



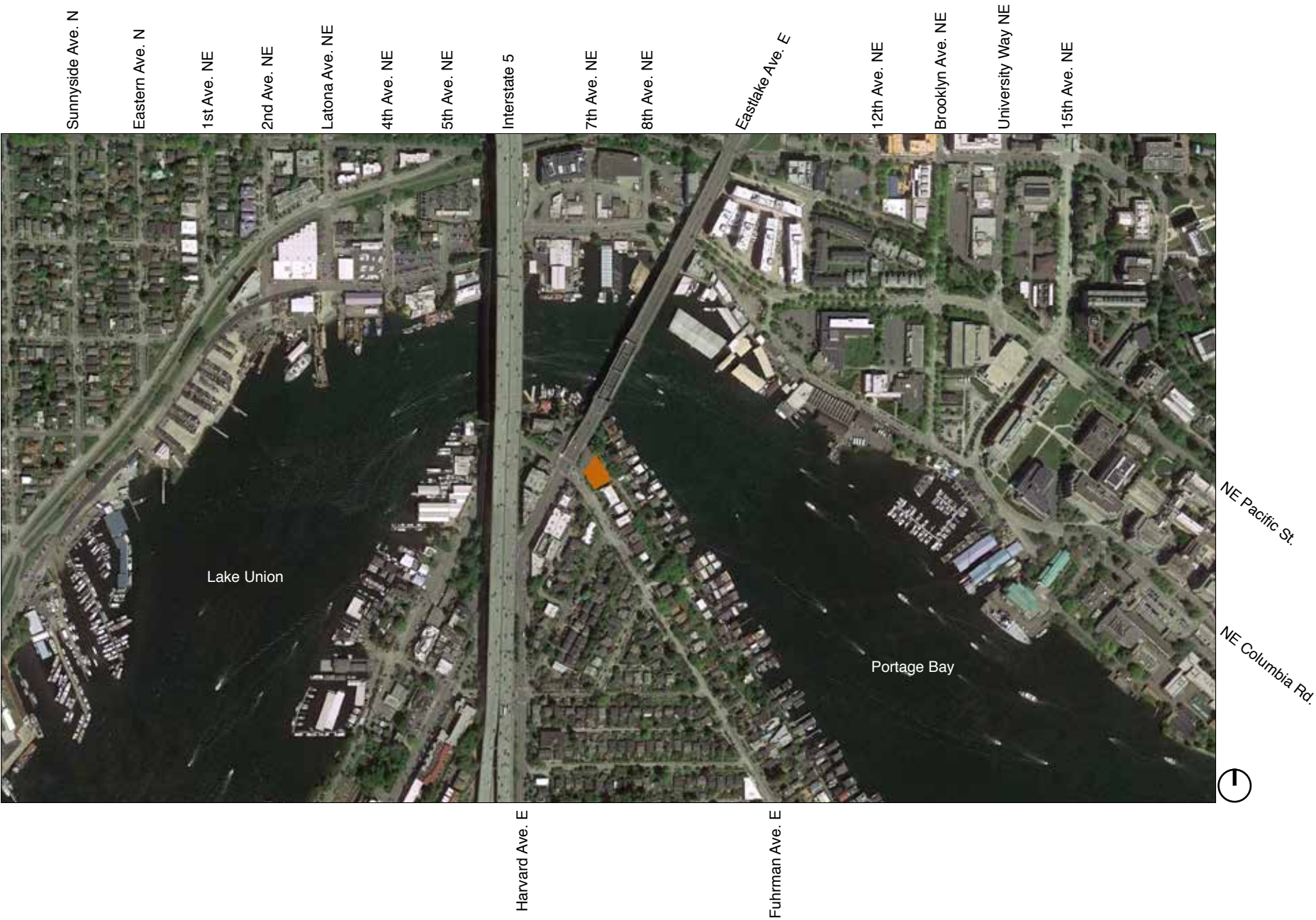
3272 Fuhrman Ave E

Early Design Guidance Application - East Design Review Board
February 25 2015

b9 architects

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OBJECTIVES

- Design and construct a mixed-use building containing 65 apartment units and 2 commercial units.
- Number of Apartment Units (Approx.) 63
- Amount of Commercial Square Footage (Approx.) 2,060
- Number of Parking Spaces 25
- Number of Bike Parking Spaces 70
- Sustainability
Achieve a 4-Star Built Green certification.

TEAM

- ARCHITECT b9 architects
- DEVELOPMENT Views at Portage Bay LLC
- STRUCTURAL Malsam Tsang Structural Engineering
- GEOTECHNICAL PanGEO, Inc.

CITY of SEATTLE

Application for Early Design Guidance

PART I: CONTACT INFORMATION

1. Property Address	3272 Fuhrman Ave E
2. Project number	3018824
3. Additional related project number(s):	N/A
4. Owner/Lessee Name	Views at Portage Bay LLC
5. Contact Person Name	Bradley Khouri
Firm	b9 architects
Mailing Address	610 2nd Avenue
City State Zip	Seattle, WA 98104
Phone	206.297.1284
Email address	office@b9architects.com
6. Applicant's Name	Bradley Khouri
Relationship to Project	Architect
7. Design Professional's Name	Bradley Khouri
Address	610 2nd Avenue
Phone	206.297.1284
Email address	brian@b9architects.com

PART II: SITE AND DEVELOPMENT INFORMATION

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

The existing site is located at the corner of Eastlake Avenue E on Fuhrman Avenue E at the south approach to the University Bridge. The site slopes downs to the northeast falling approximately 26 feet to Portage Bay Place E. There are no existing structures on the site. The existing structure was demolished.

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

The lot is zoned NC2P-40 and lies in the Eastlake Residential Urban Village. Since there are no Neighborhood Specific Guidelines the City-wide guidelines will be used.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

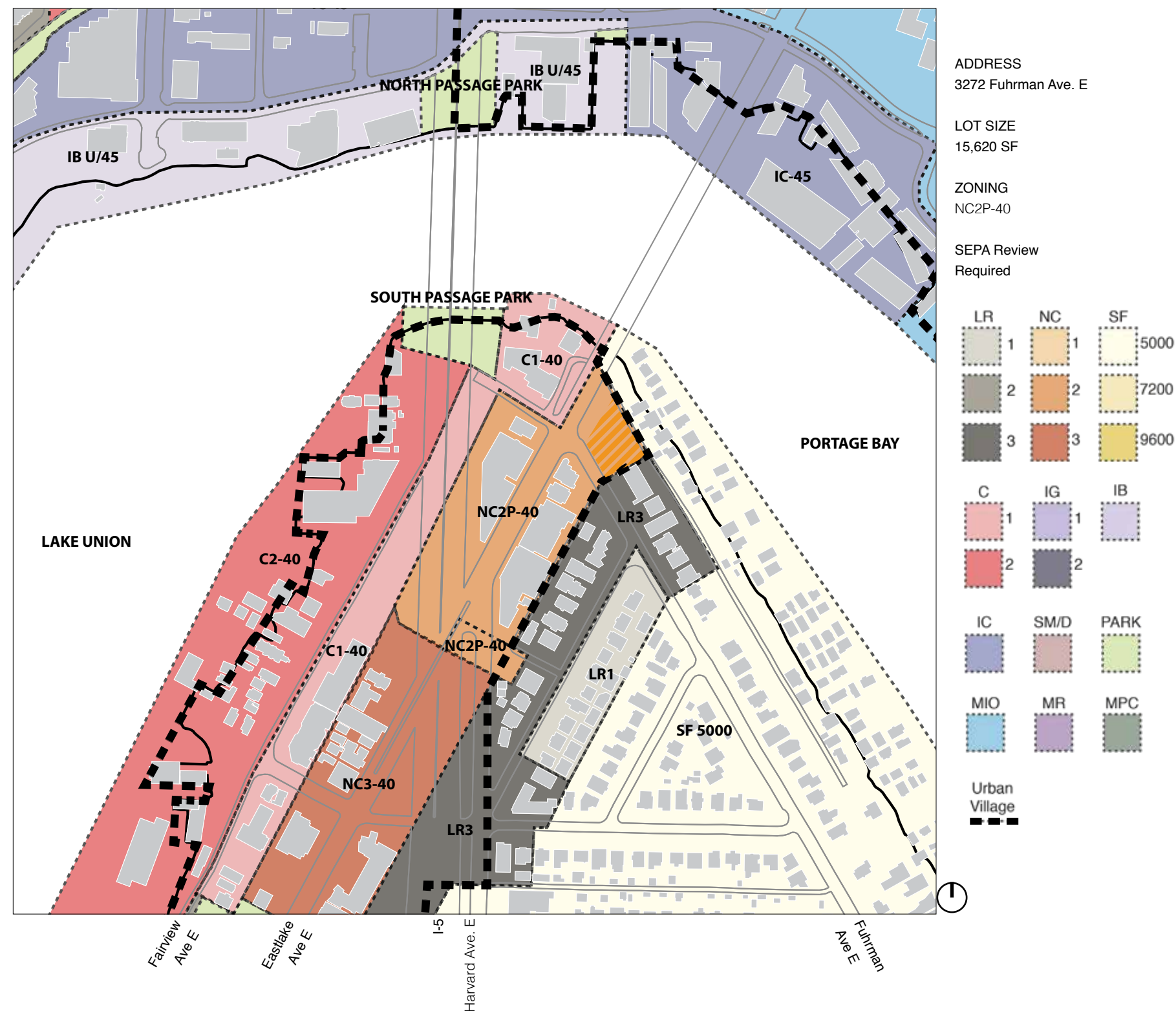
The site is located in the NC2P-40 zone and abuts several other zones: LR3 to the southeast, SF5000 to the north across Portage Bay Place E, C1-40 to the west across Eastlake Avenue E with NC2P-40 continuing across Fuhrman Avenue E to the southwest, transitioning to NC3-40. Adjacent architectural and siting patterns are diverse, the strongest pattern the adjacent house boats along Portage Bay Avenue E. The site has views of Portage Bay and the University Bridge to the north and east. The site, previously the home of the Red Robin, has been vacant since March 2010.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development stadards.

The proposal is for a two structures that will house approximately 63 apartments including studio, 1-bedroom and 2-bedroom units, street-level commercial uses, and below-grade parking for approximately 25 vehicles. There will be approximately 2,000 sf of commercial space at the corner of Eastlake Avenue E and Fuhrman Avenue E.

COMMUNITY OUTREACH

The applicant has met with neighborhood groups on three occasions. The meetings included the Eastlake Community Council, members of the Portage Bay Community Council as well as individual neighbors thwho expressed interest.



ZONING SUMMARY

23.47A.004 PERMITTED USES:

- Residential permitted outright, commercial permitted with limitations based on use.

23.47A.005 STREET LEVEL USES:

- Residential uses may occupy no more than 20 percent of the street-level, street-facing façade in a pedestrian designated zone.

23.47A.008 STREET LEVEL DEVELOPMENT:

- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width and may not exceed 40 percent of the width of the façade of the structure along the street.
- Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
- Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.012 HEIGHT:

In zones with a 40 foot mapped height limit:

- The height of a structure may exceed the otherwise applicable limit by up to 4 feet provided either a floor-to-floor height of 13 feet or more is provided for nonresidential uses at street level or a residential use is located on a street-level, street-facing facade, and the first floor of the structure at or above grade is at least 4 feet above sidewalk grade.
- Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend up to 4 feet above the otherwise applicable height limit, whichever is higher.
- Mechanical equipment may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height 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.
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.

23.47A.013 FLOOR AREA RATIO:

- 40' Height Limit - 3.25 x 15,620 SF = 50,765 square feet allowable

23.47A.014 SETBACK REQUIREMENTS

- A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone.
- A 15 foot setback is required above 13 feet in height along any side lot line that abuts a residential zone

23.47A.015 VIEW CORRIDORS

- On lots that are partially within the Shoreline District, a view corridor shall be required for the entire lot if the portion of the lot in the Shoreline District is required to provide a view corridor under the Seattle Shoreline Master Program.

23.47A.016 LANDSCAPING AND SCREENING STANDARDS

- Landscaping that achieves a Green Factor score of 0.30 or greater is required.
- Street trees are required when any development is proposed. Existing street trees shall be retained unless the Director of Transportation approves their removal.
- If it is not feasible to plant street trees in a right-of-way planting strip, a 5-foot setback shall be planted with street trees along the street property line or landscaping other than trees shall be provided in the planting strip, subject to approval by the Director of Transportation.

23.47A.022 LIGHT AND GLARE

- Exterior lighting must be shielded and directed away from adjacent uses.
- Interior lighting in parking garages must be shielded to minimize nighttime glare affecting nearby uses.

23.47A.024 AMENITY AREA

- Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use.
- All residents shall have access to at least one common or private amenity area.
- Amenity areas shall not be enclosed.
- 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.
- Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

23.47A.032 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

23.54.015 AND 23.54.030 PARKING:

- For nonresidential uses in Urban Villages that are not within an Urban Center or the Station Area Overlay District, if the nonresidential use is located within 1,320 feet of a street with frequent transit service, then there is no minimum requirement.
- For all residential uses in commercial and multifamily zones within Urban Villages that are not within an Urban Center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service then there is no minimum requirement.
- ! bicycle parking space will be required per every 4 residential units.

23.54.040 SOLID WASTE

- Mixed use development that contains both residential and nonresidential uses shall

meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for nonresidential development. In mixed use developments, storage space for garbage may be shared between residential and nonresidential uses, but separate spaces for recycling shall be provided.

- For developments with 9 dwelling units or more, the minimum horizontal dimension of required storage space is 12 feet.

23.60.014 SUPPLEMENTAL REGULATIONS

- The height permitted in the Shoreline District shall be the lower of the heights permitted by the applicable shoreline environment and the underlying zone.

23.60.020 SUBSTANTIAL DEVELOPMENT PERMIT

- No development shall be undertaken in the Shoreline District without first obtaining a substantial development permit from the Director.

23.60.632 HEIGHT IN THE URBAN STABLE ENVIRONMENT

- The maximum height shall be thirty feet in all locations.

23.60.952 HEIGHT MEASUREMENT

- Height of structures shall be determined by measuring from the average grade of the lot immediately prior to the proposed development to the highest point of the structure not otherwise excepted from the height limits. Calculation of the average grade level shall be made by averaging the elevations at the center of all exterior walls of the proposed building or structure.

ARCHITECTURAL CONTEXT

The architectural context in the neighborhood contains a diversity of scale, material, and type that contributes to the livability and material quality of the neighborhood. Especially notable is the historic Martello Condominium across the street to the south on Fuhrman Ave E. Several new developments have been proposed and completed recently and are complemented by a strong presence of house boats along Portage Bay.



① The Martello Condominium
4 units
Built: 1916



② Shorecrest Condominium
9 units
Built: 1928



⑥ Ruby Condominium
52 units
Built: 2008



⑦ Union Bay Lofts
18 units
Built: 2008



3 Lanai Apartments
28 units
Built: 1955



4 Single Family House Boat
Built: 1988



5 Single Family Residence
Built: 2014



8 Single Family Residence
Built: 1922



9 Single Family Residence
Built: 1922

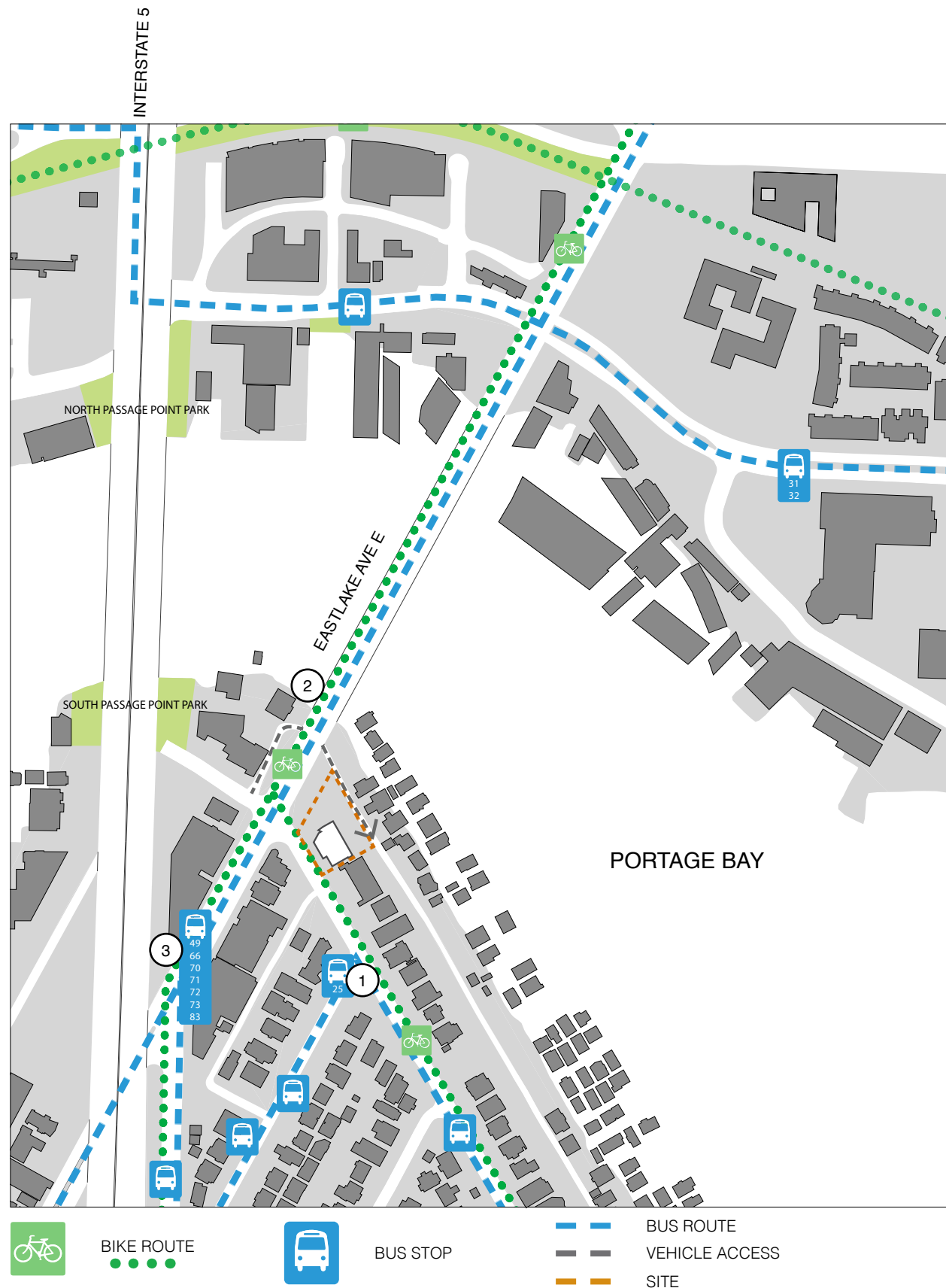


10 Single Family Residence
Built: 2005

VICINITY MAP

The adjacent diagram indicates the a possible massing strategy that responds to the site's topography. Stepping down the hill, it describes the maximum allowable height for the proposed project. The aerial illustration also reveals the height of the adjacent properties relative to the proposal. There is an eclectic mix of scales and styles in the neighborhood ranging from small house boats to recent larger mixed-use developments. Immediately adjacent to the site, the University Bridge connects the Eastlake neighborhood to the University District to the north. Interstate 5 is shown as well, elevated above the neighborhood.





TRANSIT AND ACCESS

PUBLIC TRANSIT

This site is well served by several bus lines that connect to points north and south including Downtown, Capitol Hill, U-District, Laurelhurst, and Northgate,

BICYCLE ACCESS

Bicycles routes connect this site south to South Lake Union, Downtown, and Capitol Hill. Across the bridge to the north is direct access to the Burke Gilman Trail.



① Bus stop at Fuhrman Ave E. and Broadway E.



② Bike lanes on University Bridge



③ Bus stop and bike lanes at Eastlake Ave E. and Harvard Ave E.



ADJACENT USES



① Eastlake Ave E. contains a variety of Sidewalk fronting retail and offices.



② A pedestrian environment is generated by street frontage.



③ A houseboat on Portage Bay.



④ A houseboat on Portage Bay.

CORNERS

The architectural acknowledgment of a corner is accomplished in a variety of ways. At right are examples along Eastlake Ave E. An established pattern of mixed use buildings that hold the corner set a precedent for the proposed apartment building.



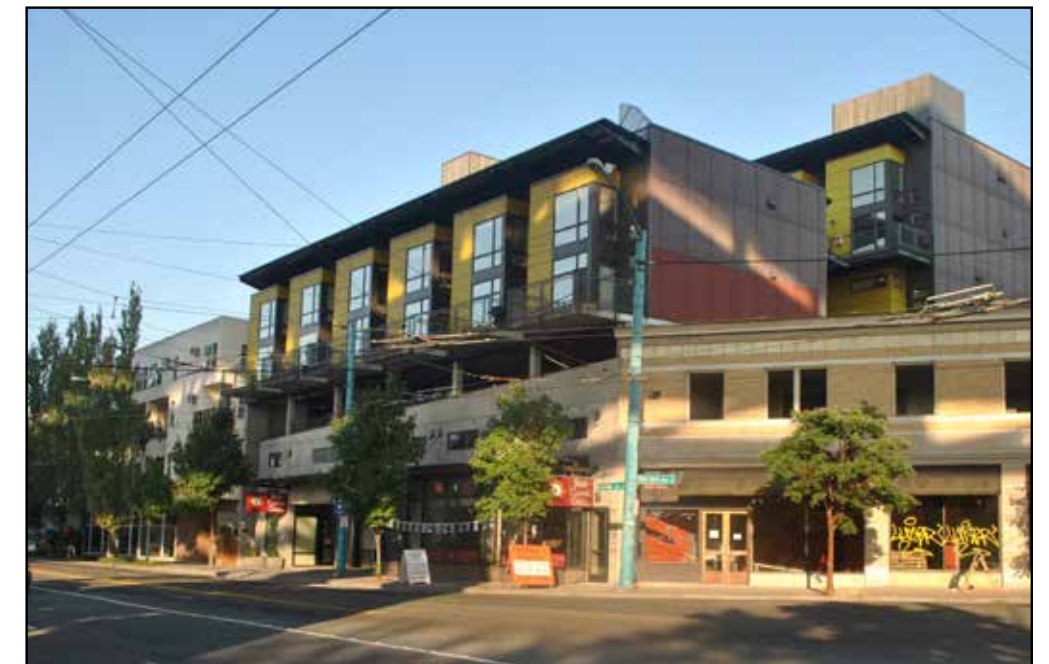
Street corner on Fuhrman Ave E. and Eastlake Ave E.



Street corner on E Allison St. and Eastlake Ave E.



Street corner on E Lynn St. and Eastlake Ave E. (Google Maps)



Street frontage-corner on Harvard Ave E. and Eastlake Ave E.



San Francisco, CA
Richardson Aptartments
David Baker Architects



CIRCULATION PRECEDENT

In studying the design of linear courtyards, we find that a combination of planting and seating can produce a space that is inviting and activated by the residents. The project proposes a linear exterior space that will be activated by decks and walkways.



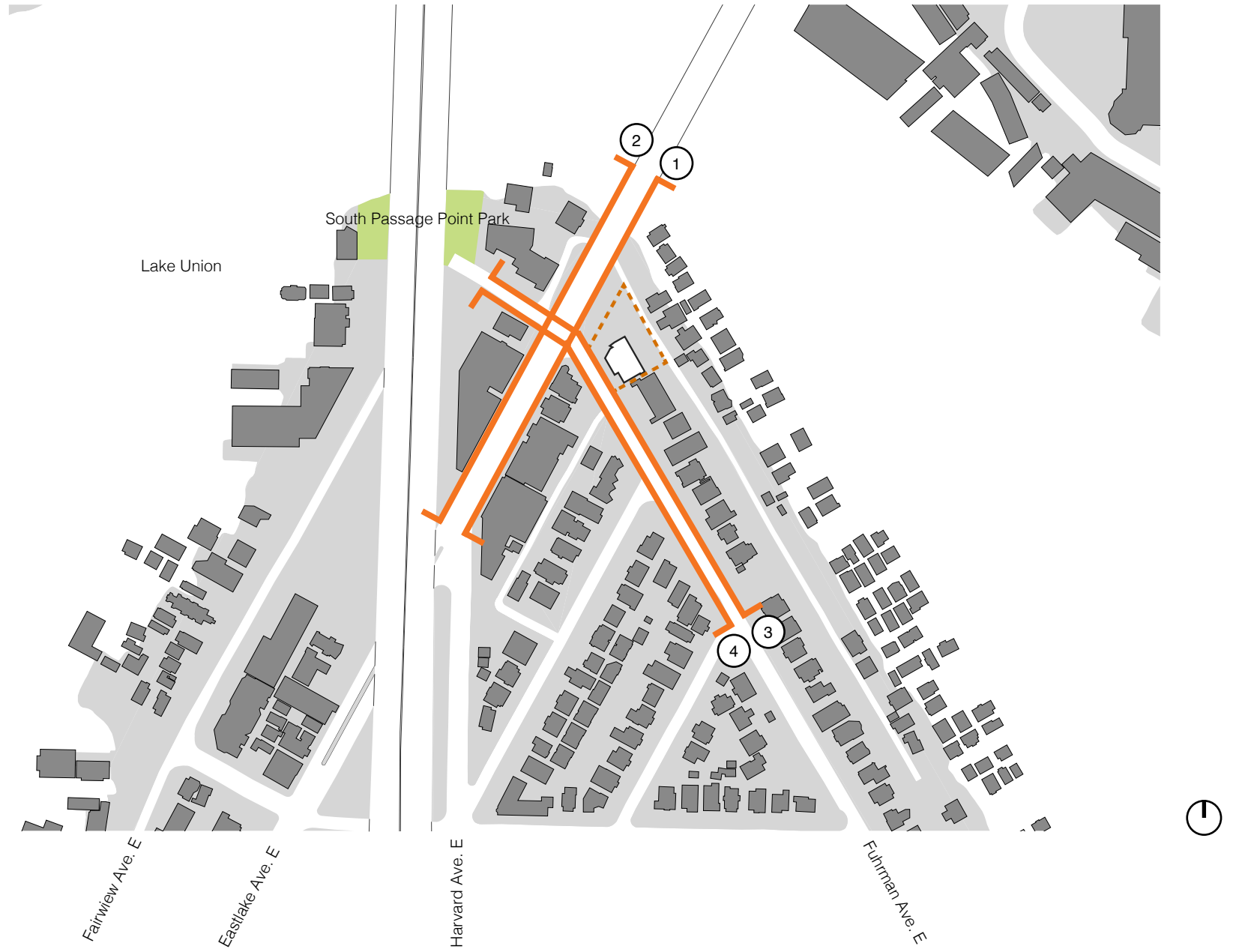
Capital Hill
Chophouse Row
Sundberg Kennedy Ly-Au Young Architects



3515-3519 Wallingford Ave N courtyard view
b9 architects



1411 E. Fir St. courtyard view
b9 architects



① East Side of Eastlake Ave E



② West Side of Eastlake Ave E



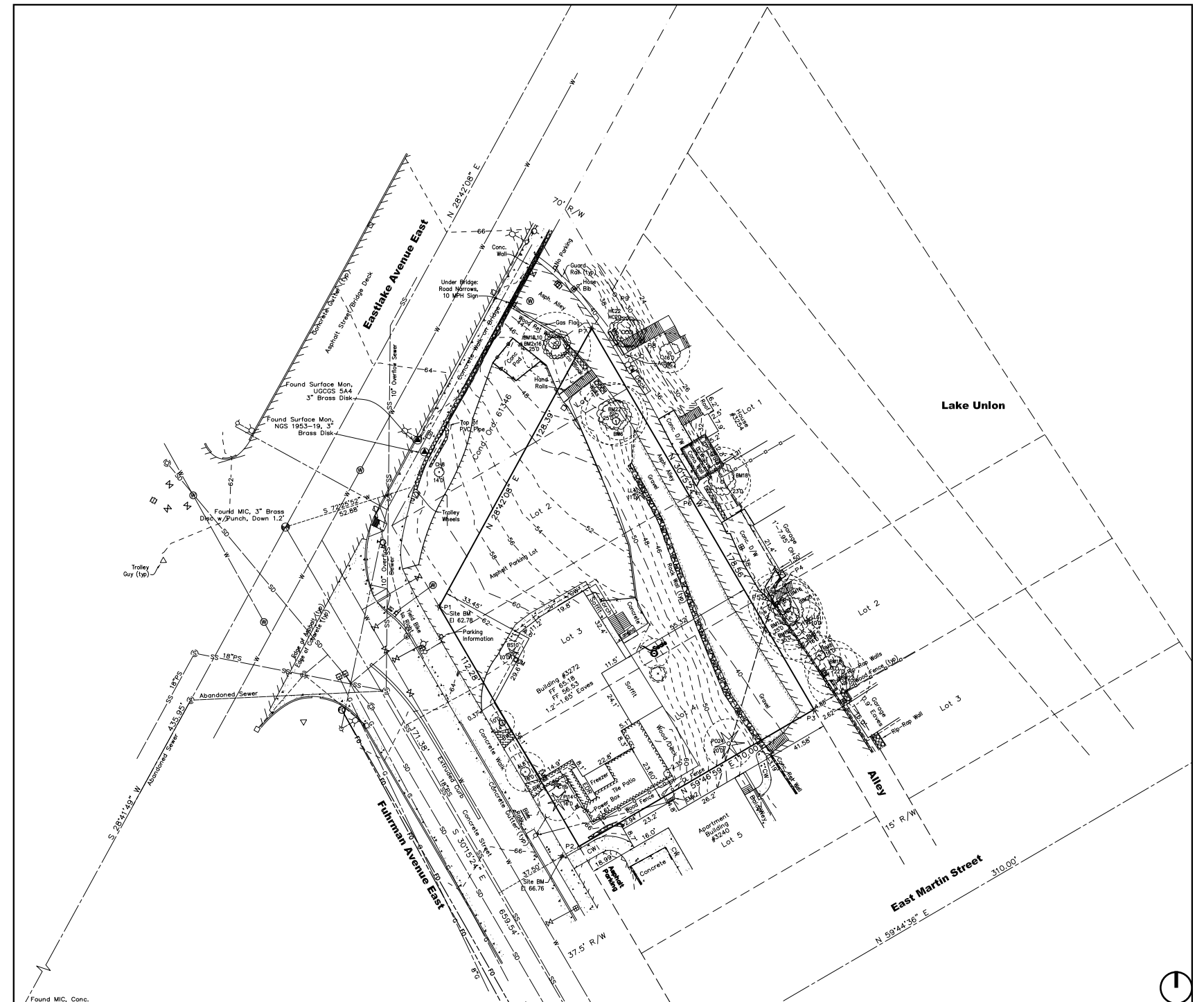
③ North Side of Fuhrman Ave E



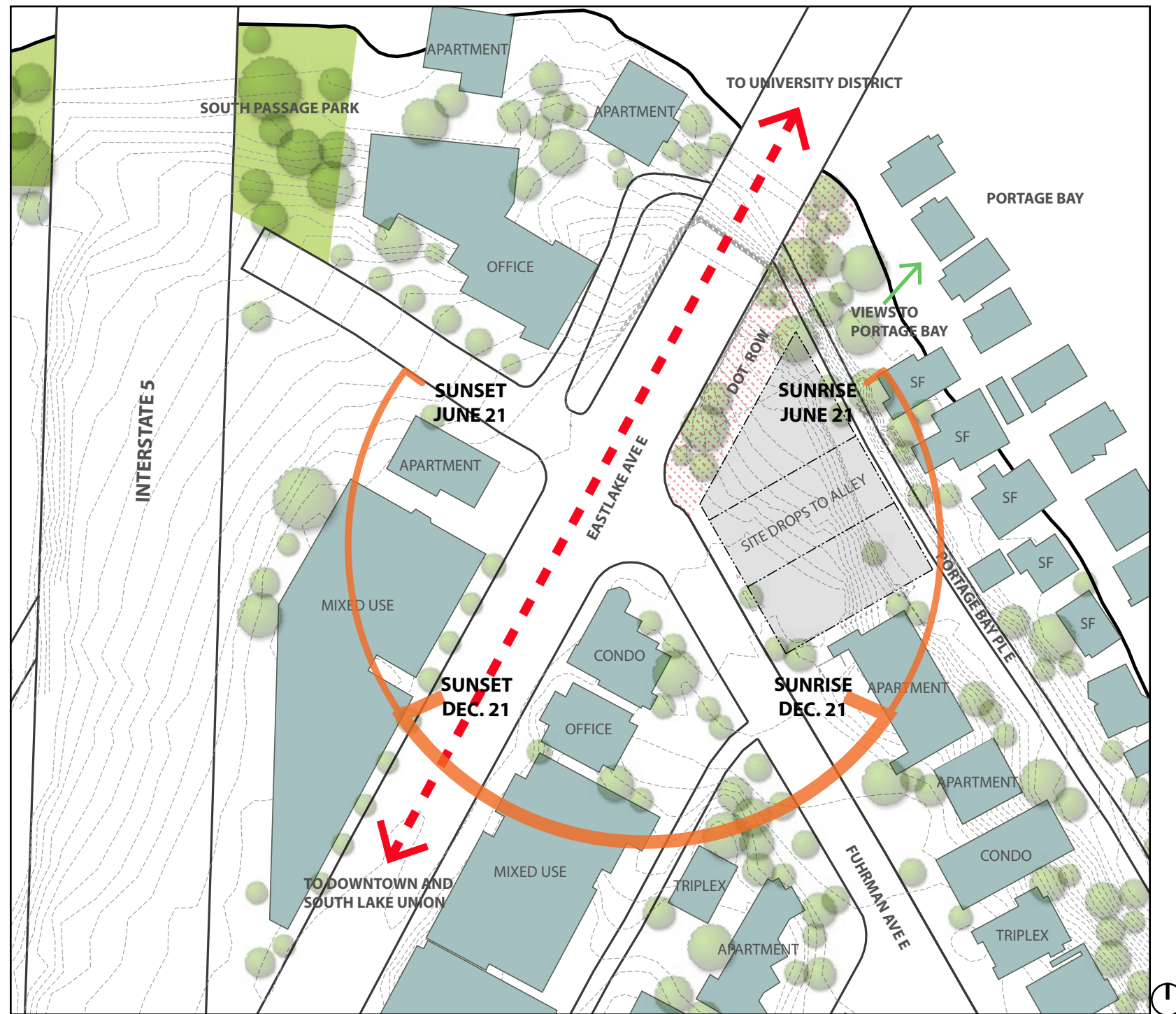
④ South Side of Fuhrman Ave E



SITE SURVEY



SITE CONDITIONS & CONSTRAINTS





EXISTING SITE CONDITIONS

The site slopes down from Fuhrman Avenue E to the north where it meets Portage Bay PL E. On the west side, the site is bounded by Eastlake Avenue E, that transitions to the University Bridge, connecting the University District and Downtown. There are no existing structures on the site currently.



1 View from NE



2 View from SW



3 View from NW



4 View from E



5 View from NW



6 View from SW

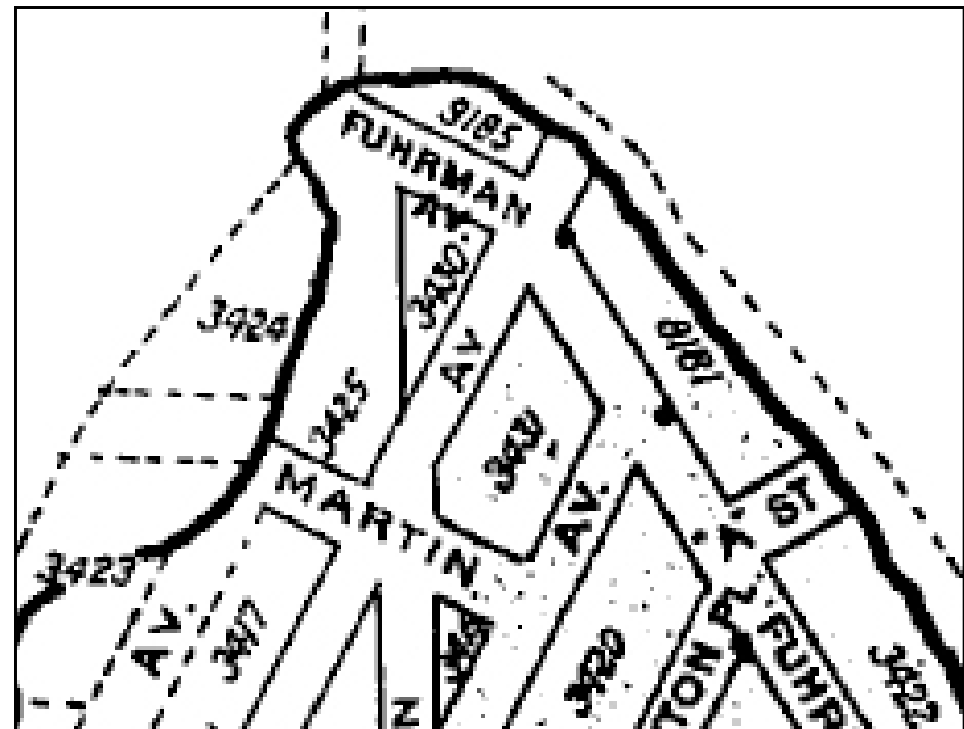
PORTAGE BAY PLACE E



Seattle passed ordinance number 66087 in 1936, naming the alleys in Blocks 41 and 42 Portage Bay Place E.

Portage Bay Place E provides access to the rear of the parcels facing Fuhrman Avenue E and single family residences and house boats along Portage Bay. The roadway terminates approximately 1,200 feet southeast of the University Bridge overpass. There are approximately 80 structures along the north side of roadway and an additional 20 structures on the south side. Many of the properties on the south side take access from Fuhrman Avenue E only. The roadway accesses parking that overlaps private and city property. Portage Bay Place E is used for pedestrian and vehicular access, requiring all vehicles to turn around at the southeastern end.

Portage Bay PL E.



map of Portage Bay 1905



map of Portage Bay 1912



1 view of Portage Bay PL E. looking west



1 view of Portage Bay PL E. under University Bridge

satellite image of Portage Bay 1937



Fairview Ave E
Eastlake Ave E
Harvard Ave E
Franklin Ave E
Fuhrman Ave E



satellite image of Portage Bay 2012

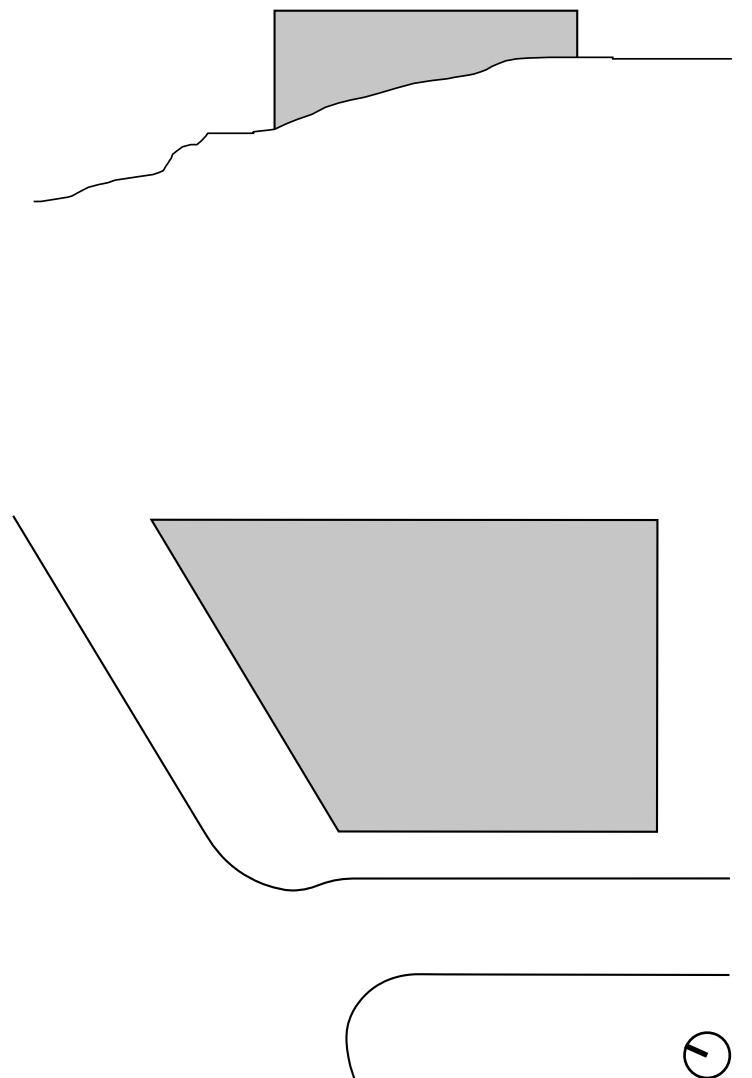
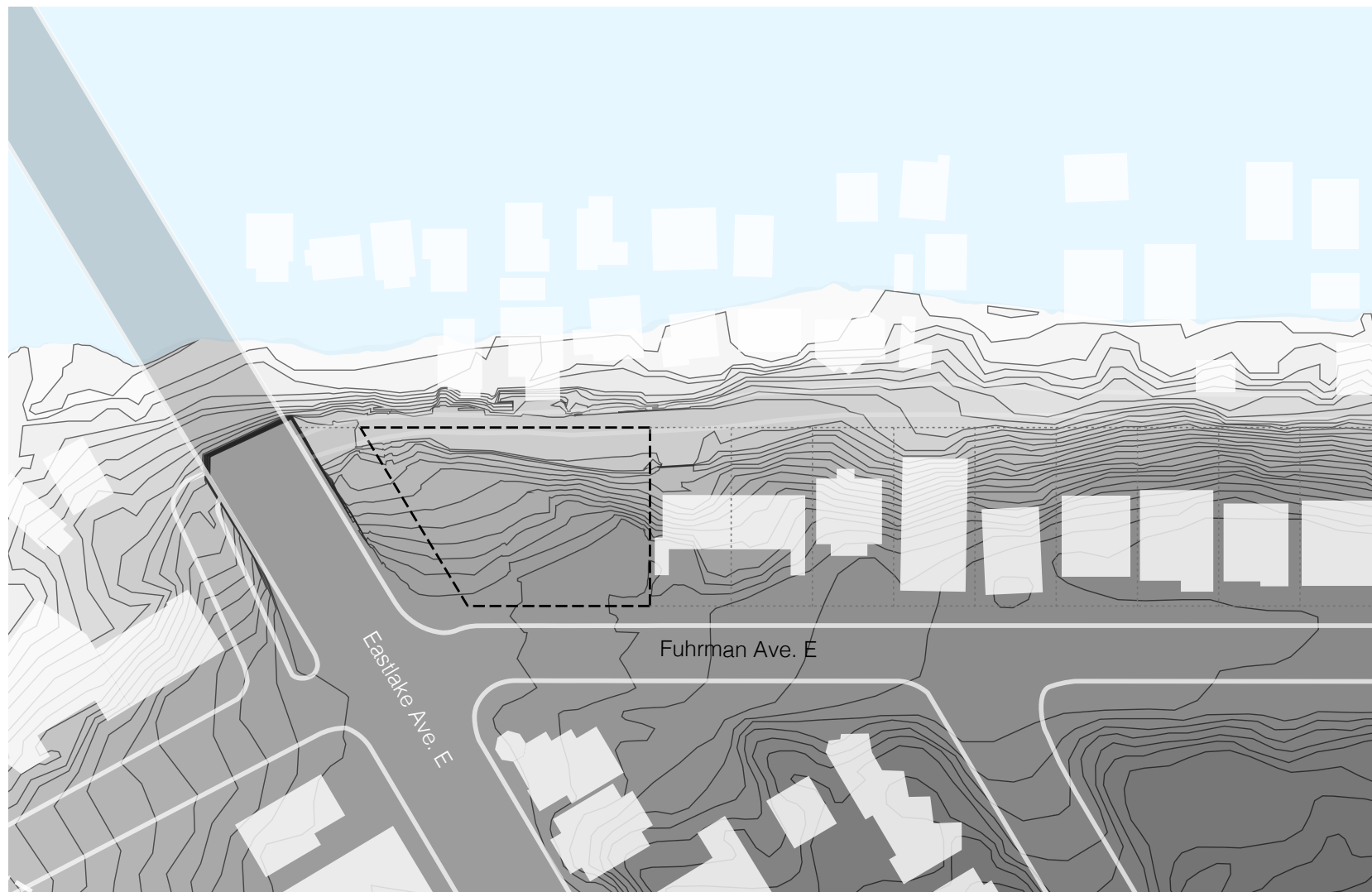


Fairview Ave E
Eastlake Ave E
I-5
Harvard Ave E
Franklin Ave E
Fuhrman Ave E

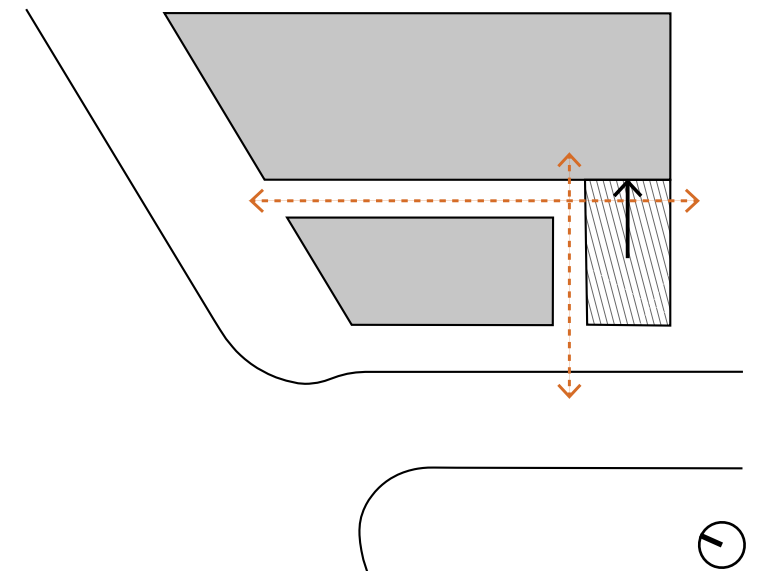
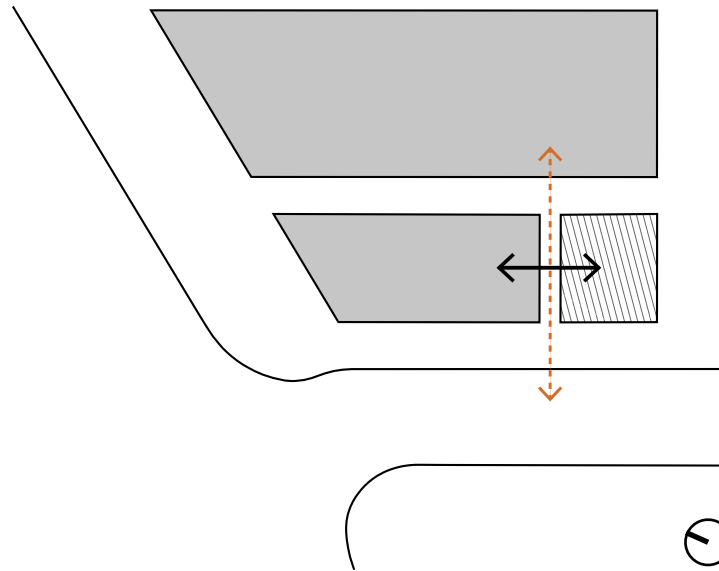
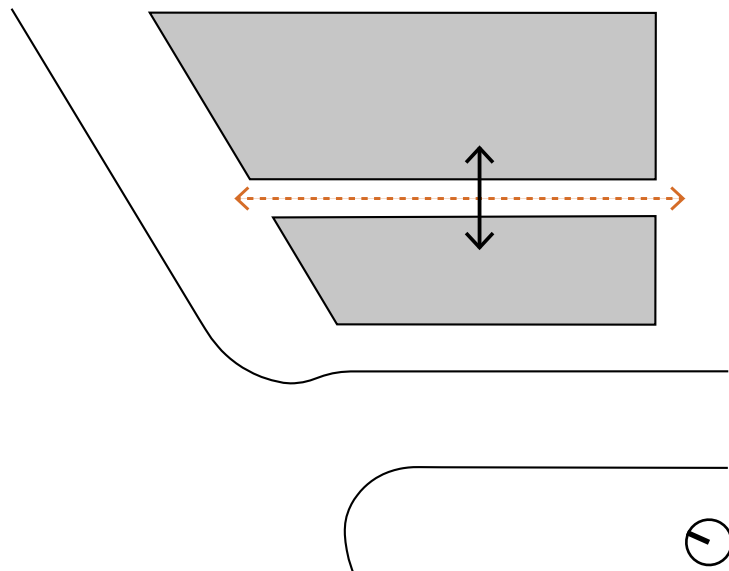
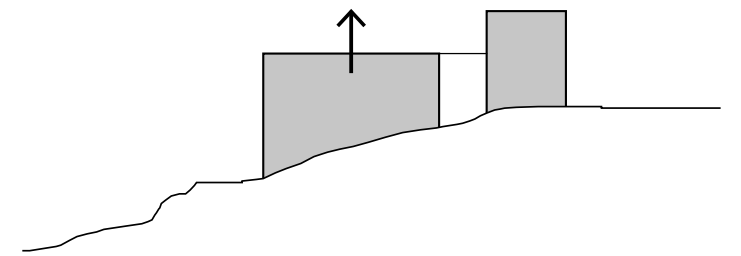
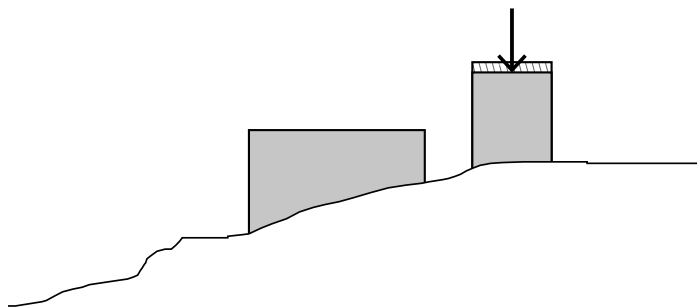
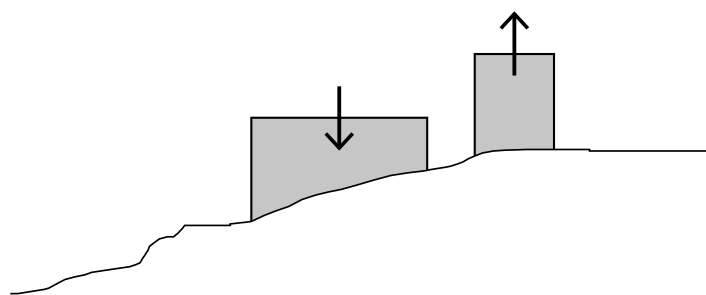


SITE STRATEGY

The site slopes dramatically from southwest to northeast effecting the allowable height of the proposed alternatives. An exploration of the site's dimensions and constraints exposes possible solutions. By dividing the site into two structures, our architectural solution follows the topography and maintains an appropriate height at the corner of Eastlake Avenue E and Fuhrman Avenue E.



SITE



DIVIDE

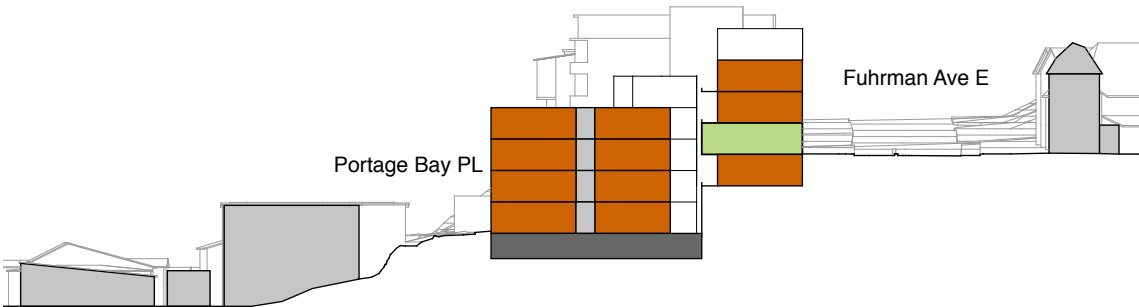
SUBTRACT

ADDITION

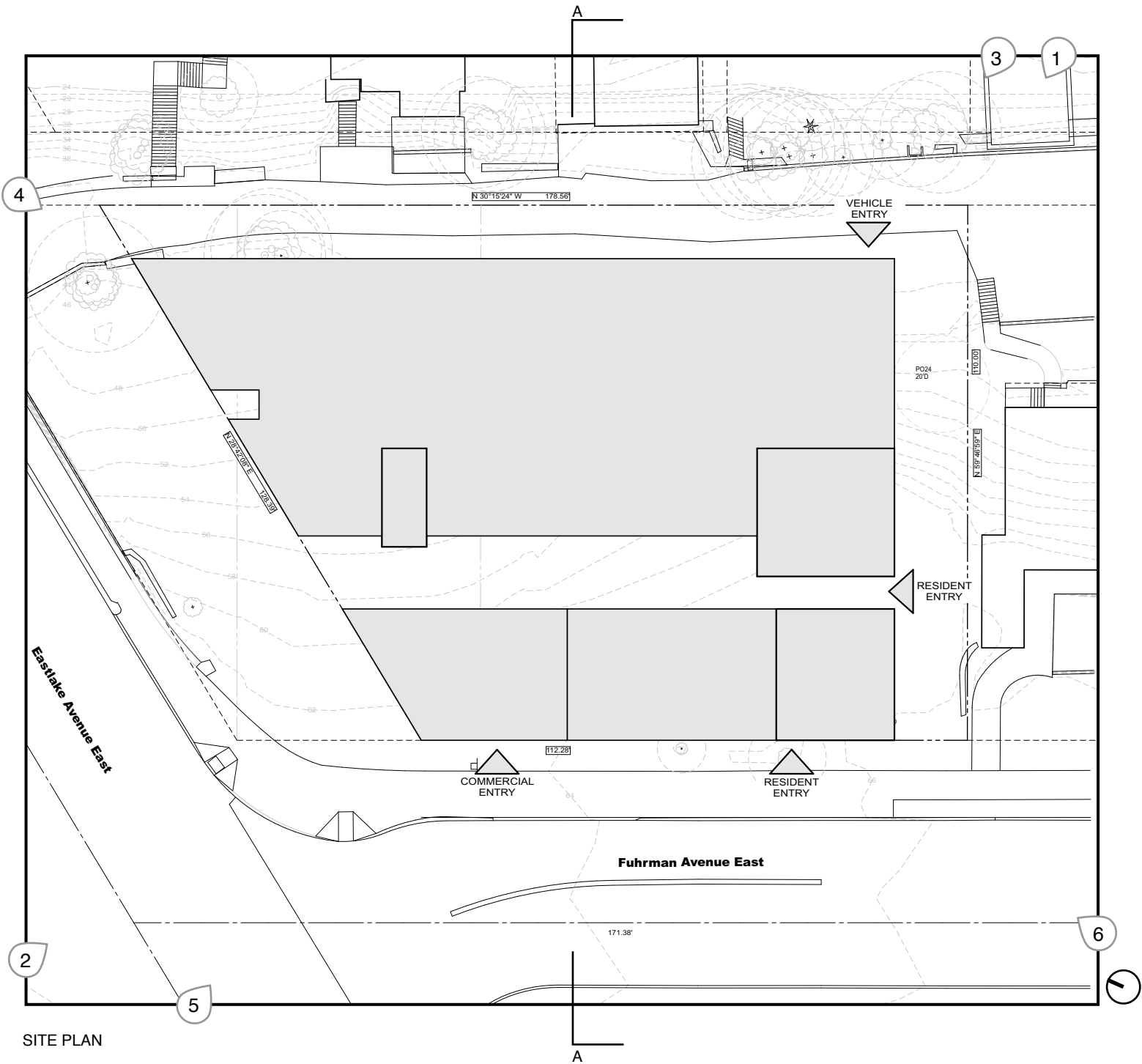
ALTERNATIVE 1

Alternative 1 is a code-compliant scheme that contains 55 apartment units and 1 commercial space. The apartment units are divided into 39 one-bedroom, 4 two-bedroom, and 13 studio units. This alternative is broken into two buildings divided by a linear open circulation courtyard.

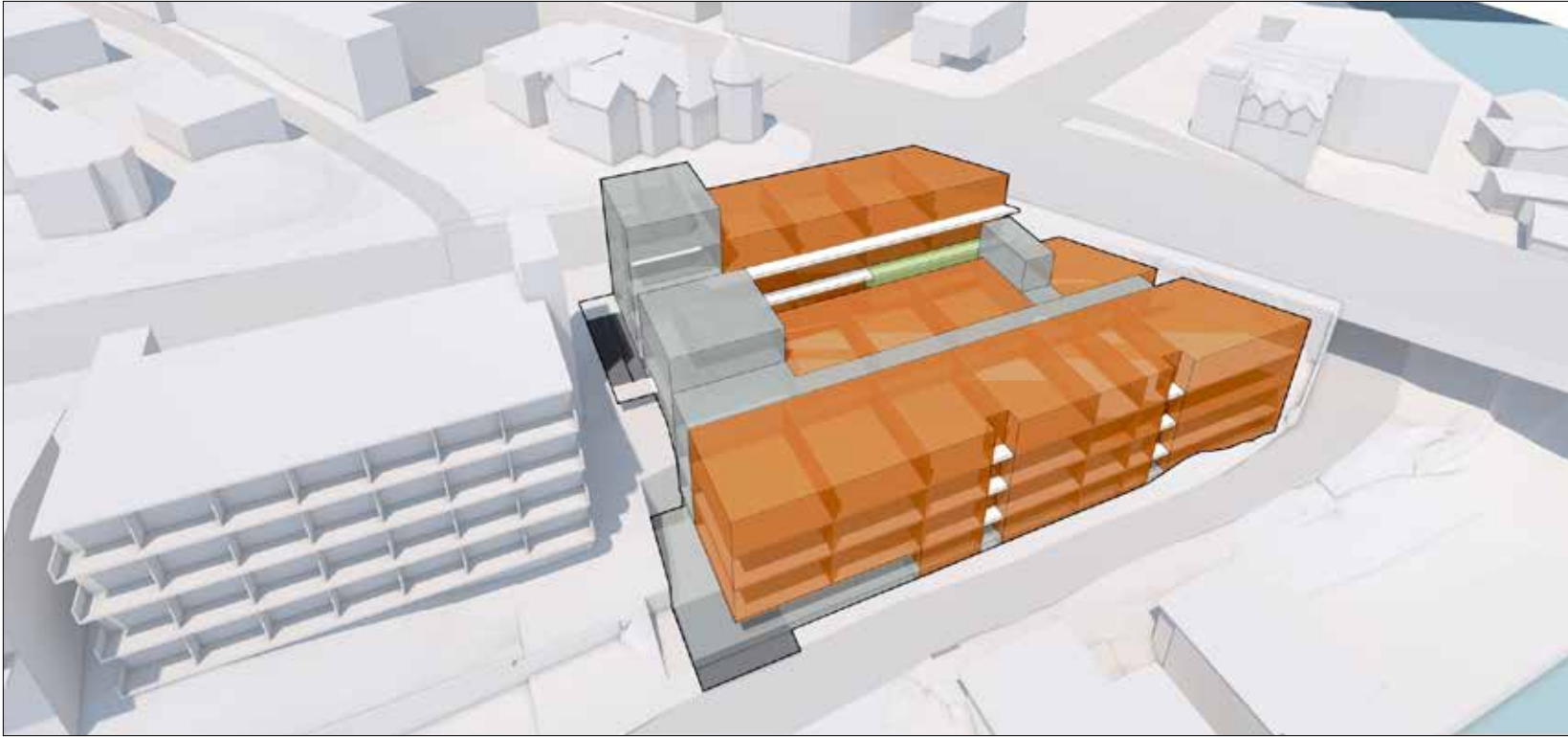
- Advantages:
- Code-compliant
- Issues:
- Only one building has a direct connection to Fuhrman Avenue E.
 - Small commercial space on the corner.



A SECTION



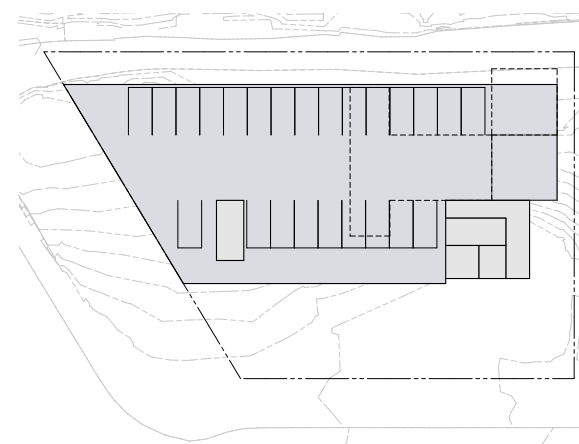
SITE PLAN



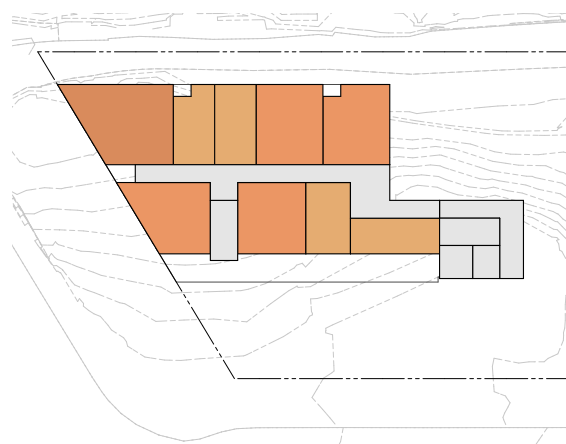
① View from NE



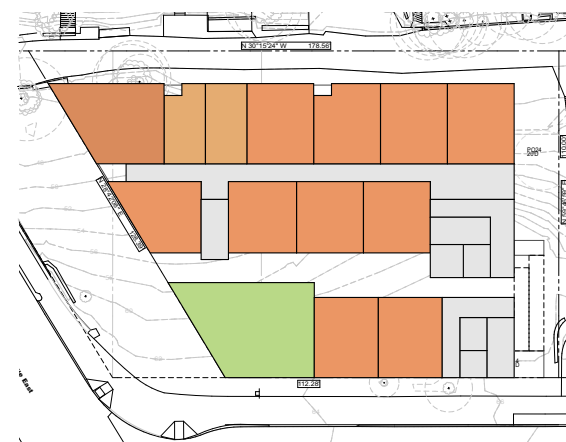
② View from SW



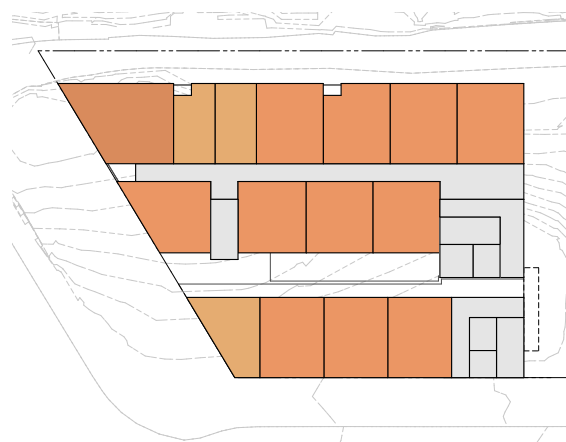
Garage Floor



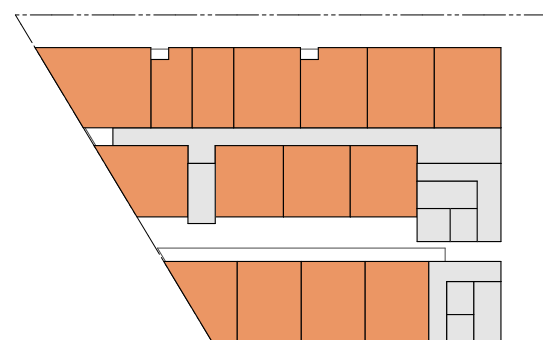
Basement Floor



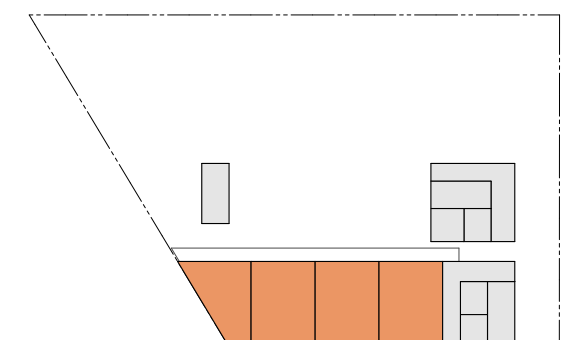
Ground Floor



First Floor

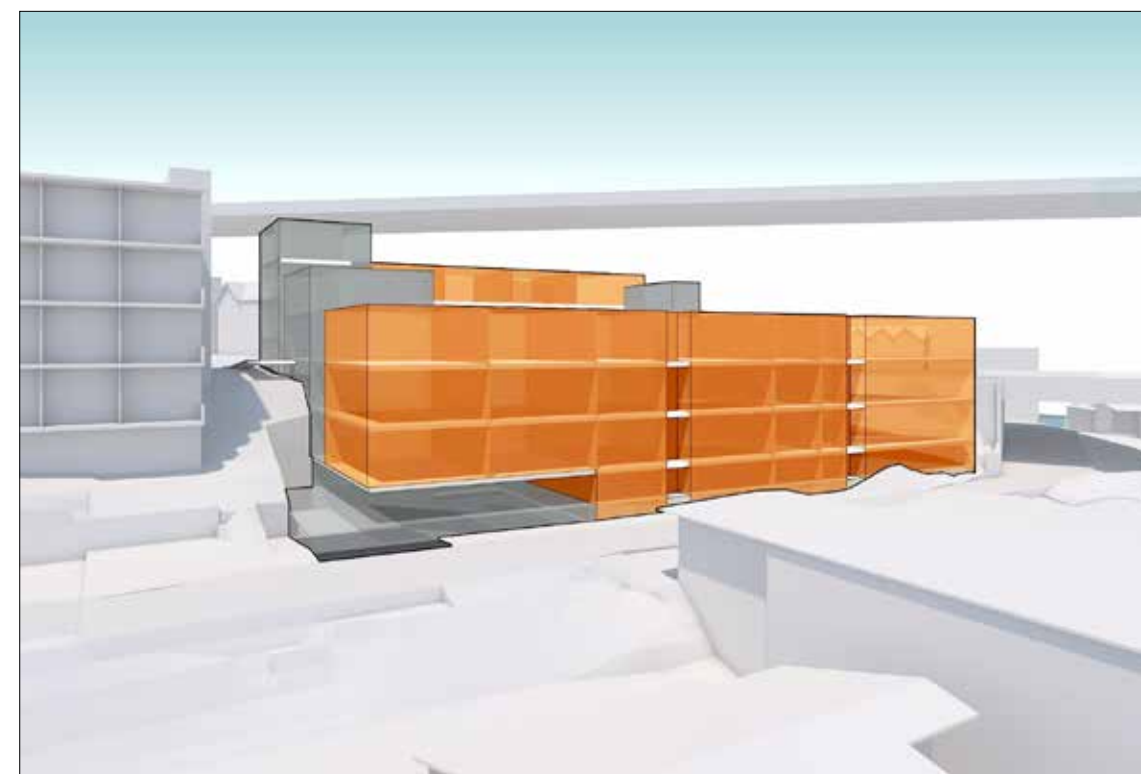


Second Floor



Third Floor

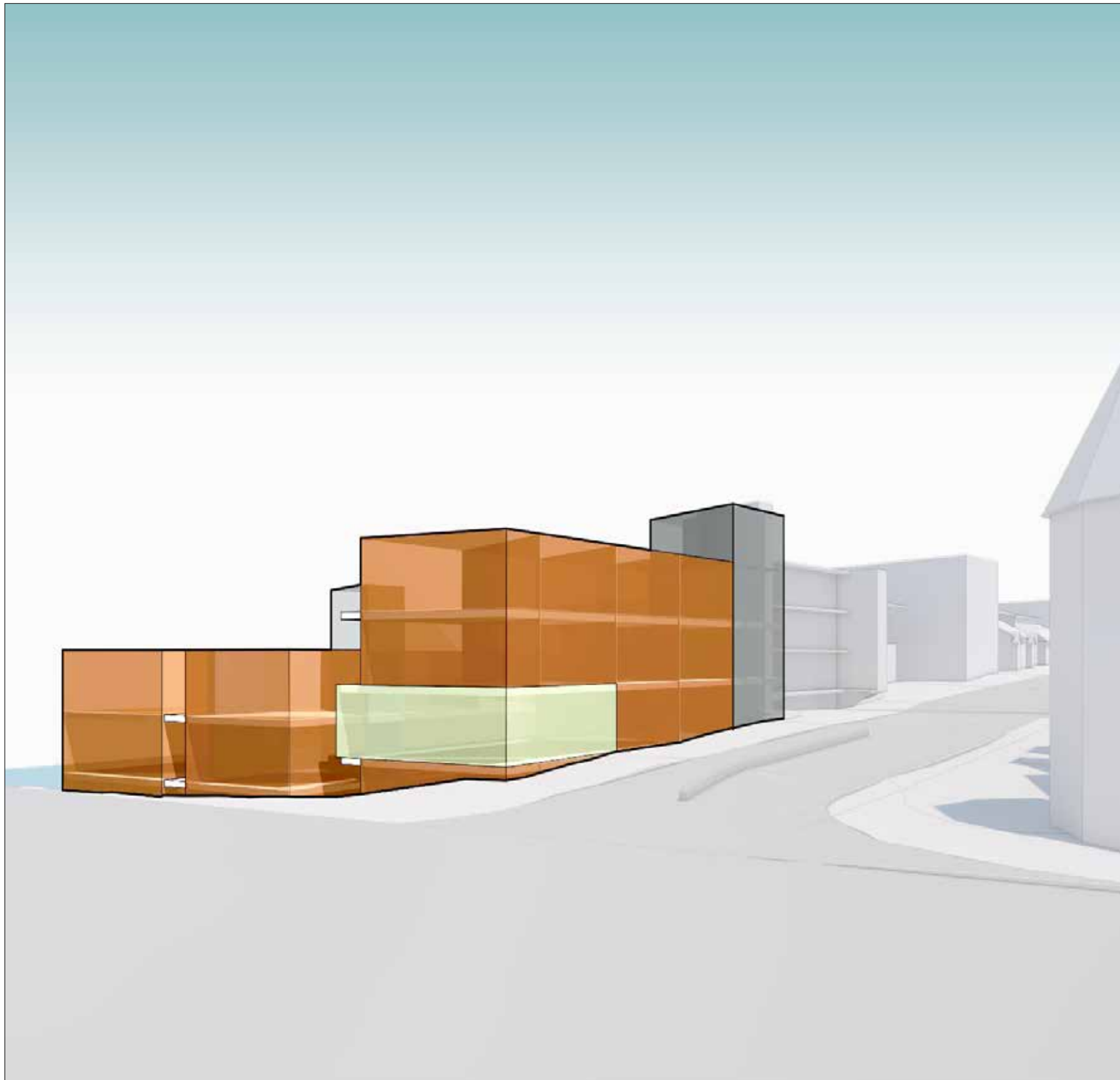
- Studio
- 1 Bedroom
- 2 Bedroom
- Commercial



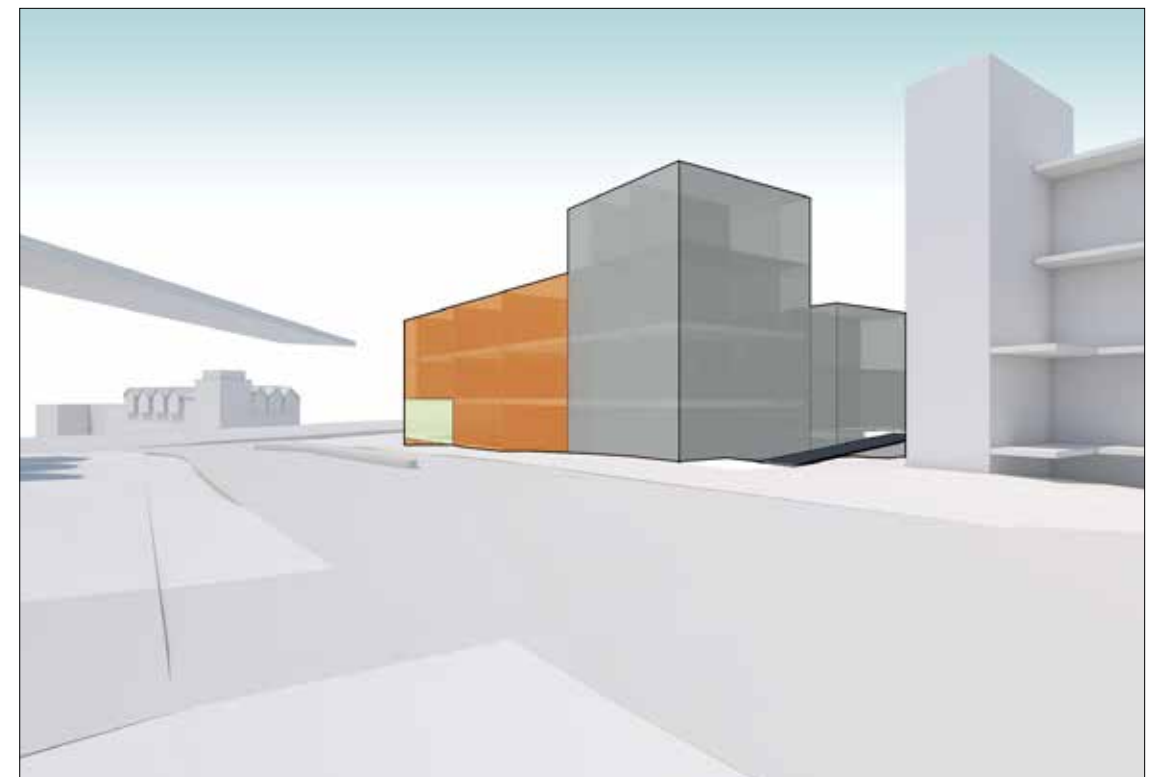
③ View from NE



④ View from NW



⑤ View from SW

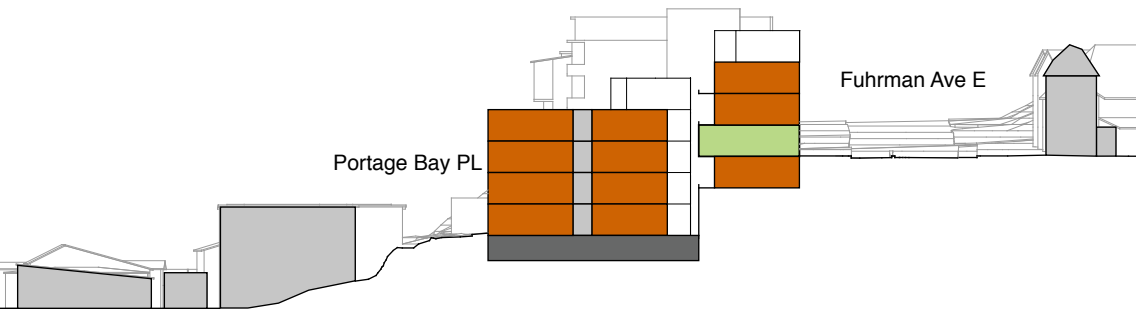


⑥ View from SE

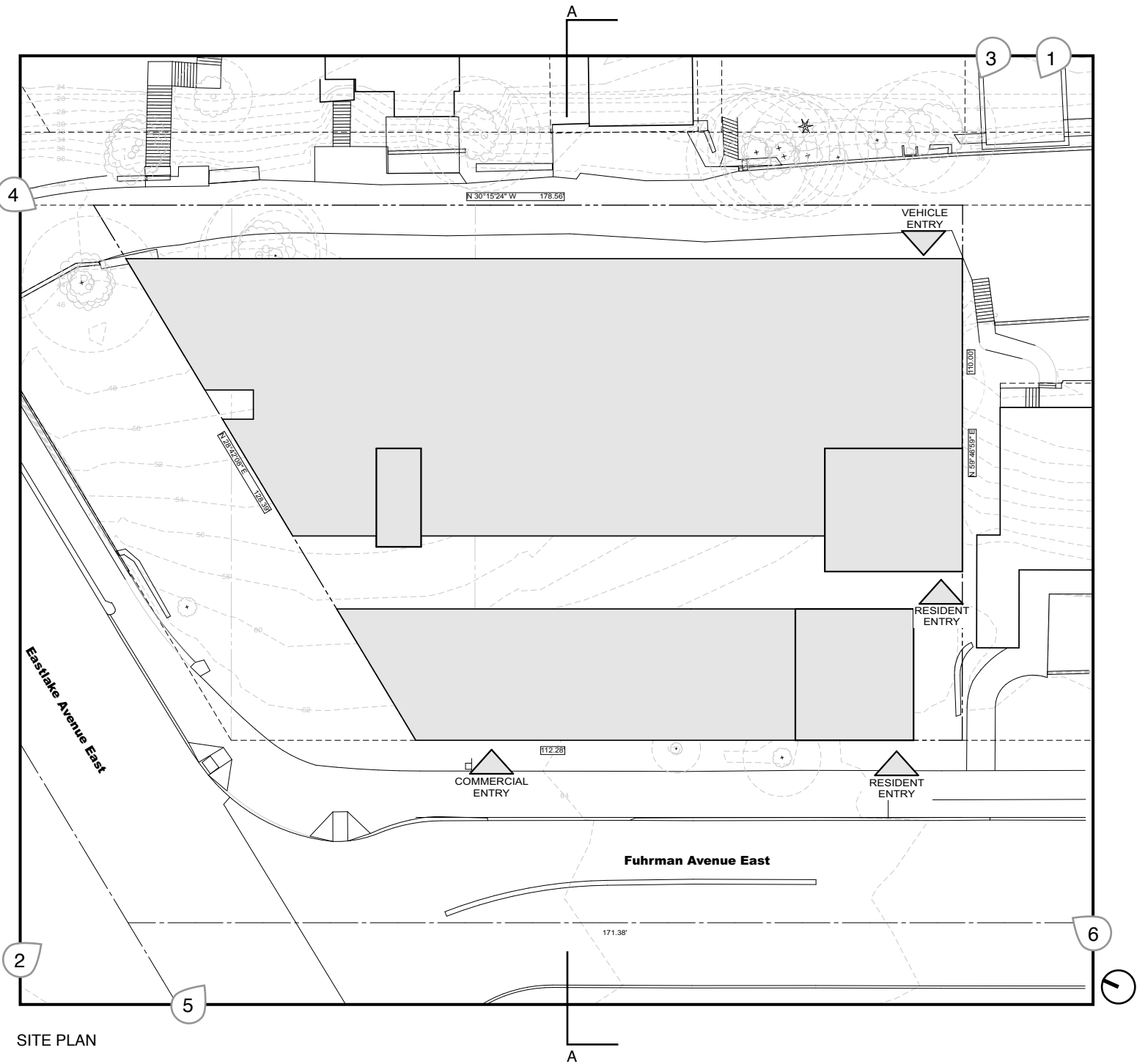
ALTERNATIVE 2

Alternative 2 is similar to Alternative 1 but seeks a departure from the side setback requirement. This scheme contains 59 apartment units split between 42 1-bedroom units, 6 2-bedroom and 10 studio units and 1 commercial space. The side setback departure allows for the residential units along Fuhrman Avenue E. to be dispersed throughout the north structure making room for a larger more continuous commercial space and provides more residential units.

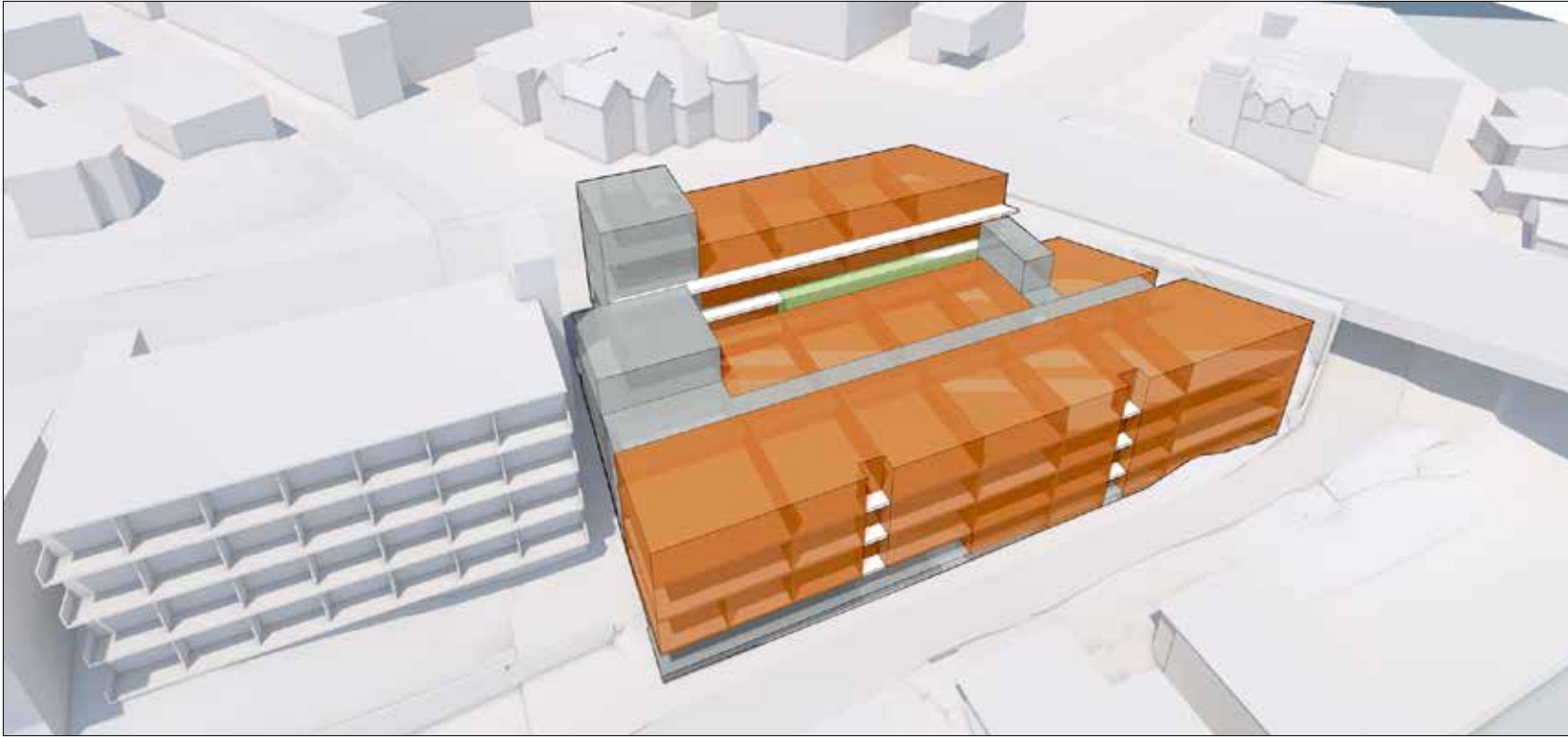
- Advantages:
- Side setback departure allows for a larger commercial space.
 - Side setback departure allows for a more residential units.
- Issues:
- Requires departure from the side setback requirement
 - Only one building is directly connected to Fuhrman Avenue E.



A SECTION



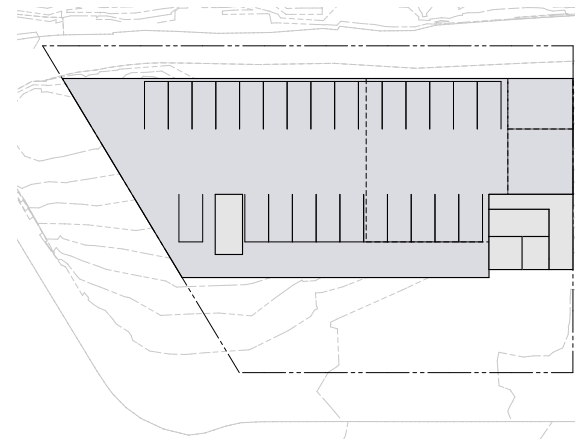
SITE PLAN



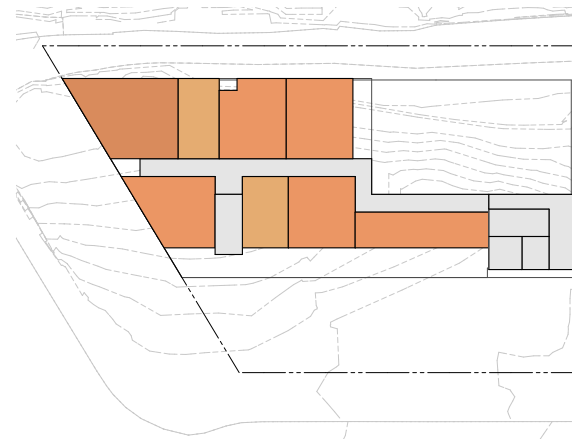
① View from NE



② View from SW



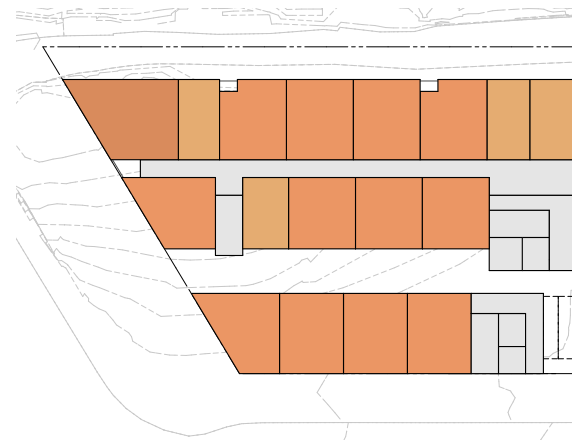
Garage Floor



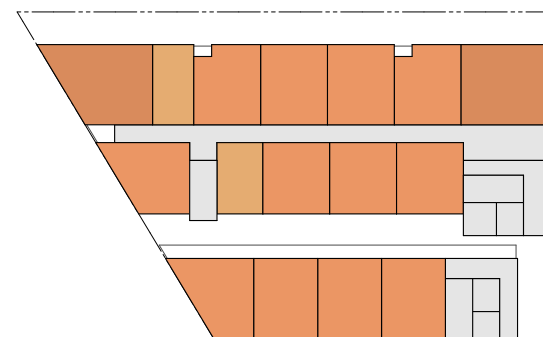
Basement Floor



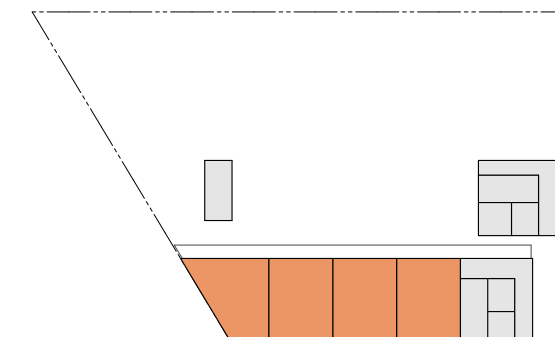
Ground Floor



First Floor

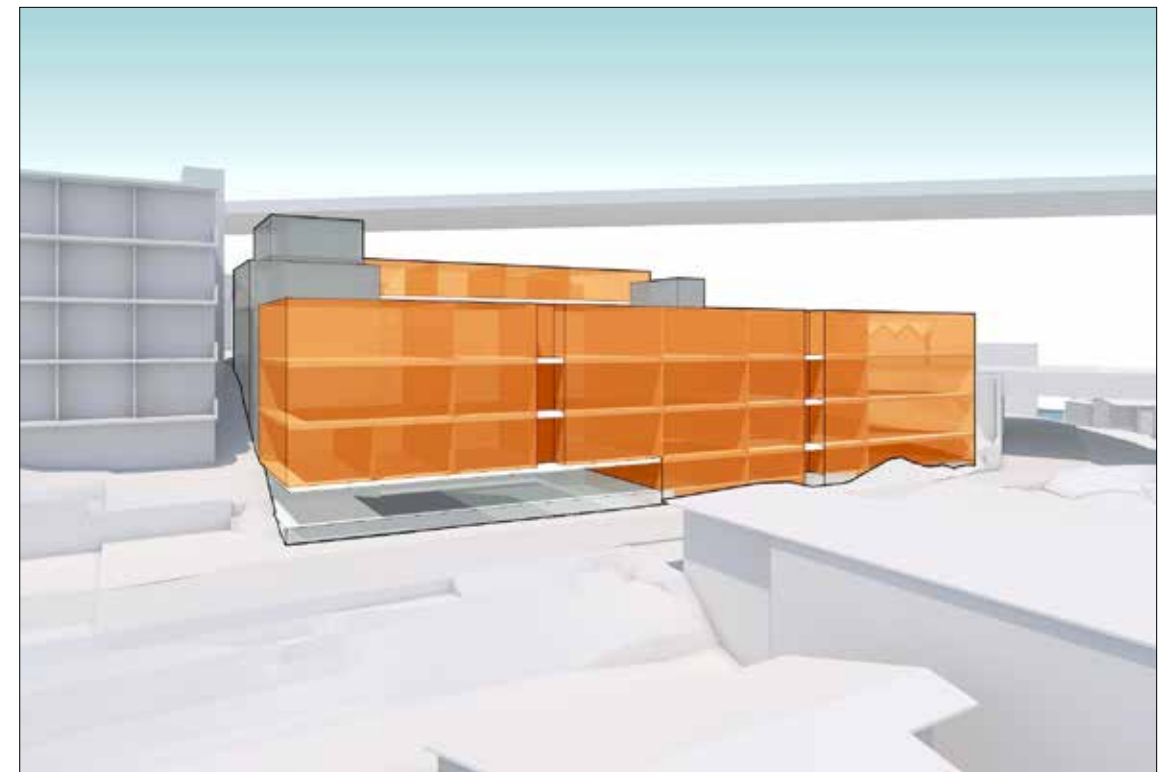


Second Floor



Third Floor

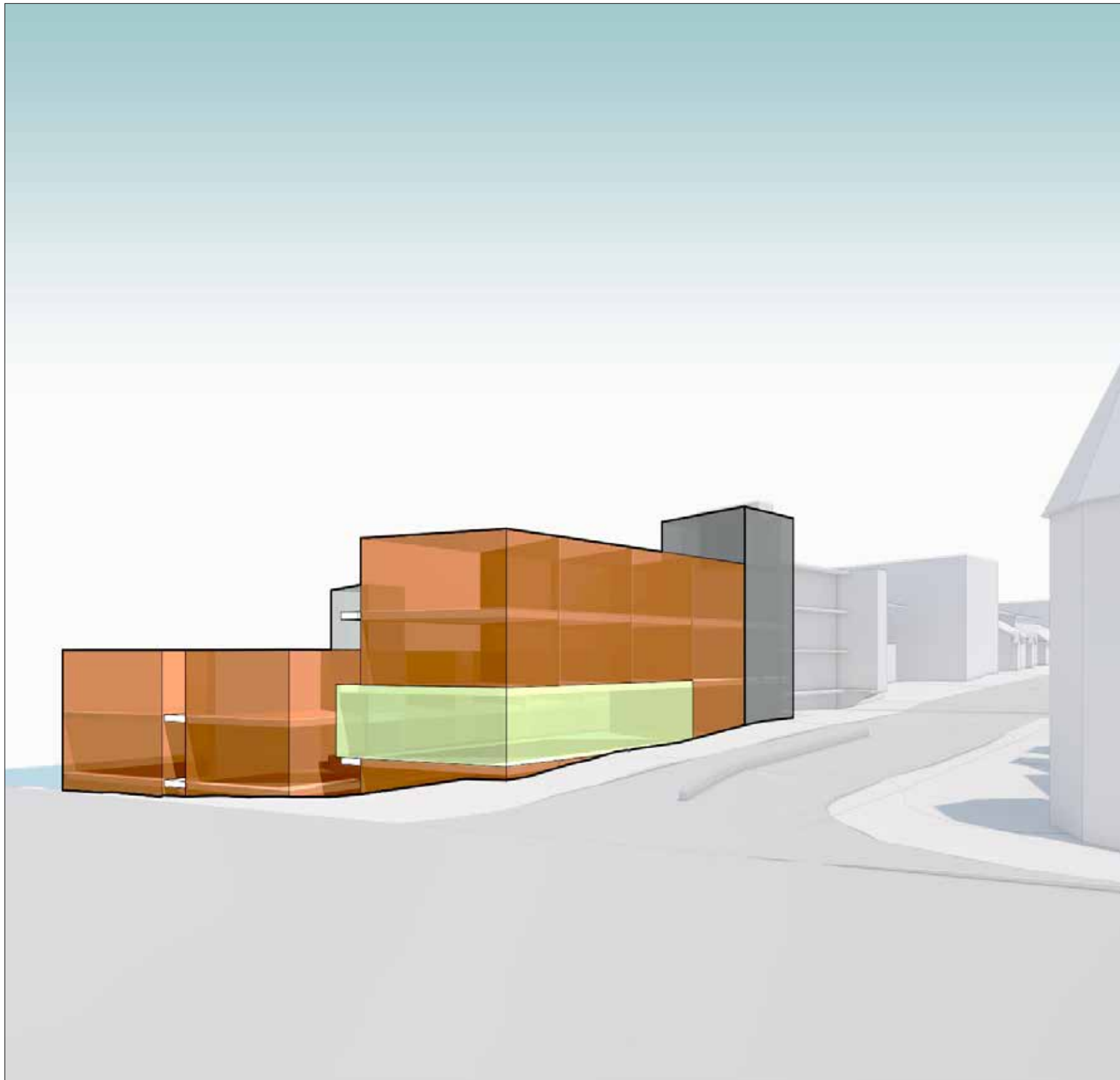
- Studio
- 1 Bedroom
- 2 Bedroom
- Commercial



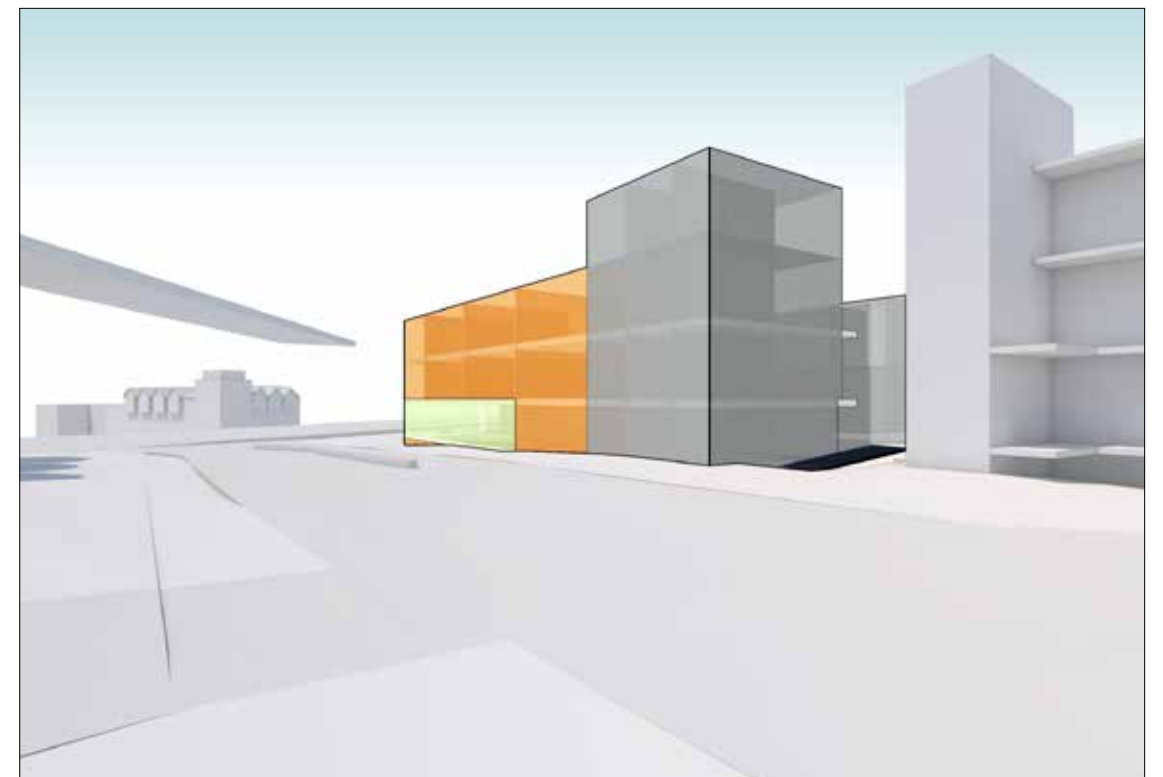
③ View from NE



④ View from NW



⑤ View from SW



⑥ View from SE

ALTERNATIVE 3

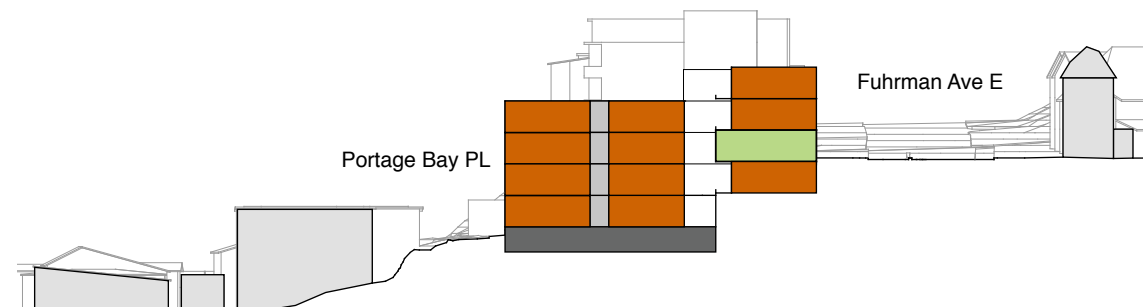
Like alternative 1 and 2, alternative 3 is broken into two structures which contain 63 apartment units. These are divided into 40 one-bedroom, 5 two-bedroom, and 18 studio units. The side setback departure allows for both structures to have a direct connection to Fuhrman Avenue E. to the south. In addition, the residential units along Fuhrman Avenue E. to be dispersed throughout the north structure making room for a larger more continuous commercial space. The height is reduced at the transition to the abutting Lowrise zone where the departure is requested, adjacent to a blank wall and surface parking area.

Advantages:

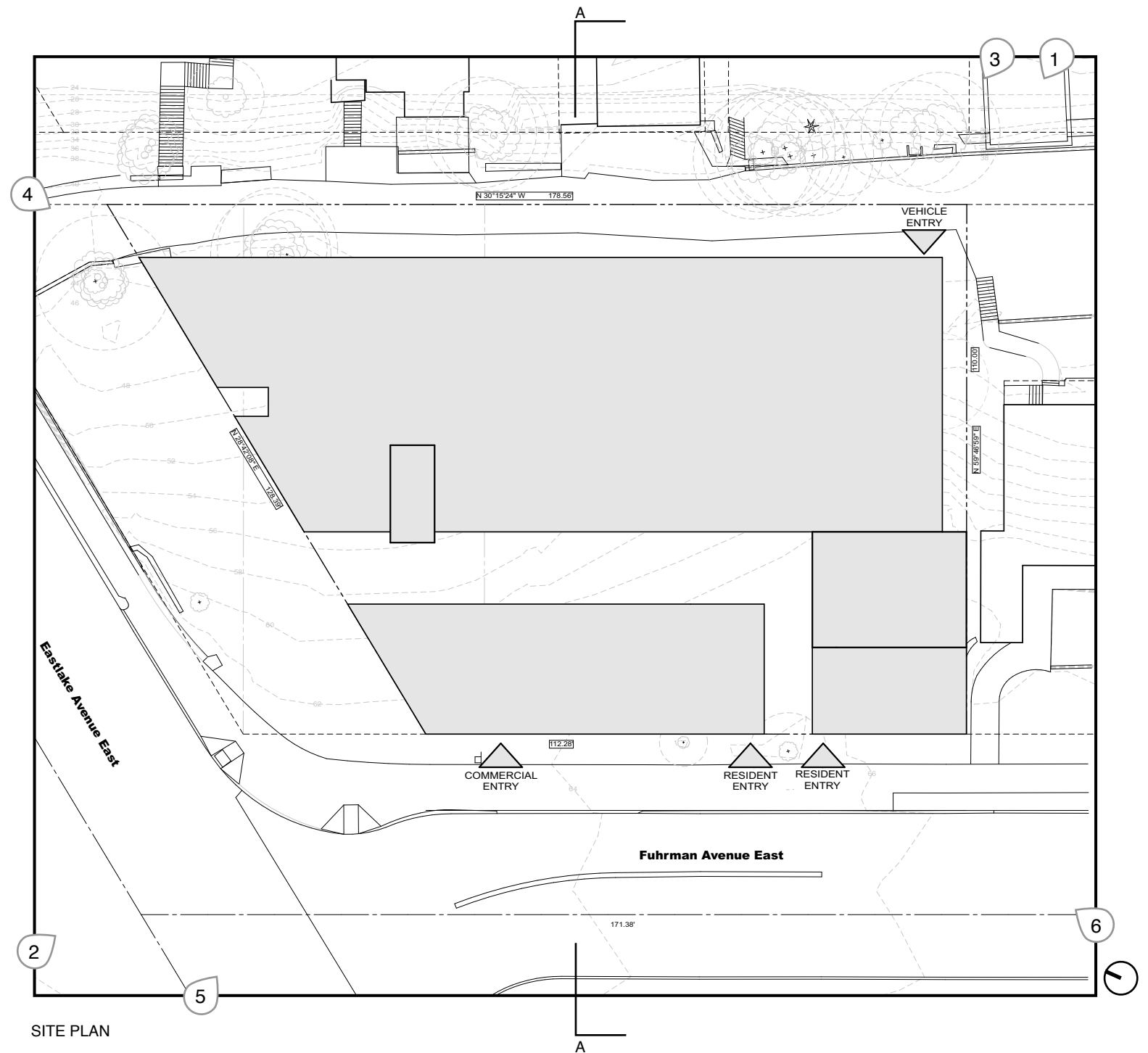
- Both structures have a direct connection to Fuhrman Avenue E.
- Side setback departure allows for a larger commercial space.
- A step down in building height on Fuhrman Avenue E. as the site moves east toward the Lowrise zone. Height and Bulk are reduced in this location to create a well-scaled street facade.

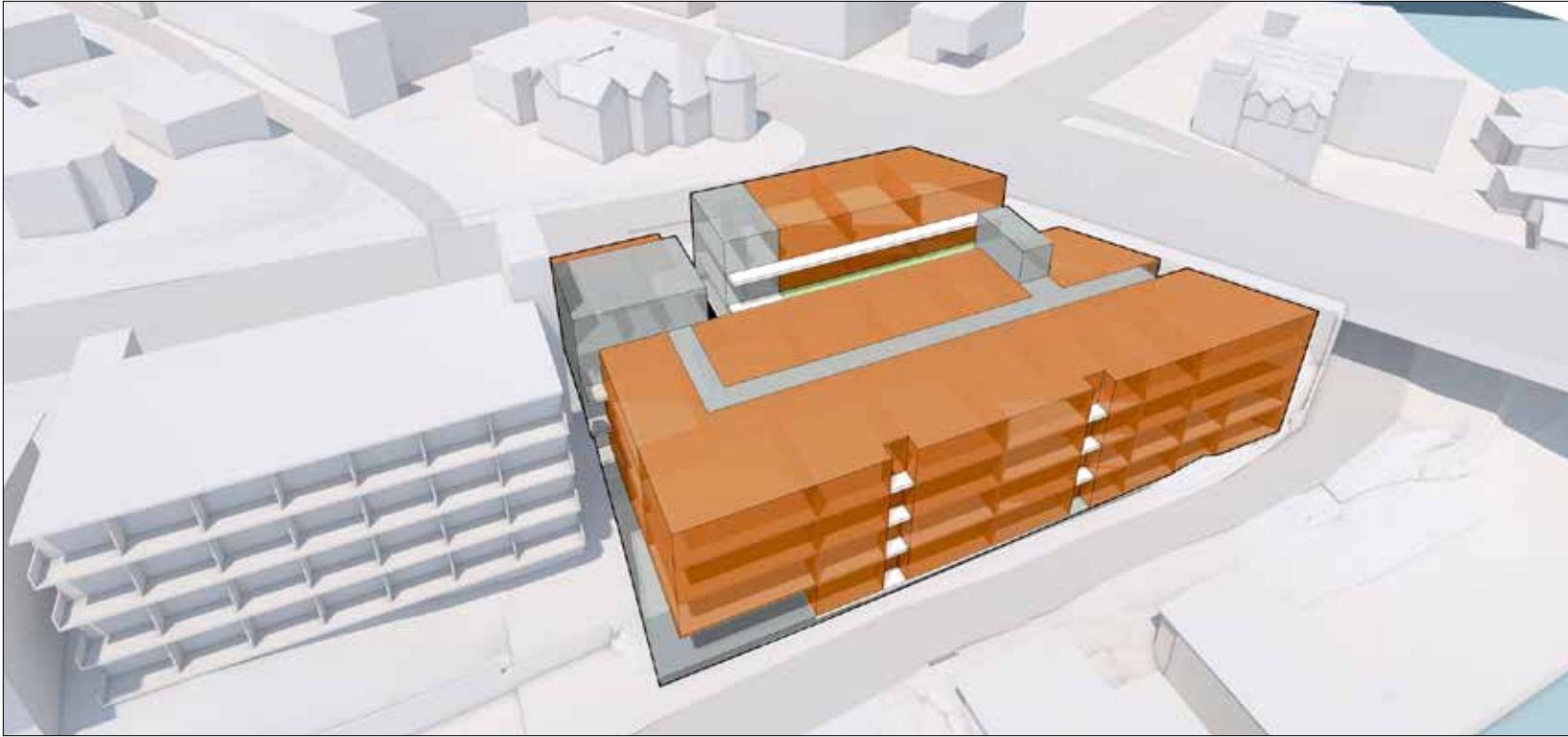
Issues:

- Requires departure from the side setback requirement.



(A) SECTION

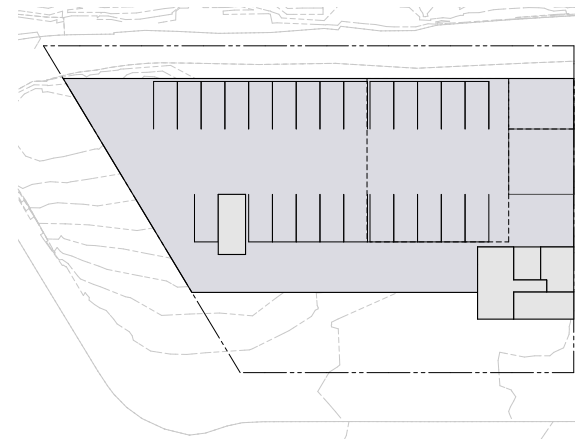




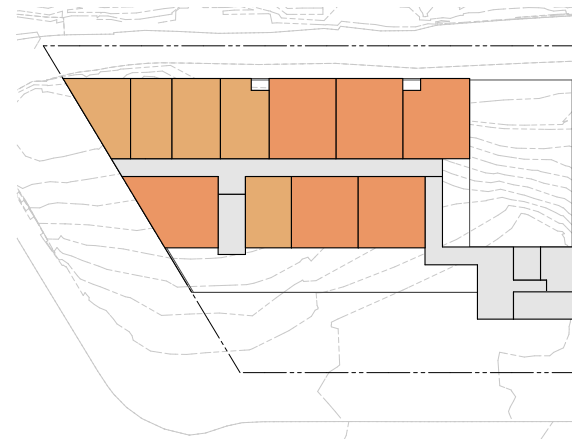
① View from NE



② View from SW



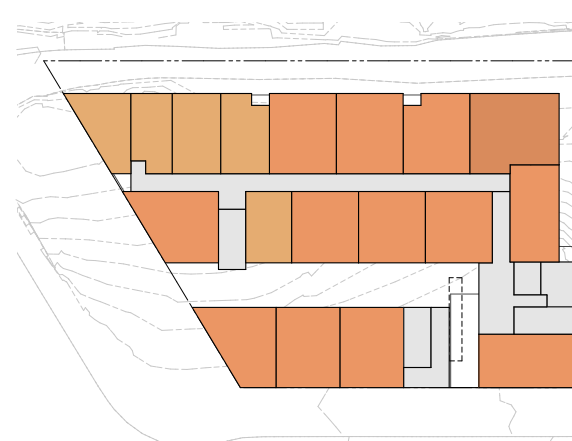
Garage Floor



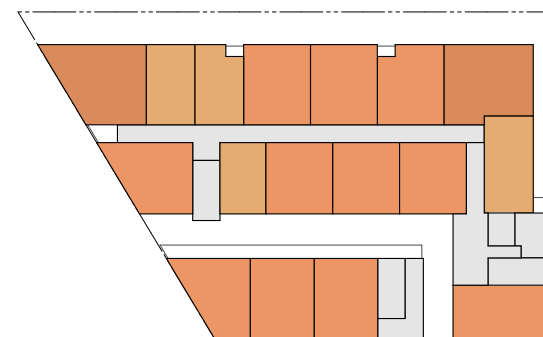
Basement Floor



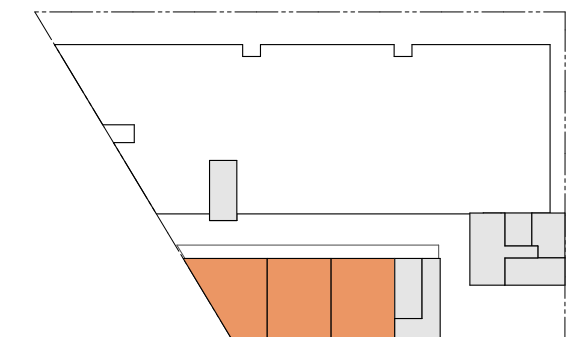
Ground Floor



First Floor

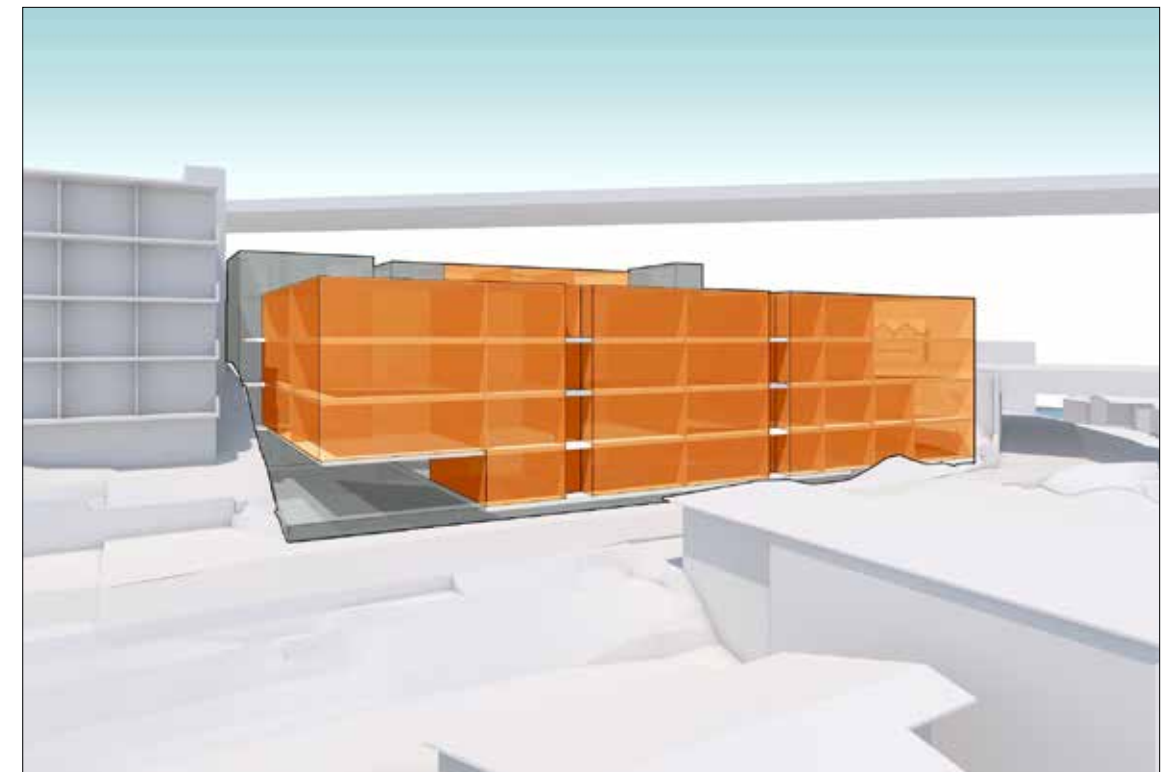


Second Floor



Third Floor

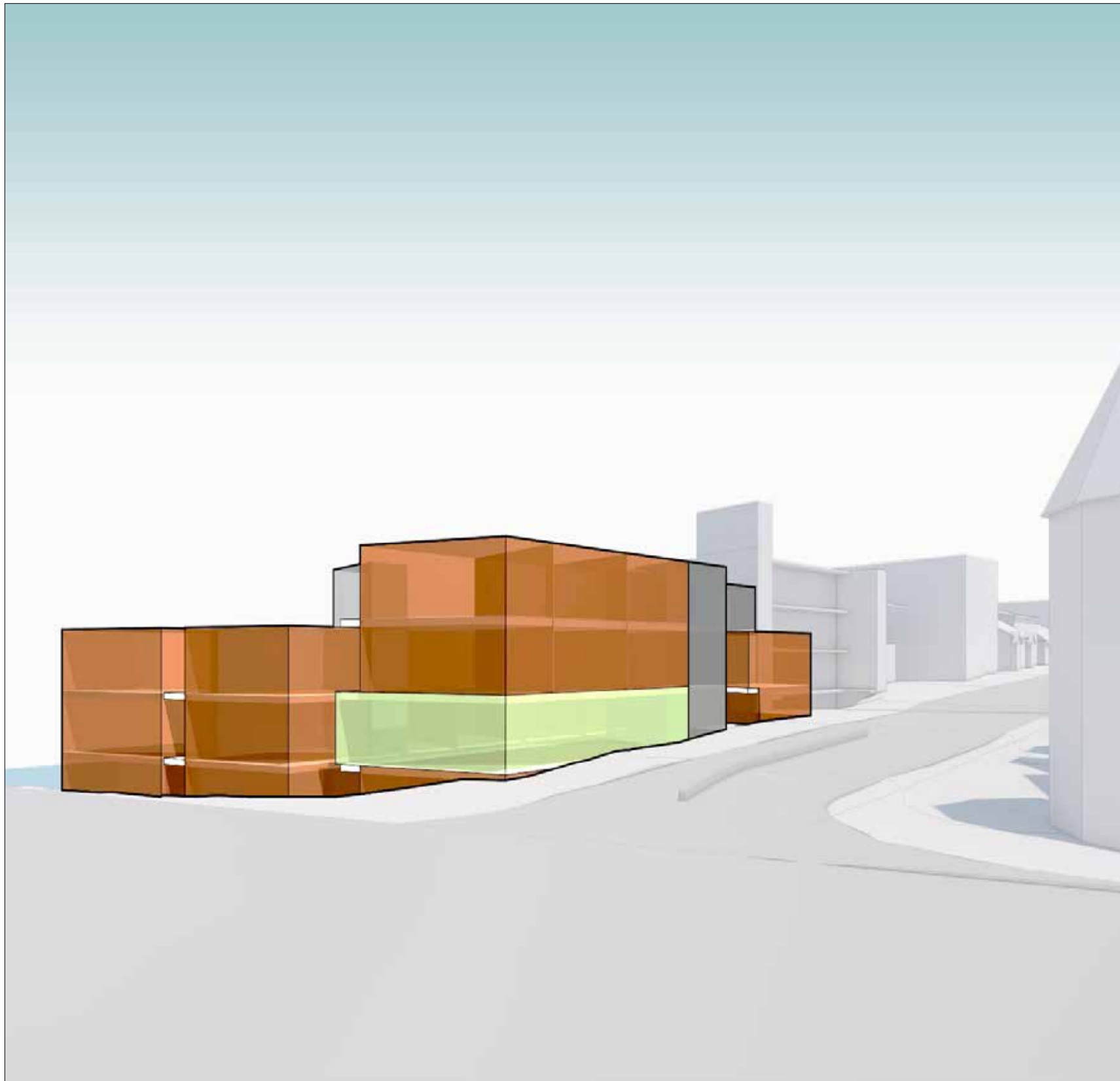
- Studio
- 1 Bedroom
- 2 Bedroom
- Commercial



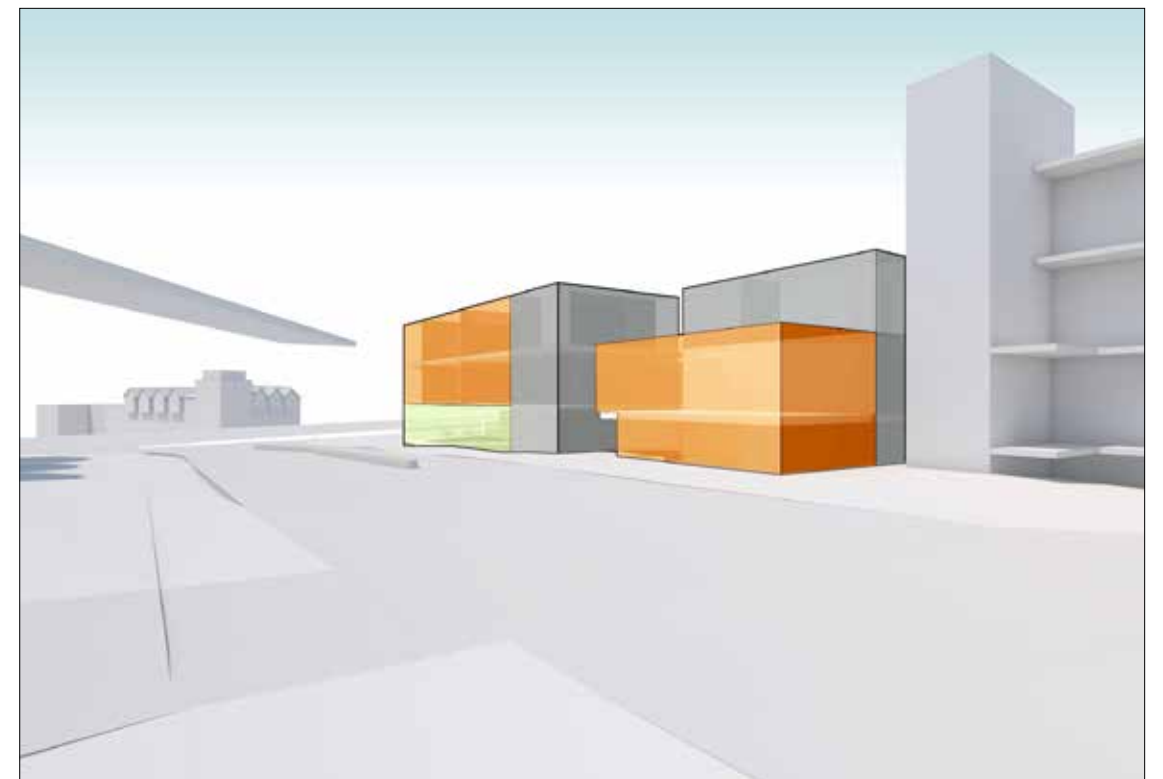
③ View from NE



④ View from NW



⑤ View from SW



⑥ View from SE

ALTERNATIVE 1

Alternative 1 is a code-compliant scheme that contains 55 apartment units and 1 commercial space. The apartment units are divided into 39 one-bedroom, 4 two-bedroom, and 13 studio units. This alternative is broken into two buildings divided by an open circulation courtyard.

Advantages:

- Code-compliant

Issues:

- Only one building has a direct connection to Fuhrman Avenue E.
- Small commercial space on the corner.



Aerial View looking SW

ALTERNATIVE 2

Alternative 2 is similar to Alternative 1 but seeks a departure from the side setback requirement. This scheme contains 59 apartment units split between 42 1-bedroom units, 6 2-bedroom and 10 studio units and 1 commercial space. The side setback departure allows for the residential units along Fuhrman Avenue E. to be dispersed throughout the north structure making room for a larger more continuous commercial space.

Advantages:

- Side setback departure allows for a larger commercial space.

Issues:

- Requires departure from the side setback requirement
- Only one building is directly connected to Fuhrman Avenue E.



Aerial View looking SW

ALTERNATIVE 3

Like alternative 1 and 2, alternative 3 is broken into two structures which contain 63 apartment units. These are divided into 40 one-bedroom, 5 two-bedroom, and 18 studio units. The side setback departure allows for both structures to have a direct connection to Fuhrman Avenue E. to the south. In addition, the residential units along Fuhrman Avenue E. to be dispersed throughout the north structure making room for a larger more continuous commercial space. The height is reduced at the transition to the abutting Lowrise zone where the departure is requested, adjacent to a blank wall and surface parking area.

- Advantages:
- Both Structures have a direct connection to Fuhrman Avenue E.
 - Side setback departure allows for a larger commercial space.
 - A step down in building height on Fuhrman Avenue E. as the site moves east toward lower density. Height and Bulk are reduced in this location and create a well-scaled street facade.

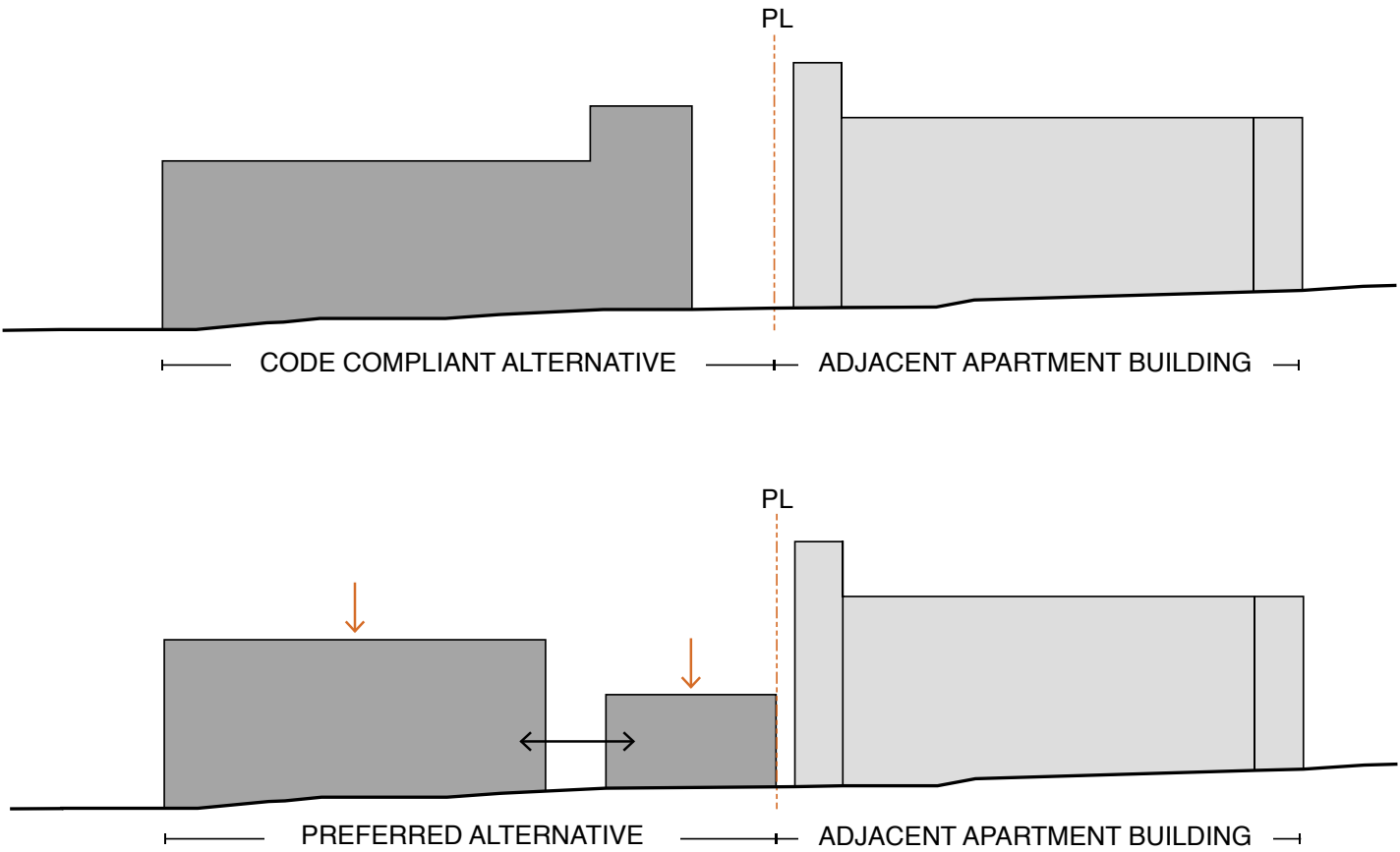
- Issues:
- Requires departure from the side setback requirement.



Aerial View looking SW

REQUESTED DEPARTURE

ITEM	CODE SECTION AND REQUIREMENT NAME	REQUIRED	PROVIDED	AMOUNT OF DEPARTURE	JUSTIFICATION	SUPPORTED DESIGN GUIDANCE
1	SIDE SETBACK SMC 23.47A.014	B.1 A TRIANGULAR SHAPED SETBACK WITH FRONT AND SIDE DIMENSIONS OF 15'-0" B.2 10' SETBACK FOR PORTIONS OF THE STRUCTURE ABOVE 13'-0"	0'-0" SETBACK PROVIDED ALONG SOUTH 47 FEET OF EAST PROPERTY LINE, 5'-0" SETBACK PROVIDED FOR REMAINING 52 FEET OF EAST PROPERTY LINE	B.1 0'-0" SETBACK REQUESTED B.2 A REDUCTION TO A 5'-0" SETBACK ABOVE 13'-0"	IN ORDER TO PROVIDE A MORE APPEALING EDGE TO THE NEIGHBOR, WE HAVE PROPOSED A REDUCTION IN HEIGHT ALONG THE PROPERTY LINE WHILE INCREASING HEIGHT ALONG EASTLAKE AVENUE E. THIS ALSO ALLOWS FOR A TRANSITION FROM THE LOWER DENSITY OF FUHRMAN AVENUE E. TO THE HIGHER DENSITY OF EASTLAKE AVENUE E.	CS2-D-5 RESPECT FOR ADJACENT SITES CS1-C-1 LAND FORM CS2-B-2 CONNECTION TO THE STREET





Structures built on bluff above Portage Bay PL.

CONTEXT & SITE

CS1 NATURAL SYSTEMS AND SITE FEATURES

B. SUNLIGHT AND VENTILATION

The site is located at a prominent corner with great access to daylight and air. All proposals split the project into two structures allowing for greater access to light and air. In addition the proposals follow the sloping topography to allow for maximum light and air to adjacent sites. Rooftop structures are

C. TOPOGRAPHY

The site slopes down from Fuhrman Avenue E southwest to northeast towards Portage Bay Place E. All design proposals follow the site's topography, stepping down the slope. In each, the project is split into two structures, one high at Fuhrman Avenue E and one low at Portage Bay Place E.

D. PLANTS AND HABITAT

Across Portage Bay Place E from the site are several large deciduous trees that provide a screen for much of the year from the north and northeast. The mixed-use proposal fills most of the development site with an open walkway at grade between the two proposed structures. This gap combined with a generous roof deck on the northern structure will incorporate landscape elements.

E. WATER

The design of the proposed project will be influenced by providing views to Portage Bay and creating a designed transition between water, houseboats and the higher density of Eastlake Avenue E.



An example of the residential fabric of Portage Bay.

CS2 URBAN PATTERN AND FORM

A. LOCATION IN THE CITY AND NEIGHBORHOOD

This proposal is located at the northeastern edge of the Eastlake Neighborhood, just south of the University Bridge, a very visible and well-known location in the city. Located at a crux between South Lake Union, North Capitol Hill, and the U-District, this location is well-situated and connected. The immediate vicinity consists of a mix of residential and commercial structures, with house boats adjacent to the north.

B. ADJACENT SITES, STREETS, AND OPEN SPACES

Located at the corner of Fuhrman Avenue E and Eastlake Avenue E, site is bounded by Portage Bay Place E to the north and a multi-story apartment to the east that was constructed in 1955. To the north across Portage Bay Place E are 9 single family houseboats. To the west is the University Bridge. Across Fuhrman Ave E to the south is the Martello Condominium Building. The proposal provides a balance to the block by creating a structure at the corner that frames the view over the bridge. A large open space is located to the west of the site that can be activated and maintained by the proposed mixed-use development. The space is currently pay surface parking accessed from the site. In the future it can be a publicly accessible privately maintained open space that provides a landscaped pedestrian connection between Fuhrman Avenue E and Portage Bay Place E.

C. RELATIONSHIP TO THE BLOCK

The proposal is located at a prominent corner of Eastlake Avenue E and Fuhrman Avenue E. This intersection offers a void that will be framed with the siting of the proposal. A mixed-use proposal, the structure will add commercial presence at the corner with the residential access to the southeast. The prominent corner creates an opportunity for a strong urban edge that is well-scaled at three-stories to its surroundings.

D. HEIGHT, BULK, AND SCALE

Although the site is zoned NC2P-40, the Urban Stable designation limits the structure height to 30 feet. Each proposed alternative addresses the height, bulk and scale in a similar way. Two structures are proposed that step down the hill towards the northeast, following the topography. In each alternative slight variations result in more or less height and bulk at the southeast portion of the site.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

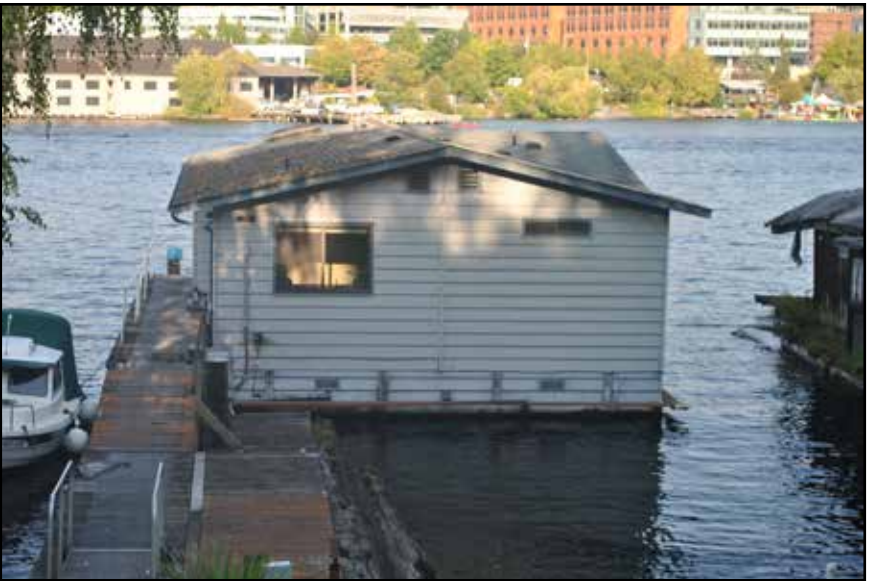
The proposal provides an approach to massing that steps down the hill in order to respond to the topography and respect the adjacent character. This particular corner is a unique opportunity in the city to provide a solution that embraces to its surroundings while providing a bold statement. The adjacency to the shoreline and University Bridge create connections to Seattle’s waterfront.

B. LOCAL HISTORY AND CULTURE

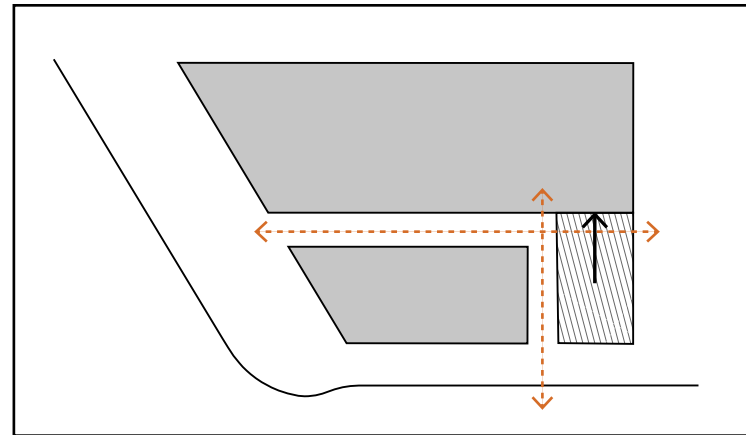
Site of the original Red Robin restaurant, the storied student hangout at the south end of Seattle’s University Bridge, the location is well known throughout Seattle. The Red Robin on this site, opened more than 40 years ago, closed on March 21, 2010, the building deemed too expensive to maintain. The site sits above a small community of house boats and currently is utilized as a surface parking lot. The proposed structures will remember the Red Robin and seek to provide new life to such a high profile site.



Houseboats on Partage Bay adjacent to proposed project.



An Adjacent houseboat on Portage Bay PL.



Separation of the proposed project into two structures allowing for circulation between them.

PUBLIC LIFE

PL1 CONNECTIVITY

A. NETWORK OF OPEN SPACES

A large open space is located to the west of the site that can be activated and maintained by the proposed mixed-use development. The space is currently pay surface parking accessed from the site. In the future it can be a publicly accessible privately maintained open space that provides a landscaped pedestrian connection between Fuhrman Avenue E and Portage Bay Place E. In addition, an open, exterior residential lobby court will provide an experiential connection between the two structures and the sidewalk along Fuhrman Avenue E. Exterior walkways provide connections between the structures above and below street level.

B. WALKWAYS AND CONNECTIONS

Exterior walkways and decks will be incorporated into the design as a means of providing safety and security, enlivening the pedestrian realm, and signifying human scale occupation. The will be visible from the street and connect residents and the neighborhood.

C. OUTDOOR USES AND ACTIVITIES

A shared rooftop deck on the northern structure combined with private balconies and shared exterior walkways will allow for a variety of outdoor uses.

PL2 WALKABILITY

A. ACCESSIBILITY

The project will meet all of the requirements for accessibility according to ADA standards. Access to retail spaces seeks to minimize the use of ramps and stairs internal to the project. The design team is also working to improve access for bicycles into the apartment building and the bicycle storage located in the below-grade garage.

B. SAFETY AND SECURITY

The proposal include a retail / restaurant space that will provide street level transparency to

create a safe environment by providing lines of sight and encouraging natural surveillance. Residential lobbies connect directly to Fuhrman Avenue E. Lighting will provide sufficient illumination for pathways and entries.

C. WEATHER PROTECTION

The design team is proposing overhead weather protection that will be used for both the retail and residential entries. These proposals will be tied into the overall design of the buildings.

D. WAYFINDING

The design team is working to incorporate awnings as signals for entry that are unique for residential and retail entries that will highlight the building at its prominent corner.

PL3 STREET LEVEL INTERACTION

A. ENTRIES

Retail entries will include adequate space for several patrons to enter and exit simultaneously and be placed at the southwest corner to extend the retail space along Eastlake Avenue E. To emphasize the residential entry as a more private space, the entries will be located away from the corner to the east of the retail entry and be slightly recessed off of the street. This provides a transition between the retail of Eastlake Avenue E and the residential character along Fuhrman Avenue E.

B. RESIDENTIAL EDGES

Ground-level residential edges for both structures are proposed at the east, north, and west sides with access from Fuhrman Avenue E. These edges are located off of the main commercial street and are designed to provide privacy and security from adjacent structures. Elements such as exterior walkways and a rooftop amenity area will provide spaces for interaction between residents and visitors and are contained away from the abutting residential uses. The design of the ground floor will also make space for interaction by way of recessed entries and residential lobbies.



Views provided by proposed project

C. RETAIL EDGES

The retail edge of the proposed mixed-use building extends the established pattern of Eastlake Avenue E. A porous edge opens at the corner to both abutting streets and highlights the visual connection between the street and the activities within.

PL4 ACTIVE TRANSPORTATION

A. ENTRY LOCATIONS AND RELATIONSHIPS

The primary residential and commercial entries are located along Fuhrman Avenue E. Residents and visitors will have direct access to transit and adjacent retail along Eastlake Avenue E.

B. PLANNING AHEAD FOR BICYCLISTS

The proposal incorporates bicycle storage located in the below-grade garage for at least 70 bicycles and a maintenance room to facilitate this mode of travel. Adjacent to the site, there are two bike routes located along Fuhrman and Eastlake Avenues with easy access to both residential and commercial entries. The site location provides easy access to the University, Wallingford, Fremont and Ballard via the Burke Gllman trail, directly across the University Bridge, as well as easy access to the Eastlake neighborhood, Montlake, South Lake Union and Downtown Seattle.

C. PLANNING AHEAD FOR TRANSIT

Commercial and residential entries are located along Fuhrman Avenue E with close proximity to two transit stops that include eight bus line connections.



Transit stop on Eastlake Avenue E.



Commercial frontage along Eastlake Avenue E.



Transition area between commercial and residential along Fuhrman Avenue E.



The proposed below-grade parking garage will be accessed from Portage Bay PL.

DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES

A. ARRANGEMENT OF INTERIOR USES

The arrangement of uses within the building is consistent with the surrounding neighborhood. The highest degree of visibility is given to the retail space placed at the corner of Fuhrman Avenue E and Eastlake Avenue E. Lobby spaces connect directly to the sidewalk and will share an outdoor court for access from Fuhrman Avenue E. Services that require direct access to the street, trash and the electrical vault, are placed in the below-grade parking garage under the north structure.

B. VEHICLE ACCESS AND CIRCULATION

Vehicular access will be from Portage Bay Place E at the eastern edge of the site. This location is intended to minimize the conflict between motorists, pedestrians, and bicyclists on Fuhrman Avenue E and provide the largest buffer from the University Bridge overpass at Portage Bay Place E. Bicycle access will be through the garage directly and via the elevator from the lobby at Fuhrman Avenue E.

C. PARKING AND SERVICE USES

Parking will be provided in a below-grade garage accessed from Portage Bay Place E. This garage will also provide Bicycle storage and maintenance as well as trash and recycling.

DC2 ARCHITECTURAL CONCEPT

A. MASSING

The site's geometry and topography is unusual. Its north side is longer than its south side while the grade change across the site is approximately 26 feet from south to north. The proposed massing is organized into two structures that step down the hill. This design strategy reduces the mass of the building to a scale that is consistent with the adjacent uses along each edge. Smaller setbacks and modulation coupled with balconies and material variation will be utilized to further erode the perceptible mass of the structure.

B. ARCHITECTURAL AND FAÇADE COMPOSITION

The design team has worked to generate a well-proportioned composition with special consideration of the street-facing facades. A system of exterior balconies, awnings, and massing will be used to highlight certain volumes while maintaining a consistent language throughout the project. The Fuhrman Avenue E facade in the preferred alternative is separated at the street to invite residents and visitors into the site. To the east the structure steps down to less than two stories where it abuts the adjacent Lowrise zoning, to the west it continues at three stories around the corner to Eastlake Avenue E. A rhythm of modulation is proposed that creates vertical recesses along the Eastlake and Portage Bay Place E facades.

C. SECONDARY ARCHITECTURAL FEATURES

The design team is developing a compositional strategy that will employ decks, awnings, parapets and cornice treatments to anchor the building on the corner and define the structure's presence at all three street edges and internally.

DC3 OPEN SPACE CONCEPT

A. BUILDING OPEN SPACE RELATIONSHIPS

The preferred massing scheme is designed as two structures pulled apart to allow for east-west circulation, access from Fuhrman Avenue E, and access to natural daylight. This open space connects directly to the street and is activated by a network of exterior walkways. This break in the mass reduces the scale from north to south along Eastlake Avenue E that connects to the pedestrian access from Fuhrman Avenue E. Supplementing the internal open space relationships is the potential for a large continuous open space at grade to be between the site and the University Bridge. It has the potential to be activated and maintained by the proposed mixed-use development as a publicly accessible privately maintained open space that provides a landscaped direct pedestrian between Fuhrman Avenue E and Portage Bay Place E.

B. OPEN SPACES USES AND ACTIVITIES

Open spaces will be considered and designed to accommodate a variety of uses and will incorporate seating and planting that will thrive. A stair is proposed at the base of the right-of-way buffer between the University Bridge and the west edge of the site. A carefully considered roof deck will encourage activity and communication between residents and their immediate surroundings.

DC4 MATERIALS

A. BUILDING MATERIALS

The design team is considering the use of durable and warm materials consistent with the neighborhood. Materials will be used to create an attractive and inviting street edge. Pattern and rhythm in the alternation of façade materials is also being considered as a method of breaking down the scale of the building and calling out individual floors and units. Masonry, prevalent in the immediate neighborhood is being considered along with large glazing for a strong and resilient proposal.

B. SIGNAGE

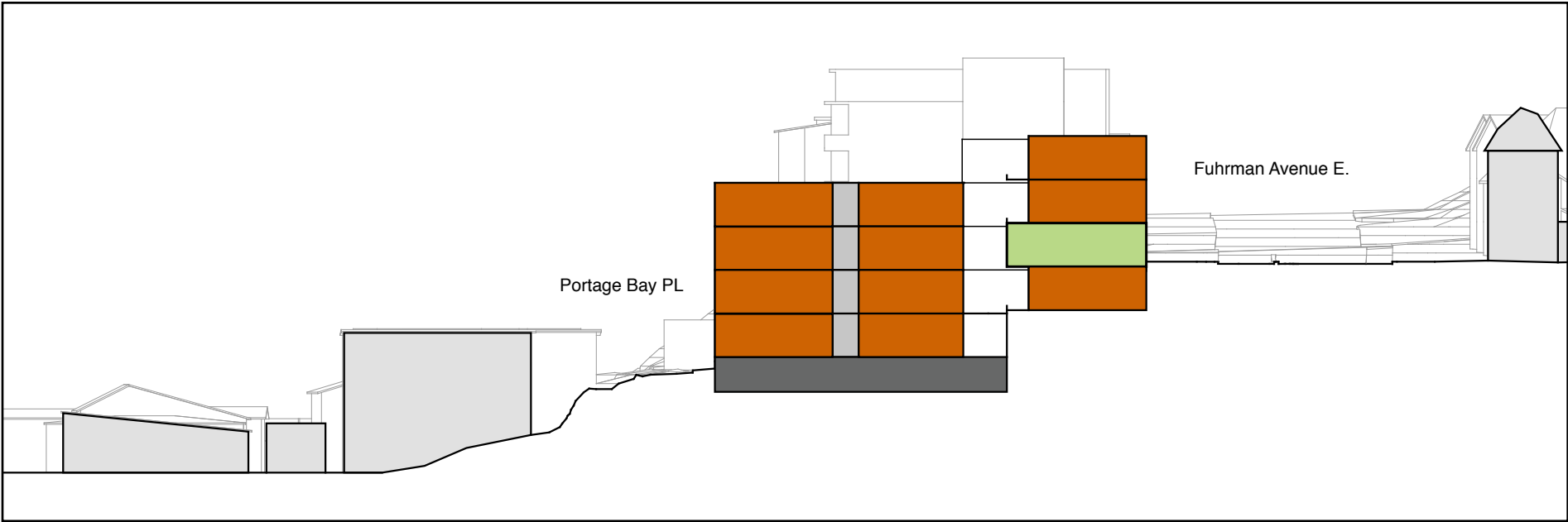
Signage is a significant component of the street fabric along Fuhrman Avenue E. The design team proposes an approach to signage that is incorporated with weather protection and is of a consistent design language as those secondary architectural elements of the proposal.

C. LIGHTING

Lighting will be considered in such a way that promotes safety and security, while also respecting the adjacent properties and adding a level of warmth and detail to the pedestrian realm.

D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

The landscape design is being driven by a concept that seeks to create a large open space located to the west of the site that was part of the original parcel but was taken by city ordinance for the construction of the University Bridge. This space, currently off-street pay surface parking, can be activated and maintained by the proposed mixed-use development. This space in combination with street trees and other hardscape and landscape will distinguish the commercial and residential edges of the project.



The proposed massing considers the context by stepping down the slope.

COMPLETED WORK



3515 Wallingford Ave N



1818 E Yesler Way



1818 E Yesler Way



208 18th Avenue E



1504 19th Avenue



90 E Newton Street



1411 E Fir Street