RECOMMENDATION MEETING

1145 10th Ave E

A Proposed Apartment Development

for 10TH & HIGHLAND LP

April 4th, 2012

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

PROJECT CONTACTS

DEVELOPER
10th & Highland LP
400 108th Ave NE, Suite 608
Bellevue, WA 98004
Phone: 425-233-8184
Fax: 425-462-0760
Contact:
Walter Braun
wbraunt@cp-re.com

SURVEYOR
Pace Engineers, Inc.
11255 Kirkland Way
Kirkland, WA 98033
Phone: 425-827-2014
Contact:
Steve Calhoon, ALSA

ARCHITECT
Studio Meng Strazzara
2001 Western Avenue
Suite 200
Seattle, WA 98121
Phone: 206-587-3797
Fax: 206-587-0588
Contact:
Charles Strazzara, AIA
Tony Fan, AIA
tfan@studioms.com

SHEET INDEX

PROJECT INFORMATION

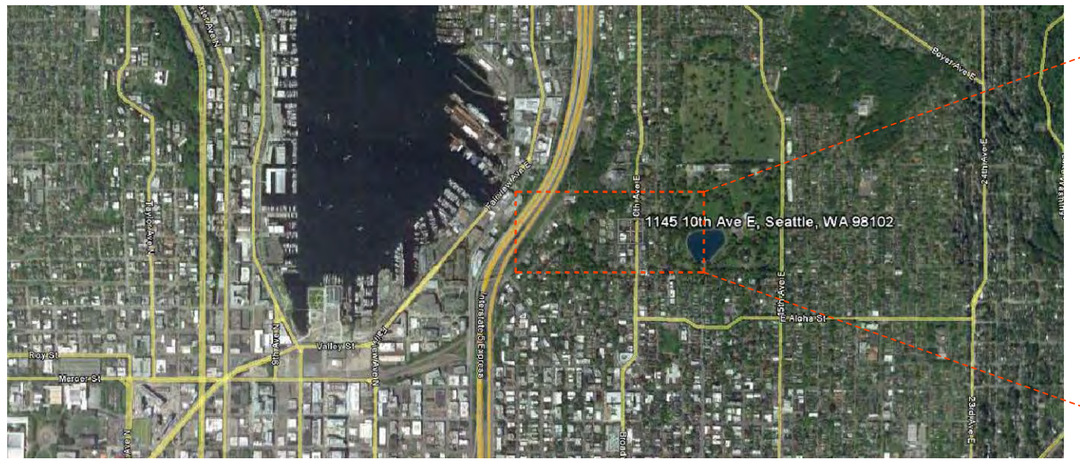
PROPERTY ADDRESS:	1145 10th Ave E
PARCEL NUMBER:	6762700280 & 6762700380
ZONE:	LR 3 (Residential Multifamily Lowrise 3)
MAPPED ECA:	No
LOT AREA:	39,996 SF
FAR:	1.6 (Frequent Transit Corridors)

LEGAL DESCRIPTION

6762700280:
(901 E Highland Drive)
Lots 1 through 4 and 22 through 24 in Block C of Phinney's Addition to the City of Seattle as per Plat recorded in Volume 1 of Plats, Page 175, Records of King County, situate in the City of Seattle, County of King, State of Washington.

6762700380:
(1145 10th Ave E)
Lot 21 in Block C of Phinney's Addition to the City of Seattle as per Plat recorded in Volume 1 of Plats, Page 175, Records of King County, situate in the City of Seattle, County of King, State of Washington.

VICINITY MAP



SITE MAP

TITLE PAGE

RECOMMENDATION MEETING- 1145 10th Ave E

T1

3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DEVELOPMENT OBJECTIVES

1. Please describe the existing site, including location, existing uses and/ or structures, topographical or other physical features, etc.
The project site is located on busy 10th Ave E, southwest of the intersection of E Highland Drive and 10th Ave E, and between 10th Ave E and Broadway E.
The site is 39,996 square feet of contiguous land. Currently a parking lot with an abandoned single-car garage structure and a vacant duplex building.
The site is used on Sundays by Saint Mark's Cathedral, though St. Marks does not have ownership. In addition, the project team has looked through the available electric records at the DPD and have found no permitting ties that connect the St. Mark's Cathedral property to surface parking at 1145 10th Ave East. The parking area is not connected to any businesses, and does not see much use during the week days.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.
The project site is zoned LR3: Low-rise, Multi-Family Residential. The project site is located in the City's Frequent Transit Corridor.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.
The project site is adjacent to the historic Harvard Belmont district. Large oak and maple trees lined the residential streets surrounding the project site. The neighborhood is a mix of single-family (SF5000) and low-rise residential zoning (LR1 and LR3), with buildings types ranging from three to four-story brownstones, large mansions, condominiums, and new, three-story townhomes. Directly north of the project site is St. Mark's Cathedral and St. Mark's Greenbelt. Two blocks south is Cornish College's Kerry Hall. Southwest of the site, one block west of Broadway E on Harvard Ave, is the Bullitt Life Estate. East of the project site a block and a half is Volunteer Park. West of the site is Harvard & Highland, a low-rise, multi-family project also designed by Studio Meng Strazzara, and also zoned LR3.

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 development standards.
The owner's aim is to create a market rate rental community that appeals to a wide range of Seattle city dwellers. The development will be designed in context with the distinguished character of the surrounding neighborhood in architectural elements, building scale, and massing. We are committed to using quality, long-lasting materials, and an aesthetic design that appeals to and blends with the neighborhood.
The building proposed is a 63,994 square foot, 70-unit, three-level wood frame over concrete. The design will include a subterranean level of parking. Accessed via E Highland Dr. to use existing curb cut and limit traffic impact to busy 10th Ave. The parking level will include 85 parking stalls and will create a formal fountain plaza deck above.
Additionally, the project concept includes a buffer of 12-15 feet around the site for landscaping, and a rooftop terrace.
Proposed Building Summary:
* Building Area: 63,994 SF
* Unit: 70 Units
* Parking: 85 Parking Stalls

Site Aerial Map

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

ZONING REQUIREMENTS FOR LR-3 ZONE

PARKING REQUIREMENTS:
SMC 23.54.015 Chart B- Parking For Residential Uses
1 space per unit
SMC 23.54.020F2a Transit Reductions
Reduce by 20% if the use is located within 1,320 feet of a street with frequent transit service
Parking Quantity Exceptions Transit Reductions
Supporting Document:
A3 Bus Stop Map & Time Table Calculation
A4 Metro Official Bus Time Table
A5 Metro official Bus Route
Proposed Unit:
70 Units
Required Parking:
56 Parking Stalls (70 stalls - (20% of 70 stalls)
Proposed Parking Stalls:
85 Stalls

ECA (FROM SEATTLE DPD DATABASE):
40% Steep Slope: No
Riparian Corridor: No
Floodprone: No
Known Slide Area: No
Archaeological Buffer: No
Wildlife Habitat/ Preservation Area: No
Potential Slide Area: No
Wetlands: No
Abandoned Landfill: No
Peat Settlement Prone: No
Heritage Tree: No
Liquefaction Zone: No

Land Use Code (with multifamily code update):
Floor Area Ratio (FAR) Table A for SMC 23.45.510:
1.6 (Frequent Transit Corridors)
Growth areas include urban centers, urban villages, and station area overlay districts.
The higher FAR apply if the project meets additional standards regarding parking location and access, alley paving, and green building performance listed in SMC 23.45.51.C.
For apartments in LR zones that qualify for the higher FAR limit, portions of a story that extend no more than 4 feet above existing or finished grade (whichever is lower) can be exempted from FAR.

Density Limit:
SMC 23.45.512
One unit/ 800 SF lot area or no limit
The higher density limits apply if the project meets additional standards regarding parking location and access, alley paving, and green building performance listed in SMC 23.45.51.C.

Building Height:
30' (outside growth areas).
+ 5 feet for roof with min. 6:12 pitch
+4 feet for partially below grade floor
Building Setbacks:
Table A for SMC 23.45.518
Front: 5 feet min.
Rear: 10 feet min. with alley. 15 feet min. without alley.
Side- for building 40 feet or less in length: 5 feet
Side- for building 40 feet or less in length: 7 feet avg.; 5 feet min.

Building Width Limit:
Table A for SMC 23.45.527
120' (outside growth area)
Maximum Façade Length:
SMC 23.45.527.B1
65% of lot depth for portion within 15' of a side lot line that is not a street or alley lot line.

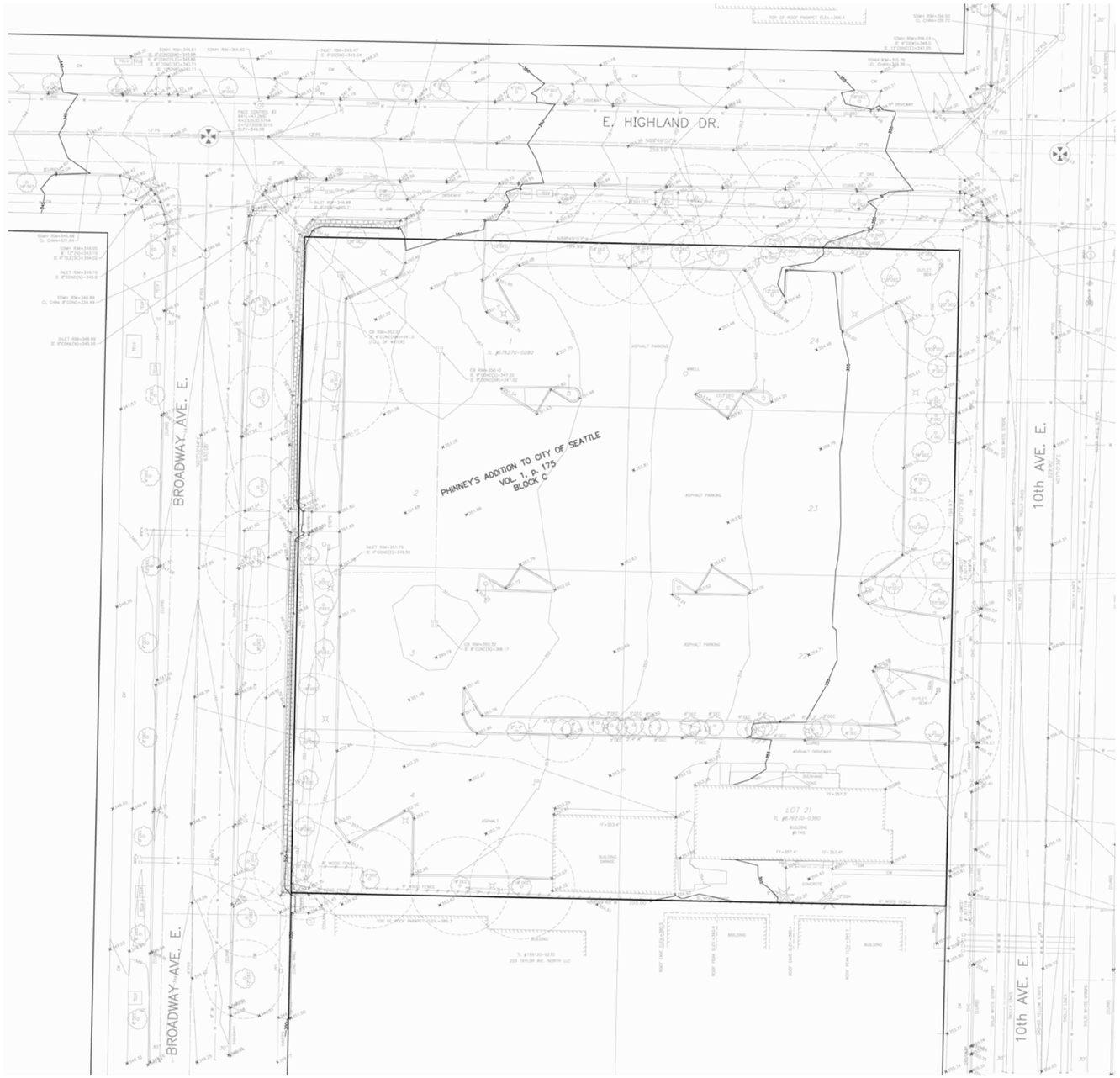
Residential Amenity Area:
SMC 23.45.522
25% of lot area
Min. 50% must be provided at ground level
May be provided at grade on the roof or as balconies.
Shared space must be accessible to all residents, with a minimum area of 250 SF and min. dimension of 10 feet.

Green Factor:
SMC 23.45.524.A.2
Green Area Factor: 0.6
Green roof, planters, green walls, landscaping and plantings in the adjacent ROW are eligible.

Street Tree Requirements:
SMC 23.45.524.B
Street trees are required.
Existing street trees shall be retained unless the Director of Transportation approves the proposal.

Tree protections:
CAM 242
Tree removal on developed land is limited in all lowrise zones.
No exceptional trees may be removed.
No more than 3 non exceptional trees 6" in diameter or greater may be removed on a lot in any year period.
No permits are required within these limits. However, removal of hazard trees or tree removal as part of a development may require submittal of documentation.

SURVEY PLAN



GENERAL NOTES:

PARCEL AREA:

TOTAL AREA 39,196 SQ.FT OR 0.918 ACRES

ZONING: LR1 – RESIDENTIAL, MULTIFAMILY, LOWRISE 3

SETBACKS: (PER TABLE A FOR SMC 23.45.518)

ROWHOUSE DEVELOPMENTS:
FRONT–5' MINIMUM
REAR–5' MINIMUM, 7' AVERAGE
SIDE–(FOR FACADES 40' OR LESS IN LENGTH) 0', EXCEPT ON SIDE LOT LINES THAT ABUT A SINGLE–FAMILY ZONE, THE SETBACK IS 5'

SIDE–(FOR FACADES GREATER THAN 40' IN LENGTH) 0', EXCEPT ON SIDE LOT LINES THAT ABUT A SINGLE–FAMILY ZONE, THE SETBACK IS 7' AVERAGE, 5' MINIMUM

HEIGHT–30'

APARTMENTS:
FRONT–5' MINIMUM
REAR–5' MINIMUM
SIDE–(FOR FACADES 40' OR LESS IN LENGTH) 5'

SIDE–(FOR FACADES GREATER THAN 40' IN LENGTH) 7' AVERAGE, 5' MINIMUM

HEIGHT–40'

PARKING STALLS:

STANDARD – ___

FLOOD ZONE DESIGNATION:

ZONE "X"– AREAS DETERMINED TO BE OUTSIDE 500–YEAR FLOOD PLAIN

PER FEMA FLOOD INSURANCE RATE MAP #53033C 0340 F, REVISED MAY 16, 1995.

DEVELOPMENT NOTES:

THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK REPAIRS AND AS OF THE TIME OF THIS SURVEY WE HAVE NOT HAD A RESPONCE FRM THE CITY OF SEATTLE REGARDING ANY PROPOSED STREET WIDENING IN THIS AREA.

THERE IS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

THERE ARE NO OBSERVED WETLANDS IN THE AREA.

SURVEY NOTES:

HORIZONTAL DATUM: CITY OF SEATTLE – NAD 83–91 BASED ON GPS MEASUREMENT CONSTRAINED TO THE WASHINGTON STATE REFERENCE NETWORK AS MEASURED BETWEEN THE FOUND MONUMENTS AS FOLLOWS:

CITY OF SEATTLE SURVEY CONTROL MONUMENT
FOUND BRASS PLUG & PUNCH DIM: 0.7' IN CONC MON, IN CASE AT THE INTERSECTION OF E. HIGHLAND DR. & BROADWAY AVE. E.
N=233530.5794
E=1273559.3016

CITY OF SEATTLE SURVEY CONTROL MONUMENT
FOUND 3/8" BRASS PLUG & PUNCH IN CONC MON IN CASE, ON BROADWAY AVE. E., 34.80' N. 3' THE INTERSECTION WITH E. PROSPECT ST.
N=232900.6586
E=1273546.3274

VERTICAL DATUM: NAVD 88 BASED ON BENCHMARKS AS FOLLOWS:

CITY OF SEATTLE BENCHMARK
BENCHMARK #2586
FOUND BRASS CAP 0.5' N & 0.5' W OF N PC AT INTERSECTION OF BACK OF CONC WALK AT THE NE CORNER OF INTERSECTION OF 10th AVE E & HIGHLAND DR.
ELEV.=356.187'

SITE BENCH MARK:
FOUND BRASS CAP 0.5' N & 0.5' W OF N PC AT INTERSECTION OF BACK OF CONC WALK AT THE NE CORNER OF INTERSECTION OF 10th AVE E & HIGHLAND DR.
N=233551.1802
E=1273848.1149
ELEV=356.187

REFERENCES: RECORD OF SURVEY REC. NO. 20020115900010,
CITY OF SEATTLE, SEWER CARDS, GIS INFO
SEATTLE ENGINEERING 1/4 SECTION MAPS
PSE GAS MAPS.

ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS OTHERWISE NOTED. THE LOCATION AND DESCRIPTION OF ALL SURVEY MARKERS SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS TAKEN ON NOVEMBER 30, 2011 UNLESS OTHERWISE INDICATED.
WORK PERFORMED IN CONJUNCTION WITH THIS SURVEY UTILIZED THE FOLLOWING EQUIPMENT AND PROCEDURES: (A) TRIMBLE S6 ELECTRONIC TOTAL STATION, MAINTAINED TO THE MANUFACTURER'S SPECIFICATIONS PER W.A.C. 332–130–100. (B) FIELD TRAVERSE, EXCEEDING REQUIREMENTS SET FORTH IN W.A.C. 332–130–090

THIS ALTA/ACSM LAND TITLE SURVEY DRAWING ACCURATELY PRESENTS SURFACE FEATURES LOCATED DURING THE COURSE OF THIS SURVEY. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED SOLELY UPON INFORMATION PROVIDED BY OTHERS AND PACE ENGINEERS, INC. DOES NOT ACCEPT RESPONSIBILITY OR ASSUME LIABILITY FOR THEIR ACCURACY OR COMPLETENESS.
CONTRACTOR/ENGINEERS SHALL VERIFY EXACT SIZE AND LOCATION PRIOR TO CONSTRUCTION.
CALL FOR LOCATE: UTILITY LOCATION SERVICE: 1–800–424–5555.

LEGAL DESCRIPTION:

(AS PER STEWART TITLE GUARANTY COMPANY FILE NO. STS–11200334, DATED APRIL 14, 2011 AT 8:00 a.m.)

PARCEL 1:

LOT 21 BLOCK C, PHINNEY'S ADDITON TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 175, RECORDS OF KING COUNTY, WASHINGTON.

PARCEL 2:

LOTS 1 THROUGH 4 AND 22 THROUGH 24, BLOCK C, PHINNEY'S ADDITON TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 175, RECORDS OF KING COUNTY, WASHINGTON.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

SCHEDULE B EXCEPTIONS:

(AS PER STEWART TITLE GUARANTY COMPANY FILE NO. STS–11200334, DATED APRIL 14, 2011 AT 8:00 a.m.)

15. TERMS AND CONDITIONS OF SURVEY RECORDED JANUARY 15, 2002 UNDER RECORDING NUMBER 20020115900010
(NOTHING TO PLOT)

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY TO CONTINENTAL PROPERTIES, LLC., STEWART TITLE GUARANTY COMPANY, SUSAN'S PARK, LLC, SPARK CHARITABLE FOUNDATION, AND TO THEIR SUCCESSORS AND ASSIGNS THAT:

I MADE AM ON THE GROUND SURVEY PER RECORD DESCRIPTION OF THE LAND SHOWN HEREON LOCATED IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON, ON DECEMBER 6, 2011; AND THAT I AND THIS MAP WERE MADE IN ACCORDANCE WITH THE HUD SURVEY INSTRUCTORS AND REPORT, FOR HUD–92457, AND THE REQUIREMENTS FOR AN ALTA/ACSM LAND TITLE SURVEY, AS DEFINED IN THE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS DATED 2011..IT INCLUDES ITEMS 1–5, 6(b), 7(a), 7(b), 7(c), 8–9, 11(b), 13–14, 16–18 OF TABLE A OF THE "OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATIONS".

TO THE BEST OF MY KNOWLEDGE, BELIEF AND INFORMATION, EXCEPT AS SHOWN HEREON: THERE ARE NO ENCROACHMENTS EITHER WAY ACROSS PROPERTY LINES;
THERE ARE NO ENCROACHMENTS OF ANY STRUCTURES OVER ANY APPLICABLE SET BACK LINES OR UPON ANY EASEMENTS; TITLE LINES AND LINES OF ACTUAL POSSESSION ARE THE SAME; AND THE PREMISES IS DESIGNATED AS ZONE C, BEING AREAS DETERMINED TO BE OUTSIDE OF 500–YEAR FLOOD PLAIN, AS SUCH FLOOD CONDITION IS SHOWN PER FEDERAL FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 2630 MAP NO. 53033C 0340 F, REVISED DATE MAY 16, 1995.

WILLIAM R. HAWKINS, P.L.S. — 3/14/12 CERTIFICATE NO. 33136

VICINITY MAP:

NTS

PORTION OF: NW 1/4 NE 1/4 SECTION 29, T. 25 N., R.4E., W.M.

A.L.T.A./A.C.S.M. LAND TITLE SURVEY
FOR
CONTINENTAL PROPERTIES, LLC

PROJECT NO. 11438.10
SHEET 1 OF 9

PACE Engineering Services Company
11255 Kirkland Way, Suite 300
Kirkland, WA 98033
p. 425.827.2014 | f. 425.827.5043
Civil | Structural | Planning | Survey
paceengrs.com

DATE: DECEMBER 15, 2011
SCALE: 1" = 30'
SURVEY TEAM: PG
FIELD BOOK: 641LK & ELEC.
DWG FILE: 11438–ALTA

CAD/CALC: WRH
DRAWN: ARF
PLAT CHK:

NO.	DATE	BY	APP'D
1	3/14/12	WH	WH
	ADDED TREE TYPES AS PROVIDED BY CLIENT – PG's 2–5		
	REVISION		

901–E. HIGHLAND DR. & 1145–10th AVE. E.
SEATTLE, WASHINGTON

03/26/2012 02_Site Analysis.dwg

SITE ANALYSIS

EARLY DESIGN GUIDANCE- 1145 10th Ave E

A3

3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

Transportation Engineering NorthWest, LLC **Memorandum**

DATE: February 24, 2012

TO: Walter Braun, Director of Development
Continental Properties, LLC

FROM: Michael Read, P.E.
Transportation Engineering Northwest, LLC

RE: 1145 10th Avenue E Apartments – Traffic Impact and Parking Utilization Study
DPD Project # 3012337

This memorandum summarizes an evaluation of a limited scope traffic impact analysis and the results of a parking utilization study associated with a proposed redevelopment of an existing private surface parking lot into a 70-unit apartment complex at 1145 10th Avenue E in the Capitol Hill neighborhood area of Seattle, Washington. The project proposes to replace the existing private surface parking lot (that comprises 74 stalls) with a multistory apartment complex with an 85-stall parking underground parking garage.

As the project would displace the existing private surface parking lot, an evaluation of the adequacy of on-street parking within the site vicinity to accommodate this demand was performed in accordance with the City of Seattle's DPD Client Assistance Memo # 117.

Traffic Impact Analysis

The proposed 70-unit apartment project is located at 1145 12th Avenue E. A project site vicinity map is shown in **Figure 1**. Vehicular site access is proposed via the existing site driveway onto Highland Street, approximately 70 feet east of the Highland Street and Broadway E intersection. The existing driveway onto 10th Avenue E would be removed as part of the project. Full build-out and occupancy of the site is anticipated for the year 2014.

Project Trip Generation

Average trip rate equations compiled by the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, 2008, were used to estimate daily, a.m. and p.m. peak hour traffic that would be generated by the proposed development assuming new Mid-Rise Apartments (ITE Land Use Code 223). As shown in **Table 1**, an estimated net total of approximately 273 daily, 21 a.m. peak hour (7 entering and 14 exiting), and 27 p.m. peak hour vehicular trips (16 entering and 11 exiting) would be generated at full build-out of the project.

Table 1: Project Trip Generation

Land Use	ITE Land Use Code[1]	Size[2]	A.M. Peak Hour[1]			P.M. Peak Hour[1]			Daily Trips[1]
			Enter	Exit	Total	Enter	Exit	Total	
Mid-Rise Apartments	223	70 DU	7	14	21	16	11	27	273

1 - ITE *Trip Generation Manual*, 8th Edition, 2008.

Trip Distribution and Assignment

To distribute trips onto the vicinity street and arterial network, trip distribution patterns provided by the City of Seattle DPD Director's Rule 5-2009 were used. Based on this methodology, the project trips were assigned to the street network based on trip distribution tables generated by the City's traffic forecasting model. The project site is located in Zone 10. Generally, the average distribution and assignment of project trips for residential and retail trips would be as follows:

- 17 percent North;
- 29 percent West;
- 1 percent East; and
- 53 percent South.

Based on this general distribution, trip assignments were made to the vicinity street system. **Figure 2** provides a more detailed summary of project trip distribution and assignment. Based on this analysis, no off-site traffic analysis appears warranted.

Parking Utilization Study

A parking utilization study was conducted to evaluate the displacement of existing demand within the private surface parking lot onto on-street facilities.

- City of Seattle parking requirements.
- Total on-street and off-street parking supply.
- Existing parking utilization study.
- Future parking demand and utilization of proposed residential development.
- Mitigation measures.

City of Seattle Parking Requirements

Based upon City of Seattle off-street parking standards (Seattle Municipal Code Title 23.54.015 – Chart A Parking), **Table 2** summarizes minimum off-street parking stalls required. As shown, the City of Seattle would require 70 off-street parking stalls. As the applicant proposes to provide 85 stalls, the project would exceed this minimum requirement.

Table 2: Minimum Off-Street Parking Requirements

Parking Component	Minimum Off-Street Parking Requirements[1]	Size	Minimum Off-Street Parking Supply
Multifamily Uses	1 stall per dwelling unit	70	70
Total Minimum Off-Street Parking Supply			**70**

1 - Per City of Seattle Municipal Code, Title 23.54.015 Chart A Parking.

Parking Supply

Given the displacement of existing parking from the private surface parking lot, an inventory and utilization study of on-street parking was conducted in February 2012 by Transportation Engineering Northwest, LLC (TENW) within an approximately 600-foot walking distance the property. **Figure 3** identifies the extent of the parking survey area and the block faces where on-street parking is currently provided. This inventory and analysis was done in accordance with the City of Seattle Client Assistance Memo # 117, which provides guidance on block face measurements, offsets from intersections/driveways, and provides the number of legal on-street parking spaces based on distances of block faces. As shown in **Attachment A**, surveys were collected during typical peak midday and evening periods over three weekdays, and on the weekend when adjacent activities of the St. Mark's Cathedral occur at 11:00 a.m. As shown, a total of approximately 220 on-street parking stalls within an approximate 600-foot walking distance and 76 surface parking stalls on the project site currently exist as inventoried by TENW.

As shown, existing utilization ranges between approximately 47 percent on weekdays to 57 percent during peak utilization on Sunday. Assuming displacement of existing demand within the private surface parking lot, there is adequate available on-street supply to absorb this existing parking demand. As shown in Attachment A, without the surface parking lot available, peak on-street parking utilization would range between 62 percent and 70 percent on a typical weekday to approximately 76 percent during peak Sunday services at the adjacent St. Mark's Cathedral. As such, no significant parking impacts would occur as a result of displacement of the existing demand at the private surface parking lot.

Project Parking Demand and Utilization

The Institute of Transportation Engineers *Parking Generation, Fourth Edition*, 2010, was used to determine parking demand for the proposed residential development. Based upon Land Use Code 221 for Low/Mid-Rise Apartment, the proposed development's parking demand is estimated to be a total of 68 parking stalls, as shown in **Table 3**. Therefore, the estimated peak parking demand is approximately 2 stalls less than the City's required off-street parking supply of 70 stalls, and 17 stalls less than the proposed supply of 85 stalls. Therefore, there are no anticipated impacts to on-street parking as a result of the project.

Table 3: Off-Street Parking Demand

Land Use	Size	ITE Parking Rate[1]	Parking Demand
ITE LU 221 Low/Mid-Rise Apartment	70	(0.92 * # of dwelling units) + 4	68
Total Off-Street Parking Requirement			**68**

1 – ITE *Parking Generation, Fourth Edition*, 2010.

Attachment A
Parking Capacity/Utilization Study Results

Attachment A - Parking Capacity/Utilization Study Results

Parking Surveys for 1145 10th Avenue Apartment Project

Parking Facility	Location	Capacity	Utilization Surveys 2/15/12 11:00 am	2/11/12 7:00 pm	2/16/12 11:00 am	2/18/12 8:00 pm	2/15/12 11:00 am	2/19/12 11:00 am	2/21/12 11:00 am	2/21/12 7:00 pm
Off-Street Parking Lot	At Highland/10th	76	19	16	21	14	19	28	19	23
Federal Avenue	Highland to Galer	24	12	9	10	13	10	18	13	14
Color Avenue	10th to Dale	6	1	0	1	3	4	4	3	2
10th Ave	Highland to Galer	20	12	10	11	6	7	12	8	9
Highland	Federal to 10th	7	4	4	5	2	5	6	3	2
Highland	10th to Broadway	9	3	6	5	0	5	5	3	3
Highland	Broadway to Harvard	9	6	3	4	3	5	4	2	4
Harvard	Highland to Prospect	26	7	1	14	9	6	5	12	5
Broadway	Aloha to Prospect (exit at 10th Broadway)	8	9	10	7	10	6	10	9	6
Prospect (north side)	Harvard to Broadway	8	5	6	8	9	7	7	9	9
Prospect (south side)	Harvard to Broadway	7	3	5	5	5	4	6	3	6
Prospect	10th to Broadway	6	5	4	3	3	2	3	4	4
Broadway	Highland to Prospect	28	14	15	15	22	13	13	13	19
10th Ave (east side)	Highland to Prospect	17	13	15	15	14	12	13	16	14
10th Ave (west side)	Highland to Prospect	20	14	13	12	10	12	15	14	13
Prospect	Federal to 10th	7	6	6	6	4	6	7	6	6
Federal Avenue	Highland to Prospect	22	14	10	12	13	12	13	9	12
		299	150	133	154	145	139	169	145	156
	Existing Capacity/Utilization[1]	299	51%	47%	52%	50%	47%	57%	49%	53%
	Capacity/Utilization without Surface Lot	223	67%	63%	69%	66%	62%	76%	65%	70%

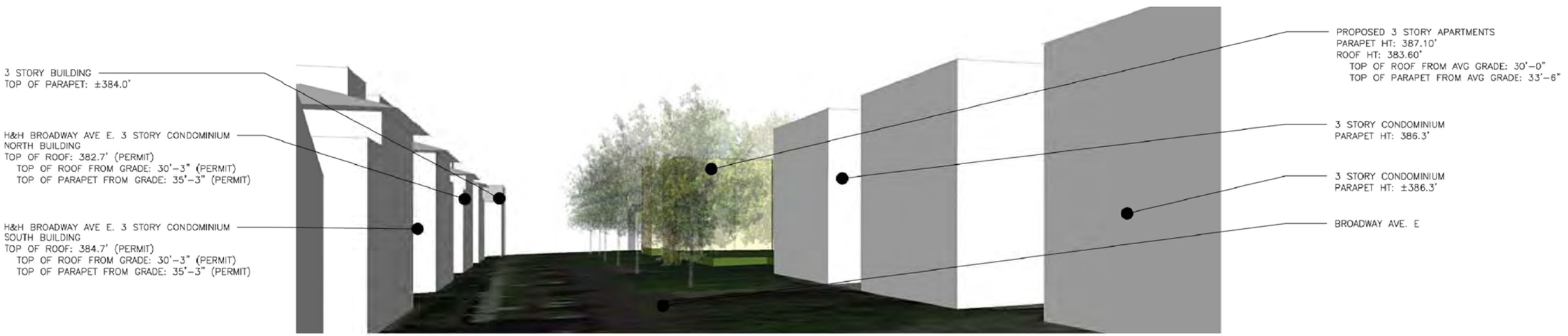
Conclusion: Future utilization without surface lot is less than 85%, therefore, no impacts to on-street parking would occur as a result of displacement.

Note 1: Driveways that would be closed on 10th Avenue E would increase parking supply on 10th Avenue E by 3 stalls with the project.
The capacity shown within the row of data assumes these driveways are closed.

Note 2: The three on-street parking stalls currently not available due to existing site access driveways that would be removed as part of the project, are deducted in this documentation of existing utilization.

Transportation Engineering Northwest, LLC 2/23/2012 Page 1

ARCHITECTURAL CONTEXT



1 ARCHITECTURAL CONTEXT– BROADWAY AVE E LOOKING NORTH

SCALE: NTS

2 ARCHITECTURAL CONTEXT– E HIGHLAND DR LOOKING EAST

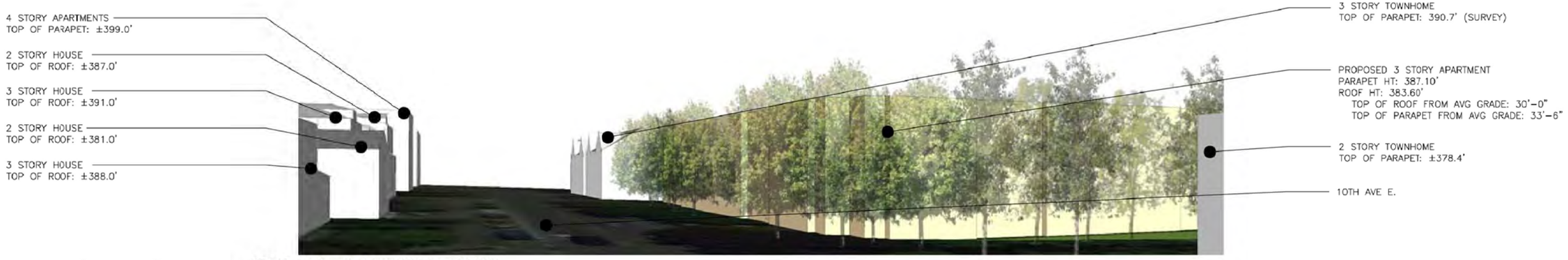
SCALE: NTS

03/26/2012 02_Site Analysis.dwg

ARCHITECTURAL CONTEXT
EARLY DESIGN GUIDANCE- 1145 10th Ave E

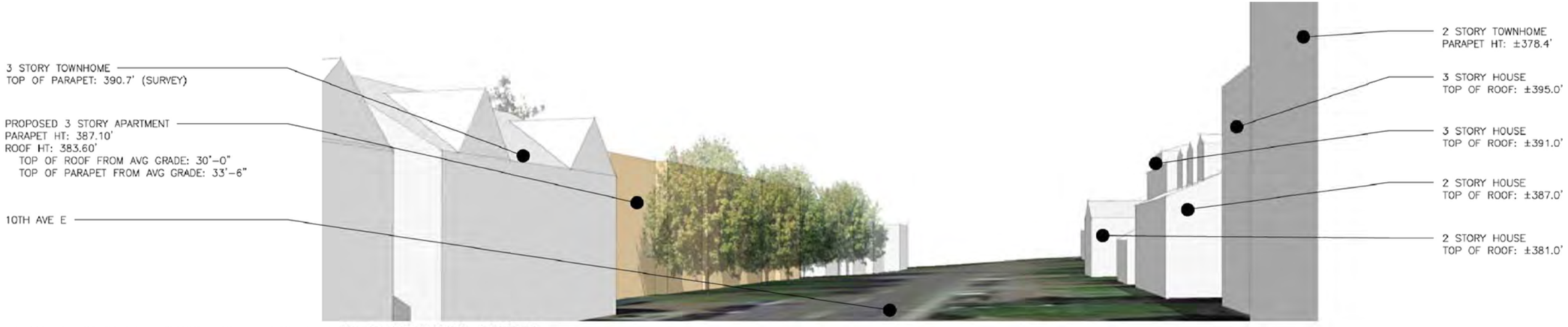
A5
3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com



3 ARCHITECTURAL CONTEXT- 10TH AVE E LOOKING SOUTH

SCALE: NTS



4 ARCHITECTURAL CONTEXT- 10TH AVE E LOOKING NORTH

SCALE: NTS

03/26/2012 02_Site Analysis.dwg

ARCHITECTURAL CONTEXT

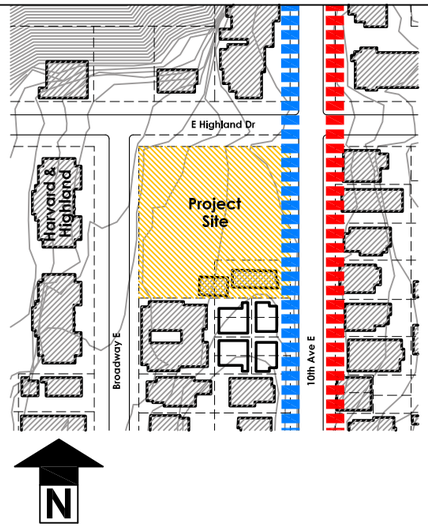
EARLY DESIGN GUIDANCE- 1145 10th Ave E

A6

3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

CONTEXT PHOTOS



10TH AVENUE LOOKING EAST

ACROSS FROM PROJECT SITE

PROJECT SITE

10TH AVENUE LOOKING WEST

CONTEXT PHOTOS

EARLY DESIGN GUIDANCE- 1145 10th Ave E

A7

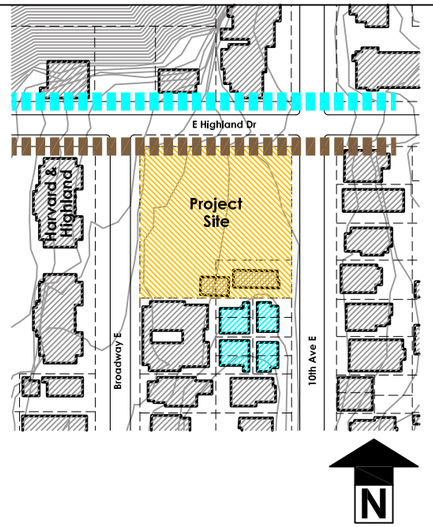
3/23/12

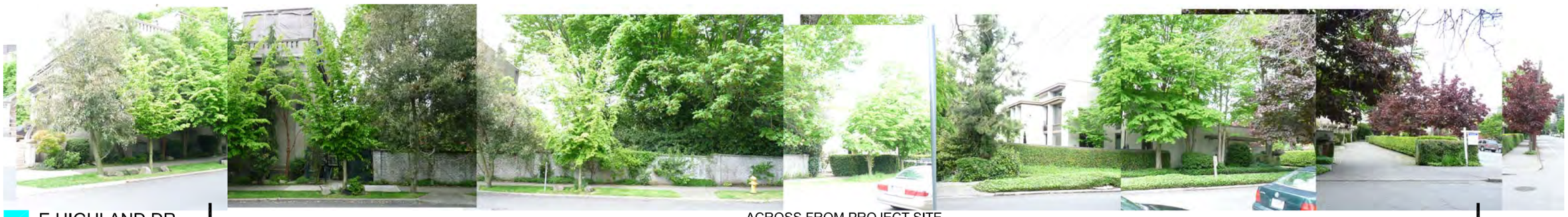
studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

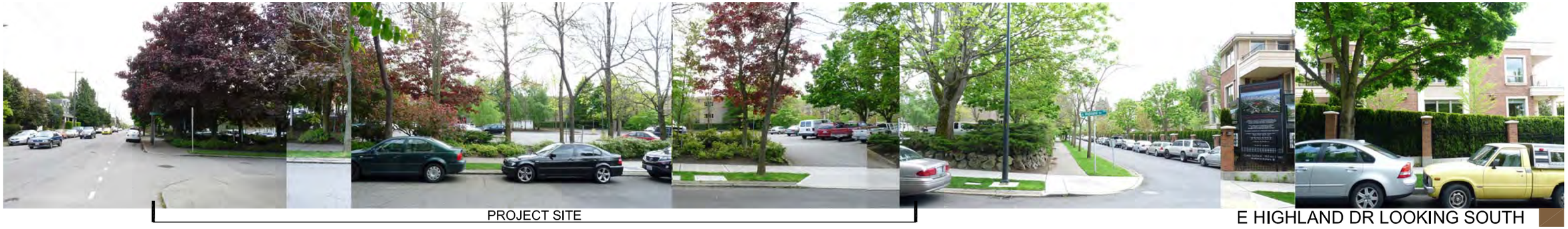
CONTEXT PHOTOS





E HIGHLAND DR
LOOKING NORTH

ACROSS FROM PROJECT SITE



PROJECT SITE

E HIGHLAND DR LOOKING SOUTH

03/26/2012 03_Site Photos.dwg

SITE PHOTOS

EARLY DESIGN GUIDANCE- 1145 10th Ave E

A8

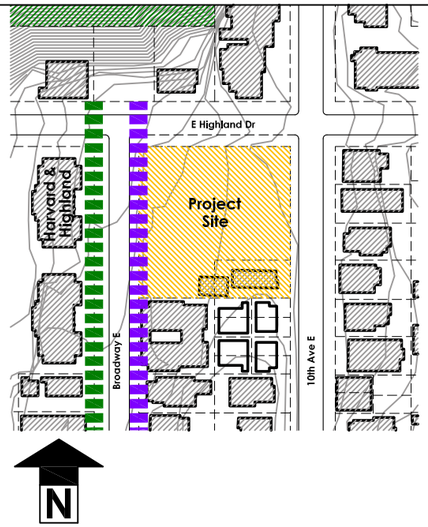
3/23/12

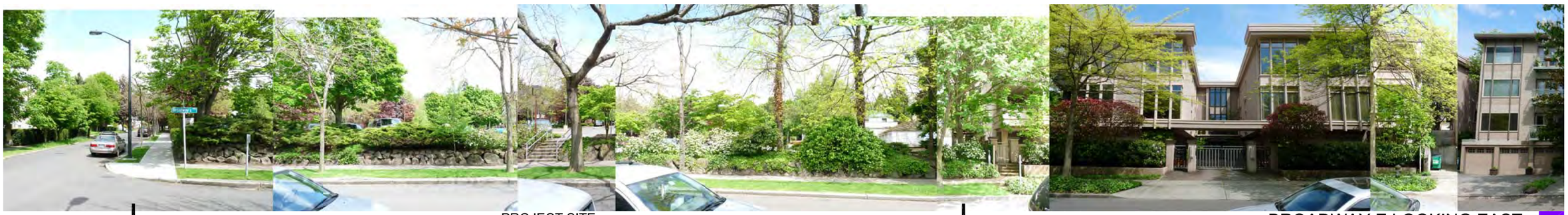
studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

CONTEXT PHOTOS





PROJECT SITE

BROADWAY E LOOKING EAST

BROADWAY E LOOKING WEST

ACROSS FROM PROJECT SITE

03/26/2012 03_Site Photos.dwg

CONTEXT PHOTOS

EARLY DESIGN GUIDANCE- 1145 10th Ave E

A9

3/23/12

studio MENG STRAZZARA

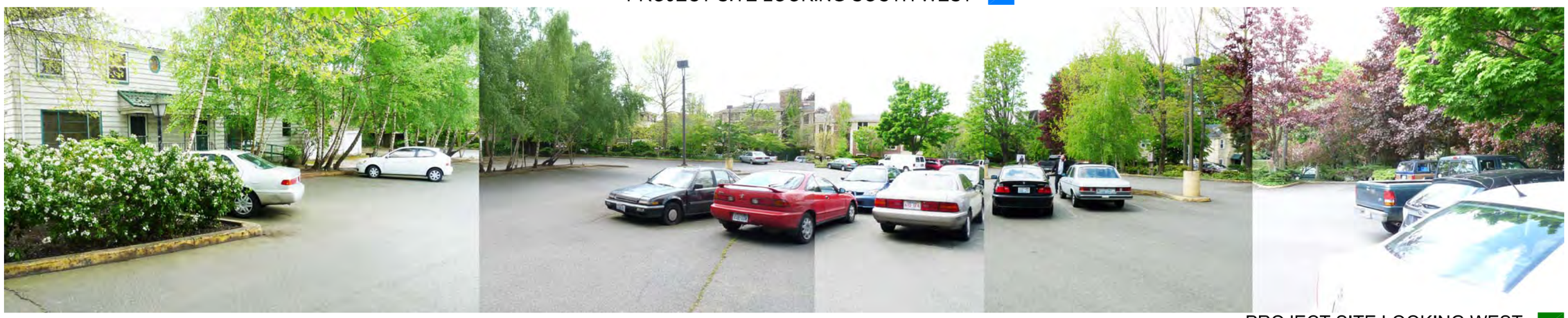
ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

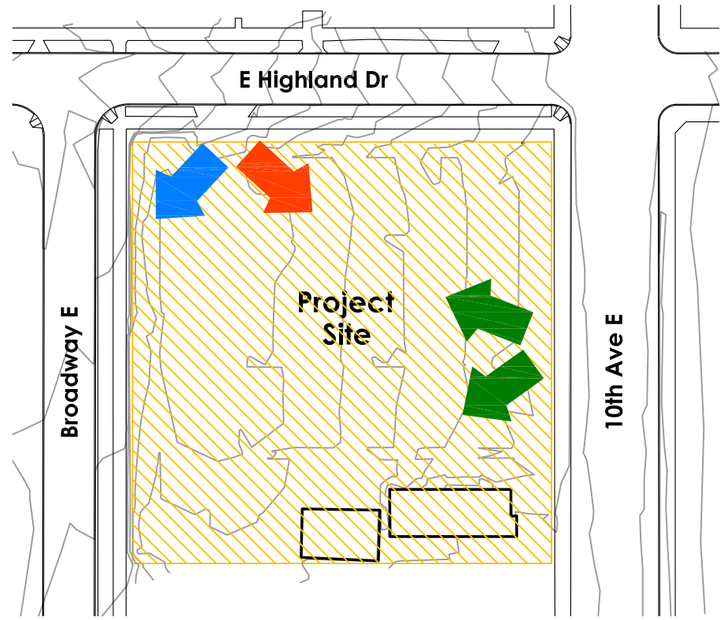
SITE PHOTOS

PROJECT SITE LOOKING SOUTH EAST

PROJECT SITE LOOKING SOUTH WEST



PROJECT SITE LOOKING WEST



N

SITE PHOTOS

EARLY DESIGN GUIDANCE- 1145 10th Ave E

A10

3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

SECOND EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number:	3012337
Address:	1145 Tenth Avenue East
Applicant:	Tony Fan
Date of Meeting:	Wednesday, November 16, 2011
Board Members Present:	Evan Bourquard Dawn Bushnaq Wolf Saar Chip Wall
Board Members Absent:	Lisa Picard
DPD Staff Present:	Bruce Rips

SITE & VICINITY

Site Zone: Lowrise Three (LR3)

Nearby Zones: North: LR3
South: LR3
East: LR3. Single Family 5000 begins along Federal Ave E.
West: LR3 SF 5000 west of Harvard Ave East.

Lot Area: 40,000 square feet

Current Development:	At the southeast corner sits a duplex. A parking lot occupies the majority of the property.
Access:	Tenth Ave. E. on the east; East Highland Drive on the north; and Broadway East on the west.
Surrounding Development & Neighborhood Character:	Apartment and condominium buildings represent the bulk of the structures to the east, west and south of the project site. Trinity Lutheran Church occupies the northeast corner of 10th Ave E. and E. Highland Dr. The City of Seattle Parks and Recreation Department controls an area of mostly steep slopes to the south and west of St. Marks Episcopal Cathedral, north of E. Highland Dr. City of Seattle's Volunteer Park lies just over one block to the east. Predominate land use includes multifamily housing, institutions and park land. Although the site is relatively level, the terrain descends toward the west.
ECAs:	No known Environmentally Critical Areas are on the site. Steep slopes and potential slide area lie to the north and west.

PROJECT DESCRIPTION

The applicant proposes a three-story structure containing 76 dwelling units, parking for 86 vehicles in a below grade garage. Vehicular access would occur on Broadway East. The existing duplex on the site would be demolished.

DESIGN DEVELOPMENT

At the initial EDG meeting, the applicant presented three alternative design scenarios. Common to the schemes is vehicular approach from Broadway E. and a below-grade garage. An "L" shape design has its two wings front onto Broadway E. and E. Highland Dr. The wings form a square shaped court or open space at the site's southeast corner facing 10th Ave E. and the adjacent townhouses to the south. The residential lobby lies along E. Highland Dr. Alternative Two, a "U" shape scheme, forms an auto court facing Broadway E. A sizeable passenger drop-off area and garage entry consumes most of the frontage on Broadway E. The complex's perimeter walls line E. Highland Dr., 10th Ave. E. and the south property line. In plan, this scheme does not have the amounts of open space the other options offer. The bulk of the "T" shape scheme, the third option, forms a three-story wall along Broadway. A perpendicular wing extends along an east west axis toward 10th Ave. East forming two open spaces on either side of it. The primary pedestrian entrance occurs in this scheme on E. Highland similar to the first option.

Several additional design alternatives emerged at the second EDG meeting. Option 1 met the city of Seattle Land Use Code requirements. This scheme, a single rectangular structure, extends its length along the east/west axis. This alternative preserves the trees near the north and south property lines. A cluster of trees on the east and west property lines may not be preserved in this scheme. Based on the Board's earlier request, the applicant presented Options 2A and 2B. Rising above a below grade parking garage (as all options do), these alternatives form two detached structures roughly mirroring one another with a courtyard in between. Option 2A's length extends along the north and south axis. Paired option 2B orientates the twin structures with the long axis running east and west. The third option, a reorientation of an alternative shown at the initial EDG meeting, flips the "L" shape by positioning the open space at the site's southwest corner facing Broadway E. with the long exterior walls at E. Highland and 10th Ave. E. This scheme attempts to preserve most of the trees lining the property lines with the exception of several on 10th Ave. E. Each of the options shows a curb cut and driveway on E. Highland.

PUBLIC COMMENT

Approximately forty members of the public attended the initial Early Design Guidance meeting (September 21, 2011). The following issues were raised:

Massing:
Nearly everyone who spoke objected to the proposal's massiveness. No residential building in the immediate neighborhood has a footprint the size of the proposal.

- The five buildings that comprise the Harvard-Highland project are all considerably smaller than the three alternatives proposed.
- The building's size and massing should be compatible with the neighborhood. The proposed size is inappropriate.
- The three alternatives are three times the size of residential buildings in the vicinity.
- The proposal should have four buildings with a great internal courtyard.
- The buildings should set back at the third floor.
- Screen the mechanical equipment as residents of taller buildings in the area will see it.
- A solid unbroken wall on 10th Ave E. is undesirable.
- The structure will block light to surrounding homes.
- Massive, long walls don't fit the neighborhood. A large wall on 10th would not be pleasant.

Open Space/ Landscaping

- Site the open space on a quiet street. Focus it towards Broadway.
- Multiple open spaces are preferable.
- Break up the open space into more discrete spaces.
- Residents should want to use the open space. Having it face noisy 10th Ave E. will diminish the usability of the court.
- The fountain will not be seen by the public.
- Flip the "L-shaped" scheme to place open space on Broadway E.
- As the project evolves, the proposed 12' planted area inward of the sidewalk should be retained.

Access to Parking:
There was nearly unanimous opposition to garage access on 3roadway Ave. E. Speakers requested the use of either 10th Ave. E. or E. Highland Dr. as access to the parking garage.

- A thoughtful design would make access on 10th Ave. work.
- Broadway E. is the most residential and least likely for parking access.
- Create two levels of parking with access from different streets. Public parking ought to occur on 10th Ave. E. Parking for residents should occur on Highland Dr.
- Parking access on 10th Ave would be a disaster.

Parking

- Don't displace on-street parking.
- Don't preclude visitor parking on-site.
- There is limited amount of on-street parking. Spill over parking is an important concern.
- Double the amount of available parking.

Preservation of Trees

- There are 48 trees with diameters 6 inches or greater. Many of these trees are very large and appear more significant than what is depicted in the design review proposal.
- The proposed removal of so many trees is alarming.
- Don't remove the large maples on the northeast and southwest corners.
- The mature trees provide privacy. Save all of the trees along Broadway.

Character of Design

- The proposal has too many materials. Most structures in the Harvard Belmont Historic District have just one or two materials.
- The facades should be more traditional in appearance.
- The proposed design doesn't at all equal the historic context as suggested by the architect. The materials and composition are too much of a hodge-podge.
- How does the design benefit the neighborhood?
- Due to the site's adjacency to the Harvard-Belmont Historic District, the design should be much more sympathetic.
- The building should not look like the Harvard – Highland complex. Eclectic is better. Shake up the design. Buildings designed by Gordon Walker and Ralph Anderson in the near vicinity add to the neighborhood character.
- Use Portland's Pearl District to inform the design. Adc porches and townhomes to the project.
- Strive for compatible facades.

Departure requests:
All of the speakers addressing the departure requests opposed an allowance to increase the structure width from 120 feet to 180 feet. The speakers stated that the departure would only serve to augment the building's massiveness.

Several speakers opposed reducing the curb cut width.

Programming:

- The Harvard Highland's complex houses 38 families in five buildings. The proposal is much too big and dense.

By the initial EDG meeting, DPD received approximately 67 letters concerning the proposal. A large percentage of these letters stated a similar theme: direct future residential traffic away from Broadway East and towards E. Highland Dr. where there are fewer residences along the street. The entrance to the parking garage as well as the collection of garbage and recycling should take place on 10th Ave E. or on E. Highland Dr. Many letters urged the project proponents to decrease the density, reduce the building size, increase the amount of parking spaces, preserve the large, mature trees, maintain the value of the neighboring properties by increasing the size and quality of the apartments. For those who commented on architectural design, the project should either add to the eclecticism of the neighborhood or mirror the predominant aesthetic of the Harvard Belmont neighborhood.

At the second Early Design Guidance meeting (November 16, 2011), 22 members of the public affixed their names to the sign-in sheet. Those who spoke raised the following issues:

Massing:

- Massing should reflect the characteristics of the neighborhood.
- Townhouses to the south (on 10th Ave.) will face a large wall.
- Set back the third story at units # 3-11 to reduce the bulk. This would provide a transition along the north and east portions of the building. (Favored by several speakers.)
- The third story setback is successful on the Harvard-Highland project.
- Reduce the structure's size.

Structure Orientation:

- The 90 degree change in orientation makes no sense economically or aesthetically. It doubles the number of residences on 10th Ave.
- Residents of the townhouses to the south lose natural light resulting as well in a loss of property value.
- Many others stated their preference for the new orientation of the "L" shaped scheme.

Lobby Orientation:

- Shift lobby to 10th Ave where unit # 8 would be. (Recommended by several people.)
- Place lobby at unit # 18 off the courtyard. This would create a grand entrance to the courtyard. (Recommended by several people.)
- Move the lobby away from Highland Dr.

Building Appearance:

- Don't make a copy of the Harvard-Highland project.
- Use the best quality of brick from the ground to the top of the building. Retaining walls should also be brick.

Landscaping/Open Space:

- Screen the roof garden from the street. Avoid the neighbors. (Recommended by several speakers.)
- Shifting the open space to the SW corner is unfair. There is the loss of natural light for those who live directly to the south off 10th Ave. The residents who live across the street on Broadway have the right of way between them and the proposed structure. Those who live due south have no open area between their units and the proposed mass.
- Preferable to have the courtyard on the southwest portion of the site. (Favored by several speakers.)

Traffic/Parking:

- E. Highland is a narrow street. Placing the garage on Highland would place too much traffic on the street.
- Prefers placing parking on 10th Ave.
- Traffic on 10th Ave is busy. It is too dangerous to have access there.

DPD received approximately 51 letters immediately prior to and after the second EDG meeting. Upon viewing the design review packet at the DPD web site, the authors of the earlier letters commented on the new orientation of the driveway, the extent of the massing and scale, setbacks, materials and the relationship of the courtyard to the Broadway street level. Comments both agreed and disagreed with the orientation of the "L" shaped mass (Option 3).

After the 2nd EDG meeting, many of the letters and emails conveyed a misinterpretation of the Board's guidance. The authors had the impression that the Board preferred Option 2B, a two structure scheme. The priorities and guidance below indicates the Board's interest in development of either Option 2B or 3. The bulk of the deliberation, however, focused on modifications to the latter option (the "L" shaped scheme) with an understanding of the applicant's preference for Option 3. All correspondence is available for review at DPD. Some letters received opposed having open space facing Broadway preferring either placement of the open space along 10th Ave or the two building scheme.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

A. 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.**

The Board acknowledged that the mature trees contribute greatly to the character of the neighborhood. The architect's distribution of open space on the site should allow for the integration of existing mature trees into the design. (September 21, 2011)

A-2 **Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**

The generous setbacks from the street with lush plantings as shown at the EDG meeting appealed to the Board. (September 21, 2011)

A-4 **Human Activity. New development should be sited and designed to encourage human activity on the street.**

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.**

The Board asked for reconsideration of the proposed structure's relationship to the townhouses to the south in order to respect the proximity of the neighboring townhouses. Terracing of a portion of the structure closest to the property line represents one technique.

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

The Board conveyed its desire for open space to fulfill the following objectives: preservation of mature trees, usability for residents, an orientation that receives the most use (most likely on the southwest), provides a gesture to the neighborhood and complements or reinforces a reduced mass of the building(s). The Board clearly preferred a distribution of open space that forms a meaningful series of discrete and intimate landscaped areas rather than a large concentrated space. (September 21, 2011)

The revisions proposed at the second EDG meeting preserved most of the trees and reoriented the "L" shaped mass to place the largest amount of open space at the site's southwest corner. The Board urged continued refinement of the mass and its relationship to the open space. Reiterating a desire to have discrete and intimate open spaces along with the grander space, the Board requested that the modulation or articulation of the facades establish more clearly defined setbacks. Within these setbacks, the open spaces should possess form and purpose. These ought to occur along 10th Ave E. near the south property line, at the corner of E. Highland Dr. and 10th Ave., and near the corner of E. Highland Dr. and Broadway.

In particular the diagonal or chamfered corner at E. Highland and 10th Ave. should be reconfigured to expose the ends of the building to imply separate masses, forming a well defined open space to anchor this corner. Likewise, judicious modification of the southern portion of the structure would create a greater sense of openness between the proposal and the townhouses directly to the south. (November 16, 2011)

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

Responding to clear and emphatic public opposition to a Broadway garage entrance, the Board asked the applicant to explore the implications of access on both E. Highland Dr. and Broadway E. A 10th Ave. E. curb cut received less support from the Board members; however, if the applicant can present a viable 10th Ave. ingress and egress, the Board would consider it. For the next EDG meeting, the applicant will need to provide a scheme showing access from E. Highland Dr.

The Board conveyed its openness to accepting a reduced curb cut width. (September 21, 2011)

The Board agreed with the change of location for the curb cut and garage entry to E. Highland Dr. (November 16, 2011)

B. Height, Bulk and Scale

B-1 **Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

The Board noted the lack of a code compliant alternative. The omission made it difficult for the reviewers to understand how much massing ought to be placed on the site. The footprints of each of the three alternatives were considerably larger than any residential building in the immediate neighborhood. The departure request for increased structure width exacerbates the sense that the proposal appears out of scale with the neighborhood.

For the next EDG meeting, the applicant will need to provide a viable code complying alternative and alternative(s) that have the appearance of smaller buildings or multiple building reflecting the footprint of residential structures in the vicinity. The integration of the Board's guidance on open space and streetscape compatibility is critical.

The proposed setbacks and buildings should be dimensioned for the next review. (September 21, 2011)

Of the several design scenarios or options presented at the second EDG meeting, two emerged as possessing the most resonance, Option 2B, two structures above a parking garage and separate by an axial court, and Option #3 an "L" shaped scheme with the long ends of the wings facing E. Highland Dr. and 10th Ave. E. The wings of the latter structure would form a sizeable courtyard facing Broadway E. The Board found merit in both schemes if significant modifications were to occur; however, the better part of the deliberation was devoted to discussing the "L" shaped alternative.

The Board requested a more deliberate separation of the major parts of the building (Option 3) to clarify the shape of the mass and to simplify the articulation. As noted in A-7, the Board prefers the diagonal at the northeast corner reshaped to expose the ends of the two wings suggesting two separate masses. Reacting to the site plan of Option # 3 with its multiple changes of plane along the facades, the Board asked for a simpler articulation of the vertical plane yet allowing meaningful shifts in the façade at critical locations including the northeast corner, the southeast corner near the townhouses to the south and along E. Highland Dr. The Board asked that the next iteration respond to the adjacent townhouses to the south. One possible approach is to setback the upper level.

At the second EDG meeting, the Board discussed the idea of a setback at the structure's third level along E. Highland Dr. and 10th Ave. E.; in order to evaluate its necessity, the Board would like an analysis of the proposal's height in relationship to the neighboring structures. The Board members reserved recommending a modification to the third level until seeing further design development. (November 16, 2011)

C. Architectural Elements and 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.**

Structure size, massing, the preservation of trees and the distribution of open space had the most bearing for the Board. The design should produce the same sense of intimacy that the neighborhood evokes. (September 21, 2011)

Use of a third floor setback along E. Highland and 10th Ave would depend upon the existing neighborhood content. The Board asked for an analysis of this before making a recommendation. See guidance B-1. (November 16, 2011)

C-2 **Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

Seek refined facades without resorting to architectural elements (i.e. cornices and lintels) that might add clutter. (November 16, 2011)

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

C-4 **Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

C-5 **Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

D. 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.**

The Board prefers a more judicious distribution of open space over the site, one that supports the desire for a more discrete building mass and provides attractive, functional and well oriented open space that complements the overall pedestrian oriented neighborhood character. (September 21, 2011)

In agreement with recommendations made during the public comment period, the Board favored placement of the lobby at the courtyard or on 10th Ave. in order to relieve Highland Dr. from having both the entrance to the parking garage and the pedestrian lobby. Placement of the lobby entrance off the courtyard would provide better engagement of the courtyard with the street and add raison d'etre to the court. In both locations, pairing the lobby and open space would benefit the project. (November 16, 2011)

D-3 **Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.**

With the architect's reluctance to construct the parking garage at a lower depth, the formation of garage walls along the courtyard's perimeter (particularly on Broadway) places the open space at roughly four feet above sidewalk level. The Board prefers a softer edge along Broadway. Lowering the garage would eliminate the distance between the sidewalk level and the courtyard. Terracing the walls between the sidewalk and the courtyard would provide a raised landscaped edge. (November 16, 2011)

D-5 **Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

The parking garage would likely have large screens to enable adequate ventilation. The presence of these vents on the public realm represents a concern. The design should minimize or eliminate their presence on the pedestrian. Location of the vents will need to be shown at the next meeting. (September 21, 2011)

See guidance for D-3. (November 16, 2011)

D-6 **Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

E. Landscaping

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

New concept drawings will need to show how the design reinforces the characteristics of the surrounding neighborhood. Generous setbacks and preservation of mature trees are important attributes. (September 21, 2011)

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.**

The Board questioned the necessity of placing useable open space on the roof. While many new projects have installed roof gardens in recent years, the generous amount of open space at the courtyard and along the edges would likely satisfy residential needs particularly if the design had amenities to accommodate the activities of the tenants. (November 16, 2011)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the initial Early Design Guidance meeting, the applicant preliminarily requested three departures: increasing structure width from 120 (maximum code compliant) to 180 feet; reducing the driveway width from 20 to 16 feet, and reducing separate façade planes required for street facing elevations. The Board opposed the departure request for increasing structure width. It will entertain the request for narrowing the driveway. The Board members did not address the third request. The information provided was confusing and not appropriate at this level of concept design. (September 21, 2011)

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.

Ripsb/doc/design review/EDG.3012337C.docx

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

ADDRESSING EDG REPORT- 11/16/11

Project Description:

The Applicant proposes a three-story structure containing 70 dwelling units with an underground garage with parking for 85 vehicles (a ratio of 1 car per bedroom or 1.21/dwelling). All service areas are provided below grade away from the public view.

Design Development:

The Applicant continues design development, with the board's direction and in response to public comments, on the preferred option of the single L shape staggered building that requires an increased width departure. The two wings of the L shape building face 10th Ave E and E Highland Drive. The vehicular access to the underground garage is now located over the existing curb cut on the E Highland Drive. The pedestrian access was relocated to 10th Ave E. The preferred single L building distributes the open space to 3 sides of the structure by stepping the building back and minimizing the perceived size of each facade and preserving 85% of the existing trees along the property lines.

Owners address to Public Comments:

Massing:

The revised design addresses the massing as follows:

- The building is compatible with the neighborhood. The structure will not exceed the height of the buildings to the south or west. The structure is similar in massing to the "Merrill Court Townhouses" located on the corner of Harvard and Aloha. It is significantly more environmentally friendly than the surrounding properties as it preserves over 25% of the site as open space and it preserves 85% of the existing trees on the site perimeter.
- The building, which only faces 40% of the south townhouse, has an average setback of 12'-4" from the south property line compared to only 5'-0" setback of the south townhouses. The average setback required by code is 7'-0". The proposed building setback from the south property line, which is the same setback as the existing structure, is a significant 75% increase from the code requirement. This generous setback also preserves two existing trees separating the townhouse to the south (on 10th Ave.) and the proposed building. The project team has elected to delete the balconies facing the townhouses to the south (on 10th Ave.) for additional separation. The design also added brick, an expensive and historically rich material, to the south portion of the proposed building facing the townhouses. The rich material façade and professionally designed landscaping further enhances the relationship between the townhouses to the south and the proposed building. The building height is less than the neighboring townhouse height.
- The design uses alternate stucco and brick transitions to break down the massing visually. The design kept the tree curtain by giving the building generous setback. The proposed building is located within the existing parking lot surface. This not only helps hide the building behind the trees, it also visually lowers the building's apparent height due to its distance been further away from the property line and the sidewalk.
- The design reduces effective ROW Façade by recessing portions of the building along 10th Ave E and E Highland Drive., as well as cutting the corner of the building in a chevron at the intersection of the same streets to minimize the effect of an unbroken wall. The chevron at the intersection is also stepped back at the third story to create a stronger corner, by separating the two wings of the building and reducing its mass.
- The height of the proposed building is less than the buildings to the south and west, creating no more impact to light blockage than those structures.

Structure Orientation

- The proposed design, orienting the courtyard to the southwest, takes advantage of the afternoon sun and preserves eight major trees on the south west property corner. Many members of the public stated their preference for this structure orientation.
- The proposed design preserves the view lines and setback of the existing structure and brings many positive enhancements and attributes to the townhouses to the south. Please see comment under massing section.

Lobby Orientation

- The lobby has been reoriented to have its entrance off 10th Ave E. per public recommendation.
- A secondary private access to the structure has been provided off of the courtyard as per public recommendation.

Building Appearance

- The proposed design pays tribute to and enhances the continuity of the elegance of the surrounding neighborhood buildings through quality materials and construction detailing. It is not a copy of the Harvard & Highland project.

Landscaping/ Open Space

- The roof garden has been relocated close to the center core of the structure, away from the edge of the building. With the roof parapet, the roof garden is completely screened from the pedestrian's view from the street.
- The proposed design preserves and enhances the landscaping along the south property line, benefiting the townhouses to the south.
- Many members from the public stated their preference for the courtyard on the southwest portion of the site.

Traffic/ Parking:

- The access to the underground garage has been relocated to the existing curb cut on E Highland Drive. This addresses the concerns of the Broadway residents as well as minimizes the impact on any trees that might have been in a new curb cut location.
- The board and members from the public stated traffic on 10th Ave E is busy and it is too dangerous to have access to the underground garage from 10th Ave E.

PRIORITIES & BOARD RECOMMENDATIONS:

A. Site Planning

A-1 Responding to Site Characteristics: The design accomplishes the preservation of existing trees around the site, with generous setbacks from the street and distribution of open private and public spaces with future enhanced plantings.

A-2 Streetscape Compatibility: The generous setbacks from the street with lush planting as shown at the EDG meeting appealed to the board.

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

A-5 Respect for Adjacent Sites: The building, which only faces 40% of the south townhouse, has an average setback of 12'-4" from the south property line compared to only 5'-0" setback of the south townhouses. The average setback required by code is 7'-0". The proposed building setback from the south property line, which is the same setback as the existing structure, is a significant 75% increase from the code requirement. This generous setback also preserves two existing trees separating the townhouse to the south (on 10th Ave.) and the proposed building. The project team has elected to delete the balconies facing the townhouses to the south (on 10th Ave.) for additional separation. The design also added brick, an expensive and historically rich material, to the south portion of the proposed building facing the townhouses. The rich material façade and professionally designed landscaping further enhances the relationship between the townhouses to the south and the proposed building. The building height is less than the neighboring townhouse height.

A-7 Residential Open Space: The continuing refinement of massing and relationship to open space shaped four discrete and intimate open spaces along with the courtyard. These four intimate open spaces are distributed at locations as per the board's suggestion:

- Southeast corner along 10th Ave E
- Building main entrance along 10th Ave E
- Chevron corner at the intersection of Highland Drive. E and 10th Ave E
- Courtyard entrance along Broadway E

A-8 Parking and Vehicle Access: The board agreed with the change of location for the curb cut and garage entry to E. Highland Drive.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility: The chamfered corner design has been replaced with a chevron design to minimize the effect of an unbroken wall. The chevron at the intersection is also stepped back at the third story to create a stronger corner, separating the two wings of the building and reducing its mass.
The proposed design is lower than neighboring townhouses and provides many positive enhancements and attributes to the Southeast corner of the property. Please see A-5.
Analysis of the proposal's height in relationship to the neighboring structures has been studied.
The height of the proposed building is less than many buildings surrounding the site, especially buildings immediately to the west and south of the site, as well as a multitude of structures within 500ft of the site.

C. Architectural Elements and Materials

C-1 Architectural Context: See B-1

C-2 Architectural Concept and Consistency: The facades have been refined to use less variety of materials. The color distribution of various architectural elements has been modified to have similar colors.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances: The revised design provides for a larger distribution of intimate open space around the building. These four intimate open spaces are distributed at locations as per the board's suggestion:

- Southeast corner along 10th Ave E
- Building main entrance along 10th Ave E
- Chevron corner at the intersection of Highland Drive. E and 10th Ave E
- Courtyard entrance along Broadway E

The main entrance to the building has been relocated to 10th Ave E. and paired with an open space per the board's intent. In addition, a courtyard entrance has been added off Broadway E. and paired with an open space per the board's intent.

D-3 Retaining Walls: Stepped rockeries similar in character to the existing one are being used to shield the parking structure at the west end from the street and pedestrians. These rockeries are a compilation of planters which will be heavily landscaped. The ultimate effect will be of walking next to a stepped landscaped area with a building in the background.

D-5 Visual Impacts of Parking Structures: The parking structure will be underground. The fresh air intake will be through the garage entrance. Ventilation is being provided by exhaust fans located in the garage and exhausting on the south end of the courtyard deck within the planters created by the retaining walls. It will be screened from the public through landscaping.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites: The design has addressed the need for larger setbacks and the preservation of mature trees. The landscaping will complement these functions.

E-2 Landscaping to Enhance the Building and/or Site: The building stepped design has allowed more space to enhance the building and site with landscaping. The roof garden has been relocated close to the center core of the structure, away from the edge of the building. With the roof parapet, the roof garden is completely screened from the pedestrian's view from the street.

Development Standard Departures:

- The board is interested in development of either option 2B (2 building scheme) or option 3 (single building L scheme) from the November 16th, 2011 DRB meeting. Option 2B presents two long narrow buildings with an interior courtyard. Most of the open areas are concentrated in the center courtyard to provide separation in between each building with code compliant setbacks to the front, rear and sides. Option 2B has the most significant impact on existing trees, requiring the removal of approximately 70% of the trees bordering the property lines. Option 3 is a single L shape staggered building that requires an increased width departure. The two sides of the option 3 L scheme face 10th Ave E and E Highland Drive. This L shaped staggered option distributes the open space to 3 sides of the structure, minimizing the perceived size of each facade and preserving 85% of the trees along the property lines. Option 3 continues to be the Owners preferred option.
- The Owner also believes that narrowing the driveway into the parking garage will be beneficial to the neighborhood, although not necessary. The Board indicated support for this departure in the earlier meetings.

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

SITE PLAN (FOOTPRINT STUDY)

SITE PLAN (FOOTPRINT STUDY)
RECOMMENDATION MEETING- 1145 10th Ave E

A15
3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

SITE PLAN (WITH LANDSCAPE)

A-1, A-2, C-1, E-1, E-2
THE DESIGN ACCOMPLISHES THE PRESERVATION OF EXISTING MATURE TREES AROUND THE SITE , WITH GENEROUS SETBACKS FROM THE STREET AND DISTRIBUTION OF OPEN PRIVATE AND PUBLIC SPACES WITH FUTURE ENHANCE PLANTINGS.

B-1
THE CHEVRON CORNER DESIGN MINIMIZE THE EFFECT OF AN UNBROKEN WALL. IT IS ALSO STEPPED BACK ON THE THIRD STORY TO CREATE A STRONGER CORNER, SEPARATING THE TWO WINGS OF THE BUILDING AND REDUCE ITS MASS.

A-7, D-1, E-2
DISTRIBUTION OF INTIMATE OPEN SPACES AROUND THE BUIDLING:
1.) SOUTHEAST CORNER ALONG 10TH AVE E
2.) BUILDING MAIN ENTRANCE
3.) CHEVRON CORNER AT THE INTERSECTION OF HIGHLAND DRIVE E AND 10TH AVE E
4.) COURTYARD ENTRANCE ALONG BROADWAY E.

D-3
STEPPED ROCKERIES SIMILAR IN CHARACTER TO THE EXISTING ONE ARE BEING USED TO SHIELD THE PARKING STRUCTURE AT THE WEST END FROM THE STREET AND PEDESTRIANS, THESE ROCKERIES ARE A COMPILATION OF PLANTERS WHICH WILL BE HEAVILY LANDSCAPED.

A-5
RESPECT FOR ADJACENT PROPERTIES WITH:
1.) GENEROUS SETBACKS- A SIGNIFICANT 75% INCREASE FROM THE CODE REQUIREMENT.
2.) PRESERVE TWO EXISTING TREES.
3.) DELETE THE BALCONIES FACING THE TOWNHOUSES FOR ADDITIONAL SEPERATION.
4.) ADDED BRICK, AN EXPENSIVE AND HISTORICALLY RICH MATERIAL FACING THE TOWN HOMES.
5.) PROFESSIONALLY DESIGNED LANDSCAPING.

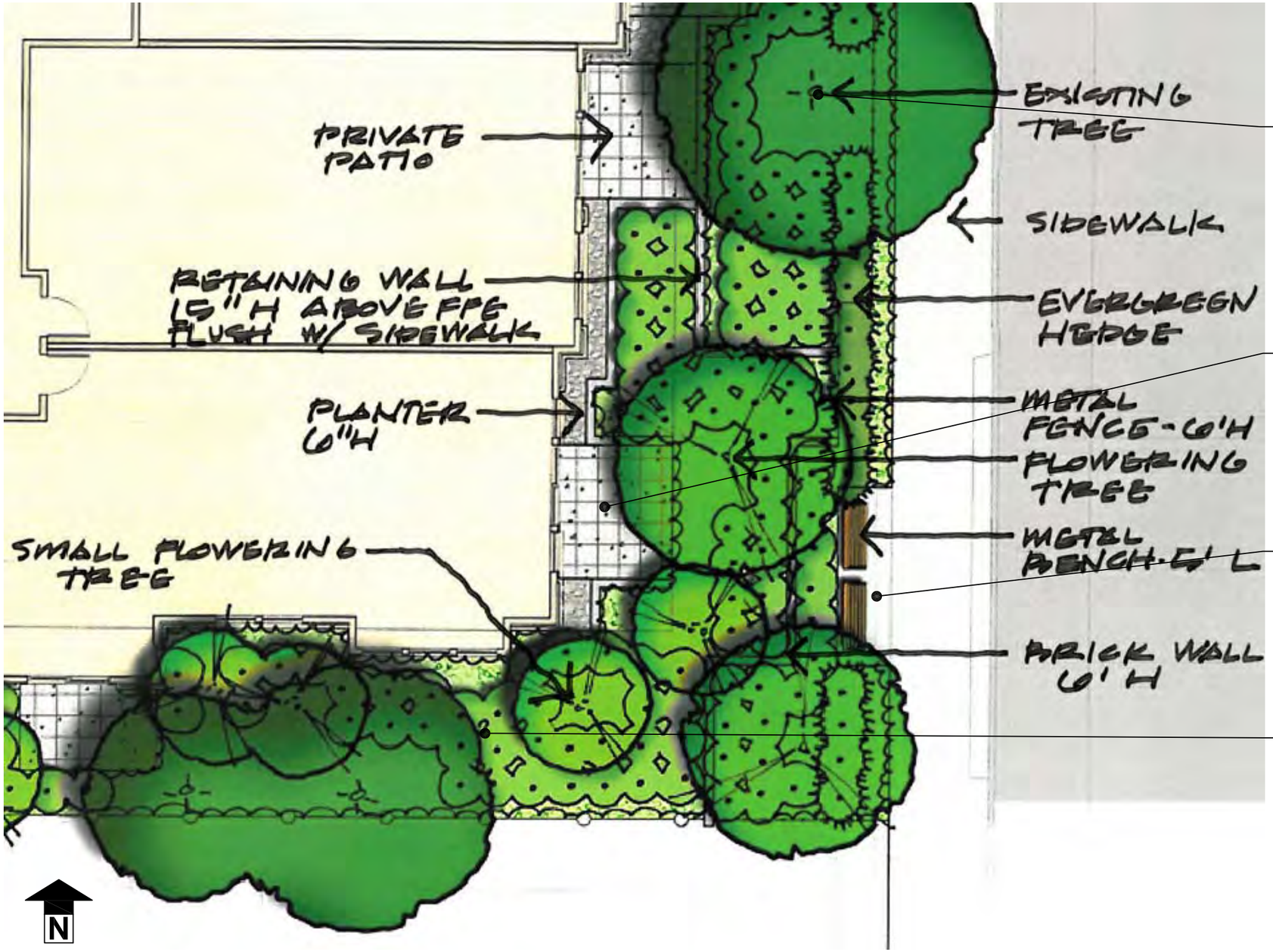
A-8, D-5
THE PARKING STRUCTURE WILL BE UNDERGROUND. THE FRESH AIR INTAKE WILL BE THROUGH THE GARAGE ENTRANCE. VENTILATION IS BEING PROVIDED BY EXHAUST FANS LOCATED IN THE GARAGE AND EXHAUSTING ON THE SOUTH END OF THE COURTYARD DECK WITHIN THE PLANTERS CREATED BY THE RETAINING WALLS AND SCREENED BY LANDSCAPING.

NOTE: SEE APPENDIX SHEET AP1-1 AND AP1-2 FOR MATERIALS AND PLANT TYPES

03/26/2012 05-2_Site Plan- Landscaping.dwg

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (SOUTH EAST CORNER)



A-1, A-2, C-1, E-1, E-2

THE DESIGN ACCOMPLISHES THE PRESERVATION OF EXISTING MATURE TREES AROUND THE SITE , WITH GENEROUS SETBACKS FROM THE STREET AND DISTRIBUTION OF OPEN PRIVATE AND PUBLIC SPACES WITH FUTURE ENHANCE PLANTINGS.

A-7

PRIVATE PATIO FOR INDIVIDUAL UNIT. SPACE DEFINED BY RETAINING WALL HOLDING GRADE FOR EXISTING TREES TO REMAIN, PLANTING AND FENCING. RETAINING WALLS, PLANTING AND FENCING CLEARLY DEFINE PRIVATE/ PUBLIC SPACES.

A-7, D-1

DISCRETE AND INTIMATE OPEN SPACE FOR PUBLIC USE WITH BENCHES, BRICK WALL AND LANDSCAPING. THE PUBLIC OPEN SPACE IS IN HARMONY WITH THE BUILDING BY MIMICKING THE BUILDING MODULATION AND UTILIZING THE SAME MATERIALS. THE WALL CREATES A CLEARLY DEFINED PUBLIC/ PRIVATE SEPERATION.

A-5

RESPECT FOR ADJACENT PROPERTIES WITH:
1.) GENEROUS SETBACKS- A SIGNIFICANT 75% INCREASE FROM THE CODE REQUIREMENT.
2.) PRESERVE TWO EXISTING TREES.
3.) DELETE THE BALCONIES FACING THE TOWNHOUSES FOR ADDITIONAL SEPERATION.
4.) ADDED BRICK, AN EXPENSIVE AND HISTORICALLY RICH MATERIAL FACING THE TOWN HOMES.
5.) PROFESSIONALLY DESIGNED LANDSCAPING.

03/26/2012 06_Design Images.dwg

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (SOUTHEAST CORNER)

03/26/2012 06_Design Images.dwg

DESIGN IMAGES (SOUTHEAST CORNER)

RECOMMENDATION MEETING- 1145 10th Ave E

A18

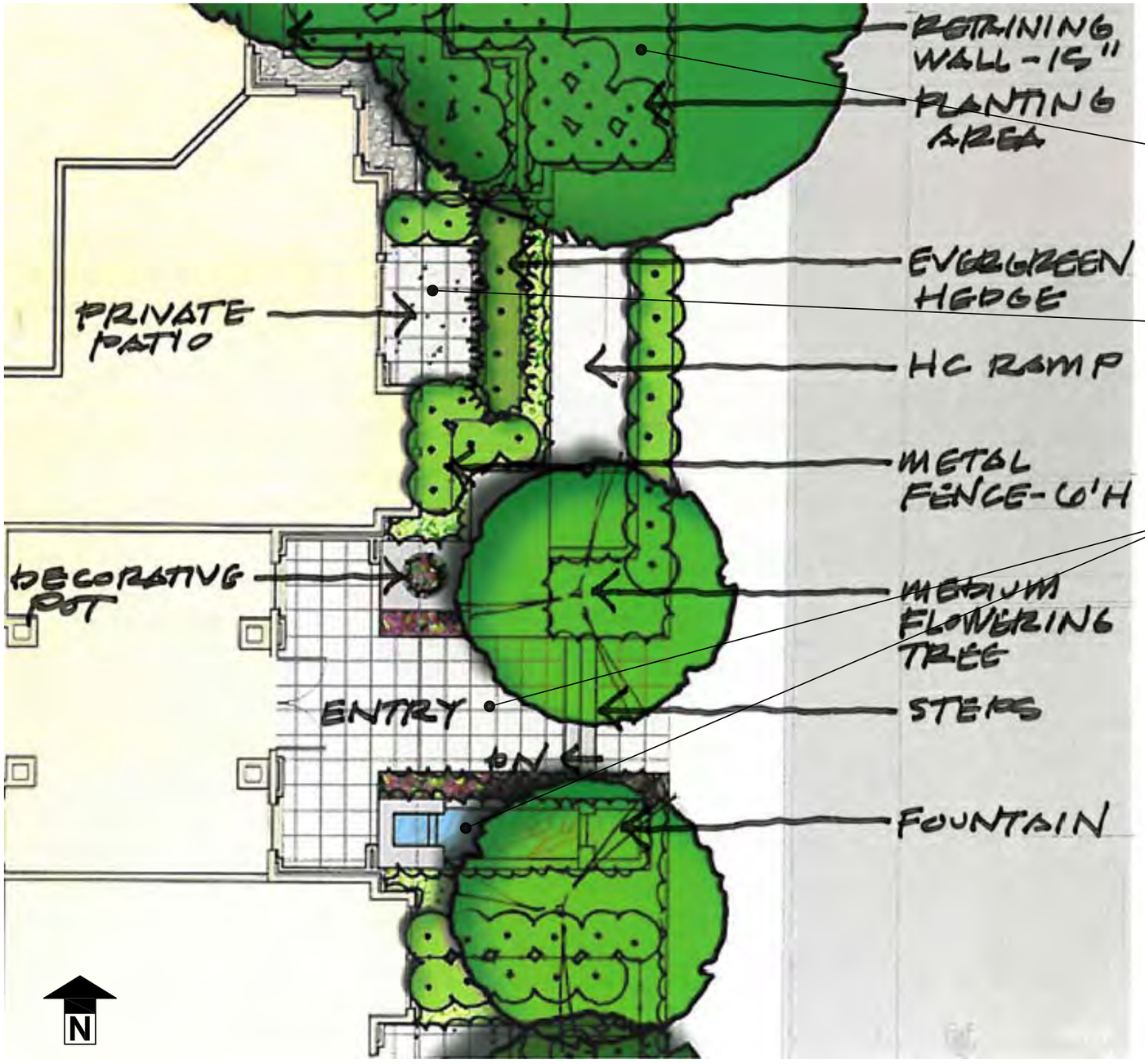
3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (FRONT ENTRY)



A-1, A-2, C-1, E-1, E-2

THE DESIGN ACCOMPLISHES THE PRESERVATION OF EXISTING MATURE TREES AROUND THE SITE , WITH GENEROUS SETBACKS FROM THE STREET AND DISTRIBUTION OF OPEN PRIVATE AND PUBLIC SPACES WITH FUTURE ENHANCE PLANTINGS.

A-7

RETAINING WALLS CREATE TERRACED LANDSCAPE BETWEEN PRIVATE UNITS AND PUBLIC/SIDEWALK SPACE. RETAINING WALL RELATE TO BUILDING FORM.

A-7, D-1

BUILDING ENTRY COURT CREATES SMALL OUTDOOR ROOM. CHANGES IN GRADE REINFORCE SPATIAL BOUNDARY. FOUNTAIN CREATES PLEASING BACKGROUND NOISE.

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (FRONT ENTRY)

03/26/2012 06_Design Images.dwg

DESIGN IMAGES (FRONT ENTRY)

RECOMMENDATION MEETING- 1145 10th Ave E

A20

3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (CHEVRON CORNER- NORTHEAST CORNER)

A-1, A-2, C-1, E-1, E-2

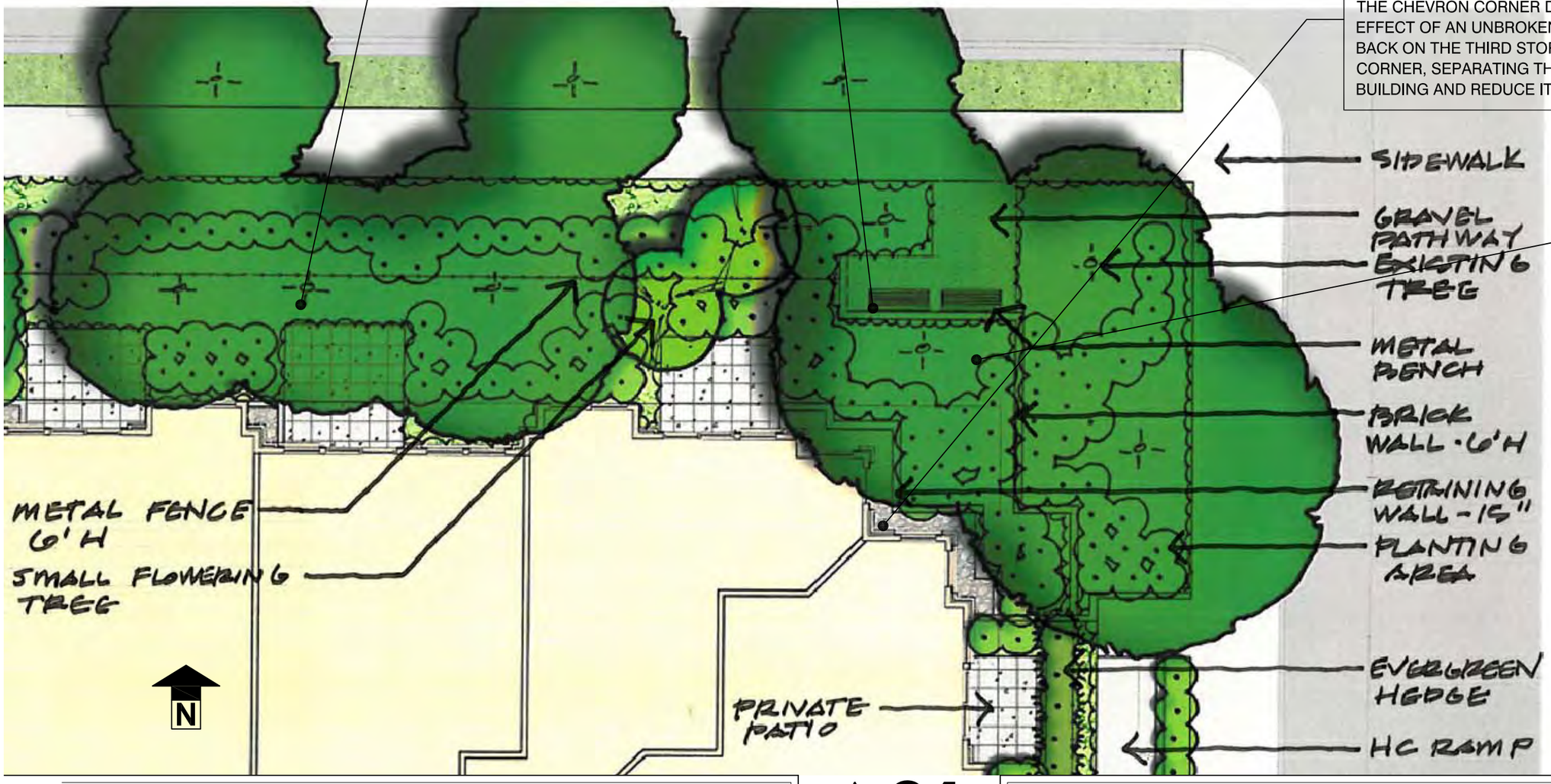
THE DESIGN ACCOMPLISHES THE PRESERVATION OF EXISTING MATURE TREES AROUND THE SITE , WITH GENEROUS SETBACKS FROM THE STREET AND DISTRIBUTION OF OPEN PRIVATE AND PUBLIC SPACES WITH FUTURE ENHANCE PLANTINGS.

A-7, D-1

DISCRETE AND INTIMATE OPEN SPACE FOR PUBLIC USE WITH BENCHES, BRICK WALL AND LANDSCAPING. THE PUBLIC OPEN SPACE IS IN HARMONY WITH THE BUILDING BY MIMICKING THE BUILDING MODULATION AND UTILIZING THE SAME MATERIALS. THE WALL CREATES A CLEARLY DEFINED PUBLIC/ PRIVATE SEPERATION.

B-1

THE CHEVRON CORNER DESIGN MINIMIZE THE EFFECT OF AN UNBROKEN WALL. IT IS ALSO STEPPED BACK ON THE THIRD STORY TO CREATE A STRONGER CORNER, SEPARATING THE TWO WINGS OF THE BUILDING AND REDUCE ITS MASS.



A-7

BUILDING MODULATION RETAINS EXISTING TREES WHICH DEFINE OPEN SPACE BELLOW AND ANCHORS CORNER

DESIGN IMAGE (CHEVRON CORNER)

RECOMMENDATION MEETING- 1145 10th Ave E

A21

3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

03/26/2012 06_Design Images.dwg

DESIGN IMAGE (CHEVRON CORNER- NORTHEAST CORNER)

03/26/2012 06_Design Images.dwg

DESIGN IMAGE (CHEVRON CORNER)

RECOMMENDATION MEETING- 1145 10th Ave E

A22

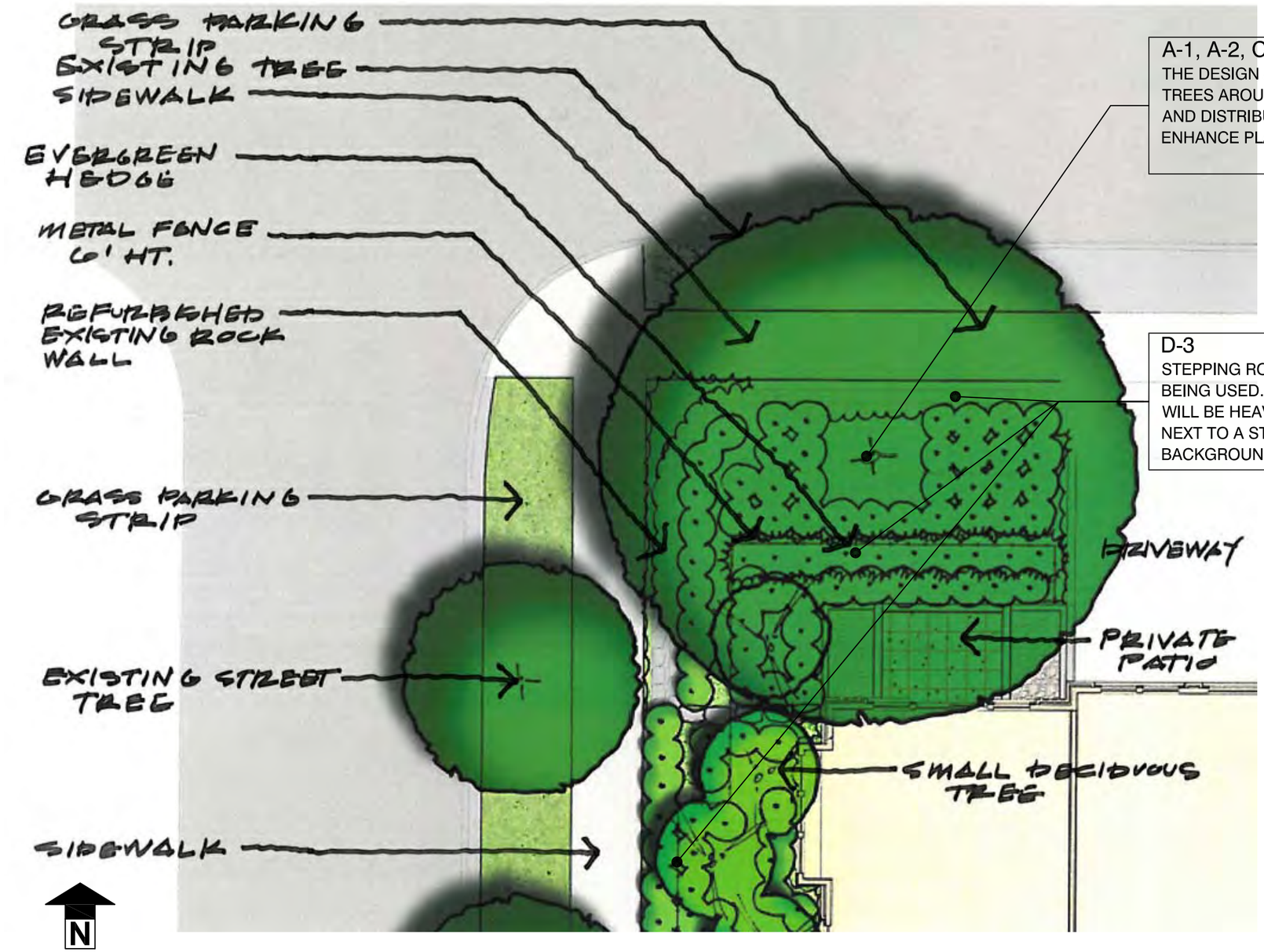
3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (NORTHWEST CORNER)



A-1, A-2, C-1, E-1, E-2

THE DESIGN ACCOMPLISHES THE PRESERVATION OF EXISTING MATURE TREES AROUND THE SITE , WITH GENEROUS SETBACKS FROM THE STREET AND DISTRIBUTION OF OPEN PRIVATE AND PUBLIC SPACES WITH FUTURE ENHANCE PLANTINGS.

D-3

STEPPING ROCKERIES SIMILAR IN CHARACTER TO THE EXISTING ONE ARE BEING USED. THESE ROCKERIES ARE A COMPILATION OF PLANTERS WHICH WILL BE HEAVILY LANDSCAPED. THE ULTIMATE EFFECT WILL BE OF WALKING NEXT TO A STEPPED LANDSCAPED AREA WITH A BUILDING IN THE BACKGROUND.

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (NORTHWEST CORNER)

03/26/2012 06_Design Images.dwg

DESIGN IMAGE (NORTHWEST CORNER)

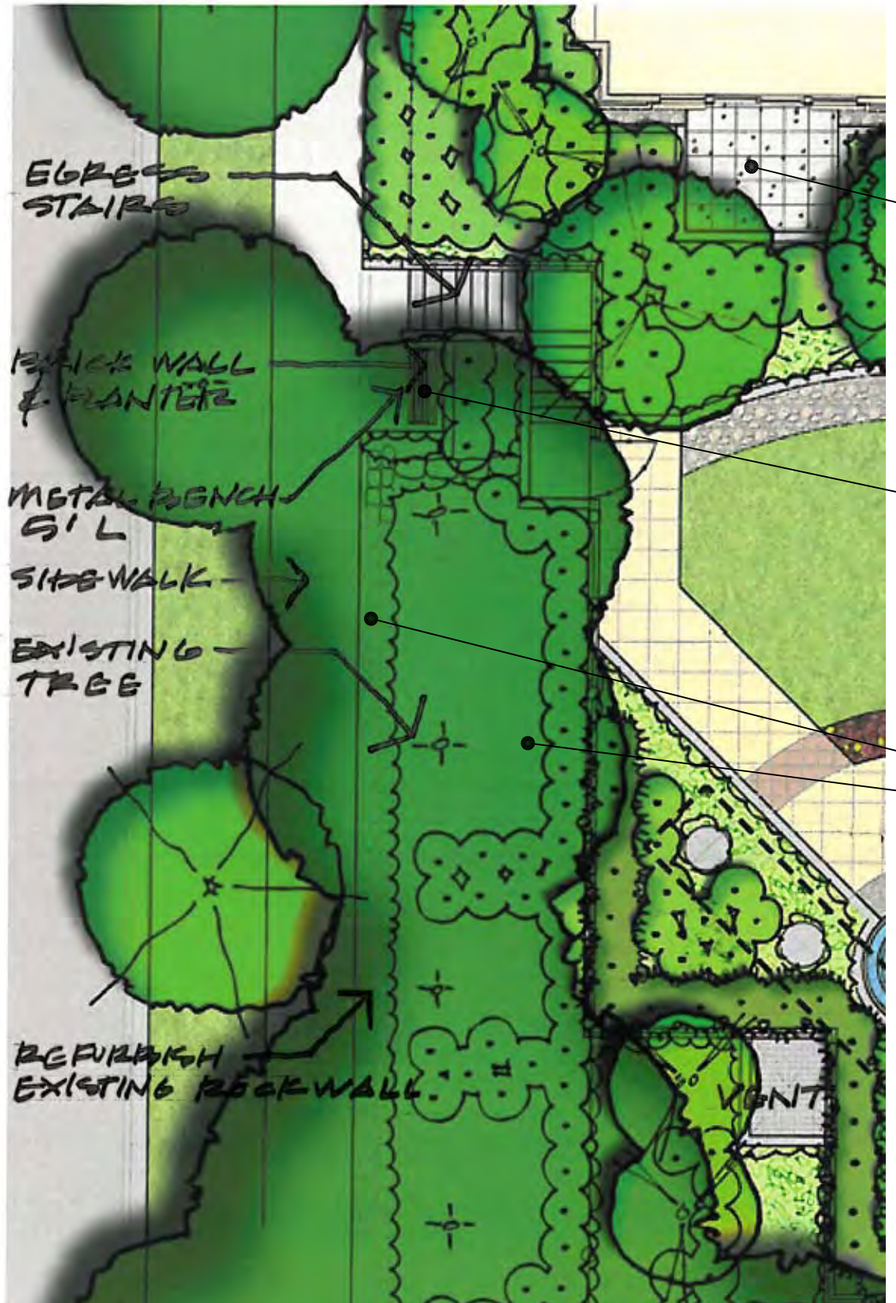
RECOMMENDATION MEETING- 1145 10th Ave E

A24

3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (COURTYARD ENTRY)



A-7
PRIVATE PATIO FOR INDIVIDUAL UNIT. SPACE DEFINED BY RAISED PLANTER (AT BENCH HEIGHT) AND PLANTINGS. RAISED PLANTERS AND PLANTING CREATE PRIVACY.

A-7, D-1
DISCRETE AND INTIMATE OPEN SPACE FOR PUBLIC USE WITH BENCHES, BRICK WALL AND LANDSCAPING. THE PUBLIC OPEN SPACE IS IN HARMONY WITH THE BUILDING BY MIMICKING THE BUILDING MODULATION AND UTILIZING THE SAME MATERIALS. THE WALL CREATES A CLEARLY DEFINED PUBLIC/ PRIVATE SEPERATION.

D-3
THE RETENTION OF THE EXISTING TREES REQUIRES THE RETENTION OF EXISTING GRADES BELOW TREES. GRADES BELOW EXISTING TREES ARE 2-4 FEET ABOVE SIDEWALK. EXISTING GRADES WILL PARTIALLY BURY GARAGE WALL. THE REMAINING EXPOSED GARAGE WALL (3'-4') WILL BE SCREENED WITH PLANT MATERIALS- SHRUBS (4'-7' MATURE HEIGHT) AND TREES (15'-25' MATURE HEIGHT).

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (COURTYARD ENTRY)

03/26/2012 06_Design Images.dwg

DESIGN IMAGE (COURTYARD ENTRY)

RECOMMENDATION MEETING- 1145 10th Ave E

A26

3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

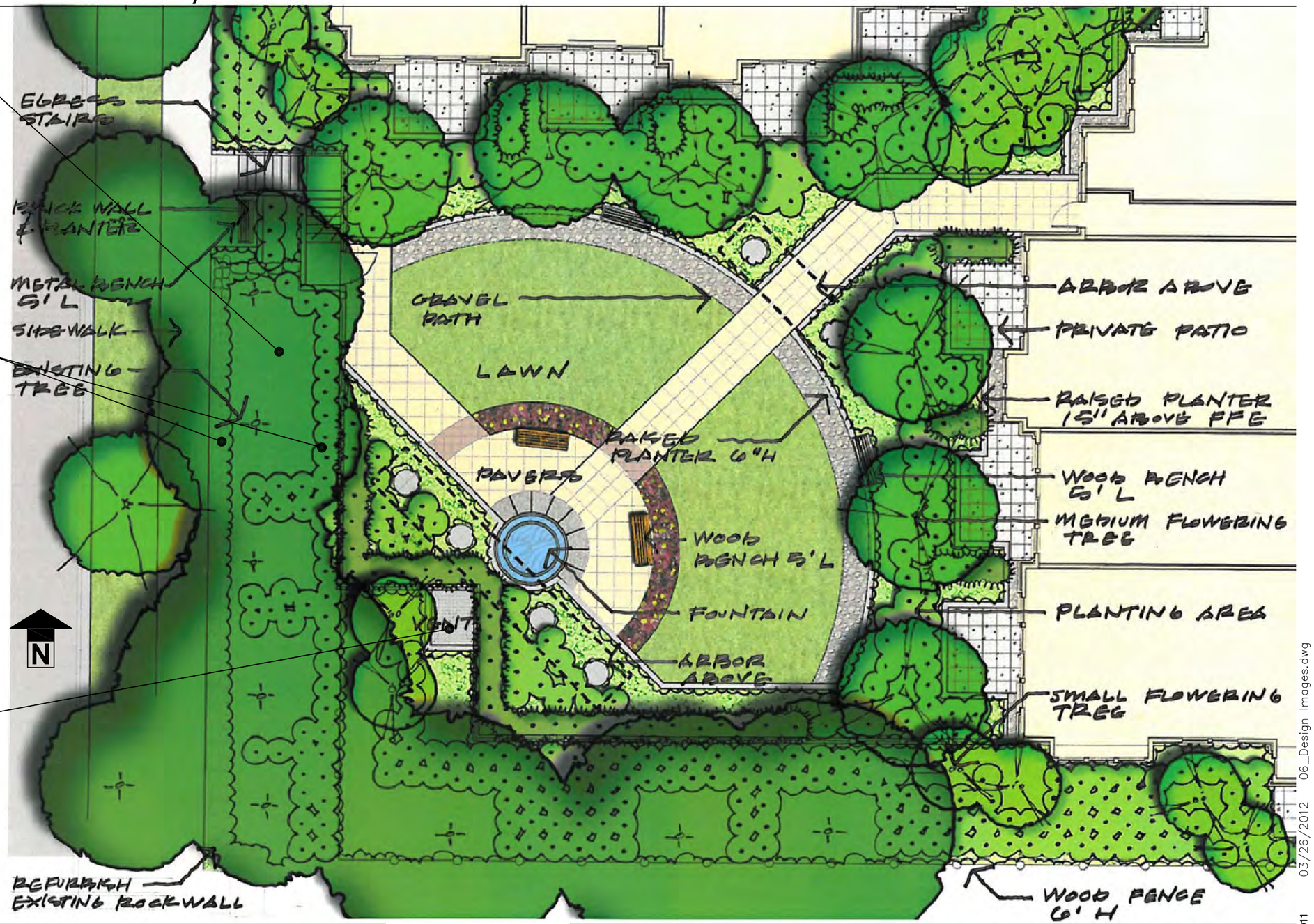
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DESIGN IMAGE (COURTYARD)

A-1, A-2, C-1, E-1, E-2
THE DESIGN ACCOMPLISHES THE PRESERVATION OF EXISTING MATURE TREES AROUND THE SITE , WITH GENEROUS SETBACKS FROM THE STREET AND DISTRIBUTION OF OPEN PRIVATE AND PUBLIC SPACES WITH FUTURE ENHANCE PLANTINGS.

D-3
THE RETENTION OF THE EXISTING TREES REQUIRES THE RETENTION OF EXISTING GRADES BELOW TREES. GRADES BELOW EXISTING TREES ARE 2-4 FEET ABOVE SIDEWALK. EXISTING GRADES WILL PARTIALLY BURY GARAGE WALL. THE REMAINING EXPOSED GARAGE WALL (3'-4') WILL BE SCREENED WITH PLANT MATERIALS- SHRUBS (4'-7' MATURE HEIGHT) AND TREES (15'-25' MATURE HEIGHT).

D6
THE VENTING OF THE GARAGE WILL OCCUR ON THE SOUTHWEST CORNER OF THE SITE WITH LANDSCAPING SCREENING. THE GARAGE VENTING WILL BE SCREENED FROM BROADWAY EAST BY A SIX FOOT HEIGHT WOOD FENCE SET BACK FROM THE SIDEWALK BY GREATER THAN FIFTEEN FEET, THE ENTIRE 25 FEET OF LANDSCAPE AREA BETWEEN THE GARAGE EXHAUST AND THE SIDEWALK WILL BE PLANTED WITH SHRUBS.



DESIGN IMAGE (COURTYARD)

RECOMMENDATION MEETING- 1145 10th Ave E

A27

3/23/12

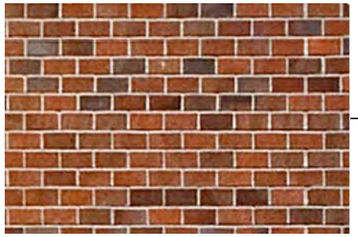
studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

03/26/2012 06_Design Images.dwg

MATERIALS

BRONZE METAL ROOF CAP

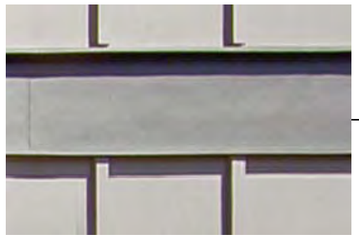
FIBER CEMENT TRIM



BRICK VENEER

BRICK SOLDIER COURSE
LINTEL & SILL

STUCCO



FIBER CEMENT BOARD & TRIM

STONE VENEER

VINYL FRAME WINDOW & DOOR (BRONZE COLOR)

BRONZE METAL RAILING SYSTEM WITH GLASS

03/26/2012 07_Materials.dwg

MATERIALS
RECOMMENDATION MEETING- 1145 10th Ave E

A28
3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

DEPARTURE REQUEST

#	Code Requirement
1	SMC 23.45.527 Table A **Maximum Structure Width** for apartments in LR3 Zone outside Urban Villages, Urban Centers or Station Area Overlay Districts= 120 ft

Departure Requested

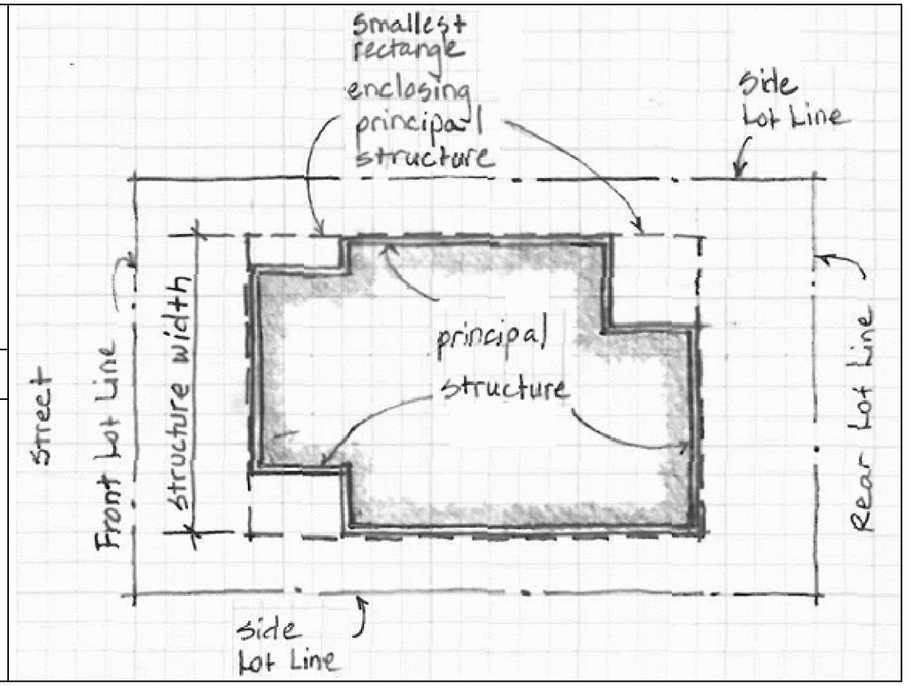
Increase allowed maximum structure width from 120 ft to 178 ft.

STRUCTURE WIDTH MEASUREMENT

SMC 23.86.014

A1. Draw the smallest rectangle that encloses the principal structure

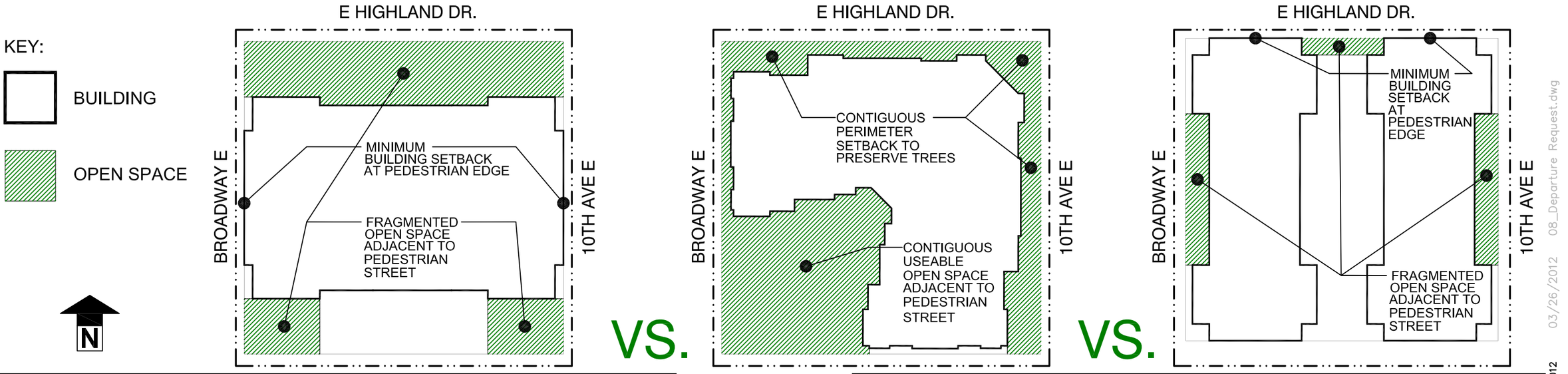
A2. Structure width is the length of the side of that rectangle most closely parallel to front lot line



Explanation for Departure

Given that a viable scheme for this site would come close to the allowed FAR, the "L" scheme minimizes the building mass on the sensitive south and west sides of the property. Guideline A-1, A-2: Significant vegetation will be preserved by going with the one building "L" scheme. A two building scheme would push the buildings to the perimeter, eliminating most of the trees. A-7, B-1: This footprint maximizes usable, attractive, well-integrated open space. The facade is set back from the street in a segmented fashion to establish a relationship to the open space. The northeast corner of the building is shifted back to give the suggestion of separate masses. These setbacks reduce the overall perceived width of the building. C-2: By keeping the two wings of the "L" scheme equal, the building is well-proportioned, with a unified form and an overall architectural concept.
This departure enhances the urban quality of the project at the street front and allows for larger contiguous useable open space adjacent to the pedestrian street.

RATIONAL #1: CONTIGUOUS USEABLE OPEN SPACE ADJACENT TO PEDESTRIAN STREET



studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

RATIONAL #2: TREE PRESERVATION

VIEW 1

VIEW 2

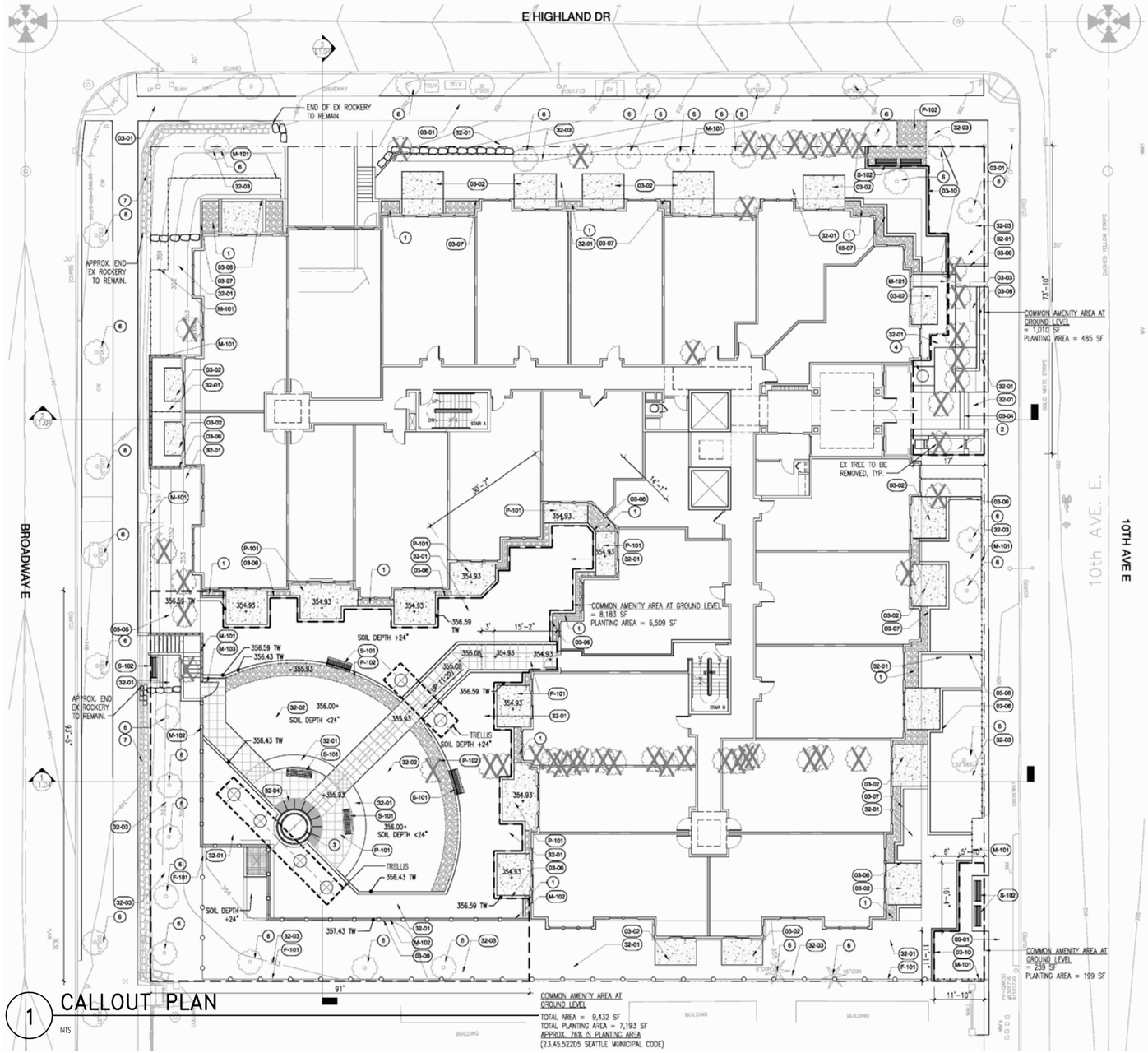
VIEW 1: LOOKING SOUTWEST

VIEW 2: LOOKING NORTHEAST

#	Code Requirement	Departure Requested	Explanation for Departure
2	SMC 23.54.030.D.1c **Minimum Driveway Width** for two-way traffic accessing parking area with more than 30 spaces= 20 feet	Reduce 20-foot driveway requirement to **16 feet.**	Guideline A-8, C-5: Since traffic volumes for the site are low and the impact of automobile driveways on the pedestrian environment should be minimized, and to minimize the garage so that it does not dominate the street frontage, we propose reducing the required curb cut and driveway width at the vehicular entrance by four (4) feet. We include this departure at the Boards direction.

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

LANDSCAPE CALLOUT PLAN



1 CALLOUT PLAN
NTS

REFERENCE NOTES SCHEDULE

CODE	DESCRIPTION
1	AGGREGATE BALLAST 3/4" WASHED AGGREGATE; 6" DEPTH
2	WATER FEATURE MAIN ENTRY
3	WATER FEATURE COURTYARD; DUAL TIER; PRE-CAST CONCRETE
4	ORNAMENTAL CONTAINERS PRE-CAST CONCRETE; SIZE: 24" +/-; STYLE: T.B.D.; COLOR: T.B.D.
6	EXISTING TREE TO REMAIN REF ARBORIST REPORT
7	EXISTING ROCKERY TO REMAIN REF CIVIL DWGS
	03 CONCRETE
CODE	DESCRIPTION
03-01	CONCRETE SIDEWALK CITY OF SEATTLE STD.
03-02	CONCRETE SLAB NATURAL COLOR; MED BROOM FINISH
03-03	CONCRETE RAMP NATURAL COLOR; MED BROOM FINISH, PERPENDICULAR TO TRAVEL
03-04	CONCRETE STEPS NATURAL COLOR; 6" +/- RISER; 12" D. MIN. TREAD
03-05	CONCRETE STEPS W/HANDRAIL NATURAL COLOR; 6" +/- RISER; 12" D. MIN. TREAD; METAL HANDRAIL
03-06	CONCRETE WALL 8" WIDTH X HEIGHT VARIES, MIN. 12"
03-07	CONCRETE MOW STRIP 8" WIDTH; NATURAL COLOR
03-09	CONCRETE CURB NATURAL COLOR; 8" WIDTH X 12" DEPTH BASE FOR GUARD RAIL
03-10	BRICK WALL 8" WIDTH; 6' HEIGHT
	32 EXTERIOR IMPROVEMENTS
CODE	DESCRIPTION
32-01	SOIL PROFILE PLANTING AREA
32-02	SOIL PROFILE LAWN AREA
32-03	SOIL PROFILE EXISTING TREES
32-04	LAWN RING W/PAVERS CUSTOM CUT SLAB PAVERS; MAINTAIN 6" CLEARANCE ON ALL SIDES OF PAVER
	FENCE
CODE	DESCRIPTION
F-101	WOODEN PRIVACY FENCE 6' MAX. HT.; PATTERN: VERTICAL PLANK
	METAL
CODE	DESCRIPTION
M-101	ORNAMENTAL ALUMINUM FENCE 6' MAX. HEIGHT; BLACK COLOR
M-102	ORNAMENTAL ALUMINUM GUARDRAIL 42" MIN. HT.; BLACK COLOR
M-103	ORNAMENTAL ALUMINUM GATE MATCH HT. OF GUARDRAIL/FENCE; BLACK COLOR
	PAVING
CODE	DESCRIPTION
P-101	PEDESTAL PAVERS 24" SQ; COLOR: NATURAL
P-102	GRAVEL PATH
	SITE FURNISHINGS
CODE	DESCRIPTION
S-101	METAL BENCH 6' LENGTH
S-102	METAL BENCH 5' LENGTH

03/26/2012 AP1-1_Site Plan- Landscaping.dwg

LANDSCAPE CALLOUT PLAN

EARLY DESIGN GUIDANCE- 1145 10th Ave E

AP1-1

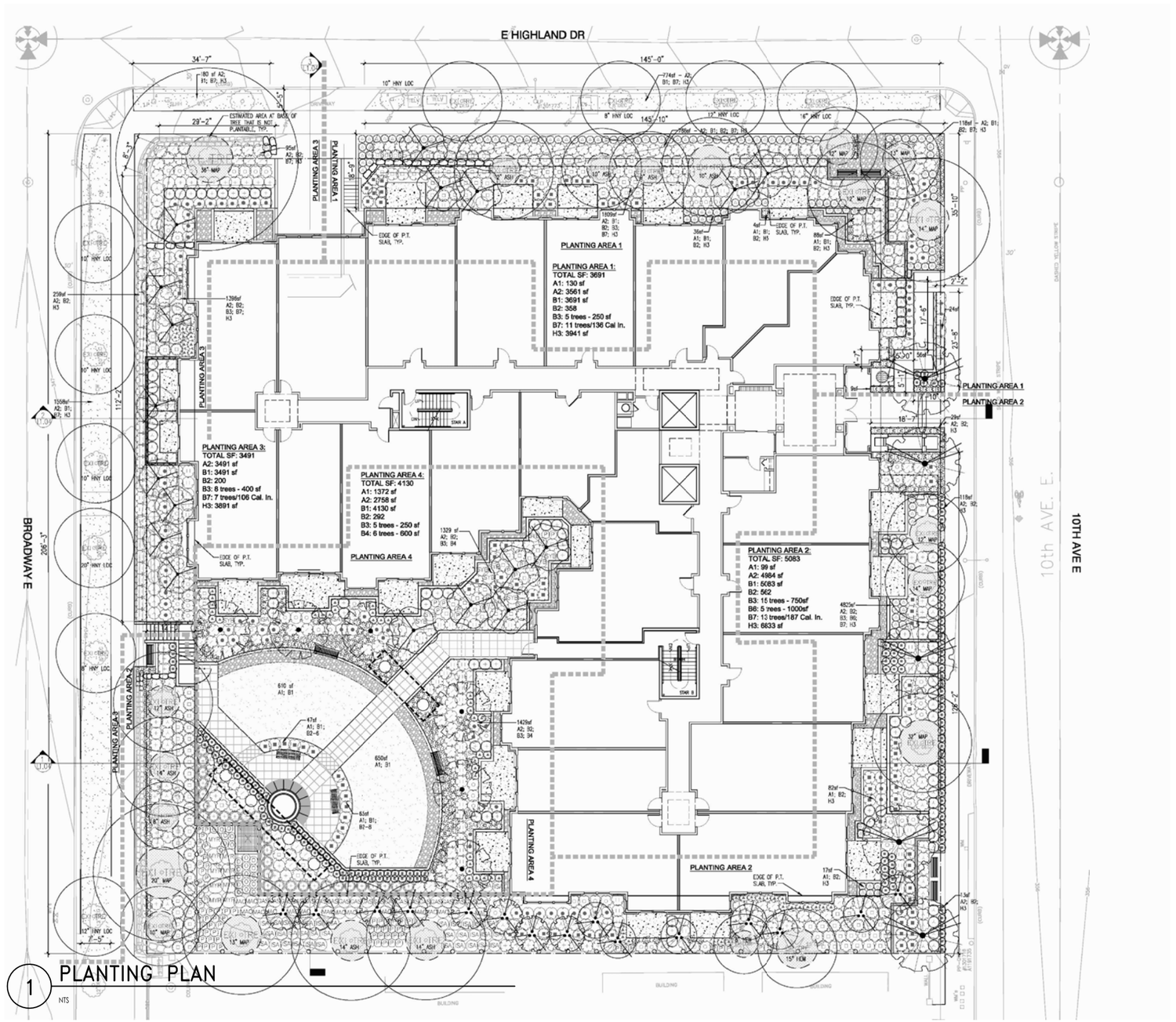
3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

PLANTING PLAN



1 PLANTING PLAN
NTS

03/26/2012 AP1-1_Site Plan- Landscaping.dwg

PLANTING PLAN

EARLY DESIGN GUIDANCE- 1145 10th Ave E

AP1-2

3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

PLANT SCHEDULE

PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	QTY
	ACER CIRCINATUM 'PACIFIC FIRE'	VINE MAPLE	B & B	Multi-stem	6'-8" HT	9
	ACER PALMATUM	JAPANESE MAPLE	B & B	Multi-stem	6'-10" HT	8
	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	B & B	2"Dia		5
	CORNUS KOUSA CHINENSIS	KOUSA DOGWOOD	B & B	2"Dia		7
	EXISTING TREE EXISTING TREES TO REMAIN	EXISTING TREE	EXISTING TREE TO REMAIN			33
	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	B & B	8-10'Dia		10
	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	B & B	2.5"Dia		8

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	MIN. HT/SPREAD	O.C. SPCG	QTY
	AZALEA NIDIA 'ALASKA'	ALASKA AZALEA	2 gal	12" – 18"		21
	AZALEA KURUME HYBRID 'HINO-CRIMSON'	KURUME AZALEA	2 gal	12" – 18"		143
	BERBERIS THUNBERGII 'ATROPURPUREA NANA' DT	RED LEAF JAPANESE BARBERRY	2 gal	12" – 18"		2
	BUXUS MICROPHYLLA JAPONICA 'GREEN BEAUTY' DT	GREEN BEAUTY BOXWOOD	2 gal	12" – 18"		14
	CEANOTHUS HYBRID 'DARK STAR' DT	DARK STAR CEANOTHUS	2 gal	12" – 18"		15
	CHOISYA TERNATA	MEXICAN ORANGE	2 gal	12" – 18"		39
	CISTUS 'SUNSET' DT	SUNSET ROCKROSE	2 gal			30
	ESCALLONIA RUBRA	RED ESCALLONIA	2 gal	12" – 24"		4
	HYDRANGEA MACROPHYLLA	HYDRANGEA	5 gal	12" – 18"		37
	HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA	5 gal	12" – 18"		40
	NANDINA DOMESTICA	HEAVENLY BAMBOO	2 gal	12" – 24"		53
	PIERIS 'FOREST FLAME'	FOREST FLAME PIERIS	2 gal	12" – 24"		55
	PIERIS 'SPRING SNOW'	SPRING SNOW PIERIS	2 gal	12" – 24"		19
	RHODODENDRON X 'CUNNINGHAM'S WHITE'	CUNNINGHAM'S WHITE RHODODENDRON	5 gal	18"		101
	RHODODENDRON X 'NOVA ZEMBLA'	RHODODENDRON	3 gal	18" – 24"		47
	RHODODENDRON X 'RAMAPO'	RAMAPO RHODODENDRON	3 gal	6" – 12"		116
	RHODODENDRON 'DORA AMATEIS'	AZALEA	3 gal	12" – 24"		55
	ROSA RUGOSA 'ALBA'	WHITE RUGOSA ROSE	3 gal	12" – 24"		43
	SARCOCOCCA HOOKERIANA HUMILIS	SWEET BOX	2 gal	12" – 18"		30
	SPIRAEA X BUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	2 gal	12" – 18"		17
	SPIRAEA X BUMALDA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	2 gal	18"		34
	TAXUS MEDIA 'DENSIFORMIS' DT	DENSE YEW	5 gal	12" – 24"		34
	TAXUS X MEDIA 'HICKSII'	HICKS YEW	5 gal			30
	THUJA OCCIDENTALIS 'DWARF GLOBE'	DWARF GLOBE ARBORVITAE	3 gal	12"		63
	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	B & B	4'-5' HT		47
	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	B & B	8' HT		41
	VIBURNUM PLICATUM 'DOUBLEFILE'	DOUBLEFILE VIBURNUM	3 gal	12" – 24"		15

ANNUALS/PERENNIALS	BOTANICAL NAME	COMMON NAME	CONT	MIN. HT/SPREAD	O.C. SPCG	QTY
	ASTER X 'DWARF BLUE'	DWARF BLUE ASTER	1 gal			1
	ASTER X 'SNOW FLURRY'	SNOW FLURRY ASTER	1 gal			1
	ASTILBE ARENDSII 'DEUTSCHLAND'	DEUTSCHLAND FALSE SPIREA	1 gal			26
	EUPHORBIA CHARACIAS WULFENII DT	EVERGREEN SPURGE	1 gal			20
	HEMEROCALLIS X 'PARDON ME'	PARDON ME DAYLILY	1 gal			43
	HOSTA SIEBOLDIANA 'ELEGANS'	SIEBOLDIANA ELEGANS HOSTA	1 gal			48
	IRIS JAPONICA	JAPANESE IRIS	1 gal			8
	LAVANDULA ANGUSTIFOLA DT	ENGLISH LAVENDER	1 gal			1
	LAVANDULA STOECHAS DT	SPANISH LAVENDER	1 gal			1
	PEROVSKIA ATRIPLICIFOLIA 'BLUE SPIRES'	RUSSIAN SAGE	1 gal			1
	ROSMARINUS OFFICINALIS 'CORSICAN PROSTRATE' DT	ROSEMARY	1 gal			1
	ROSMARINUS OFFICINALIS 'TUSCAN BLUE' DT	TUSCAN BLUE ROSEMARY	1 gal			13
	RUDBECKIA FULGIDA 'EARLY BIRD GOLD'	BLACK-EYED SUSAN	1 gal			30
	RUDBECKIA PURPUREA	PURPLE CONEFLOWER	1 gal			11
	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	1 gal			24

GRASSES	BOTANICAL NAME	COMMON NAME	CONT	MIN. HT/SPREAD	O.C. SPCG	QTY
	LIRIOPE MUSCARI 'RING BLUE'	RING BLUE LILYTURF	1 gal			158

NATIVE SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	MIN. HT/SPREAD	O.C. SPCG	QTY
ARC	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	3 gal	12" – 24"		1
BA	CORNUS BAILEYI	BAILEY'S RED-TWIG DOGWOOD	2 gal	18"		1
SA	CORNUS SERICEA 'SANTI'	SANTI REDOSIER DOGWOOD	5 gal	12" – 24"		42
D	DRYOPTERIS ERYTHROSORA	AUTUMN FERN	1 gal			1
GAS	GAULTHERIA SHALLON DT	SALAL	1 gal	6" – 12"		21
MAC	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	2 gal	12" – 18"		18
X	MAHONIA NERVOSA	OREGON GRAPE	1 gal	6" – 12"		24
M	MAHONIA REPENS DT	CREEPING MAHONIA	1 gal			1
MYR	MYRICA CALIFORNICA DT	PACIFIC WAX MYRTLE	3 gal	12" – 15"		10
P	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 gal	6" – 12"		87
SYM	SYMPHORICARPOS ALBUS 'MADII BERRY'	COMPACT SNOWBERRY	2 gal	12" – 15"		75
VOV	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	2 gal			1

VINE/ESPALIER	BOTANICAL NAME	COMMON NAME	CONT	MIN. HT/SPREAD	O.C. SPCG	QTY
AQ	AKEBIA QUINATA	FIVE-LEAF AKEBIA	1 gal			1
CD	CLEMATIS HYBRIDS 'DUCHESS OF EDINBURGH'	DUCHESS OF EDINBURGH	1 gal			1
CJ	CLEMATIS JACKMANII	STAKED JACKMAN CLEMATIS	1 gal			1

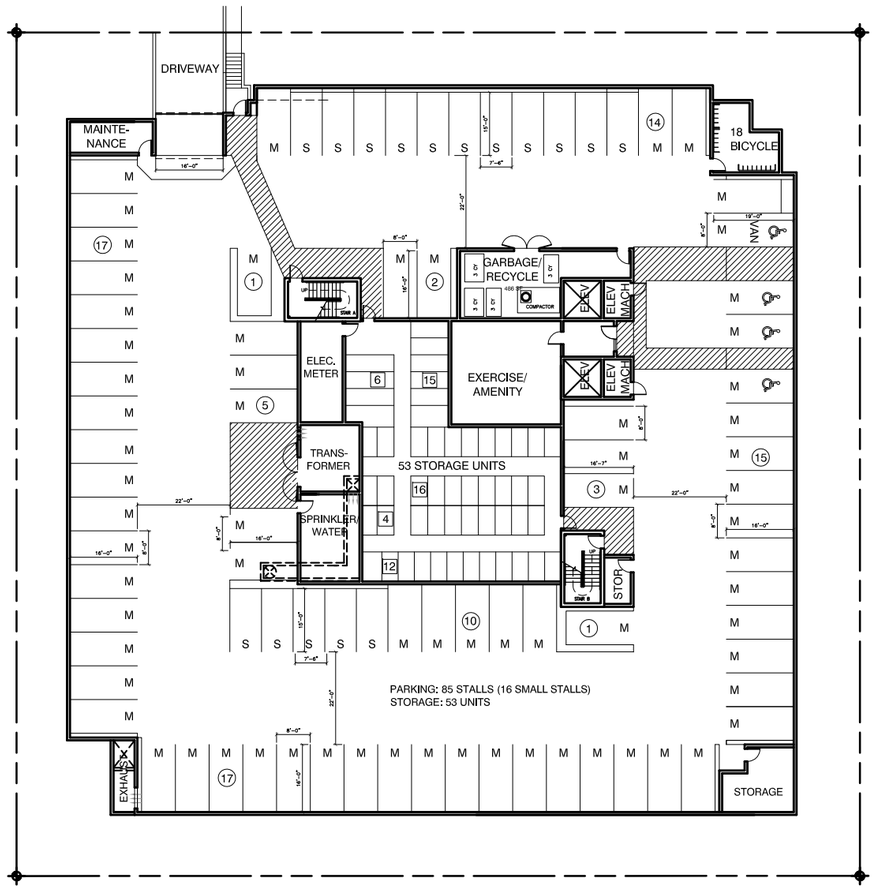
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	SPCG	AP. BT.	QTY
	SEASONAL COLOR		4"POTS 12" OC			1

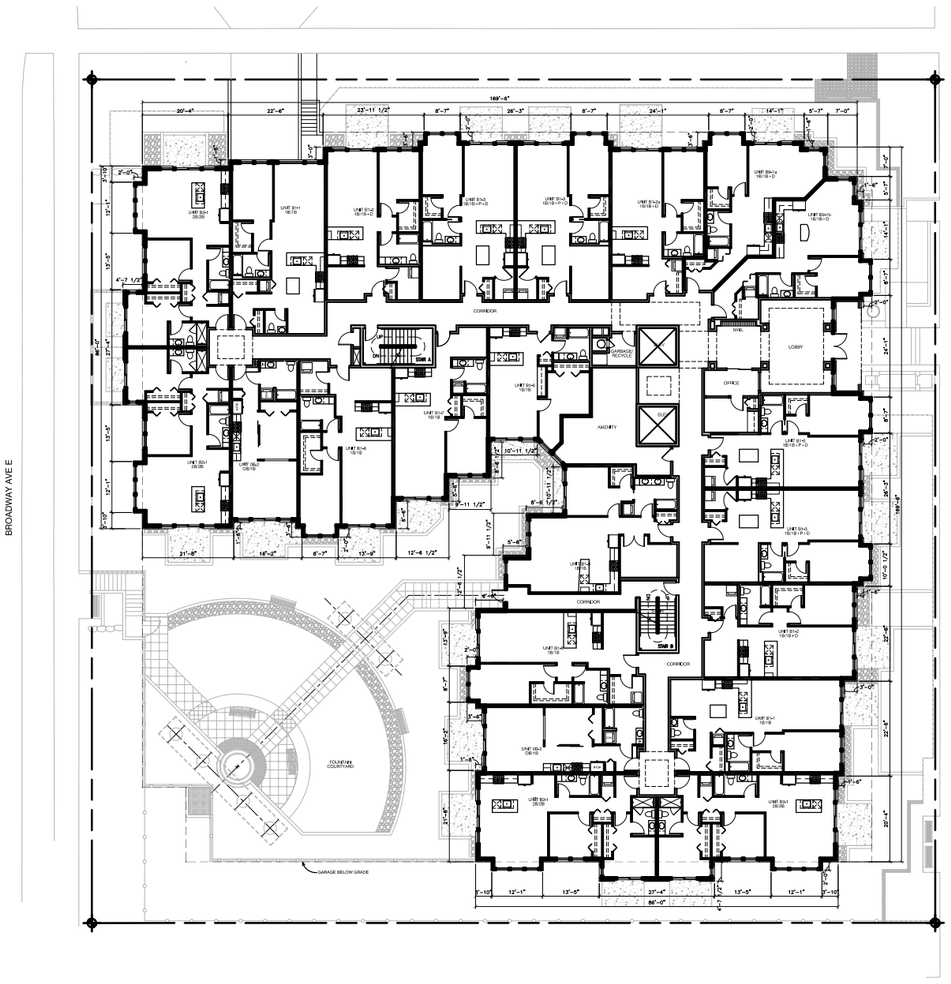
SOD/SEED	BOTANICAL NAME	COMMON NAME	CONT	SPCG	AP. BT.	QTY
	LAWN	SHADE & URBAN TOLERANT	sod			3,758 SF

03/26/2012 AP1-1_Site Plan- Landscaping.dwg

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

2ND FLOOR PLAN (3RD FLOOR PLAN)





N

03/26/2012 AP2_Building Plans.dwg

FLOOR PLANS

RECOMMENDATION MEETING- 1145 10th Ave E

AP2-1

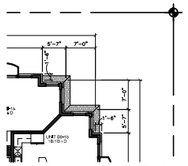
3/23/12

studio MENG STRAZZARA

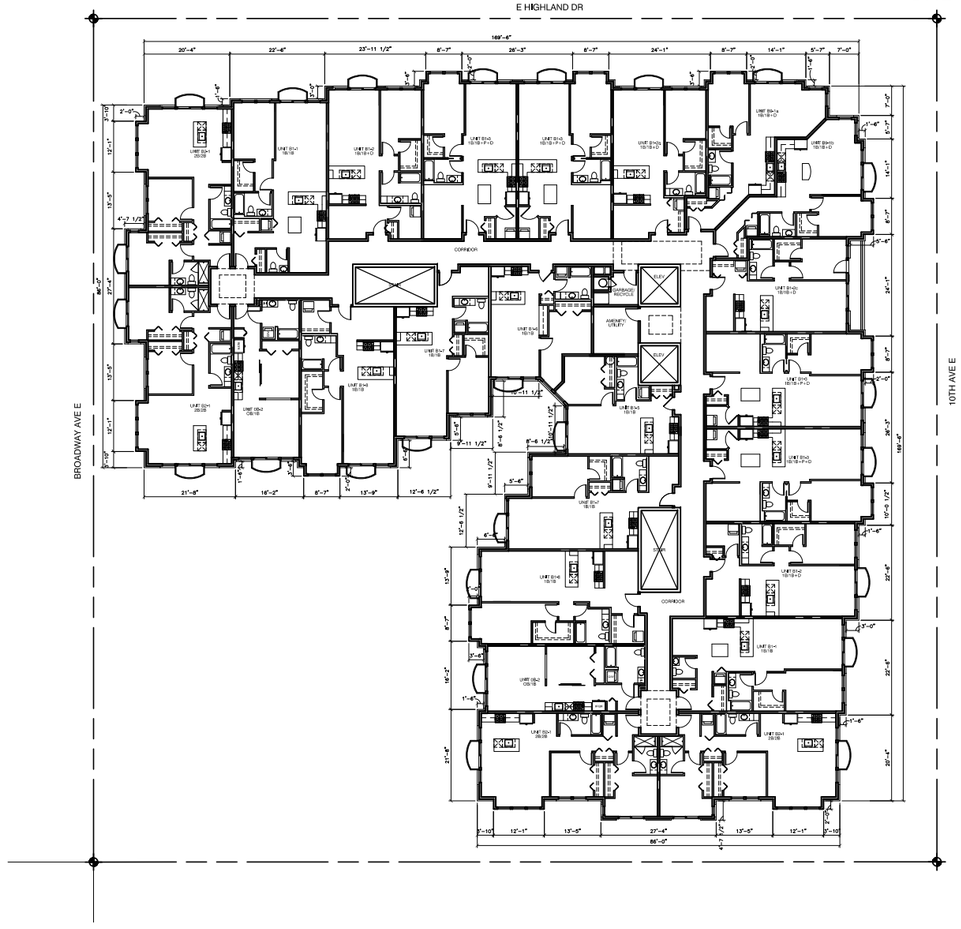
ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

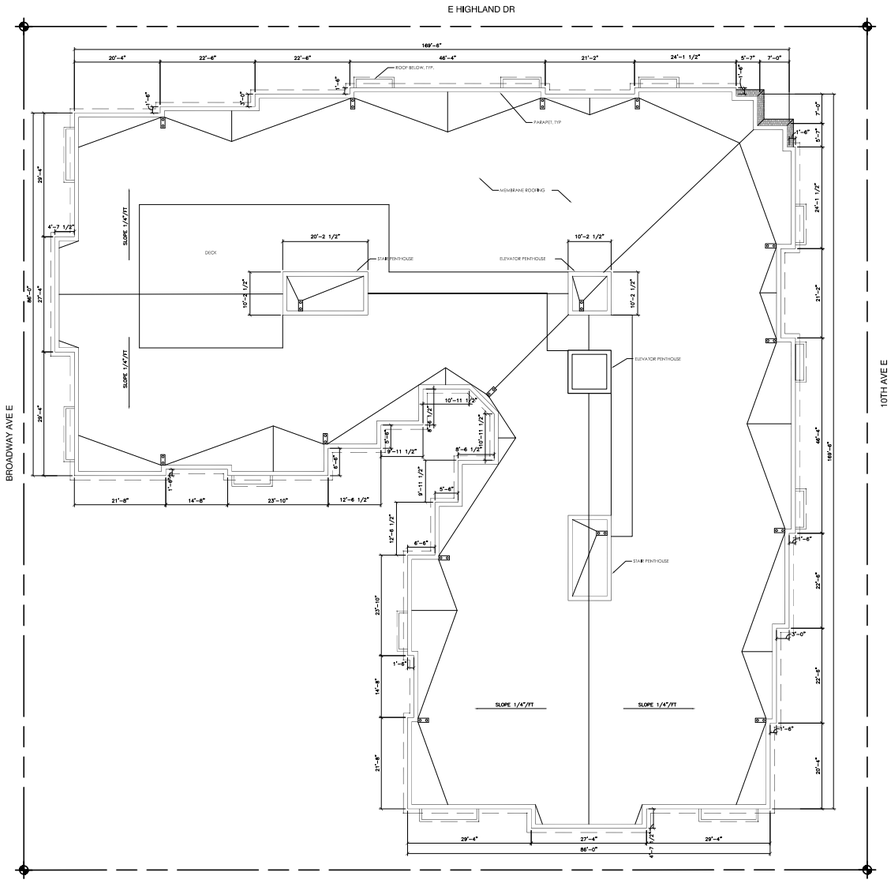
2ND FLOOR PLAN (3RD FLOOR SIMILAR)



3RD FLOOR



ROOF PLAN



N

03/26/2012 AP2_Building Plans.dwg

FLOOR PLANS

EARLY DESIGN GUIDANCE- 1145 10th Ave E

AP2-2

3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

ELEVATIONS

EAST

NORTH

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

SOUTH

WEST

03/26/2012 AP3_Building Elevations.dwg

ELEVATIONS

RECOMMENDATION MEETING- 1145 10th Ave E

AP3-2

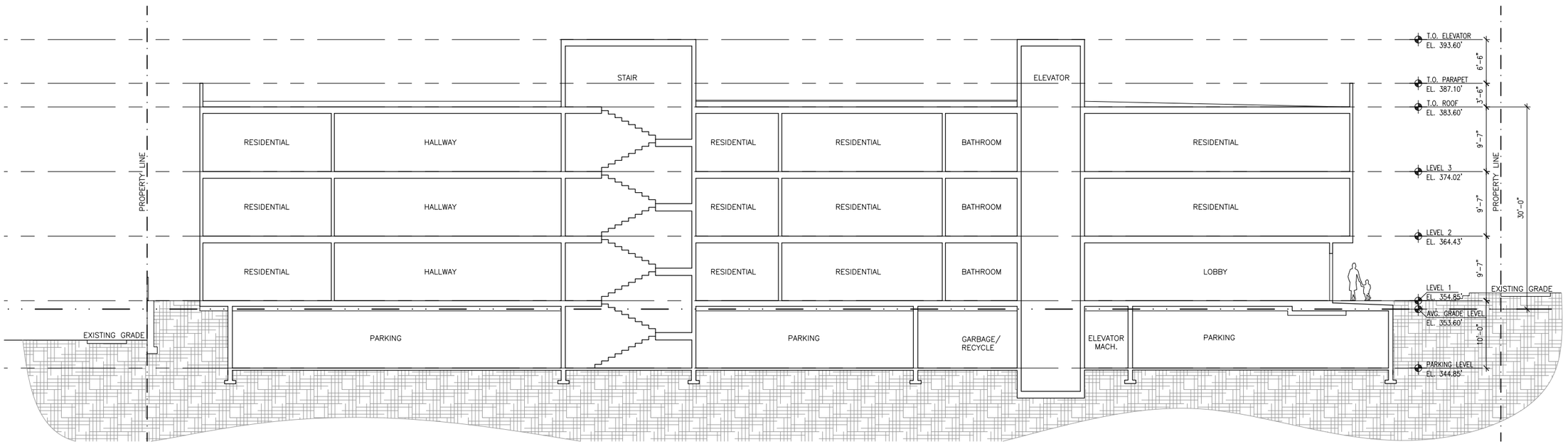
3/2312

studio MENG STRAZZARA

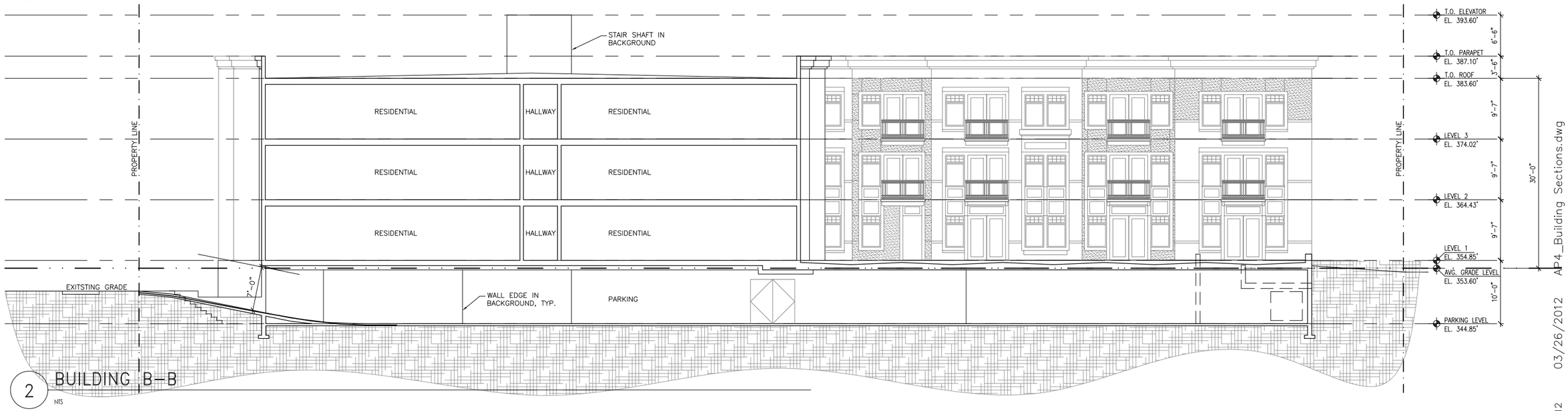
ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

BUILDING SECTIONS



1 BUILDING A–A
NTS



2 BUILDING B–B
NTS

BUILDING SECTIONS

RECOMMENDATION MEETING- 1145 10th Ave E

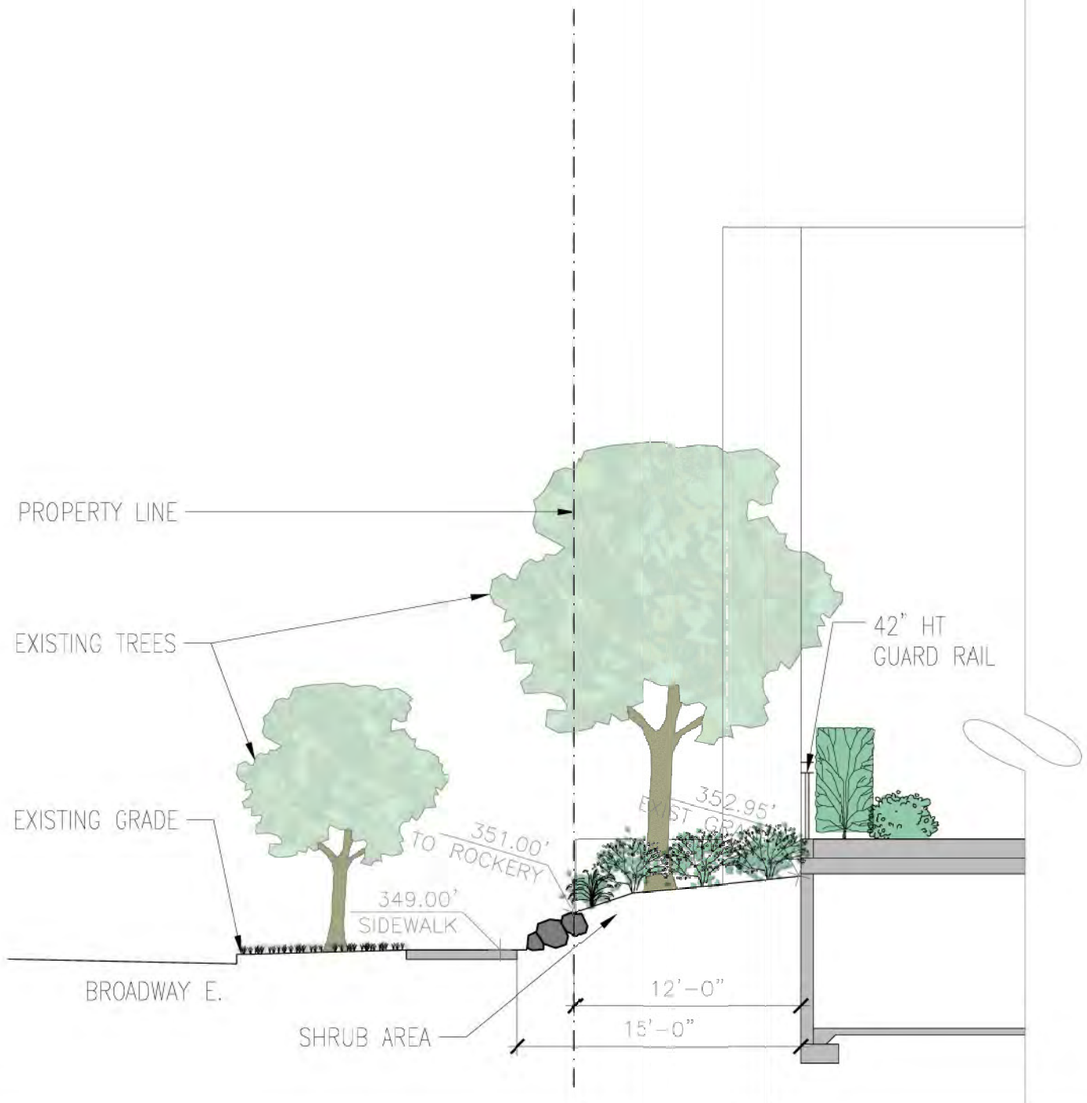
AP4-1

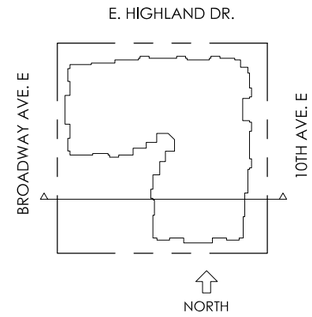
3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

03/26/2012 AP4_Building Sections.dwg

BUILDING SECTIONS





1 SECT: WEST SIDEWALK – EAST SIDEWALK

SCALE: 1/8" = 1'-0"

BUILDING SECTIONS

RECOMMENDATION MEETING- 1145 10th Ave E

AP4-2

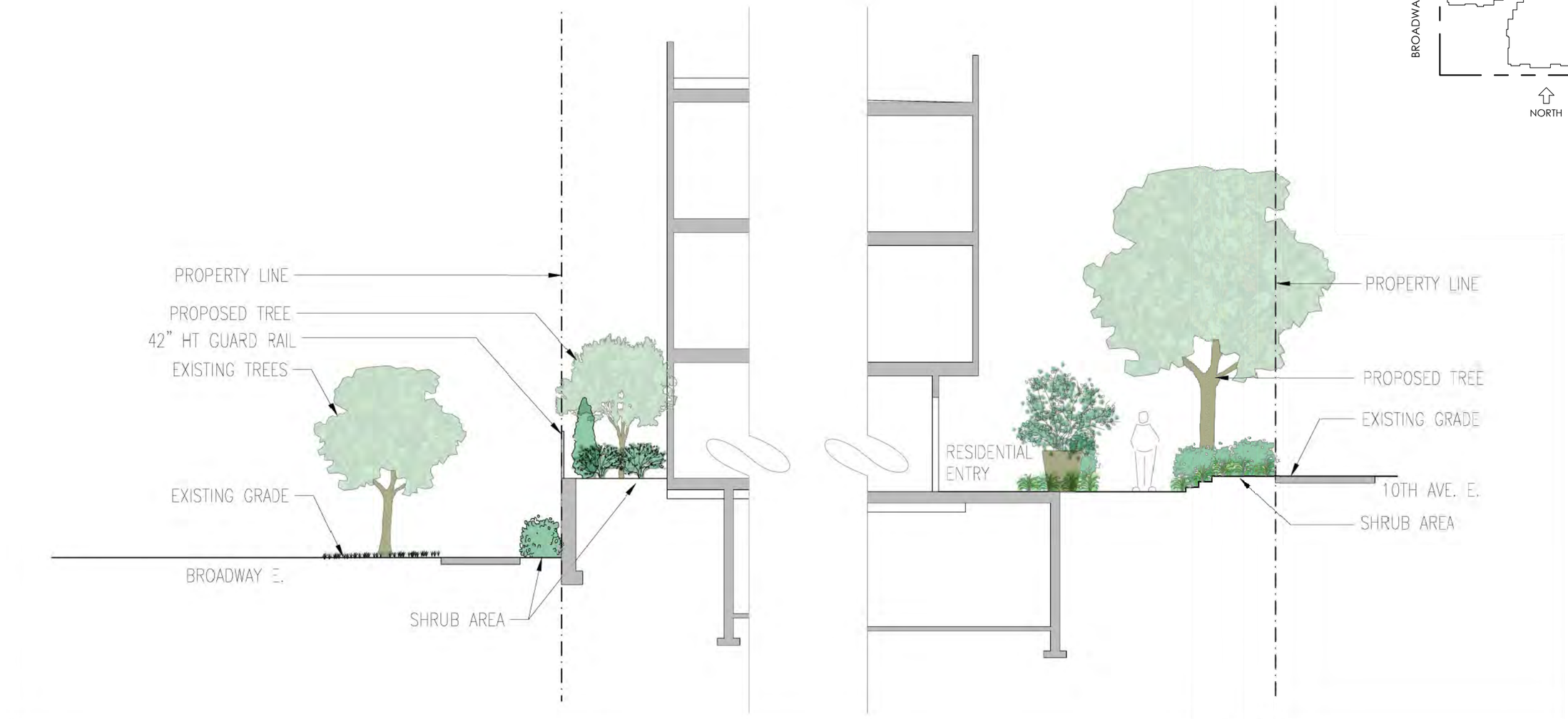
3/23/12

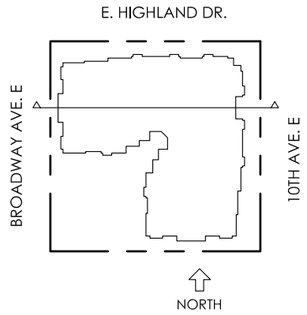
studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

BUILDING SECTIONS





1 SECT: WEST SIDEWALK – EAST SIDEWALK AT ENTRY

SCALE: 1/8" = 1'-0"

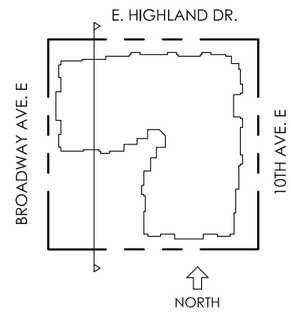
BUILDING SECTIONS
RECOMMENDATION MEETING- 1145 10th Ave E

AP4-3
3/23/12

studio MENG STRAZZARA
ARCHITECTURE
PLANNING
CONSULTING
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com

03/26/2012 AP4_Building Sections.dwg

BUILDING SECTIONS



1 SECT: DRIVEWAY – SOUTH PROPERTY LINE

SCALE: 1/8" = 1'-0"

03/26/2012 AP4_Building Sections.dwg

BUILDING SECTIONS

RECOMMENDATION MEETING- 1145 10th Ave E

AP4-4

3/23/12

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98121
tel: 206.587.3797 / fax: 206.587.0588
www.studioms.com