

PROPOSED NEW RESIDENTIAL CONSTRUCTION PROJECT  
 14 West Roy Street, Seattle, WA

PROJECT OVERVIEW:

The proposal for 14 W. Roy Street is to create a multi-family and commercial development that looks forward to the activity and density proposed in the Uptown Framework Plan (UDF) as the future for this essential part of Seattle's urban fabric.

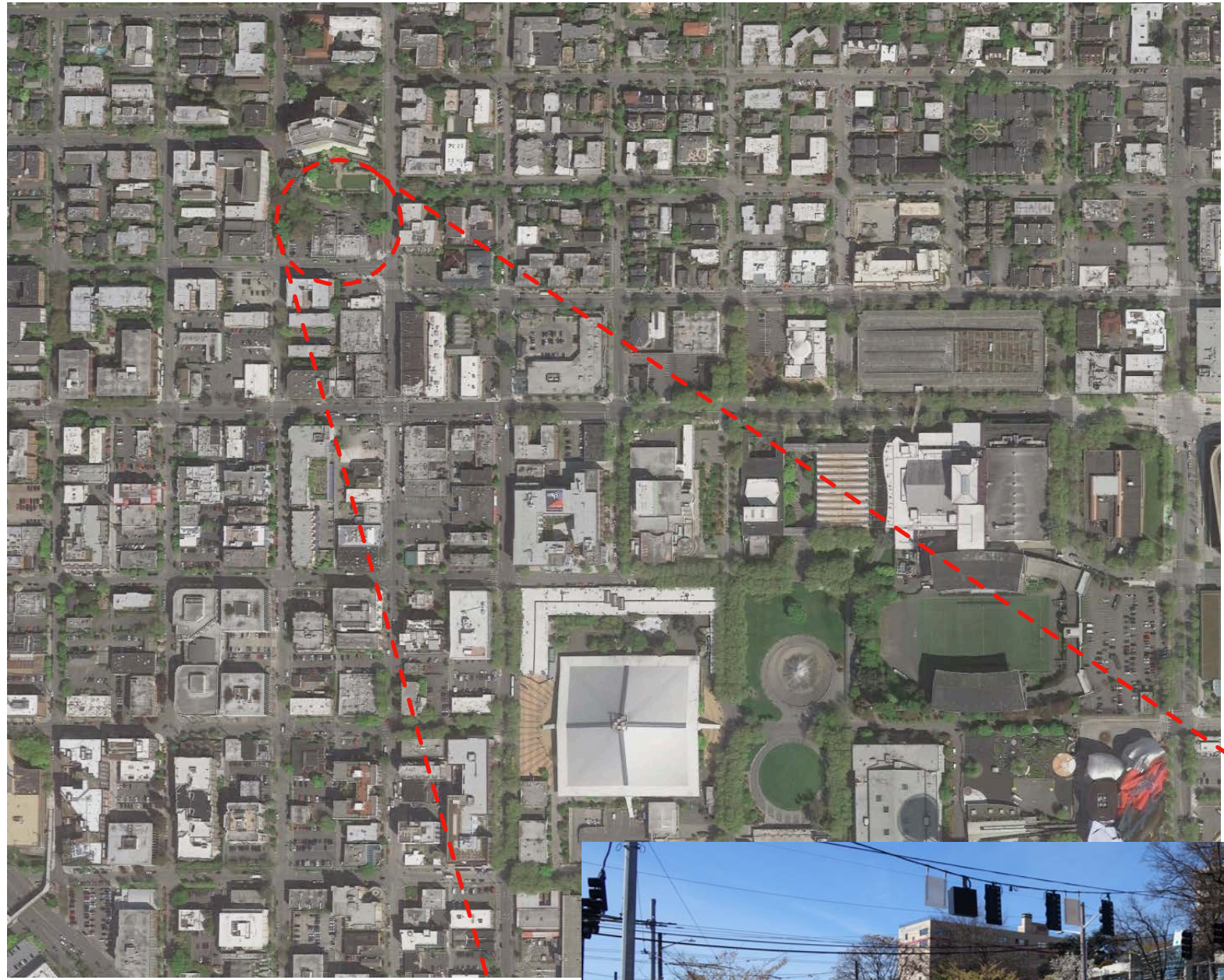
The proposal envisions street front retail along W. Roy Street and onto 1st Ave. W, a street of small live/work apartments and a garden terrace on W. Queen Anne Driveway. The upper floors will contain a second story of commercial offices with residential apartments above. Parking is underground.

The project massing will embrace the unique form and character of the site: The transition between residential and the commercial/cultural neighborhoods of Uptown, the prominent SE corner and the curving form of W. Queen Anne Driveway.

In advance of the Uptown district-wide rezone, a site-specific rezone to NC3-85' is proposed.

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PROJECT SUMMARY

The approximate building program is:

<b>Residential Apartment Units:</b>	<b>91,000 SF</b>	<b>108 Units</b>
<b>Live/Work Spaces</b>	<b>5,800 SF</b>	<b>8 Spaces</b>
<b>Office Lease Space</b>	<b>9,300 SF</b>	
<b>Commercial/Retail Lease Space:</b>	<b>6,400 SF</b>	
<b>Parking:</b>	<b>129 Stalls</b>	
<b>Proposed Structure Height:</b>	<b>85' Height</b>	
<b>Proposed Stories</b>	<b>8 stories</b>	

LAND USE DATA

Current Zoning NC3P-40  
 Proposed Contract Rezone NC3P-85 (consistent with 2015 Uptown Urban Design Framework, Seattle of Planning and Development)

PROJECT TEAM

R&A Development, LLC is the owner of the proposed project and they have been the owner of the property at 12 & 14 W. Roy Street for over 30 years. During this time they have been actively engaged in the future of the Uptown neighborhood, as an example, they were among those instrumental in the creation of the Counterbalance Urban Oasis.

The Metropolitan Companies is the developer of the proposed project. The Metropolitan Companies specializes in real estate development and construction management. They have worked on two prior projects with the project owner and are currently working with the project architect on two other Seattle developments.

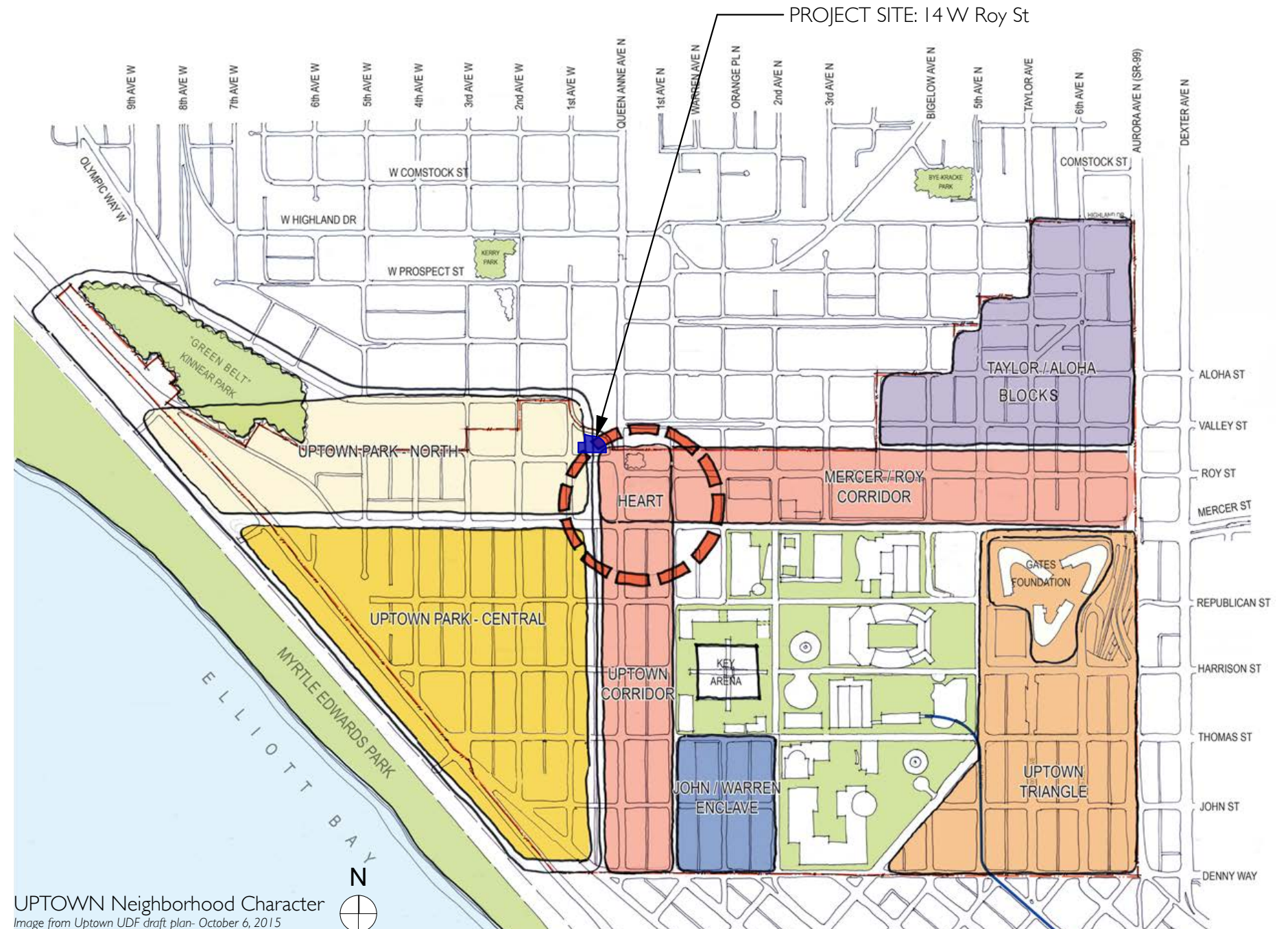
The project architect is Johnson Architecture + Planning, LLC, a Belltown-based firm led by Stevan Johnson, project architect. They have extensive experience in multi-family and mixed use development with a focus on creating livable, walkable urban environments and designing structures that integrate into their urban context.

Landscape architecture and public space design will be provided by Karen Kiest, Landscape Architects. Karen Kiest's firm is located in Uptown, and she has been very active in developing the Uptown Urban Design Framework plan. She sits on the Uptown Alliance UDF subcommittee. Karen Kiest is very well regarded for her elegant urban street and park design work.

SITE CONTEXT

The site is located at the base of Queen Anne Hill, and is in both the "Heart of Uptown" and "Uptown Park" Character Areas per the Uptown Design Guidelines and the Uptown Urban Design Framework (UDF) Plan. The site is characterized by its unusual shape and topography as well as its transitional position between the commercial district to the south and east and the residential district to the north and west. The site is located close by the Northwest corner of Seattle Center

The nearby development is typically low-rise, with recent development introducing mid-rise structures. The Uptown Park area is characterized by mid-rise residential buildings, many of which are mid-20<sup>th</sup> Century masonry buildings identified as "character" buildings in the UDF. The Heart of Uptown serves as a transportation 'cross-roads' for Uptown and is the neighborhood 'center'.

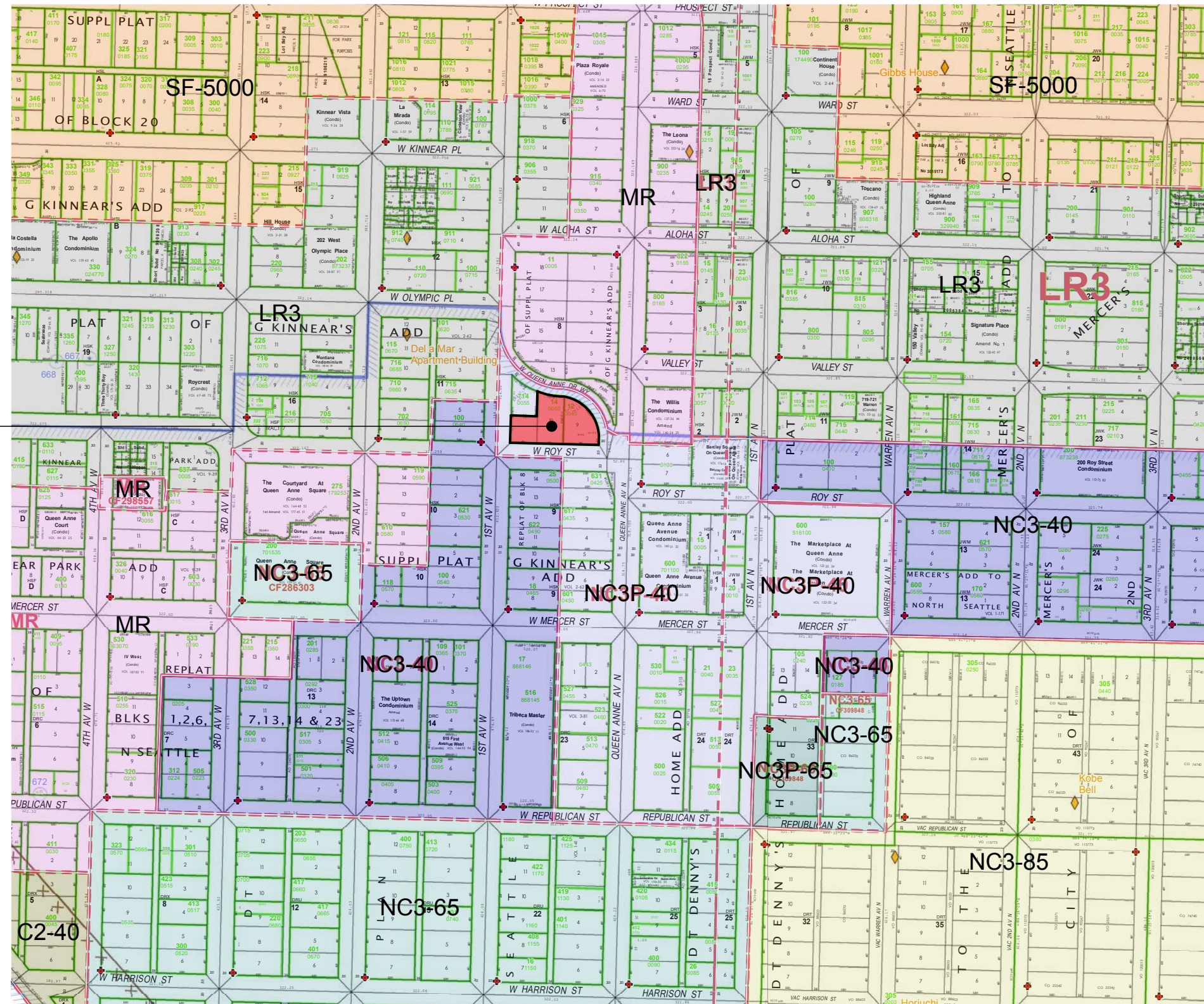


UPTOWN Neighborhood Character  
 Image from Uptown UDF draft plan- October 6, 2015

PROJECT SITE:  
12 & 14 W. Roy St.  
Proposed contract  
rezone to NC3P-85

ZONING CLASSIFICATIONS

- C2-40
- LR3
- MR
- NC3-40
- NC3P-40
- NC3-65
- NC3P-65
- NC3P-85
- SF-5000



**PROPOSED SITE-SPECIFIC CONTRACT REZONE**

The proposed development is based on a site-specific rezone from NC3P-40 to NC3P-85.

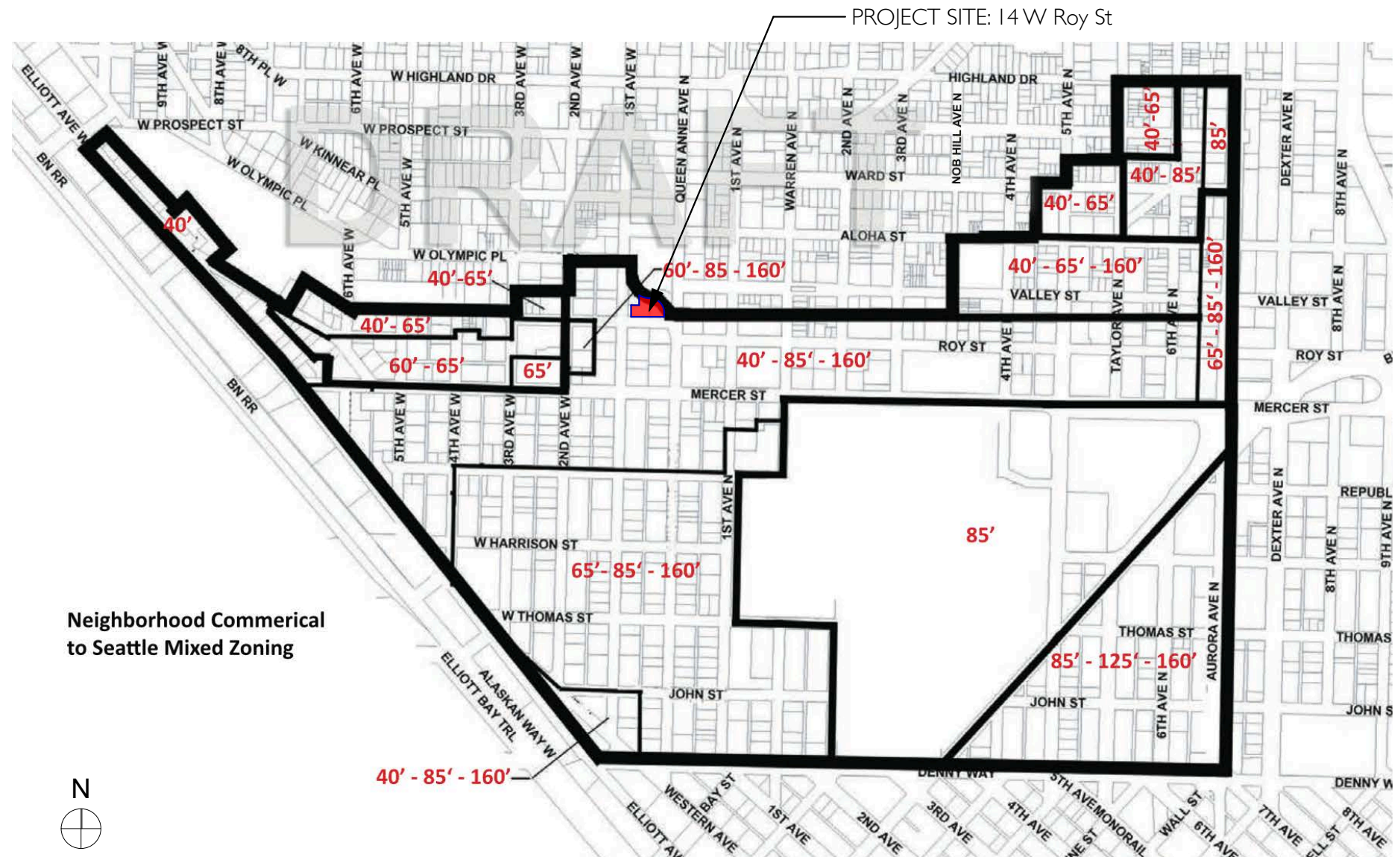
The site is currently zoned NC3P-40, a low-rise commercial zone with a pedestrian district overlay allowing both commercial, office, retail and multi-family residential uses outright. The proposed rezone has no change in permitted uses, and is specifically directed to increasing the site density through changes in FAR and structure height.

As shown on the zoning map (see page 2), the area immediately uphill to the north is zoned MR, with a 60' Base Height Limit. To the south and west the zoning is NC3-40. To the south and east the zoning is NC3P-40. To the northwest, the zoning is LR3 with a 40' height limit.

There are several buildings near the site that are non-conforming as to zoned height limits, including:

- The Bayview- 11 W. Aloha St.  
9-11 stories  
100' avg. height  
In adjacent MR zone
- The Queensborough- 1001 Olympic Way W.  
7-9 stories  
85' average height  
LR zone
- Olympic West- 110 West Olympic Pl  
9 stories  
90' average height  
LR zone

The proposed rezone is compatible with the recommendation of the Urban Design Framework plan developed by the Uptown Alliance and the Seattle Department of Construction and Inspections (formerly the DPD) and is compatible with the intent of the proposed district wide rezone being considered by the City of Seattle planning office thru the EIS process.



**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

*Image from Uptown UDF draft plan- October 6, 2015*

**PROPOSED DISTRICT WIDE REZONE**

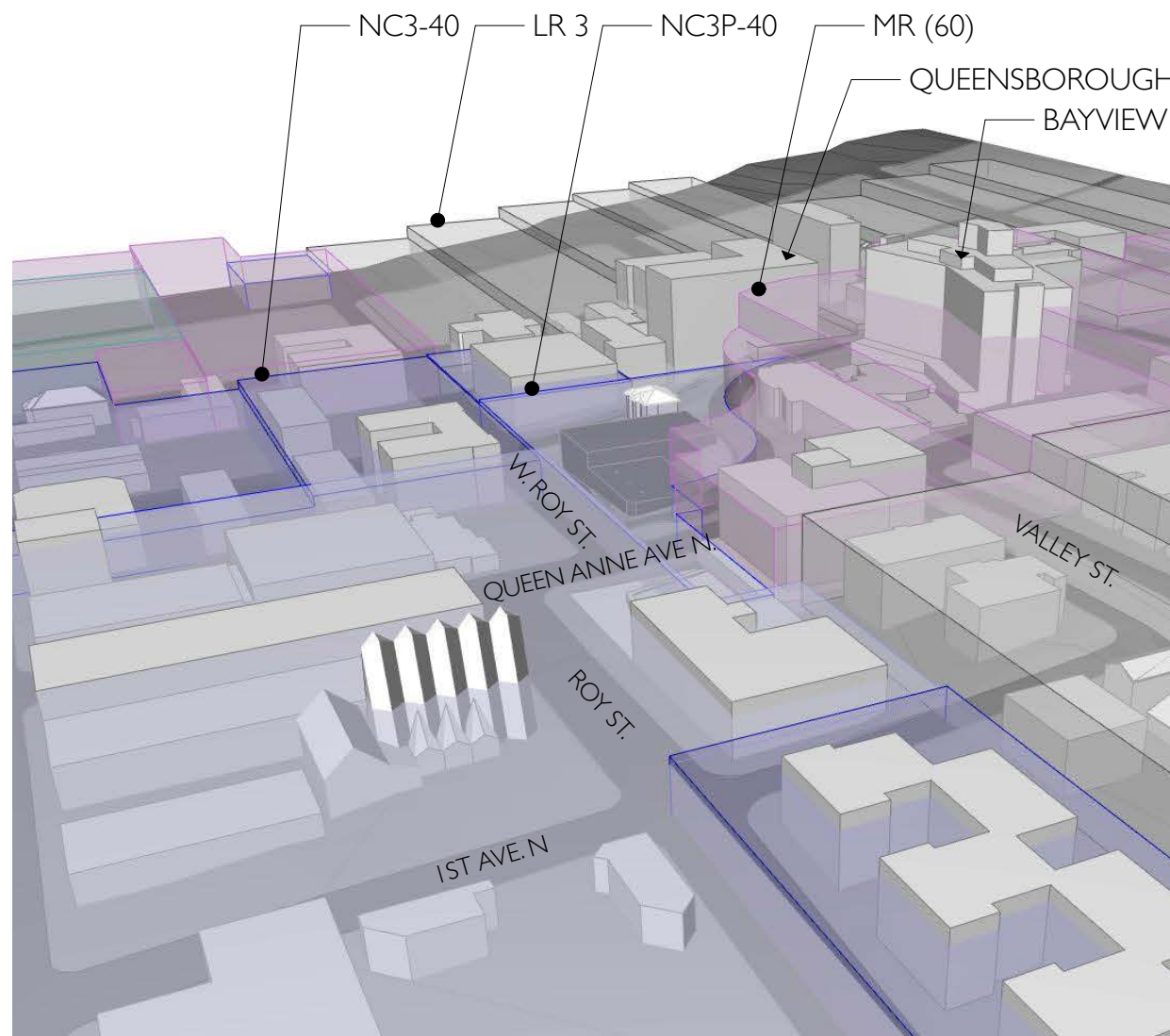
The city of Seattle planning office is currently considering a district wide rezoning of the Uptown Neighborhood. This plan is based on the Uptown Urban Design Framework published in the fall of 2015. The proposed rezone is the subject of an EIS had its scoping process completed in 2015 is now being prepared by the City. The EIS will be considering height alternatives for the subject site of 40' (no action alternative), 85' and 160' structure heights under the Seattle Mixed (SM) land use designation. The SM zone permits similar uses to the NC zone, including all uses proposed for the subject site under the pending contract rezone application.

PROPOSED CONTRACT REZONE

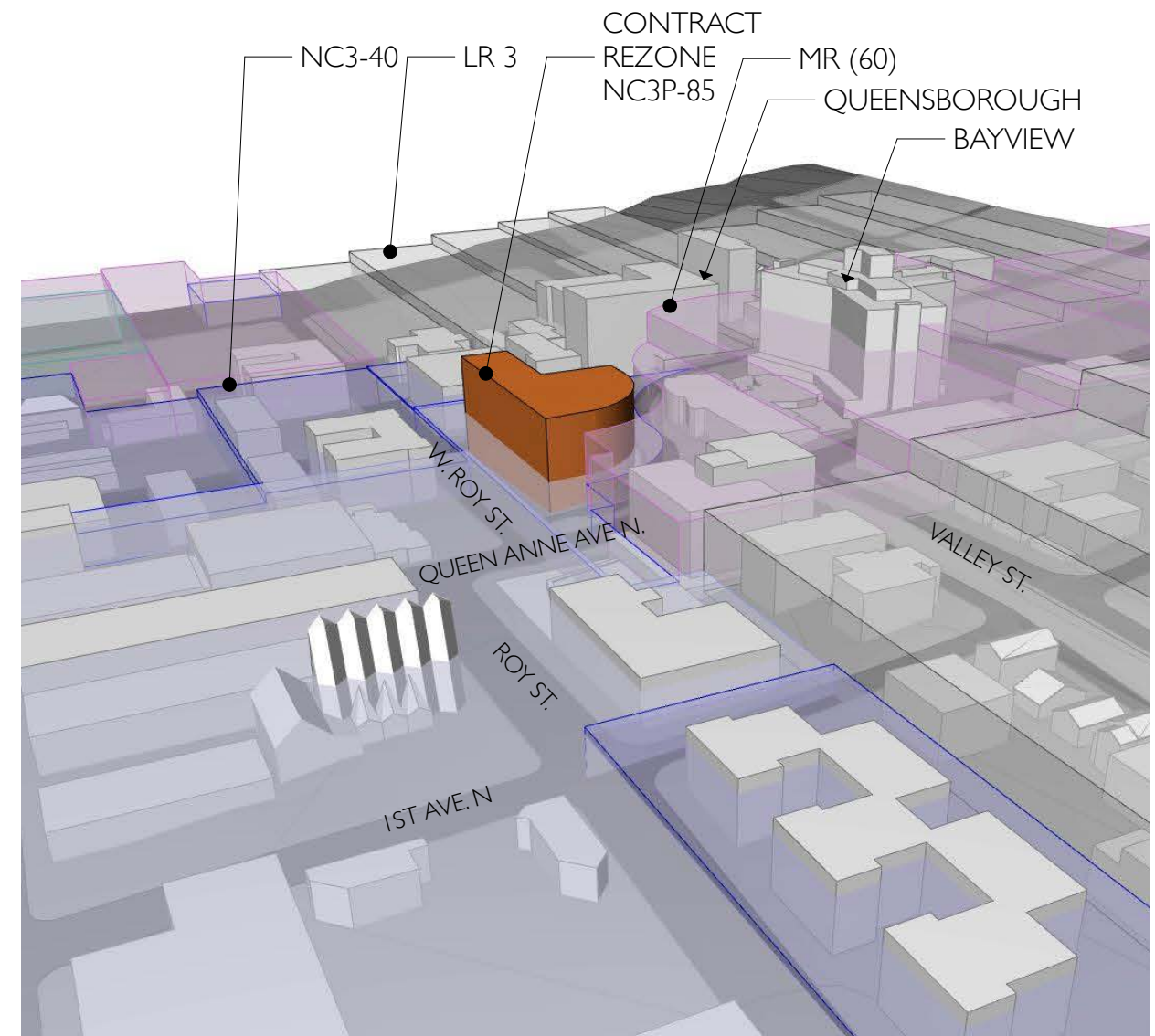
The current zoning of the site is NC3P-40, as shown on the map below. This site is in a pedestrian overlay with W. Roy Street identified as a Class II pedestrian street.

As previously noted, the Department of Planning and Community Development (formerly DPD) is preparing an EIS to study the impact of a district rezone to SM 85 and I 60.

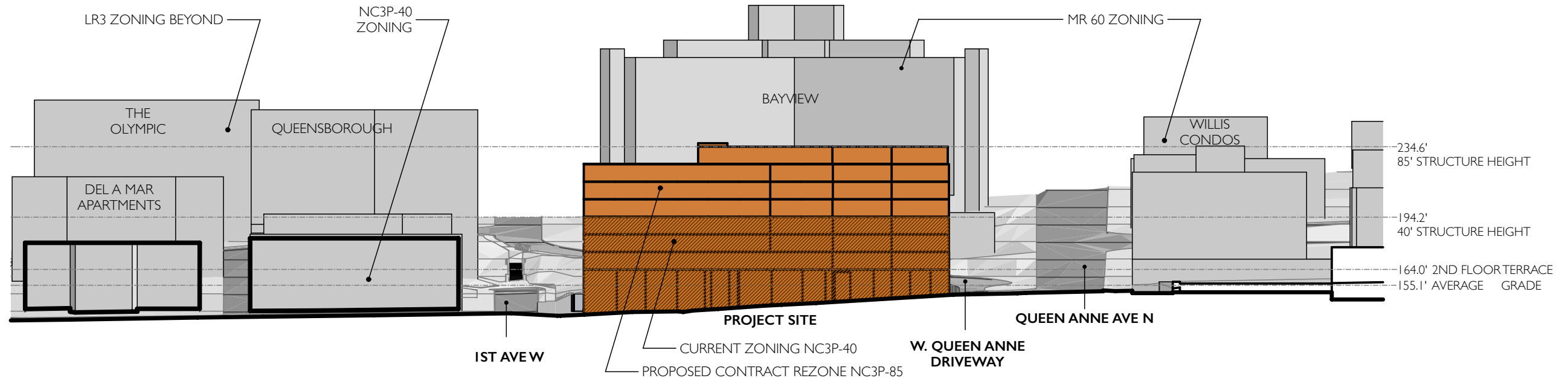
The proponent is preparing an application for a contract rezone of the site to NC3P-85, with no change to the pedestrian classification or other requirements of that zone. The generalized massing of the contract rezone is shown on the maps and the north/south and east/west sections through the site, which demonstrate the proposed height in context with adjacent existing structures and zoning.



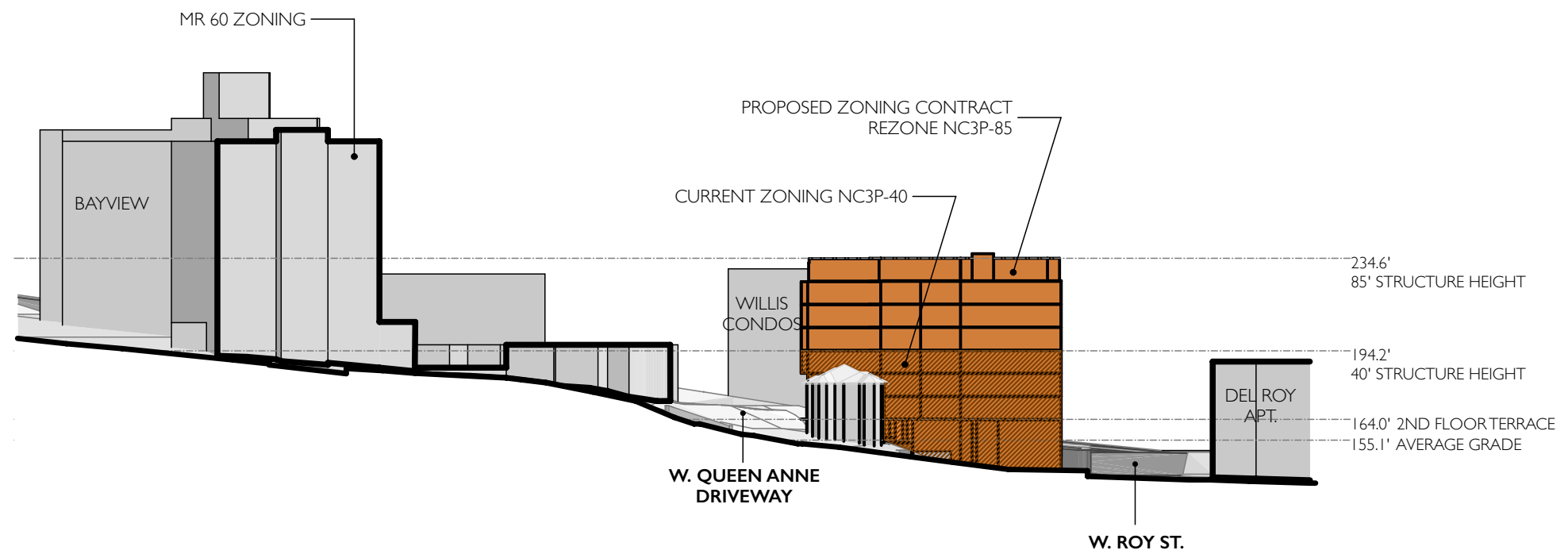
EXISTING ZONING



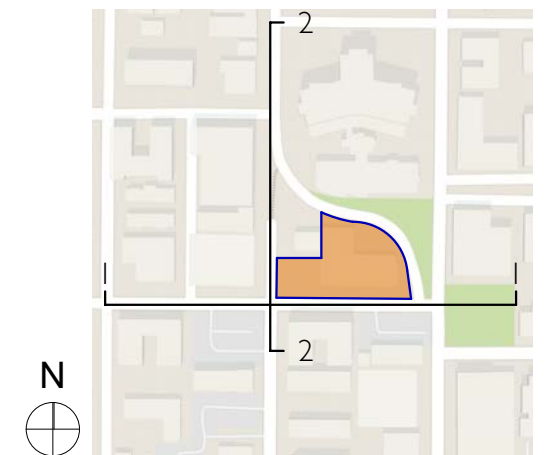
CONTRACT REZONE with CURRENT ZONING



I. SITE SECTION LOOKING NORTH @ W. ROY ST.



2. SITE SECTION LOOKING EAST @ IST AVE W.



# 06 | Context & Site Access

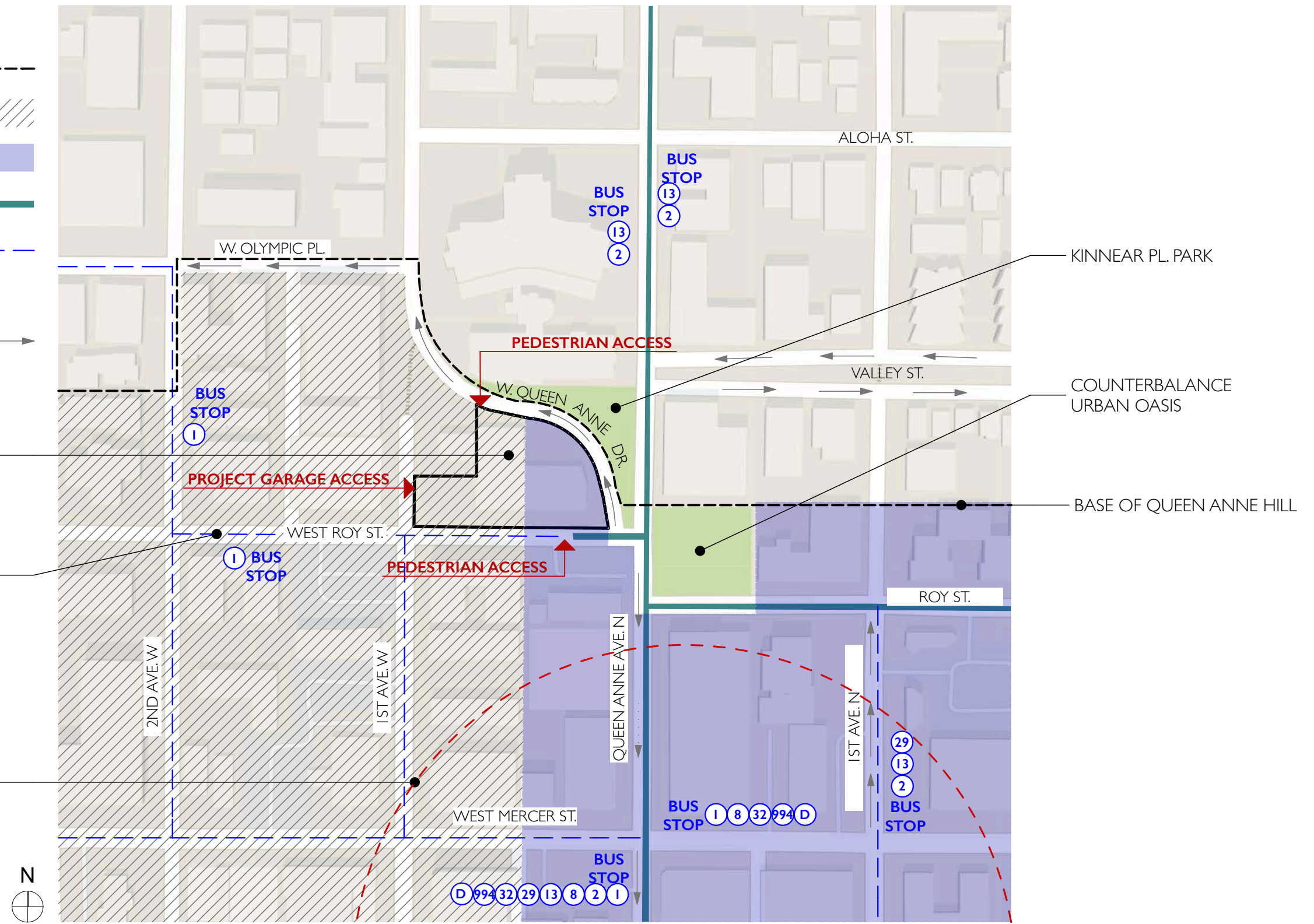
## SITE ACCESS LEGEND:

- Uptown Neighborhood Boundary
- Uptown Park Character Area
- Heart of Uptown Character Area
- Main Street Commercial Corridor
- Bus Traffic
- Bus Line
- One Way Traffic →

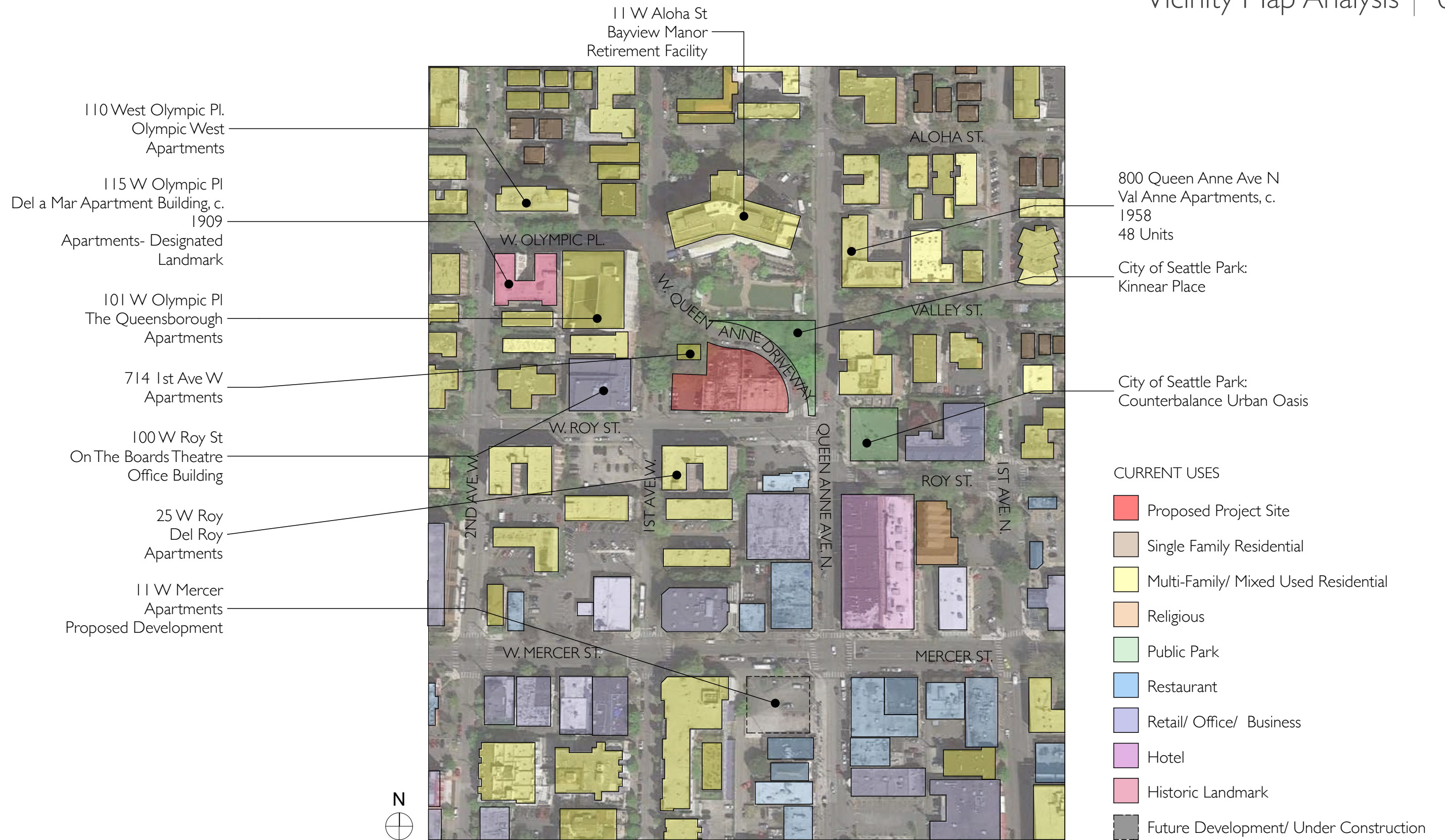
PROJECT SITE:  
12 & 14 W. Roy St.

W. ROY ST.  
UDF POTENTIAL  
GREEN STREET

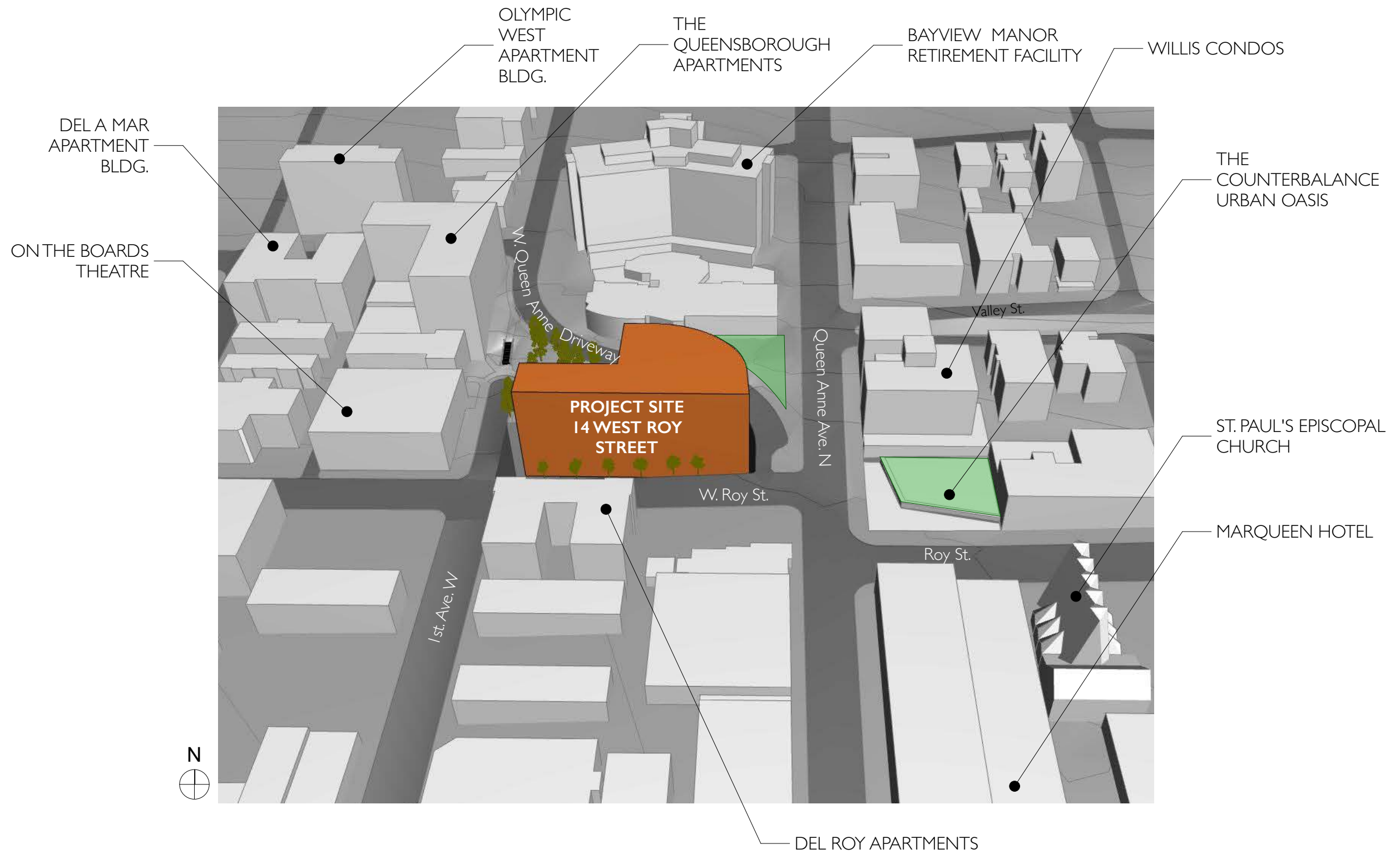
MAJOR UPTOWN NODE



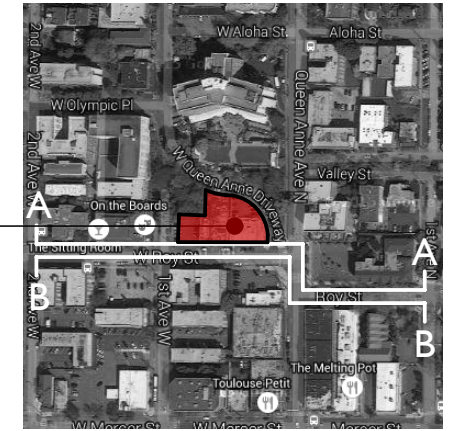








PROJECT SITE:  
14 WEST ROY STREET



QUEEN ANNE AVE. N



WILLIS CONDOS

THE COUNTERBALANCE PARK



A-A: W ROY ST/ ROY STREET- NORTH STREETSCAPE

ST PAUL'S EPISCOPAL CHURCH

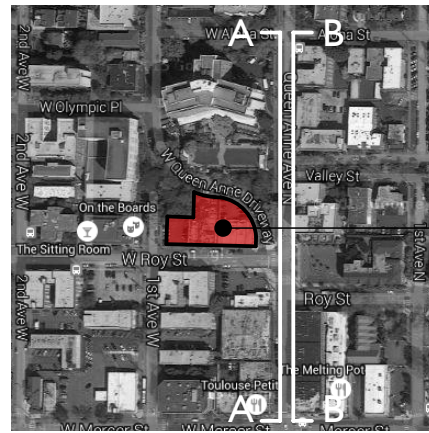
QUEEN ANNE AVE. N

DEL ROY APTS.

1ST AVE W



B-B: W ROY ST/ ROY STREET- SOUTH STREETSCAPE



PROJECT SITE:  
14 WEST ROY STREET

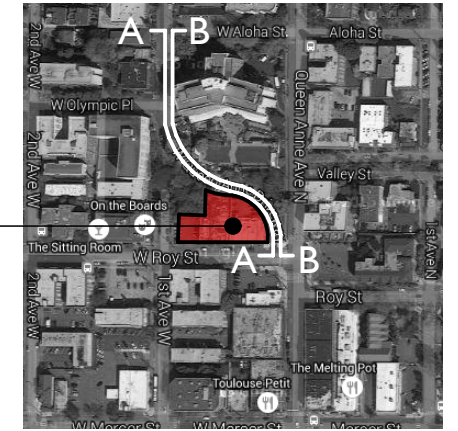


A-A: QUEEN ANNE AVE N- WEST STREETScape



B-B: QUEEN ANNE AVE N- EAST STREETScape

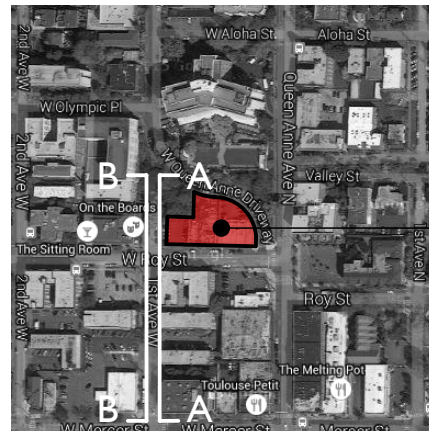
PROJECT SITE:  
14 WEST ROY STREET



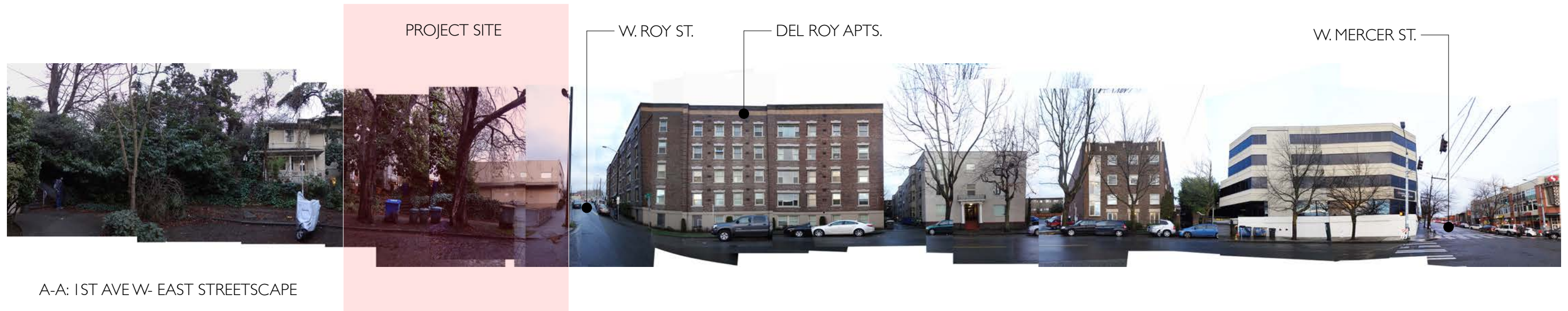
A-A: W. QUEEN ANNE DRIVEWAY- SOUTHWEST STREETSCAPE



B-B: W. QUEEN ANNE DRIVEWAY- NORTHEAST STREETSCAPE



PROJECT SITE:  
14 WEST ROY STREET



A-A: 1ST AVE W- EAST STREETScape



B-B: 1ST AVE W- WEST STREETScape

NEIGHBORHOOD CONTEXT

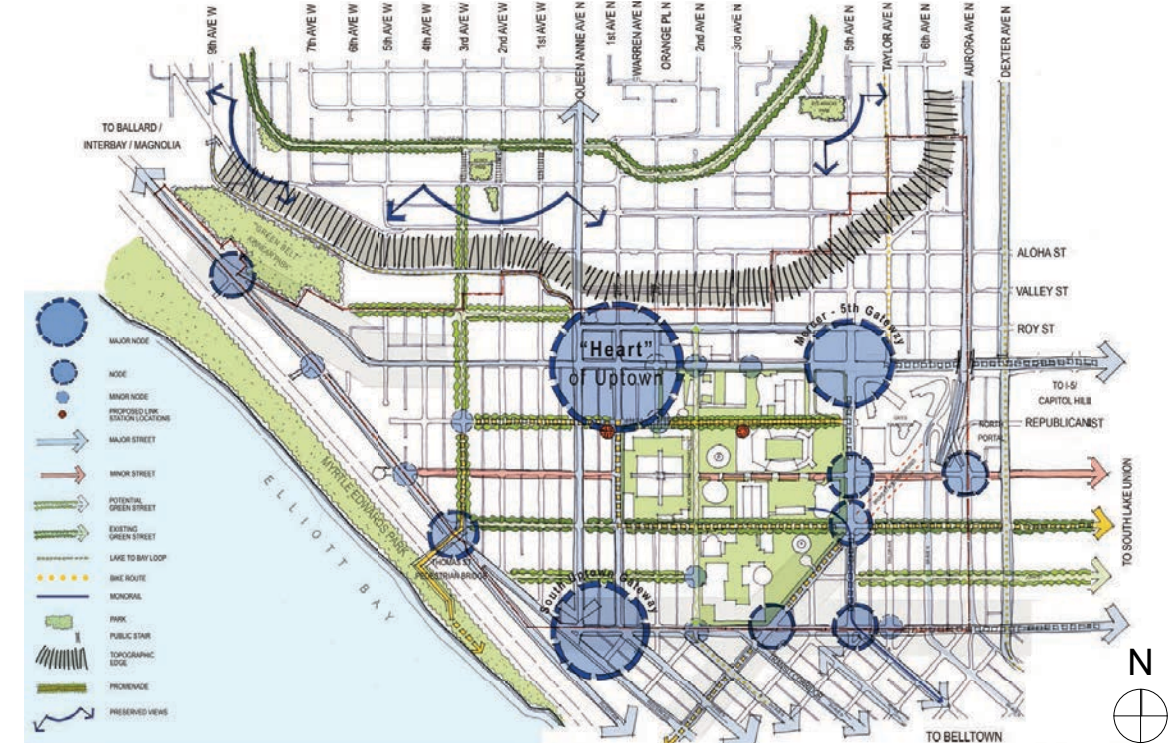
The project site is located at the base of Queen Anne hill and is clearly associated topographically and functionally with the Uptown neighborhood.

The adjacent streets are all low to very low traffic volume, with the complicated, offset Roy St. and Queen Anne Ave intersection forming a distinct change in traffic volume and direction. W. Roy St. continues only a few blocks to the west, 1<sup>st</sup> Avenue W is a dead end and the one-way Queen Anne Driveway connects only to the north to Olympic Way.

Transit access is very good on nearby streets, but only one Metro Route runs past the site.

Two small parks are located near the site, the Counterbalance Urban Oasis and Kinnear Place Park. There are no protected views from either of these parks.

The buildings directly to the north, due to the topography and to their individual bulk and height, form a backdrop that is of a significant scale.



THE IMMEDIATE CONTEXT

**W. Roy Street:** The site along W. Roy St. forms the NW corner of the Uptown commercial district with small retail businesses, a clothing wholesaler and parking lot. Across the street there is the parking lot for small convenience store strip and, to a mid-century masonry apartment residence.

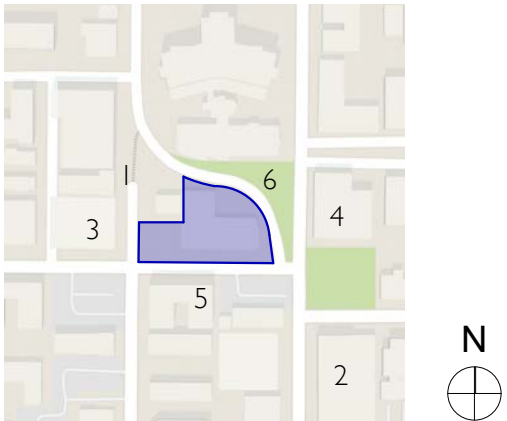
W. Roy Street is not designated as a Class I Pedestrian street, but is certainly a contributor to the pedestrian character of the Uptown, linking Uptown Park to the retail core.

**Queen Anne Driveway:** Queen Anne Driveway is a unique urban street in the core of Seattle, clearly from a different era of urban development. This narrow, winding one-way street leads from W. Roy Street up to Olympic Way W. It leads past the small Kinnear Place Park and the landscaped grounds of the Bayview Retirement Community on the North. A narrow sidewalk leads past parking and warehouse access on the subject site.

**1<sup>st</sup> Avenue W.:** The extension of 1<sup>st</sup> Ave. W. is an extremely quiet, narrow, cobbled street ending in a public staircase to the north. There are low-rise, multi-family buildings on the west side and a converted residence nestled in a copse of trees on the northwest corner of the subject site. The cobblestone paving is a historic feature that is required to be protected and repaired in kind as required.







1. ACCESS STAIR-1st AVE W TO QUEEN ANNE DRIVEWAY



2. MAR QUEEN HOTEL 600 QUEEN ANNE AVE. N



3. ON THE BOARD THEATRE - 100 W ROY



4. WILLIS CONDOS - 720 QUEEN ANNE AV. N



5. DEL ROY APARTMENTS - 25 W ROY



6. KINNEAR PLACE PARK & BAYVIEW RETIREMENT

## CONTEXT & SITE

### CS-1 Natural Systems & Site Features

#### C. Topography

2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

The building will use the existing site topography, there will be steps up to .....

### CS-2: Urban Pattern & Form

#### C. Relationship to the block

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.

Because of its location the building will be a very focal point. Lower levels will be treated with storefronts and commercial activity.

### Uptown Supplemental Guidance CS2

#### I. Responding to Site Characteristics

i. Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood’s pedestrian character.

Small retails on W. Roy St. will improve pedestrian experience. The building will setback 4' on Queen Anne Driveway increasing the sidewalk width to create a continuous green pedestrian street. At 1st Ave W the building will interact with the public with outdoor dining.

#### II. Streetscape Compatibility

iv. In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.

The proposal includes a 4' setback on Queen Anne Driveway to widen the existing 6' sidewalk and provide street trees. On W. Roy St. the retail facade will provide generous openings on the storefronts to the street.

#### III. Corner Lots

i. Generally, buildings within Uptown should meet the corner and not be set back.

The building will meet the corner and will not set back.

#### IV. Height, Bulk and Scale Compatibility

iii. In the Uptown Urban character area larger massing units and less modulation are appropriate, provide they are carefully designed, with quality materials.

Any large massing units will be provided with modulation of decks, balconies, terraces and will include quality materials through the project.

### CS-3: Architectural Context and Character

### Uptown Supplemental Guidance CS3

#### I. Architectural Context

The Uptown Park character area emphasizes the notion of historic continuity—the relationship of built structures over time.

The proposed materials will reflect the warm masonry of the Uptown Park neighborhood buildings, with details and patterns that reflect masonry craftsmanship.

## PUBLIC LIFE

### PL-1: Connectivity

#### Uptown Supplemental Guidance PL1

##### I. Streetscape Compatibility

i. Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses.

On Queen Anne Driveway the proposal includes a 4' setback to widen the sidewalk and provide street trees for a green pedestrian street. The live/work units will have recessed entries with built landscape at street level.

##### II. Landscape to Reinforce Design Continuity with Adjacent Sites

i. Within the Uptown Park character area, streetscape improvements should include a consistent landscaped planting strip between the sidewalk and the street as consistent with the historic pattern in the area.

Planting strip will be maintain on 1st Ave W.

### PL-2: Walkability

#### C. Weather Protection

3. People-Friendly Spaces: Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the façade.

There will be canopies at each small retail on W. Roy St. and will include human scale signs beneath them.

### Uptown Supplemental Guidance PL2

#### I. Entrances Visible from the Street

Throughout Uptown, major entrances to developments should be prominent.

Main entrance at W. Roy st. will be prominent with the address and name located at the entrance.

### PL-3: Street Level Interaction

#### B. Residential Edges

3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences that are required to orient the nonresidential portions of the unit toward the street.

Live/work units will have storefronts at the facade and the non residential portions will be toward the street.

### Uptown Supplemental Guidance PL3

#### I. Human Activity

i. A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level.

Customer-oriented retail storefront will be provided at W. Roy St.

iii. Throughout Uptown encourage outdoor dining.

Outdoor dining will be located on 1st Ave W. close to the corner with W. Roy St.

#### II. Transition Between Residence and Street

ii. Where the incorporation of decorative gates and fencing may be necessary to delineate between public and private spaces, these features should be softened by landscaping where feasible.

On Queen Anne Driveway there will be a soft fence and landscape within a setback to provide a transition from public to the private terrace.

## DESIGN CONCEPT

**DC-1: Natural Systems & Site Features****C. Parking and service uses**

- I. Below-Grade Parking: Locate parking below grade wherever possible.  
4 levels of parking below grade will be provided.

**DC-1: Architectural Concept****Uptown Supplemental Guidance DC2****I. Architectural Context**

- i. 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. Generally, the following architectural features are encouraged during the design review process:
  - a. Increased architectural detailing;
  - b. Individualized storefronts;
  - c. Substantial window detailing and recessed windows;
  - d. Variations in roofline and additional roofline detailing, honest parapet lines with built-up cornice; and
  - e. References to historic architectural styles found in the area including art deco, and the unique styling of Worlds-Fair-era Seattle.

Individualized storefronts, setbacks, window bays and/or balconies are part of the overall architectural concept as well as recessed entries along Queen Anne Driveway.  
The building will utilize brick as a reference of historic architectural style.

**III. Human Scale**

- iii. The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses.  
The building will have canopies and recessed entries as weather protection features.

**DC-3: Open Space Concept****Uptown Supplemental Guidance DC3****I. Landscaping to Enhance the Building and/or site**

Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible.  
There will be new street trees along Queen Anne Driveway and W. Roy St. and a street strip on 1st Ave W.  
The proposal also includes a 25' wide landscaped terrace that leads to the 2nd floor offices and live/work from Queen Anne Driveway.

**Uptown Supplemental Guidance DC4****III. Commercial Signage**

Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred.  
Appropriate human scale signs at commercial spaces at W. Roy St. will be provided

WEST ROY STREET-FRONT

The W. Roy Street frontage should be designed for the pedestrian experience, making a welcoming connection from the Uptown Park residential neighborhood to the active Heart of Uptown commercial district.

We see W. Roy Street as a row of small retail and food service storefronts with individual entrances and weather protection leading to the 1<sup>st</sup> Ave. W cul-de-sac and the On The Boards theater.

The southwest corner retail space will help turn the corner onto the 1<sup>st</sup> Ave W cul-de-sac, as will plantings and street trees.

The main pedestrian entrance is placed along W. Roy Street, in a setback that provides a landscaped break in the streetscape and helps reduce the apparent massing of the building.



Indoor/Outdoor Dining

QUEEN ANNE AND ROY CORNER

The southeast corner of the building will have a prominent position at the base of the Counterbalance, with open views of the structure framed by the shifting alignment of Roy Street, Counterbalance Park and Kinnear Place Park.

We see this corner as a strong architectural masonry element, allowing the building to step down toward the Uptown Park neighborhood to the west and curve away to the northwest up W. Queen Anne Driveway.

The scale of this strong corner element should be in character with the proposed future Uptown development guided by the Uptown Framework plan.

The ground level should be a glazed storefront, welcoming to pedestrians.



South East Corner Masonry/Glass

W. QUEEN ANNE DRIVEWAY

West Queen Anne Driveway is a rare, almost unknown street in Seattle.

As a pedestrian connection it is as important as a vehicular route. The preferred design approach is to line the Driveway with six live/work apartments curving up the hill. The apartments will have individual recessed entrances directly off the sidewalk.

At the northwest corner of the site, we propose a 25' wide landscaped terrace leading to the second story office and live/work apartments. This green terrace will also provide a significant setback to the apartments at 714 1<sup>st</sup> Ave.W.

The bay windows will provide rhythm and scale along the Driveway. The top floor will be setback from the floors below to reduce the sense of mass.

The materials on this façade are proposed to be masonry with metal on the bays and upper story.

The proposal includes a 4' setback to widen the existing 6' sidewalk and to provide street trees, creating a continuous green pedestrian street with the Kinnear Park and Bayview landscaping, up to 1<sup>st</sup> Avenue W.



Live/Work Terrace



Active, Friendly Street



Night Time Image

1<sup>ST</sup> AVENUE W. STREET-SCAPE

With the 'On The Boards' building, classic apartments and the graceful stair up to lower Queen Anne, 1<sup>st</sup> Avenue W offers a quiet, urbane tree-lined oasis.

We propose to provide new street trees and plantings along the east side of the street, and return the retail space on the southwest corner onto 1<sup>st</sup> Avenue W. Due to steep site grades, outdoor dining, while desirable may have challenges.

While the driveway for our on-site parking is located on 1<sup>st</sup> Avenue W., the volume of cars should remain quite low, at 30 to 40 peak hour trips.



Outdoor Dining



Textured Pedestrian Environment

UPTOWN & UPTOWN PARK CONTEXT and CHARACTER

The Uptown Park neighborhood has a mixture of residential architecture with a number of classic three- and four-story masonry multi-family structures.

The proposed materials will reflect the warm masonry of these buildings, and look for opportunities to incorporate details and patterns that reflect masonry craftsmanship.

At the same time the project site also links directly to the Heart of Uptown. Thus we look at this structure as a transitional one, with a larger scale for windows and proportions, looking to the Uptown commercial district for context.



Streetscape Amenities

ROOFSCAPE / VIEW FROM ABOVE

There are several large structures above the project site on Queen Anne Hill that have the potential to look over and across the proposed building's roofscape.

Several terraces should mitigate this overview, including a large roof terrace on the western portion of the roof, the street trees along the Driveway and the Second Floor terraces on the northwest portion of the site.

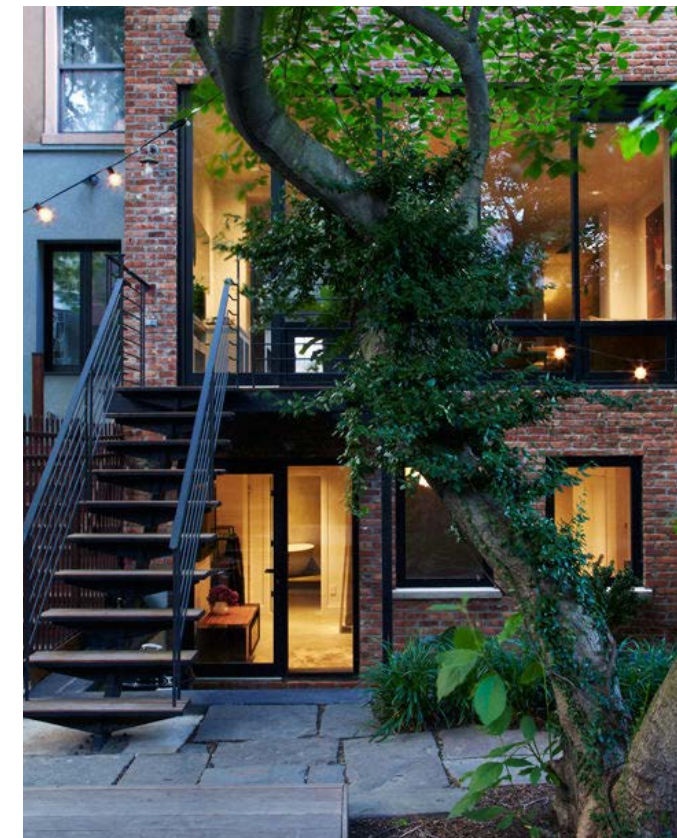
Non-reflective roofing material and an uncluttered roof surface are also design goals.



Enhanced Front Doors



Roof Top View



Courtyard



Contemporary and Classic Mix





Metal Bays on Masonry on Queen Anne Driveway



Metal Siding Colors



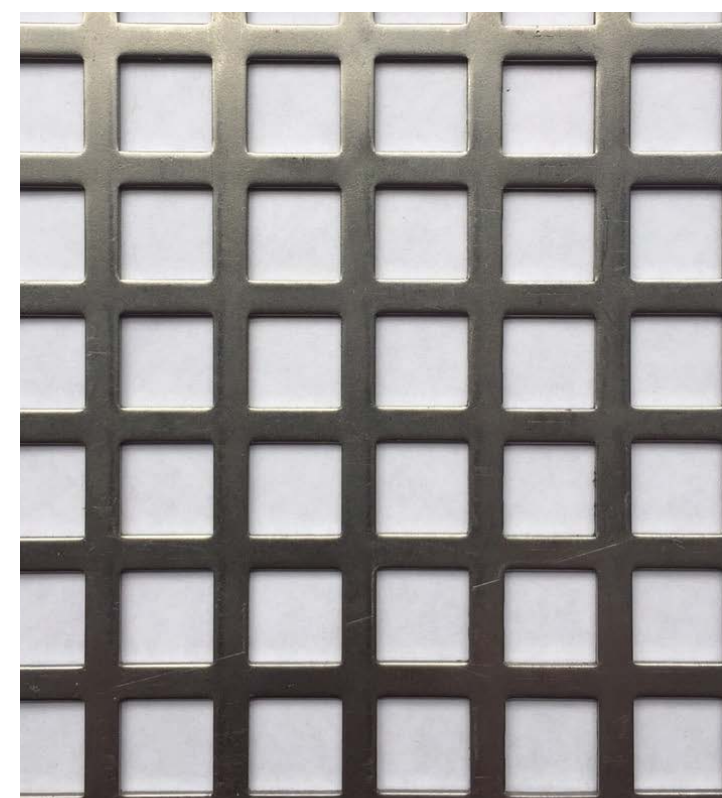
Glass detailing at W. Roy St. façade



Brick and Punched windows on Queen Anne Driveway

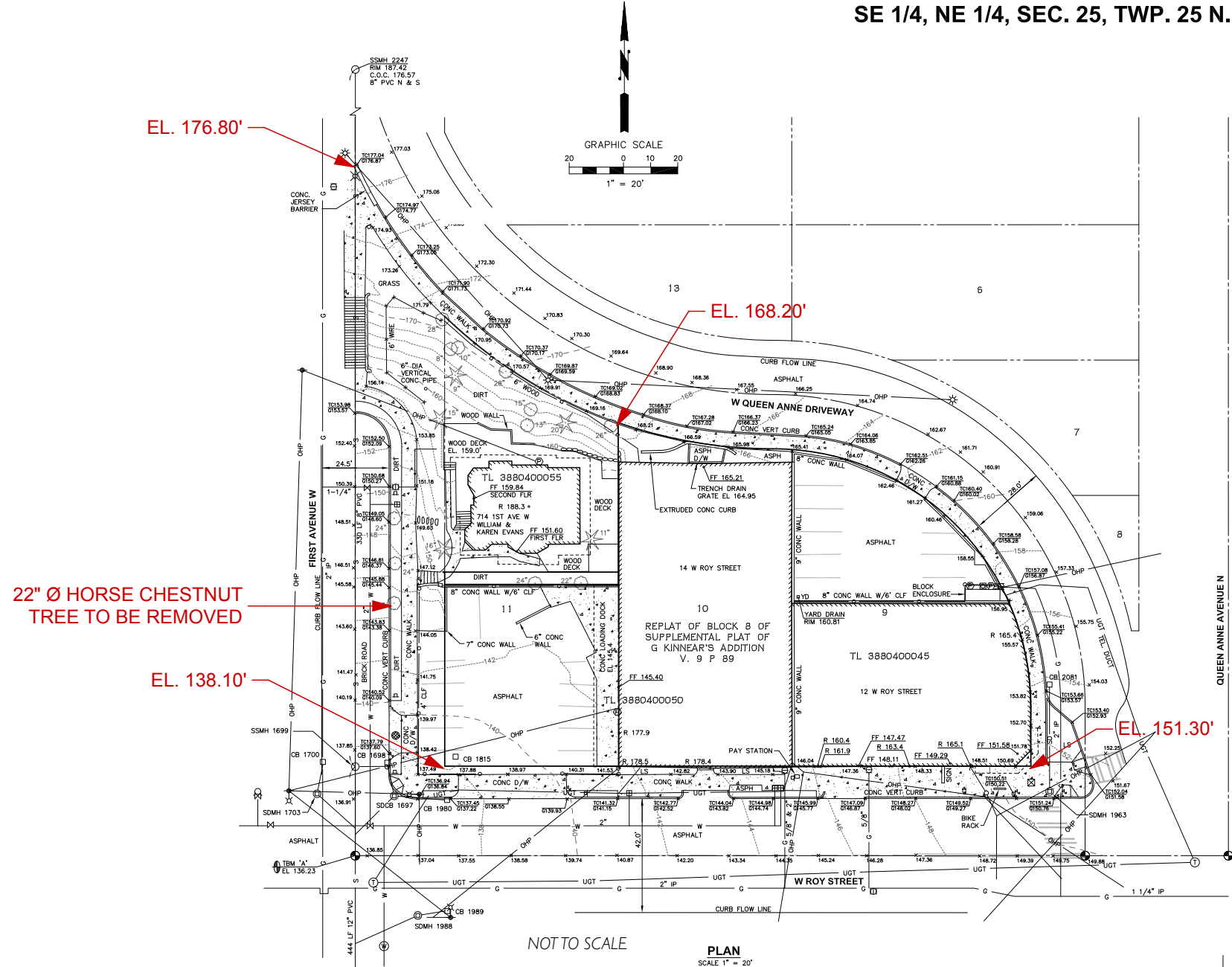


Patterned Masonry



Steel Details at W. Roy St. façade

SE 1/4, NE 1/4, SEC. 25, TWP. 25 N., RGE. 03 E., W.M.

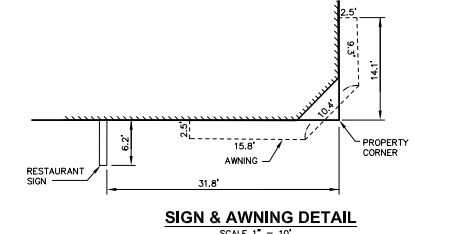
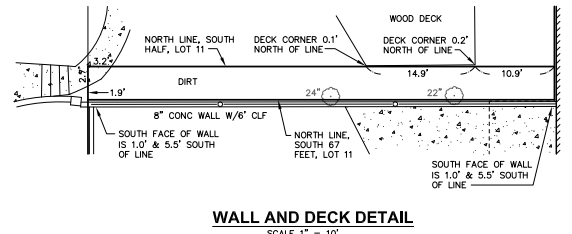
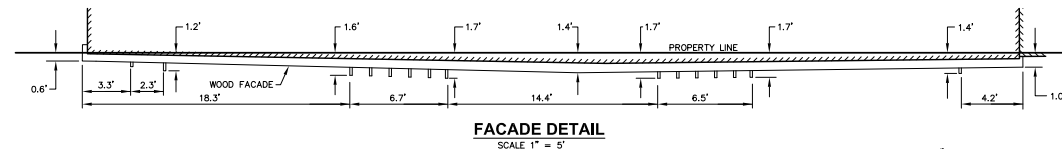
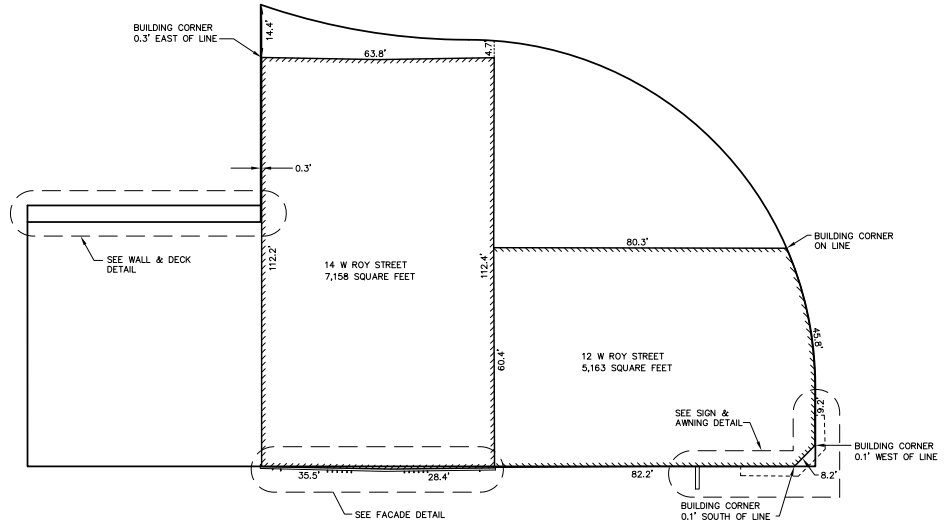


**STORM AND SANITARY SEWER DATA:**

SDCB 1697 RIM 136.85 IE 134.15 NW 6" IE 133.95 N 6" IE 134.05 E 6" TOP OF TRAP DOOR S EL. 134.70	CB 1980 RIM 137.08 IE 135.98 W 6" SDMH 1988 RIM 136.12 IE 133.27 E 6" CLAY IE 133.17 E 6" CLAY TOP OF TRAP DOOR W EL. 133.12
CB 1698 RIM 136.86 IE 135.76 S 6"	CB 1989 RIM 136.12 IE 134.92 W 6" CLAY
CB 1700 RIM 136.57 IE 135.47 S 6"	CB 2081 RIM 153.73 IE 152.03 S 8" CONC
SDMH 1703 RIM 136.59 IE 133.99 N 6" IE 134.14 N 6" TOP OF TRAP DOOR SE EL. 134.29	SDMH 1699 RIM 137.31 C.O.C. 128.86 8" PVC N 12" PVC S
CB 1815 RIM 137.72 FULL OF DIRT	
SDMH 1963 RIM 151.23 IE 147.58 N 8" CONC TOP OF TRAP DOOR SE EL. 147.98	

**LEGEND**

	BENCH MARK	C.O.C.	CENTER OF CHANNEL
	WATER METER	XXX.X	SPOT ELEVATION
	WATER VALVE	TC	TOP OF CURB ELEVATION
	GAS METER	G	CURB FLOW LINE ELEVATION
	GAS VALVE	FF	FINISHED FLOOR ELEVATION
	ELECTRICAL METER	R	ROOF ELEVATION
	JUNCTION BOX	ASPH	ASPHALT
	LUMINAIRE	D/W	DRIVEWAY
	STORM DRAIN MANHOLE	CLF	CHAIN LINK FENCE
	CATCH BASIN	LS	LANDSCAPED
	YARD DRAIN		DECIDUOUS TREE WITH TRUNK SIZE IN INCHES
	SANITARY SEWER MANHOLE		CONIFER TREE WITH TRUNK SIZE IN INCHES
	SIGN	(M)	SIGNATURE SURVEYING & MAPPING MEASURED DIMENSION
	WATER LINE	(C)	SIGNATURE SURVEYING & MAPPING CALCULATED DIMENSION
	STORM DRAIN LINE	(R)	SURVEY FILED UNDER AFN 9012179001
	SANITARY SEWER LINE	(COS)	CITY OF SEATTLE DEPARTMENT OF ENGINEERING QUAD MAP
	OVERHEAD POWER	(RP)	REPLAT OF BLOCK 8 OF SUPPLEMENTAL PLAT OF G. KINNEAR'S ADDITION, V. 9, P. 89
	UNDERGROUND TELEPHONE	(SP)	SUPPLEMENTAL PLAT OF G. KINNEAR'S ADDITION TO THE CITY OF SEATTLE, V. 2, P. 62
	GAS LINE	(D)	STATUTORY WARRANTY DEED DIMENSION, AFN 9405160994
	EAVE/AWNING		SET 5/8"x24" REBAR WITH YELLOW PLASTIC CAP "SSM 43612/43618" AS SHOWN.
	FIRE HYDRANT		
	ROCK STEP		
	MONITORING WELL		
	ROCK WALL		



NO.	DATE	REVISION	BY

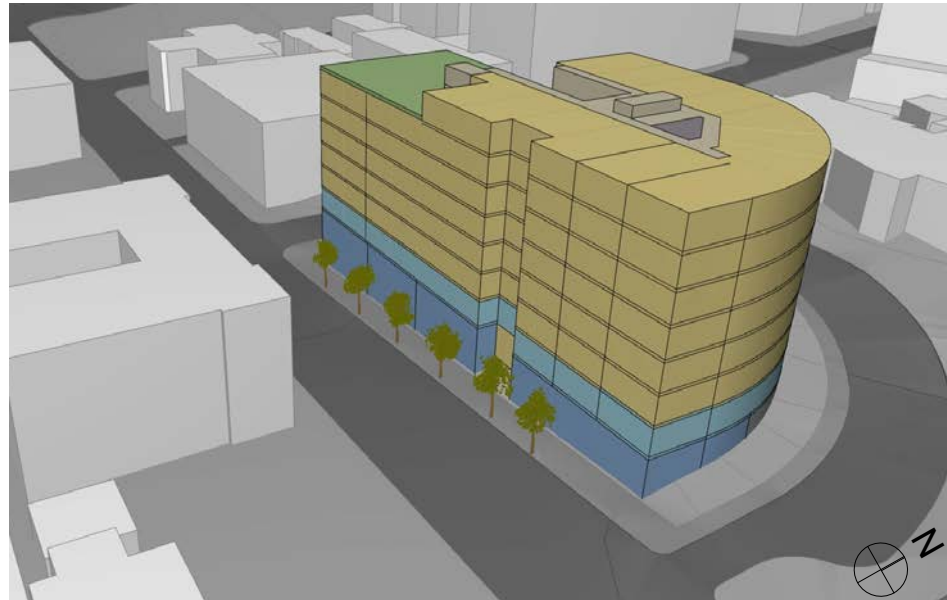
**ALTA/ACSM LAND TITLE SURVEY**  
FOR  
**R & A INVESTMENTS**  
14 W. ROY STREET  
SEATTLE, WA. 98119

*Signature*  
**Surveying & Mapping, PLLC**  
P.O. Box 55487  
Shoreline, WA 98155  
Tel. (206) 947-4975  
Fax (206) 364-0025  
info@signaturepllc.com




DRAWN BY: DPH	JOB NUMBER
CHECKED BY: PLS	<b>11039</b>
SCALE: AS SHOWN	PAGE
DATE: 3/10/2012	<b>2</b> OF <b>2</b>
FIELD BOOK: 31 & 32	





*OPTION 1 - CODE COMPLIANT*  
 FAR: 5.72  
 GSF TOTAL: 173,000 sqf  
 UNITS/PARKING COUNT: 109 units , 103 parking stalls

*PROS*

1. Wider sidewalk along Q.A. Driveway
2. Massing allows a unique urban streetscape along Queen Anne Driveway
3. Massing allows SW corner to reflect visibility of site from "Heart of Uptown"
4. Massing allows for future widening of Queen Anne Driveway into a two-way arterial
5. Scale of building in context with structures to the north and west and with proposed district-wide rezone

*CONS*

1. 19' wide sidewalk setback on Q.A. Driveway until street widening occurs is not pedestrian scaled
2. Limited setbacks from property on the NW corner of the block.
3. Minimized upper story setbacks in order to achieve allowable F



*OPTION 2*  
 FAR: 5.76  
 GSF TOTAL: 172,000 sqf  
 UNITS/PARKING COUNT: 101 units, 124 parking stalls

*PROS*

1. Wider sidewalk along Q.A. Driveway
2. "T" shape allows small landscaped courtyards off Queen Anne Driveway
3. Massing allows SW corner to reflect visibility of site from "Heart of Uptown"
5. Scale of building in context with structures to the north and west and with proposed district-wide rezone

*CONS*

1. Limited setbacks from adjacent property's south property line
2. Minimized upper story setbacks in order to achieve allowable FAR



*OPTION 3 - PREFERRED*  
 FAR: 5.62  
 GSF TOTAL: 170,000 sqf  
 UNITS/PARKING COUNT: 108 units, 129 parking stalls

*PROS*

1. 4' wider sidewalk along Q.A. Driveway allows street trees and quiet pedestrian environment
2. Upper level setbacks at south and west reduced bulk and scale
2. The west setback allows a landscaped courtyard off Queen Anne Driveway
3. Massing allows SW corner to reflect visibility of site from "Heart of Uptown"
5. Scale of building in context with structures to the north and west and with proposed district-wide rezone

*CONS*

1. Limited setbacks from adjacent property's south property line
2. Minimized upper story setbacks in order to achieve allowable FAR
3. Limited upper floor setbacks create more abrupt massing change with the building on the west

# 24 | Massing Option I-Code Compliant

## SUMMARY

8-story, mixed use residential & commercial structure  
2.5 levels of structured parking below grade

Total Building Area: 173,000 GSF  
Total Building Area for FAR: 117,440 CGSF

Residential Area: 91,100 NSF  
Residential Units: 108 Units  
Average Unit Size: 694 LSF

Live/Work spaces: 7,111 NSF  
Office Lease Space: 8,896 NSF  
Commercial/Retail: 7,100 NSF  
Parking: 124 stalls

Amenity Area Required: 4555 NSF  
Amenity Area Provided on Roof: 4749 NSF

## DESCRIPTION

Option I proposes a mixed-use structure with ground floor retail uses on the W. Roy Street frontage, ground floor live/work spaces along Queen Anne Driveway, one floor of commercial office space and six floors of for-lease residential apartments. Underground parking is accessed from 1<sup>st</sup> Avenue W.

The building's massing follows the irregular shape of the site, with a property line façade along W. Roy and a curved wall following the curved Queen Anne Dr. The façade is setback 13' from Queen Anne Dr. to allow for the SDOT required width of 66' for a Class 2 arterial. There are 5' setbacks from the residential property on the northwest corner of the block.



Option I: Site Plan

SCALE: 1/32" = 1'-0"

- Residential
- Commercial
- Parking
- Circulation
- Landscape



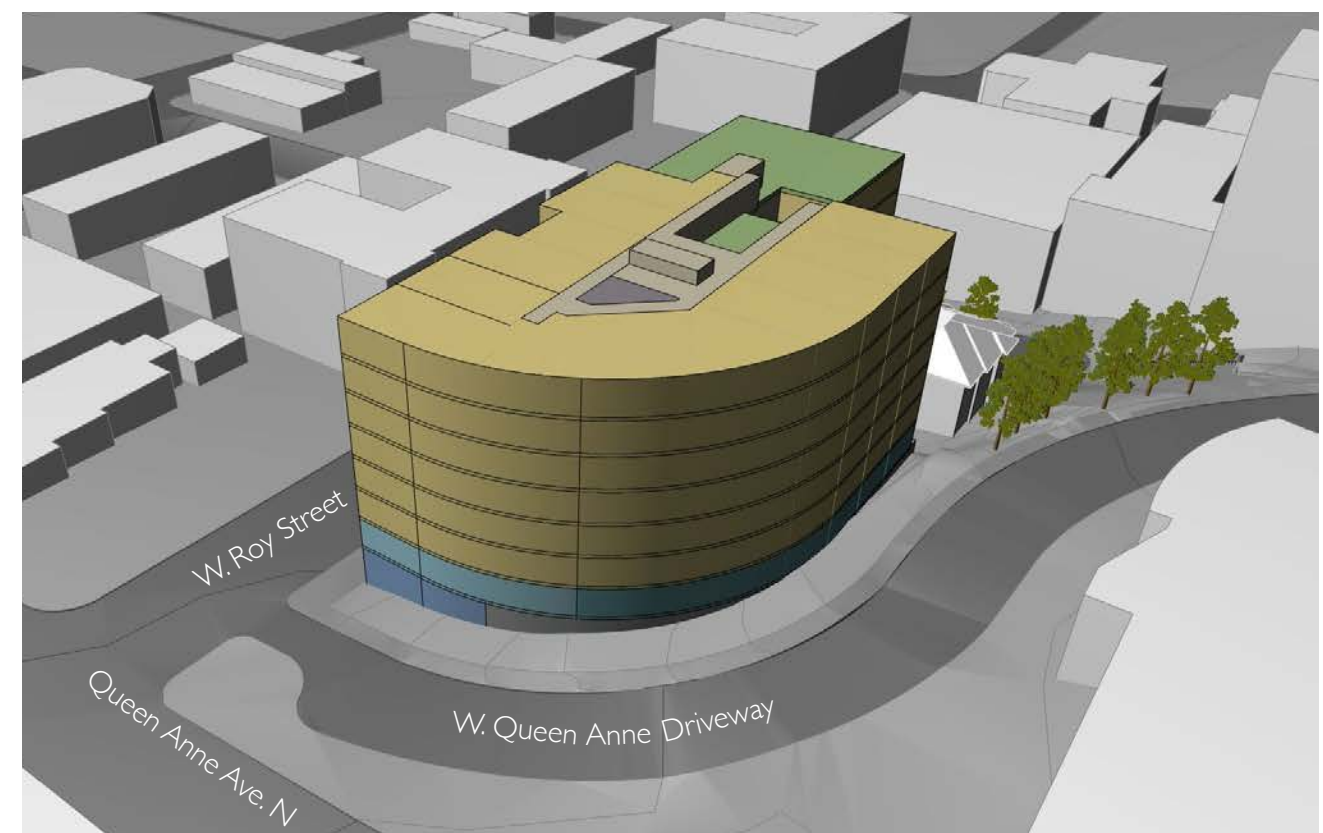
Southwest Corner View



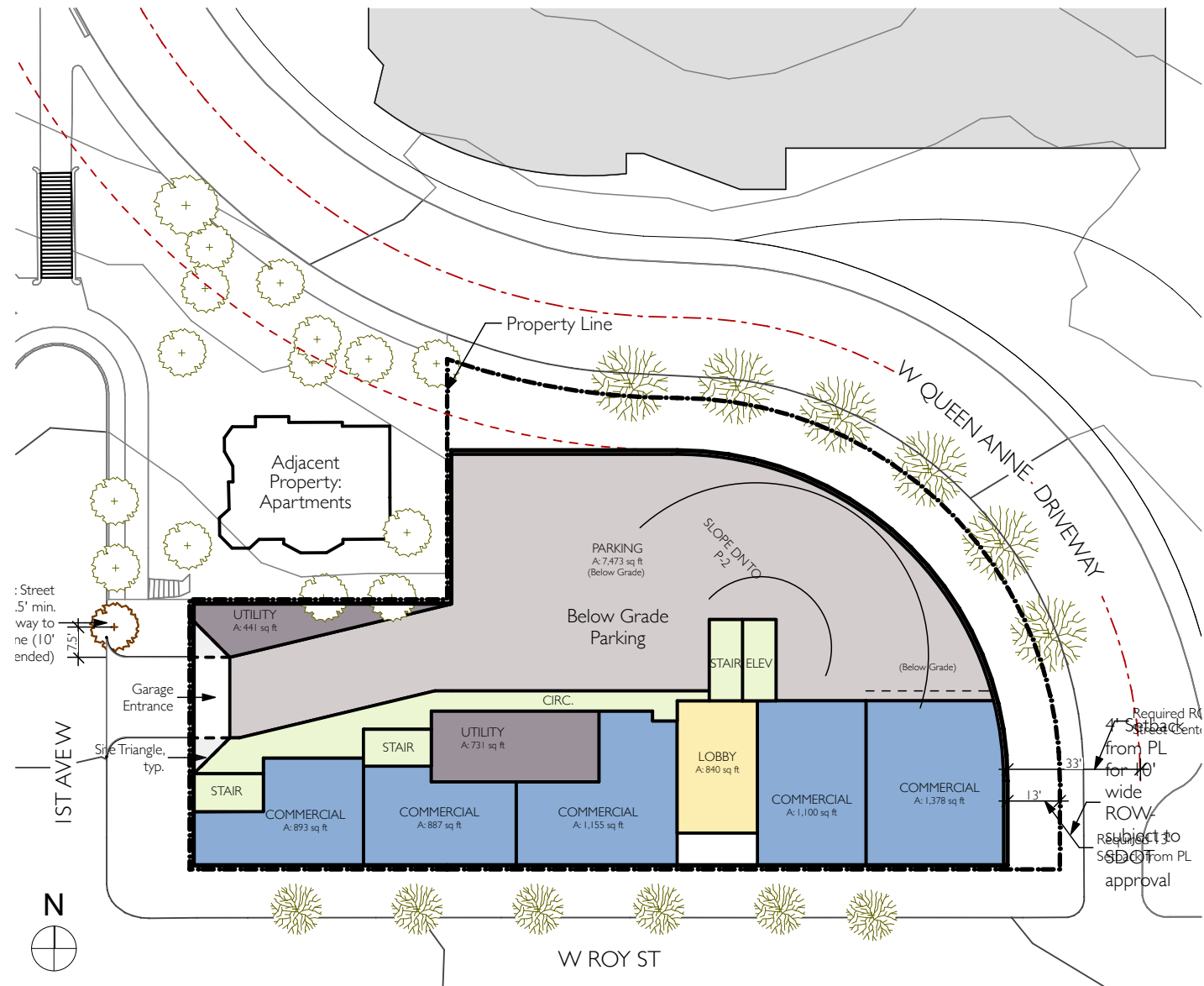
Northwest Corner View



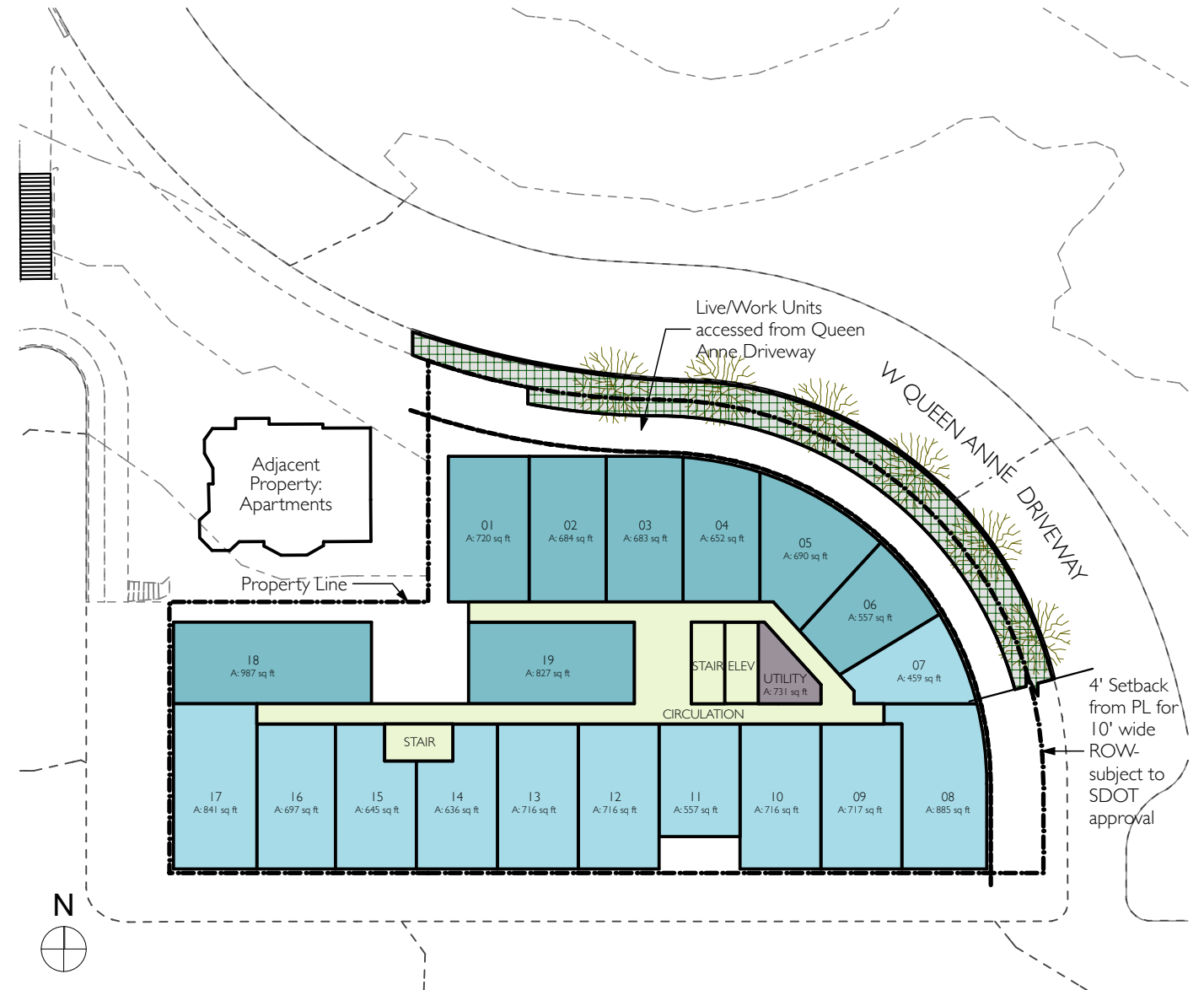
Southeast Corner View



Northeast View



Option I: 1st Floor Plan



Option I: 2nd Floor Plan

**SUMMARY**

8-story, mixed use residential & commercial structure  
 2.5 levels of structured parking below grade

Total Building Area: 172,000 GSF  
 Total Building Area for FAR: 118,300 CGSF

Residential Area: 92,500 NSF  
 Residential Units: 101 Units  
 Average Unit Size: 767 LSF

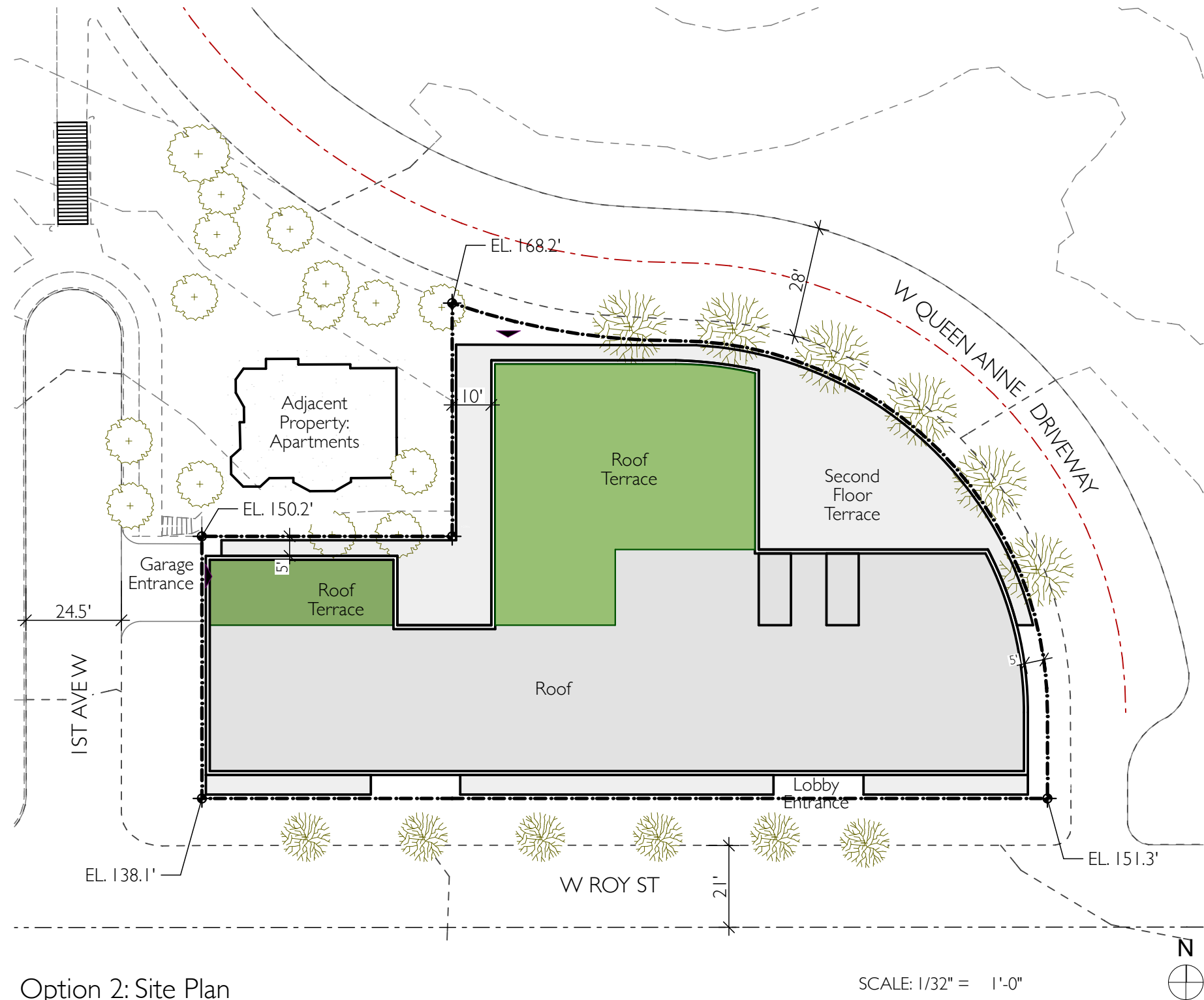
Live/Work spaces: 6,900 NSF  
 Office Lease Space: 8,600 NSF  
 Commercial/Retail Parking: 124 stalls

Amenity Area Required: 4618 NSF  
 Amenity Area Provided on Roof: 4767 NSF

**DESCRIPTION**

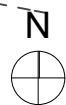
Option 2 proposes a "T"-shaped mixed-use structure with ground floor retail uses on the W. Roy Street frontage, ground floor live/work spaces off courtyards on the northwest and northeast, one floor of commercial office space and six floors of for-lease residential apartments. Underground parking is accessed from 1st Avenue W.

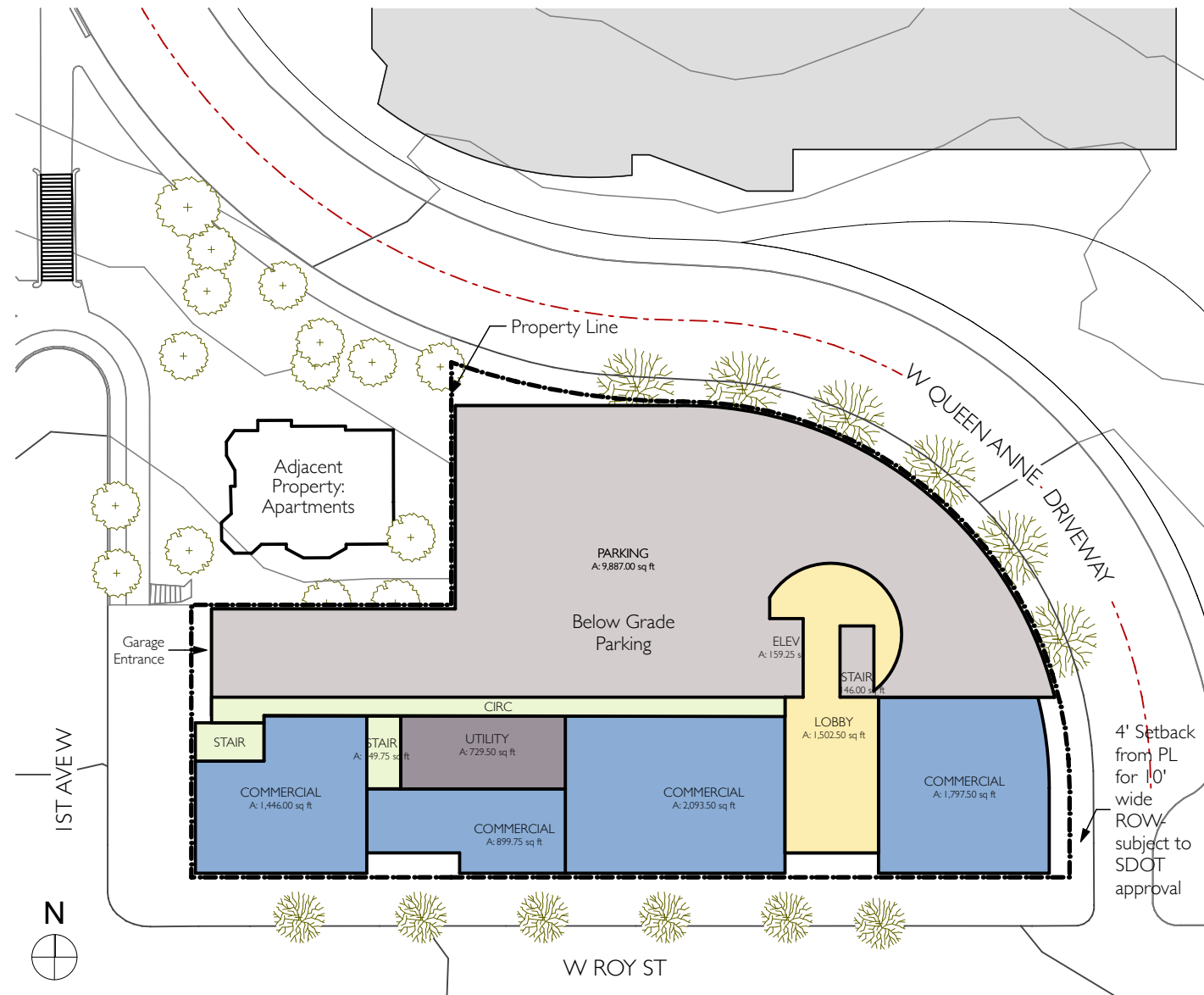
The "T"-shaped massing allows for private landscaped courtyards off Queen Anne Dr. The north façade is setback a minimum of 4' from Queen Anne Dr. to allow for the installation of street tree pits. There are 5' setbacks from the south property line of the residential property on the northwest corner of the block.



Option 2: Site Plan

SCALE: 1/32" = 1'-0"





Option 2: 1st Floor Plan

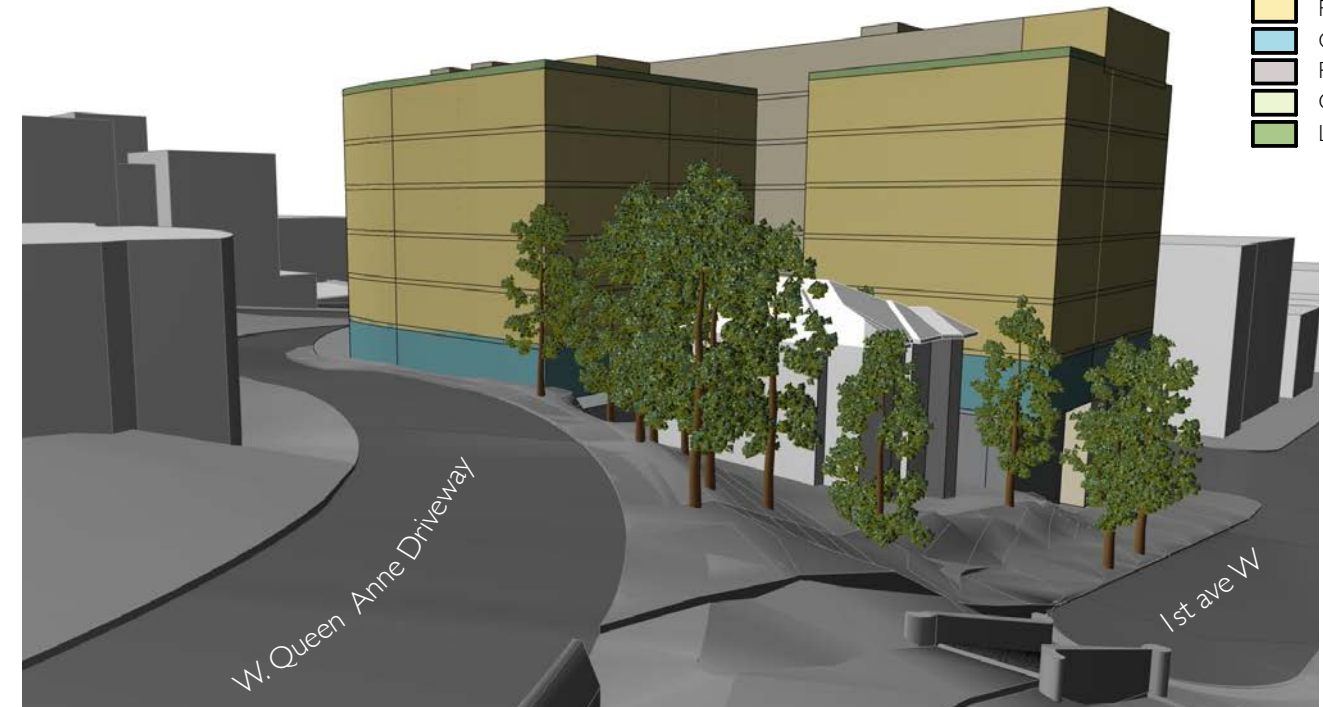


Option 2: 2nd Floor Plan

- Residential
- Commercial
- Parking
- Circulation
- Landscape



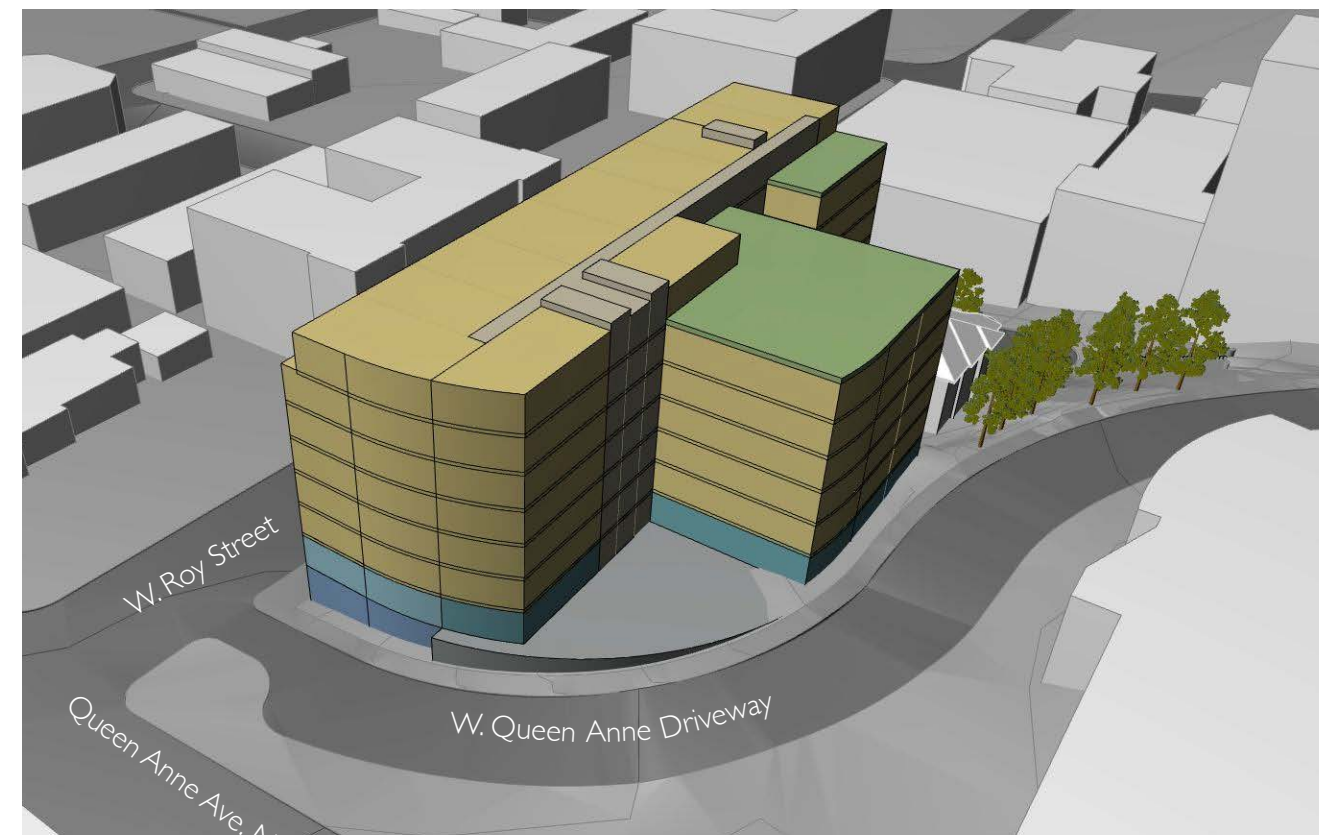
Southwest Corner View



Northwest Corner View



Southeast Corner View



Northeast View

SUMMARY

8-story, mixed use residential & commercial structure  
 2.5 levels of structured parking below grade

Total Building Area: 170,000 GSF  
 Total Building Area for FAR: 115,500 CGSF

Residential Area: 91,000 NSF  
 Residential Units: 108 Units  
 Average Unit Size: 705 LSF

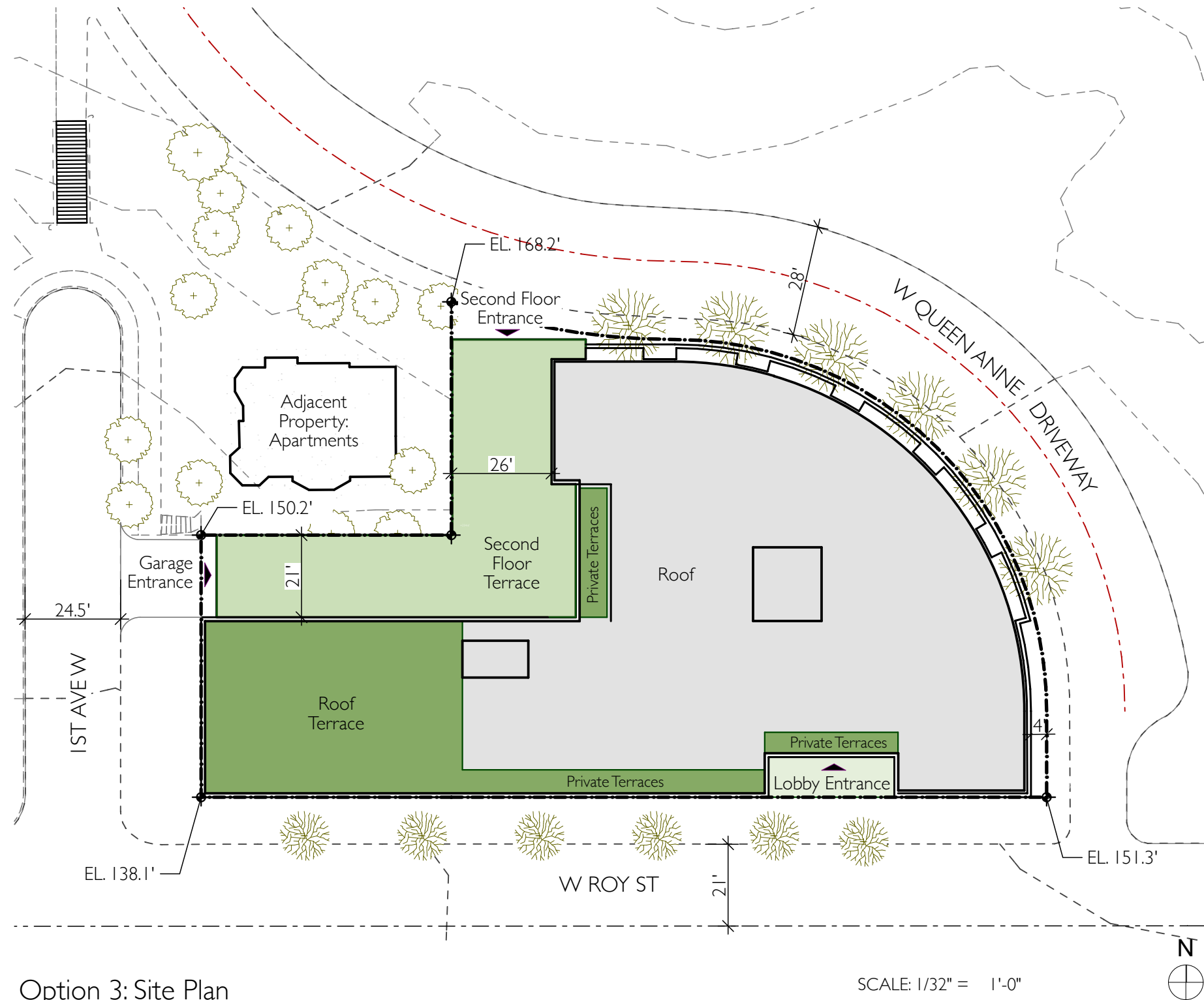
Live/Work spaces: 5,800 NSF  
 Office Lease Space: 9,300 NSF  
 Commercial/Retail Parking: 6,400 NSF  
 Parking: 129 stalls

Amenity Area Required: 4535 NSF  
 Amenity Area Provided: 6809 NSF

DESCRIPTION

Option 3 proposes a mixed-use structure that conforms to the shape of the site. Similarly to the other massing options, the building provides ground floor retail uses on the W. Roy Street frontage, ground floor live/work spaces off courtyards on the northwest and northeast, one floor of commercial office space and six floors of for-lease residential apartments. Underground parking is accessed from 1st Avenue W.

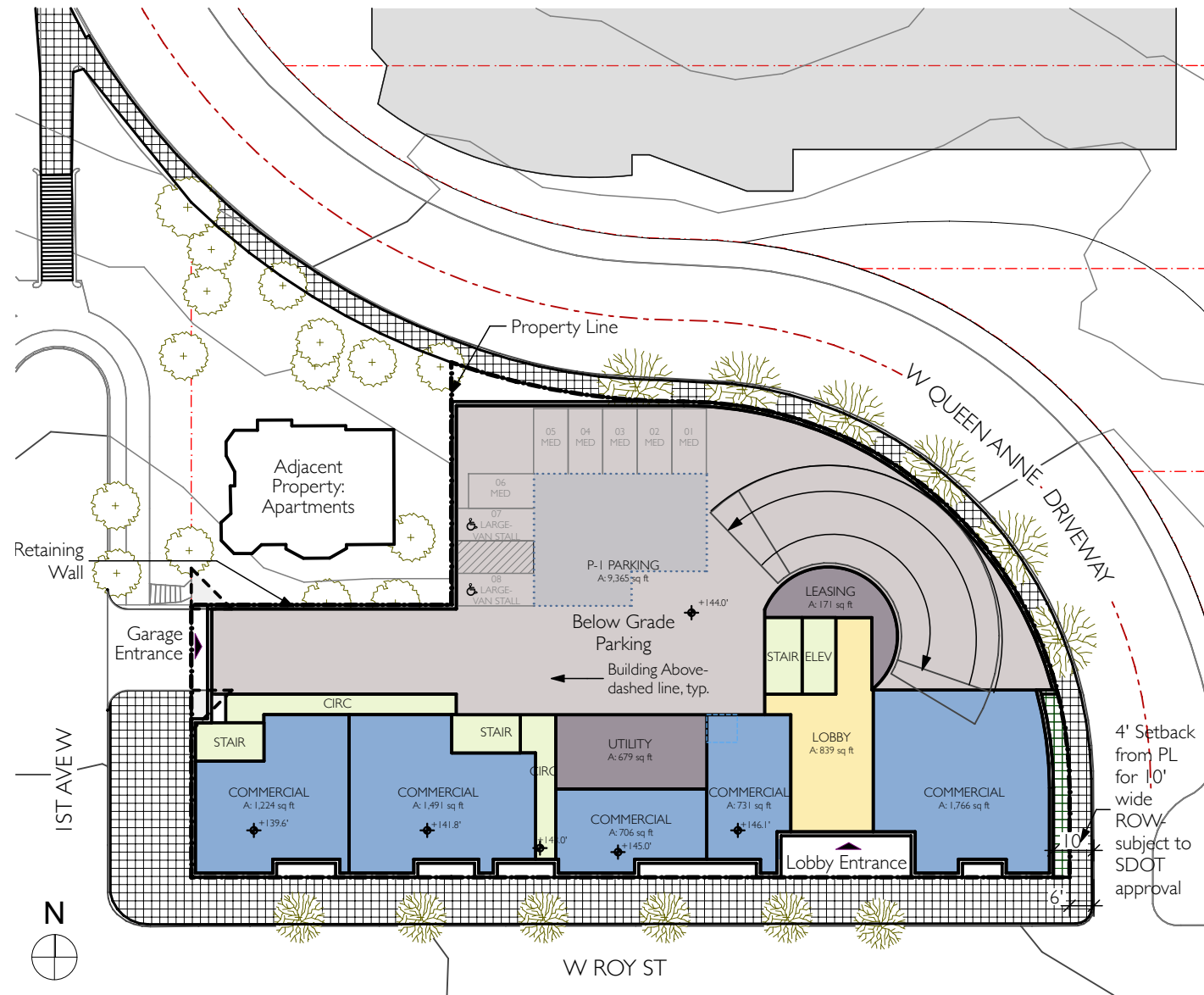
The street façade along Queen Anne Dr. is setback a minimum of 4' from to allow for the installation of street tree pits. The live/work spaces are provided individual street entrances. There are landscaped setbacks (approx. 20' wide) from the south and west property line of the adjacent residential property on the northwest corner of the block. The landscaped terrace at the northwest corner provides an at-grade entrance to the 2nd Floor commercial spaces.



Option 3: Site Plan

SCALE: 1/32" = 1'-0"





Option 3: 1st Floor Plan

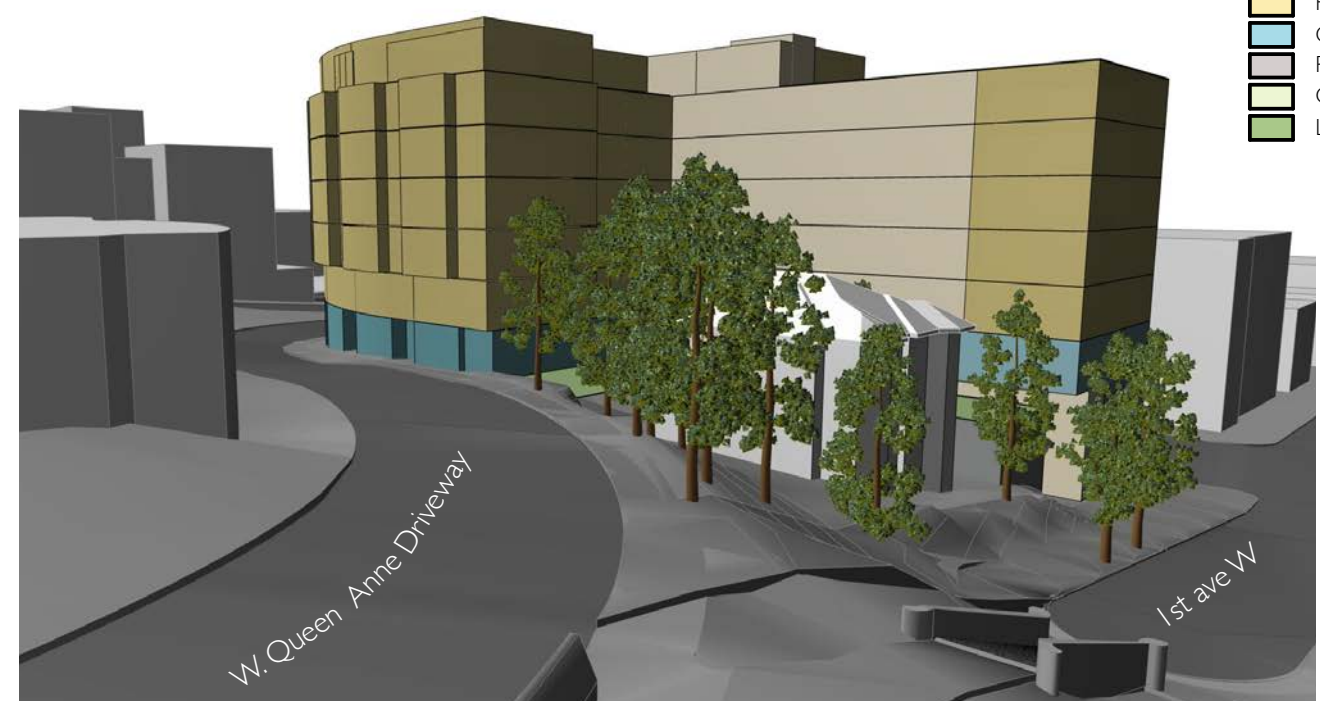


Option 3: 2nd Floor Plan

- Residential
- Commercial
- Parking
- Circulation
- Landscape



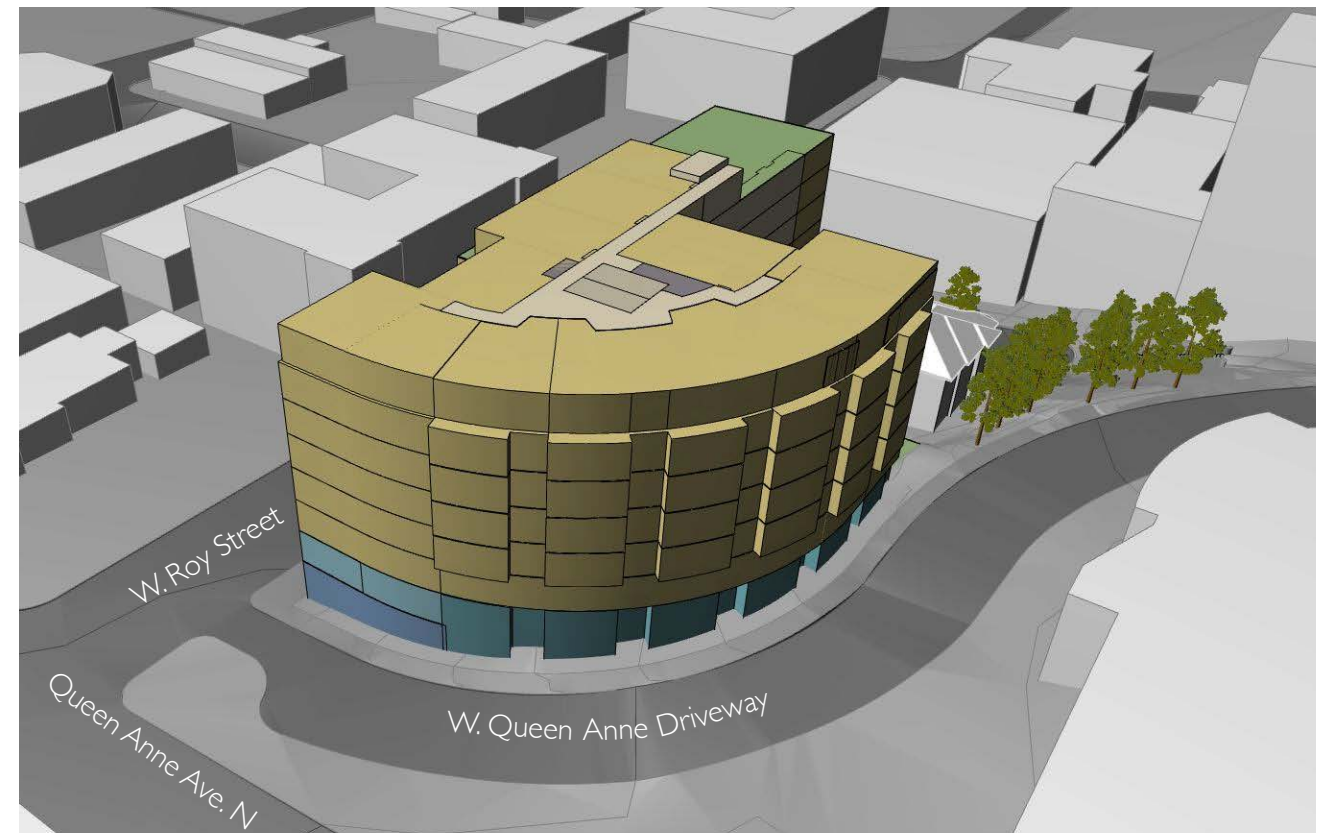
Southwest Corner View



Northwest Corner View

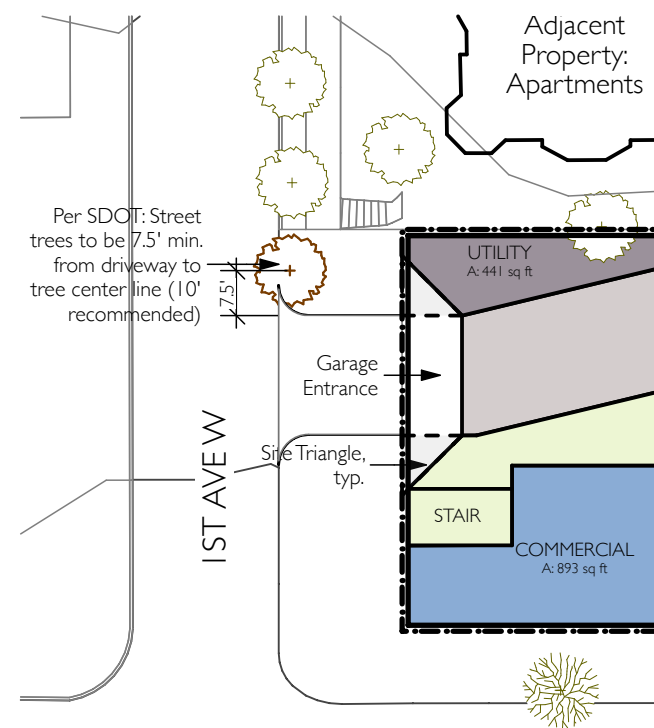


Southeast Corner View

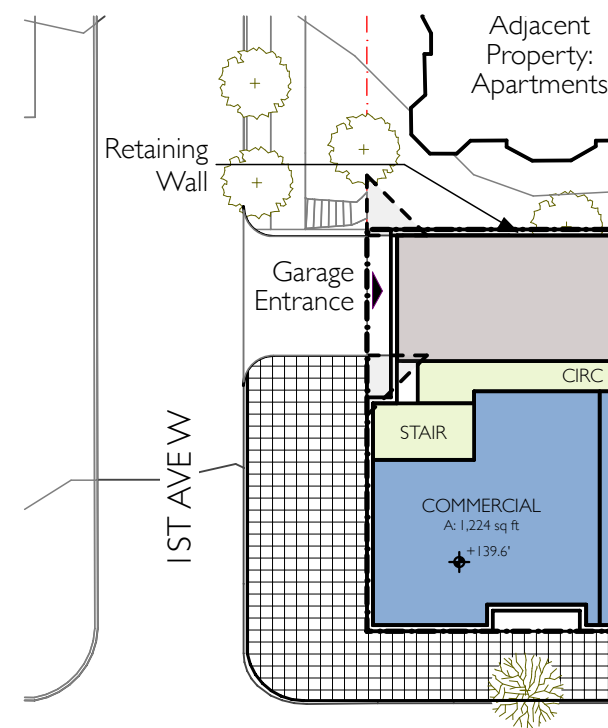


Northeast View

CODE SECTION AND REQUIREMENT	PROPOSAL	JUSTIFICATION
<p><b>SIGHT TRIANGLES (SMC 23.54.030.G):</b></p> <p>The code requires sight triangles of 10' on either side of a driveway.</p>	<p>In lieu of sight triangles, the applicant proposes to use visual indicators such as mirrors, paving texture and warning signs for vehicles exiting the parking garage on 1<sup>st</sup> Avenue W.</p>	<p>Due to the presence of the entrance stairs and the retaining wall for the residential building to the north, the very low volume of pedestrians on 1st Avenue W, and the intent to maintain 1st Ave W. as potential location for street level dining, the applicant believes that the use of visual signals for autos exiting the parking garage will provide a better and a safe pedestrian environment.</p>

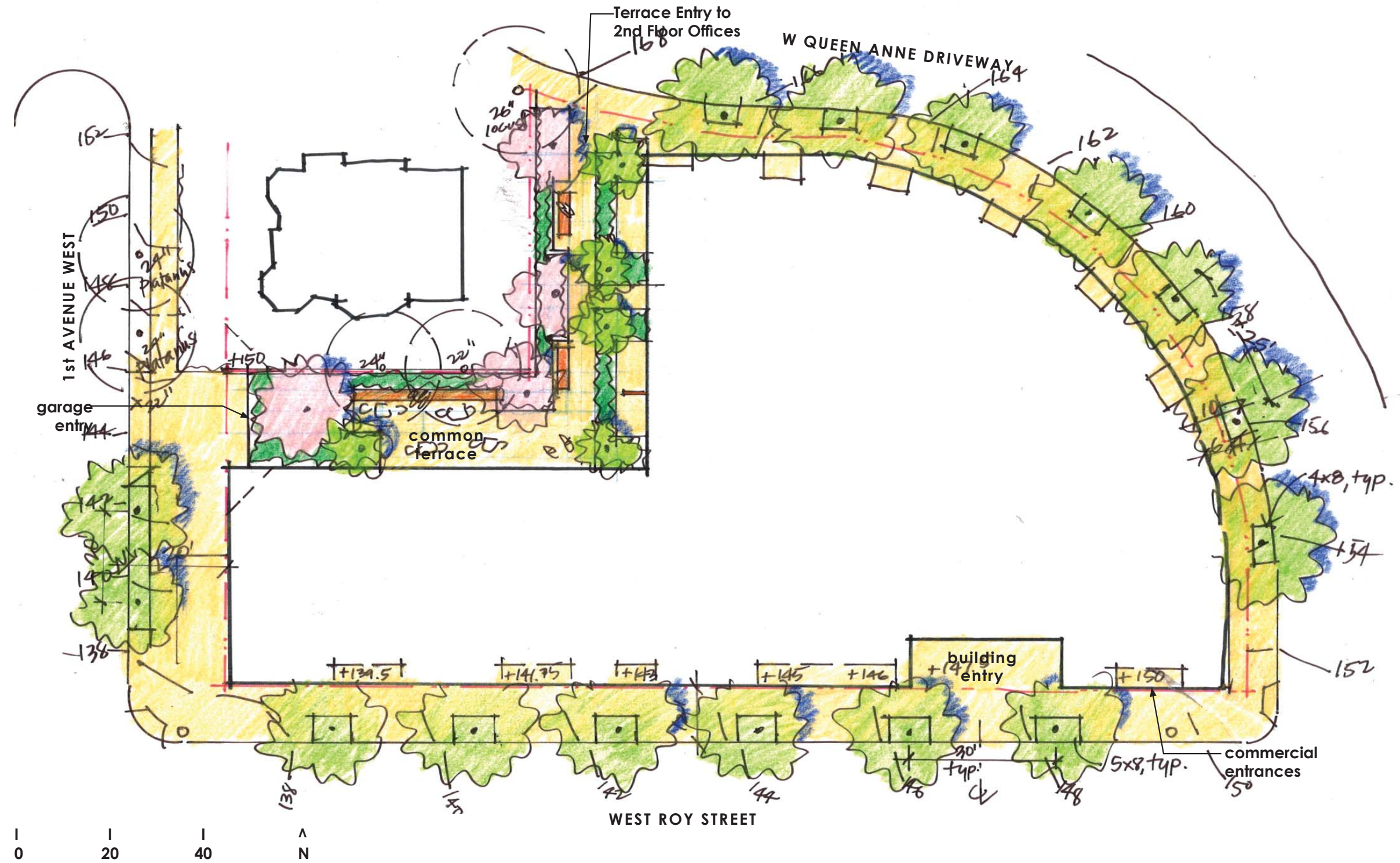


OPTION 1 - 1ST FLOOR



OPTION 3 - 1ST FLOOR





**Queen Anne Driveway**

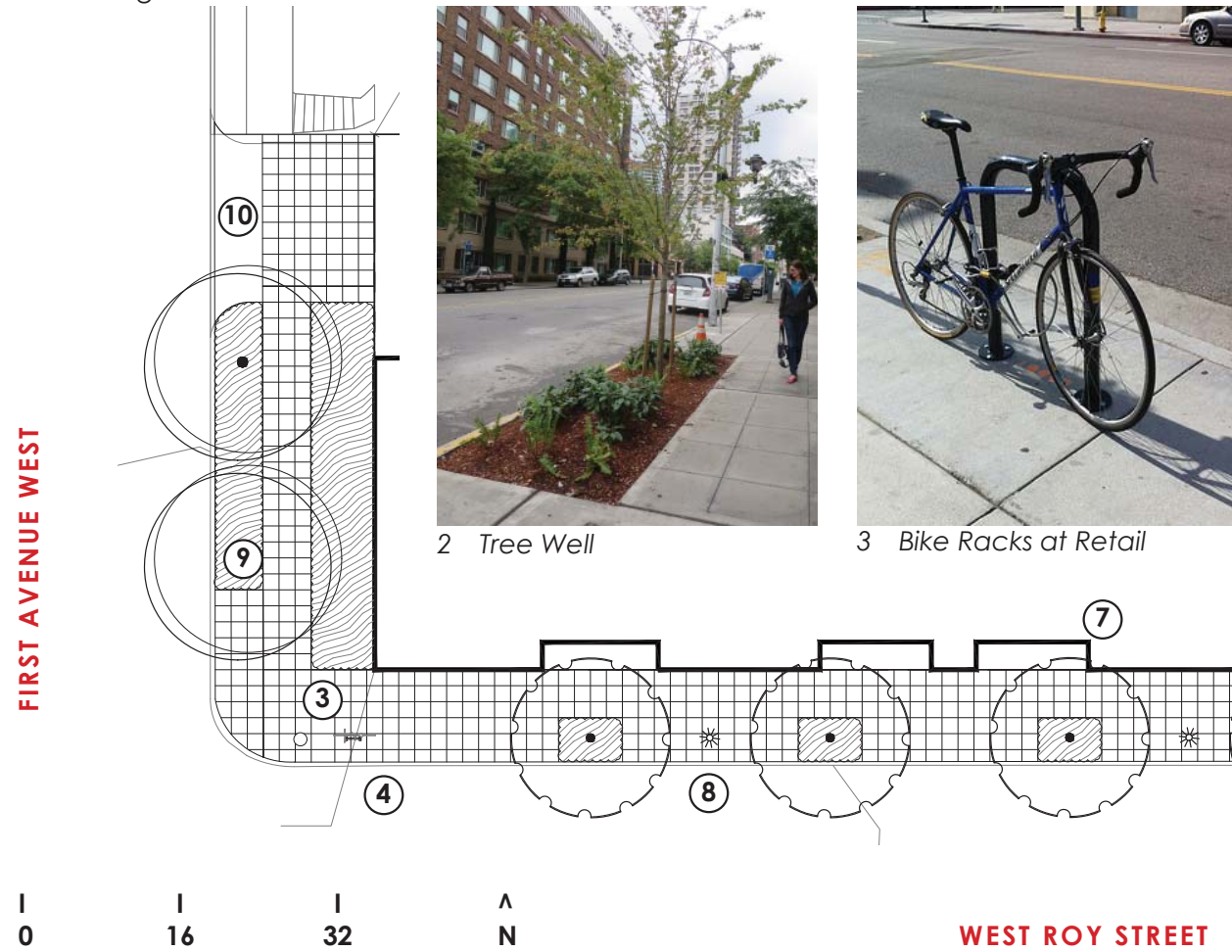
- 1 Live Work Entry
- 2 4 x 8 tree Well

**West Roy Street**

- 3 Commercial Corner
- 4 Bikes
- 5 Residential/Office entry
- 6 QA Pedestrian Street Light
- 7 Retail Entry
- 8 5 x 8 tree Well

**First Avenue West**

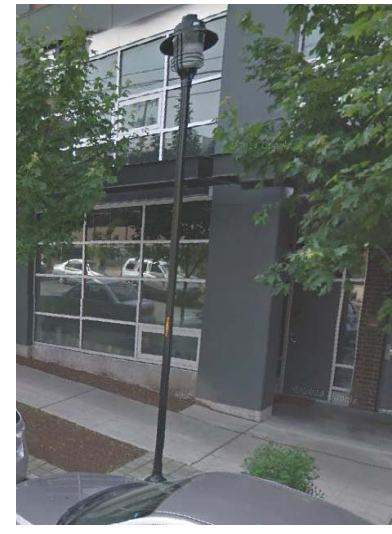
- 9 Extended Planter Strip
- 10 Parking Access



2 Tree Well



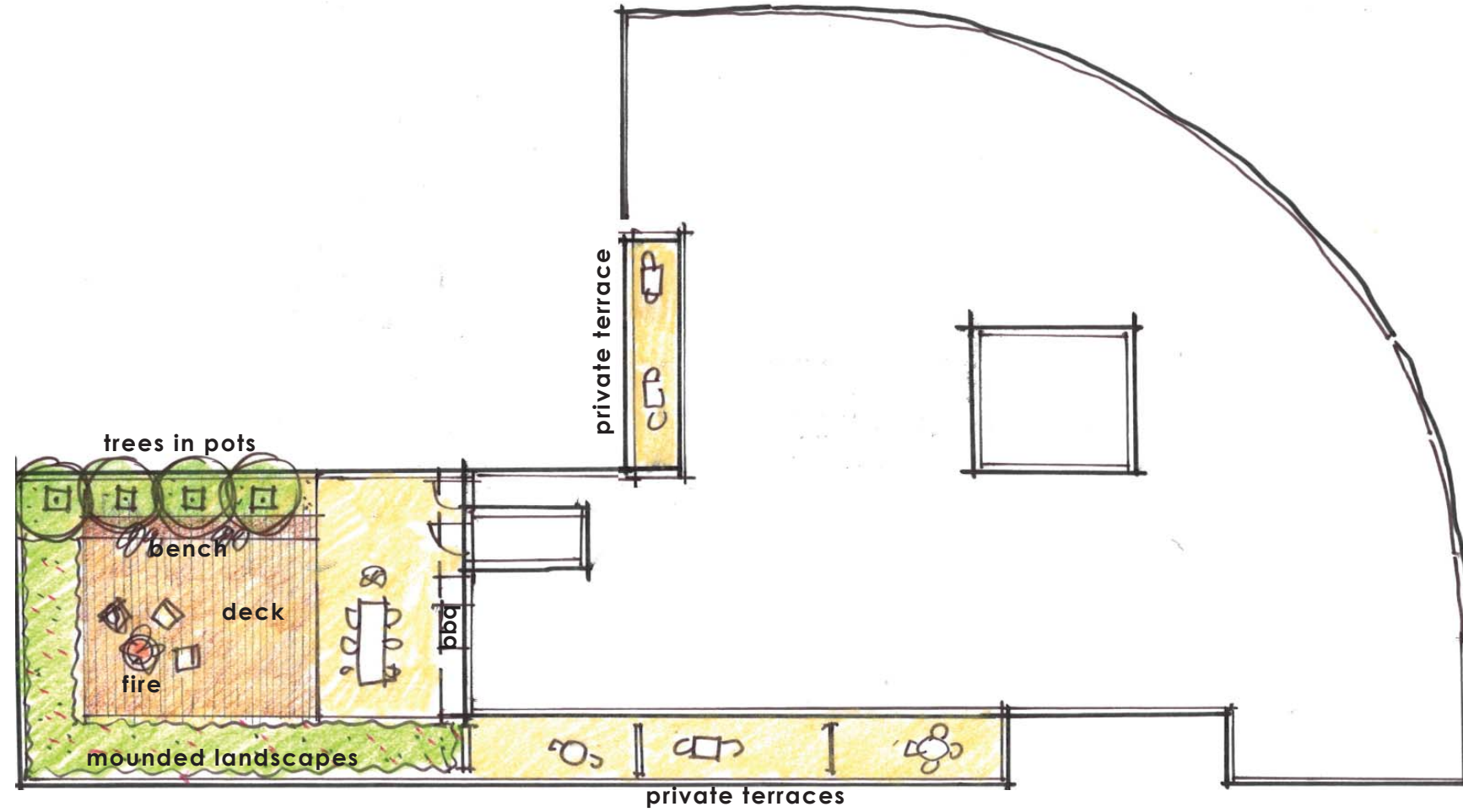
3 Bike Racks at Retail



6 QA Pedestrian Street Light



9 Extended Planting Strip



fire and view and sun



mounded sedums and view and sun



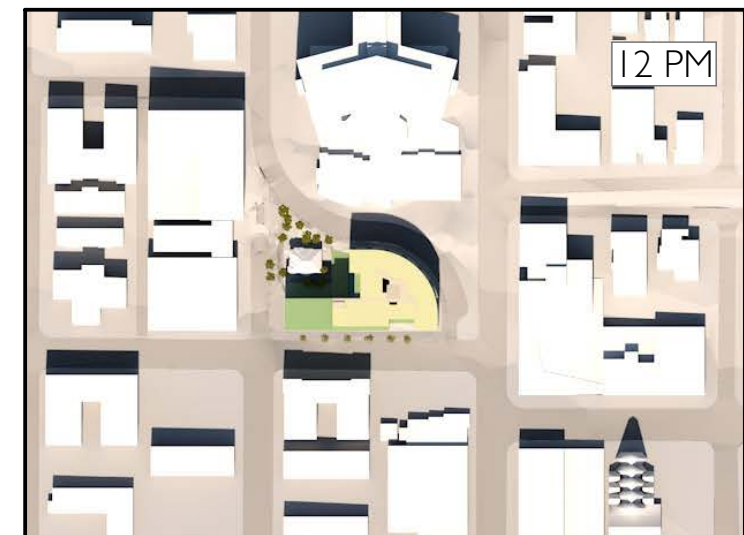
trees in pots



bench and decking



Barbecue and Seating



OPTION 1

OPTION 2

OPTION 3

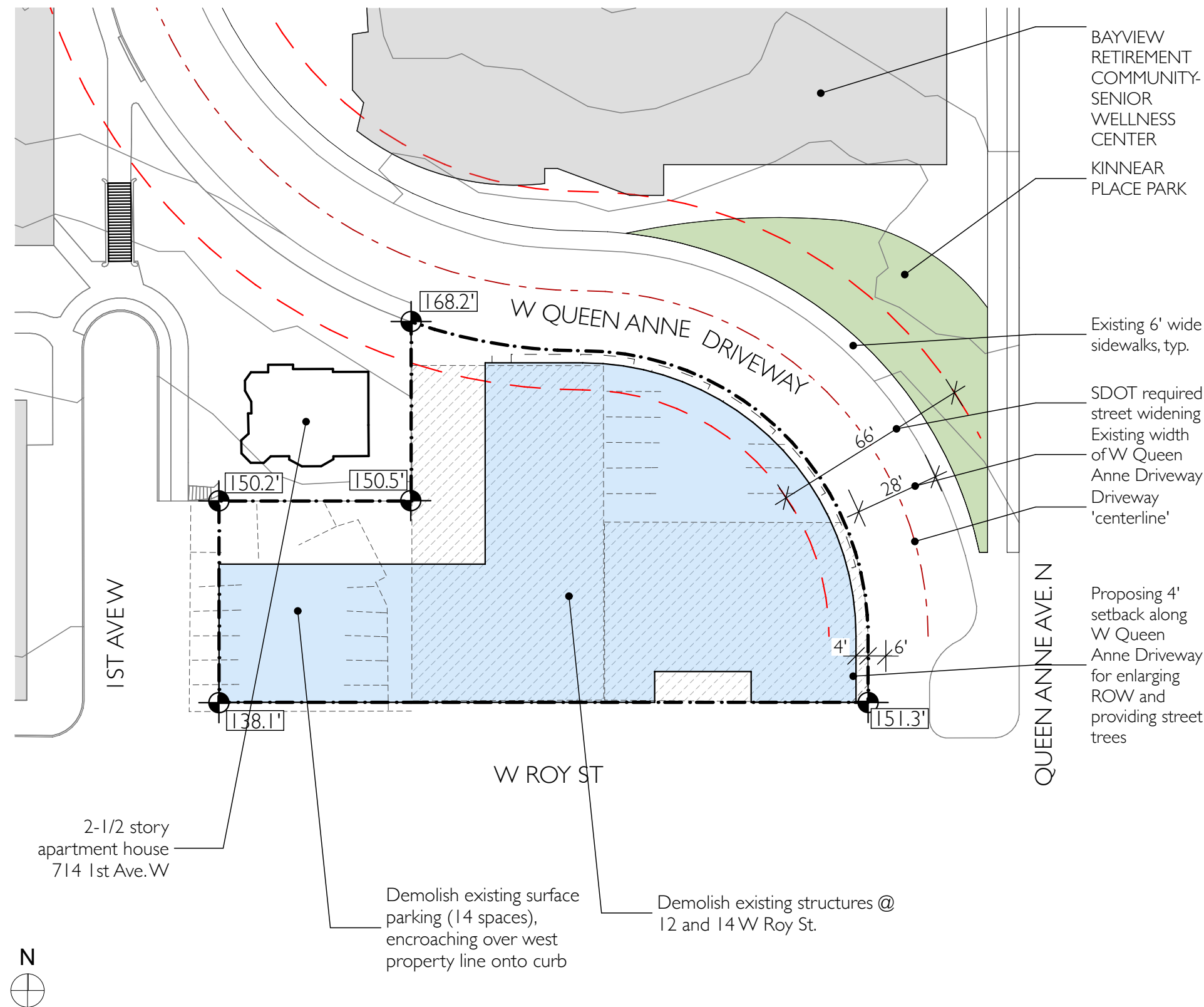


REQUEST FOR AN EXEMPTION TO STREET WIDENING

The city is requiring that the 14 W. Roy Street project provide a 13' setback from W. Queen Anne Driveways current right-of-way to accommodate future street widening. The city currently classifies the street as a Class 2 Arterial.

We are requesting an exemption from this requirement, for many reasons, including the fact that the city has recently altered and narrowed the intersection with W. Roy Street to serve existing demands and functions. We are instead proposing a 4' public access easement along the south side of W. Queen Anne Driveway to provide a 10' wide sidewalk with street trees.

The traffic study prepared for the exemption request, demonstrates that a widened on Queen Anne Driveway should operate at level of service "E" at the intersection with w. Roy St.



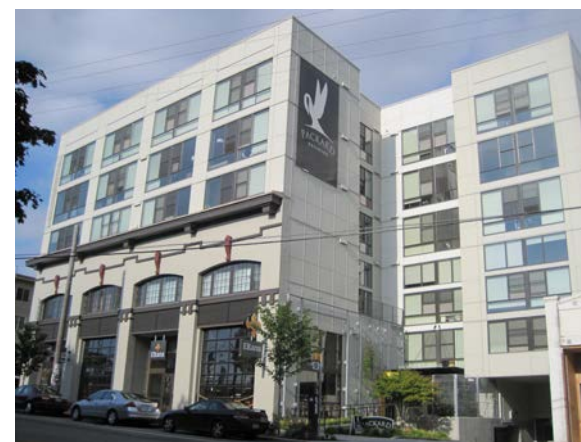




19th AVE LOFTS  
19th Ave - East Capitol Hill



PIKE LOFTS  
E. Pike St. & Minor Ave - Capitol Hill



PACKARD BUILDING  
12th Ave & E. Pine St. - Capitol Hill



EVOLVE APARTMENTS  
10th & Union - Pike/Pine Neighborhood



REO FLATS  
14th Ave. - Pike/Pine Neighborhood



EASTLAKE  
Eastlake Ave. E. & Lynn St. - Lake Union



VEER LOFTS  
9th Ave & Harrison - South Lake Union



RUBY CONDOS  
Eastlake Ave E. & Allison St. - Eastlake



TRACE NORTH  
12th Ave - Capitol Hill



TRACE LOFTS  
12th Ave & Madison St. - Capitol Hill



PRESS II  
Belmont Ave & E. Pine St. - Capitol Hill