DPD PROJECT #
3013256

2202 East Olive Street

2202 East Olive Street Seattle, WA
Recomendation Package
May 29 , 2013

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PROJECT OVERVIEW

PROJECT INFORMATION

Address: 2202 East Olive Street

DPD Project # 3013256

Project Team:

Owner:	WW Investments LLC
Architect:	Bazan Architects, Marc Jenefsky AIA, NCARB, LEED AP,
Civil Engineer:	Decker Consulting
Landscape Architect:	Andrews Landscape Architects
Structural Engineer:	PSM
Geotechnical Engineer:	Geotech Consultants

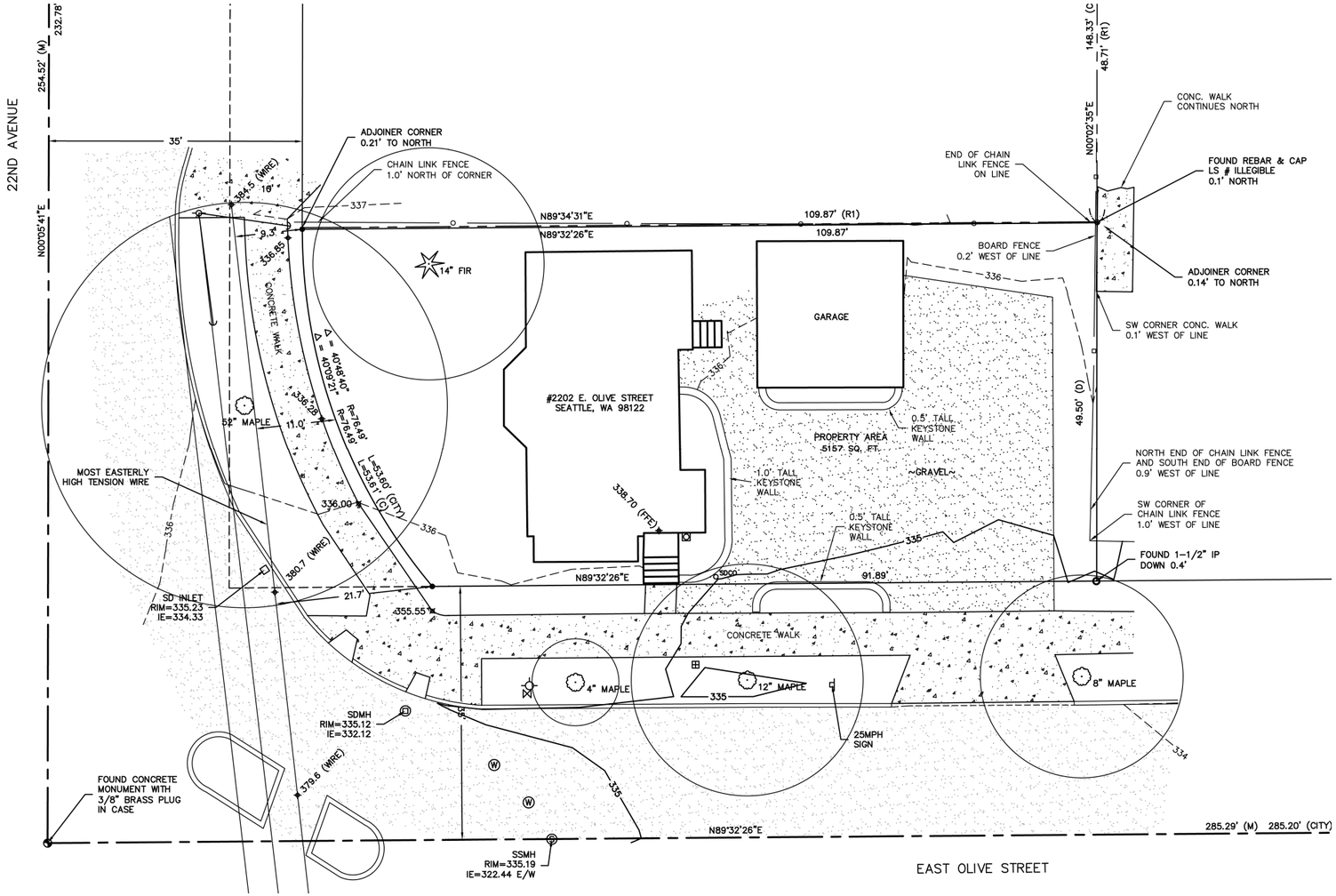
PROJECT OBJECTIVES

The objective is to build a 33 unit, multi-story, residential apartment building with 3 additional commercial spaces located on the ground floor with partial storage lofts. The height of the building will be the maximum allowed in the NC2-40 zone or 40 feet. The first floor has a entry on E. Olive St. for the apartments. The third and fourth floors are set back on 22nd ave to provide proper clearance from existing high power overhead electrical lines. The amenity space will be provided at the rooftop deck with both stair and elevator access. Seating areas are also provided at the E. Olive St. entry court. The 3 commercial spaces occuphy the first floor of both street frontages. Refuse and recycling is located within the building separated from the residential entrys and screened from the public. Parking has been provided in the form of a secure bicycle stroage area containing lockable storage containers and space to store up to 34 bicycles. We are proposing to build this project to a LEED silver standard.

Construction will require demolition of the existing 2 story house converted to commercial offices, a storage building and 3 to 4 surface parking spaces. Neighboring properties to the north contain a very large mixed use with a Safeway, parking garage and 4 or more floors of residential units in a NC3-65 zone. The property directly to the east is mixed use, business and residential in a NC2-40 zone. Across the street on east olive street are single family residences in a rsl/tc zone. Diagonal across the street from the corner of 22nd Ave. and East Olive Street is auto repair shop in a NC2-40 zone. Across 22nd ave is a vacant lot being developed into a mult story mixed use project, also NC2-40. In addition across 22nd is small manufacturing building.

Summary

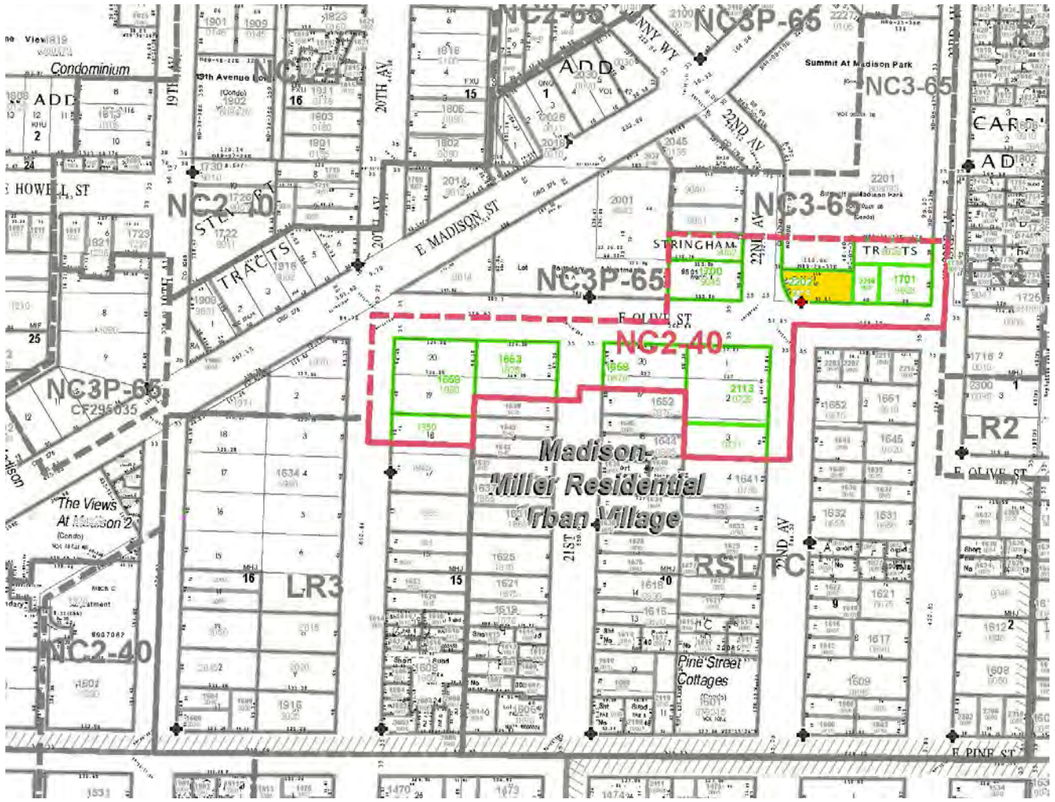
Number of residential units:	33 units
Number of commercial spaces:	3 spaces
Number of exterior bicycle storage spaces:	3 spaces
Number of interior bicycle storage spaces:	34 spaces
Total area dedicated to residential:	10,688 s.f.
Total area dedicated to commercial:	1,808 s.f.



ZONING ANAYLSIS

GENERAL INFORMATION

SITE LOCATION:	2202 E. OLIVE STREET SEATTLE, WASHINGTON
SITE ZONING:	NC2-40 (NEIGHBORHOOD COMMERCIAL 2)
LOT SIZE:	5157 S.F.
OVERLAY:	MADISON-MILLER (RESIDENTIAL URBAN VILLAGE)
ZONING OF ADJACENT PROPERTIES:	NC2-40 (NEIGHBORHOOD COMMERCIAL 2)
ZONE PERMITTED USES:	RESIDENTIAL-MULTIFAMILY DWELLING UNITS



ZONING ANALYSIS (SEATTLE LAND USE CODE)

23.47A.004	
<u>STREEL LEVEL USE</u>	
STREET LEVEL DEVELOPMENT STANDARDS:	PROJECT IS LOCATED IN A NON DESIGNATED PEDESTRIAN ZONE
23.47A.008.D.1	
STREET LEVEL USE:	RESIDENTIAL/COMMERCIAL
STREET-LEVEL USE PERCENTAGES:	RESIDENTIAL USES ARE LIMITED TO 20% OF THE STREET-LEVEL STREET-FACING FACADE
23.47A.005.C.1	
PROPOSED STREET-LEVEL USE:	50.5% COMMERCIAL USE 49.5% MIXED USE
COMMERCIAL DEPTH REQUIREMENTS:	NON-RESIDENTIAL USES SHALL EXTEND AN AVERAGE OF 30 FEET AND A MINIMUM
23.47A.008.B.3.A	OF 15 FEET IN DEPTH FROM THE STREET-LEVEL STREET-FACING FACADE
COMMERCIAL AREA REQUIREMENTS: 23.47A.008.B.3.A	NO MORE THAN 50 PERCENT OF THE STRUCTURE'S FOOTPRINT IS REQUIRED TO BE USED FOR NONRESIDENTIAL PURPOSES
<u>BLANK FACADE/TRANSPARENCY</u> 23.47A.008.A.3	
BLANK FACADE REQUIREMENTS: 23.47A.008.A.2	STREET-LEVEL STREET-FACING FACADES SHALL BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK MAY NOT EXCEED 20 FEET IN WIDTH THE TOTAL OF ALL BLANK FACADE SEGMENTS MAY NOT EXCEED 40 PERCENT OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET
PROPOSED AMOUNT OF BLANK FACADE:	34.5% OF THE E. OLIVE ST. FACADE IS BLANK WITH THE LARGEST SEGMENT MEASURING 4.37' 38.9% OF THE 22ND AVENUE FACADE IS BLANK WITH THE LARGEST SEGMENT MEASURING 2.48'
TRANSPARENCY REQUIREMENTS: 23.45.529.1	AT LEAST 20 PERCENT OF THE AREA OF EACH STREET-FACING FACADE SHALL CONSIST WINDOWS AND/OR DOORS
PROPOSED TRANSPARENCY:	65.5% OF THE E. OLIVE ST. FACADE IS TRANSPARENT 61.1% OF THE 22ND AVENUE FACADE IS TRANSPARENT
<u>STRUCTURAL BUILDING OVERHANGS</u> 23.53.035.A.4.b	THE GLASS AREAS OF EACH BAY WINDOW SHALL NOT BE LESS THAN FIFTY (50) PERCENT OF THE SUM OF THE AREAS OF THE VERTICAL SURFACES OF SUCH BAY WINDOW
SUM OF VERTICLE SURFACES	431.25
PROPOSED WINDOW AREA	215.94 S.F.
<u>FLOOR AREA RATIO</u>	
MAXIMUM F.A.R. IN NC2 ZONES: 23.47A.013	LOT SIZE (5,157 S.F.) X (3.25) = 16,760 S.F. ALLOWABLE F.A.R.
<u>LOT COVERAGE</u>	
LOT COVERAGE REQUIREMENTS	NONE REQUIRED
<u>SITE RESTRICTIONS</u>	
STRUCTURE WIDTH AND DEPTH RESTRICTIONS:	NONE REQUIRED
SETBACKS: 23.47A.014	NONE REQUIRED
<u>SCREENING/LANDSCAPING REQUIREMENTS</u>	
LANDSCAPING REQUIREMENTS:	LANDSCAPING IS REQUIRED TO ACHIEVE A GREEN FACTOR SCORE OF .30
SCREENING REQUIREMENTS FOR SPECIFIC USES: 23.47A.016.D.3.D TABLE D	6'-0" HIGH SCREENING IS REQUIRED FOR GARBAGE DUMPSTER'S IN NC2 ZONES
<u>PARKING AND ACCESS REQUIREMENTS</u>	
AUTOMOBILE PARKING: 23.54.015 TABLE B	NO PARKING REQUIRED IN A URBAN VILLAGE AND IF STRUCTURE IS LESS THAN 1320 FT. FROM FREQUENT TRANSIT
PARKING PROVIDED:	NONE
BICYCLE PARKING: 23.54.015 TABLE E	ONE QUARTER OR 10 OF THE 36 RESIDENTIAL UNITS AND 3 COMMERCIAL UNITS IN THE STRUCTURE SHALL HAVE A AREA TO PARK A BICYCLE
SECURE INTERIOR BICYCLE PARKING PROVIDED:	33 BIKES
SECURE EXTERIOR BICYCLE PARKING PROVIDED:	3 BIKES
<u>BUILDING HEIGHT</u>	
MAXIMUM HEIGHT IN NC2 ZONES W/ RETAIL: 23.47A.012A	40'-0" @ ROOF DECK (335.9' + 40' = 375.9')
ADDITIONAL HEIGHT FOR ROOFTOP FEATURES	
MECHANICAL EQUIPMENT:	AN ADDITIONAL 15'-0" IS ALLOWED (375.9' + 15' = 390.9')
STAIR TOWER AND ELEVATOR PENTHOUSE:	AN ADDITIONAL 15'-0" IS ALLOWED (375.9' + 15' = 390.9')
PARAPET WALLS: 23.47A.012.C.4	AN ADDITIONAL 4'-0" IS ALLOWED (375.9' + 4' = 379.9')
PROPOSED STRUCTURE HEIGHT:	40'-0" @ ROOF DECK 44'-0" @ TOP OF PARAPET 55'-0" @ TOP OF STAIR TOWER / ELEVATOR PENTHOUSE
<u>LIGHT AND GLARE</u>	
LIGHT AND GLARE RESTRICTIONS:	EXTERIOR LIGHTING MUST BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES
<u>AMENITY REQUIREMENTS</u>	
REQUIRED AMENITY AREA: 23.47A.024	AMENITY AREAS ARE REQUIRED IN AN AMOUNT EQUAL TO 5 PERCENT OF THE TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE
MINIMUM ALLOWABLE AMENITY AREA:	5% OF 14055.2 S.F.(TOTAL GROSS RESIDENTIAL FLOOR AREA) = 702.8 S.F. REQUIRED FOR
AMENITIES	
PROPOSED AMENITY AREA:	ROOF TOP DECK = 734.1 S.F. ROOF TOP GARDEN = 455.4 S.F. TOTAL PROPOSED AMENITY AREA = 1189.5 S.F.

SITE CONTEXT

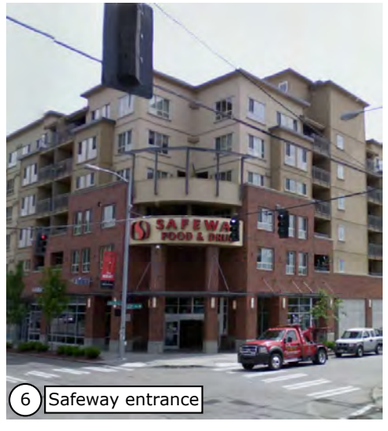
1 Approved MUP 3007358


2 Houses across the street from site

3 Safeway store garage with condo's above

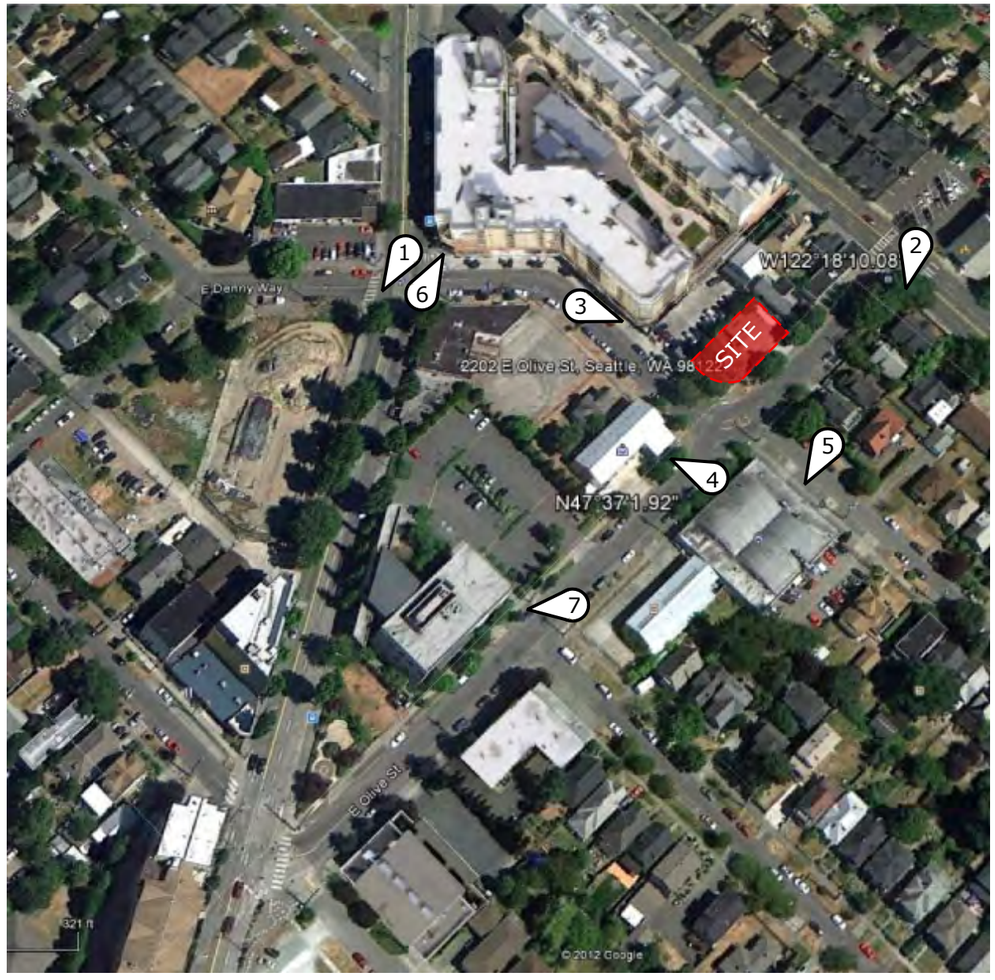

4 Woodwork shop/ Studio space


5 Auto Repair Shop



6 Safeway entrance


7 Office building



EXISTING SITE CONDITIONS

Uses: The site currently is occupied by a two story house converted to commercial offices, a storage building and 3 to 4 surface parking spaces. The property is on the corner of 22nd avenue and east olive street.

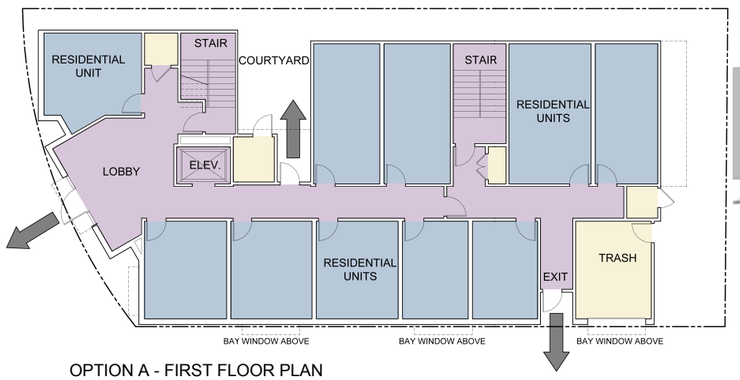
Topography: The site is relatively flat with a maximum elevation gain of 1.8 feet. maximum height is at the northwest corner at just under 337 feet. At the southeast corner it is just over 335 feet.

Access: The site is currently accessed by a 20 foot curb cut on the east end of East Olive Street. The neighborhood is easily accessed from 23rd at a stop light and at Madison and 22nd at another stop light. The site has a walkable sidewalk which we propose to maintain. There are major bus routes on 23rd and on Madison.

Neighborhood growth and influences: This is a rapidly growing area of seattle. The Capitol Hill neighborhood has many levels of income and types of people. The neighborhood has closeby retail and many apartment units. Our building will be modulated to reduce the inpacts of the size and will be secure for all the tenants.

EARLY DESIGN GUIDENCE RECOMENDATIONS

FIRST EDG MEETING: JULY 11, 2012

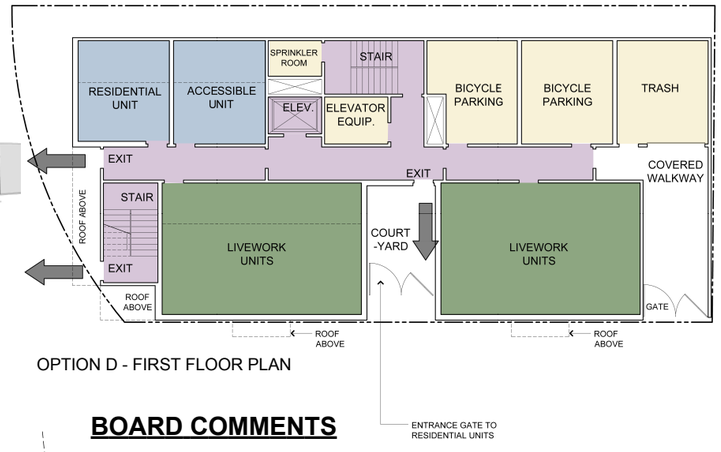


OPTION A - FIRST FLOOR PLAN

EDG - OPTION A

DESIGN FEATURES
The design includes 45 individual residential units with storage for 12 bicycles. A primary entry facing the corner of the intersections of 22nd Ave. and E. Olive St. A courtyard facing north and a roof deck with views to the west.

SECOND EDG MEETING: AUGUST 15, 2012



OPTION D - FIRST FLOOR PLAN

EDG - OPTION D

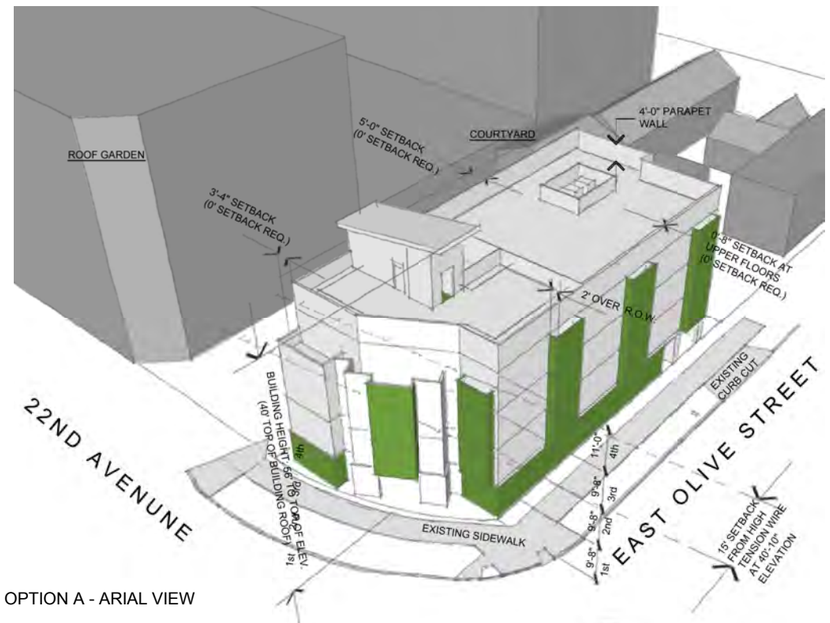
DESIGN FEATURES
The design includes 38 individual residential units, 2 livework units, and storage for 38 bicycles. A primary entry and courtyard facing E. Olive St. A covered walkway to allow for secure access to the bicycle parking and screening for the refuse/ recycling storage and roof deck with views to the west.

BOARD COMMENTS

Street level residential units: The board was concerned with there being a lack of separation between the sidewalk and the residential units becuse of noise and the amount of pedestrian and vehicle traffic. The board suggested that we possibly convert the units along E. Olive St. to live-work or commercial units to encourage more pedestrian activity.

Massing: The board as well as the public were concerned that the courtyard, while private, did not provide enough space and would not recieve enough sunlight to be an active and usable space. It was suggested that we relocate the courtyard to the southern side of the building to provide a better residential entry, more modulation to the E. Olive St. facade and allow more natural light into the space.

Parking: The board and the community were also concerned about the lack of parking for the large number of tenants who will be moving into the building. Our design included an internal bicycle storage room with room for up to 12 bicycles. The board was interested in us increasing the size of this room to allow more bicycles to be stored and to make the entry more accessible for residents entering. The board was also concerned with the security of the space. A more secure room would encourage more residents to store their bicycles.



OPTION A - ARIAL VIEW

Live-work space: The board appreciated the transparency proposed on E. Olive St. but was concerned that the live-work/commercial spaces were hidden from 22nd St. and suggested that we continue the transparency, landscaping, and signage around the corner to create better sight lines and visibility to these spaces. The board also suggested that we convert the residential units located on 22nd. Ave. to commercial to provide a more consistant base. The board was also concerned with the volume and depth of the proposed live-work spaces and suggested that we further increase our height deisgn departure from 4' to 7' to allow for a better designed more successful commercial space. The board was also concerned with hiding the residential portion of the live-work spaces and suggested again that we maximize the height and depth of this space for more useability.

Massing/Relocated stair tower: The board appreciated the relocation of the courtyard and the primary entry to the south side of the building but now wanted us to now take advantage of the visibility of the southwest corner by adding more transparancy and again, providing more visibility to the commercial spaces. The board suggested that we design the base building to hold more visual weight sighting several examples of where that weight is interuped. They believed that the design of the corner interuped the continuity of the design of the base of the building and suggested that we design the stair tower to better relate to the design as a whole and the neighborhood context.

Parking/Flex space: The board appreciated our use of this space as a secondary entry but wanted us to concider adding better lighting and more visual interest to this area for a more consistant design. The board also suggested that we combine the bicycle entry and the main entry to provide and minimize the width of the trash collection area.

OPTION D - ARIAL VIEW

DESIGN GUIDENCE RESPONSE: MASSING

MASSING

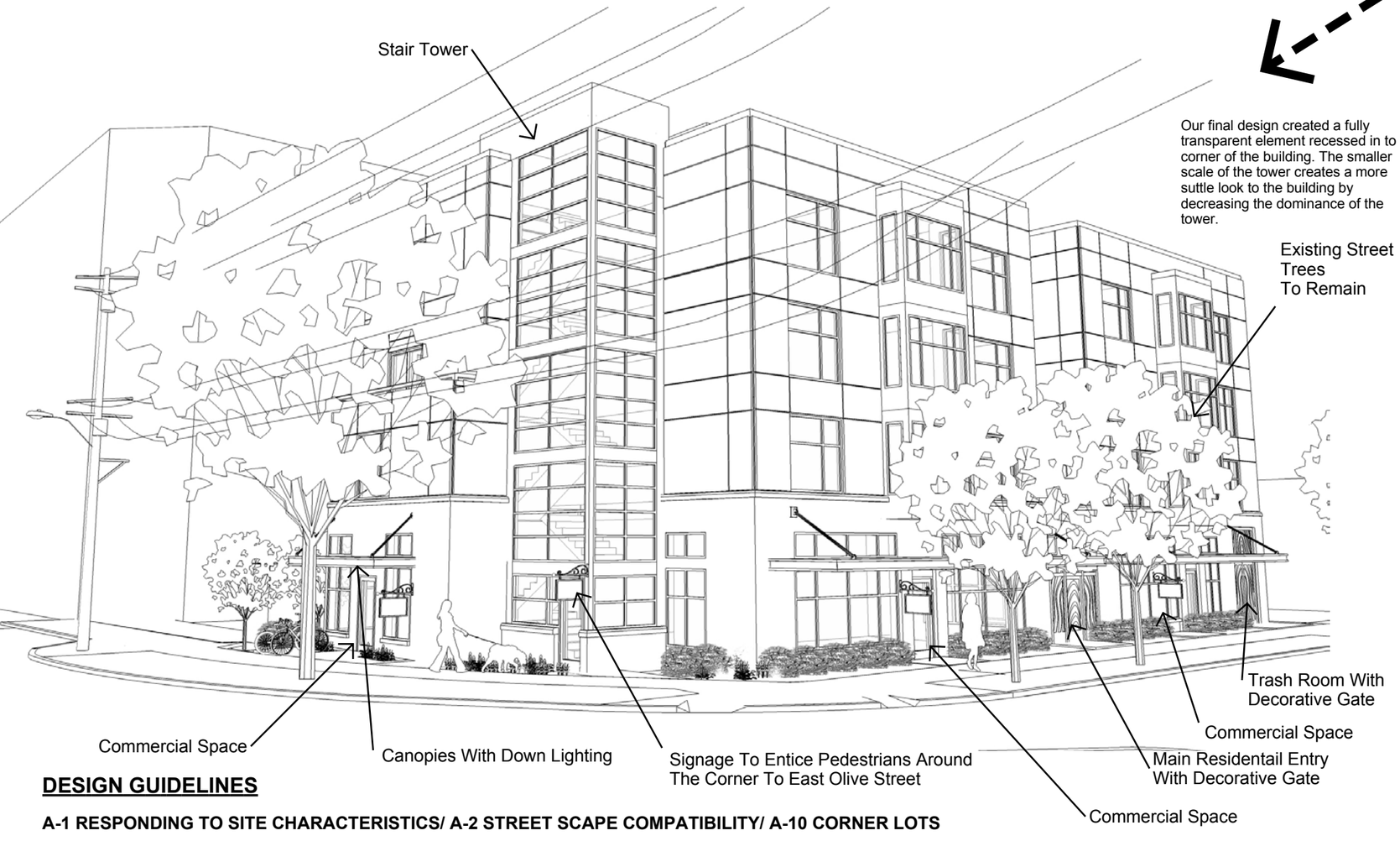
Stair Tower: In response to the boards suggestions to take advantage of the high visibility of the building corner at 22nd Ave. and E. Olive St., we proposed a design which includes a large glass stair tower. This element provides a more unique look to the massing of the building making it appear less bulky as well as providing a secondary exit to the roof deck above. The transparency creates a better more consistant design flow around the base building which will draw pedestiran traffic from the commercial space on 22nd Ave around to the commercial spaces located on E. Olive St. The tower also allows for a smooth transition of materials from brick and paneling to glass and provides more interest to the modulation of the building. The modern look of the tower is designed to relate to the existing commercial and mixed use context of the neighborhood as well as relating to the new development on 22nd Ave. We believe that by including this tower into our design will allow our building to better relate with its surroundings.

Stair Tower deisgn from second meeting

The preliminary design for our stair tower gave the apperance that it was recessed into the building being set back from the Olive St. facade and having a large overhang at the roof level. We added small windows and a storefront on the corner to help the stair blend into the rest to the building design. However the board suggested that we take advantage of the high visibility of this corner and create a more dominant element with more transparency.

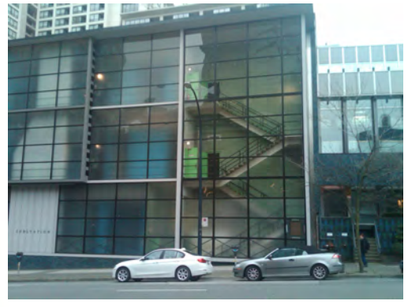
Stair Tower deisgn pre MUP

For our second attempt at design of the stair tower we chose to take a more modern approach. The initial idea was to use large sheets of poly carbonate lit from the rear with signage imprinted into the material and continue the brick base around the corner of the building to create a more dominant element. The land use official suggested we continue developing this idea but change our approach. They felt that our design did not help the overall look of the building and created too much blank space at the street level.



Our final design created a fully transparent element recessed in to the corner of the building. The smaller scale of the tower creates a more suttle look to the building by decreasing the dominance of the tower.

Stair Tower Deisgn Inspiration



Stair Tower Deisgn Inspiration

Future neighboring development with prominant corner

Neighboring development with prominant corner

Future neighboring development with prominant corner

DESIGN GUIDELINES

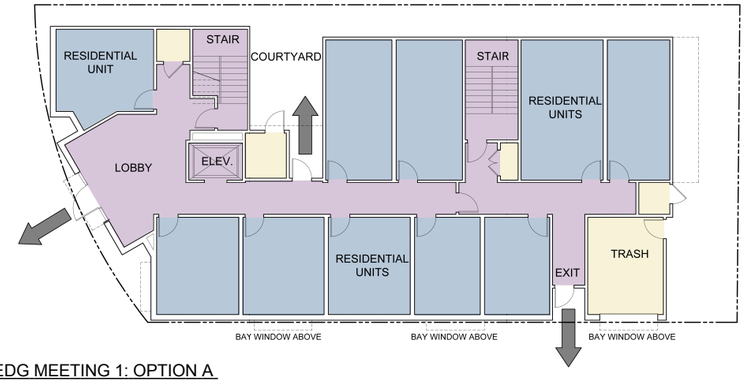
A-1 RESPONDING TO SITE CHARACTERISTICS/ A-2 STREET SCAPE COMPATIBILITY/ A-10 CORNER LOTS

The site is located on a prominant corner between two busy streets. By placing the stair tower at the corner we were able to uniquely modulate our building to contrast the roundess of the street corner and property line. We designed our building to draw pedestrian traffic from 22nd to Olive Street and vice versa by using signage clear sight lines and landscaping. locating the main entry away from the corner provides a more secure and private entrance.

DESIGN GUIDENCE RESPONSE: COMMERCIAL SPACE

GROUND LEVEL RESIDENTIAL SPACE

EDG Meeting 1: Our initial plan for this project was to have 6 residential units at ground level. However with this approach came several problems that the board brought to our attention. Seattle code requires ground level residential units to be either 4 ft. above or below grade to provide privacy and security. This would cause our building to either be raised above the applicable height limit or require interior stairs in studio units that already have limited space if on grade. Seattle code also requries ground level units to be set back 10 ft. from the property line. Our site is only 5,157 sq. ft. and setting back our building would allow us a mere 3,000 sq. ft. foot print. The board suggested that we explore raising the finish level of the building and possibly creating stoops to soften the pedestrian experience and reduce noise and visibility of these units.

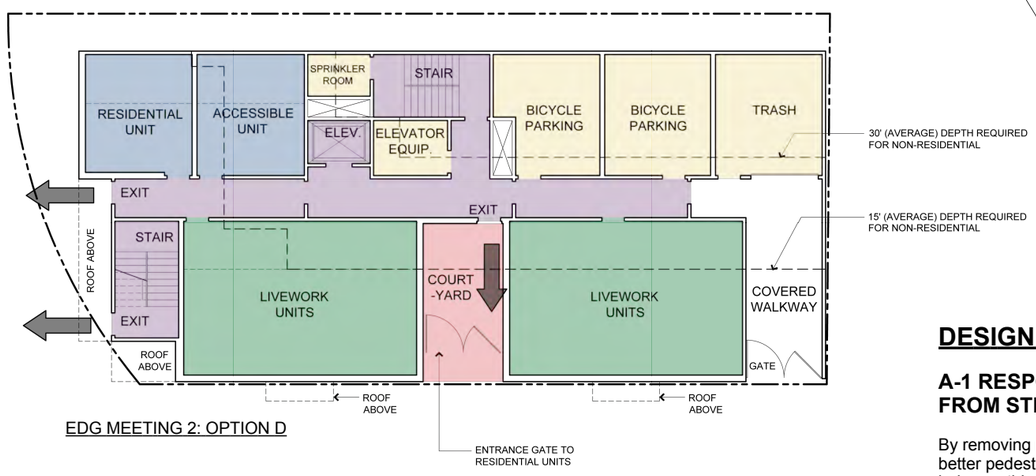


EDG MEETING 1: OPTION A

OPTION A SECTION WITH LOWER FLOOR LEVEL FOR RESIDENTIAL SECURITY

LIVE-WORK UNITS

EDG Meeting 2: In our second meeting we replaced the residential units along E. Olive St. with 2 live-work units and increased our building height by 4' above the maximum height limit. These units would have a 13' head height with a bathroom, kitchenette and a sleeping loft. The board had a few concerns with this approach. Seattle code requires 30' average 15' minimum depth for non-residential uses. Our design falls below that minimum. The board suggested that we maximize these areas in order to better screen the living areas in the rear and increase the usibility of the space by increasing the depth and raising the height of our building by 7' above the maximum height limit.

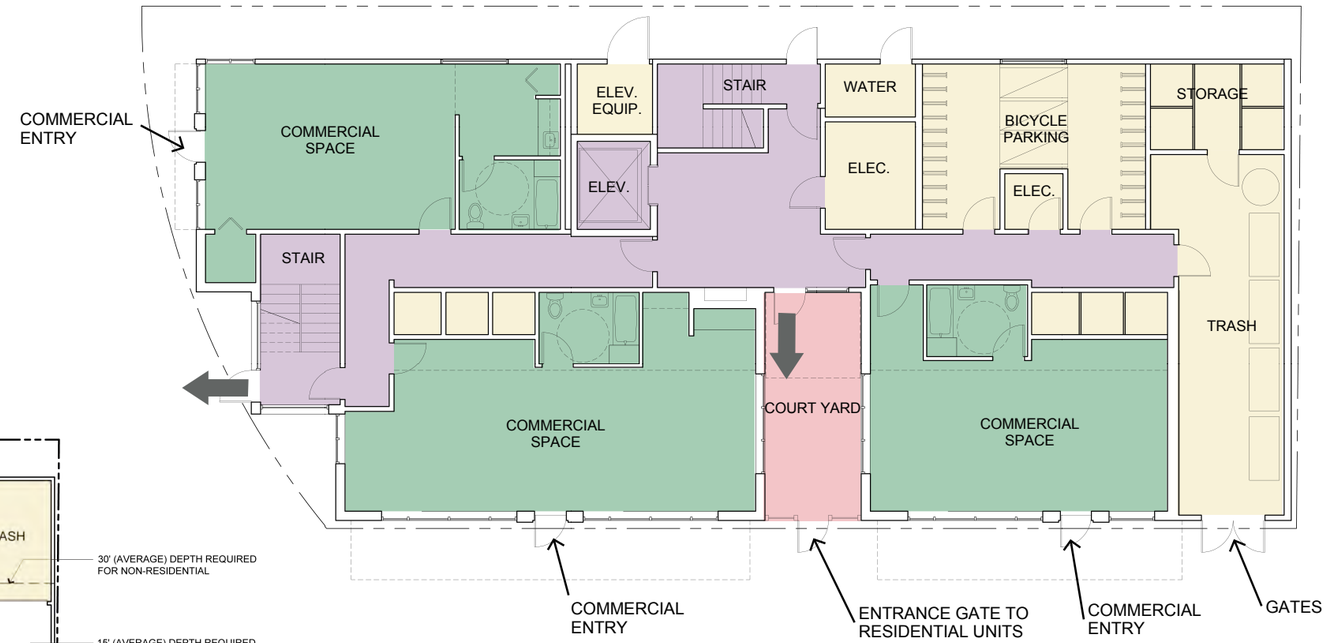


EDG MEETING 2: OPTION D

COMMERCIAL SPACE

MUP Process: After submitting our design with the height of the building raised 7' as was suggeseted in to the MUP process. The land use official denied our request for increased height, stating that our building would incroach on views of Mt. Rainier from the neighboring apartment building and that the area of our proposed commercial spaces did not exceed 12,000 s.f. The official suggested that we remain at the maximimum height limit and maximize the depth of the spaces. Again we run into the 30' average 15' minimum code requirement for non-residential spaces. However, the code does have an exception to this rule. If this depth requirement causes the non-residetial space to consume more than 50% of the footprint of the structure then this requirement could be ignored. As a response we converted our remaining ground level residential units to a commercial space which increased the total area of commercial space to over 50% of our total footprint. We also lowered the height of our upper floors to allow for 4' to be added to the height of the commercial spaces giving them a total of 13' of head height and giving them space for a storage loft at the rear of each space. We believe that these spaces will bring more life to our building, draw more visitors, and provide a nice buffer from the busy street for our renters.

Trash Room Size: We also were required by SPU to increase the trash room size to accomodate 2 trash, 2 recycle and 1 organic trash containers. To do this we removed the secondary entrance to the residential at the east side of East Olive Street. This is access is now only used for trash pick and removal.



FINAL DESIGN PROPOSAL

DESIGN GUIDELINES

A-1 RESPONDING TO SITE CHARACTERISTICS/ A-2 STREET SCAPE COMPATIBILITY/ A-3 ENTRANCES VISIBLE FROM STREET/ A-6 TRANSITION BETWEEN RESIDENCE AND STREET/ A-10 CORNER LOTS/ C-3 HUMAN SCALE

By removing residential from the ground level we created a buffer between the street and the residences above. The large amount of transparency creates a better pedestrian experience and will draw traffic on 22nd Avenue and E. Olive Street. These spaces will be highly visible from passing traffic and will benifit from being on this prominant corner.

DESIGN DEPARTURE REQUEST: CURB CUT

DEPARTURE REQUEST: CURB CUT @ EAST OLIVE STREET

23.54.030

Replacement of unused curb cut. when a curb cut is no longer needed to provide access to a lot, the curb and any planting strip must be replaced.

Request:

We propose to only reduce the width of the curb cut to allow trash to be easily and safely collected and the curb side. SPU in their review, has required a curb cut to remain for the purpose of trash vehicle access. We need a design departure to comply with SPU requirements. Partially replacing the curb cut will allow for safer pick up and increase the availability of street parking.

DESIGN GUIDELINES

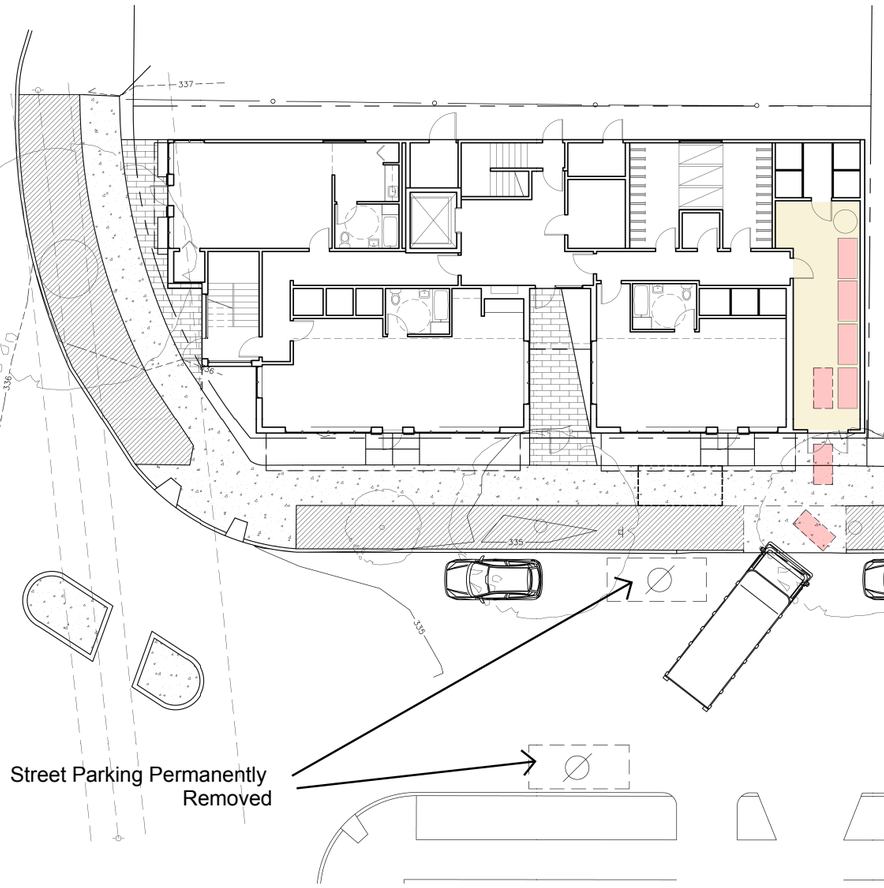
A-2 STREET SCAPE COMPATIBILITY
Narrowing the curb cut will allow us to partially replant the planting strip and provide safer curb side parking thereby improving the right of way and improving SPU's ability to collect refuse. Removing the curb cut complely will require the installation of a concrete slab to hold dumpsters at the curb side, elemating parking and will make replanting the planting strip impossible.

A-6 TRANSITION BETWEEN RESIDENCE AND STREET
Reducing the size of the curb cut provides for easier trash removal processes. Removing the curb cut completely will cause trash collection to block pedestrian and vehicle traffic causing congestion along East Olive Street.

D-6 SCREENING DUMPSTERS AND ENTRANCES
Reducing the size of the curb cut will mean dumpsters spend less time on the street and will eleminate dumpsters being left on the curb (if the roll off & cannot be lifted back on the curb.). Removing the curb cut completely will increase the time it takes to pick up refuse and increase the time dumpsters remain on the street.

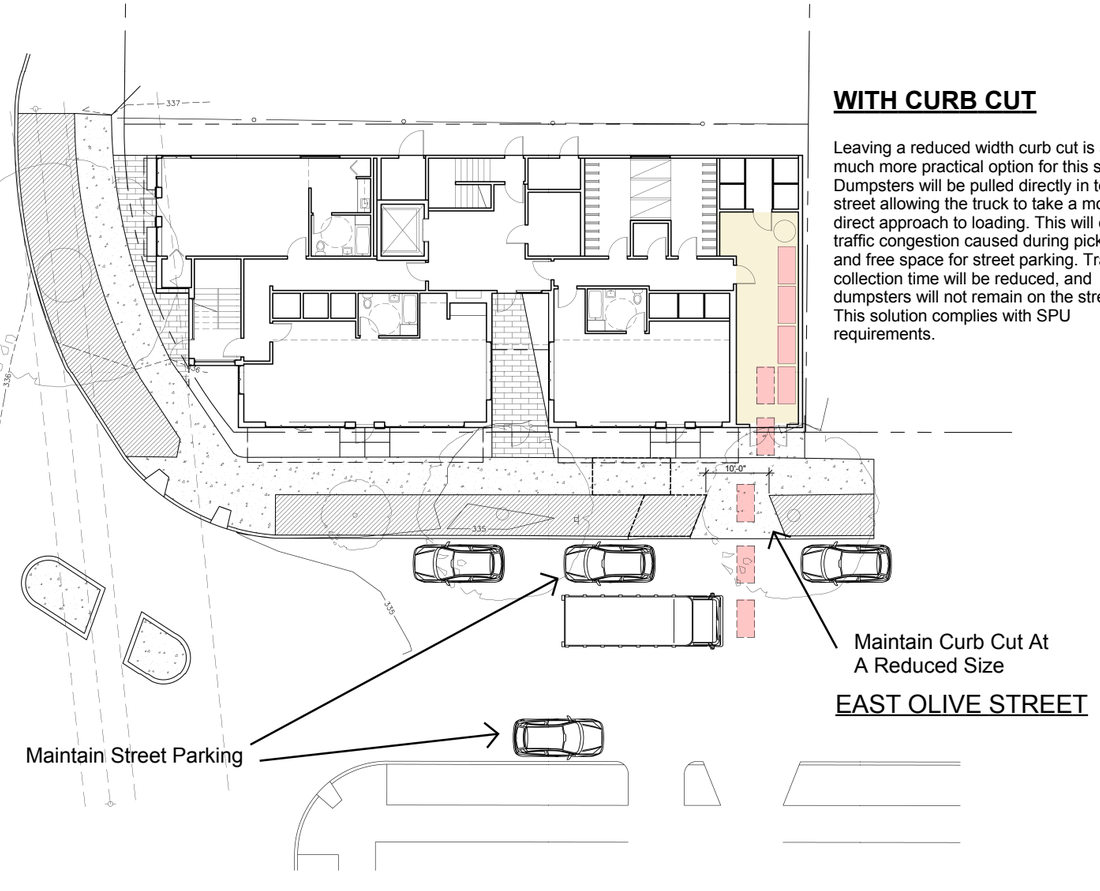
E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/ OR SITE
Reducing the size of the curb cut will improve the right of way and allow for replanting of the planting strip and provide parking. Removing the curb cut completely will make replanting the planting strip impossible due to the enlarged concrete pad.

TRASH COLLECTION COMPARISON



WITH OUT CURB CUT

In order for trash to be collected a concrete slab wll be at the curb for dumpster collection. SPU will have to angle their trucks to the curb eliminating 2 parking spaces at the curb side. The loader will have to retrieve the dumpster and leave it on the curb side, push the dumpster on to the forks of the truck, and manuver the truck out of the space and avoid damaging parked cars and traffic. This approach will take longer, cause traffic delays, and increase the chances of an accident and permanently reduce street parking. In addition there is a greater chance of rolling dumpsters off the curb and then not being able to get them back on to the curb and back into the building.

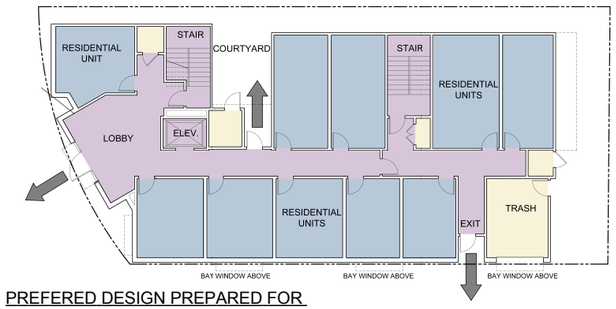


WITH CURB CUT

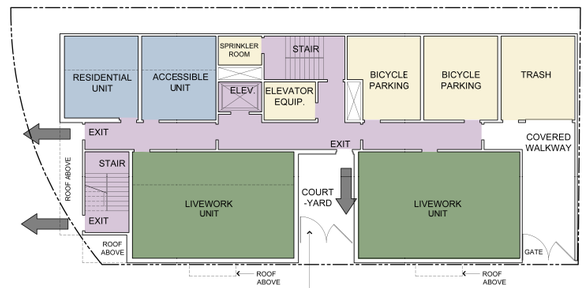
Leaving a reduced width curb cut is a much more practical option for this site. Dumpsters will be pulled directly in to the street allowing the truck to take a more direct approach to loading. This will ease traffic congestion caused during pickup and free space for street parking. Trash collection time will be reduced, and dumpsters will not remain on the street. This solution complies with SPU requirements.

DESIGN EVOLUTION COMPARISON AND SUMMARY OF CHANGES

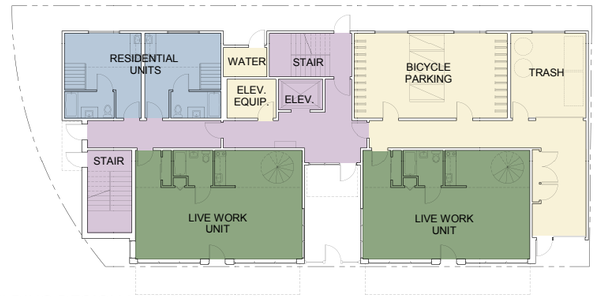
DESIGN EVOLUTION



PREFERED DESIGN PREPARED FOR FIRST EDG MEETING



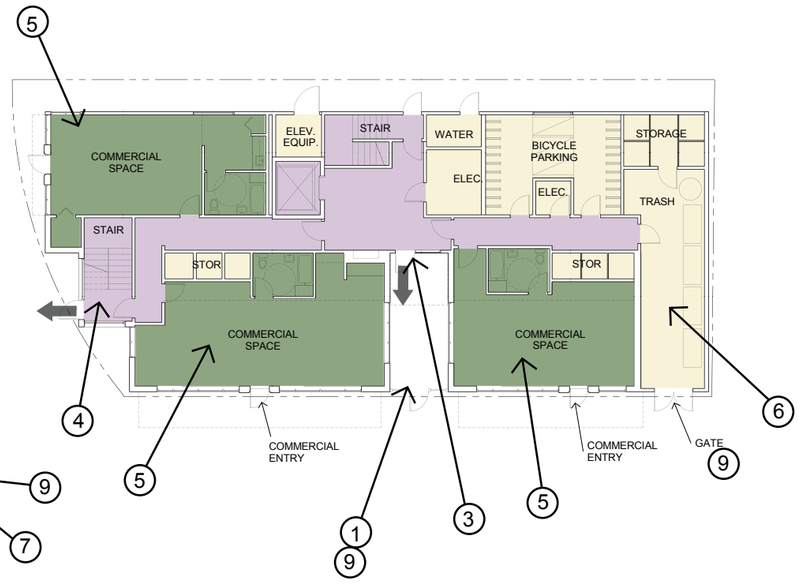
PREFERED DESIGN PREPARED FOR SECOND EDG MEETING



BUILDING DESIGN MUP SUBMISSION

CHANGES SUMMARY

1. **Court yard relocation to East Olive Street to provide more sun light**
2. **Roof deck screening changed decking material to provide noise and visual buffer from housing to the north**
3. **Entry relocation to East Olive Street**
4. **Stair tower redesign - more transparent**
5. **Commercial space replaced residential uses at ground level**
6. **Enlarged trash room to satisfy code requirements**
7. **Curb cut reduced, increase planting strip**
8. **The number of residential units was reduced from 45 to 33 unit**
9. **Enhanced gate design at East Olive Street**



FINAL DESIGN PROPOSAL

PROMINANT DESIGN GUIDELINES

A-1 RESPONDING TO SITE CHARACTERISTICS / A-10 CORNER LOTS
The design takes advantage of the prominant intersetion of 22nd Avenue and East Olive Street providing a strong street level presence and an attracitve and lively pedestrian experience.

A-2 STREET SCAPE COMPATIBILITY
The design provides at grade commercial at both 22nd Avenue and East Olive Street which enhances the attractiveness and useability of both right of ways. Curb cut provides more available parking curb side.

A- 3 ENTRANCES VISIBLE FROM THE STREET
Entrances for both tenants and customers are clearly visible from the street. Transparency advertises the commercial spaces drawing in pedestrian traffic.

A-6 TRANSITION BETWEEN RESIDENCE AND STREET
Commercial spaces and residential units are clearly separated and a greenscape buffers provided for a plesent transition from the main residential entrance fromthe street.

A-7 RESIDENTIAL OPEN SPACE
A modest roof deck is provided as residential amenity space. Planters and living walls are provided to give a couryard feel to this space and providing visual privacy. Placing our amenity space on the roof provides more security and privacy as well as possible views to the south.

B-1 HEIGHT, BULK, AND SCALE COMPATIBILITY
The building is designed to provide a smooth height and bulk transition from the residential houses to the south and the large apartments to the north.

C-2 ARCHITECTURAL CONCEPT AND CONSISTANCY
The scale of the stair tower in relationship to residential units to the south provide clean and even massing modulation which enhance the archiectural concept of the building and draw the eye around the facades of the building rather than focusing on single elements. The brick provides a strong base the the lower level of the building. Bay window break up the massing of the facade. The location of the entrances and stair tower are clearly idenitfied for their function.

C-3 HUMAN SCALE
Landscaping, signage, and lots of transparency provide a plesant pedestrian experience. Low canopies and street side entrances provide a more human relationship to the structure.

C-4 EXTERIOR FINISH MATERIALS
Rainscreen paneling provides a durable protective layer to the upper floors of the building. Brick at the base deters grafity and is resistant to weather and erosion. Canopies provide cover for window shoppers at the commercial spaces. Glass storefronts add tansparency to the pedestrian friendly first floor.

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES
Pedestrian entrances are convient, accessible and attracive. Gates provide added security with and artistic look. A large roof deck provides a private and scenic area for tenants to relax.

D-6 SCREENING DUMPSTERS AND ENTRANCES
Gates provide security and screening of the main entry and trash enclosure. Trash/ refuse is located within the building and is screened by a attractive perforated gate to allow for ventilation. Mechanical equipment is screened and located separately from the roof deck. A live wall is provided to screen noisy residences on the roof from the neighboring apartment building and houses.

D-7 PERSONAL SAFETY AND SECURITY
The gated entry provides security to the residents. An interior storage areas provide security for bicycle users to store their bikes renters to store their belongings. The curb cut reduces dumpster injuries.

D-12 RESIDENTIAL ENTRIES AND TRANSITIONS
The gated entry along with pavers and landscaping provide a smooth and private transition from the building to the street. The curb cut allow for quick and easy refuse removal and pickup. The gates have an artistic pattern that adds beauty at the street level.

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/ OR SITE
Benches, pavers, and plant life enhance the base of the building and create a plesant exerience for pedestrians. Roof top planters and living walls give the roof deck a courtyard feel with visual privacy.

SITE/ LANDSCAPE PLAN

SITE PLAN


VINE MAPLE


SERVICEBERRY


STRAWBERRY TREE


CORNUS KOUSA


BAMBOO SSP.


DAVID'S VIBURNUM


CHERRY LAUREL


KOREAN BOX


BLUE OAT GRASS


MISCANTHUS


HEAVENLY BAMBOO

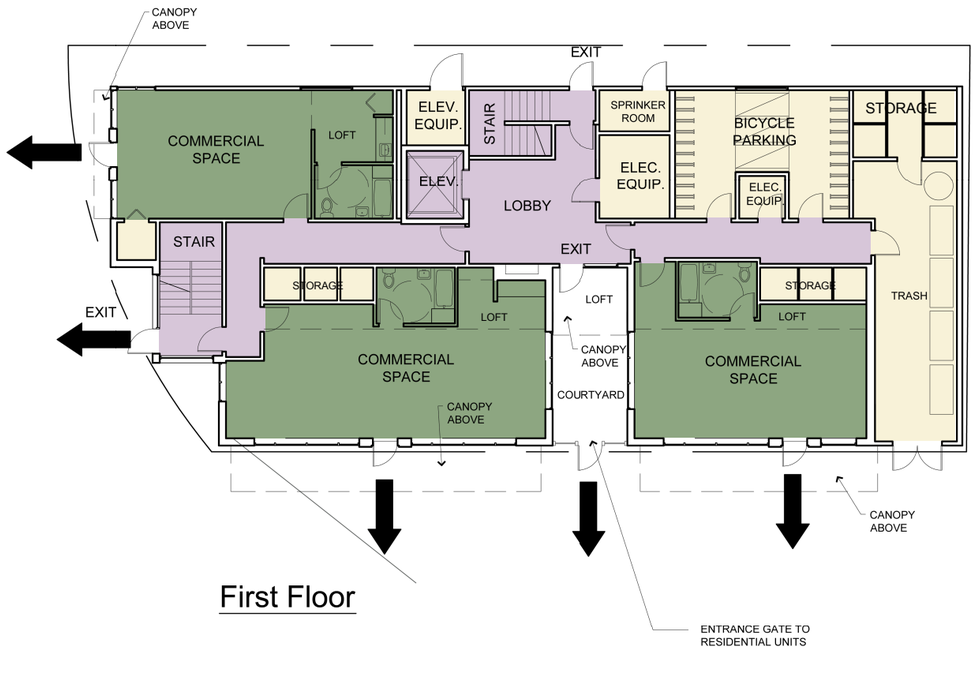

ORANGE SEDGE


SWORD FERN

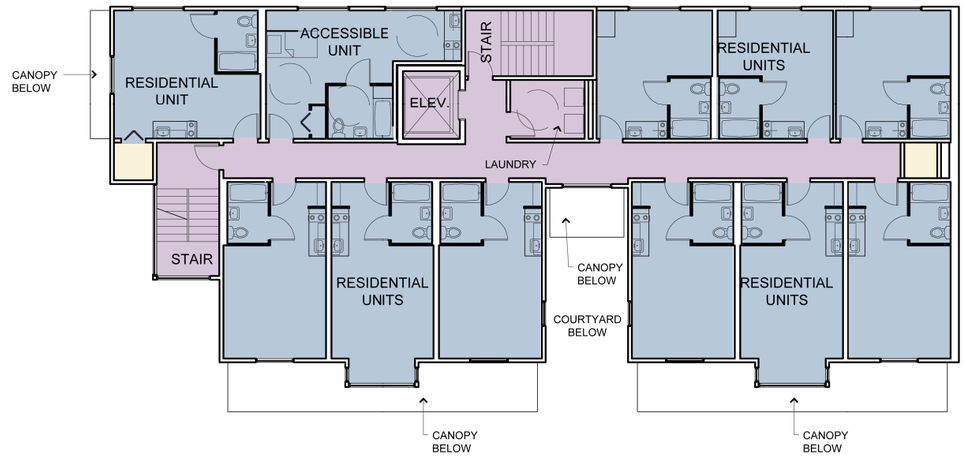

AGAPANTHUS


CAREX 'ICE DANCE'

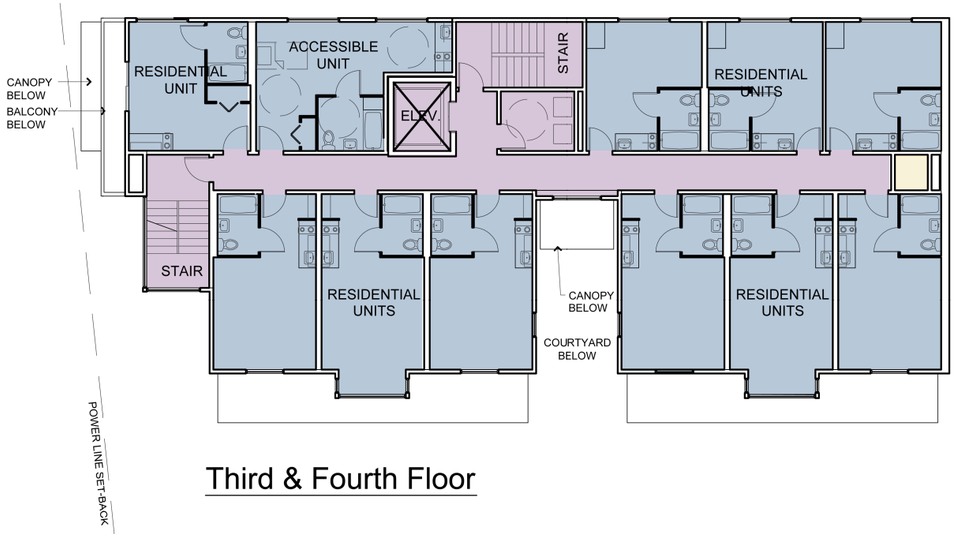

ROBB'S EUPHORBIA



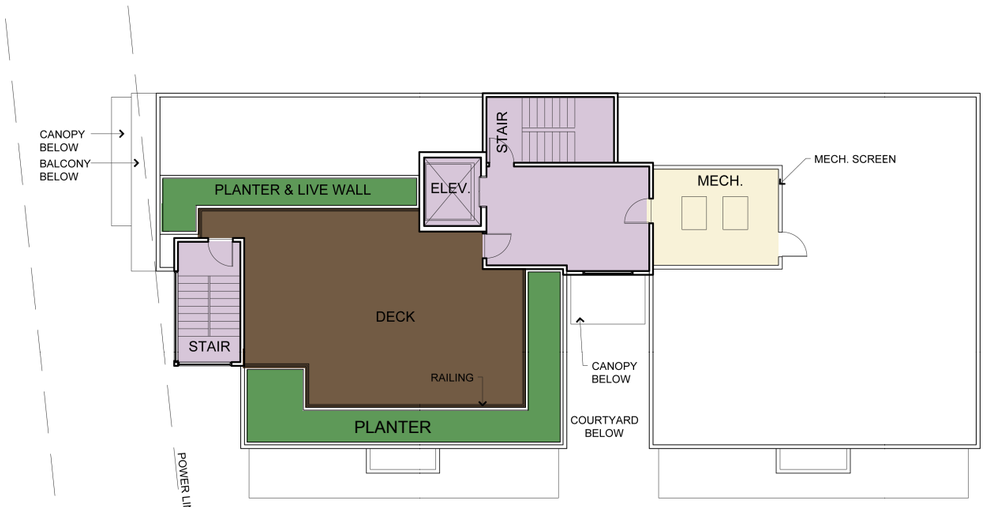
First Floor



Second Floor



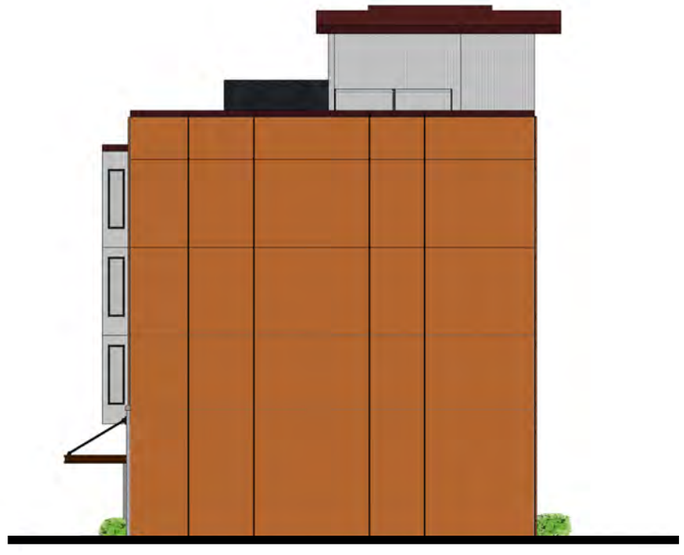
Third & Fourth Floor



Rooftop

ELEVATIONS

SOUTH ELEVATION



EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION

MATERIAL LOCATIONS

PERSPECTIVE IMAGE

MATERIAL LEGEND

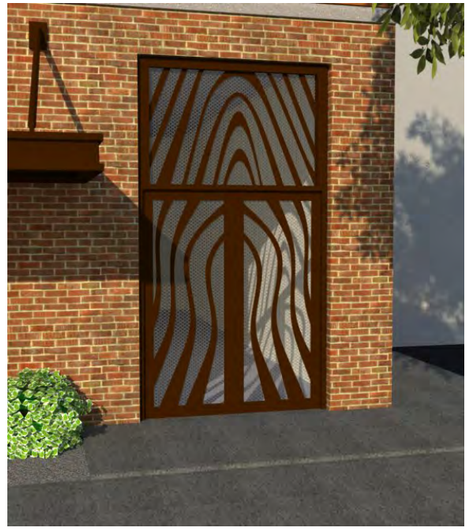
1. CONCRETE BOARD SIDING USED AS RAINSTREEN
2. STORE FRONT WINDOWS
3. BRICK MASONRY
4. CORRIGATED METAL SIDING
5. METAL PANELING
6. STEEL CANOPIES
7. METAL FLASHING TO MATCH STEEL CANOPIES
8. PRECAST CONCRETE SILLS
9. WOOD DECKING AT ROOF DECK
10. CUT STEEL GATES
11. VINYL WINDOWS

STREET STREETSCAPES

E. OLIVE ST. STREETSCAPE

22ND AVE. STREETSCAPE

ENTRY GATE DESIGN



TRASH ENCLOSURE ENTRY DESIGN

GATED ENTRY EXAMPLES