



DAVID NEIMAN ARCHITECTS

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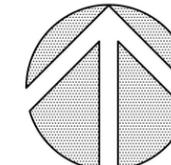
Hamilton Urban Partners

Project #: 6329934

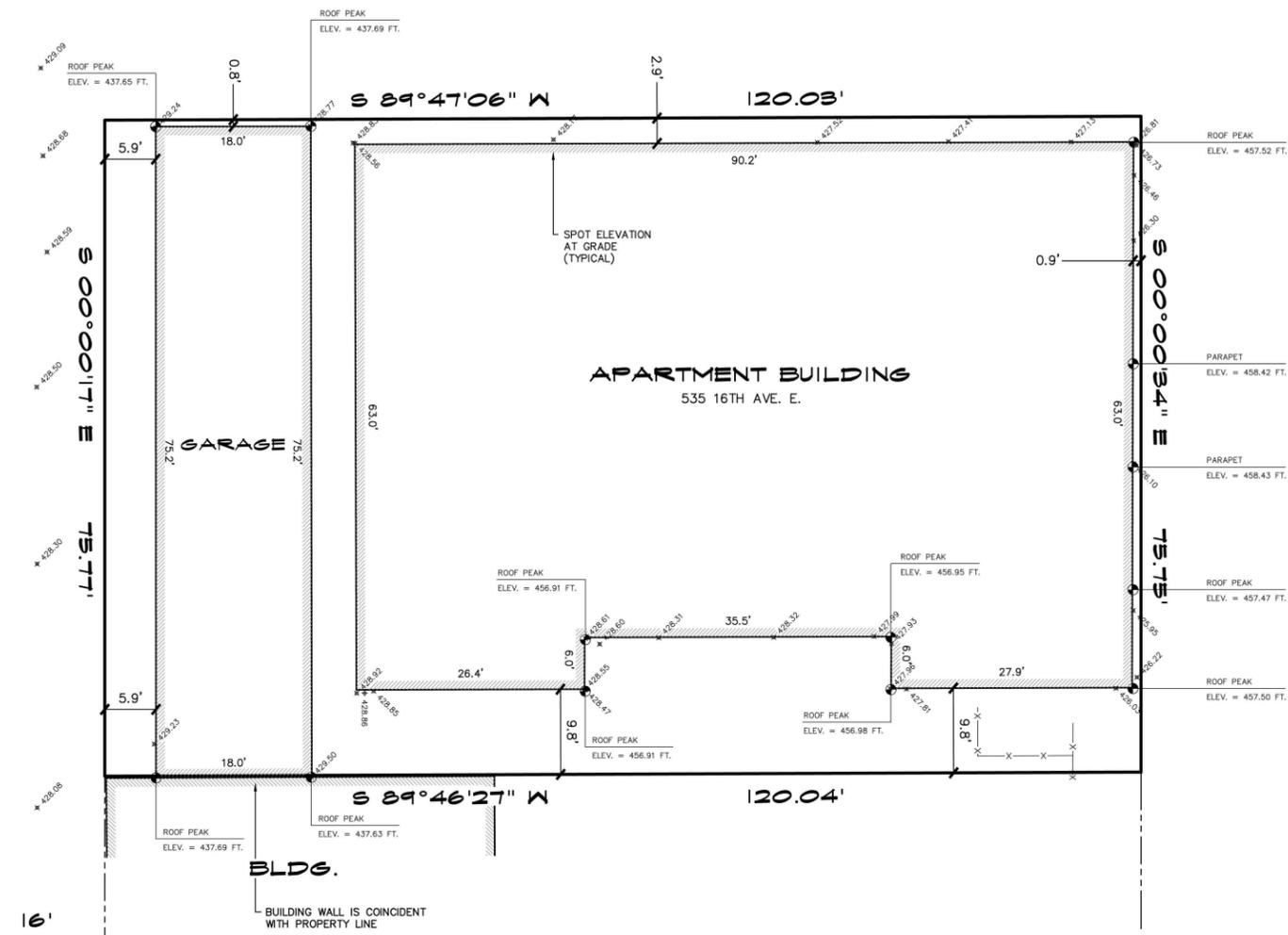
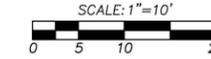
STREAMLINED DESIGN REVIEW

DECEMBER 27 2012

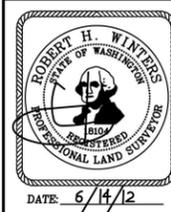
E. MERCER ST.



NORTH



ELEVATION NOTE:
 ELEVATIONS AS SHOWN HEREON ARE BASED UPON NAVD'88 ELEVATION DATUM, ELEVATION 416.634 AS PER BENCH MARK NO. 3617-5B, AS SHOWN AND DESCRIBED IN WASHINGTON COUNCIL OF COUNTY SURVEYOR'S - SURVEY CONTROL PROJECT 2001



DATE: 6/14/12

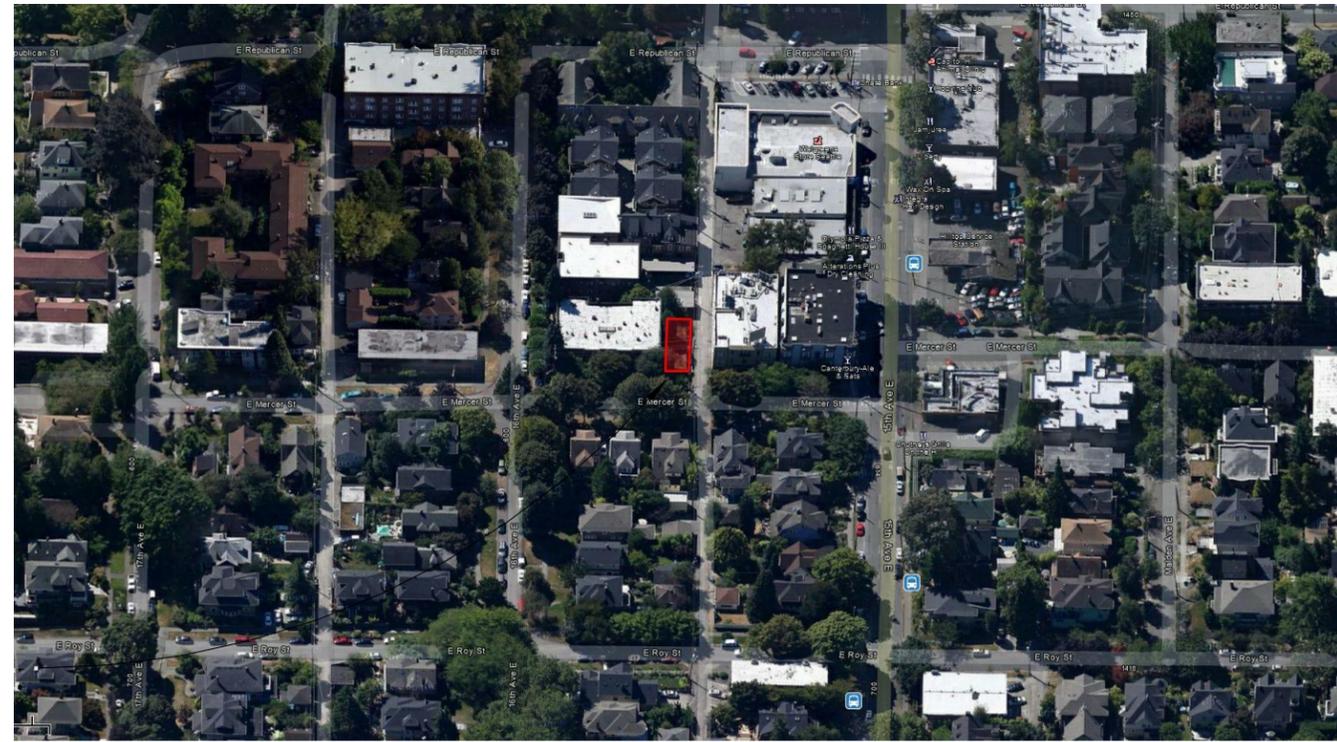
ELEVATION DETAIL
535 16TH AVE. E.
SEATTLE, WASHINGTON

CHADWICK WINTERS
 LAND SURVEYING AND MAPPING
 1422 N.W. 85TH ST., SEATTLE, WA 98117
 PHONE: 206.297.0996
 FAX: 206.297.0997
 WEB: WWW.CHADWICKWINTERS.COM

PROJECT #: 11-4164
 DRAWING: 11-4164DTL.DWG
 CLIENT: WATERMAN & CO.



HOUSES ACROSS MERCER ST ALONG ALLEY



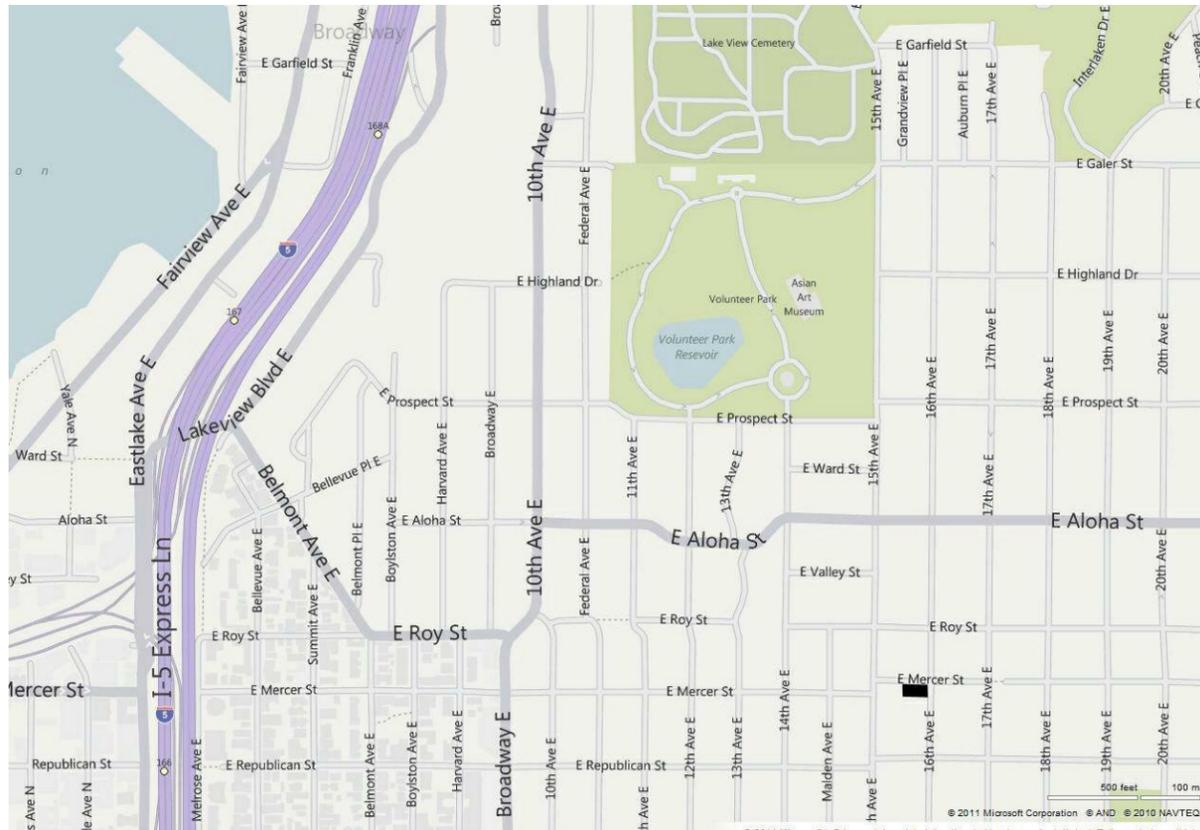
AERIAL VIEW OF SITE LOOKING SOUTH



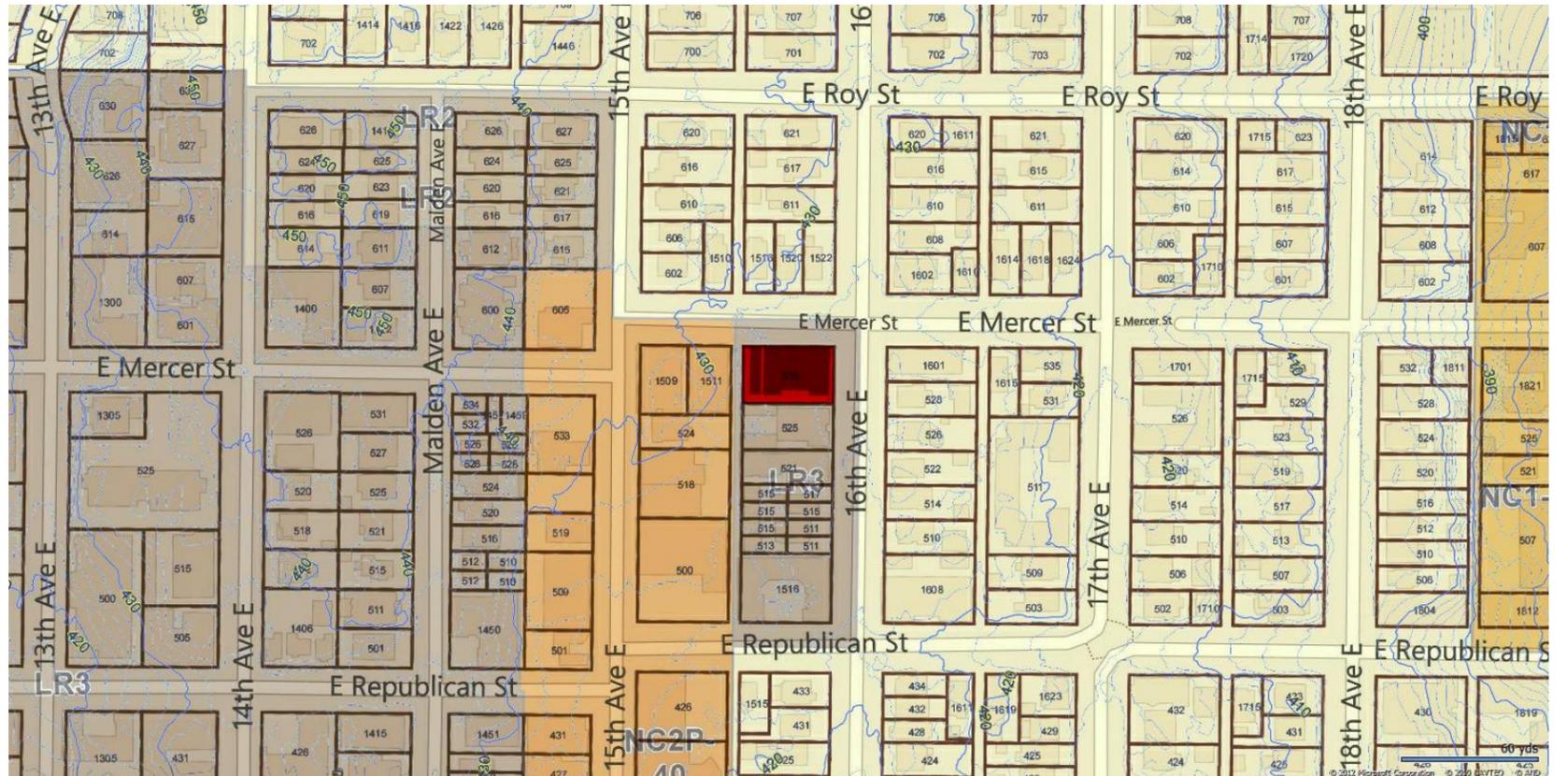
E MERCER STREET ELEVATION LOOKING NORTH



E MERCER STREET ELEVATION LOOKING SOUTH



VICINITY MAP



ZONING MAP

SITE AND DEVELOPMENT INFORMATION

I. Proposal. Statement of development objectives indicating types of desired uses, structure height, number of residential units, amount of commercial square footage and number of parking stalls.

535 16th Avenue is a 22 unit apartment building with a non-conforming (7) stall accessory parking structure. The applicant proposes to demolish the existing parking structure and replace it with a new (6) stall accessory parking structure. The Project also included provides (3) new studio apartments on top of the garage structure. An automatic sprinkler system will be provided throughout and the project will be certified 4 Star Built Green. The structure will be 28 feet high.

Key metrics:

- Lot size: 9000 SF
- Grand Total Building Area on Site: 17,977 SF
- Structure Height: 2 stories / 28 feet
- FAR: 1.997
- Units: 3 new, 22 existing. 25 total
- Parking Spaces: 6

II. Analysis of Context. Initial site analysis addressing site opportunities and constraints, adjacent buildings, zoning of the site and adjacent properties, overlay designations, solar access, views, circulation patterns, community nodes, landmarks, and existing architectural and siting patterns.

Buildings in the neighborhood range between two and three stories, the majority of which date to the early 1900s and feature a mix of styles. The project footprint is situated over the footprint of the existing freestanding garage adjacent to the 22-unit Wellington Apartments. This large brick building completely screens the project from the single family homes to the east. To the west, across the alley is a 3-story, 19-unit stucco apartment building. Immediately to the south is a fenced parking court for the 14-unit condominium building fronting on 16th. To the north across E Mercer St are single family homes, mostly Bungalow or Four Square style, with colorful wood siding. The portion of the block east of the alley, where the project is situate, is zoned LR3.

South of Mercer St, nearby 15th Ave is a pedestrian-friendly neighborhood commercial district. The street features shops, restaurants and a drug store. This area is zoned NC2P-40. North of Mercer, 15th becomes mainly single family homes and apartments. North of Mercer and east of 16th is zoned SF 5000.

III. Existing Site Conditions. A drawing of existing site conditions, indicating topography of the site or other physical features and location of structures and prominent landscape elements on the site including but not limited to all trees 6 inches or greater in diameter measured 4.5' above the ground (see CAM 242).

See attached site plan

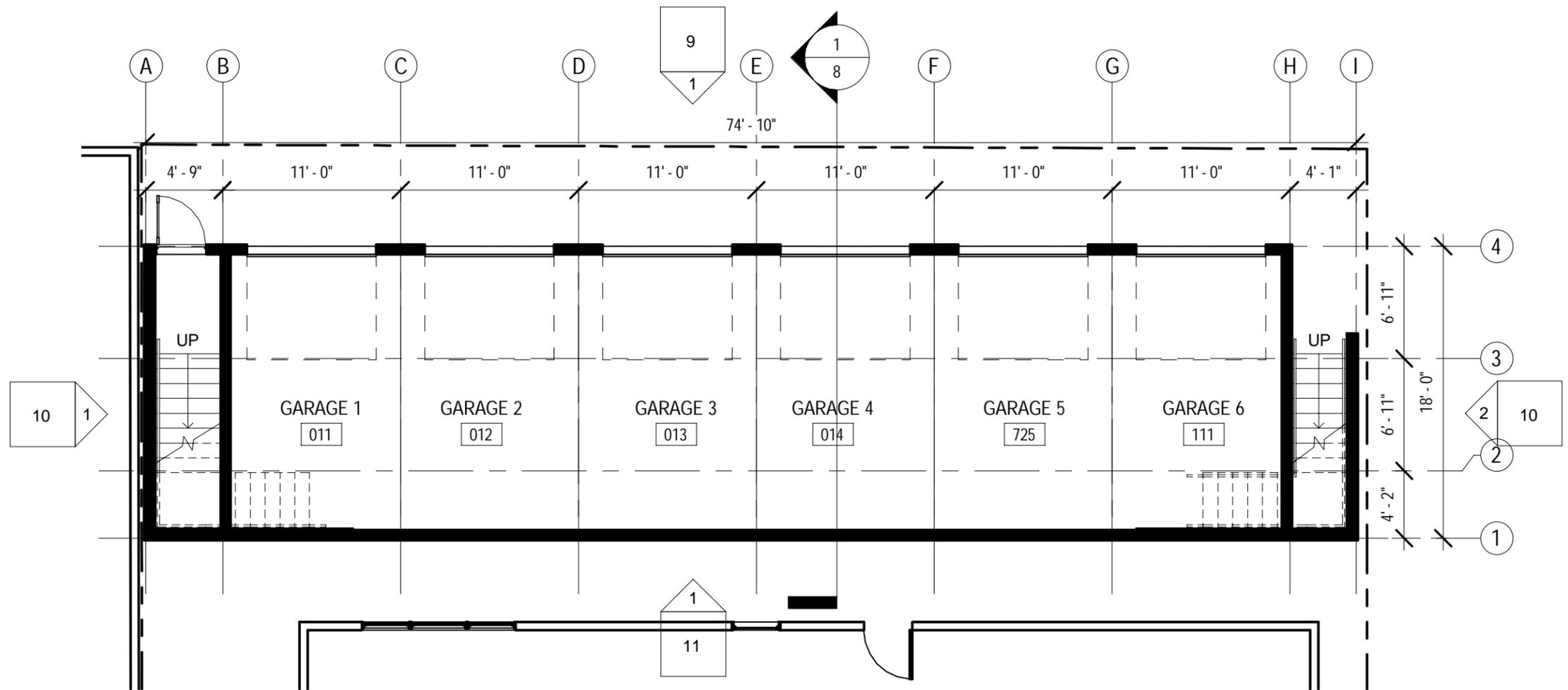
IV. Site Plan. A preliminary site plan including proposed structures, open spaces, vehicular and pedestrian access, and landscaping. Include all dimensions.

See attached drawing packet

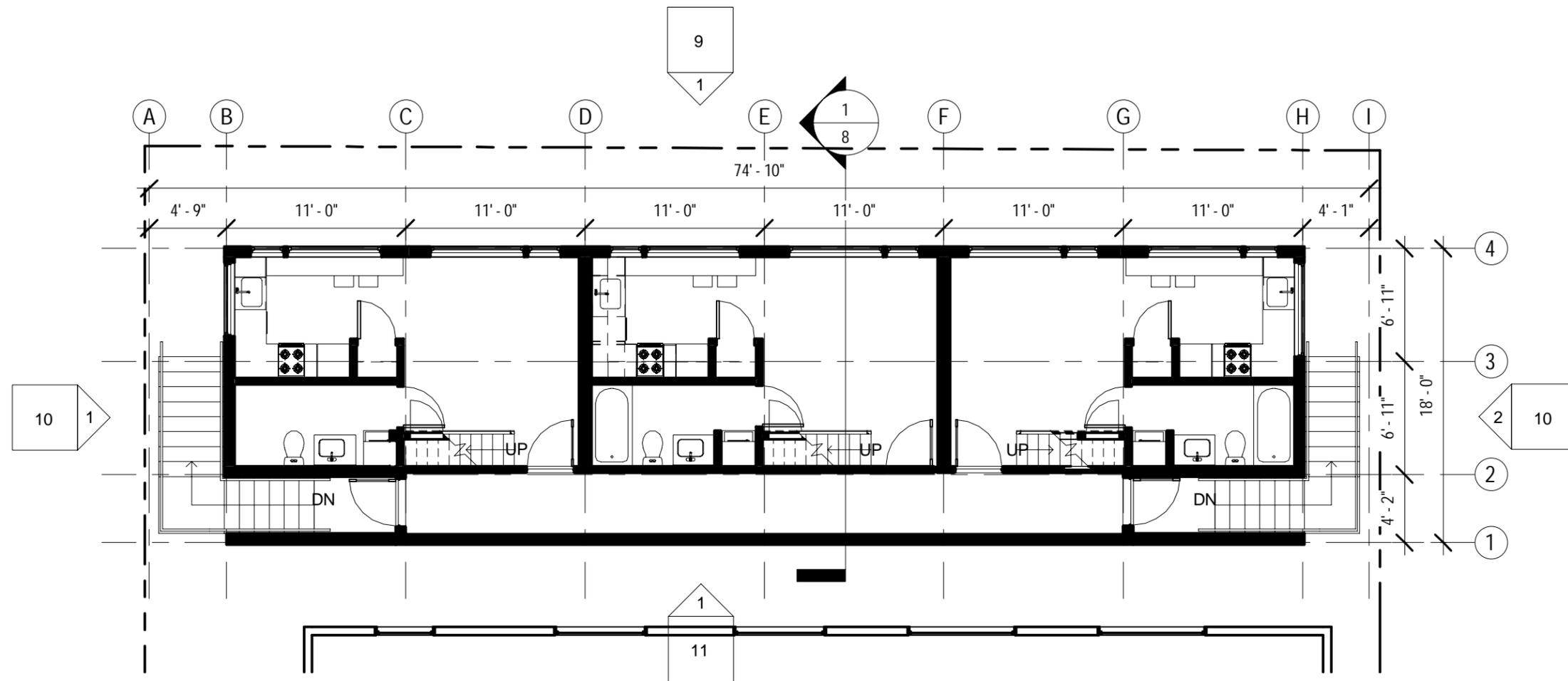
V & VII. See EDG Responses and Project Compliance sheets.

VI. Architectural Concept. One or more color renderings adequate to depict the overall massing of structures and the design concept. Graphics should show proposed siting, massing, open space, and façade treatments. Three dimensional studies and sketches, including those at the street level are optional, and may assist the planner to evaluate the design proposal. May also include images from the neighborhood or beyond that will inform the design development of the proposed development.

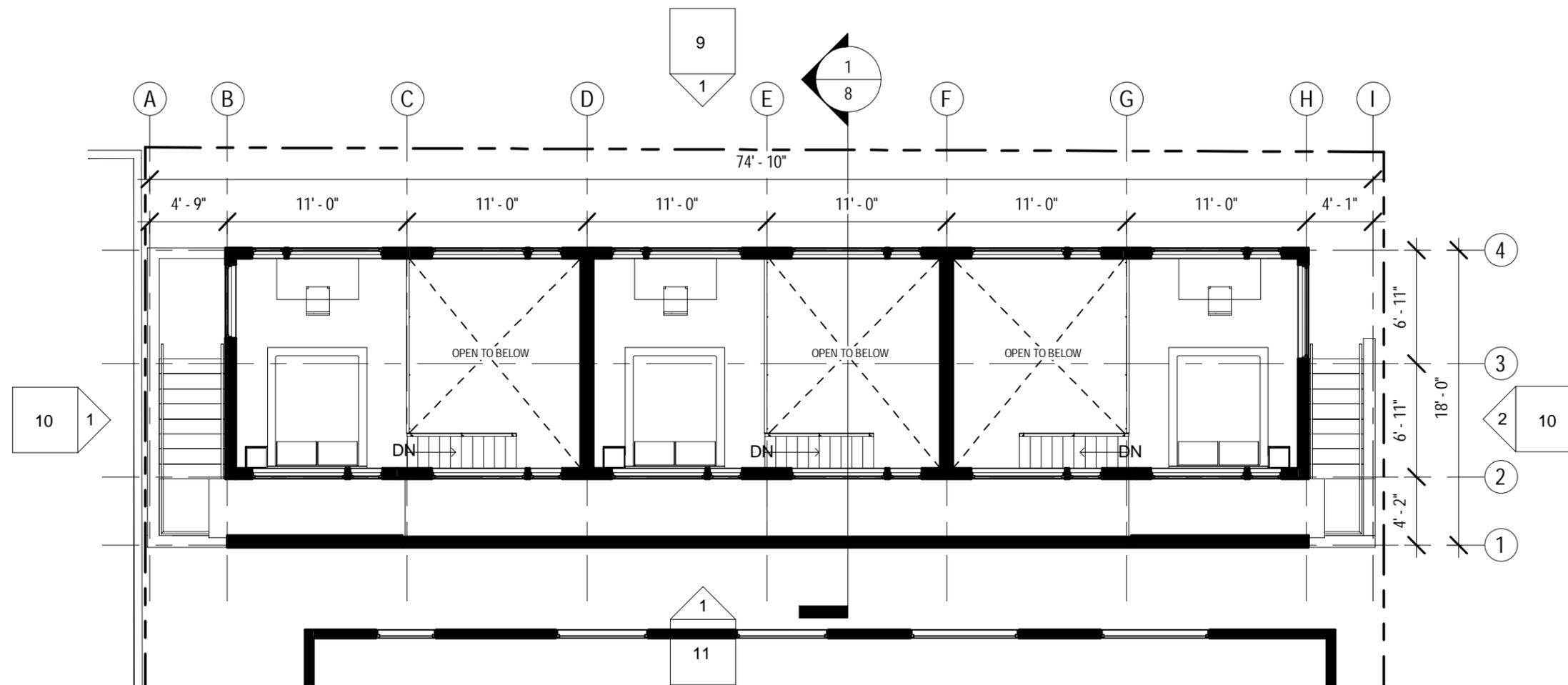
See attached drawing packet



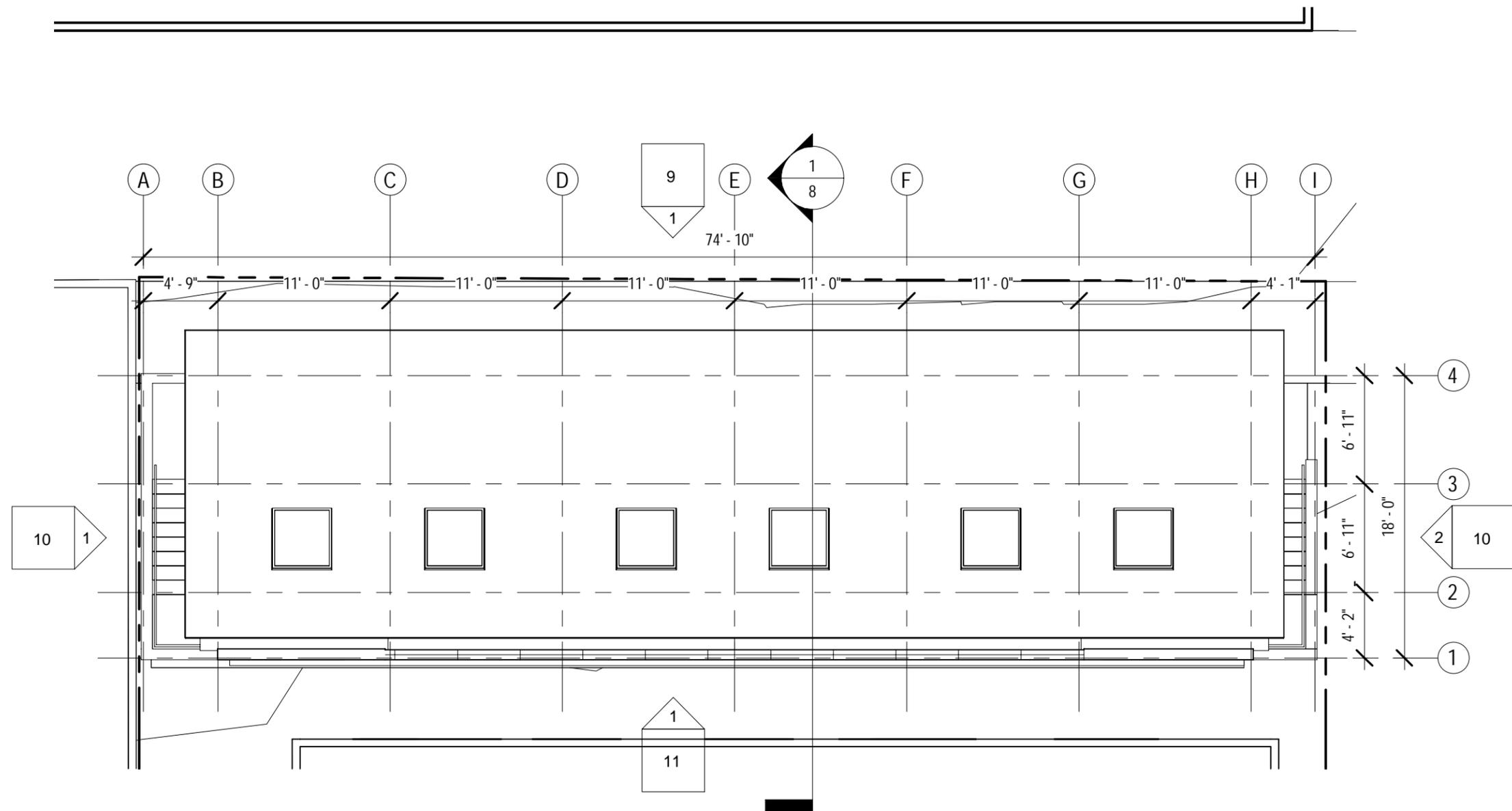
1 GARAGE LEVEL PLAN
1/8" = 1'-0"



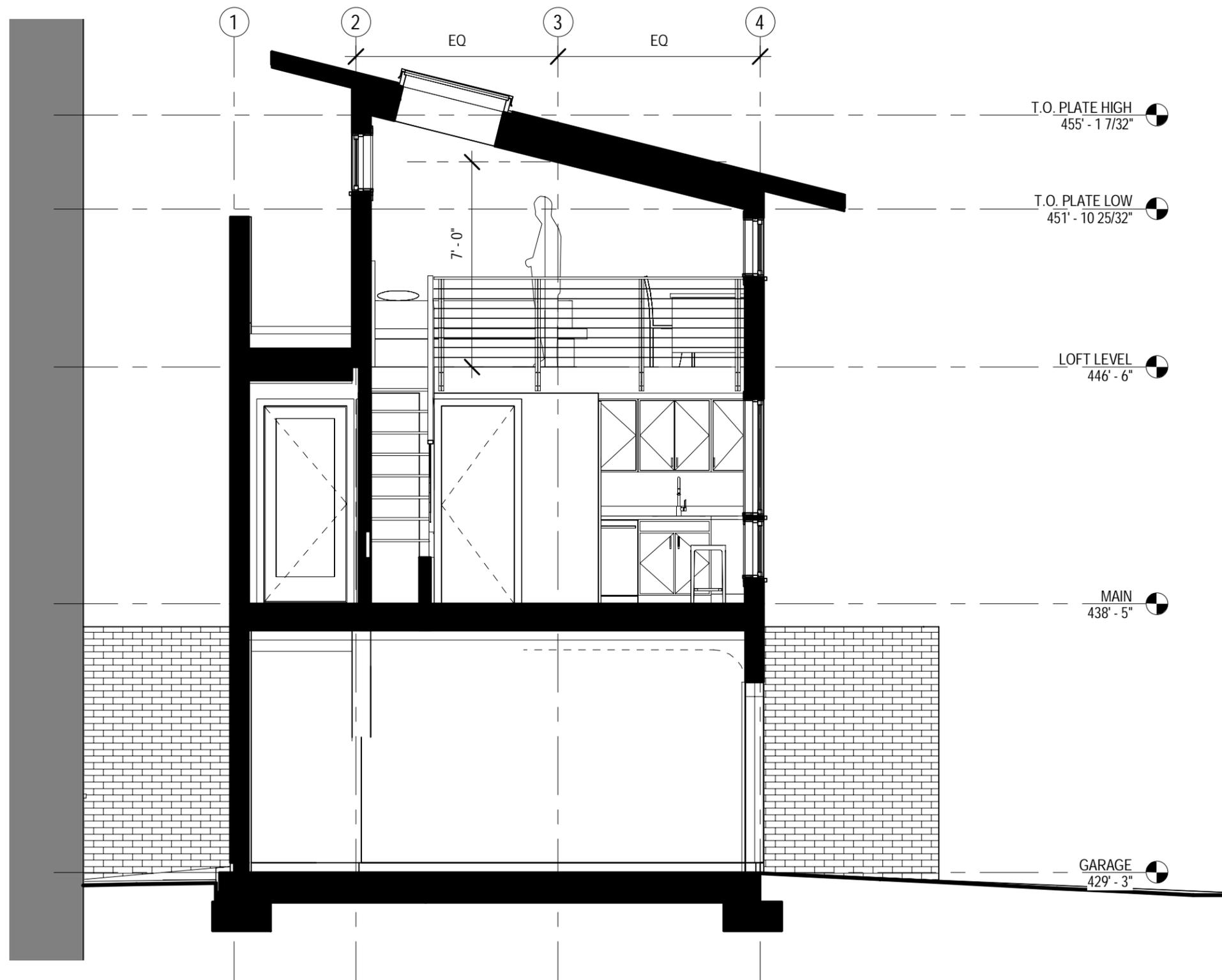
1 APARTMENT LEVEL PLAN
 1/8" = 1'-0"



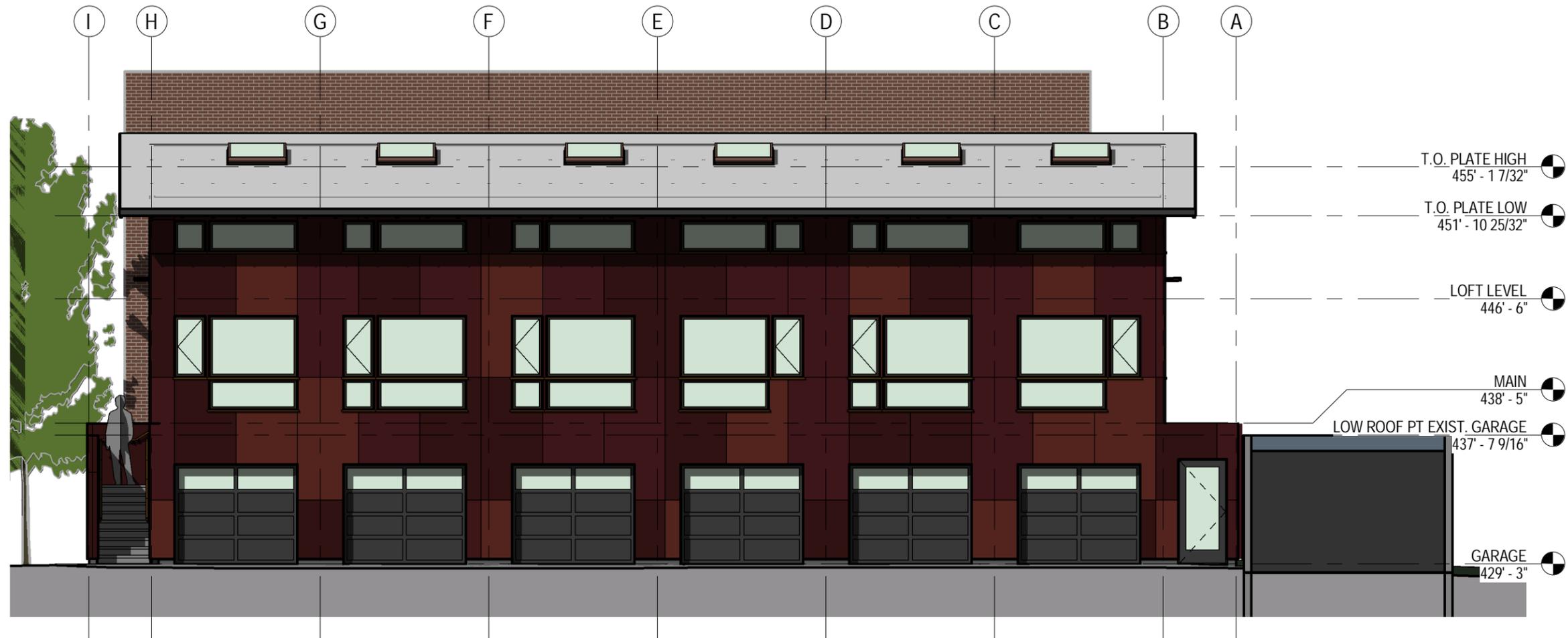
1 LOFT LEVEL PLAN
 1/8" = 1'-0"



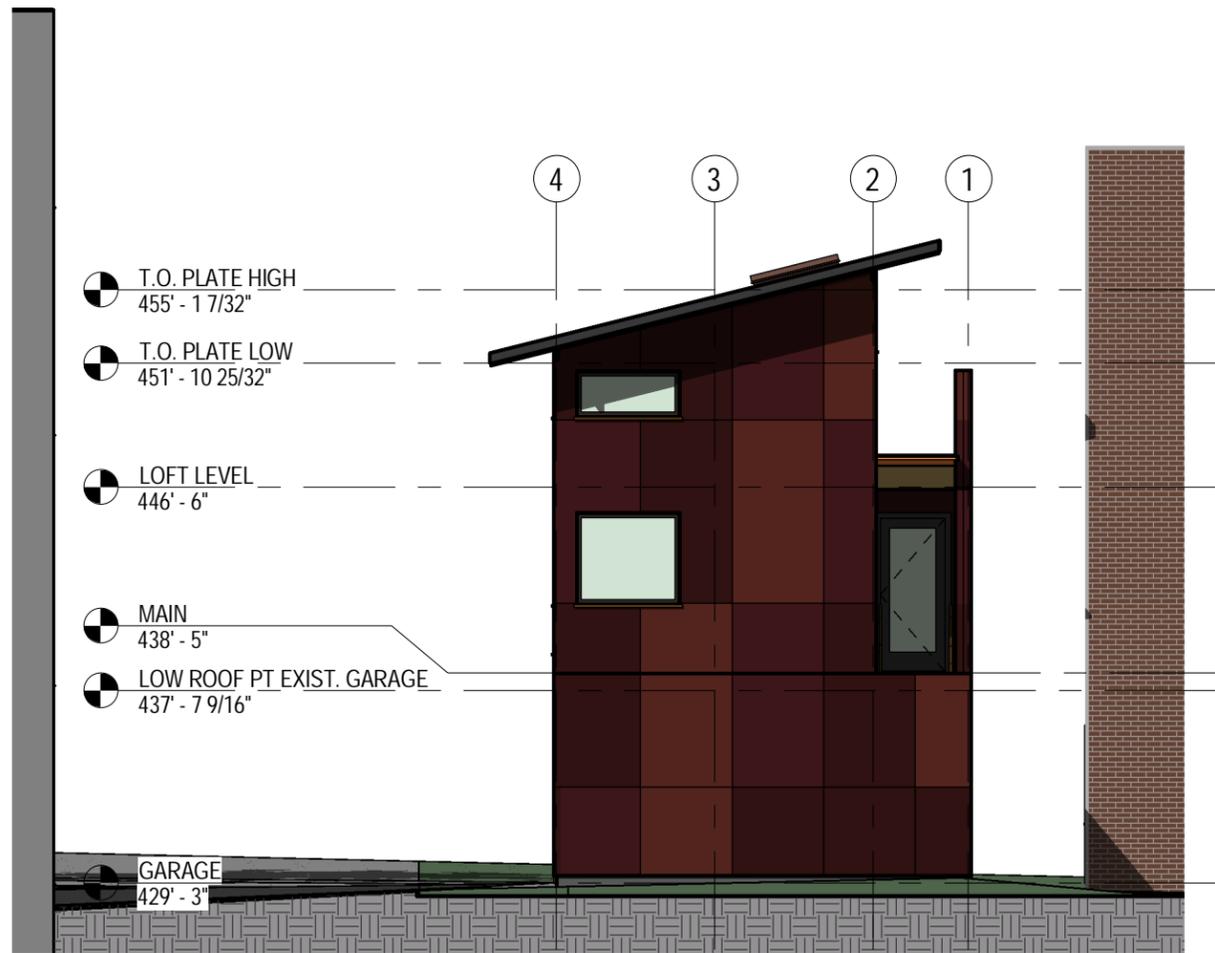
1 ROOF PLAN
1/8" = 1'-0"



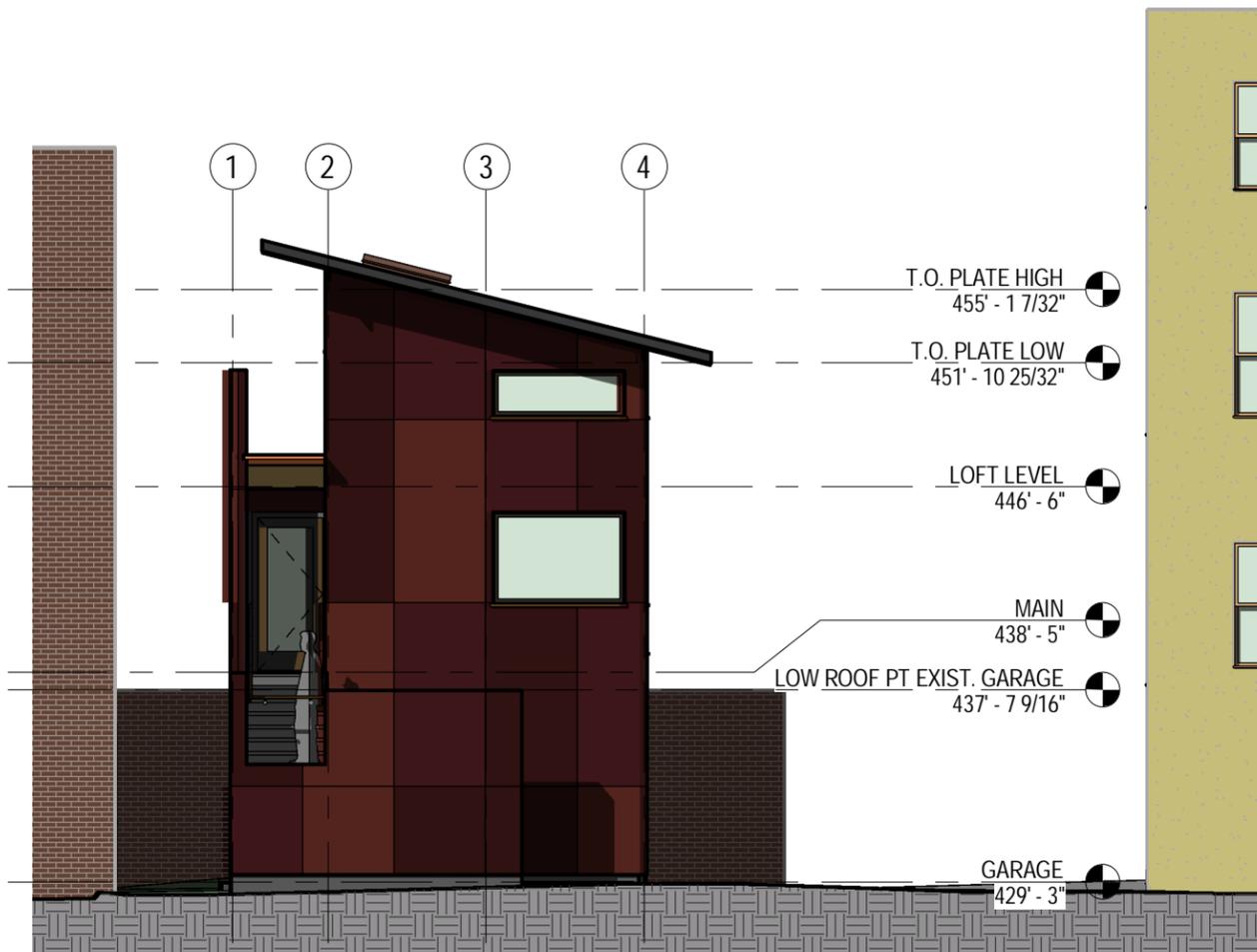
1 CROSS SECTION
1/4" = 1'-0"



① WEST ELEVATION
1/8" = 1'-0"



① SOUTH ELEVATION
1/8" = 1'-0"



② NORTH ELEVATION
1/8" = 1'-0"



① EAST ELEVATION
1/8" = 1'-0"



1 VIEW FROM HOUSE 01



2 VIEW FROM HOUSE 02



3 VIEW FROM HOUSE 04



4 INTERIOR VIEW



VIEW FROM MERCER STREET



VIEW FROM ALLEY



EARLY DESIGN GUIDELINES

A brief description of how the proposal meets the intent of the applicable citywide and neighborhood design review guidelines. Identify design guidelines most relevant to the proposal.

A-3 and A-4: Entry is located facing E Mercer Street in order to encourage human activity on the street. The entry is made clearly identifiable and visible from the street through a number of strategies: The building entry is emphasized by a projecting awning and a recess at the entry door that creates shadow, depth, and modulation. The entry stair is broken up compositionally with a blade wall that creates a visual accent and an backdrop for building graphics, signage, and accent lighting.

A-5 and B-1: The project is designed to transition to a lower scale than the adjacent apartment block and the neighboring apartment building. To accomplish this, we are requesting a rear setback that will allow the building to have a larger footprint, to be less tall, and for more natural light to reach the adjacent buildings. The east side of the project has minimal windows, providing privacy to the existing apartment block. The building roof slopes and overall massing are designed to step down in scale towards the alley, creating a more harmonious composition and limiting the amount of wall area facing the apartments across the alley. The massing scheme allows the sleeping lofts to be placed away from the west building facade, which improves privacy relationships across the alley.

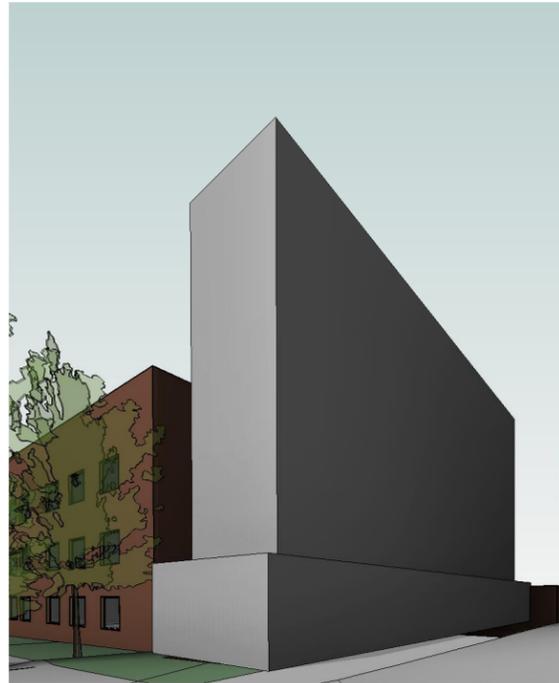
A-8: Parking is contained within garages and is further minimized by attractive garage doors.

C-1: -The project is designed to fit within the architectural context of the neighborhood. Building materials alternate at a scale that is compatible with houses across the street. The cement board has a modulated pattern in three different colors, which are matched to naturally occurring colors in the brick on the adjacent building. The variation in color and pattern references the natural mottled appearance of the brick. The color and material palette selection creates a contextual relationship between the original building and its new annex, while maintaining a clear distinction between old and new.

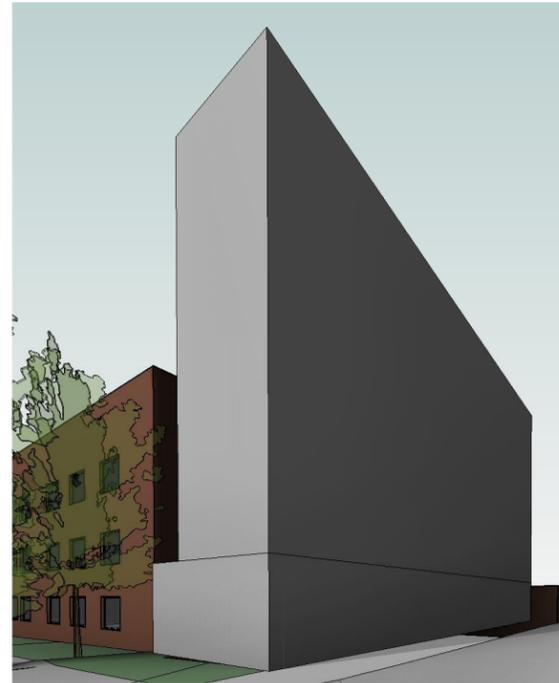
C-2 & C-4: The building has a consistent design concept and a quality material palette. Garage doors and apartment windows are aligned from top to bottom on the facade in order to provide a simple composition, similar to that of neighboring masonry buildings. The shift in scale at the entrance and variation in cement board color creates a wall with varied texture at the pedestrian level. Cement board is a maintainable, durable material. Exposed stainless steel fasteners on the cement board will also provide detail and visual interest.

C-3 & D-8: The building and adjacent alley are designed to achieve good human scale and a safe pedestrian experience. Windows are grouped together but are separated by a jamb, providing interest and mitigating a monolithic, commercial look. Window groupings also indicate individual units. Architectural lighting, plantings and paving patterns will be provided in the design of the alley to encourage its use as a safe and inviting pedestrian thoroughway. The entry stair is held back from the edge of the building, creating increased visibility for pedestrian/vehicle interactions.

E-2: Landscaping will be designed to soften the building entrance and improve the quality of the alley and Mercer Street frontages.



① DIAGRAM OF REAR SETBACK REQMT



② DIAGRAM OF BLDG SEPARATION REQMT

DEPARTURE REQUESTS

VII. *Adjustments and/or Departures.* A summary of potential development standard adjustments (or departures). A table comparing code requirements with the proposed design should be included.

Adjustment 1: Rear setback. Required 10'. Requested 6'. 40% reduction.

Reason for request: Under the prescriptive requirements of the code, we are allowed to build a very tall, very narrow building. The code compliant version (which would require no design review at all) would create a building that with very odd massing, out of scale with its adjacent structures, with units that were more narrow than is desirable. The requested setback adjustment allows us to stack the addition directly over the footprint of the garage below. The setback adjustment allows for a larger footprint and a corresponding reduction in height, which allows the building to have a massing that is more responsive to context and more respectful of its neighbors. See responses to Early Design Guidelines A5 and B1.

Adjustment 2: Separation between Multiple Structures. Required 10'. Requested 5'. 50% reduction.

Reason for request: Similar to Adjustment request #1, prescriptive compliance with the code would force us to build a very tall, very narrow building, with unusual massing and undesirable scale relationships to adjacent structures. The requested separation distance adjustment allows us to stack the addition directly over the footprint of the garage below. The separation distance adjustment allows for a larger footprint and a corresponding reduction in height, which allows the building to have a massing that is more responsive to context and more respectful of its neighbors. See responses to Early Design Guidelines A5 and B1.

COMPLIANCE NOTES

Zoning LR3 – Capitol Hill Urban Center Village

Project will comply with 23.45.510.C to qualify for higher FAR & no density limits.

Items shown in bold require adjustments per 23.41.018.D.4

SMC SECTION	ISSUE	REQUIREMENT	PROVIDED
23.45.510	FAR	2.0 MAXIMUM	1.997
23.45.512	DENSITY LIMIT	NO LIMIT	3 UNITS
23.45.514	STRUCTURE HEIGHT	40'-0" MAX. (APTS.)	28'
23.45.514.J.4	PENTHOUSE HEIGHT	10'-0" ABOVE H.L.	NONE
23.45.514.J.4	PENTHOUSE AREA	15% OF ROOF AREA MAX.	N/A
23.45.518.A	FRONT SETBACK	5'-0"	96' (EXIST. - NO CHANGE)
23.45.518.A	NORTH SIDE SETBACK	7'-0" AVG.	0.0' (EXIST. NON-CONFORMING)
23.45.518.A	SOUTH SIDE SETBACK	7'-0" AVG.	0.0' (EXIST. NON-CONFORMING)
23.45.518.A	REAR SETBACK	10'-0"	3.0'
23.45.522	AMENITY AREA-	2,250 SF (25% OF LOT AREA)	0 SF (EXIST. NON-CONFORMING)
23.45.524.2.b.	GREEN FACTOR	0.6 MIN.	XX (EXIST. NON-CONFORMING)
23.45.526	BUILT GREEN	4-STAR	4-STAR
23.45.527.B	FACADE LENGTH	78' MAX (65% OF LOT LINE)	21'
23.45.527.A	STRUCTURE WIDTH	150' MAX	75' (EXIST. - NO CHANGE)
23.45.545	PARKING LOCATION	MUST BE ENCL./BELOW STRUCT.	EXISTING GARAGE
23.54.015	PARKING	NONE REQUIRED	6 SPACES
23.45.514.F.4	PARAPET HEIGHT	4' MAX ABOVE HEIGHT LIMIT	NONE (BELOW HEIGHT LIMIT)

FAR CALCULATION

ENCLOSED FLOOR AREAS (SF)

	BASEMENT	1ST/GRG.	2ND	LOFT	TOTAL
EXISTING BUILDING	5,074	5,161	5,207	----	15,442
NEW BUILDING	----	1,100	1,030	405	2,535
GRAND TOTAL					17,977
LOT AREA					9,000
FAR					1.997