1650 E Olive Way

PROPOSED MIXED-USE DEVELOPMENT
DPD # 3002133

January 19, 2011
Design Review
Recommendation

NICHOLSON KOVALCHICK ARCHITECTS

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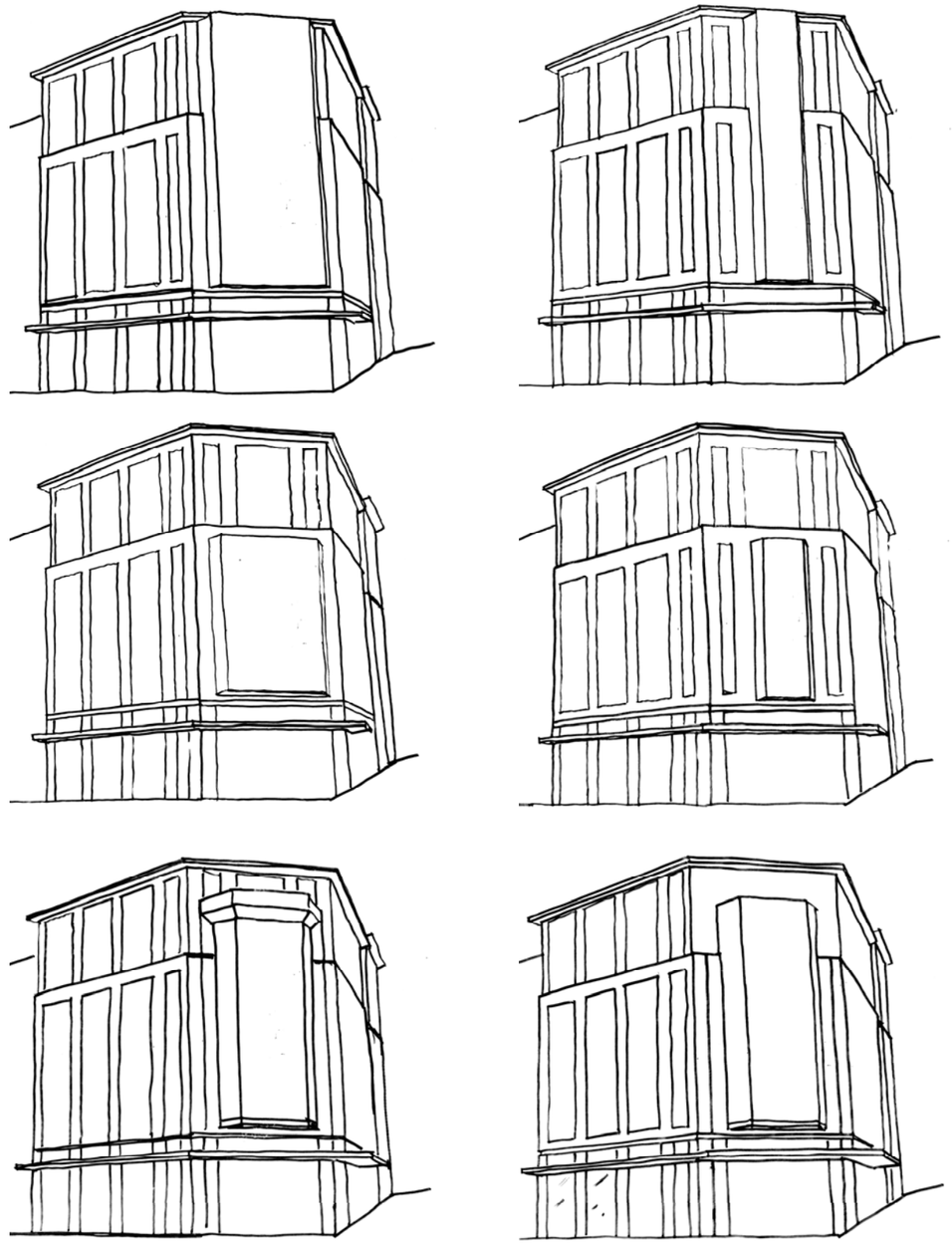
DESIGN REVIEW RECOMMENDATION MEETING PACKET



CORNER STUDIES, SEPTEMBER 2010

PROJECT DESCRIPTION

Address:	1650 E Olive Way
DPD Project:	3002133
Developer:	B&O Development
Applicant:	Nicholson Kovalchick Architects
Contact:	Eric Blank, AIA, LEED AP

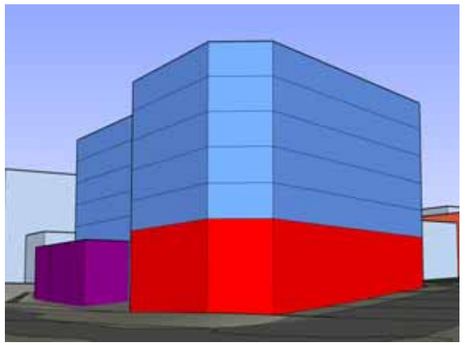
The proposed project is an 7-story mixed-use condominium building containing 76 residential units above 2 live-work units (78 total) and retail / office uses at the street level. Parking for 52 vehicles will be located in a below grade parking garage, which is accessed from Belmont Ave E to the west of the site. The five existing structures on site will be demolished. The site is zoned NC3-65 and MR. The building mass on the site responds to this zoning context and the many projects currently under construction or permit review on adjacent blocks.

Number of residential units:	76
Number of live-work lofts:	2
Total:	78
Number of Parking Stalls:	52

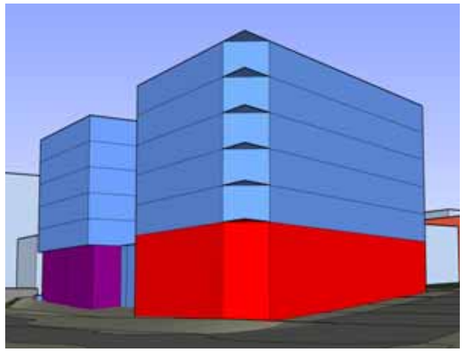
Residential Incl. circulation):	66,760 GSF
Live-work Units:	2,042 GSF
Commercial:	3,901 GSF
Storage:	3,532 GSF
Parking:	17,845 GSF
Total:	94,080 GSF

PROJECT HISTORY

Early Design Guidance meetings were held on April 19th 2006, January 21st 2009, and March 4th 2009.
The latest Master-Use Permit submittal was November 19, 2010.



APRIL 19, 2006



APRIL 19, 2006

JANUARY 21, 2009

JANUARY 21, 2009

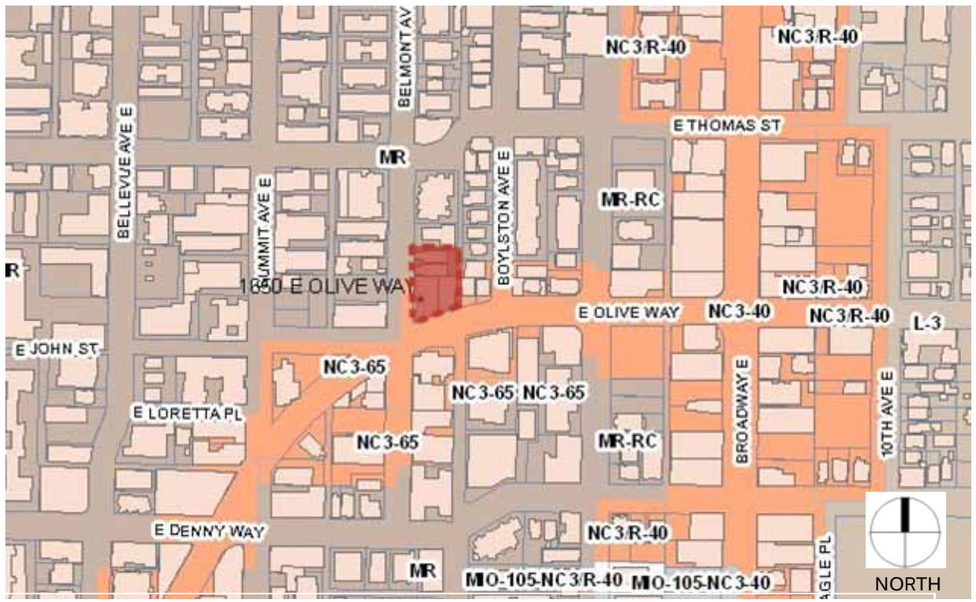
MARCH 4, 2009

MARCH 4, 2009

SITE CONTEXT

PHOTO LOCATIONS

1. Northwest corner of site, across Belmont Ave E
2. Existing buildings to north of project site
3. West façade, from across Belmont Ave E
4. Sealth Vista Apartments across Belmont Ave E
5. Looking south from site across E Olive Way
6. Southwest corner of site (Looking across Belmont Ave E)
7. Looking southwest along E Olive Way, toward downtown
8. Coldwell Banker Office
9. Southeast corner of site (Looking across E Olive Way)
10. Buildings east of site along E Olive Way
11. Villa Marjorie Condominiums
12. Alley behind site, looking north



ZONING MAP (NTS)

SITE ANALYSIS

NEIGHBORHOOD PLAN (NTS)

Immediate Neighborhood Context

- Mix of multi-family buildings, and commercial, retail and office buildings
- E Olive Way is a busy arterial; Belmont Ave E relatively quiet
- Small shops located on E Olive Way, and large retail stores 2 blocks east on Broadway
- Inconsistent landscaping in right-of-way
- Close to Broadway commercial district
- Not currently strong for retail, but changing
- Buildings vary widely in style and age

East Olive Way

- Across the street from a 3 story office building, a 6-story mixed use building, and a 1-story commercial building
- Busy with vehicular and pedestrian traffic
- Street parking on both sides
- Slopes down to the west and begins turning south at the project site
- Street trees are sporadically placed
- Mixed building scales (Street-level parking to 6 stories)

Belmont Avenue East

- Predominantly residential
- Narrow, quiet street
- Mostly 3 to 6-story apartment buildings
- Pedestrian-friendly streetscape
- Relatively flat
- Currently two curb cuts

Garage Access & Alley

- Alley is only 12' wide
- In adjacent buildings, access to garage is from Belmont Ave E
- Some buildings also utilize the alley for parking access

Amenities & Views

- Views from the site are primarily to the southwest
- Retail space has high visibility from E Olive Way

DETAILED SITE ANALYSIS

B&O—Belmont Façade

- Sidewalk café
- No street trees
- Plants only in pots or boxes
- Awning only over outdoor seating
- Public seating on benches outside café area

B&O—E Olive façade

- Transom windows stepping up slope
- Multiple entries nearly identical in size/configuration
- 3-color scheme
- Roofline steps up slope
- Highest level of detail actually painted on windows

B&O—Façade Materials

- Plain tongue & groove wood siding
- Wood transom windows w/ accent color
- Painted brick piers
- Flat metal trim
- Minimal trim or detail at windows or cornice
- Surface mounted electrical conduit to faux-historic lighting
- Flat or light-box signs

Belmont Ave—West sidewalk looking south

- Only example of setback in MR zone on street
- Weak pedestrian environment
- Landscape berm at sidewalk on both sides of garage entrance
- No ground level units or pedestrian amenities

Belmont Ave—West sidewalk looking south

- "Street wall" effect—no lower level setbacks in MR
- Garage entries along entire street, with steps up landscape berms
- Minimal landscaping

Alley—existing buildings to be demolished

- Asphalt shingle façade
- No setback from alley in MR zone
- 12'-0" alley ROW width does not meet SDOT standards for commercial vehicles

Belmont Ave—East side of street

- Existing brick buildings
- Small windows in punched openings
- Varying level of detail
- Two different types of building mass—rectangular/bulky and modulated

203 Belmont Ave—looking southwest

- Existing brick building
- Small windows in punched openings
- Low level of detail
- Rectangular/bulky building mass

Belmont Ave—view of courtyard of building north of project

- Courtyard is above sidewalk grade (retaining wall and steps at sidewalk)
- Courtyard not readily visible from sidewalk
- Brick building with some detail
- No setback from south property line (project site) in MR

BOARD-PREFERRED PRECEDENTS

Trace Lofts—"Background" Façade

- Monochromatic gray color scheme
- Complex pattern of closely spaced horizontal and vertical elements
- Simple, repetitive window pattern
- Metal wire railing at sliding glass door
- No accent colors

DR priorities: C-2, C-3, C-4

Trace Lofts—"Heavy" Base

- Large concrete columns
- Deep concrete beams
- Relatively short spans—narrow glazed openings
- Rough, bare concrete finish
- Wide profile storefront windows and

DR priorities: A-4, B-1, C-1, D-1, D-11

Press Apartments (Belmont & E Pine)—Courtyard

- Public courtyard at street-level lobby
- Raised planter with landscaping including grass, shrubs and one tree
- Water Feature
- Seating areas

DR priorities: A-4, A-7, D-12, E-2

SUMMARY OF EARLY DESIGN GUIDANCE

	Guidelines	4/19/2006 EDG				1/21/2009 EDG				3/4/2009 EDG				Capitol Hill
		priority	not priority	no mention	n/a	priority	not priority	no mention	n/a	priority	not priority	no mention	n/a	priority
A	**Site Planning**													
A-1	site characteristics	X				X				X				
A-2	streetscape compatibility	X				X				X				X
A-3	visible entrances			X			X				X			
A-4	human activity	X				X				X				X
A-5	respect for adjacent sites	X				X				X				
A-6	transition between res. and st.			X		X				X				
A-7	residential open space	X				X				X				X
A-8	parking and vehicle access	X				X				X				X
A-9	location of parking on frontage			X			X				X			
A-10	corner lots	X				X				X				X
B	**Height, Bulk, Scale**													
B-1	H,B,&S compatibility	X				X				X				X
C	**Arch. Elements and Mat'ls.**													
C-1	architectural context	X				X				X				
C-2	arch. concept and consist.			X		X				X				X
C-3	human scale	X				X				X				X
C-4	exterior finish material	X				X				X				X
C-5	structured parking entries	X				X				X				
D	**Pedestrian Environment**													
D-1	pedestrian open space	X				X				X				X
D-2	blank walls	X				X					X			
D-3	retaining walls			X				X				X		
D-4	design of surface parking				X				X				X	
D-5	visual impacts of parking			X			X				X			
D-6	screening of service areas	X				X				X				
D-7	personal safety	X					X				X			
D-8	treatment of alleys			X		X				X				
D-9	commercial signage			X				X				X		
D-10	commercial lighting			X			X			X				
D-11	commercial transparency		X			X				X				
D-12	residential entries			X		X				X				
E	**Landscaping**													
E-1	design cont. w/ adj. sites	X				X				X				
E-2	building and/or site	X				X				X				
E-3	address special site conditions		X			X				X				X

Priority of all 4 | Priority of 2 or 3 | No Mention | Not Applicable

ATTACHMENT B - RESPONSES TO DESIGN GUIDELINES

A-1 Responding to Site Characteristics
The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

Located on a prominent corner the building mass creates strong, well-defined edges to the public "street rooms". The C-shaped massing is a traditional building form common to the area and breaks down the massiveness of the building along Belmont Ave E. into facades that are proportional to smaller, surrounding buildings.

The facades themselves are a traditional stacking of strong base, middle section, and capital/ top floor. The exterior materials are a combination of traditional brick/ precast masonry and modern metal siding/ panels. The brick colors, texture, and detailing are strongly influenced by historic structures in the area.

Per the Board's guidance, the building's cornice steps down 3 times from the upper SE corner, around the acute property corner, and down to the lower NW corner. Also per the Board's direction, the upper levels are recessed from the property line in the NW corner (12'), the North façade (11') and the East façade (10')

A-2 Streetscape Compatibility
The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

E. Olive Way is a fast-moving vehicle arterial and also a major pedestrian path between the main Capitol Hill commercial strip (Broadway) and Downtown, sloping down from the NE to the SW.

Belmont Ave E. runs across the slope of Capitol Hill and is relatively flat with a much slower, more residential feel. The corner of Belmont and Olive is currently the home of B&O Espresso, a vibrant neighborhood coffee house, restaurant, and bar.

The proposed new building maintains a continuous commercial frontage along E. Olive Way with carefully detailed brick pilasters, a recessed commercial entry, transom windows, and the addition of solid overhead weather protection. Accent paving in the sidewalk creates a sense of rhythm and additional street trees help screen pedestrians from the fast-moving traffic. The commercial space wraps around the corner onto Belmont Ave. E. Here the proposed building, creates a generous corner plaza, adds street trees along the street edge, defines space for outdoor café seating, creates a large recessed courtyard serving commercial/ residential/ live-work uses, and pushes the garage entry to the north edge of the site.

A-4 Human Activity
New development should be sited to encourage human activity on the street.

As stated above in A-3, the project creates space along Belmont Ave. E. for café seating while adding landscape to help screen pedestrians from vehicle traffic.

The large corner plaza and the recessed courtyard along Belmont Ave E. are also significant pedestrian amenities. The radial paving pattern in the courtyard is designed to be invite pedestrians in from the sidewalk.

Two live-work units are located on the north side of the courtyard and have well-defined entries along the streetscape.

The corner commercial space has direct access to the courtyard, direct access to the café space along Belmont Ave E, and a well defined entry at the main corner. A second, smaller space is accessed uphill along Olive Way. These spaces can be combined into a large, terraced space or further divided into small commercial spaces with an additional entry point along E Olive Way and a raised floor over the structural slab. This flexibility is desirable to the owners of the B&O café and they are likely to return to the new building.

A-5 Respect for Adjacent Sites
Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

As stated above in A-1, the full height of the East façade is recessed from the post-dedication property line approx. 10' with clerestory penthouses recessed another 3' beyond that. The North façade is recessed approx. 11'. The upper level of the NW corner steps back approximately 12' from the west property line.

Large, bolt-on metal decks along the East façade obscure views from the residential units onto neighboring properties to the North and East.

It's also important to point out that this proposed building places residential units and outdoor patios along the alley instead of a concrete garage wall typical in this type of development.

Furthermore the modulation of the North façade strengthens the existing courtyard on the adjacent property.

A-6 Transition Between Residence and Street
For residential projects, the space between the buildings and sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The vehicle driveway is located at the northern edge of the property, away from the pedestrian courtyard. The entrances to the live-work units are screened and defined by landscaped vestibules. Ground level plantings also keep pedestrians away from the live-work glazing along Belmont Ave E.

The courtyard is designed to be a dynamic civic space shared by residents and commercial patrons and the general public. It fronts the live-work units to its north, the main residential entry to its east, and the accessible commercial entry to its south. The irregular-shaped planter and radial paving pattern is intended to encourage comfortable interaction between these points.

A-7 Residential Open Space
Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The entire building massing scheme and development departures are intended to consolidate the ground level open space into usable areas such as the Corner Plaza, Recessed Courtyard, and Private Patios along the north and east facades.

See A-4 and A-6 above for descriptions of courtyard open space. The ground level units along the alley are designed with private patios that are secure but only partially screened from the alley. As shown on the East architectural façade and also on the landscape drawings, the fence is an open mesh with tall landscaping along the alley and in between the patios.

The rooftop has extensive open space for shared tenant use, broken up into smaller spaces for better social interaction within and between different parties.

A-8 Parking and Vehicle Access
Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Per the Board's direction, the vehicle driveway is located at the northern edge of the property, away from the pedestrian courtyard.

The Board and public also unanimously supported a single garage access point from Belmont Ave E. and directed us to avoid adding vehicle traffic to the alley because it is narrow and aligned with Belmont Ave. E. to the south, so often used as a pedestrian throughway.

We have submitted a professional traffic analysis, as requested by the Land Use Planner, that also highlights the potential danger to pedestrians along Olive Way with from vehicular traffic coming out of the alley.

A-10 Corner Lots
Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from the corners.

Per the Board's EDG, we have provided a chamfered massing at the acute building corner (similar to the existing B&O building) and wrapped the adjacent façade materials/ colors around this corner.

There is a simple bay window at the corner, to strengthen the prominent retail corner entry, but it is similar in material and color to the adjacent façade elements and somewhat subdued, as directed.

Per the Board's direction, the vehicle driveway is located at the northern edge of the property, away from the corner.

B-1 Height, Bulk and Scale
Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential of the adjacent zones.

As directed by the Board in the last EDG meeting, the building is C-shaped in its massing, maintains a clear civic wall along E. Olive Way and around the corner to Belmont Ave. E.

Also per the Board's guidance, the building's cornice steps down 3 times from the upper SE corner, around the acute property corner, and down to the lower NW corner, and the upper levels are recessed from the property line,

Furthermore, as discussed at the end of the last EDG, the lower levels of the NE corner extend out to the adjacent building on the property line which both strengthens the existing courtyard on the adjacent property and provides a clear stepped transition between the different heights of the buildings.

C-1 Architectural Context
New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Since the last EDG, significant areas of brick facade have been added along E. Olive Way and Belmont Ave E. and contain traditional masonry details including recessed banding, corbelling, steel lintels, brick sills, and precast coping.

The proposed brick color is a mottled mix of red, brown, and blue/ gray with a rough texture indicative of the adjacent masonry buildings and older brick structures further down Olive Way.

ATTACHMENT B - RESPONSES TO DESIGN GUIDELINES (CONTINUED)

The thickness of the brick veneer and pilasters varies from 5" to 9" providing good relief and depth between the windows and wall planes.

Per the Board's direction, natural wood has been added to the lower portion of the east façade, the gates along the alley, and surrounding the main residential entry along Belmont Ave E.

C-2 Architectural Concept and Consistency
Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

This project will clearly be new construction and is not trying to appear older than it is (no tumbled bricks, fake patinas, or distressed paint). It does however respect the older buildings in the area and attempts to incorporate some of the timeless qualities of traditional architecture.

The overarching exterior concept is a dialogue between a somewhat rigid formality and a more playful whimsy.

The main street facades, especially the brick sections, are relatively formal and regular with somewhat elaborate symmetries. Even the more modern, metal clad upper levels maintain traditional mass/ void relationships and pretty much align with the openings below. That being said, the facades are full of subtle variations that add interest.

Each façade also offers a flash of contemporary color with orange perforated panels on some of the exterior decks.

C-3 Human Scale
The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Masonry is naturally scaled to the human hand, but this project also utilizes recessed brick banding, precast accents, steel lintels, steel marquees, exterior sconces, storefront mullions, and accent paving to strengthen human scale along the streetscape.

Even in the upper levels the metal siding is banded every 16" to evoke the natural human scale of stacked stone. And the exposed detailing of the bolt-on decks and steel marquees will also add a sense of craftsmanship to the facades.

C-4 Exterior Finish Materials
Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

As stated above, the facades now contain large amounts of brick, with special recessed banding details along the pilasters at the base. The banding alone far exceeds the architectural detailing on the existing building.

On the upper levels, the entire composition of mass/ void (window openings to walls, columns, and pilasters) has been carefully designed on the brick module to fully align with the mortar joints and avoid irregular fragments.

The thickness of the brick veneer and pilasters varies from 5" to 9" providing good relief and depth between the windows and wall planes.

Per the Board's direction, natural wood has been added to the lower portion of the east façade, the gates along the alley, and surrounding the main residential entry along Belmont Ave E.

The proposed streetscape design maintains and expands the warmth and comfort of the existing B&O café.

C-5 Structured Parking Entrances
The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Per the Board's direction, the vehicle driveway is located at the northern edge of the property, away from the pedestrian courtyard. Accent paving in the hardscape indicates the presence of the driveway.

D-1 Pedestrian Open Spaces and Entrances
Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The courtyard is designed to be a dynamic civic space shared by residents and commercial patrons and the general public. It fronts the live-work units to its north, the main residential entry to its east, and the accessible commercial entry to its south. The irregular-shaped planter and radial paving pattern is intended to encourage comfortable interaction between these points.

The crisscross pattern of overhead cable lighting in the courtyard is still there, along with wall sconces and translucent marquees.

D-6 Screening of Dumpsters, Utilities & Services
Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters can not be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

As agreed in the last EDG meeting, the trash/ recycling room has been located in the NW corner of the property, adjacent to the driveway, where it can be easily accessed inside the building on trash day.

D-8 Treatment of Alleys
The design of the alley entrances should enhance the pedestrian street front.

Residential units are located along ground level in the alley, but are recessed approx. 10' to provide private patios. There is direct pedestrian access between the alley and the patios, and the fence is mostly transparent to maintain eyes on the street and provide screened views through the fence to the lush landscaping between the patios.

D-10 Commercial Lighting
Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Exterior wall sconces are provided along the perimeter pilasters, LED downcans are located in the overhead marquees, and larger safety lighting is located along the north façade.

D-11 Commercial Transparency
Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

Per the Board's direction, the commercial facades along E Olive Way and Belmont Ave E are significant and weighty, but exceed the requirements for commercial glazing. Narrow brick pilasters define a regular pattern of bays which are almost completely transparent glazing.

This pattern of commercial glazing wraps around the interior facades of the courtyard and also continues along the southern half of the alley.

D-12 Residential Entries and Transitions
For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and be visually interesting for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops, and other elements that work to create a transition between the public sidewalk and private entry.

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The courtyard along Belmont Ave E. serves the main residential area, the live-work units, and also the accessible commercial entry. The landscape and hardscape is designed to tie these uses together, provide seating areas, and also avoid hidden areas that could pose a potential security risk

E-1 Landscaping to Reinforce Design Continuity
where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

The street tree layout has been conceptually approved by Bill Ames, the city arborist. Bill requested 3 small street trees along E. Olive Way and slightly bigger trees along Belmont Ave. E. which we have provided.

E-2 Landscaping to Enhance the Building and/or Site
Landscaping, including living plants, special pavement, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The landscape and hardscape design of the courtyard is designed to tie together the residential, live-work, and commercial uses. It also provides seating areas, dynamic radial accent pattern, accent lighting, and irregularly shaped planters to encourage movement through the space.

Street trees have been located to screen the sidewalks from vehicular traffic. Planting strips and regular pass-throughs help soften the streetscape while ensuring free pedestrian flow across the sidewalks. Tall screening plants help screen the live-work entries for semi-private/ semi-public use. Raised planters separate and screen the private patios along the alley.

And the careful alignment of the landscape elements with the brick pilasters on the building base helps tie the project comfortably to its site.

E-3 Landscaping Design to Address Site Conditions
The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

In addition to the amenities listed in E-1 and E-2 above, the landscaped berm at the NW property corner aligns with the raised yard on the adjacent site and effectively hides our service areas underground.

SITE PLAN

Immediate Neighborhood Context

- Mixed-use apartment in keeping with neighborhood character
- Six stories matches height of recent developments
- Building massed toward E Olive Way & NC3-65' zone
- Upper level setbacks provided toward MR zone
- Shared courtyard facing west
- Generous corner plaza with café seating

E Olive Way & Belmont Avenue E

- Prominent corner with restaurant/cafe at ground level
- Marquees at building entries and over outdoor café space
- 19' floor-to-floor provides voluminous commercial space
- Multiple retail entrances provide ability to subdivide space
- Additional street trees help to buffer the sidewalk and cafe
- Bicycle parking provided at main entry

Garage Access & Alley

- The garage is accessed from Belmont Avenue E, almost entirely hidden underground
- Garbage and recycling room is hidden inside building
- Alley has residential patios at ground level with gate access

Amenities & Views

- Landscaped courtyard, streetscapes, & roof deck provide comfortable social spaces
- Excellent city & mountain views
- Live/Work units bring additional pedestrian activity to Belmont Ave E and courtyard

REQUESTED DEPARTURES

MR ZONE (MIDRISE)

Development Standard	Requirement	Proposed	Departure Amount	Reason for Departure	Design Review Guidelines
Front Setback (SMC 23.45.518 Table A)	No front setback is required when a courtyard is provided abutting the street that has a min. width of 30% of the abutting street (min. 20') and a min. depth of 20' measured to the lot line.	No front setback with a courtyard provided immediately adjacent in the NC zone. The courtyard width is 27% of the overall building façade (157'-1") and 19'-6" deep.	To allow the adjacent courtyard in NC zone to satisfy this requirement.	The adjacent courtyard meets the intent of this code requirement. It is a significant break in the overall massing of the building and a major public amenity at street level. Locating façade along Belmont allows more open space at corner of E Olive Way and Belmont Ave E.	A-2 Streetscape A-7 Res. Open Space B-1 Hght, Bulk, Scale C-2 Arch Concept D-1 Pedestrian Space
Side Setback (SMC 23.45.518 Table A)	For portions of a structure ≤42', 7'-0" average setback with a 5'-0" min. is required. For portions of a structure >42', 10'-0" average setback with a 7'-0" min. is required.	Below 42' from grade, we have an average side setback of 6'-9.5" with a 2" minimum. Above 42' from grade, we have and average side setback of 9'-7.5" with 8'-1" minimum.	3% less than required average side setback and waiving minimum requirement for lower portion of structure. 4% less than required average side setback for upper portion of structure.	The proposed building massing modulates north façade and helps strengthen existing courtyard on adjacent site. The Board conceptually approved this building configuration at EDG, as an area offset for the upper level setbacks that respect the adjacent buildings.	A-5 Adjacent Sites B-1 Hght, Bulk, Scale C-1 Arch Context D-1 Pedestrian Space E-3 Site Conditions
Parking Access (SMC 23.45.536)	Access to parking shall be from an improved alley	Parking access is proposed from Belmont Ave E.	To allow parking access from street rather than alley.	Street access was the only EDG where the Board was unanimous. Our proposed design greatly reduces the amount of parking garage visible above ground and maintains the alley as a pedestrian environment with at grade patios.	A-1 Site Charact. A-4 Human Activity A-8 Parking Access A-9 Parking Location C-5 Parking Struct. D-2 Blank Walls D-5 Visual Impacts
Sight Triangle (SMC 23.54.030)	10'x10' triangle at right side of exit lane.	5'-6"x 5'-6" sight triangle to pedestrian sidewalk	45% reduction in required size of site triangle	A full-size sight triangle would eliminate the column immediately north of the vehicle entry and hurt the overall look of the building. We are providing convex mirrors which are allowed downtown in lieu of triangle.	A-2 Streetscape A-8 Parking Access A-9 Parking Location B-1 Hght, Bulk, Scale C-2 Arch Concept C-4 Ext. Materials D-5 Visual Impacts

NC3-65' ZONE (NEIGHBORHOOD COMMERCIAL)

Development Standard	Requirement	Proposed	Departure Amount	Reason for Departure	Design Review Guidelines
Nonresidential Space (Height) (SMC 23.47A.008)	13' floor to floor @ street-Level non-residential space	12'-8" @ SE commercial space along E Olive Way	4" reduction in floor-to-floor for one commercial space.	The floor elevation of the SE commercial space is set to align with the existing grade along E Olive Way. The horizontal location of the entrance is set relative to the facades above, and the floor elevation above the SE commercial space is set relative to the existing grade on Belmont Ave E. The other commercial space is 19' floor to floor, which significantly more than the 13' minimum.	A-1 Site Charact. A-2 Streetscape A-3 Visible Entrances C-2 Arch Concept D-1 Pedestrian Space

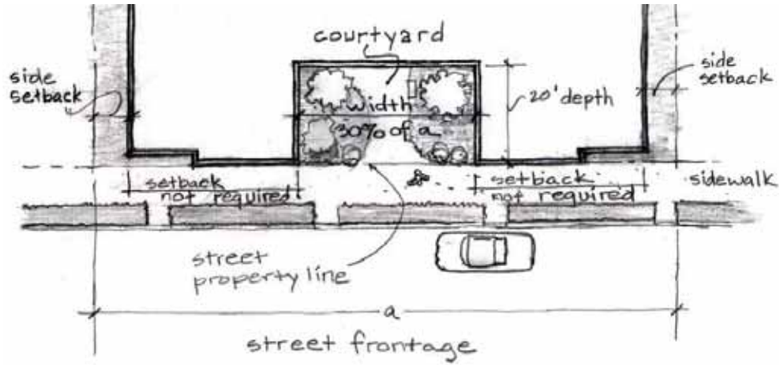


DIAGRAM FROM LAND USE CODE

DIAGRAM OF DEPARTURE AREAS

3D MODEL – SOUTHWEST CORNER

3D MODEL– NORTHEAST CORNER

FLOOR PLANS

Belmont Avenue E

- Main residential entry and shared courtyard
- Maximized commercial transparency and minimized blank wall
- 2 Live-Work units north of courtyard
- Accent paving defining area of café seating

E Olive Way

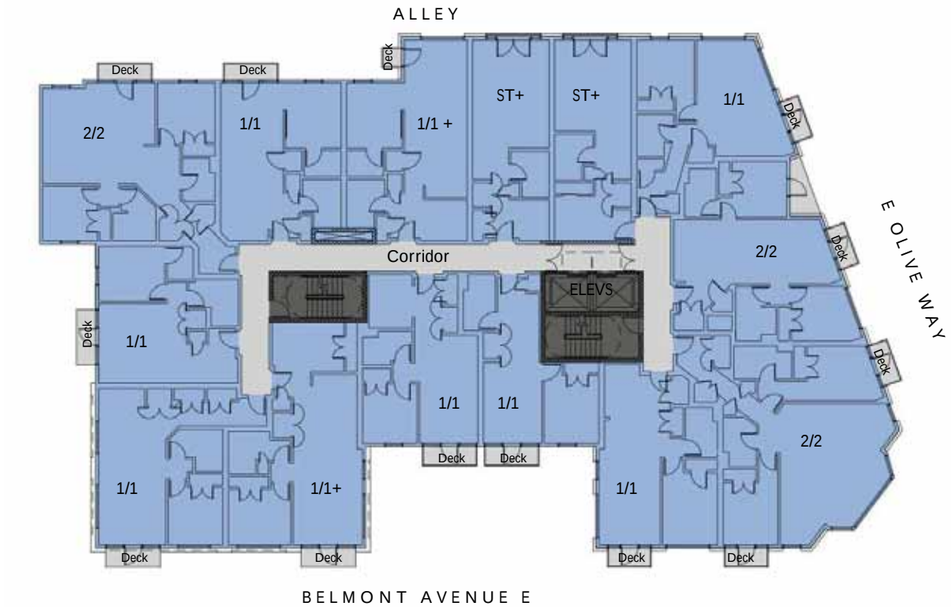
- Commercial space @ SW corner with recessed corner entry
- Truncated corner with large plaza space
- Large continuous commercial space stepping up slope with ability to subdivide
- Recessed commercial entry dividing mass of facade

Garage

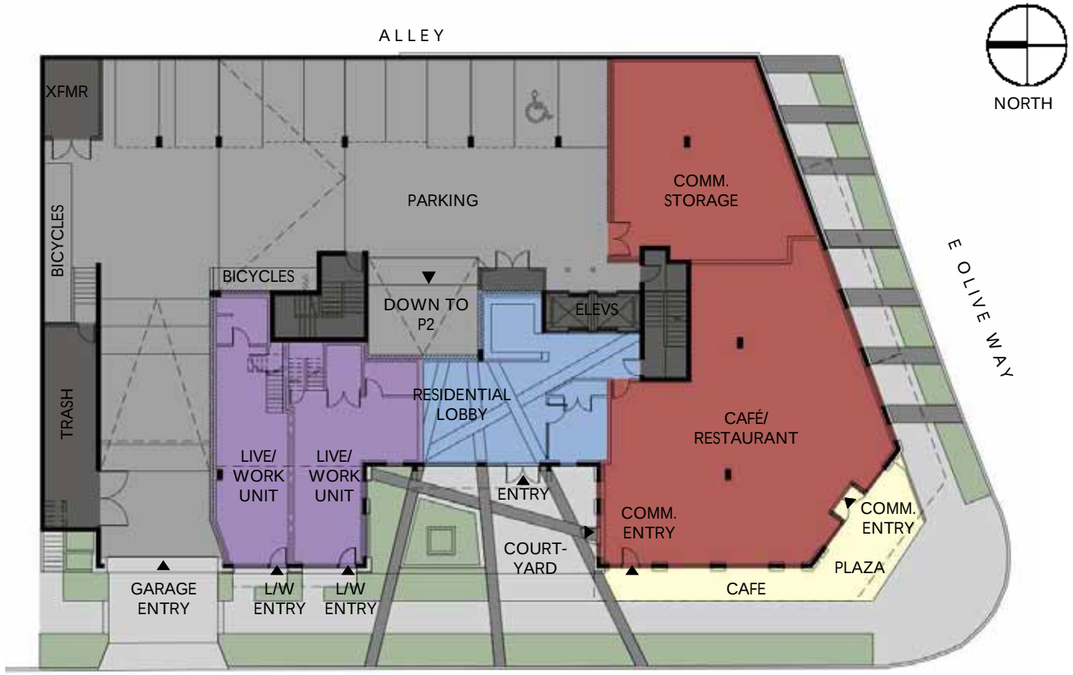
- Parking access from Belmont Ave E
- Garbage & recycling room inside building
- Transformer room and meters completely inside garage
- P1 Level provides van access to commercial space
- Long-term bicycle parking secure inside garage

Live/Work

- 2 live/work lofts accessed from Belmont Ave E
- Direct pedestrian access from street and courtyard
- Marquees over entries
- Generous commercial glazing provides “eyes on street and courtyard ” at all hours

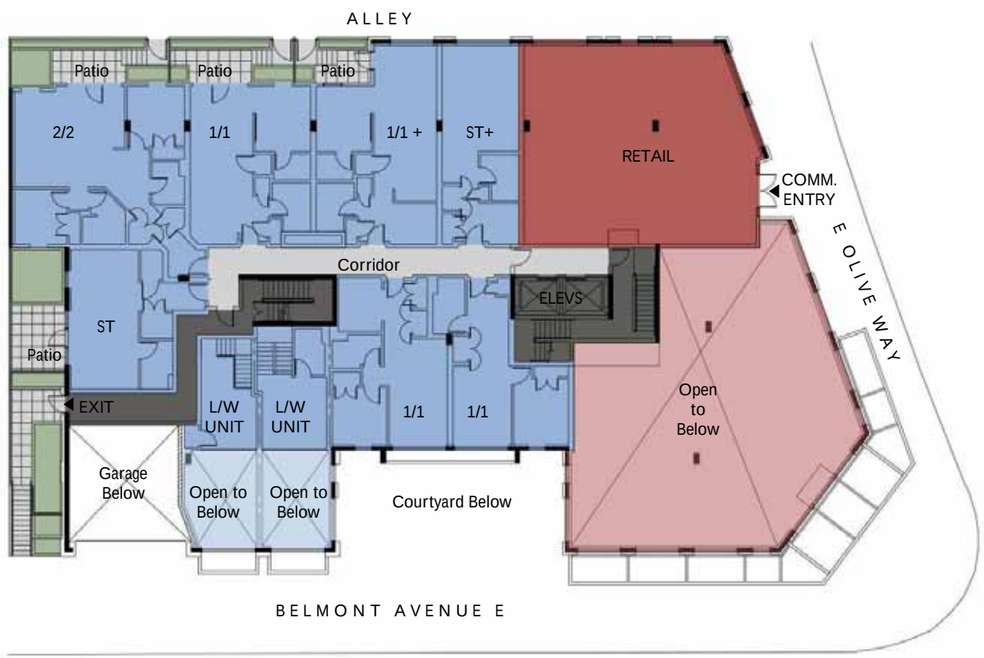


LEVELS 4-5
(3 SIM)



NORTH

LEVEL 1



LEVEL 2

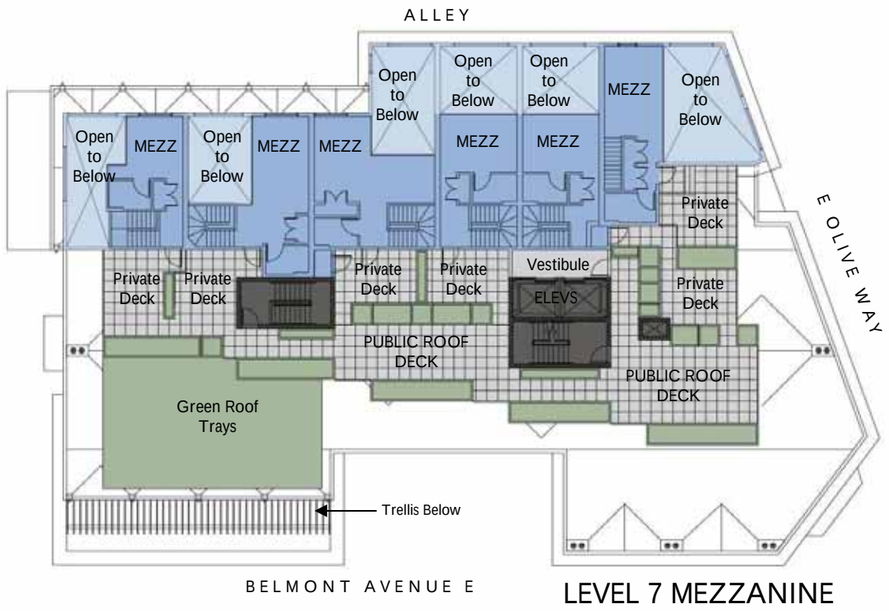
FLOOR PLANS

Residential Levels

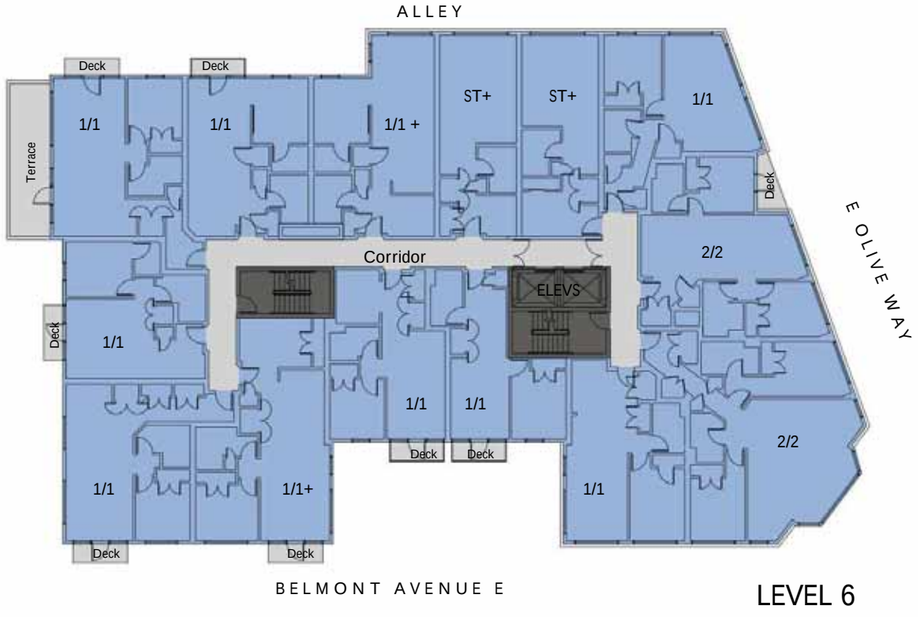
- C-Shaped plan creates shared courtyard facing west
- Truncated corner opens up views from E Olive Way
- Recess along alley for patios @ ground level
- Upper level setbacks reduce building height @ north portion of site in MR zone

Roof Deck

- Public areas for all tenants and guests
- Private decks for east-facing units with direct access from mezzanines
- Tree planters separate spaces and frame views to west and south
- Green roof trays reduce amount of exposed roof membrane

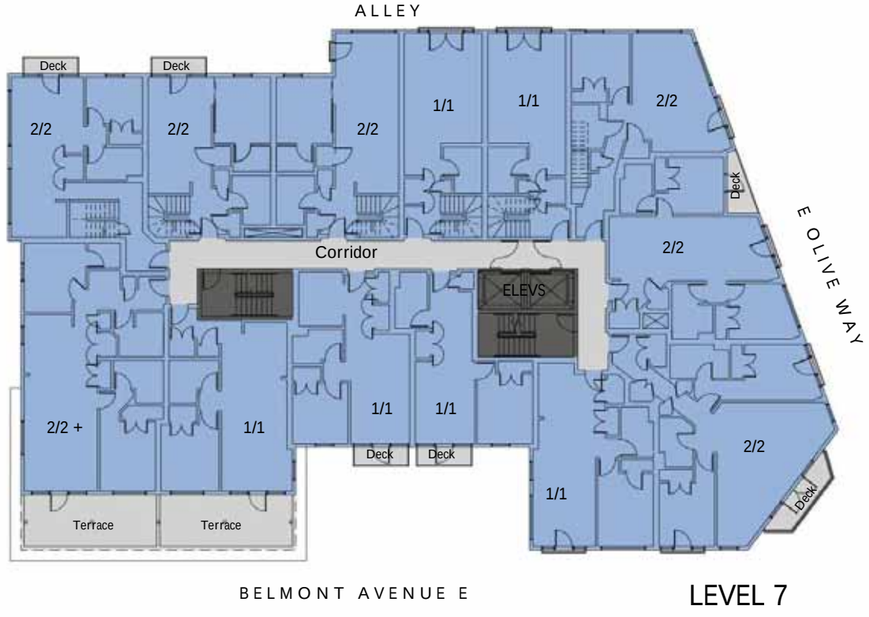


LEVEL 7 MEZZANINE



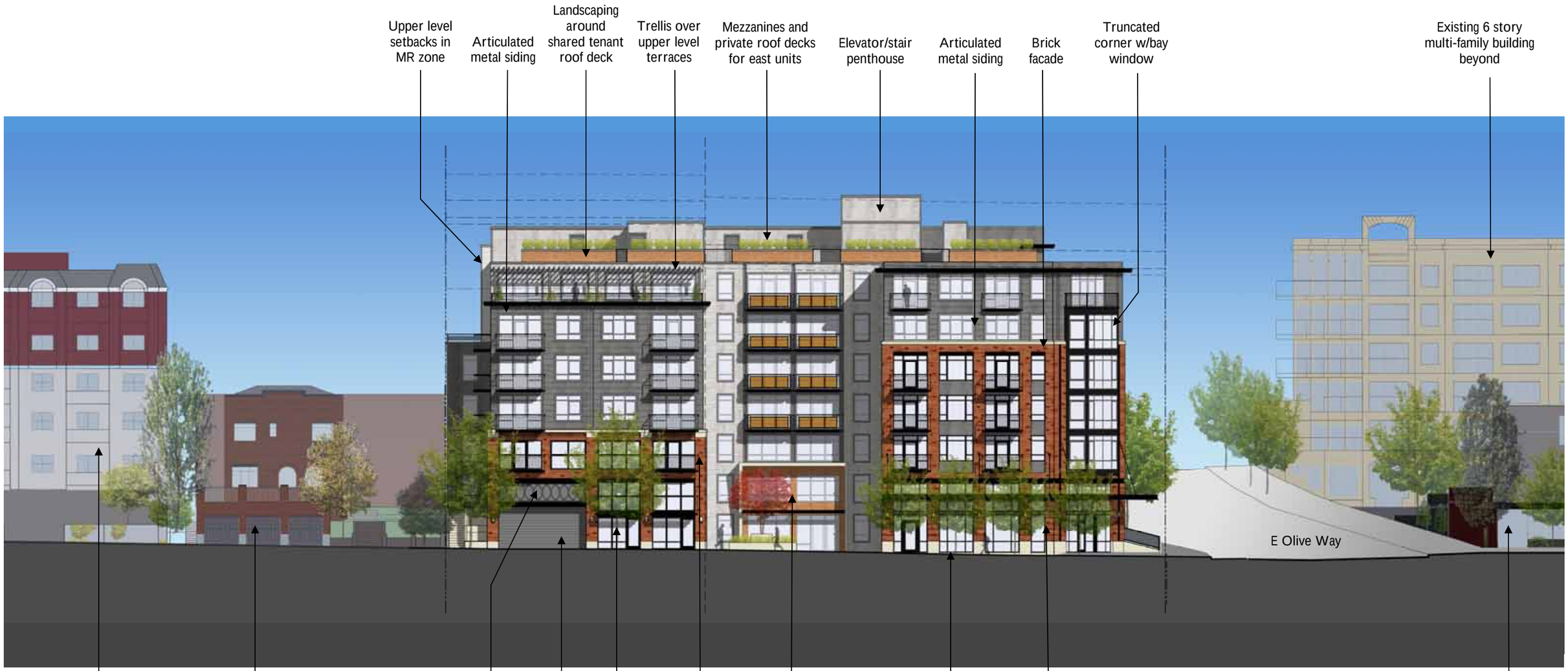
LEVEL 6

NORTH



LEVEL 7

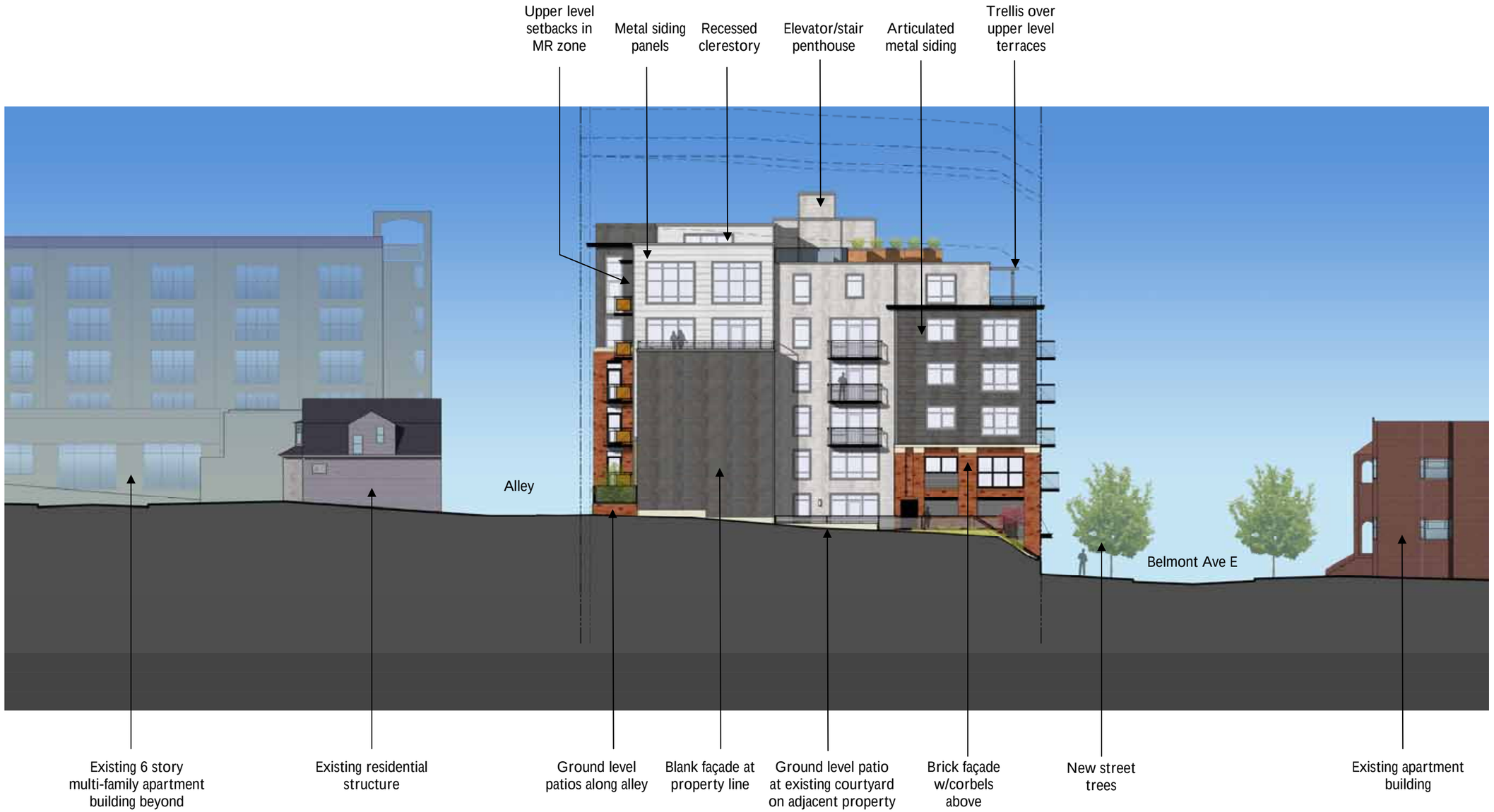
WEST ELEVATION



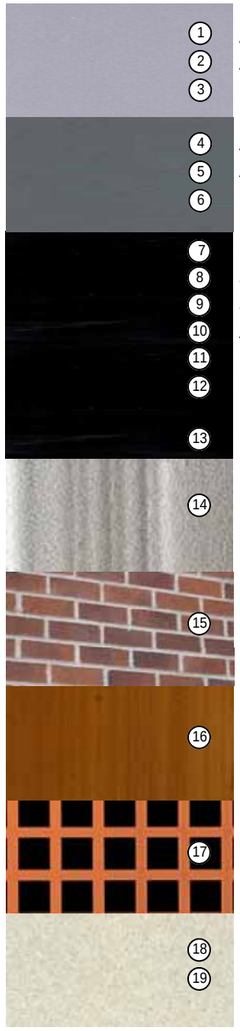
SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION



EXTERIOR MATERIALS



1 AEP Span Prestige Metal Panel Siding: Cool Metallic Silver
2 AEP Span Mini V-Beam Metal Panel Siding: Cool Metallic Silver
3 Metal Panel to match Cool Metallic Silver

4 AEP Span Design Span HP Metal Panel Siding: Cool Zatique II
5 AEP Span Mini V-Beam Metal Panel Siding: Cool Zatique II
6 Metal Panel to match Cool Zatique II

7 Metal Panel to match Black Aluminum Windows
8 Steel Channel, Black
9 Steel Marquee With Translucent Panels, Black
10 Aluminum Deck with Picket Rails, Black
11 Metal Clad Cornice, Black
12 Fiberglass Operable Residential Window Frame: Cascadia; Black
13 Fiberglass Storefront Window, Black

14 Fiberglass Operable Residential Window Frame: Cascadia; Silver With Dark Grey J-Trim

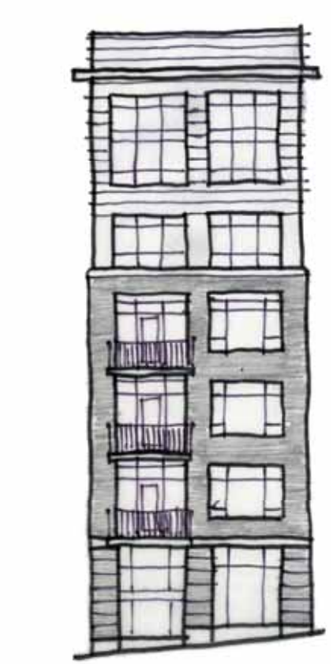
15 Brick Veneer: Mutual Materials Forrest Blend; Mission Texture

16 Horizontal Wood Plank, 1x8s w/ 1/2” Gaps: Sikkens Cetol 2/3, Satin Finish, Cedar color

17 Residential Metal Deck Rail Powder Coated and Painted: Benjamin Moore Citrus Orange

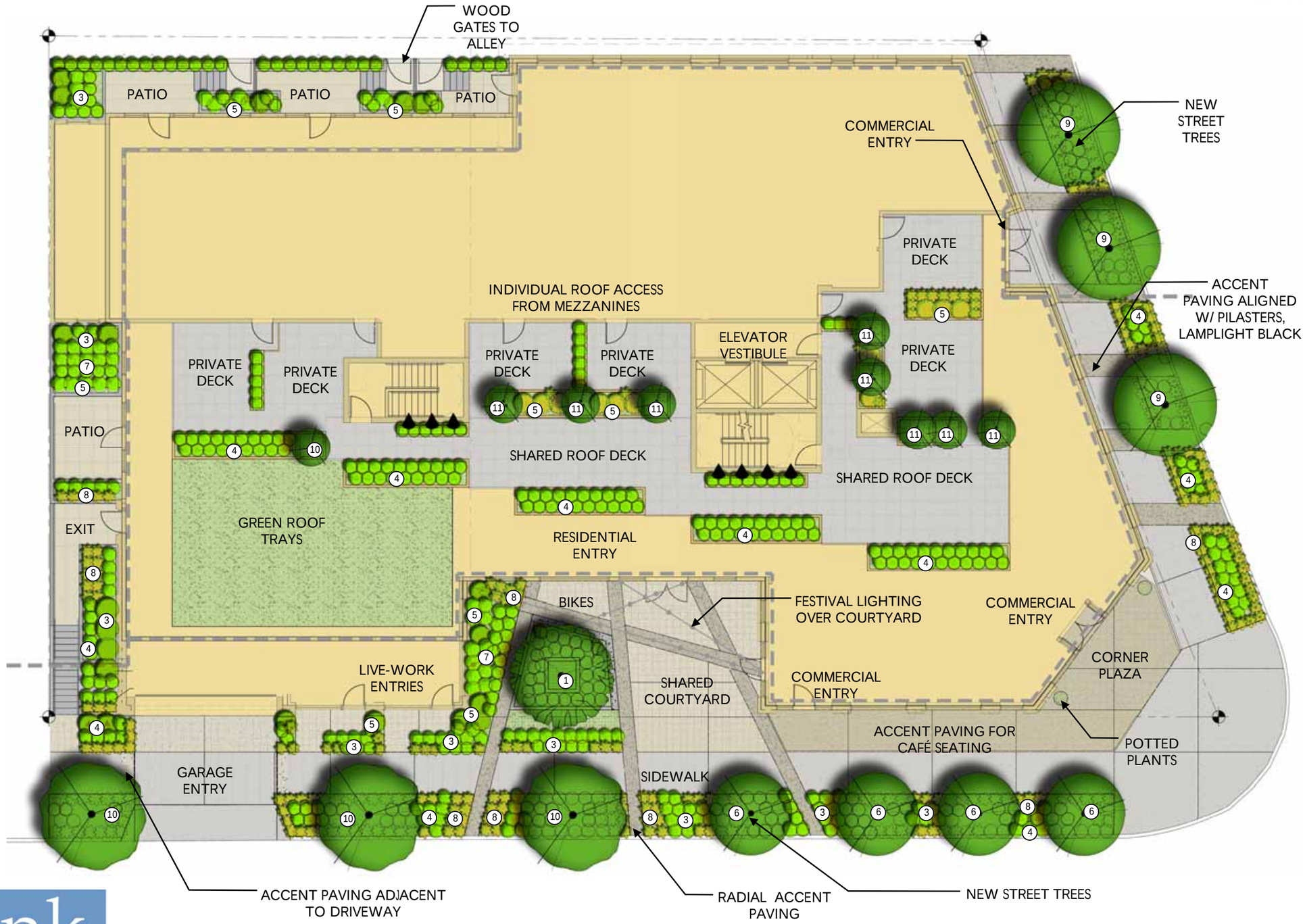
18 Cast-in-place Concrete w/ Cementitious coating
19 Precast Concrete Lintels

Metal siding spandrels between windows (PROPOSED)



Brick spandrels between windows (ALTERNATE)

LANDSCAPE/ HARDSCAPE PLAN



Japanese Maple (1)

Sedum (2)

Blood Grass (3)

Karl Foester (4)

Mahonia Repens (5)

Tree-Styrax (6)

Nandina (7)

Lavender (8)

Tree-Parrotia (9)

Bowhall Maple (10)

Vine Maple (11)

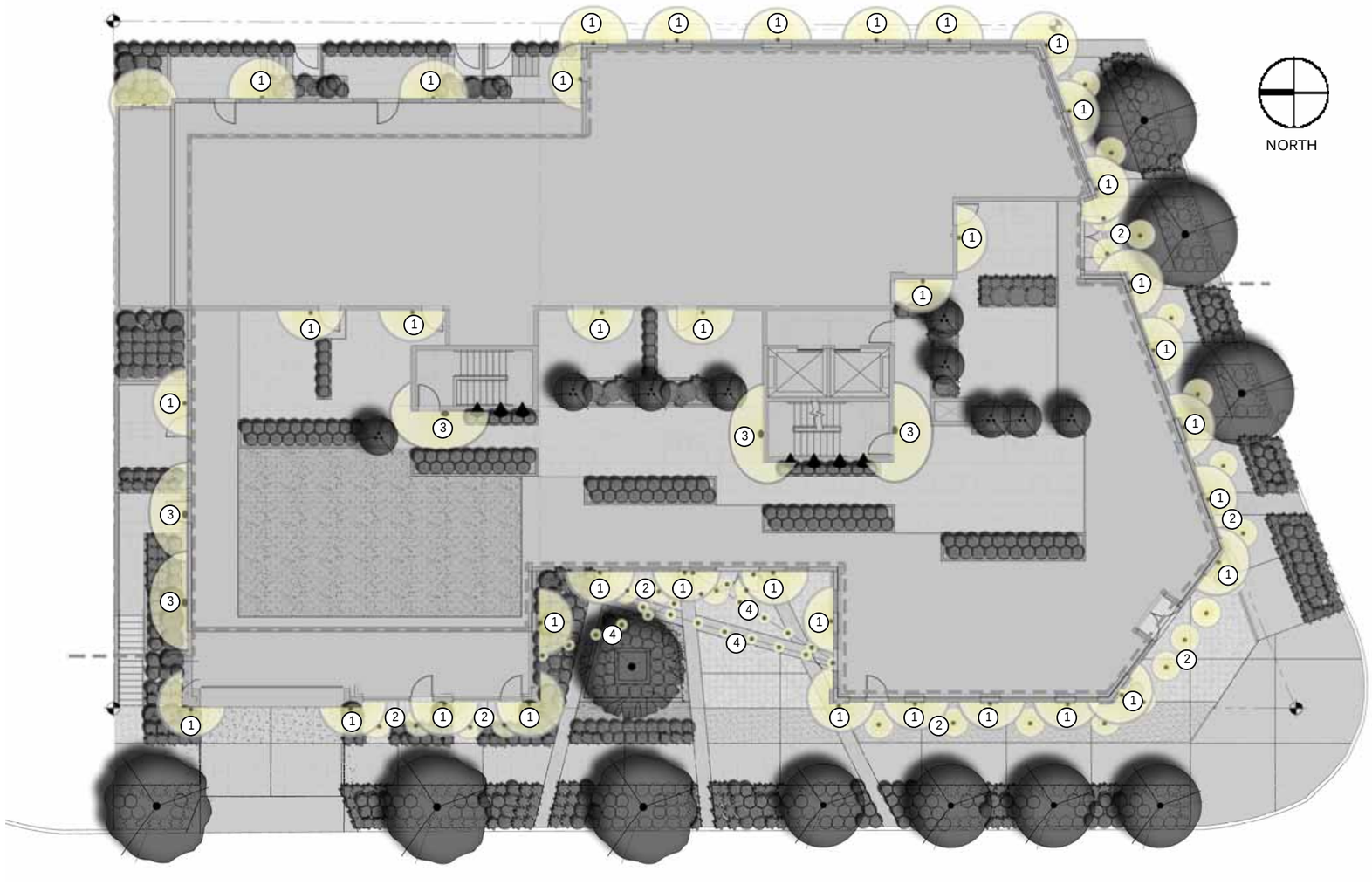
EXTERIOR LIGHTING PLAN

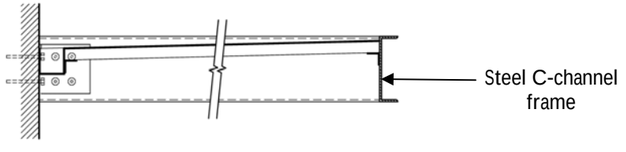
① Wall sconces around ground level
Sistemalux
MiniSlot S.3941

② LED Down Lights at Entry Marquees
National Specialty Lighting
LED Minidisc Light

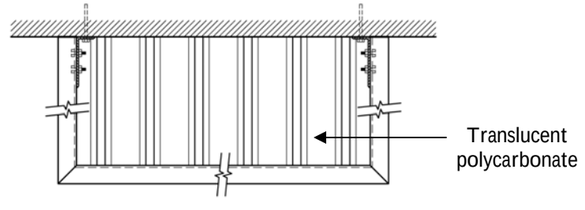
③ Safety lighting
LBL Lighting
Visir 30 Metallic Gray

④ Festival lights
Ooga Lights
M-24 Medium Base w/
25watt clear bulbs @ 24” o.c.





SECTION DETAIL AT MARQUEE



PLAN DETAIL AT MARQUEE

BUILDING PERSPECTIVE - E OLIVE WAY AT BELMONT AVE E

VIGNETTE - CORNER PLAZA/ CAFE

Truncated Corner, reminiscent of Existing Building

Recessed Metal 'Channel' in Brick Façade

New Street Trees help protect Pedestrian Zone

Transom Windows above Marquee, reminiscent of Existing Building

Translucent Marquee along Commercial Frontage and over Café Seating

Wall Sconces

Brick Veneer with recessed Brick Bands around Commercial Level

Black Storefront

Edge of Accent Paving aligns with Footprint of Existing Building

Proposed Guardrail in Right-of-Way to define Café Seating, reminiscent of Existing Café Rail

VIGNETTE - COURTYARD ALONG BELMONT AVE E

VIGNETTE- ALLEY STREETSCAPE

NK PREVIOUS PROJECTS

ROY STREET TOWNHOMES *Completed 2010*

CHELAN RESORT SUITES *Completed 2007*

WESTLAKE VILLAGE *Completed 2008*

222 VIEW APARTMENTS *Completed 2010*

THE DAKOTA CONDOMINIUMS *Completed 2009*

6TH AVENUE MIXED-USE

Construction Documents

MARKET STREET APARTMENTS

Nearing construction

OREGON 42

Construction Documents

H20 APARTMENTS

Nearing construction