

# TABLE OF CONTENTS

## Recommendation Material:

Table of contents	1
Existing Conditions	2
Project Description	3
Vicinity Map	4
Neighborhood Context	5
Early Design guidelines	6
EDG Response	7
EDG Response	8
EDG Response	9
EDG Response	10
EDG Response	11
Floor plans	12
Floor plans	13
Floor plans	14
Floor plans	15
Elevations	16
Elevations	17
Elevations	18
Elevations	19
Landscape Plan	20
Planting list	21
Rendering	22
Rendering	23



PROJECT SITE – Existing conditions aerial photo



# PROJECT DESCRIPTION

## PROJECT DESCRIPTION

### Project Goals

Provide market rate housing with vibrant, small-scale retail activity at the street level. Site the proposed building to minimize the impact to the adjacent multi-family buildings by providing same side yard setbacks as presently provided by single family homes. Provide building modulation both horizontal and vertical to reduce vision size of the proposed building.

### Project Site

Located just north of 35<sup>th</sup> Ave SW and SW Barton Street. Presently there are two homes on the site, one vacant and the other occupied. The site topography generally slopes from east to west.

### Zoning Summary

Zoning: NC2-40

Height: 40' plus height due to site slope averaging

Setbacks:

front: none

side: none

rear: none (no height restriction if set back 10' from rear property)

Allowed uses: Dwelling units, office, retail, restaurant and other similar commercial activity, live-work units at the ground level only.

Parking: One stall per apartment unit, retail 1/500 SF, office 1/1000 SF. Parking reduction allowed due to proximity to max transit and size of proposed commercial space.

FAR 3.25

Green factor .6

Amenity Area 5% of residential area



### Development Objectives

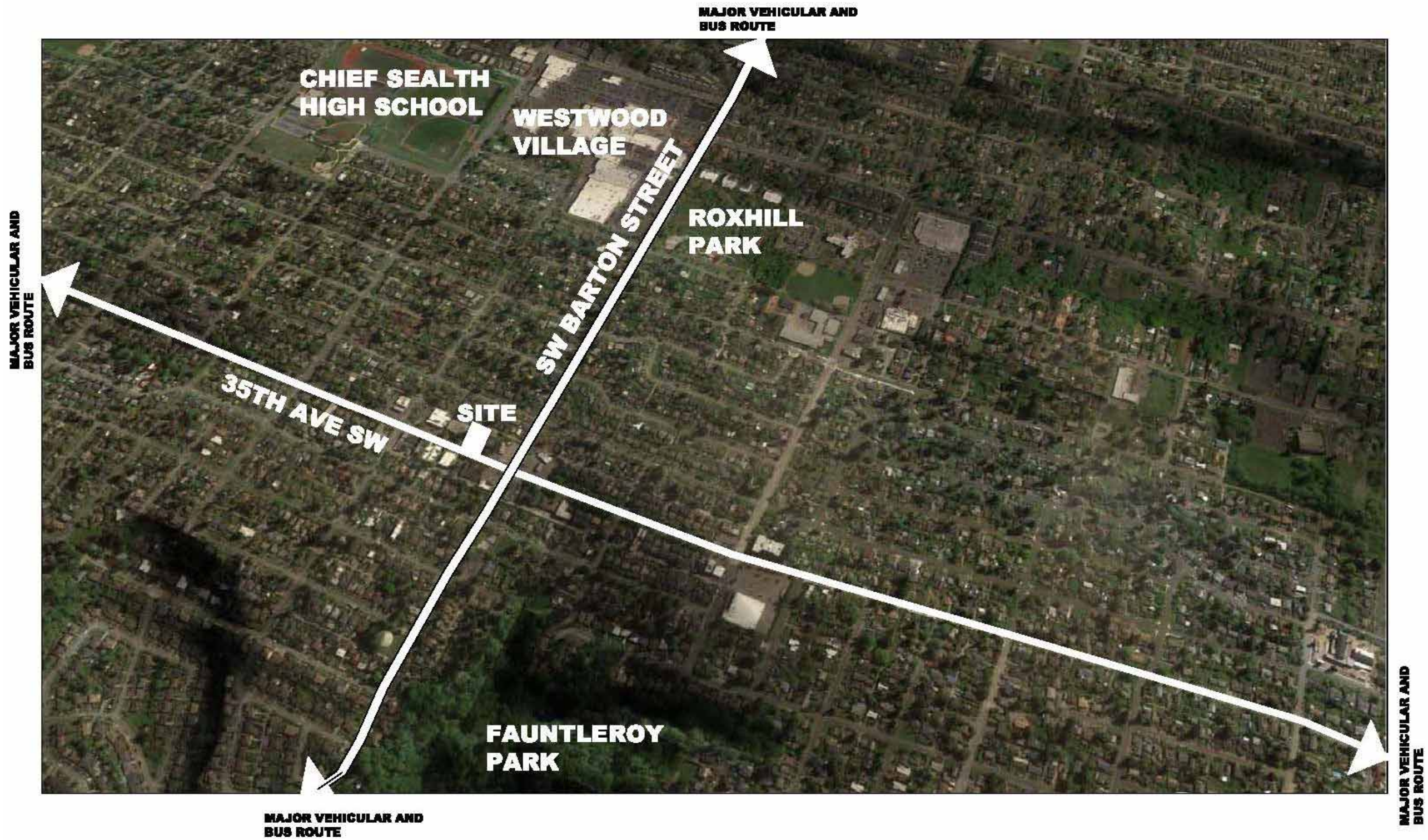
40 residential units

4 story building

3,100 +/- SF of ground floor retail

1 below-grade parking structure access from alley

# VICINTY MAP



# NEIGHBORHOOD CONTEXT



# Early Design Guidance

## A-2 Streetscape Compatibility

The retail should be in line with building and in relationship to other buildings on the block front.

## A-3 Entrances Visible From the Street

The retail entrances should encourage human activity by providing wider entrances, not deeper. The Board said the option of grouping three retail entrances angled off one main entry gives the feel of private versus public entrances.

## A-4 Human Activity

Combining the residential entrance with the retail entrances in a recessed entry would not encourage human activity on the street. Separate entrances should be considered.

## A-5 Respect for Adjacent Sites

The alley façade, entrance to the garage, and surface parking must be designed to respect the privacy of the residences across the alley including window placement, exterior lighting, screening and landscaping, and noise.

## A-6 Transition between Residence and Street

Amenities on the sidewalk like; street furniture, planters, street trees, landscaping, and to align the retail base with the adjoining structure.

## A-8 Parking and Vehicle Access

The Board said the surface parking behind the building and along the alley should not intrude on the privacy of the homes and backyards across the alley. The Board said patrons of the retail spaces will not use the surface parking along the alley because it is not visible from the street and the walking distance to the end of the alley and back up the street to the retail entrances. The Board asked for landscaping in perimeter planting boxes to define the edges of the surface parking off the alley. The Board asked for a change in paving to differentiate between the edge of the surface parking and the alley. The Board said they prefer angle parking off the alley with the understanding it will reduce the number of parking stalls.

## B-1 Height, Bulk and Scale

The Board said design scheme 3 would shield street noise from the surrounding residences. However, one Board member preferred design scheme 2.

## C-1 Architectural context

The Board said massing scheme 2 is the correct approach. The Board said this block has a long street front and they envision that the block will be completely built out at some point. The Board said this project has enough street frontage to establish the character for the future build out of this block. The Board said the balconies and modulation should be used to push the building back from the street on the residential tower portion of the structure. The Board

suggested a development standard departure if needed to trade bulk along the alley in lieu of stepping the building back from the street on the residential tower. The Board would like to see a rendering of the building at the recommendation meeting to illustrate how the retail base will be playful.

## C-2 Architectural Concept and Consistency

The Board said the proposed modulation and stepping back in the preferred massing proposal appears to be located on the extremities of the structure instead of on the front and back of the building where it will most visible. The Board said the placement of the modulation and stepping of the building could have a large impact on how it feels to be in and around the project. The Board said there should be some give on the interior setbacks and step back the upper levels of the tower structure to reduce the appearance of bulk from the street. The Board is concerned about the appearance from the street of a very vertical façade on the tower. The Board said they would like to some thought put into the building design and they do not want to see a “cookie cutter” design for a standard mixed-use building.

## C-3 Human Scale

The Board said the proposed retail base is a problem because they would like to see a continuous retail frontage with penetrations for the retail entrance doors. Due to the more urban context, the Board said setting the retail entrance doors back

a couple of feet from the sidewalk would be appropriate. The Board is unsure that combining a central entrance to both the retail spaces and residential units would work and may appear cavernous.

## C-4 Exterior Finish Materials

The Board said that 35th Avenue SW is a major arterial, so the building deserves to have good quality finish materials because thousands of motorists and pedestrians will see the building as they pass by each day.

## D-1 Pedestrian Open Spaces and Entrances

The Board said the parking area needs lighting for both the building residents and the patrons of the retail spaces.

## D-5 Visual Impacts of Parking Structures

The Board said the visibility of the garage entrance should be minimized in the design.

## D-6 Screening of Dumpsters, Utilities and Service Areas

The Board said the dumpsters should be interior to the building to minimize the visual impact to the homes across the alley.

## D-7 Personal Safety and Security

The Board said the surface parking on the alley should have clear signage and wayfinding for patrons to safely access the retail spaces along the street. The Board said the garage should be secured for

residents of the building as well as a secured residential entrance separate from the retail entrances.

## D-9 Commercial Signage

The Board said appropriately scaled signage for the retail spaces should be used which is compatible with the design of the building.

## D-10 Commercial Lighting

The Board said exterior lighting of the building and interior lighting of the retail spaces is a high priority.

## D-11 Commercial Transparency

The Board said the commercial entrances should be transparent.

## D-12 Residential Entries and Transitions

The Board said a separate secured residential entry and transition from the sidewalk is a high priority.

## E-3 Landscape Design to Address Special Site Conditions

The Board said there should be street trees and planters near the retail entrances on 35th Avenue SW and landscaping in perimeter planting boxes to define the edges of the surface parking along the alley. The Board would like to see the site landscaped to meet green factor requirements.

# Early design response

## A-2 Streetscape Compatibility

The proposed first level (retail) of the building is in line with the buildings adjacent to this proposal..

## A-3 Entrances Visible From the Street

The residential entry is clearly visible from the street and retail can be access either from the plaza or from recessed entry to each retail space..

## A-4 Human Activity

The covered residential entry and residential patio will encourage human activity. Retail can be access directly from street sidewalk.

## A-5 Respect for Adjacent Sites

The building is oriented in such a way that most of the windows are orientated to the east or west and 9 stalls are accessed by the alley while the rest of the parking is screened by the building. Landscape islands are proposed to screen the parking. There is an existing fence along the easterly boundary of the alley providing additional screening.

## A-6 Transition between Residence and Street

Landscape, benches and patios are proposed between the building and the ROW

## A-8 Parking and Vehicle Access

Only 9 stalls will be visible from the alley and landscape islands are proposed at each end of parking stalls. The parking will be accessible at retail level by means of shared lobby.

## B-1 Height, Bulk and Scale

The proposal building retail level is set adjacent to the sidewalk to provide ability for human interaction. The residential portion of the building is set back from the street to provide additional separation from noise from ROW..

## C-1 Architectural context

Retail component is adjacent to the street and proposed material is concrete with reveals and metal canopies. The residential component is set back some distance both from alley and ROW. Proposed project also incorporates building modulation as well as variety of materials and colors, found within the neighborhood

## C-2 Architectural Concept and Consistency

The propose project has introduced both horizontal as well as vertical modulation to reduce the bulk of the building. Concrete walls, metal canopies, bevel siding and planks will further assimilate this project to its adjacent building since these elements are found in the neighborhood.

## C-3 Human Scale

Individual retail entries are propose for each space abutting street sidewalk with continuous metal canopies to provide additional cover over street sidewalk and signage for the retail tenants.

## C-4 Exterior Finish Materials

The proposed exterior finish are concrete, metal canopies, bevel and plank siding all found within the neighborhood.

## D-1 Pedestrian Open Spaces and Entrances

Proposed residential entry is cover and will be well lighted.

## D-5 Visual Impacts of Parking Structures

Garage will not be visible from the street.

## D-6 Screening of Dumpsters, Utilities and Service Areas

Dumpster will be located within the building.

## D-7 Personal Safety and Security

Residence can access parking through a lobby.

## D-9 Commercial Signage

All retail signage will be by means of channel letters attached to metal canopy.

## D-10 Commercial Lighting

Both entry and parking will be lighted to promote security.. Canopy lighting will provided at the retail level.

## D-11 Commercial Transparency

All commercial storefronts are transparent and visible from the street.

## D-12 Residential Entries and Transitions

The residential entry is cover and prominently located.

## E-3 Landscape Design to Address Special Site Conditions

Landscape is proposed at the ROW and the alley.



## EDG Scheme 3

# Early design response

## A-2 Streetscape Compatibility

The retail should be in line with building and in relationship to other buildings on the block front.

**Building is in line with the adjacent buildings**

## A-3 Entrances Visible From the Street

The retail entrances should encourage human activity by providing wider entrances, not deeper. The Board said the option of grouping three retail entrances angled off one main entry gives the feel of private versus public entrances.

**Retail entries visible from street**

## A-4 Human Activity

Combining the residential entrance with the retail entrances in a recessed entry would not encourage human activity on the street. Separate entrances should be considered.

**Separate entrances are provided.**

## A-6 Transition between Residence and Street

Amenities on the sidewalk like; street furniture, planters, street trees, landscaping, and to align the retail base with the adjoining structure

**Landscape, benches and patios are proposed between the building and the ROW**

## A-5 Respect for Adjacent Sites

The alley façade, entrance to the garage, and surface parking must be designed to respect the privacy of the residences across the alley including window placement, exterior lighting, screening and landscaping, and noise.

**Both retail and residential units are facing west and east, All but 9 stalls are located in below grade parking garage. Existing fence will provide additional screening for adjacent single family homes.**

## A-8 Parking and Vehicle Access

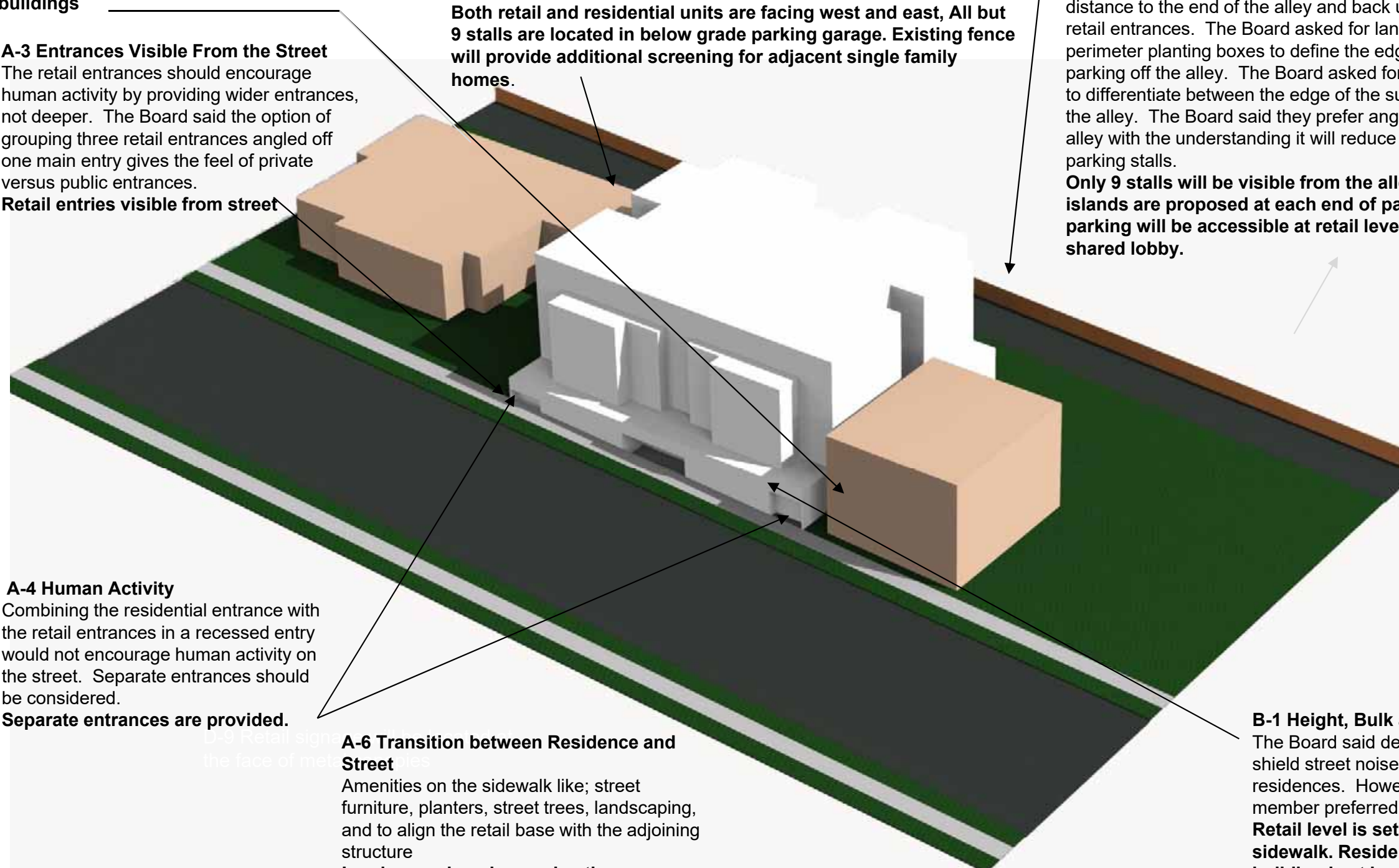
The Board said the surface parking behind the building and along the alley should not intrude on the privacy of the homes and backyards across the alley. The Board said patrons of the retail spaces will not use the surface parking along the alley because it is not visible from the street and the walking distance to the end of the alley and back up the street to the retail entrances. The Board asked for landscaping in perimeter planting boxes to define the edges of the surface parking off the alley. The Board asked for a change in paving to differentiate between the edge of the surface parking and the alley. The Board said they prefer angle parking off the alley with the understanding it will reduce the number of parking stalls.

**Only 9 stalls will be visible from the alley and landscape islands are proposed at each end of parking stalls. The parking will be accessible at retail level by means of shared lobby.**

## B-1 Height, Bulk and Scale

The Board said design scheme 3 would shield street noise from the surrounding residences. However, one Board member preferred design scheme 2.

**Retail level is set adjacent to the sidewalk. Residential portion of the building is set back to provide additional separation from noise and power lines**





# Early design response

## C-1 Architectural context

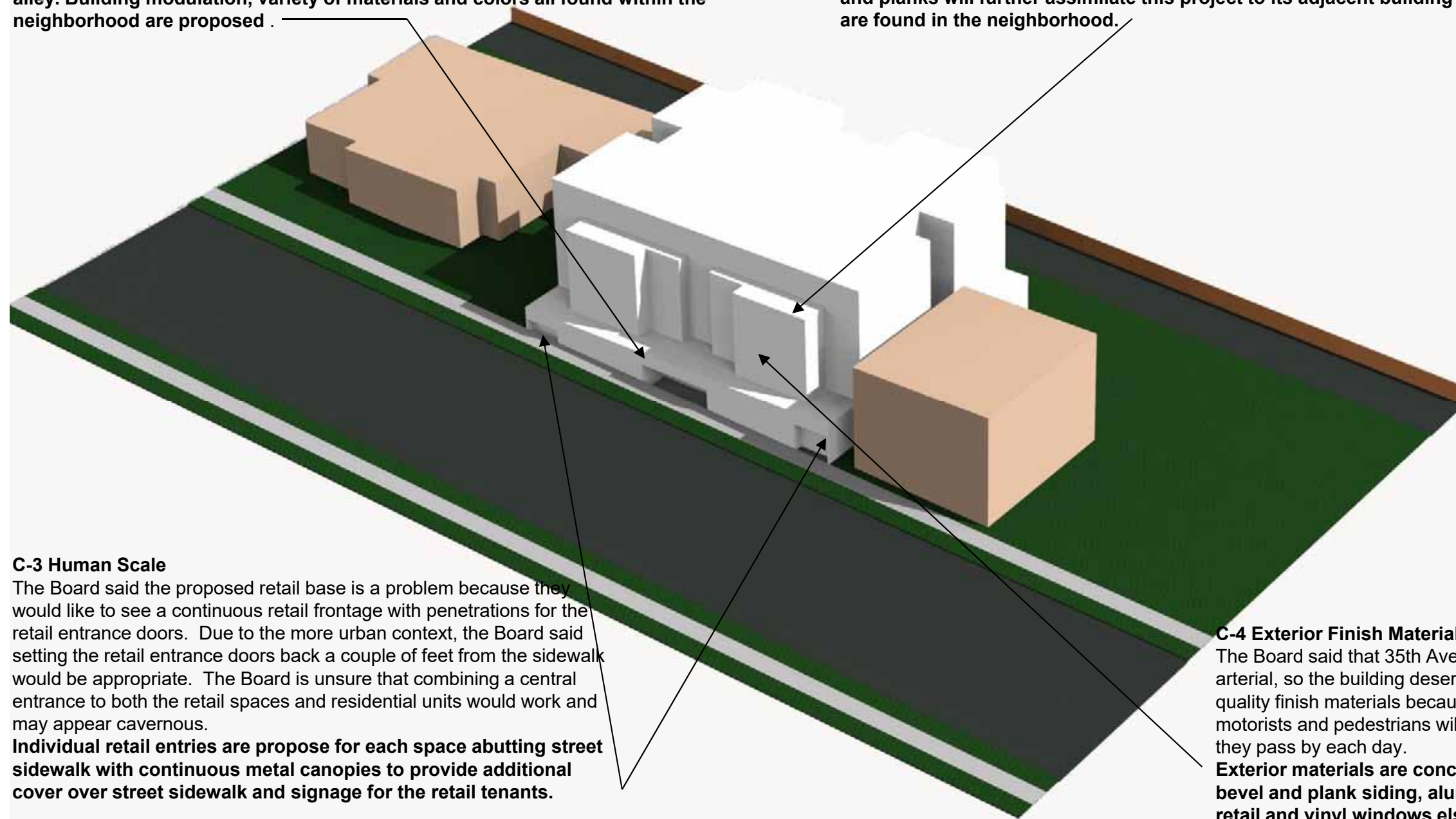
The Board said massing scheme 2 is the correct approach. The Board said this block has a long street front and they envision that the block will be completely built out at some point. The Board said this project has enough street frontage to establish the character for the future build out of this block. The Board said the balconies and modulation should be used to push the building back from the street on the residential tower portion of the structure. The Board suggested a development standard departure if needed to trade bulk along the alley in lieu of stepping the building back from the street on the residential tower. The Board would like to see a rendering of the building at the recommendation meeting to illustrate how the retail base will be playful.

**Concrete, clear glass in aluminum frames and metal canopies are main materials for retail component of this project Residential component is set back both from ROW and alley. Building modulation, variety of materials and colors all found within the neighborhood are proposed .**

## C-2 Architectural Concept and Consistency

The Board said the proposed modulation and stepping back in the preferred massing proposal appears to be located on the extremities of the structure instead of on the front and back of the building where it will most visible. The Board said the placement of the modulation and stepping of the building could have a large impact on how it feels to be in and around the project. The Board said there should be some give on the interior setbacks and step back the upper levels of the tower structure to reduce the appearance of bulk from the street. The Board is concerned about the appearance from the street of a very vertical façade on the tower. The Board said they would like to see some thought put into the building design and they do not want to see a “cookie cutter” design for a standard mixed-use building.

**Both horizontal and vertical modulation have been incorporated to reduce apparent scale of the project as well minimize visual impact . Concrete walls, metal canopies, bevel siding and planks will further assimilate this project to its adjacent building since these elements are found in the neighborhood.**



## C-3 Human Scale

The Board said the proposed retail base is a problem because they would like to see a continuous retail frontage with penetrations for the retail entrance doors. Due to the more urban context, the Board said setting the retail entrance doors back a couple of feet from the sidewalk would be appropriate. The Board is unsure that combining a central entrance to both the retail spaces and residential units would work and may appear cavernous.

**Individual retail entries are propose for each space abutting street sidewalk with continuous metal canopies to provide additional cover over street sidewalk and signage for the retail tenants.**

## C-4 Exterior Finish Materials

The Board said that 35th Avenue SW is a major arterial, so the building deserves to have good quality finish materials because thousands of motorists and pedestrians will see the building as they pass by each day.

**Exterior materials are concrete, metal canopies, bevel and plank siding, aluminum windows at retail and vinyl windows elsewhere**

# Early design response

## D-1 Pedestrian Open Spaces and Entrances

The Board said the parking area needs lighting for both the building residents and the patrons of the retail spaces.

**Covered residential entry will be well lighted.**

## D-7 Personal Safety and Security

The Board said the surface parking on the alley should have clear signage and wayfinding for patrons to safely access the retail spaces along the street. The Board said the garage should be secured for residents of the building as well as a secured residential entrance separate from the retail entrances.

**Residence can access parking through a lobby**

## D-9 Commercial Signage

The Board said appropriately scaled signage for the retail spaces should be used which is compatible with the design of the building

**All retail signage will be by means of channel letters attached to metal canopy.**

## D-10 Commercial Lighting

The Board said exterior lighting of the building and interior lighting of the retail spaces is a high priority

**Entry, parking and metal canopies will be lit.**

## D-5 Visual Impacts of Parking Structures

The Board said the visibility of the garage entrance should be minimized in the design.

**Garage will not be visible from the street**

## D-6 Screening of Dumpsters, Utilities and Service Areas

The Board said the dumpsters should be interior to the building to minimize the visual impact to the homes across the alley.

**Dumpster will be located within the building.**

## E-3 Landscape Design to Address Special Site Conditions

The Board said there should be street trees and planters near the retail entrances on 35th Avenue SW and landscaping in perimeter planting boxes to define the edges of the surface parking along the alley. The Board would like to see the site landscaped to meet green factor requirements.

**Landscape is proposed at the ROW and the alley.**

## D-11 Commercial Transparency

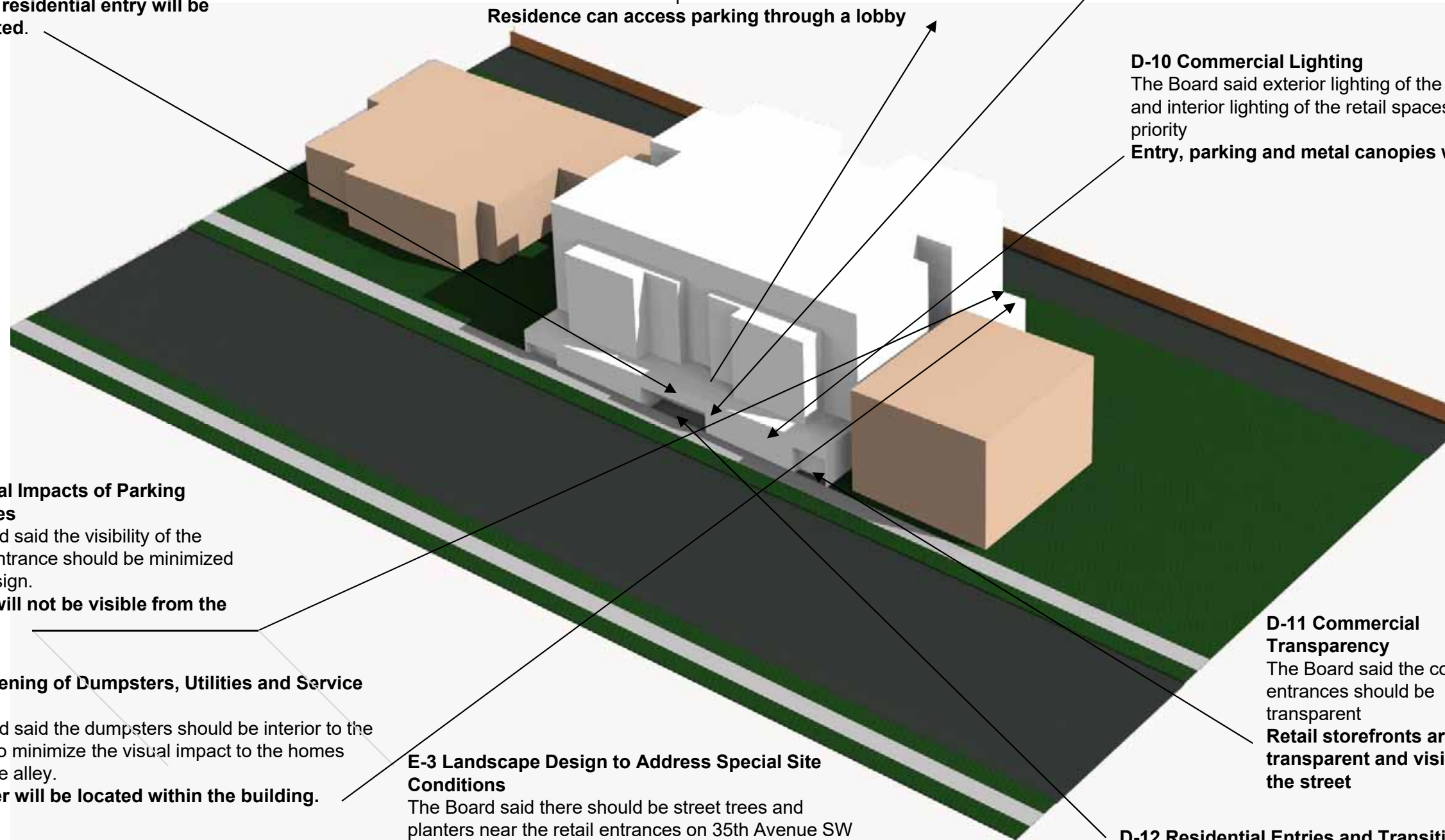
The Board said the commercial entrances should be transparent

**Retail storefronts are transparent and visible from the street**

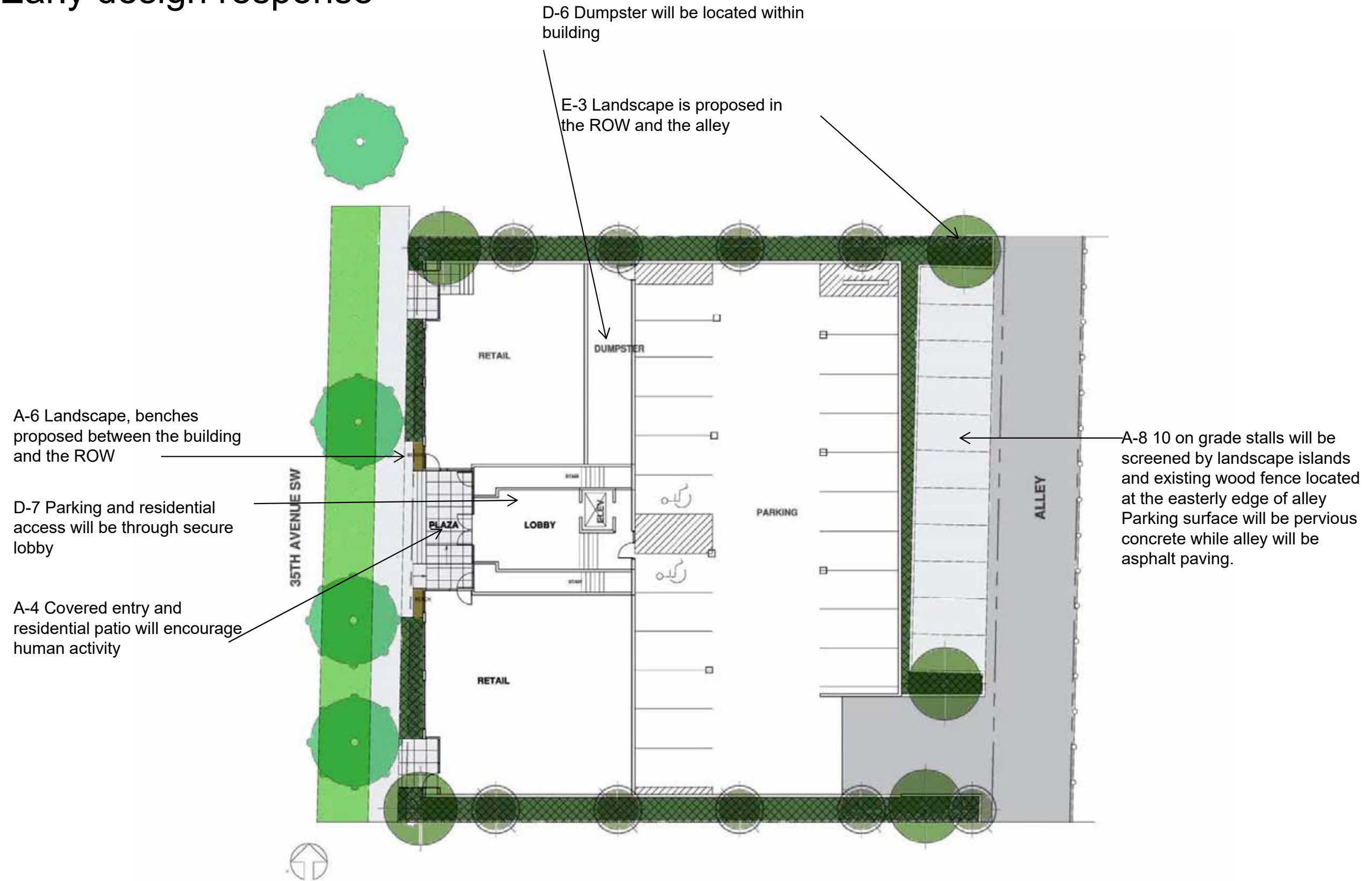
## D-12 Residential Entries and Transitions

The Board said a separate secured residential entry and transition from the sidewalk is a high priority.

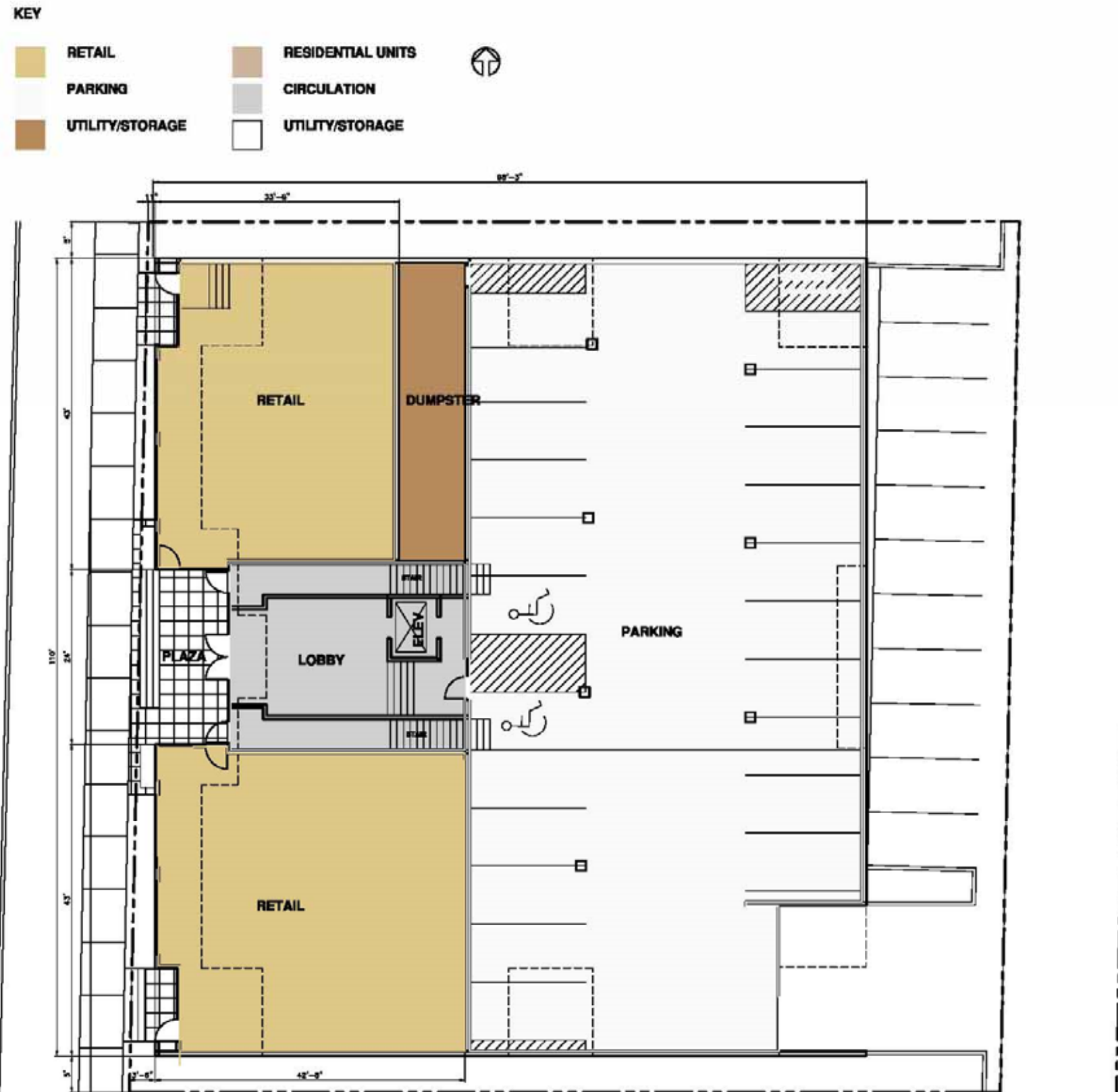
**Residential entry is covered and prominently located**



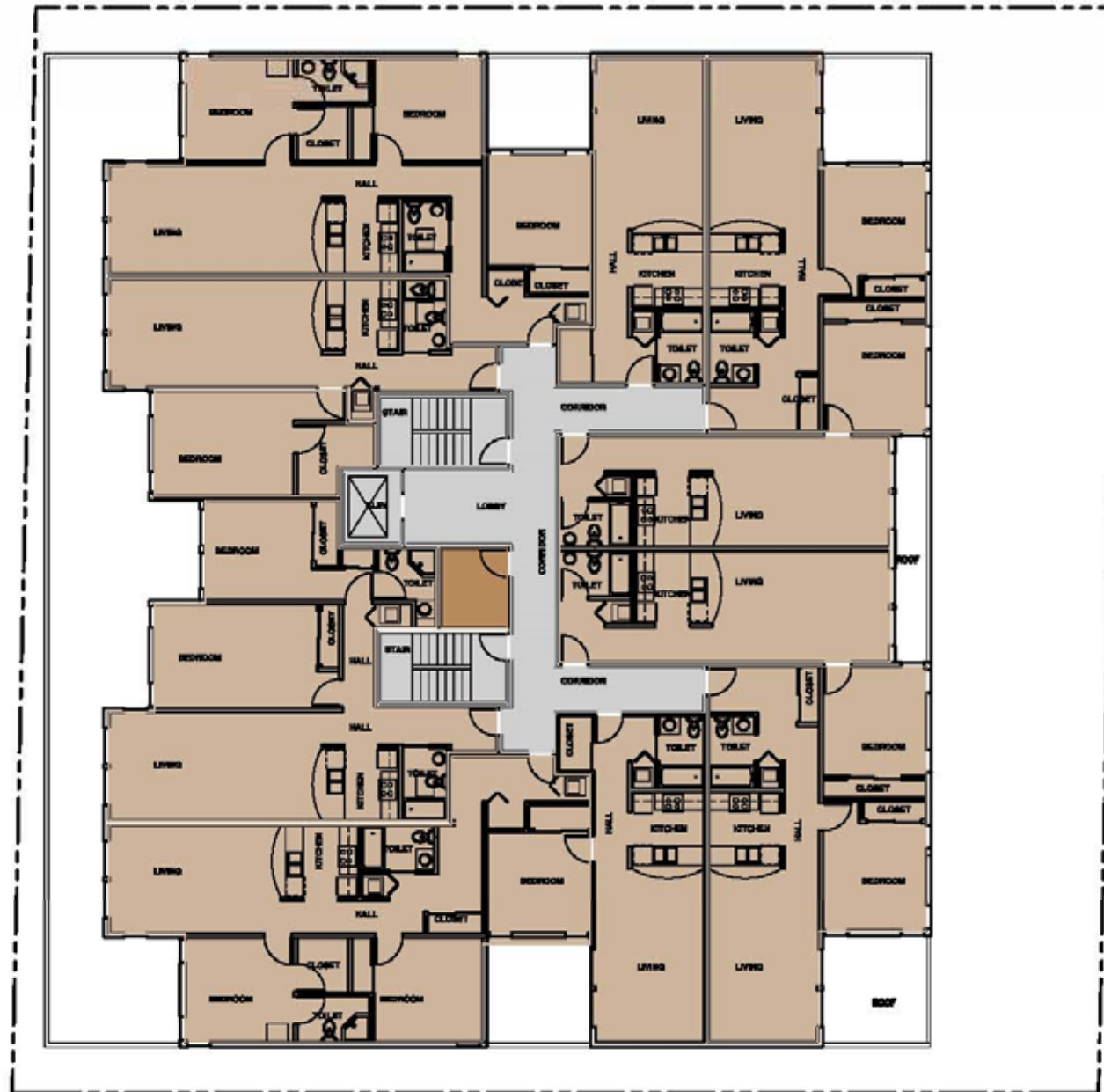
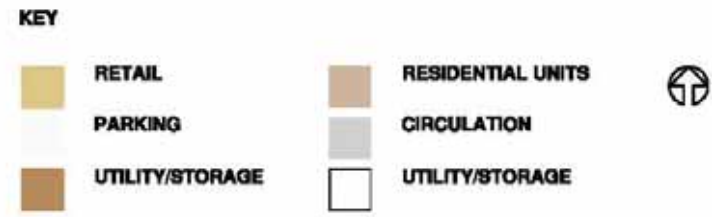
# Early design response



# PLAN - 1<sup>ST</sup> FLOOR



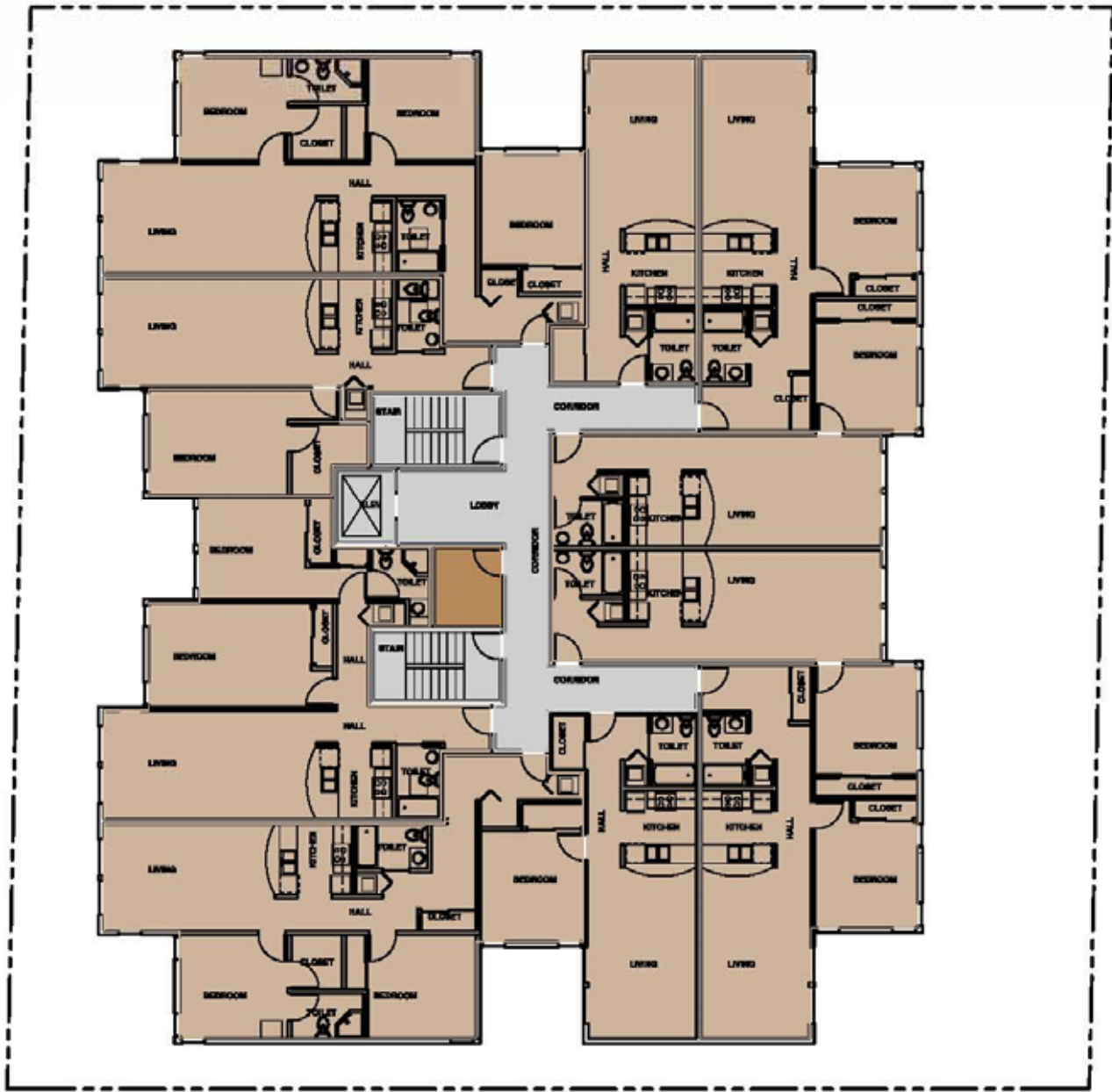
# PLAN – 2<sup>ND</sup> FLOOR



# PLAN – 3<sup>RD</sup>, 4<sup>TH</sup> FLOOR








**KEY**

	RETAIL		RESIDENTIAL UNITS	
	PARKING		CIRCULATION	
	UTILITY/STORAGE		UTILITY/STORAGE	



# PLAN – 5<sup>TH</sup> FLOOR

**KEY**

	RETAIL		RESIDENTIAL UNITS	
	PARKING		CIRCULATION	
	UTILITY/STORAGE		UTILITY/STORAGE	



# ELEVATION



**WEST ELEVATION**

METAL COPING  
 CAST IN PLACE CONCRETE  
 MET CANOPY  
 ALUM STOREFRONT WITH CLEAR GLASS

SW 7005  
 PURE  
 WHITE

SW 7724  
 CANOE

AEP SPAN  
 DARK  
 BRONZE

MILGARD  
 WHITE

SW 6076  
 TURKISH  
 COFFEE

HARDIE LAP  
 SIDING  
 FOR COLOR SEE  
 ABOVE

WALL PACK  
 MFG: RAB  
 COLOR: BRONZE

KAWNEER  
 COLOR  
 CLEAR  
 FINISH #14



# ELEVATION



**EAST ELEVATION**

# ELEVATION



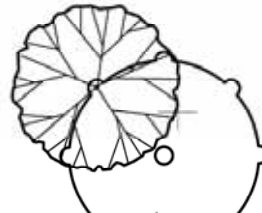








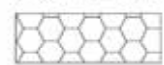
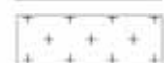
# ELEVATION



# LANDSCAPE PLAN



# PLANT LIST

SYMBOL	BOTANICAL / COMMON	+ SIZE	QUANTITY	CONDITION
	<i>Prunus sargentii</i> 'Columnaris' / Columnar Sargent Cherry	5	3" cal.	B&B
	<i>Carpinus betulus</i> 'Fastigiata' / Pyramidal Hornbeam	1	6' min.	B&B
	<i>Chamaecyparis obtusa</i> 'Gracilis' / Gracilis hinoki Cypress	10	6' min.	B&B
	<i>Rhododendron</i> Anah Krusche	15	27"	full & bushy
	<i>Nandina domestica</i> 'Moon Bay' / Moon bay Nandina	23	5 gallon	full & bushy
	<i>Buxus microphylla</i> 'Winter Gem' / Winter Gem Boxwood	32	18" min	full & bushy
	<i>Hakonechloa macra</i> 'Aureola' / Hokone Grass	36	1 gallon	full & bushy
	<i>Parthenocissus tricuspidata</i> / Boston Ivy	11	5 gallon staked	full & bushy
	<i>Vinca minor</i> / Periwinkle	Per plan	4" pots 18" o.c.	full
	<i>Festuca idahoensis</i> 'Siskiyon blue'	Per plan	Standard module	Live Roof Standard
	Cascade native mix	Per plan	Standard module	Live Roof Standard

Plant modules from Green Feathers Inc. [www.greenfeathers.com](http://www.greenfeathers.com)

\* Confirm all plant quantities



HORNBEAM



SARGENT CHERRY



HINOKI CYPRESS



RHODODENDRON



MOON BAY NANDINA



BOXWOOD



HOKONE GRASS



BOSTON IVY



PERIWINKLE



SISKIYON BLUE

# RENDERING



RENDERING

