

23RD & UNION : MIXED-USE BUILDING
EARLY DESIGN GUIDANCE MEETING (DPD 3019001) • MARCH 2015



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Project Information

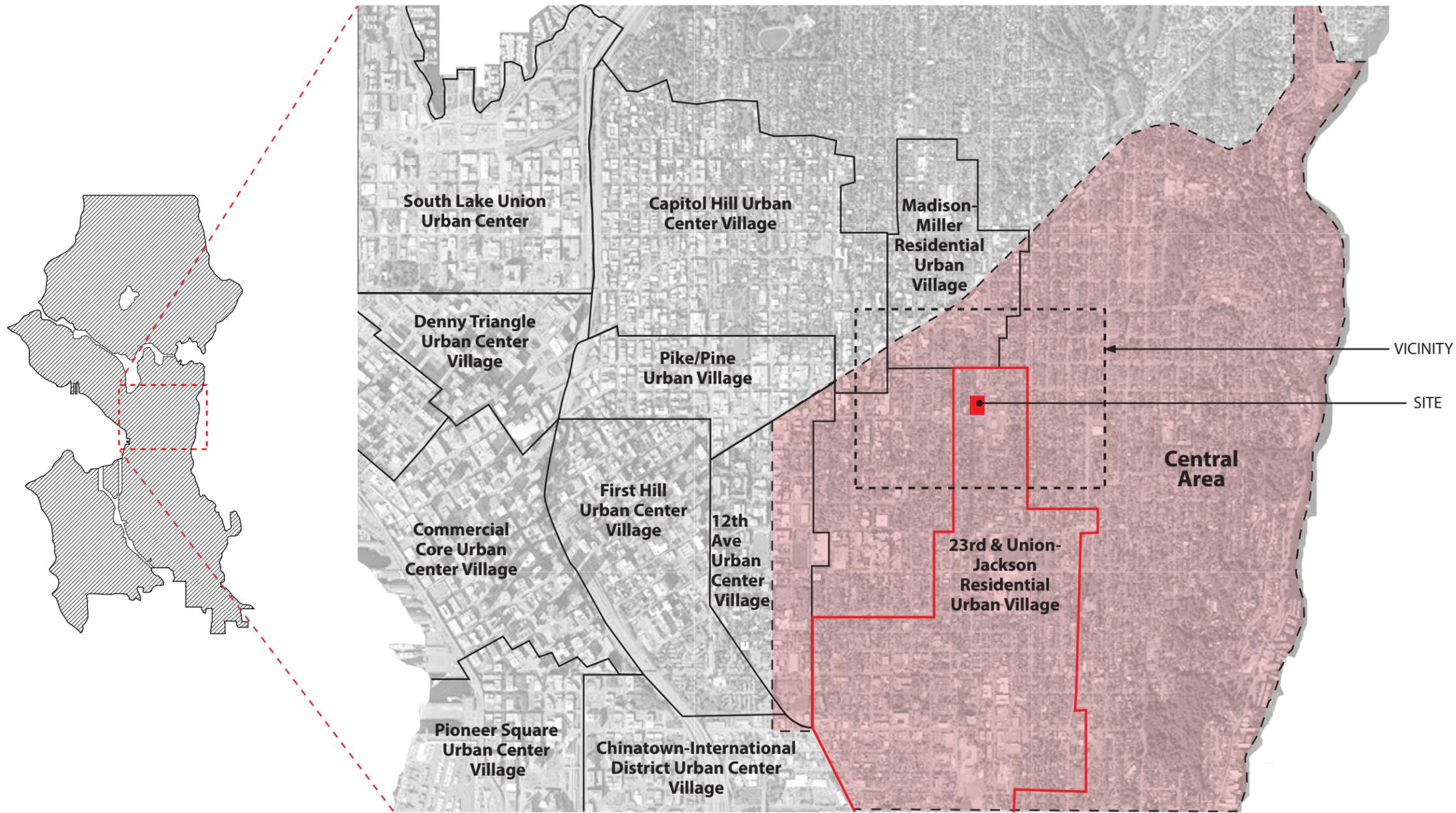
Address: 2220 E Union Street, Seattle WA
 Owner: East Union 22, LLC
 Developer: Lake Union Partners
 T (206) 829-9452
 Architect: Weinstein A+U LLC
 T (206) 443-8606

Description:

The project site consists of three parcels located between 22nd and 23rd Avenues on the north side of E Union Street. The parcels are currently occupied by a single-story gas station and mini-market; a single-story commercial building housing a boxing gym and martial arts gym; and a small urban farm.

The proposed project will be a six-story, market-rate apartment building approximately 65-feet in height and approximately 162,000-sf including the below grade parking level. The building will contain between 140–150 residential apartment units, resident lobby and amenity spaces, an outdoor, landscaped courtyard and roof terrace, on-site building management and leasing offices, street level commercial space, street-level covered commercial parking accommodating 23–25 vehicles, and a single, below-grade residential parking level for 85–88 vehicles.

A legislative rezoning that includes the project site is currently being considered based on the recommendation of the 23rd Avenue Action Plan Urban Design Framework (23rd Avenue UDF). Due to the indeterminate timeline of the legislative process, the proposed project is seeking a Contract Rezone that is consistent with the recommendation of the 23rd Avenue UDF. The project site is proposed to be rezoned from its existing NC2P-40 zoning to the desired NC2P-65 zoning.



SITE CONTEXT

Location

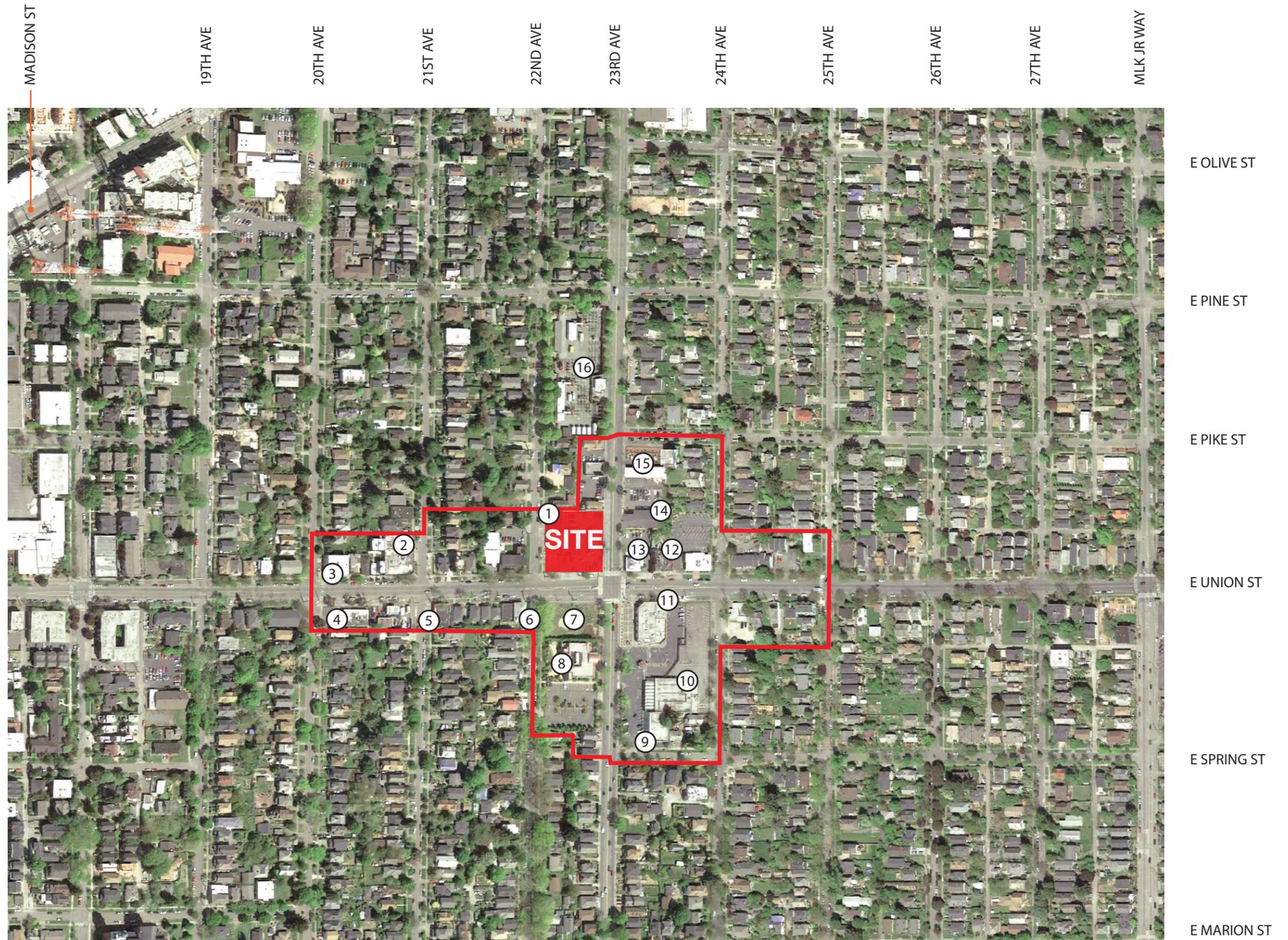
The proposed project is in Seattle's Central Area neighborhood on the northwest corner of the intersection between 23rd Avenue and E Union Street. The site is located in the 23rd&Union-Jackson Residential Urban Village and falls within the Union Core, the northernmost of the three community nodes identified in the 23rd Avenue Action Plan Urban Design Framework (shown outlined in red).

Existing Uses

The project site is currently occupied by three separate uses corresponding to the three existing parcels. The largest parcel of the three parcels is home to a Union 76 gas station (KCA # 7228500570). The gas station includes a single-story pre-fabricated steel building oriented parallel to 23rd Avenue. The structure is roughly centered north-to-south and located about 20-feet off the parcel's western (mid-block) property line. A covered fuel island is located between the station building and 23rd Avenue with access to the station provided by large curb cuts along both 23rd Avenue and E Union Street. Twelve surface parking spaces are located adjacent to the station building and along the north property line.

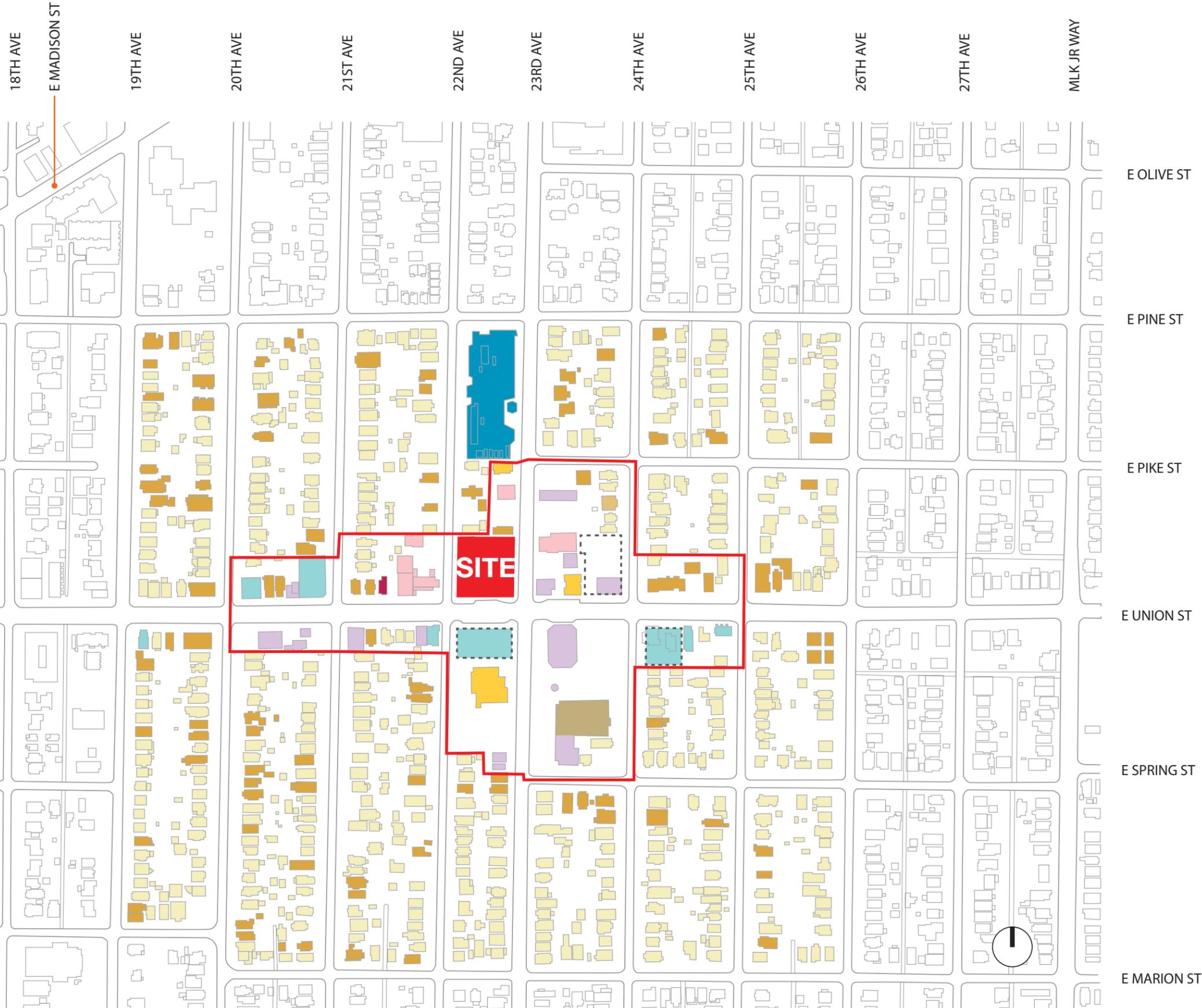
The larger of the two parcels along 22nd Avenue is occupied by a single-story wood-framed building that is home to Cappy's Boxing Gym and Seattle Kajukenbo & Kung Fu Kids (KCA # 7228500571). The building nearly covers the entire parcel save for the northern 7-feet, which is enclosed by a fence and appears to be used for trash storage. No parking is located on-site.

1. Richland Minimart & Gas Station, Cappy's Boxing Gym, Pea Patch
2. Central Cinema, Hollow Earth Radio, Rare Medium (camera store), 20/20 Bicycle Shop
3. Katy's Corner Cafe
4. Chucks Hop Shop
5. Union Market
6. Adey Abeba Ethiopian Restaurant
7. (under construction)
8. Casey Family Program (child services)
9. Midtown Coin Laundry
10. USPS (not in service)
11. Liquor Store, Earl's Cuts & Style, Chesterfield Pharmacy
12. Neighbor Lady (bar)
13. Uncle Ike's (retail marijuana shop)
14. Mt. Calvary Church
15. Seasuds Carwash
16. Power Substation



SITE CONTEXT: LAND USE

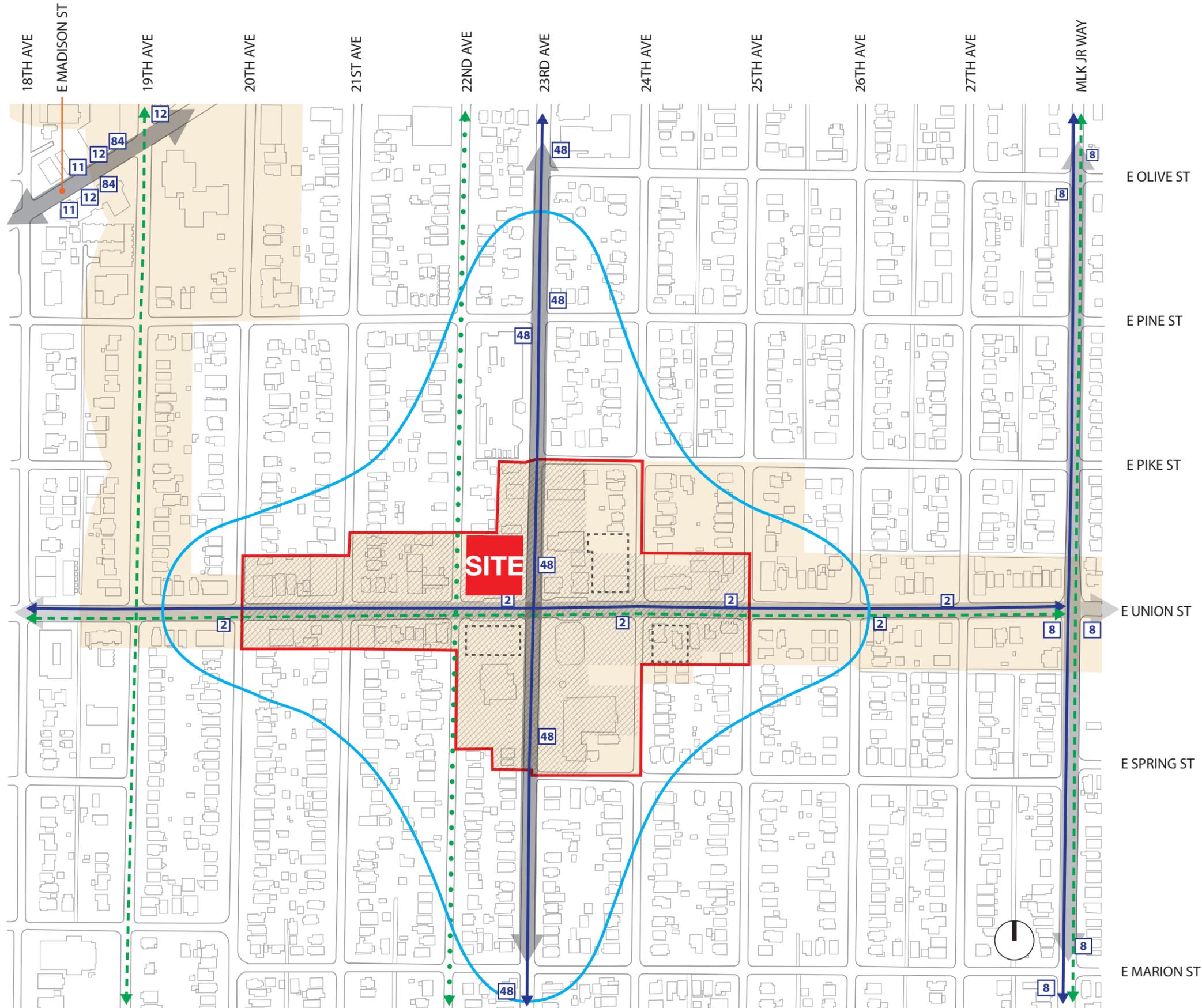
The site is bounded by public rights-of-way to the east (23rd Avenue), south (E Union Street), and west (22nd Avenue). The north property line abuts two properties—a two-story single-family house on 22nd Avenue (zoned SF5000) and a two-story duplex on 23rd Avenue (zoned NC2P-40). One and two-story buildings primarily occupy the properties on the blocks immediately surrounding the project site. A Lutheran church and associated surface parking lot are located opposite the site along 22nd Avenue (zoned NC2P-30). A small two-story mixed-use building located to the southwest of the site on the opposite side of the intersection of 22nd Avenue and E Union Street contains an Ethiopian restaurant at street-level and apartments above (zoned NC2P-30). A new six-story mixed-use building, The Central, is currently under construction to the south of the site across E Union Street (zoned NC2P-65 via a Contract Rezone granted in July 2008). The Midtown Center retail center (zoned NC2P-40) is located to the southeast of the site on the opposite side of the intersection of 23rd Avenue and E Union Street. And the retailer, Uncle Ike's, and church, Mount Calvary, are located to the east of the site across 23rd Avenue (both zoned NC2P-40).



Legend

- 23rd Avenue UDF Union Core
- Single Family Residential
- Multi Family Residential
- Mixed Use
- Retail
- Office
- Religious
- School / Institutional
- Utility

SITE CONTEXT: TRANSIT MODES



The project site is served by two King County Metro bus lines—the #2 and the #48—providing connections west to Downtown, south to Mt. Baker and north to the University District and Ballard. The entirety of the project site falls within the Frequent Transit Corridor designation shown shaded to the left.

Existing bike lanes along E Union Street and MLK Jr Way provide modal choices to the neighborhood and will be supplemented by the Central Area Greenway soon to be implemented along 22nd Avenue.

Due to the intended commercial focus of the Union Core, most of the properties in the immediate vicinity of the project site fall within a Pedestrian Overlay. The relative flatness of the neighborhood promotes walkability with several largely residential blocks located within a five minute walking distance of the project site.

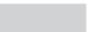
Legend

Main Car Arterials:

Principal Arterial / Regional Connector



Minor Arterial / Commercial Connector



23rd Avenue UDF Union Core



Frequent Transit Corridors



Pedestrian Overlay



5 Minute Pedestrian Walkshed



Bus Routes



Bus Stops



Current Bicycle Routes



Planned Greenway & Bicycle Route



CONTEXT: EXISTING ZONING

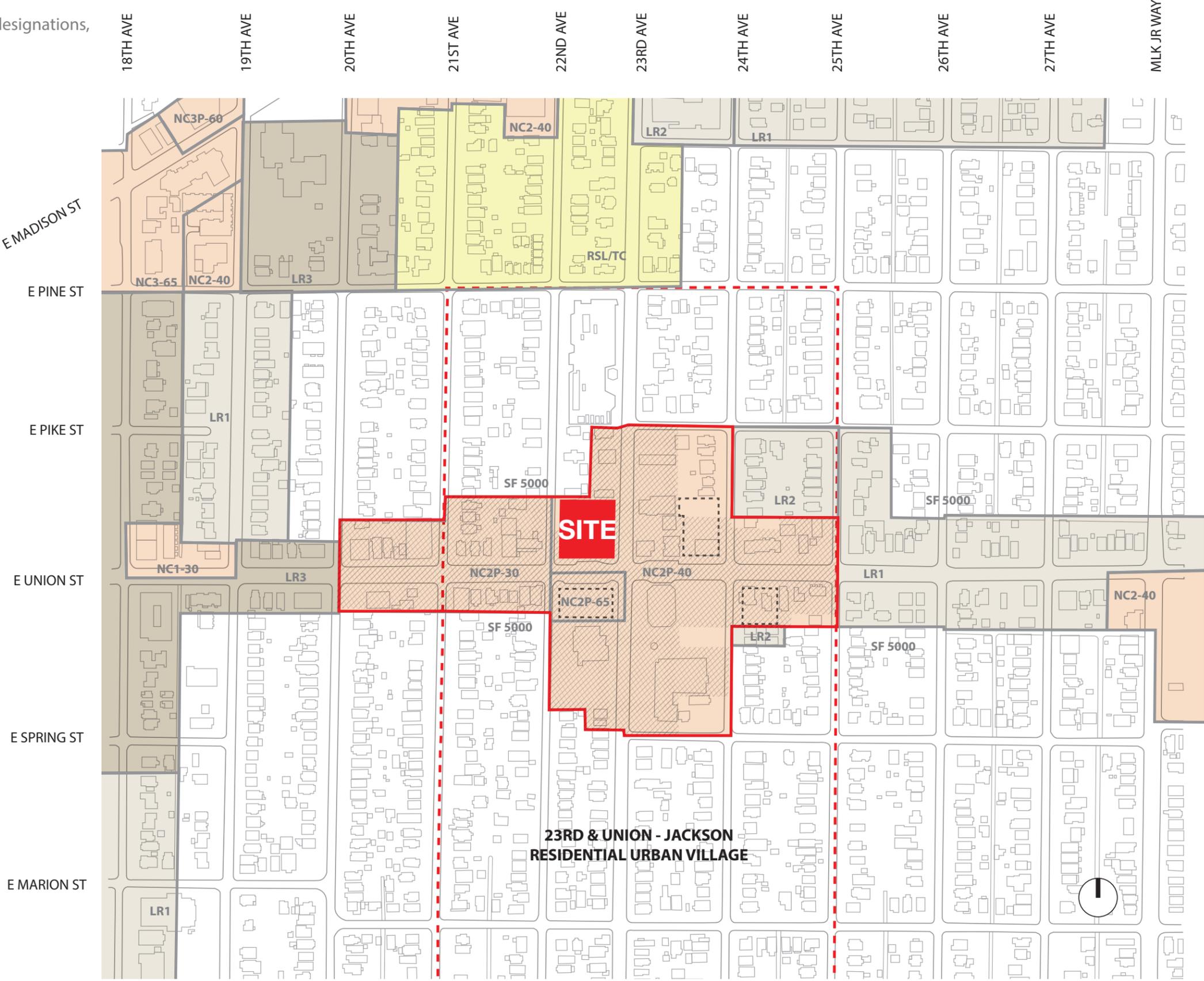
Please indicate the sites zoning and any other overlay designations, including applicable Neighborhood Design Guidelines.

As previously indicated, the proposed site is located within the 23rd&Union-Jackson Residential Urban Village. All three parcels are zoned NC2-40, with the two parcels abutting 23rd Avenue and E Union Street located within the pedestrian overlay and all parcels fall within a Frequent Transit Corridor.

The zoning of the parcels abutting the project site to the north vary with the site to the northwest being zoned SF 5000 and the site to the northeast zoned NC2P-40. To the west of the project site and across 22nd Avenue, the zoning is NC2P-30. The parcels located to the east of the site across 23rd Avenue are zoned NC2P-40. Lastly, the parcel to the south of the site across E Union Street is zoned NC2P-65.

Existing Zoning Legend

NC	
LR1 & LR2	
LR3	
RSL/TC	
Pedestrian Overlay	
23rd Avenue UDF Union Core	
23rd & Union-Jackson RUV	
Zone Boundaries	
Neighboring Developments by Others	





The Central
 6 - Story
 Mixed-Use Apartments
 Zoning: NC2-65
 92 Units

The Stencil
 4 - Story
 Mixed-Use Apartments
 Zoning: NC2-40
 39 Units

Capitol Hill Housing
 4 - Story
 Mixed-Use Apartments
 Zoning: NC2-40
 80-90 Units



- Project Site Under Current Zoning
- NC-Zoned Parcels
- Neighboring Developments By Others

* Zoning Heights Shown As Approximation

CONTEXT: UDF RECOMMENDED ZONING

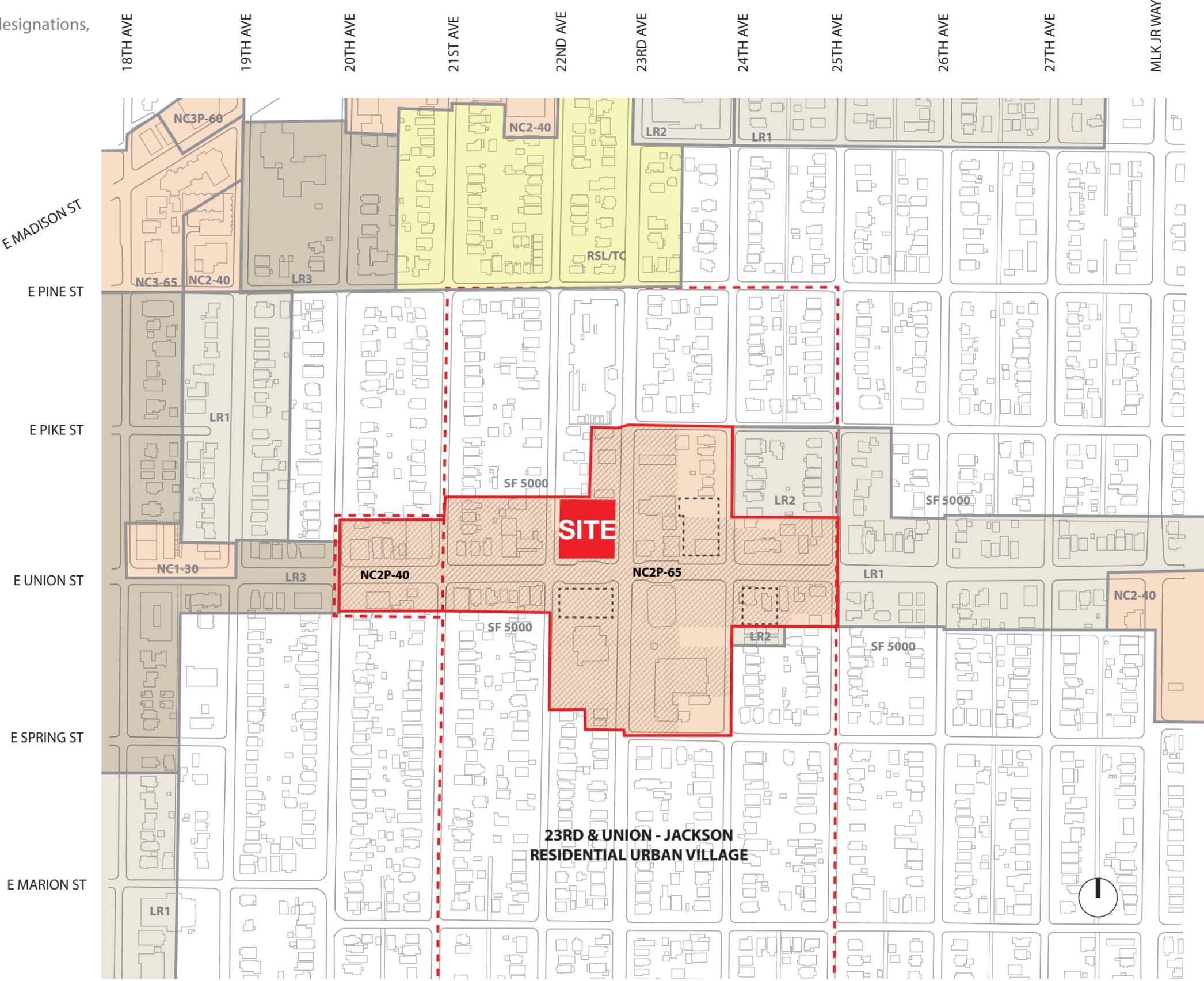
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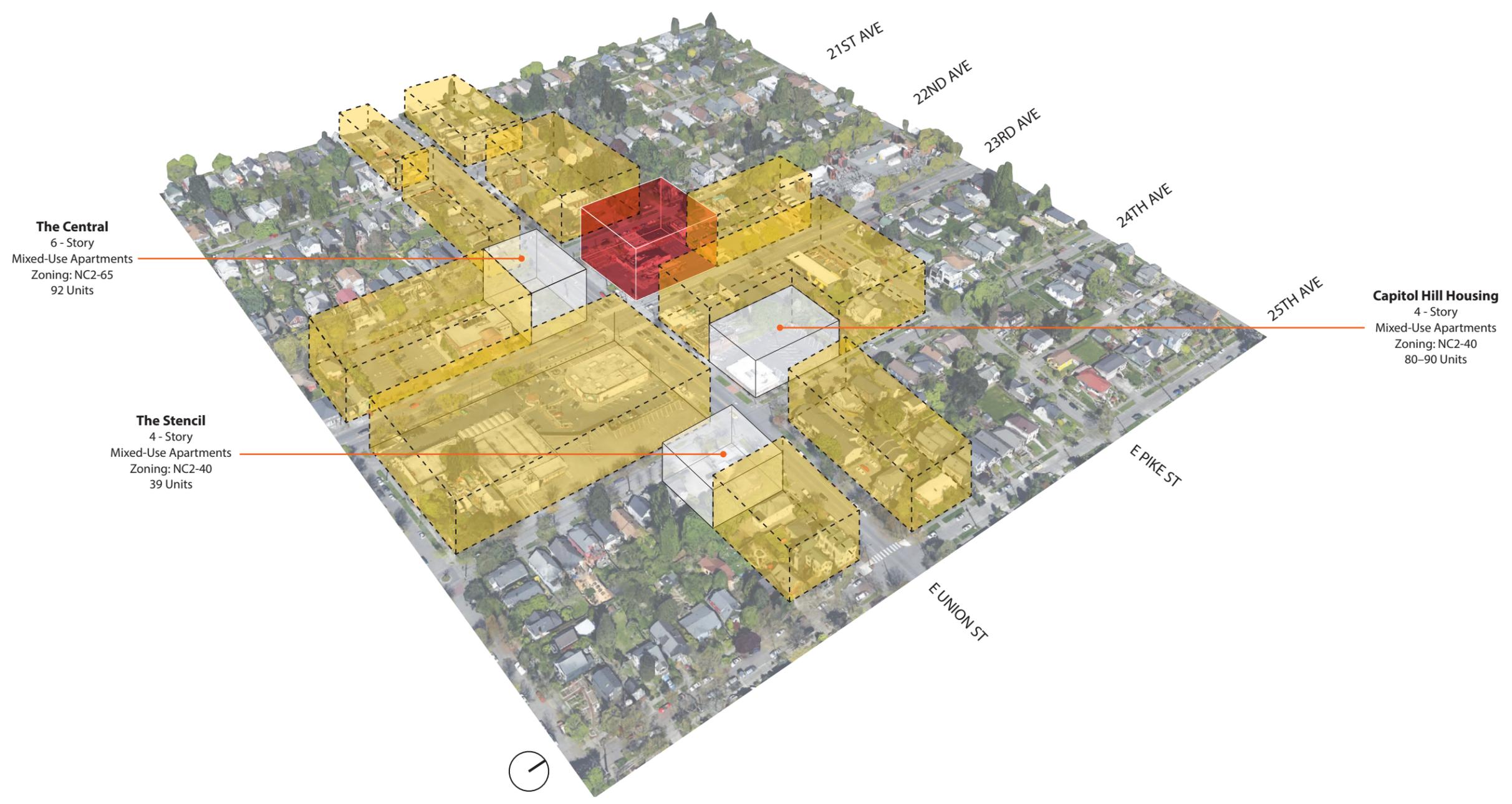
Consistent with the 23rd Avenue UDF, but occurring on a more predictable timeline, the design proposal includes a Contract Rezone of the site to change the allowable height from forty-feet (NC2-40) to sixty-five feet (NC2-65). The increase in allowable height also increases the maximum development density for a mixed-use building from an FAR of 3.25 to an FAR of 4.75, but does not change the underlying limitations on commercial uses in NC2 zones. The existing Pedestrian Overlay would remain in place.

The 23rd Avenue UDF recommends rezoning the parcels within the 23rd Avenue UDF Union Core. The SF 5000 zoned parcel abutting the northwest corner of the site is not within the 23rd Avenue UDF Union Core and is not proposed to change. The parcels to the east across 23rd Avenue and the the west across 22nd Avenue are recommended to be rezoned to NC2P-65. The parcel across E Union Street and to the south of the site is already zoned NC2P-65.

23rd Avenue UDF Rezone Recommendations

- NC
- LR1 & LR2
- LR3
- RSL/TC
- Pedestrian Overlay
- 23rd Avenue UDF Union Core
- 23rd & Union-Jackson RUV
- Zone Boundaries
- Neighboring Developments by Others





The Central
 6 - Story
 Mixed-Use Apartments
 Zoning: NC2-65
 92 Units

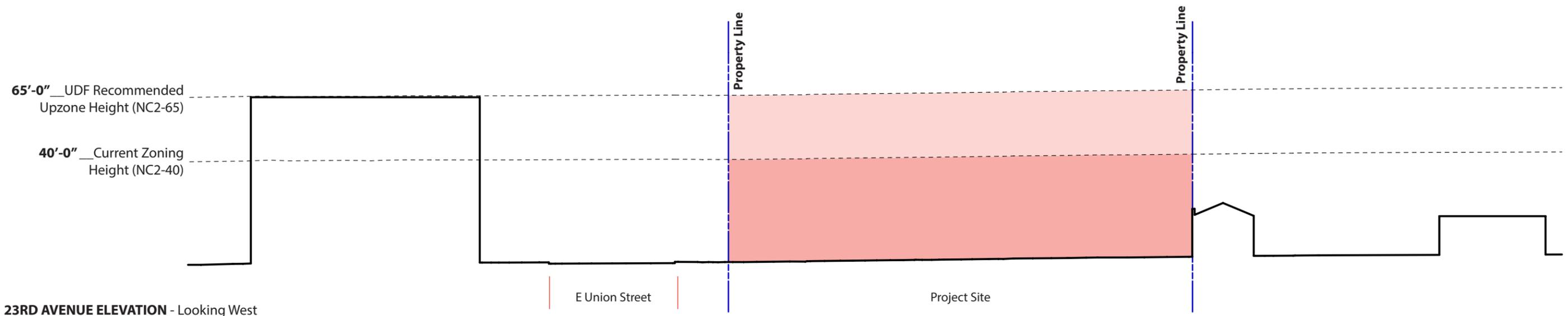
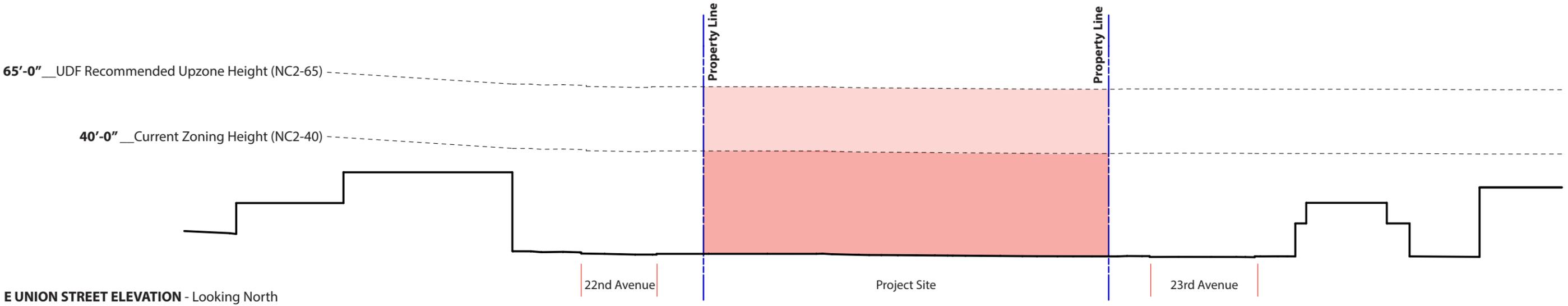
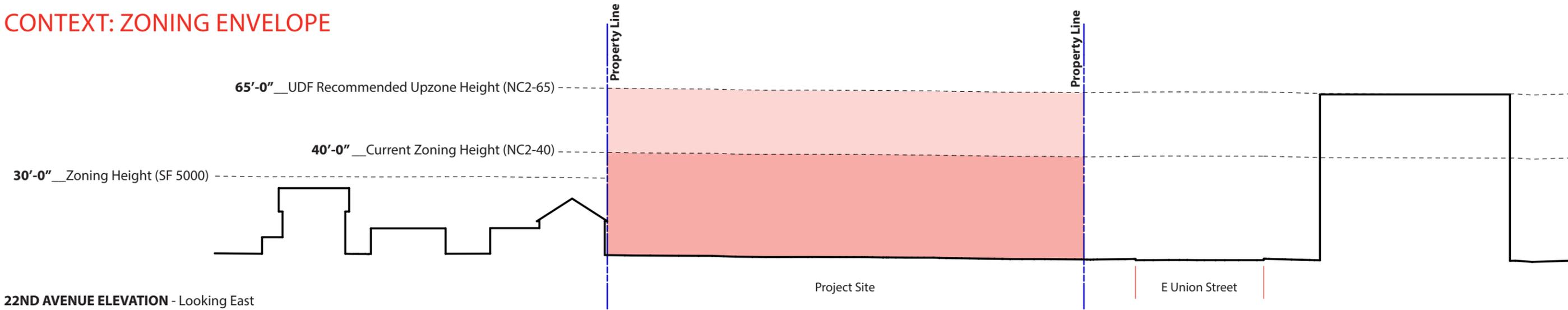
The Stencil
 4 - Story
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 39 Units

Capitol Hill Housing
 4 - Story
 Mixed-Use Apartments
 Zoning: NC2-40
 80-90 Units

* Zoning Heights Shown As Approximation

- Project Site With Proposed Rezone
- 23rd Avenue UDF Recommended Zoning
- Neighboring Developments By Others

CONTEXT: ZONING ENVELOPE



CONTEXT: 23RD AVENUE



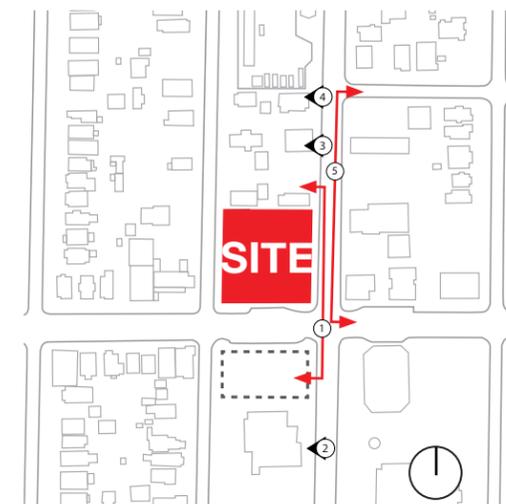
E UNION STREET

PROJECT SITE



OPPOSITE OF PROJECT SITE

E UNION ST



23rd Avenue forms the eastern edge of the site and is one of the neighborhood's primary north-south connections. The street's topography is in the vicinity of the site nearly flat with a slight rise from south to north of just over one percent. Zoning of the properties along 23rd Avenue match the site's Neighborhood Commercial zoning and are also part of the Pedestrian Overlay (NC2-40P). Due to the street's width, traffic volumes, and it's easy connections with neighborhoods to the north and south, 23rd Avenue is a largely auto-oriented commercial thoroughfare.

The neighborhood's automobile orientation has influenced its existing built form in stark contrast to the adjacent residential streets. Small one and two-story buildings are located on the commercially zone lots to the north and south of the site along either side of 23rd Avenue. Surface parking lots occur with regularity either between neighboring buildings or between the building and it's street lot line. The currently planned (and soon to start) 23rd Avenue Corridor Complete Streets Project intends to reconfigure of the right-of-way along 23rd Avenue to changed the character of the street (reducing it from four lanes to three) and provide a more conducive environment for public transit, bicyclists and pedestrians.

The buildings located on the west side of 23rd Avenue and immediately proximate to the site house social service organizations focused on disadvantaged youths and foster children. These organizations include a teen center run by Mount Calvary Christian Center, located in a single-story commercial building and unclear if still active; the Friends of the Children King County, located in a small two-story single-family residence; and the Casey Family Programs Office, located in two-story office building (circa 1999). All these organizations and the intervening parking lots are zoned NC2-40.

The east side of 23rd Avenue is characterized by single-story commercial buildings, such as the Mid-Town Center, Uncle Ike's, and Sea Suds Car Wash with Mount Calvary Christian Center located in their midst. Similar to other development along 23rd Avenue, surface parking lots separate the commercial structures from one another or from the street. All these lots are zoned NC2-40. Despite the auto-oriented nature of 23rd Avenue, the properties along the street located within a Pedestrian Overlay.

CONTEXT: 22ND AVENUE

22rd Avenue establishes the western edge of the site and its highly residential character. Like 23rd Avenue, the street's topography is nearly flat with a slight rise from south to north of just over one percent. Zoning of the properties along 22nd Avenue vary with Neighborhood Commercial zoning occurring due west of the site transitioning to single family (SF 5000) to the north of the site on either side of the street.

South of E Union Street, the zoning is more varied, with NC2-40 (west) and NC2-65 (east) occurring at the intersection with E Union Street. Beyond the intersection the zoning changes to SF 5000 along the west side of the street and NC2-40 along the street's east side.

The street's residential character is reinforced by it's narrow dimensions (on-street parking narrows the street to a single travel lane for stretches) and similarly sized housing located tight to the sidewalk. Large sideyards and street facing porches provide continuity to the character of a street that has single-family, duplex, triplex houses, and a small apartment building.



PROJECT SITE

E UNION STREET



E UNION ST

OPPOSITE OF PROJECT SITE



CONTEXT: E UNION STREET

E Union Street defines the southern edge of the site and serves as an opportunity to extend the small commercial node located slightly uphill and to the west of the site. The street's topography adjacent to the site is comparatively flat, rising slightly to the west with a slope less than one-half of a percent before crossing 22nd Avenue and gaining approximately 19-feet over the next block. To the east, the street maintains its flatness until crossing 24th Avenue and steeply sloping downward.

Despite E Union Street's wide right-of-way, the street's lower traffic volumes and more convenient access to the surrounding residential neighborhoods have nurtured a small, block long neighborhood center between 20th and 21st Avenues characterized by small, two-story mixed-use buildings and featuring local businesses such as Central Cinema, 20/20 Cycle, Hollow Earth Radio, Katy's Café, Chuck's Hop Shop, and Union Market. The properties within this existing commercial center and extending east to 24th Avenue are all zoned Neighborhood Commercial (varying from NC2-30 to NC2-65) and are within the Pedestrian Overlay.



22ND AVENUE

PROJECT SITE

23RD AVENUE



23RD AVENUE

OPPOSITE OF PROJECT SITE

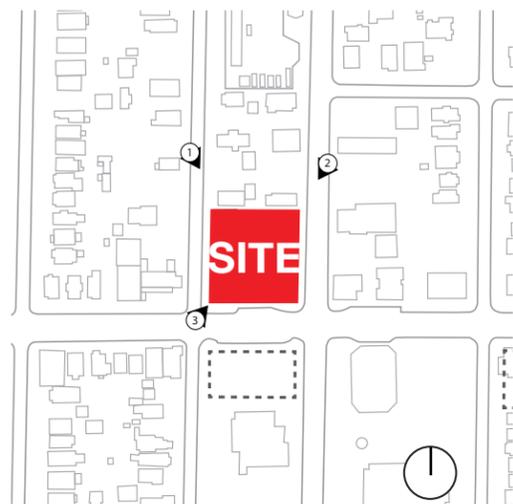


CONTEXT: EXISTING SITE

As previously indicated, the project site combines three parcels measuring roughly 158-feet by 183-feet. A Union 76 gas station and mini-mart, a single-story commercial building, and an urban farm currently occupy the site with all existing structures to be demolished.

Existing curb cuts along E Union Street and 23rd Avenue provide access to the gas station, which occupies the most prominent corner of the site and is therefore the dominant feature of the site. The urban farm located at the corner of 22nd Avenue and E Union Street is dormant and unused throughout the winter months, but is transformed during the summer.

The project site affords wide streetscapes on all three frontages. As noted above, the Union 76 influences the form and use of streetscapes along E Union Street and 23rd Avenue resulting in large, relatively vacant hardscapes. The streetscape along 22nd Avenue on the other hand has generous planting strips to either side of the sidewalk.





A house and a duplex are located along the project site's north property line. Both structures are located tight to the property line with little to no setback. The two-story duplex along 23rd Avenue is located on an NC2P-40 site and has non-conforming openings facing south toward the project site at its ground level. Similarly, the location of the single-family house on 22nd Avenue is a non-conforming condition with less than a 5-foot setback from the property line. The structure also has non-conforming openings facing south toward the project site at both its ground floor and upper floor. The intervening side yard between the house and the project site is currently unused on the house property (for lack of space) and used to storage garbage containers on the project site.



SITE ANALYSIS

Topography

- Gently sloping down north-to-south with a change of approximately 2-feet
- Relatively flat east-to-west with a half of a foot change in elevation

Neighboring Buildings

- Two-story single-family house (1418 22nd Avenue) to the north
- Two-story duplex house (1419 23rd Avenue) located to the north
- Two-story Lutheran Church of the Good Shepard (2116 E Union Street) located across 22nd Avenue to the west
- Six-story mixed-use building (The Central) under construction across E Union Street to the south
- Single-story commercial buildings to the east across 23rd Avenue (Mid Town Center, Uncle Ike's)
- Single-story Mount Calvary Christian Center across 23rd Avenue (1412 23rd Avenue)

Solar Access

- Excellent light access throughout the year

View Access

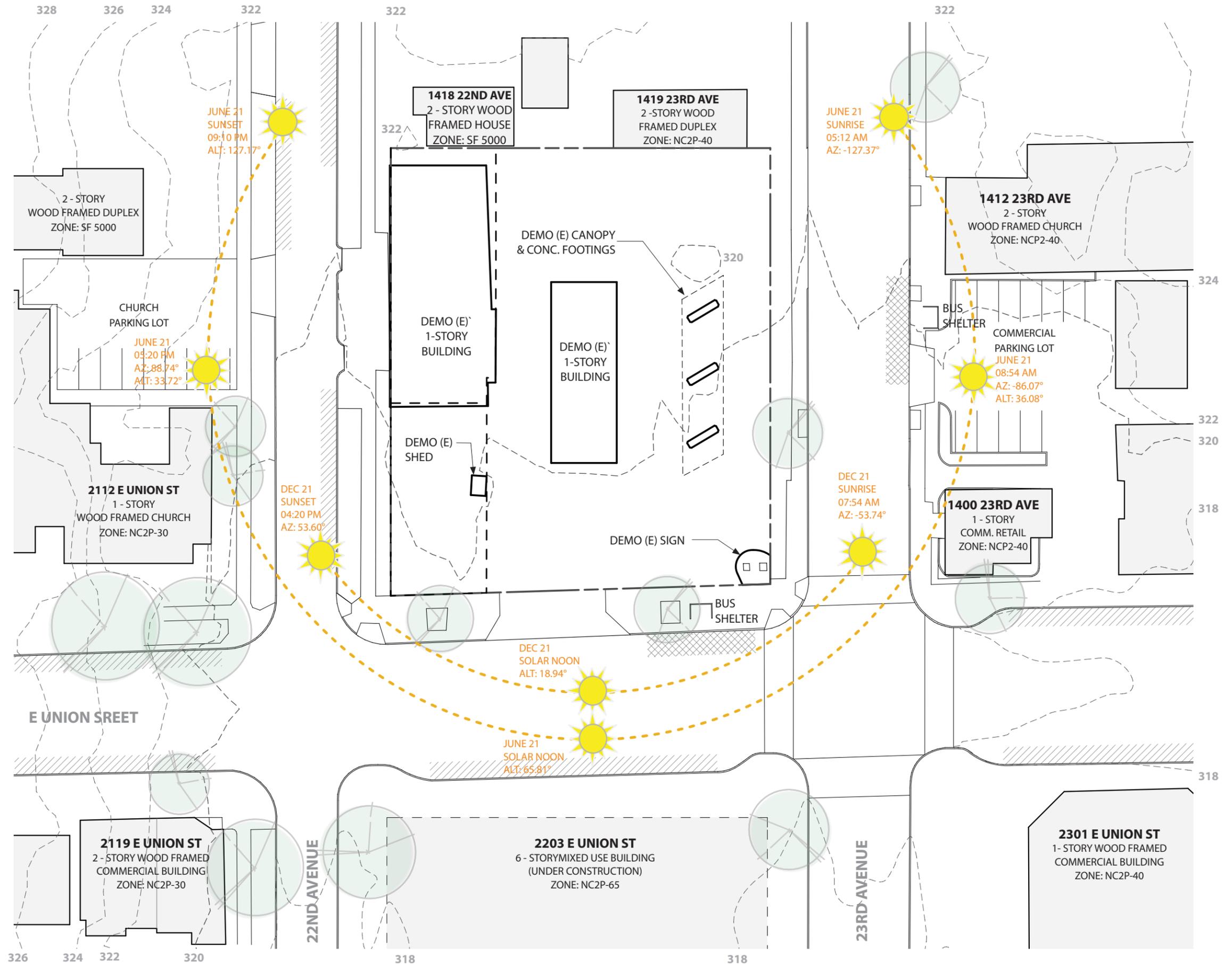
- Regional view potential to east and southeast
- Territorial views to west and south

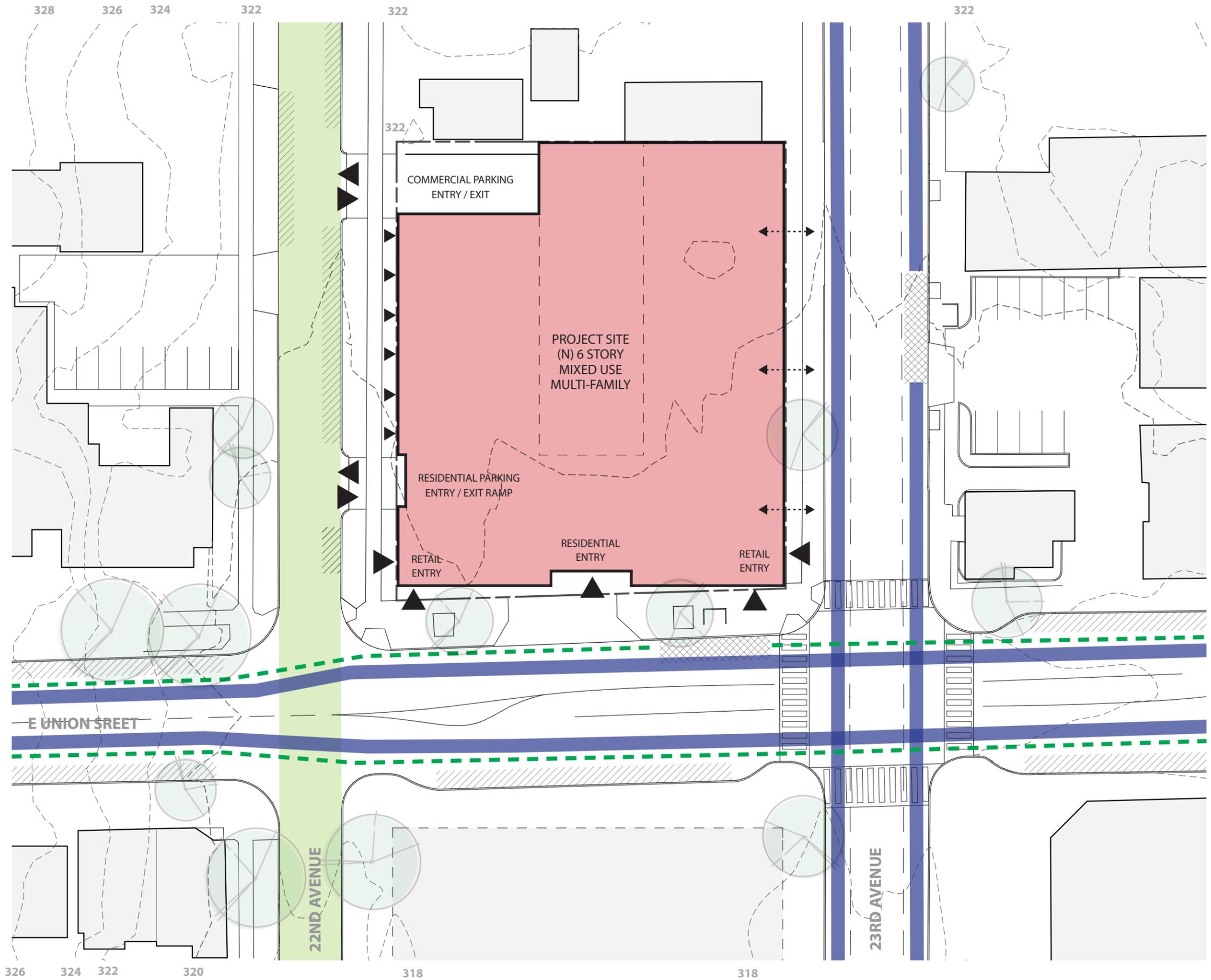
Structure Height

- As currently zoned, the NC2-40 zone has a base height limit of 40-feet. The proposed Contract Rezone seeks to change the zoning to NC2-65 which would increase the height limit to 65-feet
- Average grade plane elevation is +320.17' resulting in a maximum elevation of +385.17'

Allowable Building Area

- As currently zoned, the maximum allowable FAR for a qualifying mixed-use building in an NC2-40 zone is 3.25. The proposed Contract Rezone seeks to change the zoning to NC2-65, which would increase the allowable FAR for a mixed-use building to 4.75
- The aggregate lot area of the proposed site is 29,044-sf
- The allowable gross area of a mixed-use building under the site's current zoning is 94,393-sf. The proposed Contract Rezone would change the allowable gross area to 137,959-sf.
- All gross floor area located underground and portions of a story that extend no more than 4-feet above grade are exempt from FAR limitations





PRELIMINARY SITE PLAN

Setback Requirements

- A 15-foot triangular setback is required where a lot abuts the intersection of a side lot and front lot line in a residential zone
- A 15-foot setback from 13-feet above grade to 40-feet above grade is required along side lot lines abutting residential zones for structures containing residential uses; the setback increases at a rate of 2-feet for each 10-feet above 40-feet.

Street Traffic

- 23rd Avenue is a principal arterial and the primary north-south connection on the east side of Seattle
- MT #48 bus route runs along 23rd Avenue and connects the Central Area to Montlake, the University District and Ballard to the north, and Mount Baker to the south
- E Union Street is a minor arterial and principal bicycle route; primary east-west connection for the immediate neighborhood
- MT #2 serves the E Union Street corridor and connects the Central Area to Downtown Seattle and Madrona
- 22nd Avenue is a narrow residential street with limited speed and through traffic capacity

Streetscape

- Bicycle improvements and traffic calming measures are planned for 22nd Avenue as part of the Central Area Neighborhood Greenway
- Pedestrian improvements such as new sidewalks, planting beds and street trees are planned as part of the 23rd Avenue Corridor Complete Streets Project
- Extend existing neighborhood center along E Union Street to engage 23rd Avenue

(N) Building Footprint	
Street Parking Area	
Bus Stop Area	
Metro Bus Route	
Greenway Street	
Bike Way / Sharrow	
Building Entry / Exit	

DESIGN PROPOSAL: ALTERNATE 1

Design Alternate 1 arranges commercial street-level uses along 23rd Ave and E Union Street, and the residential units around an entry courtyard facing West onto 22nd Avenue.

This proposal requires no departures from Development Standards, however, has a few key disadvantages. The scheme cannot accommodate a dedicated commercial parking garage at the street level, and places a tall building mass close to the single-family-zoned lot to the North. The existing non-conforming house on that lot is situated on the property line, so the proximity of the new building is an even more significant impact than would typically be the case.

- Summary**
- Stories: 6 (5-over-1 + 1 below grade)
 - Unit Count: 146
 - Parking:
 - Residential: 80 spaces
 - Commercial: None
 - Ground Floor Uses:
 - 23rd Avenue: Retail
 - E Union St: Retail
 - 22nd Avenue: Residential + Parking Access
 - Potential Departures: None



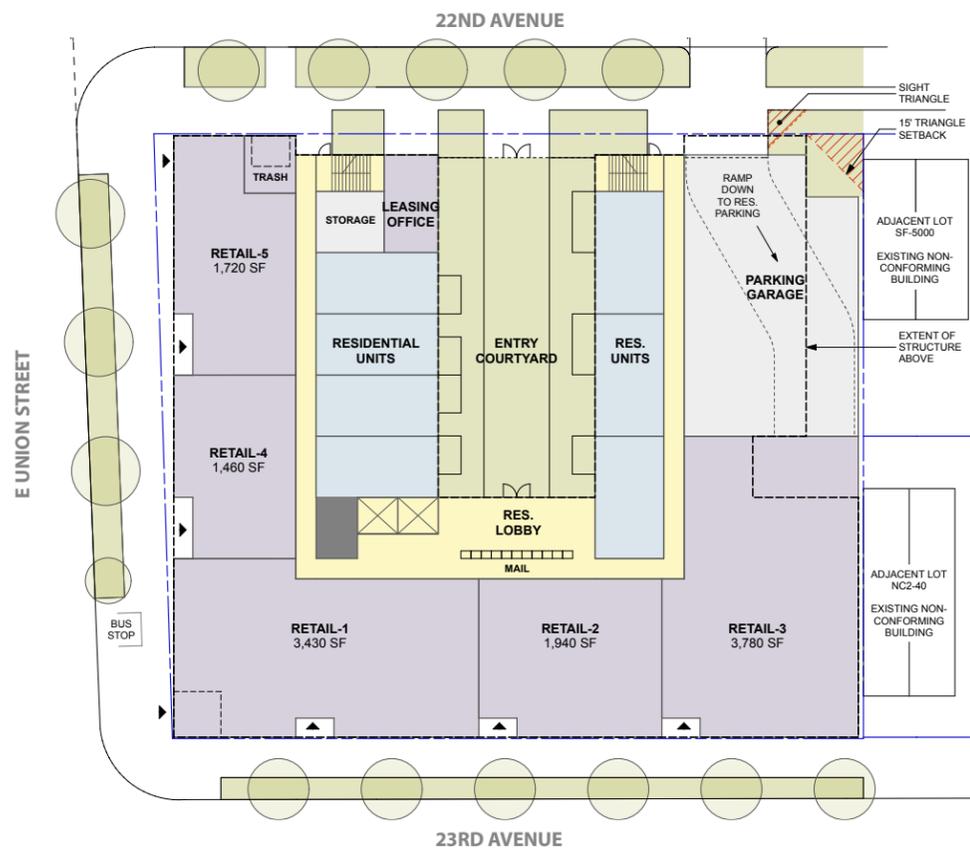
Bird's Eye View looking southwest.



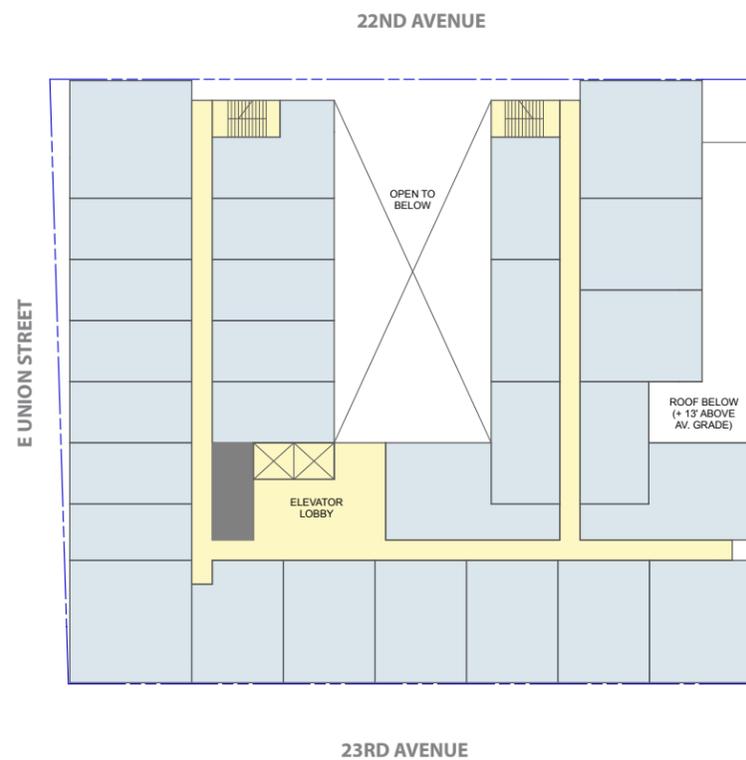
Southwest Corner - looking northeast along E Union St



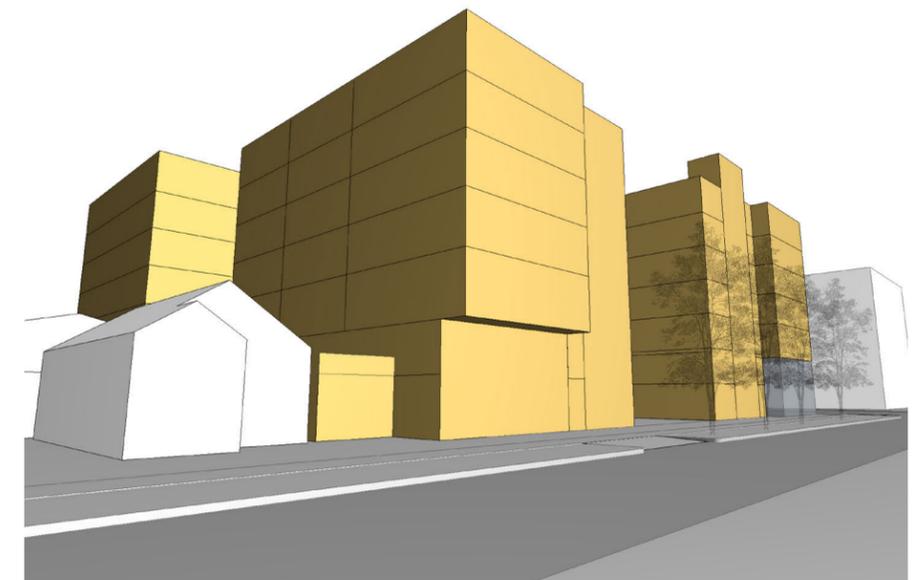
Southeast Corner - looking across 23rd Ave and E Union St intersection



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Northwest Corner- looking south along 22nd Ave

DESIGN PROPOSAL: ALTERNATE 2

Design Alternate 2 arranges the residential units around a north-south oriented podium-level courtyard that opens to the north. In contrast to Alternate 1, this scheme accommodates a separate non-residential parking garage and provides additional space between the proposed building and the adjacent residential lot.

The residential lobby location on E Union Street between the retail uses (and opposite the entry of The Central located across the street) activates the arterial streets with commercial and residential use, providing round-the-clock use. Two-story street-level residential units on the 22nd Avenue side of the building provide a transition in scale and use that is appropriate for the more residential character of that street.

Parking access is located to the north end of the site along 22nd Avenue with separate access to a street-level commercial garage and a single below-grade residential parking level.

Summary

Stories: 6 (5-over-1 + 1 below grade)

Unit Count: 146

Parking:

Residential: 88 spaces

Commercial: 24 spaces

Ground Floor Uses:

23rd Avenue: Retail

E Union St: Retail + Residential Entry

22nd Avenue: Residential + Parking Access

Potential Departures:

- Residential uses at street level
- Triangular setback abutting a residential lot
- Side setback above 13 ft.
- Openings adjacent to a residential lot
- Non-residential driveway width
- Parking space size distribution
- Sight triangles



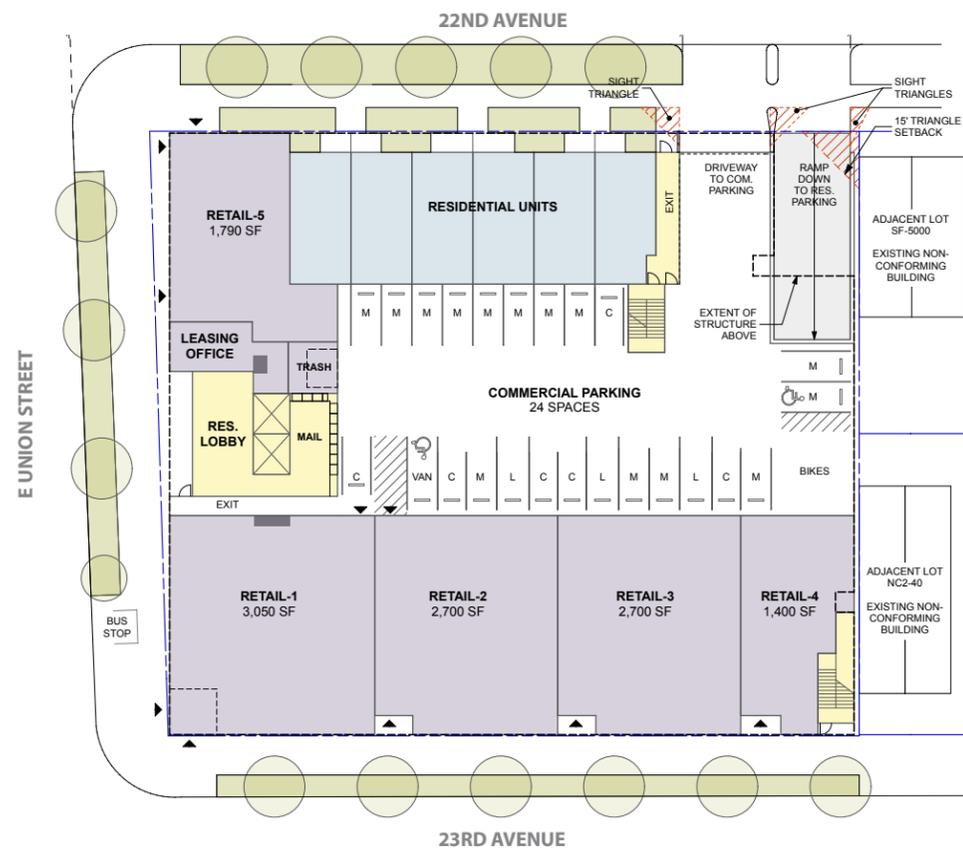
Bird's Eye View looking northeast.



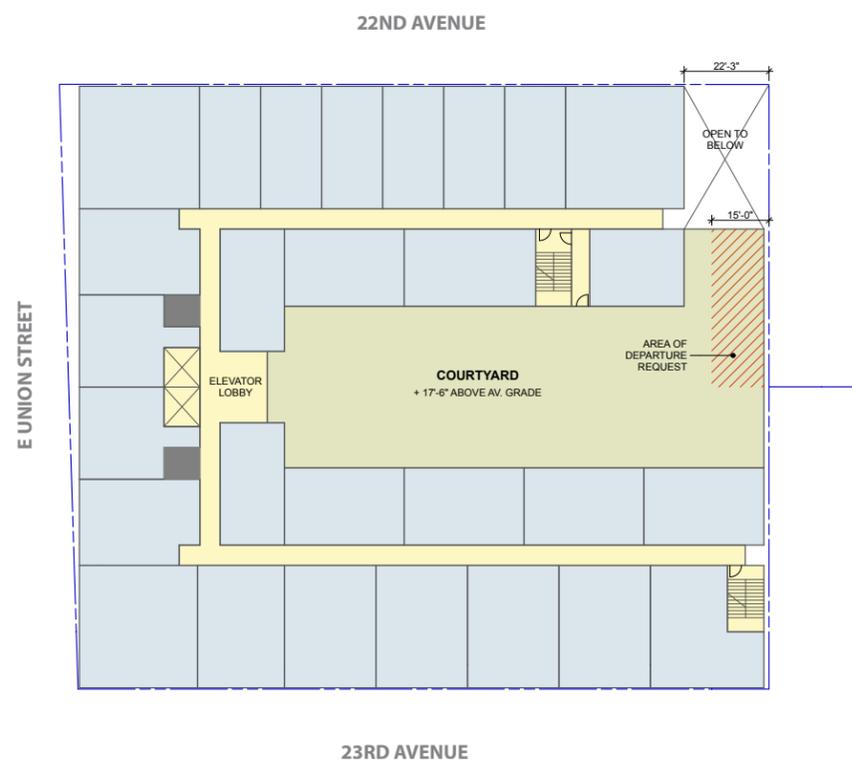
Southwest Corner - looking northeast along E Union St



Southeast Corner - looking across 23rd Ave and E Union St intersection



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Northwest Corner- looking south along 22nd Ave

DESIGN PROPOSAL: ALTERNATE 3 (PREFERRED)

Design Alternate 3 shares a similar organization of residential units and open space at the upper levels to Alternate 2.

Like Alternate 2, the residential lobby location on E Union Street intends to provide continual activity through the day and relate to its neighbor (The Central) on the opposite side of E Union Street.

Two-story street-level residential units located along 22nd Avenue provide the same transition as Alternate 2, but unlike Alternate 2 parking access to the commercial and residential garages is separated. Access to a street-level commercial garage occurs at the north end of the site and the residential parking entry buffers the residential units from the adjacent retail. The separate access points allow commercial and residential traffic to be separate and their smaller individual widths have less affect on the pedestrian environment.

Summary

Stories: 6 (5-over-1 + 1 below grade)

Unit Count: 146

Parking:

Residential: 88 spaces

Commercial: 24 spaces

Ground Floor Uses:

23rd Avenue: Retail

E Union St: Retail

22nd Avenue: Residential + Parking Access

Potential Departures:

- Residential uses at street level
- Triangular setback abutting a residential lot
- Side setback above 13 ft.
- Openings adjacent to a residential lot
- Non-residential driveway width
- Parking space size distribution
- Sight triangles



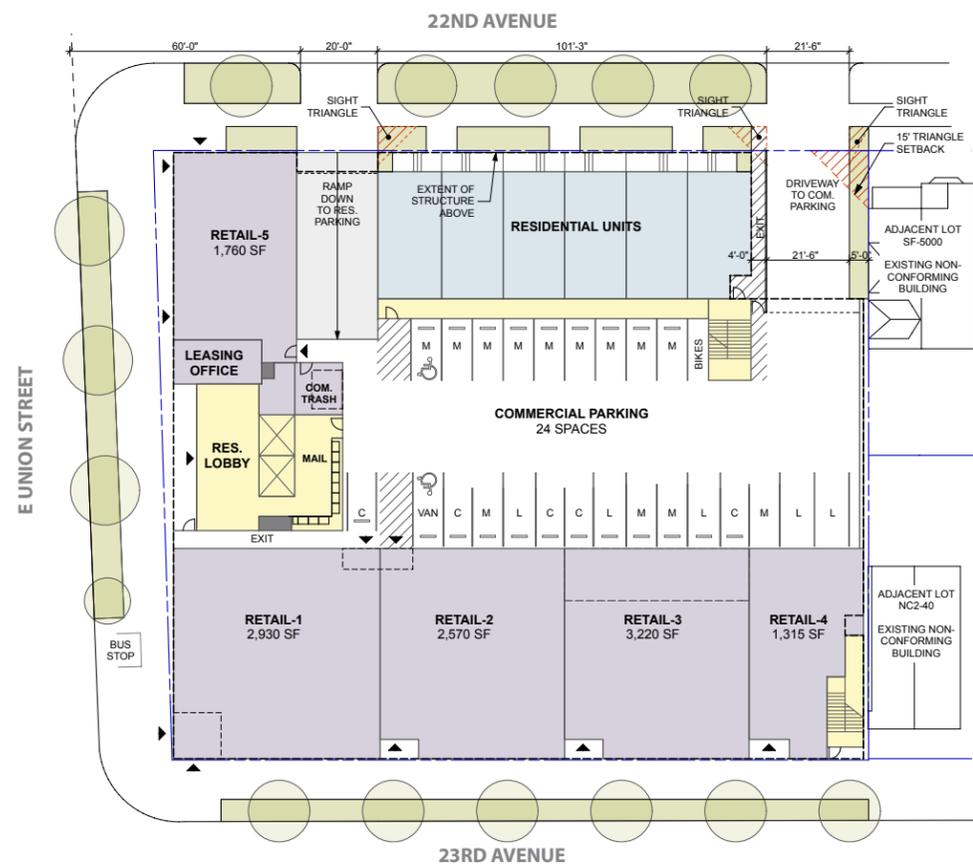
Bird's Eye View looking northeast.



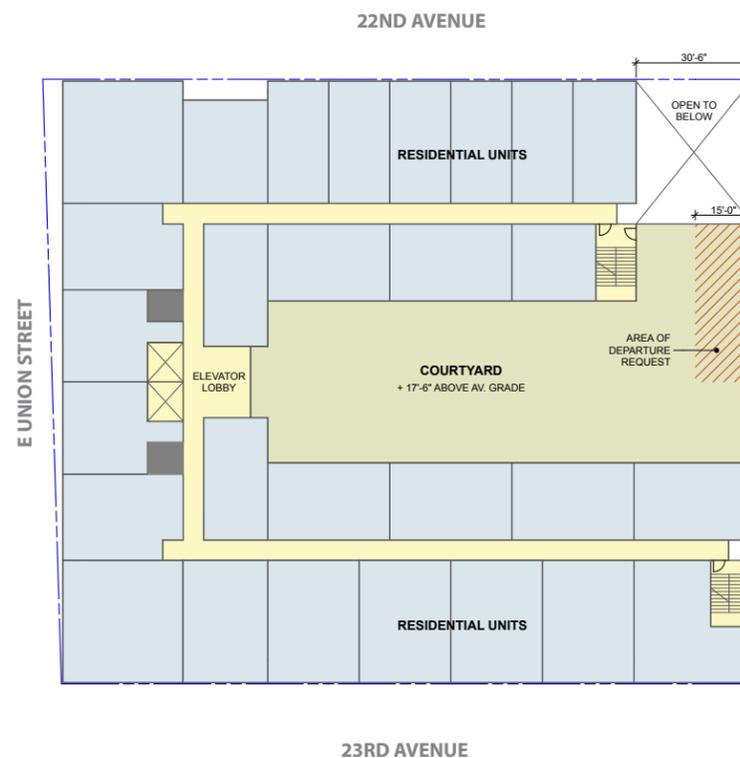
Southwest Corner - looking northeast along E Union St



Southeast Corner - looking across 23rd Ave and E Union St intersection



Street Level Plan (Level 1)

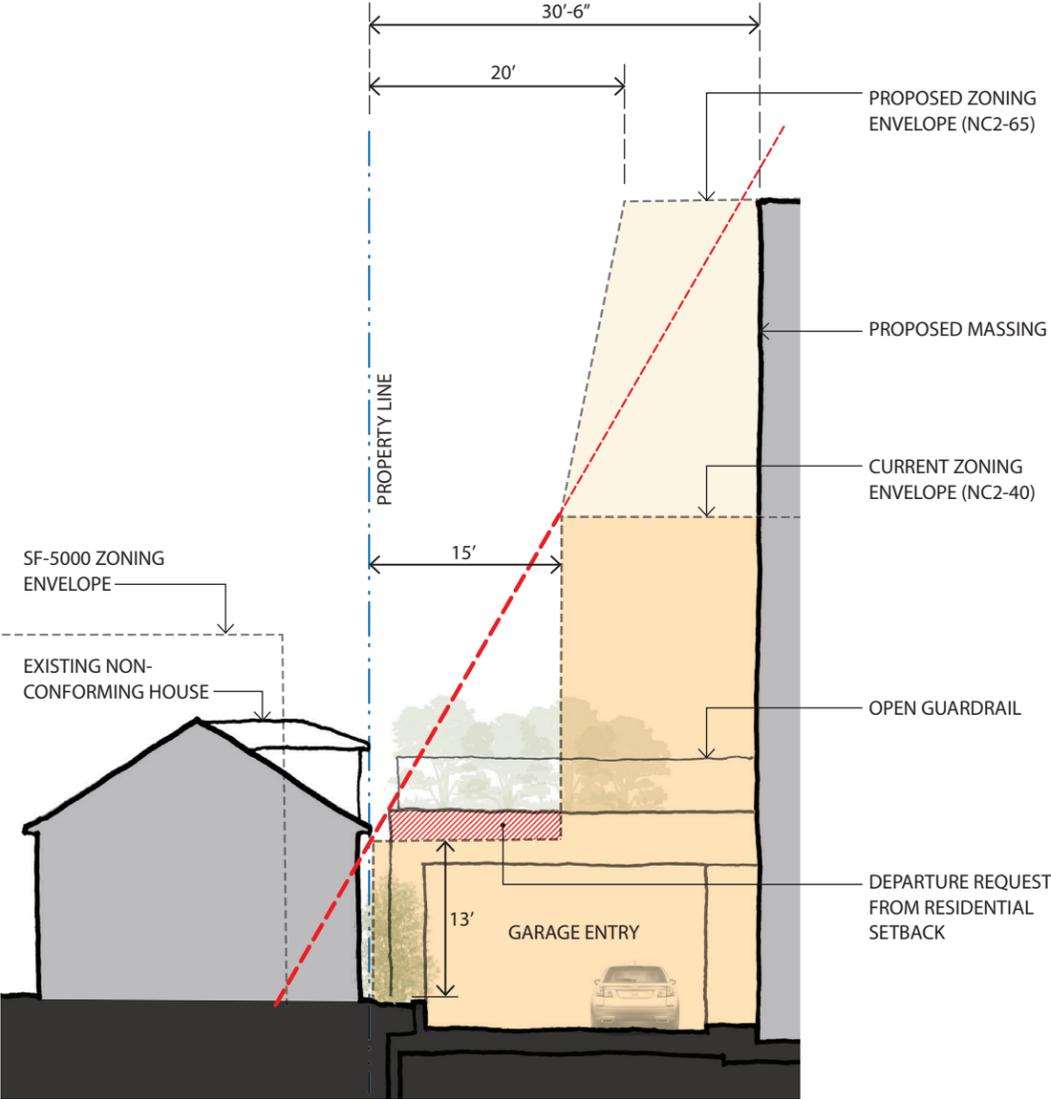


Typical Residential Plan (Level 2)

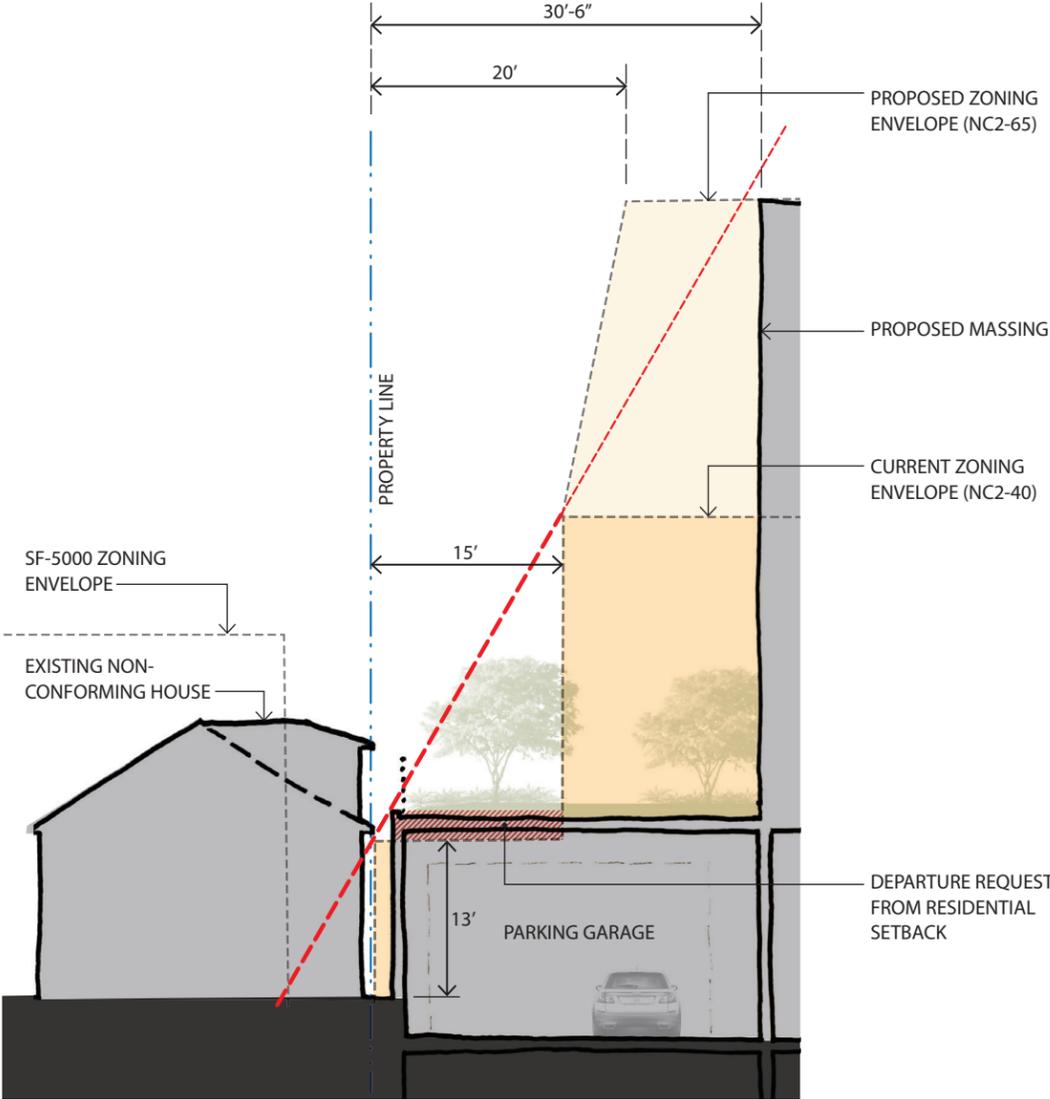


Northwest Corner - looking south along 22nd Ave

PREFERRED ALTERNATE SECTION DIAGRAMS



ZONE EDGE AT DRIVEWAY



ZONE EDGE AT COURTYARD + EXIT STAIR

Sectional Diagrams at SF-5000 zone edge.

SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
<p>CS1 Natural Systems and Site Features Use natural systems and features of the site and its surroundings as a starting point for project design</p>	<p>B2 Sunlight & Natural Ventilation, Daylight and Shading Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site</p>	<p>The massing and courtyard of the preferred design alternate minimizes the impact on daylight access to the single family house north of the site</p>
<p>CS2 Urban Pattern and Form Strengthen the most desirable forms, characteristics, & patterns of the streets, block faces, & open spaces in the surrounding area</p>	<p>✓ A1 Location in the City and Neighborhood, Sense of Place Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established</p>	<p>The preferred design alternate emphasizes the street levels of 23rd Avenue and E Union Street with a strong, continuous retail presence with high visibility at each corner. Smaller retail spaces will allow for a mix of businesses and services for the surrounding neighborhood. The alignment of the residential entry opposite the Central (currently under construction on the south side of E Union Street) establishes a gateway along E Union Street</p>
	<p>✓ A2 Location in the City and Neighborhood, Architectural Presence Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials</p>	
	<p>✓ B2 Location in the City and Neighborhood, Connection to the Street Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building</p>	
	<p>✓ B3 Location in the City and Neighborhood, Character of Open Space Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use</p>	
	<p>✓ C1 Relationship to the Block, Corner Sites Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block</p>	

Absent neighborhood specific Design Guidelines, the citywide Seattle Design Guidelines will serve to guide the design and development of the project. However, the 23rd Avenue UDF does identify specific design considerations and ambitions for the site that should be taken into consideration. Potential applicable Design Guidelines have been identified to the right. Alignment with the ambitions expressed in the 23rd Avenue UDF are indicated with a checkmark.

POTENTIAL DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
	<ul style="list-style-type: none"> ✓ D1 Height Bulk and Scale, Existing Development & Zoning Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies 	<p>The building massing and organization of the preferred design alternate seeks to address the transition from a Neighborhood Commercial zone to the Single Family zone north of the site. Two story ground-level residential units along 22nd Avenue will provide a continuity of uses at street level and serve to better articulate the proportions of the building massing (i.e. a tall, two-story, inset base element below five levels of apartment units). A wider than required setback at the north property line allows the massing to step down to the courtyard and garage before transitioning to the neighboring single family house</p>
	<ul style="list-style-type: none"> ✓ D3 Height Bulk and Scale, Zone Transitions For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development 	
	<ul style="list-style-type: none"> D5 Height Bulk and Scale, Respect for Adjacent Sites Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings 	
<p>CS3 Architectural Context and Character Contribute to the architectural character of the neighborhood</p>	<ul style="list-style-type: none"> ✓ A4 Emphasizing Positive Neighborhood Attributes, Evolving Neighborhoods In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future 	<p>The design team has met with community members to discuss site circulation, site design strategies, and understand desired uses for the project site</p>
	<ul style="list-style-type: none"> ✓ B1 Local History and Culture, Placemaking Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources 	
<p>PL1 Connectivity Complement and contribute to the network of open spaces around the site and the connections among them</p>	<ul style="list-style-type: none"> ✓ B3 Walkways and Connections, Pedestrian Amenities Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks 	<p>The relatively wide streetscapes along each of the project's street frontages affords an opportunity to craft an exemplary pedestrian environment that will supplement the street-level uses of the project and will be explored in-depth in the next phase of design</p>
	<ul style="list-style-type: none"> ✓ C3 Walkways and Connections, Year-Round Activity Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety 	

SEATTLE DESIGN GUIDELINES

DESIGN RESPONSE

PL2 Walkability

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

B1 Safety and Security, Eyes on the Street

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses

The continuous street-level commercial uses will allow for a high level of transparency. Overhead weather protection, lighting and improvements to the surround streetscape will be geared toward encouraging pedestrian activity and creating a safe environment

✓ **B3 Safety and Security, Street-level Transparency**

Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening

✓ **C1 Weather Protection, Locations and Coverage**

Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible

C2 Weather Protection, Design Integration

Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features

PL3 Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges

✓ **A1 Entries, Design Objectives**

Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each

The location of the main residential entry in the preferred design alternate is distinguished by the building massing and located opposite the entry of the Central (currently under construction on the opposite side of E Union Street). Inset vestibules will be used to provide scale and increase the identifiability of commercial tenants at street level

✓ **B2 Residential Edges, Ground-level Residential**

Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence

The preferred design alternate seeks to use a landscape buffer and a modest change in elevation to reinforce public/private boundaries, provide privacy for residents, and still allow for interaction

✓ **C1 Retail Edges, Porous Edges**

Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building

The character of the street level commercial spaces has yet to be established, but the 23rd Avenue UDF and the community members the design team has met with to date both encourage operability and openness at the street level

✓ **C2 Retail Edges, Visibility**

Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays

POTENTIAL DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
<p>PL4 Active Transportation Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit</p>	<p>✓ A2 Entry Locations and Relationships, Connection to All Modes Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access</p> <p>C2 Planning Ahead for Transit, On-site Transit Stops If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders. Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users. Similarly, keep lines of sight to approaching buses or trains open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users</p>	<p>The project site is adjacent to an inbound Metro bus stop and will consider ways to incorporate the transit stop into the building or streetscape design. The main residential entry of the building is located proximate to the bus stop to promote awareness and encourage its use by residents of the building</p>
<p>DC1 Project Uses and Activities Optimize the arrangement of uses and activities on site</p>	<p>✓ A4 Arrangement of Interior Uses, View and Connections Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces</p> <p>B1 Vehicular Access and Circulation, Access Location and Design Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers</p> <p>C2 Parking and Service Uses, Visual Impacts Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape</p> <p>C4 Parking and Service Uses, Service Uses Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments</p>	<p>A number of parking access configurations have been explored and the three configurations shown in the design alternates represent the best options. These configurations are being analyzed by a traffic engineer to understand their impact on vehicles, pedestrians and bicyclist. The preliminary study supports the configuration shown in the preferred design alternate. Visual impacts and safety issues will continue to be explored in the next phase of design</p>
<p>DC2 Architectural Concept Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings</p>	<p>✓ A1 Massing, Site Characteristics and Uses Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height</p>	<p>The massing and courtyard of the preferred design alternate minimizes the impact on daylight access to the single family house north of the site</p>

	<p>B1 Architectural and Façade Composition, Façade Composition Design all building façades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all façades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building</p>	<p>The floor plan configuration of the preferred design alternate anticipates the organization of the building façade. The underlying unit modules lend scale and rhythm to building and will be explored in-depth during the next design phase</p>
	<p>✓ D1 Scale and Texture, Human Scale Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front</p>	
<p>DC3 Open Space Concept Integrate open space design with the design of the building so that each complements the other</p>	<p>A1 Building-Open Space Relationship, Interior/Exterior Fit Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development</p>	<p>The large second level courtyard provides a readily accessible landscaped space for the apartment units bordering the courtyard, as well as a mews for use by the building residents. A rooftop terrace is also anticipated above the main resident entry and will be studied in the next design phase</p>
	<p>B4 Open Space Uses and Activities, Multifamily Open Space Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies</p>	
	<p>C2 Design, Amenities and Features Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays</p>	
<p>DC4 Exterior Elements and Finishes Use appropriate and high-quality elements and finishes for the building and its open spaces</p>	<p>✓ A1 Building Materials, Exterior Finish Materials Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged</p>	
	<p>B2 Signage, Coordination with Project Design Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context</p>	
	<p>✓ D4 Trees Landscape and Hardscape Materials, Place Making Create a landscape design that helps define spaces with significant elements such as trees</p>	

POTENTIAL DEVELOPMENT DEPARTURES

The proposed project will be a six-story, market-rate apartment building approximately 67-feet in height and approximately 162,000-sf including the below grade parking level. The building will contain 140–150 residential apartment units, resident lobby and amenity spaces, an outdoor, landscaped courtyard and roof terrace, on-site building management and leasing offices, street level commercial space, street-level commercial parking accommodating 23–25 vehicles, and a single, below-grade residential parking level for 85–88 vehicles.

The projects development objectives are as follows:

- Provide a high quality living environment for residents convenient to work, leisure and recreation
- Enhance the quality of the streetscapes with an appropriately scaled façade that reflect neighborhood ambitions
- Be sensitive to the light and view access of neighboring buildings
- Enhance the quality of the pedestrian environment in response to the specific demands of each street frontage
- Provide a lively environment for urban residents, including accommodations for retail and restaurants
- Be a good neighbor. This will inform the project in terms of:
 - Commercial level streetscape design
 - Landscape design & material selection
 - Exterior lighting design
 - Parking access
 - Trash & recycling storage

The following Development Departures have been identified as potentially necessary to achieve the preferred design alternate. If the Board indicates their willingness to consider the departures, additional study and refinement of the design will be conducted in advance of the Design Recommendation meeting.

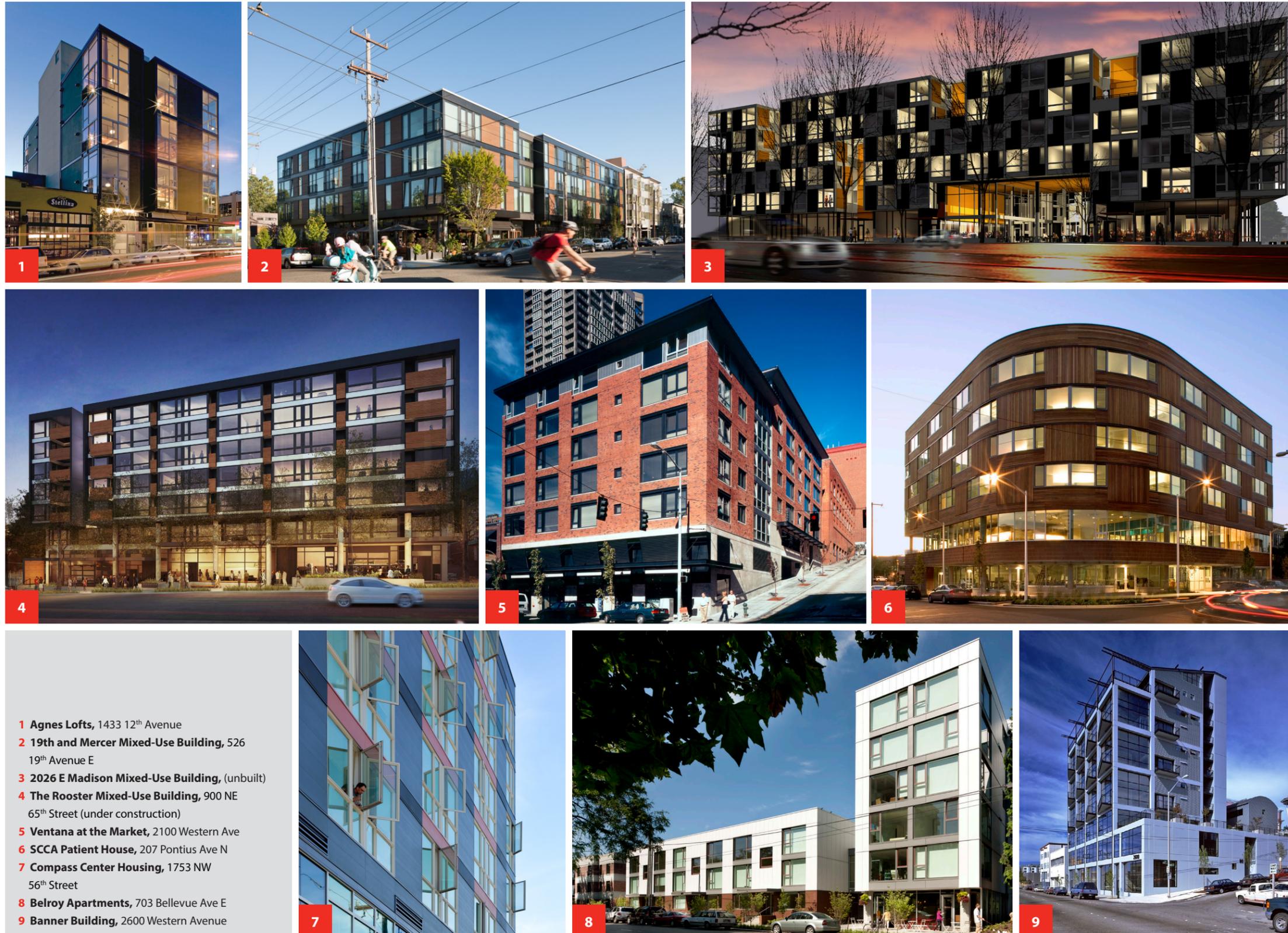
DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
1 <u>SMC 23.47A.008 D Residential Uses at Street Level</u> The floor of a dwelling unit located along the street-level street-facing façade shall be at least 4' above or 4' below sidewalk grade, or be set back at least 10' from sidewalk	To provide entries to dwelling units less than 4' above sidewalk grade with a set back from sidewalk of approximately 7'-6"	The proposed residential entries will have a combination of a landscape setback and a modest change in elevation (approximately 12"–14") that together clearly distinguish public from private, as well as provide a buffer to promote privacy within the residential units
2 <u>SMC 23.47A.014 B1 Triangular setback</u> Where lot is adjacent to a residentially zoned lot, a triangular setback from the intersection of the abutting side and front lot lines of 15' along the street and the abutting property lines, is required	To allow a driveway within the triangular setback area	The proposed driveway location is set back 5' from the property line allowing a modest landscape buffer that is more easily policed. No vertical structures will be present within the 15' triangular setback
3 <u>SMC 23.47A.014 B2 Side setback above 13'</u> Where lot is adjacent to a residentially zoned lot, a side setback of 15' is required for portions above 13' up to 40' above grade, and an additional 2' setback for every 10' above 40' in a sloped line	Allow zero setback up to approximately 15'-4" above grade, 2'-4" above the applicable setback	Above 15'-4", the building sets back 30' from the property line, exceeding the setback (required up to a height of 40') by 15' and exceeding the maximum setback (required at the building's full height) by 9' The departure would allow the 2nd level courtyard to extend over the garage entry and allow the garage to be more easily secured. The structure encroaching into the setback is mitigated by the increased setback above and by the presence of the project's north-facing landscaped courtyard, which preserves sunlight access in the rear yard. The privacy of the neighboring residence will be maintained by providing landscaping along the abutting edge. Special treatment of the north side of the wall and/or landscaping will be provided
4 <u>SMC 23.54.030 B2 Parking Space Standards</u> Where 20 or more non-residential parking spaces provide, provide a minimum of 35% and maximum of 65% small spaces, and a minimum of 35% large spaces	Allow 20% small spaces, 28% large spaces, and the remaining medium spaces.	The project has no required commercial parking and the proposed distribution of parking space sizes permits a straight-forward, efficient parking layout that maximizes the number of commercial parking spaces provided within the project and lessens any spill over burden on adjacent street parking
5 <u>SMC 23.54.030 D2 Driveway Width</u> Minimum width for non-residential driveway is 22' for two-way traffic	Allow a non-residential driveway width of 21'-6"—6" less than the required driveway width	The narrower driveway dimension allows a parking layout that maximizes the number of commercial parking spaces provided within the project
6 <u>SMC 23.54.030 G Sight Triangles</u> 10' sight triangle required on exit side of driveways	The Land Use Code is unclear about where the sight triangle is located between the driveway and the sidewalk (code language) or entirely within the property (diagram)	The proposed driveway configurations provide dimensionally compliant sight triangles as measured between the building and the sidewalk (located 6' off the property line). A departure is required if the sight triangle does not take into account the distance between the property line and the sidewalk. If a departure is required, we propose the use of mirrors to aid drivers and special scoring patterns at the sidewalk to alert pedestrians be used

REPRESENTATIVE PROJECTS

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

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

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



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