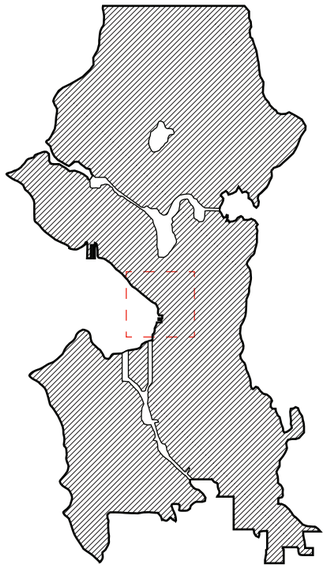
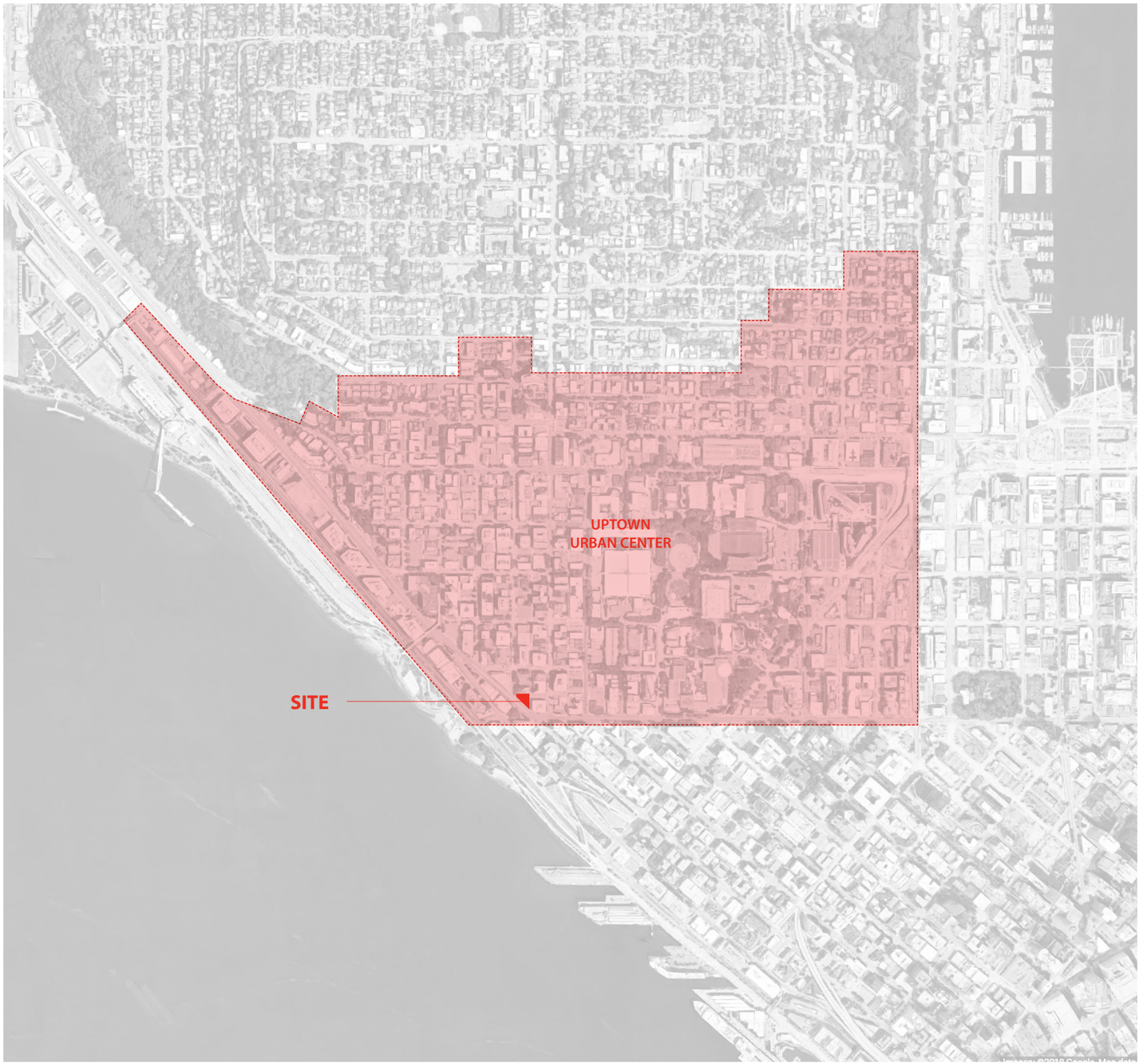
110 First Avenue West Multifamily Apartment Building
Early Design Guidance Meeting • August 1, 2018
Project Number 3032186





Contents

Project Information

Property Address:
110 First Avenue West, Seattle, Washington 98119

Owner:
Re:Form, LLC

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

Landscape Architect:
Karen Kiest Landscape Architects
T (206) 323-6032

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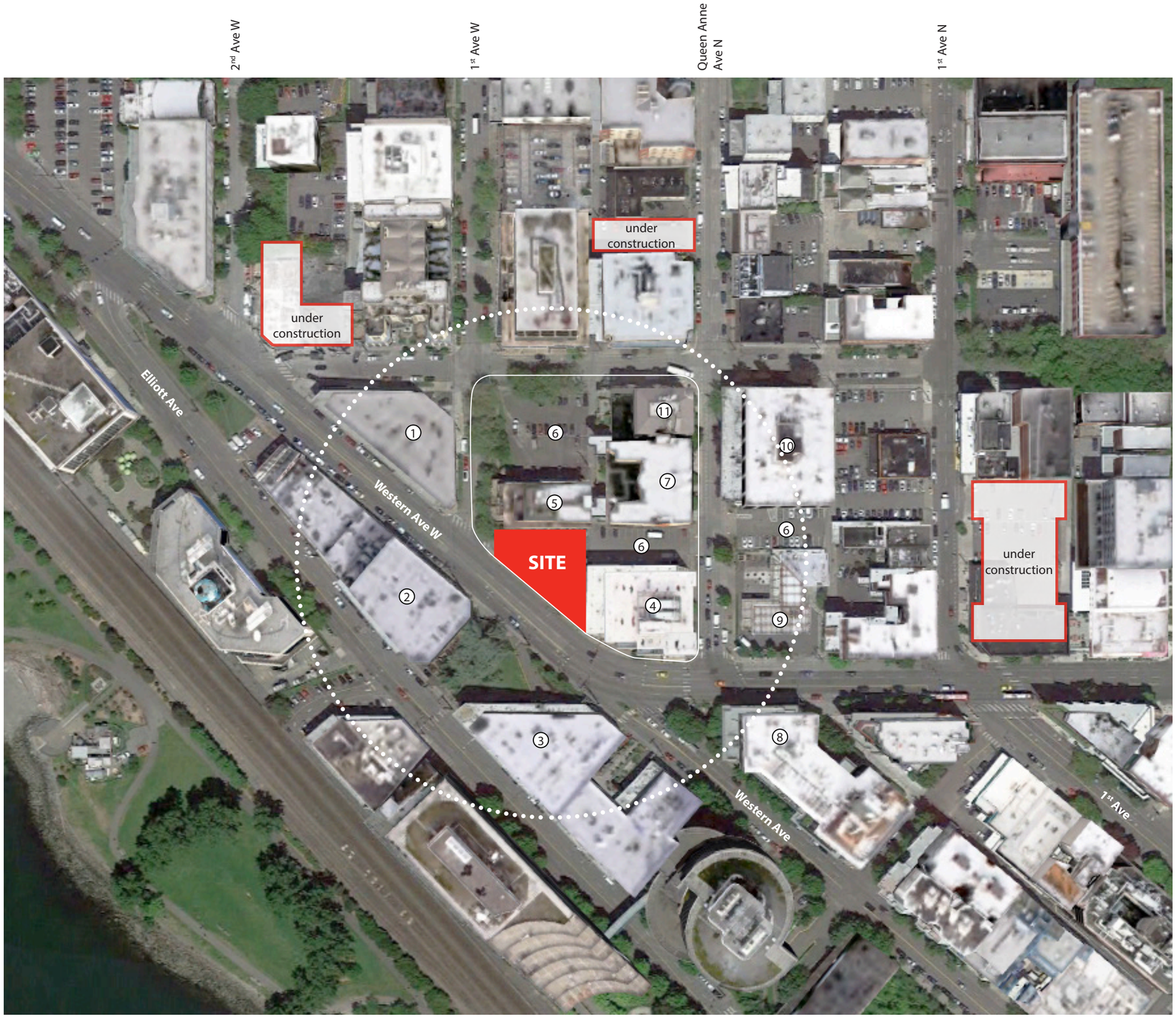


Location
The project site is a trapezoidal 12,001-sf parcel zoned SM-UP (M1) lot located at the intersection of First Avenue West and Western Avenue West in the Uptown neighborhood of Seattle. It is bound by an improved alley along its east property line.

Development Objectives
The proposed project is an eight-story, mixed-use apartment building approximately 85-feet in height and 63,400-sf (exclusive of areas below grade).
The building will contain 78 residential apartment units served by a resident lobby. There will be a leasing office and a commercial space at street level. Residents will have access to an amenity space within the building as well as an outdoor roof deck. Structured parking for approximately 23 vehicles (accessed via the alley) will be located partially below grade along with building service and storage spaces.

<u>The project's development objectives are as follows:</u>

• Provide a high quality living environment for residents that is convenient to work, leisure and recreation.

• Create a lively environment for urban residents, including accommodations for retail and / or restaurants at street level.

• Incorporate pedestrian-oriented design principles for the benefit of the neighborhood:

- Widened sidewalks
- A strengthened street edge with an appropriately scaled facade with visual Interest for motorists & pedestrians
- A vibrant and safe street-level experience
- Street trees and overhangs to protect from traffic and weather

• Strategic incorporation of:

- Landscape design & material selection
- Exterior lighting design & transparency
- Trash & recycling storage

Immediate Neighborhood Context

1. Bayview Work Lofts
2. Northwest Work Lofts
3. Northwest Work Lofts
4. Salvation Army NW Headquarters
5. 1201 1st Ave W
6. Surface parking lot
7. 123 Queen Anne Ave N
8. Trio Condominiums
9. Shell Service Station
10. 190 Queen Anne Ave N
11. 133 Queen Anne Ave N

PRELIMINARY SEATTLE LAND USE CODE ANALYSIS

Parcel Number	1989200955	
Lot Area	12,001-sf (0.27 acres)	
Zoning	SM-UP 85 (M1) - Seattle Mixed Uptown (Urban Center)	23.48 - Seattle Mixed
Permitted Uses	• All uses permitted outright; no required street level uses	23.48.005 - Uses
Street Level Development Standards	• Transparency : 60 % along First Ave W (Class III Pedestrian Street); 30 % along Western Ave W (all other streets) • Blank facades : 15-ft wide maximum (extension to 30-ft at Director's discretion) - Total width of blank facade segments shall not exceed 40 % percent of the width of the street-facing facade of the structure on each street frontage - First Ave W (Class III Pedestrian Street) - Limited to segments 30-ft (may be increased to 60-ft at Director's discretion. Total width of all blank facade segments shall not exceed 70 % of the width of the street-facing facade of the structure - Western Ave W (all other streets)	23.48.040 - Street-level development standards 23.48.740 - Street-level development standards in SM-UP zones
Structure Height	• Maximum structure height : 85-ft • Open railings, planters, skylights, clerestories, greenhouses, parapets, and firewalls may extend up to 4-ft above the maximum height limit with unlimited rooftop coverage. • Rooftop features : solar collectors; stair penthouses; mechanical equipment; atriums, greenhouses, and solariums may extend up to 15-ft above the maximum height limit.* **So long as the combined total coverage of all features listed including weather protection such as eaves or canopies extending from rooftop features, does not exceed 20% of the roof area, or 25% of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment.*	23.48.025 - Structure height 23.48.040 - Street-level development standards 23.48.740 - Street-level development standards in SM-UP zones
Floor Area Ratio (FAR)	• Maximum FAR for structures that include residential use : 5.25 • Non-chargeable gross floor area (GFA) : - All underground stories or portions of stories. - Portions of a story that extend no more than 4-ft above existing or finished grade, whichever is lower, excluding access. - As an allowance for mechanical equipment, in any structure 65-ft in height or more, 3.5 % of the total chargeable gross floor area in a structure is exempt from FAR calculations. - Floor area of street-level uses identified in subsection 23.48.005.D that meet the development standards of subsection 23.48.720 (general sales & service uses; eating & drinking establishments.	23.48.020 - Floor area ratio (FAR) 23.48.720 - Floor area ratio (FAR) in SM-UP zones 23.48.005.D - Uses (D,a,b)
Setbacks	• No upper-level setbacks required • Setbacks on facades along street level allowed but not required (per Exhibit A for 23.48.740)	23.48.735 - Upper-level setback requirements in SM-UP zones 23.48.740 - Street-level development standards in SM-UP zones (A,1,2,3)
Parking	Off-street motor vehicle parking spaces • Parking for Non-residential use (in UC) - No minimum requirement • Parking for Residential Uses (in UC) - No minimum requirement Parking for bicycles • Commercial uses - Eating & drinking establishments: 1 / 12,000-sf (long-term) 1 / 2,000-sf (short-term in UC) - Sales & services general: 1 / 12,000-sf (long-term) 1 / 2,000-sf (short-term in UC) • Residential uses - Multi-family structures: 1 / 4 DU or 0.75 per small efficiency DU (long-term) No short-term bicycle parking requirements. Commercial uses limited to no more than ten parking spaces per business establishment (in multi-family zones).	23.54.015 - Required parking Table A Parking for Nonresident Uses Other Than Institutions (II, J) Table B Parking for Residential Uses (II, L) Table D Parking for Bicycles (A, A1 & A6) (D, D1) C. Maximum parking limits (3) 23.48.780 - Required parking in Uptown Urban Center

Source: Chapter 23 - Land Use Code. Seattle Municipal Code, Codified through Ordinance No. 125518, Supp. No. 12, Update 2 (updated on February 23, 2018).

Amenity Area	• Amenity area equivalent to 5% of total GFA in residential use is required. All residents shall have access to the required amenity area (may be provided at / above ground level). -Maximum of 50 % may be enclosed -Minimum horizontal dimension: 15-ft / minimum horizontal dimension: 10-ft -Minimum size : 225-sf	23.48.045 - Amenity area for residential uses
Parking & Loading Access	Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.C and use of the alley for parking and loading access would not create a significant safety hazard as determined by the Director. If the lot does not abut an improved alley, or use of the alley for parking and loading access would create a significant safety hazard as determined by the Director, parking and loading access may be permitted from the street. If the lot abuts more than one street, the location of access is determined by the Director, as a Type I decision, after consulting with the Director of Transportation.	23.48.085 - Parking and loading location, access, and curb cuts

EXISTING SITE PLAN

Legal Description
Lts 7,8, & 9, Blk 19
Denny's D.T. North Seattle Addition

Description
The project site is a 12,001-sf trapezoidal parcel zoned SM-UP (M1) located at the intersection of First Avenue West and Western Avenue within the Uptown Urban Center and borders the Queen Anne and Interbay neighborhoods.

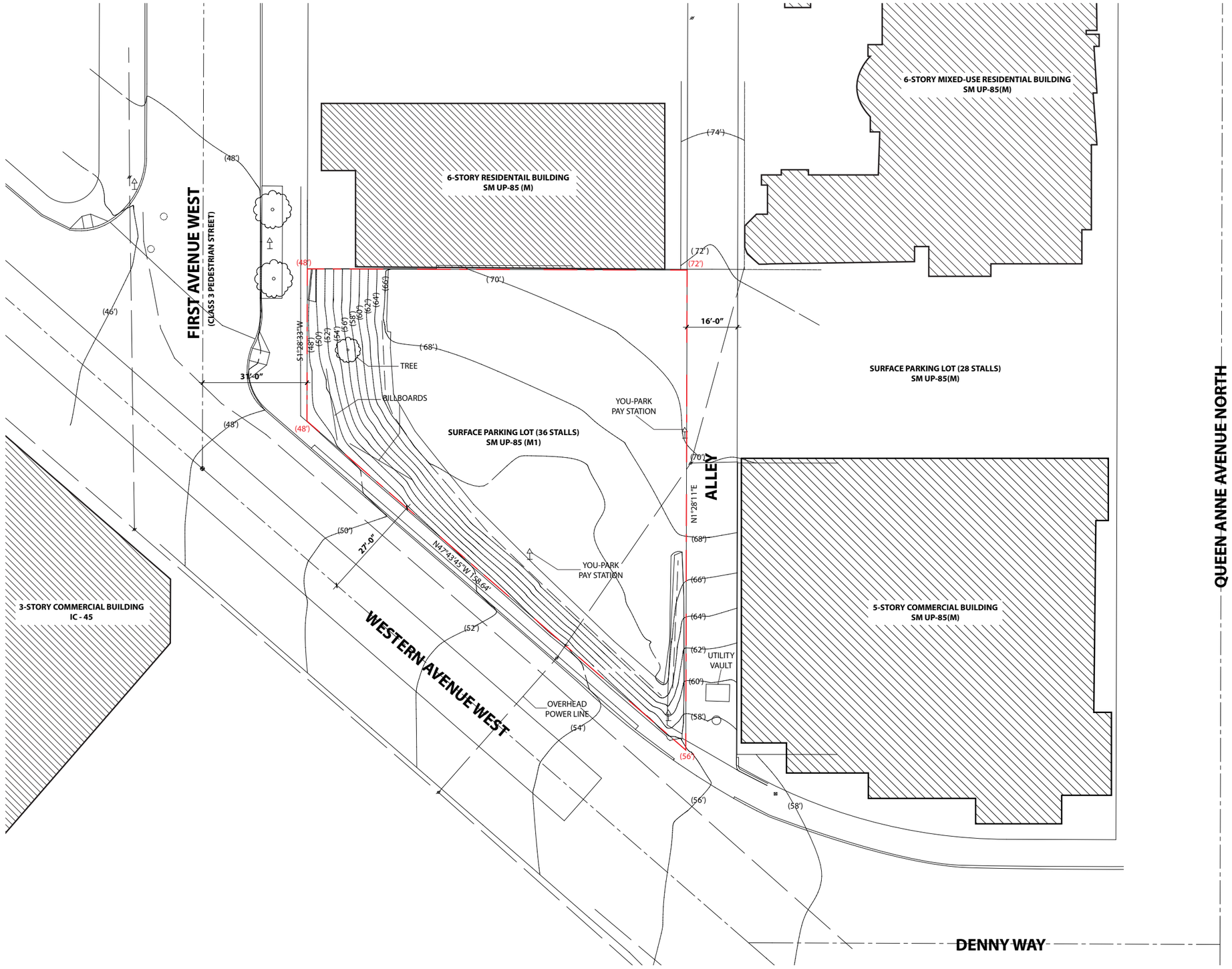
The northern property line abuts a neighboring 6-story apartment building. The east property line is bound by an improved alley across from which is a surface parking lot and a 5-story commercial building to the south. The western and southwestern edges of the site are bordered by guardrails and elevated above street level with views across Western Avenue W to Elliott Bay.

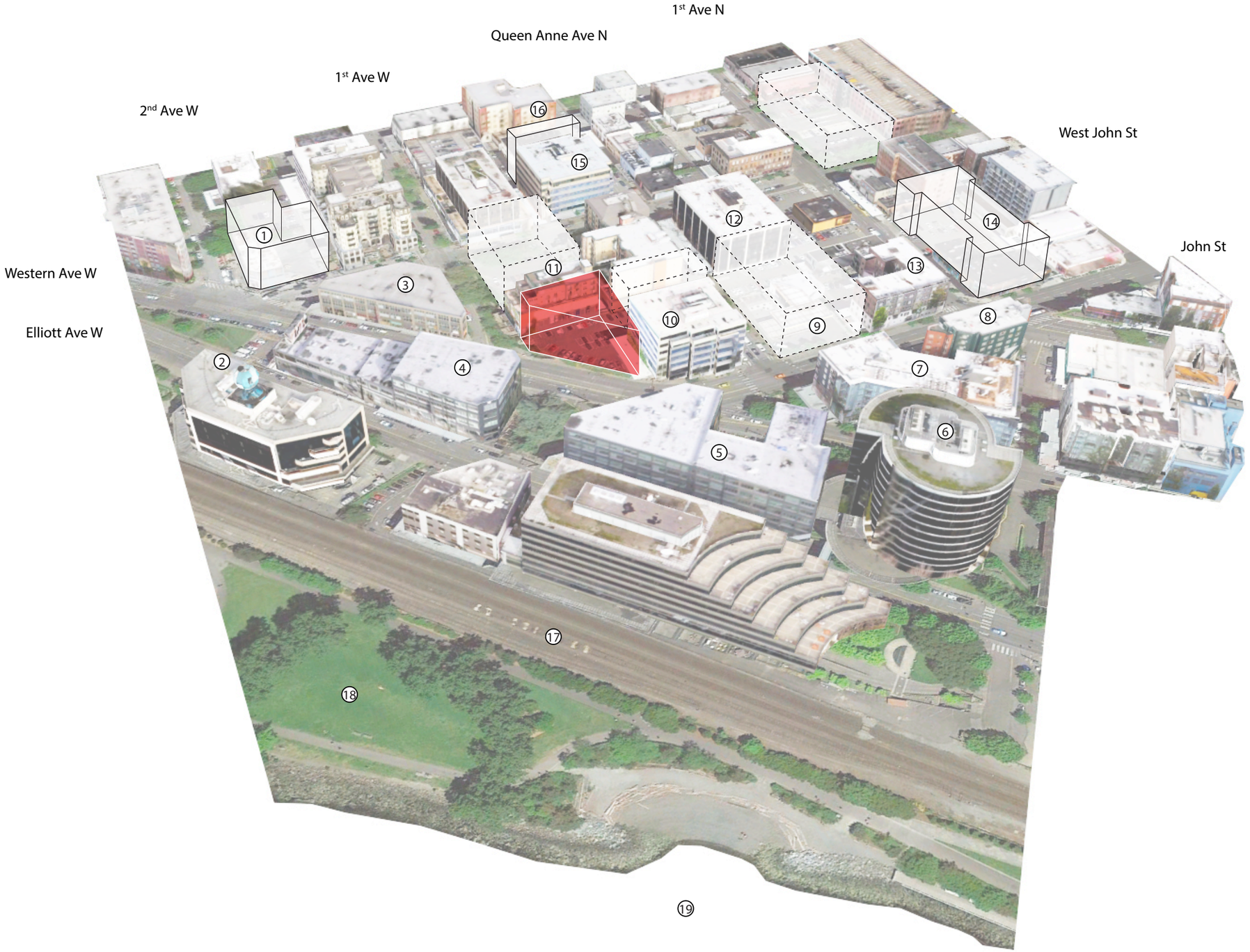
The project site is currently operated as a surface parking lot. On-site are two billboards and two "U-Park" pay stations. There is a tree in the northwest quadrant of the site along First Avenue West.

The site is built up with rockery and there is a 24-ft grade change between its lowest point of 48-ft and its highest point of 72-ft. The gradient along the north property line is most significant and descends from 72-ft in the northeast corner 48-ft in the northwest corner (a slope of approximately 20%).

The majority of the site plateaus gently from 72-ft in its northeast corner an edge approximately 66-ft in height. This edge runs along the site's west and southwest perimeter, offset approximately 15-ft from the property line. Past this edge, the site dips steeply to 48-ft to meet the right of way below. Parts of the site along Western Avenue West are currently covered by the tow of the existing slope, further compacting the already narrow and non SDOT-compliant existing sidewalk.

The entire site will be excavated and existing elements will be removed in order to locate the proposed structure on the project site.





Key

Project site showing maximum allowable building envelope.

Developments under construction showing approximate proposed massing.

Potential future developments showing approximate maximum allowable envelope.

Neighborhood Context

1. 200 2nd Ave W
2. Seattle Post-Intelligencer Globe
3. Bayview Work Lofts
4. Northwest Work Lofts
5. Northwest Work Lofts
6. CTI Biopharma
7. Trio Condominimums
8. Plymouth Place
9. Shell Station
10. Salvation Army NW Headquarters
11. 120 1st Ave W
12. 133 Queen Ane Ave N (Seattle Housing Authority)
13. Arkona Apartments
14. 100 Denny Way
15. 210 Queen Anne Ave N
16. 215 Queen Anne Ave N
17. Burlington Northern Santa Fe Railway / Amtrak
18. Myrtle Edwards Park
19. Elliott Bay

**Underlined addresses indicate projects under construction.*

**Not to scale; zoning heights, building envelopes and building massing are shown as approximations.*

SITE CONTEXT : EXISTING LAND USE

The Uptown Neighborhood is made up of primarily commercial office and multi-family residential land uses. There is a large area of school and institutional uses that is made up of Seattle Center and a churches to the northeast of the project site. There is also a significant amount of open space to the west of the site, Myrtle Edwards Park, and the Olympic Sculpture Park both of which are within walking distance. There are a significant number of projects under construction nearby due to its proximity to downtown. The recent upzoning of the neighborhood to SM-UP 85 is anticipated to spark further development of similar scale and size.

Design Cues

• The building is appropriately scaled for its location on a prominent corner. The design attempts to reduce the perceived scale of the building by modulating the facade, primarily through the incorporation of vertical bays, and a setback at street level.

• This project aspires to serve as a gateway that will mark the transition between the existing commercial buildings and the various multi-family scale projects being developed and proposed within its vicinity.

• The project takes cues from its surrounding feel by incorporating modern, durable materials seen in its neighboring historic buildings and interpreting them in a contemporary syntax that is appropriate to its surrounding familiar context.

Legend

- Future Developments
- Multi Family Residential
- Mixed Use
- Retail
- Office
- School / Institutional
- Utility
- Parks/Open Space
- Parking

SITE CONTEXT : TRANSIT MODES

The neighborhood is well served by automobile traffic and serves as a major thoroughfare between neighborhoods which makes for a automobile-centric condition and a hazardous street experience. While the project site is well served by public transportation but presents hazardous right-of-way and crossing conditions for pedestrians and cyclists, especially along 1st Avenue West which effectively serves as the neighborhood's western edge before reaching Elliott Bay.

Local open spaces such as Myrtle Edwards Park and the Olympic Sculpture Park are within walking distance to the project site. With the recent upzone, it is anticipated that the neighborhood will become more walkable and transit-oriented as new developments begin to fill in former commercial uses and surface parking lots with denser uses.

Design Cues

• Provide bicycle amenities along 1st Avenue West.
• Widen existing non-conforming sidewalk to 10' along Western Ave W and provide planting strips for further protection for pedestrians.

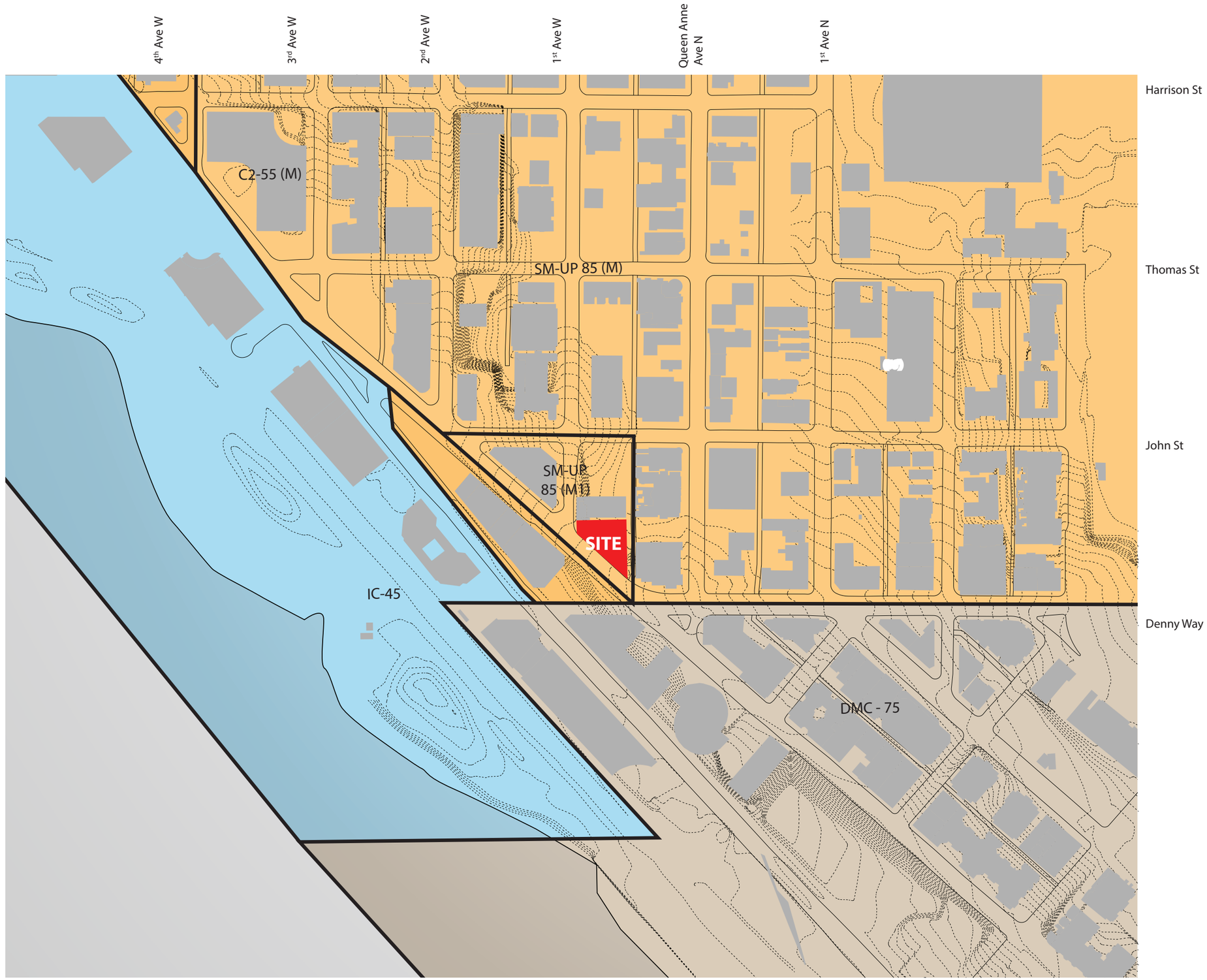
• Undercut the proposed structure at street level in order to accommodate pedestrian traffic, provide weather protection and street activation through the incorporation of a commercial tenant space.

Legend

- 5 Minute Pedestrian Walkshed
- Bus Routes
- Bus Lines (2)
- Current Bicycle Routes
- Designated Green Street
- Designated Pedestrian Street

SITE CONTEXT : ZONING

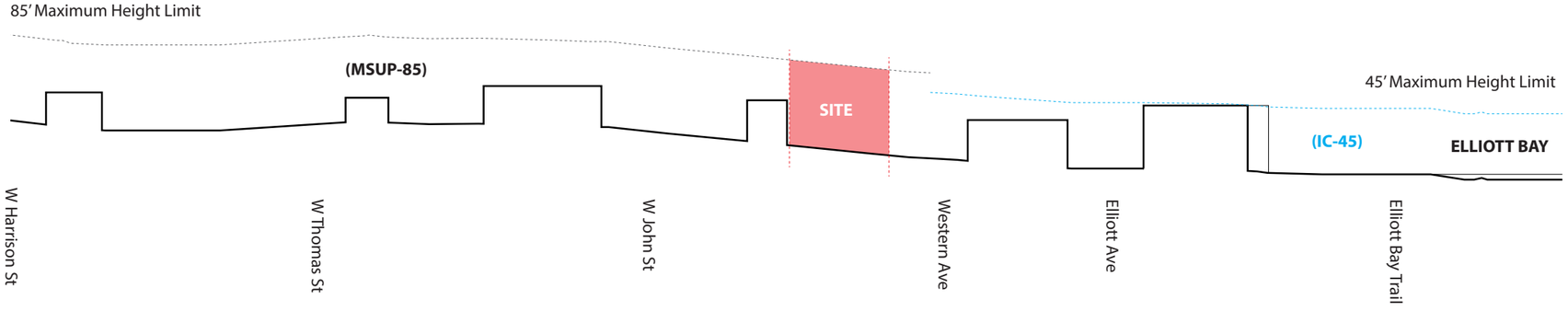
The project site consists of a trapezoidal parcel zoned for SM-UP 85 (M1). The northern property line abuts a neighboring apartment building. Its western property line is bound by 1st Avenue West and its southwestern property line run parallel to Western Avenue West. Its western property line is bound by an unimproved alley.



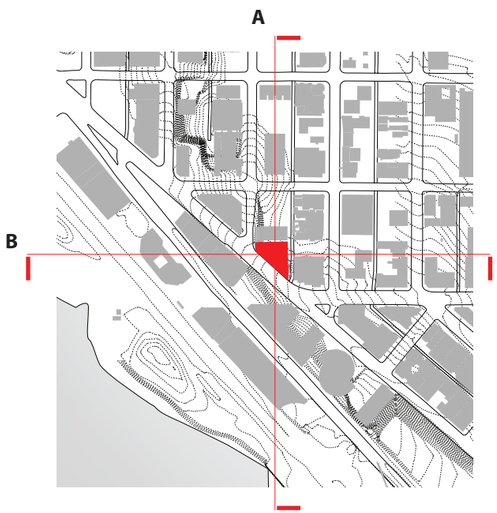
Existing Zoning Legend

- IC-45
- SM-UP 85 (M)
- DMC-75
- Zoning Boundaries

A | LONGITUDINAL SECTION - Looking East



B | TRANSVERSE SECTION - Looking to South



CONTEXT : WESTERN AVENUE WEST

The southern edge of the property is bound by Western Avenue West - a principal arterial.

There is a 7-ft change in topography along the south property line across a distance of 158.5-ft (a slope of 4.4%). The sidewalk along this stretch of Western Ave W is substandard and is impacted by the toe of the slope which extends over the property line. There are no street trees along Western Ave W along the site. There is an existing wooden utility pole close to the intersection of the alley. The pole services overhead power lines as well as guy wires that support street signs. The pole is supported by a down guy that runs close to or onto the property.

The zoning for the property is SM-UP85 (M1), the current use is a surface parking lot. Currently, Western Ave W contains a mix of commercial, retail and residential uses.

Design Cues

• Appropriately scaled retail spaces that respond to adjacent commercial scale along First Avenue W.

• Building massing and modulation respond to its prominent corner location.

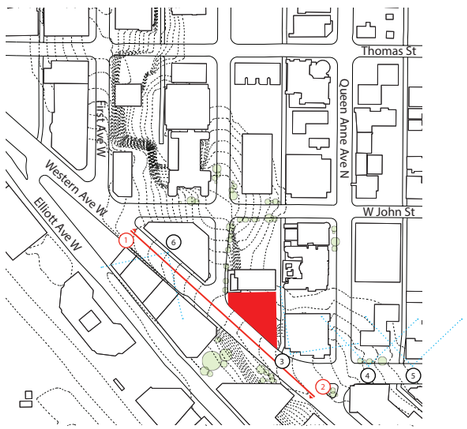
• Street level facade is scaled to pedestrians and cyclists that utilize the adjacent busy traffic thoroughfares of First Ave W and Western Ave W.

1 **Western Avenue West** - Facing North

PROJECT SITE

2 **Western Avenue West** - Facing South

OPPOSITE OF **PROJECT SITE**



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CONTEXT : FIRST AVENUE WEST

1 **First Avenue West -** Facing East

PROJECT SITE

2 **First Avenue West -** Facing West

OPPOSITE OF **PROJECT SITE**

The western edge of the property is bound by First Avenue West - a collector arterial. The sidewalk along this stretch of First Ave W is generous with mature street trees planted in intervals on both sides of the street. There is an existing tree in the parking strip at the northwest corner of the site that will be removed.

Currently, Western Ave W contains a mix of commercial, retail and residential uses.

Design Cues

• Appropriately scaled residential entrance and commercial space that respond to adjacent residential entryways

• Building massing and modulation respond to its prominent corner location.

• Street level facade is scaled to pedestrians and cyclists that utilize the adjacent busy traffic thoroughfares of First Ave W and Western Ave W.

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CONTEXT : UPTOWN NEIGHBORHOOD

Uptown is a neighborhood in transition and consists of an eclectic mix of building types ranging from large, early twentieth century warehouse structures and apartment buildings to modern commercial office buildings and recent mixed-use mulitfamily structures. Also prevalent are surface parking lots and occasional commercial establishments such as gasoline stations and small restaurants.

The project site is well served by public transportation, particularly bus routes along First Avenue West and Western Avenue West. Also nearby are major public open spaces such as the Olympic Sculpture Park and Myrtle Edwards Park both of which are within walking distance.

While the supply of multi-family housing stock continues to grow (with a significant number of neighboring developments in the pipeline), the neighborhood lacks a general sense of cohesiveness seen in adjacent neighborhoods such as Queen Anne or Beltown. A large part of this can be attributed to the prevalence of significant high-speed vehicular arterials (namely Western, and Elliott avenues and Denny Way) that truncate the southern portion of the neighborhood into odd "sawtooth" lots and hazardous sidewalk conditions lacking street trees and landscaping.

The recent upzoning of the neighborhood to Seattle Mixed zoning presents an opportunity to contribute a residential character and density to the Uptown neighborhood.

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1 Shell Station. Example of industrial uses.
2 Ongoing development. 2nd and Western Ave W.
3 Arkona Apartments. Detailing at entry portico.
4 Intersection of Western and Elliott avenues.
5 Minnie Flats. An example of recent development.

6

7

8

6 201 Queen Anne Ave N. Modern office building.
7 Arkona Apartments. 201 Queen Ave N. beyond.
8 Salvation Army NW HQ. Adjacent to project site.

SITE ANALYSIS

Topography

The majority of the site's high point is a plateau... This ridge runs along the site's west and southwest perimeter, offset approximately 15-ft from the property line. Past this edge, the site dips steeply to 48-ft to meet the right of way below. Parts of the site along Western Avenue West are currently covered by the toe of the existing slope.

Approximate grade changes:

- North property line : 48-ft to 72-ft
- East property line : 56-fto to 72-ft
- South / Southeast 48-ft to 56-ft
- West property line : 48-ft to 48-ft

Neighboring Lots / Structures

- 6-story apartment building to the north
- Surface parking lot across from alley
- 5-story commercial office building across from alley and to the south of surface parking lot

Solar Access

•Solar access is optimal along the south and southwest edges of the project site and diminishes along the north and east property lines given the proximity of 5-story structures on abutting and neighboring lots.

Access to Views

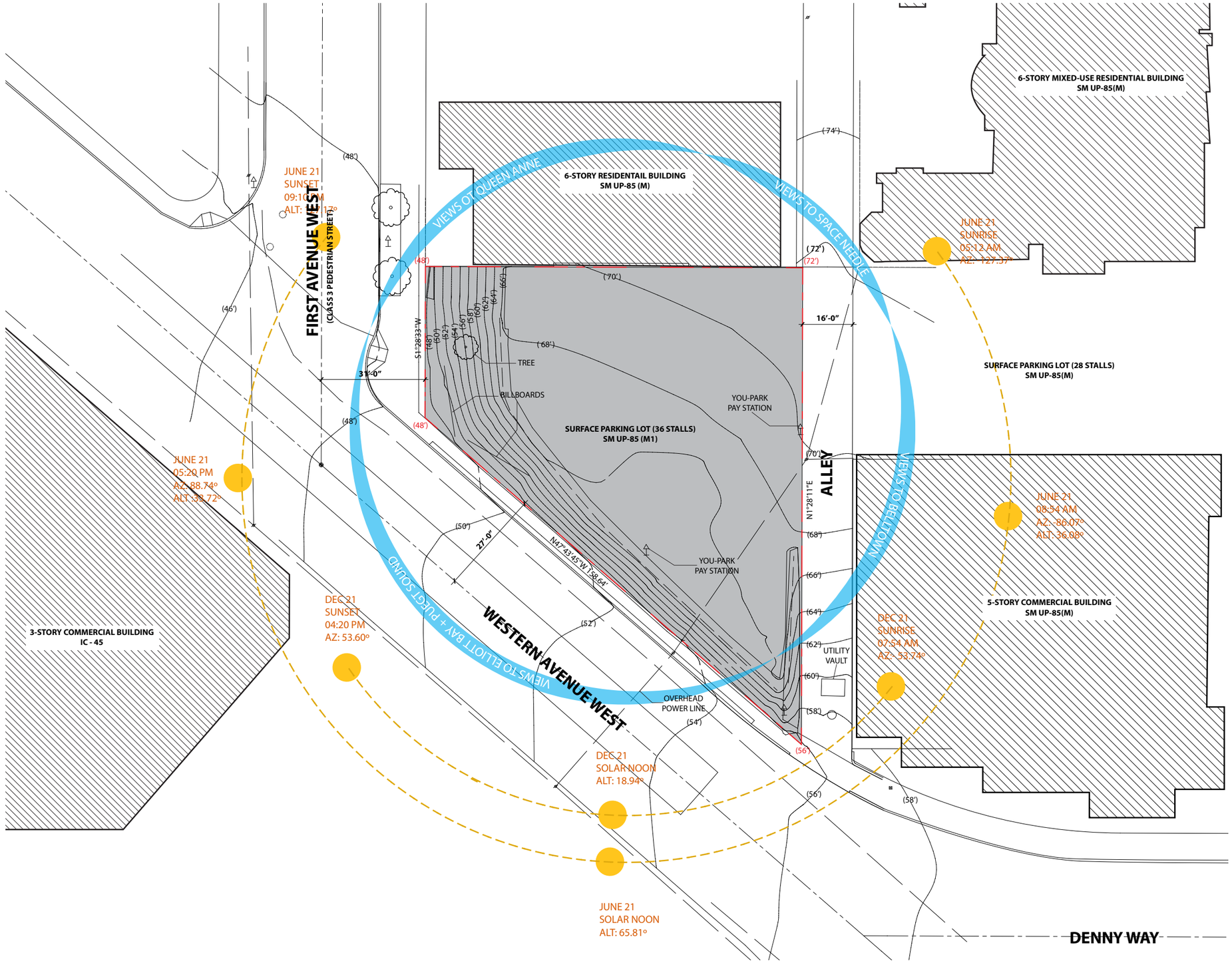
•Current views at approximately 66-ft include views to the south and southwest across Western Avenue West to Elliott Bay. Views to the north and northeast are currently obstructed by neighboring structures.

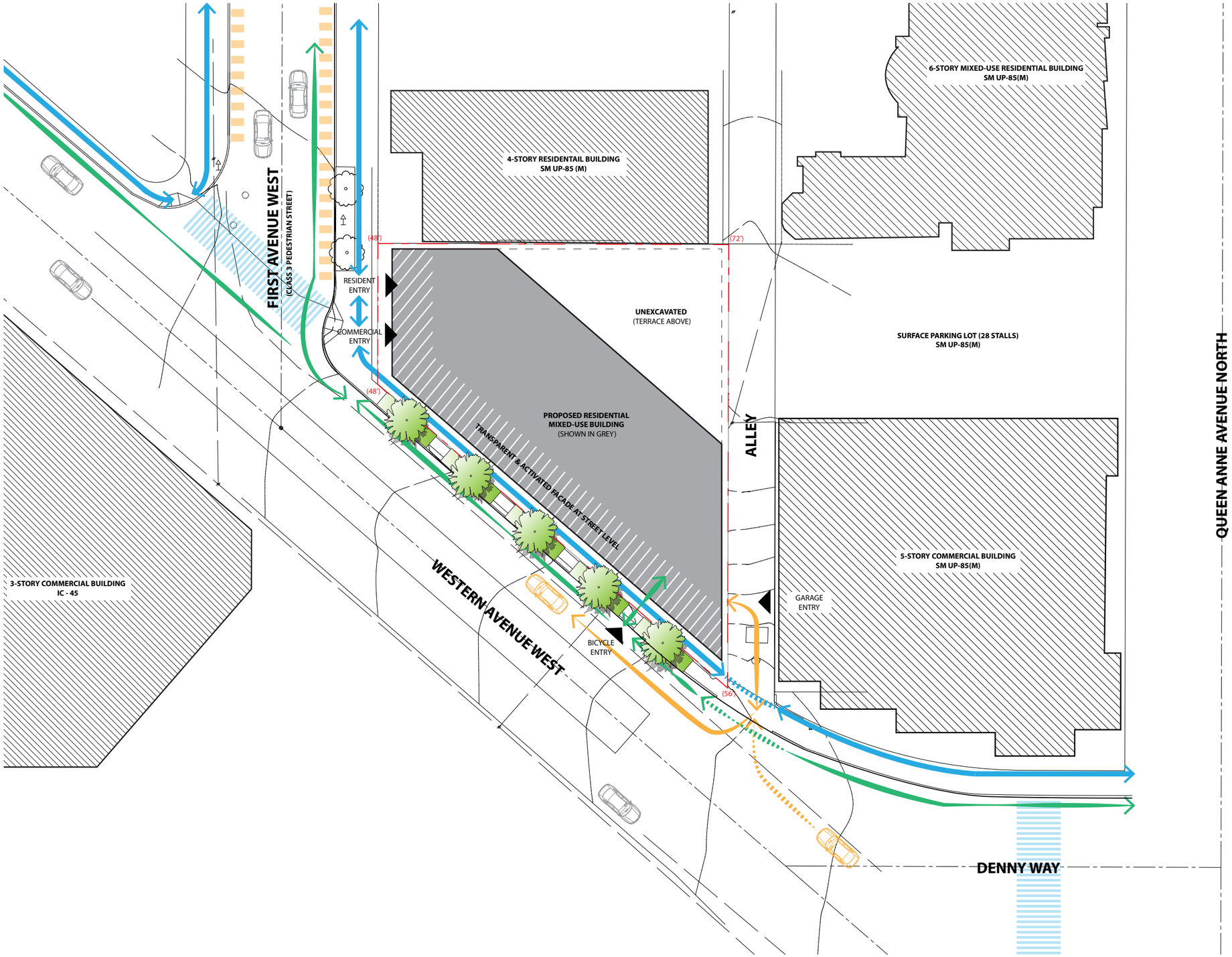
Structure Height

•85-ft (SM-UP85 (M1) zone)

Floor Area Ratio

•Base Far : NA
•Maximum FAR : 5.25
•Lot area: 12,001-sf
•Maximum allowable area : 63,005-sf
(exclusive of incentive provisions)





PRELIMINARY SITE PLAN

Removal of existing site elements and excavation are required for the proposed project : an 8-story, mixed-use apartment building approximately 85-feet in height and 63,000-sf (exclusive of mechanical areas and areas below grade). The building will contain 71 residential apartment units served by a resident lobby. There will be a leasing office and a commercial space at street level. Residents will have access to an amenity space within the building as well as an outdoor roof deck. Structured parking for approximately 23 vehicles (accessed via the alley) will be located partially below grade along with building service and storage spaces.

Traffic and Circulation

•First Avenue West is a collector arterial with parking on either sides of the street. Western Avenue West is a principal arterial with no street parking.

Streetscape

• The building will be undercut along both streets to accommodate a wider and SDOT compliant sidewalk to improve the pedestrian experience and safety.
• Landscaped strips and street trees will be added for added screening and protection from traffic along the building undercut.

Neighborhood Influences

• The proximity of numerous bus routes is conducive to a transit-oriented development and neighborhood.
•The project aims to extend the residential and neighborhood commercial characteristics of First Avenue West across their intersection and into Western Avenue West.
•The project aims to strengthen the edge along Western Avenue West and provide a stronger street presence and activity at street level.

Key

- Pedestrian traffic
- Pedestrian Crosswalk
- Cyclist traffic
- Motorist direction of travel
- Motorist traffic
- On-street parking

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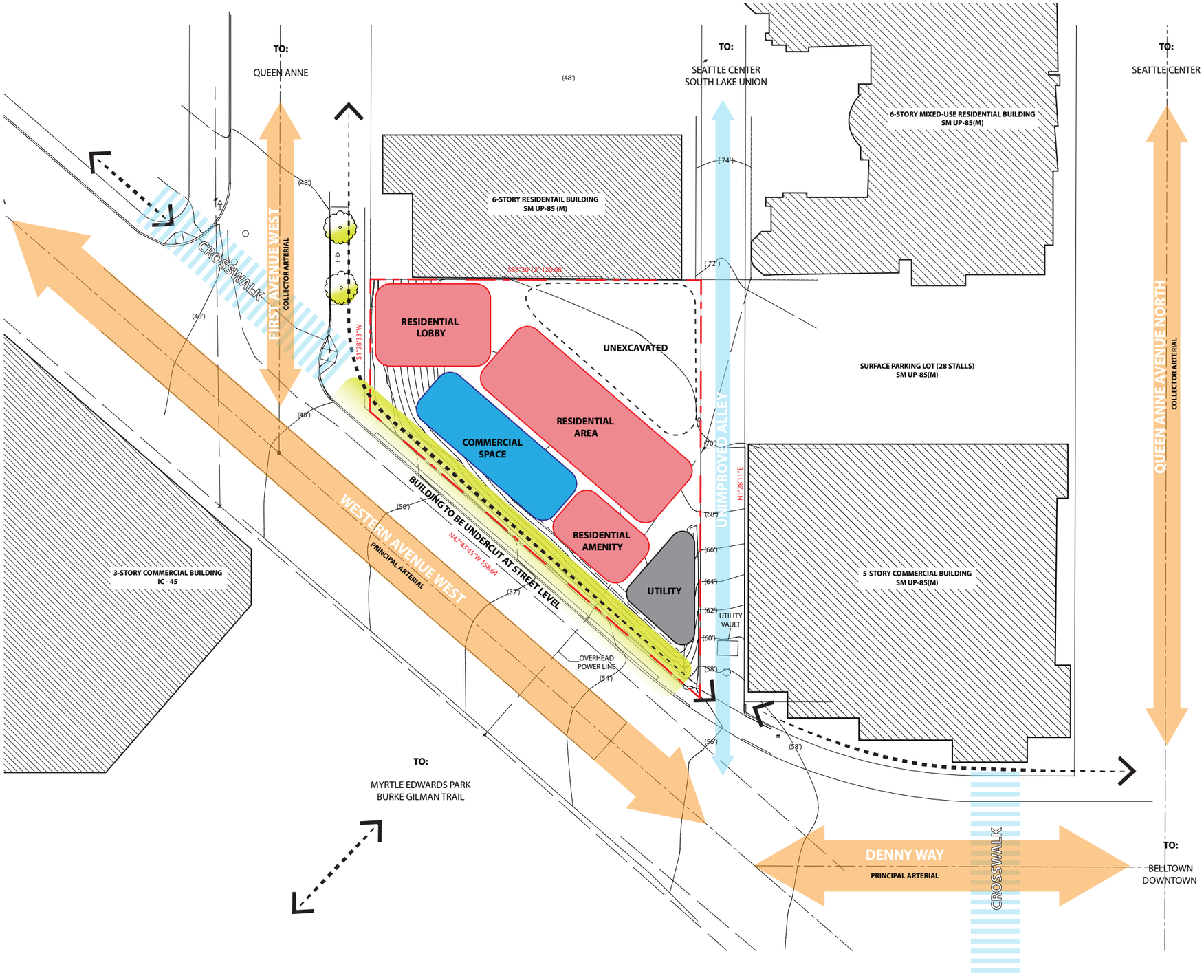


Street Characteristics

• Western Avenue West

This street is a heavily trafficked principal arterial and serves as a major thoroughfare that connects north Seattle with South Seattle. There is a gradual grade change which slopes north to south and a significant cross-slope. While several multi-family apartment buildings are under construction along this street, the majority of Western Avenue West is commercial in nature punctuated by occasional surface parking lots.

Existing sidewalks and public right of ways along this street vary from narrow to generous depending on the location. The project site has a non-conforming sidewalk which is further compacted due to the tow of the existing slope which spills out beyond the property line and into the public right of way. The street is currently hazardous to pedestrians and offers very little protection against high-speed motorized traffic which often includes large cargo vehicles and transit buses.

• First Avenue West

This street is a collector arterial that intersects and feeds Western Avenue West at the base of a steep slope. Given its slope, traffic going up First Avenue West is calmer and sidewalks are more well established and planted with mature street trees. This street is residential in character with a mix of both older and more recent multifamily apartment buildings as well as commercial office buildings. First Avenue West serves as a gateway to the Queen Anne neighborhood to its north.

Design Approach

• Glazing will be introduced along both streets (per SM-UP street level development standards) to provide a sense of transparency at street level and promote street activation.

• Both the residential and commercial entries will be placed located along First Avenue West to engage the residential nature of this street.

• The building will be undercut along both streets to accommodate a wider and SDOT compliant sidewalk to improve the pedestrian experience and safety.

• Landscaped strips and street trees will be added for added screening and protection from traffic along the building undercut.

DESIGN PROPOSAL : ALTERNATE 1

Description

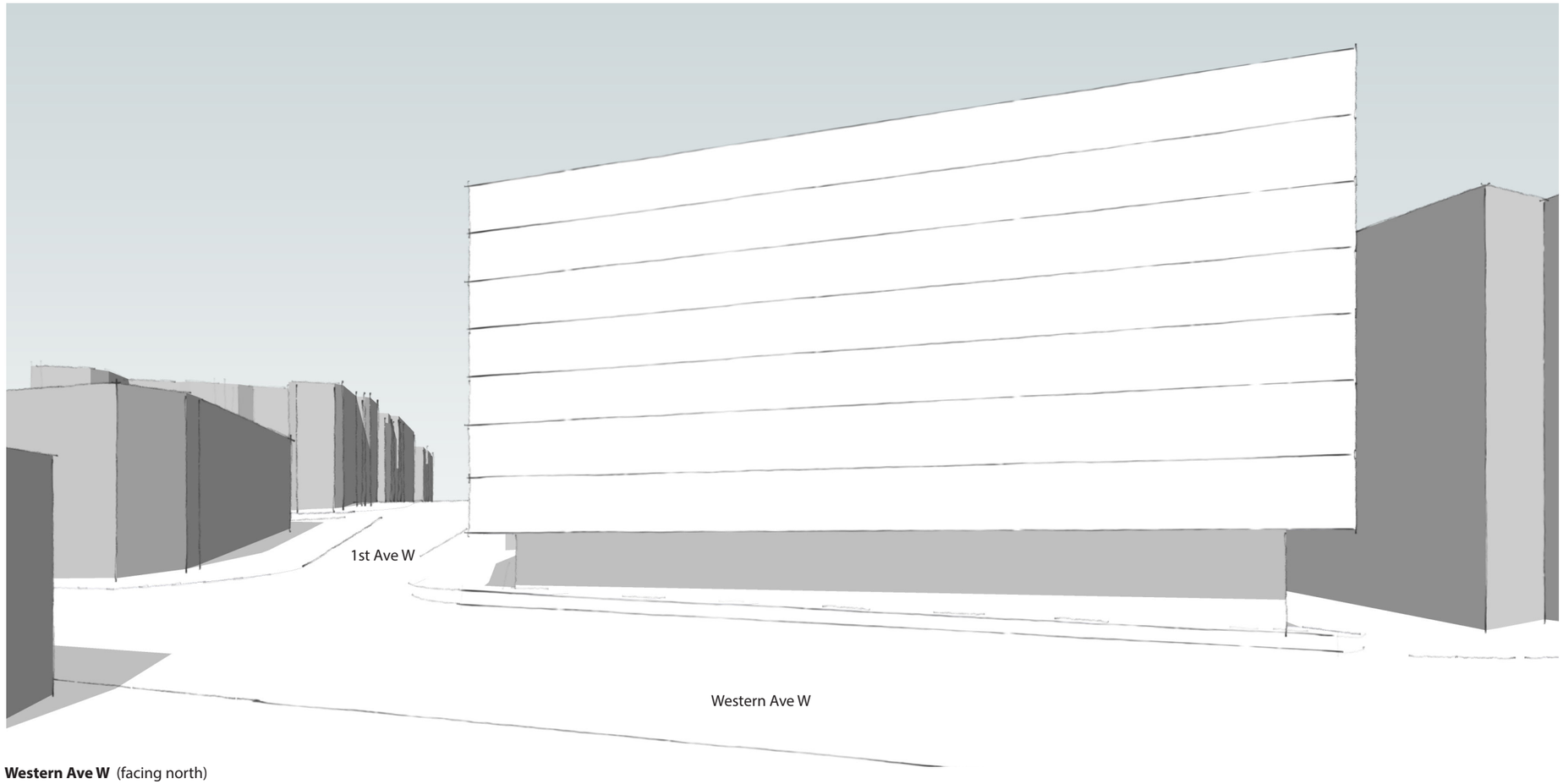
Alternate 1 consists of a single upper C-shaped bar of residential program oriented towards water and city views. This upper mass sits on top of a 2-story podium that is set back along both streets to distinguish it from the upper mass and to improve the currently non-conforming right of way along Western Ave W.

Summary

Stories:	8 2 partially below-grade 6 above-grade
Unit Count:	77
Floor Area:	63,400 -SF Residential 1,805-SF Commercial 0-SF Parking
Exempt Area:	2,282-SF (3.5% for mechanical)
	62,923-SF Total
Parking:	0 stalls

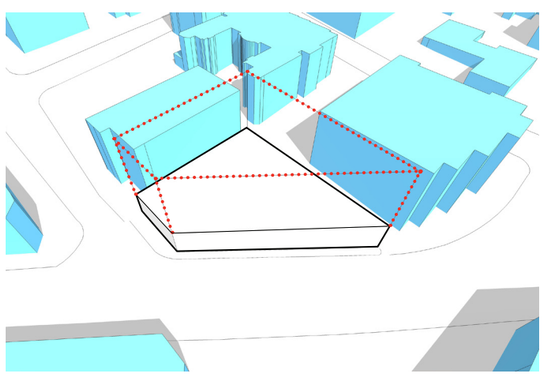
Street level uses:
- 1st Ave W - Lobby
- Western Ave W - Commercial

Disadvantages / Concerns
- The northern 6-story bar of residential units will be built right up to the north property line and for its entire length, hence blocking views and light to its neighbor to the north.
- Facade along Western Ave W is monolithic and does not provide relief to the street.

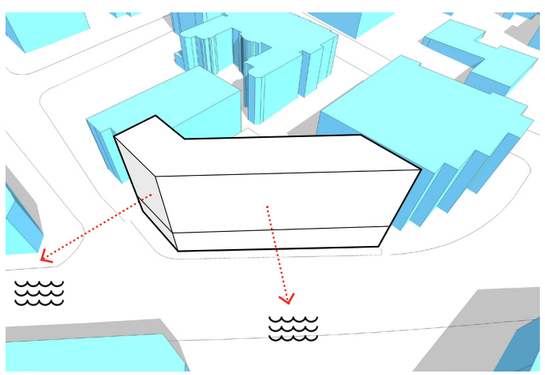


Western Ave W (facing north)

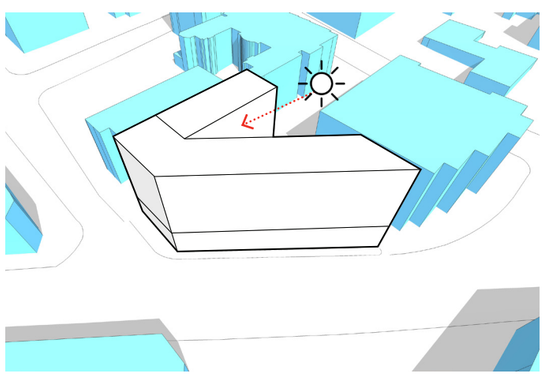
MASSING CONCEPT



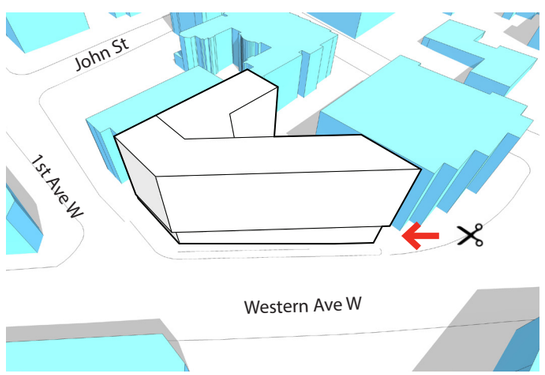
Establish podium.



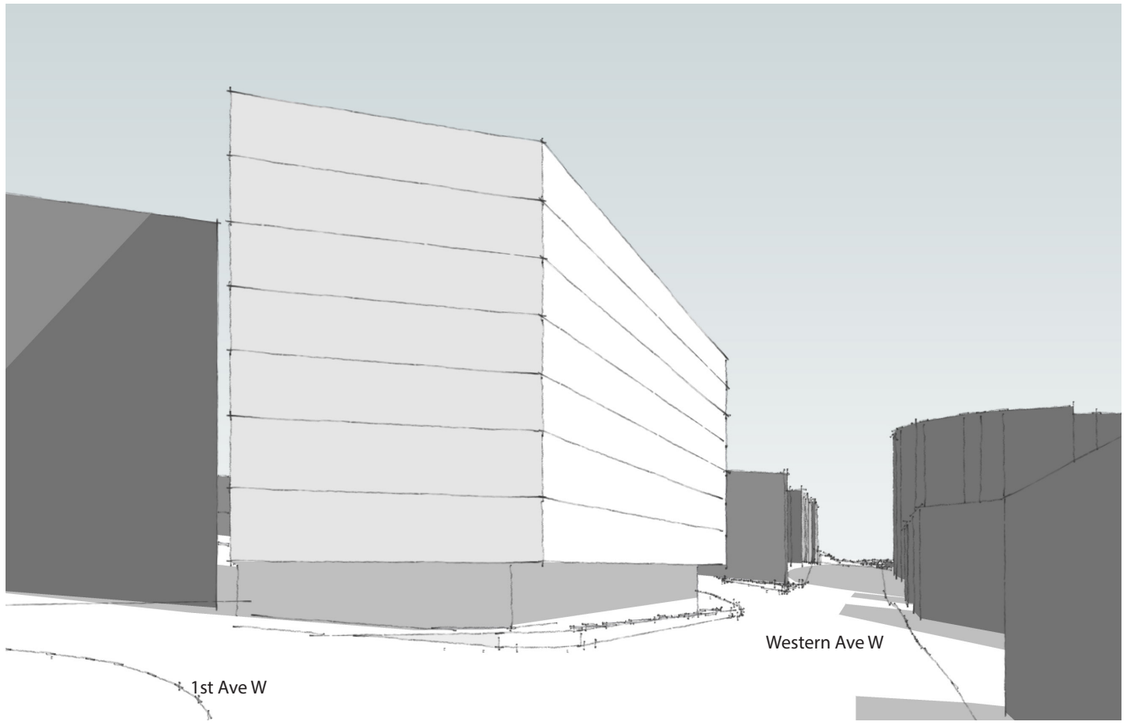
Orient front units to water views.



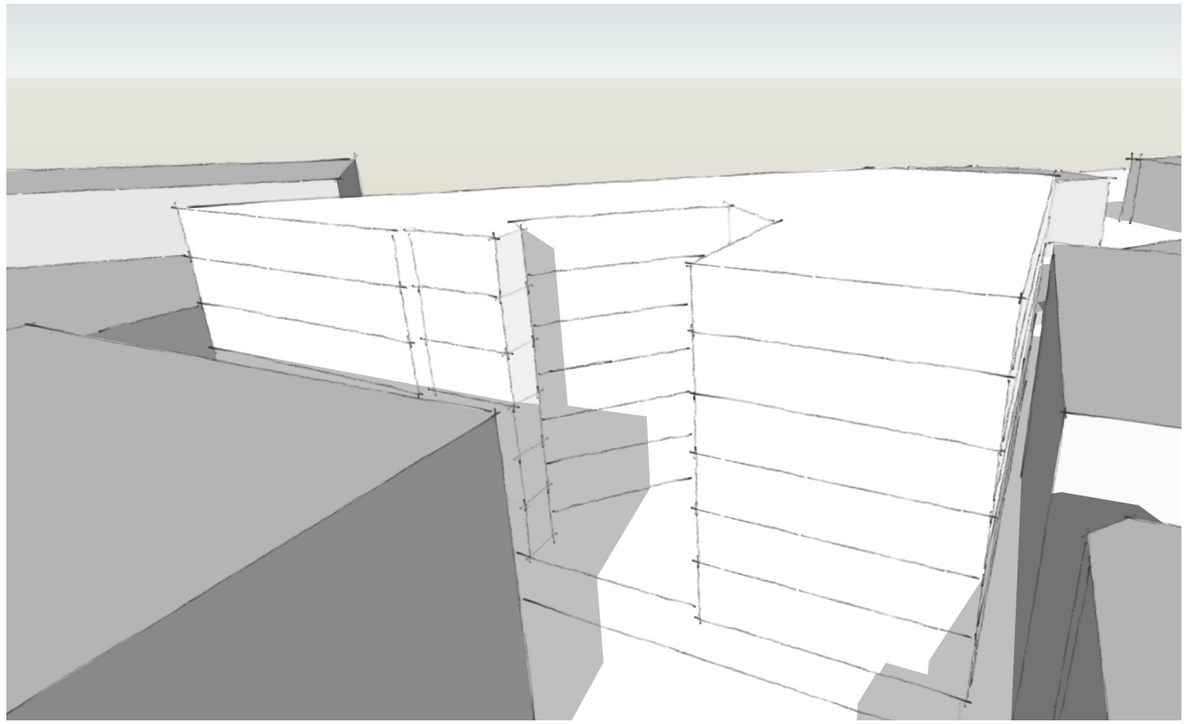
Orient rear units to resulting courtyard.



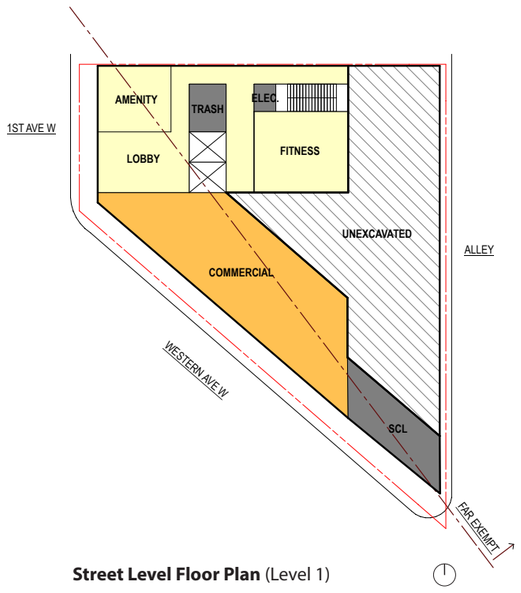
Undercut building at street level.



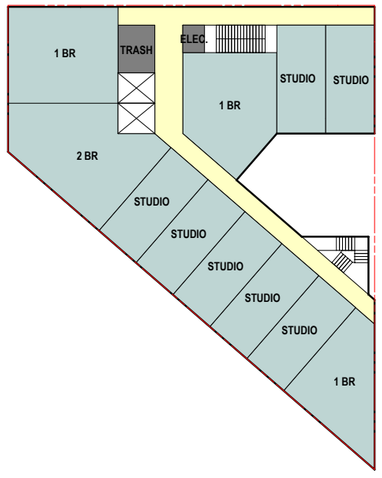
Western Ave W (facing east)



Alley (facing southwest to Elliott Bay)



Street Level Floor Plan (Level 1)



Typical Residential Floor Plan (Level 2 - 8)

DESIGN PROPOSAL : ALTERNATE 2

Description

Alternate 2 consists of two upper bars of 6-story residential program oriented towards water and city views that meet to form a "V" shaped mass. This upper mass sits on top of a 2-story podium that is set back along both streets to distinguish it from the upper mass and to improve the currently non-conforming right of way along Western Ave W.

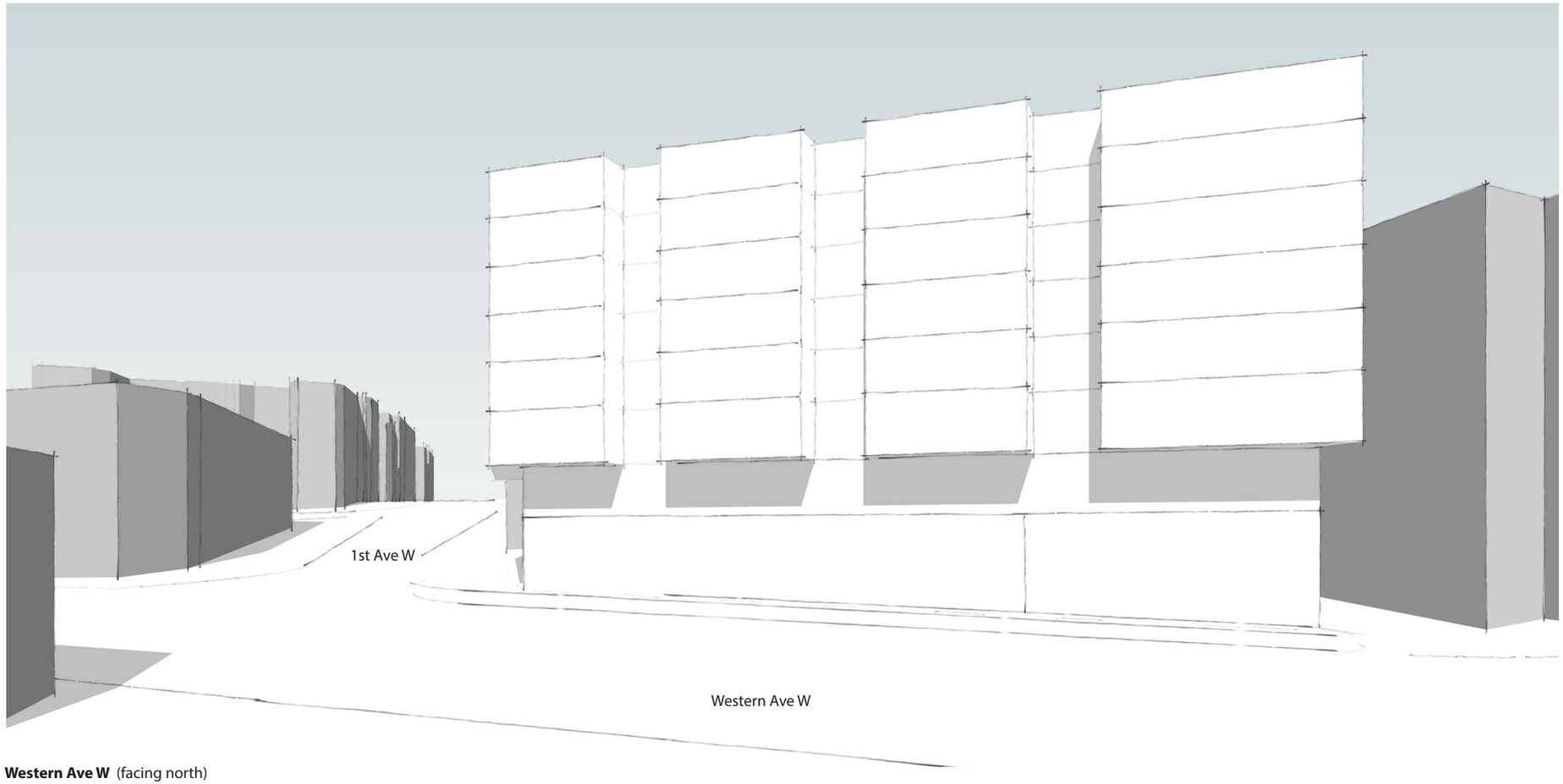
Summary

Stories:	8 2 partially below-grade 6 above-grade
Unit Count:	72
Floor Area:	57,457 -SF Residential 6,240-SF Parking 1,557-SF Commercial
Exempt Area:	2,284-SF (3.5% for mechanical)
	62,970-SF-Total
Parking:	27 stalls

Street level uses:
- 1st Ave W - Lobby
- Western Ave W - Commercial + Residential Amenity

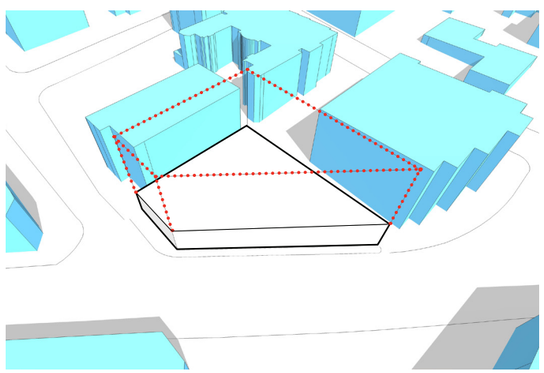
Disadvantages / Concerns
- The eastern 6-story bar of residential (alley) units will be built right up to the north property line, hence blocking views and light to its neighbor to the north.

Potential Departures
- Parking above grade.
- Parking should be disguised from street.

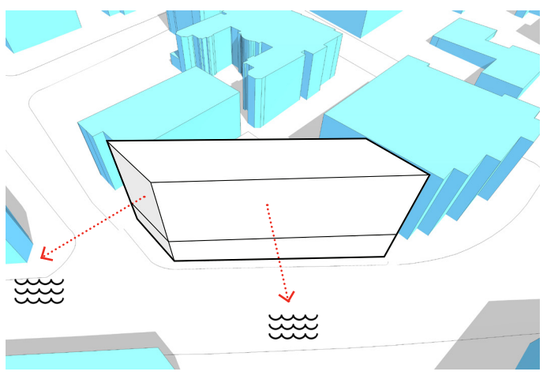


Western Ave W (facing north)

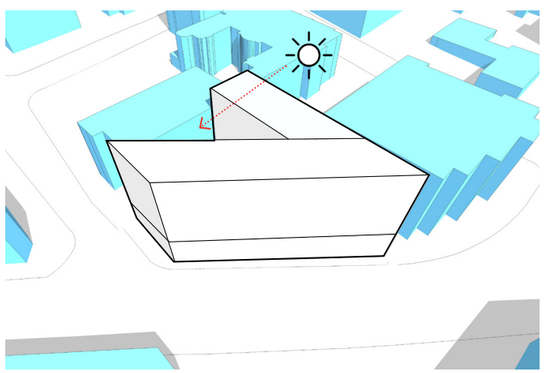
MASSING CONCEPT



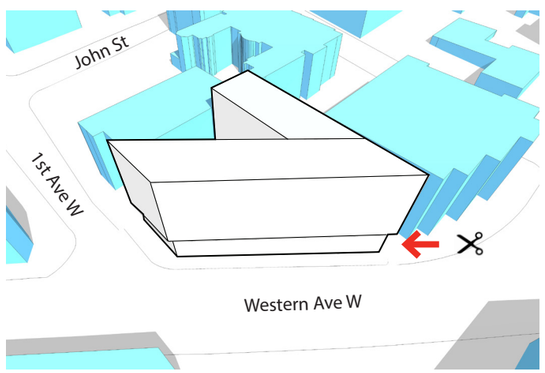
Establish podium.



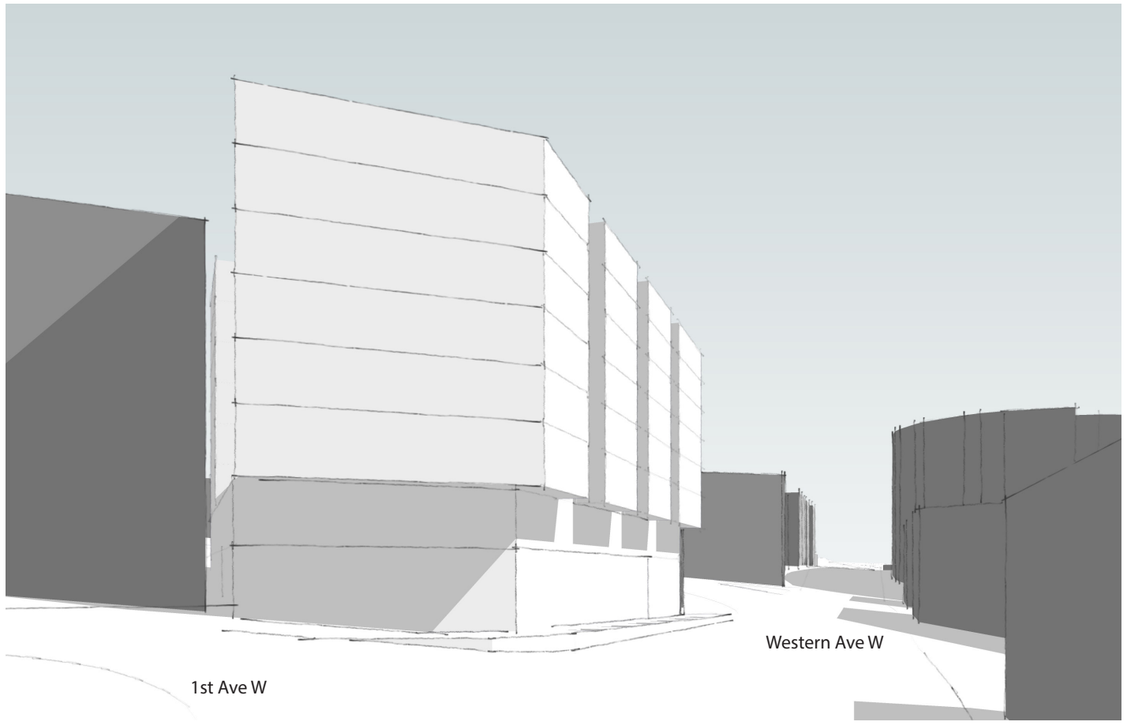
Orient front units to water and city views.



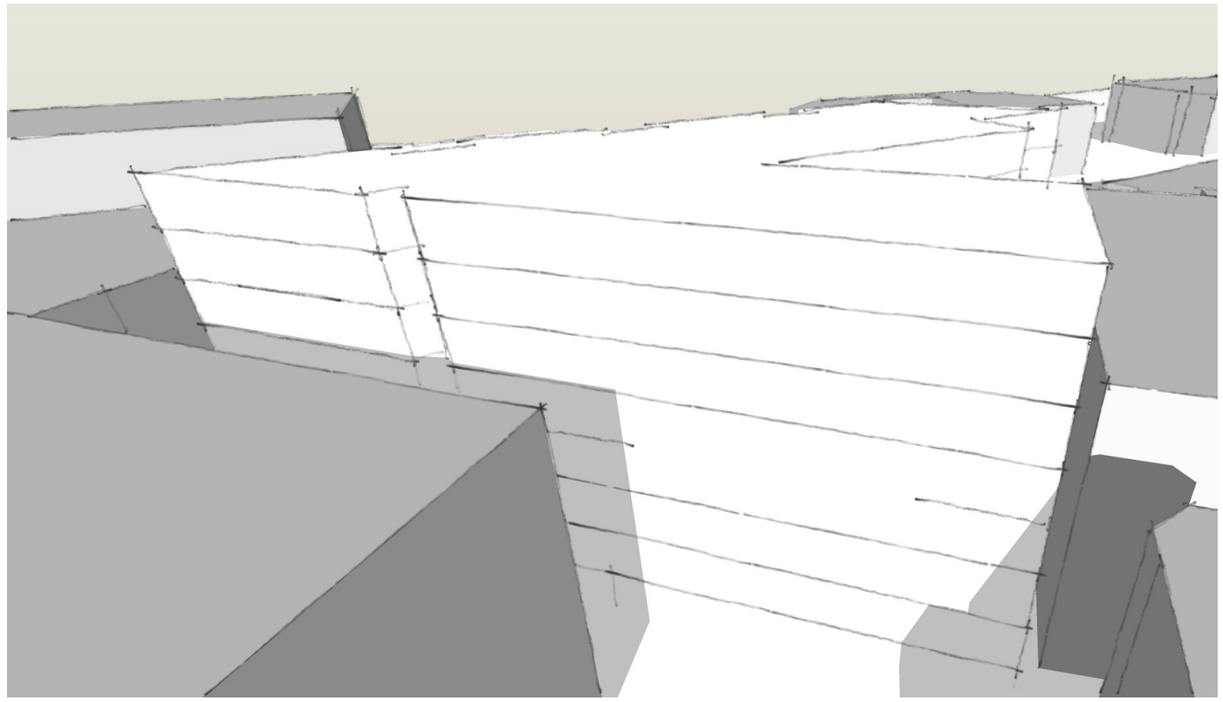
Orient alley units to city views and resulting courtyard.



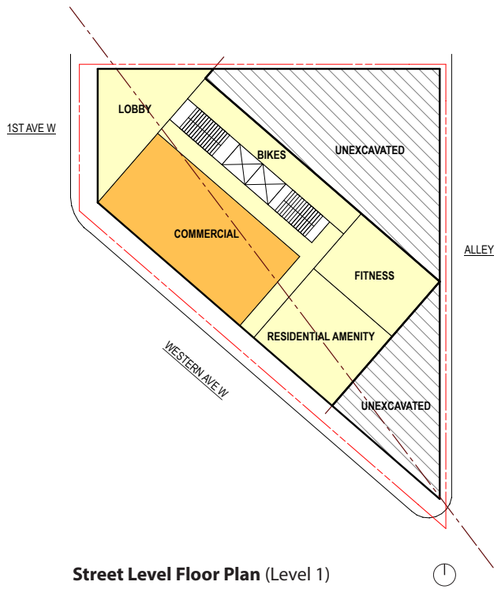
Undercut building at street level.



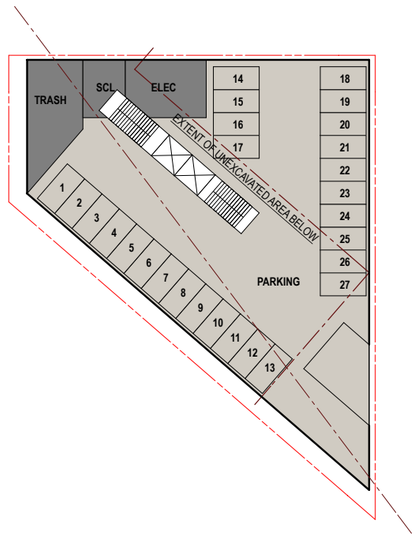
Western Ave W (facing east)



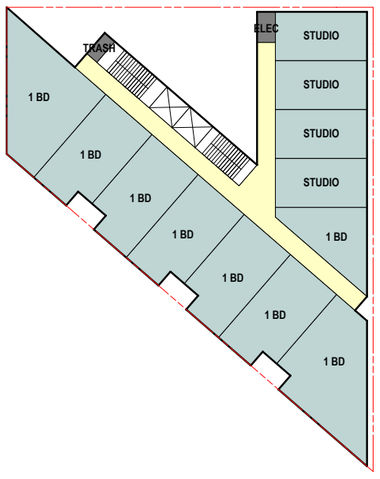
Alley (facing southwest to Elliott Bay)



Street Level Floor Plan (Level 1)



Parking Level Floor Plan (Level 2)



Typical Residential Floor Plan (Level 3 - 8)

DESIGN PROPOSAL : ALTERNATE 3 (PREFERRED)

Description

Alternate 3 consists of a single modulated trapezoidal mass with residential units oriented towards water and city views. This upper mass sits on top of a 2-story podium that is set back along both streets to distinguish it from the upper mass and to improve the currently non-conforming right of way along Western Ave W.

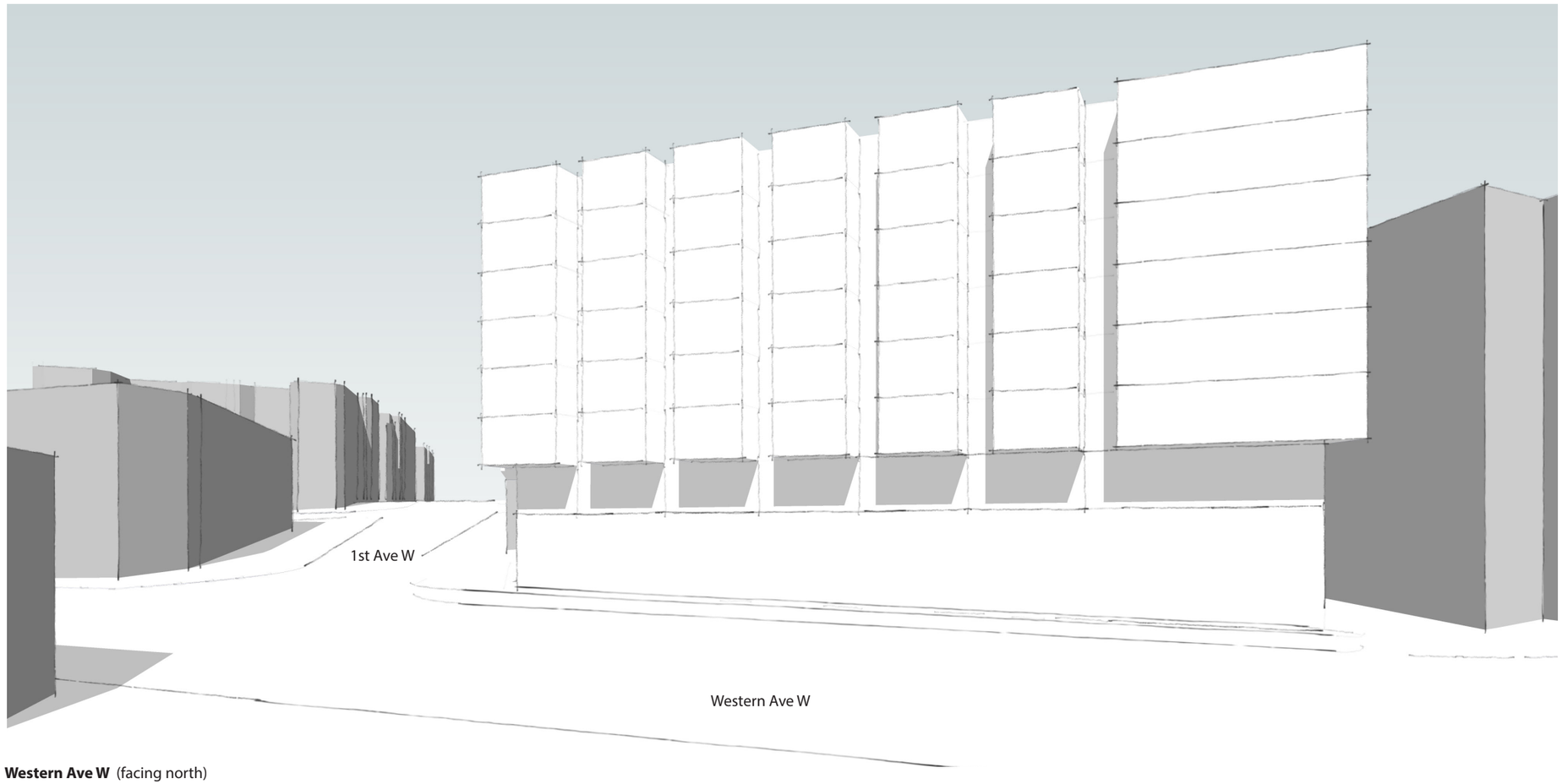
Summary

Stories:	8 2 partially below-grade 6 above-grade
Unit Count:	78
Floor Area:	56,790 -SF Residential 6,633-SF Parking 1,381-SF Parking
Exempt Area:	2,268-SF (3.5% for mechanical)
	62,536-SF Total
Parking:	23 stalls

Street level uses:
- 1st Ave W - Lobby
- Western Ave W - Commercial

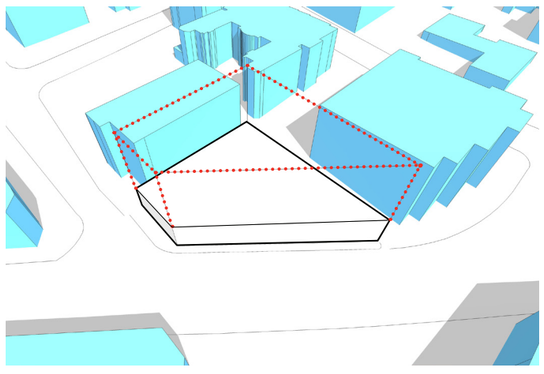
Disadvantages / Concerns
- Parking should be disguised from street.

Potential Departures
- Parking above grade.
- Parking should be disguised from street.

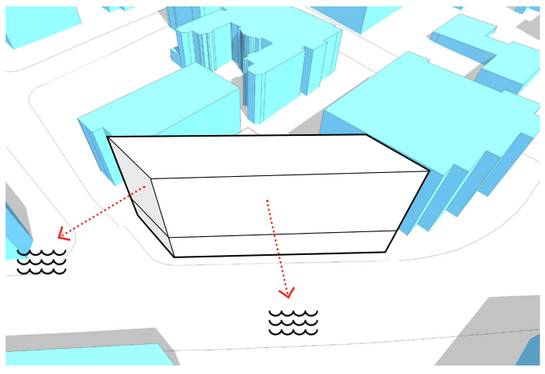


Western Ave W (facing north)

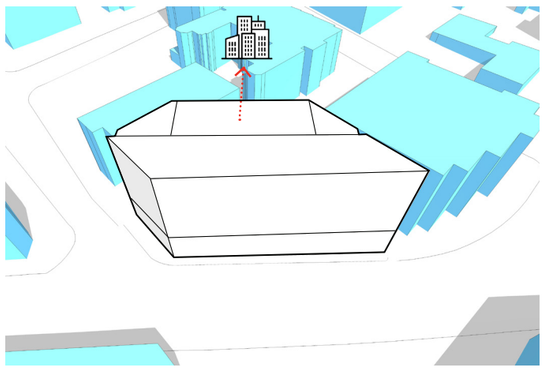
MASSING CONCEPT



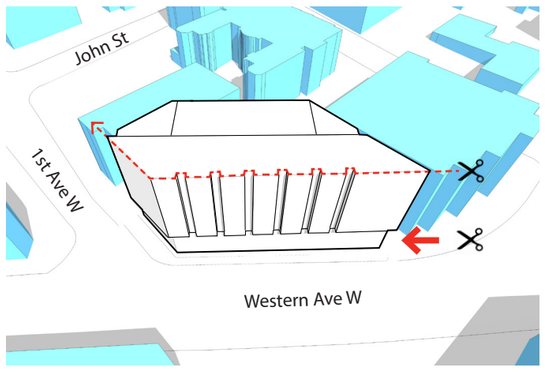
Establish podium.



Orient front units to water and city views.

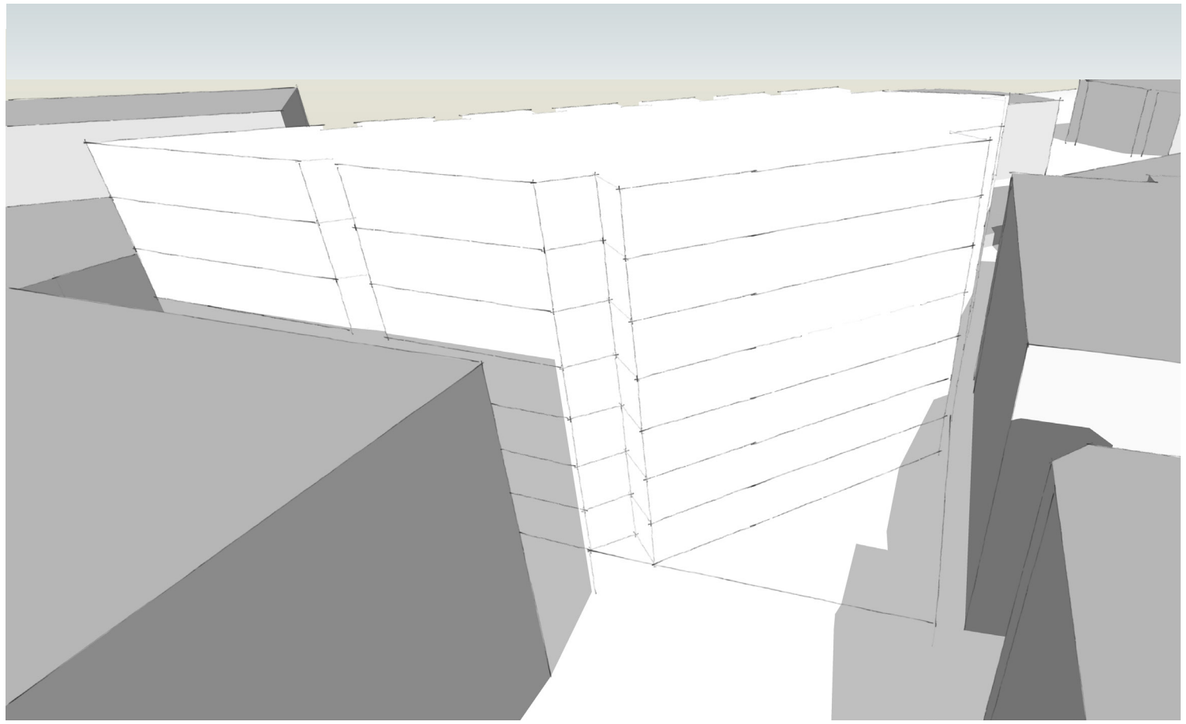


Orient rear units to city views.

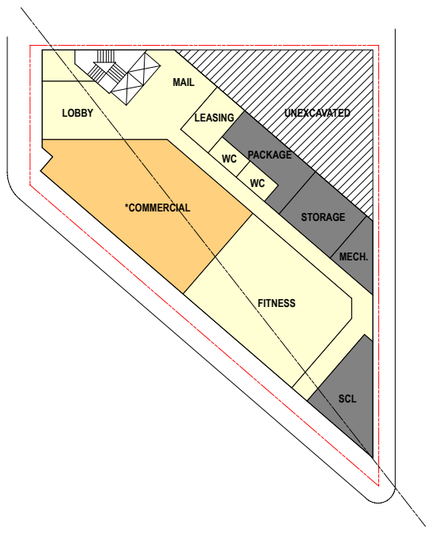


Undercut building at street level and modulate upper mass.

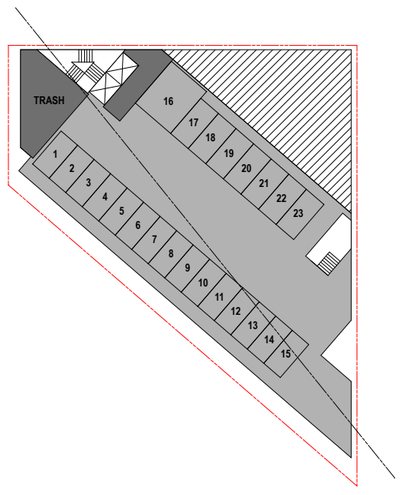
Western Ave W (facing east)



Alley (facing southwest to Elliott Bay)



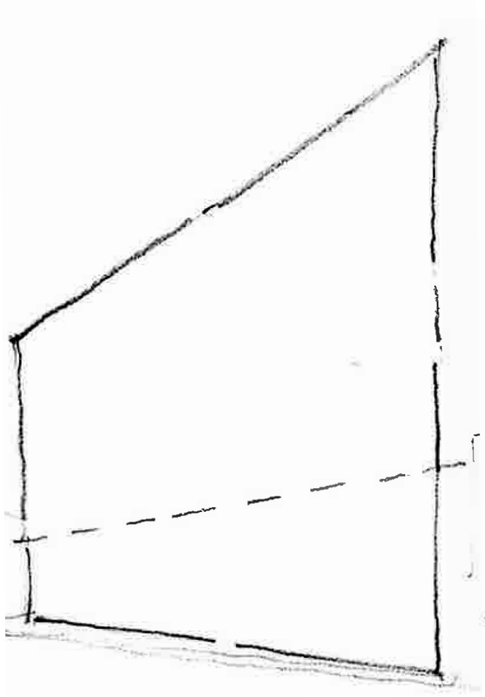
Street Level Floor Plan (Level 1)



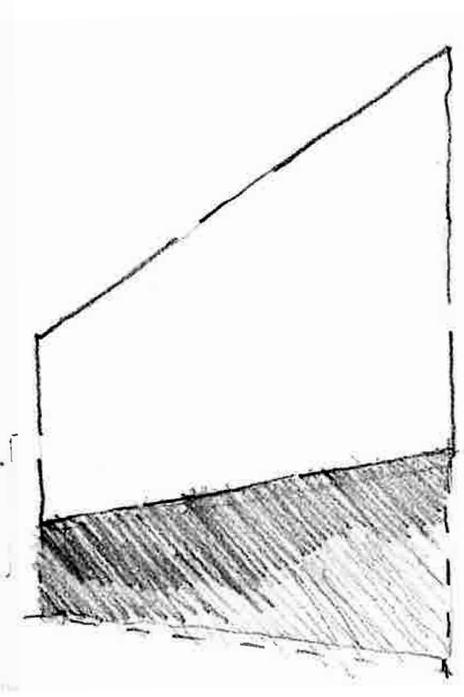
Parking Level Floor Plan (Level 2)

Typical Residential Floor Plan (Level 3 - 8)

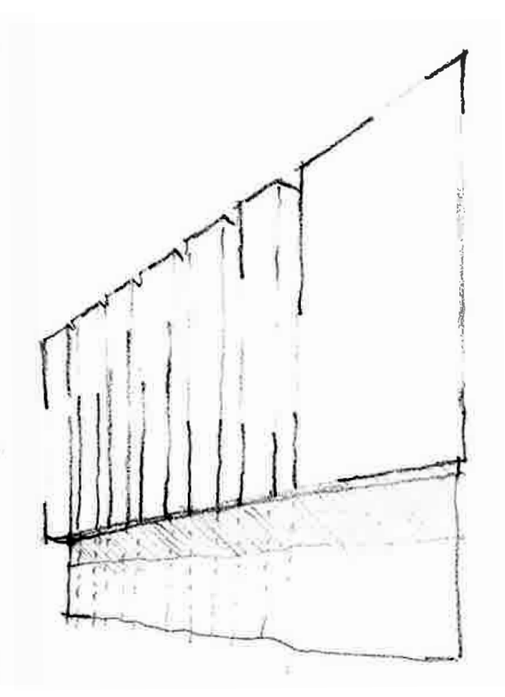
MASSING DIAGRAM (WESTERN AVE W)



Extruded volume along property line.



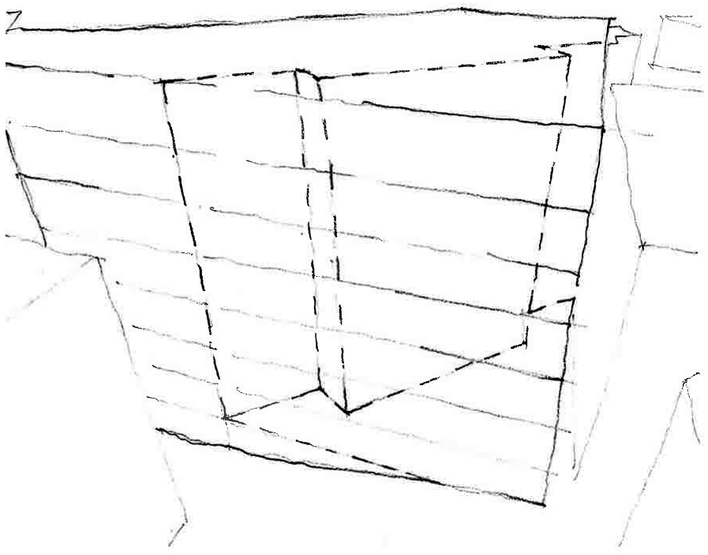
Undercut provides widened sidewalk + de-emphasizes parking level.



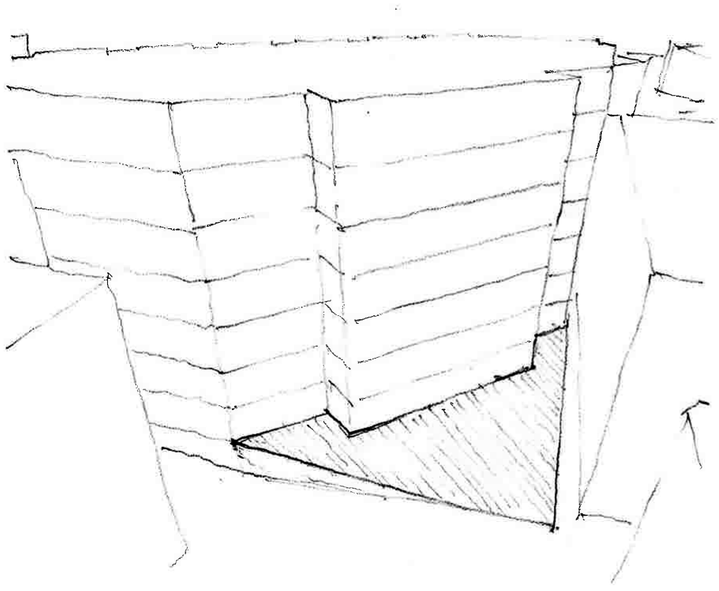
Modulated facade expresses unit widths + structural hierarchy.

Conceptual facade along Western Ave W

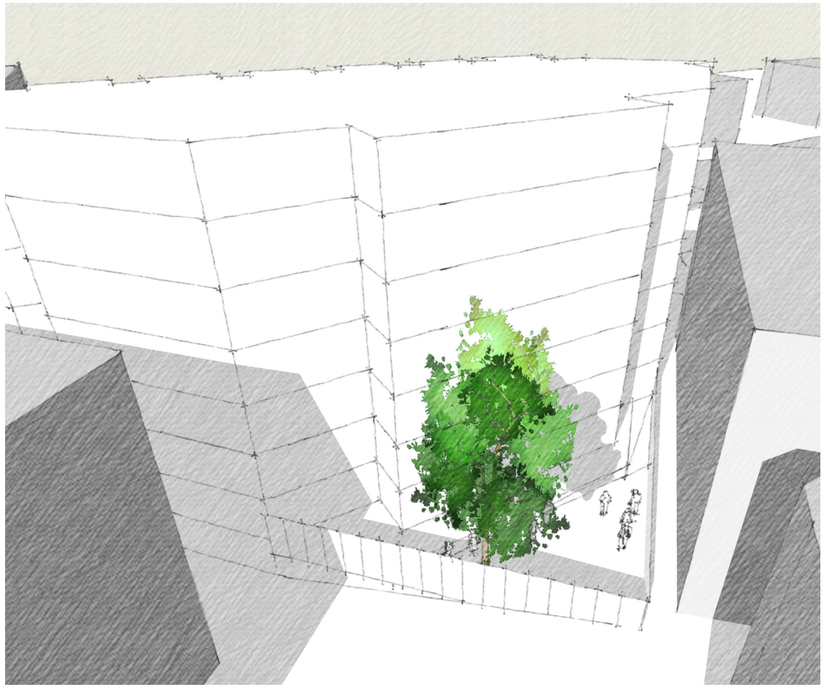
DESIGN PROPOSAL : ALTERNATE 3 (PREFERRED)



Maximum allowable building envelope (solid) vs. proposed (dashed).

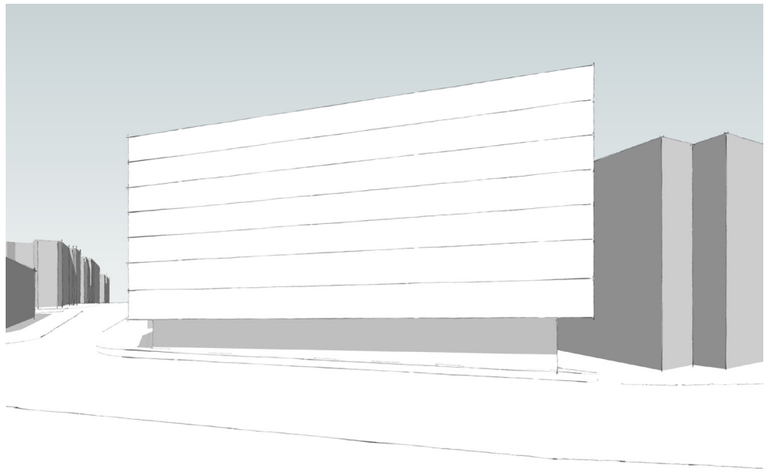


Massing stepped back from adjacent building to create open terrace.



Conceptual massing along alley

DESIGN ALTERNATE SUMMARY



ALTERNATE 1

Stories: 8
2 partially below-grade
6 above-grade
Unit Count: 77
Floor Area: 63,400 -SF Residential
1,805-SF Commercial
0-SF Parking
Exempt Area: 2,282-SF (3.5% for mechanical)

62,923-SF Total

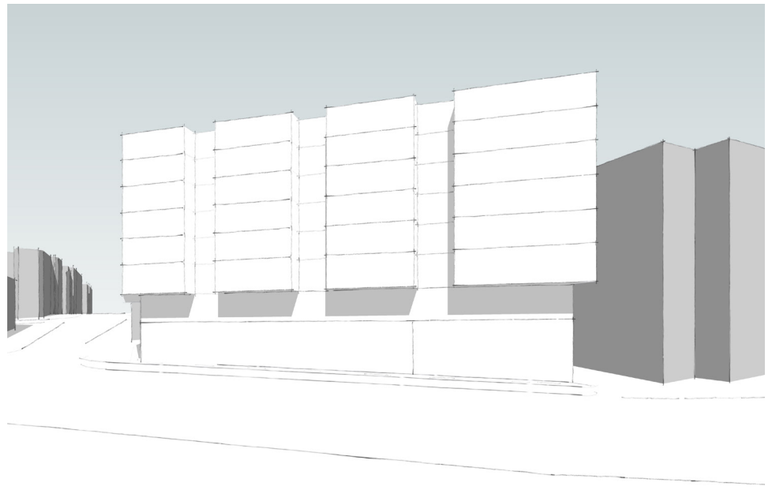
Parking: 0 stalls

Departures
- None

Advantages

- Widened sidewalk, street trees and overhang at street levels provides protection for pedestrians from weather and traffic.
- Presents a prominent anchor building

Disadvantages
- Lack of consideration for eroding scale and shading for units.
- Lack of opportunities for decks.
- Monolithic mass, with no relief lacks visual interest and modulation.



ALTERNATE 2

Stories: 8
2 partially below-grade
6 above-grade
Unit Count: 72
Floor Area: 57,457 -SF Residential
6,240-SF Parking
1,557-SF Commercial
Exempt Area: 2,284-SF (3.5% for mechanical)

62,970-SF-Total

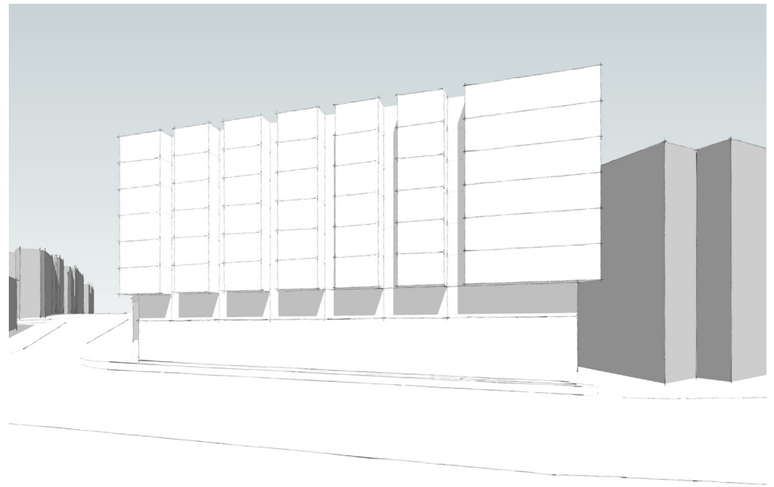
Parking: 27 stalls

Departures
- Parking above grade (23.48.785 - Parking location, access, and curb cuts)

Advantages

- Widened sidewalk, street trees and overhang at street levels provides protection for pedestrians from weather and traffic.
  Rhythm and modulation provides visual interest for pedestrians, cyclists and motorists alike.
- Anchors a prominent corner and acts as a gateway for First Ave W and Queen Anne neighborhood.

Disadvantages
- Requires a departure for parking above grade.



ALTERNATE 3 (PREFERRED)

Stories: 8
2 partially below-grade
6 above-grade
Unit Count: 78
Floor Area: 56,790 -SF Residential
6,633-SF Parking
1,381-SF Parking
Exempt Area: 2,268-SF (3.5% for mechanical)

62,536-SF Total

Parking: 23 stalls

Departures
- Parking above grade (23.48.785 - Parking location, access, and curb cuts)

Advantages
- Provides much-needed relief along Western Avenue W by breaking up an otherwise monolithic mass both in mass and scale.
- Rhythm and modulation provides visual interest for pedestrians, cyclists and motorists alike.
- Anchors a prominent corner and acts as a gateway for First Ave W and Queen Anne neighborhood.
- Widened sidewalk, street trees and overhang at street levels provides protection for pedestrians from weather and traffic.

Disadvantages
- Requires a departure for parking above grade.

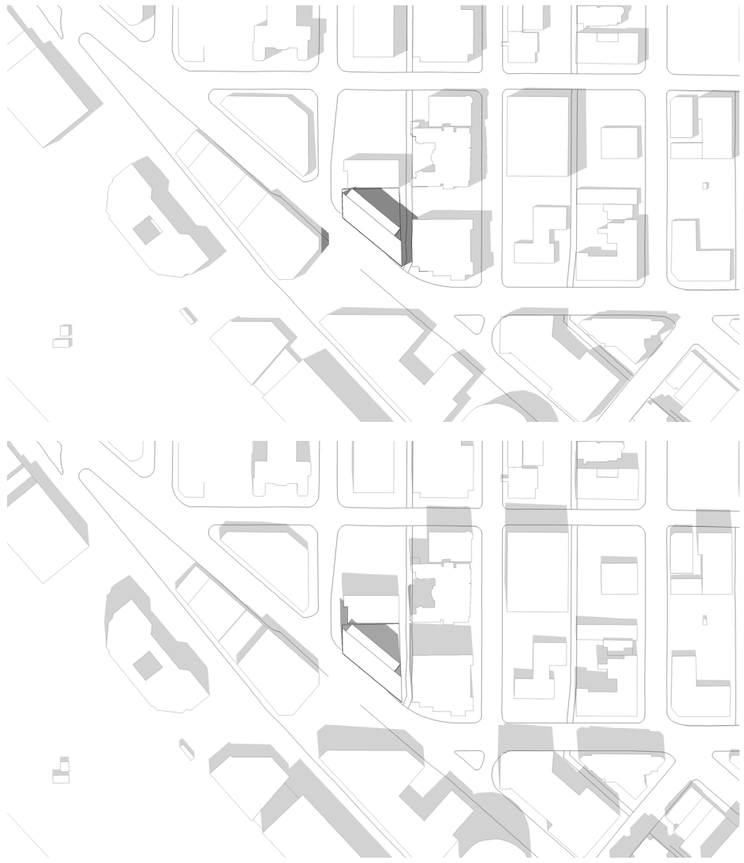
SHADOW STUDY

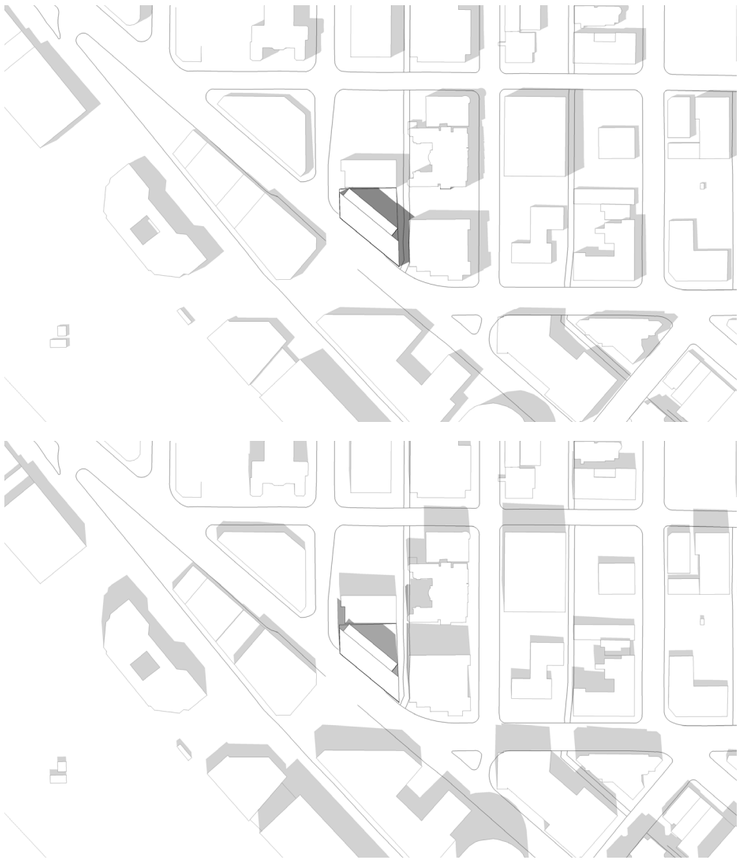
10:00 AM

12:00 PM (NOON)

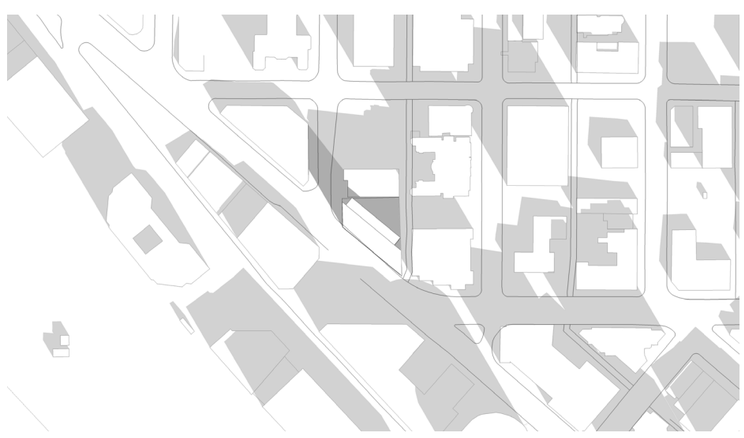
2:00 PM

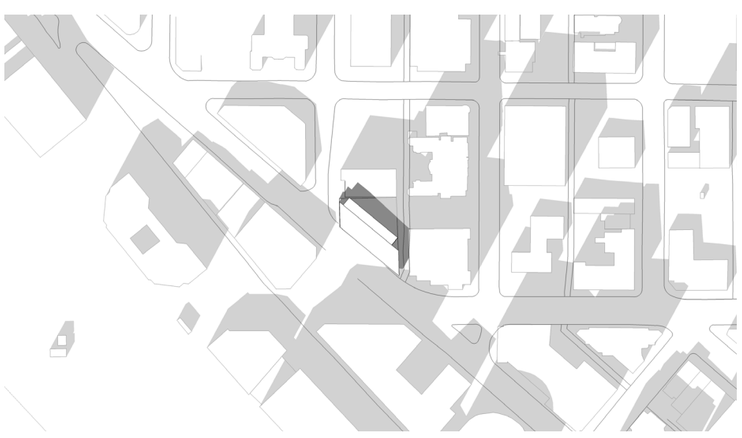
June 21st





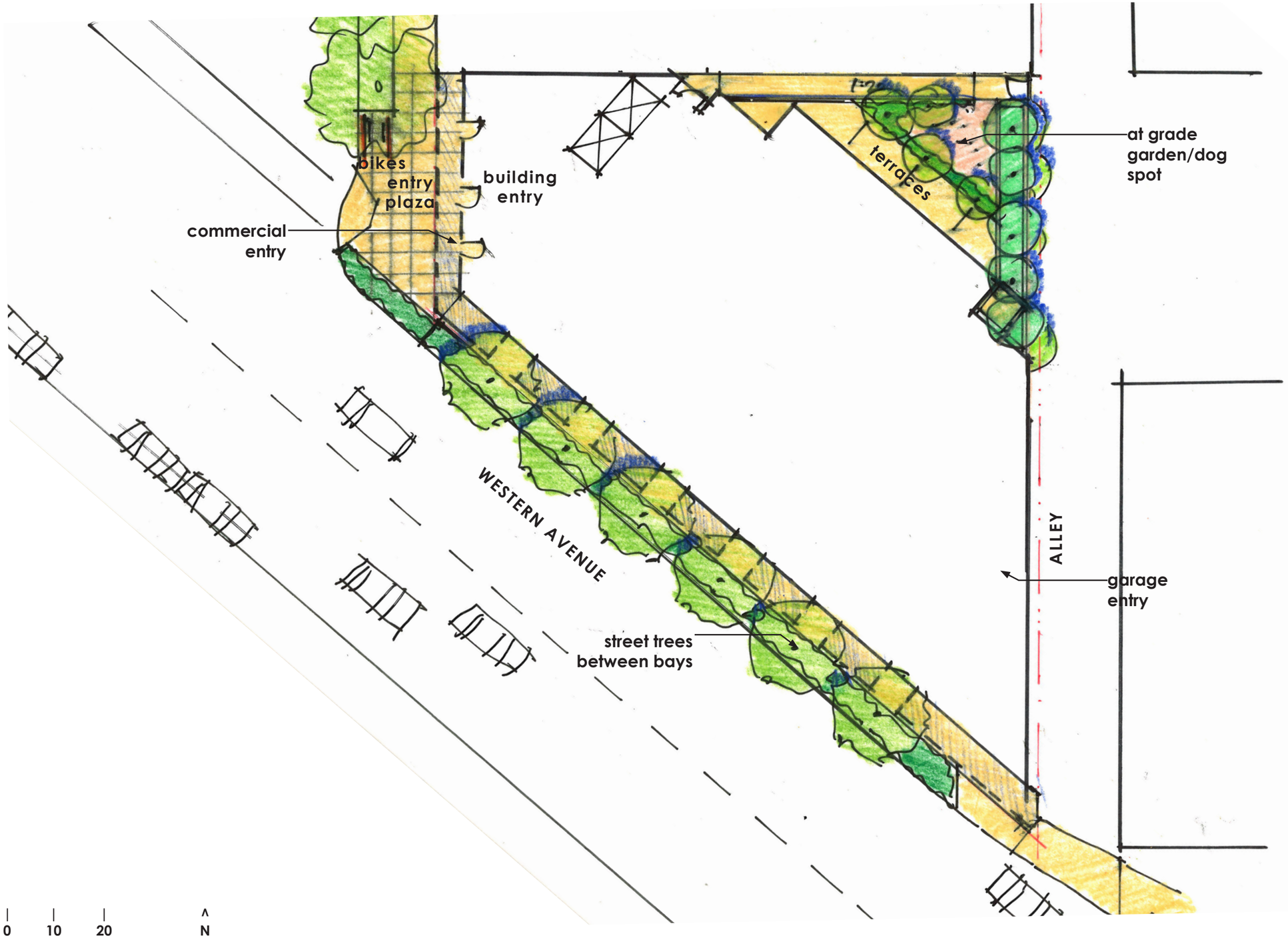
March / September 21st





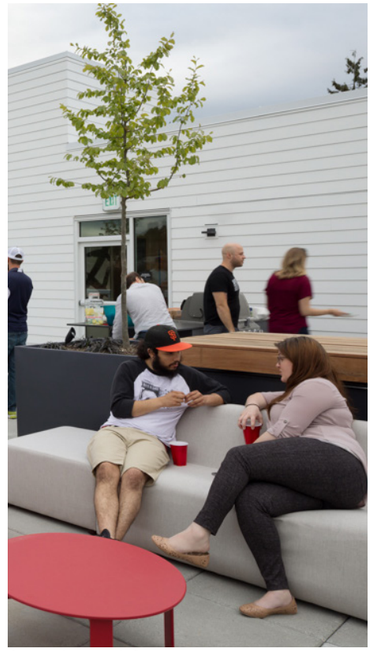
December 21st

STREET AND PODIUM LEVEL LANDSCAPE PLAN



setback permits trees at Western edge

greening the alley - Trio



food and fun

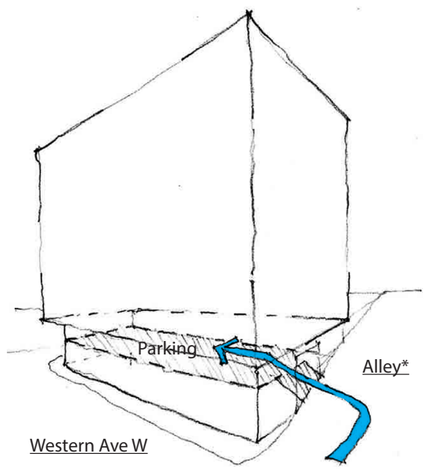
treelets in pots

green roof

fire and views

DEVELOPMENT DEPARTURES

DEPARTURE REQUEST #1

Seattle Land Use Code	Departure Request	Rationale for Requested Departure
23.48.785 - Parking location, access, and curb cuts A. Parking above the street level of a structure. The following provisions of this Section 23.48.785 apply to development in the SM-UP 65, SM-UP 85, SM-UP 95, and SM-UP 160 zones. Except as provided in Section 23.48.780 for parking partially above street level and partially below street level, parking within structures is permitted above the street level under the following conditions: 1. No more than 50 percent of all parking may be located above grade; and 2. For parking located on a story above the first story of a structure, a minimum of 30 percent of the length of the parking area measured along each street frontage shall be screened from the street by another use. On lots located at street intersections, the screening of parking area by another use shall be provided at the corner portion(s) of the structure; and 3. The parking area on a story above the first story of the structure that is not screened from the street by another use shall be enclosed by facades along all street frontages. Facades shall be designed to minimize the impacts of glare from vehicle headlights and interior garage lighting on pedestrian views from the street. B. In the SM-UP 65, SM-UP 85, and the SM-UP 160 zones in the Uptown Urban Center, accessory surface parking is prohibited unless separated from all street lot lines by another use within a structure.	100% of parking be provided on level above street level.  	1.) Vehicular access to the project site is proposed from the alley along the east property line - in accordance to the Uptown Neighborhood Design Guidelines.* 2.) The location of the site's low-point along Western Ave W (classified by SDOT as a Major Arterial) requires the vehicular entry for the building to be accessed off of the higher alley. Thus, due to site conditions parking below street level is not feasible and must be located on level two 14'-8" above Western Ave W. 4.) The resultant above-grade parking level will be screened in accordance with the Uptown Neighborhood Design Guidelines cited below. Urban design precedents on the facing page include successful integration of parking level at or above street level.

Uptown Neighborhood Design Guidelines	Design Response
DC1 Project Uses and Activities Citywide Guideline: Optimize the arrangement of uses and activities on site.	
Uptown Supplemental Guidance: **I. Parking and Vehicle Access** ii. Preferred Alley Access: Access to new development is preferred via alleyways, if feasible. **V. Visual Impacts of Parking Structures** i. Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blank walls. Large, open paved driveways and carports are strongly discouraged. Alley access is preferred, if feasible.	**Alley vehicle and parking access** - *Vehicle and parking access for the project will occur via the alley along the eastern property line. The existing alley will be widened to a width of 20'-0".* **Visual impact of parking structures** - *The project will lessen the visibility of its parking level through the use of perforated screens and modulation of the facade. Narrow vertical windows are proposed at intervals to further break up the street wall and to incorporate the first three stories into a cohesive pedestrian experience at street level.*

Jewish Family Service
1601 16th Ave, Seattle, WA

architect : Weinstein A+U)

Above-grade parking

The topographic conditions on the project site does not allow for parking below grade to be feasible. The following precedents serve as successful examples of how parking at and above street level can be screened and add to a building's contextual nature resulting in an improved pedestrian experience at street level.

Jewish Family Service

The parking structure and vehicular entry of this office building are integrated into the street-level facade through the use of a perforated scrim. The resulting differentiation of the parking garage from the glassy lobby helps signal the building's main entrance. The building's undercut further emphasizes the offices to be read as a distinct volume floating above street level.

Ventana At the Market
2100 Western Ave, Seattle, WA

architect : Weinstein A+U)

Ventana At the Market

Given similar topographic constraints to that of this 110 First Ave W, the parking garage of this mixed-use apartment building is located above street level. The parking level is differentiated from the upper residential units and lower retail space through the use of oversized louvers (also necessary for ventilating the garage level).

The resulting metal "belt" divides the building horizontally into three distinct bands that break up its mass in reverence to the neighboring buildings found within its historic context of Pike Place Market.

Seattle Design Guidelines	Design Response
CS1 Natural Systems and Site Features Use natural systems and features of the site and its surroundings as a starting point for project design.	
Design Approaches and Strategies to Consider: **A. ENERGY USE** 1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions. **B. SUNLIGHT AND NATURAL VENTILATION** 1. Sun and Wind: Take advantage of solar exposure and natural ventilation available on site where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible. 2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site. 3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.	**Building form, siting and orientation** - *The building consists of a single bar oriented east-west situated along the southwest property line to maximize solar access into unit interiors. Access to views, sun and air is optimized through the use of sliding operable windows and balconies that allow occupants to manually control airflow and spend time outside as needed.* **Solar gain and shading on adjacent sites** - *The southwestern facade will employ solar devices to reduce solar gain and optimize the thermal comfort of its occupants. The mass of the building steps back away from the northern property line to minimize shading onto the adjacent building to the north of the subject site.*
CS2 Urban Pattern and Form Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.	
Design Approaches and Strategies to Consider: **A. LOCATION IN THE CITY AND NEIGHBORHOOD** 2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high-profile" design with signi - cant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials. **C. RELATIONSHIP TO THE BLOCK** 1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.	**Architectural presence and contribution to a strong street edge** - *The trapezoidal shape of the site and resulting massing strategy lends itself to a "high-profile" design. Specific emphasis is given to the first three stories of the building both as a means of reducing the perceived mass and to remedy the currently non-compliant sidewalk in order to enhance the pedestrian experience.* **Corner site** - *This site is located at a prominent corner along a major traffic arterial. In addition to the first three floors being setback, careful detailing and employment of street trees in an attempt for the site to serve as a "gateway" to the transitioning Uptown Neighborhood and a "focal point" for pedestrians and motorists as they approach and pass the building.*
DC2 Architectural Concept Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	
Design Approaches and Strategies to Consider: **A. MASSING** 1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.	**Massing** - *The massing strategy employed in this projects takes into consideration proximity of the neighboring building directly to the site's north property line. The proposed building is set back from the north property line in an attempt to minimize adverse impacts to the neighboring building in terms of shading and the reduction of solar access.*

Source: "Seattle Design Guidelines." Design Review City of Seattle Department of Planning and Development,December 2013.

Seattle Design Guidelines	Design Response
2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.	**Reducing perceived mass** - *The building incorporates strategically placed and scaled protruding bays, balconies and recesses in its facade in an attempt to reduce the perceived mass of the building.*
B. ARCHITECTURAL AND FAÇADE COMPOSITION 1. Façade 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 through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.	**Consideration of the composition and architectural expression of the building as a whole** - *All facades of the building will incorporate similar cladding materials regardless of whether the facade faces a major arterial, neighboring building or alley. The intent is to design a building that can be read as a cohesive urban element from street level.*
PL2 Walkability Create a safe and comfortable walk- walking environment that is easy to navigate gate and well-connected to existing pedestrian walkways and features.	
Design Approaches and Strategies to Consider: **C. WEATHER PROTECTION** 1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible. 2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features. 3. People-Friendly Spaces: Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the façade. If transparent canopies are used, design to accommodate regular cleaning and maintenance.	**Weather protection** - *A setback along the street level façade provides weather protection for pedestrians along both First Ave W and Western Ave W. The setback is provided along the entirety of the building's two main facades. The change in topography along Western Ave W is addressed by beginning the undercut high enough at the intersection of First Ave W so that there is sufficient headroom along the entire street by the time the building reaches the alley.*
PL3 Street-Level Interaction Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	
Design Approaches and Solutions to Consider: **A. ENTRIES** **1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each... b. Retail entries should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather. c. Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable able to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.	**Design primary entries to be obvious** -*Both residential and commercial entries to the building are marked by a shared canopy that wraps the corner of the intersection at First Ave W and Western Ave W. The residential lobby is placed close to First Ave W to provide sight lines from the building out to the street (and vice-versa).* **Retail entry** - *The retail entry (in addition to the residential lobby entry) is under cover from weather. Weather protection is provided by setting the building back at the podium (street level, second floor level and third floor level). The setback also attempts to provide privacy and a sense of security to both residents and commercial patrons.*

Uptown Neighborhood Design Guidelines	Design Response
DC1 Project Uses and Activities *Citywide Guideline:* Optimize the arrangement of uses and activities on site.	
Uptown Supplemental Guidance: **I. Parking and Vehicle Access** ii. Preferred Alley Access: Access to new development is preferred via alleyways, if feasible.	**Alley vehicle and parking access** - *Vehicle and parking access for the project will occur via the alley along the eastern property line. The existing alley will be widened to a width of 20'-0".*
V. Visual Impacts of Parking Structures i. Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blank walls. Large, open paved driveways and carports are strongly discouraged. Alley access is preferred, if feasible.	**Visual impact of parking structures** - *The project will lessen the visibility of its parking level through the use of perforated screens and modulation of the facade. Narrow vertical windows are proposed at intervals to further break up the street wall and to incorporate the first three stories into a cohesive pedestrian experience at street level.*
DC2 Architectural Concept *Citywide Guideline:* Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	
Uptown Supplemental Guidance: **II. Architectural Concept and Consistency** Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.	**Consistency of building with landscaping** - *Street trees are strategically placed to complement the rhythm of the modulation of the facade. The trees are intended to enhance a sense of safety for pedestrians in addition to the widening of the currently substandard sidewalk, particularly along Western Ave W.*
III. Human Scale i. Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials. ii. Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas. iii. The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting, less massive appearance.	**Impression of reduced size**- *The proposed modulation of the facade intends to avoid the building from looking monolithic by providing vertical modulations as well as a setback along street-level to create a projected horizontal "band" that further breaks up the mass of the building (by separating the upper residential units from the podium).* **Canopies** - *A shared human-scaled canopy over both the residential entrances along First Ave W provides weather protection for both residents and commercial patrons. The canopy is also intended to signal the major entrances to the building to pedestrians and emphasize the prominent corner.*
DC4 Exterior Elements and Finishes *Citywide Guideline:* Use appropriate and high quality elements and finishes for the building and its open spaces.	
Uptown Supplemental Guidance: **II. Exterior Finish Materials** ii. Throughout Uptown, decorative exterior treatments using brick, tile, and/or other interesting exterior finish materials are strongly preferred. Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Use materials, colors, and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides.	**Use of appropriate elements** - *The facades of the proposed building (along Western Ave W) will incorporate consistent elements and compatible materials to unify the building's appearance..*

Source: "Uptown Neighborhood Design Guidelines." Design Review City of Seattle Department of Planning and Development, Revised 2013.

Uptown Neighborhood Design Guidelines	Design Response
PL4 Active Transportation *Citywide Guideline:* Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.	
Uptown Supplemental Guidance: **I. Pedestrian Open Spaces and Entrances** Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate. These boxy shelters visually obstruct storefronts and provide cover for criminal activity. Building designs are encouraged that integrate canopies to accommodate transit riders and nurture stewardship of transit stops by property owners and businesses. Supplemental guidance related to Pedestrian Open Spaces and Entrances is provided under Public Life: Walkability.	**Alley vehicle and parking access** - *Vehicle and parking for the project will occur via the alley along the eastern property line. The currently substandard alley will be widened to a width of 20'-0".* **Visual impact of parking structures** - *The project will lessen the visibility of its parking level through the use of perforated screening and modulation of the facade. Narrow lancet windows are also proposed at intervals to further break up the street wall and to incorporate the first three stories into a unified and cohesive street experience.*
CS2 Urban Pattern and Form *Citywide Guideline:* Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.	
Uptown Supplemental Guidance: **I. Responding to Site Characteristics** i. Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character. ii. In the Uptown Urban...character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure. **III. Corner Lots in Uptown:** i. Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible. ii. Corner lots are often desirable locations for small publicly-accessible plazas, turrets, clock towers, art, and other special features. Design corner retail entries to not disrupt access to residential uses above.	**Contribution to the neighborhood's pedestrian character** - *The project proposes to widen the currently non-conforming sidewalk along Western Ave W in an attempt to extend the pedestrian nature of First Ave W by turning the corner and extending the sidewalk onto Western Ave W.* **Meeting the corner** - *The building meets both the eastern and western corners of the lot along Western Ave W. While there is a setback at the podium levels, the corners are filled out at the upper five stories in an attempt to provide a pedestrian-friendly condition at street level while at the same time emphasizing the corner conditions of the site.* **Corner retail and residential lobby** - *In addition, the retail entry at street level does not disrupt the flow of residents into the adjacent lobby; nor does it do so for the residential units above. The adjacency of the lobby and the retail space at street level is intended to provide visibility and emphasize a notion of the bringing the pedestrian characteristic of the street into the building.*

REPRESENTATIVE PROJECTS

Weinstein A+U is recognized as one of the Pacific Northwest region's leading design firms. We continue to demonstrate 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 – a tenet which remains central to our practice today.

Thoughtful and well-designed urban housing is a special focus of our work, and we aggressively strive to advance the expectations of mixed-use developments (both technically and aesthetically) in Seattle and beyond. While each project presents unique challenges, a number of recurring themes and principles inform the basis of our approach to housing design:

- Our buildings are site-specific and inseparable from their context. They sit comfortably amongst their (often existing) neighbors, drawing from well-established building principles while striving for innovation.

- While the functionality of each residential unit type is important, the organization of units across a floor plate and their influence on building elevations and urban design is equally important.

- We integrate appropriately located and proportioned open space(s) as a design determinant without sacrificing rentable square footage in an effort to improve quality of life for residents and neighbors alike.

- We avoid arbitrary façade embellishment. Instead we utilize the organization of individual units and their aggregation to determine the pattern and rhythm of building facades that is furthered informed by site organization and orientation. Plans correlate to elevations and variation occurs within an established and disciplined system.

- The constrained budgets for typical mixed-use projects in Seattle demand careful consideration of a project's primary site orientation and configuration to provide financially and environmentally sustainable design strategies.

- Scale and proportion of buildings must address but need not directly reflect, those of its neighbors. We generate integrated strategies across plan, section, and elevation to provide a comprehensible "read" of a building's composition and organization.

Photo Key :

1 The Rooster Mixed-Use Building, 900 NE 65th Street

2 Belroy Apartments, 703 Bellevue Ave E

3 Agnes Lofts, 1433 12th Avenue

4 Station House, 16533 NE 80th Street Redmond WA

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