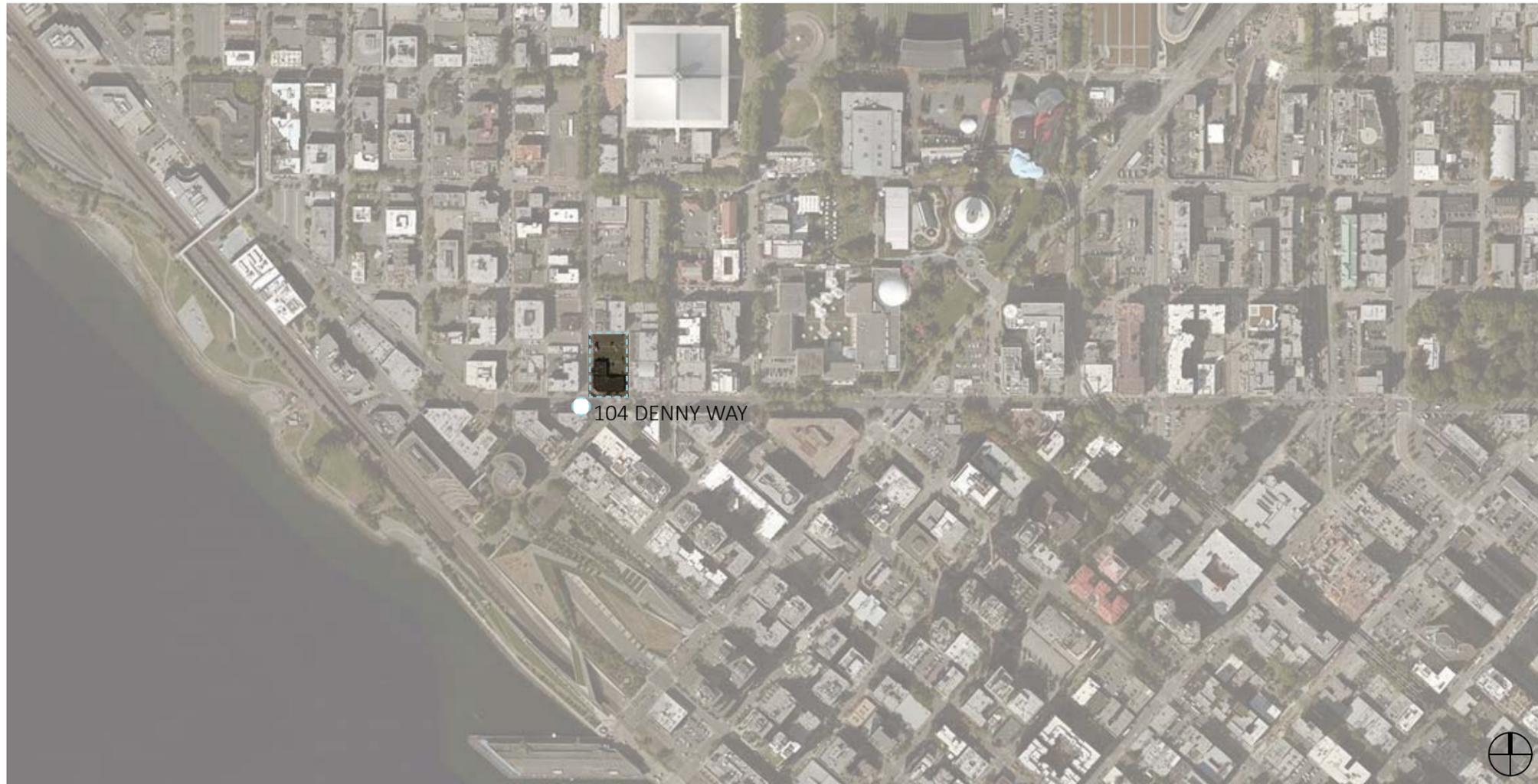


104 Denny Way- Proposed New Residential Construction Project (DPD #3020197)

SEATTLE DESIGN REVIEW

November 18, 2015 | Early Design Guidance Meeting 1



PROJECT SUMMARY

This proposed building is located at 104 Denny Way in Seattle's NC3-65 zone within the Uptown Urban Center designation. The proposed building will be 5 levels of residential over 1 level of commercial containing approximately 160 units (8 live/work and 152 residential), 2,000 square feet of commercial space, and 120 parking stalls accessed from the shared alley. The lot fronts Denny Way to the south, 1st Avenue North to the west, abuts an adjacent property to the north, and has shared alley access to the west. The site area is approximately 240'x120' and slopes down from north to south along 1st Avenue North.

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EXISTING SITE PLAN

Existing Site Conditions

LOCATIONS: The site is located in the Uptown neighborhood at the corner of Denny Way and 1st Avenue North. There is an existing wood and masonry building as well as a parking lot on the site.

EXISTING USES: The existing building houses four tenant spaces: Hula Hula, Tini Biggs, Champion Wine Cellars, and Morfey's Cakes.

TOPOGRAPHY: The site rises from the lowest corner at the southwest side approximately 3'-8" to the east, and 10'-6" to the north. The greatest slope occurs from the southeast corner to the northeast corner which is a 12'-6" difference in grade.

TREES: There are four existing trees on the site. Two are located in a landscape buffer on the south facing Denny Way. The other two are smaller trees off of 1st Avenue North. One is located in a landscape buffer, and the other is planted in the middle of the sidewalk to allow for transit views from the bus stop.

VIEWS: Important views include Elliott Bay, Belltown, and the Space Needle.

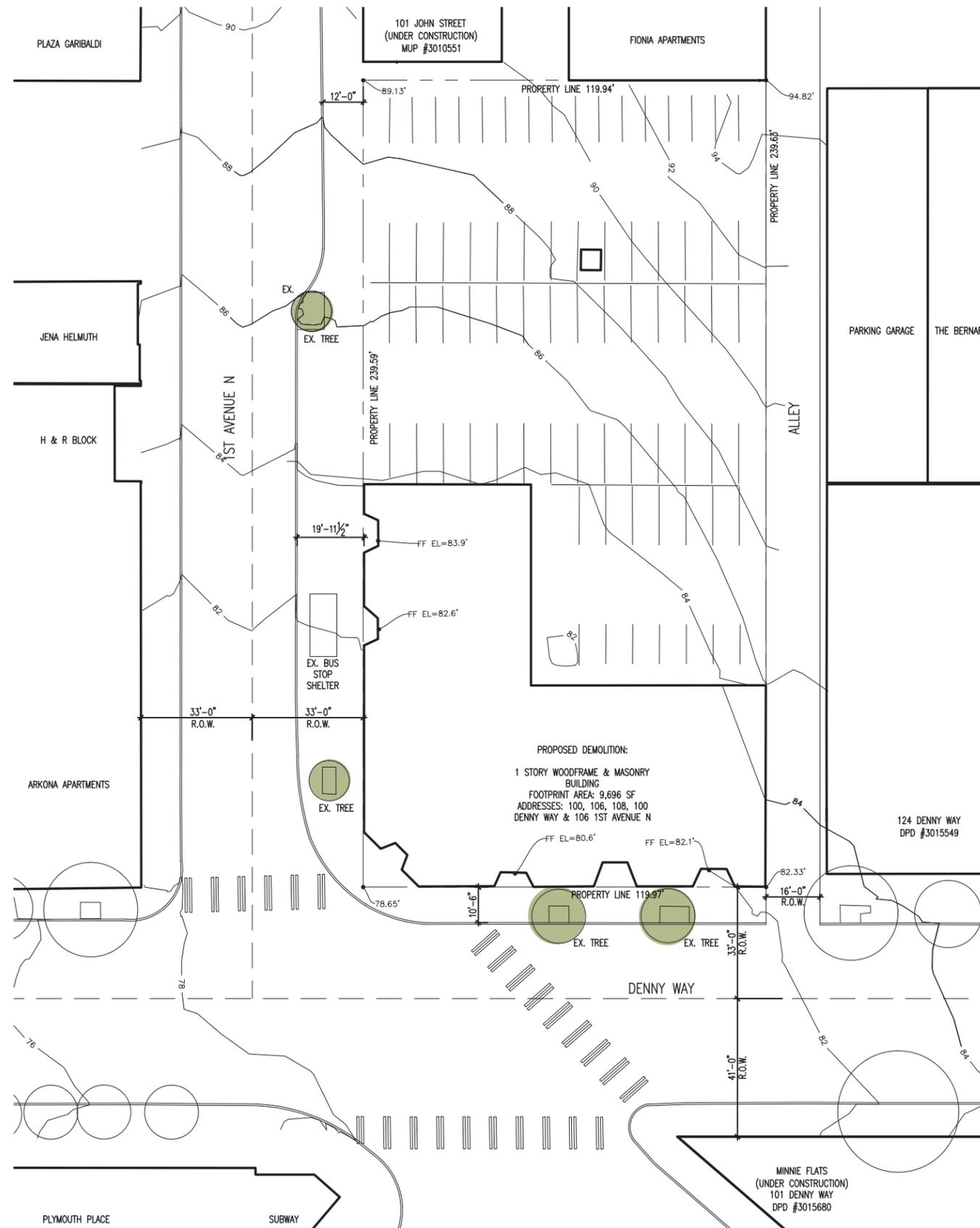
SOLAR ACCESS: Solar access will be most prominent from the South and West. Existing and proposed buildings to the North and East are planned to be located at a higher grade plane.

TRAFFIC: Traffic flow is heavy along Denny Way. 1st Avenue North is also a busy route which serves public transport and bike lanes and is a one way street. The intersection of Denny Way and 1st Avenue North serves as a gateway from downtown to Uptown (Lower Queen Anne).

PARKING: The existing site has a parking lot.

PUBLIC TRANSIT: An existing bus shelter for the bus stop is located on the sidewalk fronting 1st Avenue North. Buses accessed from this station include 1, 2, 8, 13, and the D Line.

WALKABILITY: Neighborhood destinations include Seattle Center and the Olympic Sculpture park. Lower Queen Anne and Belltown neighborhoods are both within walking distance.



Not to Scale



North View Denny Way



North Elevation



South View Denny Way



B



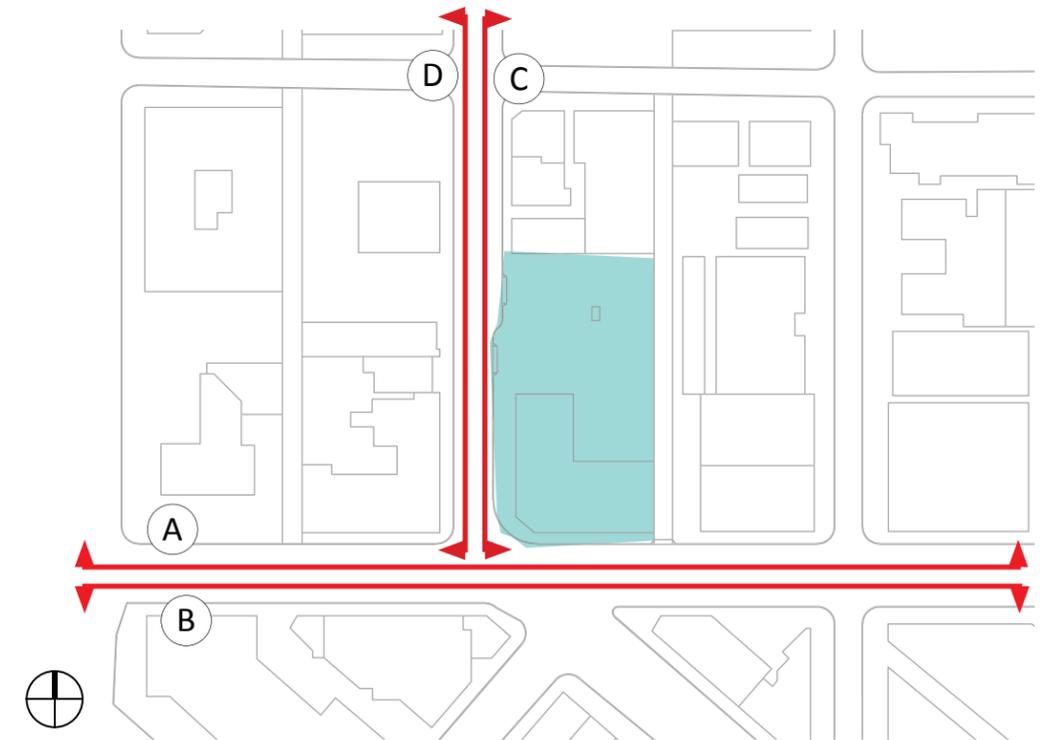
East View 1st Ave. N

C

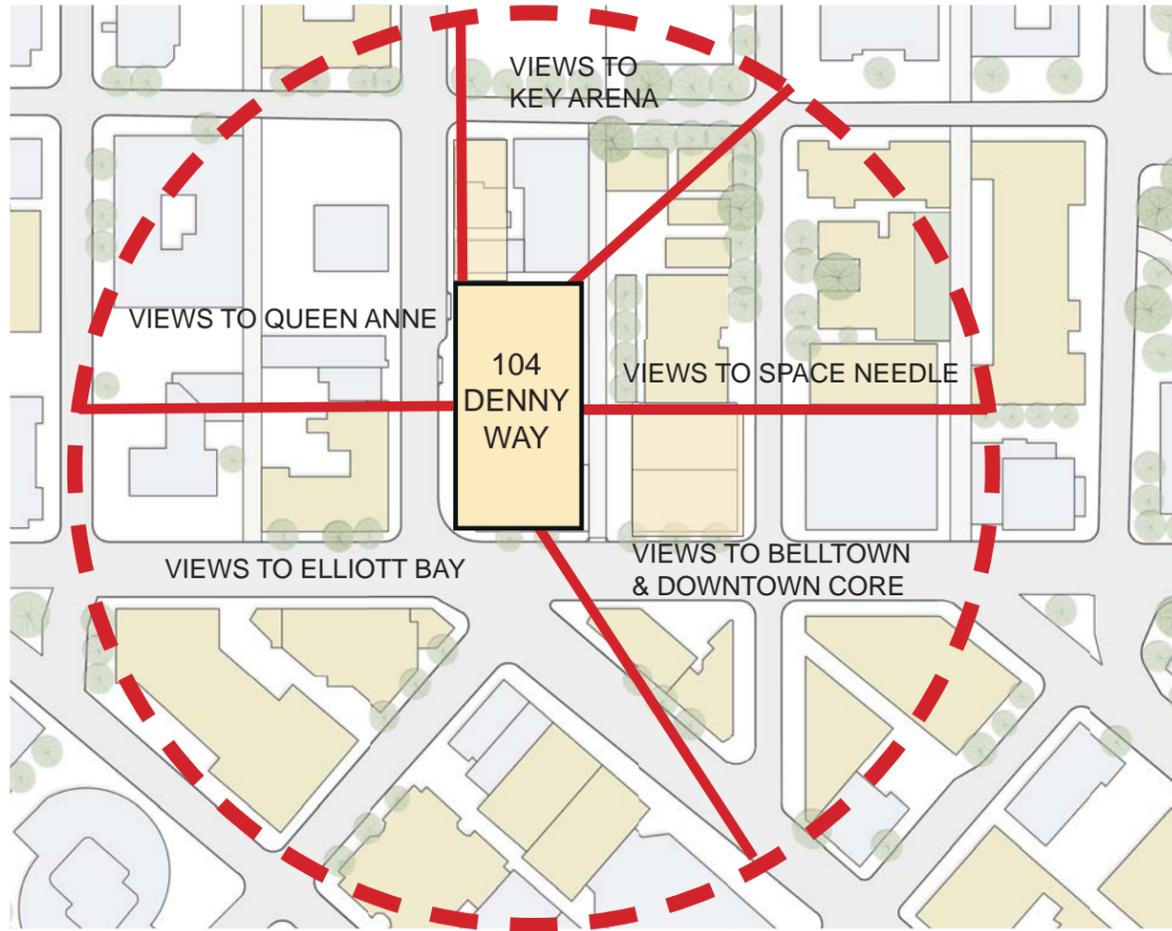


West View 1st Ave. N

D



Existing Site



Plan - Not to Scale



Elliott Bay South (Plymouth Place & Arkona Apartments)



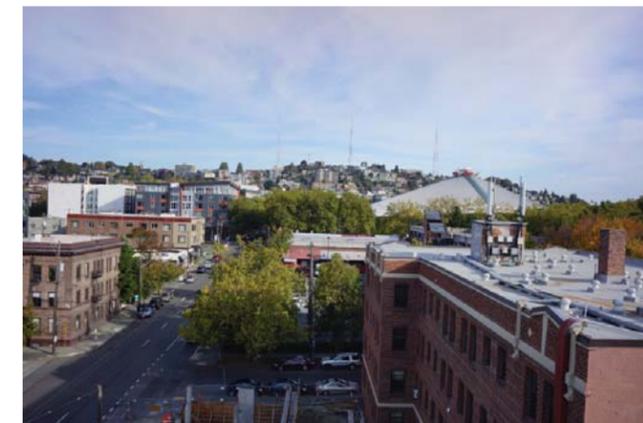
Belltown & Downtown



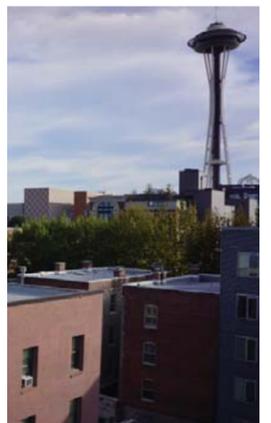
Elliott Bay West



Queen Anne Neighborhood



Key Arena



Space Needle

NEIGHBORHOOD CONTEXT

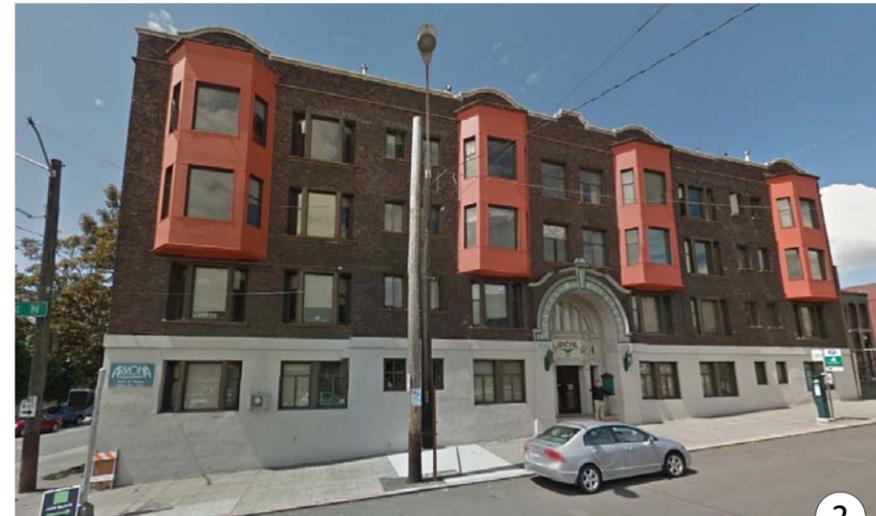
The project site, located at the southwest corner of Denny Way and 1st Avenue N, sits at the edge of the Uptown Urban Center, across Denny Way from Belltown Urban Center Village in Seattle. This Urban Center is characterized by its location to Seattle Center, civic activity, businesses, and a variety of new residential scaled development. The blocks immediately surrounding the site are currently undergoing significant development of apartments and mixed-use buildings that range in height and architectural expression which add to the increasing density of the neighborhood.

New developments in the neighborhood have been conscious of maintaining the urban context while promoting mixed use development. Focus has been put on enhancing the pedestrian experience by establishing human scale elements, interest and activity along the street frontage.



Plymouth Place

1



Arkona Apartments

2



117 John Street

3



Centerview Apartments

4



Matae Condominiums

5



Trio Condominiums

6



- A. Key Arena
- B. The Pacific Science Center
- C. Seattle Center:
Seattle Children's Museum
EMP Museum
Space Needle
- D. Olympic Sculpture Park
- E. Seattle Housing Authority
- F. Pottery Northwest



101 John Street
MUP #3010551



The Bernard



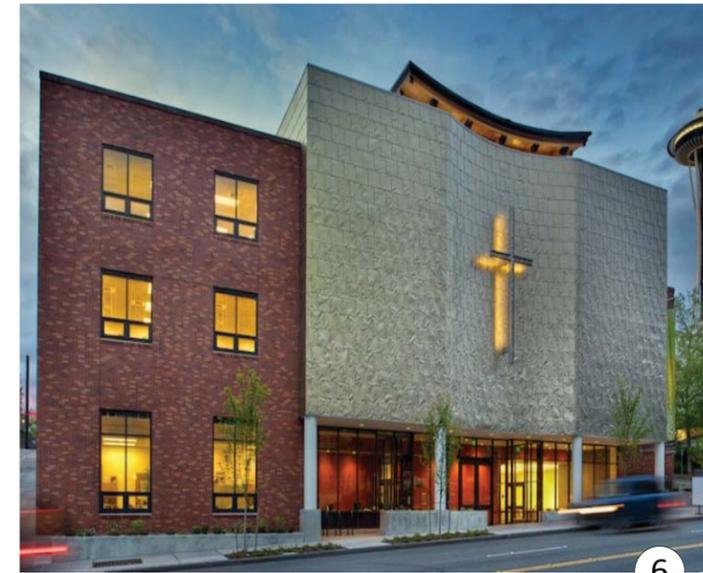
124 Denny Way
DPD #3015549



101 Denny Way
DPD #3015680



150 Denny Way Parking Garage



First United Methodist Church



ZONING ANALYSIS

Zone

NC3-65 (Neighborhood Commercial),
Uptown Urban Center

Design Guidelines

Uptown (Urban Center)

Site Area

240' (1st Avenue N) * 120' (Denny Way) = 28,690 SF

Permitted Uses (23.47A.004)

Residential, Commercial including Live-Work Units

Structure Height (23.47A.012.A)

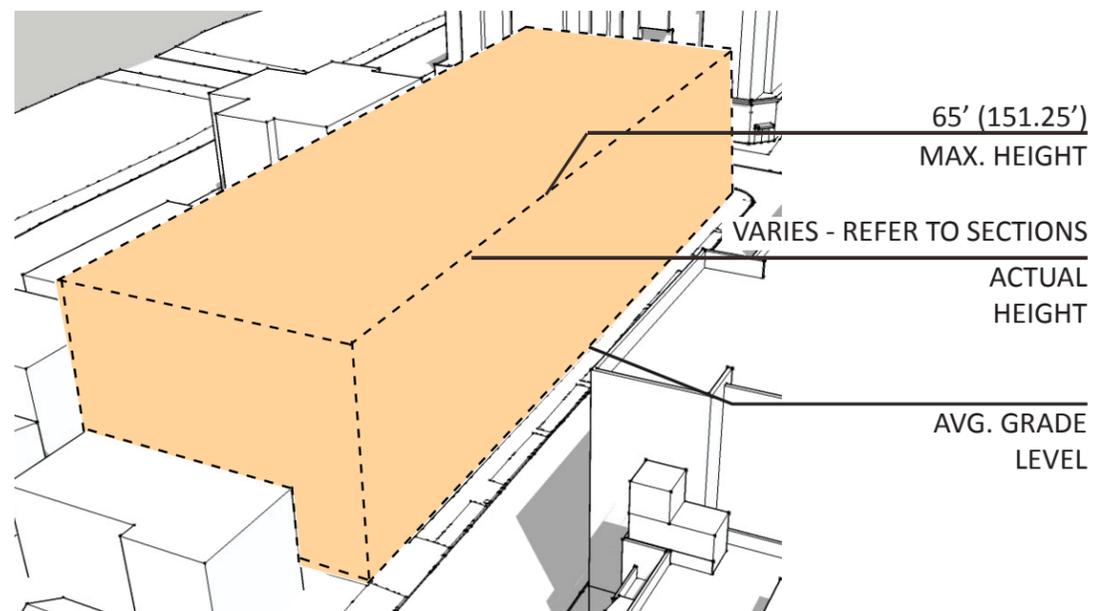
NC3-65: 65' Max Height

Floor Area Ratio (23.47A.013 Table A)

Single Use FAR: **4.25** (121,933 SF)
Max Multiple Uses: **4.75** (136,278 SF)

Building Areas (maximizing FAR):

Residential	121,933 SF	
Non-Residential	14,345 SF =	136,278 Building Area
Parking	55,100 SF	
Total	191,378 SF	



Live Work Units (23.47A.004.G)

Live-work units shall be deemed a non-residential use.

Residential Units at Street Level (23.47A.005.C)

Residential uses may occupy no more than 20% of the street-level street-facing facade

Required Landscaping (23.47A.016)

Seattle Green factor score of .30 or greater
Existing street trees shall be retained

Amenity Space (23.47A.024)

5% residential gross floor area dedicated for Residential Amenity Area.
Gross floor area excludes areas used for mechanical equipment and accessory parking.

121,455 SF * 5% = 6,073 SF Required
6,073 SF Provided

Parking Requirements (23.47A.030)

0 parking stalls Required
120 parking stalls Provided

ADA Parking Requirements (SBC 1106.2)

At least 2%, but not less than 1 of each type of parking stall provided for Group R-2 shall be accessible.

120 parking stalls * 2% = 3 accessible parking stalls Required

Van Spaces (SBC 1106.5)

For every 6 or fraction of six accessible parking spaces, at least 1 shall be a van-accessible parking space with 7 feet minimum vertical clearance.

1 van-accessible parking stall Required

Parking Location and Access (23.47A.032)

Access to parking shall be from the alley if the lot abuts an alley improved to standards outlined in 23.53.030.C or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.

Solid Waste Calculation (23.54.040)

Residential	160 Units =	693 SF (815*15% reduction)
Non-Residential		63 SF (125 SF*50% reduction)
Total		756 SF Required

Alley Improvement in all Zones (23.53.030.F)

When an existing alley is used for access to parking spaces and the alley does not meet the minimum width in subsection D, a dedication equal to half the difference between the current alley right-of-way width and minimum right-of-way width established in subsection D shall be required.

Alley right-of-way width required = 20 feet
Existing Alley right-of-way = 16 feet
Alley right-of-way dedication = 2 feet

Setback Requirements (23.47A.014)

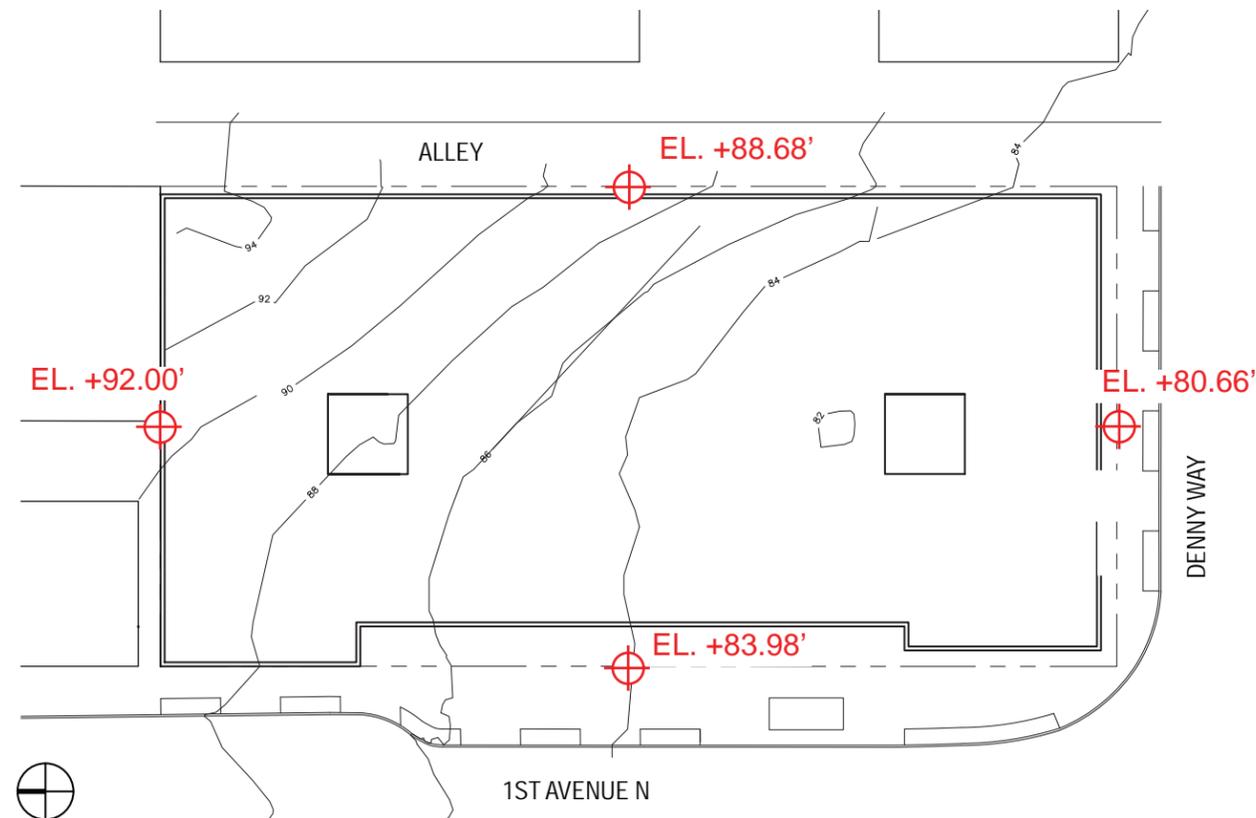
No required setbacks

Structure Height Measurement (23.86.006.A.1)

Average Grade is calculated at the midpoint, measured horizontally, of each exterior wall of the structure or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.
Refer to Uptown Neighborhood Design Guidelines for height departure information.

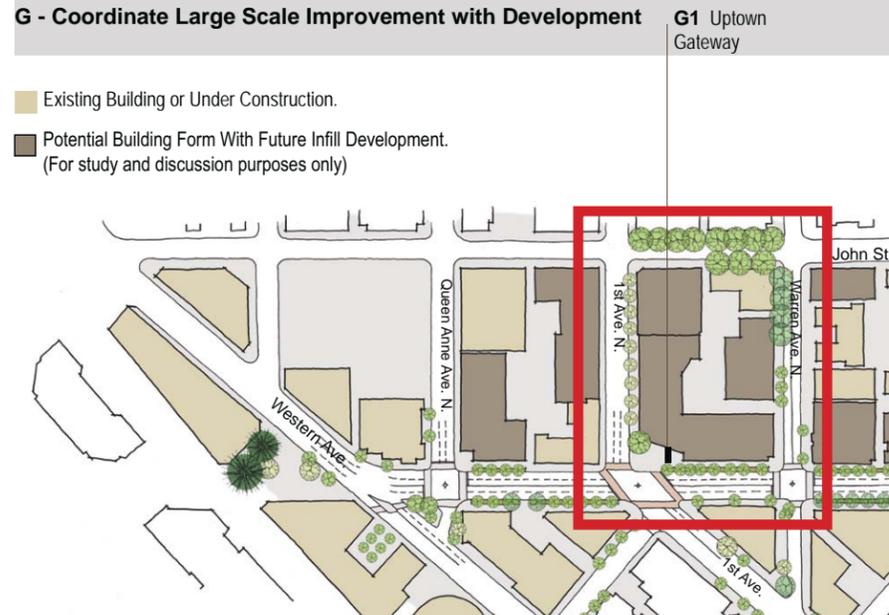
$$\frac{(92' \times 121.91') + (88.68' \times 239.61') + 80.66' \times 119.96' + (83.98' \times 239.62')}{121.91' + 239.61' + 119.96' + 239.62'}$$

= 86.25' Average Grade Level



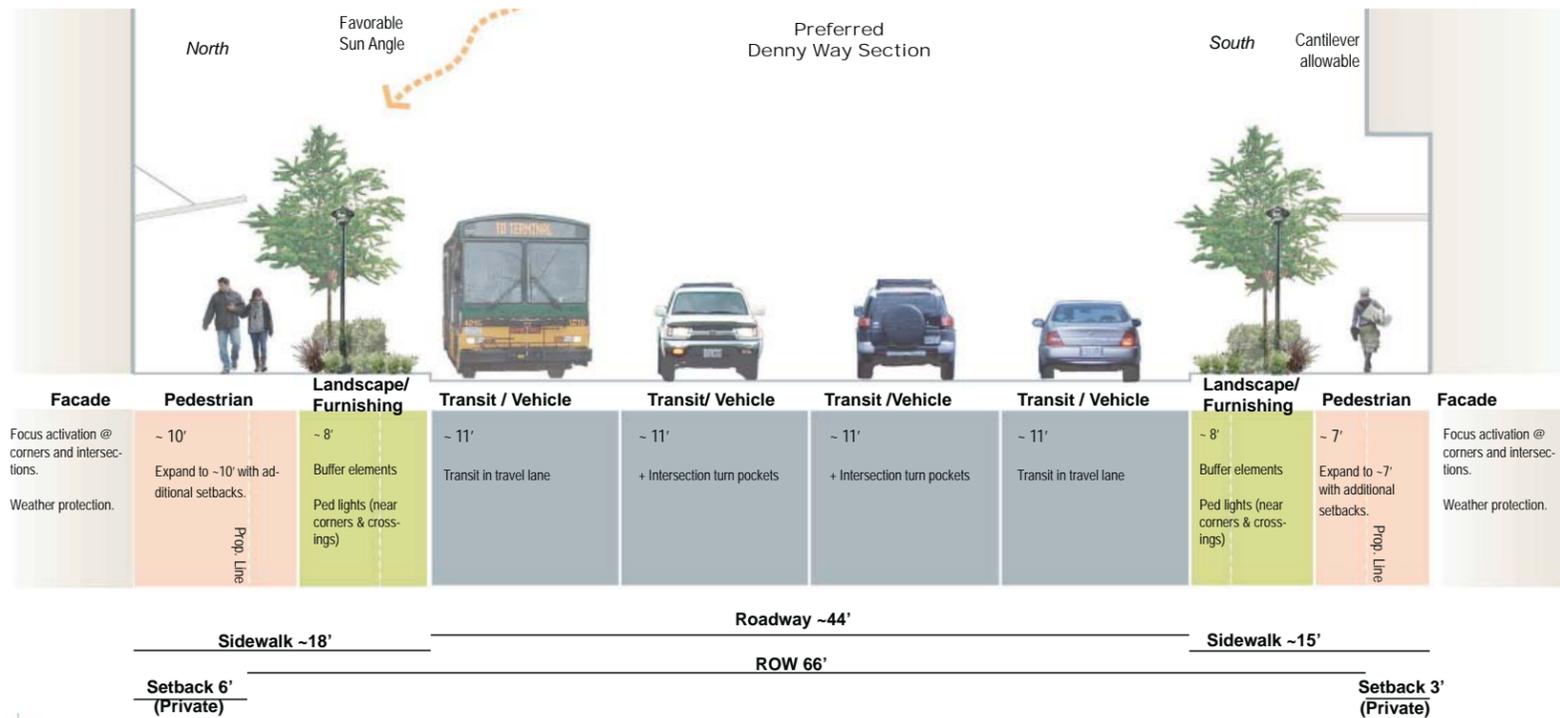
Denny Way Streetscape Concept Plan (2013)

The proposed building will be located at 104 Denny Way which is a part of the Denny Streetscape Concept Plan and therefore a part of the greater Center City Strategy. With goals to enhance the livability of downtown Seattle as development intensity increases. The site has been designated as G1-Uptown Gateway. We see this as an opportunity to create an architectural [visual] gateway at the corner of Denny and 1st Avenue North, with respect to the city's goals as outlined in the Concept Plan. This is to include a small space for signage or other amenity features.



Preferred Site Section

The Denny Way Streetscape Concept Plan outlines a preferred cross section at Denny Way. In response to this plan, the proposed building is set back 4 feet from the lot line which will expand the current sidewalk to allow for a 10' pedestrian walkway and a 4-5' landscape buffer. This will match the sidewalk expansion of the adjacent proposed building at 124 Denny Way. Existing trees on Denny Way will remain in their current location to enhance the landscape buffer.



Uptown Urban Design Framework

The Uptown Urban Design Framework (UDF) sets out a community shared vision for the neighborhood character and urban form that will take shape as Uptown grows. Guiding this vision is recognition of the neighborhood's central place in the City. Uptown is a destination for visitors from throughout the region, a home to Seattleites seeking to live close to downtown, a center for the performing arts, a place for kids and the location of a growing workforce.



UPTOWN NEIGHBORHOOD CHARACTER:
JOHN WARREN ENCLAVE



UPTOWN CONNECTIONS:
UPTOWN URBAN GATEWAY

CONTEXT AND SITE

CS2 Urban Pattern and Form

I. Responding to Site Characteristics

i. New developments should be sited to further contribute to the neighborhood's pedestrian character.

The building will be set back 4' on Denny Way and 1st Avenue N to provide an enhanced sidewalk and improved pedestrian experience.

ii. The Uptown urban character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.

The commercial space is located off of Denny Way. Due to the nature of Denny Way as a high traffic area with a grade increase of 3'-8" on the sidewalk facing Denny Way, it may not be practical to have exterior dining at this location. Instead, there is an opportunity for an operable storefront system to connect the indoor and outdoor spaces at the improved Denny Way streetscape location.

II. Streetscape Compatibility

i. Identify features such as art, signage or major public open space at gateway locations.

The intersection at 1st Avenue N and Denny Way is an Uptown gateway location. Currently, the massing of the structure in the preferred scheme overhangs the first floor lobby and commercial space to frame the gateway entrance while providing an opportunity for iconic artwork and signage.

III. Corner Lots

i. Buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged.

The corner of 1st Avenue N and Denny Way provides strong corner massing.

IV. Height, Bulk and Scale

i. A departure would be supported for 3' of additional height for projects that step back the top floor a minimum of 6' from the street.

We are requesting this departure for 3' of additional height. The top floor of both Denny Way and 1st Avenue N will step back a minimum of 6' from the street.

iii. Large massing units and less modulation are appropriate, provided they are carefully designed with quality materials.

Any large massing units will be provided with modulation of decks, terraces, and other facade elements with the inclusion of quality materials throughout the project.

PUBLIC LIFE

PL1 Connectivity

I. Streetscape Compatibility

i. Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings and uses. For example, an on-site plaza should not unduly interrupt the retail continuity of a street.

We are requesting a design departure so the mid-block portion of the building along 1st Avenue N can be set back from the street by a landscaped courtyard in order to provide a more generous pedestrian connection to the transit stop and a protected entry to the live/work units.

PL2 Walkability

I. Entrances Visible From the Street

Major entrances to developments should be prominent.

Building addresses and names should be located at entrances.

Major entrances will be prominent with the address and name located at the entrance.

II. Pedestrian Open Spaces and Entrances

i. Entries should be designated to be pedestrian friendly (via position, scale, architectural detailing and materials) and should be clearly discernible to the pedestrian.

The main lobby/leasing entrance will be located on Denny Way, a pedestrian friendly street frontage.

ii. Individual unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider appropriate designs for defensible space as well as safety features (e.g., decorative fencing and gating). Landscaping should be consistent with these features.

The live/work units on 1st Avenue N will have a public courtyard with private entrances which may include both built and landscaped buffers.

PL3 Street level Interaction

I. Human Activity

i. Promote active, customer-oriented retail storefronts at street level.

Active, customer-oriented retail storefronts at street level will be provided on Denny Way.

DESIGN CONCEPT

DC1 Project Uses and Activities

I. Parking and vehicle access

ii. Access to new development is preferred via alleyways, if feasible.

Vehicular access to the site and to the parking garage is from the alley.

V. Visual Impacts of Parking Structures

i. Provide design that lessens the visibility of parking structures. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Alley access is preferred.

The parking garage will be located underground.

VI. Treatment of Alleys

i. Ensure that alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

There will be a 2' dedication for alley improvement. Recessed areas will be provided adjacent to the parking entry at the alley.

DC2 Architectural Concept

II. Architectural Concept and Consistency

i. Buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

An overall architectural concept will be provided which displays a well-proportioned and unified form.

DC3 Open Space Concept

I. Landscaping to Enhance the Building and/or Site

Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less attractive areas.

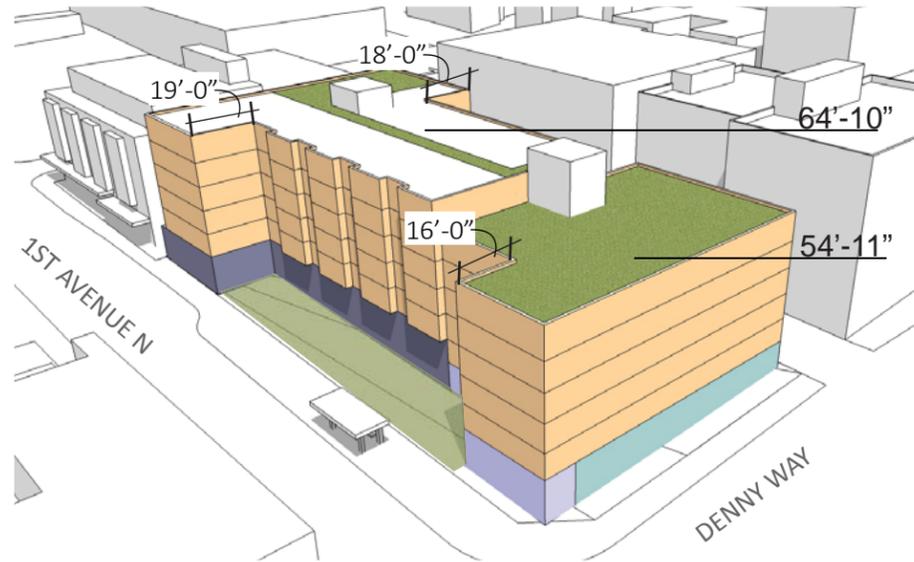
There will be landscaping provided as a buffer at both Denny Way and 1st Avenue N. Landscaping will also be provided at the alley for residential use, at 1st Avenue N as a public/private plaza for the live/work units, and the green roof which will serve as a residential amenity.

DC4 Exterior Finishes and Elements

II. Exterior Finish Materials

ii. Decorative exterior treatments using brick, tile and/or other interesting exterior finish materials are strongly preferred.

The building will utilize brick as a defining exterior treatment due to its use in the neighborhood context.



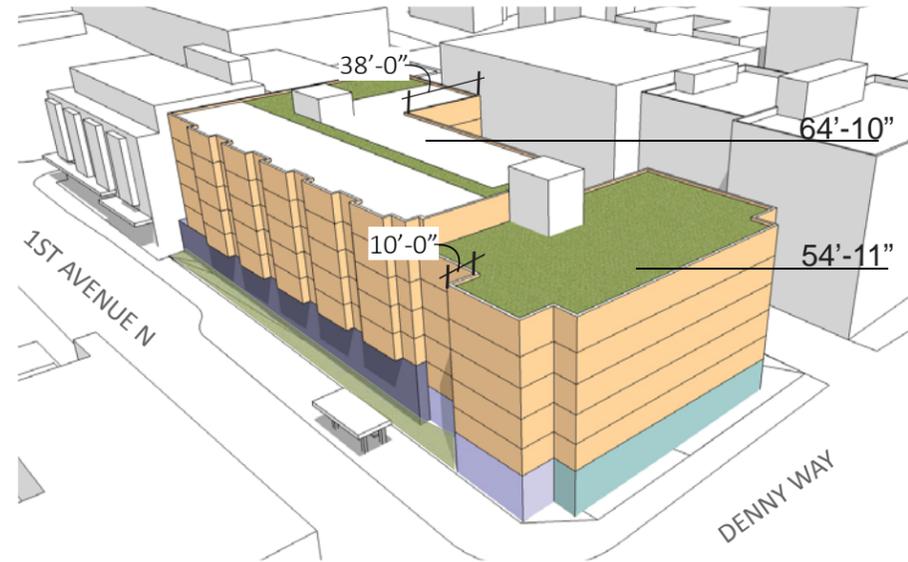
OPTION A

Pros

- A centered building mass provides ample courtyard space on both the East and West side.
- Exterior facade modulation helps create visual interest for the building and provides opportunities for purposefully intended material transitions.
- The ground floor corner lobby at Denny Way and 1st Ave. N is easily accessible and visible to pedestrians and vehicles while providing a strong anchor and presence as it relates to the Denny Way Streetscape Plan.
- Building up to 65' max. height can allow for maximum views in all directions including the Space Needle to the East.
- The rooftop deck allows for expansive views of the downtown core to the South, Puget Sound to the West and also the Space Needle to the East, while also providing an outdoor space for residents to use.

Cons

- The East courtyard is adjacent to the alley, which minimizes pedestrian access and interaction.
- The East courtyard at ground level will experience more shade during the year due to the building's solar orientation.
- The East courtyard is adjacent to the garage entry which creates additional vehicular noise to the courtyard amenity areas.



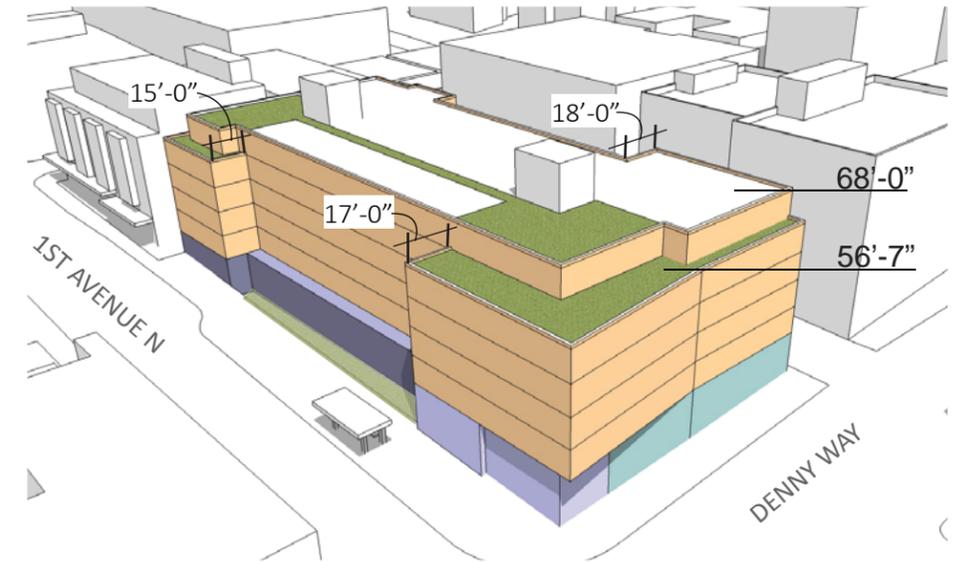
OPTION B

Pros

- Exterior facade modulation helps create visual interest for the building and provides opportunities for purposefully intended material transitions.
- The ground floor lobby corner at Denny Way and 1st Ave. N is easily accessible and visible to pedestrians and vehicles while providing a strong anchor and presence as it relates to the Denny Way Streetscape Plan.
- Building up to 65' max. height can allow for maximum views in all directions including the Space Needle to the East.
- The rooftop deck allows for expansive views of the downtown core to the South, Puget Sound to the West and also the Space Needle to the East, while also providing an outdoor space for residents to use.

Cons

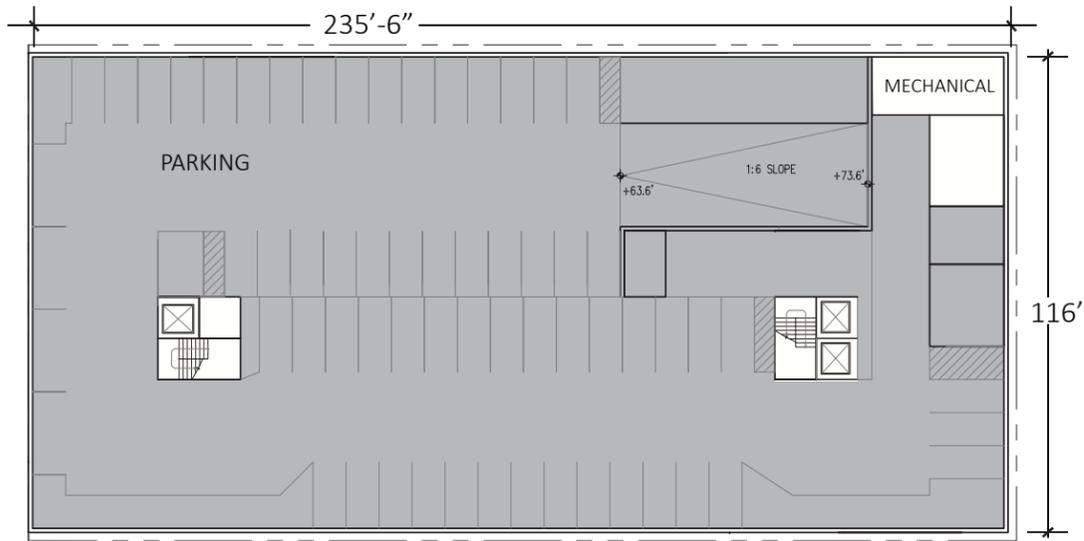
- The East courtyard is adjacent to the alley, which minimizes pedestrian access and interaction.
- The East courtyard at ground level will experience more shade during the year due to the building's solar orientation.
- The East courtyard is adjacent to the garage entry which creates additional vehicular noise to the courtyard amenity areas.
- The "U" shape limits window area for units at the interior corners of the building.



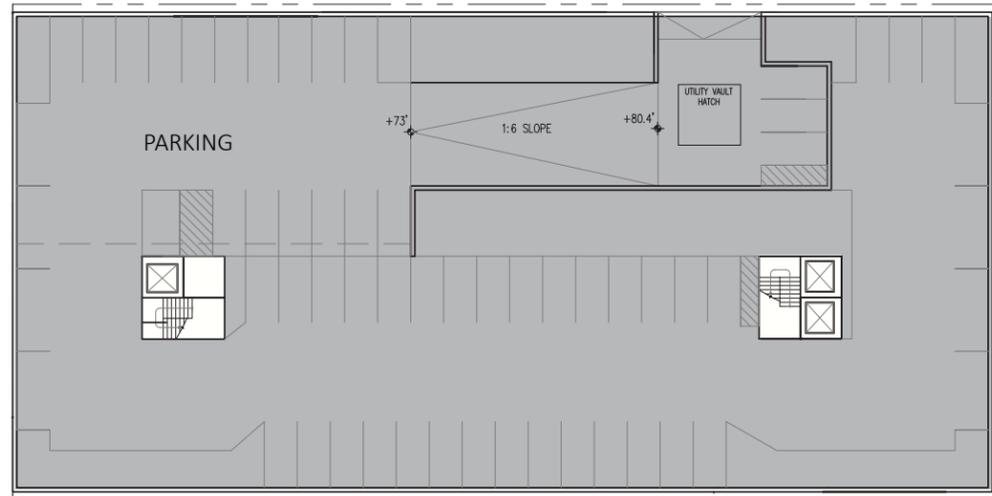
OPTION C - (Preferred Scheme)

Pros

- The ground level setback on the West side provides ample space for a landscaped courtyard and private entrances to the live/work units at the ground level which encourages pedestrian interaction while providing a buffer between private and public spaces.
- The massing at the corner of 1st Ave. N and Denny Way projects out towards to the street to serve as an anchor for the gateway to Uptown.
- Exterior facade modulation helps create visual interest for the building and provides opportunities for purposefully intended material transitions.
- The ground floor lobby entrance at Denny Way is easily accessible and visible to pedestrians and vehicles while providing a strong presence as it relates to the Denny Way Streetscape Plan.
- Building up to 65' max. with an additional 3' height departure allows for maximum views of the Space Needle to the Northeast, downtown and belltown to the Southeast, and Puget Sound to the South from both units and amenity spaces.
- A walkway is provided above the live/work units for views of the courtyard and the active 1st Avenue N streetscape below.
- The building is set back at the East of the site to provide a green terrace for the residents facing the alley. An exterior wall separates the terrace from the garage entry.
- Floor plate configuration efficiently maximizes FAR (4.25 residential and 4.75 maximum multiple uses).



PARKING LEVEL: P2

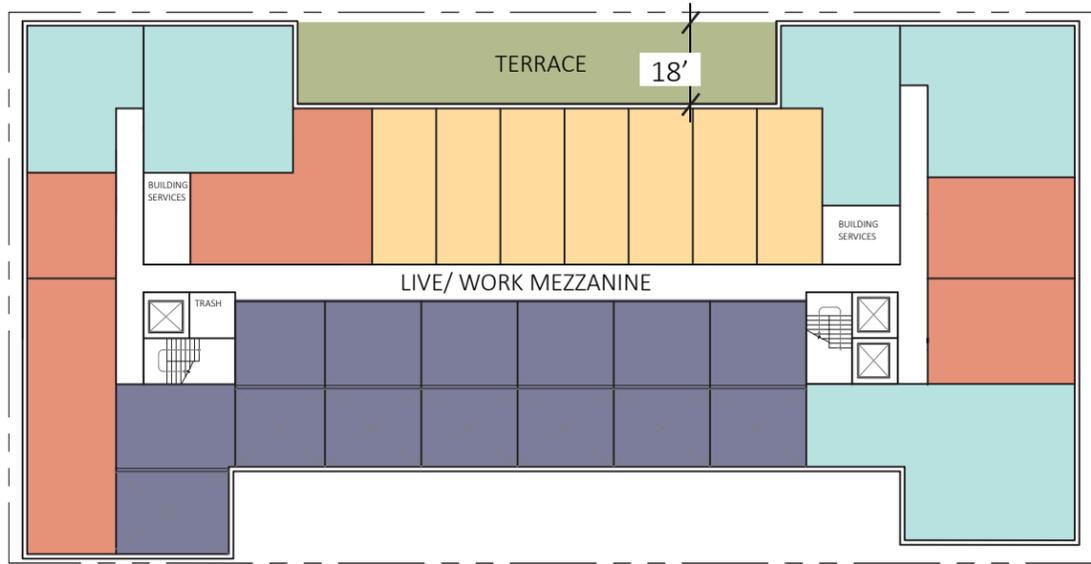


PARKING LEVEL: P1

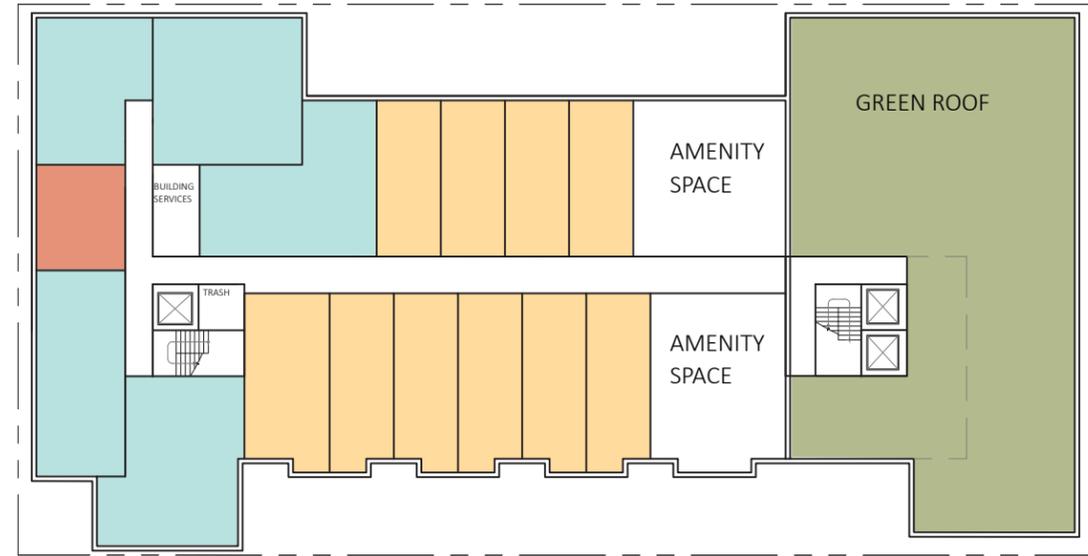


FIRST FLOOR

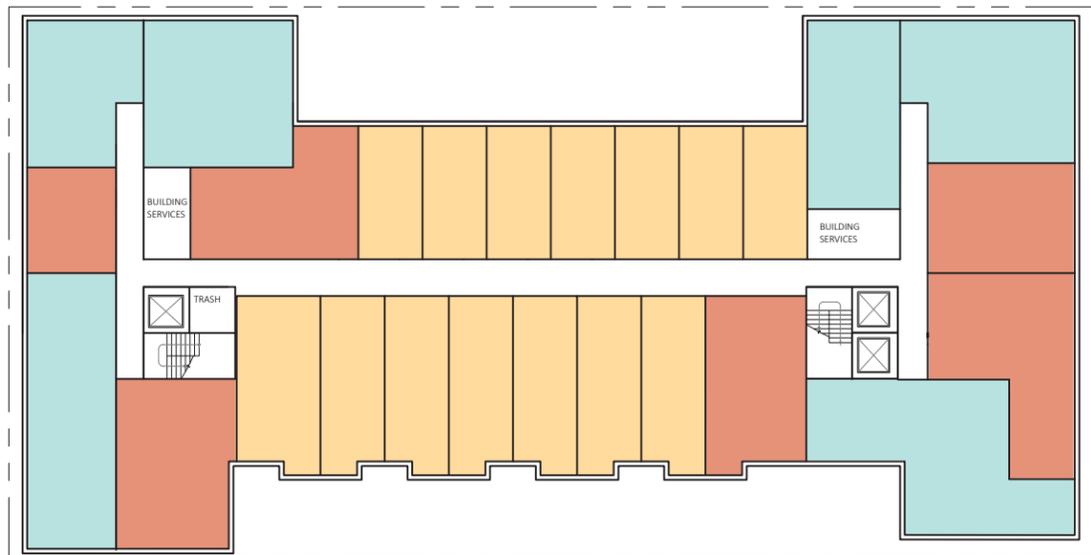




SECOND FLOOR (MEZZANINE LEVEL)

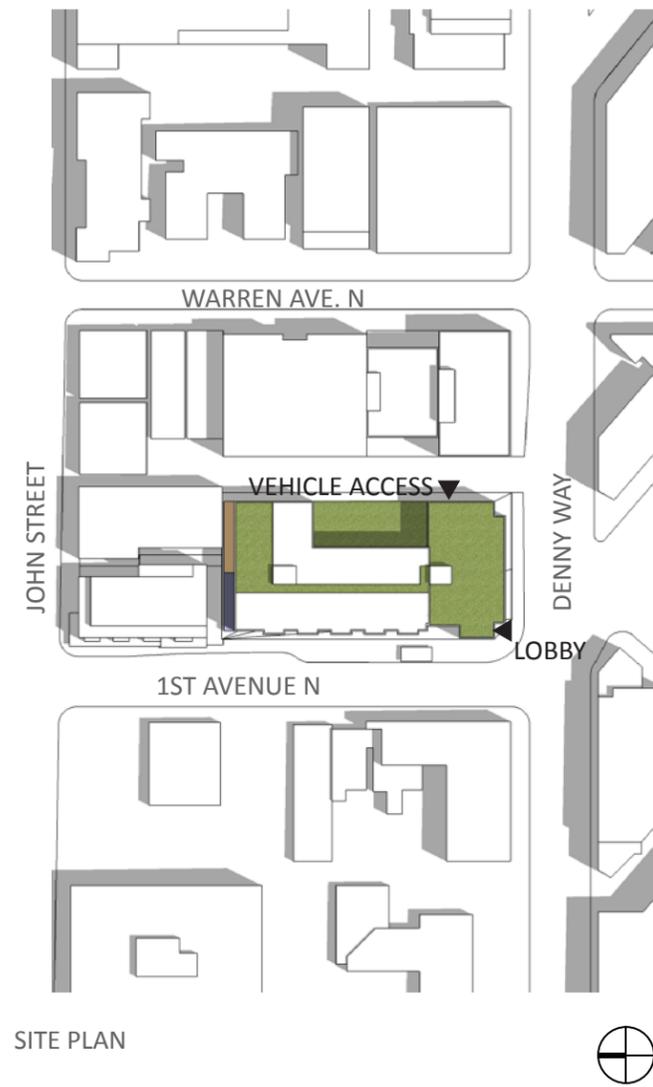


SEVENTH FLOOR



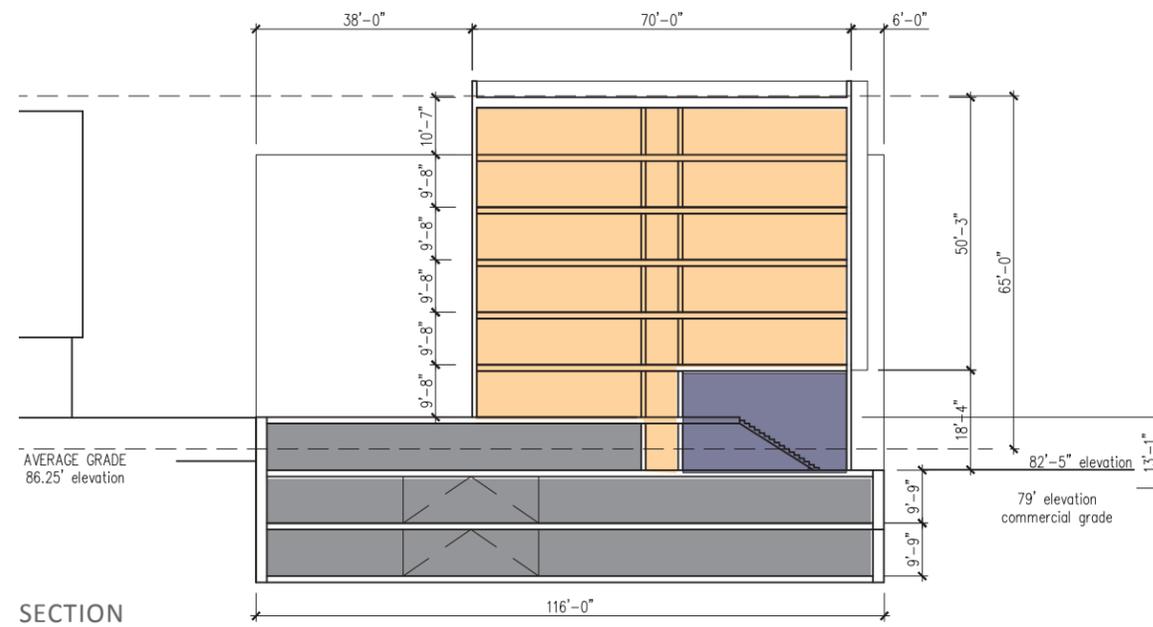
THIRD-SIXTH FLOOR

- Lobby
- Commercial
- Live/Work
- Open 1 Bedroom
- 1 Bedroom
- 2 Bedroom

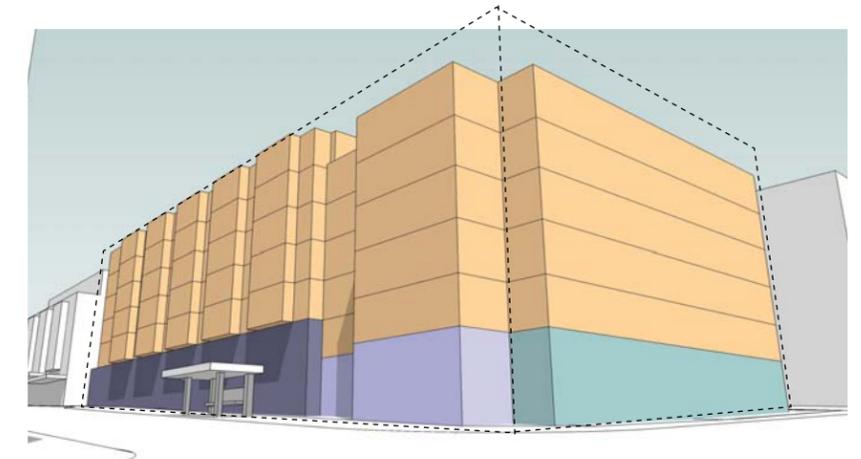


AERIAL VIEW LOOKING NORTHEAST

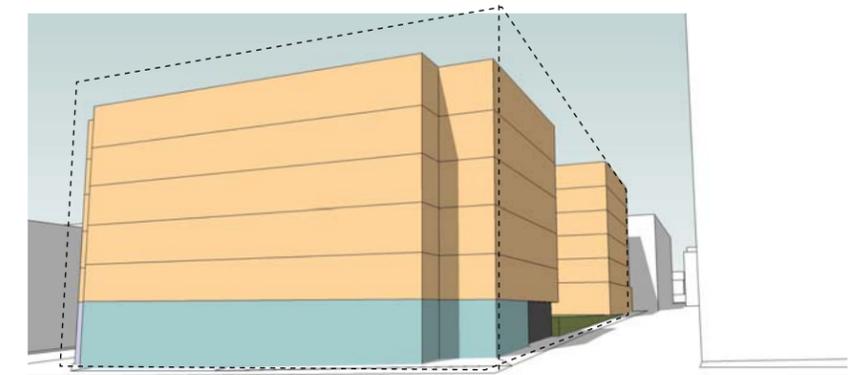
- Lobby ■
- Commercial ■
- Residential ■
- Live/Work ■



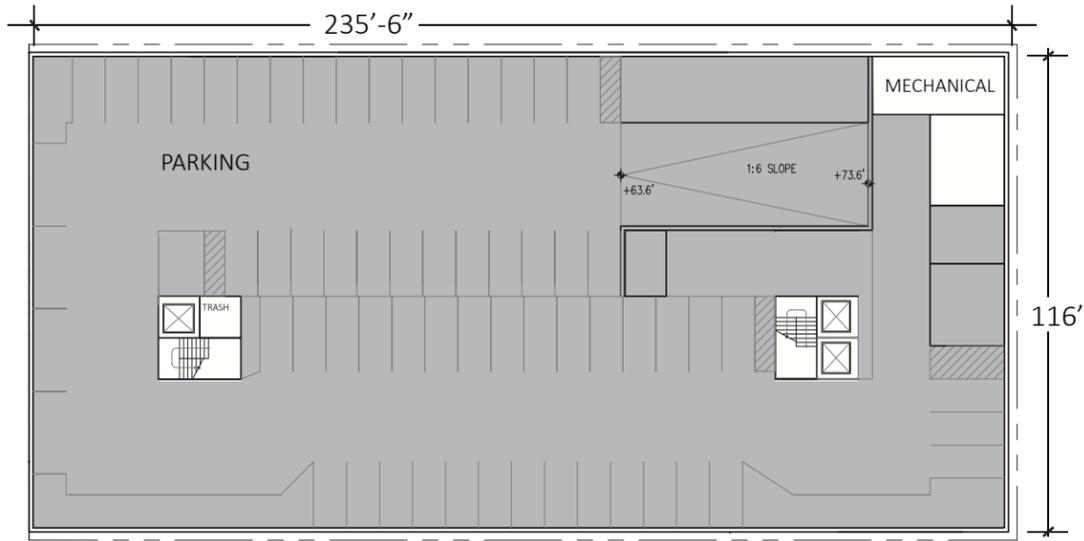
VIEW FROM 1ST AVE. N LOOKING SOUTHEAST



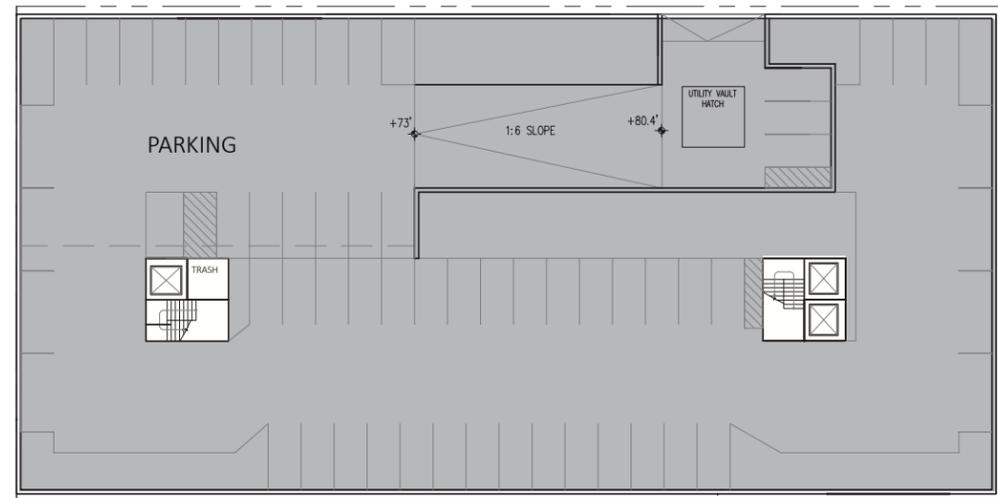
VIEW FROM DENNY WAY LOOKING NORTHEAST



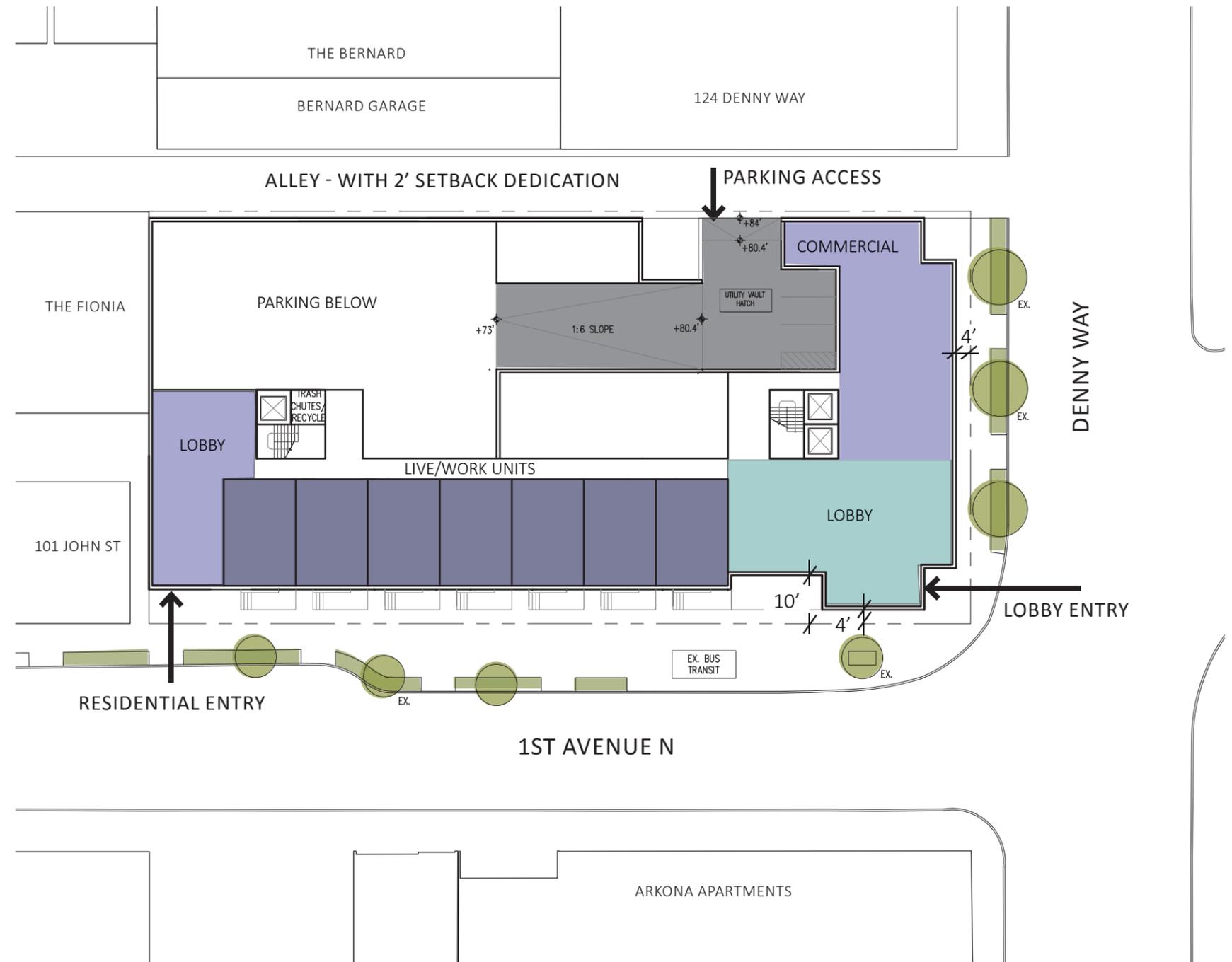
VIEW FROM DENNY WAY LOOKING NORTHWEST



PARKING LEVEL: P2

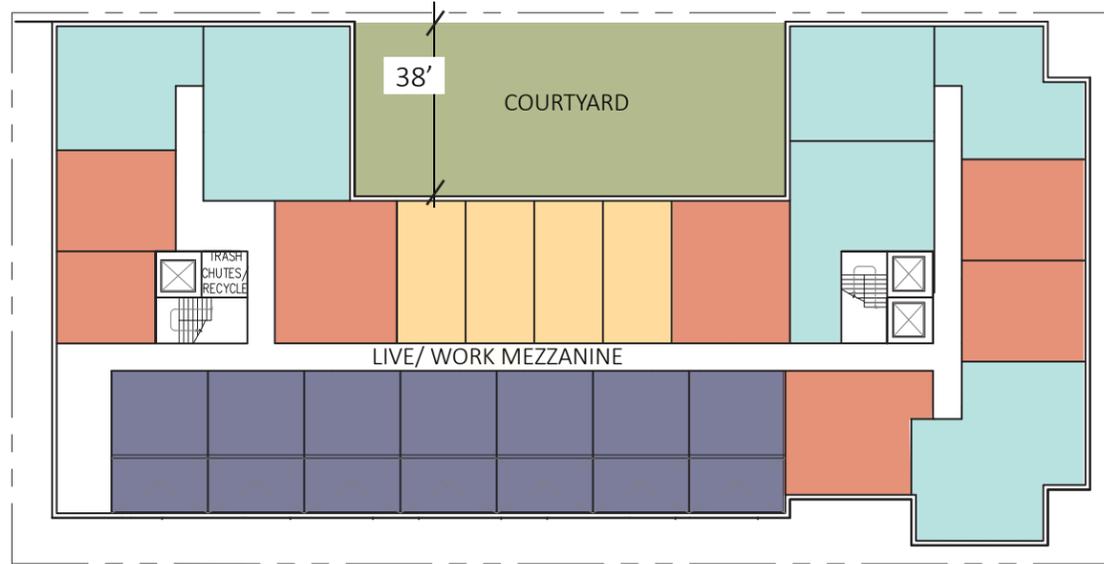


PARKING LEVEL: P1

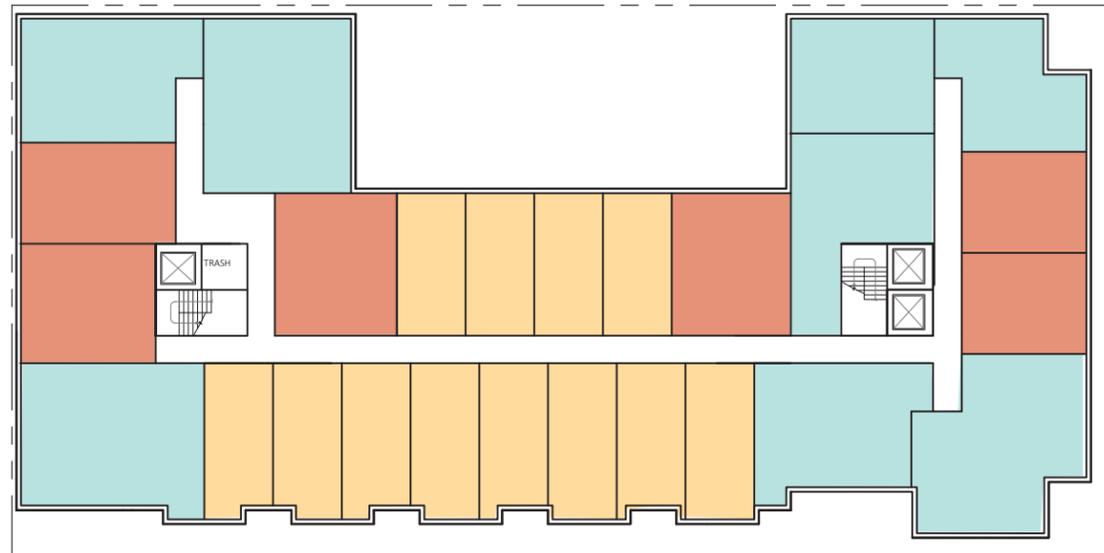


FIRST FLOOR



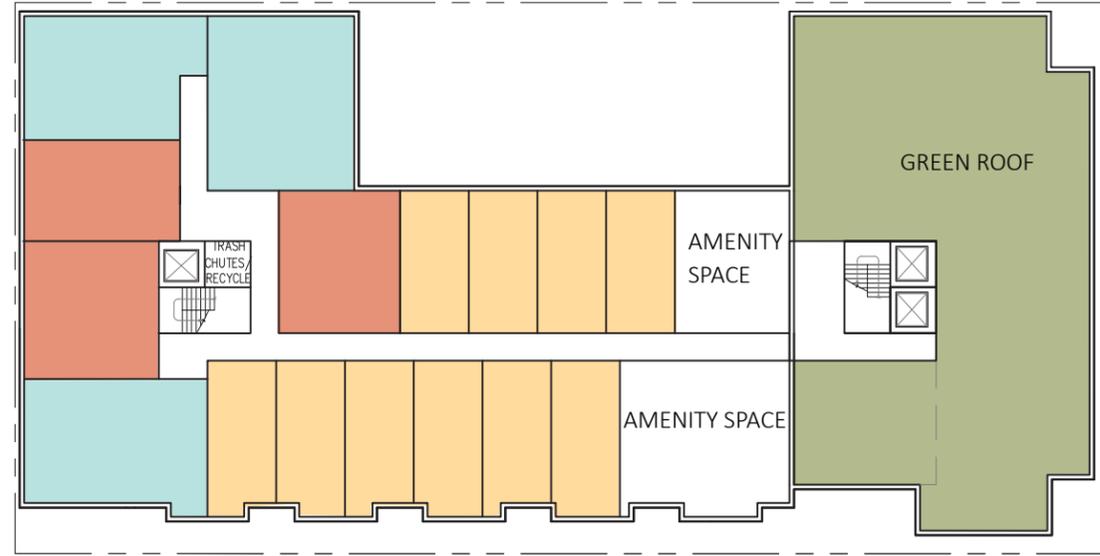


SECOND FLOOR (MEZZANINE LEVEL)



THIRD-SIXTH FLOOR

104 Denny Way
Early Design Guidance Meeting- DPD #3020197

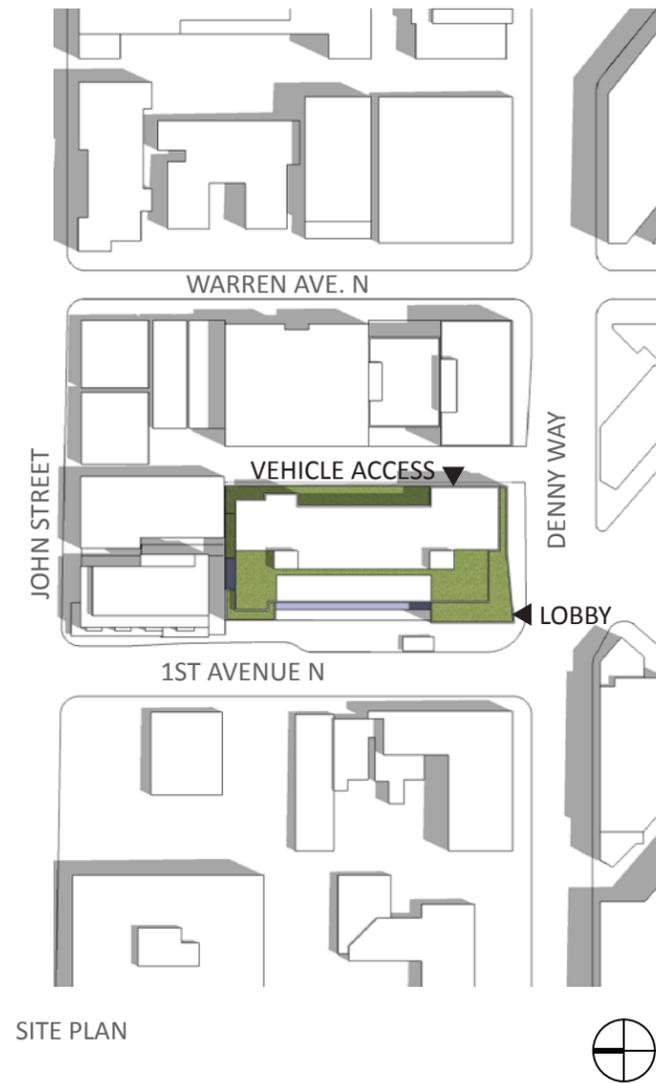


SEVENTH FLOOR

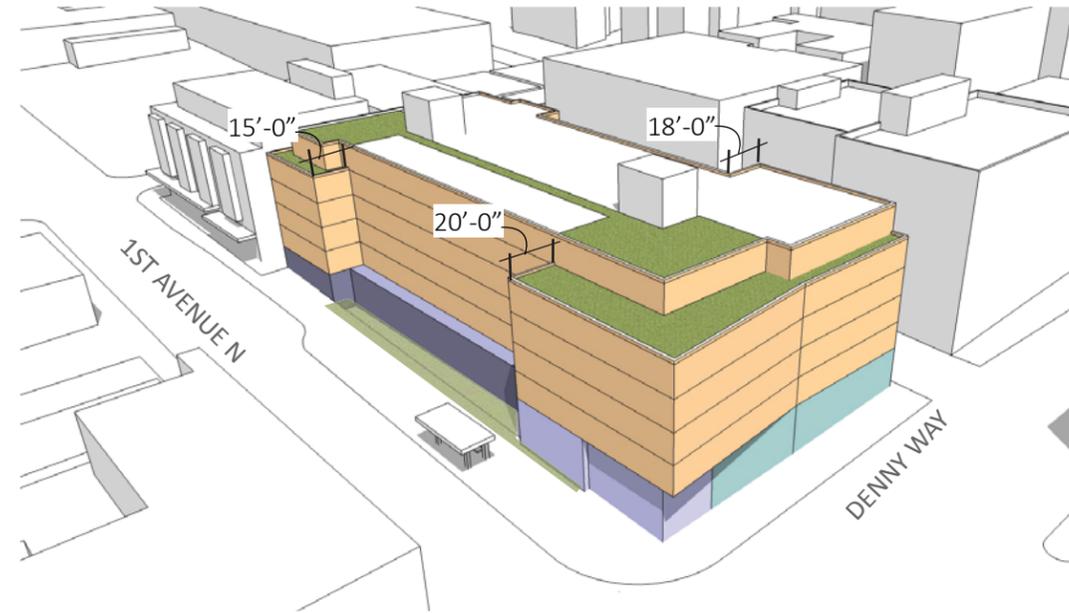


- Lobby
- Commercial
- Live/Work
- Open 1 Bedroom
- 1 Bedroom
- 2 Bedroom

18 November 2015

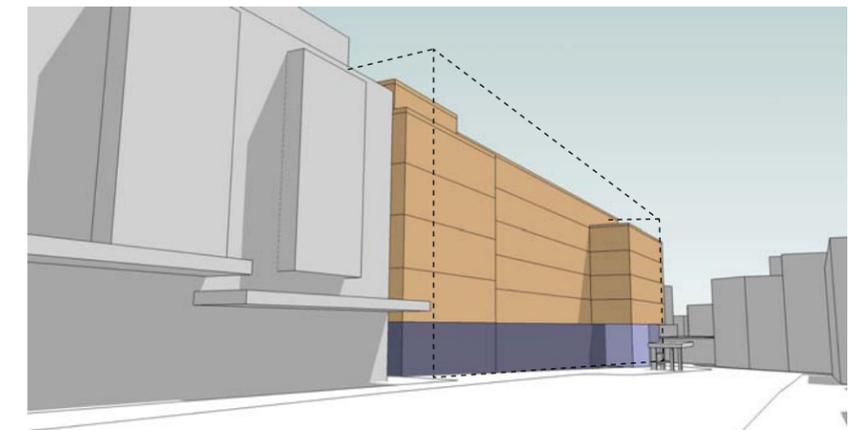
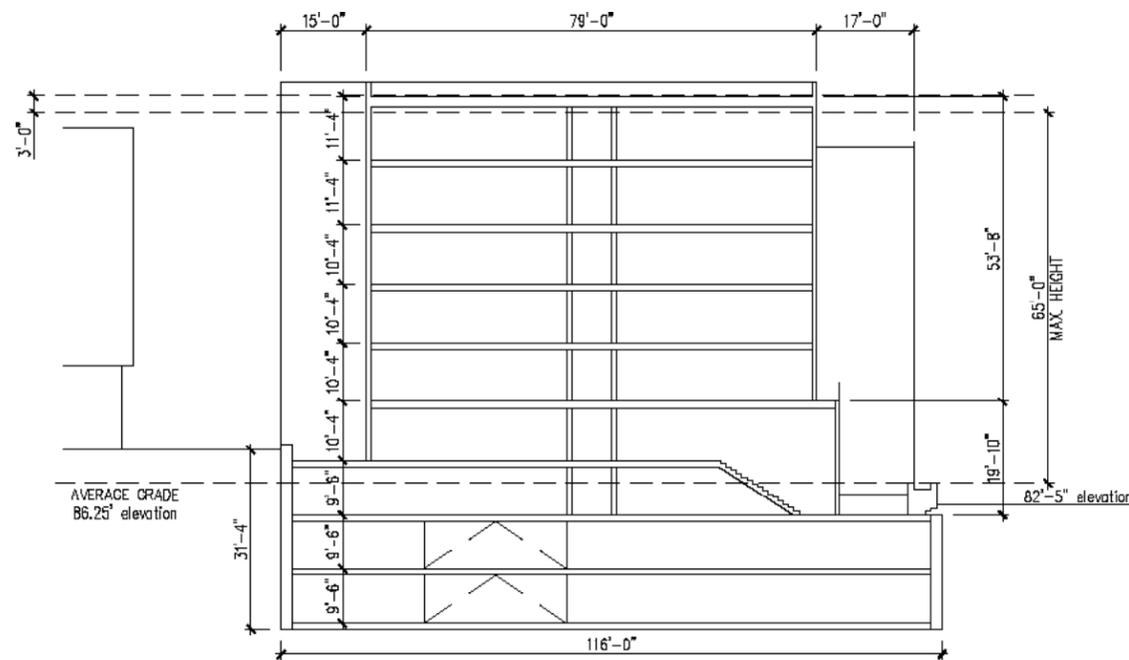


SITE PLAN

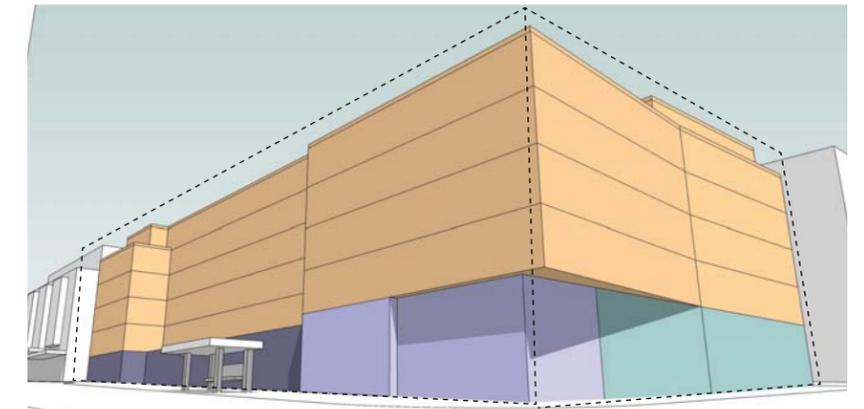


AERIAL VIEW LOOKING NORTHEAST

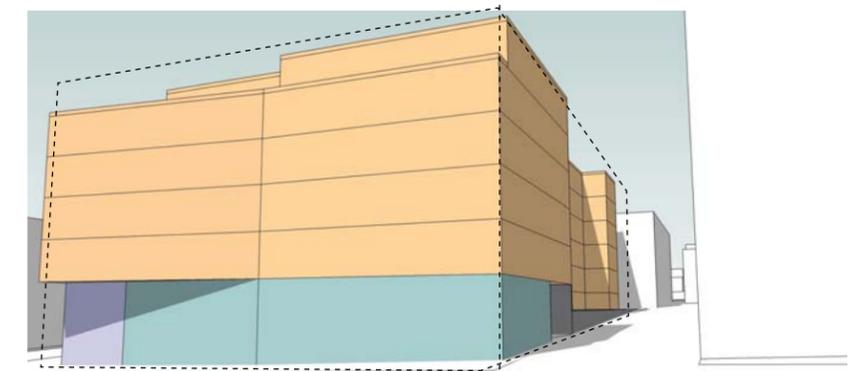
- Lobby ■
- Commercial ■
- Residential ■
- Live/Work ■



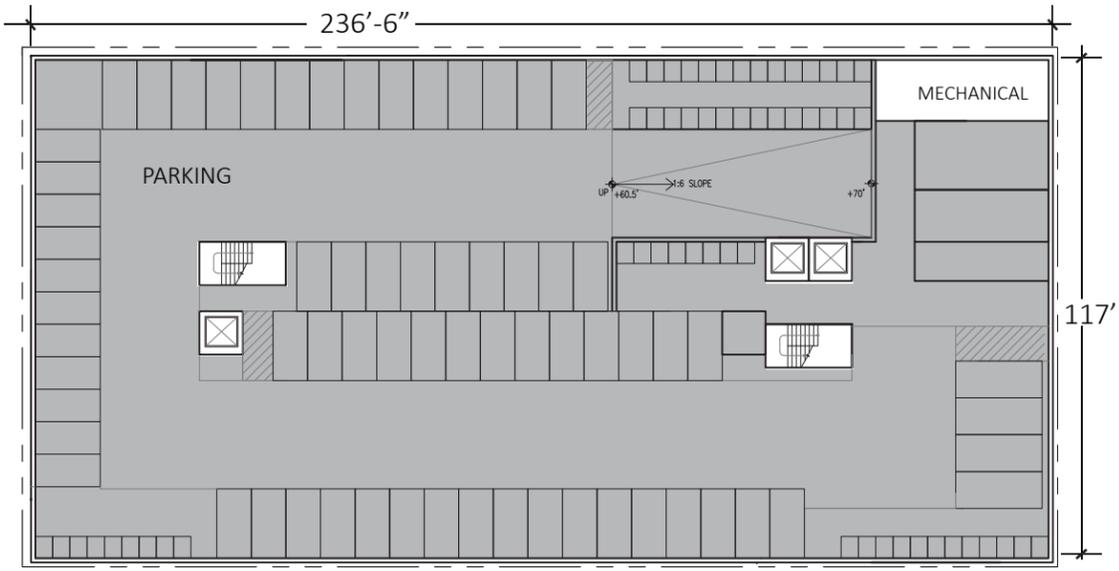
VIEW FROM 1ST AVE. N LOOKING SOUTHEAST



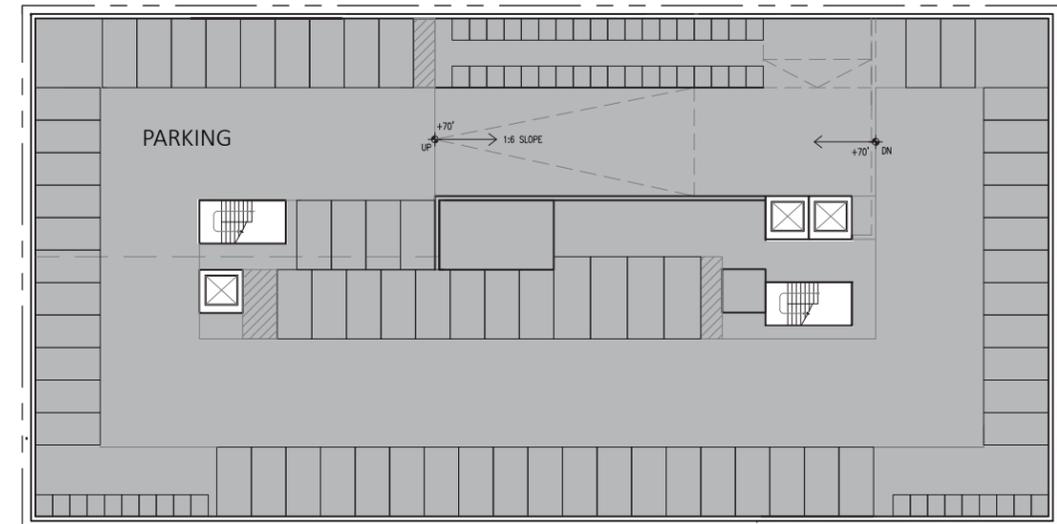
VIEW FROM DENNY WAY LOOKING NORTHEAST



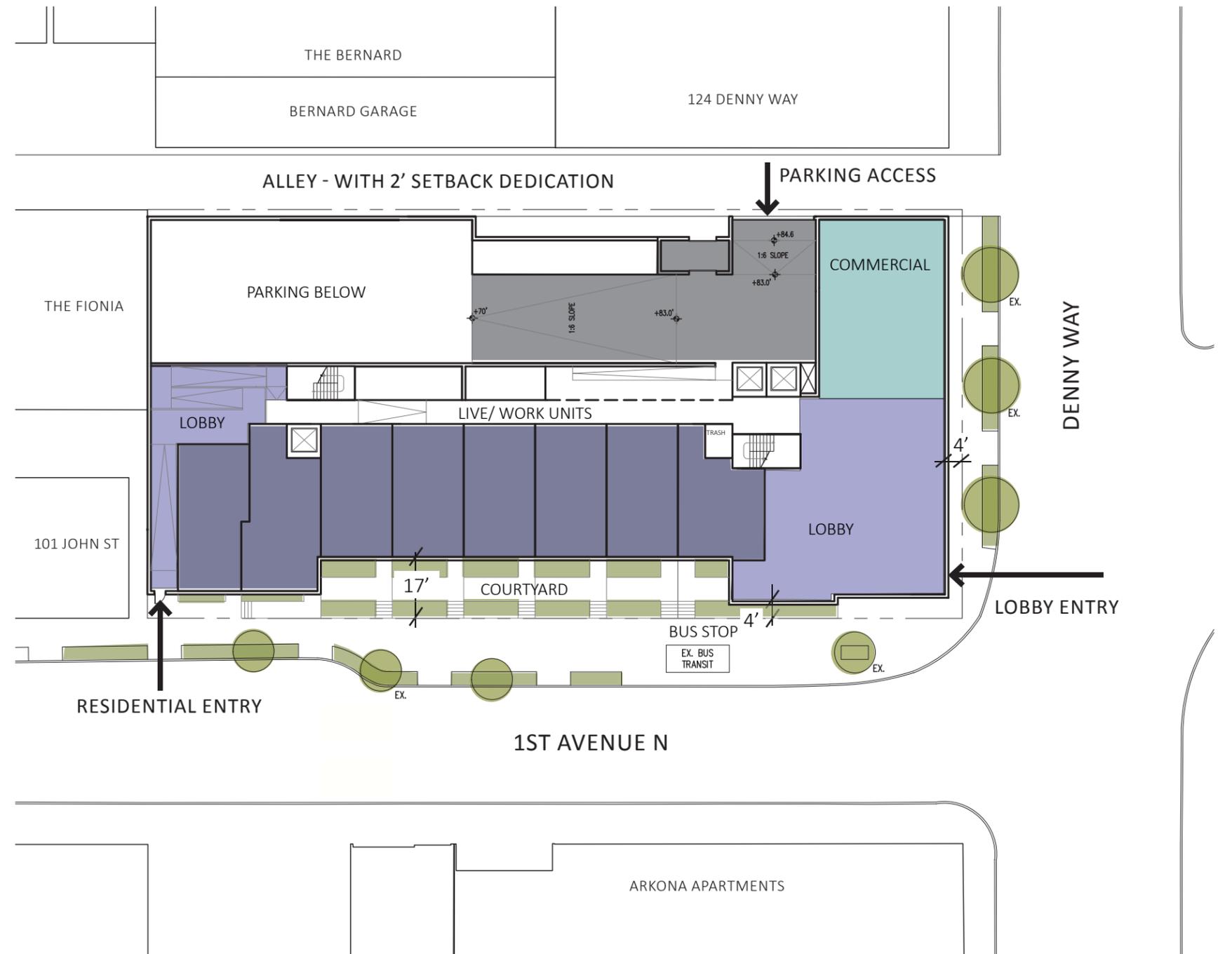
VIEW FROM DENNY WAY LOOKING NORTHWEST



PARKING LEVEL: P2

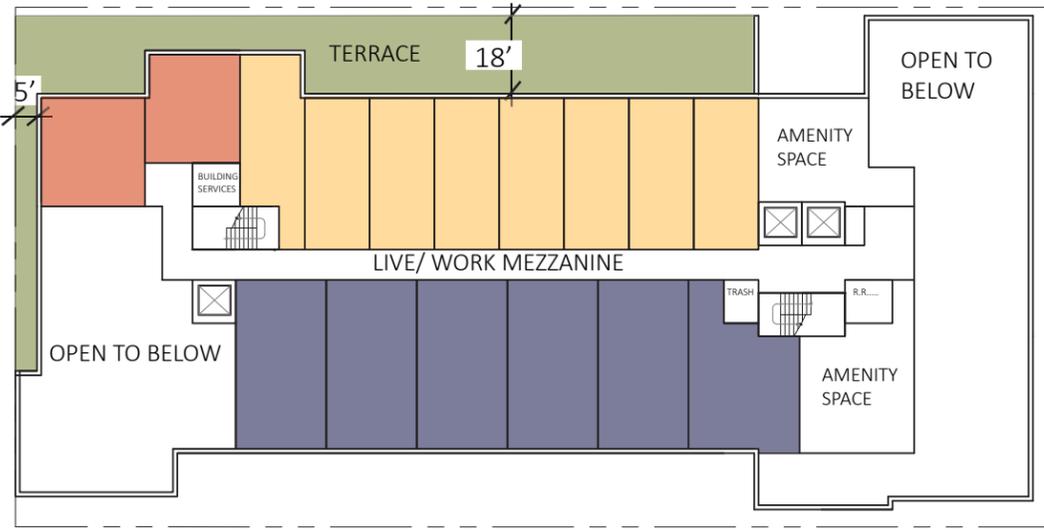


PARKING LEVEL: P1

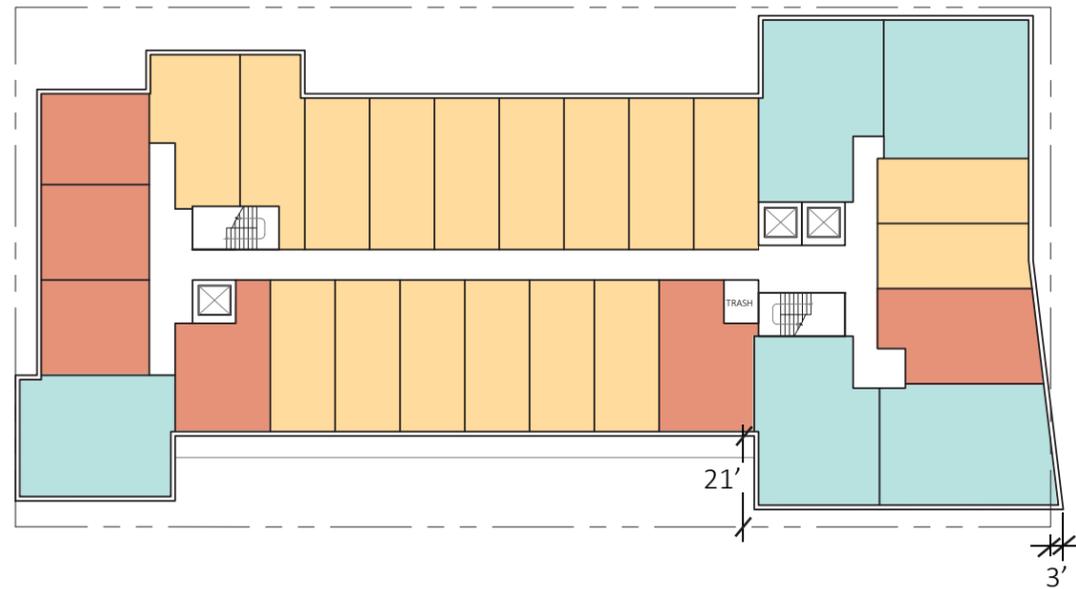


FIRST FLOOR



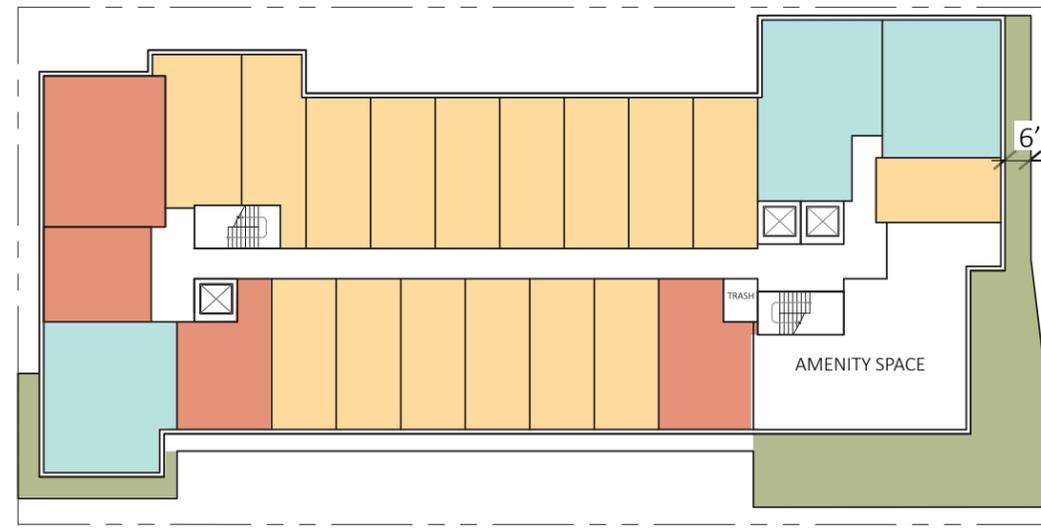


SECOND FLOOR (MEZZANINE LEVEL)

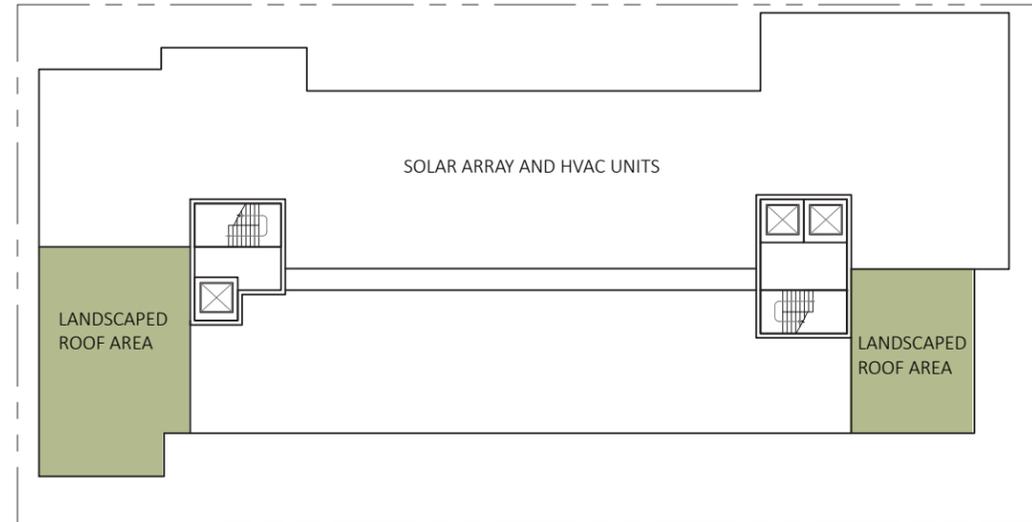


THIRD-SIXTH FLOOR

104 Denny Way
Early Design Guidance Meeting- DPD #3020197



SEVENTH FLOOR



ROOF FLOOR

18 November 2015

- Lobby
- Commercial
- Live/Work
- Open 1 Bedroom
- 1 Bedroom
- 2 Bedroom

OPTION A



9AM

OPTION B



9AM

OPTION C



12PM



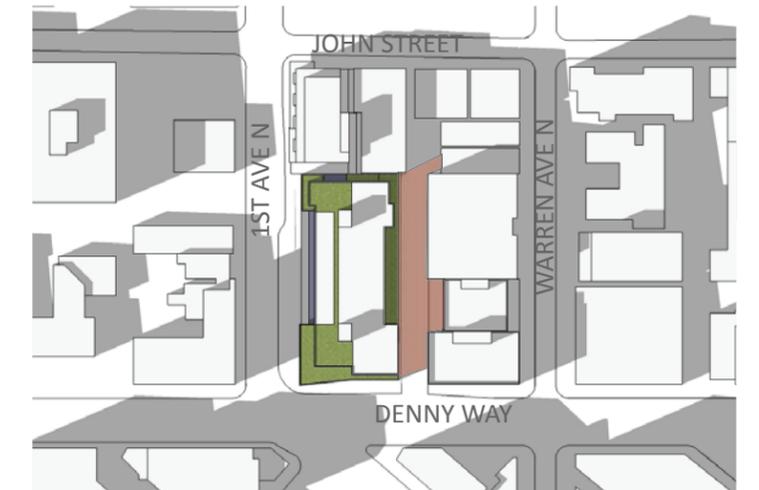
12PM



5PM



5PM



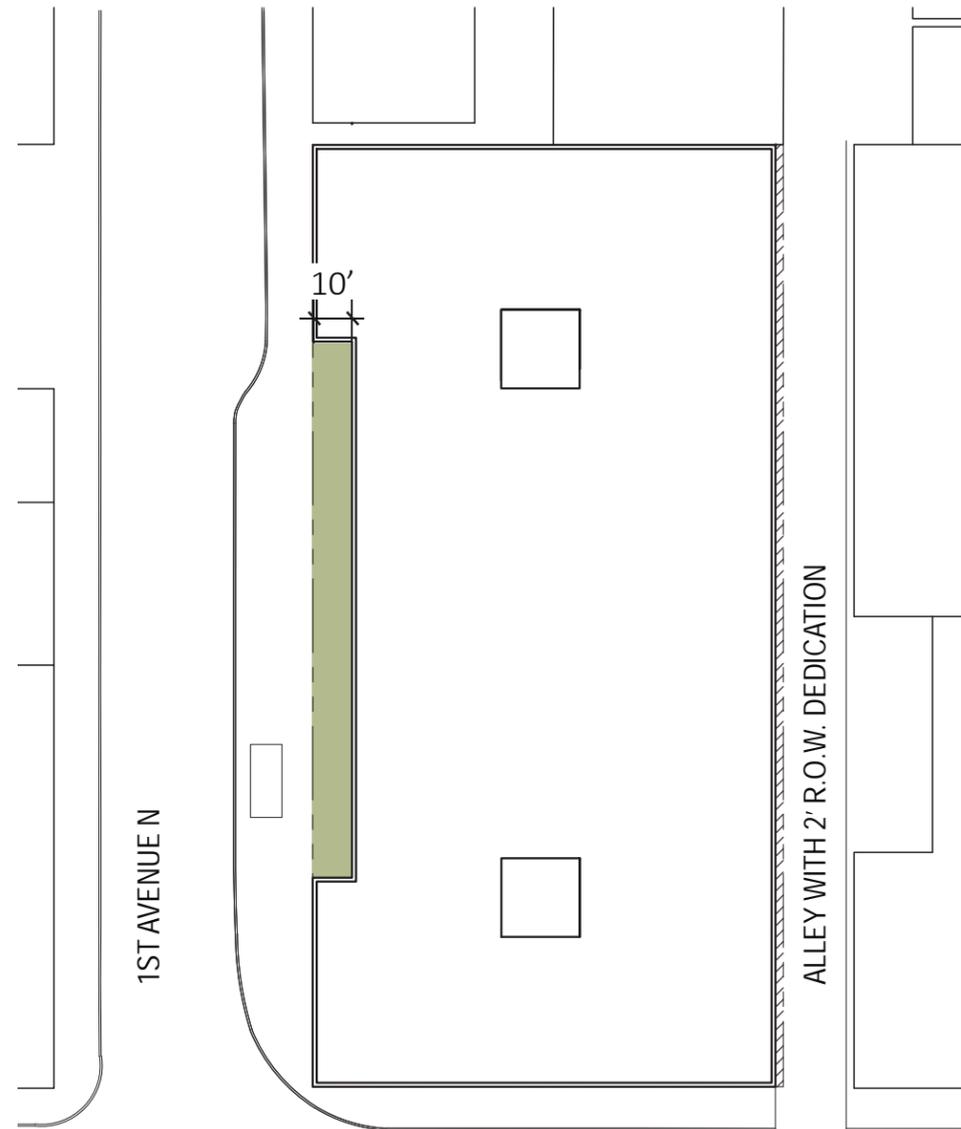
DEPARTURE 1

**Land Use Code: Commercial (NC3):
Street-Level Development Standards (23.47A.008)**

3. Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

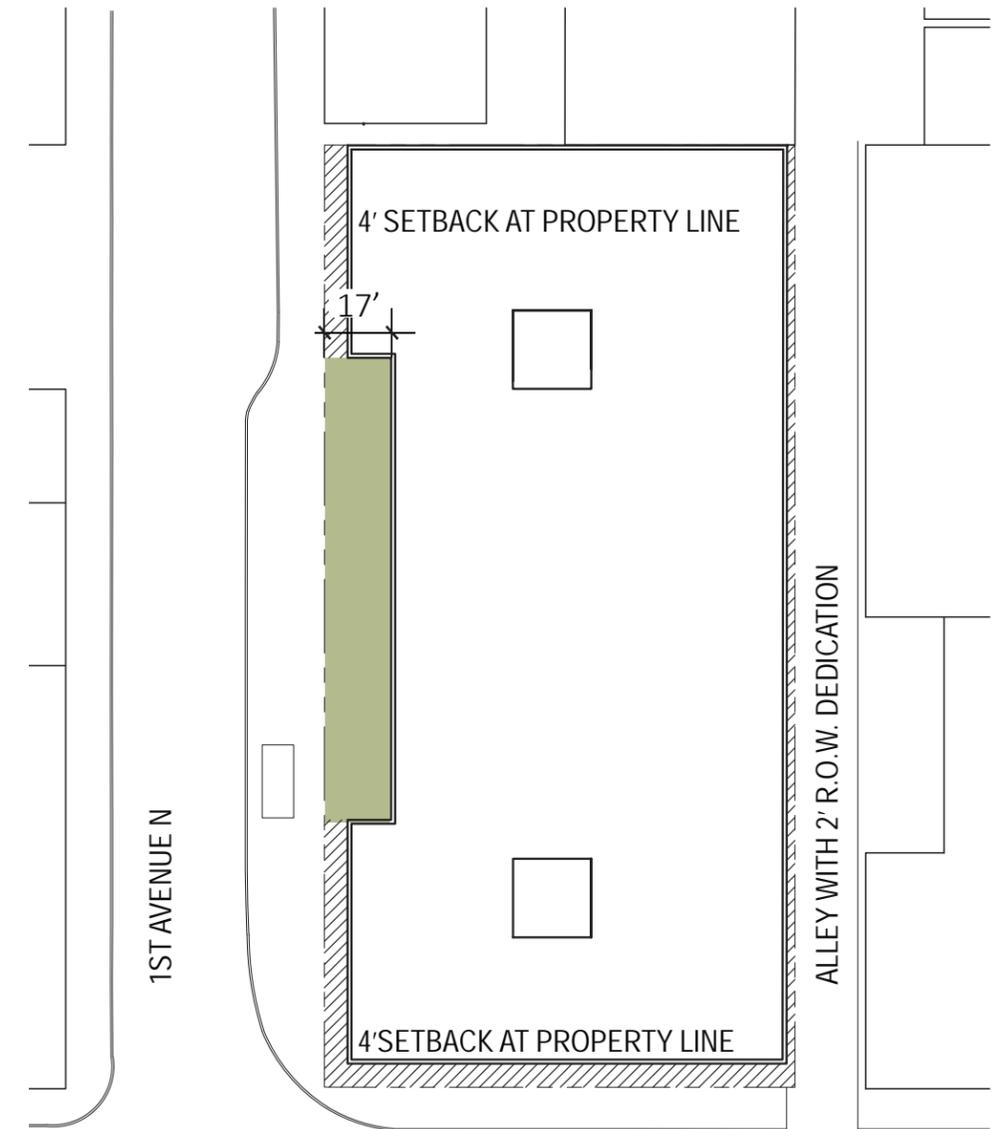
The preferred plan will provide landscaped public space that will be set back from the street lot line 17' at the ground floor level.

In addition, the facade at the corner of Denny Way and 1st Avenue N will be set back from the property line 4' to allow for a larger public pedestrian way per the Denny Way Streetscape Concept Plan.



DENNY WAY

⊕ Code Compliant



DENNY WAY

⊕ Proposed Departure

DEPARTURE 2

Uptown Neighborhood Design Guidelines: Height, Bulk and Scale Compatibility (CS2.IV.i)

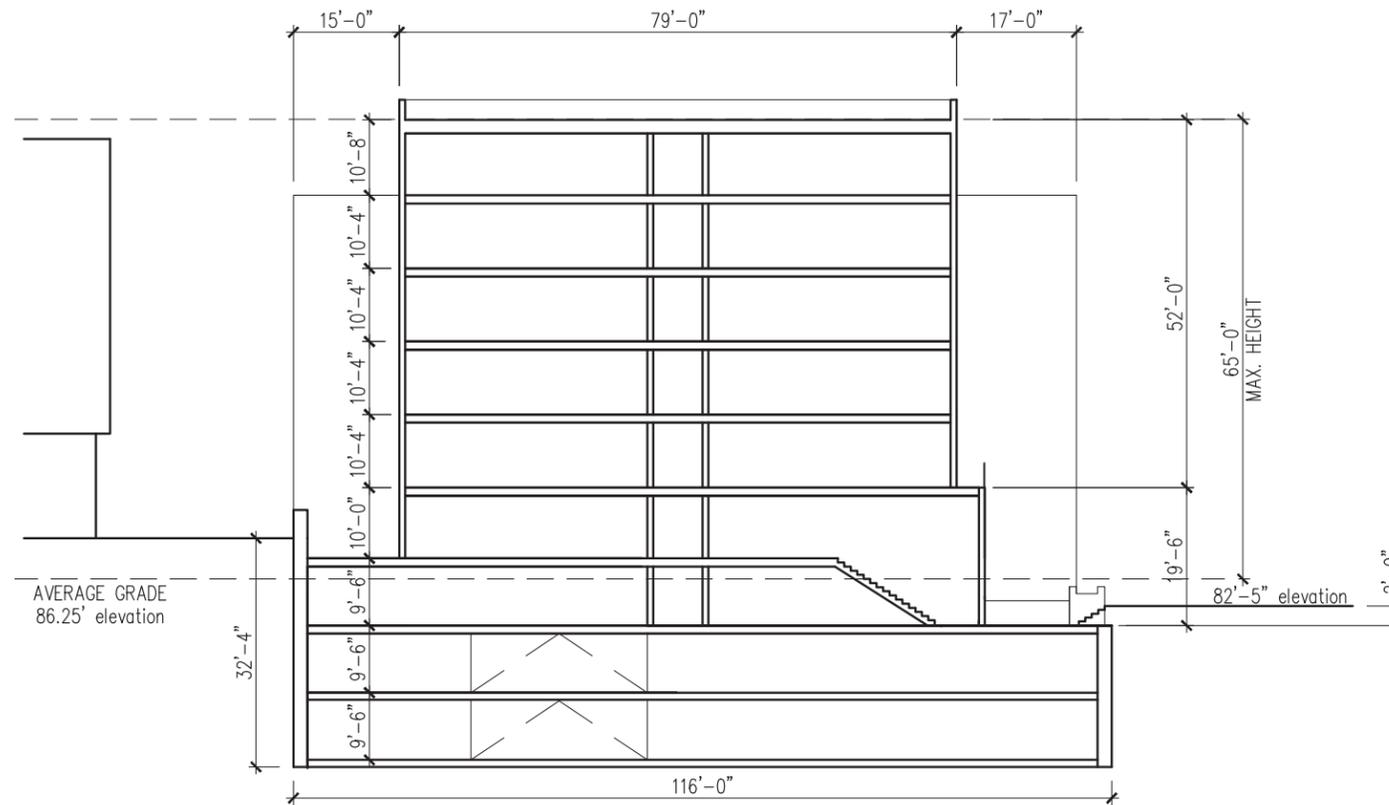
Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street. This has the effect of reducing the impact of the structure height on the sidewalk below as well as reducing the length of shadows over the street. Where the Code regulates podium height, the additional 3' applies to the podium.

The preferred plan will step back the top floor a minimum of 6' from the lot line.

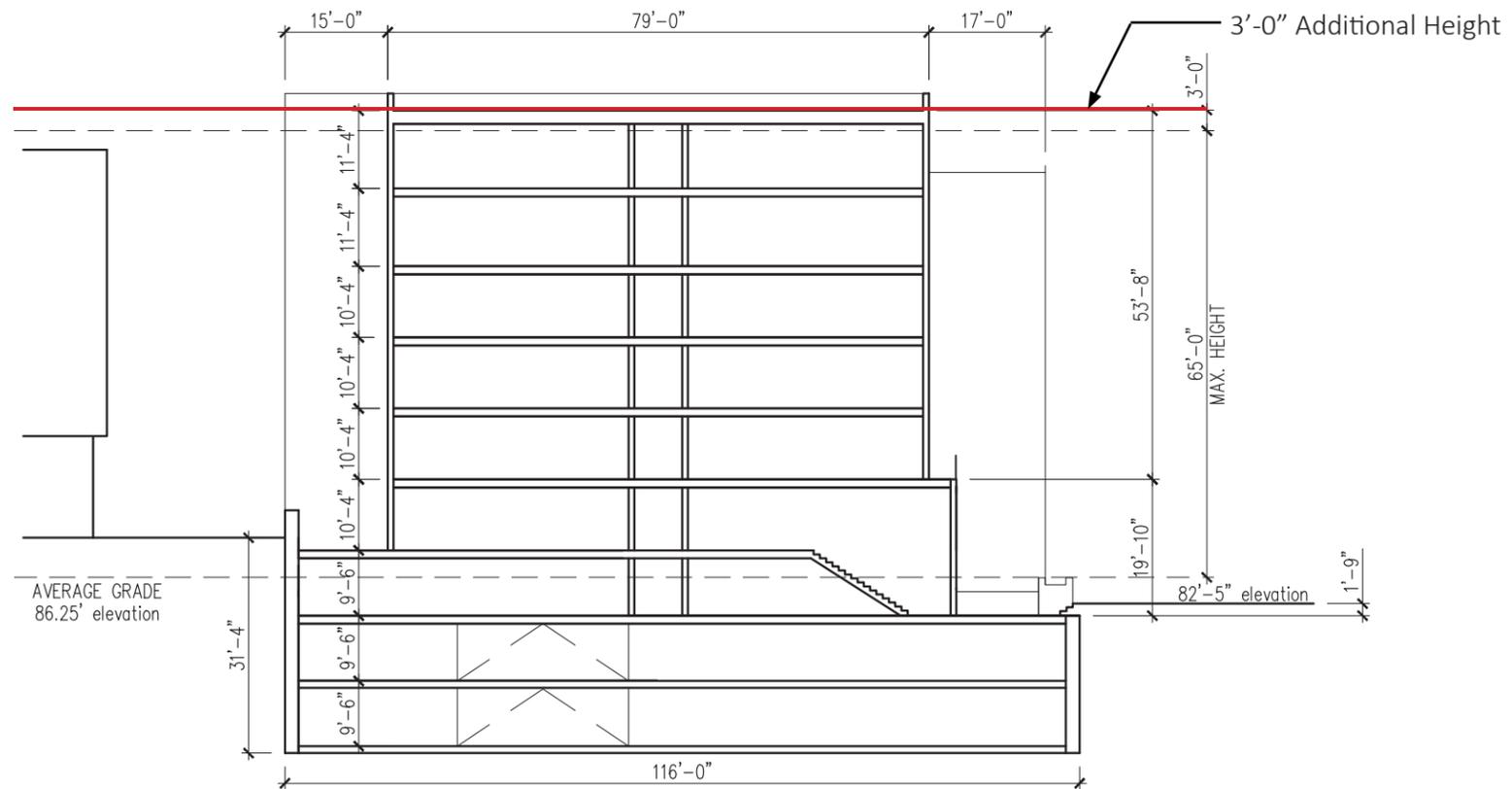
This project will benefit from 3' of additional height by:

1. The recessed entries at the Live/Work units are 1' closer to sidewalk grade, thus decreasing the step down into the units.
2. The floor to floor height at the two upper floors has been increased to provide typical roof construction at the units below the outdoor amenity areas.

The preferred massing scheme shows the building set back 4' along Denny Way for an enhanced sidewalk, plus an additional 6' set back at the top floor per Section CS2.IV.i.



Code Compliant



Proposed Departure



MODULATED LIVE/ WORK UNITS



TRANSPARENT/ VISIBLE ENTRANCE



GLOWING CORNER "GATEWAY"



HORIZONTAL AND VERTICAL ELEMENTS



EXTERIOR BRICK FRAME

