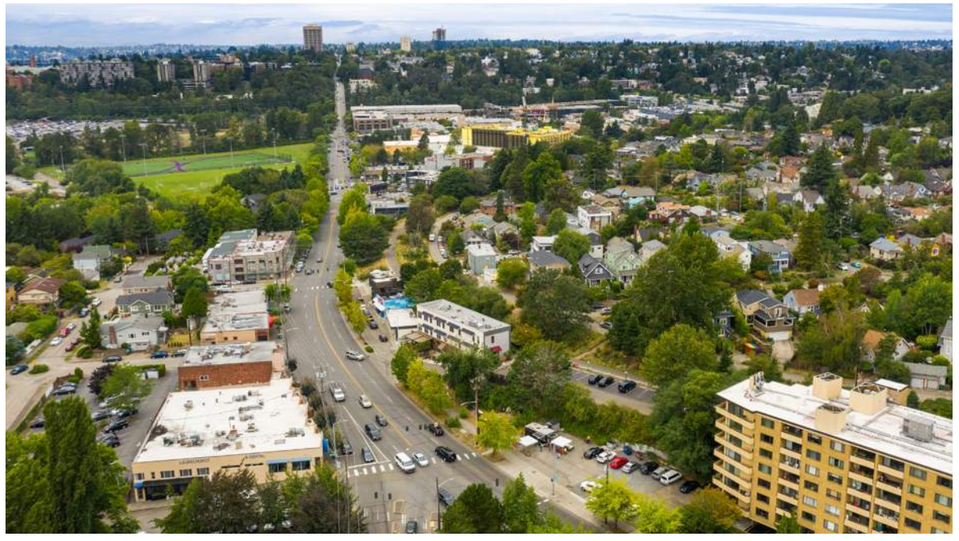
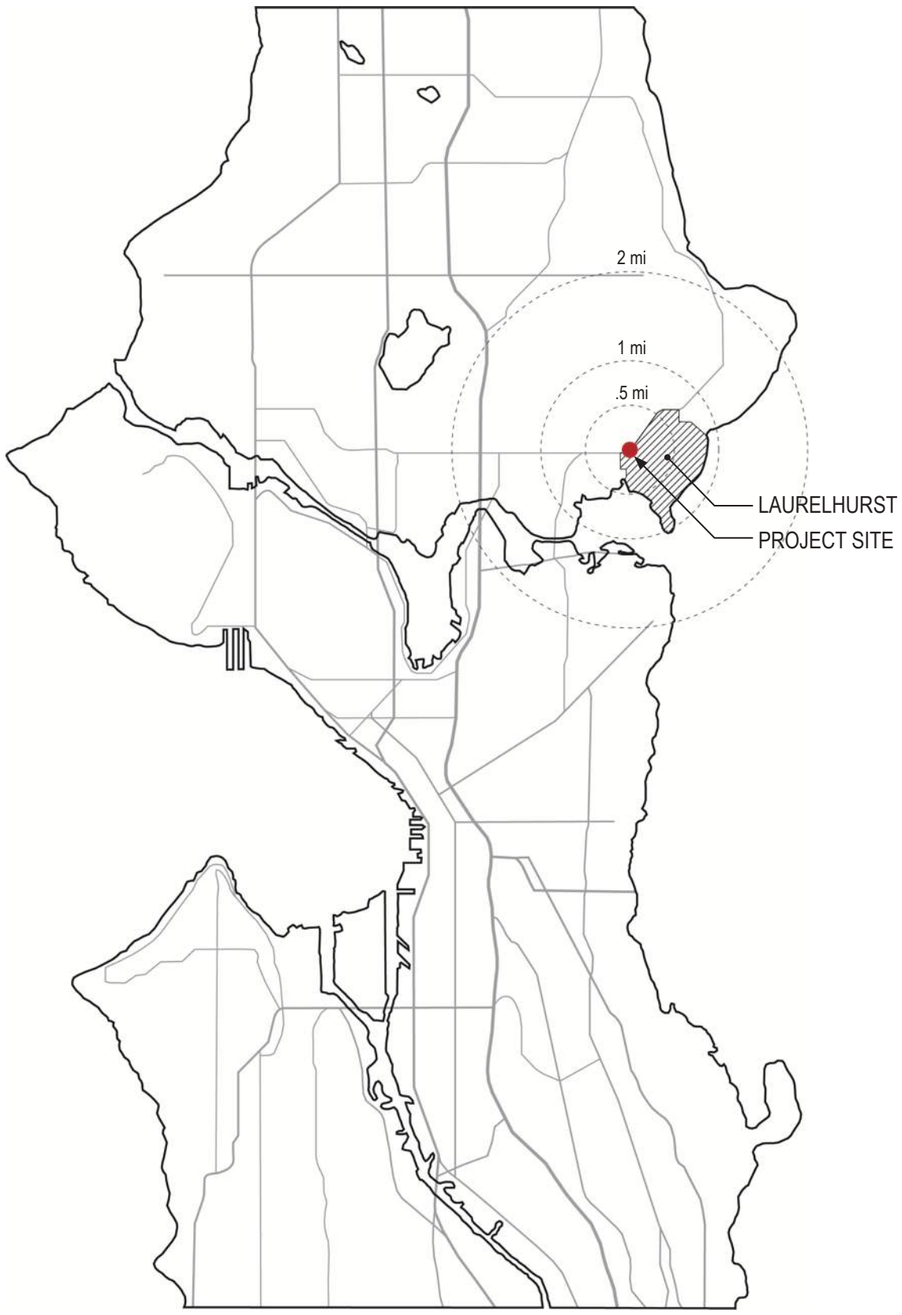
PUBLIC47ARCHITECTS

4529 SAND POINT WAY NE

3035906-LU
Northeast Design Review Board
Recommendation Meeting
Meeting Date: December 6, 2021





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Sand Point Mixed-Use

Design Review: Recommendation Meeting
Meeting Date: 12/06/2021 at 7:00PM

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

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DEVELOPMENT OBJECTIVES

The proposed 6-story, 71,000sf 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 +/- 5,000 sf of street-level commercial space
  (50% Medical Service, 50% Restaurant)
- Provide +/- 42 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

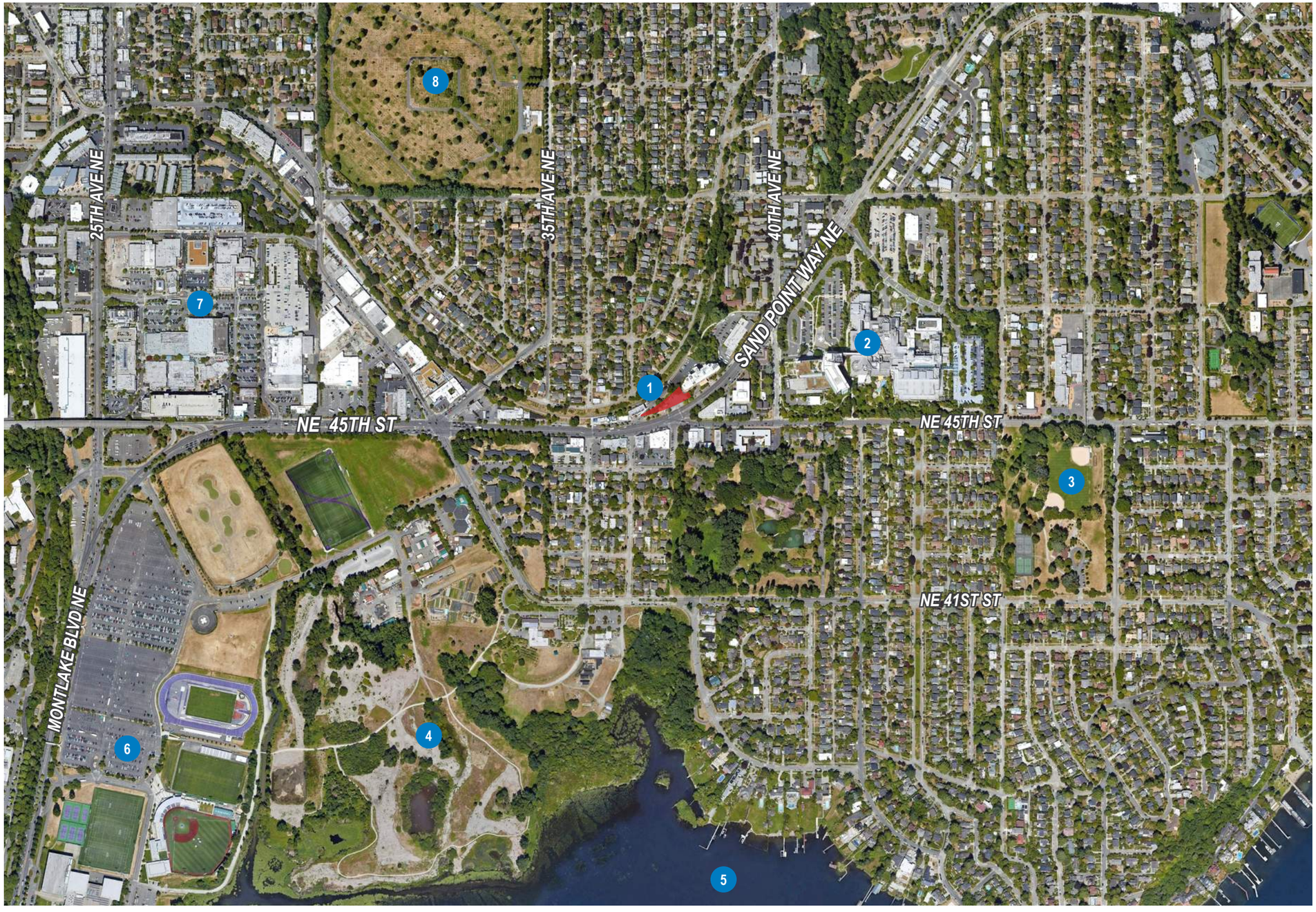
The project will connect and enhance pedestrian activity on Sand Point Way by maintaining a wide sidewalk with improved landscape and providing a vibrant commercial space at street level with outdoor seating.

Livable Urban Density

The project increases livable urban density within the city by its location, amenities, and transportation network. The project activates the neighborhood by developing an underutilized site for more useful and livelier functions.

Site Specific Response

The project endeavors to respond appropriately to the site conditions; celebrating the unique geometry of the site while preserving a mature exceptional madrona tree.



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AERIAL PHOTOGRAPH - VICINITY CONTEXT

URBAN DESIGN ANALYSIS

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

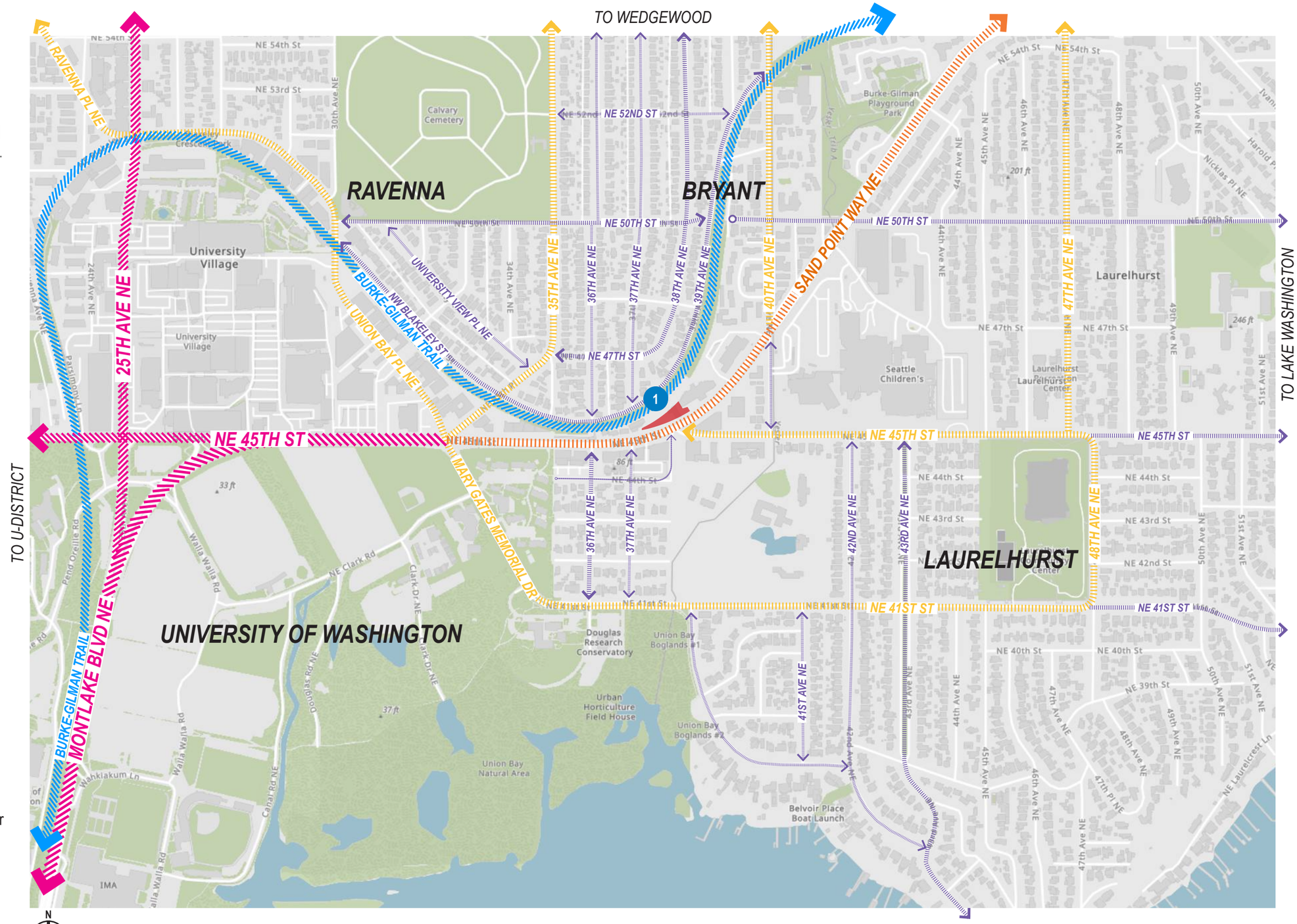
URBAN DESIGN ANALYSIS

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.



1 **Project Site**

Street Legend

- Urban Village Main
- Urban Center Connector
- Neighborhood Corridor
- Neighborhood Yield
- Urban Trail

STREET TYPES

URBAN DESIGN ANALYSIS

Surrounding Neighborhoods

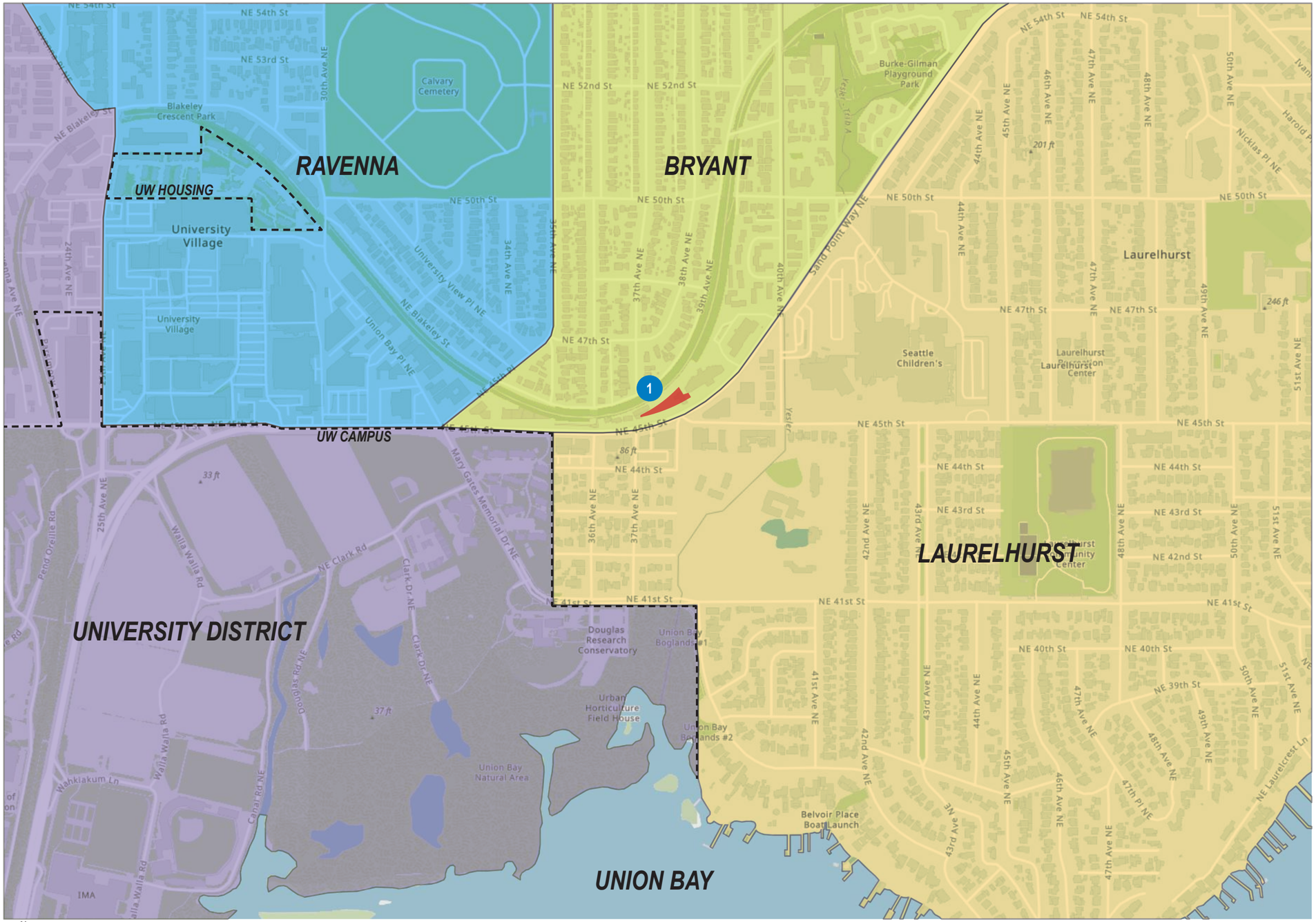
- Located near the intersection of four distinct neighborhoods – Laurelhurst, University District (UW campus), Ravenna, and Bryant.

- 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 University Village



1 **Project Site**

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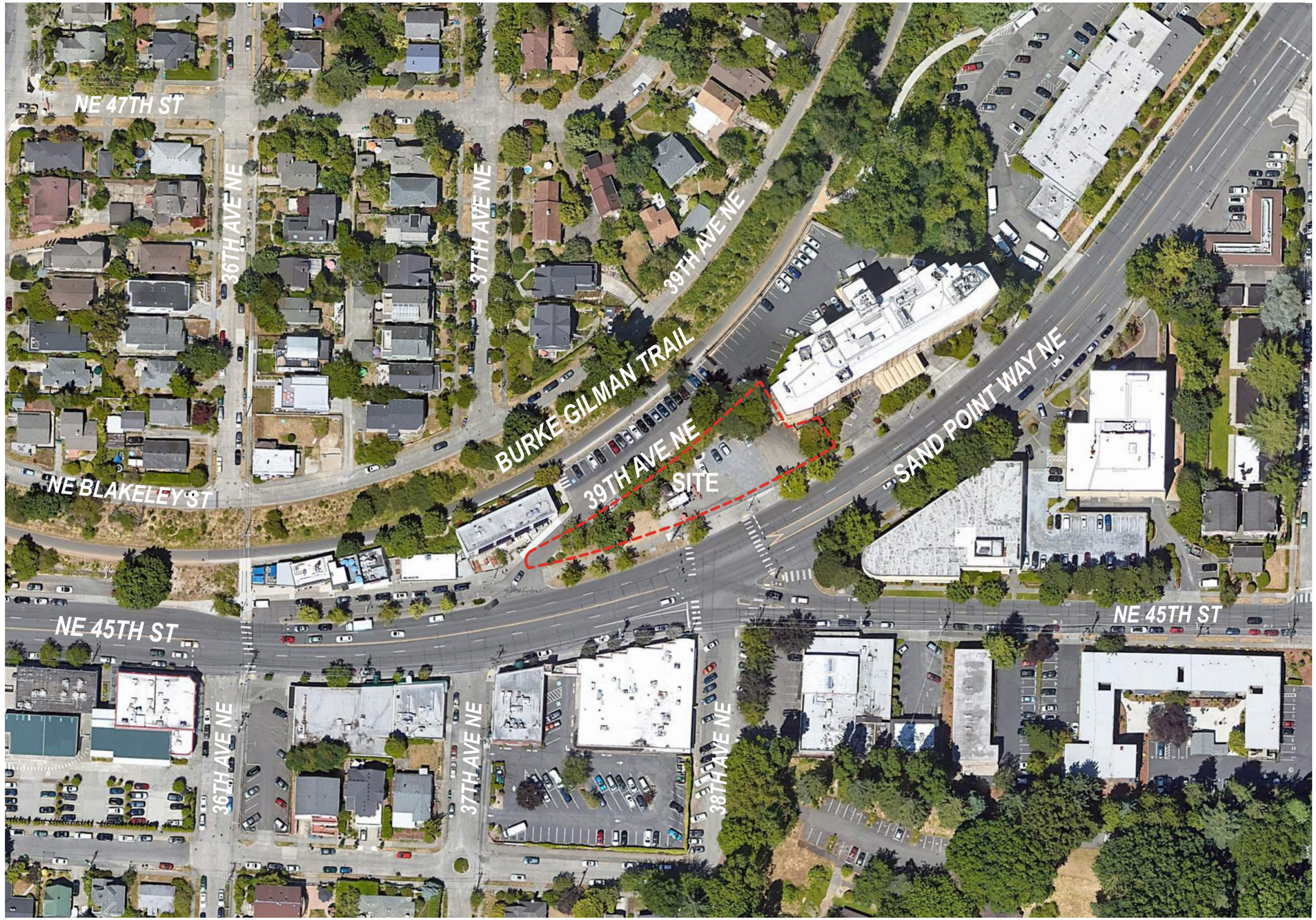
NEIGHBORHOODS

URBAN DESIGN ANALYSIS

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 northwest to southeast, with approximately a 20' grade change from the highest point on 39th Ave NE to the lowest point on Sand Point Way NE.



AERIAL PHOTOGRAPH - "9-BLOCK" CONTEXT

URBAN DESIGN ANALYSIS

Transportation

- Burke Gilman Trail allows easy bicycle and pedestrian connections – linking a variety of parks, neighborhoods, campus and urban centers.

- Being located on Sand Point Way NE allows for easy access to public transit as well as vehicular connectivity between UW and northeast Seattle neighborhoods. The subject property is within a Frequent Transit Service Corridor.

NE 47TH ST
36TH AVE NE
37TH AVE NE
39TH AVE NE
BURKE GILMAN TRAIL
NE BLAKELEY ST
SITE
SAND POINT WAY NE
NE 45TH ST
36TH AVE NE
37TH AVE NE
38TH AVE NE

N

MODES OF TRANSPORTATION

Transportation Legend

- Vehicle
- Public Transit
- Bicycle
- Pedestrian

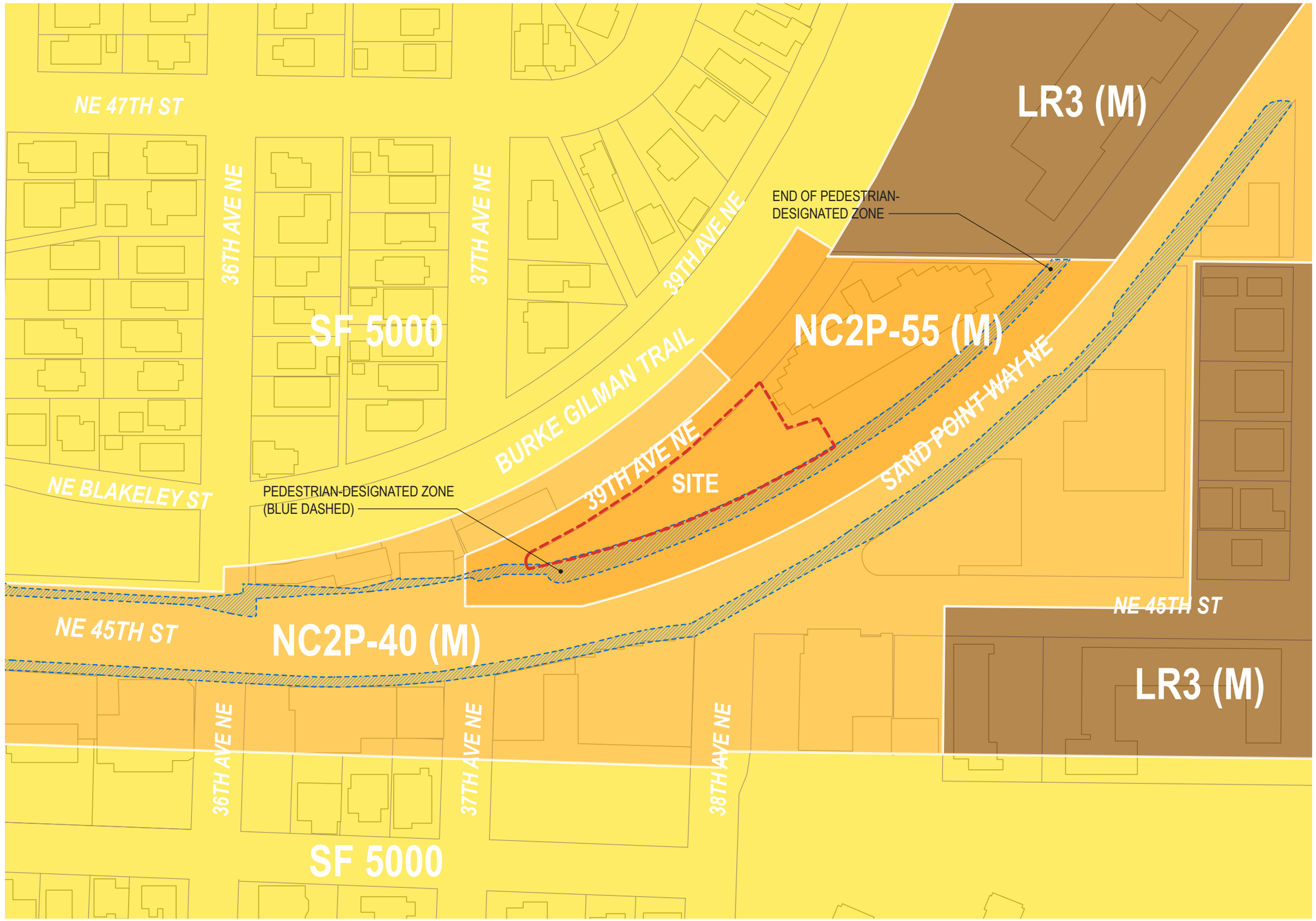
URBAN DESIGN ANALYSIS

Zoning

- The subject property is zoned NC2P-55 (M)

- Existing zoning in the area has created a neighborhood with varying 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 Pl NE.



ZONING MAP

URBAN DESIGN ANALYSIS

Uses

- Site used to be occupied by single-story commercial building, now removed. Currently is occupied by a popular food truck and surface parking lot.

- To the east, commercial and mixed-use buildings along Sand Point Way and 40th Ave NE with Seattle Children's Hospital further east.

- To the south, commercial and multifamily buildings along Sand Point Way and NE 45th St with single-family homes beyond.

- To the west, a row of small commercial buildings including a restaurant, brewery and hair salon.

- To the north, single-family homes separated from the site by the Burke Gilman Trail.

Building Use Legend

- Multifamily
- Single Family
- Commercial
- Mixed-Use

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

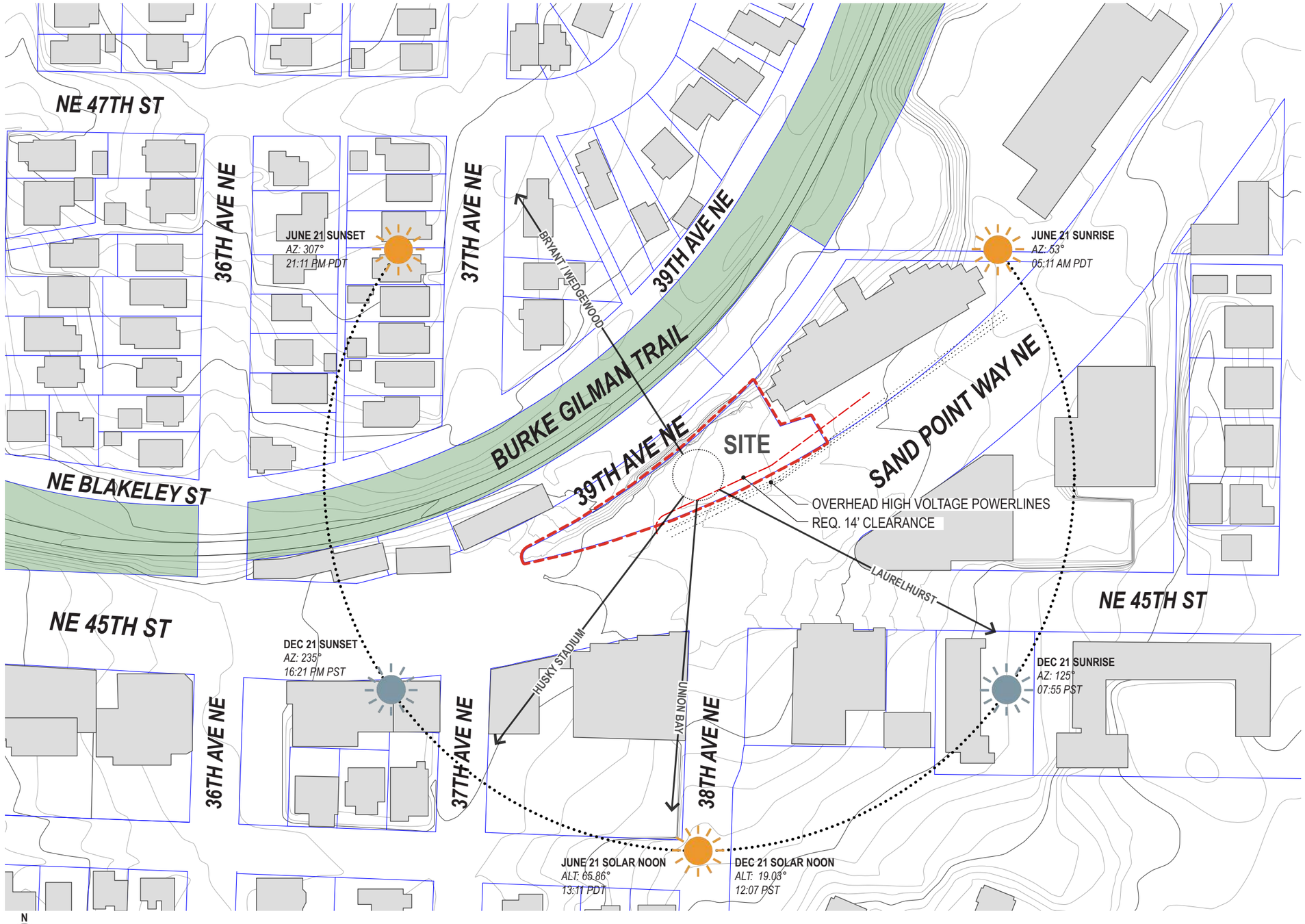
- Territorial views of the Laurelhurst neighborhood and UW athletic center to the east, south and west of the site.

- Upper levels will have opportunities for views of Union Bay and Husky Stadium to the south.

Topography + Geometry

- The subject property slopes approximately 20' from highest point (39th Ave) to lowest point (Sand Point Way NE).

- Site geometry is the result of the historic Seattle, Lake Shore and Eastern Railway and the former shoreline.



SITE SOLAR & TOPOGRAPHY

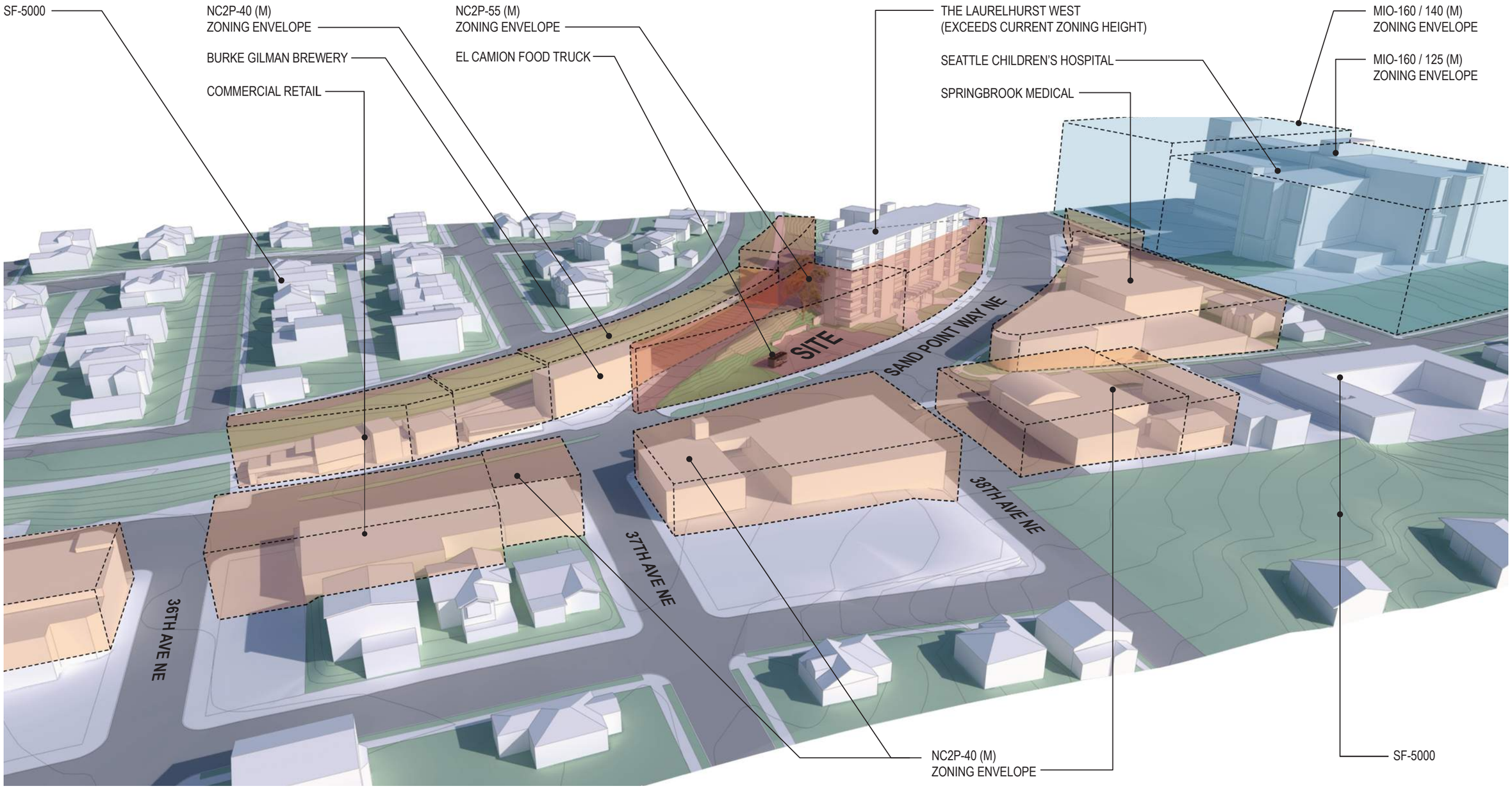
ZONING DATA

SITE ADDRESS	**4529 SAND POINT WAY NE**
SITE AREA	15,854 SF
PARCEL #	793300-0125
ZONING	NC2P-55 (M)
OVERLAY DISTRICT	Frequent Transit Service Corridor
ECA	Relief from Prohibition on Steep Slope Development Criteria granted April 22, 2020 (#6778962-EX)
MANDATORY HOUSING AUTHORITY	Yes, Medium Designation

TOPIC	CODE SECTION	STANDARD	PROJECT-SPECIFIC NOTES
STREET LEVEL USES	23.47A.005	C1. Residential uses: Limited to 20% of street-level street facing façade along principal pedestrian street	Proposal complies
		D1. 80% of street-level, street facing façade along principal pedestrian street: Restaurants = Permitted, Medical Services = Permitted	
STREET LEVEL DEVELOPMENT STANDARDS	23.47A.008	A2. Blank Facades: Between 2ft and 8ft above the sidewalk - 20ft max and may not exceed 40% of façade width	Proposal complies
		B2. Non-residential transparency: Between 2ft and 8ft above the sidewalk - 60% min. of street-facing façade shall be transparent	
		B3. Non-residential depth: Avg. depth > 30' from street-facing façade; 15' min	
		B4. Non-residential height: floor-to-floor height at least 13ft	
PEDESTRIAN DESIGNATED ZONES	23.47.A.008.C	C1. 80% min of street facing façade occupied by uses listed in 23.47A.005.D.1:	Proposal complies
		C4. Overhead weather protection: 60% min continuous coverage of street frontage, 6ft min width, min 8ft and max 12ft above sidewalk for projections of 6ft	
		C5. Structure width: Max 250ft	
STRUCTURE HEIGHT	23.47A.012	Allowed: 55 feet	**DEPARTURE REQUESTED**
	23.41.012.B.11.f	Departures of up to 10 feet of additional height may be granted if: 1) The departure is needed to protect a tree that is exceptional or a tree that is > 2ft in diameter, 2) Avoiding development in the tree protection area will reduce the total development capacity of the site	
FLOOR AREA RATIO	23.47A.013	Table A: Max FAR for mixed use = 3.75	**DEPARTURE REQUESTED**
	23.41.012.B.10.b	Departures of up to an additional 0.5 FAR may be granted if the applicant demonstrates that: 1) The departure is needed to protect a tree that is exceptional or a tree that is > 2ft in diameter, 2) Avoiding development in the tree protection area will reduce the total development capacity of the site	
LANDSCAPING STANDARDS	23.47A.016	Green Factor Requirement = 0.3 or greater	Proposal complies
LIGHT + GLARE STANDARDS	23.47A.022	A. Exterior lighting shall be shielded and directed away from adjacent properties	Proposal complies
		B. Interior lighting in parking garages shall be shielded to minimize glare	
		C. Vehicle lights from driveways and parking areas shall be screened by a fence or wall between 5' and 6'	
AMENITY AREA	23.47A.024	A. Required Amenity Area = 5% of gross residential floor area	Proposal complies
PARKING LOCATION + ACCESS	23.47A.032	A1.c If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines	**DEPARTURE REQUESTED - ACCESS TO PARKING IS PROPOSED FROM SAND POINT WAY NE**
		A2.a. Access shal be from a street that is not a principal pedestrian street	
		B1.b Street-level parking shall be separated from street-level, street-facing façade by another permitted use	Proposal complies
REQUIRED PARKING	23.54.015	Table A: Item B2.: Eating and drinking establishments - 1 space for each 250sf	REQ'D = (6) NON-RES. SPACES + (69) RES. SPACES = 75 *.5 = 37 **PROPOSED = (6) NON-RES. SPACES + (36) RES. SPACES = 42**
		Table A: Item B7.: Medical Services - 1 space for each 500sf	
		Table B: Item I: Multifamily Residential - 1 space per dwelling unit	
		D1. Parking waivers: no parking req. for the first 1500sf of each business establishment	Utilized in parking calcs
	23.54.020	F2.a. Transit Reduction: Min req. parking for all uses is reduced by 50% if located within frequent transit service area	
PARKING SPACE STANDARDS	23.54.030	B1.b. Residential use with > 5 spaces: min 60% of stalls to be medium	Proposal complies
		B2.a. Non-residential use with 1-10 spaces: max 25% of stalls to be small and min 75% of stalls to be large	
		D1.c. Driveways serving > 30 parking spaces shall be 20ft wide for two-way traffic	**DEPARTURE REQUESTED**
		F2.b. Min 22ft curb cut width for two-way traffic	
		G6. Sight Triangle: In C1 zones, sight triangle may be provided by mirrors and/or other approved safety measures	Proposal complies
BICYCLE PARKING	23.54.015	Table D: Item A1. Eating and Drinking: Long Term - 1 space per 5,000 sf; Short Term - 1 space per 1,000 sf	REQ'D = (67) LT SPACES + (9) ST SPACES = 76 **PROPOSED = (67) LT SPACES + (9) ST SPACES = 76**
		Table D: Item A4. Medical Services: Long Term - 1 space per 4,000 sf; Short Term - 1 space per 2,000 sf	
		Table D: Item D.2: Long Term - 1 space per dwelling unit. 75% of req.after first 50; Short Term - 1 space per 20 dwelling units	
SOLID WASTE + RECYCLING	23.54.040	Table A (residential): 51-100 units = 375sf + 4sf for each additional unit above 50	REQ'D RES. AREA = 375 SF + (19)4 SF = 451 SF REQ'D NON RES. AREA = 82 * .5 = 41 SF **PROPOSED AREA = 518 SF**
		Table A (commercial): 0sf - 5,000sf non-res = 82sf	
		B: Mixed use requires residential area plus 50% of the commercial requirement	

VICINITY ANALYSIS

9-Block Aerial View



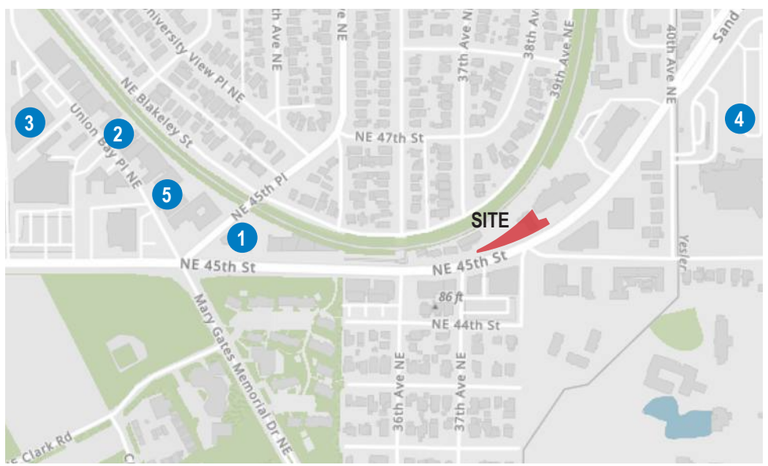
1 Aegis Five Corners // Mixed-Use // Under Construction

2 4600 Union Bay Place // Mixed Use // Under Construction

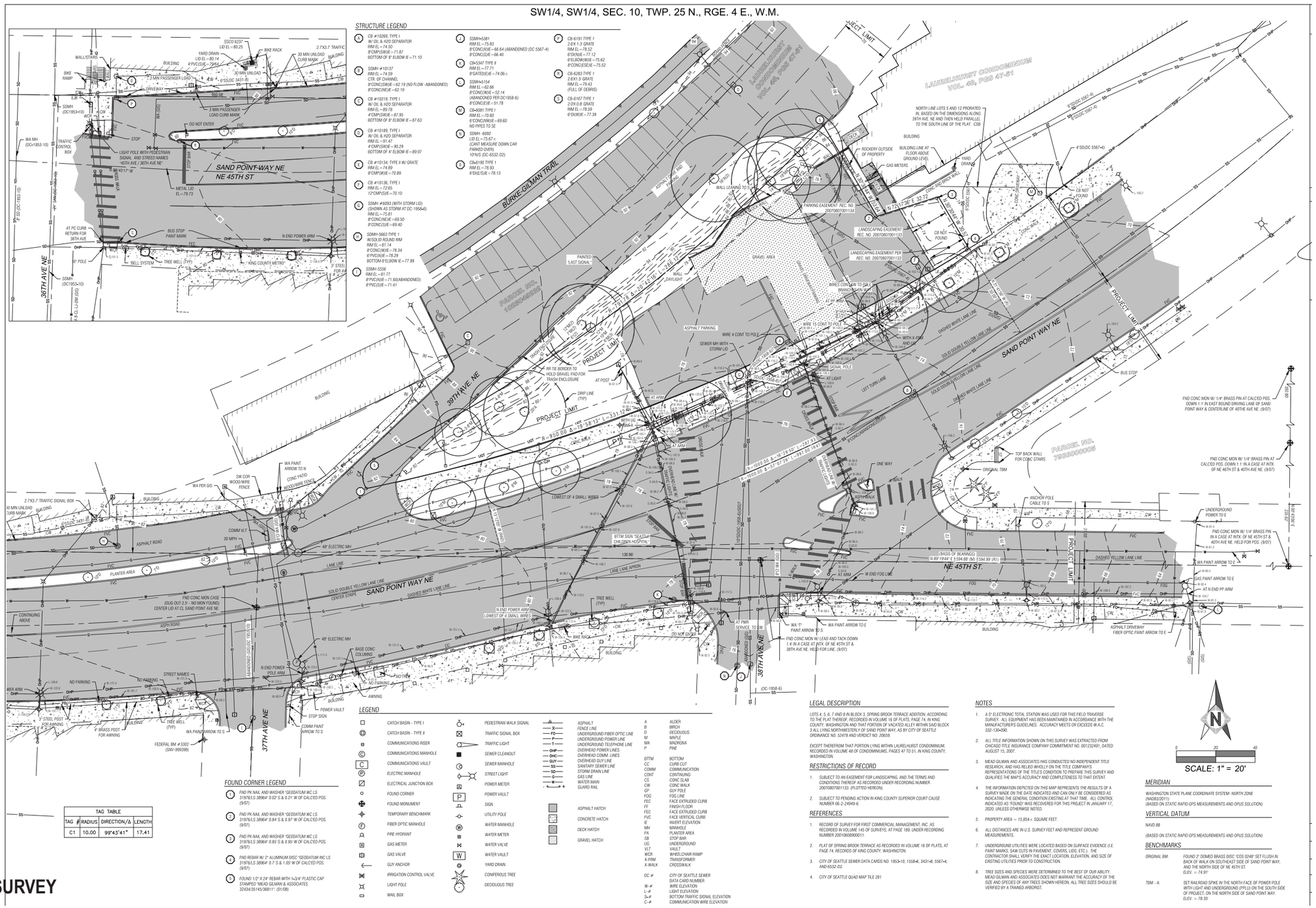
3 4609 Union Bay Place // Mixed-Use // Recently Completed

4 Seattle Children's Hospital Expansion // Institutional // Under Construction

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



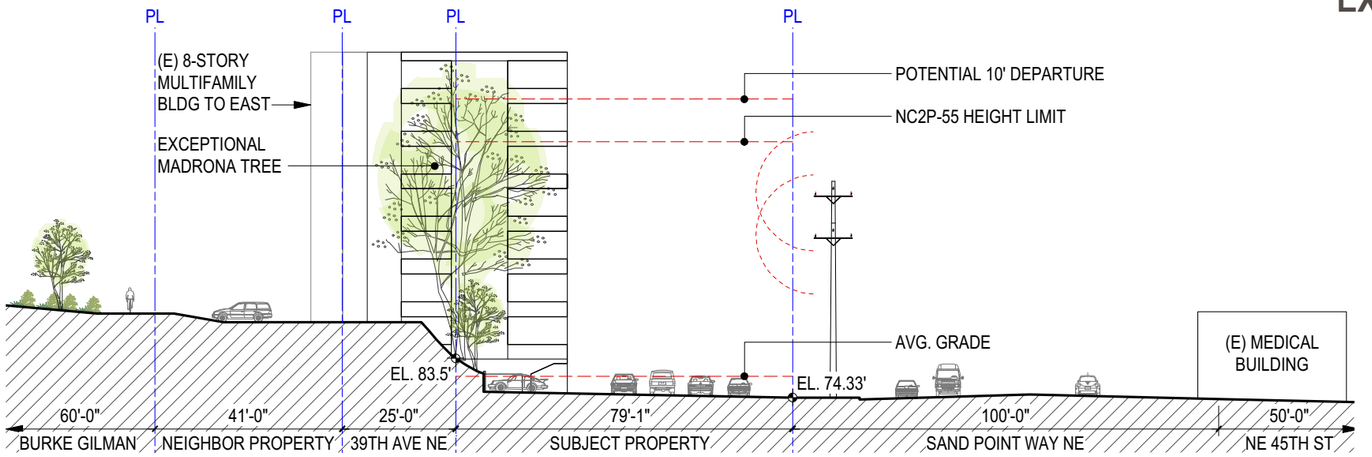
EXISTING TOPOGRAPHY AND SITE CONDITIONS



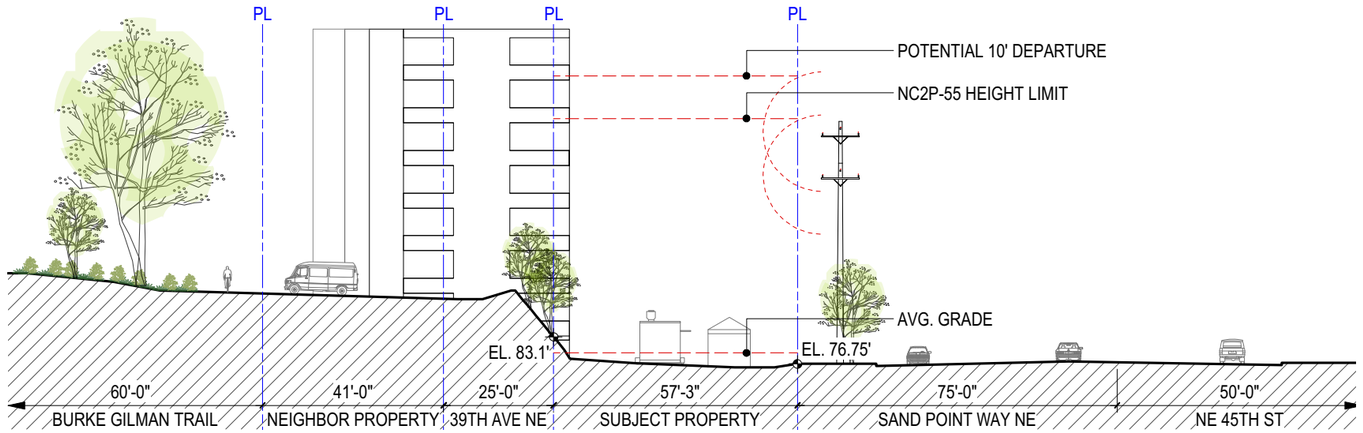
TAG TABLE				
TAG	#	RADIUS	DIRECTION/Δ	LENGTH
C1		10.00	99°43'41"	17.41

SITE SURVEY

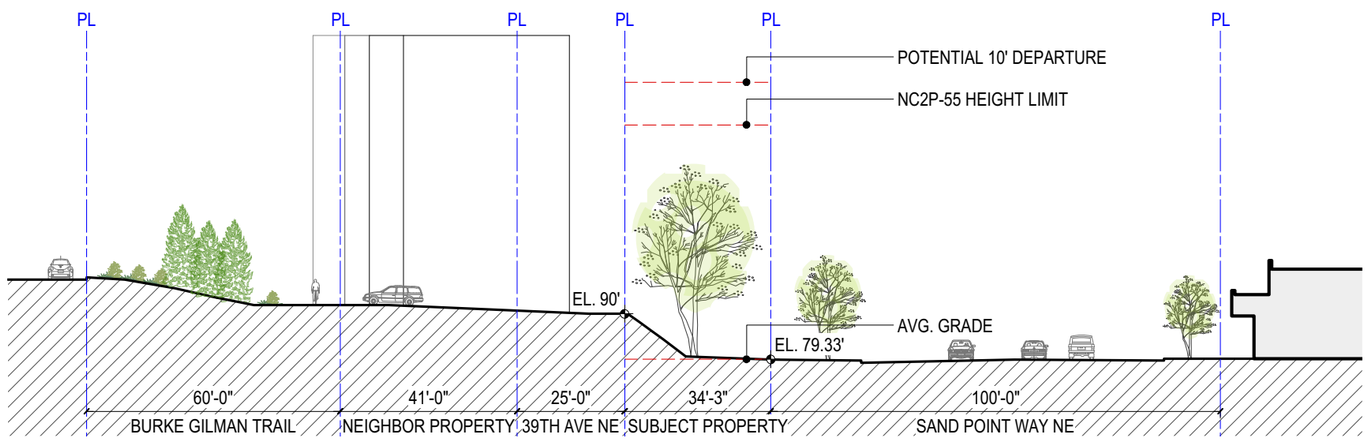
SECTION C

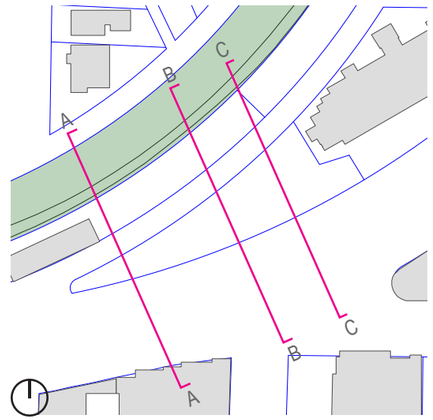


SECTION B



SECTION A





EXISTING TOPOGRAPHY AND SITE CONDITIONS

1. Subject property looking NE along Sand Point Way NE
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

1


2


3


4

EXISTING TOPOGRAPHY AND SITE CONDITIONS

5

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.

Design Cue: CS1 - Preservation of Natural Features

Design Cue: CS2 - Specificity, Taking advantage of Unique Site Geometries

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.

Design Cue: PL2 + PL3 - Covered Pedestrian Activity


Design Cue: PL4 - Active Transportation

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:

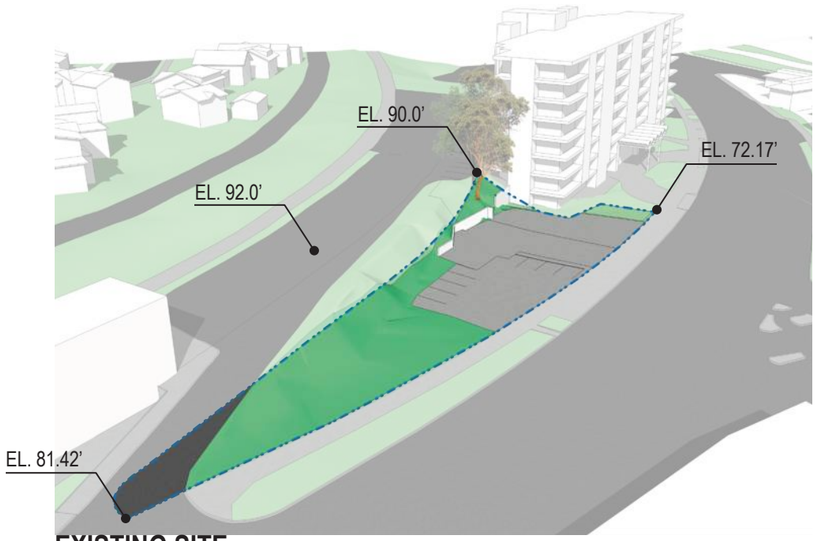
The building will be well detailed, high quality, and durable. Exterior materials will be compatible with surrounding colors, textures, and patterns. Low-level lighting will be used to provide safe and attractive building entry sequence, while avoiding glare into the units and adjacent properties. Landscaping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


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


Design Cue: DC2 - Unified Whole

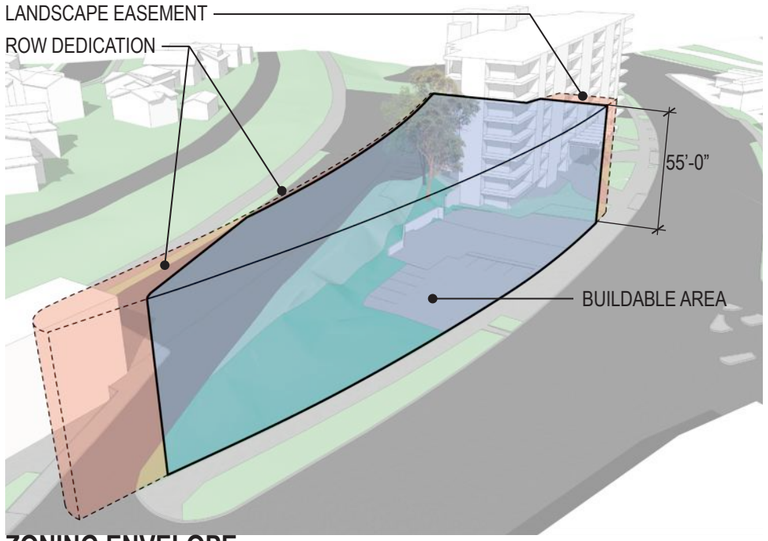

Design Cue: DC4 - Exterior Materials

CONCEPT DIAGRAMS



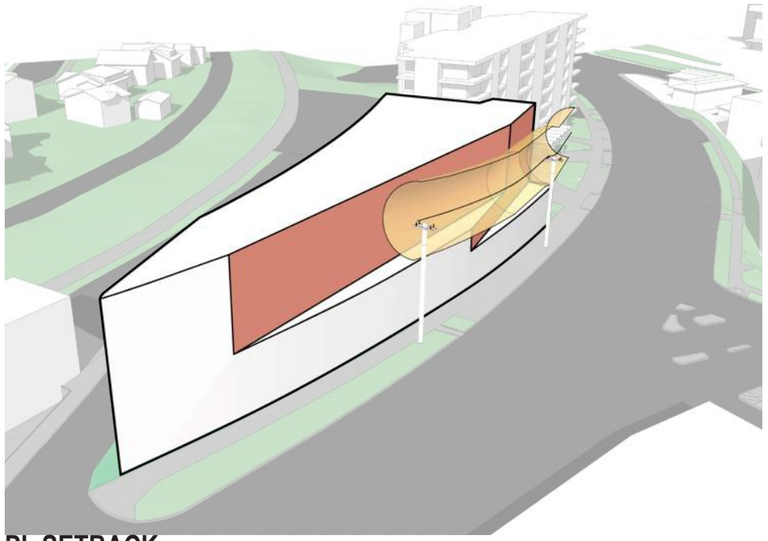
EXISTING SITE

Narrow, triangular site that curves along Sand Point Way NE. 20' of grade change between the lowest point on Sand Point Way NE and highest point on 39th Ave NE.



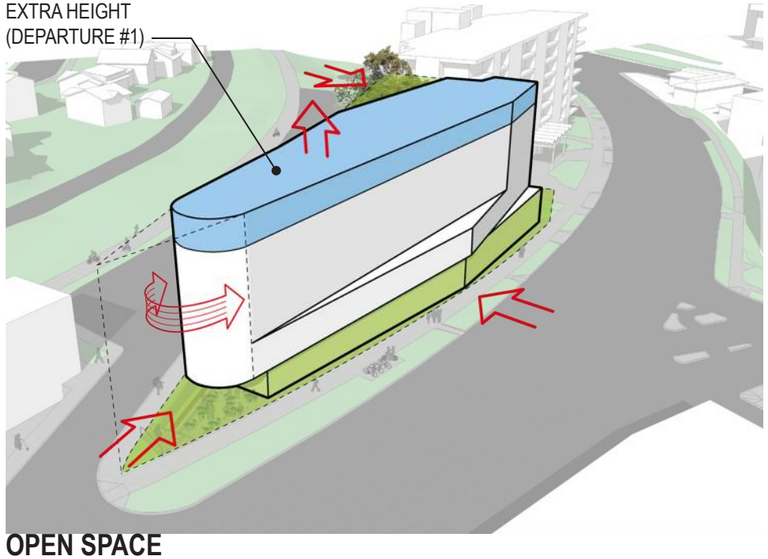
ZONING ENVELOPE

Recently re-zoned as NC-2P55 (M). 39th Ave NE cuts across the western tip of the site, creating a significant ROW dedication as well as a 1.5' dedication along the entire length of 39th Ave NE. The south eastern corner is part of a landscape easement with the condominiums to the east.



PL SETBACK

Upper levels are setback from the high voltage powerline 14' radial clearance. The massing is carved away resulting in a faceted facade and stepping between lower levels.



OPEN SPACE

The western corner is radiused - articulating the narrow section and transitioning from the front to the back of the building. A continuous, porous commercial edge is setback, widening the sidewalk and developing a plaza at the west corner for an enhanced pedestrian experience. The NE corner has been setback to preserve an exceptional tree.

BALCONIES

Integrated balconies shift bewteen levels to create a dynamic character and modulation on a relatively long facade.

PATTERN AND SCALE

Articulated shifting between solid and void on the exterior creates a lively urban response and movement along Sand Point Way NE and the Burke Gilman Trail.

1. *PL1 - Plaza and Stair Provide Connectivity*
2. *PL2 / PL3 / CS2 - Pedestrian Focus with Continuous Weather Protection, Wider Sidewalks, Porous Commercial Edge*
3. *CS1 - Vegetated Roof + Low Impact Stormwater Management, Solar Array*
4. *CS2 / DC2 - Unified Massing Takes Advantage of Corner Lot and Unique Site Geometry*
5. *CS1 - Preservation of Exceptional Tree Takes Advantage of On-site Natural Features*
6. *CS3 / DC4 - High Quality Exterior Materials with Integrated Balconies, Dynamic Exterior Treatment of Solid and Void - Inspired by Trestle Bridges and Lumber Stacks*

EDG RESPONSE | MASSING & DESIGN CONCEPT

MASSING:

a. Staff supports Design Alternative 4.2 due to its intent to both preserve the Exceptional tree near the northeast corner of the site and place its driveway access to parking location along 39th Ave NE away from the Sand Point Way NE frontage and the corner of the Sand Point NE and 39th Ave NE intersection. (CS1-D-1, CS3-A-4, DC1-B-1)

b. The other design alternatives would result in either the removal of the Exceptional tree (Alternative 1), the placement of the driveway location near the street intersection (Alternative 2) or placement of the driveway location along the primary pedestrian street frontage of Sand Point Way NE (Alternative 3) which is not supported by SDOT or by public comments received concerned with safety. Support for Alternative 4.2 allows for placement of the driveway location near the northeast corner of the site allows for the placement of an outdoor pedestrian space near the street intersection and continuous pedestrian-oriented frontage along the primary commercial street of Sand Point Way NE, both of which are desirable conditions. (CS1-D-1, CS3-A-4, DC1-B-1)

c. Staff acknowledges the public comments expressing concerns with the proposed building height related to preserving an Exceptional tree. However, Staff finds that the preservation of the tree along the site edge, as well as the unusual site shape and resulting massing form with recessed decks, along the presence of street rights-of-way that border two of the three sides serve to accommodate the proposed building height in a reasonable manner. (CS1-D-1, CS2-A-2, DC2-A)

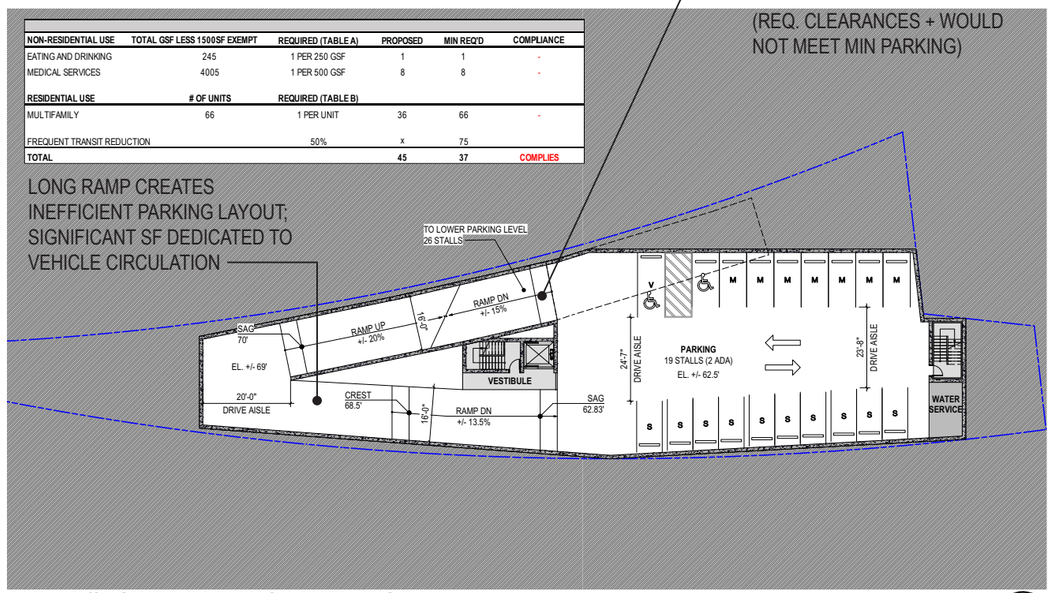
DESIGN RESPONSE:

The project has advanced Preferred Alternative 3 which features preservation of the Exceptional Tree and parking access off Sand Point Way NE. Alternative 4.2 was produced at the request of the planner, but was intended to demonstrate how impractical and negatively impactful a large ramp on 39th would be to the project. It was not intended to be a viable option.

The traffic consultant (Heffron Transportation Inc.) has concluded that Sand Point Way NE is preferable for the parking entrance, and the commercial spaces benefit from the entrance off Sand Point Way NE, particularly the western space, which has a problematic geometry with a large ramp cutting through the space in Alt 4.2.

The program along 39th Ave NE in Alt 3 has been developed to be a more active, multi-layered connection to the Burke Gilman Trail while providing a widened sidewalk, covered entry, and landscape buffer. Alt 4.2 would have a street frontage dominated by the parking ramp and BOH program, generating significant blank façade with a poor, vehicular focused relationship to the street and to the Burke that is only 60' away. Alt 4.2 would require four additional departures.

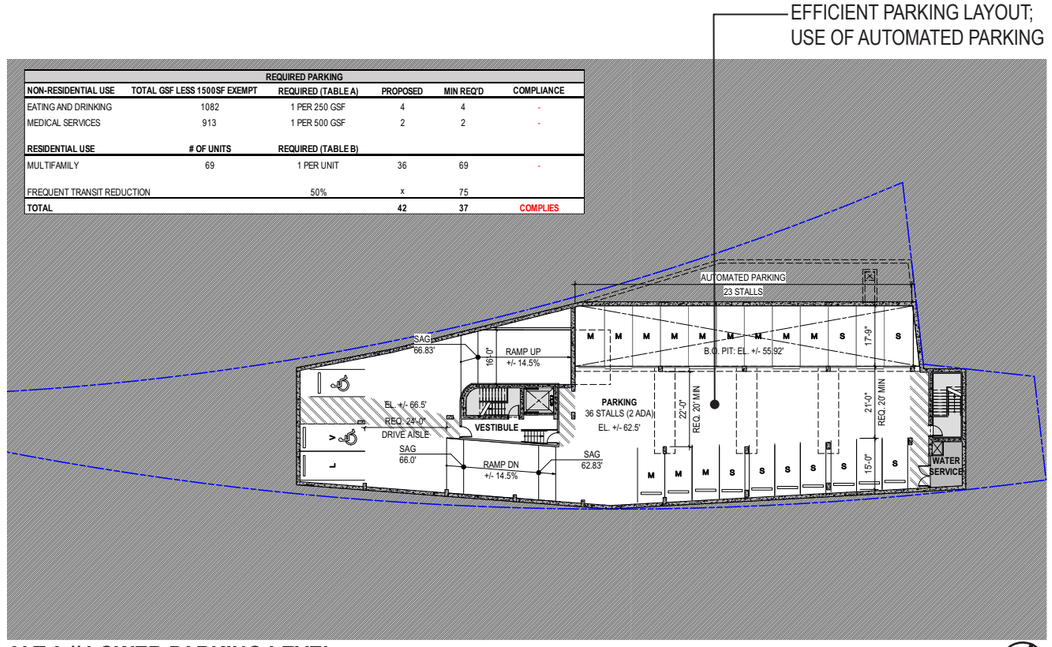
	ALT 4.2
Required Parking	37
Provided Parking	45 (no Automated)
Apartment Units	66
Commercial Space	7,250-SF
Required Design Departures (Related to Parking only)	• Driveway Width • Driveway Slope (20%) • Commercial Height Min. • Commercial Depth Min. • Street-Level Blank Facades
Advantages	• Provides most vehicle parking
Challenges	• Commercial-1 has awkward form with ramp cutting through space • Loss of 3 Apartment Units • Loss of Amenity and Mezz • Extra level of parking, additional shoring and excavation, additional elevator stop and stair landing add considerable cost • Additional level of parking below water table, req. more complex foundations / waterproofing



NON-RESIDENTIAL USE	TOTAL GSF LESS 1500SF EXEMPT	REQUIRED (TABLE A)	PROPOSED	MIN REQ'D	COMPLIANCE
EATING AND DRINKING	245	1 PER 250 GSF	1	1	-
MEDICAL SERVICES	4005	1 PER 500 GSF	8	8	-
RESIDENTIAL USE	**# OF UNITS**	**REQUIRED (TABLE B)**			
MULTIFAMILY	66	1 PER UNIT	36	66	-
FREQUENT TRANSIT REDUCTION		50%	x	75	
TOTAL			45	37	COMPLIES

ALT 4.2 // LOWER PARKING LEVEL 1 (OF 2)

	ALT 3: EDG PREFERRED SCHEME
Required Parking	37
Provided Parking	42 (with Automated)
Apartment Units	69
Commercial Space	4,995-SF
Required Design Departures (Related to Parking only)	• Parking Access Location (Sand Point Way NE) • Driveway Width
Advantages	• Efficient and adequate parking • Commercial spaces better proportioned and positioned • Stronger connection to Burke-Gilman; Large Bike Room, Bike Café / Shop, Units, Open Space • Minimal use of street frontage for back-of-house program • Exceeds code requirements for Sand Point Way NW Pedestrian Street designation • Mezzanine that relates to Exceptional Tree
Challenges	• Perceived issues with parking access off Sand Point Way and Pedestrian Street designation



REQUIRED PARKING					
NON-RESIDENTIAL USE	TOTAL GSF LESS 1500SF EXEMPT	REQUIRED (TABLE A)	PROPOSED	MIN REQ'D	COMPLIANCE
EATING AND DRINKING	1082	1 PER 250 GSF	4	4	-
MEDICAL SERVICES	913	1 PER 500 GSF	2	2	-
RESIDENTIAL USE	**# OF UNITS**	**REQUIRED (TABLE B)**			
MULTIFAMILY	69	1 PER UNIT	36	69	-
FREQUENT TRANSIT REDUCTION		50%	x	75	
TOTAL			42	37	COMPLIES

ALT 3 // LOWER PARKING LEVEL

EDG RESPONSE | MASSING & DESIGN CONCEPT

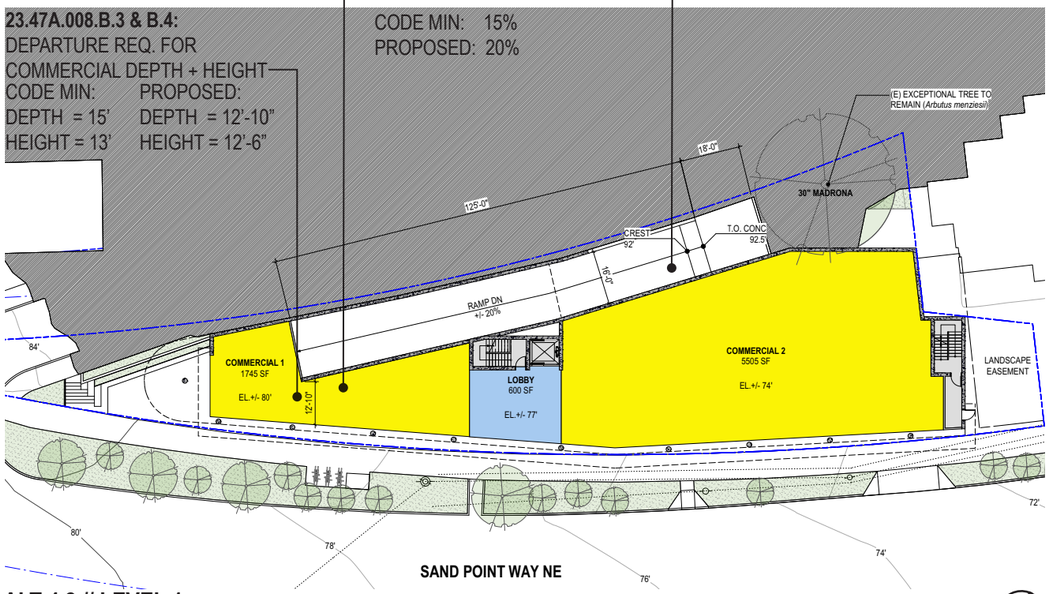
PRIME COMMERCIAL HAS AWKWARD / INEFFICIENT LAYOUT

23.54.030.D.3: DEPARTURE REQ. RAMP SLOPE; EXCEEDINGLY STEEP

CODE MIN: 15%
PROPOSED: 20%

23.47A.008.B.3 & B.4: DEPARTURE REQ. FOR COMMERCIAL DEPTH + HEIGHT

CODE MIN: DEPTH = 15' HEIGHT = 13'
PROPOSED: DEPTH = 12'-10" HEIGHT = 12'-6"



ALT 4.2 // LEVEL 1

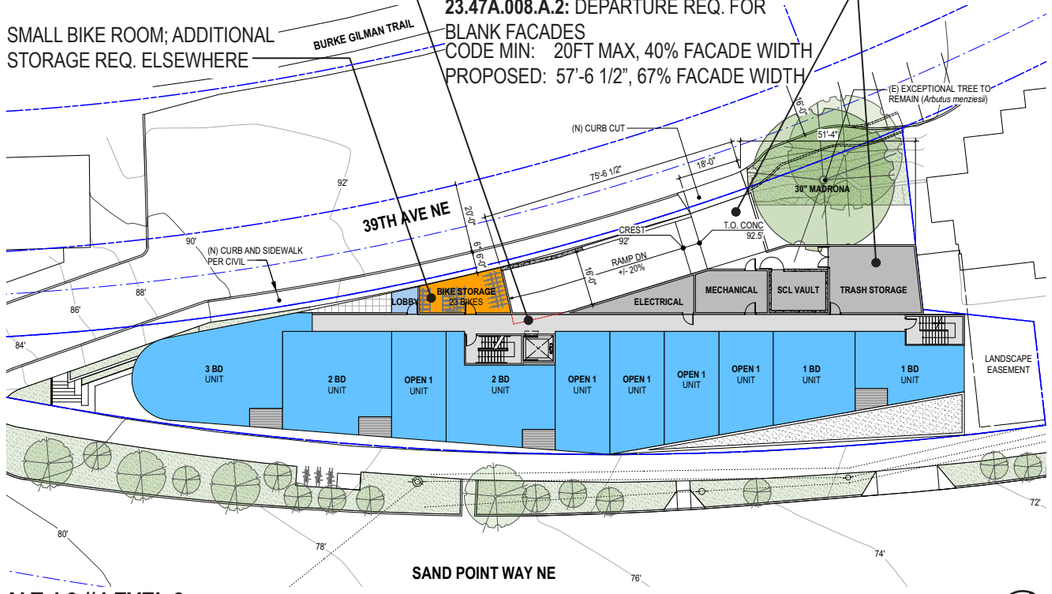
CLEARANCE CONFLICT; INFEASIBLE TO MOVE CORRIDOR / STAIR CORE

SMALL BIKE ROOM; ADDITIONAL STORAGE REQ. ELSEWHERE

STREET FRONTAGE DOMINATED BY PARKING RAMP / BACK-OF-HOUSE (BOH)

23.47A.008.A.2: DEPARTURE REQ. FOR BLANK FACADES

CODE MIN: 20FT MAX, 40% FACADE WIDTH
PROPOSED: 57'-6 1/2", 67% FACADE WIDTH

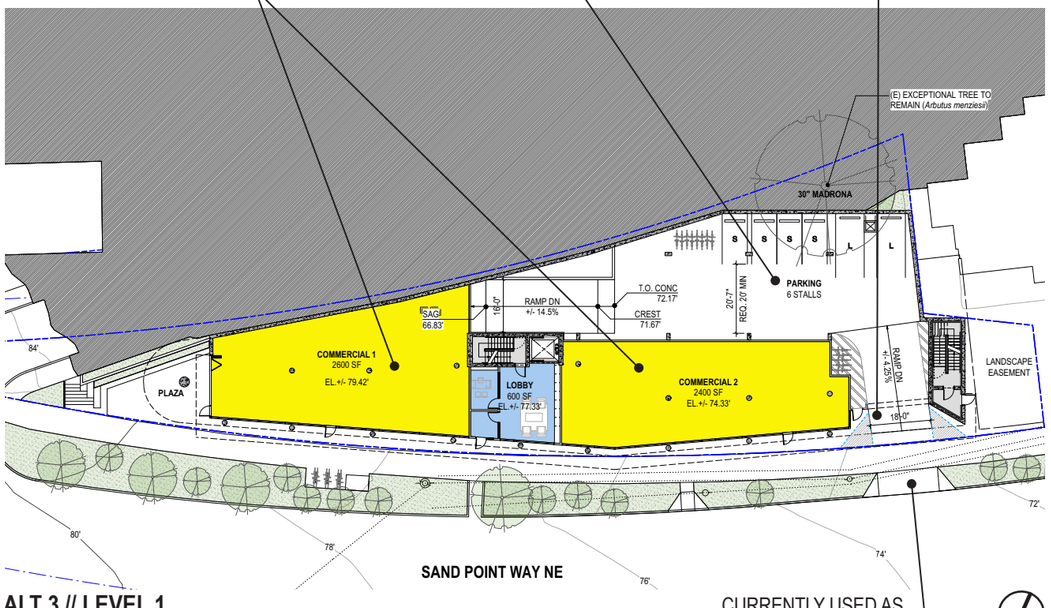


ALT 4.2 // LEVEL 2

WELL PROPORTIONED COMMERCIAL LAYOUTS

PARKING + RAMP UTILIZES WIDEST SECTION OF SITE

MINIMAL USE OF STREET FRONTAGE; SETBACK FROM LOT LINE



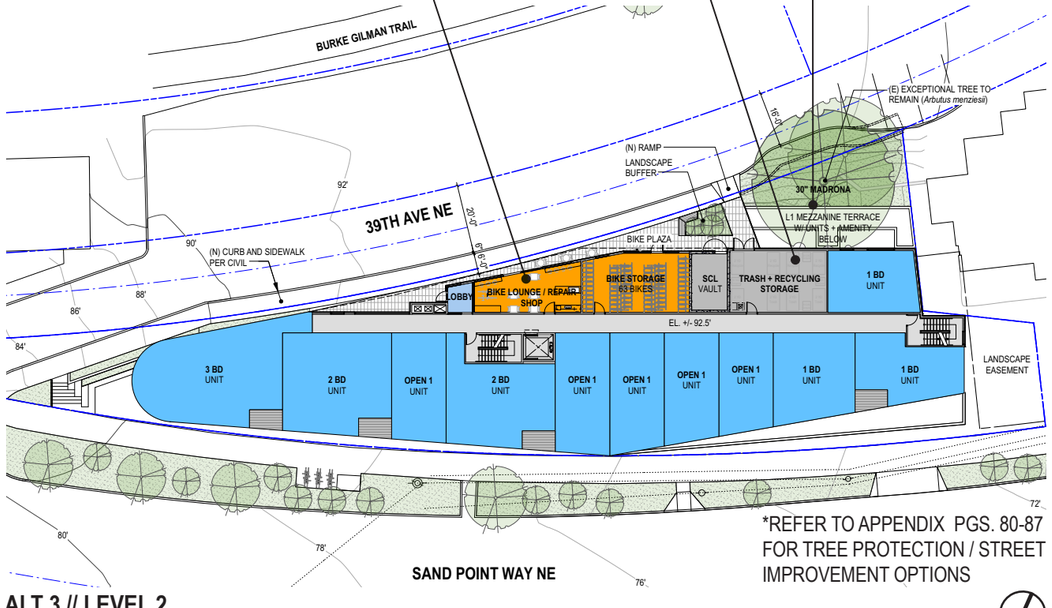
ALT 3 // LEVEL 1

CURRENTLY USED AS PARKING ACCESS

PROGRAMMED SPACES RELATE TO BURKE

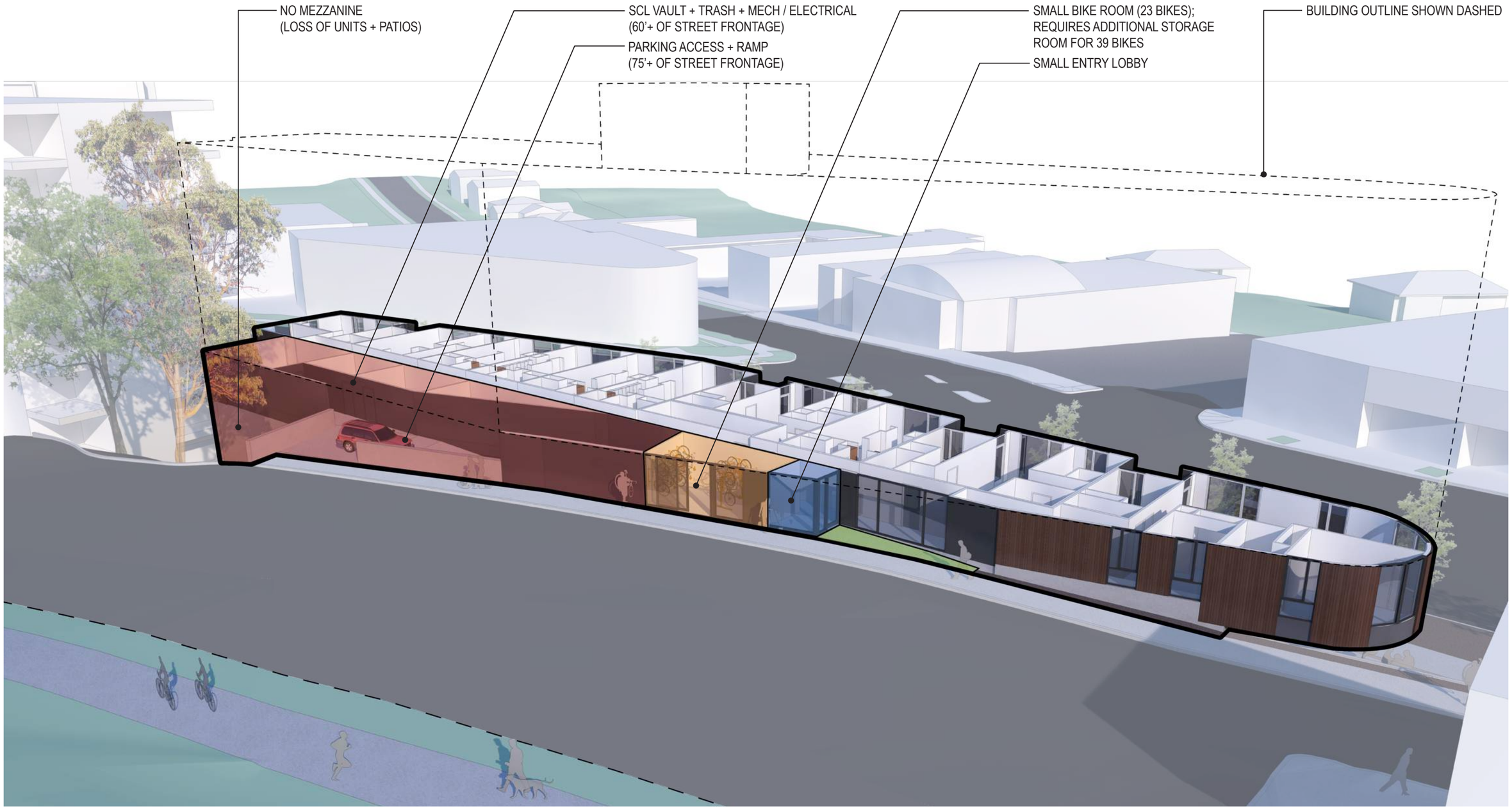
MINIMAL USE OF STREET FRONTAGE BY BOH

MEZZ UNITS BELOW

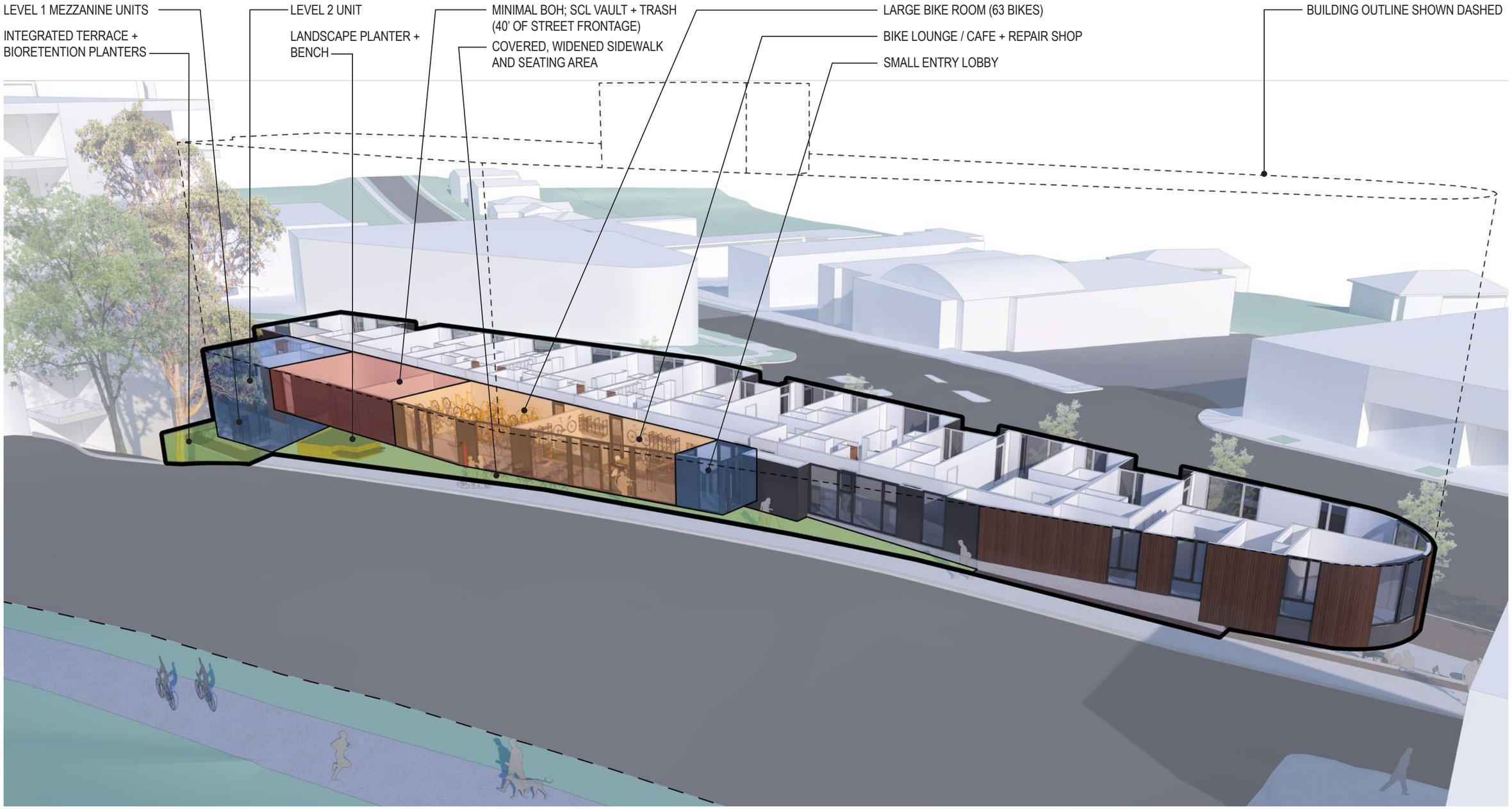


ALT 3 // LEVEL 2

*REFER TO APPENDIX PGS. 80-87 FOR TREE PROTECTION / STREET IMPROVEMENT OPTIONS



ALT 4.2 // PROGRAM DIAGRAM



ALT 3 // PROGRAM DIAGRAM

EDG RESPONSE | STREET FRONTAGE & COURTYARDS

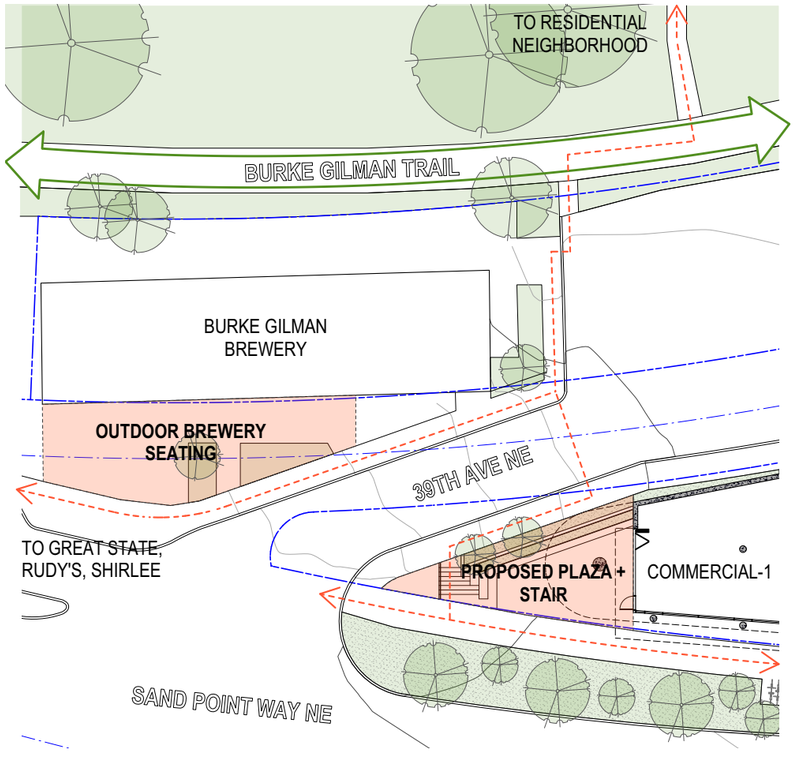
EDG COMMENTS:

a. Maintain the intent for an outdoor gathering/seating area at the corner of Sand Point Way NE and 39th Ave NE as a space to enhance the ability of the commercial spaces facing Sand Point Way NE to activate street frontage. (CS2-B-1, CS2-B-2, CS2-C-1, PL1-A-2, DC1-A-2)

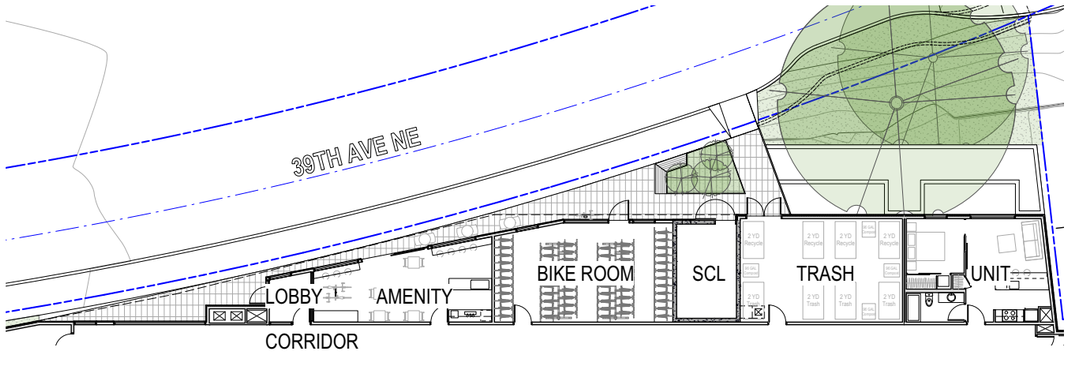
DESIGN RESPONSE:

The proposal integrates a new plaza and stair at the west corner, helping pedestrians transition up the hill while resolving the unique narrow section of the site. The plaza will be partially covered by the building mass and includes integrated seating along with landscape planters to help break up the concrete retaining wall needed from the grade change of 39th above. This outdoor open space will serve the adjacent restaurant and contribute to the collection of eating and drinking establishments in the area.

Additionally, the commercial entrances are recessed creating a widened sidewalk zone with weather protection and generous storefront glazing for a continuous active street edge while also emphasizing the public plaza at the western corner.



EDG RESPONSE | STREET FRONTAGE & COURTYARDS



EDG COMMENTS:

b. Maintain the grouping of lobby and bicycle storage rooms along 39th Ave NE frontage to promote street activation and create visual presence along the 39th Ave NE and Burke-Gilman Trail. Ensure that this grouping is visually expressed along the street frontage through contrast in exterior materials and extensive fenestration compared to the service and driveway areas along the same frontage. Consider blending these spaces to allow the residential lobby to encourage pedestrian activity to the bicycle storage space. (CS2-B-2, PL1-A-2, PL1-B-3, DC2-E-1)

DESIGN RESPONSE:

Utilizing the steep grade change up to 39th Ave NE, the proposal maintains a secondary residential lobby, a bike lounge / potential bicycle focused commercial space and a substantial bike storage room on level 2 – giving more direct access to the Burke Gilman Trail and activating this street frontage. The service areas have been minimized, generating primary focus on the program elements that relate to the Burke Gilman trail with significant fenestration making a visual connection.

EDG RESPONSE | TREE PRESERVATION

EDG COMMENTS:

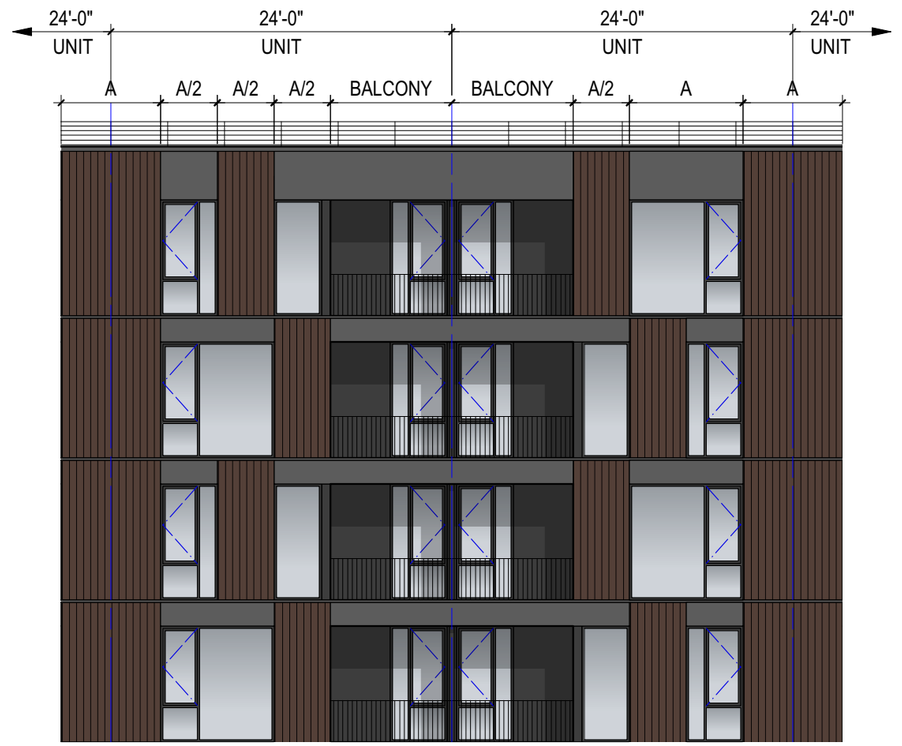
a. Echoing public comment, Staff agrees with the applicant's intent to preserve the existing Exceptional tree in the northwest corner of the site. Preservation of this tree will result in better meeting the applicable design guidelines to promote the incorporation of existing site features and natural elements along the 39th Ave NE frontage facing the popular Burke-Gilman Trail into the site planning (CS1-D-1, CS2-A-1)

b. The Arborist Report submitted with the application indicates that the Madrone tree can be preserved with development of the site, but also describes its likely sensitivity to disturbance, particularly to construction activity within the 39th Ave NE right-of-way. Due to its sensitivity to disturbance and its presence on a sloped portion of the site that will be adjacent to both building and street construction, Staff recommend submission of an Arborist Report prepared by a Registered Consulting Arborist with the Master Use Permit and Recommendation packet with a recommendation on the tree viability with development (CS-D-1)

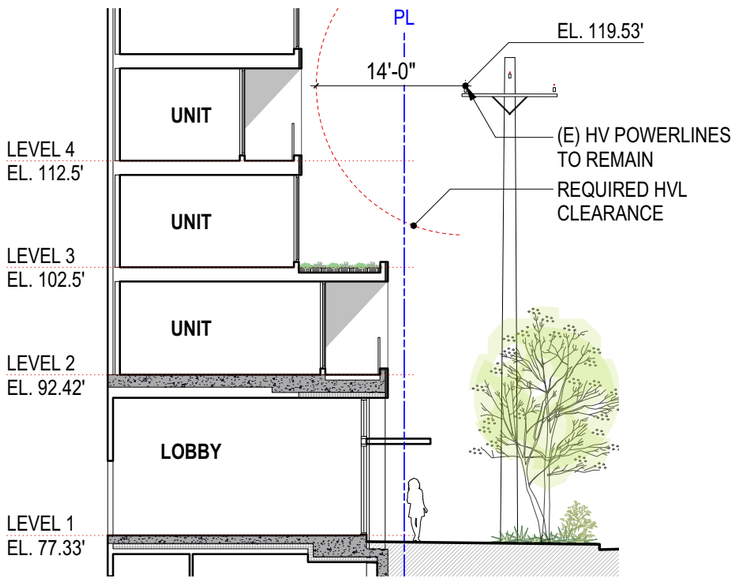
DESIGN RESPONSE:

With the support and expertise of multiple arborists, who have performed several site visits and investigated the root structure of the Madrona, we have planned the building around the preservation of the exceptional Madrona tree in the NE corner of the site. The native tree acts as a natural buffer between the adjacent 8-story multifamily building and reducing the sense of scale and visual impact from the Burke Gilman Trail. Retaining the tree preserves a portion of the site's natural topography, habitat and open space.

A new Arborist Report prepared by a Registered Consulting Arborist has been submitted with the MUP and Recommendation packet that further recommends the survival of the tree with the nearby disturbances from the development. Construction activity will need to be closely monitored to promote tree health, however all indications are this healthy tree will continue to be an asset to the site, project, and community.



SOUTH ELEVATION DIAGRAM (SAND POINT WAY NE)



EDG COMMENTS:

a. Massing indentations for balconies along south façade facing Sand Point Way NE provide relief to a relatively long façade. Ensure similar massing elements or secondary architectural features are carried through to the north façade facing 39th Ave NE to ensure the architectural expression of the building as a whole (DC2-A-2, DC-B-1, DC2-C-1)

b. Maintain the second story massing projection facing Sand Point Way NE. This secondary massing projection strengthens the relationship of the base height to the pedestrian-scale of the street frontage. (D2-A-2, DC2-D-1)

NORTH ELEVATION DIAGRAM (39TH AVE NE)

DESIGN RESPONSE:

Recessed balconies have been further developed on the north and south elevations, creating continuity and promoting the reading of the building as a unified whole while allowing the two building faces to respond to their different respective contexts. Inset balconies on the south elevation are designed to match the width of window A and play off of the fenestration pattern. The balconies shift between floor levels as a result of the unit layout flipping – creating a more dynamic façade with repetitive elements. Balconies along the north façade are paired and stacked as they relate to a smaller unit type with less complex detailing. The balconies still provide generous relief to the long façade, and dynamic shifting between floors comes through the alternating window pattern.

The second level projects out from the upper levels, reducing the sense of scale at street-level while defining the geometry of the curving street edge along Sand Point Way. The circular concrete columns supporting this level are expressed outside the storefront windows of the base, giving a sense of rhythm along the long façade. The base is articulated as a separate element with highly transparent commercial spaces.

EDG RESPONSE | BUILDING DESIGN

MUP COMMENT:

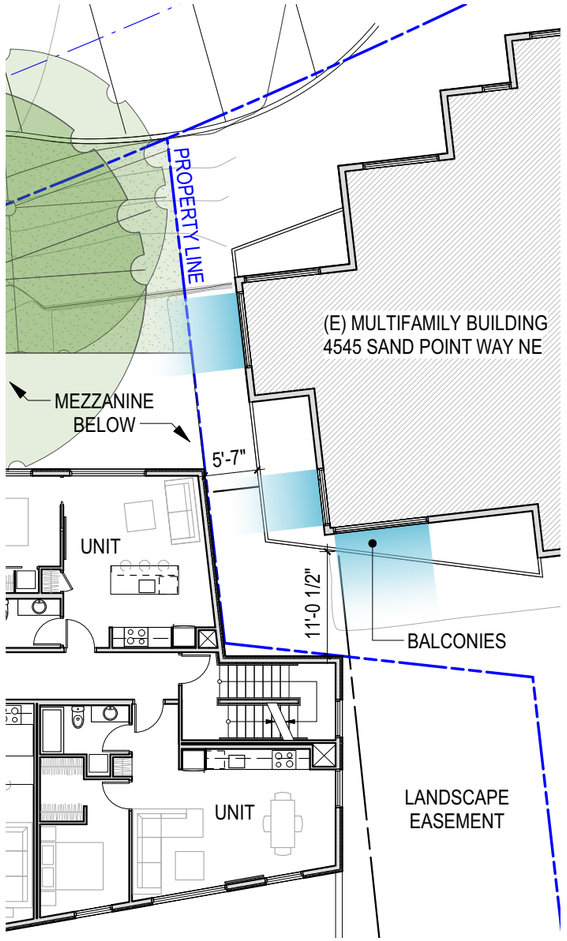
5. The organization of stained wood and apertures varies throughout the facades between vertical and checkerboard arrangements. Clarification of the intent behind the shifts in patterns would be helpful to include in the Rec packet.

DESIGN RESPONSE:

Articulated shifting between solid and void on the exterior creates a dynamic character to the façade, inspired by the framework of trestle bridges and lumber stacks at saw mills – a nod to the history of the site and the railroad that shaped this part of the city. Some portions of the exterior elevations are stacked to bring some calm to a relatively vibrant façade. At these areas, shifting occurs as a secondary elements by flipping the operable windows.

Timber Crib Trestle Bridge along Northern Pacific Railroad

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



TYP PLAN // WINDOW IMPACT STUDY

EAST ELEVATION // WINDOW IMPACT STUDY

NORTH ELEVATION // WINDOW IMPACT STUDY

MUP COMMENT:

6. The Rec packet should address the relationship of the building to the adjacent units/balconies on the Laurelhurst Condo building, including dimensions between exterior walls and balconies.

DESIGN RESPONSE:

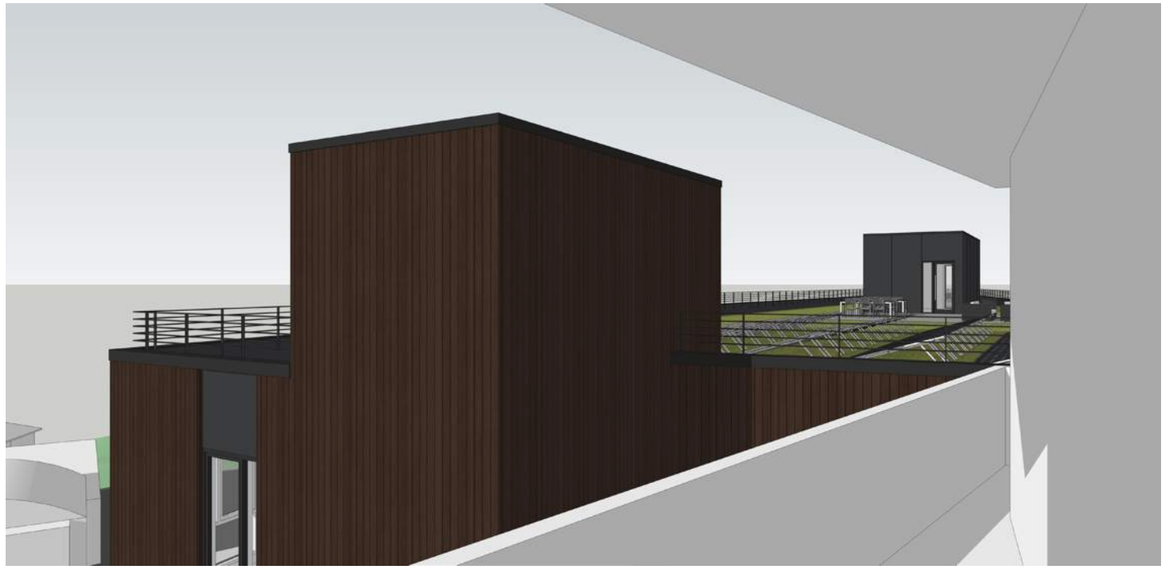
The unusual site geometry results in a jogging property line, interlocking with the adjacent property to the east. An existing landscape easement prevents development in the eastern most portion of the site, preserving light and views for the existing multifamily building to the NE.

By setting the residential levels back to preserve the exceptional tree on the north side, a significant length of property line will be open – maintaining light and air for the existing building while providing a view of the tree and other landscaping.

There are no privacy conflicts with window placement between the two buildings and only a portion of the existing building's corner balconies will be impacted by the proposed building as a result of their vicinity to the property line.

The proposed building's second stair on the east end has been revised to eliminate the need for a penthouse at the roof. The stair is required for egress, but has been detailed to transition from interior to exterior space before reaching the roof – significantly reducing the impact to the existing building as shown on page 34.

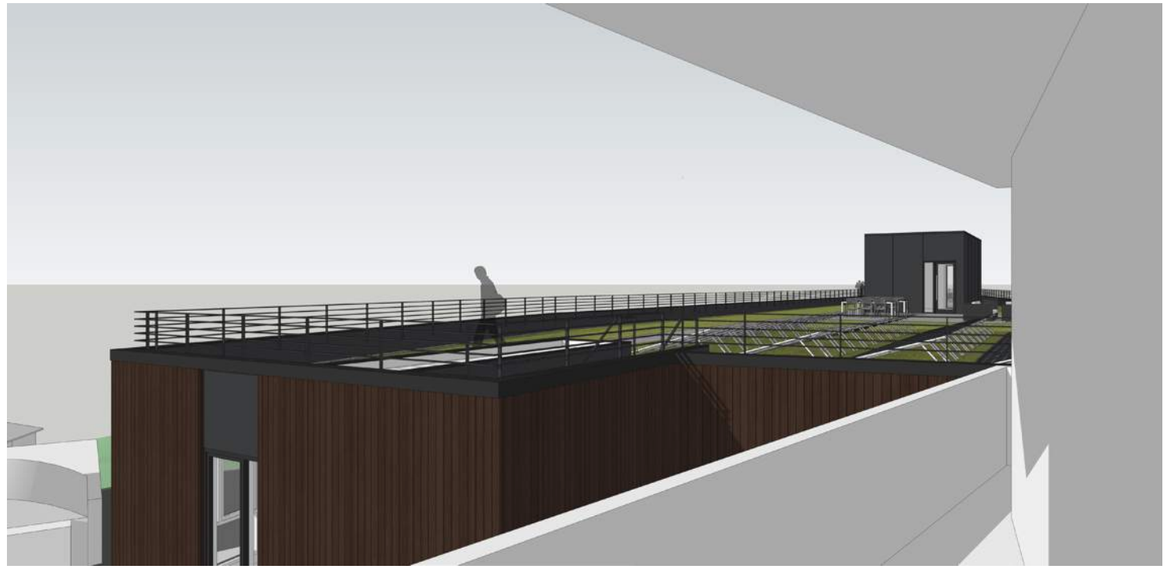
PROPOSAL WITH EAST STAIR PENTHOUSE (EDG MASSING)



VIEW FROM TOP CONDO UNIT

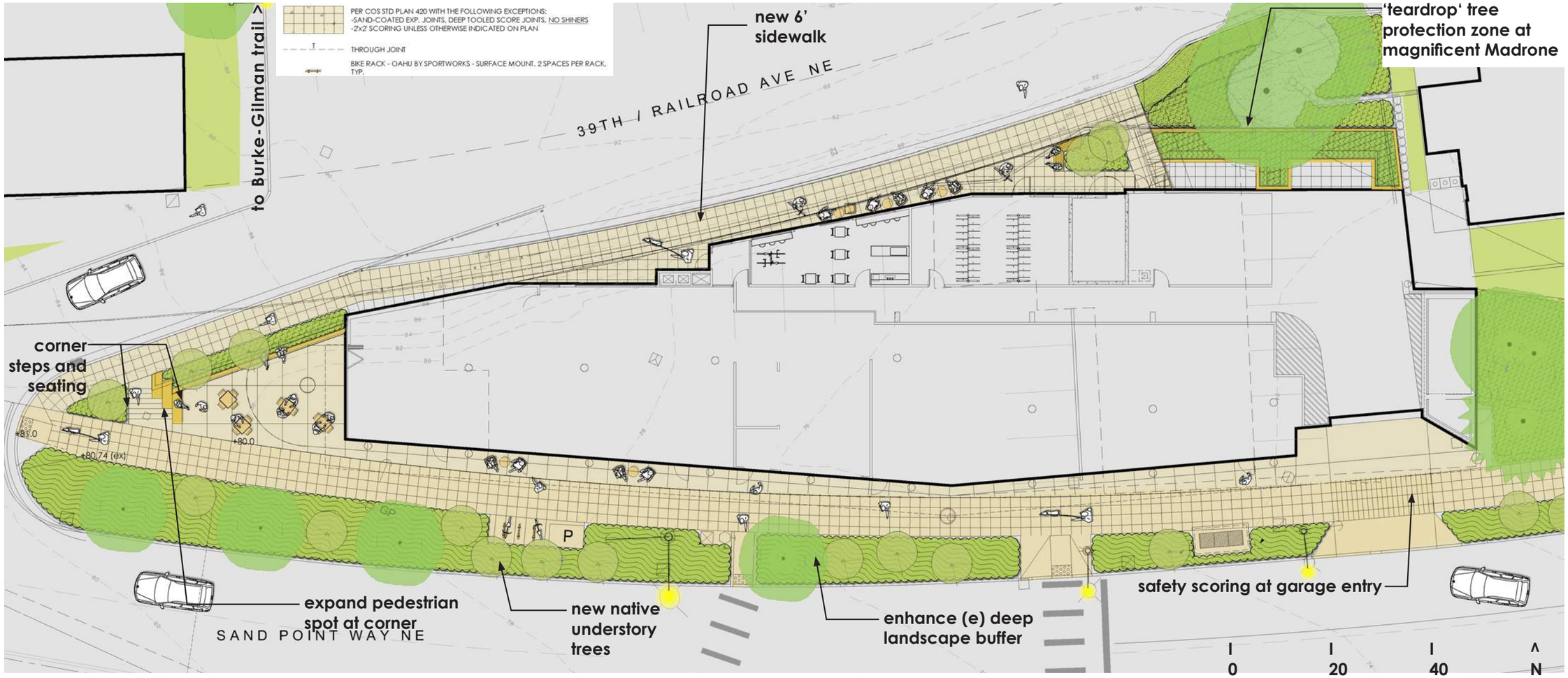
AERIAL VIEW FROM EAST

REVISED PROPOSAL WITH EXTERIOR EAST STAIR AT ROOF



VIEW FROM TOP CONDO UNIT

AERIAL VIEW FROM EAST



expand pedestrian spot at corner

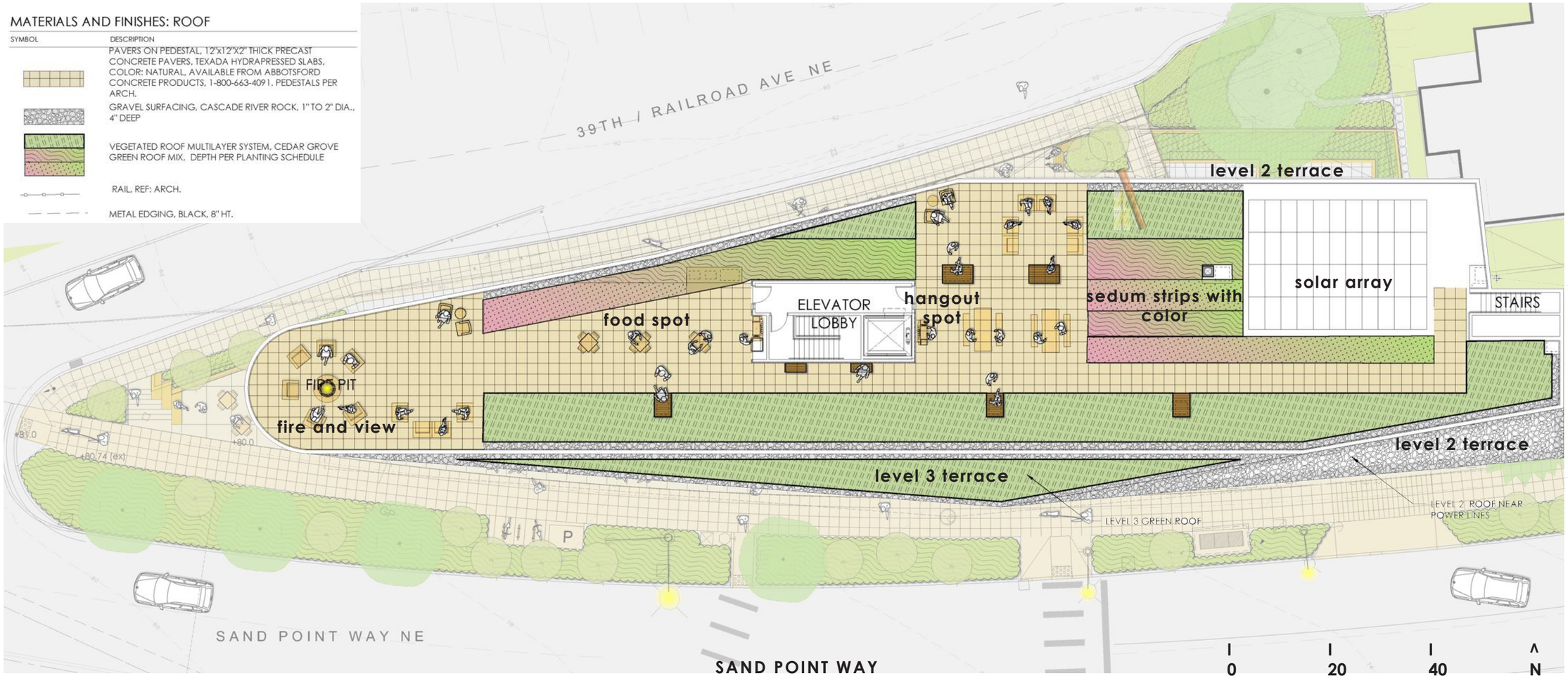
corner steps and seating

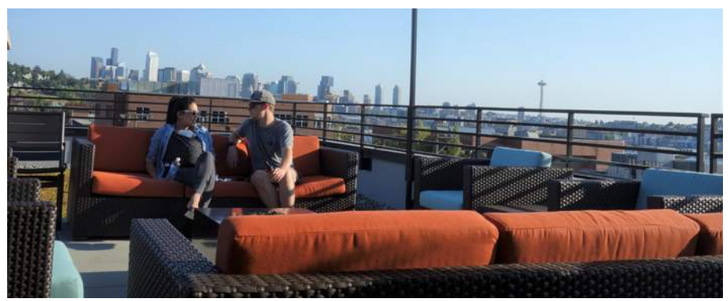
magnficent Madrone

SITE PLAN

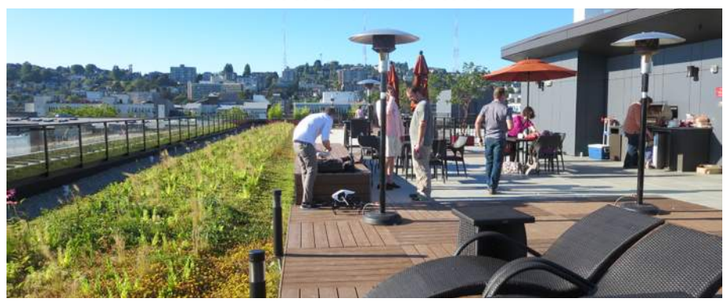
Karen Kiest | Landscape Architects

LANDSCAPE PLAN | ROOF TERRACE

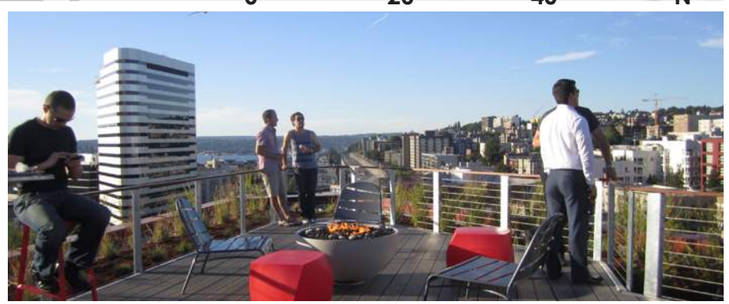




hangout spot



sedum strip with color



fire and view

ROOF PLAN

Karen Kiest | Landscape Architects

PROPOSED STREET TREES:

ACER CIRCINATUM/VINE MAPLE *

SHRUBS & GROUNDCOVERS IN RIGHT OF WAY:

20% FRAGARIA CHILOENSIS / BEACH STRAWBERRY* +
10% VACCINIUM OVATUM / EVERGREEN HUCKLEBERRY * +
10% HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS*
10% POLYSTICHUM MUNITUM * / SWORDFERN +
10% SPIRAEA BUMALDA 'DENISTAR' / SUPERSTAR SPIRAEA *
10% ROSA 'NOALA' / CORAL FLOWER CARPET ROSE*
10% PENNISETUM ALOPECUROIDES / PENNISETUM 'HAMELN'
10% ACHILLEA MILLEFOLIUM 'SUMMER PASTELS'/YARROW*
10% HEMEROCALLIS / STELLA D'ORO DAYLILY*

MULCH UNDER EXTG. TREES, SEE PLAN

ON SITE PLANTS:

TREES:

ACER PALMATUM 'SANGO-KAKU' / CORAL BARK JAPANESE MAPLE

PLAZA/STAIRS:

10% PENSTEMON 'GARNET' / GARNET PENSTEMON
20% ROSA 'NOALA' / CORAL FLOWER CARPET ROSE*
25% LIRIOPE SPICATA / CREEPING LILYTURF*
25% POLYSTICHUM MUNITUM * / SWORDFERN +

SHADY MIX:

30% FRAGARIA CHILOENSIS / BEACH STRAWBERRY* +
30% VIBURNUM DAVIDII/ DAVID'S VIBURNUM *
30% MAHONIA NERVOSA * / LOW OREGONGRAPE +
20% POLYSTICHUM MUNITUM * / SWORDFERN +

NATIVE MIX:

20% MAHONIA NERVOSA * / LOW OREGONGRAPE +
20% SYMPHORICARPOS ALBUS / SNOWBERRY * (NOT IN R.O.W.) +
20% GAULTHERIA SHALLON / SALAL* +
20% RIBES SANGUINEUM / FLOWERING CURRANT* (NOT IN R.O.W.) +
20% POLYSTICHUM MUNITUM * / SWORDFERN +

BIORETENTION MIX: PLANT IN CLUSTERS OF 5-11

40% CAREX OPNUPTA* / SLOUGH SEDGE +
30% CORNUS KELSEYII* / KELSEY DOGWOOD
30% ACORUS GRAMINEUS 'OGON' * / SWEET FLAG

PLANTING - ROOF

SYMBOL BOTANICAL NAME/ COMMON NAME

SHRUBS & GROUNDCOVER

SEDUM TILE OR MAT, 4" DEPTH

SEDUM TILE OR MAT, 6" DEPTH, PLANTED WITH THE FOLLOWING PERENNIALS
SEDUM 'AUTUMN JOY'/AUTUMN JOY STONECROP (30%)
STIPA TENUISSIMA / MEXICAN FEATHER GRASS (30%)
ACHILLEA MILLEFOLIUM 'SUMMER PASTELS'/YARROW (20%)
ACHILLEA LEWISII 'KING EDWARD' /YARROW (20%)

SEDUM TILE OR MAT, 6" DEPTH, PLANTED WITH THE FOLLOWING PERENNIALS
LIRIOPE MUSCARI/ LILYTURF (50%)
LIATRIS SPICATA 'KOBOLD' / KOBOLD GAYFEATHER (50%)
CAMASSIA QUAMASH / CAMAS (10)
COCHICUM AUTUMNALE / AUTUMN CROCUS (10)

TREES

Acer circinatum
Vine Maple

Acer palmatum 'Sango Kaku'
Coral bark Japanese Maple

SHRUBS

Vaccinium ovatum
Evergreen Huckleberry

Rosa 'Noala'
'Coral Flower Carpet' Rose

Pennisetum 'Hamleyn'
'Hamleyn' Dwarf Fountain Grass

Penstemon 'Garnet'
Garnet Penstemon

NATIVE MIX

Mahonia nervosa
Longleaf Mahonia

Symphoricarpus albus
Snowberry

Gaultheria shallon
Salal

Ribes sanguineum
Red-Flowering Currant

ROOF

Sedum Tile 'Color Max'
'Color Max Sedum Tile

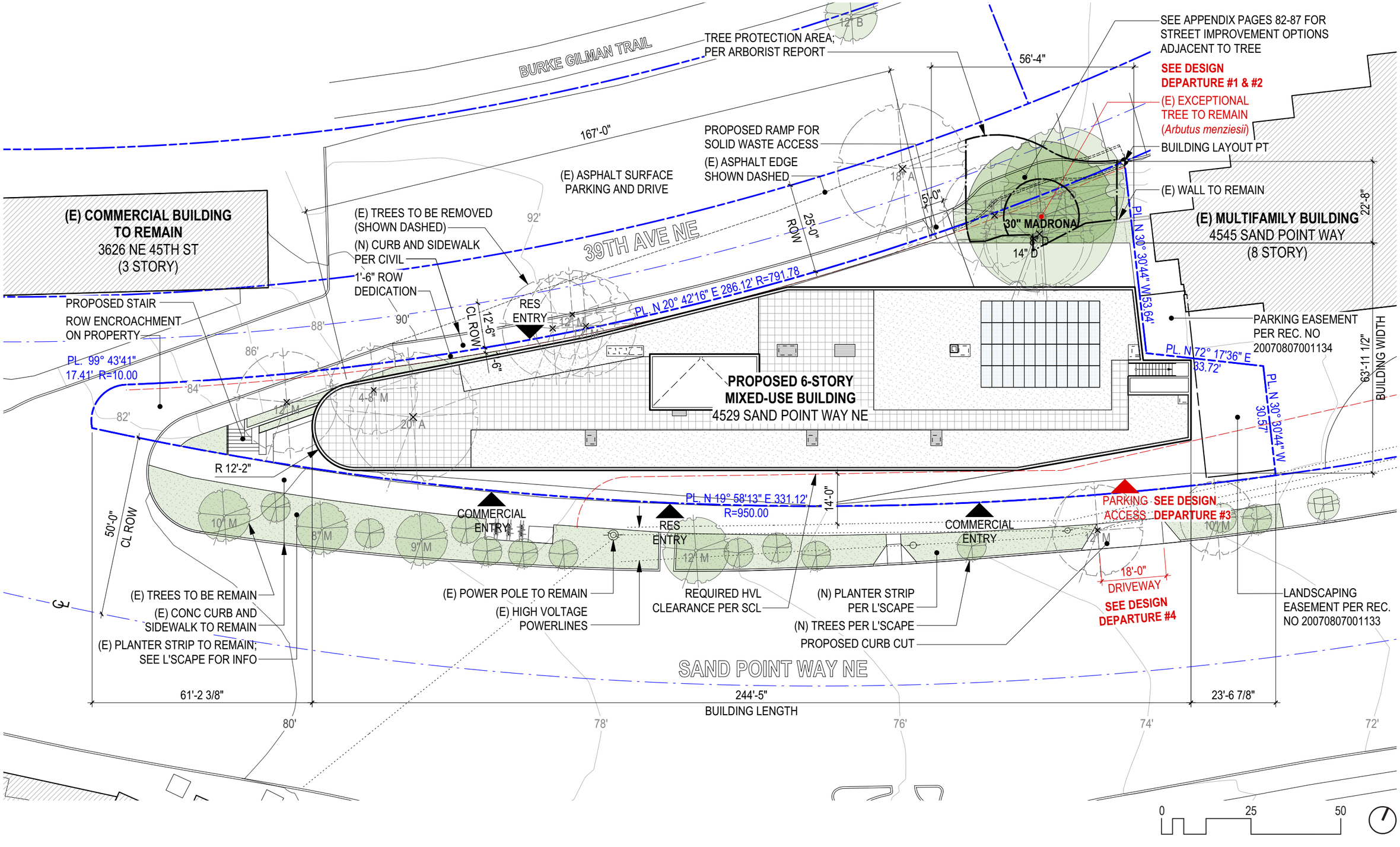
Sedum 'Autumn Joy'
'Autumn Joy' Sedum

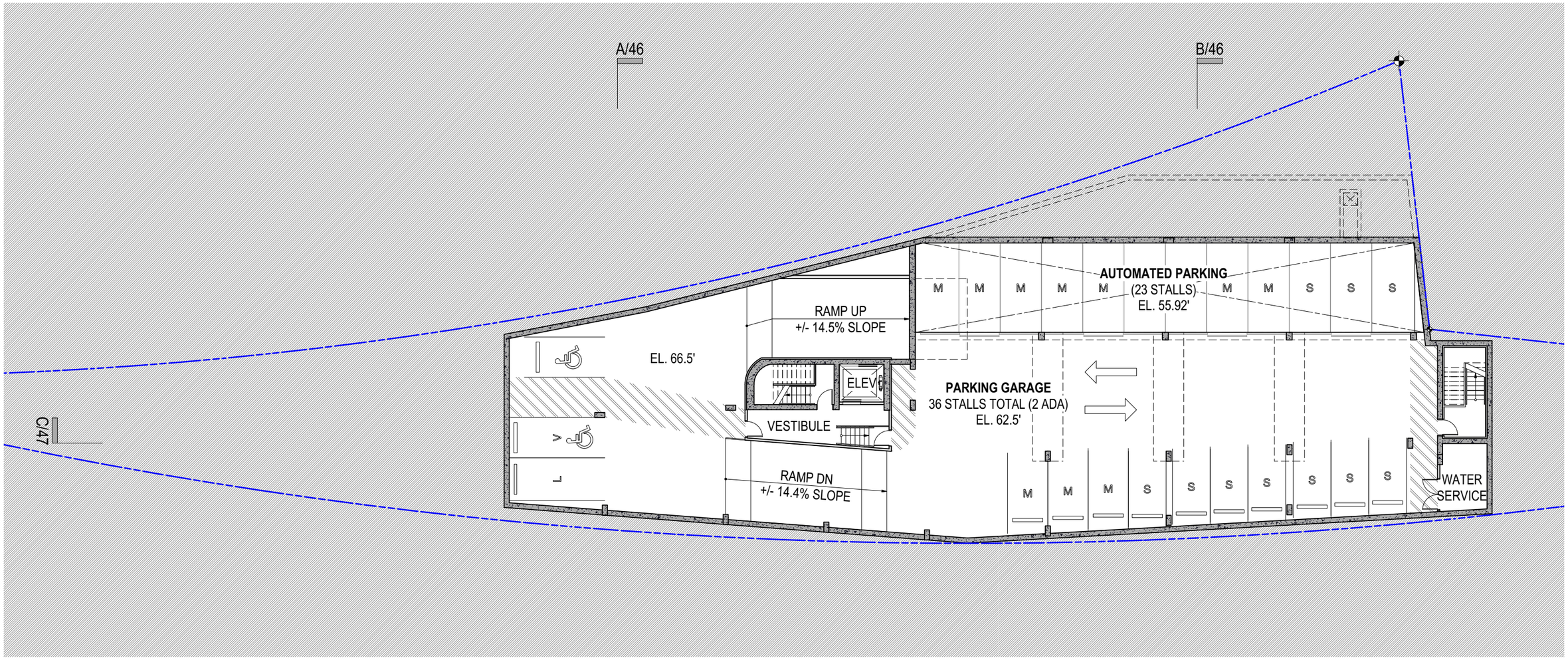
Liatris 'Kobold'
Liriope muscari

Achillea 'Summer Pastels'
'Summer Pastels' Yarrow

Karen Kiest | Landscape Architects

SITE PLAN

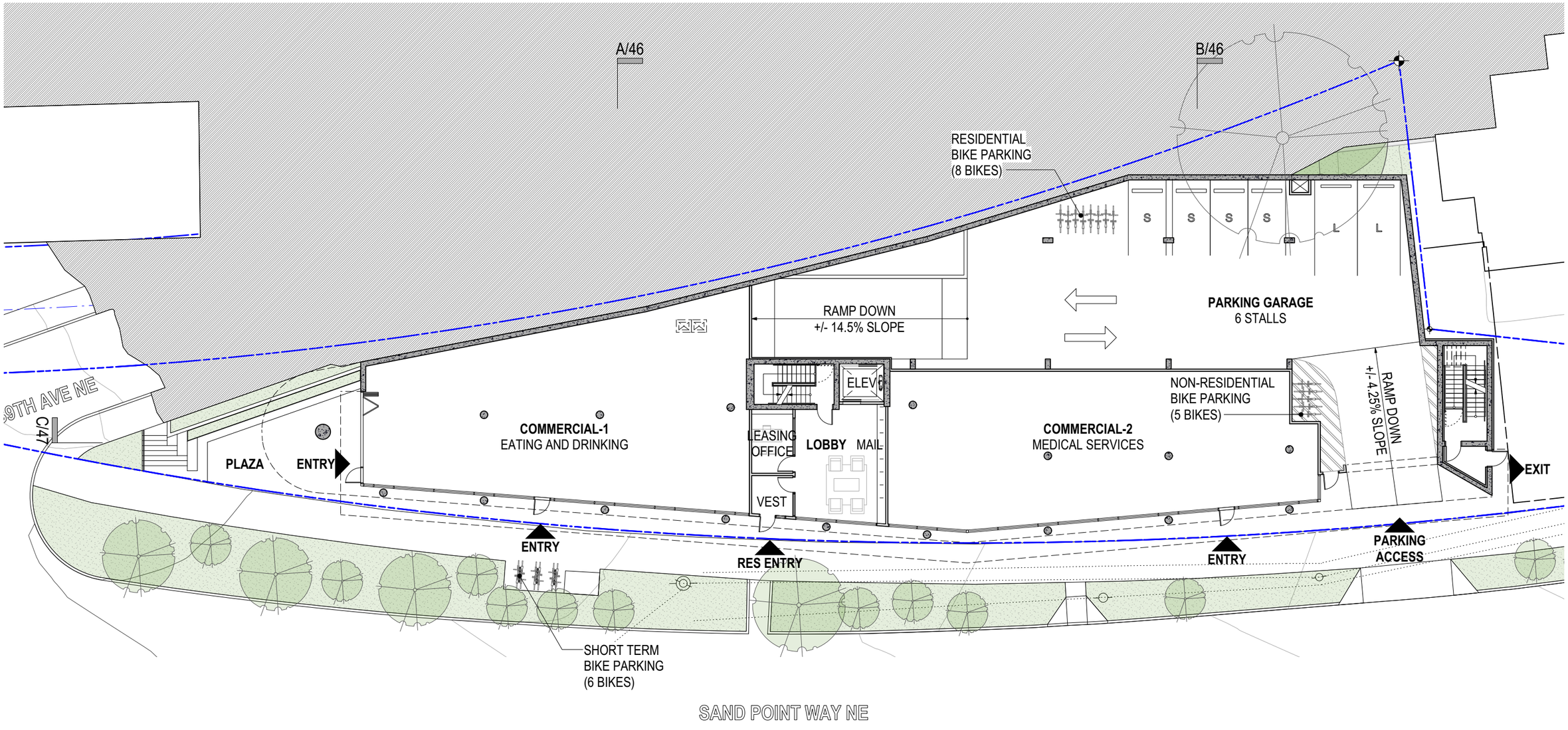

BURKE GILMAN TRAIL
39TH AVE NE
SAND POINT WAY NE
(E) COMMERCIAL BUILDING
TO REMAIN
3626 NE 45TH ST
(3 STORY)
(E) MULTIFAMILY BUILDING
4545 SAND POINT WAY
(8 STORY)
PROPOSED 6-STORY
MIXED-USE BUILDING
4529 SAND POINT WAY NE
TREE PROTECTION AREA;
PER ARBORIST REPORT
SEE APPENDIX PAGES 82-87 FOR
STREET IMPROVEMENT OPTIONS
ADJACENT TO TREE
SEE DESIGN
DEPARTURE #1 & #2
(E) EXCEPTIONAL
TREE TO REMAIN
(Arbutus menziesii)
30" MADRONA
14" D
BUILDING LAYOUT PT
(E) WALL TO REMAIN
56'-4"
167'-0"
PROPOSED RAMP FOR
SOLID WASTE ACCESS
(E) ASPHALT EDGE
SHOWN DASHED
(E) ASPHALT SURFACE
PARKING AND DRIVE
(E) TREES TO BE REMOVED
(SHOWN DASHED)
(N) CURB AND SIDEWALK
PER CIVIL
1'-6" ROW
DEDICATION
PROPOSED STAIR
ROW ENCROACHMENT
ON PROPERTY
PL. 99° 43'41"
17.41' R=10.00
PL. N 20° 42'16" E 286.12' R=791.78
PL. N 30° 30'44" W 53.64'
PL. N 72° 17'36" E
33.72'
PL. N 30° 30'44" W
30.57'
PARKING EASEMENT
PER REC. NO
20070807001134
BUILDING WIDTH
63'-11 1/2"
22'-8"
25'-0"
ROW
5'-0"
CL ROW
12'-6"
-6"
RES
ENTRY
R 12'-2"
50'-0"
CL ROW
PL. N 19° 58'13" E 331.12'
R=950.00
14'-0"
COMMERCIAL
ENTRY
RES
ENTRY
COMMERCIAL
ENTRY
PARKING
ACCESS
SEE DESIGN
DEPARTURE #3
18'-0"
DRIVEWAY
SEE DESIGN
DEPARTURE #4
(E) TREES TO BE REMAIN
(E) CONC CURB AND
SIDEWALK TO REMAIN
(E) PLANTER STRIP TO REMAIN;
SEE L'SCAPE FOR INFO
(E) POWER POLE TO REMAIN
(E) HIGH VOLTAGE
POWERLINES
REQUIRED HVL
CLEARANCE PER SCL
(N) PLANTER STRIP
PER L'SCAPE
(N) TREES PER L'SCAPE
PROPOSED CURB CUT
LANDSCAPING
EASEMENT PER REC.
NO 20070807001133
61'-2 3/8"
244'-5"
BUILDING LENGTH
23'-6 7/8"
92'
90'
88'
86'
84'
82'
80'
78'
76'
74'
72'
0
25
50



PARKING LEVEL

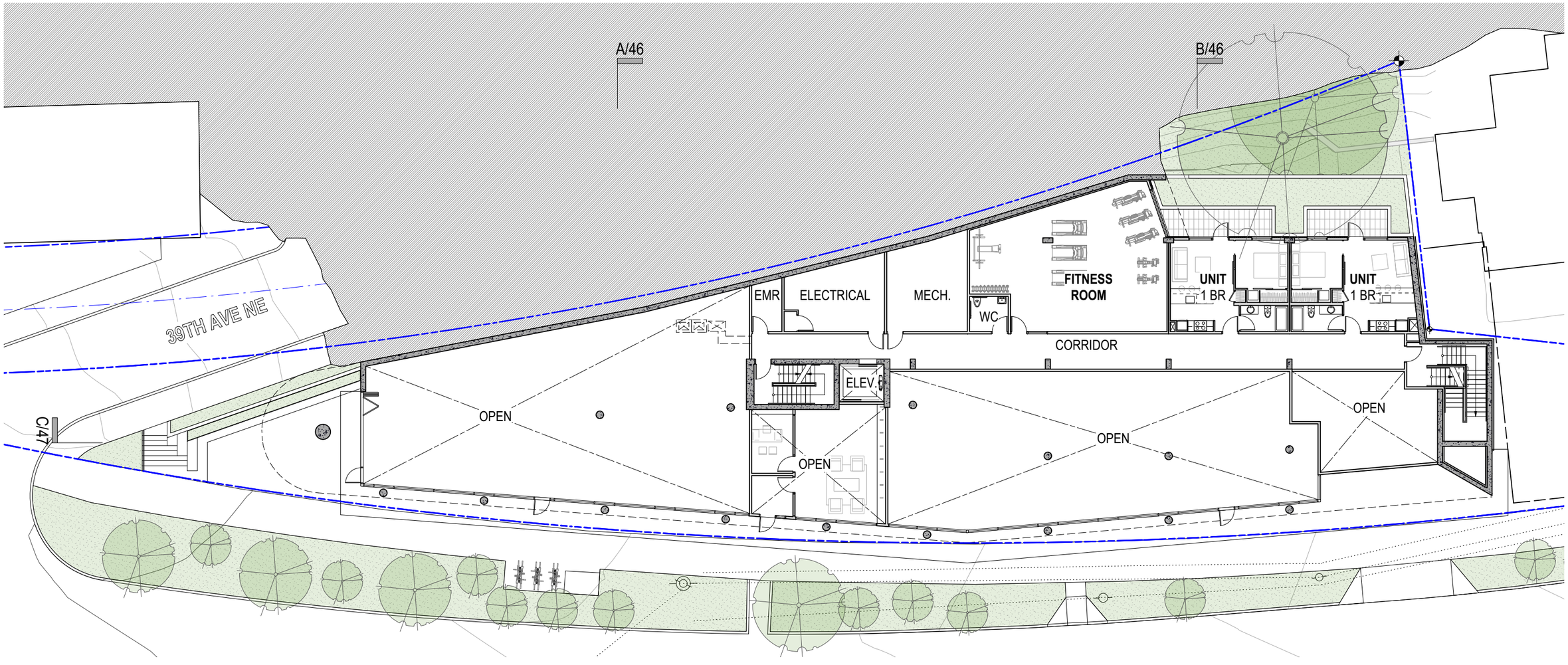
0 20 40

FLOOR PLANS | LEVEL 1 (SAND POINT WAY NE)



LEVEL 1

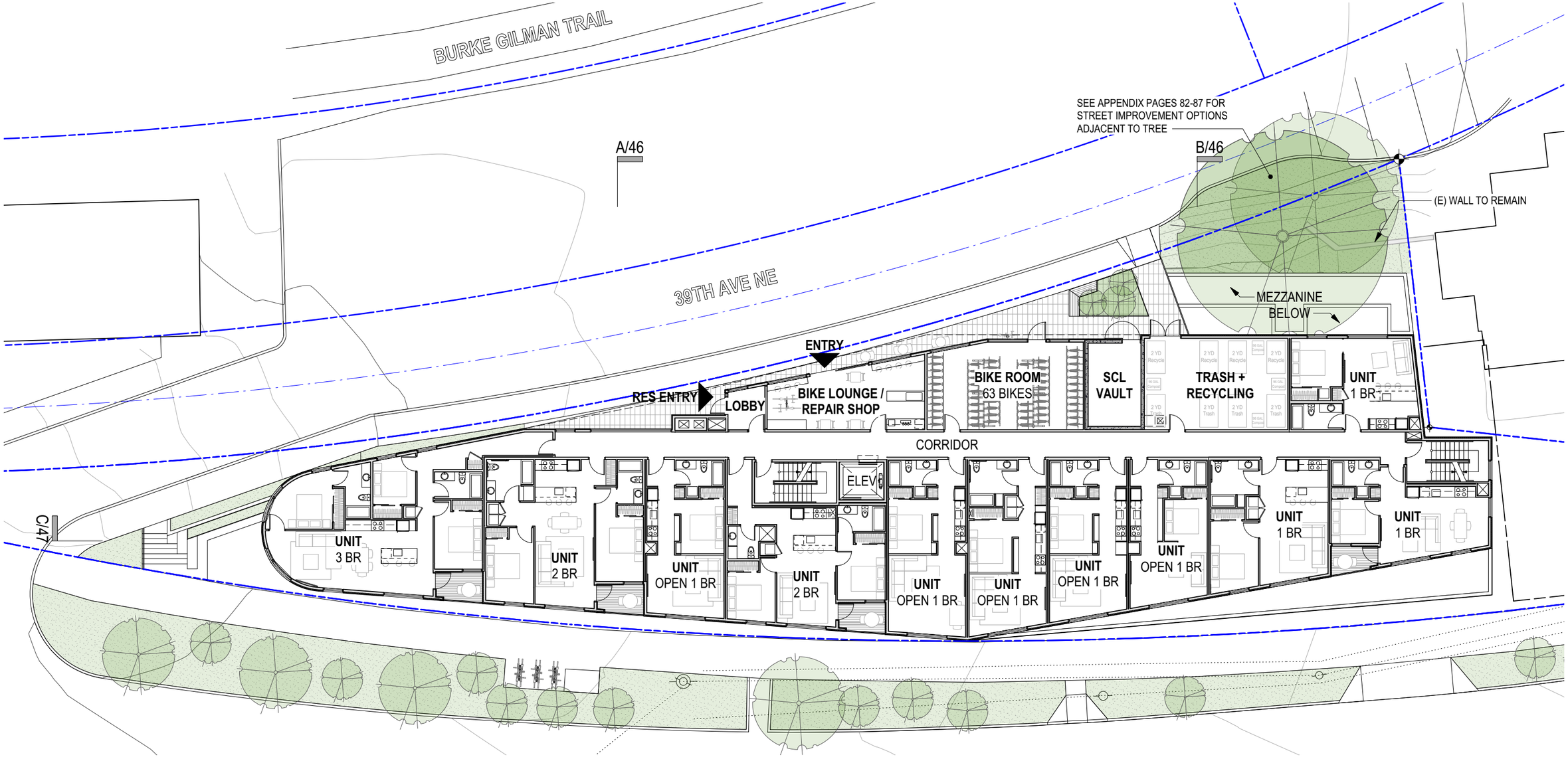
0 20 40



LEVEL 1 MEZZANINE

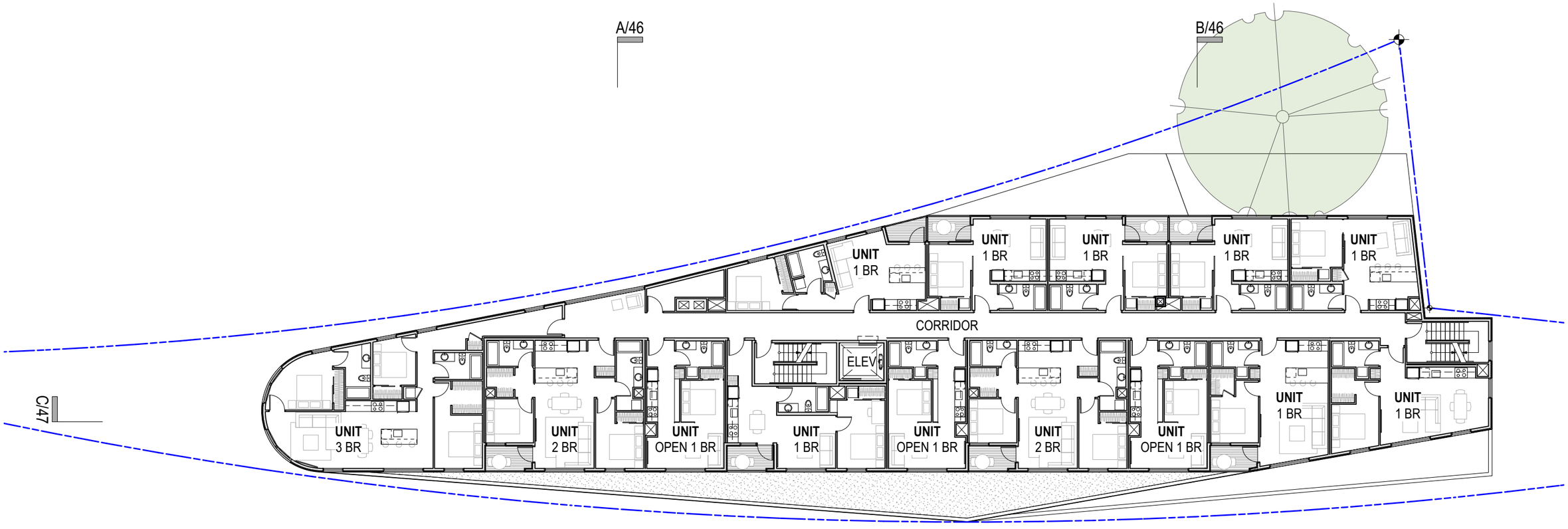
0 20 40

FLOOR PLANS | LEVEL 2 (39TH AVE NE)



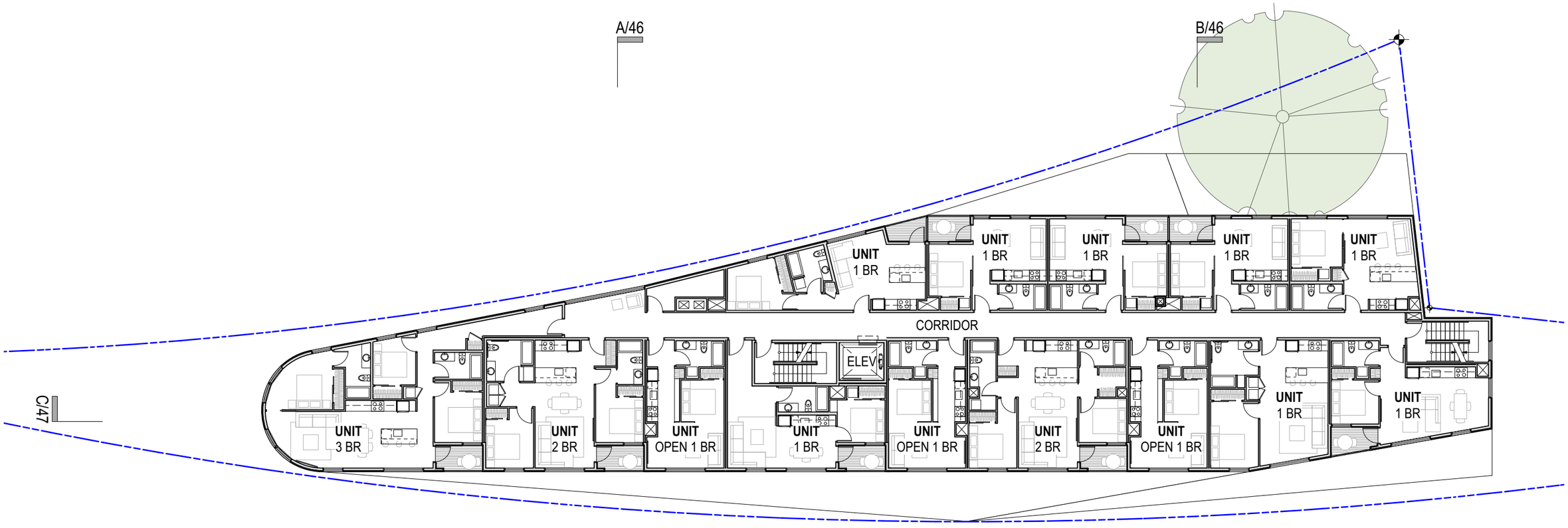
LEVEL 2

0 20 40



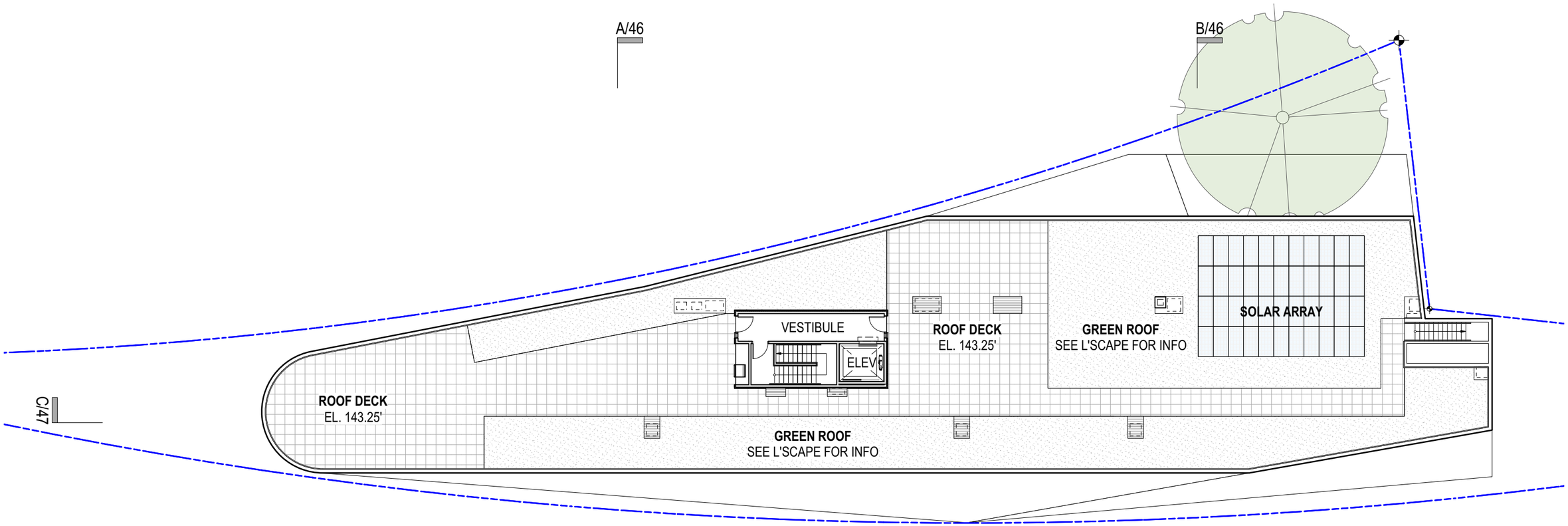
LEVEL 3 & 5

0 20 40



LEVELS 4 & 6

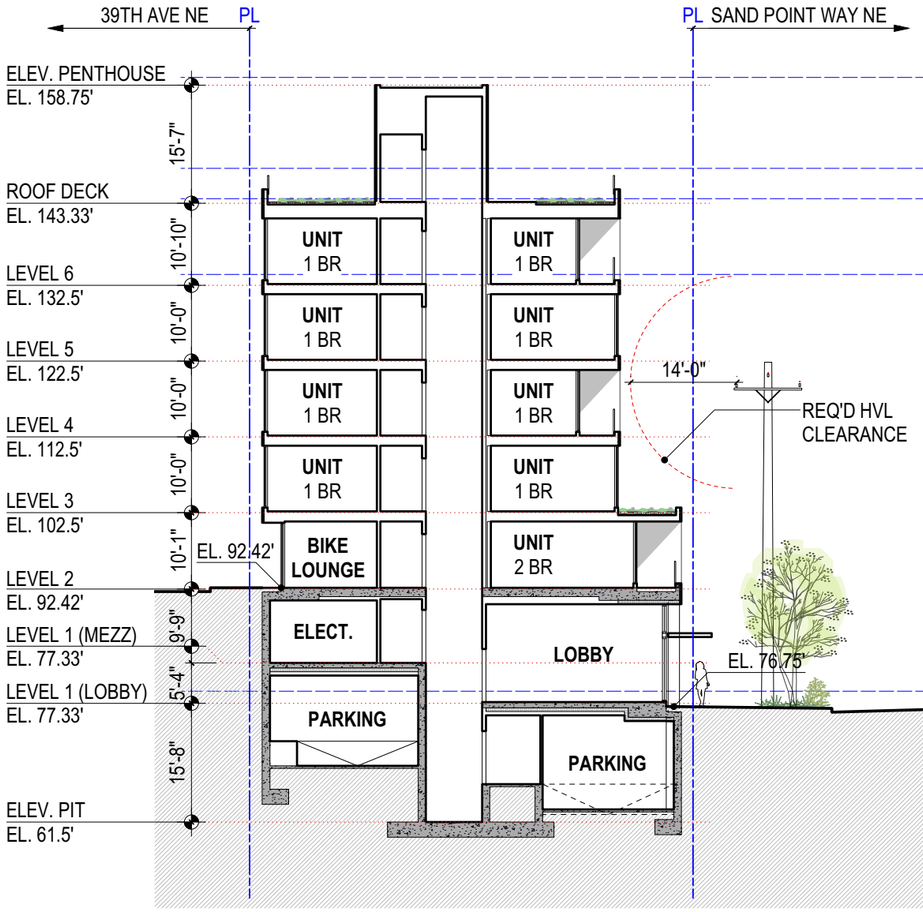
0 20 40

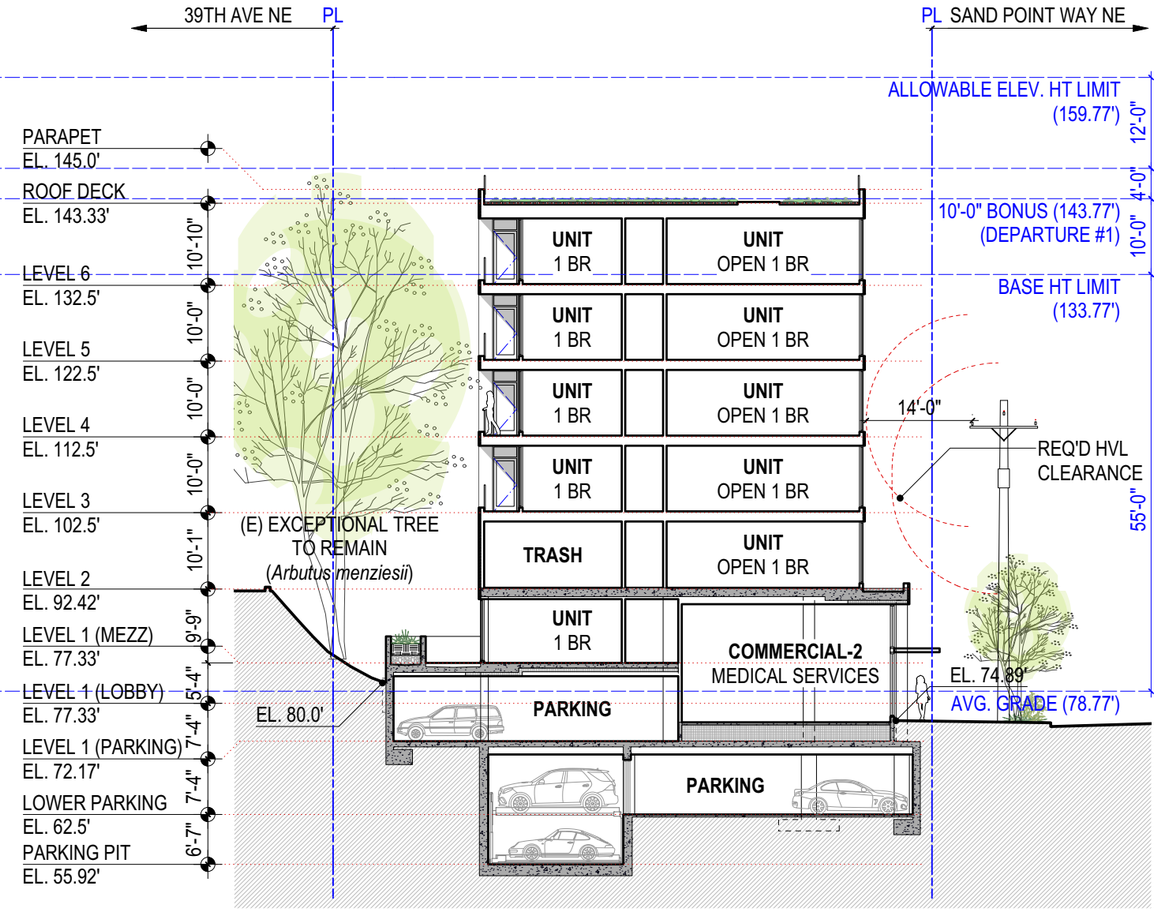

A/46
B/46
VESTIBULE
ELEV
ROOF DECK
EL. 143.25'
GREEN ROOF
SEE L'SCAPE FOR INFO
SOLAR ARRAY
ROOF DECK
EL. 143.25'
GREEN ROOF
SEE L'SCAPE FOR INFO
C/47

ROOF

0 20 40

SECTIONS

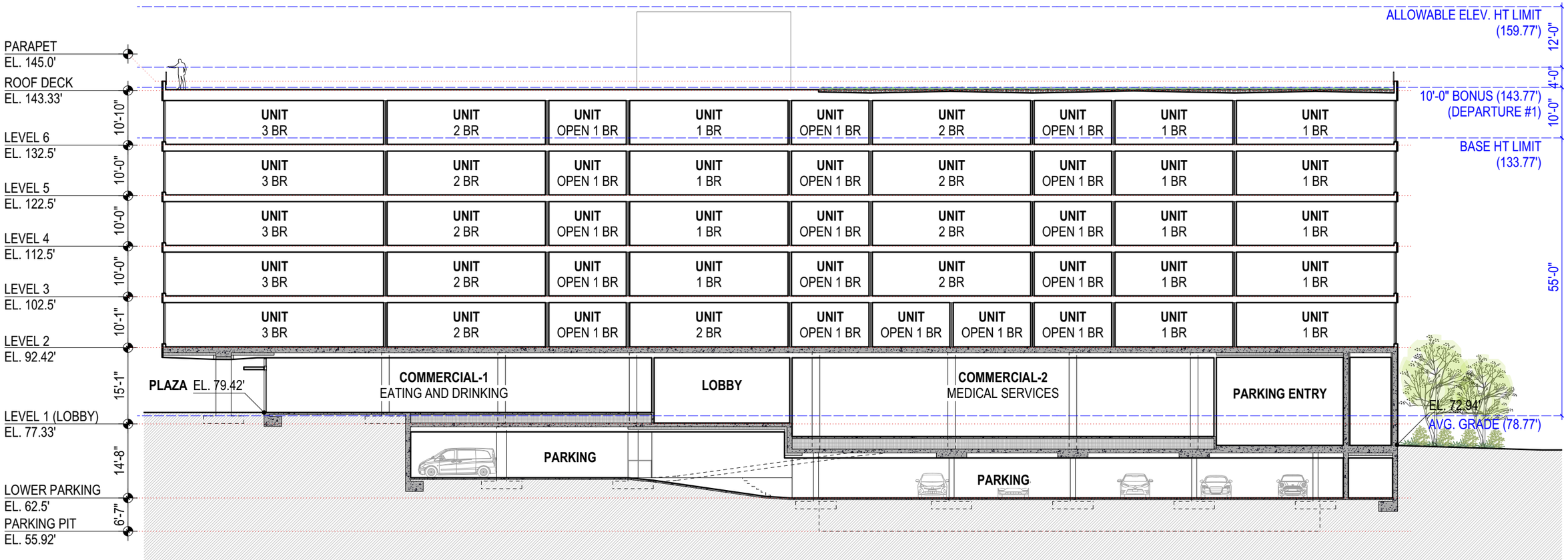




SECTION A

SECTION B

0 20 40

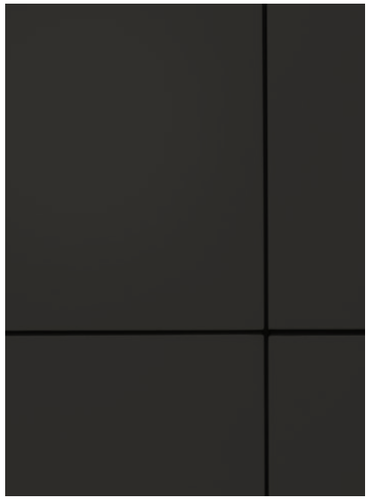


SECTION C

0 20 40

PROPOSED EXTERIOR MATERIALS

1 **TRESPA PURA** // TROPICAL IPE
7” WIDE PLANK, COMPOSITE MATERIAL



2 **METAL PANEL 1** // CHARCOAL
5’ X 20’ ACM PANEL, 1/8” THICK

3 **METAL PANEL 2** // GRAY
5’ X 20’ ACM PANEL, 1/8” THICK

4 **CONCRETE** // SANDBLASTED

5 **WINDOW FRAME** // BLACK

6 **GUARDS** // POWDER COATED STEEL // CHARCOAL
1 1/2” X 1/2” STEEL FLATBAR VERTICALS, 4” O.C. SPACING

*SEE APPENDIX PGS. 76-77 FOR PHOTO OF MATERIAL BOARD

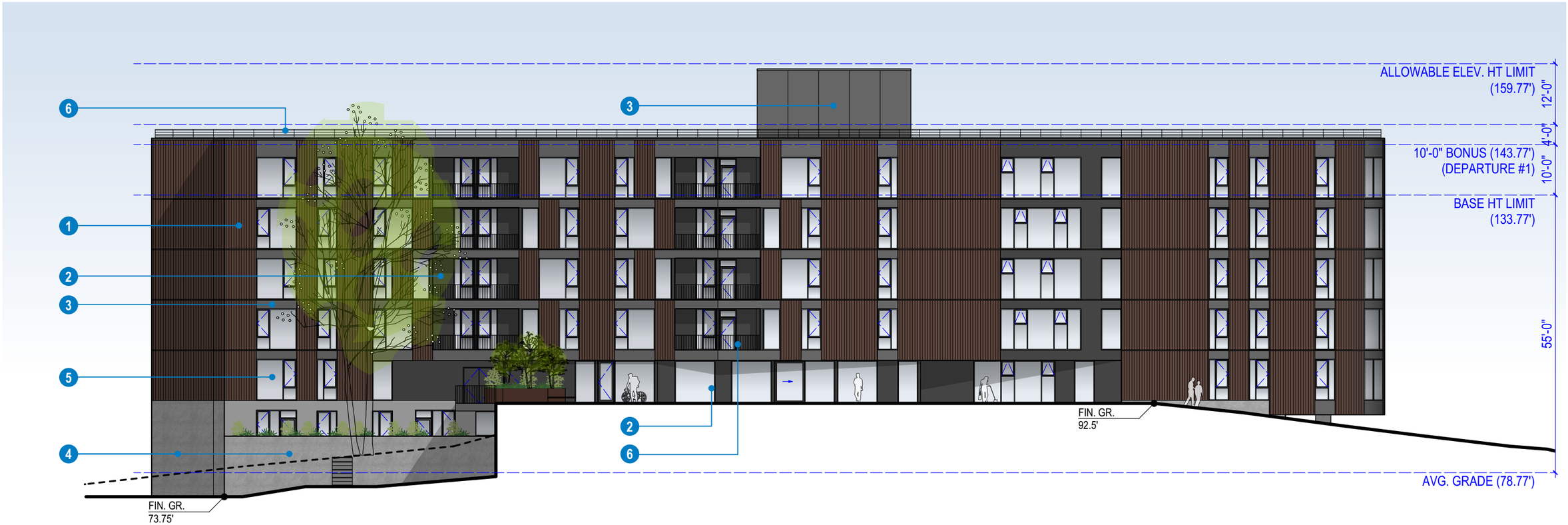
LEGEND

1 // TRESPA COMPOSITE WOOD SIDING
2 // METAL PANEL 1
3 // METAL PANEL 2
4 // EXPOSED CONCRETE
5 // WINDOWS
6 // STEEL GUARDS

0 20 40

SOUTH ELEVATION (SAND POINT WAY NE)

ELEVATIONS

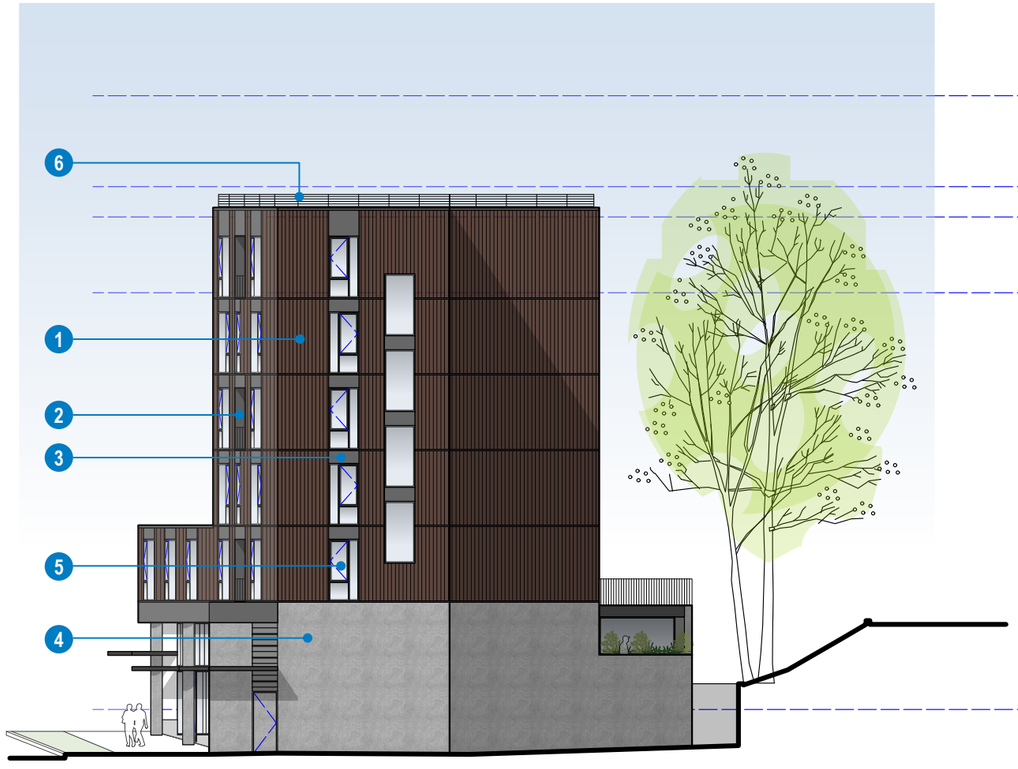


LEGEND

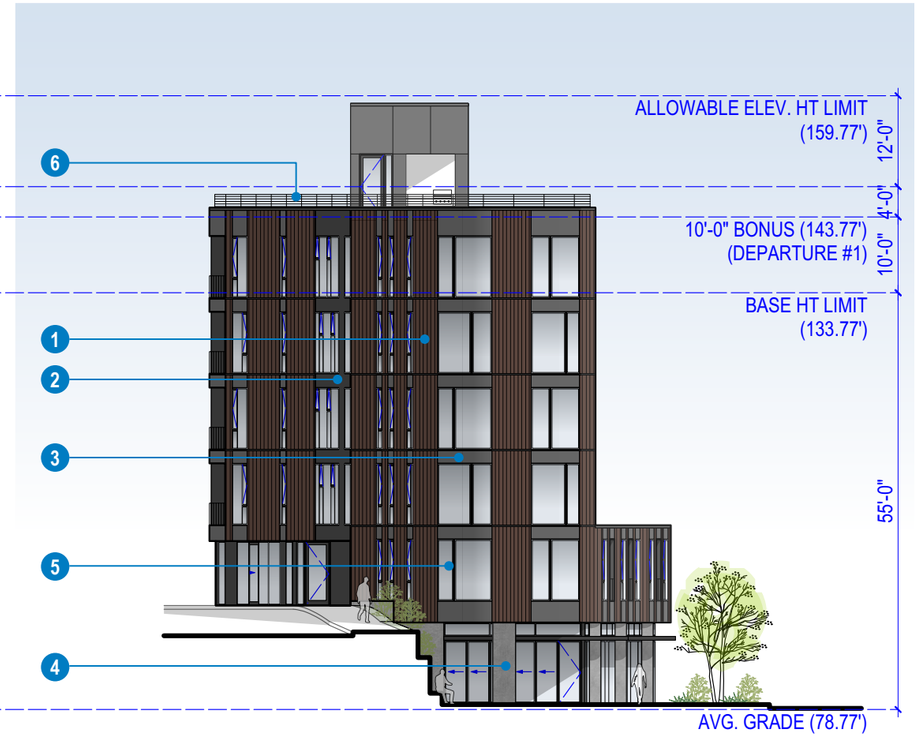
1 // TRESPA COMPOSITE WOOD SIDING
2 // METAL PANEL 1
3 // METAL PANEL 2
4 // EXPOSED CONCRETE
5 // WINDOWS
6 // STEEL GUARDS

0 20 40

NORTH ELEVATION (39TH AVE NE)



EAST ELEVATION



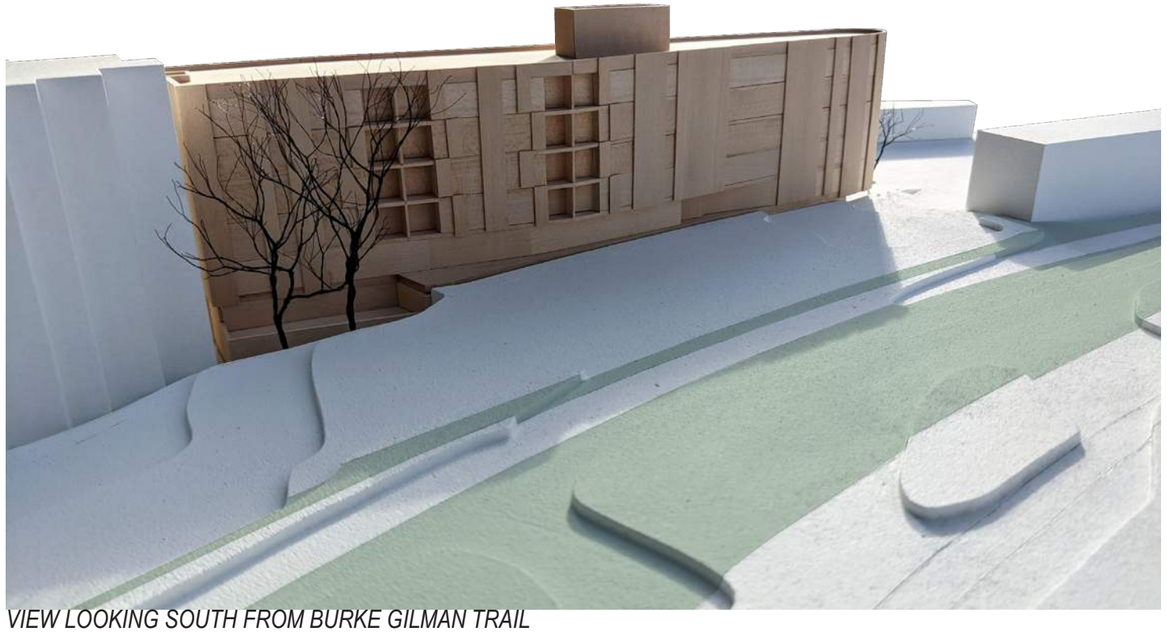
WEST ELEVATION

LEGEND

1. // TRESPA COMPOSITE WOOD SIDING
2. // METAL PANEL 1
3. // METAL PANEL 2
4. // EXPOSED CONCRETE
5. // WINDOWS
6. // STEEL GUARDS

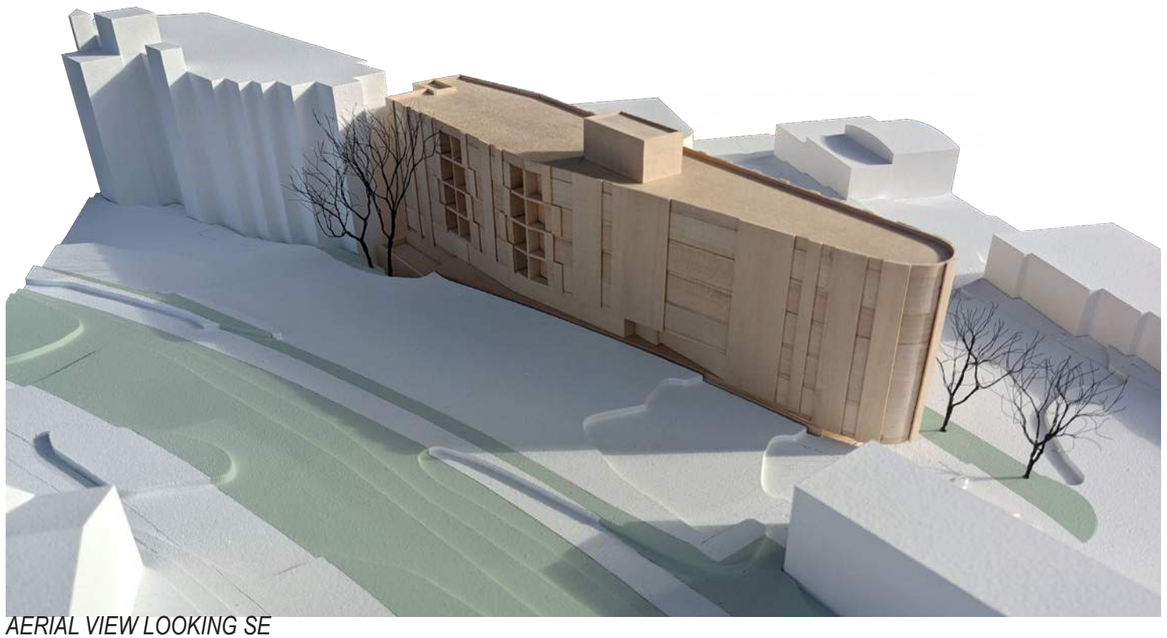
0 20 40

PHYSICAL MODEL



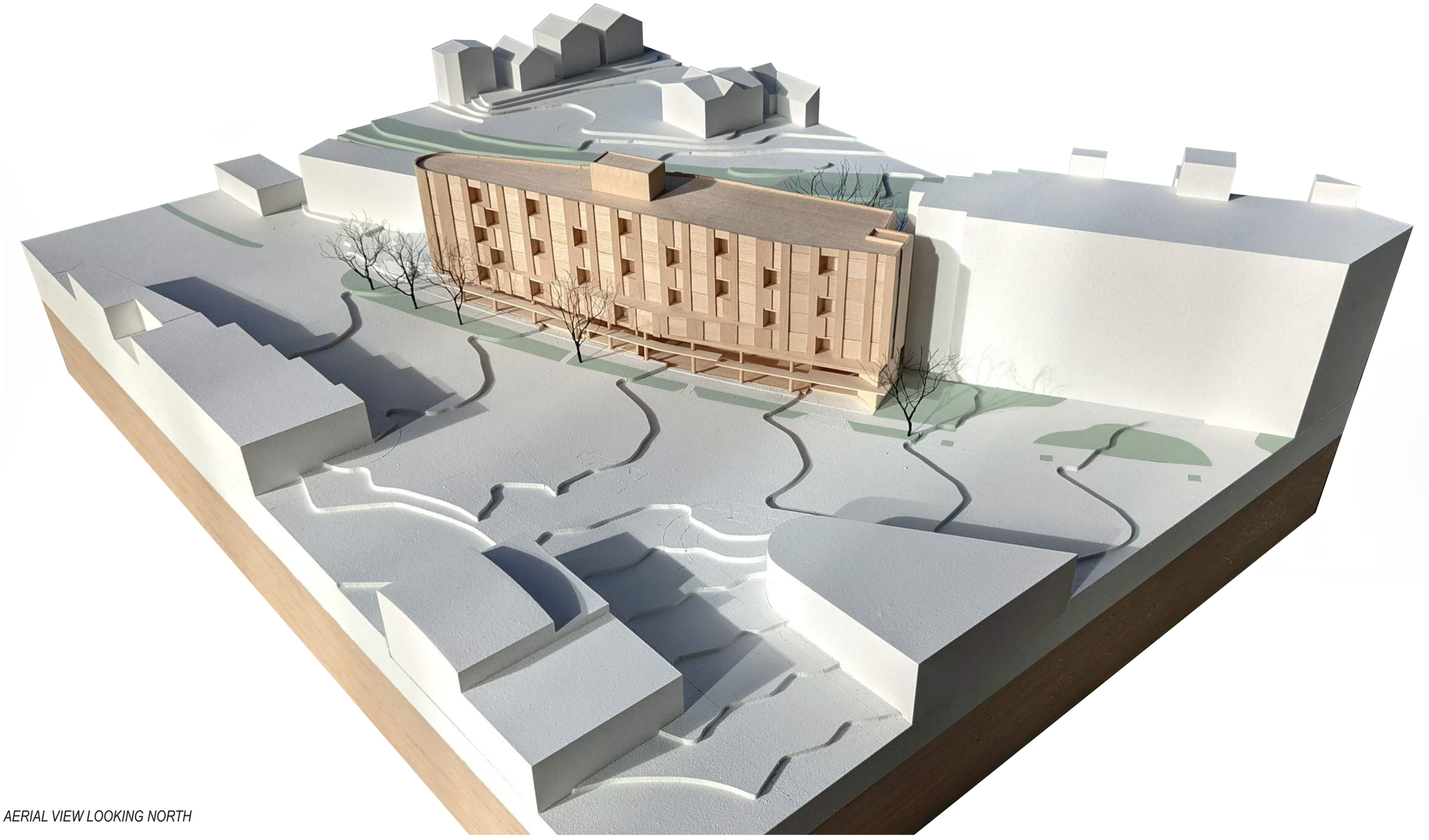
VIEW LOOKING SOUTH FROM BURKE GILMAN TRAIL

VIEW LOOKING NORTH ACROSS SAND POINT WAY NE



AERIAL VIEW LOOKING SE

VIEW LOOKING NE ALONG SAND POINT WAY NE



AERIAL VIEW LOOKING NORTH

PERSPECTIVE VIEWS

VIEW LOOKING NE ALONG SAND POINT WAY NE

VIEW OF WEST PLAZA

PERSPECTIVE VIEWS

VIEW LOOKING SOUTH FROM BURKE GILMAN TRAIL

VIEW OF NORTH LOBBY ON 39TH AVE NE

PERSPECTIVE VIEWS

VIEW OF BIKE ROOM AND AMENITY ON 39TH AVE NE

VIEW LOOKING WEST ON SIDEWALK ALONG SAND POINT WAY NE

PERSPECTIVE VIEWS

VIEW LOOKING WEST ALONG SAND POINT WAY NE

AERIAL VIEW ALONG SAND POINT WAY NE

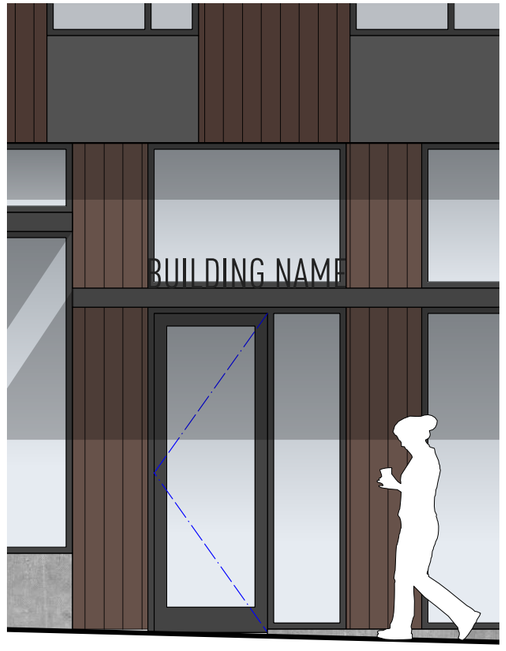
SIGNAGE CONCEPT

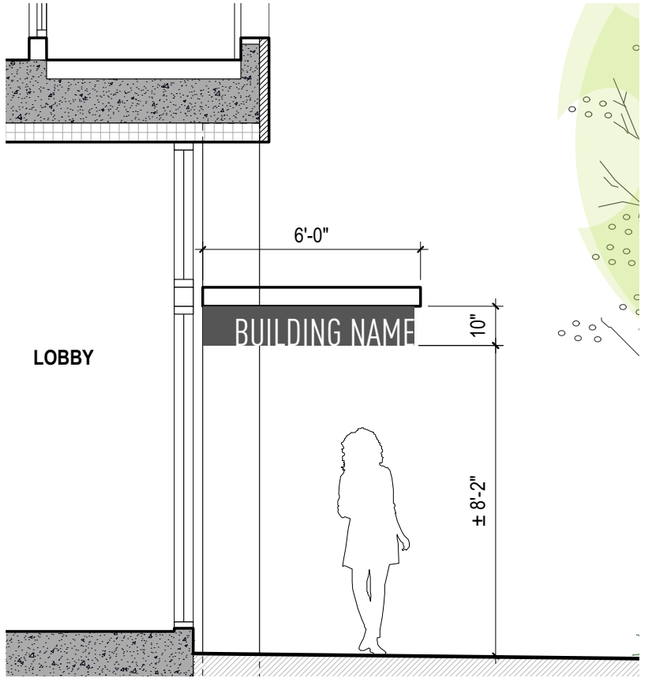
The primary building sign is proposed to be located at the main building entrance (Sand Point Way NE) attached to the underside of the awning – integrating with the code required weather protection. Fabricated out of plate steel with cut-out letters illuminated from the back, the sign will orient towards the pedestrian circulation. An additional sign oriented towards the street is proposed above the awning, fabricated out of cut steel letters – creating a positive/negative contrast with the other sign.

INTEGRATED CANOPY LED LIGHTING

BUILDING NAME (TBD) // CUT STEEL LETTERS

BUILDING NAME (TBD) // PLATE STEEL WITH CUT-OUT LETTERS AND ILLUMINATED FROM AN INTERNAL LED





EXTERIOR LIGHTING CONCEPT

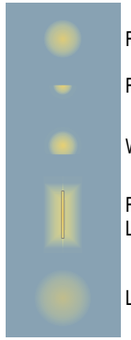
RECESSED LINEAR LED

RECESSED LED STEP LIGHT

RECESSED LED DOWNLIGHT

WALL MOUNTED SCONCE

LANDSCAPE LIGHT



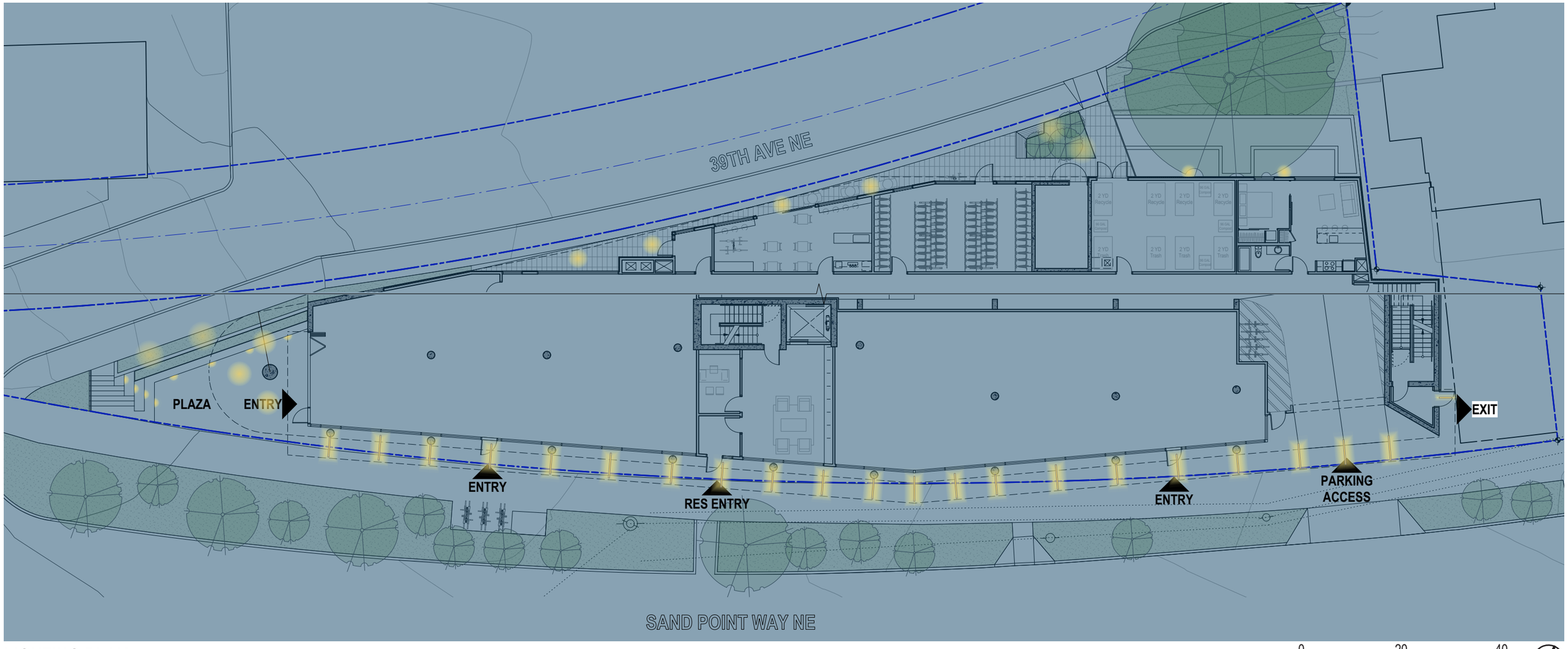
Recessed LED Ceiling Fixture

Recessed LED Step Lights

Wall Mounted Sconce

Recessed Linear LED Light Strip

Landscape Stake Light



LIGHTING PLAN

0 20 40

POTENTIAL DEPARTURES

Departure Request #1 & #2: 23.41.012.B.10.b. & 23.41.012.11.f.
Structure Height + FAR

Standard:
*Per **23.41.012.B.10.b**. and **11.f.***
Departures of up to an additional 10 feet of height and 0.5 additional FAR 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 and 0.5 additional FAR in order to preserve an exceptional Madrona tree on the subject property and accommodate loss of development capacity and tree protection area.

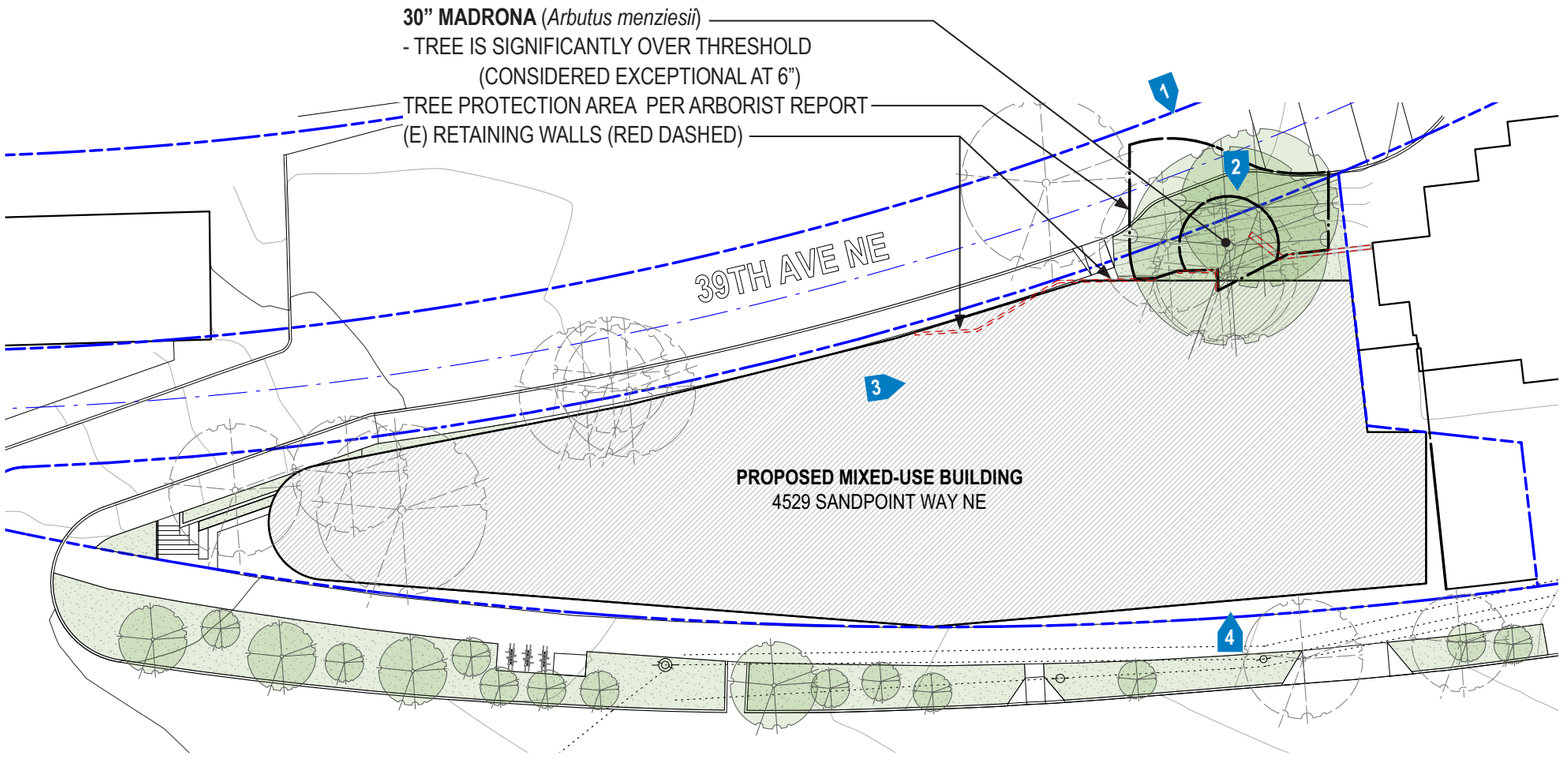
Rationale:
Preserving the Madrona tree with *exceptional* tree status results in a loss of development capacity for the site. The additional height will allow an additional residential story in exchange for the loss of development capacity that results from preserving the tree. If the exceptional tree were removed, the proposed building would be 72,966 GSF. If the exceptional tree is preserved and the additional height / story is approved, the proposed building is 72,767 GSF, almost equivalent (see diagrams on p.61). Further, preserving the healthy Madrona tree located 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 in addition to 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).

The additional FAR will allow a full additional story in exchange for the loss of development capacity that results from preserving the tree. The max FAR under current zoning is 3.75. The current proposal has a FAR of 3.87, slightly less than the 4.25 allowable if departure is approved.

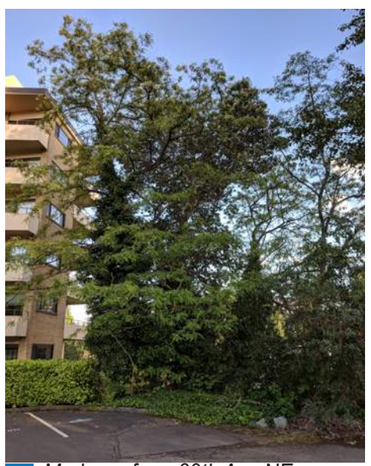
Additionally, preserving the Madrona will also allow a large Black Locust (22" DBH) directly adjacent to be preserved, adding to the benefits of natural habitat, open space, and reduced sense of scale.

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.



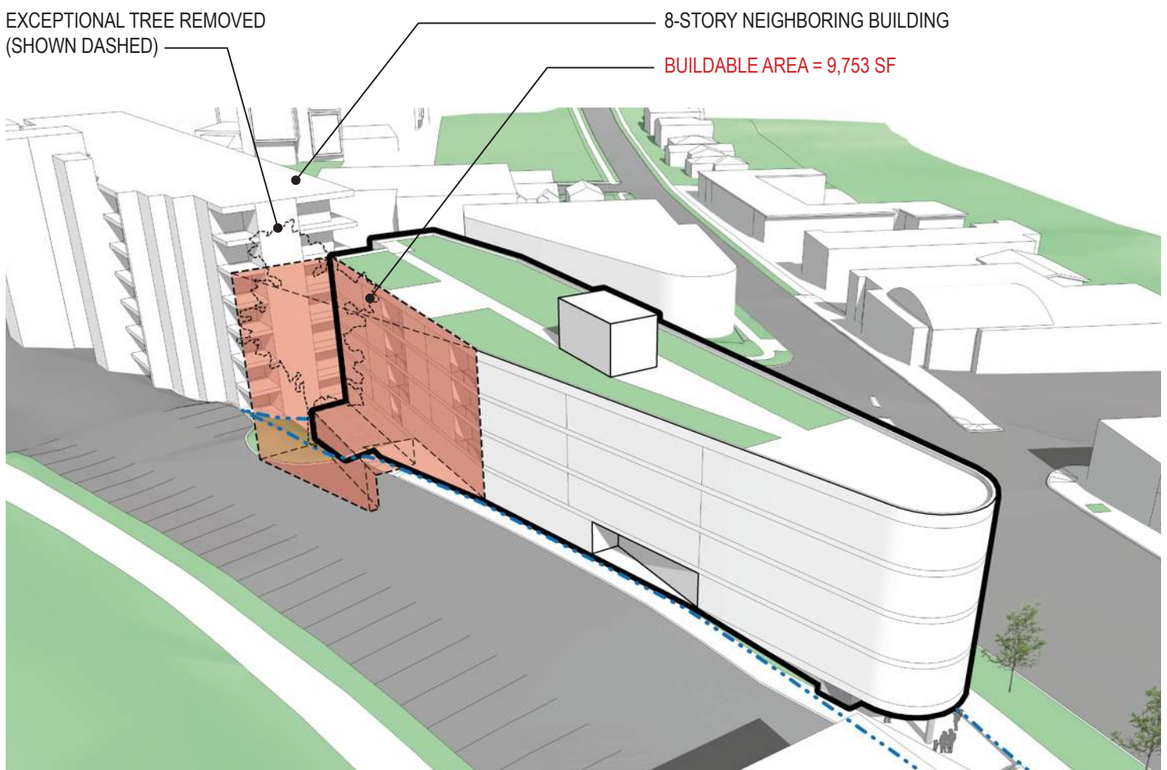
SITE PLAN // TREE PROTECTION AREA


1 *Madrona from 39th Ave NE*

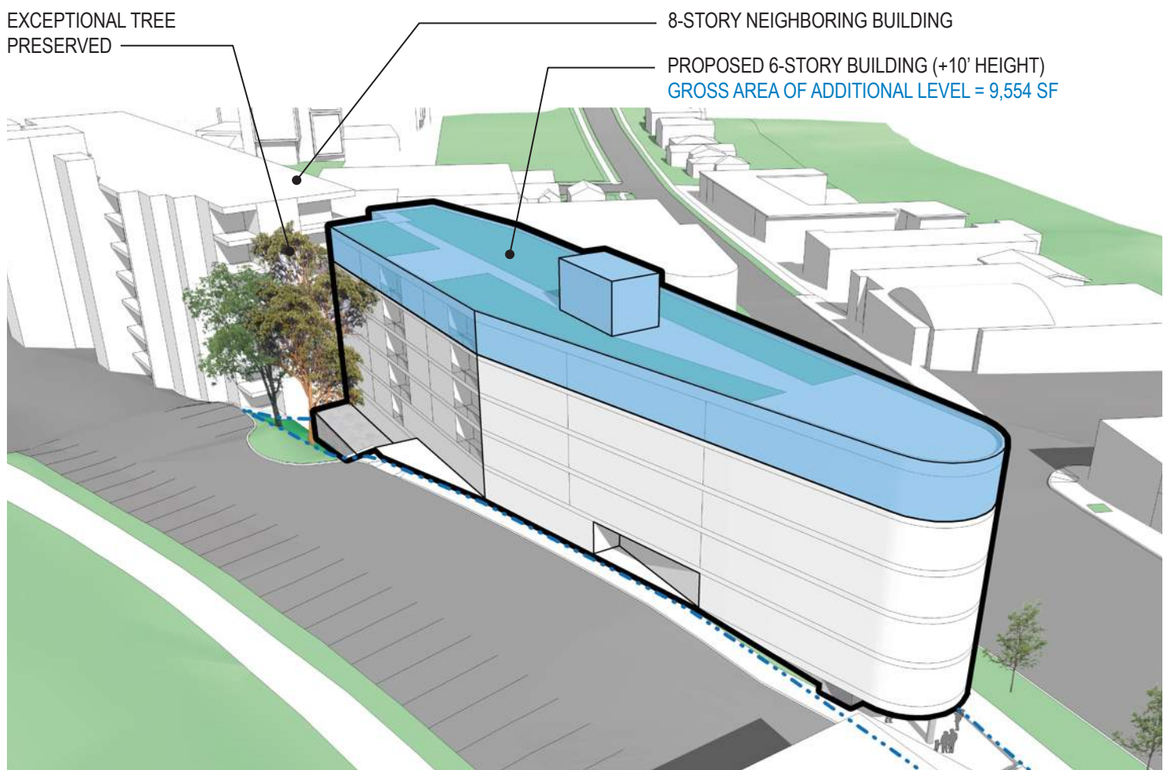

2 *Madrona from 39th Ave NE*


3 *Madrona from center of site*


4 *Madrona from Sand Point Way NE*



DEVELOPMENT CAPACITY IF EXCEPTIONAL TREE IS REMOVED



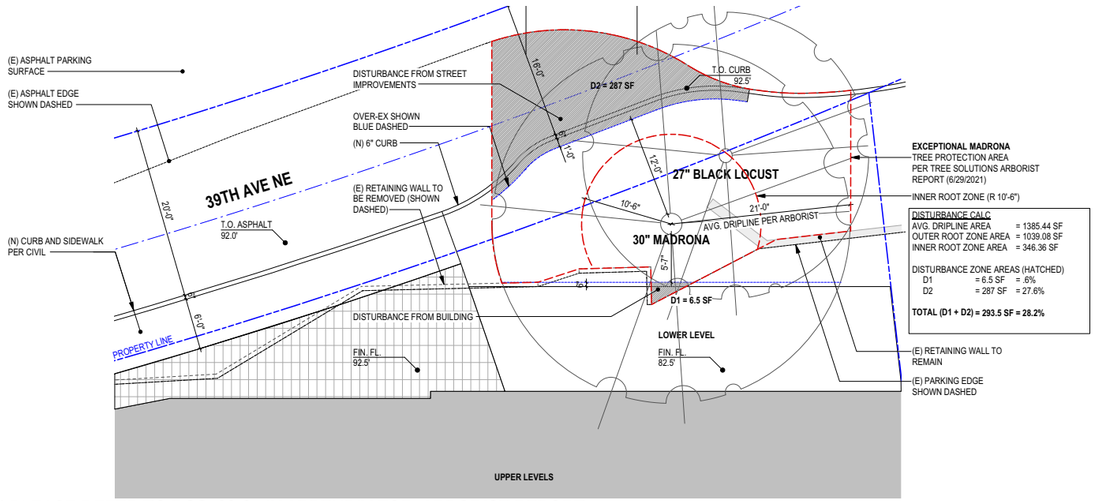
DEPARTURE FOR 10' ADDITIONAL HEIGHT

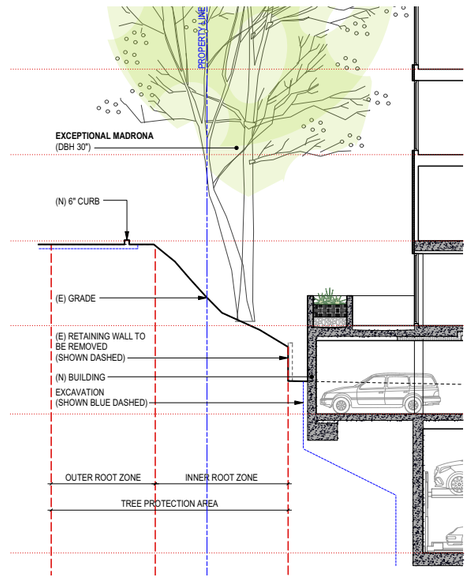
TOTAL BUILDING AREA COMPARISON
TREE REMOVED = 72,966 SF
TREE PRESERVED = 72,767

From Tree Solutions Inc., Consulting Arborists Report:

"Impacts from shoring wall
This project proposes to remove the existing concrete foundation wall south of the tree and excavate the area to the southeast of the wall to accommodate construction improvements below existing grade. The existing wall is approximately 6 feet from the base of the tree, with a significant decrease in grade from the tree root flare to the top of the wall. Excavation from the shoring wall will impact slightly beyond this point, approximately 5.5 feet from the trunk.
The new shoring wall will be installed to the southwest of the tree near the location of the existing foundation wall and will require approximate 7 feet of excavation below grade.
In our opinion, this work can be completed as shown on the plans without impacting the stability of the madrone tree, provided that a qualified arborist monitors the work to advise the contractors on proper tree protection techniques and assess any root impacts that occur during demolition, excavation, and construction."

-Katherine Taylor, Scott Baker, Joseph Sutton-Holcomb
Tree Solutions Inc.





* PLEASE REFER TO PGS. 80-85 IN APPENDIX FOR ARBORIST REPORT

POTENTIAL DEPARTURES

Departure Request #3: 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.

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 (@ 15% slope) 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 to 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)

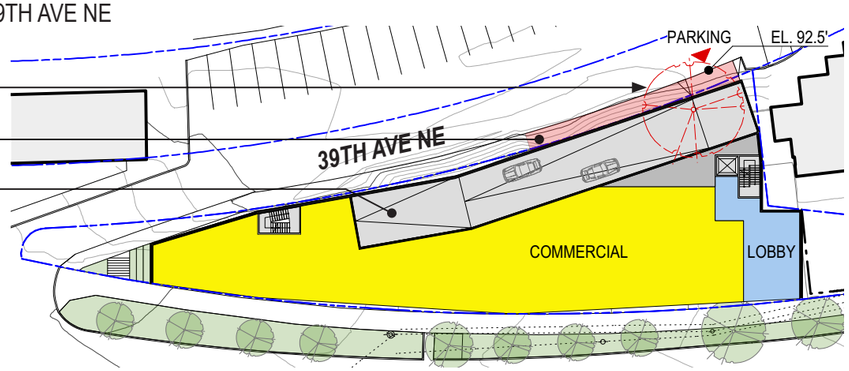
3. If the second level were used for parking, accessed off 39th Ave, it would result in the loss of an entire floor of residential units as well as require the Exceptional Tree to be removed in order to obtain the required parking count. Neither of these is a good outcome for the project or neighborhood.

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 (15%, 29.5' OF ELEVATION CHANGE)

37 STALLS PROVIDED



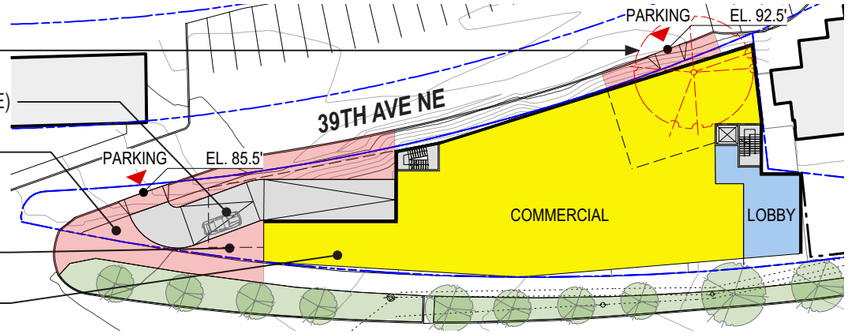
RAMP ADJACENT TO PEDESTRIAN EXPERIENCE (RED SHADED)

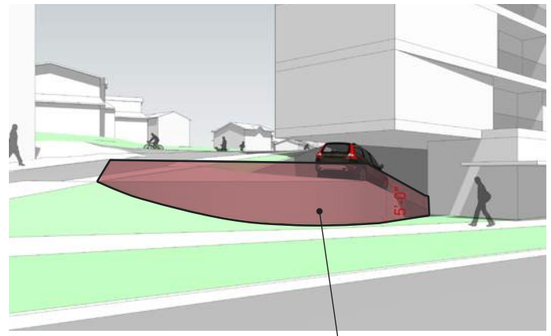
ALTERNATIVE 2: WEST ACCESS RAMP

LOSS OF EXCEPTIONAL TREE
CHALLENGING RAMP ACCESS / GEOMETRY (150' LENGTH @ 15%, 22.5' OF EL. CHANGE)
RAMP ADJACENT TO PEDESTRIAN EXPERIENCE (RED SHADED)

LOSS OF PROPOSED PLAZA
PRIME STREET-LEVEL COMMERCIAL COMPROMISED

38 STALLS PROVIDED



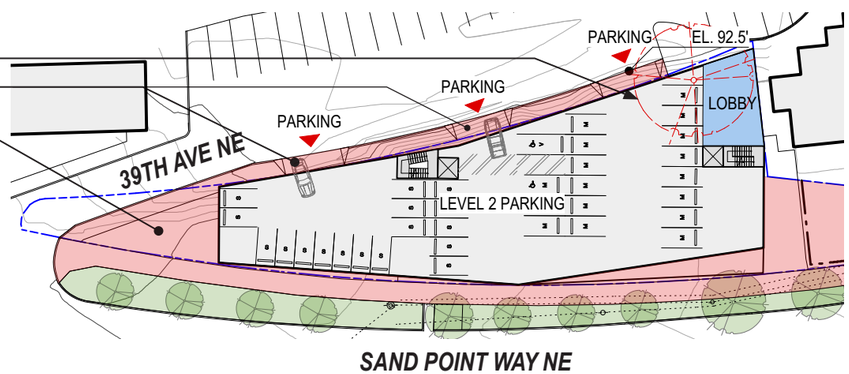


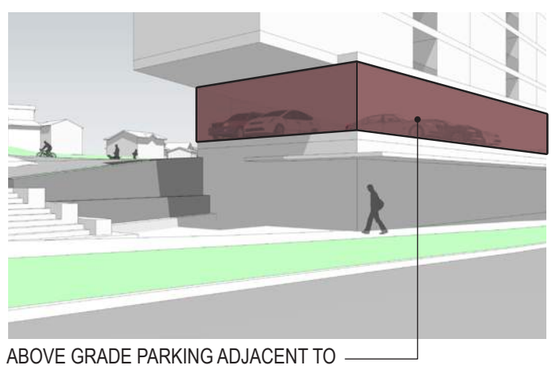
RAMP ADJACENT TO PEDESTRIAN EXPERIENCE

L2 PARKING DECK

LOSS OF EXCEPTIONAL TREE
MULTIPLE CURB CUTS
ABOVE GRADE PARKING ADJACENT TO STREET (RED SHADED)
SIGNIFICANT LOSS OF NRSF (ONE FULL RES. LEVEL)
REQ'S MULTIPLE DEPARTURES
STREET LEVEL USE
CURB CUT COUNT

35 STALLS PROVIDED

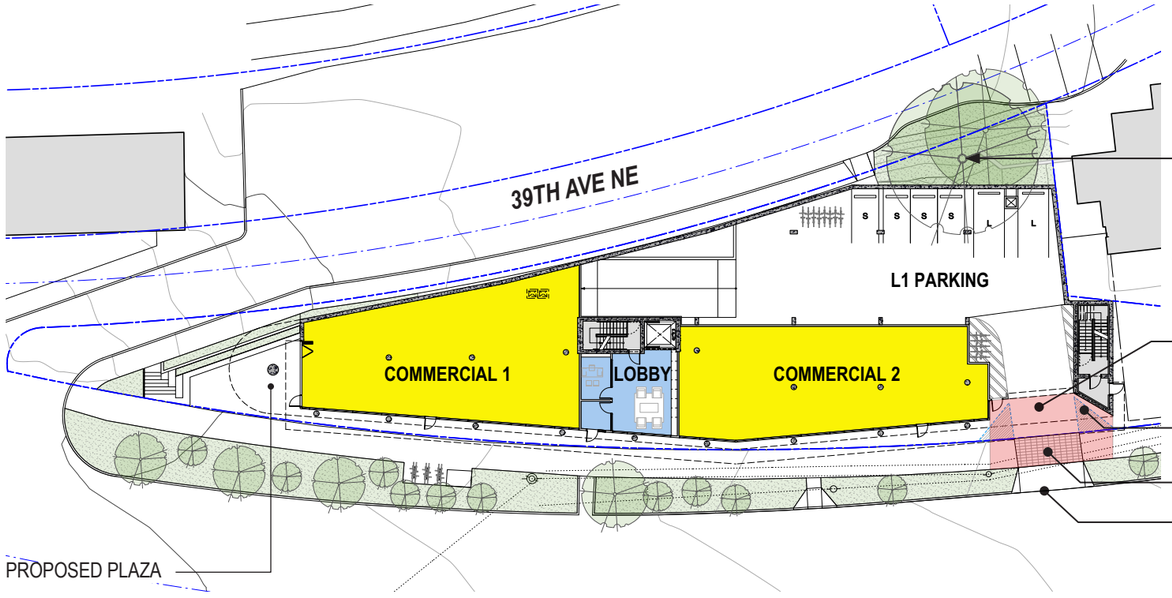




ABOVE GRADE PARKING ADJACENT TO STREET (RED SHADED)

PROPOSED: ACCESS FROM SAND POINT WAY NE

ALTERNATIVE 3: PREFERRED



EXCEPTIONAL MADRONA TREE & LARGE BLACK LOCUST TO REMAIN

MINIMAL 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

42 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, bike repair / lounge, apartment units and open space 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 appendix for 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
PROPOSED = 10'-10"
REQUIRED = 40% TOTAL LENGTH MAX
PROPOSED = 8%

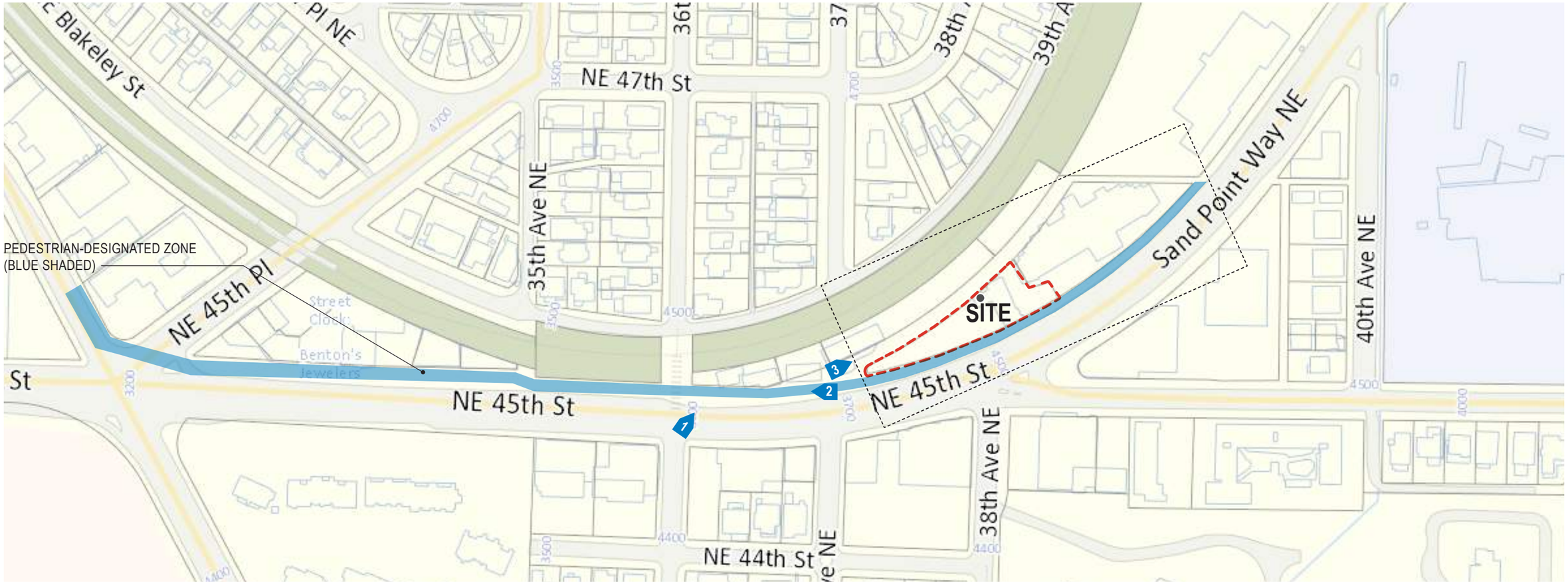
STREET LEVEL NON-RESIDENTIAL TRANSPARENCY REQUIREMENTS (23.47A.008.B.2)
REQUIRED = 60% MIN
PROPOSED = 99%

STREET LEVEL NON-RESIDENTIAL DEPTH PROVISIONS (23.47A.008.B.3.a)
REQUIRED = 30' MIN AVERAGE
PROPOSED = 31' AVERAGE

STREET FRONTAGE W/ OVERHEAD WEATHER PROTECTION (23.47A.008.C.4)
REQUIRED = 60% MIN
PROPOSED = 76%

STREET FACING FACADE OCCUPIED BY USES LISTED IN 23.47A.005.D.1 (23.47A.008.C.1)
REQUIRED = 80% MIN
PROPOSED = 81%

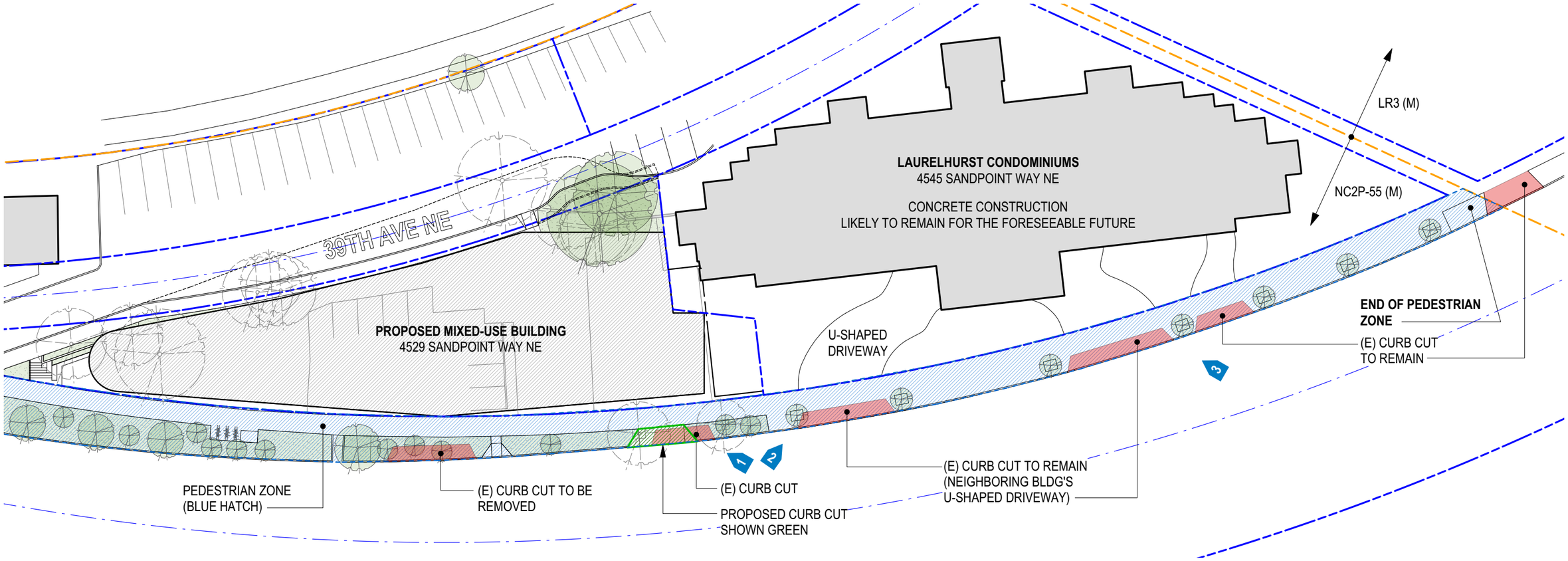
POTENTIAL DEPARTURES | PARKING ACCESS



1 *NE 45th St Frontage exit near Bistro Shirlee*

2 *NE 45th St Frontage entry near Burke Gilman Brewery*

3 *Steep climb up 39th Ave NE (formerly Railroad Ave NE)*



1 *(E) curb cut accessing surface parking on subject property*

2 *Neigboring building's U-shaped driveway*

3 *Neigboring building's U-shaped driveway*

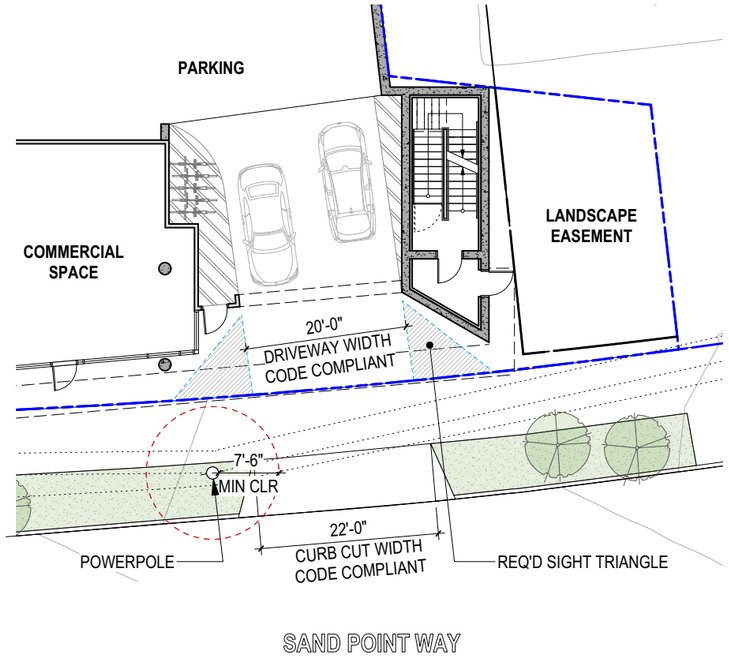
1. **39th Ave NE**: No left turn lane from Sand Point Way NE
2. Conflict with increased egressing traffic blocking access to frontage road
3. Pedestrian safety conflict with increased traffic and long crossing due to skewed 39th Ave NE at intersection
4. **Proposed Driveway**: Existing left turn lane from Sand Point Way NE

N

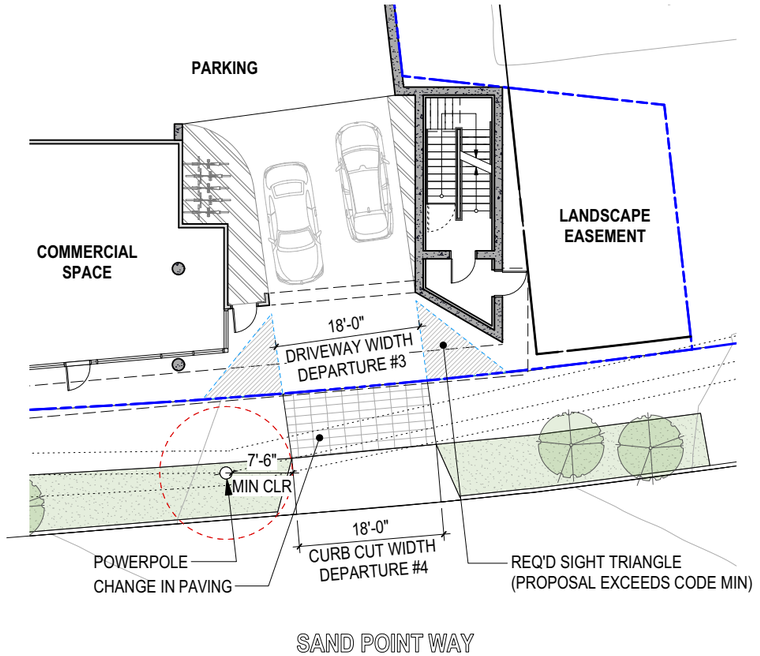
SITE DIAGRAM - SAND POINT TURNING LANE

POTENTIAL DEPARTURES

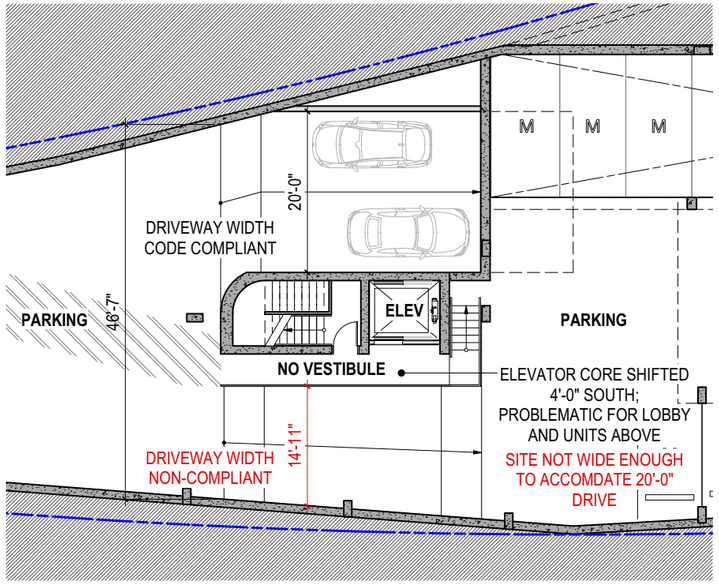
CODE STANDARD: 20’ WIDE DRIVEWAY & 22’ WIDE CURB CUT



PROPOSED: 18’ WIDE DRIVEWAY & CURB CUT, 16’ DRIVEWAY IN STRUCTURE

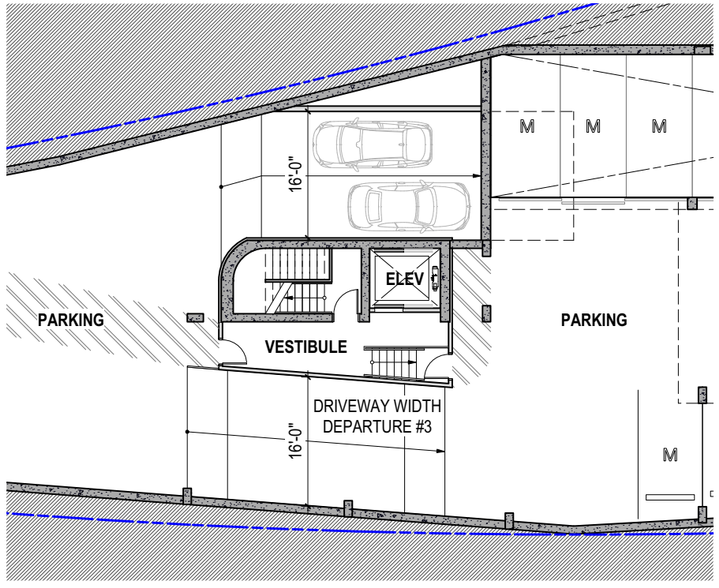


LEVEL 1



PARKING LEVEL

LEVEL 1



PARKING LEVEL

Departure Request #4: 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.

Within the structure, reducing the width of the driveway to 16’ for ramps allows the parking garage to function on such a narrow and complex site. The code standard 20’ would reduce the level 1 commercial space depth to be under code avg. 30’ while also creating conflicts with the elevator core and parking layout in the below-grade garage on such a narrow site.

Departure Request #5: 23.54.030
Curb Cut Width

Standard:
Per ***23.54.030.F.2.b***
For two-way traffic, the minimum width of curb cuts is 22 feet.

Proposed:
Allow the width of a two-way curb cut to be 18 feet wide to be in tandem with the departure request #4.

Rationale:
Reducing the width of the curb cut to 18’ will align the curb cut with the reduced width of the parking access driveway (see departure request #4). The minimum 22’ requirement is based on the non-residential parking use, which accounts for only 6 of 42 stalls provided or 14%. The parking garage will predominately serve the residential use. The residential requirement for curb cut width is “at least as wide as the minimum required width of the driveway it serves” per SMC 23.54.030.F.1.b.

Note: If SDOT and/or SDCI strongly prefer the wider, code-compliant driveway and curb cut, the design team could integrate a 20’ driveway at parking entry and a 22’ curb cut, however we are proposing the narrower width to further diminish the vehicle presence along the streetscape.

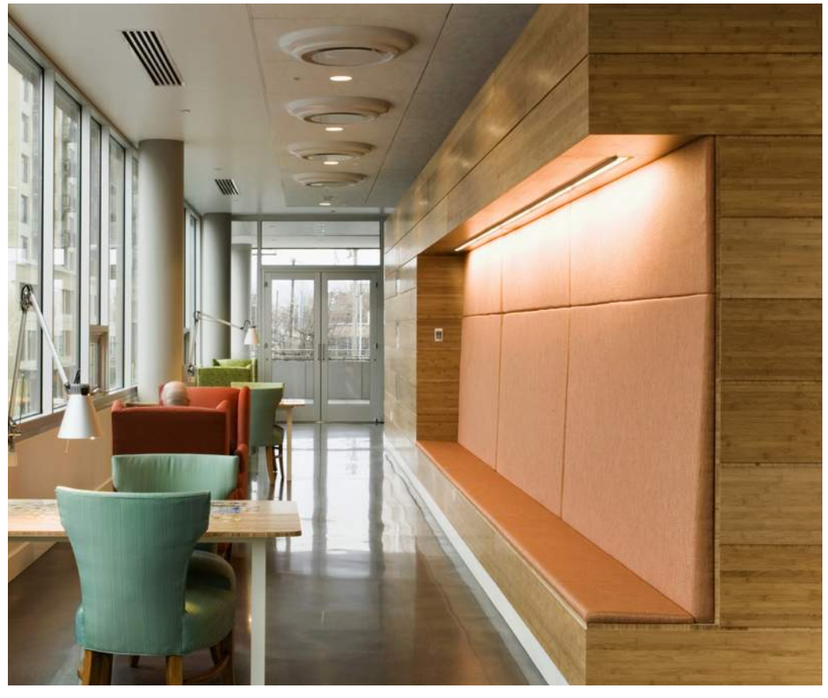
EXAMPLES OF PAST WORK

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

LIVING BUILDING CHALLENGE

Shelton Apartments (w/ Shilshole)
Seattle, WA

BUILT GREEN

APPENDIX INDEX

Table of Contents

EDG Supplemental Information

APPENDIX | MATERIAL BOARD

Photographs: Material Board

1. **TRESPA PURA** // TROPICAL IPE
   Manuf: Trespa
   Color: Tropical Ipe
   Spec: 7” wide x 10’ long planks, composite material

2. **METAL PANEL 1** // CHARCOAL
   Manuf: Reynobond or Alpolic
   Color: Charcoal
   Spec: 1/8” thick, 5’ x 20’ panels, aluminum composite material, high performance finish

3. **METAL PANEL 2** // GRAY
   Manuf: Reynobond or Alpolic
   Color: Gray
   Spec: 1/8” thick, 5’ x 20’ panels, aluminum composite material, high performance finish

4. **CONCRETE** // SANDBLASTED

5. **WINDOW FRAME** // BLACK

   VINYL
   Manuf: Drutex
   Color: Black

   ALUMINUM STOREFRONT
   Manuf: Kawneer
   Color: Black

6. **GUARDS** // POWDER COATED STEEL // CHARCOAL
   Manuf: Custom
   Color: Charcoal
   Spec: 1 1/2” x 1/2” steel flatbar verticals, 4” o.c. spacing

MATERIAL LINKS

Trespa Pura
https://www.trespa.com/en-us/productinfo-en-gb/trespa-pura-nfc-siding

Metal Panel 1 & 2
https://www.arconic.com/aap/north_america/en/product.asp?cat_id=1756&prod_id=4712
or
https://www.alpolic-americas.com

APPENDIX | 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

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 mixed-use 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.

Time: Event begins promptly at 6pm and will end around 7pm

Date: **Tuesday, December 10, 2019**

Where: The Mountaineers,
7700 Sand Point Way NE, Seattle, Washington 98115

TUE DEC 10

PROJECT HOTLINE: 206-775-8829

Project Address:
4529 Sand Point Way NE
Seattle WA 98105

Contact: Natalie Quick

Applicant: Stabrinda Development LLC

Additional Project Information on Seattle Services Portal via the Project Address:
4529 Sand Point Way NE

Project Hotline & Email:
206-775-8829
4529SandPoint@earlyDRoutreach.com

Note: Calls and emails are retained within 14 business days. Calls and emails are subject to City of Seattle public disclosure laws.

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.

MEMORANDUM

Project: **4529 Sand Point Way NE**
SDCI Project #3035994-EG / #3035906-LU

Subject: Site Driveway Departure

Date: July 2, 2020

Author: Marni C. Heffron, P.E., P.T.O.E.

A driveway departure has been requested for the 4529 Sand Point Way NE project to locate the driveway on Sand Point Way NE, which is a principal pedestrian street. Design rationale for this departure was detailed as part of the application process, and showed that locating the driveway on Sand Point Way NE instead of the site's other frontage on 39th Avenue NE would improve the on-site design, the pedestrian experience on Sand Point Way, and save an exceptional tree.

A driveway on Sand Point Way would also have the following traffic operational and safety benefits compared to an access on 39th Avenue NE:

- The proposed driveway on Sand Point Way would be located in a segment of Sand Point Way that has a center left turn lane, which would provide queue space for left-turning vehicles out of the main through lane of traffic. This location is shown in red on Figure 1.

  If the driveway were required to be located on 39th Avenue NE, its sole access to the arterial system would be via NE 45th Street (the continuation of the Sand Point Way corridor). NE 45th Street at 39th Avenue NE does **not** have a center turn lane since right-of-way is used to provide the local business frontage road on its north side. With the lack of a left-turn lane, vehicles turning left into the site could block following traffic in the main through-lane of NE 45th Street. This location is shown in blue on Figure 1.

- The 39th Avenue NE / NE 45th Street intersection has additional conflicts and crossing maneuvers associated with the local business frontage road. If the site driveway were to be located on 39th Avenue NE, it would add egressing traffic to this intersection and increase the chance that vehicles turning from the arterial in the business frontage road are blocked. Project traffic, if accessed on 39th Avenue NE, could also add conflicts to pedestrians that cross 39th Avenue NE. Because 39th Avenue NE is skewed, the crossing distance is very long. Vehicle conflicts associated with the project at the skewed crossing would be eliminated if the project driveway is located on Sand Point Way.

heffron transportation inc

Tree Solutions Inc
Consulting Arborists

Project No. TS -7716

Arbortist Report

To:	Shilshole Development LLC, Mike Yukevich
Site:	4529 Sand Point Way NE, Seattle, WA 98105, USA
Re:	Construction Impacts to Exceptional Madrone Tree
Date:	June 29, 2021
Project Arborists:	Katherine Taylor ISA Certified Arborist #PN-8022A ISA Qualified Tree Risk Assessor Scott Baker Registered Consulting Arborist #414 ISA Board Certified Master Arborist #PN-0670B ISA Qualified Tree Risk Assessor, TRAQ Instructor Joseph Sutton-Holcomb ISA Certified Arborist #PN-8397AM Municipal Specialist, Qualified Tree Risk Assessor
Referenced Documents:	4529 Sand Point Way NE Permit Set, Jan 22, 2021
Attached:	Site Diagram: Tree Protection Area (Public47 Architects, June 23, 2021) Site Diagram: Tree Protection Area W/ SDOT Req. sidewalk (Public47 Architects, June 23, 2021) Section Diagrams A & B W/ sidewalk requirement (Public47 Architects, June 23, 2021) Section Diagrams A & B W/O sidewalk (Public47 Architects, June 23, 2021) Site Diagram: Canopy Disturbance (Public47 Architects, June 23, 2021)

Assignment and Scope of Work

This report documents a site visit by Katherine Taylor and Scott Baker of Tree Solutions Inc. on May 13, 2021. It also documents review of excavation and development plans for construction of a new 6-story mixed use building with 69 residential apartment units, 5000 square feet of commercial space, and below grade parking for 43 vehicles.

The purpose of this report is to review and comment on proposed impacts to a mature pacific madrone (*Arbutus menziesii*) tree in proximity to the proposed building. This tree measures 30 inches Diameter at Standard Height (DSH), making it exceptional by size under Seattle Director's Rule 16-2008 and is subject protections per SMC 25.11. This report will describe the scope of proposed impacts, outline tree

protection measures to mitigate these impacts, and discuss the feasibility of protecting and retaining the tree in question.

Observations & Discussion—Construction Impacts

Existing Conditions

The subject tree is growing on a manmade slope amongst deciduous trees and dense understory vegetation, much of which is invasive ivy. The invasive ivy is growing is growing into the tree canopies.

At the base of a slope, southeast of the tree, there is a parking lot and portions of an old foundation wall. We observed no heaving or cracking in the parking surface in this area. At the top of the slope, to the northwest of the tree, there is a parking area with cracking pavement indicating there may be tree roots growing below the surface.

The tree has large structural roots predominantly growing laterally and upslope from the tree. One large structural root is growing toward the old foundation wall and likely redirects at the back of the wall.

There is a black locust tree growing to the southeast of the tree at the edge of the parking surface which appears to be blocking the growth of major structural roots from the madrone in this direction. There is another black locust tree growing at the top of the slope north of the tree, which is discussed in a separate section below.

In our professional opinion, the tree roots are likely being limited to the southeast (downslope) by existing infrastructure and vegetation. However, the cracking pavement northwest (upslope) of the tree indicates that roots may be growing in this area.

Because of the existing infrastructure and limitations of the tree's rooting area, the measured dripline of the tree is not the best metric for defining the tree protection zone. Instead, impacts should be confined to the areas where infrastructure already exists wherever possible.

Impacts from shoring wall

This project proposes to remove the existing concrete foundation wall south of the tree and excavate the area to the southeast of the wall to accommodate construction improvements below the existing grade. The existing wall is approximately 6 feet from the base of the tree, with a significant decrease in grade from the tree root flare to the top of the wall. Excavation from the shoring wall will impact slightly beyond this point, approximately 5.5 feet from the trunk.

The new shoring wall will be installed to the southwest of the tree near the location of the existing foundation wall and will require approximate 7 feet of excavation below grade.

In our opinion, this work can be completed as shown on the plans without impacting the stability of the madrone tree, provided that a qualified arborist monitors the work to advise the contractors on proper tree protection techniques and assess any root impacts that occur during demolition, excavation, and construction.

Adjacent black locust tree at top of slope.

There is a black locust (*Robinia pseudoacacia*) growing in proximity to the madrone tree in question. The tree has two stems measuring 6 and 17 inches DSH. Retention of this tree will reduce impacts to the

madrone tree by limiting the changes in sun exposure and the environmental conditions to which both trees are adapted. We recommend that this tree be preserved during construction along with the madrone tree.

Impacts from 39th Ave. NE Street improvements

We have reviewed diagrams showing improvements to 39th Ave NE – the street to the north of the Madrone tree in question which terminates in a dead end with parking spaces adjacent to the Burke-Gilman Trail. The diagrams are attached to this report for reference.

The first two diagrams in the series show street improvements without the addition of a sidewalk on the south side of 39th Ave NE. This construction would impact the Madrone tree approximately 12 feet from the trunk.

The second two diagrams in the series show street improvements including a sidewalk on the south side of 39th Ave NE. This construction would place the sidewalk approximately 7.5 feet from the madrone trunk. Due to the slope conditions, this sidewalk would require excavation for installation of a retaining wall with a footing. The excavation required for this footing would potentially impact the tree within 5.5 feet of the trunk.

In our experience, Madrone trees are sensitive to construction related disturbance such as this. The impacts shown in Diagram B are highly likely to impact structural roots from the tree, which could destabilize the tree.

Given the tree's orientation on the slope, the roots growing in this area are critical to tree stability. Deciduous trees such as this produce "tension wood" on the upslope side of a lean to anchor themselves in place. Impacts to roots in this area may have a greater potential to destabilize the tree if severed, as the roots are on the tension side of the trunk lean.

Additionally, changes in proximity to the trunk such as this may decrease the available soil volume and alter stormwater activity and drainage in the tree root zone in a manner that negatively impacts this tree. Madrone trees are sensitive to this type of disturbance, and impacts to close to the trunk have the potential to cause a decline in tree health even if structural roots are avoided.

The fact that the tree will be impacted to some extent on the south side from shoring wall construction should also be considered. In our experience, trees have a higher likelihood of declining after construction activity when impacted close to the trunk on multiple sides.

It is our opinion that disturbance should be kept as far from the trunk as feasible along 39th Ave NE to preserve as much of the existing fine and structural roots from this tree as possible.

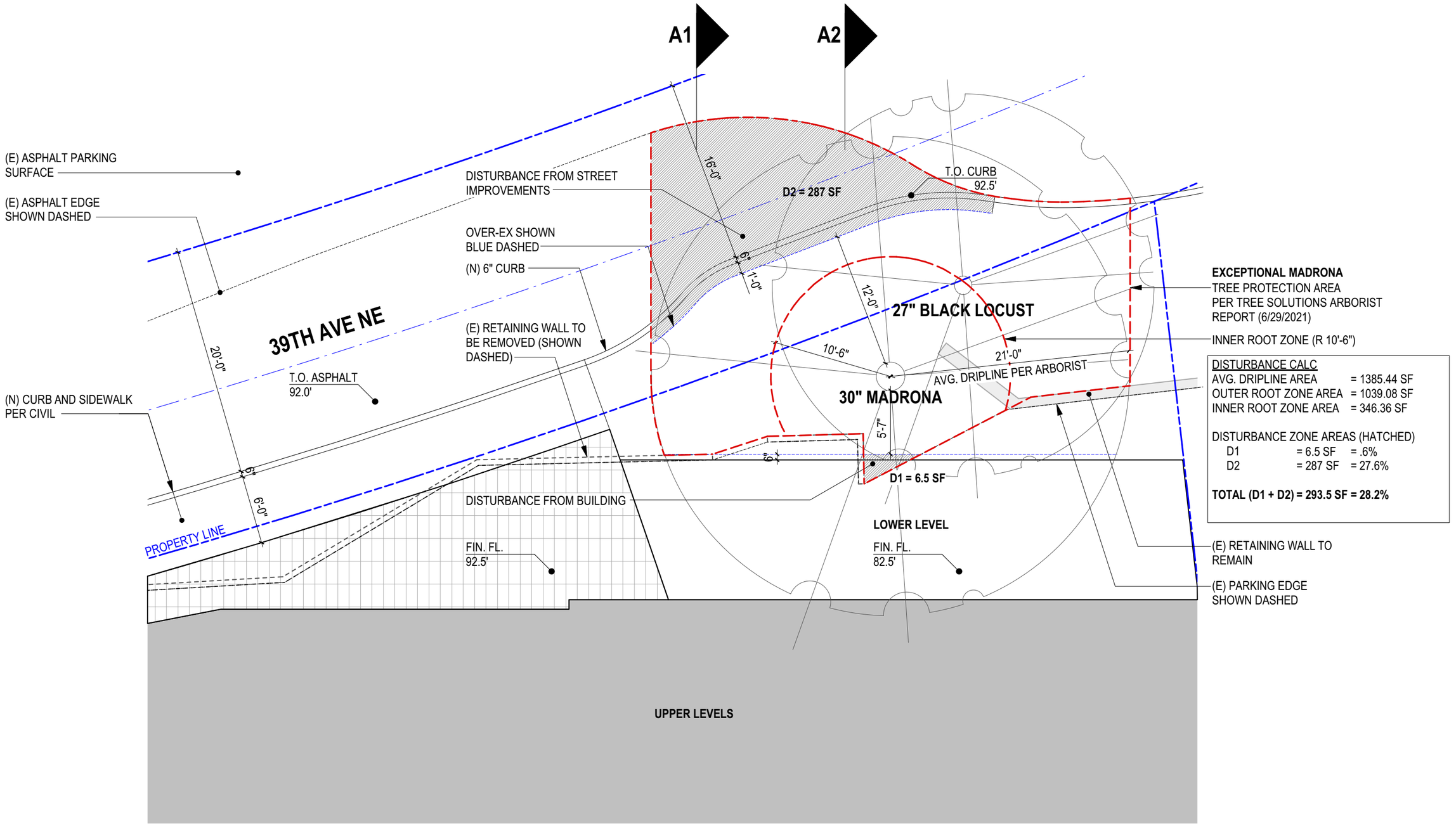
If a sidewalk must be installed at the top of the slope, use an option that is installed on piers and allows the soil surface below the sidewalk to remain intact. This approach would minimize impacts to the madrone roots. However, since the piers would require foundations and associated excavation, this option would still require substantial impacts to the tree.

Arborist Report
Shilshole Development LLC: 4529 Sand Point Way NE, Seattle, WA 98105 June 29, 2021

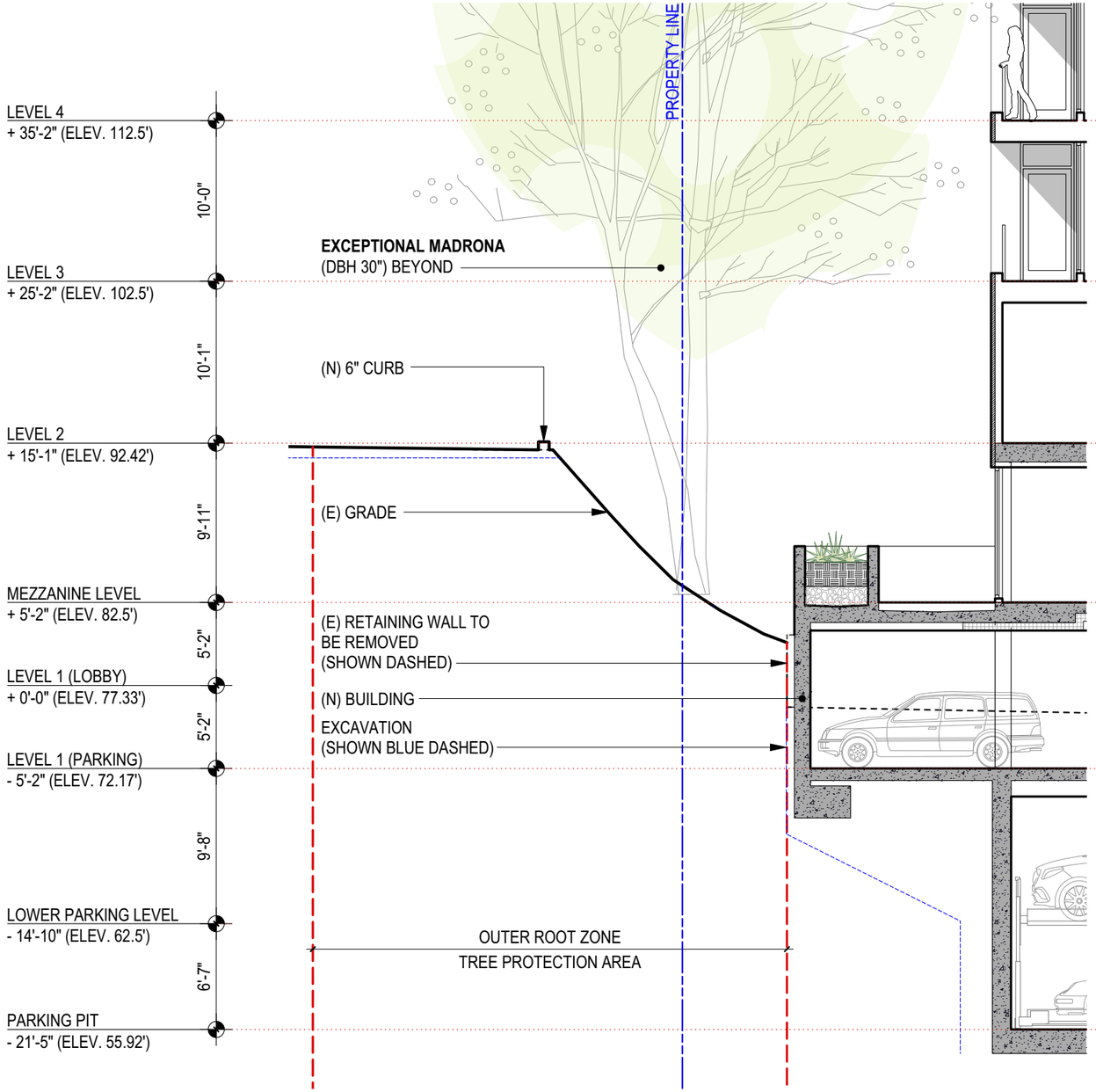
If a raised sidewalk is installed, Tree Solutions must monitor the installation of the sidewalk within 20 feet of the trunk. Additionally, air excavation must be used to dig "pilot holes" to ensure pier locations would not impact structural roots from the madrone. If a pilot hole for a pier uncovers structural roots, the location must be adjusted in the field to avoid the roots.

Respectfully submitted,

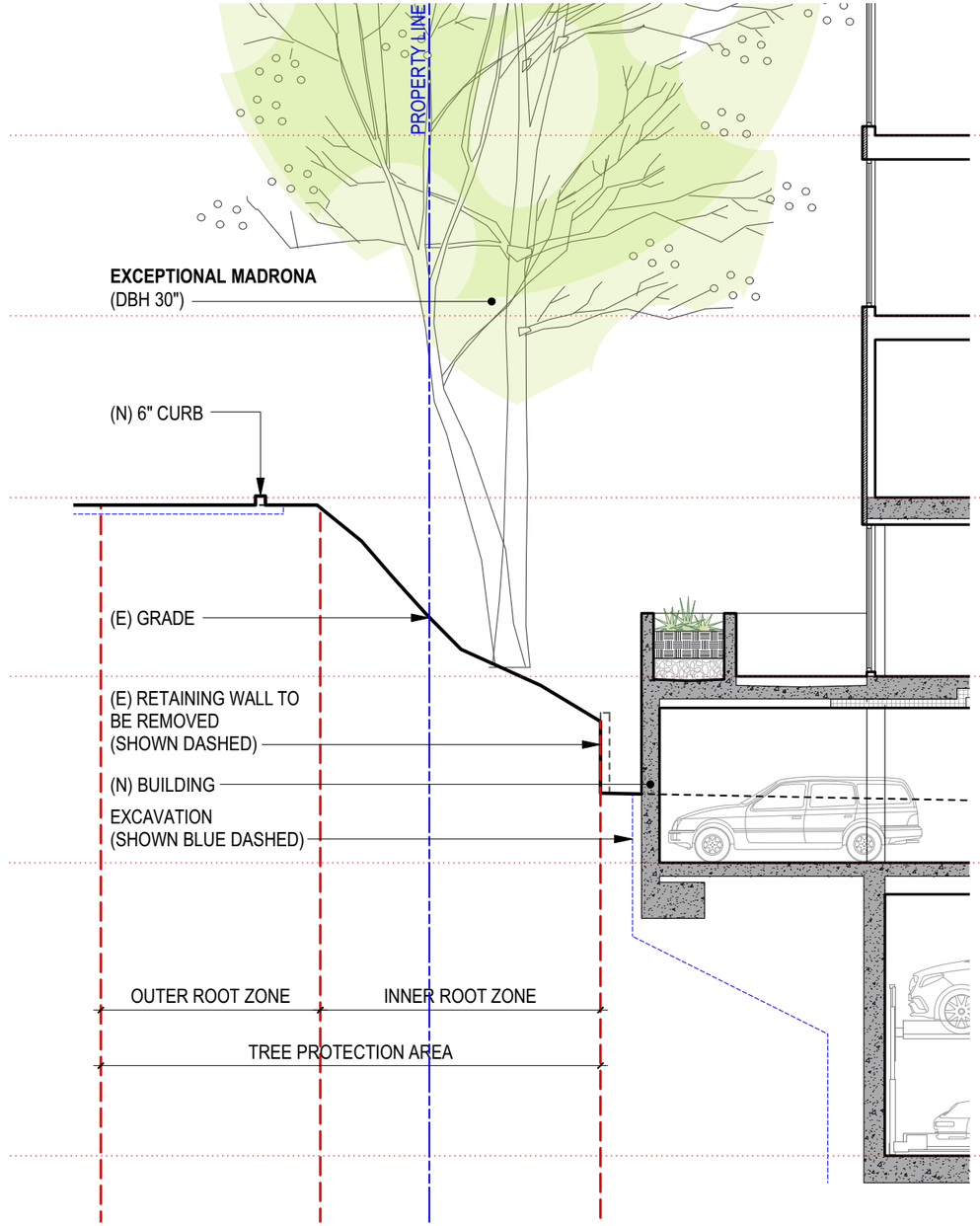
Katherine Taylor, Scott Baker, Joseph Sutton-Holcomb,
Tree Solutions Inc.



SITE DIAGRAM OPTION A (PREFERRED): NO SIDEWALK ADJACENT TO TREE



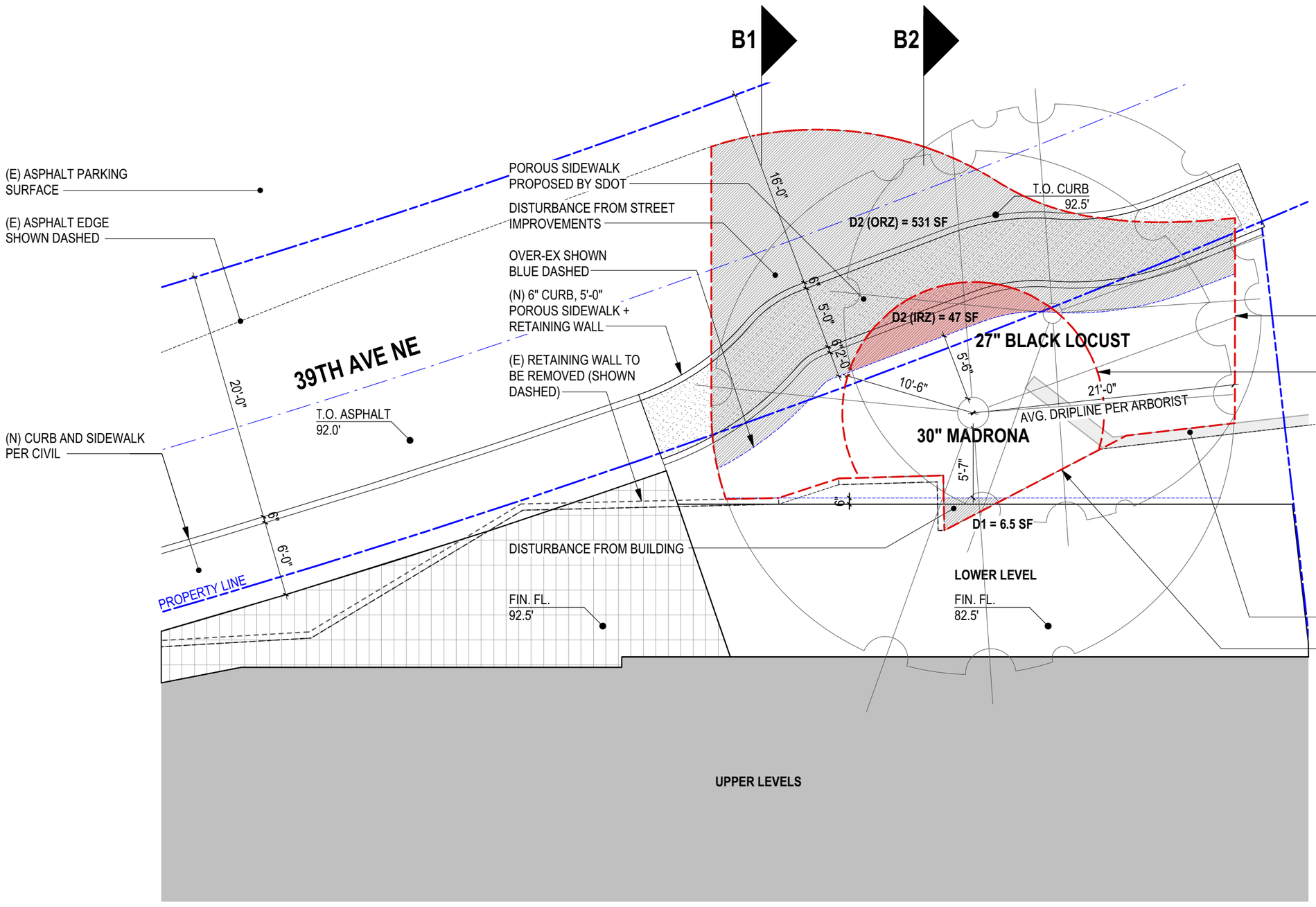
SECTION DIAGRAM A1



SECTION DIAGRAM A2

0 4' 8' 16'

SECTION DIAGRAM OPTION A (PREFERRED): NO SIDEWALK ADJACENT TO TREE



DISTURBANCE CALC

AVG. DRIPLINE AREA	= 1385.44 SF
OUTER ROOT ZONE AREA	= 1039.08 SF
INNER ROOT ZONE AREA	= 346.36 SF

DISTURBANCE ZONE AREAS (HATCHED)

D1 (IRZ)	= 6.5 SF	= .6%
D2 (ORZ)	= 531 SF	
D2 (IRZ)	= 47 SF	
	= 578 SF	= 55.6%

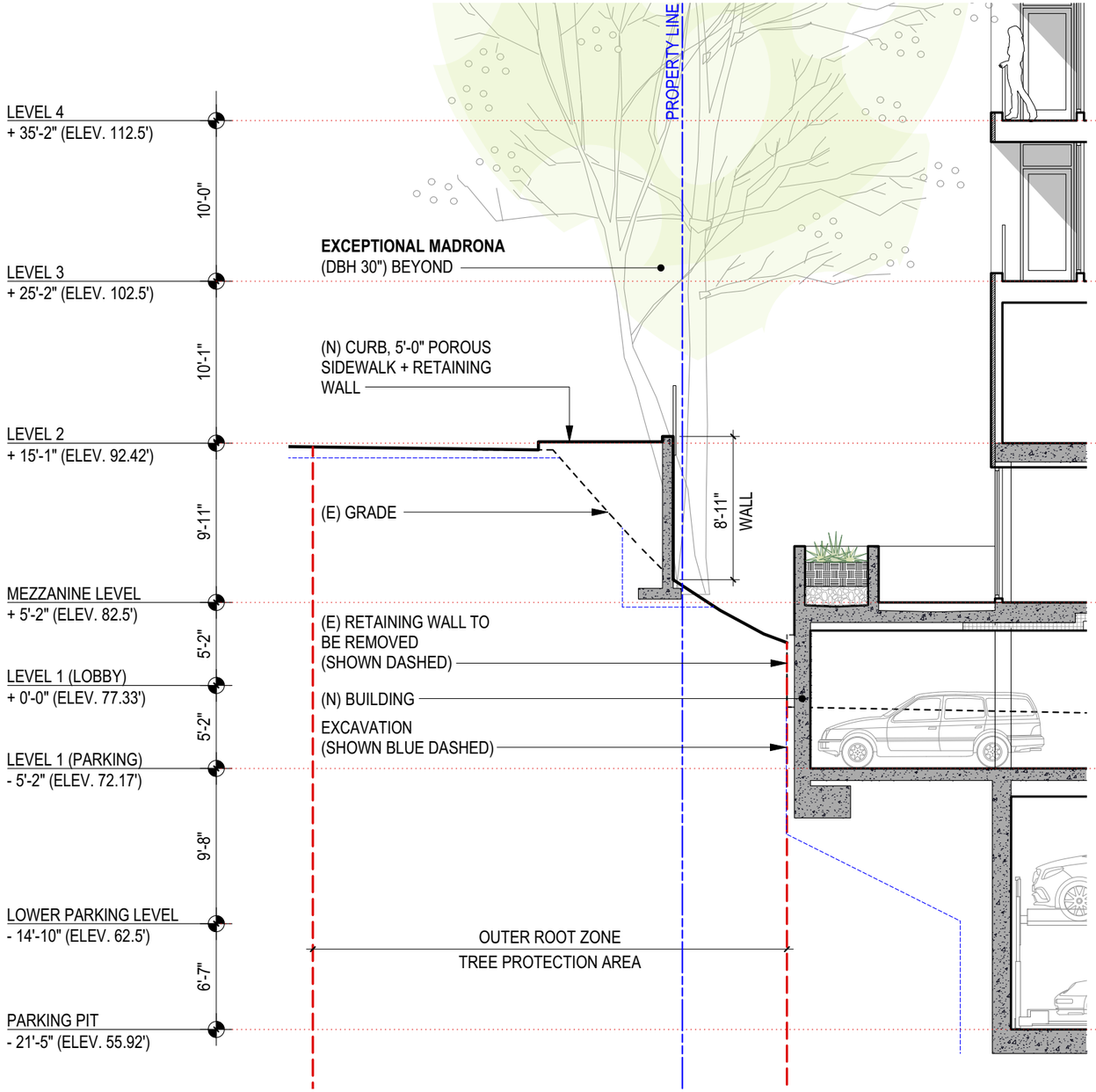
TOTAL (D1 + D2) = 584.5 SF = 56.2%

*OPTION B PROPOSED BY SDCI/SDOT FOR STREET IMPROVEMENTS. HOWEVER, IT DOES NOT MEET TREE PRESERVATION REQUIREMENTS BY TREE SOLUTIONS OR SDCI.
THEREFORE, PROJECT SEEKING SDOT DEVIATION REQUEST TO STOP SIDEWALK SHORT OF TREE PROTECTION (OPTION A) OR A RAISED, PIER SUPPORTED SIDEWALK (OPTION C)

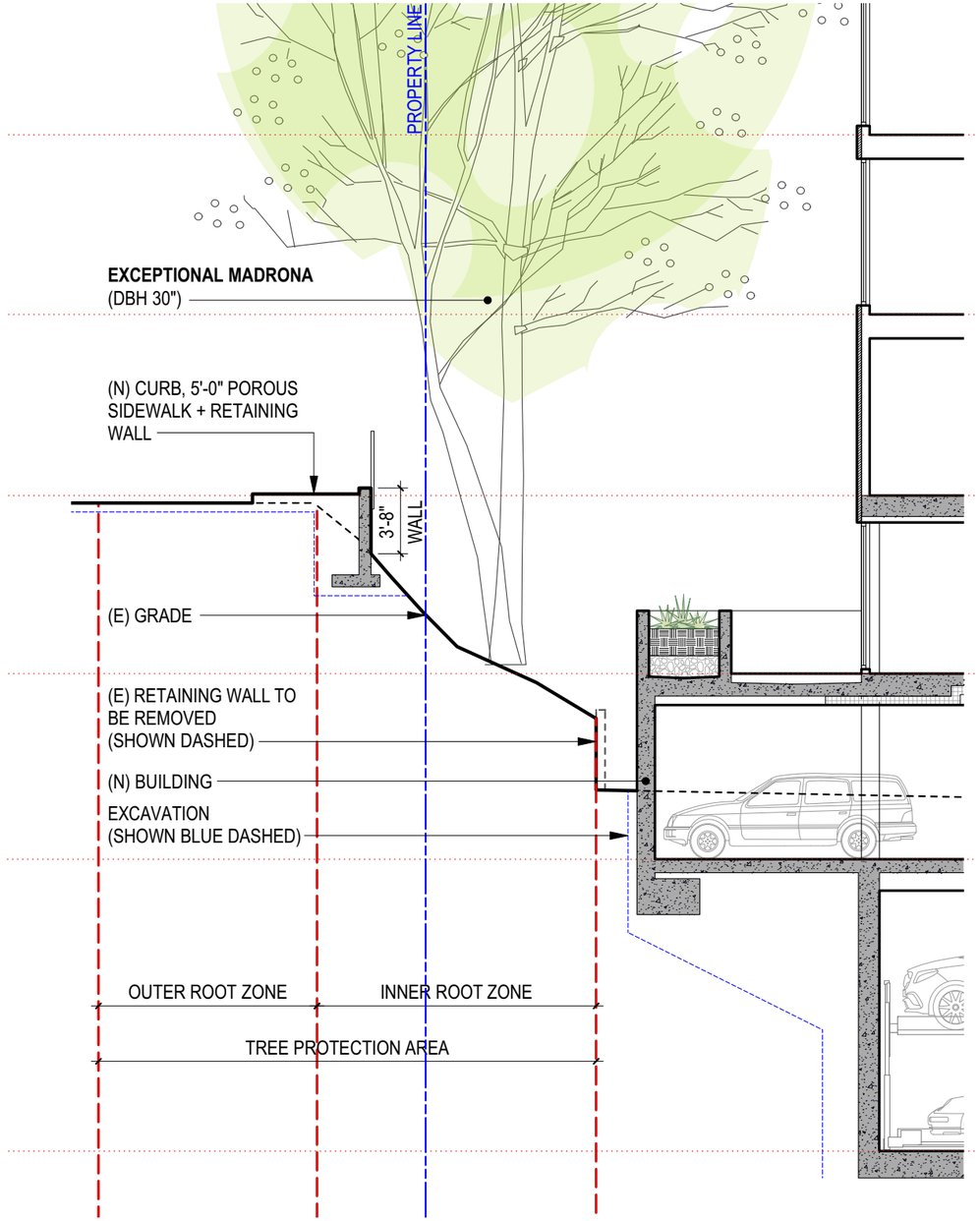
Email correspondance with Johnathan Williams, SDOT:
"If we are really down to preservation of the walkway vs. preservation of the madrone, I recommend the project submit an SDOT Deviation Request form outlining the details showing the sidewalk dropping on the project frontage."

0 4' 8' 16'

SITE DIAGRAM OPTION B: SDOT PROPOSED SIDEWALK



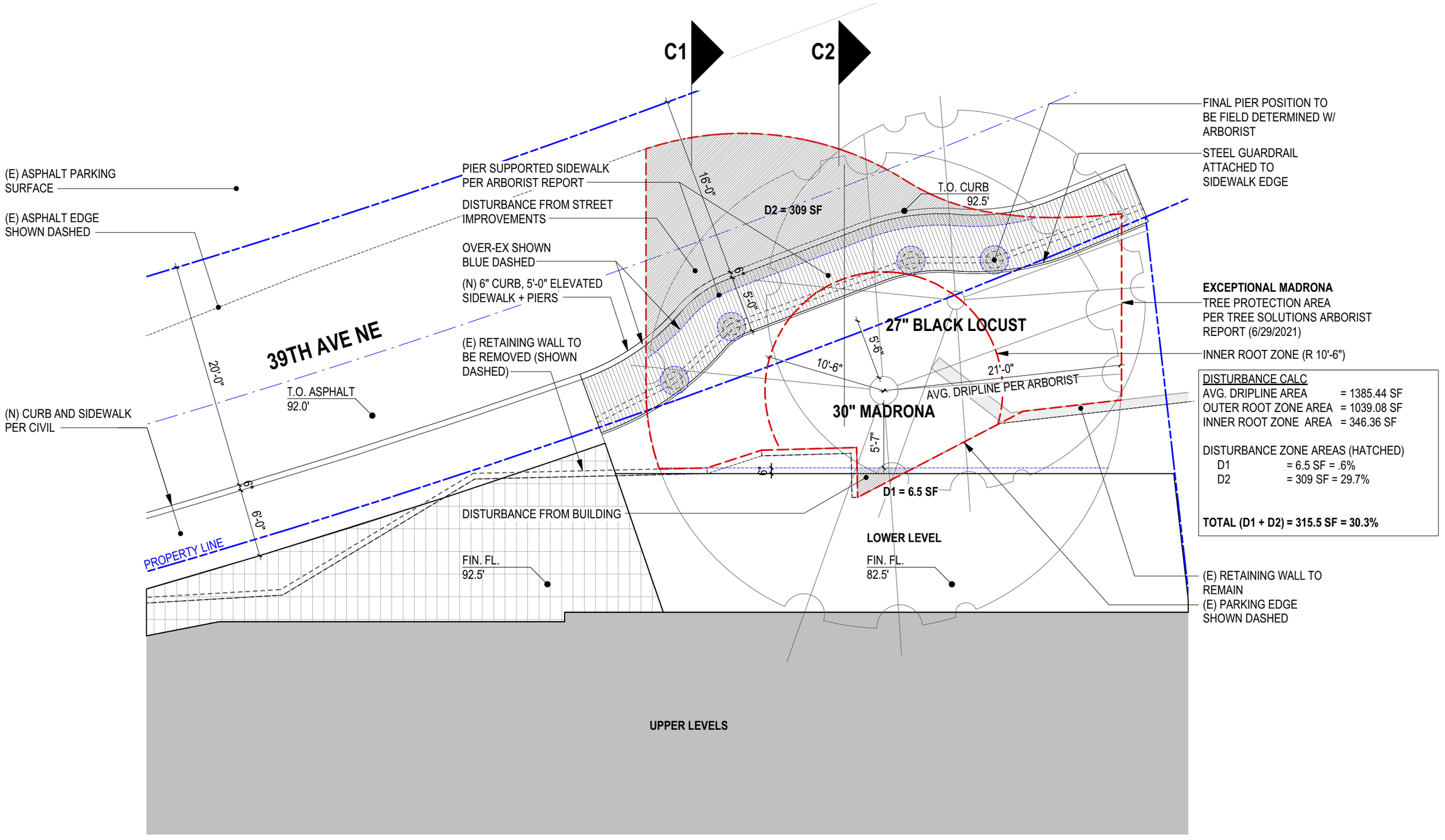
SECTION DIAGRAM B1



SECTION DIAGRAM B2

0 4' 8' 16'

SECTION DIAGRAM OPTION B: SDOT PROPOSED SIDEWALK



DISTURBANCE CALC

AVG. DRIPLINE AREA	= 1385.44 SF
OUTER ROOT ZONE AREA	= 1039.08 SF
INNER ROOT ZONE AREA	= 346.36 SF

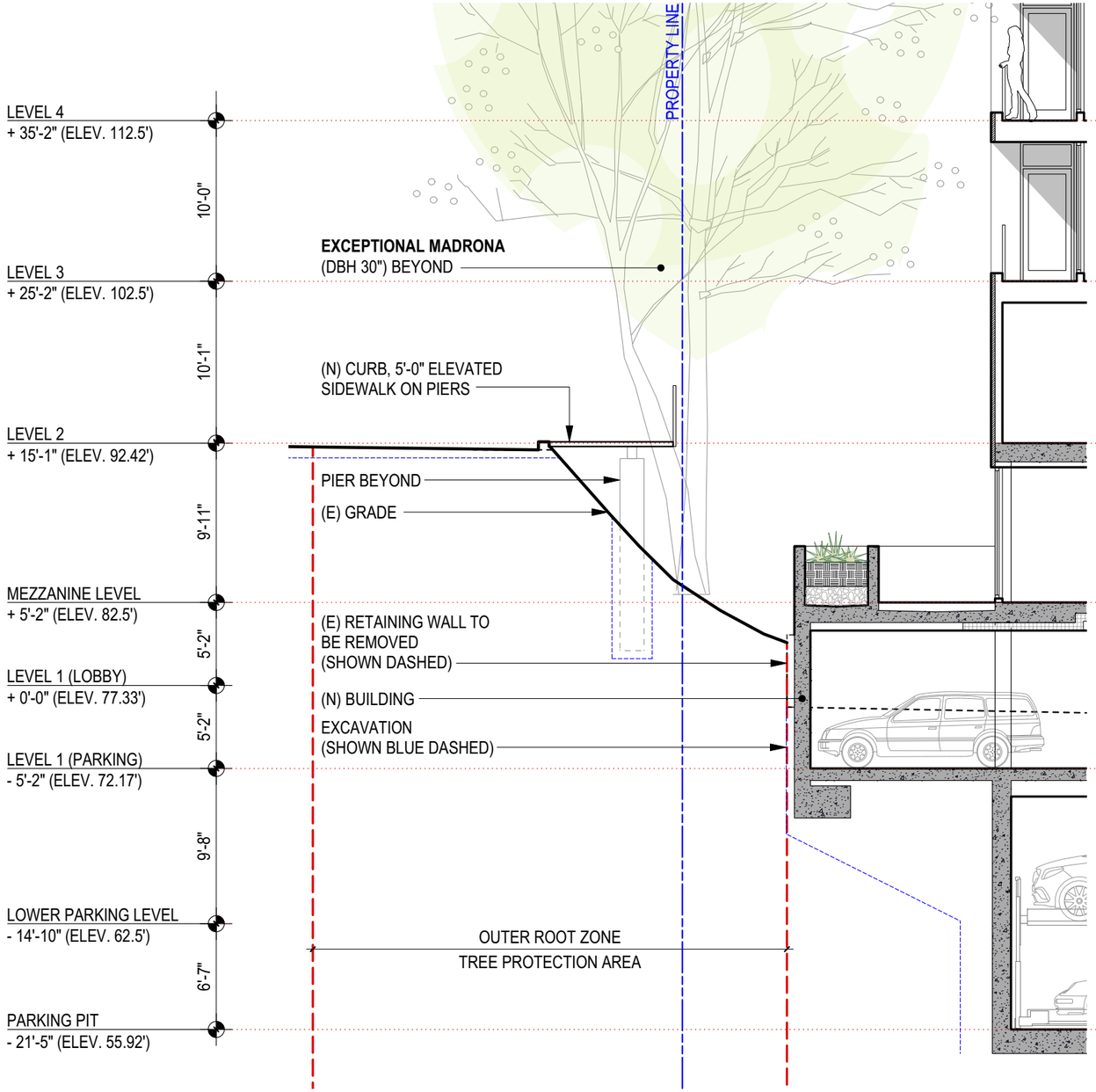
DISTURBANCE ZONE AREAS (HATCHED)

D1	= 6.5 SF = .6%
D2	= 309 SF = 29.7%

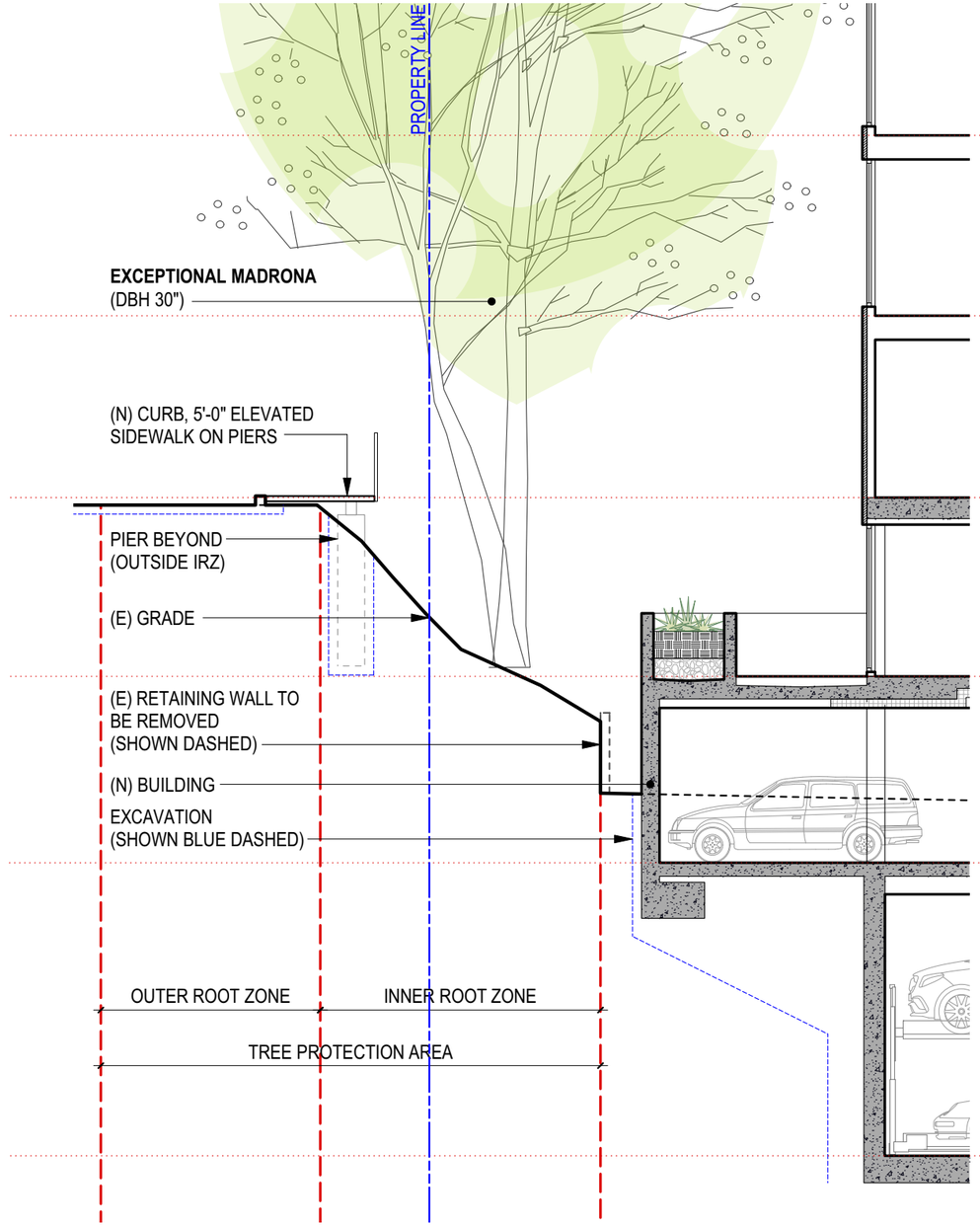
TOTAL (D1 + D2) = 315.5 SF = 30.3%

0 4' 8' 16'

SITE DIAGRAM OPTION C: PIER SUPPORTED SIDEWALK



SECTION DIAGRAM C1



SECTION DIAGRAM C2

0 4' 8' 16'

SECTION DIAGRAM OPTION C: PIER SUPPORTED SIDEWALK

APPENDIX | 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

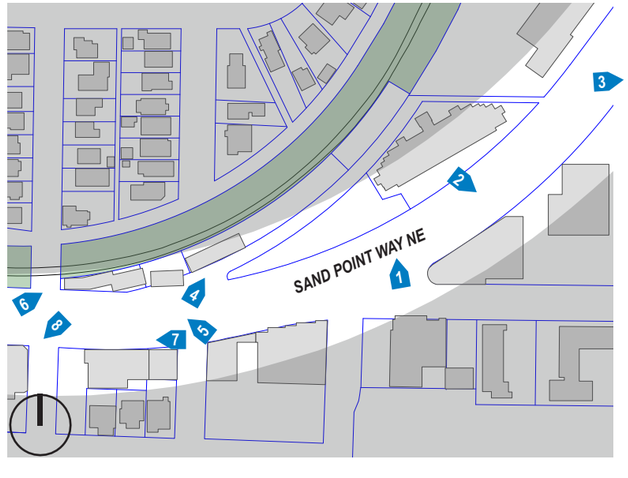

2


3


4

5

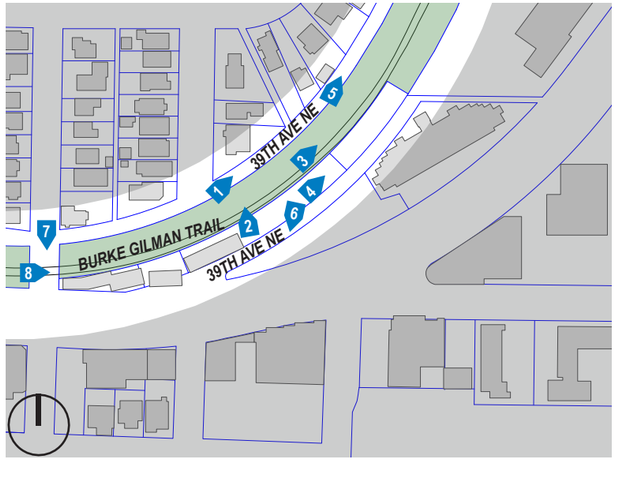
6



7


8

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

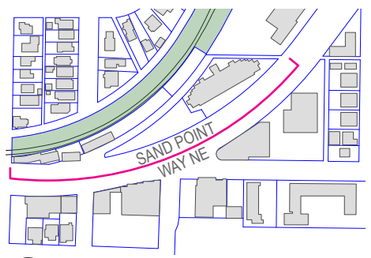


39TH AVE NE & BURKE GILMAN

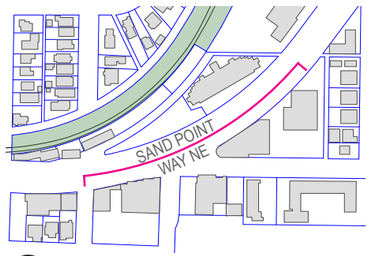
39th Ave NE is bisected by the Burke Gilman trail, creating a dead-end at the Laurelhurst Condominium parking lot south of the trail. North of the trail 39th Ave NE transitions to NE Blakely St to the west. This section or 39th has a similar feel to an alley, characterized by lack of sidewalks and garage/rear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



SAND POINT WAY NE PHOTO-MONTAGE LOOKING NORTH



SAND POINT WAY NE PHOTO-MONTAGE LOOKING SOUTH

The Laurelhurst West Condominiums

SITE (OPPOSITE)

Commercial Building | 38th Ave NE | Marlai Thai | Commercial Retail | Jak's Grill

39TH AVE NE PHOTO-MONTAGE LOOKING NORTH

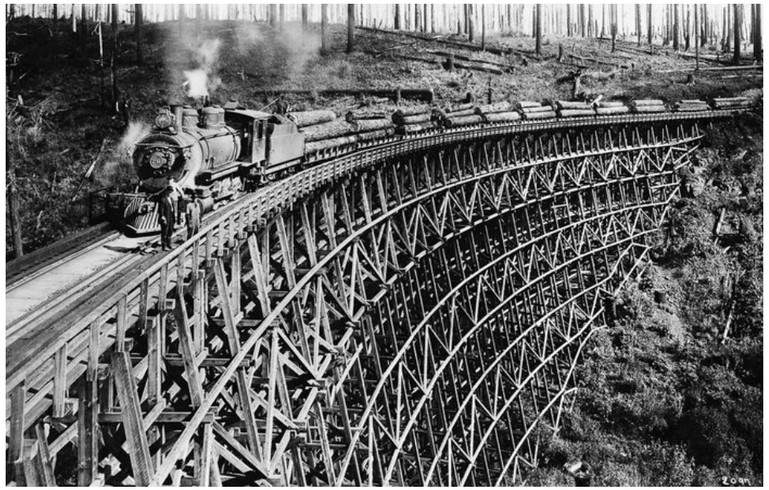
39TH AVE NE PHOTO-MONTAGE LOOKING SOUTH

Parking

Laurelhurst Condominium Parking

Jak's Grill

Varlamos Pizza



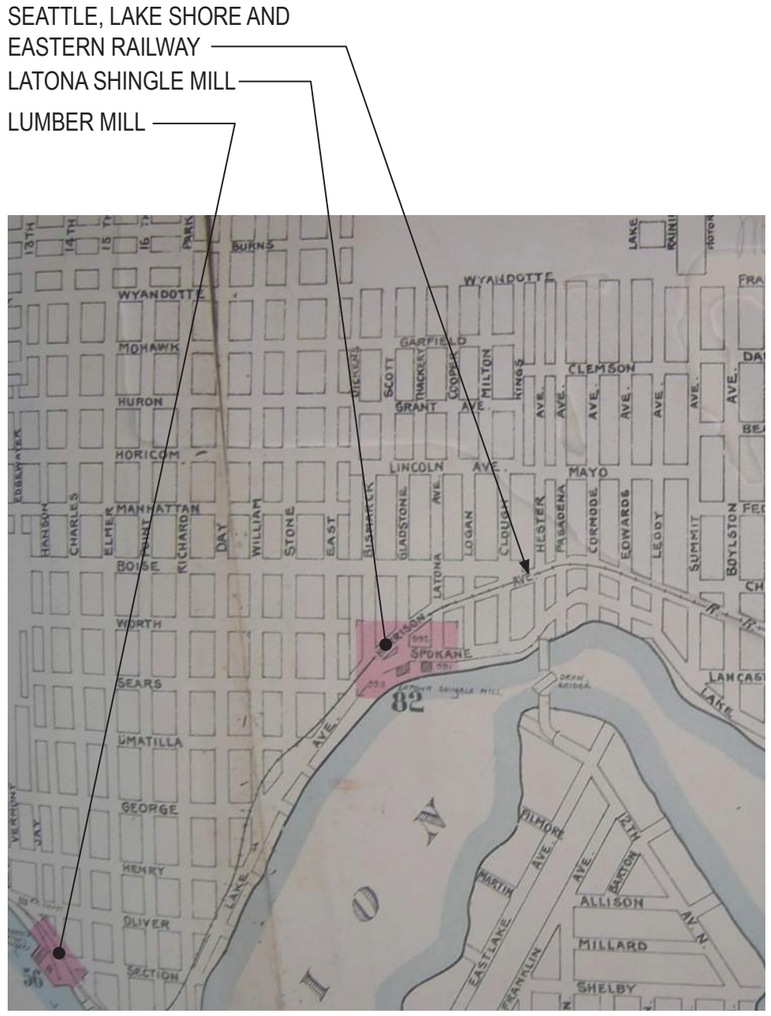
Timber Trestle Bridge along Northern Pacific Railroad

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.



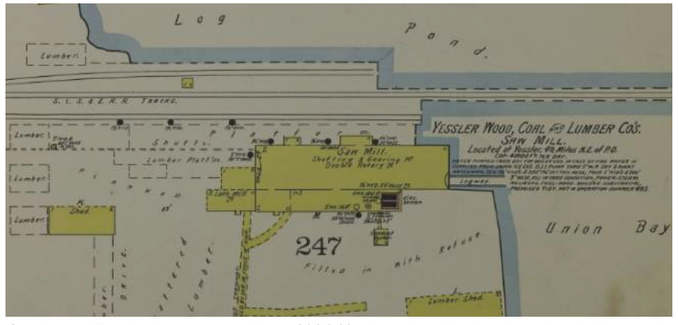
Sanborn-Perris Insurance Map (1893) showing Seattle Lumber Mills along Railroad

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

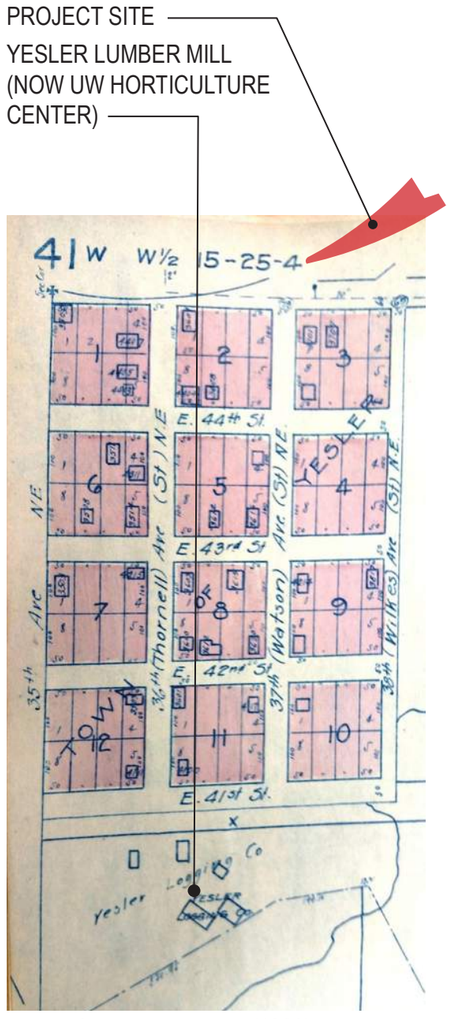
"Man Standing in Lumberyard of Seattle Cedar Lumber Manufacturing" (1939)

Drying lumber stacks develop a particular solid-void aesthetic.

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



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



'Town of Yesler" Kroll Map (1920)

Henry Yesler 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 Yesler which is now the east end of Laurelhurst.

"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)

APPENDIX | 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

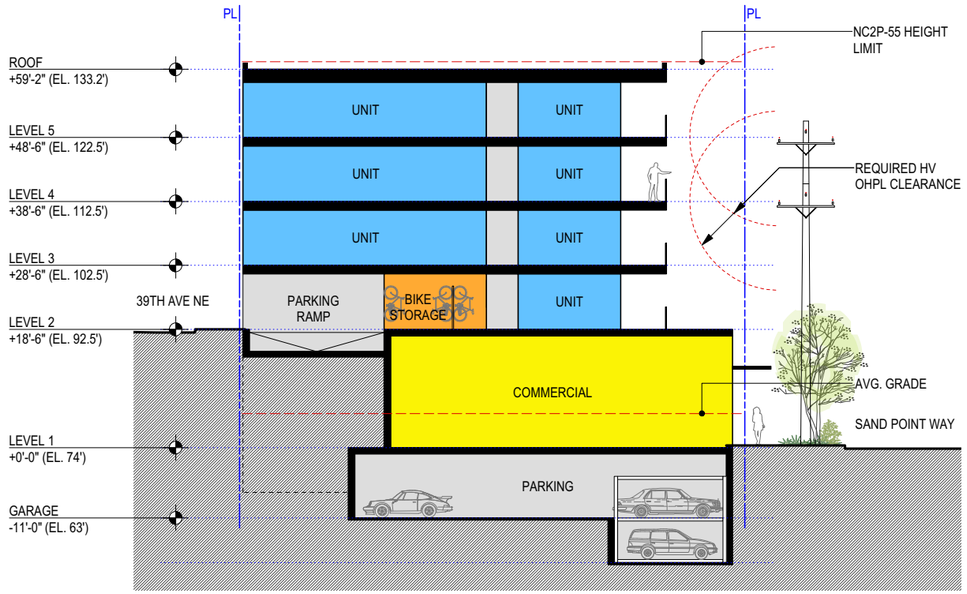
Advantages

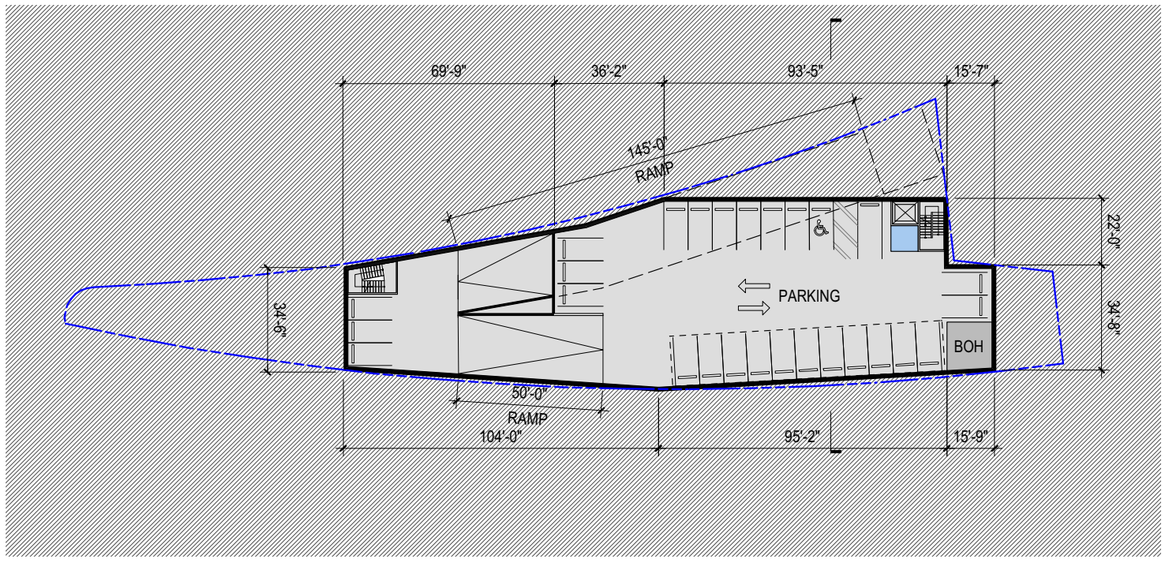
- Code-compliant scheme does not require development standard departures
- Functional ground floor commercial space

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

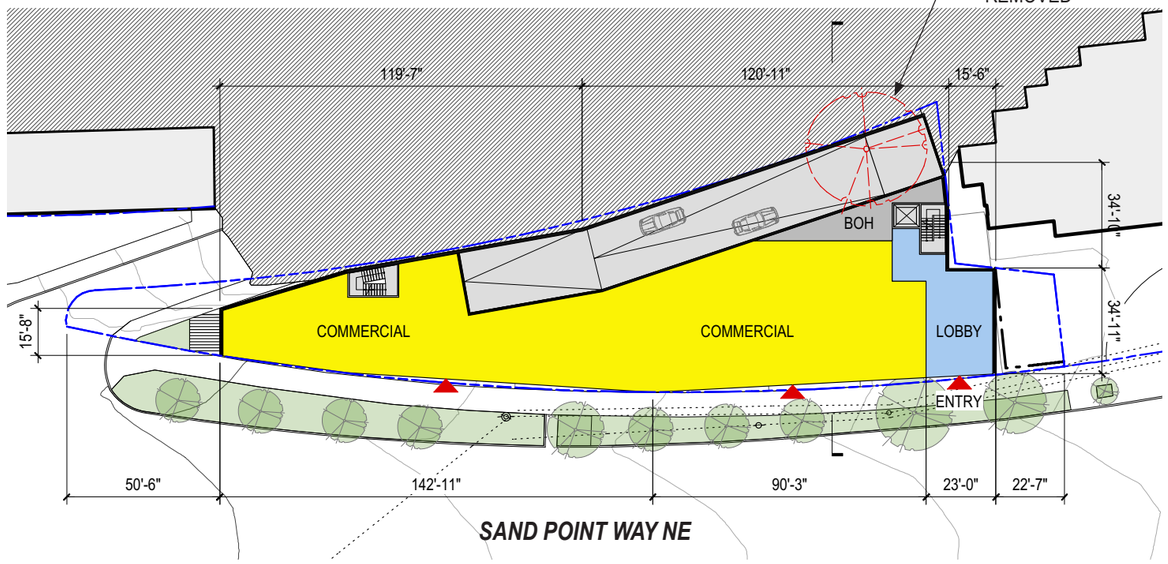
Aerial view, looking north





PARKING LEVEL

0 25 50

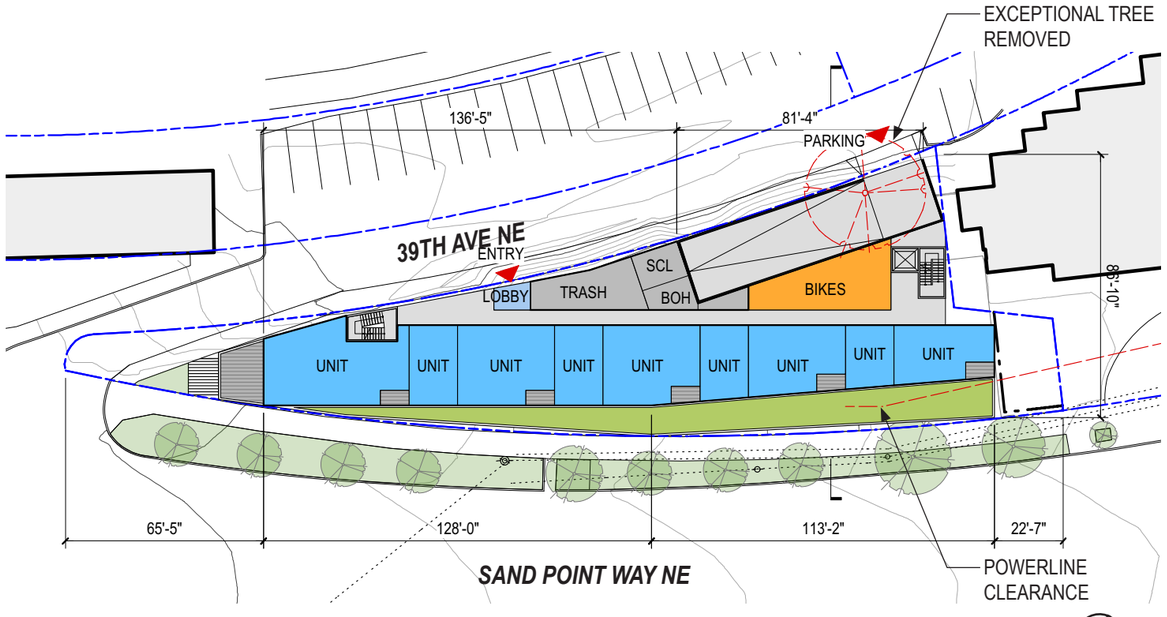


LEVEL 1

0 25 50

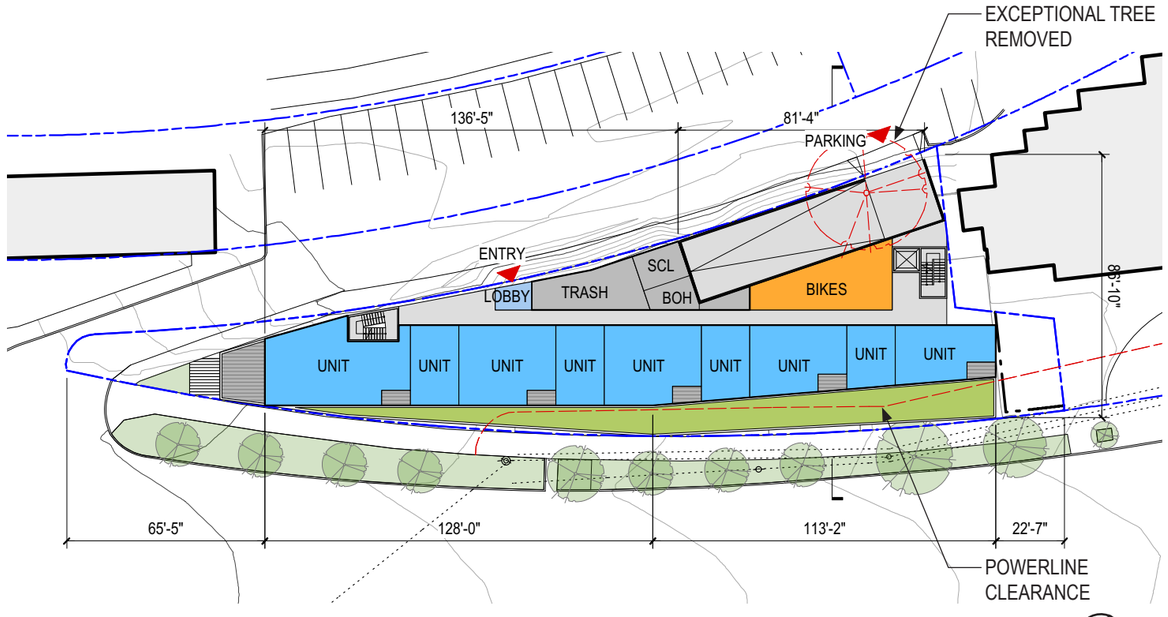
Sand Point Way NE, looking east

39th Ave NE & Burke Gilman Trail, looking southeast



LEVEL 2

0 25 50



LEVEL 3-5

0 25 50

APPENDIX | 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

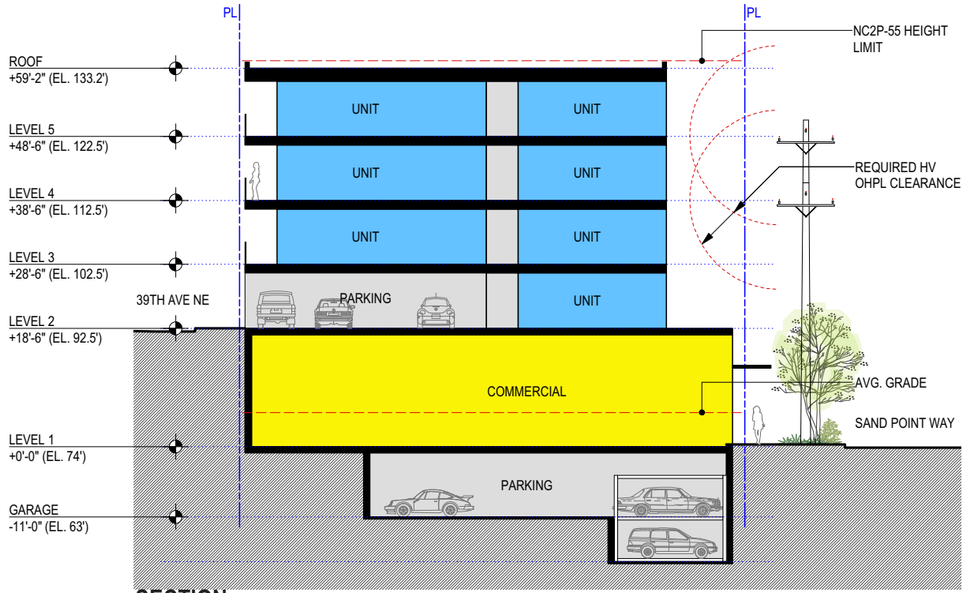
Advantages

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

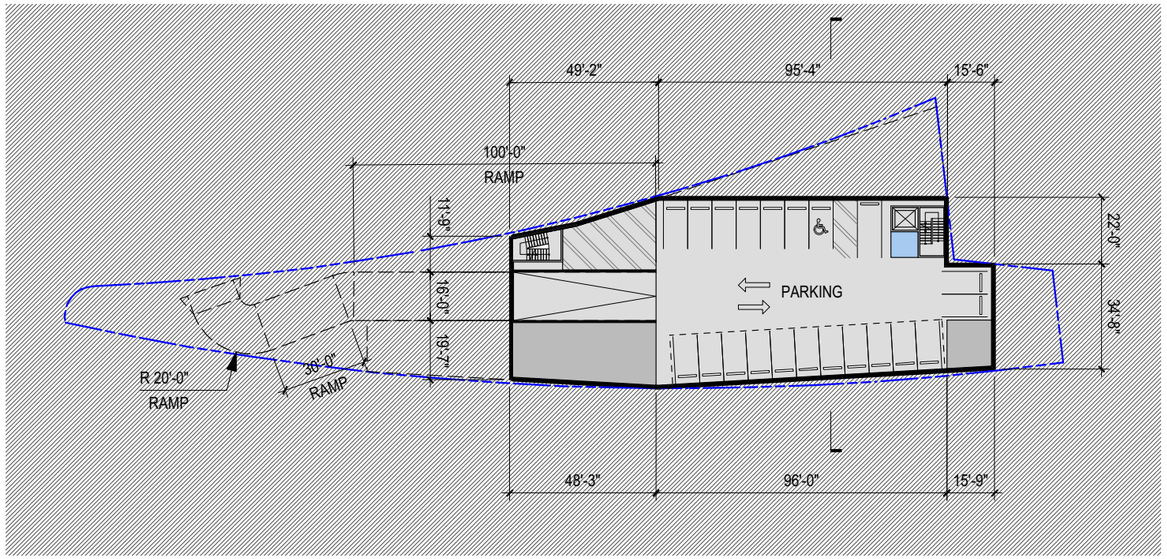
Challenges

- 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

Aerial view, looking north

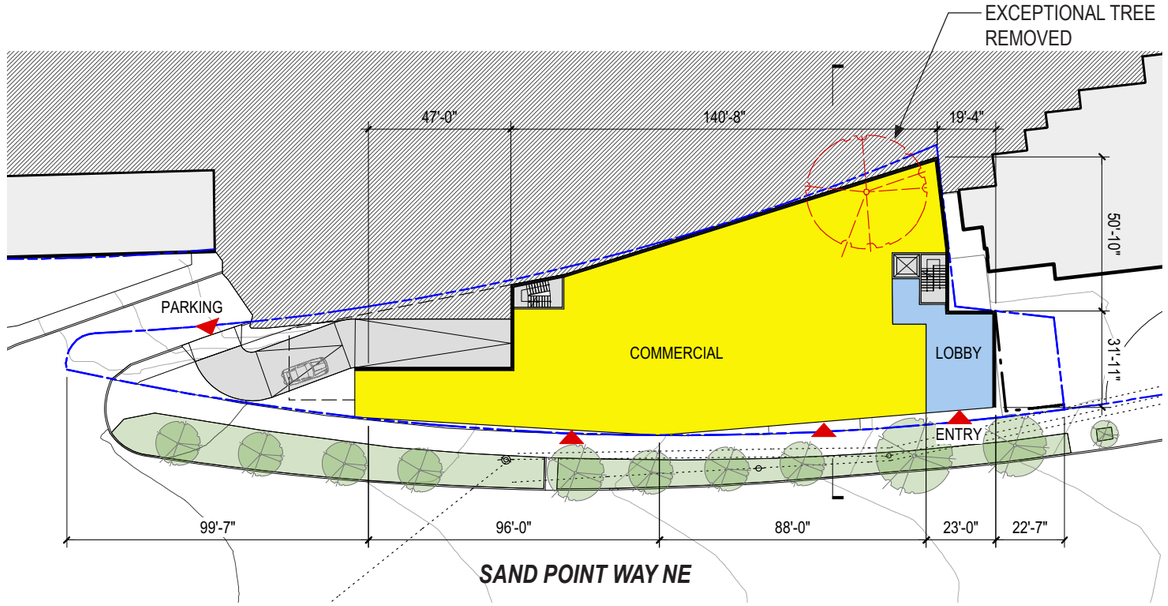


SECTION



PARKING LEVEL

0 25 50

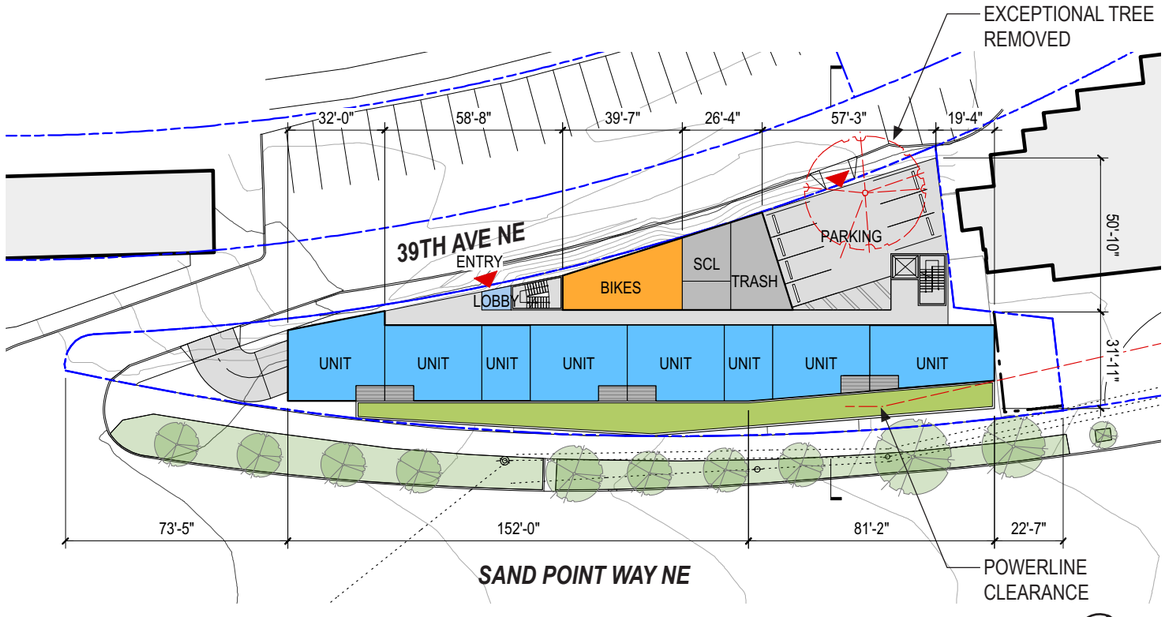


LEVEL 1

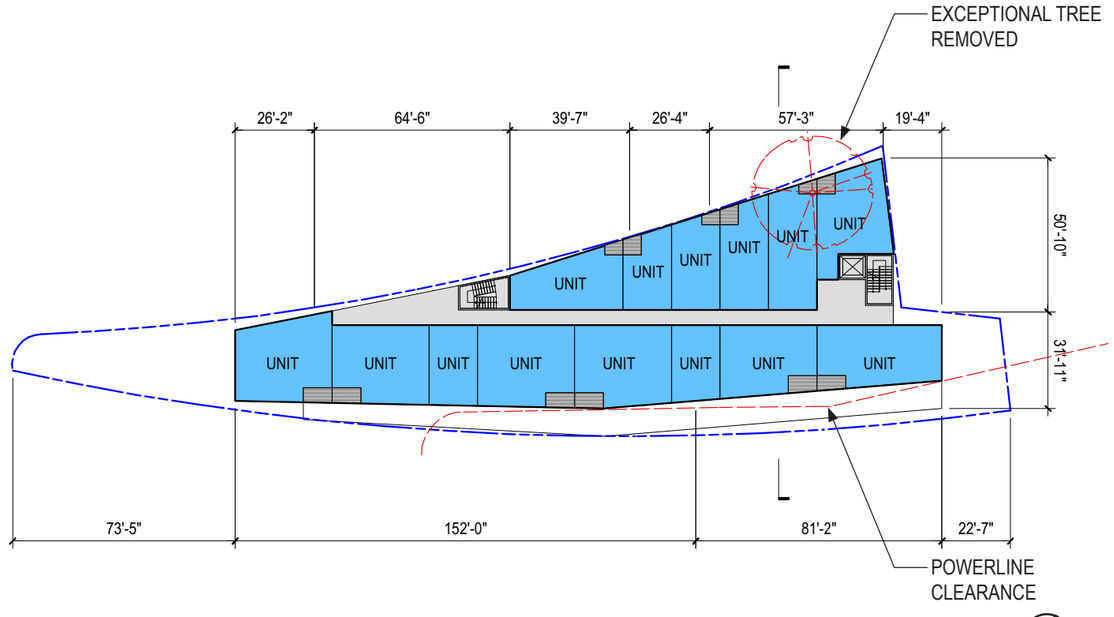
0 25 50

Sand Point Way NE, looking east

39th Ave NE & Burke Gilman Trail, looking southeast



LEVEL 2



LEVEL 3-5

APPENDIX | 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

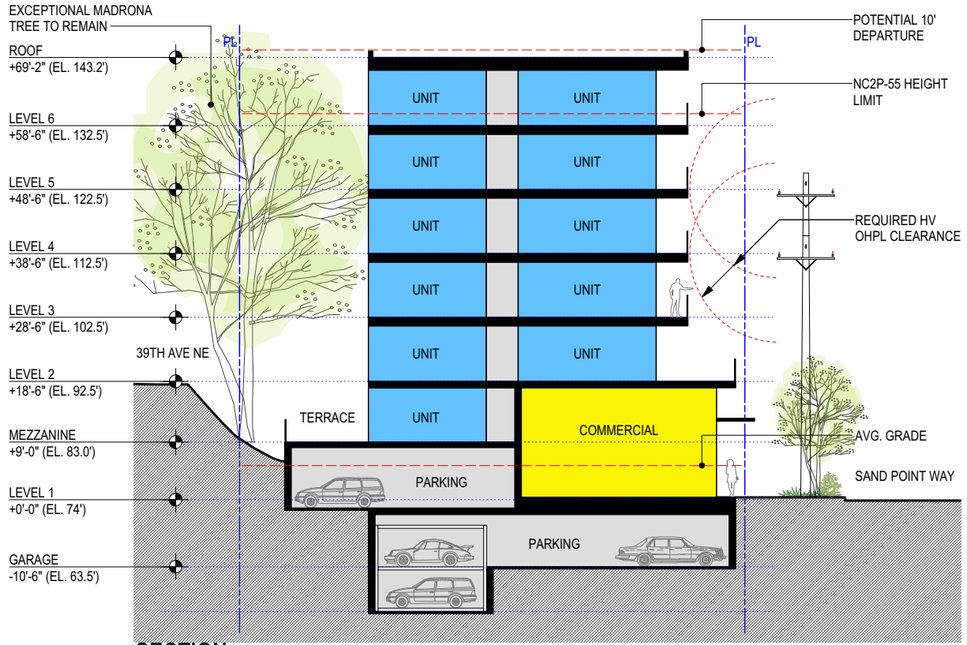
Advantages

- 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

Aerial view, looking north



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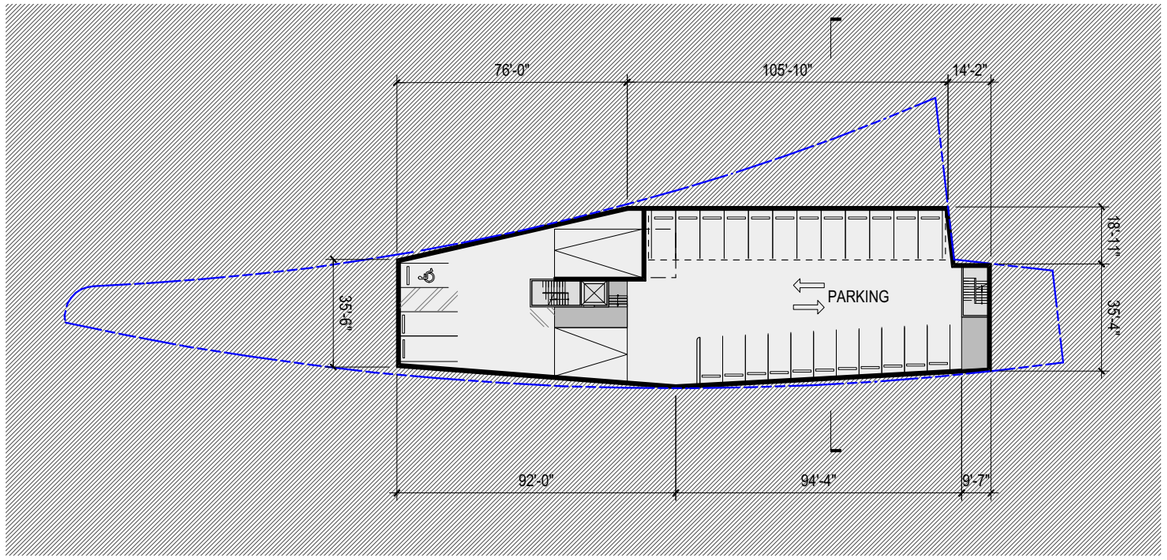
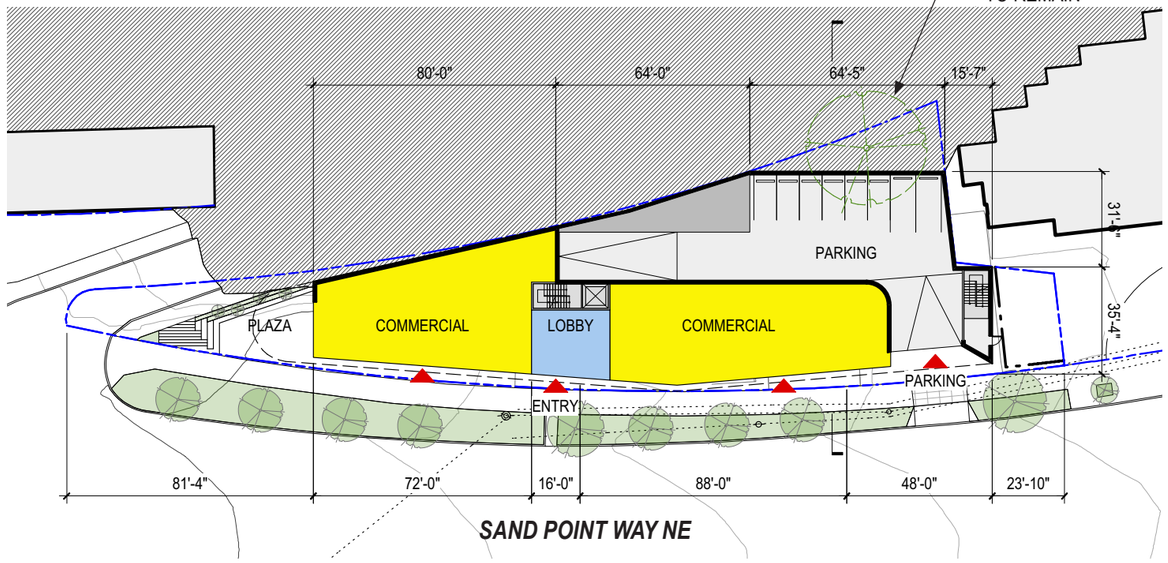


PARKING LEVEL

0 25 50

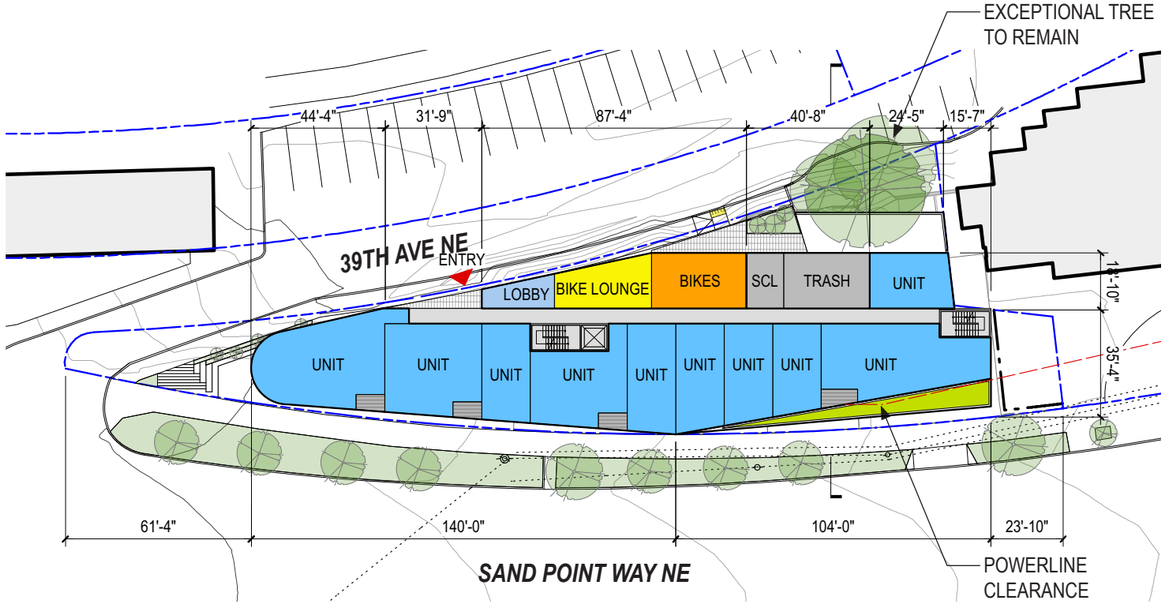


LEVEL 1

0 25 50

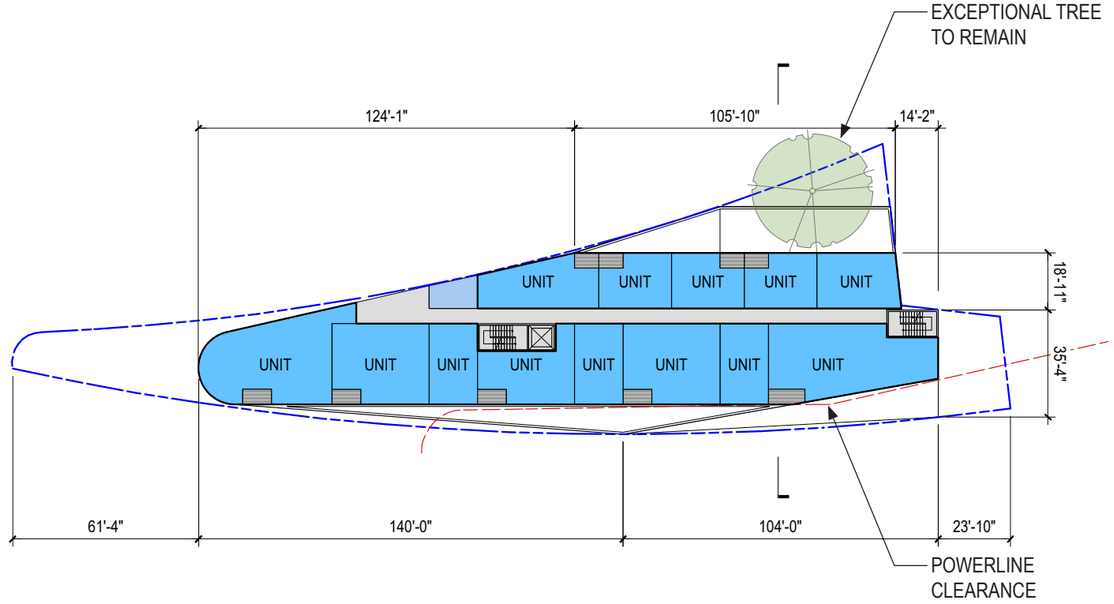
Sand Point Way NE, looking east

39th Ave NE & Burke Gilman Trail, looking southeast



LEVEL 2

0 25 50



LEVEL 3-6

0 25 50

APPENDIX | COMPARISON OF ALTERNATIVES

ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

Description

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Program

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- Bike Storage

Advantages

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- 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
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- 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
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- Parking on Sand Point Way NE for commercial spaces

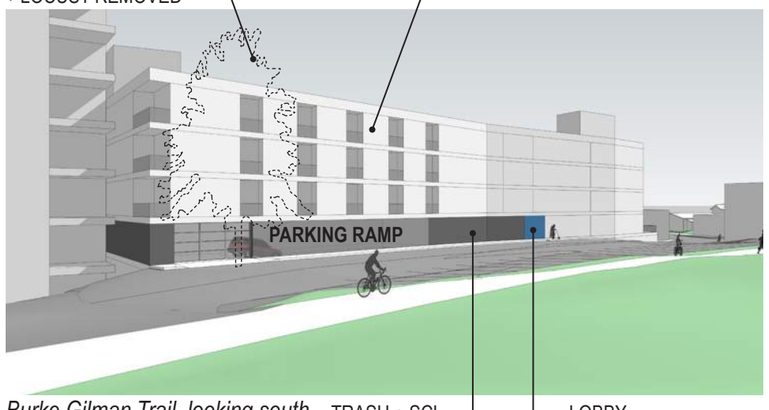
Challenges

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

ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

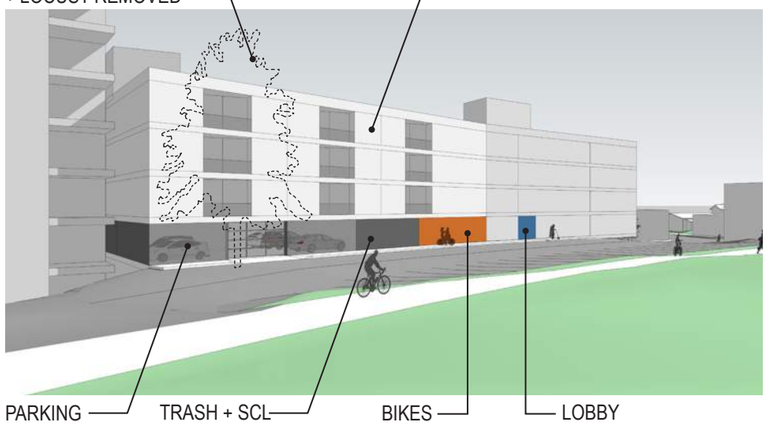
Sand Point Way NE, looking east

Sand Point Way NE, looking west

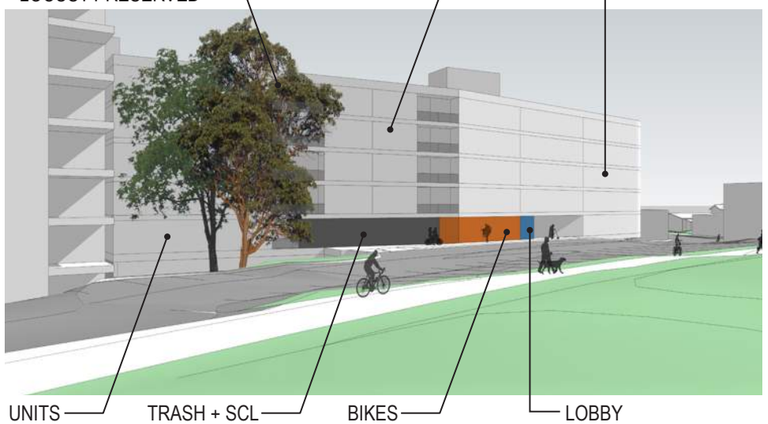


Burke Gilman Trail, looking south

ALTERNATIVE 2



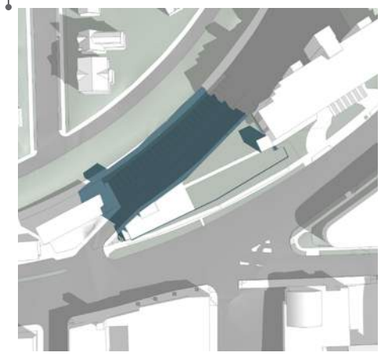
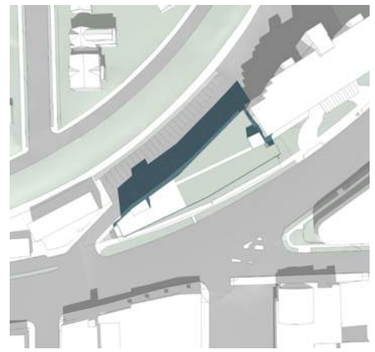
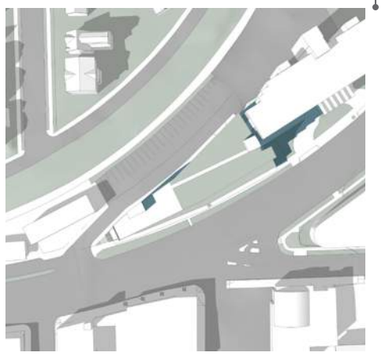
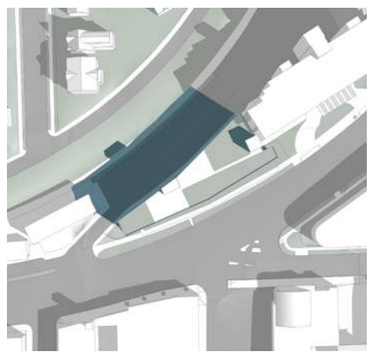
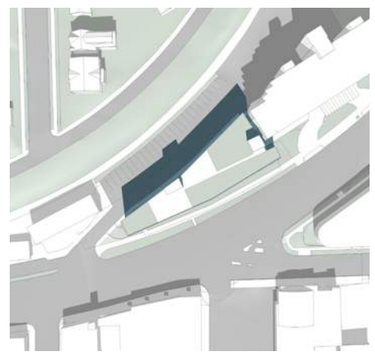
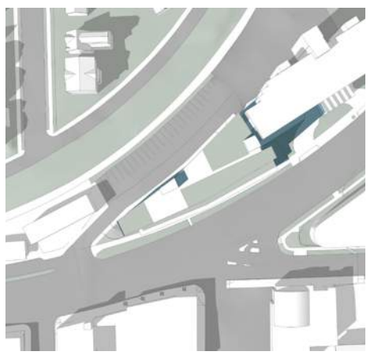
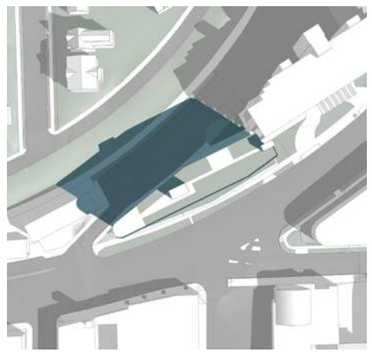
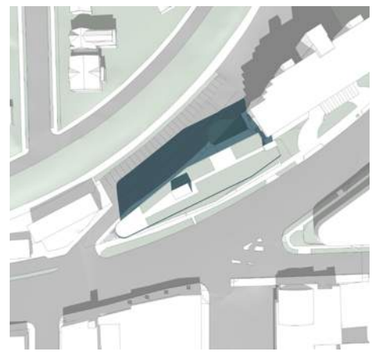
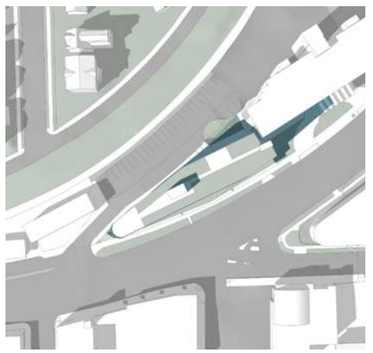
ALTERNATIVE 3 (PREFERRED SCHEME)



APPENDIX | COMPARISON OF ALTERNATIVES

Shading Studies

MARCH+SEPTEMBER 21

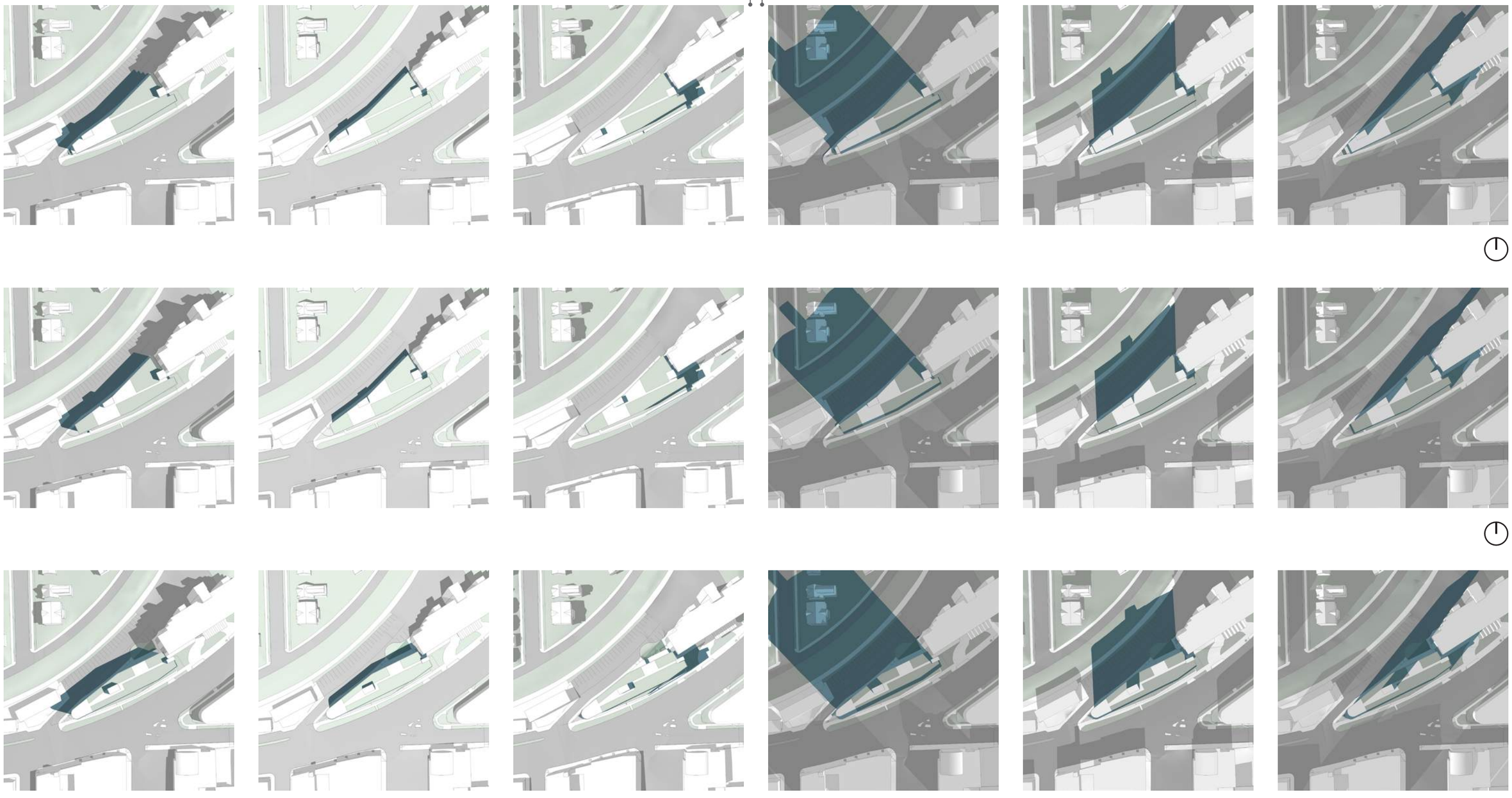
	9AM	12PM	3PM
ALTERNATIVE 1 *(CODE COMPLIANT)*				
ALTERNATIVE 2				
ALTERNATIVE 3 *(PREFERRED SCHEME)*				

Blue shadow is differentiating between existing shadows from the neighborhood and new shadows from the proposed.

JUNE 21

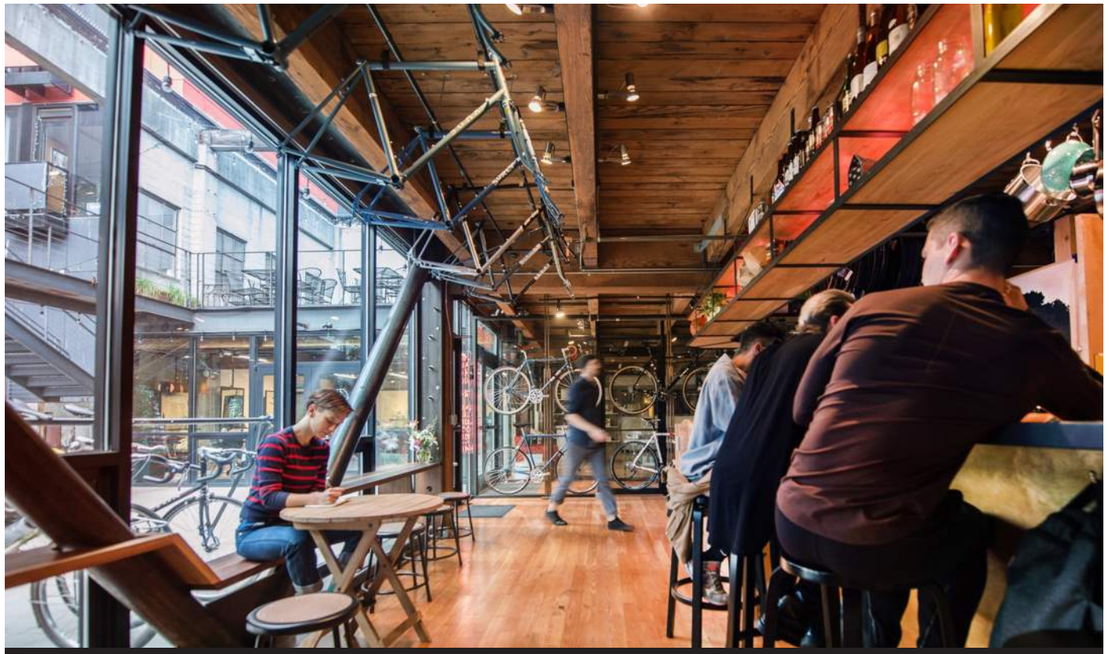
DECEMBER 21

9AM | 12PM | 3PM | 9AM | 12PM | 3PM

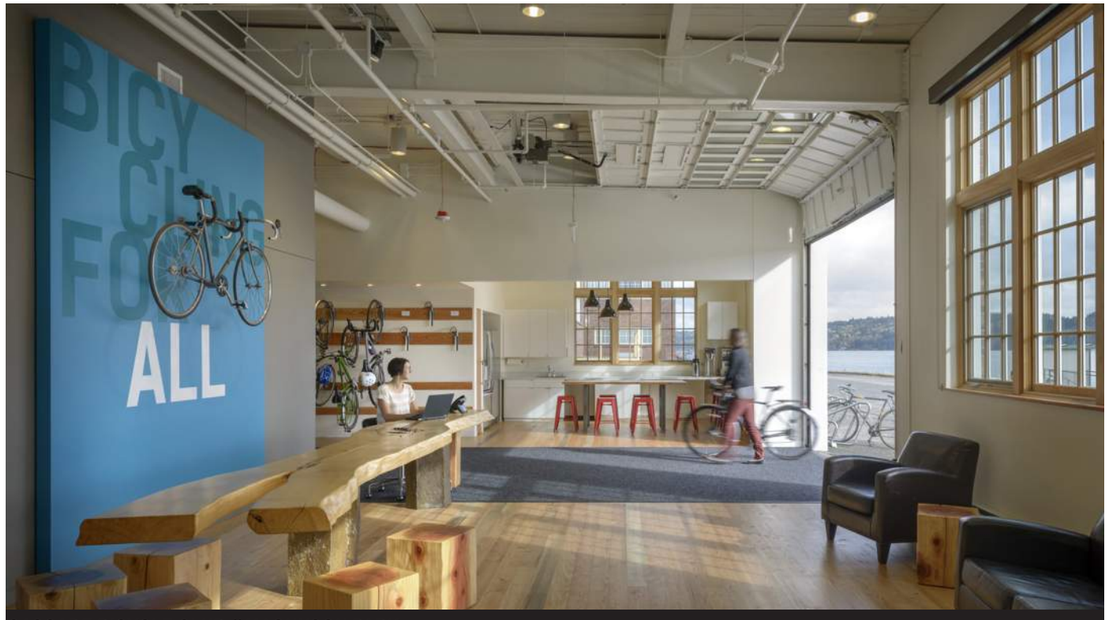


APPENDIX | BIKE AMENITY / LOUNGE PRECEDENTS

COUNTERBALANCE BICYCLES // BURKE GILMAN NEAR U-VILLAGE



GOOD WEATHER BICYCLE & CAFE // CAPITOL HILL



CASCADE BICYCLE CLUB // MAGNUSON PARK

MIIR FLAGSHIP // FREMONT