



## Artisan Apartments

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## MYHRE · GROUP

a r c h i t e c t s

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1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site address is 12706 33rd Ave NE, which is located one block East of Lake City NE and mid-block between NE 125th Street and NE 130th Street.

Currently there is a closed fitness club, two vacant 4-plexes, and associated parking on the site.

The topography slopes down gently to the southwest with a maximum elevations change of +/- 16’-6” from the low to the high. The North border of the site is adjacent to an existing attached 15’-0” ingress, egress, side setback, and utility easement. The West perimeter is adjacent to 33rd Ave NE. The neighboring property to the South has a low rockery wall adjacent to the perimeter of the site. The East perimeters are townhomes on land that slopes down the proposed site.

2. Please indicate the site’s zoning and any other overlay designations, including applicable Neighborhood Specific Guidelines.

The site is zoned **NC3-65’** in the Lake City Neighborhood and is also classified in the **Laky City Hub Urban Village** category with requirements as listed below:

Allowable Height (per SMC23.47A.010): 65’-0”  
Sloping Site Bonus: 1’-2” (see sheet 7 for calcs)  
Total Allowable Height: 66’-2”

Floor Area Ratio: 4.75  
Lot Area = 34,275 sf  
Total FAR = 162,806 sf

Setbacks:  
**None since the lot abuts no residential zones.**

Landscaping:  
**Site must achieve a green factor of 0.30 or more.**

Parking:  
**Parking must be accessed from an improved alley, or if one does not exist, access is permitted from the street and is limited to (1) two-way curb cut.**

Residential Use: 1 per unit  
Sales & Service: 1/500 sf  
Eating/Drinking Establishments: 1/250 sf

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmakrs, etc.

Lake City Way is the local business district with various civic and commercial uses. All commercial activ-ity in the neighborhood is concentrated along Lake City Way. There is some minor commercial activity along the adjacent street 33rd Ave NE. A new 70 unit mixed use building is proposed to the north and SHA is looking at redeveloping their site. There are civic buildings within walking distance, along with a public library, a community center, a neighborhood service center, a fire station, and a post office.

Commercial uses along Lake City Way includes banks, car dealerships, restaurants, and retail establish-ments. Along 31st Ave NE there is an auto body shop, several restaurants, and retail stores.

Vehicle traffic is concentrated along Lake City Way which links to I-5 to the Southwest, providing a con-nection between downtown Seattle and the outlying suburbs. Bus service is also frequent along Lake City Way. Sidewalks are currently in disrepair or absent adjacent or on the site. As new projects are devel-oped new sidewalks and street amenities will be added to enhance the pedestrian environment.

Large scale apartment buildings have been built in the neighborhood recently. Most new or proposed buildings in the area have a commercial ground floor with several stories of residential above. Their exte-rior materials typically consist of fiber cement board and metal siding, and use color for mass modulation and scale. They frequently use marquees above the retail space to shelter the walkway and help break the large masses down into more pedestrian friendly scale.

Currently there is little to no commercial development along 33rd Ave NE. South of the site is the Seattle Housing Authority which uses an old store for it’s temporary maintenance yard and is next to a three story office building. Across from the site is a large mixed use project with no commercial frontage along 33rd Ave NE. The remainder of the street is used for multi-family residential and parking. It is anticipated that future mixed-use developments will continue to grow on the street.

The project site is on a city block zoned for NC3-65 use on the west side and L2 use in the the east side. The existing buildings on 35th Ave NE are predominantly multi-family townhomes with some single family residences mixed in. Across the street west of 33rd Ave NE is zoned C1-65’, and to the north of the urban village boundary the zoning is C1-40 and occupied by a Fred Meyer shopping center.

Natural amenities for the area include proximity to Lake Washington, Thorton Creek, and the Burke-Gilman Trail.

4. Please describe the applicant’s development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from develop-ment standards.

The proposed project is mixed use structure with 5 levels of residences over two levels of parking, one of which is partially below grade for a total of approximately 179,000 gross square feet. The height of the structure will depend on if a departure is accepted. See the architectural concepts on the following pages. Overall the project will have approximately 179 parking stalls, located behind approximately 6,100 sf of retail and approximately 175 residential units. See the next page for the proposed departures.

Proposed Development Departures

1 - As the site is not in a pedestrian designated zone we propose a departure from the limitation on live-work units being 20% of the street facade (SMC 23.47A.004(G)3). The commercial nature of the street is not developed with existing buildings treating 33rd AVE NE as an alley.

2 - To accommodate the live-work units at the street facade we propose a departure from the commercial ceiling heights in portions of the commercial structures to allow living/sleeping areas over the work space. The departure would allow the commercial ceiling heights to be reduced from 13'-0" to 10'-0" to allow for living space above (SMC 23.47A.008(B)3.b) . Also the slope of the site at the NW corner.

3 - To accommodate two levels of parking we are requesting a departure from only one curb cut being allowed for the development (SMC 23.47A.032(A)1.b) and that a second cut be allowed with the access point to the structured parking being on opposite ends and only one entrance facing the street.

Proposed Development Objectives

Number of floors: 5 residential floors over 2 levels of parking.

Number of Units:	175 Total Units (approx.)		
Single level units:	30	– Two bedrooms units (17%)	
	125	– One bedrooms units (72%)	
	18	– Studios units (10%)	
Live / Work units:	2	– One Bedroom units (with 500 SF retail /Office) (1%)	

Number of stalls: 179 total stalls (approx.)

Floor 1 = 94 stalls  
Floor 2 = 85 stalls

Project Totals

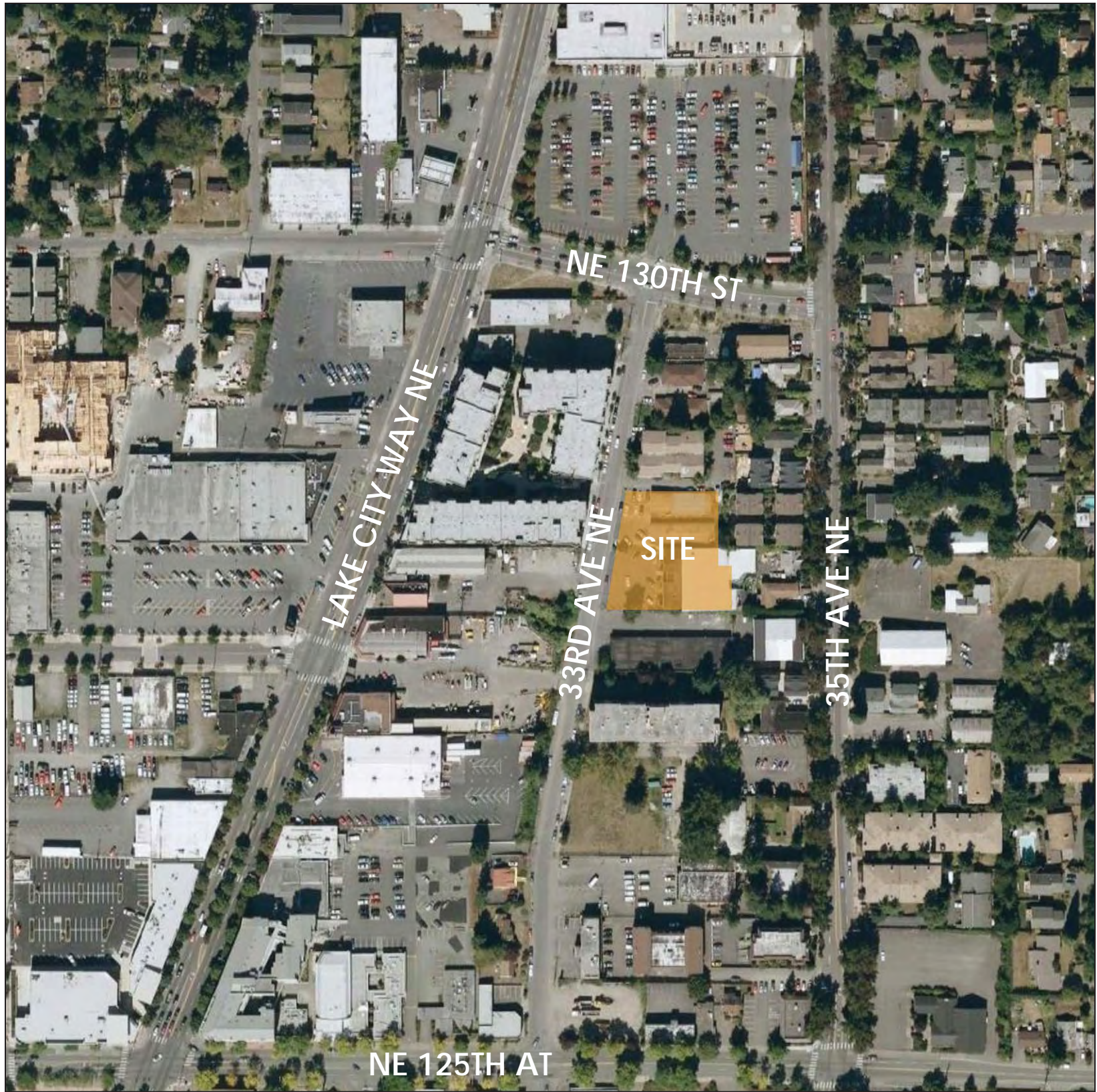
Total net Parking	49,355 sf (two levels)
Total net Common	22,160 sf (all levels)
Total net Retail	5,105 sf
Total net Retail Portion of the Live/Work	1,000 sf
Total net Residential1	101,250 sf (includes live work residential portion)

Total Gross Footage 178,870 sf. (approx.)

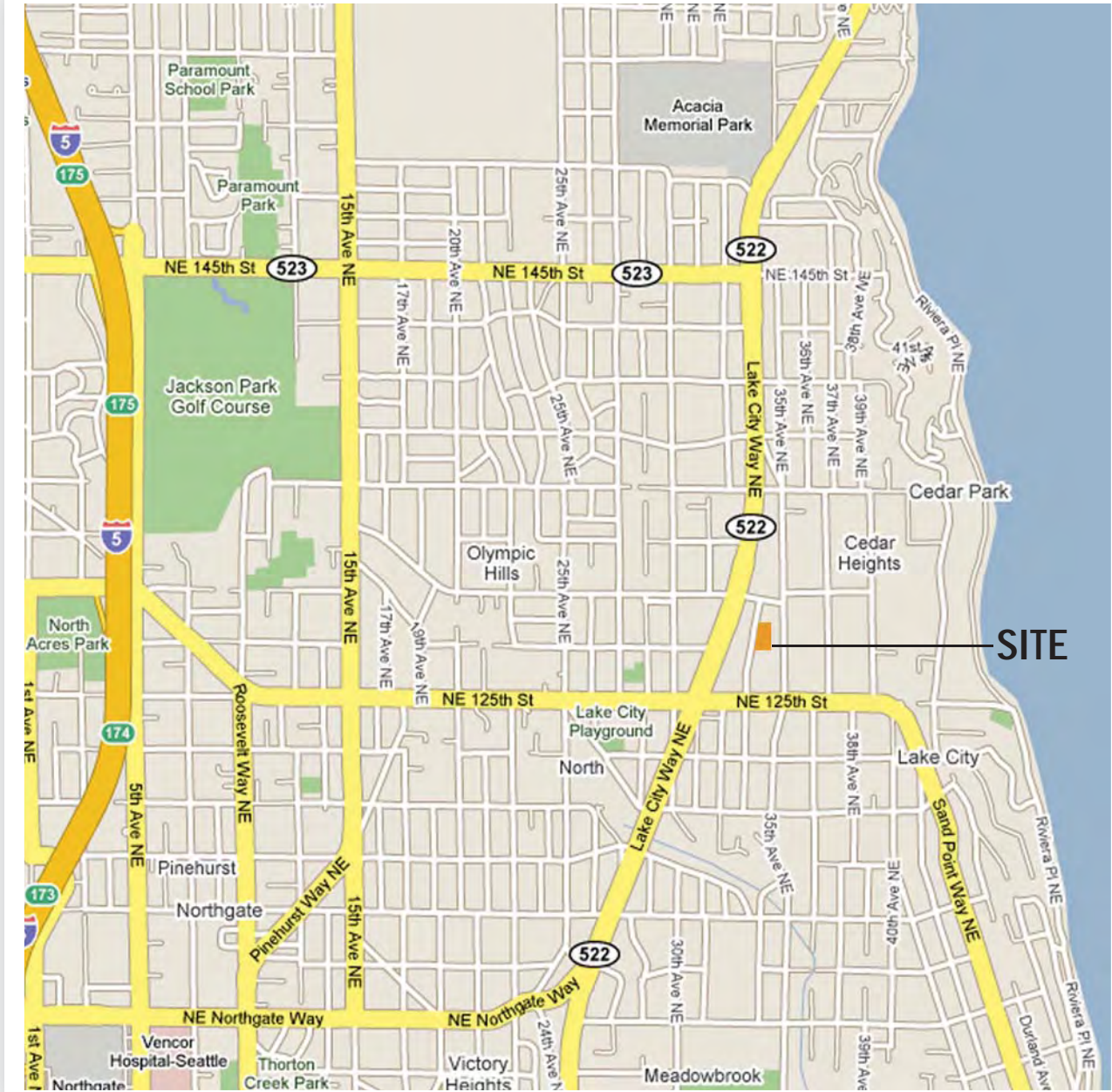
Floor Area Ratio maximum 4.75  
34,275 x 4.75 = 162,806 sf maximum

Floor Area subject to FAR Calculation	
Parking:	
LEVEL 1 (PARTIAL)	= 8,000 sf
LEVEL 2 (ALL)	= 24,678 sf
Remaining	= 128,515 sf
Total Building area subject to FAR	= 161,193 sf





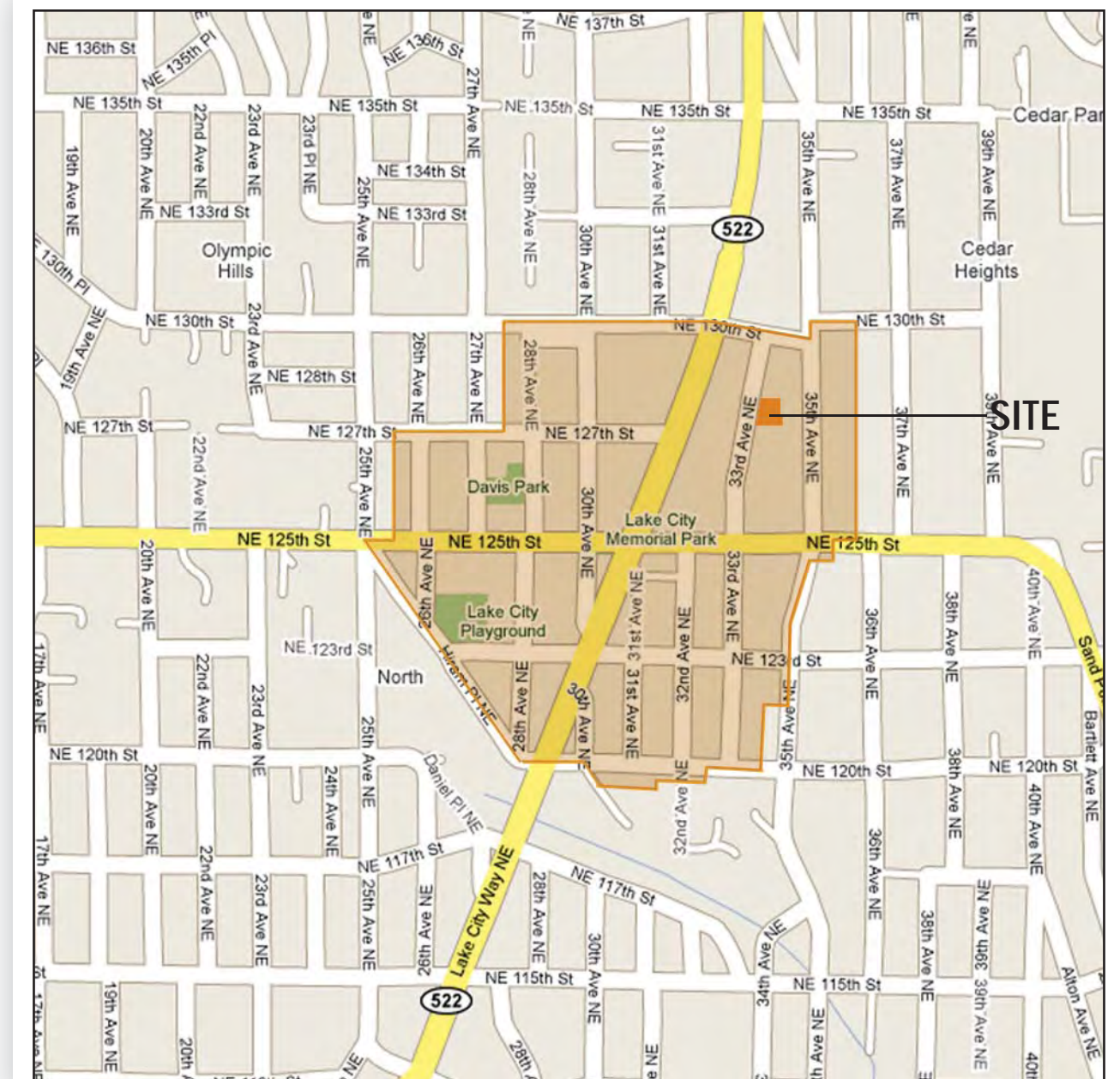
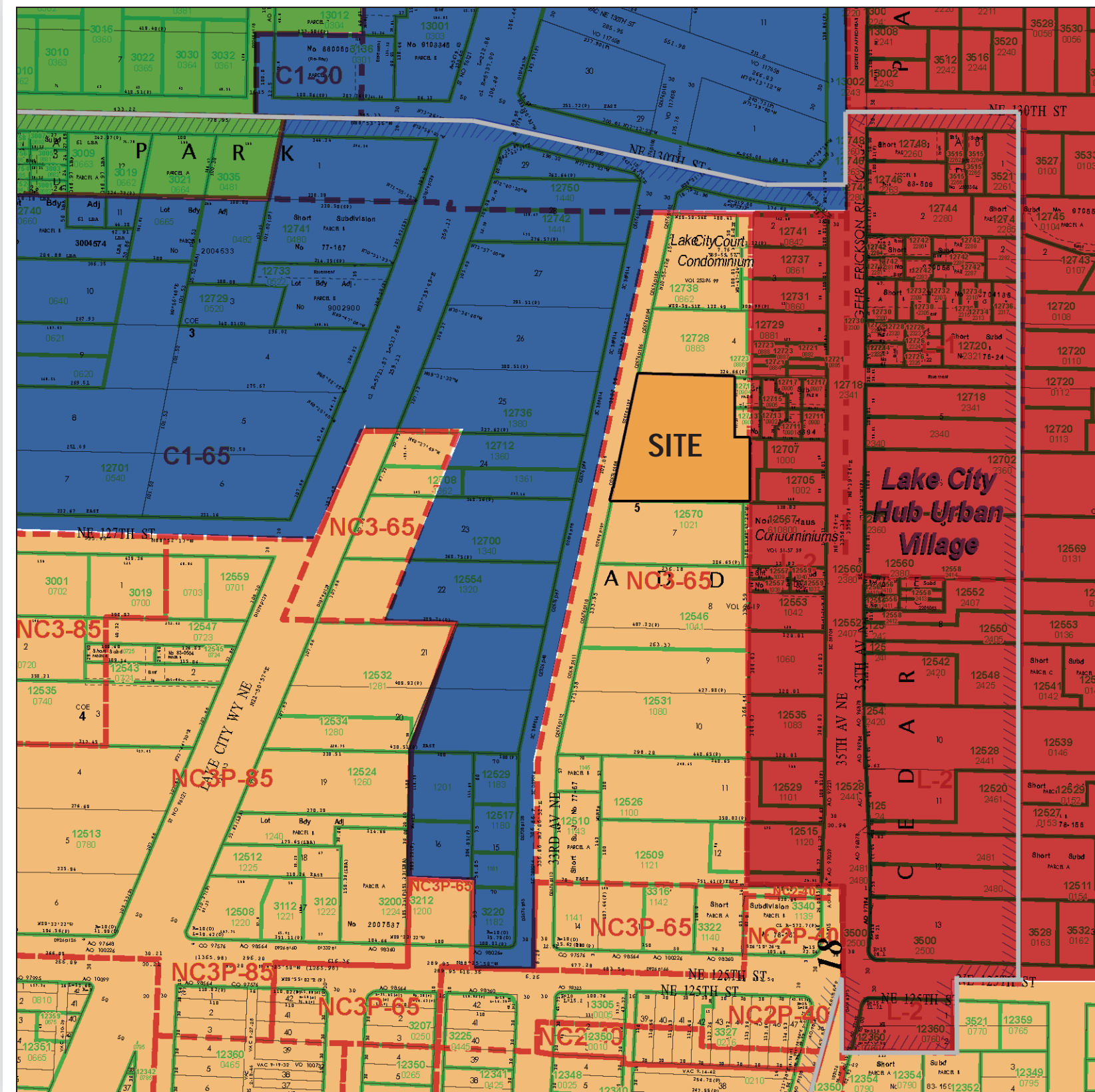
AERIAL PHOTO



VICINITY MAP



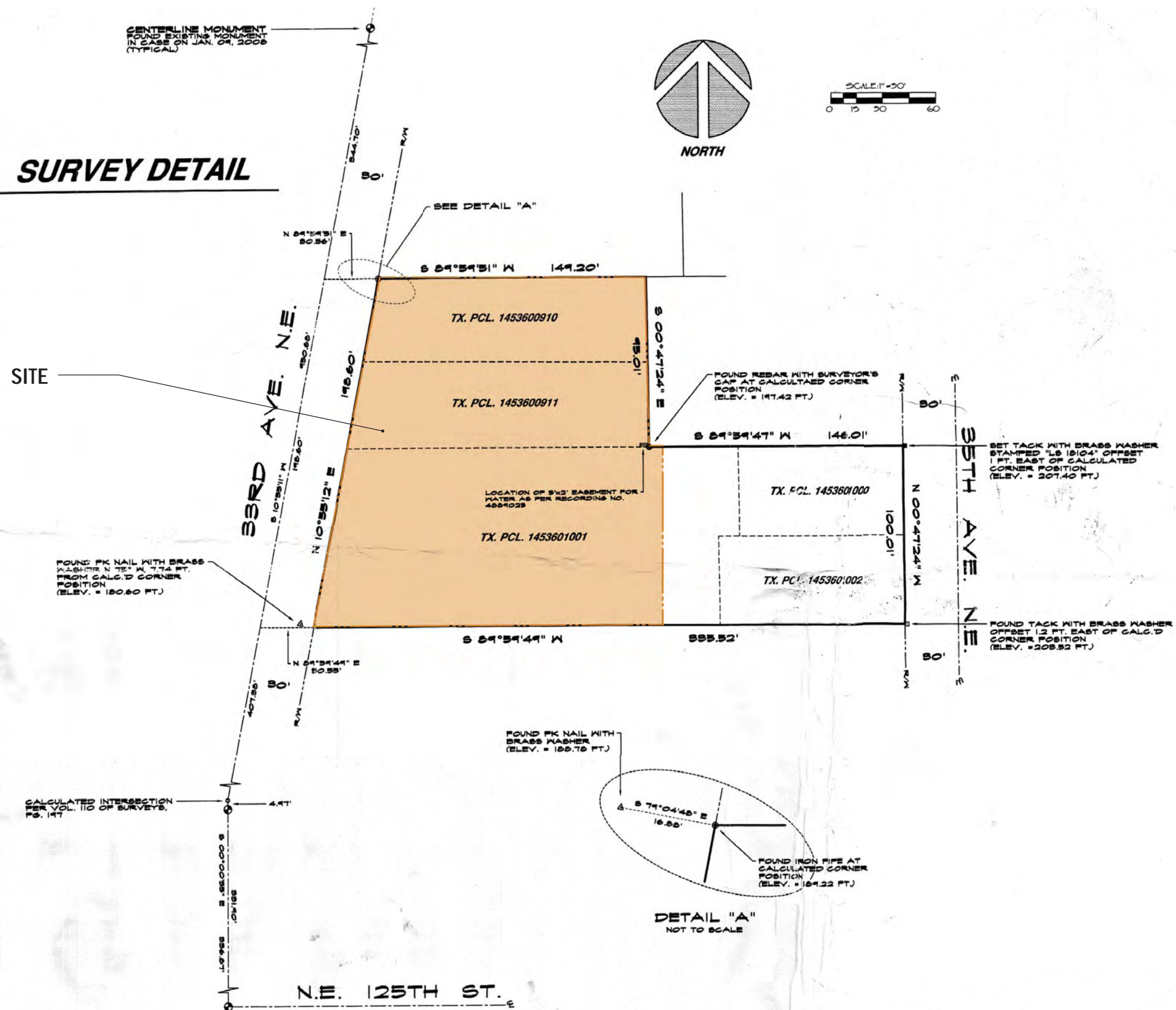




- ### ZONING MAP LEGEND
- |   |                            |
|---|----------------------------|
|  | NEIGHBORHOOD COMMERCIAL    |
|  | COMMERCIAL                 |
|  | SINGLE FAMILY              |
|  | LOWRISE 2                  |
|  | HUB URBAN VILLAGE BOUNDARY |



# **SURVEY DETAIL**

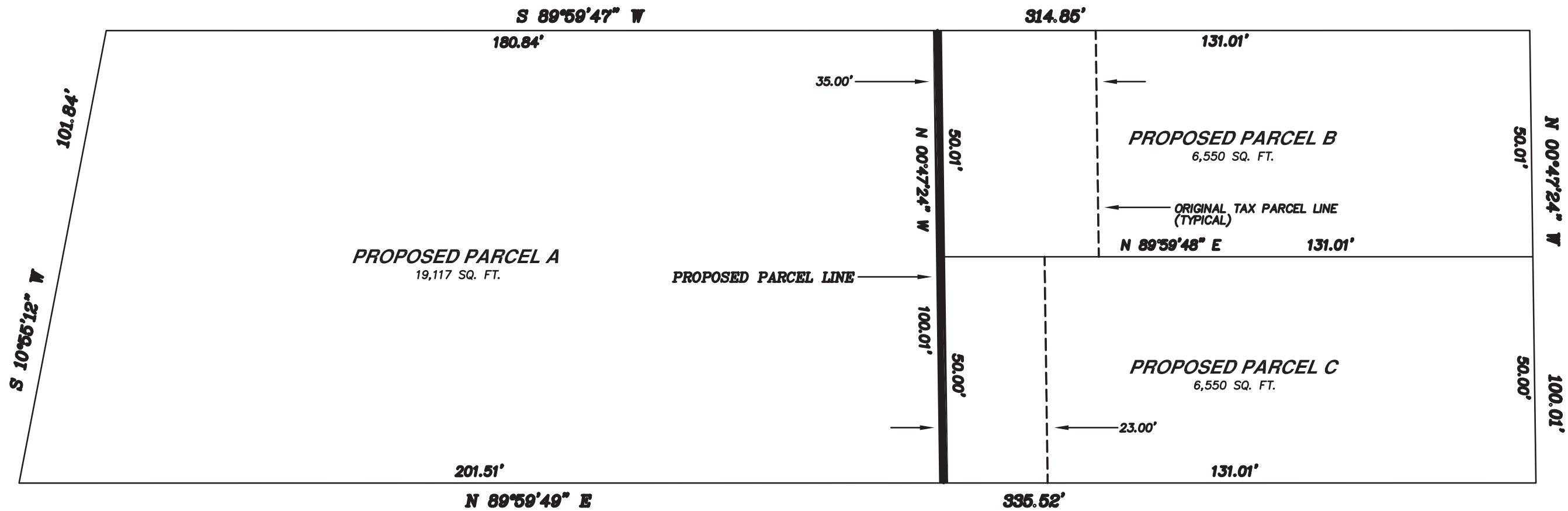


TOPOGRAPHIC SURVEY  
NOT TO SCALE



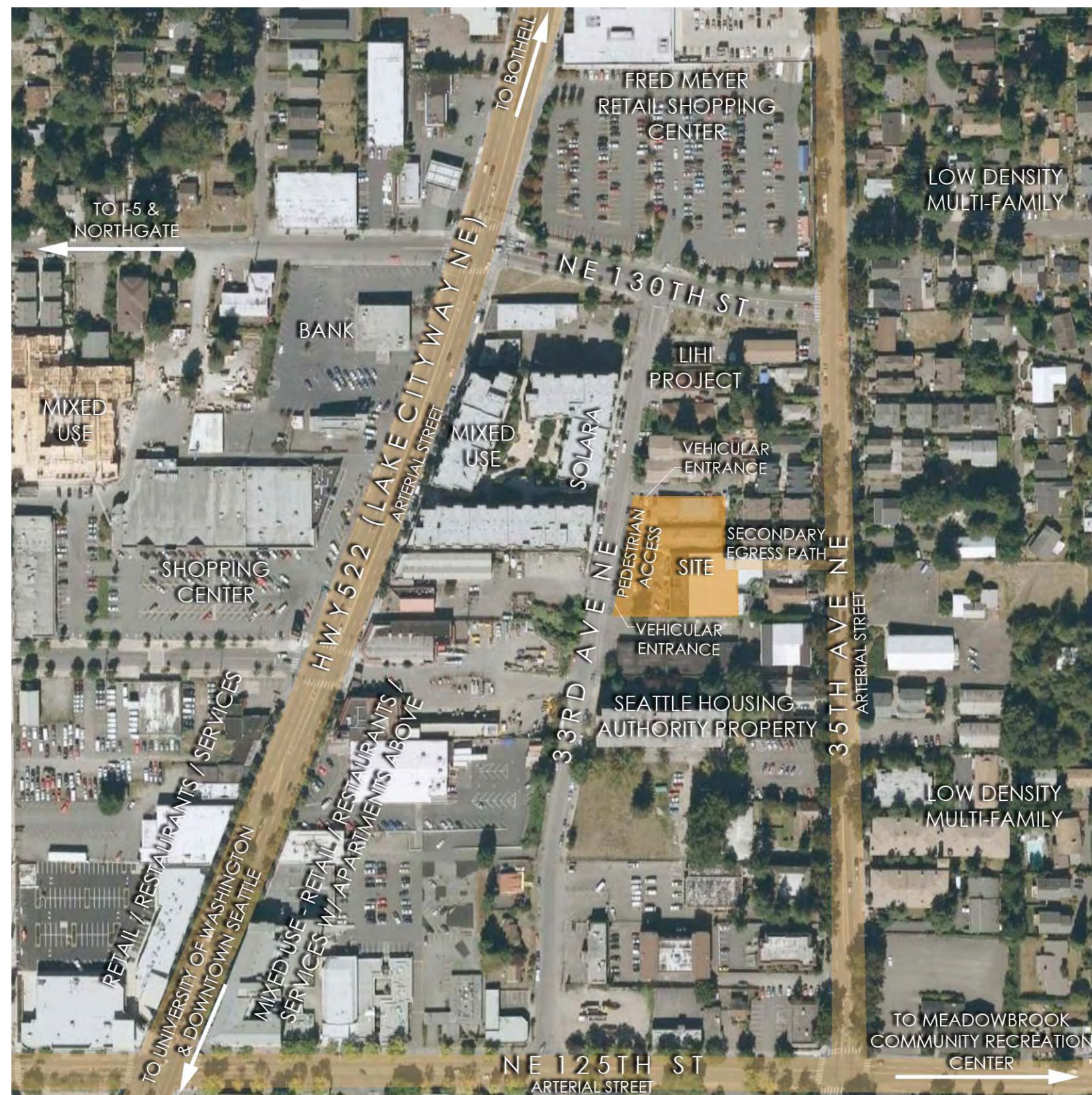






PROPOSED LOT BOUNDARY DETAIL  
NOT TO SCALE





**SITE ANALYSIS MAP**

## SITE ANALYSIS

The site is located in the Lake City Hub Urban Village. Sidewalks to bus lines, shopping, and services are located on Lake City Way NE, NE 130th Street, 35th Avenue NE, NE 125th Street, and other primary streets in the urban village. On 33rd Avenue NE the sidewalks are still being developed with a mix of concrete sidewalks, painted asphalt, and no sidewalk at all. The proposed project would provide new sidewalks along its frontage and will be informed by neighborhood plans to improve pedestrian facilities on 33rd Avenue NE.

Vehicle access to the site is from 33rd Avenue NE, a neighborhood service street that is accessed from NE 130th Street to the North and NE 125th Street to the South. The site is well served by arterial roads and public transportation. Bus lines are found on all arterial roads around the site within easy walking distance.

The abutting site to the North is a 3-4 story 19 unit building that has undergone recent renovation and maintains simple residential architecture (see photo one on page 9 and photo four on page 10). The site to the immediate South is a older single story commercial/industrial building that could be re-developed in the future for residential use. (see photo one on page 9 and photo six on page10).

An existing 15' easement to the north of the site provides for permanent ingress/egress, and setback from future construction. Parking entrances are proposed on the north and south side of the site. Positioning the parking entrances in those locations keep vehicular circulation away from the main pedestrian entrances at the center of the 33rd Ave NE frontage.

Recent growth in the Lake City Hub Urban Village has increased residential density in mixed use buildings. The community has all the services, support, and public transportation for living with or without an automobile.

New mixed use buildings in the area contain commercial and parking uses on the first floor with residential above. The buildings are six to seven stories and approximately 65 feet in height. To the north of the site the LIHI project is being developed and to the south the Seattle Housing Authority is considering redeveloping their site. Several social services have been proposed including a food bank or health clinic.

Current neighborhood commercial use on 33rd Avenue NE between NE 125th Street and NE 130th Street is limited. The Solara Apartments use 33rd Avenue NE like an alley with no commercial frontage. Since 33rd Avenue NE is a non-primary residential feeder street the commerce generated traffic could be different. Our proposal includes destination oriented businesses and one to two live-work units with potential for more.





TO NE 130TH ST (NORTH)

PROJECT SITE

TO NE 125TH ST (SOUTH)

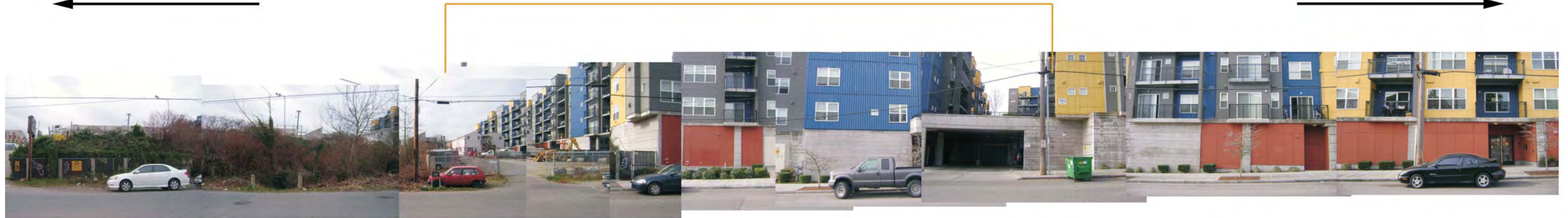


(1) EAST STREET ELEVATION ALONG 33RD AVENUE NE

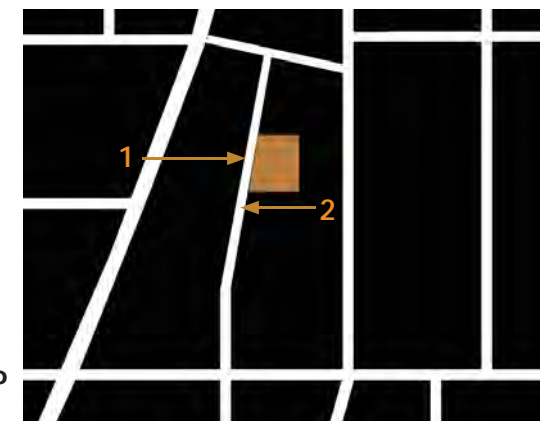
TO NE 125TH ST (SOUTH)

DIRECTLY ACROSS FROM PROJECT SITE

TO NE 130TH ST (NORTH)



(2) WEST STREET ELEVATION ALONG 33RD AVENUE NE







LOOKING AT THE LEFT OF SITE FROM WEST (STREET)



LOOKING AT THE MIDDLE OF SITE FROM WEST (STREET)



LOOKING AT THE RIGHT OF SITE FROM WEST (STREET)



VIEW NORTH FROM MID-SITE TOWARDS NE 130TH ST



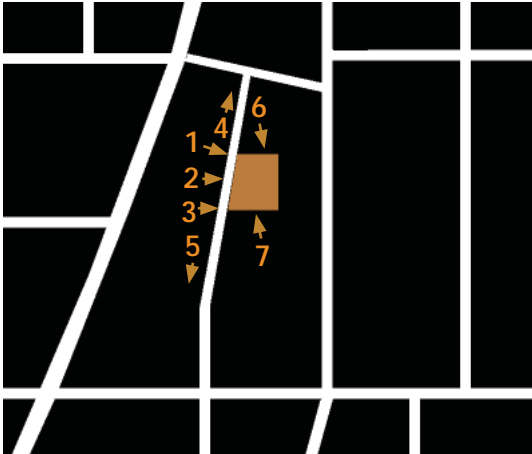
VIEW SOUTH FROM MID-SITE TOWARDS NE 125TH ST



LOOKING ACROSS SITE FROM NORTH



LOOKING ACROSS SITE FROM SW



SITE PHOTOS

ARTISAN APARTMENTS - SITE PHOTOS

Seattle, Washington 090350 09.15.09

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**CEDAR PARK APARTMENTS**  
-Commercial Ground Floor



**SOLARA APARTMENTS**



**FRED MEYER**

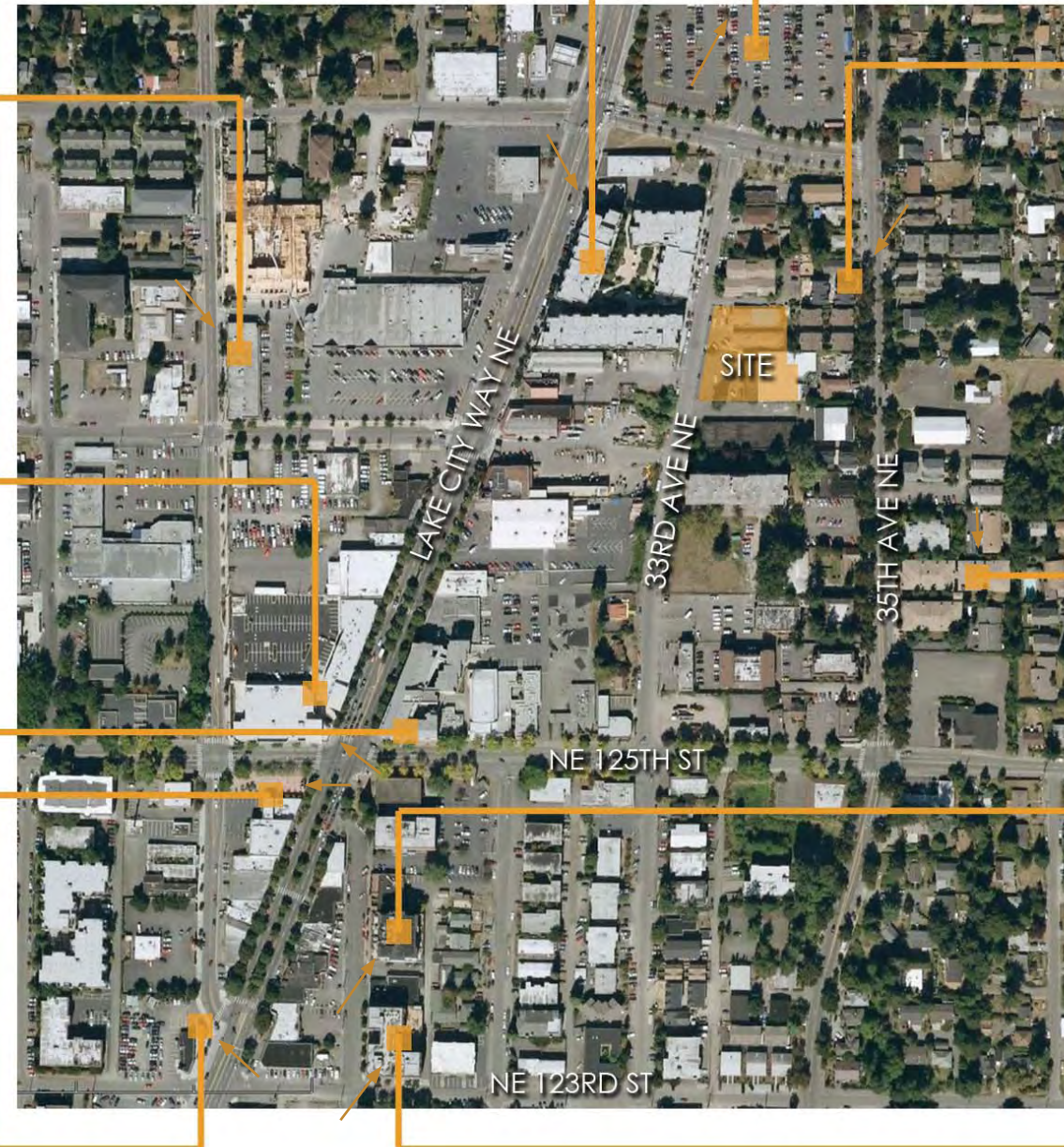


**TOWNHOMES**



**BARTELL DRUG STORE**  
-New Retail Uses

**REKHI APARTMENTS**  
-Commercial Ground Floor



**APARTMENTS**



**LUMINAIRE CONDOS**  
-Commercial & Live/Work Ground Floor



**VILLA APPIA APARTMENTS**  
-Commercial Ground Floor



**PUBLIC ART**



**SURROUNDING BUILDINGS**





SITE PLAN  
-NTS-

# ARTISAN APARTMENTS - SITE PLAN

Seattle, Washington 090350 09.15.09

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

Supplemental: *The project should minimize “cut through” traf-fic and should ingress and egress towards more intensive zoned area and not lesser zoned.*

**A-9 Location of Parking on Com-mercial Street Fronts** - Parking on a commercial street front should be minimized and where possible should be located behind a building

Supplemental: *Consider plac-ing parking under ground and if not located behind a building it should be visually and functionally segment-ed into smaller areas.*

The sloping of the street frontage from high on the north to low on the south provides the opportunity for two levels of structured parking without an internal ramp. The lower level is accessed from the south end of the frontage, and is partially below grade. The upper level is accessed from the north end of the frontage in part through an access easement which exists on the parcel to the north of the subject site, and is fully above grade, and elevated by one level at the south end of the front-age. The split between the entranc-es will separate the traffic impacts and allow the majority of the street frontage to be for pedestrians.

**B A-1 Responding to Site Characteristics** - The Sit-ing of buildings should respond to specific site con-ditions 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.

Supplemental: *Incorporate vegetation to buffer and provide significant visual screening.*

**E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites.** - Where possible, and where there is not another overriding concern, landscap-ing should reinforce the character of neighboring properties and abutting streetscape.

Supplemental: *Consider using native plant materials and evergreen trees in appropriate public areas to reestablish a natural northwest tree canopy.*

**E-2 Landscaping to Enhance the Building and/or Site** - Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appro-priately incorporated into the design to enhance the project.

Supplemental: *Use landscaping to further define and provide scale for open space. Use lighting to emphasize landscaping where appropri-ate.*

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

Supplemental: *The landscape design should attempt to re-inject into the ground water resource the run-off from buildings, sidewalks, streets, park-ing lots and large paved areas by using surfaces which allow filtration, grassy swales, etc.*

The site slopes from north to south on the street front and the lot angles out to the west. This presents the opportunity to integrate the building into the site. The courtyards will be landscaped and hardscaped with outdoor amenities for residents. The street front-age is designed for human scale including the street trees and planter boxes that can also act as storm water infiltration.

**C A-4 Human Activity** - New development should be sited and designed to encourage human activity on the street. Supplemental: *Consider pulling back from street edge for open spaces.*

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

Supplemental: *Design buildings to encourage multi-tenant occupancy and walk-in traffic at street level, use generous street-level windows and entrances, use over-hangs to protect pedestrians, and used design elements to add interest and human dimension.*

The project team envisions working with the community and appropriate jurisdictions for street improvements that would allow for large street trees, potential public art, ground floor commercial space, and live/work units to promote pedestrian activity. The street-level will consist of protected sidewalks at appropriate recessed entrances and design elements to establish a human scale at the street level.

**D A-3 Entrances Visible from the Street** - Entries should be clearly identifiable and visible from the street.

Supplemental: *Encourage welcoming, slightly re-cessed main building or shop entrances consistent with a traditional store-front design. Clearly indicate main entries through design, material changes, lighting, and street vis-ibility.*

**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 should be pro-protected from the weather. Opportunities for creating lively, pedestrian oriented open spaces should be considered.

Supplemental: *The use of opaque or highly reflec-tive glass is discouraged. Defines outdoor spaces using a combination of building and landscape and have it be of appropriate scale. When portions of a building are set back, consider providing small pedestrian open spaces with seating amenities, public art, or art as landscape to provide a lively streetscape*

The main entries to the commercial, live/work, and resi-dential are intended to each have a character that is visible from the street and easily recognizable.

**E B-1 Height, Bulk, & Scale Compatibility** - Proj-ects should be compatible with the scale of de-velopment anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Proj-ects on zone edges should be developed in a manner that creates steps in perceived height, bulk, and scale between anticipated develop-ment potential of the adjacent sites.

Supplemental: *Design structures to ap-pear less overwhelming at the street-level. Con-sider stepping back the upper floors to maintain scale compatibility and avoid a canyon effect in 65-foot height zones. Monolithic buildings lacking articulation are discouraged. Use veg-etated buffer zones in between different 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 architec-tural 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.

Supplemental: *Establish a clear set of proportions with a sense of order. Employ a sense of hierarchy of vertical and horizontal elements using materials to unify the building as a whole. Articulation should reflect changes in building form and function with vertical lines be-ing carried though to the base. Provide a pat-tern of building openings with recessed windows being desirable. Large blank walls should be avoided.*

**C-4 Exterior Finish Materials** - Building exteriors should be constructed of durable and maintain-able 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.

Supplemental: *Use materials, colors, and details to unify a buildings appearance. Con-sider limiting the number of materials and col-ors used on the exterior so that there is a visual simplicity and harmony. Design architectural features that are integral versus “tacked-on.”*

See: Architectural Concepts on the following pages.





**Birds Eye Model - Looking East**

## Narrative

The proposal is to build a full site, mixed-use for-rent apartment building which includes two levels of structured parking with approximately 180 stalls, street fronting ground floor commercial space and live/work space, five levels of studio, one, and two bedroom residential units for a total of approximately 175 units and seven levels of construction. The intent is to articulate the two parking levels as a single, taller ground floor level, to create what appears to be a six story building.

The building footprint is designed to occupy the site to the greatest extent possible in an effort to maximize parking available to residents, maximize allowed FAR, and maximize density within the development in a similar fashion to other development in the immediate vicinity.

To provide street frontage articulation, pedestrian streetscape activity, and to enliven the mixed use nature of the development, commercial uses are proposed for the majority of the street level facades. These uses are split between traditional commercial lease space, and live/work spaces. The residential entry lobby is located near the center of the site frontage.

The residential component of the project begins at the third floor level which is one and a half levels above street grade at the south end of the site frontage, and one level above street grade at the north end of the street frontage. Five levels of residential units are proposed, with a narrow courtyard available for resident use provided at the first residential level (garage roof).

The typical residential floor plate is "C" shaped in configuration, providing a varied setback from the right of way, and with two arms which are generally perpendicular to the street frontage and project toward the rear property line. This configuration provides the maximum exterior wall area with unconstrained glazed for the proposed units, breaks down the bulk of the building when viewed from the east, and creates an interior courtyard which provides access to light and ventilation for future residents.

The residential units are configured in a double loaded corridor arrangement, with egress stairs at the ends of the corridors, and a central bank of elevators.



### Pros

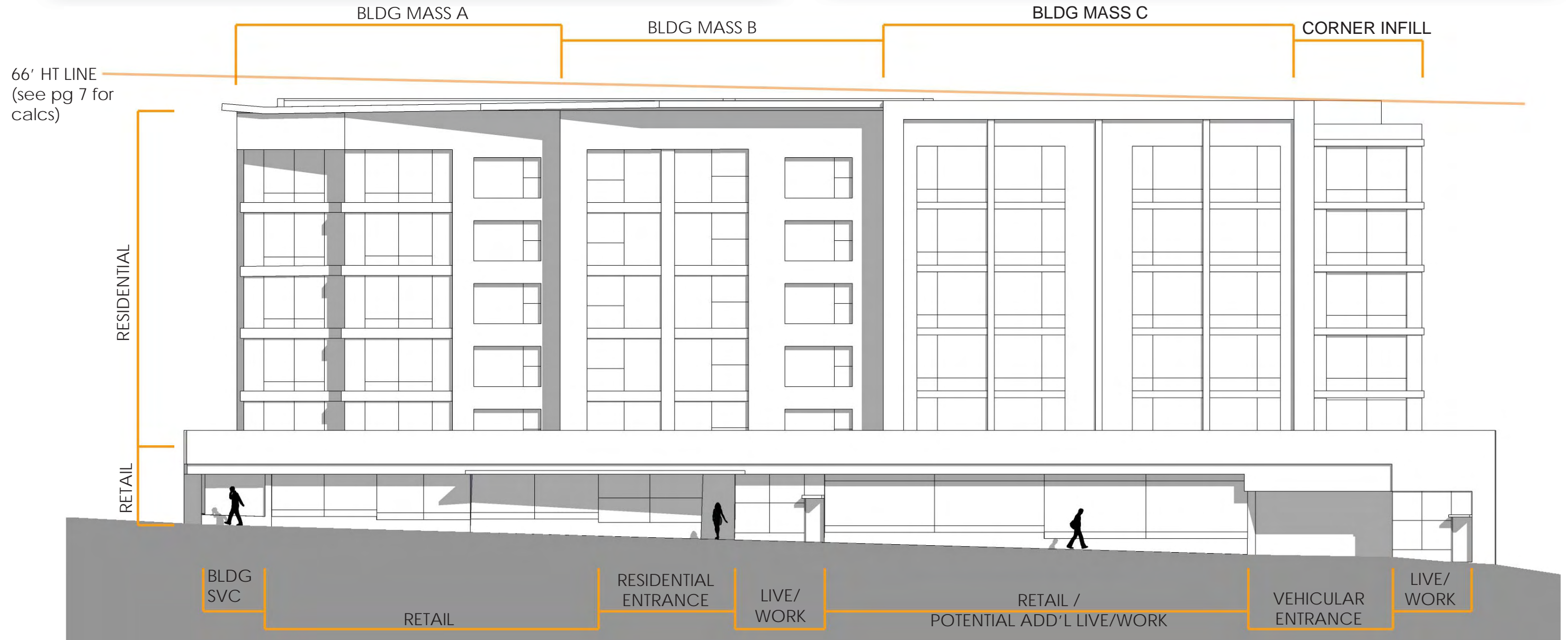
- The residential portion of the building is broken up into 3 primary masses using different roofs, window types, and materials.
- The 1.5 story base fronts the road with predominantly retail and residential uses and reads as a single level.
- Canopies are used to define entrances and shelter the pedestrian environment

### Cons

- The "cap" on the base is unbroken.

### Principles of Design

For concept 1 the building is to be perceived as 4 distinct masses sitting atop as solid capped base. The roof line varies in height, style, and depth. The residential wings that extend east will be bays with "eyebrow" canopies at the top to lower the perceived height. The lower levels will be large expansions of retail frontage. Along with (2) live-work units the residential entries are used to break up the continuous frontage of retail space to promote different pedestrian activity. The vehicular and service uses on the front will be set-back and are set on opposite sides of the site to create a continuous pedestrian environment between them.

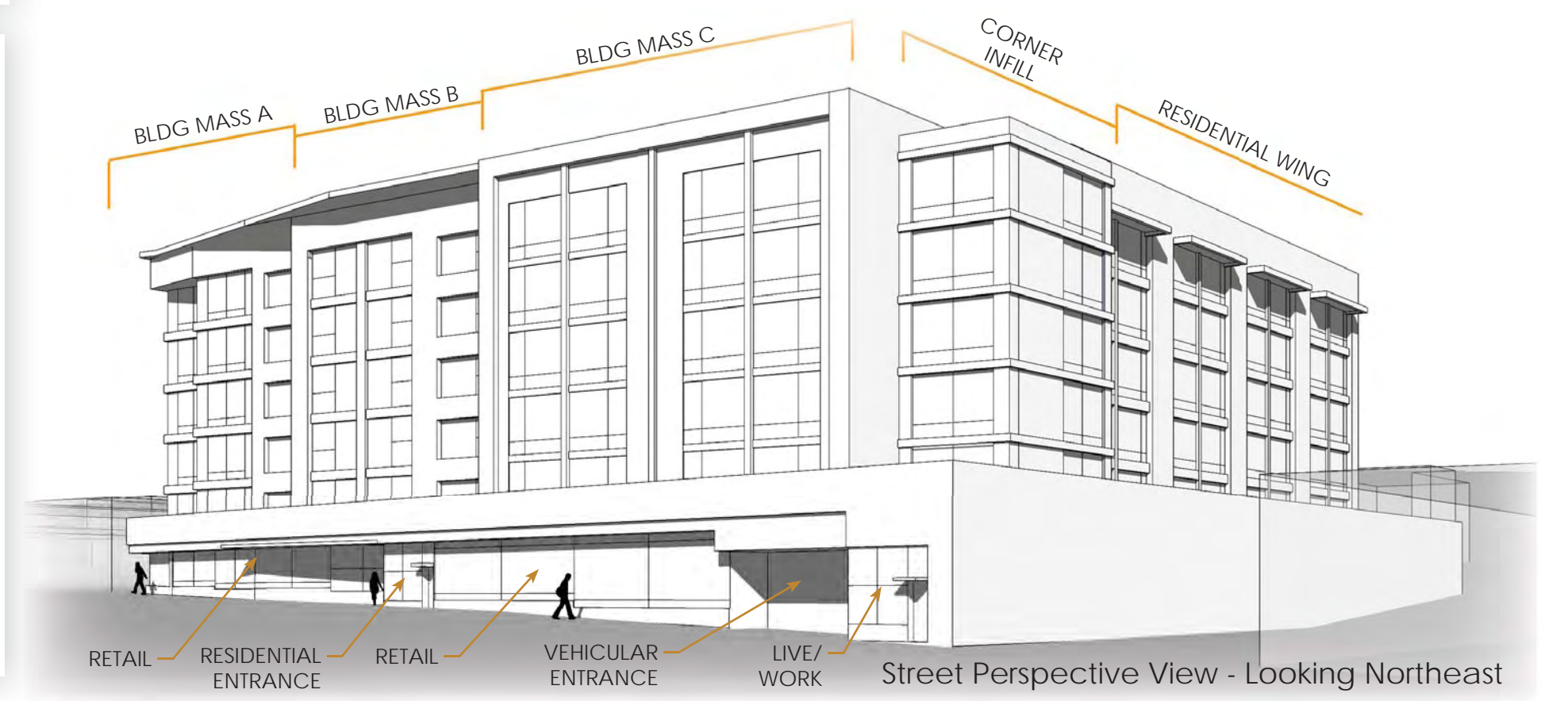
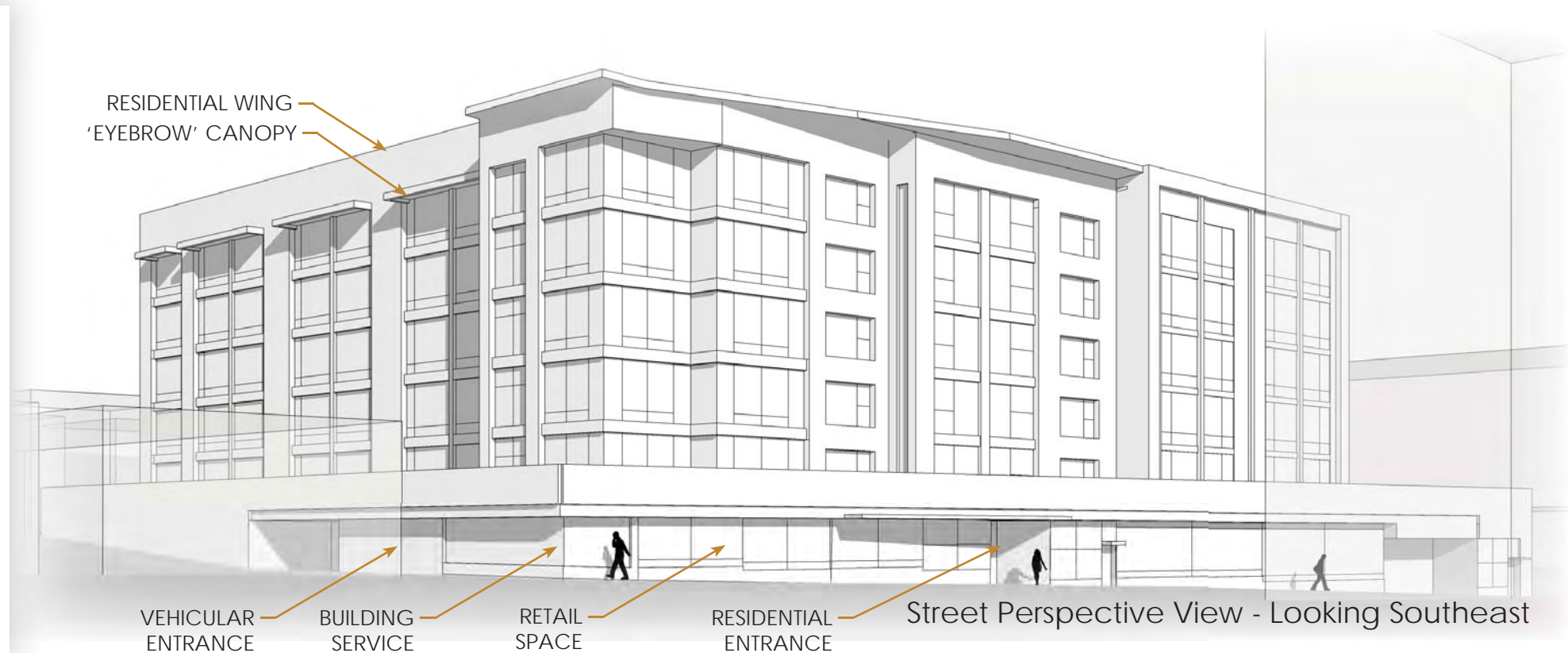


Architectural Concept 1





Building Height Diagrams - Orange Block represents the maximum height (65'-0")



Architectural Concept 1



### Pros

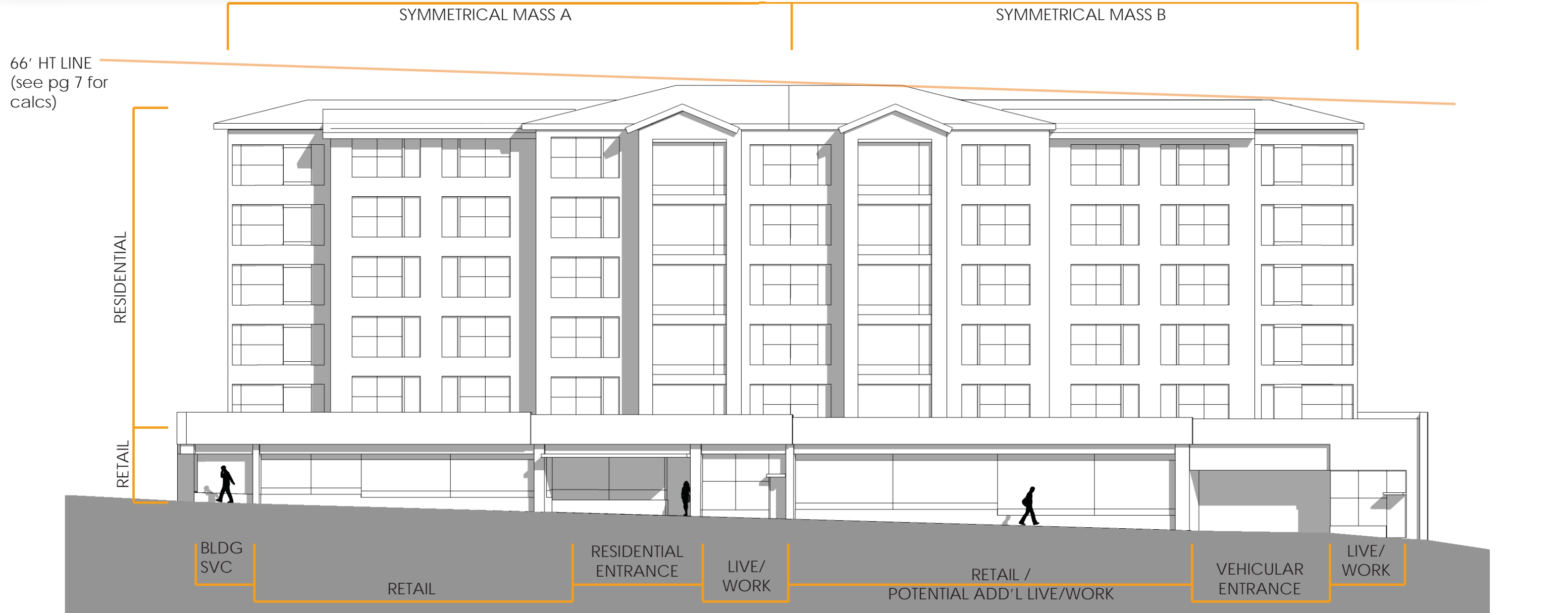
- The residential portion is symmetrical.
- The sloped and pitched roofs have a more traditional character.
- The 1.5 story base fronts the road with predominantly retail and residential uses.
- Canopies are used to define entrances and protect the pedestrian environment

### Cons

- The building reads as one large masses, with a 5 story element sitting on top of a 1 to 2 story element and could be perceived as homogeneous.
- The architectural character of the residential portion does not relate to the ground floor base construction.
- Character is somewhat similar to a hotel.

### Principles of Design

For concept 2 the building uses the roof lines to unify the mass and refer to traditional residential forms. The lower levels will be large expansions of retail frontage. Along with (2) live-work units the residential entries are used to break up the continuous frontage of retail space to promote different pedestrian activity. The vehicular and service uses on the front will be set-back and are set on opposite sides of the site to create a continuous pedestrian environment. The cap on the retail base is broken multiple times along with columns help break up the solidarity of the base.

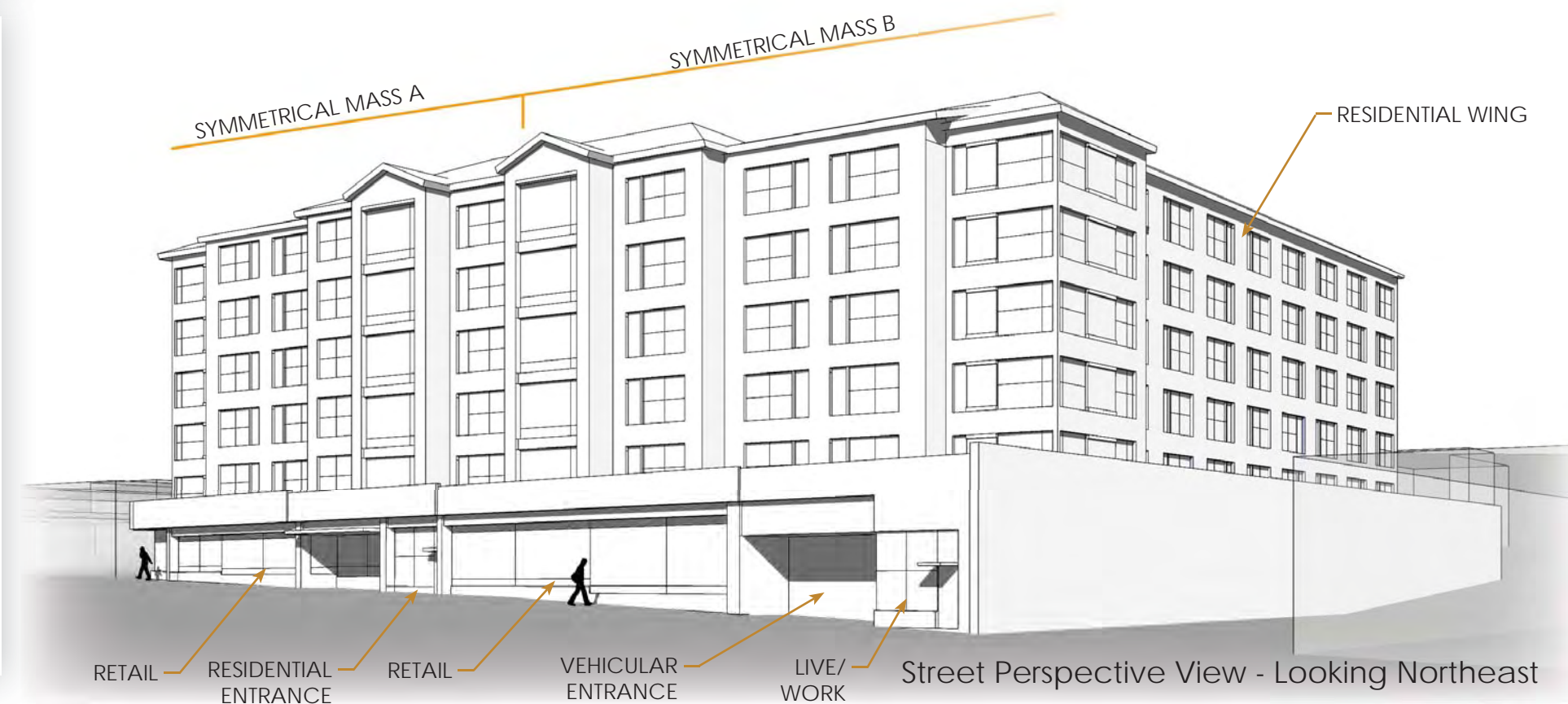


Architectural Concept 2





Building Height Diagrams - Orange Block represents the maximum height (65'-0")



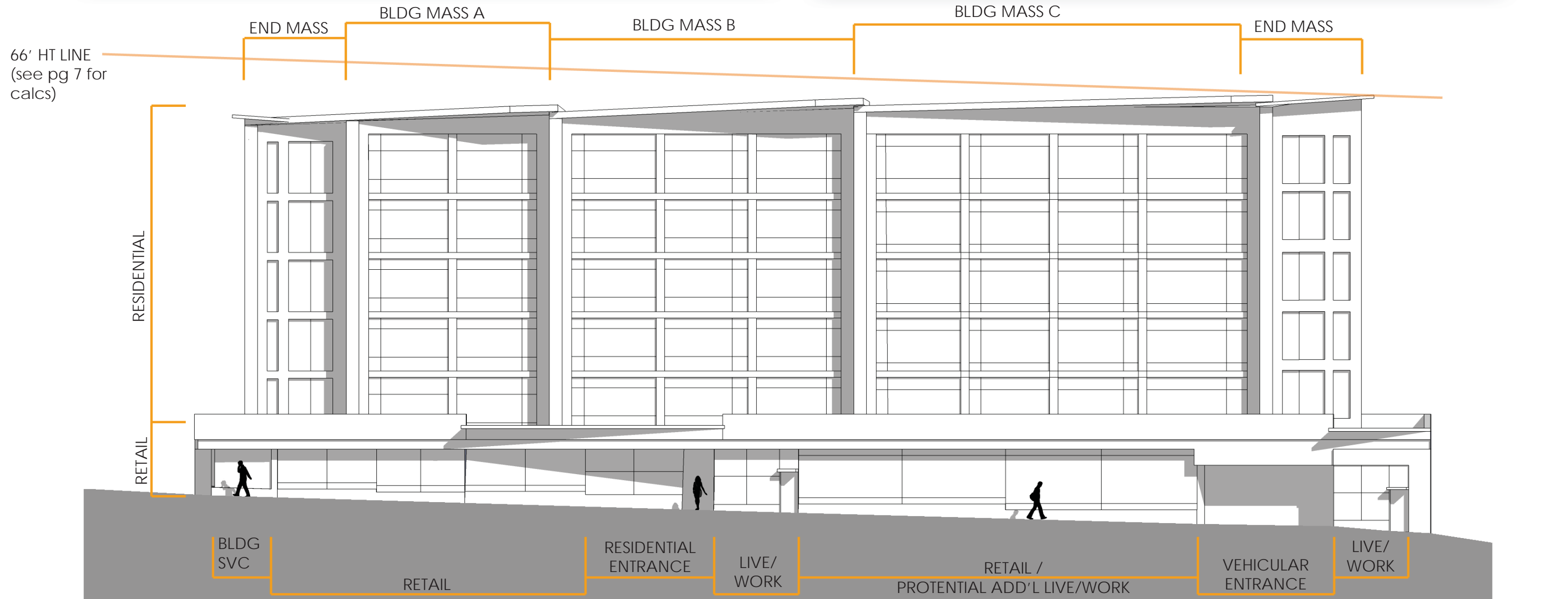
Architectural Concept 2



- The residential portion of the building is broken up into 3 masses with two book-end masses and fits into the 65' ht limit.
- The 1.5 story base fronts the road with predominantly retail and residential uses.
- Canopies are used to define entrances and protect the pedestrian environment.
- The building mass diminishes in one view from the street and gains from the opposite side.

- Single mass is large in scale.
- Repetition of facade treatment could be monotonous.

For concept 3 the building is to be perceived as 3 masses with two end masses that use their articulation to create a movement on the facade that is different depending on which direction one approaches. The roof line diminishes in height as it goes north and has extended canopies that translate down to the retail level. The residential wings that extend east will be bays with similar canopies at the top to break the continuous line of the parapet. The lower levels have large expanses of retail frontage, with (2) live-work units. The vehicular and service uses on the front will be set-back and are set on opposite sides of the site to create a continuous pedestrian environment. The cap on the retail base is broken using a similar canopy element that is used on the roof and the residential wings.

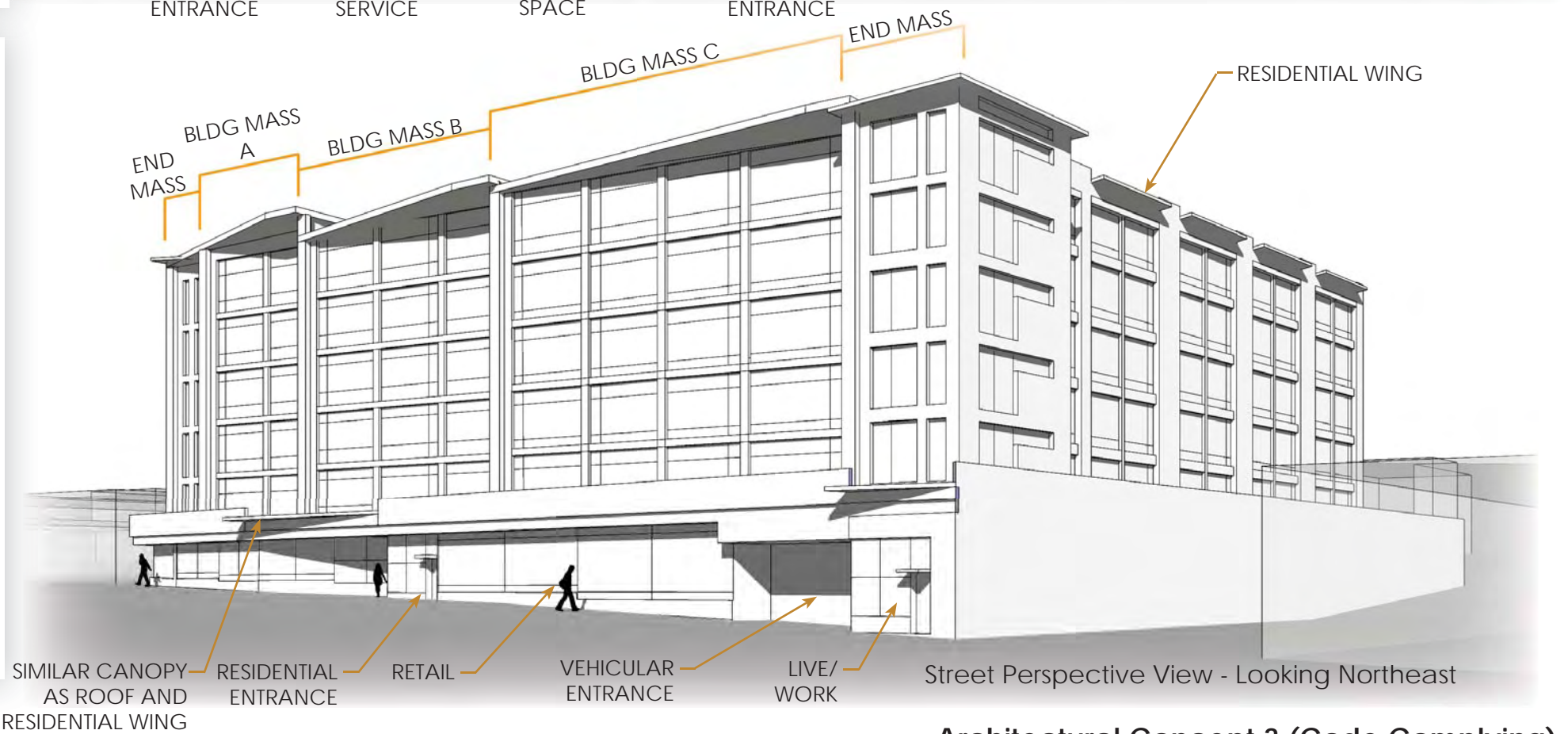
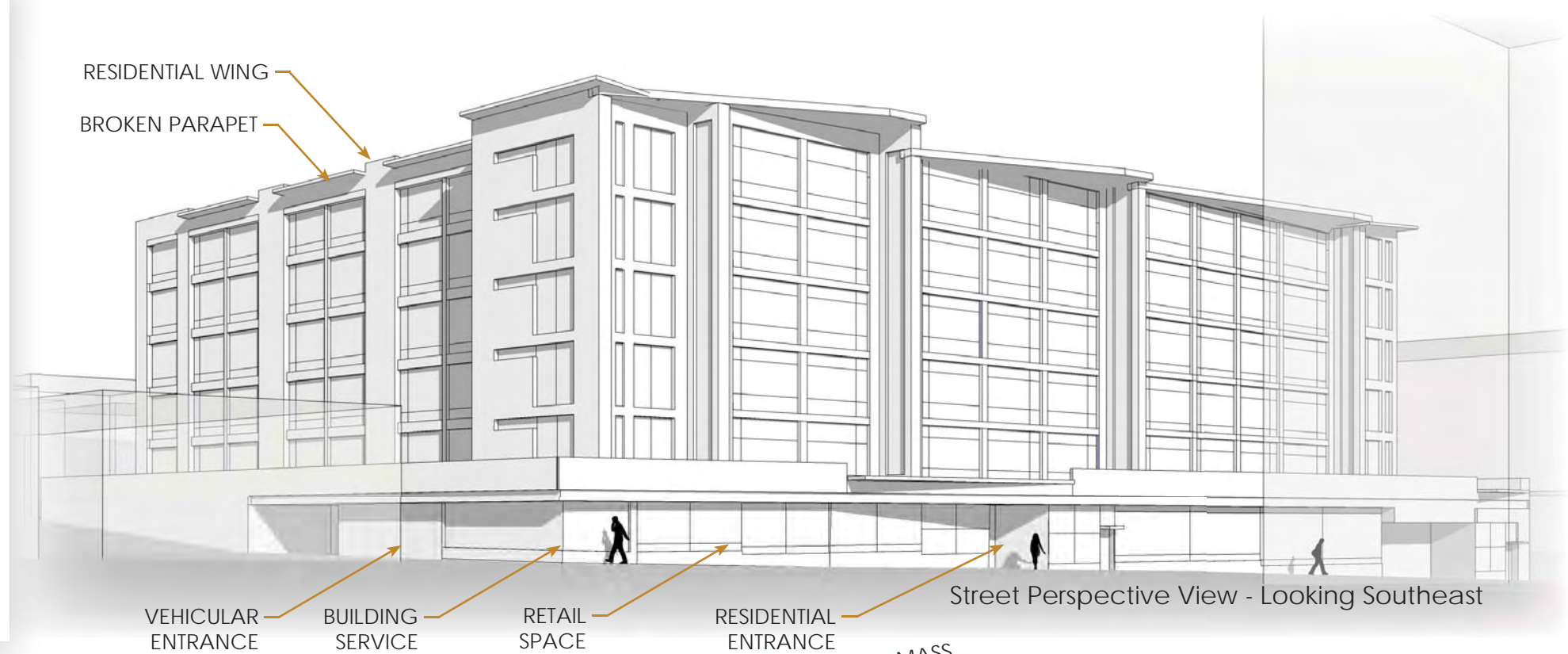


### Architectural Concept 3 (Code Complying)





Building Height Diagrams - Orange Block represents the maximum height (65'-0")



Architectural Concept 3 (Code Complying)



FIRM PROFILE

Myhre Group Architects is located in the heart of downtown Portland, Oregon. Our diversified practice offers architectural, planning, and interior design services.

Myhre Group Architects is a mid-sized firm with a staff of enthusiastic, talented, and team-oriented individuals. Our main objective is to provide personalized care by understanding the needs and desires of our clients. By utilizing our architectural expertise, we generate innovative and appropriate design solutions that respond realistically to the parameters of real estate development, such as project budgets, schedules, target markets, and constructability.

We are a unique firm that has specialized areas of expertise. We provide professional design services for private real estate development ventures with a particular focus in multi-family housing, mixed-use, resorts, hospitality, hotels, commercial, and tenant improvements.

Our architectural team focuses primarily on providing our clients with outstanding personalized care, the highest quality architectural design, and complete architectural services from initial conceptual design through construction administration. In addition, we provide architectural services relating to the technical challenges of building renovations, upgrades, and rehabilitations. With our creative and practical design solutions, we help our clients manage their risk and protect their investments.

**Use**  
Mixed-Use  
**Location**  
Portland, Oregon  
**Construction**  
Type I, III  
**Frame**  
Wood, steel  
**Size**  
215,000 sq. ft.  
152 units

Myhre Group Architects is responsible for the architectural and interior design of this mixed-use apartment development in Northwest Portland's Pearl District. With a bold, contemporary design, the building is six stories in height and is constructed of wood framing over a concrete base.

The design includes 152 market-rate rental units, as well as ground-floor commercial spaces. The exterior of the building features glass, concrete, metal and wood accents. The project contains a total of 215,000 square feet. The project is currently under construction



**Use**  
Mixed-Use  
**Occupancy**  
R-1/M  
**Location**  
Seattle, Washington  
**Construction**  
Type IIA  
**Frame**  
Steel/ISSI  
**Size**  
7 stories  
82,000 sq. ft.  
.29-acre site  
58 condominiums

Zed is a new eight-story mixed-use project, combining condominiums and retail space, on a sloped site overlooking Lake Union atop Seattle's Queen Anne Hill.

The building, at the corner of Dexter Avenue North and Lee Street, contains approximately 58 condominium units in a mix of one- and two-bedroom flats from 600 to 1,050 square feet, plus five live/work lofts. The structure consists of dramatic cantilevers and post-tensioned concrete floor slabs supported by concrete columns at the parking and ground-floor levels, with ISSI light-gauge steel construction above. Approximately 58 spaces of underground parking will be provided for residents and visitors.

The exterior envelope is a combination of exposed concrete and cementitious siding with a rain-screen system and glass window walls. The building features a flat roof with a terrace which offers South Lake Union views to the east.



**Use**  
Mixed-Use  
**Occupancy**  
R-1  
**Location**  
Portland, Oregon  
**Construction**  
Type II FR  
**Frame**  
Concrete  
**Size**  
40 units  
37,000 sq. ft.  
4,875 sq. ft. site



The Mosaic is an innovative, energetic, and vibrant condominium community, located along the streetcar line adjacent to Portland State University, in the heart of downtown Portland, Oregon.

With its colorful materials, elaborate textures, and playful patterns, this unique, transit-orientated building has become a new urban landmark. The project contains two-story, townhouse-style, live/work units at the ground level, with flats and two-story townhome units on the upper floors.

Through the use of extremely high-density dwelling units, an eco-roof to mitigate storm water, floor-to-ceiling glazing for maximum use of natural light, and extensive bike parking to encourage car-free commuting, this building is extremely environmentally-friendly.

This project was the first of its type in the City of Portland to use an increased environmentally-friendly design for an added floor area ratio (FAR) bonus. In addition, the environmentally-friendly design helped in gaining an expedited design review approval process.

**Use**  
Mixed-Use  
**Occupancy**  
B,M, R-2, S-2  
**Location**  
Portland, Oregon  
**Construction**  
Type IA, IIIB  
**Size**  
6 stories  
140,000 sq. ft.



The Prescott Apartments are a significant project for revitalizing the North Interstate Avenue corridor. The project includes approximately 155 market-rate apartments above six commercial spaces with 100 underground parking stalls.

The full-block building wraps around an open, south-facing courtyard. Large windows and patios offer views of the Willamette River, Mt. Hood, Mt. Adams, Downtown Portland, and the West Hills. Varying in height from one to six stories, the building will help set a new precedent for development in this transitioning neighborhood.

The Prescott provides an outdoor gathering space with ground-level outdoor seating for residents as well as for the commercial tenants and their clients. Possibilities for the ground-level commercial spaces include a wine bar, coffee shop, and a small fitness center.

The Prescott is currently under production