

2217 THIRD AVENUE MIXED USE BUILDING
DESIGN REVIEW RECOMMENDATION MEETING PACKET
April 13, 2012

MEETING DATE
April 24, 2012

TABLE OF CONTENTS

| | |
|---------------------------------------|----|
| Project Overview | 3 |
| Zoning Summary/Analysis | 4 |
| Existing Site Conditions | 5 |
| Site Context | 6 |
| Third Avenue Streetscape Photos | 8 |
| Response to Early Design Guidance | 10 |
| Site Analysis | 12 |
| Site Plan | 13 |
| Building Plans | 14 |
| Building Section | 16 |
| Materials | 17 |
| Elevations | 18 |
| Enlarged Elevations | 22 |
| Landscape | 24 |
| Transportation Amenities/Alley Access | 28 |
| Conceptual Lighting Plan | 29 |
| 3D Vignettes | 30 |
| Shadow Studies | 32 |
| Departure Requests | 34 |
| Precedents | 38 |

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PROJECT OVERVIEW

Project Site

The project site is located at 2217 Third Avenue Seattle, WA 98121. It is a 60' x 108' rectangular-shaped parcel located mid-block between Blanchard and Bell Streets on the west side of Third Avenue in Belltown. The site has 60 feet of frontage on Third Avenue and is approximately 6,480 square feet. It is served by an 18' sidewalk on Third Avenue and a 16' alley with brick paving.

Development Concepts

Affordable housing on a narrow in-fill site. Small, flexible units designed for multiple approaches to construction including modular construction. Support for alternative modes of transportation (bike, car-share, bus) through site proximity and transportation amenities (car-share, bike self-repair workshop).

Development Objectives

The proposed project is a mixed use structure with ground level retail, 6-stories of apartments and a one level basement for bicycle parking/workshop and utility/storage spaces. Automobile parking is not required.

7 stories

±3100 square feet of ground-level retail.

49 residential units.

1185 SF indoor amenity space - self-staffed bicycle repair space at B1.

1185 SF of common outdoor rooftop amenity space for residents.

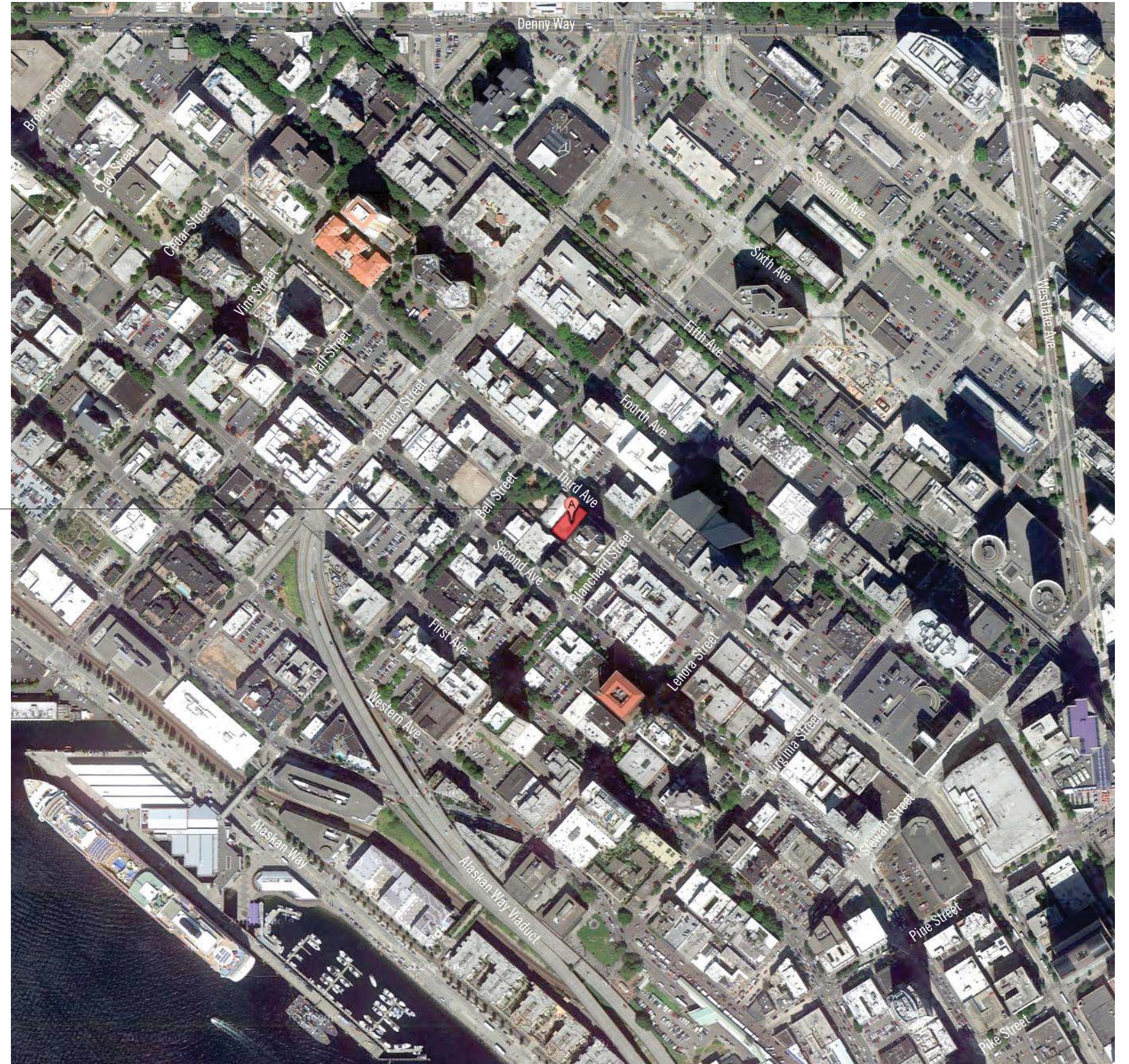
±53 bicycle parking stalls located at B1 with access from the alley through a dedicated elevator.

2 car-share parking stalls located at L1 off the alley.

Site History

Currently, the site is vacant. A taco truck periodically occupies the site. The current owner purchased the site on July 11, 2011. From 1949 - 2007, a modern one-story building known as the Northwest Acceptance Corporation building occupied the site. The building was demolished in 2007. Low remnants of the building's concrete foundation are visible on the site. According to aerial photographs from 1936 and 1946, the site was a surface parking lot prior to 1948.

Project Site



Aerial photo of project site and vicinity



ZONING/LAND USE SUMMARY

Street Classification

Arterial Street. Class I Pedestrian Street.

Neighborhood Plan/Overlays

Belltown Urban Center Village.

Outer Transitional Surface Airport Height Overlay.

23.49.008 Zone/Height

DMR/R (65'/125'). Residential uses may extend to 125'.

23.49.009 Street Level Use Requirement

Street level use required.

Length: 75% of street frontage min.

Location: Use must be within 10' of property line or abut public open space

23.49.010 Common Recreation Area Requirement

Common Recreation Area required.

Area must equal 5% residential GSF. Provide area at or above grade. At least 50% must be exterior.

Width: 15' min. (10' min @ street level setback).

Area: 225 SF min.

23.49.011 FAR

FAR 1

Exemption Street level uses that meet 23.49.009 (23.49.011 B.1.b).

Exemption: Residential use (23.49.011 B.1.f).

23.49.018 Overhead Weather Protection

Overhead Weather Protection Required.

Length Entire length of façade.

Width 8' min.

Height 10'-15' above sidewalk.

Exception Where façade > 5' from property line/widened sidewalk.

Exception Where façade separated from widened sidewalk by 2' min. landscape area.

23.49.019 Parking

Automobile Parking

No Automobile Parking Required.

If parking is provided and project is on a Class I Ped Street parking must be separated from street by other use.

Non-Res: 1 space/1000 SF max.

Parking (exceptions permitted)

Access: Alley access required.

Sight Triangle not required on alley.

Bicycle Parking

Bicycle Parking Required.

Retail: 1 space/5000 GSF (can be offsite).

Residential: 1 space/2 dwelling units.

23.54.030 Parking Space Standards

Exemption: Residential parking in excess of requirement is not required to comply with requirements of 23.54.030.A and 23.54.030.B.

Parking Access Requirements

Backup: 50' max.

Driveway Residential - 10' (one way or two way).

Non-residential - 12'/22'

(one way/two way).

23.49.022 Required Sidewalk

Width 18'.

23.49.025 Solid Waste

Mixed use development that contains both residential and nonresidential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for nonresidential development. Separate spaces for recycling shall be provided.

If accessed directly by a collection vehicle, whether into a structure or otherwise, a 21 foot overhead clearance shall be provided.

Residential: 375 SF (26-50 units).

Commercial: 82 square feet.

Total: 416 SF (375 + .5*82).

Access: Alley.

Gate: 10' width min.

23.49.146 Accessory Parking

Permitted.

23.49.158 Lot Coverage Limits

0' to 65': 100% lot coverage permitted.

66'-85': 75% lot coverage permitted.

85'-125': 65% lot coverage permitted.

23.49.162 Street Façade Requirements

Property Line Façade required.

Height 25' min. on Class I Ped. Street.

Setbacks

0' - 15': No limits.

15' - 35': Façade must be within 2' of property line; setbacks permitted if:

Max setback: 10'; and

Where setbacks > 2':

Setbacks < 40% total façade;

Setbacks < 20' wide max;

Setbacks return to property line between each setback for 10' min.

Balcony railings and other nonstructural features or walls are not considered part of the façade of the structure.

Transparency Requirements (Class 1 Ped Street)

60% of street-level façade must be transparent between 2' and 8' above the sidewalk.

Clear or lightly tinted glass in windows, doors, and display windows is considered to be transparent.

Transparent areas shall allow views into the structure or into display windows from the outside.

Blank Façade

Width 15' max. permitted.

(Exception to 30' possible). Does not apply at residential use.

Area 40% of street façade max. permitted.

ROW Landscaping

Street Trees required.

Green factor compliance not required. New

developments that are not required to achieve a Green Factor score shall provide landscaping in the sidewalk area of the street right-of-way.

Area 1.5 x street property line.

Location In ROW along entire length of property. (All or a portion of landscaping can also be provided within 5' of curb line. Landscaping provided within 5 feet of the curb line shall be located and designed in relation to the required street tree planting and take into consideration use of the curb lane for parking and loading).

Width 18 inches min.

Exceptions Building entrances or other connections between sidewalk and lot. Exceptions shall not exceed 50% of the total length of the street lot line.

Landscaping shall not reduce unobstructed sidewalk width to less than 8' on avenues.

All plant material shall be planted directly in the ground. A minimum of 50 percent of the plant material shall be perennial.

Landscaping shall be consistent with applicable landscaping guidelines for designated green streets or approved street design concept plans identified in the Right-of-Way Improvements Manual.

23.49.166 A Side Setback

Side setback is not required where frontage < 120'.

23.53.030D Alley Improvements

Width: 20' min

Alley dedication: 2' min.

Building may extend back to property line above 26' pending SDOT approval.

Guidelines

In addition to the Design Review Guidelines and the Belltown Urban Center Village Design Guidelines, the project aims to support the City of Seattle's Third Avenue Streetscape Conceptual Design Plan .

EXISTING SITE CONDITIONS

Design Cues/Opportunities

In-fill site with relatively narrow 60' street frontage. Existing urban fabric is varied in terms of height and density: the in-fill lot is an opportunity to reinforce desirable streetscape patterns and building form.

Good access to a range of transportation options including the primary transit corridor on Third Avenue and the bike lane on 2nd Avenue. The brick-paved alley serves as alternative pedestrian route. Area is relatively level to downtown making pedestrian and bike commuting very easy.

Wide sidewalk: the bus stop in front of Dan's Grocery and Regrade Park are natural gathering places. Good opportunity to enhance existing patterns of use with active streetscape/retail.

Matrix of current and planned greenspaces include Regrade Park; Bell Street Park and Green Street development at Blanchard, Wall and Vine Streets.

Eclectic and vibrant mix of uses in neighborhood with active, pedestrian/bike-friendly streetscapes. Amenities include Dan's Grocery and a wide range of bars, restaurants, galleries and personal service businesses (gyms, dry cleaners, etc.) near the site.

Nearby Icon Buildings as designated by the Belltown Urban Center Village Plan (Cornelius and Adams Buildings, 2134 Third). Notable characteristics include grounded, simple massing; durable exterior finish materials; accent colors/materials at fenestration or details.

Lillian Rice Center & Senior Services of Seattle. Notable aspects include modern expression and materials; sense of solidity, playful fenestration.

Parking is not required.

Constraints

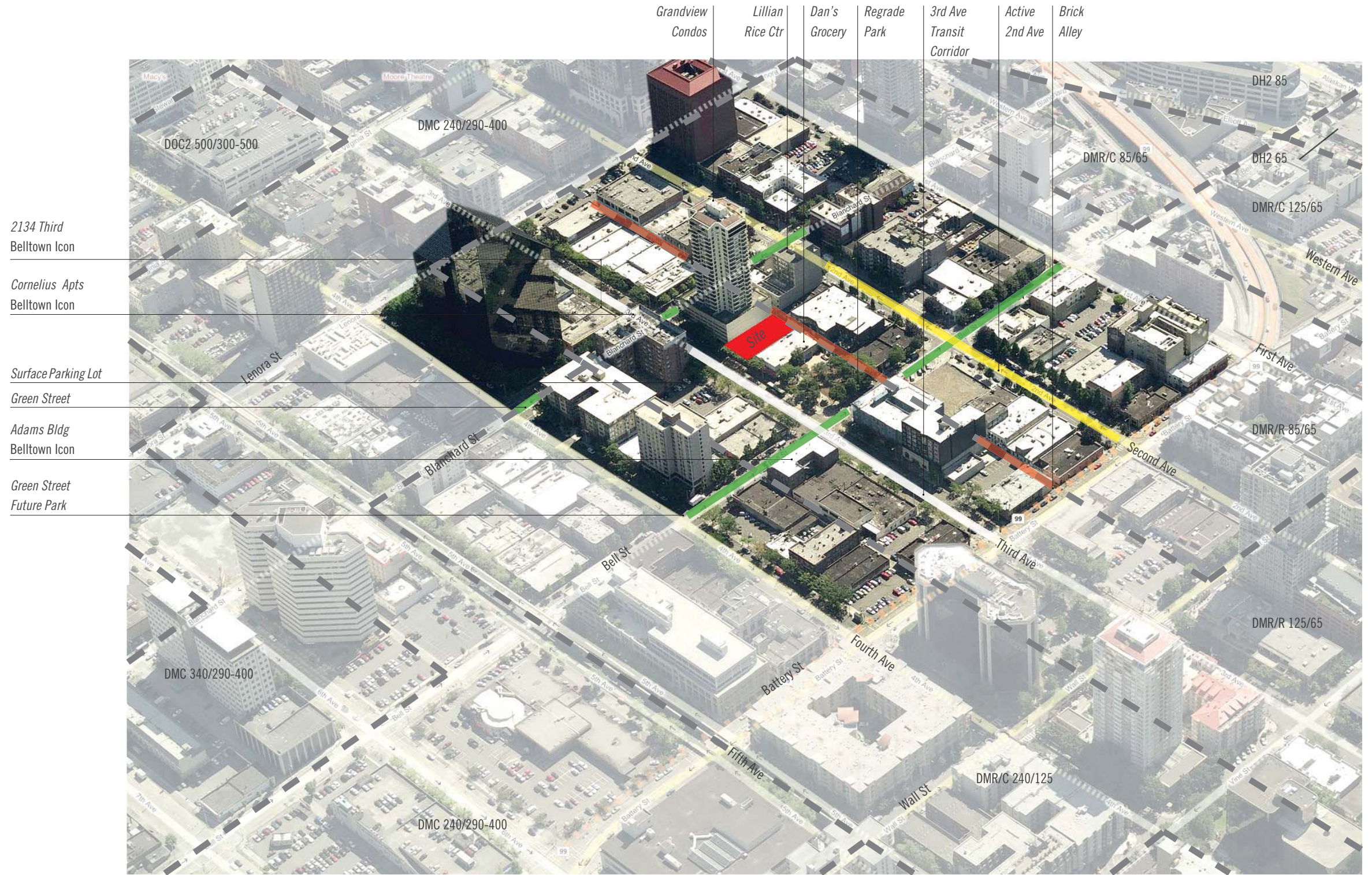
Uneven building fabric/form in vicinity.

Active bus stop adjacent to site: may be an issue in terms of crowds, security for residential. (This is an opportunity and constraint).

Primary transit corridor runs down Third Avenue: may be an issue in terms of noise and safety. (This is an opportunity and constraint).

Inactive street level at Cornelius, parking lot across the street.

2' alley dedication required up to 26'.



2134 Third
Belltown Icon

Cornelius Apts
Belltown Icon

Surface Parking Lot

Green Street

Adams Bldg
Belltown Icon

Green Street
Future Park



SITE CONTEXT



Grandview Condominium is 250' tall and the top of the base podium is at 53'-4".



View of site from across Third Avenue



View of alley from middle of site

The Lillian Rice Center is located across the alley to the South. The zone changes at the alley: across the alley the height limit is 85'.

View of site from north



The bus stop in front of Dan's Grocery serves ±30 bus routes. The bus stop was recently redone by SDOT through Third Avenue improvements.



The alley is at times an extension of Regrade park due to the porous fence.

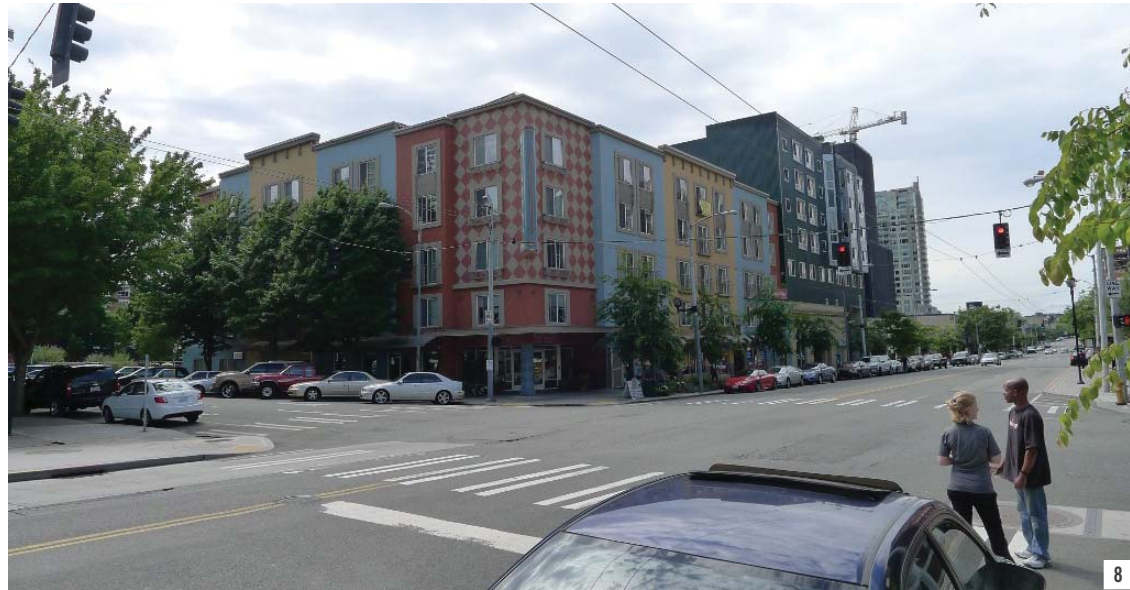


Grounded contemporary building with masonry edges has a sense of playfulness achieved through fenestration and color.



View of Regrade Park at southwest corner of Third & Bell

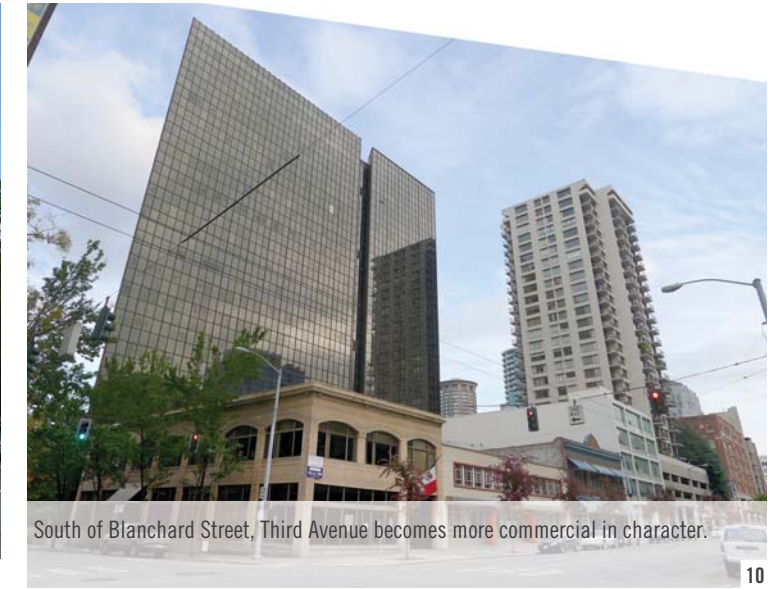
Lillian Rice Center & Senior Services of Belltown, 2208 Second Avenue, 2003



View of northwest corner at Third & Bell



View of southwest corner at Third & Bell



South of Blanchard Street, Third Avenue becomes more commercial in character.

View southeast from the corner of Third and Blanchard



View northeast from the corner of Third and Blanchard



Cornelius, 306 Blanchard, 1925 (Belltown Icon)



Garage door and porous rail let sidewalk into the bar's interior. Developed alley facade has an industrial character with colored glazing, neon sign and operable window.

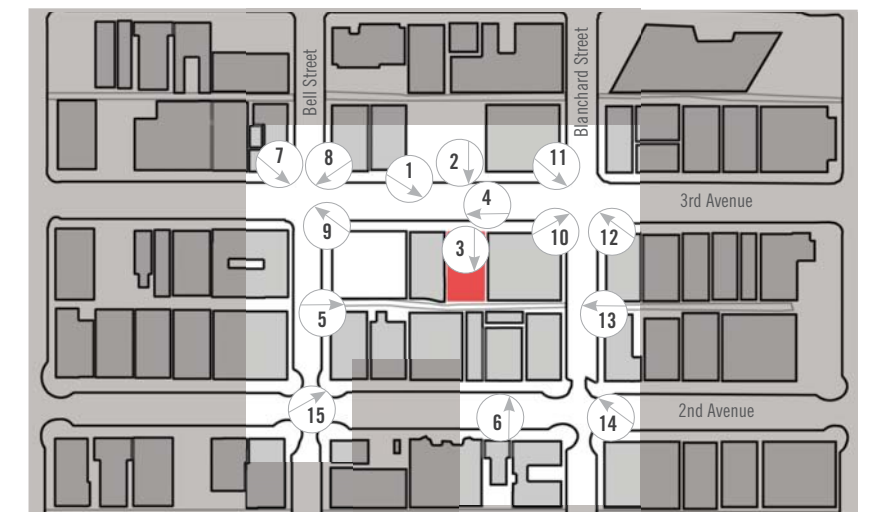
Crocodile Back Bar, Second & Blanchard



View to Second Avenue from Second and Blanchard



View of southeast corner of Second & Bell



THIRD AVENUE STREETScape





3rd Avenue



RESPONSE TO DESIGN GUIDANCE

SITE PLANNING & MASSING

A-1 Respond to the Physical Environment

The Board discussed the nearby context of the site, which offers few positive examples of architectural style or street level activation. The proposed development should set a new precedent for these items, as described further in response to Guidelines B-1 and B-4.

See B-1 and B-4.

ARCHITECTURAL EXPRESSION

B-1 Respond to the Neighborhood Context

The Board directed the applicant to design the proposed development to create a new positive context of street level activation and architectural style.

The design intention is for the Third Avenue and alley facades have actual depth, as the Board recommended at the EDG, and implied depth that derives from an interwoven pattern of smaller, human-scaled elements. The building has simple massing and traditional expression in that it has a clear base, middle and top. The design also expresses the unitized character of the proposed modular construction.

On Third Avenue, ground-level retail emphasizes maximum transparency and flexibility for the retail spaces, durable materials and the creation of a hospitable environment for sidewalk activity. (See C-1 for detailed description). Materials for the base include an anodized aluminum storefront system, coated/painted steel canopy, dark grey brick and cast-in-place concrete stem walls.

Above the base, the primary building cladding is smooth-faced gray metal cladding. The building's rectilinear massing is reinforced by the close color relationship between the base brick and grey metal cladding. At the residential levels, each of four primary unit types has a distinct but related window configuration and, in most cases, a recessed or cantilevered deck. The resulting facades exhibit the internal organization of the building through a pattern of solid, void, material and color. The regulating lines that result from the spatial changes, materials and colors distinguish the residential body of the building from the top "cornice" of two-story units and the commercial base.

In addition to the grey metal cladding, materials for the residential levels include aluminum clad wood windows in light grey/anodized aluminum frame; metal trim and perforated/laser-cut metal deck rails coated to match the windows; and metal yellow accent panels on select vertical cladding to reinforce the verticality of the building.

B-2 Create a Transition in Bulk & Scale

The Board acknowledged that the proposal is well below the maximum building height allowed in this zone. Creating a transition in bulk and scale is therefore not a highest priority for this proposal, but the proposed development should present a sensitively designed façade to the condominium units to the south. The south-facing façade could include rooftop open space to achieve this transition. Other methods to create a sensitive transition include modulation, green walls, interesting façade treatments, and light colored facades to reflect light between the buildings.

The development team met with residents of the Grandview Condominium on January 10. The changes described below are due in part to comments we heard from the Condo residents.

Transition to Grandview Condo

Since the EDG, we relocated the residential entry and vertical circulation to the north side of the site, which puts the Level 7 outdoor amenity space and semi-private residential decks on the south side of the building. As a result, the building wall on the south side of the building is approximately 10' lower than the EDG scheme. The effects of this change include:

1. Starting at Level 7, the building sets back from the south property line for 70% of the south lot line. The setback from the property line ranges from 15'-30'. The distance between facing units in the two buildings is 25' minimum.
2. As a result of the building setbacks at Level 7, the solar access the west remains unobstructed for all 4 levels of affected north-facing condo units. Above the Level 7 parapet wall, the view to the west also remains unobstructed.
3. Revised shadow studies show a decrease in shadow from the EDG proposal even for the lowest 2 levels of north-facing units.

The lowest level of condo units starts at the proposed project's Level 6. One-and-a-half stories of the Grandview units still face a lot line building wall condition, which is 15' from the face of the condo units. To further soften the edge between the two buildings, we have lowered the height of the parapet to 2'-6" from 5'-6" and introduced a porous guard rail (horizontal metal/cable rail) to make up the difference. (The guardrail needs to be 42" above the dirt in the planter). We also incorporated a landscape tree screen on the roof deck and located light colored cladding facing the lowest story of Grandview units.

B-3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area
Early Design Guidance comments reflect those in response to Guideline B-1. (The Board directed the applicant to design the proposed development to create a new positive context of street level activation and architectural style.)

See B-1.

B-4 Design a Well-Proportioned & Unified Building

The Board discussed the appearance of the street-facing façade for Alternate 3. The upper level units were shown stepped back from the north property line, and the Board felt that this didn't contribute to a well-proportioned street facing façade. The Board suggested reorganizing the upper level floor plan to create a consistent street-facing façade, similar to Alternate 2. Overall, the Board was supportive of the preferred Alternate 3 with this modification.

The Board expressed appreciation for the preliminary façade sketches for Alternate 3 and they looked forward to seeing more detail at the Recommendation stage. The Board directed the applicant to design the variations in the façade to provide real physical depth and variation within the modules, and use different colors or materials to express the variations. The challenge will be to use colors/materials/shapes to create a unified design across the modules.

The building presents a consistent street façade on Third Avenue consistent with Alternate 2 presented in the EDG meeting per the Board's guidance. The development of the facade follows the sketches proposed with Alternate 3.

See B-1 for facade description in response to the Board's guidance. As discussed above, the façade has actual depth with recessed and projecting decks and perforated deck rails as prominent elements in the facade.

THE STREETScape

C-1 Promote Pedestrian Interaction

The Board appreciated the proposed street level retail and the anticipated small walk-up vendor space. The street level retail spaces should be constructed to enhance the anticipated nature of the retail establishments

At ground level, the design of the retail emphasizes maximum transparency and flexibility for the retail spaces, durable materials and the creation of a hospitable environment for sidewalk activity.

The retail frontage has commercial storefronts with transparent glazing for the entire length of the retail. Glazing starts between 3" and 1'-3" above grade (depending on street slope) and extends to 10'-3" to 11'-4" above grade. The storefronts are divided into ±14' bays with operable clerestories above fixed glazing. Integral with the storefront is a set of steel canopies with transparent glazed infill that runs the length of the facade. At the north end of the retail, there is a "half-size" bay that can be used as a walk-up window. Depending on the tenant, the large bay sizes will also accommodate large sliding doors to support more extensive sidewalk activity. Similarly, the location (near the bus stop), narrow width and weather protection at the half-size bay at the north end of the retail makes it appropriate for a walk-up retail window if an appropriate tenant is secured. The retail floor-to-floor height is 16'-9". A new 20' long planter and street tree between the commercial and residential entries creates a buffer between the street and the side walk for potential sidewalk retail activity. The planter is sized and located to retain 6' for potential sidewalk spillover and 6' for pedestrian traffic past the site. Building materials are durable and commercial in character. (See B-1 for detailed material description).

C-2 Design Facades of Many Scales

In addition to the guidance in response to B-4, the Board also directed the applicant to create a human scaled façade at a finer grain than nearby development. The adjacent above-grade condominium garage is an example of inhuman scale at street-facing facades. The proposed development should include a scale that is closer to the nearby icon buildings in the Belltown area.

The building's major expression comes from its simple, rectilinear massing, which is reinforced by color similarity between the base and upper levels of the building, and by building-wide horizontal and vertical lines of the project, which are expressed through the metal cladding. At a smaller scale, the pattern of solid and void on the facade, defined by the recessed and cantilevered decks, along with material transitions and distinct window patterns, distinguishes the base, middle and top of the building. Human-scaled elements and minor regulating lines come from material divisions and individual building elements such as windows/doors, recessed and cantilevered decks, perforated deck rails, accent color). See B-2 for complete description of the primary facades.

C-3 Provide Active— Not Blank— Facades

The Board directed the applicant to provide a visually interesting façade at the north property line, where the wall will be visible above the one-story adjacent building.

Metal cladding from the Third Avenue and alley facades wraps around each interior lot line corner for a depth of ±5' to reinforce the sense of depth on the facade. Beyond that, the building cladding transitions to fiber cement. The color changes in the fiber cement cladding follow the design logic established on the east and west facades. A number of different designs for these facades were explored. Some of these will be presented at the recommendation meeting. We believe our proposed solution has interest but does not compete with the complexity of the east and west facades.

See B-2 for additional information about the south facade.

C-4 Reinforce Building Entries.

The Board noted that they look forward to seeing more information about the design of the entries at the Recommendation stage.

Residential entry door is colored yellow - connects to residential level accent color. Location of landscape planter separates/creates distinct zone between residential and commercial entries. Building number/signage is located directly above residential entry. Recessed soffit lighting at entry will provide additional safety and attention.

C-5 Encourage Overhead Weather Protection

The Board noted that they look forward to seeing more information about the design of this item at the Recommendation stage

Continuous overhead weather protection is integrated with the retail storefront. The weather protection consists of four steel canopies that run the length of the facade with minimal separation between each canopy. Overhead horizontal infill is clear glazing with recessed illumination.

C-6 Develop the Alley Façade

The Board noted that they look forward to seeing more information about the design of this item at the Recommendation stage.

The alley facade has been treated as a primary facade. See B-1 for general facade description. At ground level, materials are fine grained and durable. They include brick, architectural concrete, steel and perforated metal roll-up doors. Accent color on the residential pedestrian door links the entry to accent colors on the upper story. The material palette has embedded in it a variety of scales which give the alley facade some richness and indicates that it is a prominent face of the building even if more industrial in character than Third Ave.

The roll-up doors, one of which will have a man-door, screen and provide access to the bicycle elevator, car-share parking and trash/loading areas. Keypad access will be provided for the roll-up doors. The man-door will be keyed. The bike access man-door is delineated by overhead lighting. It may also be painted the residential accent color. See the access circulation diagram in the packet for information about cyclist access usability.

Trash is accessed from within the parking/loading area - this configuration has been approved by SPU. Conceptual location, sizes and access for the transformer vault have been coordinated with the facade as well.

PUBLIC AMENITIES

D-2 Enhance the Building with Landscaping

The Board expressed appreciation for the street level design option with the larger consolidated planting strip. The Board looks forward to seeing more detail about the street level landscape, hardscape, and sidewalk amenities at the Recommendation meeting.

The proposed landscape design features a larger consolidated planting strip, as recommended at the EDG, and relocated street tree pending SDOT approval. The existing street tree was planted too far in to allow for potential sidewalk activity and the required 6' clear for pedestrian traffic. The proposed landscaping creates a buffer between the residential and commercial entries and is sized and located to allow for sidewalk spill-over activities.

D-3: Provide Elements that Define the Place

Guidance reflects comments in response to D-2.

See D-2.

D-5: Provide Adequate Lighting

The Board noted that because of the context of this block, designing for safety is particularly important. Clear sight lines and adequate lighting should be included, as well as any other techniques to enhance safety at the street level.

The project provides clear lines of sight at all Third Avenue entries and alley entries.

Third Avenue lighting will include recessed canopy and soffit lighting, blade signage lighting, interior illumination from the Third Avenue storefronts and residential units. Alley lighting will consist of safety and security lighting located at points of access and entry for apartment dwellers (including bikers) and car-share customers.

D-6 Design for Personal Safety & Security.

Guidance reflects comments in response to Guideline D-5. (The Board noted that because of the context of this block, designing for safety is particularly important. Clear sight lines and adequate lighting should be included, as well as any other techniques to enhance safety at the street level.)

See D-5.

VEHICULAR ACCESS & PARKING

E-2 Integrate Parking Facilities

The Board noted that they look forward to seeing more information about the design of this item at the Recommendation stage, related to the car share spaces at the alley and the below-grade bicycle parking access.

Perforated metal roll-up doors screen car-share parking and bike elevator access from the alley. See C-6.

E-3 Minimize the Presence of Service Areas

The Board noted that they look forward to seeing more information about the design of this item at the Recommendation stage.

See C-6.

SITE ANALYSIS

Topography

Topographically the site is situated on a relatively level parcel approximately 125 feet above sea level. North-south, there is ±1' grade change across the site. East-west, there is a ±2' grade change across the site.

Solar

The site has good solar access to the west. Due to the 250' Grandview Condominiums, the site has obstructed solar access to the south and east.

Views

View potential at upper level residential units to Elliot Bay and Olympic Mountains at upper levels.

Parking

There are 5 existing surface parking spaces adjacent to the alley.

Third Avenue

Third Avenue functions as a priority bus corridor and runs through the heart of Belltown. It directly connects two of Seattle's transit hubs (Westlake and King Street Station). Bicycles are allowed at all times, although no designated lanes are provided. The central location and relatively level grade around the site also accommodate extensive cross and parallel pedestrian traffic. The sidewalk width in on Third Avenue is 18' and adequate for amenities, signage, landscape and walking circulation. There is a 30 minute commercial loading zone in front of the north half of the site.

Alley

The alley has pedestrian oriented activity at both ends of the block. The Crocodile Back Bar is at the south end and Regrade Park is at the north.

Street Tree

There is an existing frontier elm street tree in front of the site. It is a relatively young tree and was planted in the past several years as part of SDOT street improvements to Third Avenue. The tree was planted too far in board on the sidewalk to provide sufficient space a future sidewalk use and the required pedestrian passage. As a result, we are proposing to replace and relocate an identical species tree to support sidewalk activity pending approval from SDOT.

Access

Vehicular Circulation

Vehicles currently access the site's 5 existing parking spaces from the alley between Bell and Blanchard.

Bus Transportation

A bus stop for approximately 30 southbound bus routes is located in front of Dan's Belltown Market. Bus stops for northbound routes are located within .1 mile of the site.

Bike Routes

A dedicated bike lane is on Second Avenue.

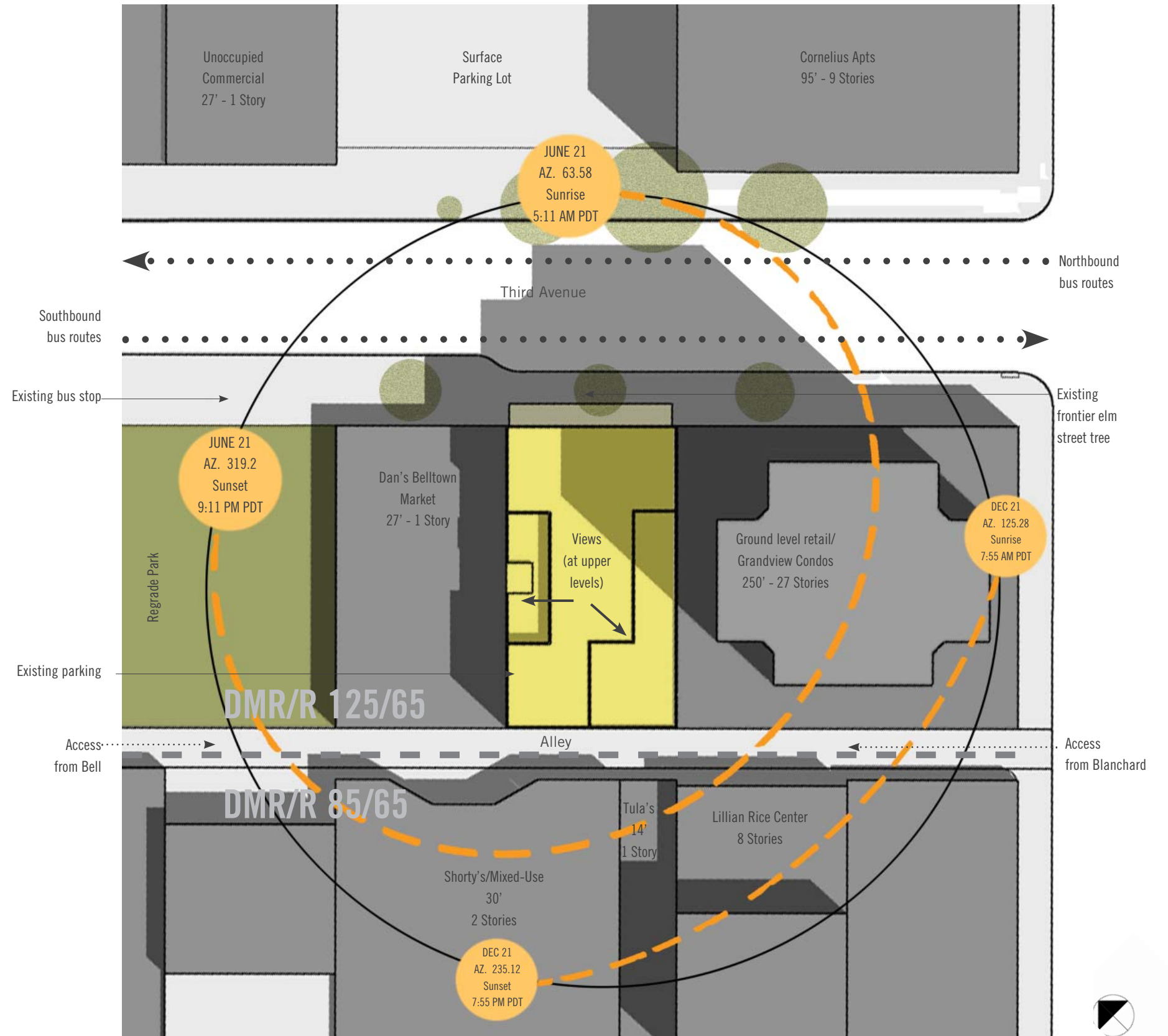
Pedestrian Circulation

Pedestrian access to the site occurs from both Third Avenue and the alley. Congestion can occur in front of Dan's Grocery due to a combination of customers and commuters waiting for buses.

Icon/Character Buildings

The Cornelius Apartments, located across the street is identified as a iconic building in the Belltown Urban Center Village Design Guidelines.

The Lillian Rice Building is located west of the site directly in front of the Grandview Condominiums.



SITE PLAN

A-1 Respond to the Physical Environment

See B-1 and B-4.

B-1 Respond to the Neighborhood Context

Ground-level retail with transparent storefronts extends the length of commercial frontage.

Durable exterior materials

Bicycle parking/zip car access from alley.

Upper level building setbacks oriented to allow for greatest light and air at Grandview Condos - this is a change from the EDG scheme.

B-2 Create a Transition in Bulk and Scale

See Level 7 Plan, Elevations, Grandview 3D Views

B-3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area

See B-1.

B-4 Design a Well-Proportioned & Unified Building

See Elevations

C-1 Promote Pedestrian Interaction

Transparent retail storefronts extend the entire length of commercial frontage.

±14' storefront bays offer flexibility for a single or multiple tenants.

Operable clerestories above fixed glazing

Building materials are durable and commercial in character.

C-2 Design a Facade of Many Scales

See Elevations

C-2 Provide Active - Not Blank - Facades

See Elevations

C-4 Reinforce Building Entries.

Building number is located directly above residential entry.

Residential entry door is colored yellow - connects to residential level accent color.

Location of landscape planter separates/creates distinct zone between residential and commercial entries.

C-5 Encourage Overhead Weather Protection

Steel canopies with transparent glazed infill runs the length of the facade.

C-5 Develop Alley Facade

Alley developed as a primary building facade. See West Elevation.

D-2 Enhance the Building with Landscaping

D-3 Provide Elements that Define the Place

Consolidated planter between the commercial and residential entries creates a buffer between residential and commercial entries.

Planter sized for potential sidewalk retail activity.

D-5: Provide Adequate Lighting

Canopy lighting, recessed soffit lighting on Third Ave.

Wall-mounted LED sconces and soffit lighting on the alley.

D-6 Design for Personal Safety & Security.

Clear lines of sight at all Third Avenue entries and alley entries.

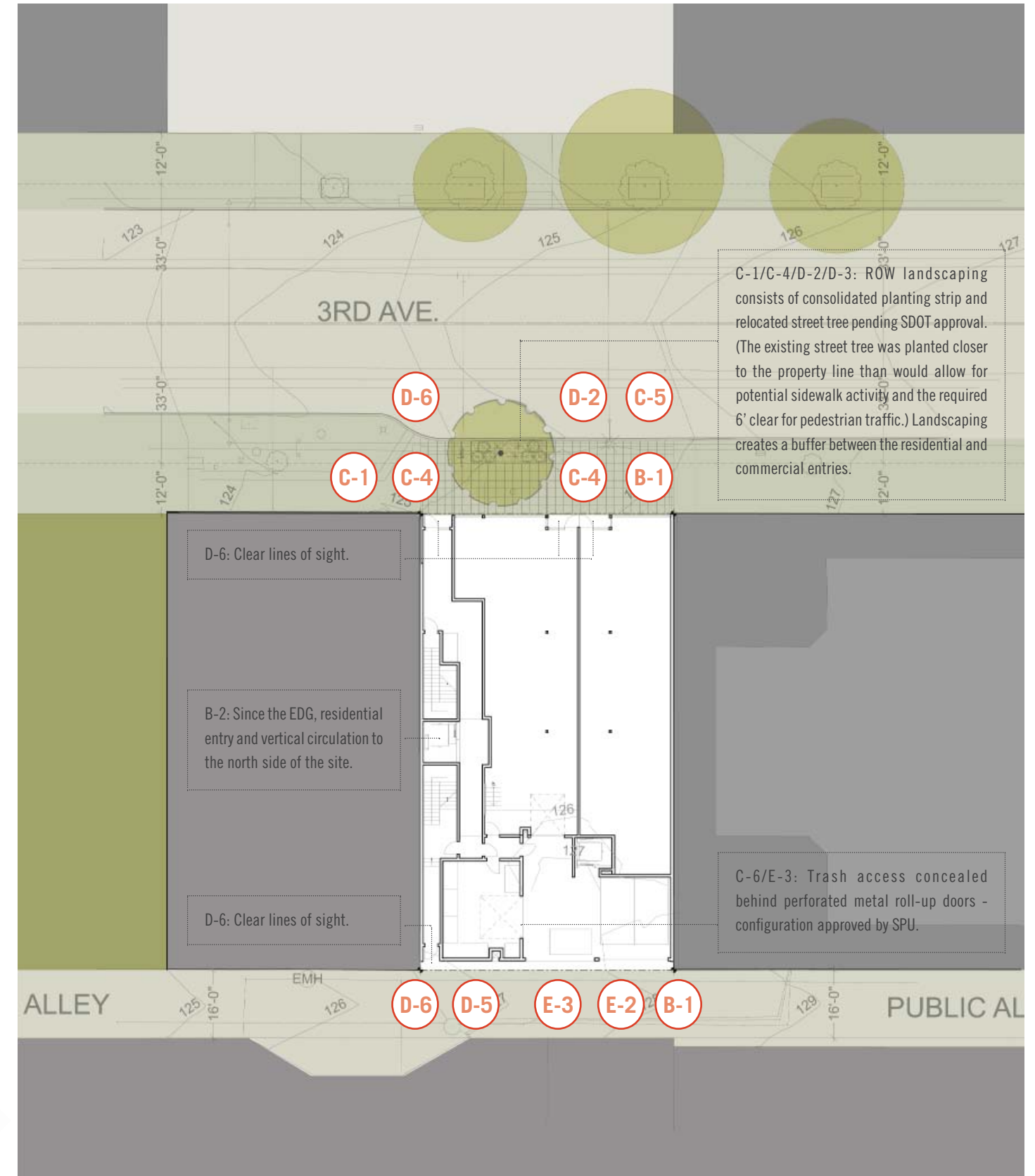
Perforated Roll-up garage doors at alley provide limited views into/out of parking loading area.

E-2 Integrate Parking Facilities

See Plans/Elevations.

E-3 Minimize the Presence of Service Areas

Perforated metal roll-up doors screen car-share parking and bike elevator access from the alley.



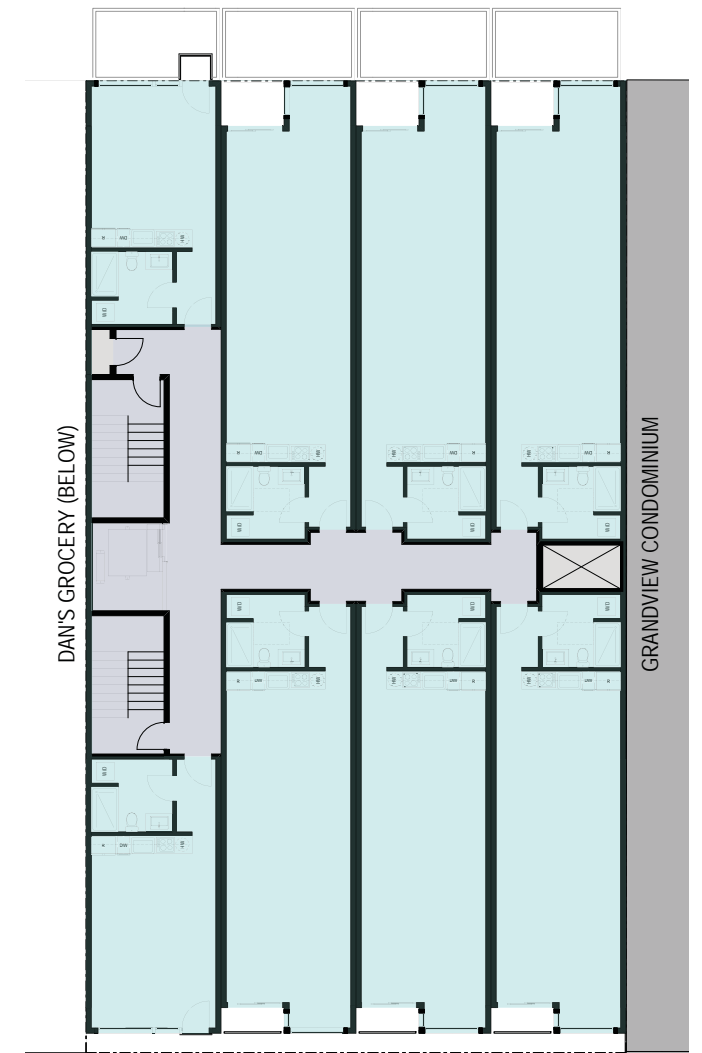
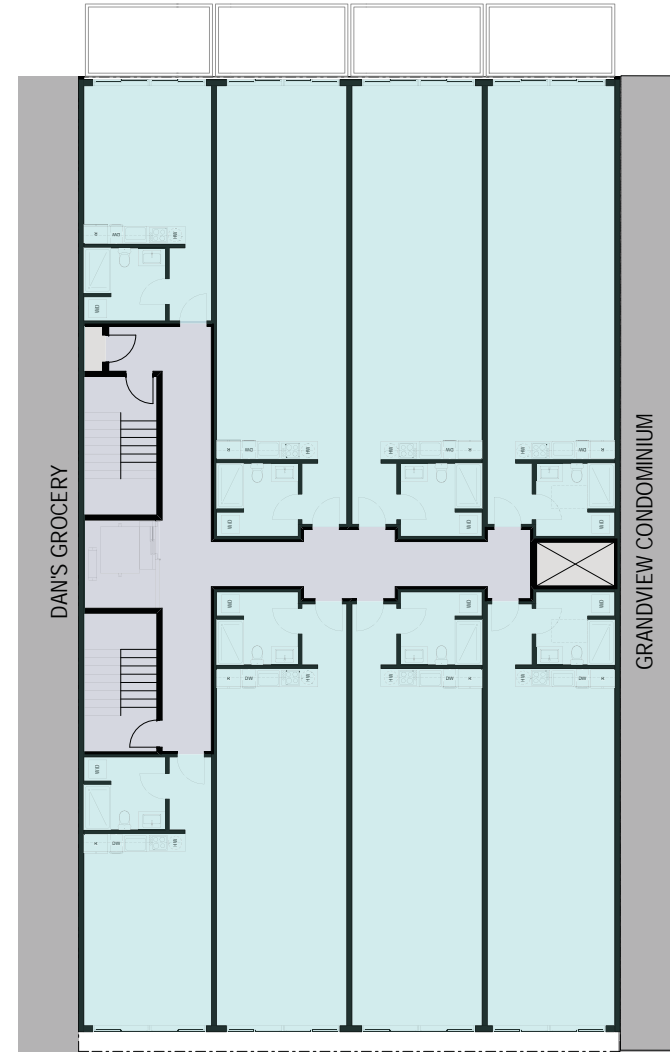
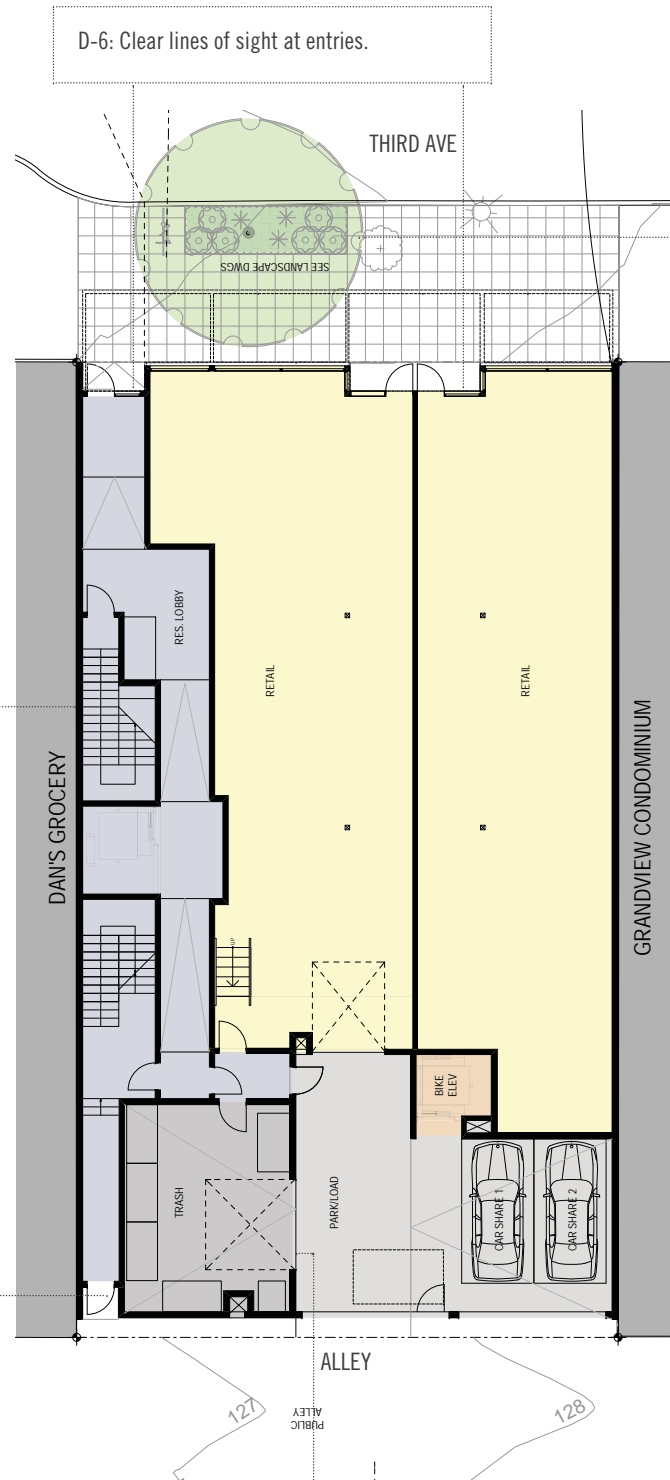
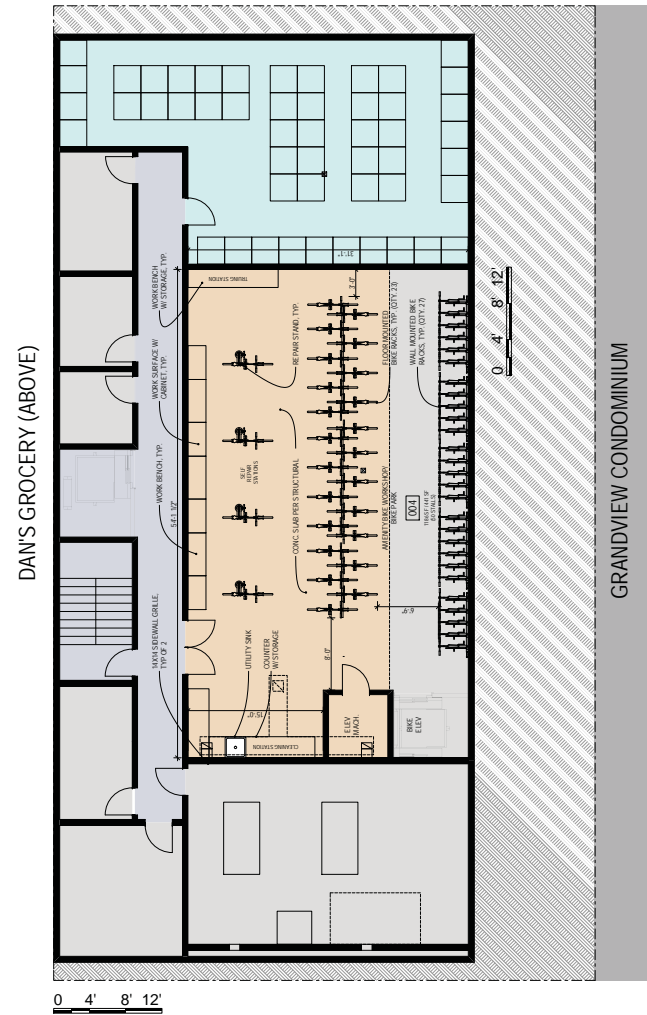
Note: EDG response keynotes added 04/14/12

BUILDING PLANS

B-2: Residential entry and vertical circulation to the north side of the site, which puts the Level 7 outdoor amenity space and semi-private residential decks on the south side of the building.

D-6: Clear lines of sight at entries.

C-1/C-4/D-2/D-3: ROW consolidated planting strip and relocated street tree (pending SDOT approval) Landscaping creates a buffer between the residential and commercial entries.



BASEMENT

GROUND FLOOR/LEVEL 1

LEVEL 2

LEVEL 3

D-6: Clear lines of sight at entries.

C-6/E-3: Trash/parking access concealed behind perforated metal roll-up doors - configuration approved by SPU.

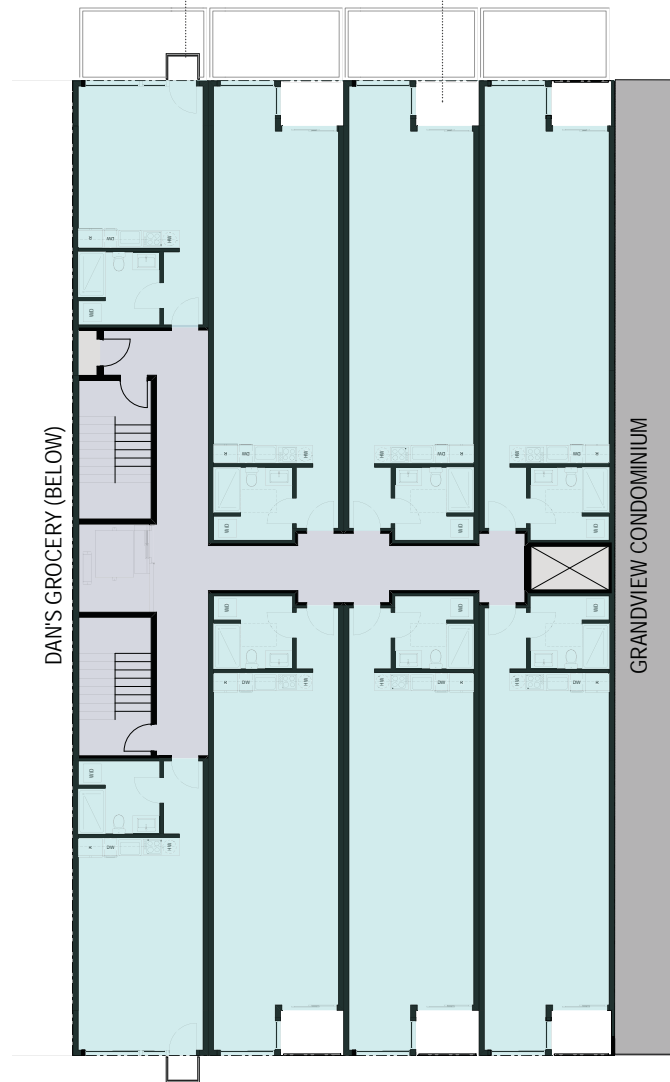
- Retail
- Residential
- Circulation
- Indoor Amenity
- Outdoor Amenity
- Park/Load/Utility

Note: EDG response keynotes added 04/14/12

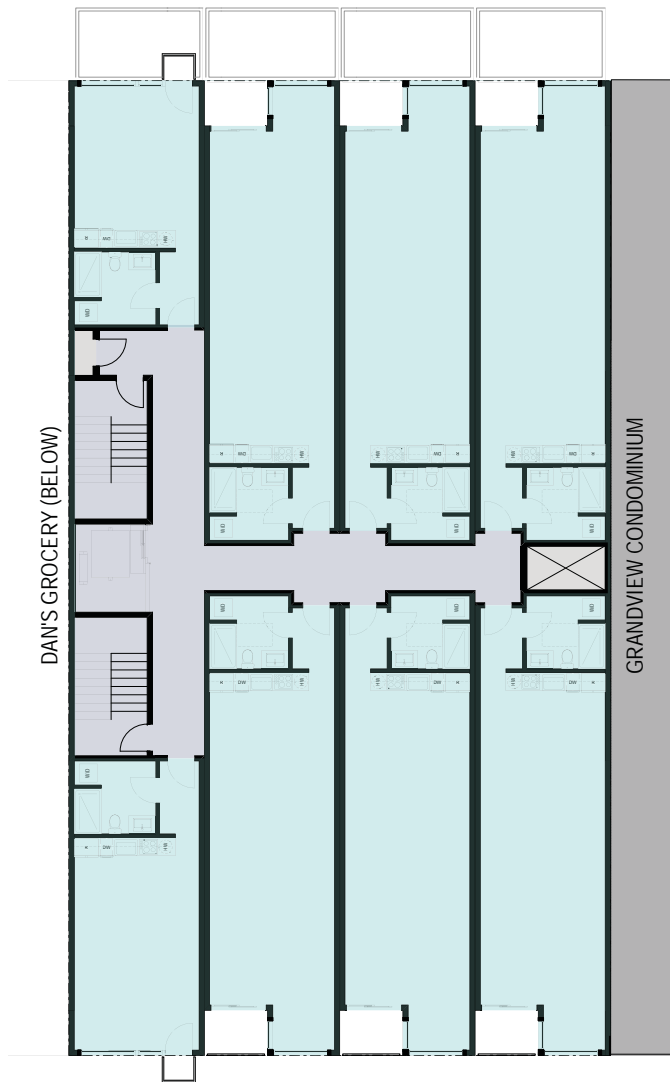
B-1/B-4/C-2: Recessed and cantilevered decks give east and west facades actual depth.

B-4: Starting at Level 7, the building was reorganized to create a consistent street-facing façade, similar to EDG Alternate 2 per the Board's suggestion.

B-2: Starting at Level 7, the building sets back from the south property line for 70% of the south lot line. The setbacks range from 15'-30'. Grandview facing units are setback an additional ±16' (to face of Grandview building wall).



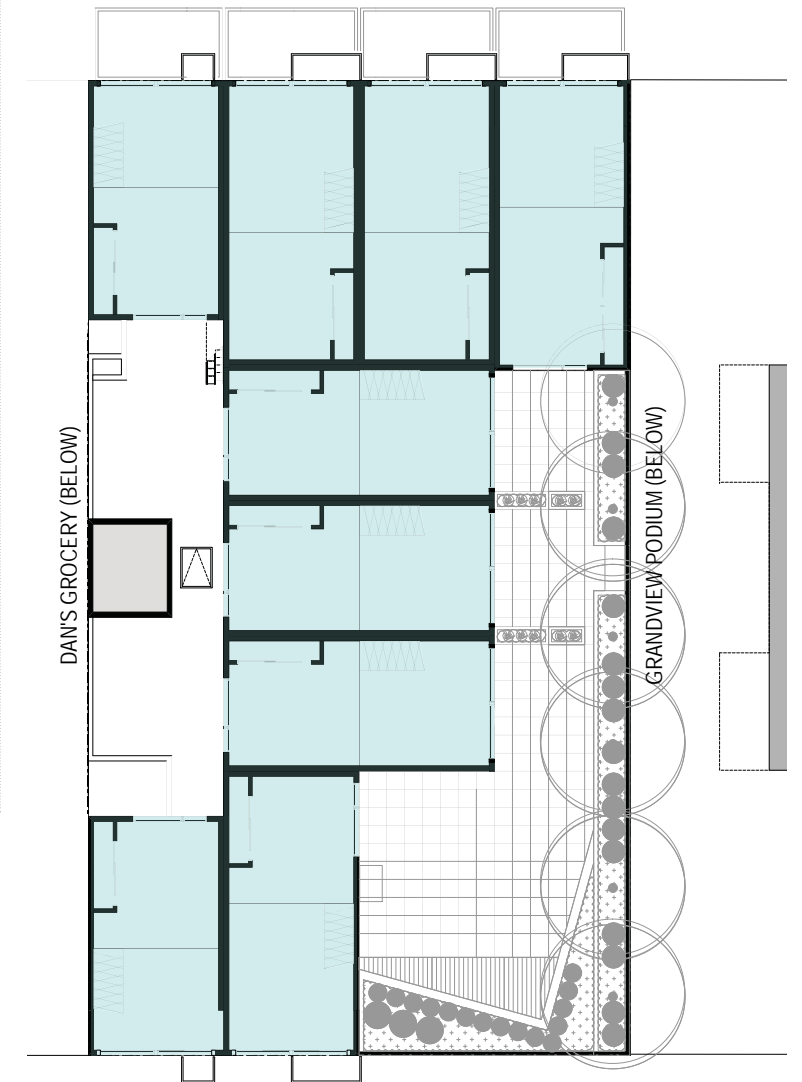
LEVELS 4 & 6 TYPICAL



LEVEL 5



LEVEL 7



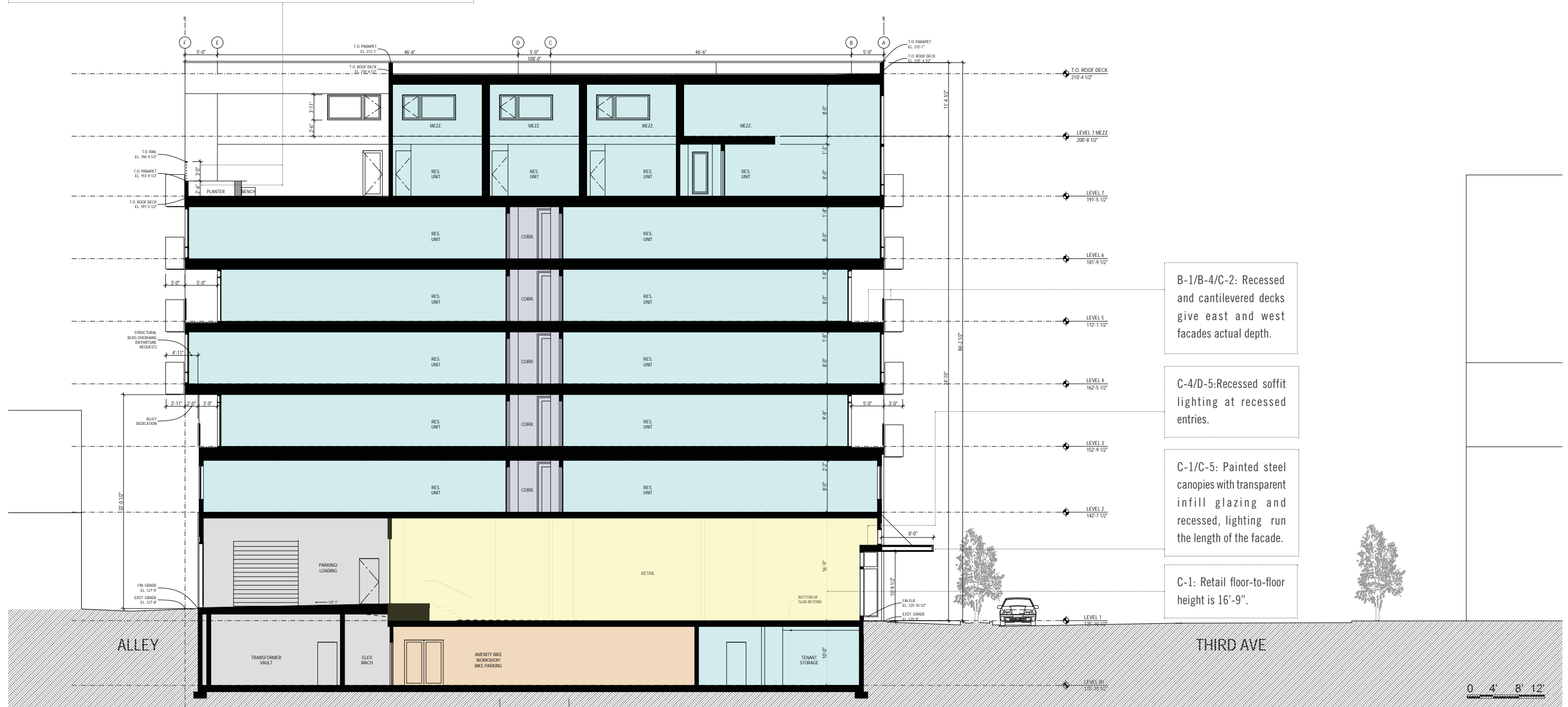
LEVEL 7 MEZZANINE

B-2: Solar access to the west remains unobstructed for the adjacent 4 levels of north facing condo units.

Note: EDG response keynotes added 04/14/12

BUILDING SECTION

B-2: Parapet wall at Level 7 roof deck is 2'-6" (min height required for planter) with horizontal metal/cable rail above. (Guardrail height needs to be 42" above the planter dirt, which is 2' high). Rail at south property line (Grandview) is the same and intended to allow for maximum solar access to adjacent condo.



B-1/B-4/C-2: Recessed and cantilevered decks give east and west facades actual depth.

C-4/D-5: Recessed soffit lighting at recessed entries.

C-1/C-5: Painted steel canopies with transparent infill glazing and recessed, lighting run the length of the facade.

C-1: Retail floor-to-floor height is 16'-9".

Note: EDG response keynotes added 04/14/12



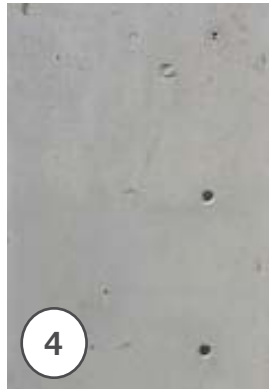
1
BRICK - "COAL CREEK MISSION TEXTURE"
MUTUAL MATERIALS



2
SMOOTH FACE METAL PANEL - "XL MEDIUM GRAY" OR SIM
CENTRIA OR SIM



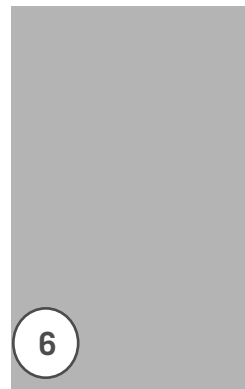
3
SMOOTH FACE METAL PANEL - CUSTOM COLOR TBD
CENTRIA OR SIM
(ALSO TO BE USED ON RESIDENTIAL MTL DOORS)



4
ARCH CONCRETE



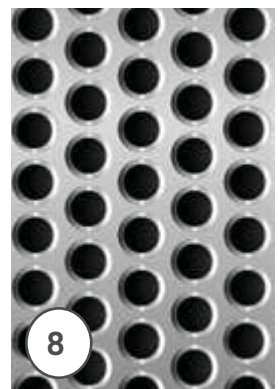
5
PAINTED STEEL - BLACK



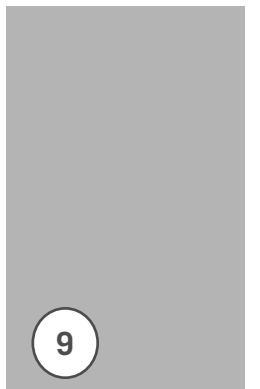
6
CLEAR ANODIZED ALUM



7
STAINLESS RAIL



8
PAINTED PERFORATED
METAL RAIL, METALLIC
GRAY



9
ALUM-CLAD WOOD WIN/
PAINTED STEEL CANOPY/
TRIM - METALLIC GRAY



10
PAINTED FIBER CEMENT PANEL, COLOR SIM/BASED ON #2



11
PAINTED FIBER CEMENT PANEL



12
PAINTED FIBER CEMENT PANEL, COLOR SIM/BASED ON #3

EAST ELEVATION

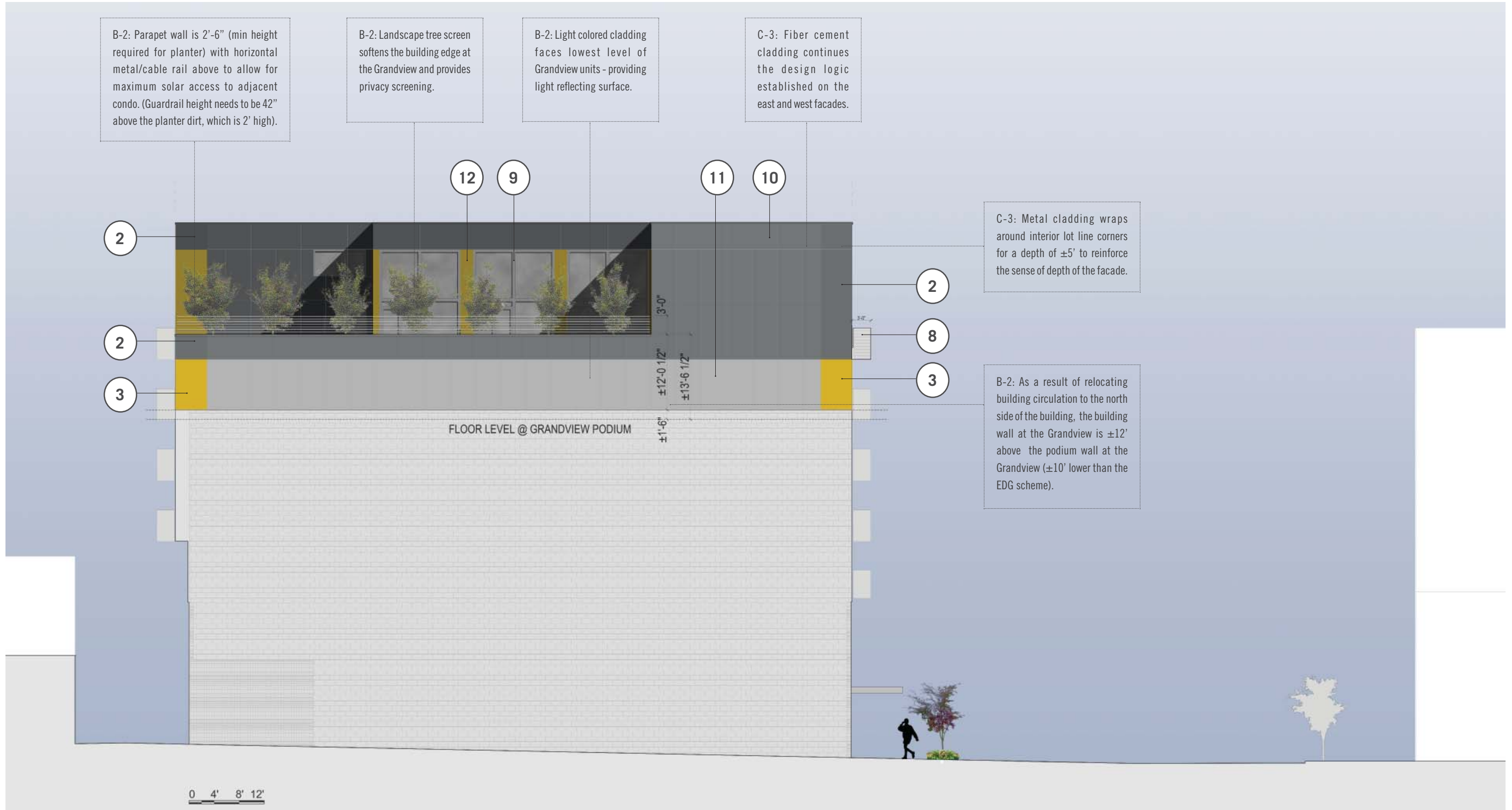


Note: EDG Response keynotes added 04/14/12



Note: EDG Response keynotes added 04/14/12

SOUTH ELEVATION



B-2: Parapet wall is 2'-6" (min height required for planter) with horizontal metal/cable rail above to allow for maximum solar access to adjacent condo. (Guardrail height needs to be 42" above the planter dirt, which is 2' high).

B-2: Landscape tree screen softens the building edge at the Grandview and provides privacy screening.

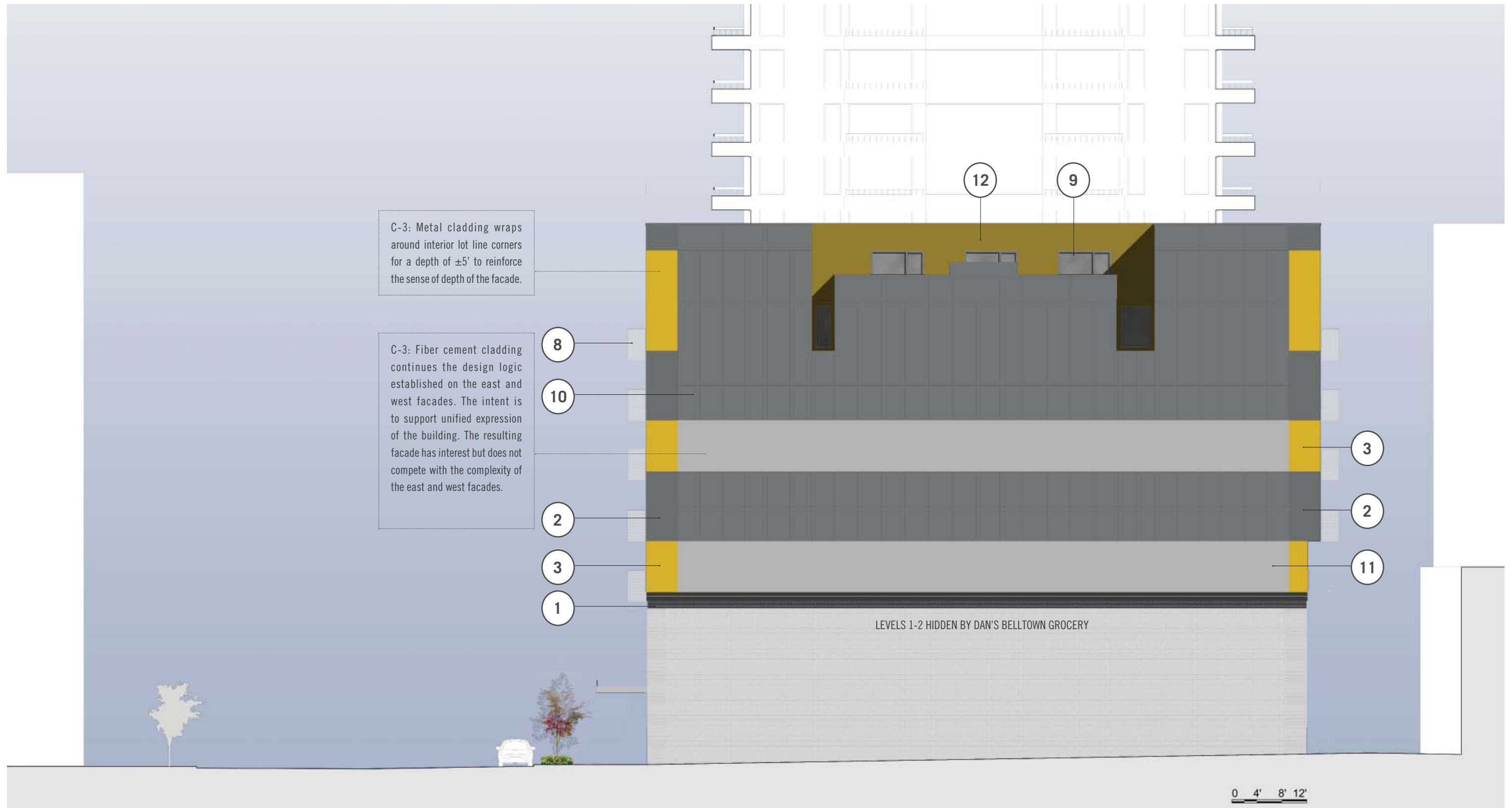
B-2: Light colored cladding faces lowest level of Grandview units - providing light reflecting surface.

C-3: Fiber cement cladding continues the design logic established on the east and west facades.

C-3: Metal cladding wraps around interior lot line corners for a depth of ±5' to reinforce the sense of depth of the facade.

B-2: As a result of relocating building circulation to the north side of the building, the building wall at the Grandview is ±12' above the podium wall at the Grandview (±10' lower than the EDG scheme).

Note: EDG Response keynotes added 04/14/12



Note: EDG Response keynotes added 04/14/12

ENLARGED ELEVATION @ ALLEY (WEST ELEVATION)



C-4/D-5: Recessed soffit lighting at recessed entry

D-6: Clear lines of sight at entry.

C-6/D-6: Keypad provides access for the roll-up doors.

C-6/D-5: Wall-mounted LED lighting illuminates alley for safety with focus on points of pedestrian/bike contact with building.

C-6/E-3: Trash access concealed behind perforated roll-up doors - configuration approved by SPU.

C-6/E-2/E-3: Perforated metal roll-up doors, screen and provide access to the bicycle elevator, car-share parking and trash/loading areas. Loading door will have keyed man-door. Car-share door will have zip car signage.

Note: EDG Response keynotes added 04/14/12



C-1/C-5: Painted steel canopies with transparent infill glazing and recessed canopy lights run the length of the facade.

C-1: Retail frontage has transparent glazing for the length of the retail. Large bay sizes will accommodate large sliding doors to support more extensive sidewalk activity if desired by tenant.

B-1: Building materials are durable and commercial in character.

C-4/D-5: Metal residential entry door is yellow - links to residential level accent color. Building number signage is large metal dimensional letters located above residential entry. Soffit lighting and indoor lobby illumination will provide additional entry reinforcement.

Note: EDG Response keynotes added 04/14/12

C-1/C-4/D-2/D-3: ROW consolidated planting strip and relocated street tree (pending SDOT approval) Landscaping creates a buffer between the residential and commercial entries.

C-1: "Half-size" retail bay can be used as a walk-up window. The location (near the bus stop), width and overhead weather protection makes it appropriate for a walk-up retail window if an appropriate tenant is secured.

LANDSCAPE MATERIALS



Chloe Streetscape



Restaurant Fencing



Planting Strips, the Chloe



Tree Planting (with Tree Pit Guard), the Pearl



Plantings in Concrete Planter, VEER Lofts



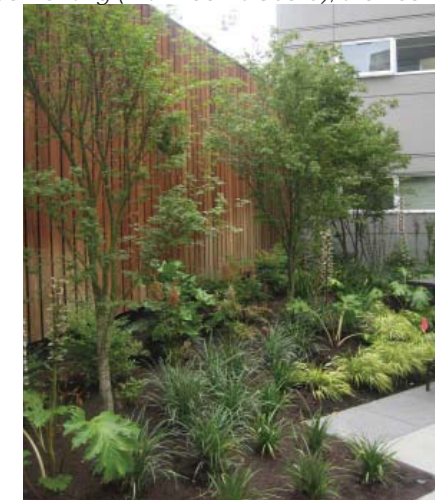
Plantings in Concrete Planter, 222 Queen Anne



Wood Privacy Screen, Othello Station



Tournesol Planter, The Chloe



Podium Level Plantings, The Pearl



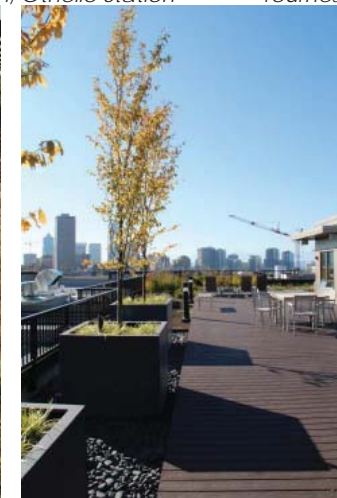
Pavers, Trex Decking, Othello Station



Tray Planters, The Packard



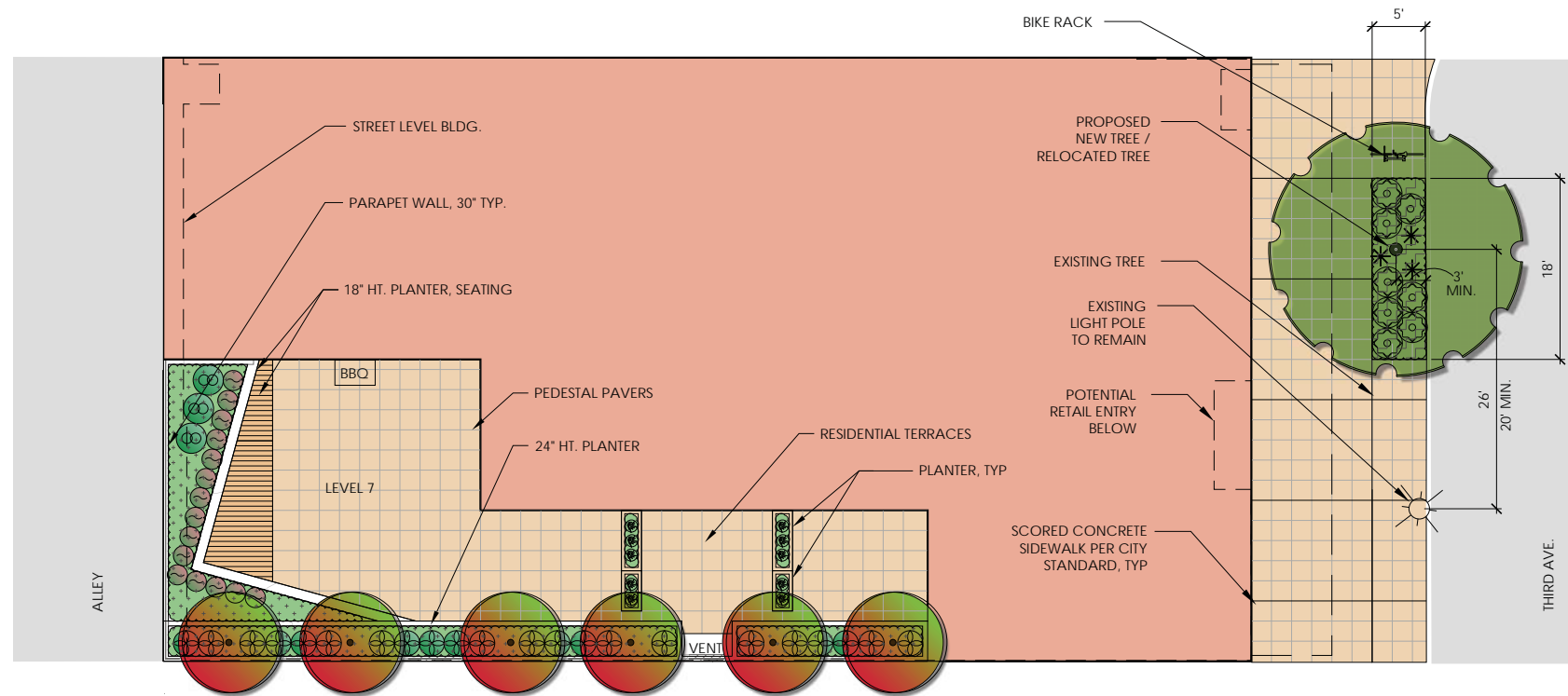
Tray Planters, Othello Station



Tournesol Planter, The Chloe



(Amaroo) Planter, The Packard



RIGHT-OF-WAY
 LANDSCAPING REQUIRED IN STREET RIGHT-OF-WAY (23.49.162.F.2)
 1.5 X 60' STREET FRONTAGE = 90 SF
 LANDSCAPE PROVIDED AT THIRD AVE.: 90 SF

MATERIALS AND FINISHES

PAVING:

SIDEWALK PAVING-TYPE A
 PER COS STD PLAN 420

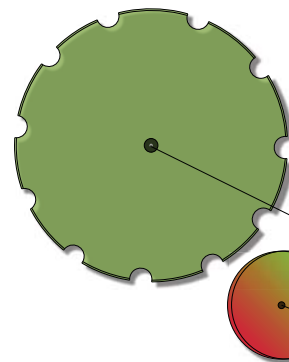
NOTES:

1. ALL PAVEMENT TYPE A UNLESS OTHERWISE NOTED.
2. SEE CIVIL FOR PAVEMENT DIMENSIONS

SITE FURNITURE IN ROW:

BIKE RACK
 INVERTED U-RACK
 MODEL BR-1 (1 LOOP=3 BIKES), SURFACE MOUNTED
 COLOR: BLACK
 BY FAIRWEATHER SITE FURNISHINGS
 1.800.323.1798
 INSTALL PER MFR. RECOMMENDATIONS

Landscape Plan
 scale 1/8" = 1' - 0"



PLANT LIST

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | CONDITION | SPACING |
|---|---------------------------------------|----------------------------|-------------|-----------|----------|
| STREET TREE (TENTATIVE APPROVAL PER SDOT ARBORIST, BILL AMES 02/10/2012 EMAIL) | | | | | |
| | ULMUS 'FRONTIER' | 'FRONTIER' ELM | 2-1/2' CAL. | B&B | PER PLAN |
| TREES | | | | | |
| | ACER PALMATUM (GREEN) | JAPANESE MAPLE (GREEN) | 8'-10' HT. | B&B | PER PLAN |
| SHRUBS & GROUNDCOVERS | | | | | |
| | LONICERA PILEATA | PRIVET HONEYSUCKLE | 2 GAL. | CONT. | PER PLAN |
| | NANDINA DOMESTICA 'MOON BAY' | 'MOON BAY' HEAVENLY-BAMBOO | 2 GAL. | CONT. | 24" O.C. |
| | PIERIS JAPONICA 'CAVATINE' | 'CAVATINE' COMPACT PIERIS | 5 GAL. | CONT. | 36" O.C. |
| | VIBURNUM DAVIDII* | DAVID'S VIBURNUM | 5 GAL. | CONT. | 30" O.C. |
| * ACCENT PERENNIALS & GRASSES (PLACED IN THE FIELD BY LA) | | | | | |
| | BLECHNUM SPICANT | DEER FERN | 1 GAL. | CONT. | |
| | HEMEROCALLIS X HYBRIDS 'STELLA D'ORO' | 'STELLA D'ORO' DAYLILY | 1 GAL. | CONT. | |
| | HELLEBORUS ORIENTALIS | HELLEBORE (WHITE & PINK) | 1 GAL. | CONT. | |

GROUND COVERS MIXES

| | | | | |
|-------------------------------------|--------------------------------------|--------|-------|----------|
| 60% STIPA TENUISSIMA | 60% MEXICAN FEATHER GRASS | 1 GAL. | CONT. | 18" O.C. |
| 25% LIATRIS SPICATA 'KOBOLD' | 25% 'KOBOLD' LIATRIS | 1 GAL. | CONT. | 18" O.C. |
| 25% IMPERATA 'RED BARON' | 25% 'RED BARON' JAPANESE BLOOD GRASS | 1 GAL. | CONT. | 18" O.C. |
| 50% EPIMEDIUM ALPINUM | 50% EPIMEDIUM | 1 GAL. | CONT. | 18" O.C. |
| 25% ASTILBE X ARENSII 'DEUTSCHLAND' | 25% 'DEUTSCHLAND' ASTILBE | 1 GAL. | CONT. | 18" O.C. |
| 25% POLYSTICHUM MUNITUM | 25% SWORD FERN | 1 GAL. | CONT. | 18" O.C. |

PLANTER POTS

| | | | | |
|--|------------------------------------|-----------------------|--------|----------------|
| EACH 2'X4' PLANTER TO BE PLANTED WITH THE FOLLOWING: | | | | |
| (2) | BAMBUSA MULTIPLEX 'GOLDEN GODDESS' | GOLDEN GODDESS BAMBOO | 5 GAL. | CONT. AS SHOWN |
| (14) | OPHIPOGON PLANISCAPUS 'NIGRESCENS' | BLACK MONDO GRASS | 4" POT | CONT. |
| EACH 2'X6' PLANTER TO BE PLANTED WITH THE FOLLOWING: | | | | |
| (3) | BAMBUSA MULTIPLEX 'GOLDEN GODDESS' | GOLDEN GODDESS BAMBOO | 5 GAL. | CONT. AS SHOWN |
| (18) | OPHIPOGON PLANISCAPUS 'NIGRESCENS' | BLACK MONDO GRASS | 1 GAL. | CONT. |



CONTACT DAWN BUSHNAQ, ARCHITECT
 TEL 206.963.6306 BUSHNAQ STUDIO, LLC
 MAIL 5007 S. GENESEE STREET SEATTLE, WA 98118
 EMAIL DAWN@BUSHNAQSTUDIO.COM

Karen Kiest | Landscape Architects

111 west john street suite 305
 seattle washington 98119
 tel 206 323 6032

2217 Third Avenue Seattle, WA 98121

DRB 04.24.12
 MUP Submittal 02.16.12

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Landscape Plan

L1.0

LANDSCAPE MATERIALS



TREES
Frontier Elm
Ulmus 'Frontier'



Japanese Maple
Acer palmatum



SHRUBS
Privet Honeysuckle
Lonicera pileata



'Moon Bay' Heavenly Bamboo
Nandina domestica 'Moon Bay'



'Cavatine' Compact Pieris
Pieris japonica 'Cavatine'



David's Viburnum
Viburnum davidii



Bambusa multiplex 'Golden Goddess'
Golden Goddess Bamboo



ACCENTS
'Stella D'Oro' Daylily
Hemerocallis 'Stella D'Oro'



Hellebore
Helleborus orientalis



Mexican Feather Grass
Stipa tenuissima



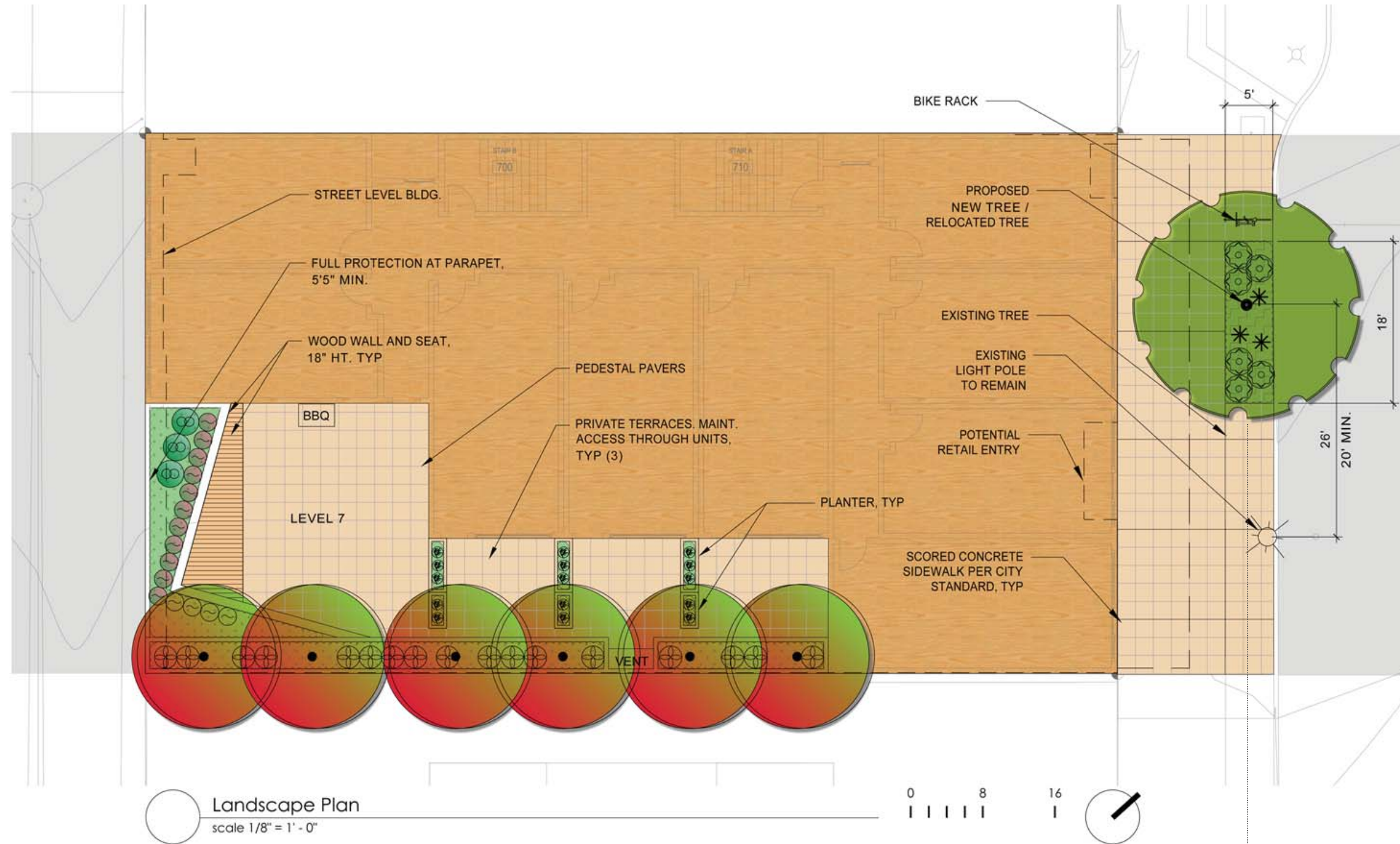
'Kobold' Liatris
Liatris spicata 'Kobold'



'Deutschland' Astilbe
Astilbe x arendsii 'Deutschland'



Black Mondo Grass
Ophiopogon planiscapus 'Nigrescens'



Landscape Plan
scale 1/8" = 1' - 0"

PROPOSED LANDSCAPE PLAN, REFER ALSO TO L1.0 & L1.1

C-1/C-4/D-2/D-3: ROW landscaping consists of consolidated planting strip and relocated street tree pending SDOT approval. (The existing street tree was planted closer to the property line than would allow for potential sidewalk activity and the required 6' clear for pedestrian traffic.) Landscaping creates a buffer between the residential and commercial entries.

Note: EDG Response keynotes added 04/14/12

TRANSPORTATION AMENITIES/ALLEY ACCESS

Bike parking and the bike self-repair workshop are collocated at B1. A dedicated bicycle elevator is provided in the parking/loading off the alley. Car-share parking is located at L1 off the alley.

There are similar paths of access for bikers and car-share customers. The most direct route is from the alley. Solid red and blue lines in the diagram below show the direct route from the alley. Car-share customers will be given a keypad access to the car-share roll up door. The keypad access is located on the exterior wall of the trash room. Bikers can enter by keypad or a keyed man-door in one of the roll-up doors.

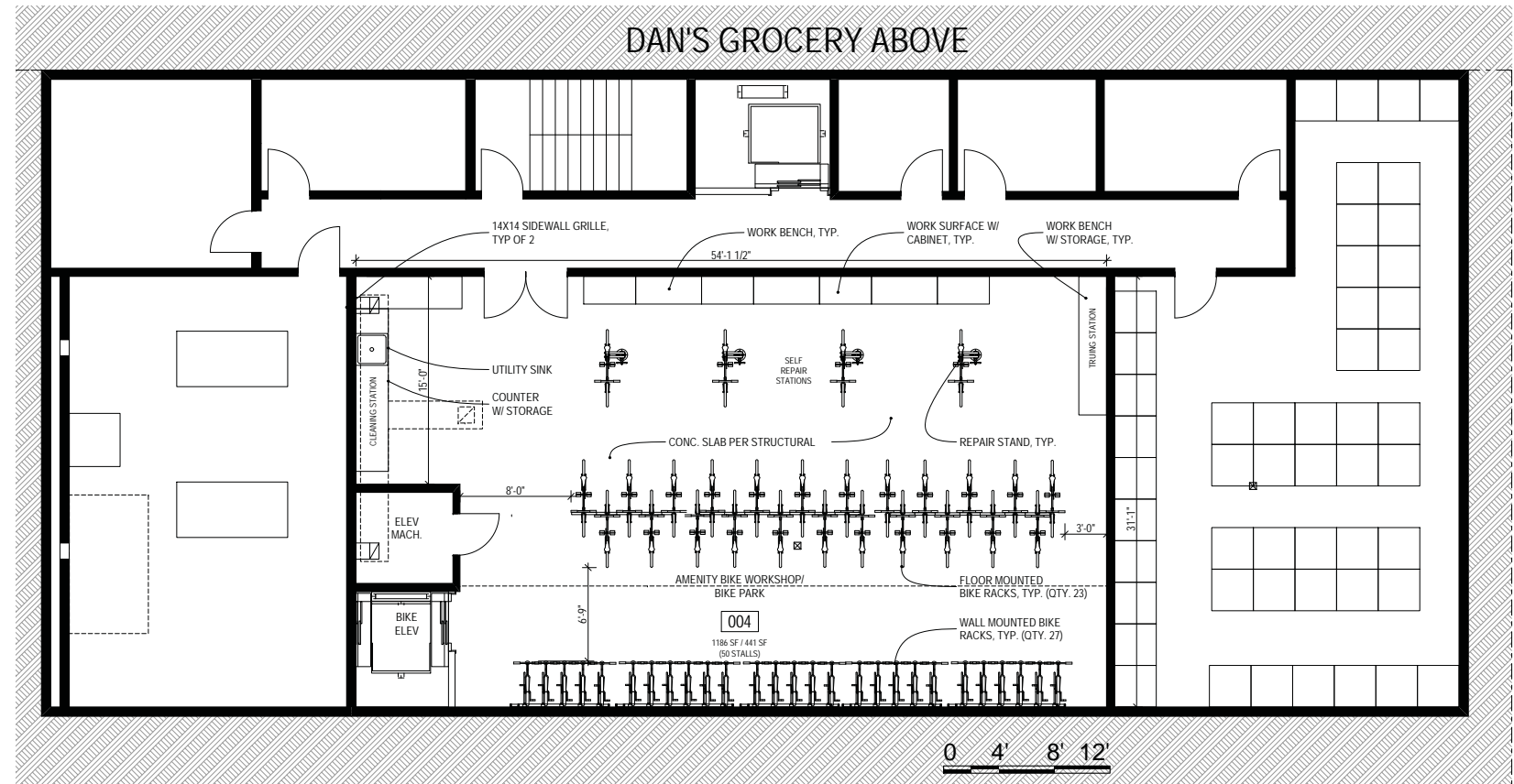
The residential entry of Third Avenue is a secondary path of access for both types of users. Car-share customers will receive temporary keypad access codes in order to enter off Third Avenue. A second level of security will be provided at the residential elevator.

Self Repair Workshop

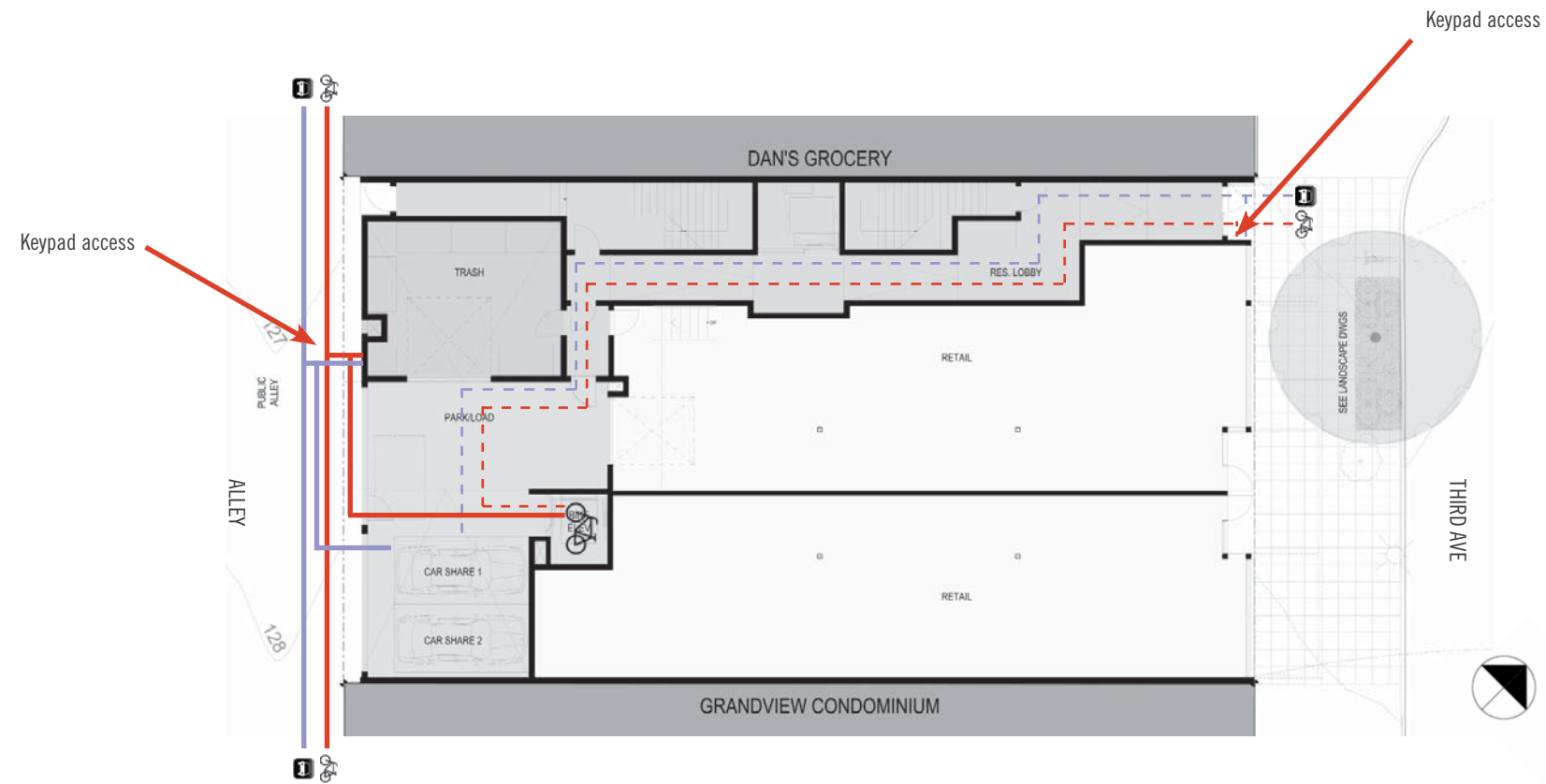
Preliminary plan for the self-repair workshop is at the right. It is based on research including consultation with individuals from Bike Works, Cascade Bicycle Club and the University of Washington Transportation department, which has recently embarked on an initiatives to provide better bike support on campus.

Major items of note include:

- 4 bike repair stations. All agreed that more than this would be too much but that it is good to have a couple stations so that no one person commandeers the only station. 4 stations also offers the opportunity for small classes and demonstrations/mechanic site visits.
- Work surfaces/pumps near each station.
- Separate cleaning area with sink.
- Separate work surface for smaller projects (also possible truing station).
- Flat hard floor surface.
- Bright lighting.
- More than one style of bike rack/storage – wall mount is better for some people and more difficult for others.



LEVEL B1: BIKE PARKING AND SELF-REPAIR WORKSHOP



LEVEL 1: ACCESS DIAGRAM TO BIKE ELEVATOR/CAR-SHARE

CONCEPTUAL LIGHTING PLAN

Third Avenue lighting will include recessed canopy and soffit lighting, signage lighting, interior illumination from the Third Avenue storefronts and residential units. Alley lighting will consist of safety and security lighting located at points of access and entry for apartment dwellers and car-share customers.



RELATIONSHIP TO ROW/ADJACENT BLDGS



VIEW OF RETAIL FRONTAGE ON THIRD AVE



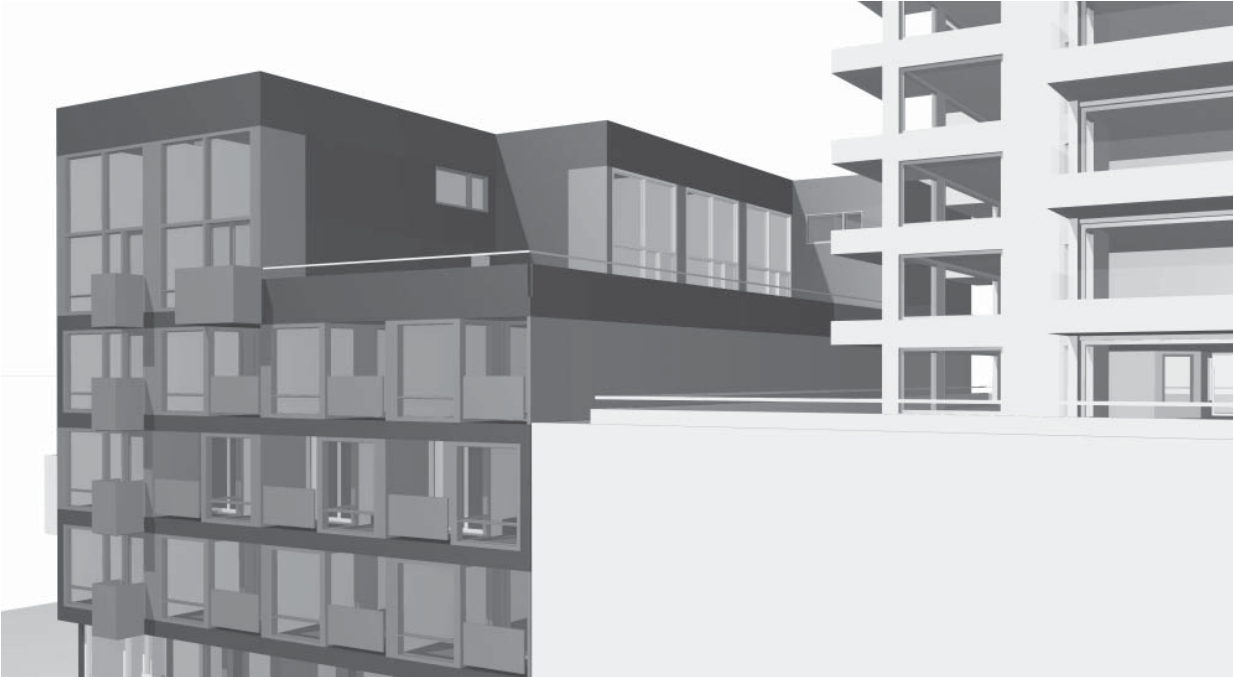
VIEW OF EAST FACADE ON THIRD AVE



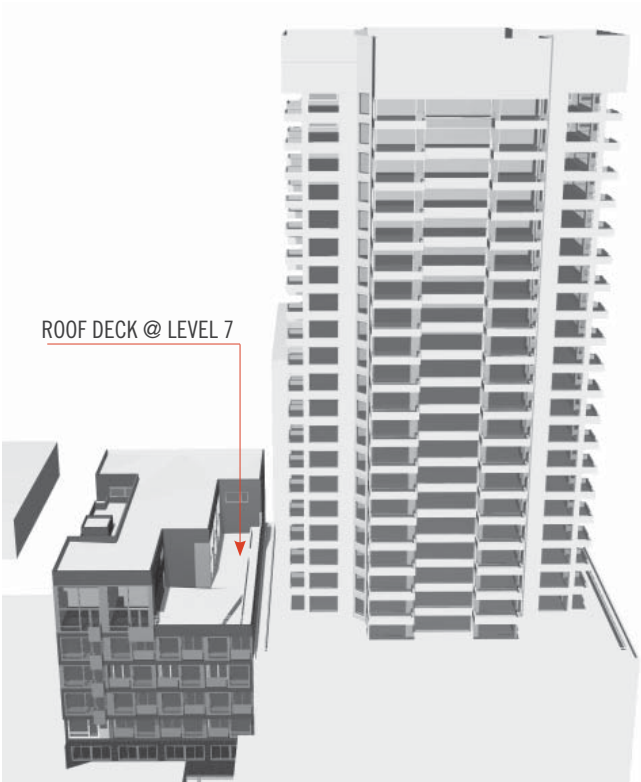
ENLARGED WEST ELEVATION SHOWING SETBACK DISTANCES FROM GRANDVIEW



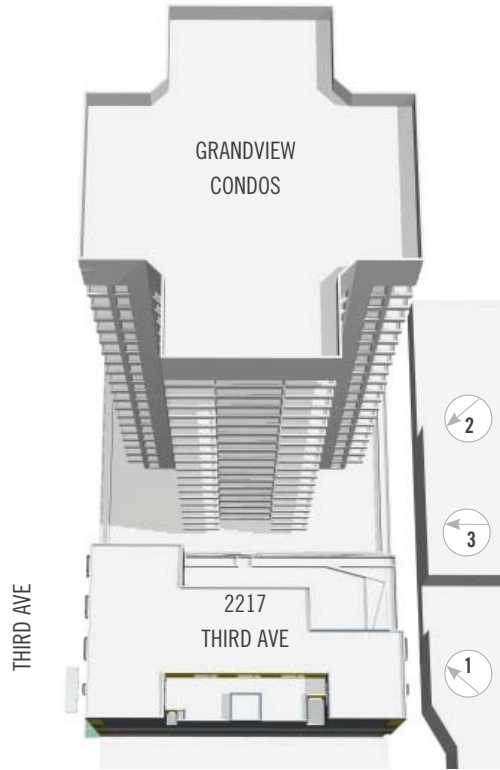
1 AERIAL VIEW FROM WEST, JUNE 21 @ 3 PM



2 CLOSE UP VIEW FROM SOUTH, JUNE 21 @ 3 PM



3 AERIAL VIEW FROM SOUTHWEST, JUNE 21 @ 3 PM



AERIAL VIEW FROM NORTHWEST, JUNE 21 @ 3 PM

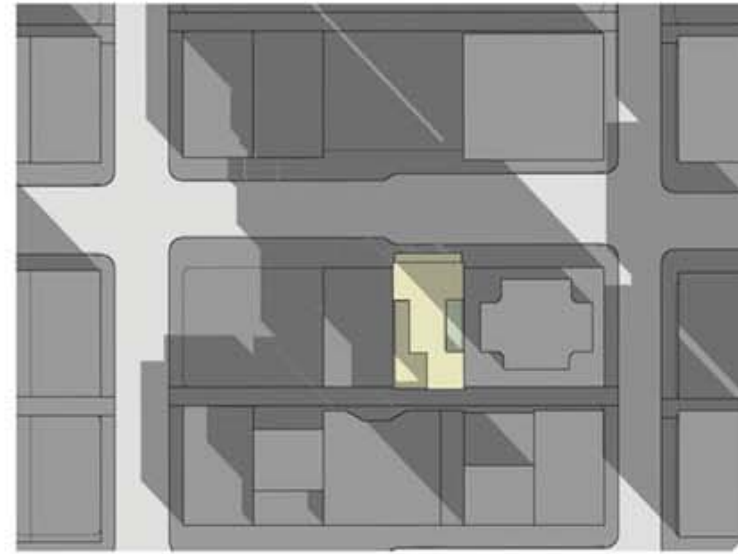
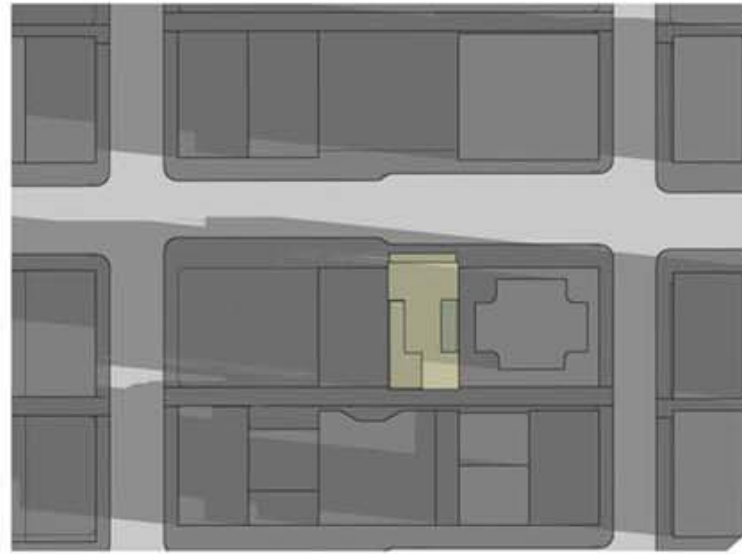
SHADOW STUDIES FOR MODIFIED EDG SCHEME

9:00 am

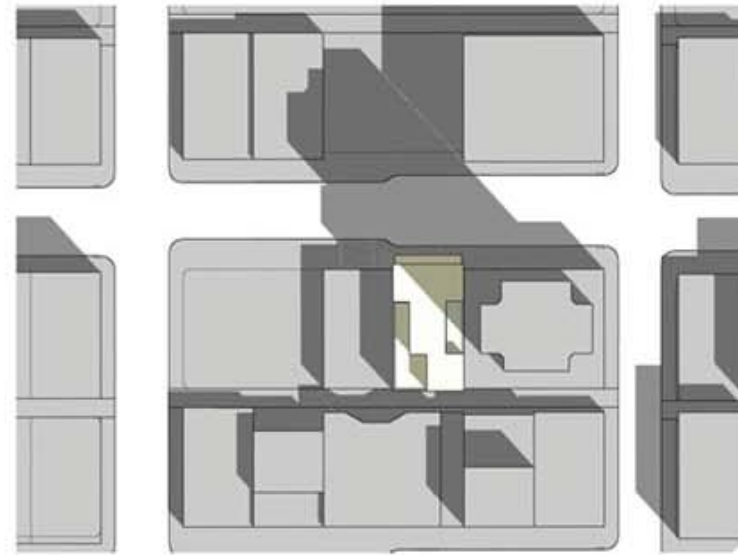
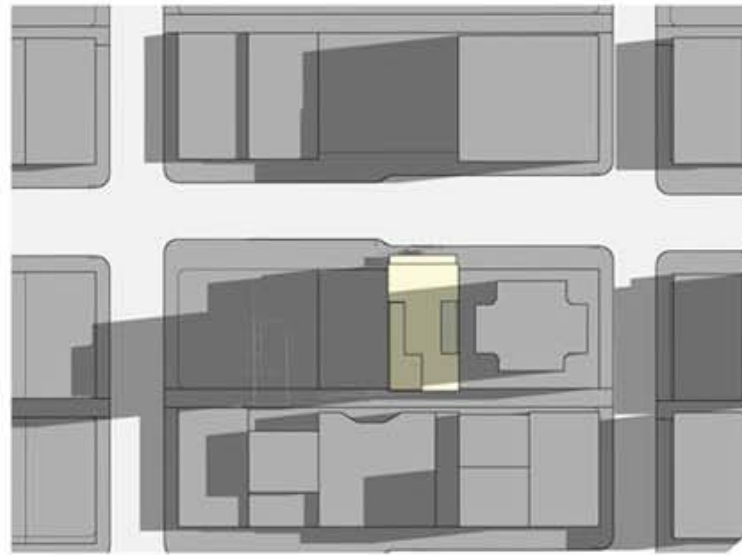
12:00 pm

3:00 pm

Winter Solstice- December 21st



Autumnal Equinox- September 21st



Summer Solstice- June 21st



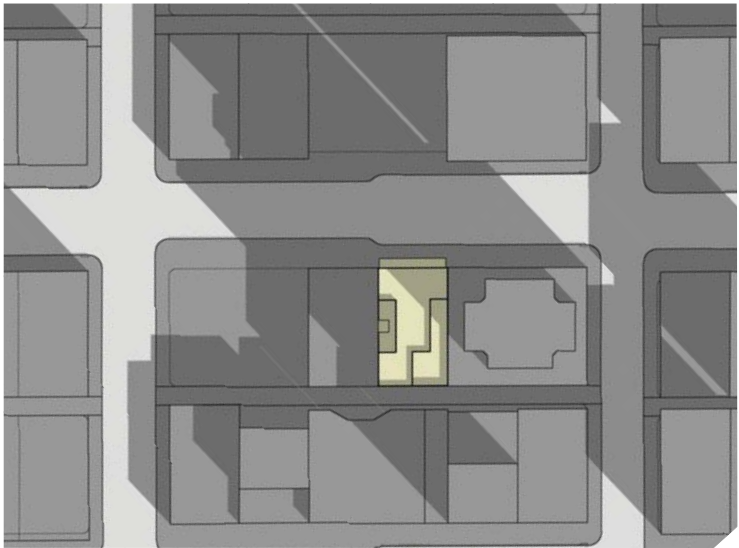
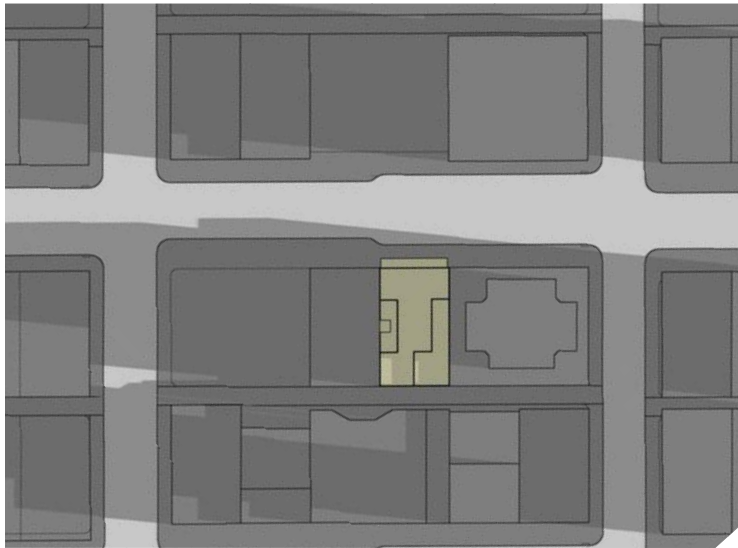
SHADOW STUDIES FOR PROPOSED SCHEME

9:00 am

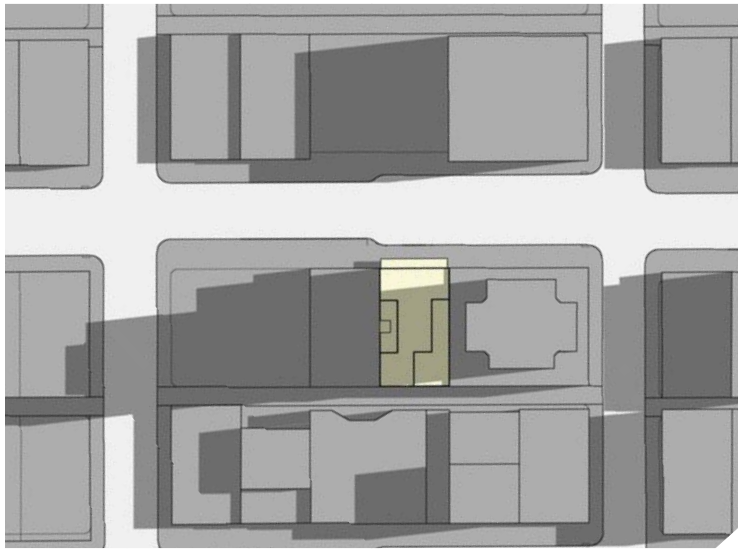
12:00 pm

3:00 pm

Winter Solstice- December 21st



Autumnal Equinox- September 21st



Summer Solstice- June 21st



DEPARTURE 1: LOT COVERAGE BETWEEN 65' AND 65'-10"

DEVELOPMENT STANDARD 23.49.158A.1.

Portions of structures above 65 feet shall not exceed the coverage limits in Table A for 23.49.158:

- 65' or less: 100% permitted
- 65'--85' 75% permitted
- 85'-125' 65% permitted

REQUEST/PROPOSAL

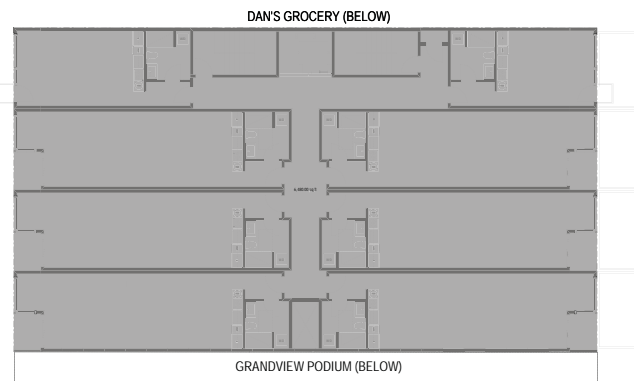
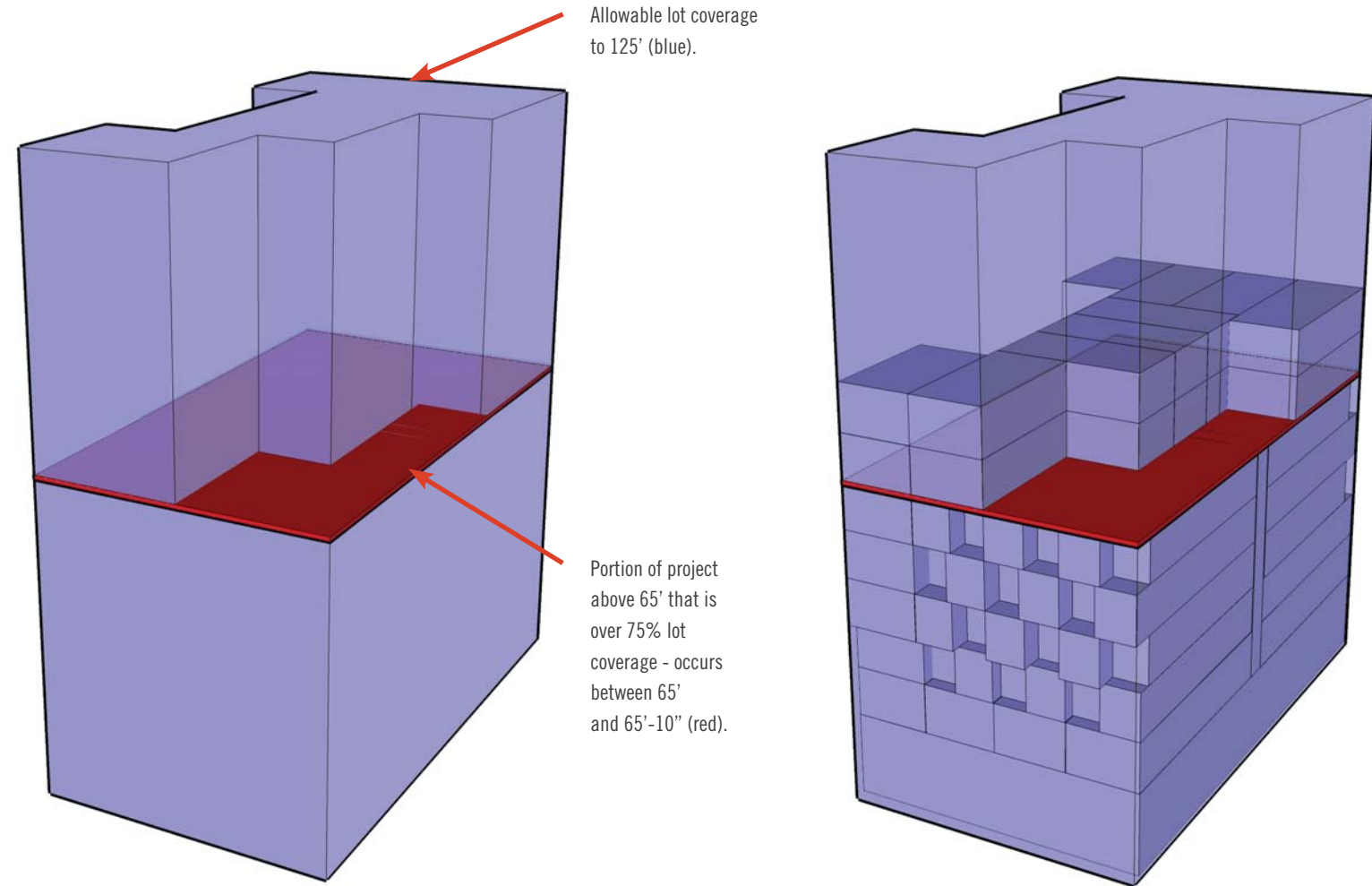
Allow 100% lot coverage between 65' and 65'-10".

RATIONALE

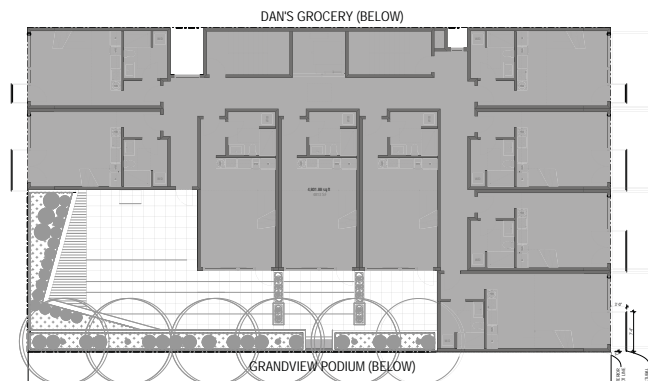
The code requires 13' floor to floor at the retail level. We increased the retail height to 16'-9" floor to floor. The intention is to make the retail spaces as attractive as possible. The added height allows for additional transparent glazing and the potential for a retail mezzanine.

The 10" lot coverage encroachment at Level 6 is due to this increased height at the Level 1. Neither Level 7 nor Level 7 mezzanine exceed the lot coverage. The average weighted lot coverage above 65' is 70% (see calcs).

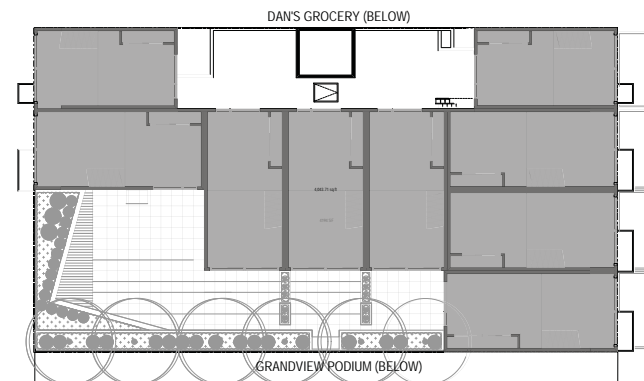
Since the EDG, the bulk of the building at Level 7 and higher has been shifted away from the Grandview. Additional measures to mitigate the effect of the proposed building on the Grandview include erosion of the height of the parapet wall at Level 7 and the tree screen. The shadow studies of the current scheme show no shadowing on the Grandview units. As a result, the 10" encroachment does not appear to consequentially change the height or bulk of the project and the increased commercial height adds to significantly viability of commercial space - with less than 16'-9, a retail mezzanine may not be possible.



L6 (UPPERMOST 10'') = 6480
 % LOT COVERAGE = 6480/6480 = 100% > 75%
 NOT COMPLIANT
 DEPARTURE REQUESTED



L7 = 4802
 % LOT COVERAGE = 4802/6480 = 74% < 75%
 COMPLIANT



L7 MEZZ = 4044 SF
 % LOT COVERAGE = 4194/6480 = 62% < 75%
 COMPLIANT

WEIGHTED LOT COVERAGE CALCULATION
 TOTAL BUILDING HEIGHT ABOVE 65' = 19.75'

L6 = .83' (10'') X 6480 SF = 5,378 CU. FT.
 L7 = 9.25' X 4802 SF = 44,419 CU. FT.
 L7 MEZZ = 9.67' X 4044 SF = 39,106 CU FT.

AVG LOT COVERAGE = 90,454 CU. FT./19.75' = 4,504 SF
 % AVG LOT COVERAGE = 4,504/6,480 = 70%

DEPARTURE 3: STRUCTURAL BUILDING OVERHANG AT INTERIOR LOT LINE

DEVELOPMENT STANDARD 23.53.035A.4.f

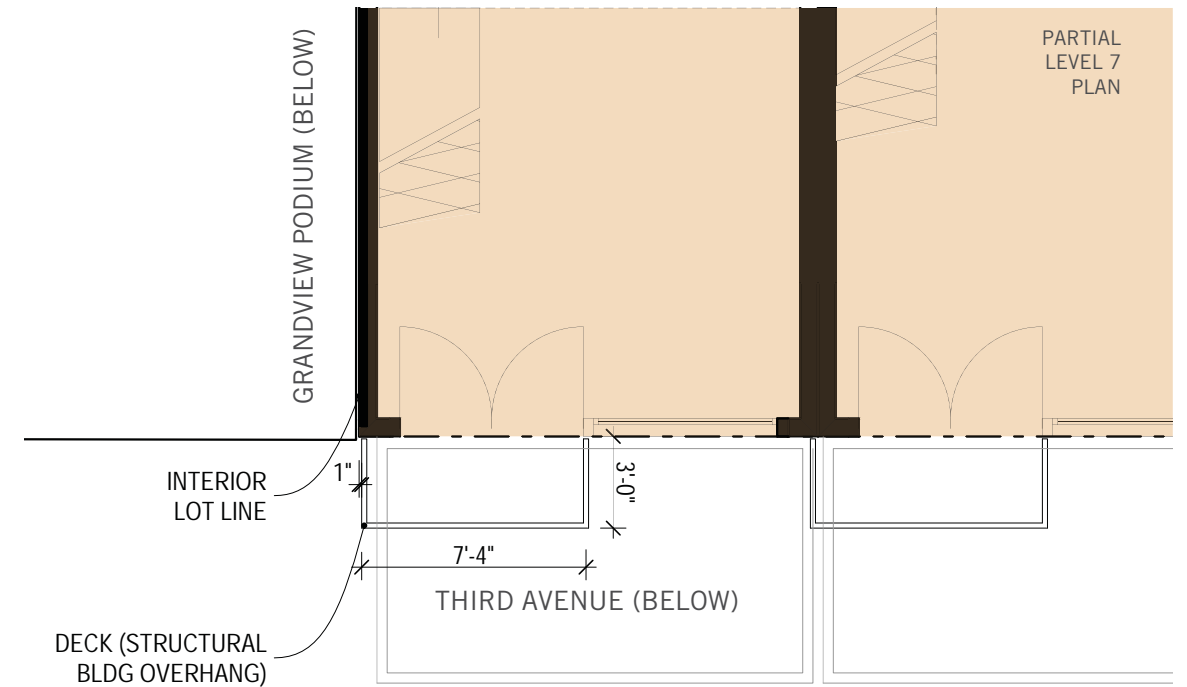
“Balcony over a street or alley shall be horizontally separated from interior lot lines (except where the wall or a building on the adjoining lot is flush to the interior lot line immediately adjacent to the projecting portions of such bay window or balcony) by not less than one (1) foot at the line establishing the required open area, with such separation increased in proportion to the distance from such line by means of a one hundred thirty-five (135) degree angle drawn outward from such one (1) foot dimension, reaching a minimum of four (4) feet along a line parallel to and at a distance of three (3) feet from the line establishing the required open area.”

REQUEST/PROPOSAL

Allow the balcony at southeastern unit on Level 7 to be located adjacent to the interior lot line.

RATIONALE

The code allows structural building overhangs where a building on the adjoining lot is flush to the interior lot line immediately adjacent to the overhang. Up to the podium, the Grandview is flush to the interior lot line. The proposed overhang is 12' above the top of the Grandview podium. Similar to Departure 4, this departure request resulted from design development - we looked at a number of configuration for the cantilevered decks and the current proposal was the most successful in terms of facade rhythm and relative privacy for each unit's deck. As described in Departure 2, the decks are one of several unit-scale facade elements, which extend across the whole facade, and help unify it. The individual decks and the pattern/figure made by all of the decks support multiple readings of scale and they give the facade actual depth. This departure would help the design better meet the design guidelines by allowing the internal logic of the design to guide the location of the decks.



VIEW FROM THIRD AVENUE

EAST ELEVATION

DEPARTURE 4: 4'-11" STRUCTURAL BUILDING OVERHANG @ ALLEY

DEVELOPMENT STANDARD: 23.53.035

Balconies: 3' horizontal overhang maximum

REQUEST/PROPOSAL

Allow 4'-11" horizontal overhang at cantilevered decks on the west façade.

RATIONALE

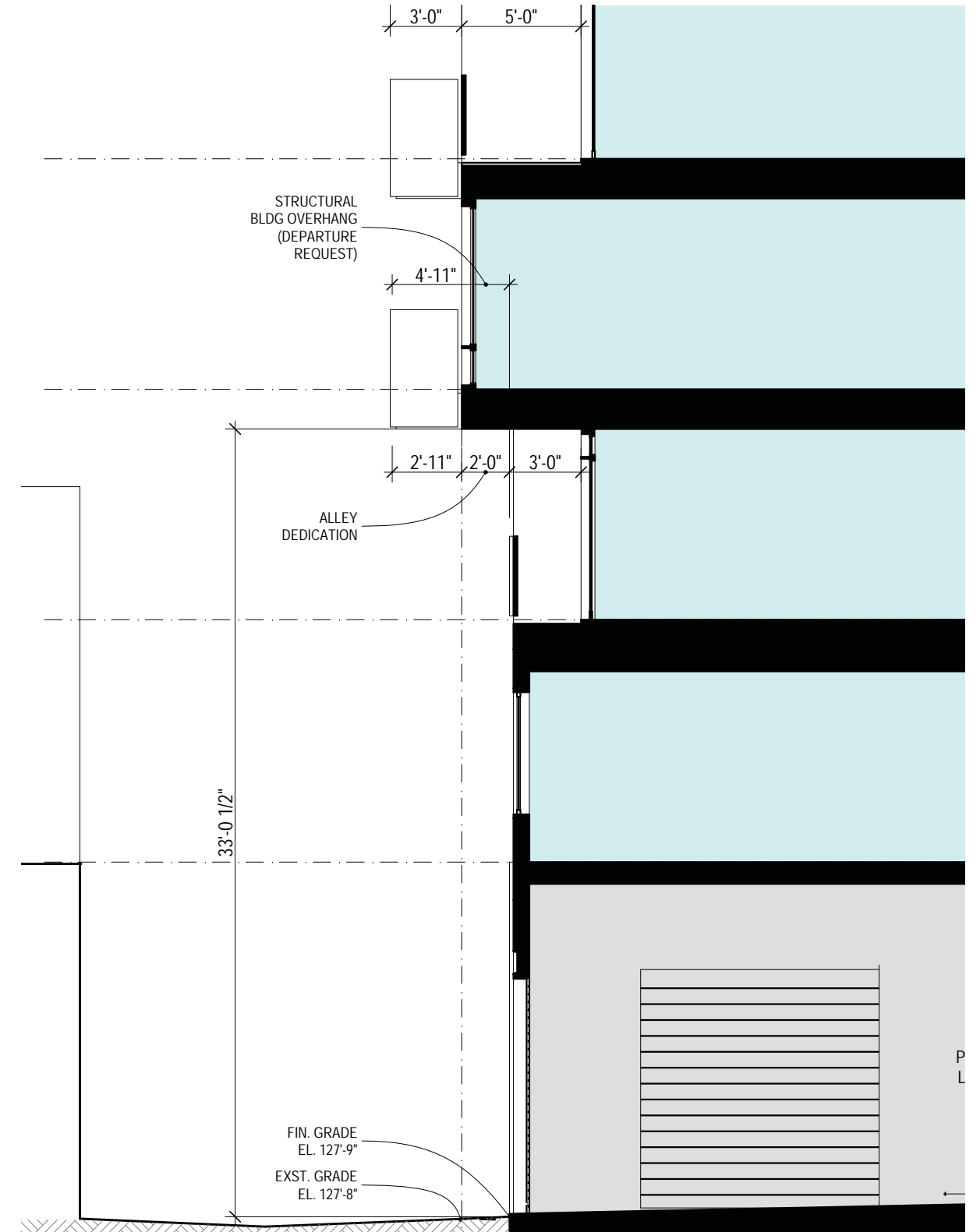
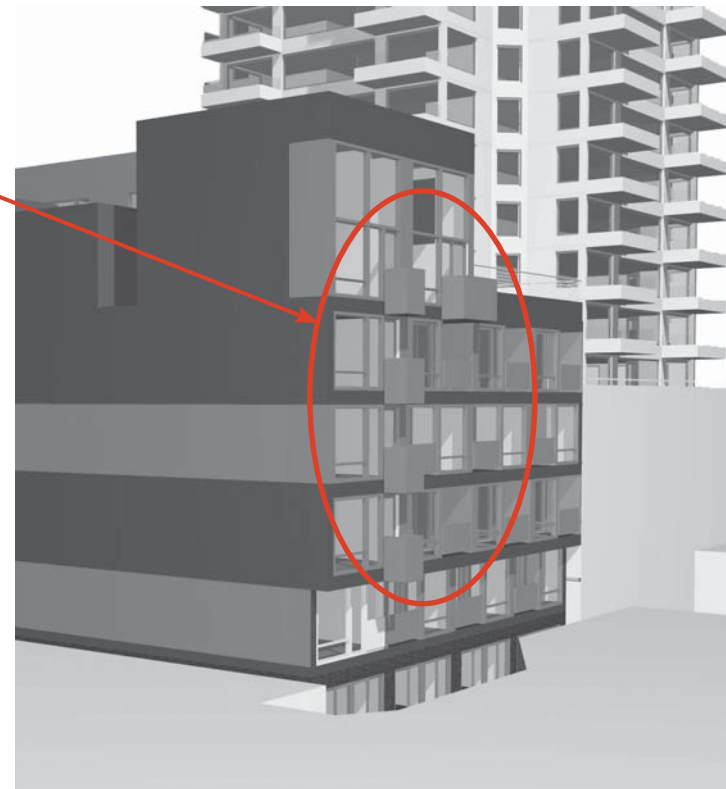
This departure is requested in the same spirit as Departure 3. The cantilevered decks contribute to the rhythm of the facade and provide private outdoor access for the units that do not have recessed decks.

The project has been developed with two major facades - Third Avenue and the alley. At the EDG the design review board encouraged development of the alley facade because it will be visible for the foreseeable future. This departure supports Design Guideline C-6 by allowing the design logic developed on the Third Avenue facade to continue on the alley despite the alley dedication requirement.

In discussions with Leo Kaarrekoski, SDOT has said that they do not object to the departure because the overhangs are above the required 26' - they begin at 33' - and because all of the power lines in the area are underground. More formal approval from SDOT will be provided at the recommendation meeting.

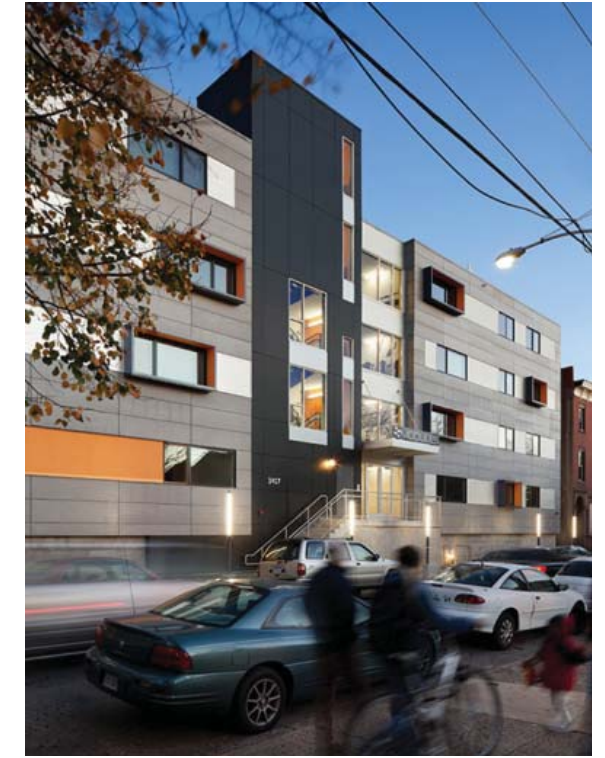


Proposed 4'-11" horizontal structural building overhangs



MODULAR CONSTRUCTION

The proposed project aims to use a prefabricated modular construction system. The residential units on Levels 3 and above (above the concrete podium) will be built as modules in a factory off site. The modules will be transported to the site and craned into place. The reason for incorporating off-site fabrication is to reduce cost and construction time and to increase quality. Construction time on site will be significantly reduced, which will minimize disturbance to the neighborhood. The images on this page show images of the construction process and completed building for a student housing project in Philadelphia which was built using a prefabricated modular construction system.

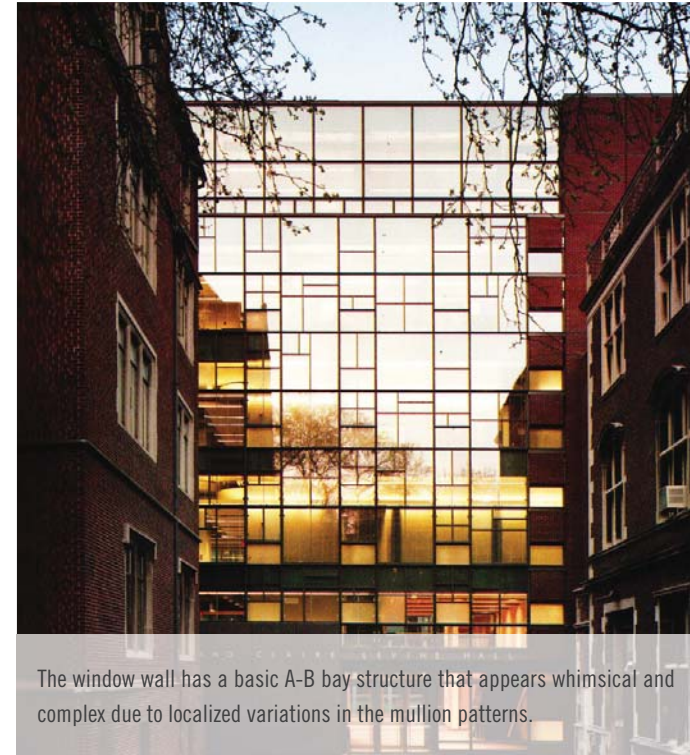




Residential units jut in and out to create a facade that expresses the modular nature of the units.



Tracery-like fenestration and rails emphasize the solid-seeming building mass through contrasting color, material and proportion.



The window wall has a basic A-B bay structure that appears whimsical and complex due to localized variations in the mullion patterns.



Multifamily project uses color and areas of solid and void to make a dynamic, deep facade that provides outdoor space for residents.