

EARLY DESIGN GUIDANCE

3606 WOODLAND PARK AVE N

A Proposed Apartment Development
for GRE Freemont L.L.C.
November 22nd, 2010

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STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

Project Contacts

DEVELOPER

GRE Freemont L.L.C.
2801 Alaskan Way
Suite 310
Seattle, WA 98121
Phone: 206-215-9734
Fax: 206-215-9994
Contact:
Matt Parent
mparent@goodmanre.com

SURVEYOR

Bush, Roed & Hitchings, Inc.
2009 Minor Ave. East
Seattle, WA 98102-3513
Phone: 206-323-4144
Fax: 206-323-7135
Contact:
Darrell Nance, PLS
darrelin@brhinc.com

ARCHITECT

Studio Meng Strazzara
2001 Western Avenue
Suite 200
Seattle, WA 98121
Phone: 206-587-3797
Fax: 206-587-0588
Contact:
GREG WHARTON, AIA
gwharton@studioms.com
TONY FAN, AIA
tfan@studioms.com
CAITLIN STRUBLE, AIA
cstruble@studioms.com

Sheet Index

- | | | | |
|-----|---|-----|------------------------------------|
| A1 | TITLE SHEET / CONTACT INFO/ SHEET INDEX/ VICINITY MAP/ SITE MAP | A12 | FREESTANDING TRELLIS FENCE EXAMPLE |
| A2 | SITE SURVEY PLAN | A13 | CLADDING & SYSTEM CONSTRUCTION |
| A3 | SITE ANALYSIS | | DESIGN DIRECTIONS |
| A4 | AERIAL MAP WITH PHOTO KEY | A14 | PORTFOLIO EXAMPLES |
| A5 | VICINITY PHOTOS | | |
| A6 | DESIGN GUIDELINES AND DESIGN STATEMENT | | |
| A7 | DESIGN STATEMENT (CONTINUED) | | |
| A8 | CONCEPTURAL PLANS | | |
| A9 | PROPOSED OPTION 1 | | |
| A10 | PROPOSED OPTION 2 | | |
| A11 | PROPOSED OPTION 3 | | |

Vicinity Map



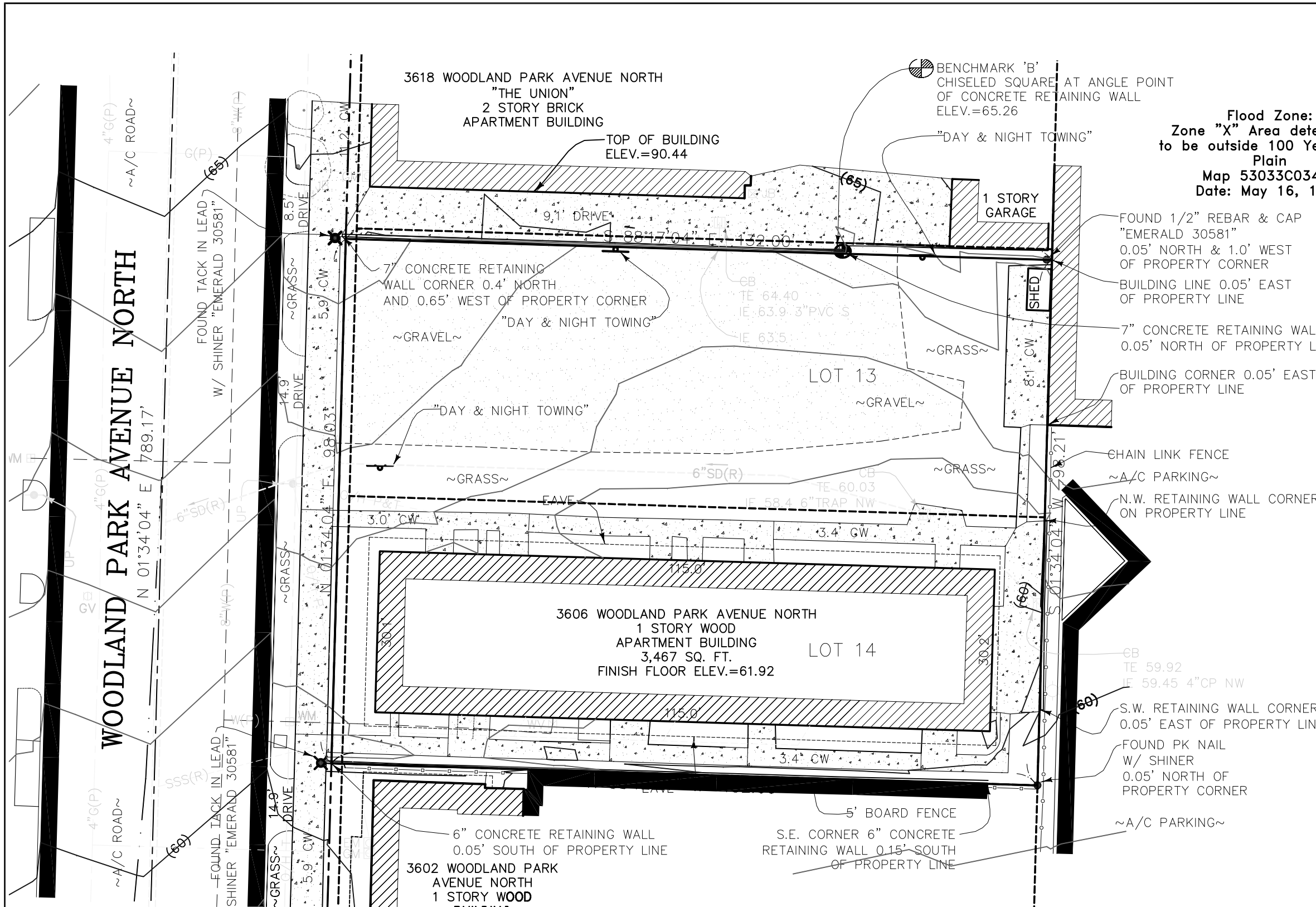
Site Map



3606 WOODLAND PARK AVE N: EARLY DESIGN GUIDANCE

TITLE SHEET/ CONTACT INFO/ SHEET INDEX/ VICINITY MAP/ SITE MAP

A1



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Flood Zone:
Zone "X" Area determined
to be outside 100 Year Flood
Plain
Map 53033C0340F
Date: May 16, 1995

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SITE NOTES

SITE ADDRESS:
3606 WOODLAND PARK AVENUE NORTH
SEATTLE, WASHINGTON

TAX ACCOUNT NO.:
226150-0150-07

ZONING:
C1-40: COMMERCIAL 1 WITH 40 FOOT HEIGHT LIMIT.

ZONING AGENCY:
CITY OF SEATTLE
DEPARTMENT OF PLANNING AND DEVELOPMENT
700 5TH AVENUE, SUITE 2000
SEATTLE, WA 98104
(206) 684-8467

SETBACKS:
CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW.
CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING
DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

FLOOD ZONE:
THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY
16, 1995, COMMUNITY PANEL NO. 53033C0340, AND IS SITUATED IN ZONE
"X". AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN.

HORIZONTAL DATUM:
MONUMENTED CENTERLINE OF WOODLAND PARK AVENUE NORTH
BEARING NORTH 01°34'04" EAST.

VERTICAL DATUM:
NAVD 88.

ORIGINATING BENCHMARK:
POINT NAME "2609CC_54A" BRASS CAP STAMPED "C of S 7573"
LOCATED 9.6' NORTH OF INTERSECTION OF BACK CONCRETE WALK
AT N.W. CORNER NORTH 38TH STREET & STONE AVENUE NORTH.
ELEVATION=84.627'

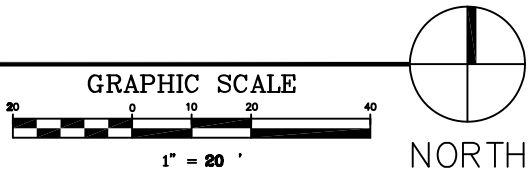
AREA:
SITE AS SHOWN CONTAINS 12,952 SQUARE FEET OR 0.2973 ACRES,
MORE OR LESS.

PARKING SPACE COUNT:
PARKING SPACES TOTAL 0 INCLUDING 0 HANDICAP ACCESSIBLE SPACES.
(NO STRIPED PARKING STALLS)

SUBSTRUCTURES:
BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED
BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE
FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS.
FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO
DESIGN CONTACT THE UTILITY OWNER/AGENCY.

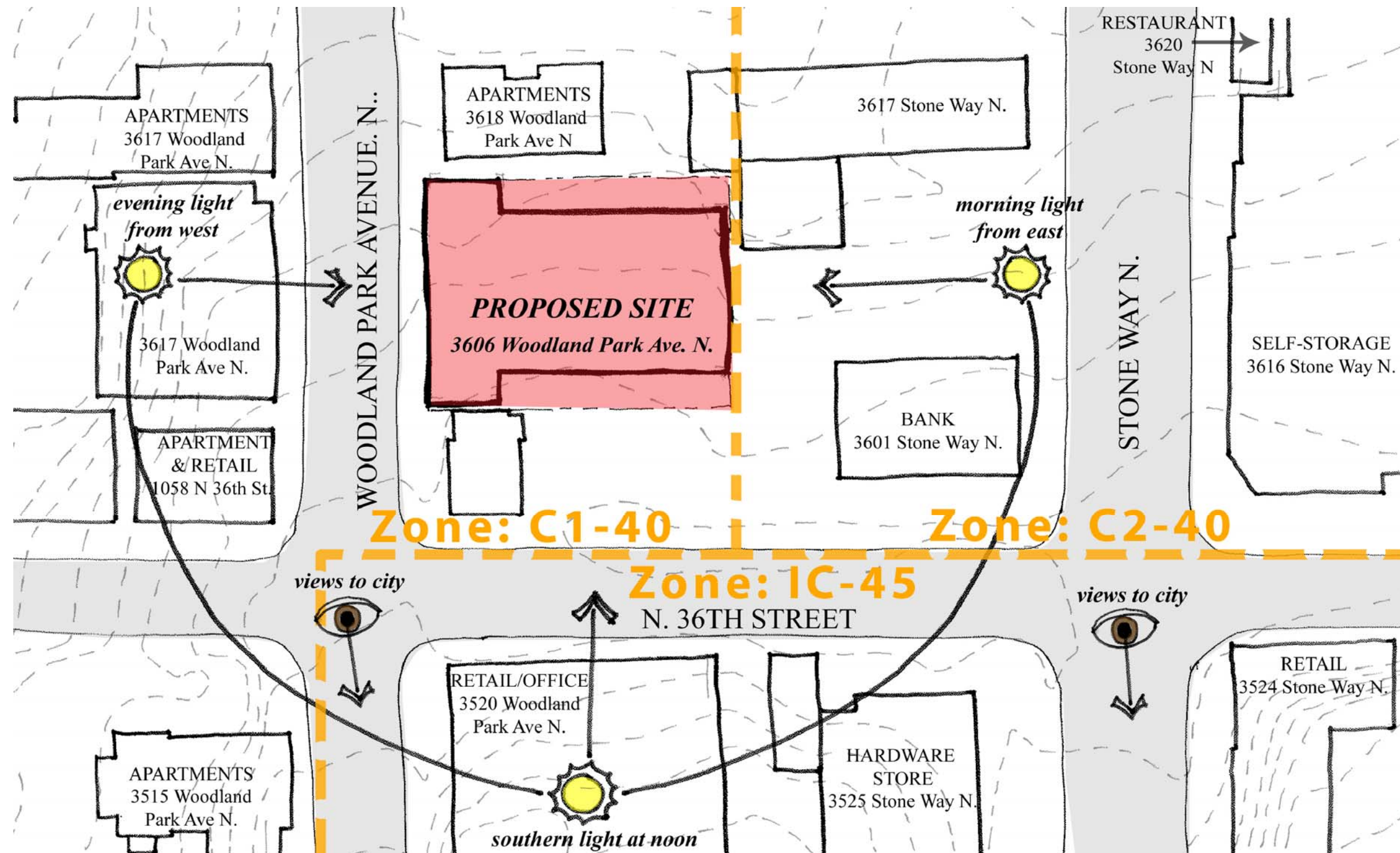
TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:
RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC
LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT
CONTACTED EACH OF THE MANY COMPANIES, IN THE COURSE OF THIS
SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT RIGHTS-
OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR THE
EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES
WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS
ALWAYS, CALL 1-800-424-5555 BEFORE CONSTRUCTION.

1 SURVEY PLAN
SCALE: 1"=20'-0"



3606 WOODLAND PARK AVE N: EARLY DESIGN GUIDANCE
SITE SURVEY PLAN

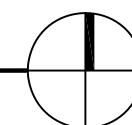
A2



1

SITE ANALYSIS

SCALE: NTS



NORTH

3606 WOODLAND PARK AVE N: EARLY DESIGN GUIDANCE

SITE ANALYSIS

A3



3606 WOODLAND PARK AVE N: EARLY DESIGN GUIDANCE

AERIAL MAP WITH PHOTO KEY

A4

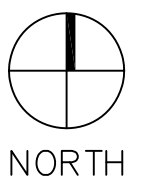




PHOTO #1
View south along Woodland Park Ave N.



PHOTO #2
View south along Woodland Park Ave N.



PHOTO #3
View south along Woodland Park Ave N.



PHOTO #4
Looking south at proposed site



PHOTO #5
View from proposed site across Woodland Park Ave N.



PHOTO #6
View north of proposed site from Woodland Park Ave N.



PHOTO #7
View north along Woodland Park Ave N.



PHOTO #8
View of intersection at Woodland Park Ave N. & N 36th St.



PHOTO #9
View of intersection at Woodland Park Ave N. & N 36th St.

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VICINITY PHOTOS

A5

DESIGN GUIDELINES

A-7 Residential Open Space

The proposed development of the site does not leave much room for residential open space at the ground level. Balconies can be provided at some units on the upper levels, but create unsightly "outdoor storage" areas for tenants which detract from the appearance of the building when occupied. We propose that the majority of the residential open space/amenity requirement be met via the creation of a roof deck accessible to all building tenants. This deck will be at a high enough elevation that it will have views of Lake Union and Downtown Seattle.

A-8 Parking & Vehicle Access

The site only has right-of-way access along the western edge bordering Woodland Park Avenue N, necessitating that vehicular access be from that street. We propose creating an inset parking gate well off the street with an area for off-street drop-off and queuing as well as a an opportunity for a larger textural paving at the residential entry area.

B-1 Height, Bulk & Scale Compatibility

There are numerous buildings in the immediate area that fill their sites from side lot line to side lot line, similar to the configuration proposed for this project. The apartment building adjacent to the north, and several buildings across the street are built to a height and scale similar to the proposed project. Our proposed building configuration maintains a continuous frontage at the street, interrupted only by the recessed parking entrance (see A-8).

C-2 Architectural Concept & Consistency

We intend to use building form, materials, and fenestration to create a cohesive and engaging design which follows a coherent overall concept. Preliminarily, we see the metaphor of a sliced and peeled apple as a useful design direction for this project: carved from a simple form with bold, layered geometry and organic color differentiation, implying sustenance beneath the skin. Rhythmic proportioning will be used to unify design elements in a total design gestalt.

C-4 Exterior Finish Materials

This project will be designed under very tight budgetary constraints, making it difficult to incorporate higher-end finishes into the design. However, we are committed to creating a design and details with materials which are visually engaging and durable. We refer the Board to examples of our past work as evidence of our ability to fulfill this commitment.

D-2 Blank Walls

Because portions of the proposed building are built directly to the side and rear property lines, there are three internal lot-line fire walls which can have no openings for fire-resistance reasons. These walls will be treated with textural material and color to enhance their appearance as part of the "peel" of the metaphorical apple (see C-2), and green-wall trellises used to allow plant materials to cover large portions of their surface.

D-6 Screening of Service Areas

The service and garbage collection area is proposed to be located at the southwest corner of the site in a full enclosure with a door in order to screen it from the street and contain odors while allowing easy access for garbage pickup.

D-12 Residential Entrance

The residential lobby and entrance has been located centrally in the façade and recessed partially in combination with the parking entrance to create an entrance plaza area at the street. The first-floor wall adjacent to the north, along the live-work spaces, angles in from the northwest building corner toward the residential entrance for spatial and formal emphasis. Color differentiation and signage will also be used to emphasize the "front door" of the project.

DESIGN STATEMENT

This project is the first of several upcoming in which we are trying to develop a new model for the design and development of apartment buildings in a severely-impacted real estate economy. **New economic realities call for innovative approaches.**

As this particular site was being considered for development, the property owner identified the core criteria that would have to be met to result in a successful project. These include:

1. Total construction cost of **less than \$120 per square foot**
2. A minimum of **50 dwelling units**
3. Target project for **workforce housing** (100% to 120% of median income)

The first criterion derives from financial feasibility limitations. At construction hard costs over \$120/sf, the project is not feasible. The second criterion derives from the challenges of sourcing capital for construction projects in the current economy. Private equity participation is now necessary to make projects of this type happen, and most private equity participants have investment thresholds, one of which is a minimum unit count of 50 dwelling units. The third criterion is driven by demand.

Design Criteria

Following from these two criteria, our design team developed the following design criteria to meet the project requirements:

- ☐ No parking below grade.
- ☐ Mostly wood-frame construction (i.e. no concrete, minimal steel).
- ☐ Use simple building geometry, regular shapes, and compact plans.
- ☐ Take a Systems Approach to design.
- ☐ Use low life-cycle- and first-cost building materials, finishes, and fixtures.
- ☐ Minimize construction waste and material use (e.g. advanced framing, modular geometry, etc.).
- ☐ Maximize building perimeter available for dwelling unit daylighting while maintaining appropriate unit sizes and types.

is located directly on the shared property line [D].

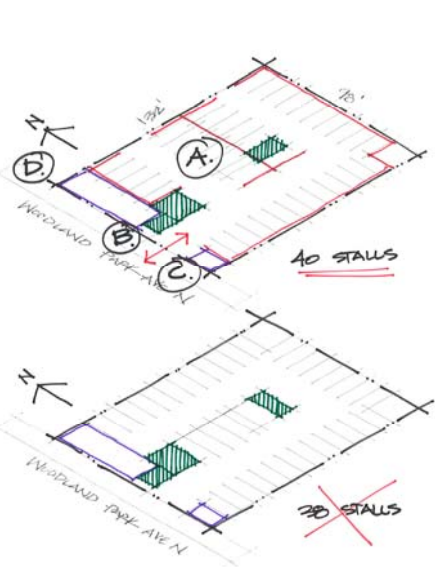


DIAGRAM #1

Issue 1: Parking Layout

Maximum possible parking on site without going underground is thus one of the main design constraints for this project, and defines the parameters for overall building configuration. Even with the allowable 20% reduction in parking allowed for this site via transit service offsets, 40 parking stalls are required by code for the targeted 50 dwelling units.

Optimum efficiency for parking layout requires 90-degree two-way parking aisles. The typical bay width for parking is therefore 56 feet to 59 feet (depending on stall size, one bay must be deeper to accommodate barrier-free parking). The site for this project is rectangular, 98 feet in the north-south dimension, and 132 feet in the east-west direction. It is not possible to park 40 cars on site without having two bays of parking, so the parking layout must therefore orient the bays north-south instead of east-west [A]. This leaves a strip of area along the street approximately 18 feet deep, in which live-work units, building service areas, and the project entrance lobby can be located (and which also screen the parking from the sidewalk). [B]

The access driveway and curb cut have been located toward the southwest corner [C] to keep it further away from the driveway accessing the adjacent apartment building to the north, which is located directly on the shared property line [D].

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DESIGN STATEMENT

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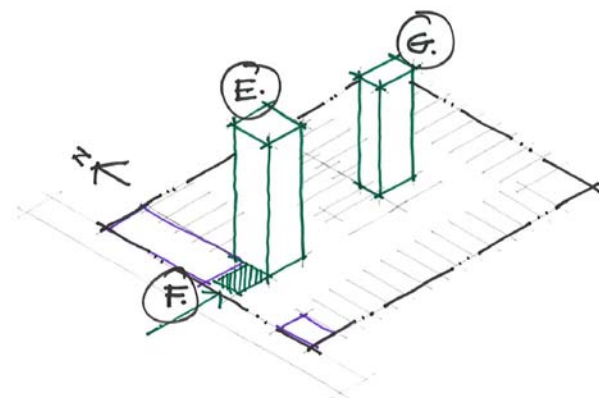


DIAGRAM #2

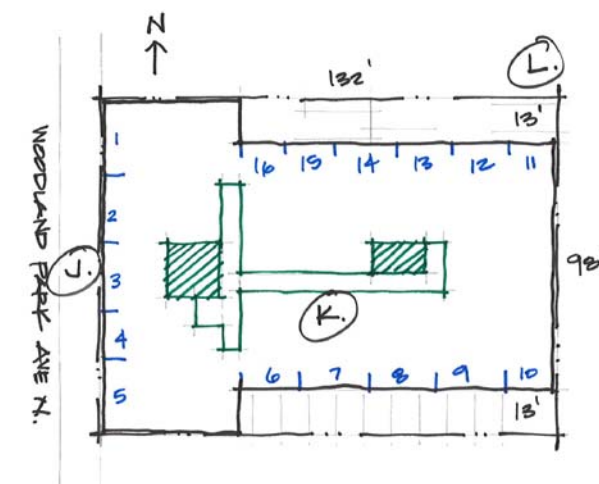


DIAGRAM #3A

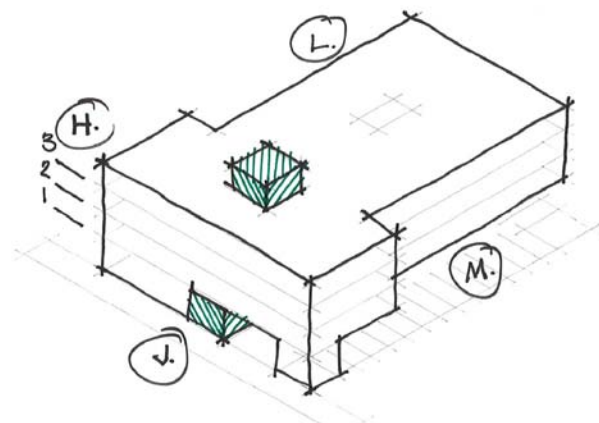


DIAGRAM #3B

Issue 2: Access & Circulation

The parking layout then defines the areas where vertical circulation core elements can be located, staying clear of drive aisles and minimizing impact on parking spaces by locating them within the parking module. The main stair and elevator core [E] must be directly accessible from the sidewalk and oriented to minimize hallway circulation on the upper levels. The location proposed for this core allows a lobby area with an inset entry door to emphasize the "front-door" presence of the project and provide weather coverage. The building wall along the sidewalk has been angled slightly toward the entrance for further emphasis and to allow a planting strip [F].

Required exit spacing under the provisions of the Seattle Building Code plus the need to minimize hallway circulation space on the upper levels determines the location of a second stairway [G] within the parking module, aligned with the main stairway [F].

Three parking stalls are thereby eliminated by vertical circulation elements, leaving us with the required minimum of 40 stalls for 50 units.

Issue 3: Residential Floor Layout

With two units provided as live-work spaces at the ground level, 48 more units must be located in the residential floors above to meet the minimum 50 required for project feasibility. This site is mostly level and has a 40-foot height limit under the provisions of the C1-40 zoning designation. This allows for three levels of units above [H], or 16 units per level, minimum.

The total site area to the property lines is 12,959 square feet. Subtracting space for core and circulation, this would theoretically allow 16 units of approximately 700 sq. ft. each. However, dwelling units must have windows for light and air access, and windows cannot be located directly on property lines. The site also has a Floor Area Ratio limit of 3.25.

Therefore, some portion of the residential levels must be set back from the property lines.

Maintaining full frontage along the street allows more window area for units facing the street and creates a more unified appearance and massing for the project on the block [J]. To the rear, units on both sides of the access hallway [K] must have window frontage, and we have therefore set back the building from both side property lines by approximately 13 feet [L]. This also allows the parking below to qualify as an "open parking garage" under the building code, eliminating the need for costly mechanical ventilation of this area [M].

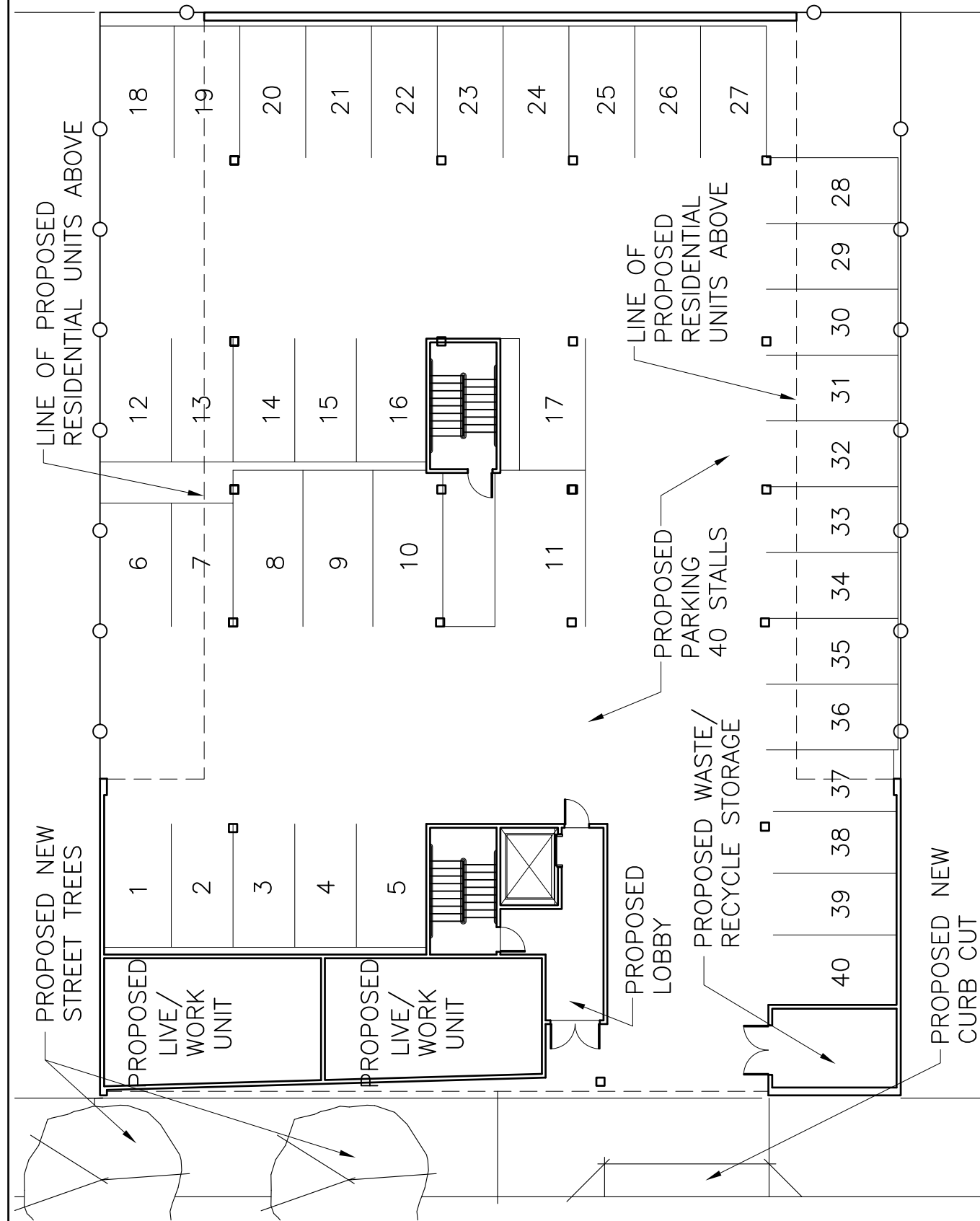
The units to the rear thus have access to light and air to the sides, so a further setback to the rear is not necessary and would in any case reduce overall unit square footages or unit count to unacceptably low levels. The proposed design therefore extends the residential floor plates to the rear property line [N]. The adjacent properties on all sides share the same commercial zoning designation and also have no side yard setback requirements. Overall plan shape is kept simple and regular to avoid cost issues, and is laid out on a four-foot module to reduce construction waste and allow for advanced framing techniques or partial modularization to be used. The firewalls at the side and rear property lines provide excellent shear wall locations.

Limited Building Configuration Options & Early Design Guidance

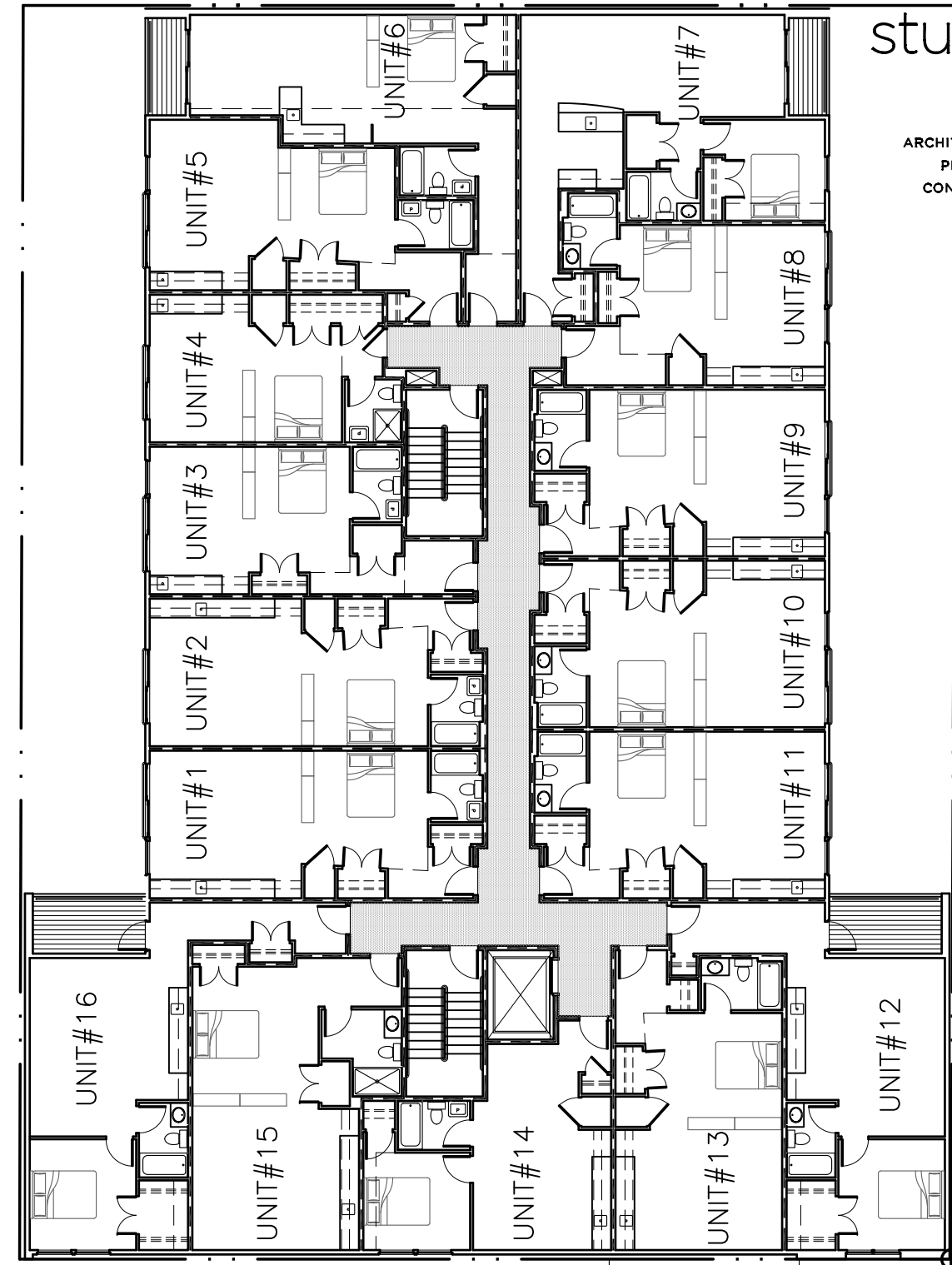
Following directly from the project feasibility criteria through the dimensional restrictions of the site and use geometries, we find that there is essentially only one way to "skin the cat" when it comes to overall building configuration for this project, yet the Early Design Guidance process recommends that applicants provide three distinct configuration options.

As part of our design proposal, rather than present non-feasible configuration options, our primary task for design review is then to determine alternatives for satisfying the design review guideline criteria within the configurational envelope that satisfies the project parameters. The three schemes shown here investigate how that might be done with exterior skin and fenestration treatment (Option 1), sloped roof elements (Option 2), and feature elements such as clerestory pop-ups (Option 3).

CONCEPTUAL PARKING PLAN



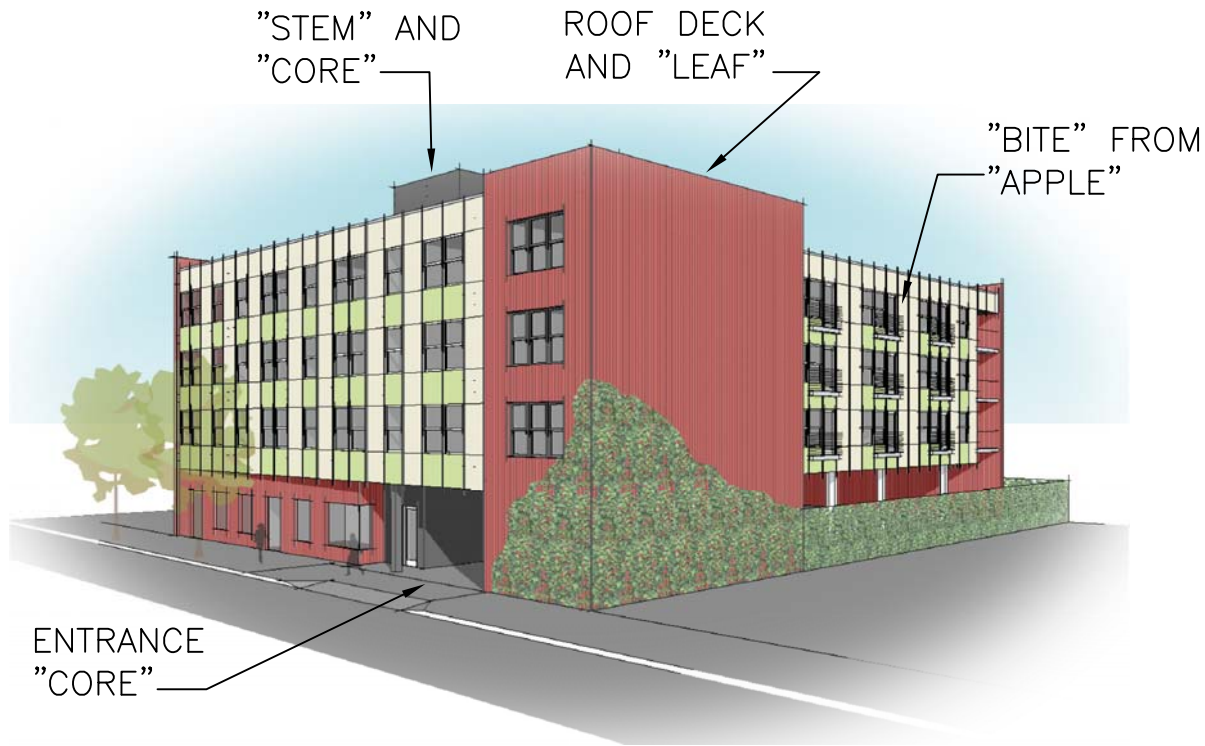
CONCEPTUAL TPY. UNIT PLAN



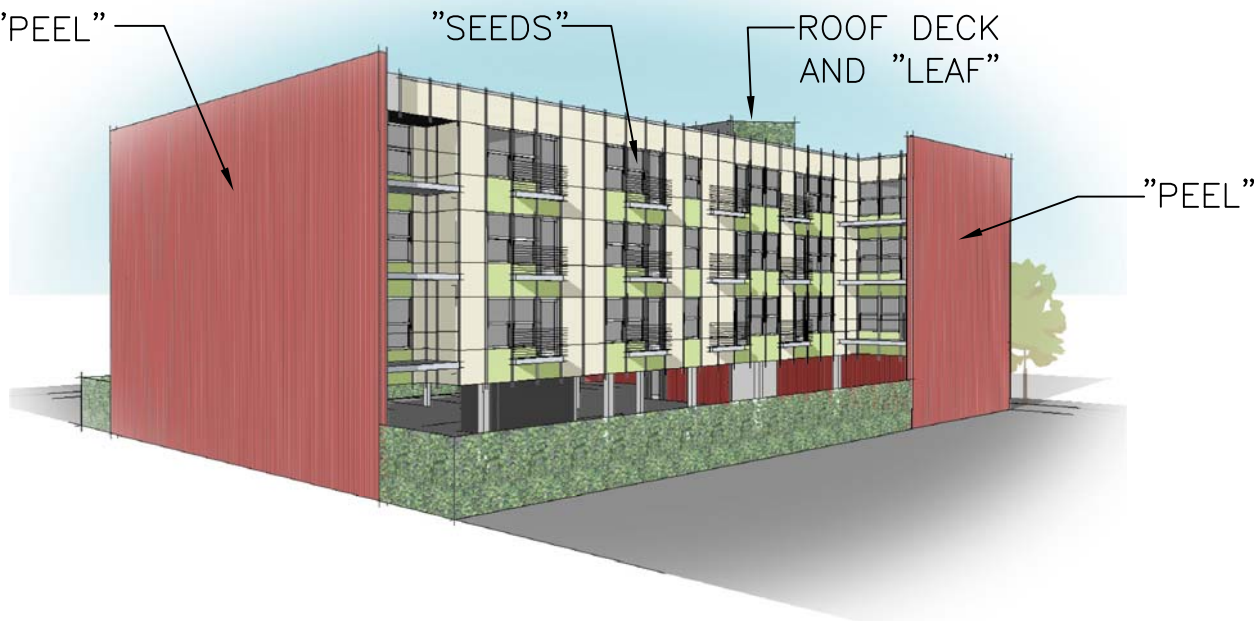
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OPTION 1: "RED DELICIOUS"



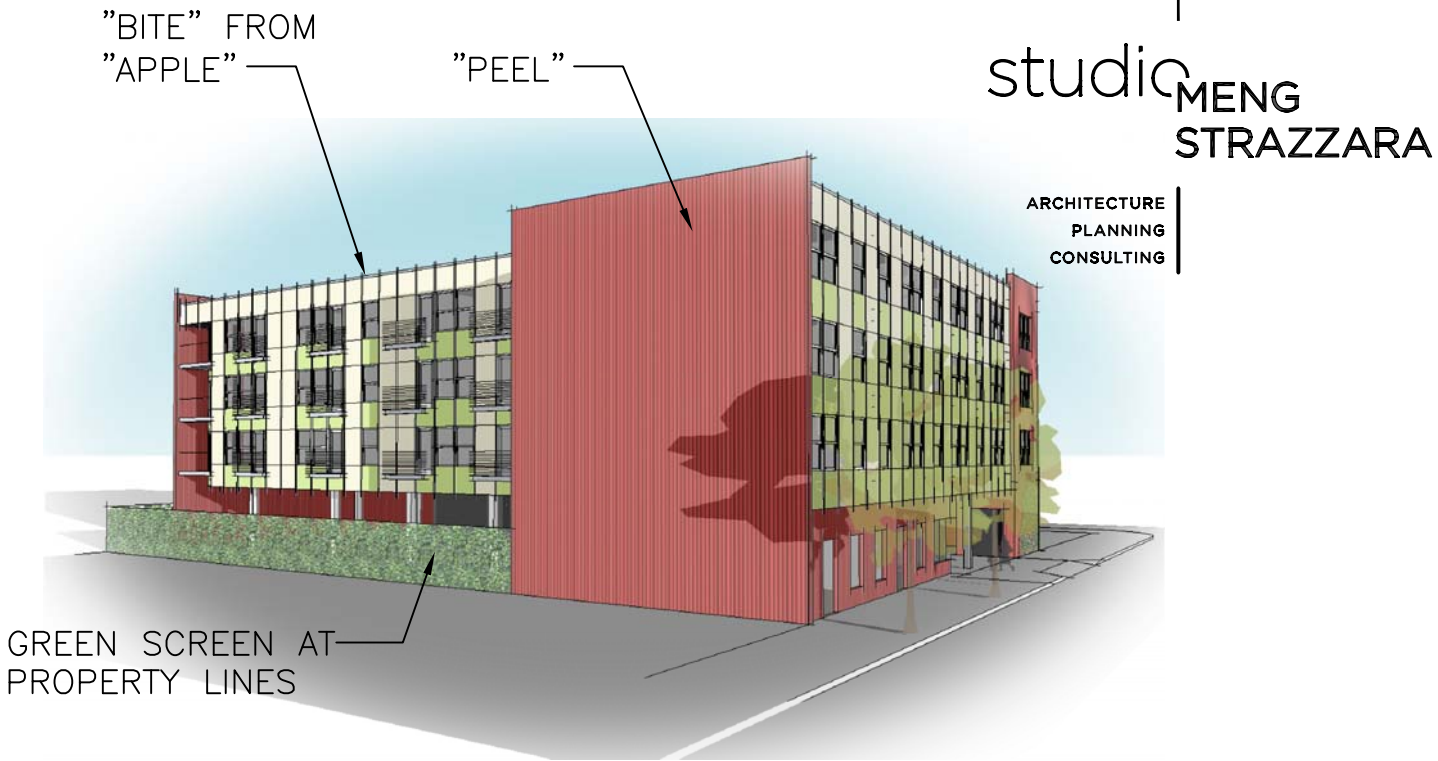
1 PROPOSED SOUTHWEST ELEVATION
SCALE: NOT TO SCALE



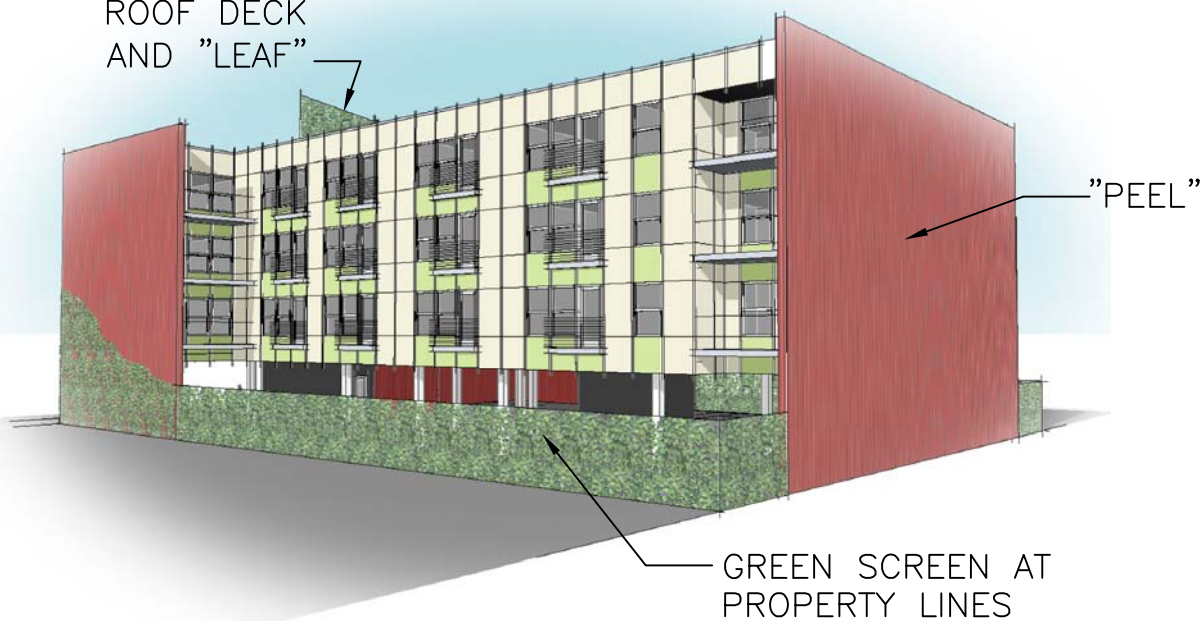
3 PROPOSED NORTHEAST ELEVATION
SCALE: NOT TO SCALE



INSPIRATION:



2 PROPOSED NORTHWEST ELEVATION
SCALE: NOT TO SCALE



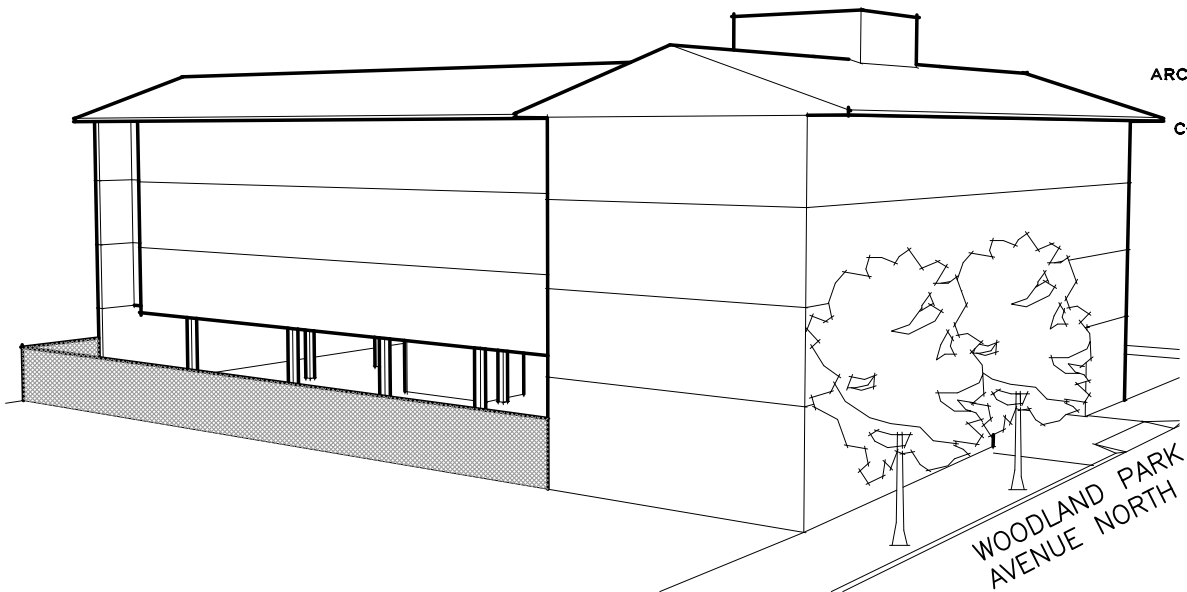
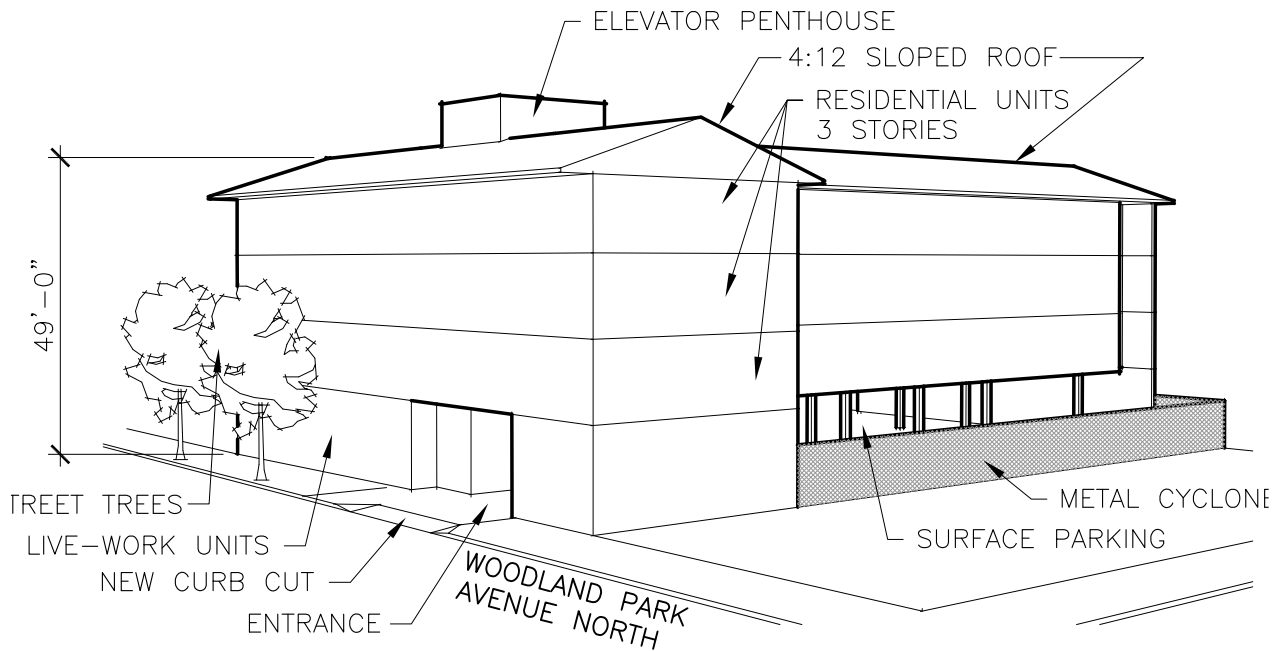
4 PROPOSED SOUTHEAST ELEVATION
SCALE: NOT TO SCALE

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OPTION 2: SLOPED ROOF

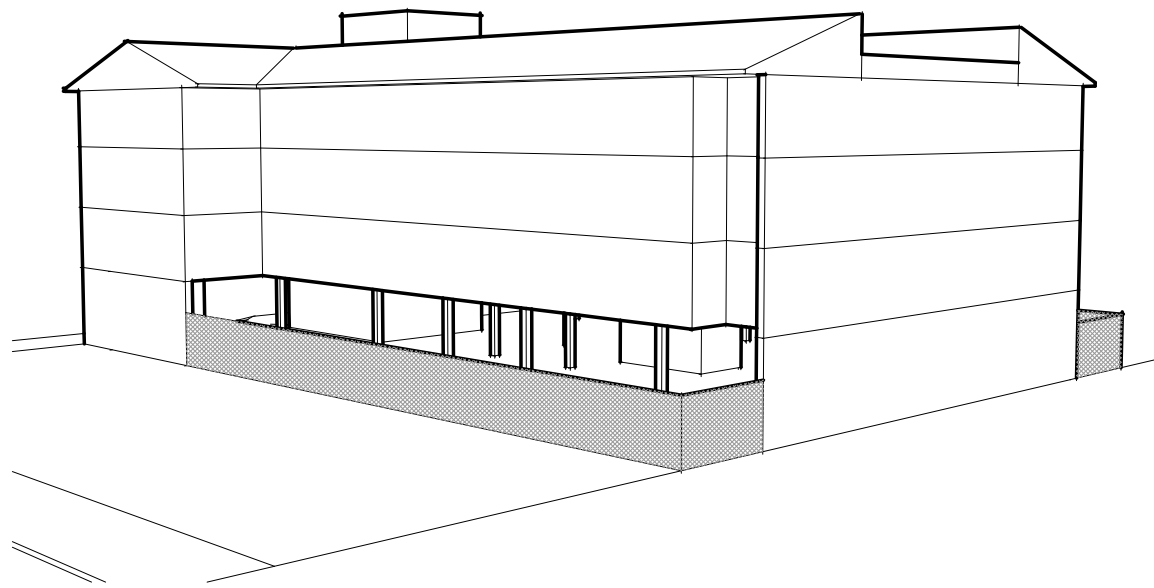
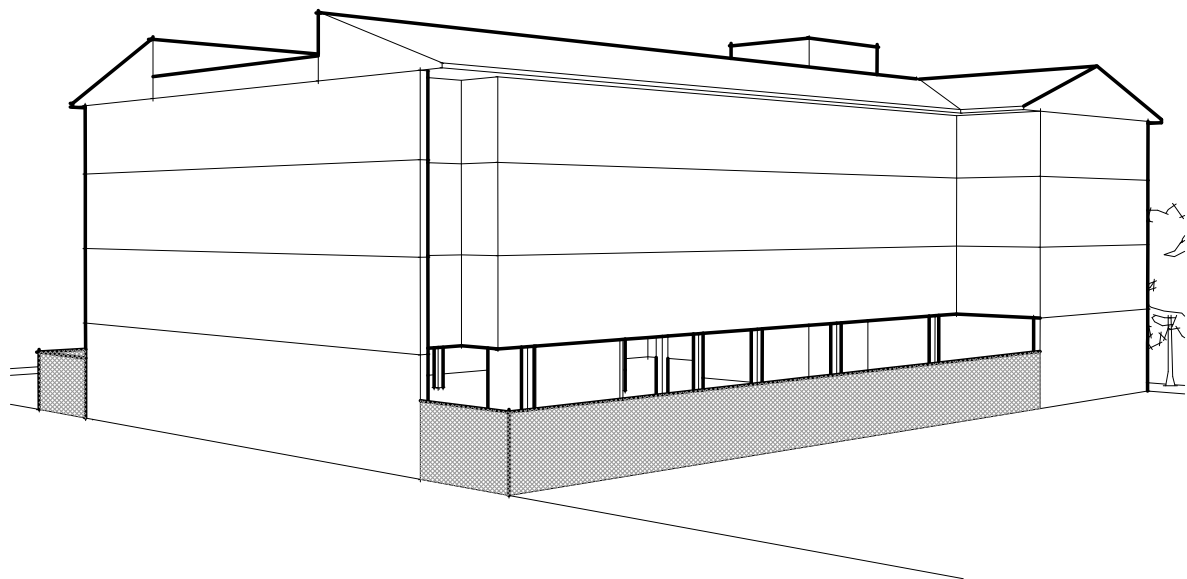
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1 PROPOSED SOUTHWEST ELEVATION
SCALE: NOT TO SCALE

2 PROPOSED NORTHWEST ELEVATION
SCALE: NOT TO SCALE



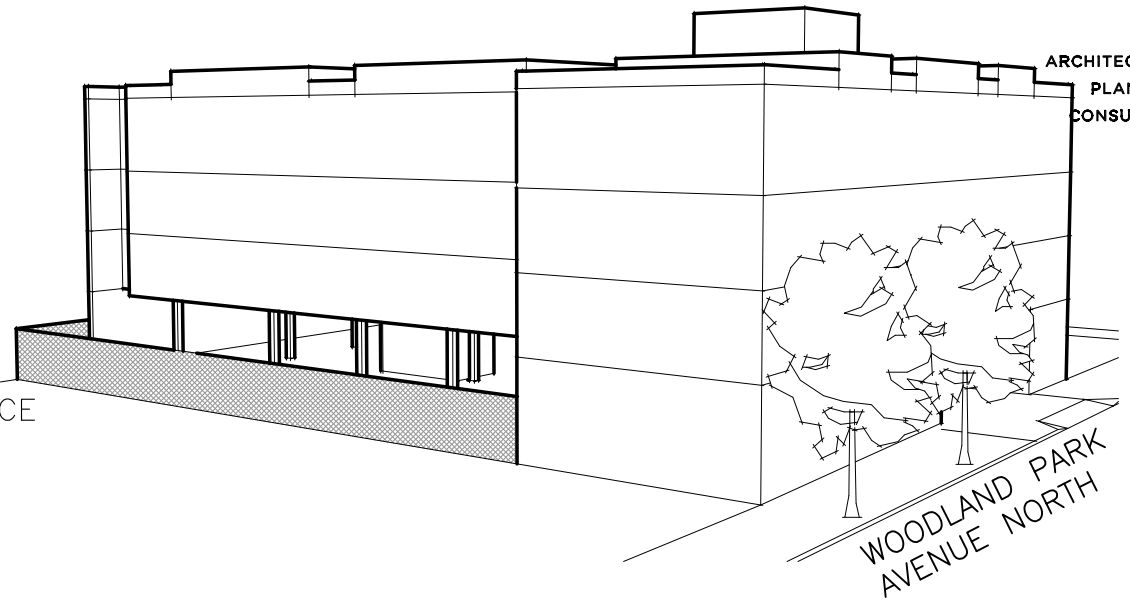
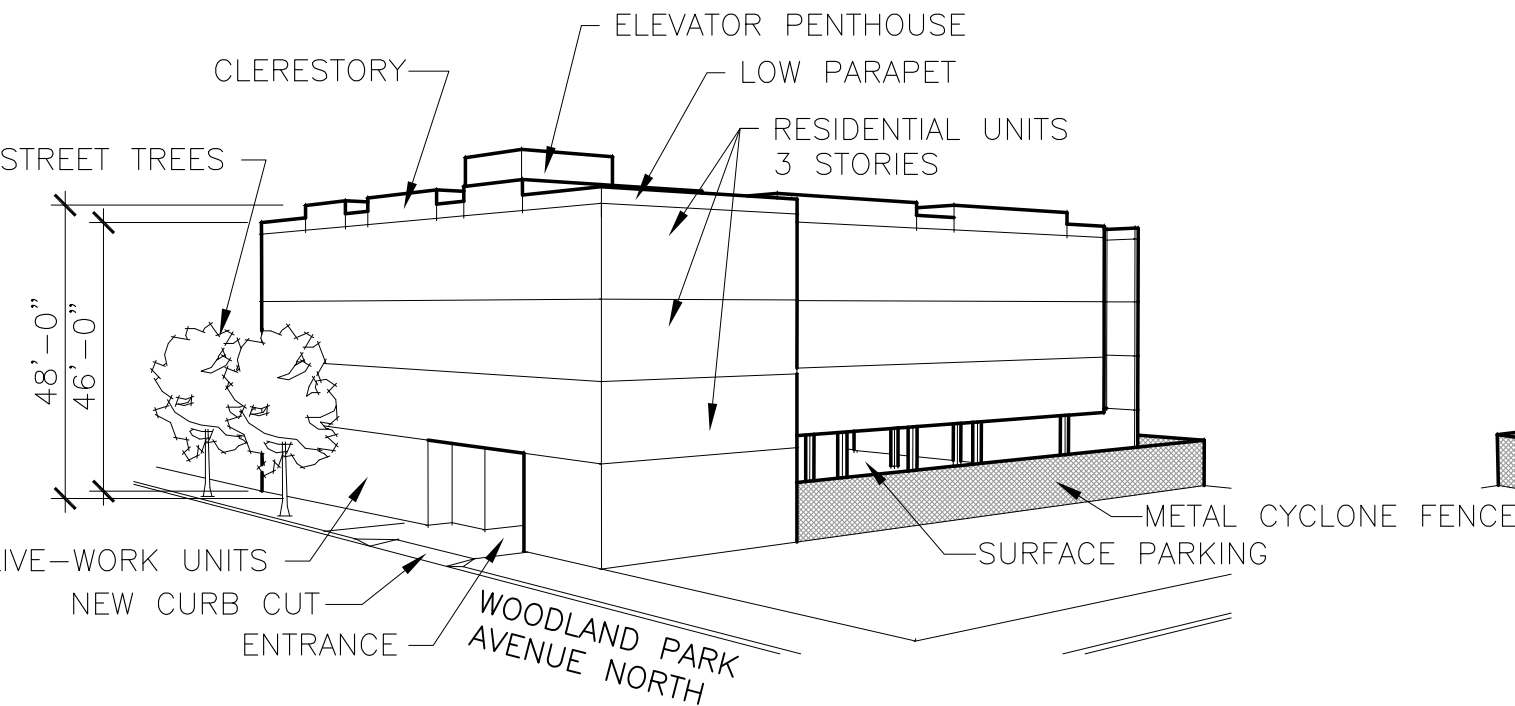
3 PROPOSED NORTHEAST ELEVATION
SCALE: NOT TO SCALE

4 PROPOSED SOUTHEAST ELEVATION
SCALE: NOT TO SCALE

OPTION 3: CLERESTORY AT 4TH FLOOR

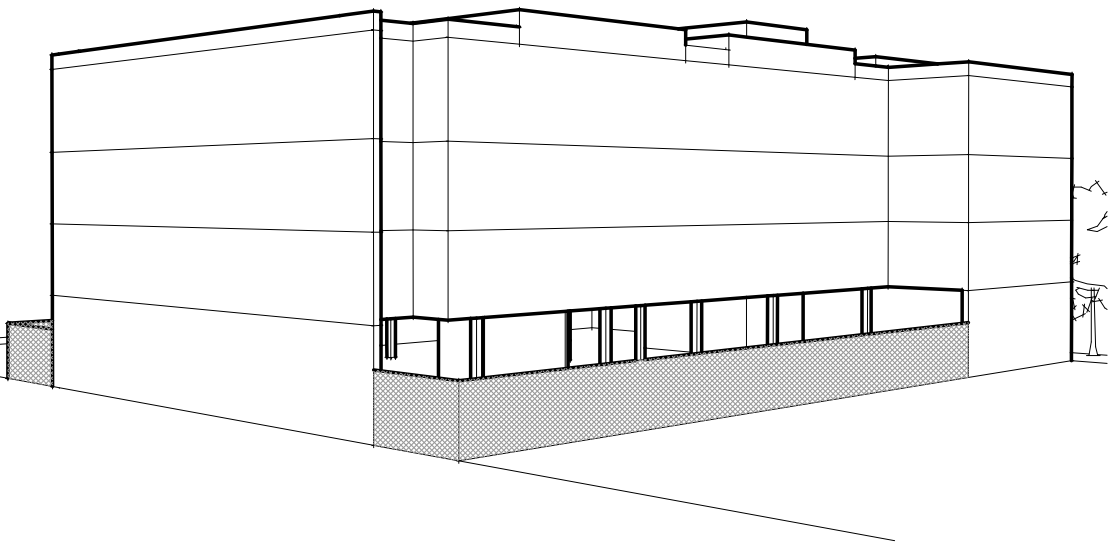
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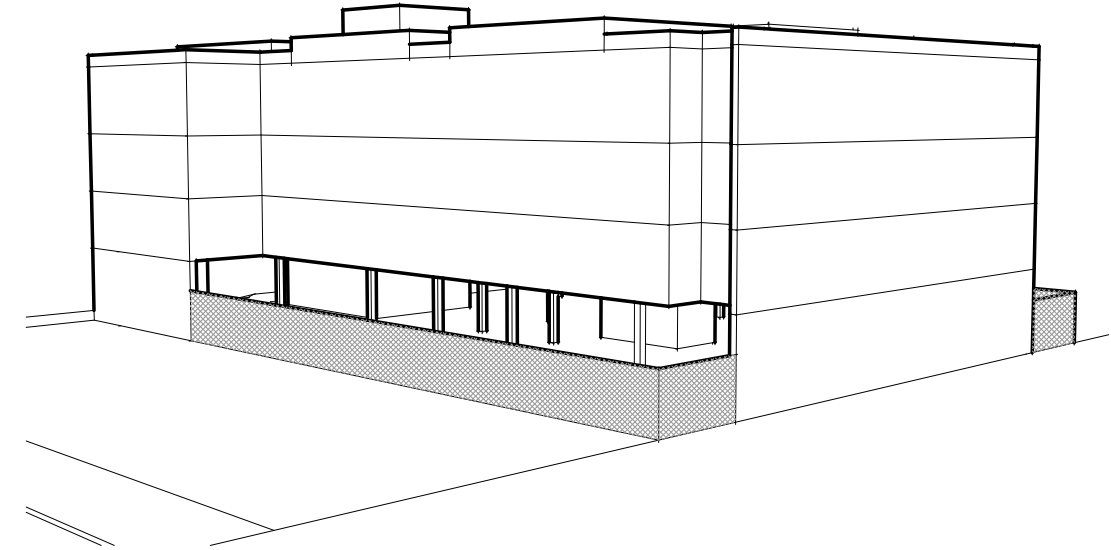


1 PROPOSED SOUTHWEST ELEVATION
SCALE: NOT TO SCALE

2 PROPOSED NORTHWEST ELEVATION
SCALE: NOT TO SCALE



3 PROPOSED NORTHEAST ELEVATION
SCALE: NOT TO SCALE



4 PROPOSED SOUTHEAST ELEVATION
SCALE: NOT TO SCALE

FREESTANDING TRELLIS FENCE EXAMPLE

Size: 4' wide x 6',8',10',12', or 14' tall x 2" or 3" thick also available in 2" increments up to 4' x 14' in multiple panels

Finish: galvanized wire panels with multigrade alkaline wash, epoxy thermal-set primer, and baked on powder coat finish in gloss green, black, silver, white; matte wrinkle green or wrinkle black.

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FREESTANDING TRELLIS FENCE EXAMPLE

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CLADDING & SYSTEM CONSTRUCTION DESIGN DIRECTIONS

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SMOOTH PANELS
* VERTICAL BATTENS
* HORIZONTAL FLASHING
LINES ALIGN WITH
FENESTRATION
* 4'-0" GRID FOR
DESIGN UNITY &
REDUCED CONSTRUCTION
WASTE

42" X 72"
DOUBLE-HUNG WINDOWS
* TOP-BOTTOM
NATURAL VENTILATION
* ALLOWS LARGER
WINDOWS WITH
ECONOMICAL FRAMES
* REPETITIVE UNIT
SIZES CREATE FACADE
RHYTHM IN ALTERNATION
* BETTER SHADOW
LINES THAN WITH
CASEMENTS



HIGHER PARAPET @
EMPHASIS ELEMENTS

METAL SIDING @
EMPHASIS ELEMENTS

* STRONG COLOR
* TEXTURAL EFFECT

NEUTRAL COLOR

ACCENT COLOR @
WINDOW BAYS

* SMOOTH PANEL?
* PAINTED?
* TEXTURED?
* PRE-FINISHED?

3606 WOODLAND PARK AVE N: EARLY DESIGN GUIDANCE
CLADDING & SYSTEM CONSTRUCTION DESIGN DIRECTIONS

A13

STUDIO MENG STRAZZARA'S PROJECT PORTFOLIO EXAMPLES



BROADWAY ON BROADWAY
MIXED USE, CAPITOL HILL - SEATTLE, WA



DWELL ROOSEVELT
MIXED USE, ROOSEVELT WAY - SEATTLE, WA



SHILSHOLE BAY CONDOMINIUMS
MIXED USE, BALLARD - SEATTLE, WA