

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

SEATTLE DESIGN REVIEW

February 18, 2016 | Early Design Guidance Meeting 1

March 2, 2016 | Early Design Guidance Meeting 2

October 26, 2016 | Design Review Recommendation Meeting 1

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 164 units (8 live/work and 156 residential), with about 3,000 square feet of commercial space, and 124 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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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

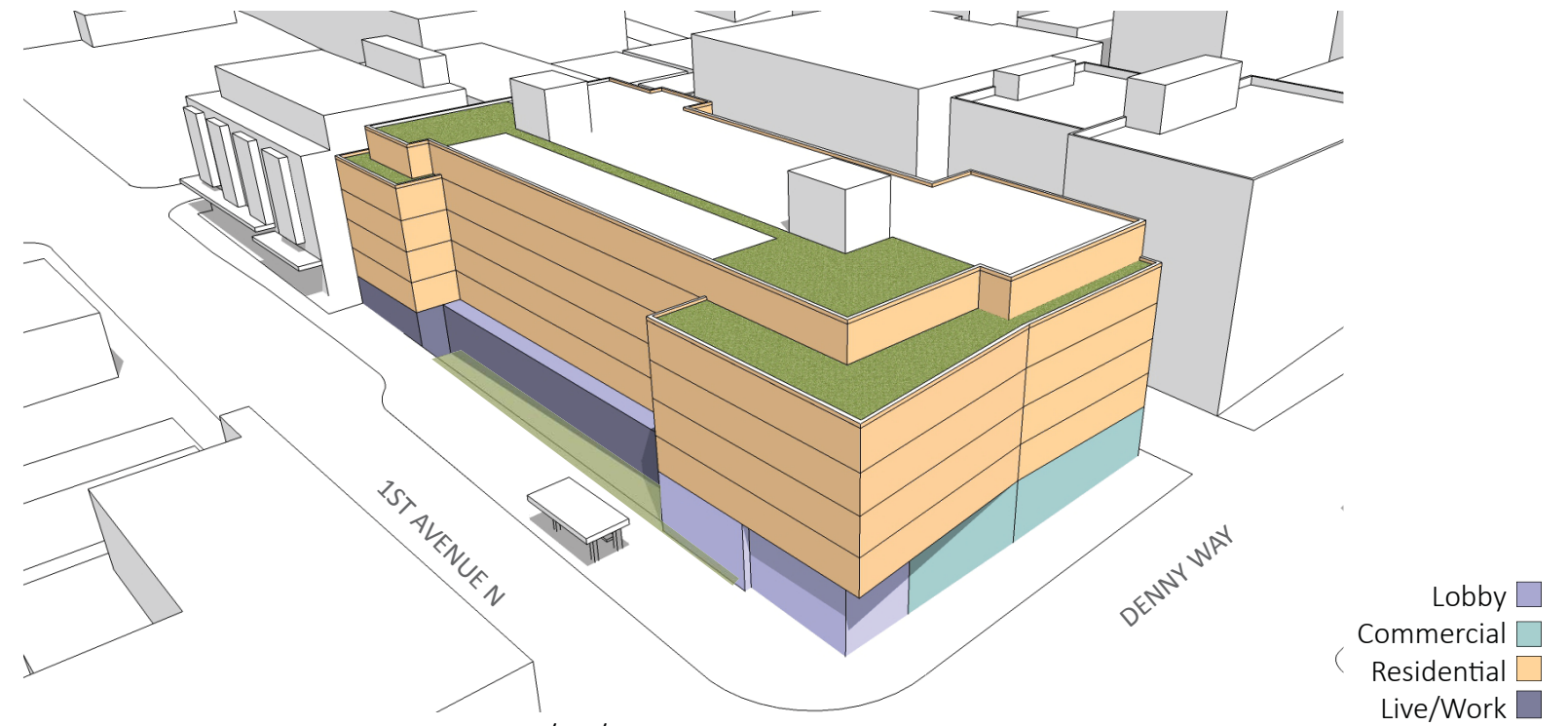
- 7. Residential lobby off 1st Avenue North
- 8. Retail use at corner

STREETSCAPE

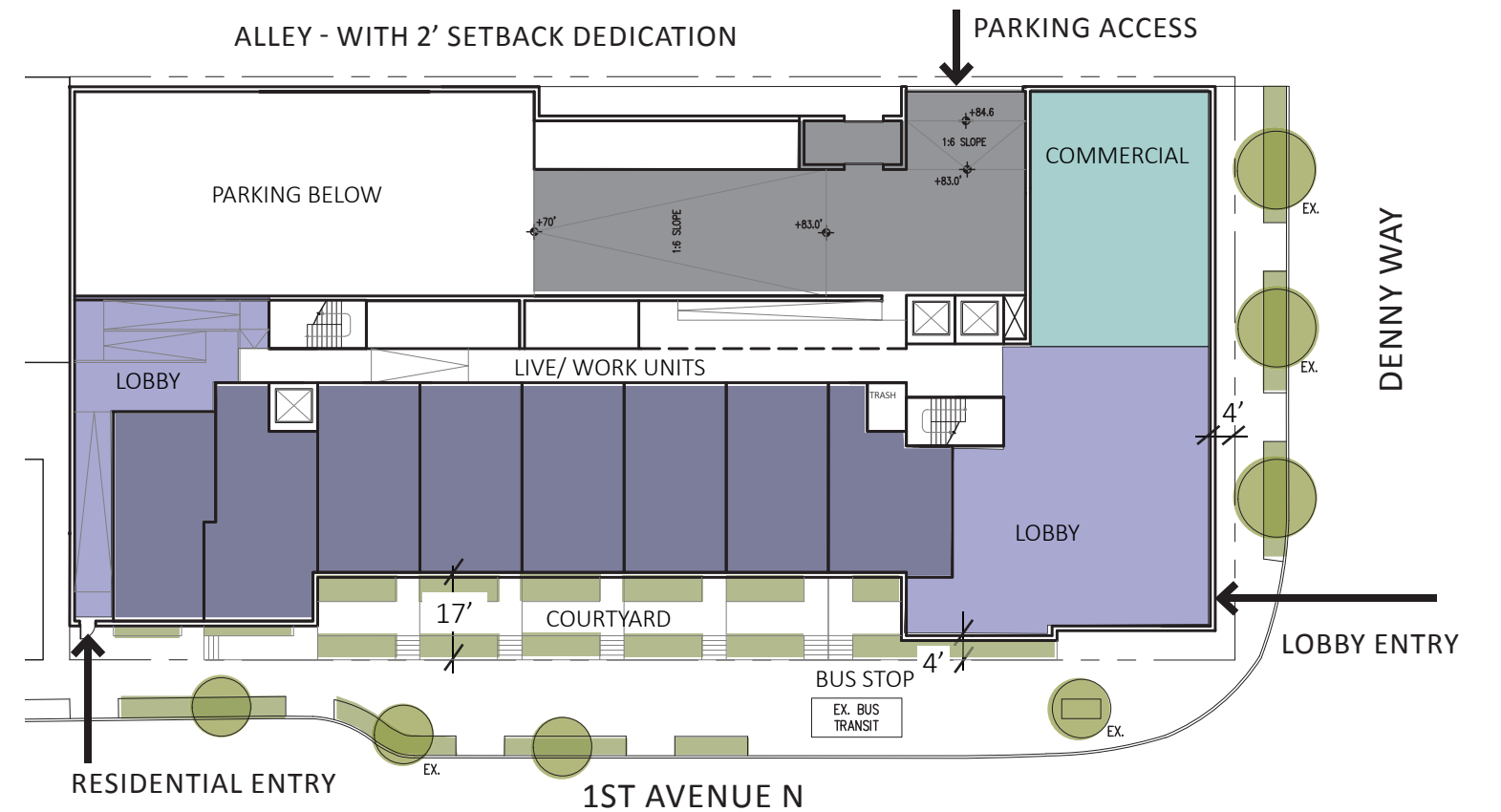
- 9. Address bus stop relationship
- 10. Blur streetscape to the building line
- 11. At grade access to live/work units
- 12. Provide overhang at corner
- 13. Maintain setback along Denny Way

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

MASSING AND DESIGN

1. North massing to be graceful and different from south massing, and relate to the design of the new building to the north
2. Relocate balconies at the NE corner
3. Design gasket with a deep recess with different planes and materials
4. Quality materials at the north portion of the alley facade
5. Vary the parapet heights at the roof line to break up the massing
6. Continue to use the proposed exterior materials as shown in the packet
7. The solarium on the roof needs further design to appear as a unique space and feature

STREET LEVEL DESIGN

8. Design the courtyard to be either at or above the grade of the sidewalk to meet security and commercial viability guidelines. Eliminate the sunken portion of the courtyard.
9. Design the courtyard and landscaping to discourage unwanted uses. Open up the courtyard instead of creating a buffer.
10. Design the courtyard and street-level elevation as commercial space
11. Provide street furniture that encourages usability while discourages unwanted uses. Open up the courtyard instead of creating a buffer.
12. Provide different street paving at the mews and the courtyard
13. Design the mews as public open space
14. Continue the commercial character language of the new building to the north
15. Avoid blank walls on 1st Avenue N. If transparency is not possible, art should be provided.
16. Provide a security gate at the back of the mews

STREET CORNER DESIGN

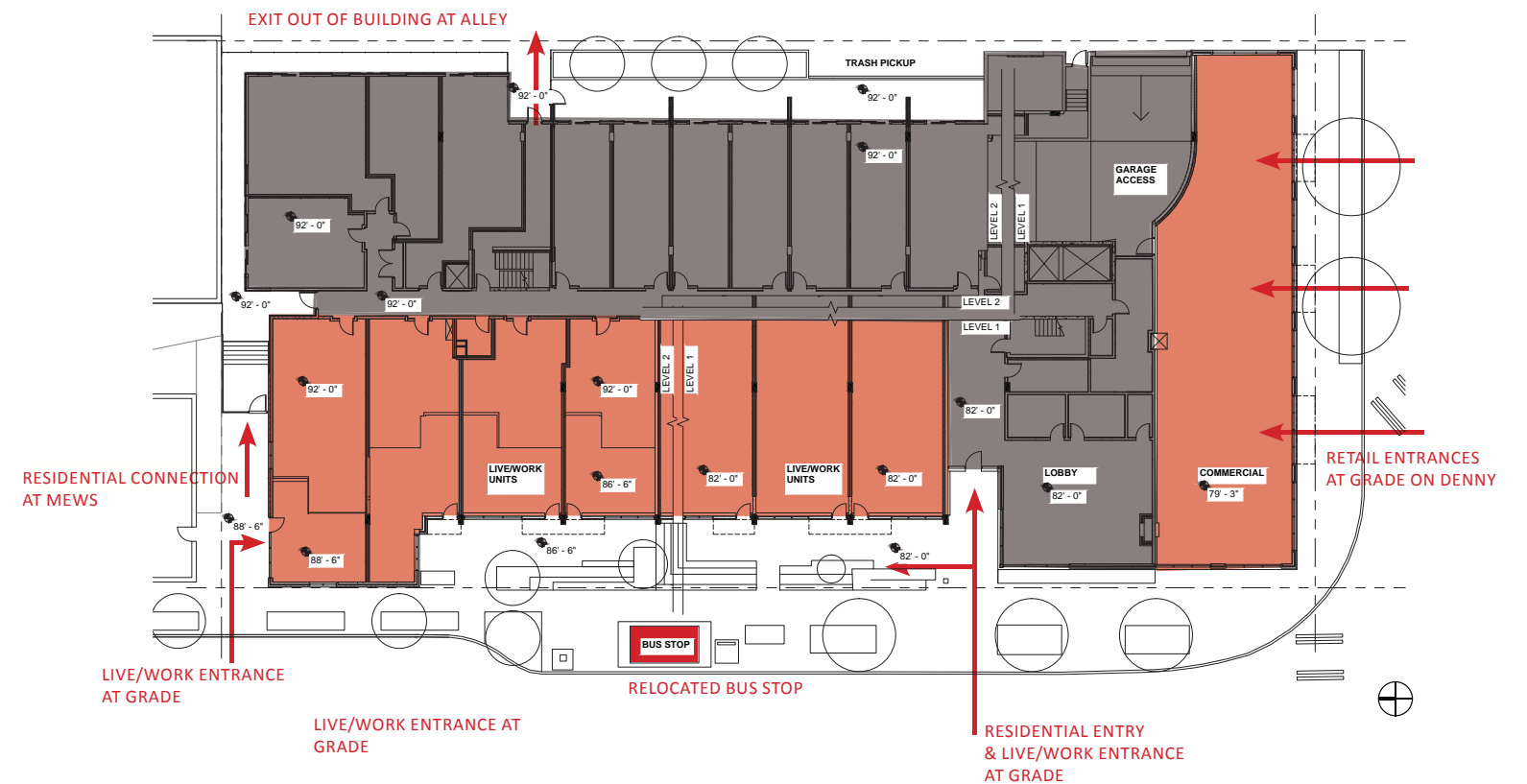
17. Erode the corner to provide more open space for pedestrians
18. Provide multiple options of the corner with the intention of a strong retail presence
19. Use the Uptown specific design guidelines for informing the gateway design at the corner. Express the entry.
20. Integrate the corner with art and the culture of the neighborhood

GARAGE AND ALLEY TREATMENT

21. Make the interior approach to the alley in the garage as level as possible
22. Provide signage and lighting for security in the alley
23. Keep the bike parking and solid waste holding areas as shown
24. Provide a design where the at-grade units at the northeast alley are secure
25. Design the north portion of the alley facade with the same quality materials as the street-facing facades



AERIAL FROM EDG MEETING #2- 03/03/2016



PLAN FROM EDG MEETING #2- 03/03/2016





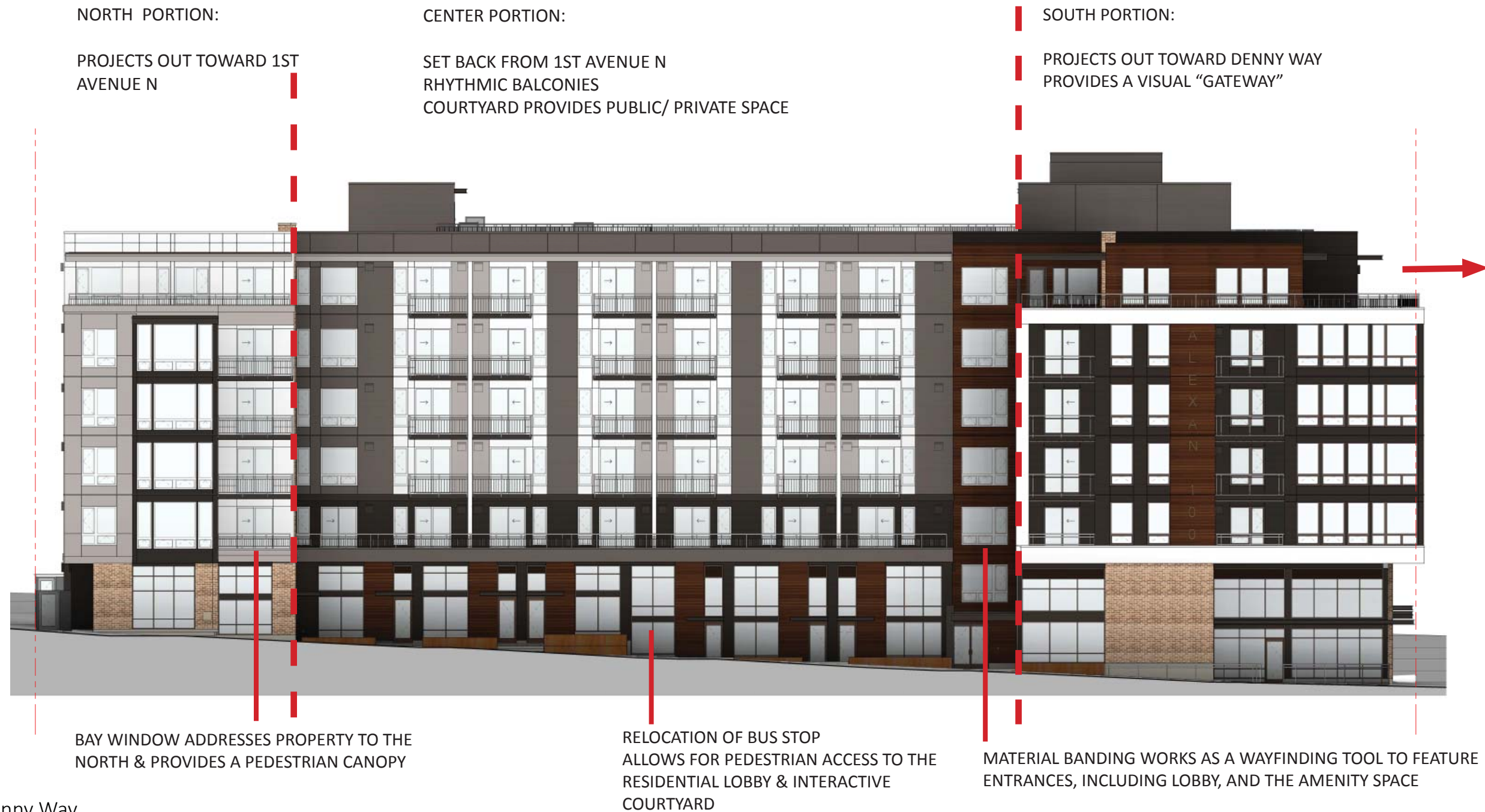
- 1. North massing to be graceful and different from south massing, and relate to the design of the new building to the north
- 3. Design gasket with a deep recess with different planes and materials
- 6. Continue to use the proposed exterior materials as shown in the packet
- 7. The solarium on the roof needs further design to appear as a unique space and feature.

CONCEPT:

The North massing now contains a different material and dimensional language with increased glazing at grade. The gasket has been replaced by wood look material banding which works as a wayfinding tool to locate the amenity space and at grade entrances. The solarium has been removed in favor of a more residential scale at the upper level amenity space.

Entries

PL3-A-1 Design Objectives: Design Primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.



- 2. Relocate balconies at the NE corner
- 4. Quality materials at the north portion of the alley facade
- 23. Keep the bike parking and solid waste holding areas as shown
- 24. Provide a design where the at-grade units at the northeast alley are secure
- 25. Design the north portion of the alley facade with the same quality materials as the street-facing facades

CONCEPT:

The building is set back 2' from the existing alley edge for the alley dedication. An additional 4' of setback is provided at the NE corner, while the courtyard is set back an additional 14'-10". The larger setback area at the center section allows for increased daylighting into the alley, which benefits this building and adjacent buildings more than if just the NE corner was set back at that distance

Residential Edges

PL3-B-1 Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

SOUTH PORTION

WRAPS THE COMMERCIAL CORNER
PROVIDES ALLEY ACCESS
ENGAGES DENNY WAY

CENTER PORTION:

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

NORTH PORTION:

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



STOREFRONT WRAPS THE CORNER

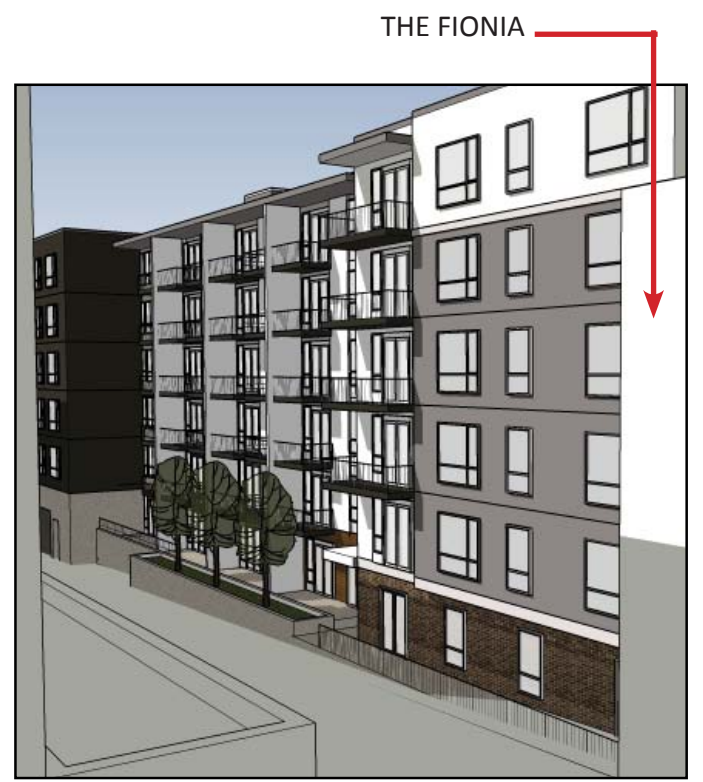
GARAGE ACCESS AWAY FROM DENNY WAY

MOVING/ STAGING/ TRASH PULL-OFF

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

SUNKEN PATIOS HAVE BEEN REMOVED AT (2) ALLEY FACING UNITS

EAST ELEVATION



VIEW FROM THE PITTSBURGH APARTMENTS

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

- 1. North massing to be graceful and different from south massing, and relate to the design of the new building to the north
- 14. Continue the commercial character language of the new building to the north

Secondary Architectural Features

DC2-C-3 Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.



Massing
DC2-A-2 Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger objects.

- 2. Relocate balconies at the NE corner*
- 4. Quality materials at the north portion of the alley facade*
- 25. Design the north portion of the alley facade with the same quality materials as the street-facing facades*

Height, Bulk, and Scale

CS2-D-5 Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

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.



EARLY DESIGN GUIDANCE #2: NORTHEAST ELEVATION

- + Balconies on alley side
- Balconies are too close to the Fionia Apartments



DESIGN OPTION: NORTHEAST ELEVATION

- + Bay provides liveable and secure space on alley
- + Bay is located away from northeast corner
- Massing projects onto alley



PREFERRED DESIGN: NORTHEAST ELEVATION

- + Balconies on alley side
- + Balconies located away from northeast corner
- + Higher quality materials which include brick at base and metal above (grey portion)

- 3. Design gasket with a deep recess with different planes and materials
- 6. Continue to use the proposed exterior materials as shown in the packet

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.

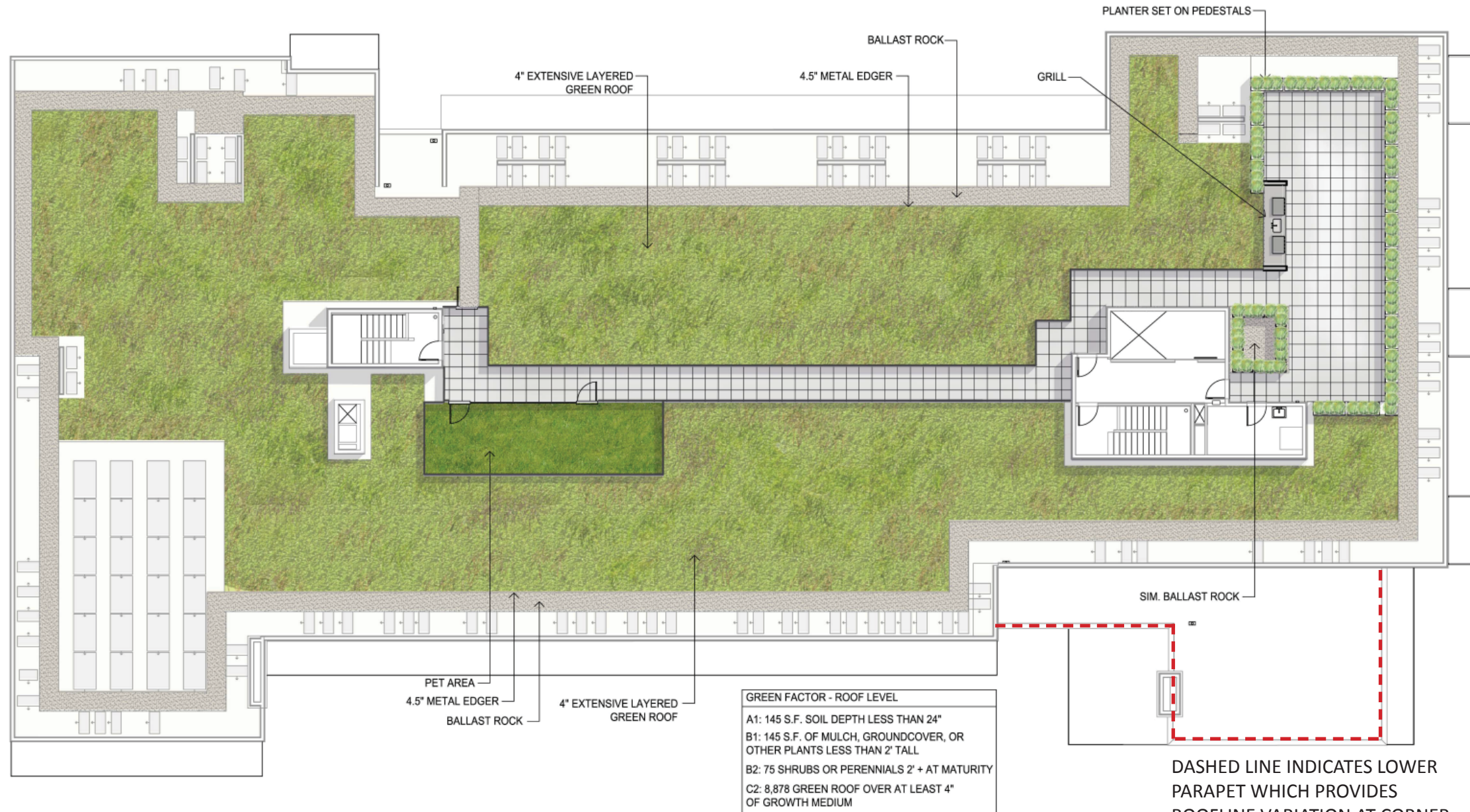


WEST ELEVATION

5. Vary the parapet heights at the roof line to break up the massing

NOTE:

The roof contains A/C units and solar panels at the roof perimeter at or near the parapet. In order to visibly shield these elements we have kept the typical parapet height at 42" as required by the building code for the safety of maintenance staff.



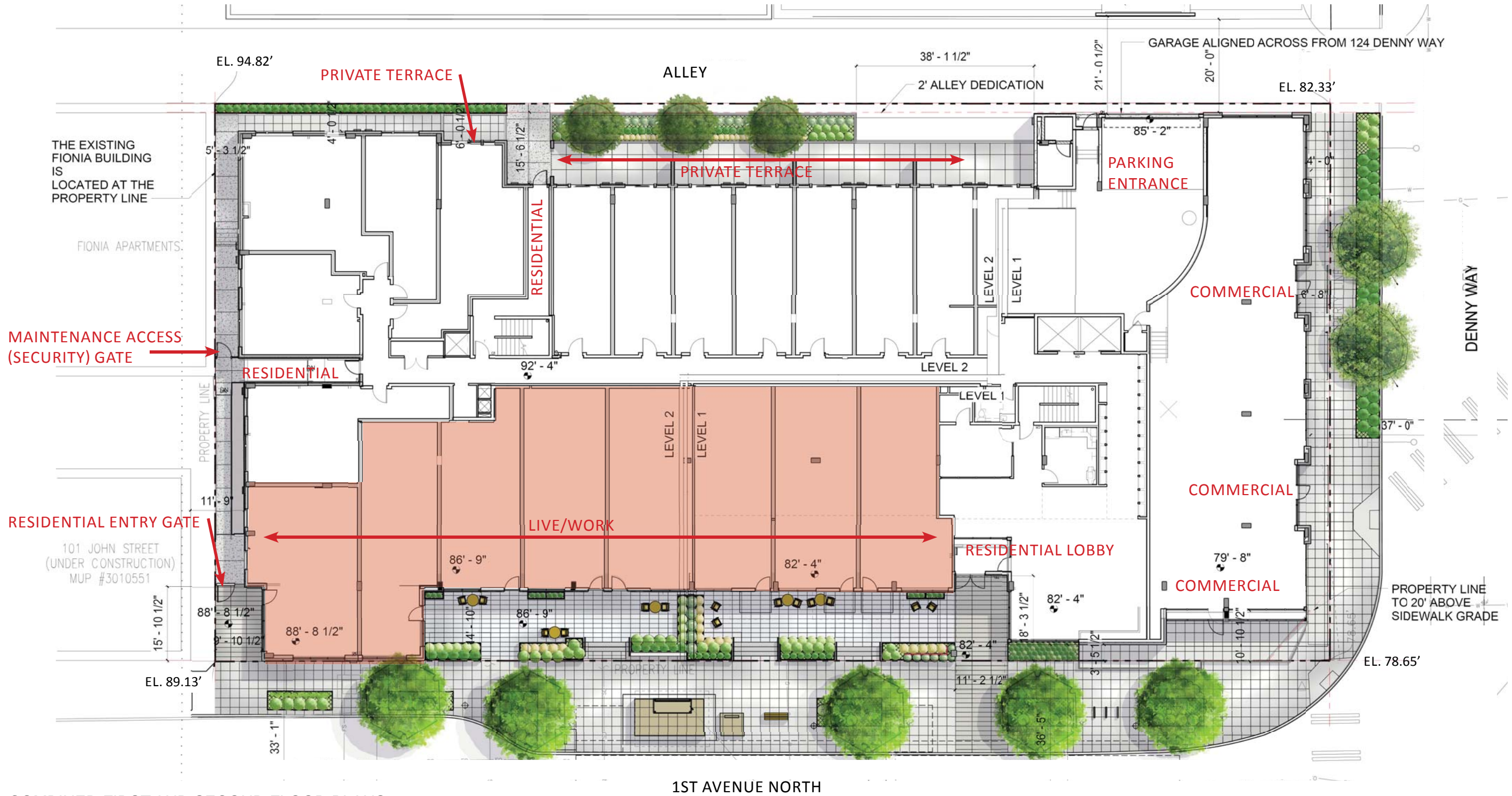
ROOF LANDSCAPE PLAN



- 10. Design the courtyard, and street-level elevation as commercial space
- 16. Provide a security gate at the back of the mews

Residential Edges

PL3-B-1 Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.



COMBINED FIRST AND SECOND FLOOR PLANS

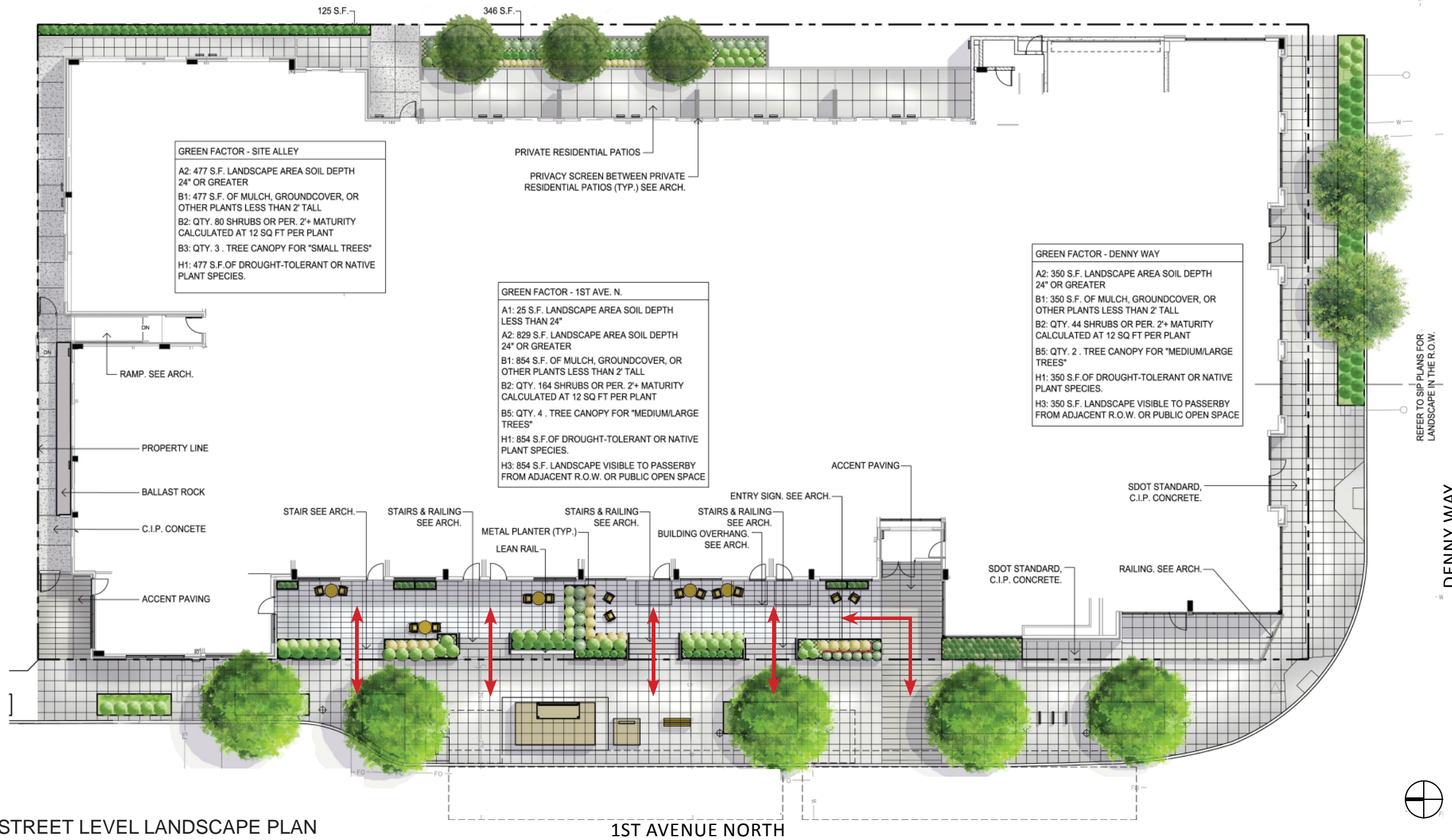
- 9. Design the courtyard and landscaping to discourage unwanted uses. Open up the courtyard instead of creating a buffer.
- 10. Design the courtyard, and street-level elevation as commercial space
- 11. Provide street furniture that encourages usability while discourages unwanted uses. Open up the courtyard instead of creating a buffer.
- 12. Provide different street paving at the mews and the courtyard

Trees, Landscape, and Hardscape Materials

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

Entries

PL-B-3. Buildings With Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.



STREET LEVEL LANDSCAPE PLAN

8. Design the courtyard to be either at or above the grade of the sidewalk to meet security and commercial viability guidelines. Eliminate the sunken portion of the courtyard.

10. Design the courtyard and street-level elevation as commercial space

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.

Entries

PL-B-3. Buildings With Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.





LOWER COURTYARD

CONCEPT:

The courtyard has been redesigned to be more open to the street to increase visibility, access, and to create a commercial atmosphere. Previously, the courtyard was accessed in three locations directly off the sidewalk, with one access stair stepping down towards the center of the courtyard. Now there are five points of access from the sidewalk to the courtyard and each entrance is 8' wide. In order to achieve "at or near grade" courtyard entrances, the courtyard has been raised at the south end.

The size and heights of planters have been reduced, and lower plant materials have been selected to maximize visibility for security and commercial activation. Site furniture in the form of transit seating or a lean rail has been incorporated at the back of the sidewalk for additional seating at the bus stop.



UPPER COURTYARD

8. Design the courtyard to be either at or above the grade of the sidewalk to meet security and commercial viability guidelines. Eliminate the sunken portion of the courtyard.

10. Design the courtyard and street-level elevation as commercial space

Entrances Visible from the Street

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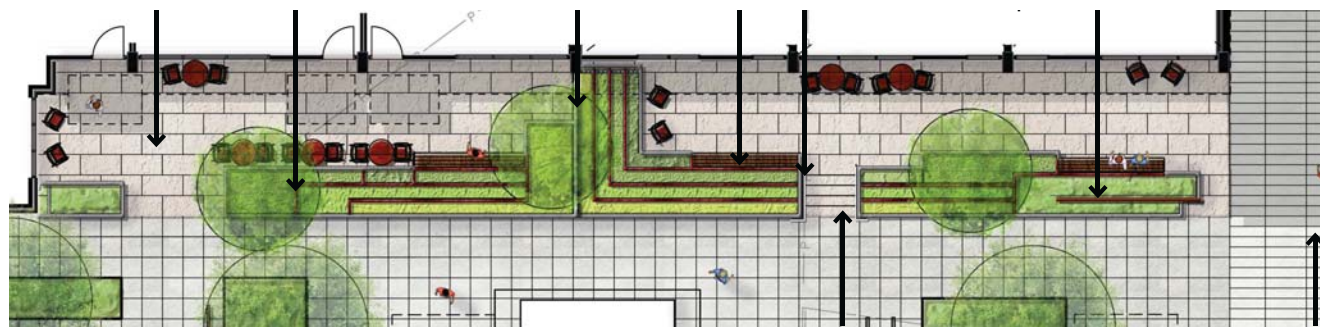
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Streetscape Compatibility

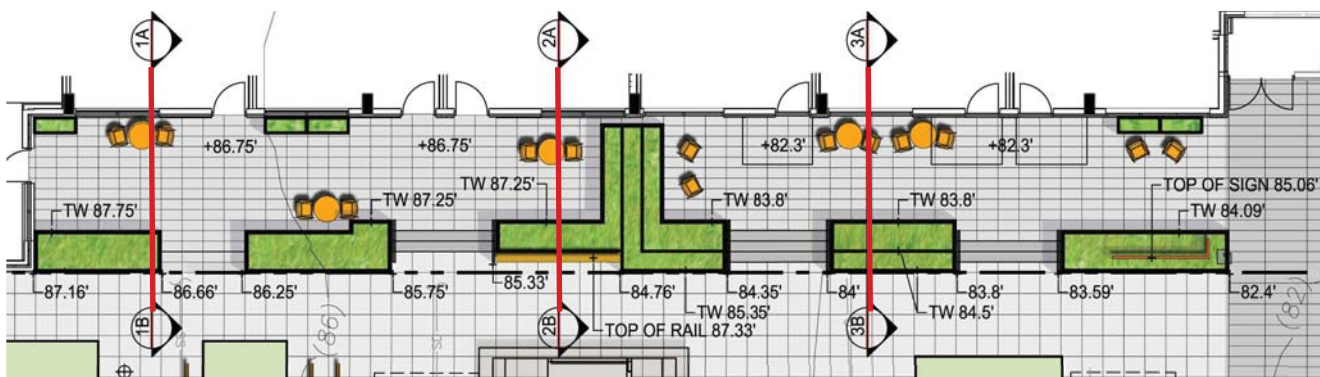
PL1-I-ii. Plaza Location: Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

Safety and Security

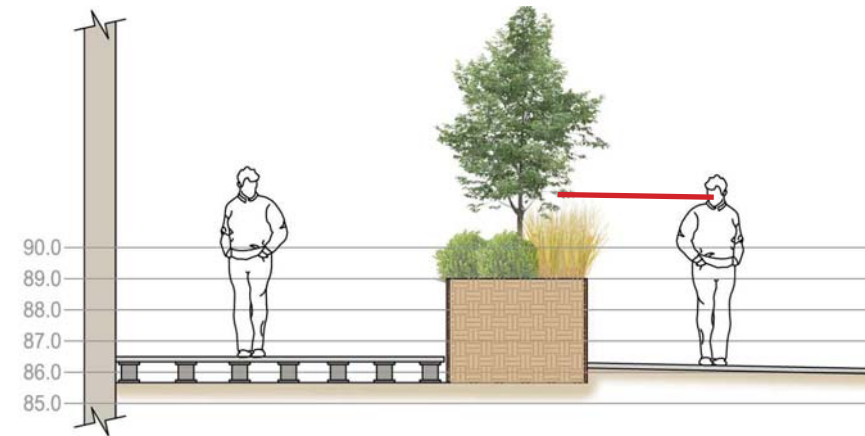
PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.



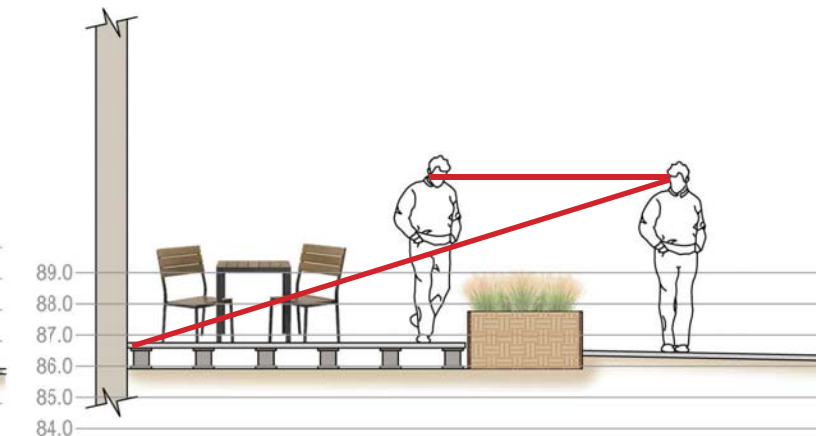
PREVIOUS (EDG2) ENLARGED COURTYARD PLAN



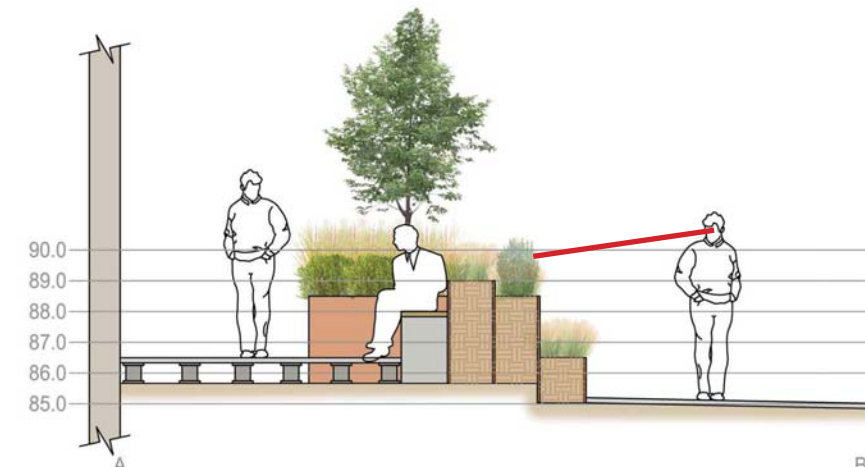
PROPOSED ENLARGED COURTYARD PLAN



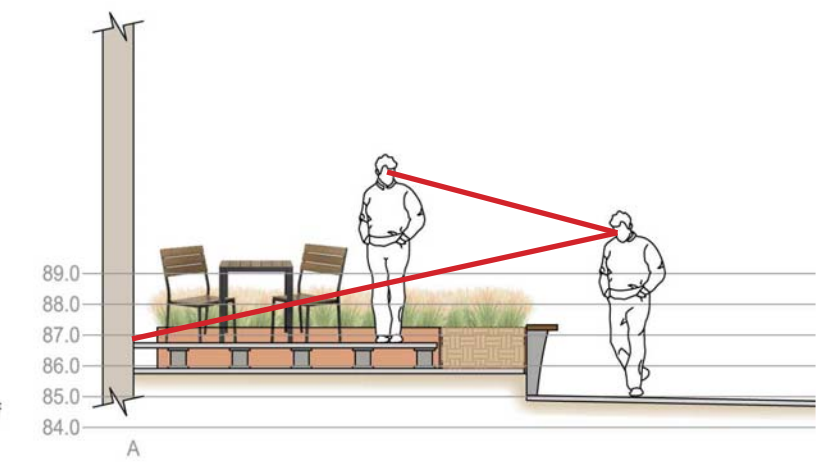
UPPER COURTYARD: PREVIOUS SECTION 1



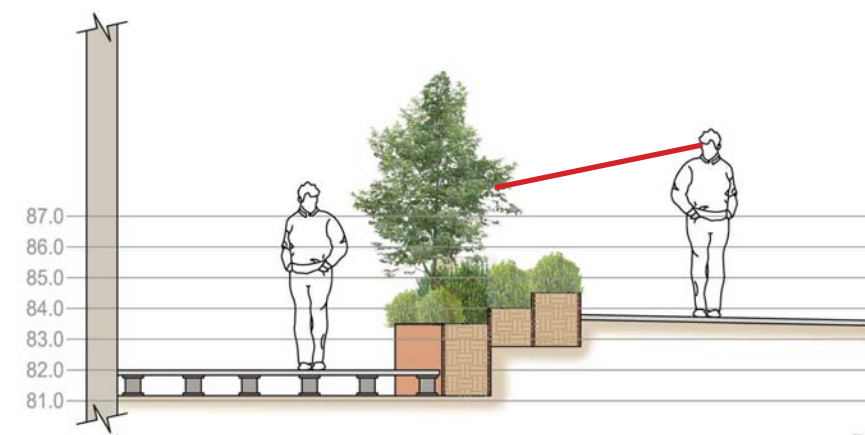
UPPER COURTYARD: PROPOSED SECTION 1



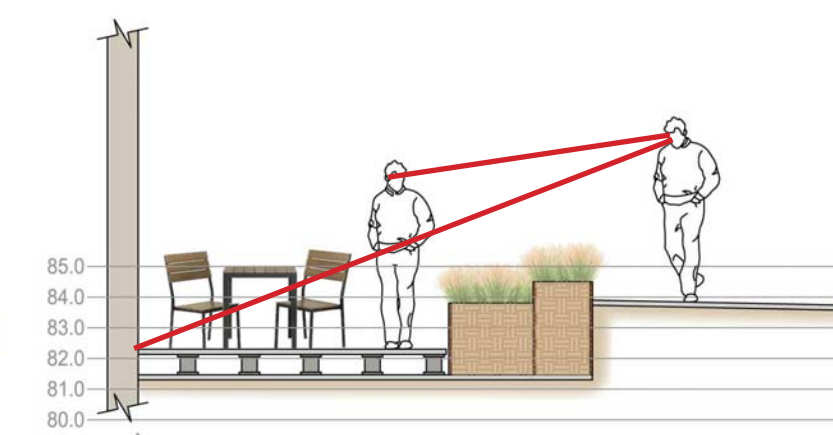
UPPER COURTYARD: PREVIOUS SECTION 2



UPPER COURTYARD: PROPOSED SECTION 2



LOWER COURTYARD: PREVIOUS SECTION 3



LOWER COURTYARD: PROPOSED SECTION 3

SHRUBS



Lavandula A. 'Hidcote Blue' / Lavender



Ilex Scallywag / Scallywag Holly



Taxus Media 'Hicksii' / Hicks Yew



Microbiota Decussata / Russian Arbor-Vitae



Sarcococca Ruscifolia / Sweet Box



Prunus Mt. Vernon / Mt. Vernon Laurel



Taxus X Media 'Densiformis' / Spreading Yew

GROUND COVER



Veronica Spicata / Spiked Speedwell



Sedum R. 'Angelina' / Angelina Stonecrop

TREE



Stewartia Speudocamellia / Japanese Stewartia

FORMS AND SURFACES: TRANSIT SEATING



PERENNIALS AND ORNAMENTAL GRASSES



Pennisetum A. Hameln' / Dwarf Fountain



Ophiopogon P. 'Nigrescens' / Black Mondo



Deschampsia Caespitosa 'Bronze Veil' Tufted Hair Grass



Calamagrostis Acutifolia 'Karl Foerster' Feather Reed Grass



Liriope Spicata / Lily Turf



Sempervivum S. Tectorum / Hen and Chicks

- 12. Provide different street paving at the mews and the courtyard
- 13. Design the mews as public open space

Residential Edges

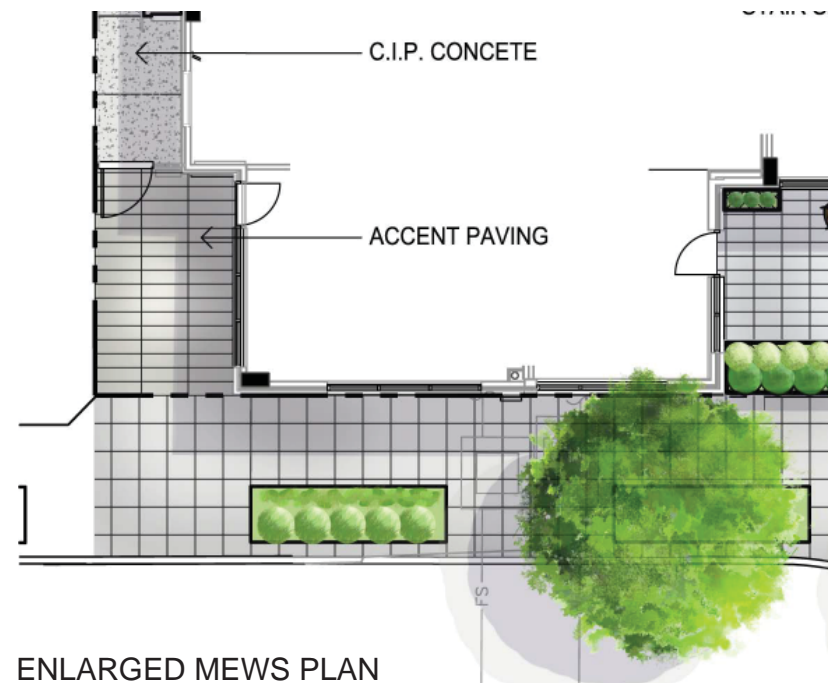
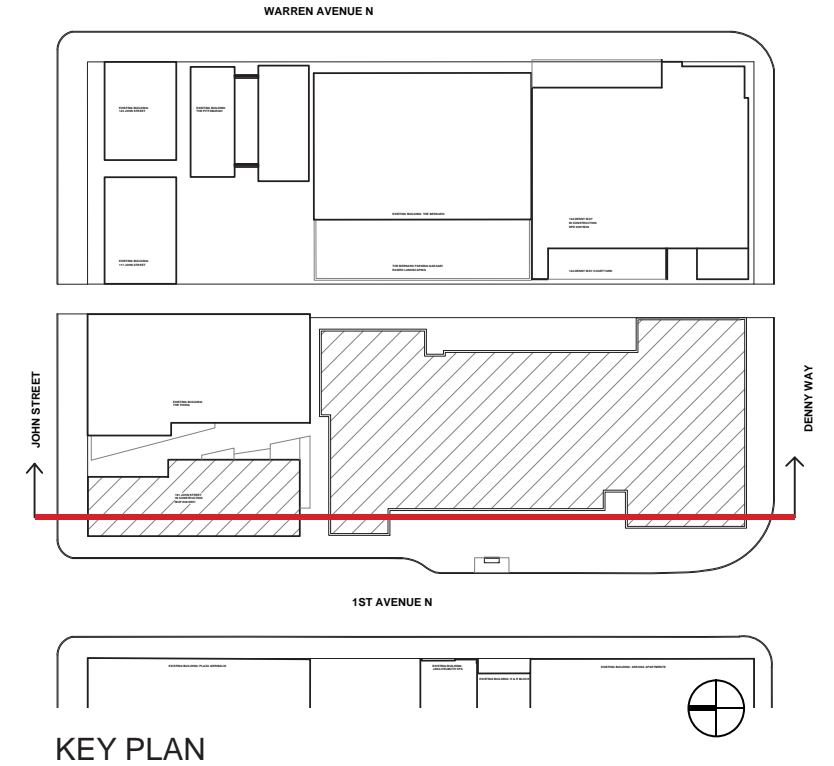
PL-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize 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.

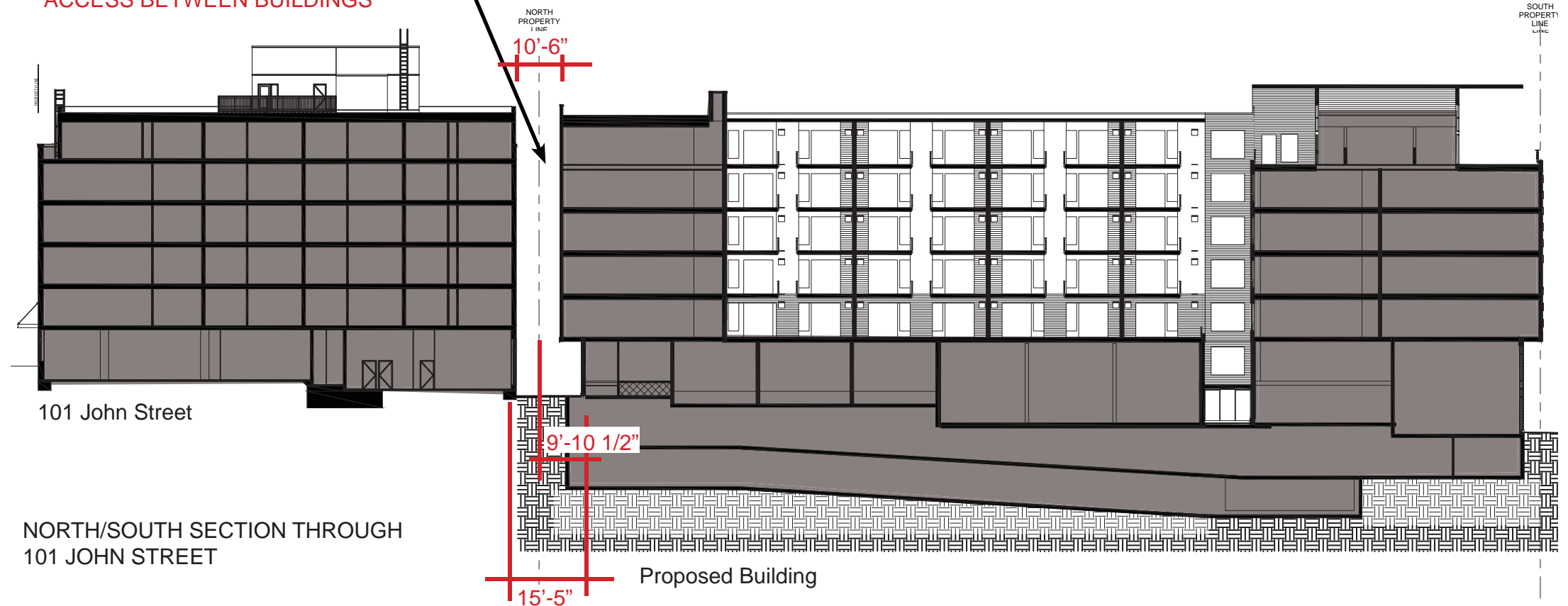
Trees, Landscape, and Hardscape Materials

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.



ENLARGED MEWS PLAN

OPEN AIR MEWS FOR COMMERCIAL ACCESS BETWEEN BUILDINGS



NORTH/SOUTH SECTION THROUGH 101 JOHN STREET

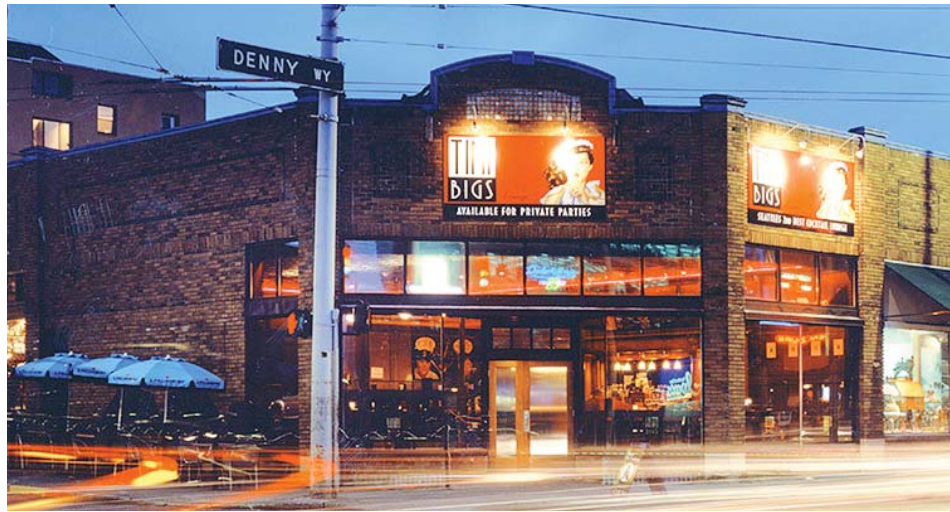
- 17. Erode the corner to provide more open space for pedestrians
- 18. Provide multiple options of the corner with the intention of a strong retail presence
- 19. Use the Uptown specific design guidelines for informing the gateway design at the corner. Express the entry.
- 20. Integrate the corner with art and the culture of the neighborhood

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.

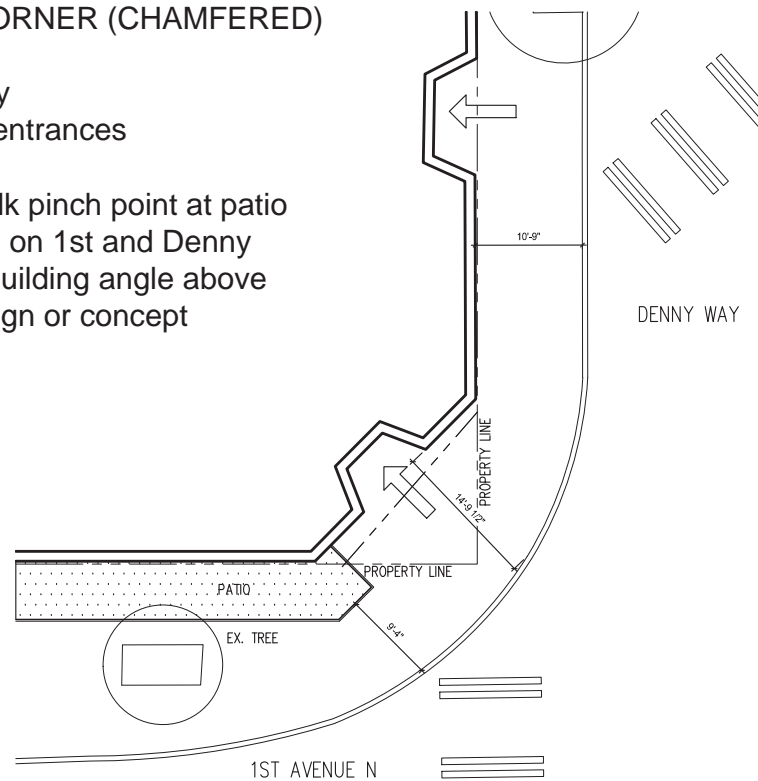
Entrances Visible from the Street

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.



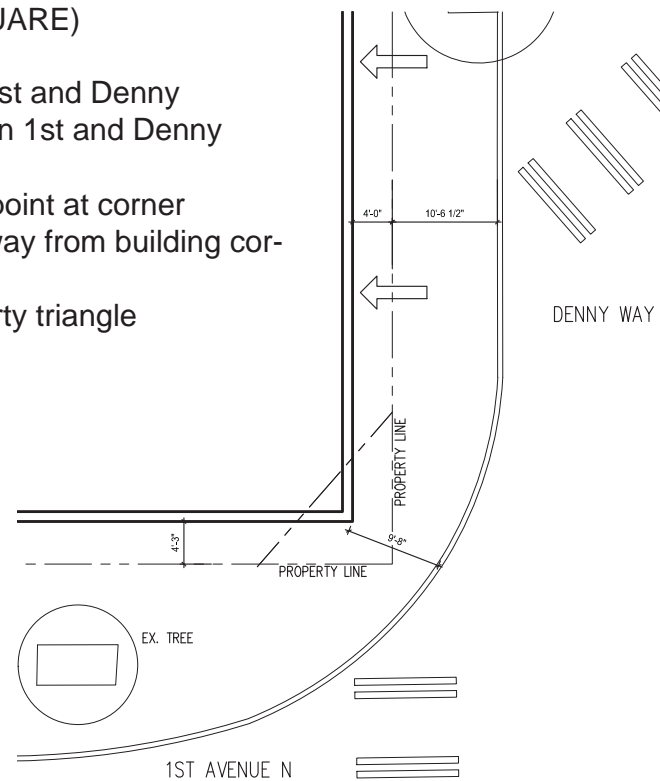
EXISTING CORNER (CHAMFERED)

- + Corner entry
- + Articulated entrances
- 9'-4" sidewalk pinch point at patio
- No setbacks on 1st and Denny
- Conflicting building angle above
- No new design or concept



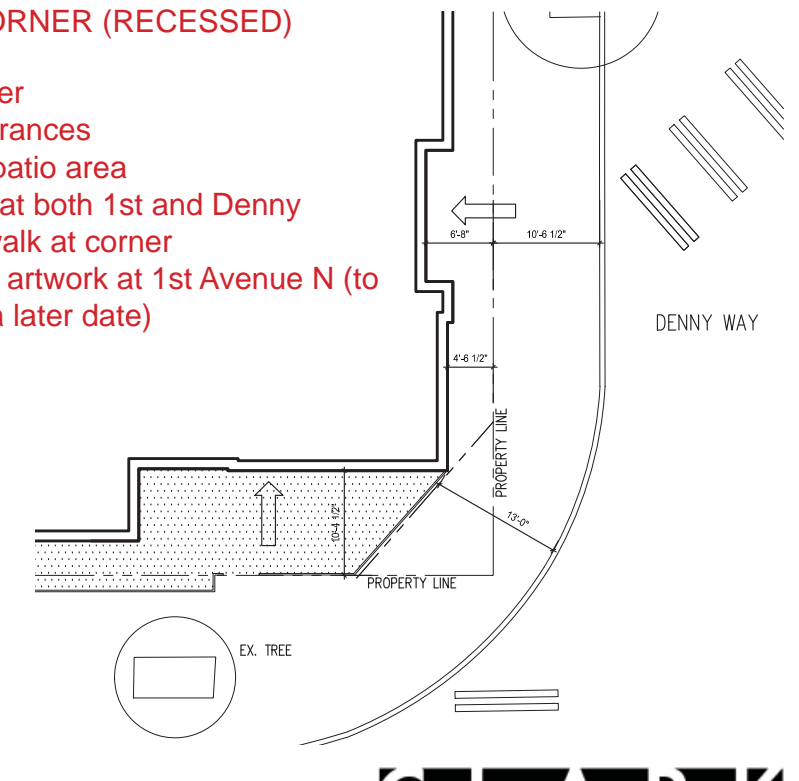
EDG 2 CORNER (SQUARE)

- + 4' setbacks at both 1st and Denny
- + Commercial space on 1st and Denny
- 9'-8" sidewalk pinch point at corner
- Entrances located away from building corner and not articulated
- Encroaches on property triangle



PROPOSED CORNER (RECESSED)

- + Activated corner
- + Articulated entrances
- + Large built-in patio area
- + 4'-8' setbacks at both 1st and Denny
- + 13' wide sidewalk at corner
- + Bump out with artwork at 1st Avenue N (to be designed at a later date)



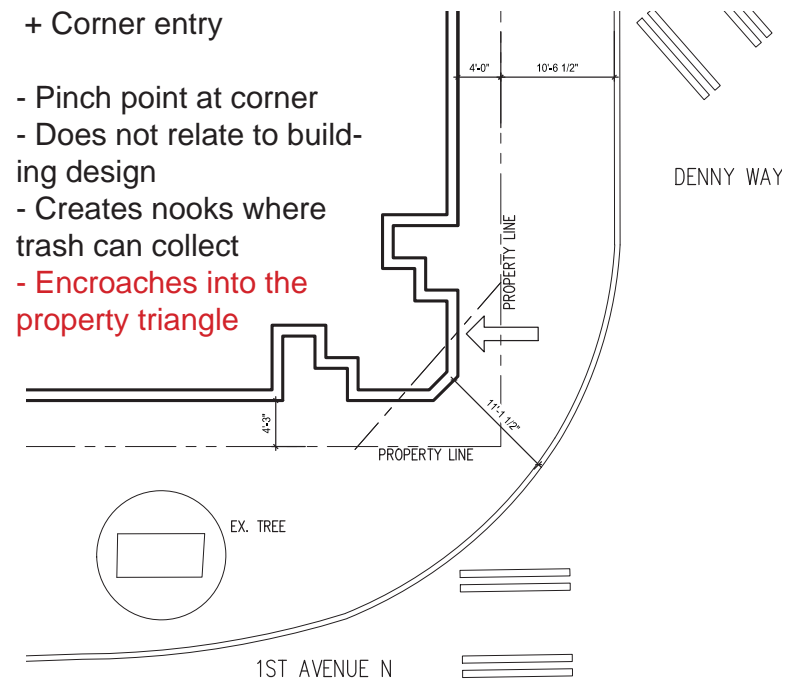
18. Provide multiple options of the corner with the intention of a strong retail presence

19. Use the Uptown specific design guidelines for informing the gateway design at the corner. Express the entry.

Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

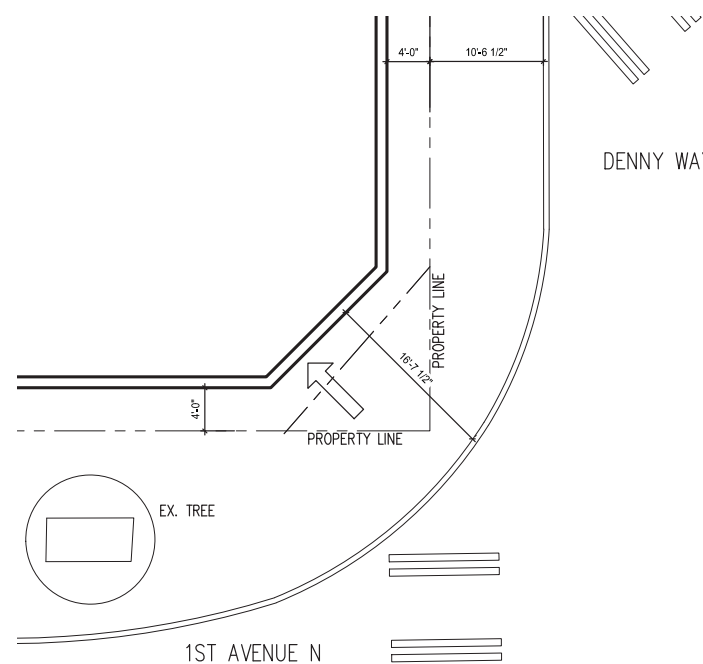
CORNER STUDY (HINGED) - NOT ALLOWED



CORNER STUDY (CHAMFERED)

- + Corner entry
- + 16'-7 1/2" wide sidewalk at corner

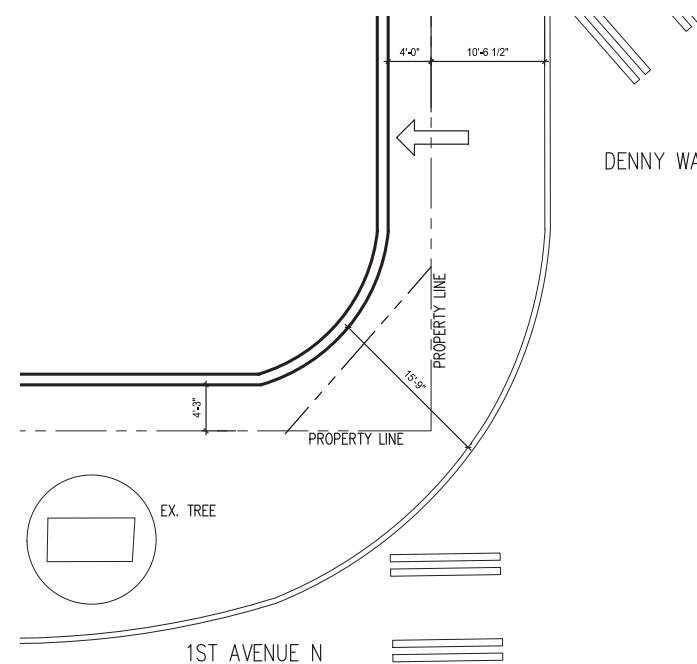
- No additional setbacks on 1st and Denny
- Conflicting building angle above
- No activation of corner



CORNER STUDY (ROUNDED)

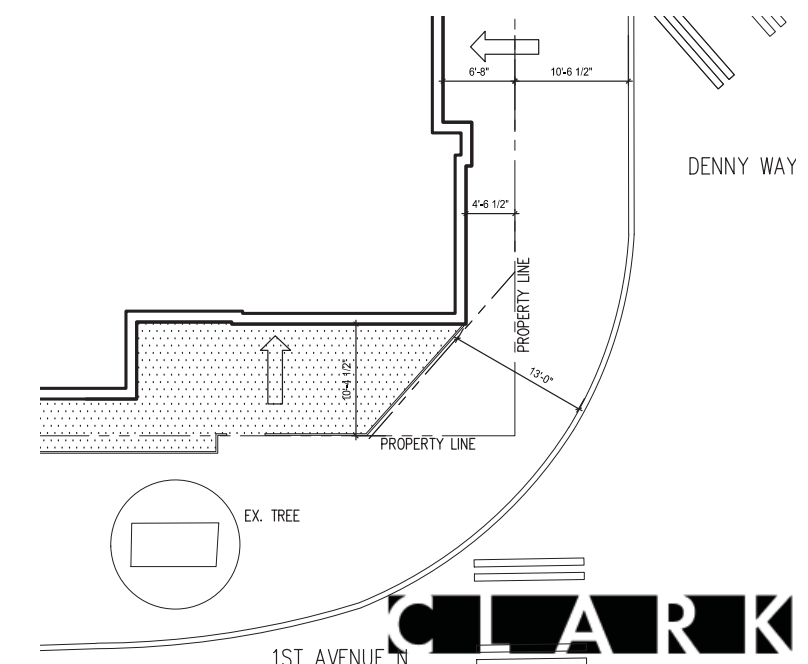
- + 15'-9" wide sidewalk at corner

- No entrance at corner/ undefined entrance
- Curves do not exist elsewhere in the building or landscape design
- No activation of corner

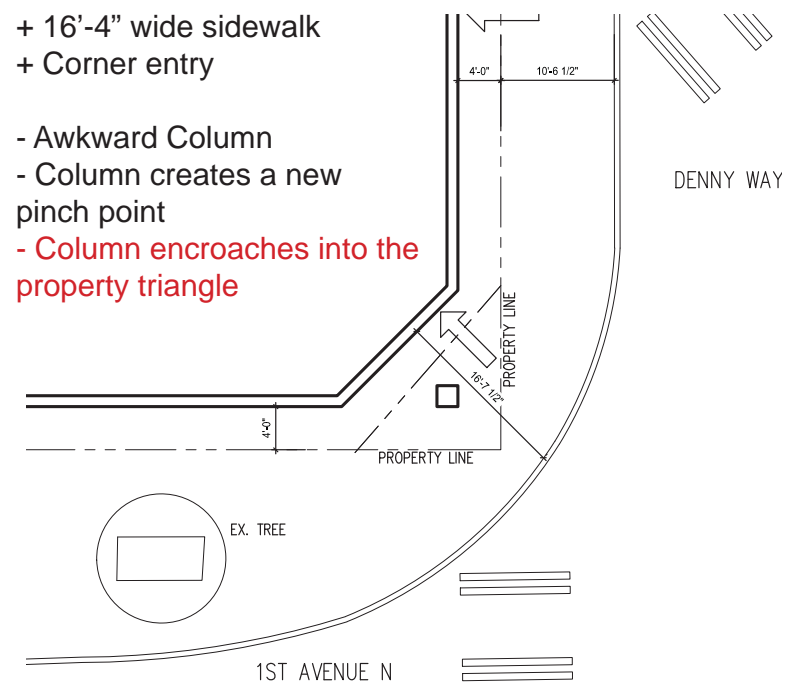


PROPOSED CORNER (RECESSED)

- + Activated corner
- + Articulated entrances
- + Large built-in patio area
- + 4'-8' setbacks at both 1st and Denny
- + 13' wide sidewalk at corner
- + Bump out with artwork at 1st Avenue N (to be designed at a later date)

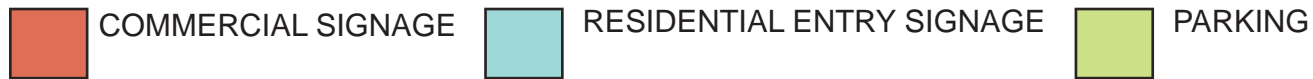


CORNER STUDY OPEN WITH BEVEL - NOT ALLOWED



100 Denny Way
Design Review Recommendation Meeting- DPD# 3020197

26 October 2016



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.



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

- 15. Avoid blank walls on 1st Avenue N. If transparency is not possible, art should be provided.
- 20. Integrate the corner with art and the culture of the neighborhood

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.

Architectural and Facade Composition

DC2-B-2 Blank Walls: Avoid large blank walls along visible facades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

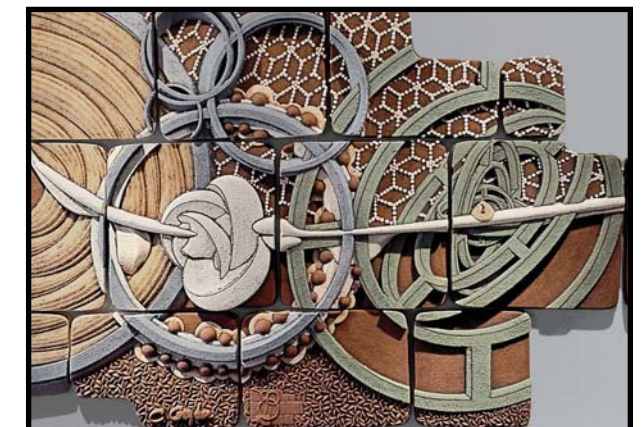


WEST ELEVATION - ART LOCATION



LOCAL ARTIST: POTTERY NORTHWEST

DESIGN INSPIRATION - FINAL ART INSTALLATION TO BE DETERMINED



1. North massing to be graceful and different from south massing, and relate to the design of the new building to the north

Secondary Architectural Features

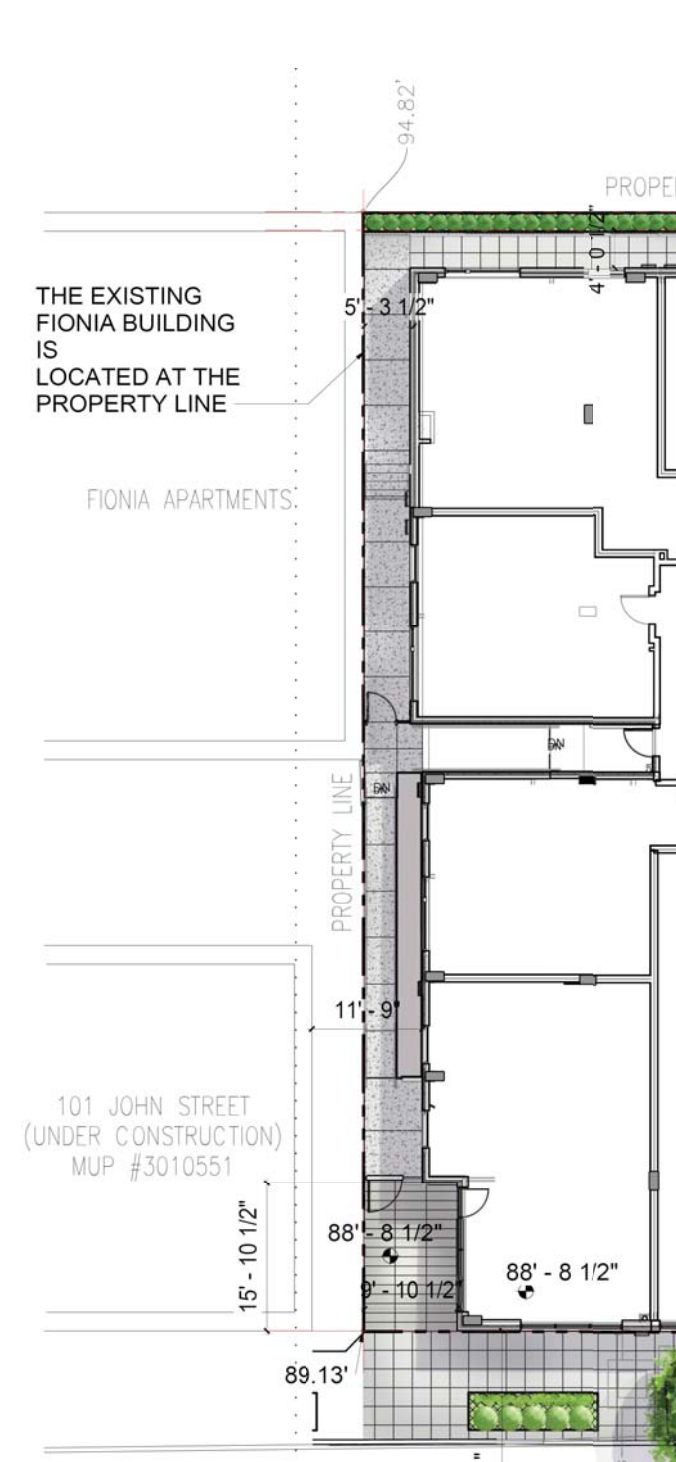
DC2-C-3 Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.



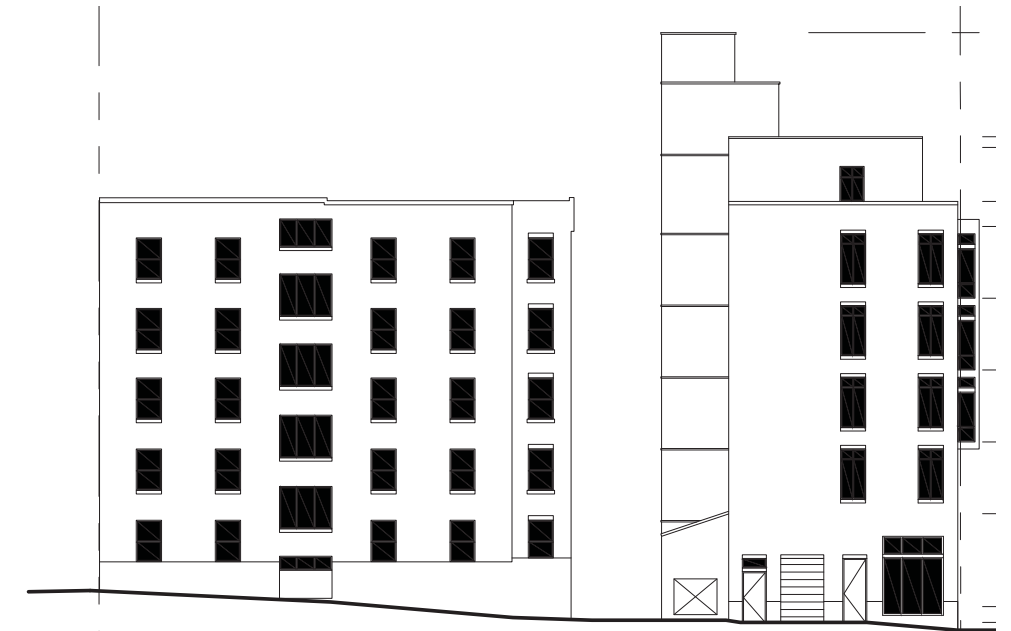
100 DENNY WAY - NORTH ELEVATION WITH ADJACENT BUILDING OVERLAY



SITE PHOTO OF BUILDINGS TO THE NORTH 07-20-2016



ENLARGED SITE PLAN



FIONIA & 101 JOHN (NEW BUILDING) - SOUTH ELEVATION (MIRRORED)



100 DENNY WAY - NORTH ELEVATION

21. Make the interior approach to the alley in the garage as level as possible

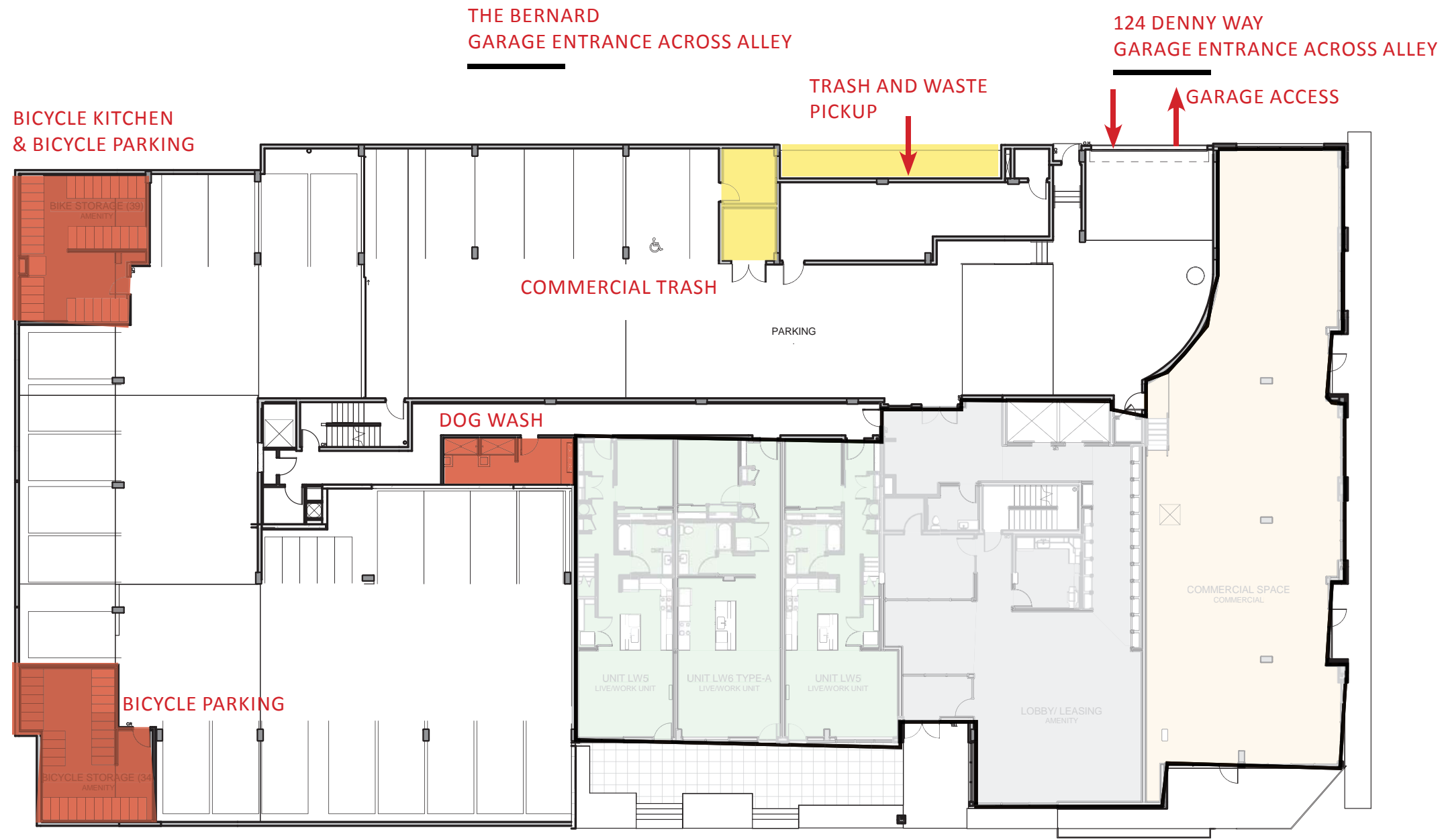
23. Keep the bike parking and solid waste holding areas as shown

Planning Ahead for Bicycles

PL2-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.

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.



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



BIKE KITCHEN CONCEPT

FIRST FLOOR PLAN

22. Provide signage and lighting for security in the alley

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.

Safety and Security

PL2-B-2 Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

LIGHTING LEGEND

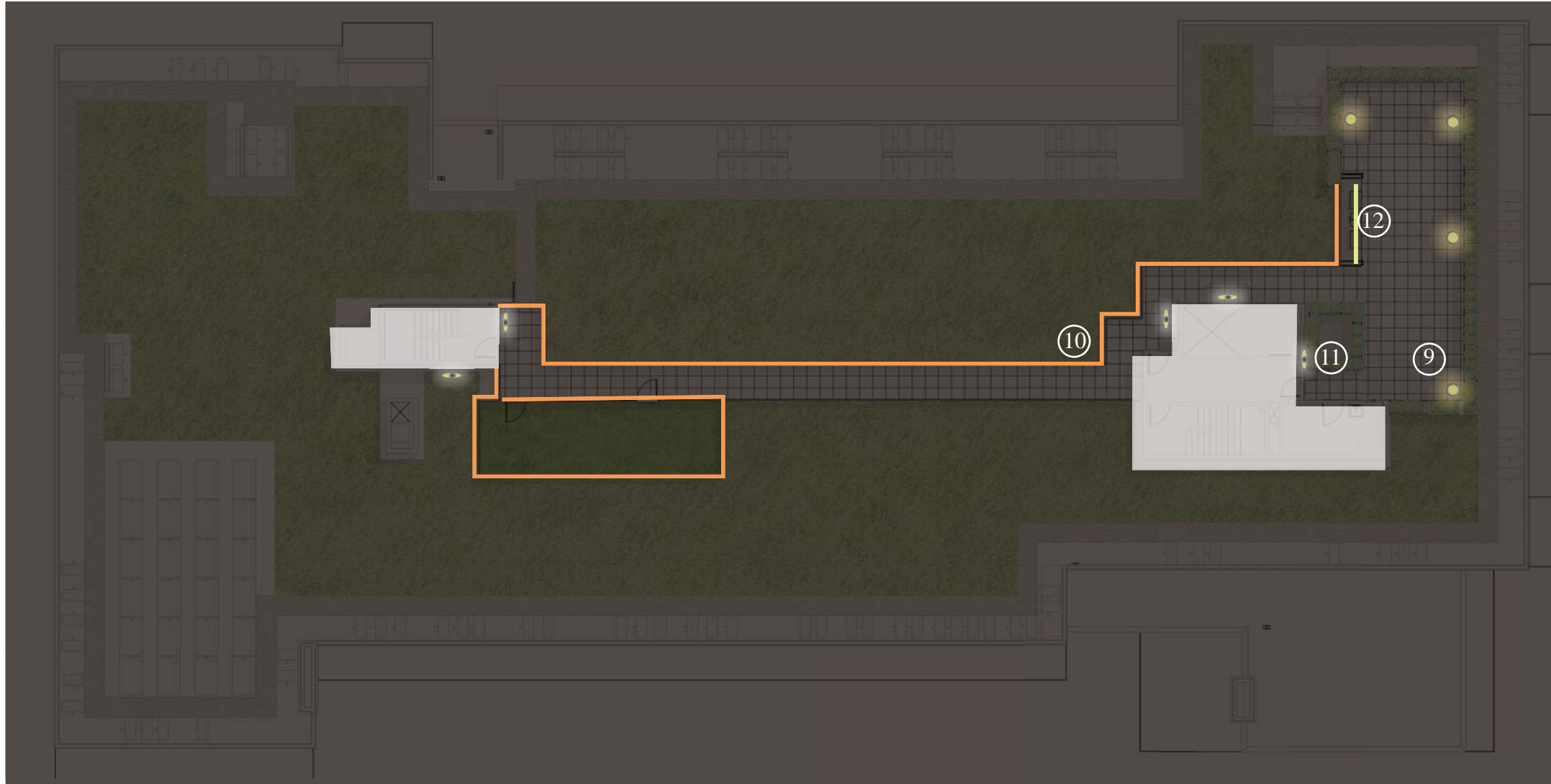
- ① Recessed canopy down-lighting
- ② Large decorative wall sconce (Commercial)
- ③ Small decorative wall sconce or security light (Residential)
- ④ Railing mounted lights
- ⑤ Strip light mounted underneath rail
- ⑥ Stair railing lighting
- ⑦ Uptown pole lights
- ⑧ Existing street lights



LIGHTING PLAN - AT GRADE

LIGHTING LEGEND

- ⑨ Bega bollard light
- ⑩ Railing post mounted light
- ⑪ Wall sconce or security light
- ⑫ Lighting at BBQ



LIGHTING PLAN - ROOF

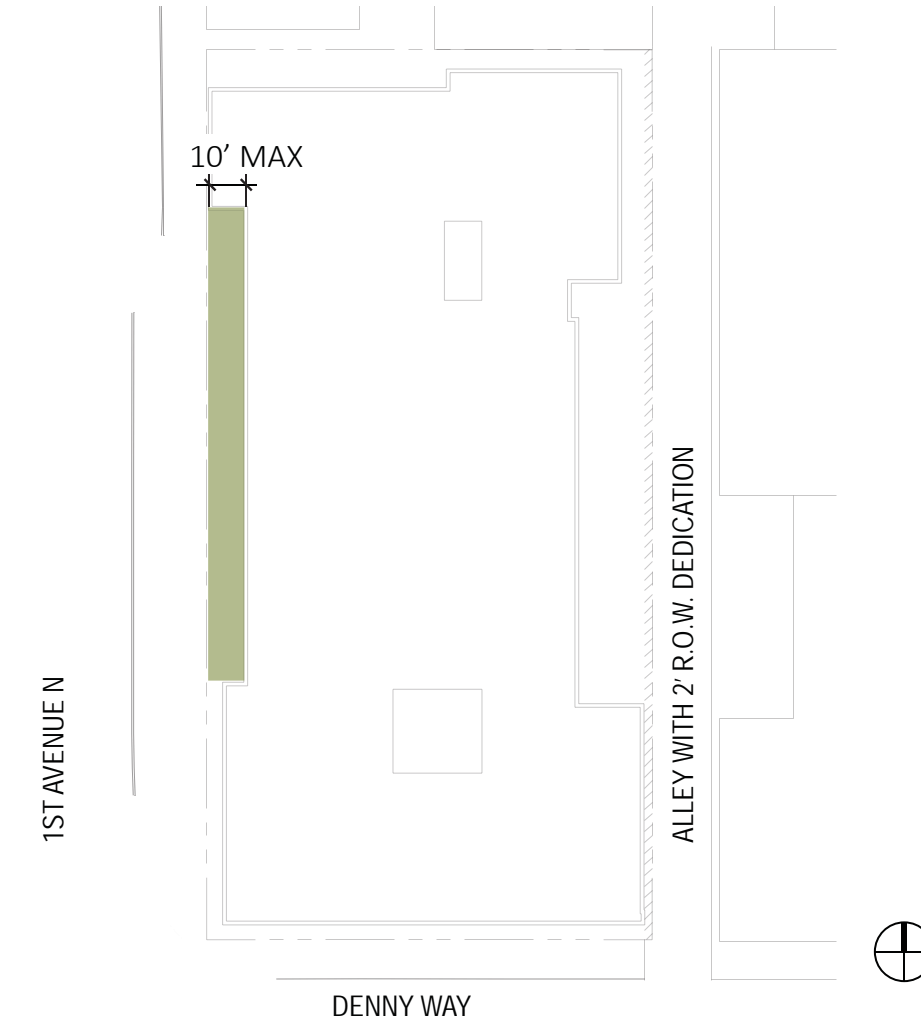


CODE	NUMBER	REQUIREMENT	CODE LANGUAGE	REQUEST	HOW THIS WILL BETTER MEET THE INTENT OF THE DESIGN GUIDELINES
SEATTLE MUNICIPAL CODE	23.47A.008.3	STREET-LEVEL DEVELOPMENT STANDARDS	STREET-LEVEL STREET-FACING FACADES SHALL BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE, UNLESS WIDER SIDEWALKS, PLAZAS, OR OTHER APPROVED LANDSCAPED OR OPEN SPACES ARE PROVIDED.	WE REQUEST TO SET THE STREET-LEVEL STREET-FACING FAÇADE BACK APPROXIMATELY 15 FEET FROM THE STREET LOT LINE BY CREATING A LANDSCAPED PEDESTRIAN COURTYARD	THIS DEPARTURE WILL BETTER MEET THE DESIGN GUIDELINE OF NETWORK OF OPEN SPACES PL1-A-2 ADDING TO PUBLIC LIFE AND PL1-A-3 PEDESTRIAN ACTIVIITES WITH AN INCREASE IN SIZE AND QUALITY FO PROJECT-RELATED OPEN SPACE, AND CREATING LIVELY PEDESTRIAN ORIENTED OPEN SPACE. IN ADDITION PER STREETScape COMPATIBILITY PL1-I-ii, ACCESS TO THE COURTYAR ON GRADE PROMOTES A PHYSICAL AND VISUAL CONNECTION TO THE STREET.

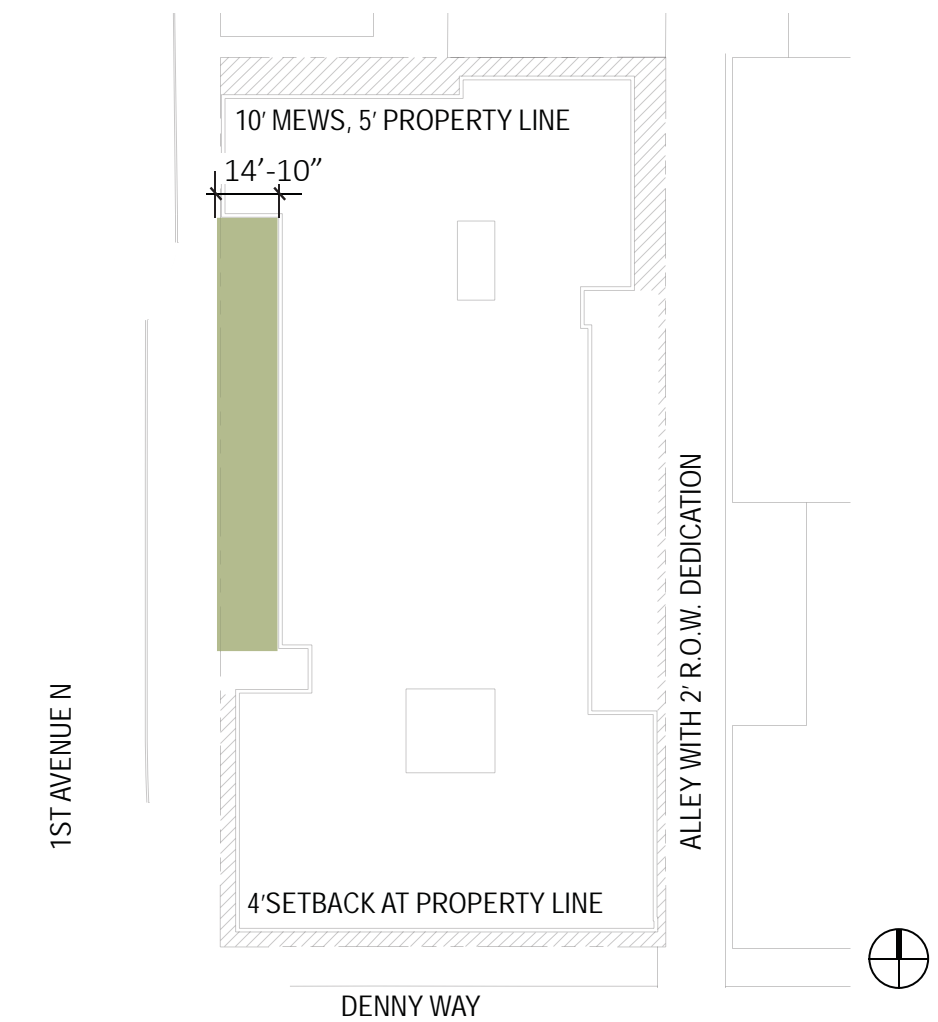


100 Denny Way
Design Review Recommendation Meeting- DPD# 3020197

CODE COMPLIANT

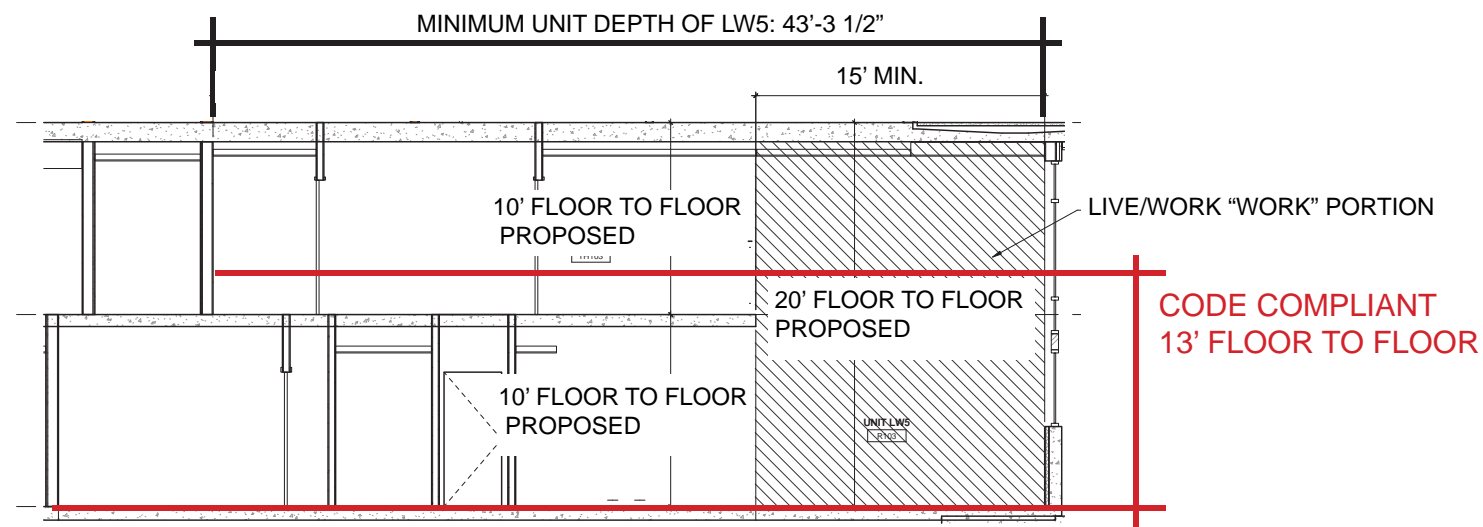


PROPOSAL

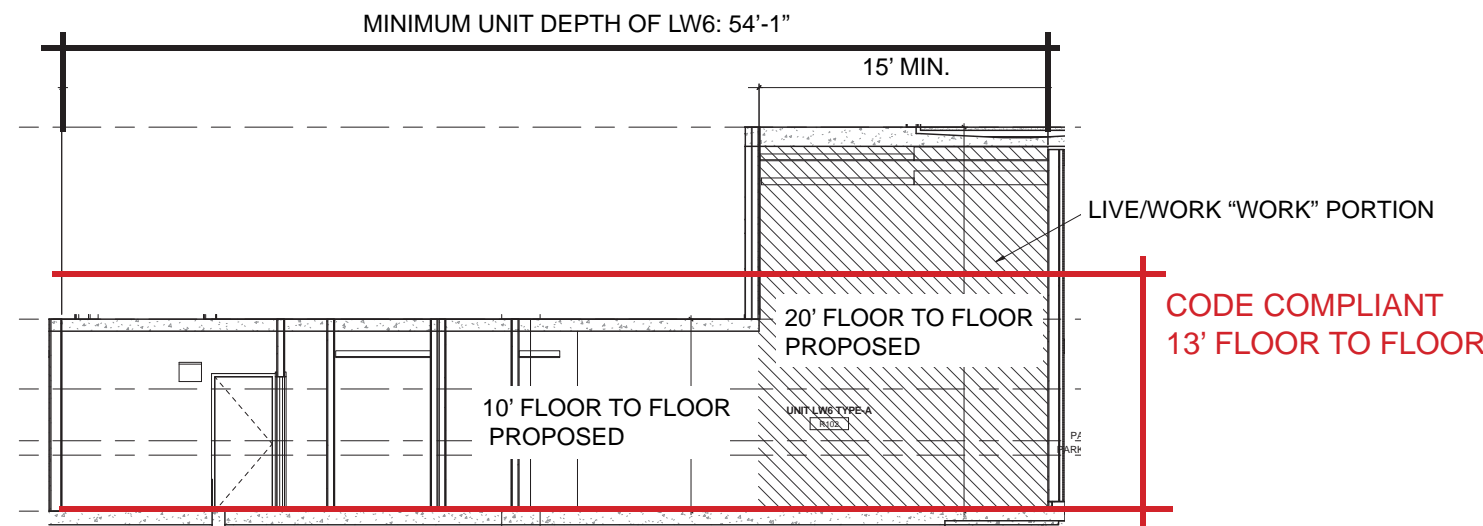


26 October 2016

CODE	NUMBER	REQUIREMENT	CODE LANGUAGE	REQUEST	HOW THIS WILL BETTER MEET THE INTENT OF THE DESIGN GUIDELINES
SEATTLE MUNICIPAL CODE	23.47A.008.B.3 & 4	STREET-LEVEL DEVELOPMENT STANDARDS	DEPTH PROVISIONS FOR NEW STRUCTURES OR ADDITIONS TO EXISTING STRUCTURES, NON-RESIDENTIAL USES SHALL EXTEND AN AVERAGE DEPTH OF AT LEAST 30 FEET AND A MINIMUM DEPTH OF 15 FEET FROM THE STREET-LEVEL STREET-FACING FACADE. 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.	ALL LIVE/WORK UNITS EXTEND AN AVERAGE DEPTH OF AT LEAST 30 FEET AND A MINIMUM DEPTH OF 15 FEET FROM THE STREET-LEVEL STREET-FACING FACADE. THE REQUEST IS TO PROVIDE 20' FLOOR TO FLOOR HEIGHT AT THE 15' MINIMUM DEPTH WITH A REDUCTION IN FLOOR TO FLOOR HEIGHT BEYOND. LW5 UNITS WILL HAVE TWO LEVELS OF 10' FLOOR TO FLOOR HEIGHT PAST THE 15' MINIMUM DEPTH. ACCESSIBLE UNIT LW6 WILL HAVE ONE FLOOR AT 10' FLOOR TO FLOOR HEIGHT PAST THE 15' MINIMUM DEPTH.	PER THE DESIGN GUIDELINES RETAIL EDGES PL3-C-1 POROUS EDGE, THE 20 FOOT FLOOR TO FLOOR CLEAR AREA FOR 15 FEET AT THE FRONT OF THE LIVE/WORK UNIT WILL PROVIDE ADDITIONAL GLAZING AND TRANSPARENCY WHICH ALLOWS FOR OPPORTUNITIES TO INTERACT VISUALLY WITH THE BUILDING INTERIOR.



LW5 SECTION



LW6 SECTION



VIEW OF LIVE/WORK ENTRIES FROM 1ST AVENUE NORTH

20' FLOOR TO FLOOR HEIGHT



KEY PLAN



PROPOSED LOOK AND FEEL

MATERIALS LEGEND

- B-1 BRICK: MUTUAL MATERIALS, COLOR: CANYON MIST
- C-1 CONCRETE: SACK AND PATCH CONCRETE
- FC-1&2 FIBER CEMENT: HARDIE, COLOR: SW 0054 TWILIGHT GRAY
- FC-3 FIBER CEMENT: CERACLAD, CONTEMPORARY SMOOTH, COLOR: LINEN
- FC-4 FIBER CEMENT: HARDIE 2.0, COLOR: SW 0023 PEWTER TANKARD
- M-1 METAL PANEL: AEP SPAN PRESTIGE SERIES, COLOR 1: COOL DARK BRONZE
- M-2 METAL PANEL: AEP SPAN PRESTIGE SERIES, COLOR 2: COOL ZINC GREY
- SF-1 ALUMINUM STOREFRONT: KAWNEER, FRAME COLOR: BRONZE
LOUVER COLOR: BRONZE
- V-1 VINYL WINDOWS: VPI, FRAME COLOR: ADOBE
- V-2 VINYL WINDOWS: VPI, FRAME COLOR: ARCHITECTURAL BRONZE
- W-1 WOOD LOOK SIDING: WOODTONE RUSTIC SERIES, COLOR: VINTAGE CABERNET



WEST ELEVATION

MATERIALS LEGEND

- B-1 BRICK: MUTUAL MATERIALS, COLOR: CANYON MIST
- C-1 CONCRETE: SACK AND PATCH CONCRETE
- FC-1&2 FIBER CEMENT: HARDIE, COLOR: SW 0054 TWILIGHT GRAY
- FC-3 FIBER CEMENT: CERACLAD, CONTEMPORARY SMOOTH, COLOR: LINEN
- FC-4 FIBER CEMENT: HARDIE 2.0, COLOR: SW 0023 PEWTER TANKARD
- M-1 METAL PANEL: AEP SPAN PRESTIGE SERIES, COLOR 1: COOL DARK BRONZE
- M-2 METAL PANEL: AEP SPAN PRESTIGE SERIES, COLOR 2: COOL ZINC GREY
- SF-1 ALUMINUM STOREFRONT: KAWNEER, FRAME COLOR: BRONZE
LOUVER COLOR: BRONZE
- V-1 VINYL WINDOWS: VPI, FRAME COLOR: ADOBE
- V-2 VINYL WINDOWS: VPI, FRAME COLOR: ARCHITECTURAL BRONZE
- W-1 WOOD LOOK SIDING: WOODTONE RUSTIC SERIES, COLOR: VINTAGE CABERNET



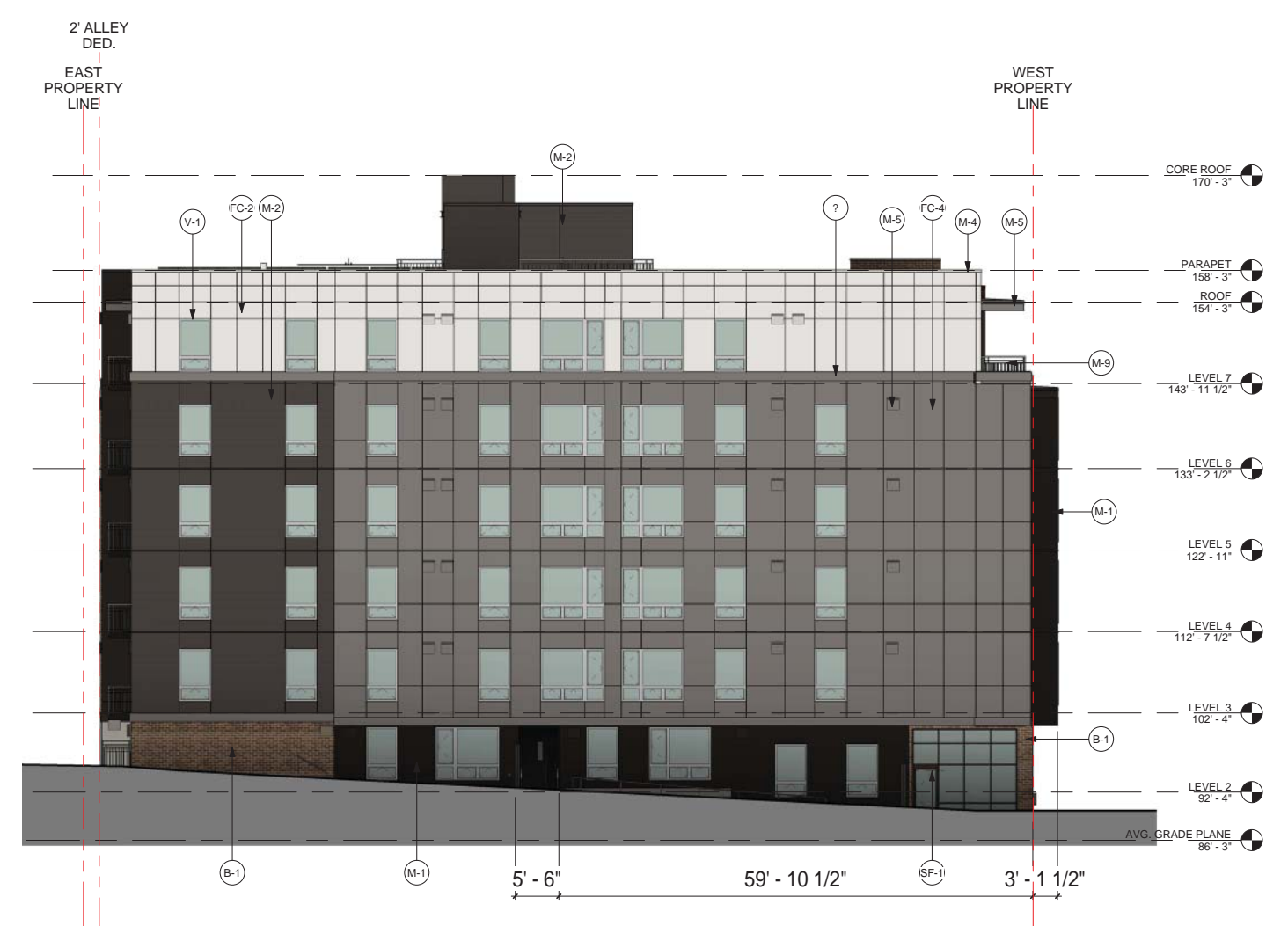
EAST ELEVATION

MATERIALS LEGEND

- B-1 BRICK: MUTUAL MATERIALS, COLOR: CANYON MIST
- C-1 CONCRETE: SACK AND PATCH CONCRETE
- FC-1&2 FIBER CEMENT: HARDIE, COLOR: SW 0054 TWILIGHT GRAY
- FC-3 FIBER CEMENT: CERACLAD, CONTEMPORARY SMOOTH, COLOR: LINEN
- FC-4 FIBER CEMENT: HARDIE 2.0, COLOR: SW 0023 PEWTER TANKARD
- M-1 METAL PANEL: AEP SPAN PRESTIGE SERIES, COLOR 1: COOL DARK BRONZE
- M-2 METAL PANEL: AEP SPAN PRESTIGE SERIES, COLOR 2: COOL ZINC GREY
- SF-1 ALUMINUM STOREFRONT: KAWNEER, FRAME COLOR: BRONZE
LOUVER COLOR: BRONZE
- V-1 VINYL WINDOWS: VPI, FRAME COLOR: ADOBE
- V-2 VINYL WINDOWS: VPI, FRAME COLOR: ARCHITECTURAL BRONZE
- W-1 WOOD LOOK SIDING: WOODTONE RUSTIC SERIES, COLOR: VINTAGE CABERNET



SOUTH ELEVATION



NORTH ELEVATION



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.

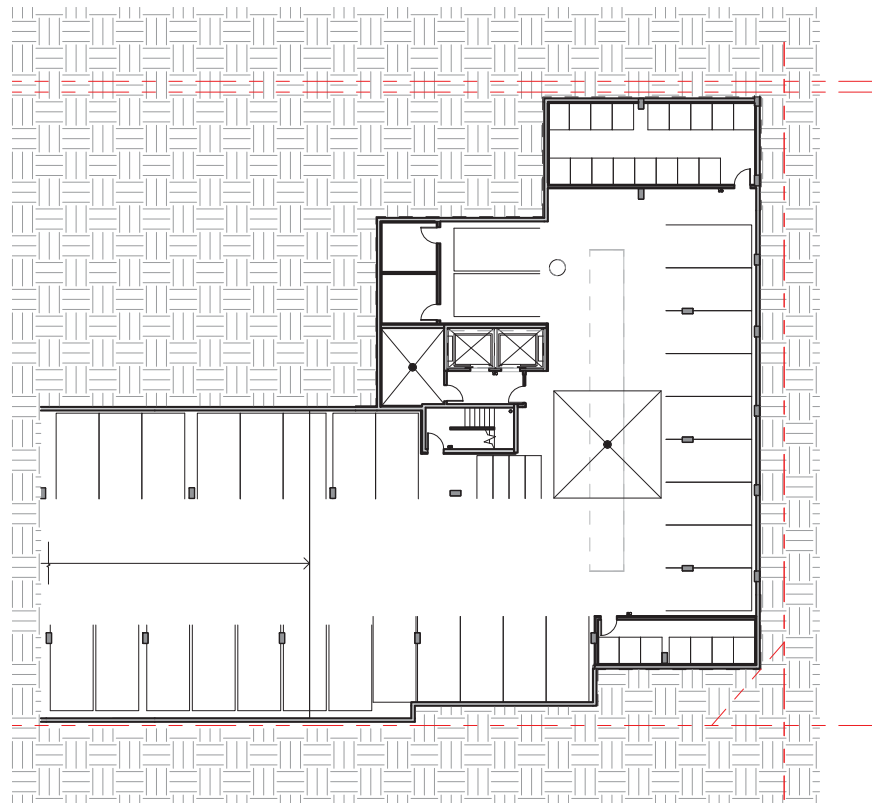
Parking and Service Uses

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

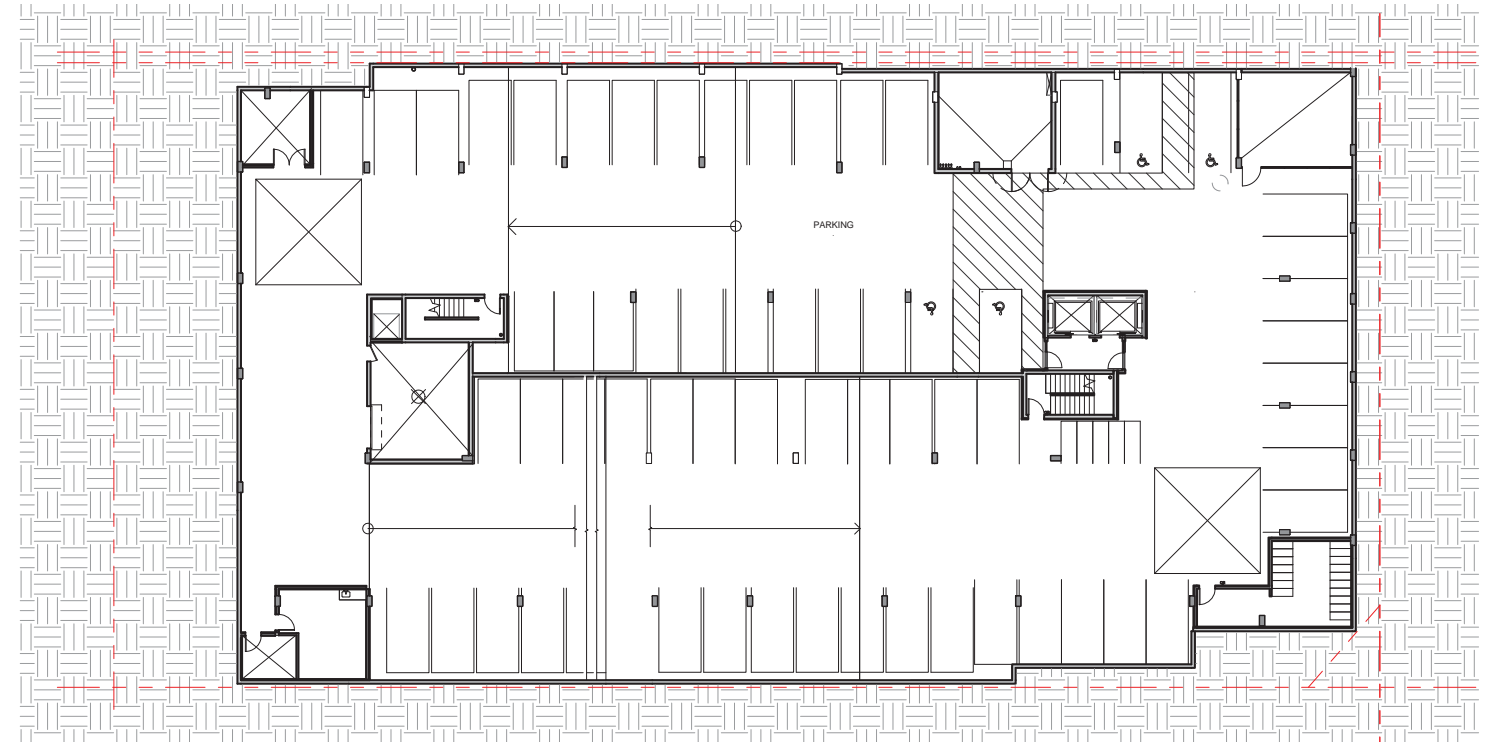
Parking and Service Uses

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.

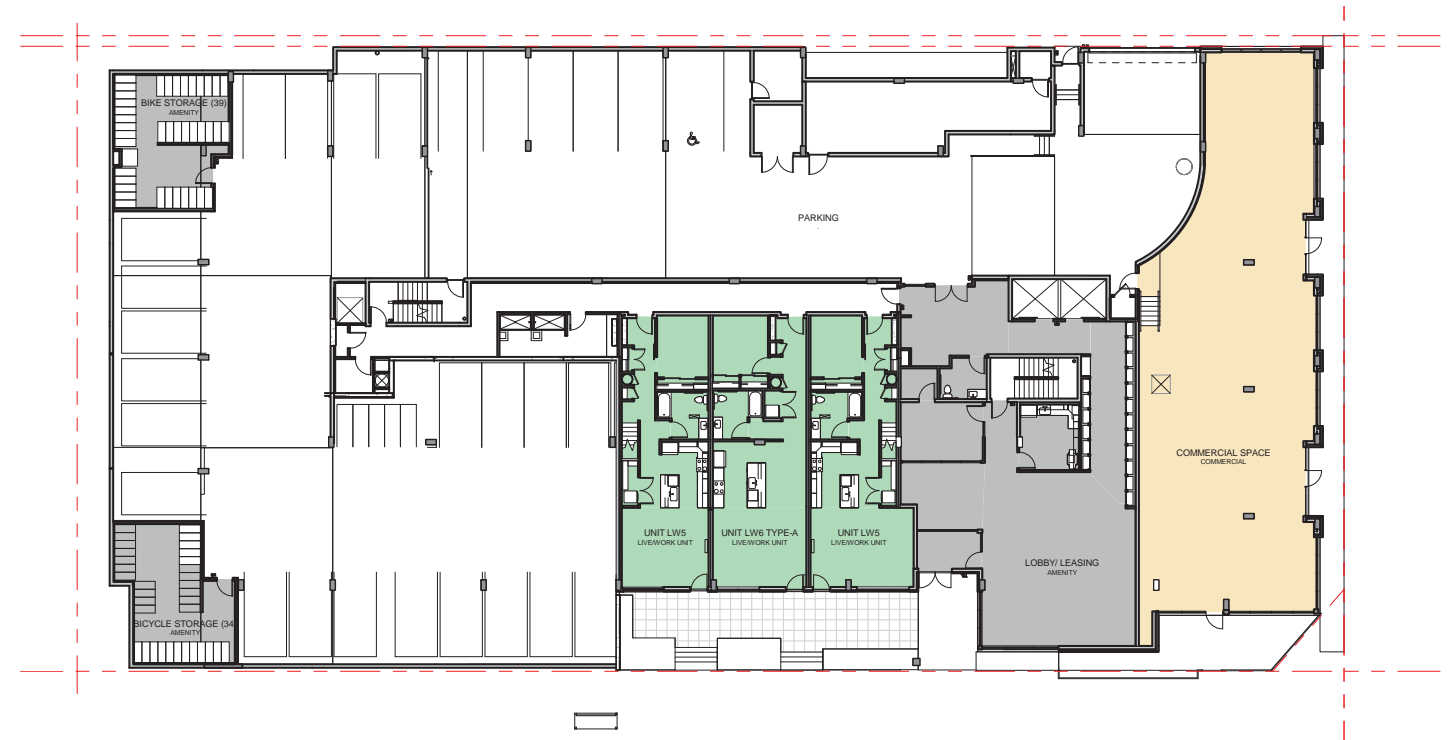
- Lobby/ Amenity Space
- Commercial
- Live/Work



PARKING LEVEL P2



PARKING LEVEL P1












LEVEL 1

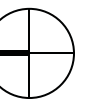
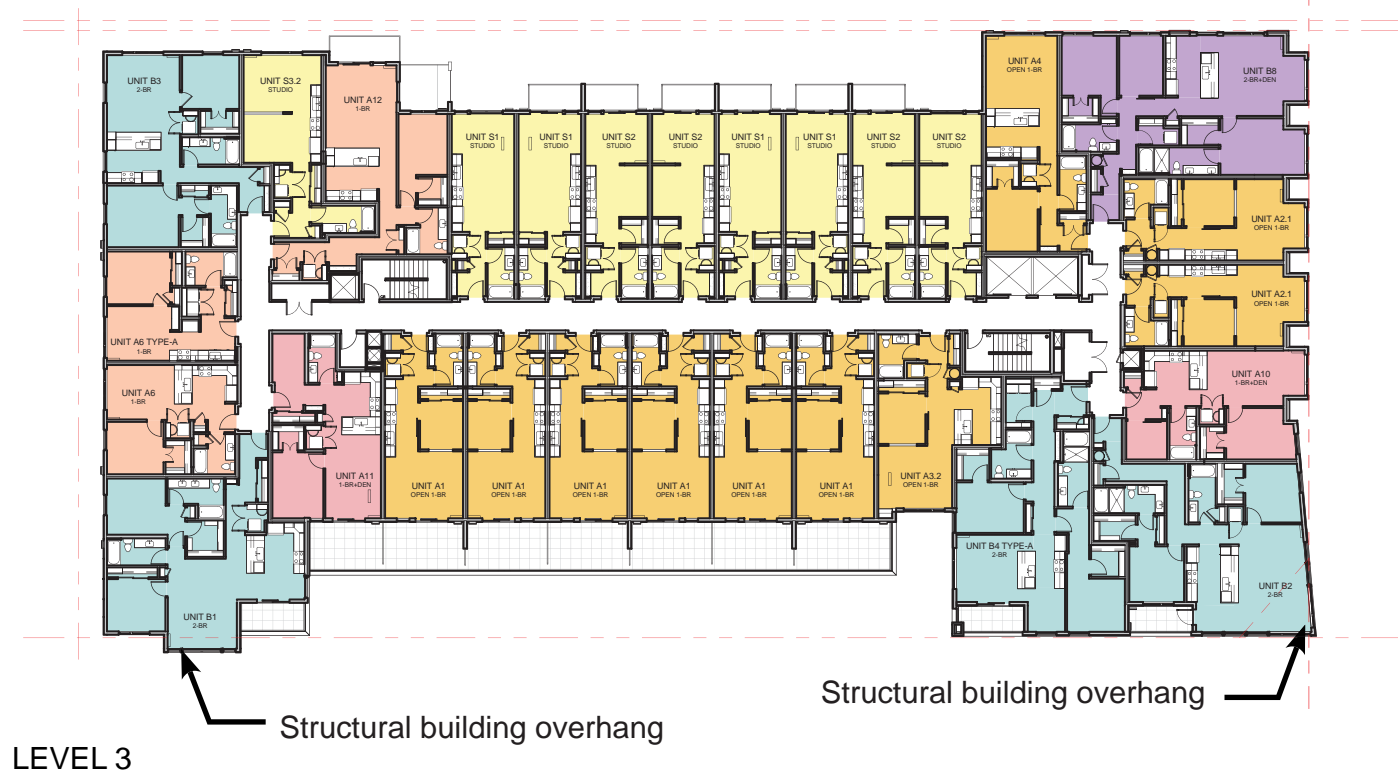
Arrangement of Interior Uses

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		Open 1 Bedroom	
Commercial		1 Bedroom	
Live/Work		1 Bedroom + Den	
Studio		2 Bedroom	
		2 Bedroom + Den	












Arrangement of Interior Uses

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

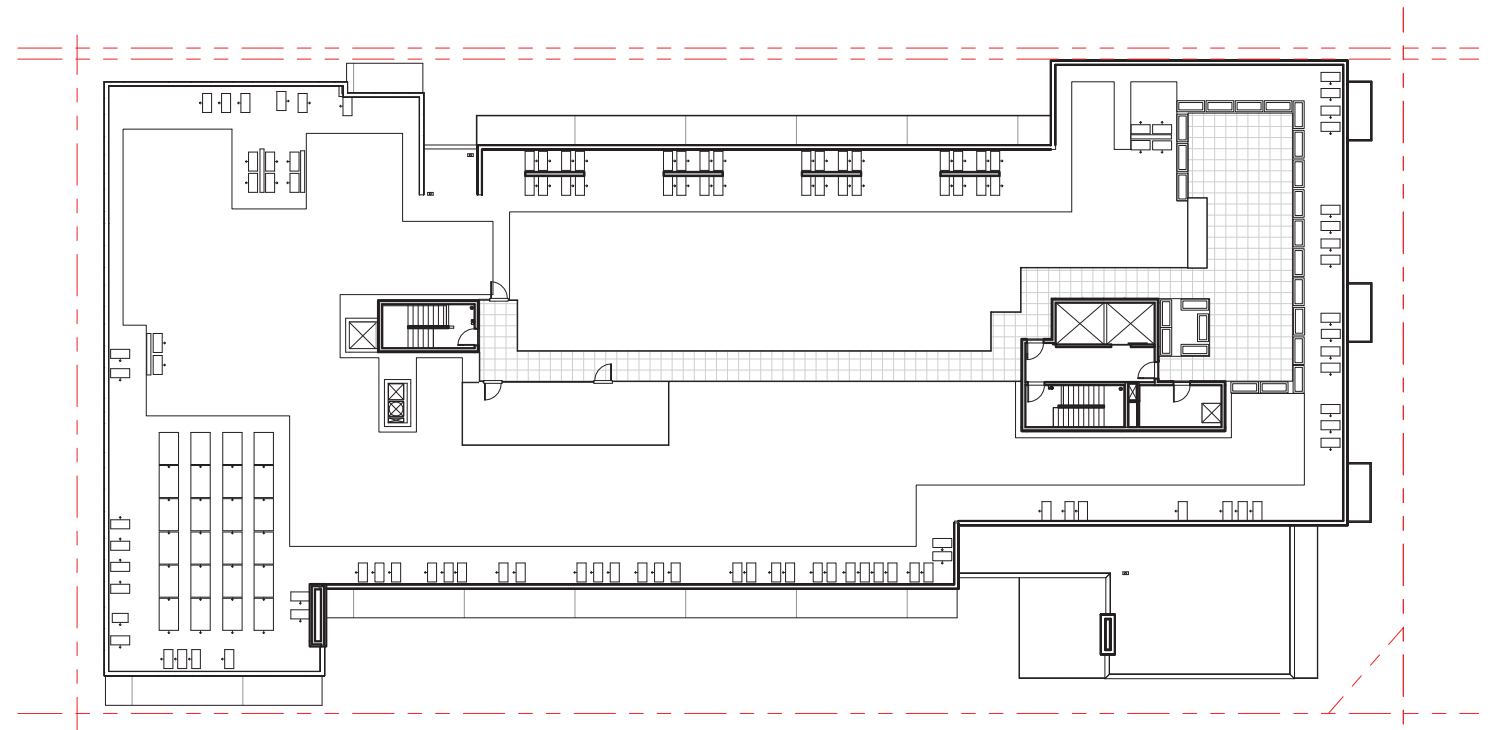
Arrangement of Interior Uses

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

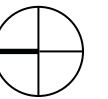
Lobby/ Amenity Space		Open 1 Bedroom	
Commercial		1 Bedroom	
Live/Work		1 Bedroom + Den	
Studio		2 Bedroom	
		2 Bedroom + Den	



LEVEL 7



ROOF PLAN



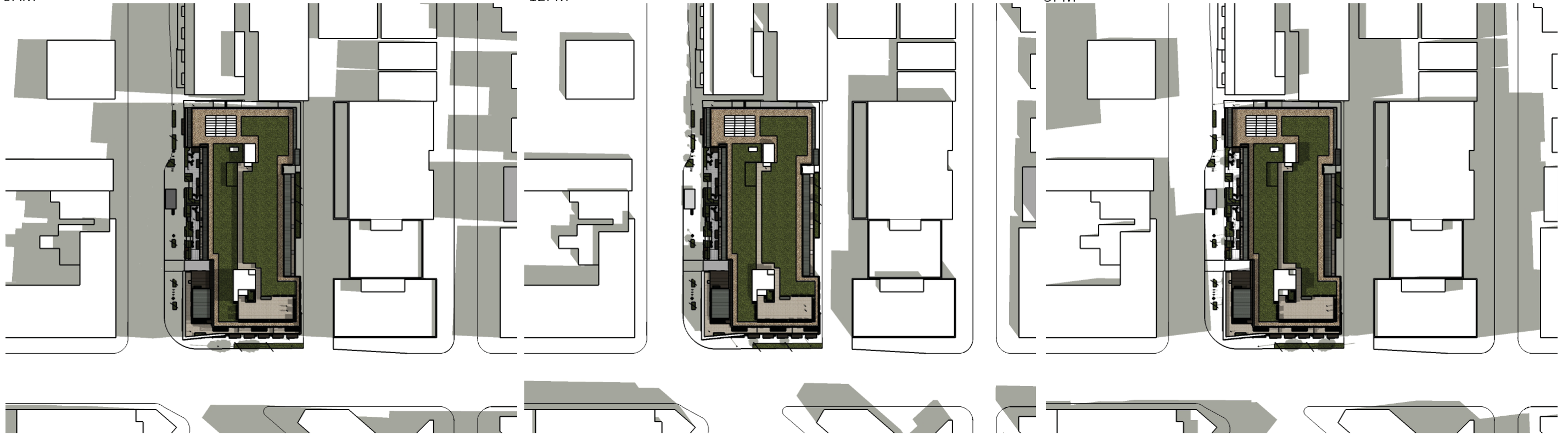
SHADOW STUDY

JUNE 21

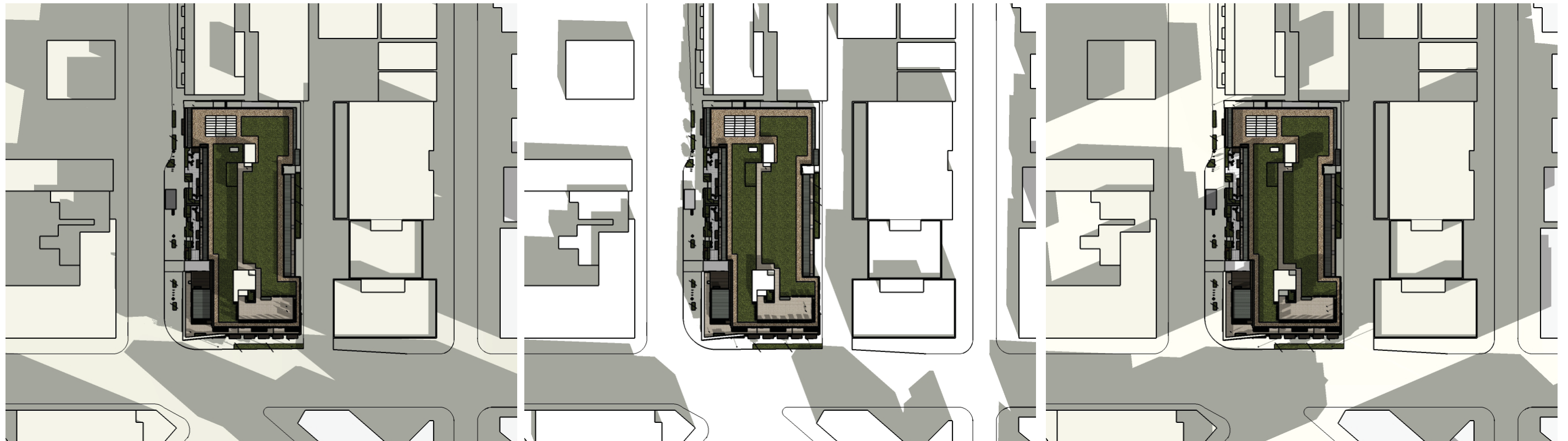
9AM

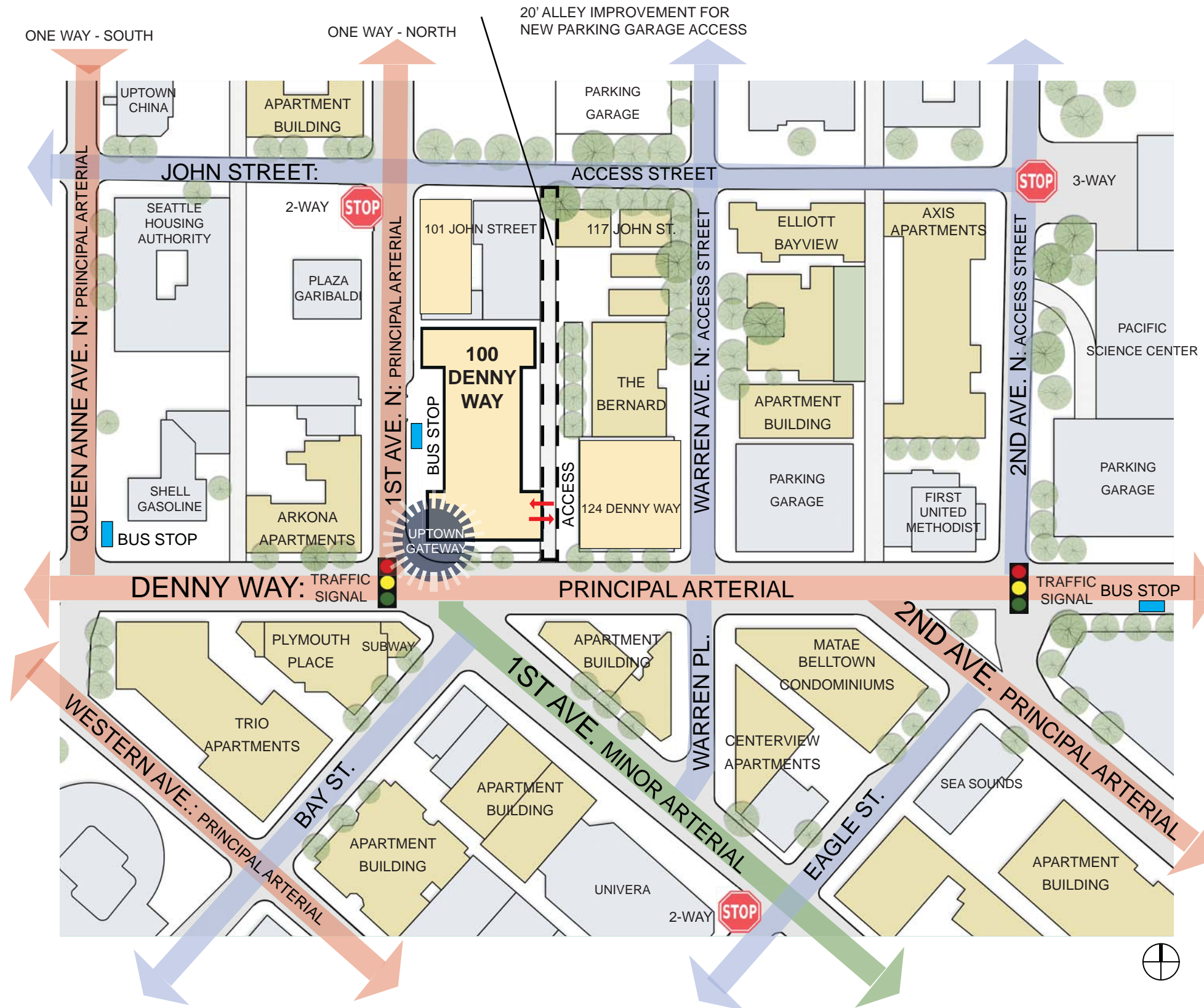
12PM

5PM



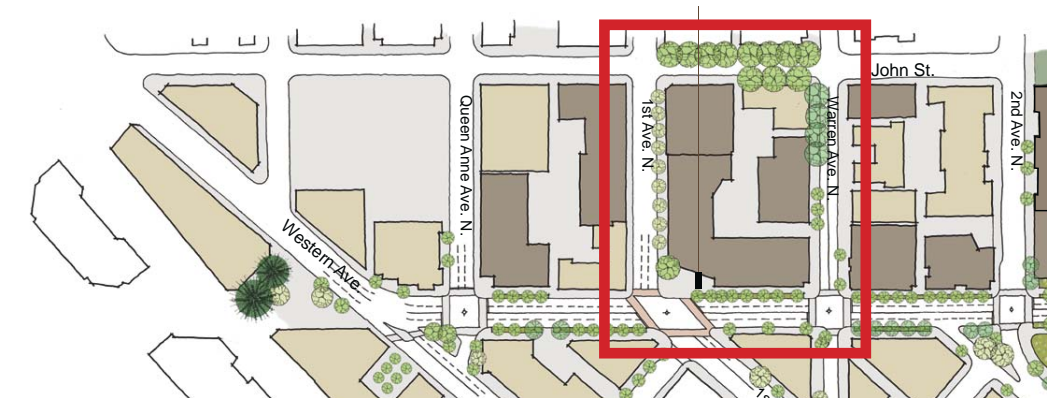
SEPTEMBER 21





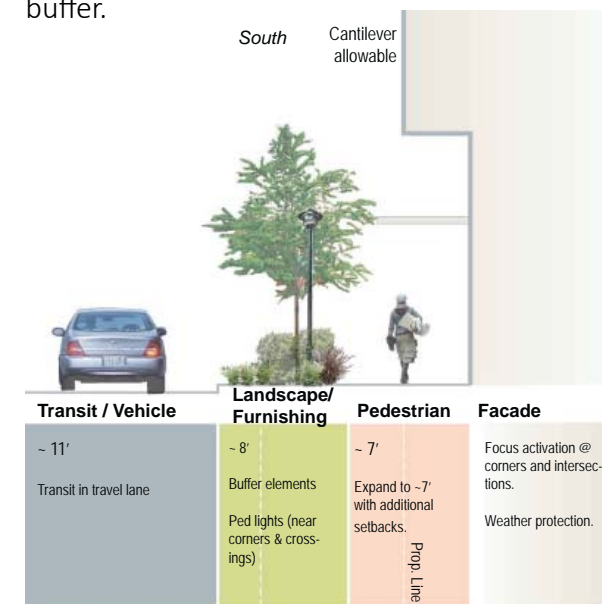
Denny Way Streetscape Concept Plan (2013)

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.



Transit / Vehicle	Landscape/ Furnishing	Pedestrian	Facade
- 11' Transit in travel lane	- 8' Buffer elements Ped lights (near corners & crossings)	- 7' Expand to -7' with additional setbacks. Prop. Line	Focus activation @ corners and intersections. Weather protection.

Sidewalk ~15'

Setback 3' (Private)

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.

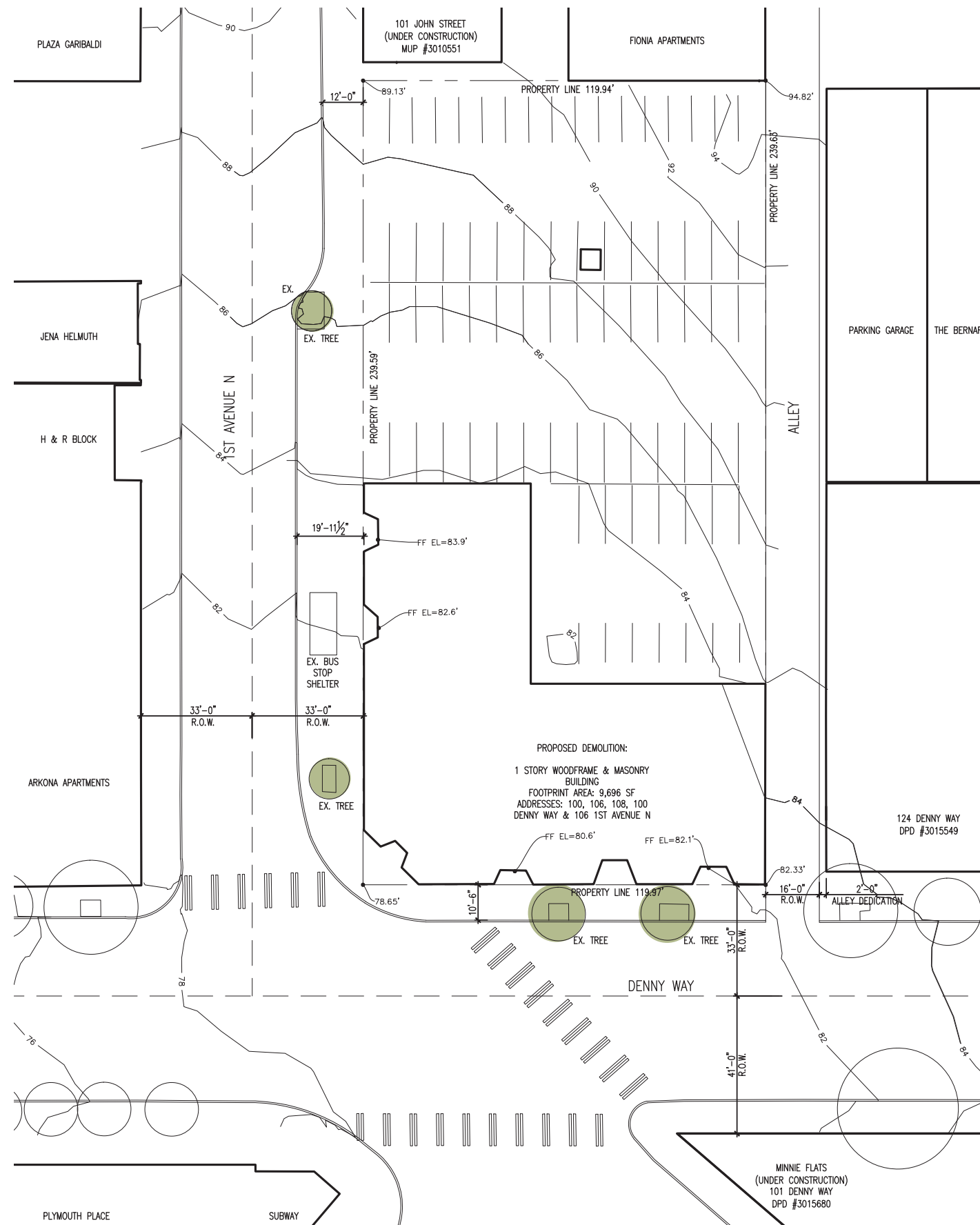
SOLAR ACCESS: Solar access will be most prominent from the South and West. Existing and proposed buildings to the North and East are planned to be located at a higher grade plane.

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.



Not to Scale

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	120,993 SF
Non-Residential	13,119 SF = 134,112 SF
Exempt (Area Below Level 1)	50,452 SF
Total	184,564 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.
120,993 SF * 5% = 6,050 SF Required
6,634 SF Provided

Parking Requirements (SMC 23.47A.030)

0 parking stalls Required
124 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.
124 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 164 Units = 831 SF
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)

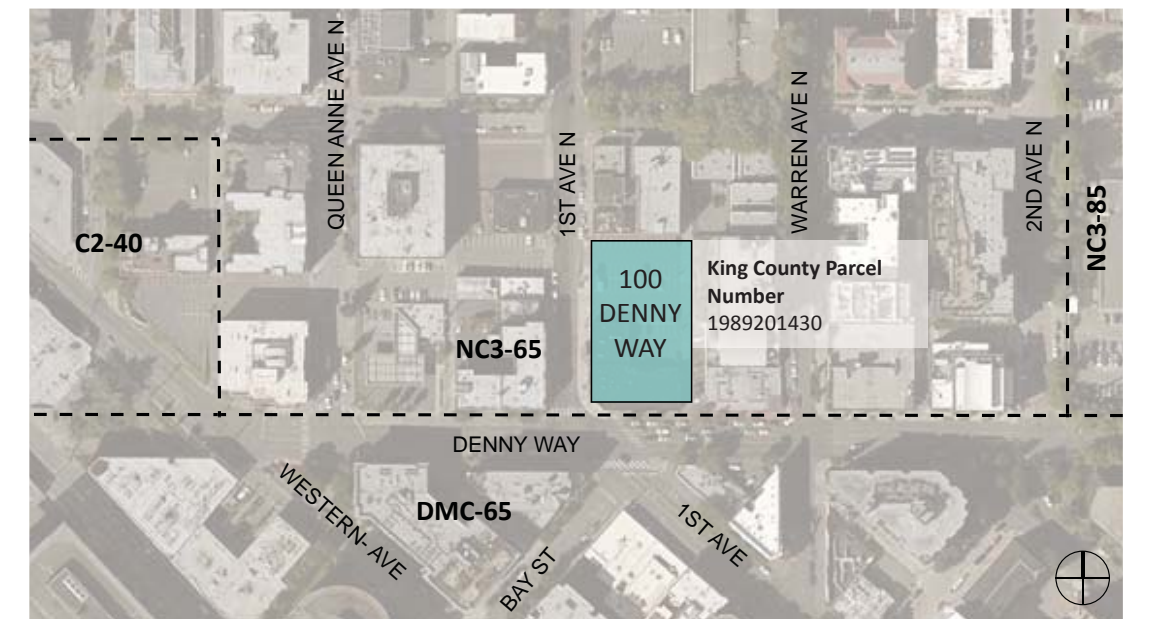
No required setbacks

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.

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

= 86.25' Average Grade Level



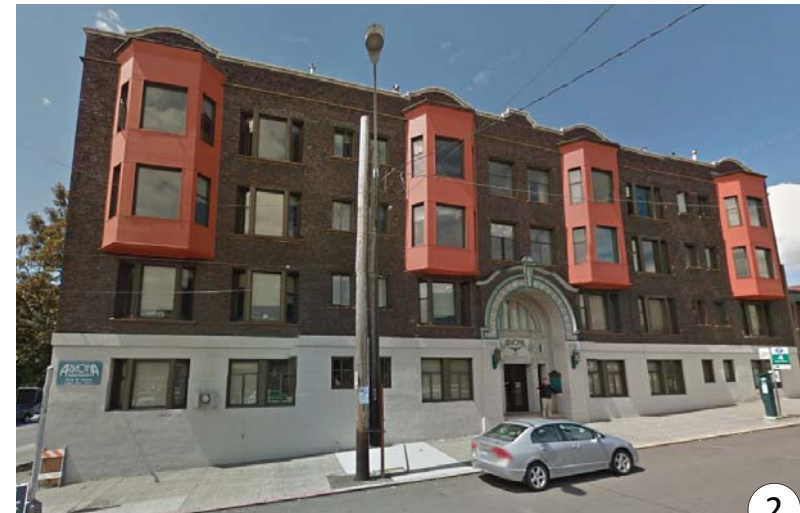
NEIGHBORHOOD CHARACTER

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 2-6 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'.



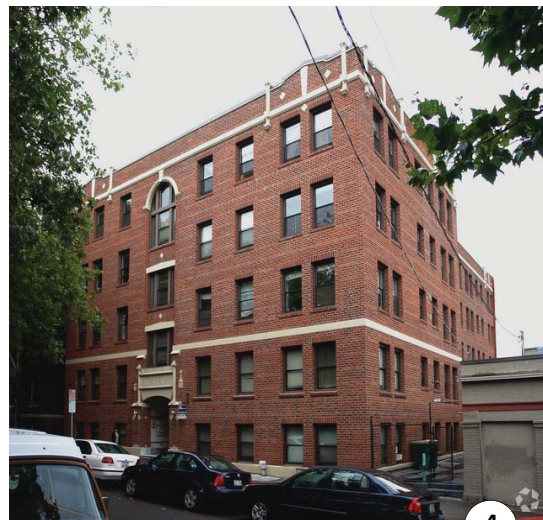
1
Plymouth Place
94 Bay Street



2
Arkona Apartments
107 1st Avenue North



3
Under Construction
101 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
124 Denny Way
DPD #3015549



8
Under Construction
101 Denny Way
DPD #3015680

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.

THE DESIGN TEAM RESPONDED TO:

MASSING AND DESIGN

- ✓ 1. North massing to be graceful and different from south massing, and relate to the design of the new building to the north
- ✓ 2. Relocate balconies at the NE corner
- ✓ 3. Design gasket with a deep recess with different planes and materials
- ✓ 4. Quality materials at the north portion of the alley facade
- ✓ 5. Vary the parapet heights at the roof line to break up the massing
- ✓ 6. Continue to use the proposed exterior materials as shown in the packet
- ✓ 7. The solarium on the roof needs further design to appear as a unique space and feature

STREET LEVEL DESIGN

- ✓ 8. Design the courtyard to be either at or above the grade of the sidewalk to meet security and commercial viability guidelines. Eliminate the sunken portion of the courtyard.
- ✓ 9. Design the courtyard and landscaping to discourage unwanted uses. Open up the courtyard instead of creating a buffer.
- ✓ 10. Design the courtyard and street-level elevation as commercial space
- ✓ 11. Provide street furniture that encourages usability while discourages unwanted uses. Open up the courtyard instead of creating a buffer.
- ✓ 12. Provide different street paving at the mews and the courtyard
- ✓ 13. Design the mews as public open space
- ✓ 14. Continue the commercial character language of the new building to the north
- ✓ 15. Avoid blank walls on 1st Avenue N. If transparency is not possible, art should be provided.
- ✓ 16. Provide a security gate at the back of the mews

STREET CORNER DESIGN

- ✓ 17. Erode the corner to provide more open space for pedestrians
- ✓ 18. Provide multiple options of the corner with the intention of a strong retail presence
- ✓ 19. Use the Uptown specific design guidelines for informing the gateway design at the corner. Express the entry.
- ✓ 20. Integrate the corner with art and the culture of the neighborhood

GARAGE AND ALLEY TREATMENT

- ✓ 21. Make the interior approach to the alley in the garage as level as possible
- ✓ 22. Provide signage and lighting for security in the alley
- ✓ 23. Keep the bike parking and solid waste holding areas as shown
- ✓ 24. Provide a design where the at-grade units at the northeast alley are secure
- ✓ 25. Design the north portion of the alley facade with the same quality materials as the street-facing facades