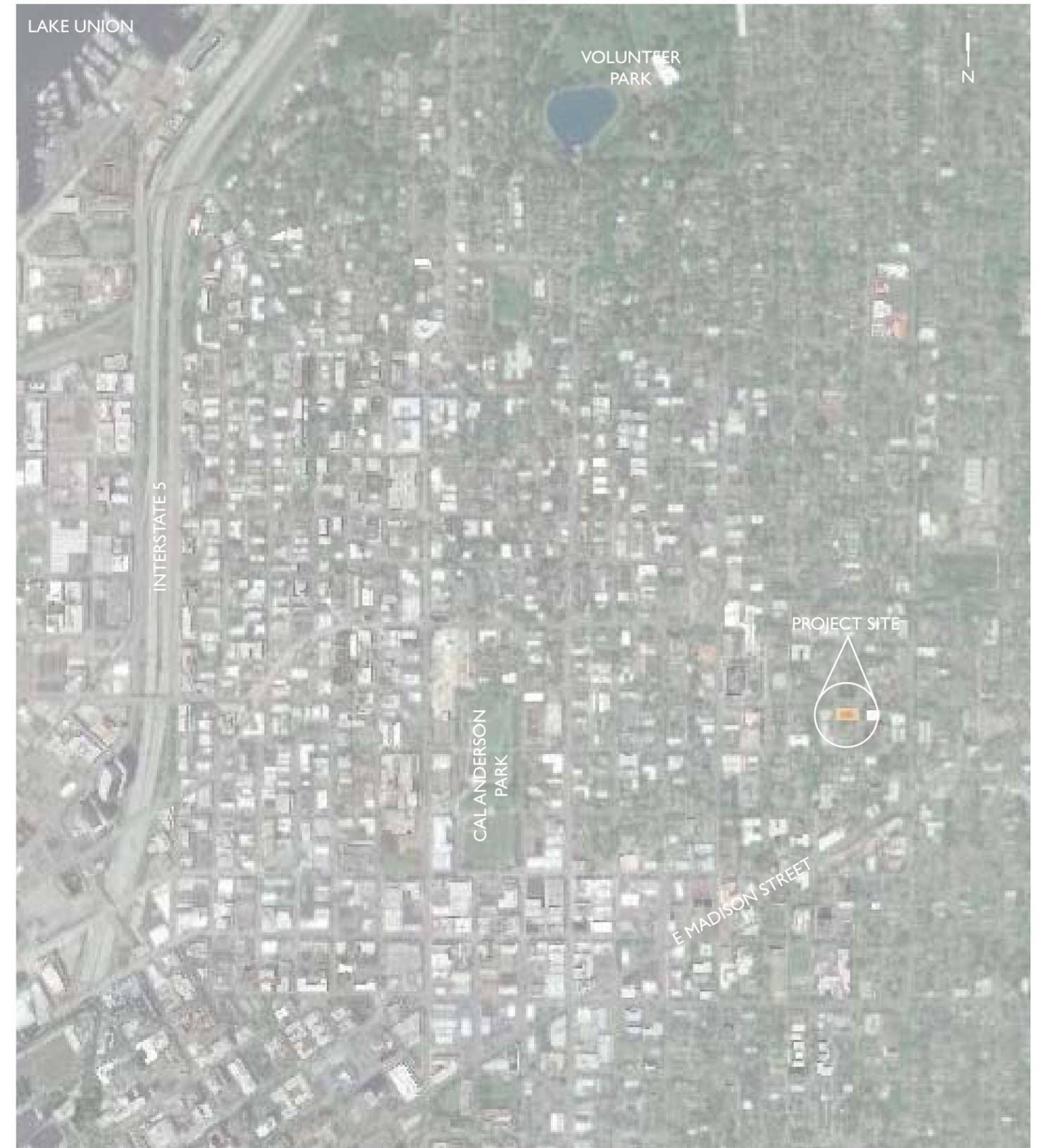


1823 Apartments

1823 18th Avenue



VICINITY MAP

PROJECT INFORMATION

Address: 1823 18th Avenue

DPD Project #: 3012667

Owner: DENNY I8, LLC
A Rudd Development Co. Project

Contractor: Rudd Development Co.
E. Marc Rudd, Manager
marc@rudddevelopment.com

Applicant: grouparchitect
2222 eastlake avenue east
Seattle, WA 98102
Phone (206) 365-1230
Fax (206) 365-1857

Contact: Brian Palidar AIA CSBA
brian@grouparch.com

DEVELOPMENT OBJECTIVES

Please describe the applicant's development objectives, indicating types of desired uses, structure height, number of residential units, amount of commercial square footage, and number of parking stalls, etc.

The proposed project is a multi-story, residential apartment building containing residential apartment units in the upper levels and parking in a subterranean garage. The height of the building is anticipated to reach the maximum limit of 40 feet. The existing site maintains vehicular access from the developed alley. All vehicular access, refuse / recycling storage, and other services are proposed from the alley in Option A. Options B and C propose vehicular access and refuse / recycling pick-up from 18th Avenue, while Option D proposes refuse / recycling storage along the alley and vehicular access from 18th Avenue. Refuse / recycling storage is within the building envelope in all options. The residential entrance lobby is located at the corner of E Denny Way and 18th Avenue in Options A & B, and Options C & D propose an accessible lobby accessed along 18th Avenue. Residential amenity space will be provided through a combination of the following: street level landscaped areas, private decks, and a common area courtyard at the ground level. Construction of this project requires the demolition of two existing two-story single family residences.

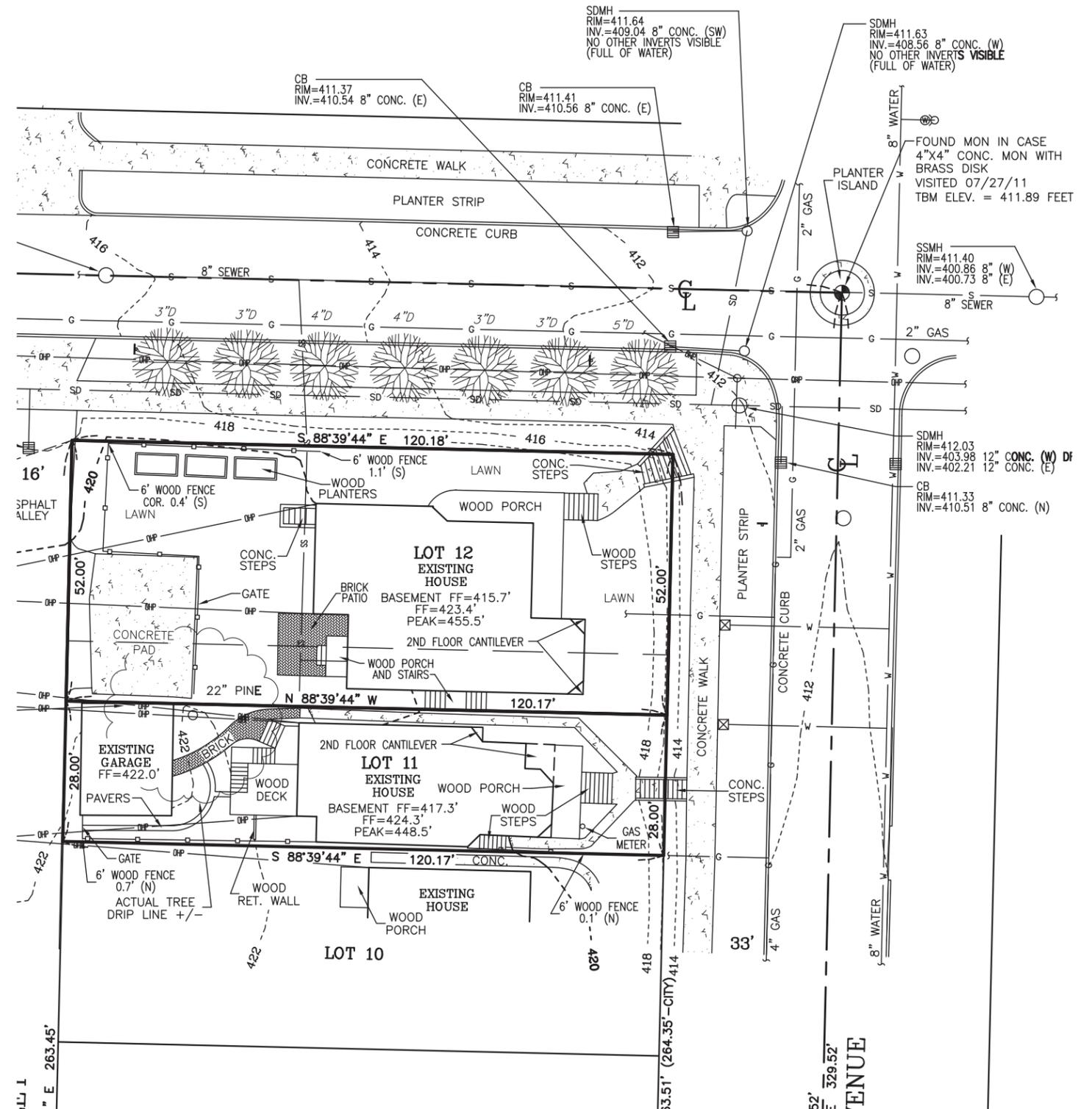
The development objectives for this project are as follows (all values are approximate):

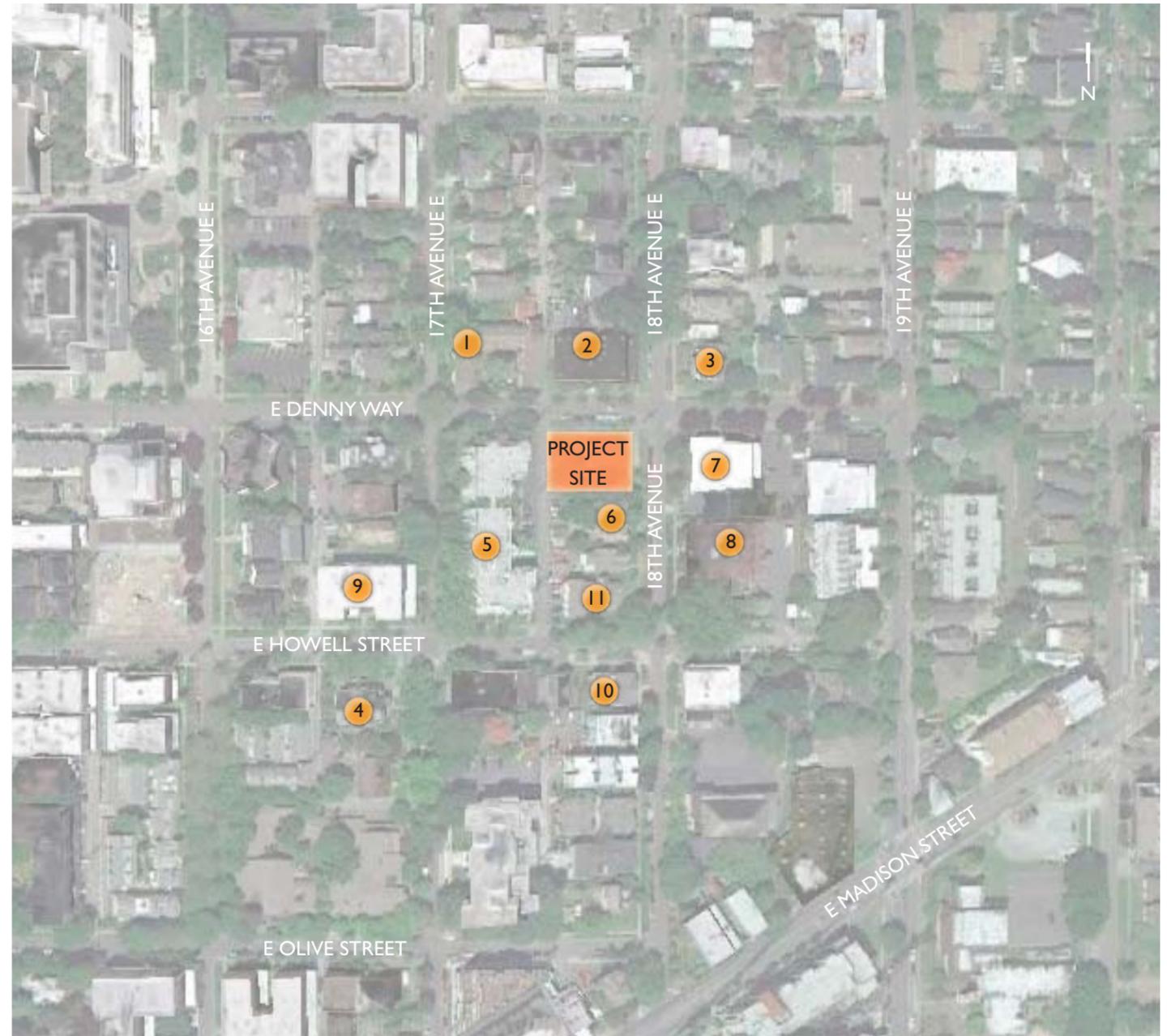
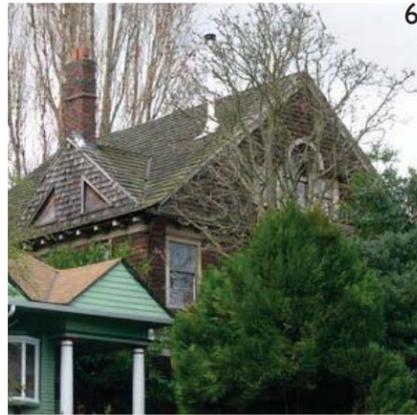
Number of residential units:	26 to 29
Number of parking stalls:	12 to 17
Area of residential levels:	22,600 sf
Area of parking level:	6,800 sf
Total area:	29,400 sf

See zoning analysis section for discussion of requested design departures.

SUSTAINABILITY OBJECTIVES

- Built Green, Four Star





ADJACENT BUILDINGS

- | | | |
|---|--------------------------------------|----------------------------|
| 1. LaQuinta Apartments | 5. Fred Lind Manor Retirement Home | 9. *Hillcrest Apartments |
| 2. 1720 E Denny Way Apartments | 6. 1815 18th Ave, Single Family Home | 10. E Howell Tomehomes |
| 3. 102 18th Ave E, Duplex | 7. Fortune View Condominiums | 11. Talbot Hyde Apartments |
| 4. *Galbraith House/Seattle Mental Health | 8. Union Gospel Union | |

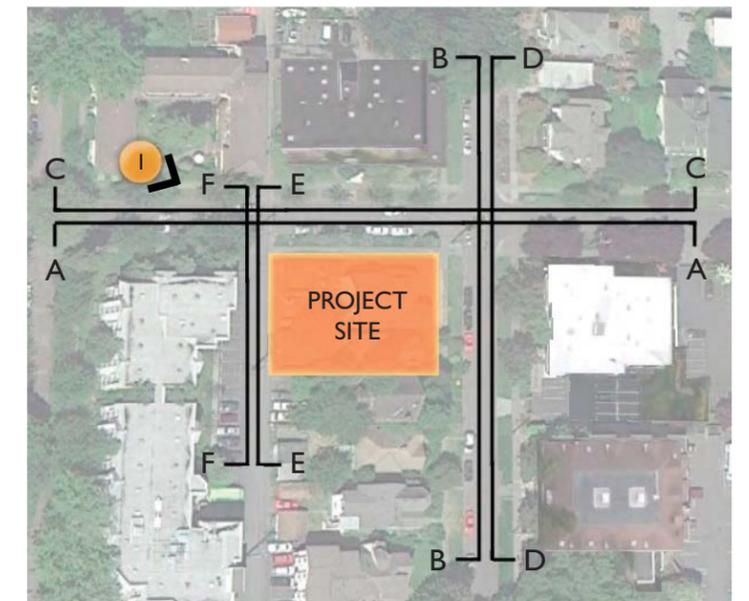
* indicates City of Seattle Designated Landmark



STREET ELEVATION A: E DENNYWAY LOOKING SOUTH



STREET ELEVATION B: 18TH AVENUE LOOKING WEST



STREET ELEVATIONS

OPPOSITE PROJECT SITE



STREET ELEVATION C: E DENNY WAY LOOKING NORTH

PROJECT SITE



VIEW 1: ALLEY ELEVATION FROM E DENNY WAY

OPPOSITE PROJECT SITE



STREET ELEVATION D: 18TH AVENUE LOOKING EAST

PROJECT SITE



STREET ELEVATION E: ALLEY LOOKING EAST

OPPOSITE PROJECT SITE



STREET ELEVATION F: ALLEY LOOKING WEST

SITE ANALYSIS

NEIGHBORHOOD CONTEXT

Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

Capitol Hill Context

The site is located on the Western edge of the Madison-Miller Residential Urban Village, and immediately adjacent to the Capitol Hill Urban Center Village Eastern boundary. The site is in a predominantly multi-family residential use area due East of the 15th Avenue Capitol Hill subarea and the Group Health Campus. E. Madison Street, to the South, is a major bisecting arterial and is a growing dense area with commercial amenities.

Immediate Neighborhood Context:

A variety of residential structures, in both scale and age, are present. Some single-family residences are present, usually in early century structures. Most of the larger early century single family residences have been adapted into multi-family buildings ranging in units from 2 to 8. Three to four story apartment buildings are present. The apartment buildings are extremely varied in scale, age and material use. Scale ranges from half city block to single lot development, age ranges are from early century to 1990's, and material use ranges from traditional brick to stucco. Some institutional use buildings are present throughout the neighborhood and tend to be early century structures.

Adjacent and Nearby Streets:

The immediate surrounding streets serve the neighborhood vehicular and pedestrian traffic. The site is surrounded on three sides by 3 to 4 story apartment buildings. To the South, the abutting property is a 2.5 story single family residence within the LR3 zone. The West side of 18th is primarily single family residences or residences which have been converted to multi-family structures. The East side of 18th is dominated opposite the site by a 3 story condominium and the Union Gospel Union.

Views and Amenities:

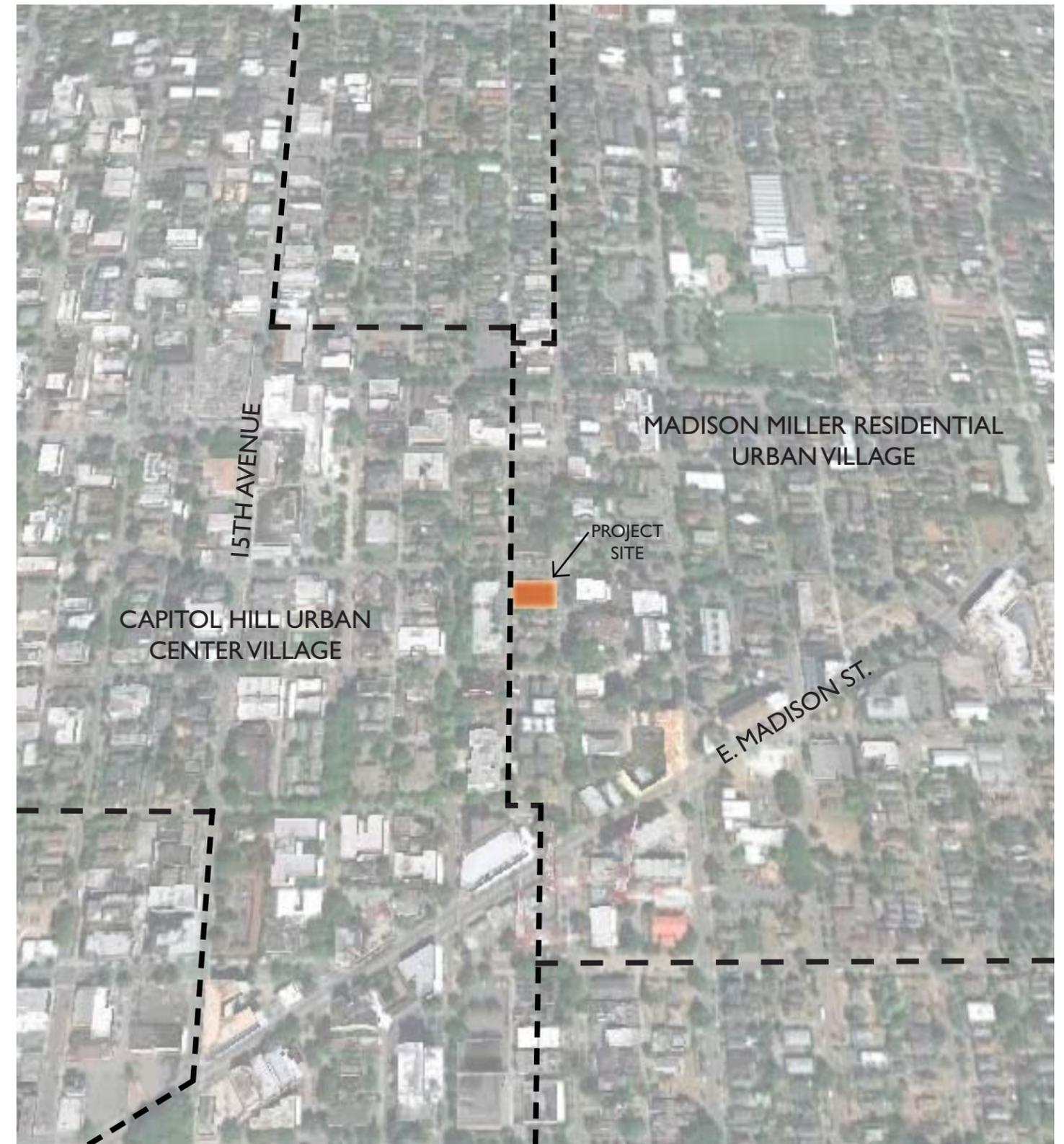
The project will likely have sun exposure from the Southwest, and views from the East toward Lake Washington and to Southeast toward Lake Washington and Mt. Rainier. Views are from the upper floors. Views from the West and North will be blocked by the surrounding apartment development.

Landmarks:

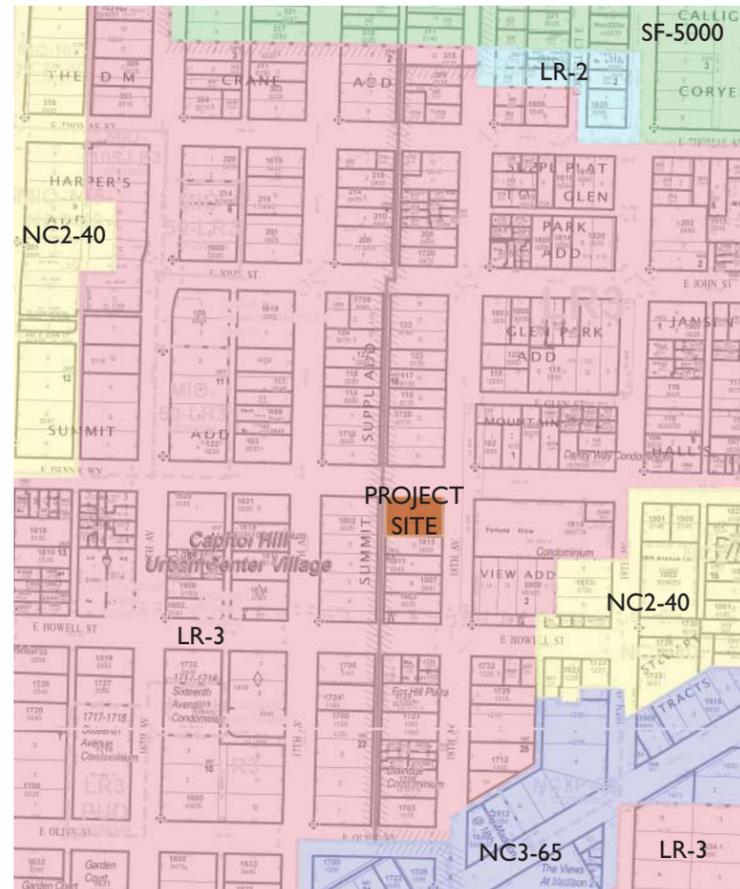
Within a nine block area of the site, there are two City Designated Landmarks. The Hillcrest apartments and the Galbraith House/Seattle Mental Health. Both landmarks are located at the corner of E. Howell Street and 17th Avenue. Neither are visible from the project site.

Future Projects & Additions to Neighborhood Context:

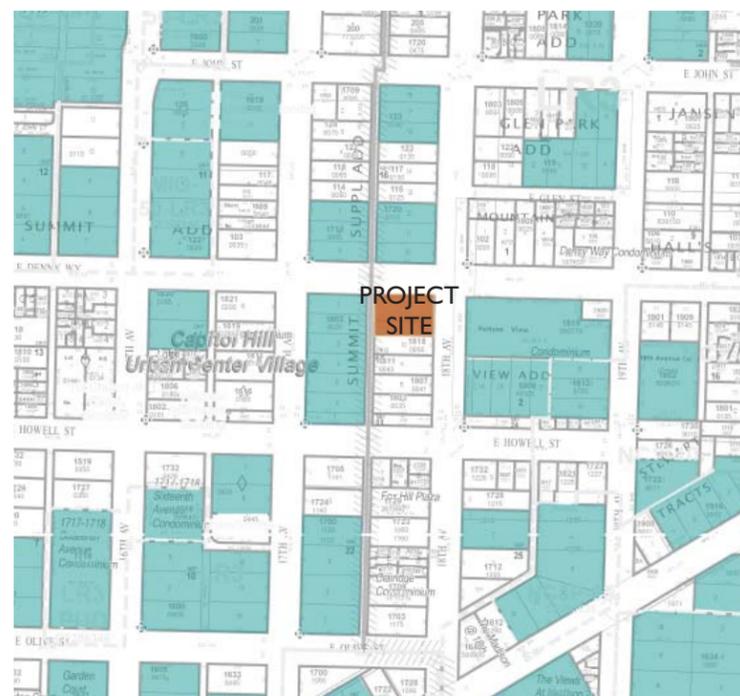
No new projects are occurring in the immediate vicinity that would have impact on the immediate streetscape surrounding the project site. However, nearby development projects will greatly increase the density in the neighborhood. They range in scale, and include new townhomes on non-arterial streets, multi-family near E. Madison St., and new large mixed use multi-family developments in the NC3 zone along E. Madison. These projects will further increase the density within the Madison-Miller Residential Urban Village and the adjacent Capitol Hill Urban Center Village.



AERIAL PHOTOGRAPH & OVERLAY AREAS



ZONING MAP



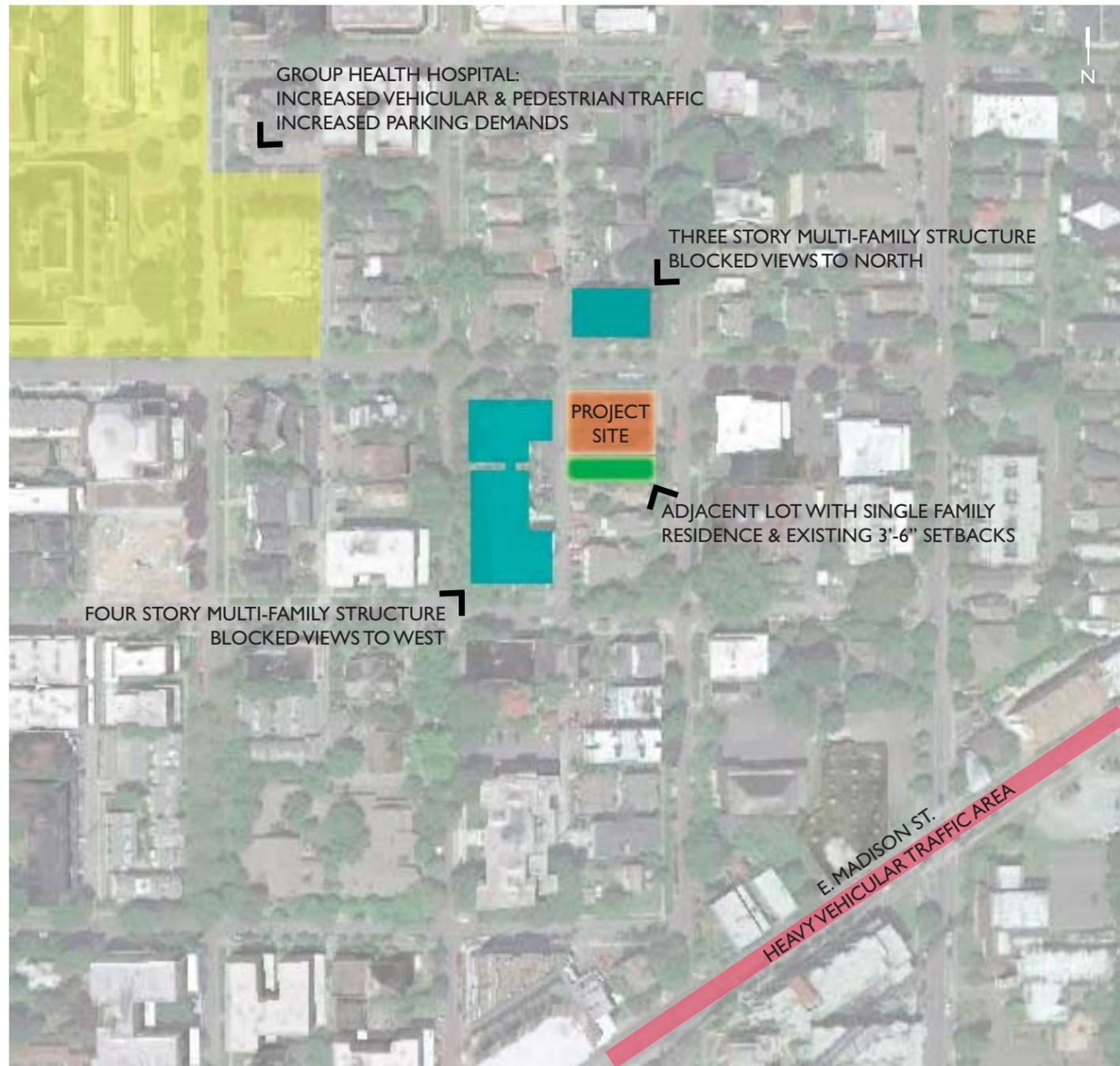
LOCATIONS OF PARCELS OVER 10,000 SF

MULTI FAMILY AND COMMERCIAL PARCELS GREATER THAN 10,000 SQUARE FEET

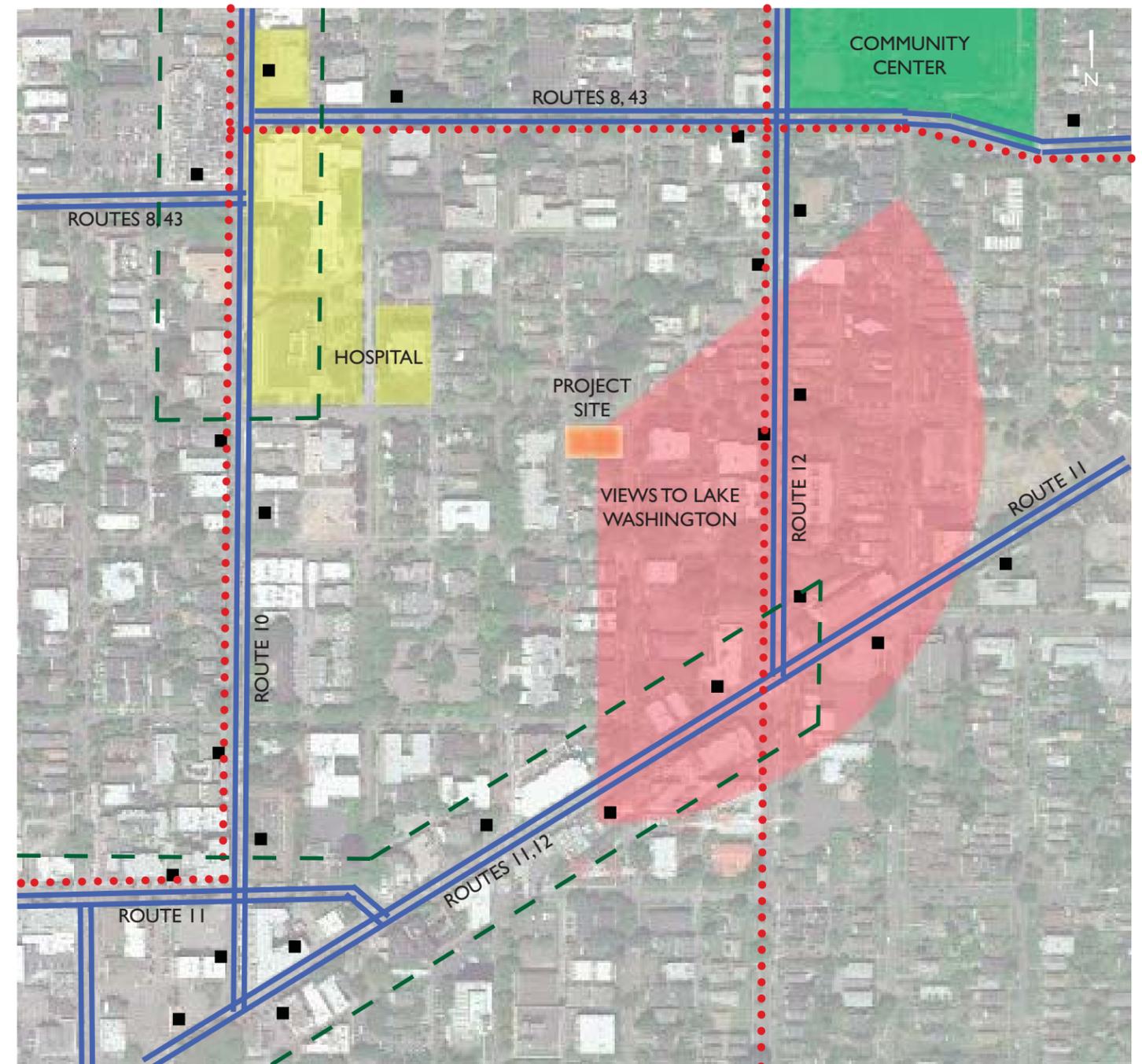


ADJACENT USE DISTRIBUTION





SITE CONSTRAINTS



SITE OPPORTUNITIES

-  Bus Routes
-  Metro Stop
-  Marked Bike Lane
-  Commercial Node

ZONING ANALYSIS (SEATTLE LAND USE CODE, current edition)

SEATTLE MIXED ZONING (23.45)

- 23.45.510 FAR limited to 2.0 for LR-3 Apartments within Urban Villages and meeting the requirements of 23.45.510.C
- 23.45.510.C Project shall meet green building performance standards (LEED Silver or Built Green 4-Star)
- 23.45.510.C4a Access to parking shall be from the alley unless conditions of 23.45.536.C2 are met
- 23.45.510.E4a Portions of a story that extend no more than 4 feet above existing or finished grade are exempt from FAR limits, as long as the requirements of 23.45.510.C are met.
- 23.45.512 No density limits are required, as long as the requirements of 23.45.510.C are met.
- 23.45.514 40' height limit (pitched roof, butterfly roof, and parapet exceptions apply)
- 23.45.518 Setbacks: **(POSSIBLE DEPARTURE)**
 - Front 5 feet
 - Rear 10 feet (with alley)
 - Side 5 feet min & 7 feet average, for facades greater than 40' in length

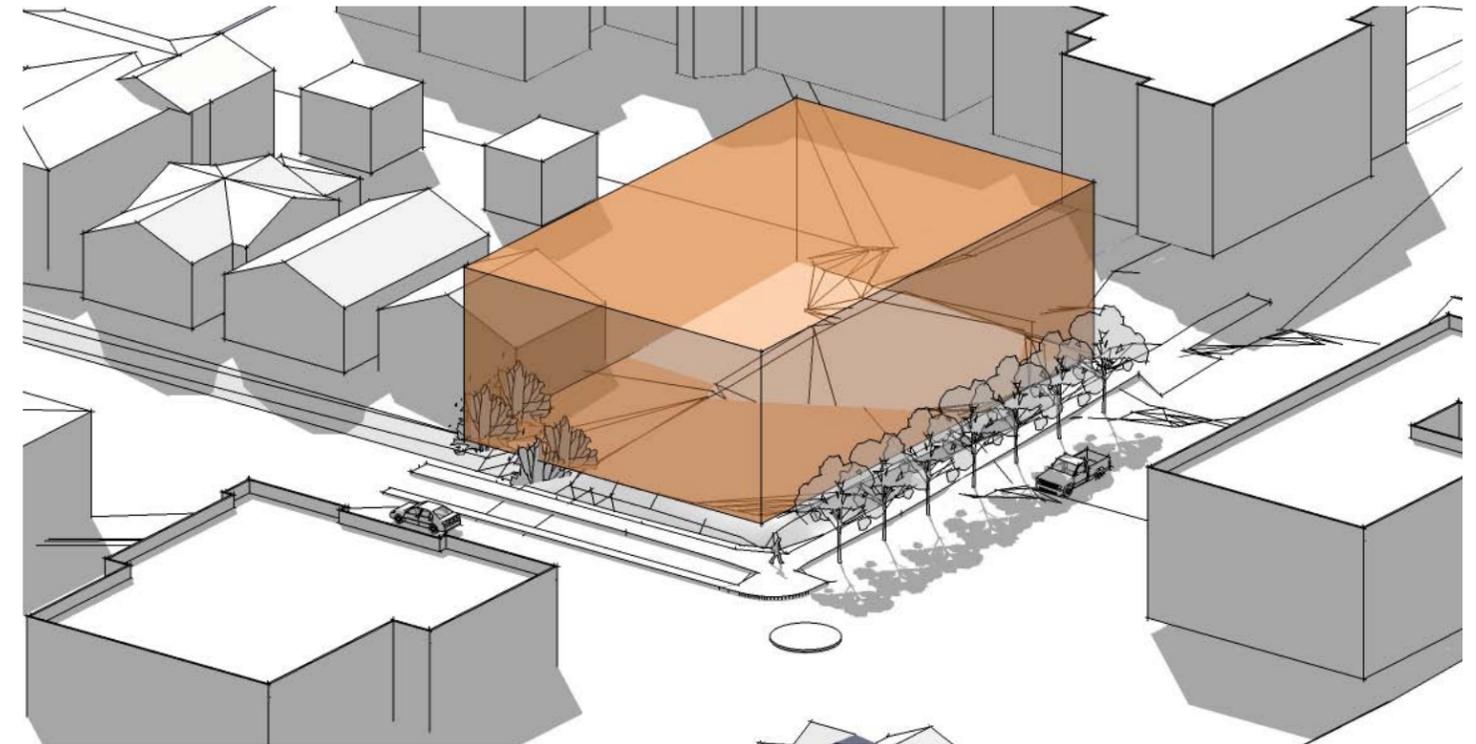
Portions of structures not subject to FAR are not considered part of facade length in calculating side setbacks
- 23.45.518.H1 Eaves and roofs may project into required setbacks a maximum of 4' if they are no closer than 3' to any lot line
- 23.45.522 Residential amenity area req'd = 25% of lot area, 50% must be at common area accessed at ground level. Common areas must be 10' square min and no less than 250 sf.
- 23.45.524 Landscaping shall meet a Green Factor score of 0.6 or greater.
- 23.45.527.A Apartment structure within Urban Village shall not exceed 150' structure width
- 23.45.527.B1 Maximum combined facade length within 15 feet of a non-street side lot line shall not exceed 65% of lot line length
- 23.45.529.B Project is subject to Design Review and not subject to the provisions of the Design Standards
- 23.45.536.C2b.3 Street parking access allowed if parking level is located a maximum 4' above grade and an increased Green Factor score and larger ground-level amenity spaces are achieved for the project
(Access from 18th Avenue reviewed and allowed by DPD based on Option A - Code Compliant and Option D - Preferred Scheme comparison)

PARKING (23.54)

- 23.54.015 No required parking for Residential uses within 1,320 feet of a street with Frequent Transit Service
- Chart E (D) Bicycle parking required: 1 stall / 4 units for Residential uses

GENERAL ZONING / BUILDING INFORMATION

- Parcel Number: 808090-0055 & 808090-0056
- Zoning: LR-3
- Lot Size: 9,614 s.f.
- Overlay: Madison-Miller Residential Urban Village
- Mapped ECA: None
- Streets: E Denny Way and 18th Avenue
- Codes: Seattle Land Use Code (current edition), 2009 Seattle Building Code (SBC)



ZONING ENVELOPE

DEPARTURE REQUESTS ANTICIPATED

LAND USE CODE	CODE ITEM	DEPARTURE DESCRIPTION	DEPARTURE OPTIONS	DESIGN RATIONALE
SMC 23.45.518 TABLE A	Side setbacks	Exceed 7' average side setback along E Denny Way	D	Massing shifted toward North to respect property to South. Setbacks along 18th exceed minimums in return.
SMC 23.45.518.H1	Roof overhang setbacks	Lobby entry awning extends to lot line	D	To emphasize the pedestrian entry, project proposes entry massing up to the setback line and a 5' deep awning within the setback.
SMC 23.45.527.B1	Maximum facade length	Exceeds 78' allowed facade length within 15' setback on South lot line	A	In order to provide a properly sloped parking ramp from the alley and maintain a viable parking level, the ramp location falls within the 15' setback area. The total length of the ramp is 69'. Total facade length within 15' setback is 84'-8". 24' of that is 5' in height.
SMC 23.45.536.D3b	15' garage dr. setback	Garage door on face of facade within setback	B, D	Building massing is shifted toward property lines to allow for generous interior and streetscape courtyards. Garage face is set back 9' to 10' instead of 15'.
SMC 23.54.030.G1	Driveway sight triangle	10' x 10' triangle overlaps building footprint	B, C	Driveway entrance is within recessed area of building facade to de-emphasize the parking level.

SUMMARY OF DESIGN REVIEW GUIDELINES

SITE PLANNING

A-1 *Responding to Site Characteristics*

The Siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features. Solar orientation is also important consideration for this project.

A-2 *Streetscape Compatibility*

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

A-3 *Entrances Visible from the Street*

Entries should be clearly identifiable and visible from the street.

A-4 *Human Activity*

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

A-5 *Respect for Adjacent Sites*

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 *Transition Between Residence & Street*

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-7 *Residential Open Space*

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

A-8 *Parking & Vehicle Access*

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-9 *Location of Parking on Commercial Street Fronts*

Parking on a commercial street front should be minimized and where possible should be located behind a building.

A-10 *Corner Lots*

Buildings on corner lots should be oriented to the corner and public store fronts. Parking and automobile access should be located away from corners.

HEIGHT, BULK & SCALE

B-1 *Height, Bulk & Scale Compatibility*

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

ARCHITECTURAL ELEMENTS & MATERIALS

C-1 *Architectural Context*

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

C-2 *Architectural Concept and Consistency*

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

C-3 *Human Scale*

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

C-4 *Exterior Finish Materials*

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

C-5 *Structured Parking Entrances*

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

PEDESTRIAN ENVIRONMENT

D-1 *Pedestrian Open Spaces and Entrances*

Convenient and attractive access to the building's entry should be provided to ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-2 *Blank Walls*

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

D-3 *Retaining Walls*

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

D-4 *Design of Parking Lots Near Sidewalks*

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking signs and equipment.

D-5 *Visual Impacts of Parking Structures*

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

D-6 *Screening of Dumpsters, Utilities and Service Areas*

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When it is not possible to locate these elements away from the street front, they should be screened from view using high quality and compatible materials and should not be located in the pedestrian right-of-way.

D-7 *Personal Safety and Security*

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

D-8 *Treatment of Alleys*

The design of alley entrances should enhance the pedestrian street front.

D-9 *Commercial Signage*

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

D-10 *Commercial Lighting*

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

D-11 *Commercial Transparency*

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

D-12 *Residential Entries and Transitions*

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

LANDSCAPING

E-1 *Reinforce Existing Landscape Character of Neighborhood*

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 *Landscaping to Enhance the Building and/or Site*

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

E-3 *Landscape Design to Address Special Site Conditions*

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

DESIGN CUES FROM SURROUNDING CONTEXT

- Varied architectural styles: Adjacent buildings range in style from turn-of-the-century brick apartments, Queen Anne single family residences, Spanish revival, recent builder townhome development, to 1980's and 1990's multi-family development. A common thread in the apartment development is the presence of articulated roofs. Older multi-story brick buildings have large painted wood cornices and parapets creating strong horizontal lines. More modern stucco multi-story buildings articulate the roof line with projected parapets or mansard roofing. Project should consider the use of an articulated roof line.
- Neighboring multi-family building scale: The project site is bordered on three sides by 3 to 4 story multifamily buildings. Projects to the East and West are both large, 1/2 block developments from the late 80's / early 90's. The apartment building to the North is turn of the century on a standard sized lot.
- Neighboring single family residence to South: An existing single family residence is located on a lot adjacent to the project site's Southern property line. The length of the residence is located 3'-6" from the lot line, a non-conforming setback condition. The project needs to respond to the close proximity of the residence by being mindful of overall structure bulk and setback locations.
- Change in grade along street-scape: The project site changes grade by 8' from East to West along E Denny Way. Nearby multi-family structures have similar grading conditions and respond to the grade change in varying ways. Typical responses include, sunken entry levels, artificially raised grade plateaus, and partial stories. The sunken entries and raised grade scenarios miss opportunities to engage the pedestrian level. Project should respond to grade change while respecting streetscape experience.
- Eclectic use of materials: Material use seems to vary with the era of development. Turn of the century apartment structures are predominately brick with wood windows, parapets and detailing. The 1980's/90's development is predominately stucco with wood detailing. Single family residences tend to be wood siding with varying degrees of detailing. Quality of materials varies, with many older structures needing maintenance, especially of wood components. To add to the present eclecticism, the project proposes to incorporate materials to highlight form and roof lines that are in common use in today's market.

RESPONSES TO ANALYSIS

Capitol Hill Context

Respect massing of adjacent sites
Mixed use of exterior materials

Immediate Neighborhood Context:

Court entry and landscaping
Strong corner detailing to engage pedestrian crossroads
Clear articulation of rooflines
Detailing to reinforce pedestrian street-level interaction

Adjacent and Nearby Streets:

Emphasize pedestrian entrance in facade
Inner courtyard oriented to adjacent site (some options)
Landscaping and planters between building and sidewalk
Garage entry recessed from street (preferred option)
Utilities located within building envelope
Residential entry placed in visible location
Units between parking area and streetscape (some options)

Views and Amenities:

Street-level pedestrian entrance
Southern exposure inner courtyard (some options)
Planters, landscaping and common courtyard

Landmarks:

N/A

B-1 Height, Bulk & Scale Compatibility
C-4 Exterior Finish Materials

A-4 Human Activity / **A-2** Streetscape Compatibility
A-10 Corner Lots
C-2 Architectural Concept & Consistency
C-3 Human Scale

D-1 Pedestrian Open Spaces and Entrances / **A-3** Entrances Visible From Street
A-5 Respect for Adjacent Sites / **B-1** Height, Bulk & Scale Compatibility
A-6 Transition Between Residence & Street
D-5 Visual Impacts of Parking Structures / **A-8** Parking & Vehicle Access
D-6 Screening of Dumpsters, Utilities and Service Areas
D-1 Pedestrian Open Spaces and Entrances / **D-7** Personal Safety and Security
A-10 Corner Lots / **D-5** Visual Impacts of Parking Structures

A-7 Residential Open Space
A-7 Residential Open Space
E-2 Landscaping to Enhance the Building and Site



CORNER ENTRY



EGRESS BALCONY



GARAGE ENTRY



PEDESTRIAN
SCALED SITE WALLS

DESIGN GUIDELINES OF HIGHEST PRIORITY

A-5 Respect for Adjacent Sites
A-10 Corner Lots
B-1 Height, Bulk & Scale Compatibility

C-2 Architectural Concept and Consistency
D-1 Pedestrian Open Spaces and Entrances
D-5 Visual Impacts of Parking Structures



OPTION A - "CODE COMPLIANT"

26 Units
660 SF / unit residential unit average

17 Parking stalls provided

DISTINGUISHING FEATURES

Parking access from alley ramp within footprint of structure

PROS

- Code compliant scheme with limited departures

CONS

- Parking ramp projects into usable ground floor common amenity space creating an awkward shape and compromising sunlight access
- Parking ramp creates blank wall condition along South elevation
- Weak building connection to sidewalk and pedestrian traffic with no residential units at street level
- View potential limited to one unit

OPTION B - "CORNER ENTRY"

29 Units
654 SF / unit residential unit average

12 Parking stalls provided

DISTINGUISHING FEATURES

Corner courtyard entry visible to public way.

PROS

- Corner entry faces and engages public way
- Ground floor courtyard at South respects neighboring single family residence
- Building massing is placed along alley, away from streets

CONS

- Prominent parking access location
- Placement of corner courtyard along street requires a smaller, minimum-sized interior residential amenity court

OPTION C - "STREET COURTYARDS"

29 Units
685 SF / unit residential unit average

14 Parking stalls provided

DISTINGUISHING FEATURES

Courtyard toward Denny visible to public way with entry court along 18th Avenue.

PROS

- Prominent landscaped courtyard along Denny engages streetscape and breaks up building mass along streetscape
- Apparent reduction in building massing due to use of open corridor

CONS

- Placing courtyard along Denny shifts building massing toward single family residence to South
- Placement of building massing at South limits future value of these units due to development potential of neighboring site
- Courtyard is oriented North, limiting sun access to amenity space

OPTION D - "TREE COURT - PREFERRED SCHEME"

29 Units
651 SF / unit residential unit average

16 Parking stalls provided

DISTINGUISHING FEATURES

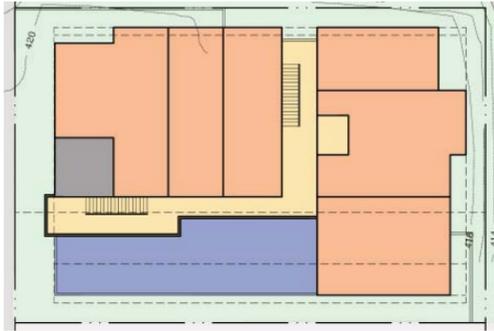
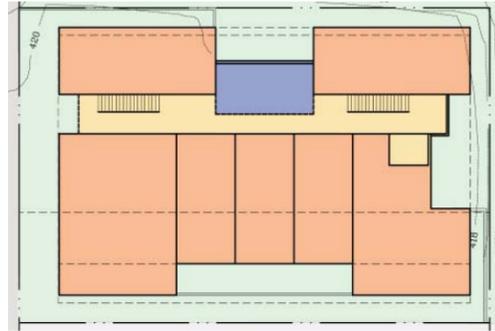
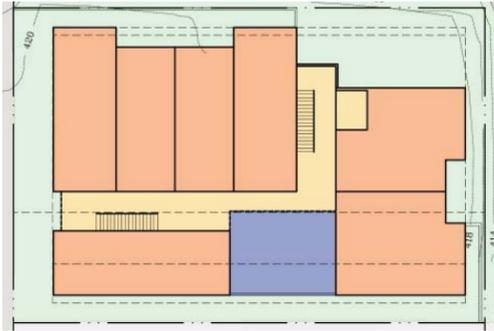
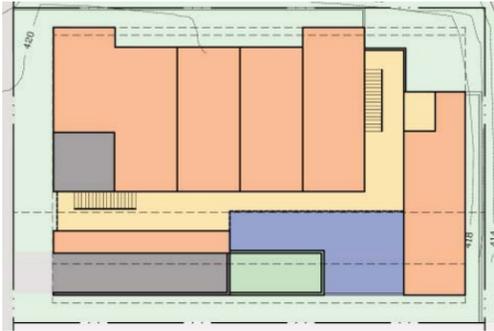
Southwest courtyard visible to public way with entry court along 18th Avenue. Courtyard at SW corner created to allow for substantial replacement of tree removed for proposed development.

PROS

- Courtyard provides space for tree replacement
- Large ground floor courtyard at South respects neighboring single family residence
- Southern setback averages exceed minimum required
- Setbacks along 18th Avenue exceed minimum required
- Massing shifts toward streets reducing massing toward the single family residences located to the South along 18th
- Replacement trees in SW courtyard screen project from adjacent properties along alley

CONS

- Massing remains less modulated due to maintenance of SW courtyard dimensions for tree replacement



OPTION A - "CODE COMPLIANT"

26 Units
660 SF / unit residential unit average

17 Parking stalls provided

DISTINGUISHING FEATURES

Parking access from alley ramp within footprint of structure

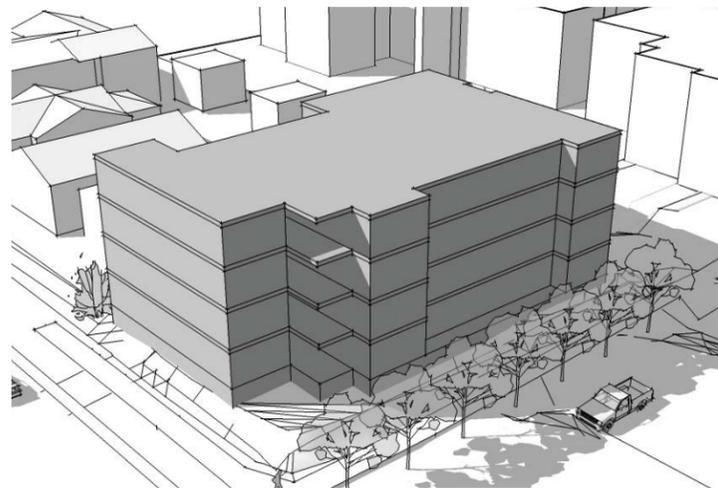
PROS

- Code compliant scheme with limited departures

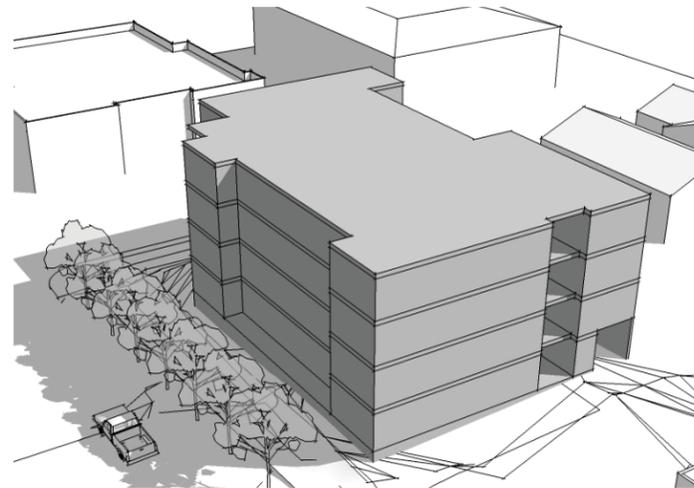
CONS

- Parking ramp projects into usable ground floor common amenity space creating an awkward shape and compromising sunlight access
- Parking ramp creates blank wall condition along South elevation
- Weak building connection to sidewalk and pedestrian traffic with no residential units at street level

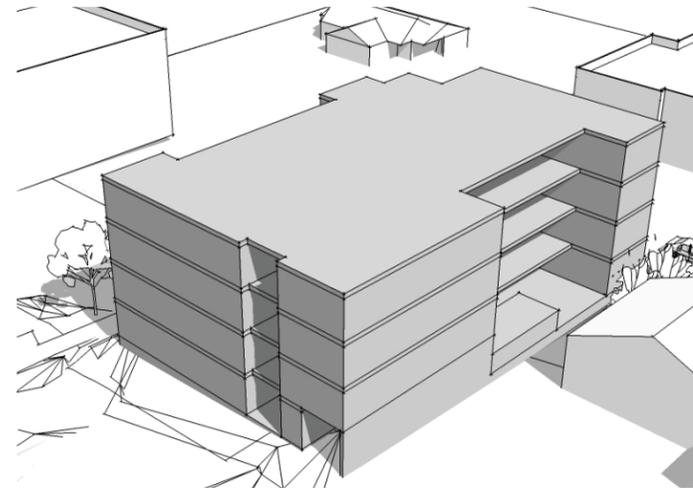
OPTION A



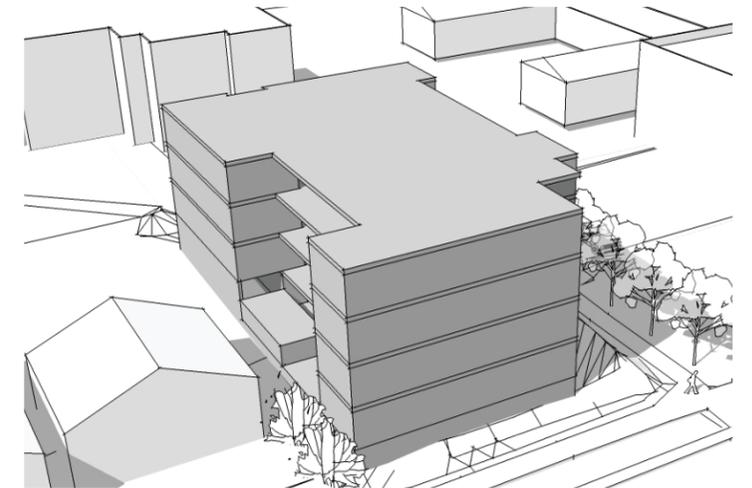
NORTHEAST CORNER



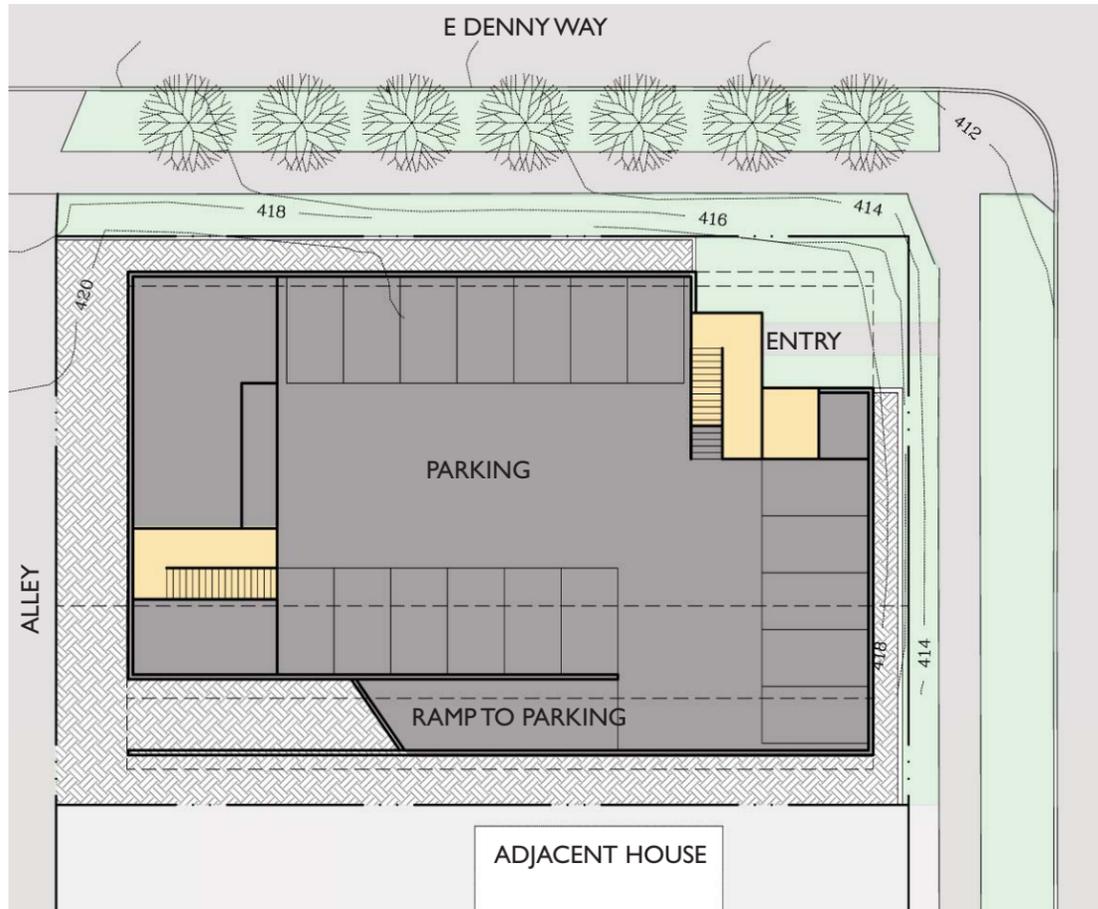
NORTHWEST CORNER



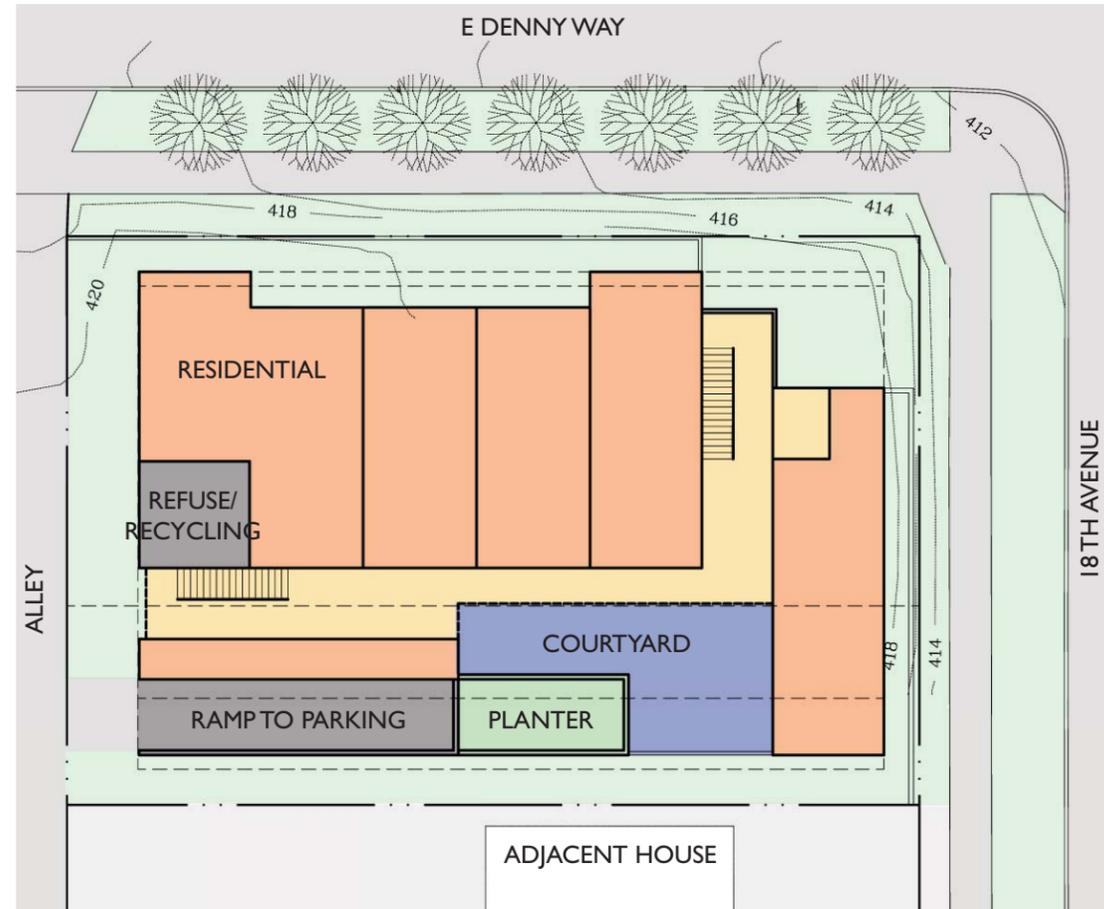
SOUTHWEST CORNER



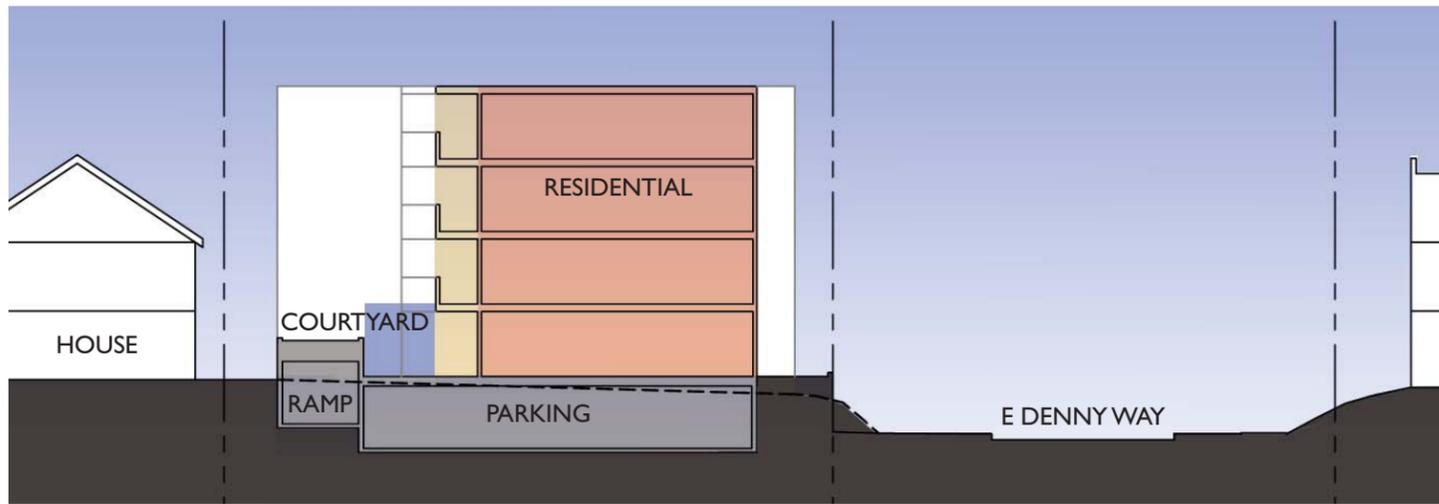
SOUTHEAST CORNER



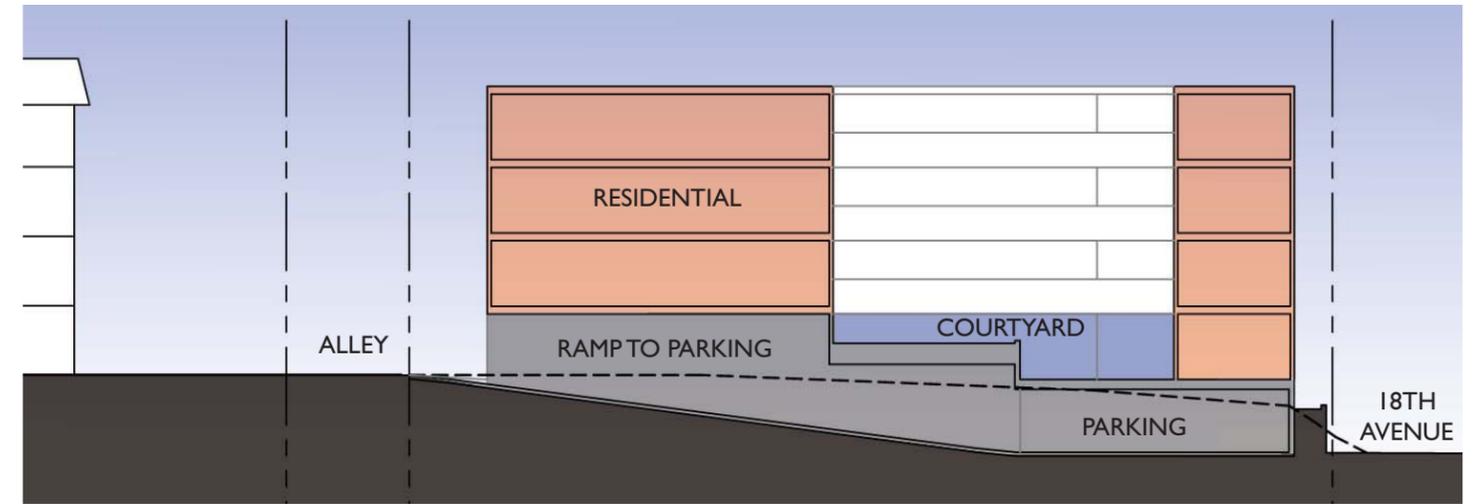
PARKING LEVEL PLAN



TYPICAL FLOOR PLAN



SECTION LOOKING WEST THROUGH COURTYARD



SECTION LOOKING NORTH THROUGH COURTYARD

OPTION B - "CORNER ENTRY"

29 Units
654 SF / unit residential unit average

12 Parking stalls provided

DISTINGUISHING FEATURES

Corner courtyard entry visible to public way.

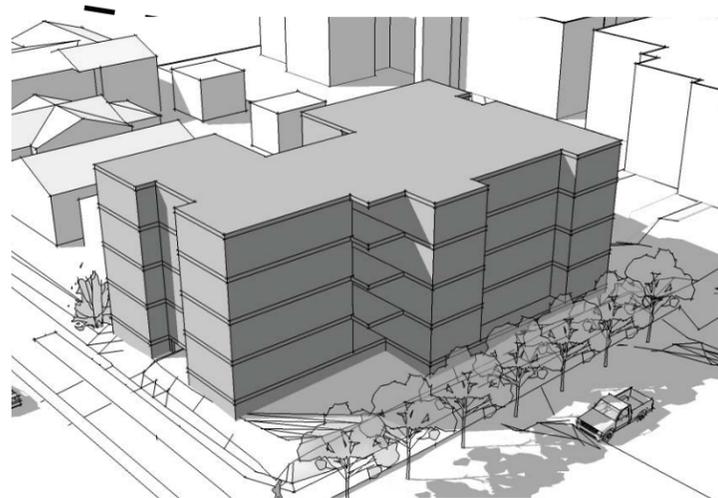
PROS

- Corner entry faces and engages public way
- Ground floor courtyard at South respects neighboring single family residence
- Building massing is placed along alley, away from streets

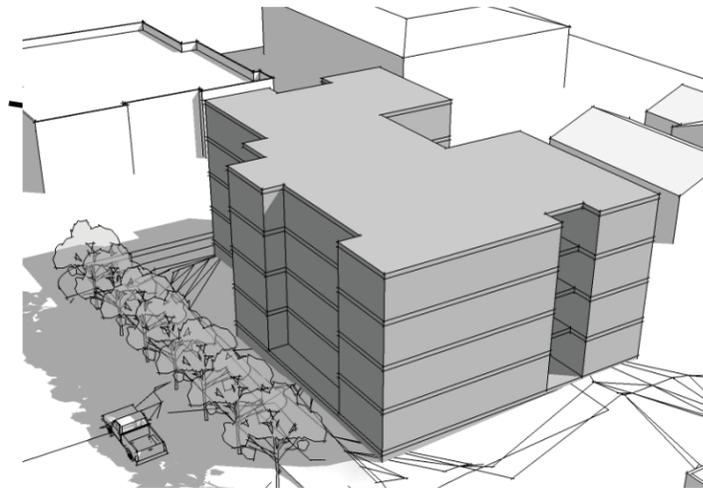
CONS

- Prominent parking access location
- Placement of corner courtyard along street requires a smaller, minimum-sized interior residential amenity court

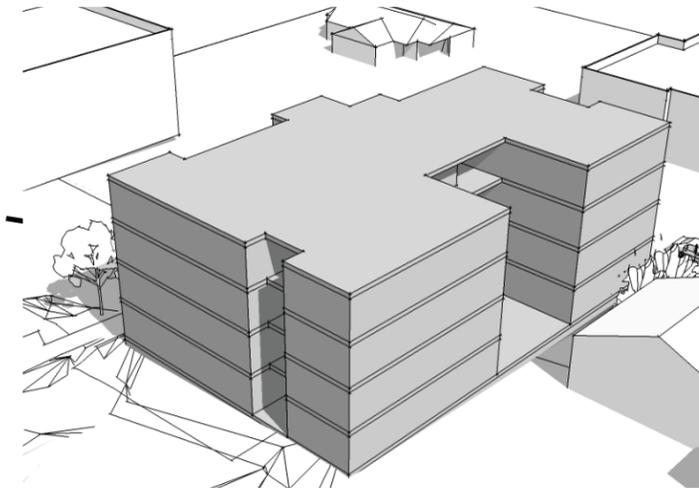
OPTION B



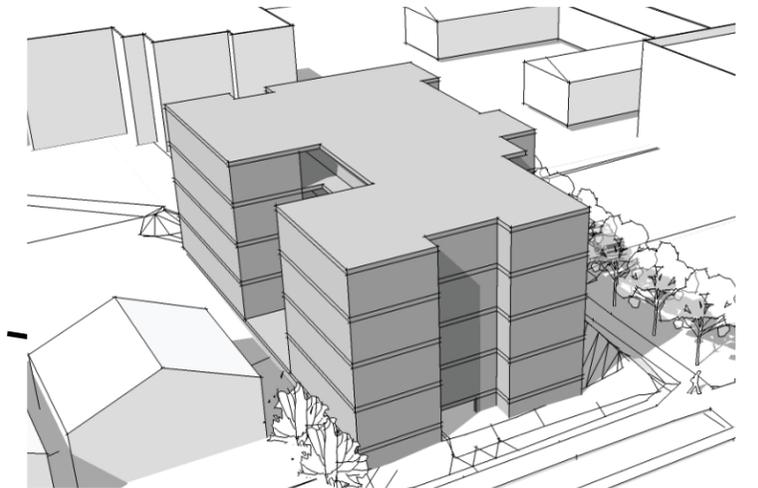
NORTHEAST CORNER



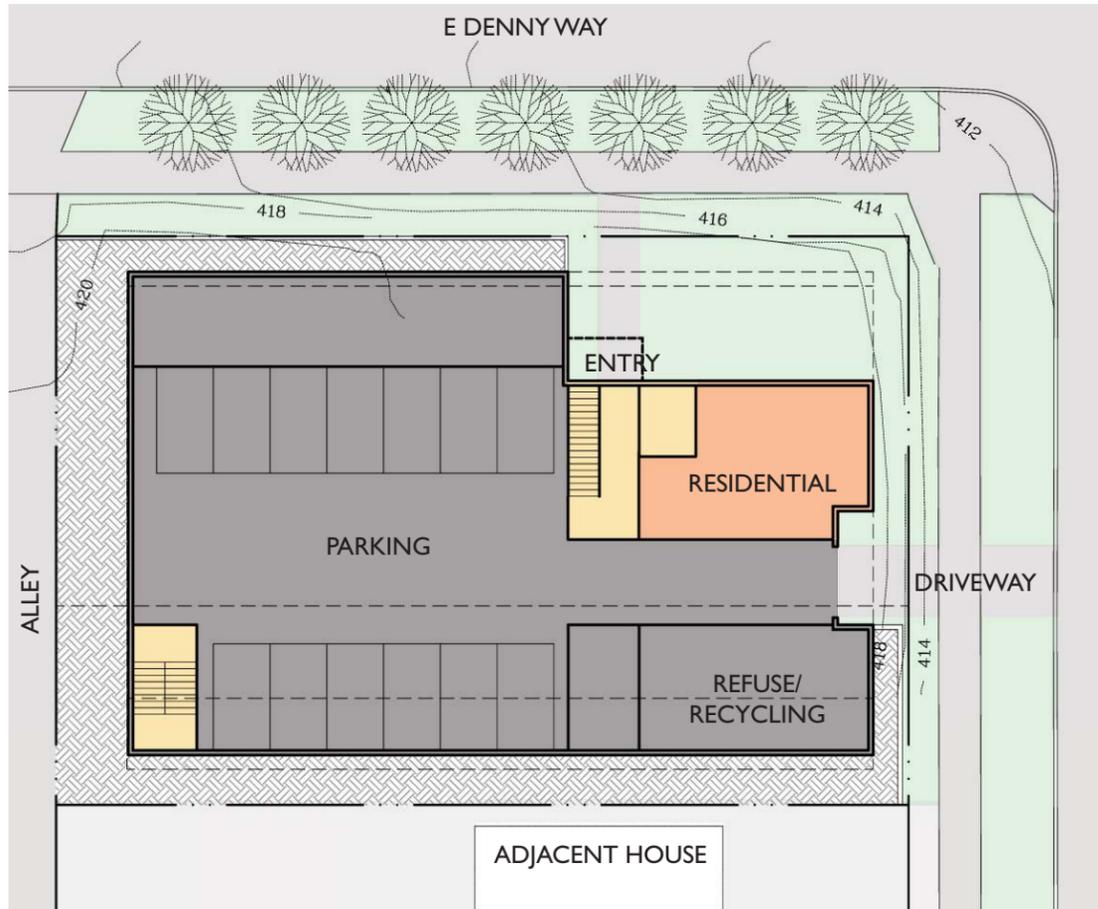
NORTHWEST CORNER



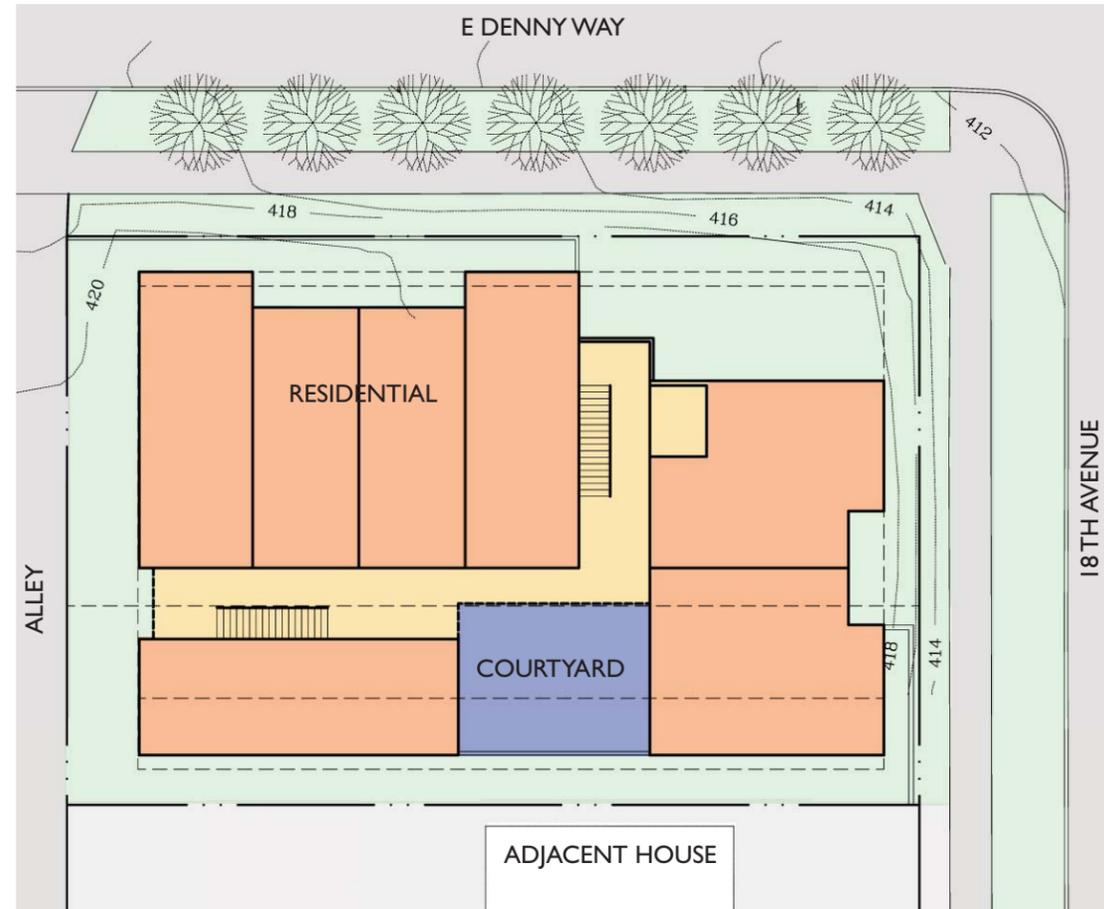
SOUTHWEST CORNER



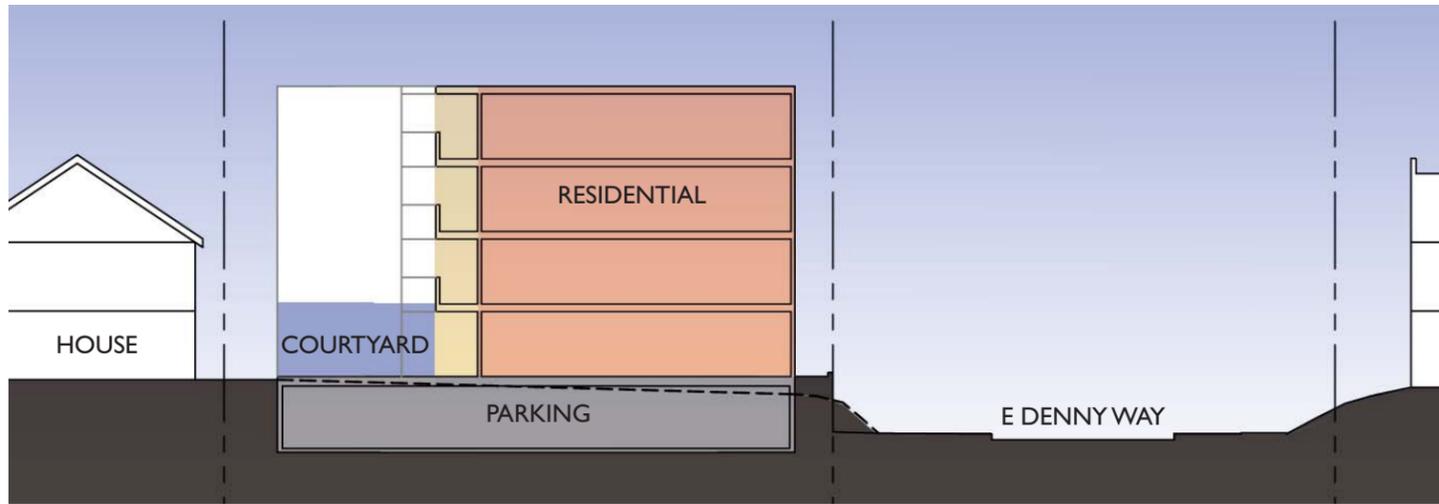
SOUTHEAST CORNER



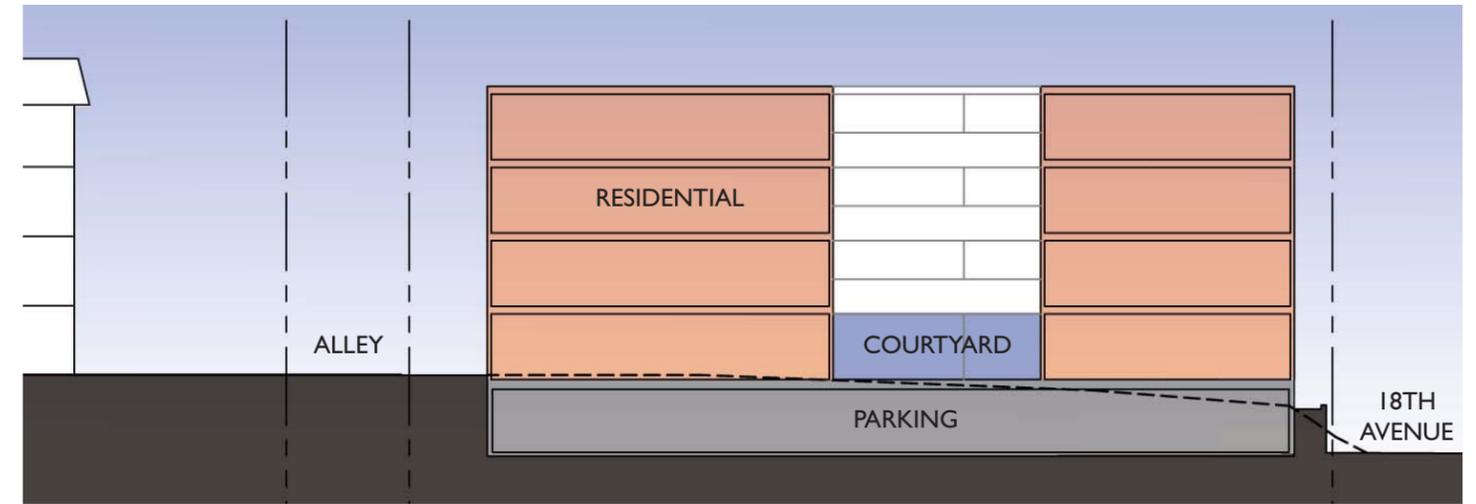
PARKING LEVEL PLAN



TYPICAL FLOOR PLAN



SECTION LOOKING WEST THROUGH COURTYARD



SECTION LOOKING NORTH THROUGH COURTYARD

OPTION C - "STREET COURTYARDS"

29 Units
685 SF / unit residential unit average

14 Parking stalls provided

DISTINGUISHING FEATURES

Courtyard toward Denny visible to public way with entry court along 18th Avenue.

PROS

- Prominent landscaped courtyard along Denny engages streetscape and breaks up building mass along streetscape
- Apparent reduction in building massing due to use of open corridor

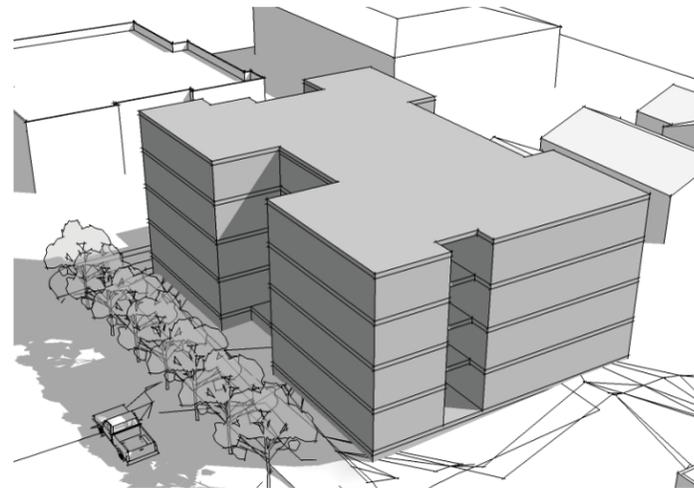
CONS

- Placing courtyard along Denny shifts building massing toward single family residence to South
- Placement of building massing at South limits future value of these units due to development potential of neighboring site
- Courtyard is oriented North, limiting sun access to amenity space

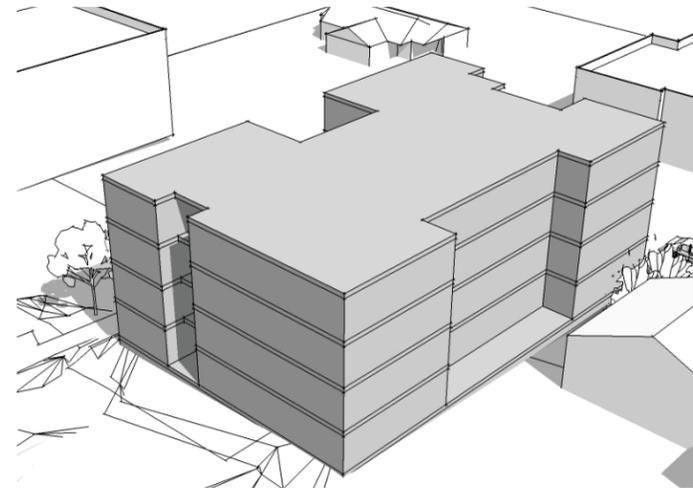
OPTION C



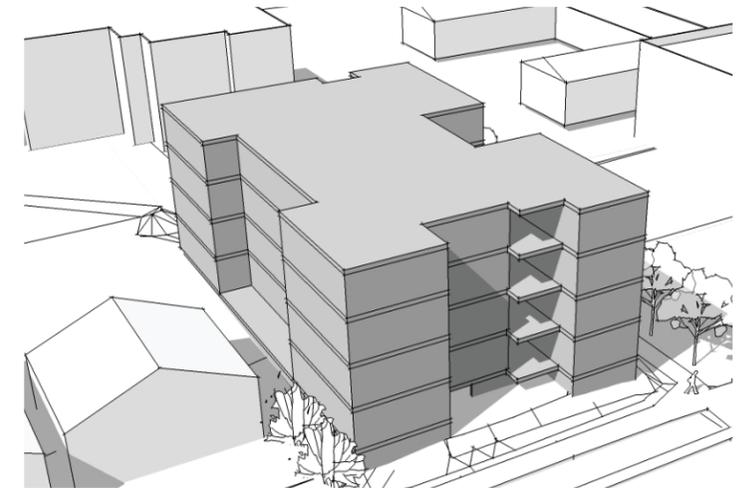
NORTHEAST CORNER



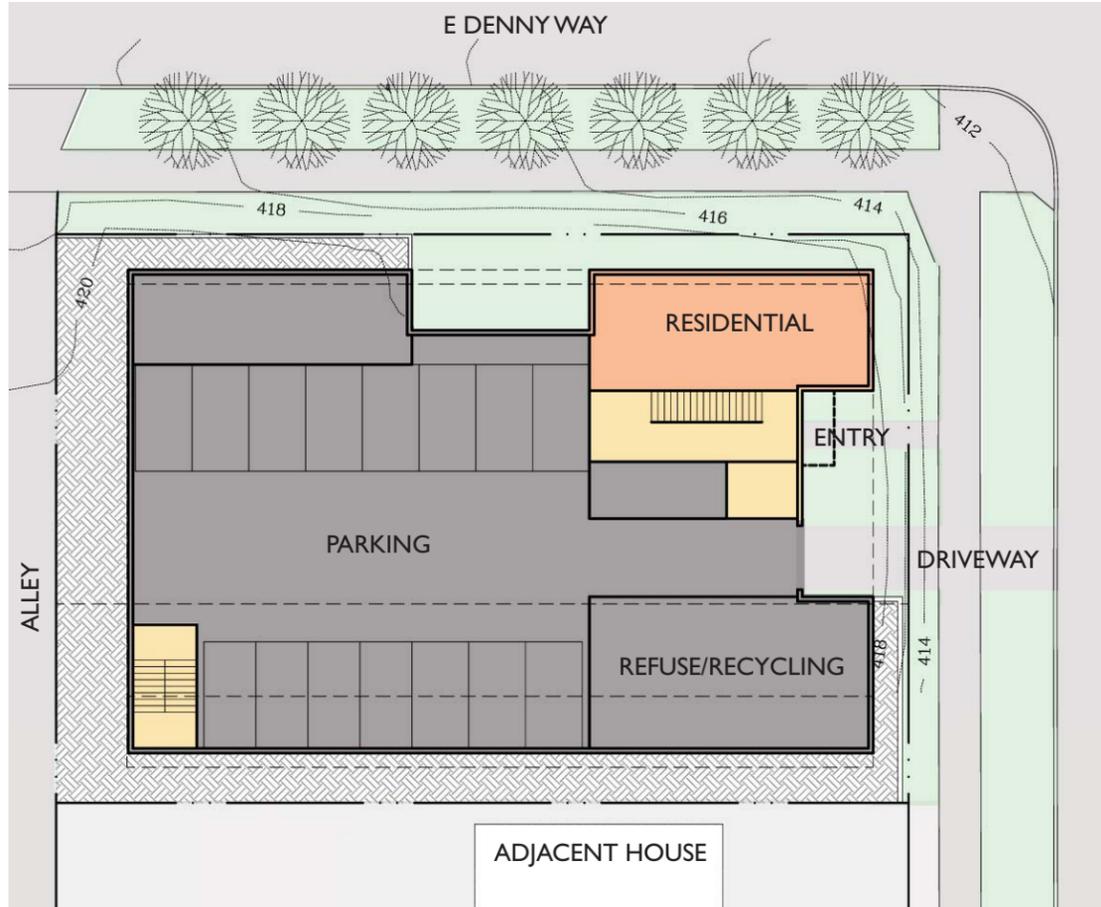
NORTHWEST CORNER



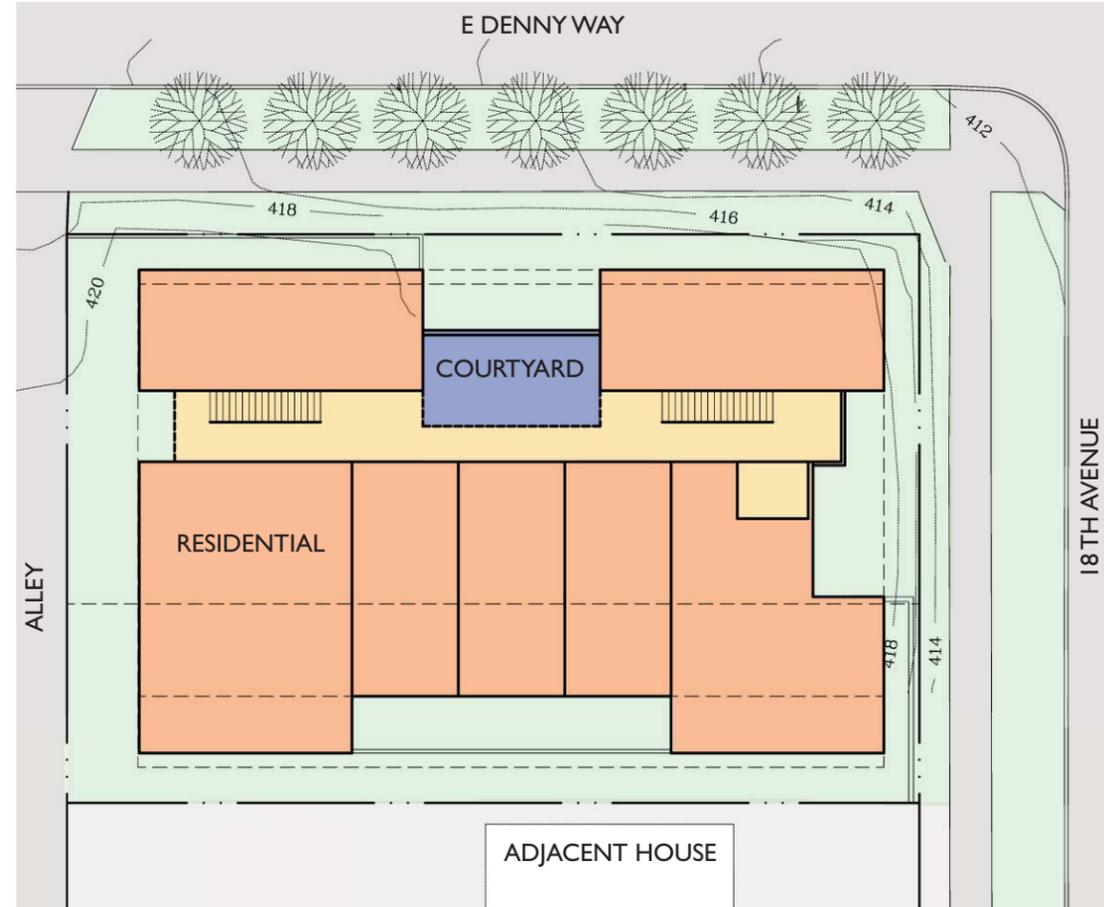
SOUTHWEST CORNER



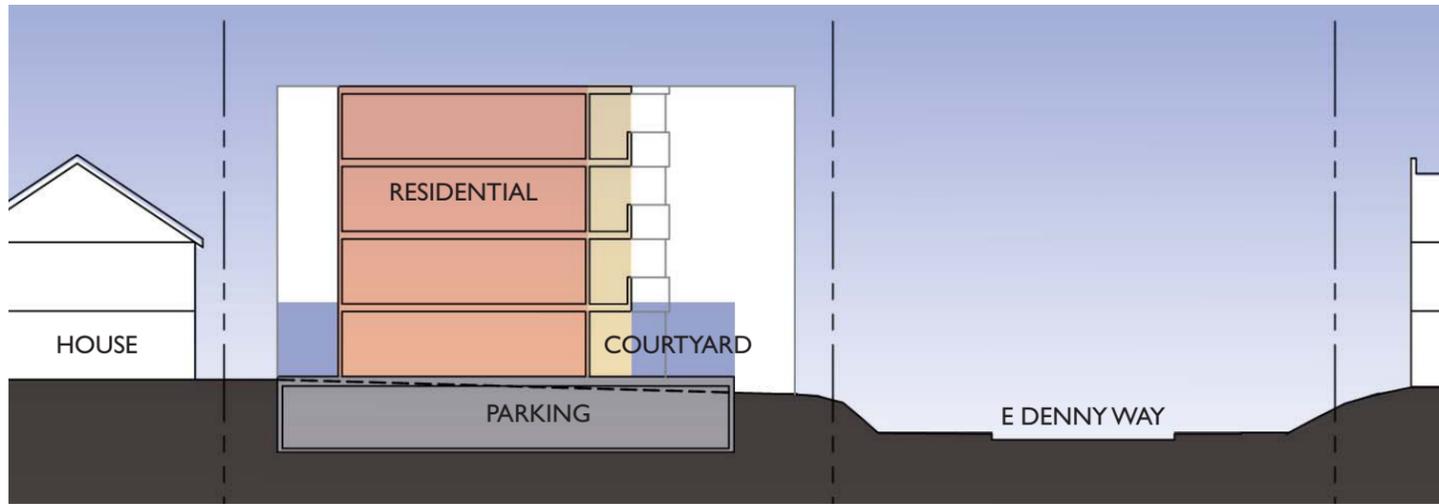
SOUTHEAST CORNER



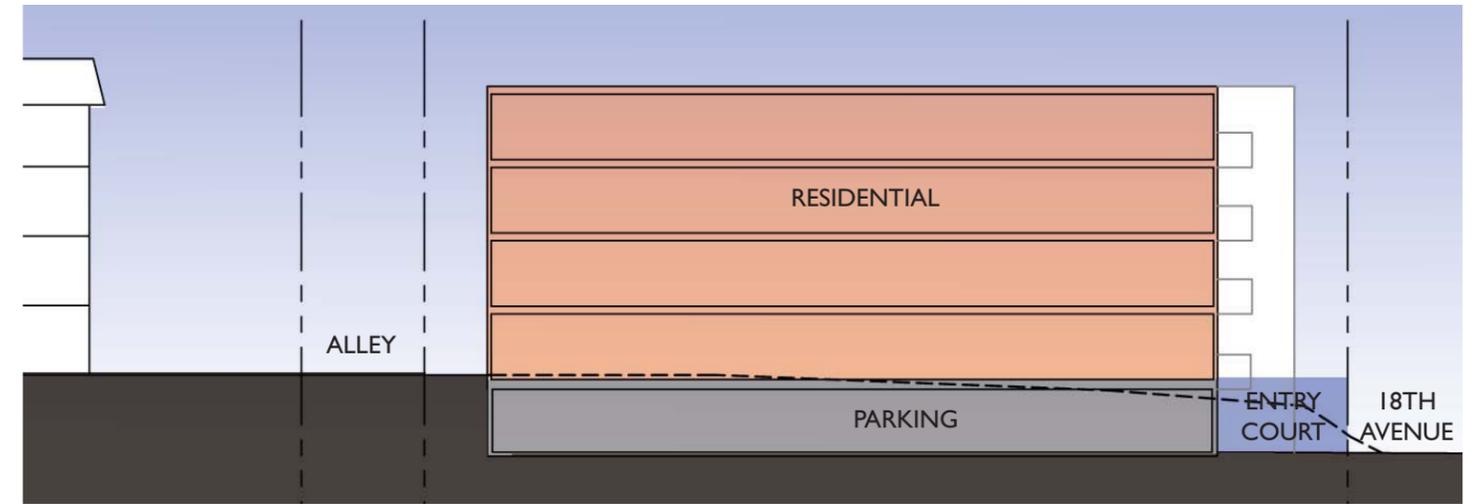
PARKING LEVEL PLAN



TYPICAL FLOOR PLAN



SECTION LOOKING WEST THROUGH COURTYARD



SECTION LOOKING NORTH THROUGH COURTYARD

OPTION D - "TREE COURT"
PREFERRED SCHEME

29 Units
 651 SF / unit residential unit average

16 Parking stalls provided

DISTINGUISHING FEATURES

Southwest courtyard visible to public way with entry court along 18th Avenue. Courtyard at SW corner created to allow for substantial replacement of tree removed for proposed development.

PROS

- Courtyard provides space for tree replacement
- Large ground floor courtyard at South respects neighboring single family residence
- Southern setback averages exceed minimum required
- Setbacks along 18th Avenue exceed minimum required
- Massing shifts toward streets reducing massing toward the single family residences located to the South along 18th
- Replacement trees in SW courtyard screen project from adjacent properties along alley

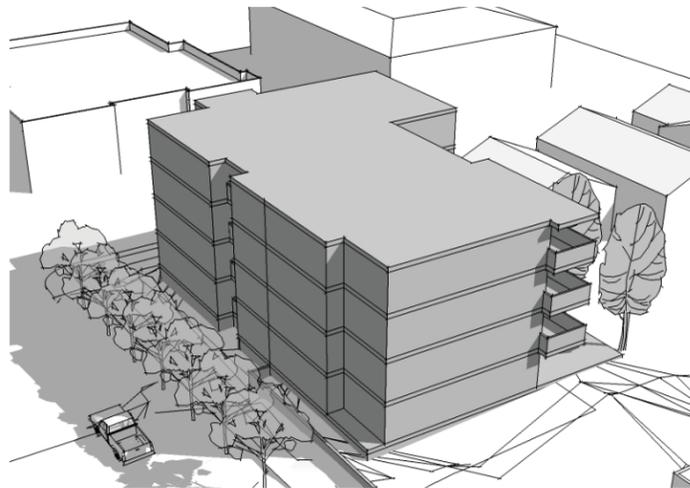
CONS

- Massing remains less modulated due to maintenance of SW

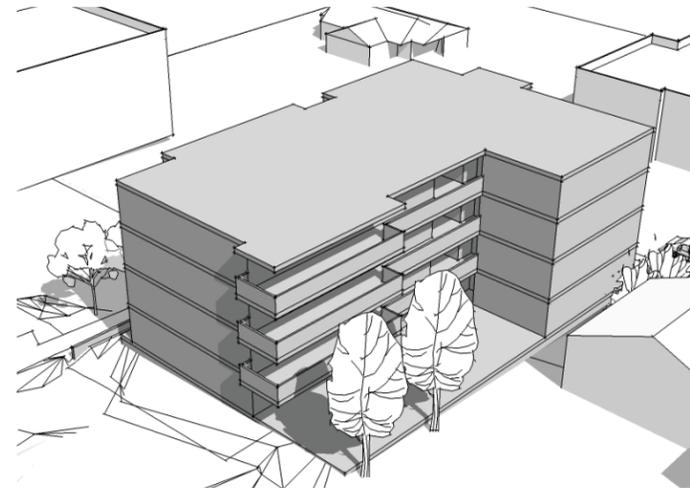
OPTION D



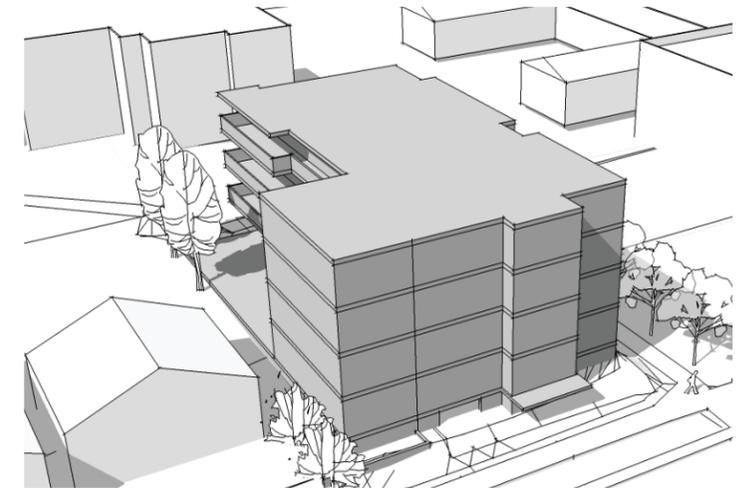
NORTHEAST CORNER



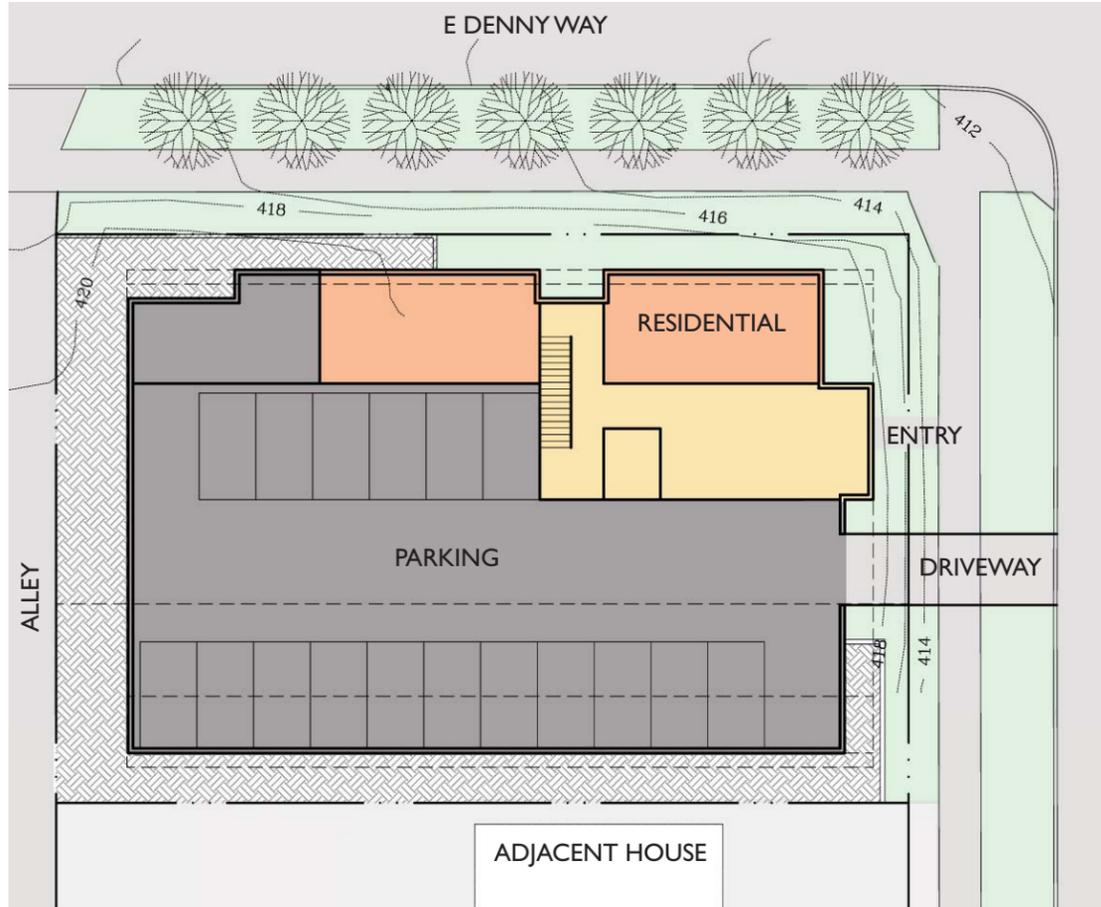
NORTHWEST CORNER



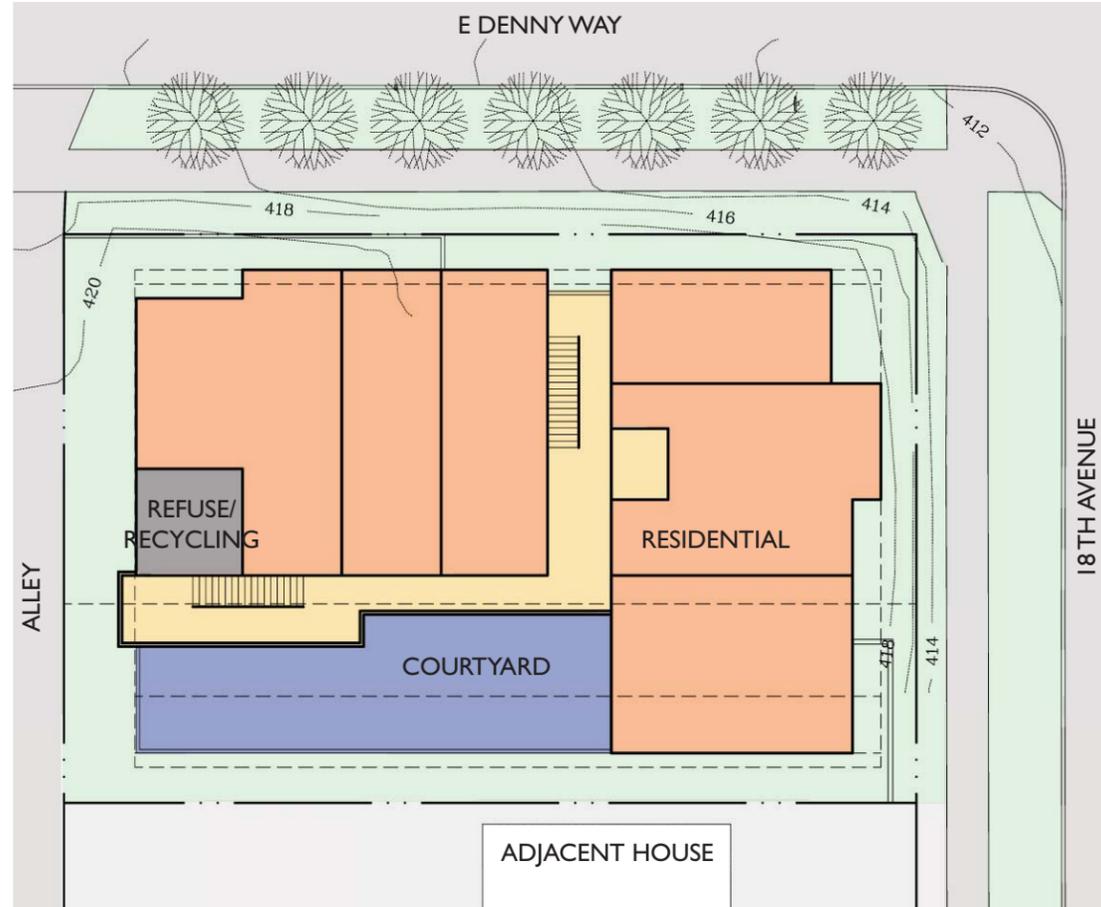
SOUTHWEST CORNER



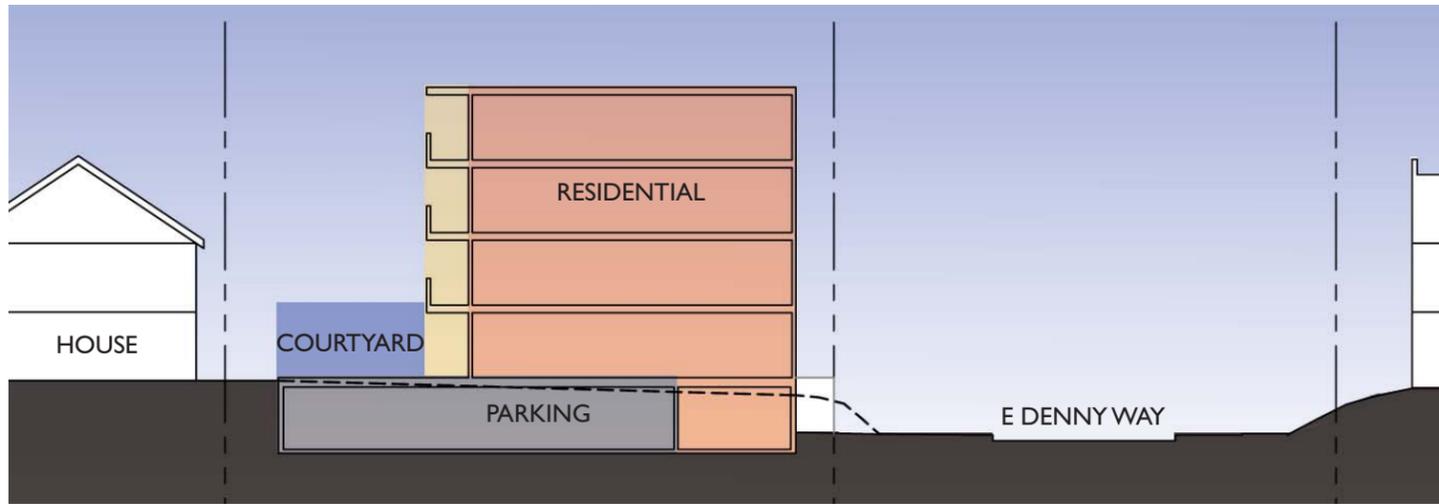
SOUTHEAST CORNER



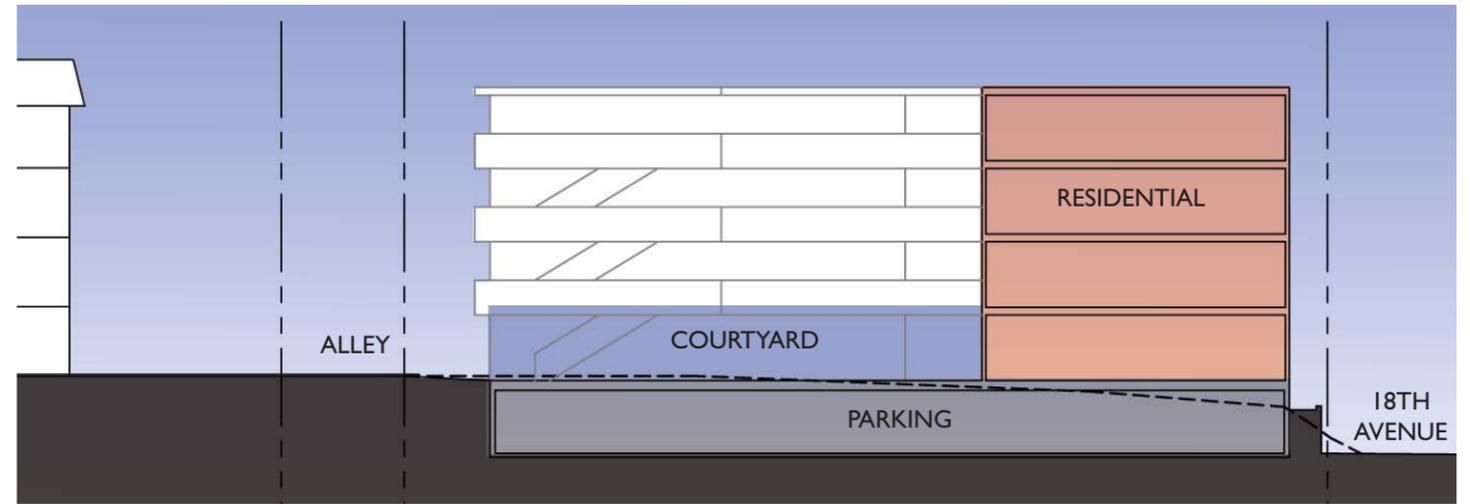
PARKING LEVEL PLAN



TYPICAL FLOOR PLAN



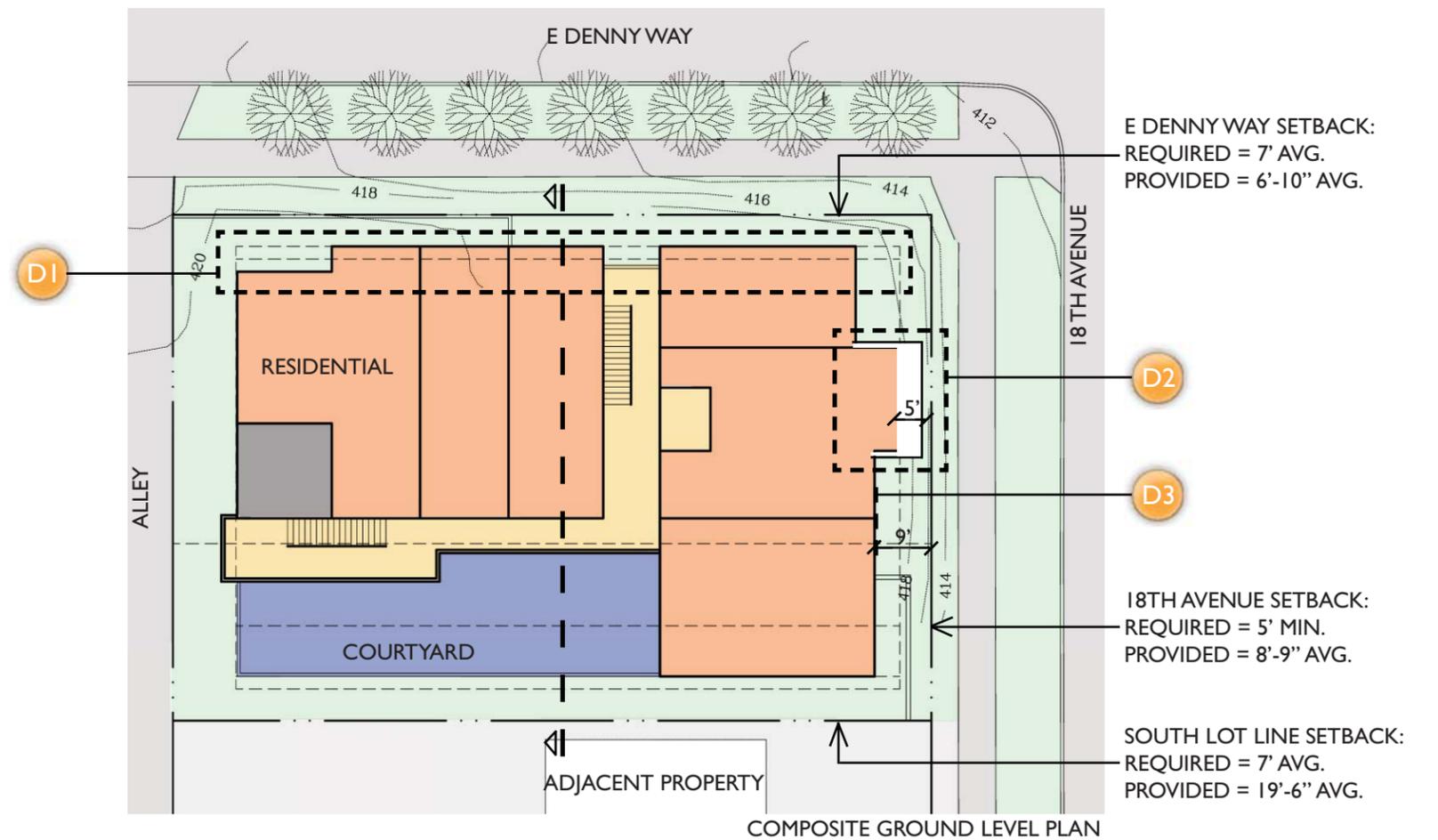
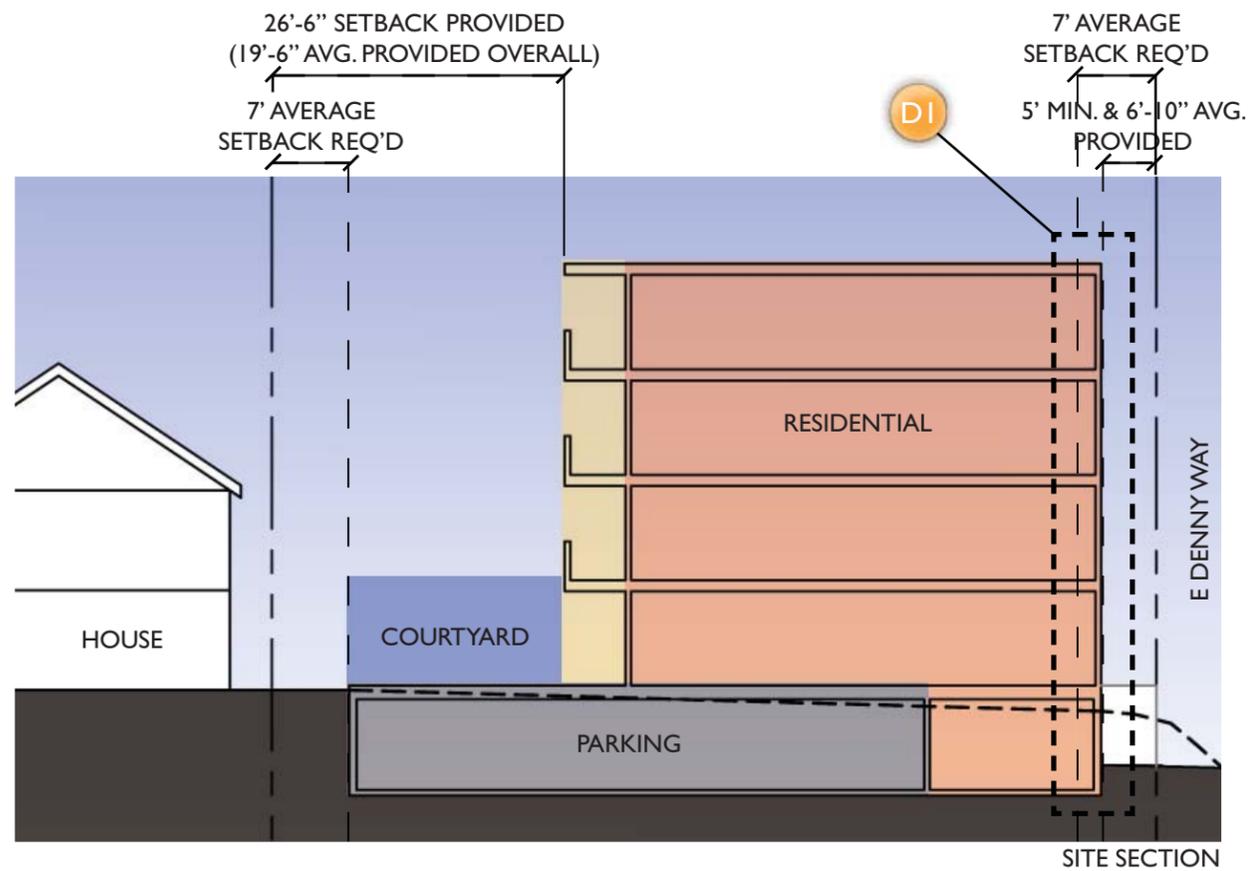
SECTION LOOKING WEST THROUGH COURTYARD



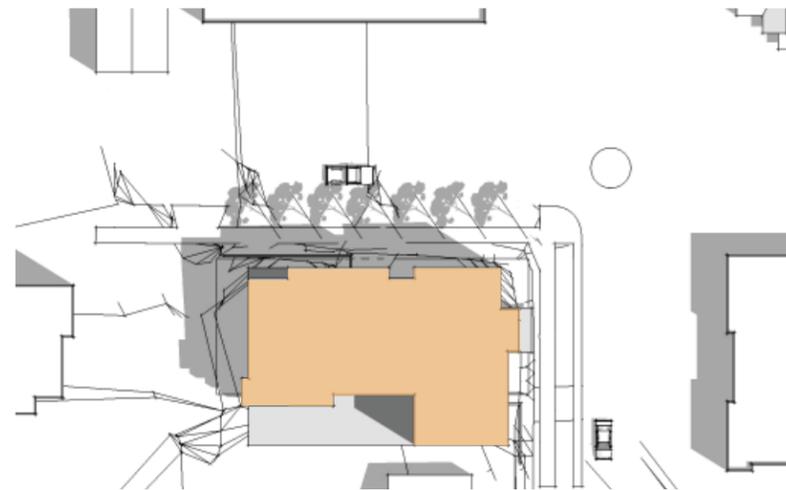
SECTION LOOKING NORTH THROUGH COURTYARD

OPTION D - DEPARTURE REQUESTS

DEPARTURE NUMBER	LAND USE CODE SECTION	ITEM	CODE REQUIREMENT	DEPARTURE REQUESTED	DESIGN RATIONALE
1	SMC 23.45.518 TABLE A	SIDE SETBACK FOR FACADES GREATER THAN 40' IN LENGTH	Apartments required to have 7' average setbacks with a minimum of 5'	Side setback along E Denny Way average is 6'-10" with setbacks ranging from 5' to 21'.	In order to respect the Southern residential property and provide a large tree replacement courtyard at the SW corner of the site, project proposes to push building mass toward E Denny Way. Project respects 5' minimum setbacks along Denny, while still providing modulations to relieve the facade elevation. Setbacks along the Southern property line and 18th Avenue are greater than required.
2	SMC 23.45.518.HI	ROOF OVERHANG SETBACKS	Eaves and roofs may project into required setbacks a maximum of 4' if they are no closer than 3' to any lot line	Lobby entry awning projects 5' into setback and to the lot line along 18th Avenue.	To emphasize the pedestrian entry, project proposes entry building massing up to the 5' street setback line and a 5' deep awning within the setback. The awning would project up to the street lot line along 18th Avenue.
3	SMC 23.45.536.D3b	GARAGE DOOR SETBACK	Garage setback of 15' required	Garage setback is 9' from the 18th Avenue property line.	Building massing is shifted toward 18th Avenue to allow for a tree replacement courtyard and ground level amenity space. The garage entry on 18th Avenue is setback from the pedestrian entry (also along 18th Avenue) and is placed away from the street intersection.



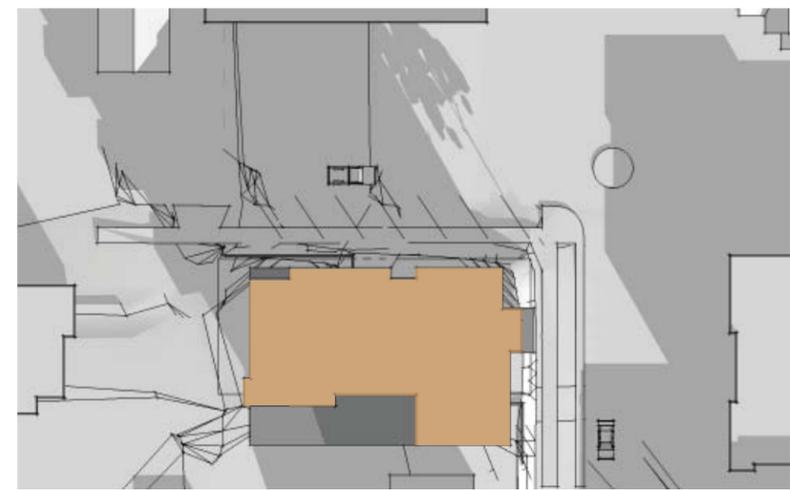
STUDY: SHADOW CASTING - PREFERRED SCHEME



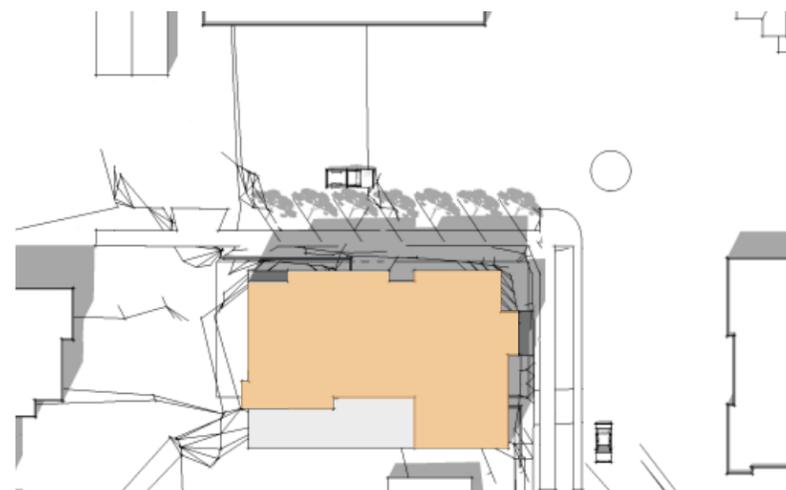
9 AM - SUMMER SOLSTICE



9 AM - EQUINOX



9 AM - WINTER SOLSTICE



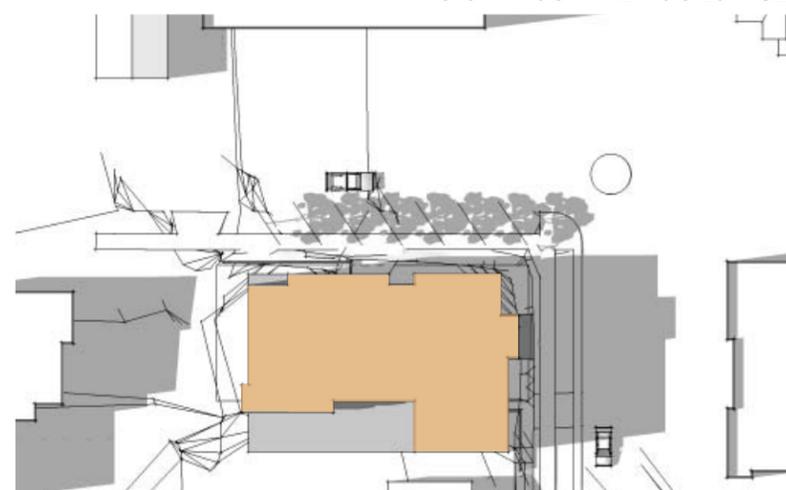
NOON - SUMMER SOLSTICE



NOON - EQUINOX



NOON - WINTER SOLSTICE



3 PM - SUMMER SOLSTICE



3 PM - EQUINOX



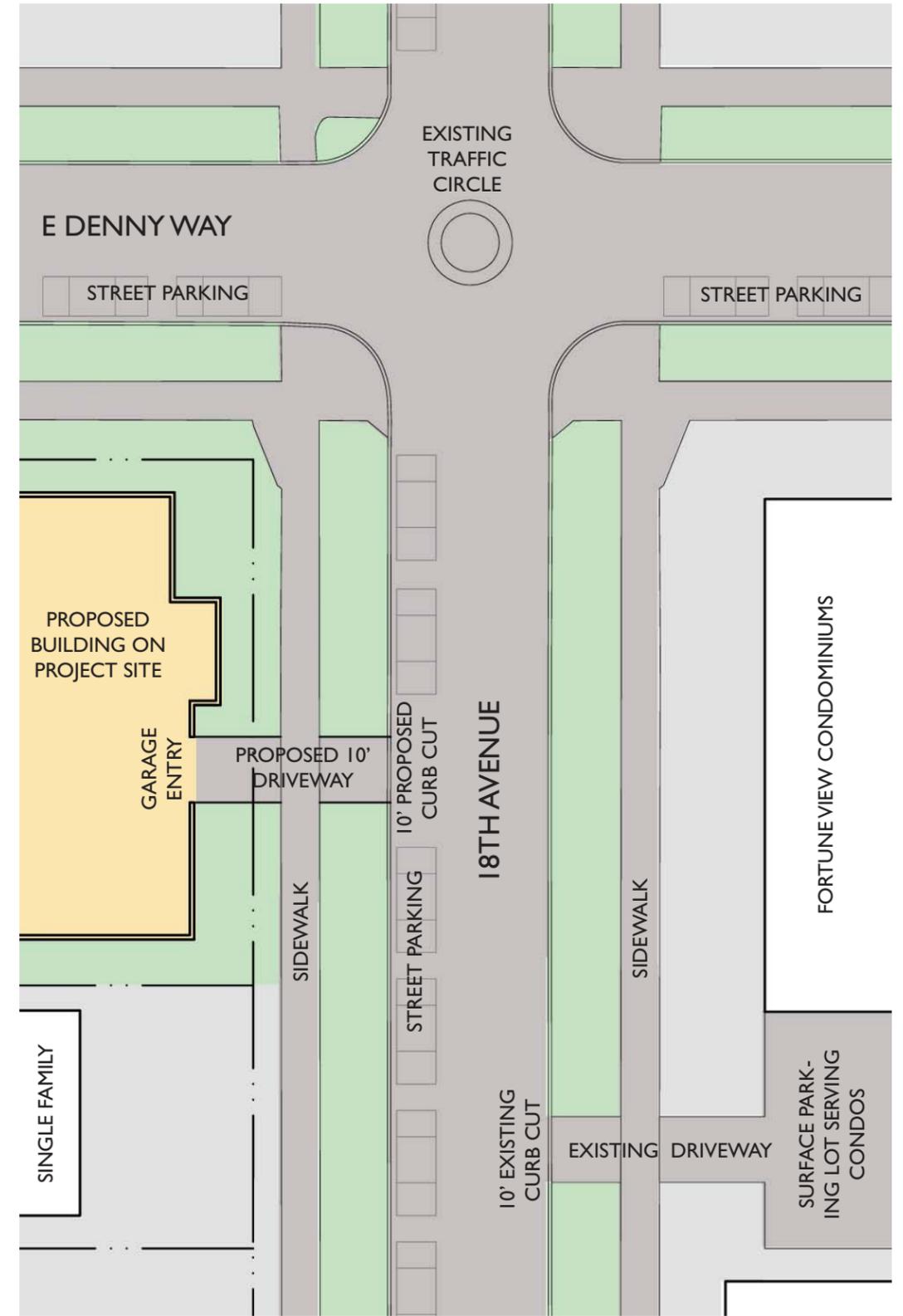
3 PM - WINTER SOLSTICE



NEIGHBORHOOD DRIVEWAY PHOTOGRAPHS



IMMEDIATE NEIGHBORHOOD VEHICULAR DRIVEWAY & SURFACE PARKING LOCATIONS



INTERSECTION OF E DENNY WAY AND 18TH AVENUE

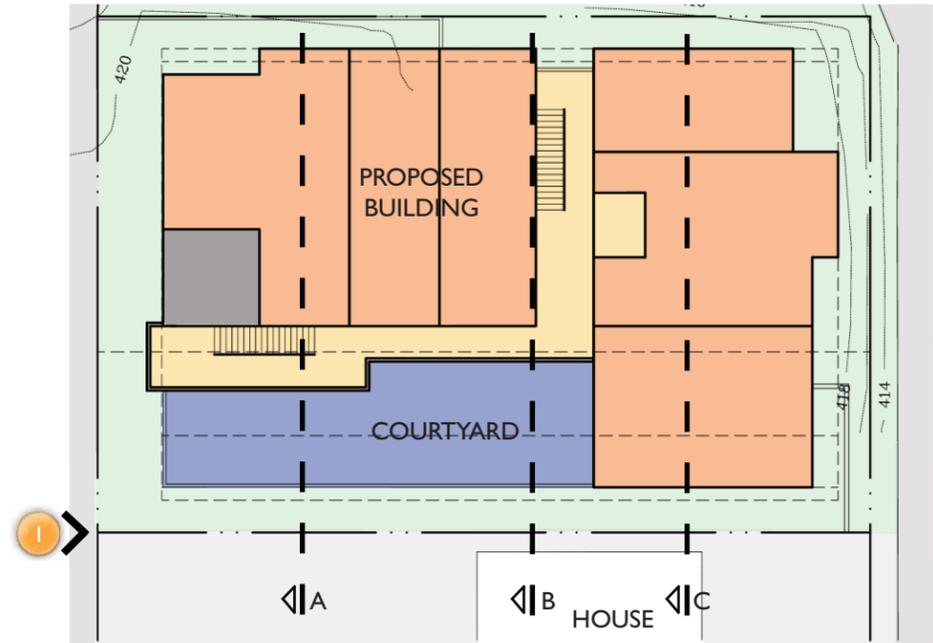
EXISTING SINGLE FAMILY RESIDENCE

An existing single family residence is located on a lot adjacent to the project site's Southern property line. The length of the residence is located 3'-6" from the lot line, a non-conforming setback condition.

The preferred scheme responds to the close proximity of the neighboring house by creating an South facing courtyard and reducing its bulk along two-thirds of the South property line. The courtyard provides access to a landscaped view, light, and building bulk relief for the adjacent residence. The Southern building setbacks range from 7' to 26'-6" with an overall average of 19'-6" feet.



LOOKING EAST ALONG PROPERTY LINE



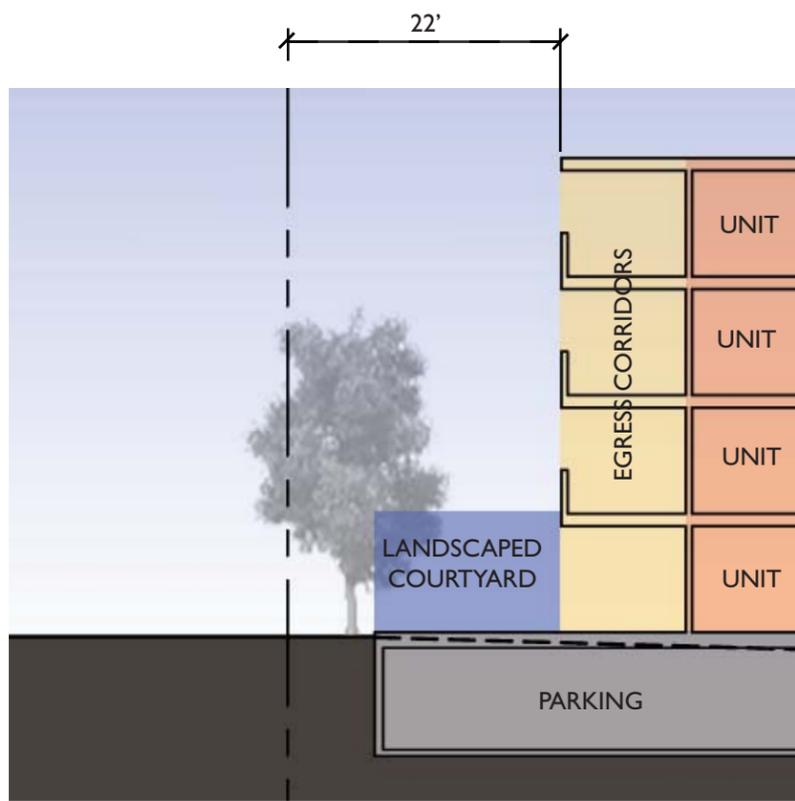
PLAN - PREFERRED SCHEME AND ADJACENT PROPERTY



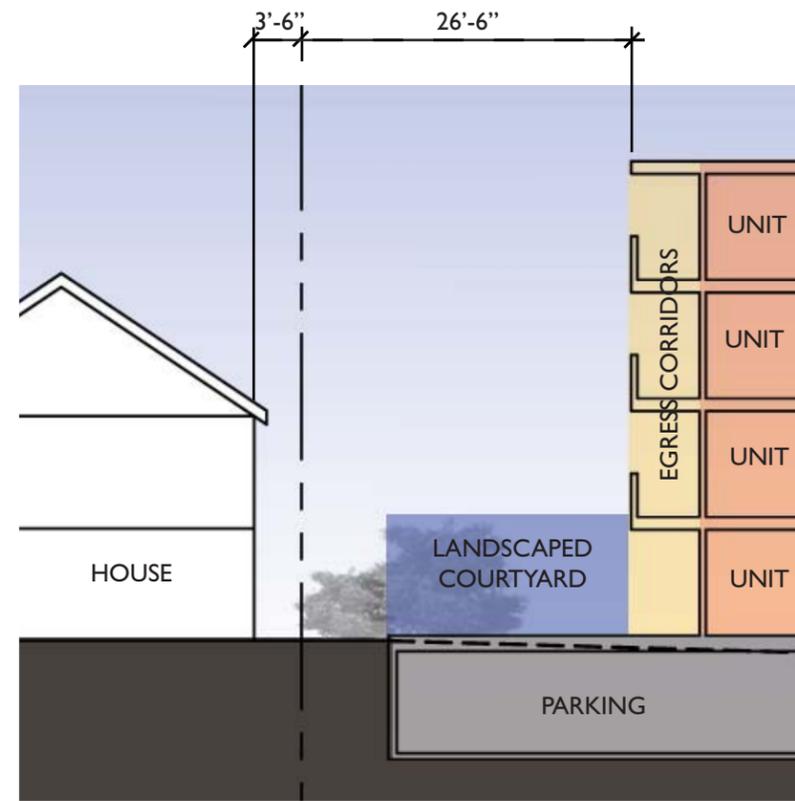
LOOKING WEST ALONG PROPERTY LINE



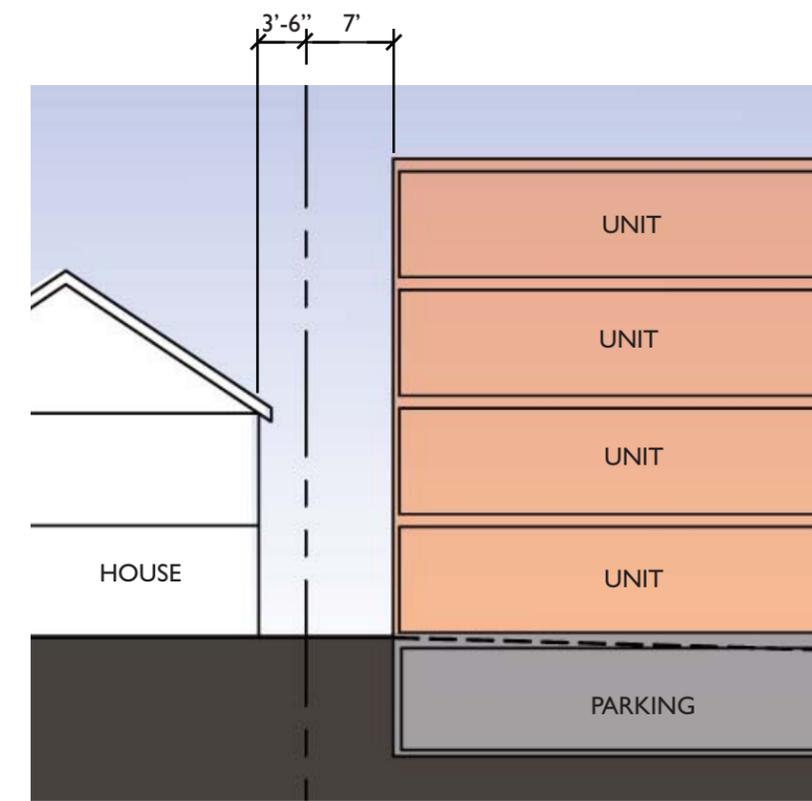
ADJACENT BUILDING NORTH WEST CORNER



SECTION A



SECTION B



SECTION C

STUDY: EXISTING TREE



LOOKING SOUTHEAST FROM ALLEY



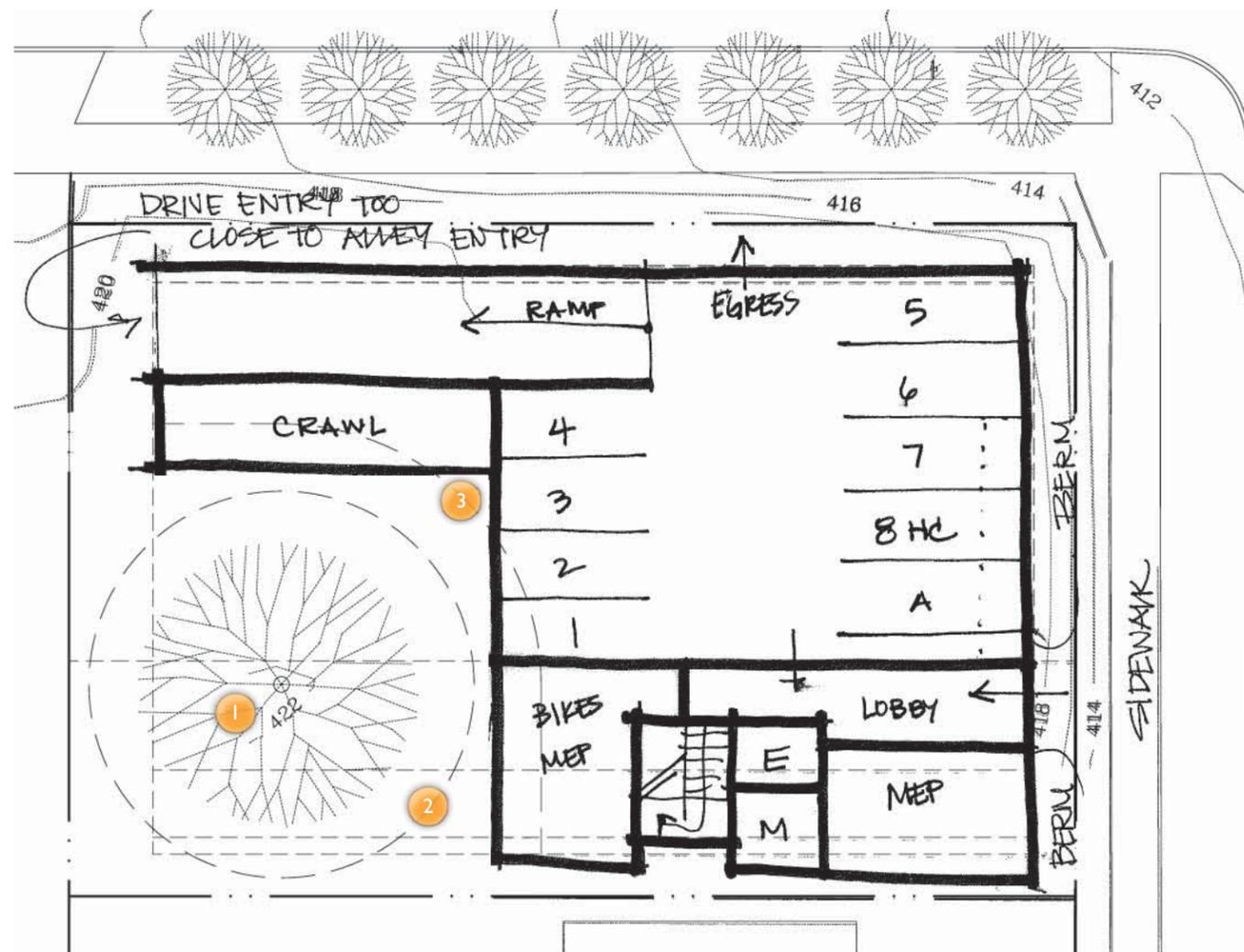
LOOKING EAST ACROSS ALLEY



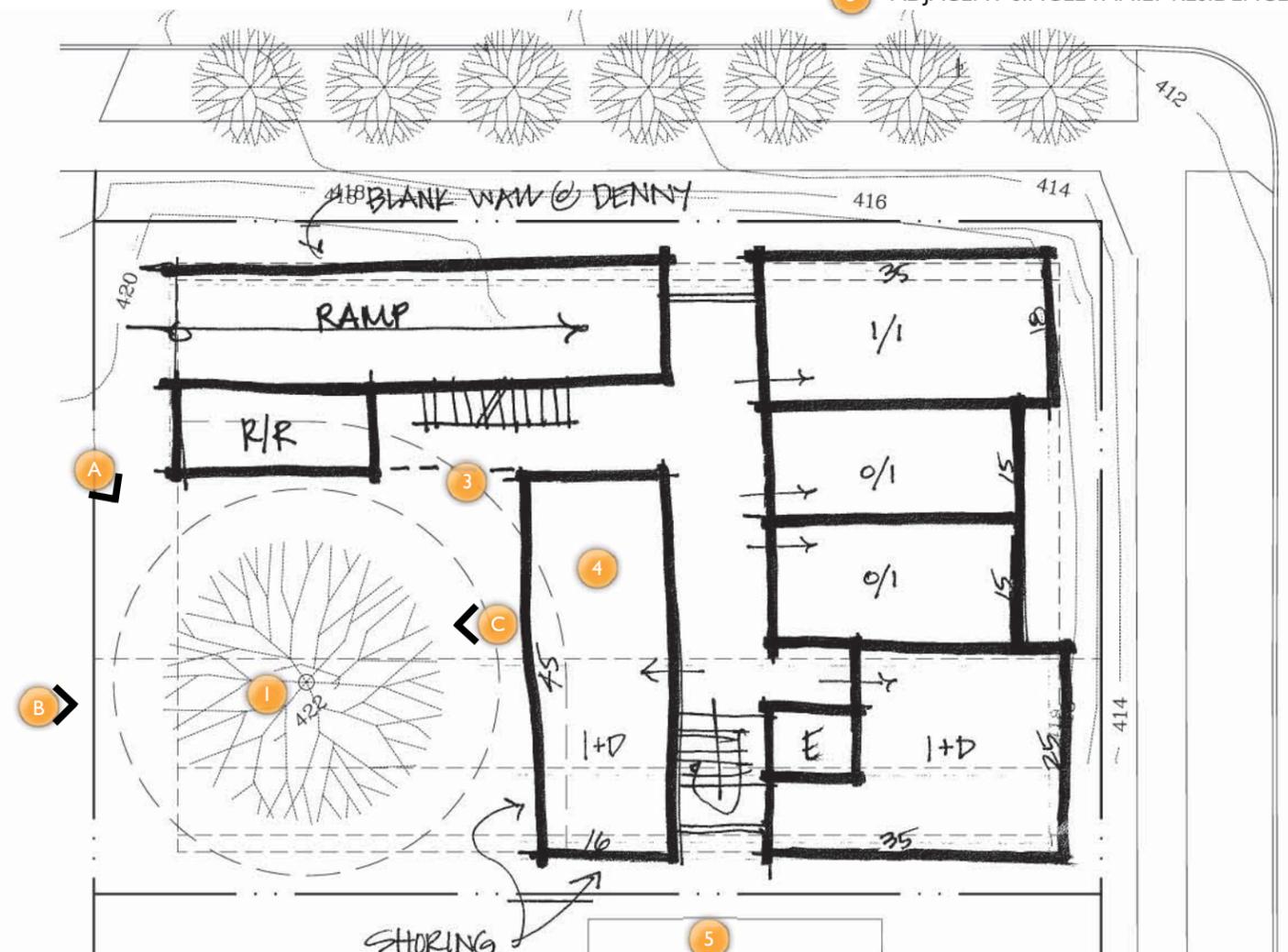
LOOKING WEST FROM PROJECT PROPERTY

A certified arborist evaluated the existing Japanese Black Pine located in the southwest corner of the project site for overall health and determination of Exceptional tree classification per City of Seattle standards. Their report determined that for the tree to survive site development, no part of the canopy or critical root zone could be substantially disturbed. The report also concluded that while substantial in size, the tree did not qualify as Exceptional. Development studies of the remaining site area determined that tree retention would have significant impact on the development potential of the project site. The entire southwest corner of the site would need to remain untouched by excavation, severely limiting parking potential. Maintaining the tree canopy above grade also restricted pursuit of the building above ground as well, making the site infeasible. All schemes therefore assumed that the existing tree would be removed, and a new tree added to replace it.

- 1 NON-EXCEPTIONAL TREE
23" DIAMETER-40' HEIGHT-17' RADIUS
DRIPLINE JAPANESE BLACK PINE (PINUS THUNBERGII)
- 2 LINE OF 23' RADIUS CRITICAL ROOT ZONE
NO EXCAVATION THIS AREA PER ARBORIST
- 3 LINE OF 8 FOOT 1:1 SLOPE EXCAVATION
BUFFER FROM CRITICAL ROOT ZONE TO
PROJECT FOUNDATION
- 4 PROPOSED BUILDABLE SITE AREA IF TREE
RETAINED
- 5 ADJACENT SINGLE FAMILY RESIDENCE



GARAGE LEVEL & ROOT ZONE STUDY



GROUND LEVEL & TREE CANOPY STUDY

PAST PROJECTS by grouparchitect



PAST PROJECTS by Rudd Development Co.

