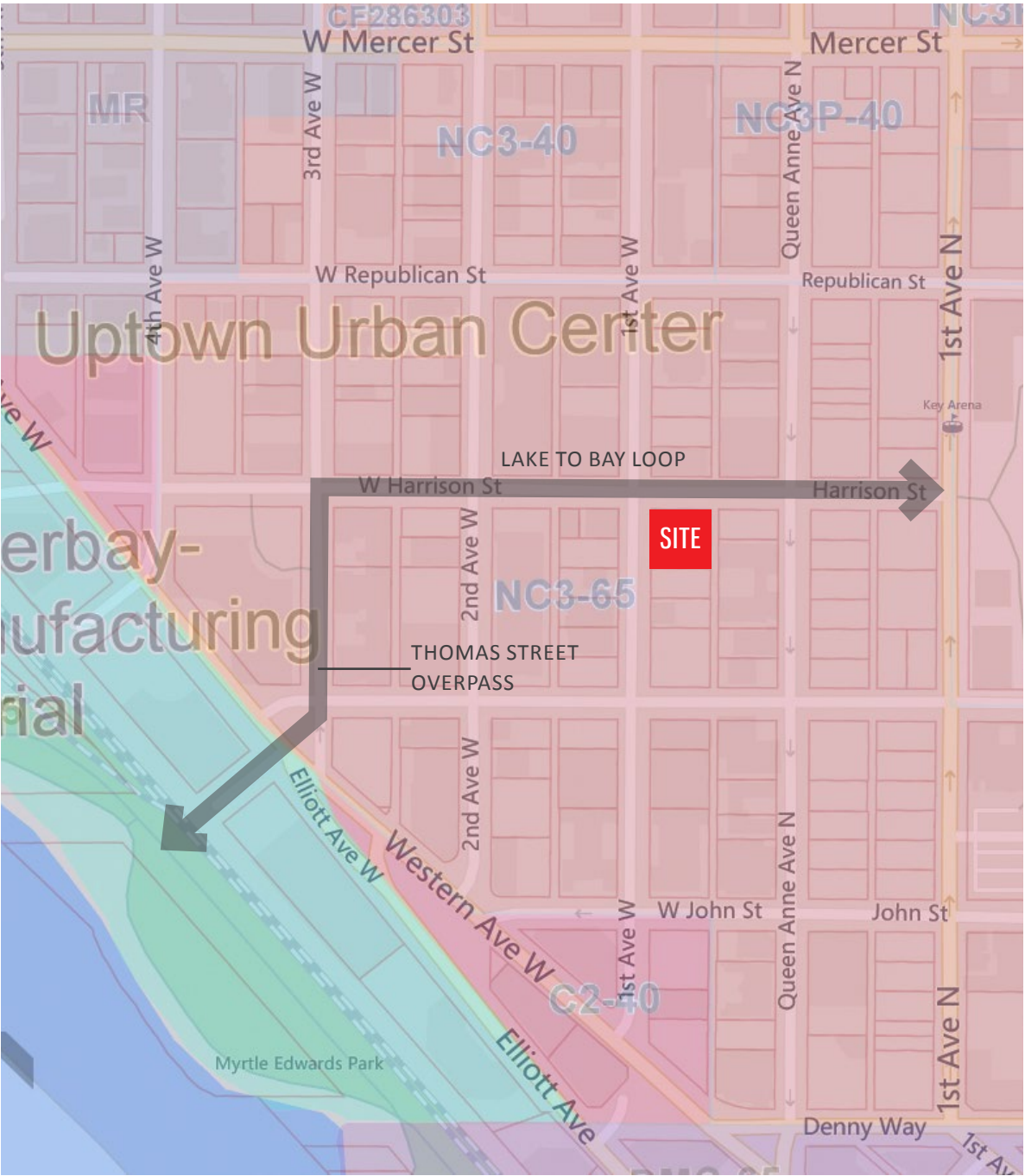
The project seeks to develop 73 units of urban multifamily housing within this established residential neighborhood. The project seeks to respect its context in both use and scale and to offer an appropriate scale and presence to its immediate neighbors. No vehicle parking is required, but the project proposes a ratio of approx 0.57 vehicle parking stalls/unit. In addition, the proposal is planning to exceed the code requirement with a target of 1 bike parking stall per unit.

Programmatically the building proposes to provide a retail space at the corner of 1st Ave W and W Harrison St as well as 2 live/work units along 1st Ave W. The building plans to offer several amenities, including a bicycle service and storage area and a common recreation area at the roof level of the project. A private interior courtyard will be available to the tenants at Level 3 as well.

SUMMARY

STORIES:	7 ABOVE GRADE
GROSS FLOOR AREA:	90,239 SF
NUMBER OF RETAIL TENANCIES:	1
NUMBER OF LIVE/WORK UNITS:	2
NUMBER OF RESIDENTIAL UNITS:	73
# OF PARKING STALLS:	43 - 30 BELOW GRADE & 13 AT ALLEY LEVEL



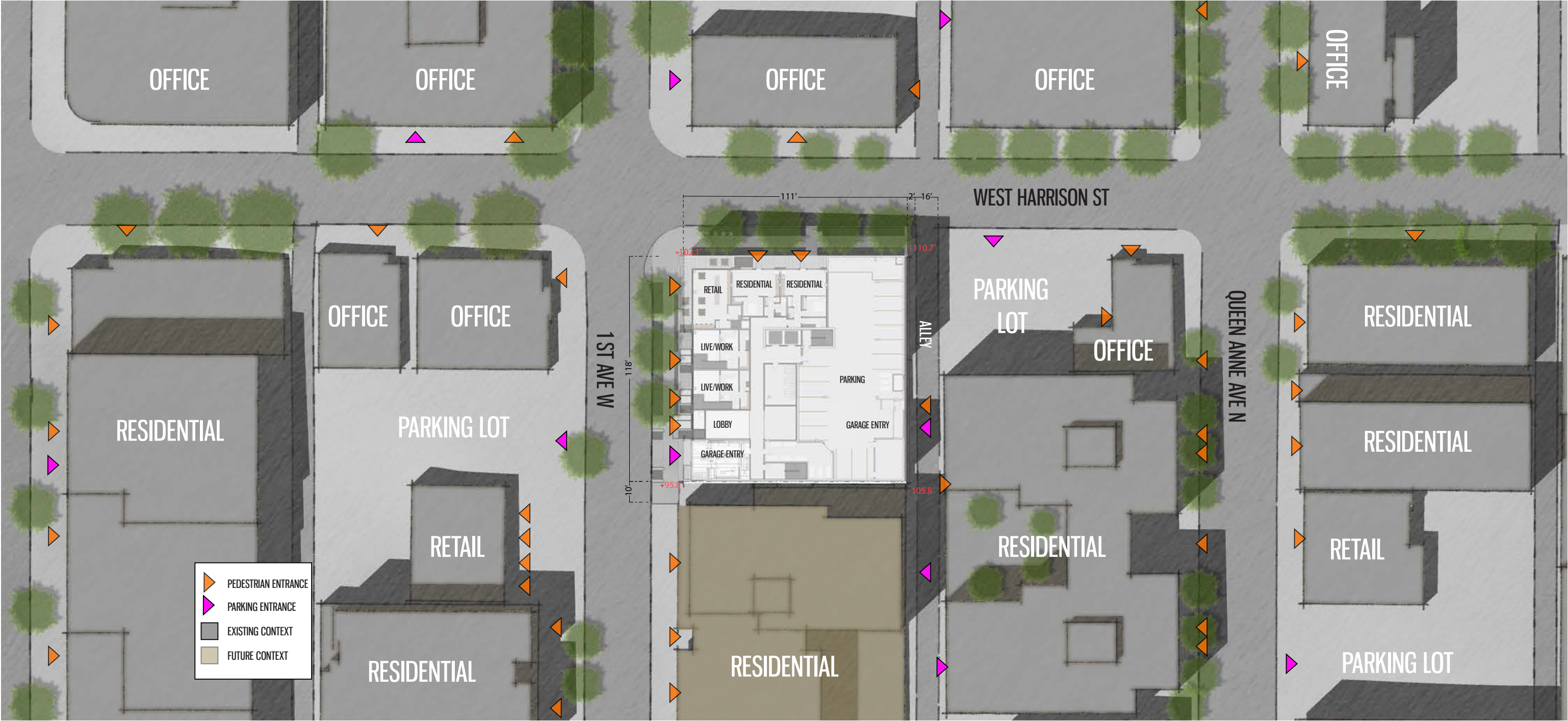


ZONING MAP



EXISTING LAND USE DIAGRAM

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





OPTION 1



OPTION 2



OPTION 3 (PREFERRED)

THE PREFERRED MASSING SCHEME FOCUSSED ON THE FOLLOWING POINTS:

- 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 a better pedestrian-oriented facade at street level retail on this challenging 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.

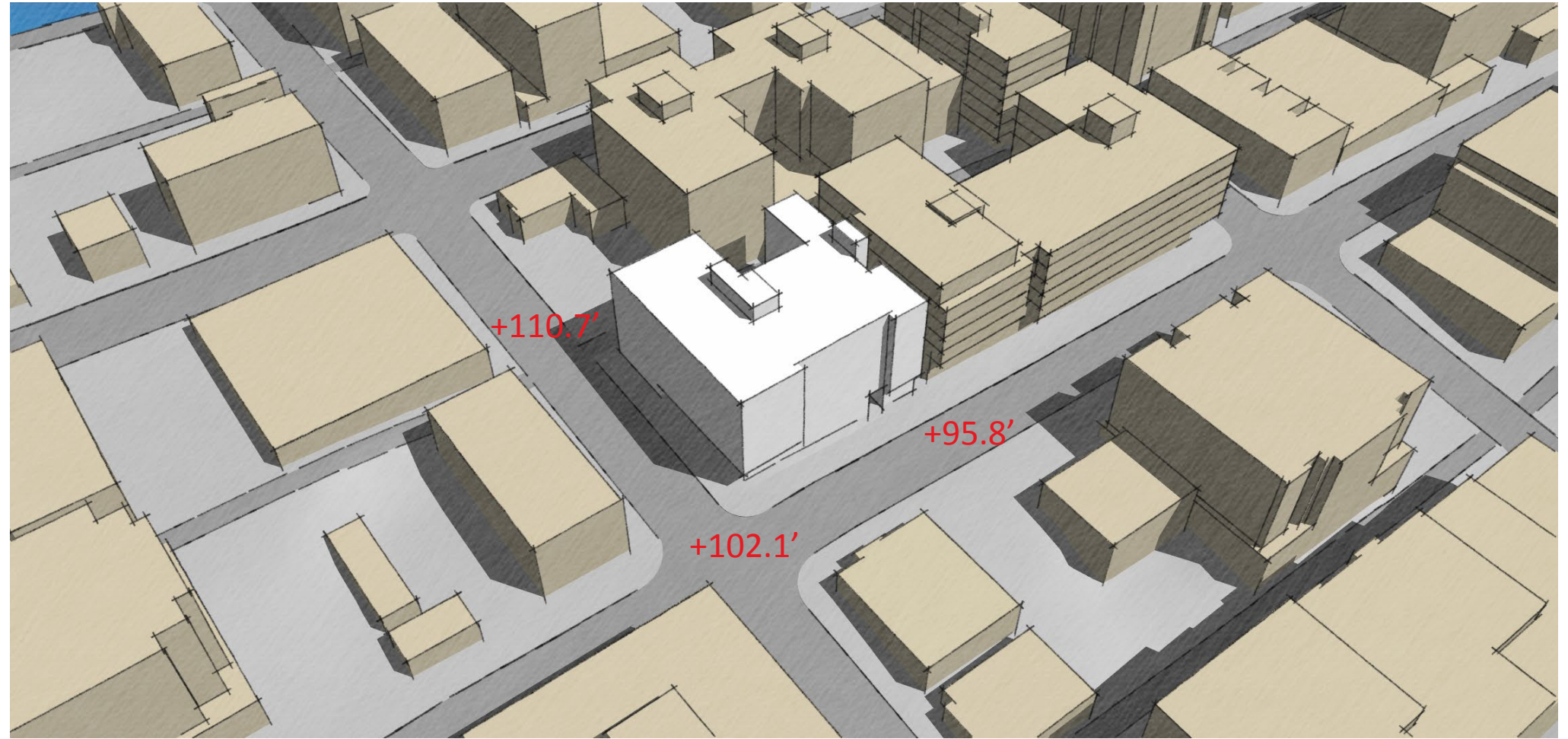
EARLY DESIGN GUIDANCE COMMENTS:

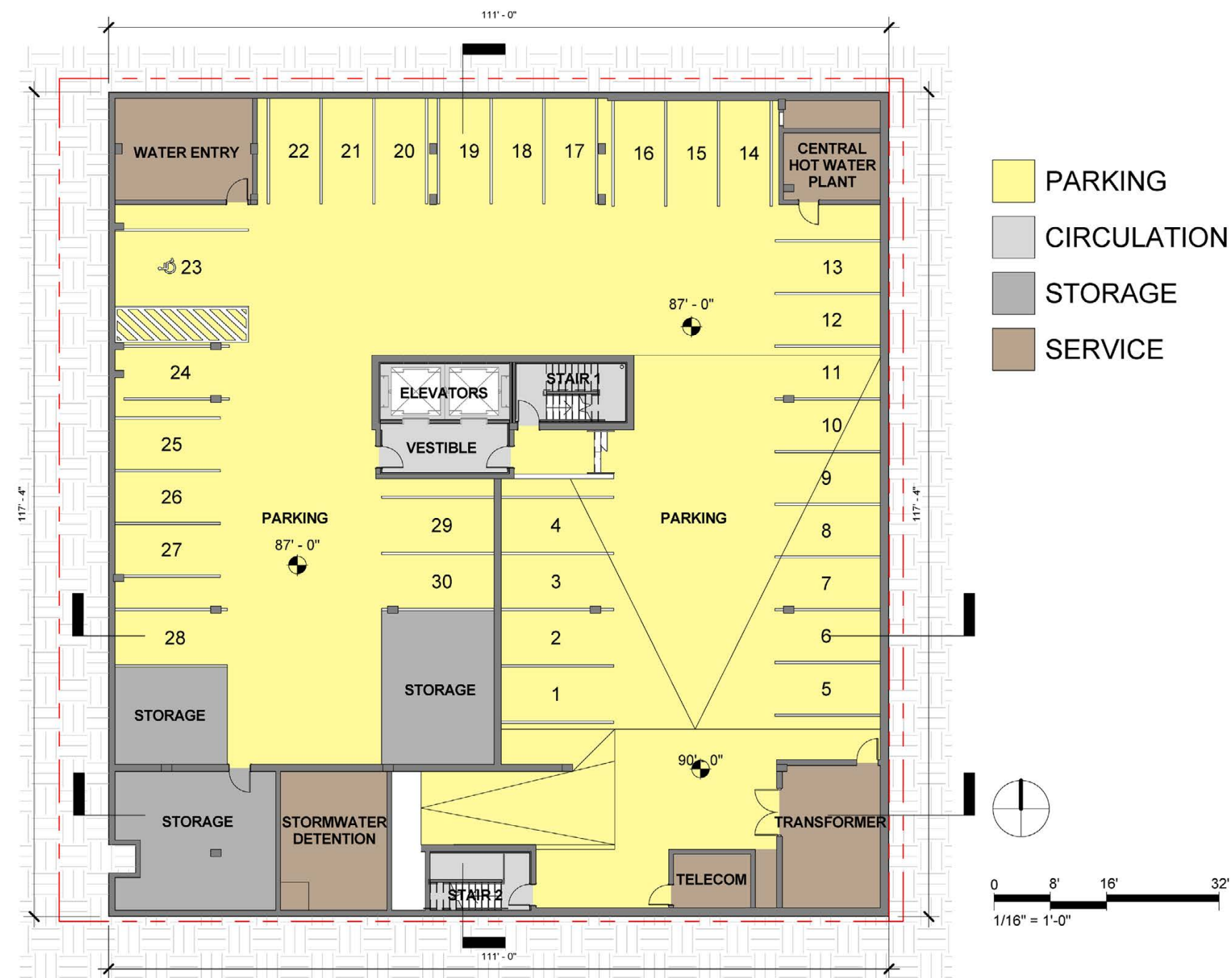
EARLY DESIGN GUIDANCE

1. The Board directed the applicant to proceed with the preferred option with the courtyard facing the alley as the massing provides the most relief for the existing development across the alley. (CS2.D.5, CS CS2.III.i, DC2.A.1 & 2)
 - a. Hold the line of the corner at W. Harrison St. and 1st Ave. W. (CS2.III.i)
2. The Board expressed that the relationship of all street facing uses at grade is very important
 - a. Access to all retail or live/work units should be from the street. (PL2.A.1, PL3.B.3)
 - e. Keep the corner use as retail. (CS2.III.i)
3. The Board ... acknowledged the difficulty of the site topography and efficiency of access from both the street and alley. (DC1.B.1, DC1.C.1 & 2, DC1.I.ii, DC1.V.i)
 - a. The relationship of the residential entry and curb cut on 1st Ave. W. needs to be well designed and function successfully for both uses. (DC1.B.1, DC1.C.2)
 - b. Keep the curb cut and garage entry smaller than required by code. (DC1.B.1, DC1.C.2)
4. The Board questioned whether the blank wall on the south was necessary and encouraged coordination with the proposed development to the south. See Massing above. (CS2.D-5, DC1.II.i)

PUBLIC COMMENTS

Strongly supported retail at the corner, the proposed preferred massing and all the departures.



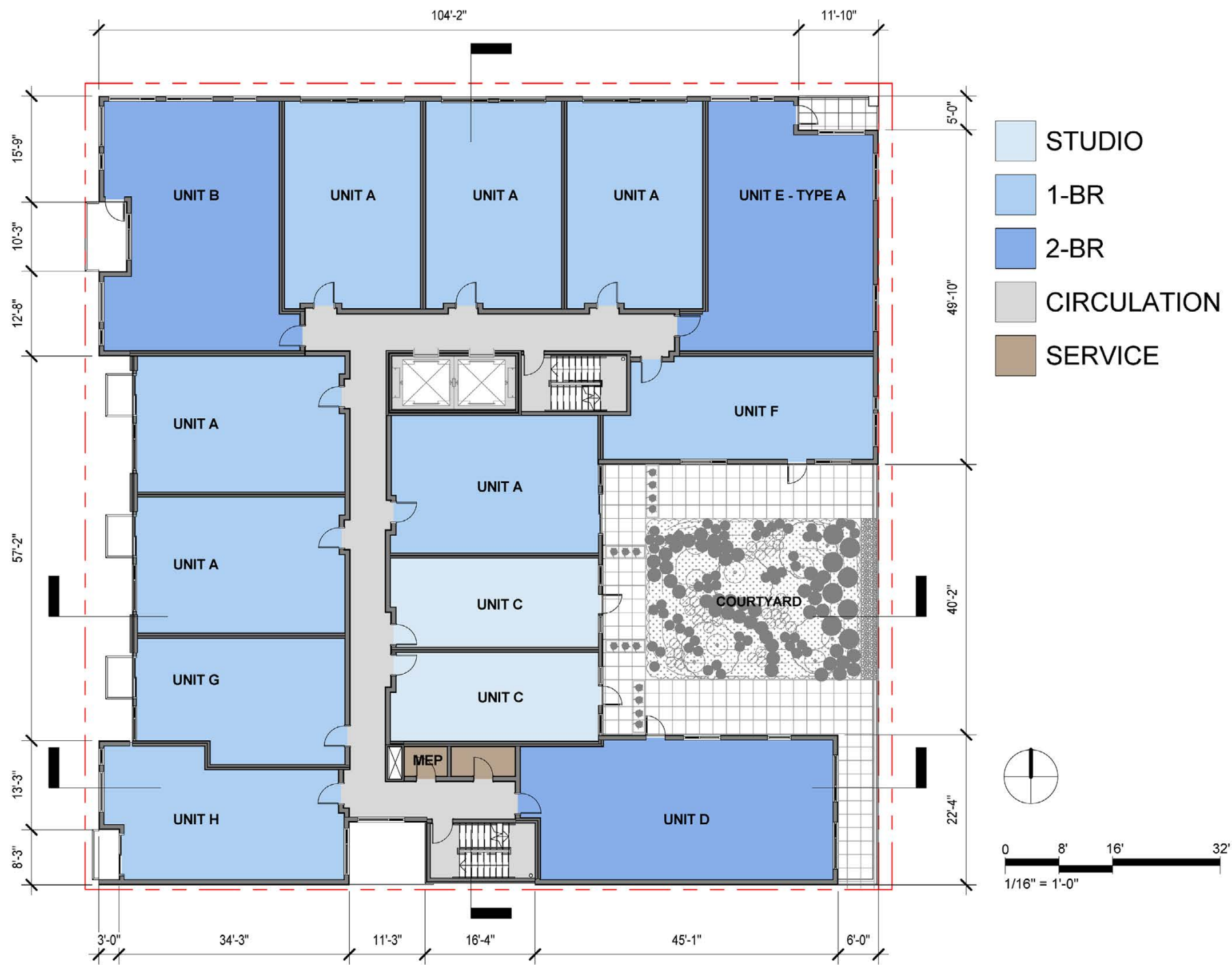


BASEMENT LEVEL PLAN

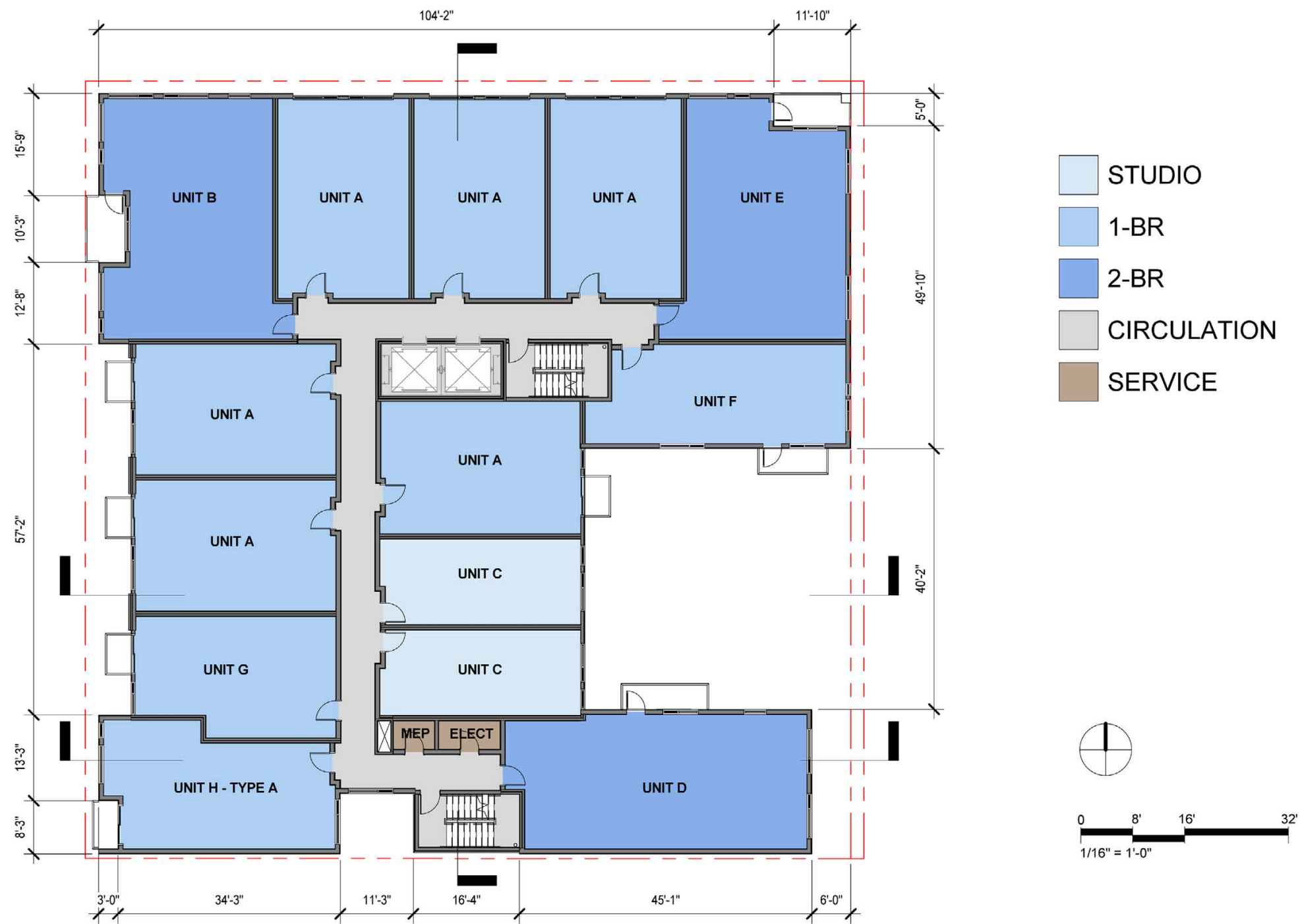


LEVEL 1 PLAN

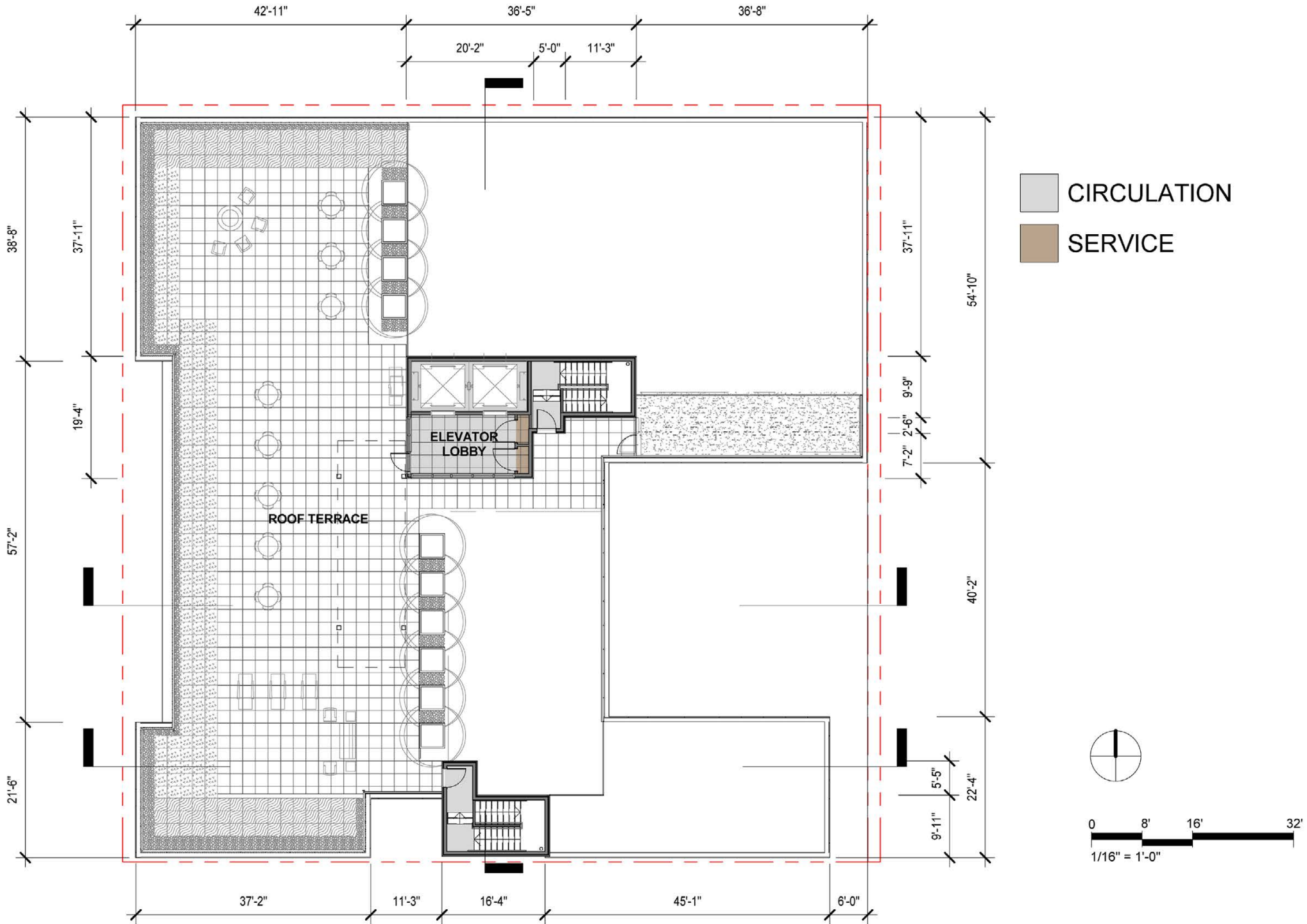




LEVEL 3 PLAN

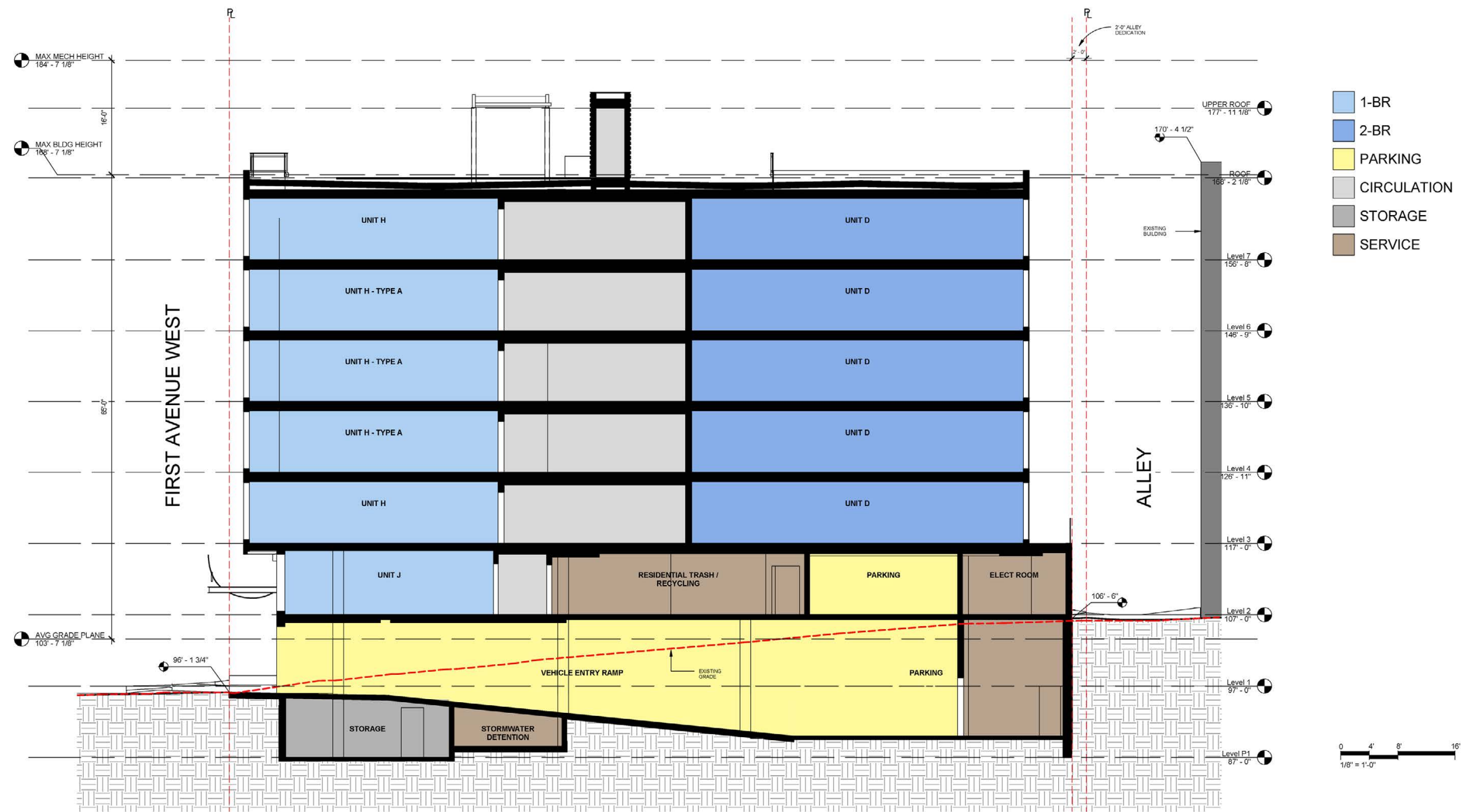


LEVELS 4 - 7 PLAN

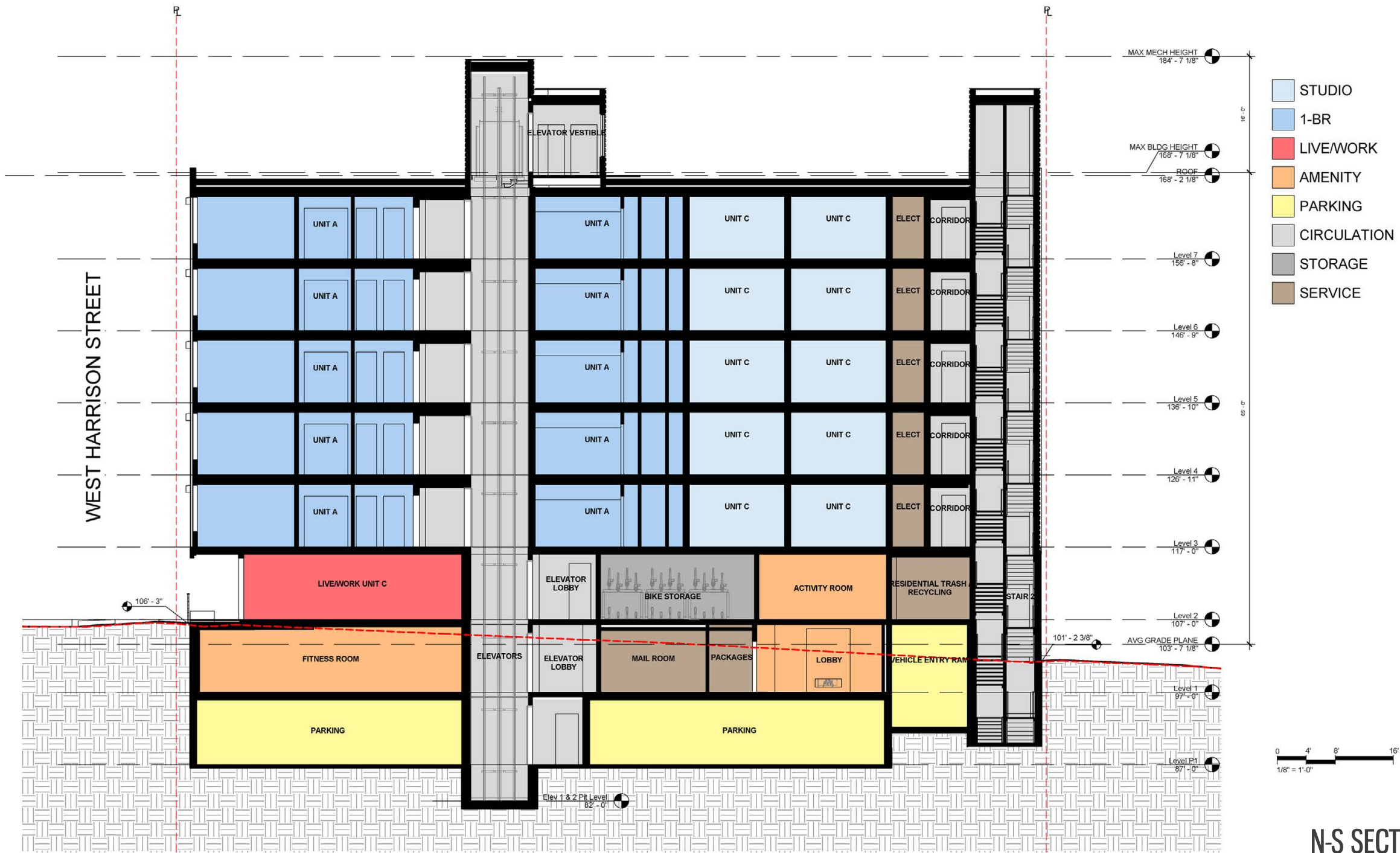


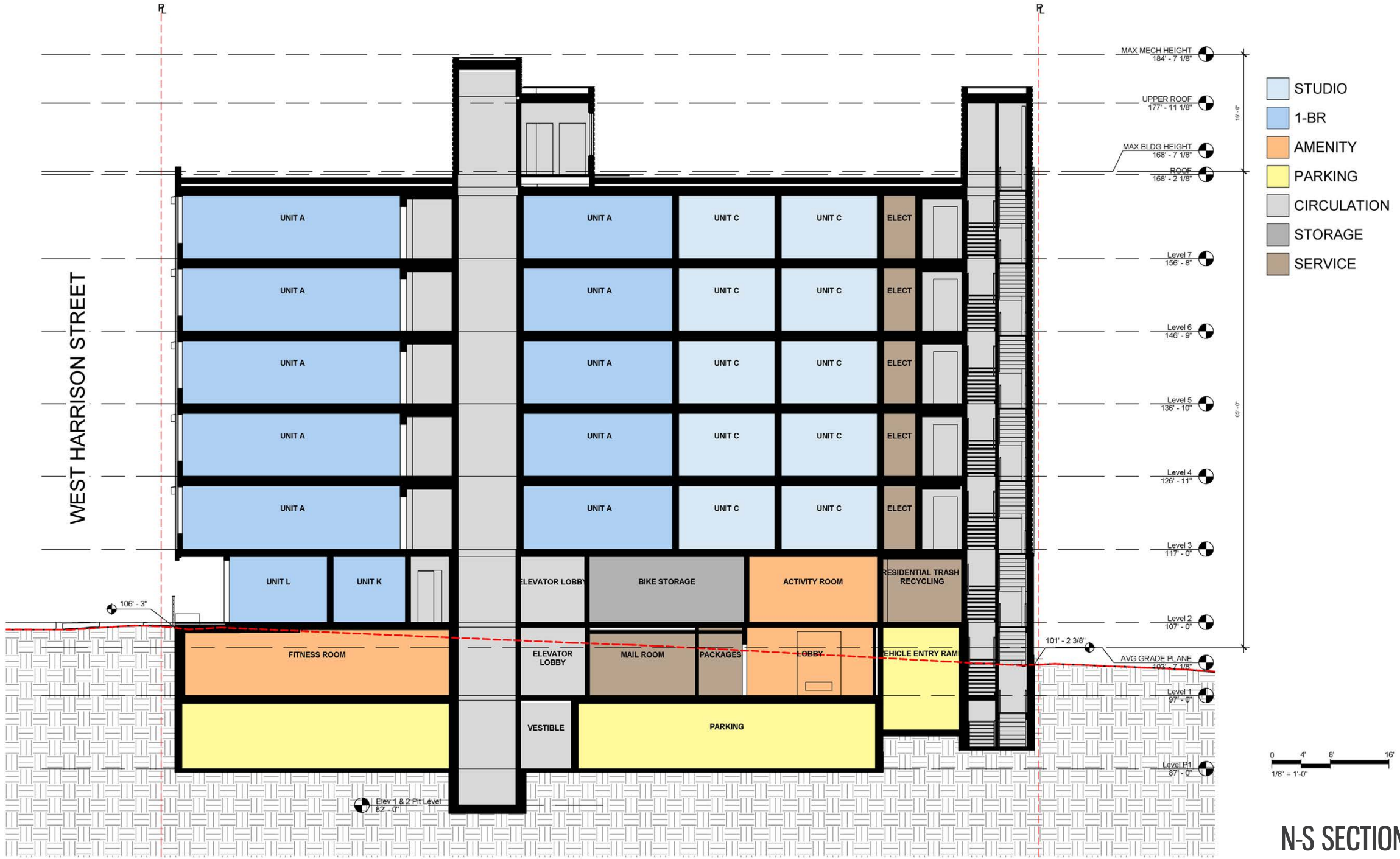
ROOF LEVEL PLAN





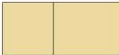
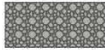

E-W SECTION 2



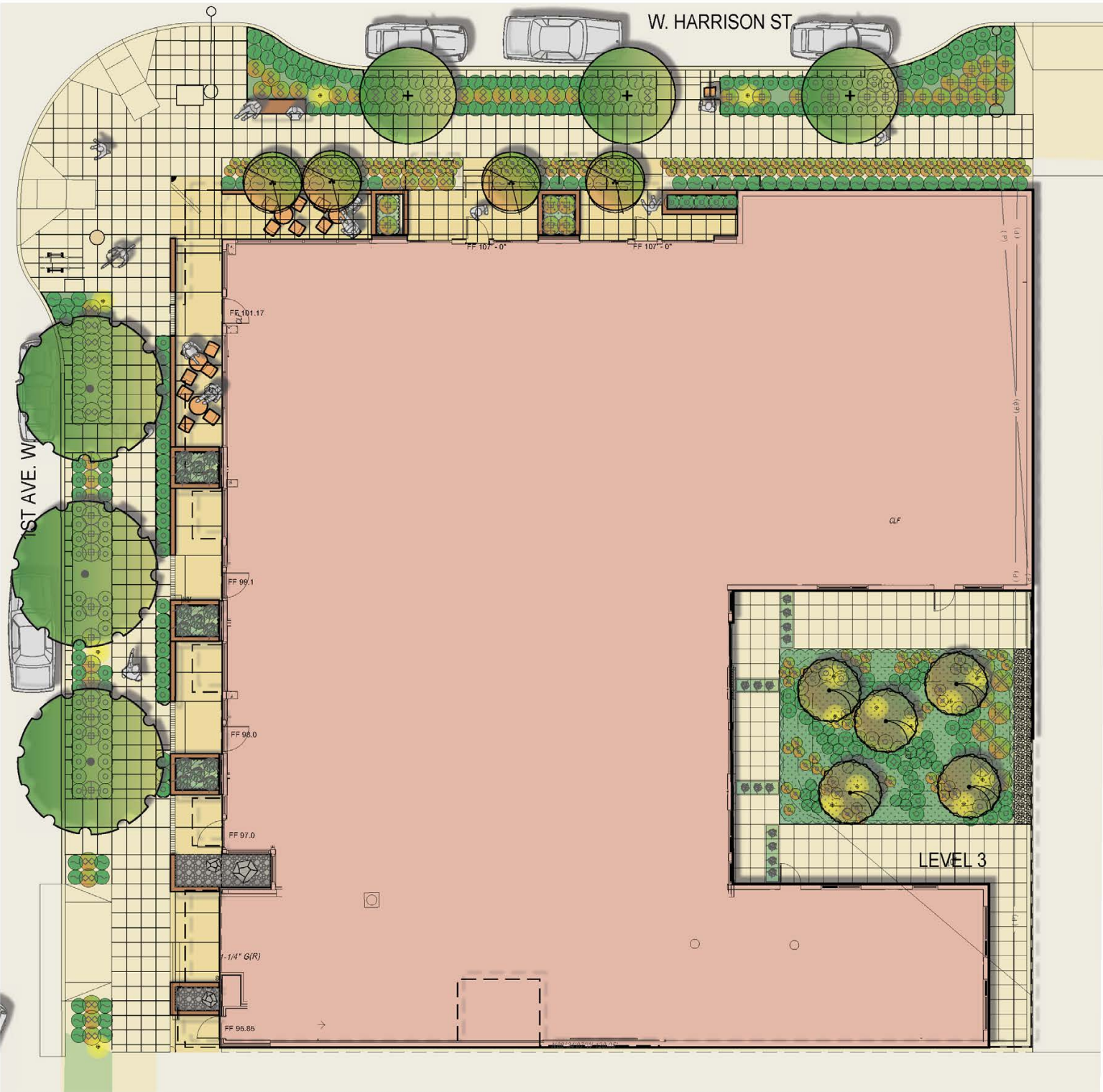


FIRST FLOOR

ROW CONCRETE PAVING:
1. PER COS STD. PLAN 420 W/ THE FOLLOWING EXCEPTION: SAND COATED THROUGH JTS.
2' X 2' SCORING W/ SAWCUT JTS.
THROUGH JOINT (TJ)

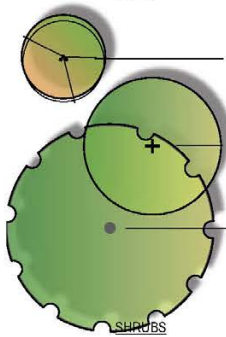
MATERIALS & FINISHES ONSITE STREET LEVEL	
SYMBOL	DESCRIPTION
	CONC. PVNG. W/ SAWCUT JTS., LT. SANDBLAST FIN.
	BEACH PEBBLES, 2-3"Ø, COLOR-DARK, AVAILABLE FROM MARENAKOS ROCK CENTER, 425-392-3313
	HIGH CASCADE GRANITE BOULDER, AVAILABLE FROM MARENAKOS ROCK CENTER, 425-392-3313

0 8 16' N
1"=16'-0"



PLANTS

PLANT SCHEDULE - STREET LEVEL



SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	CONDITION	SPACING
(STREET TREE SELECTIONS APPROVED BY SDOT LANDSCAPE ARCHITECT BILL AMES VIA EMAIL DEC. 11, 2014)				
TREES				
	ACER CIRCINATUM/VINE MAPLE *	8-10' HT.	B & B	PER PLAN
	CARPINUS JAPONICA/JAPANESE HORNBEAM	2-1/2" CAL.	B & B	PER PLAN
	MAGNOLIA DENUDATA/YULAN MAGNOLIA	2-1/2" CAL.	B & B	PER PLAN
SHRUBS				
	BUXUS MICROPHYLLA 'WINTER GEM'/JAPANESE BOXWOOD *	1 GAL.	CONT.	24" O.C.
	NANDINA DOMESTICA/MOON BAY/HEAVENLY BAMBOO *	1 GAL.	CONT.	30" O.C.
	ILEX CRENATA 'CONVEXA' /JAPANESE HOLLY *	1 GAL.	CONT.	24" O.C.
	VIBURNUM DAVIDII / DAVID'S VIBURNUM *	5 GAL.	CONT.	36" O.C.
	PYHLLOSTACHYS NIGRA/BLACK BAMBOO	15 GAL.	CONT.	PER PLAN
	POLYSTICHUM MUNITUM / WESTERN SWORD FERN	1 GAL.	CONT.	18" O.C.
	DRYOPTERIS ERYTHROSORA / AUTUMN FERN	1 GAL.	CONT.	30" O.C.
GROUNDCOVERS				
	OPHIPOGON PLANISCAPUS 'NIGRESCENS' BLACK MONDO GRASS	1 GAL.	CONT.	12" O.C.
	PACHYSANDRA TERMINALIS / JAPANESE SPURGE *	4" POT		18" O.C.



Autumn Brilliance Serviceberry
Amelanchier x Grandiflora (see roof)



Vine Maple
Acer circinatum



Yulan Magnolia
Magnolia denudata



Japanese Hornbeam
Carpinus japonica



Yellow Bamboo
Phyllostachys aurea



Compact Japanese Holly
Ilex crenata 'Convexa'



Moon Bay Heavenly Bamboo
Nandina domestica 'Moon Bay'



Yuletide Camellia
Camellia sasanqua



'Hino Crimson' Azalea
Rhododendron 'Hino Crimson'



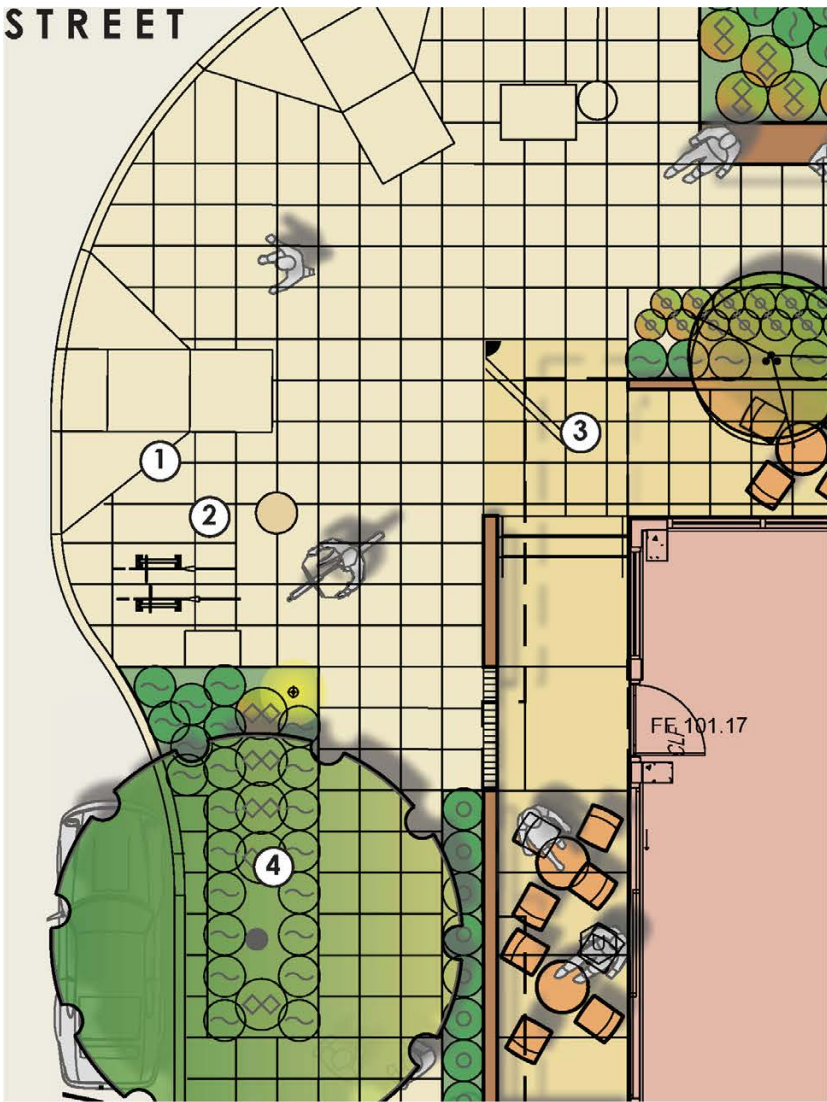
Japanese Boxwood
Buxus microphylla 'Winter Gem'



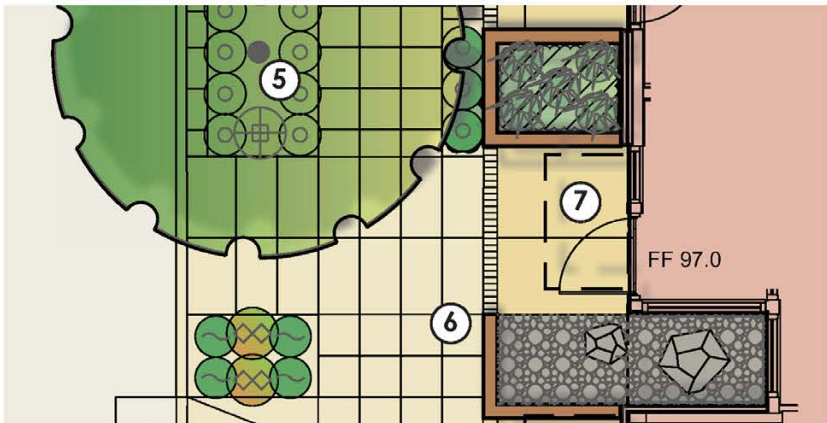
David's Viburnum
Viburnum davidii



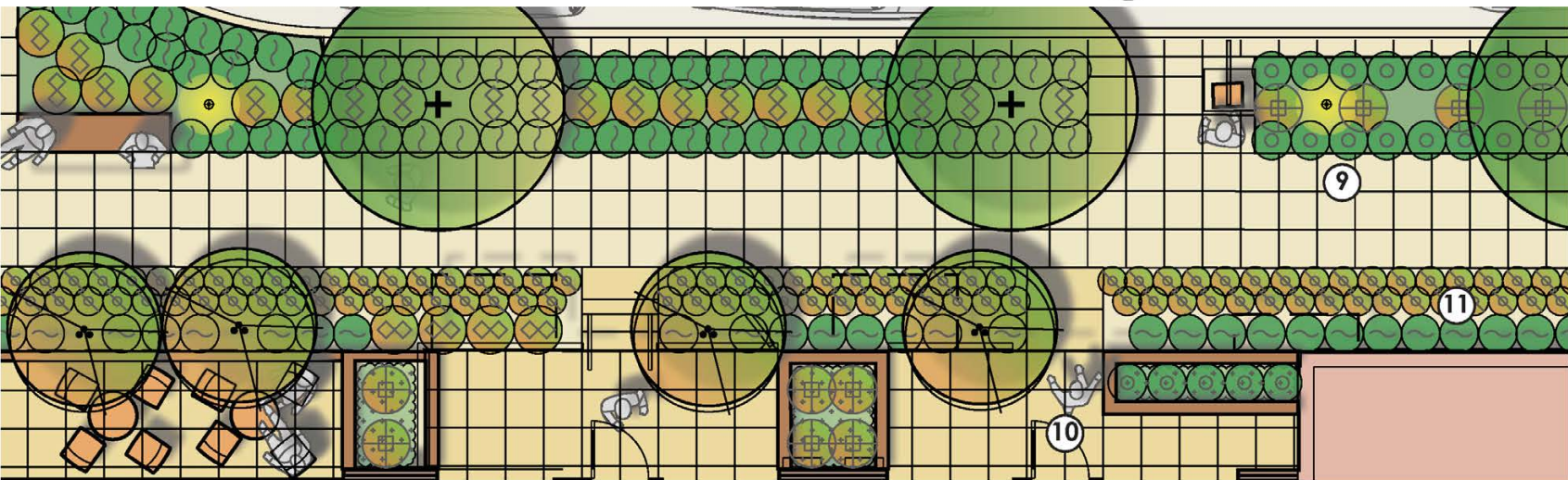
Autumn Fern
Dryopteris erythrosora



1st Avenue West (NW) Entry



1st Avenue West Residential Entry



Harrison Street



Landscaped Curb Bulb



Lush Streetscape



Wraparound Seating



Entry and Live-Works

1st Avenue West (NW) Entry

- 1 SDOT Planned Curb Bulb Supporting Harrison Lake to Bay
- 2 Bike Racks
- 3 Corner Restaurant Access and Wraparound Seating
- 4 Replace Street Trees

1st Avenue West Residential Entry

- 5 New Planting Beds
- 6 Pavements and Stone Garden
- 7 Entry and Live-Works

Harrison Street

- 8 SDOT Planned Bike Lane
- 9 'Uptown' Pedestrian Light
- 10 Live-Works
- 11 Art, Landscape at Building Facade

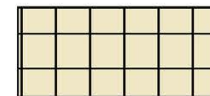
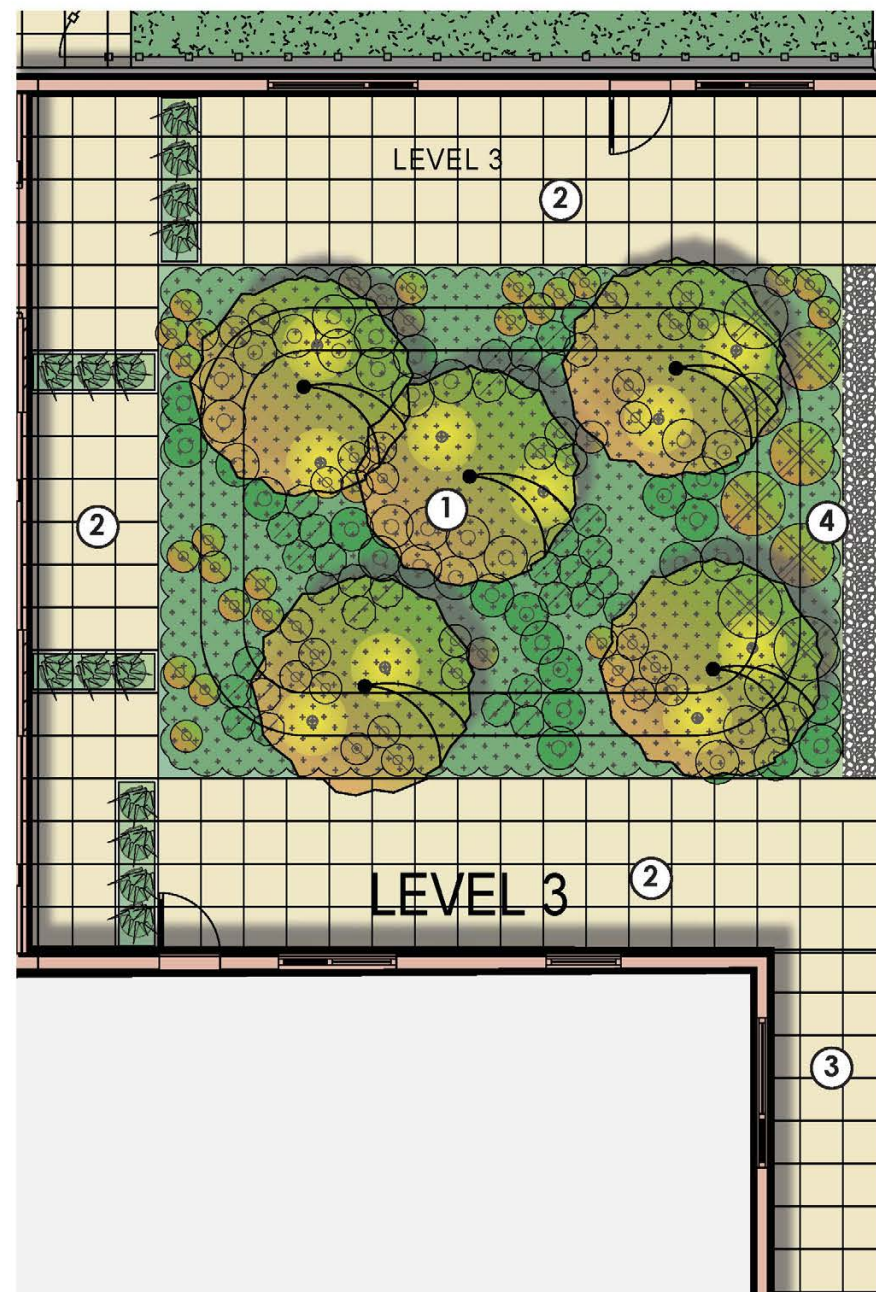


Pedestrian Light

PODIUM COURTYARD

Residential Courtyard

- 1 Mounded Planting with small trees
- 2 Private Terraces
- 3 Side Terraces
- 4 Screen Edge



2' X 2' PRECAST PAVERS ON PEDESTALS
ABBOTSFORD CONCRETE PRODUCTS
800.663.4091, PAVER COLOR/FINISH:
TEXADA-NATURAL, PEDESTAL SYSTEM: APPIAN
WAY BY ABBOTSFORD




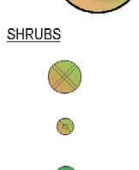









Mounded Planting with small trees








Screen Edge







UPPER ROOF

PLANT SCHEDULE - ROOF & LEVEL 3

SYMBOL	BOTANICAL NAME/COMMON NAME	SIZE	CONDITION	SPACING	REMARKS
TREES					
	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' 6-8' HT.	B & B	B & B	PER PLAN	
	PARROTIA PERSICA / PERSIAN IRONWOOD	1-1/2" CAL.	B & B	PER PLAN	
SHRUBS					
	CAMELLIA SASANQUA 'YULETIDE' / CAMELLIA	5 GAL.	CONT.	PER PLAN	
	DRYOPTERIS ERYTHROSORA / AUTUMN FERN	1 GAL.	CONT.	30" O.C.	TRIANG. SPAC.
	ILEX CRENATA 'CONVEXA' / JAPANESE HOLLY *	1 GAL.	CONT.	24" O.C.	TRIANG. SPAC.
	RHODODENDRON 'HINO CRIMSON' / HINO CRIMSON	1 GAL.	CONT.	24" O.C.	TRIANG. SPAC.
	PHYLLOSTACHYS AUREA / GOLDEN BAMBOO	5 GAL.	CONT.	PER PLAN	
GRASSES/GROUNDCOVERS					
	OPHIPOGON PLANISCAPUS 'NIGRESCENS' BLACK MONDO GRASS	1 GAL.	CONT.		
	SEDUM TILE: BY ETERA 'COLOR MAX' *				
	SEDUM TILE: BY ETERA 'COLOR MAX' PREPLANTED W/ STIPA TENVISSIMA @ 12" O.C. *				
	PACHYSANDRA TERMINALIS / JAPANESE SPURGE	4" POT		18" O.C.	TRIANG. SPAC.

MATERIALS & FINISHES ROOF & LEVEL 3

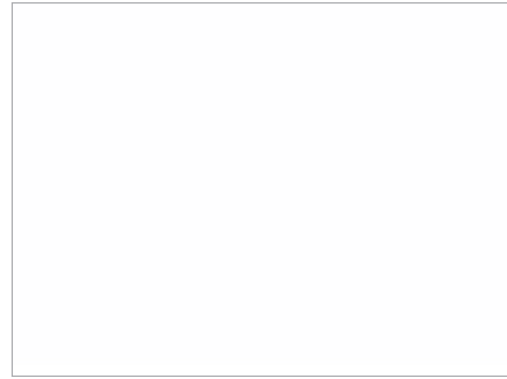
SYMBOL	DESCRIPTION
	2' X 2' PRECAST PAVERS ON PEDESTALS ABBOTSFORD CONCRETE PRODUCTS 800.663.4091, PAVER COLOR/FINISH: TEXADA-NATURAL, PEDESTAL SYSTEM: APPIAN WAY BY ABBOTSFORD
	GREEN ROOF PLANTING: AVRS TRAYS FROM COLUMBIA GREEN TECHNOLOGIES W/ 5.25" PLANTING SOIL 503-683-9123 SEDUM TILE PRE-VEGETATED MATS AVAILABLE FROM ETERA, CONTACT DAVID GILMORE 360.661.2767
	FIBERGLASS PLANTER: 48" X 48" X 36" HT., WILSHIRE BY TOURNESOL SITEWORKS OR APPROVED EQUAL. COLOR-BLACK OR TBD SET ON SHIMS OR PEDESTALS
	FIBERGLASS PLANTER: 24" X 72" X 30" HT., WILSHIRE BY TOURNESOL SITEWORKS OR APPROVED EQUAL. COLOR-BLACK OR TBD SET ON SHIMS OR PEDESTALS
	FIBERGLASS PLANTER: 24" X 96" X 30" HT., WILSHIRE BY TOURNESOL SITEWORKS OR APPROVED EQUAL. COLOR-BLACK OR TBD SET ON SHIMS OR PEDESTALS

	1-1/2" WASHED DRAIN ROCK, FLUSH W/ OF ADJACENT PAVING/GREEN ROOF TRAY
	"ULTIMATE K9 TURF" (FOR DOG AREA)
	SITE FURNITURE BY OWNER
	GAS FIREPLACE TBD
	GAS BBQ TBD
	LIGHT

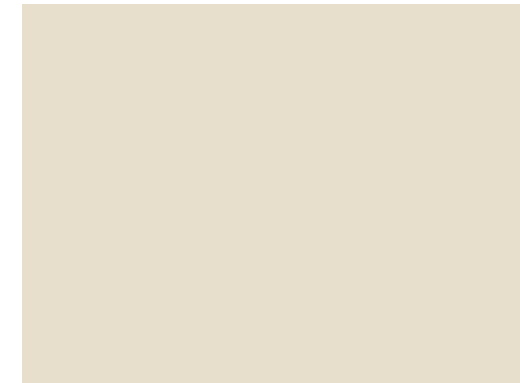




PAINTED FIBER CEMENT SIDING
“ MAYONNAISE ”



WHITE MULLIONS



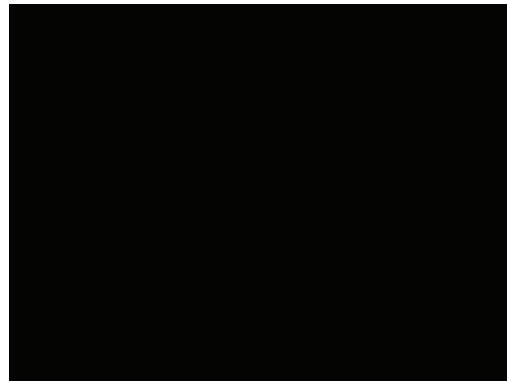
PAINTED FIBER CEMENT SIDING
“ NATURAL WICKER ”



BOX RIBBED CORRUGATED
METAL SIDING
“ COOL ZINC GRAY ”



BRICK - EBONY - MISSION



BLACK MULLIONS



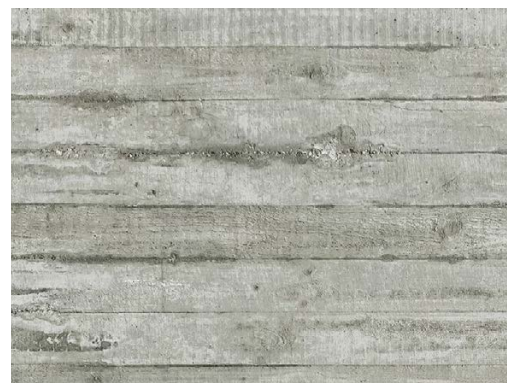
BENJAMIN MOORE
“ DELIGHTFUL GOLDEN ”



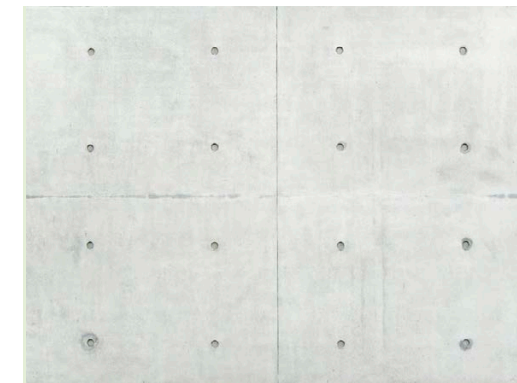
BENJAMIN MOORE
“ KENDALL CARCOAL ”



PAINTED FIBER CEMENT LAP SIDING - 4” EXPOSURE
BENJAMIN MOORE “TAOS TAUPE ”



BOARD FORM CONCRETE
AT ART WORK LOCATION



CONCRETE



BENJAMIN MOORE
“ GRAPHITE ”



- 1 BRICK MASONRY – “EBONY” MISSION FINISH

2 PAINTED FIBER CEMENT PANEL – “MAYONNAISE”

3 PAINTED FIBER CEMENT PANEL – “NATURAL WICKER”

4

5 PAINTED CEMENTITIOUS LAP SIDING – 4” EXPOSURE – “TAOS TAUPE”
- 6 CORRUGATED METAL PANEL SIDING – “COOL ZINC GREY”

7 PAINTED METAL PANEL – “TAOS TAUPE”

8 CONCRETE – OFF-FORM, SEALED, 1.5” REVEALS

9 CONCRETE – BOARD-FORM TEXTURE

10 PAINTED WOOD STOREFRONT GLAZING SYSTEM – “TAOS TAUPE”
- 11 BOLT-ON ALUMINUM BALCONIES – “GRAPHITE”

12 BLACK WINDOW MULLIONS

13 WHITE WINDOW MULLIONS

14 METAL PANEL - “GRAPHITE”



NORTH ELEVATION (WEST HARRISON ST)

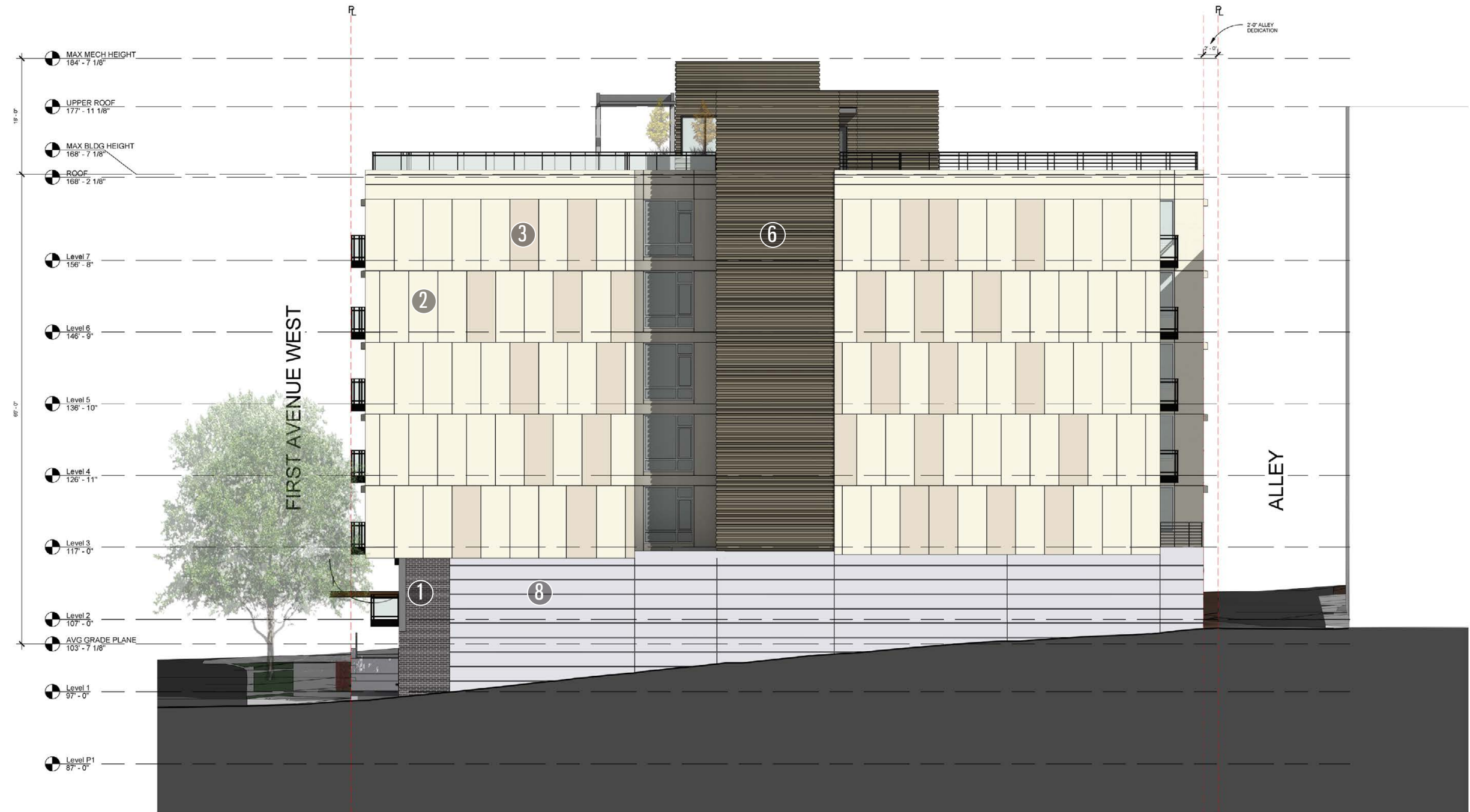
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- 6 CORRUGATED METAL PANEL SIDING – “COOL ZINC GREY”
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- 14 METAL PANEL - “GRAPHITE”



- | | | |
|--|--|--|
| 1 BRICK MASONRY – “EBONY” MISSION FINISH | 6 CORRUGATED METAL PANEL SIDING – “COOL ZINC GREY” | 11 BOLT-ON ALUMINUM BALCONIES – “GRAPHITE” |
| 2 PAINTED FIBER CEMENT PANEL – “MAYONNAISE” | 7 PAINTED METAL PANEL – “TAOS TAUPE” | 12 BLACK WINDOW MULLIONS |
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| 4 | 9 CONCRETE – BOARD-FORM TEXTURE | 14 METAL PANEL - “GRAPHITE” |
| 5 PAINTED CEMENTITIOUS LAP SIDING – 4” EXPOSURE – “TAOS TAUPE” | 10 PAINTED WOOD STOREFRONT GLAZING SYSTEM – “TAOS TAUPE” | |



SOUTH ELEVATION

- | | | |
|--|--|--|
| 1 BRICK MASONRY – “EBONY” MISSION FINISH | 6 CORRUGATED METAL PANEL SIDING – “COOL ZINC GREY” | 11 BOLT-ON ALUMINUM BALCONIES – “GRAPHITE” |
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| | 10 PAINTED WOOD STOREFRONT GLAZING SYSTEM – “TAOS TAUPE” | |



COURTYARD SOUTH ELEVATION



COURTYARD NORTH ELEVATION

- 1 BRICK MASONRY – “EBONY” MISSION FINISH
 - 2 PAINTED FIBER CEMENT PANEL – “MAYONNAISE”
 - 3 PAINTED FIBER CEMENT PANEL – “NATURAL WICKER”
 - 4
 - 5 PAINTED CEMENTITIOUS LAP SIDING – 4” EXPOSURE – “TAOS TAUPE”
- 6 CORRUGATED METAL PANEL SIDING – “COOL ZINC GREY”
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 - 13 WHITE WINDOW MULLIONS
 - 14 METAL PANEL - “GRAPHITE”



1ST AVENUE WEST ELEVATION







AERIAL VIEW SHOWING ROOFTOP COMMON AREA AND LEVEL 3 COURTYARD

















A 'UPTOWN' PEDESTRIAN LIGHT



B



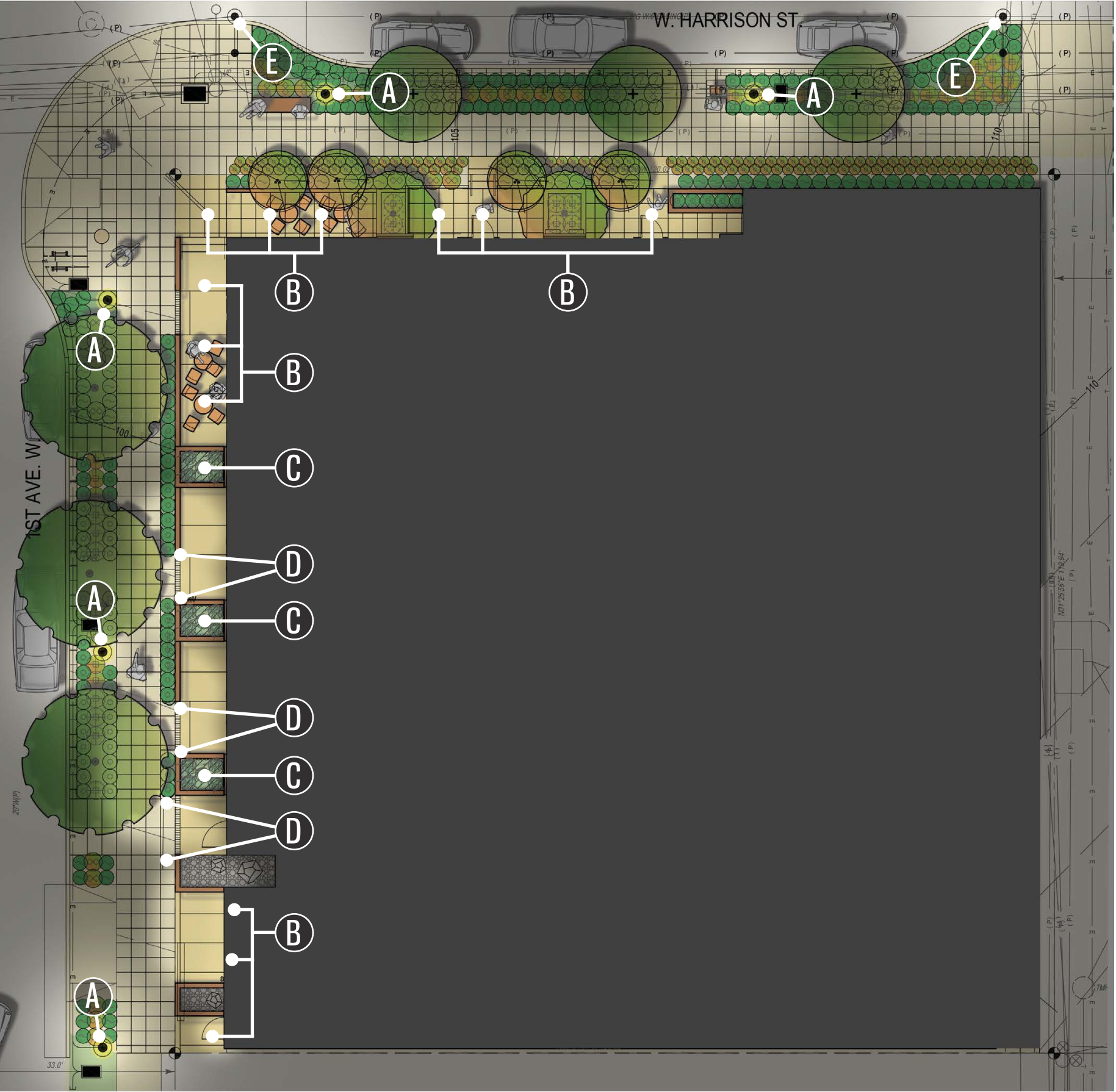
C



D 'MINI' 2" DIA LED DOWNLIGHTS INTEGRATED INTO STEEL FRAME CANOPY

E: RELOCATED COBRA FIXTURE STREET LIGHTING

FIXTURE KEY



EXTERIOR LIGHTING PLAN - ROOFTOP COMMON AREA AND LEVEL 3 COURTYARD



A



B

UPLIGHTS ARE USED AS ACCENT LIGHTING DIRECTED AT THE BASE OF THE SMALL TREES.

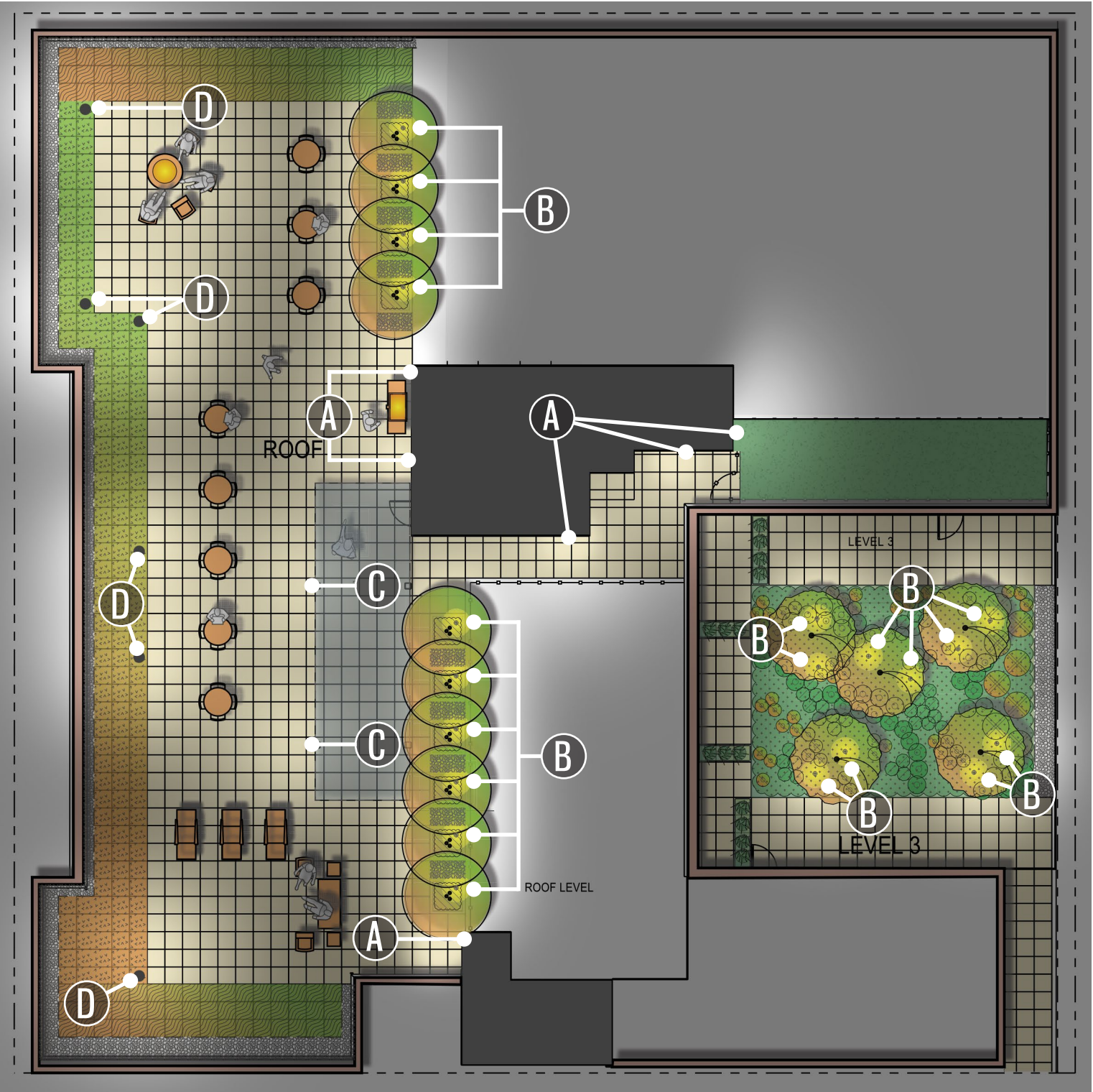


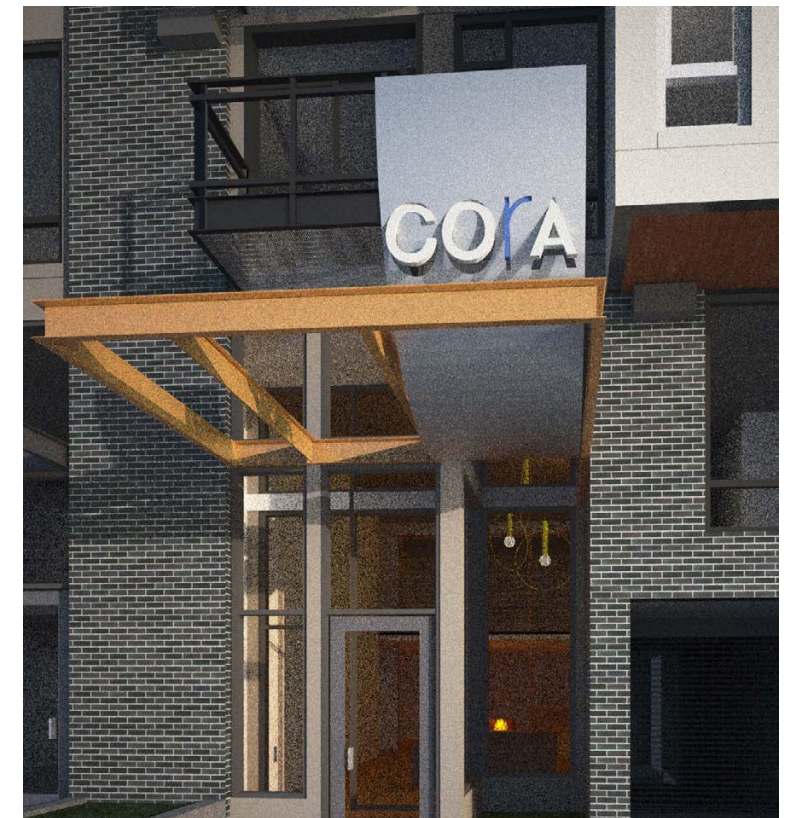
C



D

FIXTURE KEY

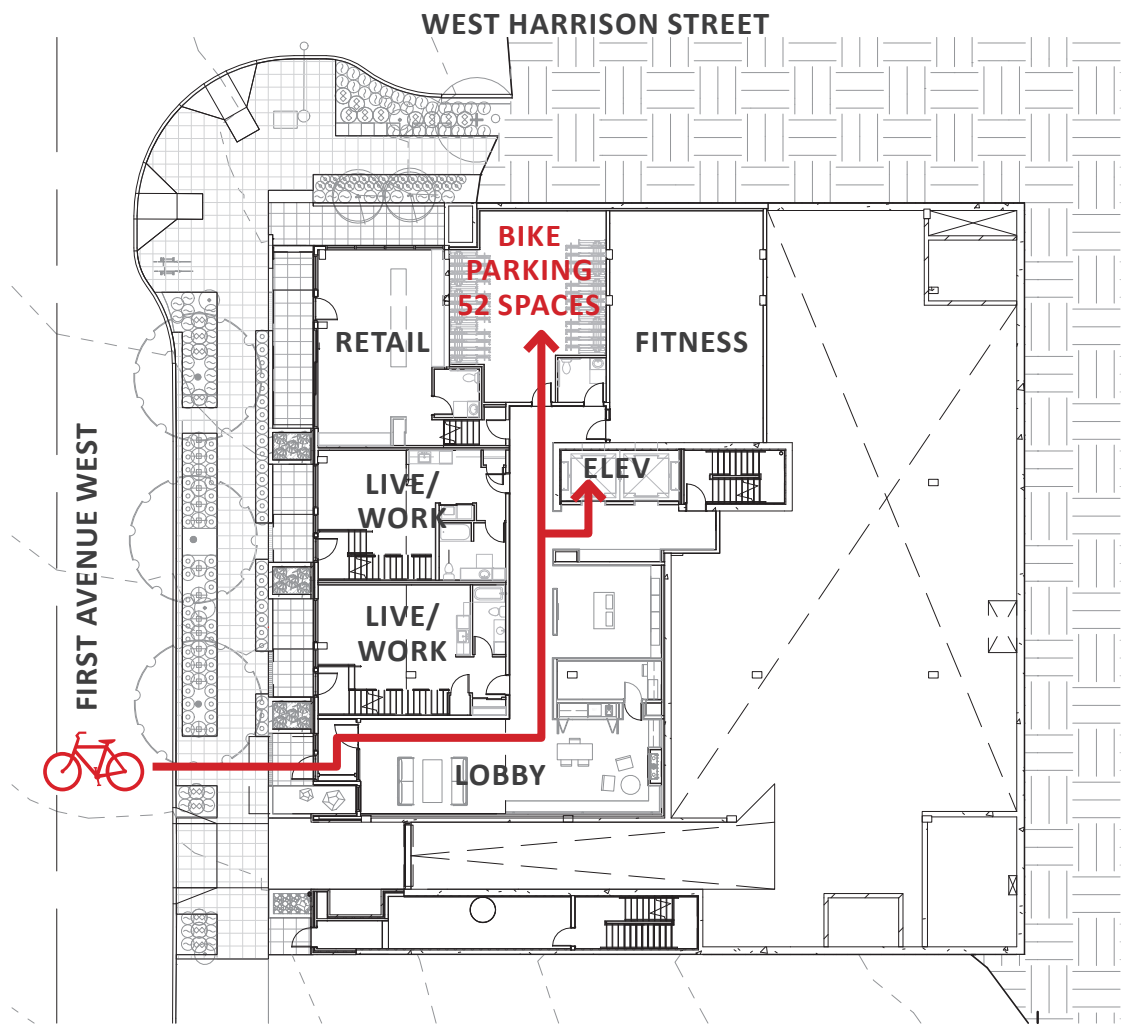




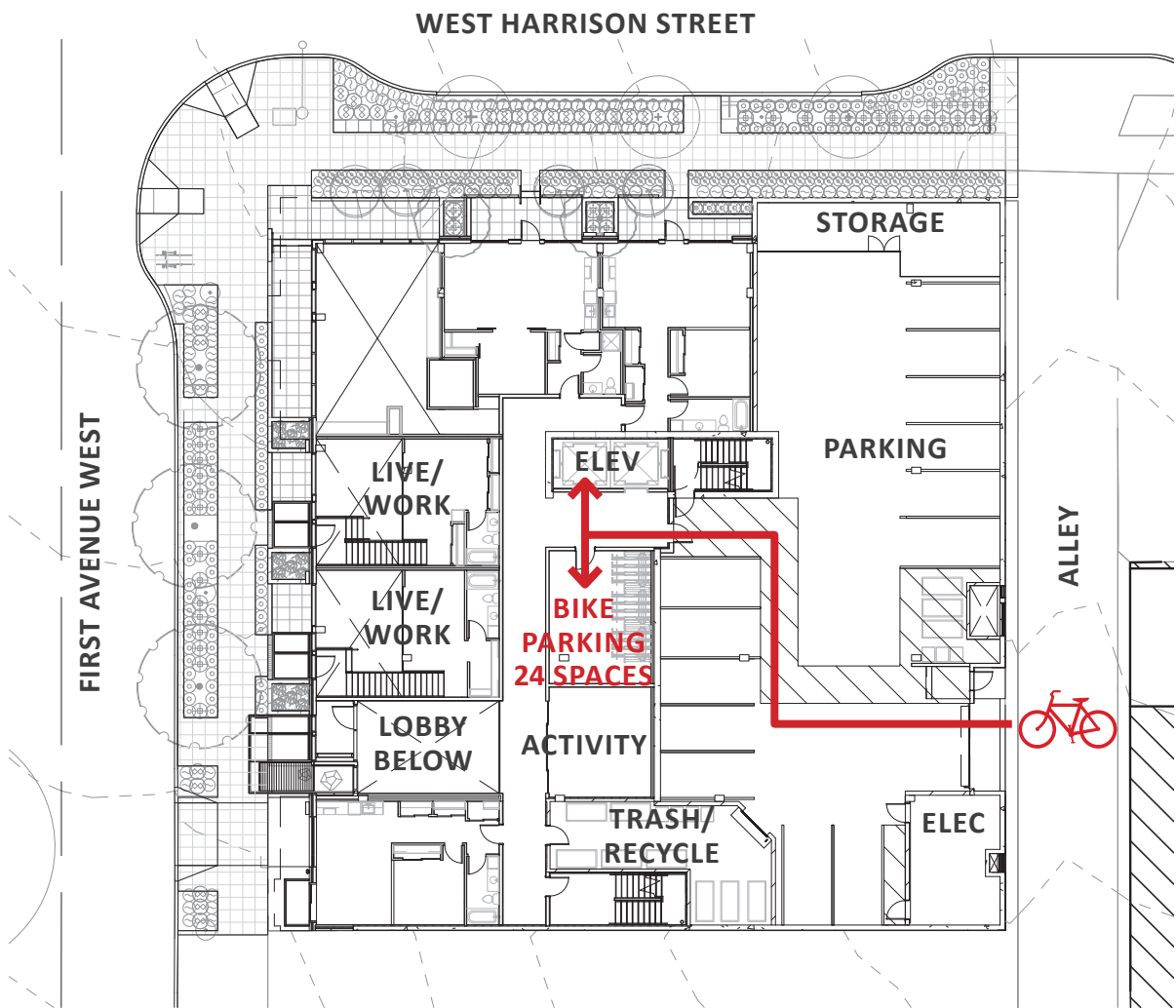
1 ADDRESS
NUMBERING

2 RETAIL
IDENTIFICATION

3 BUILDING
IDENTIFICATION



1 LEVEL 1 BICYCLE PARKING ROUTE
1" = 30'-0"



2 LEVEL 2 BICYCLE PARKING ROUTE
1" = 30'-0"

Queen Anne Community Council
Land Use Review Committee

21 March, 2015

Subject: Project # 3018158 EDG/DRB
19 W. Harrison - Proposed Mixed Use Housing Development

Dear Beth Hartwick and the West Design Review Board;

Members of both the Queen Ann Community Council and the Uptown Alliance met with the Applicant's Development team, Barrientos LLC to review the design of their proposed project for the second time. After our initial preliminary design meeting, the team presented their progressed design to us on March 16th. We remain grateful of their commitment to always engage our community in their development process.

We understand there are several departures they have requested. This applicant has spent time with us to understand the design and growth goals of the Uptown neighborhood. We have been able to share our collective vision and the important work we have engaged in planning our neighborhood including our ongoing UDF study with DPD.

After reviewing the design, we believe the design departures they are requesting provide a better design that thoughtfully considers our Uptown Neighborhood's design goals. And considering the unique but not unprecedented topographical challenges, we feel that their solutions solve both design challenges and our community interests in activating and engaging the pedestrian realm. **We urge the Design Review Board to support the following design elements and approve the following departures:**

Street Level Uses and relationship to grade. We support the design and development design details that provide a strong opportunity for interaction between pedestrians, and tenants of the ground level uses as well as provide ground level access by creating short retaining walls at each entry that concurrently provide the ability for each LW space to have "at grade" access, but also provide for some privacy when the commercial side of the space is not in use.

Pedestrian Lighting. We support the Applicant's intent to provide numerous Uptown 'defined" pedestrian street lights along both 1st West and Harrison.

Massing. We support the Applicant's massing design with the east facing courtyard – we agree it provides for better privacy and visual interest for residents who will live on this property to be able to lookout onto a green courtyard instead of directly into other unit windows.

Decks. We support the inclusion of decks for this project. We also note that we intend to revise the Uptown Design Guidelines to reflect our general acceptance of unit decks.

Departures
Street Level Development Standards. SMC 23.47A.008.B.2.a

We understand the design does not meet the 60% transparency requirement.

- a. **Blank wall along parking garage on east side of Harrison.** We support the Applicant's intent to provide art on that wall in lieu of a landscaping or a shallow display window for displays. Applicant currently has an RFP out requesting artist proposals for cladding the blank wall. Applicant will present their proposal to LURC for final approval prior to installation of the art. We believe art that is visually pleasing is a better

solution for the neighborhood than either landscaping or a display window. We believe that this departure represents a positive response to a unique topographic challenge that will benefit the public realm.

- b. **Blank wall along 1st west.** The transparency on this side is at approximately 57%, just short of the 60% requirement. It is our understanding this is caused by the design intent to carry the brick columns down to the ground, and the width of the brick columns in lieu of narrower concrete columns. We support the departure; this design is deliberate and intentional and adds a pleasing rhythm and uniformity to the base of the building. That, coupled with the Applicant's commitment to installing a wood storefront system will add a great deal to the pedestrian experience, visual appeal, and reflect a sympathy towards the many historical buildings in our neighborhood that are faced with similar brick facades.

Street Level Development Standards. SMC 23.47A.008.B.3

Nonresidential uses at street level shall have a 13 ft. floor to floor height and an average depth of 30 ft.

- a. **1st Ave w** - we urge the DRB to grant this departure. We understand the grade conditions on this block force some inefficient and costly design solutions, but have the added benefit of providing for some very tall retail ceiling heights along this elevation. The LW spaces, as designed with a mezzanine, provide a unique opportunity for the developer to create a valuable separation between work-related uses and private spaces in these two spaces. These loft-type spaces tend to be in high demand by tenants and are very desirable – we want to encourage spaces like this in our neighborhood.

Faced with similar topographic challenges, we understand the proposed project immediately to the south (being developed by Greystar) has basically solved the design challenge in an identical manner, which was approved by the DRB at their EDG meeting.

- b. **Harrison St. LW units.** We support the requested departure for lower ceiling heights for these two LW units, and a shorter depth for one of these units. The grade difficulties create a lower space than is required in the code, however, the Developer's response to design to these spaces, with the private at grade entries, and their commitment to wood storefronts end up making these better spaces.

Access to Parking. SMC 23.47A.032.A.1.a

- a. **Access shall be off of an improved alley**

We support the departure request for a curb cut on 1st West and support the design of the residential entry and the separation between the parking garage entry and the residential entry with the low planter.

Developer's commitment to provide commercial space on the corner at the communities' request. We are very pleased the Developer has committed to design and promote the corner space as a vibrant and viable retail space that will serve our neighborhood and its residents. That, coupled with the Developer's plans to create outdoor space adjacent to this retail is a valuable benefit to the community. We believe the overarching goal of this project is to activate the street front, which we believe the Developer has successfully accomplished with this design.

Thank you in advance for your careful consideration. We strongly believe that the issues and solutions identified above meet and exceed our neighborhood goals and objectives and deserve your approvals for moving ahead.

Respectfully,



Martin Kaplan, chair
Queen Ann Community Council Land Use Review Committee

DEPARTURE 1

Standard:

SMC23.47A.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 façade. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.”

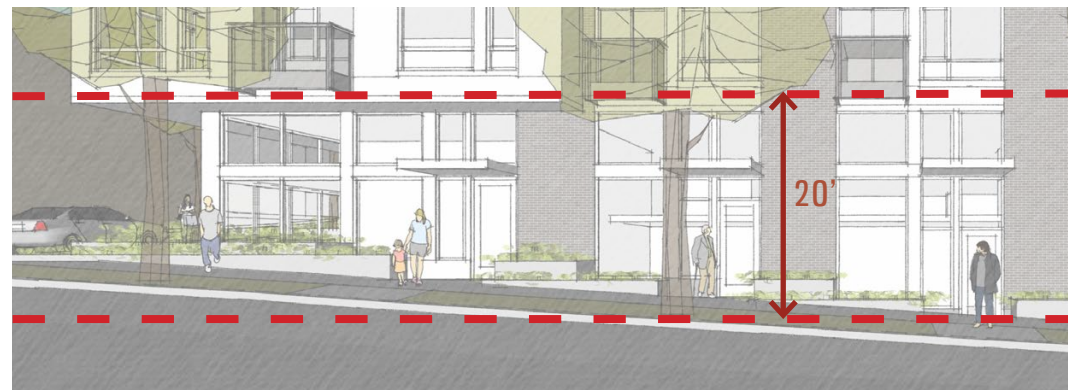
DEPARTABLE UNDER 23.41.012.B.2

Proposed Design Departure:

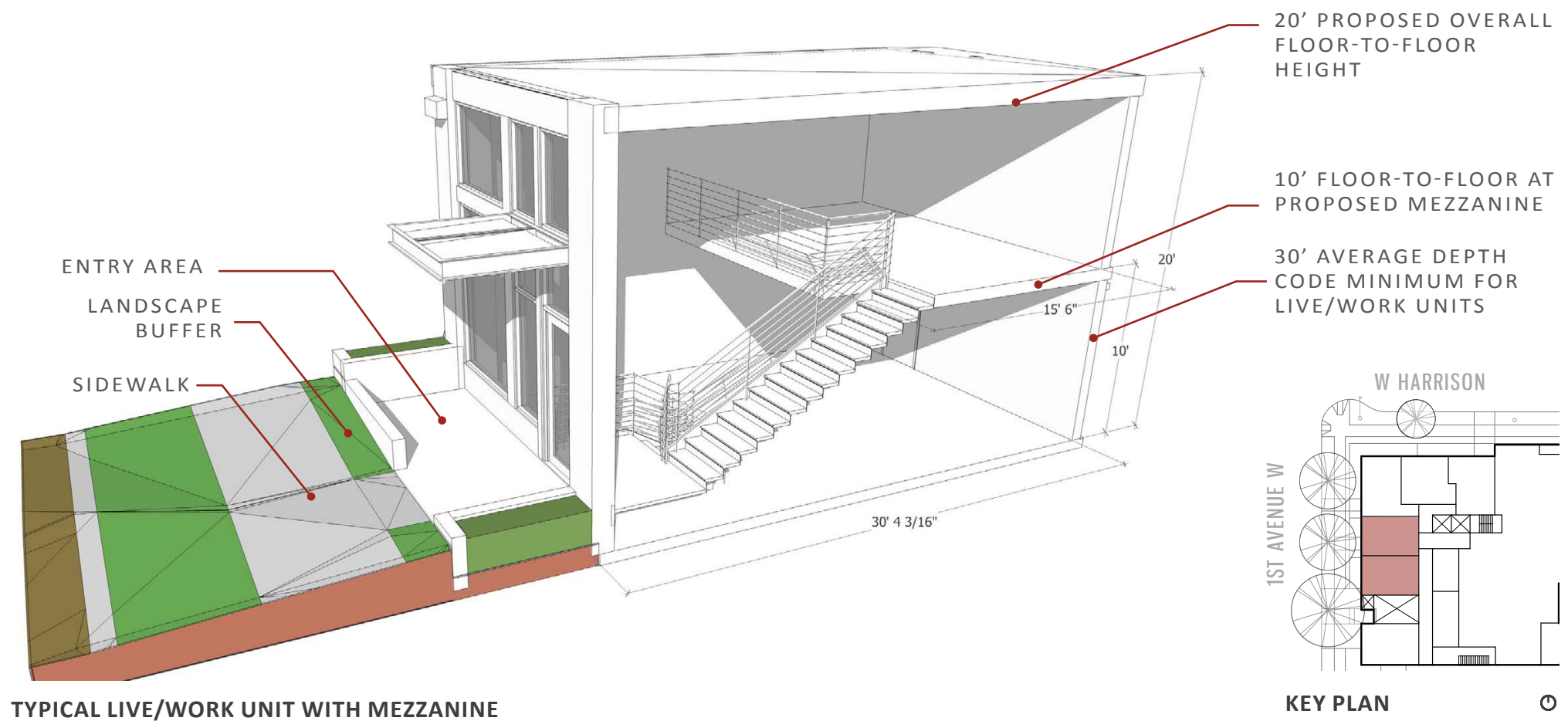
For 2 live/work units along 1st Avenue West, allow a floor-to-floor height of 10 feet in areas underneath a mezzanine.

Rationale:

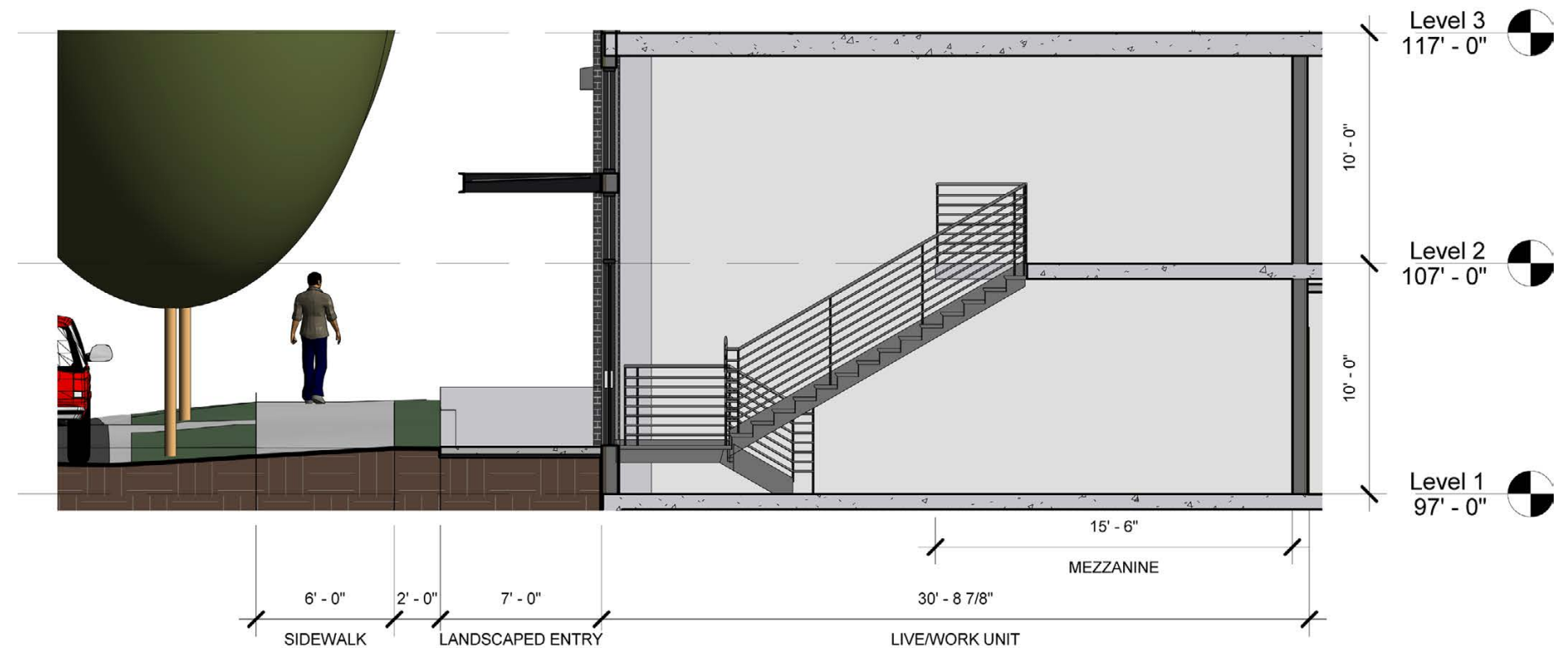
In response to site topography, a podium height of 20' is proposed, allowing for double-height live-work units facing 1st Avenue West. The design team proposes that the required 13' floor to floor height be maintained for the first 15' of depth from the street level facade, after which a floor to floor height of 10' would be maintained in the area underneath the mezzanine, which does not exceed 50% of the unit's ground floor area. 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)**. The larger volume of height at the street facade would meet the intent of the land use code for commercial height, while providing a level of privacy for the residential spaces in the mezzanine above.



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



TYPICAL LIVE/WORK UNIT WITH MEZZANINE



SECTION OF LIVE/WORK UNIT

DEPARTURE 2

Standard:

SMC 23.47A.032.A.1.9 - PARKING LOCATION AND ACCESS

“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 the improved alley to the East and also 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, resulting in parking uses occupying the majority of grade level. This would leave less area for street-facing use and amenity spaces as encouraged by the code. In particular, this ramping would preclude street-facing uses along West Harrison Street, reducing opportunities for **street-level transparency (PL2-B3)**

In the design team’s proposal, 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 exiting community. This departure would lead to a design which is more compatible with the surrounding environment as it would allow the creation of more active facades, and more spaces for human activity along the street.

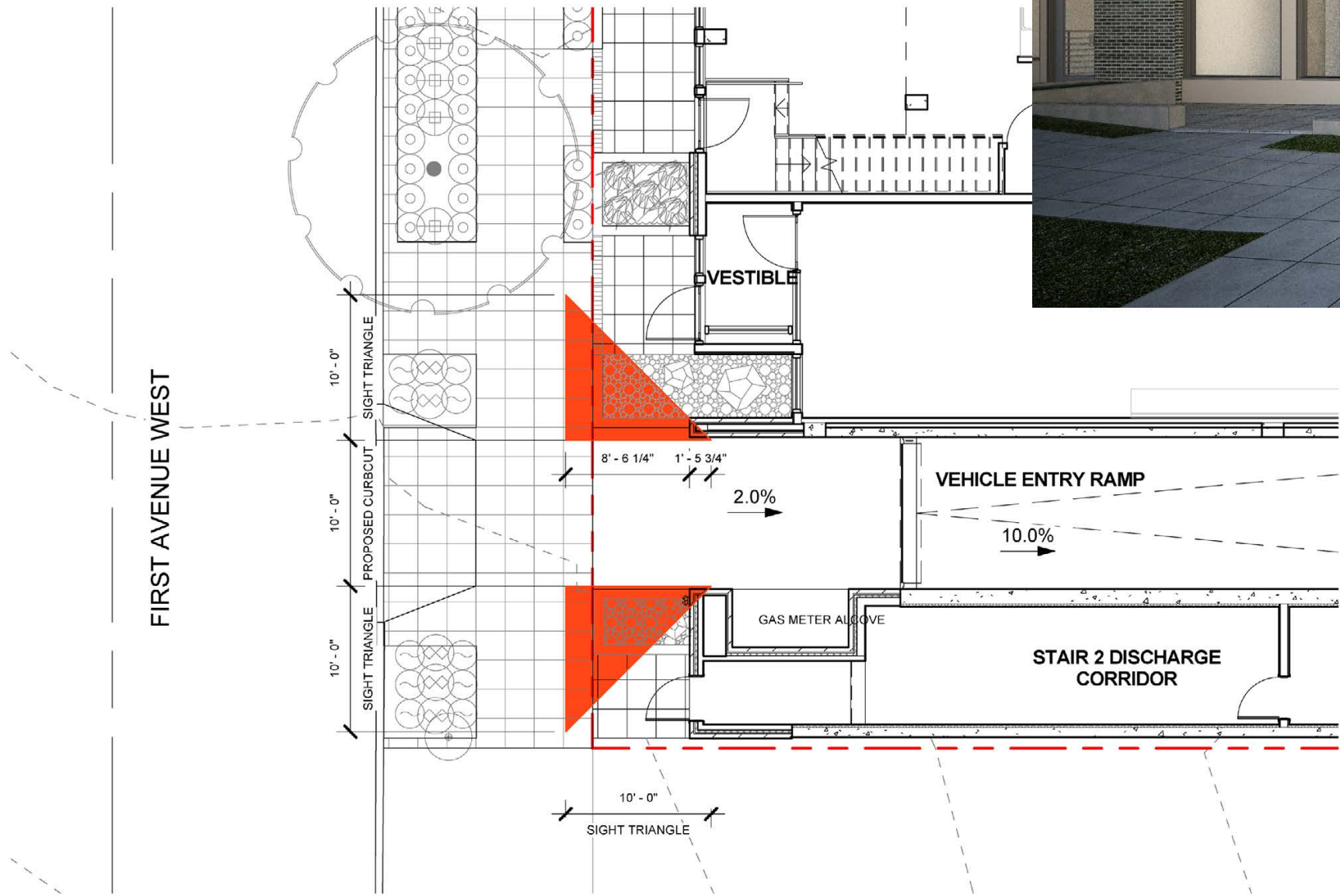
D-5 Visual Impacts of Parking Structures (Uptown UDF)

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 a code-compliant scheme.



- 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





DEPARTURE 3

Standard:

SMC23.54.030.G.1 - PARKING SPACE STANDARDS

“For two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.”

Proposed Design Departure:

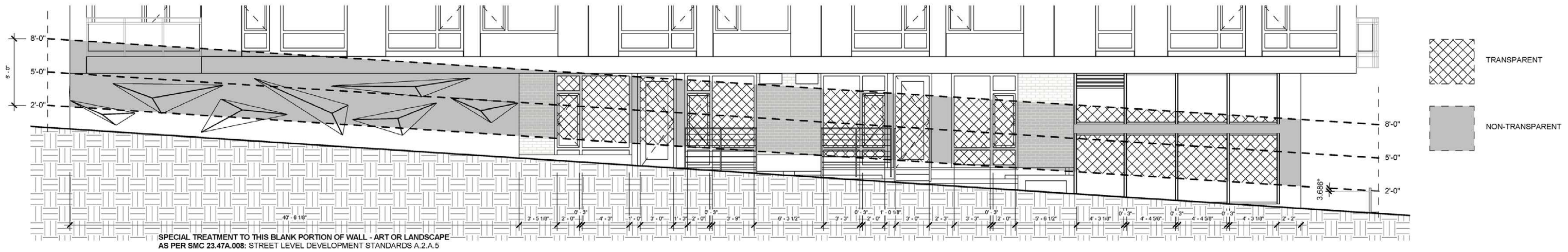
Allow a sight triangle on both sides of the driveway clear of any obstruction for a distance of at least 8'-6" from the intersection of the driveway with the sidewalk.

Rationale:

The facade of the building on first avenue west is modulated by brick elements which are in the same plane, giving the building a consistent address to the street.

Providing an increased set-back in this portion of the facade would add visual prominence to the car-park entry which would be inconsistent with **Early Design Guidance 3.B** “keep the curb cut and garage entry smaller than required by code” and **DC1.C.2 visual impacts**: reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

Provision of a light signal, mirrors and a flat landing in front of the garage entry door exceeding 21 feet in length which allows vehicles to pause before traversing the sidewalk on exit provide an increased measure of safety



DEPARTURE 4

Standard:

SMC 23.47A.008.B.2.A - STREET LEVEL DEVELOPMENT STANDARDS

“Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.”

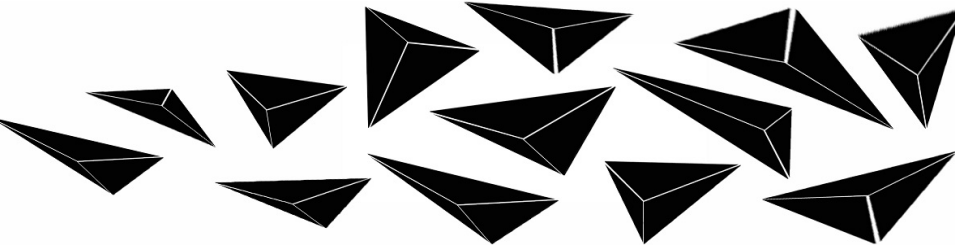
DEPARTABLE UNDER 23.41.012.B.2

Proposed Design Departure:

Allow less than sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk to be transparent.

Rationale:

TRANSPARENCY
As the site has approximately 15’ of total grade change from the NE to the SW corner, the measured zoned between 2 feet and 8 feet above the sidewalk elevation passes through multiple floor levels. These transition areas create a greater amount of opacity. The transparency for the facade excluding the special treatment portion is 59.4%.



BLANK WALL

Expressions of interest have been received from local artists to treat the blank portion of facade facing West Harrison Street. The final work will be selected on the basis of the creation of visual interest and a meaningful contribution to a lively streetscape, taking into account DC1 II. ii.

	Transparent Area	Solid Area	Total Area	Percentage Transparent
West Harrison Street	248.28	417.72	666	37.28%



DEPARTURE 5

Standard:

SMC 23.47A.008.B.3 - STREET-LEVEL DEVELOPMENT STANDARDS

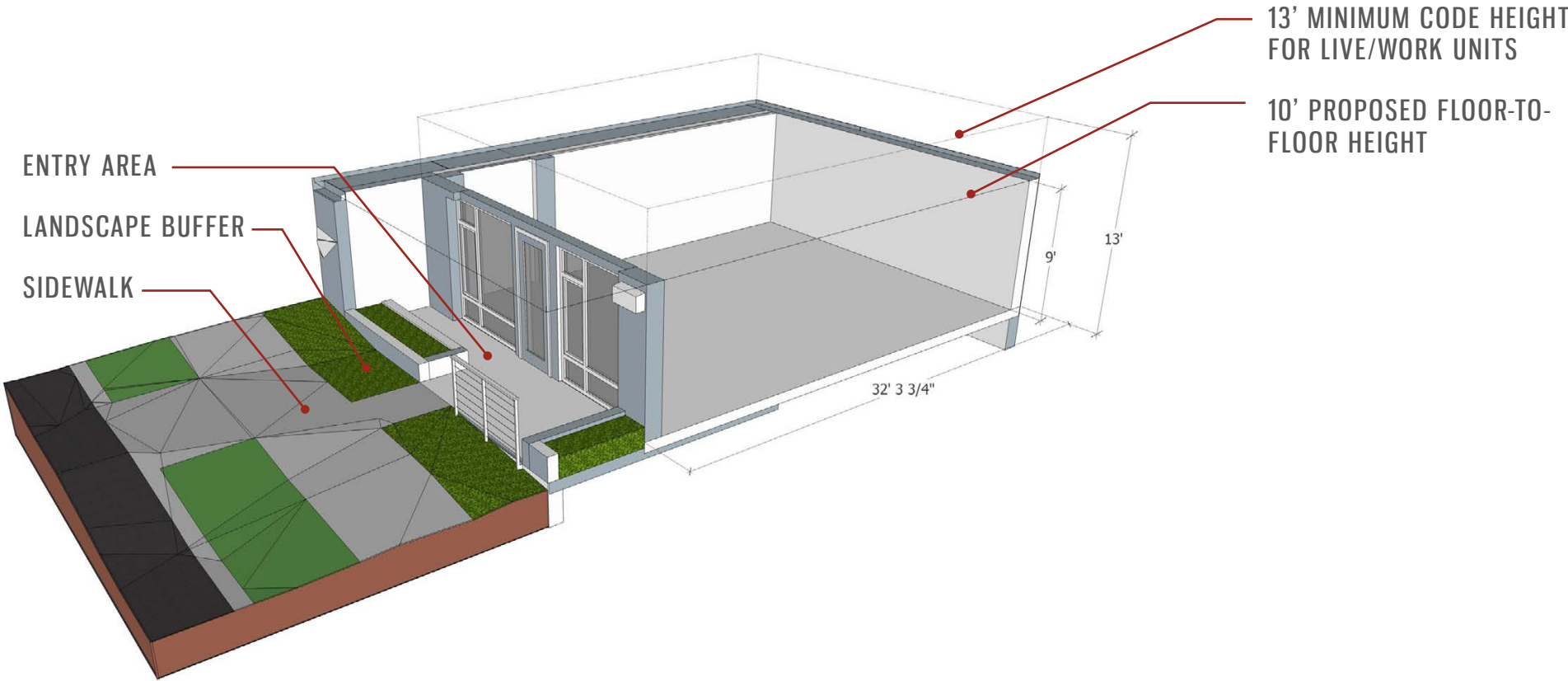
“Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet. ”

Proposed Design Departure:

For live/work unit C, allow a floor-to-floor height of 10 feet.

Rationale:

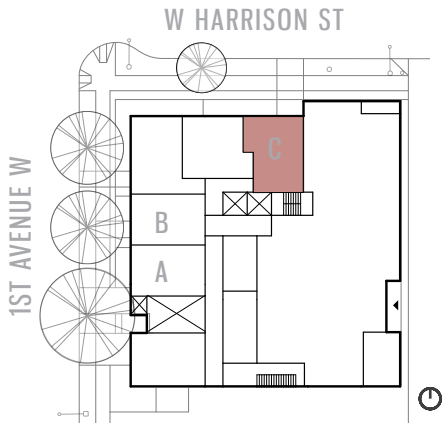
Due to site topography and the steep grade of the street, only level 2 is accessible from street level on West Harrison Street. To maintain an at-grade entry, live/work unit C with entry off of West Harrison Street must be located on level 2, which has a floor-to-floor height of 10’. Locating unit entry 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**.



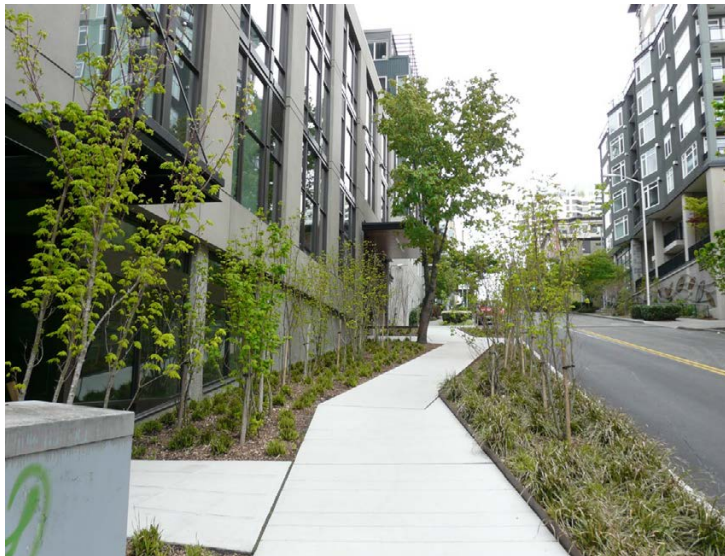
LIVE/WORK UNIT C AT WEST HARRISON STREET



VIEW OF ENTRANCES TO LIVE/WORK AND RESIDENTIAL UNITS ON WEST HARRISON STREET (STREET TREES NOT SHOWN FOR CLARITY)



KEY PLAN



CS1. Plants and Habitat



CS2.B.III Character of Open Space



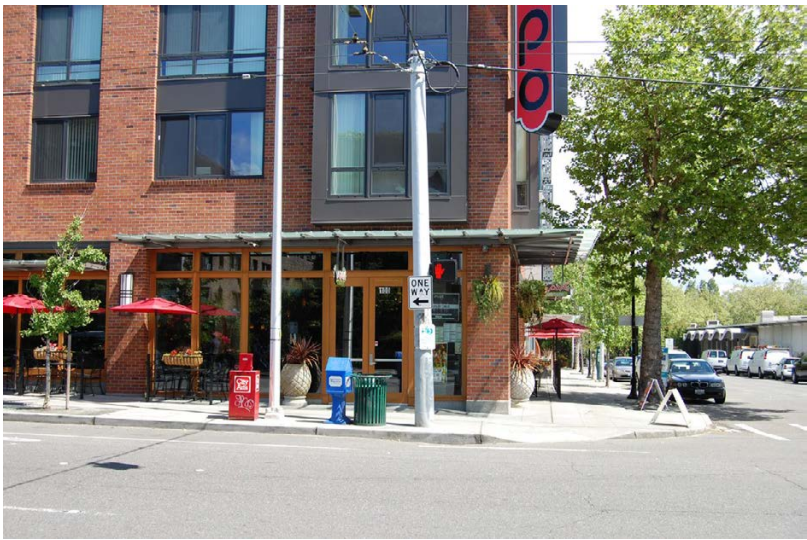
CS3 Architectural Context and Character

CONTEXT AND SITE

TITLE	2013 SEATTLE DESIGN GUIDELINES ▶KEY GUIDELINES	RELATED UPTOWN DESIGN GUIDELINES ▶KEY GUIDELINES	PROJECT RESPONSE
CS1. Natural Systems and Site Features: Use natural systems and features of the site and its surroundings as a starting point for project design.	A. Energy Use B. Sunlight and Natural Ventilation C. Topography D. Plants and Habitat E. Water		The proposed design makes a strong connection to the street, and creates opportunities for interaction with the public realm by placing the majority of the residential units facing out to the public right of way. Inboard units are directed towards a private interior courtyard (CS2.B.2 , CS2.D.5).
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.	A. Location in the City and Neighborhood ▶ B. Adjacent Sites, Streets, and Open Spaces C. Relationship to the Block ▶ D. Height, Bulk, and Scale	I. Responding to Site Characteristics II. Streetscape Compatibility ▶ III. Corner Lots IV. Height, Bulk, and Scale Compatibility	The proposed design meets the corner with a retail tenancy including outdoor terraces, perching the upper level residential area out over the podium which provides an emphasized presence and promotes street level activity (CS2.III.i).
CS3. Architectural Context and character: Contribute to the architectural character of the neighborhood.	A. Emphasizing Positive Neighborhood Attributes B. Local History and Culture	I. Architectural Context	



PL1.A.2 Sheltering Overhangs and Generous sidewalks



PL2.B.i Entrances Visible from the Street



PL3.C.ii Transition Between Residence and Street



PL3.C.ii Transition Between Residence and Street

PUBLIC LIFE

TITLE	2013 SEATTLE DESIGN GUIDELINES ▶ KEY GUIDELINES	RELATED UPTOWN DESIGN GUIDELINES ▶ KEY GUIDELINES	PROJECT RESPONSE
PL1. Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.	▶ A. Network of Open Spaces B. Walkways and Connections C. Outdoor Uses and Activities	I. Streetscape Compatibility II. Landscaping to Reinforce Design Continuity with Adjacent Sites	The design proposes retail space at the corner. The building line is held back slightly to provide shelter, and to offer a more generous sidewalk in addition to the proposed curb bulb. The residential entrance is further recessed to provide a sense of arrival and to allow visitors to wait comfortably along the sidewalk (PL1.A.2). Street facing units with balconies above provide resident eyes on the street (PL2.B.1). The double height ground level residential lobby and live/work units will provide a great deal of openness and transparency. Combining street facing entrances with high ceilings helps to create prominent entrances for both retail and residential spaces (PL2.B.3, PL2.I). This helps to create 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.1). Proposed ground-level live/work space(s) are planned to have large glass openings to provide a visual connection between sidewalk and commercial activities (PL3.C.2). A dedicated bike storage and maintenance facility will be incorporated into the podium of the project. Bike racks will also be placed along the 1st Ave W frontage (PL4.B.2). 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 (PL3.II.i).
PL2. Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	A. Accessibility ▶ B. Safety and Security C. Weather Protection D. Wayfinding	▶ I. Entrances Visible from the Street II. Pedestrian Open Spaces and Entrances	
PL3. Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	A. Entries B. Retail Edges ▶ C. Residential Edges	I. Human Activity ▶ II. Transition Between Residence and Street	
PL4. Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.	A. Entry Locations and Relationships ▶ B. Planning Ahead for Bicyclists C. Planning Ahead for Transit	I. Pedestrian Open Spaces and Entrances	



DC2.C.iii Human Scale



DC2.D.ii Cohesive Streetscape Design



DC3 Landscape design enhances building at street interface



DC3 Intimate courtyard providing visual amenity



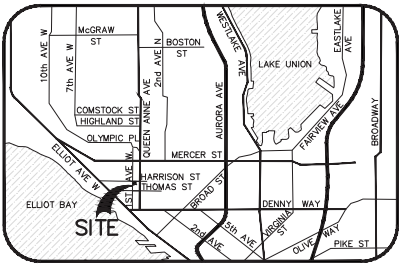
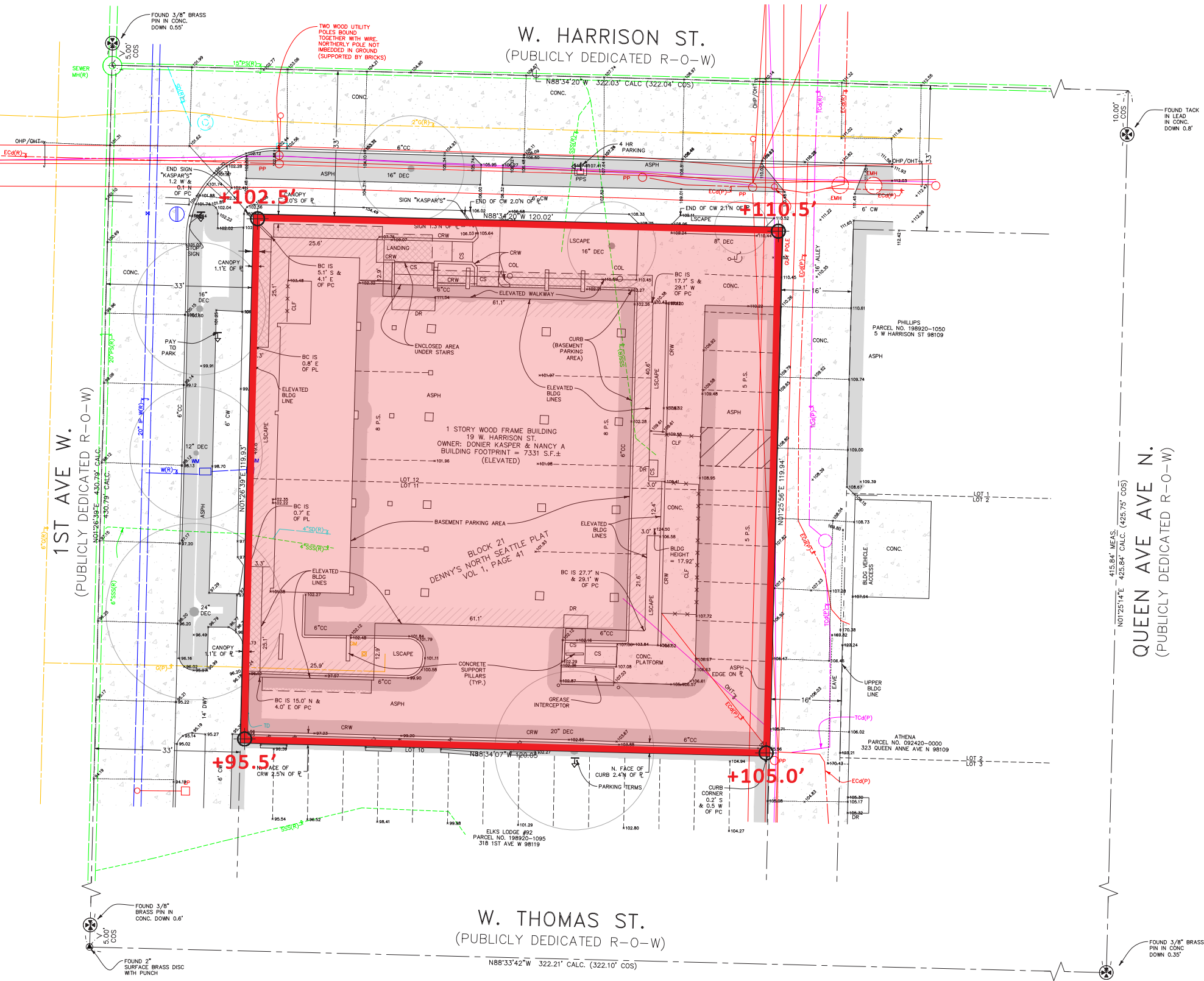
DC4.A.ii High Quality materials predominate at Street Level



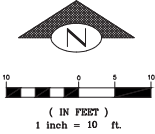
DC4.D Plants chosen to emphasize spatial hierachy

DESIGN CONCEPT

TITLE	2013 SEATTLE DESIGN GUIDELINES ▶ KEY GUIDELINES	RELATED UPTOWN DESIGN GUIDELINES ▶ KEY GUIDELINES	PROJECT RESPONSE
DC1. Project Uses and Activities: Optimize the arrangement of uses and activities on site.	A. Arrangement of Interior Uses B. Vehicular Access and Circulation C. Parking and Service Uses	▶ I. Parking and Vehicle Access ▶ II. Blank Walls III. Retaining Walls IV. Design of Parking Lots Near Sidewalks ▶ V. Visual Impacts of Parking Structures VI. Treatment of Alleys	Parking is located below grade, accessed from both the alley and a proposed entrance along 1st Ave W utilizing the existing curb cut (DC1.I.ii). The transition between floor levels along W Harrison St will create an area of blank façade. This will be treated with a wall-attached three dimensional art work to soften the visual impact and provide visual interest at street level (DC1.II.ii). The 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 in a code-compliant scheme. By limiting the parking areas to 30 cars and thereby keeping the two-way driveways at a width of 10’, the visual impact of the parking entrances are limited (DC1.V.i). The site is steeply sloped from the alley to 1st Ave W. The design responds to this sloped condition with the residential levels perched above the recessed retail podium to create a distinct presence along the street (DC2.A.1).
DC2. Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	▶ A. Massing B. Architectural and Façade Composition C. Secondary Architectural Features D. Scale and Texture E. Form and Function	I. Architectural Context II. Architectural Concept and Consistency III. Human Scale	
DC3. Open Space Concept: Integrate open space design with the design of the building so that each complements the other.	A. Building-Open Space Relationship B. Open Spaces Uses and Activities C. Design	I. Landscaping to Enhance the Building and/or Site	
DC4. Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.	A. Exterior Elements and Finishes B. Signage C. Lighting D. Trees, Landscape and Hardscape Materials	I. Architectural Context II. Exterior Finish Materials III. Commercial Signage IV. Commercial Lighting	

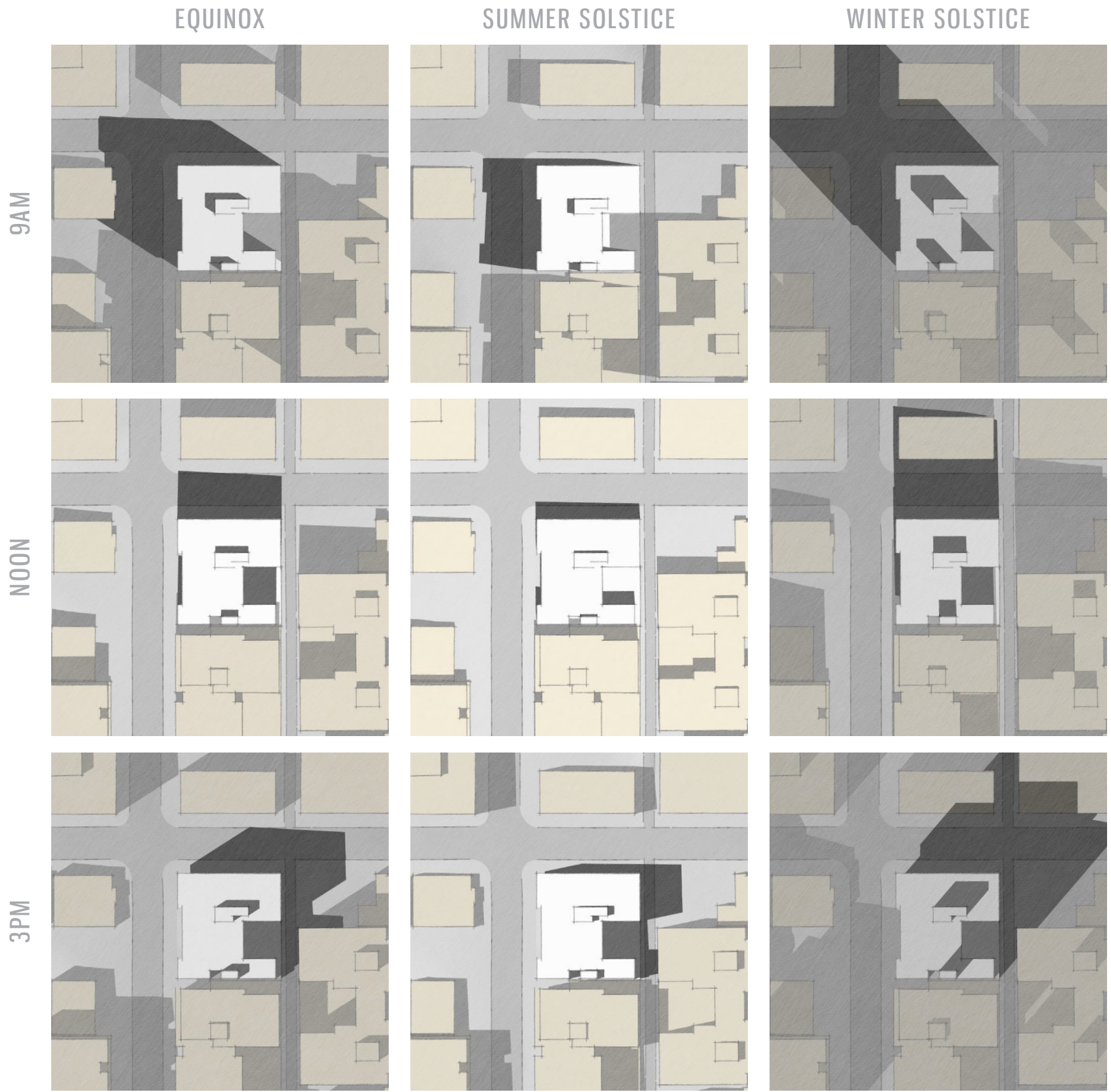


VICINITY MAP
NOT TO SCALE



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.



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.

