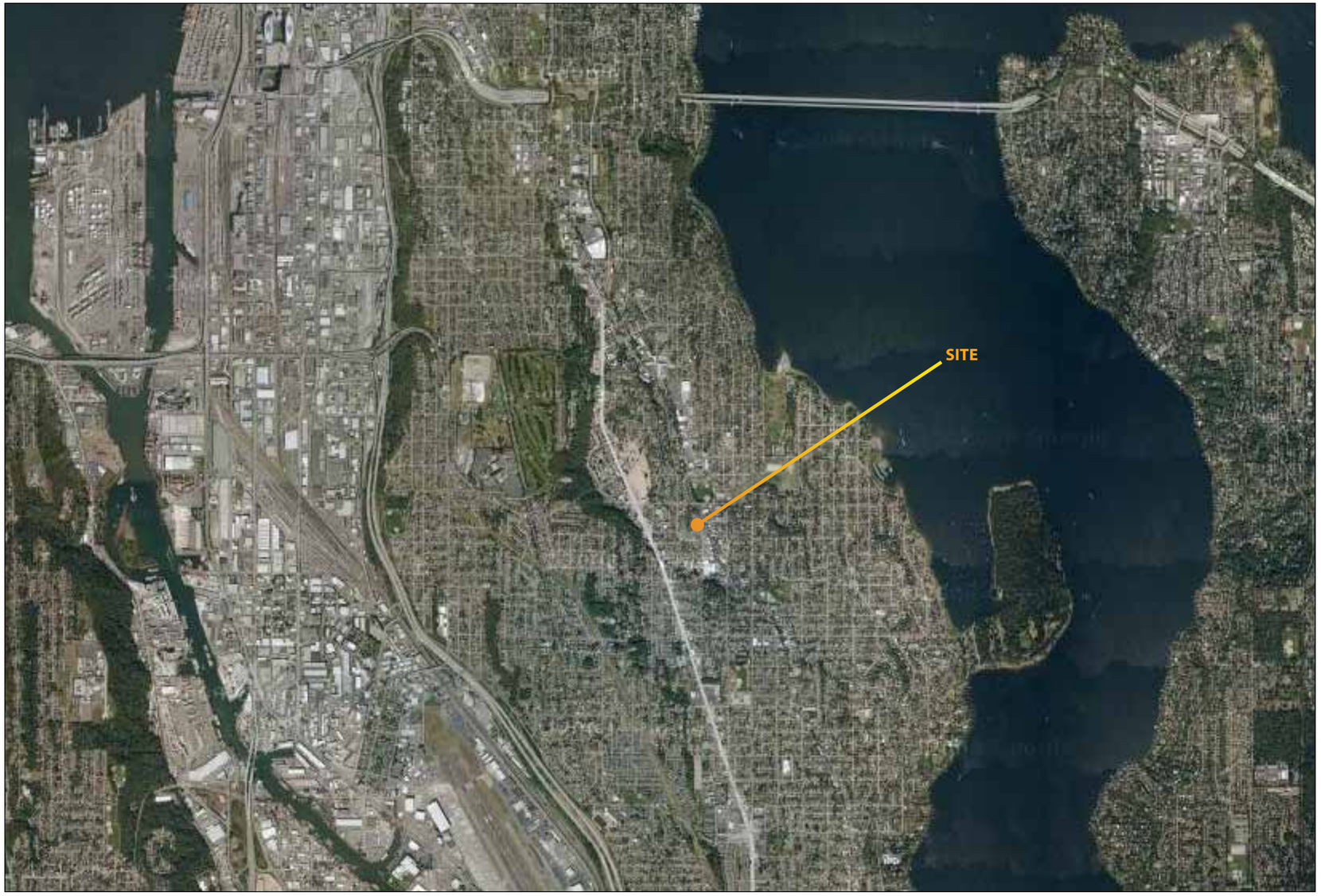
3701 S HUDSON ST.

DRB MEETING • DPD #3011350
DECEMBER 14, 2010



Runberg Architecture Group, PLLC

Brian Runberg
One Yesler Way, Suite 200
Seattle, WA 98104

HARBOR PROPERTIES, INC.

1411 Fourth Ave Ste 500
Seattle, WA 98101

2.0 ZONING DATA

2.1 Use: *SMC 23.47A.004*

Live/Works	Permitted
General Sales/Svc	Permitted
Residential	Conditional Use

SMC 23.47A.006.B.3

Residential uses in C2 are permitted when (1) residential use not in area with direct access to freeways, state routes and freight rail lines. (2) Residential use is not in close proximity to industrial area and/or nonresidential uses.

2.2 Street Development Standards:

SMC 23.47A.005.4 .C &D

4. Residential uses may occupy 100 percent of the street-level street-facing facade in a structure if the structure:

c. Is not located in a pedestrian-designated zone or a zone that has a height limit of 85 feet or higher; and

d. Does not face a designated principal pedestrian street.

SMC 23.47A.008.A.2

Blank facades permitted: no segment longer than 20 ft — Provided: compliant — Refer to T0.2

total blank facade < 40% — Provided: compliant — Refer to T0.2

SMC 23.47A.008.A.3

Setbacks: Street-level facades must be within 10 ft of lot line unless wider sidewalks, plazas, or other approved landscaping or open space is provided. — Provided: compliant — Refer to T0.2

SMC 23.47A.008.B.2

Transparency required for nonresidential uses: 60% — Provided: N/A

SMC 23.47A.008.B.3

Depth of nonres.: average 30 ft, minimum 15 ft — Provided: N/A

Height of nonres.: 13 ft floor-to-floor — Provided: N/A

SMC 23.47A.008.D.3

Floor of dwelling to be located 4' above or below or 10 feet back from sidewalk — Provided: **DEPARTURE REQUESTED** — Refer

2.3 Outdoor Activities: *SMC 23.47A.011.D, E*

Outdoor storage : No max. size limit

Outdoor sales/service of food or beverages prohibited within 50 ft of residentially-zoned lot

2.4 Structure Height:

Max. Allowed: *SMC 23.47A.012 A* — **65'** height of underlying zone

Slope Bonus: *SMC 23.47A.012 B* — **.33'** Slope Bonus, see A1.0 for calcs

Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns

2.5 Floor Area Ratio *SMC 23.47A.013.B*

Allowed: **4.75**

Lot Area:	36,949 SF	
Floor Area (excluding below grade):	92,090 SF	
FAR provided:	Provided:	**2.49**

2.6 Setbacks *SMC 23.47A.014.B.3*

Projections permitted into setback: exterior balconies, decks

2.7 Required Landscaping: *SMC 23.47A.016.A*

Required: Seattle Green Factor **0.30** — Provided: Refer to Landscape Plans

Required: street trees — Provided: Refer to Landscape Plans

2.8 Noise Generators:

When noise generators located outdoors (heat exchangers, refrigeration, etc.) acoustic report shall be provided describing measures to be taken so that noise complies with standards

2.9 Residential Amenity Area: *SMC 23.47A.024.A*

Required: 5% gross bldg. in resid. use: 5% of 92,090 = **4,605 sf**

Provided: at grade 3,827 sf

at upper floors 1,827 sf

Provided: **5,654 sf** Refer to T0.2

SMC 23.47A.024.B

Required: minimum dimension 10 ft, no area less than 250 ft

2.10 Solid Waste: *SMC 23.47A.029*

Required for residential use, +100 units: 200 sf + 2 sf for each add'l unit = 258 sf min.

No dimension less than 6 ft front-loading type

2.11 Parking Location / Access: *SMC 23.47A.032*

One curb cut permitted

Parking may not be located between structure and street lot line

Parking may not be located inside a structure adjacent to street-level street-facing facade

SMC 23.54.030.D.2

Driveway: For non-residential uses: driveways for one-way traffic 12-15 ft; two-way traffic 22-25 ft

Proposed driveway width = Provided: 22'

SMC 23.54.030.F.2

Curb cuts: For non-residential uses: driveways for one-way traffic 12-15 ft; two-way traffic 22-25 ft

Proposed curb cut =

2.12 Required Parking: *SMC 23.54.015 Chart A, Chart B*

		Required Parking Ratio	Required Parking
Sales & Service	sf	1/ 500	
Live/Works	sf	1/ 1500	no pkg for first 1500 sf of use
		subtotal	**0**

Transit Reduction *SMC 23.54.020.F.2.A*

parking requirement for all uses may be reduced by 20%

Total Live Work Units			0.00
Residential	124 units	1/ 1	124.00
			124
20% Reduction			25
Total Parking Requirement			**99**

Provided Parking

	Commercial					Residential					
	S	M	L	ADA	ADA van	S	M	L	ADA	ADA van	totals
P1						47	50		2	1	100
subtotal											
	0 commercial stalls					0 residential stalls					

Parking Stall Mix *SMC 23.54.030.B.1.b*

60% min. medium size stalls — Provided: 50% medium, 49% compact — **DEPARTURE REQUESTED** — Refer to T0.1

Driveway sight triangle: 10' triangle required — **DEPARTURE REQUESTED** — Refer to T0.1

Bicycle Parking *SMC 23.54.015 Chart E*

		LONG TERM Bicycle Pkg Ratio	SHORT TERM Bicycle Pkg Ratio	LONG Required	SHORT Required
Sales & Service	sf	1/ 12000	1/ 4000	**0**	**0**
other uses?		1/ 12000	1/ 4000	0	0
Residential	124 units	1/ 4		**31**	**n/a**

Loading berth: low to medium demand use (general commercial sales, medical services)

less than 10,000 sf — no loading berth required

Project Data: 37th & Hudson
Client: Harbor Properties
5/25/10
Description multifamily residential

1.0 PROJECT DATA

1.1 Location: 3701 S. Hudson St
1.2 Site Area: 37,600 approx.
1.3 Zone: C2-65'
Columbia City(Residential Urban Village)
SE Seattle Reinvestment Area
1.4 Building Code: Seattle Amendments to the 2009 International Bldg. Code (IBC)
1.5 Proposed Use: Mixed Use
1.7 Occupancy Classification / Separations

		M	R-2	S-2
Residential	R-2	1		2
Parking	S-2	1	2	

1.8 Gross Floor Area:

FLOOR LEVEL	PKG (gsf)	CIRC	MECH	STORAGE	LOBBY/ AMENITY	RESID. (gsf)	TOTAL (gsf)	COURTYD ROOF	COMPLIANT OPEN SPC
Level P1	23,965	480	1270	805			26,520		
Level 1		1,870	170	335	1515	15,270	19,160	6,110	
Level 2		1,870	170	335		16,785	19,160		
Level 3		1,870	170	335		14,565	16,940	2030	
Level 4		1,870	170	335		14,565	16,940		
Level 5		1,870	170	335	1210	13,355	16,940		
Roof		480			495		975	4,545	
Subtotal	23,965	10,310	2,120	2,480	3,220	74,540	116,635	12,685	0

Average	74,540 /	125	=	596	gsf per unit average

1.9 Unit Distribution **at feasibility/SD phase**

	TH	Open 1-BR	1 BR	2 BR	total
L1	4	11	12		27
L2		11	13	1	25
L3		11	13	1	25
L4		11	13	1	25
L5		11	11	1	23
	4	55	62	4	125

125

Unit Mix

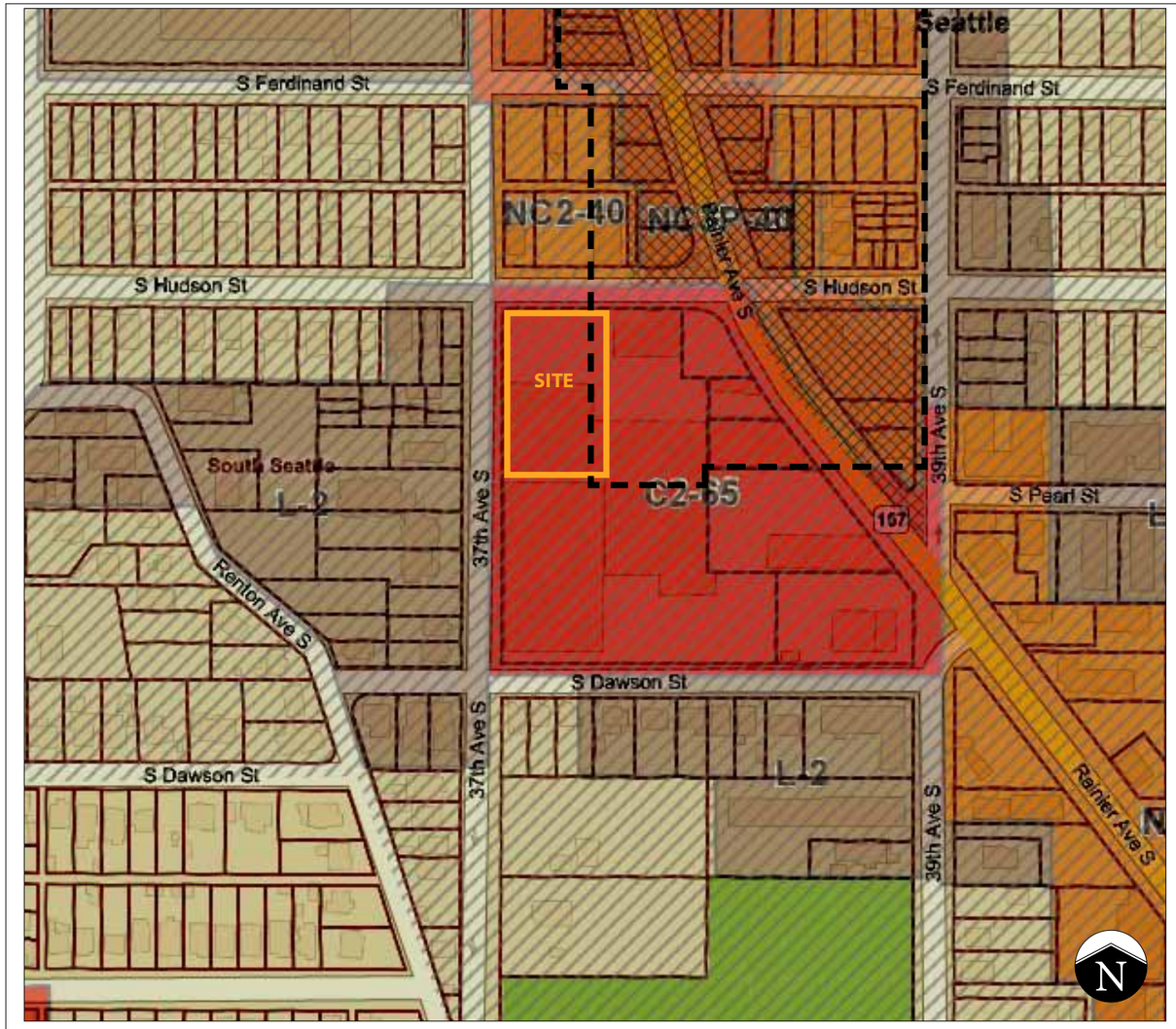
Unit Type	# Units	%
Townhome	4	3.2%
Open 1-BR	55	44.0%
1 BR	62	49.6%
2 BR	4	3.2%
Totals	125	

Average Unit Size

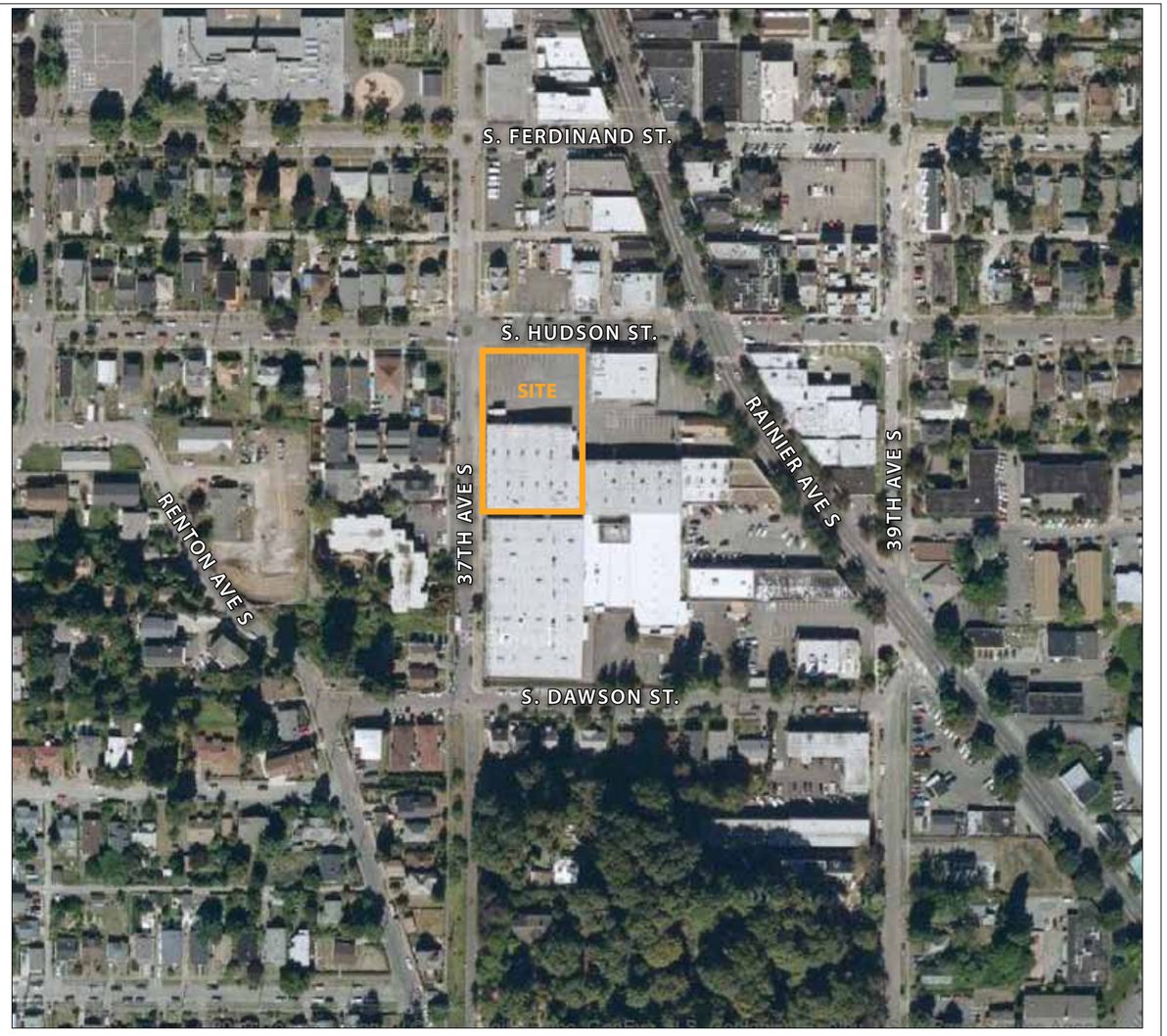
Res	# of Units	Avg. GSF
74,540	125	596

1.10 Project Metrics

Residential Area Efficiency	res. area	/	total floor area (at res. levels)			
	74,540	/	89,140	=	83.6%	
Heated Area Efficiency	heated area	/	total floor area			
	90,190	/	116,635	=	77.3%	
Parking Efficiency	parking area	/	number of stalls			
	23,965	/	107	=	224.0 sf / stall	
Total gross rentable area (gsf)	residential					
	74,540			=	74,540	



ZONING MAP

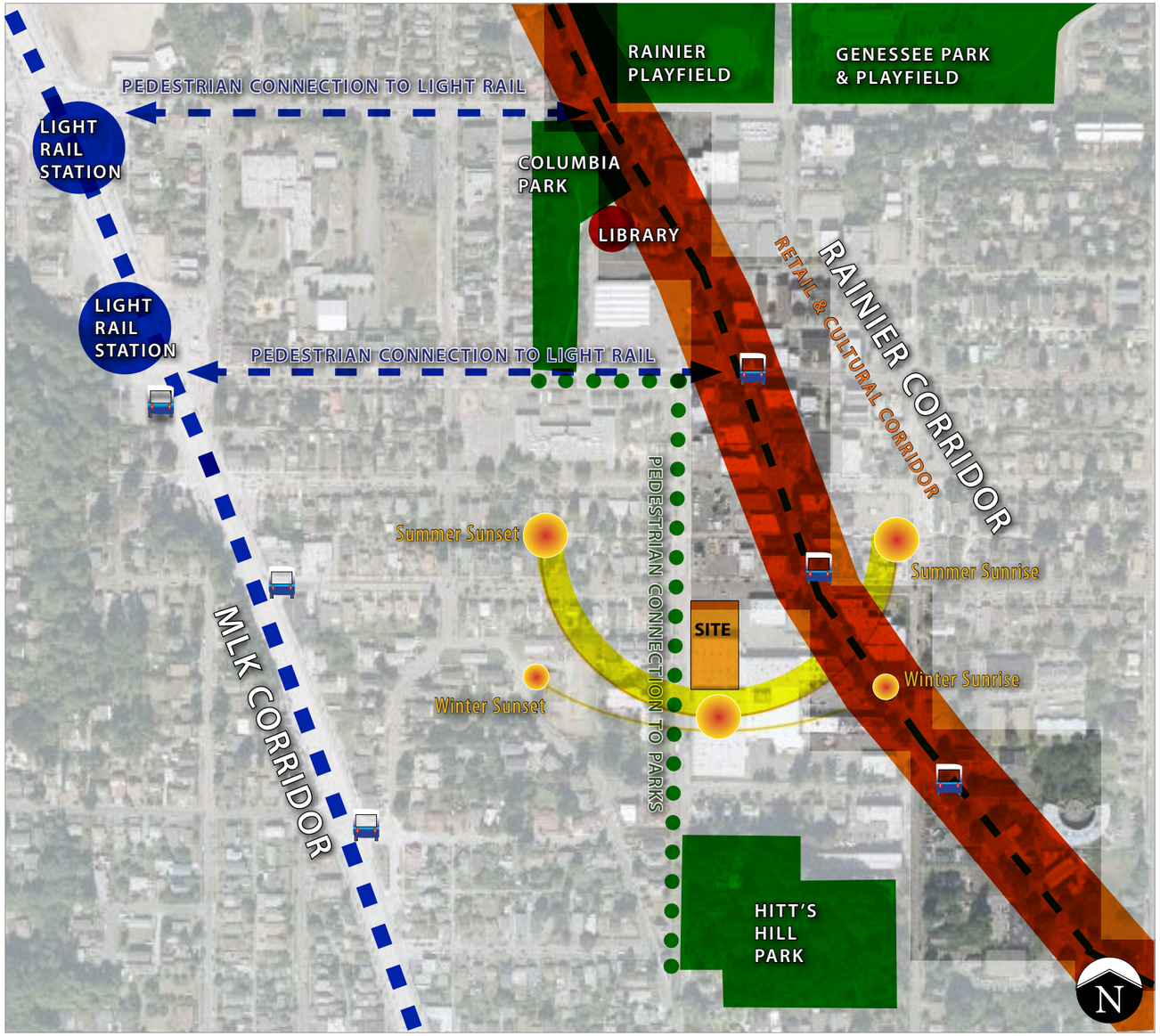


AERIAL PHOTO

- Park
- Commercial 2-65
- Neighborhood Commercial 2-40
- Low-Rise
- Single Family 5000
- Columbia City Residential Urban Village
- Columbia City Historic District
- Pedestrian Area


BIKEWORKS


WILLIE GREEN'S
ORGANIC



SITE FACTORS

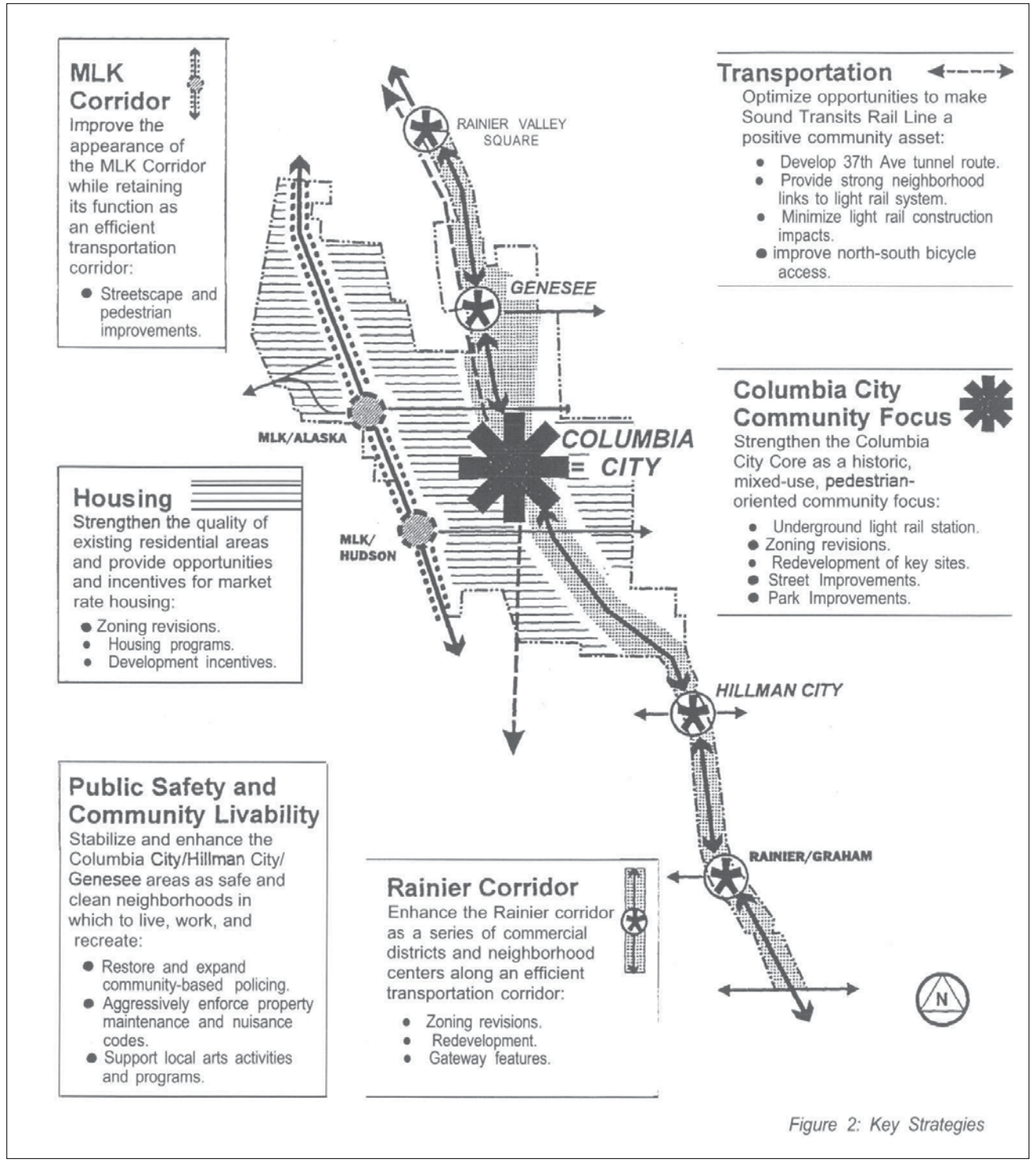


Figure 2: Key Strategies

GENESSEE NEIGHBORHOOD PLAN - KEY STRATEGIES


A SF Residence


B SF Residence


C Townhomes


D Apartment Building


E Hitt's Hill Park


F Royal Esquire Club

G Bike Works


H Tutta Bella Pizzeria


I SE Youth & Family Services


J Office Building


K Columbia Hotel


L Homesight Offices


M Columbia City Farmer's Market


N Columbia School


O Tobey Block

SURROUNDING USES

- Residential / Mixed-Use
- Office / Retail
- Entertainment / Recreation

VIEW FROM NW

S HUDSON ST. - NORTH

ACROSS FROM PROJECT SITE

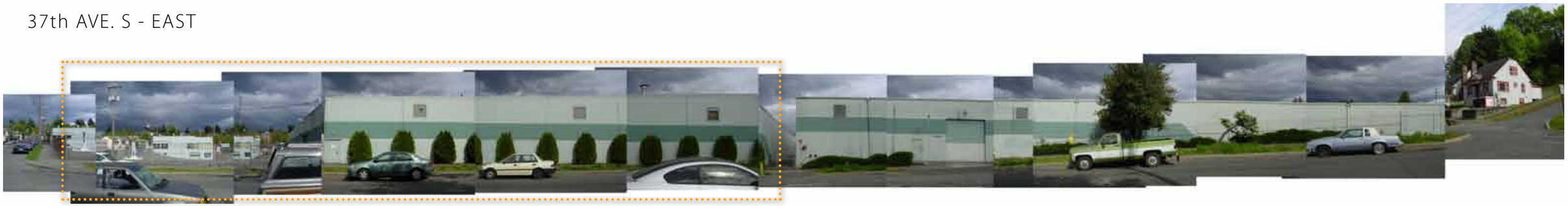
S HUDSON ST. - SOUTH

PROJECT SITE

37th AVE. S - WEST

ACROSS FROM PROJECT SITE

37th AVE. S - EAST



PROJECT SITE

CONCEPT IMAGES - URBAN AGRICULTURE

















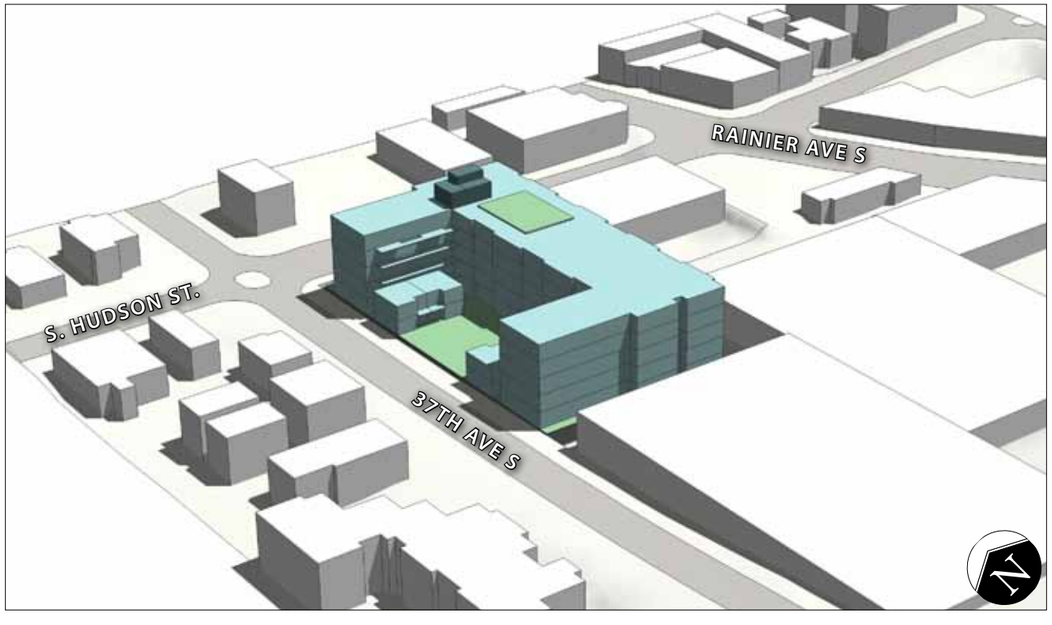


Stellies

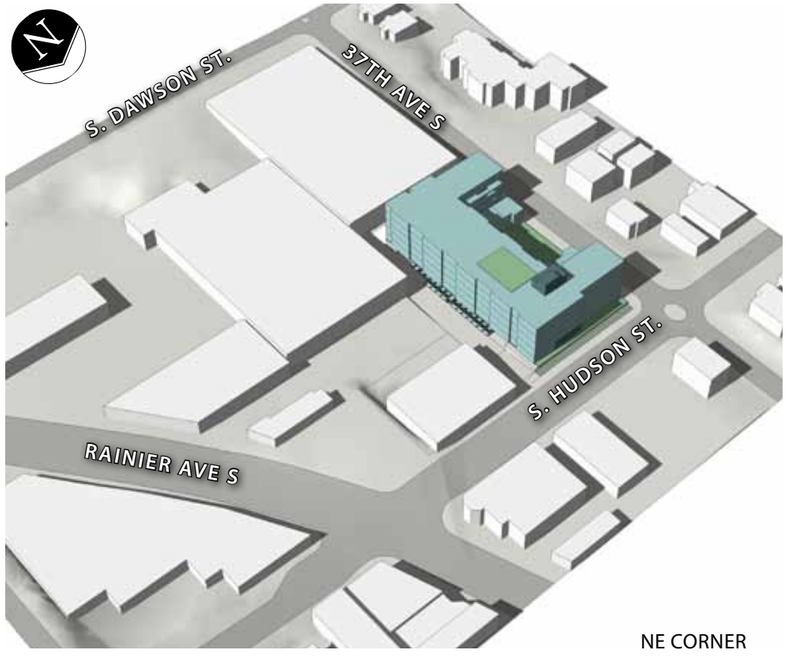

408


613

SITE PLAN

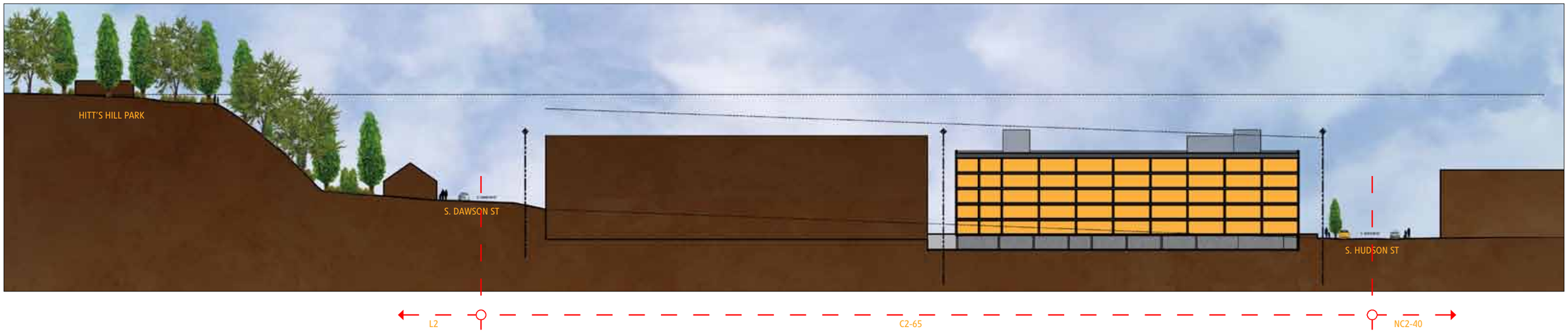


SW CORNER

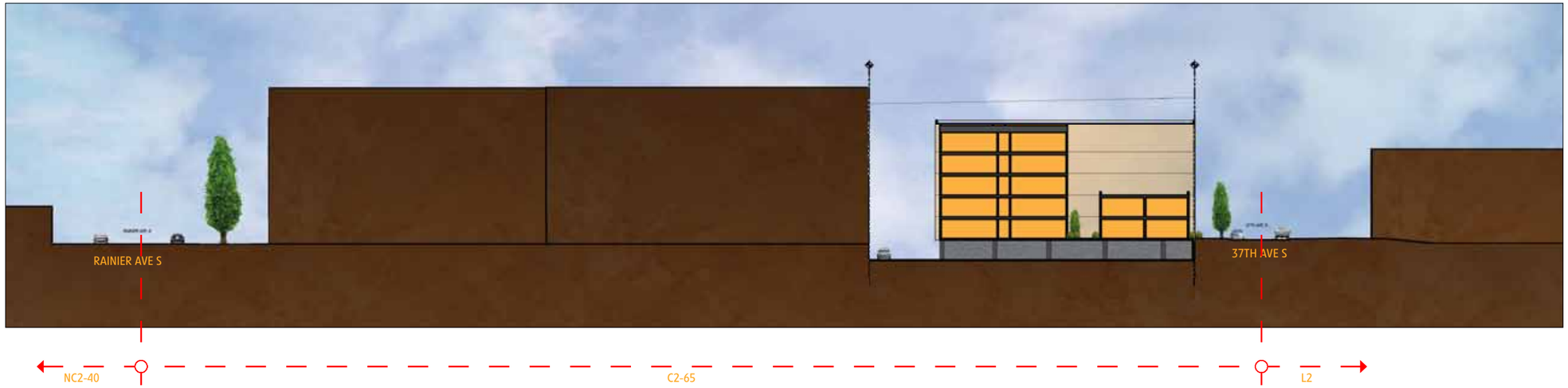


NE CORNER

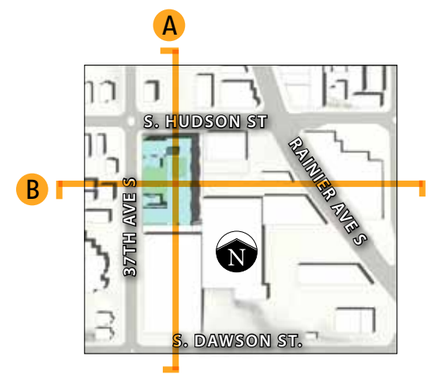
NW CORNER

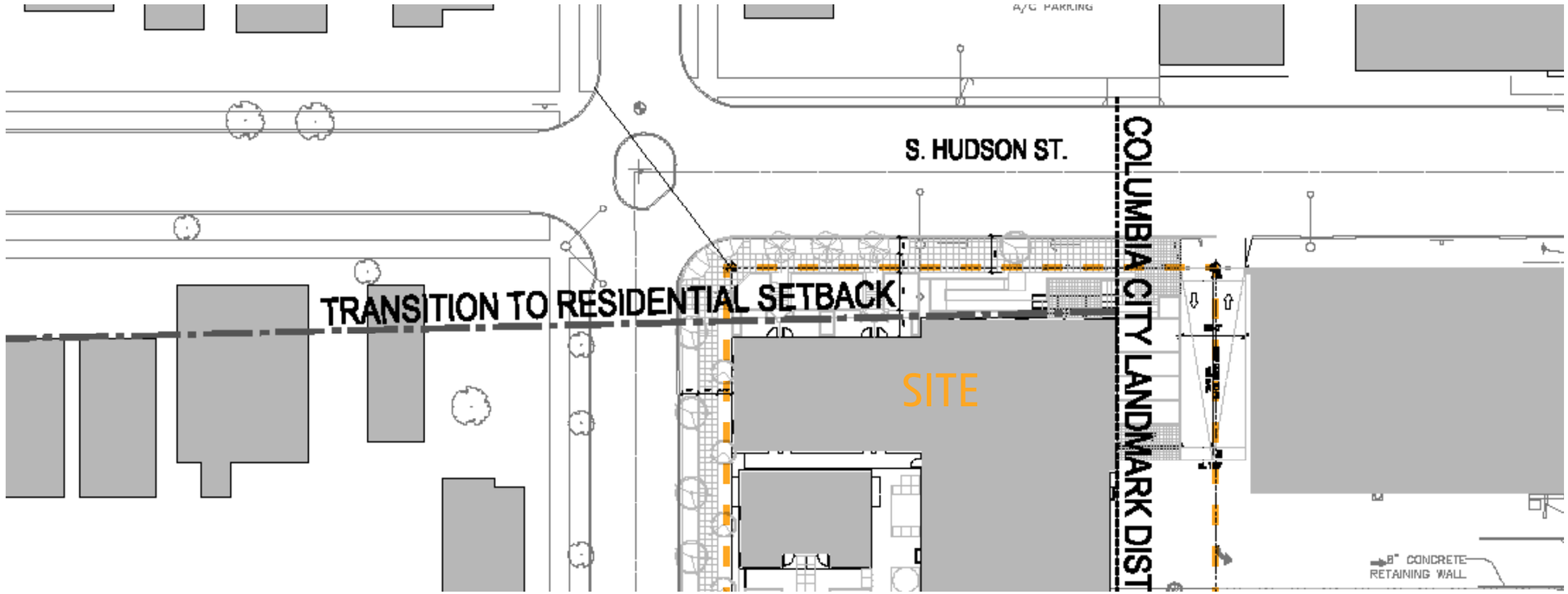


A SITE SECTION NORTH -SOUTH

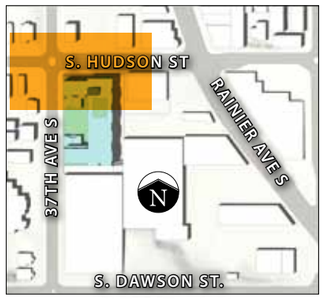


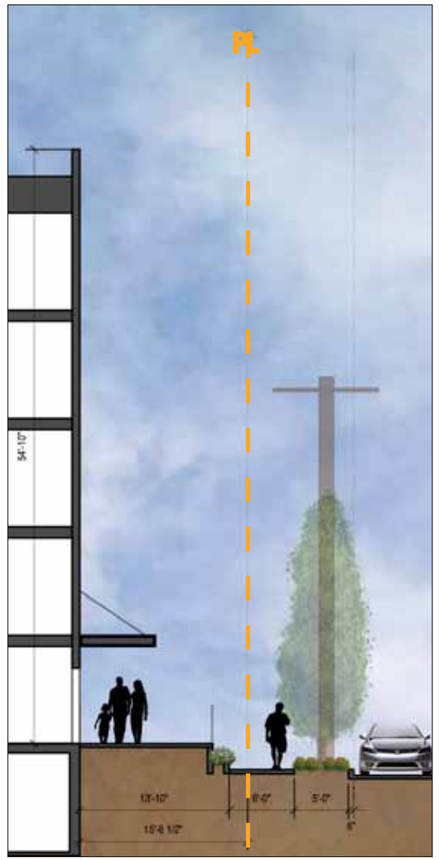
B SITE SECTION EAST-WEST



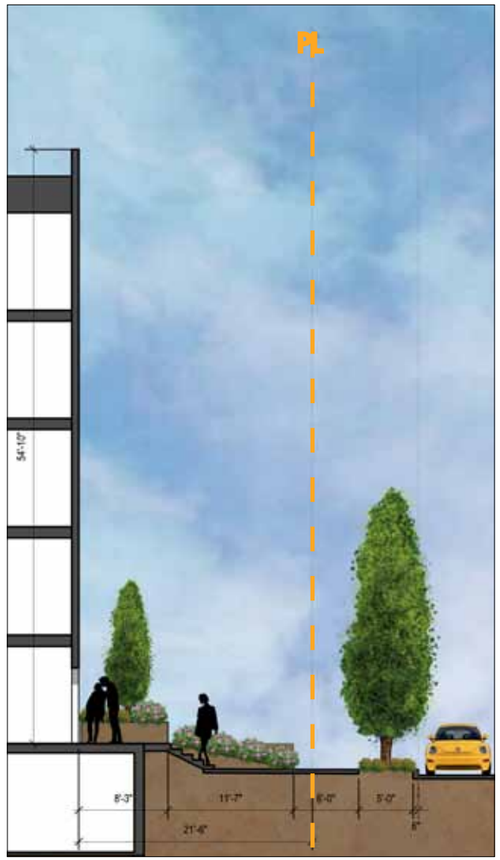

A/C PARKING
S. HUDSON ST.
COLUMBIA CITY LANDMARK DIST
TRANSITION TO RESIDENTIAL SETBACK
SITE
8" CONCRETE RETAINING WALL

ZOOM AREA

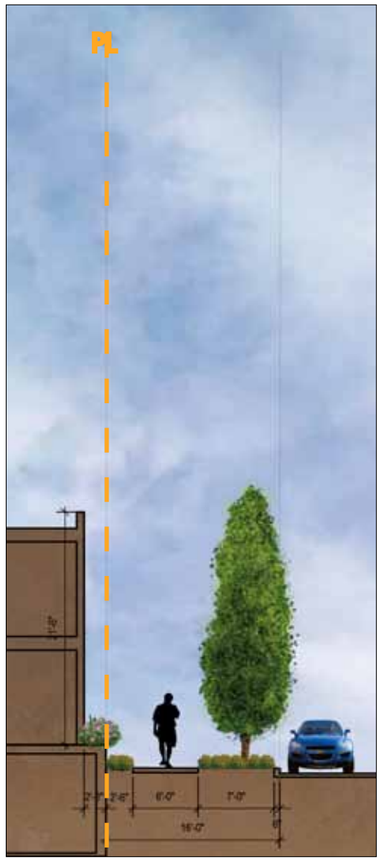

S. HUDSON ST
RAINIER AVE S
37TH AVE S
S. DAWSON ST.
N



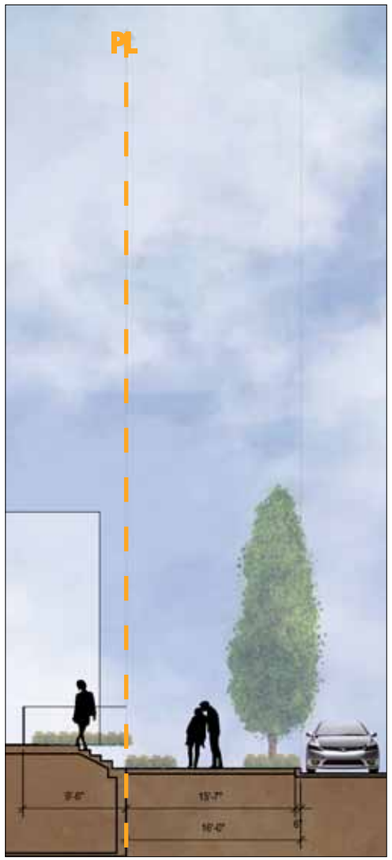
A STREET SECTION
LOBBY



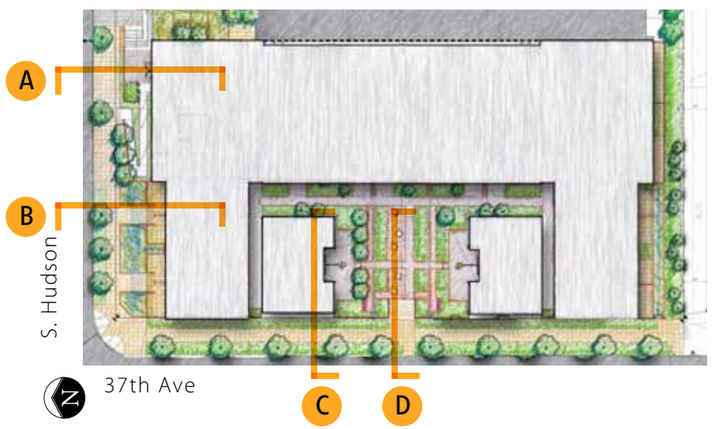
B STREET SECTION
FLATS



C STREET SECTION
TOWNHOUSE



D STREET SECTION
COURTYARD



SITE PLANNING

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. Solar orientation is also important consideration for this project.

Designing the building in relation to topography may help to reduce the visibility of parking garages.

A-2 Streetscape Compatibility
The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way. Pedestrian friendly streetscapes are an important consideration for this project.

A-4 Human Activity
New development should be sited and designed to encourage human activity on the street. Graceful transition from street is an important consideration.

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.

A-6 Transition Between Residence & Street
For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-7 Residential Open Space
Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

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

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 the corner.

HEIGHT, BULK & SCALE

B-1 Height, Bulk & 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 nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between anticipated development potential of the adjacent zones.

ARCHITECTURAL ELEMENTS & MATERIALS

C-1 Architectural Context
New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

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.

PEDESTRIAN ENVIRONMENT

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

D-2 Blank Walls
Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

D-7 Personal Safety and Security
Project design should consider opportunities for enhancing personal safety and security in the environment under review.

D-12 Residential Entries and Transitions
For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops, and other elements that work to create a transition between the public and private entry.

LANDSCAPING

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 appropriately incorporated into the design to enhance the project.

GUIDANCE

Following the EDG meeting on 6/23/2010, the board was generally supportive of the project goals. However, the board expressed several concerns, outlined as follows:

1) Bulk and Scale
The Board asked to have the east elevation be shown as if looking from Rainier Ave. The Board felt that this was an important elevation considering it's exposure to the Rainier Ave corridor. The board asked for further consideration of the impacts of the upper floors on abutting properties to the south and across 37th Ave. The setback along Hudson provides appropriate transition to residential character. The board asked for solar access studies for open spaces and surrounding properties.

2) Access Points
The Board questioned whether the main entrance to the building should be off of Hudson st. Defining primary and secondary entry is important and needs further consideration. Emphasis should be placed on making the building readable with well articulated and welcoming pedestrian entries along both Hudson st. and 37th Avenue. The Board encouraged the design team to consider the courtyard access carefully and whether or not it could be a primary entrance.

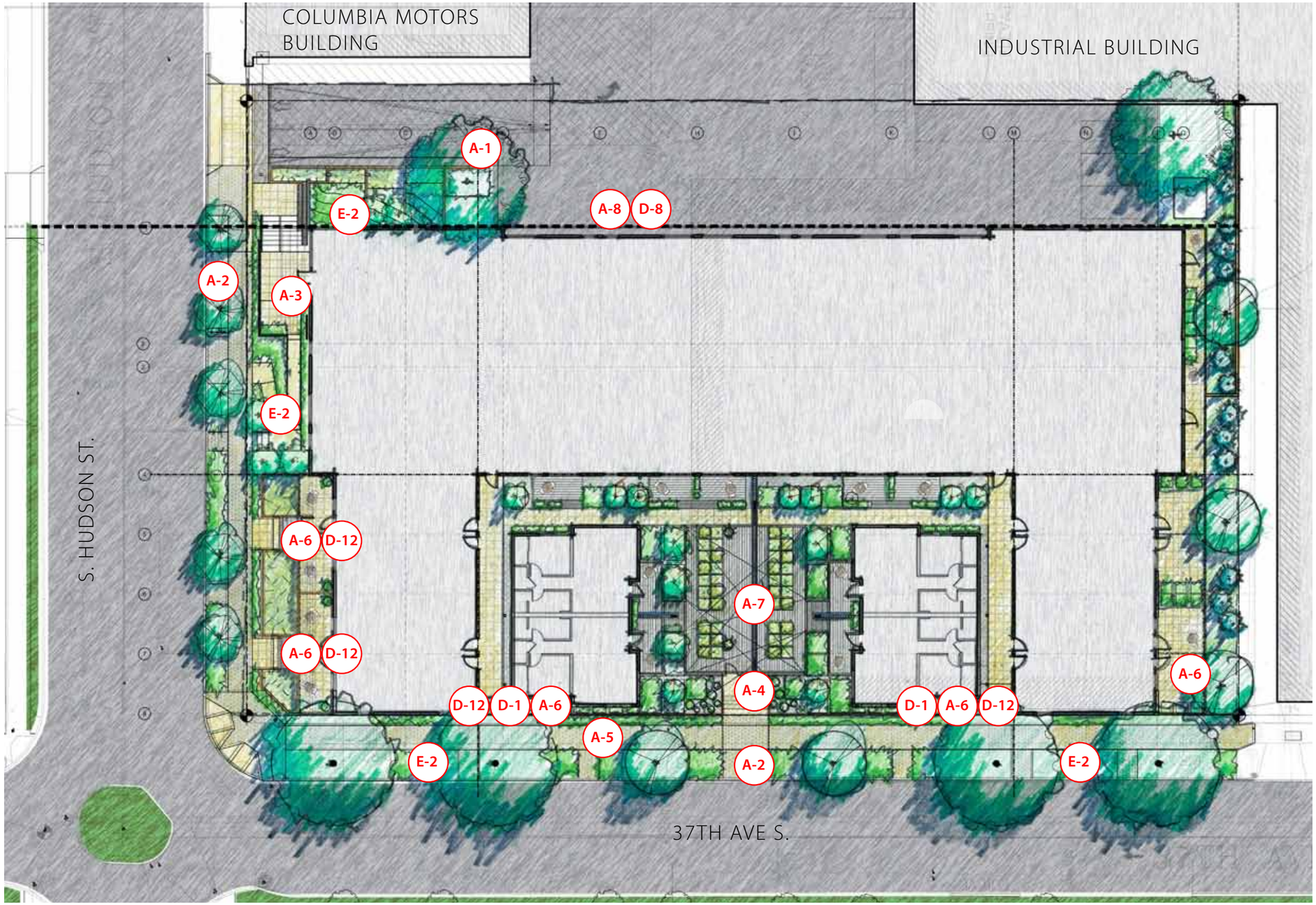
3) Hudson Street Design Response
The Board felt that the project does a good job of transitioning to residential use along Hudson st. and that a retail or commercial buffer was unnecessary.

4) 37th Avenue Design Response
The board encouraged a "lively street edge" along 37th Avenue. It was suggested that the "townhomes" be turned to face the street and that stoops be present along the right of way. The Board would like to see the project more permeable at this location but also suggested the massing define a strong street edge where appropriate. The sidewalk experience should be residentially scaled and oriented. A detailed design of the courtyard space with renderings will be important for the DRB meeting.

5) Courtyard
The Board was concerned that the courtyard feel properly activated and lively. The usage and access to and from the courtyard space could help program the area and increase human activity both inside and along 37th Avenue. The design should integrate functional social spaces and establish safe spaces. Pedestrian amenities in and around this area will determine how successful this courtyard will become.

6) Architectural Character
The board encouraged picking up on architectural themes such as "industrial contemporary" and other aesthetics sympathetic to the surrounding area. A detailed material and color palette will be required for DRB. Also, a signage plan and lighting plan will help clarify the architectural character.

7) Driveway Width and Usage
The Board encouraged the design team to maintain a 22 foot wide driveway and avoid a departure for the sight triangle. The Board felt it was not necessary to reduce the width to 20 feet and that it would be important to maintain the existing condition to meet the light commercial usage requirements. The board recommended that the driveway be considered an alley and designed to visually enhance the environment to encourage safe pedestrian activity and use.



SITE PLAN

A-1
Site conditions allowed easy transition to below grade parking area. The building setback along South Hudson St. helps transition between residential and commercial areas.

A-2
The proposed building fronts S Hudson Street more formally with the main entry located at the corner nearest Rainier Ave. The 37th Avenue facade is scaled and set back to mediate scale along that right-of-way.

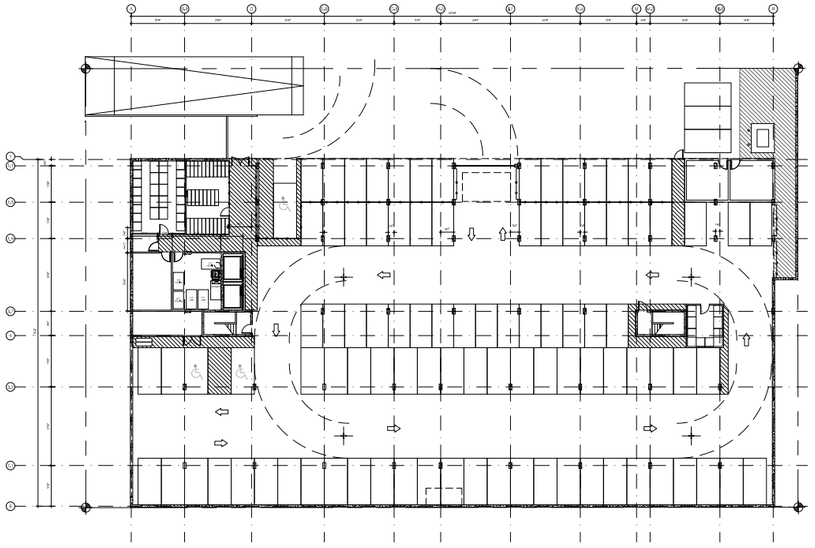
A-3, A-4
The entry along S Hudson Street is clearly visible and demarcated from the street. On both S Hudson Street and 37th Avenue, entries are situated to interact with activity along those right-of-ways. The entrance to the courtyard on 37th Avenue will encourage and invite activity along the street.

A-5, A-7
The building is significantly reduced in mass and scale along 37th Avenue, allowing a more sensitive transition of scale along that right-of-way. A large portion of the property has been undeveloped to create a central courtyard. Residents will have access to this amenitity and it will be visible to the street.

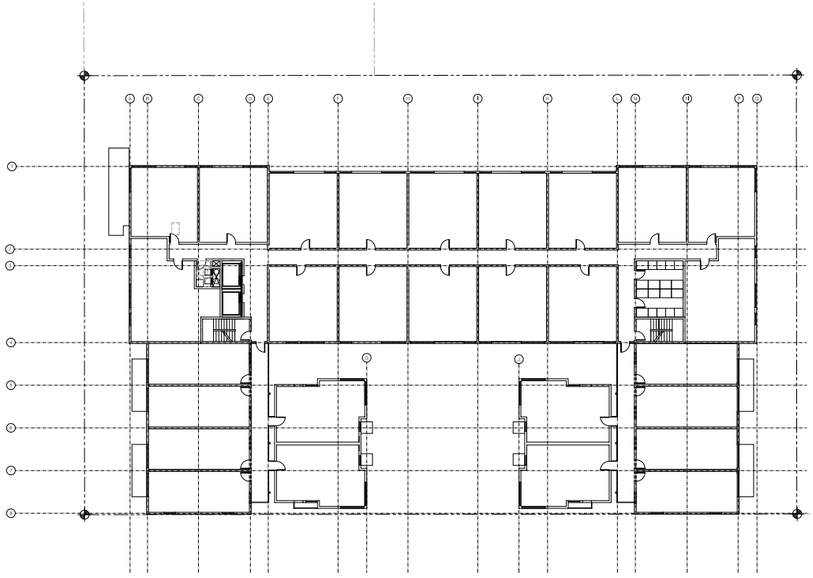
A-6, D-1, D-12
The proposed design uses various elements such as landscaping, small balconies, and "stoops" to help mitigate between private and public.

A-8, D-8
The existing "alley" access from S Hudson Street allows parking to be located below grade and accessed away from major right-of-ways.

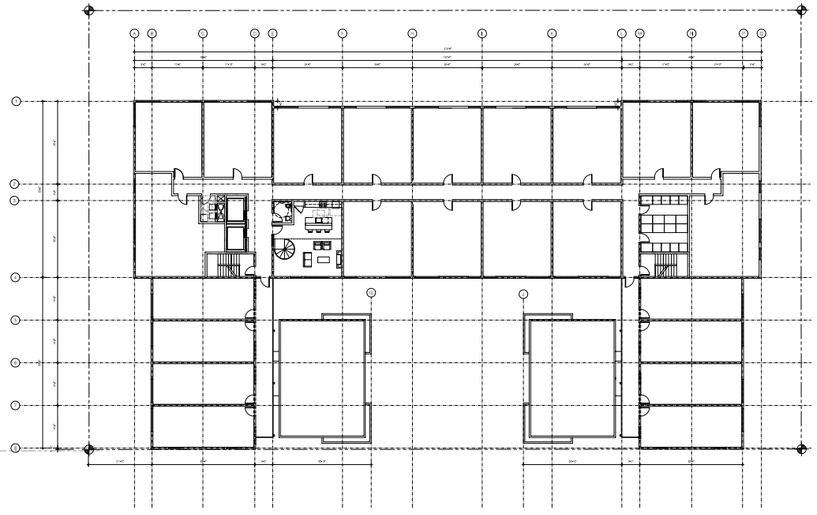
E-2
Landscape has been used liberally on the project to help soften the buildings edges and mitigate concerns of scale. A variety of plant types reinforce the building's use and character along the right-of-way.



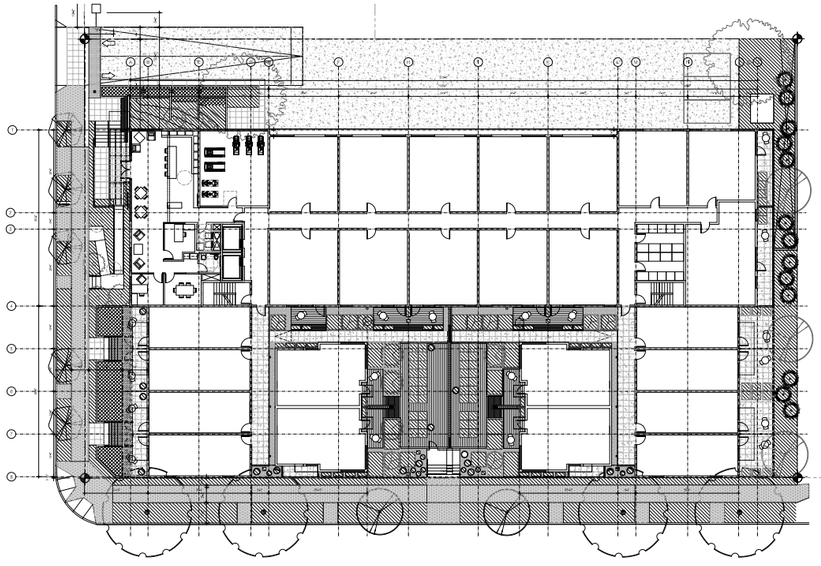
LEVEL P1



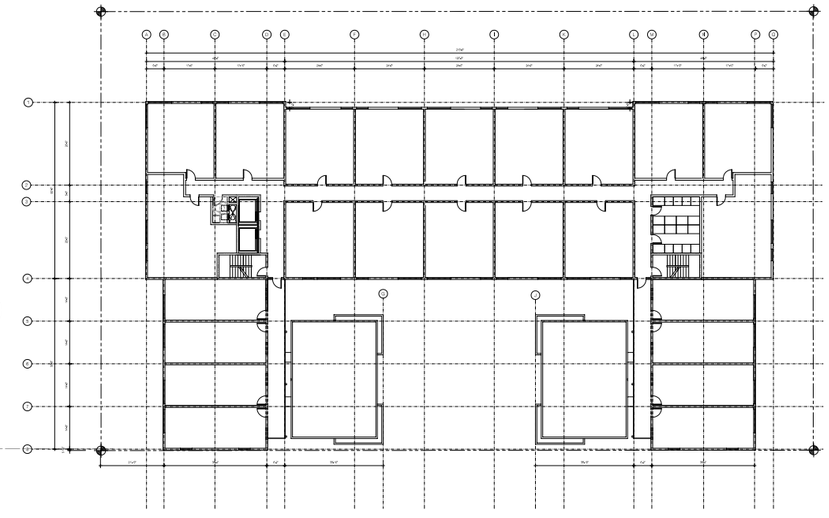
LEVEL L2



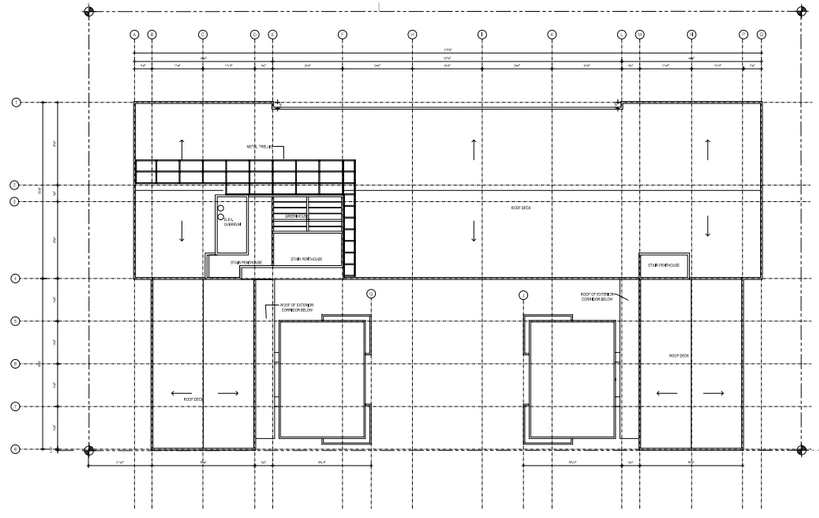
LEVEL L5



LEVEL L1



LEVEL L3-4



LEVEL ROOF

OUTLINE OF BUILDINGS IN FRONT

B-1, C-4
On the east elevation of the project, the main bulk of the building was broken up further by indenting the middle portion of the building and changing material at that location. The different color and texture of the indented section, along with the introduction of juliet balconies, helps relieve bulk and scale issues in relationship to Rainier Avenue.

E-2
A stormwater detention planter guides pedestrians down to the garage level and helps screen the parking garage from right-of-way views.

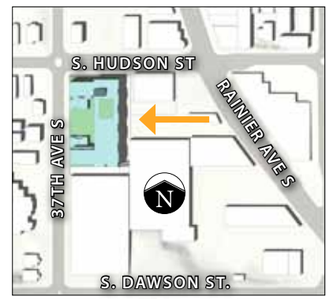
C-2
Strong, regular facade design with simplified material palette of metal siding and fibercement panel. Facade organized into a regular rhythm with large windows create a residential character.

C-3
Overhead weather protection, benches, and stoops reinforce individual residential identities and provide street-level variety.

PLAZA

A-8, D-8
The existing "alley" access from S Hudson Street allows parking to be located below grade and accessed away from major right-of-ways and not visible from the street.

D-3
Retaining walls at the storm water planters in the NE corner have been simplified to fewer walls. Architectural sections and model views are coordinated with approved tree locations and types and more clearly represent the proposed design conditions with respect to volume and character of the trees.



ELEVATIONS - NORTH

C-2
The "greenhouse" theme of the building identifies itself throughout the building. From the street level, roof greenery and horticulatural activities are expressed and visible, connecting the working roof garden to the lobby.

B-1, C-4
On the north elevation of the project, large windows with operable units are divided regularly by colored bands of material, breaking up the buildings scale and giving it a vertical hierarchy. The facade is broken up with banding every 2 floors creating a further architectural articulation.

E-2
Various grade changes, landscape elements and plant materials create a dynamic street front along S Hudson Street.

A-3, A-4
The entry along S Hudson Street is clearly visible and demarcated from the street. A landscaped plaza with a water feature and benches in front of the entry allows for a activated transition from street to lobby.

A-6, D-1, D-12
The proposed design uses various elements such as landscaping, small balconies, and "stoops" to help mitigate between private and public and active the street.

D-3
Paving has been minimized in ROW planter strip. 4" height planter curbs at the NW corner of building have been set back from sidewalk into the planting bed to soften their appearance. Planter walls have been set back from the edge of the podium at the courtyard and the podium edge has been broken up with an arrangement of smaller planters. Architectural sections and model views are coordinated with approved tree locations and types and more clearly represent the proposed design conditions with respect to volume and character of the trees.

B-1, C-4
On the west elevation of the project, the main bulk of the building was broken up further by indenting the middle portion of the building and changing material at that location. The different color and texture of the indented section, along with the introduction of juliet balconies, helps relieve bulk and scale issues.

C-2
Strong, regular facade design with simplified material palette of metal siding and fiberce-ment panel. Facade organized into a regular rhythm with large windows create a residential character.

A-1, A-2, A-5, A-7
The building is significantly reduced in mass and scale along 37th Avenue, allowing a more sensitive transition of scale along that right-of-way. A large portion of the property has been undeveloped to create a central courtyard. Residents will have access to this amenitity and it will be visible to the street.

C-3
A landscaped entry and gate scale the court-yard entrance to pedestrains. Overhead light-ing further invites pedestrain activity.

A-3, A-4
The entry along 37th Avenue is clearly visible and demarcated from the street. A land-scaped forecourt allows for a activated transi-tion from street to courtyard area.

E-2
Various grade changes, landscape elements and plant materials create a dynamic streefront along 37th Avenue.

A-6, D-1, D-12
The proposed design uses various elements such as landscaping, small balconies, and "stoops" to help mitigate between private and public.

ELEVATIONS - SOUTH

B-1, C-4
On the south elevation of the project, large windows with operable units are divided regularly by colored bands of material, breaking up the buildings scale and giving it a vertical hierarchy. The facade is broken up with banding every 2 floors creating a further architectural articulation.

C-2
The "greenhouse" theme of the building identifies itself throughout the building. From the street level, roof greenery and horticulatural activities are expressed and visible.

C-1
The building's design character helps transitions between several disparate architectural vocabularies such as light commercial/warehouse, multifamily, and single family residential.

C-3
Overhead weather protection, benches, and stoops reinforce individual residential identities and provide street-level variety.

A-6, D-1, D-12
The proposed design uses various elements such as landscaping, small balconies, and "stoops" to help mitigate between private and public.

A-3
The entry along S Hudson Street is clearly visible and demarcated from the street. On both S Hudson Street and 37th Avenue, entries are situated to interact with activity along those right-of-ways.

E-2
Landscape has been used liberally on the project to help soften the buildings edges and mitigate concerns of scale. A variety of plant types reinforce the building's use and character along the right-of-way.

A-2
The proposed building fronts S Hudson Street more formally with the main entry located at the corner nearest Rainier Ave. The 37th Avenue facade is scaled and set back to mediate scale along that right-of-way.

VIEW FROM S HUDSON ST.

B-1, C-4
On the west elevation of the project, the main bulk of the building was broken up further by indenting the middle portion of the building and changing material at that location. The different color and texture of the indented section, along with the introduction of juliet balconies, helps relieve bulk and scale issues.

C-2
Strong, regular facade design with simplified material palette of metal siding and fiberce-ment panel. Facade organized into a regular rhythm with large windows create a residential character.

A-6, D-1, D-12
The proposed design uses various elements such as landscaping, small balconies, and "stoops" to help mitigate between private and public.

A-3, A-4
The entry along 37th Avenue is clearly visible and demarcated from the street. A land-scaped forecourt allows for a activated transi-tion from street to courtyard area.

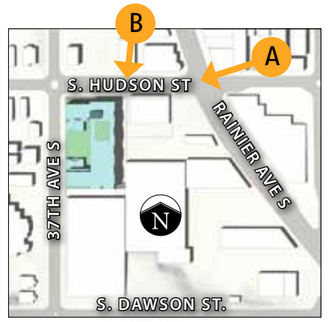
AERIAL VIEW FROM 37TH AVE

B-1, C-4
On the east elevation of the project, the main bulk of the building was broken up further by indenting the middle portion of the building and changing material at that location. The different color and texture of the indented section, along with the introduction of juliet balconies, helps relieve bulk and scale issues in relationship to Rainier Avenue.

A. VIEW FROM TUTABELLA

B. ALLEY FROM ABOVE

E-2
A terraced garden fed from building water runoff guides pedestrians down to the garage level and helps screen the parking garage from right-of-way views.



A-3, A-4
The entry along 37th Avenue is clearly visible and demarcated from the street. A landscaped forecourt allows for a activated transition from street to courtyard area.

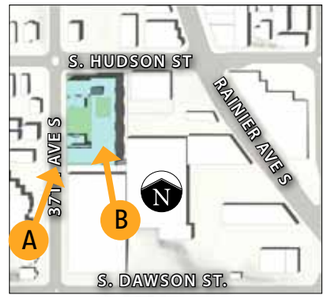
E-2
Various grade changes, landscape elements and plant materials create a dynamic streefront along 37th Avenue.

A. LOOKING NORTH ON 37TH AVENUE

A-6, D-1, D-12
The proposed design uses various elements such as landscaping, small balconies, and "stoops" to help mitigate between private and public.

C-2
The "greenhouse" theme of the building identifies itself throughout the building. From the street level, roof greenery and horticulatural activities are expressed and visible.

A. LOOKING NORTH ON ROOF



A-3, A-4
The entry along 37th Avenue is clearly visible and demarcated from the street. A landscaped forecourt allows for a activated transition from street to courtyard area.

A. VIEW INSIDE COURTYARD

A-1, A-2, A-5, A-7
The building is significantly reduced in mass and scale along 37th Avenue, allowing a more sensitive transition of scale along that right-of-way. A large portion of the property has been undeveloped to create a central courtyard. Residents will have access to this amenitity and it will be visible to the street.

E-2
Various grade changes, landscape elements and plant materials create a dynamic streefront along 37th Avenue.

B. VIEW OF COURTYARD GATE

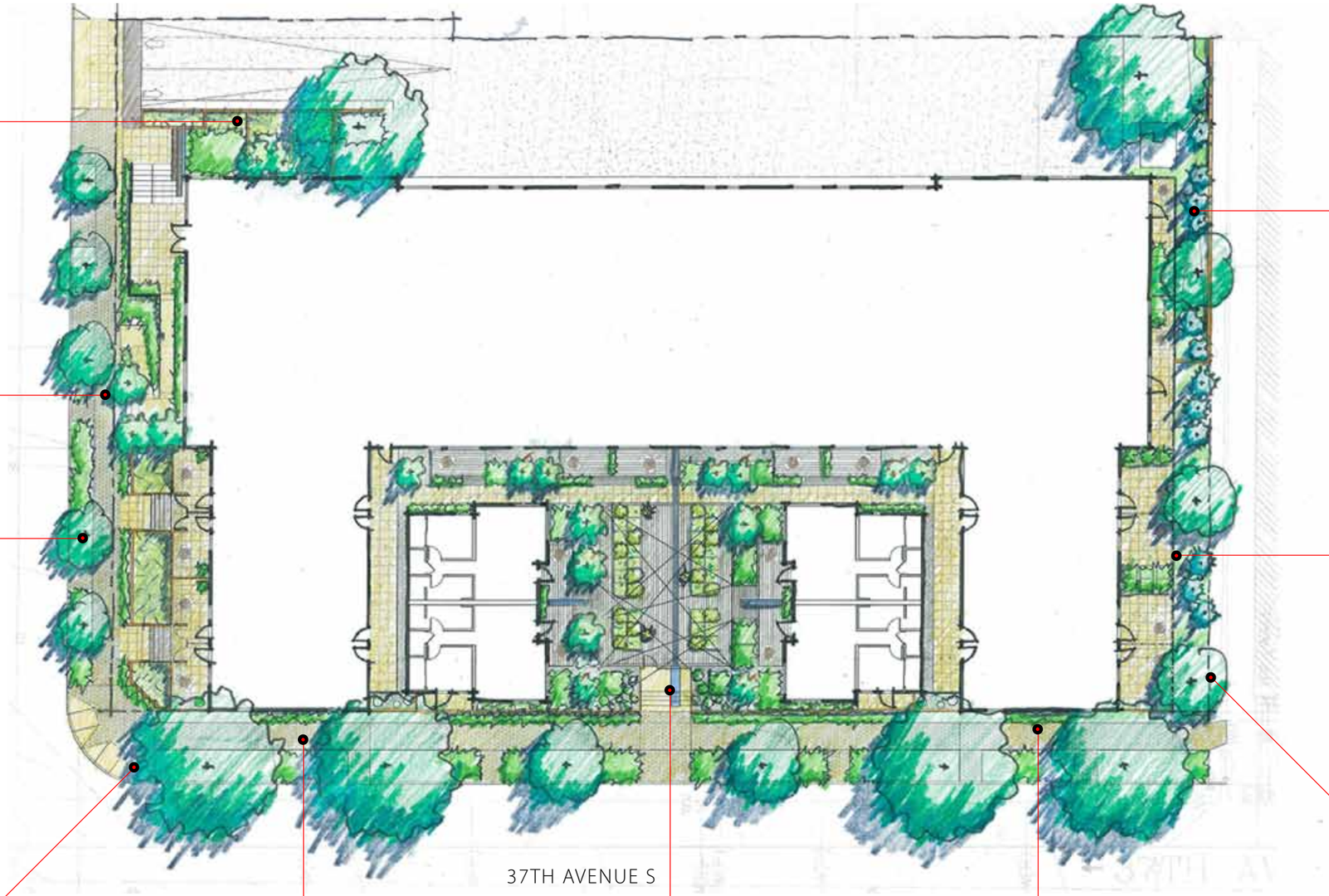
A-3, A-4
The entry along 37th Avenue is clearly visible and demarcated from the street. A landscaped forecourt allows for a activated transition from street to courtyard area.

RAIN GARDEN

STREETSCAPE

PAPERBARK MAPLE

CORNER



STREETSCAPE

RUNNEL

STREETSCAPE

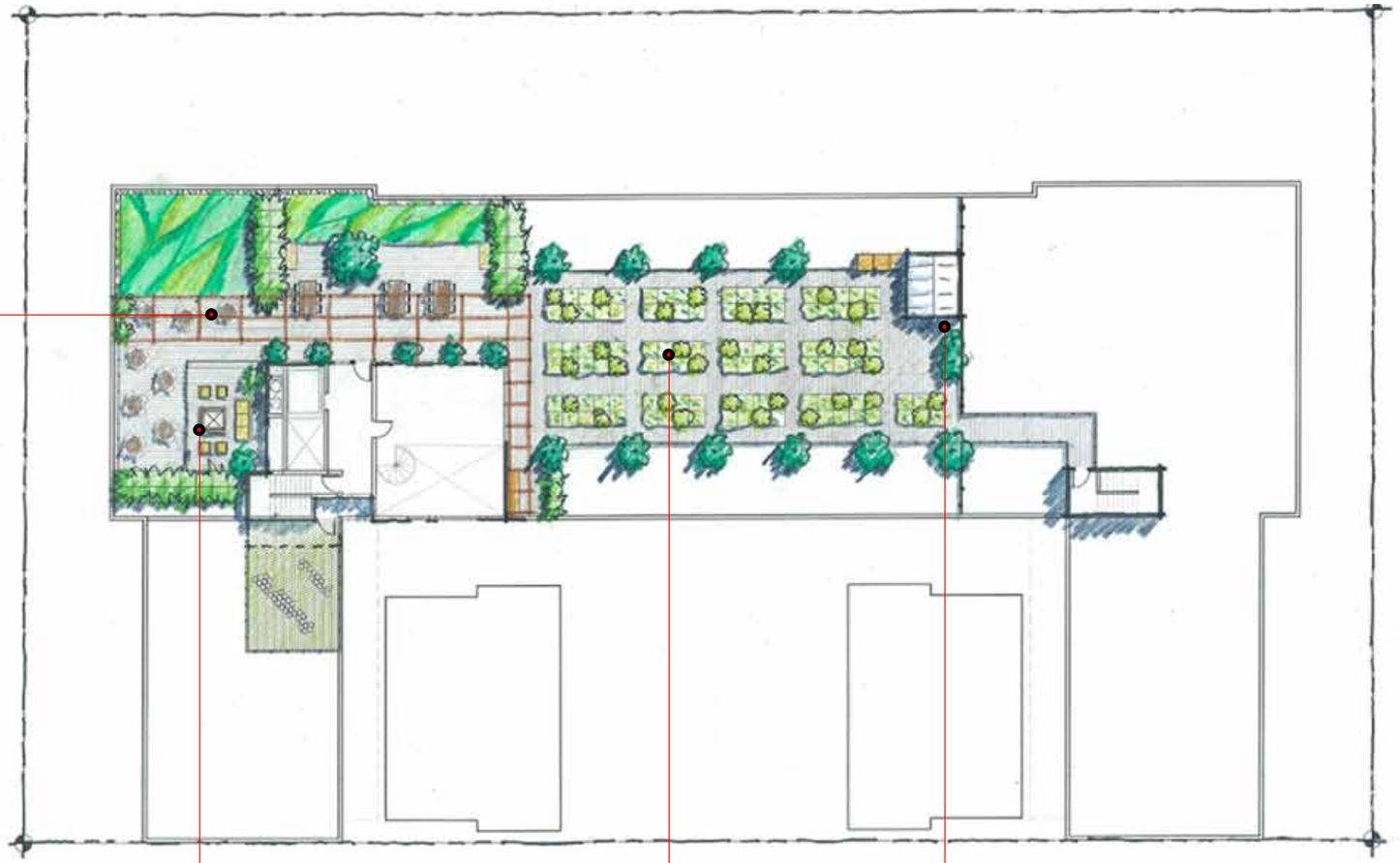
LIMBER PINE

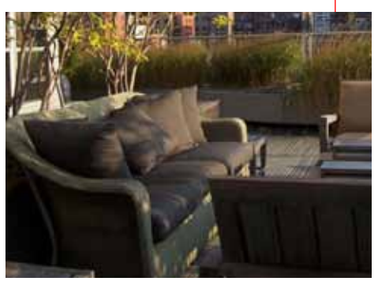
STREETSCAPE

STREETSCAPE

ROOF TERRACE

WORKING GARDEN





ROOF FURNITURE

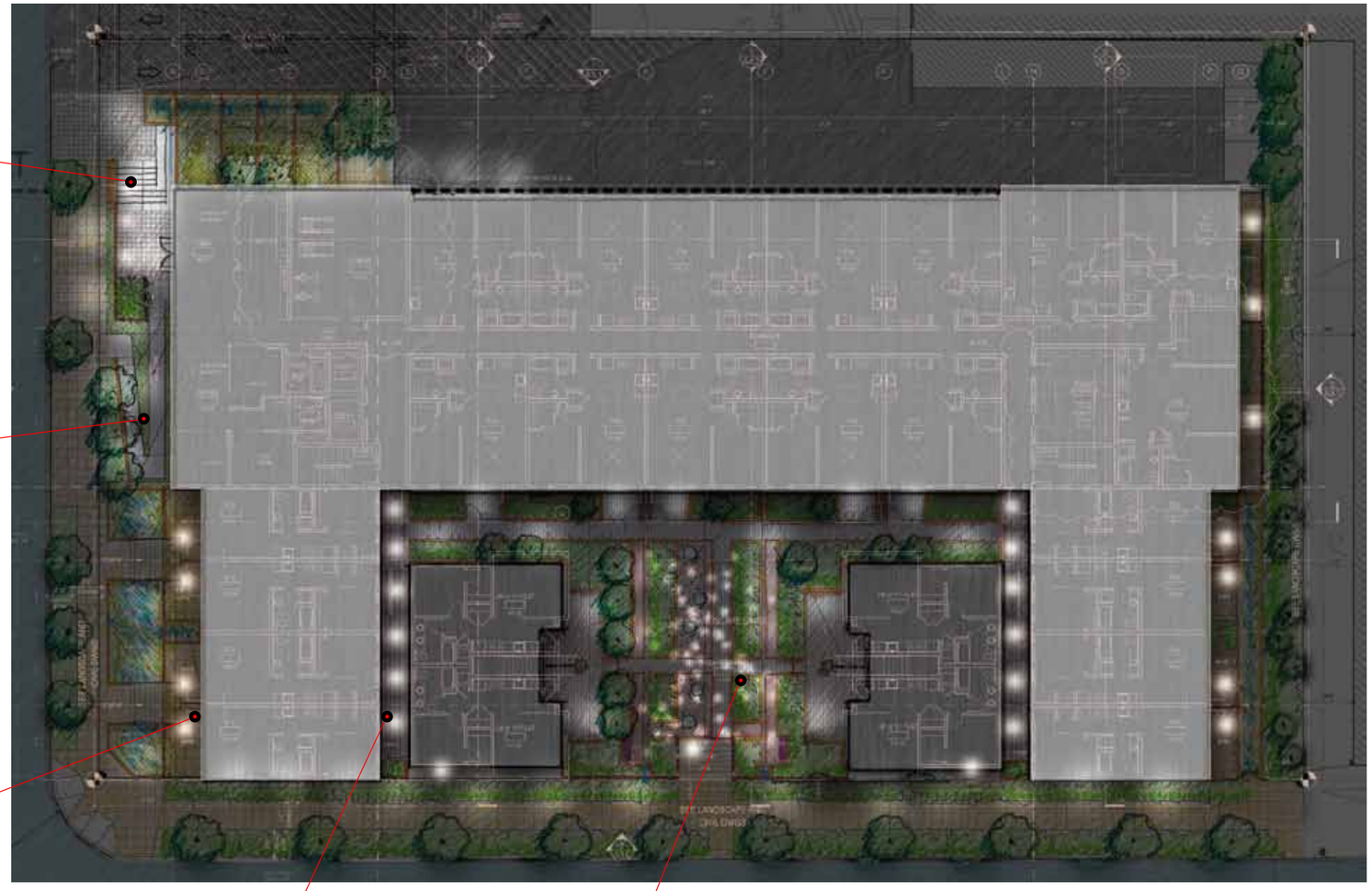
PLANTERS

PLANTERS

STEP LIGHT

STEP LIGHT

WALL SCONCE



WALL SCONCE

CATENARY LIGHT

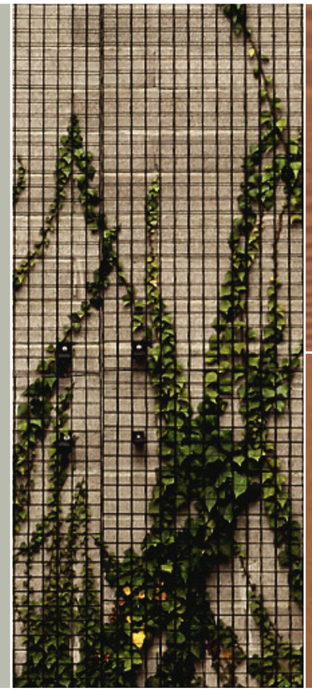
LIGHTING SCHEME

The goal of the lighting design is to create safe, well lighted spaces in and around the building while also being interesting and inviting. Fixtures will be selected according to their suitablility for specific uses such as building entry, front proch, courtyard lighting, etc.

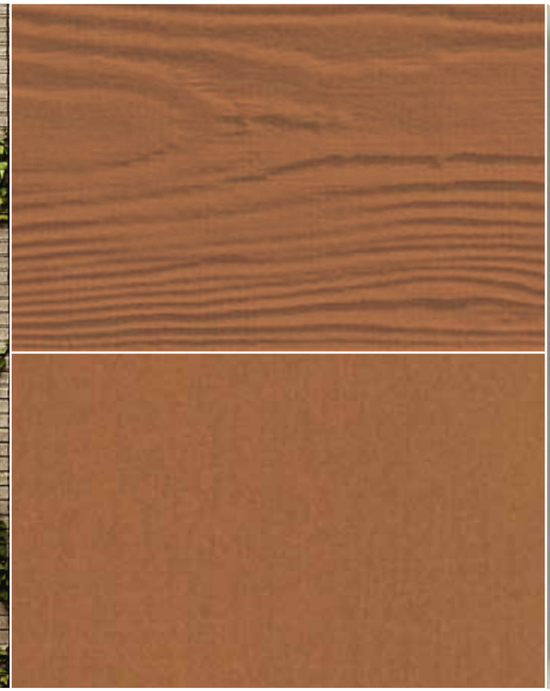
Metal 1
12" Panel - Centria
Silversmith

Metal 2
Trim - Flat
Silver

Metal Grate with Vines



Cladding 1
Hardi Siding
Tuscan Gold



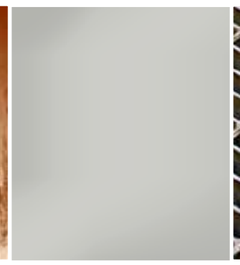
Cladding 2
Hardi panel
Tuscan Gold

Vinyl Windows
White

Awnings
Recyled wood

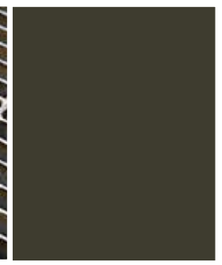
Architectural Concrete

Site Elements: stained concrete or Corten steel.



Storefront 1
Anodized
Aluminum

Metal 3
Metal grating



Storefront 2
Dark Bronze

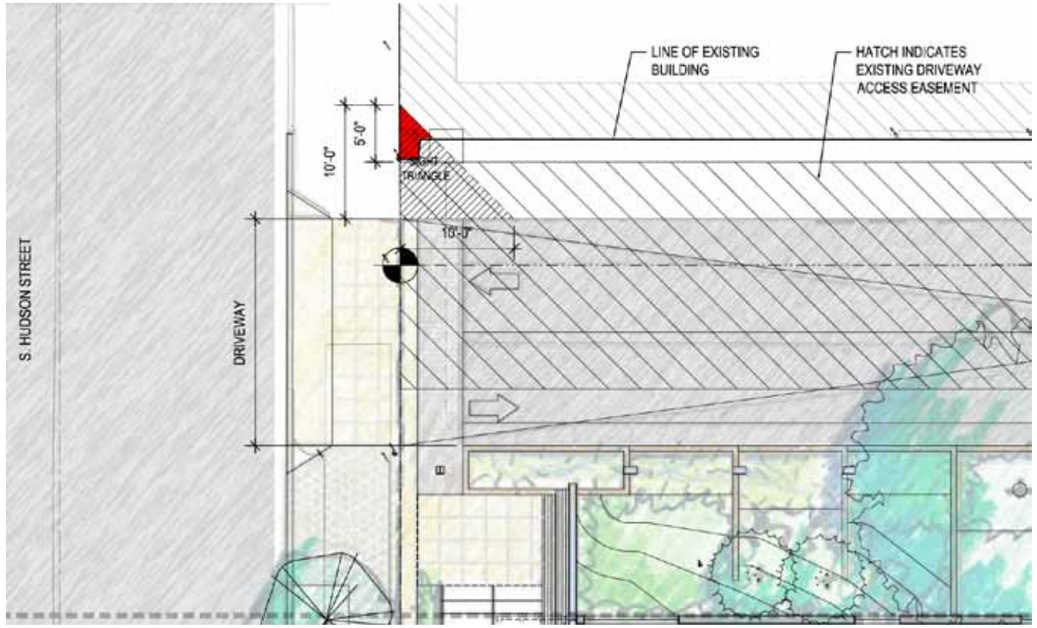
DEPARTURE 1: SIGHT TRIANGLE

SMC 23.54.030.G2
For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway,easement,sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.

REQUEST:
The use of traffic calming devices or traffic safety mirrors to mitigate the absence of the sight triangle at the S Hudson Street driveway.

JUSTIFICATION:
The driveway is situated on a legal easement and abuts a historic building, thus making the site triangle unfeasible.

DEPARTURE DIAGRAM 1



DEPARTURE 2: PARKING SPACE STANDARDS

SMC 23.54.030.B.1.b
When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles..

REQUEST:
52% of the parking spaces are striped for medium cars and 48% are striped for compact cars.

JUSTIFICATION:
The proposed parking mix reflects the urban location of the project site where most of the residents will drive smaller cars than the required mix.

MEDIUM
COMPACT

DEPARTURE DIAGRAM 2

DEPARTURE 3: DWELLING UNIT SETBACK

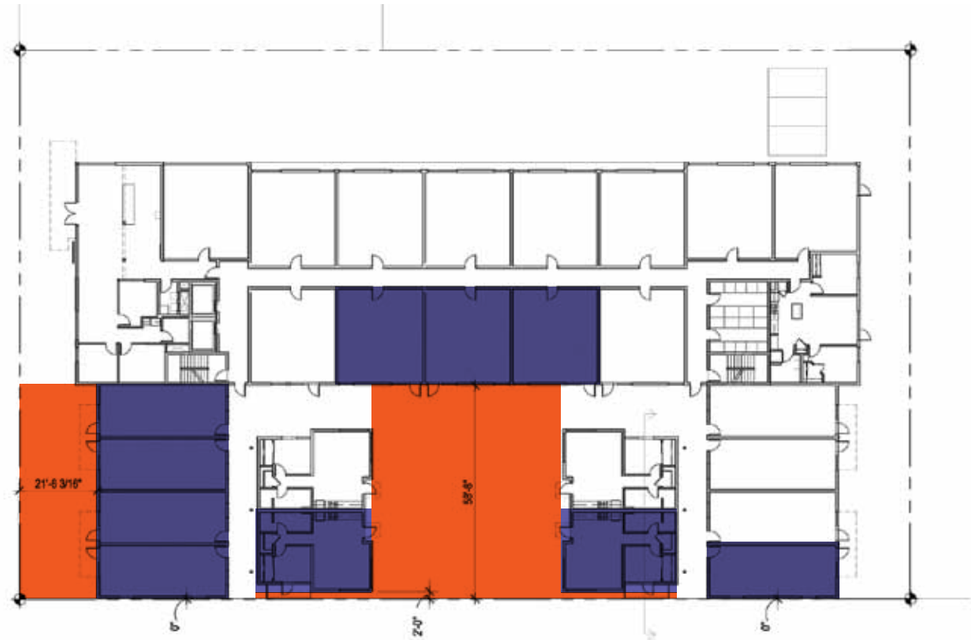
SMC 23.47A..008.D.3.
The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

REQUEST:
Units to be located from 0’ to 58’-8” off of the property line and 0’ to 2’-0” above finished grade @ R.O.W along 37th Ave.

JUSTIFICATION:
Along 37th Avenue there are 4 units that are less than 10 feet to the property line. These units are 2 feet above the ROW. This condition is a compromise between code requirements and the direction of the DRB with respect to neighborhood compatibility. The DRB expressed concerns that elevating these units 4 feet above 37th Avenue would create a wall along the ROW and result in an unfriendly pedestrian environment.

It is our understanding that the intent of SMC 23.47A.008.D.3 is to provide a buffer between residential use and the street level. The project provides a buffer using other elements between the residences and the ROW such as landscaping, screening, and privacy windows.

DEPARTURE DIAGRAM 3



UNITS ALONG R.O.W.

SETBACK