



Beacon Hill

SCALE: N.T.S.

DESIGN REVIEW

PROJECT# 3008621

COVER

RECOMMENDATIONS PACKET

APPLICANT:
BRANDON SKINNER

4351 15th Ave South, Seattle, WA 98108

DATE:
07.22.08

H+dIT
collaborative, llc

architecture + planning + design
3400 phinney avenue n.
seattle washington 98103
tel 206.545.0700 fax 206.545.0702

ZONING DATA

PROPERTY ADDRESS:	4351 15th Ave South, Seattle WA, 98108
SITE LOCATION:	Corner lot at 15th Ave South and South Oregon Street
URBAN VILLAGE/ NEIGHBORHOOD:	N/A
SITE SIZE:	14,400 sf
SITE ZONING:	NC1-40
ZONING MAP:	143
PARCEL #:	Parcel # 3679400970
LEGAL DESCRIPTION:	16-17-18 14 Jefferson Park Division #2
FLOOR AREA RATIO 23.47A.013:	For structures containing both residential and nonresidential uses 40' = 3.25. 14,400 x 3.25 = 46,800 sf
MAXIMUM BUILDING HEIGHT 23.47A.012:	40ft height limit (NC1-40) + 4ft additional per 23.47A.012 A1 + 4ft allowance for parapets per 23.47A.012 D2

23.47A.012 A1 = the ht of a structure may exceed the otherwise applicable limit by up to 4ft provided that the floor to floor ht of 13ft or more is provided for nonresidential uses at street level

23.47A.012 D2 = open railings, planters, skylights, clerestories, greenhouses, parapets and firewalls may extend up to 4ft above the otherwise applicable ht limit

23.47A.012 B = on sloped lots, additional ht is permitted along the lower elevation of the structure footprint, at the rate of 1 foot for each 6% of slope, to maximum additional ht of 5 ft.

Residential uses (in-mixed use) is permitted outright. Retail Sales and Services (Personal and household retail sales and Services, Medical Services (conditional Use), Animal Services (excluding kennels and shelters), Auto. Retail sales and services (excluding towing services), Marine retail sales and services (excluding repair), Eating and drinking establishments (fast-food over 750 SF conditional use, and Taverns and Brew Pubs s conditional use in NC2 only), Lodging in NC3 only, Principal Use Parking, Non-household sales and services (business support services; sales, service and rental of office equipment), Offices, Entertainment, Food Processing and Craft Work, Light manufacturing, Institutions, Parks and Playgrounds.

SETBACK REQUIREMENTS 23.47A.014:

Required along any rear line which abuts a lot line of a residentially zones lot or *which is across an alley from a residentially zoned lot*. (Note: one-half alley width may be counted as part of the req. setback).a. Zero (0) feet ... structures thirteen (13) feet or lower.b. Fifteen (15) feet... structures above thirteen (13) feet... to a max. of forty (40) feet.c. For portions of structures above forty (40) feet in ht., an additional two (2) feet of setback shall be required for every ten (10) feet in excess of forty (40) feet.

RESIDENTIAL AMENITY AREAS 23.47A.024:

One-half (1/2) alley width may be counted as part of the required setback.
No entrance, window, or other opening shall be permitted closer than five (5) feet to a residentially zoned lot.

Structures allowed in required setbacks. 1. Decks and balconies with open railings. 2. Eaves, cornices and gutters projecting no more than eighteen (18) from ...:facade. 5. Fences, freestanding walls and other similar Structures. 6. Decks which are accessory to residential uses and are no more than eighteen (18) inches above grade. 7. Underground structures. 9. Dumpsters. (Not permitted within ten (10) feet of lot line which abuts res. Lot.

Setback Req. for Spec. Uses or Structures. 4. Where access to a loading birth is from the alley, and truck loading is parallel to the alley, a setback of twelve (12) feet shall be req., measured from the centerline of the alley. Maintained up to a height of sixteen (16) feet.

Residential amenity areas, including but not limited to decks, balconies, terraces, roof gardens, plazas, courtyards, play areas, or sport courts, are required in an amount of 5% of the total gross floor area in residential use. Gross Floor Area excludes areas used for mechanical equipment, accessory parking and residential amenity areas.

All residents must have access to at least one residential amenity areas; Residential amenity areas may not be enclosed; Parking areas, driveways, and pedestrian access to building entrances, except for pedestrian access meeting the SBC, accessibility does not count as res. amenity areas; Common recreational areas must have a minimum horizontal dimension of at least ten (10) feet; and no common recreational area can be less than 250 sf; Private balconies and decks must have a minimum area of 60 sf, and no horizontal dimension shall be less than 6ft

- None for first 1,500 SF of each business establishment
- Eating and drinking establishments = 1 space for each 250 SF
- Sales and Services, general = 1 space for each 500 SF
- Offices = 1 space for each 1,000 SF
- Residential uses in commercial zones = 1 space for each dwelling unit
- Commercial use: Long-term, 1 per 12,000 SF. Short-term, 1 per 4,000 SF
- Residential use: Long-term, 1 per 4 dwelling units. Short-term, none.

In order of preference: 1) Alley, 2) Non-arterial access street, 3) Principal Pedestrian Street / Principal Arterial

PARKING REQUIREMENTS 23.54.015:

BICYCLE PARKING 23.54.016D:

ACCESS TO PARKING 423.47.032:

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ZONING

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APPLICANT:
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4351 15th Ave South, Seattle, WA 98108

DATE:
07.22.08

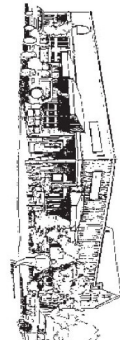
NC1

Neighborhood Commercial 1

A small shopping area that provides primarily convenience retail sales and services to the surrounding residential neighborhood

Typical Land Uses

Small grocery store, hair salon, coffee shop, and apartments above.



Building Types

Small commercial structures, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street front.

Street-level Uses

Non-residential uses required at street-level on arterial streets. Residential uses are limited to 20% of the facade on an arterial street, but may occupy 100% of the facade on non-arterial streets.

Street-level Nonresidential Design

Transparency required for 60% of a street-facing facade. Nonresidential uses at street level must have an average depth of 30' and have a minimum height of 13'.

Street-level Residential Design

Must contain at least one visually prominent pedestrian entry for residential uses. Must be at least 4' above, or 10' back, from a sidewalk.

Maximum Size of Commercial Use

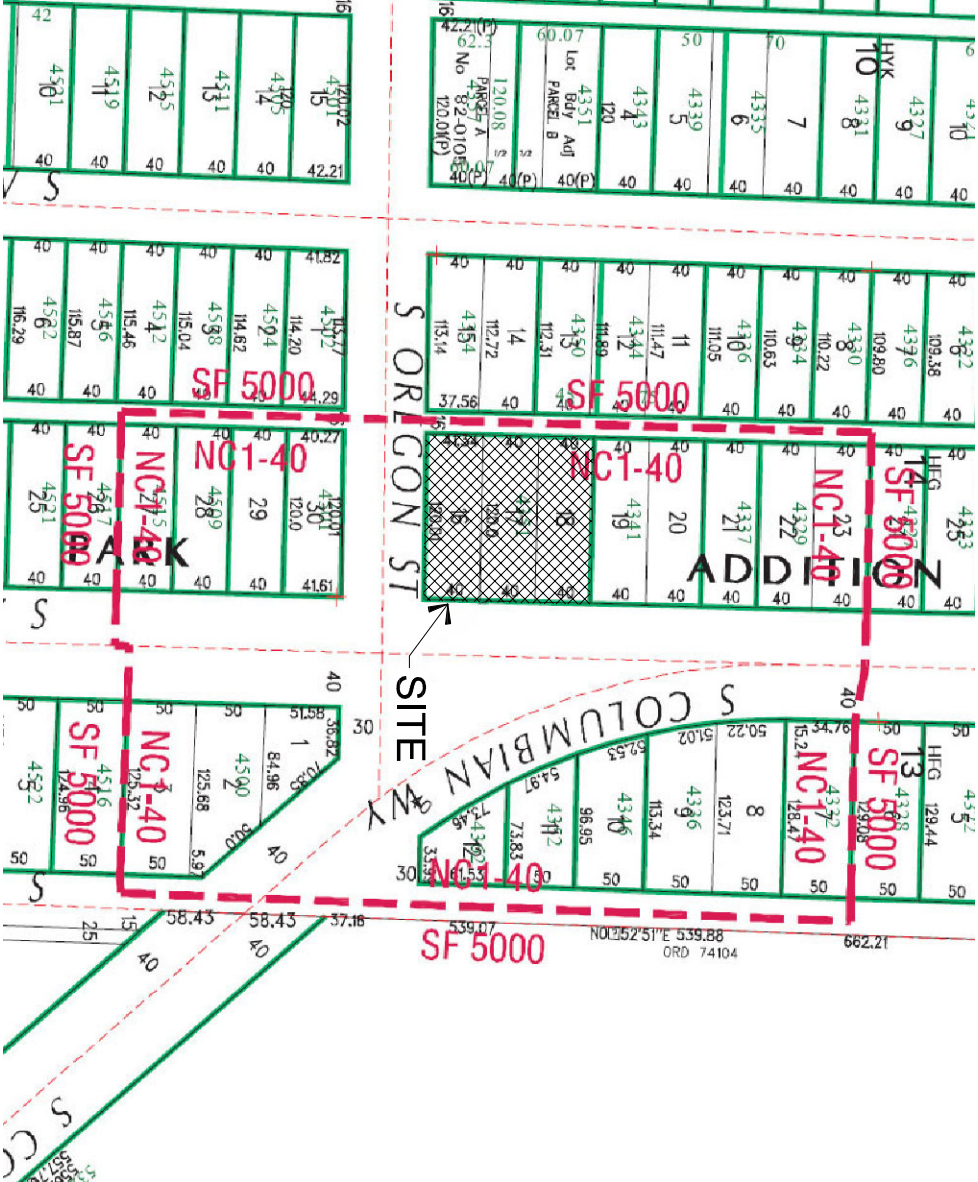
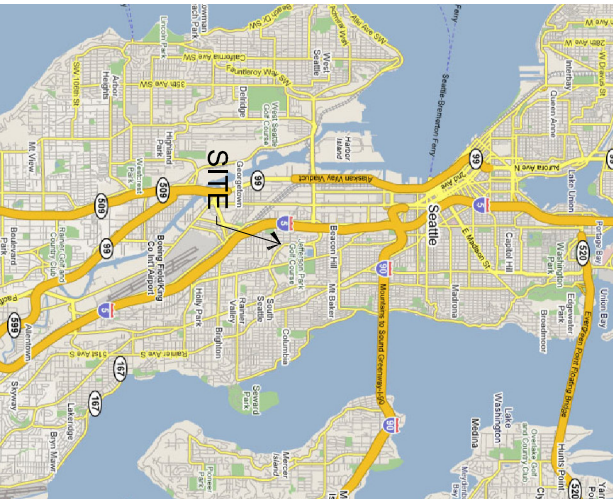
10,000 square feet for most uses.

Parking Location

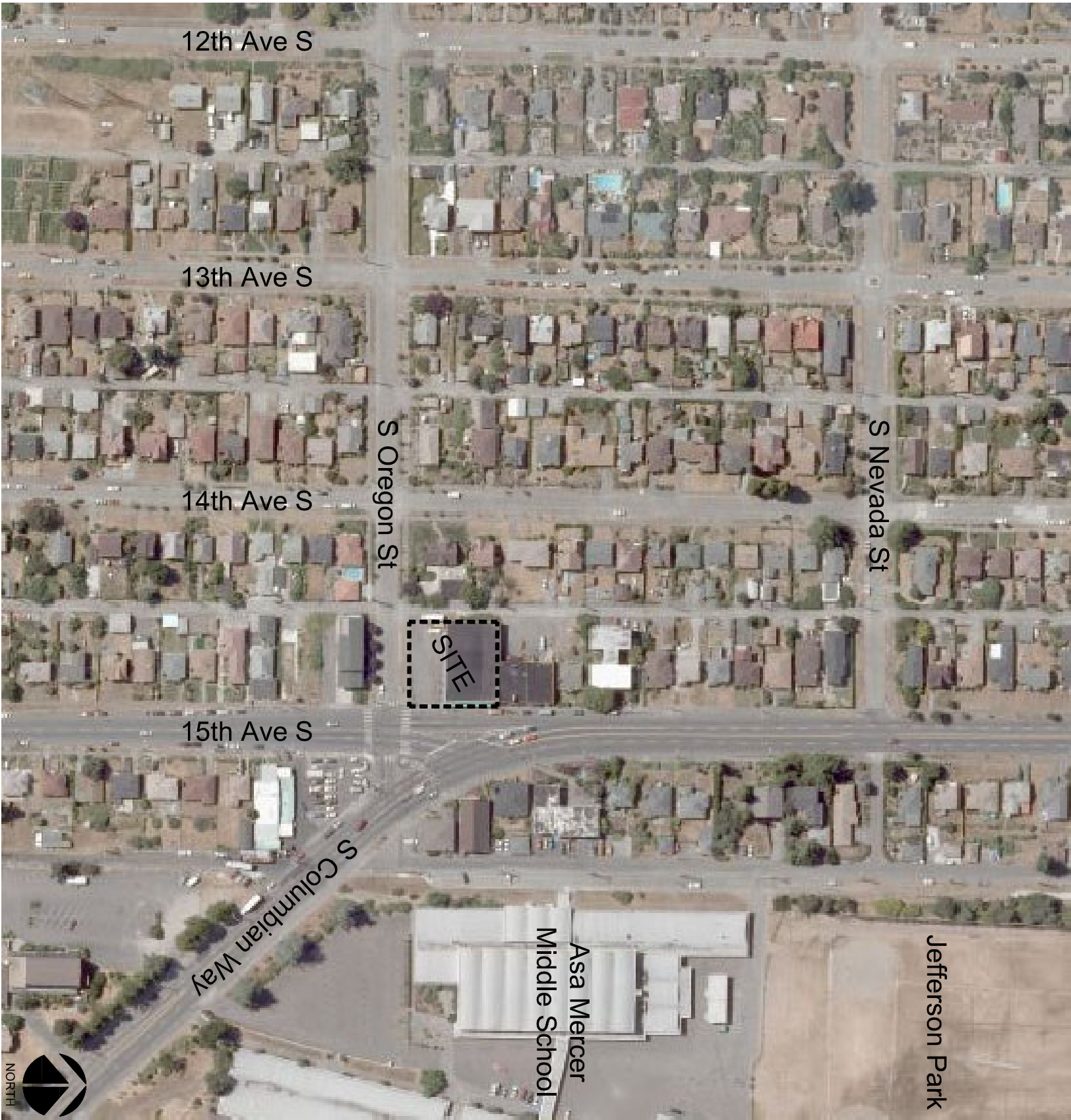
At the rear or side of a building, within a structure, or off-site within 800'. Parking between a building and a street is not allowed. Parking between buildings along the street is limited to 60'.

Parking Access

Must be from the alley if feasible. Curbcuts are limited.



ZONING
- NC1-40 = Neighborhood Commercial 1
- SF 5000 = Single Family



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SITE INFORMATION

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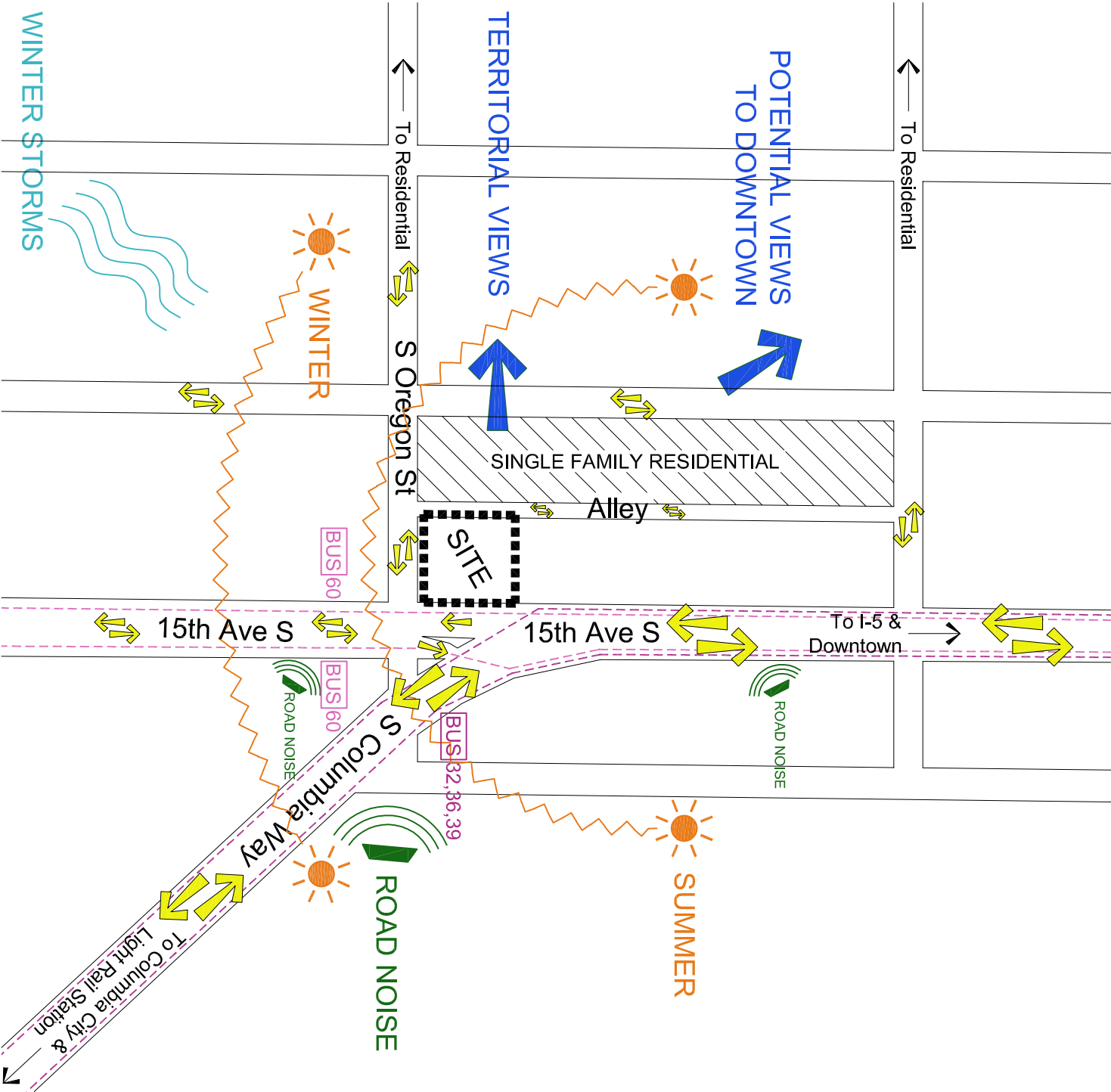
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SITE ANALYSIS



URBAN ANALYSIS



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SITE ANALYSIS

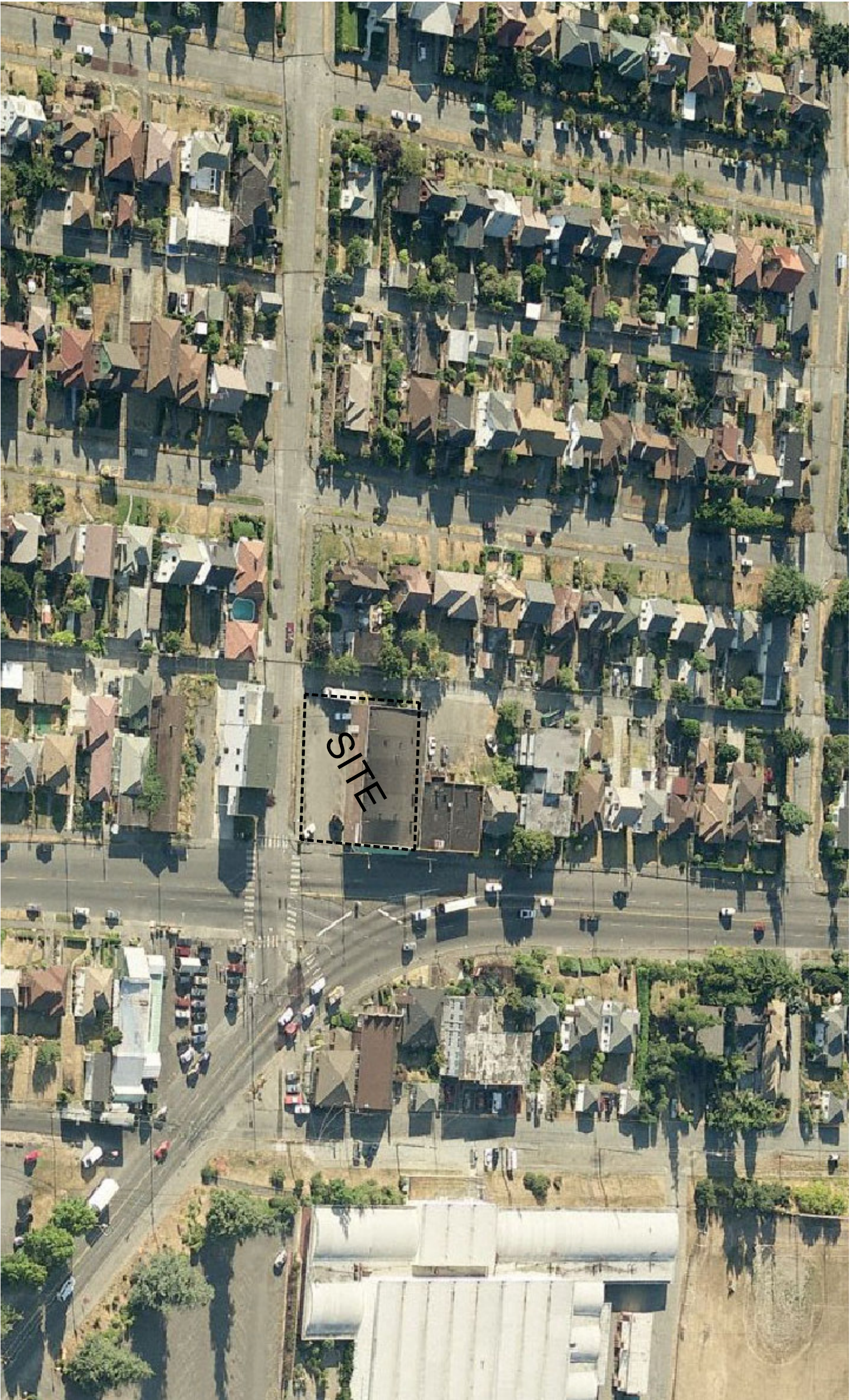
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EXISTING USES: The site currently consists of a single-use, one story building with parking on the South side of the lot. To the West is an alley and single family homes. To the North is a single use building with parking accessed from the alley.

TOPOGRAPHY: The site is gently sloped down to the alley from 15th Ave South.

ACCESS: The site is accessible from the South and East with curb cuts on South Oregon Street and 15th Ave South. The busy, main arterial is where South Columbia Way turns into 15th Ave South. The site is located just to the side of this main arterial and is shielded by a median.

TREES: The site does not contain any trees. An empty planting strip exists on South Oregon Street.



NORTH

AXONOMETRIC PHOTO

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AXON PHOTO

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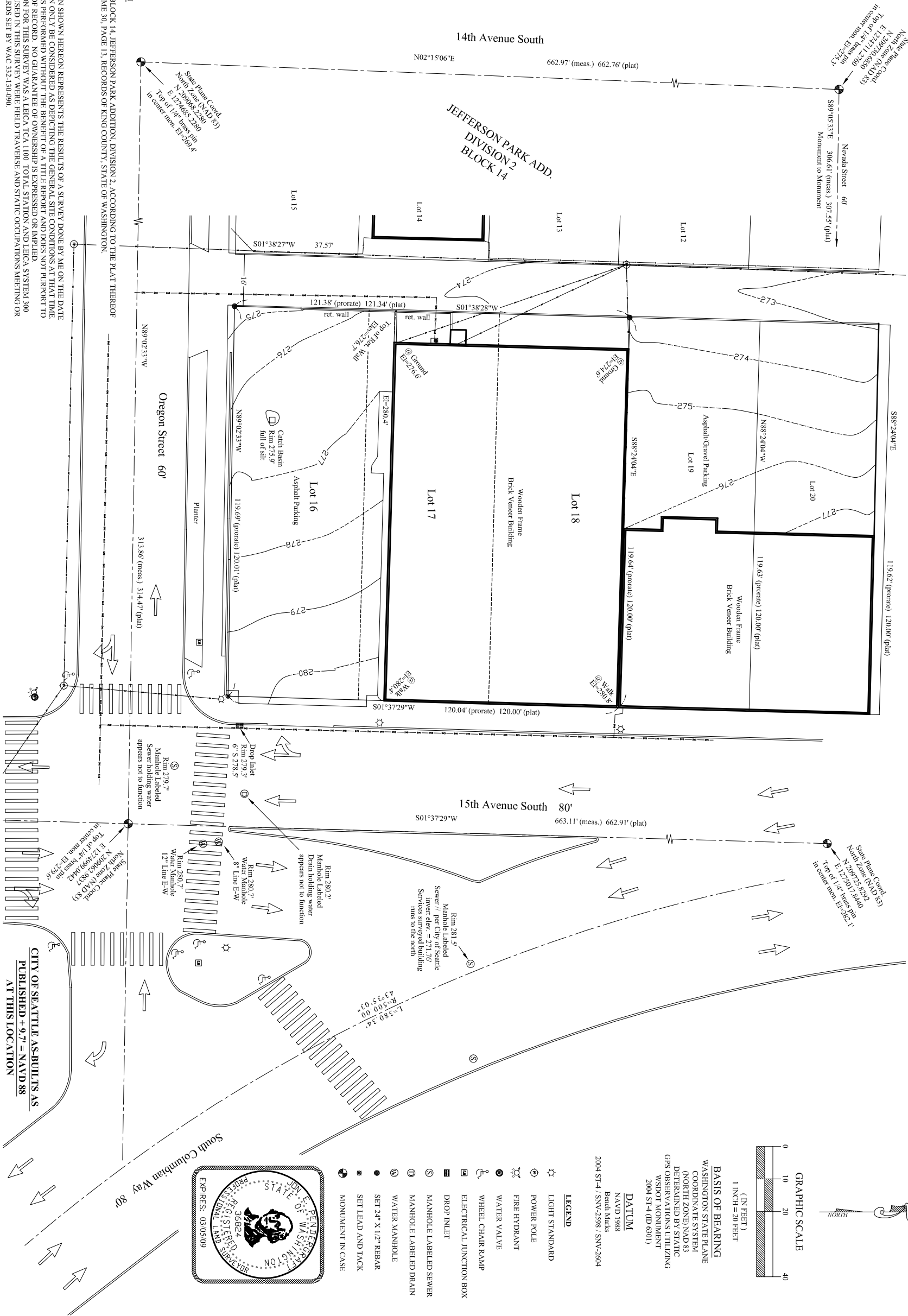
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A Portion of the SE 1/4 of the SE 1/4 of Section 17,
Township 24 North, Range 4 East, W.M.



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SURVEY

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SITE PHOTOS

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SITE CONTEXT PHOTOS

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SITE CONTEXT PHOTOS

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SITE CONTEXT PHOTOS

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1. Retail / Storefront existing at site and next door has a strong street presence with a lot of glass and recessed doorways. Located at edge of right of way.



2. Mixed-use buildings and Church directly across the street are made of brick.



3. Territorial Views are off to the west with the Olympic Mountain range in the background.



4. VA Hospital is the largest/ tallest building in the area.



5. Asa Mercer Middle School has a substantial amount of brick.



6. Mixed-use building located across the street. Not a very good example of an NC1-40 development. Brick used along the first floor.



7. Single Family brick house on the other side of the alley.

DESIGN CONTEXT SUMMARY

This project will be the first in the immediate area to fully utilize the site zoning and lot capacity. A retail frontage with brick, storefront windows and awnings will create a strong street presence and appealing streetscape scale that ties into the neighborhood context. As retail runs along the 15th Avenue S, the residential entry is located along S Oregon St. By orientating the bulk of the residential units on 15th Avenue S and S Oregon St, the building's mass decreases towards the adjacent residences to the West. Also, the presence of people living above these streets increases sidewalk safety by having eyes on the street.

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LOCAL CONTEXT INFORMING THE DESIGN

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PROJECT DATA

SITE AREA

14,400 SF (NC1-40)

BUILDING FOOTPRINT

14,400 SF maximum allowable

MAXIMUM BUILDING HEIGHT

40 FT height limit (NC1-40) + 4 FT additional per 23.47.008 C3 + 4 FT allowance for parapets

RESIDENTIAL FLOOR AREA RATIO

14,400 SF x 3.25 = 46,800 SF per 23.47A.013; exempt from calculation, all gross floor area below existing or finished grade, whichever is lower.

SETBACKS

23.47A.014B rear setback requirement for lots adjacent to residential zones

RESIDENTIAL UNITS

Total 30 UNITS

UNIT MIX

	Studio	1bd/1bh	2bd/2bh	Totals
Level 2	2	3	5	10
Level 3	2	3	5	10
Level 4	2	3	5	10
	6	9	15	30

TYPE A UNITS

2 required
2 ADA parking stalls required

AREA SF

Level	Parking	Retail	Storage	Amenity	Mech	Core	Residential	Total
P2	9260		1359		95	372		11,086
P1/C1	5353	6140		230	431	1067		13,221
LEVEL 2					67	967	8131	9165
LEVEL 3					67	936	8131	9134
LEVEL 4					67	936	8131	9134
Totals	14613	6140	1359	230	727	4278	24393	51,740

Decks	Open Space
306	3828
615	615
615	615
1536	5058

PARKING REQUIRED

1 space for each dwelling unit. Development sites containing 11-30 dwelling units = **30 residential stalls**
per 23.54.015 D2 none required for first 1,500 of each business establishment (6,287 SF - 2,500 SF) = 3,787 SF / 350 = 10.82 = **11 commercial stalls**

PARKING PROVIDED

Level	Large	Medium	Small	BF	BF Van	Total	Designation
P2		17	12	2	0	31	Residential Parking
P1		9	10	0	1	20	Retail and Community Parking
Subtotals	0	26	22	2	1	51	
% Total	0.0%	51.0%	43.1%	3.9%	2.0%		

BICYCLE PARKING

23.54.015 D2 residential uses = 1 per 4 units = **8**; sales and services, general = 1/ 12,000 sq ft = **1** long-term and 1 per 4,000 sq ft = **2** short-term;
11 required, 12 provided

AMENITY SPACE REQUIRED

gross floor area in residential use 27,423 x 5% = **1378 SF**

AMENITY SPACE PROVIDED

Level 2	3828
Level 3	615
Level 4	615
Total	5058

DEPARTURES

1) 23.47A.030
To access 20 of 51 parking stalls off of S Oregon St. (35 stalls will be accessed off of the alley)

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PROJECT DATA

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EARLY DESIGN GUIDANCE

APPLICANT:
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DATE:
03.11.08

PRESENT ALTERNATIVES / STUDIES OF THE CORNER BUILDING DESIGN

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.

A-4: HUMAN ACTIVITY
new development should be sited and designed to encourage human activity on the street.

A-10: CORNER LOTS
building on corner lots should be oriented to the corner and public street fronts. parking and automobile access should be located away from corners.

B-1: HEIGHT, BULK AND SCALE COMPATIBILITY
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.

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. buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

C-3: HUMAN SCALE
the design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4: EXTERIOR 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.

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 sufficiently lighted and entry areas should be protected from the weather. opportunities for creating lively, pedestrian-oriented open space should be considered.

D-9: COMMERCIAL SIGNAGE
signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

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 evening hours.

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.

COMMENT

This is a prominent corner site, one that catches the attention of motorists and pedestrians from all aspects of the intersection; from the southeast along South Columbian Way, from the north and south along 15th Avenue South, and from the east and west along South Oregon Street. The Board, and members of the public, feel that this corner represents a "landmark" for the area, an important center of energy that needs to be managed and balanced in a way that is not overpowering for the low-density commercial zone (NC1-40), and that respects the adjacent single family zone (SF 5000).

The Board feels that the current corner design concept is not appropriate for the site and should develop a stronger connection with the distinct character of the neighborhood, which as members of the public stated "is not like Ballard, Queen Anne, or Lake City". The Board suggested creating a design that "celebrates" the corner and creates an "activity zone". The design should be compatible with, and should respond to, the surrounding neighborhood character.

For the next phase of the Design Review process, the applicant should present new options/studies for corner design of the site. The Board looks forward to seeing options that encourage activity and community interest at the street level; that does not over-power the corner, but rather ties in well with the other corners of the intersection, such as with MacPherson's Fruit and Produce Stand to the southeast. The design at the street level should include sufficient lighting as to make the corner safe and inviting, should include overhead weather protection (along both street fronts), and should incorporate treatment options such as special pavement materials, plantings, street furniture, etc. The design should include quality materials, as is the case with much of the older residential and commercial development in the Beacon Hill neighborhood. The Board strongly recommends using brick masonry.

The corner should be prominent; the structure should provide distinct, albeit cohesive elements - strong commercial base, middle, top elements - both horizontally and vertically. Additionally, the site includes one corner with two distinct street edges. Fifteenth Avenue South is retail and commercially oriented, while South Oregon Street offers a gateway into the residential zone to the west. Each street level should include design options applicable to uses along the street; the building should not have to include one symmetrical corner treatment.

RESPONSE

The corner of the site is very prominent from all directions where 15th Ave South intersects with S Columbia Way and S Oregon St. It is our intent that it remain as a landmark for locals. Unlike the first design presented where the corner was a standout feature, the current corner design is more in tune with the rest of the building. Along S 15th Ave, there is a rhythm of 3 bays and the corner is pronounced by a larger section of the same materials used at the bays. Turning the corner to the more residential S Oregon St, the corner is proportioned smaller to de-emphasize the corner. At ground level, the doors to the corner retail space are recessed into the corner providing a larger pedestrian area for what could become an active crossing. Additionally, at street level the metal marquees running down 15th Avenue South and South Oregon Street wrap the corner offering additional weather protection to those waiting at the corner to cross the street. As strongly expressed by multiple members of the public, it is extremely important to achieve quality retail. Retail frontage for the whole building maximizes glazing for the most transparency that encourages use. To add interest and increase safety, light fixtures are located at each brick column along the sidewalk for 15th Ave South and South Oregon St.

The request to make building unique to Beacon Hill was difficult to assess since Beacon Hill doesn't have its own architectural language, especially pertaining to multi-family structures. Rather than attempting to blend in with the eclectic neighborhood buildings, we have taken a more contemporary approach to the one that was first presented at the EDG meeting. We believe this brings a more unique feel to the building and separates it from any other neighborhood. There is a unifying element that is used widely among Beacon Hill buildings, which is brick. Brick is predominantly used in our local vicinity among commercial buildings and residences in the SF zone directly to the West of the site. We have utilized brick along the street level at 15th Ave South and S Oregon Street, it mimics the scale and mass of adjacent properties.

We integrated benches into the planting strip along S Oregon St. Another issue brought up was new plantings. Plantings along the sidewalk of 15th Ave South in the right of way are not allowed since sidewalk is too narrow. However, by pulling the building off of the street and recessing the retail entrances, we were able to add ground floor plantings within our property. By implementing planting areas at the base of the building, the effect is that the building is grounded. Similar planting beds continue down S Oregon St.

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RESPONSE TO DESIGN REVIEW GUIDELINES

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PRESENT ALTERNATIVES / FOR PARKING AND VEHICLE ACCESS DESIGN

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.

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.

D-6: VISUAL IMPACTS OF PARKING STRUCTURES
the visibility of all at-grade parking structures of accessory parking garages should be minimized. the parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. open parking spaces and carports should be screened from the street and adjacent properties.

D-7: PERSONAL SAFETY AND SECURITY
project design should consider opportunities for enhancing personal safety and security in the environment under review.

COMMENT

Board members are not satisfied with the single design option of parking access points to the site, which are presented the same in each of the three alternatives; along South Oregon Street and along the alley west of the site. The Board feels that since there is an alley available, and since the site is large enough and relatively flat, the applicant should present a design option(s) that proposes all access to the site from the alley. Not only is this a direct code requirement, albeit deparatable, but also addresses pedestrian safety along the right-of-way and increases the potential for enhancing the residential entry.

The above item ties in with another issue the Board has with the design at the street level along South Oregon Street, which is that the proposed residential entry off South Oregon Street appears to be a "cavernous dark zone". The residential entry should be clearly identifiable and visible from the street and should be safely separated from any vehicular entrance. As one Board member stated, the residential entres should "pop" out and should not be adversely impacted by a parking access door or entryway.

RESPONSE

We have studied the parking issue and in response to the EDG, have conceived an alternative that allows all parking access off of the alley. For use of clarification in comparing parking schemes, refer to the scheme presented at the EDG meeting with parking access off of the alley and S. Oregon St. as the "original" scheme. The new scheme with **all** parking access off of the alley is the "alternate" scheme. The alternate scheme places one garage door at the south end of the alley and one garage at the north end of the alley. To facilitate the newly placed garage entrance at the south end of the alley, an aggressive curved ramp must be used. The negative element is the ramp size and layout compromises the number of stalls at each parking tier. The alternate scheme yields 45 stalls (the required amount for the project is 39) and the original scheme yields 51 stalls. As strongly expressed by numerous members of the public, the number of parking spaces for retail use is extremely important. The alternate scheme allows for the required minimum for retail parking spaces at 9. The original scheme would allow for over double the required amount of retail parking at 20.

Another important factor when comparing the two schemes is how each scheme affects the exterior of the building. A strong point with the original scheme was that the garage entrance off of South Oregon Street was set back from the sidewalk nearly ten feet, further breaking down the building mass as it nears the single family residence to the West. With the alternate scheme, due to the space needed for the ramp, the southwest corner of the building is pulled out to the corner of the lot.

For the original scheme, to address pedestrian safety, a 10 x 10 site triangle is required for cars to clearly see the sidewalk when exiting the building. As for the alternate scheme, traffic for the whole building is now channeled down the alley and when driving South down the alley as you approach the sidewalk of South Oregon Street, you are not able to see the sidewalk until you reach it. When considering pedestrian safety, the original scheme is safer in that the Southeast corner of the building is pulled away from the sidewalk giving drivers a chance to see the sidewalk before they reach it.

While having all of the parking access off of the alley is the preferred method for development by Seattle zoning, we feel having access off of South Oregon Street will encourage retail users to park in the garage for the simple reason it highly visible and closer to the retail. For the alternate scheme, unfamiliar retail users would have to explore down the alley to find parking. A member of the public expressed concern for having too much traffic down the alley and having the retail user park on the residential streets. The original scheme cuts down the number of cars travelling down the alley in that retail parking is offered from S Oregon St. The alternate scheme directs all associated building traffic into the alley and could increase the probability of retail users not using the garage.

The residential entryway has been improved greatly from the EDG presentation. It no longer has an exterior ramp and is no longer set back into the building. This newly designed entry has large windows and is integrated with the overall commercial base as not add another unnecessary deign element. Signage and location on the more residential street will direct visitors to the entry. This design works for both the alternate and the original parking entrance scheme.

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RESPONSE TO DESIGN REVIEW GUIDELINES

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IMPROVE THE ALLEY FACADE TREATMENT

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.

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.

B-1: HEIGHT, BULK AND SCALE COMPATIBILITY
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.

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.

D-2: BLANK WALLS
buildings should avoid large blank walls facing the street, especially near sidewalks. where blank walls are unavoidable, the should receive design treatment to increase pedestrian comfort and interest.

D-5: VISUAL IMPACTS OF PARKING STRUCTURES
the visibility of all at-grade parking structures of accessory parking garages should be minimized. the parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. open parking spaces and carports should be screened from the street and adjacent properties.

D-7: PERSONAL SAFETY AND SECURITY
project design should consider opportunities for enhancing personal safety and security in the environment under review.

COMMENT

The Board would like to see options for treatment of the alley facade. Currently, the proposed design concept presents a solid blank mass. The Board would like to see the applicants continue exploring design concepts for the alley wall, which would go a long way in alleviating scale impacts on the single family zone to the west, and would add to pedestrian and motorist safety and security along the alley. Several options should be considered, such as a green wall, textured wall, articulated wall, color-treated wall, public art (as one member of the public added), light wells - employing multiple creative variations on texture, materials, and lighting.

RESPONSE

Approaching the alley from S Oregon St, the first 15'-6" of the alley wall is clad in brick. The same brick facade that runs along Oregon and 15th. Additionally the proposed alley treatment features horizontal reveal lines with deeper recessed portions of wall that give the effect of having columns. This emulates the front side of the building where you have the repetition of columns and storefront windows. This dramatically breaks up the length of the wall. To soften the concrete wall we are proposing a green screen in the three recessed areas. The alley wall is located 6" off of the west property line to facilitate the growth of the green screen. A local example of a similar green screen can be found in the alley behind the Fremont PCC.

Lighting would be placed at each column. The lighting would carefully be selected as to cast light on the wall and the surface of the alley and not adjacent properties

From the required setback, (23.47A.014B rear setback requirement for lots adjacent to residential zones), the immediate wall at the alley can not be higher than 13 feet tall. The wall is only 11'-7" tall at the south end of the alley and at the north end the wall is less than 13 feet high. At the 13 feet height limit, the wall steps back 6'-6". Further breaking down the scale, glass panels and planting beds are used at the edge of the courtyard at level 2 above.

Beacon Hill

SCALE: N.T.S.

RESPONSE TO DESIGN REVIEW GUIDELINES

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RECOMMENDATIONS PACKET

APPLICANT:
BRANDON SKINNER

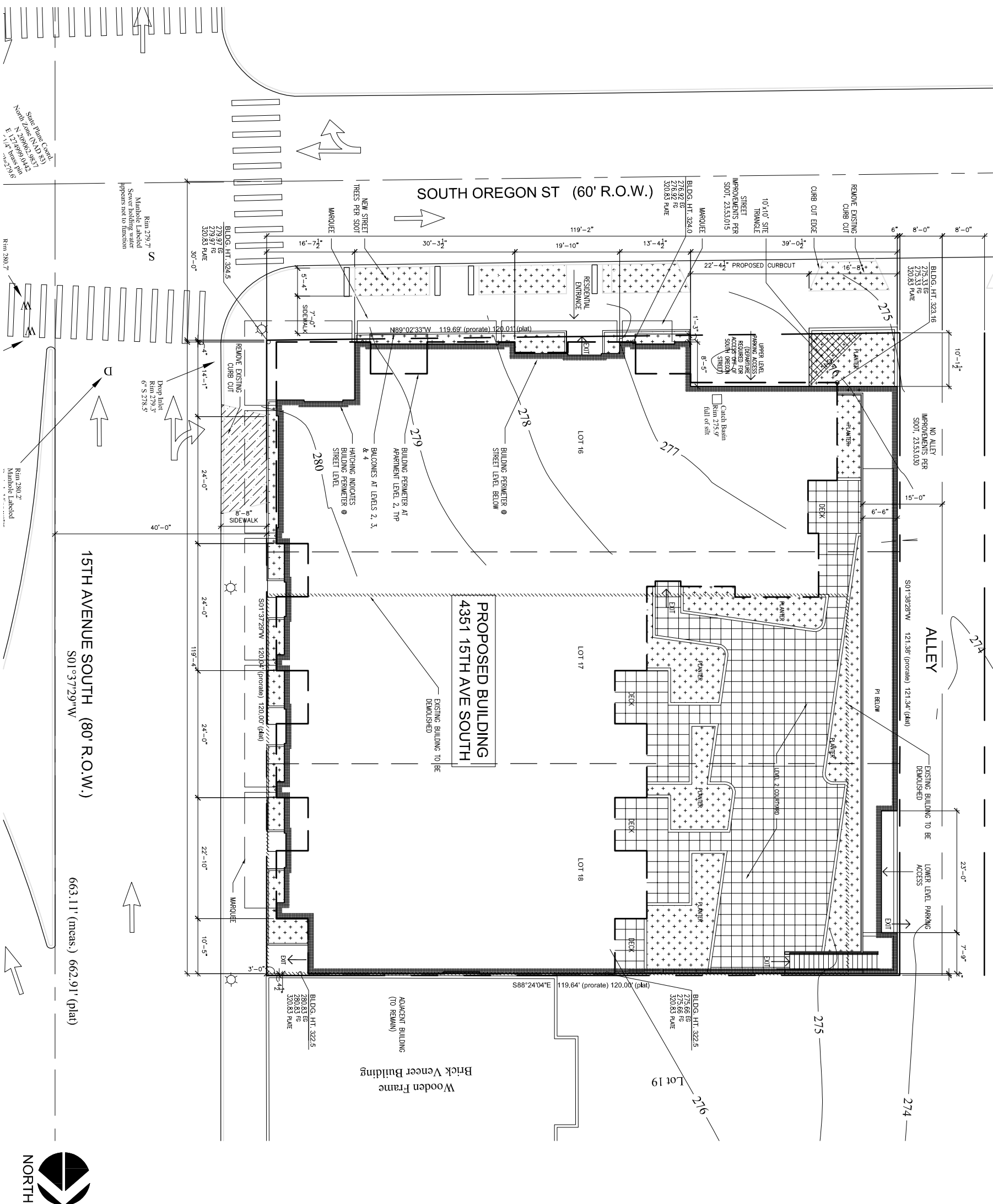
4351 15th Ave South, Seattle, WA 98108

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SITE PLAN

PAGE # 16

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DATE:
07.22.08

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collaborative, llc
3400 pinney + planning + design
seattle washington 981103
tel 206.545.0700 fax 206.545.0702

Beacon Hill

RECOMMENDATIONS PACKET

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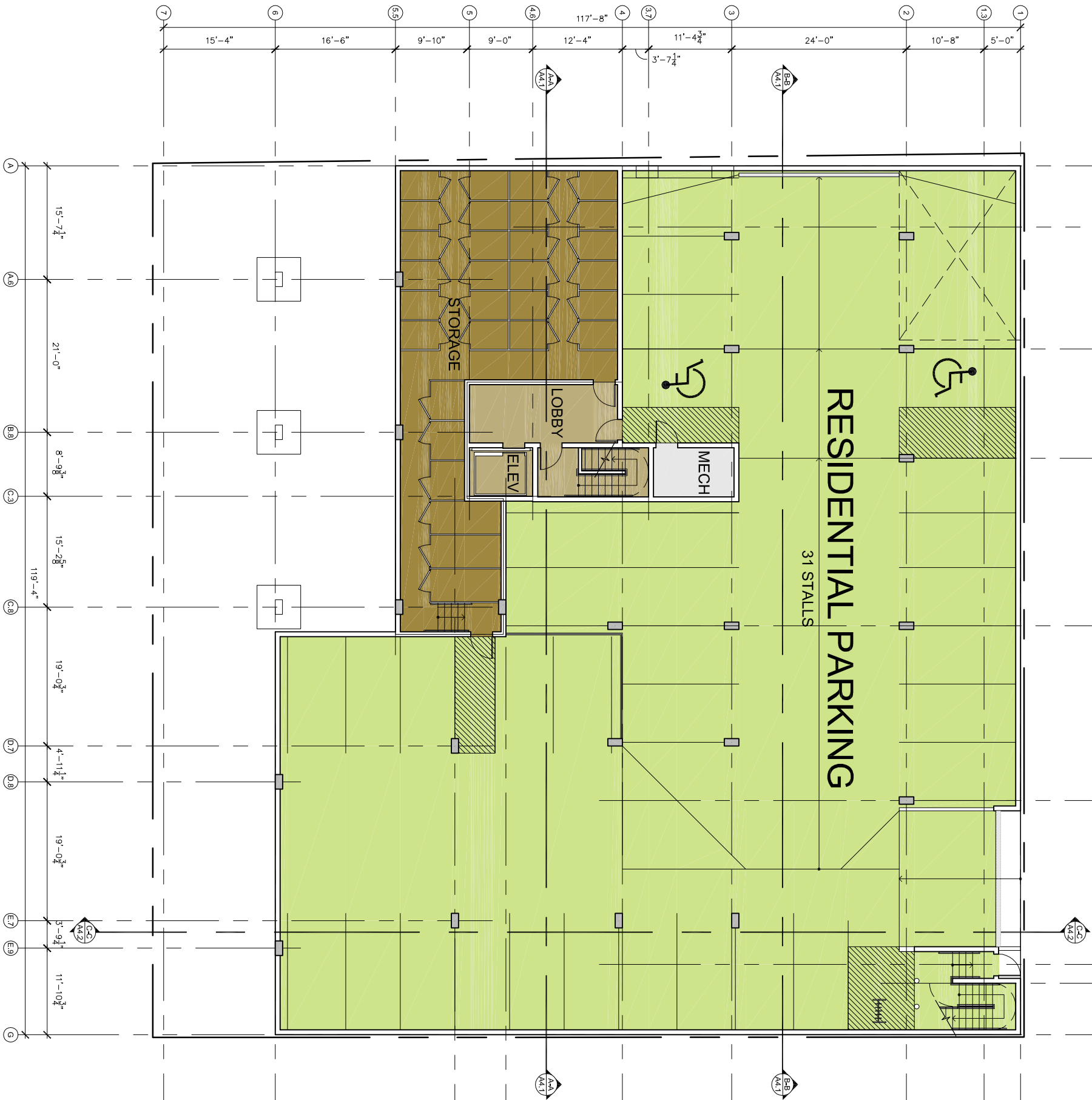
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PLAN LEVEL P2

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SCALE: N.T.S.

PLAN LEVEL P1/C1

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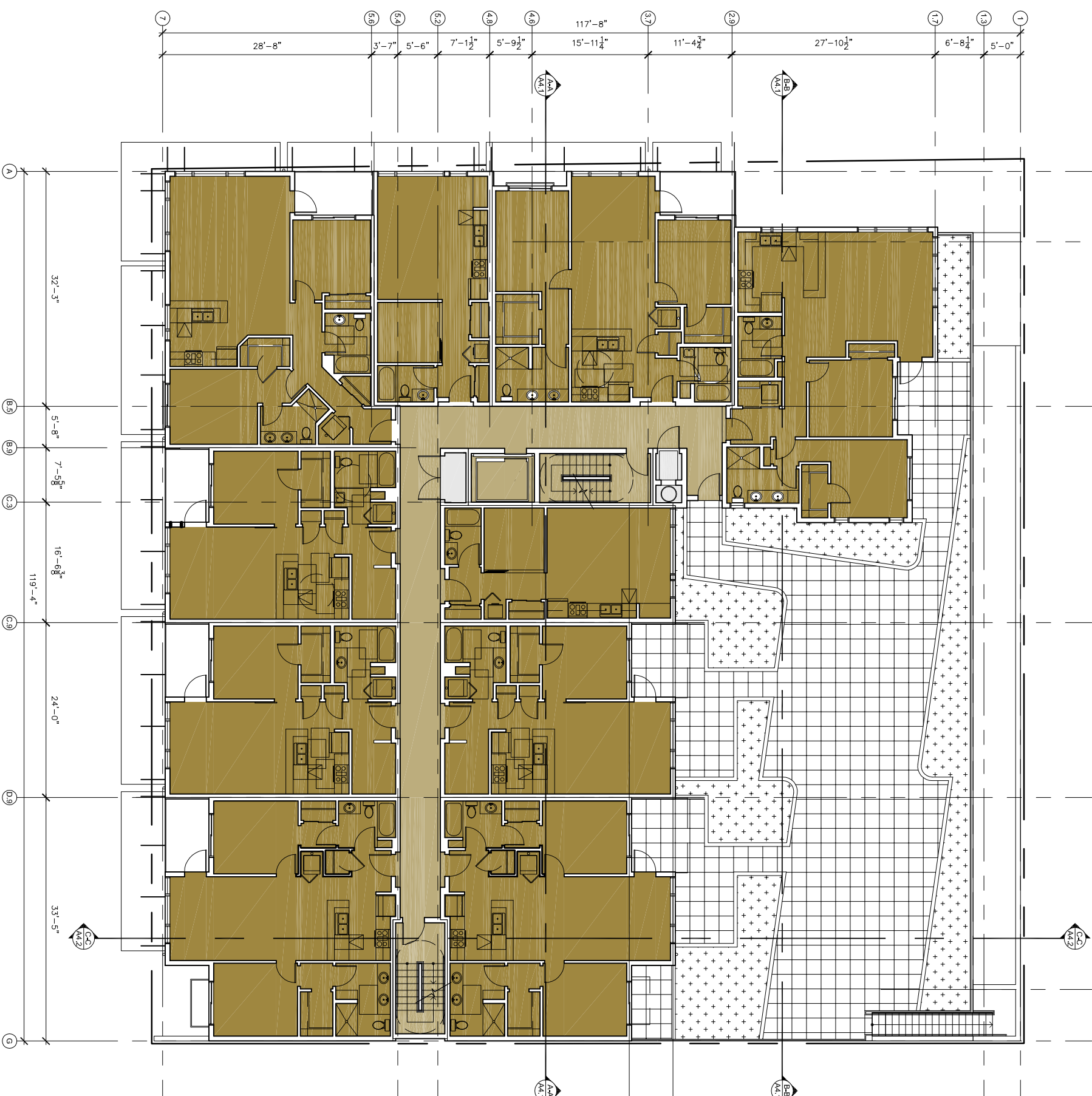
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PLAN LEVEL 2

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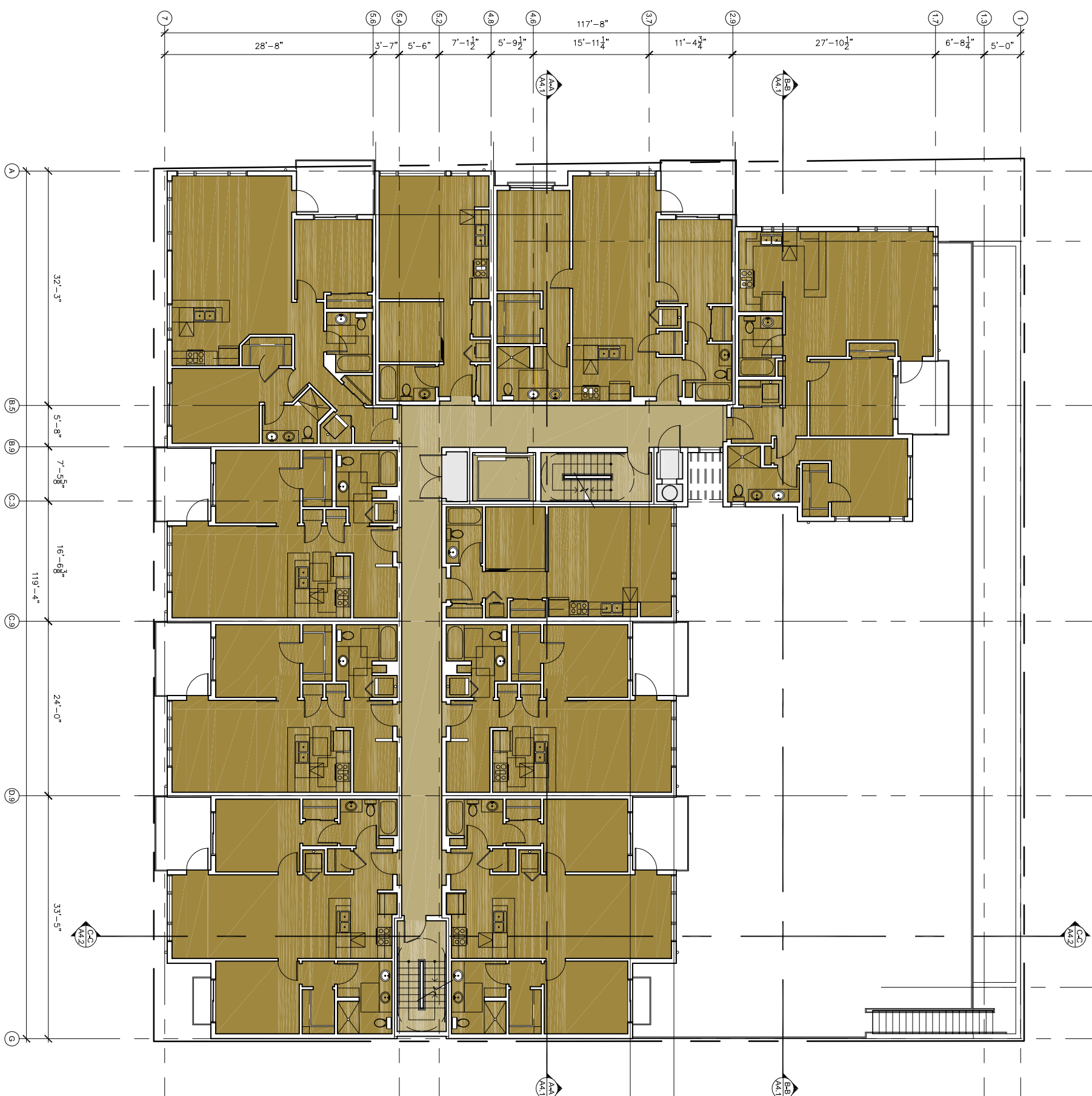
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PLAN LEVEL 3 & 4

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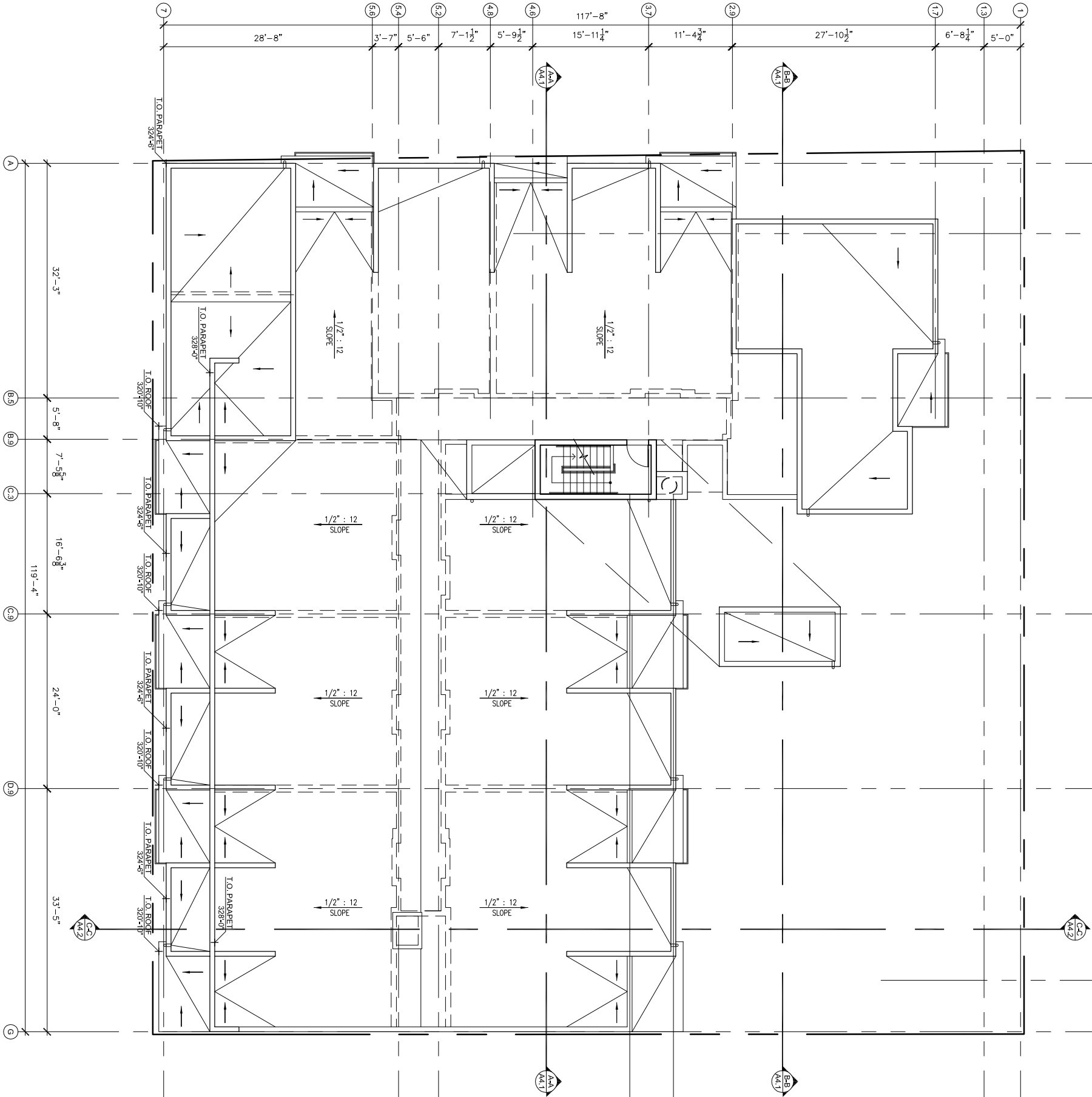
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ROOF PLAN

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Beacon Hill

SCALE: N.T.S.

SOUTH ELEVATION

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Beacon Hill

SCALE: N.T.S.

EAST ELEVATION

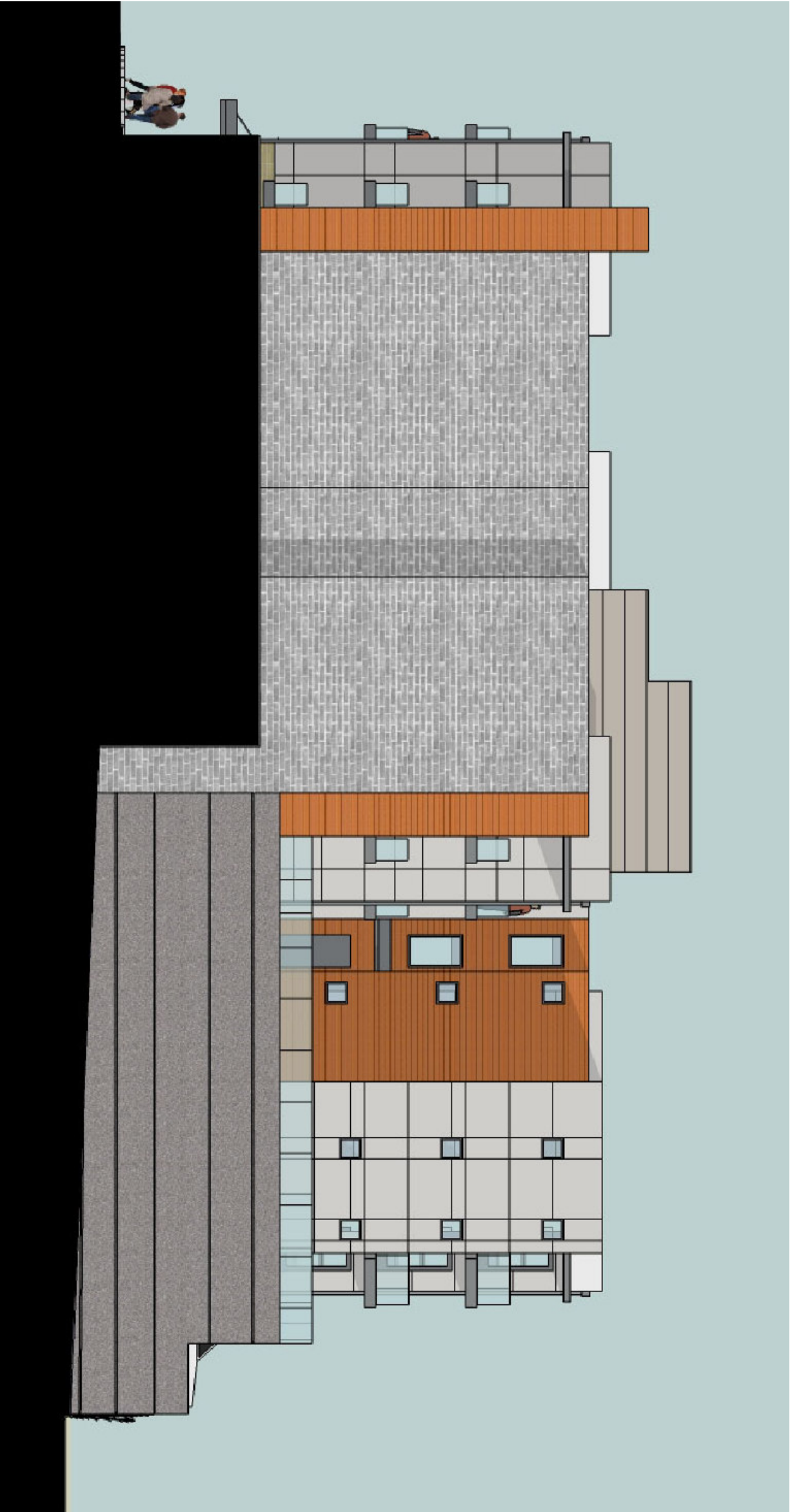
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Beacon Hill

SCALE: N.T.S.

NORTH ELEVATION

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Beacon Hill

SCALE: N.T.S.

WEST ELEVATION

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Beacon Hill

RECOMMENDATIONS PACKET

SCALE: N.T.S.

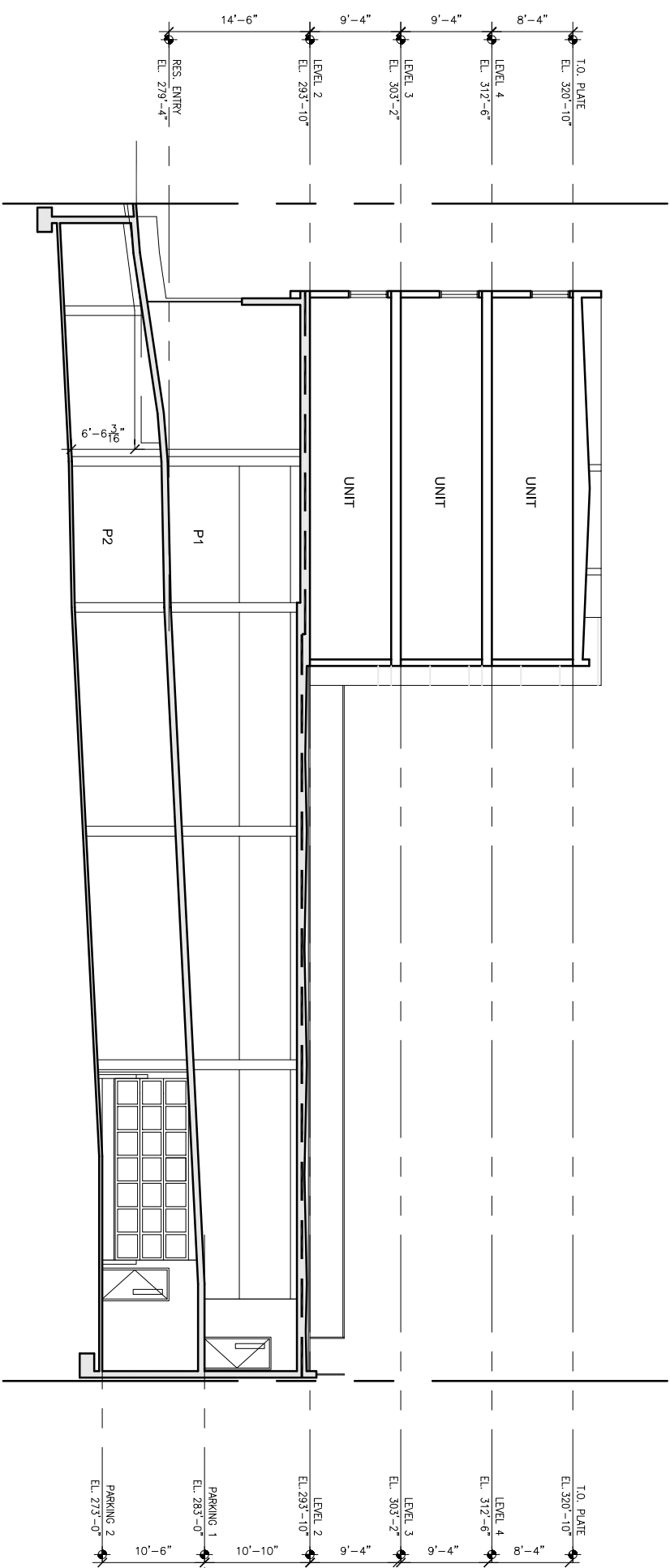
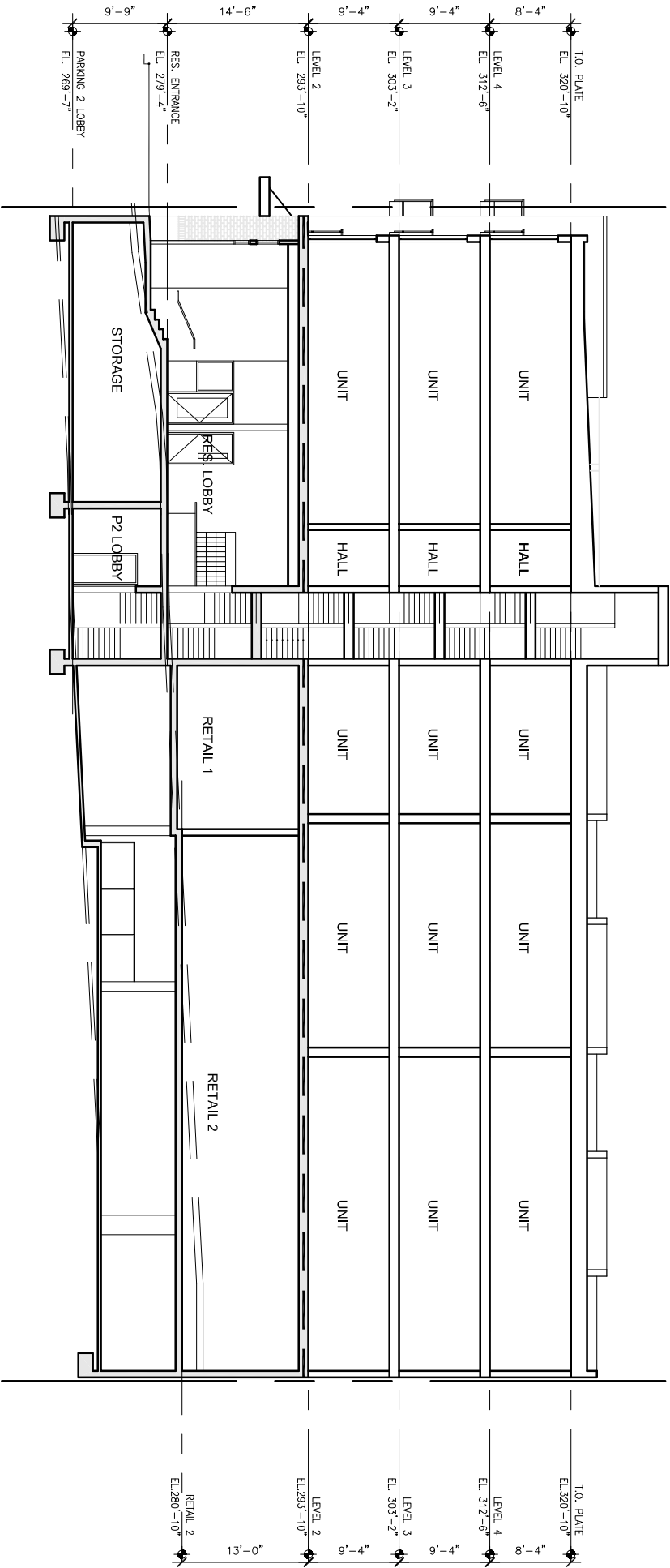
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BRANDON SKINNER

SECTIONS A & B

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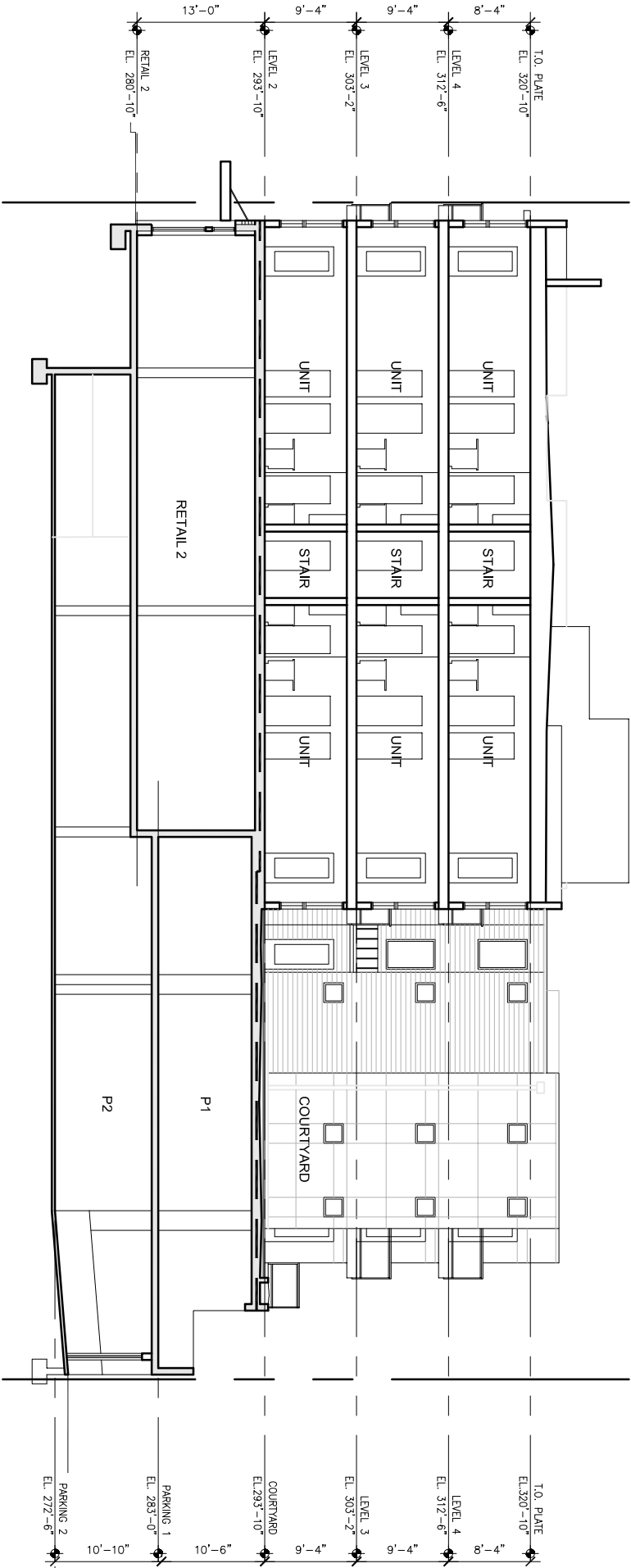
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Beacon Hill

SCALE: N.T.S.

SECTION C

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SE CORNER PERSPECTIVE



SW CORNER PERSPECTIVE



VIEW TRAVELLING NORTH FROM S COLUMBIA WAY



VIEW TRAVELLING EAST FROM S OREGON ST

Beacon Hill

SCALE: N.T.S.

PERSPECTIVES

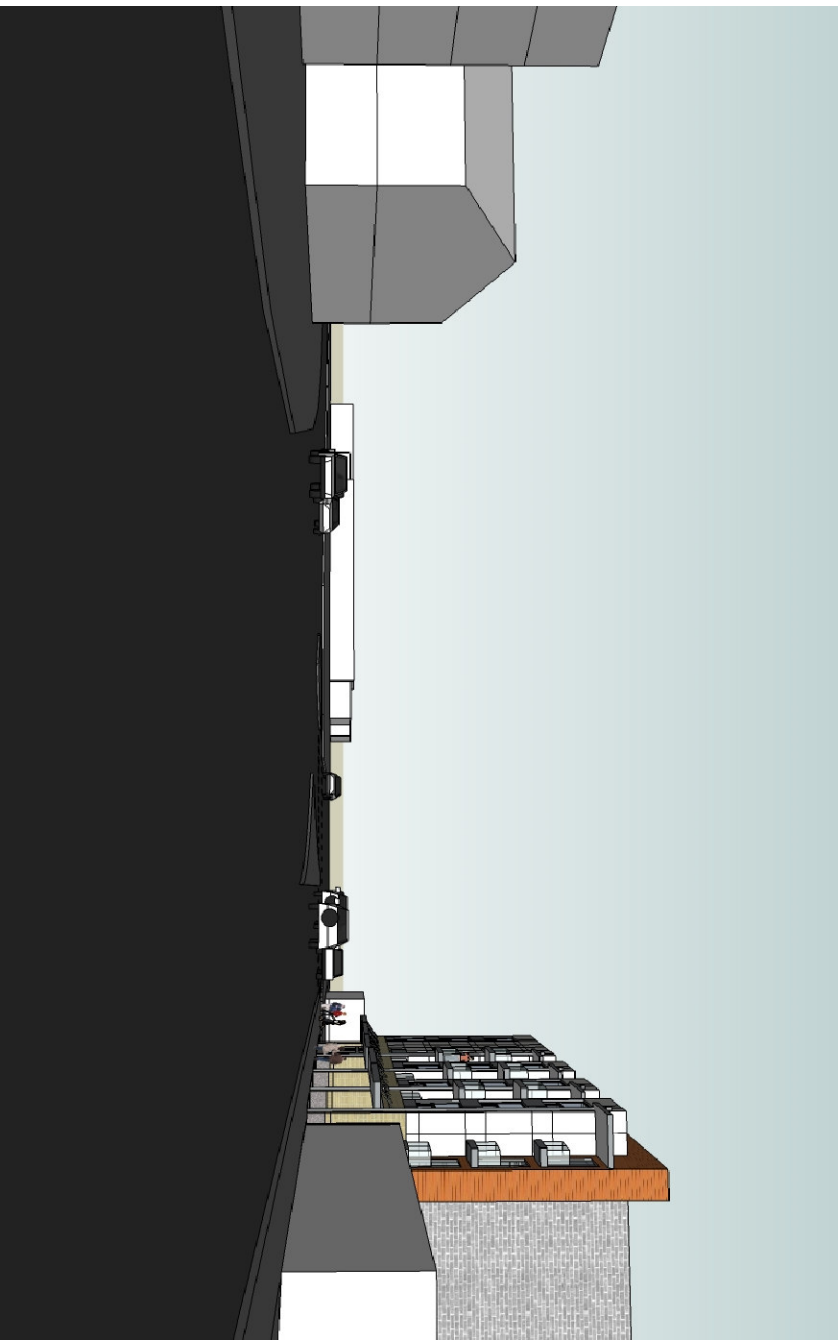
RECOMMENDATIONS PACKET

APPLICANT:
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DATE:
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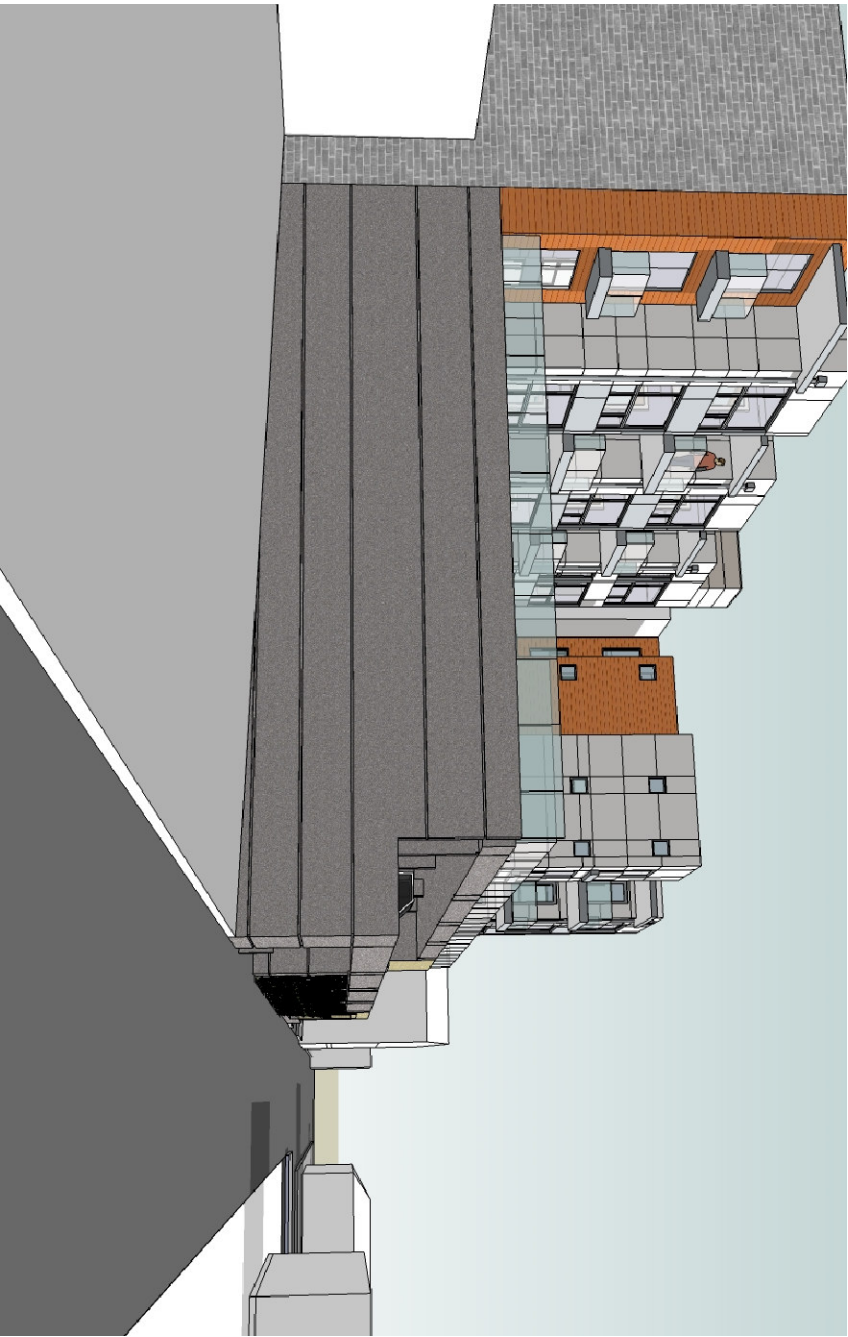
VIEW TRAVELLING SOUTH FROM 15TH AVE S



VIEW TRAVELLING NORTH FROM 15TH AVE S



VIEW LOOKING NORTH FROM ALLEY



VIEW LOOKING SOUTH FROM ALLEY

Beacon Hill

SCALE: N.T.S.

PERSPECTIVES

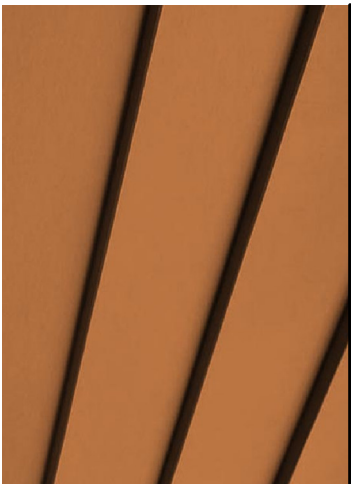
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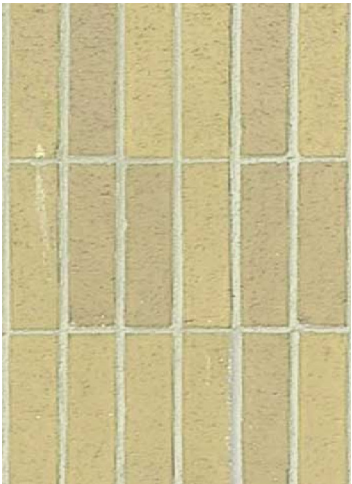
STAINED HARD-LAP SIDING



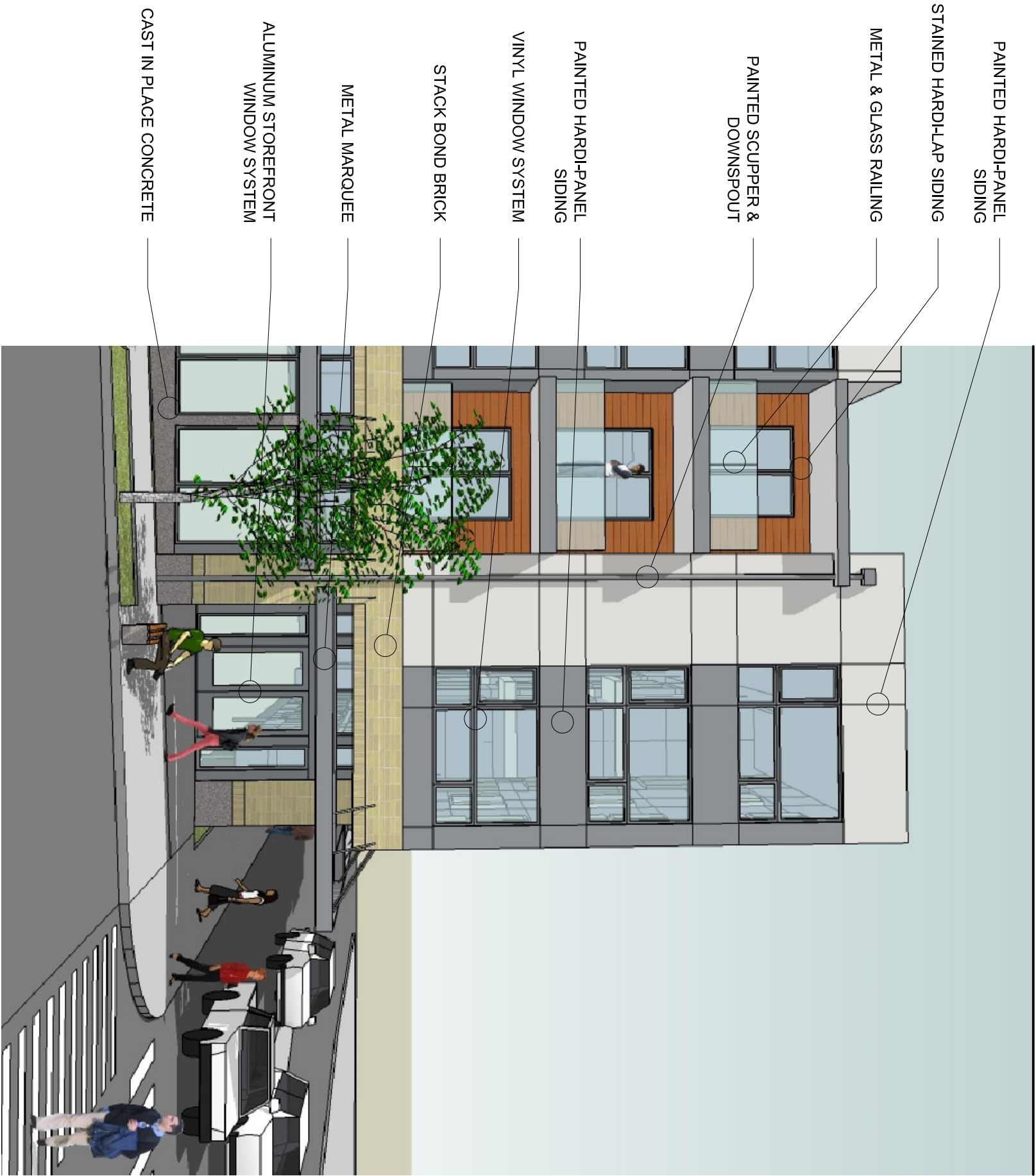
METAL & GLASS RAILING



SIDING & VINYL WINDOWS



STACK BOND BRICK



PAINTED HARDI-PANEL
SIDING

STAINED HARD-LAP SIDING

METAL & GLASS RAILING

PAINTED SCUPPER &
DOWNSPOUT

PAINTED HARDI-PANEL
SIDING

VINYL WINDOW SYSTEM

STACK BOND BRICK

METAL MARQUEE

ALUMINUM STOREFRONT
WINDOW SYSTEM

CAST IN PLACE CONCRETE

Beacon Hill

SCALE: N.T.S.

MATERIALS

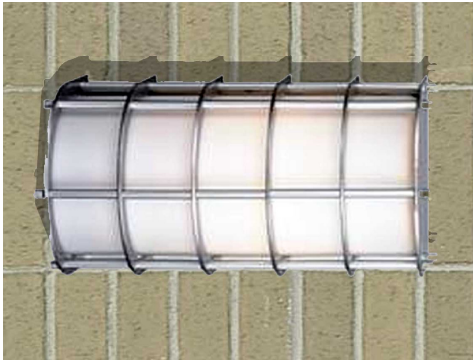
RECOMMENDATIONS PACKET

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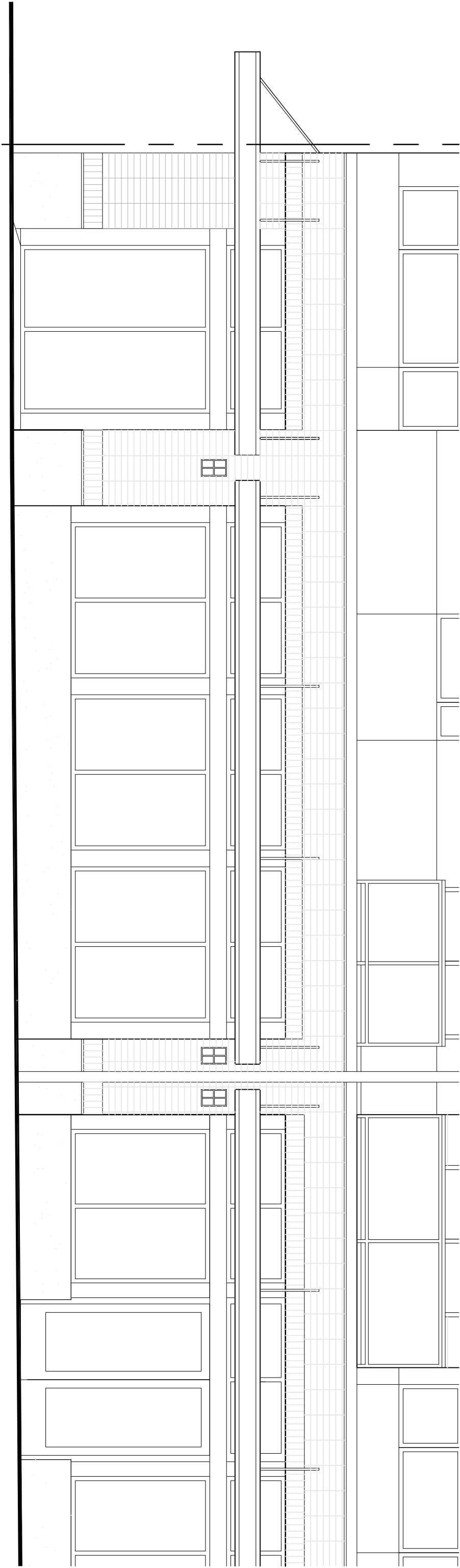
WALL MOUNTED LIGHTS



LIGHTED BOX LETTERS MOUNTED ABOVE MARQUEE



BLADE SIGN AT COLUMNS



ELEVATION DETAIL

Beacon Hill

SCALE: N.T.S.

SIGNAGE

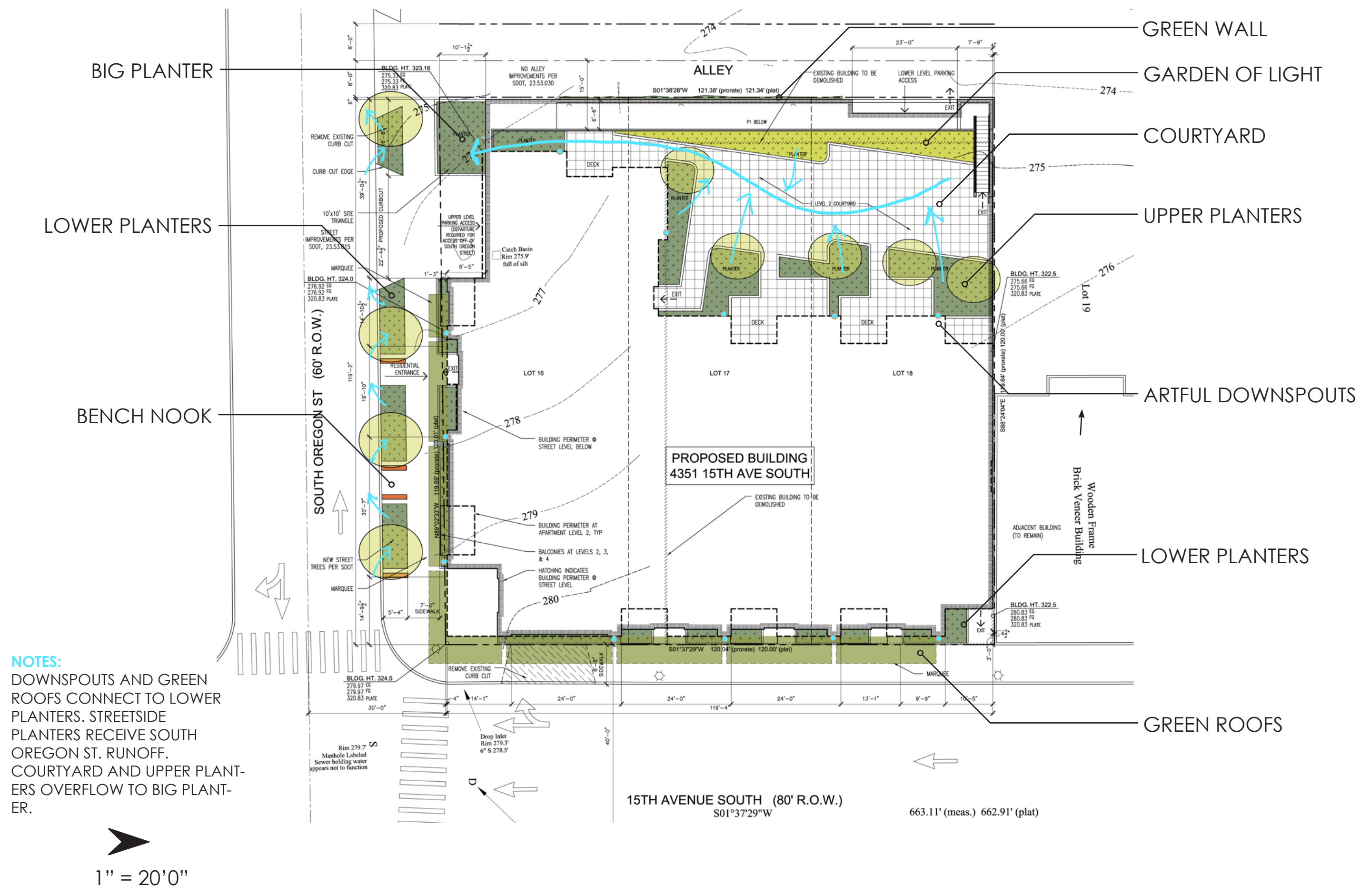
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Garden of Light



landscape concept



maiden grass



globe thistle



red feather clover



pheasant's tail grass

Big Planter



gravel



sculpture & vegetation



snowberry



monkey flower



dwarf red twig dogwood



small fruited bulrush

Courtyard



plaza with planters

Courtyard Trees



japanese maple



vine maple



Upper Planters



on the roof



sword fern



rock rose



blue oat grass

Lower Planters



with seat wall



at the curb



tufted sedge



salal



hellebore

Bench Nook



bench nook

Street Tree



frisea black locust



Green Wall



green wall



chocolate vine



evergreen clematis



orange honeysuckle

Green Roofs



thin profile



sedum



thyme



california poppy



fountain grass



coneflower

Artful Downspouts



elegant



with mini-planters

Runnels



brick



stone



grate