

100 Roy Street Mixed-Use Apartments

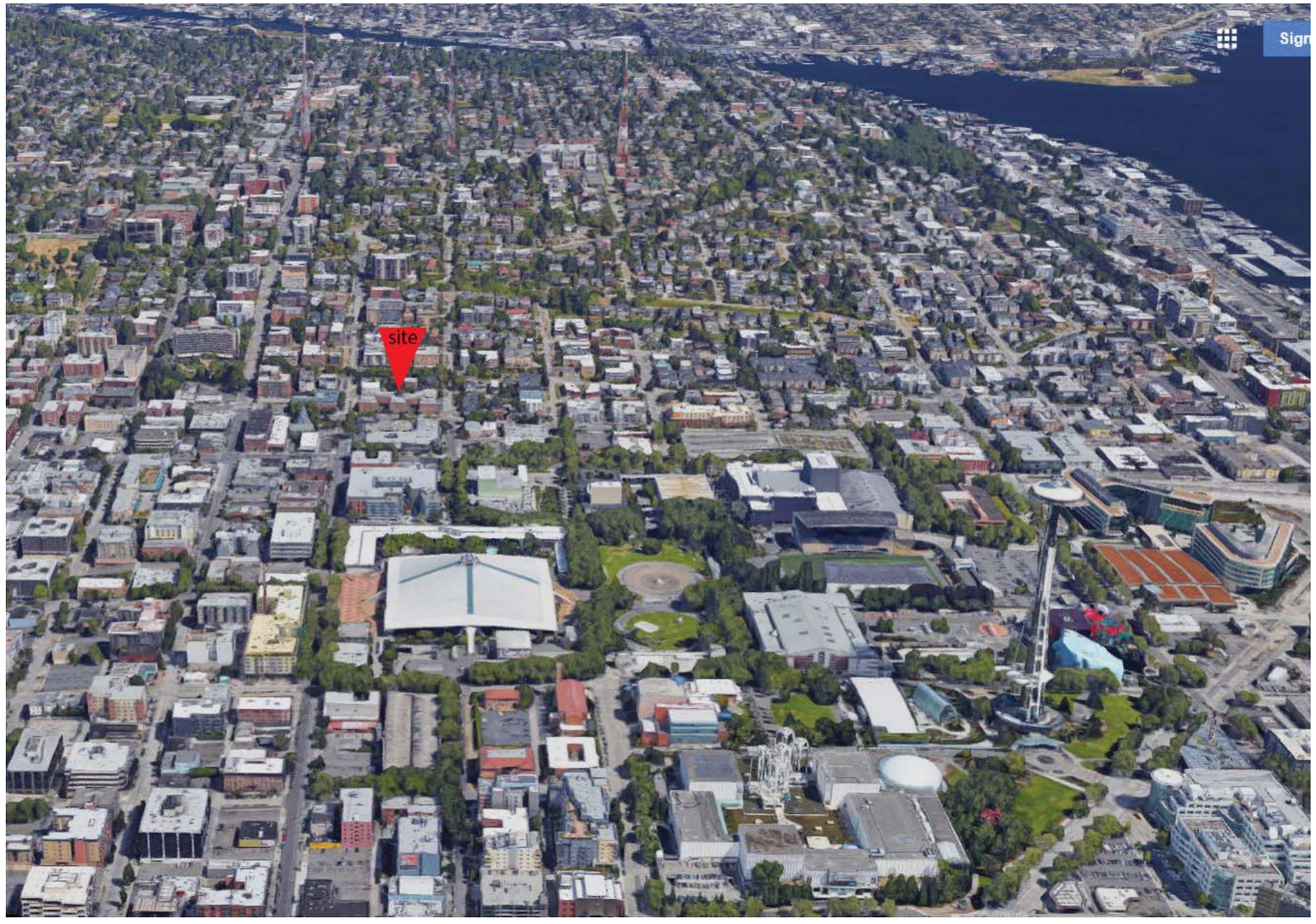
EARLY DESIGN GUIDANCE SUBMITTAL

Project # 3032057EG

Meeting Date: 08-15-2018

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Mixed-Use Apartments

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DEVELOPMENT OBJECTIVES

PROJECT VISION OVERVIEW

The proposed project is a seven story mixed-use building on an urban site that consists of approximately 30,732 sq. ft. of site area within the "Heart of Uptown" Urban Center of Seattle. Programmatically, the building will contain a mix of residential apartment units, residential amenity space (indoor & outdoor) and ground level commercial uses and active public outdoor plaza and open space design. One & 1/2 levels of below grade parking will be provided. The target unit goal is +170 units. Outdoor amenity spaces will include required public open space equal to 15% of the site area.

The development intent is to improve upon an under-developed and highly pedestrian parcel along the northern stretch of Roy Street with a variety of active ground level plaza / open space areas with direct access to commercial uses. The site is currently developed with a 3-story (+basement) apartment building constructed around 1948-49 Initial historic evaluation has deemed the building of non-significance. The project plans are to demolish the building and to develop the site to it's full potential for both residents and the community and to meet the standards set forth in the Heart of Uptown Design Guidelines and Seattle Mixed upzone. **See sheet 16 for discussion about existing conditions.**

Due to the entire block length and two corner site configuration, the building façades are intended to have a welcoming gesture by creating focal corners and vibrant outdoor plaza open space. Building elements such as a cantilevered floor edge, arcade and large storefront windows will create physical and visual connections between street level pedestrian and commercial uses and will provide a means of protection from the elements. The proposed will increase the pedestrian and resident experience, visibility of street level activity and provide opportunities for gathering and social interaction.

The centrally located site is an ideal location for making its presence known. The proposed will respond by creating a building form that is both contextual with the historic character of the neighborhood as well as contemporary and well-articulated through the use of quality building materials and by employing transparency through glazed facades, punched openings, and balconies. By modulating the building at intervals to create depth, visual interest, and to create hierarchy of the overall massing to fit within the establish context. By embracing and enhancing the pedestrian experience through the use of appropriately scaled street frontage and approachable pubic space. By creating a flexibility of uses at street level that engages the pedestrians, encourages resident and public activity which in turn provides security and surveillance, and influences an increased level of activity within the neighborhood.



PROJECT DATA - TARGETS/GOALS

Residential Units:	Target 170 + Units (120-122K net rentable SF)
Commercial Area:	Target 6,000 - 6,500 SF
Site Area:	30,732 SF
Total Building Area:	Max. FAR = 4.5 = 138,294 SF + 3.5% mechanical allowance = 138,294 + 4840 = 143,134 SF TOTAL
Parking Area:	1 1/2 levels below grade
Number of Parking Stalls:	Target 130 Stalls+/-



Maximize solar access and view opportunities

ENHANCE THE UPTOWN NEIGHBORHOOD - PROMINENT BUILDING DESIGN

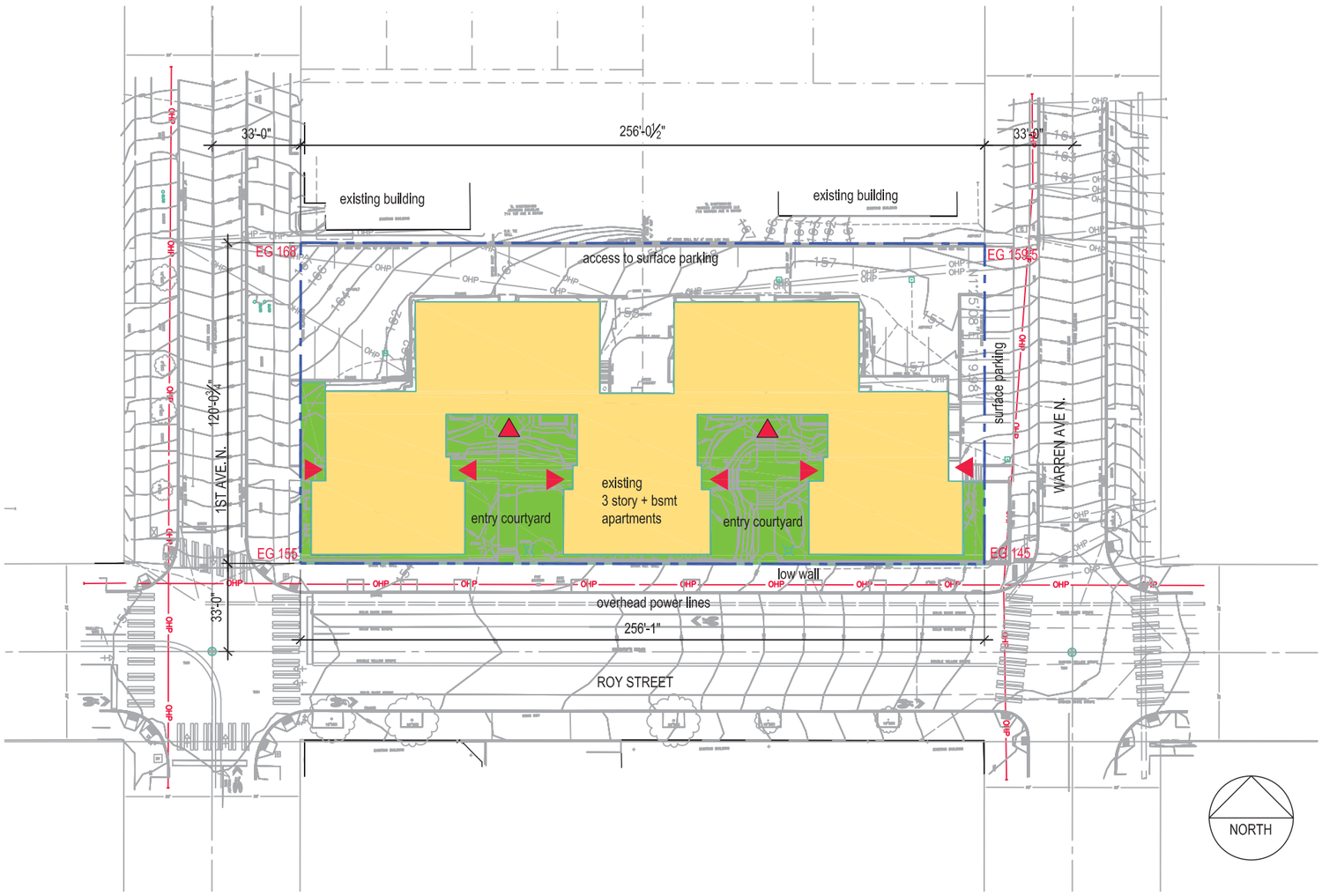
- Complete the urban fabric by redeveloping an underutilized site to it's full potential to create a vibrant, pedestrian friendly, active street scape.
- Architectural design that references context, while able to successfully blend the old and the new character of the neighborhood.
- High quality and durable materials to create a sense of permanence.
- Visually interesting design elements, transparencies and massing that responds to both pedestrian scale and neighborhood context.

ENHANCE THE UPTOWN NEIGHBORHOOD - OPEN SPACE OPPORTUNITIES

- Incorporate ground level public open space as part of new development. Consider Indoor/outdoor opportunities to create a lively pedestrian experience.
- Consider opportunities for expanding street designs that encourage pedestrian movement through wider sidewalks, plaza open space and landscaping.



Active pedestrian and commercial streetscape



LEGAL DESCRIPTION

(PER FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO.: NCS-884238-WA1 DATED: DECEMBER 28, 2017 AT 7:30 AM)

LOTS 1, 2, 7 AND 8 IN BLOCK 11 OF MERCER'S ADDITION TO NORTH SEATTLE, AS PER PLAT RECORDED IN VOLUME 1 OF PLATS, PAGE 171, RECORDS OF KING COUNTY, WASHINGTON.

EXISTING SITE SURVEY

EXISTING SITE SURVEY

The subject site has a gross land area of 30,732 sq. ft. (0.71 acres) and spans the full block length **256'-0"** east to west and half block depth **120'-0"** north to south.

The topography of the site slopes from a northwest high point to a southeast low point with a slope change of approximately 23'-0".

The development parcel has a significant grade change:

- First Avenue North slopes approx. 13 ft. up to the north (10.8%).
- Warren Ave. N. slopes approx. 14.5 ft up to the north (12.5%)
- Roy street slopes approx. 10 ft up to the west (3.9%).
- North property line slopes approx. 8.5 ft. up to the west (3.5%).
- A retaining wall is provided at the north common property line to
- uphill slopes on adjacent property.

The existing condition of the subject site is a three story + basement apartment building with surface parking off of Warren Ave. N. and to rear of site. The existing building contains 66 apartments and surface parking for approx. 25 cars. The building footprint is a blocky E shape of approx. 15,142 SF with a total area of 60,568 sf. Two entry courtyards face the street and service court and parking face the rear. The building was constructed in 1948-49. An Appendix A Historic Review has been submitted to the Department of Neighborhoods and SDCI for review. The report does not support historic significance for the structure, tenants or the architect. The project proposal includes demolition of this building and redevelopment to current density and design standards for the neighborhood. See sheet 14 for more detail about existing building constraints & opportunities.

Street frontages:

Roy St. R.O.W contains street parking, bike lane and 2 lanes of traffic. No additional ROW width is required. Roy street is designated a Class 1 Pedestrian Street. Overhead power lines exist along the entire length of Roy street frontage. A working clearance of 14 feet is required from powerlines (building setback of approx 6'-6"). If feasible, development goal to underground power lines.

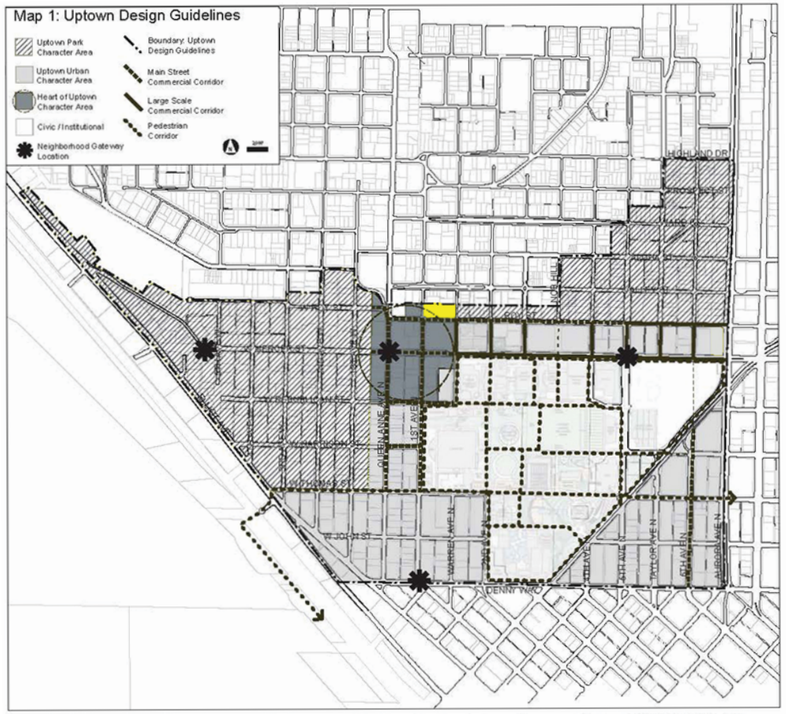
Warren Ave. N. is two narrow lanes of two-way traffic with street parking on each side. No additional ROW width is required. The ROW is wide with 20 ft. of depth from back of curb to property line. Overhead power lines exist along the entire length of Warren Ave. N. frontage. Paving is a mix of cobblestone and asphalt patches. Development goal to underground power lines.

First Avenue North is two narrow laneS of two-way traffic with street parking on each side. No additional ROW width is required. Paving is a mix of cobblestone and asphalt patches.

There are no significant trees on the subject site.

There are no setback requirements on subject property (except 10 ft setback above 65 ft. on Roy Street).

VICINITY & URBAN CONTEXT



The Uptown Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the area reflected within the boundary shown on the map above.

UPTOWN DESIGN GUIDELINES

- Heart of Uptown
- Main Street Commercial Corridor
- Class 1 Pedestrian Street

PLAN LEGEND

PROJECT SITE

PRINCIPAL ARTERIAL

COLLECTOR ARTERIAL

MINOR ARTERIAL

STREETS

BUS ROUTE

PARK

SIGNIFICANT PLACE

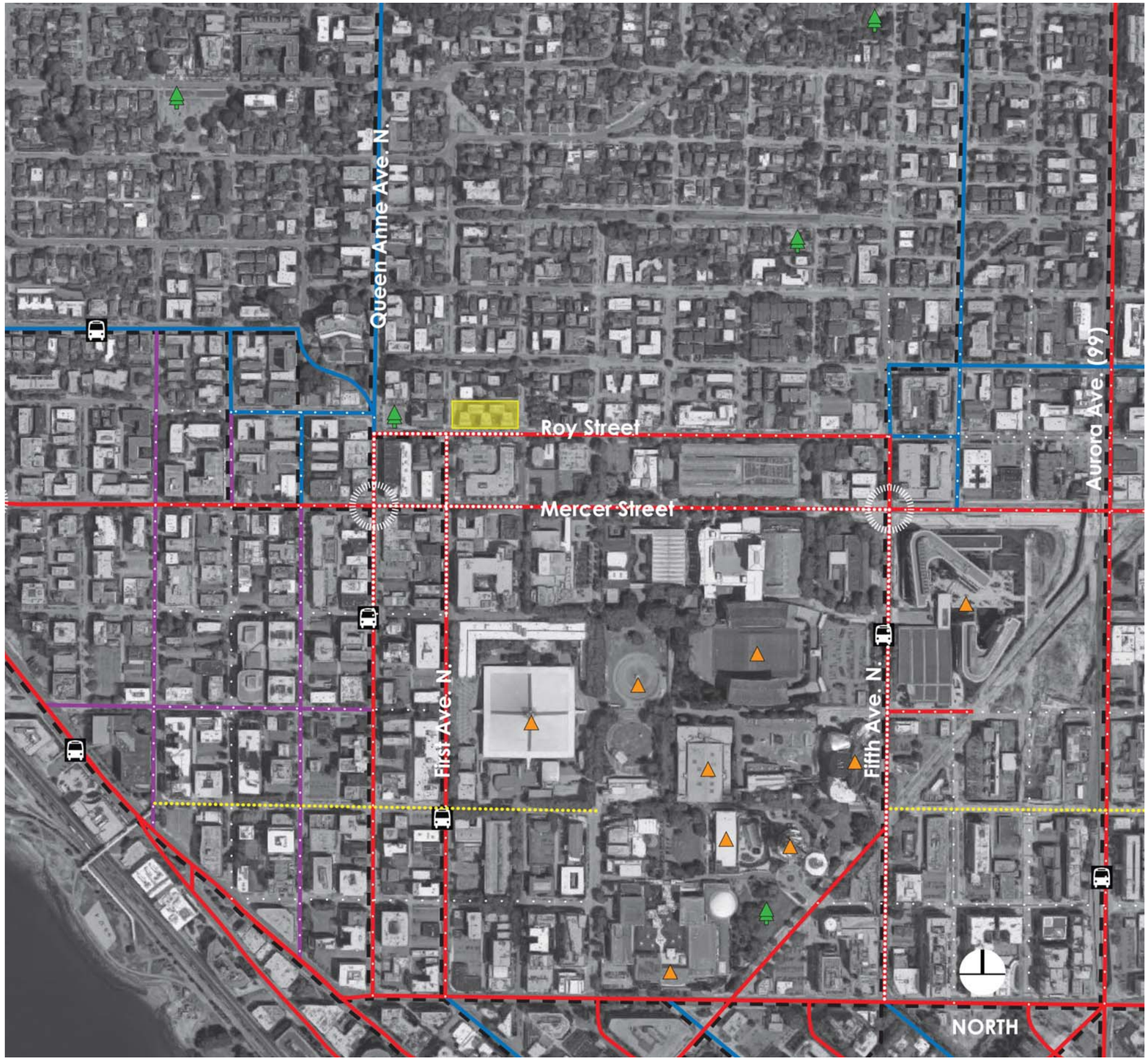
GATEWAY (WHITE IN PLAN)

GREEN STREET

CLASS I PEDESTRIAN STREET (WHITE IN PLAN)

CLASS II PEDESTRIAN STREET (WHITE IN PLAN)

CLASS III PEDESTRIAN STREET (WHITE IN PLAN)



9-BLOCK VICINITY & URBAN CONTEXT

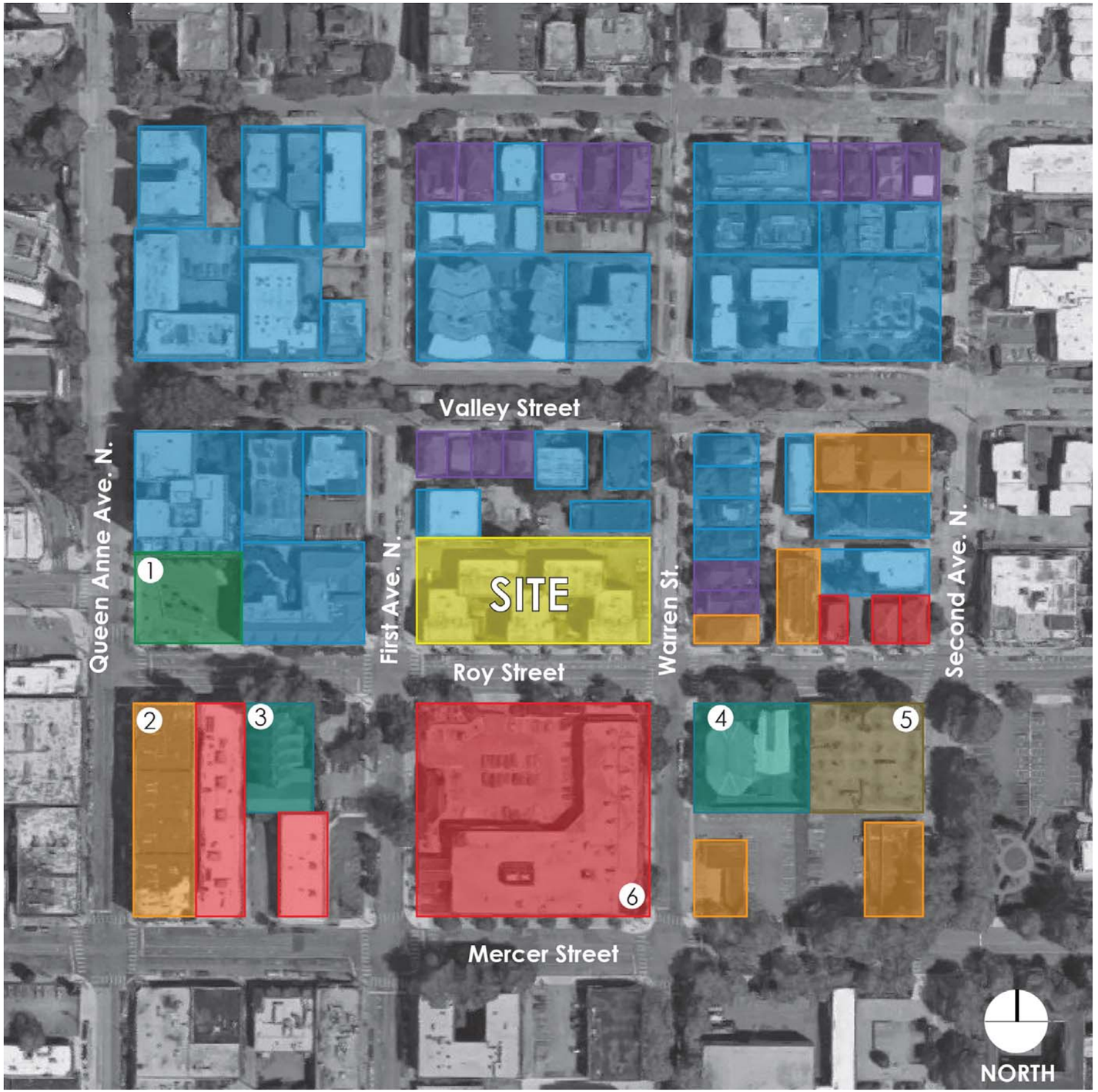
The subject site is located along the north boundary of the "Uptown Urban Center" and within the north east edge of the "Heart of Uptown" character area. Adjacent to the east is the "Uptown Park" character area and to the south east is the "Uptown Urban" character area. As such, the site is characterized by a diverse range of uses, scales and design styles. The proposed project seeks a transitional design to bridge the character of both the "old and the new."

NORTH of the site is characterized by a mix of single family homes, converted homes to multi-family dwellings and small apartment buildings. The neighborhood becomes more residential further north of the site.

WEST of the site is characterized by a mix of new development of apartments and mixed-use buildings with historic apartment and hotel uses. Counter Balance Park is a significant public amenity within the 9-block vicinity.

EAST of the site is characterized by a mix single family homes, converted homes to multi-family dwellings, small apartment and commercial buildings.

SOUTH of the site is characterized by commercial, retail and service uses. Seattle Center is located further to the south and is a significant public amenity for the region. Larger scale mixed-use apartments buildings are located in this vicinity.



PLAN LEGEND

- PROJECT SITE
- SINGLE FAMILY
- MULTI-FAMILY
- RETAIL
- COMMERCIAL / OFFICES
- INDUSTRIAL
- SERVICES
- PARK

ADJACENT USES

① COUNTERBALANCE PARK
② MAR-QUEEN HOTEL
③ ST. PAUL'S EPISCOPAL CHURCH
④ QUEEN ANNE SHELTER (DESC)
⑤ LIGHT INDUSTRIAL / OFFICES
⑥ METROPOLITAN MARKET

BUILDING TYPOLOGIES & NOTABLE ARCHITECTURE

The Uptown Urban Center is one of the City's oldest neighborhoods, initially settled in the late 1880's by the Denny Family. The neighborhood has been shaped by several significant development periods including the World's Fair of 1962 which established the Seattle Center and iconic Space Needle. The Seattle Center is a regional hub of open space, entertainment, arts & culture. Many significant & landmark buildings are located in the neighborhood.

Uptown has a broad range of residential housing types and styles including detached single family homes, town homes, apartment buildings from the 20's, 30's and 40's and many recent developments of new mixed-use apartments and condominiums.

Residential areas are located in the northeast and northwest corners of the Urban Center. Mixed-use and commercial uses are predominantly located in the southwest and southeast.

The primary zoning in the Urban Center is SM, Seattle Mixed, transitioning to LR, Low Rise zones to the north. Land uses include grocery stores, restaurants, offices, hotels, general retail, business support services and residential.

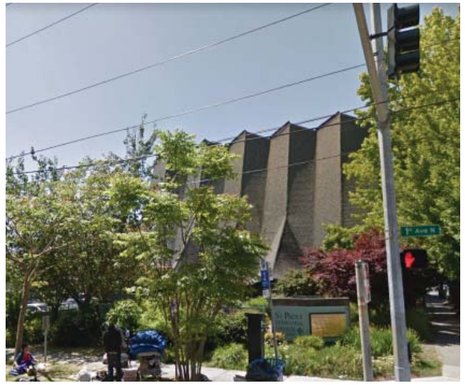
The neighborhood is mixed-use & diverse in character with building types ranging from iconic landmarks, large arenas & theaters, to single-purpose commercial structures, multi-story mixed-use and residential structures to town homes and single family homes.

The selected images on the adjacent page represent examples of the neighborhood's wide range of building types, including historic and proposed new development.





1 SPACE NEEDLE / SEATTLE CENTER
Seattle Landmark



2 ST. PAUL'S EPISCOPAL CHURCH
Unique Roof Form



3 MARQUEEN HOTEL
Historic Landmark



4 DEL ROY APARTMENTS
Historic Building



5 DELAMAR APARTMENTS
Historic Hotel Conversion



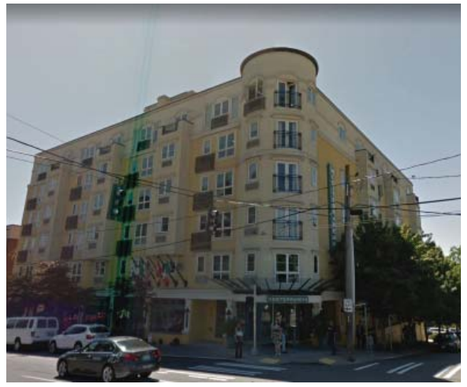
6 LOW-RISE COMMERCIAL BUILDINGS
Eclectic style



7 STREAMLINE TAVERN
Historic House Conversion



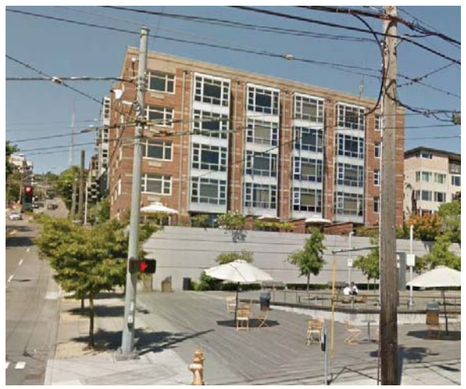
8 METROPOLITAN MARKET
Contemporary Commercial



9 MEDITERRANEAN INN HOTEL
Contemporary Themed Style



10 ASTRO APARTMENTS
Contemporary Themed Style



11 WILLIS CONDOMINIUMS
Counterbalance Park



12 EXPO MIXED-USE Apartments
Contemporary Transitional Style



13 CORA MIXED-USE Apartments
Contemporary Transitional Style

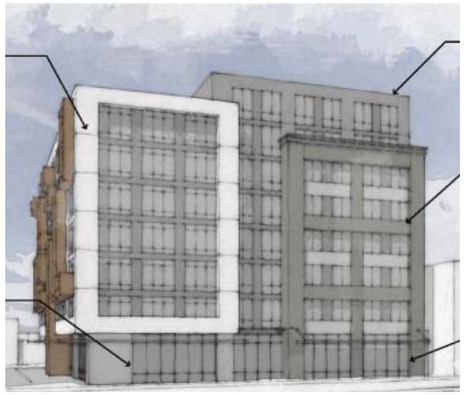


14 ELAN UPTOWN FLATS Apartments
Contemporary Mixed-Use



15 CENTER STEPS MIXED-USE Apartments
Contemporary Mixed-Use

URBAN DESIGN ANALYSIS



4 513 First Avenue
Mixed-use Apartments



5 203 West Republican
Mixed-use Apartments



6 320 Queen Anne
Mixed-use Apartments



NEW & UPCOMING DEVELOPMENT IN NEIGHBORHOOD

The Uptown Urban Center has many new and upcoming projects in the near vicinity to the proposed project site. The projects vary in scale based on zoning, but are mostly 65 feet of 85 feet mixed-use residential projects. The projects are similar in their use of large expanses of storefront glazing at commercial street uses, as well as the use of brick to tie into the character of the neighborhood.



1 400 ROY STREET
Apartments

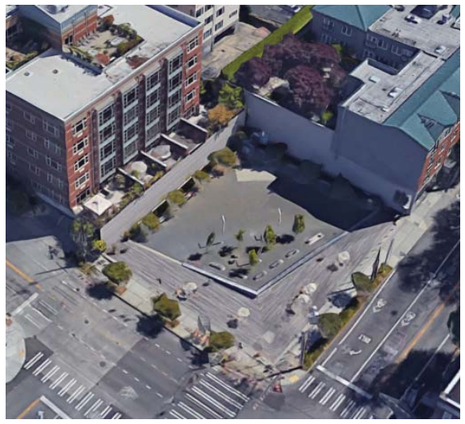


2 225 ROY STREET
Mixed-use Apartments



3 631 Queen Anne
Mixed-use Apartments



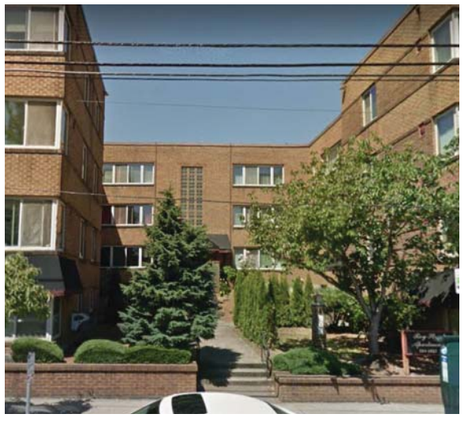


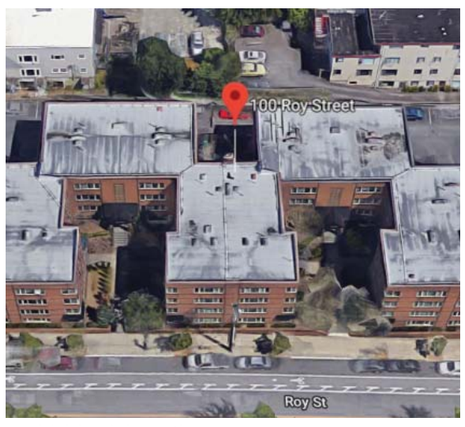
1 Counterbalance Park - Highly visible corner location
Large plaza hardscape Public open space



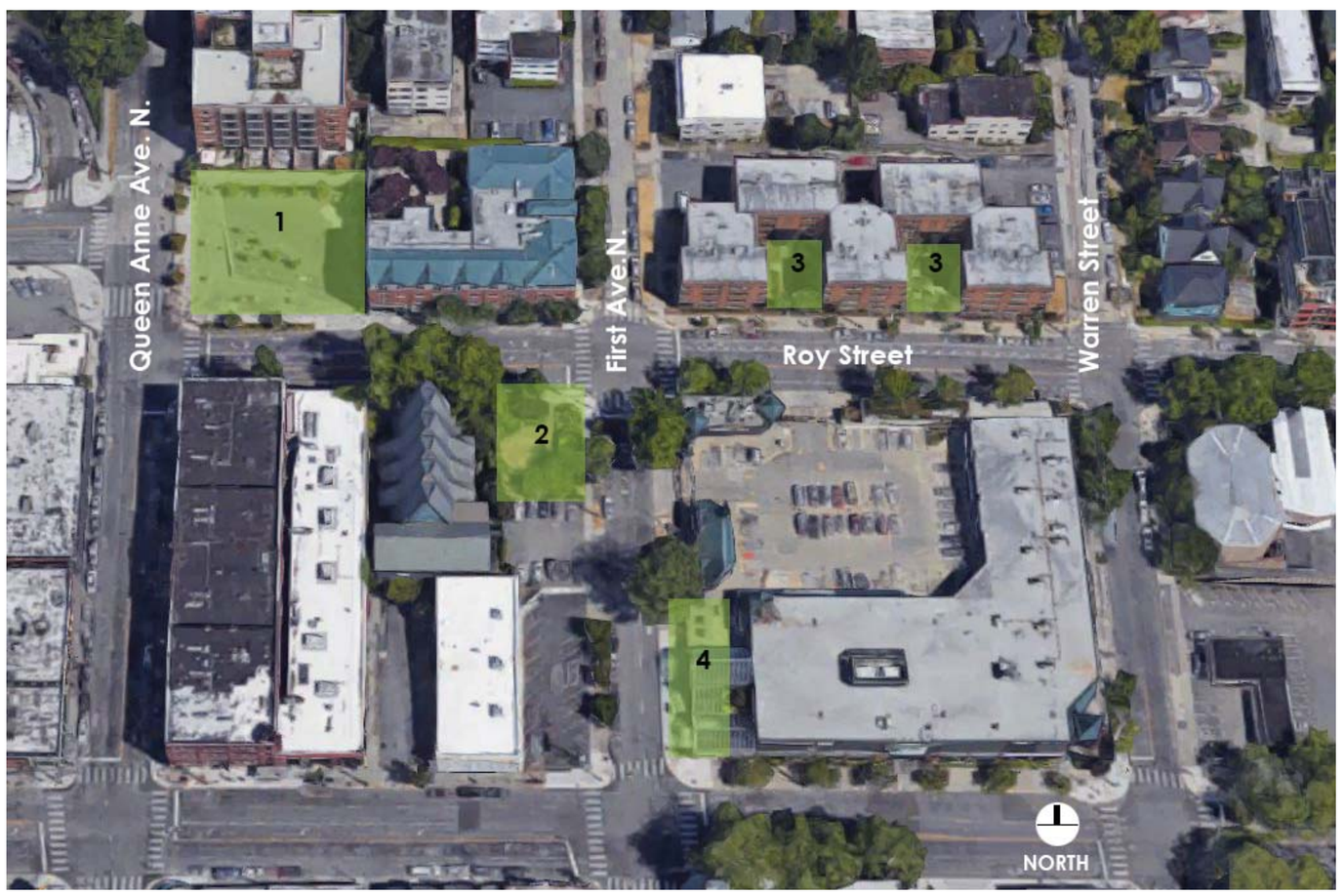


2 Public Church open space - Garden & Labyrinth - corner location
Secluded “pocket park”



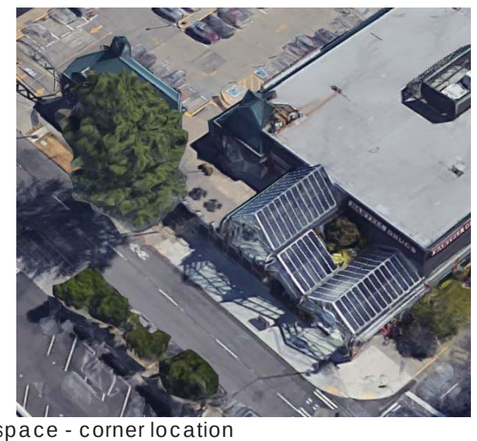


3 Semi-private residential courtyard entrances - mid-block location
Landscaped entry courtyards



OPEN SPACE TYPES & PATTERNS





4 Public / Semi-public retail associated open space - corner location
Widened sidewalk frontage, upper level retail associated seating , covered & uncovered

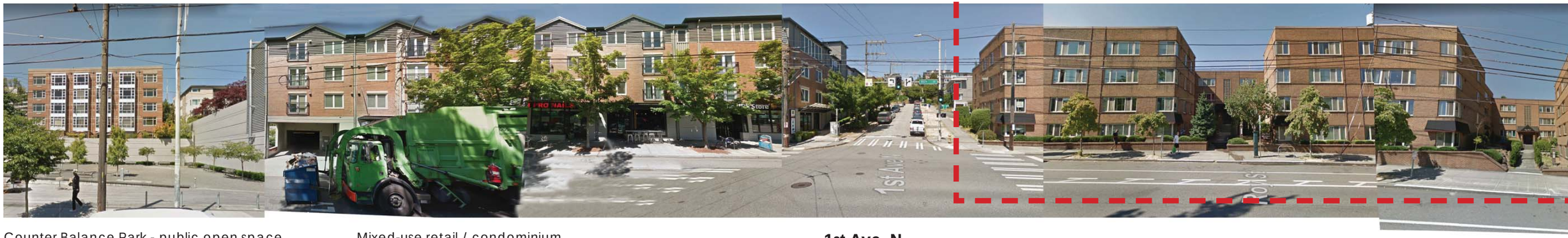
A variety of open space types are found in the near proximity to the project site ranging from large public plazas to small semi-private residential courtyards.

The more public open spaces are located primarily at street intersection corners and more private located mid-block along sidewalk frontages.

Design cues: Strive to incorporate a variety of open spaces along the long block front to encourage pedestrian activity, promote retail uses and create third space opportunities for residents.

Locate entries off of open spaces to promote activity and security.

STREETSCAPE MONTAGE



Counter Balance Park - public open space
Willis Condominiums (beyond)

Mixed-use retail / condominium

1st Ave. N

SUBJECT SITE
Existing Apartment Building to be demolished

1. ROY STREET FRONTAGE - LOOKING NORTH





Light Industrial Building:
office / machine shop

DESC Queen Anne Shelter
SCL Power Control Center

Warren Ave.

ACROSS FROM SUBJECT SITE
Metropolitan Market - parking entry and small retail shops / upper level terra

2. ROY STREET FRONTAGE - LOOKING SOUTH



DESIGN CUES:

1. Use of Brick
2. Long frontage of project site broken into smaller parts
3. Large punched windows / corner windows
4. Mixed uses / varied scales
5. Streetscape scale / residential setback - terraces
6. Variety of openspace types & scales: plaza hardscape, Gardens & courtyards, upper terrace landscaping

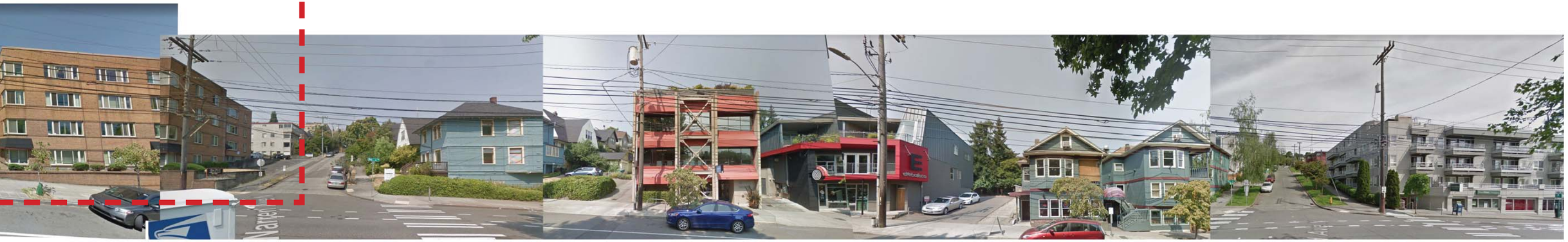


Streetscape scale - upper terrace - Metropolitan Market across from site



Streetscape scale - upper residential terrace - 200 Roy Street

STREETSCAPE MONTAGE



Warren Ave.

Converted Single Family:
The Blue House
Alternative medicine practices

Small commercial mixed-use:
Dream Clinic Massage
Media Plus

Small commercial mixed-use:
Eyeballs.co

Converted Single Family:
Streamline Tavern

2nd Ave N.

Mixed-Use Apartments



1st Ave. N

St. Paul's Church and Garden

Marqueen Hotel & small retail

Queen Anne Ave. N

ace parking deck



Fenestration patterns - large windows / punched openings- horizontal



Fenestration patterns - large windows / punched openings- contemporary



Fenestration patterns - small windows / articulated bays

STREETSCAPE MONTAGE



Mercer Street | Metropolitan Market - parking entry | **Roy Street** | **SUBJECT SITE** Existing Apartment Building to be demolished | Apartments | **Valley Street**

1. Warren Ave. N. FRONTAGE - LOOKING WEST





Single Family Homes | Single Family Homes - converted to business | DESC Queen Anne Shelter, SCL Power Control Center | Parking Lot

Valley Street | **ACROSS FROM SUBJECT SITE** | **Roy Street** | **Mercer Street**

2. Warren Ave. N. FRONTAGE - LOOKING EAST



STREETSCAPE MONTAGE



Mercer Street | Parking lot | Church & Garden | **Roy Street** | **ACROSS FROM SUBJECT SITE** Mixed-use retail / condominium | Parking Lot | Apartments | **Valley Street**

1. FIRST AVE. N. FRONTAGE - LOOKING WEST





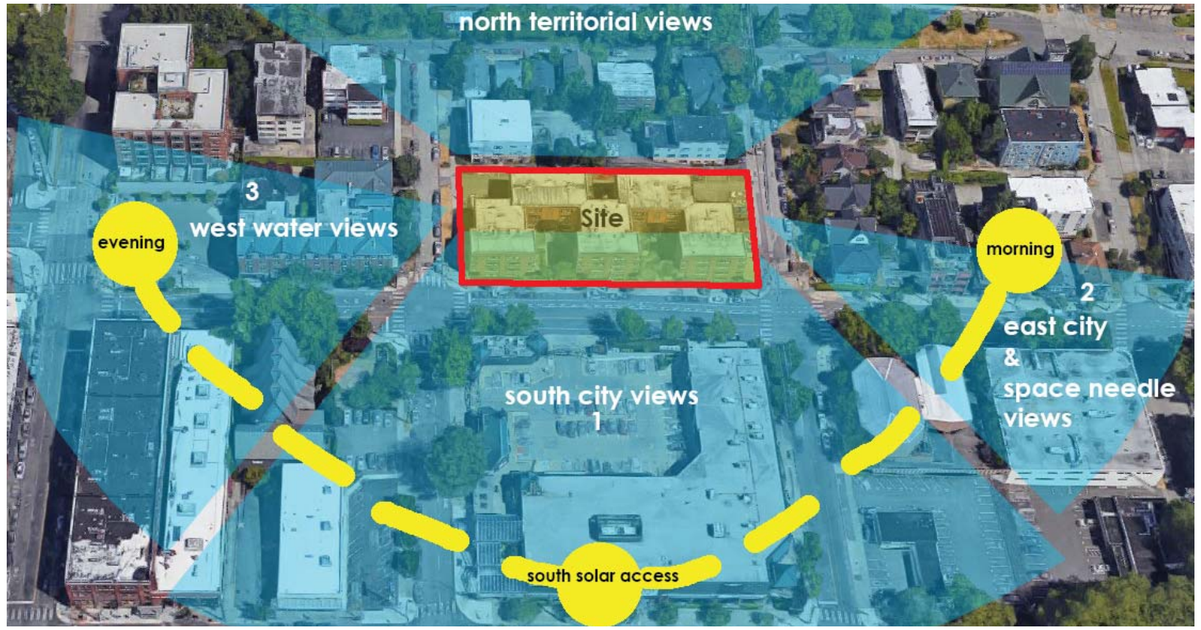
Valley Street | multi-unit housing | **SUBJECT SITE** Existing Apartment Building to be demolished | **Roy Street** | Metropolitan Market - parking entry and small retail shops / upper level terrace parking deck | **Mercer Street**

2. FIRST AVE. N. FRONTAGE - LOOKING EAST



URBAN DESIGN ANALYSIS

PROJECT SITE: SOLAR ACCESS AND VIEW OPPORTUNITIES



9-BLOCK SITE VICINITY - LOOKING NORTH
OPEN / UNOBSTRUCTED SOUTH EXPOSURE - SOLAR ACCESS / VIEWS DOWNTOWN



1 & 2 - AERIAL VIEW- LOOKING SOUTHEAST
VIEWS TO SEATTLE CENTER & DOWNTOWN



3 - AERIAL VIEW- LOOKING WEST
POTENTIAL VIEWS TO SOUND

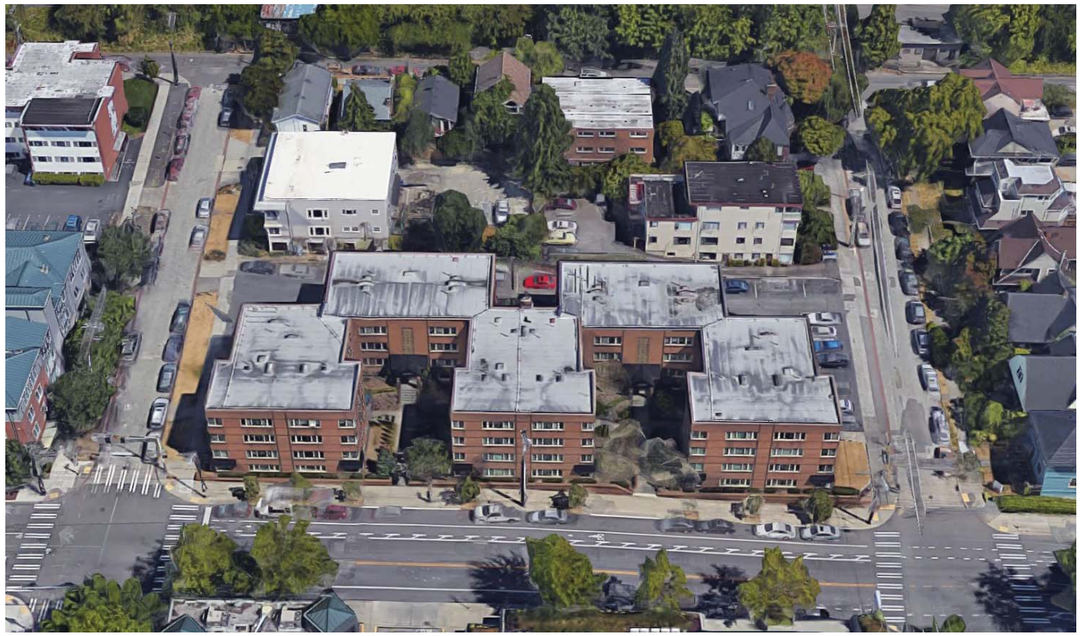


4 - AERIAL VIEW- LOOKING NORTH
VIEWS TO QUEEN ANNE HILL

SITE CONSTRAINTS & OPPORTUNITIES



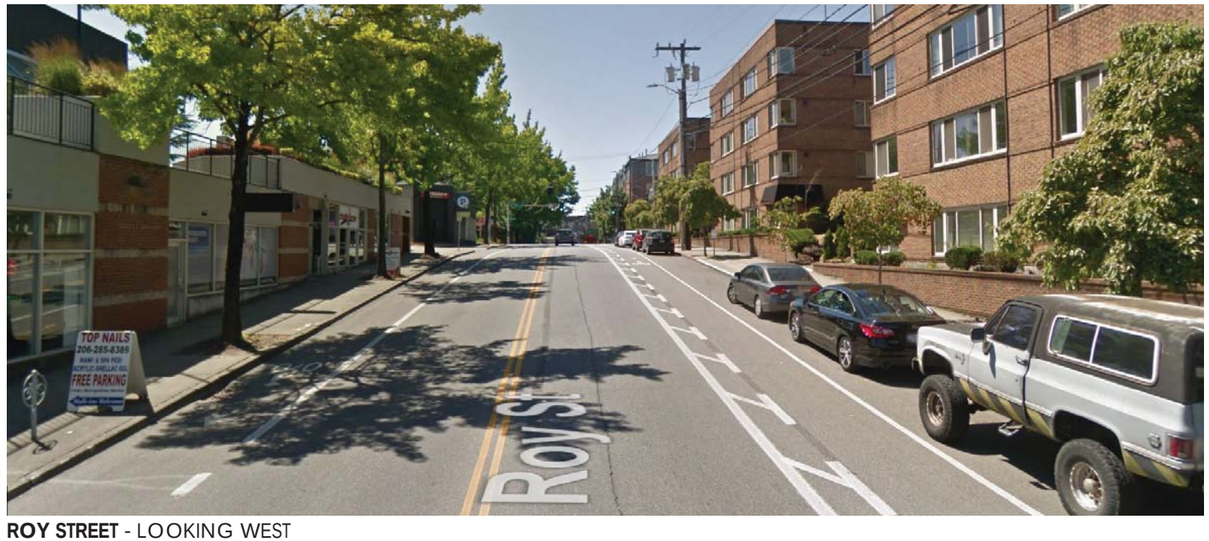
FIRST AVENUE N. - LOOKING NORTH
- NARROW TWO-WAY STREET TO NORTH
- STEEP GRADE CHANGE (10.8%)



PROJECT SITE LOOKING NORTH
- COMMON LOT LINE CONDITION TO ADJACENT PARCELS
- FULL SOUTH SOLAR EXPOSURE
- ROY STREET FRONTAGE



Warren Ave. N. - LOOKING NORTH
- NARROW TWO-WAY STREET TO NORTH
- STEEP GRADE CHANGE (12.5%)



ROY STREET - LOOKING WEST
- CLASS 1 PEDESTRIAN STREET, HEAVY PEDESTRIAN, VEHICULAR & BICYCLE TRAFFIC FRONTAGE
- REQUIRED COMMERCIAL FRONTAGE
- REQUIRED BUILDING ENTRY
- PREFERRED PUBLIC OPEN SPACE FRONTAGE
- **DESIGN CUE:** STREETSCAPE PEDESTRIAN SCALE - UPPER LEVEL TERRACE



COMMON LOT LINE CONDITION - LOOKING WEST
- SIGNIFICANT GRADE SEPARATION BETWEEN LOTS (RETAINING WALL)
- NO PUBLIC ALLEY
- TRANSITION TO LOW RISE RESIDENTIAL USES

EXISTING SITE CONDITIONS



Unique building layout - blocky separate parts

The existing apartment building is proposed to be demolished with the development of the subject site. The initial historical review (Appendix A) supports non-historical significance of building.

The existing footprint is massed into (5) separate blocks forming an “E” shape with (2) entry courtyards in the front and service / parking courts to the rear. Each block is a separate group of units with connecting corridor only in basement. Total units provided is 66 units with 25 surface parking stalls FAR is 1.97.

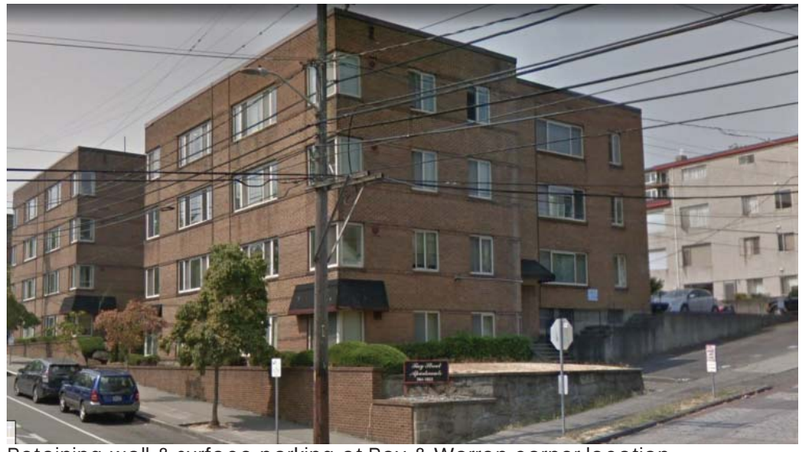
The existing building is not in alignment with the development goals, the goals of the recent Seattle Mixed up-zone, the UPTOWN design guidelines or the current zoning code requirements:

- Project Goal to provide more urban housing for this area = 170 +/-units and FAR 4.5.
- Project Goal to provide approx. 130 +/- parking stalls.
- Uptown Priority Design Issues: Pedestrian-friendfly, active urban center.
- Uptown Priority Design Issues: Diversity - live/ work/ shop.
- SM-UP zoning: Class 1 pedestrian street = 75% frontage commercial street level uses
- SM-UP zoning: 15% site area = public open space

The (3) schemes presented are feasible schemes that meet the developer and city goals.



Entry Courts, walled from sidewalk, non-accessible



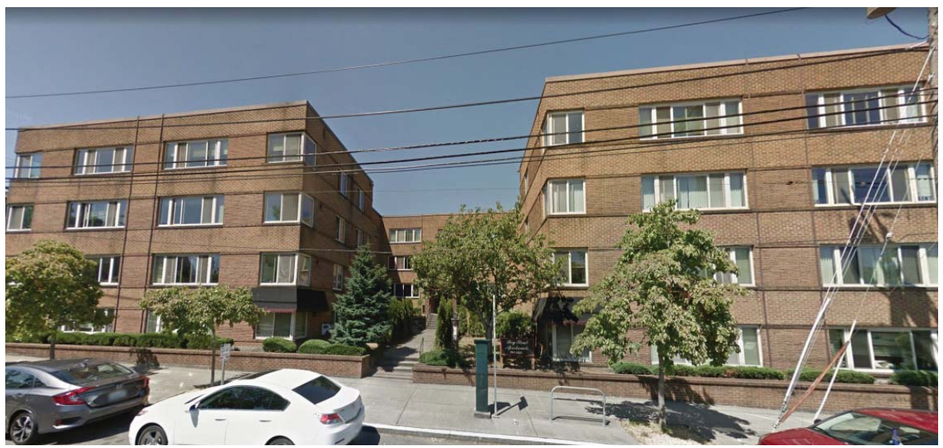
Retaining wall & surface parking at Roy & Warren corner location, prime location for active commercial uses



Private landscape entry courts - public use not welcome



Ground level residential uses at Roy & First Ave. corner location, prime location for active commercial uses



Separated residential uses along Roy Street, no commercial frontage or vibrant activity



Retaining wall along sidewalk, not pedestrian friendly



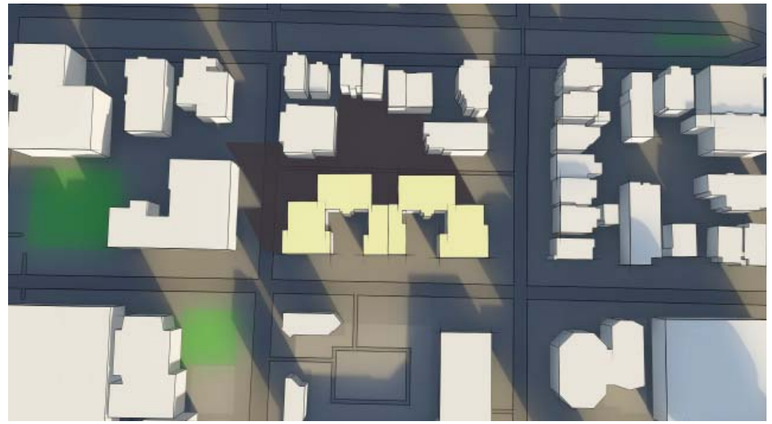
Parking and services “rear” of building visible from side streets



JUNE 21 - 10AM



MARCH/SEPT - 10AM



DEC. 21 - 10AM



JUNE 21 - NOON



MARCH/SEPT - NOON



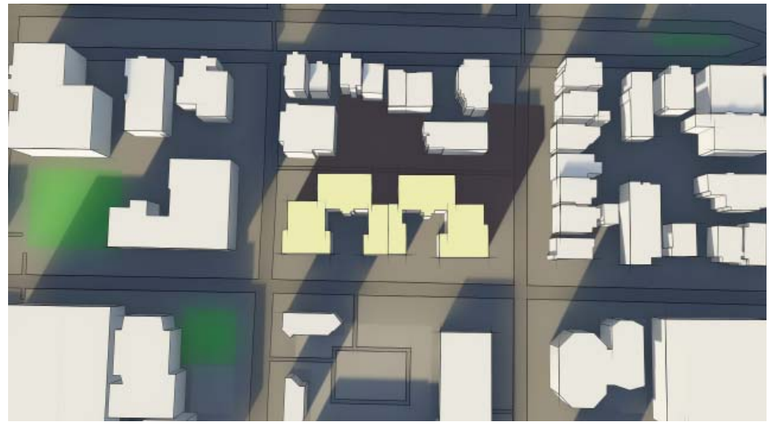
DEC. 21 - NOON



JUNE 21 - 2 PM



MARCH/SEPT - 2 PM



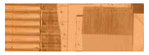
DEC. 21 - 2 PM

ZONING DATA

VICINITY ZONING

SITE ZONING: SM-UP-65 (M)
The site has recently been upzoned to SEATTLE MIXED, UPTOWN with a 65 foot height limit and Mandatory affordable housing.

Adjacent Zoning to West:



SM-UP-65 (M)

The site across First Avenue North to the west of project site is developed as a 4-story mixed-use apartment building.

Adjacent Zoning to East:



SM-UP-65 (M)
The parcels across Warren Ave. N. to the east of project site have not been redeveloped and consist of single family homes, some of which have been converted to multi-units or commercial uses.

Adjacent Zoning to North:



LR3

The parcels adjacent to the north are a zero lot line configuration without a public alley ROW. Access to the parcels are via a private driveway along the common property line. A retaining wall is used for steep grade transition. Uses include low rise apartment building and converted historic home to multi-unit apartments.

Adjacent Zoning to South:



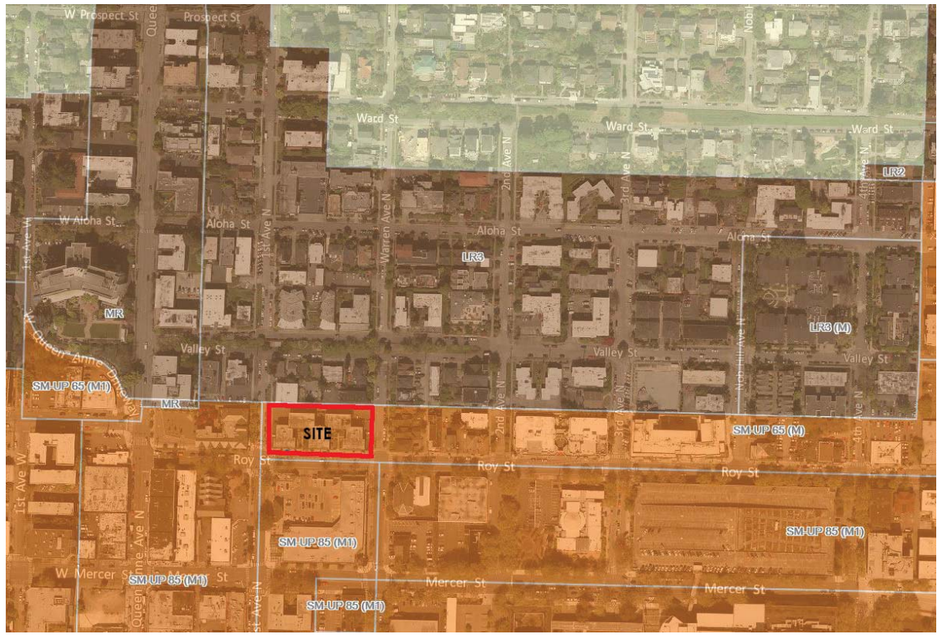
SM-UP-85 (M1)

The parcel across Roy Street to the south is developed as a retail center with public parking. The anchor store is the Metropolitan Market.

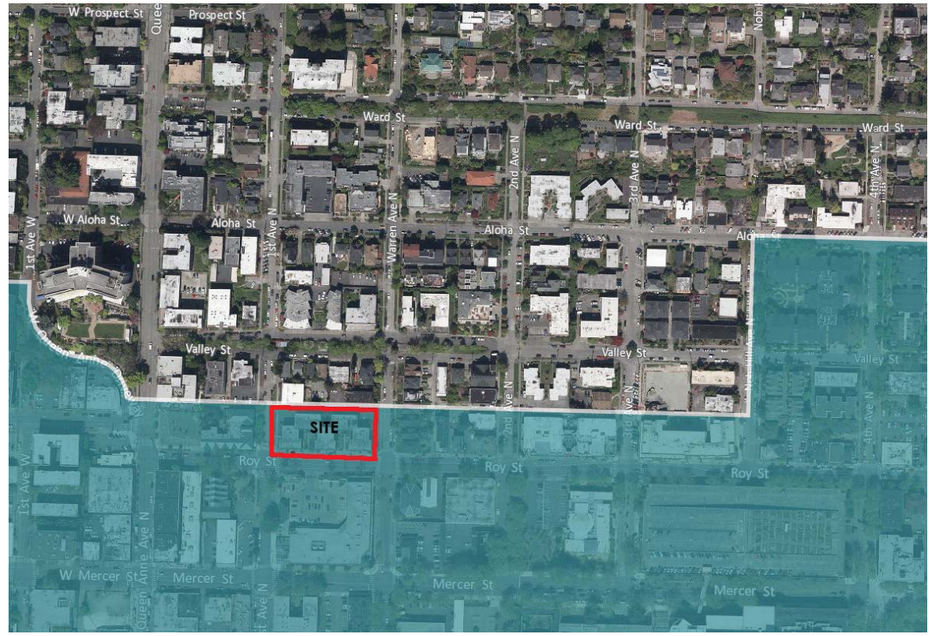
Uptown Urban Center



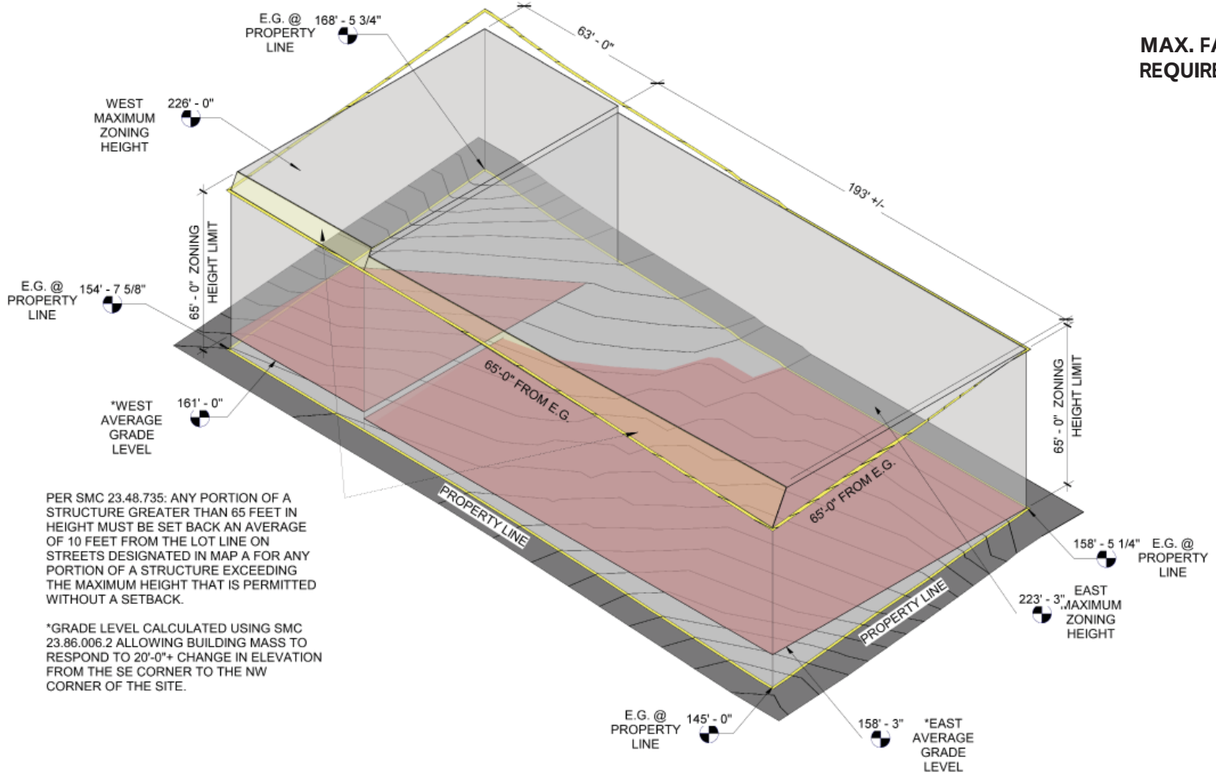
The site is located along the northern boundary of the Uptown Urban Center



Seattle Zoning Map



Urban Village Overlay



PER SMC 23.48.735: ANY PORTION OF A STRUCTURE GREATER THAN 65 FEET IN HEIGHT MUST BE SET BACK AN AVERAGE OF 10 FEET FROM THE LOT LINE ON STREETS DESIGNATED IN MAP A FOR ANY PORTION OF A STRUCTURE EXCEEDING THE MAXIMUM HEIGHT THAT IS PERMITTED WITHOUT A SETBACK.

*GRADE LEVEL CALCULATED USING SMC 23.86.006.2 ALLOWING BUILDING MASS TO RESPOND TO 20'-0"+ CHANGE IN ELEVATION FROM THE SE CORNER TO THE NW CORNER OF THE SITE.

MAX. FAR = 4.5 (+3.5% MECH. ALLOWANCE)
REQUIRED OPENSPACE = 15% OF LOT AREA

MAXIMUM ZONING ENVELOPE

ZONING SUMMARY

SITE ADDRESS: 100 Roy Street

PARCEL NUMBERS: 5457300410

LOT AREA: 30,732 (0.705 acre)

ZONING: SM-UP-65 (M)

OVERLAY DISTRICT:

- Uptown Urban Center / "Heart of Uptown"

STREET CLASSIFICATION (PER MAP A)**:**

- Class I Pedestrian Street

APPLICABLE DESIGN GUIDELINES:

- Seattle Design Guidelines "Citywide"
- Uptown Design Guidelines "Neighborhood"

CHAPTER 23.48 - SEATTLE MIXED

23.48.005 - PERMITTED USES

- Residential uses are permitted outright
- Commercial uses are permitted outright

23.48.005D - REQUIRED STREET LEVEL USES

1. Class 1 pedestrian street require one or more of the following uses:
   a. General sales and service uses;
   b. Eating and drinking establishments;
   c. Entertainment uses;
   d. Public Libraries;
   e. Public Parks;
   f. Arts facilities;
   g. Religious facilities and
   h. Light rail transit stations
2. Standards for street level uses per 23.48.040.C and any specific geographic area standards (UPTOWN)

23.48.020 - FLOOR AREA RATIO (FAR)

- All gross floor area not exempt under 23.48.020.D counts
- EXEMPT AREAS:
  - -All underground areas or portions of stories
  - -Portion of story <4 ft. above grade
  - -Mechanical equipment allowance 3.5%
- MIN. FAR = 2.0
- MAX. FAR = Per 23.48.720

23.48.025 - STRUCTURE HEIGHT

- 65 feet above average existing grade
- Rooftop features; open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend 4 feet above the height limit.
- Mechanical equipment and stair/elevator penthouses may extend 15 feet above the height limit (max. 25% of roof area).

23.48.040 - STREET LEVEL DEVELOPMENT STANDARDS

- Class 1 Pedestrian Street
- Primary entrance facing Class 1 street, max. 3 ft above or below.
- Transparency Class 1 street: 60% of the street-facing façade shall be transparent.

23.48.040 - STREET LEVEL DEVELOPMENT STANDARDS (Continued)

- Transparency Other streets: 30% transparent, except where slope exceeds 7.5% = 22% transparent.
- Blank Facade Class 1: Blank facades are limited to 15' wide (or 30 ft. per Director). Total width =< 40%.
- Blank Facade Other streets: Blank facades are limited to 30' wide (or 60 ft. per Director). Total width =<70% or 78% if street slope exceeds 7.5%.
- Any blank segment shall be separated by transparent area 2 ft. min. wide.
- Street Level Uses Class 1 street: 75% of street-level, street facing facade shall be occupied by uses per 23.48.005.D.1.
- No minimum frontage requirements for street level uses at locations where they are not required.
- Minimum floor-to-floor height of at least 13 feet and extend at least 30 feet in depth from the street - front facade.
- Street level uses shall be located within 10 ft. of the street lot line, except if they abut an outdoor amenity area.
- -Pedestrian access provided directly from street, outdoor amenity area or open space abutting the street, no more than 3 ft. above or below grade.

23.48.045 - RESIDENTIAL AMENITY AREA FOR RESIDENTIAL USE

- -5% of the total gross floor area in residential use shall be provided as amenity area.
- Max. 50% may be enclosed.
- Min. 15 ft. horizontal dimension (10 ft. at street).
- Min. size = 225 SF.
- Landscaped open space at street level and accessible from street counted as twice the actual area.
- Public open space for non-residential uses may be used to satisfy the residential amenity area.

23.48.055- LANDSCAPING AND SCREENING STANDARDS

- Comply with Director's rules adopted.
- Greenfactor score of .30 required.
- Screening: Parking is not permitted at street level uses unless separated by other uses, garage doors need not be separated.
- -Street trees: Existing to remain, unless SDOT approved removal. SDOT will determine number, type & placement of trees.

23.48.065 - NOISE AND ODOR STANDARDS

- All permitted uses subject to Noise and Odor standards.

23.48.075 - LIGHT AND GLARE STANDARDS

- All permitted uses subject to light & glare standards.

23.48.080 - REQUIRED PARKING AND LOADING

- Off street parking and bicycle parking per 23.54.015.
- Loading berths per 23.54.035.

23.48.085 - PARKING AND LOADING LOCATION, ACCESS AND CURB CUTS

- -Topographical conditions: parking is permitted in stories that are partially below/above street level without being separated from other uses, if not a Class 1 street, screened from view and enhanced with visual interest features.
- Parking and Loading access: Lot abuts more than one ROW, the Director shall determine location = **Warren Ave. N..**
- Curb cut width and number: limited to one two-way curb cut. Width per 23.54.030.

SUBCHAPTER VI - UPTOWN

23.48.710- TRANSPORTATION MANAGEMENT PROGRAMS

- As required.

23.48.720 - FLOOR AREA RATIO IN SM-UP ZONES

- 4.5 FAR for structures that contain residential use
- Exempt: Area of street-level uses per 23.48.005.D that meet development standards of 23.48.040.C.

23.48.721 - MANDATORY HOUSING AFFORDABILITY (MHA) IN SM-UP ZONES

- As required.

23.48.732 - MAXIMUM STRUCTURE WIDTH AND DEPTH IN SM-UP ZONES

- 250 FT Maximum width and depth.

23.48.735 - UPPER LEVEL SETBACK IN SM-UP ZONES

- Any portion of structure greater than 65ft in height must be setback an average of 10 ft from a lot line that abuts a designated street in Map A.
- Horizontal projections (decks, balconies, open railings, eaves, cornices and gutters are permitted to extend a maximum of 4ft. into required setbacks.

23.48.740 - STREET LEVEL DEVELOPMENT STANDARDS IN SM-UP ZONES

- Street level facing facades abutting Class 1 streets shall be built to street lot line for a min. 70% of facade length, except that frontage of any required outdoor amenity area is excluded.
- Required usable open space in the SM-UP 65 zones on lots exceeding 30,000 sf: 15% of lot area, accessible from street level, average horizontal dimension = 20 ft. Min. dimension = 10 ft, except abutting a sidewalk, 45% min. exterior open to sky and abut a street along at least one street frontage. Max. 20% covered, max 35% enclosed.

23.54.015 - REQUIRED PARKING (TABLES A & B)

- No minimum requirement non-residential & residential uses uses within the Uptown Urban Center.
- -Bicycle parking per 23.54.015
  COMMERCIAL: Long-term & short-term per uses in Table D.
  RESIDENTIAL: Long-term = 1 per unit
  Short-term = 1 per 20 units

23.54.030 - PARKING AND ACCESS STANDARDS

23.54.035 - LOADING BERTH REQUIREMENTS AND SPACE STANDARDS

-Not required for residential uses or commercial uses < 16,000 sf.

23.54.040 - SOLID WASTE AND RECYCLABLE STORAGE

- -Residential =575 square feet + 4 sf per unit > 100 units.
- Commercial = 125 sf 5001-15,000 sf
- -Mixed use per 23.54.040.B

SEE SHEET xx FOR PROPOSED DEPARTURE REQUESTS

CITYWIDE GUIDELINES
HEART OF UPTOWN NEIGHBORHOOD GUIDELINES

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 Guidelines:
- Project to be sited to further contribute to the neighborhood's pedestrian character.
- Heart of Uptown: Encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks.
- Heart of Uptown: New development should provide a widened sidewalk through additional setback at street level; or retail design with panels or sliding doors or other features that allow generous openings to street.
- Corner Lots: Generally buildings should meet the corner and not be setback. Building design and treatments as well as any open space areas should address the corner and promote activity, Corner entrances are strongly encouraged where feasible.
- Heart of Uptown: Break facades into smaller massing units. Encourage a horizontal rhythm in the range of 30 - 60 feet, in keeping with a main street scale, particularly at street level.

Response:
- *The proposed schemes explore the relationship of the building entry, commercial spaces and opportunity for associated outdoor open spaces as a part of the pedestrian streetscape experience.*
- *Roy Street is a Class 1 Pedestrian Street and the proposed project encompasses the entire block face. Pedestrian open space will be provided along this frontage. The residential entry and commercial uses will provide high visibility and connectivity to the open space and sidewalk.*
- *The preferred scheme utilizes a covered arcade with opportunities for retail display and chairs and tables for commercial space that will provide opportunities for gathering & social interaction in this high pedestrian area.*
- *The project site is on the boundary edge between the Heart of Uptown and Uptown Urban to the east. The proposed schemes explore the degree of massing and modulation of the building. The preferred scheme breaks the massing into three parts to reduce the overall apparent length of the project. Upper level terraces and cantilevers are utilized in keeping with a pedestrian-oriented & scaled streetscape. The massing blocks increase width to the east, transitioning to the more urban character area where* larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials. The larger massing widths allow for a more horizontal appearance mitigating the apparent height of the building.
- *The proposed schemes explore the uses and character of the two corner conditions of the site.*



Indoor / Outdoor experience activates open space and sidewalk

PL1- CONNECTIVITY

Citywide Guideline: Complement and contribute to the network of open spaces around the site and the connections among them.

Uptown Guideline:
- Developments that respond outward to the public realm are preferred.
- Site outdoor spaces in accordance with the location and scale of the adjacent streets, building and uses.
- Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street.
- Define outdoor spaces through a combination of building and landscaping, and discourage oversize spaces that lack containment.

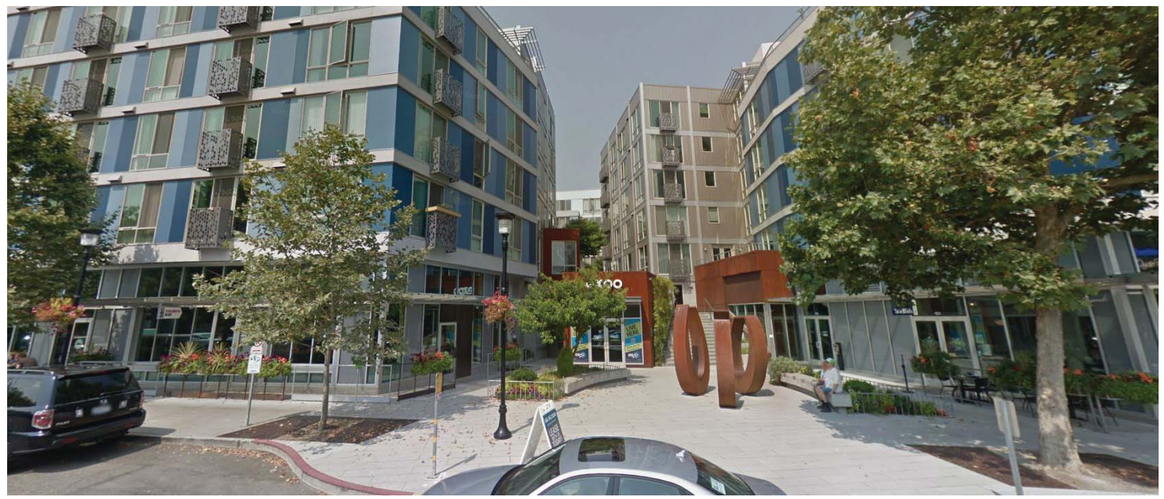
Response:
- *The proposed schemes locate the required public open space along the Roy street frontage. This allows for connectivity to the commercial uses, residential lobby and public sidewalk.*
- *The side streets of First Avenue North and Warren Ave. N. are steeply sloped and become more residential in character to the north and are not as suited for the required public open space.*

PL2 - WALKABILITY

Citywide Guideline: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Uptown Guideline:
- Entrances visible from street. The use of distinctive designs with historical refernces is strongly encouraged.
- Streets should be social spaces that offer a sense of security, and residential projects should make a positive contribution to life on the street.
- Entries should be designed to be pedestrian friendly and should be clearly discernible to the pedestrian.

Response:
- *The proposed schemes explore the relationship of residential and commercial entries, all visible from street and connected to open space and pedestrian sidewalks.*



DESIGN CUE: Pedestrian friendly public open space

PL3 - STREET LEVEL INTERACTION

Citywide Guideline: Encourage human activity and interaction at street level with clear connections to building entries and edges.

Uptown Guideline
- Heart of Uptown: Promote active, customer-oriented retail storefronts at street level. A variety of narrower storefront shops are preferred to wide continuous single storefronts.
- Encourage outdoor dining.

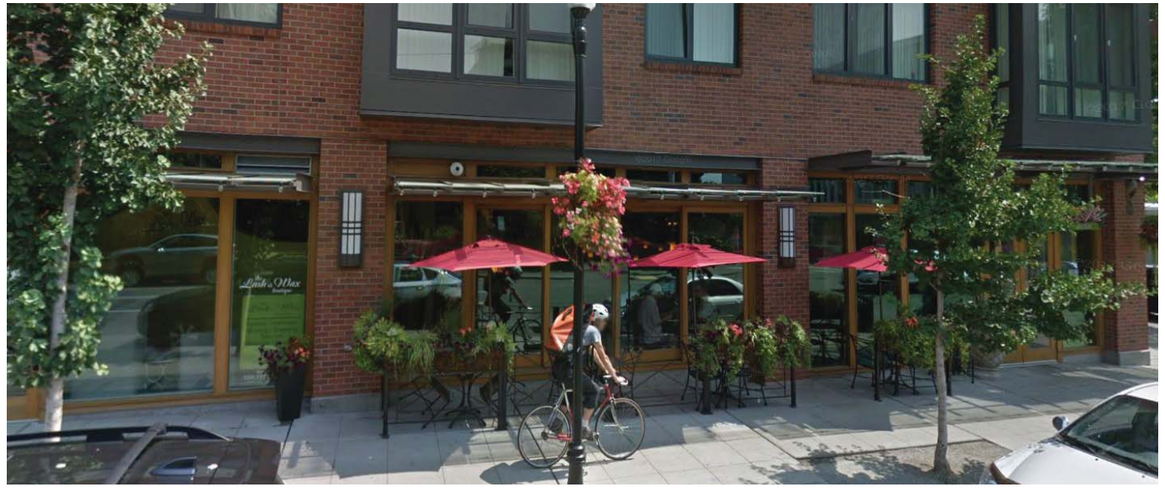
Response:
- *Proposed schemes explore various treatments of commercial frontage and street-level interaction with covered arcade, cantilevered building above and canopies.*
- *Highly transparent street frontages are provided along Roy Street open space to promote human activity and pedestrian interaction.*



Cantilevered building edge



Covered arcade commercial frontage



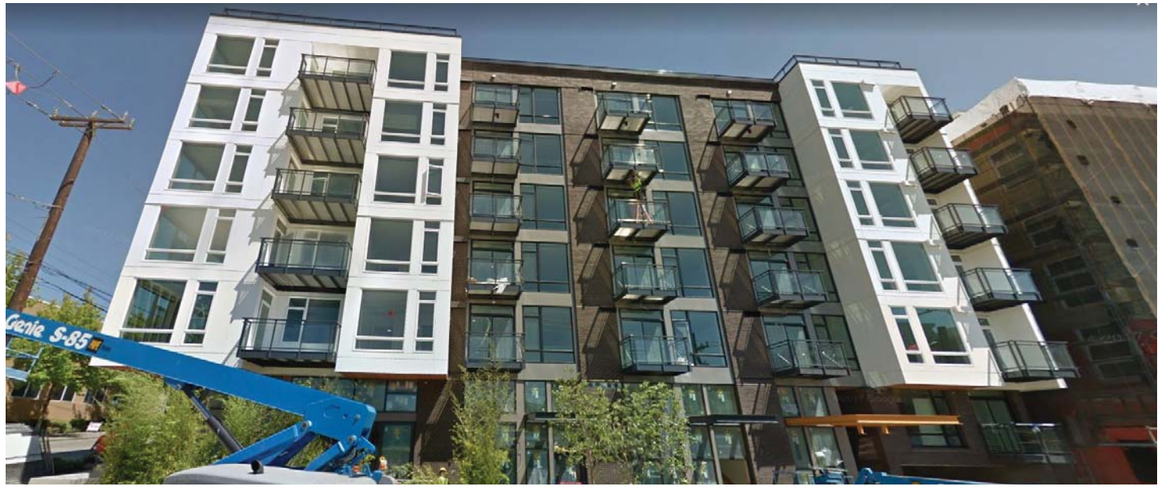
DESIGN CUE: Outdoor dining along streetscape

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.

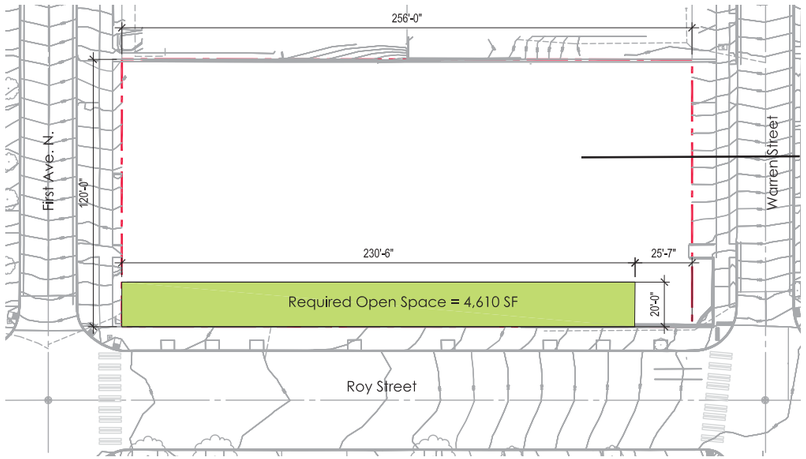
Uptown Guideline:
- The Heart of Uptown character district prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.
- Generally, the following architectural features are encouraged: Increased architectural detailing, individualized storefronts, substantial window detailing and recessed windows, Variations in roofline and honest parapets, references to historic architectural styles.
- Upper- level balconies are discouraged on the street side of residential buildings.
- Buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.
- Human-scaled architecture is strongly preferred.
- Designs that create an impression of reduced size consistent with a pedestrian-oriented environment are encouraged.
- Exterior canopies or other weather protection features is favored.
- Signs, light fixtures, canopies should be scaled to the building and pedestrian. Signs that add creativity and individual expression are encouraged.

Response:
- *The proposed schemes explore various massing and modulation studies for the proposed project. The schemes explore large blocks of building massing, minimal modulation (historic urban brick building) in a traditional/symmetrical courtyard scheme and the preferred scheme with a transitional modulated & detailed massing, blending both the old and the new together in a cohesive design.*
- *The proposed project will utilize high quality, durable materials including: Brick, large expanses of storefronts, fiber cement and metal panels.*
- *Three sides of the project face streets. Balconies are provided with quality materials to break down the scale of the building, add detail, provide "eyes on the street" and to maximize window size and view opportunities.*



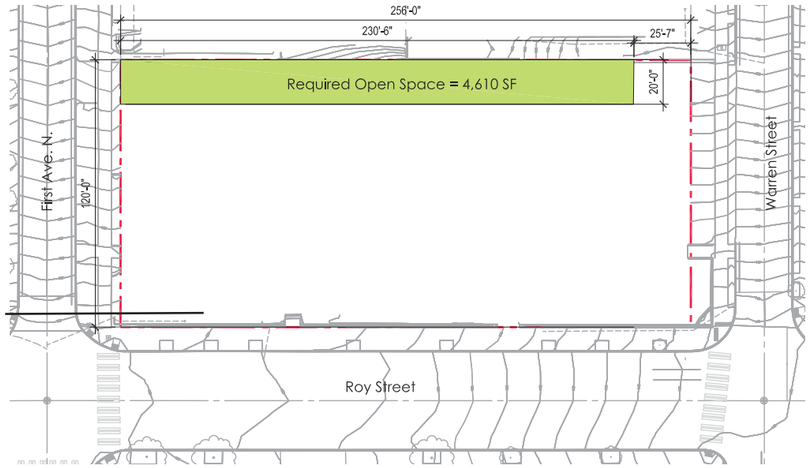
DESIGN CUE: Transitional blending of old & new character and materials

OPEN SPACE CONCEPT

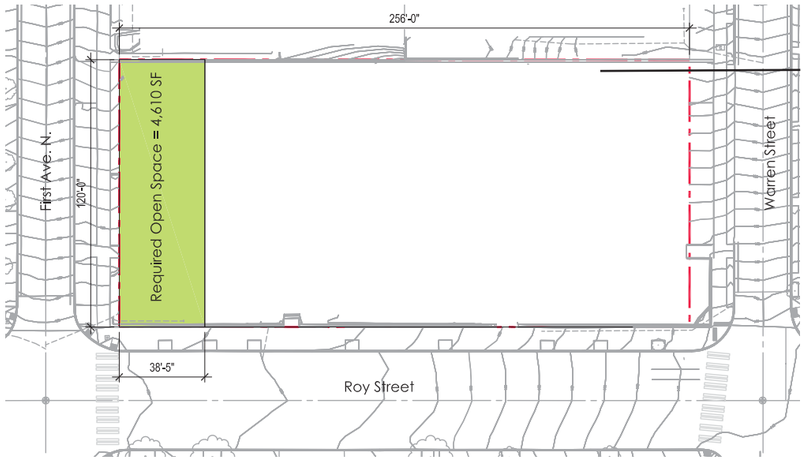


REQUIRED OPEN SPACE CALCULATION
Site Area = 30,732 SF x 15% = 4,610 SF
Min. 10 ft (except abutting sidewalk)
Average 20 ft horizontal dimension
45% min open to sky / 20% max. covered / 35% max. enclosed

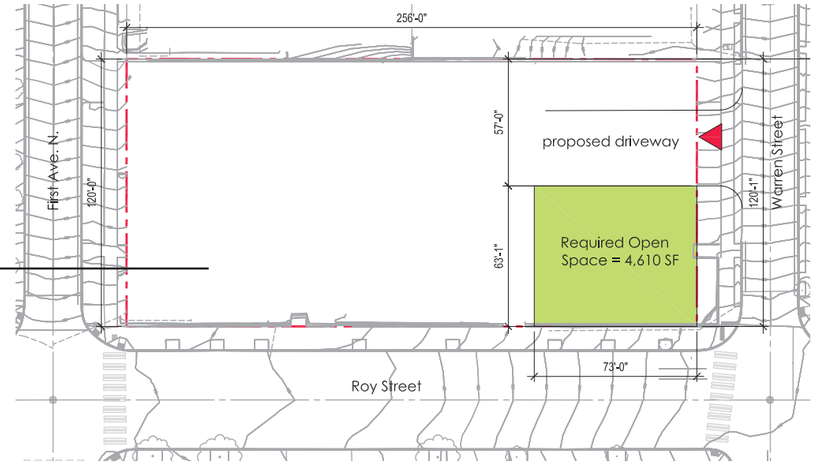
ROY STREET OPENSPACE FRONTAGE
Required openspace = 90% of frontage
PROS: South Exposure
Commercial frontage
Pedestrian oriented frontage
CONS: Building Edge setback too far, lacks variety



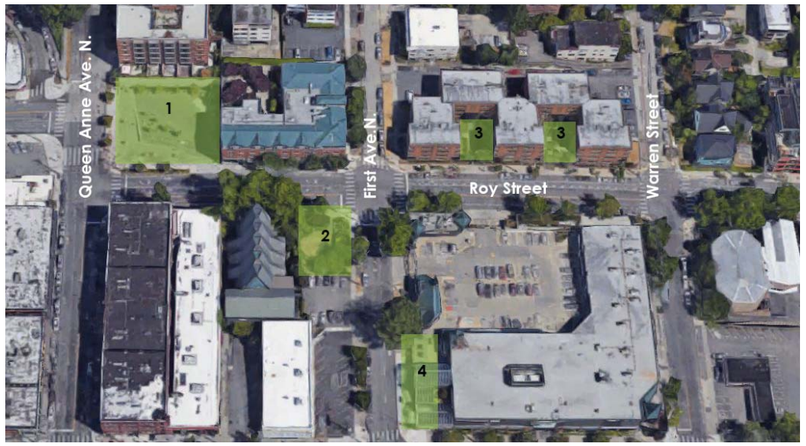
NORTH LOT LINE OPEN SPACE FRONTAGE
PROS: Provides transition to LR3 zone
CONS: No solar access
Not conducive to public access
No commercial frontage
Not on accessible route



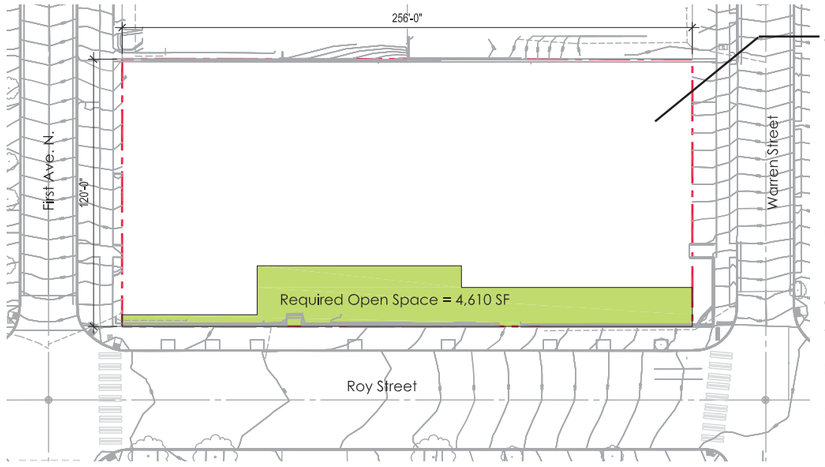
FIRST AVENUE OPEN SPACE FRONTAGE
PROS: Corner frontage
CONS: Steeply Sloped
Not Accessible
Not connected to commercial frontage
Deep setback from street
impacts # of units



Warren Ave. N. OPENSPACE FRONTAGE
PROS: Corner frontage
CONS: Adjacent to project driveway
Steeply Sloped
Not Accessible
Deep setback from street
impacts # of units



Neighborhood Open Space Locations



ROY STREET - VARIED DEPTHS PREFERRED OPEN SPACE LOCATION
Utilize entire length of Roy street frontage
PROS: South Exposure
Commercial frontage
Pedestrian oriented frontage
Allows for a variety of outdoor spaces
Opportunity to reduce length of project by breaking down the massing into distinct parts
CONS: May require departure request for overall average horizontal dimension of open space

The proposed options provide variation on the configuration of the varied depth open space:

Option 1: Multiple mid-block courtyards

Option 2: Corner Plaza & Roy street frontage

Option 3 (Preferred): Middle plaza & corner arcade







FIRST AVE. FRONTAGE	Warren Ave. N. FRONTAGE	ROY STREET FRONTAGE
LOCATION OF PUBLIC OPEN SPACE		
First avenue is too steep for accessible public open space (10.8%)	Warren Ave. N. is too steep for accessible public open space (12.5%)	Roy Street is ideal location for open space with high pedestrian sidewalk, less steeply sloped sidewalk, commercial frontage and unobstructed south exposure.
LOCATION OF COMMERCIAL USES		
Highly visible corner location suited for commercial space.	Highly visible corner location suited for commercial space.	Required location (75% of frontage for commercial uses)
LOCATION OF RESIDENTIAL USES & ENTRY		
Ground level residential uses suitable for this frontage at the north end	Ground level residential uses not suitable for this Frontage due to garage access	Ground level residential uses not suitable for this location. Building Entry required on this frontage. Residential lobby and amenity spaces to be located on this frontage (max. 25%).
LOCATION OF GARAGE / LOADING ENTRY		
One way traffic, steep slope and grade not conducive to vehicular access	SDOT location for vehicular access to site	Not allowed on Class 1 Pedestrian street
OPPORTUNITY FOR STEPPED BUILDING HEIGHTS		
Yes, with raised stepped grade plane calculation	Only along north edge, not ideal for transition to adjacent LR zone	Only along portion of west frontage

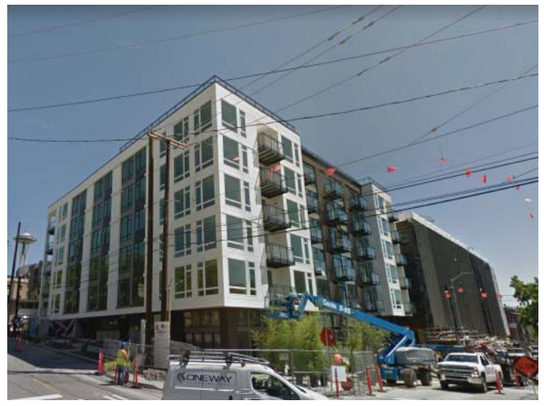
SITE CONSTRAINTS & DESIGN CUES

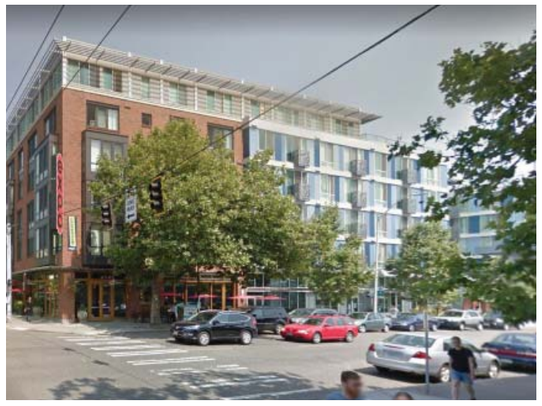
The following images show the design evaluation and explorations which led to the plan organization and massing concept development of the three schemes presented for Early Design Guidance.

The three schemes selected for further exploration have some similarities due to site constraints:

- Vehicular & Loading Access on Warren St.
- Public Open Space on Roy Street
- Commercial space on Roy street
- Residential entry on Roy street
- Common lot line condition at adjacent north property.
- Overhead powerlines along Roy Street and Warren Ave. N.. Setback required along Roy Street to maintain required working clearances from power lines (approx 6 ft +/-). If feasible, project Goal to underground power lines.

The selected schemes explore variations in building footprint density & unit layout, overall building massing and scale of modulation and commercial / open space relationship concept.









TRANSITIONAL - VARIATION IN MATERIALS, MASSING AND CHARACTER: BRICK AND FIBER CEMENT, BLENDING “OLD & NEW” CHARACTER AND DESIGN ELEMENTS

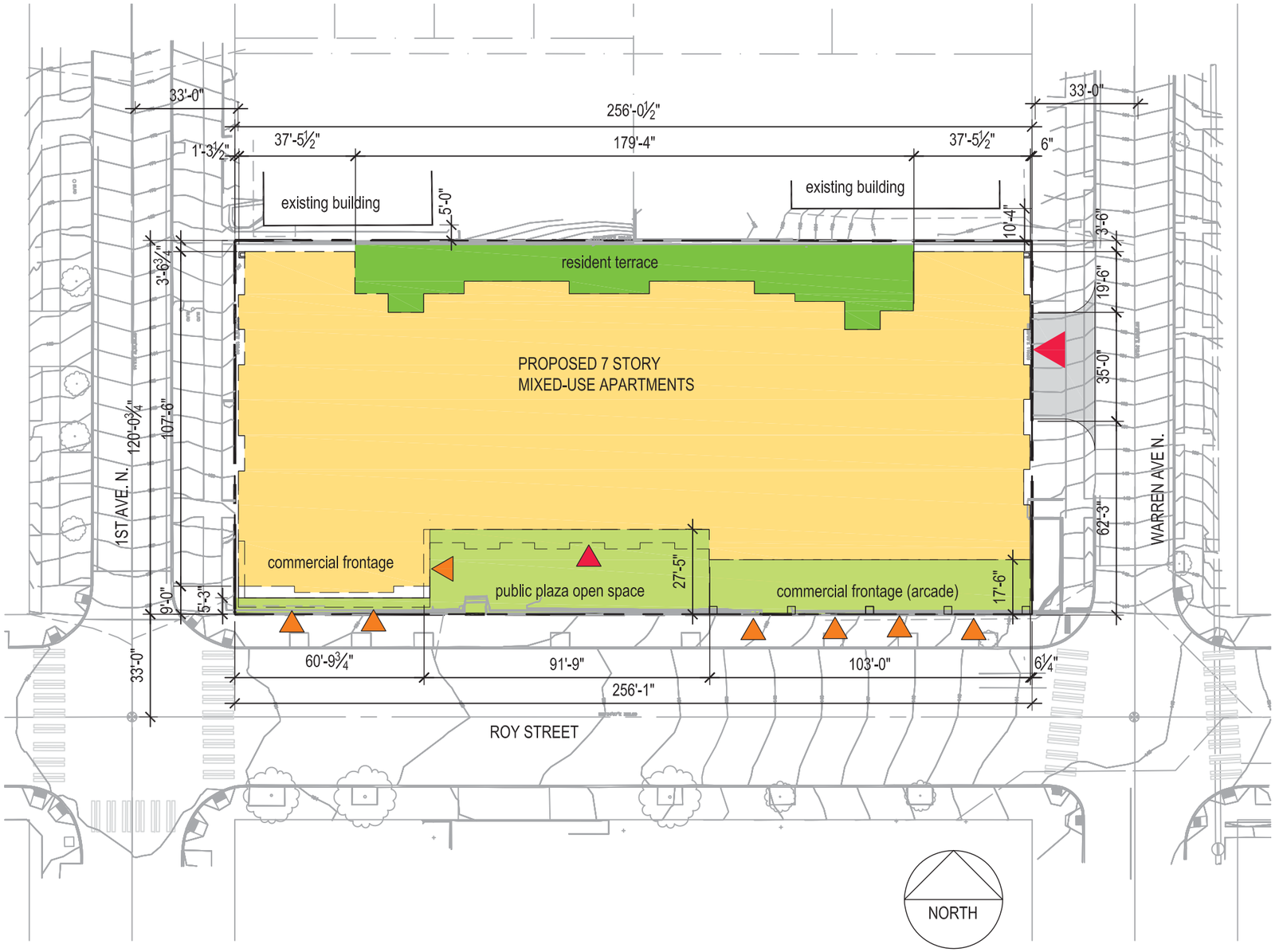
PROPOSED SITE PLAN

PROPOSED SITE PLAN

SITE FEATURES

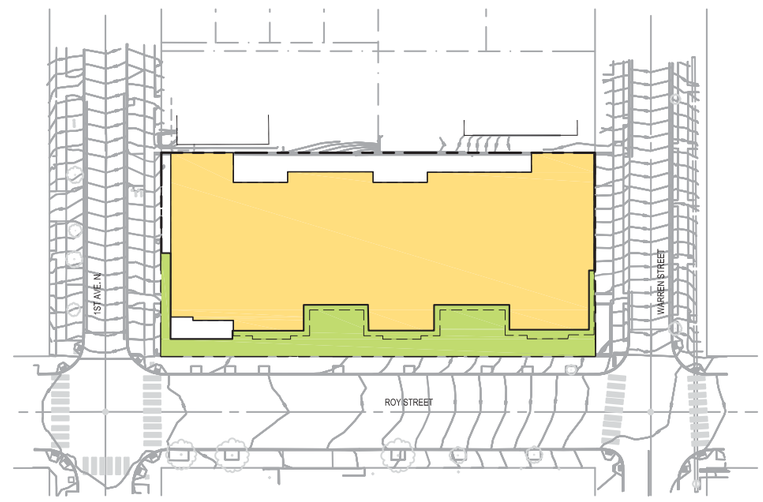
Street classification, site topography, orientation and access limitations shaped the development of the proposed site plan.

- Vehicular access to parking garage will be located off of Warren Ave. N. Access is not allowed from Roy Street (Class 1 pedestrian street). First Avenue N. is limited by topography (highest point on iste).
- Building Entry is to be located off of Roy Street.
- Active commercial uses are to occupy a minimum of 75% of the Roy Street frontage.
- Required public open space location adjacent to pedestrian street and commercial uses with full south exposure. Long open space will allow connection to sloping sidewalk grades as well as stepped terraces for residential and commercial entries.
- Open space calculations: see sheet 22



ARCHITECTURAL CONCEPT

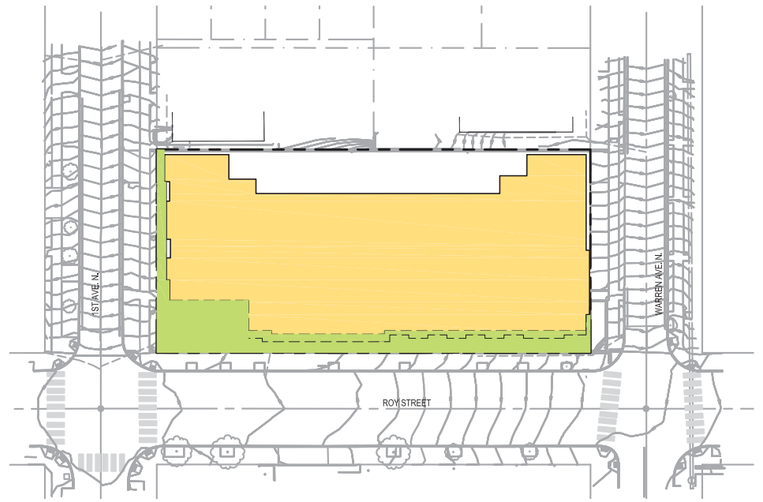




ALTERNATE 1 - MID-BLOCK COURTYARDS SCHEME

- CODE COMPLIANT SCHEME
- (2) COURTYARD SCHEME, SIMILAR TO ORIGINAL FOOTPRINT
- PUBLIC OPEN SPACE ON ROY STREET FRONTAGE
- 7 STORY BUILDING
- VERTICAL MASSING
- RESIDENTIAL ENTRY ON 1ST & ROY
- COMMERCIAL FRONTAGE ALONG ROY TO EAST
- ROOF TERRACE

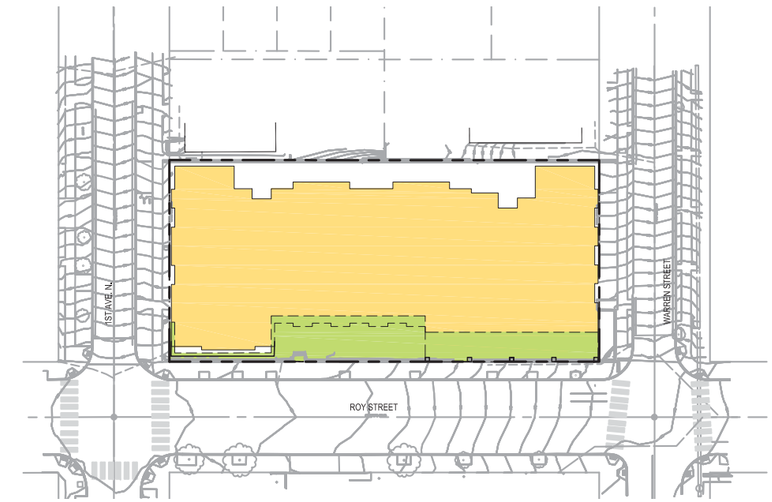




ALTERNATE 2 - CORNER PLAZA SCHEME

- PLAZA AT CORNER OF FIRST & ROY
- BUILDING FRONTAGE PULLED CLOSER TO ROY STREET
- PUBLIC OPEN SPACE ON ROY STREET FRONTAGE
- 7 STORY BUILDING
- RESIDENTIAL ENTRY AT PLAZA
- COMMERCIAL FRONTAGE EAST OF PLAZA
- ROOF TERRACE





ALTERNATE 3 - MID-BLOCK PLAZA & ARCADE SCHEME **(PREFERRED SCHEME)**

- VARIED MASSING SCHEME W/ MID-BLOCK PLAZA
- BUILDING MASSING ORGANIZED INTO 3-PARTS ALONG ROY STREET FRONTAGE, ALLOWS FOR A TRANSITIONAL ARCHITECTURAL CONCEPT
- PUBLIC OPEN SPACE ON ROY STREET FRONTAGE
- 7 STORY BUILDING
- COMMERCIAL FRONTAGE AT EACH CORNER WITH ARCADE FRONTAGE TO EAST
- ROOF TERRACE

ARCHITECTURAL CONCEPT



AERIAL VIEW LOOKING NW

OPPORTUNITIES:

1. Active open space is provided along length Roy street.
2. Commercial frontage will activate the open space and pedestrian experience.
3. Two courts maximizes visibility of commercial frontage onto open space plaza.
4. Three towers maximize view & daylighting opportunities for residential units.
5. Three towers break down apparent length of the project along Roy Street.

CONSTRAINTS:

1. Commercial uses at the mid block point will need to be recessed from grade to provide required floor to floor height of 13 ft. Restricts access to open space plaza.
2. Residential lobby located at prime commercial corner.
3. Building footprint creates tall, narrow courtyards and a very tall vertical proportion to massing.
4. Flat massing on east and west facades out of scale with smaller development along these edges.
5. Minimal setback at north property line does not allow for windows and creates blank facades towards neighbors.
6. Larger massing proportions result in larger, but fewer units.

DEPARTURES (SEE PAGE 39):
None

ALTERNATE 1 - MID-BLOCK COURTYARDS (CODE COMPLIANT SCHEME)

DESCRIPTION:
The building is identifiable by a "boxy" massing with two deep courts along the Roy street frontage. The footprint of the existing building inspired this configuration. The "E" shaped footprint faces onto Roy Street frontage and required public open space. The proposed includes six levels of apartments above a ground level residential lobby / amenity space and commercial uses. Residential units are provided along level one First Ave. frontage, setback from sidewalk under cantilevered floor above. Upper level units are configured in a double loaded corridor fronting all 3 street frontages. Units also face the north common lot line condition, setback for unit windows, balconies and terrace at level two. The units push out at the center towards the south property line forming two narrow courtyards and corner towers. Opportunities for corner windows are present at each of the three tower massings to maximize daylight and view to south, east & west. An outdoor landscape and amenity terrace is also provided at the rooftop. Vehicular access to loading/drop-off and garage parking is located off of Warren Ave. N.. The building entrance and lobby amenity space is located at the corner of First and Roy street. Commercial uses fill the ground level spaces along the Roy Street frontage to the east and will activate the Roy street pedestrian frontage. The overall building form/massing utilizes minimal modulation conducive to a simple punched opening massing.

NUMBER OF UNITS:

level 2	=	24
Levels 3,4,5,6	=	28 x 4 = 112
Level 7	=	26
		162 total

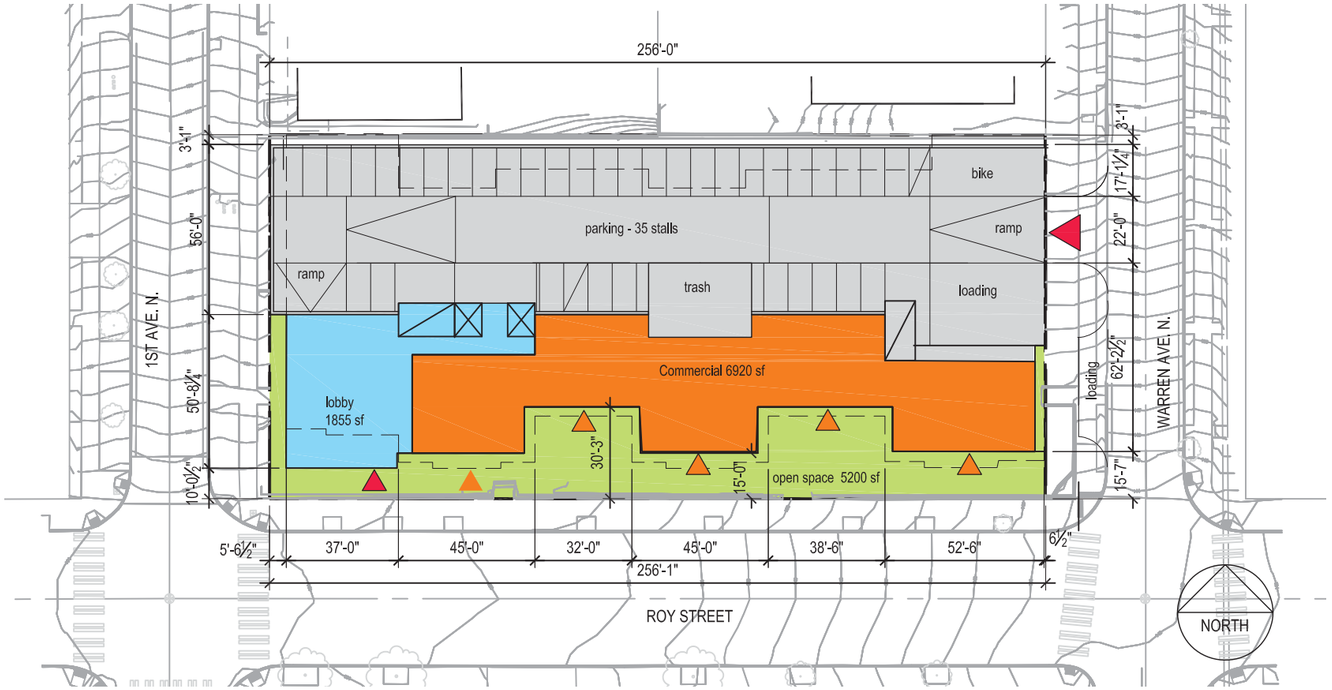
PARKING: 125

FAR AREA (4.5 + 3.5%)

Max. Allowable	143,134 SF

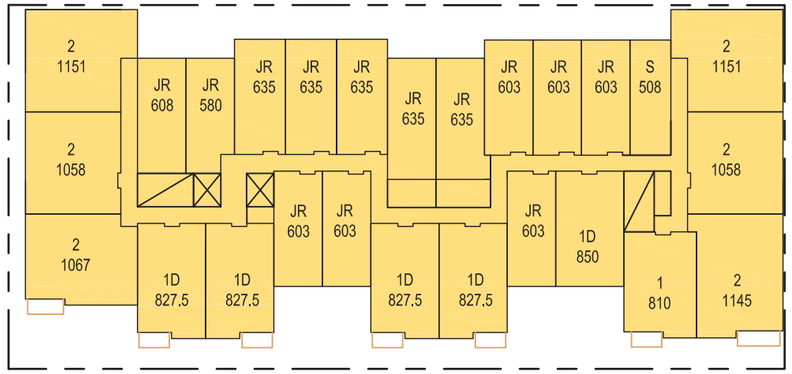
FLOOR AREA RATIO SUMMARY:

FAR Areas:	
P1 Level	Exempt
Ground Level	5,600 SF
2nd Level	19,150 SF .
3rd Level	22,865 SF
4th Level	22,865SF
5th Level	22,865 SF
6th Level	22,865 SF
7th Level	22,865 SF
Roof Level	960 SF
Total Gross (FAR)	139,174 SF

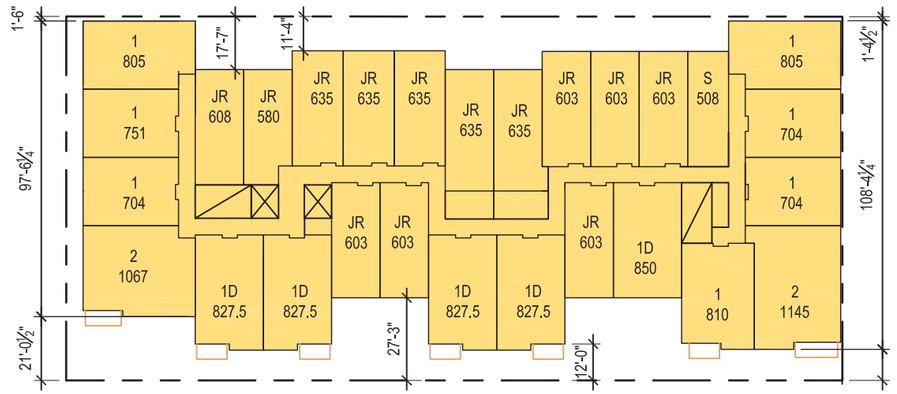


SITE PLAN - LEVEL ONE PLAN

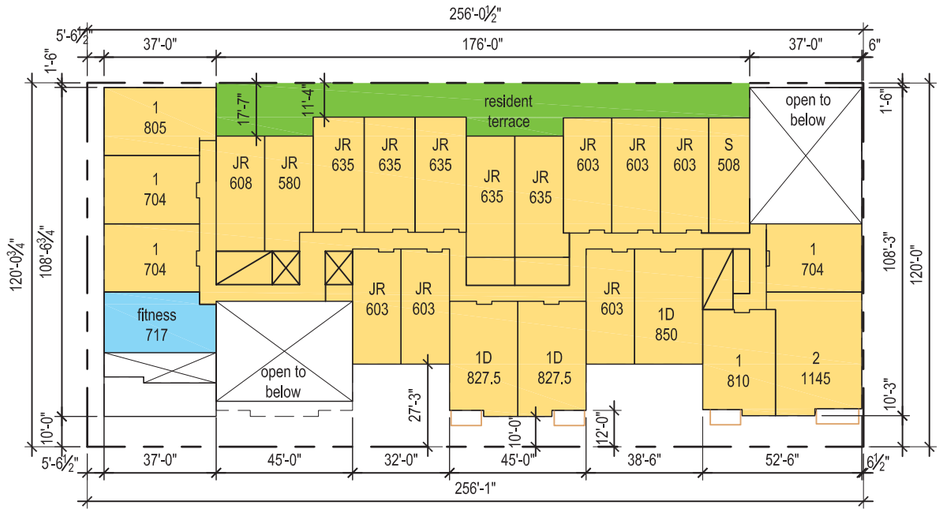
ALTERNATE 1 - MID-BLOCK COURTYARDS (CODE COMPLIANT SCHEME)



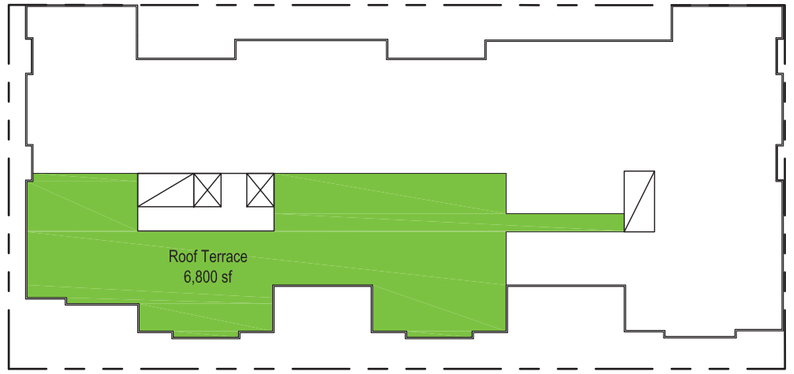
LEVEL SEVEN



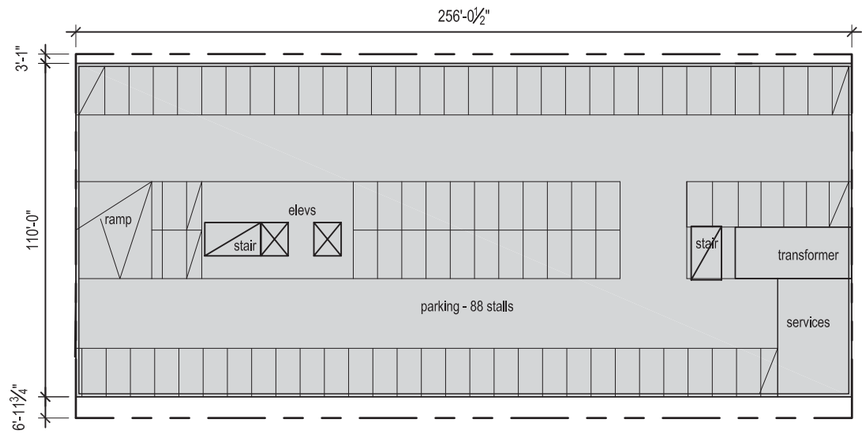
LEVELS THREE - SIX



LEVEL TWO



ROOF TOP TERRACE



LEVEL P1 - PARKING



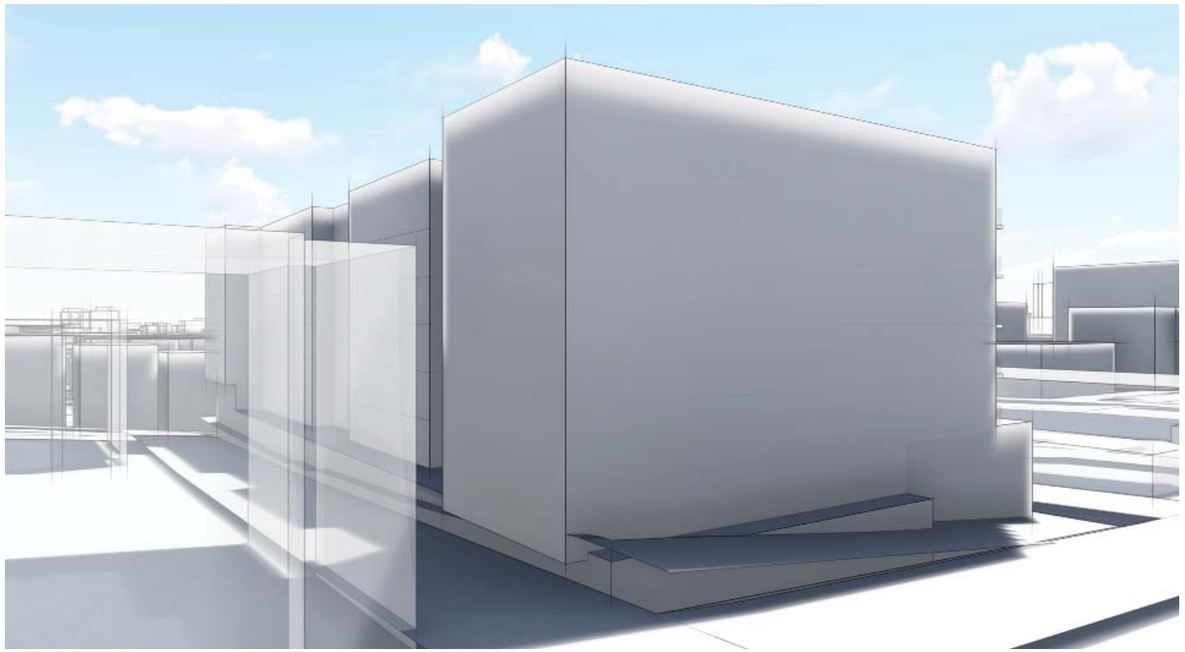
RESIDENTIAL AMENITY
COMMERCIAL USES
RESIDENTIAL UNITS
OUTDOOR PUBLIC OPEN SPACE
OUTDOOR PRIVATE OPEN SPACE
PARKING/UTILITY/SERVICE
VEHICLE ACCESS
BUILDING ENTRANCE - RESIDENTIAL
BUILDING ENTRANCE - COMMERCIAL

ARCHITECTURAL CONCEPT

ALTERNATE 1 - MID-BLOCK COURTYARDS (CODE COMPLIANT SCHEME)



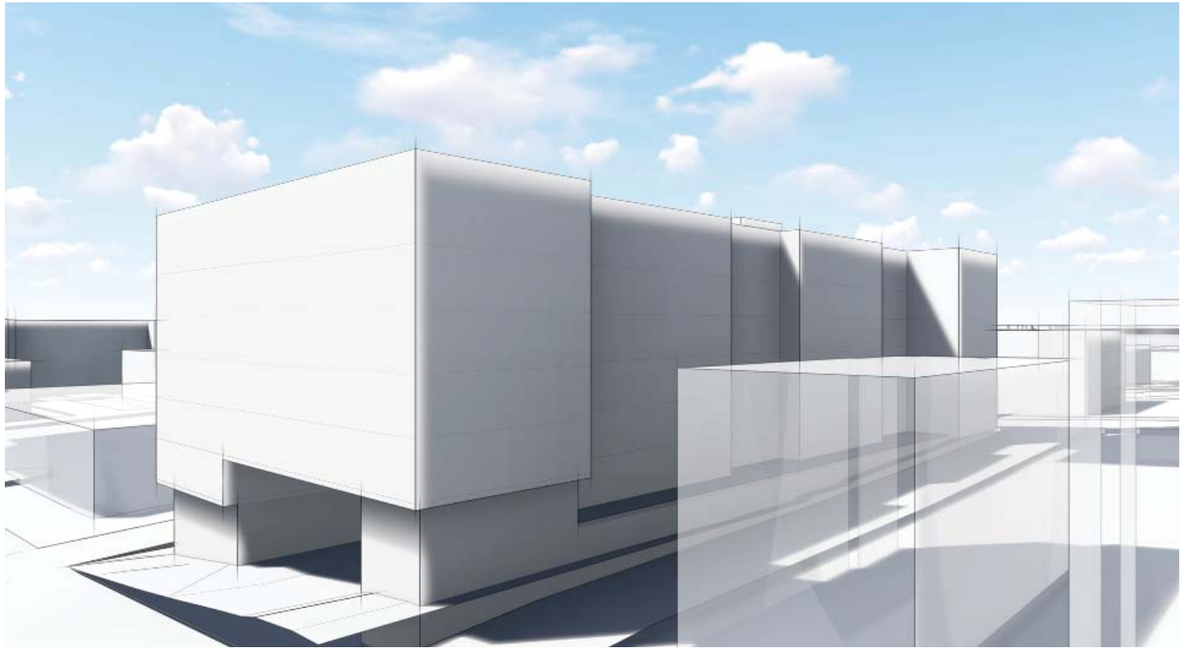
ROY STREET - LOOKING EAST



FIRST AVE. N. - LOOKING SE



ROY STREET - LOOKING WEST



FIRST AVE. N. - LOOKING SW

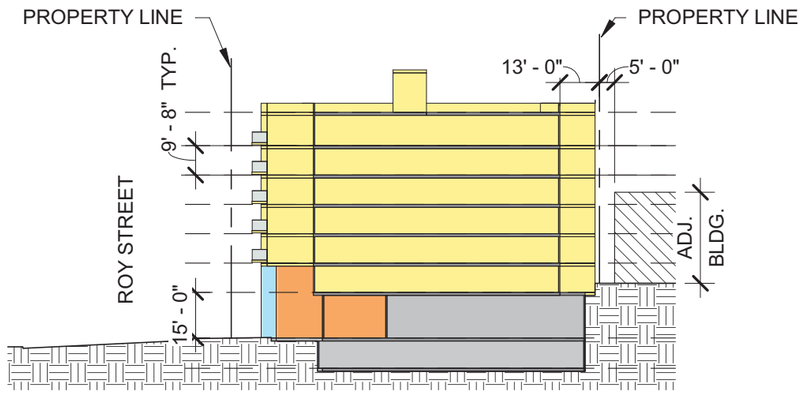
ALTERNATE 1 - MID-BLOCK COURTYARDS (CODE COMPLIANT SCHEME)



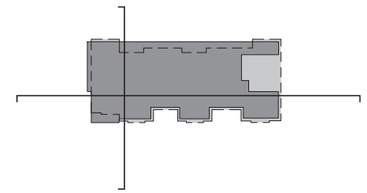
ROY STREETSCAPE LOOKING WEST

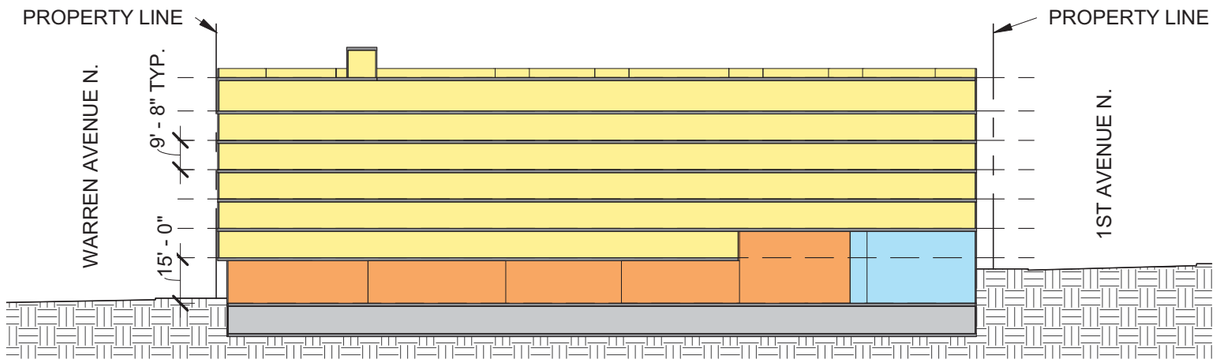


RESIDENTIAL ENTRY



SECTION N-S





SECTION EAST WEST

ARCHITECTURAL CONCEPT



AERIAL VIEW LOOKING NW

OPPORTUNITIES:

1. Large corner plaza and active open space is provided along length Roy street.
2. Single commercial frontage on Roy street provides maximum flexibility of space and will activate the open space and pedestrian experience.
3. Horizontal proportion of courtyard massing has better pedestrian scale.
4. Residential entry location at Plaza will provide “ownership” and “eyes on street” 24/7.
5. Greater setback at north property line will allow for windows and avoid blank facade facing neighbors.

CONSTRAINTS:

1. Plaza does not have any commercial frontage (due to grade change / ceiling ht. issues)
2. Plaza is challenged by steep grade change along First Avenue.
3. Cantilever above long Roy street frontage becomes visually “pinched” as grade rises to the west.
4. Commercial frontage at west will be below sidewalk grade.
5. Roy Street Building frontage is long with only subtle break in massing.
6. Flat rear facade is out of scale with adjacent low-rise uses.
7. Large north terrace lacks sun exposure and is oversized for private resident uses.
8. Project does not meet net rentable area goals.

DEPARTURES (SEE PAGEs 44-45):

1. Eliminate 20 ft. average horizontal dimension at open space.

ALTERNATE 2 - CORNER PLAZA SCHEME

DESCRIPTION:

The building is identifiable by an open corner plaza and long commercial frontage along Roy Street. The footprint is pushed forward to Roy street to provide a greater setback to the adjacent LR3 zone. Required open spaces are located at plaza and widened sidewalk plaza frontage at commercial and landscaped open space on First Ave. The proposed includes six levels of apartments above a ground level residential lobby / amenity space and commercial uses. Residential units are provided along level one First Ave. frontage. Upper level units are configured in a double loaded corridor fronting all 3 street frontages. Units also face the north common lot line condition, setback for unit windows, balconies and terrace at level two. The units push out to the Roy street frontage providing a cantilever cover at commercial open space below. The long frontage on Roy street is divided into two parts by change in modulation. An outdoor landscape and amenity terrace is also provided at the rooftop. Vehicular access to loading/drop-off and garage parking is located off of Warren Ave. N. The building entrance and lobby amenity space is located off of corner plaza at the Roy street, providing “ownership” and eyes on the street”. Commercial uses fill the ground level spaces along the Roy Street frontage and will activate the Roy street pedestrian frontage. The overall building form/massing introduces horizontal massing modulation.

NUMBER OF UNITS:

level 2	=	26
Levels 3,4,5,6	=	28 x 4 = 112
Level 7	=	28
		166 total

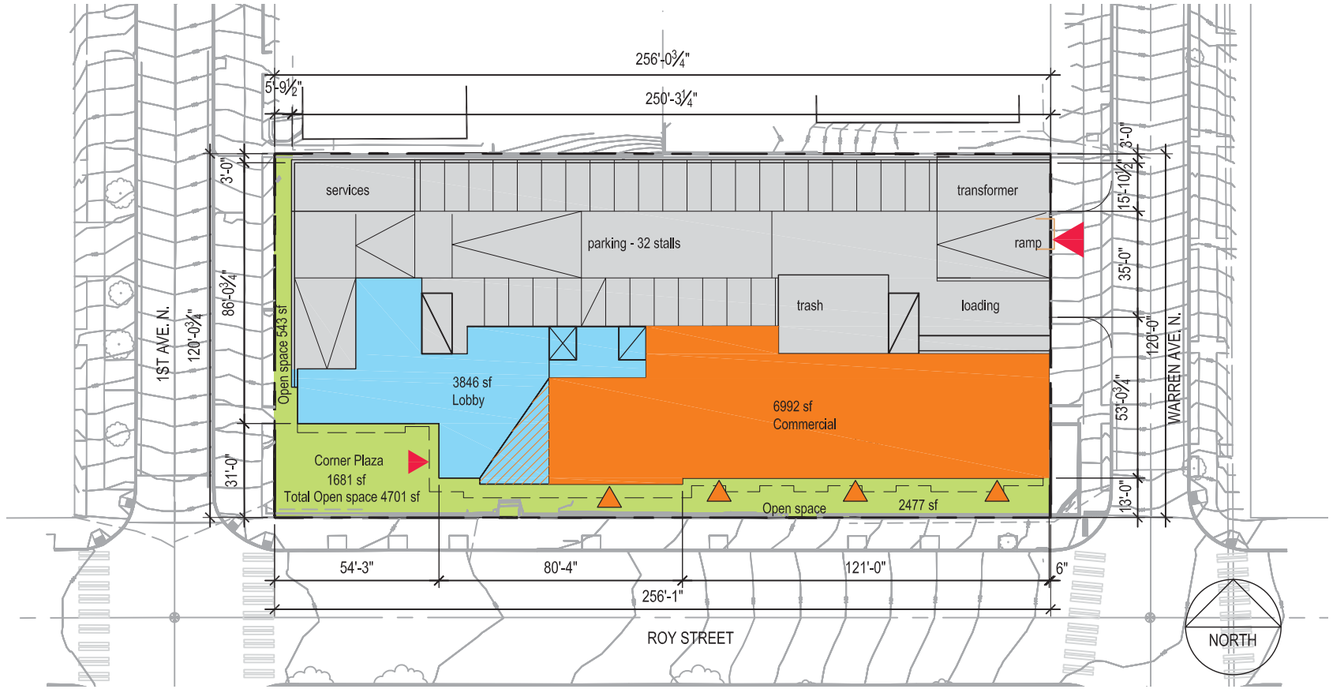
PARKING: 125

FAR AREA (4.5 + 3.5%)

Max. Allowable	143,134 SF

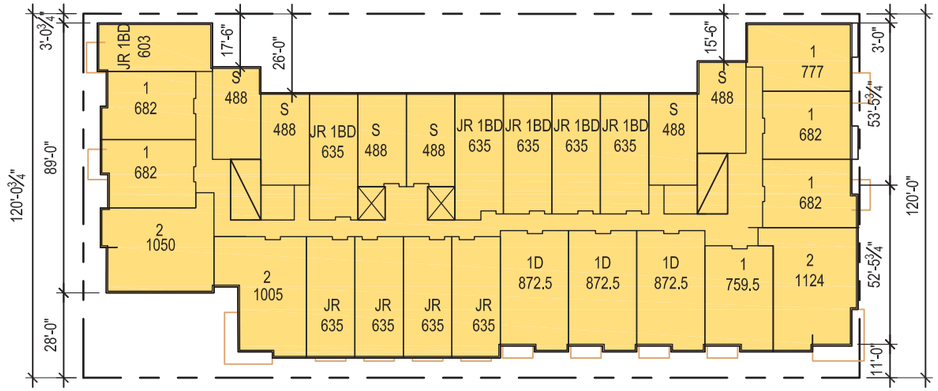
FLOOR AREA RATIO SUMMARY:

P1 Level	Exempt
Ground Level	3,798 SF
2nd Level	19,953 SF
3rd Level	21,900 SF
4th Level	21,900 SF
5th Level	21,900 SF
6th Level	21,900SF
7th Level	21,900 SF
Roof Level	752 SF
Total Gross (FAR)	134,003 SF

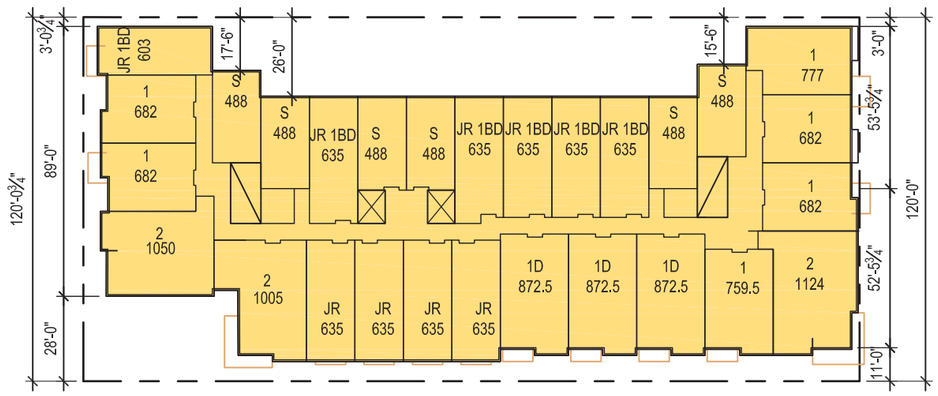


SITE PLAN - LEVEL ONE PLAN

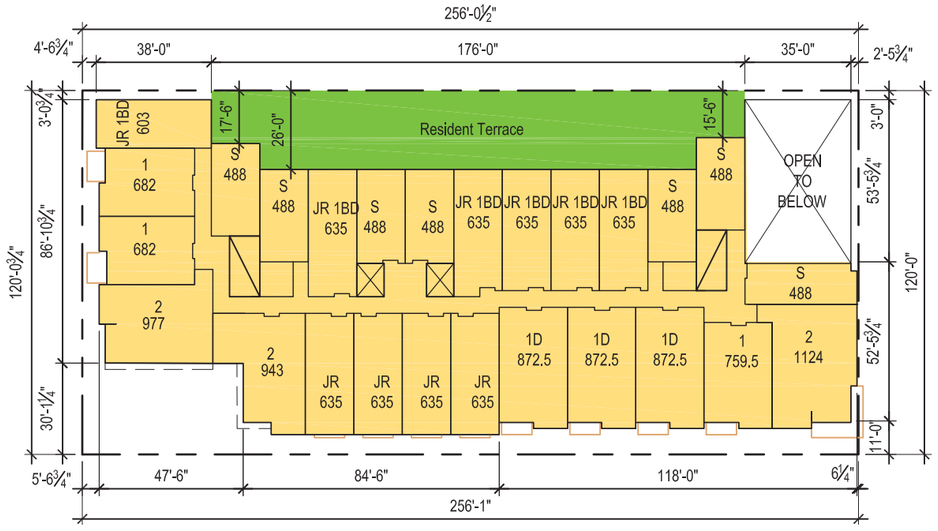
ARCHITECTURAL CONCEPT



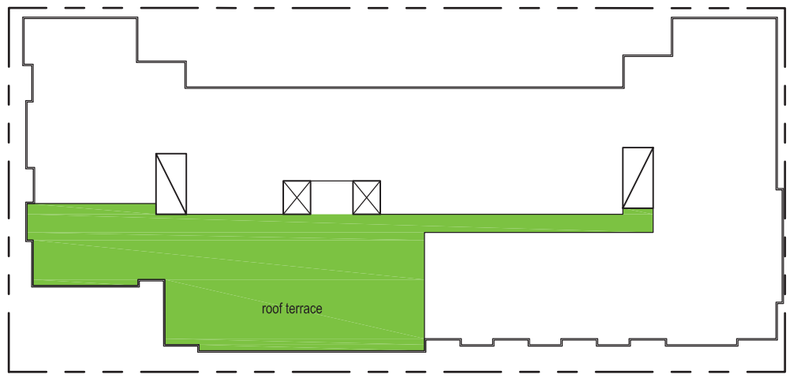
LEVEL SEVEN



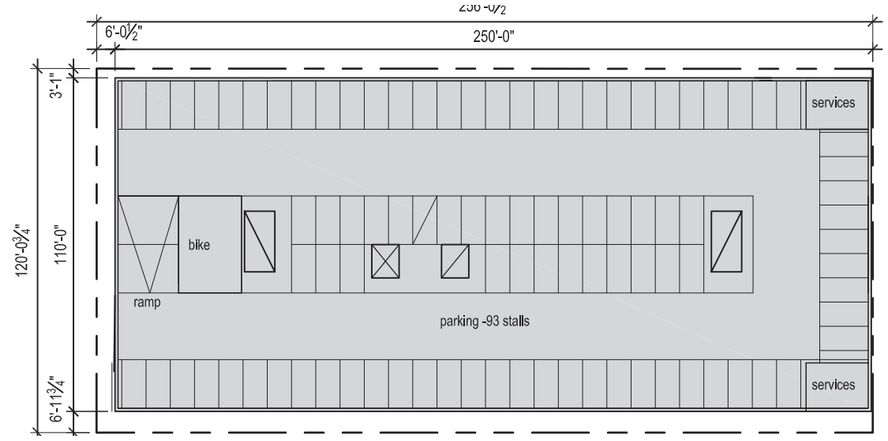
LEVELS THREE - SIX



LEVEL TWO



ROOF TOP TERRACE



LEVEL P1 - PARKING

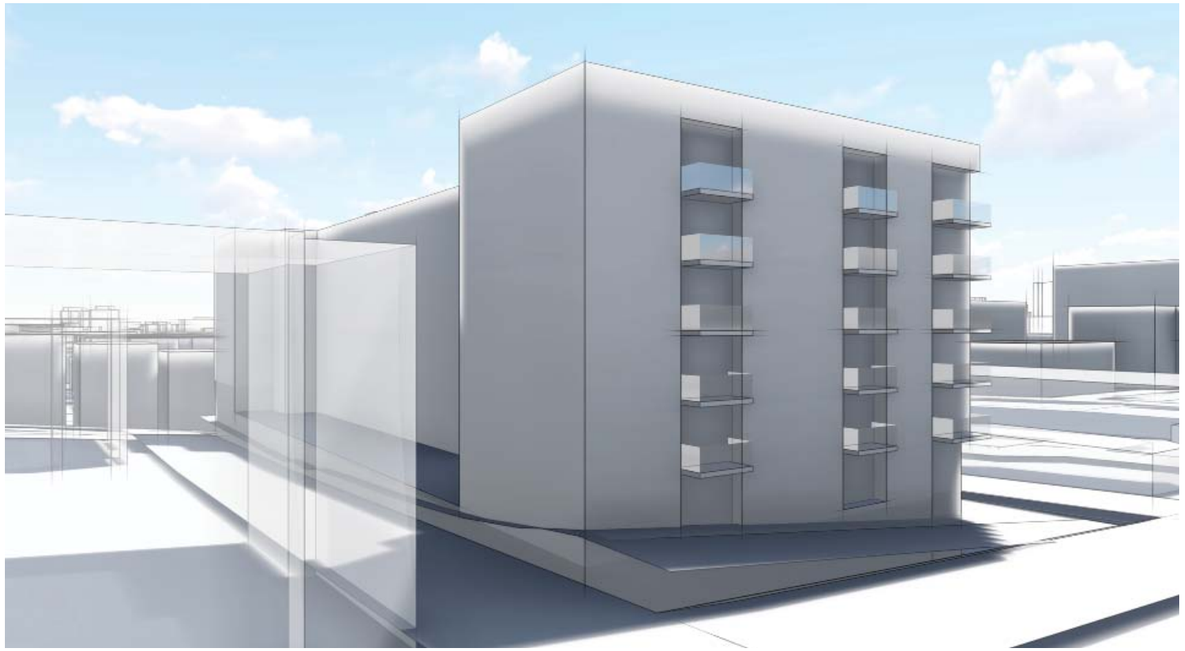


RESIDENTIAL AMENITY
COMMERCIAL USES
RESIDENTIAL UNITS
OUTDOOR PUBLIC OPEN SPACE
OUTDOOR PRIVATE OPEN SPACE
PARKING/UTILITY/SERVICE
VEHICLE ACCESS
BUILDING ENTRANCE - RESIDENTIAL
BUILDING ENTRANCE - COMMERCIAL

ALTERNATE 2 - CORNER PLAZA SCHEME



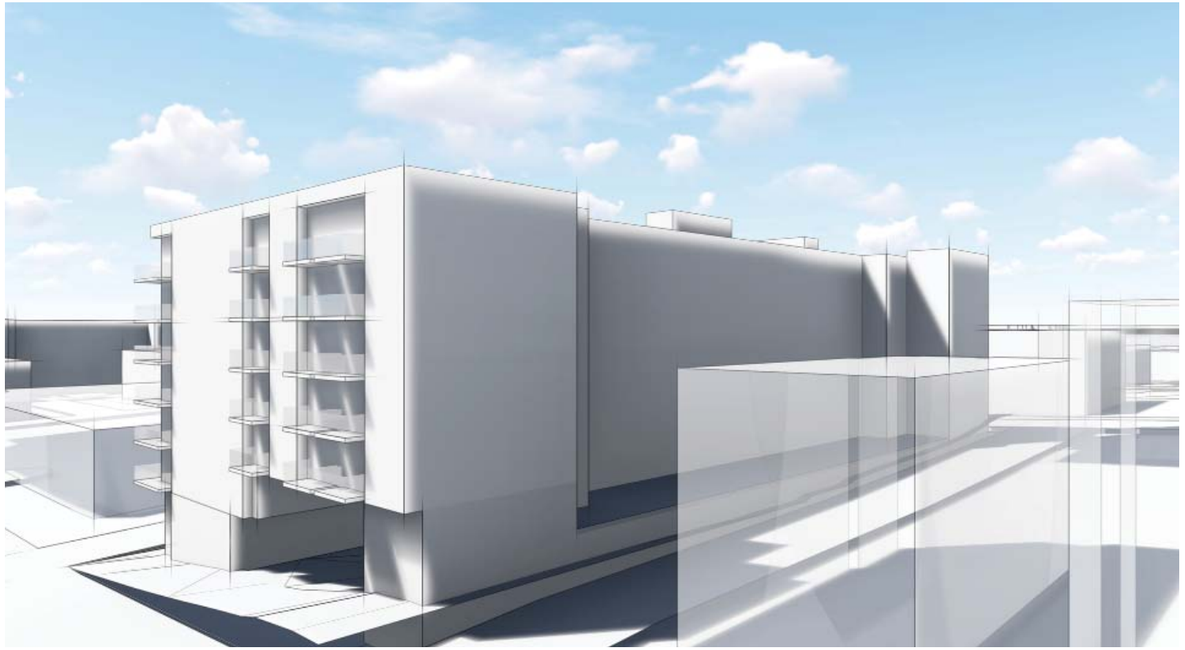
ROY STREET - LOOKING EAST



FIRST AVE. N. - LOOKING SE



ROY STREET - LOOKING WEST

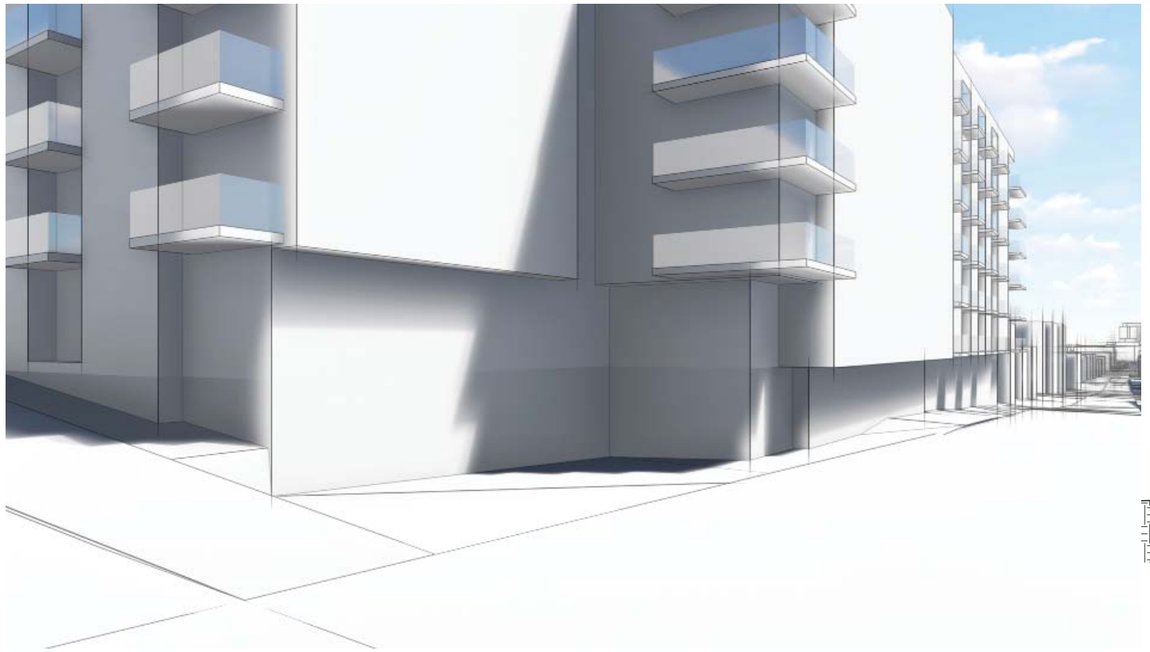


FIRST AVE. N. - LOOKING SW

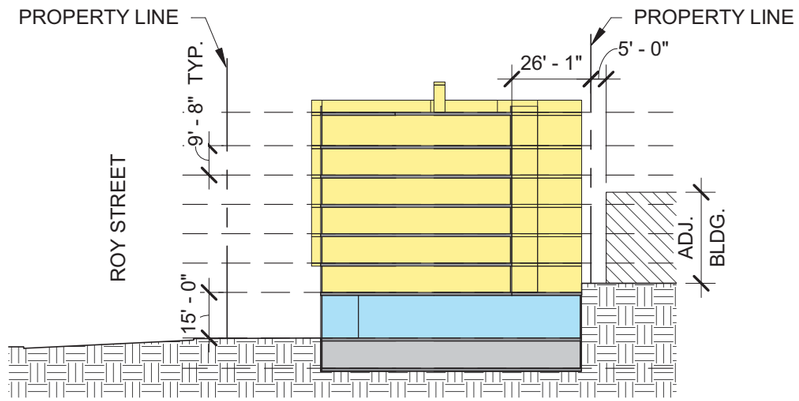
ALTERNATE 2 - CORNER PLAZA SCHEME

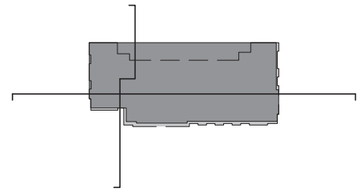


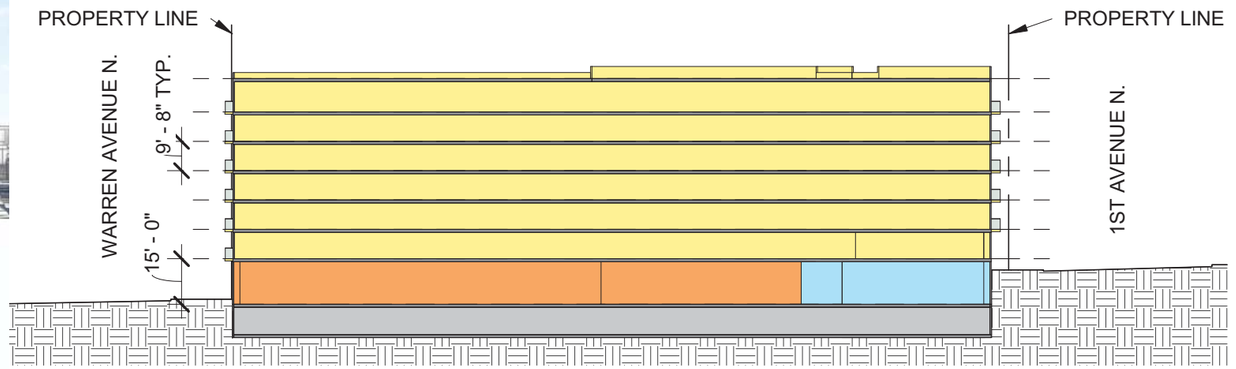
ROY STREETSCAPE LOOKING WEST



RESIDENTIAL ENTRY









AERIAL VIEW LOOKING NW

OPPORTUNITIES:

1. Active open space is provided along length Roy street with a variety of spaces; open and covered with commercial arcade.
2. Commercial frontage on street corners will activate the open space and pedestrian experience.
3. Linear open space maximizes visibility of commercial frontage onto open space plaza.
4. Varied widths of massing and stepping of upper levels provides for a horizontal emphasis on massing to better fit within neighborhood context scale.
5. Proportion / height of courtyard massing is better.
6. Modulation helps break down scale of building.
7. Residential entry location at courtyard will provide "ownership" and "eyes on street" 24/7.
8. Building massing lends itself to a varied design allowing a blending of both old and new for transitional contextual design.
9. Setback at north property line will allow for windows and avoid blank facade facing neighbors.

CONSTRAINTS:

1. Requires 4 departure requests to site zoning standards.
2. Will need to control arcade space to avoid transient sleeping at night.

DEPARTURES (SEE PAGE 39):

1. Building Length = 254 feet / max allowed = 250 ft.
2. Increase percent of "covered" open space for arcade
3. Curb cut width increase from 30 ft to 35 ft to allow for truck loading off of street.
4. Commercial % frontage reduction (possible)

ALTERNATE 3 - MID-BLOCK PLAZA & ARCADE (PREFERRED) SCHEME

DESCRIPTION:

The building is identifiable by an asymmetrical massing of varied widths and modulation fronting a mid-block plaza and commercial arcade along the Roy street frontage. The footprint works to increase the horizontal proportion of the massing to fit better within the context of the neighborhood. The Roy Street frontage is separated into three parts with varied street frontage and associated open spaces. The proposed includes six levels of apartments above a ground level residential lobby / amenity space and commercial uses. Residential units are provided along level one First Ave. frontage, setback from sidewalk under cantilevered floor above. Upper level units are configured in a double loaded corridor fronting all 3 street frontages. Units also face the north common lot line condition, setback for unit windows, balconies and terrace at level two. The units push out at the corners and step back along the frontage to reduce the apparent length of the project. Opportunities for corner windows & balconies for focal corner design and to maximize daylight and view to south, east & west. An outdoor landscape and amenity terrace is also provided at the rooftop. Vehicular access to loading/drop-off and garage parking is located off of Warren Ave. N.. The building entrance and lobby amenity space is located mid-block along the Roy street off of the public open space, providing "ownership" and eyes on the street". Level 2 units step back above plaza to provide a taller vertical scale. Commercial uses fill the ground level spaces at each corner and along the Roy Street frontage and will activate the Roy street pedestrian frontage.

NUMBER OF UNITS:

level 2	=	25
Levels 3,4,5,6	=	30 x 4 = 120
Level 7	=	28
		172 total

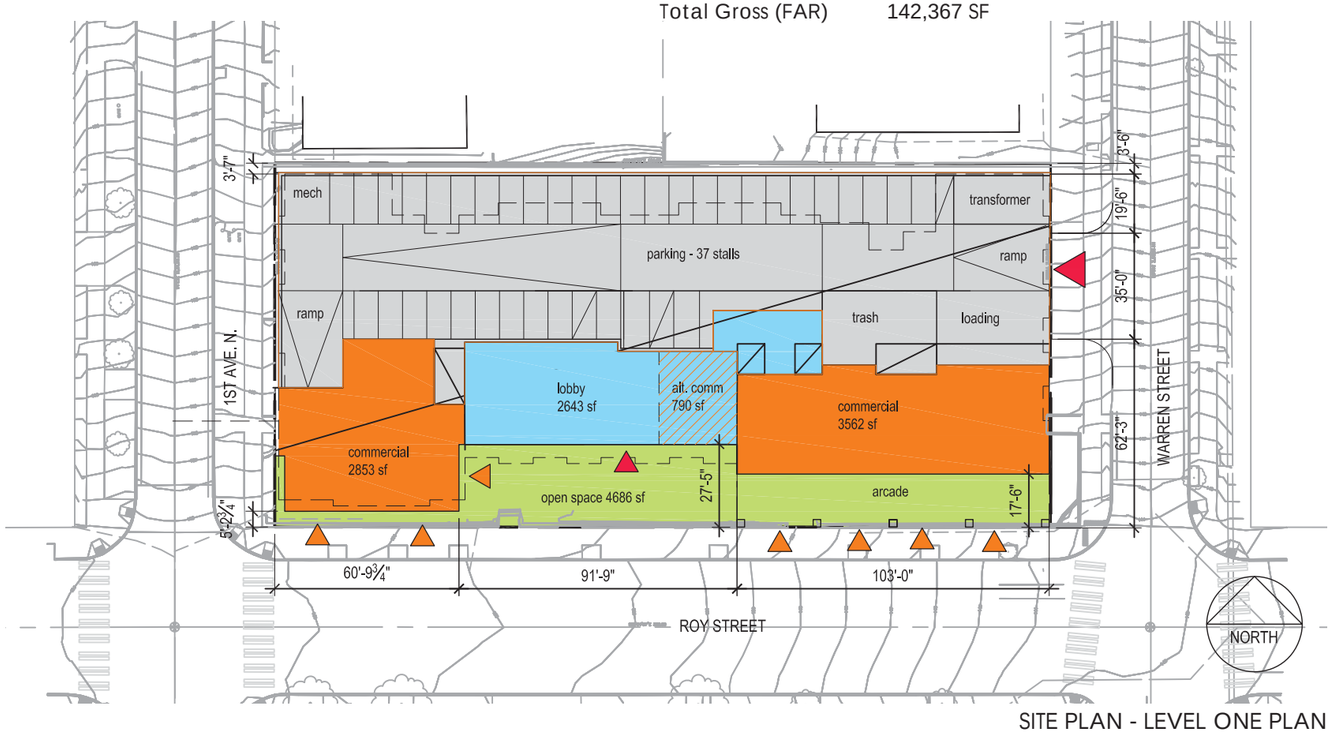
PARKING: 125

FAR AREA (4.5 + 3.5%)

Max. Allowable	143,134 SF

FLOOR AREA RATIO SUMMARY:

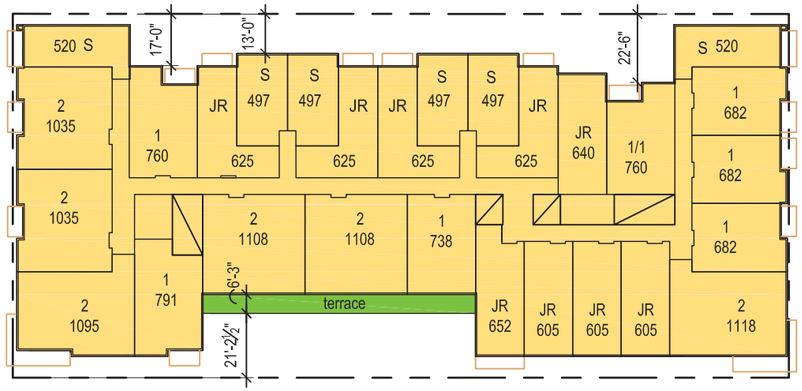
P1 Level	Exempt
Ground Level	5,600 SF
2nd Level	19,200 SF
3rd Level	23,483 SF
4th Level	23,483 SF
5th Level	23,483 SF
6th Level	23,483 SF
7th Level	22,883 SF
Roof Level	752 SF
Total Gross (FAR)	142,367 SF



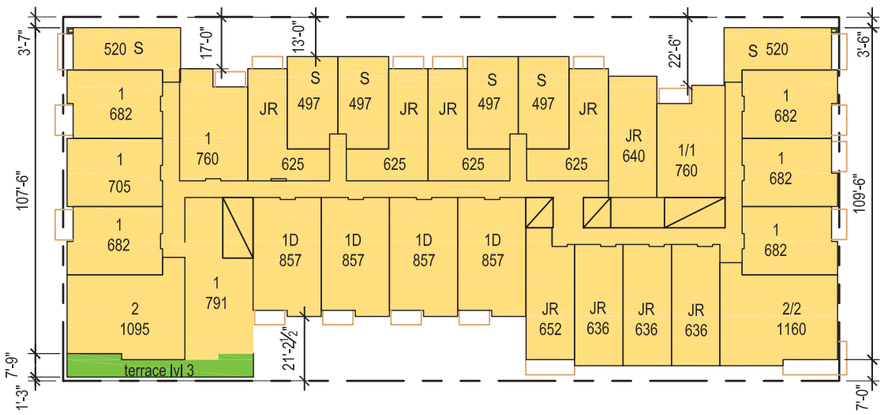
SITE PLAN - LEVEL ONE PLAN

ALTERNATE 3 - MID-BLOCK PLAZA & ARCADE (PREFERRED) SCHEME

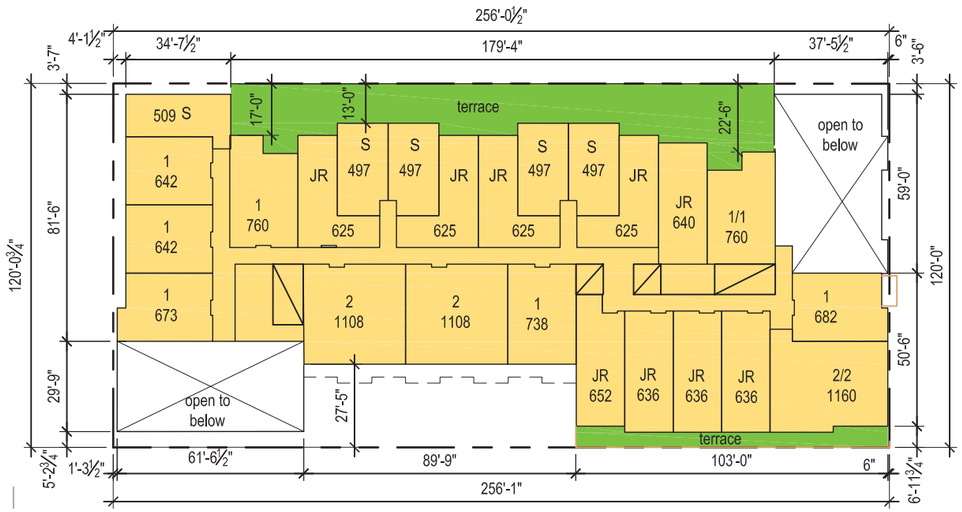
ARCHITECTURAL CONCEPT



LEVEL SEVEN

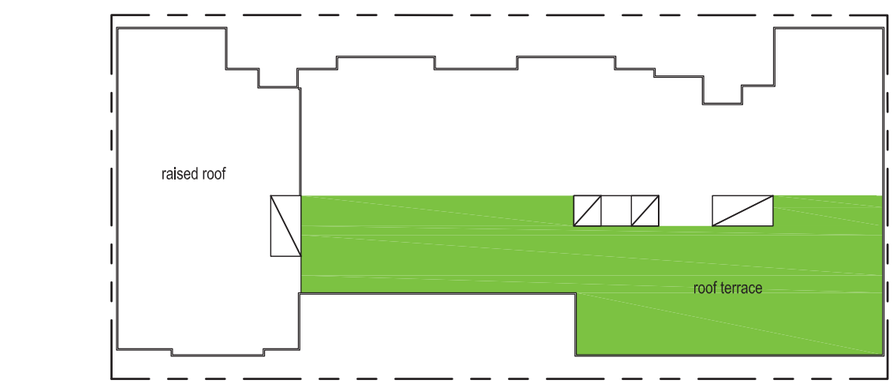


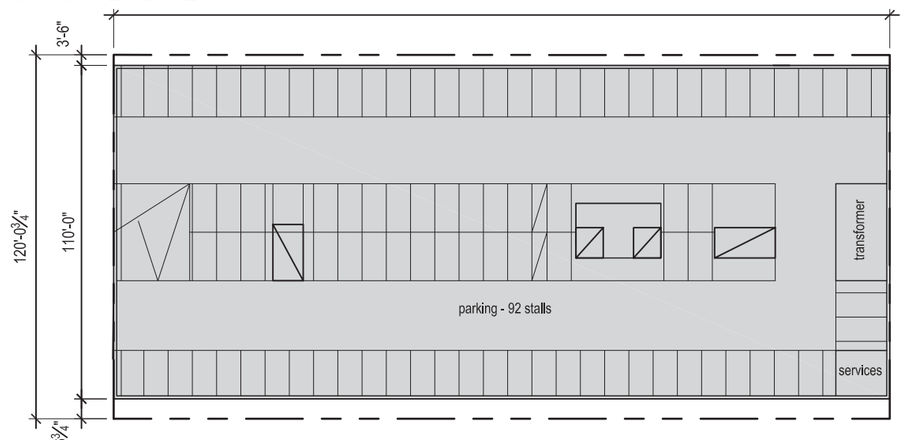
LEVELS THREE - SIX



LEVEL TWO

ROOF TOP TERRACE





LEVEL P1 - PARKING

NORTH

RESIDENTIAL AMENITY

COMMERCIAL USES

RESIDENTIAL UNITS

OUTDOOR PUBLIC OPEN SPACE

OUTDOOR PRIVATE OPEN SPACE

PARKING/UTILITY/SERVICE

VEHICLE ACCESS

BUILDING ENTRANCE - RESIDENTIAL

BUILDING ENTRANCE - COMMERCIAL

ALTERNATE 3 - MID-BLOCK PLAZA & ARCADE (PREFERRED) SCHEME



ROY STREET - LOOKING EAST



FIRST AVE. N. - LOOKING SE



ROY STREET - LOOKING WEST



FIRST AVE. N. - LOOKING SW

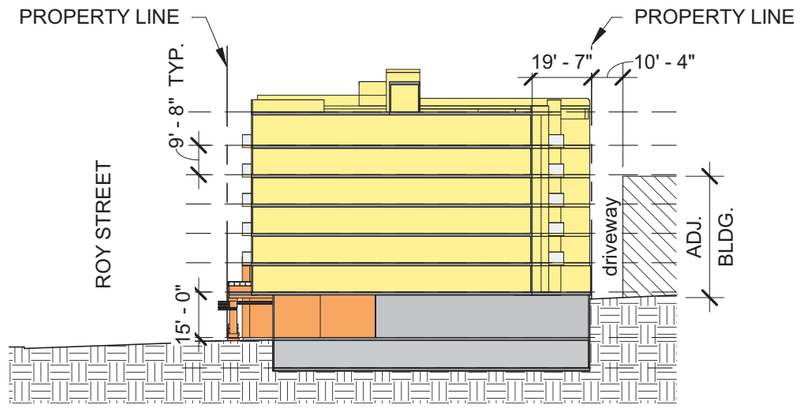
ALTERNATE 3 - MID-BLOCK PLAZA & ARCADE (PREFERRED) SCHEME

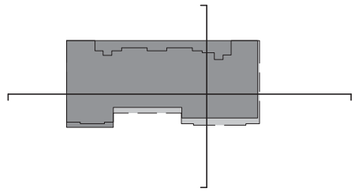


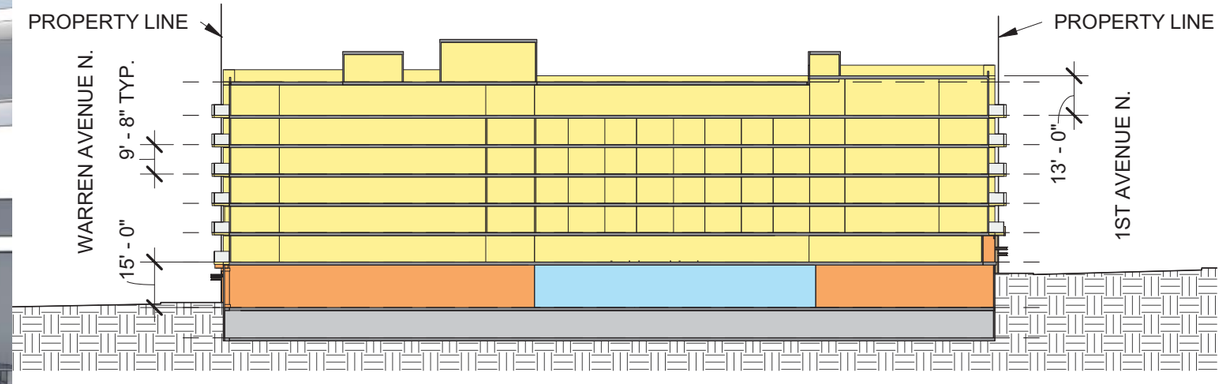
ROY STREETSCAPE LOOKING WEST



RESIDENTIAL ENTRY





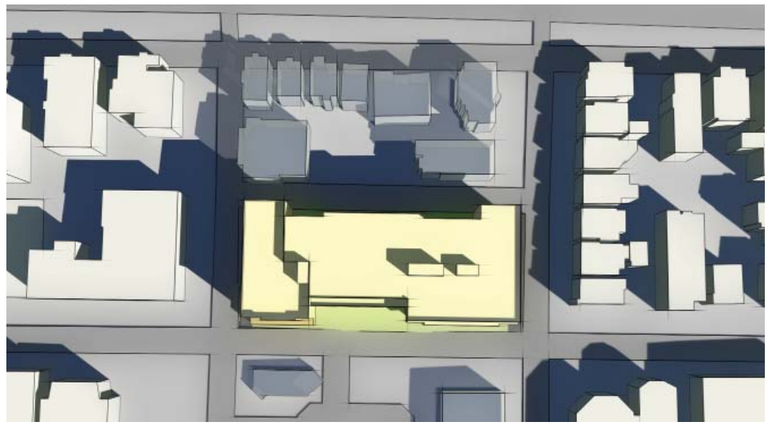


SECTION EAST WEST

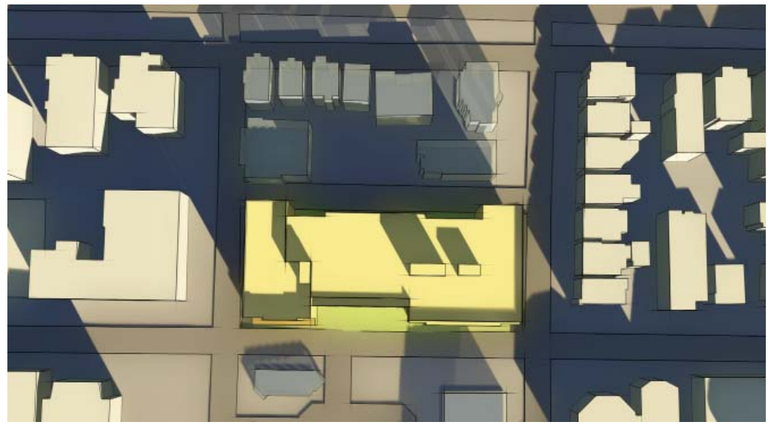
PROPOSED SUN /SHADOW STUDIES



JUNE 21 - 10AM



MARCH/SEPT - 10AM



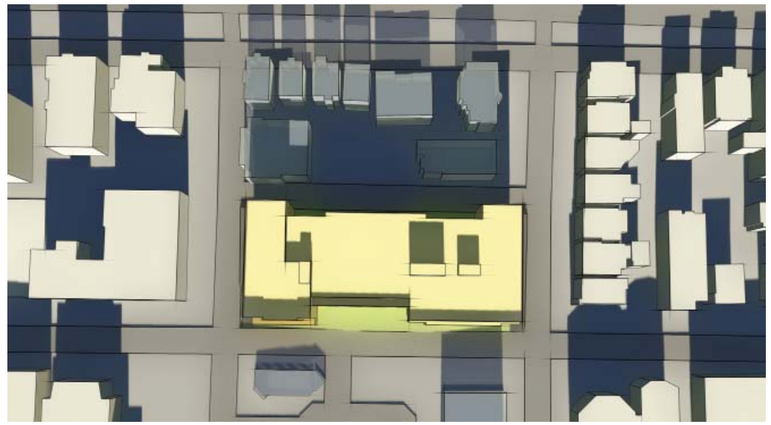
DEC. 21 - 10AM



JUNE 21 - NOON



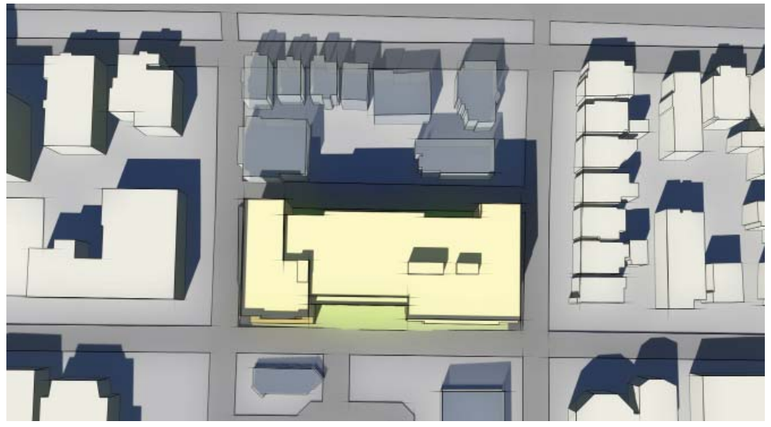
MARCH/SEPT - NOON



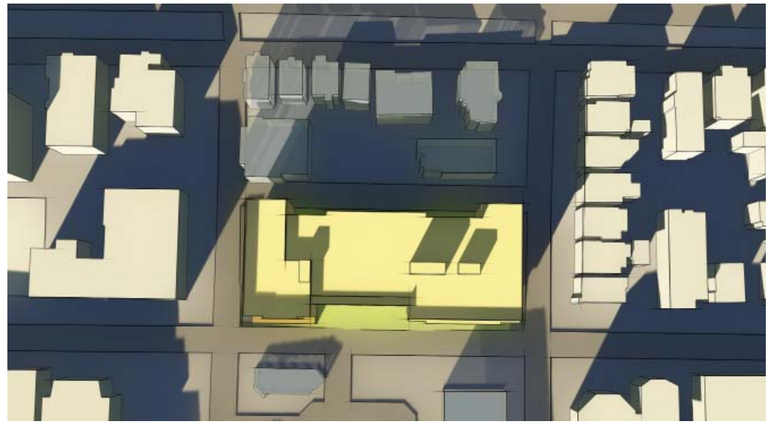
DEC. 21 - NOON



JUNE 21 - 2 PM



MARCH/SEPT - 2 PM



DEC. 21 - 2 PM

ARCHITECTURAL CONCEPTS - FEATURED EXAMPLES



Active Commercial Frontage / Traditional brick above



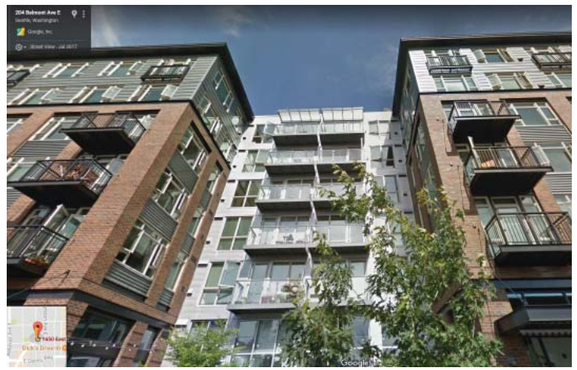
Traditional brick base / attic story
Deep courtyards



Traditional brick base / attic story& corners of contemporary materials
Deep courtyard to break length of building



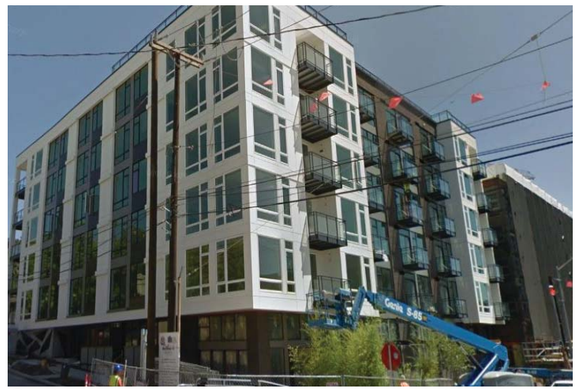
Traditional brick with punched windows
Minimal modulation



Use of entry court to break building character and massing



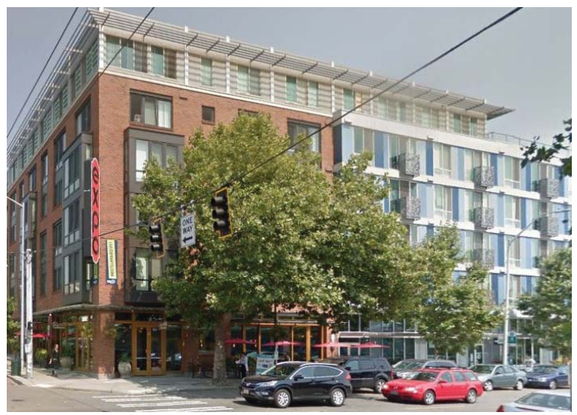
Brick base & attic story
Window grouping with change in materials



Contemporary corners w/ minimal modulation
Traditional brick middle to separate parts



Contemporary take on traditional brick building

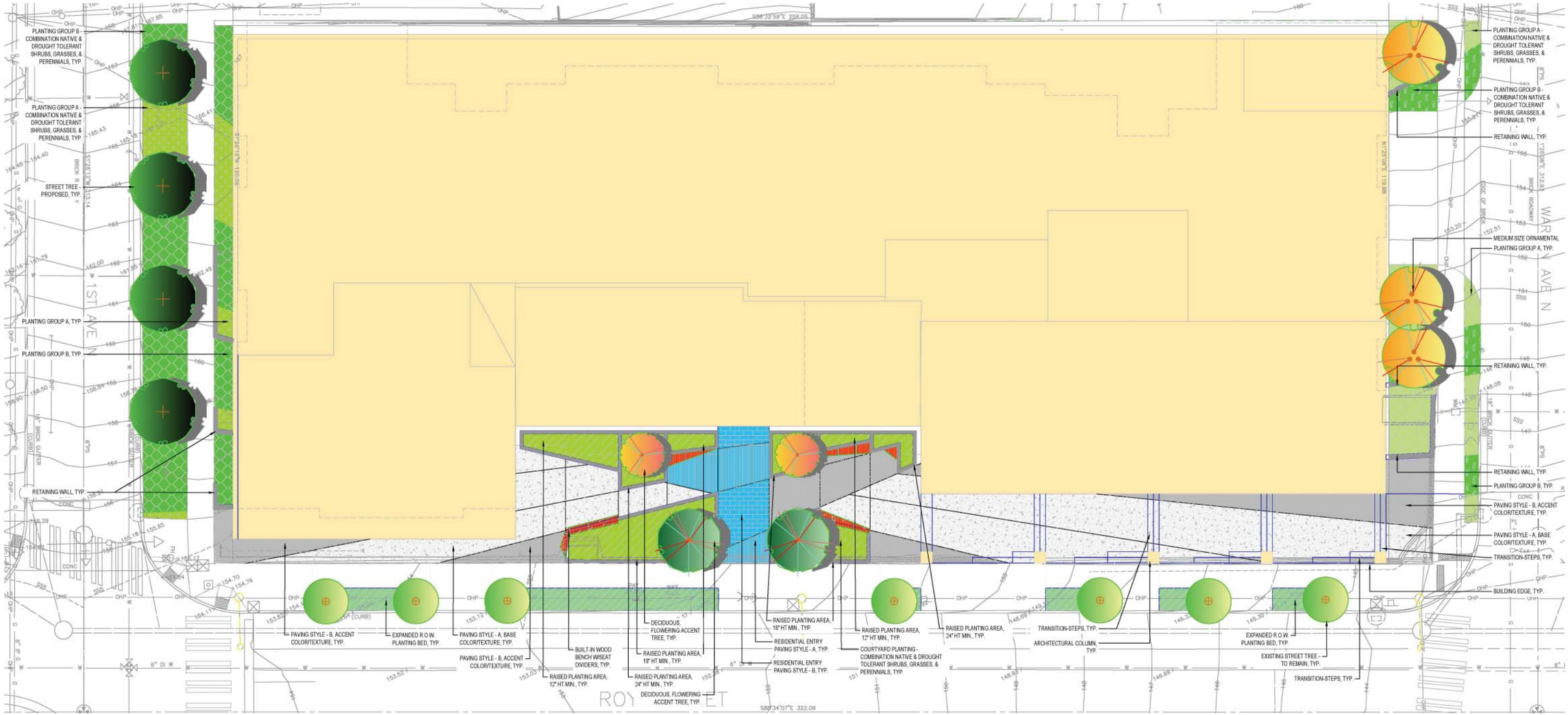


Successful blend of traditional & contemporary styles



Successful active pedestrian oriented streetscape

LANDSCAPE CONCEPT



0 5 8 20 30 FEET

SCALE : 1" = 10'-0"

100 Roy Street Mixed-use Development Apartments

August 2018 - Early Design Guidance Submittal

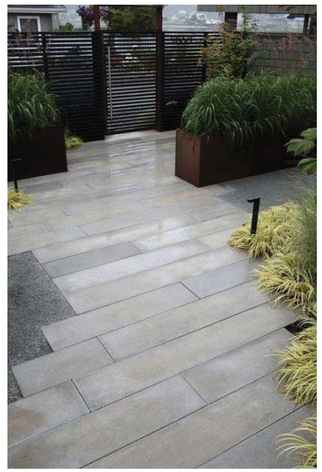
THOMAS V. RENGSTORF ASSOCIATES
SUITE 615
811 FIRST AVE SEATTLE
WA, 98104
P: 206 682 7562
F: 206 682 4721





PAVING STYLES







PLANTERS









TREES



PAVING STYLES









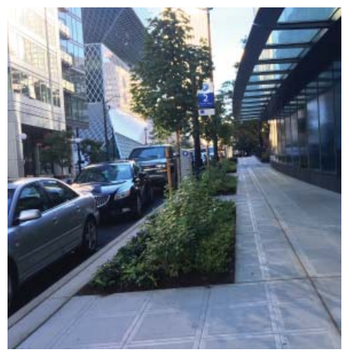
CONCRETE SEATWALL/BENCH







RIGHT OF WAY PLANTING EXAMPLES





PLANTING EXAMPLES



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CHARACTER SKETCHES



FIRST & ROY INTERSECTION - COMMERCIAL CORNER
- Commercial corner with large storefront and canopies
- Double height space
- Residential terrace above provides for pedestrian scale
- Use of brick on commercial frontages
- Minimal modulation at commercial frontages

MID-BLOCK PLAZA
- Active plaza with both commercial and residential amenity frontages
- Expansive storefront frontage
- Double height space created by unit cantilever above
- Residential balconies above provides for “eyes on street”
- Use of brick at base and fiber cement at residential frontages
-Modulation at residential frontages



CHARACTER SKETCHES



EAST CORNER & ROY FRONTAGE ARCADE
- Active arcade with commercial frontages
- Covered Outdoor dining / seating / gathering
- Canopy & detail at arcade frontage.
- Arcade helps to transition grade changes along sloping frontage
-Arcade creates pedestrian scale, consistent with metropolitan market frontage across Roy.



WARREN & ROY INTERSECTION - COMMERCIAL ARCADE CORNER
- Commercial corner with large storefront and canopies
- Active arcade with commercial frontages
- Covered openspace provides opportunities for weather protected outdoor activities, dining, retail sales, gathering
- Arcade & residential terrace above provides for pedestrian scale
- Residential balconies above provides for “eyes on street”
- Use of brick on commercial frontages
- Minimal modulation at commercial frontages
- Use of brick at base and fiber cement at residential frontages on Warren Ave. N.
-Modulation at residential frontages

DEPARTURE REQUESTS

	SM-UP-65 (M) CODE	REQUIREMENT	WHAT IS PROPOSED	WHICH SCHEME	RATIONALE
1.	**SMC 23.48.740.B.1.d** Street level development standards for SM-UP zones	45% percent of required open space shall be open to the sky 20% may be covered 35% may be enclosed	Request to increase the amount of open space which may be covered with arcade feature. The minimum of 45% open to sky requirement will be maintained.	Scheme 3 - Preferred	By combining the “covered” and “enclosed” requirement for open space, the scale of the open arcade can be increased along Roy Street providing an active pedestrian oriented, and weather protected open space option.
2.	**SMC 23.48.740.B.1.d** Street level development standards for SM-UP zones	20 FT. average horizontal dimension 10 FT. minimum dimension, except no minimum when abutting a sidewalk	Request to eliminate the requirement for the 20 feet average horizontal dimension.	Scheme 2 - Alternate Scheme 3 - Preferred	All of the public open space provided fronts onto a public sidewalk, thus extending the perceived dimension of the open space. The required area of open space provided shall be met. This allows the building to move forward 3 ft. to allow windows facing to adjacent properties to the north
3	**SMC 23.48.732** Maximunim structure width and depth for SM-UP zones	250 feet maximum width	Request to increase the maximum width to 256 feet to maximize use of long dimension of 256 feet.	Scheme 3 - Preferred	Proposed massing & modulation breaks down the building length into parts, reducing the overall perceived length of building.







SM-UP-65 (M) CODE	REQUIREMENT	WHAT IS PROPOSED	WHICH SCHEME	RATIONALE
3. **SMC 23.48.040** Street Level Development Standards	75% street-level street-facing facade to be commercial uses	Request to reduce the street-facing % frontage to allow for more lobby / amenity frontage.	To be determined Scheme 2 - Alternate Scheme 3 - Preferred	The massing of the building allows for increased lineal feet of commercial frontage due to multiple corner conditions. These frontage do not count as street-facing, but face onto the public open space and provide public benefit. Increasing the length of the lobby frontage at the mid-point low clearance areas, reduces the amount of commercial uses with grade separation from the plaza open space.



4. **SMC 23.54.030** Parking & Access standards	Driveway / curb cut width for commercial uses = 22 ft, may be increased to 30 ft for trucks.	Request to increase the maximum width to 35 feet to allow access to loading area of street.	Scheme 2 - Alternate Scheme 3 - Preferred	Reduced impact on street to have loading on-site. Reduced impact on pedestrian sidewalk to have an additional 5 ft. of a single driveway width rather than (2) 22 ft. drives to accommodate both garage and loading uses,



DEVELOPER PROJECTS



VODA APARTMENTS - KIRKLAND, WA
Developer: Continental Properties, LLC.
Architect: Johnson Braund, Inc.



CAPRI APARTMENTS - KIRKLAND, WA
Developer: Continental Properties, LLC.
Architect: --



KIRKLAND CENTRAL CONDOMINIUMS - KIRKLAND, WA
Developer: Continental Properties, LLC.
Architect: Johnson Braund, Inc.



GATSBY APARTMENTS - SEATTLE, WA
Developer: Continental Properties, LLC.
Architect: --

ARCHITECT PROJECTS



THE CLAREMONT WORKFORCE APARTMENTS - SOUTH SEATTLE, WA
Developer: SEED
Architect: Johnson Braund, Inc.



LINDEN PLACE AT BITTER LAKE - NORTH SEATTLE, WA
Developer: SHAG
Architect: Johnson Braund, Inc.



OREGON 42- WEST SEATTLE, WA
Developer: CONAM
Architect: Johnson Braund, Inc.



TOTEM LAKE CONDOMINIUMS - KIRKLAND WA
Developer: Terrene Urban
Architect: Johnson Braund, Inc.