

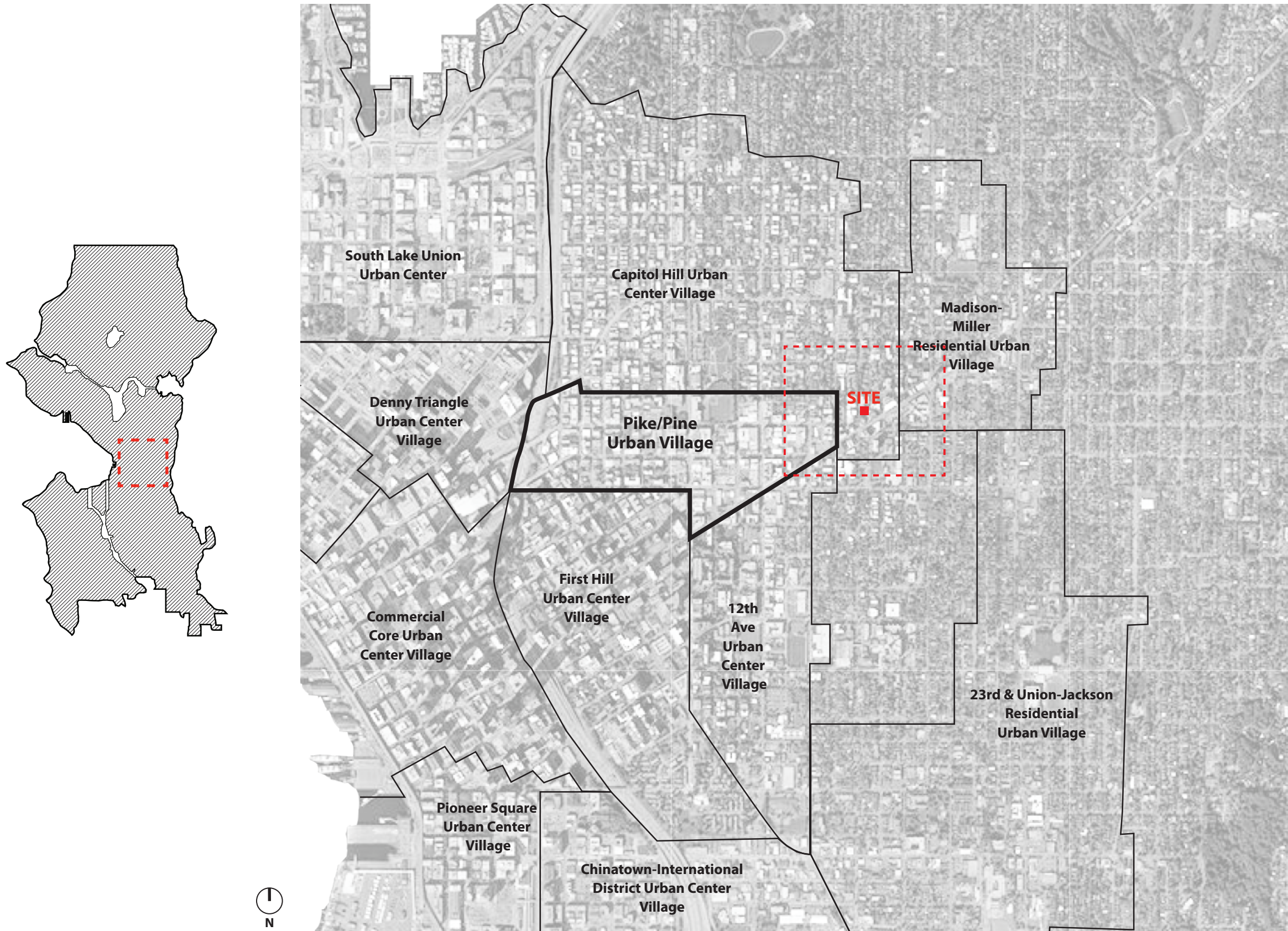
1620 16th Avenue Mixed-Use Building

Early Design Guidance Meeting • April 25, 2018

Project Number 3030517



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Project Information

Property Address:
 1620 16th Avenue, Seattle, Washington 98122

Owner:
 Jewish Family Service

Architect:
 Weinstein A+U LLC
 T (206) 443-8606

Landscape Architect:
 Karen Kiest Landscape Architects
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DEVELOPMENT OBJECTIVES

Description

The project site is located within the Capitol Hill Urban Center Village and consists of two parcels located at 1610 and 1620 16th Avenue. The south parcel currently is occupied by a small surface parking lot and is zoned NC3-65, while the north parcel has a two-and-a-half story 5-unit apartment and is zoned LR3.

The project seeks a Contract Rezone of the north parcel from LR3 to NC3-65 to allow a single, seven-story mixed-use building containing 91 apartment units and associated amenity areas, approximately 1,700-sf of street-level commercial space, and three below-grade levels of building support space and parking for 114 vehicles. The scope of the project includes the demolition of the existing apartment house, its detached garage, the existing site improvements (driveways, walkways, and the surface parking lot), and the removal of several trees located on-site.

Neighborhood Context

1. Jewish Family Service
2. Madison Market Co-op/Madison Crossings Apartments
3. Garden Court Condominiums
4. Marquis Apartments
5. InArts Northwest Collective
6. Cascadia Apartments
7. Gaffney House
8. Olive Ridge Apartments
9. 1700 Madison
10. Trader Joes
11. Braeburn Apartments/Sound Mental Health
12. Vox Apartments
13. Bancroft Apartments
14. Broadcast Apartments
15. Bullitt Foundation



19TH AVE

18TH AVE

17TH AVE

16TH AVE

15TH AVE

14TH AVE

E HOWELL ST

E OLIVE ST

E PINE ST

E PIKE ST

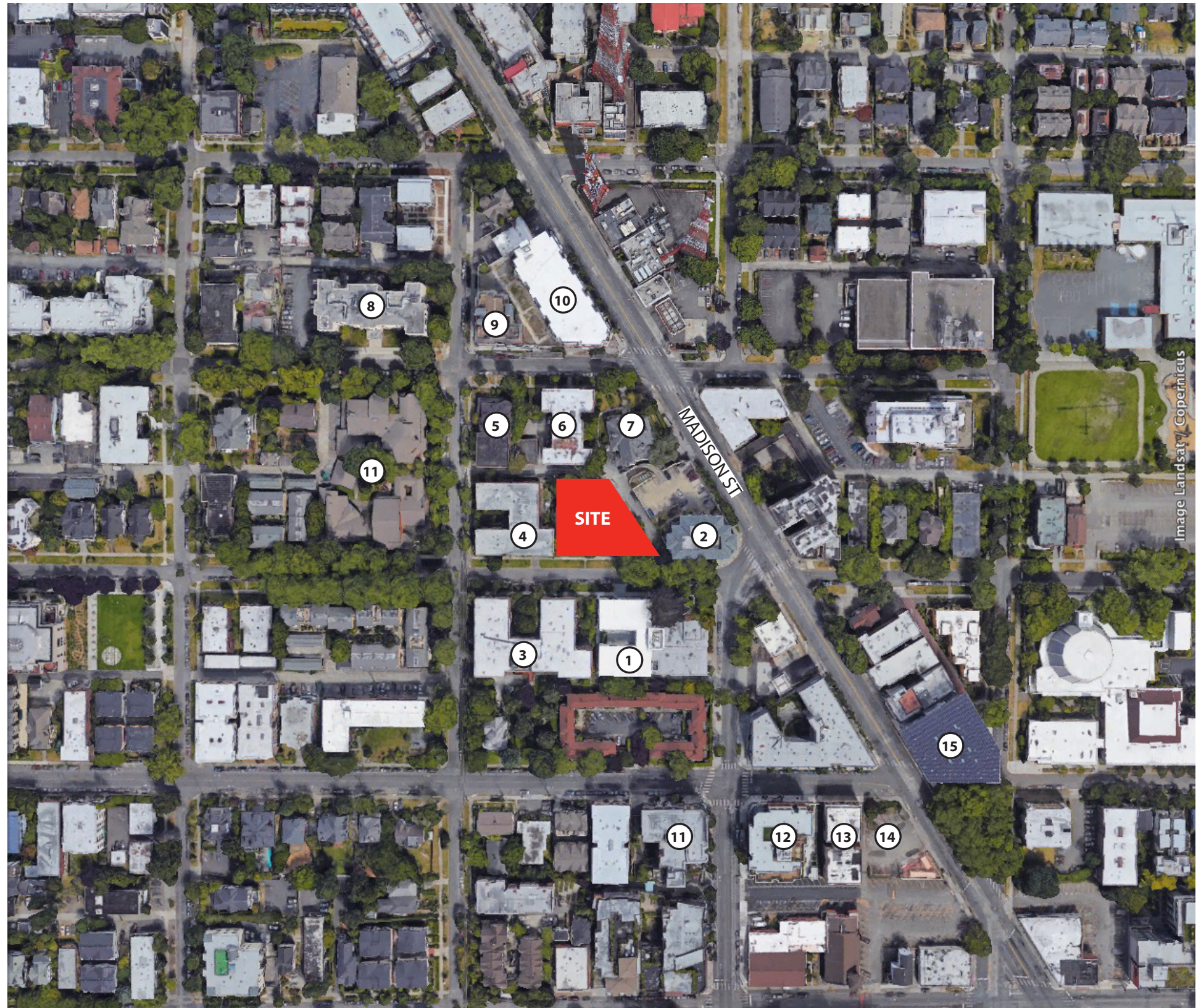
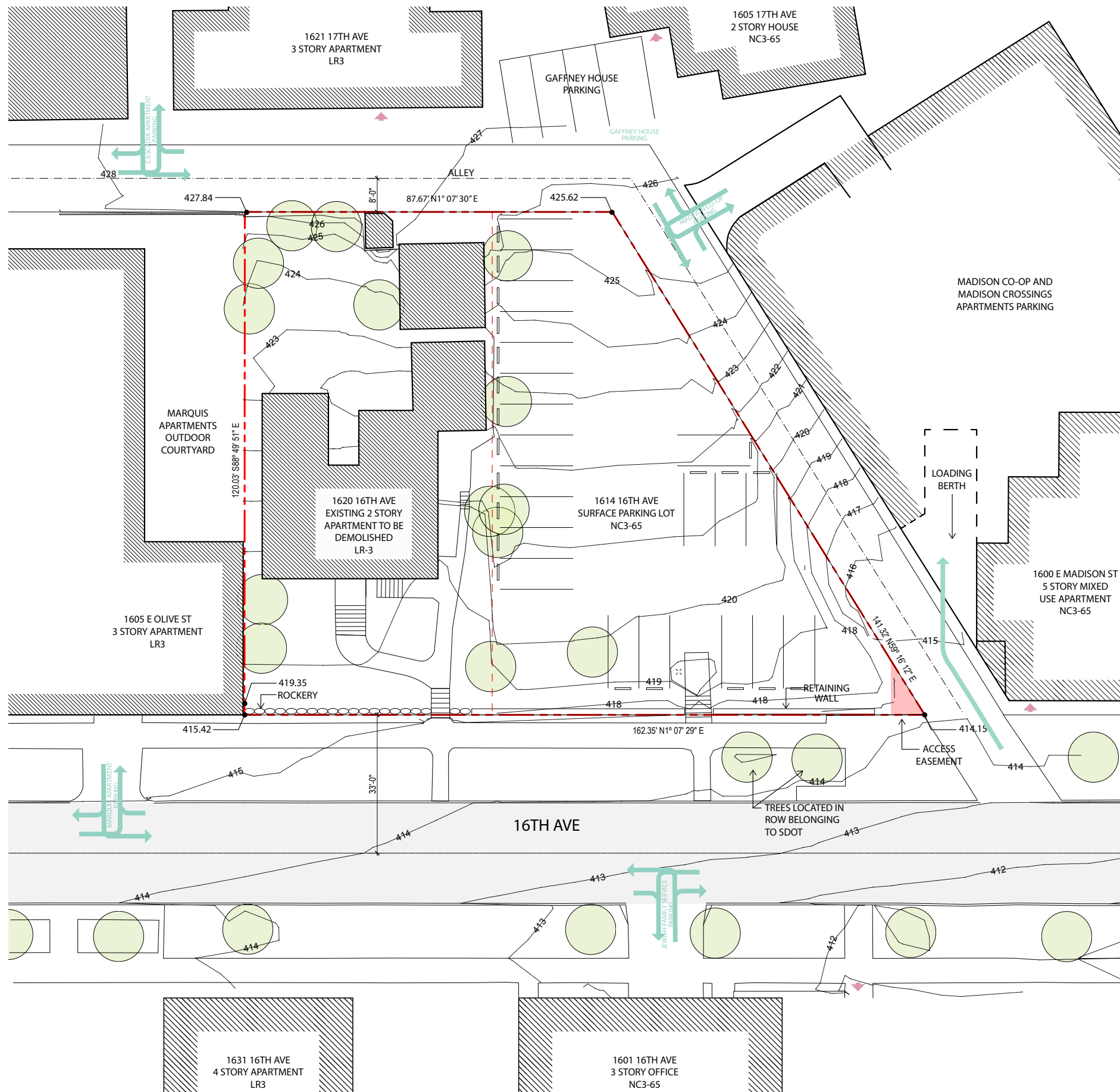


Image Landsat / Copernicus

EXISTING SITE PLAN



The project site is an irregularly shaped site in which the south property line is rotated about 30° relative to the other property lines (roughly parallel to E Madison Street). The site's primary frontage faces 16th Avenue to the west. It is bounded by an alley to the south and east, and abuts a three story apartment building to the north.

The site's frontage along 16th Avenue measures 162-feet in length. It currently has a six-foot wide concrete sidewalk and generous 12-foot planting strip with two large street trees toward the south end of the site. A rockery and retaining wall straddle the property line and effectively raise the site four feet above sidewalk level.

An existing alley fronts the site along its south and east property lines, which measure 141-feet and 87-feet respectively. The alley is partially improved with asphalt paving along the south frontage. The portion of the alley along the site's east frontage is currently gravel. A two-foot dedication will be required along both alley frontages.

The site neighbors an existing three-story multi-family condominium building, the Marquis Apartments, along its north frontage. The shared property line measures 120-feet of which the Marquis Apartments abuts the western most 42-feet before stepping back about 24-feet to create a courtyard.

Topography is a significant feature of the site. Besides the four-foot tall rockery and retaining wall along the length of the west property line, the site generally slopes upward to the east at about a 6.7% slope gaining an additional 8-feet in elevation for a difference in elevation of 12-feet.

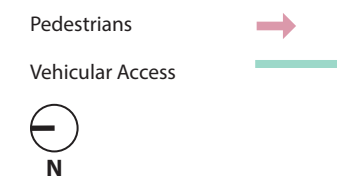
An existing five-unit apartment building built originally as a single-family house in 1903 is located on the north half of the project site. It and two detached out buildings will be demolished as part of the proposed development of the site.

Legal Description

Lots 1 and 2 in Block 11 of Renton's Addition to the City of Seattle, as per plat recorded in volume 3 of plats, page 118, records of King County.

Parcel A: 1610 16th Avenue (KC APN 723460-0465) (NC3-65)
Parcel B: 1620 16th Avenue (KC APN 723460-0470) (LR3, seeking a Contract Rezone to NC3-65)

Legend



SITE CONTEXT: LAND USE

The project site currently has two uses—a 5-unit apartment building on the north parcel and a surface parking lot with 22 parking spaces on the south parcel.

The north property line is the only shared property line and abuts a three-story, 37-unit condominium building called the Marquis Apartments (1605 E Olive Street). It is a masonry building built circa 1926 and includes a partially daylit parking garage level facing 16th Avenue.

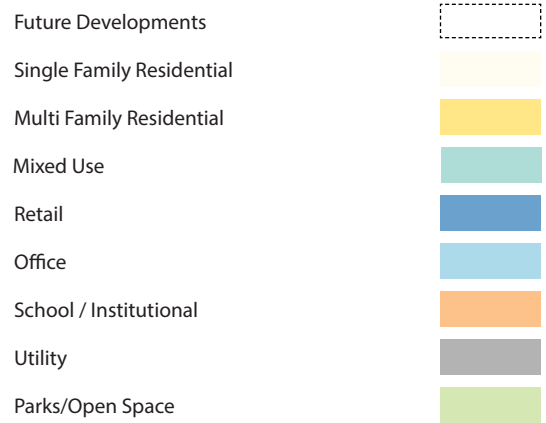
Across the alley to the east of the site is a three-story, 34-unit apartment building called the Cascadia Apartments (1621 17th Avenue). It is a masonry building built circa 1924 and includes a detached garage and surface parking located to the north of the building and accessed from the alley.

To the southeast and across the alley is the Gaffney House, a three-story group home owned and operated by ElderHealth. It is a wood framed and wood-clad building originally built in 1906. A small surface parking lot is located along the alley.

South of the site and across the alley is a six-story, 24-unit mixed-use apartment building called Madison Crossing. The building houses a 15,000-sf grocery store at street level called Central Co-op and has two parking garages providing 42 parking spaces for commercial use (accessed from E Madison Street) and 24 parking spaces for residential use accessed from the alley. The building is 5-over-1 construction and was built in 1998.



Legend



CONTEXT ANALYSIS: BIRDS EYE VIEW



Across 16th Avenue to the north of the site is the Garden Court Condominiums, a four-story, 74-unit building. The building is of masonry construction and was built in 1929. A small parking garage accessed from E Olive is located below a portion of the building with additional surface parking located to the west.

Directly across 16th Avenue is the Jewish Family Service Capitol Hill Campus, which includes a two-story office building built circa 1955 and a three-story office building built in 2012. A small street level parking garage accessed from 16th Avenue provides access to 24 parking spaces.

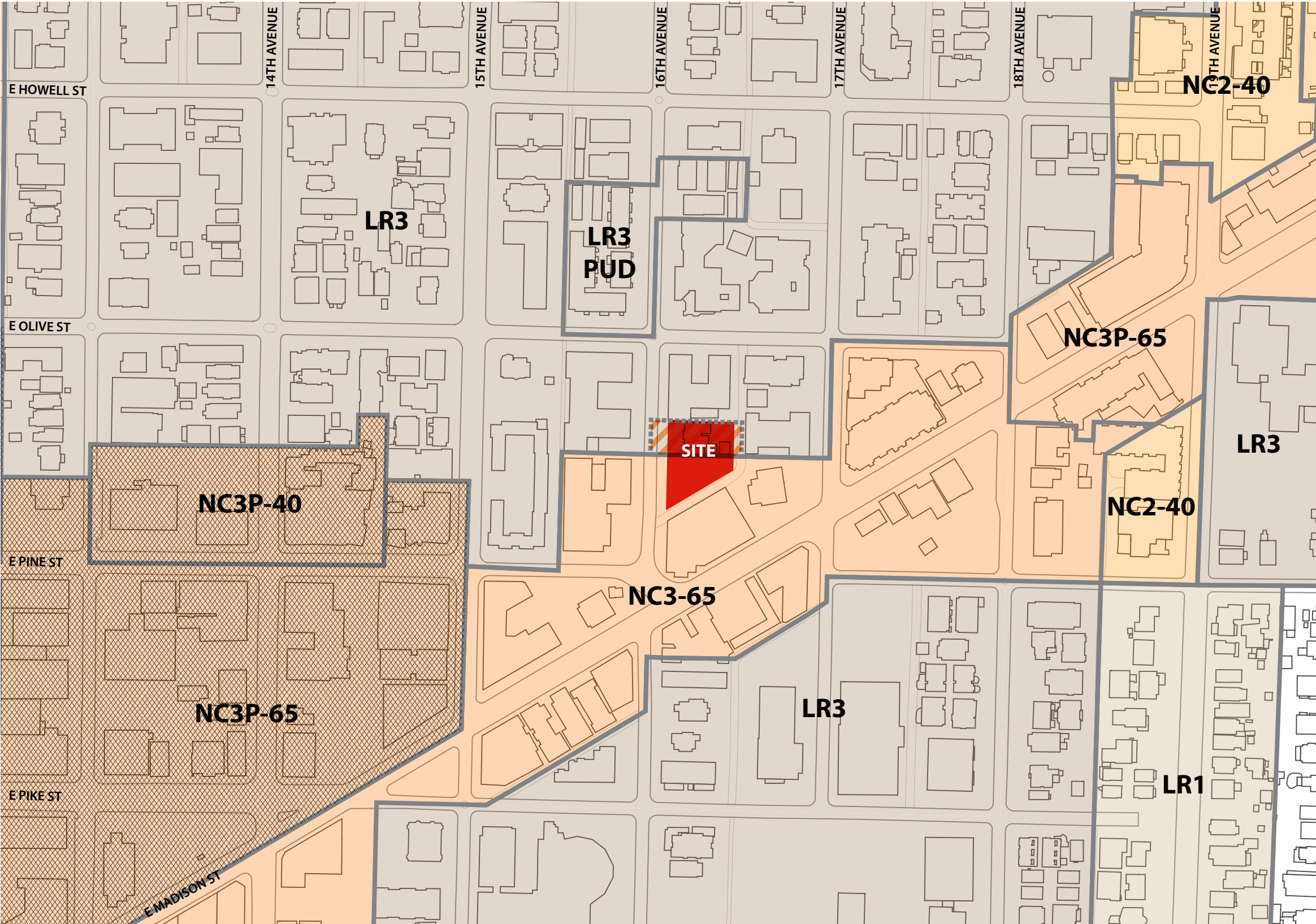
Neighborhood Context

- 1. Jewish Family Service
- 2. Madison Market Co-op/Madison Crossings Apartment
- 3. Garden Court Condominiums
- 4. Marquis Apartments
- 5. InArts Northwest Collective
- 6. Cascadia Apartments
- 7. Gaffney House
- 8. Olive Ridge Apartments
- 9. 1700 Madison
- 10. Trader Joes
- 11. Braeburn Apartments/Sound Mental Health
- 12. Vox Apartments
- 13. Bancroft Apartments
- 14. Broadcast Apartments
- 15. Bullitt Foundation







URBAN ANALYSIS: ZONING

The project site is located within the Capitol Hill Urban Center Village and is one block to the east of the Pike Pine Urban Center Village. The site is comprised of two parcels that are currently different zones. The south parcel is zoned NC3-65 and the north parcel is zoned LR3. The project proposes a Contract Rezone to change the zoning of the north parcel to match the zoning of the south parcel.

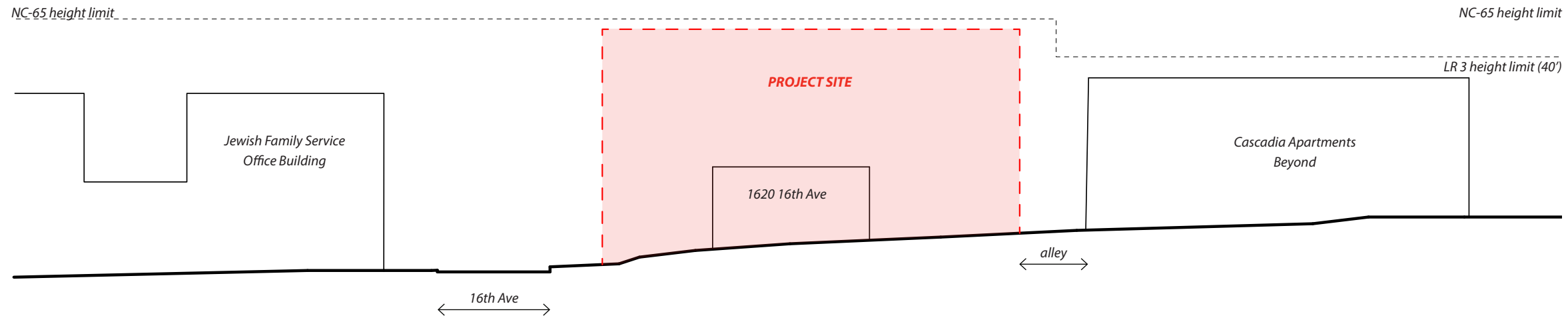
The project site is located at the transition between the Neighborhood Commercial zones found throughout the Pike-Pine Urban Center Village and along the Madison Street corridor, and the Low-rise Residential zones of the neighborhood north of the project site.



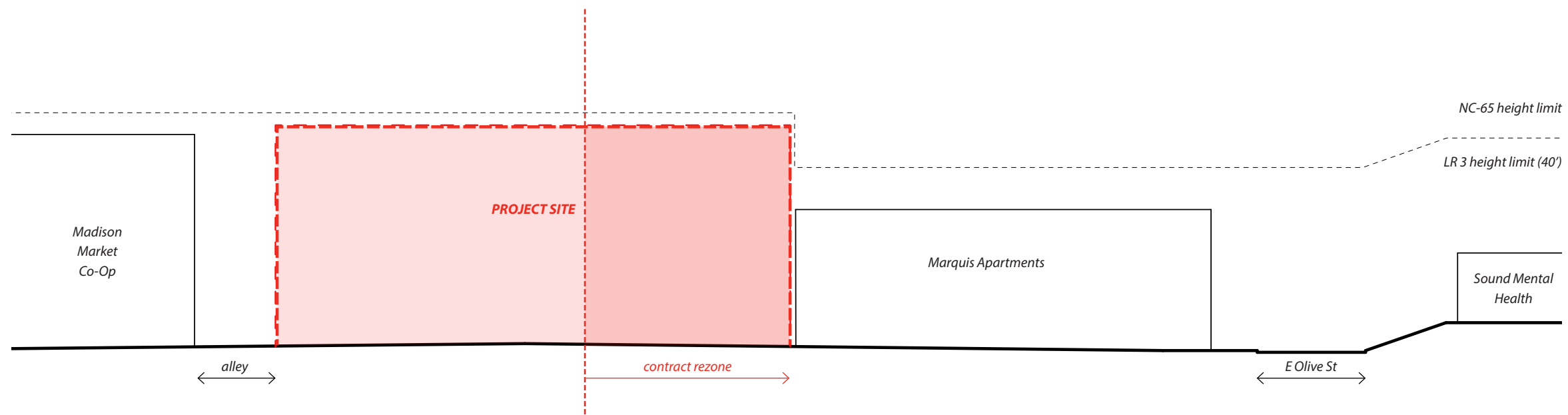
Zoning Legend

- NC3 
- LR3 
- LR1 & LR2 
- Zone Boundaries 
- Pedestrian Overlay 
- Contract Rezone 

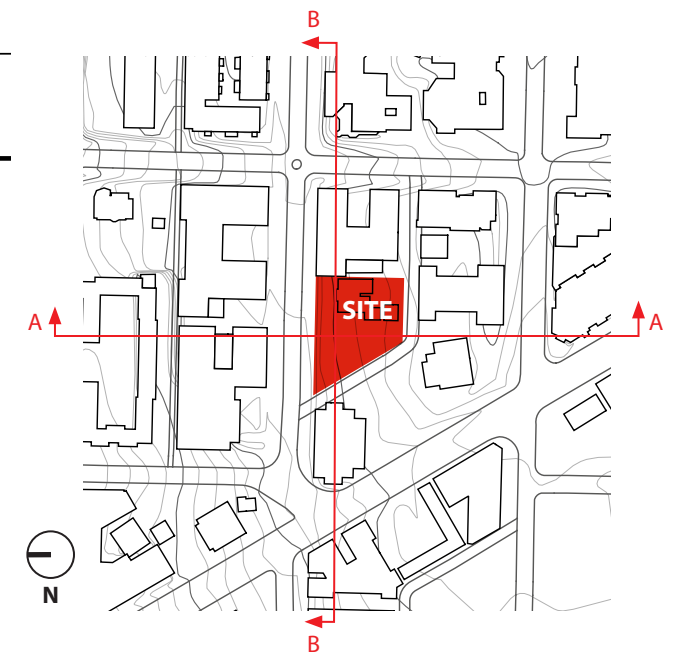
CONTEXT ANALYSIS: ZONING ENVELOPE



A | EAST WEST SECTION - Looking North



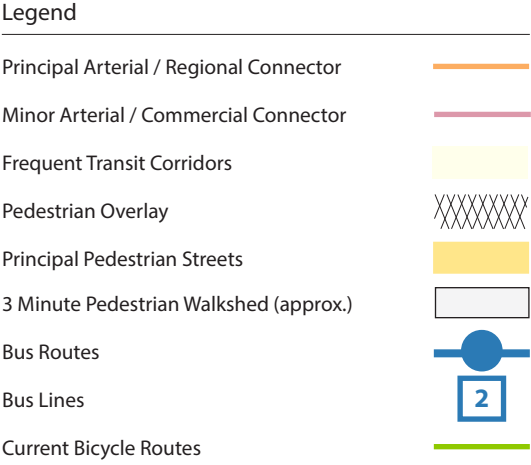
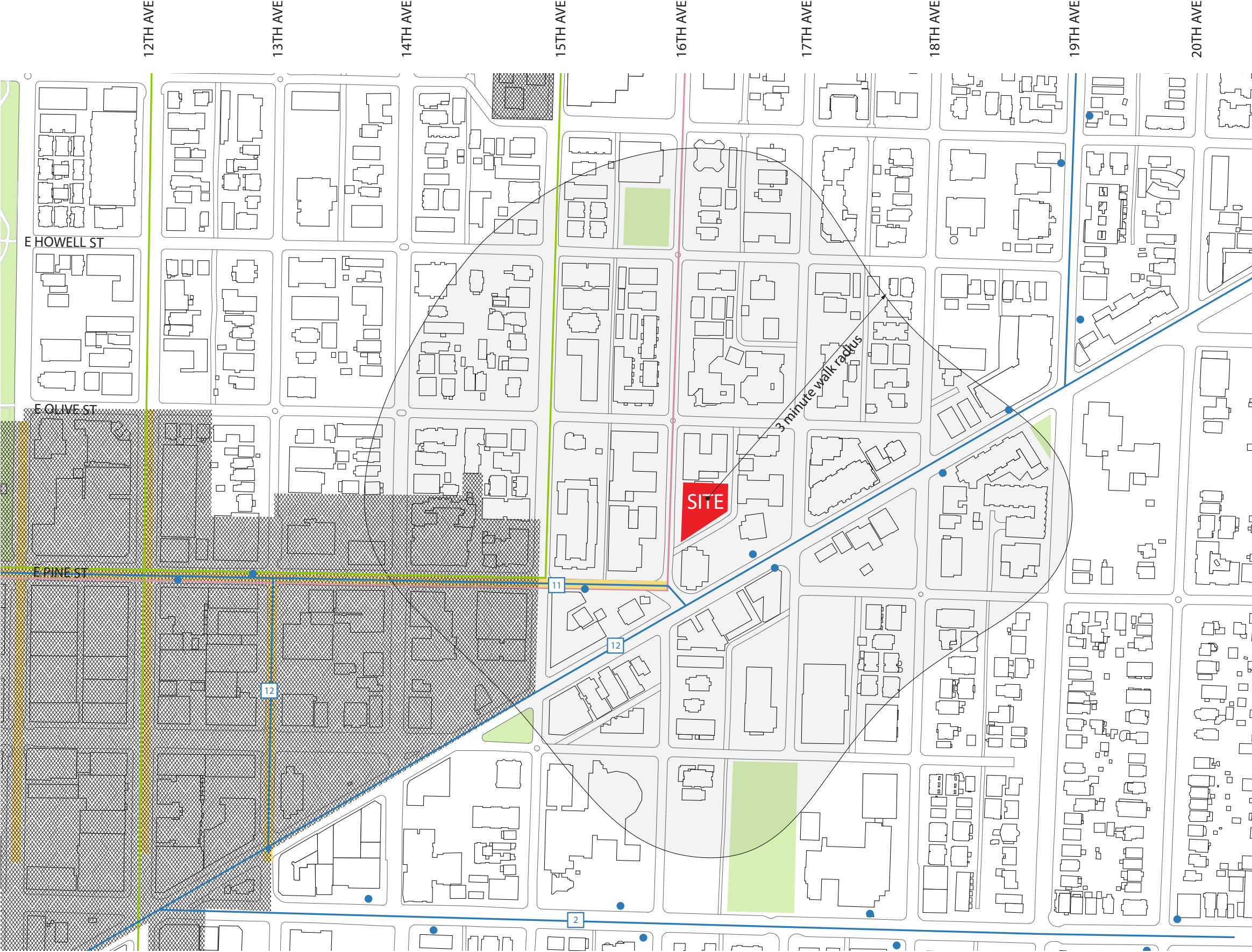
B | NORTH SOUTH SECTION - Looking West

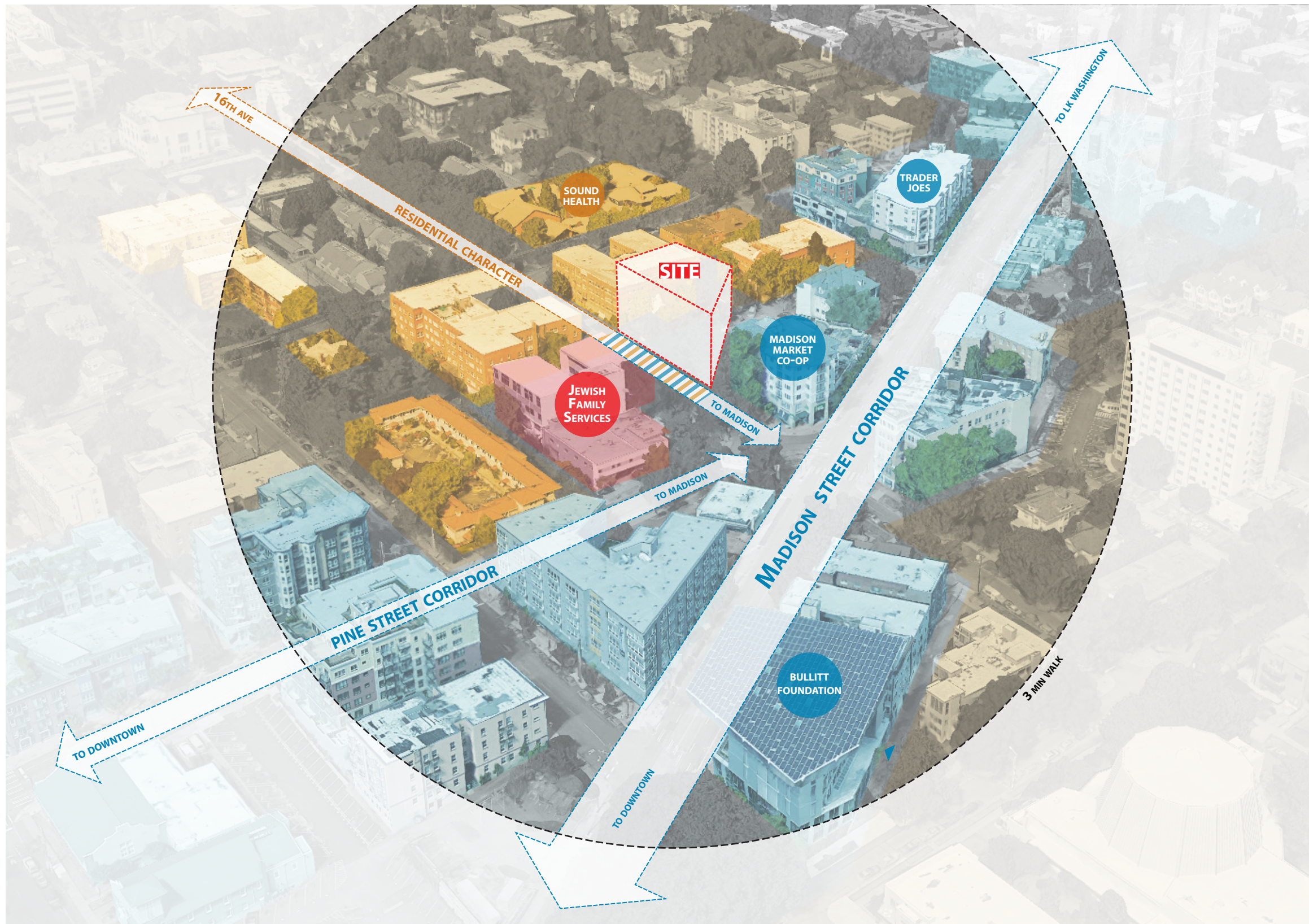


SITE CONTEXT: TRANSIT MODES

The project site is served by two King County Metro bus lines proximate to the site—the #11 and #12 routes. The two routes provide connections west to Downtown Seattle and First Hill, east to Madison Park, north to Interlaken Park and north Capitol Hill. Service is located along E Madison Street, E Pine Street and 19th Avenue, all of which are classified as major transit routes.

E Madison Street, located half a block to the south of the site, is classified as a principal arterial and is the primary vehicular connection to downtown from the surrounding neighborhood. Nearby E Pine Street and 15th Avenue are classified as minor arterials.





The project site is well located with regard to transit and vehicular access. Its proximity to Pike-Pine to the west and the 15th Avenue commercial center to the north support walkability. Institutional and commercial uses are primarily located in larger scale buildings organized along E Madison Street with generally smaller scale residential apartment buildings located a block off of E Madison Street. There are numerous exceptions in which larger apartment buildings are located further off E Madison to the west and east of the project site.

Legend

- LR3 Residential Neighborhood Character
- NC-65 Mixed Use Development Along Madison Street



NEIGHBORHOOD CONTEXT: 16TH AVENUE

16th Avenue is primarily residential except for its intersection with E Madison Street. The buildings along 16th Avenue quickly diminish in scale north of Olive Street and save for the parcels nearest to Madison, the zoning is primarily LR3.

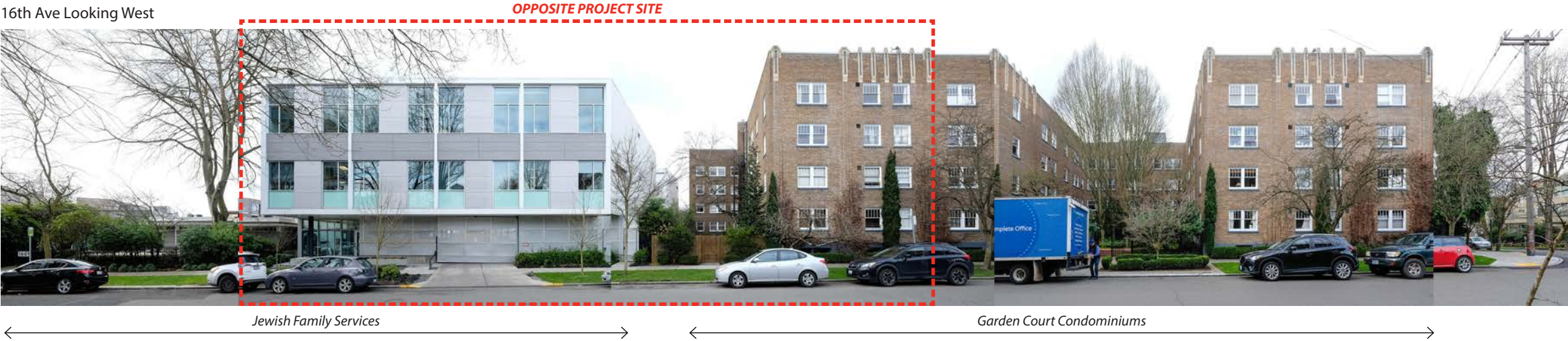
Large street trees dominate 16th Avenue, blending a mix of condominiums and older single-family residences with institutional uses such as Sound Mental Health and Jewish Family Service. The character of 16th Avenue is comparatively tranquil when compared to E Pine and E Madison Streets.

The architectural character of 16th Avenue changes with the intensity of the development. Smaller buildings located more than a block north of the site are either single-family residences or larger buildings attempting to emulate the single-family residences. Closer to the site, the buildings are larger and more urban in character, building to the street and utilizing more substantial materials.

16th Ave Looking East

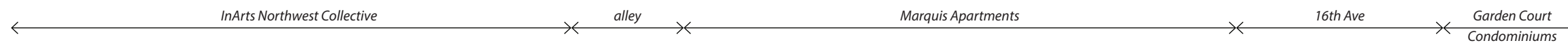


16th Ave Looking West



NEIGHBORHOOD CONTEXT: E OLIVE STREET

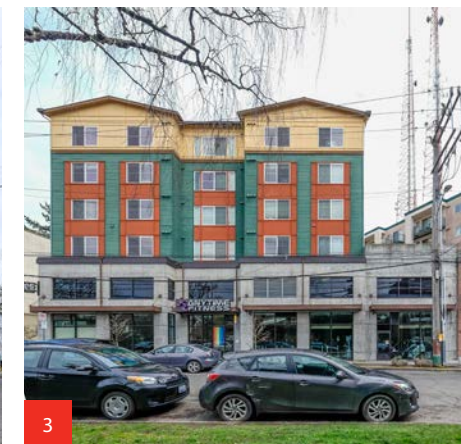
East Olive Street Looking South



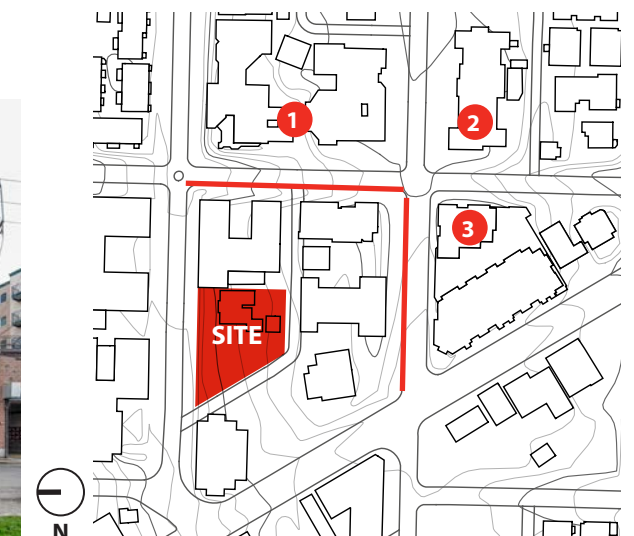
E Olive Street is a quiet residential street typical of this portion of the Capitol Hill neighborhood. The buildings along E Olive tend to be three and four-story brick apartment buildings and subdivided single-family residences dating from the earlier 20th century. More recent additions have brought larger scale multi-family buildings such as Olive Ridge (Seattle Housing Authority) and Trader Joe's, as well as institutional uses such as Sound Mental Health.

The architectural character of E Olive Street is varied reflecting differences in zoning as well as attitudes towards development from different eras.

17th Ave Looking West



- 1 Sound Mental Health
- 2 Olive Ridge Apartments
- 3 1700 Madison Apartments



NEIGHBORHOOD CONTEXT: E PINE STREET

The surrounding street grid is interrupted by E Madison Street, with E Pine Street effectively beginning at the intersection with Madison Street and 16th Avenue. East Pine Street and nearby 15th Avenue are both arterial roads, serving as entry portals to the Pike/Pine and Capitol Hill neighborhoods respectively. Both streets lead to neighborhood commercial centers, resulting in substantial foot, transit and vehicular traffic.

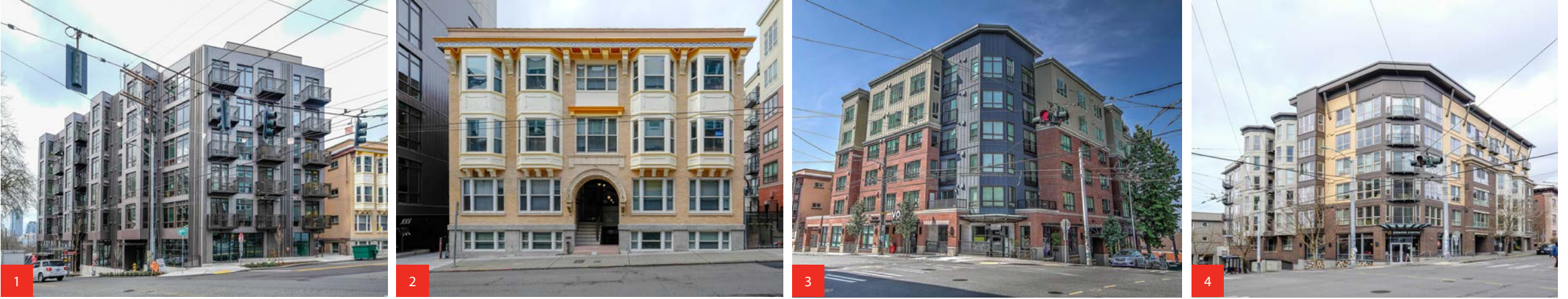
E Pine Street to the west is zoned almost entirely Neighborhood Commercial, resulting in numerous mixed-use buildings. An eclectic mix of older buildings characterizes this area, primarily small apartment buildings and condominiums, as well as small scale commercial spaces, such as the Jessie Danz Building.

The architectural character of these streets is likewise eclectic, with a mix of old and new residential and commercial buildings, displaying a range of materials and differing levels of detail.

E Pine Street Looking North



- 1 Broadcast Apartments
- 2 Bancroft Apartments
- 3 Vox Apartments
- 4 Braeburn Apartments



NEIGHBORHOOD CONTEXT: E MADISON STREET

Madison Street Looking North



Less than a block south of the site is E Madison Street, running on a northeast-south-west line and providing a direct connection to downtown Seattle. Also classified as an arterial, Madison Street is dominated by vehicular traffic, primarily passing through Capitol Hill.

The Madison Street corridor is a mix of uses, predominantly commercial. Many lots along Madison are irregularly shaped due to the angle of Madison across the city's north-south street grid. A number of these irregular lots remain underdeveloped, with small retail uses and at grade parking. Examples include the 7-Eleven store/gas station at the intersection with E Pine Street and 16th Avenue.

A number of mixed use buildings have been built to the east along Madison, with large plate uses such as Madison Market, Trader Joe's, and Safeway.

The architectural character of Madison, like the land uses, varies widely. The older buildings typically utilize a finer-grained palette of materials and higher level of detail than the newer buildings.



1



2



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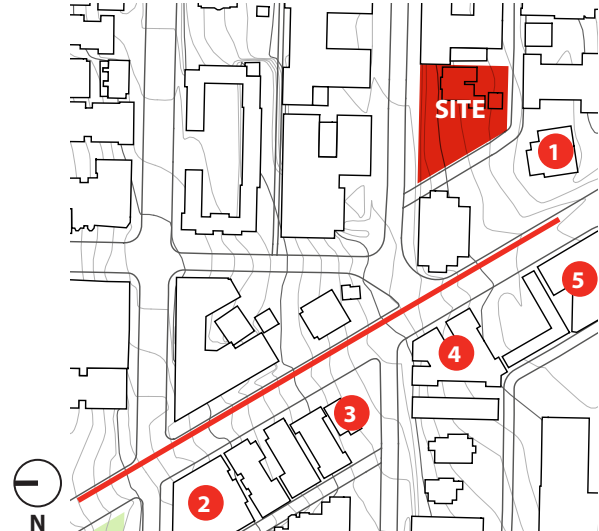


4

- 1 Gaffney House along Madison Street
- 2 Bullitt Center Foundation
- 3 Mad Flats Apartments
- 4 Olympian Apartments
- 5 Madkin Apartments



5



PRIORITY DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINES / CAPITOL HILL NEIGHBORHOOD GUIDELINES		DESIGN RESPONSE
<p>CS2 Urban Pattern and Form Strengthen the most desirable forms, characteristics, & patterns of the streets, block faces, & open spaces in the surrounding area</p>	<p>A1 Location in the City and Neighborhood, Sense of Place Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established</p>	<p>The proposed project promotes an active streetfront with transparency, overhead weather protection, and street-level commercial space with associated outdoor space suitable for outdoor dining. The most active spaces are located to the south end of the site, closest to E Madison Street and other commercial uses. The residential lobby, leasing offices, mail and package rooms are located toward the north end of the site as 16th Avenue transitions to a quieter, more residential character. (Refer to page 4, Site Context: Land Use Diagram)</p>
	<p>D1 Height Bulk and Scale, Existing Development & Zoning Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies</p>	<p>The proposed project relates to the height of the commercial uses along E Madison, specifically the adjacent Madison Market Co-op/Madison Crossings Apartments. The properties to the west and southeast of the site share the same zoning (NC3-65), but have existing buildings well under the allowable height limit. The neighboring multi-family buildings to the east, north and northwest of the site all present strong street edges with large scale articulation, ranging in height between three and four stories. (Refer to page 7, Context Analysis: Zoning Envelope Diagram)</p>
	<p>D3 Height Bulk and Scale, Zone Transitions For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development</p>	<p>The proposed project site, and the southern half of the block, is zoned NC3-65. The remainder of the block is zoned LR3. The block to the east and the south-east part of the block to the west are also zoned NC3-65. The proposed project will exceed the required setback along the north property line and create a landscape buffer. Locations of windows will be carefully considered to maintain privacies. Roof top elements will be located to minimize their presence and impact on neighbor's solar access. (Refer to page 17, Setbacks for Residential Uses When Abutting LR3 Zone Diagram)</p>
<p>BriCS3 Architectural Context and Character Contribute to the architectural character of the neighborhood</p>	<p>A1 Emphasizing Positive Neighborhood Attributes, Fitting Old and New Together Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials</p>	<p>The preferred alternative is a modern interpretation of the neighborhood's characteristic multi-family building typology. A strong plinth grounds the building and establishes a pleasing proportion between the residential floors and the street level. Paired inset decks serve to articulate the building massing and scale at the residential levels. Refer to pages 14-15, Architectural Character Diagrams)</p>
<p>PL2 Walkability Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features</p>	<p>I. Capitol Hill Supplemental Guidance, Human Scale The design of new buildings should incorporate architectural features, elements and details to achieve good human scale.</p> <ul style="list-style-type: none"> i. Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture. ii. Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms; pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line. (These details make buildings more "pedestrian-friendly"—details that would be noticed and enjoyed by a pedestrian walking by, but not necessarily noticed by a person in a vehicle passing by at 30 miles per hour.) 	<p>The proposed design promotes the pedestrian character of the street level by fostering an intimate, active environment. A varying building setback provides scale to the building, while creating opportunities for landscaping and outdoor uses. The use of materials, such as brick and plentiful glass, provide variety, texture and signal points of entry to the building. The restaurant located at the south corner of the site is intended to be a focal point and (hopefully) a neighborhood meeting place. Improvements to the streetscape will maintain the wide planting strips of 16th Avenue and serve to fill in a stretch of missing street trees. (Refer to page 19, Preliminary Site Plan)</p>
<p>DC1 Project Uses and Activities Optimize the arrangement of uses and activities on site</p>	<p>I. Capitol Hill Supplemental Guidance, Parking and Vehicle Access <i>Neighborhood Priority: Maintain and enhance the character and function of a mixed-use pedestrian-oriented urban village.</i> A wall of garage doors and multiple curb cuts greatly diminish the quality of the pedestrian environment. Where alley access is not permissible, garage entries and driveways should be consolidated to enhance the streetscape for pedestrians. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.</p>	<p>The proposed design advocated for a curb cut on 16th Avenue due primarily to the topographical challenges of the site. Its presence will be diminished by holding it back from the sidewalk and minimizing its width. By entering the site at a much lower elevation than what is available at the alley, the ramp will be much shallower and safer. The entry will be configured so vehicles can transition from the ramp prior to approaching the sidewalk. Sight lines or mirror will be provided to enhance pedestrian safety while maintaining as narrow a ramp as practical for the purposes of calming vehicle speed. (Refer to page 19, Preliminary Site Plan)</p>

	<ul style="list-style-type: none"> i. Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access. 	
<p>DC2 Architectural Concept Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings</p>	<p>D1 Scale and Texture, Human Scale Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front</p>	<p>The proposed design creates a distinct separation between the base of the building and its upper levels. High quality materials, active uses, overhead weather protection, and landscaping that extends the existing character of the neighborhood will be used. The west elevation is proposed to be an eroded all-glass facade intended to diminish perceived mass of the building.</p>
<p>DC3 Open Space Concept Integrate open space design with the design of the building so that each complements the other</p>	<p>II. Capitol Hill Supplemental Guidance, Landscape Design to Address Special Site Conditions <i>Neighborhood Priority: Maintain and enhance existing landscape patterns in commercial and residential areas.</i> The landscape design should take advantage of special on-site conditions such as highbank front yards, steep slopes, view corridors or existing significant trees, and off-site conditions such as greenbelts, ravines, natural areas and boulevards.</p> <ul style="list-style-type: none"> i. Maintain or enhance the character and aesthetic qualities of neighborhood development to provide for consistent streetscape character along a corridor. ii. Supplement and complement existing mature street trees where feasible. iii. Incorporate street trees in both commercial and residential environments in addition to trees onsite. iv. Consider commercial landscape treatments that include street trees. 	<p>The blocks of 16th Avenue further north of the site have wide planting strips between the sidewalk and curb line with well established and regularly spaced street trees. The project will continue that pattern along its 16th Avenue street frontage as well as work to maintain two existing maples located in the right-of-way at the south end of the project site. (Refer to page 19, Preliminary Site Plan)</p> <p>The streetscape is also designed to promote activity with a highly visible residential entry, lobby and leasing office, as well as a restaurant and adjoining dining terrace.</p> <p>Landscaping will be provided in the setback maintained between the proposed project and the Marquis Apartments to the north to expand on and enhance the neighbor's existing courtyard. (Refer to page 17, Setbacks for Residential Uses When Abutting LR3 Zone Diagram)</p>
<p>DC4 Exterior Elements and Finishes Use appropriate and high-quality elements and finishes for the building and its open spaces</p>	<p>I. Capitol Hill Supplemental Guidance, Height Bulk and Scale Masonry and terra cotta are preferred building materials, although other materials may be used in ways that compatible with these more traditional materials. The Broadway Market is an example of a development that blends well with its surroundings and includes a mixture of materials, including masonry.</p> <p>II. Capitol Hill Supplemental Guidance, Exterior Finish Materials Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern or lend themselves to a high quality of detailing are encouraged.</p> <ul style="list-style-type: none"> i. Use wood shingles or board and batten siding on residential structures. ii. Avoid wood or metal siding materials on commercial structures. iii. Provide operable windows, especially on storefronts iv. Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color. v. Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood. vi. The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations. 	<p>The proposed project seeks to use higher-quality materials at the base of the building where their presence is most noticed. Brick and glass are proposed for the lowest two levels of the building. Expansive windows and metal-framed decks are proposed at the upper levels.</p> <p>See respond to DC4.I above.</p>

SITE ANALYSIS

Topography

- Slopes down to the south along 16th Avenue
- Rockery and retaining wall at west property line raises site 4-feet above sidewalk on 16th Avenue
- Site slopes steeply upward rockery/retaining wall to the east gaining approximately 7 to 8-feet

Neighboring Buildings

- A three-story brick condominium building (Marquis Apartments) directly to the north with an outdoor courtyard bordering the property line
- A two-story cooperative building (InArts Northwest) across the alley to the northeast
- A three-story brick apartment building (Cascadia Apartments) directly across the alley to the east
- A two-story wood-framed group home (Gaffney House) located directly across the alley to the southeast
- A six-story five-over-one mixed-use apartment building (Madison Crossings) located directly across the alley to the south
- A three-story steel framed social services building (Jewish Family Service) located directly across 16th Avenue to the west
- A four-story brick condominium building (Garden Court) located across 16th Avenue to the northwest

Site circulation

- Fronts 16th Avenue to the west
- 16-foot wide unimproved alley to the east and an 18-foot wide paved alley to the south
- Parking for neighbor to the east and south are access from alley, while parking for north neighbor accessed from 16th Avenue
- The loading dock for Central Co-op, a grocery store located in Madison Crossing, is accessed from the alley to the south of the site.

Solar Access

- Good daylight access to the east and west. South exposure obstructed by the Madison Crossing apartment building, which is 65-feet in height.

View Access

- The site possesses regional and downtown view potential to the west, and regional view potential to the north

Structure Height

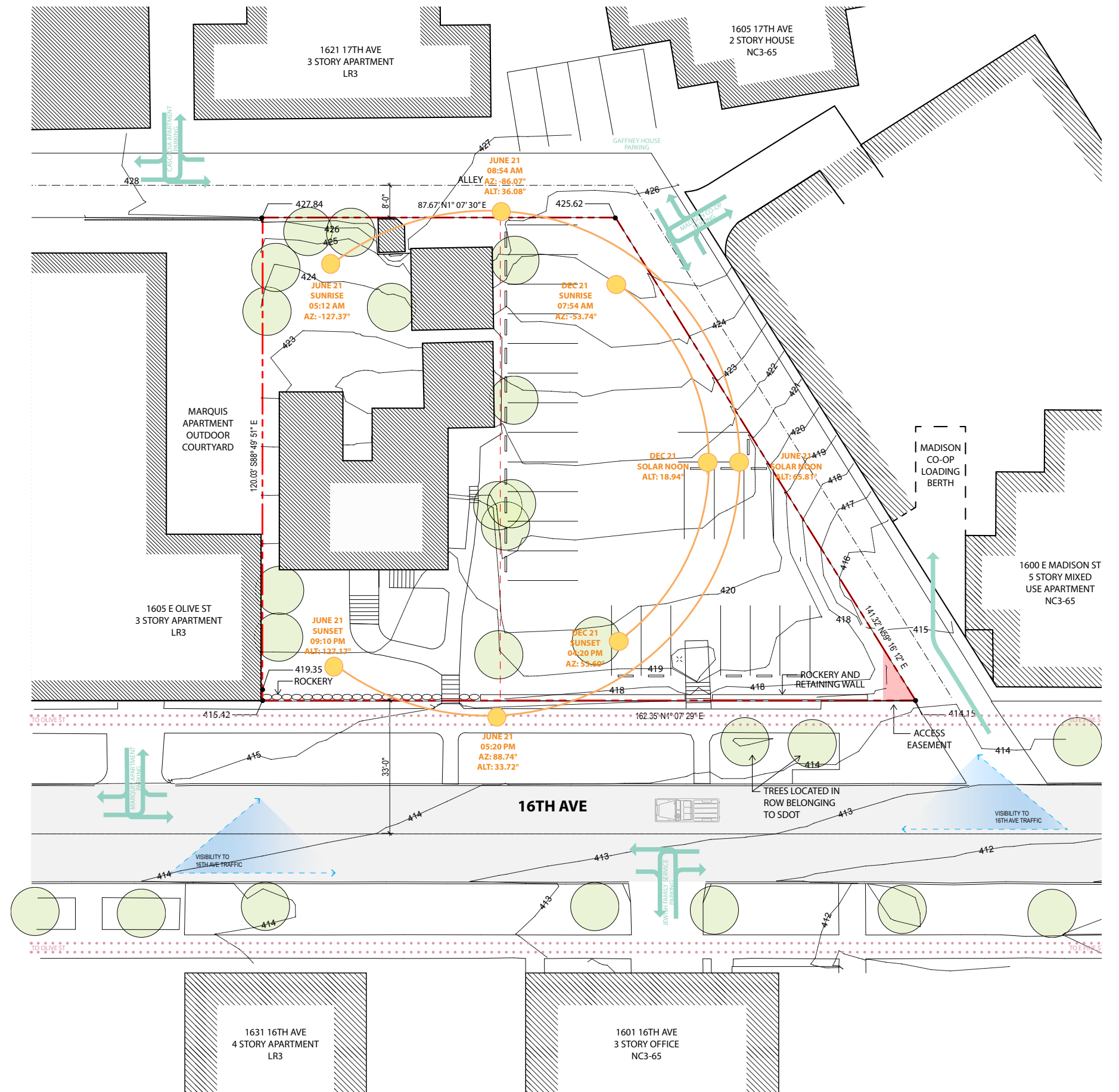
- Project site is currently split zoned with the north parcel zoned LR3 and limited to a maximum structure height of 40-feet.
- The south portion of the site zoned NC3-65. The maximum structure height is 65-feet.

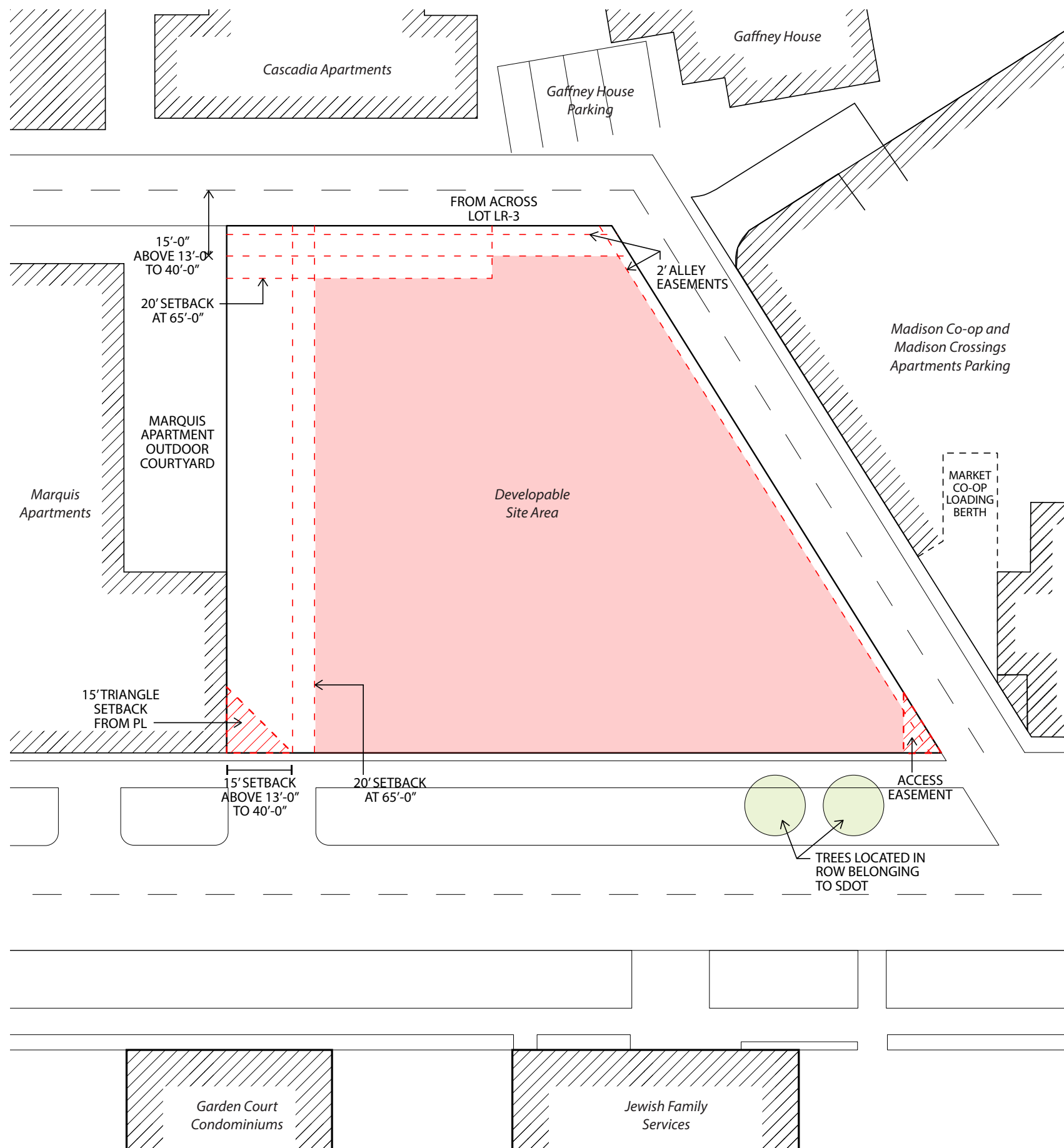
Legend

Pedestrians

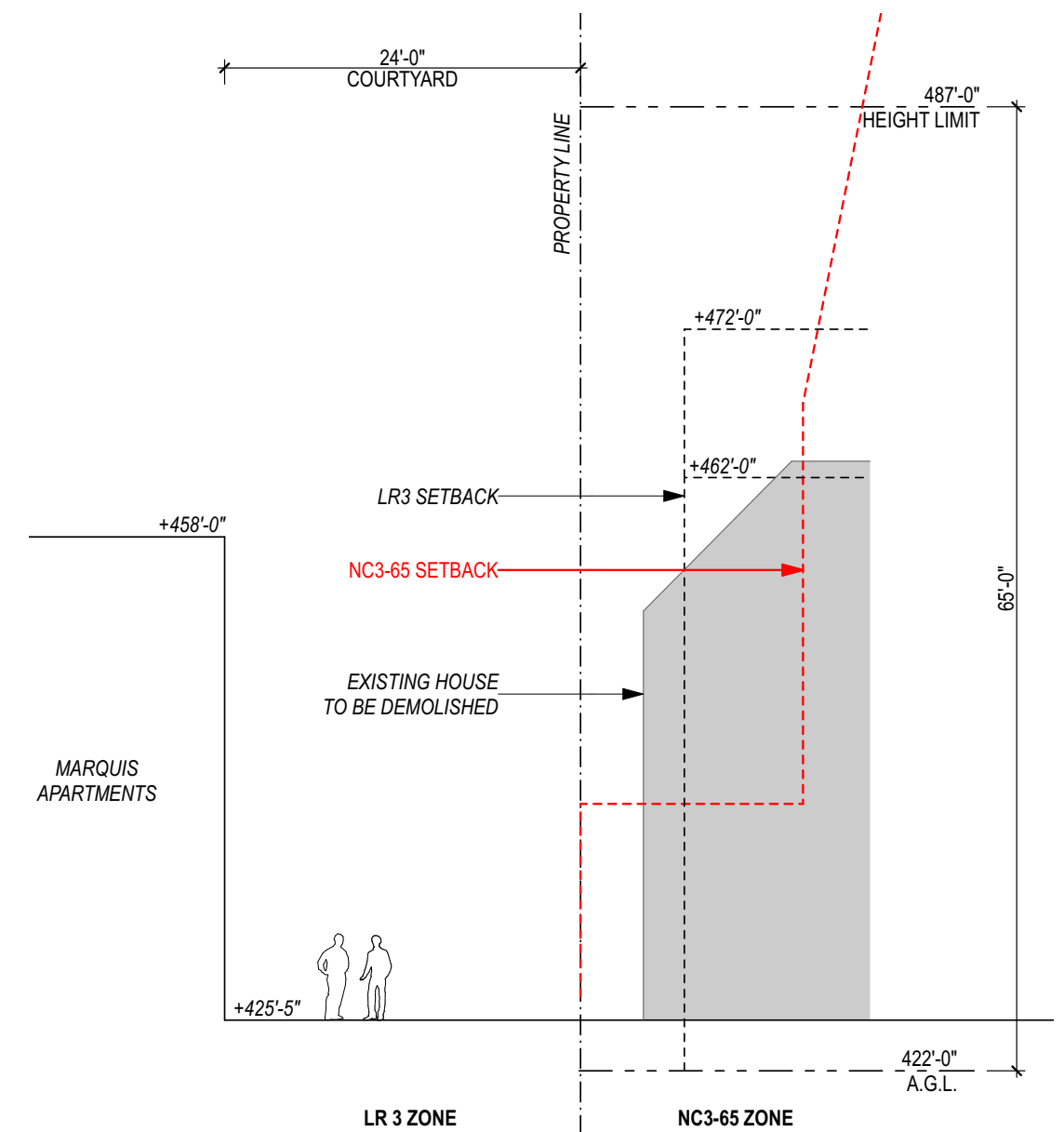


Vehicular Access





Site Setbacks and Constraints



Setbacks for Residential Uses When Abutting LR3 Zone Per Exhibit B For 23.47A.014

PRELIMINARY SITE PLAN

Allowable Building Area

- The maximum allowable FAR for a multi-family apartment building in an LR3 zone is 2.00 and 4.75 for a mixed-use building in an NC3-65 zone. The proposed Contract Rezone seeks to change the zoning of the north lot to match the zoning of the south lot thereby increasing the allowable FAR for the north parcel from 2.0 to 4.75.
- The aggregate area of the project site is 15,003-sf.
- The allowable gross area of under the current zoning is 50,639-sf. The proposed Contract Rezone would increase the maximum allowable gross area to 71,264-sf.

Setback Requirements

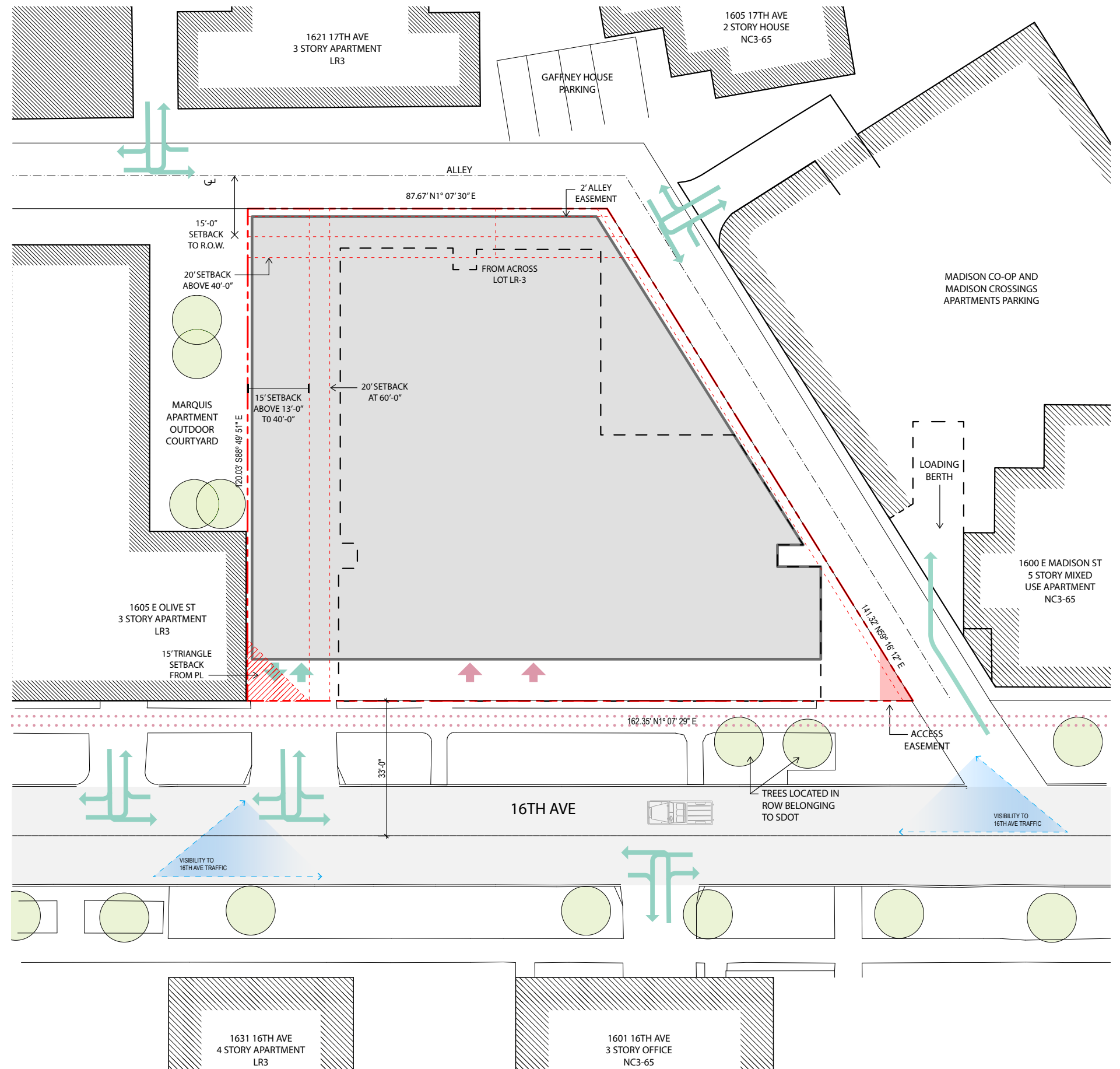
- No setback requirements are required from adjacent NC-zoned parcels (to the south and southeast)
- Setbacks are required from LR3-zoned parcels (to the north and east) starting with a 15-foot setback above 13-feet in height up to 40-feet in height with an additional setback of 2-feet for each 10-feet above 40-feet in height

Traffic & Circulation

- 16th Avenue is a residential collector street with wide planting strips and sidewalks on each side of the street
- On-street parking is located on either side of 16th Avenue except for the portion of the street south of the alley
- Curb cuts accessing structured parking occur infrequently along 16th Avenue
- A loading dock for the adjacent grocery (Central Co-op) is located off the alley to the south of the project site

Streetscape

- Two large maple street trees are located in the 16th Avenue ROW at the south end of the project site
- 16th Avenue character defined by mature street tree canopy a block further north of the project site; the immediately surrounding section of the street has intermittent tree cover
- 16th Avenue has a continuous 9-foot wide planting strip



Legend

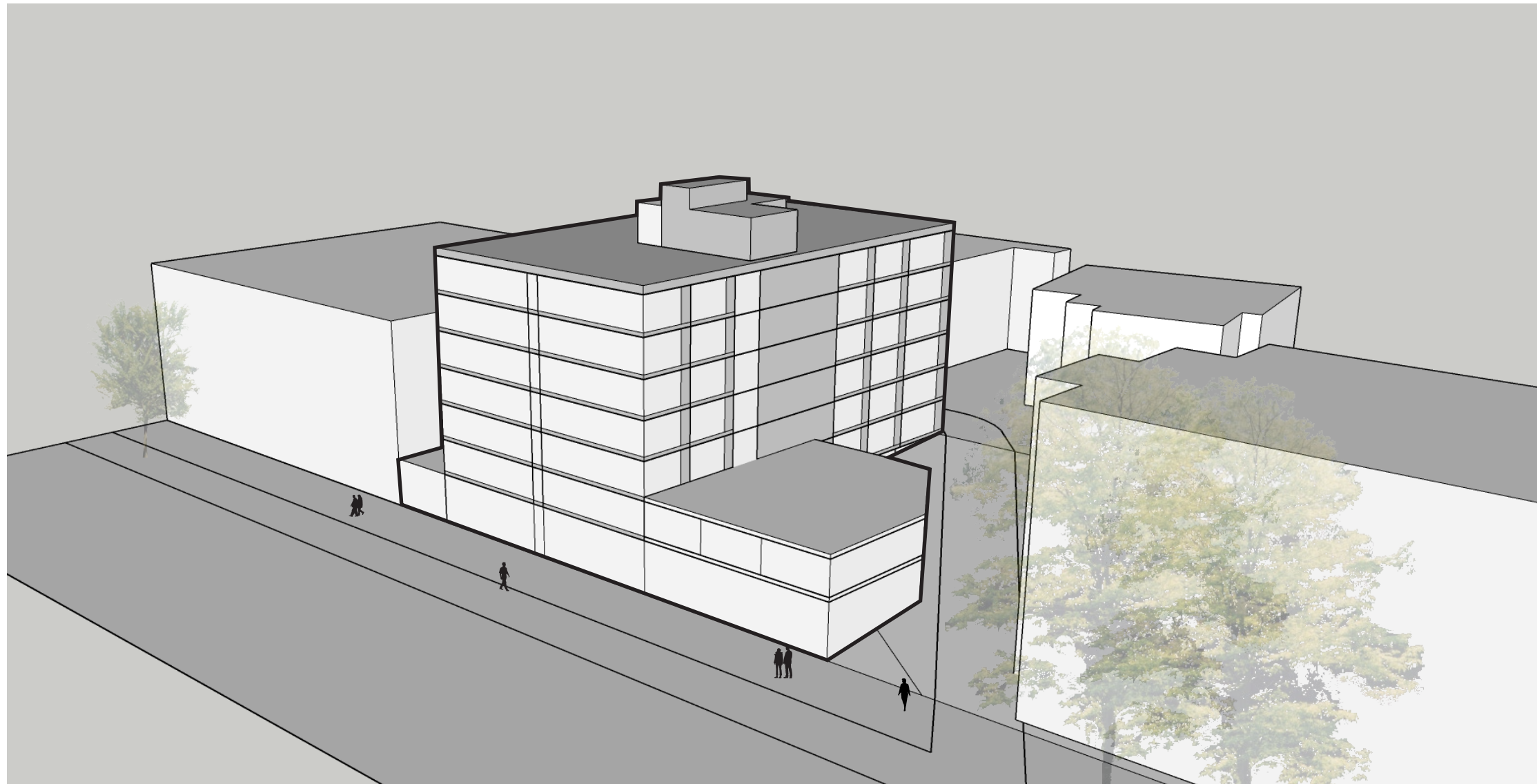
Pedestrians



Vehicular Access



PRELIMINARY MASSING STUDY



Description:

The project is located in a uniquely shaped site with strong urban design context and a proposed rezone to change the height, bulk and scale in an area of the site adjacent to existing residential uses. A double loaded residential bar scheme was studied, however, the resulting scheme was not able to meet the development potential of the site with a floor area ratio far below the development standards.

As a result, the following three massing concepts explore an "L-shaped" residential massing above to maximize development potential. Careful shaping of the ground floor and the residential levels strive to create a dense urban environment that blends the mixed use developments along Madison Street with the LR 3 neighborhood to the north.

Summary

Stories:	7 above-grade, 2-3 below-grade
Unit Count:	58
Floor Area:	55,802-sf total FAR chargeable 52,584-sf residential 3,384-sf non-residential
FAR:	3.51
Parking:	110 total 53 residential 57 non-residential

Perspective Looking Northeast

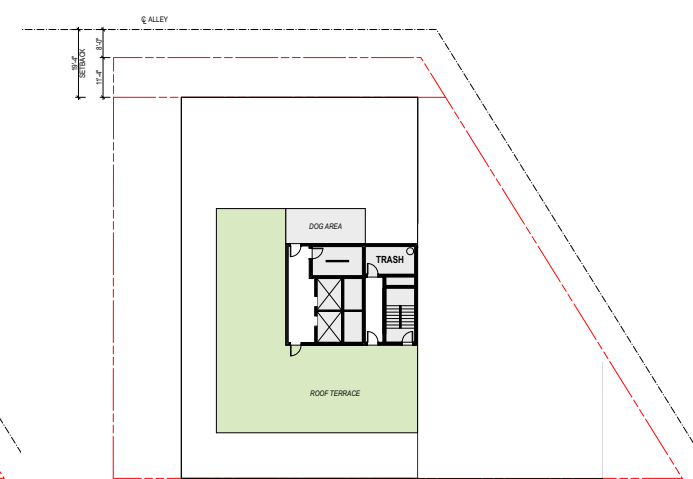


Parking Level Floor Plan

Option 1_LEVEL 1



Typical Residential Floor Plan

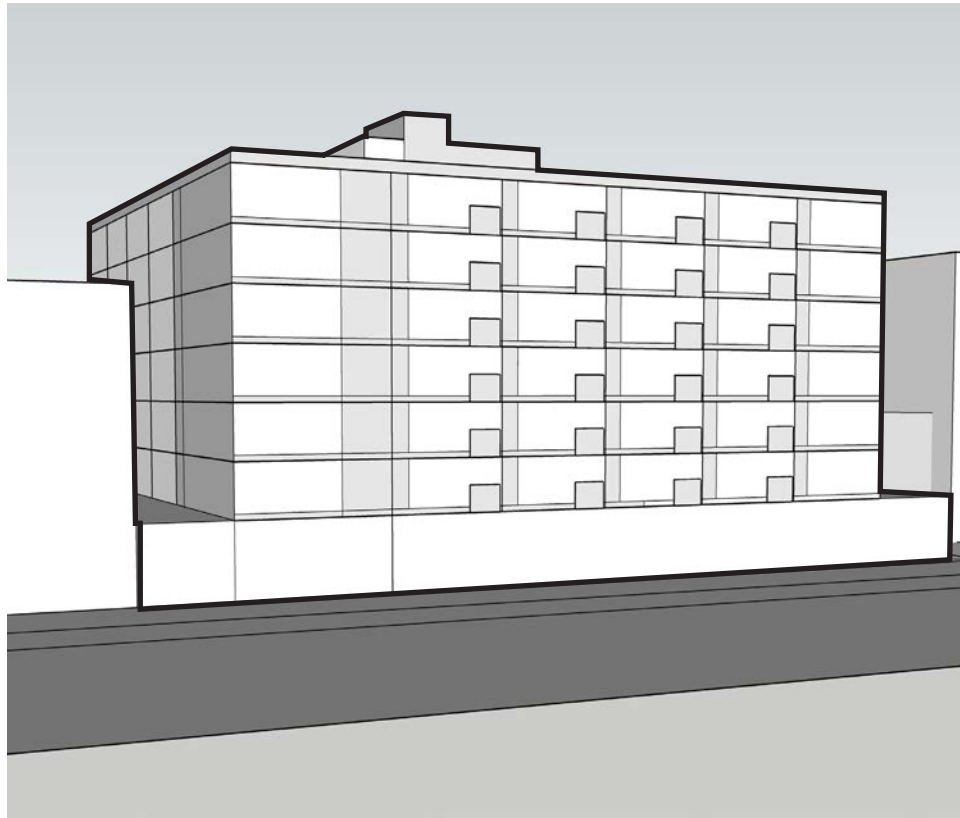


Roof Plan

DEVELOPMENT STANDARDS SUMMARY

The table to the right is a summary of the development standards applicable to the project site not a full zoning code analysis. Additional potential development standard departures not summarized here are identified as Potential Development Standard Departures on page 29.

LOT AREA	Parcel A 7,800-sf, Parcel B 7,200-sf; Total Area 15,000-sf (0.34-acres)	
ZONING	Parcel A NC3-65, Parcel B LR3 (seeking Contract Rezone to NC3-65)	
PERMITTED USES	The following uses are permitted outright with no limitations in NC3-65 zones: <ul style="list-style-type: none"> • Non-residential uses: eating and drinking establishments; Restaurants; Offices; Retail sales and services, general • Residential uses 	Will comply
STREET LEVEL STANDARDS	Basic street-level requirements: <ul style="list-style-type: none"> • Blank façade segments to be ≤20-feet and limited to no more than 40% of façade width • Street-level street-facing façades to be within 10-feet of street lot line unless wider sidewalks, plazas or approved landscape provided Non-residential street-level requirements <ul style="list-style-type: none"> • 60% of street-level façade to be transparent • Non-residential uses to have average depth of 30-feet (15-foot minimum) and minimum floor-to-floor height of 13-feet 	Will comply See Potential Development Standard Departures
STRUCTURE HEIGHT	Maximum: 65-feet <ul style="list-style-type: none"> • Open railings, planters, clerestories, parapets, firewalls permitted to extend 4-feet above applicable height limit • Mechanical equipment, etc., permitted to extend 15-feet above applicable height limit • Stair and elevator penthouses may extend 16-feet above the applicable height limit 	Will comply
FLOOR AREA RATIO	Maximum allowable FAR for 65-foot height limit: <ul style="list-style-type: none"> • Single use limit: 4.25 (as single-use structure or within mixed-use) • Mixed use limit: 4.75 Gross floor area not counted against FAR: Areas underground and portions of a story extending no more than 4-feet above grade	Will comply Single use limit: 4.25 x 15,000-sf = 63,750-sf Mixed-use limit: 4.75 x 15,000-sf = 71,250-sf
SETBACKS	Setbacks for lots abutting or across alley from residential zones: <ul style="list-style-type: none"> • 15-foot triangular setback where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone • For structures containing residential uses, setbacks at side and rear lot lines 15-feet for structure above 13-feet in height up to 40-feet with an additional setback of 2-feet for every 10-feet above 40-feet • One-half of abutting alley width may count toward required setback • No entrance, window or other opening to be located closer than 5-feet to side lot line Structures in required setbacks: <ul style="list-style-type: none"> • Fences, freestanding walls, etc, ≤6-feet above grade permitted in required setbacks; no portion of fence may exceed 8-feet • Setback requirements do not limit underground structures 	See Potential Development Standard Departures Will comply See Potential Development Standard Departures
LANDSCAPING STANDARDS	Green Factor of ≥0.30 required	Will comply
NOISE STANDARDS	All manufacturing, fabricating, repairing, refuse compacting and recycling activities to be enclosed	Will comply; no major noise sources proposed
ODOR STANDARDS	Vent odors, vapors, smoke, etc at least 10-feet above finished sidewalk grade and away from uses within 50-feet of the vent	Will comply; no major odor sources proposed
LIGHT & GLARE	Exterior lighting to be shielded and directed away from adjacent uses	Will comply
AMENITY	Residential amenity area equal to 5% of residential gross floor area and meet the following: <ul style="list-style-type: none"> • All residents have access to at least an amenity or private area • Amenity areas to be unenclosed • Common residential amenity areas shall have a dimension of at least 10-ft and a minimum area of 250-sf • Private balconies and decks to have a dimension of at least 6-ft and an minimum area of 60-sf 	Will comply Required amenity area: 63,750-sf x 5% = 3,188-sf
PARKING	Parking Location and Access <ul style="list-style-type: none"> • Access to parking from alley if lot abuts an alley Parking for Non-Residential Uses (per Table A): <ul style="list-style-type: none"> • No parking required for non-residential in urban centers Parking for Residential Uses (per Table B): <ul style="list-style-type: none"> • No parking required for residential in urban centers Bicycle Parking (per Table D): <ul style="list-style-type: none"> • Eating & drinking establishments, 1 / 12,000-sf long-term, 1 / 2,000-sf short-term • Sales & services general, 1 / 12,000-sf long-term, 1 / 2,000-sf short-term • Multi-family structures, 1 / 4 DUs long-term; no short-term requirement 	See Potential Development Standard Departures No parking required; non-residential parking provided may seek Development Standard Departures Will comply with bicycle parking requirements



ARCHITECTURAL MASSING CONCEPT 1 (Code Compliant)

Stories: 7 above-grade, 3 below-grade
 Unit Count: 86
 Floor Area: 72,700-sf total FAR chargeable
 69,600-sf residential
 3,100-sf non-residential
 Parking: 110 total
 53 residential
 57 non-residential

Potential Departures

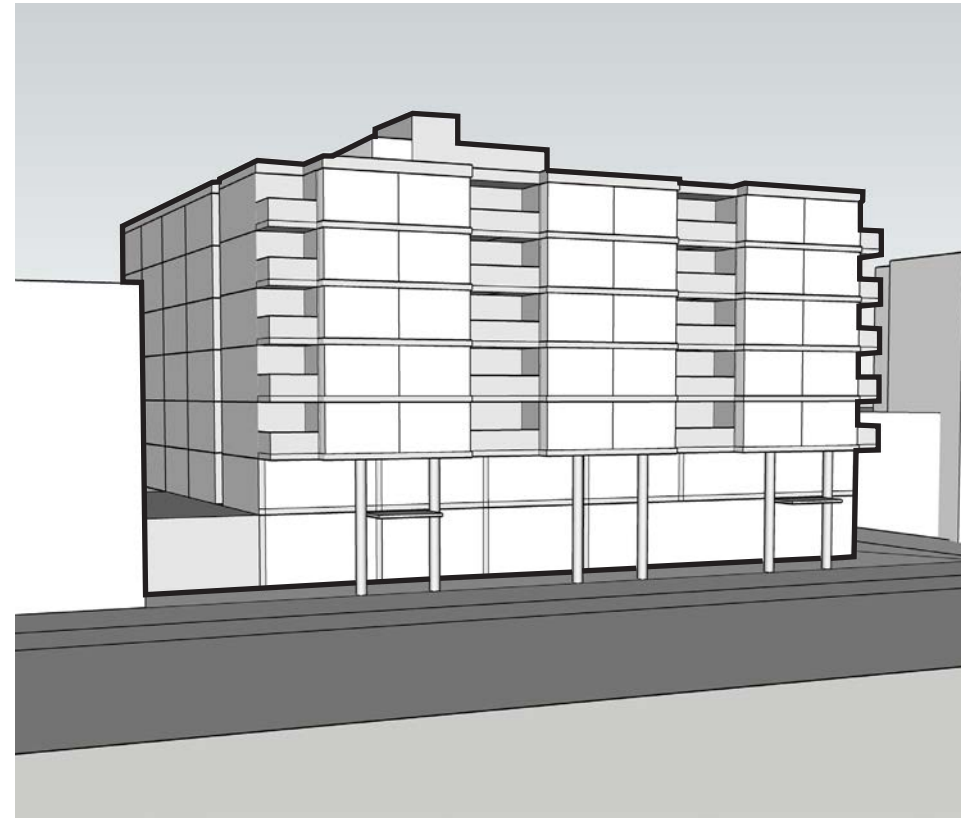
- No Departures

Primary Advantages

- Overall massing maximizes development on the site
- Building creates a strong continuous street edge along 16th Avenue
- Restaurant program activates the corner and provides a connection to Madison Co-op to the south of the site
- Bike lobby is directly accessible from 16th Avenue

Primary Disadvantages

- Alley vehicular access impacts neighboring traffic as community parking volume increases
- Parking entry located adjacent to Marquis Apartments outdoor courtyard
- Massing has greater impact on Marquis Apartments along the north frontage



ARCHITECTURAL MASSING CONCEPT 2

Stories: 7 above-grade, 2-3 below-grade
 Unit Count: 88
 Floor Area: 68,360-sf total FAR chargeable
 66,000-sf residential
 2,360-sf non-residential
 Parking: 110 total
 53 residential
 57 non-residential

Potential Departures

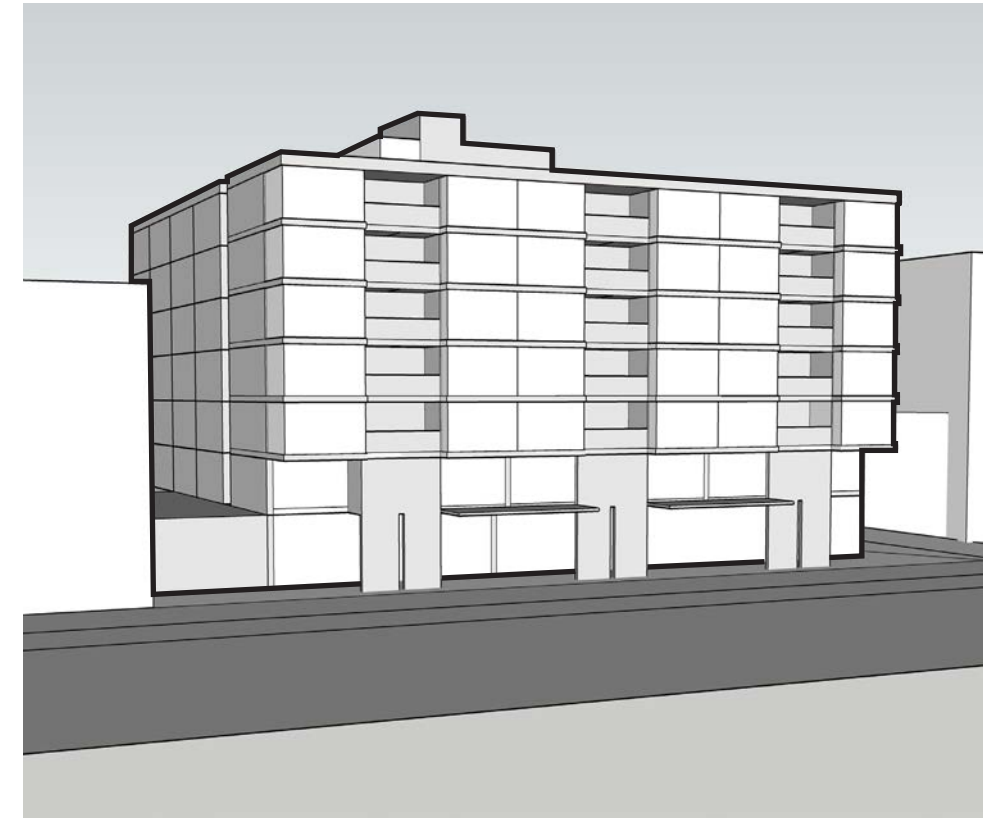
- Parking garage access from 16th Avenue in lieu of alley

Primary Advantages

- 16th Avenue vehicular access improves neighborhood vehicular circulation
- Inset corridors at the corners breaks up overall massing resulting in a narrow volume along 16th Avenue
- Outboard balconies further erode the bulk and scale of the residential levels above
- Columns create a rhythm along the streetscape with awnings that provide shading
- Restaurant program activates the corner and provides a connection to Madison Co-op to the south of the site
- Bike lobby is directly accessible from 16th Avenue

Primary Disadvantages

- Departure required for vehicular access along 16th Avenue



ARCHITECTURAL MASSING CONCEPT 3 (Preferred)

Stories: 7 above-grade, 2-3 below-grade
 Unit Count: 88
 Floor Area: 69,000-sf total FAR chargeable
 66,600-sf residential
 2,400-sf non-residential
 Parking: 110 total
 53 residential
 57 non-residential

Potential Departures

- Parking garage access from 16th Avenue in lieu of alley

Primary Advantages

- 16th Avenue vehicular access improves neighborhood vehicular circulation
- Inset corridors at the corners breaks up overall massing resulting in a narrow volume along 16th Avenue
- Balconies further erode the bulk and scale of the residential levels above
- One storey setback provides relief and a more intimate human scale along 16th Avenue
- Piers provide a transitional scale between the residential neighborhood to the north and the taller mixed-use buildings along Madison
- Restaurant program activates the corner and provides a connection to Madison Co-op to the south of the site
- Bike lobby is directly accessible from 16th Avenue

Primary Disadvantages

- Departure required for vehicular access along 16th Avenue

ARCHITECTURAL MASSING CONCEPT 1

Description:

Massing Concept 1 is an L-shaped building that maximizes potential development on the site. The residential lobby is located on the north end of 16th Avenue, with a large bike lounge accessible from the sidewalk. The southern end of the street level is intended as a restaurant use. Parking access is located to the east end of the site along the alley with 2-3 levels of below grade parking.

This proposal requires no departures from Development Standards, however, it has a few key disadvantages. Vehicular access from the alley will negatively impact neighboring traffic. Furthermore, the garage entry massing will impact the neighboring courtyard.

Summary

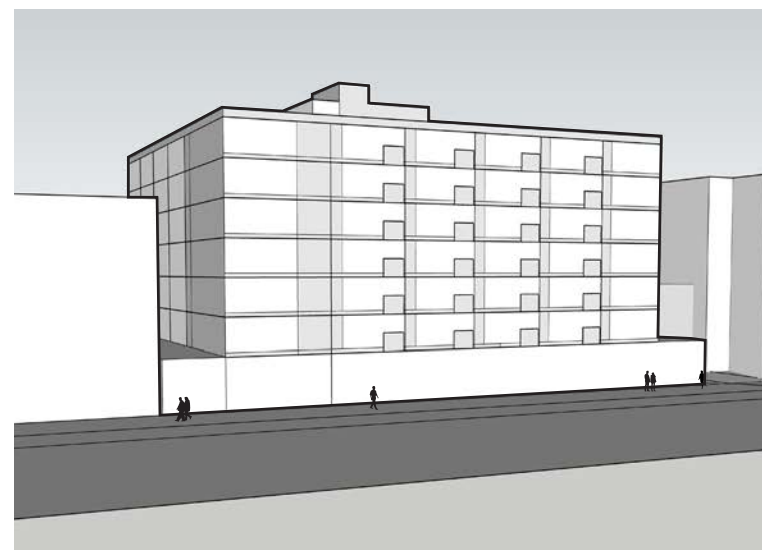
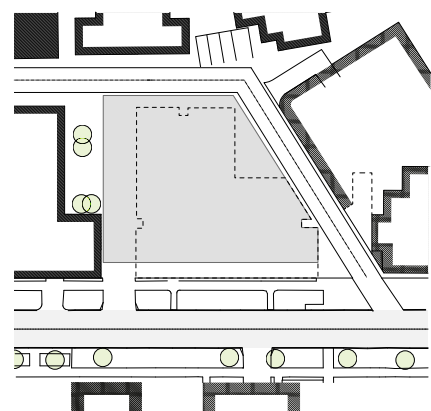
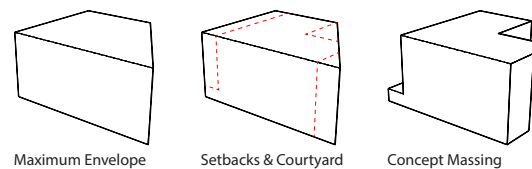
Stories: 7 above-grade, 2-3 below-grade
 Unit Count: 86
 Floor Area: 72,700-sf total FAR chargeable
 69,600-sf residential
 3,100-sf non-residential
 Parking: 110 total
 53 residential
 57 non-residential

Potential Departures

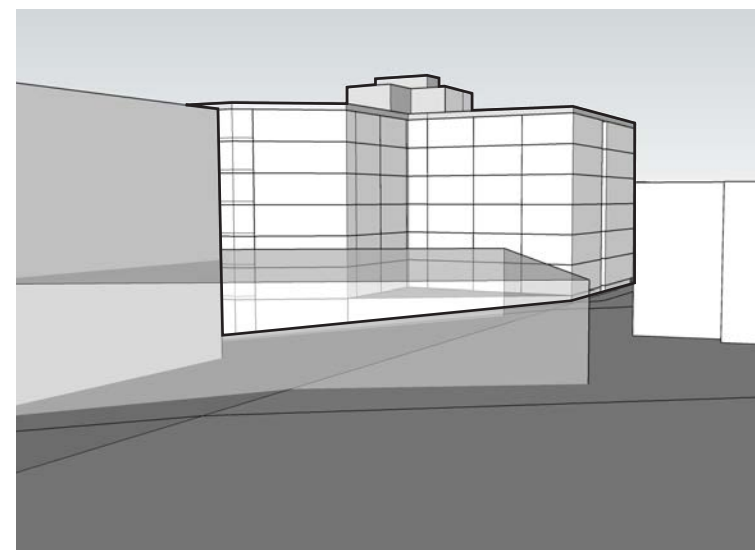
- None, code-compliant alternate



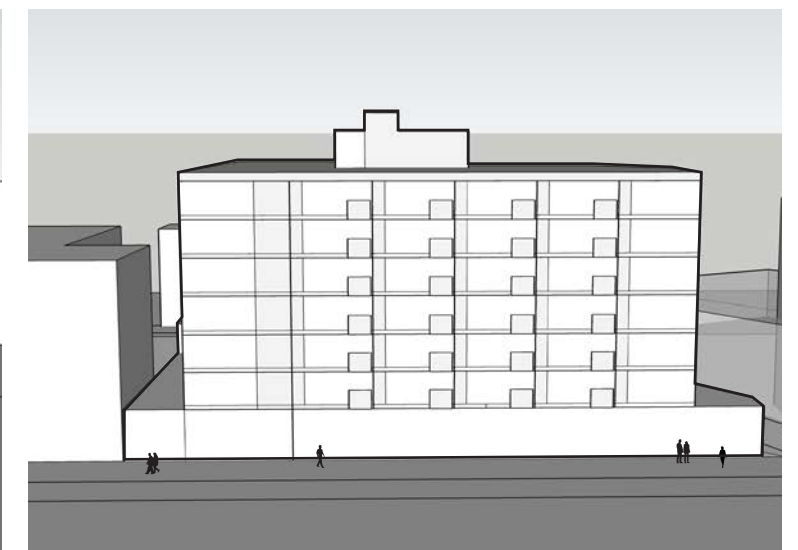
Perspective Looking Northeast



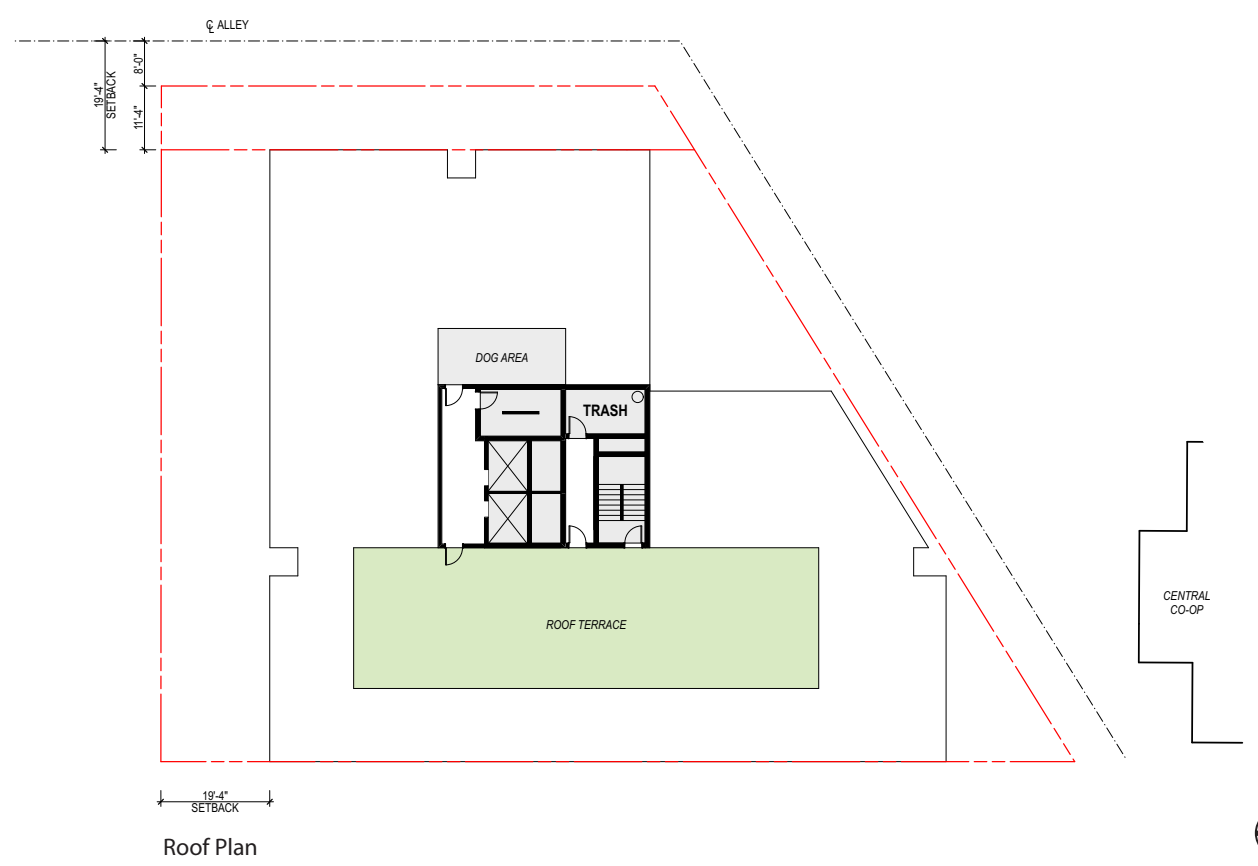
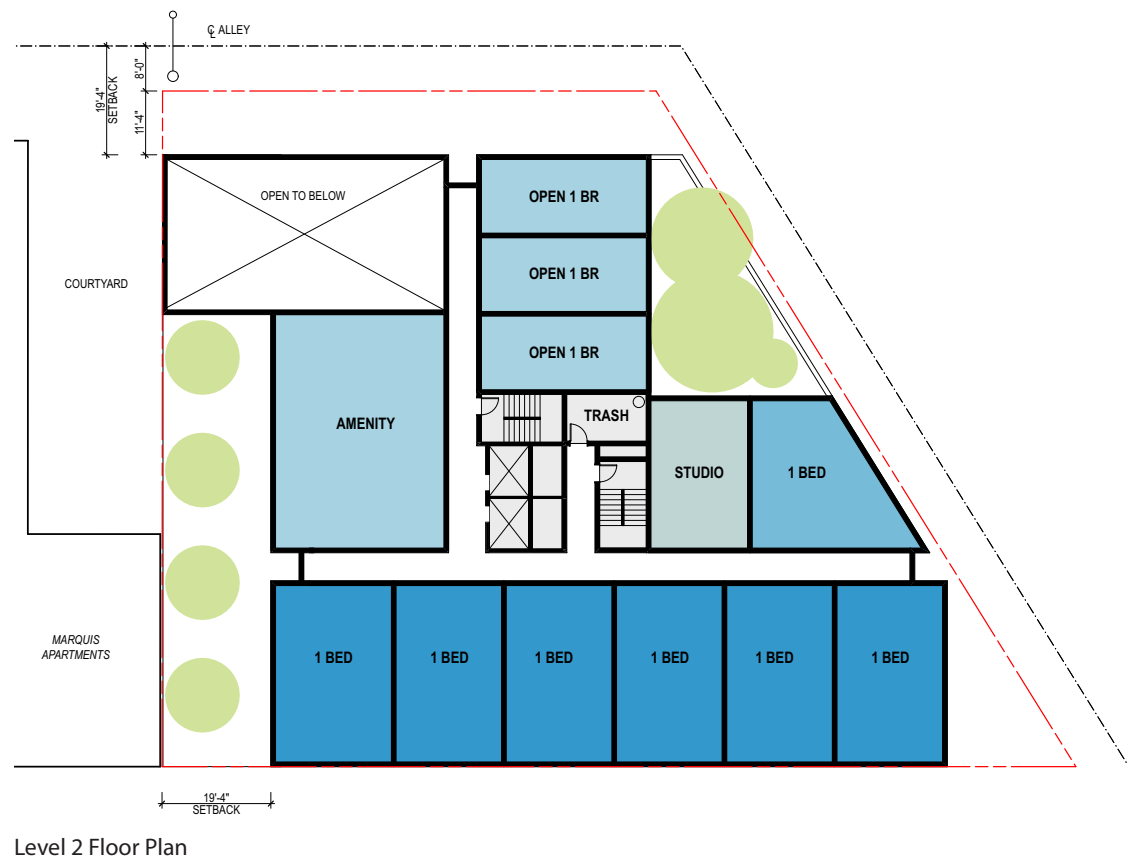
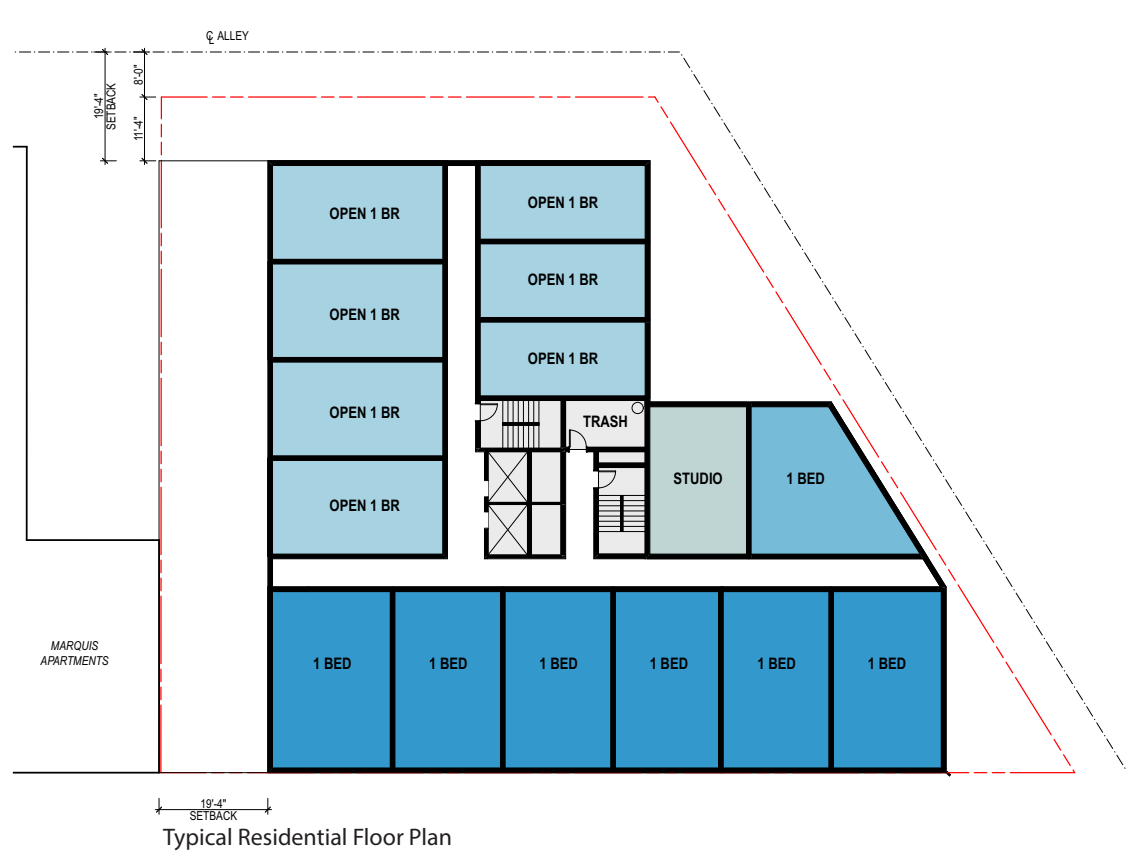
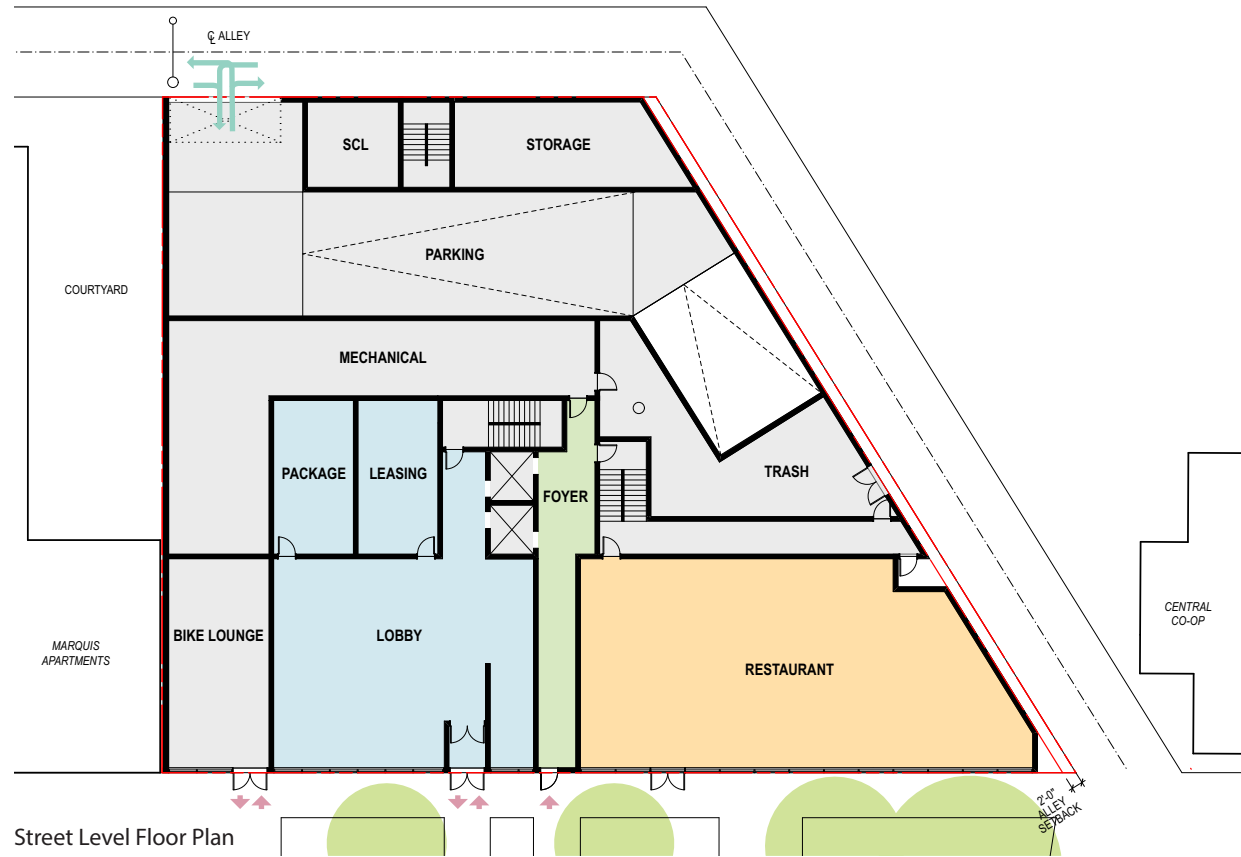
Perspective Looking Southeast



Perspective Looking Northwest at alley



East Elevation Massing Concept



ARCHITECTURAL MASSING CONCEPT 2

Description:

Massing Concept 2 provides a 10'-0" setback on the first two levels relating to the podium datum of many of the residential buildings along Madison. The ground floor is organized with a bike lounge, residential lobby, parking, foyer, and restaurant along 16th Avenue. Columns along the 16th Avenue frontage provide structural rhythm along the ground floor and awnings provide shade and protection from natural elements.

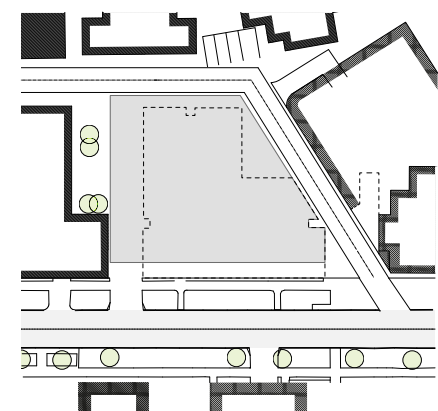
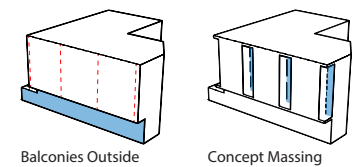
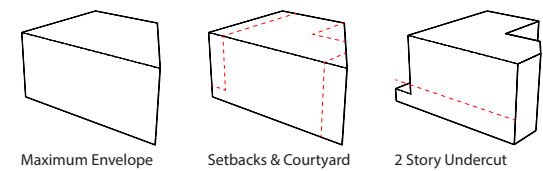
This proposal requires a departure for a vehicular entry along 16th. Community outreach to the neighboring residents and businesses have led us to the conclusion that the neighborhood would benefit from reduced traffic along 16th Ave north of the site and the alley.

Summary

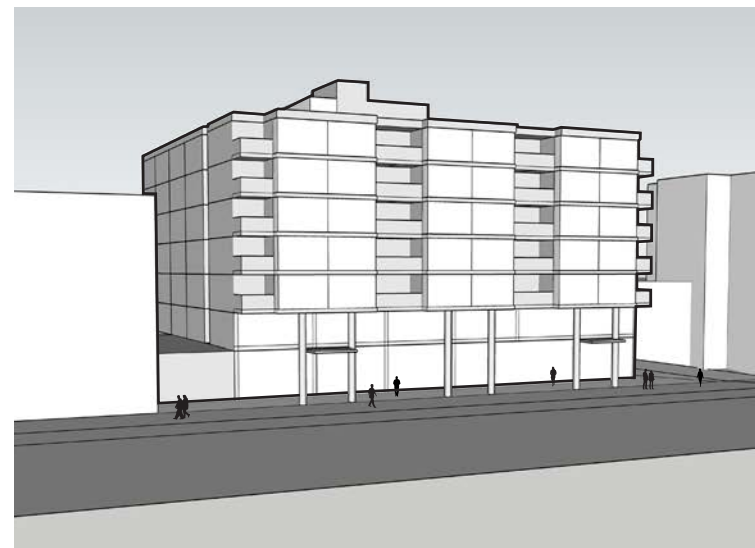
Stories: 7 above-grade, 2-3 below-grade
 Unit Count: 88
 Floor Area: 68,360-sf total FAR chargeable
 66,000-sf residential
 2,360-sf non-residential
 Parking: 110 total
 53 residential
 57 non-residential

Potential Departures

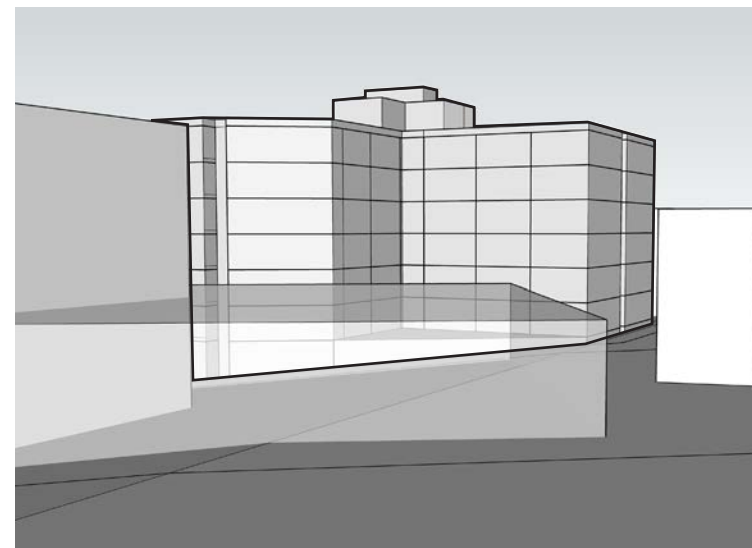
- Parking garage access from 16th Avenue



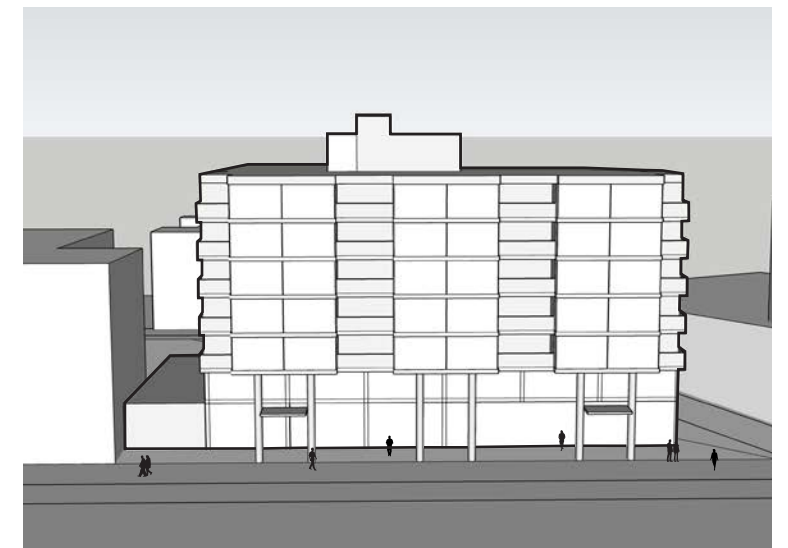
Perspective Looking Northeast



Perspective Looking Southeast



Perspective Looking Northwest at alley

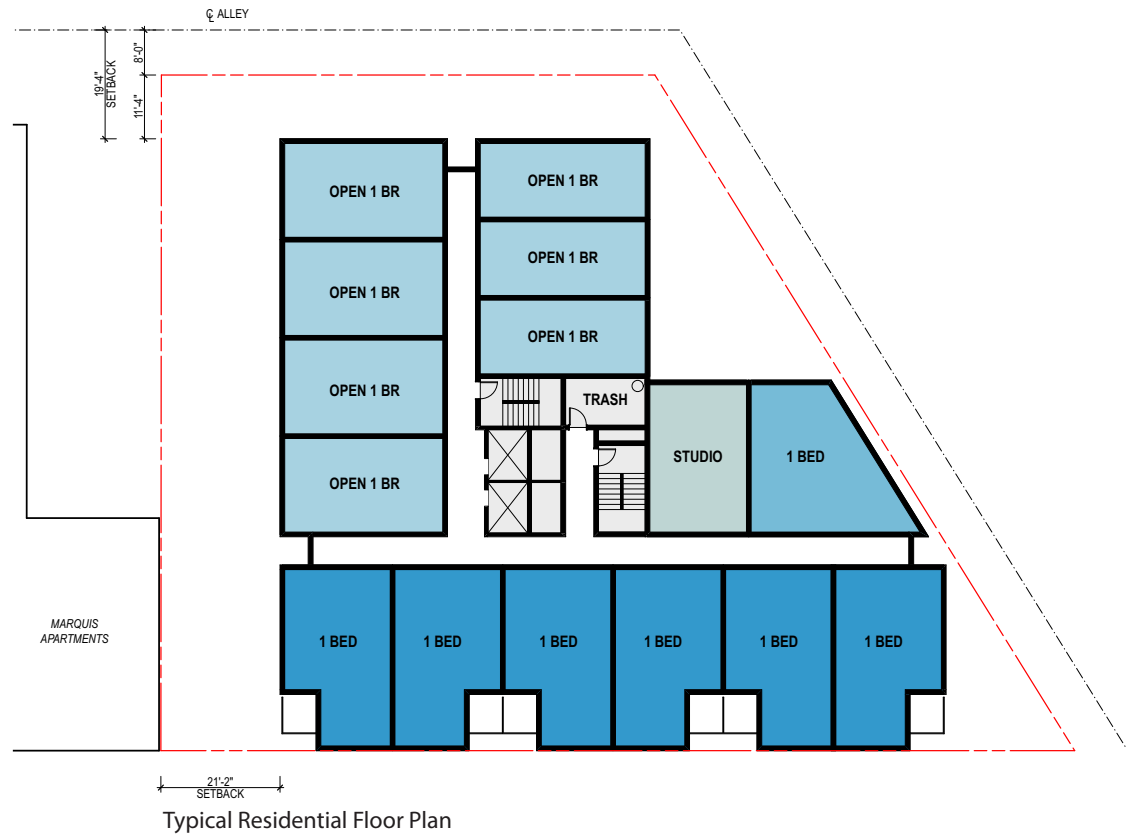


East Elevation Massing Concept

Option 2_LEVEL 1



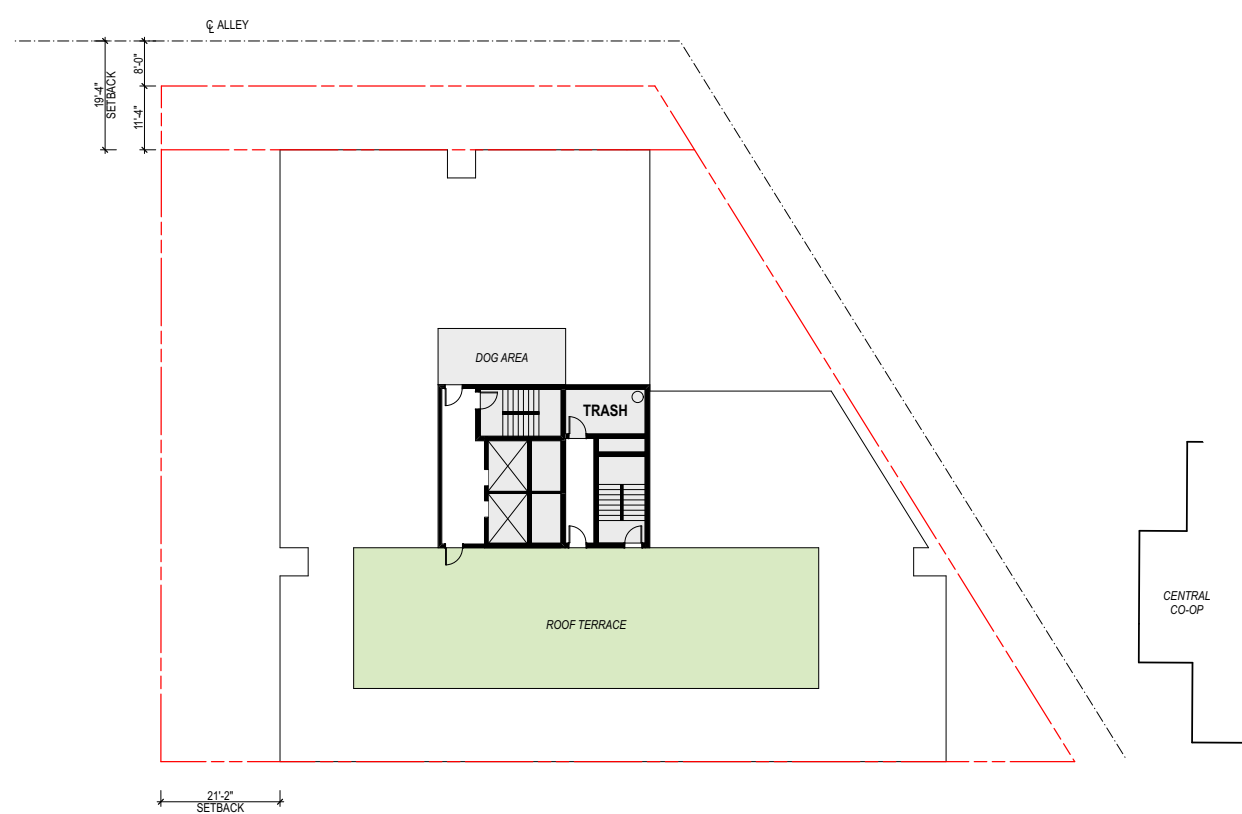
Street Level Floor Plan



Typical Residential Floor Plan



Level 2 Floor Plan



Roof Plan



ARCHITECTURAL MASSING CONCEPT 3 (PREFERRED)

Description:
 Massing Concept 3 provides a 10'-0" setback on the ground level and shares a similar ground floor organization along 16th Avenue. Additional shaping of the second floor along 16th Avenue provides a dynamic façade with open corners and a vibrant streetscape. The single story undercut in the center bays provide an entry sequence fitting for the neighborhood. Piers provide a transitional scale between the residential neighborhood to the north and the taller mixed-use buildings along Madison.

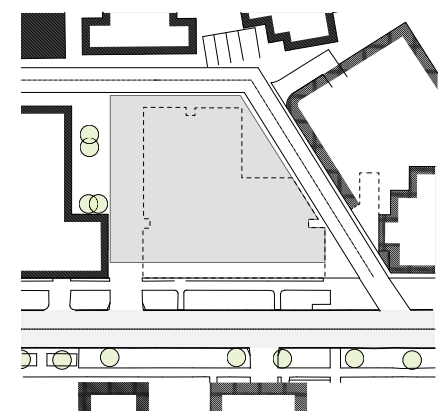
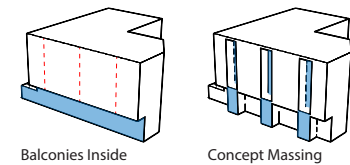
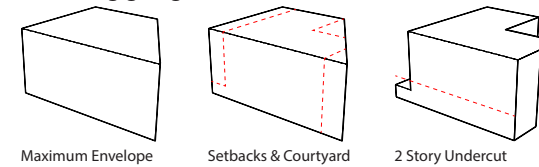
This proposal requires a departure for a vehicular entry along 16th. Community outreach to the neighboring residents and businesses have led us to the conclusion that the neighborhood would benefit from reduced traffic along 16th Ave north of the site and the alley.

Summary

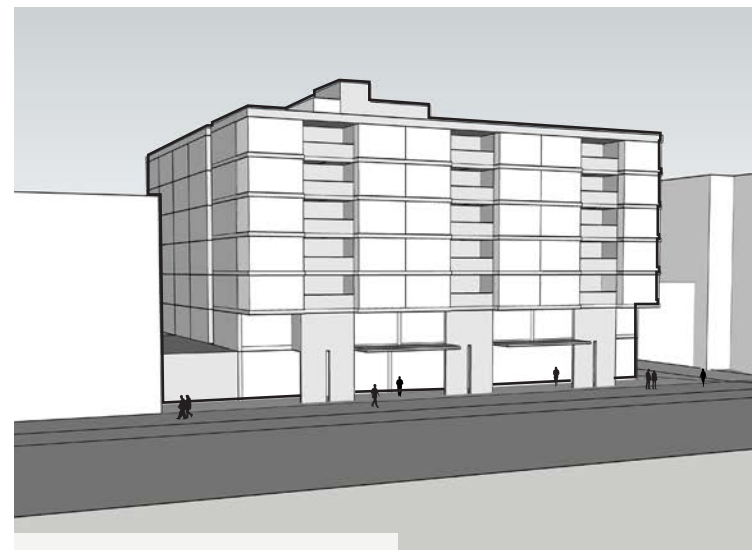
Stories:	7 above-grade, 2-3 below-grade
Unit Count:	88
Floor Area:	69,000-sf total FAR chargeable 66,600-sf residential 2,400-sf non-residential
Parking:	110 total 53 residential 57 non-residential

Potential Departures

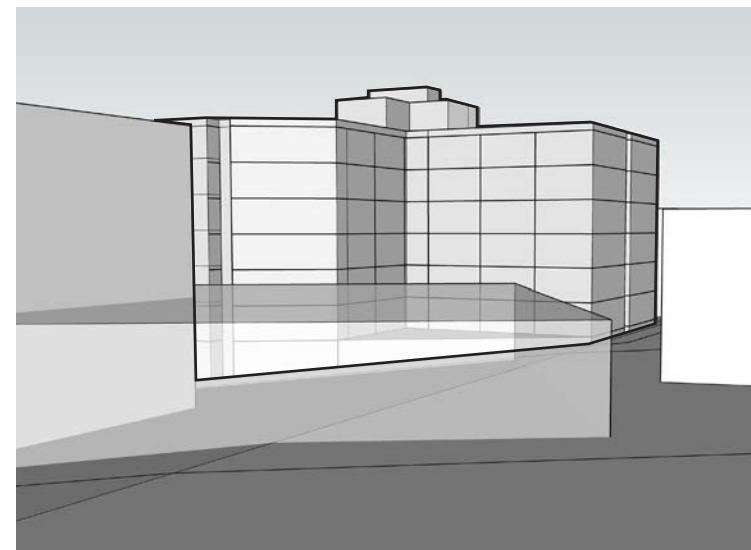
- Parking garage access from 16th Avenue



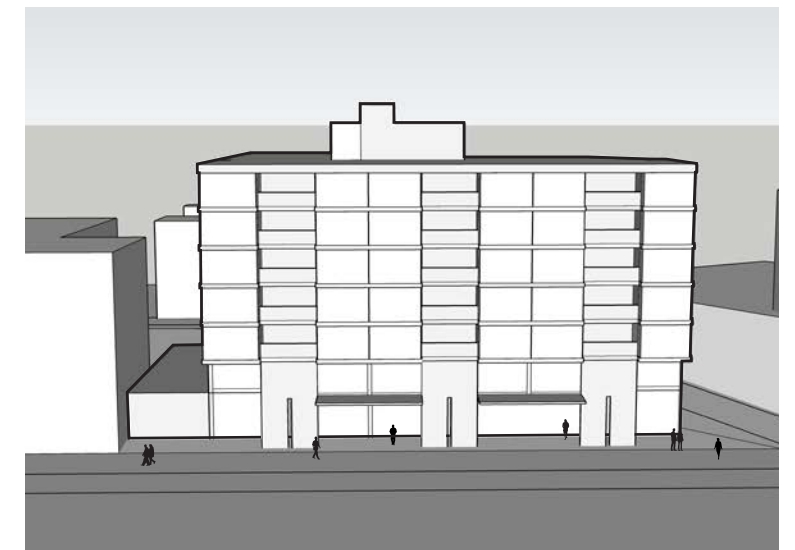
Perspective Looking Northeast



Perspective Looking Southeast

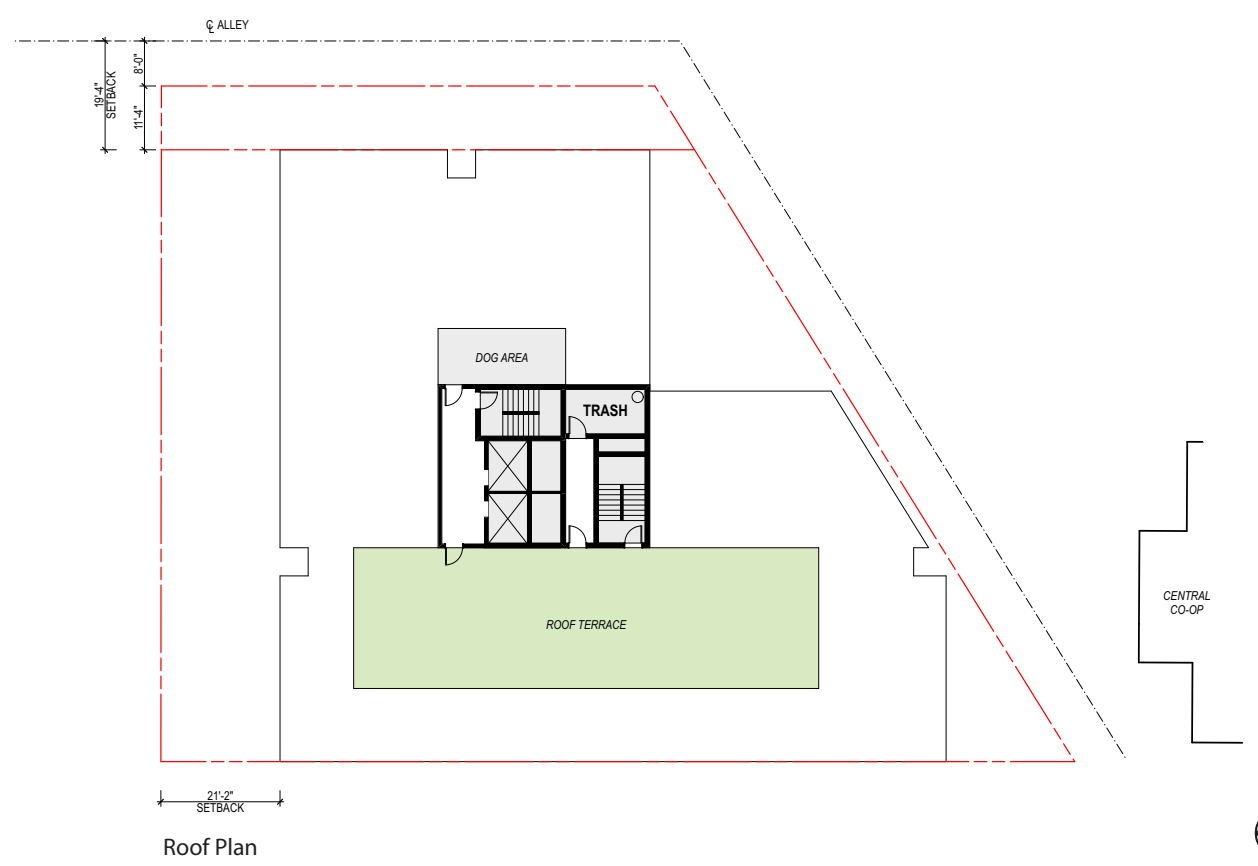
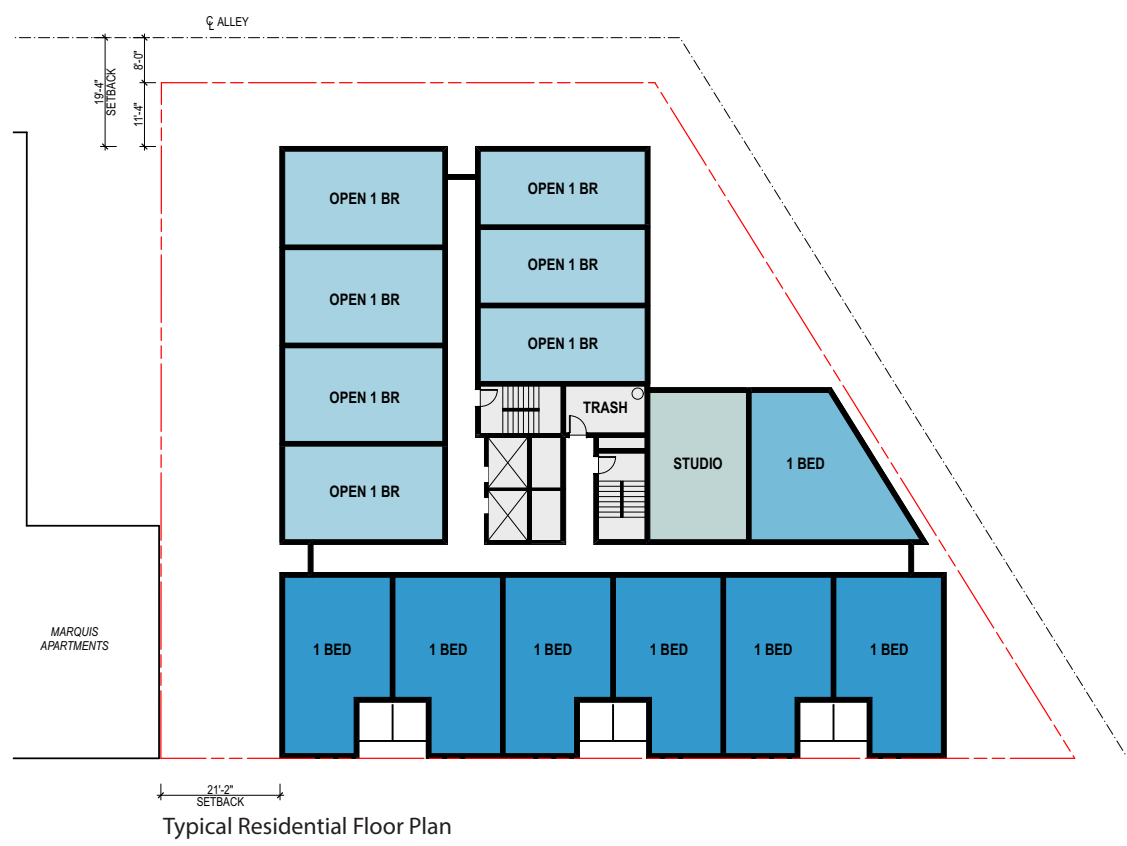


Perspective Looking Northwest at alley

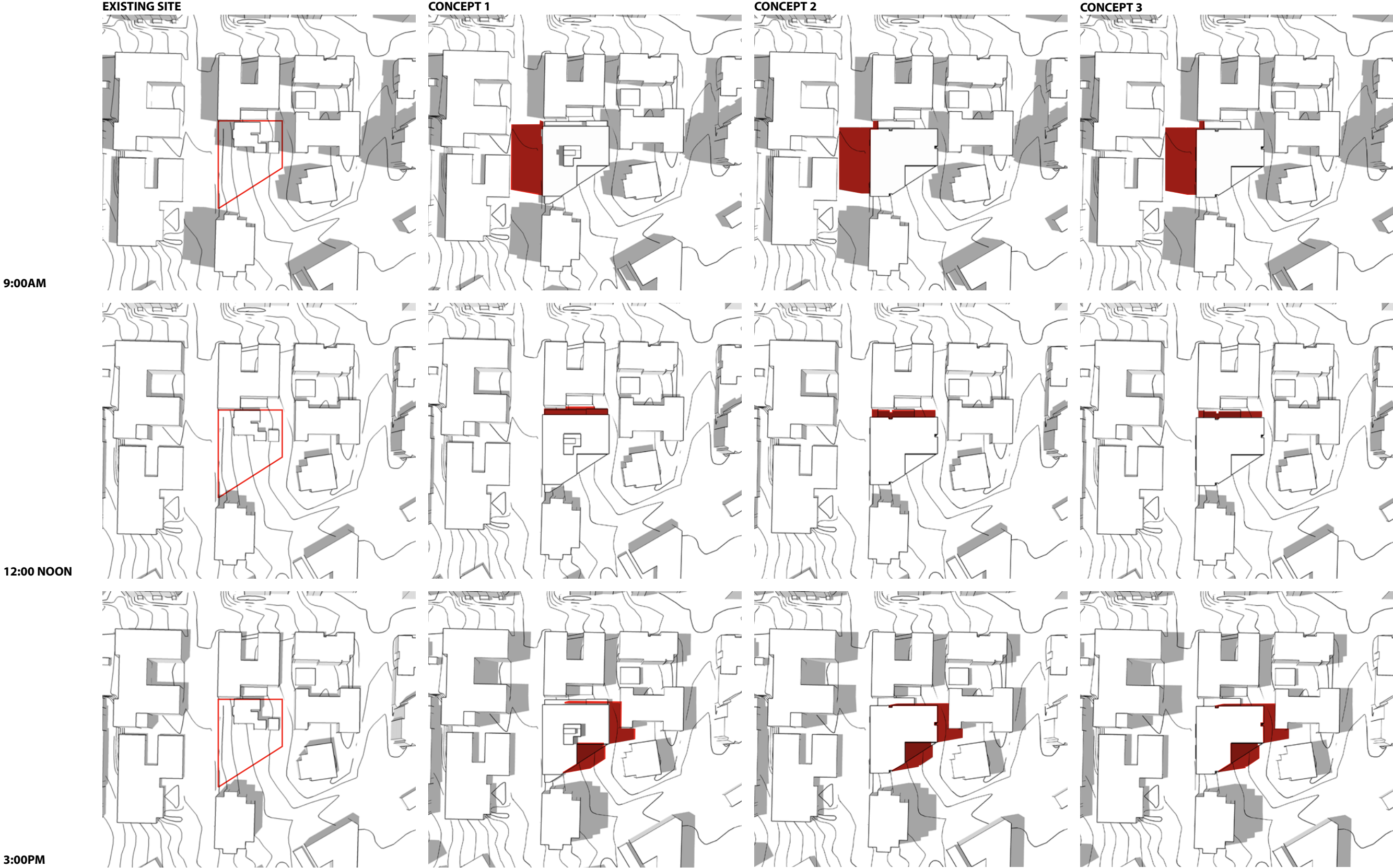


East Elevation Massing Concept

Option 3_LEVEL 1



SUN / SHADOW ANALYSIS: JUNE 21

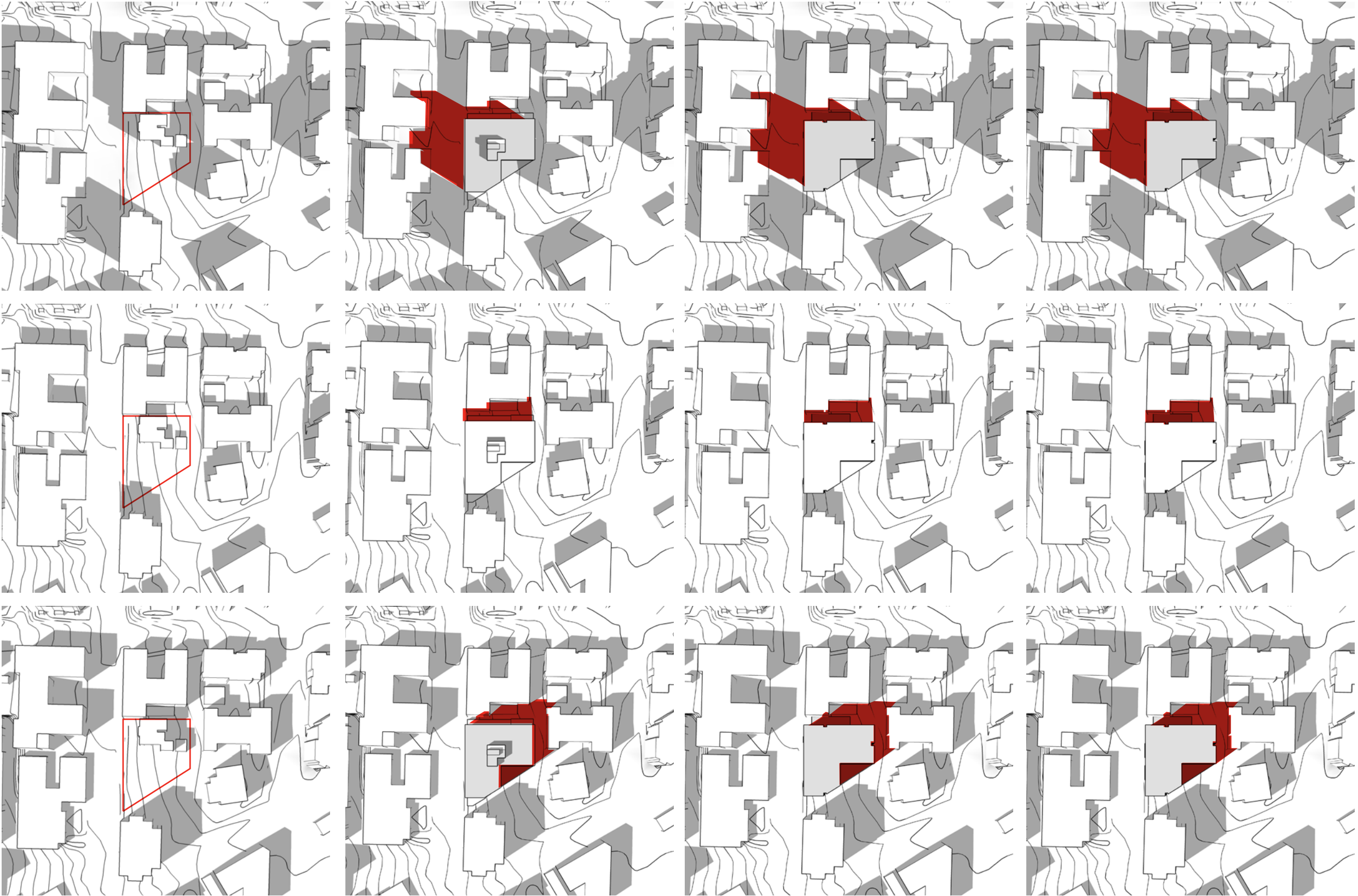


EXISTING SITE

CONCEPT 1

CONCEPT 2

CONCEPT 3

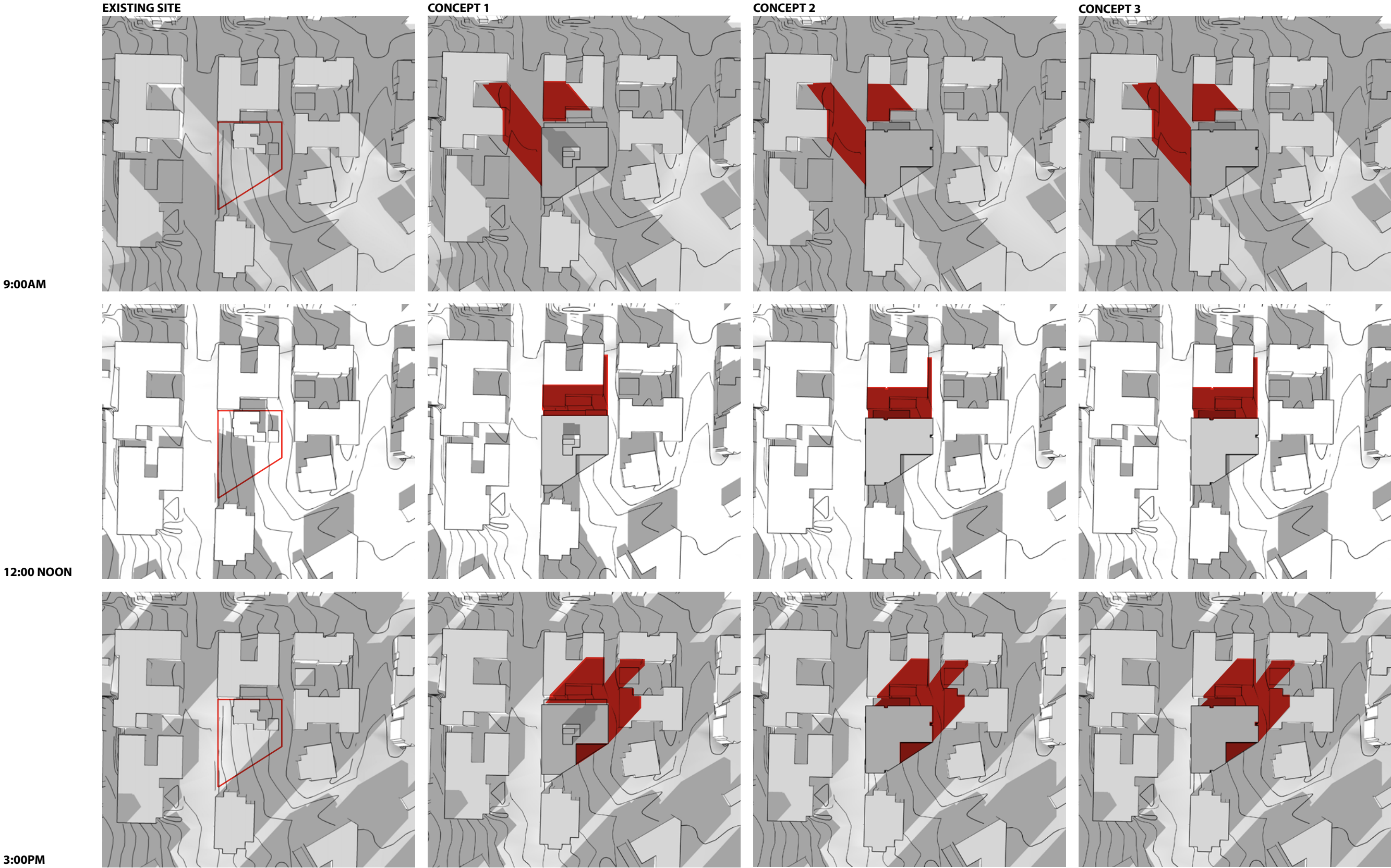


9:00AM

12:00 NOON

3:00PM

SUN / SHADOW ANALYSIS: DECEMBER 21



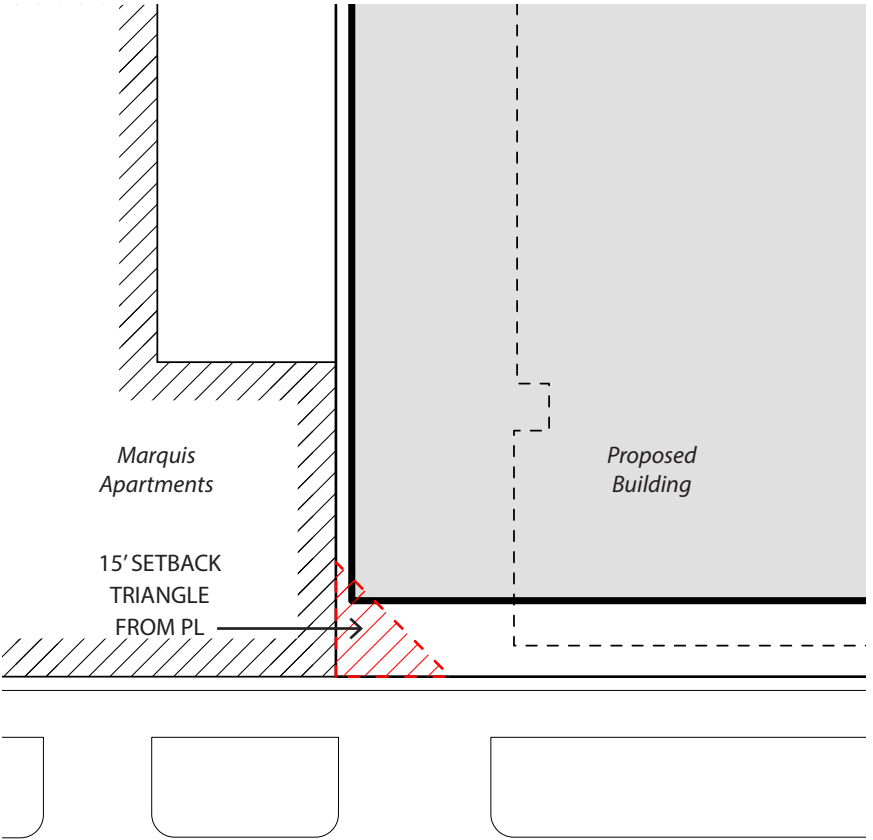
POTENTIAL DEVELOPMENT STANDARD DEPARTURES

LAND USE DEVELOPMENT STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>1 SMC 23.47A.014.B.3 Setback Requirements A 15-foot triangular setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone</p>	Reduce the triangular setback from 15-feet to 10-feet along the side lot.	The main building massing is located 20-feet off of the north property line, but the street level massing is held back only 10-feet from the street lot line encroaching into the required triangular setback by up to 5-feet. Adhering to the setback would result in a larger portion of the parking garage entry being exposed to the neighbor. The portion of the building encroaching into the setback will be landscaped and located below the first occupied level of the neighbor building. (CS2.D1 Height Bulk and Scale, Existing Development & Zoning; DC1.I CHSG: Parking and Vehicle Access; DC2.D1 Scale and texture, Human Scale)
<p>2 SMC 23.47A.014.B.5 Setback Requirements No entrance, window or other openings permitted closer than 5-feet to property line</p>	Allow parking garage opening to be located 1-foot from a property line abutting a residential zone	The parking garage entry is located proximate to the property line to minimize its presence from 16th Avenue. This opening is located below the first occupied level of the neighbor building.
<p>3 SMC 23.47A.032.A.1(a) & 23.54.030.F.7 Parking Location and Access Access to parking to be from alley if lot abuts an alley. Director may allow street access if alley access is infeasible</p>	Allow parking garage access to be from 16th Avenue in lieu of the adjacent alley	<p>Parking garage access from the alley is impractical due to the site's topography, which would require an excessively steep ramp resulting in an impractical and unsafe condition, and the site's grocery store neighbor, which regularly uses the alley to access its loading berth for deliveries.</p> <p>Additionally, 46 spaces in the proposed parking garage will be provided for Jewish Family Service to offset parking required for their facility across the street at 1601 16th Avenue (Master Use Permit #3007628). The parking spaces will replace the 22 required spaces currently in the surface lot located on the project site and the 24 required street-level spaces located across 16th Avenue. Parking garage access from 16th Avenue will better associate the parking garage with Jewish Family Service, reduce traffic circulation in the neighborhood, and relieve traffic congestion on the narrow alley adjacent to the site. (DC1.I CHSG: Parking and Vehicle Access)</p>
<p>4 SMC 23.54.030.B.2(a) Non-residential Parking Space Ratios When providing 20 or more non-residential parking spaces, a minimum of 35% of the spaces and up to a maximum of 65% shall be striped for small vehicles and a minimum of 35% shall be striped for large vehicles</p>	Reduce the required percentage of large spaces from 35% to 20%, and allow medium size spaces in lieu of the 35% minimum required small spaces	There is no code required parking for the proposed project, but, as noted above, a portion of the parking provided by the project will satisfy the parking required by Master Use Permit #3007628. The required parking is for a non-residential use. Due to the constrained dimensions of the site and its irregular geometry, fewer large parking spaces are proposed in order to maximize the parking provided.
<p>5 SMC 23.54.030.D.2 Driveways & 23.54.030.F.2(b) Curb Cut Width Driveway and curb cut widths for non-residential two-way traffic is 22-feet minimum and 25-feet maximum.</p>	Allow the driveway and corresponding curb cut width to be 20-feet, which is narrower than the minimum allowable width by 2-feet	The minimum allowable driveway width for residential traffic is 20-feet. While the parking garage serves both residential and non-residential traffic, a narrower driveway and curb cut is desired to minimize the presence of the parking entry and serve to reduce the speed of vehicles entering and exiting the garage a means to enhance pedestrian safety. (PL2.I CHSG: Human Scale; DC1.I CHSG: Parking and Vehicle Access)
<p>6 SMC 23.54.030.G.1 Sight Triangles Sight triangles are required at both sides of driveways that are less than 22-feet in width</p>	Eliminate the required sight triangle at the north side of the driveway by using mirrors, textured pavement and other design measure to address pedestrian safety concerns	The sight triangle at the north side of the driveway is proposed to be eliminated in order to diminish the size and presence of the parking garage on 16th Avenue. Constricting the point of entry will reduce vehicle speed and decrease the likelihood of pedestrian/vehicle conflicts. In lieu of the sight triangle (PL2.I CHSG: Human Scale; DC1.I CHSG: Parking and Vehicle Access)

While it is still early in the process, the preferred Architectural Massing Concept relies on the development standard departures noted to the right.

POTENTIAL DEVELOPMENT STANDARD DEPARTURE

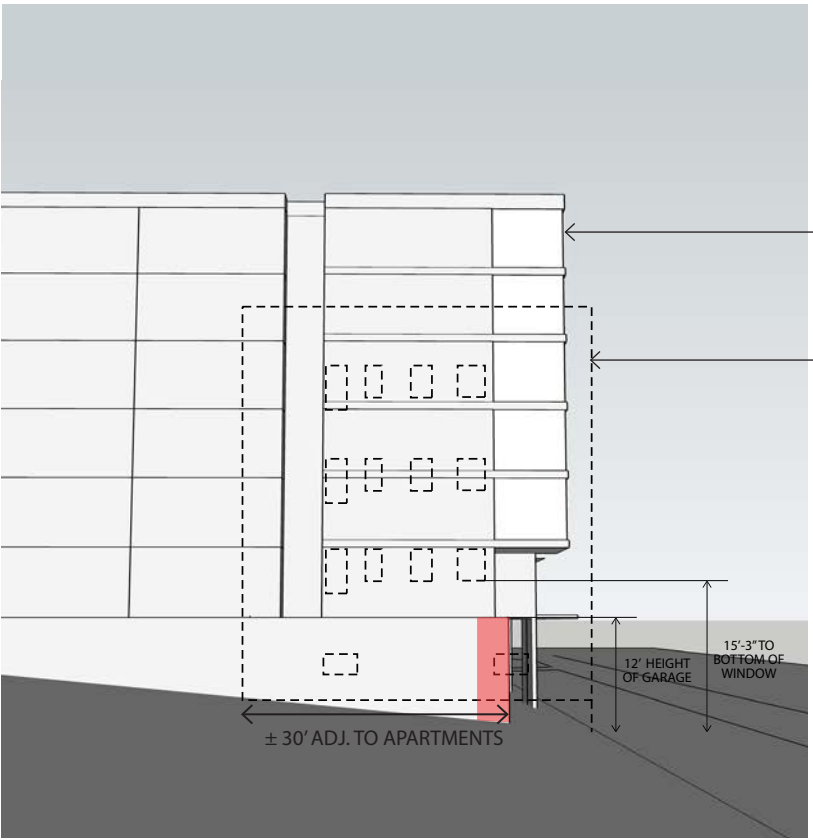
LAND USE DEVELOPMENT STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>1 <u>SMC 23.47A.014.B.3 Setback Requirements</u> A 15-foot triangular setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone</p>	<p>Reduce the triangular setback from 15-feet to 10-feet along the side lot.</p>	<p>The main building massing is located 20-feet off of the north property line, but the street level massing is held back only 10-feet from the street lot line encroaching into the required triangular setback by up to 5-feet. Adhering to the setback would result in a larger portion of the parking garage entry being exposed to the neighbor. The portion of the building encroaching into the setback will be landscaped and located below the first occupied level of the neighbor building. (CS2.D1 Height Bulk and Scale, Existing Development & Zoning; DC1.I CHSG: Parking and Vehicle Access; DC2.D1 Scale and texture, Human Scale)</p>



Plan Diagram



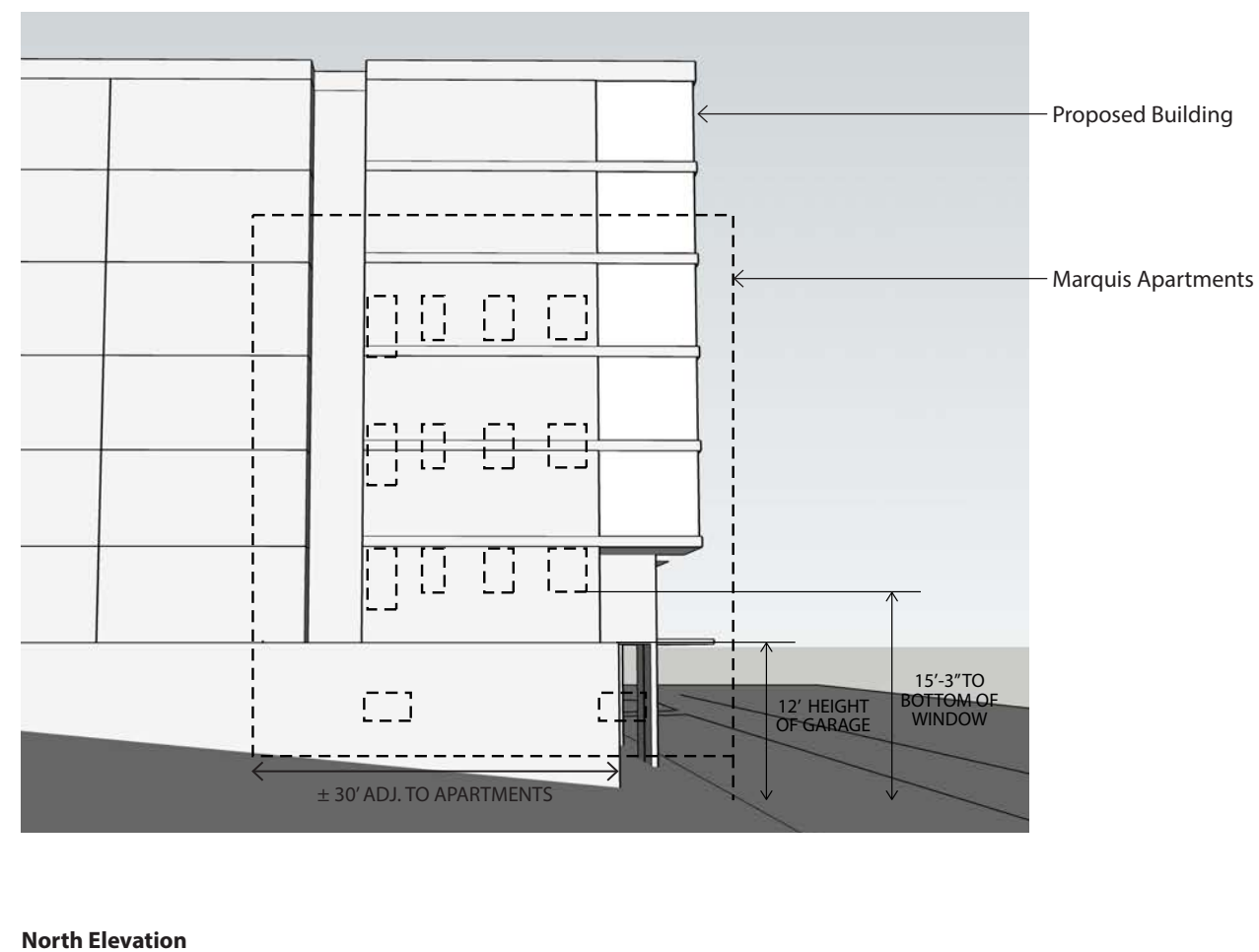
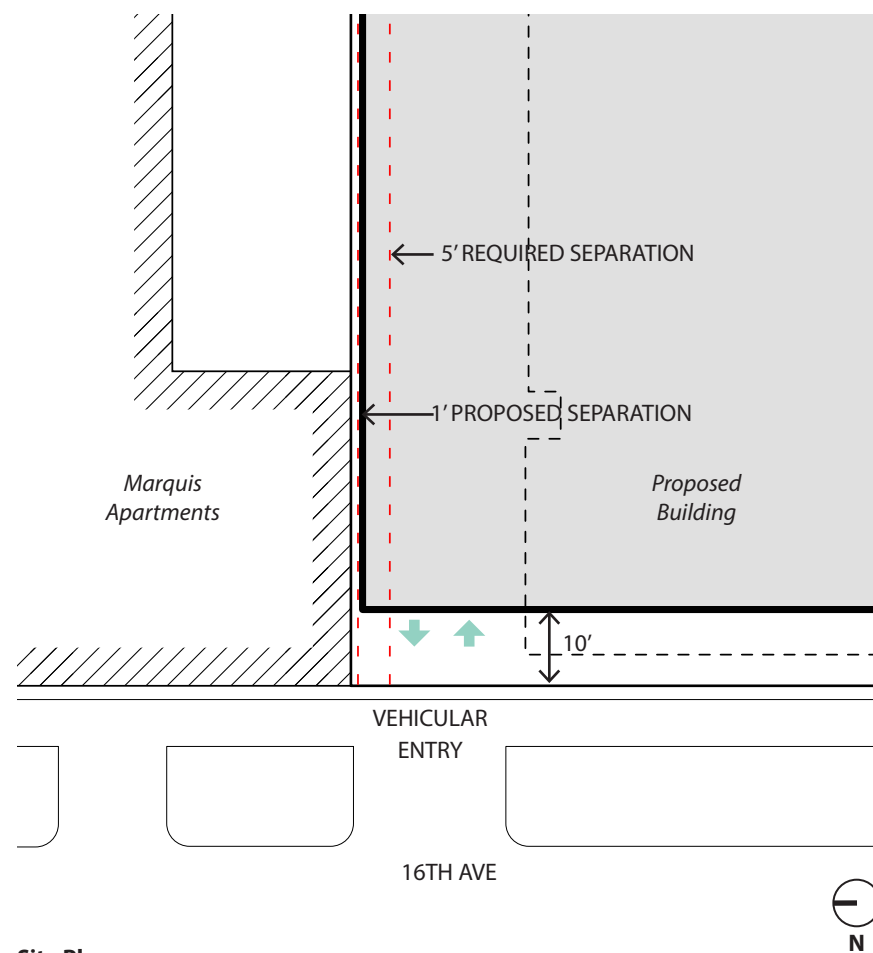
West Elevation



North Elevation

POTENTIAL DEVELOPMENT STANDARD DEPARTURE

LAND USE DEVELOPMENT STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>2 <u>SMC 23.47A.014.B.5 Setback Requirements</u> No entrance, window or other openings permitted closer than 5-feet to property line</p>	<p>Allow parking garage opening to be located 1-foot from a property line abutting a residential zone</p>	<p>The parking garage entry is located proximate to the property line to minimize its presence from 16th Avenue. This opening is located below the first occupied level of the neighbor building. (CS3.A1 Emphasizing Positive Neighborhood Attributes, Fitting Old and New Together; DC1.I CHSG: Parking and Vehicle Access)</p>



POTENTIAL DEVELOPMENT STANDARD DEPARTURE

LAND USE DEVELOPMENT STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>3 <u>SMC 23.47A.032.A.1(a) & 23.54.030.F.7 Parking Location and Access</u> Access to parking to be from alley if lot abuts an alley. Director may allow street access if alley access is infeasible</p>	<p>Allow parking garage access to be from 16th Avenue in lieu of the adjacent alley</p>	<p>Parking garage access from the alley is impractical due to the site's topography, which would require an excessively steep ramp resulting in an impractical and unsafe condition, and the site's grocery store neighbor, which regularly uses the alley to access its loading berth for deliveries.</p> <p>Additionally, 46 spaces in the proposed parking garage will be provided for Jewish Family Service to offset parking required for their facility across the street at 1601 16th Avenue (Master Use Permit #3007628). The parking spaces will replace the 22 required spaces currently in the surface lot located on the project site and the 24 required street-level spaces located across 16th Avenue. Parking garage access from 16th Avenue will better associate the parking garage with Jewish Family Service, reduce traffic circulation in the neighborhood, and relieve traffic congestion on the narrow alley adjacent to the site.</p> <p>(DC1.I CHSG: Parking and Vehicle Access)</p>



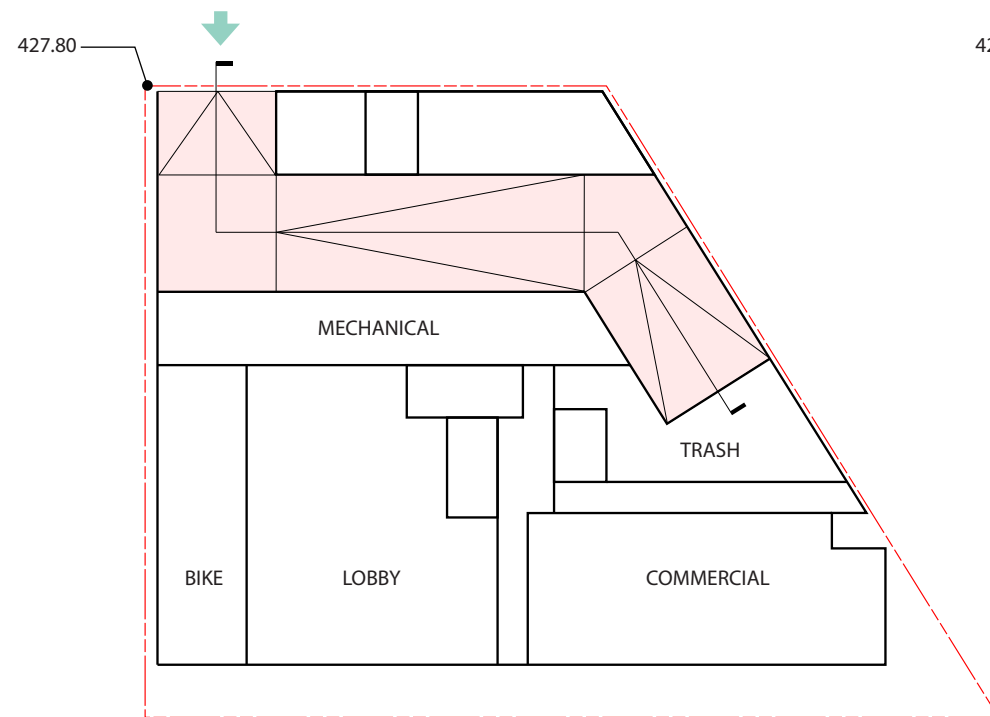
1 Entry along 16th Avenue

2 Entry along the alley

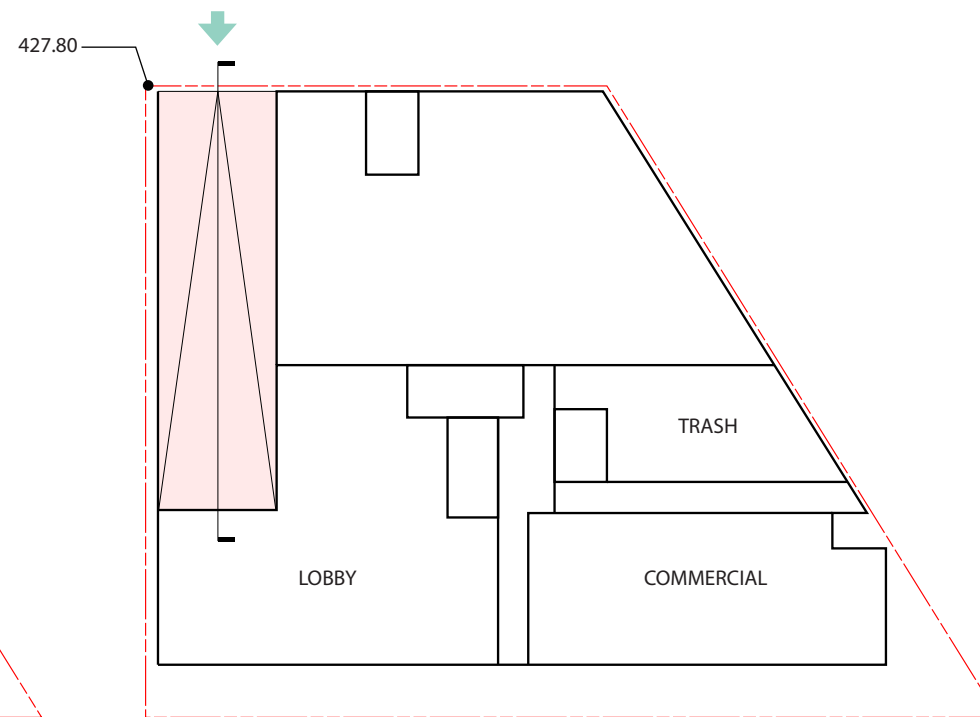


Transit Access Diagram

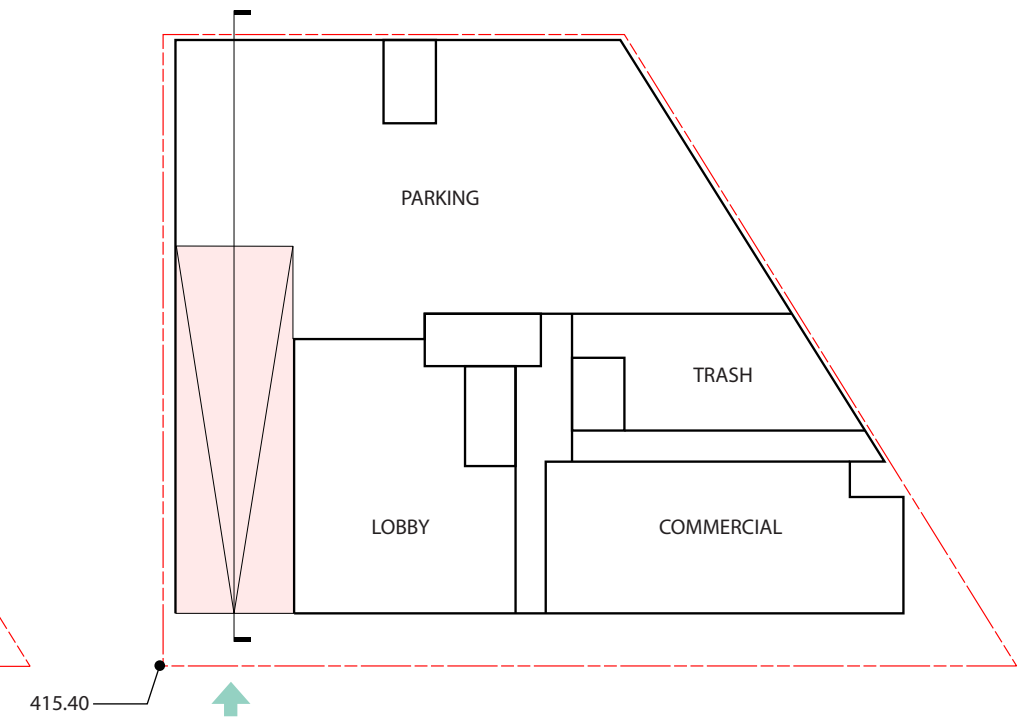
POTENTIAL DEVELOPMENT STANDARD DEPARTURE



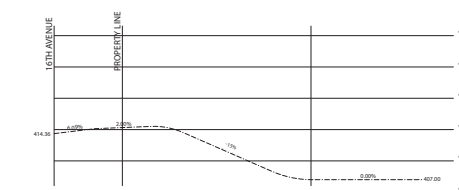
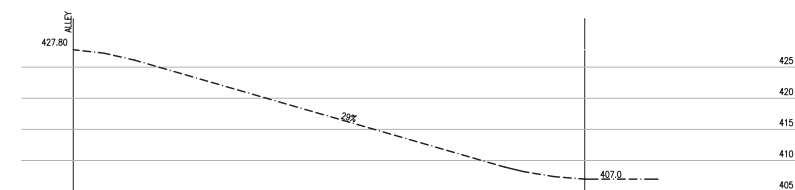
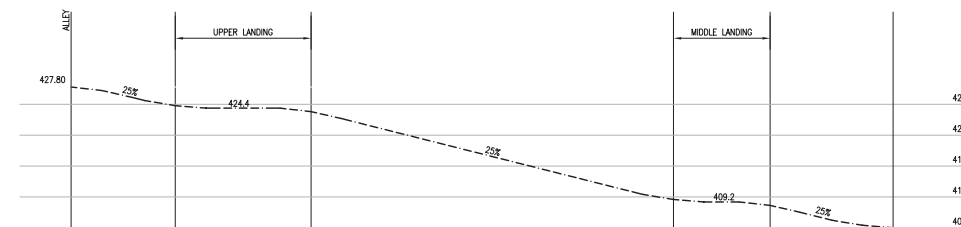
Alley Entry Diagram 1
Overall Ramp Slope 17%
Steepest Ramp Segment 25%



Alley Entry Diagram 2
Overall Ramp Slope 26%
Steepest Ramp Segment 29%



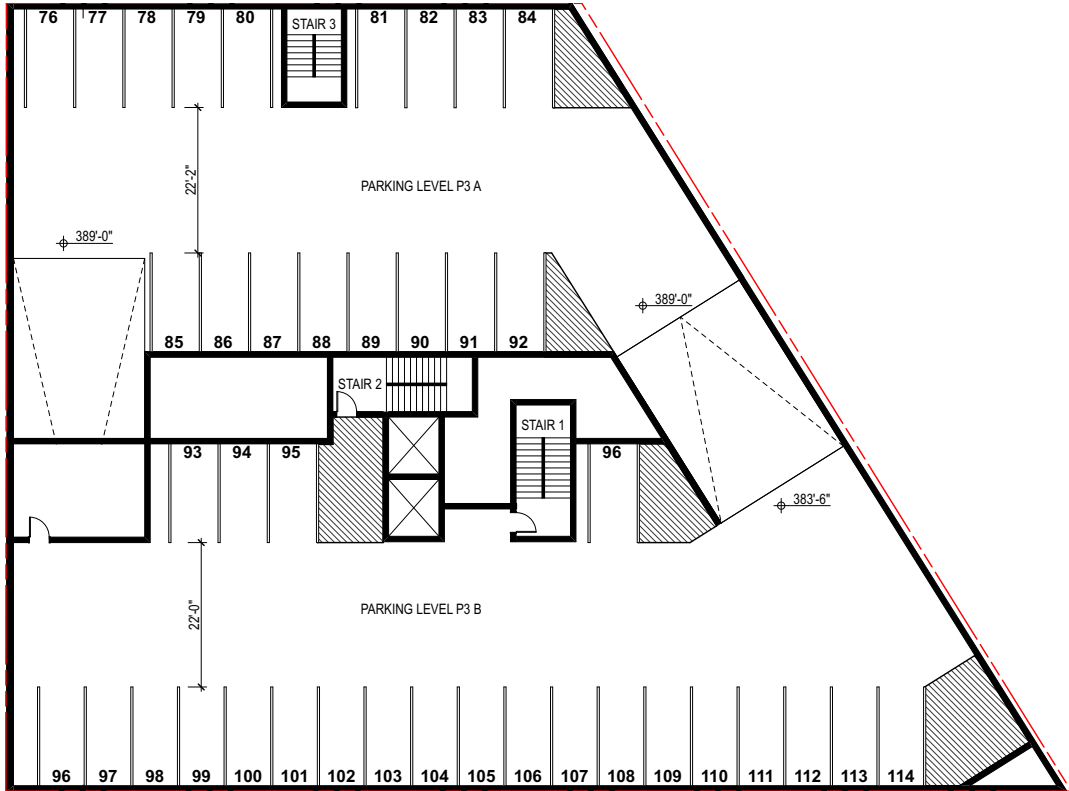
Proposed 16th Ave Entry Diagram
Overall Ramp Slope 12%
Steepest Ramp Segment 15%



POTENTIAL DEVELOPMENT STANDARD DEPARTURE

LAND USE DEVELOPMENT STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>4 <u>SMC 23.54.030.B.2(a) Non-residential Parking Space Ratios</u> When providing 20 or more non-residential parking spaces, a minimum of 35% of the spaces and up to a maximum of 65% shall be striped for small vehicles and a minimum of 35% shall be striped for large vehicles</p>	<p>Reduce the required percentage of large spaces from 35% to 20%, and allow medium size spaces in lieu of the 35% minimum required small spaces</p>	<p>There is no code required parking for the proposed project, but, as noted above, a portion of the parking provided by the project will satisfy the parking required by Master Use Permit #3007628. The required parking is for a non-residential use. Due to the constrained dimensions of the site and it's irregular geometry, 10 large parking spaces are proposed, as opposed to 17, in order to maximize the parking provided.</p>

DIMENSION SPACES AND AISLES



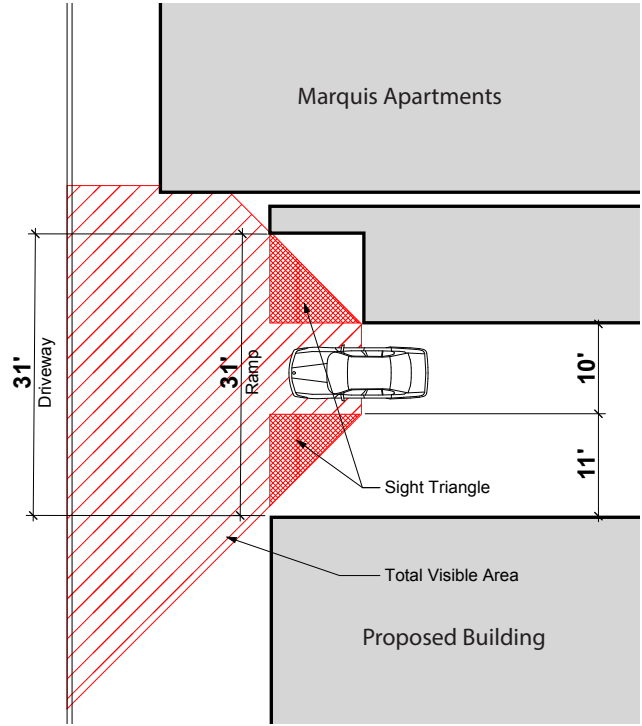
Typical Parking Floor Plan

Existing Parking	
At Surface Lot for JFS	22
JFS Garage	24

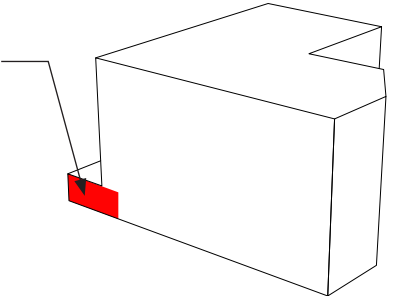
New Parking	
JFS Spaces	46
Residential Spaces	57
Future Office Parking	7
Total Spaces	110

POTENTIAL DEVELOPMENT STANDARD DEPARTURES

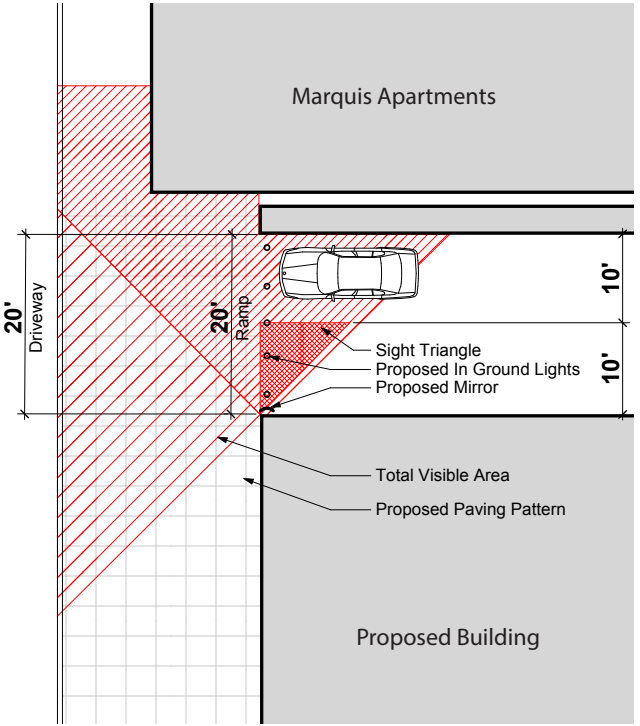
LAND USE DEVELOPMENT STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>5 <u>SMC 23.54.030.D.2 Driveways & 23.54.030.F.2(b) Curb Cut Width</u> Driveway and curb cut widths for non-residential two-way traffic is 22-foot minimum and 25-foot maximum.</p>	<p>Allow the driveway and corresponding curb cut width to be 20-feet, which is narrower than the minimum allowable width by 2-feet</p>	<p>The minimum allowable driveway width for residential traffic is 20-feet. While the parking garage serves both residential and non-residential traffic, a narrower driveway and curb cut is desired to minimize the presence of the parking entry and serve to reduce the speed of vehicles entering and exiting the garage a means to enhance pedestrian safety. (PL2.I CHSG: Human Scale; DC1.I CHSG: Parking and Vehicle Access)</p>
<p>6 <u>SMC 23.54.030.G.1 Sight Triangles</u> Sight triangles are required at both sides of driveways that are less than 22-feet in width</p>	<p>Eliminate the required sight triangle at the north side of the driveway by using mirrors, textured pavement, motion-detecting radar, and other design measures to address pedestrian safety concerns</p>	<p>The sight triangle at the north side of the driveway is proposed to be eliminated in order to diminish the size and presence of the parking garage on 16th Avenue. Constricting the point of entry will reduce vehicle speed and decrease the likelihood of pedestrian/vehicle conflicts. In lieu of the sight triangle (PL2.I CHSG: Human Scale; DC1.I CHSG: Parking and Vehicle Access)</p>



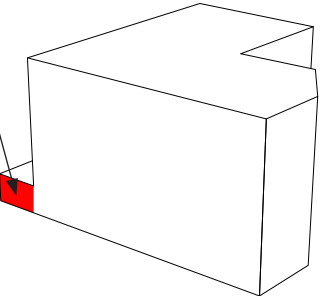
WIDE DRIVE AISLE INCREASES SIZE OF PARKING GARAGE ON 16TH AVENUE



Code Compliant Sight Triangle



NARROW DRIVE AISLE CONSTRICTS POINT OF ENTRY AND REDUCES VEHICLE SPEED

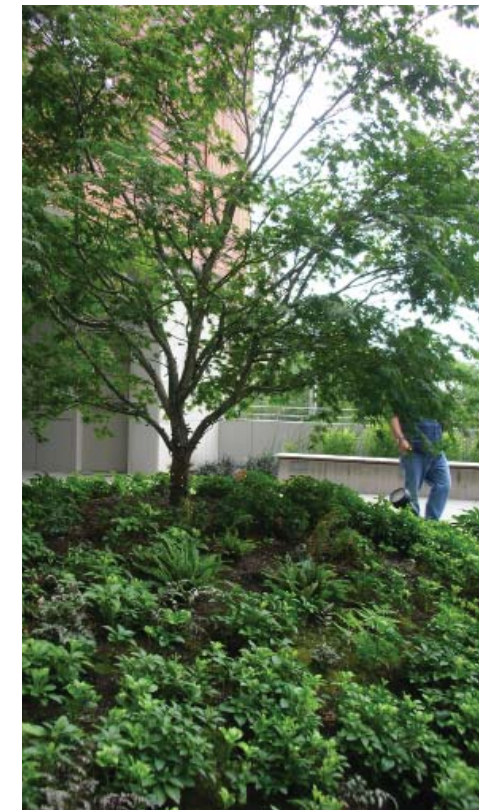


Proposed Sight Triangle

STREET AND PODIUM LEVEL LANDSCAPE CONCEPT



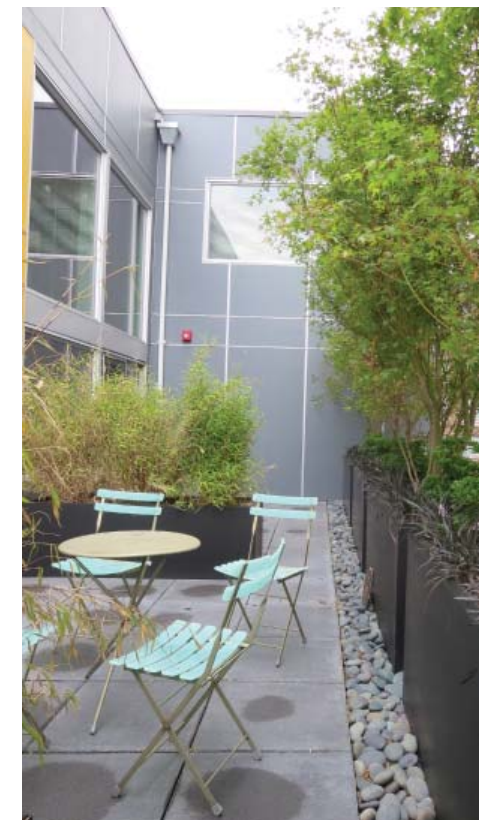
generous planting strip



lush landscape

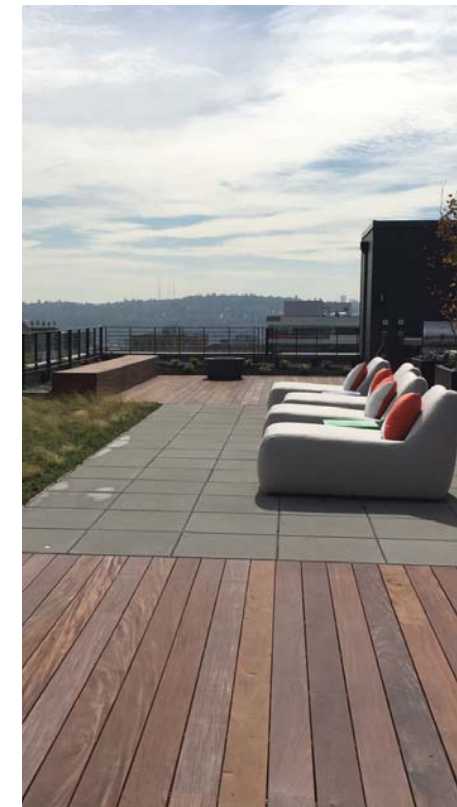
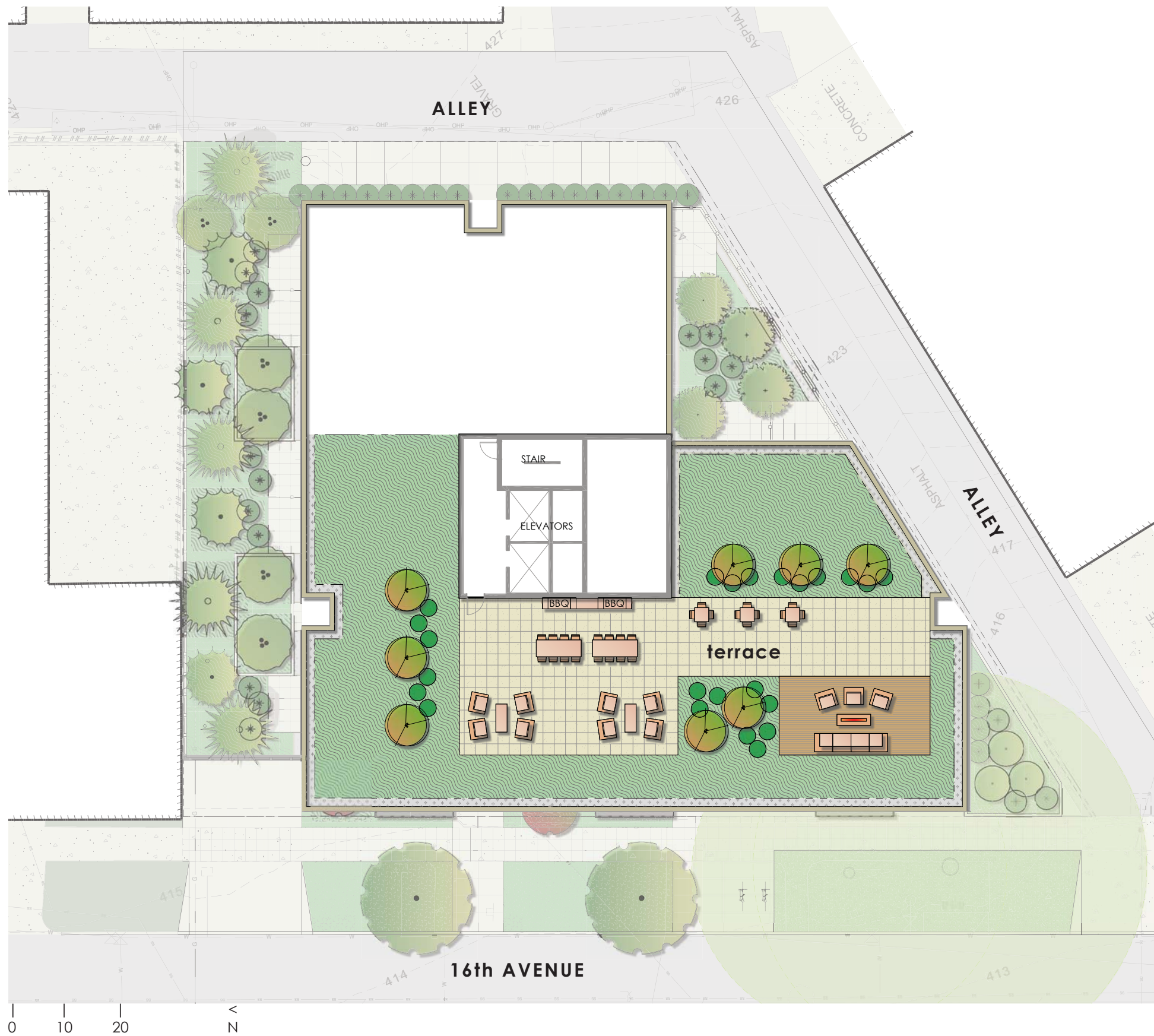


bioretention planter w/trees

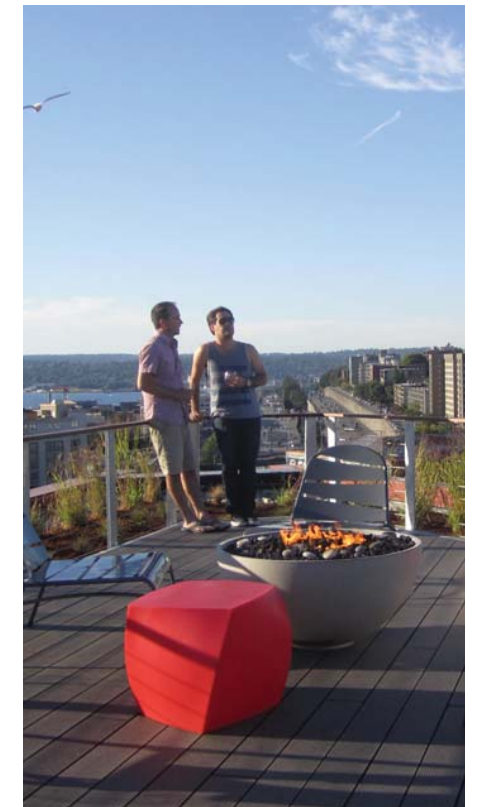


private terraces

ROOF LEVEL LANDSCAPE CONCEPT



narrow but generous terrace



fire and killer view



sedums with grasses



roof treelets

REPRESENTATIVE PROJECTS

Weinstein A+U is recognized as one of the Northwest's leading design firms and has continually demonstrated design excellence on a broad array of projects for State, City, Federal, private, and not-for-profit clients. We are passionate about our city and the shaping of its urban neighborhoods through the integration of architecture and urban design is central to our practice.

Well-designed and thoughtful urban housing is a special concern of ours, and we have worked aggressively to advance the expectations of mixed-use projects in Seattle, both technically and aesthetically. While each project presents very specific challenges, a number of recurring themes inform much of our work and form the basis of our approach to housing design:

- All of our buildings are situational and are inseparable from their sites. They sit comfortably amongst their established neighbors, drawing from established precedents while looking to the future
- Well-designed unit plans are essential to the success of a housing project. While the functionality of each unit type is important, the organization of units across a floor plate and their influence on building elevations is equally important
- Appropriately located and proportioned open space is a significant design determinant for most mixed-use and urban housing projects
- We avoid arbitrary façade embellishment. Instead we utilize the organization of individual units and their aggregation to establish the pattern and rhythm of multi-family facades that is furthered informed by site organization and orientation. Plans correlate to elevations and variation occurs within an established system
- The constrained budgets for typical mixed-use projects demand careful consideration of a project's primary orientation and configuration to provide cost effective sustainable design strategies
- The scale and proportion of new mixed-use buildings must address, but need not directly reflect, those of adjacent structures. Plan, section, and elevation strategies should be integrated to provide a comprehensible "read" of the building's composition and organization



1



2



3



4



5



6

- 1 **Agnes Lofts**, 1433 12th Avenue
- 2 **19th and Mercer Mixed-Use Building**, 526 19th Avenue E
- 3 **2026 E Madison Mixed-Use Building**, (unbuilt)
- 4 **The Rooster Mixed-Use Building**, 900 NE 65th Street (under construction)
- 5 **Ventana at the Market**, 2100 Western Ave
- 6 **SCCA Patient House**, 207 Pontius Ave N
- 7 **Compass Center Housing**, 1753 NW 56th Street
- 8 **Belroy Apartments**, 703 Bellevue Ave E
- 9 **Banner Building**, 2600 Western Avenue



7



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