



EARLY DESIGN GUIDANCE

Meeting Date: Monday, July 6th, 2015
DPD #3019495

Project Address:
4516 Union Bay Place NE
Seattle, WA 98105

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PROONENT

ICP Capital
4530 Union Bay Place NE Suite 208
Seattle, WA 98105

Contact: Skip Slavin
sslavin@newmarkrealtycapital.com
206.724.5400

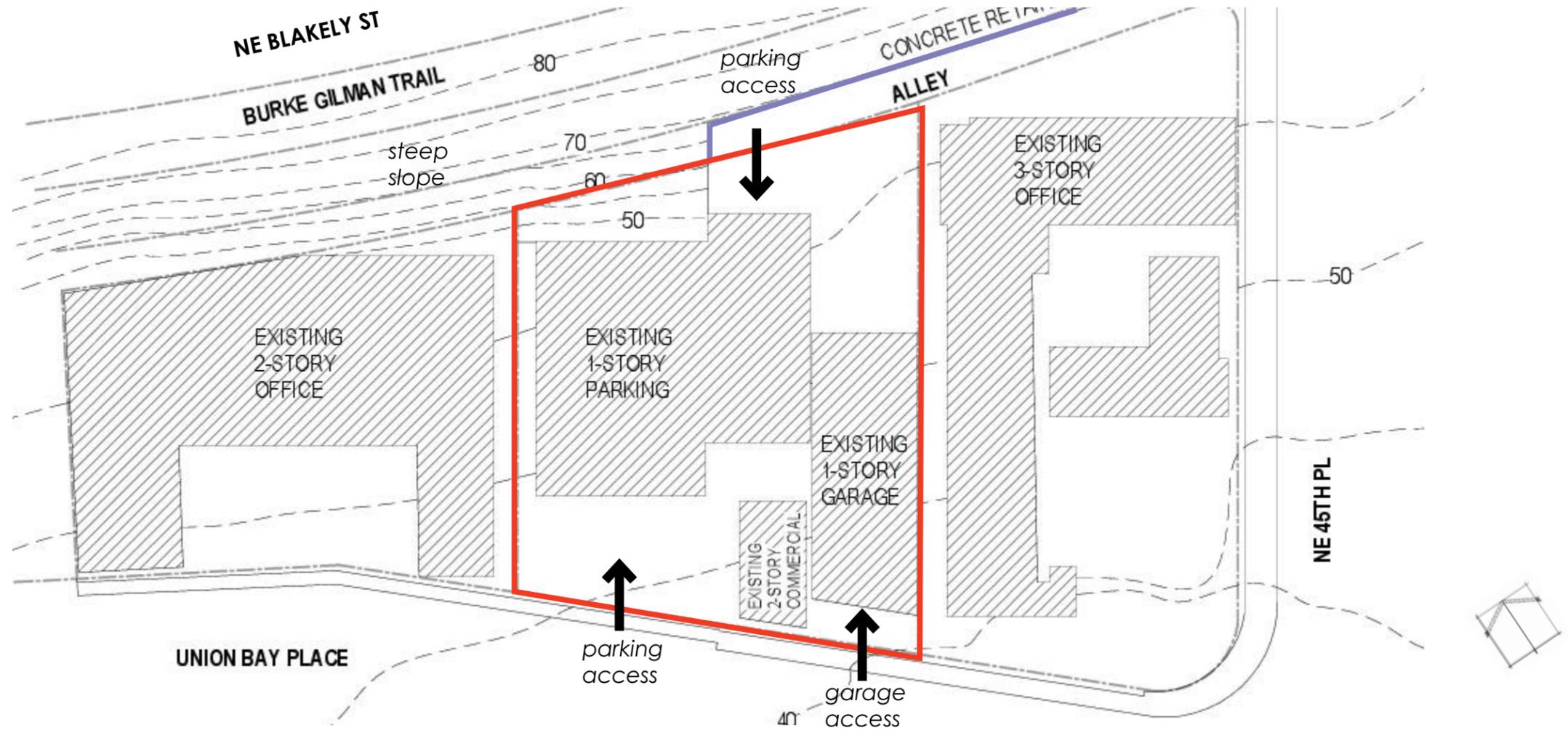
ARCHITECT

Encore Architects
1402 3rd Avenue, Suite 1000
Seattle, WA 98101

Contact: Thomas Hembra, AIA
thomash@encorearchitects.com
206.673.1893

Featured Projects shown designed or developed by members of the project team

1 - PROJECT OVERVIEW



UNION BAY PLAZA BUILDING



EXISTING PARKING STRUCTURE



LAKE VIEW MEDICAL DENTAL BUILDING

The vision for this development is to create a desirable residential community and an active commercial space. By creating a strong presence on the street it will be a first step towards creating a new identity for this transitional mixed-use zone between the U Village and the residential neighborhood to the NE.



Active retail enlivens the neighborhood



New larger scale building forming continuity with existing context by stepping down the scale at the entry



Courtyard gives residents a peaceful outlook as well as providing shared open space

Enhance the neighborhood

- Improve walkability
- Help to build Union Bay Place into a vibrant mixed-use corridor
- Provide active neighborhood serving commercial space
- Eyes on the Street

Be a good neighbor for existing and future development

- Draw cues from the existing context to add a sense of continuity
- To determine overall massing and scale look forward to future development so that the surrounding sites can evolve gracefully
- Minimize Traffic / Parking Impact on Neighbors

Create a sense of place

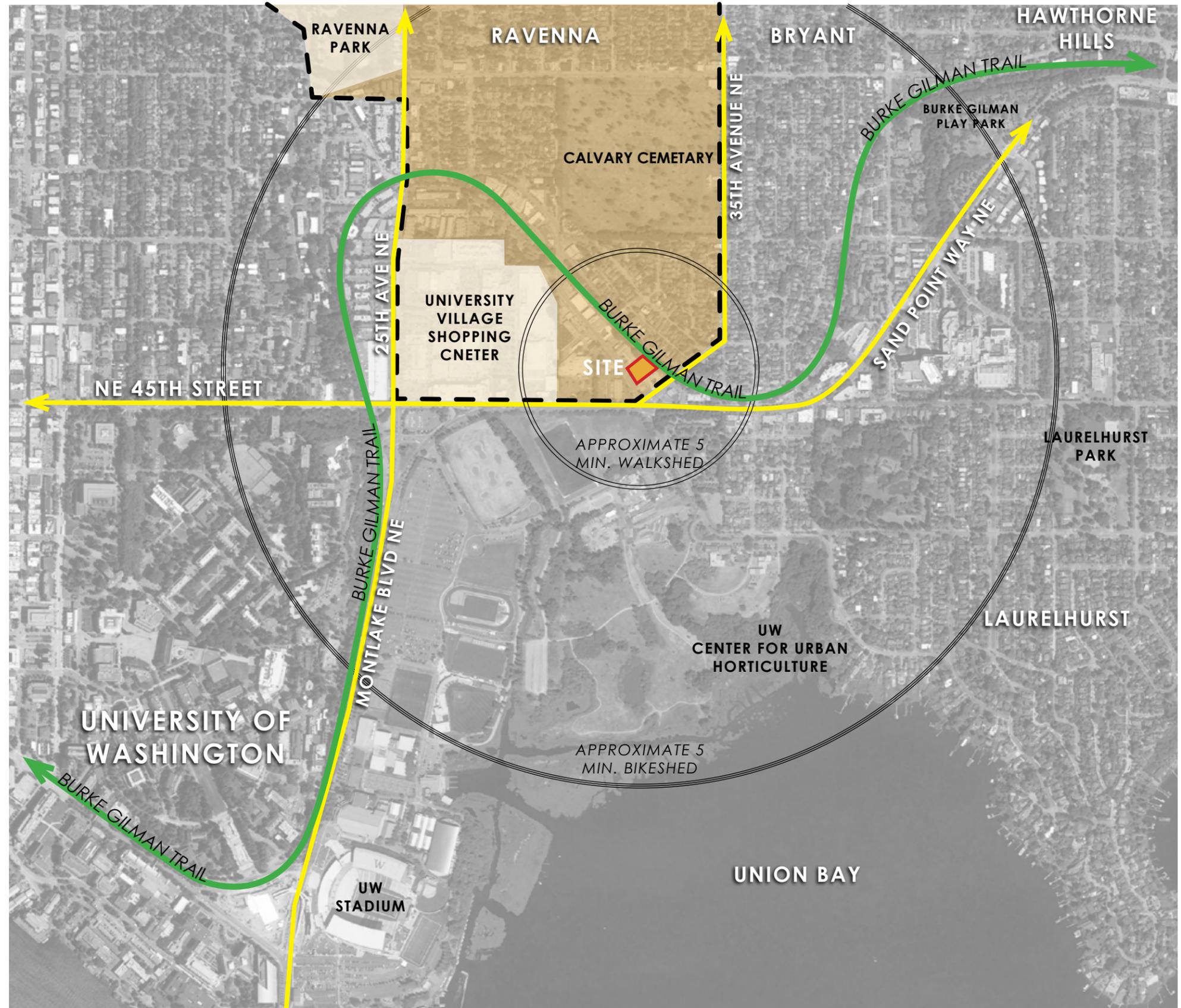
- Create a clear building identity by avoiding a fragmented style
- Design a comfortable, quiet courtyard space as a refuge from busy streets

2 - CONTEXT ANALYSIS

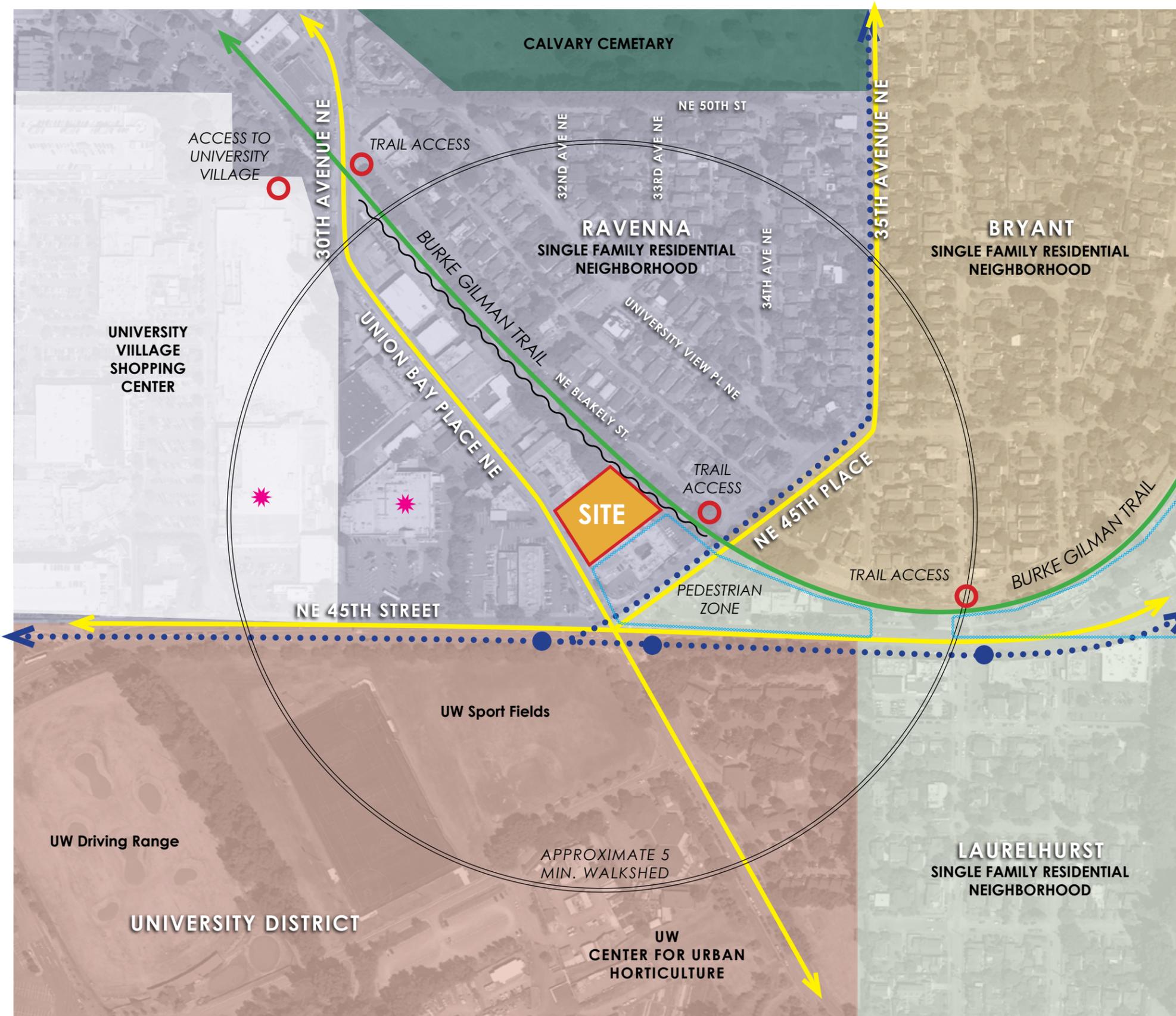
Ravenna/University District/Laurelhurst

The project is located in Ravenna but also near the intersection of the University District to the West and the mostly residential community of Laurelhurst to the East. The topography of the surrounding area slopes steeply down to the South but is relatively flat where the University of Washington conducts environmental study and research.

The Burke Gilman Trail is a buffer to Ravenna's mostly residential neighborhood at the North of the site. The University Village shopping center is within a 5 min walking distance and both Ravenna Park and the Burke Gilman Playground are within 1 mile. The site is near the intersection of a principal arterial (NE 45th Street), a minor arterial (Union Bay Place NE) and a collector arterial (NE 45th Place)



CONTEXT ANALYSIS neighborhood study



Drawing Key

- Project Site
- Bryant
- Ravenna
- University District
- Laurelhurst
- Public Park
- Steep Slope
- Frequent Bus Route
- Frequent Route Bus Stop
- Bike Lane
- Main Arterial Route
- Supermarket
- Five Minute Walkshed
- Five Minute Bikeshed
- Access Point
- Pedestrian Zone



Walk score: 89 Transit score: 55 Bike score: 95



Nine Block Context

Union Bay Place is a mixed-use street that acts as a transition between the University Village and the single family residential zone to the North and East. There is a newly enacted pedestrian zone starting adjacent to the site to the Southeast and continuing along NE 45th St. This change along with other future development will significantly change the scale and character of the immediate surroundings.

Currently there are, for the most part, low scale one- and two-story buildings and expansive parking lots. The sidewalks are not developed on most of the street. There is an opportunity for this project to make a strong presence on the street pointing the way for a more pedestrian related future.

To the Northeast the Burke Gilman Trail and the steep slope leading up to it create a quiet buffer zone.

CONTEXT ANALYSIS nine block study



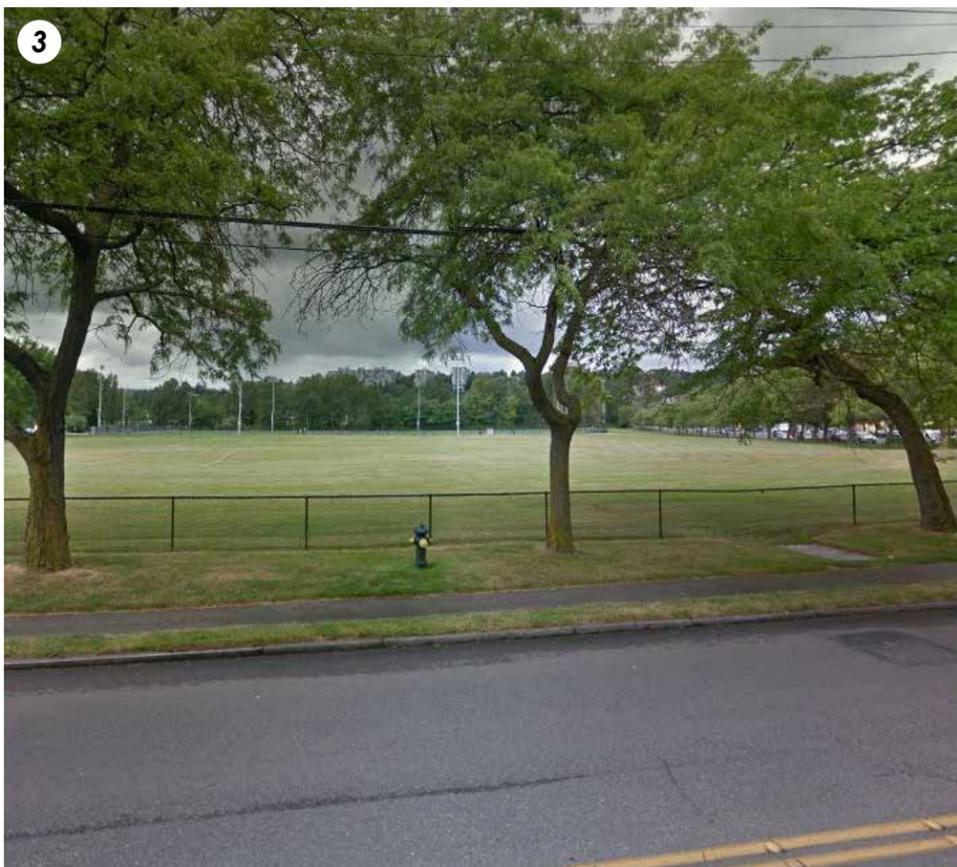
Commercial Residential Site



VIEW OF SITE FROM UNION BAY PLACE
Neighboring building has few windows on the street.



TULLY'S AND FEDEX OFFICE
One story retail buildings. View of parking lot in foreground.



PLAY FIELDS SOUTH OF NE 45TH STREET
Street facing units will have an oblique view of this.



VIEW FROM BURKE GILMAN TRAIL
Trail is about 2 1/2 stories up. Project will be quite visible.



VIEW OF SITE FROM UNION BAY PLACE
Neighbor is one-story retail that comes to the sidewalk.



SAFeway GROCERY STORE
Parking lots and low buildings are still dominant in the area.

CONTEXT ANALYSIS streetscape photo montages

View of site from Union Bay Place NE:



View opposite site on Union Bay Place NE:





Zoning Code: City of Seattle Zoning Code
 Zone: C2-40
 Lot Area: 26,790SF

23.47A.004/006 PERMITTED AND PROHIBITED USES

- Residential use is a conditional use in C2 zones. Residential uses permitted in C2 zones are subject to the following:
 - i. The distance between the lot in question and major transportation systems and potential nuisances
 - ii. The presence of physical buffers between the lot in question and major transportation systems and potential nuisance uses
 - iii. The potential cumulative impacts of residential uses on the availability for nonresidential uses of land near major transportation systems; and
 - iv. The number, size and cumulative impacts of potential nuisances on the proposed residential uses.

23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS

- Blank facade and Transparency Requirements:
- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
 - The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.
 - Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
 - Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
 - Transparent areas of facades shall be designed and maintained to allow unobstructed views from the outside into the structure or, in the case of live-work units, into display windows that have a minimum 30 inch depth.

23.47A.013 FLOOR AREA RATIO

- Base FAR is 3.25 on lots with a mix of uses

23.47A.014 SETBACK REQUIREMENTS

For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, as follows:

- Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and
- For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet
- One-half of the width of an abutting alley may be counted as part of the required setback. For the purpose of this Section 23.47A.014, the alley width and the location of the rear lot line shall be determined prior to any dedication that may be required for alley improvement purposes.
- No entrance, window, or other opening is permitted closer than 5 feet to an abutting residentially-zoned lot.
- Setback requirements do not limit underground structures.

23.47A.016 LANDSCAPING STANDARDS

Landscaping that achieves a Green Factor score of 0.3 or greater, pursuant to Section 23.86.019, is required for any lot with:

- development containing more than four new dwelling units or a congregate residence; or
- development, either a new structure or an addition to an existing structure, containing more than 4,000 new square feet of non-residential uses; or
- any parking lot containing more than 20 new parking spaces for automobiles.

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, except as otherwise specifically provided in this Chapter 23.47A. Gross floor area, for the purposes of this subsection, excludes areas used for mechanical equipment and accessory parking.
- Required amenity areas shall meet the following standards, as applicable:
 - a. All residents shall have access to at least one common or private amenity area;
 - b. Amenity areas shall not be enclosed;

- c. 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;
- d. 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 off-street parking may be from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1
- Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.
- If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.
- Access to off-street parking may be from a street if, due to the relationship of an alley to the street system, use of the alley for parking access would create a significant safety hazard as determined by the Director.

23.54.015/016/020 PARKING

1. 1 space per dwelling unit for dwelling units with fewer than two bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms
2. Live/Work : Zero spaces for units with 1,500sf or less; one space for each unit greater than 1,500sf
3. Sales and service space : one space for each 500sf
4. In multifamily and commercial zones, the minimum parking requirement for all uses is reduced by 50 percent if the use is located within 1,320 feet of a street with frequent transit service. This distance will be the walking distance measured from the nearest transit stop to the lot line of the lot containing the use.

23.76.006 MASTER USE PERMITS REQUIRED

- MUP required for all projects requiring one or more of the following:
1. Establishment or change of use
 2. Lot boundary adjustments



EXISTING PARKING STRUCTURE

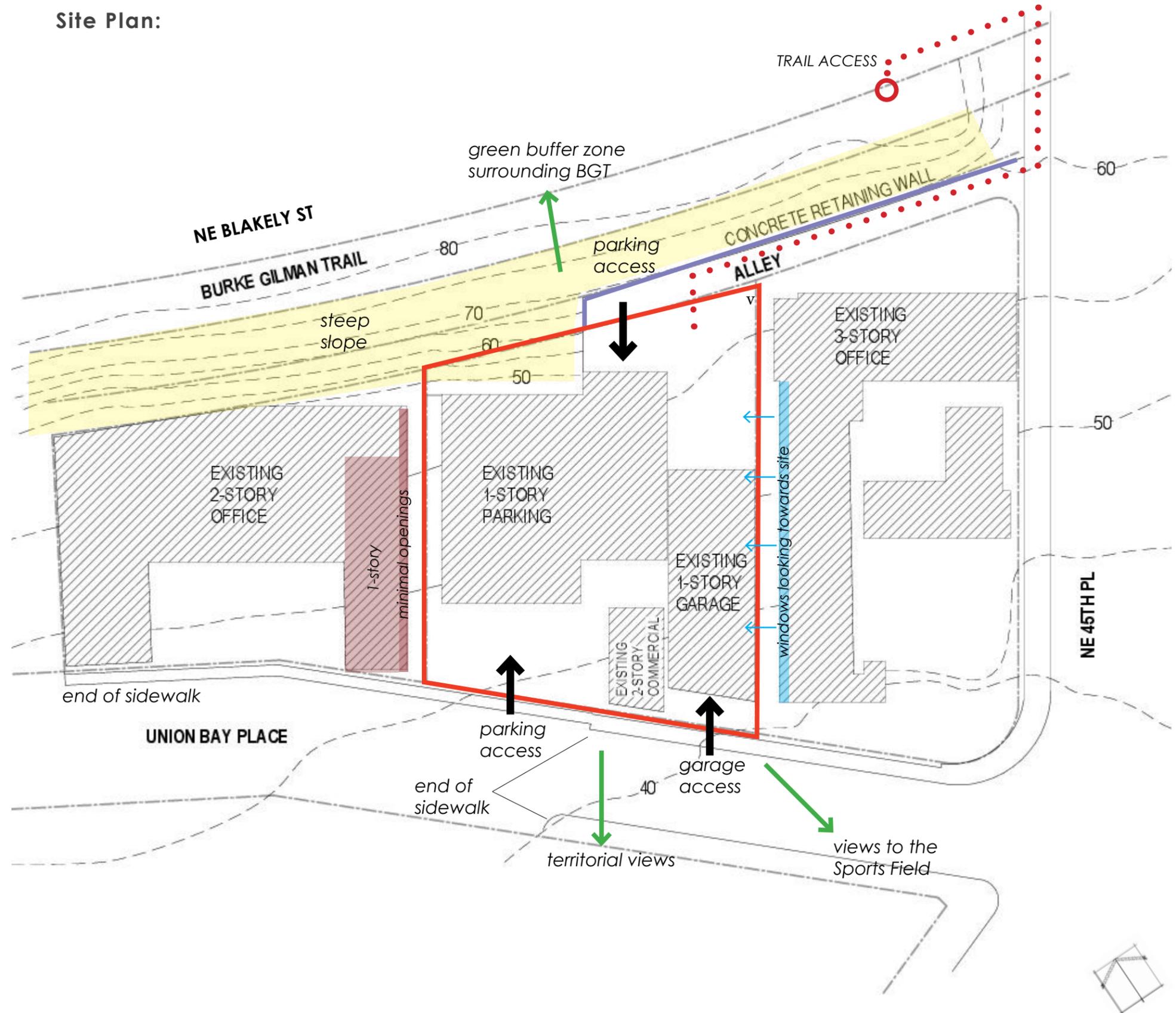


EXISTING COMMERCIAL BUILDING AND SERVICE GARAGE



VIEW OF SITE FROM UNION BAY PLACE

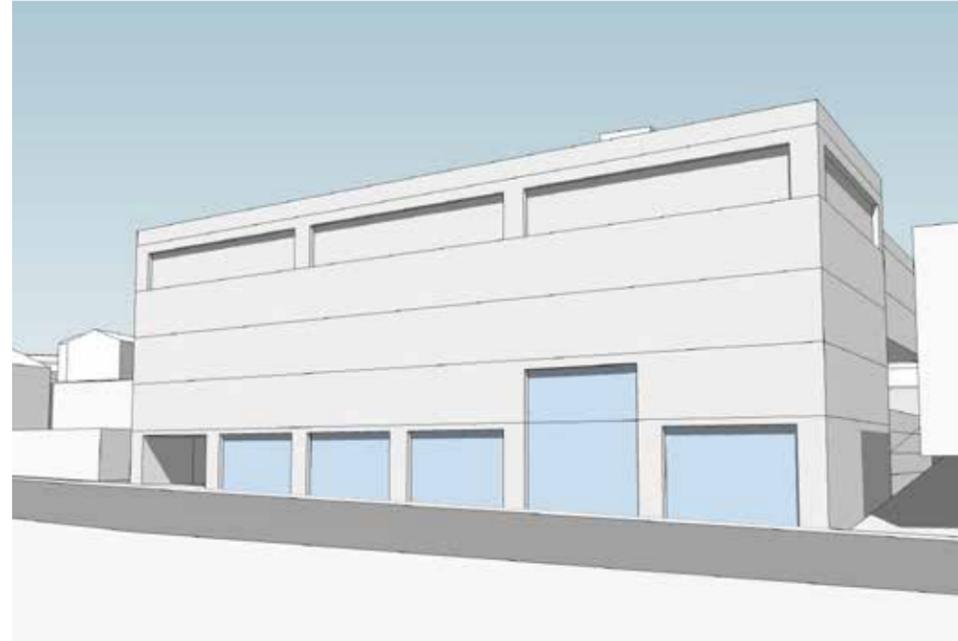
Site Plan:



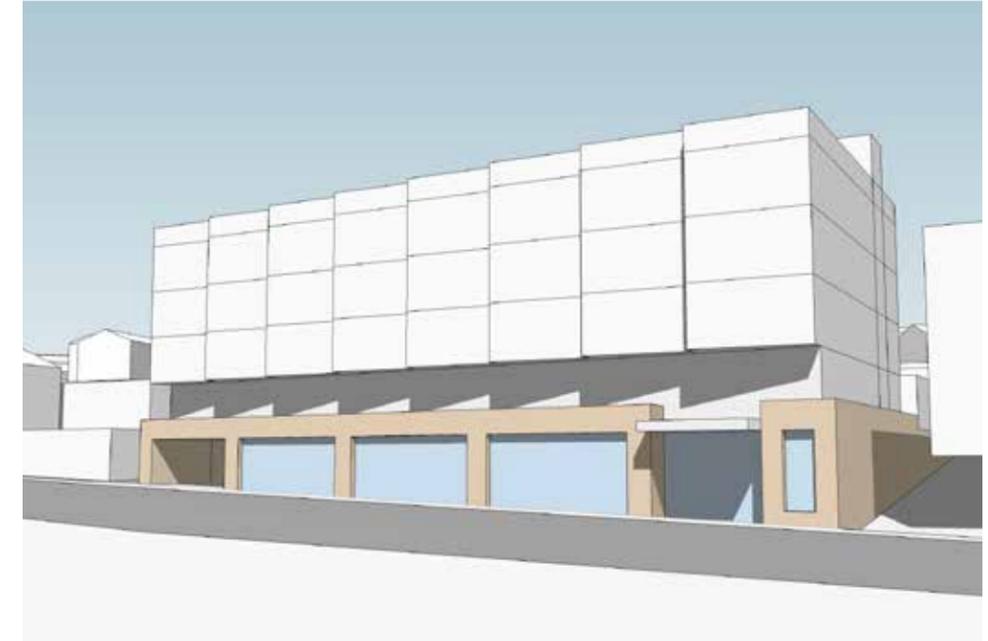
3 - MASSING CONCEPTS



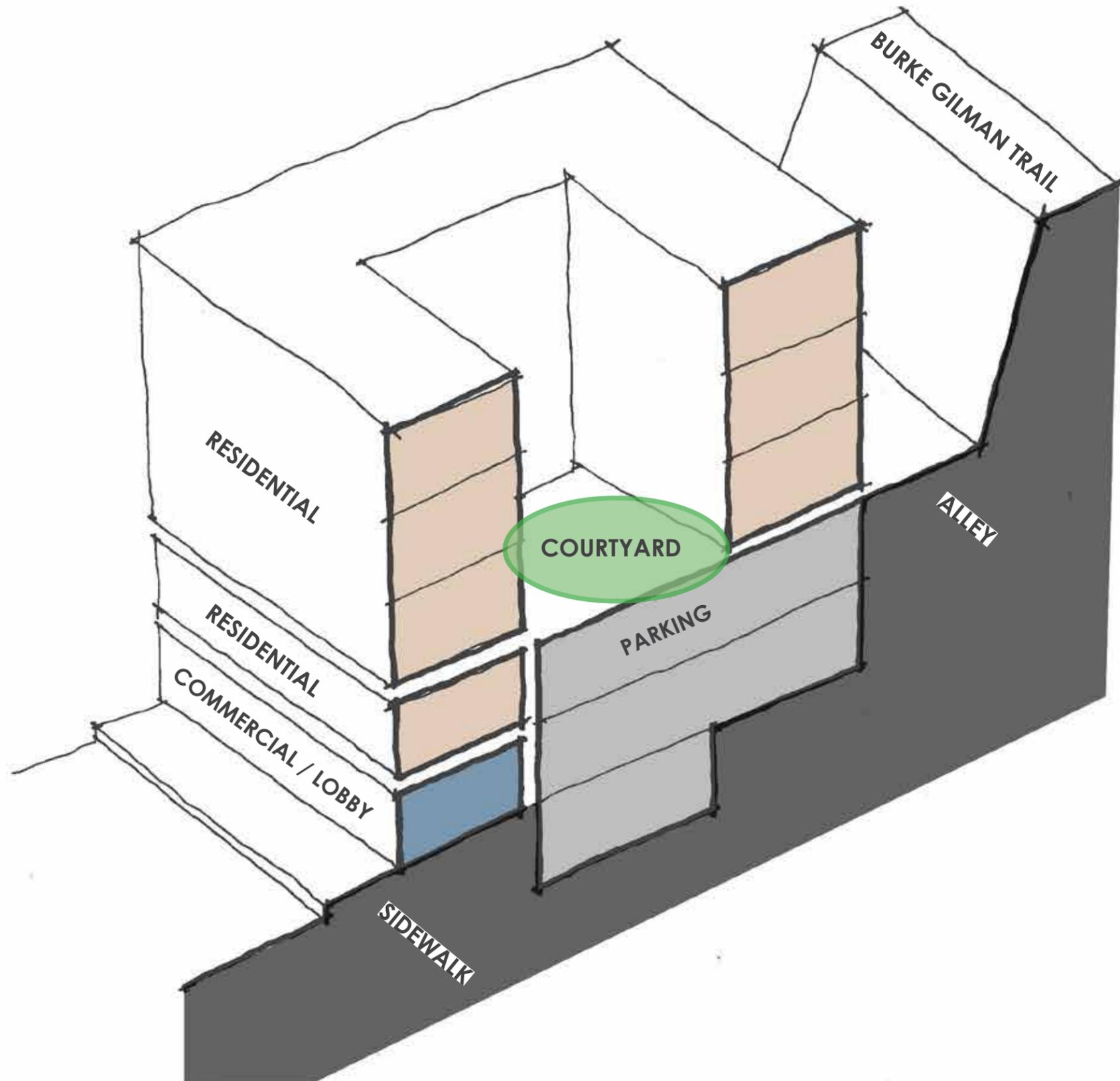
1 "THE TALL PODIUM" Code Compliant



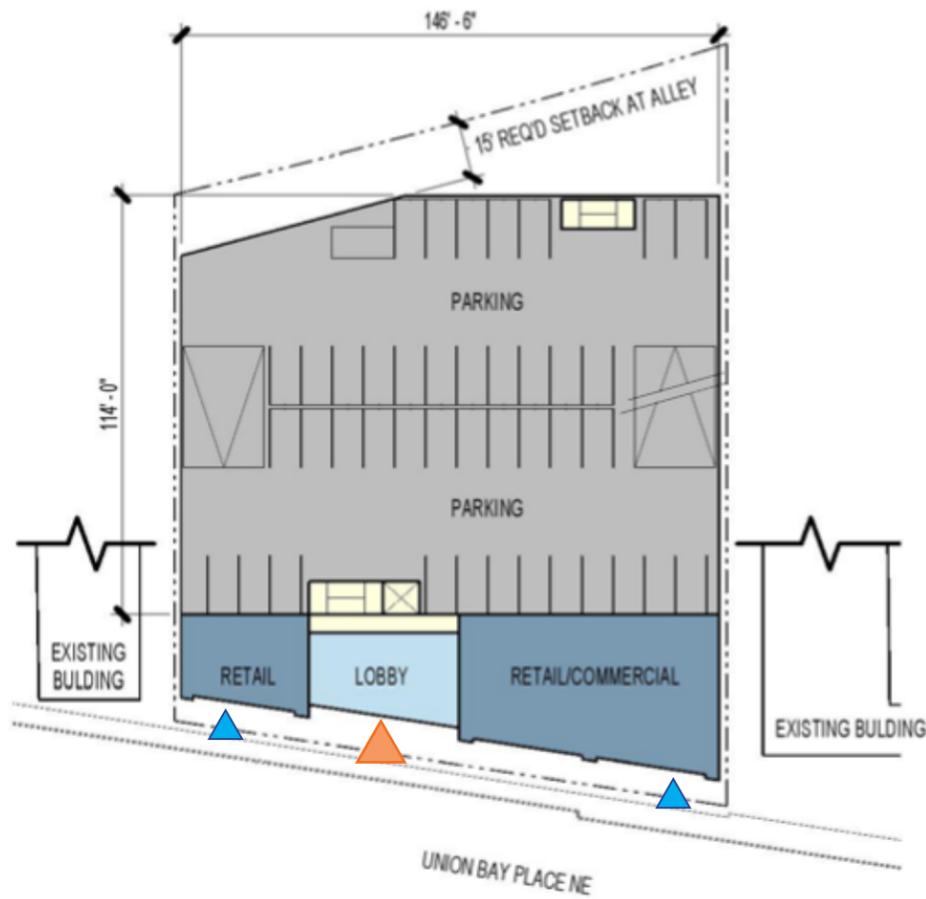
2 "THE UNIFIED BLOCK"



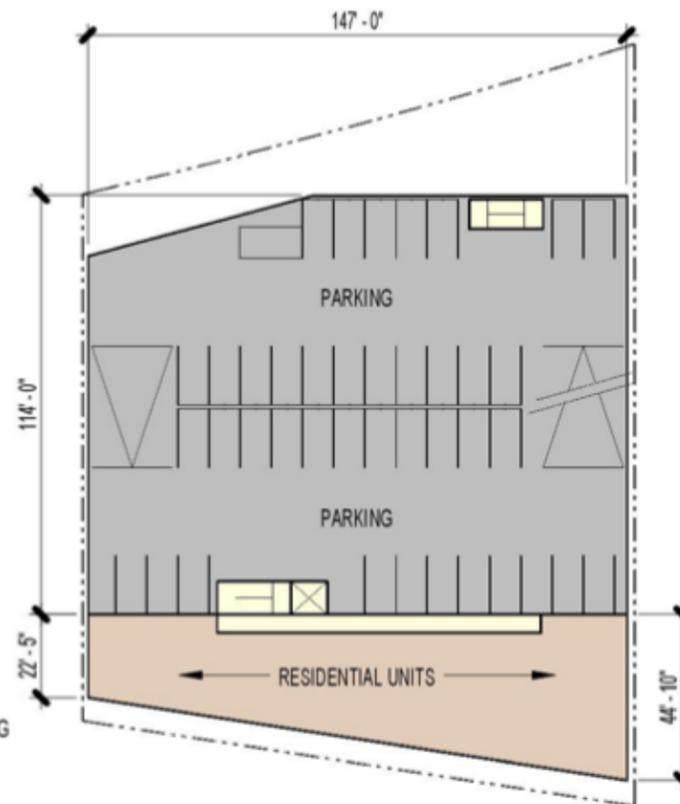
3 "THE ONE, ONE, THREE" Preferred Option



MASSING OPTIONS option 1: "the tall podium" code compliant



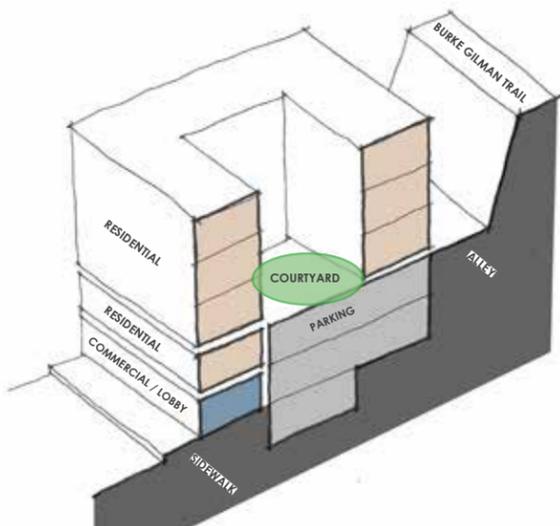
Floor Plan - Level 1



Floor Plan - Level 2



Floor Plan - Level 3



Description:

- The building footprint is aligned in a hook form opening a corner of the courtyard towards the street.
- The top three stories float over a strong two-story base.
- Central lobby. Garage access off the alley.

Pros:

- Courtyard has relationship to the street, albeit two stories up.
- Courtyard has an angled view of the play fields
- Building bridging over the garage ramp covers part of the view down at the ramp.
- The courtyard and bldg setback provide breathing room for the neighbor to the Southeast.
- The core is located on an inside corner.

Cons:

- Building turns its back on the Burke Gilman Trail.
- The location of the lobby splits the commercial spaces in two.
- The two story podium combines different uses into the same area. This will create an awkward relationship between different sizes and types of windows.
- The courtyard forms a difficult shape: the common area is stretched out into a long narrow strip.

MASSING OPTIONS option 1: "the tall podium" code compliant



Concept 1 - View from South West



Concept 1 - View from North West



Union Bay Place NE

Concept 1 - Street Perspective on Union Bay Place (Looking South)

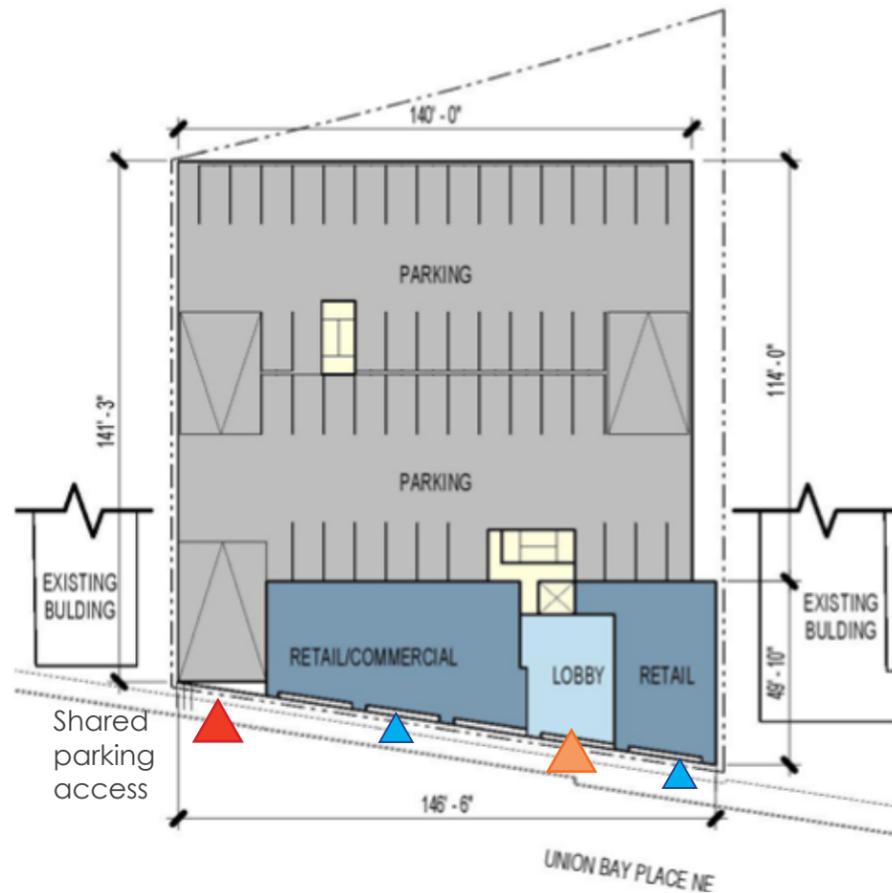


Union Bay Place NE

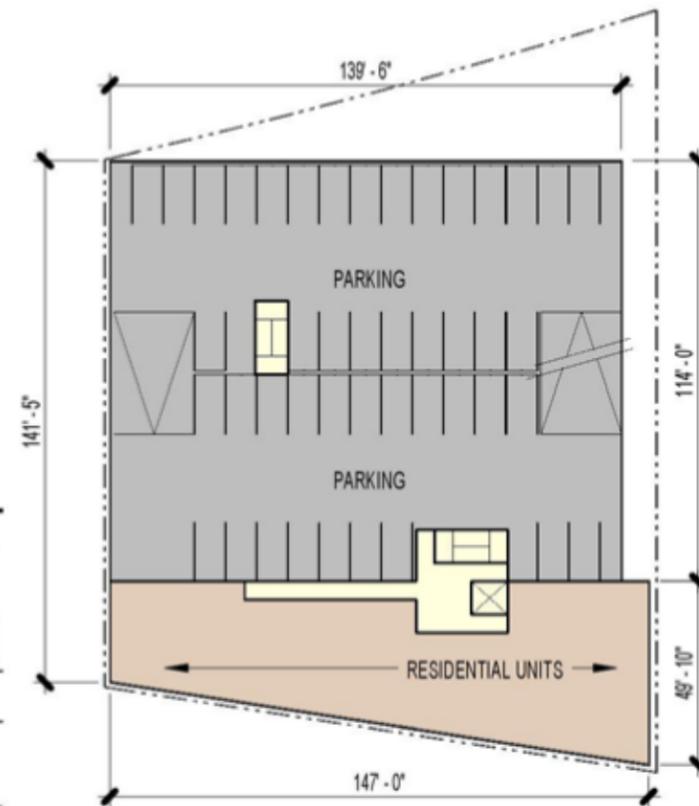
Concept 1 - Perspective on Union Bay Place (Looking North)



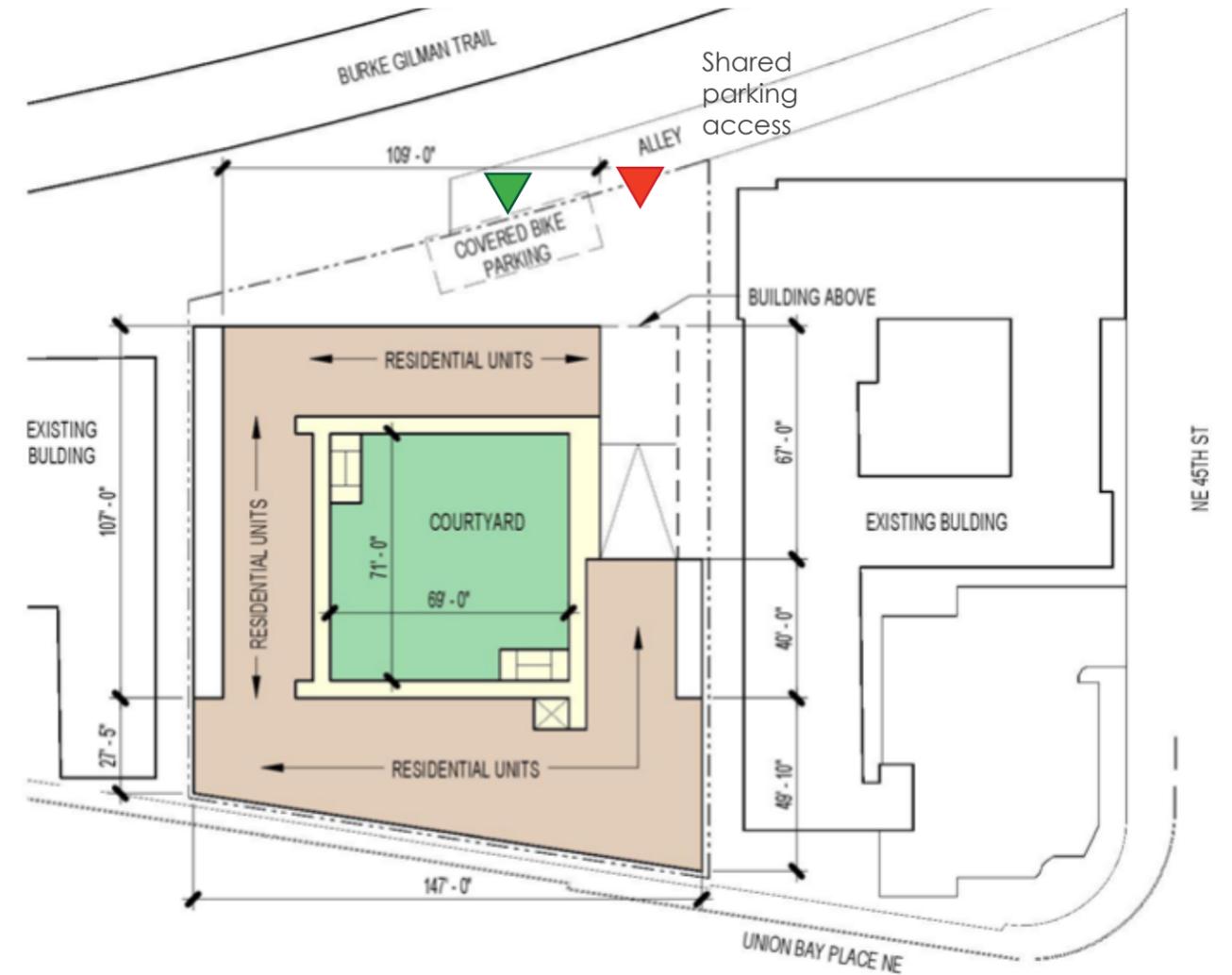
MASSING OPTIONS option 2: "the unified block"



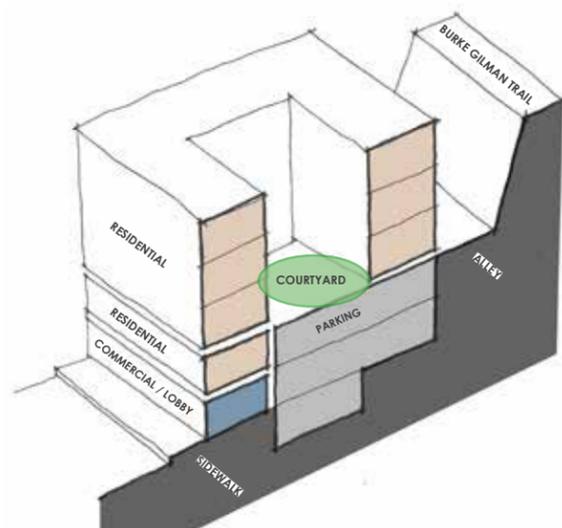
Floor Plan - Level 1



Floor Plan - Level 2



Floor Plan - Level 3



Description:

- The building is arranged in a ring to form a private central courtyard.
- Along the street the building presents a simple unified form to define the street wall.
- Central lobby. Garage access off the alley and Union Bay Place.

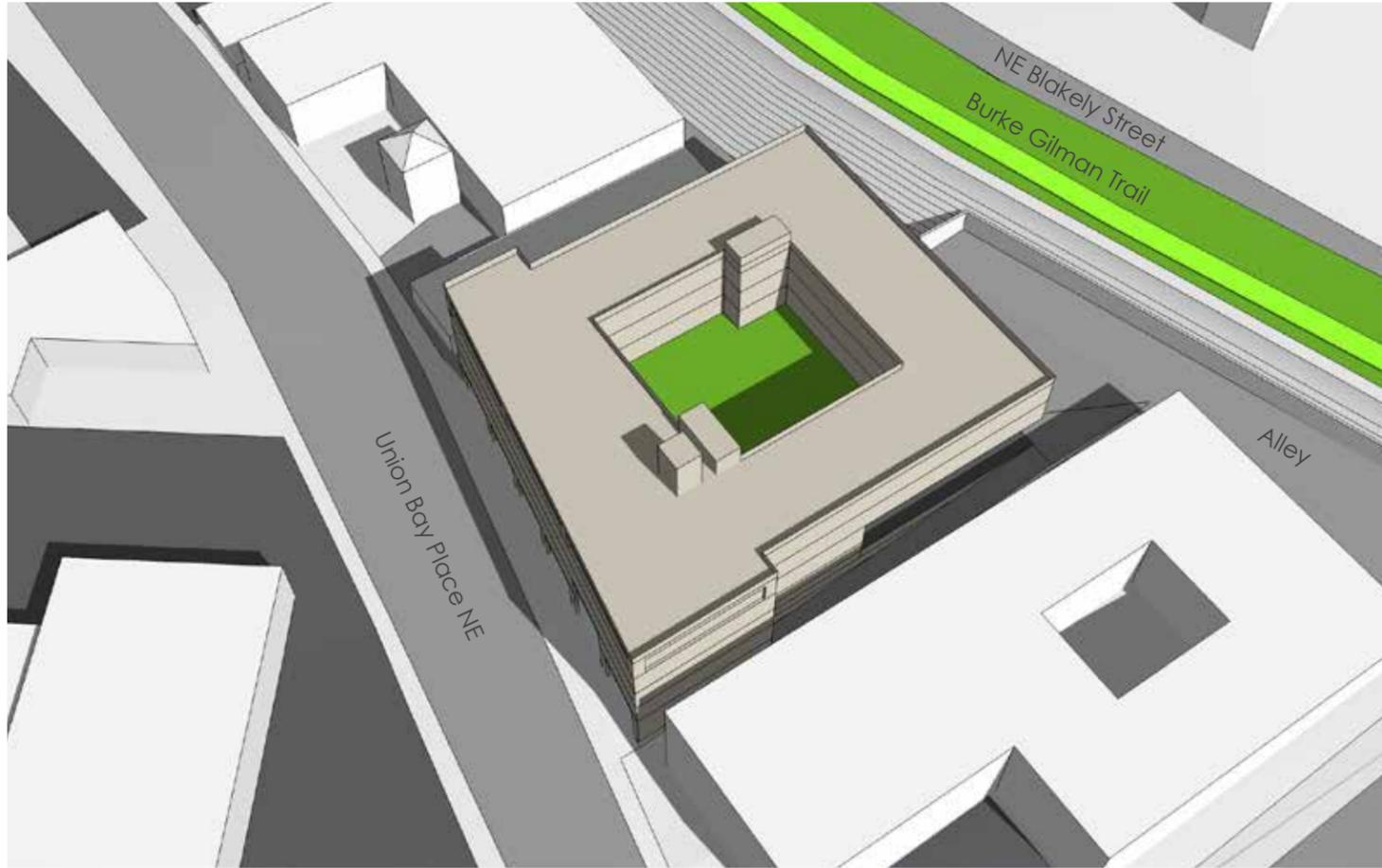
Pros:

- Units can have windows on two sides for light and air.
- Building has a strong presence on the street.
- Wood levels follow the footprint of the concrete levels to ease constructibility.
- View of garage ramp is completely covered.

Cons:

- Courtyard has no outlook.
- The location of the lobby splits the commercial spaces in two.
- Massing makes it difficult to relate to the neighboring buildings.
- Limited privacy and light along Southeast property line.

MASSING OPTIONS option 2: "the unified block"



Concept 2 - View from South West



Concept 2 - View from North West



Union Bay Place NE

Concept 2 - Street Perspective on Union Bay Place (Looking South)

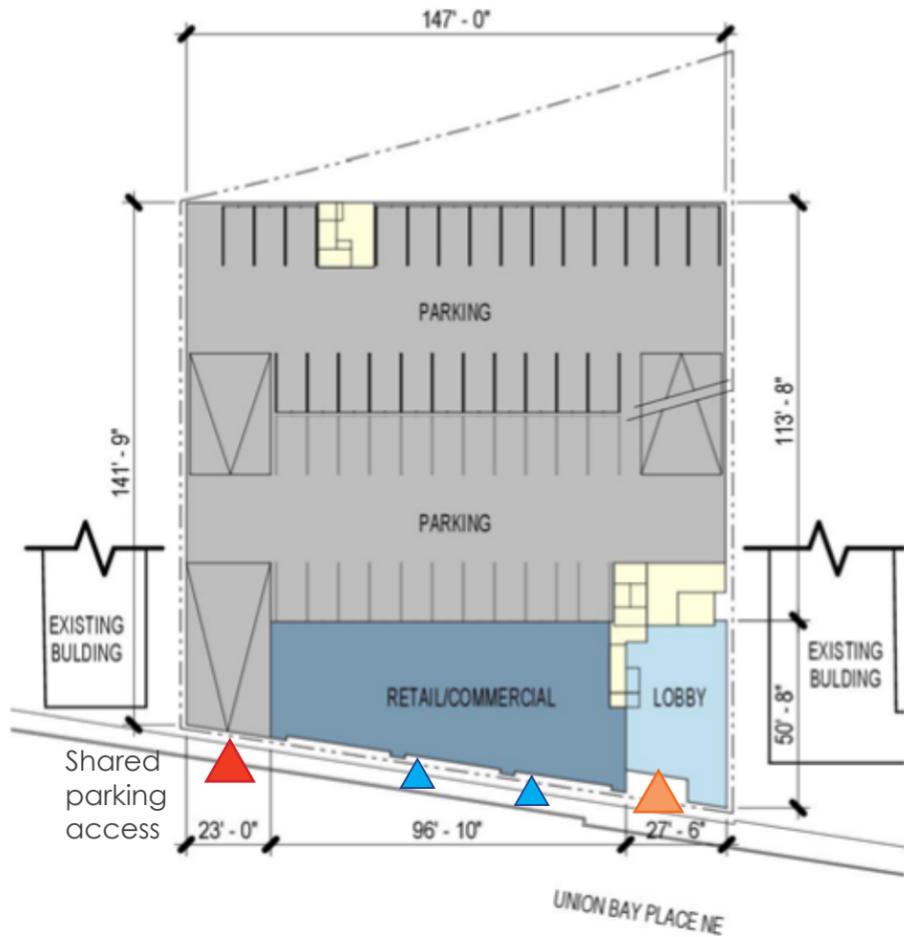


Union Bay Place NE

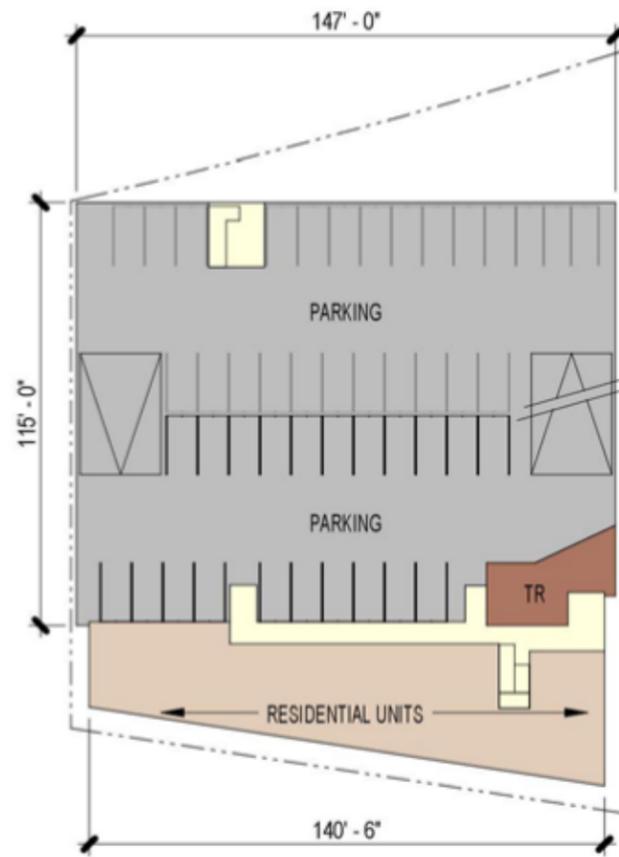
Concept 2 - Perspective on Union Bay Place (Looking North)



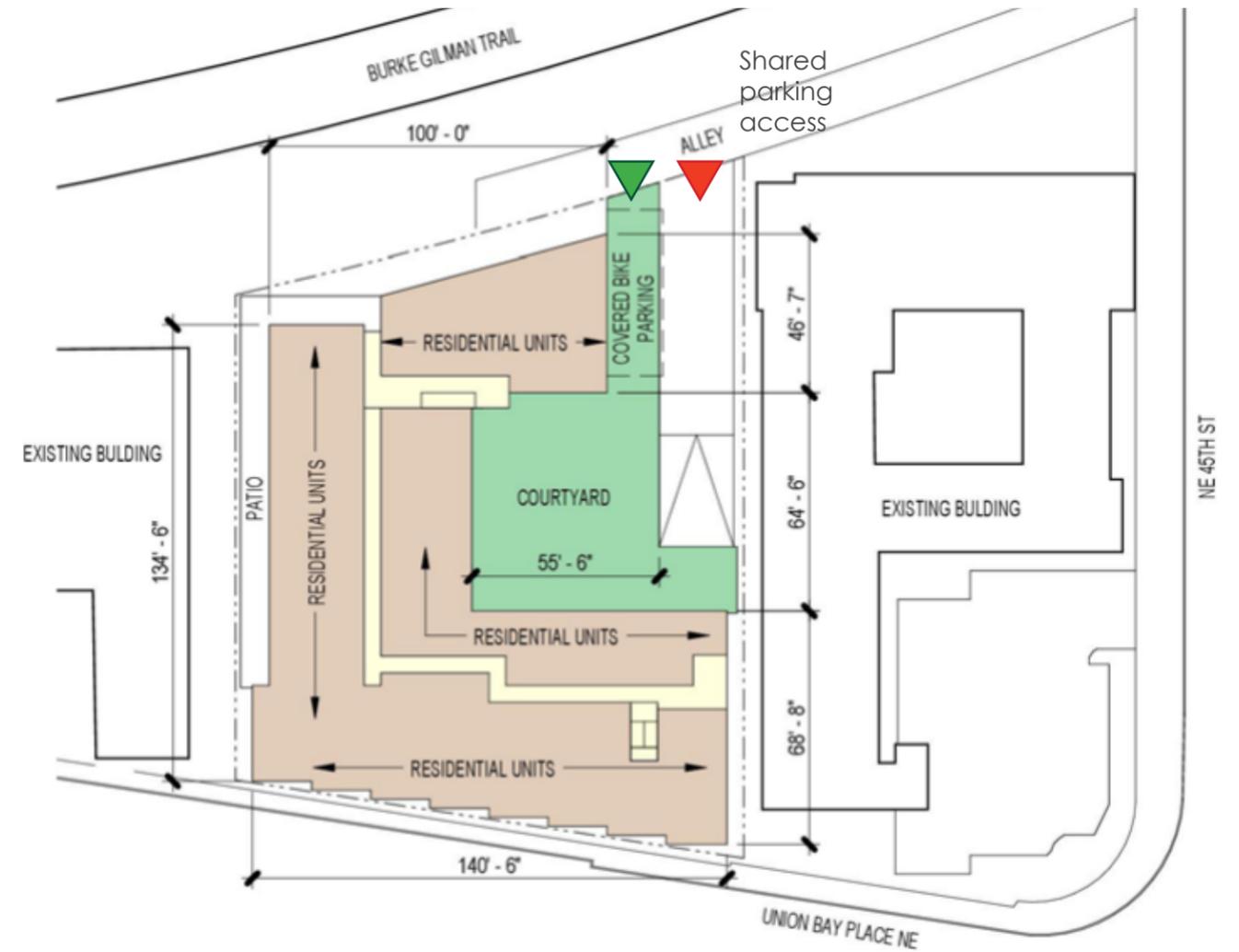
MASSING OPTIONS option 3: "the one,one,three" preferred option



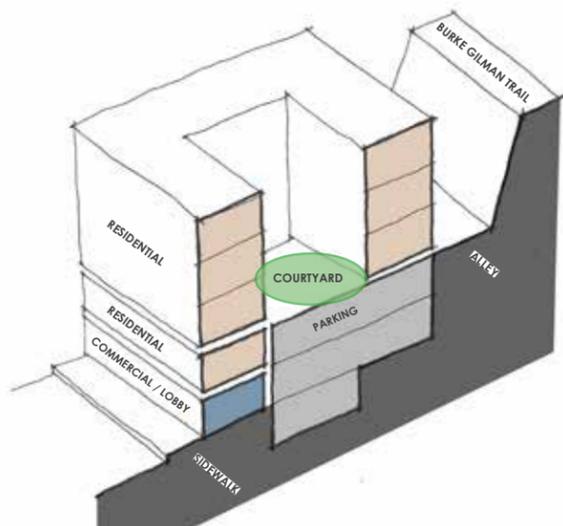
Floor Plan - Level 1



Floor Plan - Level 2



Floor Plan - Level 3



Description:

- Option one is flipped to open the courtyard towards the Burke Gilman Trail.
- The second story is recessed to allow for a clear one-story base and a floating three-story mass above.
- Bays are stepped in plan following the property angle while maintaining the building grid.
- Lobby is on the South end. Garage access is off the alley and Union Bay Place.

Pros:

- Courtyard gives all the residents a visual connection to the Burke Gilman Trail adding an outlook towards the trees.
- Building has a strong presence on the street while the massing relates well to the neighboring buildings.
- The courtyard and bldg setback provide breathing room for the neighbor to the Southeast.
- The retail is contiguous.

Cons:

- Garage entry ramp will be visible.

MASSING OPTIONS option 3: "the one,one,three" preferred option



Concept 3 - View from South West



Concept 3 - View from North West



Concept 3 - Street Perspective on Union Bay Place (Looking South)



Concept 3 - Perspective on Union Bay Place (Looking North)



4 - KEY DESIGN GUIDELINES

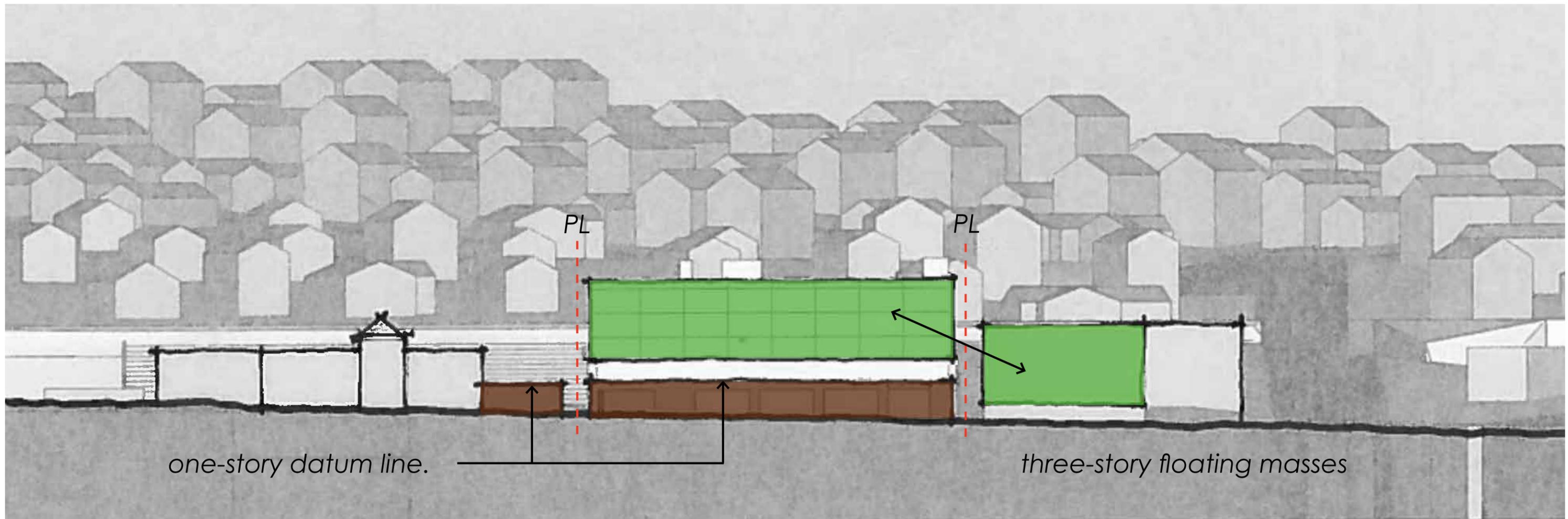
CS2.B Adjacent Sites, Streets, and Open Spaces

"Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means."

CS2.C2 - RESPONSE:

The proposed project will be located on a mid-block site along an under-developed mixed-use corridor. The challenge is to build to the current zoning height without creating an awkward jump in scale. The proposed solution is to extend the one-story datum line from the adjacent building to the left to create a strong street-related base for the building. The second story is recessed to create a clear transition from the base to the upper stories. The shape and scale of the top then relates to the shape and scale of the building to the right.

Furthermore the upper levels will be set back from the side property lines to allow for windows along those walls and the character of the front facade can wrap around the corner. In this way blank party walls at the property lines will be avoided.



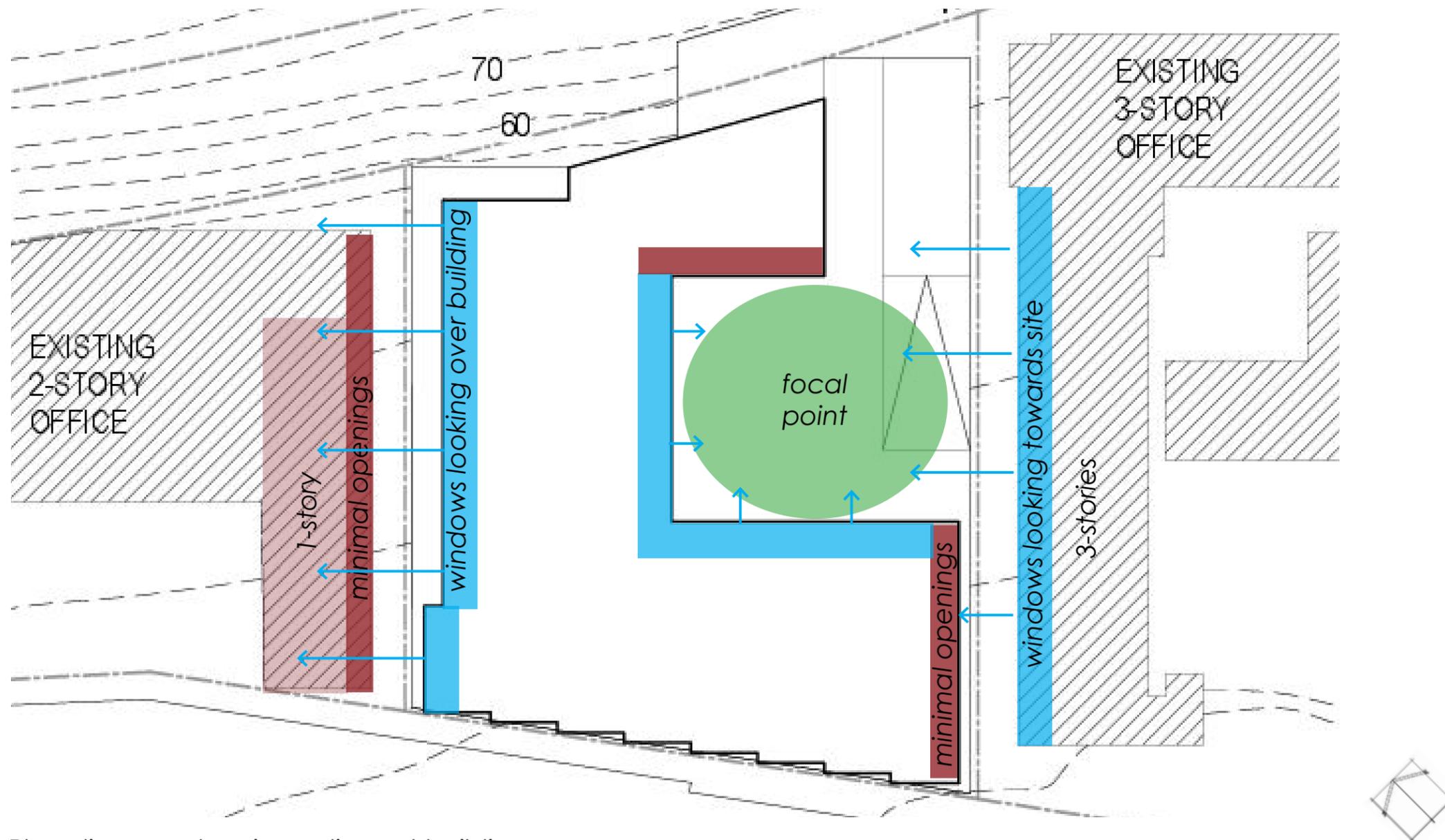
Elevation diagram showing relationship to adjacent buildings.

CS2.D Height, Bulk and Scale

"Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings."

CS2.C2 - RESPONSE:

The building to the Southeast is an office building with a wall running parallel to the property line with a modest setback with windows along the entire wall. The project siting takes this into consideration and keeps most of the property line open by locating the courtyard to this side and minimizing the windows located on this side. On the other side the building is mostly a low one-story building without windows. Here we have taken advantage of that by locating with outdoor patios and windows looking over the low building.



Plan diagram showing adjacent buildings

CS3.A4 Emphasizing Positive Attributes | Contemporary Design

"Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means."

CS3.A4 - RESPONSE:

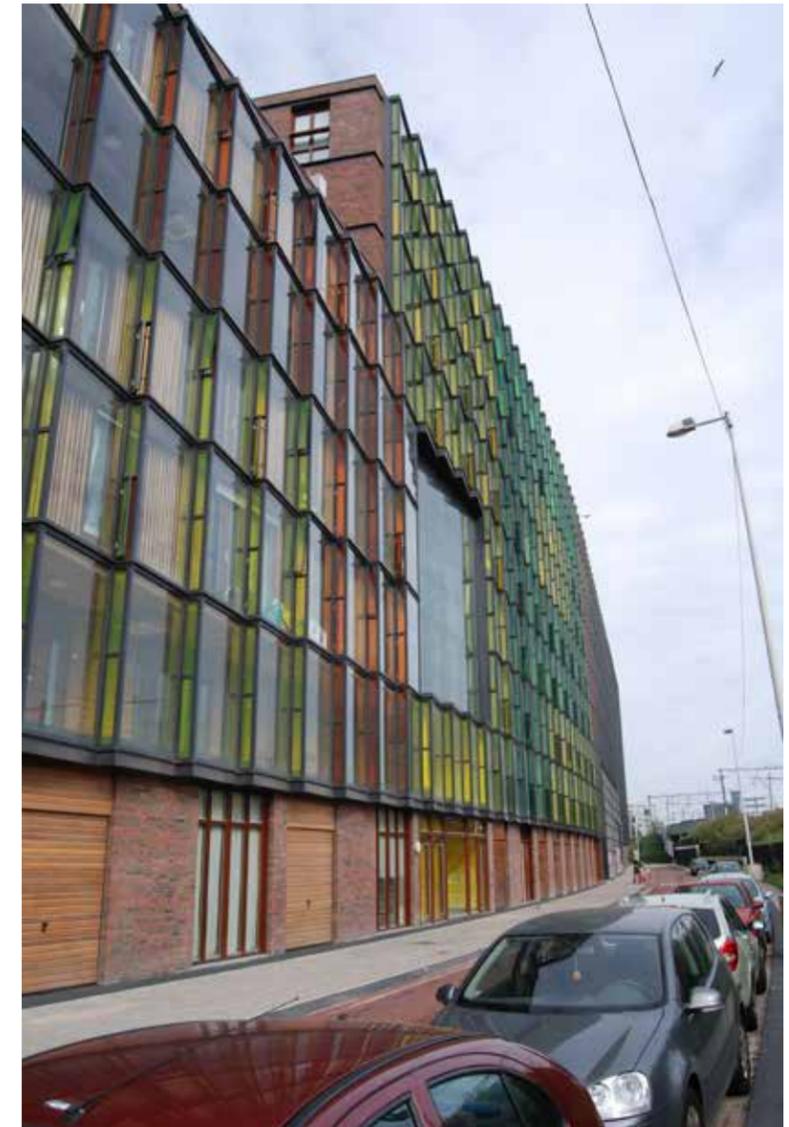
The project team will pursue a contemporary design pallet. The "stepped" or "serrated" bays in the preferred option (see image below) are a response to the angled property line and an effort to bring more light into the units. The result is a non-traditional form that will suggest a new direction or character for the street.



Representative project - example of a similarly scaled mixed-use, residential building with contextual massing although here the scale is reduced by decks and sunshades



Interaction of form with patterned windows to create interest.



Serrated facade with an interesting use of color

PL2 WALKABILITY

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

PL1.C1 - RESPONSE:

The project will be adding a new sidewalk where there currently isn't one. Only half of the site has a sidewalk most of which is effectively taken up by a long curb cut. This will be replaced by a new sidewalk with planting strips which will improve the character of this section of the street considerably.

The "stepped" bays of the building will provide eyes on the street to add a sense of safety.



Design study - the stepped bays are a contemporary form generated from the geometry of the site which will add light in the units, create visual interest and provide eyes on the street

PL3 STREET-LEVEL INTERACTION

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

PL2.D1 - RESPONSE:

Commercial storefront with multiple entries along Union Bay Place will support and encourage new activity along the street. The main entrance will be highly visible and be a point of social interaction among neighbors. New bike racks and planting on the sidewalk will soften and enliven the area.



Pedestrian scaled storefront and planting can enliven even a narrow sidewalk zone and create points of interaction at the entries.



Bike parking makes a sidewalk feel more occupied and used. Parking access is integrated into the building design and coexists naturally with the sidewalk zone.

PL4B PLANNING AHEAD FOR BICYCLISTS

"Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit."

PL4.B2 - RESPONSE:

The Burke Gilman Trail is a high profile neighborhood amenity that is used by thousands of cyclists every day. While it is not possible to make a direct connection to the trail due to Seattle Parks policy, the project team would like to maintain a visual connection from the shared courtyard. In addition the bike parking will be located between the courtyard and the alley in an at-grade covered area. In this way bicyclists can conveniently come and go without having to go up or down any stairs or ramps. There is an informal access point to the trail just around the corner off of NE Blakely St. The nearest bus line runs along NE 45th St. Public bike racks will also be provided near to and visible from the commercial space at ground level.

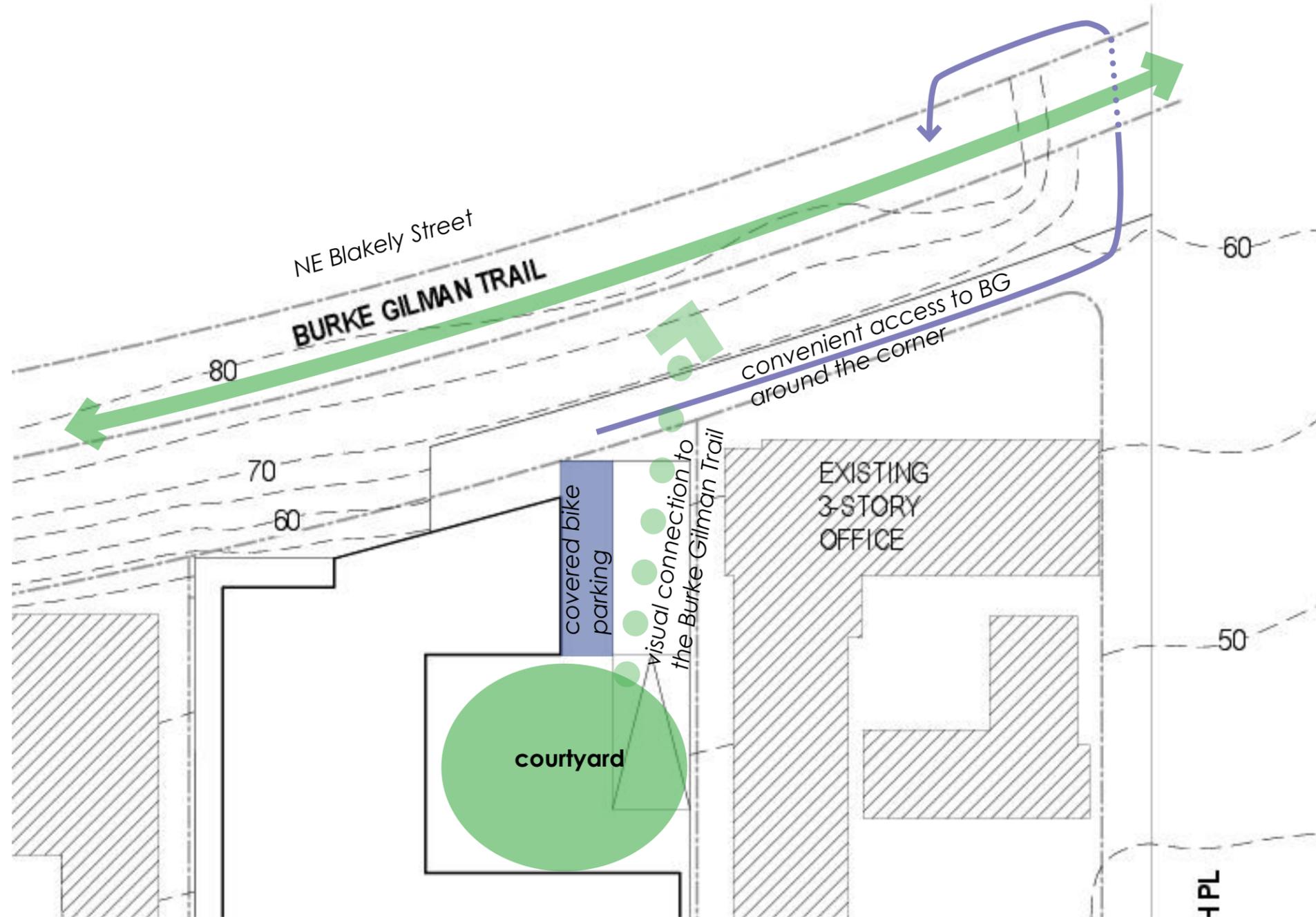


Diagram showing bike parking location and the connection to the Burke Gilman Trail.

DC3 OPEN SPACE CONCEPT

"Integrate open space design with the design of the building so that each complements the other."

DC3.C3 - RESPONSE:

A courtyard is planned for the development which will provide private outdoor patios for the ground floor units. The center of the courtyard will be shared space for all the residents and provide a focal point. Through a combination of hardscape and plantings we want to provide a desirable outlook for the upper level units. Additional features or amenities such as a barbeque, children's play area or sculptural features will be explored to help create a sense of place and further activate the space. The courtyard could be open at the eastern corner to provide a visual connection to the Burke Gilman trail and the surrounding trees giving the space some expansiveness without sacrificing the peace and quiet provided by the buildings which buffer it from the street.



Space is shaped by a combination of hardscape and plantings and the openness on one end makes it feel more expansive



Sculptural features help create a sense of place.



Private decks at the perimeter can work well together with central shared open space.



Seating areas encourage use of the courtyard.



A trellis over the garage entry may be a good way to improve the outlook for units above.

5 - DESIGN DEPARTURES

1	STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RELATED DESIGN GUIDELINES
	Parking Access	Access parking from alley	Access from Union Bay Place	<p>The project is replacing existing parking for the adjacent medical office building to the Northwest. It would be very confusing to existing and new visitors to the medical offices if the parking access was moved to an alley that is down the street, through the large busy intersection onto NE 45th Pl, not to be confused with NE 45th St which merges at the same intersection and has almost the same name, then go down the alley, which can also easily be confused with the adjacent street, to get to the parking garage. Instead the design team would prefer to keep the parking access where it currently is adjacent to the building which it will be serving. In this way the building configuration helps to solve the wayfinding problem and improve the visitor's experience. There are currently complaints from the community that visitors park up by the single family homes. Locating the garage entry off of Union Bay Place is an important measure to mitigate this problem.</p> <p>Locating the garage access off of Union Bay Place on the Western side of the site while the lobby is to the East will minimize pedestrian conflicts and maintain a contiguous commercial space in between.</p>	<p>PL2.D1 - Design as Wayfinding <i>"Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed."</i></p> <p>DC1.B1 - Vehicular Access and Design <i>"Choose locations for vehicular access 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 by employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices."</i></p>



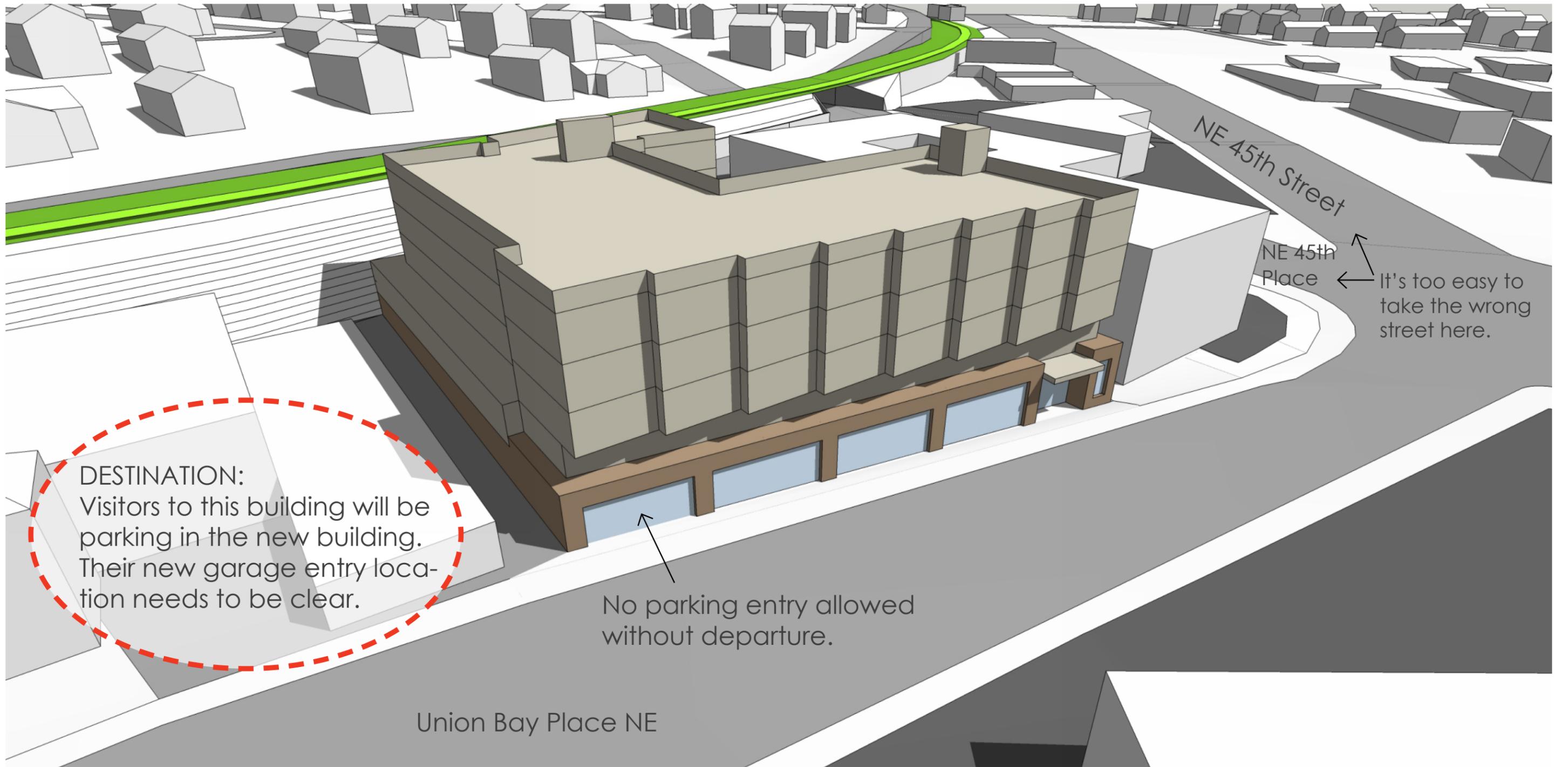


A. Access to parking.



1. NC zones. The following rules apply in NC zones, except as provided under subsections 23.47A.032.A.2 and 23.47A.032.D:
 - a. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.
 - b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.
 - c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
 - d. For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.
2. In addition to the provisions governing NC zones in subsection 23.47A.032.A.1, the following rules apply in pedestrian-designated zones, except as may be permitted under subsection 23.47A.032.D:
 - a. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.
 - b. If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.
3. In C1 and C2 zones, access to off-street parking may be from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1. If two or more structures are located on a single site, then a single curb cut shall be provided according to the standards in Sections 23.47A.032.A.1, 23.47A.032.A.2, and 23.54.030.F.2.
4. In the event of conflict between the standards for curb cuts in this subsection 23.47A.032.A and the provisions of subsection 23.54.030.F, the standards in subsection 23.54.030.F shall control.

B. Location of parking



DESTINATION:
Visitors to this building will be parking in the new building. Their new garage entry location needs to be clear.

No parking entry allowed without departure.

NE 45th Street

NE 45th Place

It's too easy to take the wrong street here.

Union Bay Place NE



Union Bay Place NE

NE 45th Place

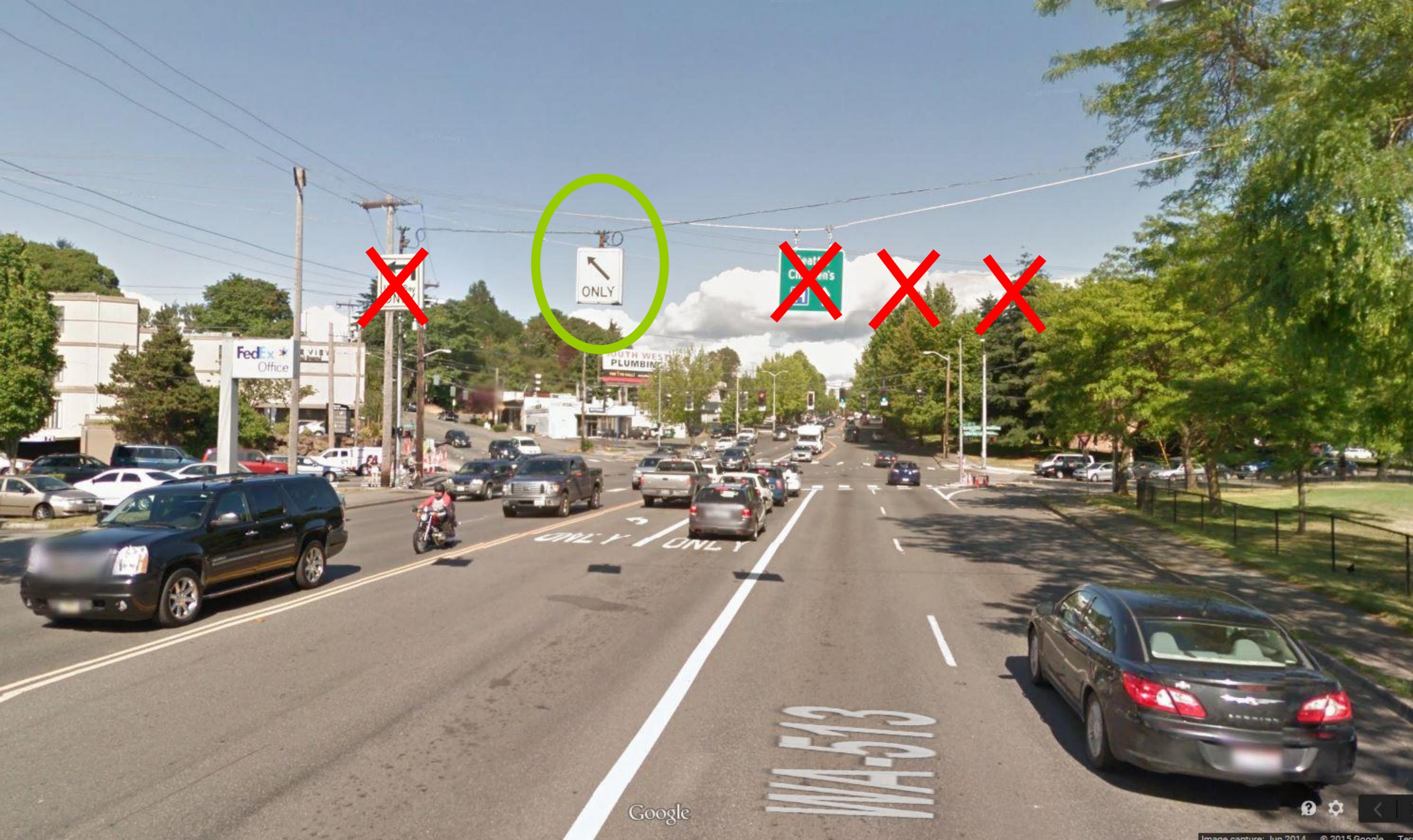
NE 45th Street

NE 45th Street

Mary Gates Memorial Drive NE



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ONLY

ONLY

ONLY

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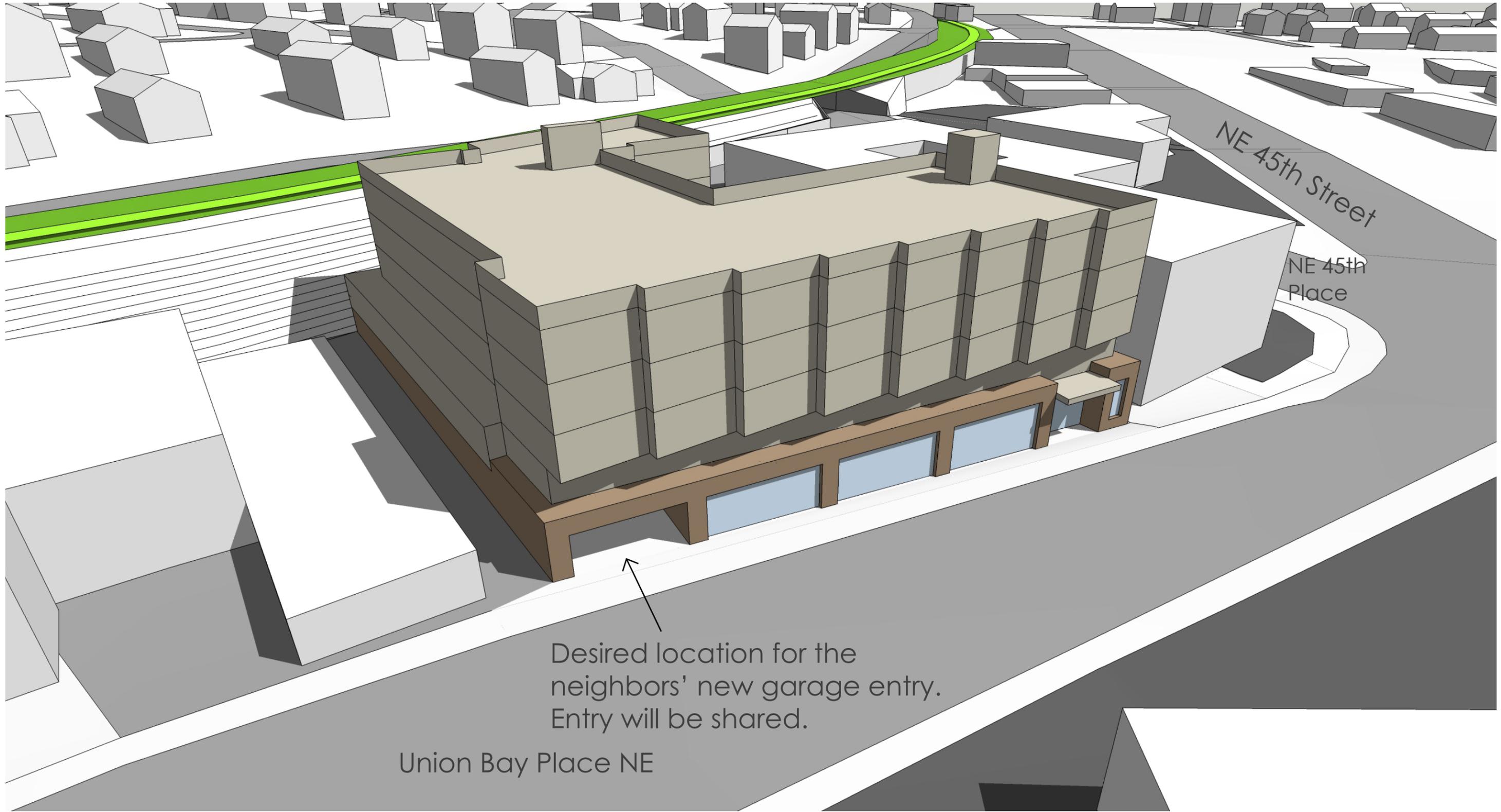
Union Bay Place NE

NE 45th Place

NE 45th Street

NE 45th Street

Mary Gates Memorial Drive NE



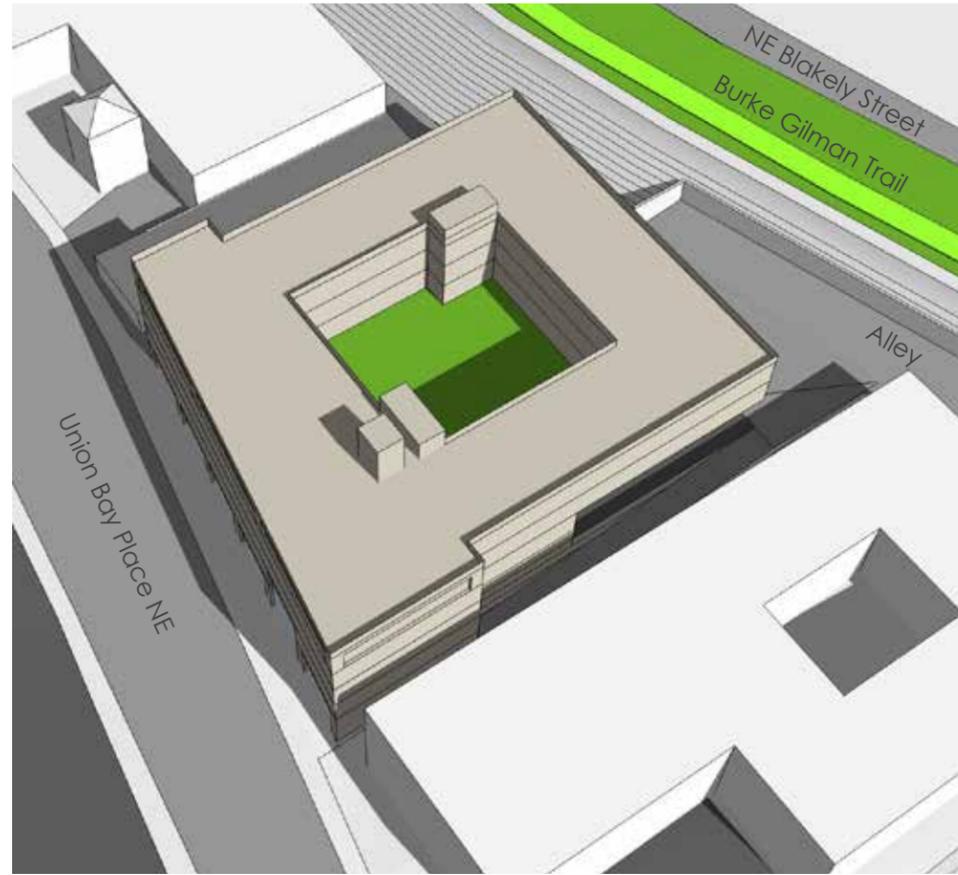
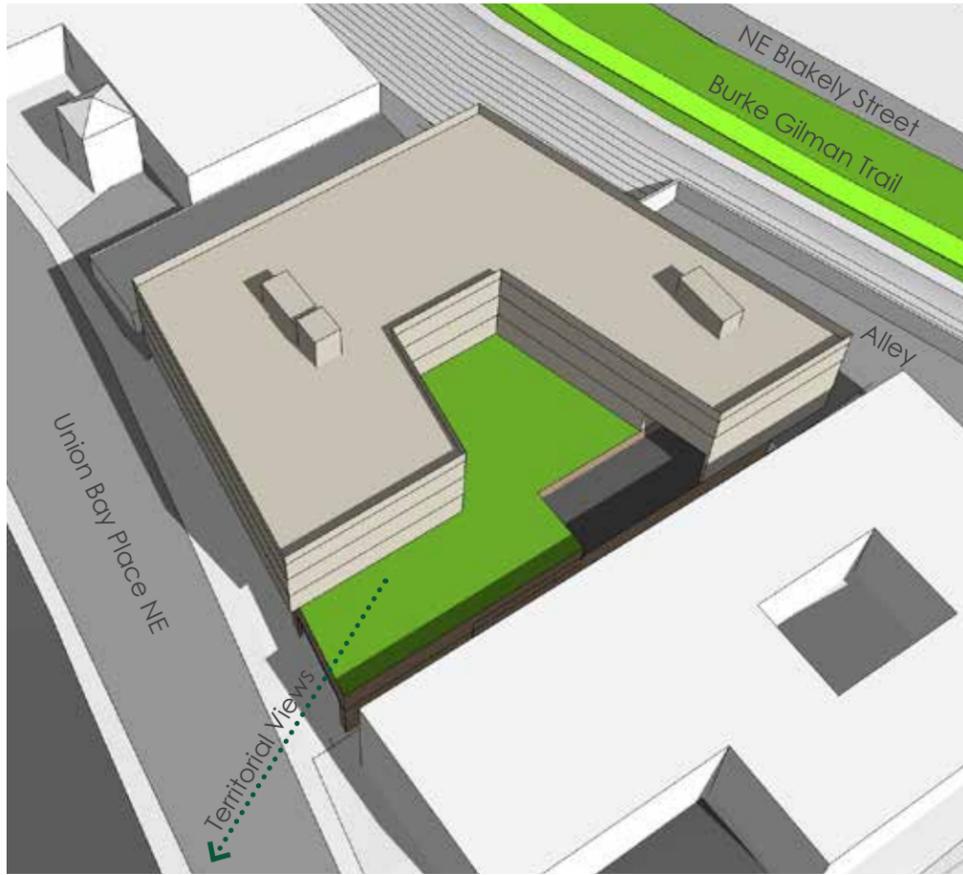
NE 45th Street

NE 45th Place

Desired location for the neighbors' new garage entry. Entry will be shared.

Union Bay Place NE

SUMMARY massing schemes



1 "THE TALL PODIUM" Code Compliant

2 "THE UNIFIED BLOCK"

3 "THE ONE, ONE, THREE" Preferred Option





THANK YOU!

ENCORE architects | ICP Capital