

# TRAILSIDE

4801 24TH AVE NE



URBAN DESIGN MERIT PRESENTATION

17-002 | SDCI#3027312 | 16 NOVEMBER 2017

SiteWorkshop  
LANDSCAPE ARCHITECTURE

WEBER THOMPSON 



PHOENIX  
PROPERTY COMPANY



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URBAN DESIGN MERIT

An aerial photograph of a city, showing a dense grid of buildings and streets. The image is overlaid with a semi-transparent green filter. The text 'PROJECT BACKGROUND' is centered in the middle of the image in a bold, white, sans-serif font.

# PROJECT BACKGROUND

# INTRODUCTION OF DEVELOPMENT TEAM

PHOENIX PROPERTY COMPANY – PRESTON HART



# EQUITY BY DESIGN

EQUITY ISSUES	WHO IS IMPACTED	PROPOSED AMENITIES	OUTREACH	OUTREACH IMPACTS
<p>Creation of accessible open space in the form of new and safe connections between the trail, right-of-way, and commercial district to the East (U Village)</p> <p>Safer pedestrian experience on 24th Avenue NE for all</p> <p>Neighborhood pedestrians/cyclists</p> <p>More direct and accessible connections from BGT to public ROW</p>	<p>University of Washington students, staff, employees</p> <p>Users of the Burke-Gilman Trail</p> <p>Local residents</p> <p>Local businesses</p>	<p>Bicycle repair tools</p> <p>Seating</p> <p>Bicycle parking</p> <p>Water</p> <p>Lighting</p> <p>Wayfinding</p>	<p><i>(Facilitated by Natalie Quick Consulting Public Relations, McCullough Hill Leary, and the design team)</i></p> <p>University of Washington</p> <p>Ravenna-Bryant Community Association</p> <p>Seattle Parks and Recreation</p> <p>Adjacent developers</p> <p>Cascade Bicycle Club</p> <p>Seattle Public Utilities</p> <p>Local businesses, adjacent developers (U Village, Greystar, etc.)</p>	<p>Orientation, alignment, size, and user designation of trail connections</p> <p>Public versus private delineation</p> <p>Building massing, orientation, and design response in relation to the trail</p>

# PROJECT LOCATION & BACKGROUND



## PROJECT ADDRESS

4801 24th Avenue NE

## BOUNDARIES OF THE BLOCK

Private developments to North and South  
Burke Gilman Trail to the West  
24th Ave NE to the East

## NEIGHBORHOOD PLANNING AREA

University Community Urban Center

## ZONING

Current = LR3

Interim Rezone = NC-85

Anticipated HALA Zoning = NC2-75

## ZONING OVERLAYS / REVIEW DISTRICT

Ravenna Urban Center Village

# EXISTING SITE

# STREET TO BE VACATED

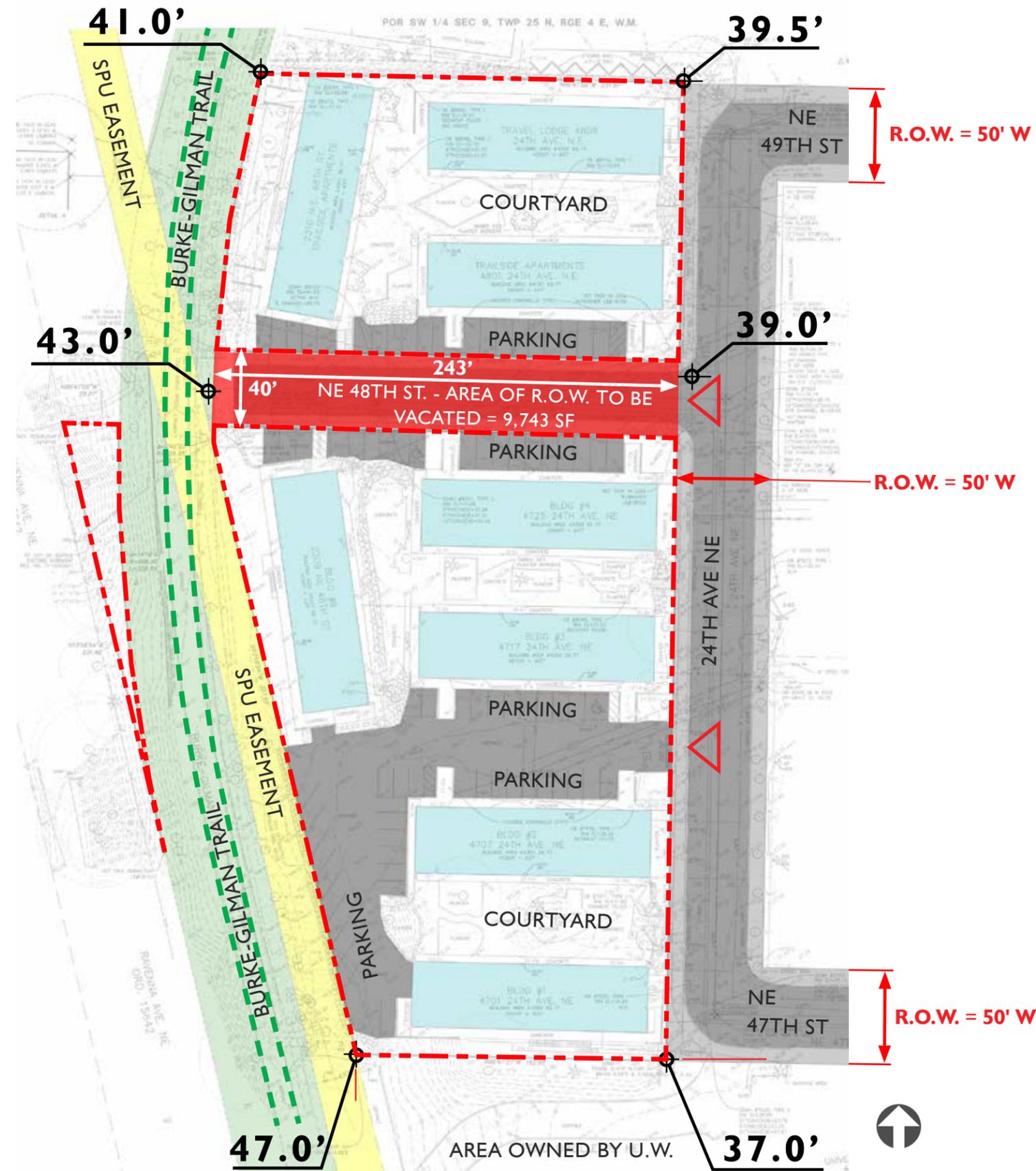
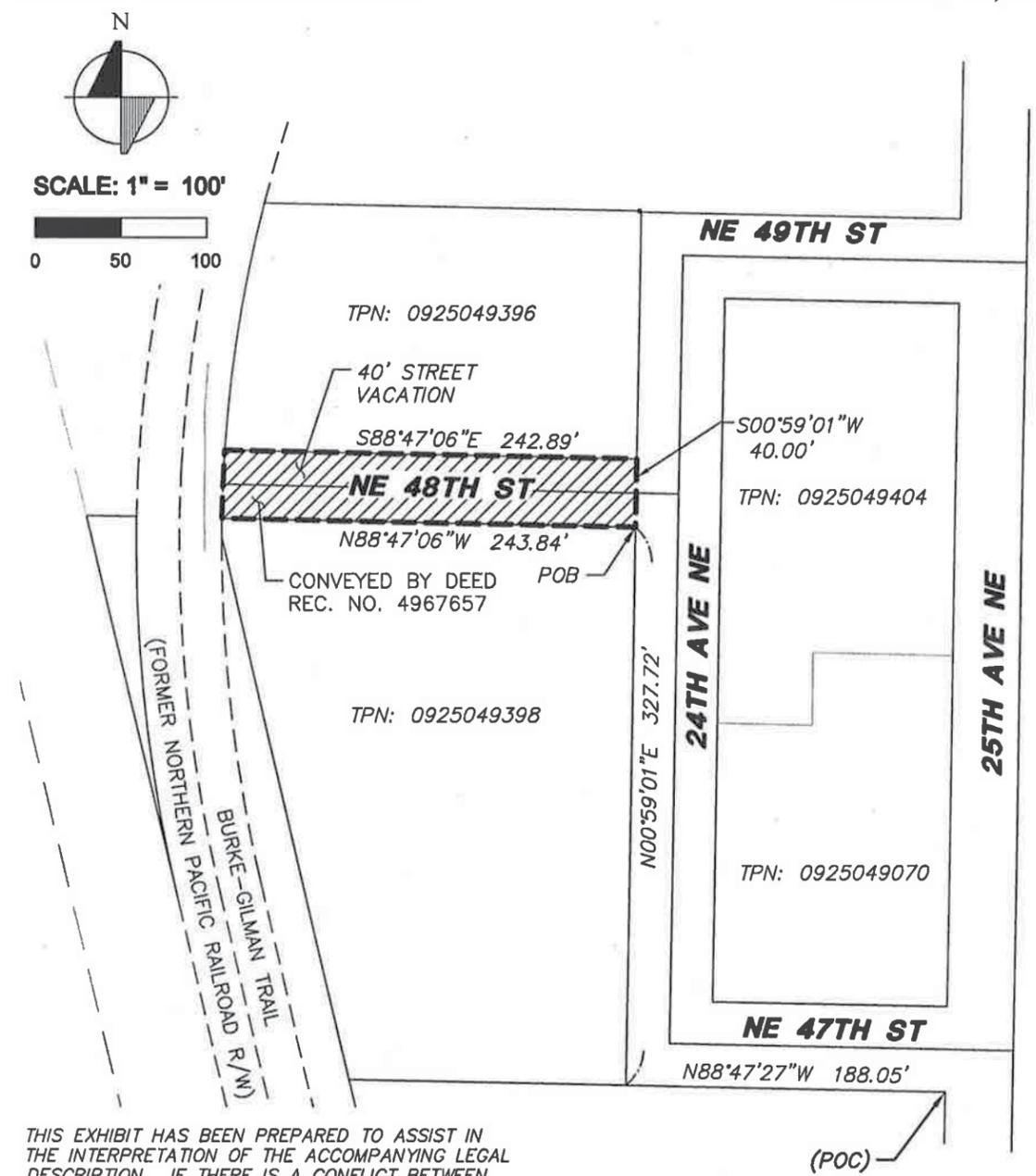


EXHIBIT B  
STREET VACATION EXHIBIT

TRIAD JOB # PPCL0000001  
AUGUST 18, 2017

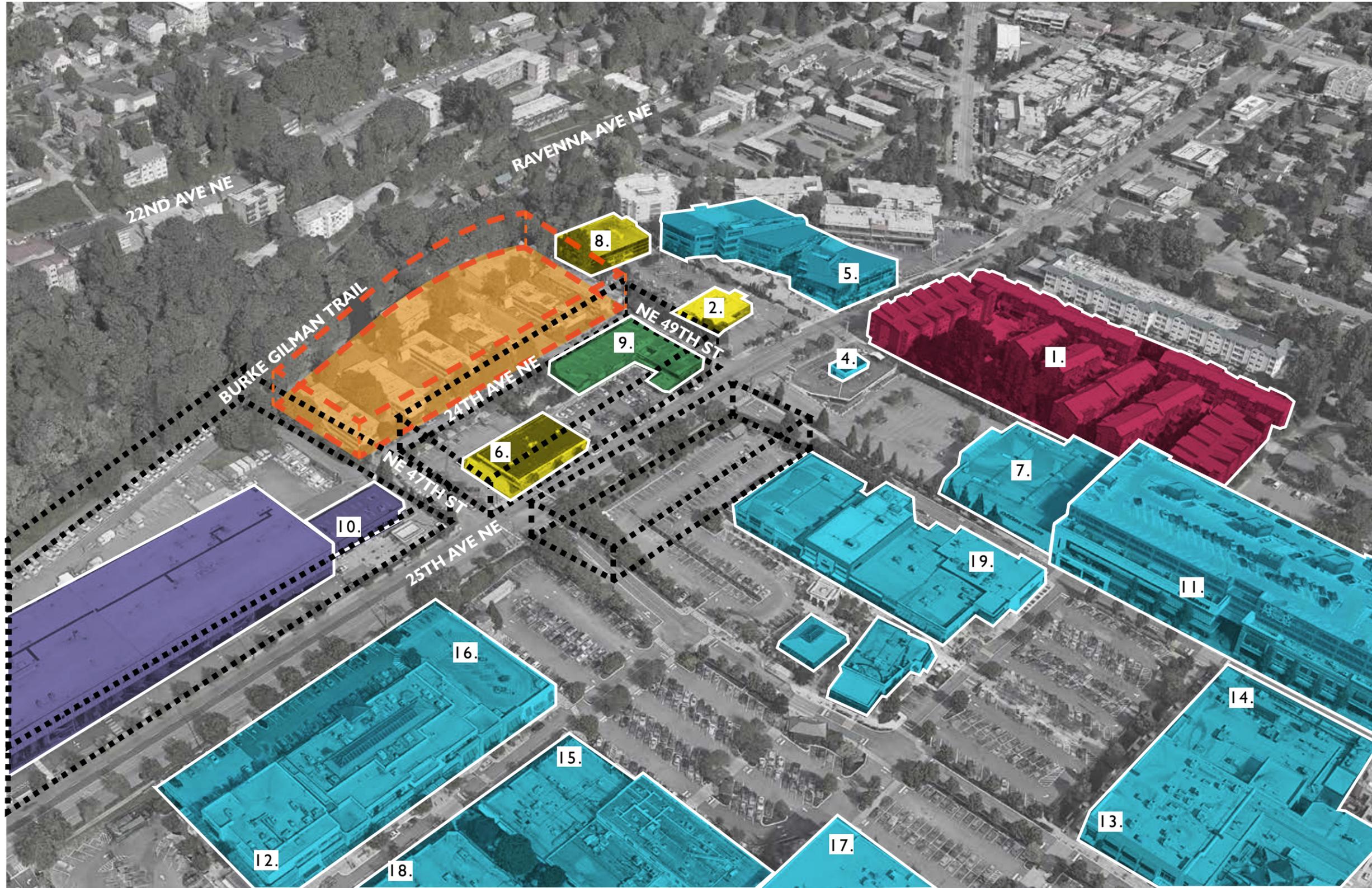


THIS EXHIBIT HAS BEEN PREPARED TO ASSIST IN THE INTERPRETATION OF THE ACCOMPANYING LEGAL DESCRIPTION. IF THERE IS A CONFLICT BETWEEN THE WRITTEN LEGAL DESCRIPTION AND THIS SKETCH, THE LEGAL DESCRIPTION SHALL PREVAIL.



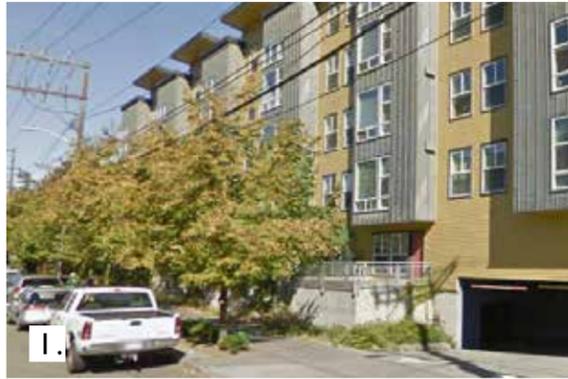
20300 Woodinville Snohomish Rd NE  
Suite A • Woodinville, WA 98072  
p: 425.415.2000 f: 425.486.5059  
w: triadassociates.net  
PPCL0001-EM-ESMT-081717-.dwg

# NEIGHBORHOOD CONTEXT



- SITE
- OFFICE / COMMERCIAL
- RESIDENTIAL
- RETAIL
- INSTITUTIONAL
- HOSPITALITY
- PLANNED PROJECTS

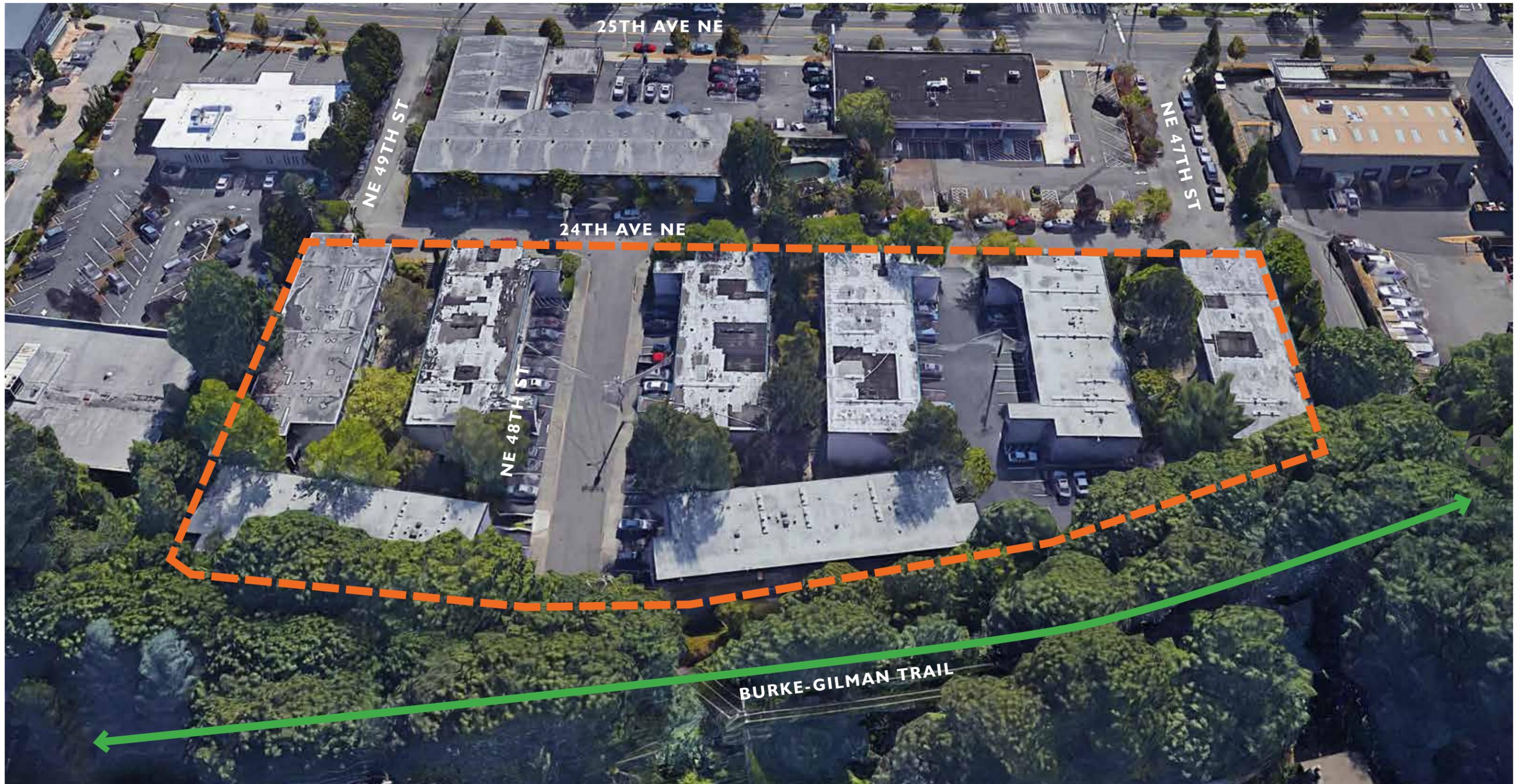
# NEIGHBORHOOD CHARACTER



# 24TH AVE ELEVATIONS / SITE PHOTOS



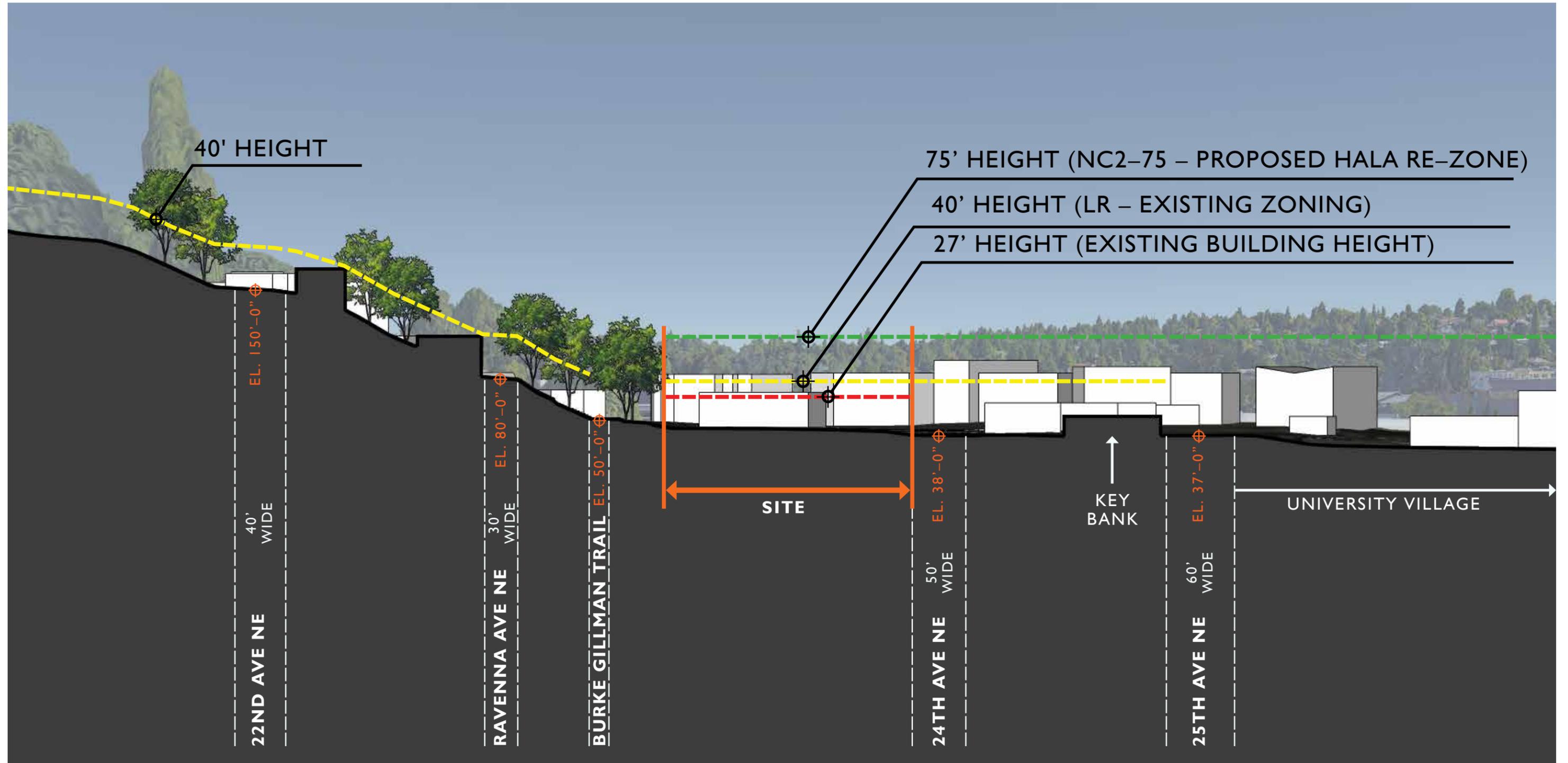
# 24TH AVE ELEVATIONS / SITE PHOTOS



# SITE PHOTOS FROM BURKE-GILMAN TRAIL



# SECTION THROUGH SITE LOOKING NORTH



# SECTION LOOKING NORTH WITH PROPOSED PROJECT



# EARLY DESIGN GUIDANCE

## PUBLIC COMMENT

Expressed support for the preferred design alternative. Noted the buildings minimize the façade along the Burke Gilman Trail, the street, and includes public amenity space.

Would like to see the transition between the Burke Gilman trail and the site read as a public gateway.

Would prefer to see a larger connector provided to the south in lieu of the north connector.

Expressed support for the development's focus on the public realm, including a new pedestrian connection between the Burke Gilman Trail, NE 47th Street, and University Village.

Expressed support for the large gestures of public open space, and connectors.

## BOARD GUIDANCE / COMMENT

The Board provided unanimous support for the applicant's preferred massing Option 4.

The Board applauded the north south connectors and the Trailside Commons as public open spaces.

The Board agreed that the new connections between the Burke Gilman Trail, at the south facing open space was a special amenity.

The proposal maximizes these benefits by providing a significant public open space within the Trailside Commons.

The Board acknowledged public comments regarding the limited connection of the north connector to University Village, but ultimately the Board supported the north connector for the added porosity to the site and for the future connection opportunities it may provide to University Village.

An aerial photograph of a city grid, showing a dense pattern of buildings and streets. The image is overlaid with a semi-transparent pink color, which is darker on the left and fades to white on the right. The text 'URBAN DESIGN ANALYSIS' is centered horizontally across the middle of the image in a bold, white, sans-serif font.

# URBAN DESIGN ANALYSIS

# 2018 UW CAMPUS MASTER PLAN

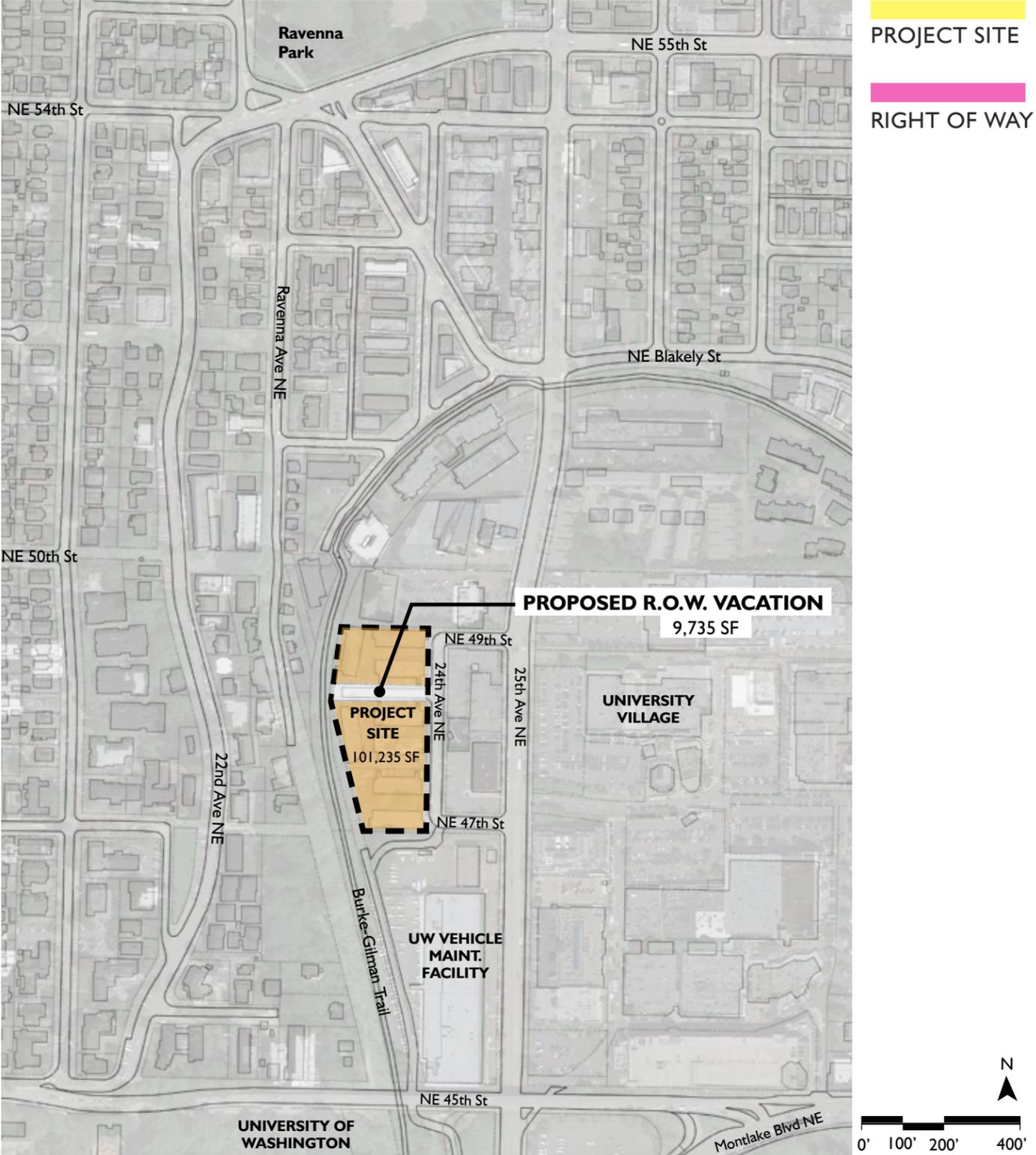


# 2018 UW CAMPUS MASTER PLAN

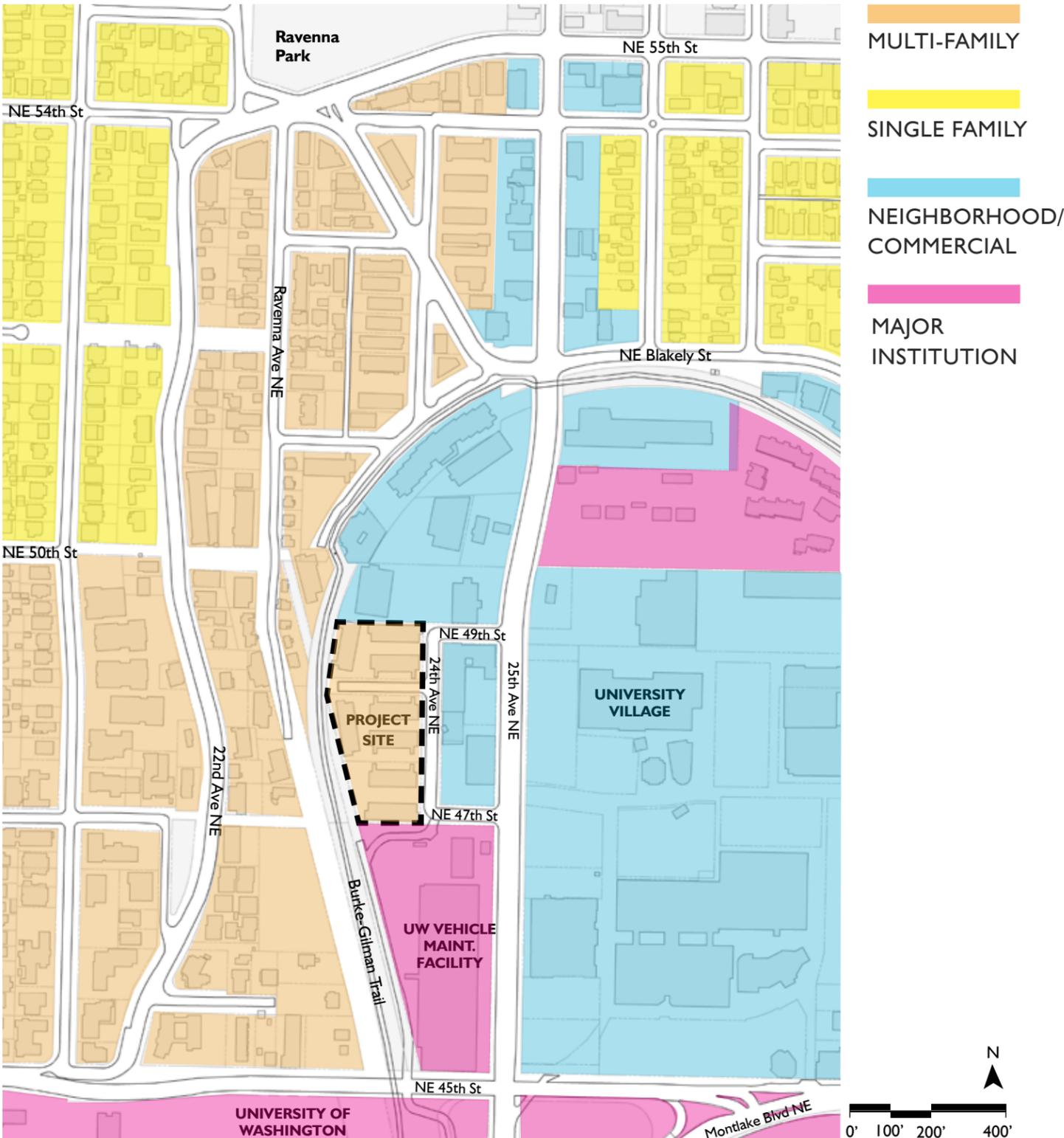


# URBAN DESIGN ANALYSIS

## FOCUS AREA



## LAND USE

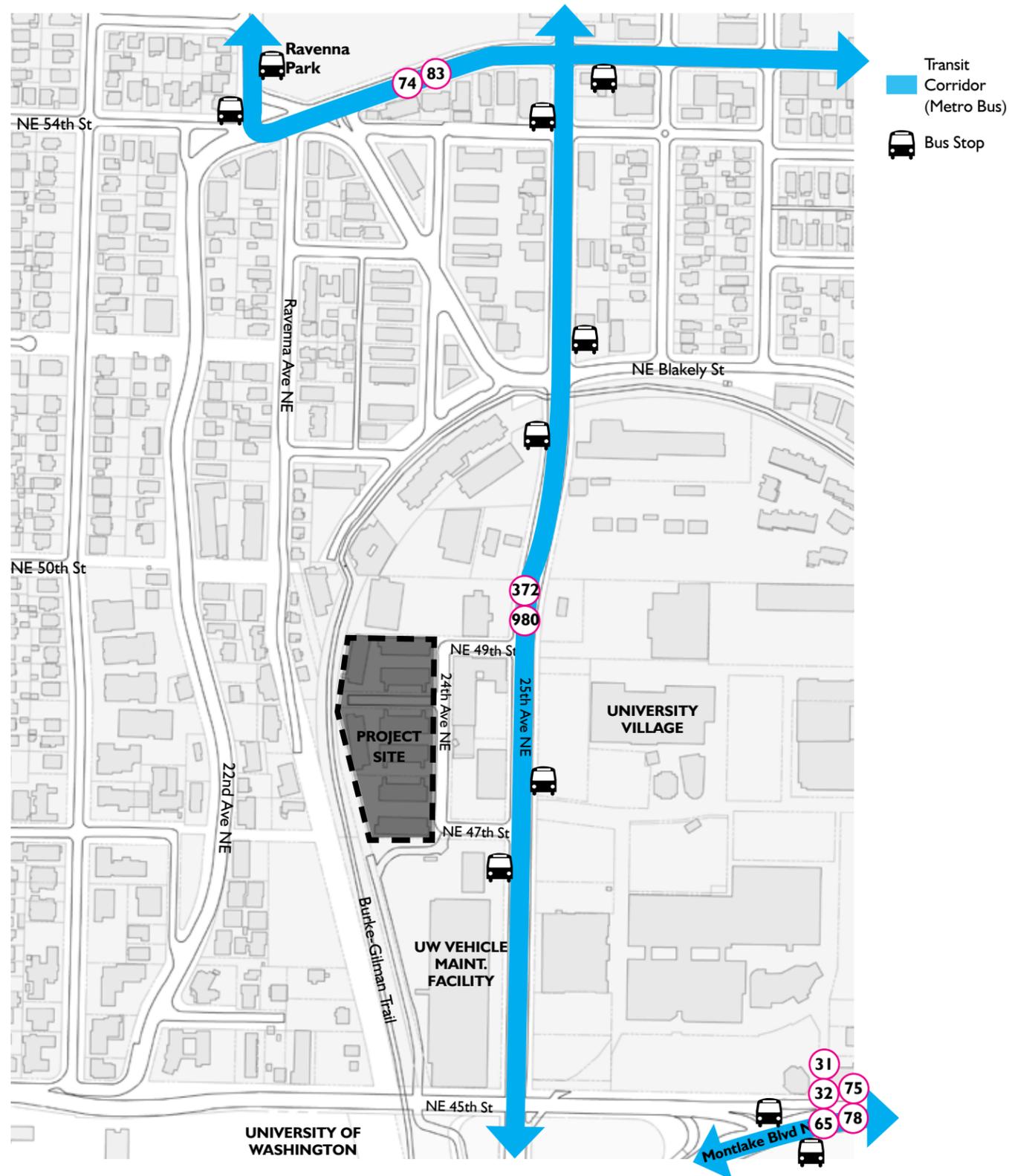


- PROJECT SITE
- RIGHT OF WAY

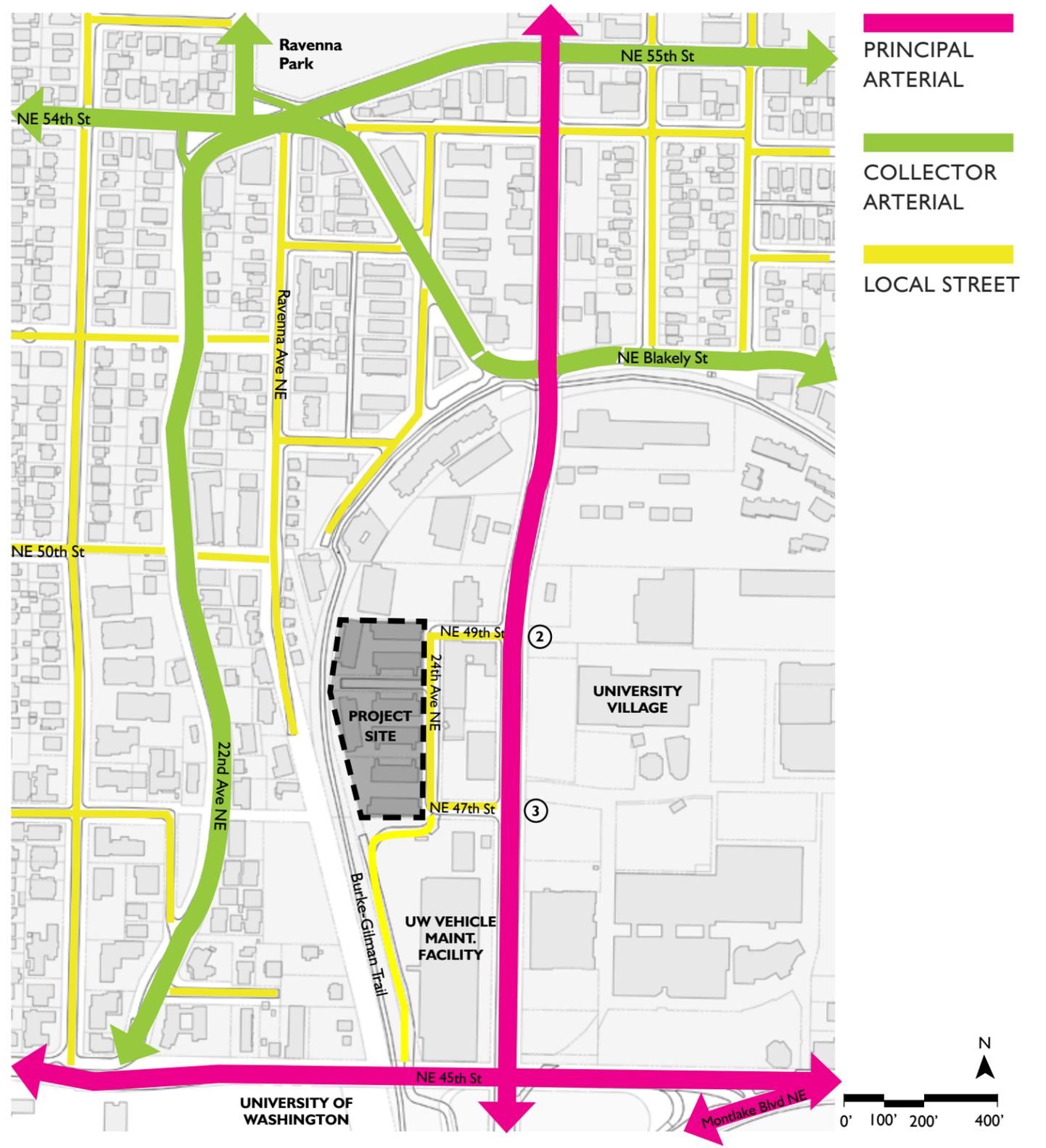
- MULTI-FAMILY
- SINGLE FAMILY
- NEIGHBORHOOD/COMMERCIAL
- MAJOR INSTITUTION

# URBAN DESIGN ANALYSIS

## TRANSIT

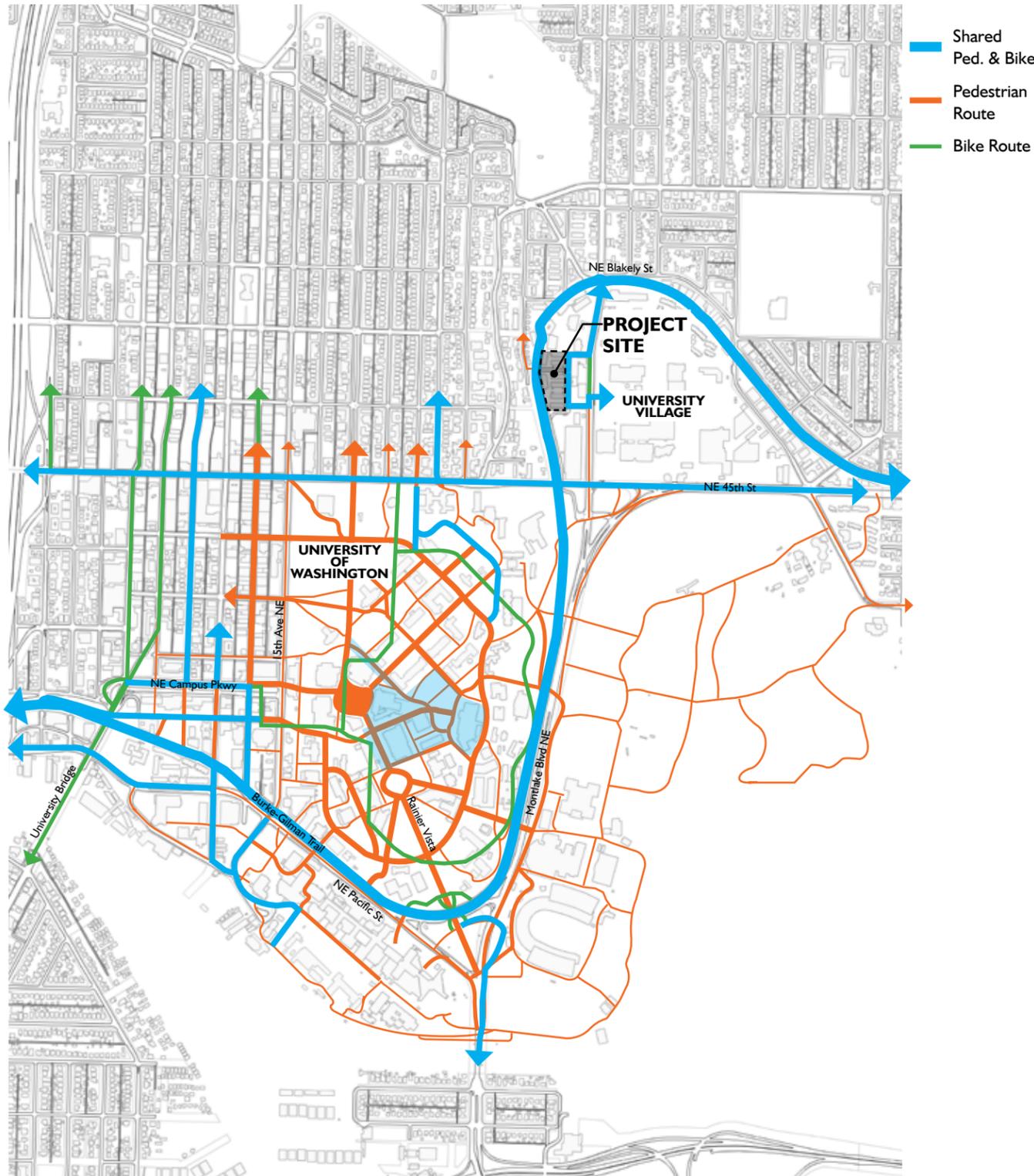


## ROAD NETWORK

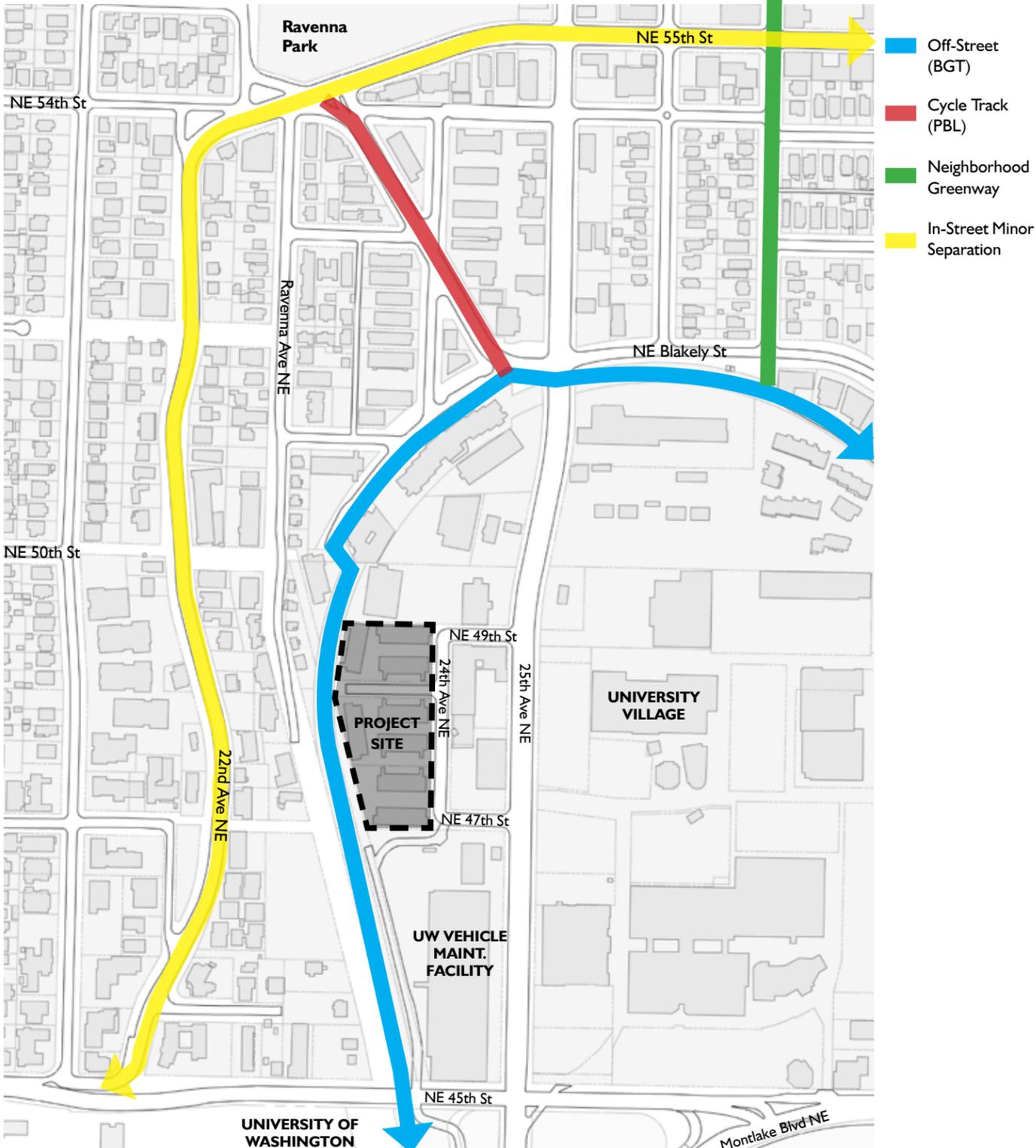


# URBAN DESIGN ANALYSIS

## PEDESTRIAN & BIKE NETWORK

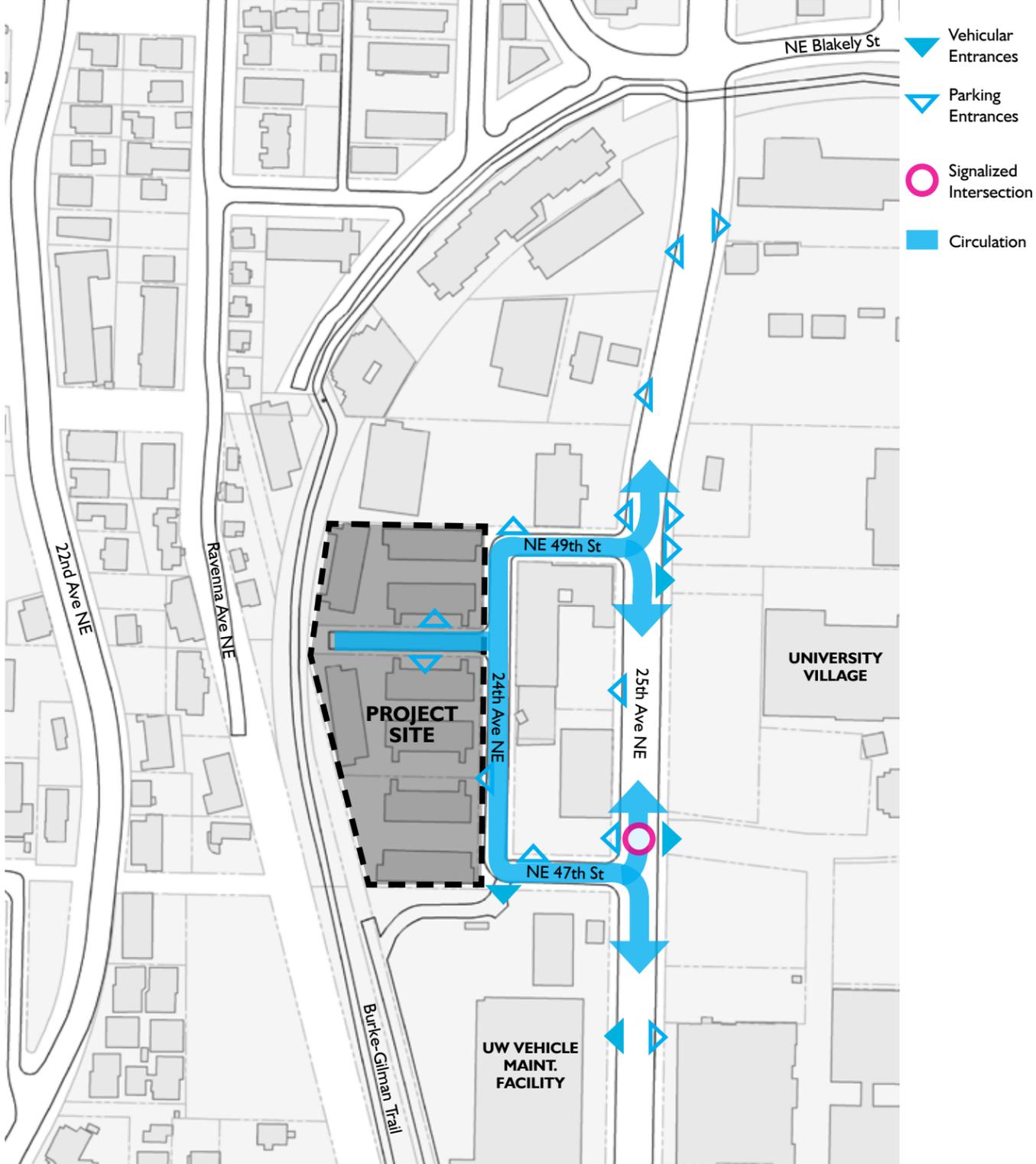


## BIKE MASTER PLAN



# URBAN DESIGN ANALYSIS

## VEHICULAR ACCESS



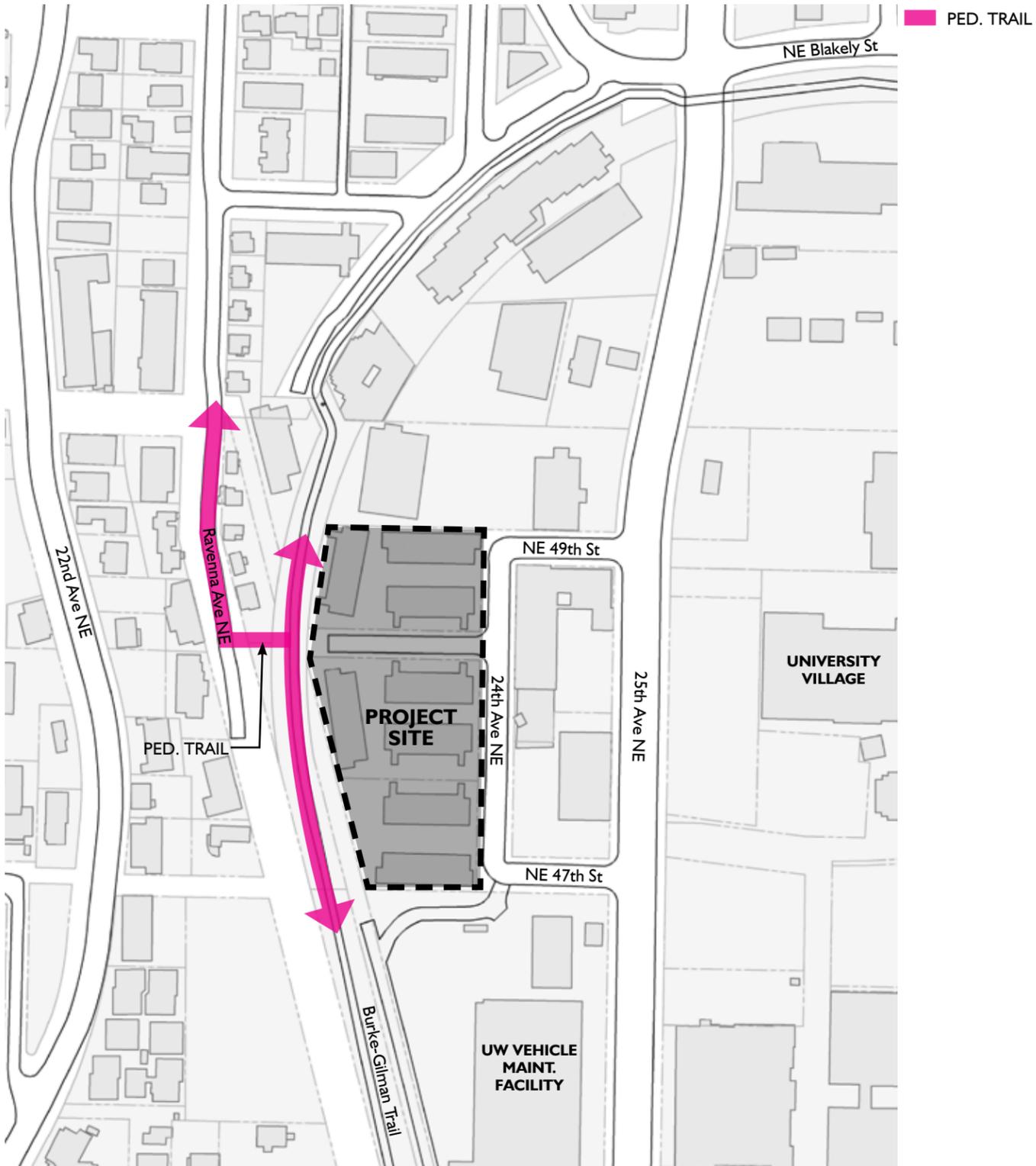
Intersection : 49th St & 25th Ave N



Signalized Intersection : 47th St & 25th Ave N

# URBAN DESIGN ANALYSIS

## PEDESTRIAN CONNECTION

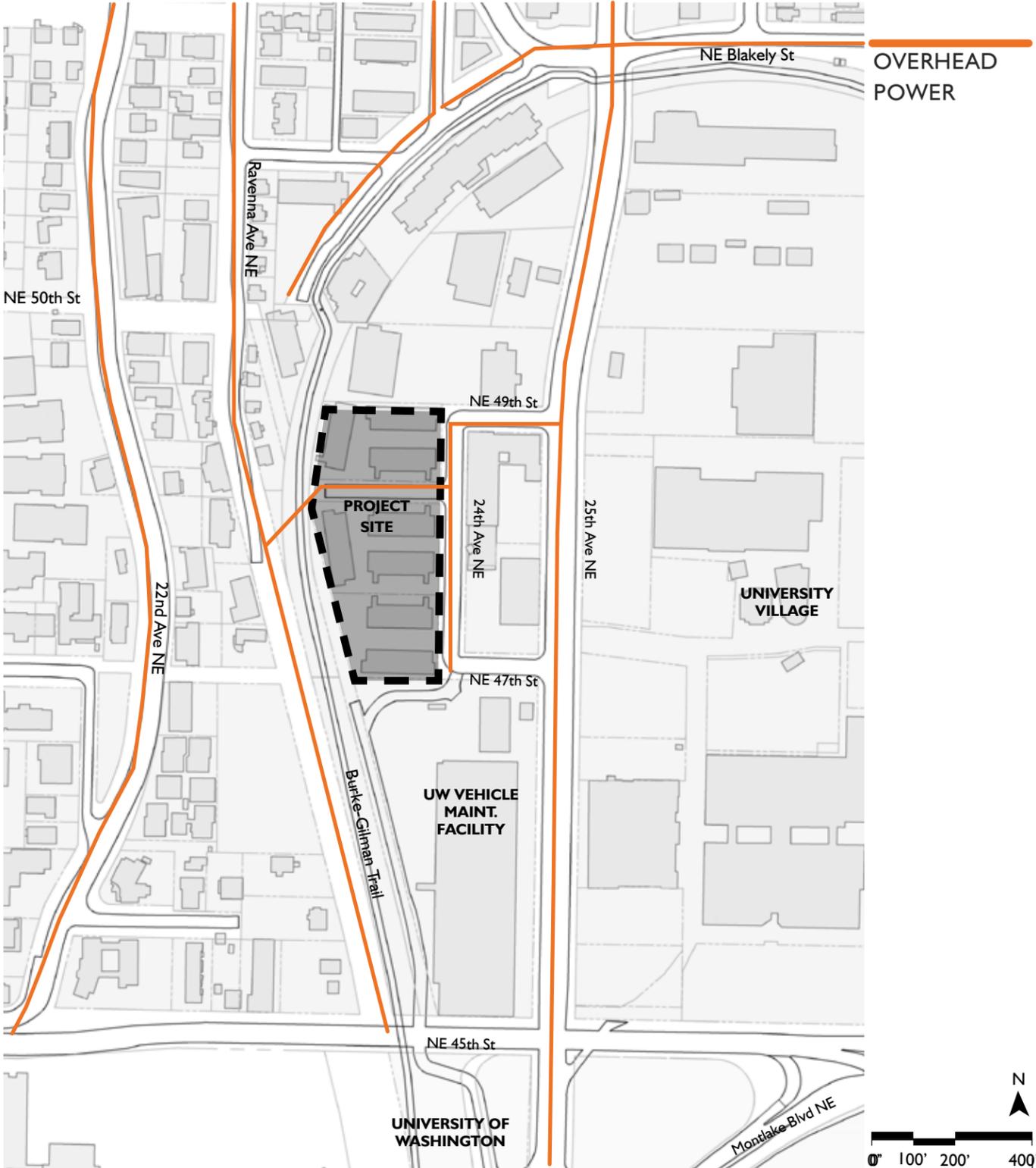


## OPEN SPACE

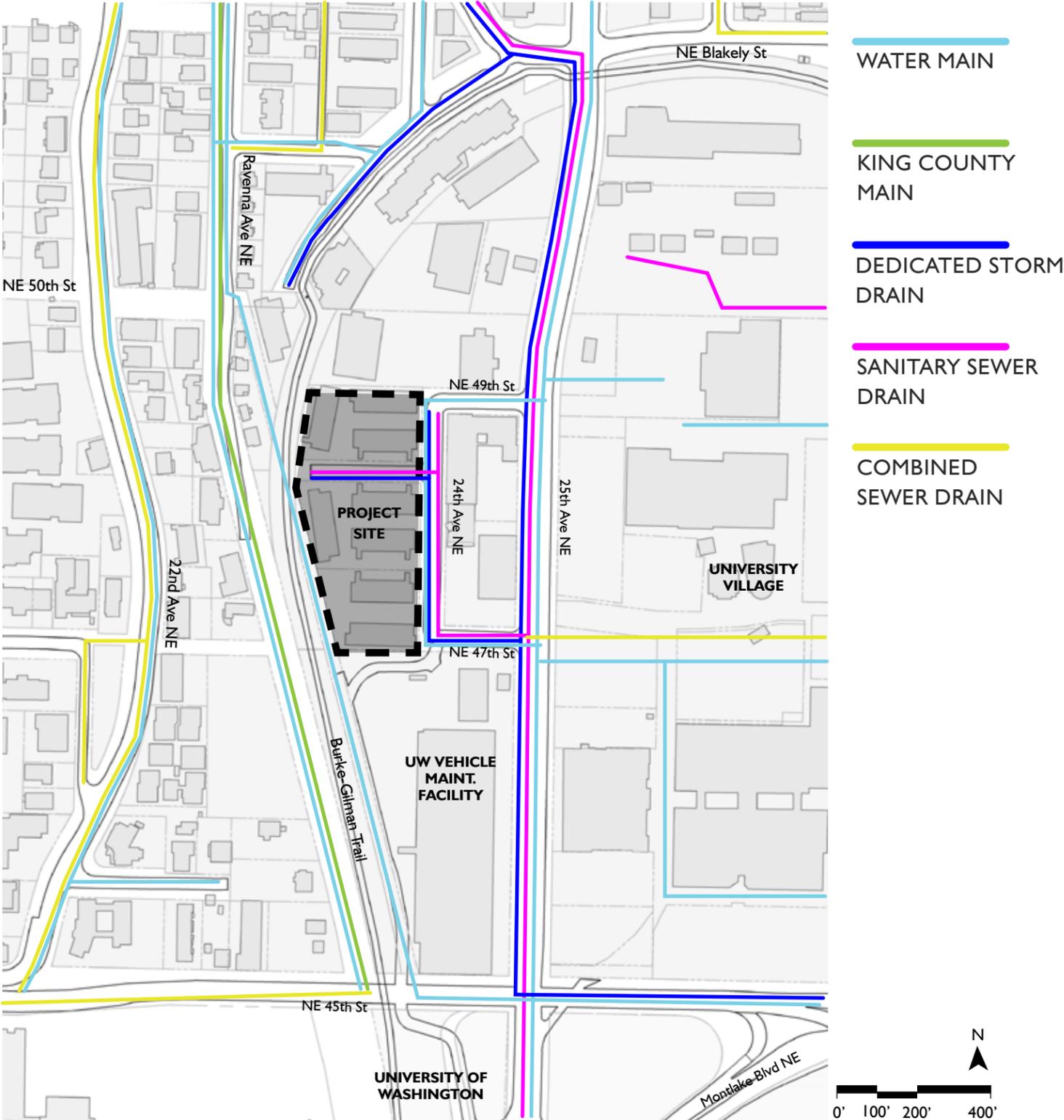


# URBAN DESIGN ANALYSIS

## DRY UTILITIES



## WET UTILITIES



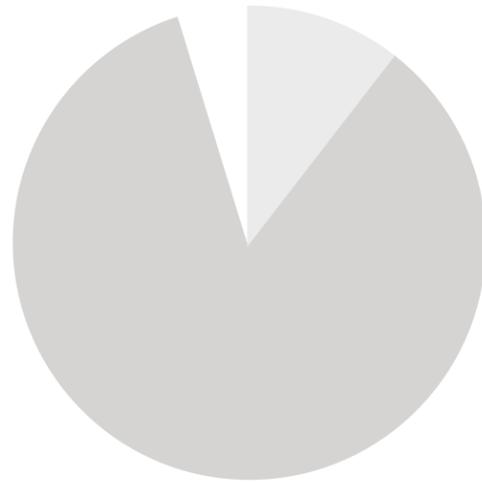
An aerial photograph of a city, showing a dense residential area with many houses and trees, transitioning into a more commercial or industrial area with larger buildings and parking lots. The entire image is overlaid with a semi-transparent orange color.

# VACATION / NO VACATION COMPARISON

# DEVELOPMENT PROGRAM

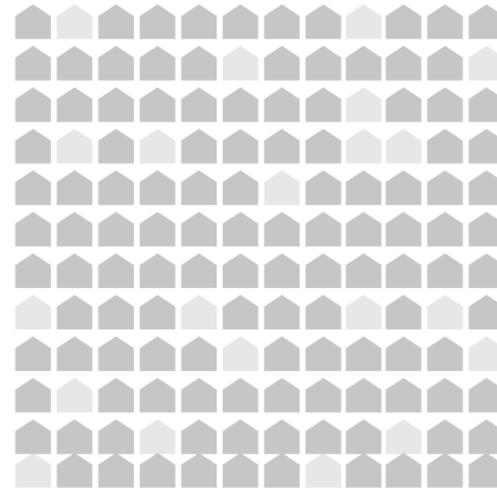
GROSS BUILDING AREA  
(ABOVE GRADE)

384,783 SF



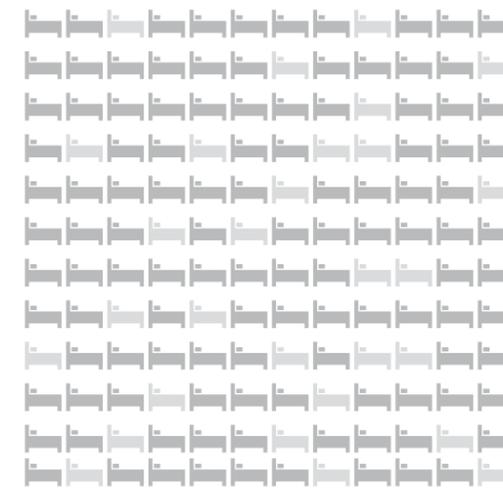
ESTIMATED TOTAL  
RESIDENTIAL UNITS

268 UNITS



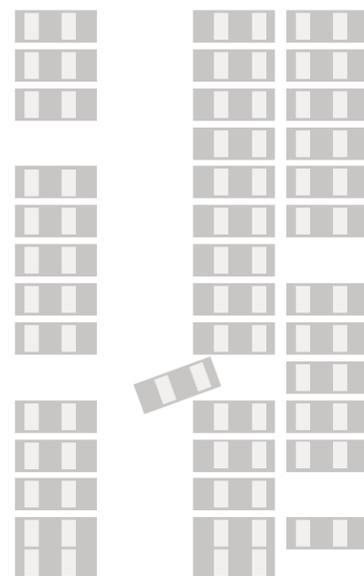
ESTIMATED TOTAL BEDS

724 BEDS



ESTIMATED PARKING QUANTITY  
(ALL ACHEMES)

278 STALLS



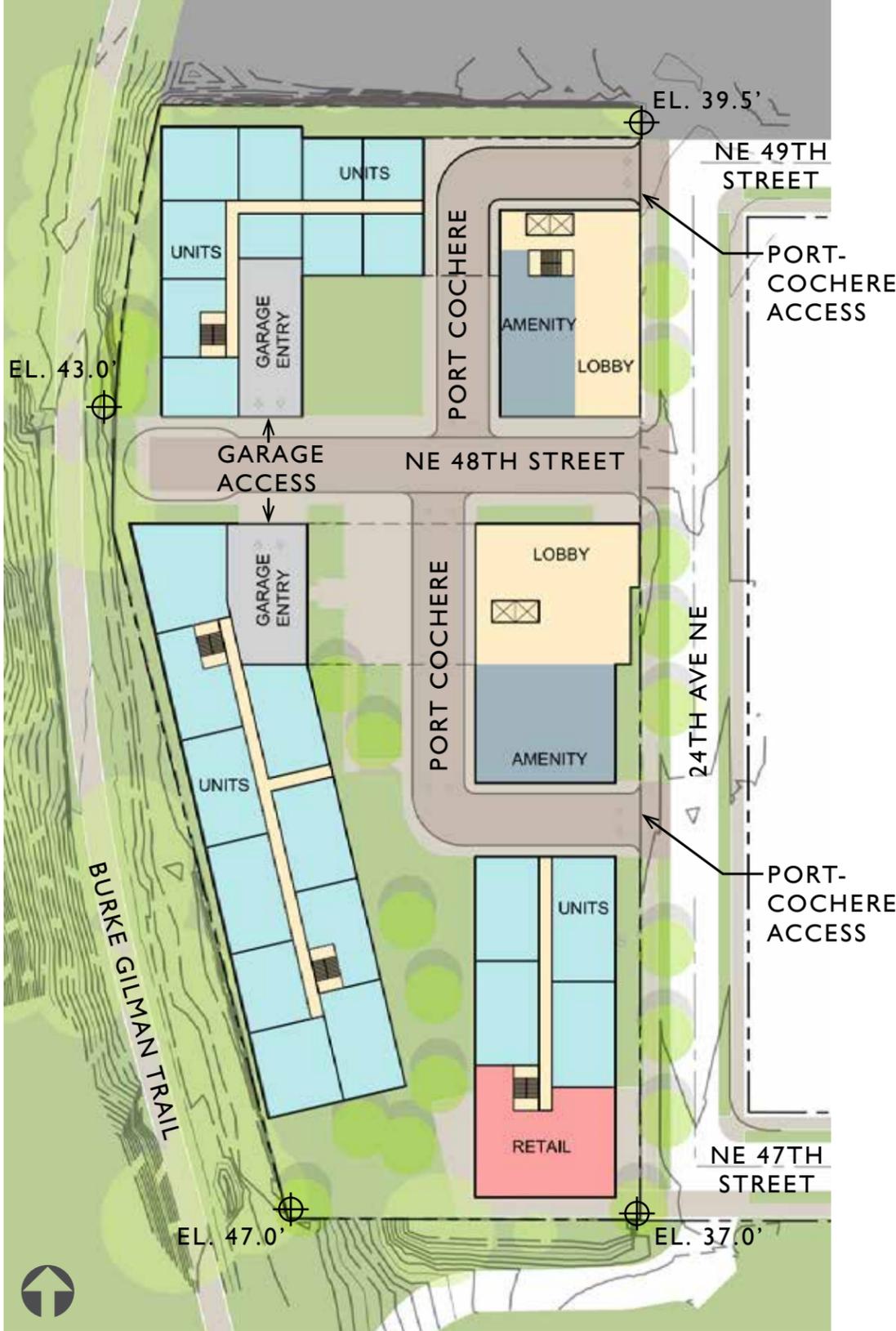
BUILDING HEIGHT

65-75 FT

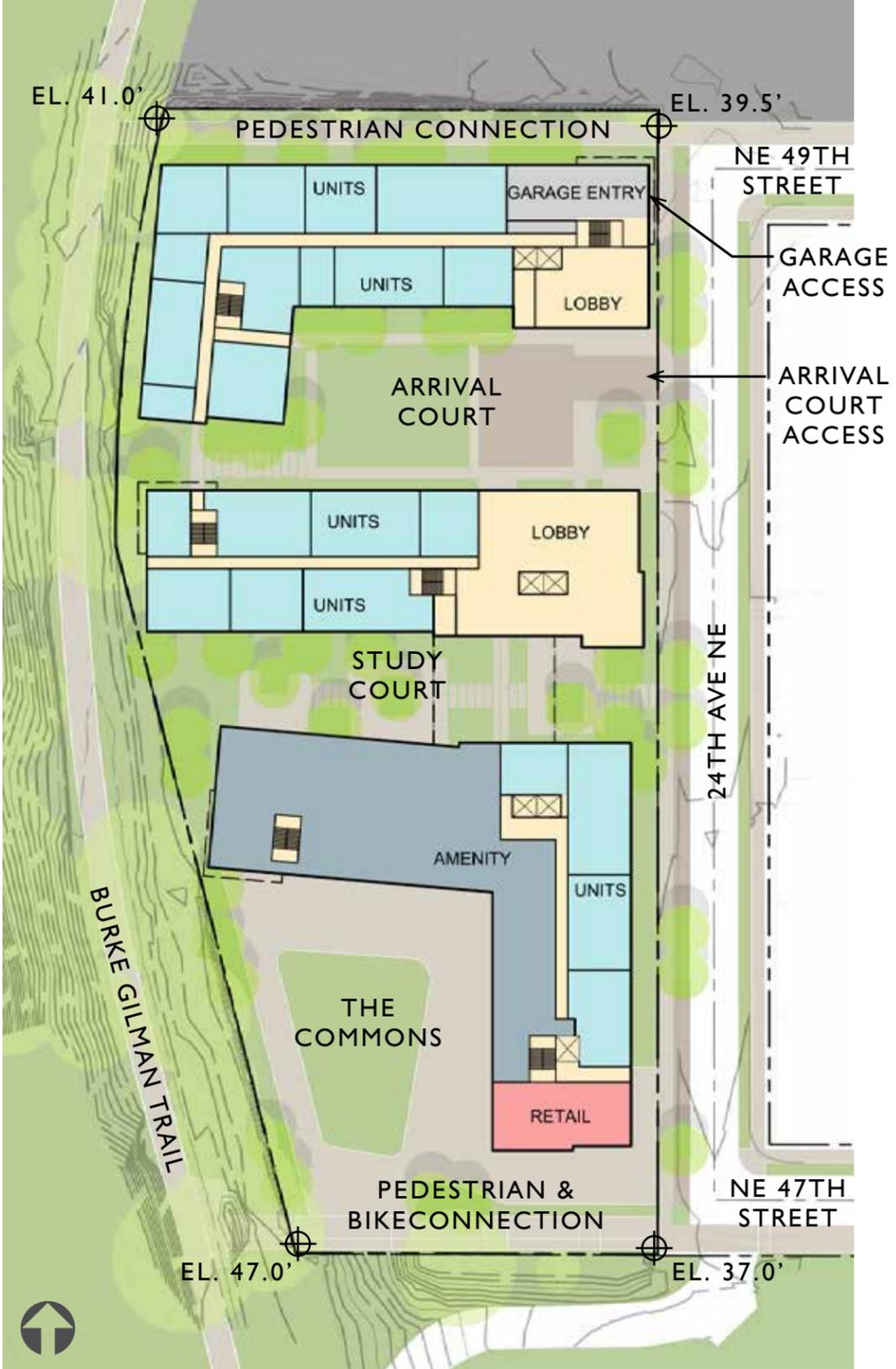


# SITE PLAN

## NO STREET VACATION



## WITH STREET VACATION



# TYPICAL FLOOR PLAN

NO STREET VACATION



WITH STREET VACATION



# DESIGN COMPARISON

NO STREET VACATION



STREET VACATION



# BUILDING SECTION



**NO STREET VACATION**



**WITH STREET VACATION**

# ADDITIONAL PERSPECTIVES

NO STREET VACATION



WITH STREET VACATION



# AIR / LIGHT / VIEWS

NO STREET VACATION



WITH STREET VACATION



FALL/SPRING EQUINOX

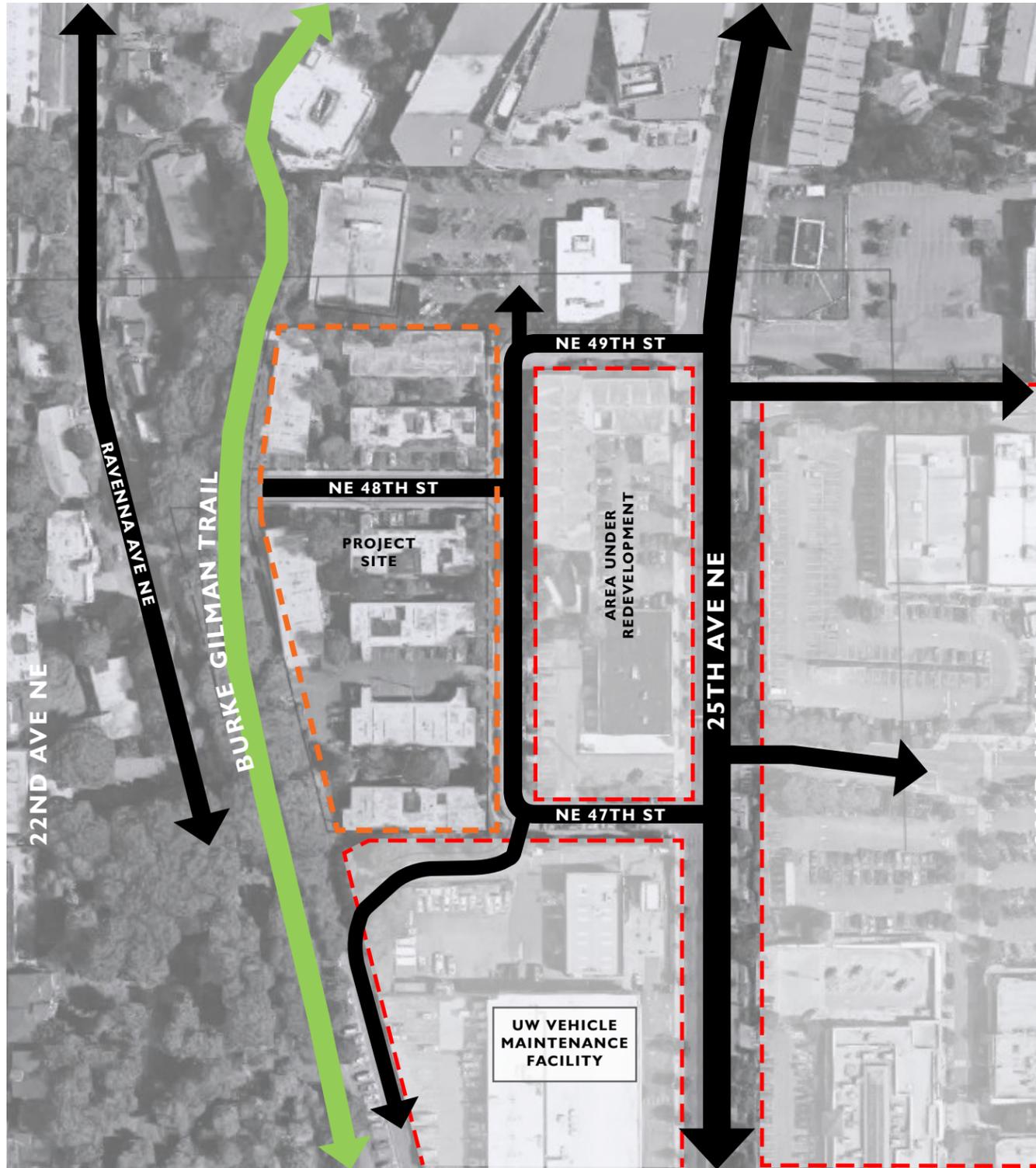


FALL/SPRING EQUINOX

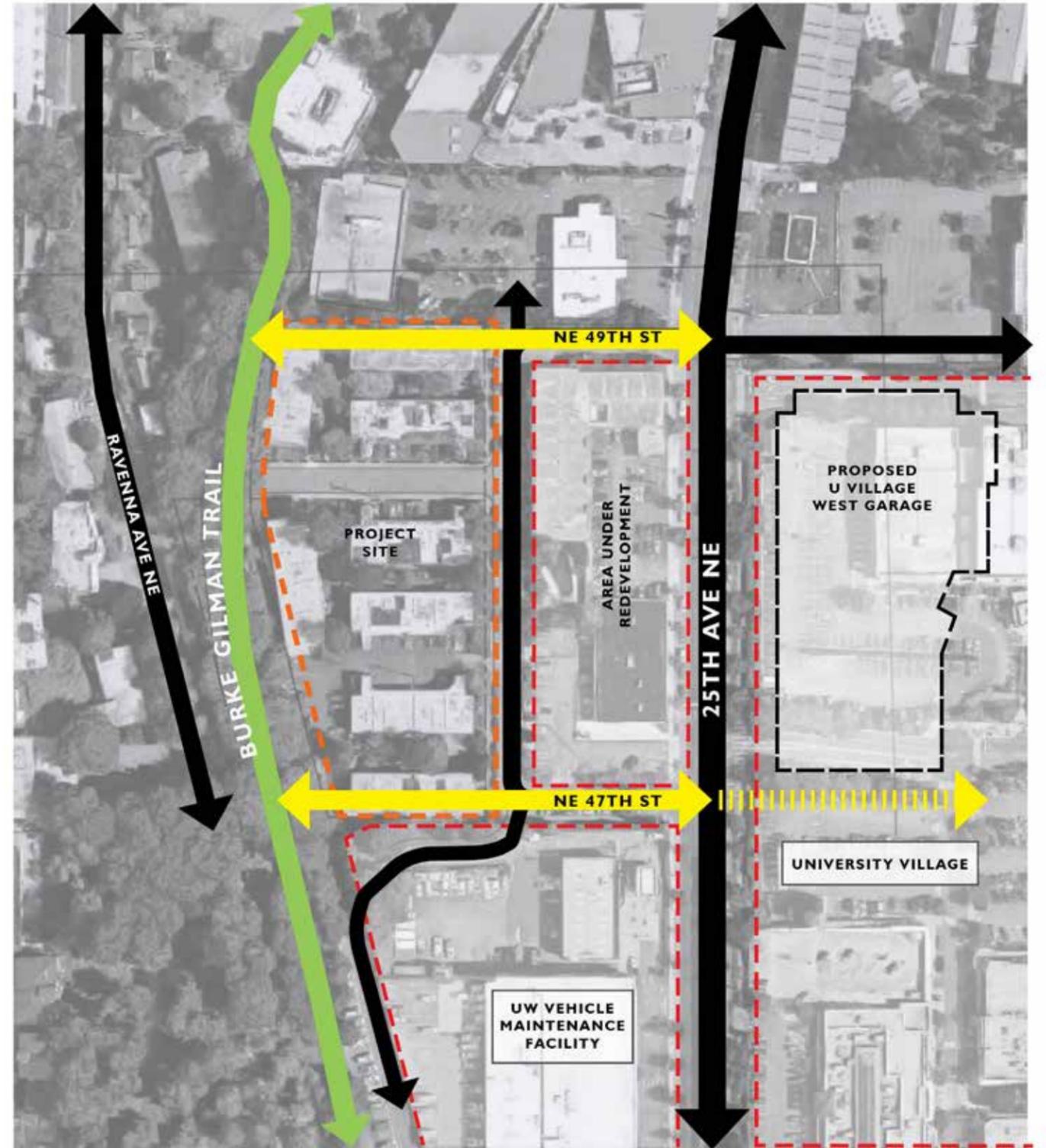


# PEDESTRIAN / BIKE ACCESS & CIRCULATION

## NO STREET VACATION



## WITH STREET VACATION



# PEDESTRIAN / BIKE ACCESS & CIRCULATION

## NO STREET VACATION



## WITH STREET VACATION



NORTHERN TRAIL CONNECTION FOR PEDESTRIANS - COMPOSED OF ADA ACCESSIBLE RAMPS WITH LESS THAN 5% GRADE

TWO TRAIL CONNECTIONS PROVIDED:

NORTH

250' LONG X 10' WIDE = 2,500 SF DEDICATED TO PEDESTRIANS

SOUTH

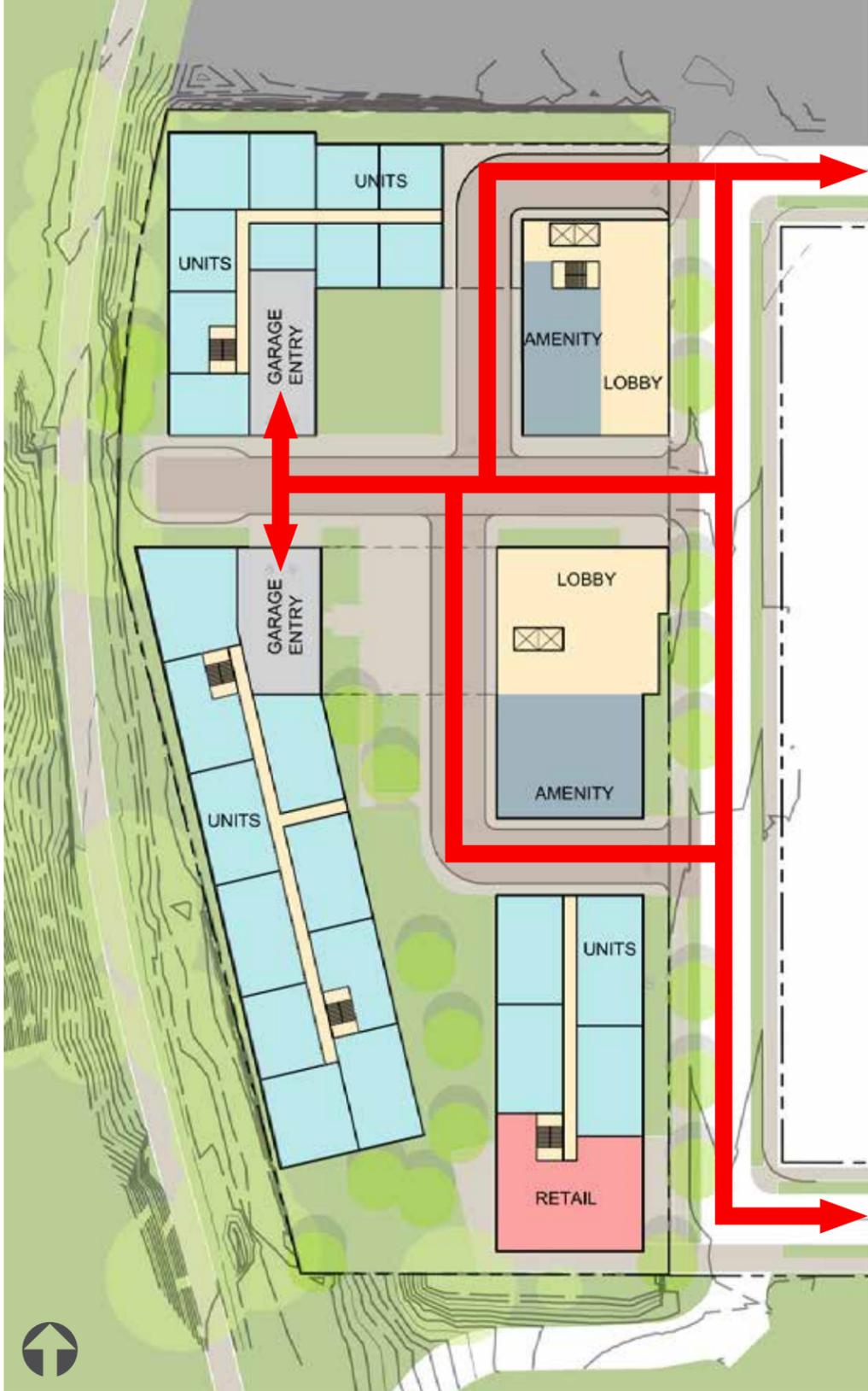
250' LONG X 15' WIDE = 3,750 SF DEDICATED TO PEDESTRIANS AND BICYCLES

COMBINED = 6,250 SF DEDICATED TO PEDESTRIAN AND BIKE ACCESS

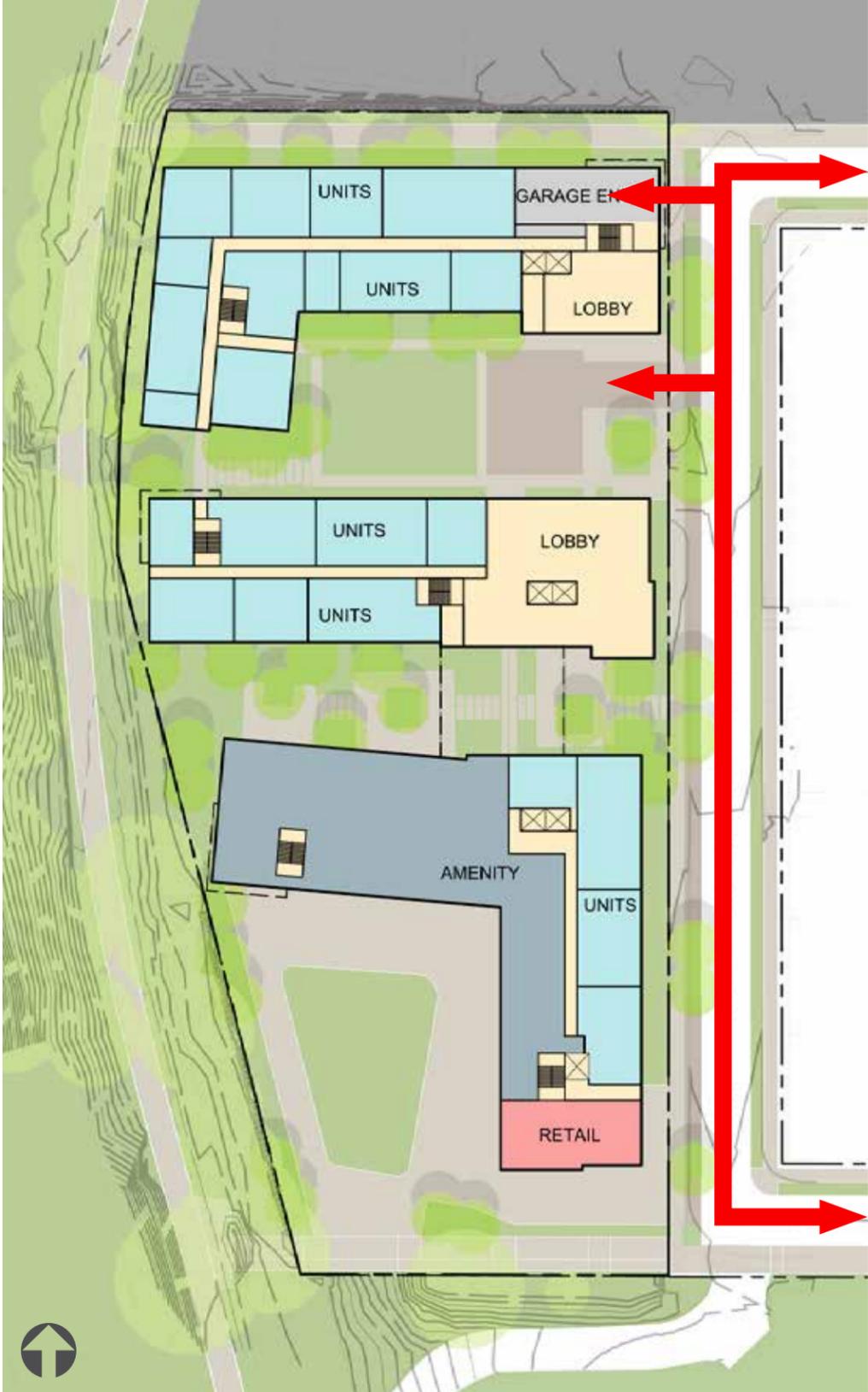
SOUTHERN TRAIL CONNECTION FOR BIKES AND PEDESTRIANS - COMPOSED OF ADA ACCESSIBLE RAMPS (8.3% MAX. SLOPE).

# VEHICLE ACCESS & CIRCULATION

NO STREET VACATION

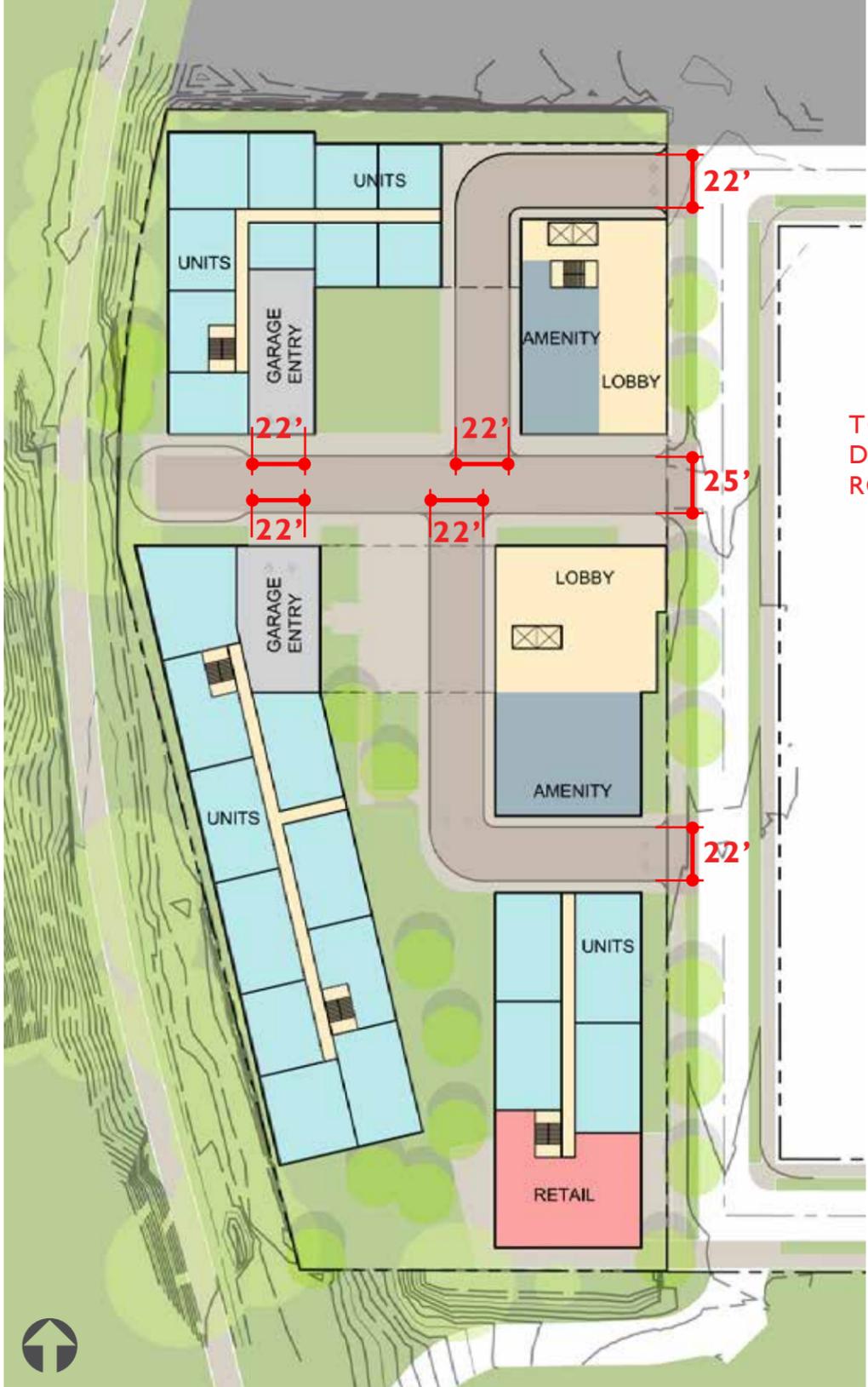


WITH STREET VACATION



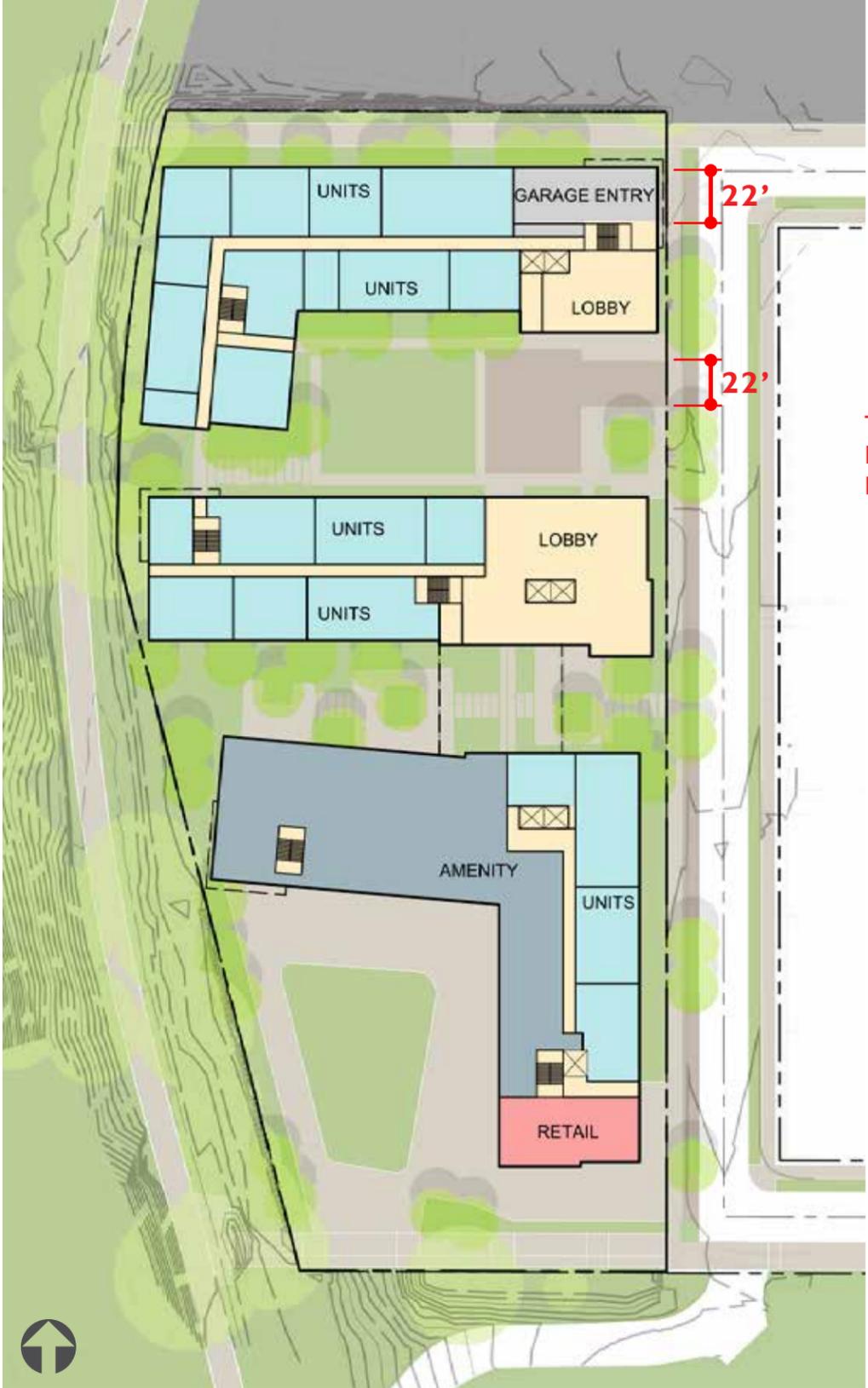
# VEHICLE ACCESS & DRIVEWAYS

## NO STREET VACATION



TOTAL WIDTH OF DRIVEWAYS AND ROW'S = 157'

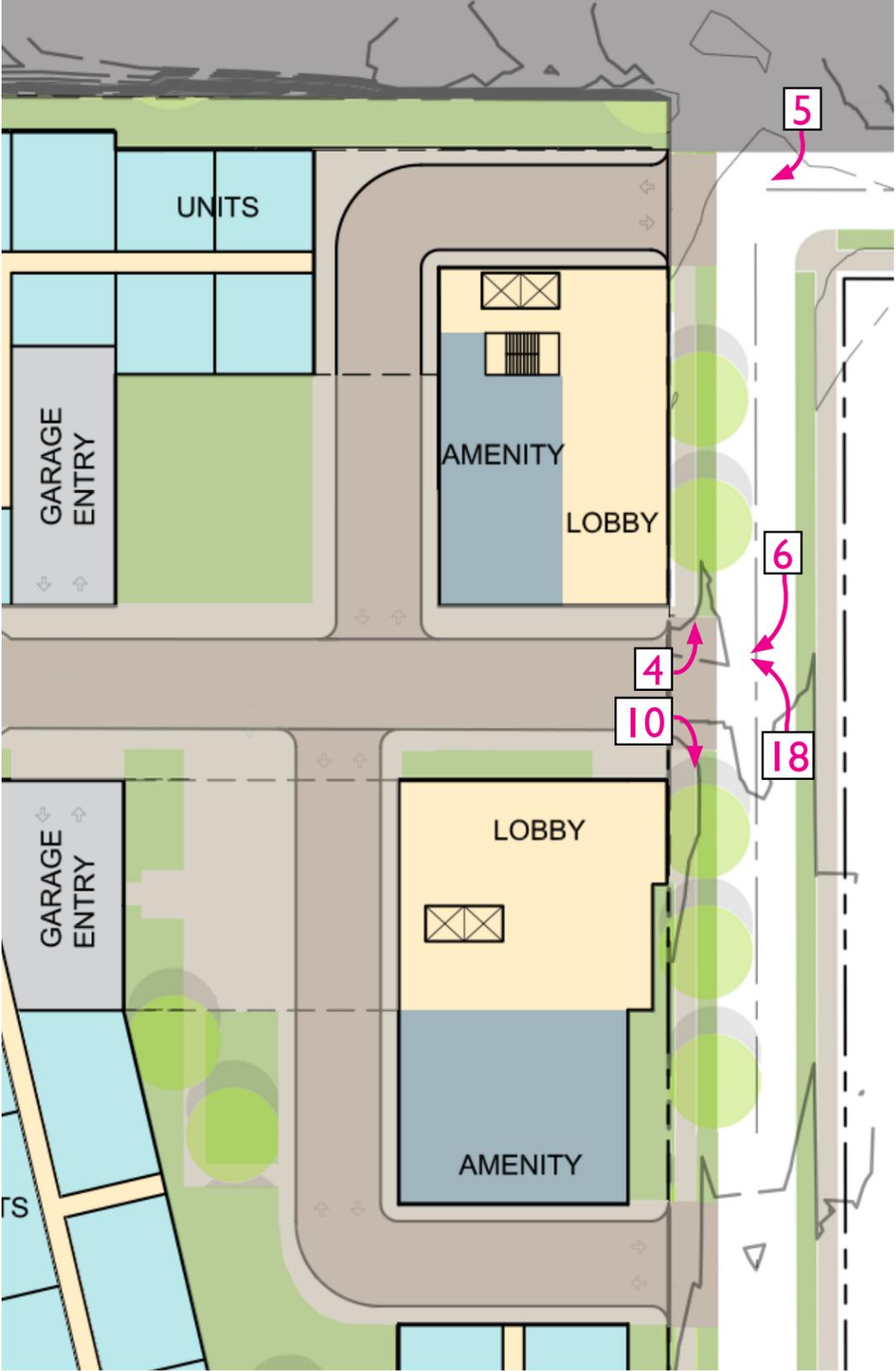
## WITH STREET VACATION



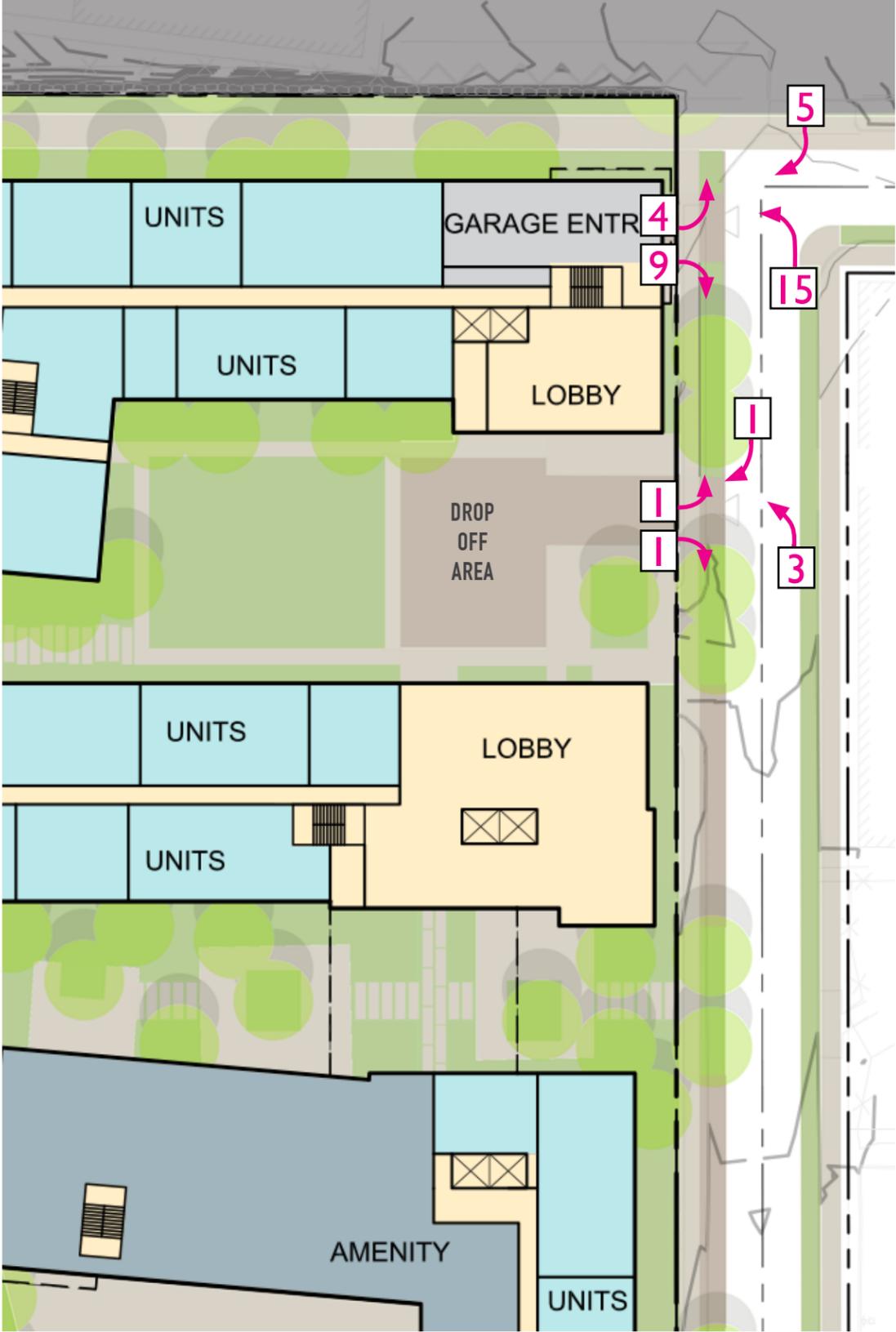
TOTAL WIDTH OF DRIVEWAYS AND ROW'S = 44'

# VEHICLE HOURLY TRIP COUNTS

## NO STREET VACATION



## WITH STREET VACATION

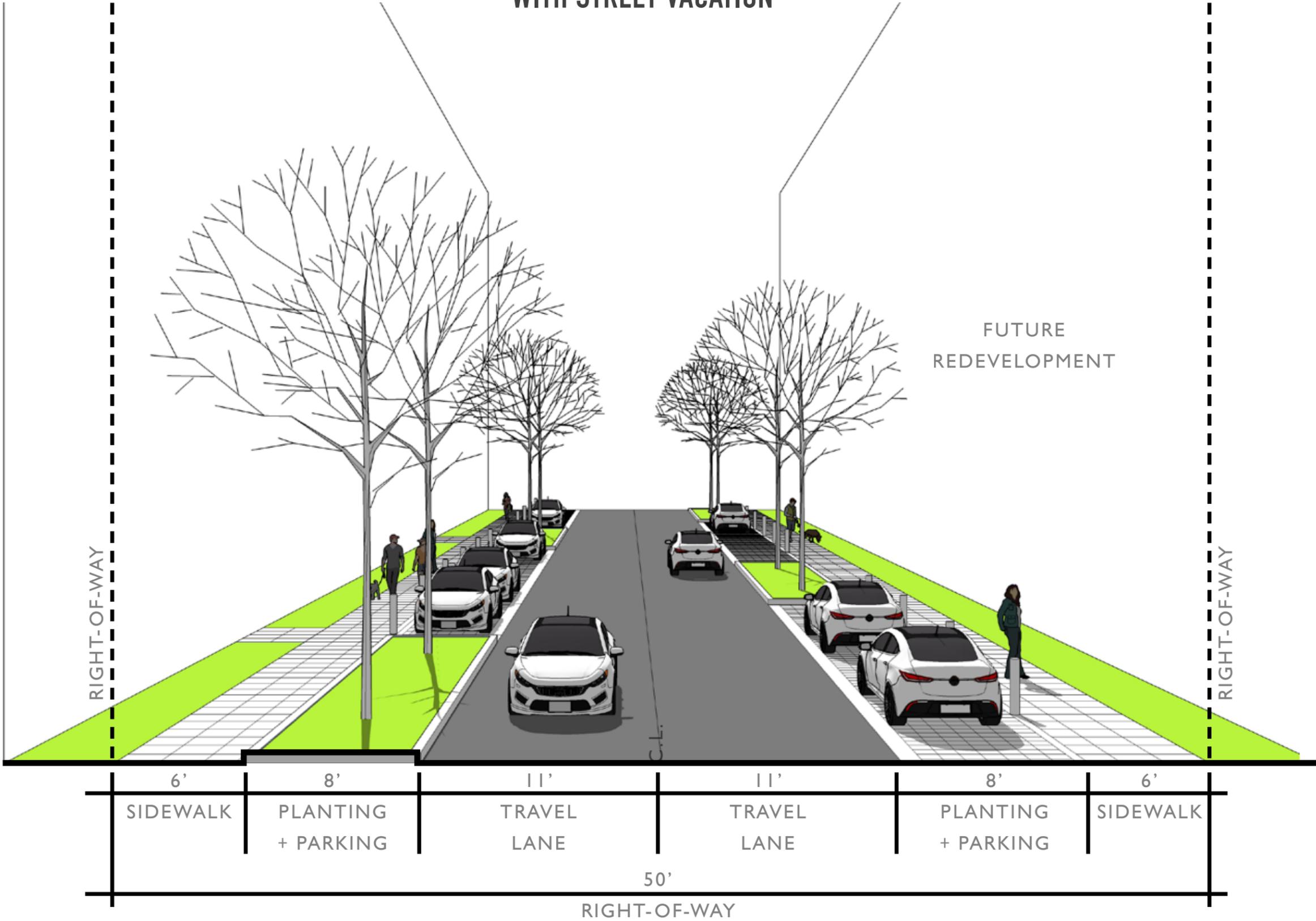


VEHICLES PER HOUR

# PROPOSED CURBLESS STREET

WITH STREET VACATION

FUTURE REDEVELOPMENT



# PUBLIC / PRIVATE OPEN SPACE

## NO STREET VACATION



## WITH STREET VACATION



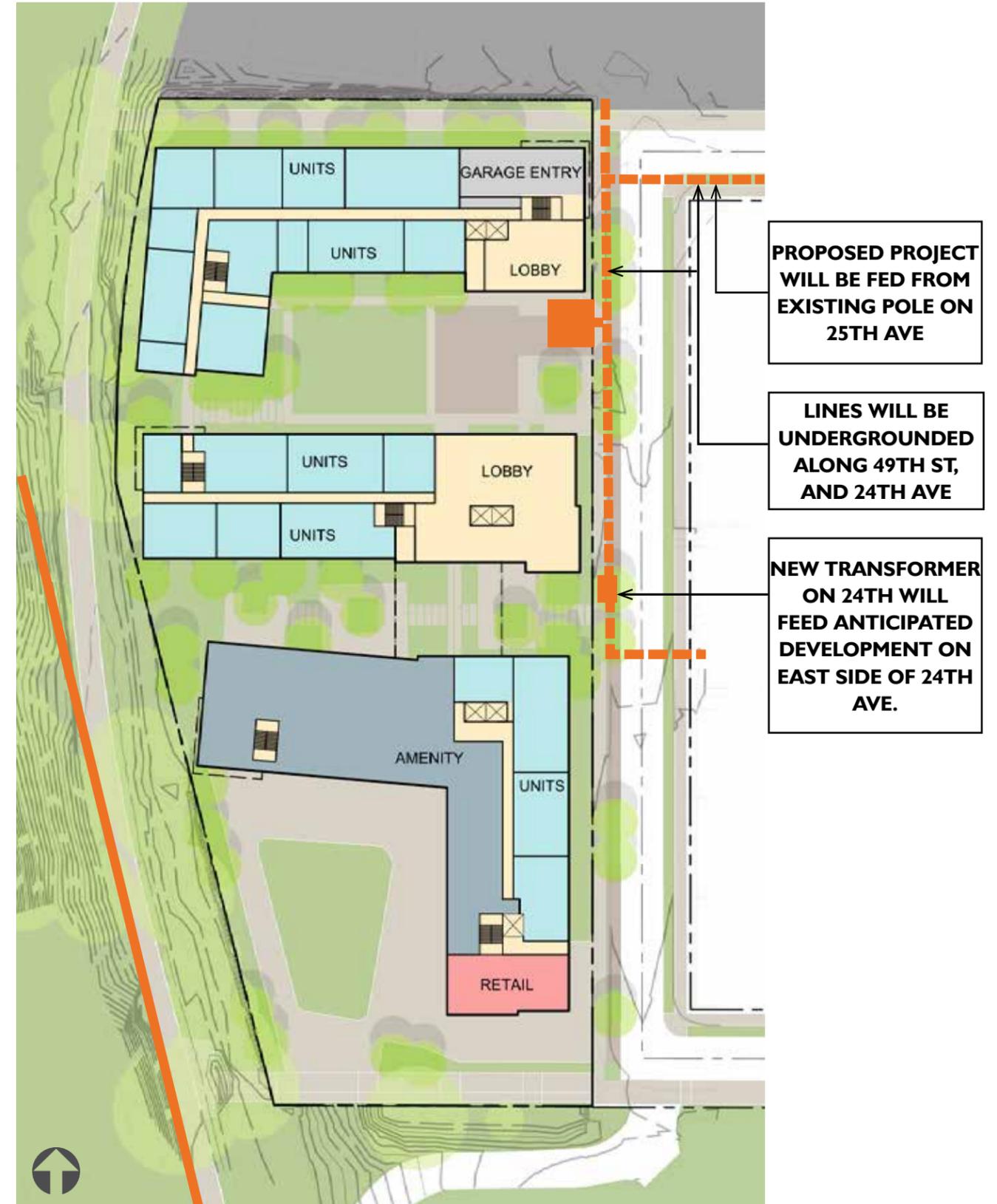
- PUBLIC
- PUBLIC (LIMITED ACCESS)
- PRIVATE

# ELECTRICAL UTILITIES

## NO STREET VACATION

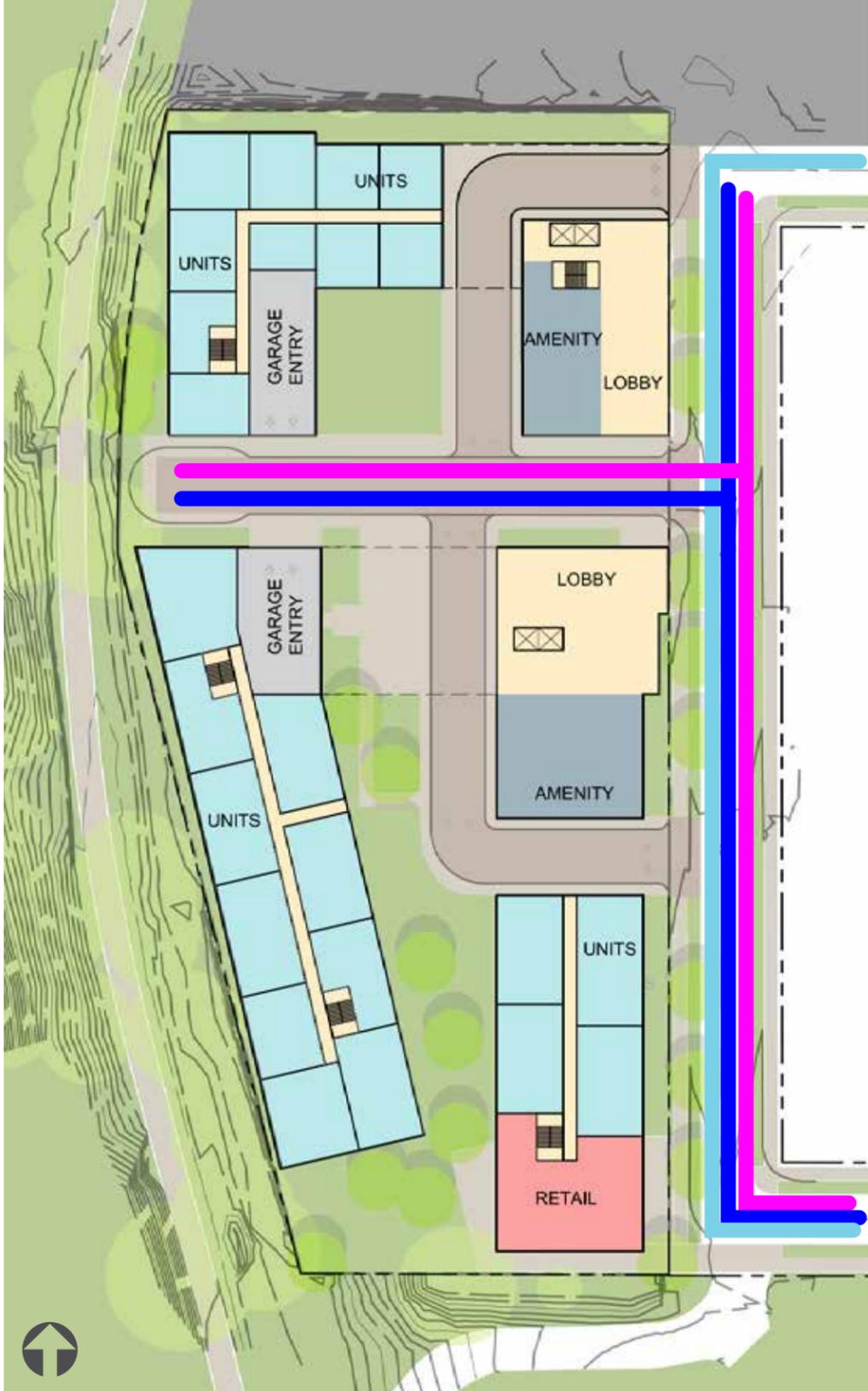


## WITH STREET VACATION



# WET UTILITIES

## NO STREET VACATION



## WITH STREET VACATION



- WATER MAIN
- DEDICATED STORM DRAIN
- SANITARY SEWER DRAIN

An aerial photograph of a city grid, showing buildings, streets, and trees, overlaid with a semi-transparent blue filter. The text is centered on the image.

# URBAN DESIGN MERIT

ACCESS

CIRCULATION

OPEN SPACE

UTILITIES

AIR / LIGHT / VIEWS

# ACCESS & CIRCULATION

- SAFE, DIRECT AND ACCESSIBLE PEDESTRIAN AND BIKE CONNECTIONS FROM THE BGT TO PUBLIC ROW
- REDUCED DRIVEWAY ACCESS POINTS FROM 24TH AVE
- SUPERIOR PEDESTRIAN ENVIRONMENT ON 24TH AVE



# OPEN SPACE

- PUBLICLY ACCESSIBLE OPEN SPACE ORIENTED TOWARD BGT AND PUBLIC ACCESS WAYS
- SOUTHERN ORIENTATION TO MAXIMIZE SUN
- MAXIMIZES VISUAL ORIENTATION TO THE BGT AND ROW



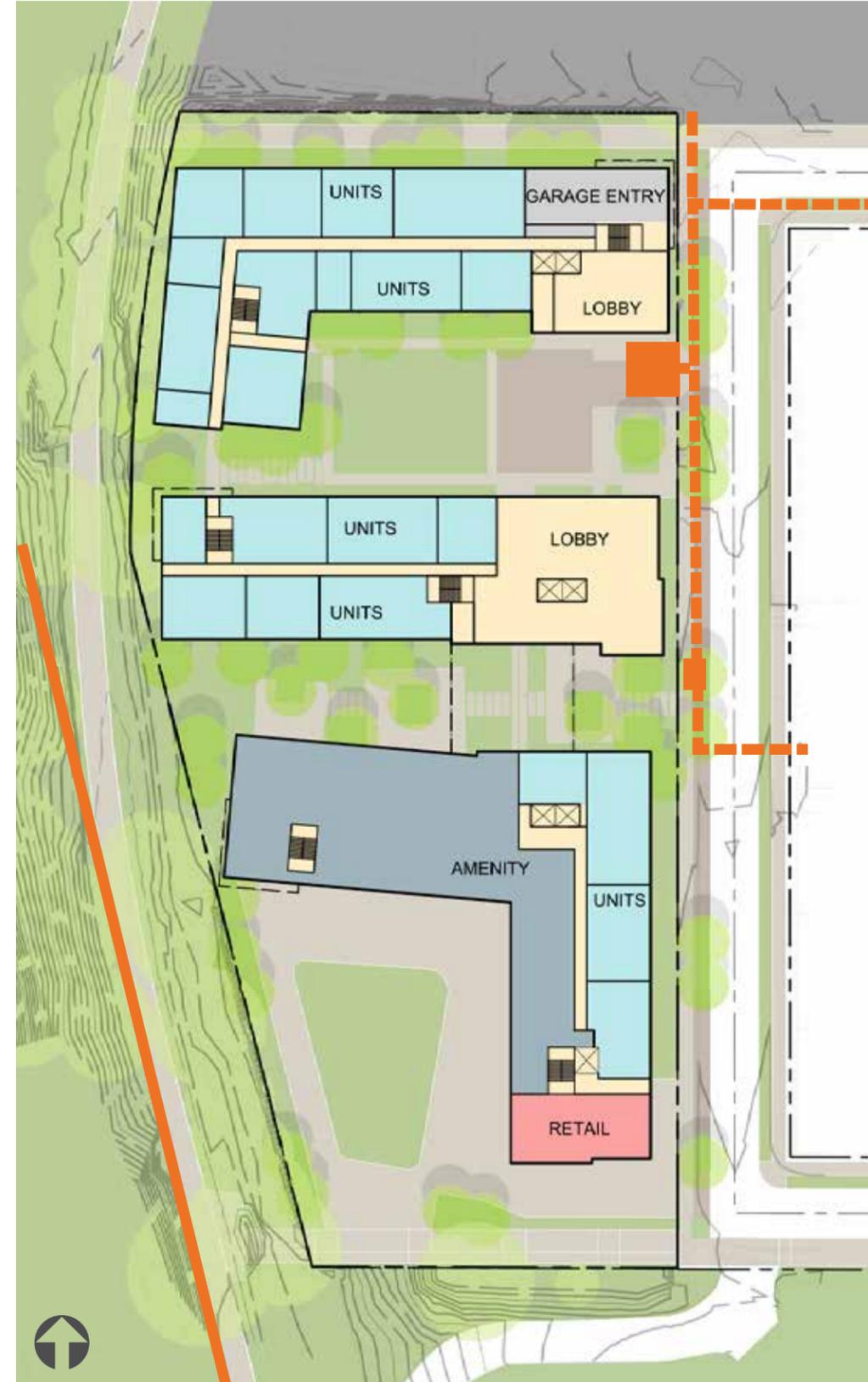
# ELECTRICAL UTILITIES

NO STREET VACATION



- A STREAMLINED APPROACH THAT IS SUPPORTED BY SCL
- UNDERGROUNDED UTILITES PROVIDE A BETTER PEDESTRIAN ENVIRONMENT

WITH STREET VACATION



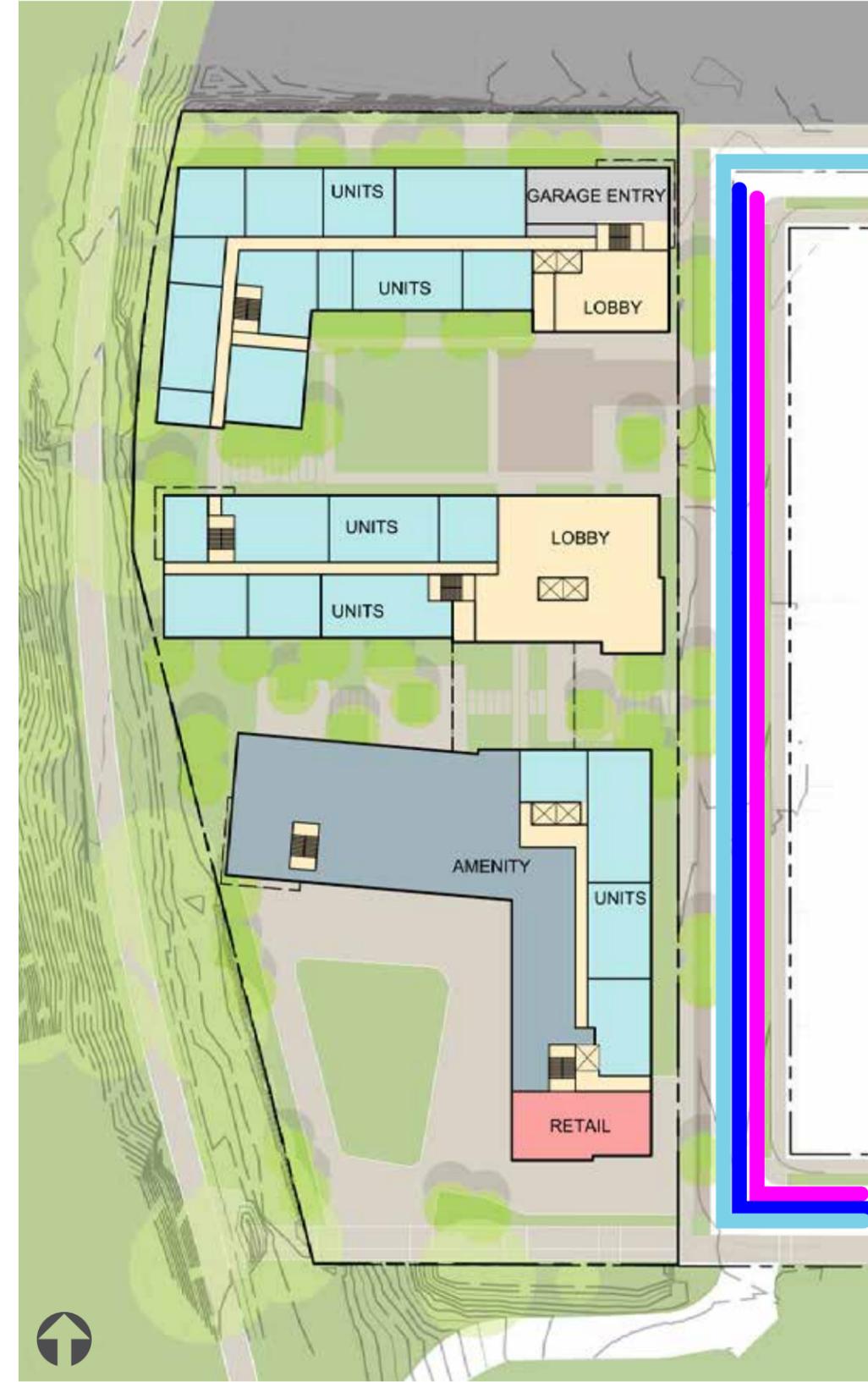
# WET UTILITIES

- PROPOSED SOLUTION HAS NO IMPACT TO EXISTING INFRASTRUCTURE

## NO STREET VACATION



## WITH STREET VACATION



- WATER MAIN
- DEDICATED STORM DRAIN
- SANITARY SEWER DRAIN

# AIR, LIGHT & VIEWS

- BUILDING ORIENTATION ALLOWS FOR MINIMIZED FACADE LENGTH AGAINST TRAIL
- OPEN SPACE ADJACENT TO TRAIL ALLOWS FOR BETTER VIEWS INTO/FROM SITE



# AIR, LIGHT & VIEWS

- BUILDING ORIENTATION ALLOWS FOR VIEWS THROUGH SITE
- LESS FACADE AGAINST TRAIL ALLOWS FOR BETTER SOLAR ACCESS

