DESIGN RECOMMENDATION MEETING- NORTHEAST DRB

APRIL 15, 2019

UNION BAY PLACE APARTMENTS

SDCI PROJECT #3030253

4600 UNION BAY PLACE N.E.
SEATTLE, WA 98105

RUNBERG ARCHITECTURE GROUP

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PROJECT OVERVIEW

PROJECT TEAM

Developer
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Civil Engineer
Red Barn Engineering
24209 29th Avenue West
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Landscape Architect
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101 Stewart Street, Suite 200
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SITE

Address 4600 Union Bay Place NE
Parcel # 2436200975, 2436200990, 2436201000

The project site is comprised of 3 consecutive mid-block parcels along Union Bay Pl NE between NE 45th St and NE 49th St. There is a brush covered steep slope (gaining approximately 30' in elevation) directly to the east of the site leading up to the Burke Gilman Trail and NE Blakeley St., which is an unimproved alley with no access.

The parcel fronts approximately 200' along Union Bay Pl NE, extends approximately 107' east, and fronts approximately 200' along the unimproved public east alley. The site area is 20,300 SF. The highest elevations on the site are at 49' and the lowest elevations are at 44.5'.

The single story structure to be demolished at 4600 Union Bay Pl NE is leased to a commercial business. 4550 Union Bay Pl NE is a vacant lot, and the unoccupied single story structures on 4554 Union Bay Pl NE are also to be demolished.
The neighboring parcel to the north is a marine instrument warehouse / liquor distillery, and to the south is the Union Bay Plaza, a mixed retail/office structure that houses a primary care health facility operated by Swedish Physicians. Approximately 125' to the east, approximately 35' up the hill, and across three rights of way (alley, Burke Gilman Trail, and Blakeley Avenue) there is a single family residential neighborhood. A new 65' multifamily development is under construction directly across the street to the west of the site.

PROJECT PROGRAM

Number of Residential Units:	Approximately 98
Number of Structured Parking Stalls:	Approximately 60-65 above grade stalls
Area of Residential Use:	Approximately 67,000 SF
Area of Retail Use at Ground Level:	Approximately 2,000 SF
Area of Active Residential Amenity:	Approximately 9,000 SF
Total Area:	Approximately 94,000 SF

Requested Departures: 1

PROJECT VISION

ENCOURAGING CONNECTIONS WITHIN AND AROUND THE SITE

RESULTING IN A VIBRANT

PEDESTRIAN ORIENTED NEIGHBORHOOD

ENHANCING EXISTING INFRASTRUCTURE

WALKABLE TO TRANSIT

SUPPORTING ACTIVE FORMS OF TRANSPORTATION

LESS INDIVIDUAL VEHICLE USE

FACILITATING SMALL LOCALLY OWNED BUSINESS

STRENGTHENING NEIGHBORHOOD ECONOMY THROUGH CONSTRUCTION OF WORKFORCE HOUSING

Images: U Village - yelp.com, Cafe - Flickr.com, Marion West - Runberg Architecture Group, Leasing Agent - Flickr.com, Construction Crew - AF.mil, Cashier - dm.af.mil, Bike Facility - dero.com, Burke Gilman Trail - Flickr.com, Nurses - duke.edu

SITE CONTEXT & URBAN DESIGN ANALYSIS

ZONING

SITE ZONING

- Zone: Current: C2-55 under new MHA upzone
- Proposed Contract Rezone to: C2-65 (M)
- Overlay: None
- Street Classification: Union Bay Place is a Collector Arterial

23.47A.004 PERMITTED AND PROHIBITED USES (C zones)

Table A for 23.47A.004: Residential is an Administrative Conditional Use, Retail sales and services are Permitted

23.47A.005 STREET-LEVEL USES (NC and C zones)

Residential uses are allowed and unlimited, if use is conditionally approved. (no pedestrian overlay)

23.47A.006 RESIDENTIAL USES IN C2 ZONES

A. Administrative Conditional Uses may be permitted by the Director when the provisions of both section 23.42.042 and this subsection 23.47A.006.A are met.

A.3.a.1 (site is) Not located in an area with direct access to major transportation systems

A.3.a.2 (site is) Not located in close proximity to industrial areas that have the potential to create a nuisance or adversely affect the desirability of the area for living purposes.

23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS (NC and C zones)

A.2 Blank Facades

b. Blank segments of street-facing façade between 2 and 8 feet above the sidewalk may not exceed 20 feet in width.

c. Total of all blank façade may not exceed 40% of the width of the street façade.

A.3 Street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks etc. are provided.

B Non-residential street level requirements

B.2 Transparency

a. 60% of the street-facing façade between 2 and 8 feet above the sidewalk shall be transparent, not including up to 22 feet of driveway width.

b. designed and maintained to provide views into and out of structure.

B.3 Average depth = 30 feet and minimum depth of 15 feet

B.4 Minimum floor to floor height of 13 feet.

23.47A.012 STRUCTURAL HEIGHT (NC and C zones)

C.2. Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets, and fire walls may extend up to 4 feet above the otherwise applicable height limit. Insulation, rooftop decks, etc. may extend 2 feet above height limit if enclosed by parapets or walls.

C.3. Solar collectors may extend up to 7 feet above the otherwise applicable height limit in 65 foot zone.

C.4. The following may extend up to 15 feet above height limit with a coverage of 20% or 25% if including stair and elevator penthouses and screened mechanical equipment: Solar collectors, mechanical equipment, play equipment, wind-driven power generators, minor communications utilities, stair and elevator penthouses may extend 16 feet above height limit.

C.7. The following must be located at least 10 feet from the north lot line: solar collectors, planters, clerestories, greenhouses, minor communications utilities, non-firewall parapets, play equipment

23.47A.013 – FAR (NC and C zones)

Due to MHA compliant contract rezone, see section 23.47A.017 below

23.47A.014 – SETBACK REQUIREMENTS (NC and C zones)

[Site does not abut, nor is it across alley from any residential zones – no setbacks required.]

23.47A.016 – LANDSCAPING AND SCREENING STANDARDS (NC and C zones)

A.2 Green factor of 0.3 is required

B.1 Street trees are required

23.47A.017 MHA SUFFIX (per contract rezone to C2-65 (M))

A. Required to follow provisions of 23.58B and C

C2-65 (M): total FAR limit = 4.5

23.47A022 – LIGHT AND GLARE STANDARDS (NC and C zones)

A. Exterior lighting must be shielded and directed away from adjacent uses

B. Interior lighting in garages must be shielded to minimize nighttime glare

23.47A.024 – AMENITY AREA (NC and C zones)

A. Provide equal to 5% of the total gross floor area in residential use

B.2 Amenity areas shall not be enclosed.

B.4 Common amenity areas shall have min horizontal dim of 10 feet, no common amenity area shall be less than 250 sf.

23.47A.032 – PARKING LOCATION AND ACCESS (NC and C zones)

A.3 structures in C2 zones with residential use shall follow section A.1

A.1.a Access to parking shall be from the alley if the lot abuts an improved alley or if alley access is infeasible, the Director may allow street access.

[This is a Type I request/decision by SDCI Director. The alley abutting the site is unimproved and there are multiple issues making improving the alley infeasible. An alley improvement exception has been granted by SDCI.

A.1.b If access is allowed from the street, only one two-way curb cut is allowed.

[One two-way curb cut provided, width minimized (code minimum) and extra setbacks, material changes etc. provided to enhance pedestrian safety and maintain pleasant pedestrian oriented atmosphere/design. (Design Guidelines: CS3-A-4, PL1-B-3, PL2-B-2, DC3-C-2]

B.1.b Parking shall be separated from street-level street-facing facades by another permitted use.

23.54.015. PARKING (NC and C zones)

D.1 –Commercial required parking: No parking required for the first 1,500 SF of each business establishment.

Residential parking is required: this site is not in an urban center or urban village.

Table B – Residential required parking: N – Multifamily residential uses within the University of Washington parking area shown on Map A. = 1 space per one bed or fewer unit, 1.5 spaces per dwelling unit with 2 or more bedroom units

23.54.020 (C zones)

F.2.a Parking reduction allowed for multifamily in Commercial zones, the minimum parking requirement…is reduced by 50% if the use is located within 1,320 feet of a street with frequent transit service.

[This property meets that requirement with route 31, 32, 67, 75, 78, 995 at stop # 25200 on NE 45th St approx. 650 feet from property.]

K BICYCLE PARKING (NC and C zones)

Shall be per Table D – Bicycle Parking

K.2 If any covered automobile parking is provided, all required long-term bicycle parking shall be covered.

K.9 Bicycle parking spaces within dwelling units, other than a private garage, or on balconies do not count toward the bicycle parking requirement.

Table D for 23.54.015

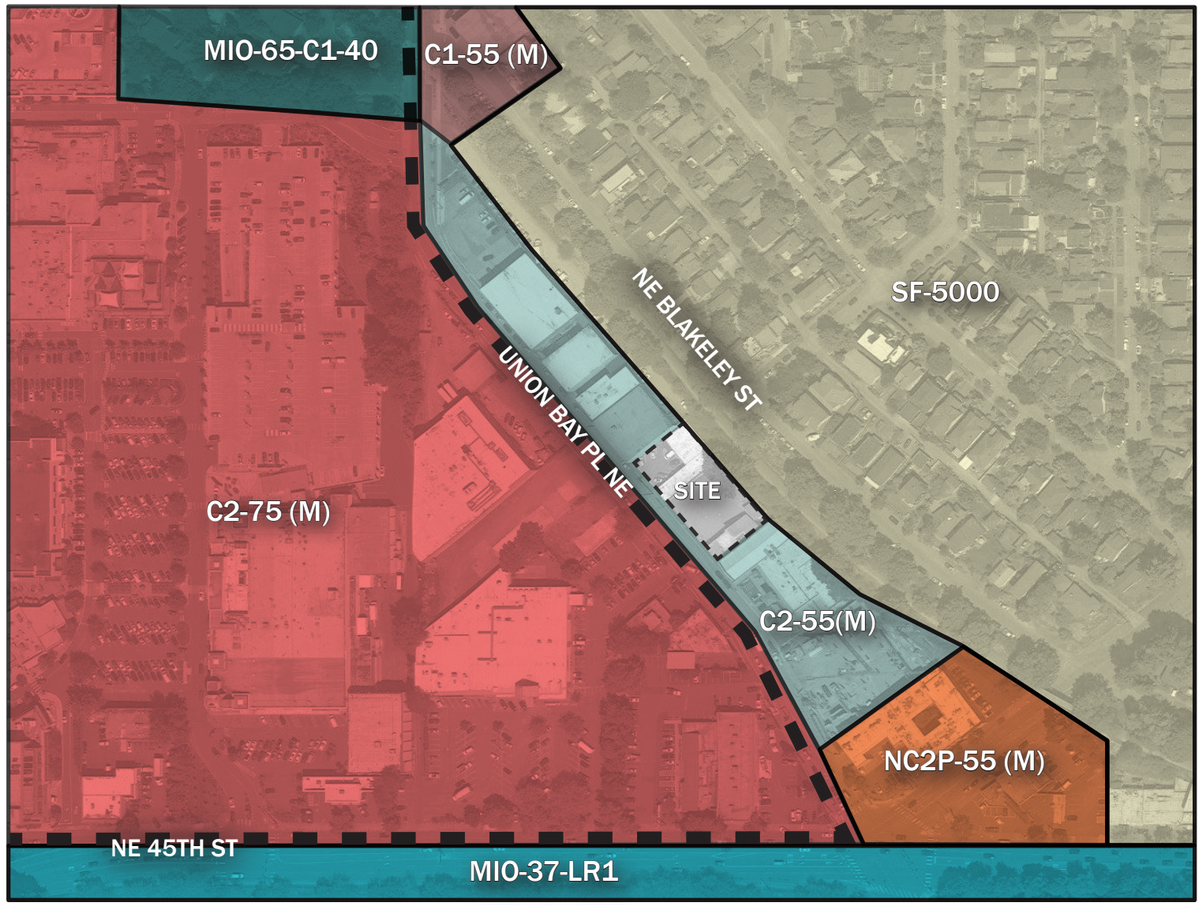
A.6 Commercial uses, Sales and Services, General: Long-term 1 per 4,000 SF; Short-term: 1 per 2,000 SF

D.2 Residential uses, Multi-family structures: Long-term 1 per dwelling unit; Short-term: 1 per 20 dwelling units. After first 50 spaces may be provided at 3/4 of requirement listed in table D.

23.54.030 PARKING SPACE STANDARDS (NC and C zones)

B.1.b Residential Uses: provide minimum 60% medium stalls. When parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.

D.1.c Residential Driveways that serve 30 or more spaces shall be at least 20 feet wide for 2-way traffic



City-wide / MHA Approved Zoning Map as of 3/18/2019 council vote, effective 4/19/2019.
The project proposes a contract rezone to C2-65 (M) for the site.

C2-55
C2-75
C1-55
SF-5000
MIO-50-C1-40
MIO-37-LR1
NC2P-55
University Community Urban Village Boundary

COMMUNITY MEETINGS

Along with other one-on-one outreach, the project team met with the Ravenna Bryant Community Association on 3/6/2018 and 4/2/2019 to solicit the public input on the design.

KEY TOPICS

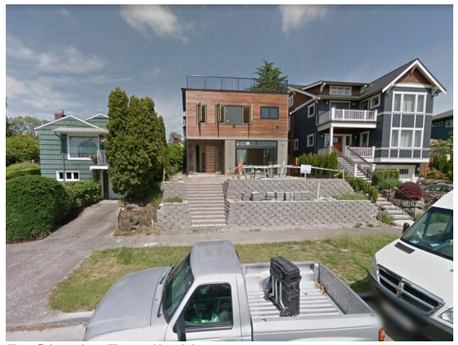
- Generous public space along Union Bay Place is important. Although ROW sidewalk design is set by SDOT, the ground floor of building will setback an additional 6'-12' to support public use along street frontage. Upper levels set back slightly less to but maintain clear opening to sky.
- Shading of the Burke Gilman trail is a concern. While maintaining Union Bay Place setbacks and by using smaller unit depths, the building is located as far away from Burke as possible. For a majority of the year, the building will not shade the trail at all before 3 pm.
- The community appreciated the provided overhead weather protection (canopies) in public areas.
- Desire to physically connect to Burke Gilman trail. Seattle Parks will not allow this. The natural grade change (± 30-35 ft) and desired setbacks also create a barrier,
- Parking impacts to the community discussed at earlier meetings. The developer has opted to invest in automated 'parking stacker' equipment within the building to increase the parking stalls from 42 to 63. The high water table makes below grade parking infeasible.
- Land Use Review Committee chair offered a letter of support for the design and contract rezone.

CONTEXT ANALYSIS

NEIGHBORHOOD DEVELOPMENT & USES

- Recreation / Open Space
- Multifamily / Mixed-Use Residential
- Commercial / Retail / Office
- Civic / Religious
- Hotel / Motel
- Industrial / Warehouse / Storage
- Institution / Education
- Single Family Residential
- Future Development
- Burke Gilman Trail

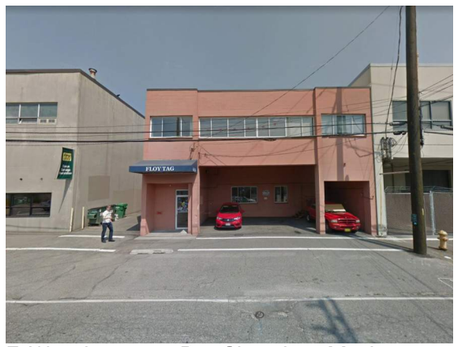
A. University Village Shopping Center


B. Single Family Homes

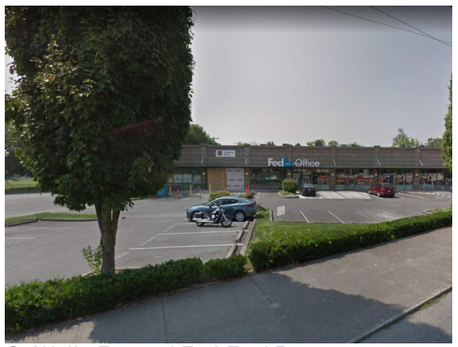

C. Future Development. Mixed Use. 244 Units. Proj. #3020320. Under Const.

D. Safeway - likely to be redeveloped in next few years

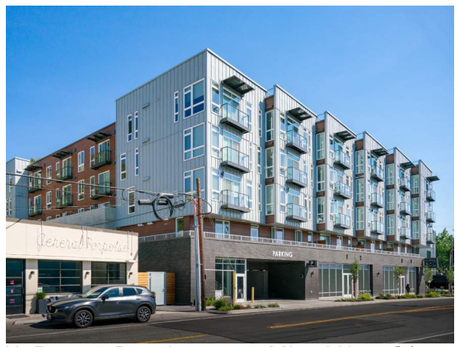

E. Swedish Primary Care



F. Warehouses - Dry Cleaning, Marine Instruments, & Distillery



G. Wells Fargo / Fed Ex / Burgermaster



H. Recent Development. Mixed Use. 61 Units.Proj. #3019495. Completed.

I. Future Development. Mixed Use. 136 Units Proj. #3025056. MUP In Review.


J. Burke Gilman Trail

The images above show the immediate surroundings to our project site. This is an “edge” neighborhood that is in transition from warehouses, empty parking lots and streets that have undefined, unpleasant pedestrian areas (many large curb cuts for vehicular access.)

The new buildings that are beginning to replace these are mid-rise in their massing/scale per the new zoning and draw inspiration from neighboring University village and other modern buildings. The neighborhood will have a much better pedestrian experience as these new projects are built with sidewalks and many fewer curb cuts. The new atmosphere will support small retail related to residential uses to the North and West as well as acting as a kind of extension of University Village shopping center.

The Burke Gilman trail provides a great benefit for pedestrians and bicyclists to get out into nature and forms potential connections to parks, the light rail station at University of Washington, and a whole network of bicycle trails.

Our proposed project intends to draw inspiration from the modern aesthetic of the other new buildings already nearby and those coming to the area as well as addressing the scale and residential nature of the single family neighborhood to the NE. The modern aesthetic is more adaptable to bridging the transition between larger scale of the commercial area to the west and the single family neighborhood.

See pages 36 and 37 of this packet for more specific inspiration images. See pages 18-22 for more information about the concept and diagrams of this edge condition.

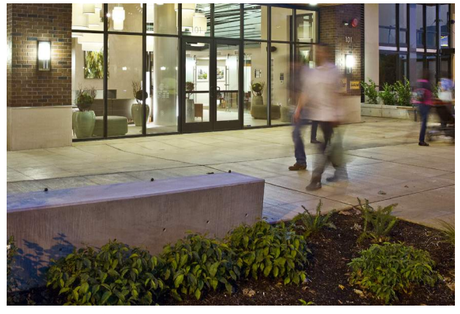
Images: A-Tripsavvy.com, B,D,E,F,G-Google Street View, C-seattle.curbed.com, H-BurkeandUnion.com,I-Seattleinprogress.com, J-Flickr.com

DESIGN GUIDELINES

SELECTED PRIORITY DESIGN GUIDELINES PRESENTED AT EDG

University Village Storefronts (PL1-B-3)

Merrill Gardens (PL2-B-3) - Runberg Architecture Group



Century (PL2-B-2) - Runberg Architecture Group

Bike Facilities (PL4-B-2)

Marion West (PL3-C-3) - Runberg Architecture Group

CS2 URBAN PATTERN AND FORM

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street

CS2-D-1. Existing Development and Zoning: Review the scale of neighboring buildings and development anticipated by zoning for the area to determine an appropriate transition.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical significance using local archives.

PL1 CONNECTIVITY

PL1-B-3. Pedestrian Amenities: Opportunities for creating pedestrian oriented spaces to enliven the area should be considered including seating, lighting, landscaping, large storefront windows, and retail displays.

PL2 WALKABILITY

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

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

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level nonresidential uses by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL3 STREET-LEVEL INTERACTION

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.

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

PL4 ACTIVE TRANSPORTATION

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

DC1 PROJECT USES AND ACTIVITIES

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

DC2 PROJECT USES AND ACTIVITIES

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.

DC3 OPEN SPACE CONCEPT

DC3-C-2. Amenities and Features: Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed.

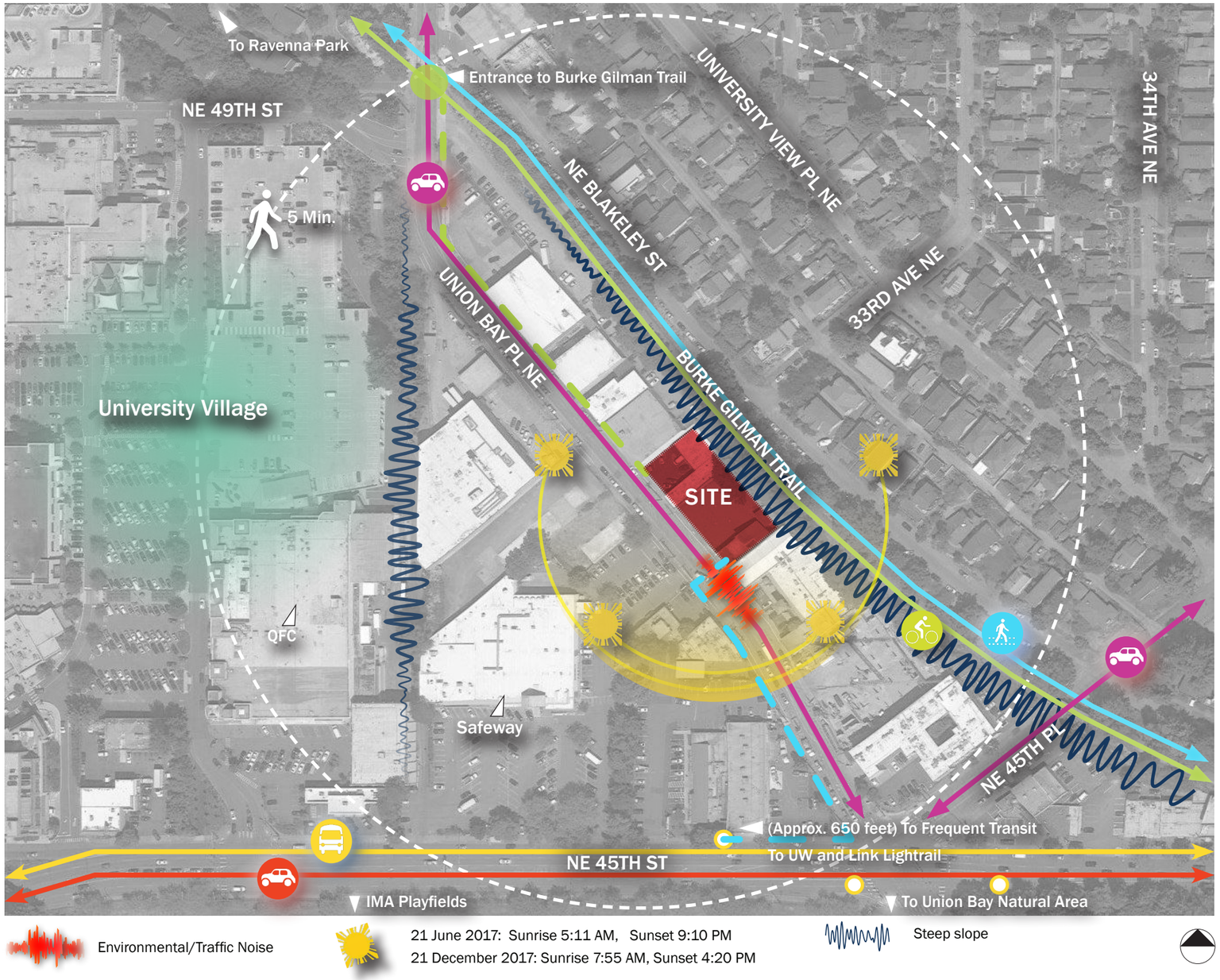
RESPONSE: CS2-B-2, CS3-A-4, PL1-B-3, PL2-B-2, PL3-A-1: Street level is envisioned as a combination of small retail frontages and residential amenity with pedestrian lighting and high transparency. The primary entry is obvious and centered, aligned with other building features. Project will join upcoming developments along the street to create a new, safe, and friendly pedestrian environment. Podium deck patios and lighting combined with east facing unit windows will provide extra safety and security for Burke users.

RESPONSE: CS2-D-1, CS3-A-4, CS3-B-1, DC2-B-1, DC3-C-2: Contract rezone height for this project is based on the concept of stepping down from a higher commercial zone to the west and buffering the single family zone to the east. It is higher than the typical stepdown as the residential zone starts at an elevation well above the site. The massing, especially the preferred massing, responds to the history of Union Bay Pl NE bend as a former train rail spur and serves as a transition between the two scales of buildings in the immediate vicinity.

RESPONSE: PL2-B-1, PL2-B-3, PL3-C-3, PL4-B-2, DC1-A-1, DC3-C-2: Upper level open space addresses the Burke/ hillside. Meanwhile, the street character will be enhanced with sidewalks, ground level visibility, planting strips, street trees, lighting, and clearly defined areas for pedestrians, bicyclists, and automobiles. A bike room amenity opens onto the sidewalk. That, combined with setbacks for potential of retail spillout, creates an active and interesting frontage.

SITE CONTEXT & URBAN DESIGN ANALYSIS

CONSTRAINTS AND OPPORTUNITIES



Environmental/Traffic Noise

21 June 2017: Sunrise 5:11 AM, Sunset 9:10 PM
21 December 2017: Sunrise 7:55 AM, Sunset 4:20 PM

Steep slope

- Main Arterial
- Collector Arterial
- Bus Route
- Bicycle Route
- Main Pedestrian Route
- Bus Stop
- Retail Hub

Very Walkable (Walk Score 89)
Most errands can be accomplished on foot.

Good Transit (Transit Score 62)
Many nearby public transportation options.

Very Bikeable (Bike Score 88)
Some hills, excellent bike lanes.

CONSTRAINTS

Little pedestrian accessibility along Union Bay Pl NE, requires improvement (currently no sidewalks / curbs)

Union Bay Pl NE vehicular traffic congestion

Predominately surrounded by warehouses and back of shopping centers

Steep slope at back of site (± 30’ grade difference up to Burke Gilman Trail) with no vehicle access at unimproved alley

Aquifer ±7-10’ below grade of site prevents excavation for below grade parking

OPPORTUNITIES

Frequent Transit routes 31, 32, 67, 75, 78, 995 to the University of Washington and Link Light Rail Station located approx. 650 feet from site.

Good Southern and Eastern light

Grade transition allows low impact height increase: Opportunity to create more work force housing

Opportunity to create vibrant retail and safe sidewalks with plantings

Access to Burke Gilman trail approx. 690 feet to north

Close to Ravenna Park (0.6 miles to north)

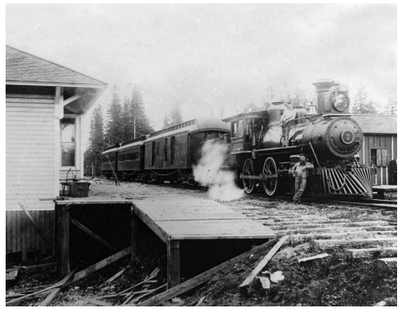
Images: (Left Page) University Village - Uvillage.com, Merrill Gardens U Village - Runberg Architecture Group, Century - Runberg Architecture Group, Bike Storage - Dero.com, Marion West - Runberg Architecture Group

CONTEXT ANALYSIS
HISTORY

Outlet of Union Bay

Yesler's Mill on Union Bay

Train Load of Logs at Yesler Town in Union Bay

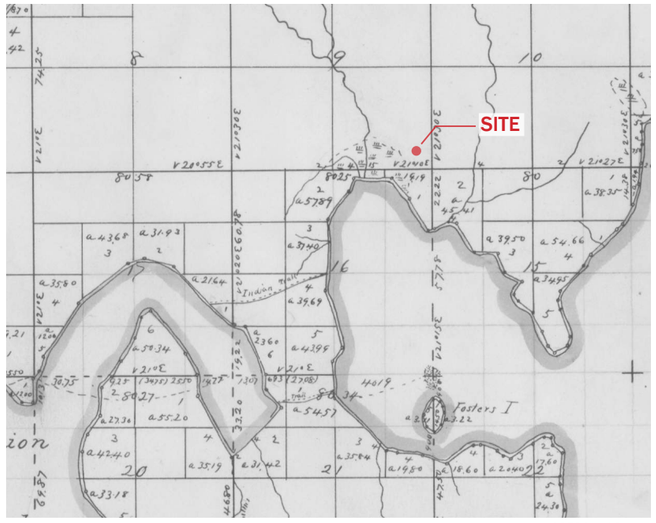


Depot Constructed at Yesler Junction Awaits Woods Spur

1806

1885

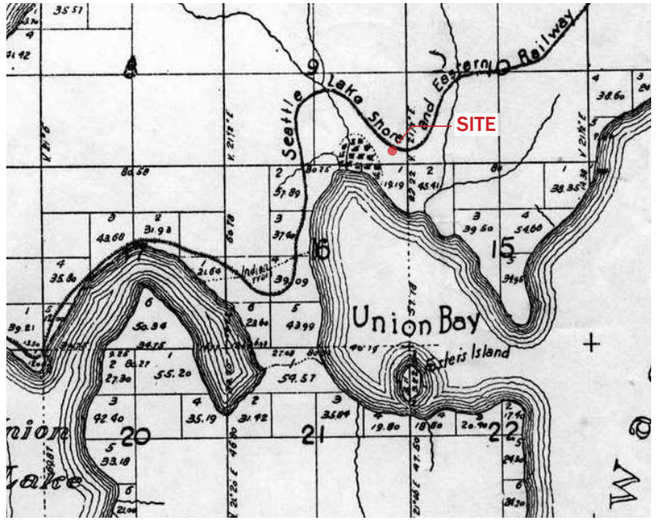
Pre-1800: Duwamish Subsist in Union Bay Marsh



1850 Land Survey

The former Union Bay shore line ran much farther north than today. The Duwamish tribe lived along the coast and created their own passageways between Lake Union and Lake Washington.

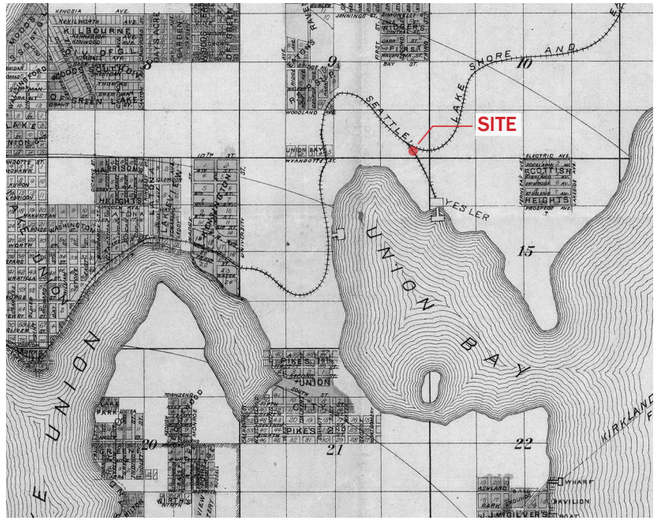
1885-88: Seattle, Lake Shore and Eastern Railway Laid



1860 Map of Union Bay

To boost the Seattle economy and exploit the areas natural resources, the Seattle, Lake Shore and Eastern Railway was built along the water line of Union Bay.

1885-88: Yesler Builds Woods Spur



1890 Map of Seattle Showing Woods Spur to Yesler's Mill

Henry Yesler builds a second saw mill and plats a town on the surrounding property. Logs were floated and stored in Union Bay. A rail spur line is built on present day Union Bay Place NE and is named “Yesler Junction”. This new location gives Yesler an advantage over competing mills.

1916 Opening of Montlake Canal

1961 Looking South on Union Bay Place NE at U Village Entrance

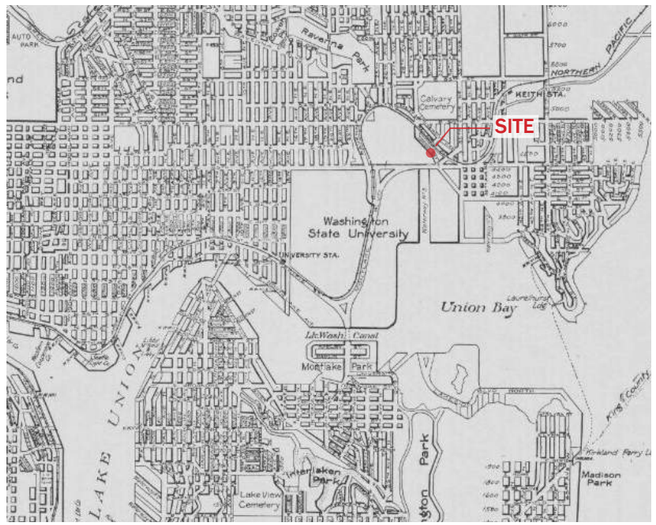
1971 Hike in Support of Burke Gilman Trail

1916

1961

1971

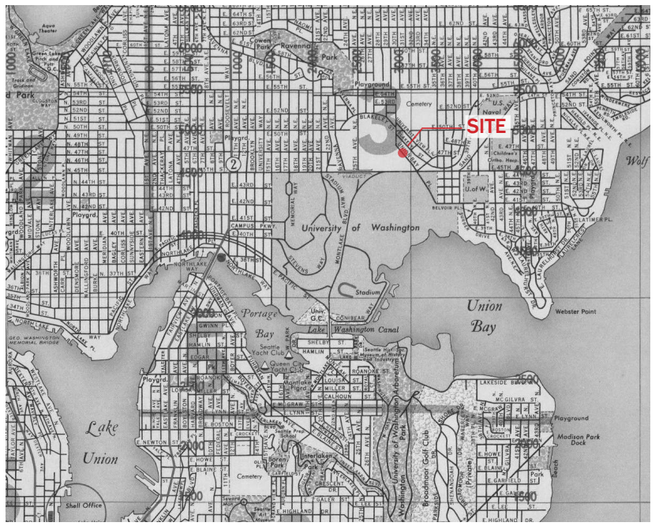
1916: Lake Washington Ship Canal is Constructed



1920 Kroll Map

The ship canal lowered Lake Washington by 9'. Union Bay became a marsh and was no longer suitable for storing log booms. A mill run was dredged to allow Yesler's mill to briefly, but ultimately unsuccessfully continue in operation. Soon after, fire destroyed the mill and the rail spur line. Roads replaced the defunct rain line.

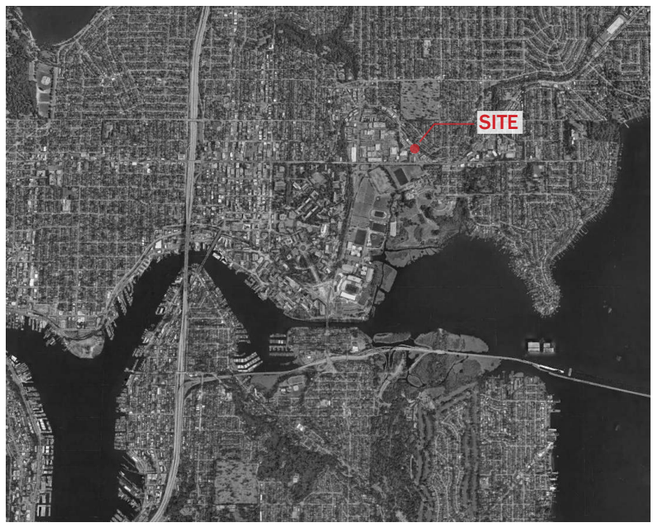
1956: University Village is Constructed



1956 Shell Map

On August 30, 1956 the University Village shopping center held its grand opening. The site was a former carnation farm. Anchor stores included Lamont's, Ernst Hardware, and Malmo Nursery.

1970s: Railroad Becomes Burke Gilman Trail



2017 Google Earth View

Seattle residents began a campaign to preserve the former railroad line as a recreational trail. 12.1 Miles of the original line was dedicated on August 19, 1978.

CONCEPT

PLACEMAKING AT THE EDGE BETWEEN TWO NEIGHBORHOODS

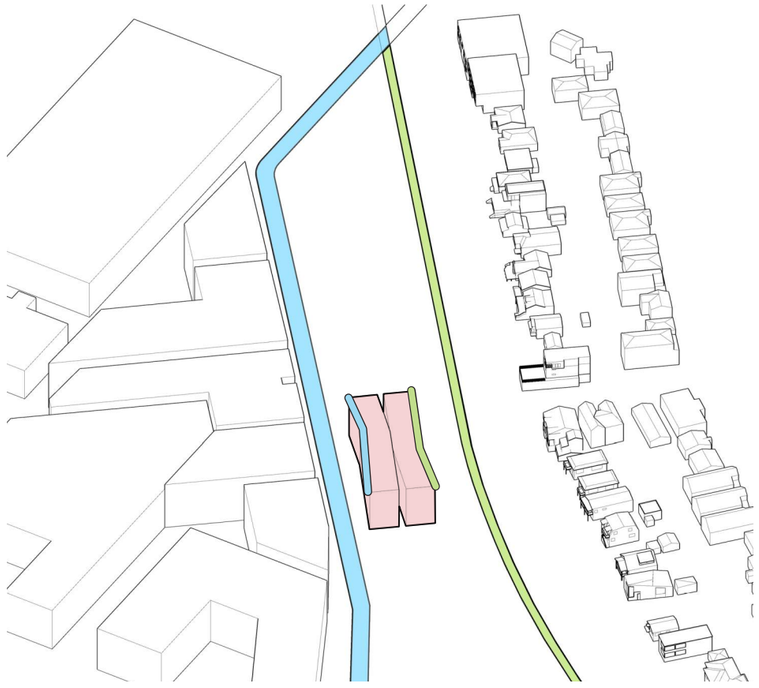
From the historical maps we discover the reason behind the bend in Union Bay Place. The form inspires a sense of movement (historical and present) and works well to address the large scale of the commercial area to the west. It also allows our building to capitalize on the southwestern sun exposure. The bend creates a generous at grade area, providing a protected spill-out area for the retail spaces and supporting the idea of a more pedestrian oriented retail corridor along Union Bay Place.

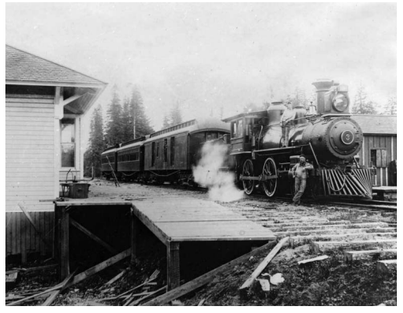
Meanwhile a similar form can be used on the east facade both emulating the way the Burke Gilman bends away from Union Bay Place NE and referencing the west facade so that the building is recognizable from both sides. Finally, the east facade is broken down into vertical bays to begin to address the smaller scale building footprints it is facing. Further breakdown of this facade will be accomplished with balconies and window patterns.

Primarily addressing design guidelines CS3-B-1 Placemaking, CS3-A-4 Evolving Neighborhoods, CS2-D-1 Existing Development and Zoning, and finally DC2-B-1 Facade Composition.

Historic map of Union Bay showing rail spur line to Yesler's Mill dated 1890.

Location of Yesler's rail spur line in relation to modern site context. Rail spur was destroyed in 1895 fire.





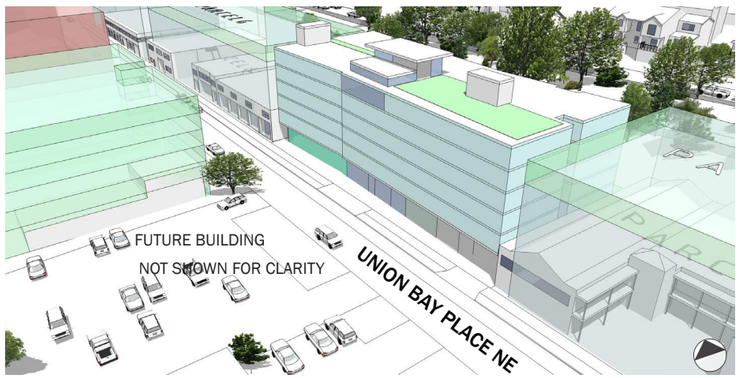
West facade bend formed by intersection of historic rail spur and modern Union Bay Place NE. The city used part of old spur path to form Union Bay Place NE.

East facade bend references the historic bend of the Seattle, Lake Shore and Eastern Railway that is now the Burke Gilman Trail.

Site occupies transitional edge between larger scale commercial shopping / industrial area and the smaller single family zone on the hill above. The east facade takes cues from the smaller scale modulation of the adjacent neighborhood.

DESIGN GUIDANCE RESPONSE

EDG PREFERRED MASSING OPTION SUMMARY (FOR REFERENCE)



OPTION E - UPDATED PREFERRED (65')

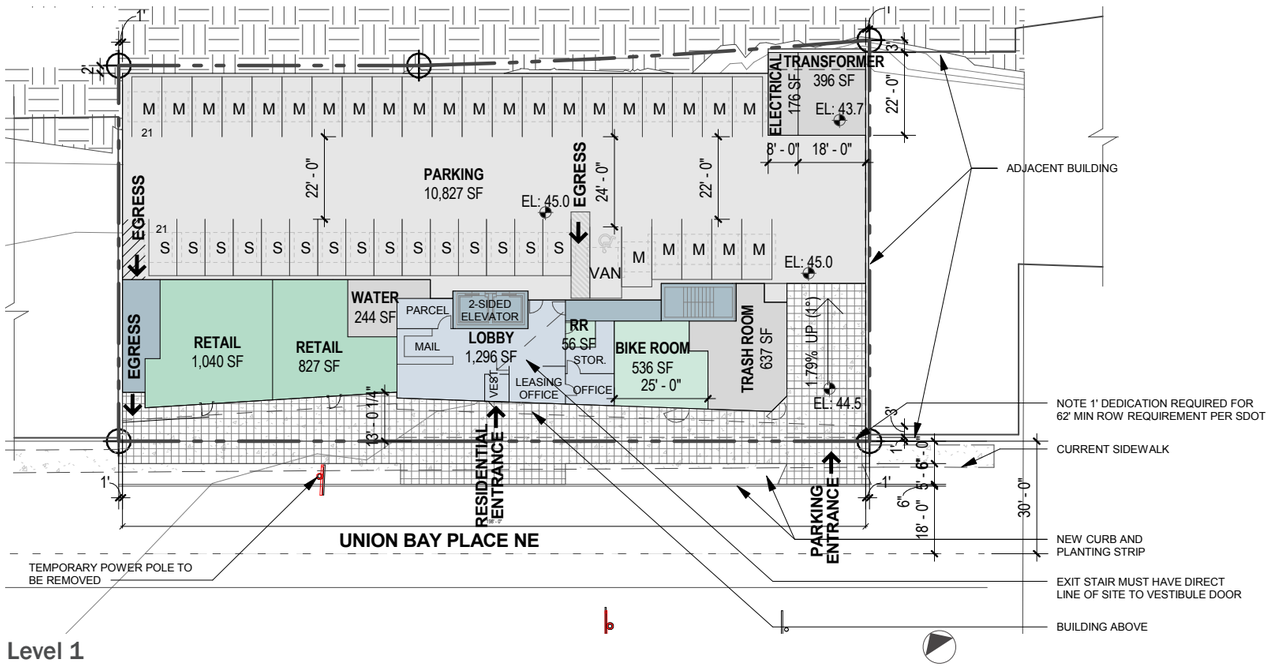
- FAR = 4.5 (Max Allowable = 4.5)
- 91,250 GSF total
- 98 Units
- 5 Stories Type VA Over 1 Story Type I Construction

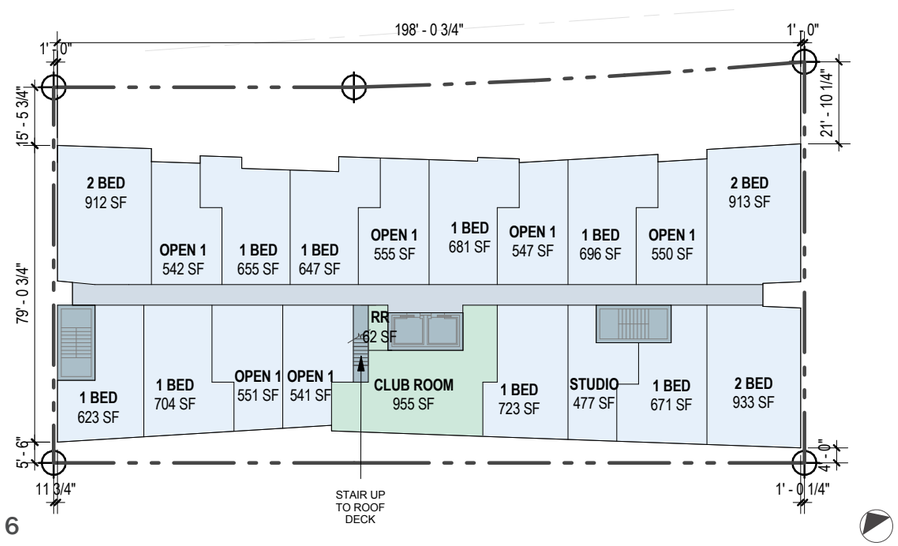
Pros:

- Height steps down, transitioning between C2-75 zone across street and residential neighborhood to east (CS2-D-1)
- Maximizes housing density while balancing step-down zoning (CS2-D-1)
- West facade recalls street bend related to historic rail spur line (CS3-B-1)
- East Façade reflects opposite bend of Burke trail/main historic rail line while introducing smaller scale bay modulation to reflect scale of single family neighborhood (CS3-B-1, DC2-B-1)
- Establishes & evolves neighborhood character (CS3-A-4)
- Excellent sun exposure to northwestern units and retail (CS1-B-1, CS1-B-2)
- Building sets back to allow for retail uses to extend into pedestrian realm (CS2-B-2, PL3-C-3, PL1-B-3, DC1-A-1, DC3-C-2)
- Bend and Location of club room help identify building entry (CS3-B-1, PL3-A-1)

Cons:

- Tallest Massing





Residential | Lobby/Circulation/Amenity | Parking | Amenity | Retail | Vertical Circulation | Mech./Storage/B.O.H.

1. MASSING AND PUBLIC REALM

a. The existing context and historic analyses contained in the Recommendation packet describe the site as an edge condition between the large-scale retail uses such as the University Village to the west and the smaller scale residential development up the hill to the east. The Board appreciated this thoughtful historic analysis and supported the massing of the preferred Option D with its bend at the west façade allowing for a generous at grade area for pedestrians at the retail spaces. A similar bend was proposed at the east elevation in response to the Burke Gilman Trail, with vertical bays to break down the east façade and address thew smaller scale residential neighborhood to the east. The Board recommended moving forward to submittal of the MUP application with the preferred Option D. (CS3-B Local History and Culture)

b. The proposed ground floor of the preferred Option D included retail at the north end of the frontage, residential lobby at the center, and bicycle room, trash room and garage entry at the south fronting Union Bay Pl NE. In support of this configuration, the packet included analyses depicting adjacent existing and pending curb cuts, adjacent existing and pending retail access, and the proposed bicycle storage room and solid waste. The Board appreciated these analyses, agreeing that Option D offered the most successful ground floor plan response and recommended further development of this Option D ground floor. Pedestrian and vehicle interactions should be carefully considered. (PL3-C Retail Edges, DC1-A Arrangement of Interior Uses)

c. The combination of the massing bend in the west elevation and the ground floor plan of the preferred Option D resulted in an extended sidewalk condition ranging in width of 6 to 12 feet. The Board supported the preferred Option D, finding it enhances the public realm along Union Bay Pl NE, and recommended further development of this space to allow for activities such as benches and facilitate pedestrian interaction. Include in the Recommendation packet details illustrating the treatment of this space. (PL3-C Retail Edges)

d. The Board recognized the unique street grid of the neighborhood, noting the diagonal configuration and bend of Union Bay Pl NE. Due to this configuration, along with the impact of new development with increased heights along this street, the Board discussed the possibility of a tunnel or canyon effect perceivable from the public realm. The Board expressed concern about a canyon effect condition and agreed the massing bend and additional space at grade in preferred Option D will mitigate this condition.

e. Current development along Union Bay Pl NE has resulted in improvements to the right-of-way including new sidewalks. The Board requested information be presented at the Recommendation meeting illustrating the treatment of the Union Bay Pl NE frontage at this site. (PL3-C Retail Edges, DC3-B Open Space Uses and Activities)

f. The Board acknowledged public comment expressing concern about impacts to private views from the residential neighborhood as well as views from the Burke Gilman Trail. While sympathetic to these concerns about private views, the Board noted that compliance with the development standards of the zone, such as setbacks, mitigate impacts to some private views. No guidance was provided.

2. ARCHITECTURAL CONTEXT

a. The Recommendation packet contained a historic analysis of the area, outlining how this context, including the rail spur line, lumber mill on Union Bay, and area circulation patterns informed the massing. The Board appreciated this attention to detail and encouraged the project to incorporate these historic references in the architectural concept in subtle and obvious ways. (CS3.B Local History and Culture)

a.(2) The bend in the west elevation was identified as an integral part of the architectural concept, adding an element of interest. The Board recommended attention to detail in the treatment of this bend.

b. The Board acknowledged public comment expressing concerns about potential privacy impacts to the residential neighborhood to the east. The Board recognized that commonly privacy impacts result from a taller project leering down into residential neighborhoods. However, the Board noted that in this case the potential impacts are lessened by the geography of the area, since the subject site is nearly 30 feet below and 125 feet west of the residential neighborhood. Therefore, the Board observed that the windows on the east elevation were unlikely to significantly impact the privacy of the residential neighborhood to the east. However, to mitigate any potential impacts, the Board recommended careful application of material to obscure direct views into and out of the proposed residential units to the neighborhood to the east. (DC2-B, Architectural and Facade Composition)

c. A roof deck was proposed at the southwest portion of the roof, overlooking Union Bay Pl NE. The Board supported this location of this amenity space to take advantage of views and physical connections to exterior spaces and uses, and recommended it be visually linked to the residential entry below and incorporated into the façade composition. Concepts of light and elements of verticality were suggested. The Board also requested additional details describing the landscape plan. (DC1-A-4 Views and Connections, DC2-B Architectural and Facade Composition)

b.(2) The bends at the west and east elevation of preferred Option D were supported by the Board who characterized the bend at the west as resulting in a unified, smooth and calm façade, while the east had a modulation of a finer grain and rougher edge, possibly treated with balconies. The Board recommended that these characters be reinforced through materiality. (DC2-B Architectural and Facade Composition)

DESIGN GUIDANCE RESPONSE

MASSING AND PUBLIC REALM

1.a

The existing context and historic analyses contained in the Recommendation packet describe the site as an edge condition between the large-scale retail uses such as the University Village to the west and the smaller scale residential development up the hill to the east. The Board appreciated this thoughtful historic analysis and supported the massing of the preferred Option D with its bend at the west façade allowing for a generous at grade area for pedestrians at the retail spaces (pp. 32-37). A similar bend was proposed at the east elevation in response to the Burke Gilman Trail, with vertical bays to break down the east façade and address the smaller scale residential neighborhood to the east (pp. 23). The Board recommended moving forward to submittal of the MUP application with the preferred Option D. (CS3-B Local History and Culture)

1.b.

The proposed ground floor of the preferred Option D included retail at the north end of the frontage, residential lobby at the center, and bicycle room, trash room and garage entry at the south (pp. 27) fronting Union Bay Pl NE. In support of this configuration, the packet included analyses depicting adjacent existing and pending curb cuts (pp. 19), adjacent existing and pending retail access (p. 46), and the proposed bicycle storage room and solid waste (pp. 47). The Board appreciated these analyses, agreeing that Option D offered the most successful ground floor plan response and recommended further development of this Option D ground floor. Pedestrian and vehicle interactions should be carefully considered. (PL3-C Retail Edges, DC1-A Arrangement of Interior Uses)

RESPONSE:

1.a.

Note that the Board recommended moving forward to submittal of the MUP application with the "updated" preferred Option E, not D. Option D was in the packet with vertical bays on both east and west facades of the building. Option E was proposed in the presentation to the board and is the same as Option D except that it showed a further developed two-sided building concept with less modulation on the more commercial side of the project and keeps the modulation on the smaller scale single family side of the project, as referenced in (second) section 2.b of the board guidance letter.) This adjustment of massing further strengthens the concept of the project occupying the boarder between the commercial and single family neighborhoods. See concept diagrams on page 12-13 showing major massing tie to local history and Culture (CS3-B Local History and Culture) See images from the EDG presentation of preferred (and approved) option E on page 14.

1.b.

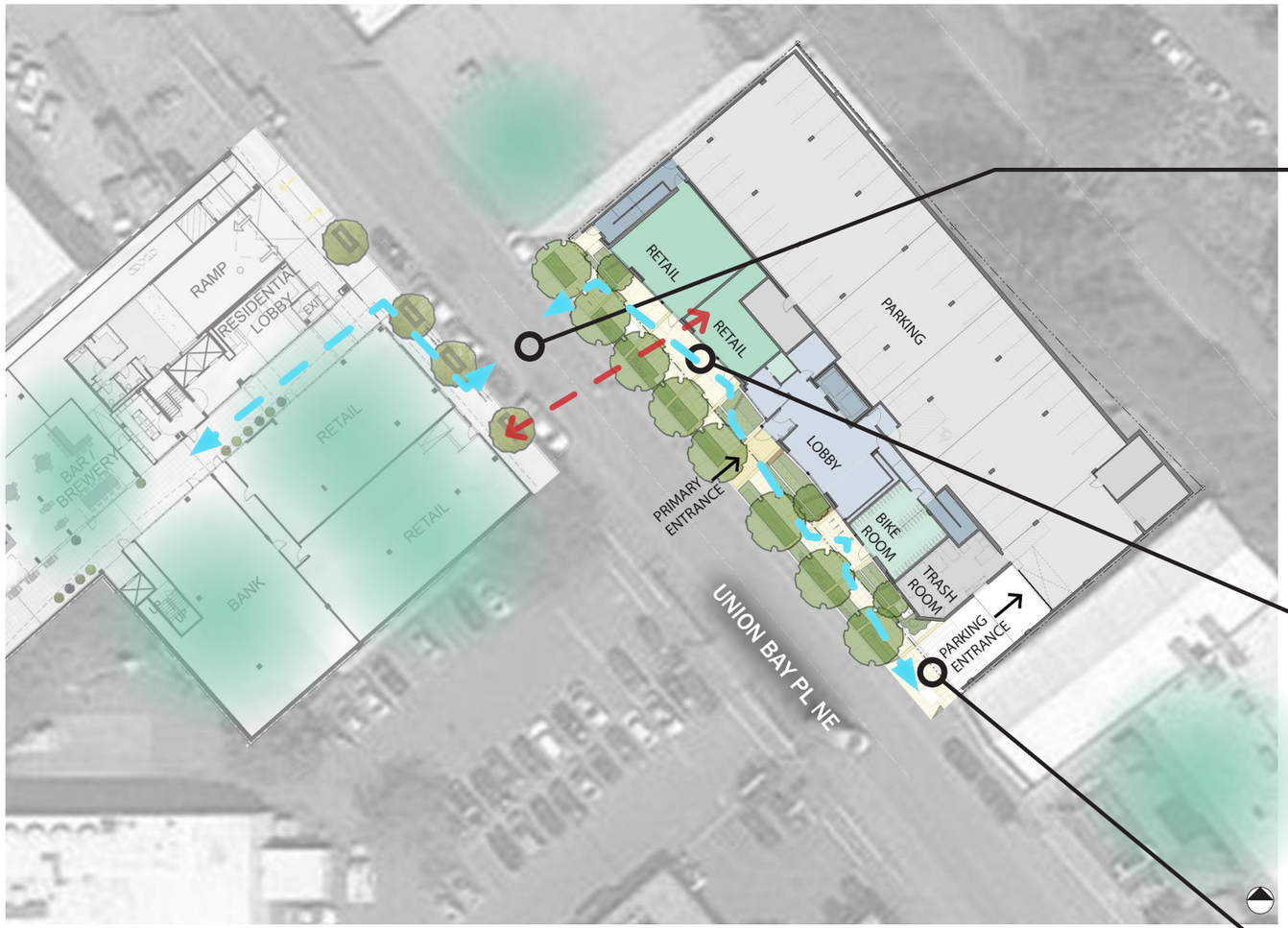
As directed by the board, the uses within the project are oriented towards the new development across the street at 4609 Union Bay Place NE (#3020320-LU) in an effort to begin the connection of Union Bay Place NE as a pedestrian friendly, commercially vibrant, corridor. The form of the building sets back from the right of way providing ample space for healthy street trees, and planting strip to provide a layer of separation between the pedestrian users and Union Bay Place NE which is a busy vehicular connector street.

Additionally, the setback provides a generous angled open space in front of the retail areas for seating as well as commercial display area providing a space for people to linger and gather in (PL3-C Retail Edges, DC1-A-2 Gathering Places.)

Proceeding southward, the setback narrows slightly but the planting and protection continues along the street frontage, transitioning to quieter rain garden and bench seating areas outside the leasing lobby and bike room with public bike repair station and bike parking hoops (DC1-A Arrangement of Interior Uses.)

Finally, the driveway is located to have the least impact on pedestrian related uses along the frontage. Note that the alley access is not buildable and therefore the drive must be from Union Bay Place NE. (SDOT /SDCI have approved the exemption from alley improvement.)

- **Driveway is at minimum width allowed for two-way traffic.**
- **Driveway door is recessed to allow ample time/space for cars to avoid blocking the sidewalk and/or to see pedestrians approaching.**
- **Driveway is provided with an oversized clear sight triangle on the exit side and mirror on the far side of the exit.**
- **special paving is included where possible at the driveway to help notify pedestrians.**



See page 37 for further zoomed out vicinity map with pedestrian connections.

The driveway is relatively flat at the top, then slopes down into the building at a slight grade. The garage door is recessed and the driveway walls are flared to allow exiting cars space and view triangles as they approach the sidewalk. This area is provided with additional lighting, a finished, light colored ceiling and the walls are painted a light color. The north facing wall of the drive will include a mural related to the history of the site.

DESIGN GUIDANCE RESPONSE

MASSING AND PUBLIC REALM

1.c.

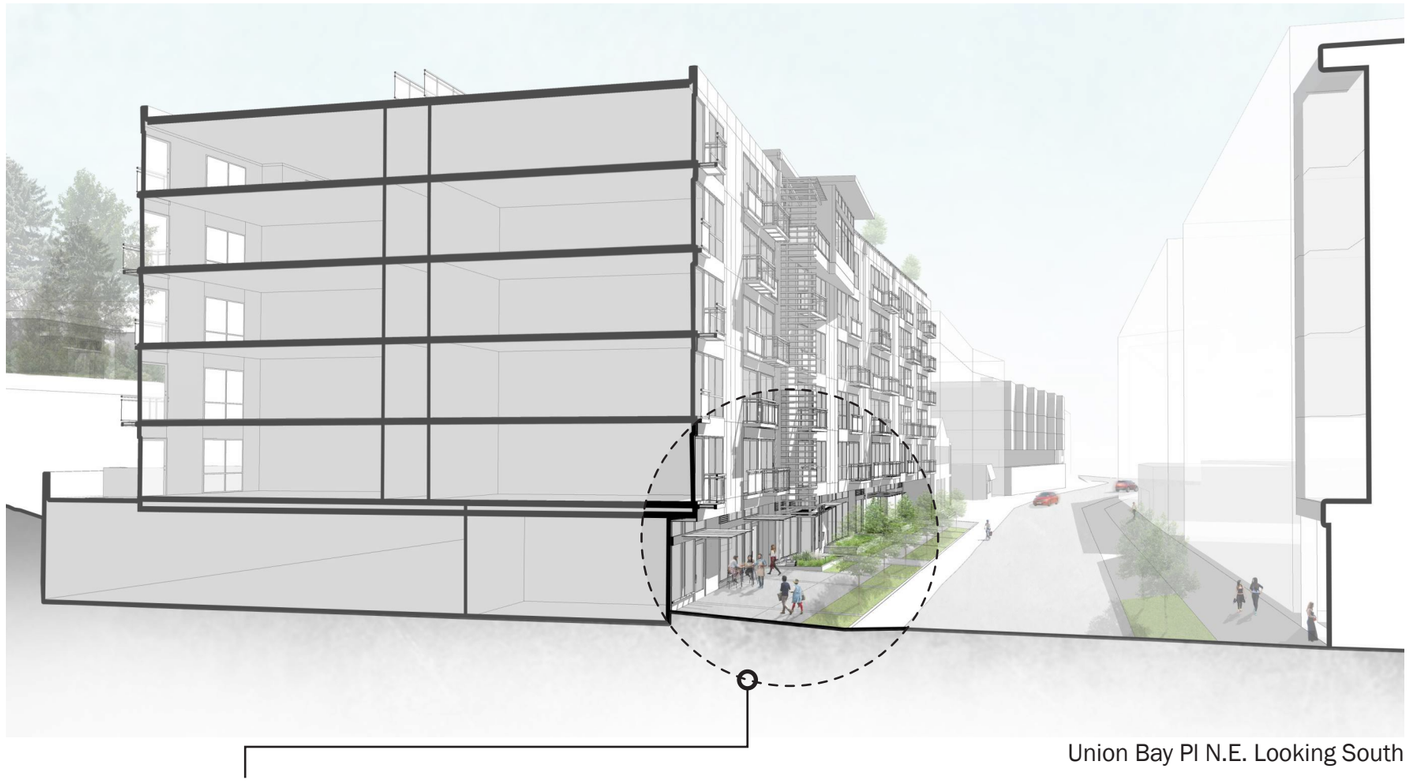
The combination of the massing bend in the west elevation and the ground floor plan of the preferred Option D resulted in an extended sidewalk condition ranging in width of 6 to 12 feet. The Board supported this ground level condition, agreeing with public comment that creating space at the right-of-way was important and will encourage activation and enhance the pedestrian experience. The Board supported the preferred Option D, finding it enhances the public realm along Union Bay Pl NE, and recommended further development of this space to allow for activities such as benches and facilitate pedestrian interaction. Include in the Recommendation packet details illustrating the treatment of this space. (PL3-C Retail Edges)

RESPONSE:

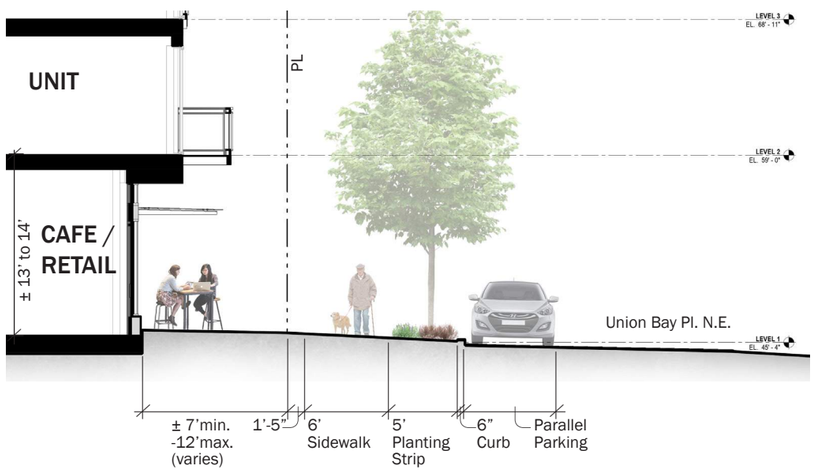
1.c.

As described in 1.b, the open area in front of the retail spaces are intended for moveable tables and chairs and/or commercial display and sales. This area will welcome patrons and pedestrian shoppers (PL3-C Retail Edges). Meanwhile the area in front of the lobby and bike room are designed to be more quiet with large rain garden planters that integrate two large benches just out of the flow of foot traffic, surrounded by low planting and partially weather protected. One of the benches is adjacent to building entry where someone may await a car service or set down a bag to access the front door and speak to a pedestrian who chooses that space to pause at. The other bench is adjacent to the public bicycle repair station again providing interaction opportunities (PL1-B-3 Pedestrian Amenities, PL4-B-2 Bike Facilities)

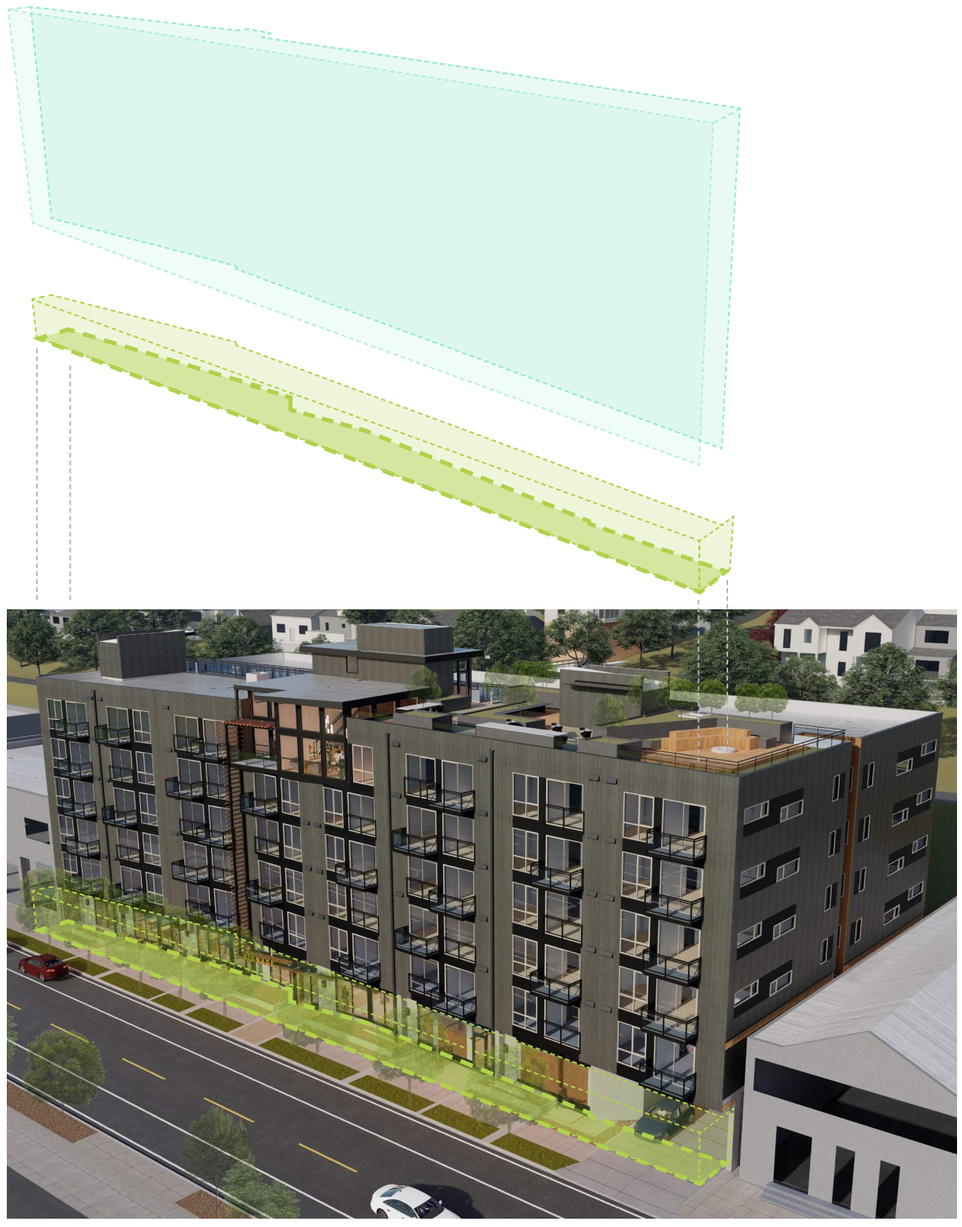
The bioretention, rain garden, planters serve two separate project needs in an attractive way. They serve the city's requirement to treat the water collected at the roof and provide a lush green feature creating another layer of semi-screening between pedestrians and internal users (DC1-A-1 Visibility.) They become a feature with the full height rain leaders emptying into them and help to tell the story of the site's history in the planting types reminiscent of the Union Bay Natural Area nearby and the wood timber splash blocks harken to the history of the rail spur line serving the sawmill (CS3-B Local History and Culture). Irrigation will be provided to keep the plantings vibrant rain or shine. We also find adding signage explaining the function of the bioretention planters in the city's ecosystem is of great interest to passers by (CS1-E-2 Adding Interest with Project Drainage.)



Union Bay Pl N.E. Looking South



Setback creates spacious pedestrian experience and allows for seating area to engage with the public edge



Approximately 1,180 sf per level setback at upper levels of building from property line/back of sidewalk

Approximately 1,780 sf setback at base of building from property line/ back of sidewalk

1.d.

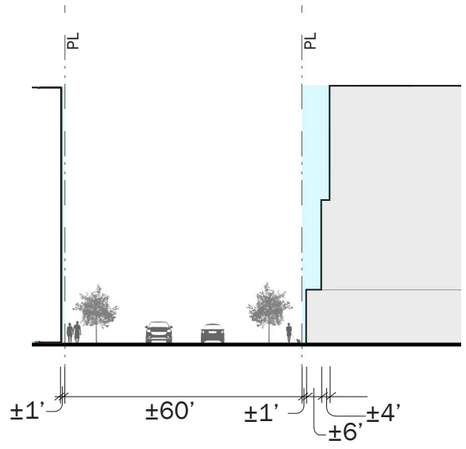
The Board recognized the unique street grid of the neighborhood, noting the diagonal configuration and bend of Union Bay Pl NE (pp. 22-23). Due to this configuration, along with the impact of new development with increased heights along this street, the Board discussed the possibility of a tunnel or canyon effect perceivable from the public realm. The perspectives on page 32 begin to illustrate such a concept. The Board expressed concern about a canyon effect condition and agreed the massing bend and additional space at grade in preferred Option D will mitigate this condition (pp. 32-37).

RESPONSE:

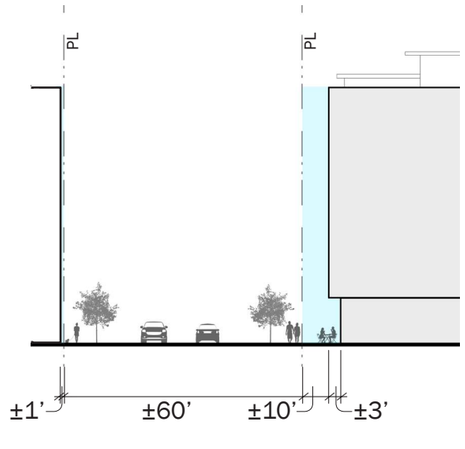
1.d.

The public realm is important to the life of this project and the community that it will be a part of. Although no setbacks are required in this zone, the building is setback as much as possible on this narrow parcel in an effort to provide at-grade public space, while maintaining functional retail and code required parking that are also key ingredients to a vibrant public realm. The massing fulfills a similar right of way setback to "traditional" zoning versions, but provides more space at grade for public use.

The high water table does not allow the parking to be located below level 1. Upper levels are coordinated with the limited locations left over for the vertical cores yet is able to set back to further enhance the amount of sun available on this south and west facing parcel. The concept was inspired by the city grid and its history but was also selected because it creates a form that supports this sunlit open space (CS2-B-1 Site Characteristics, PL2-B-1 Eyes on the Street, PL1-C-1 Selecting Activity Areas.)



Typical setbacks to gain solar / sky access



Proposed profile accomplishes similar solar sky access and opens ground plane

DESIGN GUIDANCE RESPONSE

MASSING AND PUBLIC REALM

1.e.

Current development along Union Bay Pl NE has resulted in improvements to the right-of-way including new sidewalks. Public comment noted this condition and recommended a solution that would result in a new sidewalk for the entire length of Union Bay Pl NE. The Board acknowledged this public comment, agreeing the public realm is an important consideration and that this development will contribute to the overall quality of the public realm and urban fabric of the neighborhood. The Board requested information be presented at the Recommendation meeting illustrating the treatment of the Union Bay Pl NE frontage at this site. (PL3-C Retail Edges, DC3-B Open Space Uses and Activities)

RESPONSE:

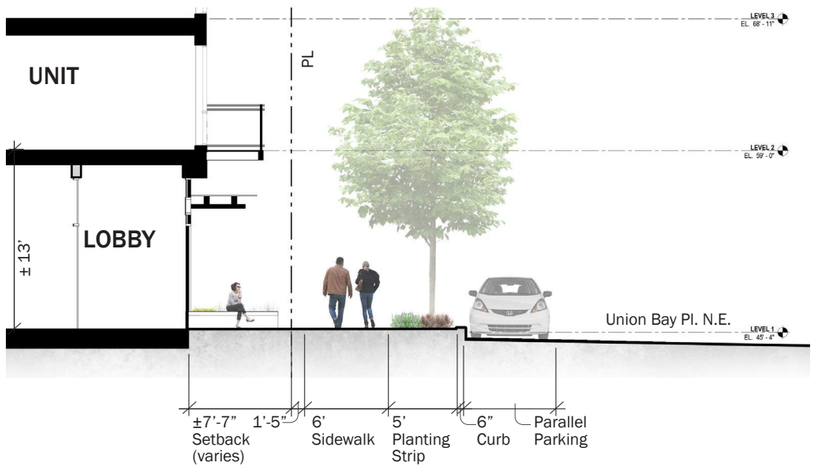
1.e.

See also responses to 1.a, b, c, d. & 2.a. Large sections of storefront glazing, transparent between two and eight feet above sidewalk have been provided. Open, flexible space is provided in front of the retail spaces for use as spill-out areas of seating and display. Transparency is balanced with landscape screening so that there is a connection with some sense of privacy between more sensitive residential lobby and the sidewalk (PL3-C Retail Edges, DC3-B Open Space Uses and Activities.)

Where more support uses such as the bicycle storage room and trash room are forced to the frontage by the site limitations, those frontages are also set back to provide a public bench seating area, plantings, and bike maintenance stand in addition to secured public bike parking . Weather protection is extended to some of this space as well. Blank walls for these residential support areas are provided with art panels that illustrate the historic past of the site via maps that also can be used for way finding for bicycle users and pedestrians following the rails to trails history of the Burke Gilman Trail (CS2-B-2 Connection to the Street, DC2-B-2 Bank Walls.) Locating the trash room at the frontage has the added benefit of not requiring a staging area for garbage bins/dumpsters in the open along the street. They will always be out of site within the building, further improving the pedestrian experience (PL3-C-3 Ancillary Activities.)

See additional images on page 17, 24, & 25.

Union Bay Pl N.E. Looking South



Bench and maintenance area at Bike Room features resin panel map artwork

Rendering of project at 55’ (current MHA upzone height). View from across the Burke Gilman showing 75’ zoning beyond.

Rendering of project at 65’ (proposed contract rezone height). View from across the Burke Gilman showing 75’ zoning beyond.

1.f.

The Board acknowledged public comment expressing concern about impacts to private views from the residential neighborhood as well as views from the Burke Gilman Trail. While sympathetic to these concerns about private views, the Board noted that compliance with the development standards of the zone, such as setbacks, mitigate impacts to some private views. No guidance was provided.

RESPONSE:

1.f.

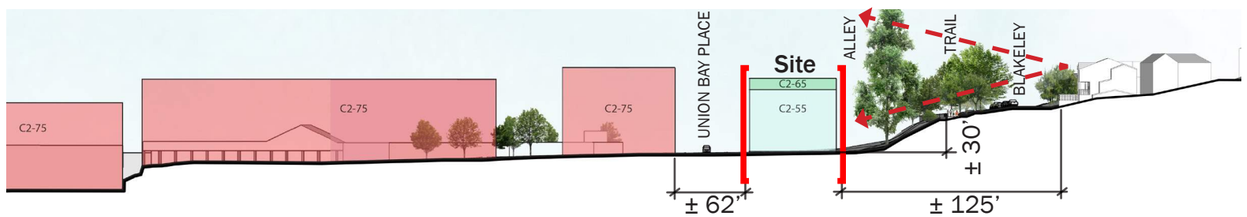
The project team takes this concern seriously and has analyzed the proposed 10 ft. height increase in the contract rezone, current tree and vegetation, and topography of the site. The proposed 65’ height will initially block some views, these views will be blocked or are already blocked by future development and/or vegetation.

As shown in diagrams at EDG, the entire area across the street to the west of the project has been upzoned to 75’ making any future buildings there up to one full story taller than the proposed contract rezone for this site. Views of the Union Bay play fields and across to the opposite hillside will eventually be blocked by the 75’ development allowed west of Union Bay Place NE.

Many of the views from the single family neighborhood and the trail itself are already blocked/heavily screened by the existing trees and shrubs that line both sides of the Burke Gilman trail. Based on site walks and SDCI GIS mapping of the trees, there are limited locations where peek-a-boo views can be found. Many of those areas have been recently planted with conifers that will eventually grow to fill in the gaps. The additional height requested will not affect

The site is separated by almost two times the width of a typical right of way from the single family zone (125’ vs. the 62’ width of Union Bay Place NE R.O.W.) This distance plus being located approximately 30 feet lower than the Burke Gilman Trail, places the top floor of the proposed building at about the same height as the second story of the houses immediately to the north and east. (CS1-C-2 Elevation Changes.) These houses are themselves already blocking views from houses further to the north and east.

Tree Canopy Coverage Map from Seattle GIS



Site section as shown in EDG packet. MHA zoning vs. Proposed Contract Rezone (C2-55 up to C2-65)

DESIGN GUIDANCE RESPONSE

ARCHITECTURAL CONTEXT

2.a.

The bend in the west elevation was identified as an integral part of the architectural concept, adding an element of interest. The Board recommended attention to detail in the treatment of this bend.

2.a.

The Recommendation packet (pages 20-23) contained a historic analysis of the area, outlining how this context, including the rail spur line, lumber mill on Union Bay, and area circulation patterns informed the massing. The Board appreciated this attention to detail and encouraged the project to incorporate these historic references in the architectural concept in subtle and obvious ways. (CS3.B Local History and Culture)

Compressing of tree rings at a fold or transition

+

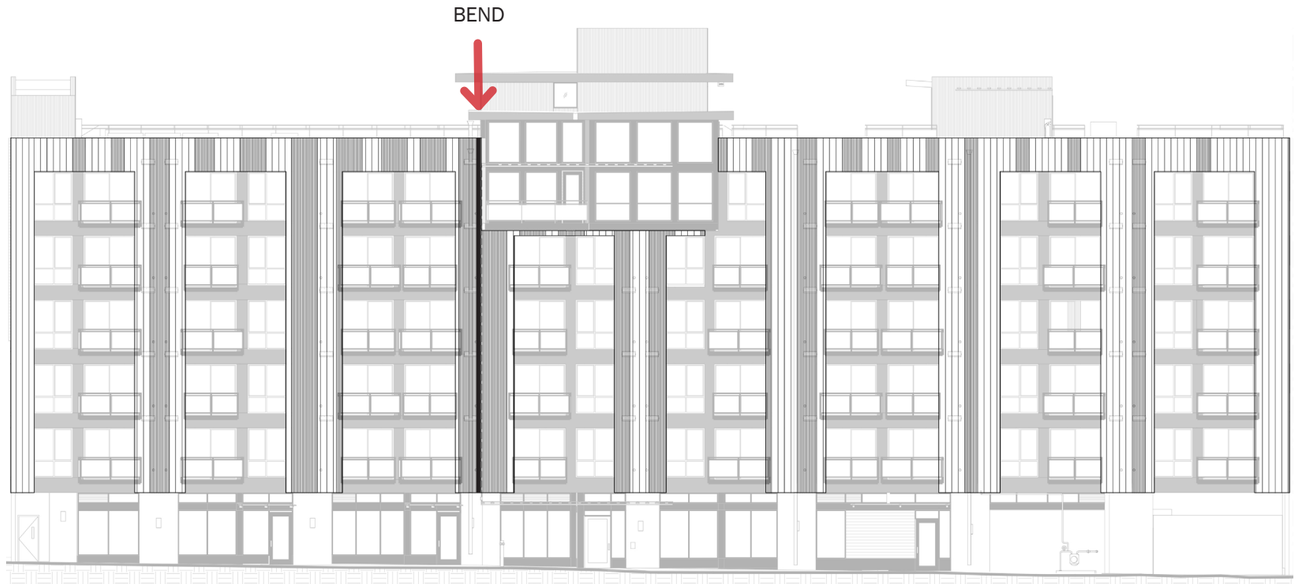
Translated into texture of siding

(Example image shows random patterning that gets more dense to the right)

+

Refined into alternating patterns of corrugated metal siding, reminiscent of the industrial / commercial surrounds and history of the site.

=

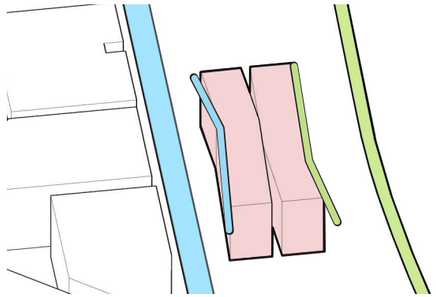


West Facade

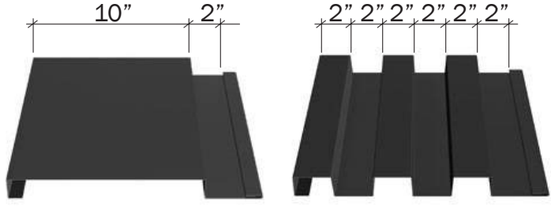
RESPONSE:

2.a

The massing concept is influenced by the historic rail spur line that ran through the site on its way to the Yesler saw mill on Lake Washington. The bend in the building is an expression of the spur line bending away from the mainline, now the Burke Gilman Bike Trail (CS2-B-1 Site Characteristics.) The Primary skin of the building is corrugated metal siding, calling to mind the historic and surrounding industrial buildings. The patterning of this material draws inspiration from the tree rings in a cut log that compress at areas of stress. The siding responds to the bend in the mass similarly, developing a "pinching" affect at the bend. This is accomplished by using two different profiles of 12" wide corrugated metal panels in combinations that tighten at the bend, giving a subtle yet noticeable finer texture to both main facades of the building.



East Facade



Siding material color

The vertical metal siding is corrugated in a condensing pattern. The color of the material is carefully selected to be a more refined version of the previously industrial feel of the neighborhood. It is also semi iridescent in that it takes on the hue of whatever light that is hitting it. This will accent the bend in the form more than other colors would. Although the color is the same each facet of the building will appear a little different and will change slightly in tone throughout the day as the sun moves and the sky changes color. Secondly, the condensing pattern will become more apparent due to these same characteristics.

Cool ZACtique (standing seam, not Flex series) on a single family project shows the distinct hue/tone change of the same metal finish at two different angles.

Cool ZACtique (Prestige series, not Flex series) on a commercial project shows the distinct hue/tone change of the same metal finish at two different angles.

DESIGN GUIDANCE RESPONSE

ARCHITECTURAL CONTEXT

2.a.

The bend in the west elevation was identified as an integral part of the architectural concept, adding an element of interest. The Board recommended attention to detail in the treatment of this bend.

2.a.(2)

The Recommendation packet (pages 20-23) contained a historic analysis of the area, outlining how this context, including the rail spur line, lumber mill on Union Bay, and area circulation patterns informed the massing. The Board appreciated this attention to detail and encouraged the project to incorporate these historic references in the architectural concept in subtle and obvious ways. (CS3.B Local History and Culture)

RESPONSE:

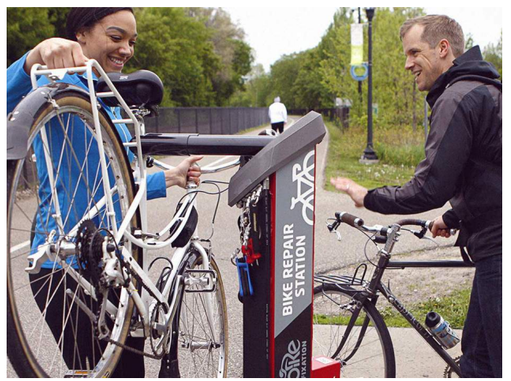
2.a (2)

Wood and Rail are expressed throughout the design in multiple locations (CS3-B Local History and Culture).

① **Further reinforcing the bend in the building is a large vertical trellis that flows from horizontal at the lobby connecting upward along the bend to turn horizontal again at the club room common balcony above. The bold form is that of a train track. The materials are metal and glass but the portions that represent the railroad ties are powder coated in a wood grain resulting in high quality, high performing, low maintenance feature. Wood soffits at the interior and exterior of the club room ceiling and below the projection of the club room compliment and anchor the upper end of the rail-trellis. At night the bend and trellis will be subtly lit with a vertical LED strip that washes the siding corrugations. The soffits will also be lit with light glowing from inside the club room.**

② **Wood grain fiber cement soffits recur along the entire length of the building in a 3 foot deep soffit tying the retail plaza to the lobby and the rest of the building. This soffit will be lit with similar LED up-lighting creating an inviting warm glow at the pedestrian level. Interior wood ceilings in the lobby pull this warmth inside. The bent form of the building creates generous open space at grade for public uses. The planting palette at grade references the nearby Union Bay Natural Area, once home of the mill, using grasses and seasonal flowering perennials.**

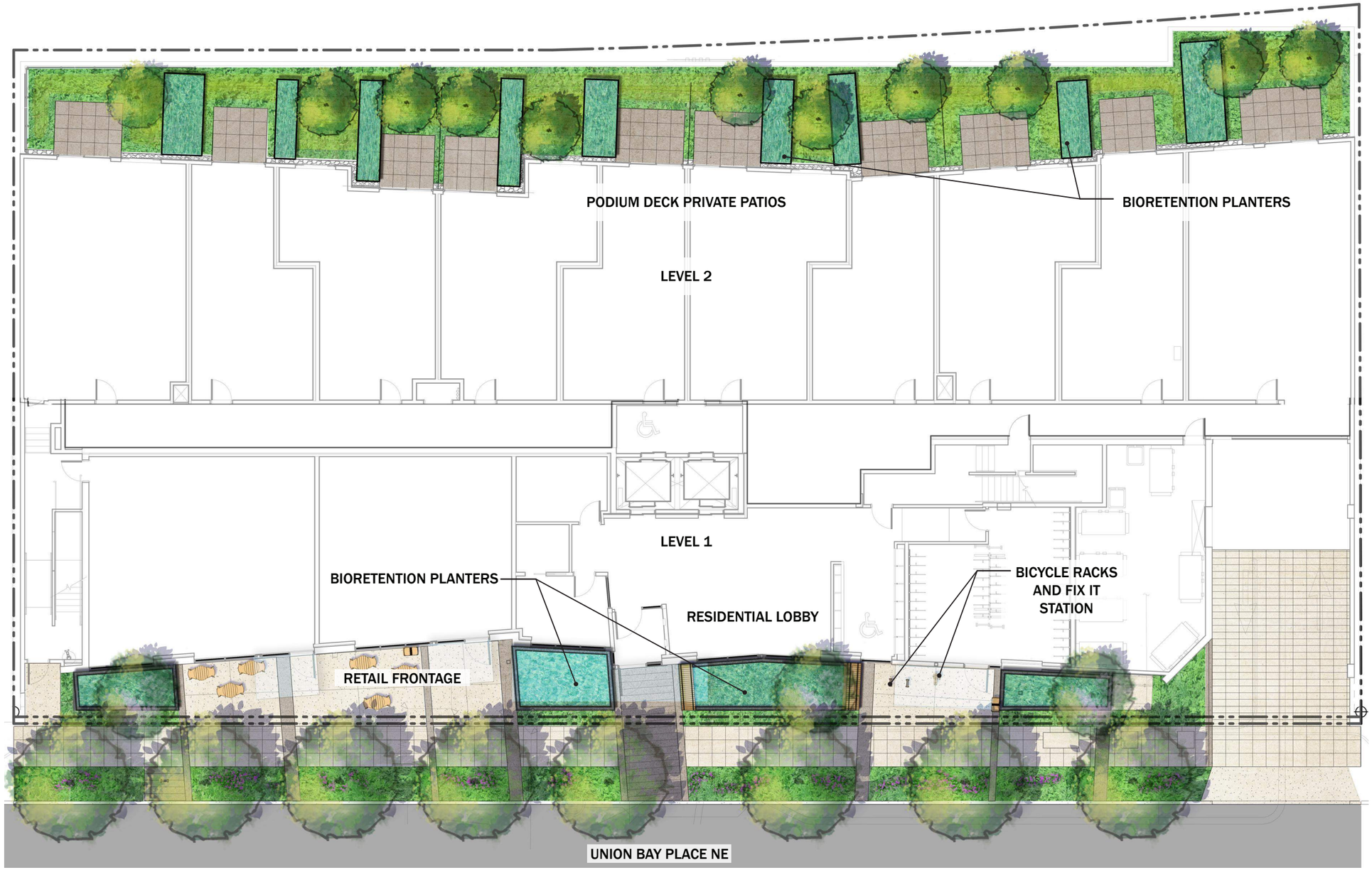
③ **Landscape features continue in the paving. The main entry is accented with tighter board-like bands reminiscent of the docks and train platforms around the mill and the small train station that occupied the split off of the spur line. Splash blocks within the rain gardens are piles of rough sawn timbers as you would find around the old mill. These will be noticeable features as all the water from the west roof travels down exposed rain leaders to fill these planters on stormy days. (CS1-E-2 Adding Interest with Project Drainage.)** **See p.28 for landscape images.**

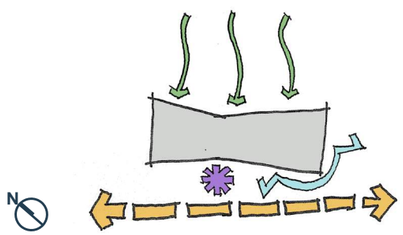


④ **Wood benches detailed similarly to the rail - trellis extend off of the rain gardens near the lobby and the public bike maintenance station. Here, in front of the blank wall hiding the trash room, two large resin panels in complementary wood tones display graphics of historic maps of Union Bay showing the rail spur line and the mill-era neighborhood.**

DESIGN GUIDANCE RESPONSE

STREETSCAPE AND PODIUM LEVEL 2 LANDSCAPE SITE PLAN





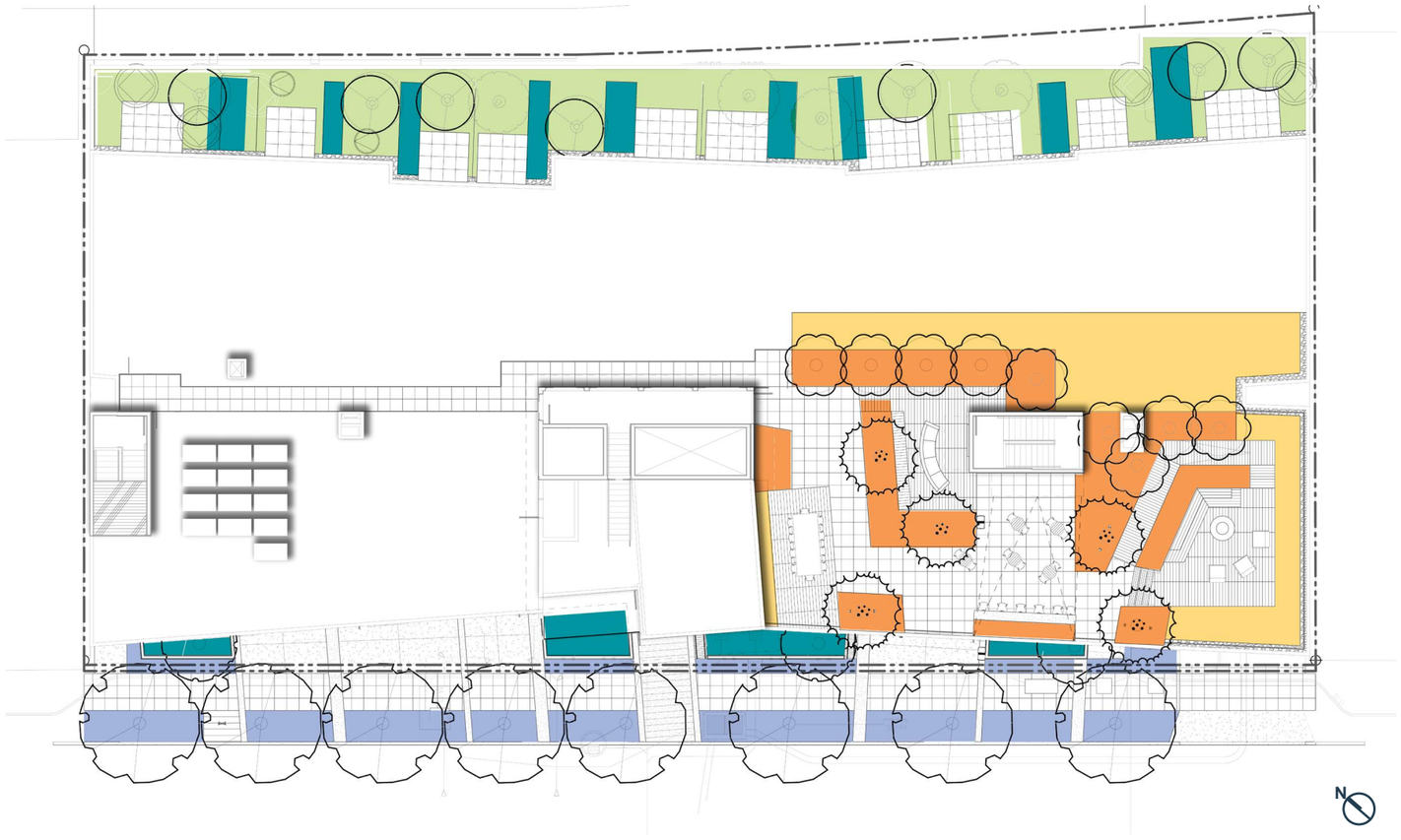
Concept Site Diagram

DESIGN GUIDANCE RESPONSE

ROOF LEVEL LANDSCAPE SITE PLAN

DESIGN GUIDANCE RESPONSE

PLANTING AREAS & PLANT PALETTE



Streetscape

Carex Comans ‘Amazon Mist’ - Amazon Mist Sedge
Carex Oshimensis ‘Evergold’ - Evergold Sedge
Cornus Sanguinea ‘Midwinter Fire’ - Midwinter Fire Red Twig Dogwood
Fragaria Chiloensis - Beach Strawberry
Libertia Ixioides ‘Goldfinger’ - New Zealand Iris
Liriope Spicata ‘Big Blue’ - Big Blue Lilyturf
Nyssa Sylvatica ‘Haymanred’ - Red Rage Tupelo
Pennisetum Alopecuriodes ‘Little Bunny’ - Little Bunny Dwarf Fountain Grass
Prunus Laurocerasus ‘Mount Vernon’ - Mount Vernon English Laurel
Rhaphiolepis Indica ‘Ballerina’ - Ballerina Indian Hawthorn
Rosa ‘Bonica’ - Bonica Rose
Rudbeckia Fulgida - Black-Eyed Susan
Schizostylis Coccinea - Crimson Flag

Level 1 & 2 Bioretention

Carex Comans ‘Amazon Mist’ - Amazon Mist Sedge
Carex Oshimensis ‘Evergold’ - Evergold Sedge
Cornus Sanguinea ‘Midwinter Fire’ - Midwinter Fire Red Twig Dogwood
Iris ‘Agnes James’ - Agnes James Iris
Magnolia Virginiana ‘Moonglow’ - Moonglow Sweetbay Magnolia
Polystichum Setiferum - Shield Fern

Level 2 Terrace

Acer Circinatum ‘Monroe’ - Cutleaf Vine Maple
Astilbe Chinensis ‘Purple Candles’ - Purple Candles Astilbe
Cercis Chinensis ‘Don Egolf’ - Don Egolf Redbud
Hamamelis X Intermedia ‘Diane’ - Diane Witch Hazel
Hosta ‘Fire Island’ - Fire Island Hosta
Hydrangea Paniculata ‘Limelight’ - Limelight Hydrangea
Illicium Floridanum ‘Bananappeal’ - Bananappeal Anise Bush
Magnolia Virginiana ‘Moonglow’ - Moonglow Sweetbay Magnolia
Mahonia ‘Soft Caress’ - Soft Caress Oregon Grape
Polystichum Setiferum - Shield Fern
Sarcococca Hookeriana Humilis - Himalayan Sweet Box

Roof Terrace

Acer Palmatum ‘Sangu Kaku’ - Coral Bark Japanese Maple
Achellia Millefolium - Yarrow
Astilbe Chinensis ‘Purple Candles’ - Purple Candles Astilbe
Guara ‘Passionate Blush’ - Passionate Blush Gaura
Helictotrichon Sempervirens - Blue Oat Grass
Heuchera ‘Lime Ruffles’ - Lime Ruffles Heuchera
Lavandula Angustifolia ‘Thumbelina Leigh’ - Dwarf English Lavender
Libertia Ixioides ‘Goldfinger’ - New Zealand Iris
Magnolia Grandiflora ‘Little Gem’ - Little Gem Magnolia
Mahonia ‘Soft Caress’ - Soft Caress Oregon Grape
Miscanthus Sinensis ‘Morning Light’ - Morning Light Maiden Grass
Schizostylis Coccinea - Crimson Flag
Senecio Greyi - Daisy Bush

Roof Terrace

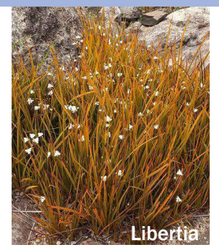
Extensive Sedum Vegetated Roof Blend

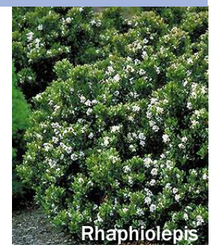
PLANT PALETTE

Streetscape


Nyssa


Rosa


Libertia


Rhaphiolepis


Liriope


Prunus


Astilbe


Pennisetum


Gaura

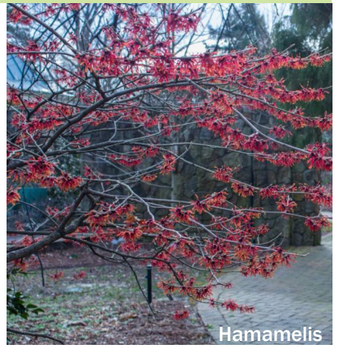

Rudbeckia


Schizostylis

Level 2 Terrace


Cercis


Acer ‘Monroe’

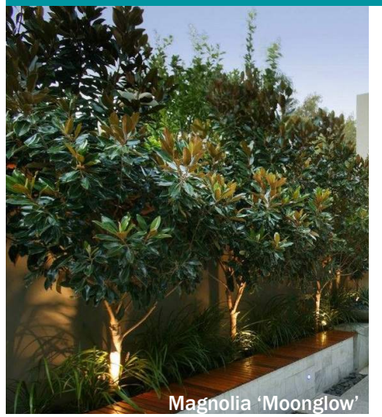

Hamamelis


Sarcoccoca


Hydrangea


Illicium

Level 1 &2 Bioretention


Magnolia ‘Moonglow’


Cornus


Polystichum


Carex


Iris

Roof Terrace


Acer ‘Sango Kaku’


Magnolia ‘Victoria’


Lonicera


Helictotrichon


Miscanthus


Senecio


Lavandula


Liriope

DESIGN GUIDANCE RESPONSE

PAVING MATERIAL PALETTE

Wood Decking

2'x4' wood deck tiles

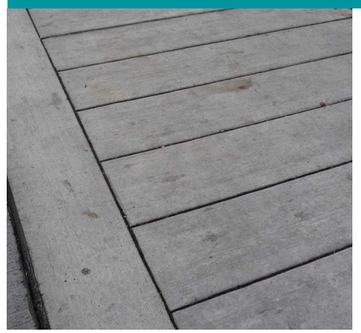
Pedestal Set Pavers

Concrete pavers at Level 2 and Roof Level

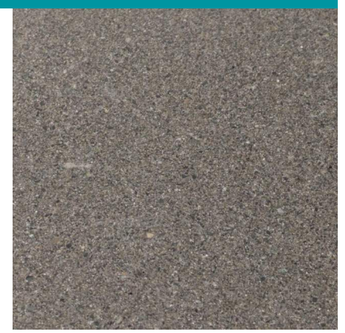
Standard C.O.S Cast-In-Place Concrete

2'x2' Scored pavement at sidewalks

Cast-in-Place Specialty Concrete Paving



Specialty scoring pattern at lobby entry



Specialty finish & color paving bands

Cast-in-Place Concrete Acid Etch Paving

Retail entry plaza and bike room entry plaza

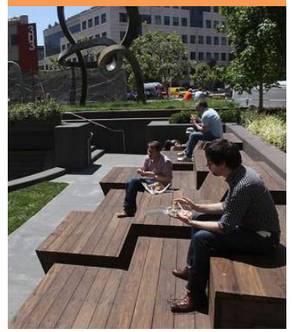
LANDSCAPE RESPONSE
SITE FURNISHINGS

Metal Planters

Planter as guardrail at roof

Planters at Level 2 patios

Integral Wood Seating



Wood bleacher seating

Owner Provided Furnishings

Community dining table at Roof Level

Movable tables & chairs

Gas fire pit

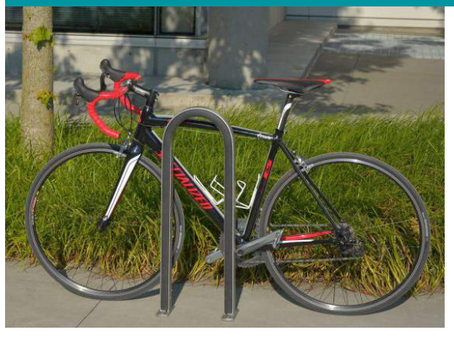
Cast-in-Place Concrete Bioretention Planters

CIP concrete bioretention planter wall

Wood Topped Seating at Street Level

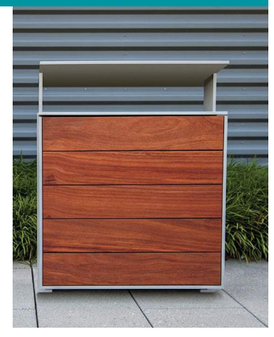
Large timber wood bench

Site Furnishings



Short term bicycle rack

Public bicycle fix station



Trash / recycling receptacle

DESIGN GUIDANCE RESPONSE

ARCHITECTURAL CONTEXT

2.b.

The Board acknowledged public comment expressing concerns about potential privacy impacts to the residential neighborhood to the east. The Board recognized that commonly privacy impacts result from a taller project leering down into residential neighborhoods. However, the Board noted that in this case the potential impacts are lessened by the geography of the area, since the subject site is nearly 30 feet below and 125 feet west of the residential neighborhood. Therefore, the Board observed that the windows on the east elevation were unlikely to significantly impact the privacy of the residential neighborhood to the east. However, to mitigate any potential impacts, the Board recommended careful application of material to obscure direct views into and out of the proposed residential units to the neighborhood to the east. (DC2-B, Architectural and Facade Composition)

RESPONSE:

2.b

Due to the topography of the site, the higher zoned proposed building ends up being roughly the same height as the single-family houses facing it up the hill. It is also separated by more than twice the right of way width than a typical ROW (125' vs. standard 60-62'). The sense of a looming tall building proves not to be an issue. (CS1-C-2 Elevation Changes, CS2-D-2 Existing Site Features)

Natural screening and privacy provided by the distance between buildings is enhanced by the double layer of trees lining both sides of the Burke Gilman Trail with the lower understory filled in by shrubs. Certain areas have been cleared out and/or maintained to access territorial views. New young conifers haven recently been planted along much of these open areas. They will eventually grow to block many of the areas that may only be screened by the existing deciduous trees. Much of the year even the deciduous trees form a mostly impenetrable wall of vegetation.

Architecturally, each unit will have a Juliet rail or balcony with an aluminum and clear glass guardrail at the living room. The bedroom will have an operable window. All windows and sliding doors will be provided with a 1% transparent roller blind for privacy. The design team investigated adding different materials to the rails, which would add an additional layer of screening but would also block the views of the nature in the treetops and access to light for many of the units. It is apparent to the design team that the gain in privacy was not balanced with the loss of light and views. (CS1-B-2 Daylight and Shading, DC2-B Architectural and Facade Composition) These screening elements also did not protect privacy for the neighboring properties when unit occupants were standing or sitting on their balconies because the rail is low. The balconies are just over 3 feet deep and just over 8 feet wide so do not allow for large groups of people.

Strategically located on the southwest edge of the building to mitigate privacy concerns of neighbors, the roof deck is the only level above the single family houses. In addition to the screening trees and planters lining the east edge of the roof, occupants are separated by 35-40 feet of roof, limiting visibility to the top of the tree canopy below.

Perforated panel restricts connection to outside landscape and natural light

Shadows cast from perforated screen on balconies

Glass balconies allow more sunlight to penetrate into units

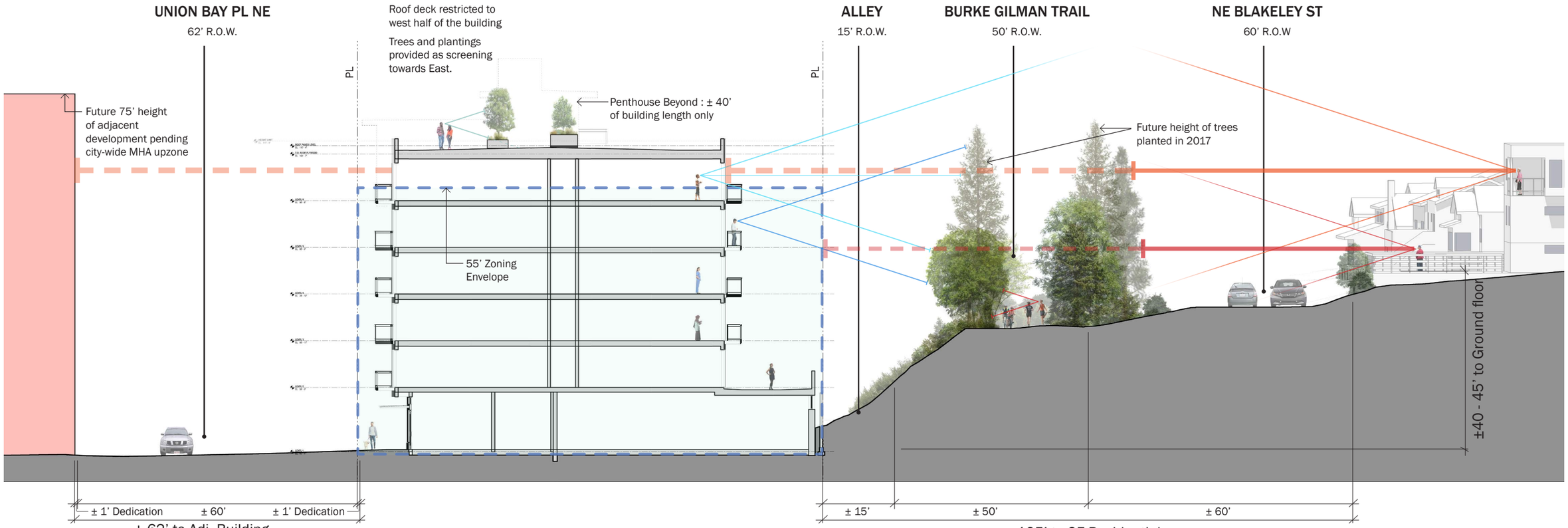
Non-transparent balcony railing creates bulky masses on facade

Tree Canopy Coverage Map from Seattle GIS

① View from Union Bay Place NE facing east

② View from Union Bay Place NE facing west

③ View from Burke Gilman Trail facing north



Views Section

④ View from Burke Gilman Trail facing south

⑤ View from NE Blakeley St facing north

⑥ View from NE Blakeley St facing west

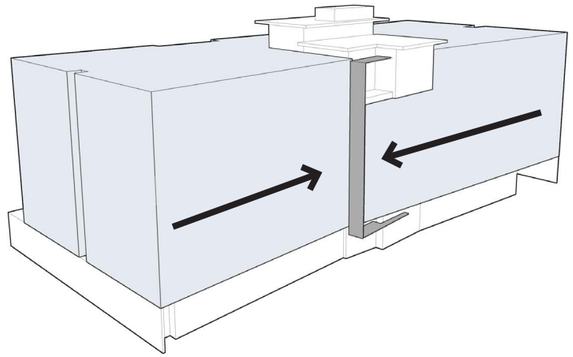
⑦ View from NE Blakeley St facing south

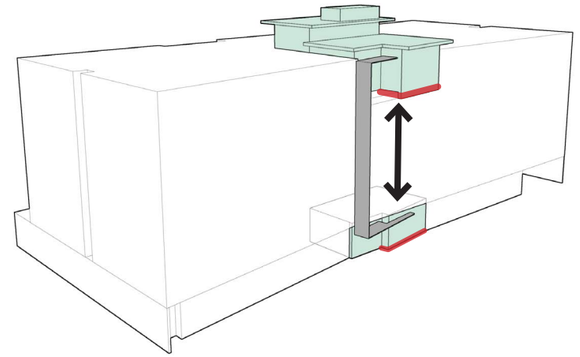
View Legend

DESIGN GUIDANCE RESPONSE

ARCHITECTURAL CONTEXT

2.c. A roof deck was proposed at the southwest portion of the roof, overlooking Union Bay Pl NE. The Board supported this location of this amenity space to take advantage of views and physical connections to exterior spaces and uses, and recommended it be visually linked to the residential entry below and incorporated into the façade composition. Concepts of light and elements of verticality were suggested. The Board also requested additional details describing the landscape plan. (DC1-A-4 Views and Connections, DC2-B Architectural and Facade Composition)





RESPONSE:

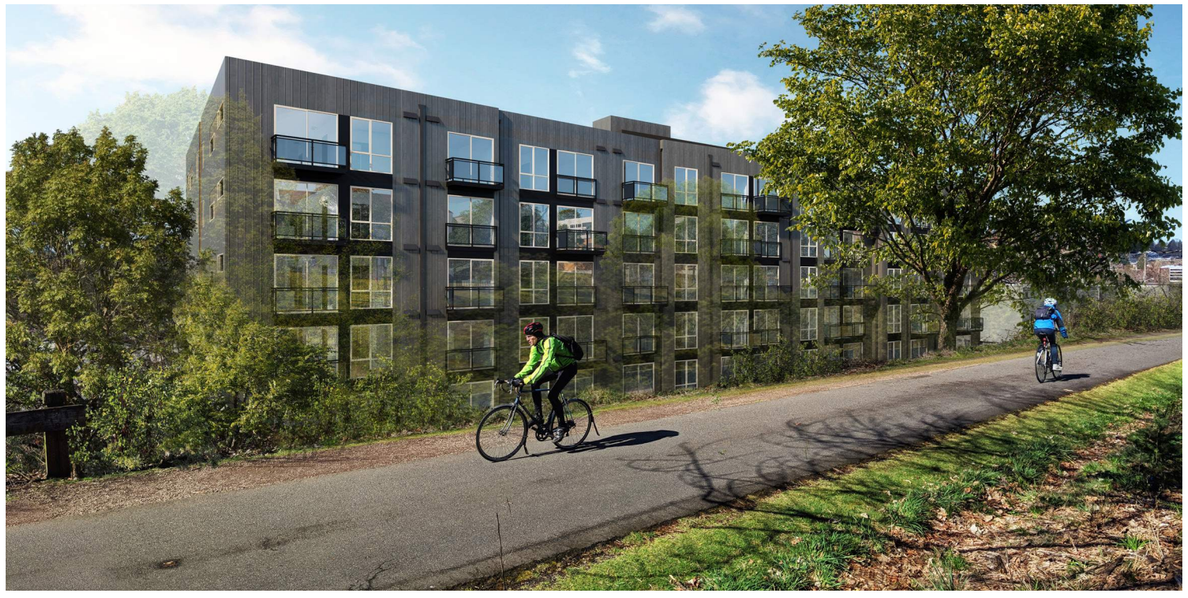
2.c

The roof deck is at the SW corner of the building to capture views, and to provide some separation and privacy to the residential neighborhood to the east as noted in 2.b response (CS2-D-5 Respect for Adjacent Sites). It is connected physically to the club room at level 6 via the elevator lobby and an internal feature stair. It is connected visually to the club room via clerestory windows in the popped up roof of the club room (DC1-A-4 Views and Connections). Similar overhangs appear on the elevator lobby penthouse that also serve to break down the scale of this necessary projection.

The mass of the club room is projected out similarly to the main bend of the building but starting early to give it enhanced presence on the facade. A small balcony carves the corner allowing the from to of the projection to be the same, and aligned with, the projection of the lobby at grade. The form repetition paired with similar materials: black metal siding, wood toned fiber cement soffits and the wood soffit on the high roof of the club room create two related ends of a barbel. The connecting vertical is the feature trellis that also performs multiple functions as a recognizable landmark (DC2-C-2 Dual Purpose Elements), historic reference in its form as a modified railroad track (CS3-B Local History and Culture), tieing the two common areas together with material colors and physical prominence (PL3-A-2 Common Entries), accenting the bend in the building form (DC2-B Architectural and Facade Composition).

The lighting concept will further enhance this with a subtle vertical wash of light at the bend in the major massing of the building provided by hidden LED continuous strip lighting.

See landscape design plans on pages 26-31 for additional details in planting and outdoor space.



2.b.

The bends at the west and east elevation of preferred Option D were supported by the Board who characterized the bend at the west as resulting in a unified, smooth and calm façade, while the east had a modulation of a finer grain and rougher edge, possibly treated with balconies. The Board recommended that these characters be reinforced through materiality. (DC2-B Architectural and Facade Composition)

RESPONSE:

2.b

The design team has continued to develope the two facades as the board recommended. Treating the west facade as a more monolithic upper mass over a lower retail/commercial feel while the east facade is subdivided with portions of the units pulled back or projected outward creating visual break up of the mass and more intimate spaces at the level 2 podium deck and for those using their balconies. The team studied using different materials on the two sides of the project but found that this confused the concept of the building, losing the relationship between the two forms bending away from one another (CS3-B Local History and Culture). The team also wanted the building to be easily recognizable from both sides as the same building and continuing the skin on both sides of the project was the strongest way to accomplish this. Layering of other features: aluminum and glass balconies mixed with juliet rail versions of the same design on both facades adds complexity to the facade (DC2-C-1 Visual depth and interest). Adding another material to these other moves was felt to be too distracting and complicated an otherwise clear design intent.

Discarded alternate material and color studies on east facade:

East facade study showing different, warm material on inset modulations.

East facade study showing different color metal panels where windows and doors band together.

East facade study showing colored bands under stand alone windows and doors.

East facade study showing a lighter facade material and same band color.

DESIGN GUIDANCE RESPONSE

VIEW FROM BURKE GILMAN TRAIL

The owner has signed a no-build easement along the southern property line of the site. This has two main benefits. 1) it will allow south facing windows for the end units of the building. 2) it provides for a possible 12 foot or more opening between buildings for views across the site.

*Per SBC Table 705.8 Fire Separation

DESIGN GUIDANCE RESPONSE

CONNECTION TO BURKE GILMAN TRAIL

The site is located mid-block in an area where there is a long block separating the single family neighborhood from the University Village commercial area. The City of Seattle Parks department has not allowed connection across the Burke Gilman Right of Way. Two steep slopes also separate the two neighborhoods making a physical connection difficult. Were the public allowed to access across the Burke Gilman Right of Way, they would still need to navigate the second grade separation between Safeway and U-Village. The development team, along with other projects in development along the street, hope to create a north-south commercially vibrant, pedestrian friendly strip along Union Bay Place NE to offset this issue. Currently this is limited to new construction that includes retail, restaurants and other commercial uses paired with some existing retail in pockets. By improving the quality of the right of way experience and providing desirable retail, this "connection" will become a destiny in itself.

A visual connection is provided at the south edge of the project. The team has worked with the property immediately to the south to create a no-build easement of 5'-0." This easement paired with an additional setback by the proposed building and a similar window opening setback by any future build-out of the south property could result in a view window of 10-12 feet in width.

Email from David Graves, Seattle Parks and Recreation

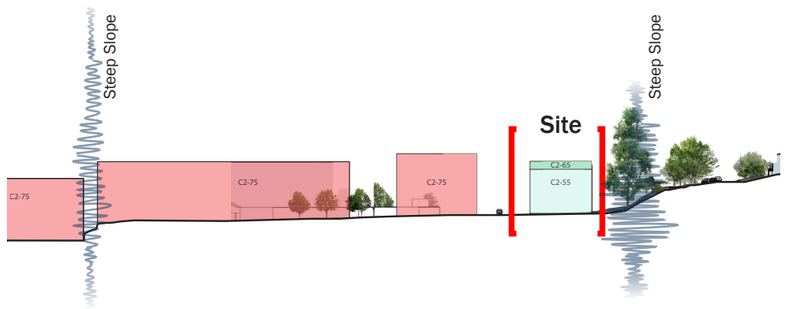
From: Graves, David <David.Graves@seattle.gov>
Sent: Monday, December 3, 2018 1:34 PM
To: Guillory, Carly <Carly.Guillory@seattle.gov>
Cc: Webster, Louis <Louis.Webster@seattle.gov>; Sara Everett <sara@barrientosryan.com>
Subject: RE: 4600 Union Bay Pl NE (Permit 3030253) Burke Gilman Trail question

Ok – Seattle Parks and Recreation would not be supportive of a direct connection from the Burke Gilman Trail to the proposed development. Aside from the fact that the grades make this connection a challenge, we typically do not authorize direct connections from private property to any of our parks. These private access points raise issues related to safety, security and equity. Our parks should be accessible to everyone from the adjacent public right(s)-of-way; private property doesn't get special or unique access to our parks. Let me know if you need anything additional.

Regards,

dg

David Graves, AICP
Strategic Advisor
City of Seattle, Seattle Parks and Recreation
O: 206-684-7048 | M: 206-240-5968
Facebook | Twitter | Blog



Site Section presented at EDG. See page xx for enlarged site section.

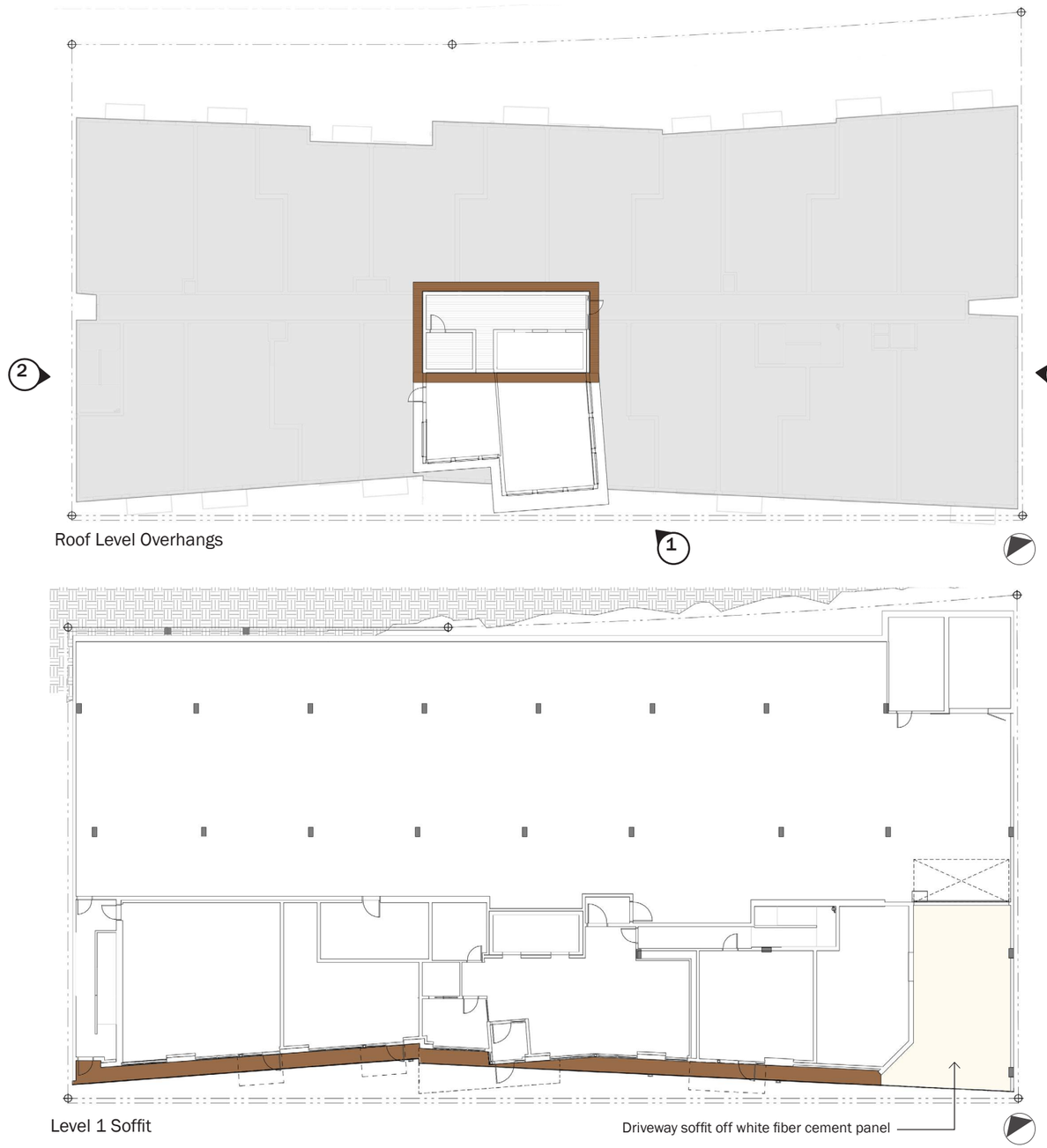
DESIGN GUIDANCE RESPONSE

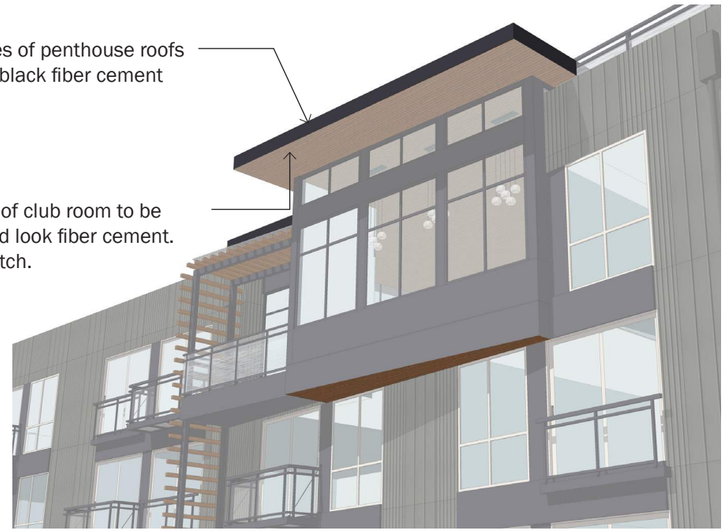
HIGH QUALITY MATERIALS

DC4-A High Quality Materials are used throughout the project. The majority of the project is sided with vertical metal siding that expresses a compressing pattern of striations as described under the concept area of this packet. Black colored window "bays" are also sided with metal panel.

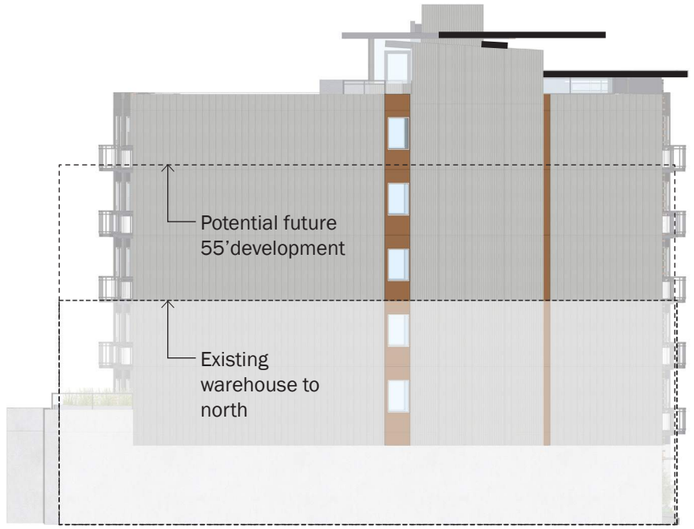
Fiber cement is limited to exterior soffits and vertical accent panels on the facade. It is intended to match and look like wood used elsewhere in the project, providing a warm feel as a counter to the more commercial feel of the metal siding. Fiber Cement, with a wood grain texture and special paint accenting the grain look is used instead of wood where maintenance and access is difficult as it has a much longer maintenance cycle and is more color-stable than stained wood.

Vertical edges of overhanging roofs at club room and penthouse roofs are smooth fiber cement panel painted black as these areas would result in oil-canning of standard metal flashing and if metal siding was used, the joints would create an odd pattern distracting from the monolithic feel that these roofs should create.

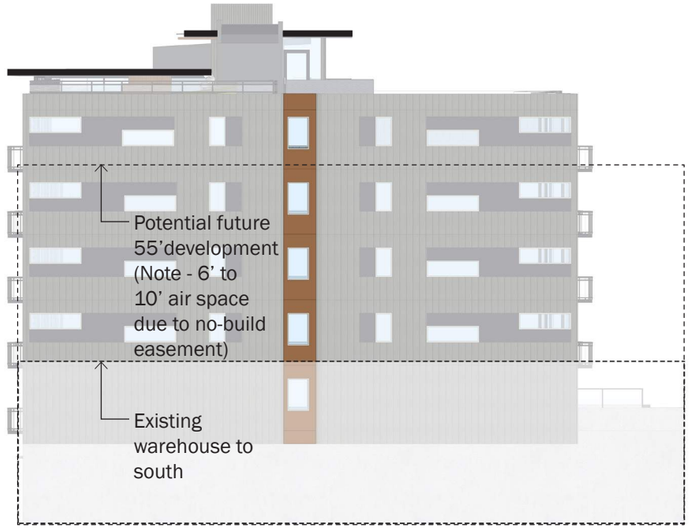




① Level 6 Soffit



② North Facade Alcoves

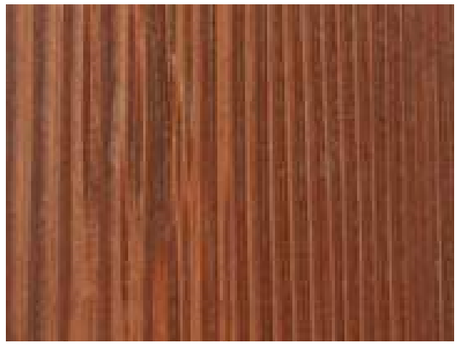


③ South Facade Alcove

MATERIAL AND COLOR PALETTE

① 10”X 2” Metal Panel
Color: AEP Span - Cool ZACtique II

② 2”X 2” Metal Panel
Color: AEP Span - Cool ZACtique II



③ Fiber Cement Panel
Color: Wood Look

④ Vinyl Window
Color: Black

⑤ Vinyl Window/Door
Color: Adobe

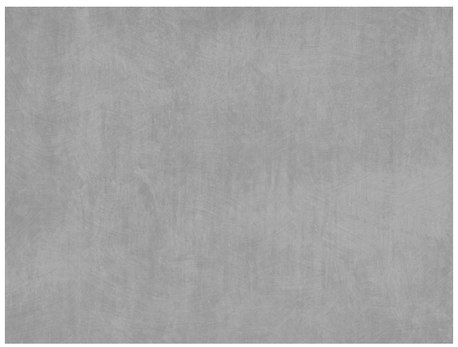
⑥ Storefront and Metal Panel
Color: Black

⑦ Historic Map Resin Panel
Color: to match soffit

⑧ Trellis Feature: Metal Tube (rail)
Color: Black

⑨ Trellis Feature: Aluminum Slats (ties)
Color: Powder Coat Wood Look

⑩ Trellis Feature/Canopy: Glass
Color: Clear



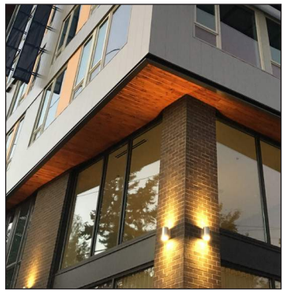
⑪ Concrete
Cast In Place

⑫ Aluminum and Glass Railing
Color: Black

MATERIAL AND COLOR PALETTE

EXTERIOR LIGHTING PLAN

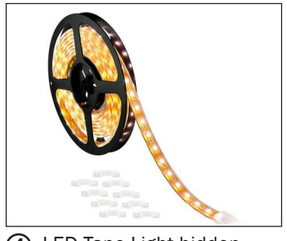
LEVEL 1 + LEVEL 2



① 4” Up / Down Sconce mounted to concrete pillars

② 2” Spotlight mounted to header below canopies

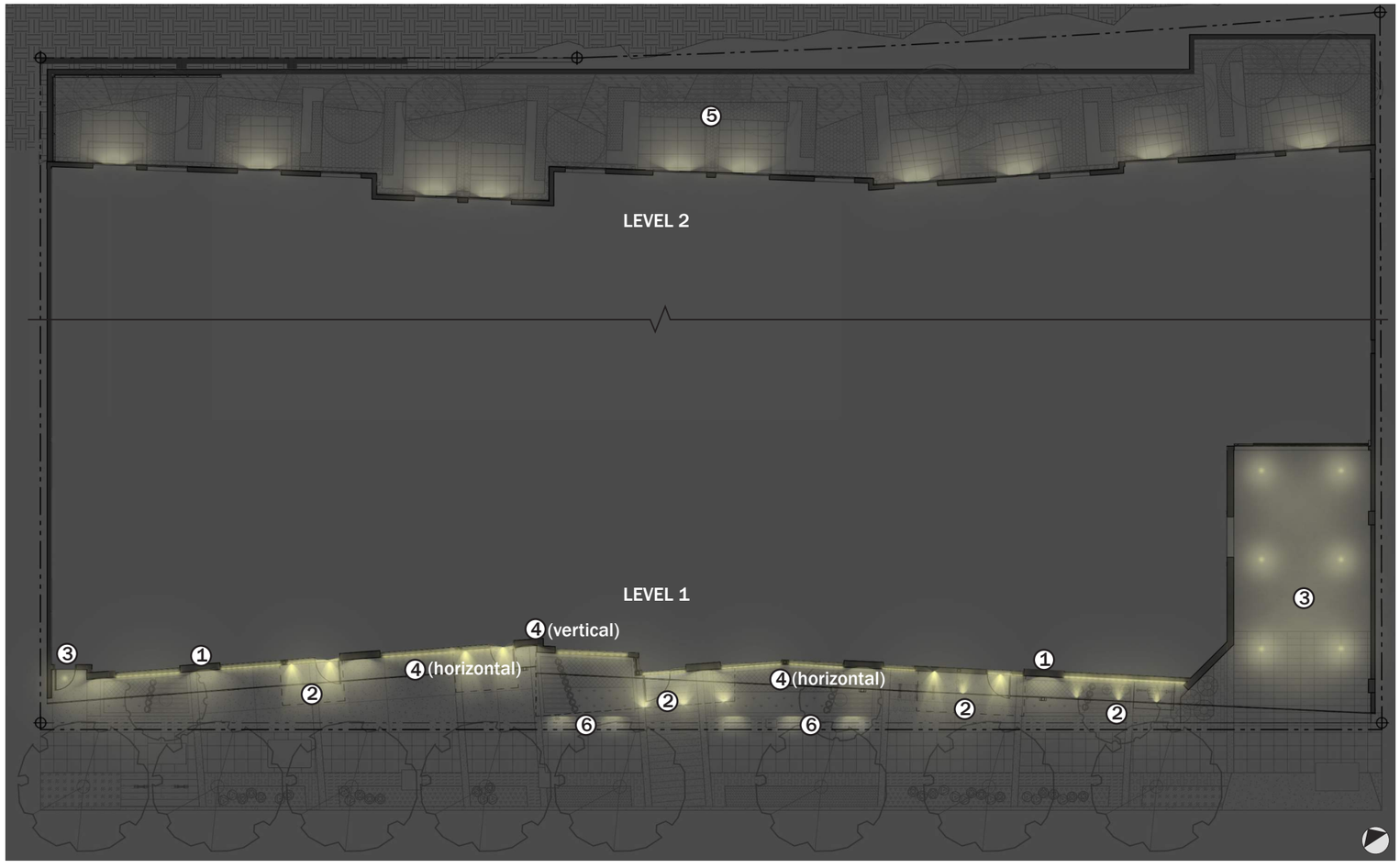
③ 6” Puck Light mounted to ceiling



④ LED Tape Light hidden mount

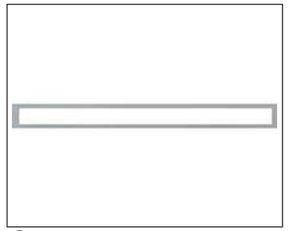
Horizontal up-lighting soffits

Vertical wall-brushing to accent siding pattern and backlight vertical trellis



EXTERIOR LIGHTING PLAN
ROOF LEVEL

⑤ 4” Down Sconce mounted to wall



⑥ Recessed Wall Light at landscape planters

⑦ Festival Lights

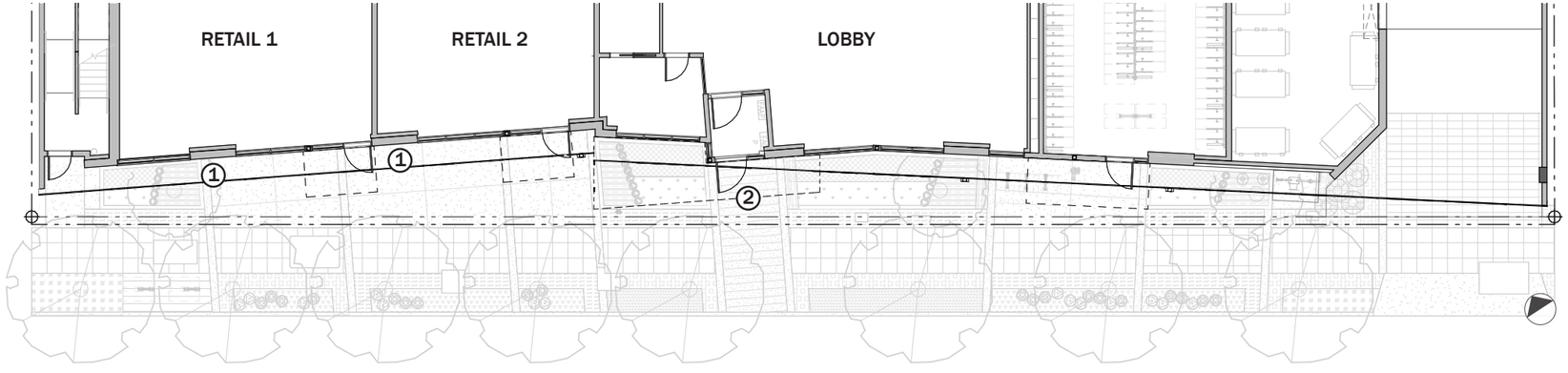
⑧ Festival Lights

SIGNAGE CONCEPT

① Retail Building Signage

Building Signage Perspective

② Primary Building Signage



Building Signage Concept Plan

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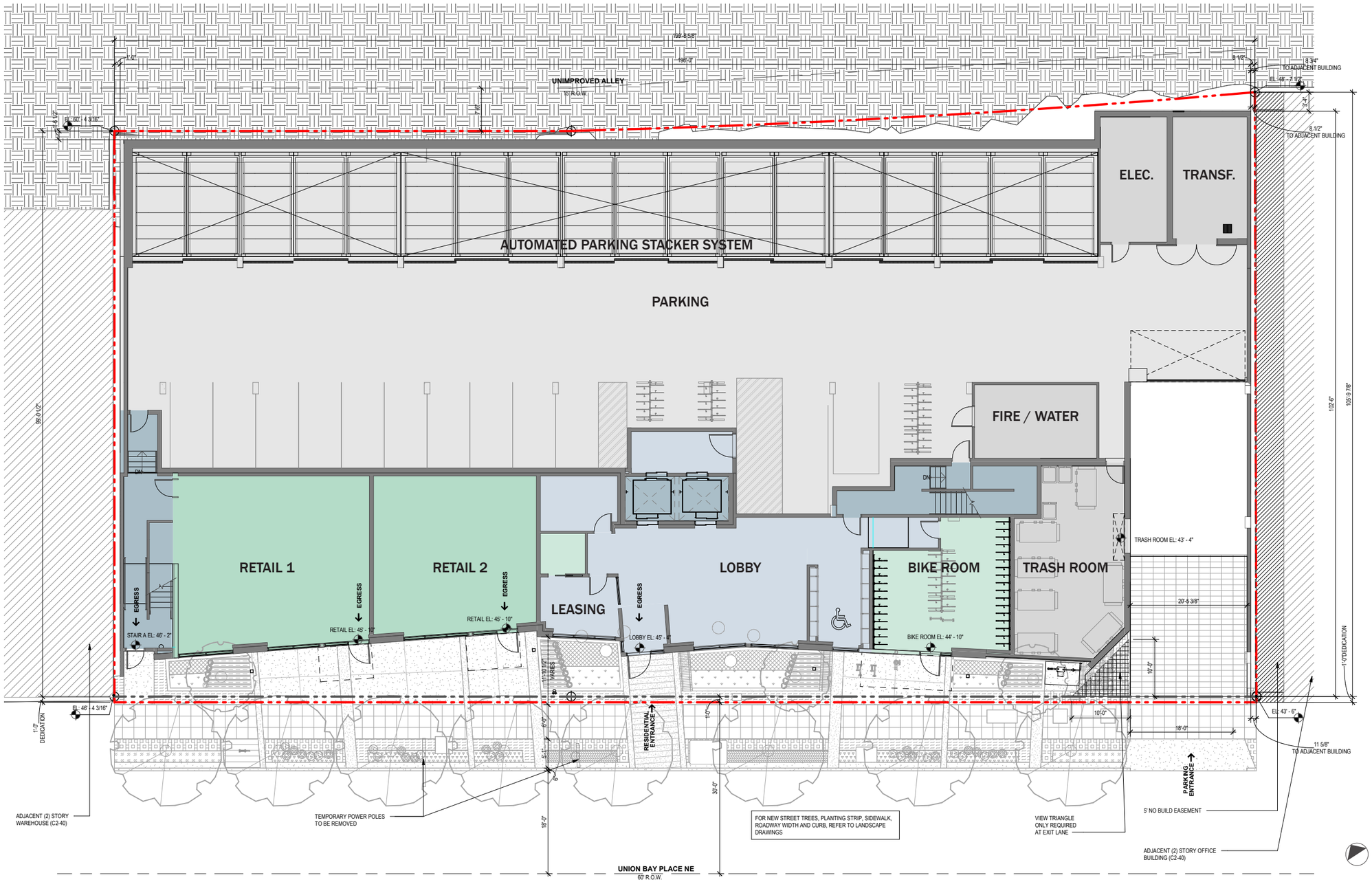
FLOOR PLANS

COMPOSITE SITE PLAN



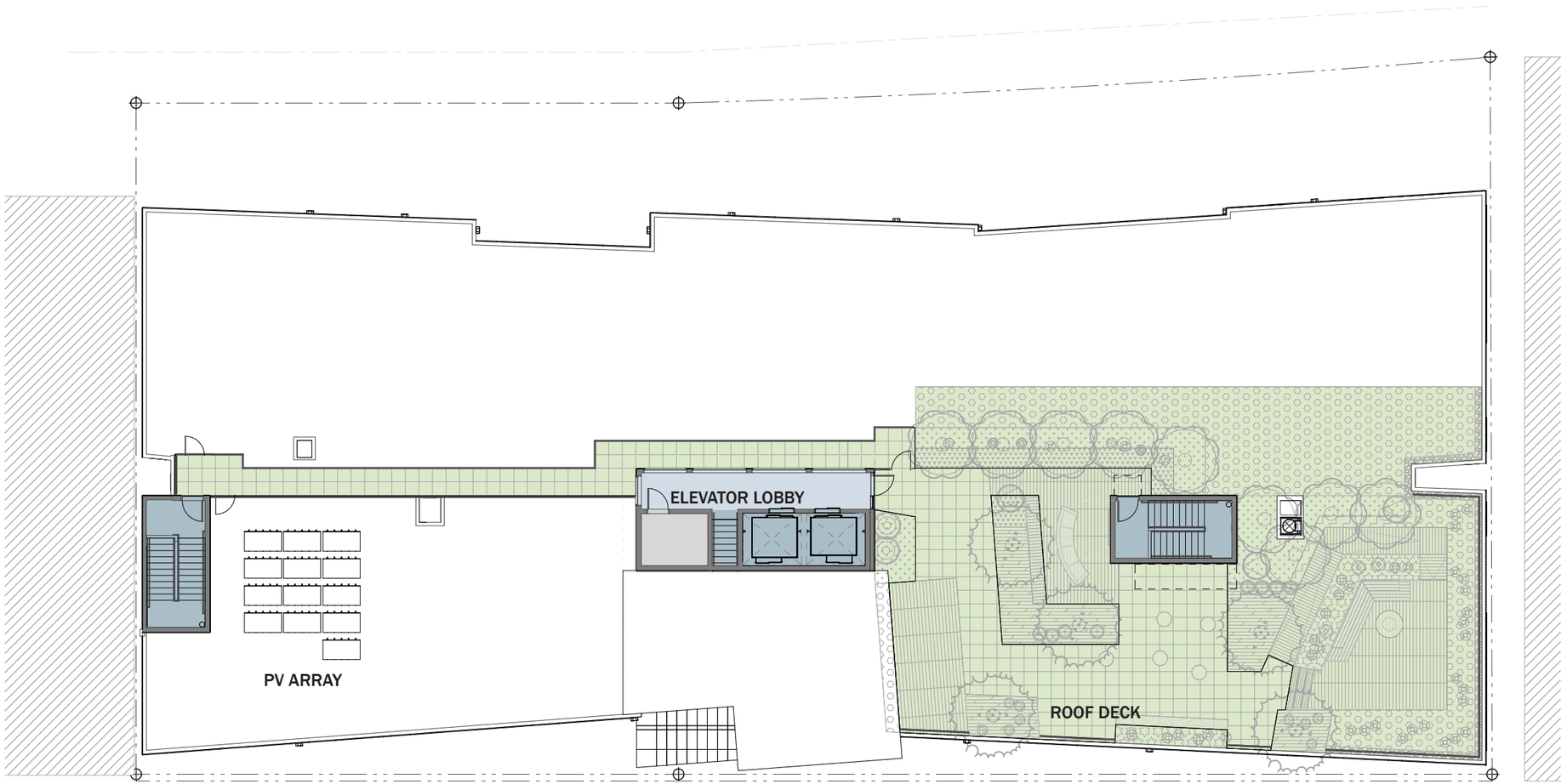
FLOOR PLANS
LEVELS 2-5

Union Bay Place NE

FLOOR PLANS

LEVEL 6

Union Bay Place NE

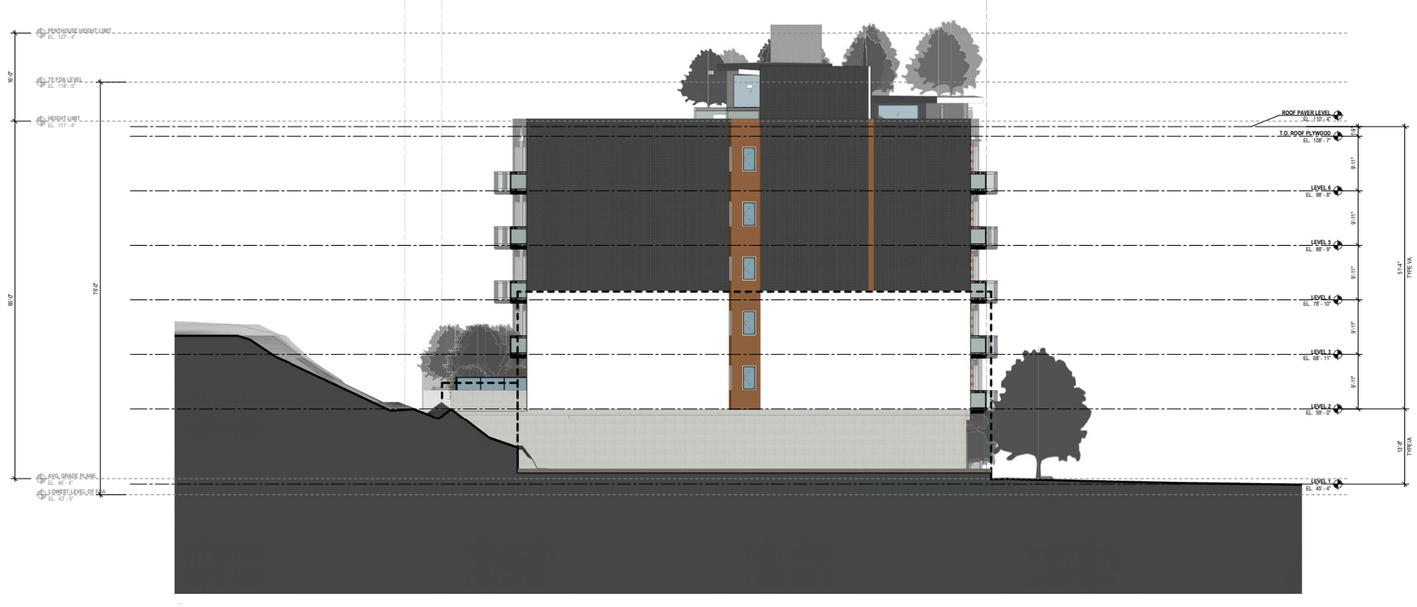


Union Bay Place NE

ELEVATIONS

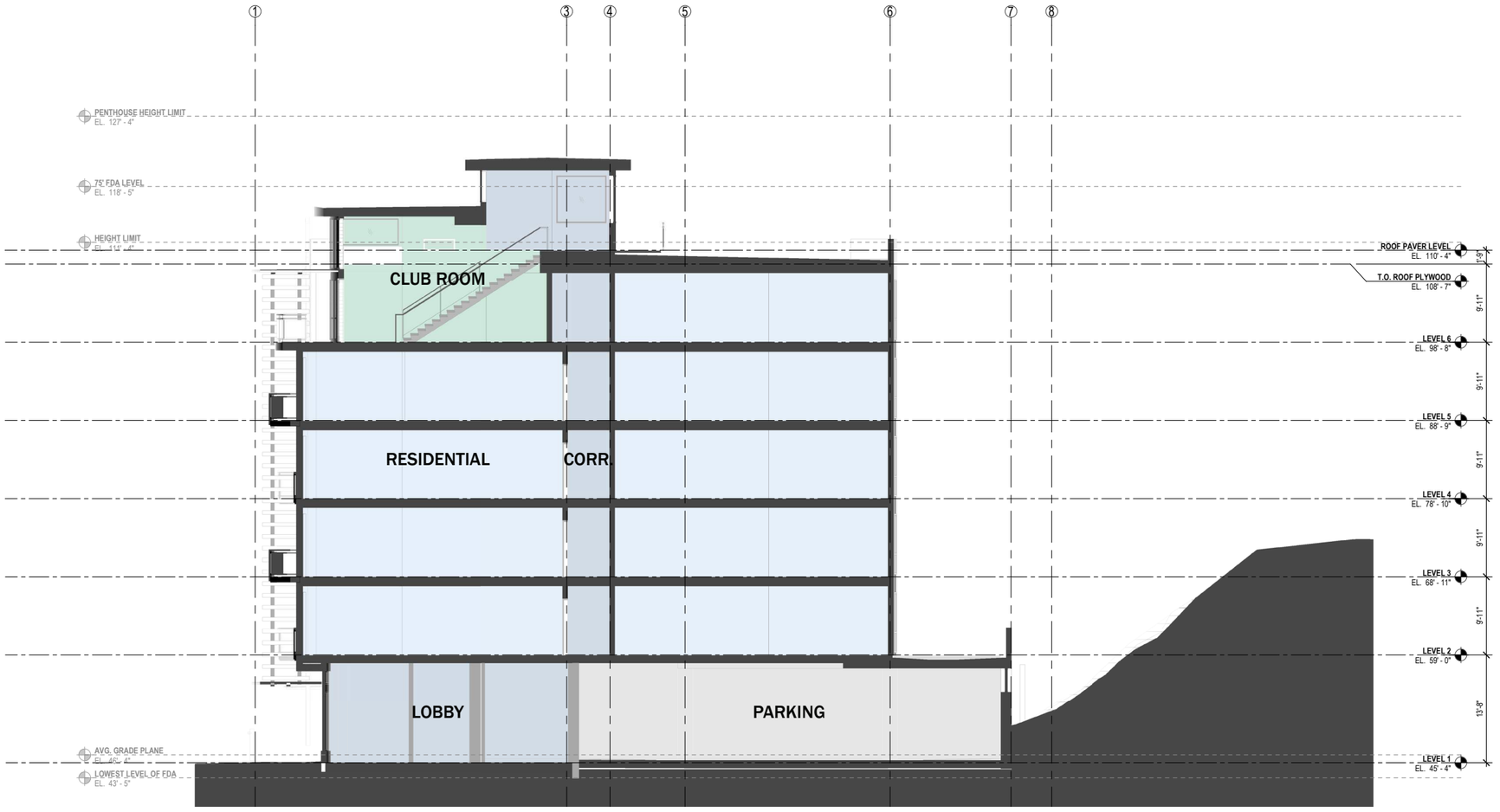
WEST AND SOUTH FACADES

ELEVATIONS
EAST AND NORTH FACADES



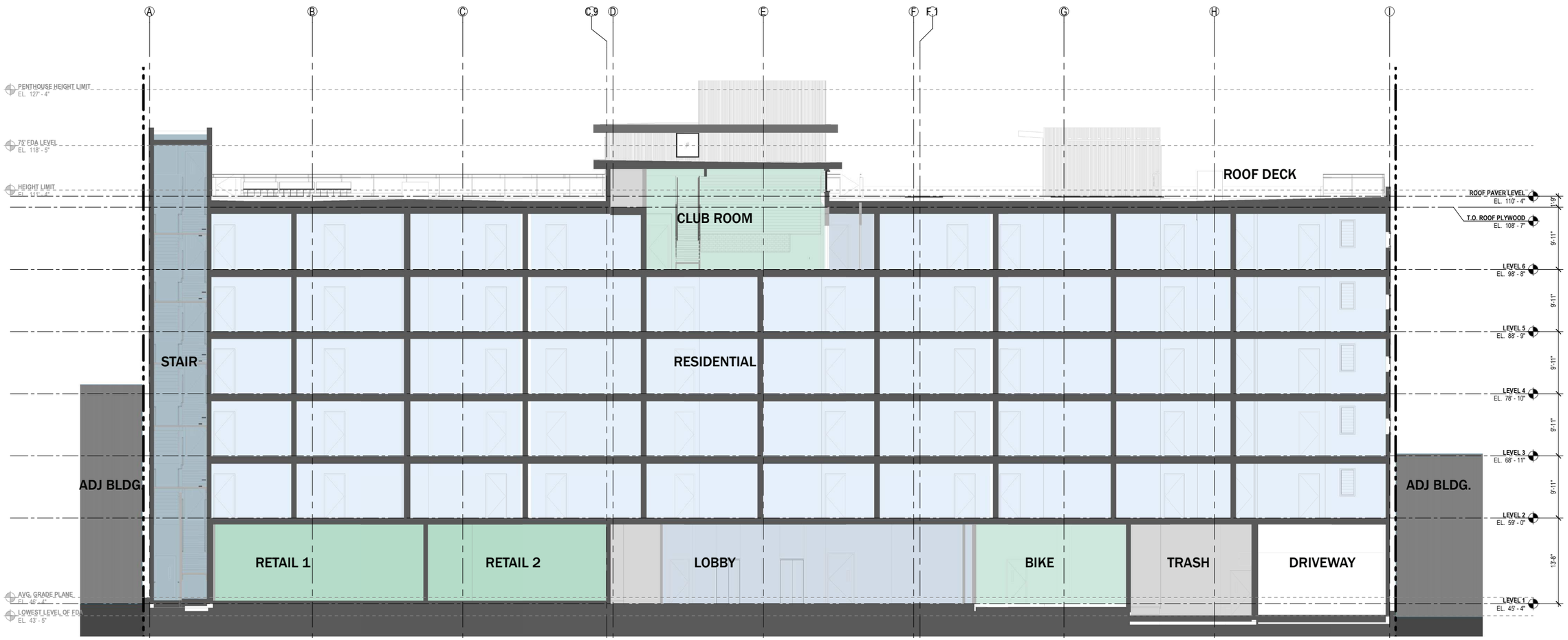
SECTIONS

EAST WEST CROSS SECTION



SECTIONS

NORTH SOUTH LONGITUDINAL SECTION



DEPARTURE REQUEST

NON-RESIDENTIAL USE MINIMUM DEPTH ALONG STREET FRONTAGE

DEPARTURE REQUEST 1

REQUIREMENT:	REQUEST / PROPOSAL:	JUSTIFICATION:	DRB COMMENTS:
SMC 23.47A.008.B.3: Depth provisions for new structures or new 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.	The applicant proposes an average retail depth of 28'-8" for Retail 002 space.	The level 1 setback along Union Bay Place supports PL3-C-3 Ancillary Activities and CS2-B-2 Connection to the Street. This paired with a high water table that prevents deep excavations for required parking below grade and limited space/locations left over for other uses along this façade result in the depth available for Retail 002 being less than 30 feet on average. The retail space is desired and required between the parking and the facade to promote a pedestrian friendly street frontage (DC1-A arrangement of Interior Uses).	This departure request was approved at the DRB Recommendation meeting 5/20/2019

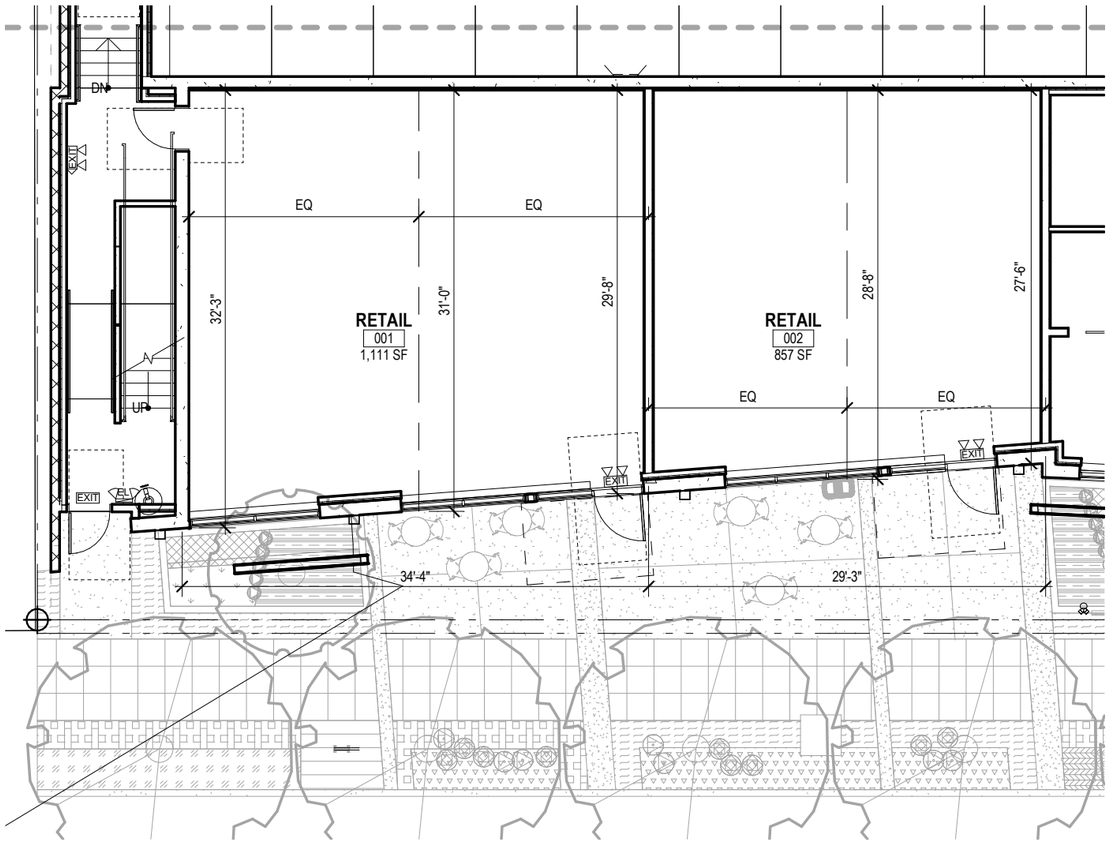
3

NON-RESIDENTIAL USES DEPTH:

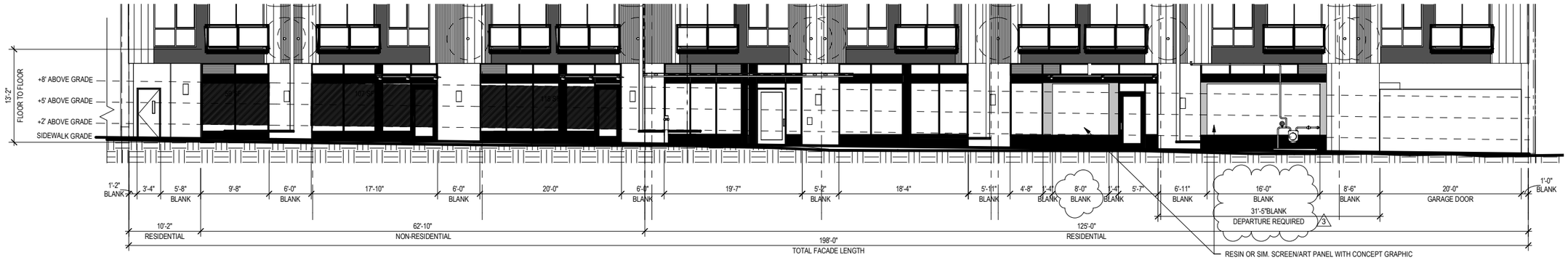
NON-RESIDENTIAL USES MUST BE 30' AVERAGE DEPTH AND A MINIMUM OF 15' DEEP FROM THE STREET-LEVEL, STREET FACING FACADE
APPLIES TO PORTIONS OF THE FACADE IN NONRESIDENTIAL USE ONLY

RETAIL SPACE 001
AVERAGE DEPTH: 31'-0" **(COMPLIANT)**
MINIMUM DEPTH: 29'-8" **(COMPLIANT)**

RETAIL SPACE 002:
AVERAGE DEPTH: 28'-8" **(NOT COMPLIANT)** **(SEE DEPARTURE REQUEST #1)**
MINIMUM DEPTH: 27'-6" **(COMPLIANT)**



DEPARTURE REQUEST
BLANK FACADE



DEPARTURE REQUEST 2

REQUIREMENT:	REQUEST / PROPOSAL:	JUSTIFICATION:	DRB COMMENTS:
SMC 23.47A.008.A.2.b: Blank segments of the street facing facade between 2 and 8 feet above the sidewalk may not exceed 20 feet in width.	To allow for blank facade width of 31'-5" at trash room exterior wall.	Trash room has been located adjacent to street to avoid having bins sit at curbside on pickup days. Trash will be picked up from within the room by waste management. Wall is provided with a resin accent screen/panels, clerestory glazing and landscaped area in front, but does not have one of the listed options from SMC 23.47A.008.A.2.a (windows, doors, stairs, decks, or screening/landscaping on the facade). Note that the large art panels include maps and other graphics related to the historic themes of the project.	This departure request was approved at the DRB Recommendation meeting 5/20/2019

BLANK FACADES:

MINIMUM LENGTH OF BLANK PORTION OF FACADE NOT TO EXCEED: 20'-0" (GARAGE DOORS EXCLUDED)

TOTAL OF ALL BLANK FACADES MAY NOT EXCEED 40% OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET.

UNION BAY PLACE NE:

LONGEST LENGTH OF BLANK FACADE PROPOSED: **31'-5" (NOT COMPLIANT)** **(SEE DEPARTURE REQUEST #2)** 3

TOTAL LENGTH OF BLANK FACADES (ENTIRE FACADE): 78'-0" / 198' = **39% TOTAL BLANK FACADE (COMPLIANT)**

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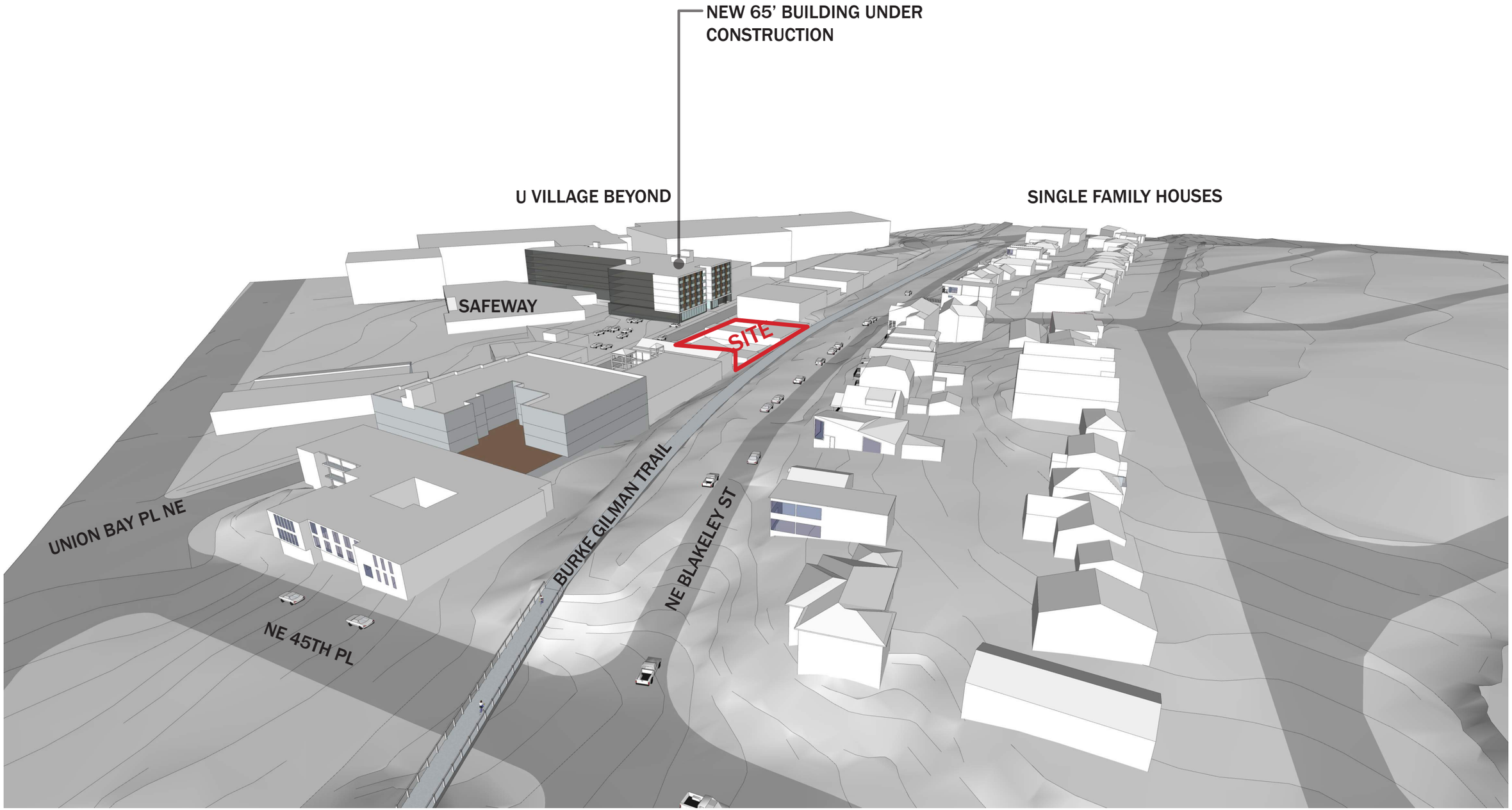
Appendix I: Contract Rezone Diagrams

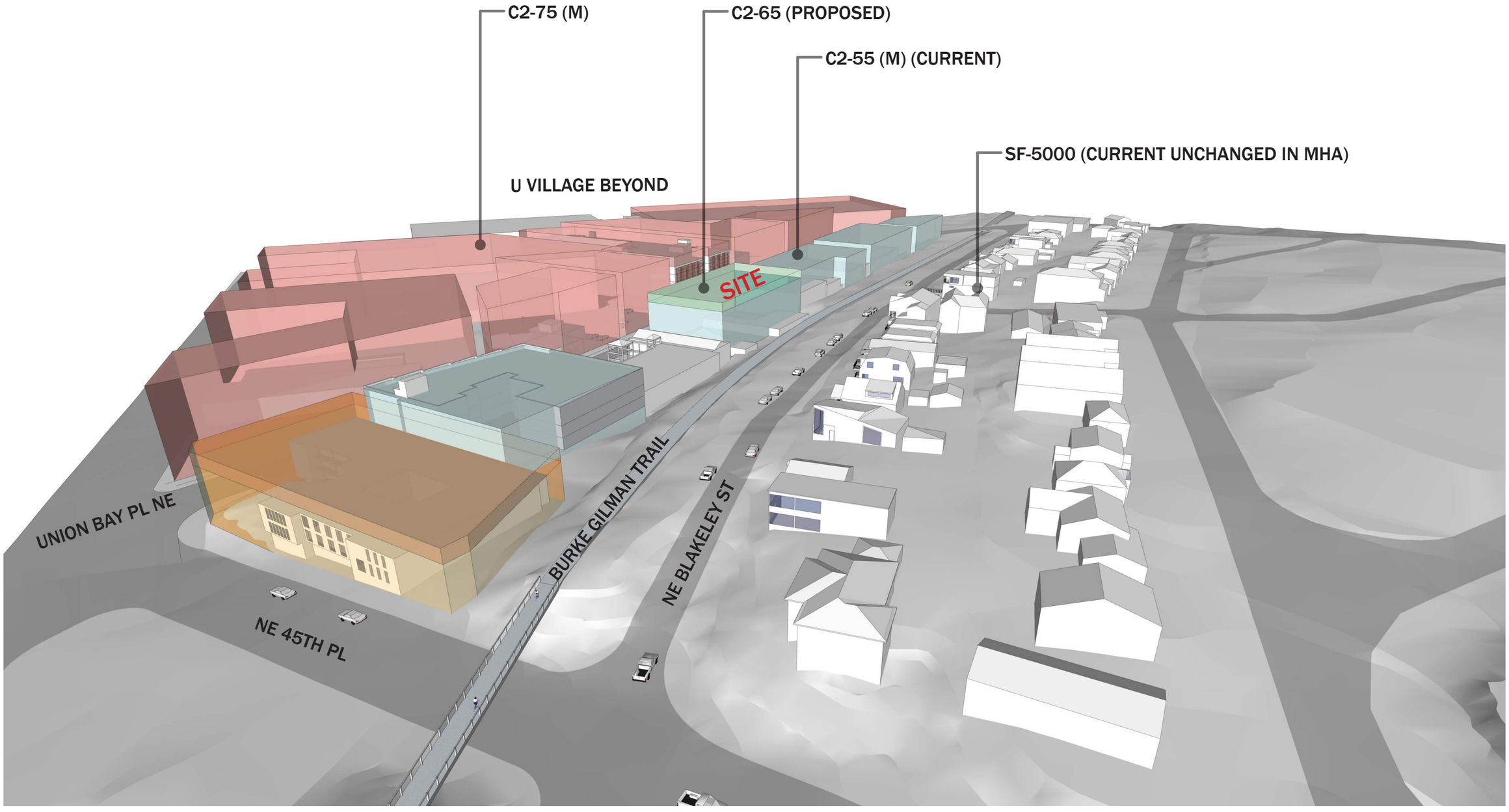
CONTRACT REZONE

POTENTIAL VIEW BLOCKAGE - EXISTING SITE CONDITIONS



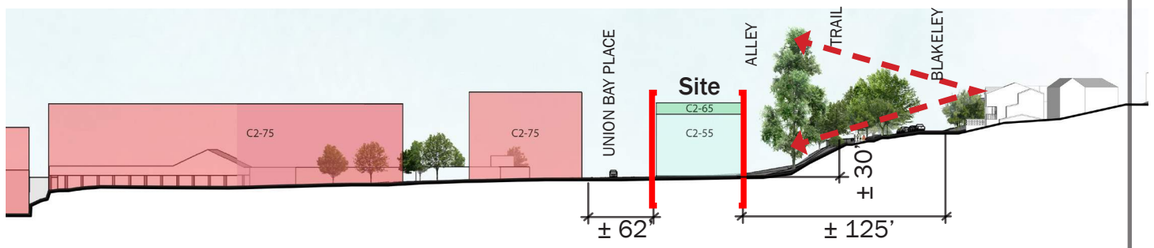
CONTRACT REZONE

POTENTIAL VIEW BLOCKAGE - ALLOWED + PROPOSED ZONING ENVELOPE



CONTRACT REZONE

POTENTIAL VIEW BLOCKAGE - PHYSICAL BUFFERS



75' ZONE ACROSS UNION BAY PLACE WILL BE TALLER THAN PROPOSED BUILDING AND WILL BLOCK ANY VIEWS OF UNION BAY THAT THE PROPOSED BUILDING MIGHT.

PRESENT AND FUTURE TREE GROWTH BLOCKS MUCH OF THE VIEWS FOR THE FIRST FEW ROWS OF HOUSES.

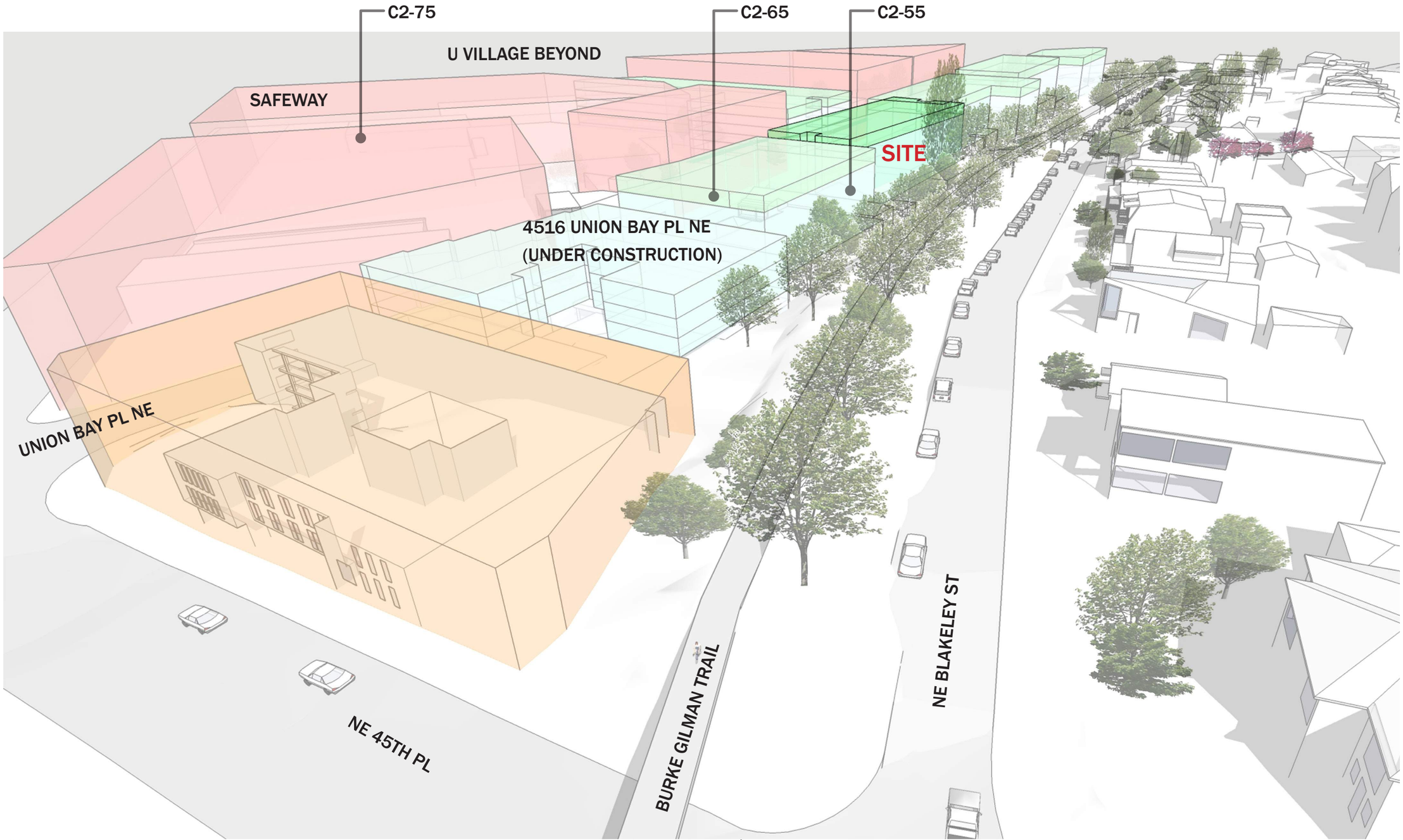
THREE (3) RIGHTS OF WAY BETWEEN SF ZONE AND SITE (15' ALLEY + 50' BURKE GILMAN + 60' NE BLAKELEY ST. = 125'

± 30' GRADE CHANGE FROM SITE UP TO BURKE GILMAN TRAIL (± 40-45' TO FIRST FLOOR LEVELS OF HOUSES FACING NE BLAKELY ST.) SETS PERCEIVED HEIGHT OF PROPOSED BUILDING MORE LIKE A 40' BUILDING THAN THE PROPOSED 65' FROM THOSE HOMES

Appendix II:
EDG PAGES

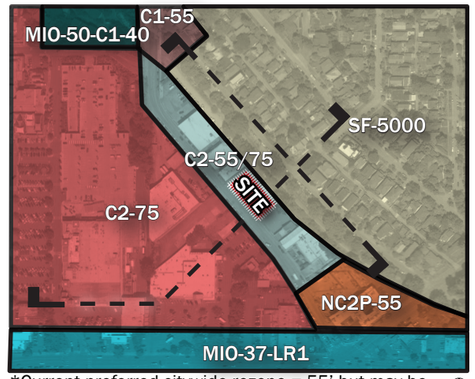
CONTEXT ANALYSIS

CITYWIDE UPZONE / CONTRACT REZONE

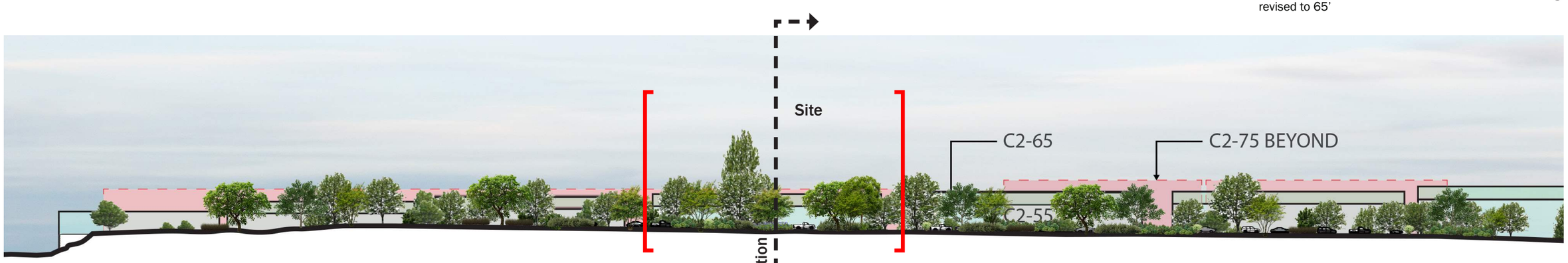


CITYWIDE UPZONE / SITE SECTION

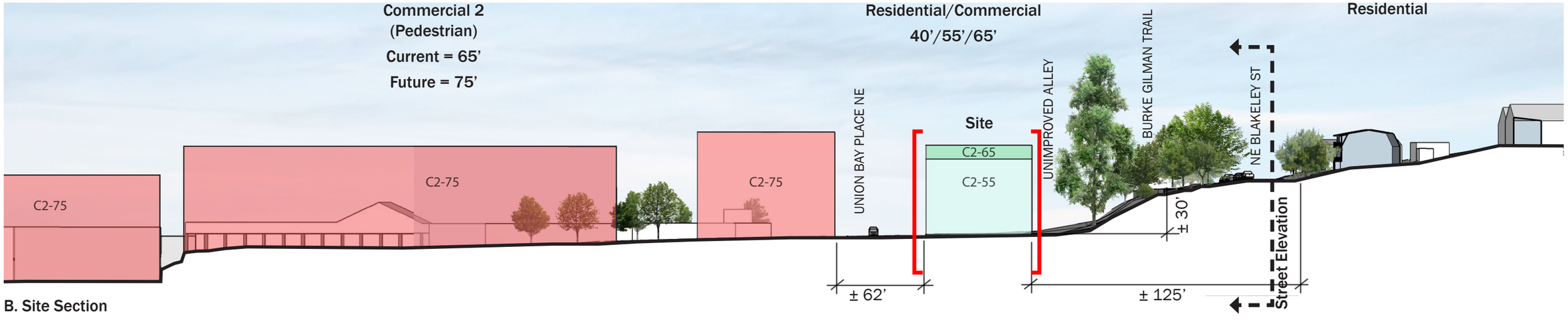
The City of Seattle is in the process of adopting a citywide upzone to support Mandatory Housing Affordability (MHA) and Housing Affordability and Livability (HALA). The new zoning is currently targeted to be adopted in September of 2018. The Preferred zoning alternative based on the FEIS and the current draft ordinance is as shown in these diagrams (C2-75 on the west side of Union Bay Place NE and C2-55 on the East side, generally speaking). There is a possibility that the East side will be zoned to C2-65. The proposed project is pursuing a contract rezone to C2-65, but will adopt and comply with whichever zoning is adopted by the city. We are showing both heights for the east side of Union Bay Place NE in the diagrams below.



*Current preferred citywide rezone = 55' but may be revised to 65'



A. Street Elevation NE Blakeley St



B. Site Section

EXISTING SITE CONDITIONS

TRAFFIC & RIGHT OF WAY

EXISTING CONDITION LOOKING NORTH

Current ROW conditions are not conducive to pedestrian safety or experience. This project will add sidewalks, planting strips, and retail to the street. The project team is investigating a parallel Street Concept Plan process with SDOT and SDCI and/or will help the neighborhood develop preferred design checklist to improve the ROW. The project development team is interested in a vibrant, safe, pedestrian oriented atmosphere for the street that this project can be a part of.

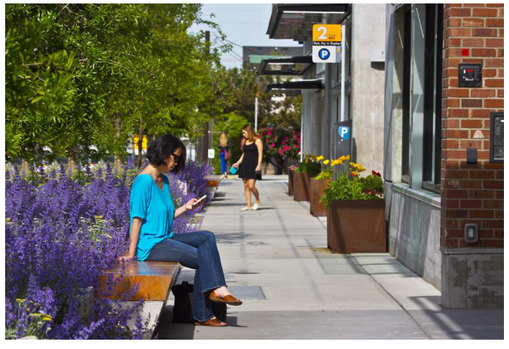
SDOT URBAN VILLAGE NEIGHBORHOOD CONCEPT SECTION

1 **3.3 Drainage**
GSI stands for Green Stormwater Infrastructure, such as a biofiltration swale. A biofiltration swale is an open, gently sloped, vegetated channel designed to treat stormwater. **Read More »**

2 **Intersection Treatments**
Curb bulbs make crossings safer by shortening the distance a Pedestrian must cross traffic. **Read More »**

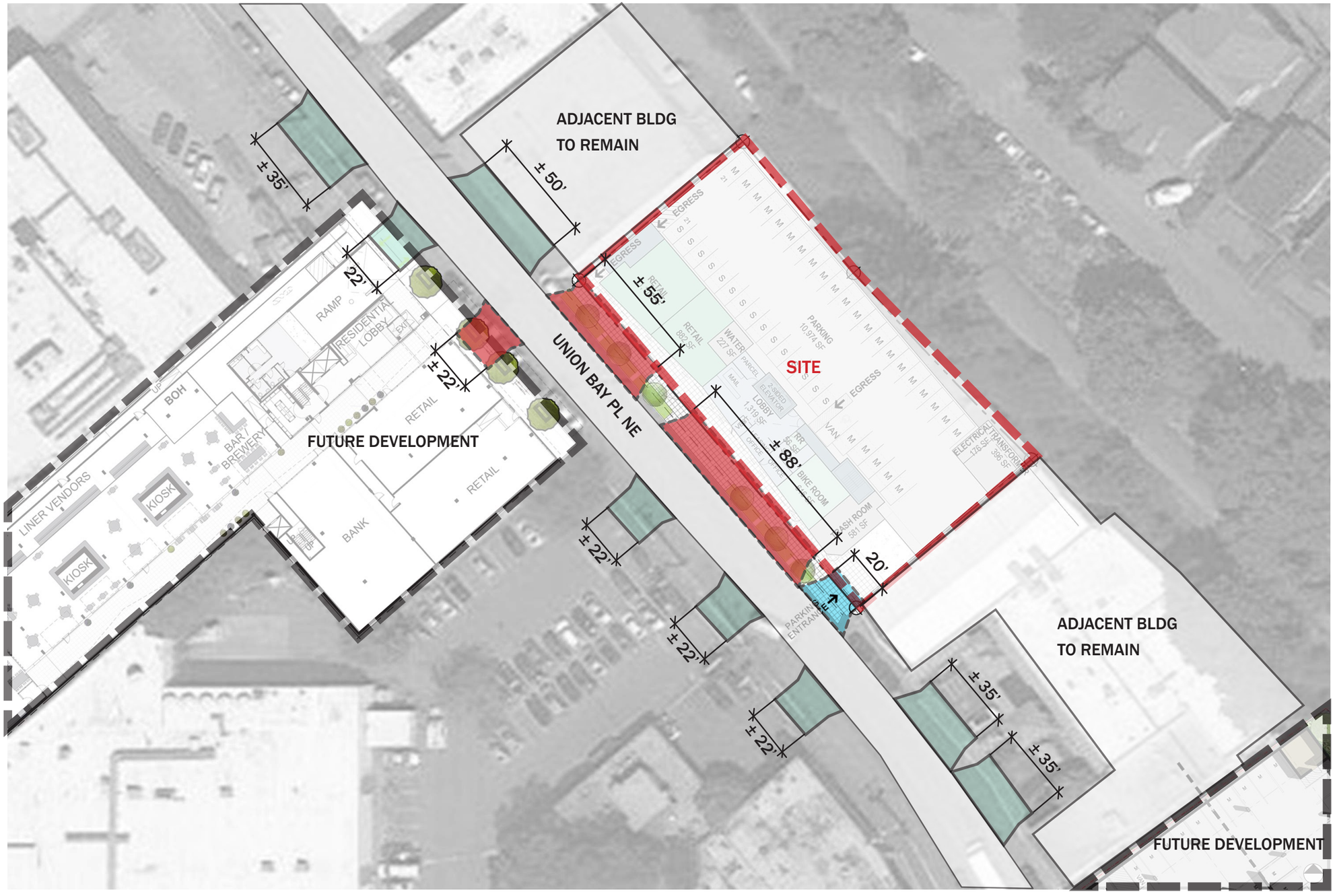
3 **3.6 Street Trees**
Street trees require access to air and water, space for growth and must be located, installed and managed for compatibility with the built environment. **Read More »**

PROPOSED CONDITION



EXISTING SITE CONDITIONS

EXISTING AND FORTHCOMING CURB CUTS



Proposed Driveway

Existing Driveway

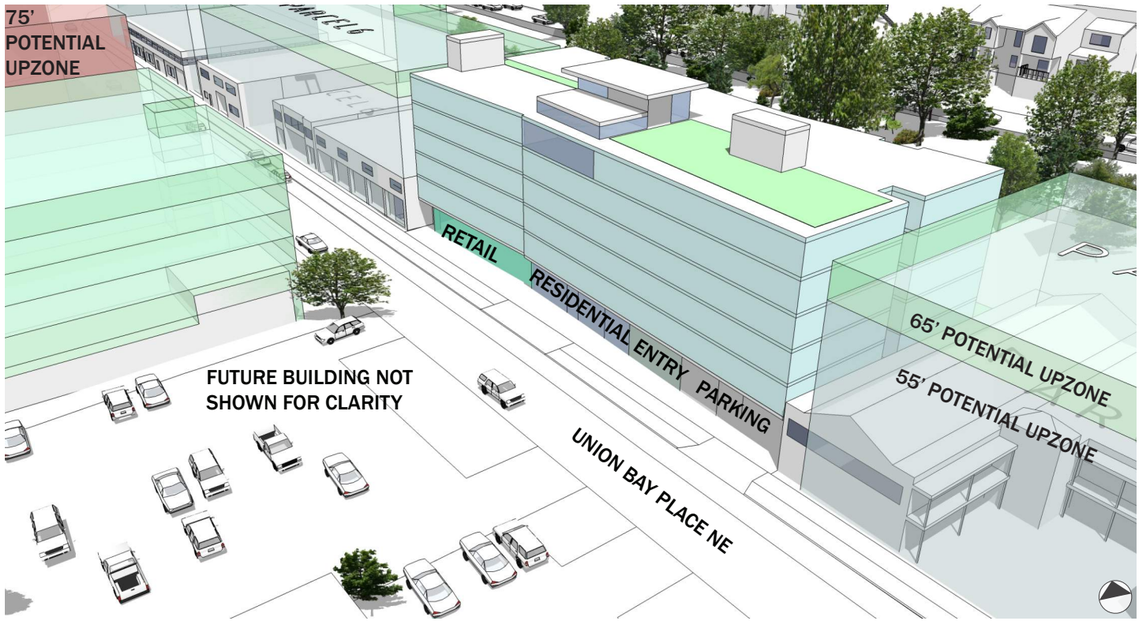
Existing Driveway to be Removed

Proposed development would reduce the total site curb cuts from approximately 143' to 20', adding approximately 123' of new curb.

The Proposed driveway will be reduced to 20' required for two-way traffic to minimize the impact of vehicles on the newly improved pedestrian environment.

MASSING OPTION E I UPDATED PREFERRED

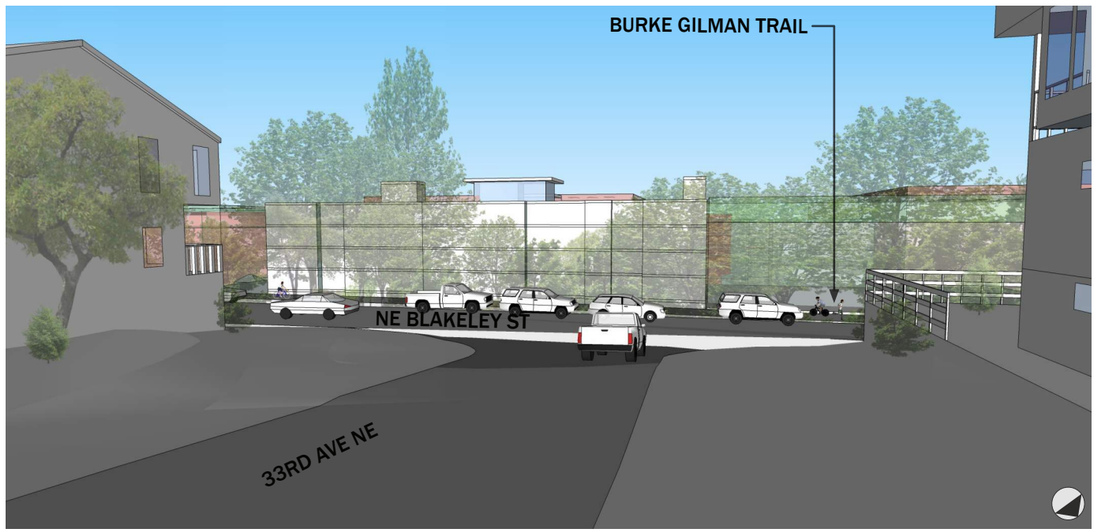
BEND / EDGE - 65’



Aerial view: Union Bay Place NE Looking NE

Pedestrian View: Union Bay Place NE Looking North

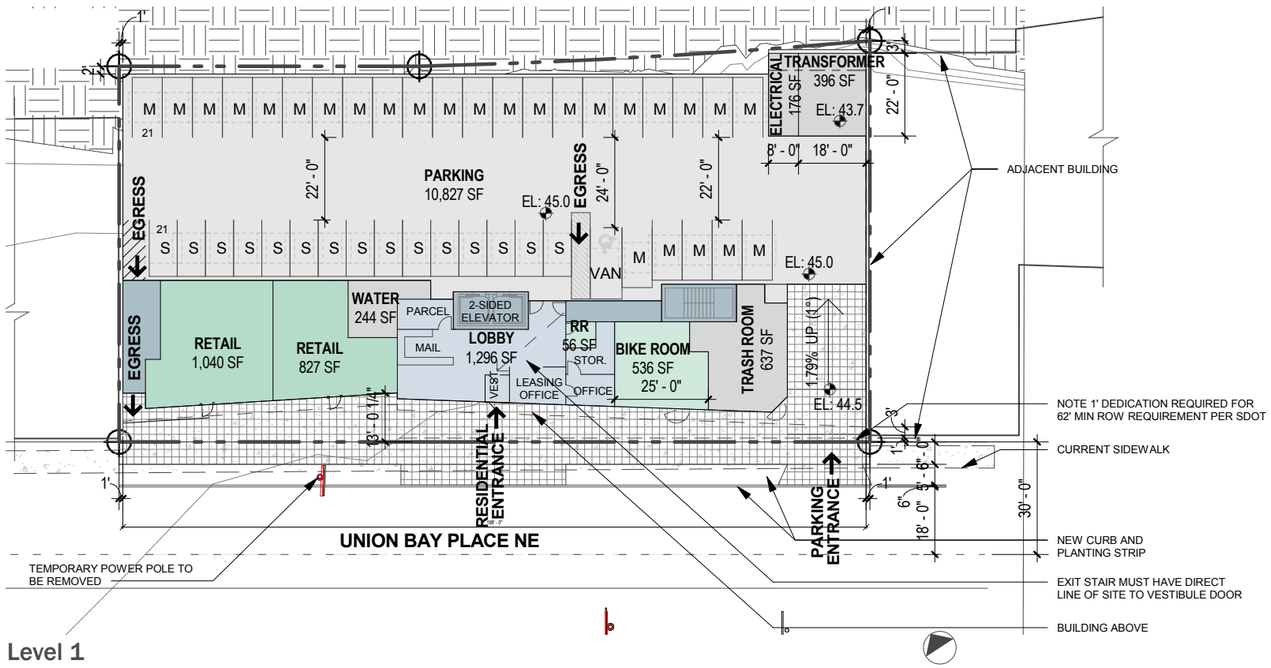
Pedestrian View: Union Bay Place NE looking South



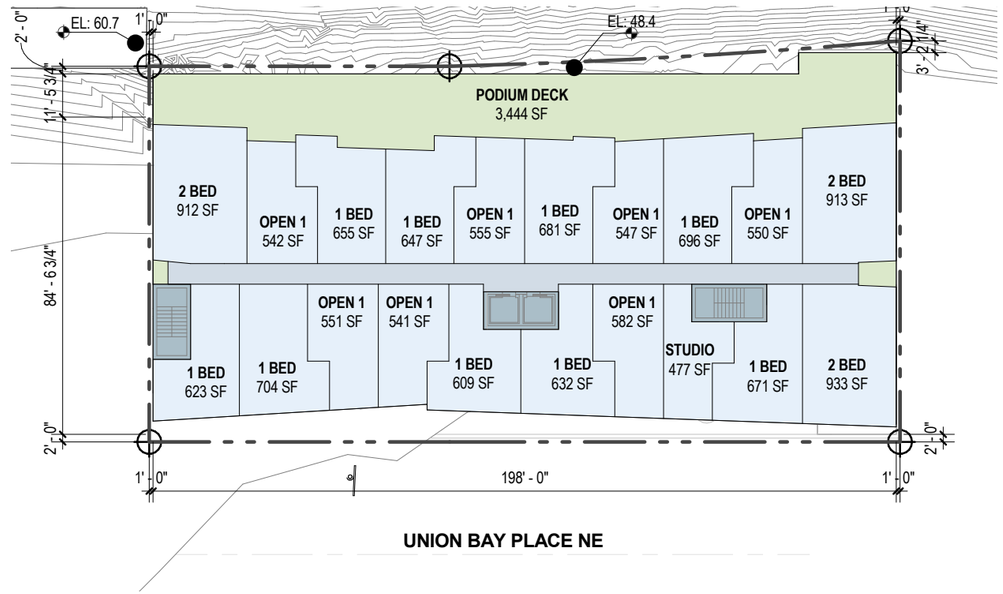
Pedestrian View: 33rd Ave NE looking West

MASSING OPTION E I UPDATED PREFERRED

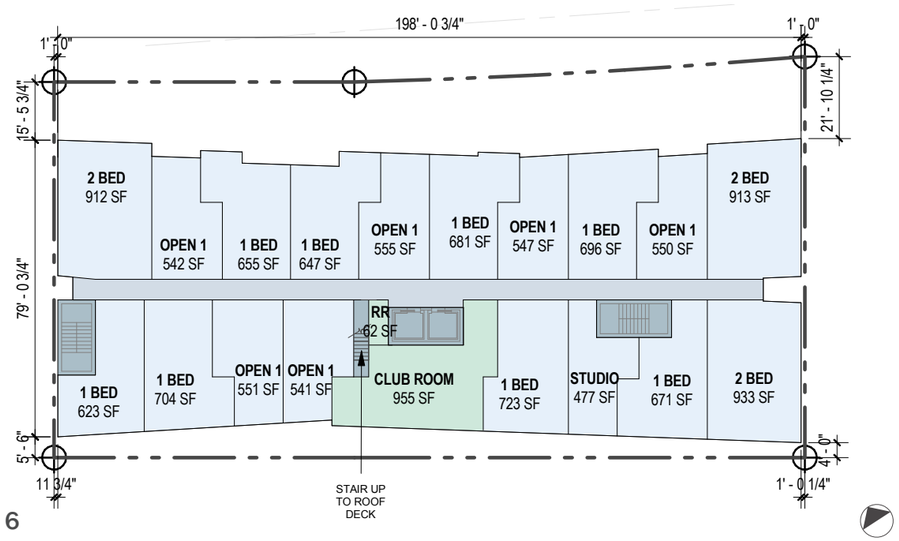
BEND / EDGE - 65‘



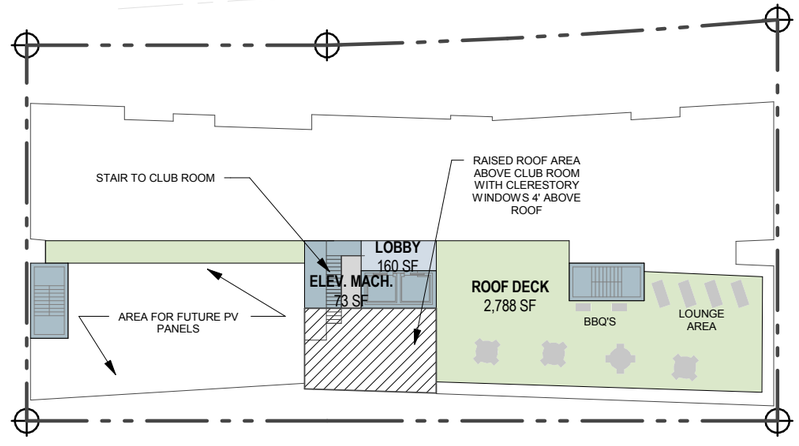
Level 1



Levels 2-3



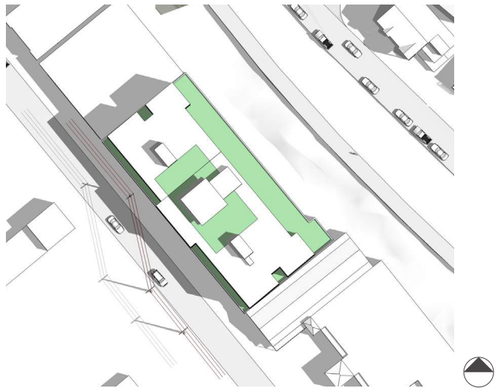
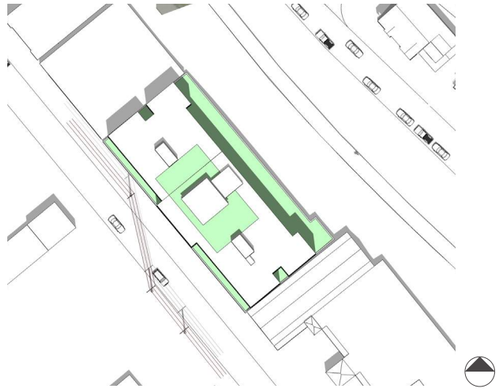
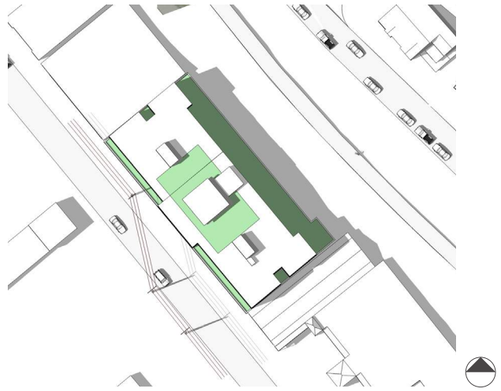
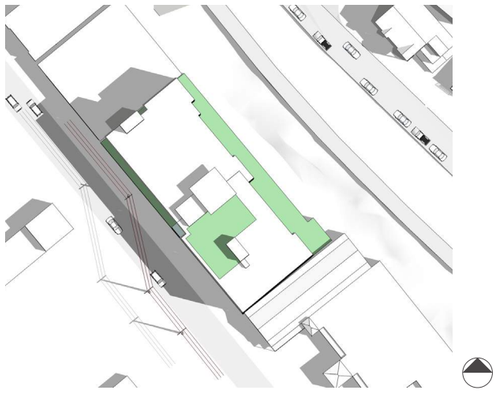
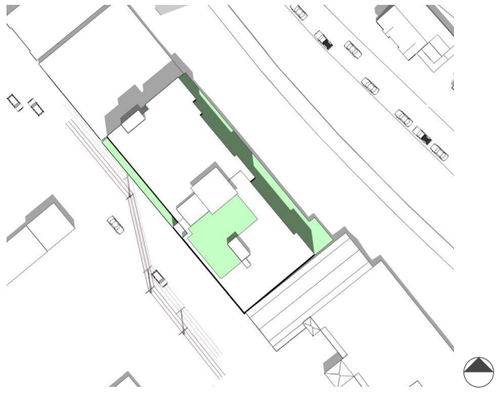
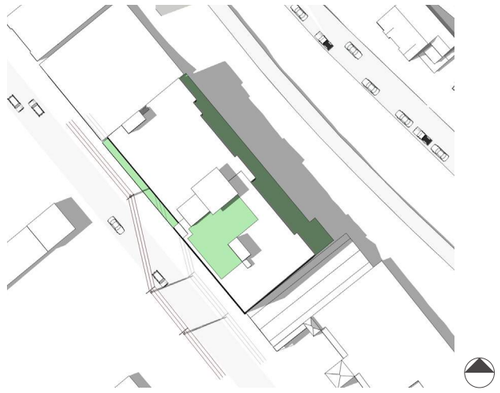
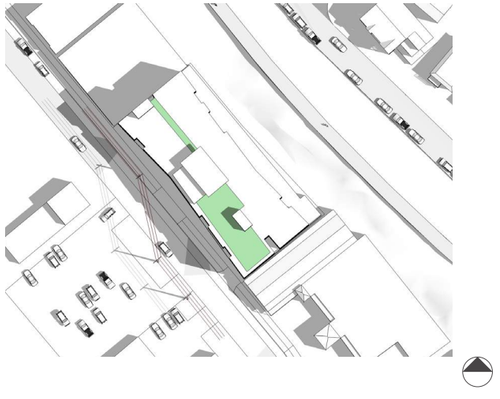
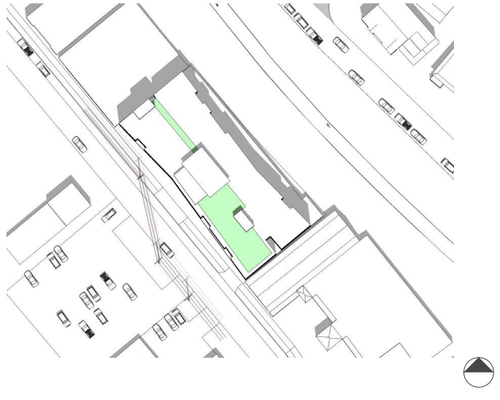
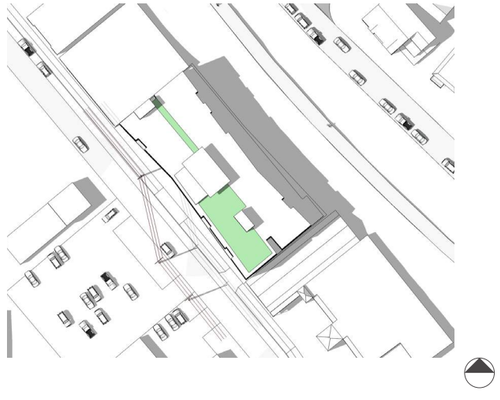
Level 6



Roof Level

Residential
Lobby/Circulation/Amenity
Parking
Amenity
Retail
Vertical Circulation
Mech./Storage/B.O.H.

SHADOW STUDIES | SUMMER SOLSTICE

	9 AM	12 PM	3 PM
MASSING OPTION “B”			
MASSING OPTION “C”			
MASSING OPTION “D” PREFERRED			

9 AM

12 PM

3 PM

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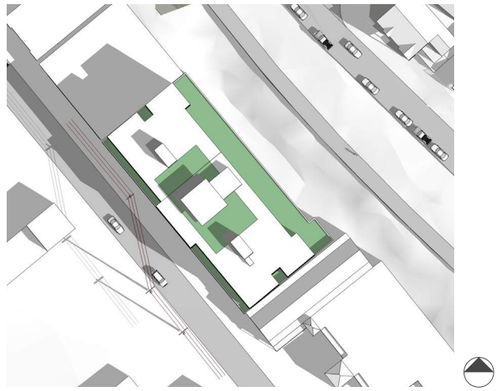

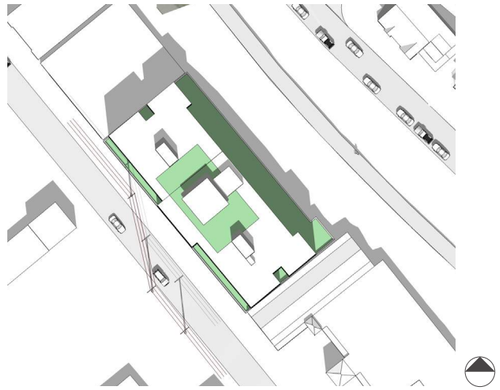

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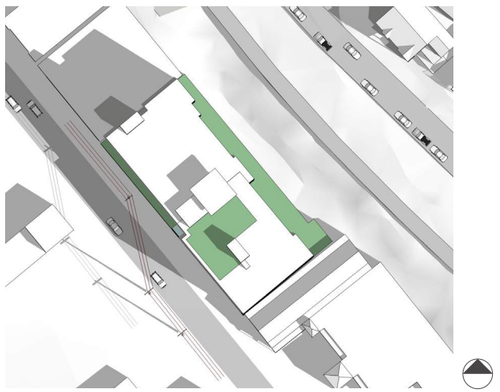

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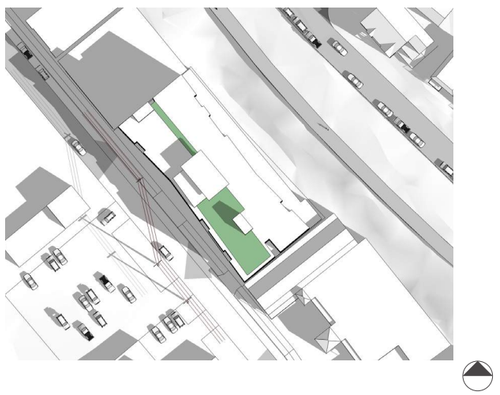

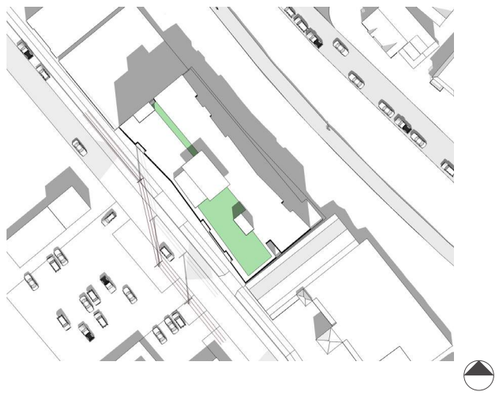

SHADOW STUDIES | WINTER SOLSTICE

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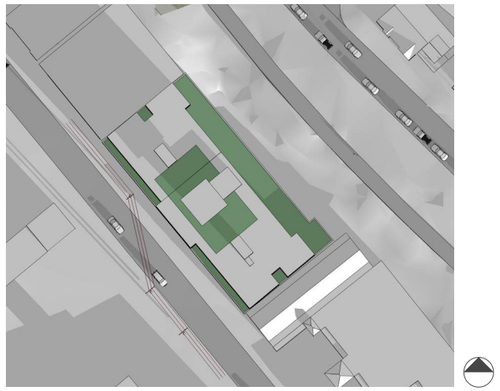
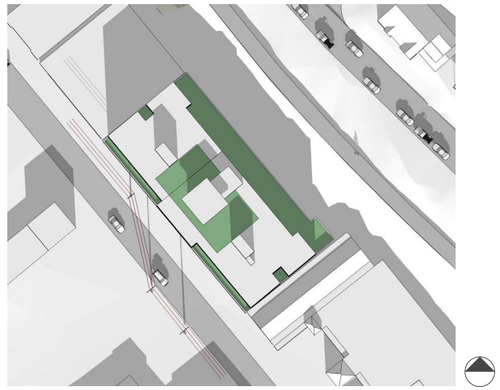
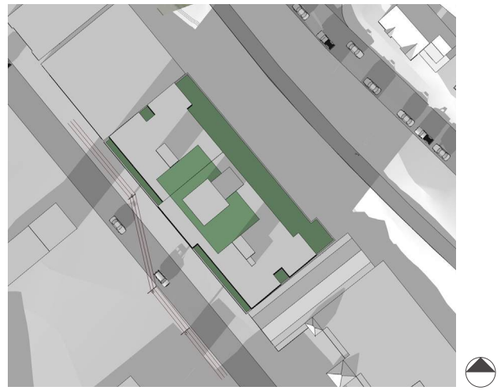
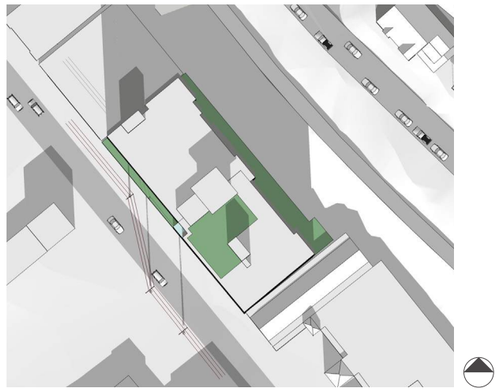
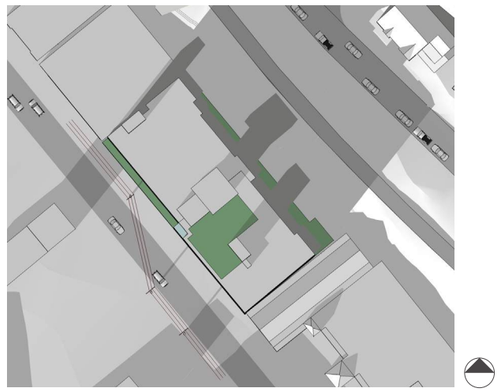
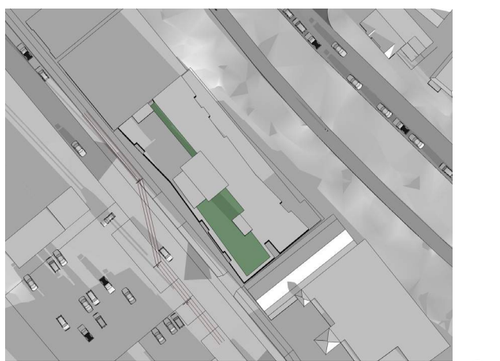
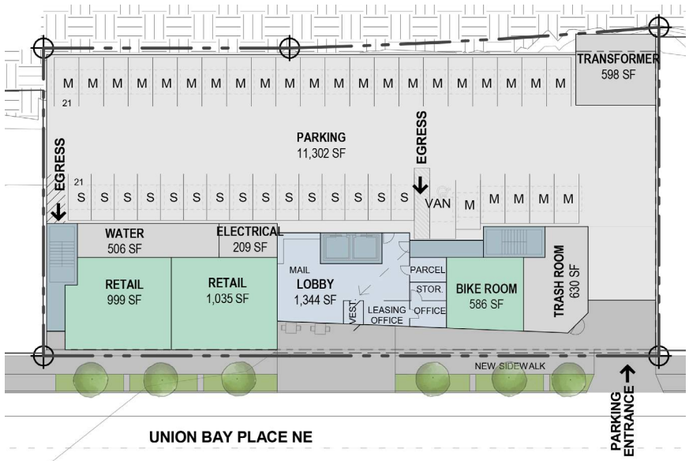
MASSING OPTION “B”			
MASSING OPTION “C”			
MASSING OPTION “D” PREFERRED			



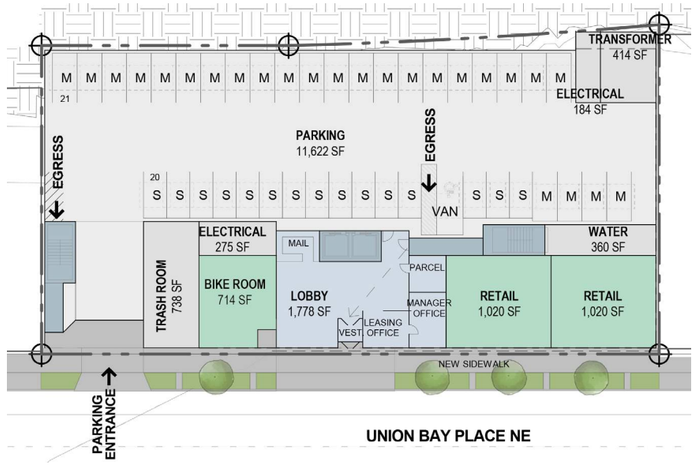
RETAIL PUSHED FORWARD BASE OPTION

Pros

- Locates parking behind more public uses
- Maximizes parking provided on-site, considering no underground parking can be provided due to water table
- Prominent Entrance accented by setback
- Some sidewalk setback
- Some sun exposure for retail spillout area
- Locates retail across Union Bay Place from other future retail concentrating the potential energy of pedestrian destination

Cons

- Little sidewalk setback in front of retail
- Lobby / offices too small
- Little access to Electrical & Water Rooms



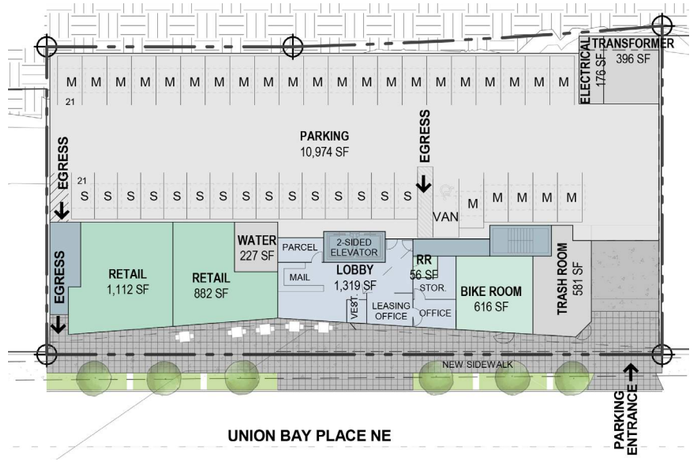
SOUTHWEST RETAIL BASE OPTION

Pros

- Locates parking behind more public uses
- Maximizes parking provided on-site, considering no underground parking can be provided due to water table
- Larger lobby space
- Most amenity square footage

Cons

- Least sidewalk setbacks
- Retail does not interact with adjacent development retail
- Less parking
- Entry not prominent in form
- Creates street “wall” adjacent to sidewalk, not enhancing public realm
- Locates curb cut across from retail and close to other curb cuts, see curb cut diagram on page 19



PREFERRED BASE OPTION

Pros

- Locates parking behind more public uses
- Maximizes parking provided on-site, considering no underground parking can be provided due to water table Most sidewalk setback
- Most, and best oriented sun exposure for retail spillout
- Best overall public area
- Prominent entrance accented by bend in building

Cons

- Moderate lobby square footage

CONTEXT ANALYSIS

STREETSCAPES - UNION BAY PL NE

A. PROJECT SITE

B. OPPOSITE PROJECT SITE

CONTEXT ANALYSIS

STREETSCAPES - NE BLAKELEY ST

C. PROJECT SITE

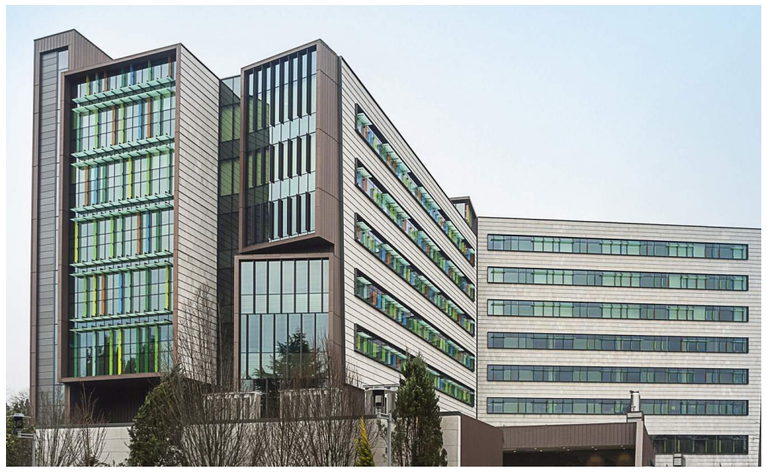
D. OPPOSITE PROJECT SITE

Images: C & D-Google Street View May 2014

INSPIRATION IMAGES

LOCAL ARCHITECTURAL CHARACTER: FORM, MATERIAL, FENESTRATION

As a developing area in transition, Union Bay Place NE has an opportunity to create an identity for itself. We hope to continue language from other nearby developments that fits the two scales/sides of the project while continuing to set a standard for this new pedestrian/retail corridor. The selected projects from the immediate surrounding neighborhoods use various ideas of modulation, modern form, clean but human scale detailing, and prominent entry ways to define a desirable and appropriately scaled streetscape. We will draw from these in various ways and at various locations around the building.



Images: Rooster Apartments - weinsteinau.com, Merrill Gardens at the University - Runberg Architecture Group, Elm Hall - djc.com, Seattle Children's Hospital - djc.com, Nordheim Court - mithun.com, Augusta - Runberg Architecture Group

EXISTING SITE CONDITIONS

EXISTING SITE SURVEY

PARCEL NUMBER:

243620-0990

LEGAL DESCRIPTION:

LOTS 16 AND 17, BLOCK 9, EXPOSITION HEIGHTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 83, RECORDS OF KING COUNTY, WASHINGTON. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

PARCEL NUMBER:

243620-1000-04

LEGAL DESCRIPTION:

LOT 18, BLOCK 9, EXPOSITION HEIGHTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 83, RECORDS OF KING COUNTY, WASHINGTON. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON

PARCEL NUMBER:

243620-0975

LEGAL DESCRIPTION:

LOTS 14 AND 15, BLOCK 9, EXPOSITION HEIGHTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 83, RECORDS OF KING COUNTY, WASHINGTON. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON

Note: There are no existing trees on site or in R.O.W. There are no curbs in R.O.W.