



## 8TH AVENUE APARTMENTS

4545 8TH AVENUE NE

### DESIGN REVIEW

DPD #3012547

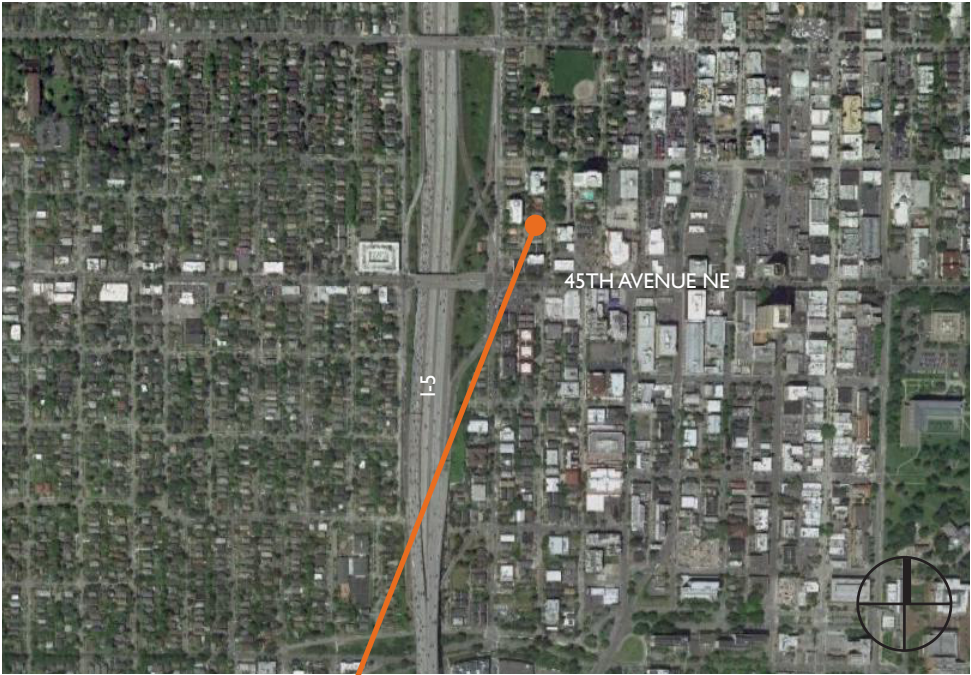
APRIL 16, 2012

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PROJECT DESCRIPTION



SITE LOCATION

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ADDRESS: 4545 8th Avenue NE  
DPD PROJECT #: 3012547  
OWNER: Intracorp  
APPLICANT: Nicholson Kovalchick Architects  
CONTACT: Jill Burdeen

DEVELOPMENT OBJECTIVES

The property owner’s objective is to construct a new 7-story apartment building with a 162 units and 97 parking stalls. Additionally, the intention is to provide housing for students and young professionals that encourages social interaction, while incorporating sustainable design strategies to preserve resources.

Potential departure requests from development standards would be to develop a building with an overall structure width greater than 150 feet, as well as an overall structure depth greater than 75% of the lot depth, to allow an above grade parking structure within the rear setback along the alley, and to allow the below grade parking structure to encroach slightly into the front yard setback.

PROJECT PROGRAM

Number of Residential Units:	162
Number of Parking Stalls:	97
Area of Residential Levels:	94,406 sf
Area of Parking Level:	28,446 sf
Total Area:	122,850 sf

EXISTING SITE

The site is composed of 5 tax parcels located mid block along 8th Avenue NE, between NE 45th and NE 47th. The parcel is rectangular and measures 202 feet wide by 107 feet deep. An alley at the west side of the site connects to NE 45th Street and NE 47th Street.

The site currently contains 2 single-family residences and 3 triplexes, as well as surface parking along the alley.

The site slopes from the highest point on the northwest corner to the lowest point on the southeast corner. There is little vegetation on the site.

ZONING AND OVERLAY DESIGNATION

The parcel is zoned MR and is in the University District Northwest Urban Center Village. The surrounding area is zoned NC3-65 to the South and NC3-85 to the East and MR to the North and West. Per the DPD’s GIS map, this area is a Frequent Transit Corridor.

NEIGHBORING DEVELOPMENT

The proposed site is located within the University District, which is largely comprised of single-family homes, townhouses and mid-size to large apartment/condominium buildings. Additionally, there are several commercial pockets and streets located south and east of the project. NE 45th Street, which is located a half block south of the project, is a major arterial. Interstate-5, the main north-south transportation route/corridor through Washington State, is located a little over one block to the west of the project site. The project site is within walking distance of the University of Washington, and is in a pedestrian friendly neighborhood.

The University District is a diverse neighborhood with a wide array of building typologies. In the immediate vicinity of the proposed project there are single-family houses, townhomes, mid-size condominiums and a couple of high-rise buildings. Additionally, there are numerous commercial buildings as well as a movie theatre.

Across the alley, to the west, is a 10-story Seattle Housing Authority apartment complex. Directly across the street to the east lies the tallest building in the vicinity, the 24-story University Plaza Condominium. The University Plaza is a community of condominiums built in the mid-1970’s and is one of only a few high-rise condominiums located within Seattle’s neighborhoods. Directly north of the project is the recently constructed Duncan Place Condominium Building. This 63-unit brick building includes an eastern facing entry courtyard, accessed off of 8th Avenue NE. There are two single-family structures south of the project site, which were built in 1908, and appear to be mirrored versions of one another. Directly south of the single-family houses is a 4-unit townhouse project built in 2006.

One block to the east is one of Seattle’s Landmark movie theaters, Metro Cinemas. There are several other retail centers and small one-story commercial buildings located south of the project location, along NE 45th Street. NE 45th Street is a major arterial which generates a large amount of vehicular traffic, due to its direct access to both I-5 to the west and The University of Washington to the east.



PARCEL #: 2097700076, 8812400200-0210-0220-0230  
ZONING: MR  
OVERLAYS: University District Northwest Urban Center Village  
LOT AREA: 21,632 SF

23.45.504 PERMITTED USES

Permitted outright: Residential

23.45.510 FLOOR AREA RATIO

Base FAR: 3.2  
Maximum FAR: 4.25  
Maximum FAR per sustainable design and affordability incentives (SMC 23.45.516, SMC 23.45.526, SMC 23.58A.014)

23.45.514 STRUCTURE HEIGHT

- Allowed Maximum Structure Height:
- Base Height: 60'-0"
  - Maximum bonus height per incentives: 75'-0"
  - 4' additional allowed for parapets: 79'-0"
  - 15' additional allowed for stair penthouse: 90'-0"
  - 16' additional allowed for elevator penthouse: 91'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ('average grade level' means the average of the elevation of existing lot grades at the midpoints, measured horizontally, of each exterior wall of the structure or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure)

23.45.518 SETBACK REQUIREMENTS

- Front setback:
- 7' average, 5' minimum
  - No setback required if a courtyard abuts street, and the courtyard is minimum 30% width of abutting street frontage or 20' whichever is greater; and minimum 20' deep measured from street
- Rear setback:
- 10' if abutting an alley
- Side setback from interior lot line:
- For portions 42' high or less, 7' average setback and 5' minimum setback
  - For portions higher than 42', 10' average setback and 7' minimum setback
- Additional setbacks:
- 10' minimum required separation between principal structures at any two points on different interior facades
  - Projections permitted in setbacks to various depths for:
  - Cornices, eaves, roofs, et al.; garden and bay windows; unenclosed decks, porches, balconies, or steps; ramps or bridges; underground structures; fences; bulkheads and retaining walls; arbors; et al.

23.45.522 AMENITY AREA

Required: 5% of gross floor area in residential use  
5% X 91,850 sf = 4,593 sf required

General requirements:

- All units shall have access to private or common amenity area
- No more than 50% of the amenity area may be enclosed, and this enclosed area shall be provided as common amenity area
- No minimum horizontal dimension for private amenity areas, except 10' at non-street side lot lines

Requirements for apartments, rowhouses, and townhouses:

- No common amenity area shall be less than 250 sf in area, and common amenity areas shall have a minimum horizontal dimension of 10'
- Min. 50% of common amenity area at ground level shall be landscaped
- Seating, lighting, outdoor protection, art, et al. shall be provided
- Common amenity area req'd at ground level will be accessible to all units

23.45.524 LANDSCAPING REQUIREMENTS

Green Factor score minimum 0.5 required

23.45.528 STRUCTURE WIDTH AND DEPTH FOR MIDRISE LOTS GREATER THAN 9,000 SF

- Max Width Allowed: 150'-0"
- Max Depth Allowed: 75% of the depth of the lot
- Exception per SMC 23.45.528.B.2 (Courtyard at street), as long as lot coverage not increased

23.54.015 REQUIRED PARKING

No parking is required for uses in multi-family zones located in urban centers  
Bicycle long-term parking: 1 per 4 units.

Curb cuts:

- 8th Avenue NE is classified as a nonarterial per SMC 11.18.010.
- 3 curb cuts allowed for non-arterial lot frontage >160'-320'
- Maximum curb cut width: 10' or 20' substituted for 2 curb cuts

Sight Triangle:

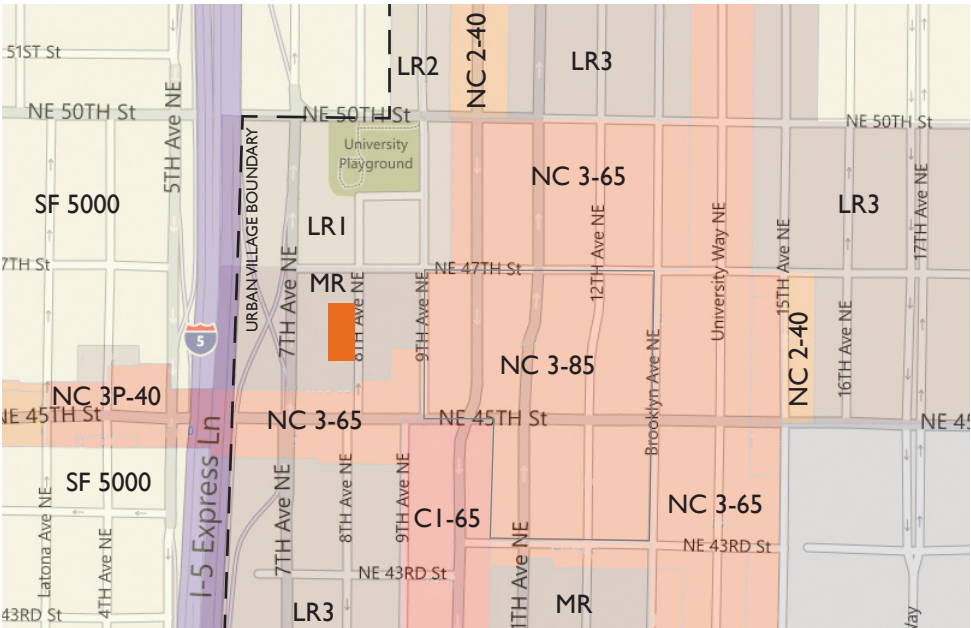
- Driveways < 22' wide: 10'x10' sight triangle required on each side
- Driveways ≥ 22' wide: 10'x10' sight triangle required on exit side

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

More than 100 units:

- 575 SF, plus 4 SF for each additional unit above 100
- Min. storage area may be reduced 15% if min. horizontal dimension is 20'

Required: 575 + (62 x 4) = 823 sf required  
.15 x 823 = 123 = 823-123 = 700 sf required



DPD ZONING MAP

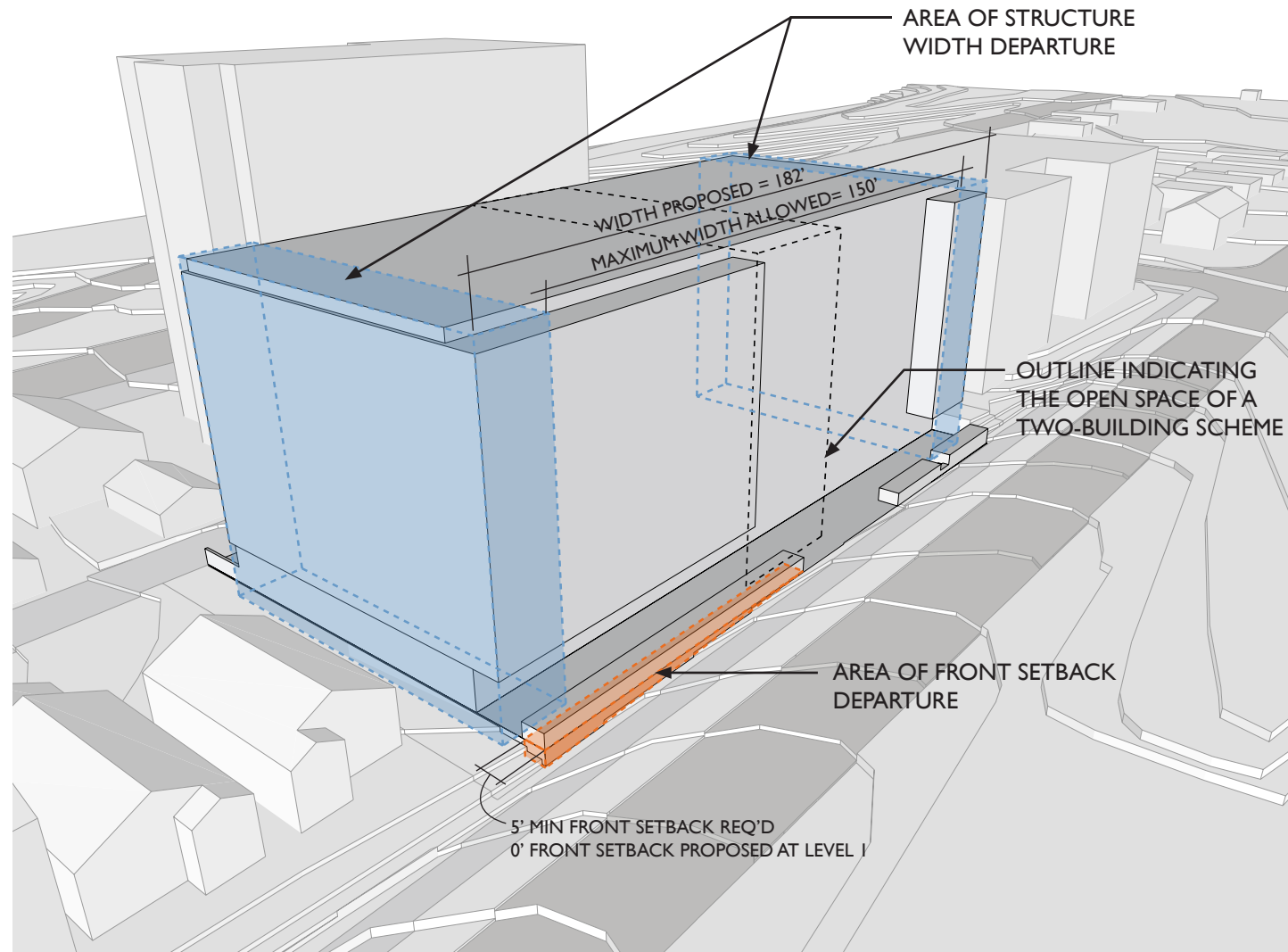


DEPARTURE MATRIX

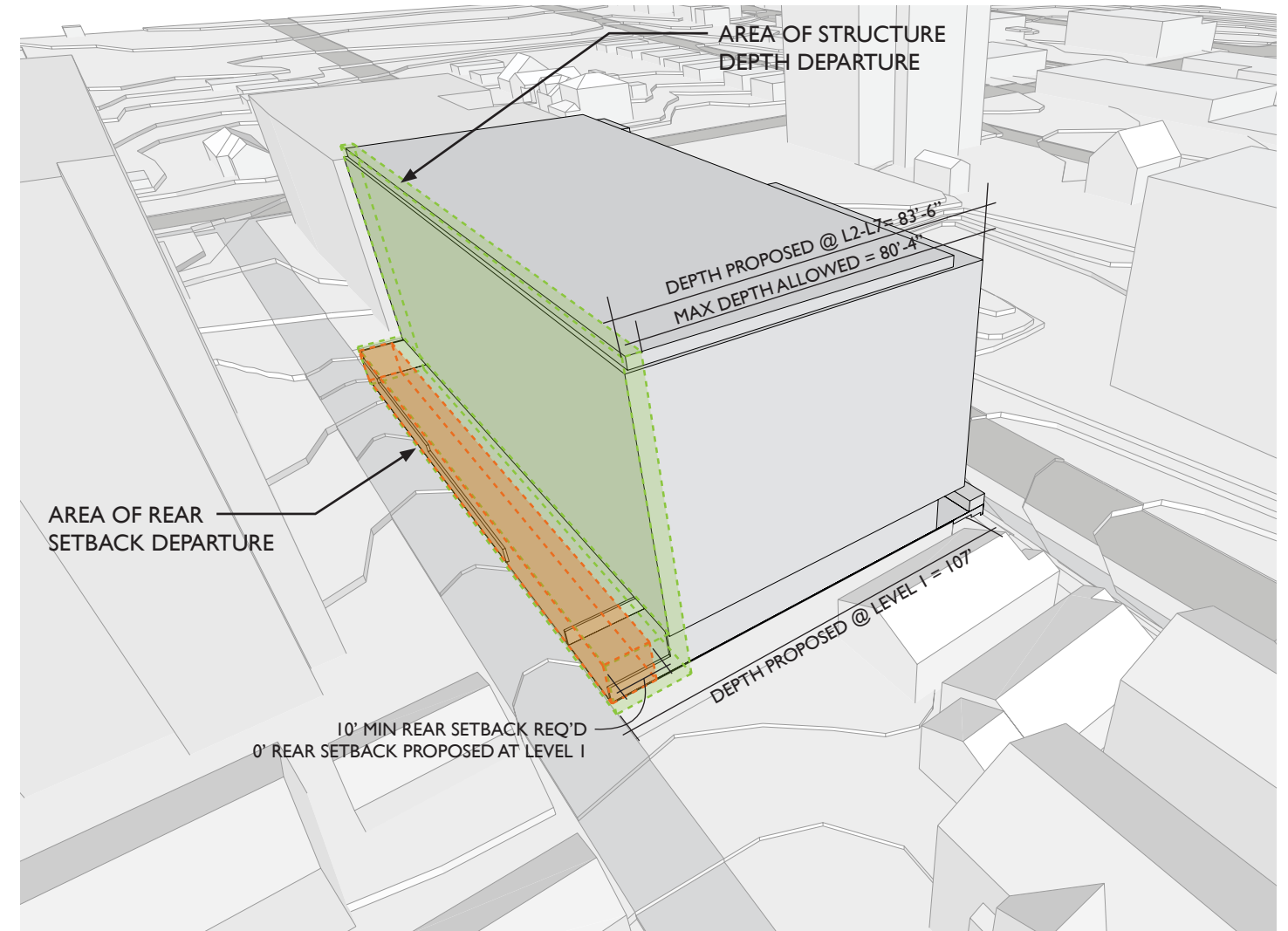
MR ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#1 STRUCTURE WIDTH SMC 23.45.058	Maximum structure width allowed = 150'-0"	182'-0"	32'-0"	The width departure request is largely a consequence of the size of the site. In order to comply with this code section, we would either need to split the building into two separate structures (one of the schemes considered at the EDG meeting) or provide significantly larger side yards than would be required to meet the side setback requirements. The two-building option would result in smaller front yard setbacks than we are currently proposing, and the open space between the buildings would be less visible from the street and shaded most of the day. The proposed design solution provides a front setback that exceeds code minimum, and the open space is located at the front of the building instead of in a narrow gap between the buildings. The proposed design provides better opportunities for social interaction, creates a better connection to the pedestrian environment, and provides a better sense of entry. Semi-public open space at ground level is strongly encouraged by the University Community Design Guidelines, and the proposed design is a better response to those guidelines and the others listed to the right. The larger-side-yard option would significantly reduce the development potential of the site, and is therefore not the option that the owner would pursue if this departure were not granted. Additionally, it should be noted that we are not proposing any side yard setback departures. The proposed design meets the side yard setback requirements at the upper stories and it exceeds the setback requirements at the lower stories. It is also worth noting that exaggerated side yards are not appropriate for an urban site and are not consistent with the surrounding context. While not stated, the presumed intent of this code section is to limit the width of blank, unmodulated facades and the perceived width of buildings. We have met that intent by providing significant front façade massing, color blocking and modulation.	A-2 Streetscape A-3 Entrances A-7 Open Space B-1 Hght, Bulk, Scale D-1 Pedestrian Space E-2 Landscaping
#2 STRUCTURE DEPTH SMC 23.45.528	Maximum structure depth allowed = 75% of lot depth = .75x107.1' = 80'-4" allowed	83'-6"	3'-2"	The depth departure request is also largely a consequence of the size of the site. The current design actually provides front and rear setbacks that exceed the code minimum. The current design therefore has a shallower depth than would be allowed on a parcel less than 9,000 sf. By providing a building depth that is slightly larger than what is allowed we are able to provide much more modulation at the front façade. This increased modulation allows us to better meet the intent of the structure width requirement discussed above. It also provides better spatial definition to the public areas of the ground level open space.	A-2 Streetscape A-3 Entrances A-7 Open Space B-1 Hght, Bulk, Scale D-1 Pedestrian Space E-2 Landscaping
#3 REAR SETBACK SMC 23.45.518	Min @ Alley = 10'-0"	0' @ Level I 13' above Level I	10'-0" @ Level I	Providing access to the parking off the alley minimizes the impact of the vehicular traffic on the pedestrian environment, adjacent properties and pedestrian safety. The parking is pulled all the way to the property line in order to provide adequately sized parking stalls without compromising the unit sizes/layouts on the ground floor and to provide an adequately sized courtyard. This portion of the building is not considered 'structure' from an FAR standpoint, so it is not clear if this is even a required departure.	A-2 Streetscape A-3 Entrances A-7 Open Space A-8 Parking D-1 Pedestrian Space E-2 Landscaping
#4 FRONT SETBACK SMC 23.45.518	Min @ Level I = 5' Avg @ Level I = 7'  Min above L I = 5' Avg above L I = 7'	Min/Avg @ Level I = 0' Min/Avg above LI = 11'/12'-11"		In order to provide adequately sized parking below grade on this site, the below grade parking garage will extend to the east property line. Due to the sloping topography of the site, the parking garage will slightly extend above grade at the south end of the site. Landscaping will provided to soften the walls edge as well as provide a buffer between the sidewalk and private patios.	A-8 Parking E-2 Landscaping



#1 STRUCTURE WIDTH  
#4 FRONT SETBACK



#2 STRUCTURE DEPTH  
#3 REAR SETBACK





SITE CONTEXT



① UNIVERSITY PLAZA CONDOS



② UNIVERSITY PLAYGROUND



③ UNIVERSITY PUBLIC LIBRARY



④ DUNCAN PLACE CONDOS



⑤ SINGLE FAMILY STRUCTURES



⑥ GRANDVIEW PLAZA CONDOS



⑦ SHA UNIVERSITY WEST



⑧ BLUE MOON TAVERN



⑨ WEST UNIVERSITY CENTER



⑩ I-5

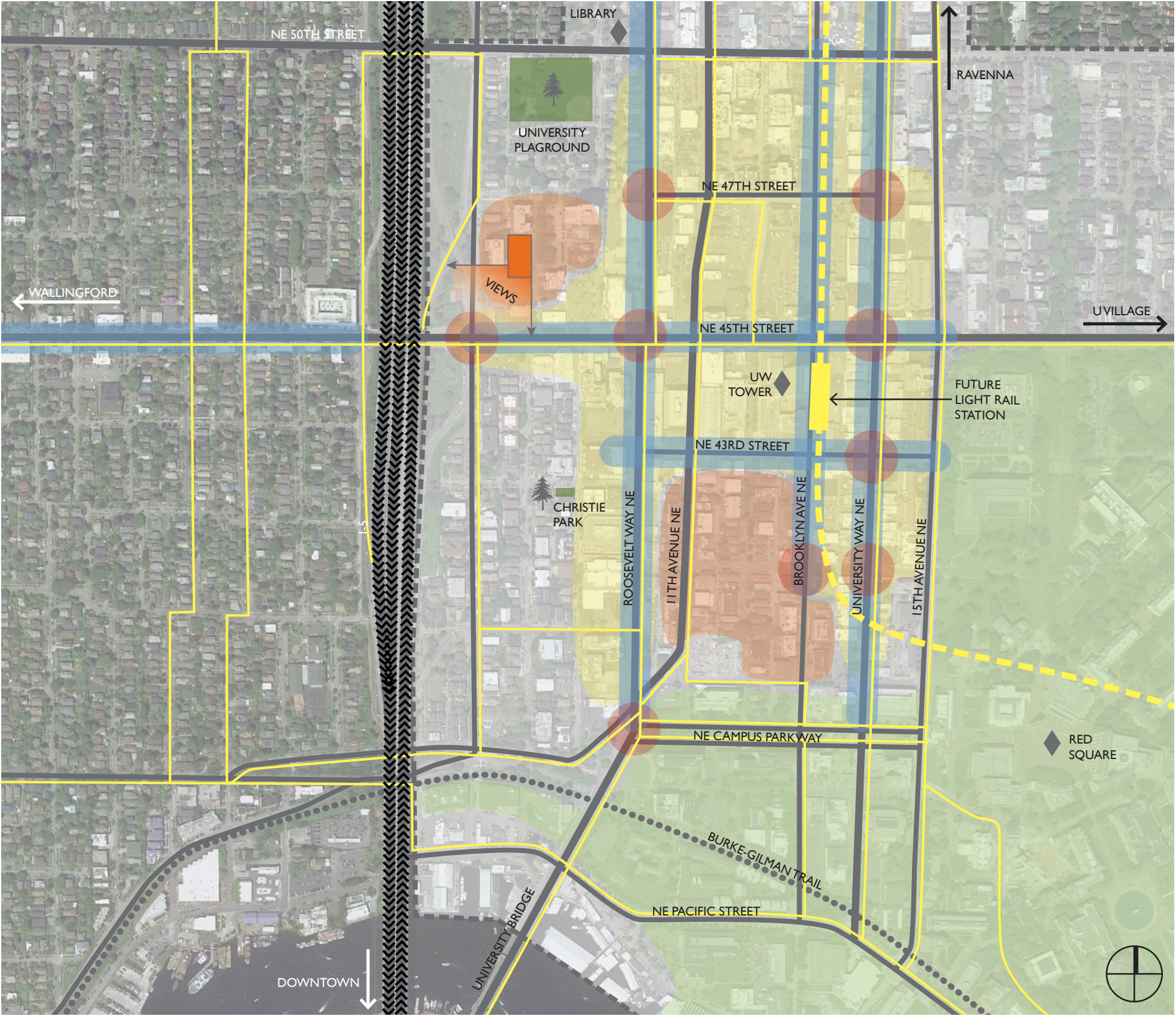


⑪ NE 45TH ST AND 7TH AVE NE



⑫ VIEW TOWARD DOWNTOWN





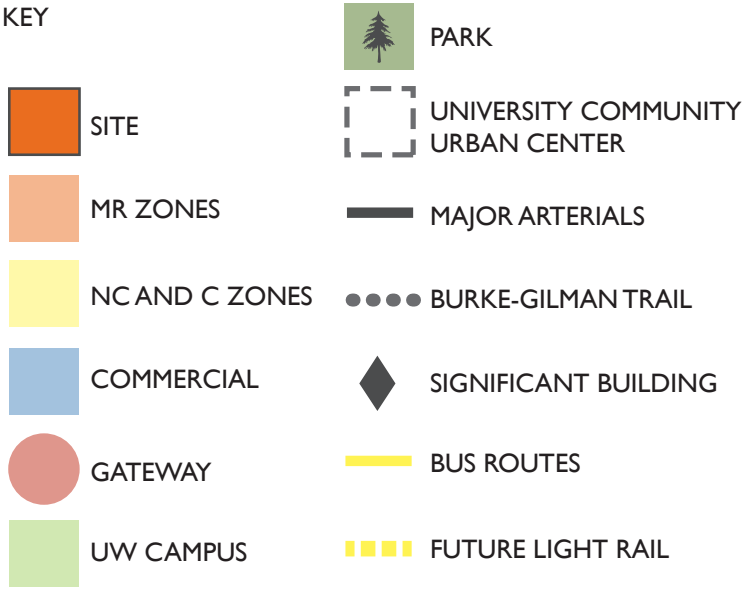
OPPORTUNITIES & CONSTRAINTS

The site is located in the MR zone in the University District Northwest Urban Center Village, one of the two primary urban villages represented within the University Community Urban Center (UCUC). The University Community Guidelines acknowledge the diversity of the University District, from the architecture, to the building typology. The site is located amongst several of the tallest buildings in the vicinity. Directly across the street, to the east, is the 24-story University Plaza Condominium Tower, one of only a few high-rise condominiums located within Seattle's neighborhoods. Across the alley to the west lies a Seattle Housing Authority 10-story apartment building. Additionally, there are numerous buildings in each direction of similar scale located within blocks of the project site.

The site is located within walking distance of the University of Washington, as well as numerous commercial districts and 2 movie theatres. The neighborhood is vastly pedestrian friendly and well served by public transportation. A future light rail station is planned several blocks to the east.

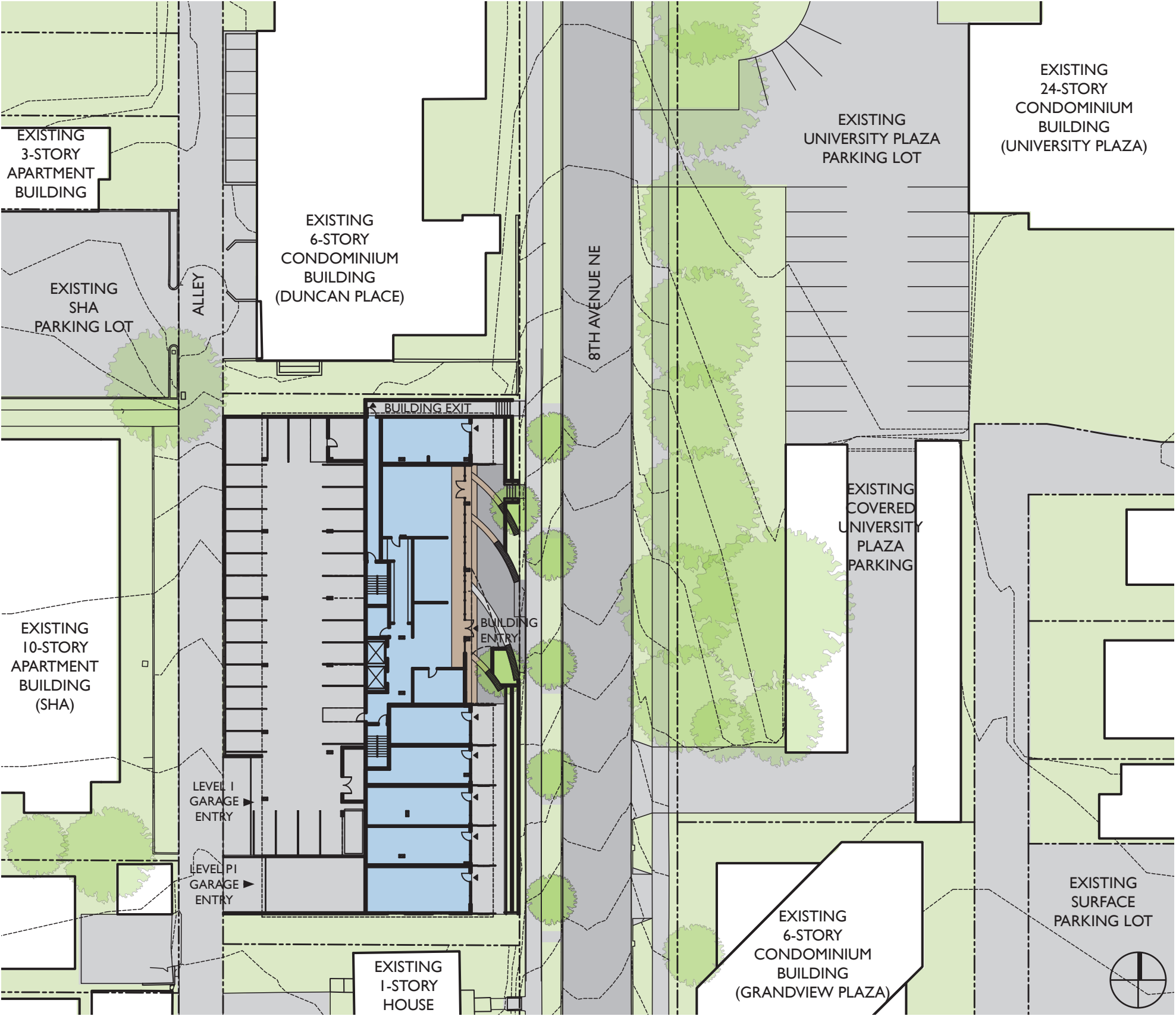
The site is largely bound by major arterials. Major streets include I-5 two blocks to the west and NE 45th Street to the south. I-5 is the main north-south transportation corridor through Washington State and NE 45th provides direct access to both I-5 and the University of Washington.

Views of downtown can be seen looking southwest from the project site.





SITE PLAN



RELEVANT DESIGN GUIDELINES

- A-2 STREETScape COMPATIBILITY**  
Citywide Design Guidelines:  
Building siting should reinforce the desirable spatial characteristics of the ROW.  
University-specific supplemental guidance:  
Reinforce the pedestrian streetscape and protect public view corridors.
- A-3 ENTRANCES VISIBLE FROM THE STREET**  
Citywide Design Guidelines:  
Entries should be clearly identifiable and visible from the street.  
University-specific supplemental guidance:  
Walkways and entries promote visual access and security.
- A-7 RESIDENTIAL OPEN SPACE**  
Citywide Design Guidelines:  
Project should maximize opportunities for creating usable open space.  
University-specific supplemental guidance:  
Providing ground-level open space is an important public objective.
- B-1 HEIGHT, BULK & SCALE COMPATIBILITY**  
Citywide Design Guidelines:  
Project should be compatible with anticipated scale of development.
- C-1 ARCHITECTURAL CONTEXT**  
Citywide Design Guidelines & University-specific supplemental guidance:  
Buildings should complement the architectural character of the neighborhood and feature a broad range of building types and architectural character.
- C-2 ARCHITECTURAL CONCEPT & CONSISTENCY**  
Citywide Design Guidelines:  
Design elements and massing should create a well-proportioned building form
- C-3 HUMAN SCALE**  
Citywide Design Guidelines:  
Buildings should incorporate architectural features & achieve good human scale.
- C-4 EXTERIOR FINISH MATERIALS**  
Citywide Design Guidelines & University-specific supplemental guidance:  
Buildings should emphasize durable, attractive, and well-detailed finish materials.
- D-5 VISUAL IMPACTS OF PARKING STRUCTURES**  
Citywide Design Guidelines:  
The visibility of all parking structures should be minimized.  
University-specific supplemental guidance:  
Parking facades facing residential areas should minimize impacts from vehicles
- D-7 PERSONAL SAFETY AND SECURITY**  
Citywide Design Guidelines:  
Project design should consider opportunities for enhancing personal safety and security in the environment under review.
- E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE**  
Citywide Design Guidelines:  
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.
- E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS**  
Citywide Design Guidelines:  
Landscape design should take advantage of special on-site conditions.  
University-specific supplemental guidance:  
The retention of existing, large trees is an important consideration in new construction, particularly on the wooded slopes in the Ravenna Urban Village.



- C-2

ARCHITECTURAL CONCEPT & CONSISTENCY

The Building has been significantly setback from the property line, creating an expansive open space at grade level, which extends into the building at Level 1.

The varying size and color of the panels creates interest in the building and is consistent around all sides of the building.
- C-1

ARCHITECTURAL CONTEXT

C-4

EXTERIOR FINISH MATERIALS

The material palette compliments the muted character of the surrounding buildings, while still providing interest and character. The exterior material palette of cement board and metal panels are high-quality and durable building materials.
- A-2

STREETScape COMPATIBILITY

A-3

ENTRANCES VISIBLE FROM THE STREET

Large canopies identify the Building Entrance & the Bike Amenity Entry. Access to both entries is directly accessible from the sidewalk. The open spaces extends into the building with direct connections to the Bike & Amenity Rooms.

Private Unit Entries are flanked by Privacy Screens and Planters.
- D-7

PERSONAL SAFETY AND SECURITY

E-2

LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

The well landscaped perimeter of the building creates a low-impact visual and physical barrier for the building. The planter walls and landscaping are low enough to keep 'eyes on the street' while creating outdoor spaces and providing security.
- D-5

VISUAL IMPACTS OF PARKING STRUCTURES

E-3

LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

The New Building has been brought down to sidewalk level, eliminating the existing berm to engage the pedestrian environment. The parking wall that extends above grade along 8th Avenue NE blends into the landscape elements, creating a security barrier as well as exterior gathering spaces.
- A-7

RESIDENTIAL OPEN SPACE

Public and Private Open Space parallels the East Property Line along the length of the building creating active usable space to contribute to the pedestrian environment.
- B-1

HEIGHT, BULK & SCALE COMPATIBILITY

C-3

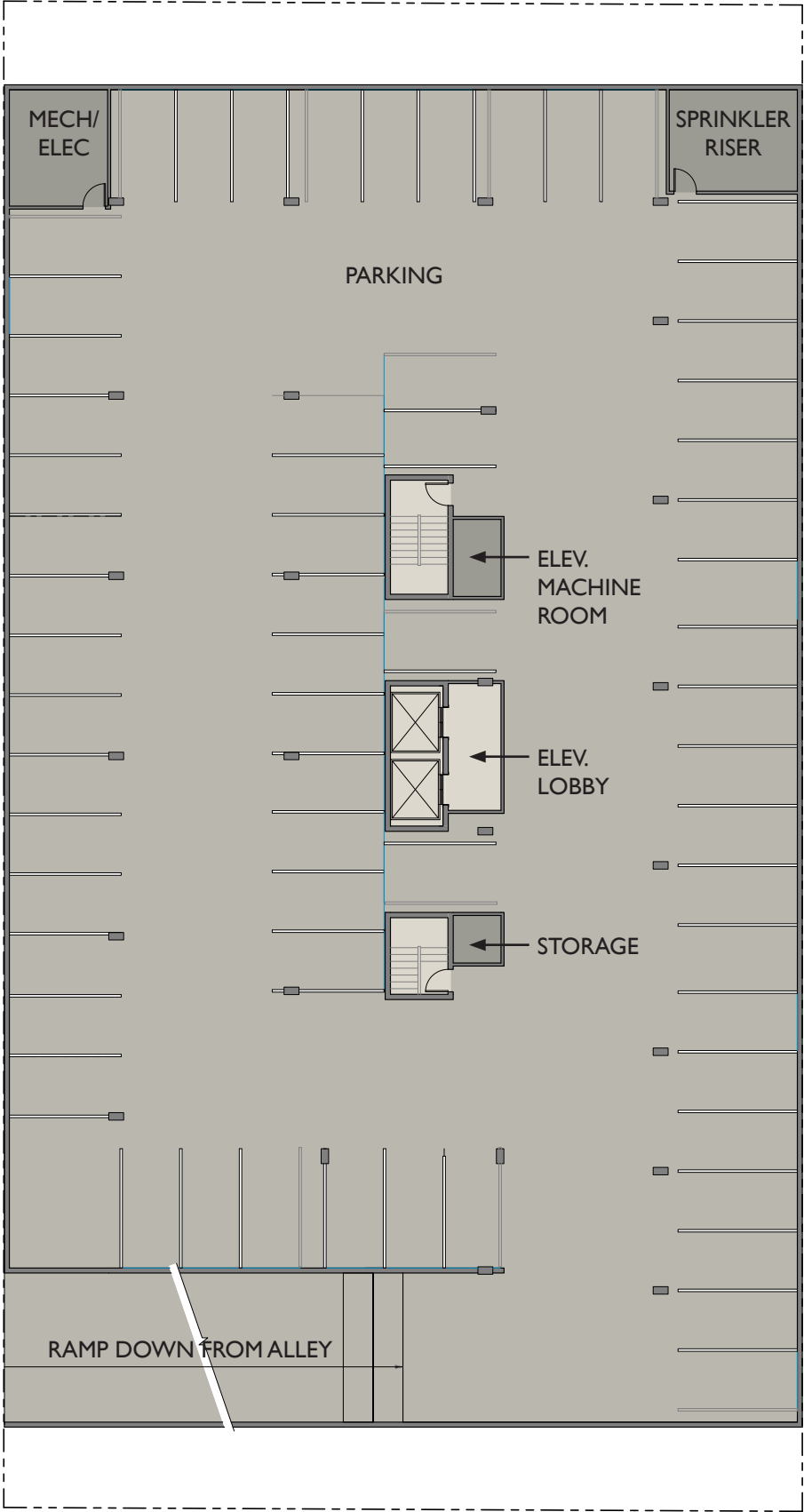
HUMAN SCALE

The wide entry common space is setback from the property line, diminishing the impact of the building on the pedestrian environment. Greater floor-to-floor height at Level 1 allows for a more generous scaled entry area.

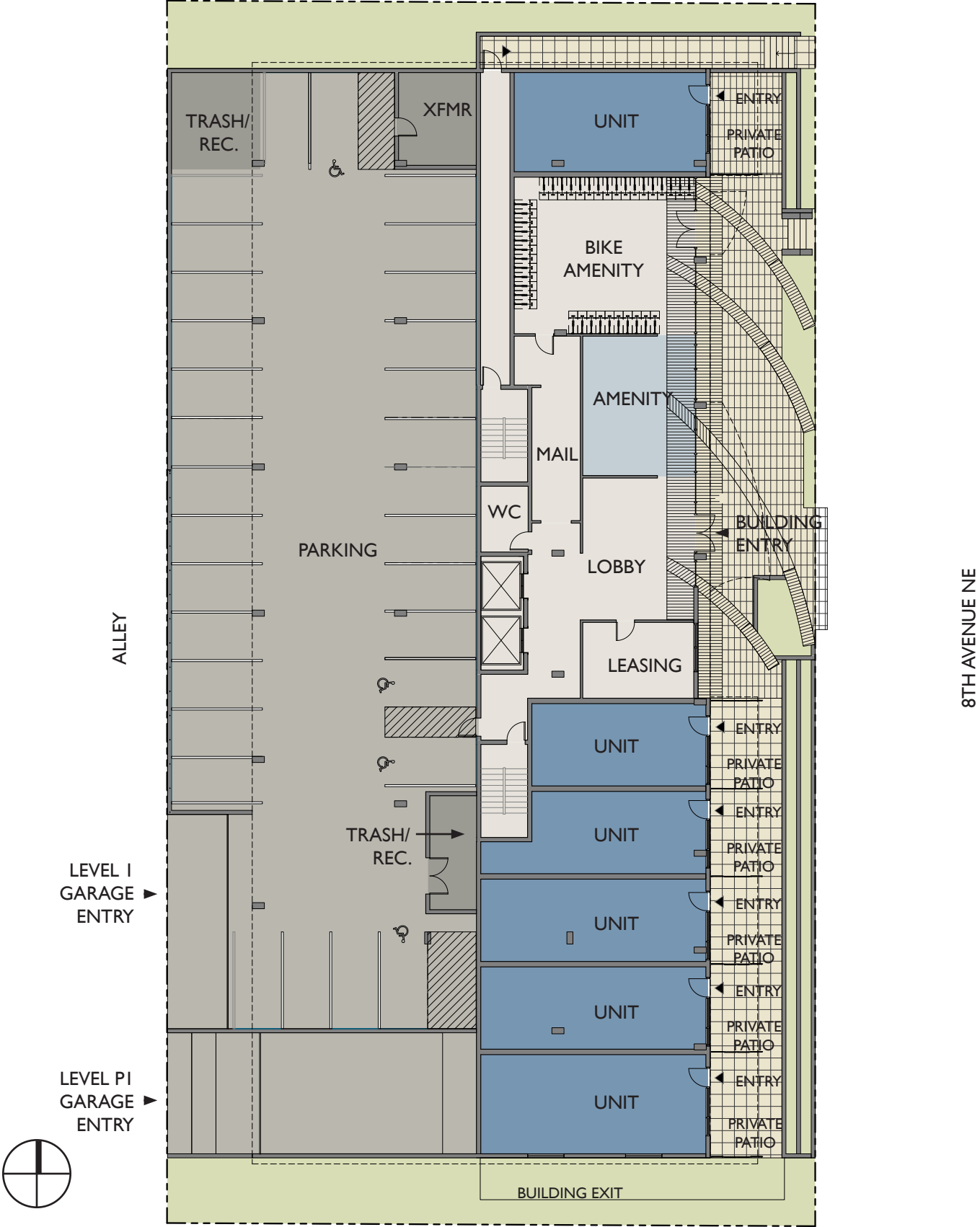




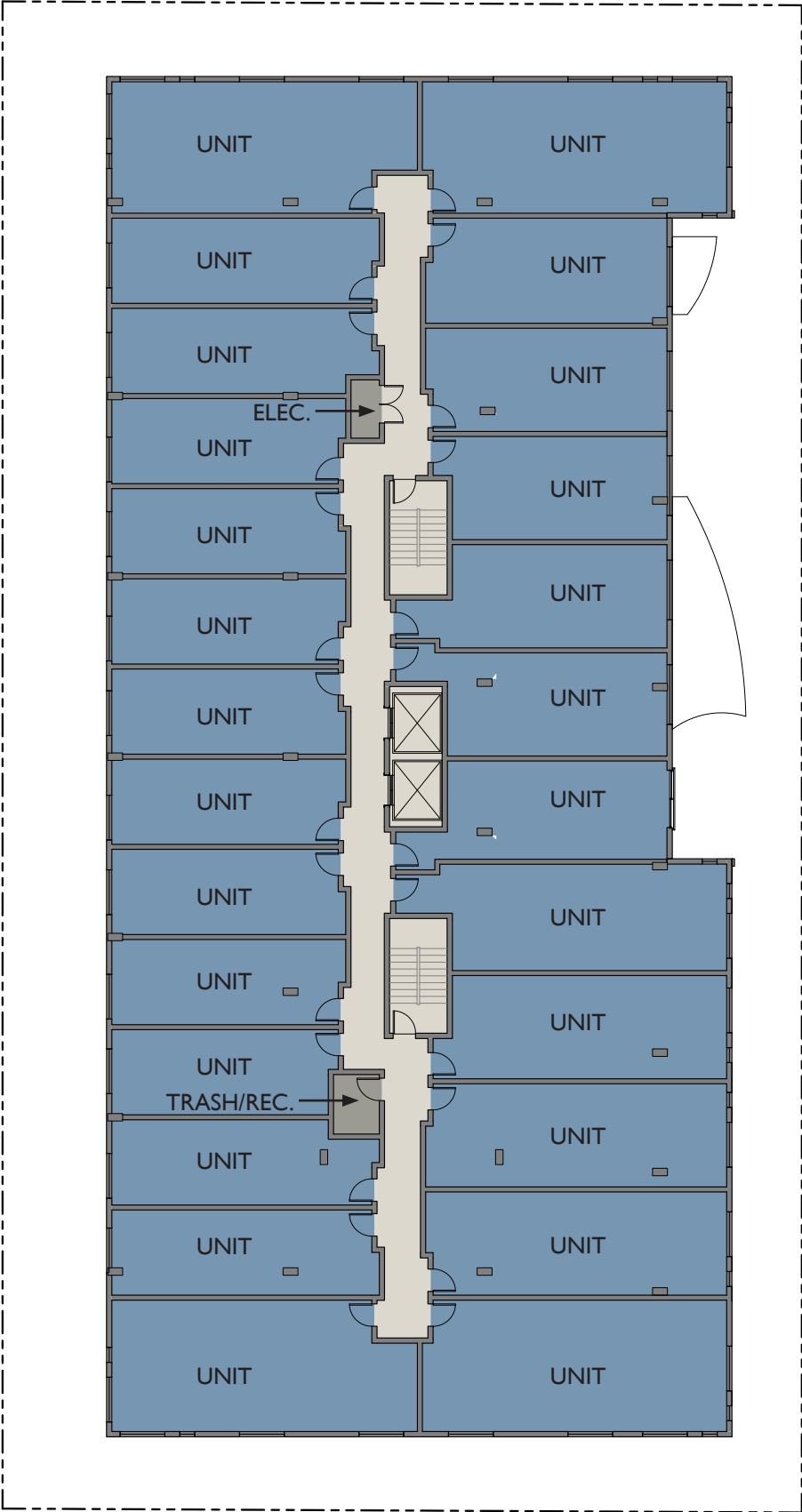
FLOOR PLANS  
LEVEL P1



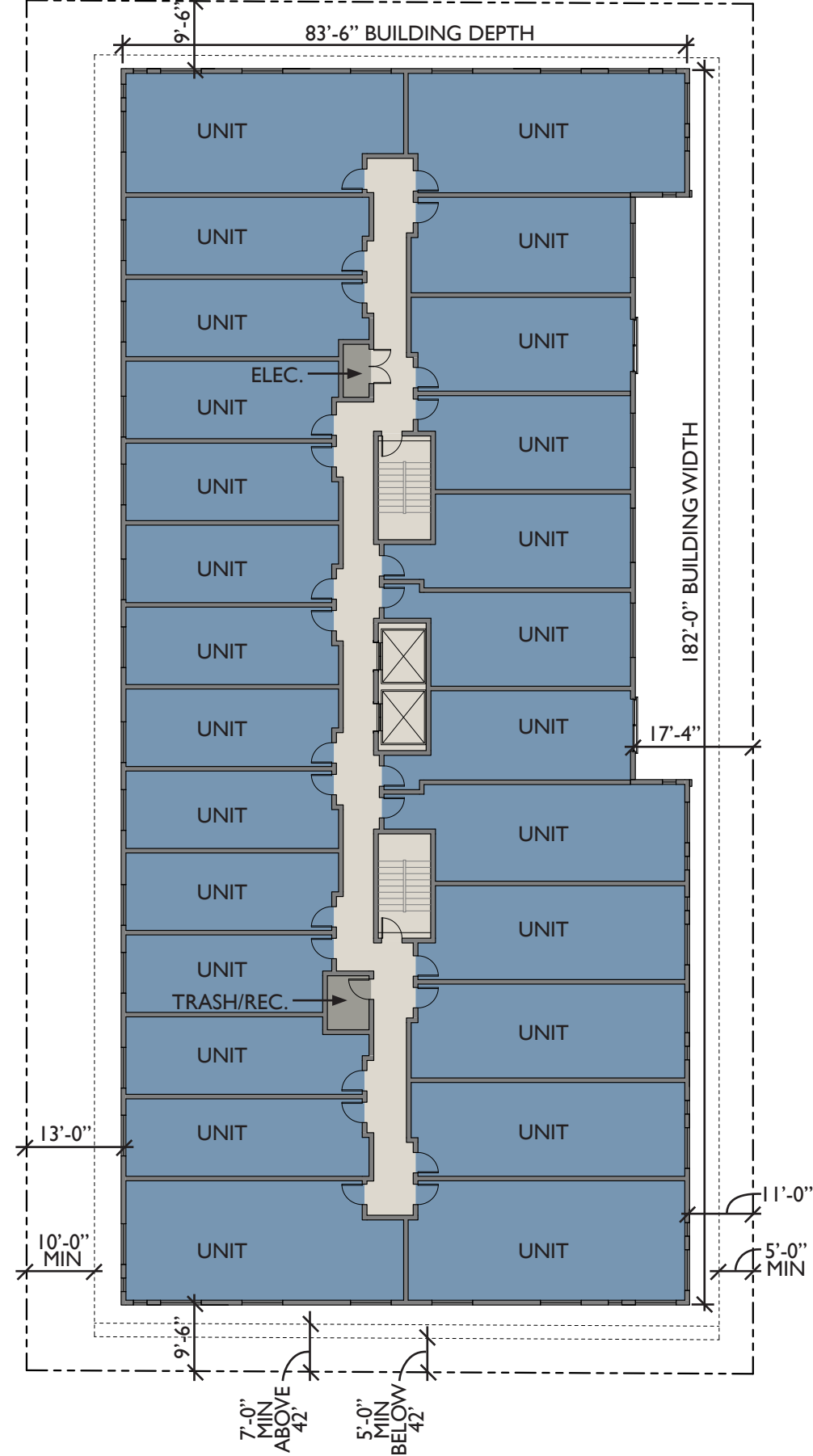
LEVEL I



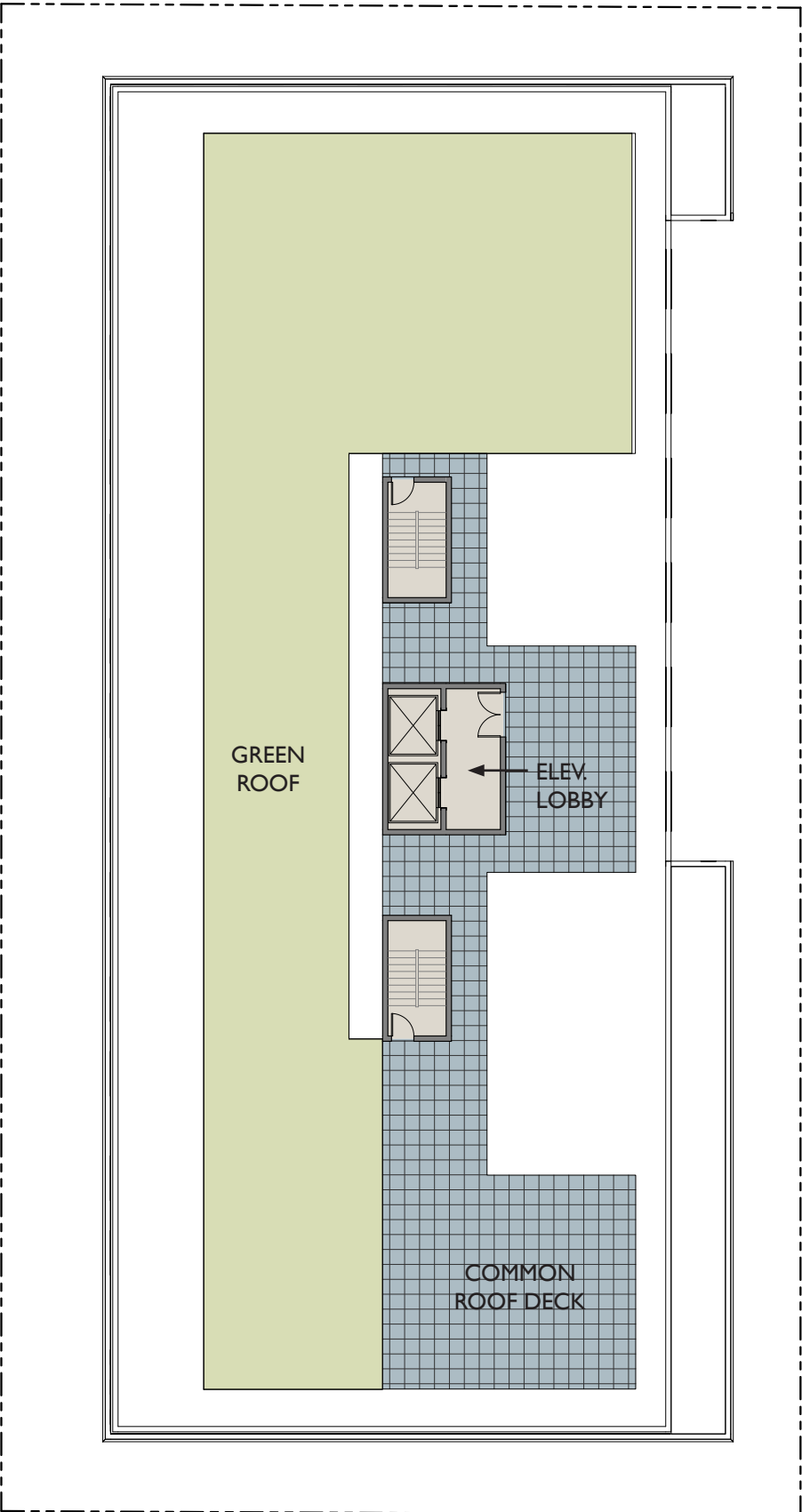
LEVEL 2



LEVELS 3-7



ROOF





NORTH ELEVATION









SOUTH ELEVATION







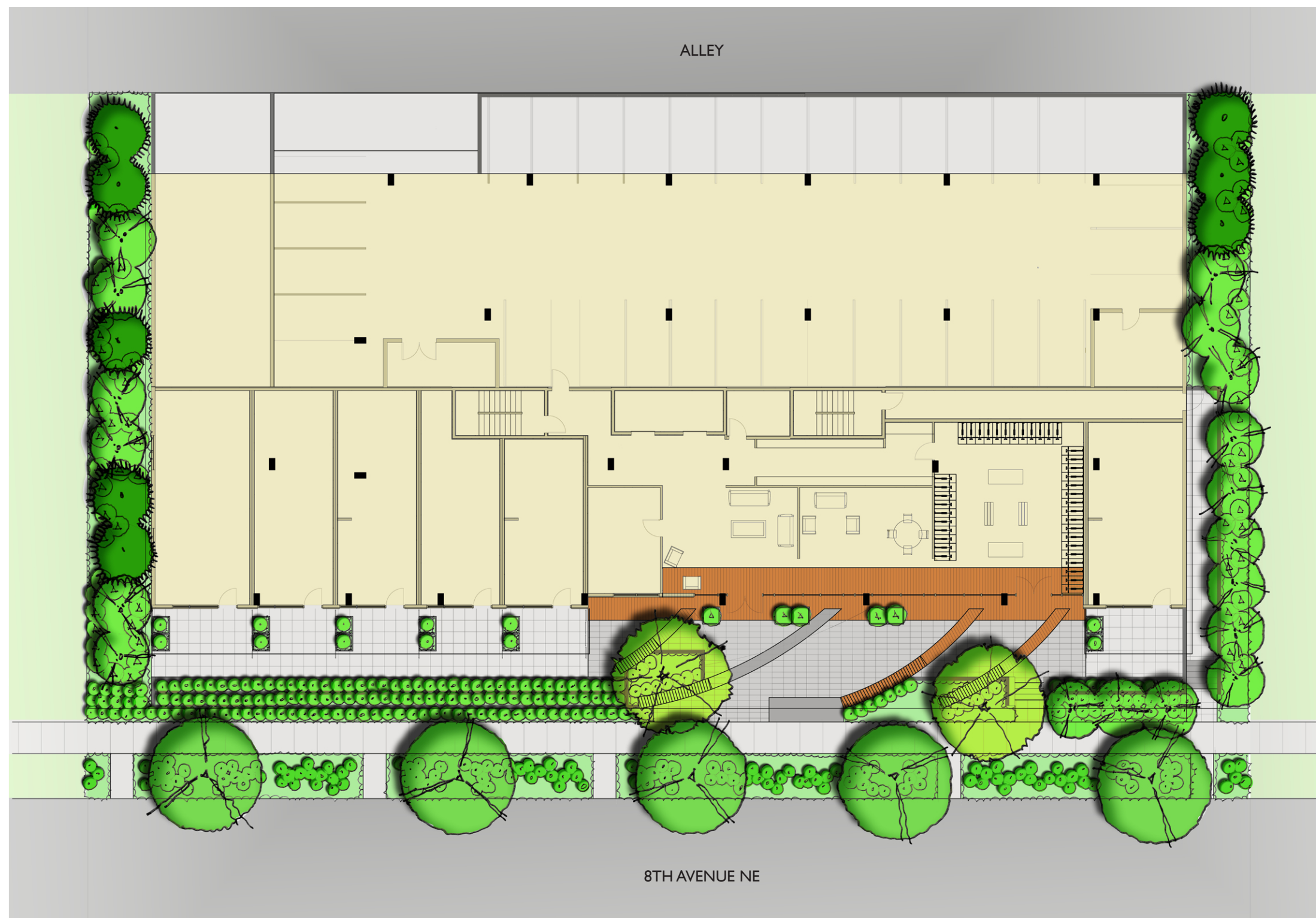


EXTERIOR PALETTE



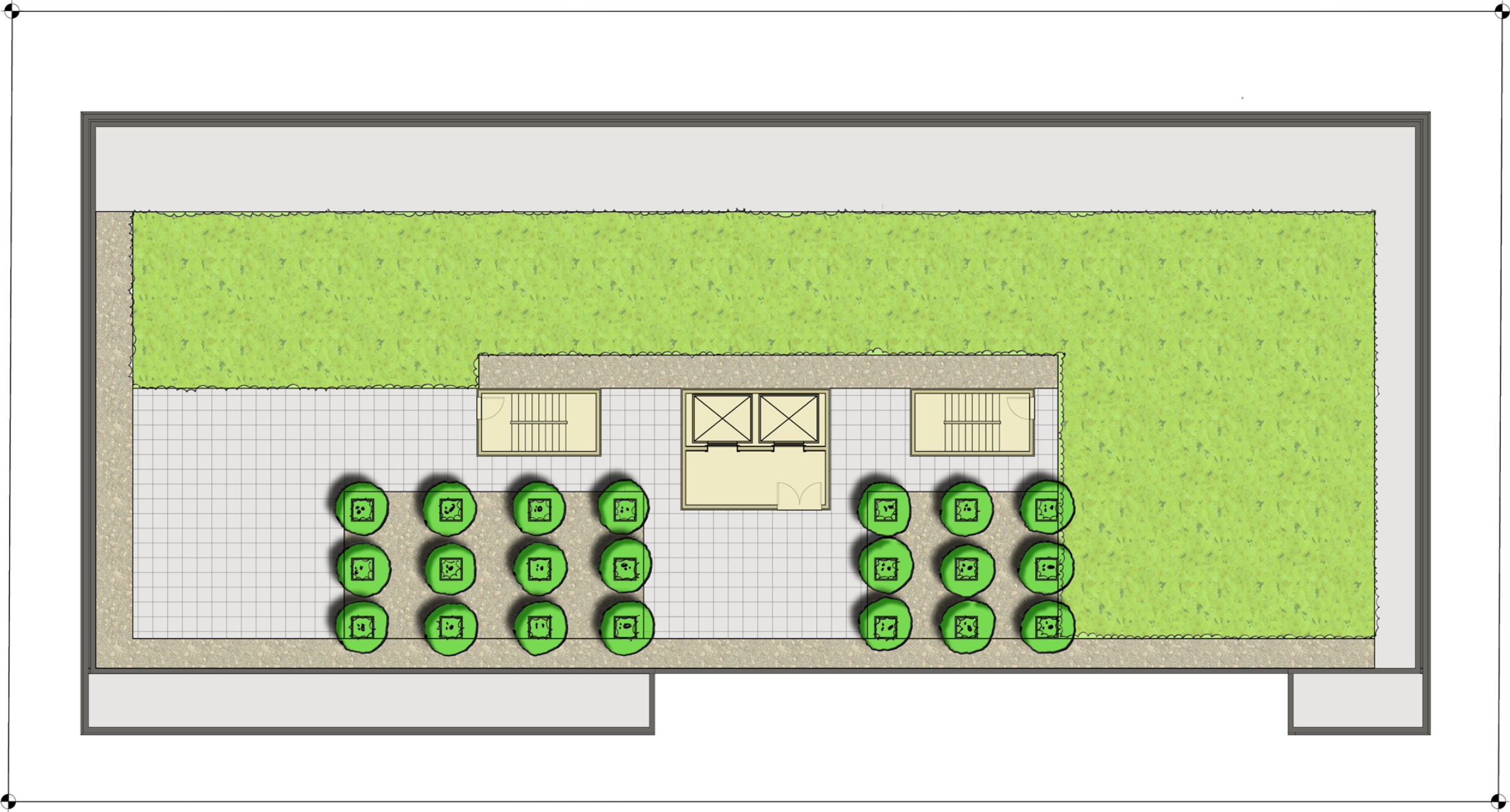
- ① Metal Panel Siding  
Pantone 611 U
- ② Hardie Siding  
Pantone 437 U
- ③ Hardie Siding  
Pantone Cool Gray 6U
- ④ Hardie Siding  
Pantone Cool Gray 1U
- ⑤ White Vinyl Window/Doors
- ⑥ Metal Decklet  
Pantone 611 U
- ⑦ Landscape Concrete Pavers
- ⑧ Landscape Concrete Pavers - Sandblasted
- ⑨ Wood Decking
- ⑩ Concrete
- ⑪ Aluminum Storefront Window/Door System
- ⑫ Privacy Screens  
Translucent Glass & Perforated Metal Panel





SITE PLAN



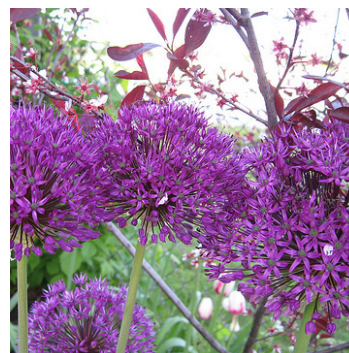


ROOF PLAN

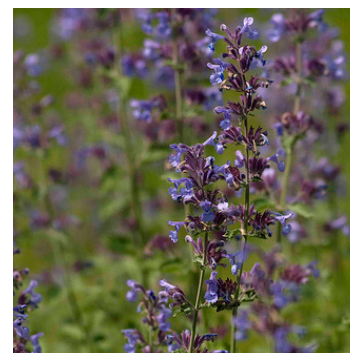




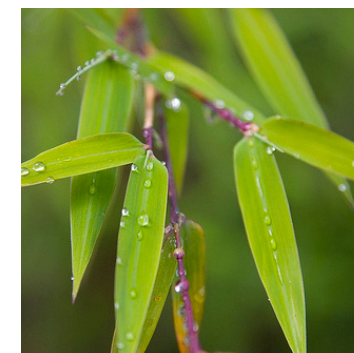
GREENROOF



ALLIUM



CATMINT



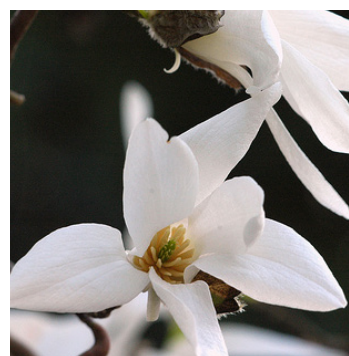
FOUNTAIN BAMBOO



HAMELN FOUNTAIN GRASS



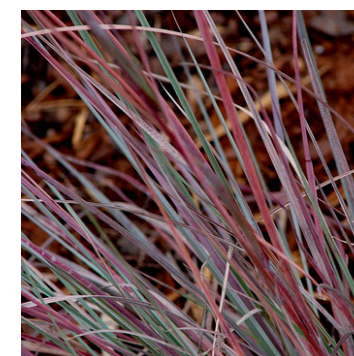
JAPANESE MAPLE



KOBUS MAGNOLIA



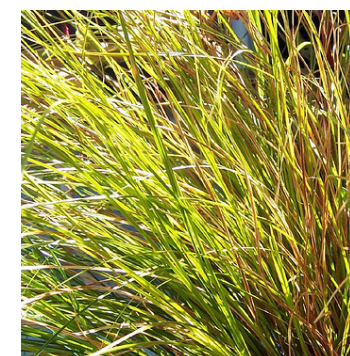
LAVENDER



LITTLE BLUE STEM



NANDINA



ORANGE SEDGE



PLANTERS



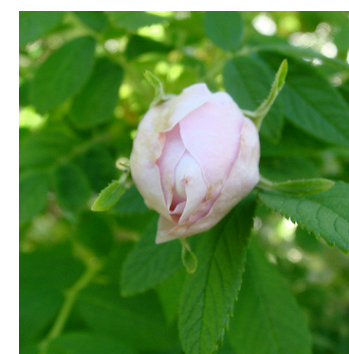
OREGON GRAPE



OVERDAM FEATHER REED GRASS



SALAL



SNOW PAVEMENT ROSE



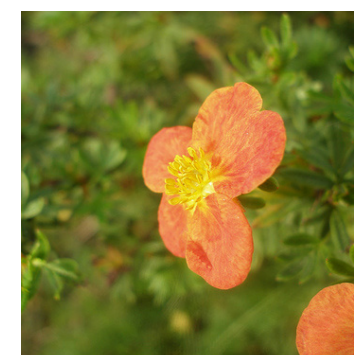
SNOWBERRY



SPEEDWELL



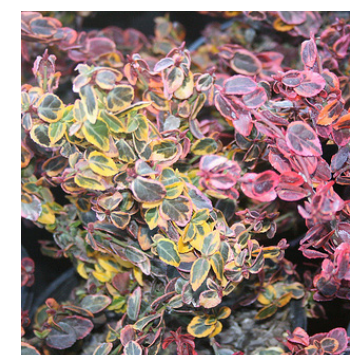
STYRAX JAPONICUS



SUNSET POTENTILLA

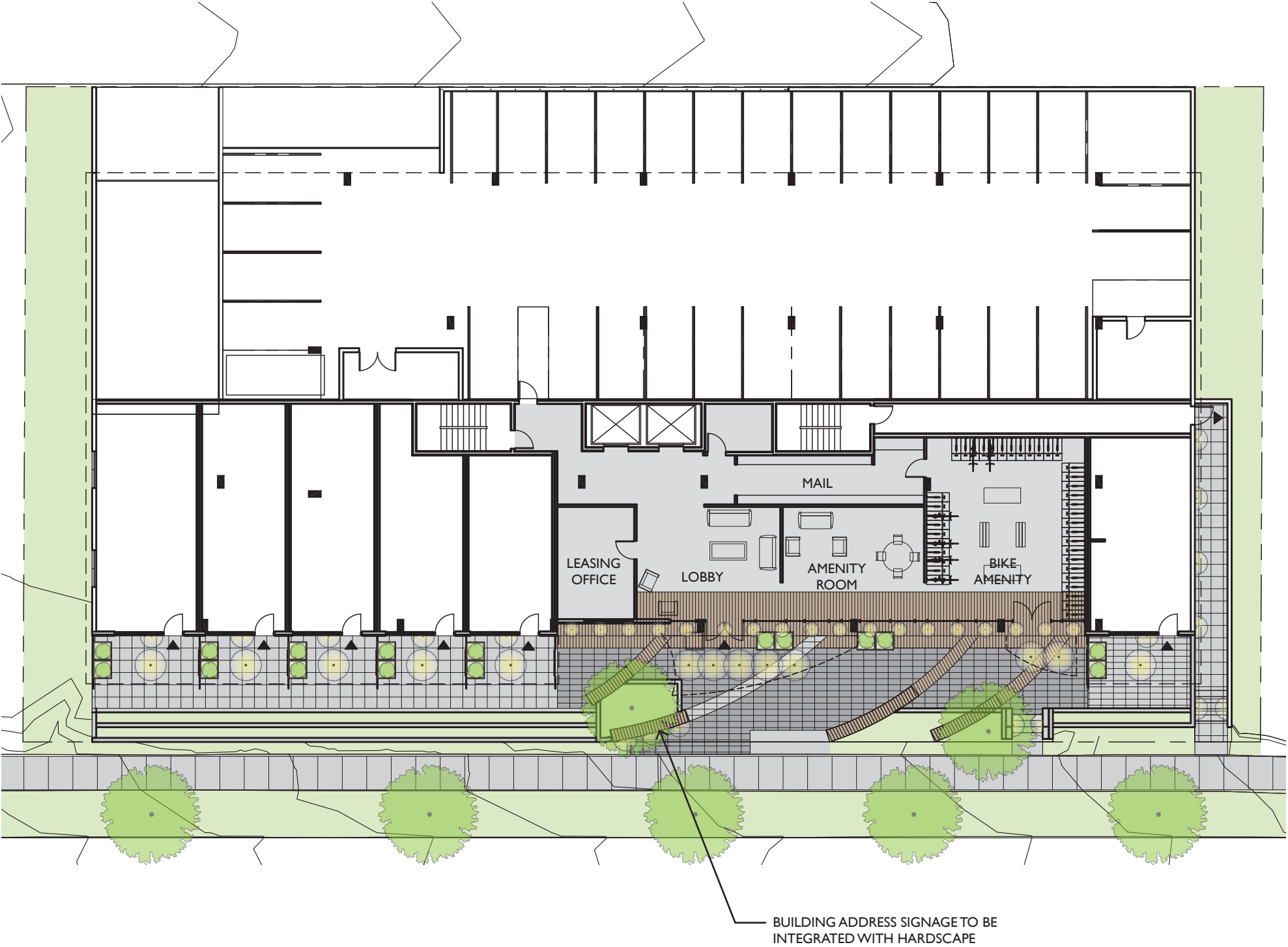


VINE MAPLE



WINTERCREEPER





LOBBY & AMENITY ROOMS

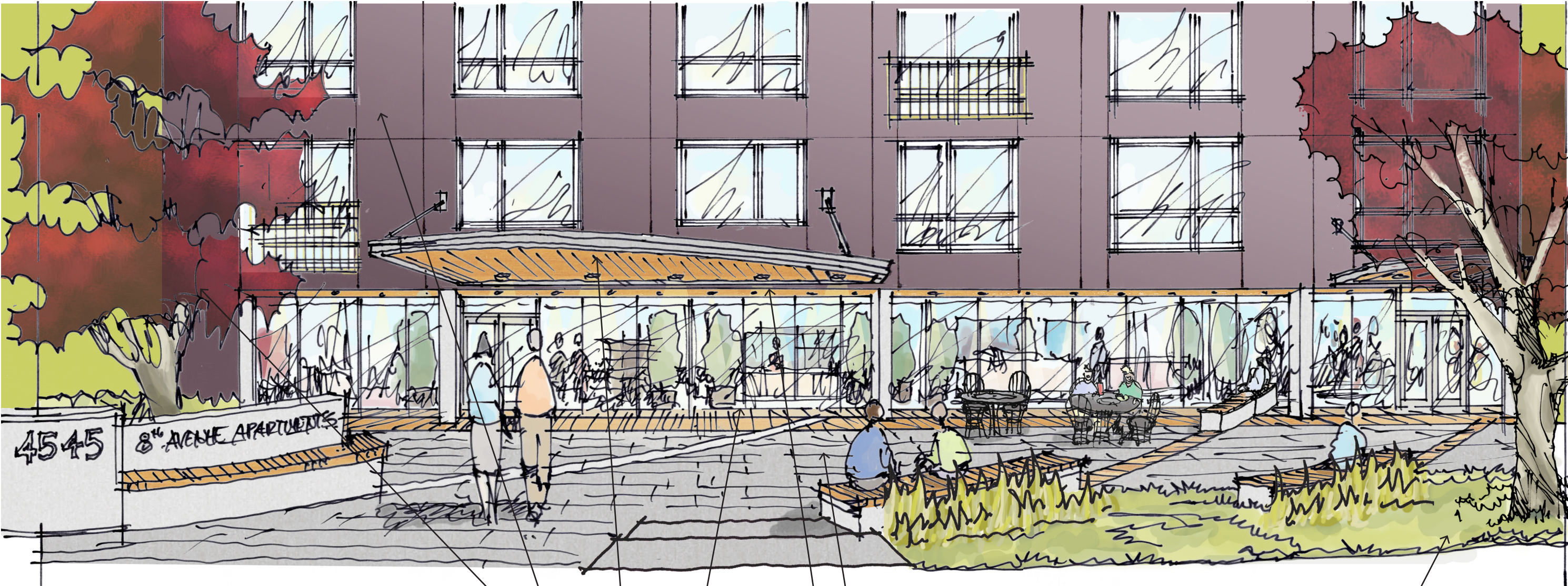


LOBBY & LEASING OFFICE



BIKE & AMENITY ROOM





E-2 New Large Species Tree provides focal point and transition between public and private common areas

C-4 Subdued color palette complements the neighborhood character

A-3 Large canopies identify the Building Entrances

C-2 Expansive open space at grade extends into the building at Level I

E-2 Well landscaped perimeter of the building creates a minimal visual impact while creating a security buffer

A-7/C-3 Public and Private Open Spaces along the length of the building create active usable space to enhance to the pedestrian environment. The wide entry common space is setback from the property line, diminishing the impact of the building on the pedestrian environment.

C-3 Greater floor-to-floor height at Level I allows for a more generous scaled entry area.



VIGNETTE - MAIN ENTRY ON 8TH AVENUE

A-3 Level I setback from building above to highlight transparency at ground level

A-3 Large Canopy identifies Buliding Entrance

E-2 New Large Species Tree provides focal point and transition between public and private common areas

E-2 Well landscaped perimeter of the building creates a minimal visual impact while creating a securty buffer

E-2 Building Signage

A-7/C-3 Public and Private Open Spaces along the length of the building create active usable space to enhance to the pedestrian environment.

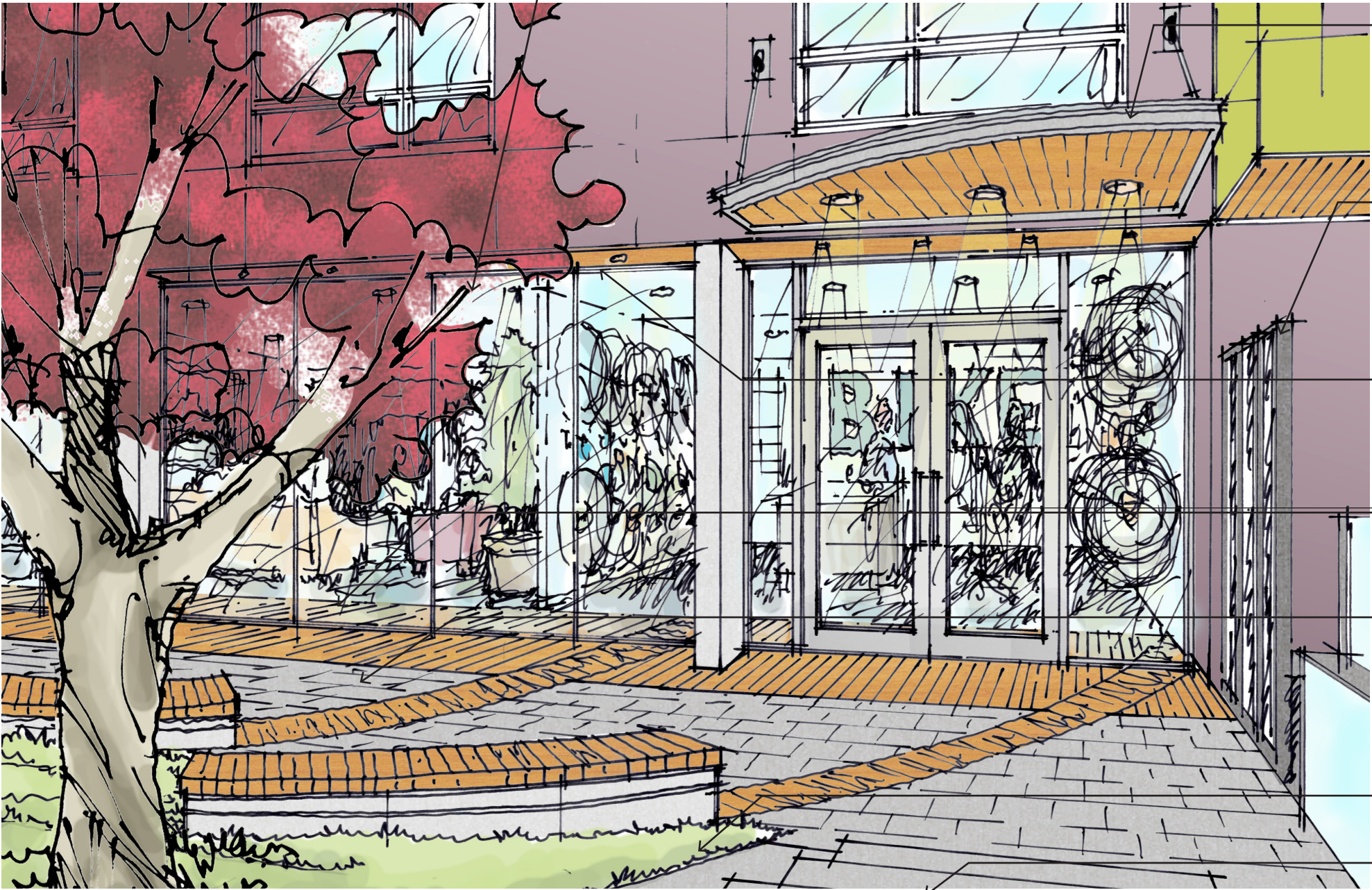
The wide entry comon space is setback from the property line, diminishing the impact of the building on the pedestrian environment.

C-2 Expansive open space at grade extends into the building at Level I

C-3 Greater floor-to-floor height at Level I allows for a more generous scaled entry area.







A-3 Level I setback from building above to highlight transparency at ground level

A-3 Canopies identify the Bicycle Amenity Entrance

A-3 Private Unit Entries are flanked by Privacy Screens and Planters.

C-3 Greater floor-to-floor height at Level I allows for a more generous scaled entry area.

C-2 Amenity are extends into the building with direct connection from the sidewalk to both the main residential building entrance and the bicycle amenity area

A-7/C-3 Public and Private Open Spaces along the length of the building create active usable space to enhance to the pedestrian environment.

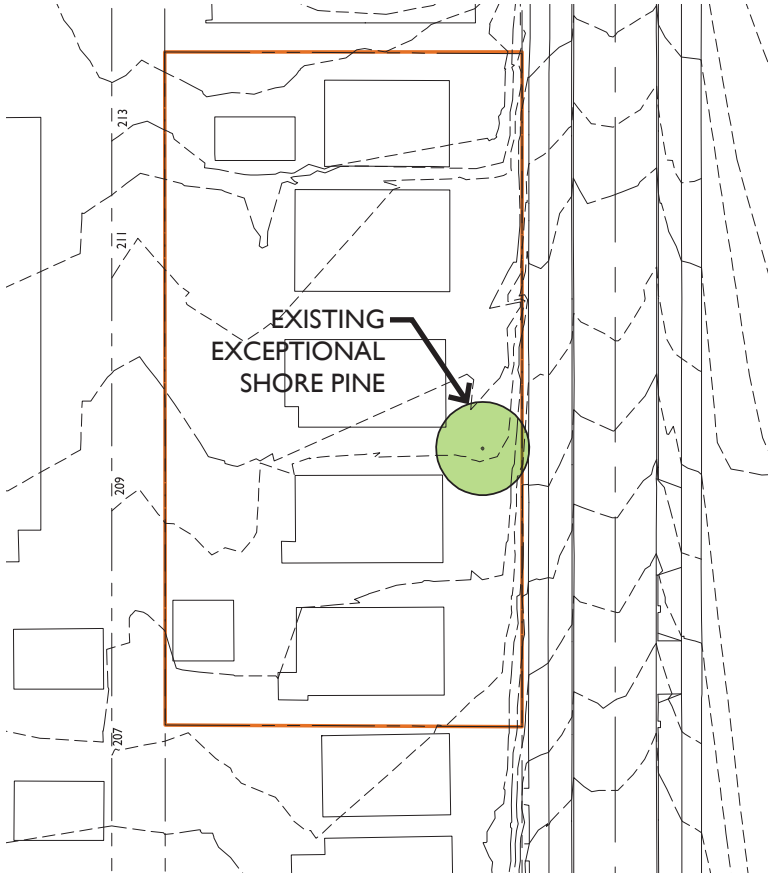
The wide entry comon space is setback from the property line, diminishing the impact of the building on the pedestrian environment.

E-2 Well landscaped perimeter of the building creates a minimal visual impact while creating a securty buffer

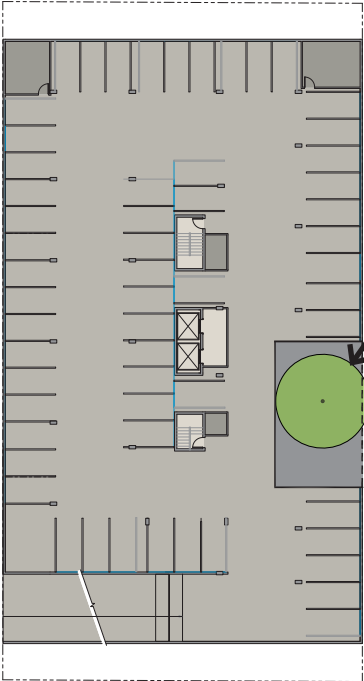
Stair/Ramp Entrance Leads directly into Bicycle Amenity Room



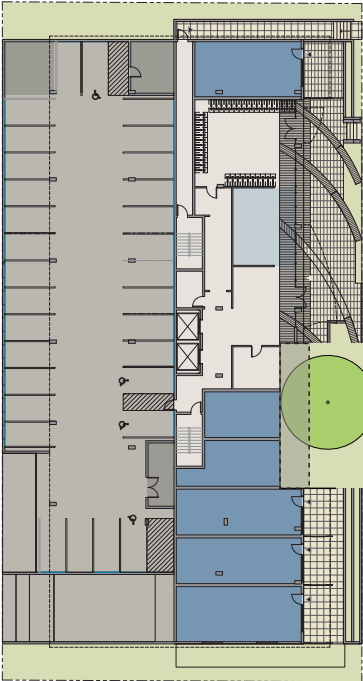
EXISTING TREE IMPACT STUDY



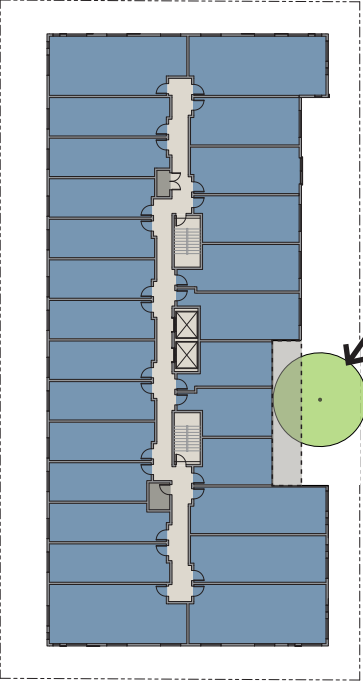
MINIMUM PER CODE



- LEVEL P1**
- LOSE 9 STALLS
  - LOSE VIABLE ACCESS TO PARKING

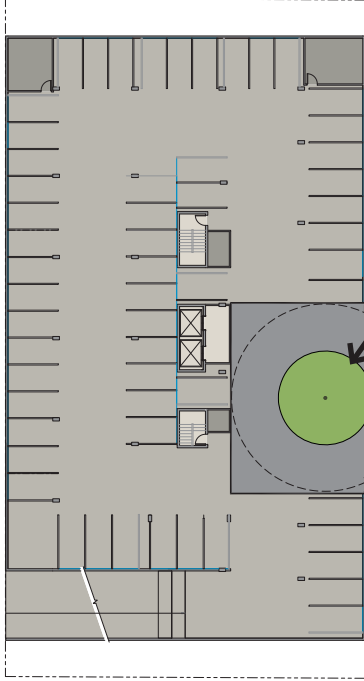


- LEVEL 1**
- LOSE 15% OF LOBBY/AMENITY
  - LOSE 1 UNIT

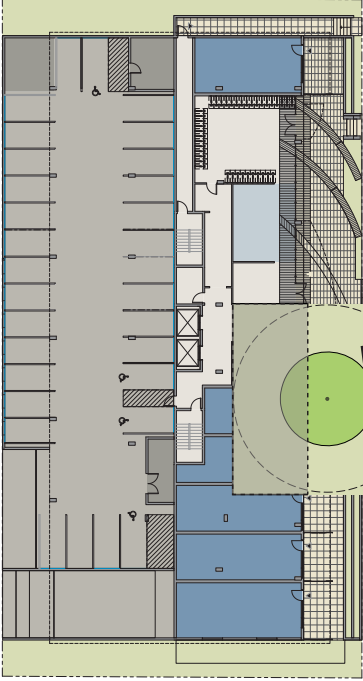


- LEVELS 2-7**
- LOSE 2 UNITS

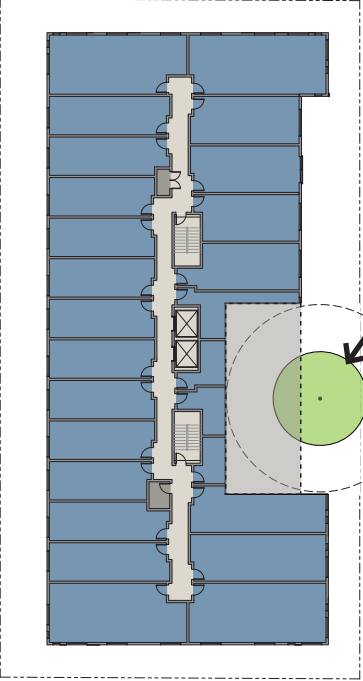
RECOMMENDED BY ARBORIST



- LEVEL P1**
- LOSE > 10 STALLS (10%)
  - LOSE THRU ACCESS TO PARKING



- LEVEL 1**
- LOSE 50% OF LOBBY/AMENITY
  - LOSE 2 UNITS



- LEVELS 2-7**
- LOSE 4 UNITS (15%)

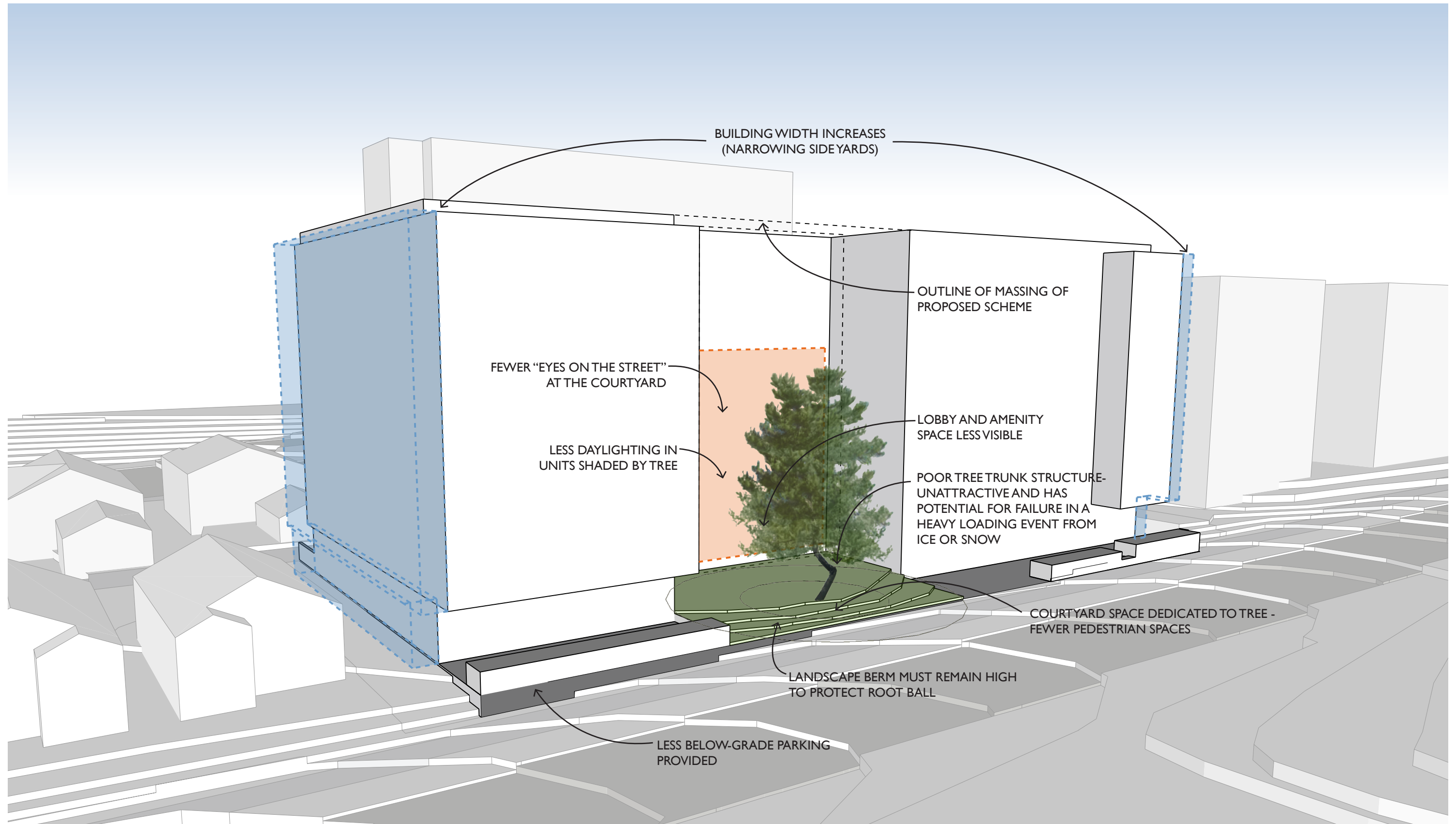


EXISTING SHORE PINE  
PHOTO CREDIT: HOLLY IOSSO, TREE SOLUTIONS



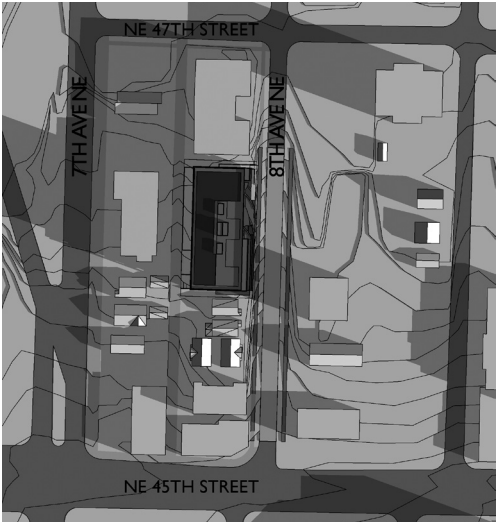
EXISTING SHORE PINE TRUNK







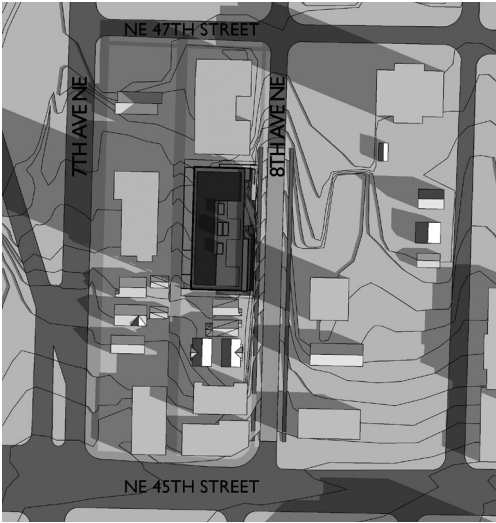
SHADOW STUDY



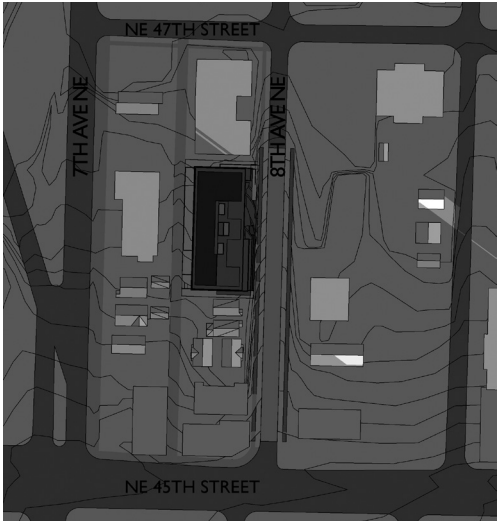
MARCH 21 - 8 AM



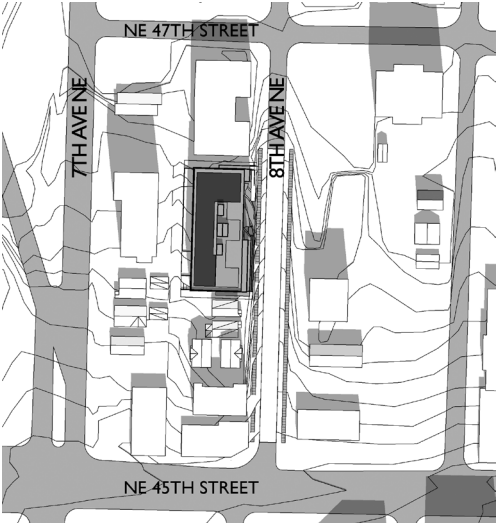
JUNE 21 - 8 AM



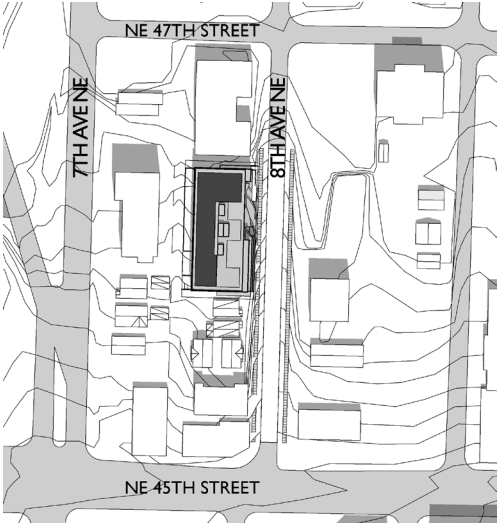
SEPTEMBER 21 - 8 AM



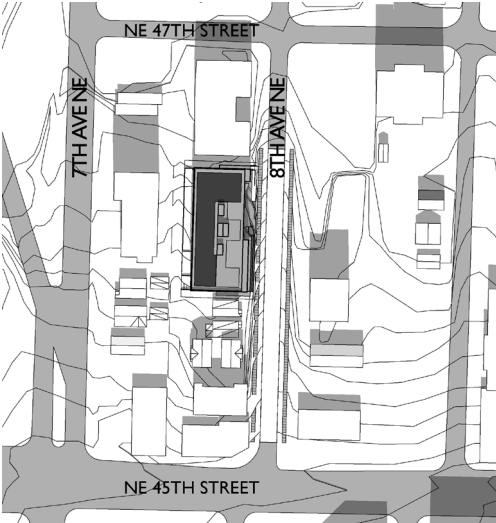
DECEMBER 21 - 8 AM



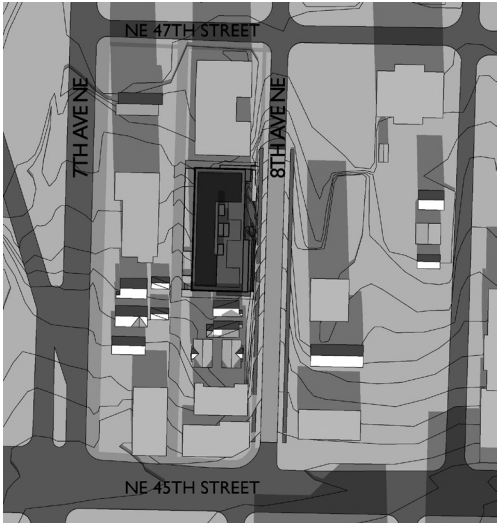
MARCH 21 - 12 PM



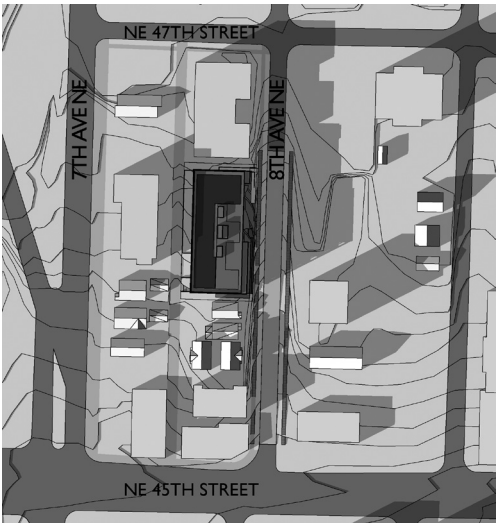
JUNE 21 - 12 PM



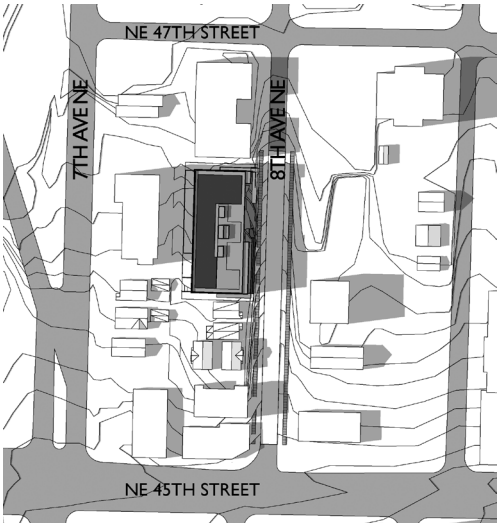
SEPTEMBER 21 - 12 PM



DECEMBER 21 - 12 PM



MARCH 21 - 4 PM



JUNE 21 - 4 PM



SEPTEMBER 21 - 4 PM



DECEMBER 21 - 4 PM



DPD Project number: **3012547**  
Address: **4545 8th Avenue NE**

Response to Guidelines: MUP Application for Design Review

*1. Please describe the proposal in detail, including types of uses; size of structure(s); location of structure(s); amount, location and access to parking; special design treatment of any particular physical site features (e.g. vegetation, watercourses, slopes); etc.*

The project is a multi-story apartment building containing 162 residential units, with parking for approximately 97 vehicles that will be located at Level 1 and a below grade parking garage, both accessed from the alley on the west side of the property. The 5 existing two-story + basement residential structures on site will be demolished. The approximate sizes of the proposed building and its individual uses are as follows:

Residential area, including circulation and common area:	94,406
Parking:	28,446
Total area:	122,850

*2. Please indicate in text and on plans any specific requests for development standard departures, including specific rationale(s) and a quantitative comparison to a code-complying scheme. Include in the MUP plan set initial design response drawings with at least 4 colored and shadowed elevation drawings and site/landscape plan.*

See attached departure matrix.

*3. Please describe how the proposed design responds to the early design guidance provided by the Design Review Board:*

A. SITE PLANNING

A-2 STREETSCAPE COMPATIBILITY

Citywide Design Guidelines:

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

University-specific supplemental guidance:

Context:

Reinforcing the pedestrian streetscape and protecting public view corridors are particularly important site planning issues. Stepping back upper floors allows more sunlight to reach the street, minimizes impact to views, and maintains the low-to-medium rise character of the streetscape. Roof decks providing open space for mixed-use development can be located facing the street so that upper stories are, in effect, set back.

Guideline-Solar Orientation:

Minimizing shadow impacts is important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st. This is especially important on blocks with narrow rights-of-way relative to other neighborhood streets, including University Way, south of NE 50th Street.

Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board discussed the proposed courtyard at the east façade. The Board agreed that the courtyard should be designed to maximize light and air, as well as provide modulation for the building frontage. However, the Board also felt that the current configuration didn't provide enough modulation or usable open space in the courtyard area, since the inset area was only set 4' back from the front façade.
- Duncan Place to the north offers an example of a courtyard that is proportional to the street frontage, although the Board noted that the proposed courtyard does not have to include the same configuration as that example.
- The Board noted that the area of tree protection for the exceptional tree appears to create a proportional break in the façade. A design that either includes retention of the exceptional tree, or a courtyard and modulation similar to the tree protection area could be consistent with this guideline.
- The Board directed the applicant to further develop the design to create an open space that is proportional to the building mass, a modulated front façade, a recognizable courtyard area, and a clear entry from the street front.

Response:

- The proposed design has increased the proposed courtyard area from that shown at the EDG meeting. The modified courtyard has been set back an additional 4', from the originally proposed 4', which creates an 8' step in the building façade. The full depth of the courtyard from the property line is approximately 17'-4", which includes the building setback as well as the building modulation. The spacious courtyard maximizes light and air, as well as provides significant modulation along the street façade.
- The wider courtyard along the sidewalk creates an open and inviting atmosphere for both pedestrians and residents, yet the landscaping along the edge will also provide a sense of security and comfort. We felt this was a better response than a deeper, narrower courtyard which would limit pedestrian interaction, as well as create a cavernous courtyard which would not maximize the light and air desirable. Response to guidelines E-2 and E-3 addresses the Exceptional Tree and the courtyard design with regards to the tree.

A-3 ENTRANCES VISIBLE FROM THE STREET

Citywide Design Guidelines:

Entries should be clearly identifiable and visible from the street.

University-specific supplemental guidance:

Context:

Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

- On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.
- In residential projects, except townhouses, it is generally preferable to have one walk way from the street that can serve several building entrances.
- When a courtyard is proposed for a residential project, the courtyard should

*have at least one entry from the street*

*4. In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.*

Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board noted that the combination of shallow entry courtyard and stepped planters and open spaces at the street frontage could result in confusion about the location of entries. The Board gave guidance to provide a clear sense of entry and connection to the sidewalk at 8th Avenue NE.

Response:

- The proposed courtyard provides a clear sense of entry for building residents. The building, as designed, has created a common courtyard that is accessed directly from the sidewalk. The entry is clearly delineated between landscape elements which are low enough to create a visual connection to pedestrians while also providing a physical barrier helping to create a sense of security. Additionally, the courtyard provides a connection to the pedestrian environment while also creating usable space for building residents. The courtyard creates several outdoor spaces, contributing to the livelihood of the space.
- Individual unit entrances have been introduced along the street façade at Level 1. The access to these units is off the central courtyard, which helps establish a clear entrance to the building from the sidewalk, eliminating any confusion about the location of entries. The inclusion of the unit entrances along the Level 1 street front promotes ground level activity. The increased human presence should increase the sense of security for residents.

A-7 RESIDENTIAL OPEN SPACE

Citywide Design Guidelines:

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

University-specific supplemental guidance:

Context:

There is a severe lack of both public and private open space in the community. Small open spaces-such as gardens, courtyards, or plazas - that are visible or accessible to the public are an important part of the neighborhood's vision. Therefore, providing ground-level open space is an important public objective and will improve the quality of the residential environment.

Guidelines:

- The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden or similar occupiable site feature. The quantity of open space is less important than the provision of the functional and visual ground-level open space.
- A central courtyard in cottage or townhouse developments may provide better open space than space for each unit. In these cases, yard setbacks may be reduced if a sensitive transition to neighbors is maintained.



# ATTACHMENT B: RESPONSE TO GUIDELINES

## Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board gave guidance as noted in response to Guideline A-2. In addition to that guidance, the Board noted that the rooftop open space and courtyard offer different opportunities for resident activity. The open space at the street level should be designed to be usable, and the open space concept should be clearly related to the building program and focused areas of activity.

## Response:

- See response to A-2. Additionally, the internal amenity area is connected to the entry courtyard, encouraging residential use of the amenity area and courtyard. This area, while directly connected to the entry courtyard, is separated by landscaping which helps create exterior rooms while also maintaining the connection to both the entry courtyard and the sidewalk.
- The building design includes a large, landscaped roof top deck. The roof top deck creates a more intimate opportunity for the building residents to gather. While the roof is a common amenity area, its separation from the sidewalk creates an inherently more private amenity area for residents to convene.

## B. HEIGHT, BULK & SCALE

### B-I HEIGHT, BULK & SCALE COMPATIBILITY

#### Citywide Design Guidelines:

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.

#### University-specific supplemental guidance:

##### Context:

The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4. The design and siting of building is critical to maintaining stability and Lowrise character.

##### Guideline:

Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

## Early Design Guidance (EDG):

- (EDG) Guidance reflects the response to Guideline A-2.

## Response:

- See response to A-2. Additionally, the building has been set back from the east property line (front yard setback) an additional 4'-6" in order to decrease the impact on the pedestrian environment.
- The building scale aligns with the scale of the new buildings that have been developed in the neighborhood, including Duncan Place Condominiums directly to the north of the project site. There are two high-rise buildings

in the direct vicinity of the project site; the SHA housing complex west of the project and the University Condominiums across the street to the east of the project. These buildings are significantly larger than the proposed project.

## C. ARCHITECTURAL ELEMENTS & MATERIALS

### C-I ARCHITECTURAL CONTEXT

#### Citywide Design Guidelines:

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.

#### University-specific supplemental guidance:

##### Context:

Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area's variety, no single architectural style or character emerges as a dominant direction for new construction. As an example, the University of Washington campus sets a general direction in architectural style and preference for masonry and cast stone materials, however, new buildings on and off campus incorporate the general massing and materials of this character, rather than replicating it.

##### Guidelines:

- Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.
- For areas within Ravenna Urban Village, particularly along 25th Avenue NE, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.
- On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction.
- When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historic character.
- Buildings in Lowrise zones should provide a 'fine grained' architectural character.

## Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board directed the applicant to design the building in response to nearby context, such as Duncan Place to the north and other buildings nearby. The design should respond to the potential for a varied demographic (students, families, long and short term residents), and the palette should include muted colors and durable materials. However, the Board specified that while the colors may be muted, the creative playful design intent is still encouraged.

## Response:

- The building scale, as noted in B-I, relates to the scale of the buildings that have been recently constructed in the neighborhood as well as many of the notable neighborhood high-rise buildings which are in close proximity.
- The color and material selection are based on a subdued overall palette with a touch of punch to add interest. The building has been broken up into two portions; the recessed portion of the building which provides a contrasting simplistic backdrop to the whimsical bays that wrap the building. While the bays provide interest, they still contain a fairly subdued color palette, in response to the neighbors' desire for a muted design. Interest is added to the bays through the inclusion of a 'playful' fiber cement panel pattern in a series of related colors. A final touch of color has been added to a metal frame which wraps the end bays and helps create a frame around the exterior courtyard.

## C-2 ARCHITECTURAL CONCEPT & CONSISTENCY

#### Citywide Design Guidelines:

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 façade walls.

## Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board noted that in addition to the guidance provided in response to Guideline A-2, the architectural concept should indicate a clear hierarchy of design from the street level to the top of the building.

## Response:

- See response to A-2.
- The inherent qualities of this courtyard scheme create a natural hierarchy of the residential experience. The pedestrian enters the common residential entry courtyard, which in turn bleeds into the building amenity area and even further down into the individual unit entries. The processional from the casual pedestrian to the common resident to the private individual is an obvious hierarchical experience. The overall building design, framing the courtyard, embraces the courtyard concept which creates the inherent hierarchy for the resident.

## C-3 HUMAN SCALE

#### Citywide Design Guidelines:

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

## Early Design Guidance (EDG):

- Guidance reflects the response to Guideline C-1.

## Response:

- See Responses to C-1 and C-2.
- In addition, building elements like the large canopy at the residential entry courtyard, landscape elements, decklets on the main building and the building



overhang (above Level 1) help create human scale at the courtyard level.

C-4 EXTERIOR FINISH MATERIALS

Citywide Design Guidelines:

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.

University-specific supplemental guidance:

Guidelines:

1. New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.

2. Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.

3. The materials listed below are discouraged and should only be used if they complement the building’s architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units; Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.

4. Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

5. Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.

6. Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

7. Light standards should be compatible with other site design and building elements.

Signs

Context:

The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.

Guidelines:

1. The following sign types are encouraged, particularly along Mixed Use Corridors- Pedestrian oriented shingle or blade signs extending from the building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.

2. Post mounted signs are discouraged.

3. The location and installation of signage should be integrated with the building’s architecture.

4. Monument signs should be integrated into the development, such as on a screen wall.

Early Design Guidance (EDG):

- Guidance reflects the response to Guideline C-1.

Response:

- See C-1, C-2 and C-3 for responses.

D. PEDESTRIAN ENVIRONMENT

D-5 VISUAL IMPACTS OF PARKING STRUCTURES

Citywide Design Guidelines:

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.

University-specific supplemental guidance:

Guidelines:

1. The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution for parking.

2. There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.

3. Structured parking facades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.

Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board noted that the proposed parking garage would extend above grade near the south property line and the applicant has requested departures to allow the parking garage to encroach into the setbacks. The Board directed the applicant to provide more information about the design of this condition at the Recommendation stage of review, with particular attention to the street front and south property line.

Response:

- The parking entrances have been located off the alley in order to reduce the impact of the vehicle on the pedestrian environment. Due to the alley grade and the need to provide adequate parking for the project, the below grade parking will extend above grade at the southeast corner along the east property line. The parking wall blends into a series of stepping planters containing lush landscaping running along the eastern property line. The planters also create a visual separation between the exterior public and private gathering spaces, located between the sidewalk and the building, creating a sense of security while still maintaining a connection to the pedestrian.

D-7 PERSONAL SAFETY AND SECURITY

Citywide Design Guidelines:

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board directed the applicant to carefully consider lighting, building corners, access points, side yards, and landscaping as they develop the design. These items should be designed to

create clear sight lines and maximize safety of residents and pedestrians.

Response:

- As noted above in D-5, a series of stepping planters run along the eastern property line which create a barrier between the pedestrian environment and the residential spaces located between the building and the sidewalk. The planters create a physical barrier yet they still provide a visual connection to the sidewalk which helps create a sense of security by maintaining clear sight lines. The exterior individual level 1 unit entrances are accessed from the common entry courtyard, and do not have direct access to the sidewalk, also increasing the sense of security for the residents. Thoughtful exterior building lighting will add to the entry courtyard experience while also increasing the sense of security for the residents.

E. LANDSCAPING

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

Citywide Design Guidelines:

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.

Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board noted that they would like to see more information about the overall landscape plan at the Recommendation meeting. The Board directed the applicant to carefully consider landscaping appropriate to the edges of the site and the edges between the courtyard/building/sidewalk.

Response:

- See responses to guidelines D-5 and D-7. The landscape design heavily revolves around the entry courtyard. The landscaping is designed to encourage interaction and gathering at the entry courtyard as well as create individual exterior spaces for building residents, all the while maintaining a direct connection with the pedestrian.
- Per an arborist report, there is an Exceptional Tree centrally located along the east property line. If the tree were to be saved it would heavily impact both the parking garage and unit count, which would make the project economically infeasible. We are proposing the removal of the Exceptional Tree, however, the landscaping has been designed to pay tribute to the old tree. A new large caliper, yet more appropriate species, tree has been proposed to be located in the entry courtyard, close to where the old tree is located. The tree will be a prominent courtyard feature and will promote activity in the entry courtyard.

E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

Citywide Design Guidelines:

The landscape design should take advantage of special on-site conditions such as high-blank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

University-specific supplemental guidance:

Context:



## ATTACHMENT B: RESPONSE TO GUIDELINES

*The retention of existing, large trees is an important consideration in new construction, particularly on the wooded slopes in the Ravenna Urban Village. The 17th Avenue NE tree-lined boulevard is an important, visually pleasing streetscape.*

*Guidelines:*

- 1. Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village.*
- 2. The 17th Avenue NE (boulevard) character, with landscaped front yards and uniform street trees, is an important neighborhood feature to be maintained.*

Early Design Guidance (EDG):

- At the Early Design Guidance Meeting, the Board noted that the exceptional tree and identified tree protection area provide an opportunity to mitigate the height, bulk, and scale, and provide a proportional break in the east facing façade. However, the Board recognized that the tree itself may not result in a usable courtyard space or clear entry sequence. It may be possible that a design without the tree would better meet the design review guidelines if the applicant demonstrated a usable courtyard space, a proportional break in the façade, and a clear entry sequence.
- The Board looks forward to seeing further development of the design and an alternate design showing tree preservation at the Recommendation meeting.

Response:

- See response to guideline E-2.
- Additionally, the overall building design has been offset in response to the location of the tree. The asymmetrical design allows the tree to remain a prominent feature of the courtyard while not diminishing the functionality of the courtyard. Should the tree be centrally located, it would encompass the entire courtyard without providing much usable space. The offset nature of the tree to the courtyard relates to the asymmetrical nature of the building while also maintaining a usable entry courtyard. In addition, the prominent canopy, whose shape directly relates to the new tree, is located above the residential building entrance.







INTRACORP PROJECTS



THE HAYES



SIDNEY



EXPO 62



BLAKELEY COMMONS





WESTLAKE VILLAGE



SALVEO - LEED H PLATINUM



CHELAN RESORT SUITES



THE DAKOTA



222 VIEW APARTMENTS



H2O APARTMENTS - LEED H MIDRISE PILOT GOLD TARGET



BROADSTONE KOI APARTMENTS - LEED NC CERTIFIED TARGET



OLIVEWAY MIXED-USE APARTMENTS - LEED NC SILVER TARGET



MIST APARTMENTS - LEED NC SILVER TARGET

8TH AVENUE APARTMENTS - DPD #3012547

DESIGN REVIEW