**PROJECT DESCRIPTION**

**Project Info**

Address: 708 6th Ave N  
DPD Project #: 3009330  
Owner: Steelhead Real Estate Investments LLC  
Applicant: Nicholson Kovalchick Architects  
Contact: Boyd Pickrell, AIA, LEED AP

Please describe the applicant’s development objectives, indicating types of desired uses, structure height, number of residential units, amount of commercial square footage, and number of parking stalls... (see zoning analysis sheet for departures)

The proposed project is a multi-story, mixed-use building containing residential apartment units in the upper levels, live/work and/or retail uses at the street level, and parking in an underground level. The height of the building varies because the project is located on a split-zoned lot. The western portion, located in an NC 3-40 zone, will be 4 stories and 40’ in height. The eastern portion, located in a C 1-65 zone, will be 6 stories and 65’ in height. Though the site is located on a through lot which spans between two rights of way, only one of the adjacent streets, 6th Ave N, is appropriate for vehicular access, garbage collection and other services. Pedestrian entrances and lobbies will likely be located on both Aurora Ave N and 6th Ave N. Residential amenity space will be provided through some combination of the following: street level landscaped areas, private decks, and a common rooftop deck. Construction of this project requires the demolition of an existing one-story warehouse building. The objectives for this project are as follows (all values are approximate):

- Number of residential units: 90  
- Number of live/work units: 15  
- Total number of units: 105  
- Number of parking stalls: 65  
- Area of residential levels: 68,250 sf  
- Area of street level: 22,750 sf  
- Area of parking level: 19,500 sf  
- Total area: 110,500 sf

**SITE CONTEXT**

1. Pepsi Sign  
2. Pagliacci Pizza  
3. Horizon Church  
4. Girl Scouts Office Building  
5. Project Site  
6. Downtown Auto Repair  
7. Comfort Suites Hotel

**EARLY DESIGN GUIDANCE**

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KEY NOTES

1. Pepsi Sign
2. Pagliacci Pizza
3. Horizon Church
4. Girl Scouts Office Building
5. Project Site
6. Downtown Auto Repair
7. Comfort Suites Hotel
8. 5 Story Office Building
9. QFC - Mixed-Use Building
10. Hampton Inn Suites
11. 4 Story Apartment Building
12. Automotive Repair Shop
13. The Ruins Dining Club
14. 2 Story Office Building

AERIAL PHOTO

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NEIGHBORHOOD CONTEXT

Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

Larger neighborhood context:
The site is located on the eastern edge of the Uptown Urban Center, but, because of a combination of the poor pedestrian environment and busy streets, the thriving, pedestrian oriented activity characteristic of the heart of Uptown does not extend this far to the east. Recent projects such as the mixed-use, multi-family project at 5th and Mercer have begun to extend the Uptown district to the east, but the connection is still tenuous.

Seattle Center is also nearby, but connections from the site to the park are weak due to the location of park entrances and the location of various parking lots.

The southeastern flank of Queen Anne hill contains a large number of multi-family structures of varying ages and sizes mixed with single-family houses. The southeastern corner of this development pattern is located at 6th and Valley.

Adjacent and nearby streets:

Aurora Avenue is the dominant element in the immediate vicinity of the site. The large volume of traffic on Aurora moves at a very high speed and, in combination with a concrete barrier at the center of the roadway, effectively cuts off the site and neighborhood from nearby Lake Union and the South Lake Union Neighborhood.

Mercer Street, located one and a half blocks south of the site, forms a second isolating barrier, both because of the high volume of traffic and because it drops below the adjacent grade in order to pass beneath Aurora. Because of this, pedestrian and even vehicular traffic can not safely cross Mercer east of 5th Ave N, which is two blocks west of the project site.

One advantage of this site’s isolation is that 6th Ave N is a very quiet street, with low traffic and a narrow roadway.

Immediate neighborhood context:

Given the above, it is not surprising to find that the immediate vicinity of the site is dominated by warehouses, light industrial buildings, small office buildings, and hotels. The adjacent properties to the south contain:

- A prefab metal auto repair shop (1982)
- A vacant lot

The properties to the north contain:

- A two-story brick office building for the Girl Scouts (1969)
- A small apartment building (1909) with an addition containing Pagliacci Pizza (1959)

The block across 6th Ave N is a very quiet street, with low traffic and a narrow roadway.

The following is a list of design cues presented by the surrounding context:

- The industrial and office buildings that dominate the immediate surroundings are boxy, horizontal, solid, and characterized by a lack of ornament.
- These buildings are faced with durable materials that compliment their utilitarian nature.
- Many structures in the near vicinity do not have an engaging pedestrian environment at the sidewalk. They present solid facades at the sidewalk and often have entrances related to adjacent surface parking.
- The new mixed-use QFC building is more transparent and engaging at the sidewalk level and less deferential to automobiles.
- The multi-family structures on the southeast slope of Queen Anne fall into a wide array of ages, styles and forms. There are a fairly large number, however, of 1950’s to 1970’s buildings with a strong emphasis on horizontal balconies and flat roofs. These buildings tend to have parking at the street level that is buffered from the sidewalk with landscaping.
RESPONSING TO ANALYSIS

Larger neighborhood context:
- Multi-family structure relates to southeast slope of Q.A. - A-1 Respond to site characteristics
- Mixed use structure relates to and extends Uptown - A-1 Respond to site characteristics
- Some proposals: locate parking entirely underground - D-5 Visual impact of parking structures

Adjacent and nearby streets:
- Locate vehicular entrance on 6th - A-2 Streetscape compatibility
- Minimize auto entrance / emphasize pedestrian entrance - A-3 Entrances visible from street
- Add street trees to improve streetscape - E-2 Landscaping to enhance site
- Some proposals: create pedestrian façade at Aurora - A-4 Human activity
- Some proposals: create haven / pedestrian relief at Aurora - D-1 Pedestrian open spaces & entrance

Immediate neighborhood context:
- Solid, simple massing & understated detailing - C-1 Architectural context
- Pioneer new massing that relates to Uptown - B-1 Height, bulk and scale
- Durable, utilitarian materials - C-4 Exterior finish materials
- Some proposals: two distinct building masses at each zone - B-1 Height, bulk and scale
- Some proposals: blur distinction between zones - B-1 Height, bulk and scale

Views, landmarks and amenities:
- Orient project to take advantage of views - C-2 Architectural concept and consistency
Parcel # and zoning designation:
Lot 2: 224900-0195 C 1-65
Lot 3: 224900-0200 C 1-65
Lot 7: 224900-0235 NC 3-40

Overlays:
Uptown UC

Mapped ECA:
None known

Lot Area:
21,220 sf

Permitted Uses
23.47A.004
Permitted outright:
Drinking establishments, restaurants, food processing, lodging, office, retail and general sales and services, live/work units, light manufacturing, some storage, residential uses

Live work:
In all NC zones and C zones live-work units are permitted outright
Except where expressly treated as a residential use, live-work units shall be deemed nonresidential use.

Office:
Permitted in C1 zone up to the greater of 1 FAR or 35,000 square feet as provided in subsection 23.47A.010 D (no limits if certain NC development standards are met.)

Other limits:
Limits apply to heavy commercial sales, wholesale showrooms, mini warehouses

Street Level Uses
23.47A.005
Street Level Uses:
Parking or utility uses may not abut a street-level street-facing façade POSSIBLE DEPARTURE

In NC zones street-level parking must be separated from the street-level, street-facing facade by another permitted use. POSSIBLE DEPARTURE
Residential uses may not exceed 20% of the street-level street-facing facade when facing an arterial.

Street Level Stds
23.47A.008
Applicable to:
NC zones and structures in C zones containing a residential use

Blank facades:
Limited to 20’ in width between 2’ & 8’ above sidewalk
40% max of width of structure along the street. POSSIBLE DEPARTURE

Setbacks:
Street-level street-facing facades must be located within ten (10) feet of the street lot line unless approved landscaped open spaces are provided. POSSIBLE DEPARTURE

Non-residential reqts:
60% of the street-facing facade from 2’ to 8’ above the sidewalk shall be transparent
Depth of nonresidential uses = 30’ avg, 15’ min.
Floor to floor for non residential uses = 13’ min.

Residential use:
When a residential use is located at street level, at least one of the street level facades must have a visually prominent entry. Either the first floor shall be 4’ min above sidewalk or facade shall be set back 10’ from sidewalk. POSSIBLE DEPARTURE

Structure Height
23.47A.012
C 1-65
65’ max height
NC 3-40
40’ max height
Add 4’ allowed if non-residential floor to floor = 13’ min

Sloped lot bonus:
1’ for each 6% slope

Pitched roofs
5’ extra for 3:12 min roofs within the NC 3-40 zone

Floor Area Ratio
23.47A.013
Packing:
Above grade covered or enclosed parking must be included in FAR calc

FAR:
40’ height
65’ height
Residential or
Non residential bldgs
3
4.25
Both res and non-res
3.25
4.75

Exempt area:
All gross floor area below existing or finished grade, whichever is lower

Landscaping
23.47A.016
Green area factor:
0.3 required for new bldgs with more than 4 units or 4k sf of non-res use

Stds for specific uses:
Blank street level, street facing façade: 5’ deep esp area

Pkg garage occupying any portion of street level street facing façade between 5’ and 8’ from sidewalk: 5’ deep esp area + screening

Pkg garage more than 8’ above grade: 3.5’ of screening at perimeter of each floor.

Res amenity areas
23.47A.024
Area required:
5% of total gross floor area in residential use exclusive of mech equip, accessory pkg, and residential amenity areas

All residents must have access to at least one amenity area

Common areas have min horiz dim of 10’ and area of 250 sf

Private balconies have no horiz dim less than 6’ and area of 60’

Solid waste storage
23.47A.029
Area required:
51 to 100 units: 200sf
Over 100 units: 200 sf + 2 sf for each unit over 100

Mixed use bldgs with 80% of floor space designated residential shall be considered residential.

Min horiz dim = 6’

Direct access required from street. Gates and access routes must be 10’ wide min. When accessed directly by collection vehicle, overhead clearance shall be 21’ min. POSSIBLE DEPARTURE

Parking & access
23.47A.032
Access:
In NC zones with only one street front, only one two way curb cut allowed

Packing may not be located inside a structure adjacent to a street-level street-facing facade according to Section 23.47A.005. Does not apply to parking access.
ZONING ANALYSIS (cont.)

Required parking 23.54.015

Exceptions: No parking required for uses in commercial zones in urban centers

Parking space stds 23.54.030

Stall dimensions: Large = 8.5’ x 19’
Medium = 8’ x 16’
Small = 7.2’ x 15’
Barrier free = 8’ x 19’ (or per S/M/L if at least one is 8x19) with aisle

Residential pkg 60% medium stalls if more than 5 provided
Aisle width per medium even if large stalls used

Non-residential uses 10 or fewer stalls: max 25% small, min 75% large
11 to 19 stalls: min 25% small, max 65% small, min 35% large
20 or more: min 35% small, max 65% small, min 35% large

Vertical clearance Min vehicle clearance = 6’-9” on one floor min

Residential driveways 10’ min width for one way, 20’ min width for two way
Non-res driveways 12’ min for one way, 22’ min for two way

Aisle width Small stalls: 20’
Med stalls: 22’
Large stalls: 24’

Site triangle 10’x10’ – both sides on driveways less than 22’, one side on larger
5’ x 10’ if adjacent to the property line

ZONING DEPARTURES

<table>
<thead>
<tr>
<th>Departure</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
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<td>Parking abutting street-level street-facing façade</td>
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<tr>
<td>Parking must be separated from street</td>
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<td>Blank façade</td>
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<td>Street-level street-facing façade setback</td>
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<td>Residential use vertical / horizontal separation</td>
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<tr>
<td>Overhead clearance at solid waste</td>
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OPTION I

DISTINGUISHING FEATURES

- Parking garage concealed by commercial use & lobby on 6th, but exposed at street-level, street-facing façade on Aurora
- Internal core at NC 3-40 portion
- Mass at C 1-65 portion is set back from Aurora

CONS

- Separation of buildings requires inefficient repetition of elevators and exit stairs
- Interior studio unit at NC 3-40 site will only have a view of light well after parcel to the south is redeveloped.
- Requires a complicated exiting scheme at the podium level over the garage.
- At the landscaped lid over parking, the significant change in grade between NC 3-40 and C 1-65 creates a difficult exiting situation and a potentially narrow open space area at C 1-65
- Parking at Aurora makes sense for the current situation, but it precludes a more active street front in the future if Aurora changes character.
- Moving the mass westward on the C 1-65 site creates a more abrupt transition between zones. It also creates a narrow, shady open space at the back side of the building.
- Fewer parking stalls than other options.

PROS

- Raised plaza over parking at Aurora provides separation / relief from Aurora
- Retail on 6th is more prominent than in other options
- Less excavation required

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- Fewer parking stalls than other options.
OPTION 2

DISTINGUISHING FEATURES

• Sub-grade parking
• Two distinct building masses above grade – one for each zone.
• Retail at 6th, live/work throughout most of the remainder of street level

PROS

• Clear expression of different zones creates visual interest and results in a cohesive architectural form.
• Alignment of lobby in C 1-65 portion with indoor/outdoor path at NC 3-40 portion creates a clear link between Aurora and 6th.
• Indoor/outdoor corridor allows live work use to extend deep in to building rather than limiting the commercial activity to only the street frontages.
• Pushing building toward Aurora and creating an engaging pedestrian front permits the building to take advantage of any improvements to that street.
• Open space behind bldg at C 1-65 site is more usable and potentially more pleasant than Option 1.
• Shifting to an open circulation system on the NC 3-40 site permits the use of some through-units, which will provide light and air on two sides of the units.

CONS

• Separation of buildings requires inefficient repetition of elevators and exit stairs.
• Aurora in its current form does not encourage pedestrian activity. Street-level live work units may be unpleasant.
• North and south sides are adjacent to the property line, which means openings are only permitted at the light wells. Prior to neighboring redevelopment, facades could appear blank.

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CONS
- Aurora in its current form does not encourage pedestrian activity. Street-level live work units may be unpleasant.
- Merging of the building forms creates a less distinct, cohesive architectural expression.
- When the adjacent properties to the north and south are redeveloped, the light, air and views created by setting the building back will be lost.

DISTINGUISHING FEATURES
- Sub-grade parking
- Lower height of NC 3-40 site extends onto C 1-65 portion
- North and south facades at C 1-65 portion are pulled away from the property line.

PROS
- Extending the NC 3-40 mass and merging it with the C 1-65 mass softens and blurs the zoning transition.
- Merging the buildings permits a unified elevator and exiting system, which eliminates repetitive elements.
- Alignment of lobby in C 1-65 portion with indoor/outdoor path at NC 3-40 portion creates a clear link between Aurora and 6th.
- Indoor/outdoor corridor allows live work use to extend deep into building rather than limiting the commercial activity to only the street frontages.
- Pushing building toward Aurora and creating an engaging pedestrian front permits the building to take advantage of any improvements to that street.
- Shifting to an open circulation system on the NC 3-40 site permits the use of some through-units, which will provide light and air on two sides of the units.
- Pulling south and north facades of the C 1-65 portion away from the property lines permits the addition of windows for a more interesting facade.
RECENT PROJECTS

- Westlake Heights Mixed-Use Apartments
- Galer Live/Work Townhomes (Under Construction)
- Queen Anne Mixed-Use (Under Construction)
- Market Street Apartments (In Building Permit Review)
- Angel Square (In Design Review)
- Chelan Resort Suites
- H2O Mixed-Use Apartments (In Master Use Permit Review)
- West Roy Townhomes (Under Construction)

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