

RESPONSE TO EDG COMMENTS

UPDATED NARRATIVE  
June 25, 2009

This updated narrative and building design for the 1222 E Madison project is made in response to the June 3, 2009 Design Review Board comments. The specific areas of comment at that meeting, and request for of the design team to re-consider, were:

- A more asymmetrical and more simplified corner design element, including reconsideration of the corner canopy and filleted glazing;
- A strengthening of the pedestrian experience along 13th, including consideration of more storefront entrances, alignment of an entrance with the landscape area, and adding height to the shop fronts by removing two second floor units;
- More emphasis of the Residential Entrance;
- Provision for "trash-day" container storage;
- A simplification of the design of the north wall, including removal of the applied grid and lessening of the multiple reveals.

After exploring design alternates at the corner and the streetscape along 13th, including a temporary trash room at the sidewalk level, we have prepared the revised design contained within this packet. As decided by the DRB at that meeting, this packet's scope is limited to the highlighted areas of comment.

The corner expression has been revised to express a more restrained, asymmetrical change of form and material and the obtuse canopy has been removed. It maintains the architectural idea that the applicant envisions, but responds to the comments of the Board. Multiple retail entrances have been added along 13th Ave and are focused away from the corner more auto oriented Madison Street and one of the new entrances now is protected by the landscape planting. Also, the retail entrances are now located within the bays of the brick base element, which creates a logical progression for the streetscape. This helped to allow the corner expression to be simpler and more defined for its use as a transition element.

The streetscape along 13th has been strengthened by the removal of two second floor dwelling units. This allows the ceiling and the glass storefront of the 13th Ave Retail to be a full two stories high, creating a full scale streetscape retail experience. The marquees have been raised correspondingly.

The Residential Lobby has been pulled forward to the street, however is treated slightly differently. This architectural emphasis helps to tie it into the building façade better, but still provides a visual cue of something unique here. Additionally the marquee above has been raised and will have a different design shape.

There is now a temporary trash area by the driveway that can hold the trash and recycling, screened from the sidewalk on trash day. This area will be fenced-off for security on non-trash days

This new design requires two departures that we encouraged by the Board at the June 3rd meeting. We will be requesting one for moving the residential entry closer than 10' to the property line; and the second, for not having site triangles for auto access at the drive, since the residential entry has been brought forward.

# 13th & MADISON

1222 E MADISON STREET, SEATTLE WA

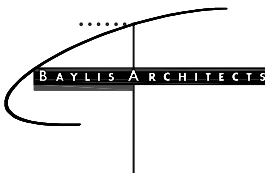


## DESIGN REVIEW RECOMMENDATION CONTINUATION

JULY 1st, 2009

1222 EAST MADISON  
1222 EAST MADISON STREET, SEATTLE, WA

DPD Project # 3008615 07/01/2009





PROJECT TEAM

OWNER/ APPLICANT

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CIVIL ENGINEER

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Seattle, Washington 98102  
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LANDSCAPE ARCHITECT

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GEOTECHNICAL - SOILS ENGINEER

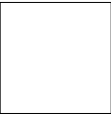
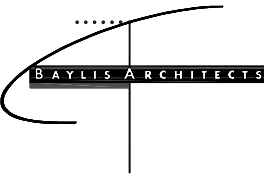
Geotech Consultants INC.  
13256 N.E. 20th Street, No. 16  
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ZONING CODE ANALYSIS		CODE SECTIONS
PARCEL #:	6003000090 & 6003000085	
SITE AREA:	18,017 SF (0.41 ACRES)	
ZONE:	NC3-65 NEIGHBORHOOD COMMERCIAL 3/URBAN CENTER VILLAGE/ PIKE-PINE OVERLAY DISTRICT P-1 PEDESTRIAN ZONE NOT IN FIRST HILL STATION AREA OVERLAY	MAP III
REVIEW:	MUP TYPE II (DIR. DECISION-APPEAL TO HEX.) (ADMINISTRATIVE CONDITIONAL USE) DESIGN REVIEW SEPA TRANSPORTATION CONCURRENCY	
PRINCIPAL PEDESTRIAN STREETS:	EAST MADISON STREET	23.41A.005.E.2
USE:	PERMITTED OUTRIGHT MOST RETAIL MOST OFFICE MOST INSTITUTIONS MIXED USE LIVE WORK MEDICAL SERVICES > 10,000 SF NEED CU PROHIBITED GENERAL & HEAVY MANUFACTURING DRIVE-IN BUSINESS	23.41.004.B, CHART A
MAJOR PHASED DEVELOPMENTS: (>5 AC)	DOES NOT APPLY	
STREET LEVEL DEVELOPMENT STANDARDS		
BLANK FACADE < 20' LENGTH	23.41A.008.A.2.A	
BLANK FACADE < 40% LENGTH	23.41A.008.A.2.B	
STREET FACADE SETBACK < 10' LOT LINE	23.41A.008.A.3	
DEFINITIONS & DIAGRAMS	23.06.023.A	
TRANSPARENCY > 60% OF FAÇADE	23.41A.008.B.2	
MIN. 30' DEPTH (MAY BE AVERAGED W/MIN. 15' DEPTH)	23.41A.008.B.3	
STREET LEVEL MIN. FLOOR HEIGHT = 13'	23.41A.008.B.3	
STREET FACADE W/RESIDENTIAL USE MUST BE 4' ABOVE SIDEWALK GRADE OR 10' SETBACK	23.41A.008.D.2	
DENSITY:	NO DENSITY REQUIREMENT FOR RESIDENTIAL USES IN MIXED USE DEVELOPMENT SINGLE PURPOSE RESIDENTIAL USE - DENSITY LIMITED (1 UNIT/400 SF LOT)	23.41.009.A
MAXIMUM NON-RESIDENTIAL USE:	NONE FOR MOST USES	23.41A.040 CHART A
OUTDOOR ACTIVITIES:	SALES - NO MAXIMUM SIZE LIMIT DISPLAY OF RENTAL EQUIPMENT - 15% OF LOT AREA OR 1,000 SF, WHICHEVER IS LESS (1,000 SF) STORAGE PROHIBITED IN NC3 ZONE	23.41A.011
HEIGHT:	APPLICABLE HEIGHT LIMIT FOR A SLOPED SITE FOR AN EQUIVALENT MEASUREMENT TO A FLAT SITE. SLOPED LOT ADDITIONAL HEIGHT (1' PER 6% SLOPE) PITCHED ROOF < 5' 15' ROOFTOP STRUCTURE EXEMPT FROM HEIGHT ROOFTOP FEATURES TALLER	DIRECTOR'S RULE 12-2005 23.41A.012.B 23.41A.012.C 23.41A.012.D 23.41A.012.D
FAR:	PARKING ABOVE GRADE IS FAR MAXIMUM FAR FOR MIXED USE = 4.75 FAR EXEMPTIONS - BELOW GRADE DEFINITION OF GROSS FLOOR AREA, INSIDE OF EXTERIOR WALL AT FLOOR LINE	23.41A.013A 23.41A.013.B 23.41A.013.D 23.06.014
SETBACKS:	NONE REQUIRED 5' SETBACK WHERE FROM ALL STREET PROPERTY LINES WHERE STREET TREES ARE REQUIRED AND IT IS NOT FEASIBLE TO PLANT THEM IN ACCORDANCE W/ CITY STANDARDS STRUCTURES IN SETBACKS - ALLOWED	23.41.014.C 23.41A.014 23.41A.014.E
VIEW CORRIDORS:	NONE REQUIRED	23.41A.015
SCREENING AND LANDSCAPING:	LANDSCAPING = GREEN FACTOR = 30% LOT AREA ELEMENTS/FACTORS STREET TREES REQUIRED NEED 5' DEEP AREA WHEN PARKING WITHIN STRUCTURE ALONG STREET FRONTAGE 5' DEEP AREA AT SURFACE LOT OUTDOOR STORAGE REQUIREMENTS	23.41A.016.A CHART A & B 23.41A.016.B 23.41A.016.D 23.41A.016.D 23.41A.016.D
NOISE STANDARDS:	ACOUSTICAL REPORT	23.41A.018
ODOR STANDARDS:	LIGHT & GLARE	23.41A.020 23.41A.022
RESIDENTIAL AMENITY AREA:	5% OF GROSS RESIDENTIAL FLOOR AREA (NOT INCLUDED MECHANICAL/PARKING/DECKS) BALCONIES/DECKS: COUNT AS OPEN SPACE IF, MIN. 60 SF, MIN. 6' DIM.	23.41A.024.A 23.41A.024.B.5
SOLID WASTE AND RECYCLE:	MIXED USE BUILDINGS WITH < 80% RESIDENTIAL IS CONSIDERED COMMERCIAL RESIDENTIAL REQ. BASED UPON NUMBER OF UNITS > 100 UNITS REQUIRE 200 SF MINIMUM WASTE STORAGE SPACE PLUS 2 SF PER EACH ADDITIONAL UNIT ROOM WIDTH AND DEPTH - 6' MINIMUM	23.41A.029.A 23.41A.029.A 23.41A.029.A 23.41A.029.B'
PARKING:	FOR DESIGN STANDARDS, ACCESS-STREET OKAY	SEE SECTION 23.54A.015 23.41A.030.A.3
PEDESTRIAN DESIGNATED ZONE:	DRIVE-IN BUSINESSES PROHIBITED (INCLUDING GAS STATIONS) LIVE WORK USES PROHIBITED AT STREET LEVEL PARKING REQUIREMENTS AND EXCEPTIONS 60% OF FRONTAGE BLANK FACADE/TRANSPARENCY REQUIREMENTS APPLY MEASURES BTWN 2' - 8' ABOVE SIDEWALK < 40% OF PRINCIPAL PED. ST. FACADE ALLOWED BLANK	23.41.040 23.41.042.B1 23.41.042.B2 23.41.044 -- 23.41.048 SEE EXHIBIT 23.41.042A 23.41.050 23.41.050 (E)
TRANSPORTATION CONCURRENCY:	MOST COMMERCIAL L.O.S. STANDARDS IN CHAPTER 23.52	23.41A.033

STREETS, ALLEYS, AND EASEMENTS:		23.53.015.A.2 23.53.030.A.4
SEE SUBSECTION D FOR EXCEPTIONS SEE "STREET IMPROVEMENT MANUAL" SEE SECTION REGARDING IMPROVEMENTS TO ARTERIALS AND NON-ARTERIAL STREETS		23.53.015.B.C.D
ALLEY IMPROVEMENTS:	SITE IS NOT SERVED BY AN ALLEY	23.53.030
PARKING GENERAL:	BASED ON GROSS FLOOR AREA UNO. NO PARKING REQUIRED FOR FIRST 2,500 SF OF NON-RESIDENTIAL USE P1-ZONE-PARKING WAIVED FOR FIRST 5,000 SF OF MOST RETAIL USES NON-RESIDENTIAL USE RESIDENTIAL USE PUBLIC USES STANDARDS FOR BICYCLE TANDEM PARKING - OK MISC. OTHER REDUCTIONS DUE TO ZONE, TRANSIT, ETC. TRANSIT REDUCTION FOR NON-RESIDENTIAL AT 20% IF BUS STOP WITHIN 800' OF PROPERTY LINE	23.54A.015.A 23.54A.015 23.54A.015 CHART D 23.54A CHART A 23.54A CHART C 23.54A CHART B 23.54.015.K 23.54.020.B 23.54.020.A--J 23.54.030.B.B
PARKING - FOR SITE:	RESIDENTIAL SPACES COMMERCIAL SPACES: (POTENTIAL USES) LONG-TERM - COMMERCIAL RETAIL SALES AND SERVICES SPACES: 1/500 GSF NO PARKING REQUIRED FOR FIRST 2,500 SF LONG-TERM - OFFICE: 1/1,000 SF RESTAURANT: 1/250 SF DRINKING ESTABLISHMENT: 1/250 SF EXCEPTIONS:	23.54A.015 CHART A 23.54A.015.D 23.54A.015.A 23.54A.020 23.54.030
PARKING SPACE STANDARDS	LARGE 8.5'X19', 24' AISLE MEDIUM 8.0'X16', 22' AISLE, 90° SMALL 7.5'X15, 20' AISLE 90° 50% MEDIUM SIZED, 40% OTHER (LARGE OR SMALL, IF LARGE, DRIVE AISLE TO BE FOR MEDIUM)	23.54.030.B.B
DRIVEWAY:	22' FEET FOR WIDTH OF 2-WAY DRIVEWAY ACCESSING PARKING MAY BE SUBTRACTED WHEN CALCULATING EIGHTY (80) PERCENT OF A STRUCTURE'S STREET FRONT FACADE IF ACCESS CANT BE PROVIDED FROM SIDE STREET OR ALLEY. MINIMUM 22' WIDTH FOR 2-WAY TRAFFIC MAXIMUM 25' WIDTH FOR 2-WAY TRAFFIC	23.41.008.B1 23.54.030.D2.A.2 23.54.030.D2.A.2
LOADING:	10' WIDE, 14' HIGH, X 25' or 35' or 45' LONG (TYPE OF DEMAND) TYPE OF DEMAND - MEDIUM FOR RETAIL SALES 1 BERTH FOR 10,000 SF TO 60,000 SF MEDIUM DEMAND	23.54.035 23.54.035 TABLE 23.54.035 CHART A
PINE/PIKE OVERLAY:	SUBJECT TO REGULATIONS OF UNDERLYING ZONES UNLESS SPECIFICALLY MODIFIED BY 23.73 MINIMAL PROVISIONS PROVIDED IN 23.73 THAT MODIFY UNDERLYING ZONING REGULATIONS 23.41.008 MIXED USE STANDARDS APPLY	23.73.006 23.73.006

PARKING SUMMARY				
EXTRACT FROM THE 'PREAPPLICATION CONFERENCE OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT' DOCUMENT DATED 02.06.2009:-				
C. PARKING/VEHICULAR ACCESS/SDOT 'DPD STAFF CONFIRMED THAT THE SITE IS LOCATED IN AN URBAN CENTER, AND AS SUCH THE SMC DOES NOT REQUIRE ANY VEHICLE PARKING FOR THE SITE (SMC 23.54.015.B.2). IF APPLICANT CHOOSES TO PROVIDE PARKING, SUCH PARKING MUST MEET ALL CODE REQUIREMENTS.'				
SMC 23.54.015.B.2: NO PARKING FOR MOTOR VEHICLES IS REQUIRED FOR USES IN COMMERCIAL ZONES IN URBAN CENTERS AND IN THE STATION AREA OVERLAY DISTRICT, EXCEPT THAT PARKING FOR FLEET VEHICLES IS REQUIRED.				
REQUIRED PARKING STALLS				
1. RESIDENTIAL STALLS REQUIRED FOR 104 UNITS NO RESIDENTIAL STALLS REQUIRED PER SMC 23.54.015.B.2 (SITE IS LOCATED WITHIN AN URBAN CENTER)	0 STALLS			
2. NON-RESIDENTIAL STALLS REQUIRED NO NON-RESIDENTIAL STALLS REQUIRED PER SMC 23.54.015.B.2 (SITE IS LOCATED WITHIN AN URBAN CENTER)	0 STALLS			
3. TOTAL STALLS REQUIRED FOR PROJECT	0 STALLS			
5. TOTAL STALLS PROVIDED	51 STALLS			
REQUIRED STALL SIZES (23.54.030.B)				
TOTAL PARKING STALLS PROVIDED (RESIDENTIAL 38 + NON-RESIDENTIAL 13) = 51				
RESIDENTIAL PER SMC 23.54.030.B.1b				
MEDIUM STALL REQUIRED : ACCESSIBLE PARKING SPACE REQUIRED:	38 X 60%(MIN) = 23 STALLS (MIN) 2% OF RESIDENTIAL STALLS OF R2 OR R3 USE SHALL BE ACCESSIBLE (SBC 1106.2) 78 X 2% = 1.56 = (1) BF STALLS REQ.			
NON-RESIDENTIAL PER SMC 23.54.030.B.2b				
LARGE STALL REQUIRED : COMPACT STALL REQUIRED : ACCESSIBLE PARKING SPACE REQUIRED:	12 X 35%(MIN) = 5 STALLS (MIN) 12 X 25%(MIN) = 3 STALLS (MIN) (1) BARRIER-FREE STALL PER SBC TABLE 1106-1.			
PLUS IN ADDITION, (1) VAN ACCESSIBLE STALL REQUIRED PER SBC 1106.5.				
PARKING STALL MIX:				
PKG. TYPE	LARGE	MEDIUM	SMALL	TOTAL
RESIDENTIAL				
LEVEL P2/P3	8	25*	5	38*
* INCLUDES (2) BARRIER-FREE STALLS PER SBC 1106.2				
NON-RESIDENTIAL				
LEVEL P1	7	2*	3	12*
* INCLUDES (1) BARRIER-FREE STALL SBC TABLE 1106.1				
PLUS (1) VAN-ACCESSIBLE STALL PER 1106.5				
TOTAL	16	27	8	51

## BICYCLE PARKING SUMMARY:

PARKING REQUIRED- MULTI-FAMILY (SECTION 23.54.015 CHART 'E' D.2.)

26 SPACES 1 LONG TERM SPACE FOR EVERY 4 UNITS -&gt; 104 UNITS/4

PARKING REQUIRED- SALES AND SERVICES, GENERAL (SECTION 23.54.015 CHART 'E' )

1 SPACE 1 LONG TERM SPACE FOR EVERY 12,000 SF -> 5,905 SF / 12,000 = 0.49  
3 SPACES 2 SHORT TERM SPACE (1) PER 2000 SF (URBAN CENTER)  
-> (5,905) SF / 2,000 = 2.95TOTAL BIKE PARKING STALLS REQUIRED = (30)  
TOTAL BIKE PARKING STALLS PROVIDED= (34)

## WASTE &amp; RECYCLABLE STORAGE SPACE:

MINIMUM AREA OF STORAGE REQUIRED- MULTI-FAMILY (SECTION 23.41A.024 )

MIXED USE BUILDING - LESS THAN 80% OF PROJECT IS DESIGNATED RESIDENTIAL, AND IS THEREFORE  
CONSIDERED A COMMERCIAL BUILDING FOR THE PURPOSES OF THIS CALCULATION.-

## RESIDENTIAL CALCULATION

- NUMBER OF RESIDENTIAL UNITS = (104)  
- 100 UNITS = 200 SF MIN. STORAGE SPACE REQ., PLUS 2 SF FOR EACH ADDITIONAL UNIT.  
- 208 SF STORAGE SPACE REQUIRED.  
- CONTAINER TYPE MUST BE FRONT LOADING.TOTAL STORAGE AREA REQUIRED = 208 SF  
TOTAL STORAGE AREA PROVIDED = 235 SF

## LOADING BERTH REQUIREMENT:

SMC 23.54.035 LOADING BERTH REQUIREMENTS AND SPACE STANDARDS.

SMC 23.54.035.C.1. WIDTH AND CLEARANCE. EACH LOADING BERTH SHALL BE NOT LESS THAN TEN  
(10) FEET IN WIDTH AND SHALL PROVIDE NOT LESS THAN FOURTEEN (14) FEET  
VERTICAL CLEARANCE.10' WIDE, 14' HIGH, X 25' or 35' or 45' LONG (TYPE OF DEMAND)  
TYPE OF DEMAND - MEDIUM FOR RETAIL SALES  
1 BERTH FOR 10,000 SF TO 60,000 SF MEDIUM DEMAND

COMMERCIAL SPACE LESS THAN 10,000 SF. THEREFORE NO LOADING BERTH REQUIRED.

## FAR SUMMARY - REFER ALSO TO A003.

FAR ALLOWED: 4.75  
(FOR RESIDENTIAL/COMMERCIAL BUILDING PER SMC 23.41A.013.B CHART 'A')

SITE AREA: 18,017 SF

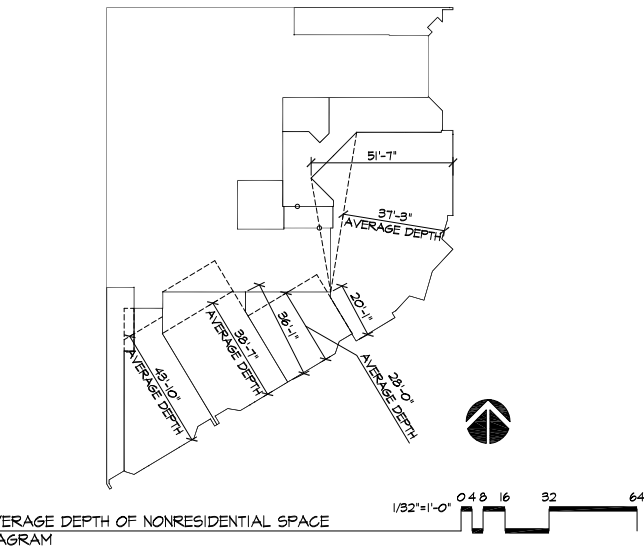
FLOOR AREA ALLOWED:

SITE AREA x FAR ALLOWED = 18,017 SF x 4.75 = 85,580 SF

PROPOSED FLOOR AREA: 84,466 SF

PROPOSED FAR:	
PROPOSED FLOOR AREA	= 84,466 SF
SITE AREA	= 18,017 SF

## DEPTH OF NONRESIDENTIAL SPACE



## CALCULATION OF OVERALL AVERAGE DEPTH OF NONRESIDENTIAL SPACE

[37'-3" (SUITE A) + 28'-0" (SUITE B) + 38'-1" (SUITE C) + 48'-10" (SUITE D)] / 4 = 38'-2"

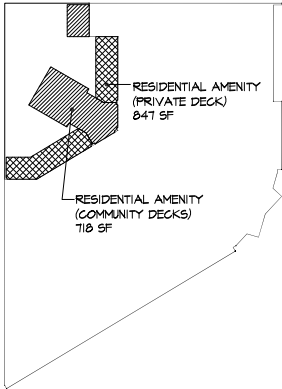
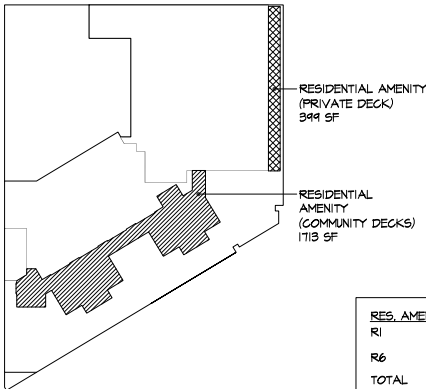
REQUIRED : 30'-0"  
PROVIDED : 38'-2"

## RESIDENTIAL AMENITY AREAS

LEVEL	GROSS RESIDENTIAL FLR. AREA (UNITS)	AMENITY AREA
P3 / P2	0 SF	0 SF
P1 / G1	0 SF	0 SF
R1	8,044 SF	1,565 SF
R2	11,802 SF	0 SF
R3	11,802 SF	0 SF
R4	11,802 SF	0 SF
R5	11,468 SF	0 SF
R6	3,313 SF	2,112 SF
TOTAL	58,231 SF	3,667 SF

RESIDENTIAL AMENITY AREA REQUIRED = 58,231 SF x 5% = 2,912 SF

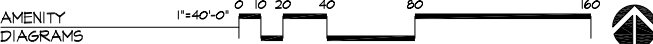
RESIDENTIAL AMENITY AREA PROVIDED = 3,667 SF (6.3%)

NOTE: ANY AMENDMENTS TO ROOF/LEVEL R6 AMENITY LAYOUT  
SHALL ALLOW THE TOTAL AMENITY AREA TO MEET THE MINIMUM  
5% OF GROSS RESIDENTIAL FLOOR AREA REQUIREMENT.AMENITY -  
RESIDENTIAL LEVEL R1NOTE:  
ANY AMENDMENTS TO ROOF/LEVEL  
R6 AMENITY LAYOUT SHALL  
ALLOW THE TOTAL AMENITY AREA  
TO MEET THE MINIMUM 5% OF  
GROSS RESIDENTIAL FLOOR AREA  
REQUIREMENT.

## RES. AMENITY SUMMARY:

R1 847 + 718 = 1565  
R6 1713 + 344 = 2112  
TOTAL 3,667 SFRES GROSS AREA: 58,231  
5% OF 58,231:  
2,912 SF AMENITY  
REQUIRED

## AMENITY - LEVEL R6



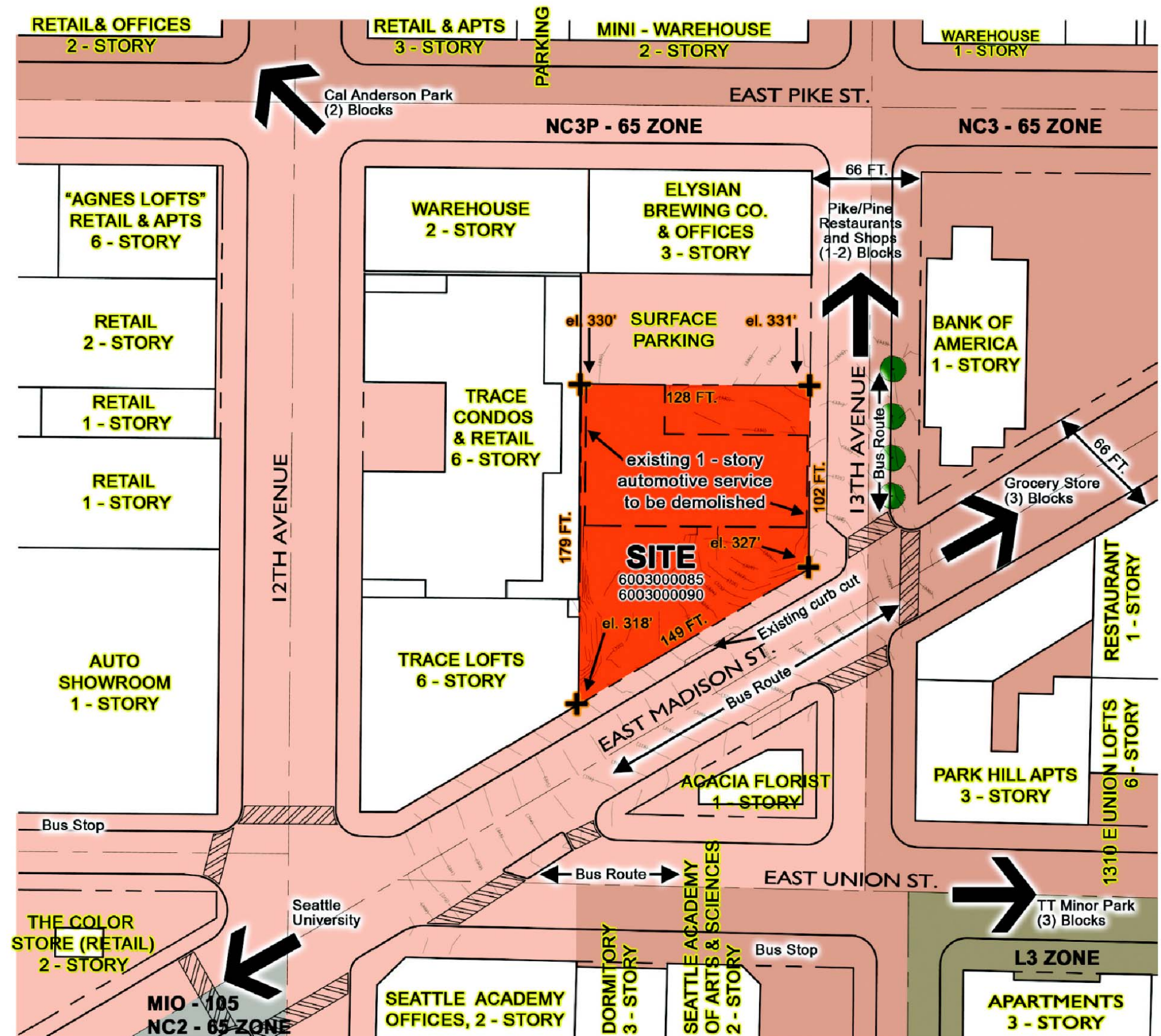


### Site Opportunities

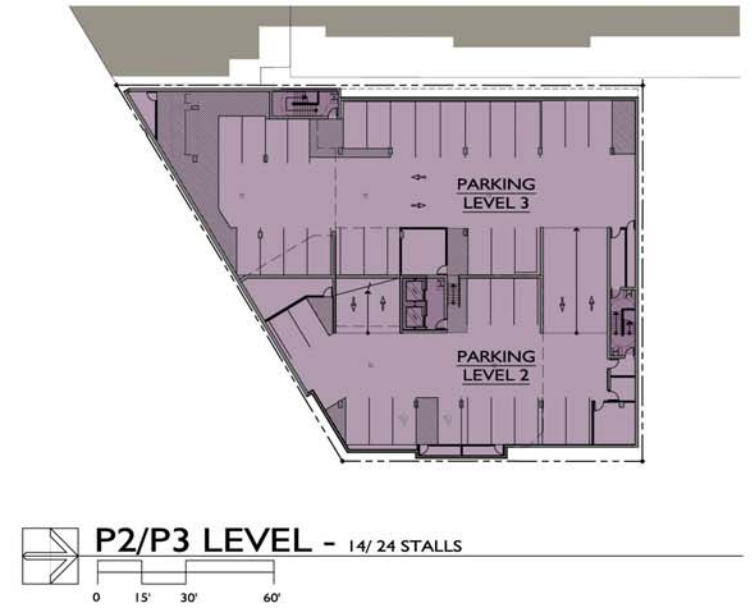
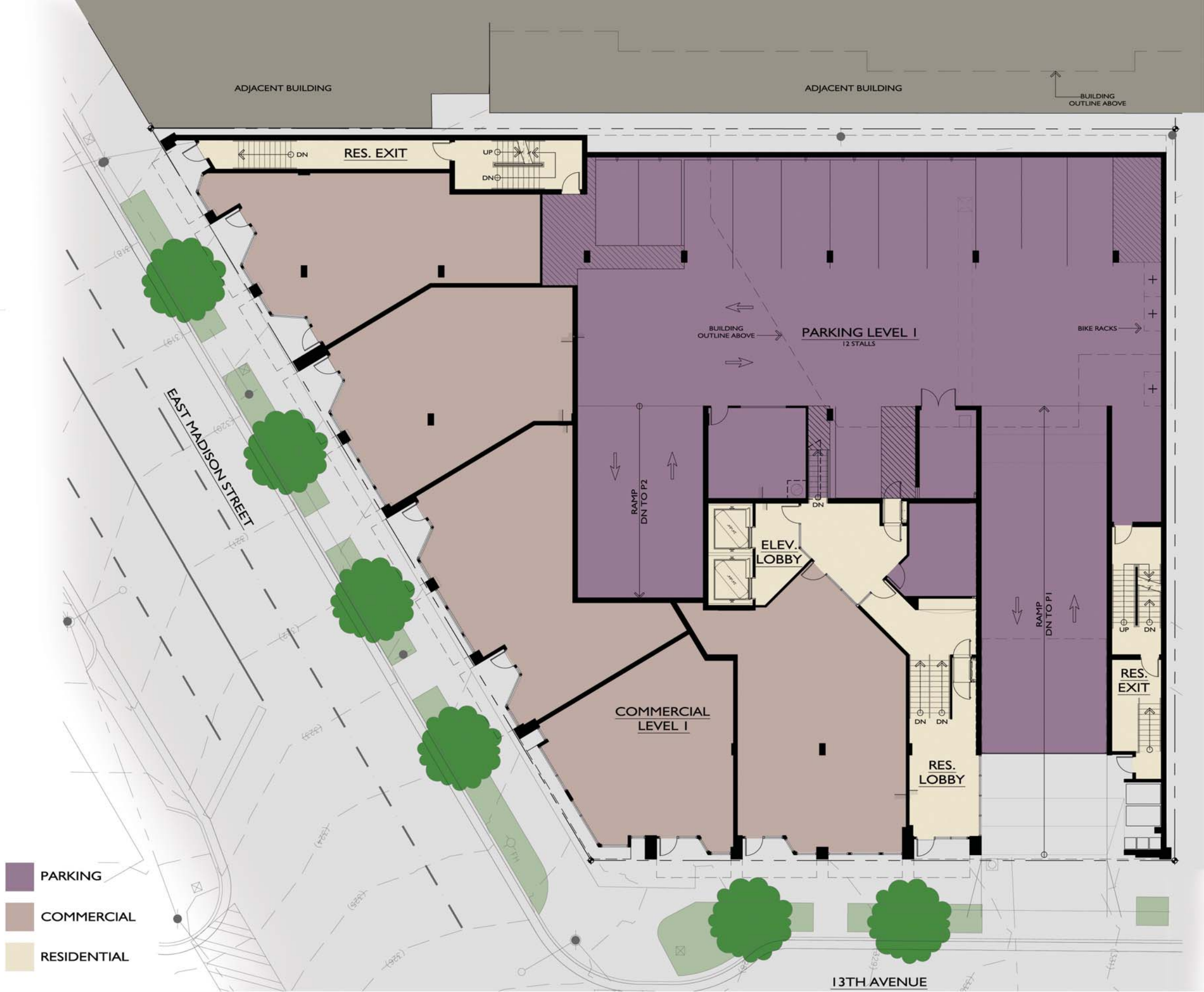
1. Proximity to Seattle University
2. Proximity to amenities including public parks, retail and restaurants and grocery stores
3. Proximity to bus stops
4. Vibrant local street life during the day and night
5. Potential views to the downtown Seattle skyline from the upper stories of the building

### Site Constraints

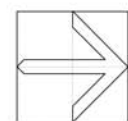
1. Location on a principal arterial (E. Madison St.) reduces pedestrian safety
2. Noise and exhaust from E. Madison St.
3. No alley access
4. Proximity to the Trace Condominiums may reduce privacy of residents







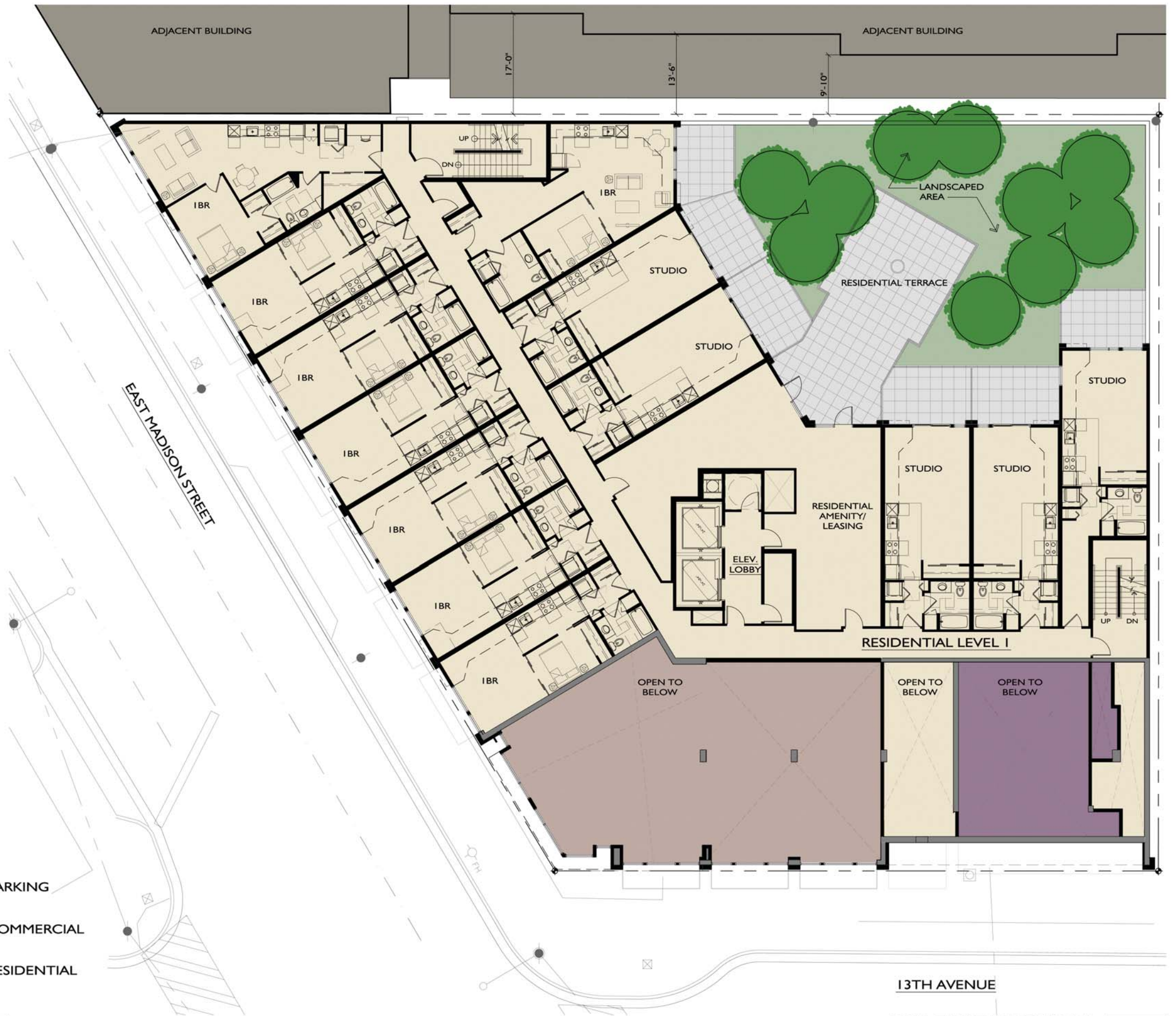




RESIDENTIAL LEVEL I

0 4' 8' 16'

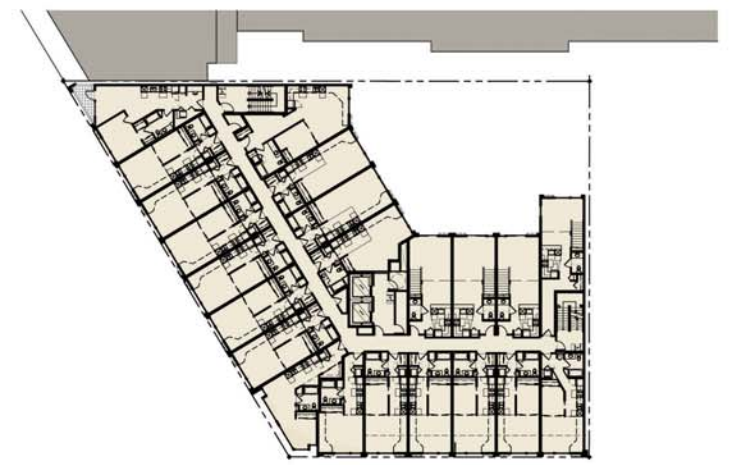
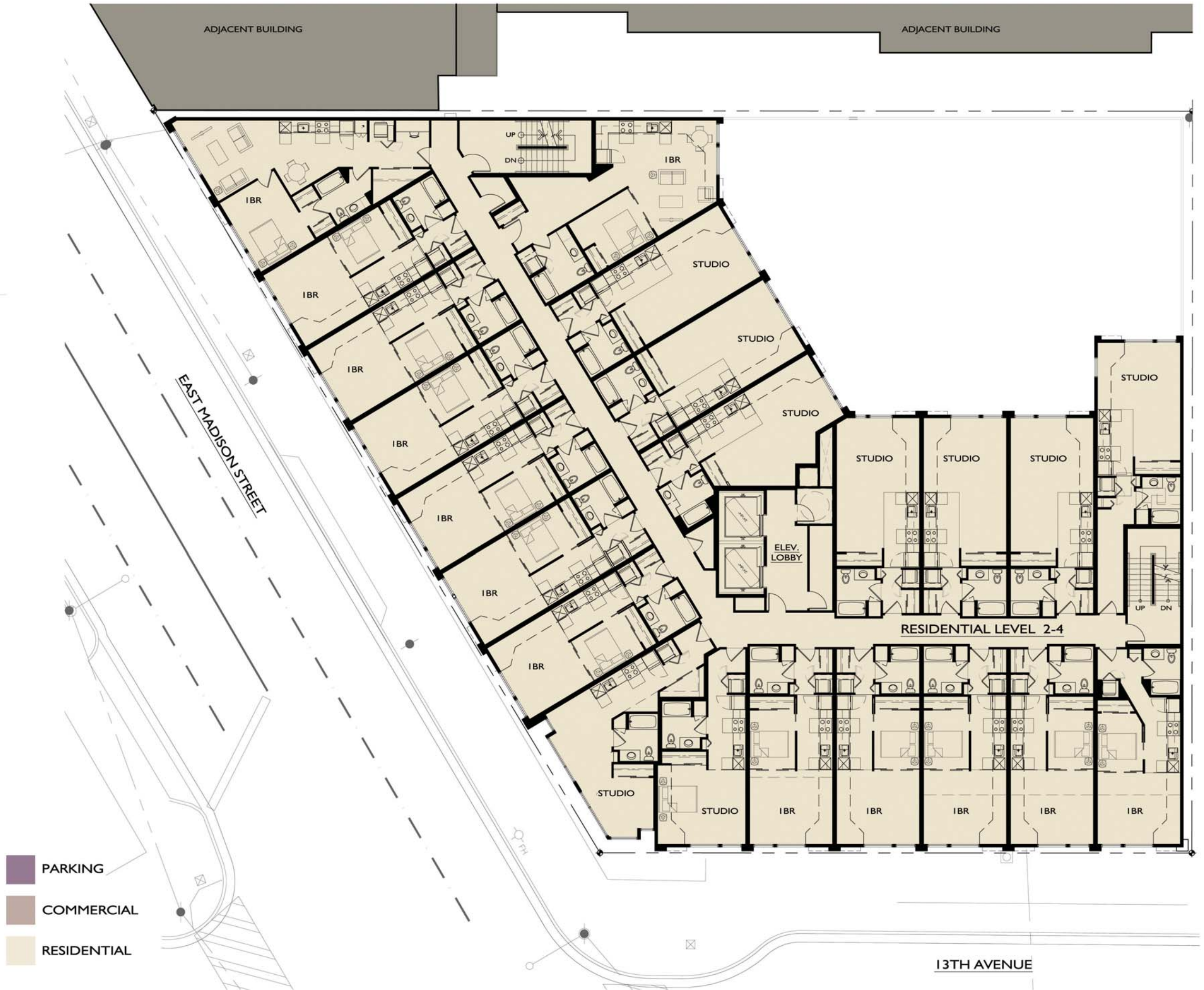
- PARKING
- COMMERCIAL
- RESIDENTIAL



1222 EAST MADISON  
1222 EAST MADISON STREET, SEATTLE, WA

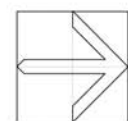
DPD Project # 3008615 07/01/2009





**R5 LEVEL**  
 0 15' 30' 60'

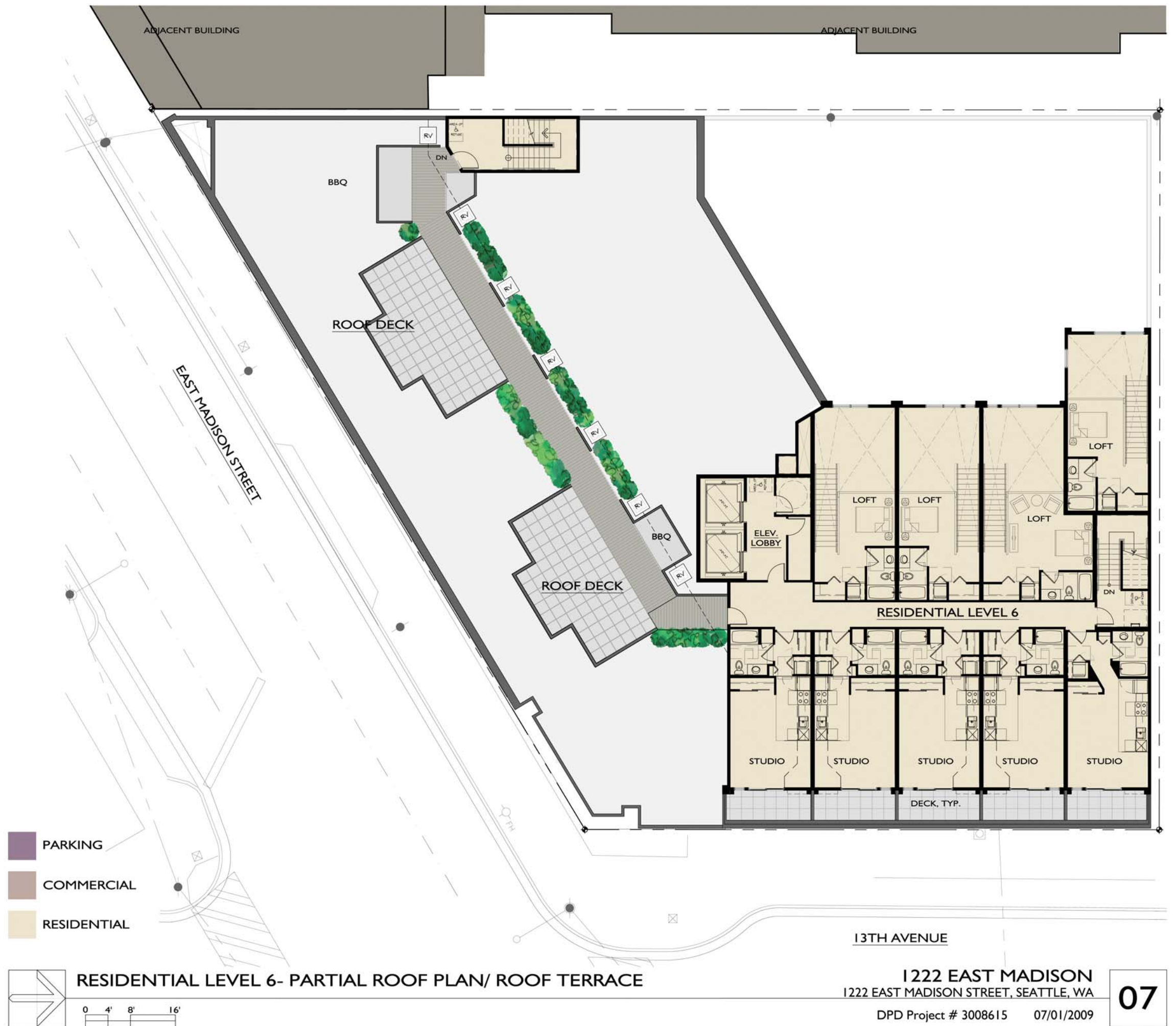




RESIDENTIAL LEVEL 6- PARTIAL ROOF PLAN/ ROOF TERRACE

0 4' 8' 16'

- PARKING
- COMMERCIAL
- RESIDENTIAL

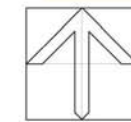
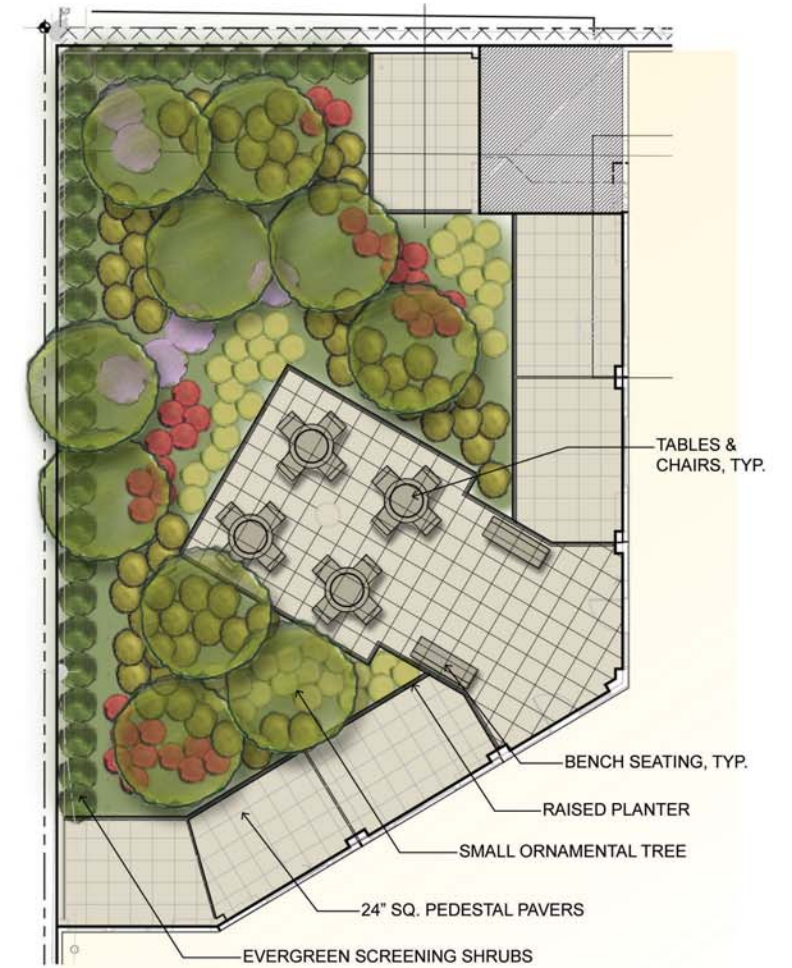
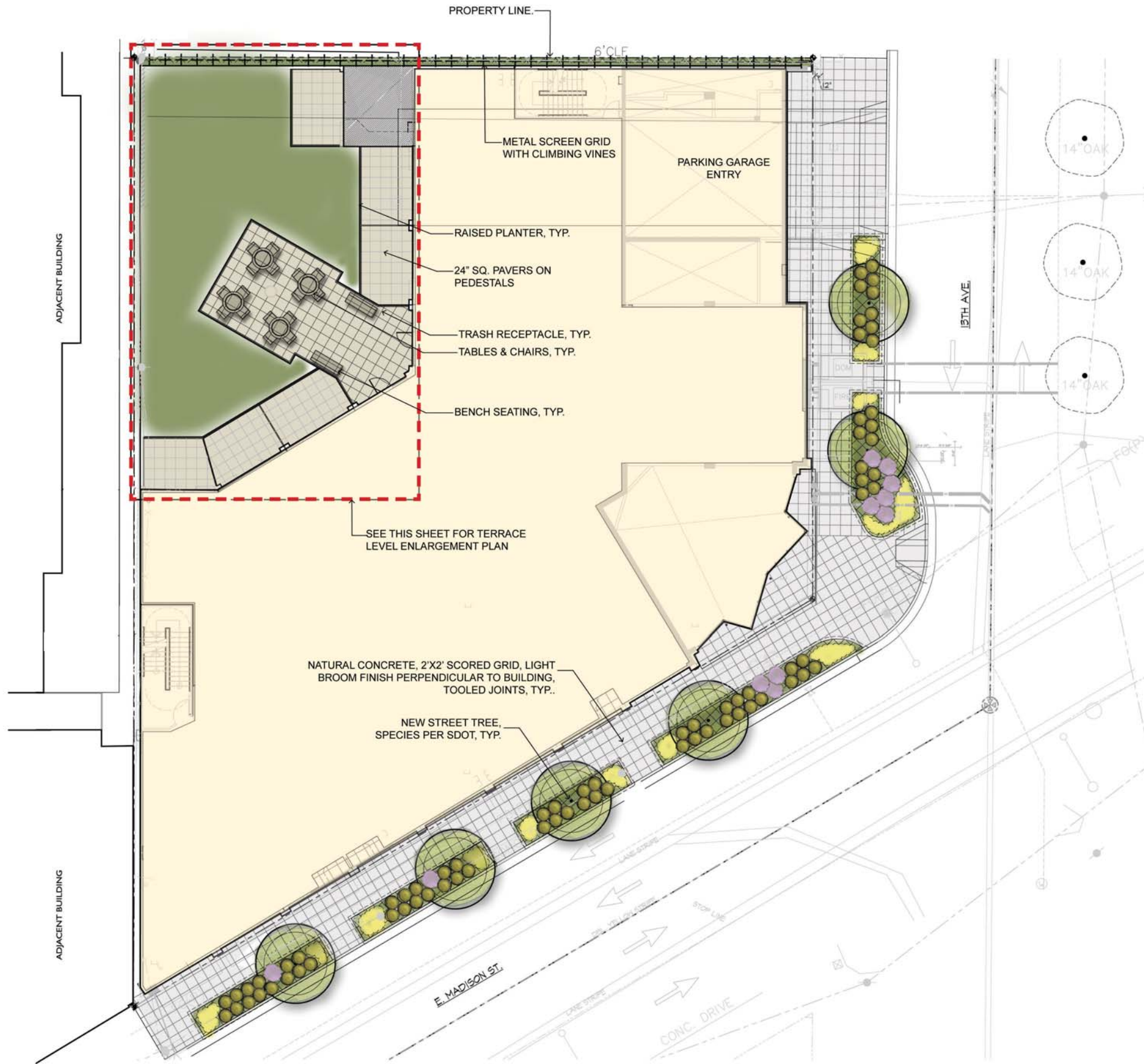


13TH AVENUE

1222 EAST MADISON  
1222 EAST MADISON STREET, SEATTLE, WA

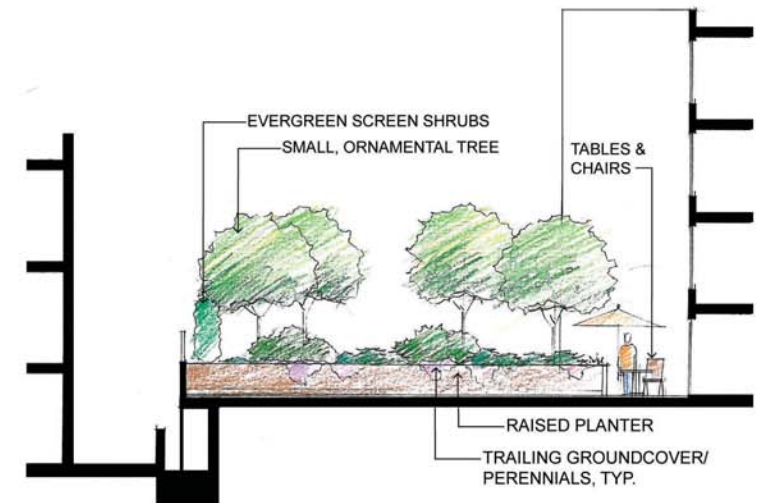
DPD Project # 3008615 07/01/2009





RI LEVEL

0 4' 8' 16'



SECTION AT RI LEVEL

N.T.S.















**BUILDING ELEVATIONS- WEST & NORTH**

0 4' 8' 16'





WEST ELEVATION



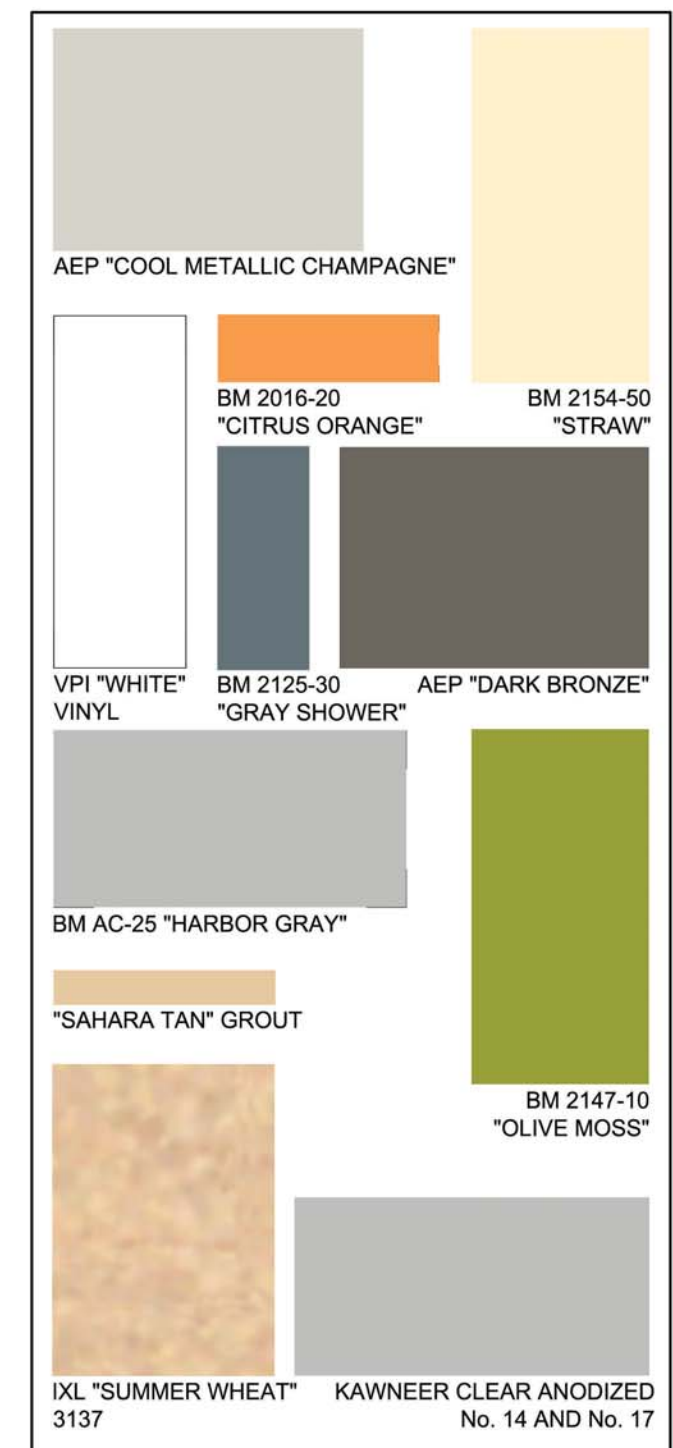
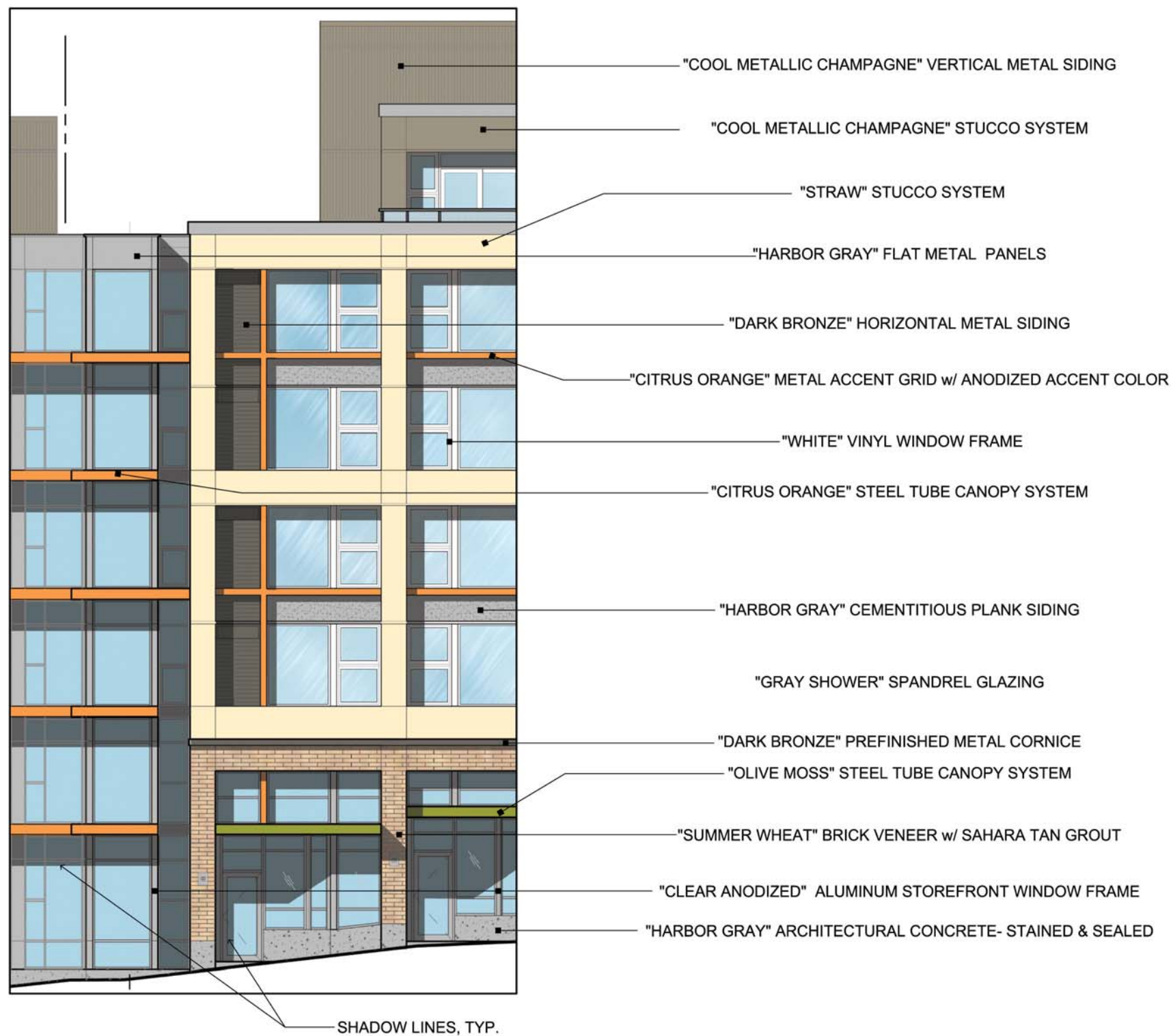
SOUTH PARTIAL ELEVATION



NORTH WEST PARTIAL ELEVATION



NORTH PARTIAL ELEVATION





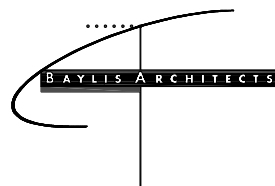




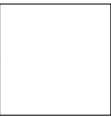




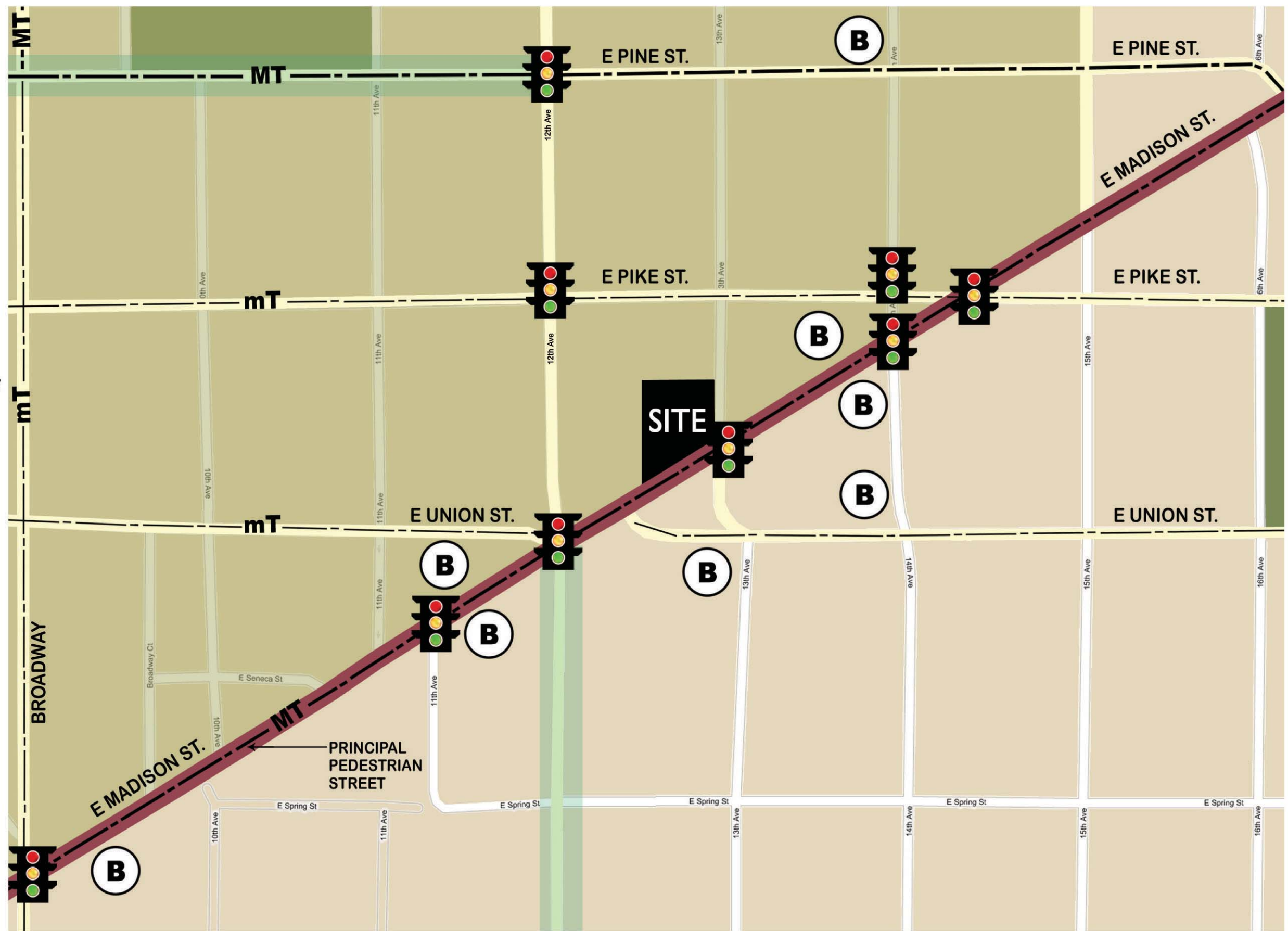
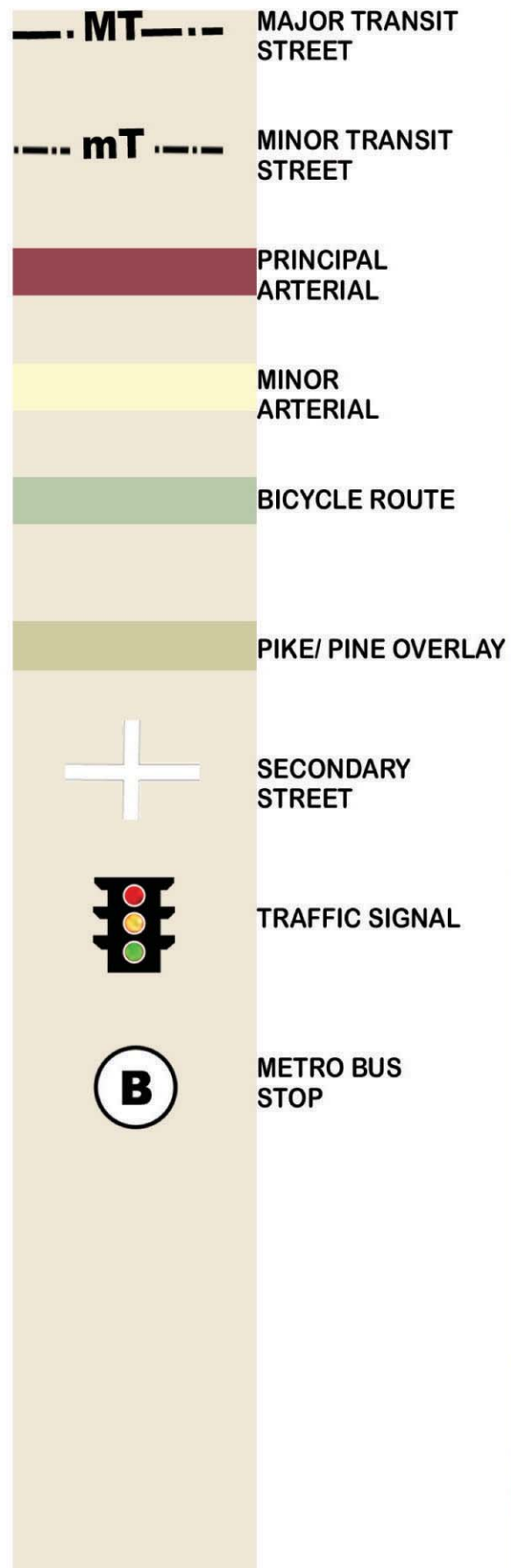




APPENDIX







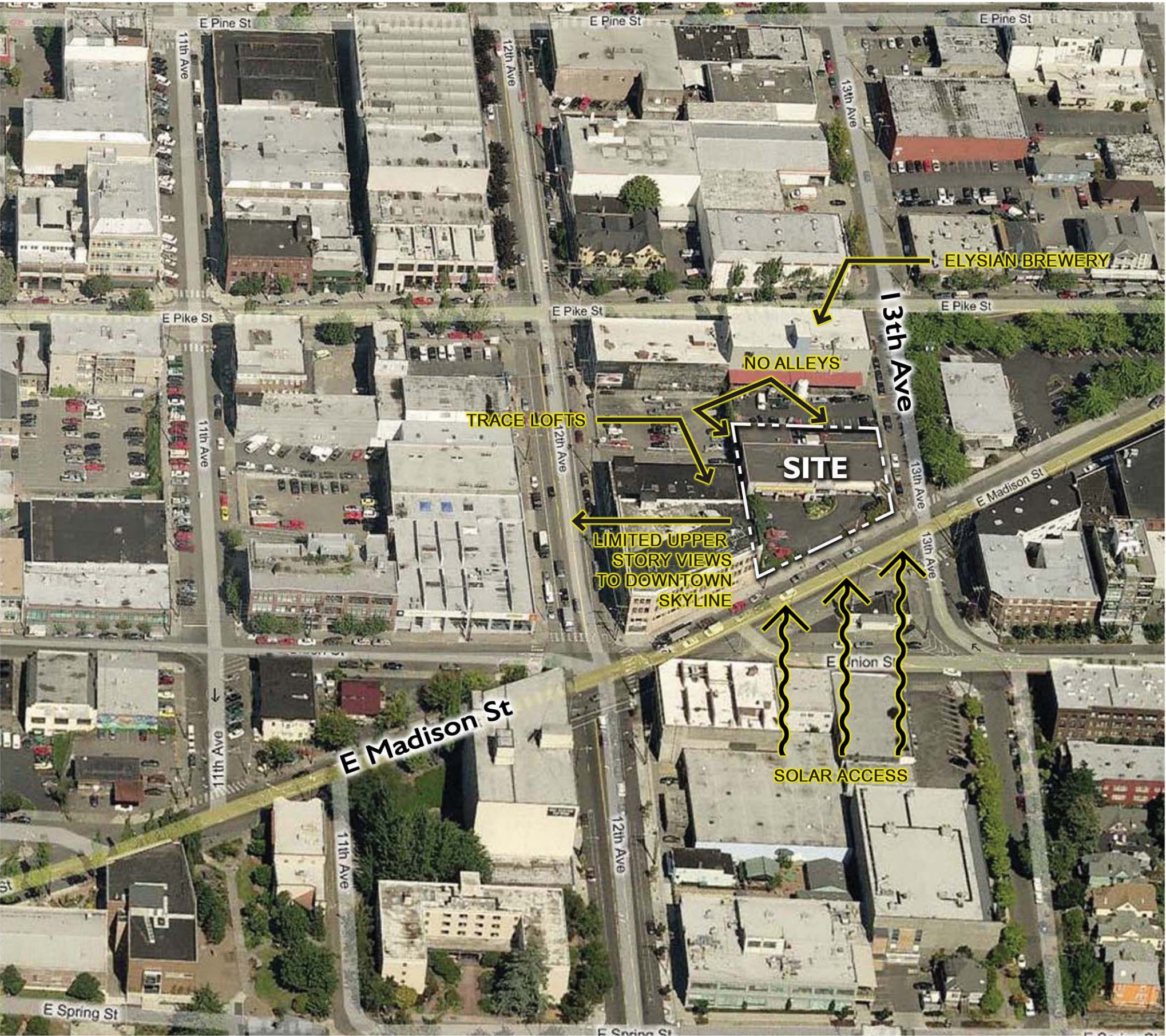


Narrative of Contextual Design Cues:

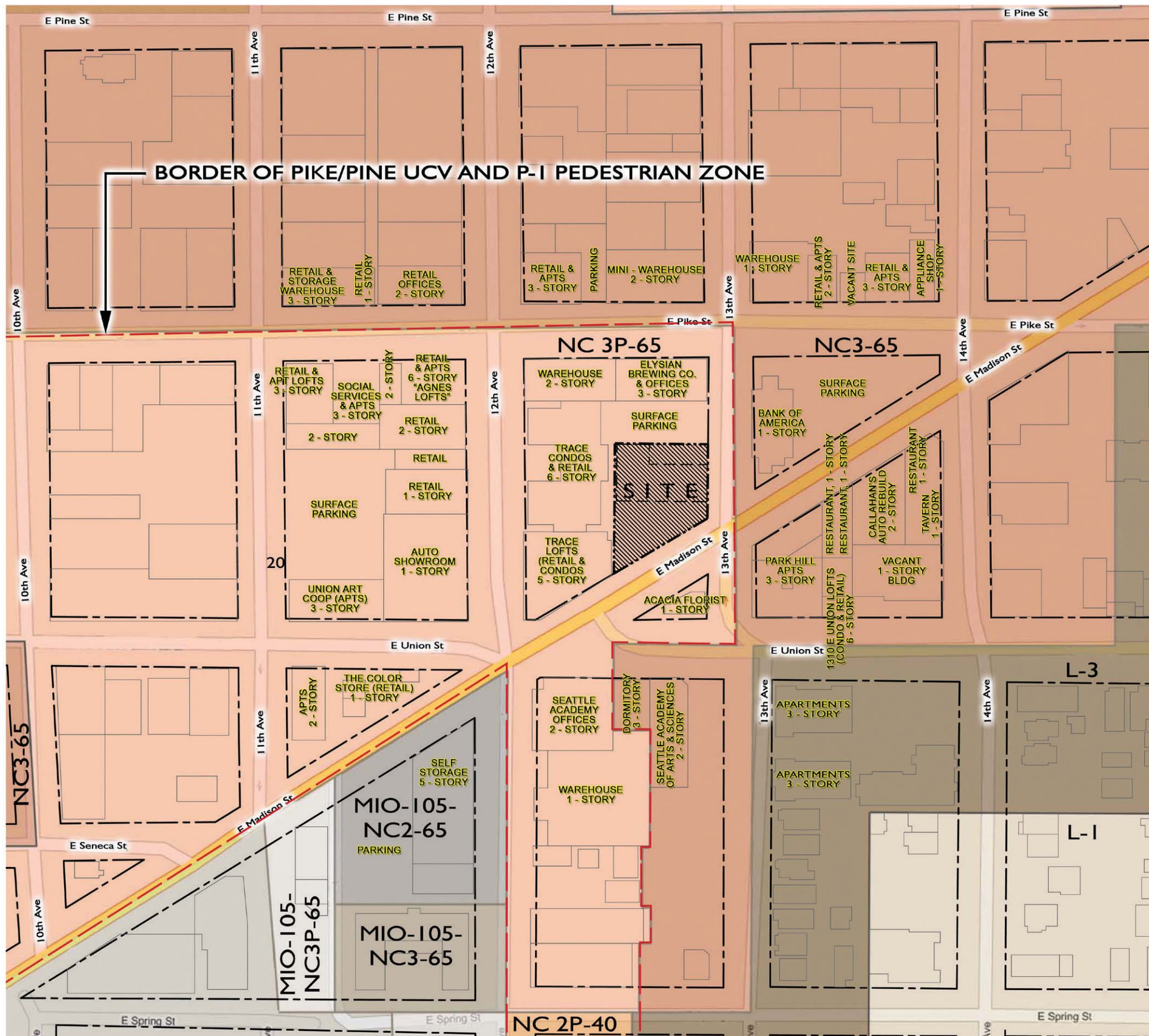
The massing, street-level characteristics and materials of the existing Pike / Pine Neighborhood in general can inform the design of the proposed project in a number of ways. The proposed building can reinforce the pattern of architectural massing by creating strong street walls on both East Madison Street and 13th Avenue East. Street level commercial uses and pedestrian-scaled elements can reinforce the active commercial street life in the neighborhood and distinguished pedestrian entries can create a strong connection between the internal uses of the building and the exterior pedestrian environment. Masonry and other materials that reflect the light-industrial history of the area should be used.

The site, in particular, suggests two more design opportunities. First, the site, at the northwest corner of the intersection of East Madison Street, a heavily-travelled principal arterial and 13th Avenue East, a quiet secondary street, presents two distinct edge conditions. The design of the east and south facades can reflect these two distinct conditions. Second, the building should reinforce the corner at the intersection of these two streets.

Finally, in addition to the existing urban forms, the esprit de corp of Capitol Hill can be a source of inspiration. It can inspire a building that is both avante-garde and incorporates sustainable materials and amenities.



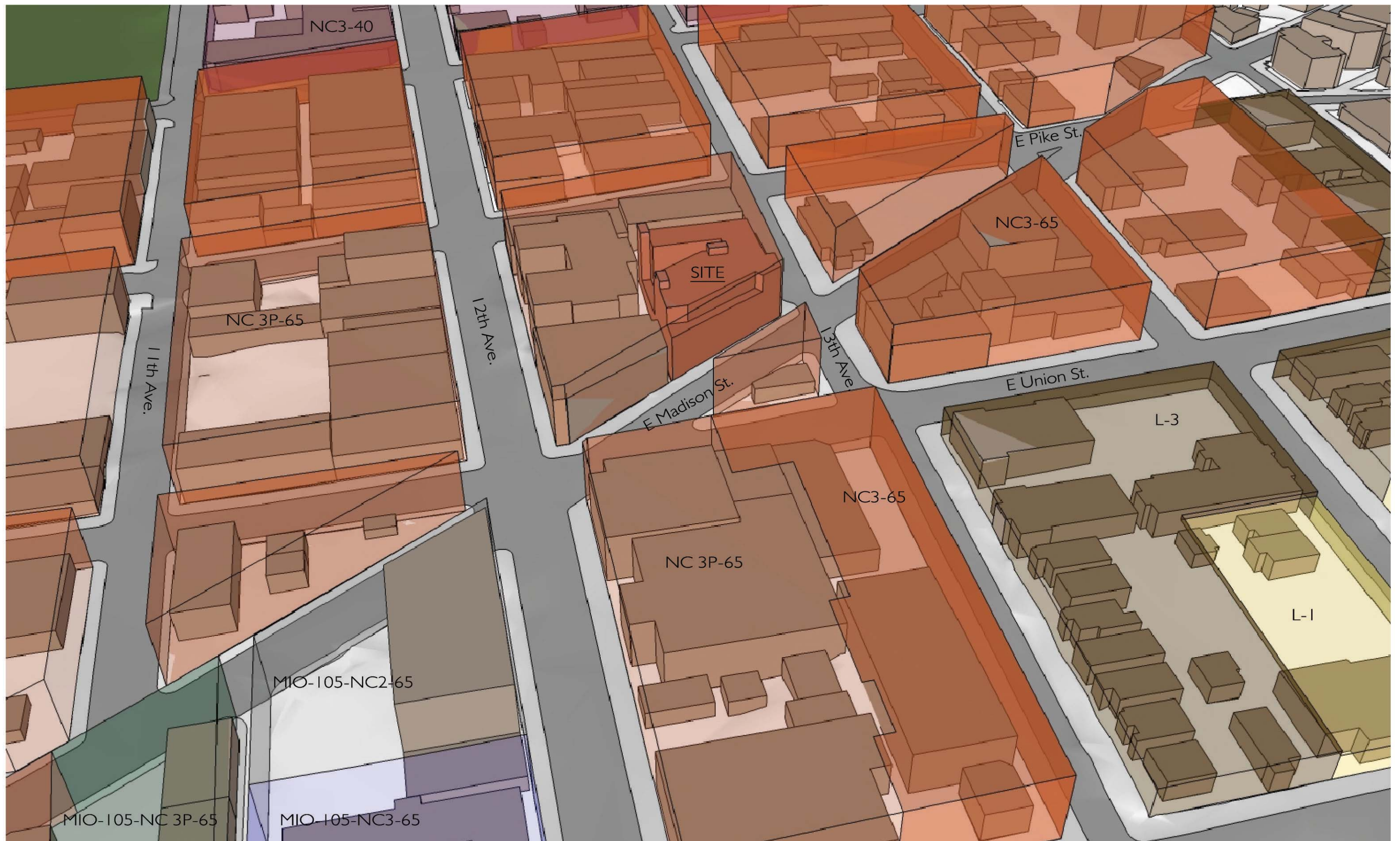




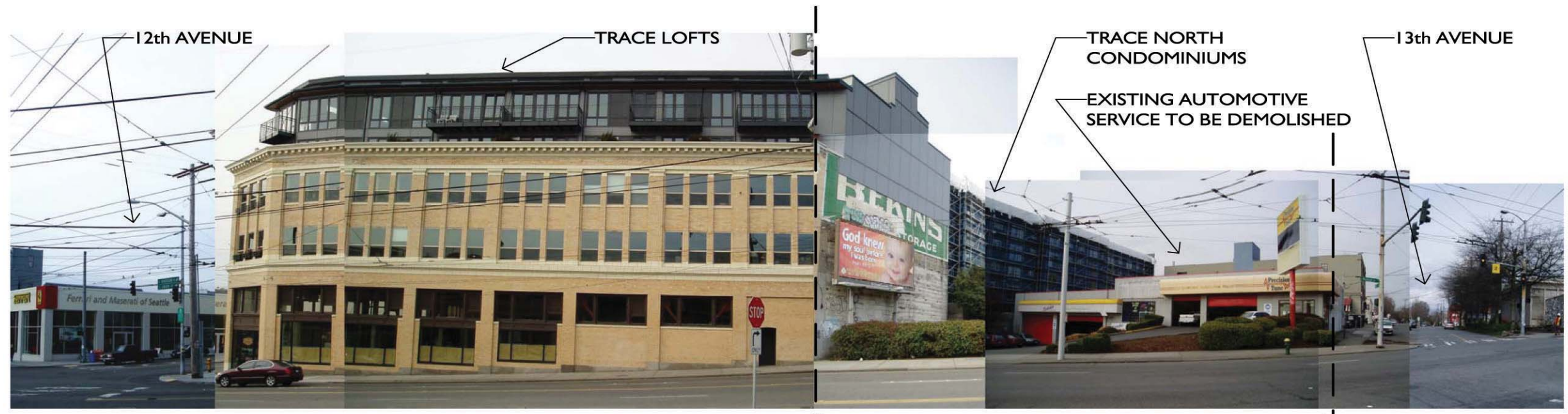
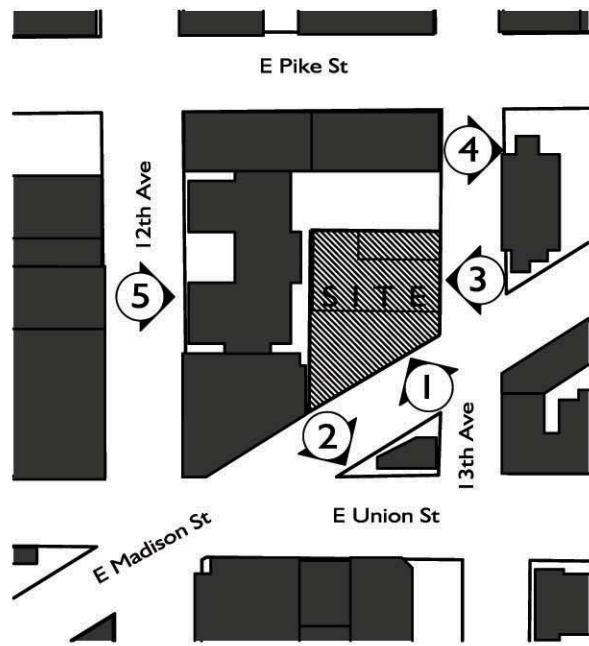
#### APPLICABLE ZONING:

- NEIGHBORHOOD - COMMERCIAL 3 - 65 FT. HEIGHT LIMIT
- PIKE/PINE URBAN CENTER VILLAGE
- P-I PEDESTRIAN ZONE

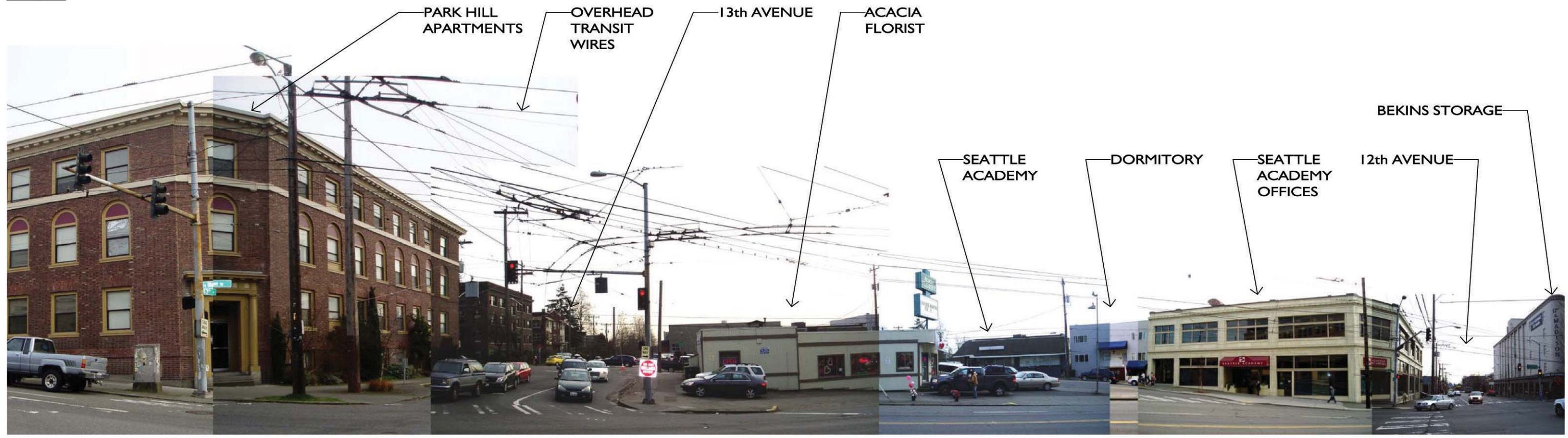






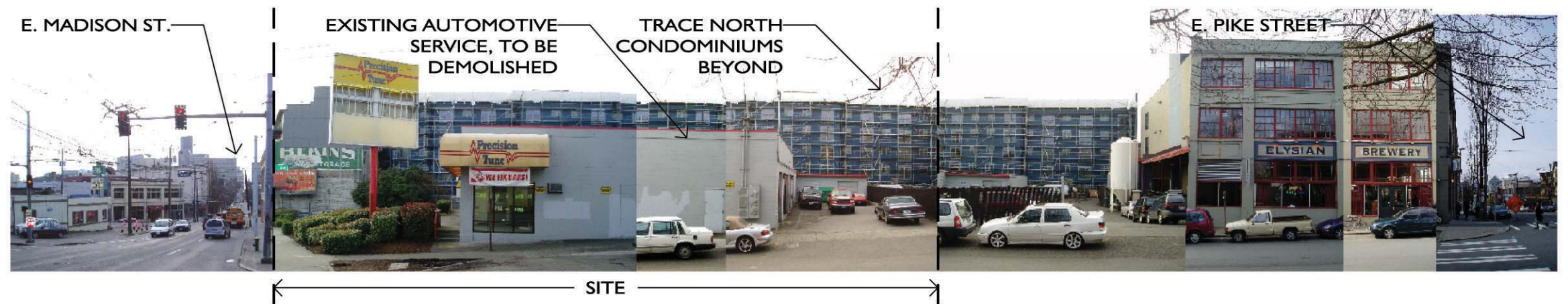
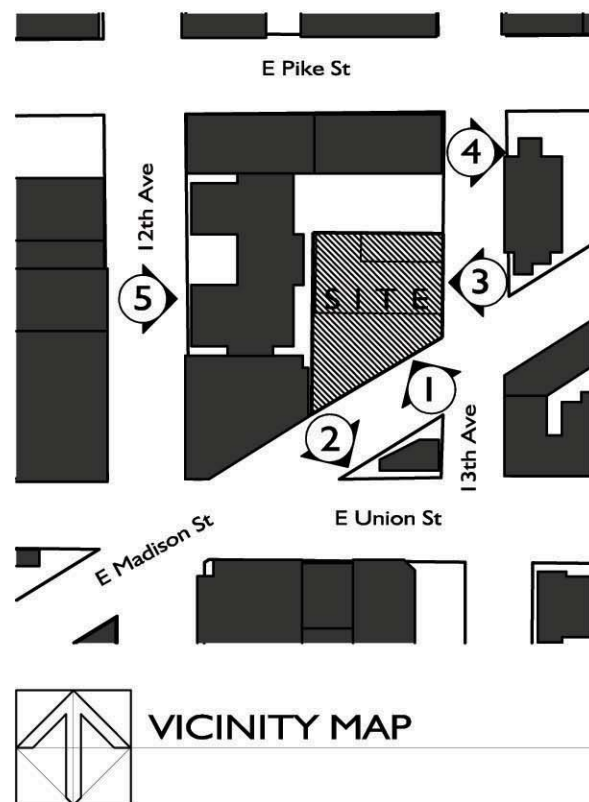


① - E MADISON STREET- LOOKING NORTH TOWARD SITE



② - E MADISON STREET- LOOKING SOUTH FROM THE SITE





③ - 13TH AVENUE- LOOKING WEST TOWARD THE SITE



④ - 13TH AVENUE- LOOKING EAST FROM THE SITE



⑤ - 12TH AVENUE- LOOKING EAST





**A-2 STREETSCAPE COMPATABILITY** - *The sitting of the building should acknowledge and reinforce the existing desirable special characteristics of right-of-way.*

The streetscape design compliments the character of the historic auto-row warehouses in the Pike/ Pine Neighborhood, and in particular the adjacent buildings. In response to Board request at Early Design Guidelines, the street level commercial spaces have the ability to divide into smaller spaces and can be accessed at multiple points. Floor level changes at the commercial spaces have been minimized as feasible due to sloping streets.

**A-4 HUMAN ACTIVITY** - *New development should be sighted and designed to encourage human activity on the street.*

Street level façade is modulated by rhythmic column pattern. Ground floor retail with large transparent windows will provide services for the building residents as well as the surrounding neighborhood. Various architectural elements, such as awnings, lighting, small scale commercial signage along with landscape elements, also enliven the streetscape and pedestrian experience.

**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 corners.*

The building is designed to establish strong presence at the street. Per the Board's recommendation at the Early Design Guidelines, visibility of the commercial space was enhanced at the intersection of 13th & Madison thru a taller height commercial space. The addition of building rhythm and material changes further articulate this space and the corner. The auto entrance was located off 13th as far from the intersection as possible.

**B-1 HEIGHT, BULK AND SCALE**- *projects should be compatible... and provide for transitions.*

The design reinforces the urban wall that the board desired. The mass and scale are consistent with the traditional neighbor fabric. The mass modulation was limited to only the minimum required for city F.A.R.

**C-1 ARCHITECTURAL CONTEXT**- *Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.*

The project compliments the character of the existing neighborhood and continues the prevalent massing through the design of street walls. The southwest corner as it abuts the neighboring building was straightened to continue the street level massing and the look integrated into the Madison façade. Additionally, the street facades were simplified per the board's request to continue the "street wall" urban edge.

**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.*

A mix of durable, exterior cladding materials is proposed, such as stained concrete and brick veneer at the base; metal, stucco and cementitious siding; aluminum storefront nail flange and vinyl windows, painted steel canopy frames.

**D-1 PEDESTIAN OPEN SPACES AND ENTRIES**- *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.*

All commercial entries and the entry to lobby are distinguished by the building form by massing rhythm or shape. Lighting will be provided along the street frontages, along with awnings as a weather protection for pedestrians.

**D-7 PEDESTRIAN SAFETY**- *Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

Pedestrian safety through East Madison Street, which is a heavy traveled primary arterial, will be enhanced through the use of planting strip with street trees that separates the pedestrian environment from vehicular traffic. Recessed commercial space entries and street level lighting can provide safe pedestrian areas. For the same reason, the parking access was relocated to 13th Avenue.



OPTION C (PREFERRED)- PROS

- 1. CONTINUOUS COMMERCIAL USES ON THE E. MADISON ST. FRONTAGE AND A PORTION OF THE 13TH AVE. FRONTAGE.
- 2. SINGLE GARAGE ENTRY.
- 3. THE SETBACK FROM E. MADISON ST. AT THE UPPER TWO LEVELS CONTINUES THE PATTERN CREATED BY THE TRACE LOFTS TO THE WEST.
- 4. THE BUILDING FORM RESPONDS TO THE TOPOGRAPHY BY STEPPING DOWN FROM THE NORTHEAST TO THE SOUTHWEST.



OPTION C (PREFERRED)- CONS

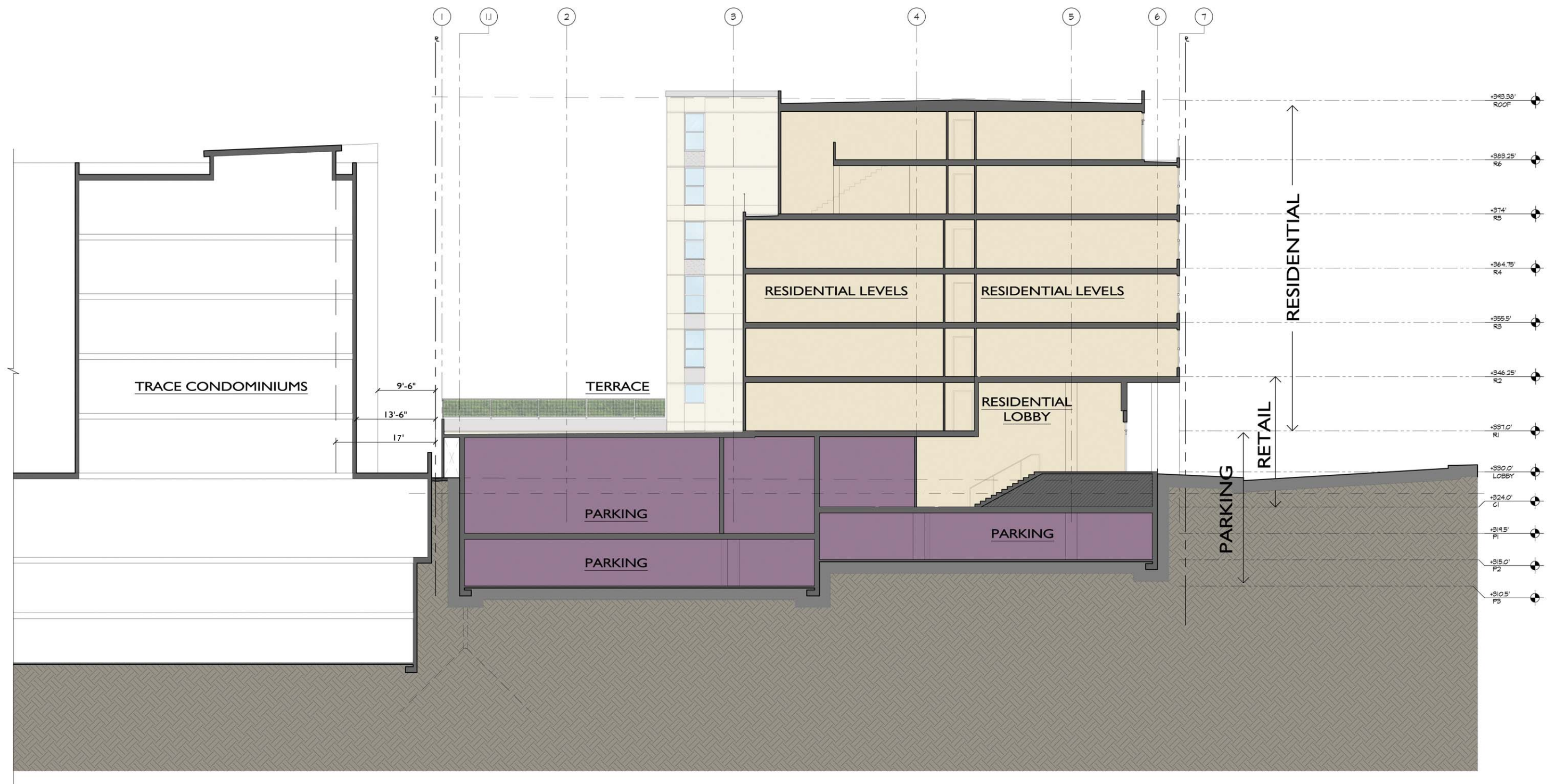
- 1. THE CORNER IS EMPHASIZED LESS IN SCHEME B THAN IN SCHEMES A OR C.
- 2. ALL TRAFFIC RESULTING FROM VEHICLES ENTERING AND EXITING THE BUILDING WILL BE CONCENTRATED ON 13TH AVE.
- 3. THE UNITS FACING WEST WILL REDUCE THE PRIVACY OF THE RESIDENTS IN THE PROPOSED PROJECT AND IN THE TRACE CONDOS.















VIEW OF COMMERCIAL ENTRY  
FROM 13TH AVENUE



VIEW OF COMMERCIAL ENTRY  
FROM EAST MADISON STREET



