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

SEATTLE DESIGN REVIEW

March 2, 2016 | Early Design Guidance Meeting 2

PROJECT SUMMARY

This proposed building is located at 100 Denny Way in Seattle's NC3-65 zone within the Uptown Urban Center designation. The proposed building will be 6 levels of residential use over 1 level of commercial use containing approximately 161 units (8 live/work and 153 residential), 3,000 square feet of commercial space, and 121 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, both to be removed.

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 landscape buffers 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.

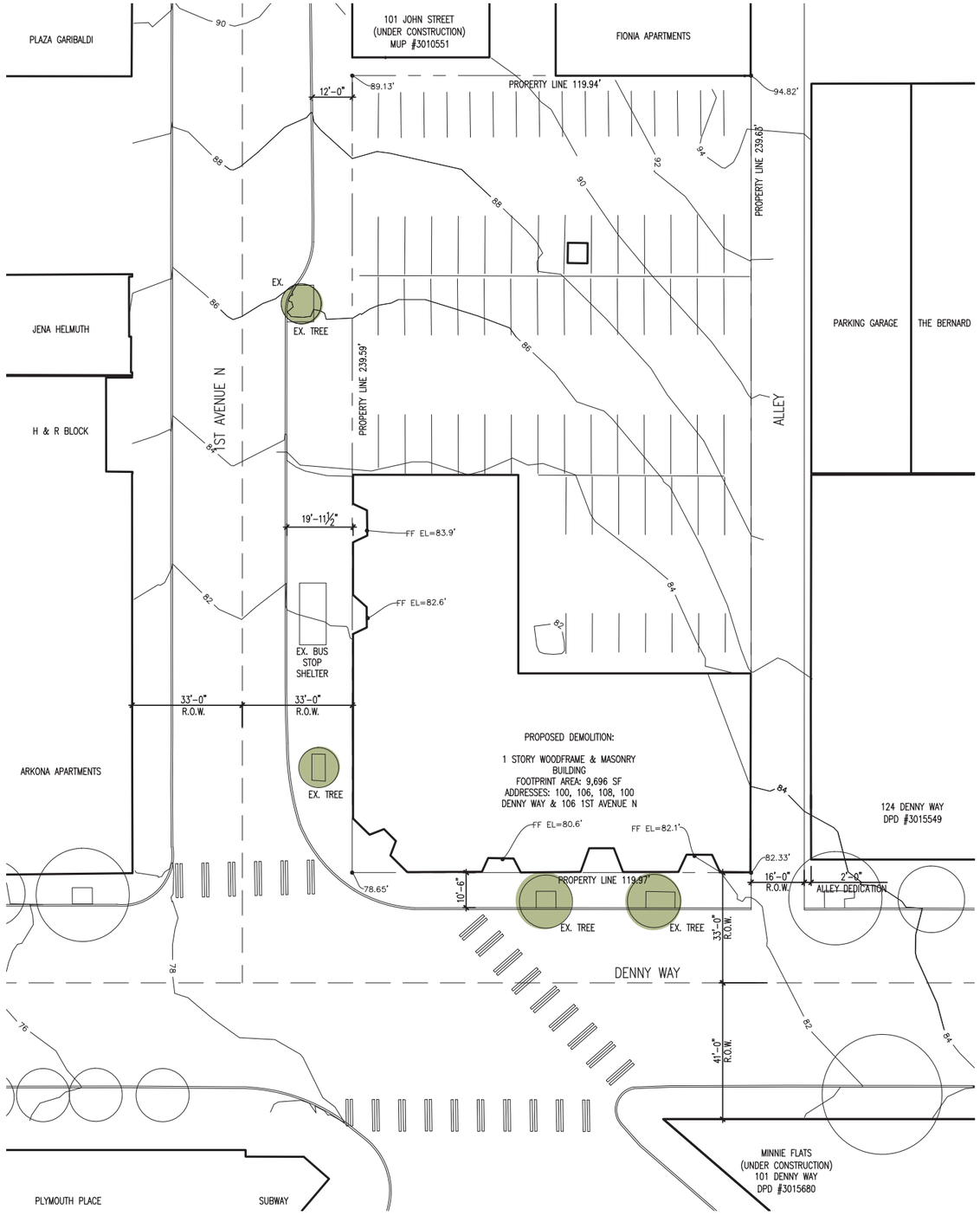
SOLAR ACCESS: Solar access will be most prominent from the South and West. Existing and proposed buildings to the North and East are planned to be located at a higher grade plane.

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).

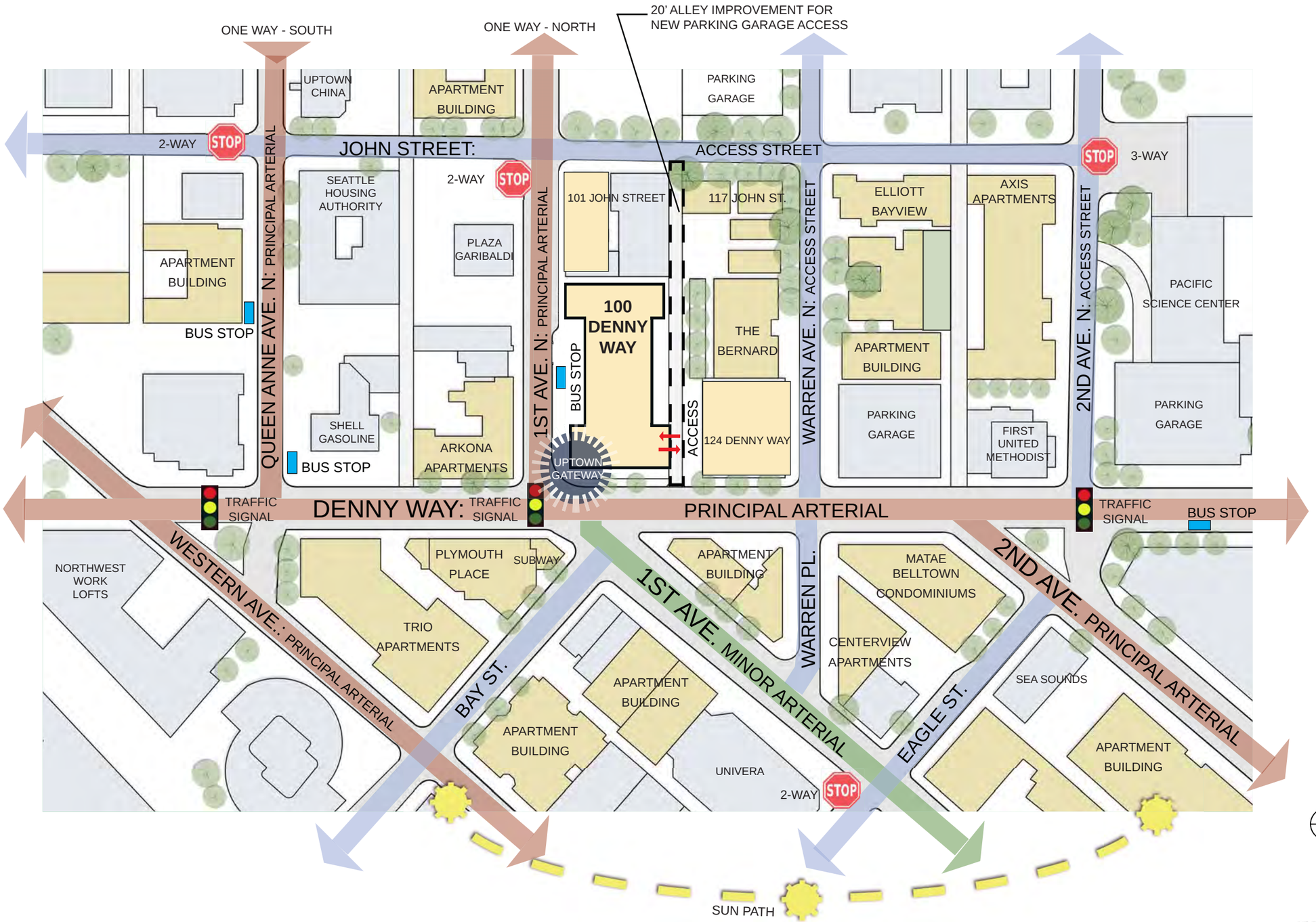
PARKING: The existing site has a parking lot.

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.



EXISTING SITE & GOALS



Scale 1/64" = 1'-0"

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 (SMC 23.47A.004)
Residential, Commercial including Live-Work Units

Structure Height (SMC 23.47A.012.A)
NC3-65: 65’ Max Height
Allowances for additional height per SMC 23.47A.012.C.2 and 23.41.012.

Floor Area Ratio (SMC 23.47A.013 Table A)

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

Building Areas:		
Residential	120,222 SF	
Non-Residential	9,913 SF =	130,135 SF
Exempt (Area Below Level 1)	50,743 SF	
Total	180,878 SF	

Live Work Units (SMC 23.47A.004.G)
Live-work units shall be deemed a non-residential use.

Residential Units at Street Level (SMC 23.47A.005.C)
Residential uses may occupy no more than 20% of the street-level street-facing facade

Required Landscaping (SMC 23.47A.016)
Seattle Green factor score of .30 or greater

Amenity Space (SMC 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.
120,222 SF * 5% = 6,011 SF Required
6,011 SF Provided

Parking Requirements (SMC 23.47A.030)
0 parking stalls Required
121 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.
121 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 (SMC 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 (SMC 23.54.040)

Residential	161 Units =	696 SF (819*15% reduction)
Non-Residential		63 SF (125 SF*50% reduction)
Total		759 SF Required

Alley Improvement in all Zones (SMC 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

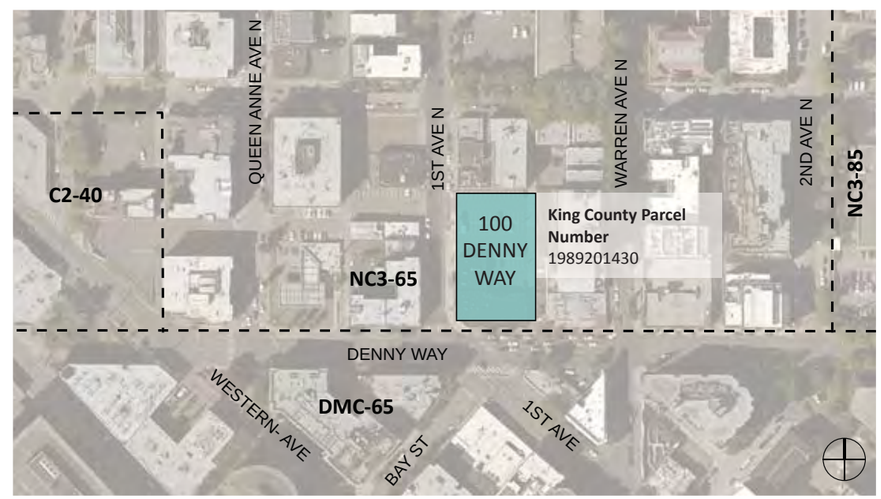
Setback Requirements (SMC 23.47A.014)
No required setbacks

Structure Height Measurement (SMC 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.

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

= 86.25’ Average Grade Level

Rooftop Features (SMC 23.47A.012.C.2)
Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012B or up to 4 feet above the otherwise applicable height limit, whichever is higher.



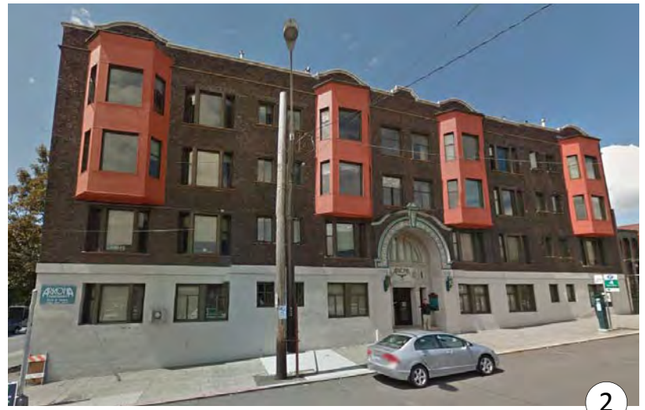
NEIGHBORHOOD CHARACTER

The project site, located at the 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. The area is characterized by its location to Seattle Center, civic activity, businesses, and a variety of new residential scale development. The blocks immediately surrounding the site are currently undergoing significant development of apartments and mixed-use buildings.

The scale of the neighborhood ranges from 2-5 story brick residential buildings, to the current NC3-65' height allowance. Plans for the future as outlined in the Uptown urban design framework suggest a range of building height increases from 65'-85'-160'.

1

Plymouth Place
94 Bay Street

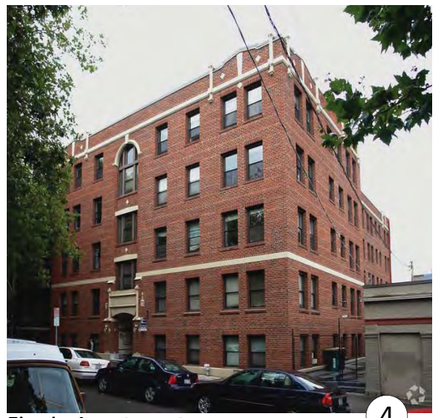


2

Arkona Apartments
107 1st Avenue North

3

Under Construction
S101 John Street MUP #3010551



4

Fionia Apartments
109 John Street

5

The Pittsburgh, 123 and 117 John Street

6

The Bernard
115 Warren Avenue N

PLAN WITH ADJACENT RESIDENTIAL BUILDINGS

7

Under Construction DPD #3015549
124 Denny Way

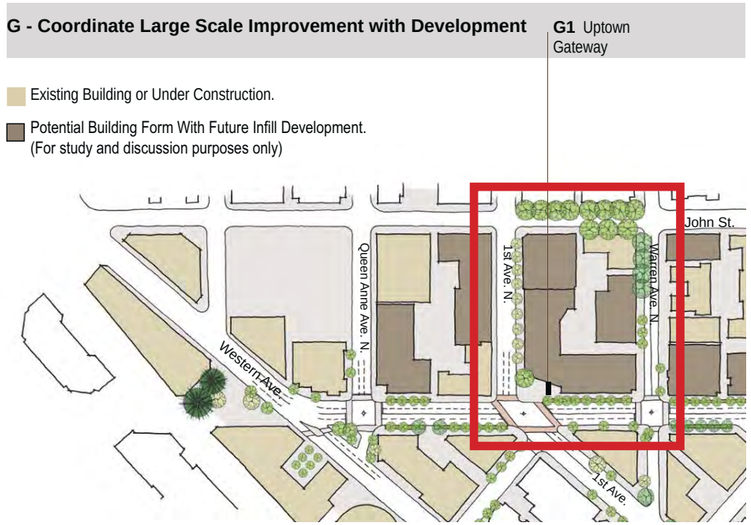
8

Under Construction DPD #3015680
101 Denny Way

Height, Bulk, and Scale
CS2-D-1. Existing Development and 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 compliment and/or transition.

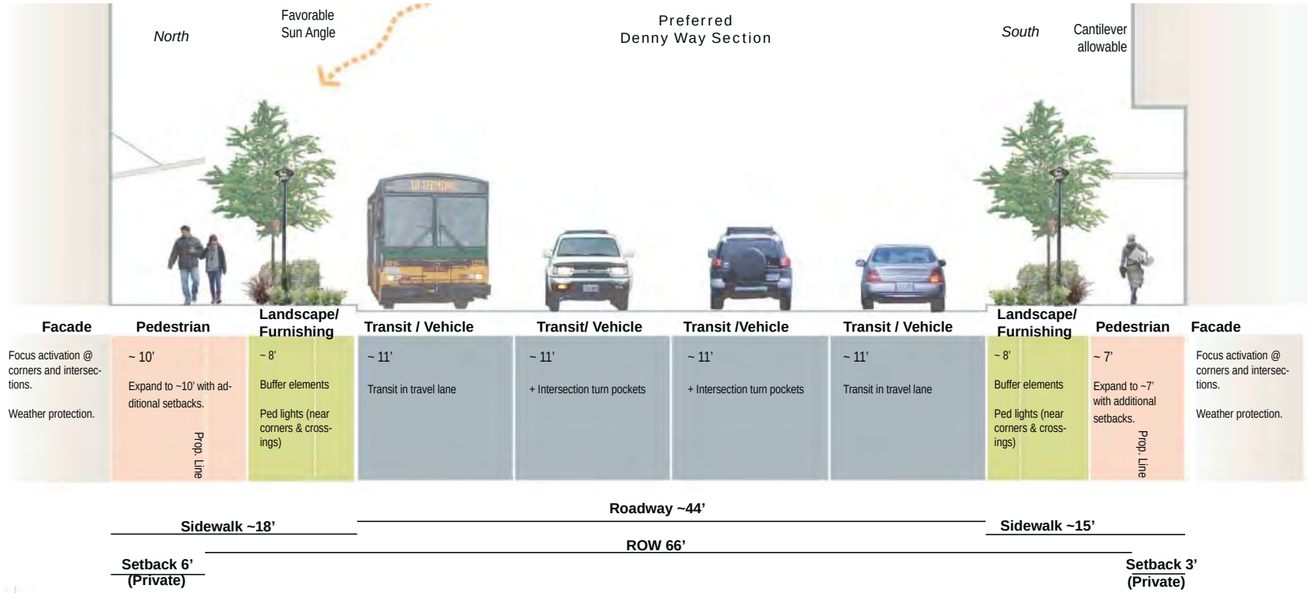
Denny Way Streetscape Concept Plan (2013)

The proposed building will be located at 100 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.



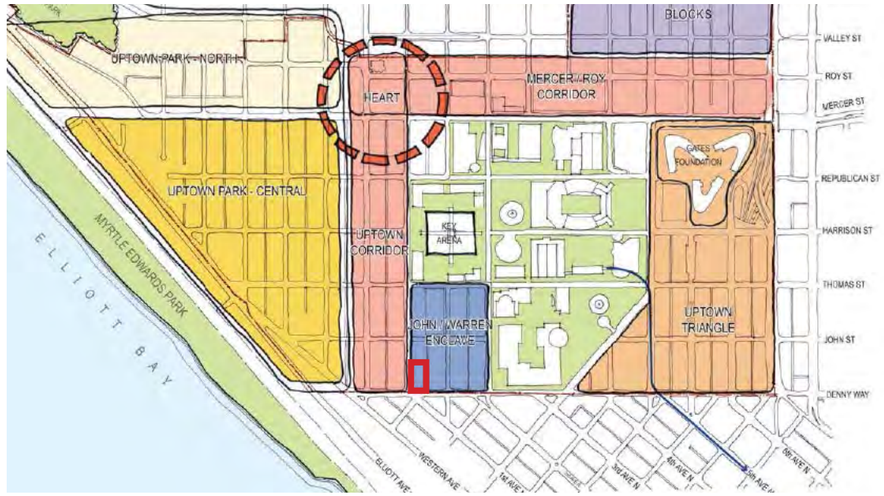
Preferred Site Section

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 for the first two levels which will expand the current sidewalk to allow for a 10' pedestrian walkway and a 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.

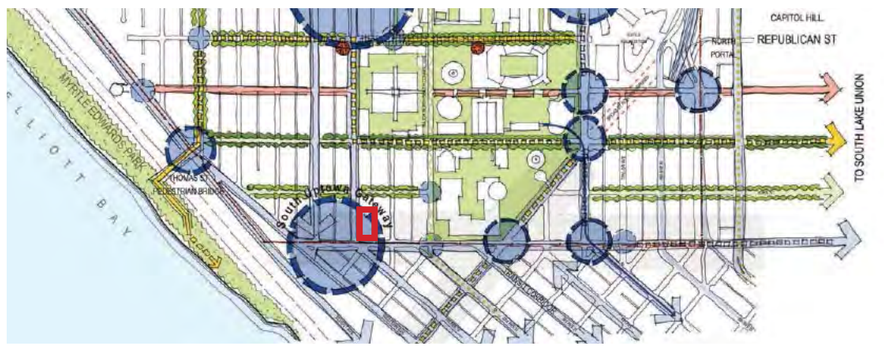


Uptown Urban Design Framework

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

WHAT WE HEARD: PRIORITIES AND BOARD RECOMMENDATIONS
FROM EARLY DESIGN GUIDANCE ON 11/18/2015

MASSING AND DESIGN

1. Break down massing to scale of neighborhood
2. Different North and South massing expressions
3. South massing as a Gateway
4. North massing away from NE corner
5. Upper story setback to be consistent with overall design composition
6. High quality materials

INTERIOR USES

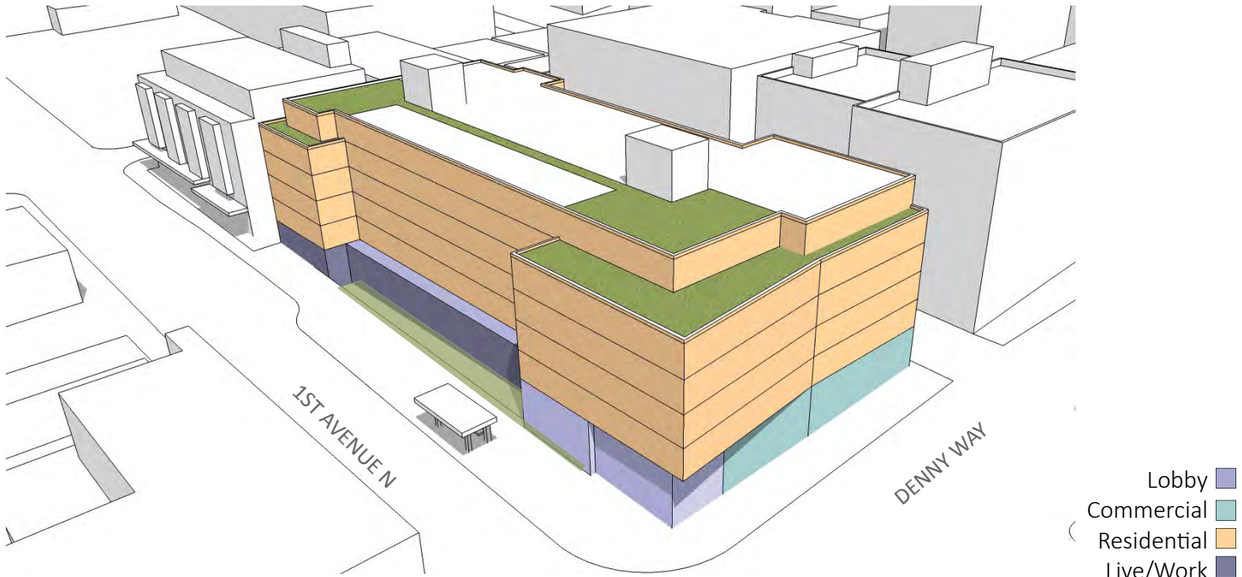
7. Residential lobby off 1st Avenue North
8. Retail use at corner

STREETSCAPE

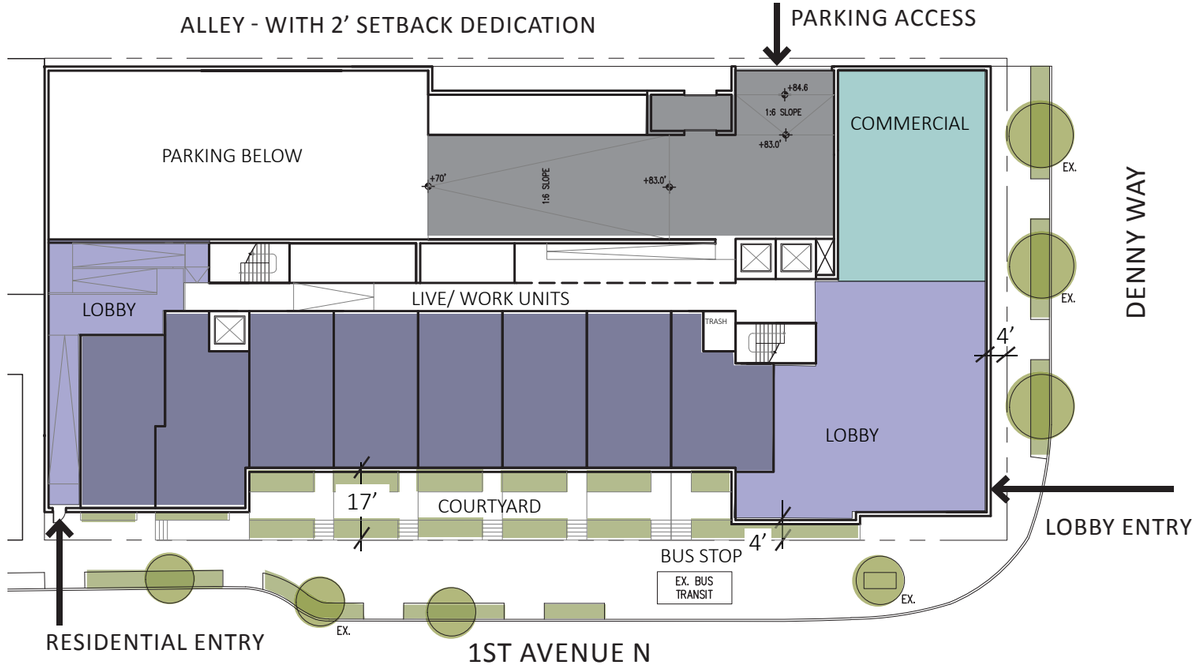
9. Address bus stop relationship
10. Blur streetscape to the building line
11. At grade access to live/work units
12. Provide overhang at corner
13. Maintain setback along Denny Way

SERVICE USES AND ACTIVITIES

14. Bike parking at grade
15. Address bike parking, solid waste storage, and pickup



AERIAL FROM EDG MEETING #1- 11/18/2015



PLAN FROM EDG MEETING #1- 11/18/2015

NEIGHBORHOOD SCALE- BUILDINGS OF A SIMILAR HEIGHT, BULK, AND SCALE

Height, Bulk, and Scale
CS2-D-1. Existing Development and 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 compliment and/or transition.

2 MASSING FORMS

1 Matae Condominiums

2 2900 on First Apartments

3 MASSING FORMS

3 124 Denny Way & The Bernard

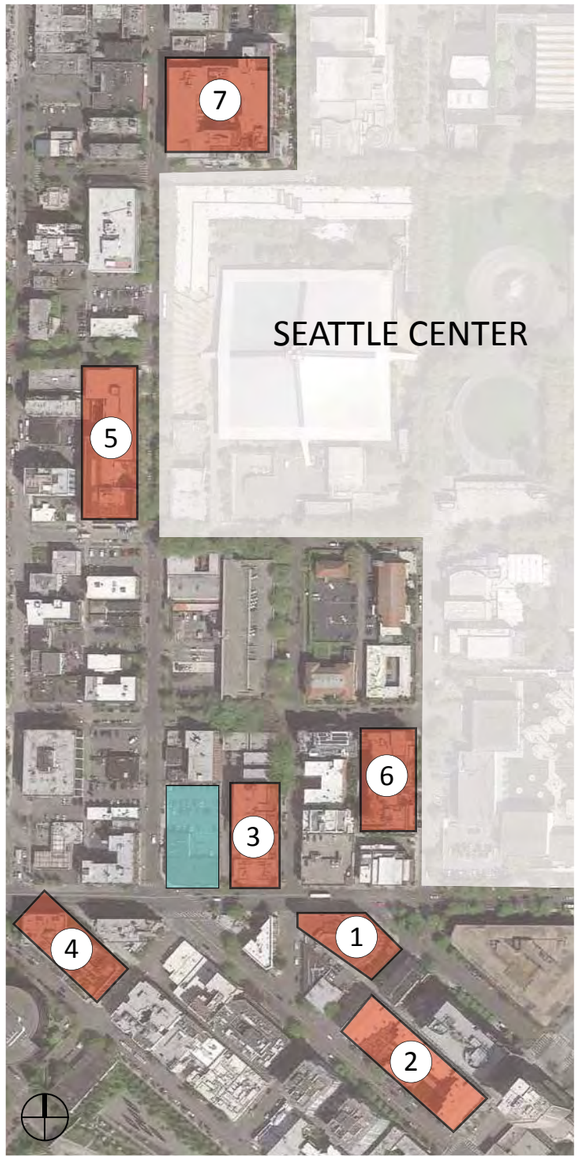
4 Trio Condominiums

5 Astro Apartments

4-6 MASSING FORMS

6 Axis Apartments

7 Expo Apartments



MAP OF RESIDENTIAL PROJECTS AT A SIMILAR SCALE WITHIN THE NEIGHBORHOOD AREA OF 100 DENNY

1. Break down massing to scale of neighborhood

Height, Bulk, and Scale

CS2-D-1. Existing Development and 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 compliment and/or transition.

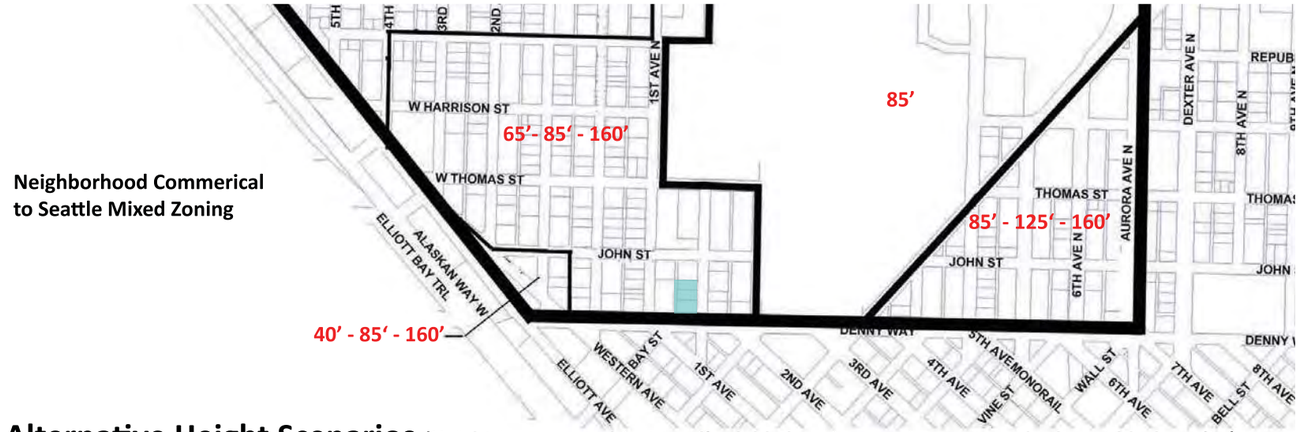
Uptown Urban Design Framework

6.4 Building Height

Height increases can advance important neighborhood goals. These goals include provision of public amenities such as affordable housing, open spaces, historic preservation and in some cases other vital public amenities.

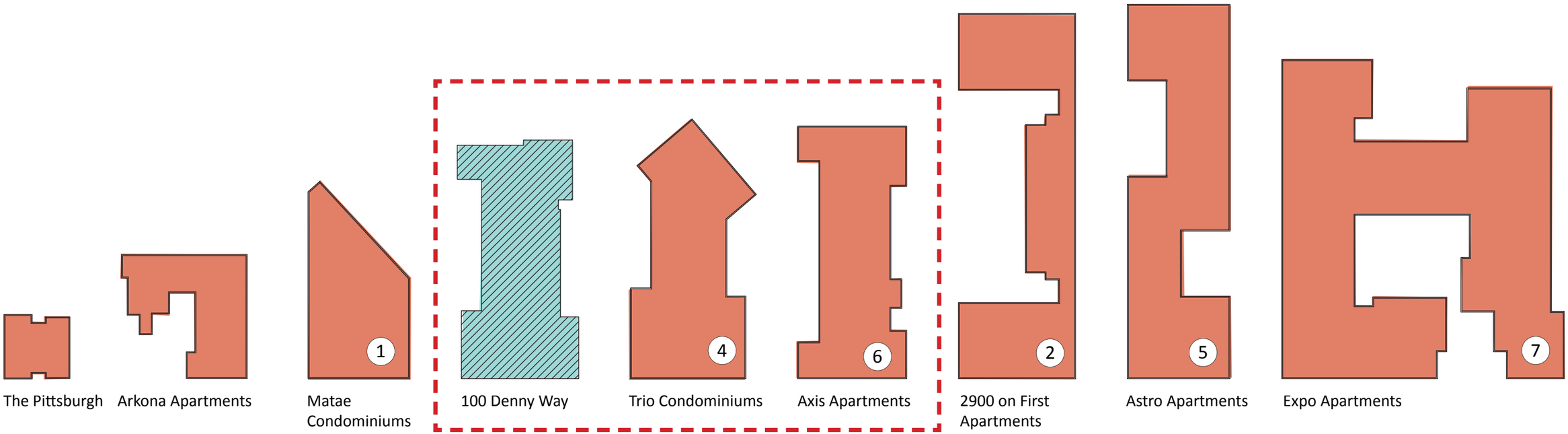
The map to the right sets a range of height limits that this UDF proposes be studied in an environmental Impact statement. The first number is the existing height limit. The numbers that follow are the height limits that will be studied in the EIS.

Uptown Urban Design Framework



Alternative Height Scenarios **(Height increases subject to affordable housing requirements and other public benefits)**

September 24, 2016 Department of Planning and Development City of Seattle

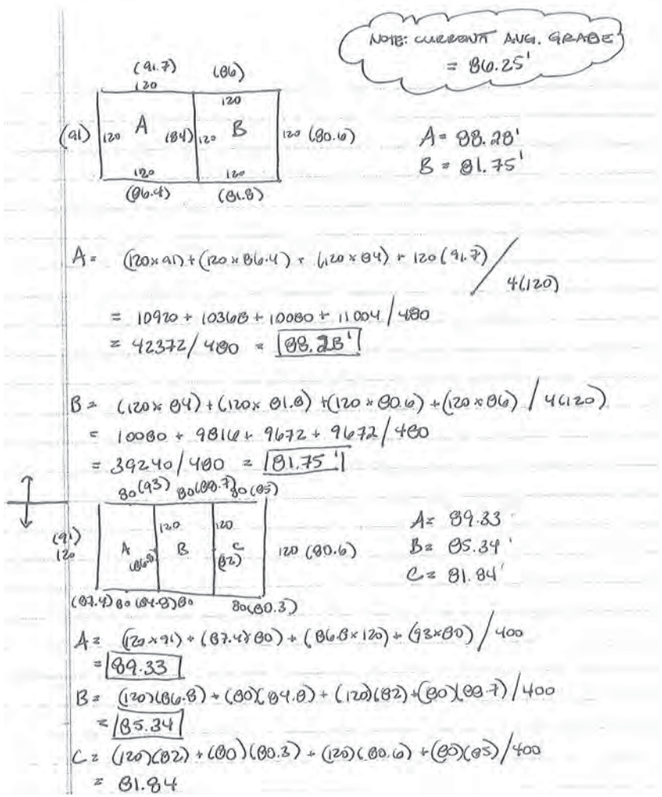


2. Different North and South massing expressions

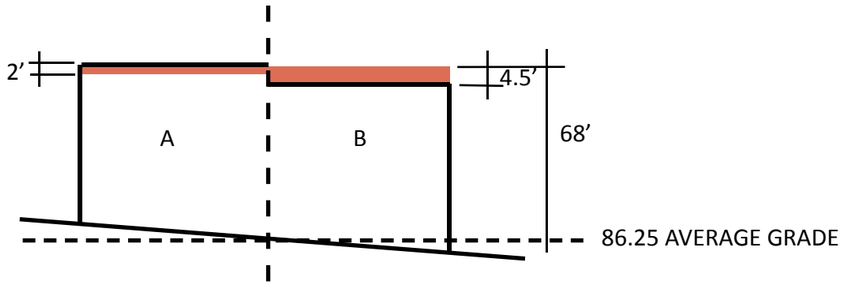
Height, Bulk, and Scale
CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate compliment and/or transition.

We reviewed the option of varying roof heights to show different north and south massing expressions. The maximum change in height allowable is 4.5'. Any loss in building height would result in one or two conflics; a loss of a residential floor or a step in the corridor.

GRADE PLANE CALCUATIONS FOR DETERMINING MAXIMUM BUILDING HEIGHT WHEN THE MASSING IS SPLIT INTO 2-3 SECTIONS

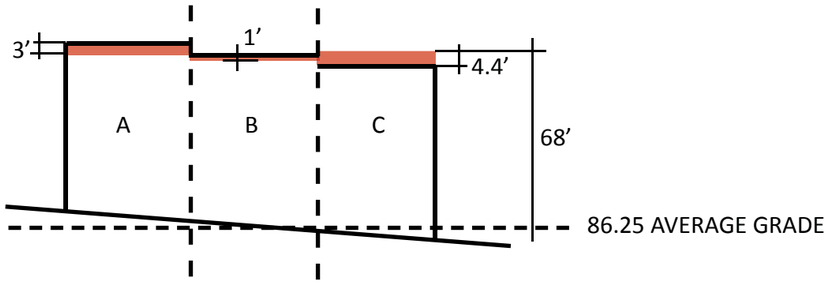


SPLIT BUILDING INTO TWO



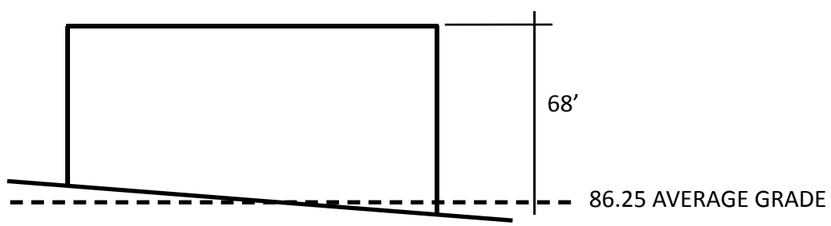
CONS:
1. 2' DOES NOT PROVIDE ADDITIONAL FLOOR
2. LOSS OF 4.5' AT DENNY WOULD ELIMINATE FLOOR & WOULD CREATE A STEPPED CONDITION

SPLIT BUILDING INTO THREE



CONS:
1. 3' DOES NOT PROVIDE ADDITIONAL FLOOR
2. LOSS OF 4.4' AT DENNY WOULD ELIMINATE FLOOR & WOULD CREATE A STEPPED CONDITION

NO SPLIT - SETBACKS TO SHOW MASSING FORMS



PROS:
1. NO LOSS OF FLOORS & ALLOWS FOR LEVEL CORRIDORS
2. ABILITY TO ACTIVATE ROOF WITH LANDSCAPING, DOG RUN, ETC. WHEN ROOF IS AT A CONSISTANT HEIGHT

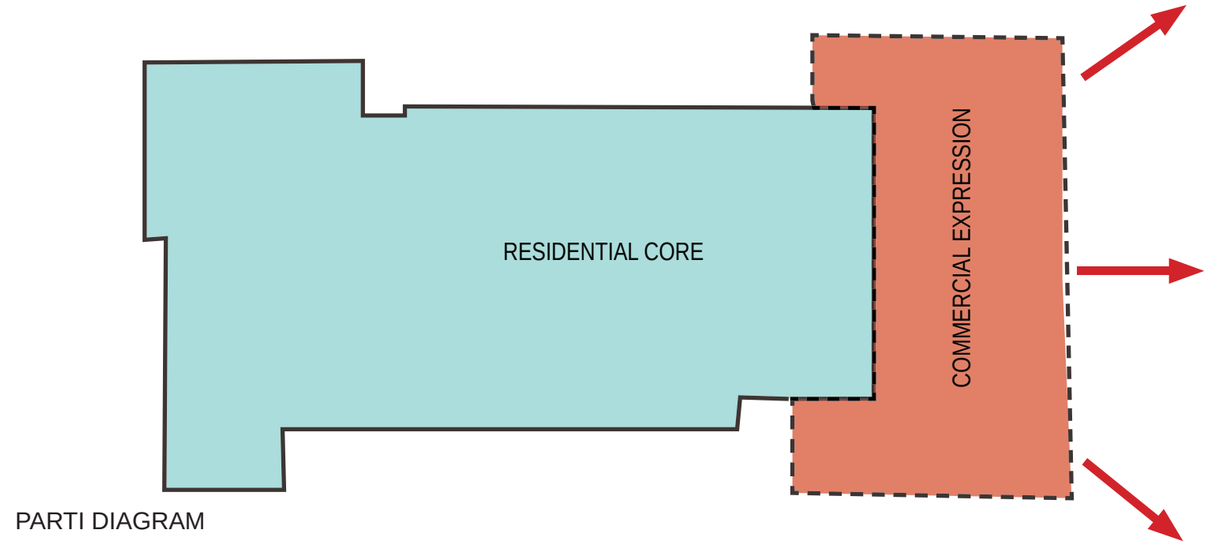
MASSING CONCEPT- DESIGN

1. Break down massing to scale of neighborhood
2. Different North and South massing expressions
3. South massing as a Gateway
4. North massing away from NE corner
13. Maintain setback along Denny Way

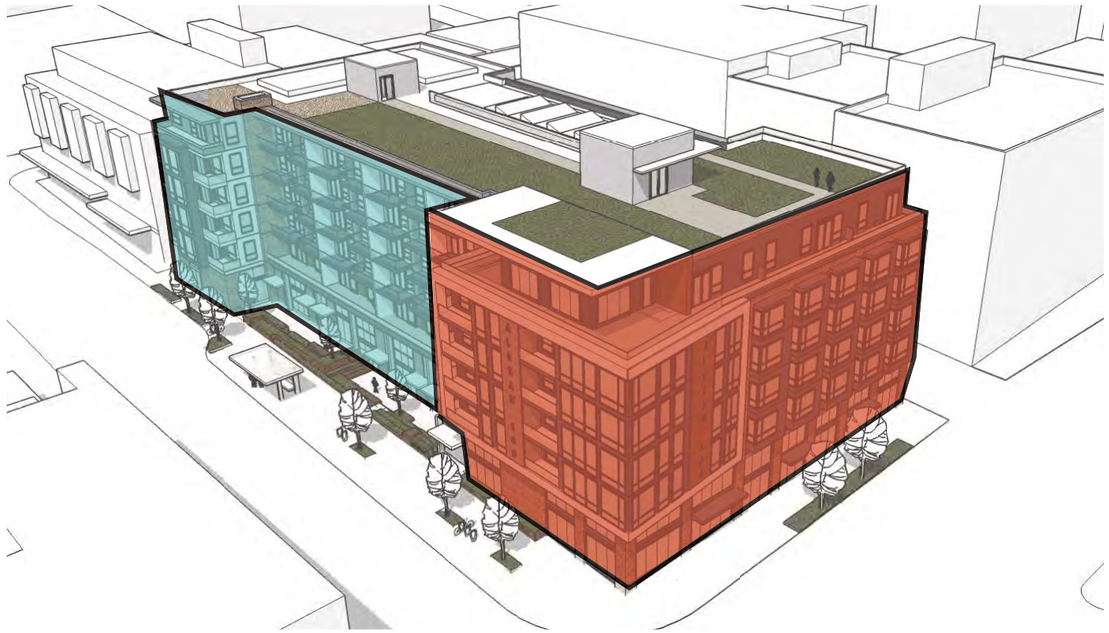
CONCEPT:
Create two elements that articulate the function of the building:
THE RESIDENTIAL CORE AND THE COMMERCIAL EXPRESSION

COMMERCIAL EXPRESSION: Wraps the corner of 1st and Denny as well as Denny and the Alley. Angled volume at corner provides architectural gateway expression.

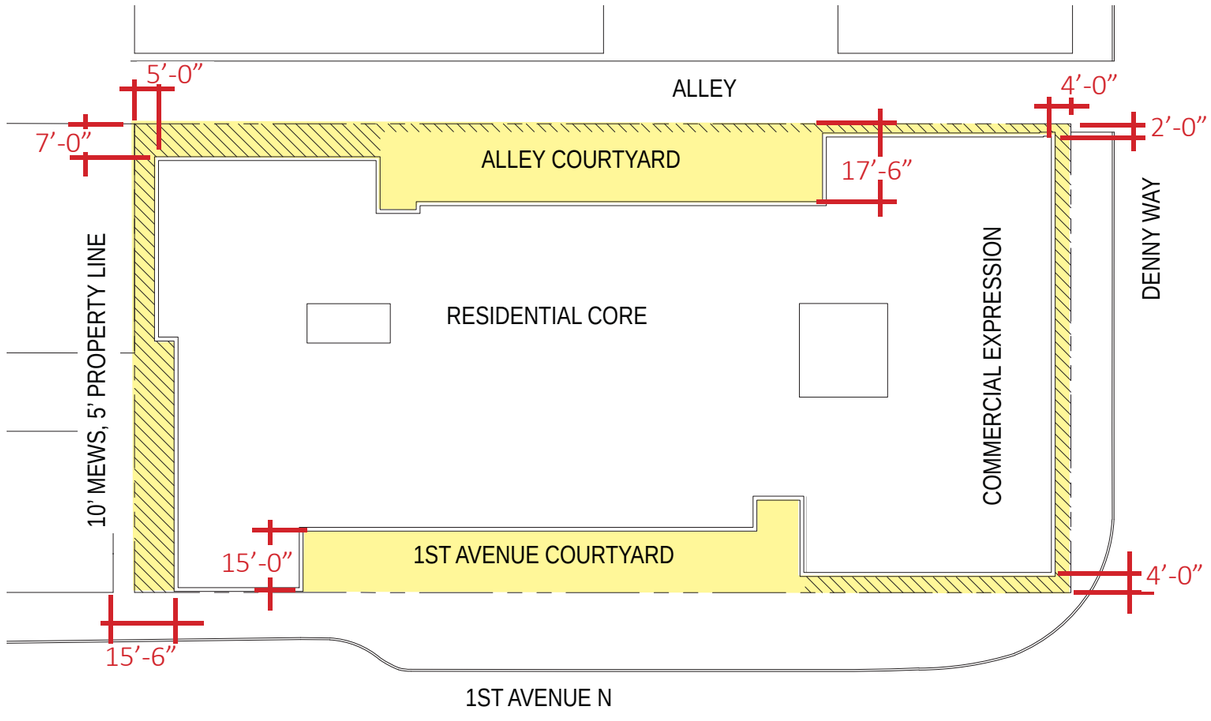
RESIDENTIAL CORE: Addresses the streetscape at 1st Avenue N, the North mews, and the Alley. Building is set back to allow for landscaping, open air, and circulation.



PARTI DIAGRAM



AERIAL PERSPECTIVE



SETBACK

MASSING CONCEPT- WEST ELEVATION

1. Break down massing to scale of neighborhood
2. Different North and South massing expressions
3. South massing as a Gateway
5. Upper story setback to be consistent with overall design composition
9. Address bus stop relationship
12. Provide overhang at corner

Adjacent Sites, Streets, and Open Spaces
CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

Pedestrian Open Spaces and Entrances
PL4-I-i. Transit Amenities: Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate. These boxy shelters visually obstruct storefronts and provide cover for criminal activity. Building designs are encouraged that integrate canopies to accommodate transit riders and nurture stewardship of transit stops by property owners and businesses.

NORTH SECTION:

PROJECTS OUT TOWARD 1ST AVENUE N

CENTER SECTION:

SET BACK FROM 1ST AVENUE N
RHYTHMIC BALCONIES
COURTYARD PROVIDES PUBLIC/ PRIVATE SPACE

SOUTH SECTION:

PROJECTS OUT TOWARD DENNY WAY
PROVIDES A VISUAL "GATEWAY"

BAY WINDOW ADDRESSES PROPERTY TO THE NORTH & PROVIDES A PEDESTRIAN CANOPY

RELOCATION OF BUS STOP ALLOWS FOR AN OPEN ENTRY & INTERACTIVE COURTYARD

MATERIAL BANDING WORKS AS A WAYFINDING TOOL TO LOCATE AMENITY SPACE AND LOBBY ENTRANCE

MASSING CONCEPT- EAST ELEVATION

1. Break down massing to scale of neighborhood
2. Different North and South massing expressions
4. North massing away from NE corner

Location in the City and Neighborhood
CS2-A-1. Sense of Place: Emphasizes attributes that give a 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.

CONCEPT:
The building is set back 2’ from the existing alley location for the alley dedication. An additional 5’ of setback is provided at the NE corner, while the courtyard is set back an additional 15’-6”. The larger setback area at the center section allows for increased daylighting into the alley, which would not have been as impactful if only the NE corner was set back at that distance.

SOUTH SECTION:

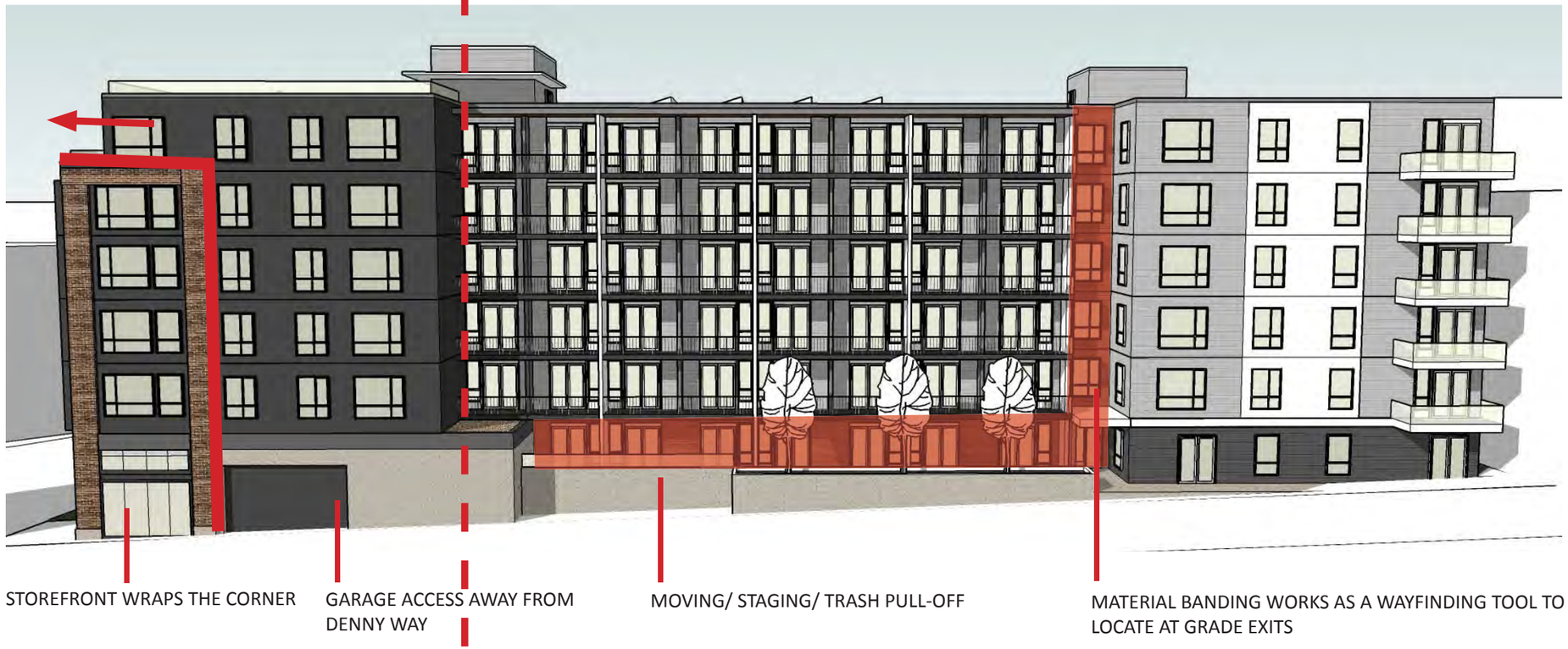
WRAPS THE COMMERCIAL CORNER
PROVIDES ALLEY ACCESS
ENGAGES DENNY WAY

CENTER SECTION:

SET BACK FROM ALLEY TO ALLOW FOR LANDSCAPING
RHYTHMIC BALCONIES
PULL OFF AREA BELOW LANDSCAPING FOR MOVING & TRASH PICKUP

NORTH SECTION:

SET BACK FROM THE FIONIA (109 JOHN STREET)
WRAPS THE RESIDENTIAL CORNER
BALCONIES SOFTEN THE EDGE



STOREFRONT WRAPS THE CORNER

GARAGE ACCESS AWAY FROM DENNY WAY

MOVING/ STAGING/ TRASH PULL-OFF

MATERIAL BANDING WORKS AS A WAYFINDING TOOL TO LOCATE AT GRADE EXITS

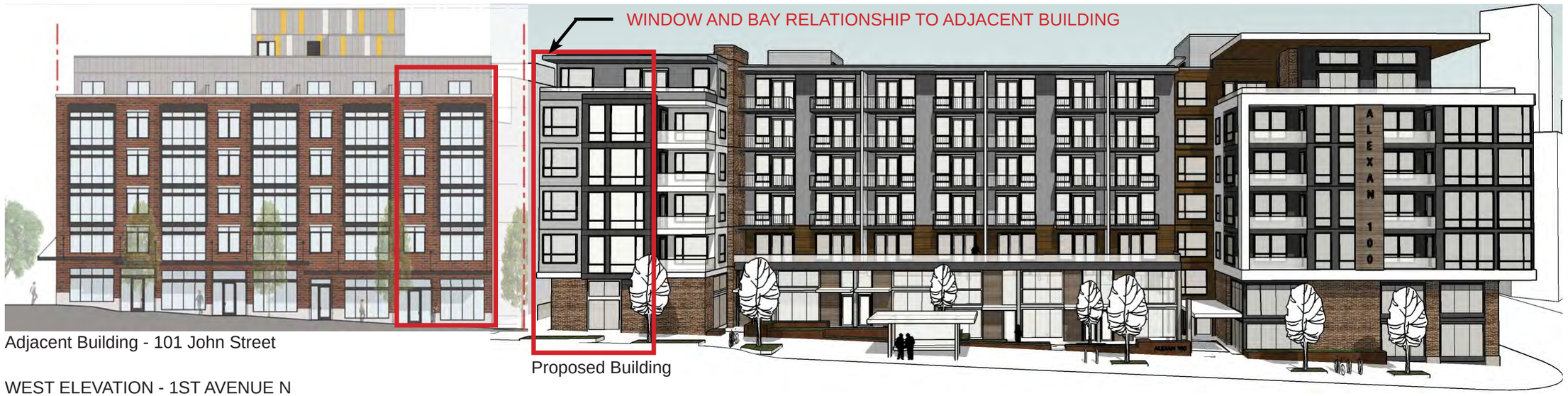
VIEW FROM THE PITTSBURGH APARTMENTS

NOTE: A greater setback at the Northeast would not provide additional daylighting to the alley and a cut out of the massing at the corner would hidden by the existing Fionia building.

CONTEXT AND LOCAL IMPACT- ELEVATIONS

Location in the City and Neighborhood
CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

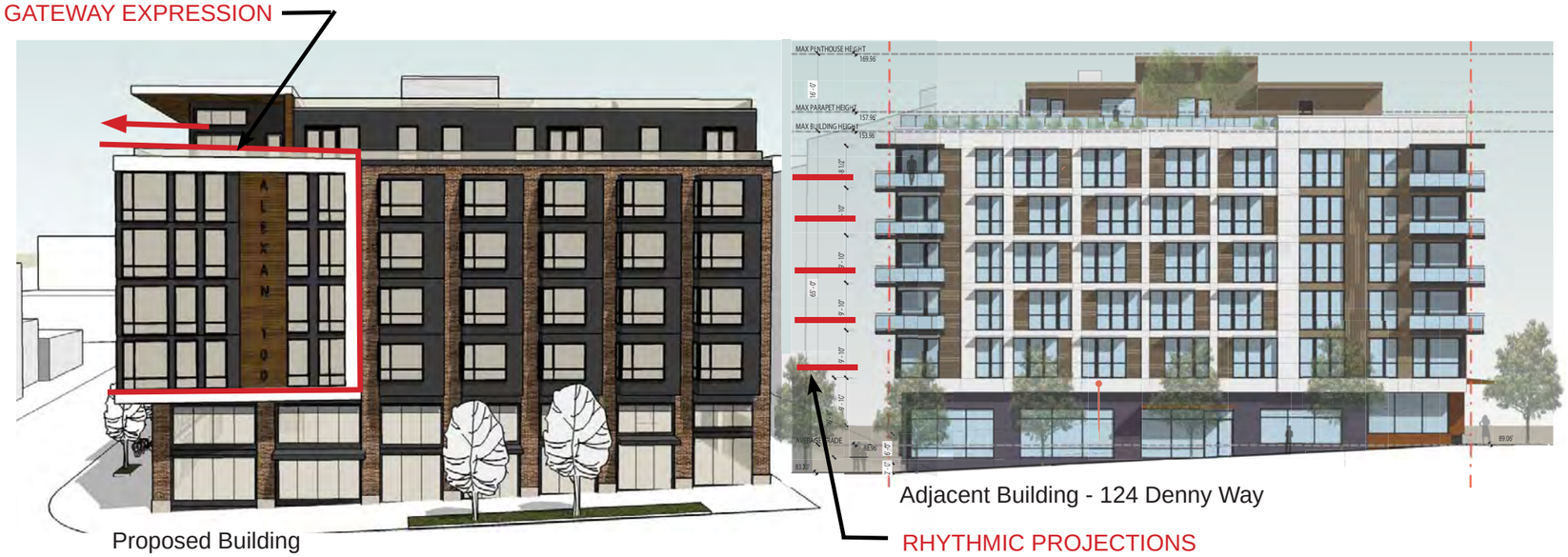
Relationship to the Block
CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.



WEST ELEVATION - 1ST AVENUE N

Architectural Context
DC2-I-i. Human-Scale Design: The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.

NOTE:
The proposed building is located in the Uptown Urban Character area, not the Uptown Park or the Heart of Uptown areas.



SOUTH ELEVATION - DENNY WAY

CONTEXT AND LOCAL IMPACT- MASSING

Height, Bulk, and Scale
CS2-D-1. Existing Development and 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 compliment and/or transition.

AERIAL PERSPECTIVE - LOOKING NORTHEAST

PERSPECTIVE - SITE CONTEXT - LOOKING SOUTHEAST

Location in the City and Neighborhood
CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

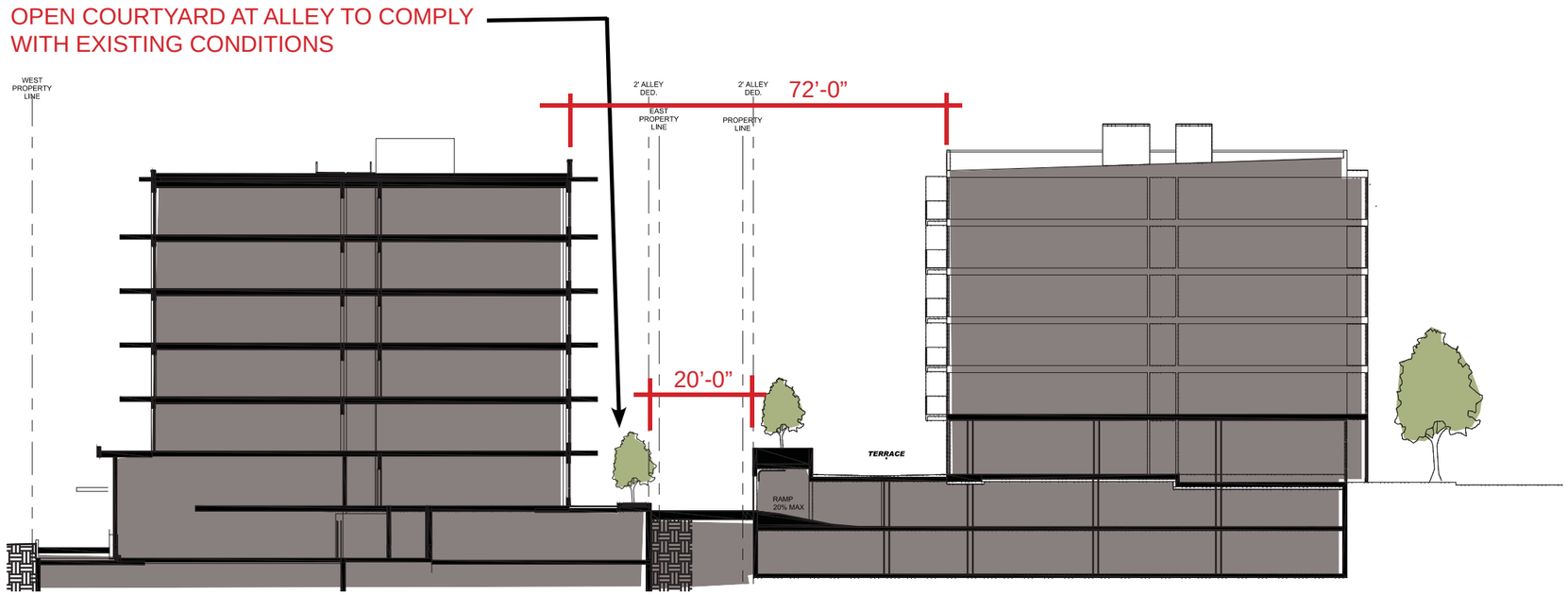
AERIAL PERSPECTIVE - LOOKING NORTHWEST

AERIAL PERSPECTIVE - LOOKING SOUTHWEST

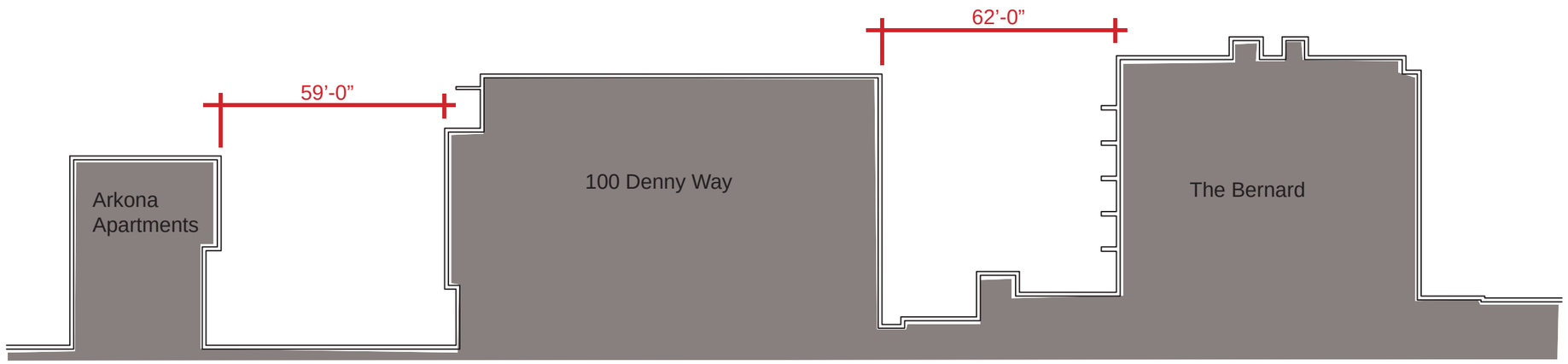
CONTEXT & LOCAL IMPACT- ALLEY SECTION

Location in the City and Neighborhood

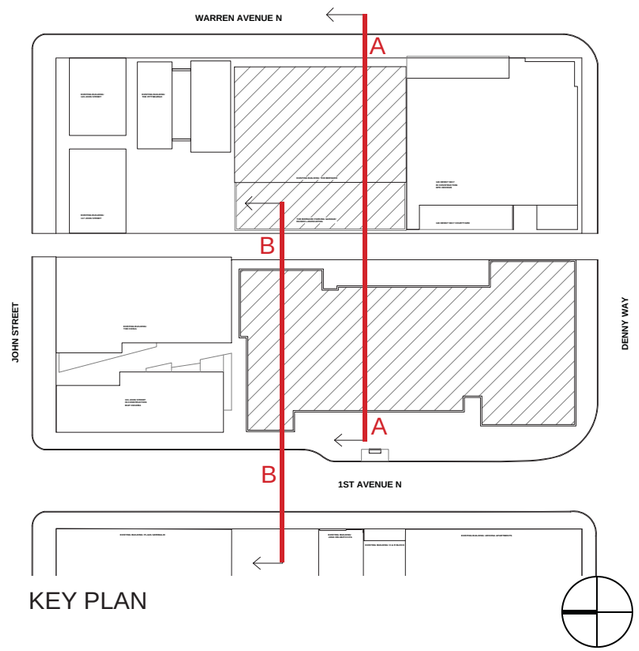
CS2-A-1. Sense of Place: Emphasizes attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.



SECTION A - EAST/WEST SECTION THROUGH THE BERNARD



SECTION B - EAST/WEST SITE SECTION

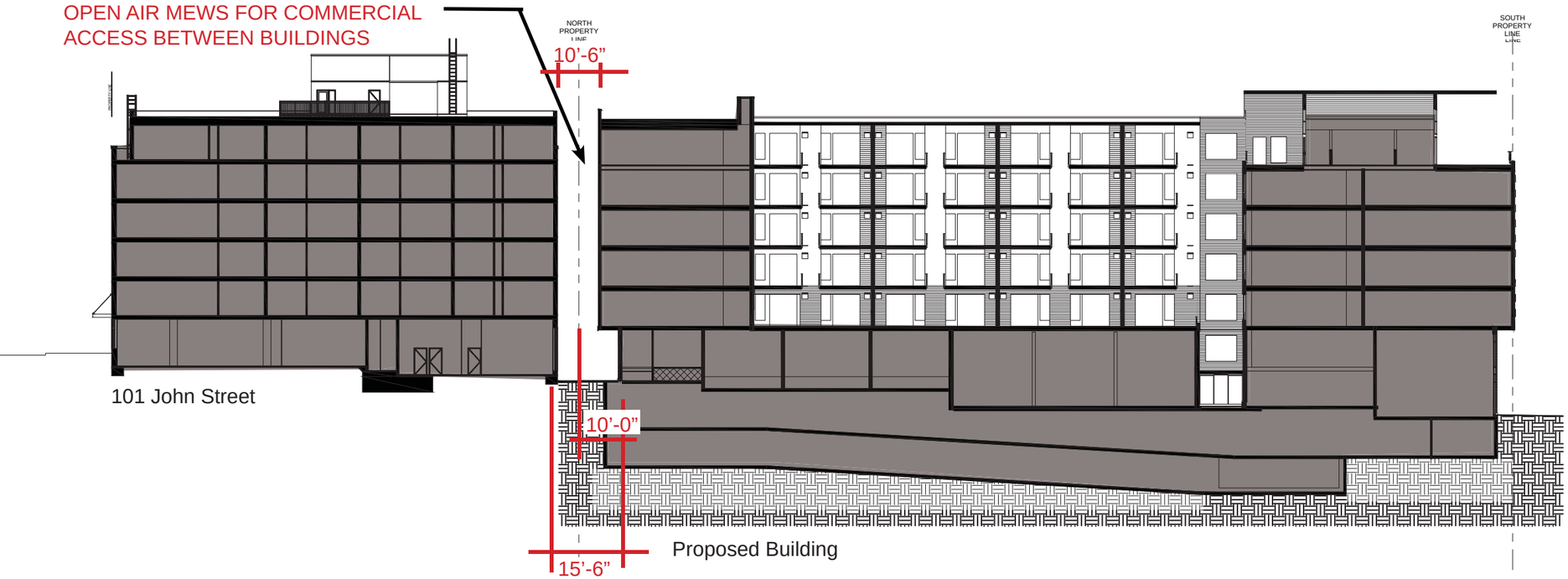


CONTEXT & LOCAL IMPACT- MEWS SECTION

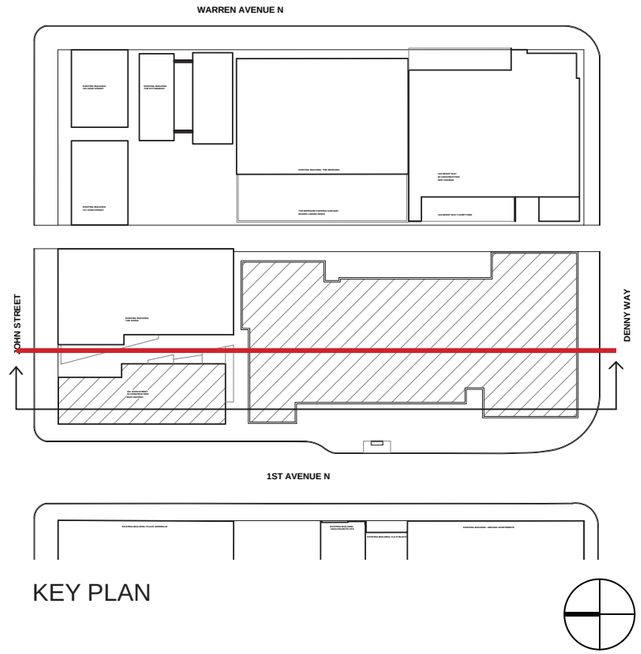
Topography
CS2-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

Topography
CS2-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

Location in the City and Neighborhood
CS2-A-1. Sense of Place: Emphasizes attributes that give a 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.



NORTH/SOUTH SECTION THROUGH 101 JOHN STREET



KEY PLAN

CONTEXT AND LOCAL IMPACT- ACCESS LOCATIONS

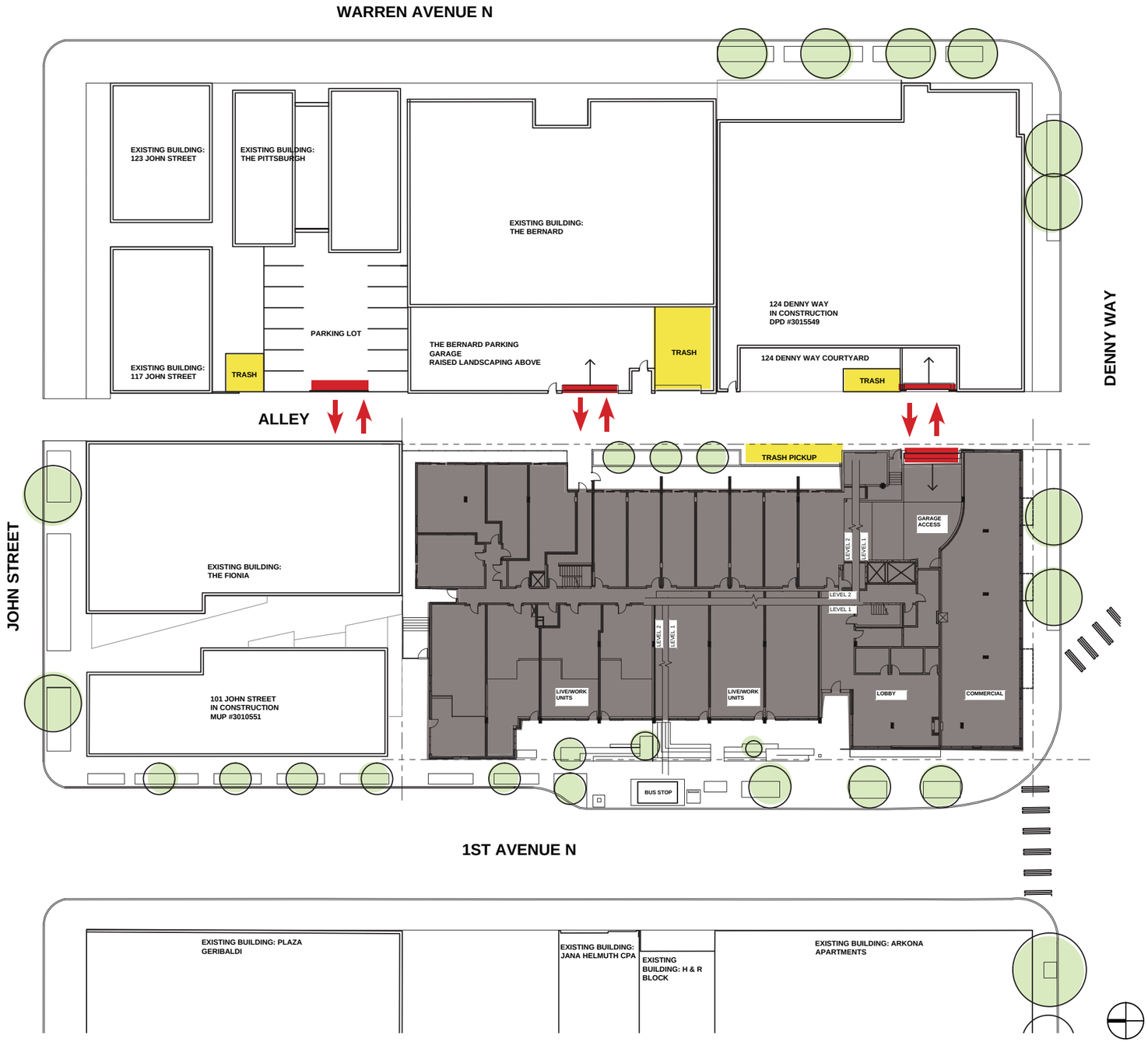
Vehicular Access Location and Design

DC1-B-1. 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.

GARAGE ENTRY BEST PRACTICE:

If it is infeasible to separate opposing garage entrances a minimum of 50 feet, then it is best practice to align the garage entrances. This reduces traffic conflict with left hand turns, while also reducing the impact of headlight glare on the 124 Denny Way building when exiting the garage.

The garage is located to the south of the site in order to arrive under the courtyard units. Moving the garage to the north of the site would negatively impact the viability of a courtyard and would create a conflict with the garage access at the Bernard.



COMBINED FIRST AND SECOND FLOOR PLANS

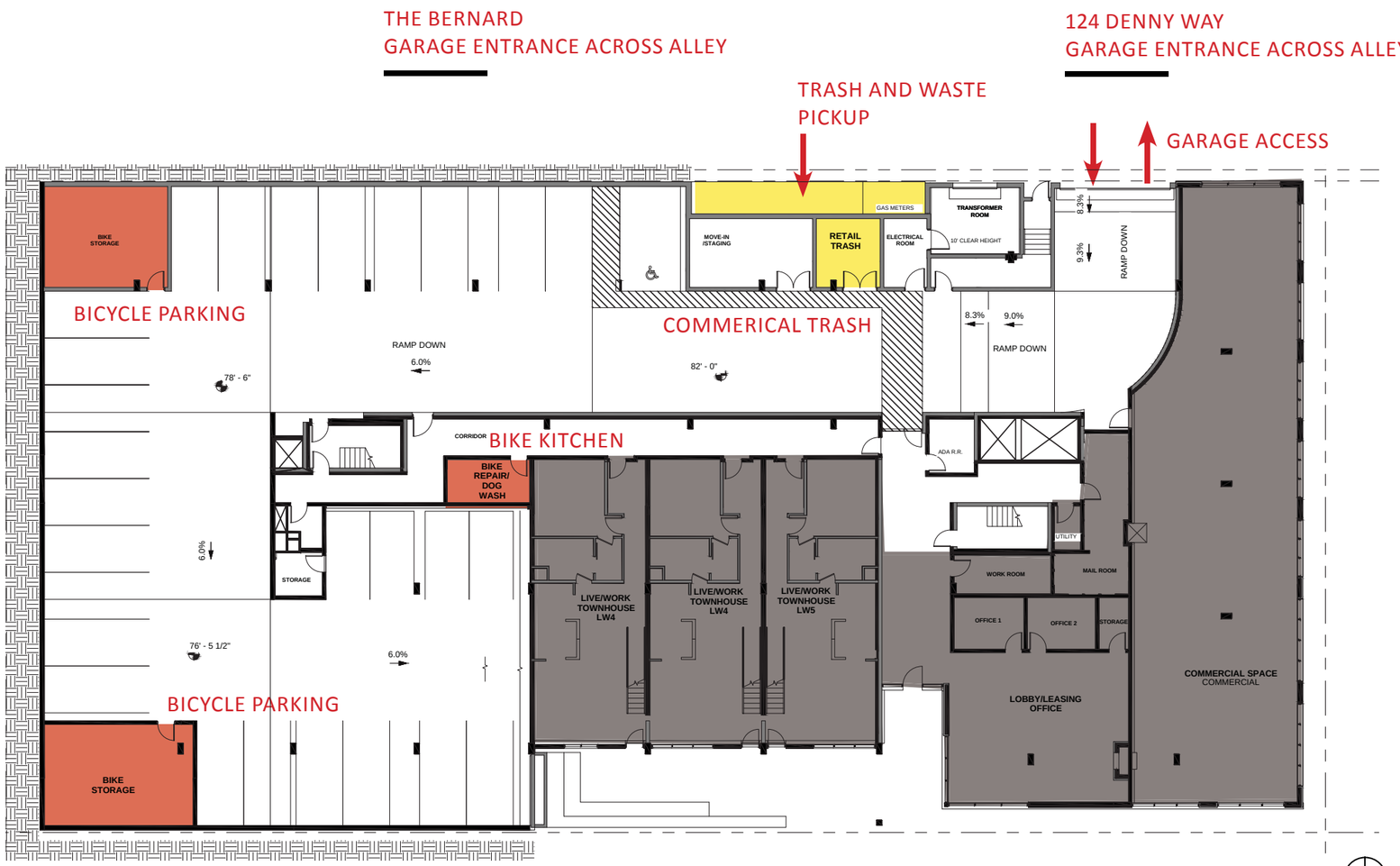
15. Address bike parking, solid waste storage, and pickup

Vehicular Access Location and Design

DC1-B-1. 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.

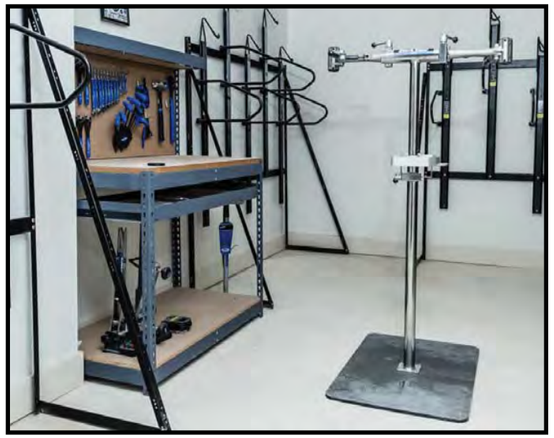
Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.



NOTE: BICYCLE PARKING WILL ALSO BE PROVIDED IN THE R.O.W. PLEASE REFER TO GROUND LEVEL LANDSCAPE PLAN

FIRST FLOOR PLAN



BIKE KITCHEN CONCEPT

STREET LEVEL & ENTRY- COMBINATION PLAN (FIRST AND SECOND FLOORS)

7. Residential lobby off 1st Avenue North
8. Retail use at corner
9. Address bus stop relationship
11. At grade access to live/work units
13. Maintain setback along Denny Way

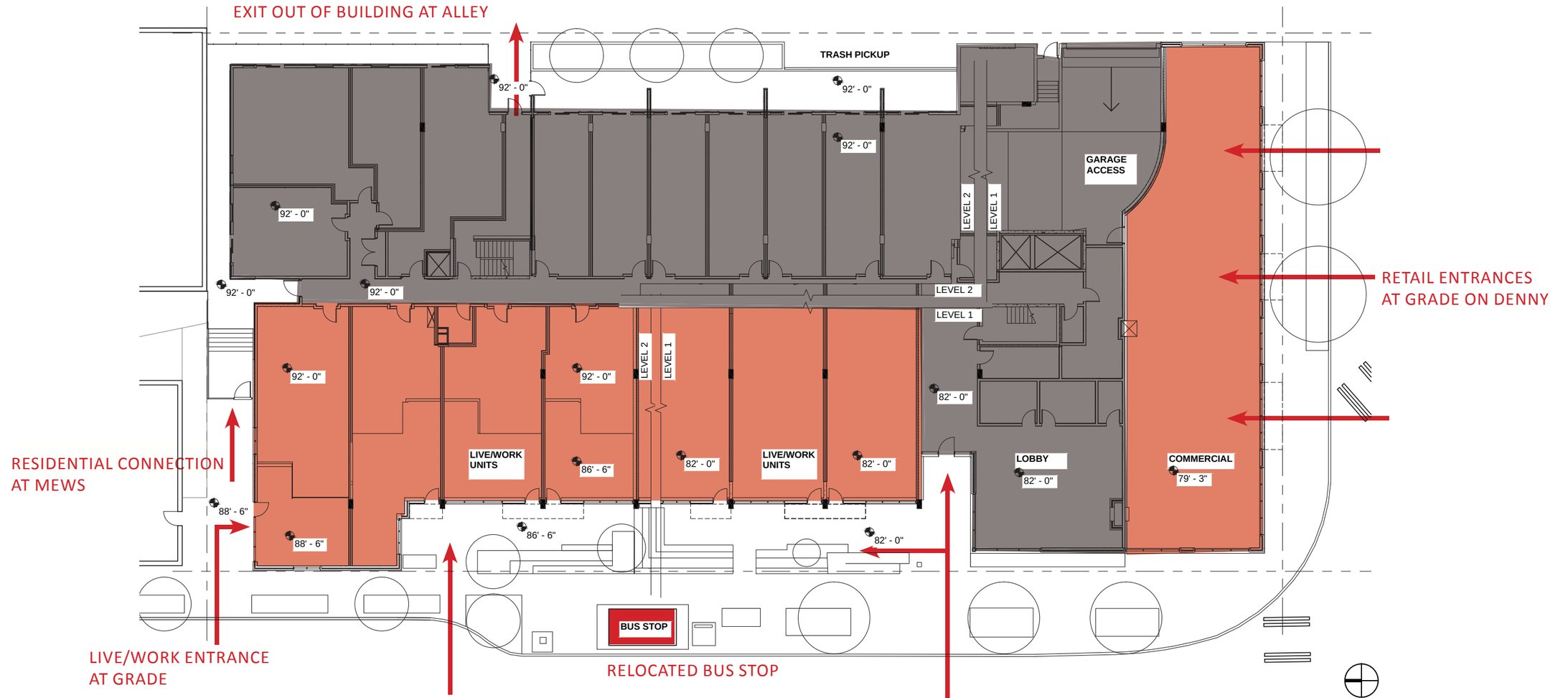
Entrances Visible from the Street

PL2-I-ii. Street Life: Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

Planning Ahead for Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located on site, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.



COMBINED FIRST AND SECOND FLOOR PLANS

7. Residential lobby off 1st Avenue North
11. At grade access to live/work units

Weather Protection

PL2-C-1. 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.

PL2-C-2. 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.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

Retail Edges

PL3-C-1. Porous Edge: Engage passerby 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.

PL3-C-2. 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.

CONCEPT:

Live/work units are accessed on grade.

NOTE:

Due to the slope of the site, the courtyard has been split into two main levels. At the midpoint, the upper courtyard is located 2.2’ above grade, and the lower courtyard is located 2.8’ below grade. A convenience stair has been added to the lower courtyard for greater ease of access.

VIEW FROM RESIDENTIAL ENTRANCE CANOPY
1ST AVENUE NORTH

MULTIPLE LEVELS OF ACTIVITY AT COURTYARD
1ST AVENUE NORTH

OVERHANG AT 1ST AVENUE N AND DENNY WAY WITH ALTERNATING CANOPIES OFF OF DENNY WAY

LANDSCAPE PLAN- STREET LEVEL & ENTRY

10. Blur streetscape to the building line
14. Bike parking at grade

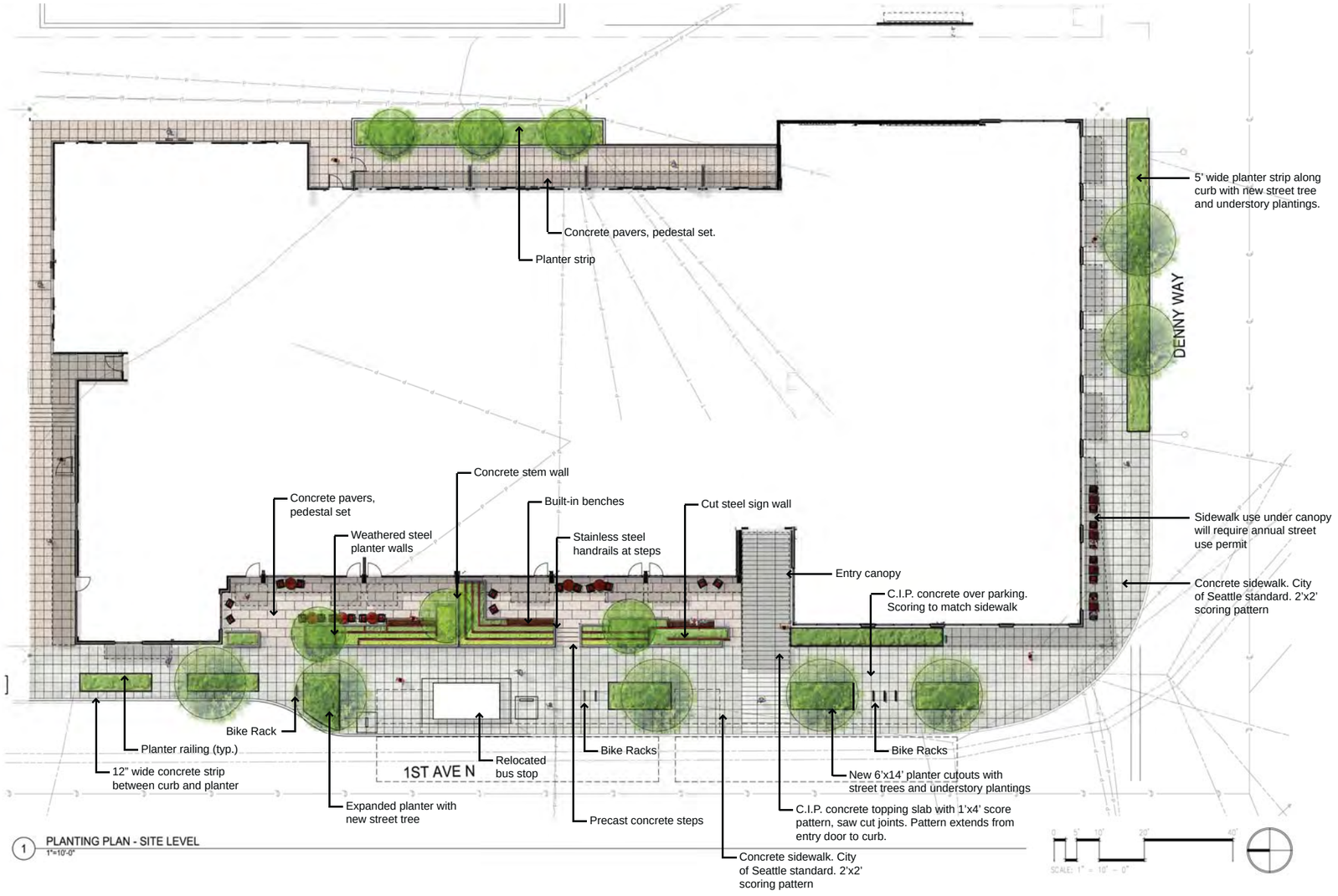
Network of Open Spaces
PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

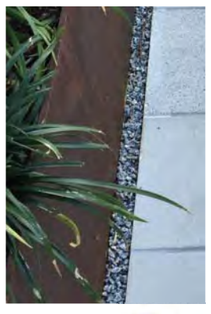
Network of Open Spaces
PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

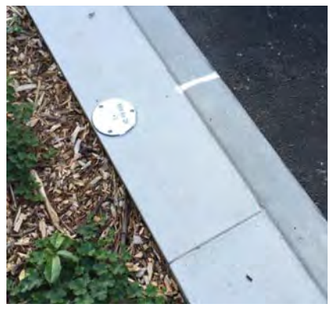
Network of Open Spaces
PL1-A-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

Streetscape Compatibility
PL1-I-ii. Plaza Location: Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

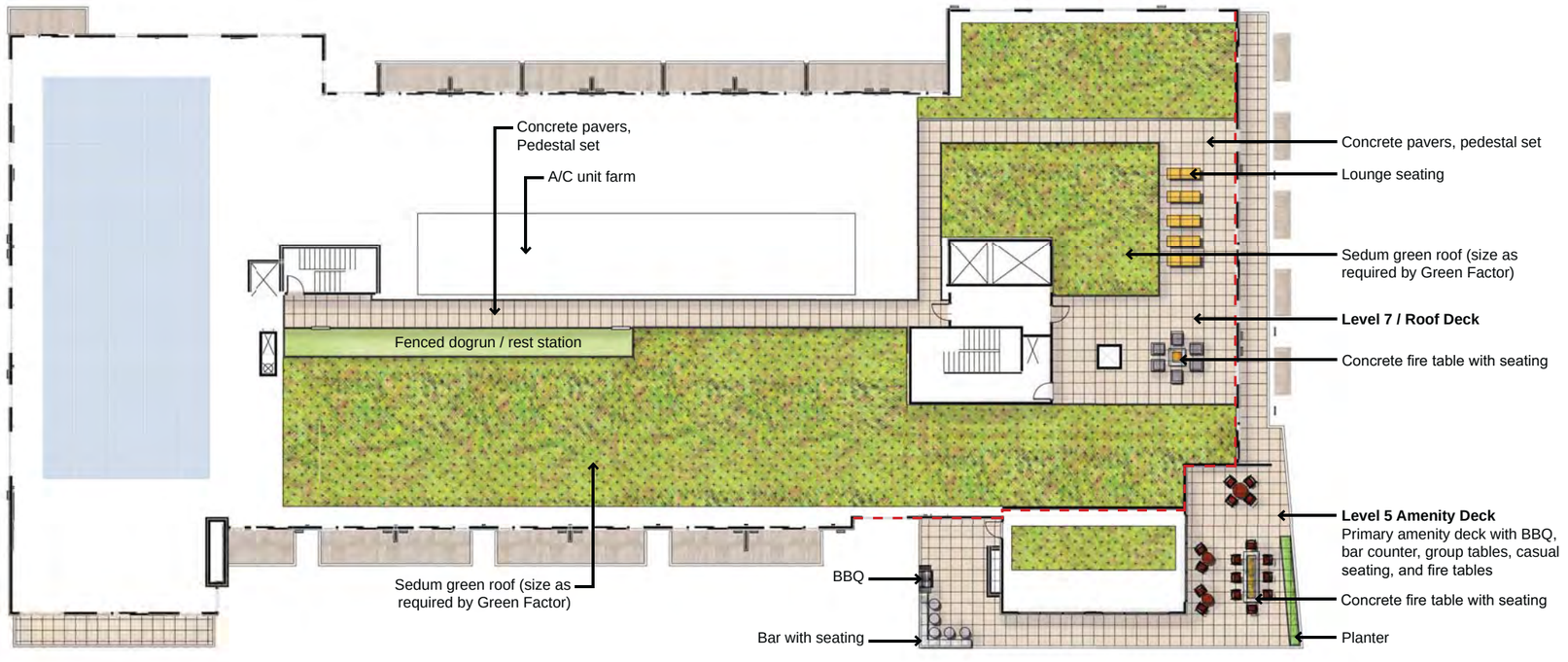
Retail Edges
PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.







LANDSCAPE PLAN- ROOFTOP



1 PLANTING PLAN - ROOF LEVEL & LEVEL 7
1"=10'-0"

6. High quality materials

Architectural and Facade Composition

DC2-B-1. Facade Composition: Design all building facades - including alleys and visible roofs - considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

Exterior Elements and Finishes

DC4-A-1. 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.

LIGHTING INTENT

Entrances Visible from the Street
PL2-I-ii. Street Life: Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

PL2-I-iv. Lighting: Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

LIGHTING CONCEPT:

- No uplights
- Utilize Queen Anne/ Uptown Light Poles
- Recessed canopy downlighting
- Recessed bay downlighting
- Decorative wall sconce
- Patio Lighting
- Lighting at planters and/or benches
- Surface mounted downlighting
- Fire pit and outdoor fire place






SIGNAGE INTENT

Streetscape Compatibility

CS2-II-i. Gateways: Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map on page v. Seek opportunities for welcoming signage that is specific to the Uptown neighborhood at gateway locations (see Map on page v). Architecture should also reinforce gateway locations.

Commercial Signage

DC4-III-i. Preferred Signage: Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall mounted signs, signs below awnings, and similar signs are preferred.

COMMERCIAL SIGNAGE

RESIDENTIAL SIGNAGE

WEST ELEVATION

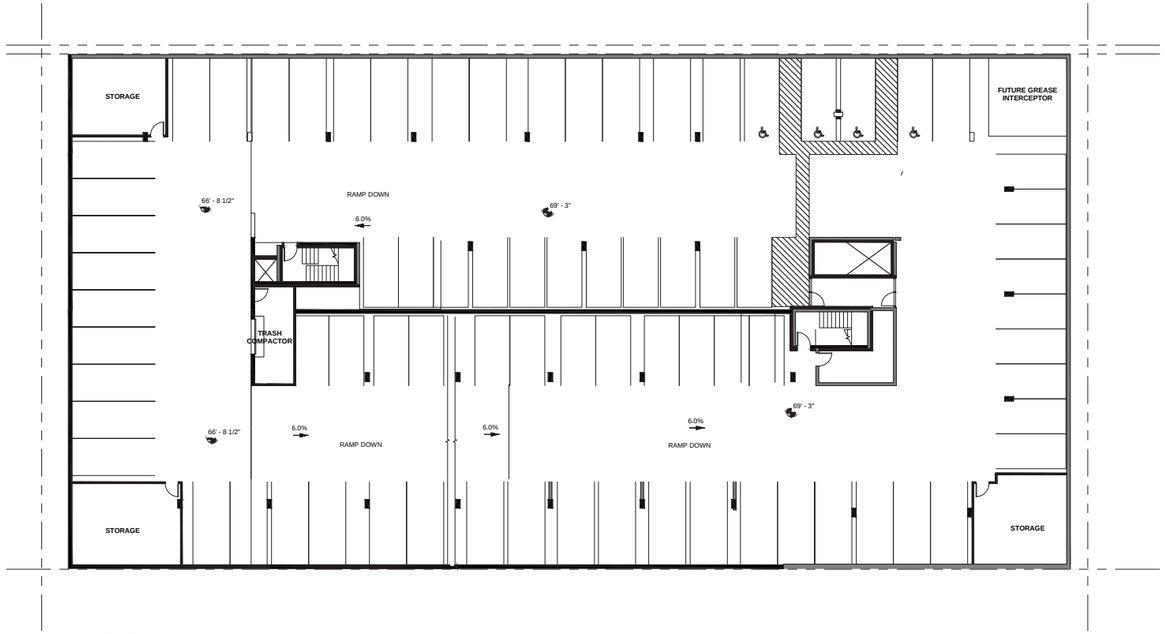
SOUTH ELEVATION

FLOOR PLANS- P1, P2 & Level 1

Parking and Service Uses
DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

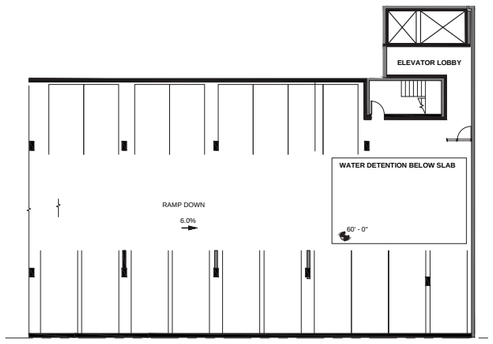
Parking and Service Uses
DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

Parking and Service Uses
DC1-C-4. 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.



PARKING LEVEL P1

Lobby/ Amenity Space
Commercial
Live/Work
Studio



PARKING LEVEL P2

LEVEL 1

FLOOR PLANS- LEVEL 2, 3 & 4-6

Arrangement of Interior Uses

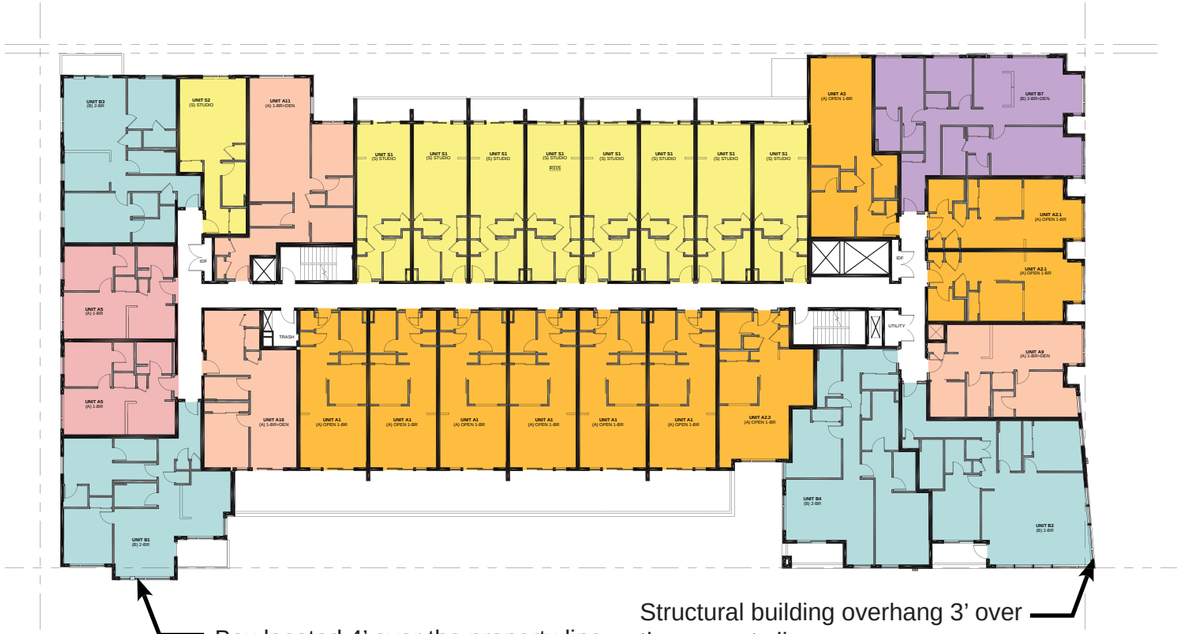
DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

Arrangement of Interior Uses

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

Lobby/ Amenity Space
Commercial
Live/Work
Studio

Open 1 Bedroom
1 Bedroom
1 Bedroom + Den
2 Bedroom
2 Bedroom + Den



LEVEL 3

LEVEL 2

LEVELS 4-6

FLOOR PLANS- LEVEL 7 & ROOF PLAN

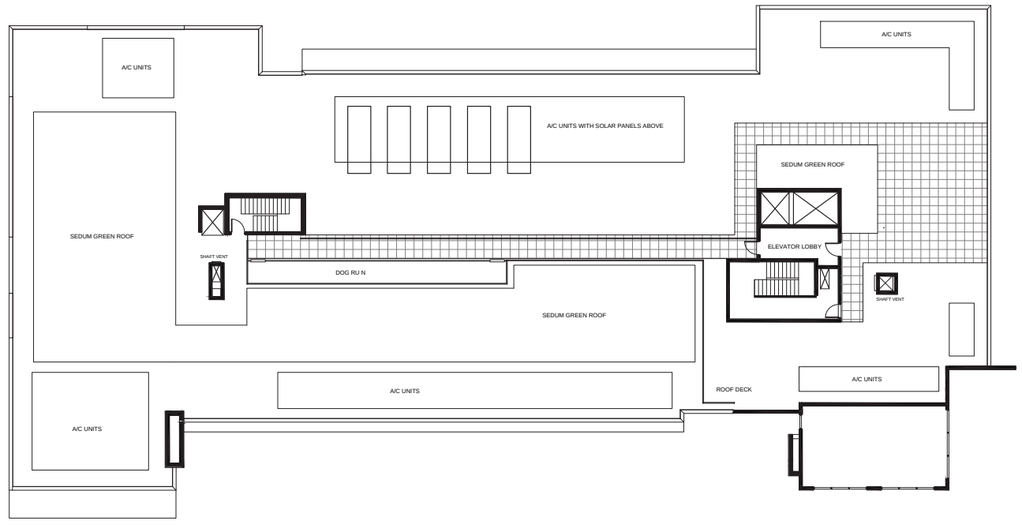
Arrangement of Interior Uses
DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

Arrangement of Interior Uses
DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

Lobby/ Amenity Space
Commercial
Live/Work
Studio

Open 1 Bedroom
1 Bedroom
1 Bedroom + Den
2 Bedroom
2 Bedroom + Den

LEVEL 7



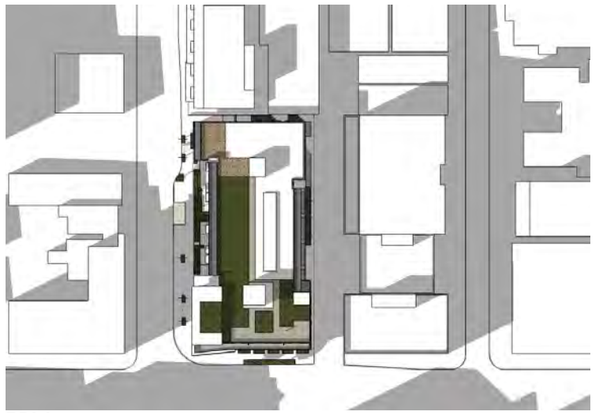
ROOF PLAN

MASSING SHADOW STUDY

MARCH 21

9AM

12PM



5PM

JUNE 21

9AM

12PM

5PM

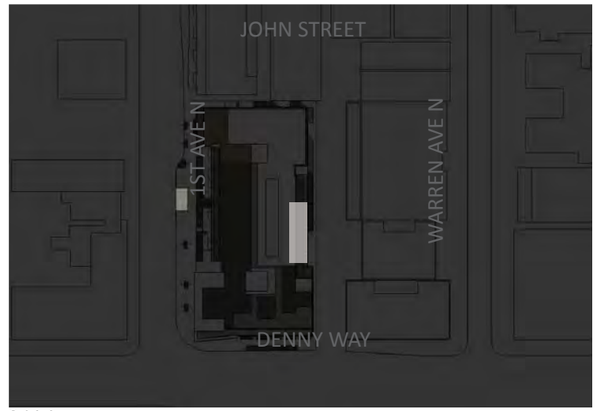
SEPTEMBER 21

9AM

12PM

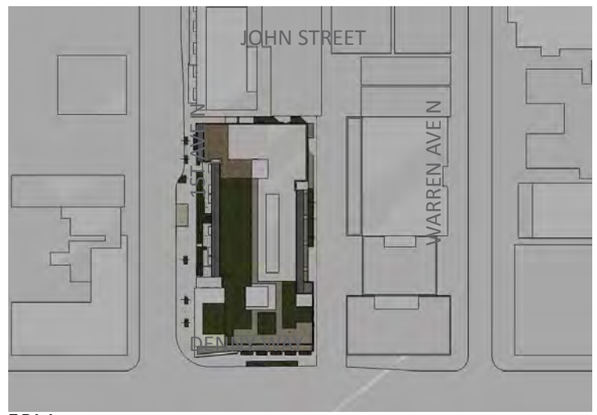
5PM

DECEMBER 21



9AM

12PM



5PM

APPLIED LAND USE CODE PROVISION 1

CODE REQUIREMENT
Seattle Municipal Code
23.41.012 - Development standard departures
B.17.d. Within the Uptown Urban Center building height departures up to 3 feet of additional height may be granted if the top floor of the structure is set back at least 6 feet from all lot lines abutting streets.

DEPARTURE REQUEST
To set back the building at least 6 feet from all lot lines abutting streets in order to gain 3 feet of additional height.

EXPLANATION FOR DEPARTURE

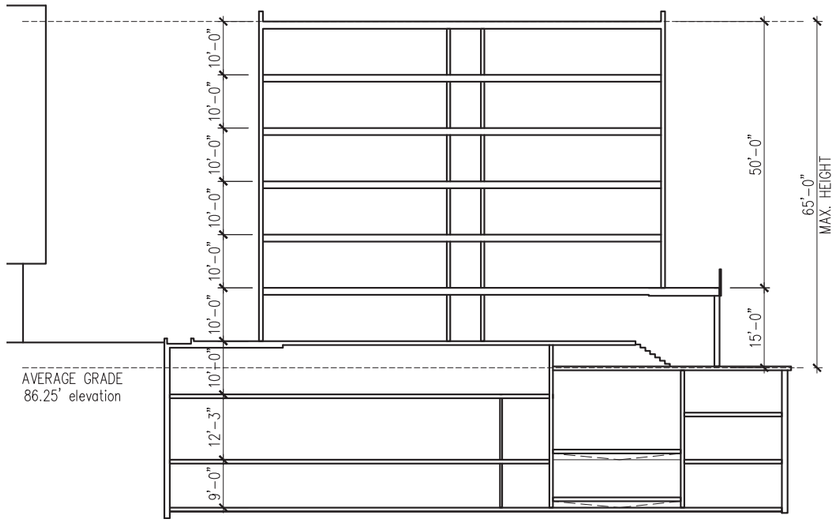
Uptown Neighborhood Design Guidelines:
Height, Bulk and Scale Compatibility (CS2.IV.i)
Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street. This has the effect of reducing the impact of 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 in order to reduce the impact of the structure height on the sidewalk below at the South and Northwest elevations.

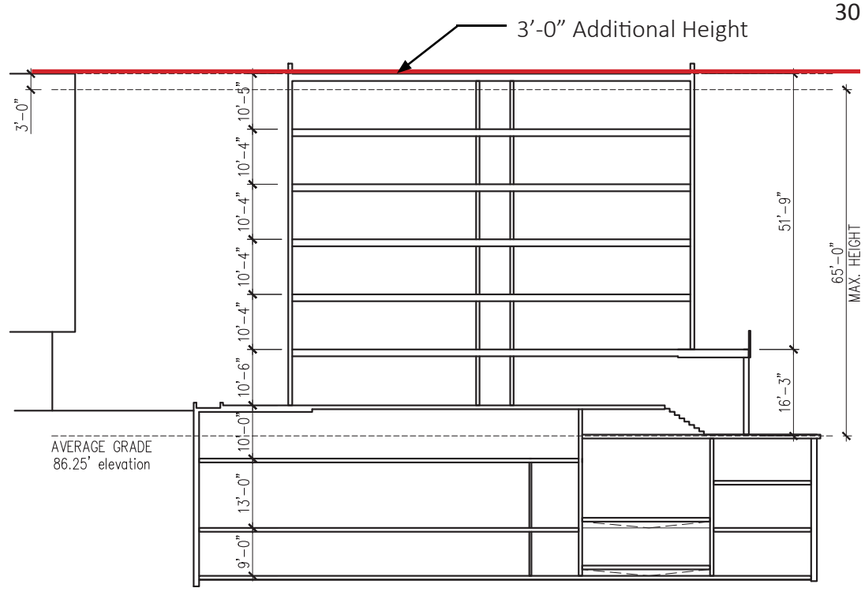
This project will benefit from 3' of additional height by:
1. Moving the podium level up allows for live/work entries at grade while maintaining 9' heigh ceiling heights in all residential units.

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.

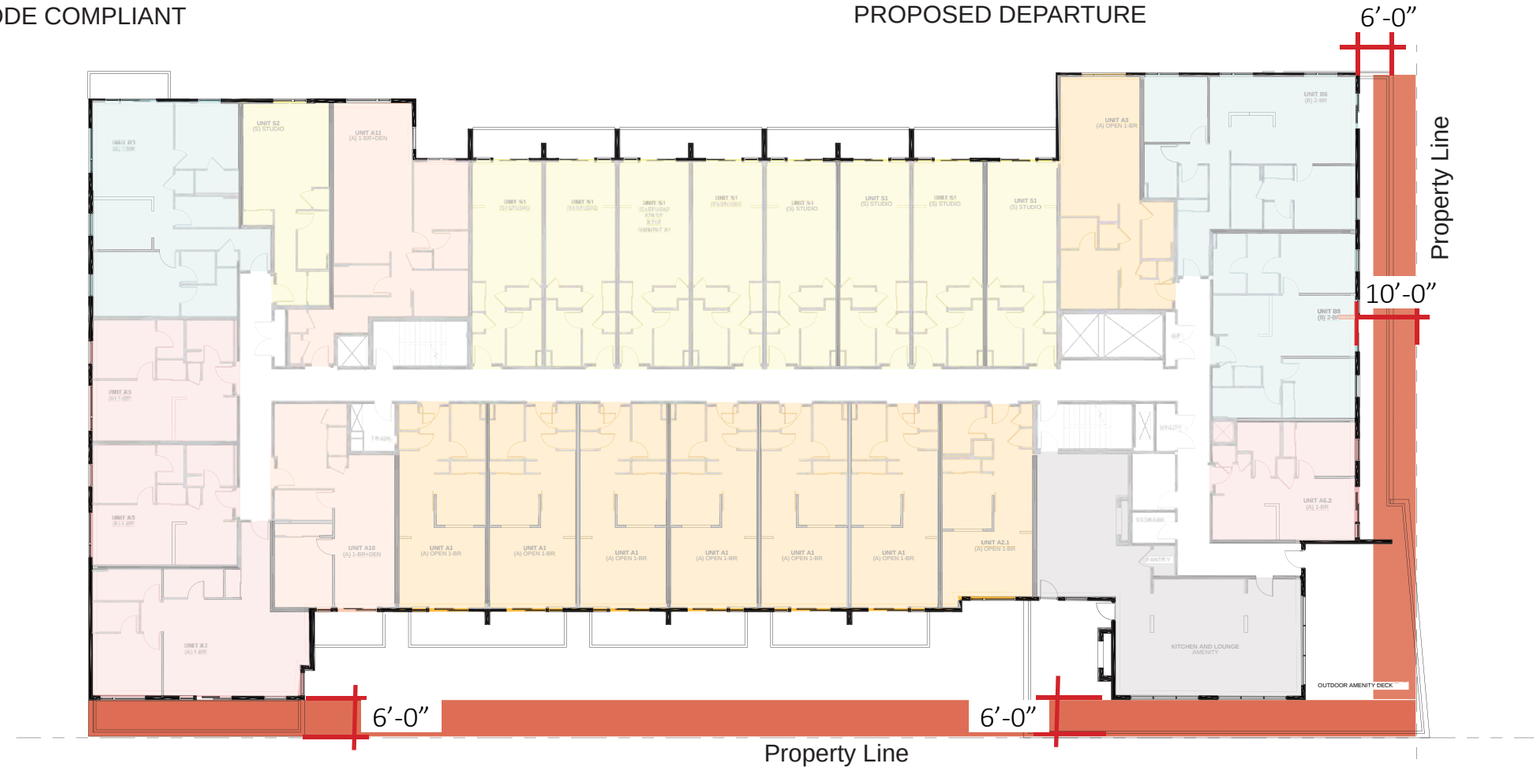
The preferred massing scheme shows the building set back 4' along Denny Way for an enhanced sidewalk, plus an additional 6' set back from the lot line.



CODE COMPLIANT



PROPOSED DEPARTURE



BUILDING SETBACKS AT 7TH FLOOR

APPLIED LAND USE CODE PROVISION 2

CODE REQUIREMENT
Seattle Municipal Code
23.47A.012 - Structure Height
C. 2. Open railings, planters, skylihgts, clerestories, greenhouses, solariums, parapets, and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise appplicable height limit, whichever is higher. Insulation material, rooftop decks and other similar features, or soil for landscaping located above the structural roof surface, may exceed the maximum height limit by up to two feet if enclosed by parapets or walls that comply with this subsection 23.47A.012.C.2.

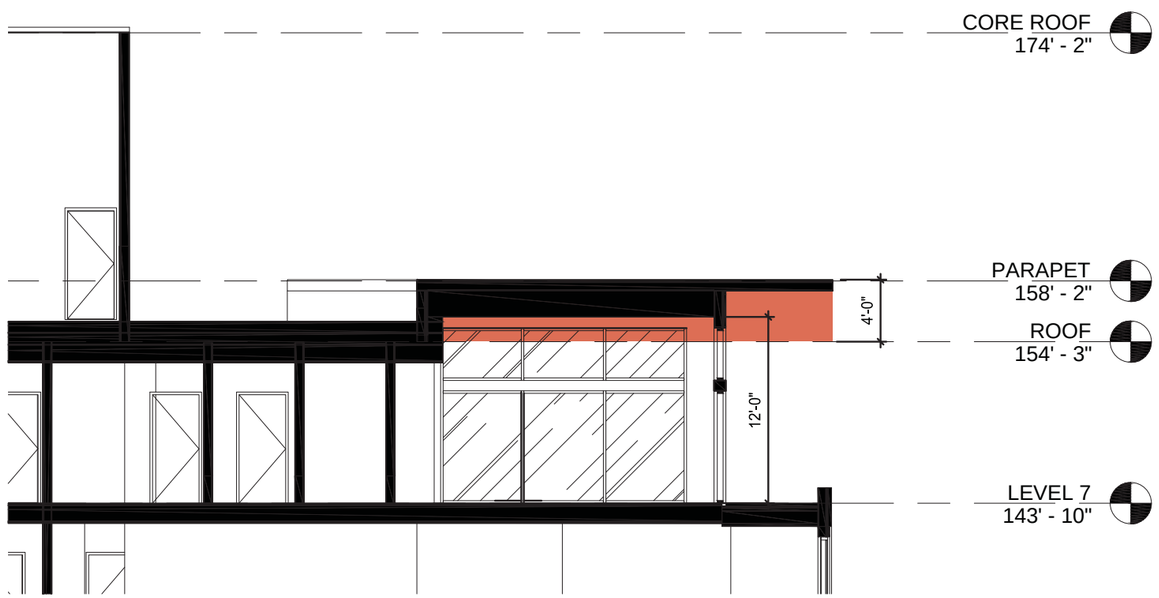
DEPARTURE REQUEST
To provide a sun room as defined by either a solarium or clerestory on the top residential floor as an amenity space.

EXPLANATION FOR DEPARTURE

Location in the City and Neighborhood
CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

The amenity space provides an area for socializing for the residents. This additional height will allow for more glazing to increase the comfort of this room and allow for views out to the bay and to the neighborhood. As an architectural element, the additional height will also provide additional visual interest on the corner of 1st Avenue N and Denny Way.

VIEW OF AMENITY SPACE LOOKING NORTHEAST



SECTION THROUGH AMENITY SPACE AT 7TH FLOOR

DEPARTURE 1

CODE REQUIREMENT

Seattle Municipal 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.

DEPARTURE REQUEST

We request to set the street-level street-facing facade back 15' from the street lot line by creating a landscaped pedestrian plaza.

EXPLANATION FOR THE DEPARTURE

Network of Open Spaces

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

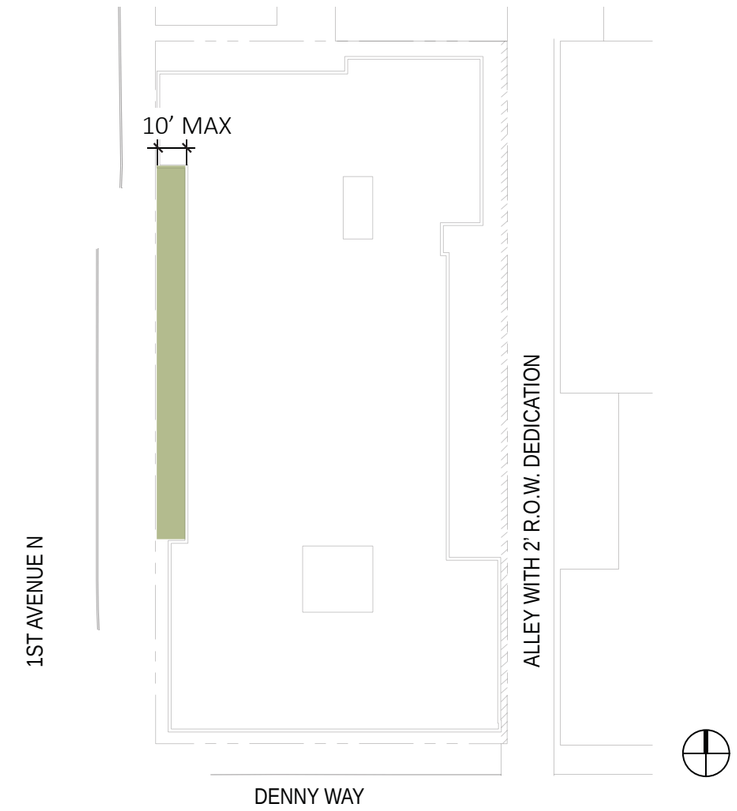
PL1-A-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

Streetscape Compatibility

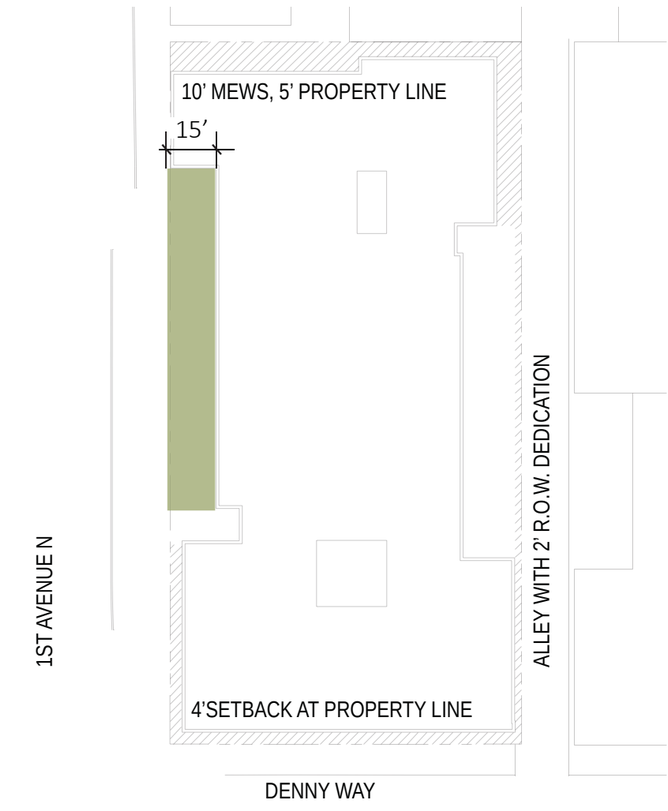
PL1-I-ii. Plaza Location: Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

Per the design guidelines, the departure will provide greater open, accessible space at the ground adding to public life and providing a pedestrian amenity. Landscaping in the plaza provides an inviting experience while also serving as a buffer to businesses and residences in the live work units on the ground floor.

CODE COMPLIANT



PROPOSED DEPARTURE



PROPOSED DEPARTURE PERSPECTIVES

DEPARTURE 2

CODE REQUIREMENT
Seattle Municipal Code
23.47A.008 - Street-level development Standards
B.4. Height provisions for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

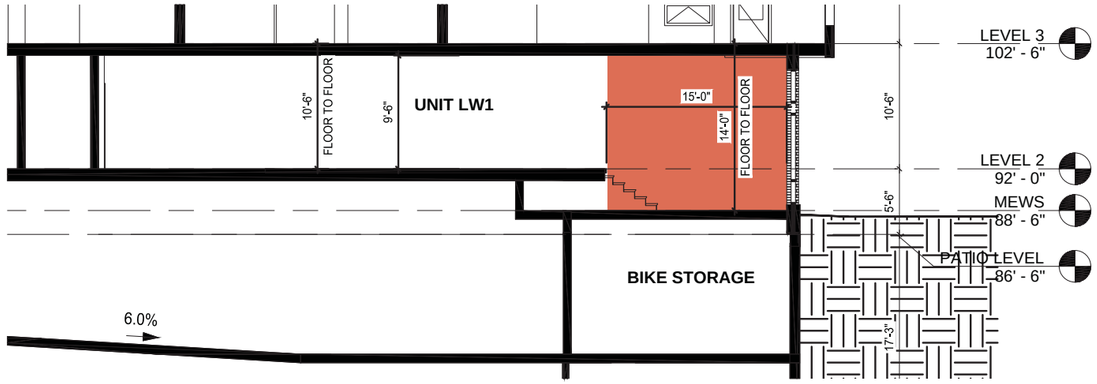
DEPARTURE REQUEST
To allow for a floor to floor height less than 13 feet at the residential portion of the live work units.

EXPLANATION FOR DEPARTURE

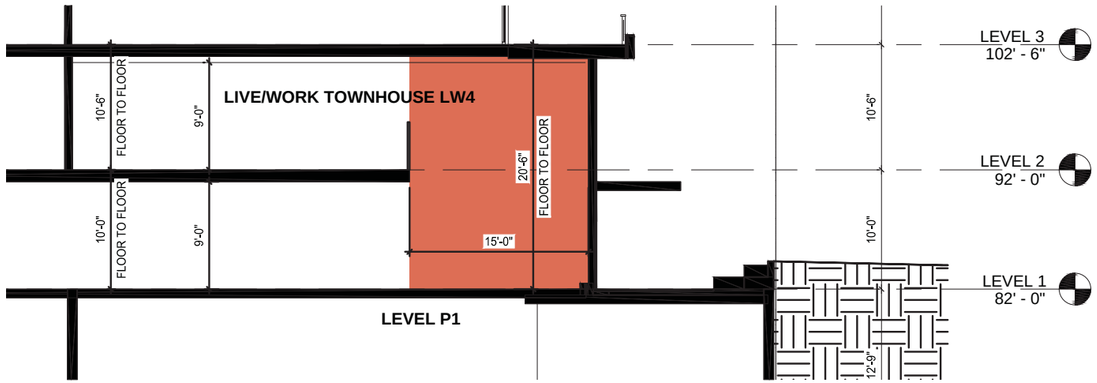
Retail Edges
PL3-C-1. Porous Edge: Engage passerby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

The nonresidential (commercial) portions of the live work units will be set back a minimum 15’ from the street-level street facing facade (per 23.46A.008.E.1) and that space shall have a floor-to-floor height of at least 13 feet. The facades will consist of a large portion of glazing and transparency to engage the courtyard space.

The residential portion of the unit will be less than 13 feet floor-to-floor to allow for corridor access for all floors. In a portion of the live work units, a mezzanine will be provided which also limits the floor-to-floor heights for those units.



SECTION AT LIVE/ WORK UNIT 1



SECTION AT LIVE/ WORK UNIT 4

MASSING AND DESIGN

- [x] 1. Break down massing to scale of neighborhood
- [x] 2. Different North and South massing expressions
- [x] 3. South massing as a Gateway
- [x] 4. North massing away from NE corner
- [x] 5. Upper story setback to be consistent with overall design composition
- [x] 6. High quality materials

INTERIOR USES

- [x] 7. Residential lobby off 1st Avenue North
- [x] 8. Retail use at corner

STREETSCAPE

- [x] 9. Address bus stop relationship
- [x] 10. Blur streetscape to the building line
- [x] 11. At grade access to live/work units
- [x] 12. Provide overhang at corner
- [x] 13. Maintain setback along Denny Way

SERVICE USES AND ACTIVITIES

- [x] 14. Bike parking at grade
- [x] 15. Address bike parking, solid waste storage, and pickup