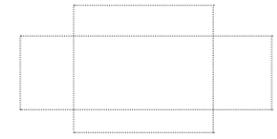


VERBENA VISTA - Van Gogh Development Corporation
Early Design Guidance - November 12, 2007 - DPD Project # 300592



MITHÜN



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Vicinity Map



Project Summary

5722 - 35th Ave. S
 Seattle, WA 98118
 New construction, 2 buildings (Condominiums)
 Approximately 155 dwelling units
 Approximately 181 parking stalls

Project Team

Owner/ Applicant

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Civil Engineer / Right-of-Way Landscape Architect

SVR Design Company
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EDG Narrative

Existing Site

The project site is one short block west of Martin Luther King Jr. Way S. and consists of two lots intersected by an undeveloped portion of 35th Ave S. The south edge of the site is along S Juneau St. and S Orcas St is one half block north. The site is within walking distance to the Sound Transit Light Rail stations at Columbia City and Othello Station.

Neighboring Development

The larger neighborhood context is a mixed-use area that has primarily older commercial and light industrial uses along Martin Luther King Jr Way S and at major crossing arterials. Single family and commercial uses are present north of S. Orcas St and multi-family development prevails toward the east.

Adjacent to the project site is Noji Gardens, a 75 units residential area consisting mainly of two story duplexes and town homes to the west and southwest. Katherine's Place is multi-story 26-unit facility to the east providing transitional and low-income housing.

Proposed Objectives

Pride of Place

- Livability
- A sense of community
- Healthy life style
- Connect to neighborhood

Environmental Champion

- LEED Silver or Better
- High performance
- Healthy building
- Light, air, ventilation
- Ecologically enhanced site
- Wetland preservation

Zoning Code Summary

Zoning Summary

Zoning Code: City of Seattle Zoning and Land Use Code
 Property Address: 5722 35th Ave S
 Property Identification No. 2224049086, 2224049007
 Urban Village Overlay: MLK at Holly Street
 (Residential Urban Village)
 Residential Targeted Area: MLK at Holly Street per SMC 5.73.030

WEST LOT (PID # 2224049086)

Zoning: MR, Residential, Multifamily, Mid-rise
 Adjacent Zoning: MR adjacent to the West
 SF 5000 to the North across an alley
 Lot Coverage: Allowed: 80% max. with 30% usable open
 (per SMC 23.45.052) space, no more than 1/3 of required
 open space may be provided above
 ground in the form of decks and balconies
 Setbacks: Front: required: 15'
 (per SMC 23.45.056) Side: required: 10'
 Rear: required: 10' with required modulation
 Structure Height: Max. Height: 60'-0" above average grade
 (per SMC 23.45.050) Additional height for slope site:
 Slope = 6' / 70' = 8.5%
 Additional height: 8.5 / 6 = 1'
 Total allowed height: 61'-0"
 Structure Width & Depth: Max. allowed width 150'
 (per SMC 23.45.052) Proposed width 200'
 Max. allowed depth: 65% x 102.93' = 66.90'
 Proposed depth: 75'
 Modulation: 8' x 10'
 (per SMC 23.45.054) 6' x 10' at balconies
 Landscaping Standards: Required: 3 x length of all property lines
 (per SMC 23.45.057) = 3 x 835.49 feet = 2506 SF
 Open space requirements: Required: Min. 25% of lot area as usable
 (per SMC 23.45.058) open space at ground level
 25% x 32401 sf = 8,100 sf
 Required Parking: Required: For 31-60 dwelling units, 1.2 per
 (per SMC 23.54.015 dwelling unit plus additional 0.0002
 Chart B) spaces per square foot when average unit
 size exceeds 500 square foot.
 Average unit size 840 sf;
 840 sf - 500 sf = 340 sf
 340 sf x 0.0002 = 0.068
 0.068 + 1.2 = 1.268 spaces/unit
 51 units x 1.268 = 64.7 or 65 spaces

EAST LOT (PID # 2224049007)

Zoning: C1-65, Commercial 1
 Adjacent Zoning: C1-65 adjacent to the East
 C1-40 to the North across an alley
 Permitted Uses: Residential Uses are permitted
 (per SMC 23.47.004)
 Street-level Uses: Residential uses are permitted at
 (per SMC 23.47A.005) street level along non-arterial streets in
 commercial zones
 Setbacks: None required
 (per SMC 23.47A.014.B)
 Structure Height: Max. Height: 65'-0" above average grade
 (per SMC 23.47A.012)
 Floor Area Ratio: For residential or nonresidential structures,
 (per SMC 23.47.013) for 65' height limit, 4.25 max. FAR
 For structures containing both residential &
 nonresidential uses, for 65' height limit, 4.75
 max. FAR
 Landscaping Standards: Green Area Factor Requirement:
 (per SMC 23.47.016) Green Factor score of .30 or greater
 Required Parking: Residential uses in commercial zones:
 (per SMC 23.54.015 1 space for each dwelling unit
 Chart B, B)
 Parking Location & Access: Access to off-street parking may be from a
 (per SMC 23.47.032) street or an alley when the lot abuts a
 platted alley improved to the standards of
 Section 23.53.030C
 Residential Amenity Areas: Required: 5% of total gross floor area in
 (per SMC 23.47A.024) residential use. Residential amenity areas,
 including decks, balconies, terraces, roof
 gardens, plazas, courtyards, play areas, or
 sport courts
 Solid waste & recyclable For residential, more than 100 units:
 Materials storage space 200 sf+2 sf for ea additional unit container
 (per SMC 23.47A.029) type, front-loading

Site Specifics

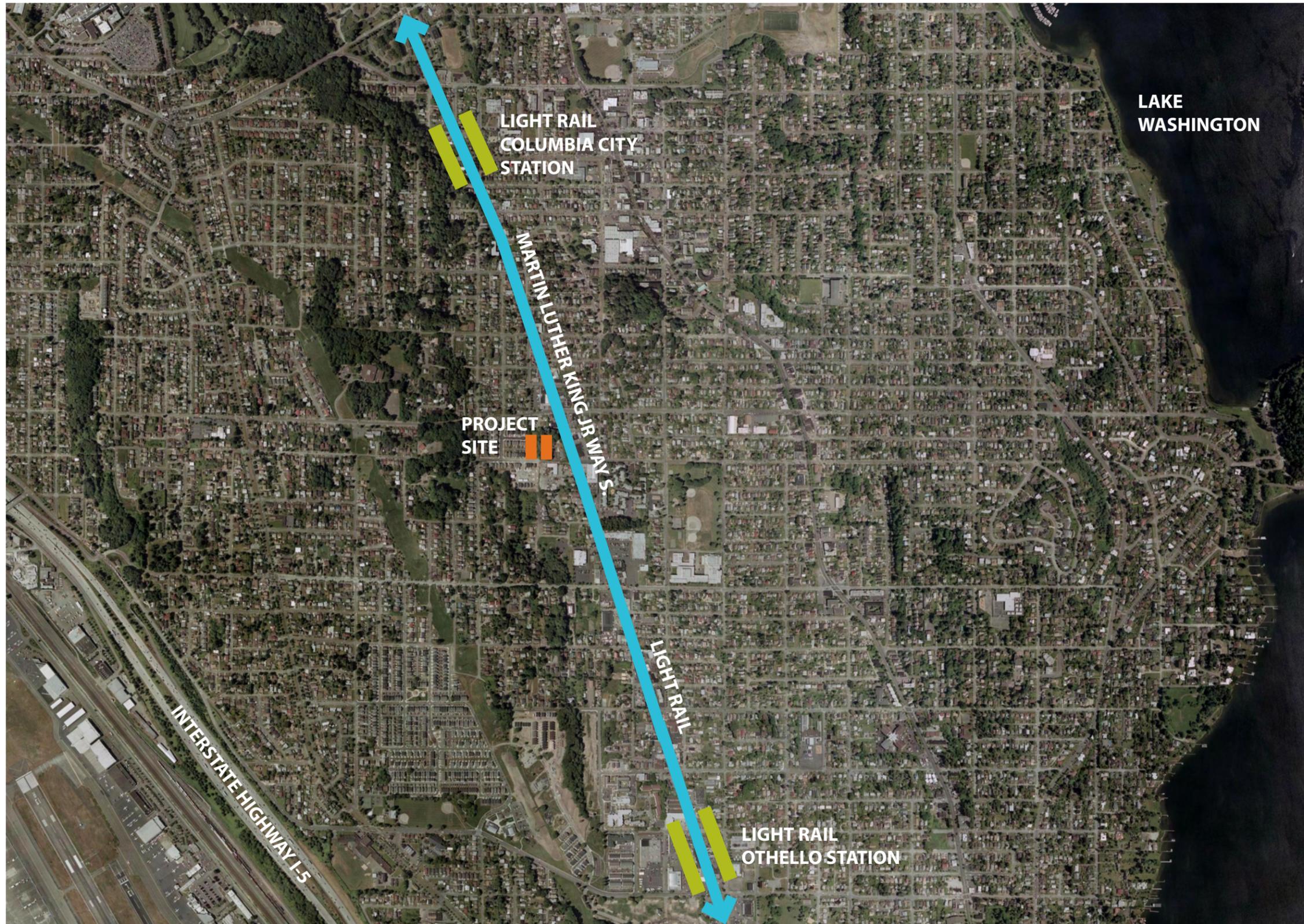
5722 35th Avenue South

Seattle, Washington

The site is located in Rainier Valley, southeast Seattle, at the mid point between 2 light rail stations: Columbia City station to the north and Othello Station to the south. It is approximately 3/4 mile walking distance to the Columbia City station.

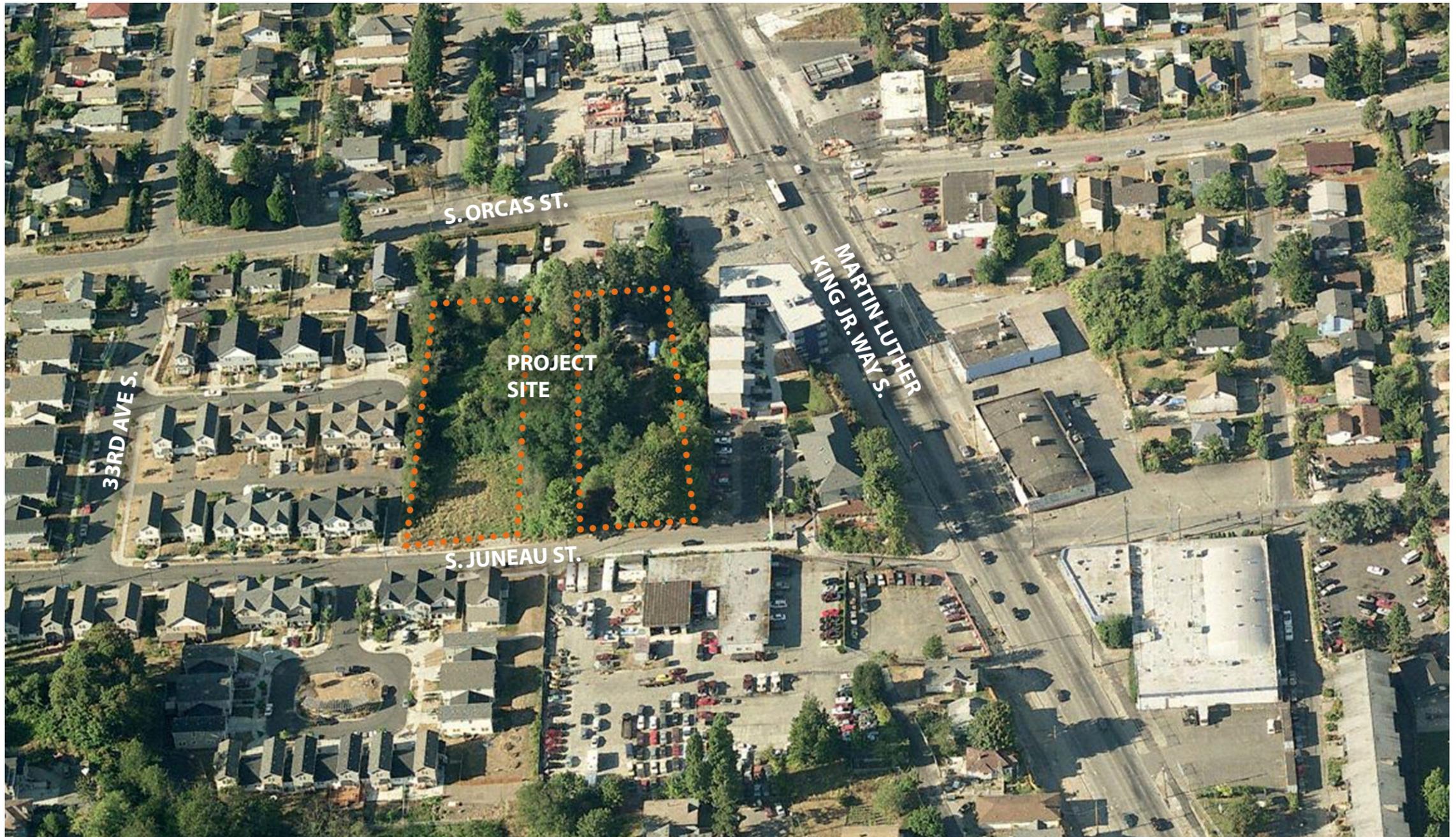
The neighborhood is mixed-use, primarily urban residential, with a mix of older commercial and light industrial uses along the major arterials.

Neighboring uses include Noji Gardens, a 75-unit residential project to the west, and Katharine's Place, a 26-unit transitional and low-income housing project to the east. Single family and commercial are present to the north and south, and multi-family development prevails to the east.

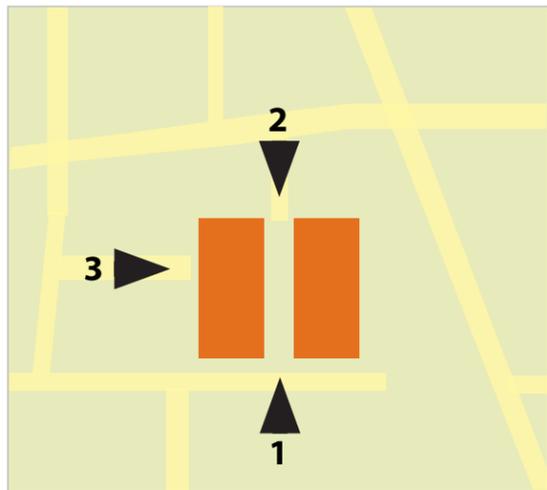


Aerial Photo

Located in Rainier Valley, southeast Seattle, one block west of Martin Luther King Jr. Way S. and north of S. Juneau Street. The site is approximately 20' vertically above Martin Luther King Jr. Way S, and cannot be accessed from this arterial with the exception of a pedestrian stair located at the dead end of S. Juneau Street.



Site Photo Key



Site



1 Looking from S Juneau St, South of Site

Site Beyond



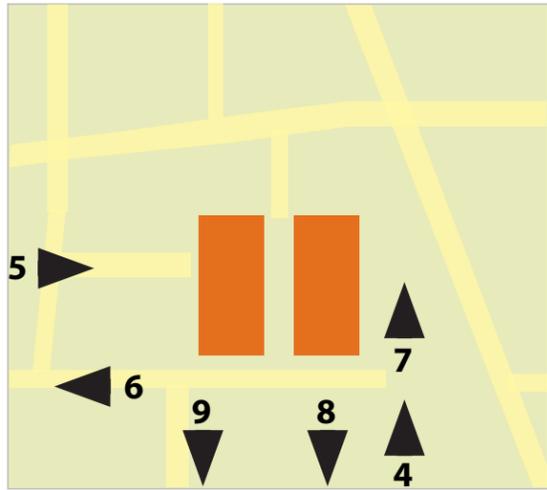
2 Looking from S Orcas St, North of Site

Site Beyond



3 Looking from S Mead St, West of Site

Context Photo Key



4 Katharine's Place, East of Site

Katharine's Place

26-unit transitional & low-income housing, 32,000 sf, completed 2005, 3-story from S. Juneau St side, 5-story from MLK side

Noji Gardens

75-unit single family & townhomes, completed 2002



5 Street Character, Noji Gardens, S Mead St, West of Site



6 Street Character, Noji Gardens, S Juneau St, Southwest of Site



7 Katharine's Place, East of Site



9 Noji Gardens, Common Space, South & East of Site



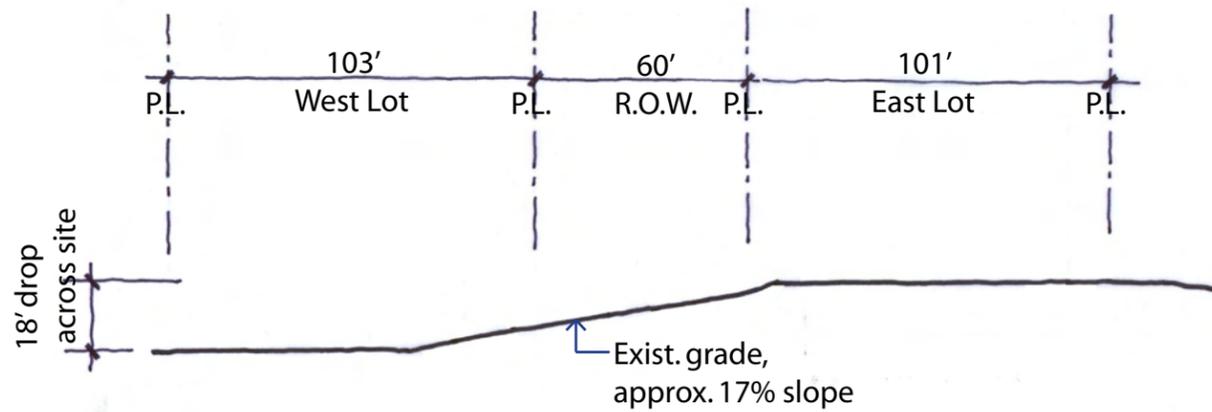
8 View to Southeast, over roof top of warehouse

Existing Site Conditions

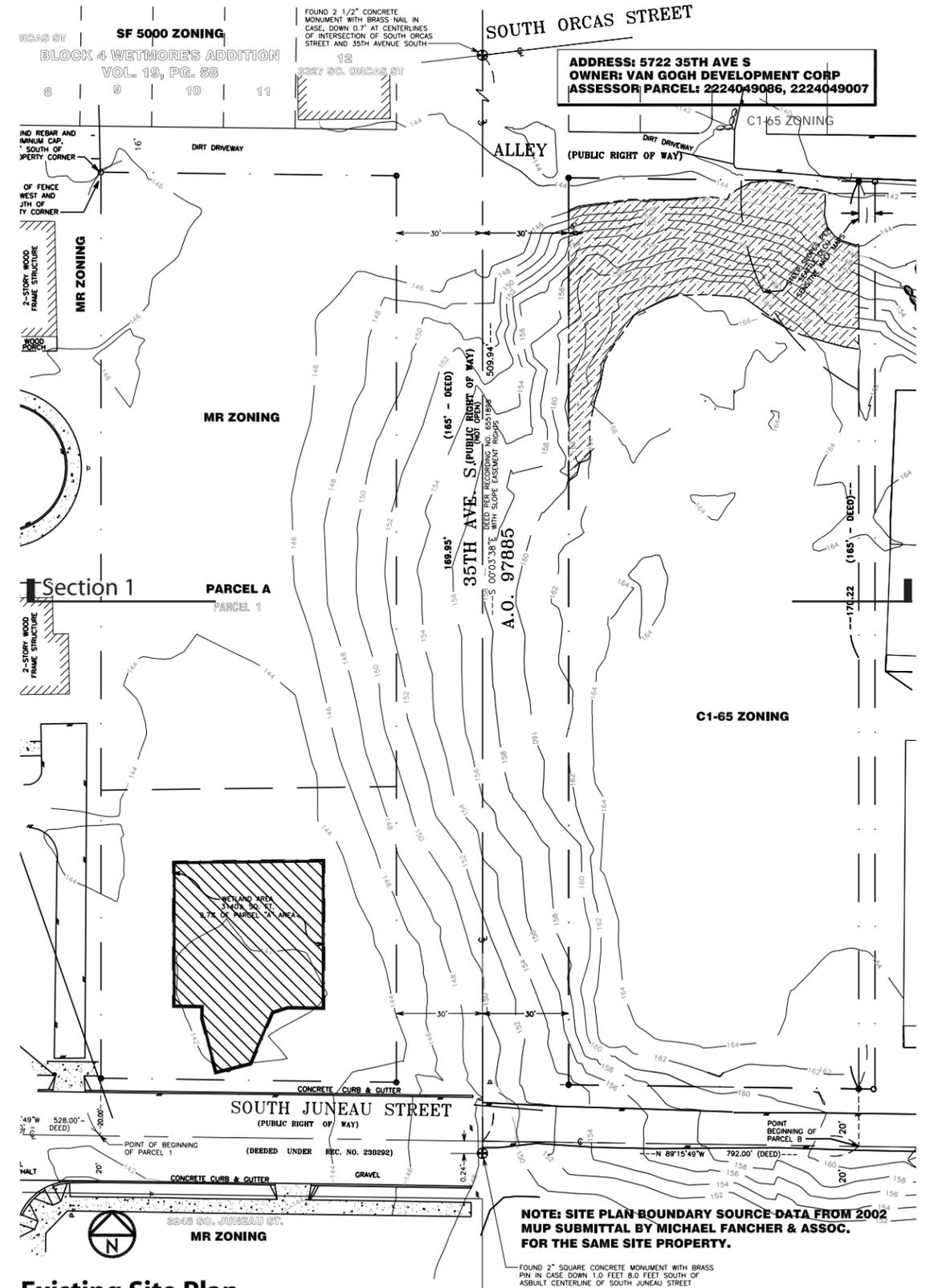
Existing Site Conditions

The site slopes approximately 18 feet from east to west. In addition, the 20 foot drop in grade between the edge of the site at S. Juneau Street and Martin Luther King Jr. Way S isolates the site from this arterial. There is an area of steep slope in the northern portion of the east lot.

Presently, there is an unpaved public right of way (entitled 35th Avenue S) between the two lots which make up the site.



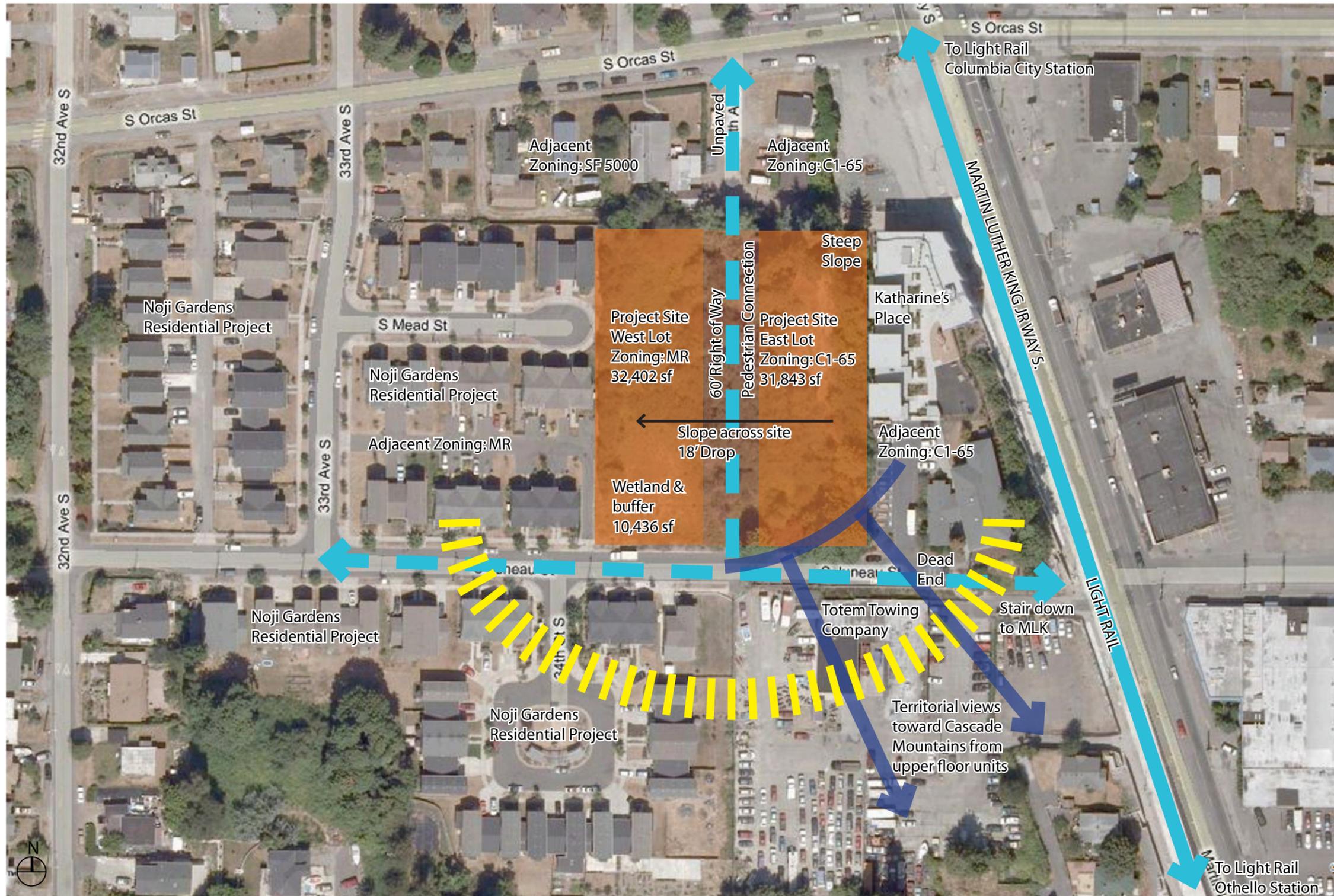
Existing Site Section 1



Existing Site Plan

Site Influences

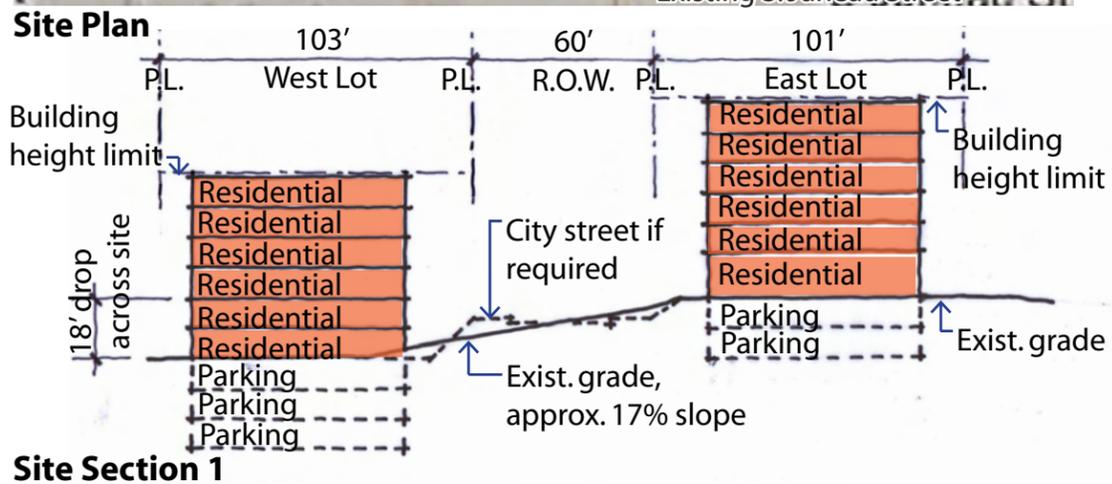
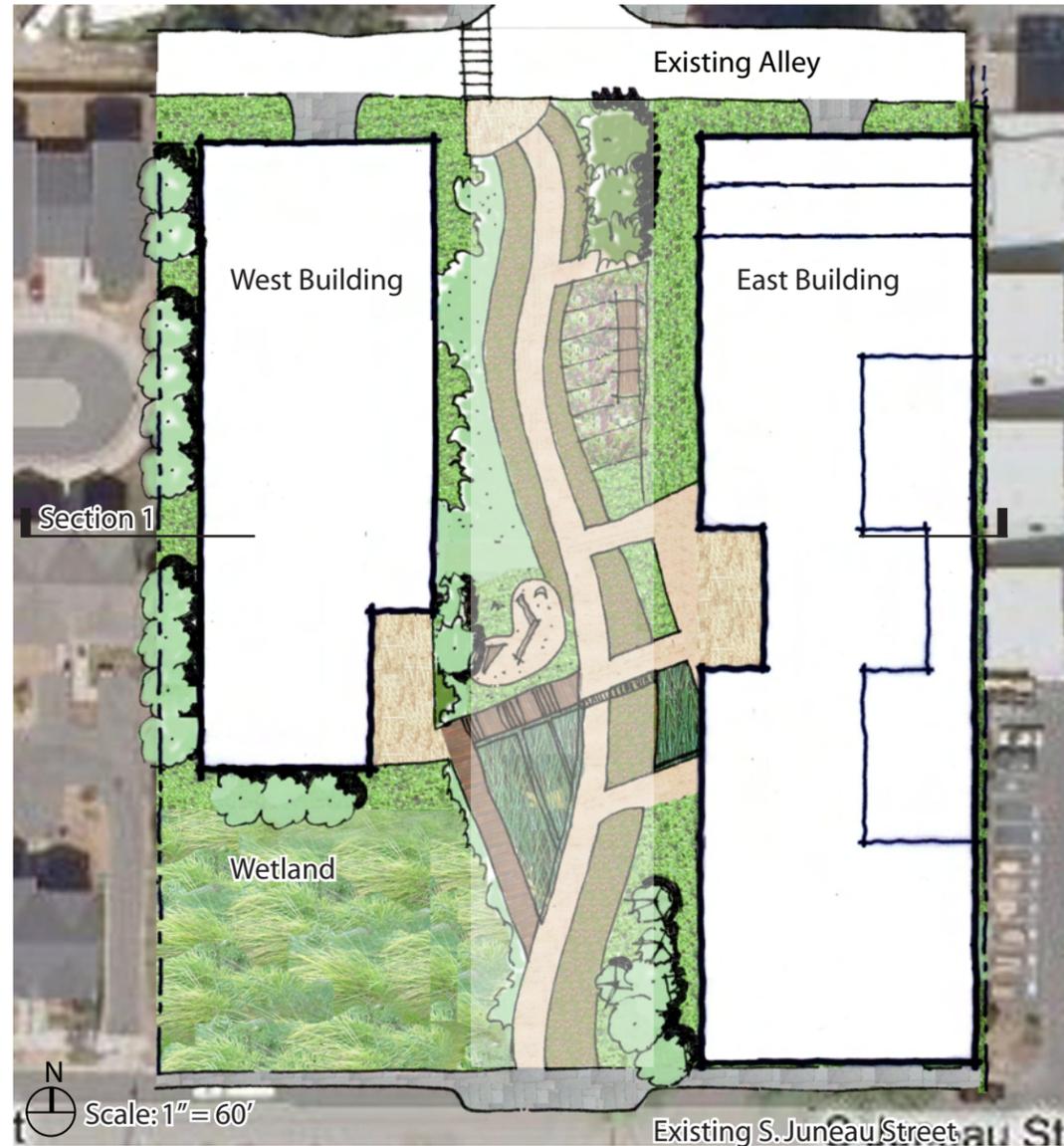
- Light Rail
- Pedestrian Connection
- Right of Way
- Wetland
- Steep Slope
- View
- Solar
- Wind



Key

- Light Rail
- Pedestrian Connection
- Viewshed
- Solar Exposure

Scheme 1



Scheme 1

Scheme 1 explores building the maximum size allowed by the building and zoning code. This option contains nearly 300,000 SF of construction with 195 condominium units and 280 parking spaces. The west building provides 85 units in a 6-story building over 3 level underground concrete parking structure with 120 parking spaces. The east building provides 110 units in a 6-story building over 2 level underground parking structure with 120 parking spaces.

Pros

Maximizes building potential allowed by zoning for height and massing

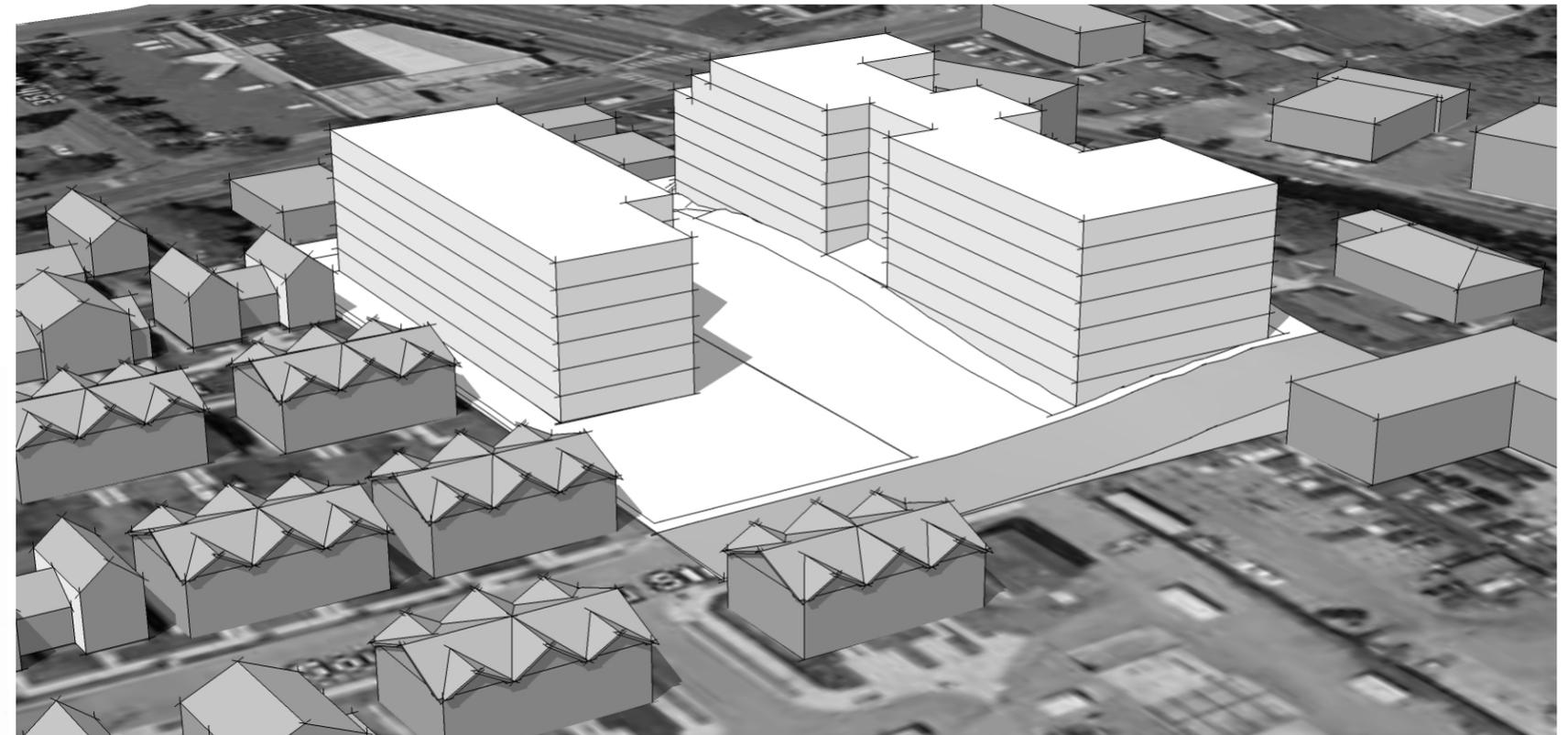
Cons

Large structure massing in relation to adjacent context

Significant site disturbance with 3 level underground garage

Standard 60' ROW development would require extensive, tall retaining walls

Construction Carbon Footprint: 9,038 metric tons



Isometric diagram - looking from southwest

Scheme 2

Scheme 2 explores reducing the overall size of project construction by reducing the number of units and parking. The overall height is kept the same by raising the parking structure to be above grade. The scheme also develops a building form that is responsive to the site and its context. This option proposes nearly 205,000 SF of construction containing 153 condominium units and 153 parking spaces. The west building provides 51 units in a 4-story building over 2 level above ground concrete parking structure with 51 parking spaces. The east building provides 102 units in a 5-story building over 2 level parking structure with 102 parking spaces. One level of the parking structure is above ground and one level is underground.

Pros

- Building footprint is more responsive to the site and context with larger on-site landscaping buffer
- Building angles create and present better massing to adjacent neighbors
- 3 access points to parking garage minimizes traffic volume to neighborhood
- Less underground site disturbance

Cons

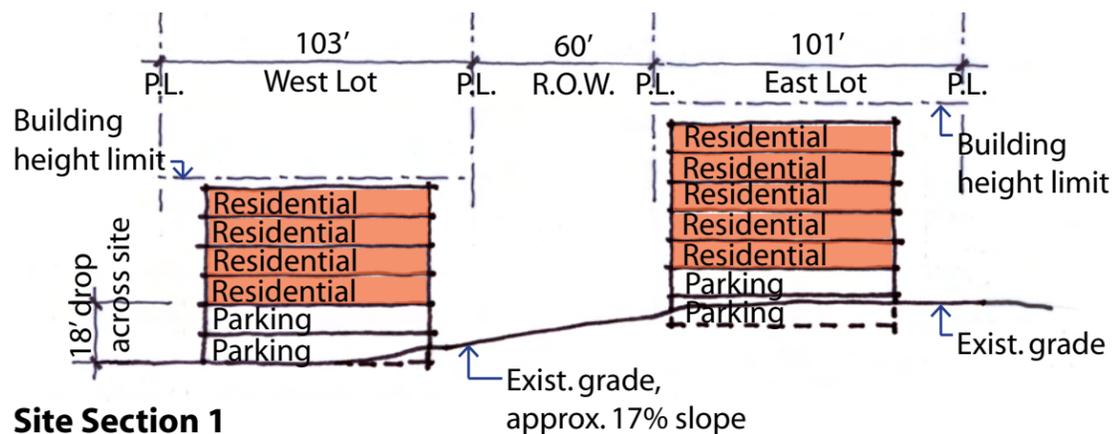
- Similar height massing to scheme 1
- Construction Carbon Footprint: 5,552 metric tons**



Isometric diagram - looking from southwest



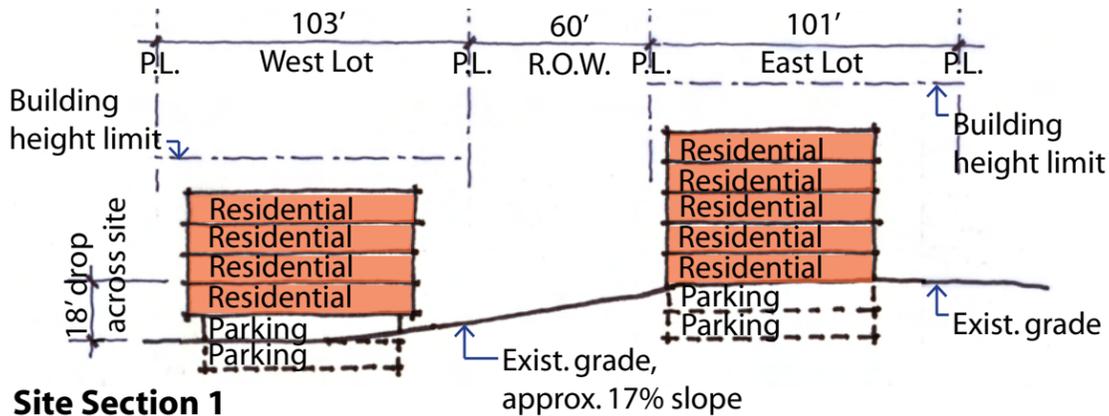
Site Plan



Site Section 1



Site Plan



Site Section 1

Scheme 3

Scheme 3 continues the exploration of overall building size and integration with the project site. The parking garage is lowered to provide the best entry connection points with the existing topography. This move also reduces the overall building height. Scheme 3 proposes nearly 195,000 SF of construction containing 153 condominium units and 170 parking spaces. The parking increase is for code compliance. The west building provides 51 units in a 4-story building over 2 level concrete parking structure with 68 parking spaces. One level of the parking structure is above ground and one level is underground. The east building provides 102 units in a 5-story building over 2 level underground parking structure with 102 parking spaces.

Pros

- Reduced parking structure size on west lot
- Better at grade site interaction for access to parking garage
- Reduced above grade parking structure minimizes garage appearance
- Pedestrian focused ROW improvement creates green corridor connection to neighborhood

Cons

- Ramp to second level of west building parking garage gets steeper

Construction Carbon Footprint: 5,372 metric tons



Isometric diagram - looking from southwest

Potential Departures

WEST LOT (PID # 2224049007)

Structure Width & Depth: Max. allowed width:150'
 (per SMC 23.45.052) Proposed width: 200'
 Max. allowed depth: 65% x 102.93' = 66.90'
 Proposed depth: 75'

200' width and 75' depth allows building to utilize the reduced usable area due to wetland. Proposed size is less than maximum permitted bulk.

Access to Parking: Access shall be from street when apartments are
 (per SMC 23.45.060.B.2.c) proposed across an alley from a Single-Family Zone
 Proposed Access: Directly from alley to parking garage

Alley access is proposed across from a SF5000 Zone to the north. The wetland frontage on S Juneau St prevents access to the site from the south.

Allowed Slope at Driveways: Max. allowed slope: 20%
 (per SMC 23.54.030.D.4.a) The director may permit a driveway slope greater than 20% if the topography or other special characteristic of the lot makes a 20% percent maximum driveway slope infeasible
 Proposed slope: 24%

Placing the garage entry to accommodate the best entry elevation with the existing topography and minimizing the amount of garage above grade causes a steeper ramp to achieve both goals.

EAST LOT (PID # 2224049086)

Development Standards To apply Steep Slope Exemption per city Client Assistance Memo 327
 (per SMC 25.09.180) For Steep Slope, exemption from standards may be allowed for development located on a slope less than 20' in vertical rise, 30' or more away from other steep slope and no adverse impacts on the steep slope area will occur.

Site slope approximately 20' in vertical rise, more than 30' away from other slopes.

PUBLIC R.O.W. (35th Avenue South)

Improvement Requirements for Existing Streets:
 (Per SMC 23.53.015.D.3)

When development is proposed, existing streets abutting the lots shall be required to be improved. The Director may waive or modify the requirements for paving and drainage, dedication, setbacks, grading, no-protest agreements, landscaping and curb and sidewalk installation when: a) removal of natural features such as significant trees makes improving the right-of-way impractical or undesirable, and h) widening and/or improving the right-of-way is not necessary because it is adequate for current and potential pedestrian and vehicular traffic, for example, due to the limited number of lots served by the development.

At the pre-application meeting with DPD and SDOT on September 24, 2007, the design concept to upgrade the undeveloped portion of 35th Avenue S with a public benefit right of way improvement in place of a typical street improvement was introduced, along with additional access to the buildings provided by new alley improvements along the north boundary of the site. The concept promotes improved pedestrian connectivity for the surrounding neighborhood, creates a green corridor that invites neighbors into and through the site to access the future Sound Transit light rail stations. This green corridor provides a multi-use open space for both owners and local residents, expands the visibility of the wetland area while preserving and enhancing habitat value.

The outcome of the pre-application meeting was positive toward the design concept, as typical street development of 35th Ave S would not enhance the street connectivity of the neighborhood. Further discussions will be necessary with the city to comply with all requirements related to utility and emergency access. Pending approvals, the public benefit right of way improvement will need to be privately maintained and will be considered a use permit subject to review by the city at annual intervals.

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