PUBLIC47ARCHITECTS

4529 SAND POINT WAY NE

3035994-EG
Northeast Design Review Board
Early Design Guidance
Original Meeting Date: July 13, 2020

ADMINISTRATIVE DESIGN REVIEW DUE TO COVID-19



COMMUNITY OUTREACH OUTREACH PLAN

Printed Outreach

• Direct mailings to the residences and businesses within 500ft radius of proposed site.

Digital Outreach

- Project hotline and project info added to DON's "Early Outreach for Design Review Blog."
- Project added to DON's "Outreach for Design Review Calendar."

In-Person Outreach

• Community meeting of at least one hour of presentation / discussion of project hosted on Tuesday, December 10, 2019 at 6pm.



Join Us for a Community Meeting to Provide Input on the

4529 Sand Point Way NE Project.

This project proposes construction of a 5-story mixeduse building with 9,000 sf of commercial space, 50 residential units, parking for approximately 40 vehicles. The project site is zoned neighborhood commercial.

What: Let us know what you think! Join the project team and their architects to discuss the vision and approach for this new project in the neighborhood. Coffee and cookies will be provided. All are welcome. No RSVP needed.

Date: Tuesday, December 10, 2019







SUMMARY OF COMMUNITY FEEDBACK FROM THE PUBLIC OUTREACH MEETING

General Design

- One attendee inquired what the design character for the building will be. Another attendee encouraged the design team to create something special, since many projects are going up all over Seattle that are not.
- One attendee expressed concern about many other projects nearby, and the neighborhood is not lacking housing.

Commercial Space

- One attendee expressed concern about the outdoor bar space noise.
- One attendee inquired whether setbacks are required and if the project can go right to the sidewalk for commercial use.
- One attendee inquired what type of retail the project team is considering and noted that nearby retail is often empty.

Vehicles and Parking

- One attendee inquired where and how many parking spaces there will be, noting parking is a big issue.
- One attendee inquired whether the team has done traffic studies, and several expressed concern, noting existing problems around Husky games and future Montlake bridge work.

Pedestrian

- One attendee noted this is not a pedestrian-friendly area, and suggested creation of a crosswalk given retail components
- One attendee inquired how wide the sidewalk will be, and noted there is a tree that dangerously uplifts sidewalk.

Trees, Habitat and Open Space

- One attendee expressed concern about light pollution. Another suggested lights point downwards to help night-dwelling birds.
- One attendee encouraged the project team to consider creating an outside open space with grass for residents.
- One attendee inquired whether there was a plan for the trees onsite, and noted that the trees in the back corner have a lot of birds in them.
- One attendee encouraged a green roof with plants that are useful to native habitat.
- One attendee inquired what the construction team will do about rodent control and discouraged rat poisons that are dangerous to birds. One attendee suggested working with the Seattle Audubon Society on bird-friendly designs.
- One attendee inquired whether there was a plan for the trees onsite, and noted that the trees in the back corner have a lot of birds in them.

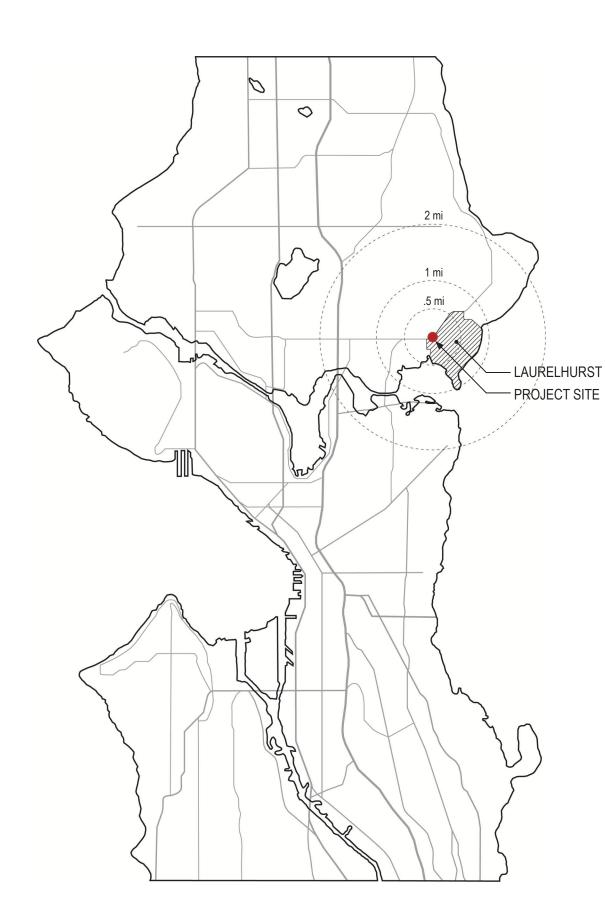


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Sand Point Mixed-Use

Design Review: Early Design Guidance Meeting Meeting Date: 07/13/2020 at 6:30p

Location 4529 Sand Point Way NE

Zoning NC2P-55 (M)

Overlay Frequent Transit Service Corridor

Height Limit 55'-0"

Parking Required 50% Reduction Allowed (Frequent Transit)

Site Area +/- 15.854 SF

Owner

Shilshole Development, LLC 2811 Fairview Ave E Suite 1002

Seattle, WA 98102

Architect

PUBLIC47 Architects 232 Seventh Ave N Suite 200 Seattle, WA 98109

Landscape Architect

Karen Keist Landscape Architects 111 West John Street Suite 306 Seattle, WA 98119

Civil Engineer

KPFF

1601 Fifth Avenue Suite 1600 Seattle, WA 98101

DEVELOPMENT OBJECTIVES

The proposed 6-story, 73,000sf mixed-use project seeks to achieve the following development objectives:

- Create 60-70 new apartment units with a focus on larger units (30% Open 1BR, 30% 1 BR, 30% 2BR and 10% 3BR)
- Provide +/- 6,000 sf of street-level commercial space (50% Medical Service, 50% Restaurant)
- Provide +/- 45 off-street parking stalls

Project Vision

The project seeks to contribute to the Sand Point corridor, activating the street level with highly-visible commercial spaces and new residential units above. The attenuated lot provides the opportunity to define the curving street edge along Sand Point Way, while offering opportunities for pedestrian and bicycle-focused connections to the neighborhood and adjacent Burke-Gilman Trail.

Pedestrian Connection

The project will connect and enhance pedestrian activity on Sand Point Way by maintaining wide sidewalk and providing a vibrant commercial space at street level.

Livable Urban Density

The project increases livable urban density within the city by its location, amenities, and transportation network.

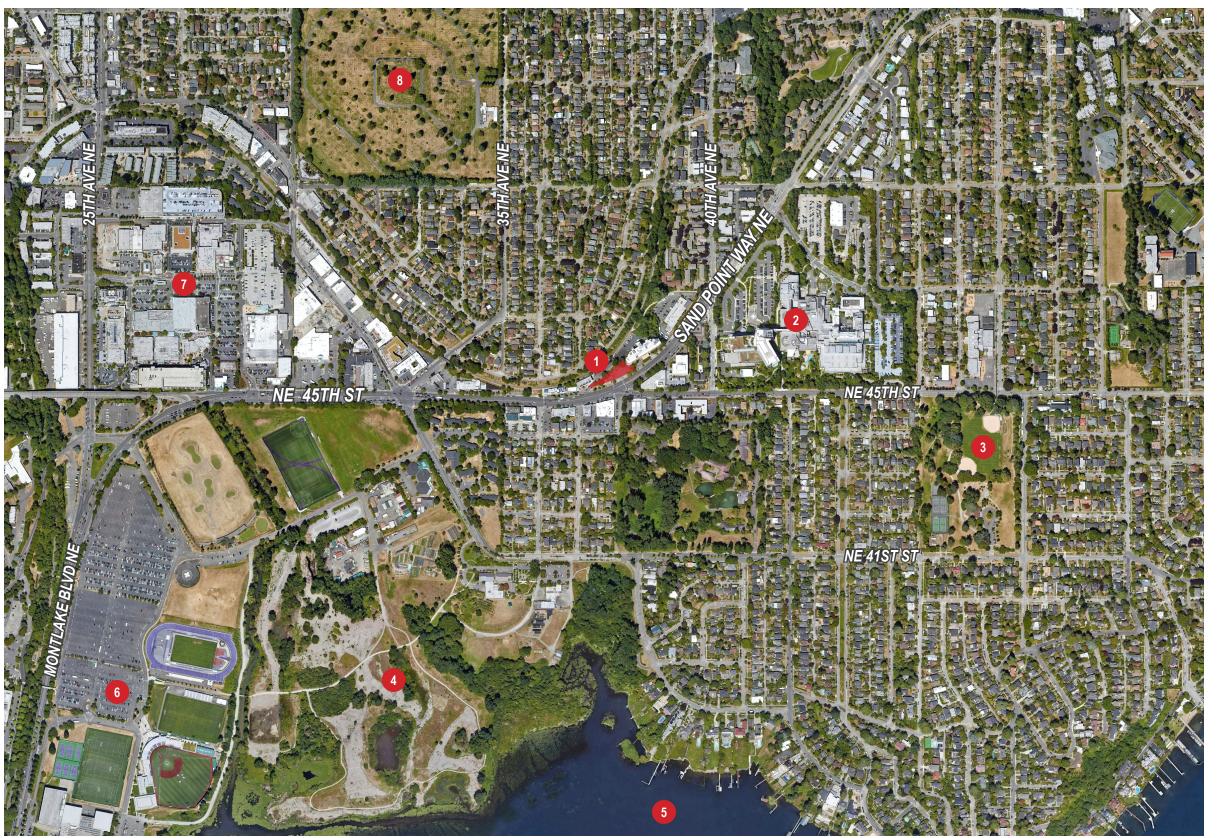
Urban Infill

The project activates the neighborhood by developing an underutilized site for more useful and livelier functions.









Vicinity Context

- The subject property is located at the border of two neighborhoods, Bryant to the north and Laurelhurst to the south.
- Both are predominately single-family homes with a mix of low to mid-rise multifamily, mixed-use, commercial and institutional buildings along Sand Point Way and NE 45th St that acts as the boundary between the two.
- The vicinity to Seattle Children's Hospital helps define the area's character, with various institutional uses and medical offices.
- West edge is characterized by the University Village outdoor mall.
- The UW athletic center and Union Bay natural area define the south and southwest edge, with generous open space.
- 1 4529 Sand Point Way (Subject Property)
- 2 Seattle Children's Hospital
- 3 Laurelhurst Park
- 4 Union Bay Natural Area
- 5 Union Bay
- 6 UW Athletic Center
- 7 University Village
- 8 Calvary Catholic Cemetery

Connections + Access

- The site's proximity to UW, Lake Washington and Northeast Seattle neighborhoods has made it a desirable area to live. NE 45th St and Sand Point Way NE act as the main connectors between the site and its vicinity.
- Seattle's urban trail systems such as the Burke-Gilman offers bicycle commuters easy access to dedicated routes connecting a variety of neighborhoods and districts.
- 35th Ave NE connects to the commercial corridor in Wedgewood.

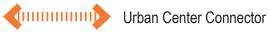


Project Site

Street Legend



Urban Village Main



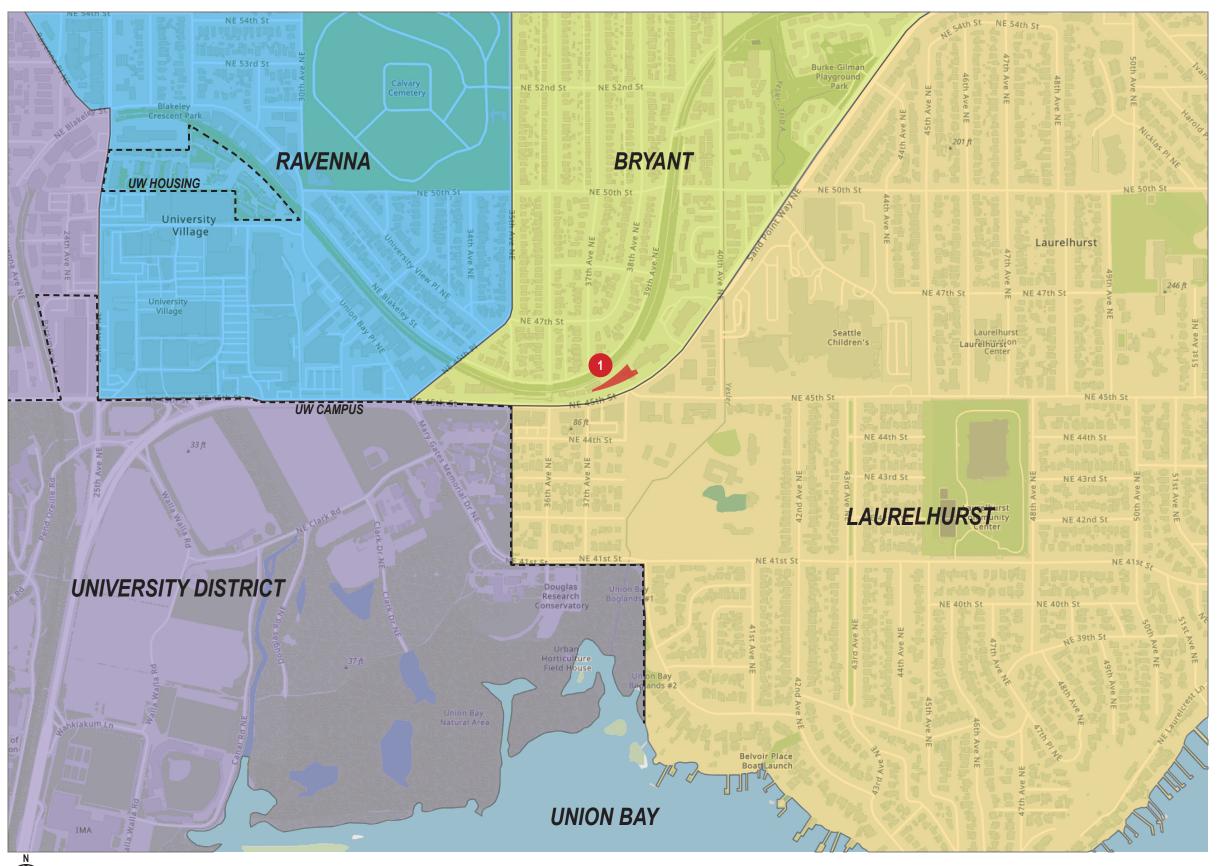


Neighborhood Corridor





Urban Trail



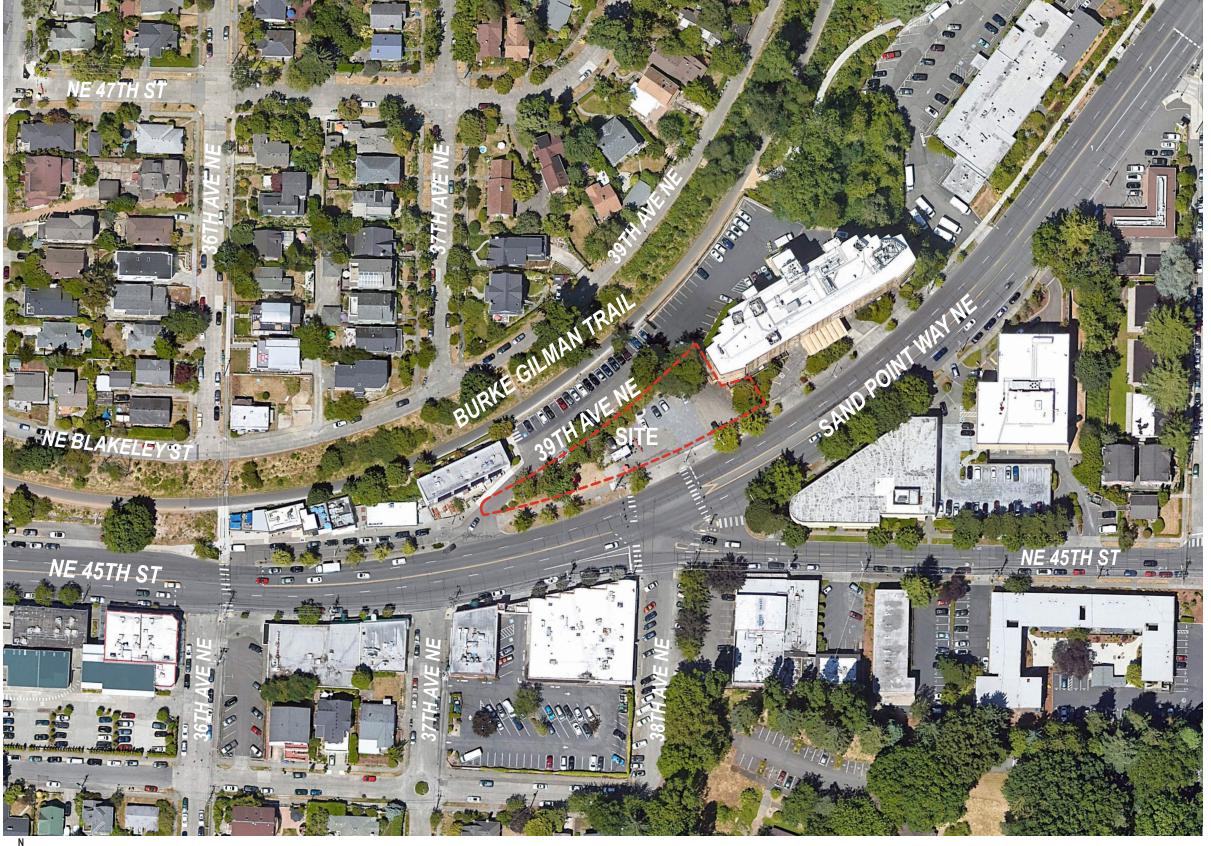
Surrounding Neighborhoods

- Located near the intersection of four distinct neighborhoods – Laurelhurst, University District (UW campus), Ravenna, and Bryant.
- Laurelhurst established residential neighborhood along Union Bay and Lake Washington
- Bryant small residential neighborhood
- University District urban center that is home to UW. Portion adjacent to site is UW east campus
- Ravenna urban-suburban neighborhood known for Ravenna-Cowen park and popular shopping center U-Village

1 Project Site

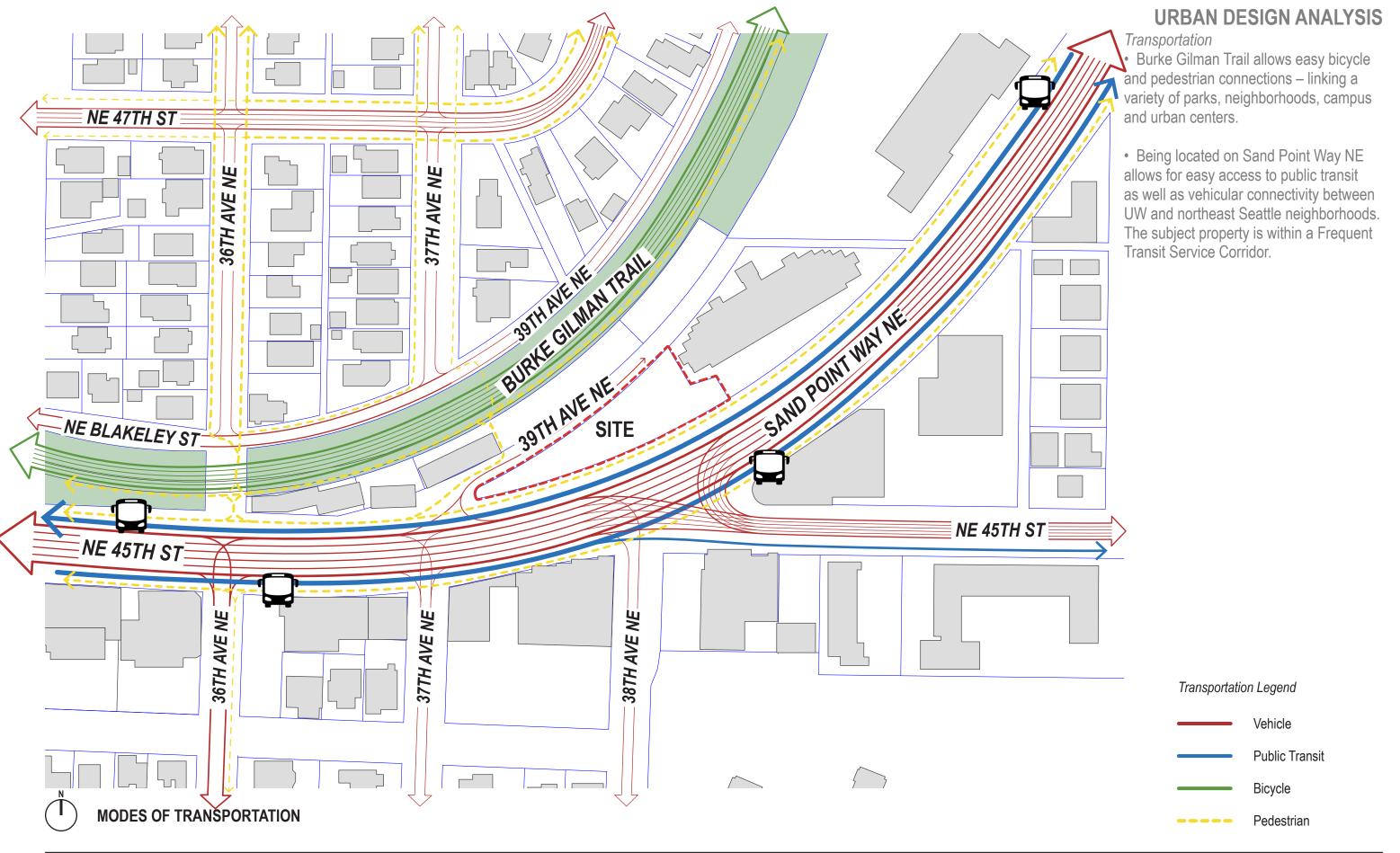
NEIGHBORHOODS

Orientation
4529 Sand Point Way NE
The subject property is bound by
an 8-story multi-family building
to the east, Sand Point Way
NE to the south, and 39th Ave
NE to the west and north. The
site slopes from east to west,
with approximately a 21' grade
change from the highest point to
the lowest point.



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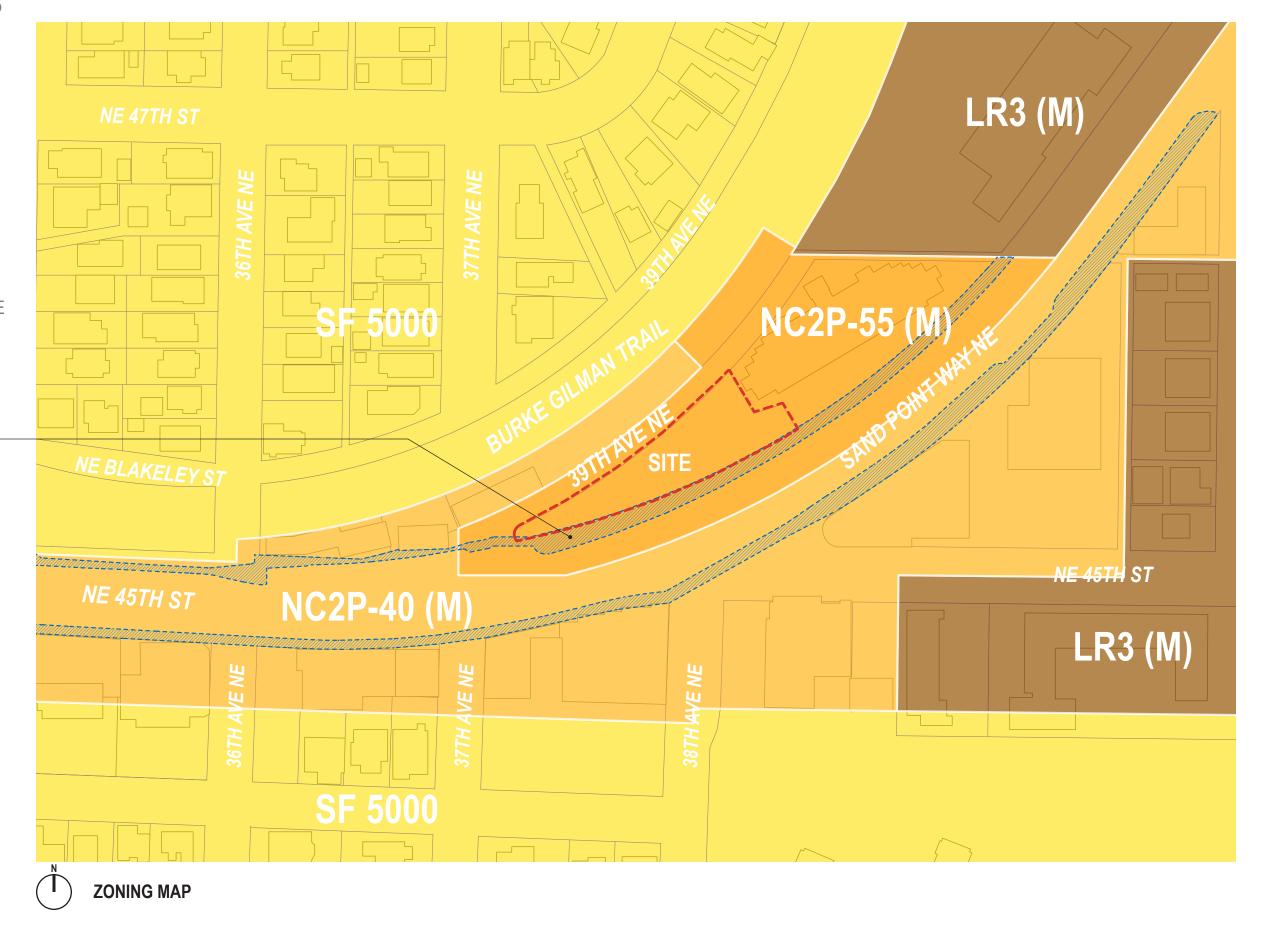
AERIAL PHOTOGRAPH - "9-BLOCK" CONTEXT



Zoning

- The subject property is zoned NC2P-55 (M)
- Existing zoning in the area has created a neighborhood with variant building type, scale, and use commercial, institutional, multi-family and single-family are all proximate to one another.
- Site is located at the east end of a Principal Pedestrian Street, which extends west to the intersection of NE 45th St and Union Bay PI NE.

PEDESTRIAN-DESIGNATED ZONE (BLUE DASHED)





SITE ANALYSIS

Solar Access

Good access to morning sun.
 Excellent access to mid-day, afternoon and evening sun.

Building Access

- The site offers pedestrian and bicycle access from multiple points on Sand Point Way NE and 39th Ave NE.
 39th Ave NE has close access to the Burke Gilman Trail.
- Due to grade change, vehicular access proposed from Sand Point Way NE at one location.

Power Lines

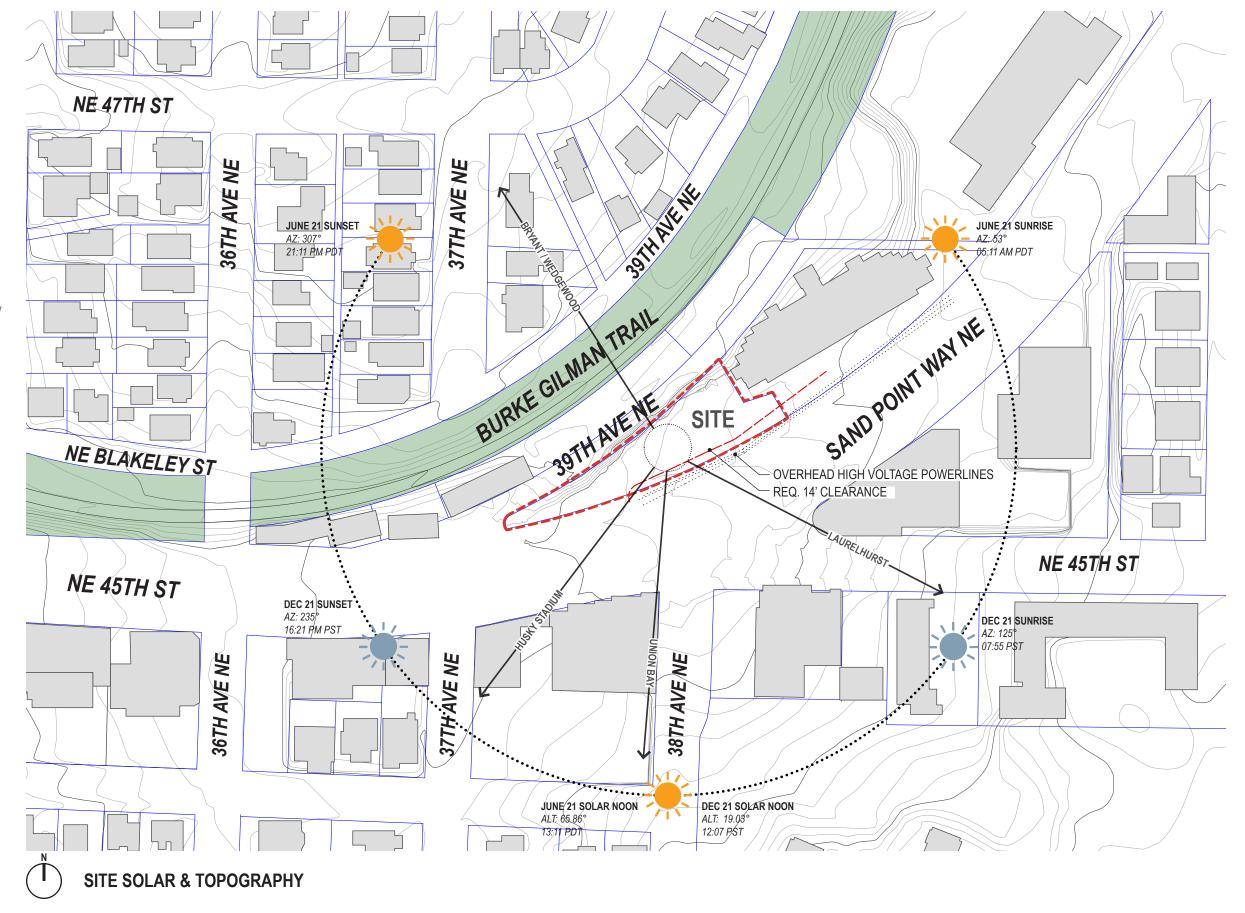
• Existing high voltage power lines along Sand Point Way NE. will require 14' setback – impacting buildable area of the site.

Views

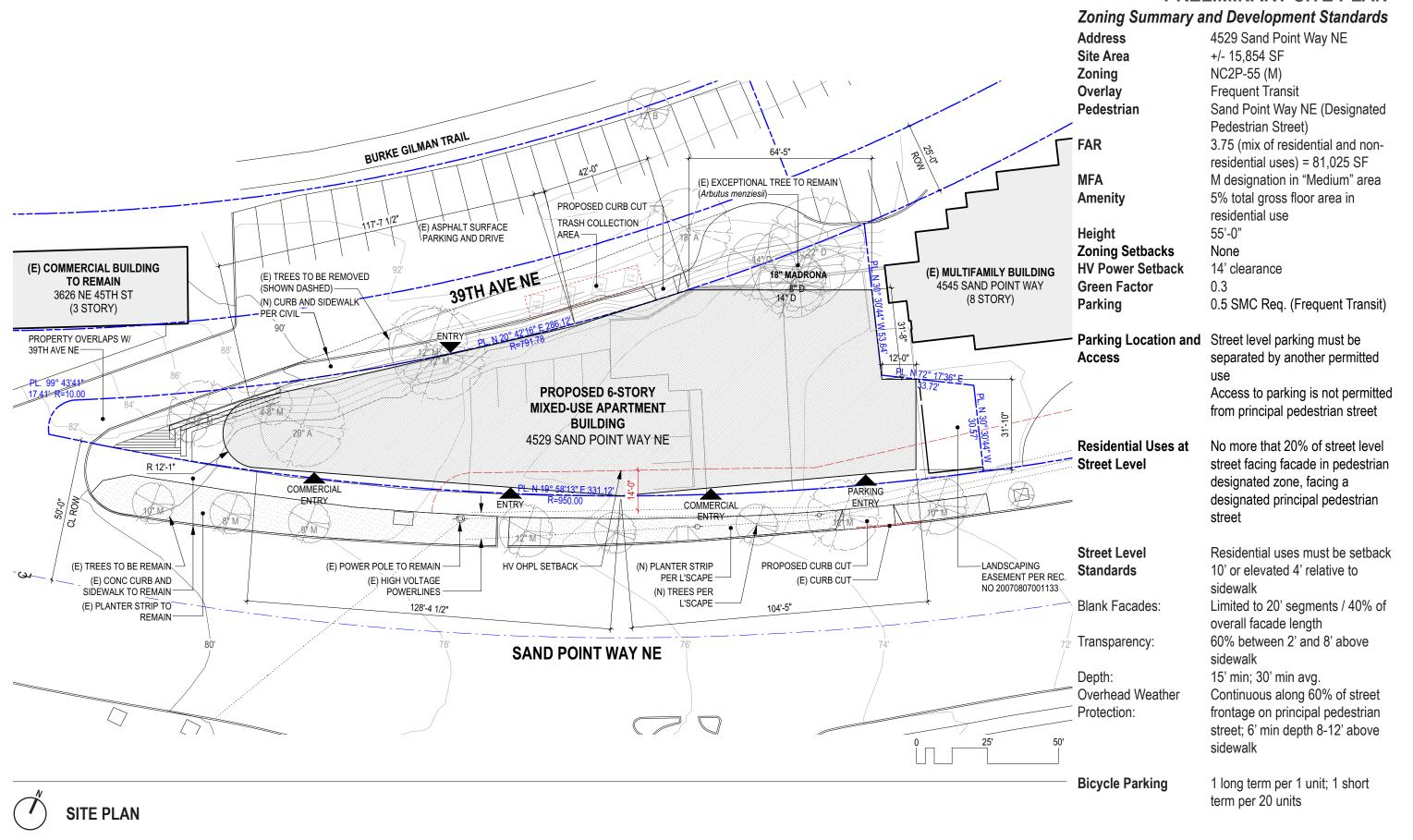
- Territorial views to the east, south and west of the Laurelhurst neighborhood and UW east campus.
- Upper levels will have opportunities for views of Union Bay and Husky Stadium to the south.

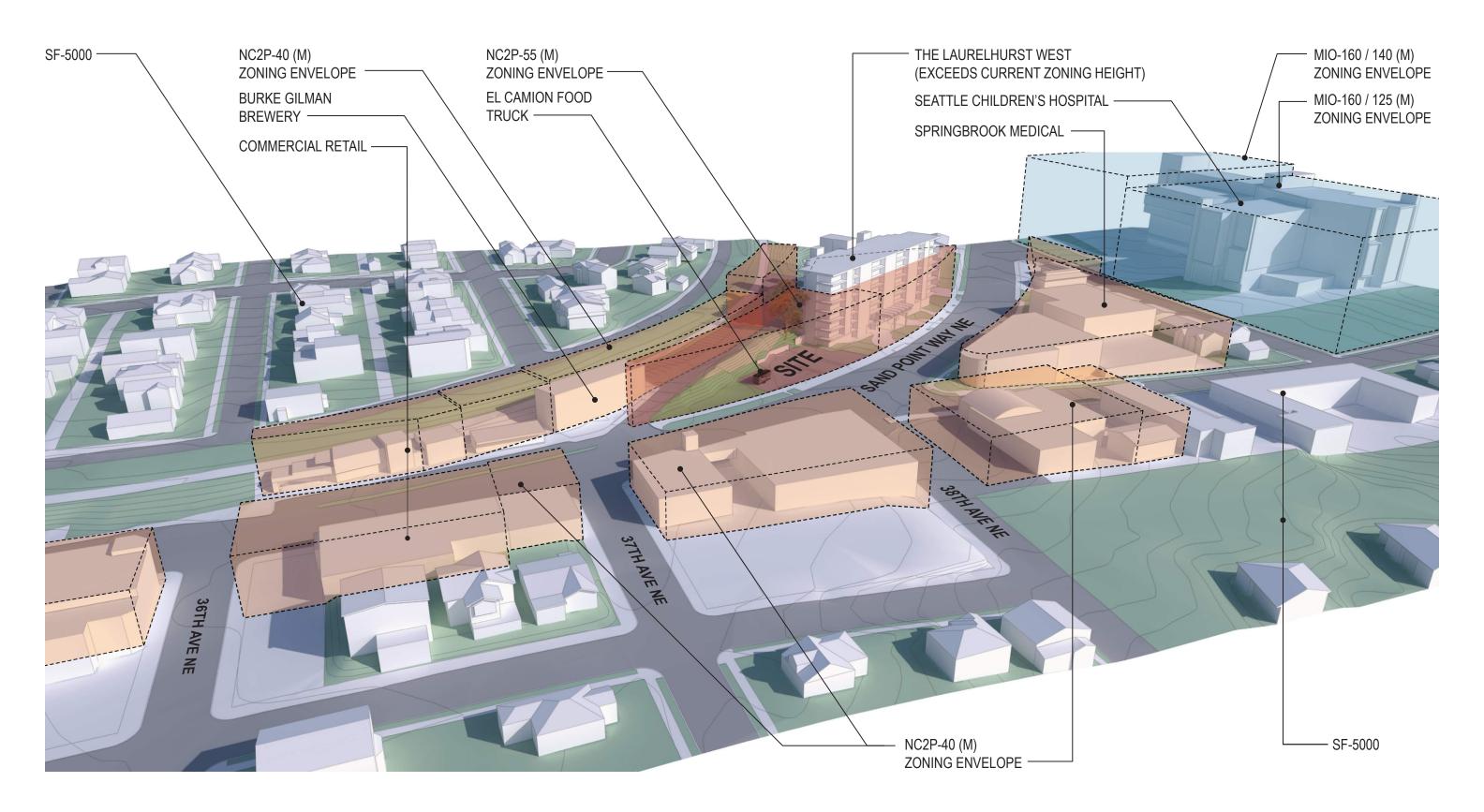
Topography + Geometry

- The subject property slopes approximately 19' from highest north point to lowest south point.
- Site geometry is the result of the historic Seattle, Lake Shore and Eastern Railway and the former shoreline.



PRELIMINARY SITE PLAN





VICINITY ANALYSIS

Nearby Development



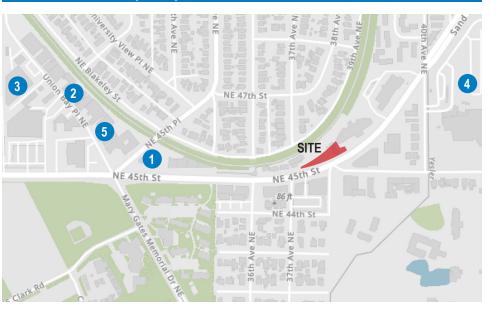








5 Burke + Union // Mixed-Use // Recently Completed



VICINITY ANALYSIS

Sand Point Way NE

This street is an urban center connector traveling from UW east campus area to northeast Seattle neighborhoods. This section of Sand Point Way is characterized by low-rise commercial buildings, Seattle Children's Hospital and medical offices, and its adjacency to the Burke Gilman trail.



















- 1 Sand Point Way NE looking N toward The Laurelhurst West Condos
- 2 Sand Point Way NE looking SW toward Springbrook Medical
- 3 Sand Point Way NE commercial buildings
- 4 39th Ave NE and Burke Gilman Brewery
- 5 Sand Point Way NE commercial buildings
- 6 Community stair accessing Burke Gilman Trail
- 7 Sand Point Way NE commercial buildings
- 8 NE 45th St commercial buildings

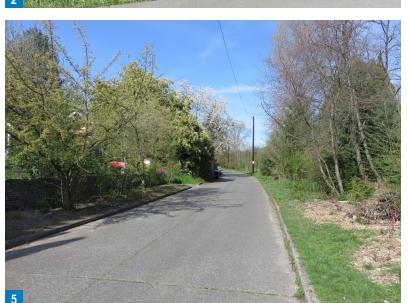
VICINITY ANALYSIS

39TH AVE NE & BURKE GILMAN 39th Ave NE is bisected by the Burke Gilman trail, creating a dead-end at the Laurelhurst Condominium parking lot south of the trail. North of the trail 39th Ave NE transitions to NE Blakely St to the west. This section or 39th has a similar feel to an alley, characterized by lack of sidewalks and garage/rear yard access for residences.

The Burke Gilman trail in this area is moderately suburban with a couple commercial uses that engage the trail, including the Burke Gilman Brewery, Great State Burger, and Bistro Shirlee. The trail is porous to the adjacent neighborhood, with multiple access points typically at street ends.

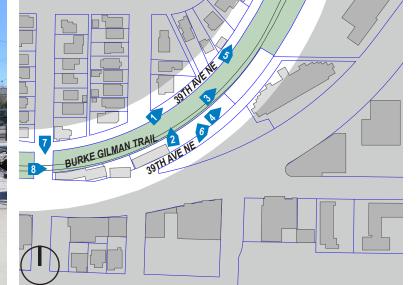












- 1 39th Ave NE residential
- 2 Burke Gilman community path
- 3 Burke Gilman neighborhood connections
- 4 39th Ave NE parking dead end
- 5 39th Ave NE residential
- 6 39th Ave NE looking S toward site
- 7 Burke Gilman community path
- 8 Burke Gilman commercial buildings



El Camion Food Truck



Commercial Building

SAND POINT WAY NE PHOTO-MONTAGE LOOKING NORTH

Great State Burger

Rudy's Barbershop



Springbrook Medical Offices

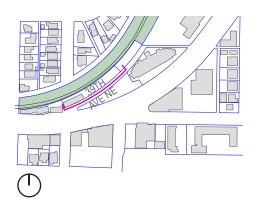
SAND POINT WAY NE PHOTO-MONTAGE LOOKING SOUTH





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Commercial Building (Burke Gilman Brewing, Dental Office)

39TH AVE NE PHOTO-MONTAGE LOOKING NORTH

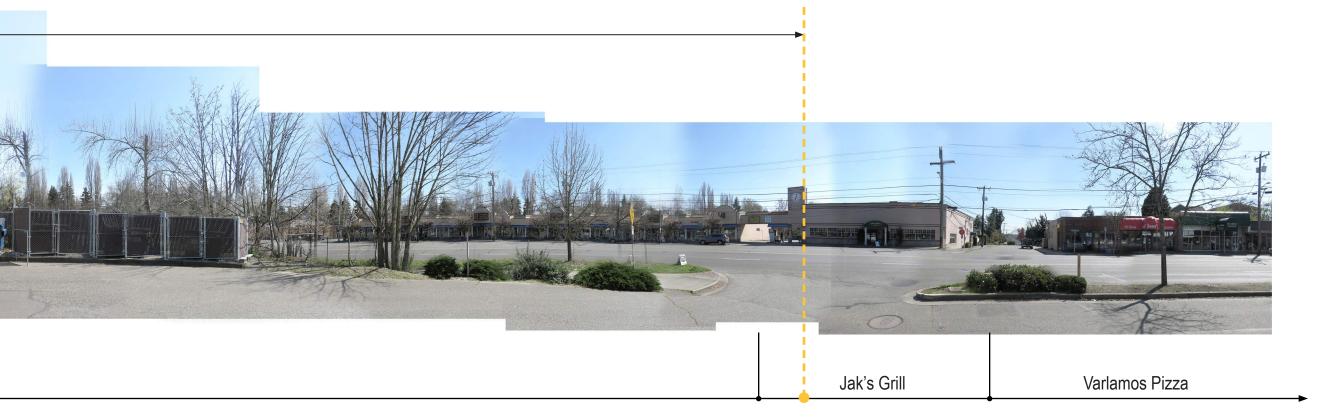


Laurelhurst Condominium

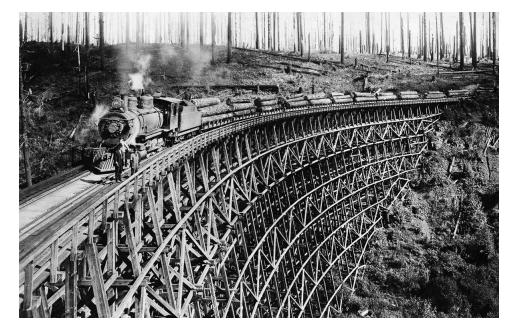
39TH AVE NE PHOTO-MONTAGE LOOKING SOUTH



Parking Laurelhurst Condominium Parking



HISTORICAL CONTEXT

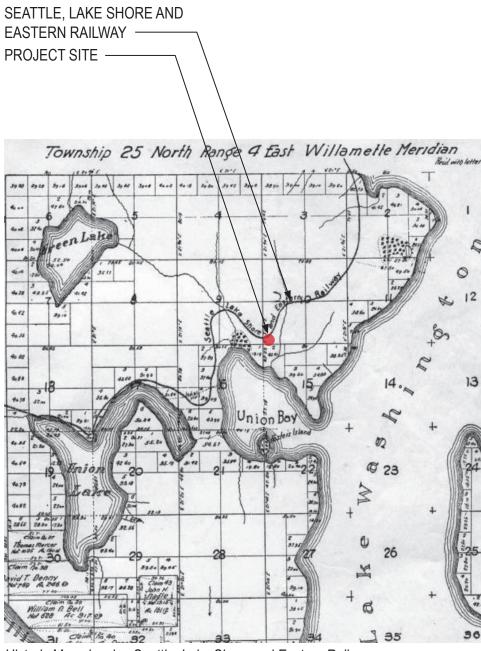


Timber Trestle Bridge along Northern Pacific Railroad



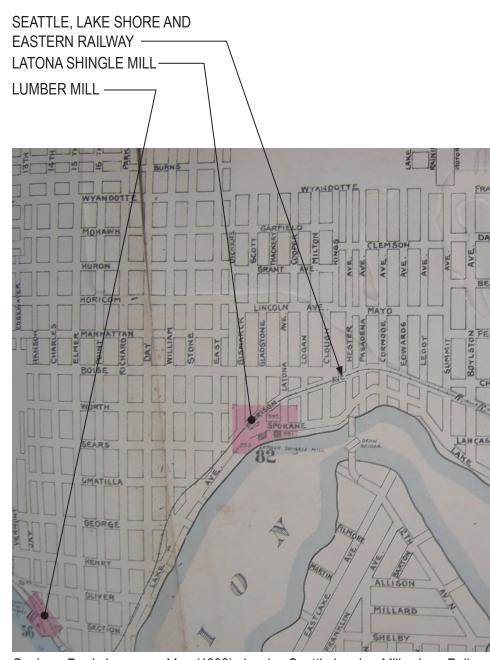
Crib Trestle along the Columbia River

Examples of trestle bridge designs - representative of the Pacific Northwest's historic rail industry and aesthetic, defined by the solid-void framework.



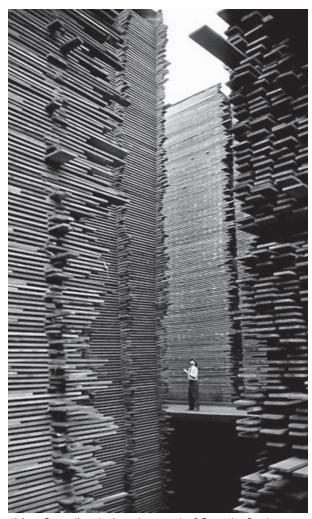
Historic Map showing Seattle, Lake Shore and Eastern Railway

The former Union Bay shoreline ran farther north than currently, influencing the route of the Seattle, Lake Shore and Eastern Railway (SLS&E) and subsequently the geometry of the future adjacent properties.



Sanborn-Perris Insurance Map (1893) showing Seattle Lumber Mills along Railroad

The Seattle, Lake Shore and Eastern Railway was built to support Seattle's industry and trade - particulary Seattle's lumber mills.



"Man Standing in Lumberyard of Seattle Cedar Lumber Manufacturing" (1939)

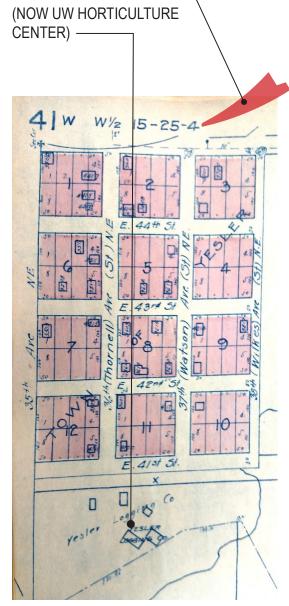
Drying lumber stacks develop a particular solid-void aesthetic.



Yessler Lumber Mill & SLS&E Railway Spur (1893)



Sanborn-Perris Insurance Map (1893) showing Yessler Lumber Mill south of Project Site on Union Bay



PROJECT SITE -

YESSLER LUMBER MILL

'Town of Yesller" Kroll Map (1920)



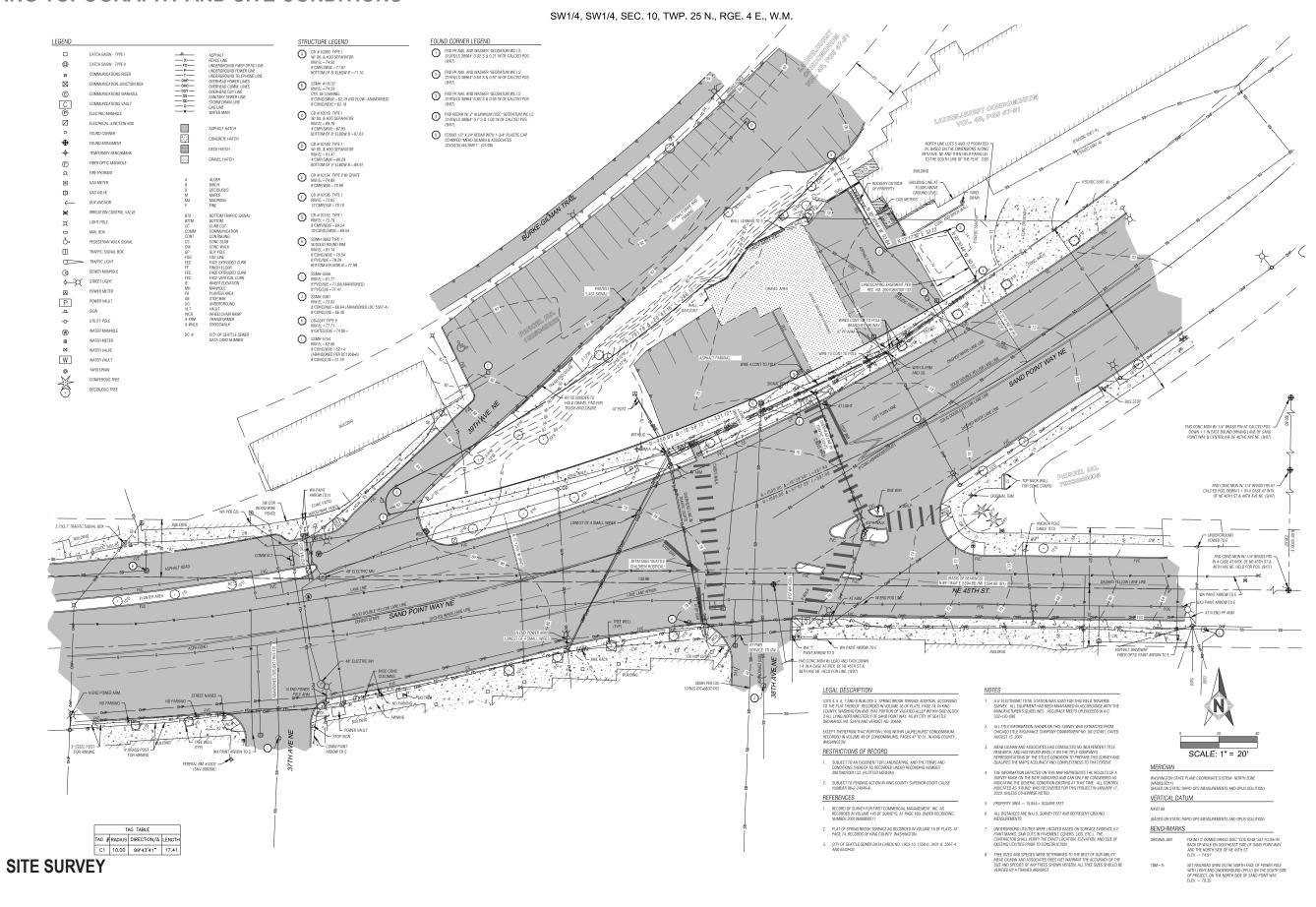
"Hike-in" rally in support of converting the old SLS&E Railway into Burke Gilman Trail (1971)



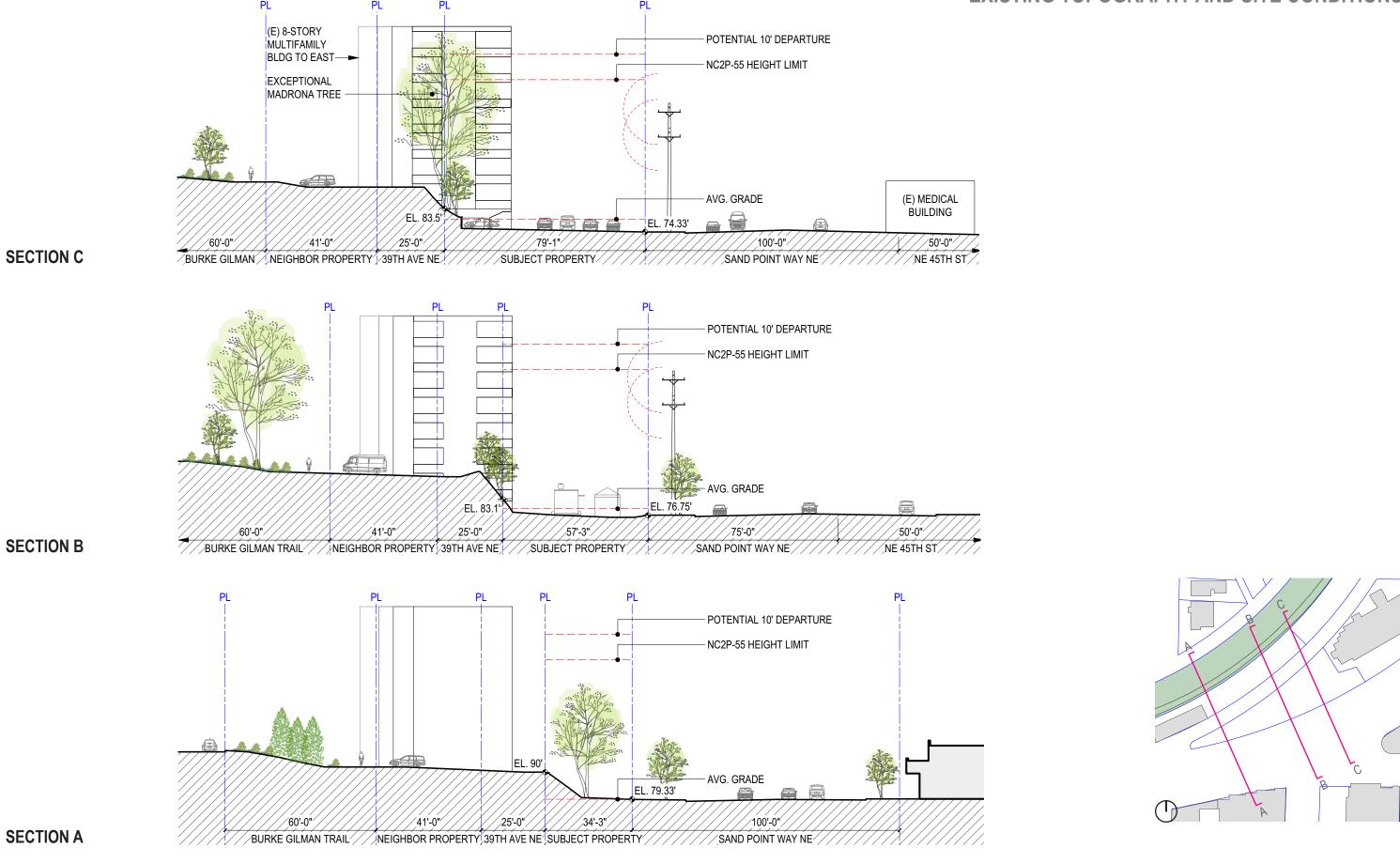
Trestle Bridge supporting Burke Gilman Trail near site (Current)

Henry Yessler built his second mill just south of the subject property in what is currently the UW Horitculture Center. The Mill, connected to the SLS&E railway, led to establishing and platting the immediate vicinity named Town of Yessler which is now the east end of Laurelhurst.

EXISTING TOPOGRAPHY AND SITE CONDITIONS

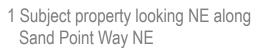


EXISTING TOPOGRAPHY AND SITE CONDITIONS



EXISTING TOPOGRAPHY AND SITE CONDITIONS



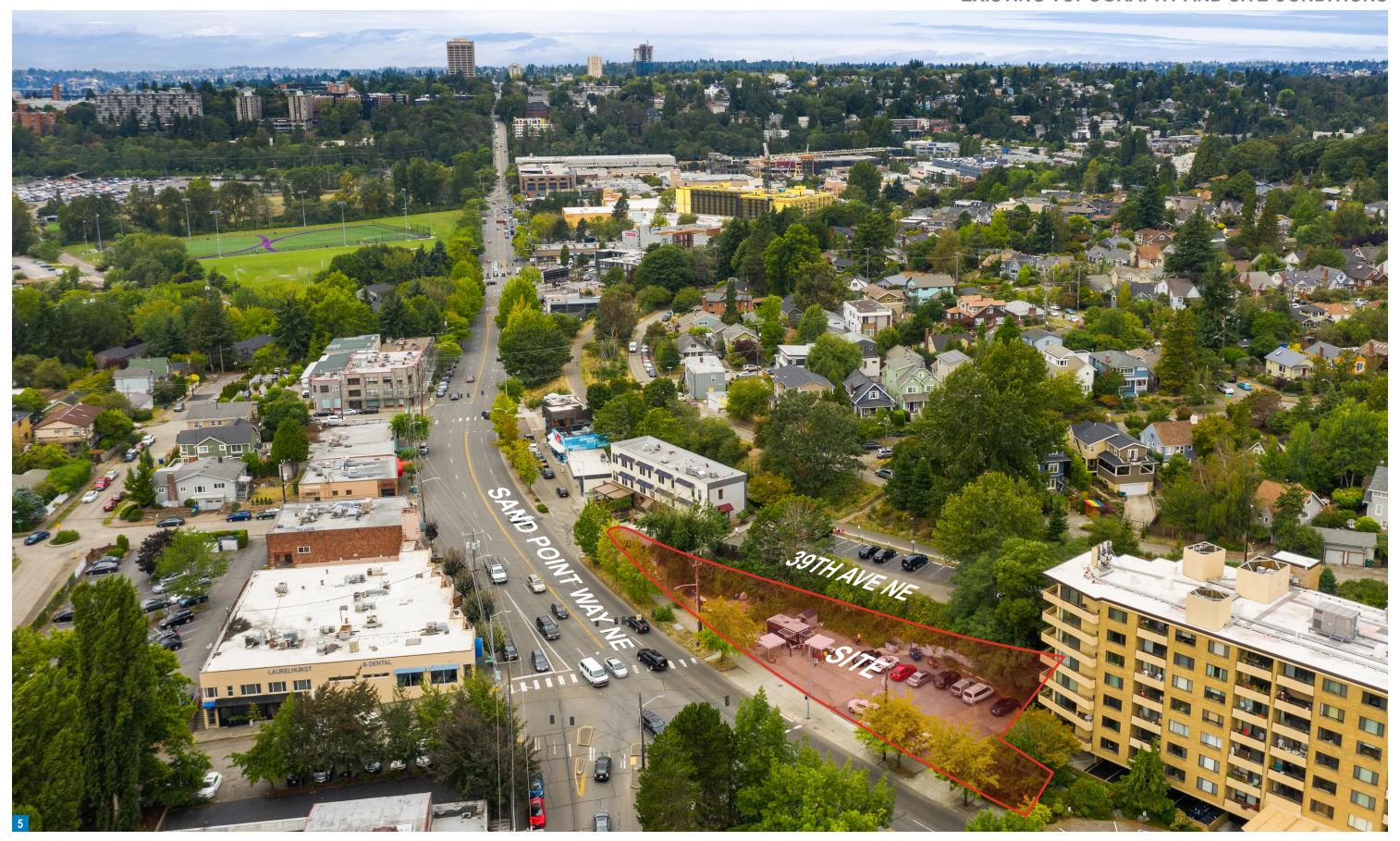


- 2 Sidewalk condition along Sand Point Way NE
- 3 Gravel surface parking lot and steep slope up to 39th Ave NE
- 4 El Camion food truck
- 5 Aerial view of site and surrounding context









PRIORITY DESIGN GUIDELINES

CONTEXT + SITE

CS1 Natural Systems and Features

Use natural systems and features of the site and its surroundings as a starting point for project design.

Topography // Plants and Habitat // Water

RESPONSE:

The preferred alternative preserves a healthy Madrona tree with *exceptional tree* status in the NE corner of the site. The Madrona acts as a natural buffer between the adjacent 8-story multifamily building and softens the visual impact of the project from the Burke Gilman Trail. Preserving the tree significantly influences the massing, setting back the residential levels from 39th Ave NE – further contributing to the reduced sense of scale and visual impact from the Burke.

CS2 Urban Pattern and Form

Strengthen the most desirable forms, characteristics and patterns of the streets, block faces and open spaces in the surrounding area.

Location in the City Neighborhood // Adjacent Sites, Streets, and Open Spaces // Height, Bulk, and Scale

RESPONSE:

The project seeks to create a continuous active street edge along Sand Point Way while creating a new plaza at the west corner of the site, making pedestrian friendly use of the narrow section. Massing along this side will bend with the curvature of the street (a result of the historic railway). The radiused corner articulates the narrow triangular section of the site and helps transition from the front of the building to the back – taking advantage of the corner lot. Utilizing the steep grade change up to 39th Ave NE, the preferred alternative proposes a secondary residential lobby and bike storage room on level 2, giving more direct access to the Burke Gilman Trail and activating this street frontage that otherwise functions like an alley.

CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

Emphasizing Positive Neighborhood Attributes // Fitting Old and New Together // Contemporary Design

RESPONSE:

The project will be a contemporary contribution to the neighborhood and will be designed to set a high-bar for future development in the area while celebrating the unique site geometry and referencing the history of site. Articulated shifting between solid and void on the exterior will create a dynamic character to the façade, inspired by the framework of trestle bridges and stacks of lumber at saw mills.





PUBLIC LIFE

PL1 Connectivity

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

Adding to Public Life // Walkways and Connections

RESPONSE:

The project is designed to extend the network of connections between Sand Point Way, Burke Gilman Trail and the Bryant neighborhood. A public stair is integrated with the west plaza to help pedestrians transition up the hill while resolving the unique corner of the site. In addition, a new sidewalk along 39th Ave NE will encourage more pedestrian activity and minimize vehicle impact.

PL2 Walkability

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

Safety and Security // Weather Protection

RESPONSE:

The proposed residential and commercial building entrances are recessed, creating a widened sidewalk zone that offers weather protection to pedestrians while also connecting the interior building uses to the surrounding ROW's with clear sight lines improving security. Weather protection extends the length of the site on Sand Point Way.

PL3 Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

Entries // Residential Edges

RESPONSE:

The project will present clear entries that are inviting and secure– including a secondary residential lobby that is visually and physically connected to 39th Ave NE. Integrated balconies at the residential levels provide additional "eyes on the street" and opportunities to interact with sidewalk activity.

PL4 Active Transportation

Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit.

Serving all Modes of Travel // Planning ahead for Bicyclists

RESPONSE

Bicycle infrastructure, including covered, secure bike parking has been included as amenity to the residents and with easy access to the Burke Gilman Trail. The proximity to transit combined with building access to the urban bike trail system will enhance non-vehicular transportation opportunities.

PRIORITY DESIGN GUIDELINES



Design Cue: PL1 / DC3 - Connectivity // Contribute to Network of Open Spaces





DESIGN CONCEPT

DC1 Project Use and Activities

Optimize the arrangement of uses and activities on the site.

Arrangement of Interior Uses // Vehicular Access // Parking

RESPONSE

Locating a continuous, porous commercial edge along Sand Point Way NE with a plaza at the west corner will enhance the pedestrian experience.

By locating vehicular access along Sand Point Way, a long ramp on the north side can be avoided. This allows the street level program on the north side (39th Ave NE) to be focused on engaging the Burke Gilman trail, with a large visible bike room, clear entrance lobby, units + terrace, while minimizing back-of-house program. Additionally, this allows the preservation of an Exceptional Madrona Tree and adjacent Black Locust that is highly visible from the Burke Gilman trail.

DC2 Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

Massing // Architectural and Façade Composition // Secondary Architectural Features // Scale and Texture

RESPONSE:

The attenuated lot provides opportunity to define the curving street edge along Sand Point Way.

DC3 Open Space Concept

Integrate open space design with the design of the building so that each complements the other.

Building Open Space Relationship // Open Space Uses // Design

RESPONSE:

The project seeks to have useful and attractive open spaces including a common roof terrace with territorial views for use by the residents. The partially covered plaza at street level takes advantage of the unique site geometry at the narrow section of the site, where building has inherent challenges and is better suited for outdoor open space. The plaza and stair serve as amenities to the commercial tenants, residents and larger Laurelhurst/ Bryant community. Preserving the Exceptional Madrona Tree and adjacent Black Locust will develop significant open space that relates to a terrace at the podium level.

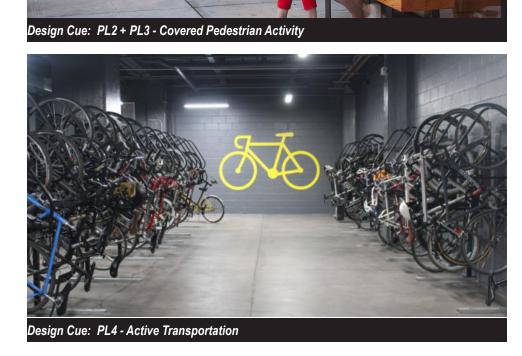
DC4 Materials

Use appropriate and high-quality elements and finishes for the building and its open space

Building Materials // Trees, Landscape, and Hardscape Materials

RESPONSE:

The building will be well detailed, high quality, and durable. Exterior materials will be compatible with surrounding colors, textures, and patterns. Low-level lighting will be used to provide safe and attractive building entry sequence, while avoiding glare into the units and adjacent properties. Landscaping will include drought-tolerant plants and native species and be thoughtfully integrated into the project as a whole.



ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

Description

Alternative 1 proposes a 5-story building composed of street level commercial and residential units above with a below grade garage accessed from 39th Ave NE.

Program

- Approx. 60-70 apartment units
 - 40% Open 1BR, 20% 1BR, 30% 2BR, 10% 3BR
- Approx. 8,350sf of ground floor commercial space
 - 50% Medical Service, 50% Restaurant
- Approx. 37 parking spaces (below grade)
- Bike Storage

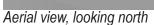
Advantages

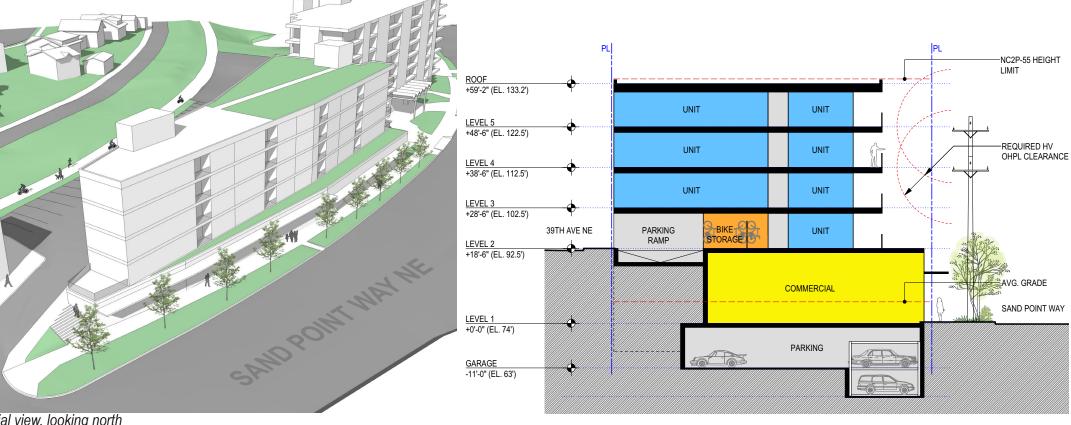
- · Code-compliant scheme does not require development standard departures
- Functional ground floor commercial space

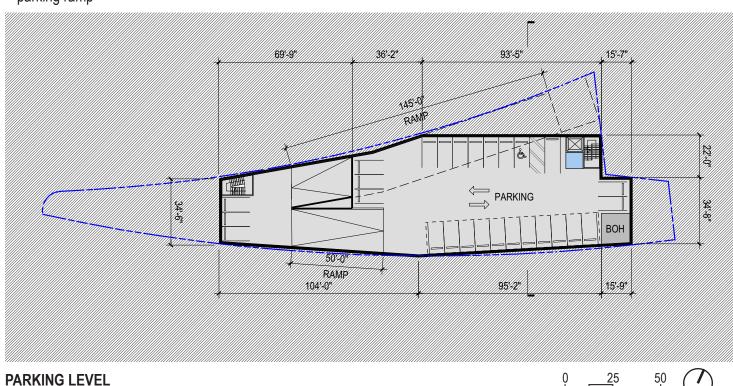
Challenges

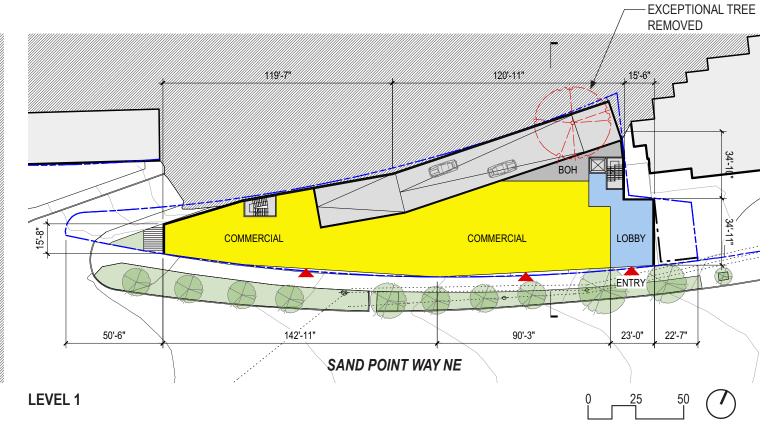
- Garage access at Level 2 (due to grade change) req. 195'+
- Difficult to provide adequate vehicle parking within structure
- · Ramp creates inefficient building diagram
- Requires removal of Exceptional Tree
- · Experience of building from Burke Gilman is dominated by parking ramp











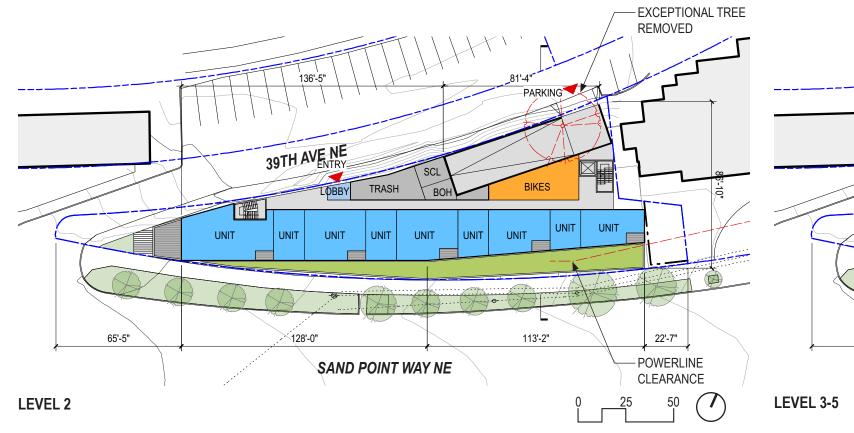
ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

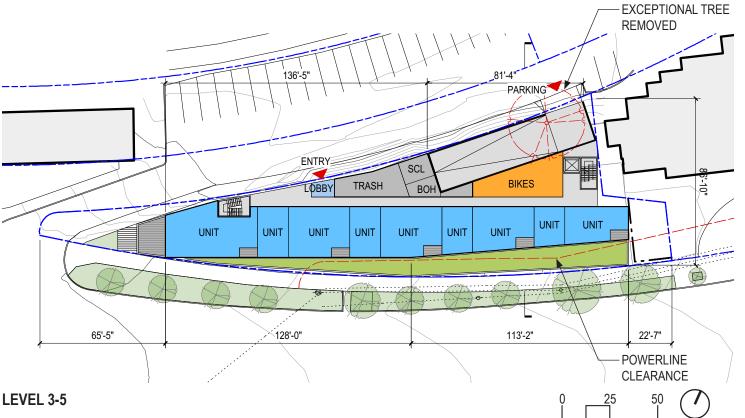






39th Ave NE & Burke Gilman Trail, looking southeast





ALTERNATIVE 2

Description

Alternative 2 proposes a 5-story building composed of street level commercial and residential units above with garage access on the west end of 39th Ave NE.

Program

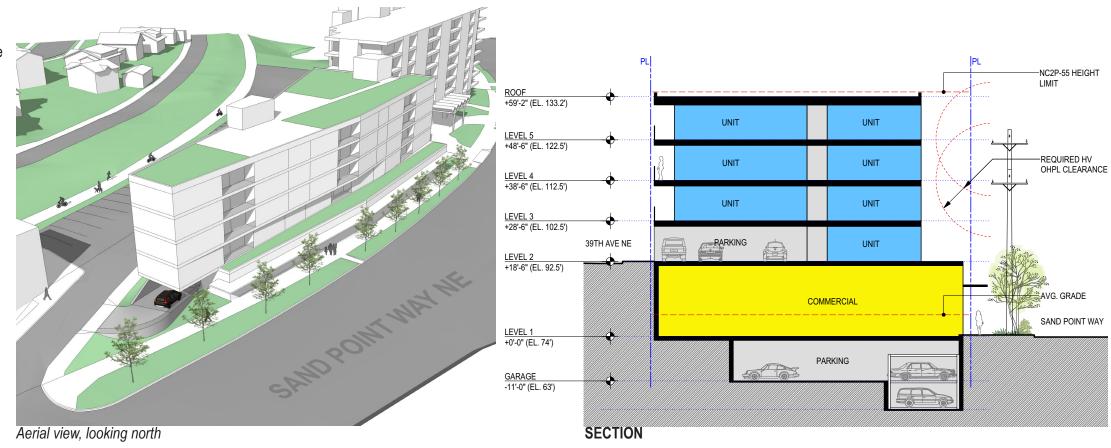
- Approx. 60-70 apartment units
 - 40% Open 1BR, 20% 1BR, 30% 2BR, 10% 3BR
- Approx. 9,700sf of ground floor commercial space
 - 50% Medical Service, 50% Restaurant
- Approx. 38 parking spaces (31 below grade, 7 @ Level 2)
- Bike Storage

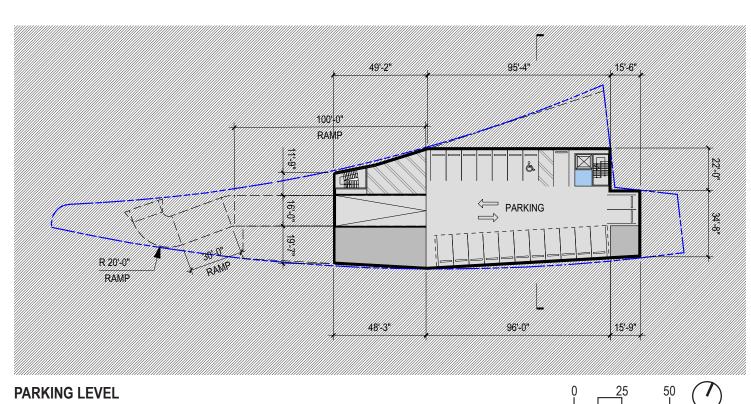
Advantages

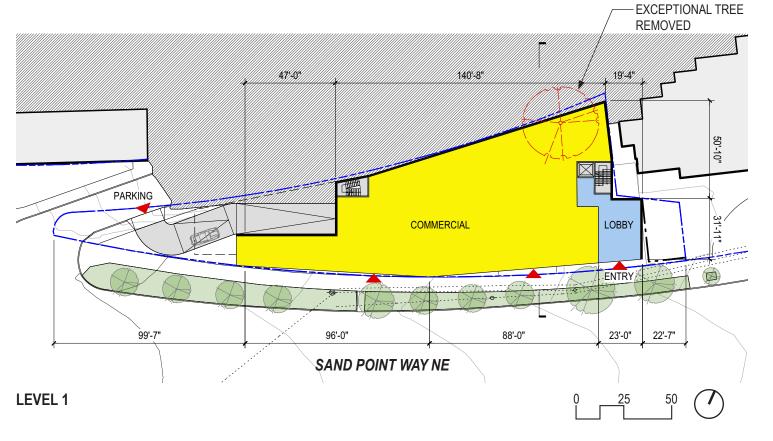
- Lower garage access elevation reduces ramp length
- · Bike room relates to Burke Gilman
- · Generous commercial space

Challenges

- Long ramp at prominent corner compromises pedestrian experience at important intersection
- Difficult to provide adequate vehicle parking within structure
- While scheme provides the most commercial space, depth is awkward and difficult to program
- Requires removal of Exceptional Tree



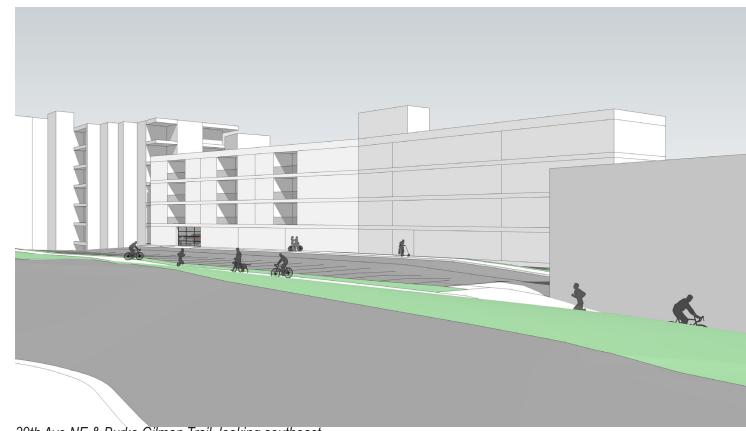




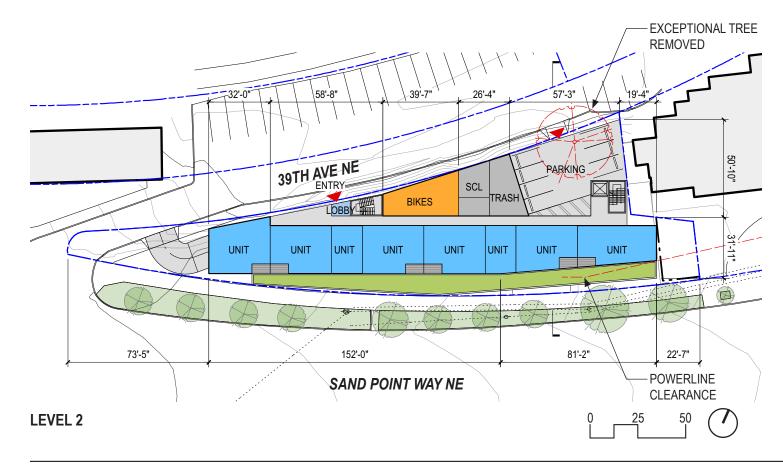
ALTERNATIVE 2

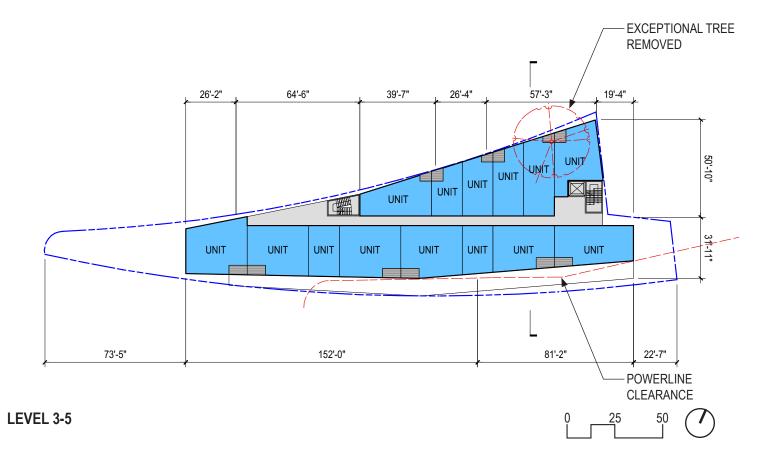






39th Ave NE & Burke Gilman Trail, looking southeast





ALTERNATIVE 3 (PREFERRED SCHEME)

Description

Alternative 3 proposes a 6-story, 73,000sf building composed of street level commercial and residential units above with garage access from (E) curb cut on Sand Point Way.

Program

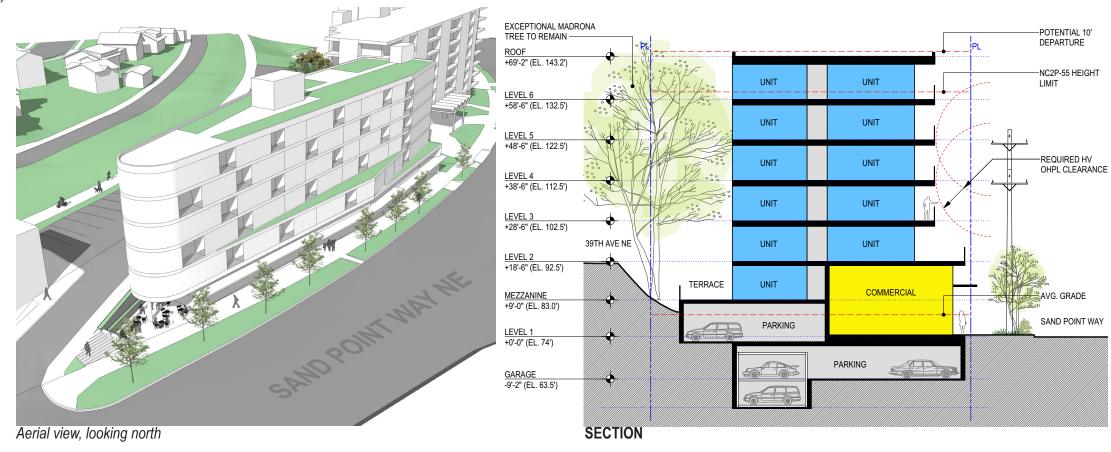
- Approx. 60-70 apartment units
 - 30% Open 1BR, 30% 1BR, 30% 2BR, 10% 3BR
- Approx. 5,550sf of ground floor commercial space
 - 50% Medical Service, 50% Restaurant
- Approx. 45 parking spaces (37 below grade, 8 @ Level 1)
- Bike Storage

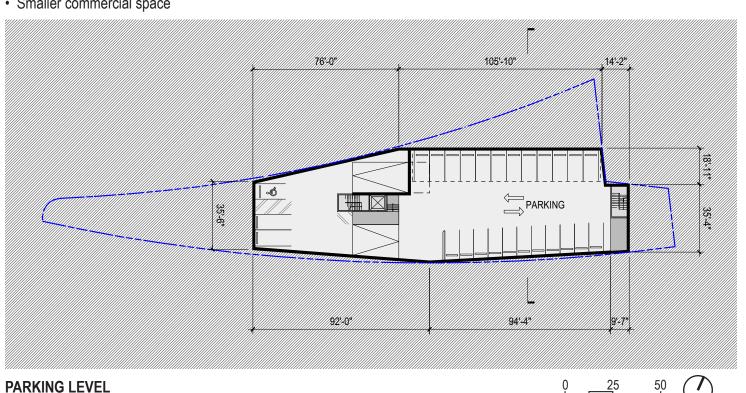
Advantages

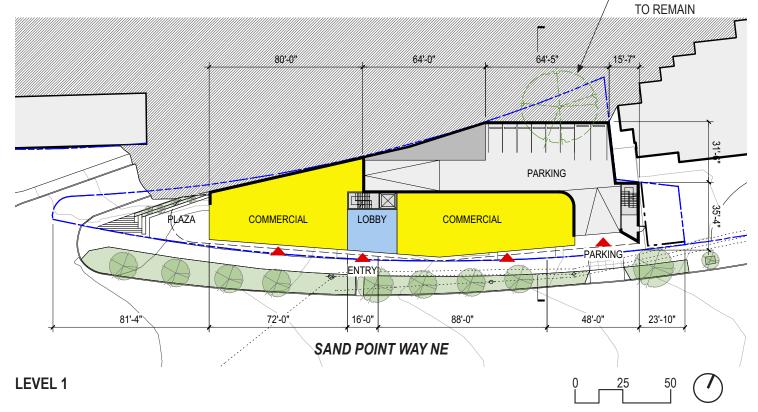
- Preserves Exceptional Tree
- Efficient and adequate parking (less ramp)
- Covered public plaza
- Exterior terrace relates to Exceptional tree
- · Units have views of Exceptional tree
- Bike room and north lobby relate to Burke Gilman
- Exceptional tree visible from Burke Gilman
- Parking on Sand Point Way NE for commercial spaces

Challenges

- Departure required for vehicle access on Sand Point Way NE
- Smaller commercial space







EXCEPTIONAL TREE

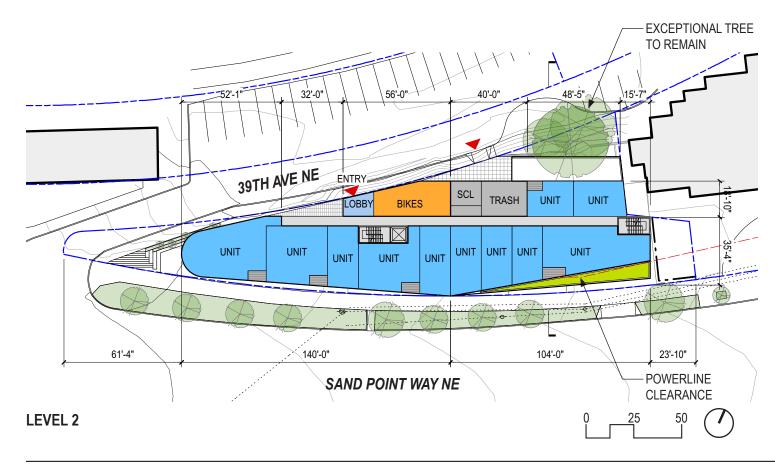
ALTERNATIVE 3 (PREFERRED SCHEME)



Sand Point Way NE, looking east



39th Ave NE & Burke Gilman Trail, looking southeast



COMPARISON OF ALTERNATIVES ALTERNATIVE 1 (CODE COMPLIANT SCHEME)



Description

Alternative 1 proposes a 5-story building composed of street level commercial and residential units above with a below grade garage accessed from 39th Ave NE.

Program

- Approx. 60-70 apartment units
 - 40% Open 1BR, 20% 1BR, 30% 2BR, 10% 3BR
- Approx. 8,350sf of ground floor commercial space
 - 50% Medical Service, 50% Restaurant
- Approx. 37 parking spaces (below grade)
- Bike Storage

Advantages

- Code-compliant scheme does not require development standard departures
- Functional ground floor commercial space

Challenges

- Garage access at Level 2 (due to grade change) req. 195'+ ramp
- Difficult to provide adequate vehicle parking within structure
- Ramp creates inefficient building diagram
- Requires removal of Exceptional Tree
- Experience of building from Burke Gilman is dominated by parking ramp

ALTERNATIVE 2



Description

Alternative 2 proposes a 5-story building composed of street level commercial and residential units above with garage access on the west end of 39th Ave NE.

Program

- Approx. 60-70 apartment units
 - 40% Open 1BR, 20% 1BR, 30% 2BR, 10% 3BR
- Approx. 9,700sf of ground floor commercial space
 - 50% Medical Service, 50% Restaurant
- Approx. 38 parking spaces (31 below grade, 7 @ Level 2)
- Bike Storage

Advantages

- Lower garage access elevation reduces ramp length
- · Bike room relates to Burke Gilman
- · Generous commercial space

Challenges

- Long ramp at prominent corner compromises pedestrian experience at important intersection
- Difficult to provide adequate vehicle parking within structure
- While scheme provides the most commercial space, depth is awkward and difficult to program
- Requires removal of Exceptional Tree

ALTERNATIVE 3 (PREFERRED SCHEME)



Description

Alternative 3 proposes a 6-story, 73,000sf building composed of street level commercial and residential units above with garage access from (E) curb cut on Sand Point Way.

Program

- Approx. 60-70 apartment units
 - 30% Open 1BR, 30% 1BR, 30% 2BR, 10% 3BR
- Approx. 5,550sf of ground floor commercial space
 - 50% Medical Service, 50% Restaurant
- Approx. 45 parking spaces (37 below grade, 8 @ Level 1)
- Bike Storage

Advantages

- Preserves Exceptional Tree
- Efficient and adequate parking (less ramp)
- Covered public plaza
- Exterior terrace relates to Exceptional tree
- Units have views of Exceptional tree
- Bike room and north lobby relate to Burke Gilman
- Exceptional tree visible from Burke Gilman
- Parking on Sand Point Way NE for commercial spaces

Challenges

- Departure required for vehicle access on Sand Point Way NE
- Smaller commercial space

ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

ALTERNATIVE 2

COMPARISON OF ALTERNATIVES









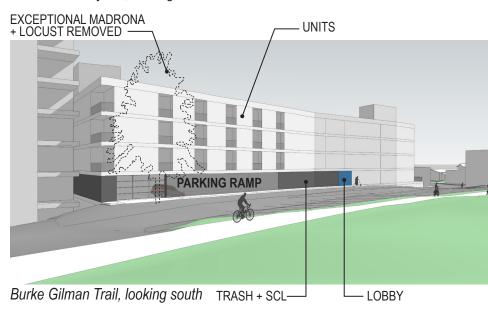
Sand Point Way NE, looking east

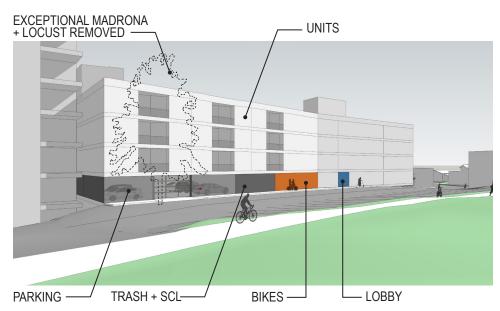


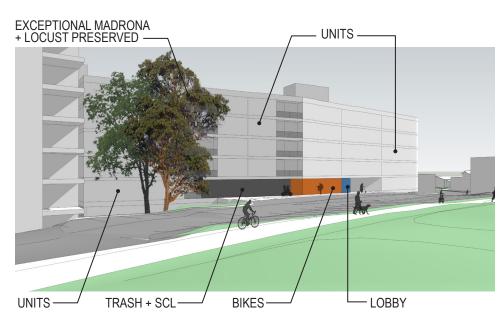


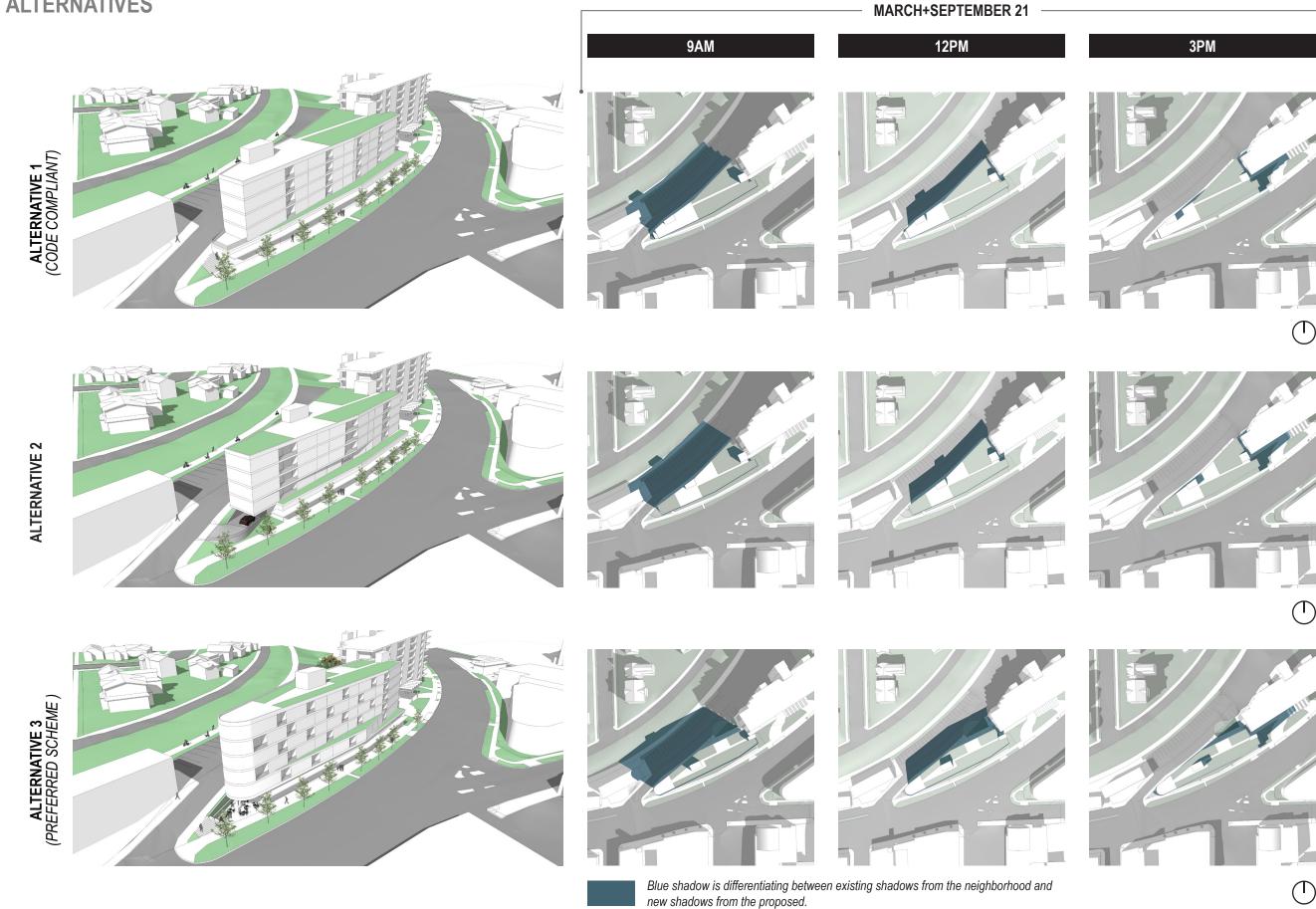


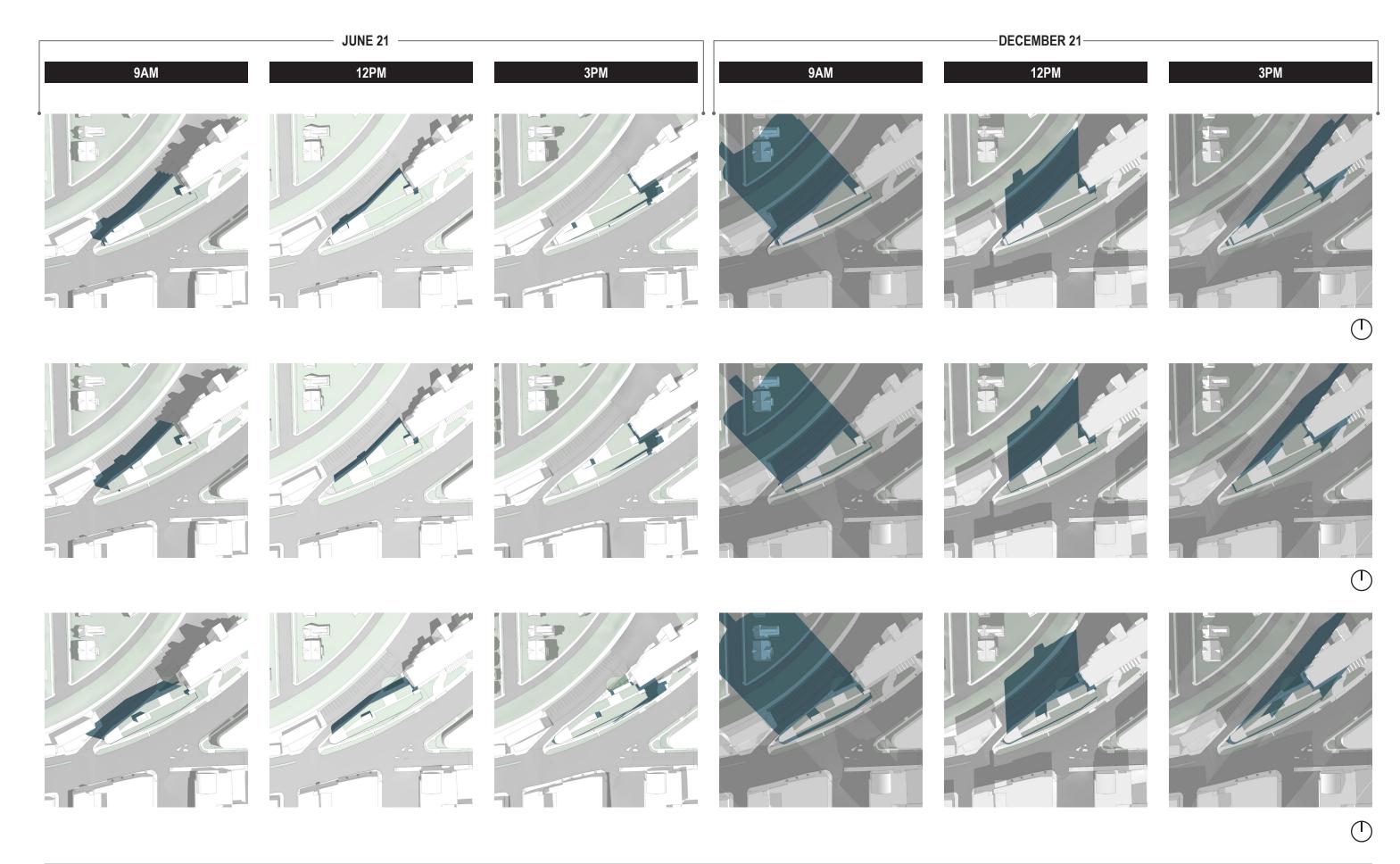
Sand Point Way NE, looking west











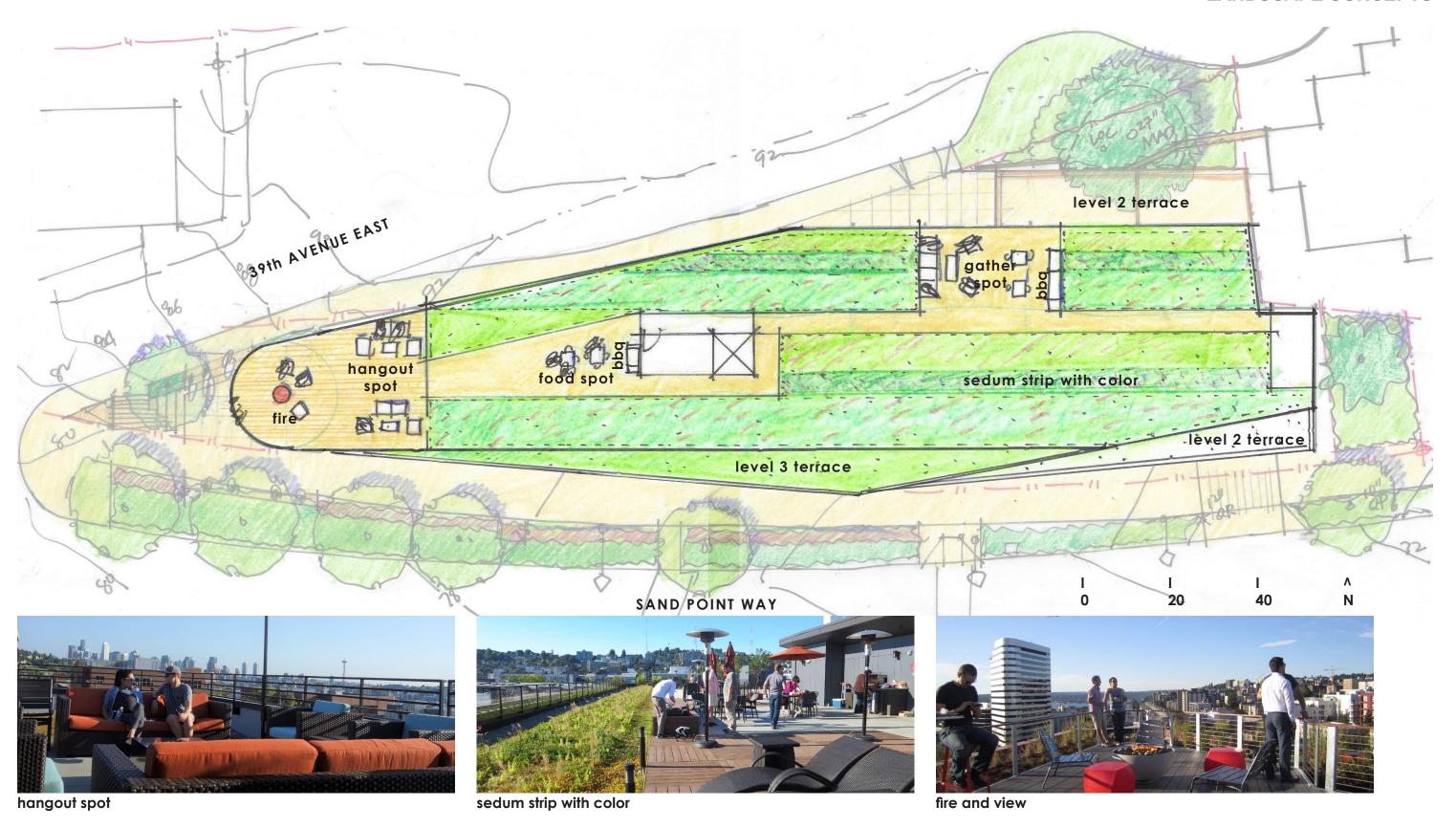
LANDSCAPE CONCEPTS



SITE PLAN

Karen Kiest | Landscape Architects

LANDSCAPE CONCEPTS



ROOF PLAN

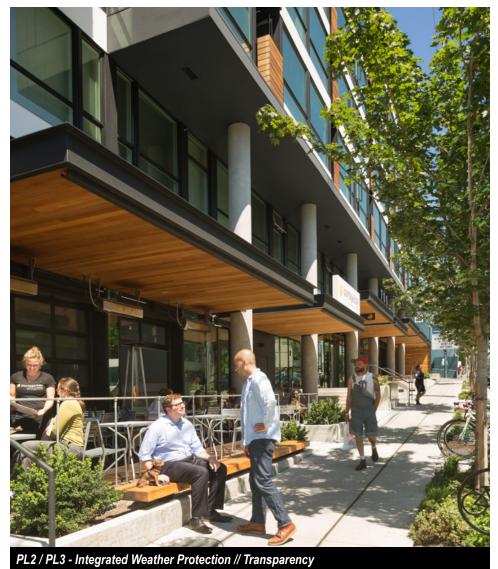
Karen Kiest | Landscape Architects

PRECEDENTS FOR DESIGN DEVELOPMENT













PRIORITY DESIGN GUIDELINES + PREFERRED MASSING



- PL2 / PL3 / CS2 Pedestrian Focus with Continuous Weather Protection, Wider Sidewalks, Porous Commercial Edge
- CS1 Vegetated Roof + Low Impact Stormwater Management

- 5 CS1 Preservation of Exceptional Tree Takes Advantage of On-site Natural Features
- CS3 / DC4 High Quality Exterior Materials with Integrated Balconies, Dynamic Exterior Treatment of Solid and Void Inspired by Trestle Bridges and Lumber Stacks

PRIORITY DESIGN GUIDELINES + PREFERRED MASSING VIGNETTES









PRIORITY DESIGN GUIDELINES + PREFERRED MASSING VIGNETTES









POTENTIAL DEPARTURES

Departure Request #1: 23.41.012 Structure Height + Exceptional Tree

Standard:

Per 23.41.012.B.11.F.

Departures of up to 10 feet of additional height may be granted if the applicant demonstrates that:

- 1) The departure is needed to protect a tree that is located on the lot that is either an exceptional tree, as defined in Section 25.11.020, or a tree greater than 2 feet in diameter measured 4.5 feet above the ground; and
- 2) Avoiding development in the tree protection area will reduce the total development capacity of the site

Proposed:

Allow 10' of additional height in order to preserve an exceptional Madrona tree on the subject property and accommodate loss of development capacity in the tree protection area.

Rationale:

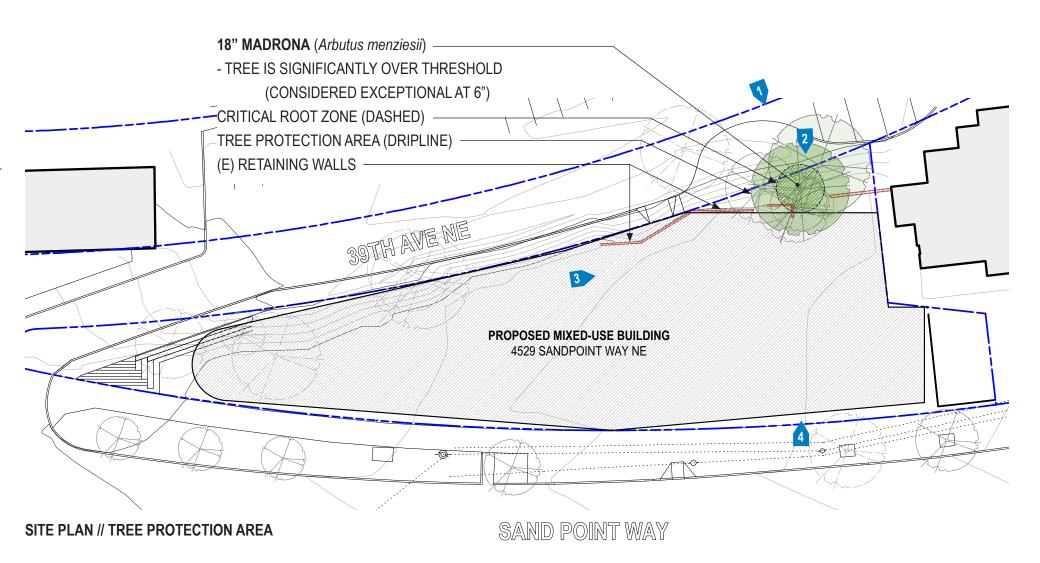
The additional height will allow an additional residential story in exchange for the loss of development area that results from preserving the tree. If the exceptional tree were removed, the proposed building would be 72,966 GSF. With the additional height, and the additional story, the proposed building is 72,767 GSF, almost equivalent (see diagrams on p.47). Further, preserving the healthy Madrona tree with *exceptional* tree status in the NE corner of the site retains a natural buffer between the adjacent 8-story multifamily building as well as an important bird habitat as well as being native to the Pacific Northwest (CS1 Natural Systems and Features). Madrona's are evergreens, helping to soften the visual impact of the project from the Burke Gilman Trail and residential neighborhood year-round. Preserving the tree significantly influences the massing, setting back the residential levels from 39th Ave NE - contributing to the reduced sense of scale of the additional height and visual impact from the Burke-Gilman (CS2 Urban Pattern and Form, DC3 Open Space Concept).

Additionally, preserving the Madrona will also allow a large Black Locust (22" DBH) directly adjacent to be preserved, adding to the benefits of natural habitat, open space, and reduced sense of scale.

Lastly, with the additional height from this departure, the proposed building would still be shorter than the neighboring 8-story building, allowing the preferred massing to fit into its immediate context. (CS2 Urban Pattern and Form)

Neighbor Comment from Community Outreach:

• One attendee inquired whether there was a plan for the trees onsite, and noted that the trees in the back corner have a lot of birds in them.







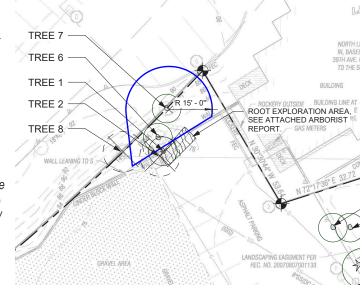




EXCEPTIONAL TREE REMOVED 8-STORY NEIGHBORING BUILDING BUILDABLE AREA = 9,753 SF DEVELOPMENT CAPACITY IF EXCEPTIONAL TREE IS REMOVED

From Arborists NW Report:

"A crew from ArboristsNW LLC. with International Society of Arboriculture certification and the TRAQ qualification inspected the trees on site. Particular attention was given to the exceptional Madrone (Arbutus menziesii). Tree #6 on the included site map. Tree 6 as well as 7 a Black Locust are in general good health and are prime cantidates for retention. The existing walls on the south side of the tree are to be replaced. There is a gap between these walls, and it is this area where hand digging took place looking for roots. One root with a 2" diameter was found from the Madrone. Cutting this root will not adversely affect the long-term health of the tree. As it is the walls have redirected the roots from the madrone. Black Locusts trees growing in the gap have in our opinion blocked roots from the Madrone also. The roots of the Madrone on the uphill side are growing under the parking lot and breaking up the asphalt. Due to the sensitivity of Madrone to disturbance and the number/ percentage of roots under the pavement it is our recommendation that the pavement be left in place with only the most loosely attached broken asphalt hand removed. Then a 4' deep layer of mulch applied out to the dripline of the tree. Feeding and applying a stimulant to help with any stress is also recommended."



POTENTIAL DEPARTURES

EXCEPTIONAL TREE
PRESERVED
PROPOSED 7-STORY BUILDING (+10' HEIGHT)
GROSS AREA OF ADDITIONAL LEVEL = 9,554 SF

DEPARTURE FOR 10' ADDITIONAL HEIGHT

TOTAL BUILDING AREA COMPARISON

TREE REMOVED = 72,966 SF TREE PRESERVED = 72,767

TREE #	TREE TYPE		DBH	DRIPLINE	CONDITION / COMMENTS
1. 2.	BLACK LOCUST BLACK LOCUST	ROBINIA PSEUDOACACIA ROBINIA PSEUDOACACIA		16' 14"	THEY HAVE IT AS 2 TREES ITS 3 TRUNKS REMOVE
2. 3.	10 STEM VINE MAPLE	ACER CIRCINATUM	12"	14 12'	REMOVE
3. 4.	5 STEM VINE MAPLE	ACER CIRCINATUM	7.5"	12'	REMOVE
5.	JACK PINE	PINUS BANKSIANA	10"	14'	REMOVE
6.	MADRONA	ARBUTUS MENZIESII	18"	16	RETAIN
7.	BLACK LOCUST	ROBINIA PSEUDOACACIA	27"	16"	RETAIN
8.	2 TRUNK BLACK COTTONWOOD	POPULUS TRICHOCARPA	24.8"	21'	REMOVE
9.	2 TRUNK BIG LEAF MAPLE	ACER MACROPHYLLUM	17.7"	14'	REMOVE
10.	5 TRUNK BIG LEAF MAPLE	ACER MACROPHYLLUM	18"	12'	REMOVE
11.	BIG LEAF MAPLE	ACER MACROPHYLLUM	10"	14'	REMOVE
12.	10 STEM BIG LEAF MAPLE	ACER MACROPHYLLUM	12.6	12'	REMOVE
13.	5 STEM BIG LEAF MAPLE	ACER MACROPHYLLUM	13.2"	14'	REMOVE
14.	BLACK COTTONWOOD	POPULUS TRICHOCARPA	22"	18'	REMOVE
			-		•

^{*} Please refer to pages 56-57 for full arborist report and tree survey map

-Neal Baker

POTENTIAL DEPARTURES

Departure Request #2: 23.47A.032 Parking Access

Standard: *Per* 23.47A.032.A2

...the following rules apply in pedestrian-designated zones, except as may be permitted under subsection 23.47A.032.D:

a. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

195' OF RAMP TO BELOW GRADE PARKING (29.5' OF ELEVATION (29.5') OF ELEVAT

b. If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.

Proposed:

Vehicle access to the site from Sand Point Way, NE in a single two-way curb cut, located at the eastern edge of site.

Rationale:

The site has several challenges with regard to providing code-required vehicle parking and access. The site geometry resulted from the railroad, and is not optimal for parking layout. The topography does not lend itself to access from 39th Ave NE, as it is significantly higher than Sand Point Way, NE which has use requirements. Further, the presence of an Exceptional Madrona tree, in good health and important to the neighborhood, occupies a portion of the site ideal for a parking ramp or spaces.

The design team studied numerous parking layout and access strategies, including ramp scenarios from 39th Ave, NE, a dedicated parking level above the commercial level, hybrid solutions, and access from Sand Point Way, NE. In summary:

- 1. Ramping from the east end of the site on 39th Ave NE is highly inefficient and results in a 195 foot long ramp to a below grade level for parking. This ramp results in a loss of valuable commercial space, but more importantly would require the removal of the Exceptional Madrona tree.
- 2. A ramp from the west end of the site off 39th would need to be located close the street intersection, creating issues with SDOT, but also requires a vehicle ramp 4-5' above the pedestrian sidewalk on Sand Point Way, NE, creating pedestrian safety issues and a pedestrian experience on Sand Point Way that appears to prioritize the vehicle over pedestrians, counter to several Design Guidelines such as PL-1 Walkability, PL-3 Street Level Interaction, and DC-1 Project Uses and Activities)
- 3. If the second level were used for parking, accessed off 39th Ave, it would result in the loss of an entire floor of residential units as well as require the Exceptional Tree to be removed in order to obtain the required parking count. Neither of these is a good outcome for the project or neighborhood.

CODE STANDARD: ACCESS FROM 39TH AVE NE

ALTERNATIVE 1: LONG RAMP

LOSS OF EXCEPTIONAL TREE

RAMP ADJACENT TO PEDESTRIAN

EXPERIENCE (RED SHADED)

195' OF RAMP TO BELOW GRADE

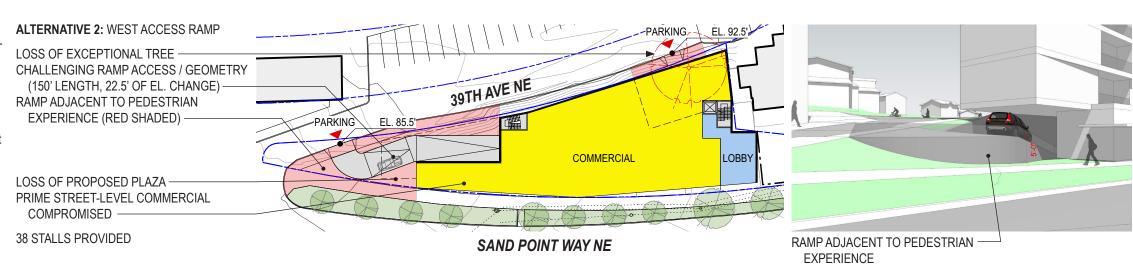
PARKING (29.5' OF ELEVATION CHANGE)

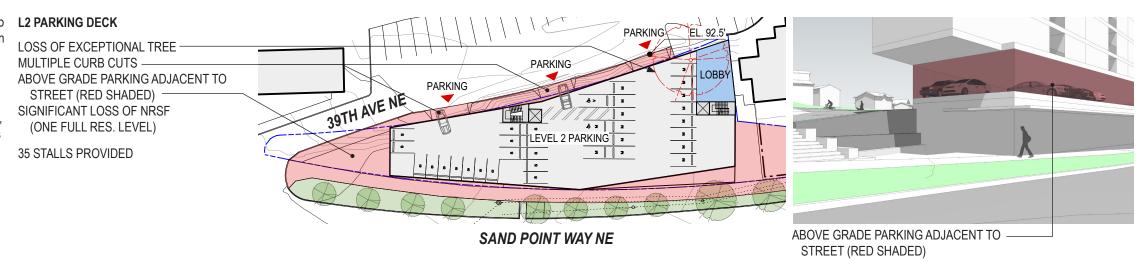
37 STALLS PROVIDED

SAND POINT WAY NE

RAMP ADJACENT TO PEDESTRIAN

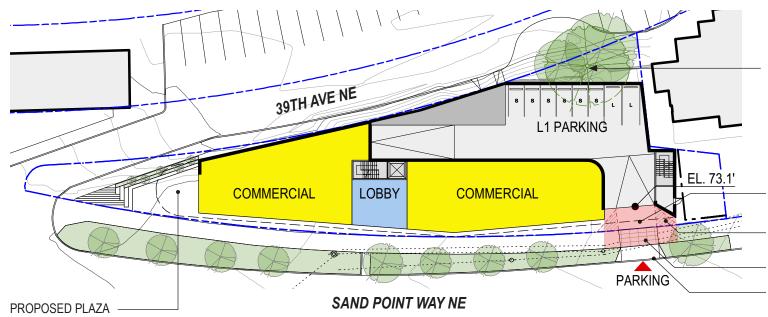
EXPERIENCE (RED SHADED)





PROPOSED: ACCESS FROM SAND POINT WAY NE

ALTERNATIVE 3: PREFERRED



EXCEPTIONAL MADRONA TREE & LARGE BLACK LOCUST TO REMAIN

PARKING ADJACENT TO PEDESTRIAN EXPERIENCE (RED SHADED)

REQ'D SIGHT TRIANGLE
(PROPOSAL EXCEEDS CODE MINIMUM)
CHANGE IN PAVING

(E) CURB CUT TO REMAIN
SITE CURRENTLY SURFACE PARKING LOT
W/ ACCESS FROM SAND POINT WAY

45 STALLS PROVIDED



View of Commercial Frontage and small Garage Entry at far corner



View of Garage Entry looking northwest from Sand Point Way NE

DESIGN DEPARTURE IMPROVES THE PROJECT IN THE FOLLOWING WAYS: IMPROVED PEDESTRIAN EXPERIENCE

This approach allows for better commercial space proportions, continuous weather protection for pedestrians along Sand Point Way, NE, and a small partially-covered public plaza at the prominent west corner for a restaurant commercial space. (PL-2 Walkability, PL-3 Street-Level Interaction, DC-3 Open Space Concept)

STRONG CONNECTION TO BURKE-GILMAN

By avoiding a long ramp on the north side (as in Alternative 1), an entrance lobby, bike room, and apartment units will be positioned on the north side, allowing the building to engage the Burke-Gilman and allowing users of the Burke-Gilman to interact with an inviting building face. (DC-3 Open Space Concept)

PRESERVATION OF EXCEPTIONAL TREE AND LARGE BLACK LOCUST TREE

The Exceptional Madrona Tree is a unique specimen, significantly over the exceptional tree threshold for a Madrona, and it offers a natural buffer between the new building and adjacent sites. In addition, an adjacent large Black Locust tree will be preserved. These trees are recognized as neighborhood amenities that the community values for their presence, and as bird habitat (see page 2 community outreach summary). Both the Madrona and Black Locust are also highly visible from the Burke-Gilman, for trail users to enjoy. Their integration into the project in the preferred scheme, which is not possible with Alternative 1, preserves the urban tree canopy in the area. (CS-1 Natural Systems and Site Features)

EXCEEDS CODE INTENT FOR PEDESTRIAN-DESIGNATED STREETS

Pedestrian Street Development Standards address street level uses and their depth, as well as façade design including transparency and blank façade percentages, with provisions for overhead weather protection along the sidewalk. The proposal exceeds all these code minimums, as the vignettes and below summary describe. Further, SMC23.47A.008 C2 acknowledges that driveways may cross pedestrian designated streets, stating that the maximum width is limited to 22', which the proposal also meets. The pedestrian street designation continues only one site further to the east, in front of the Laurelhurst Condominiums, which is a well-built structure that will likely exist for the next 50+ years, and has vehicle access from Sand Point Way, NE. By positioning the proposed vehicle entrance on the east edge of the site, the vehicle intersections with the pedestrian street are consolidated at the effective terminus of the pedestrian street designation. Lastly, the pedestrian experience for 265' of the site's Sand Point Way street frontage exceeds code and links directly to the burgeoning commercial center to the west. (PL-1 Connectivity, PL-2 Walkability, CS-2 Urban Pattern and Form)

COMPLIANCE WITH PEDESTRIAN ZONE STREET LEVEL DEVELOPMENT STANDARDS

STREET LEVEL BLANK FACADE REQUIREMENTS (23.47A.008.A.2)

REQUIRED = 20'-0" SEGMENT MAX RE

REQUIRED = 40% TOTAL LENGTH MAX

PROPOSED = 9'-10"

PROPOSED = 5%

STREET LEVEL NON-RESIDENTIAL TRANSPARENCY REQUIREMENTS (23.47A.008.B.2)

REQUIRED = 60% MIN

PROPOSED = 93%

STREET LEVEL NON-RESIDENTIAL DEPTH PROVISIONS (23.47A.008.B.3.a)

REQUIRED = 30' MIN

PROPOSED = 33.1'

STREET FRONTAGE W/ OVERHEAD WEATHER PROTECTION (23.47A.008.C.4)

REQUIRED = 60% MIN

PROPOSED = 81%

STREET FACING FACADE OCCUPIED BY USES LISTED IN 23.47A.005.D.1 (23.47A.008.C.1)

REQUIRED = 80% MIN

PROPOSED = 86.5%

POTENTIAL DEPARTURES // PARKING ACCESS









POTENTIAL DEPARTURES // PARKING ACCESS THE LAURELHURST WEST CONDOS 4545 SANDPOINT WAY NE NC2P-55 (M) CONCRETE CONSTRUCTION LIKELY TO REMAIN FOR THE FORESEEABLE FUTURE END OF PEDESTRIAN ZONE PROPOSED MIXED-USE BUILDING 4529 SANDPOINT WAY NE (E) CURB CUT TO REMAIN — <(E) CURB CUT TO REMAIN — (E) CURB CUT (E) CURB CUT TO BE PEDESTRIAN ZONE (BLUE HATCH) ŘÉMOVED PROPOSED CURB CUT SHOWN GREEN





SAND POINT WAY



POTENTIAL DEPARTURES

Departure Request #3: 23.54.030

Driveway Width

Standard:

Per 23.54.030.D.1.c

Driveways of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.

Proposed:

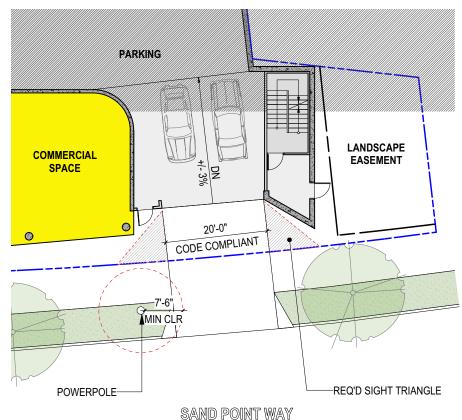
Allow the width of a two-way driveway serving 45 parking spaces to be reduce to 18 feet wide at parking entry.

Rationale:

Reducing the width of the driveway at the entry has two primary motives. First, to slow traffic entering and exiting and to diminish the presence of the garage entrance in the streetscape and building composition (PL2 Walkability, DC1 Project Uses and Activities). Second, reducing the width allows the driveway to have a perpendicular approach from street without encroaching on the required power pole clearance adjacent to the drive and the proposed 18' wide driveway still allows two cars to pass one another, as the diagram indicates.

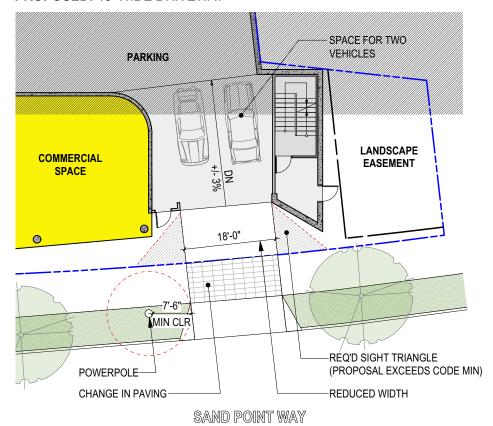
Note: If SDOT and/or SDCI strongly prefer the wider, code-compliant driveway, the design team could integrate a 20' driveway, however we are proposing the narrower width the further diminish the vehicle presence along the streetscape.

CODE STANDARD: 20' WIDE DRIVEWAY



LEVEL 1

PROPOSED: 18' WIDE DRIVEWAY



LEVEL 1

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EXAMPLES OF PAST WORK

Anhalt Apartment Renovation and Addition (w/ Shilshole)
Seattle, WA



2016 NW & Pacific Region AIA Merit Award 2015 Seattle AIA Honor Award 2015 People's Choice Urban Design Awards, Second Place 2015 Historic Seattle Preserving Neighborhood Character Award





SCCA Patient House Seattle, WA







2011 Seattle AIA, Merit Award 2011 Pacific + NW Region, Honor Award 2011 Seattle AIA, Future Shack Award 2011 RADA Award





EXAMPLES OF PAST WORK

Bridge Way Apartments (w/ Shilshole)Seattle, WA









Shelton Apartments (w/ Shilshole)
Seattle, WA



APPENDIX - ARBORIST REPORT



Nate Hickey Shilshole Development 1710 SW 318PL 44D Federal Way WA. 98023 (206) 779-2579

Project: 4529 Sandpoint Way NE Seattle, WA.

A crew from ArboristsNW LLC. with International Society of Arboriculture certification and the TRAQ qualification inspected the trees on site. Particular attention was given to the exceptional Madrone (Arbutus menziesii). Tree # 6 on the included site map. Tree 6 as well as 7 a Black Locust are in general good health and are prime cantidates for retention. The one caveat is the English Ivy that is well established on both trees. It is recommended that this Ivy be killed by removing a 2' section of the Ivy from the trunks of the trees at their bases. This will leave dead ivy on the tree, removal of this in my opinion is warranted. We recommend removal of just the foliage & vine that is not connect to the trunks. If the main vine stems are to be removed, hand pruning is required to minimize or eliminate damage to the bark of the tree. It is also recommended that a lift or large ladder be used to access the vine. If a climber is used to remove the vine spur-less climbing is the method to be used.

We were charged with determining the extent of the root system and the possibility of retaining the Madrone in particular as well as Identifying all trees on site.

The existing walls on the south side of the tree are to be replaced. There is a gap between these walls, and it is this area where hand digging took place looking for roots. One root with a 2" diameter was found from the Madrone. Cutting this root will not adversely affect the long-term health of the tree. As it is the walls have redirected the roots from the madrone. Black Locusts trees growing in the gap have in our opinion blocked roots from the Madrone also. The roots of the Madrone on the uphill side are growing under the parking lot and breaking up the asphalt. Due to the sensitivity of Madrone to disturbance and the number/percentage of roots under the pavement it is our recommendation that the pavement be left in place with only the most loosely attached broken asphalt hand removed. Then a 4' deep layer of mulch applied out to the dripline of the tree. Feeding and applying a stimulant to help with any stress is also recommended.

Tree # 7 a Black Locust to be treated in the same manner as the Madrone. No roots will be cut on this tree.

MegleBe Meborist to be on site for wall and any possible asphalt removal and subsequent mulching and feborists NW.com

4/15/2020

ISA Cert. PN1075A

TRAQ ISA (Tree Risk Assessment Qualified) Member AREA & SOCA

Respectfully Submitted,

Arborists NW.com

APPENDIX - ARBORIST REPORT

