

**City of Seattle
EARLY DESIGN GUIDELINE
Review**

FOR

**THE ARTISAN APARTMENTS
12706 33RD AVE NE
SEATTLE WASHINGTON**

PROJECT # 3013913

OWNER: 3608 Village LLC
11532 15th Ave NE
Suite 101
Seattle, WA 98125
Ph: 206-367-0528

ARCHITECT: Ivory & Associates, Architects
551 NE 65th Street
Seattle, WA 98115
Ph: 206-525-8020



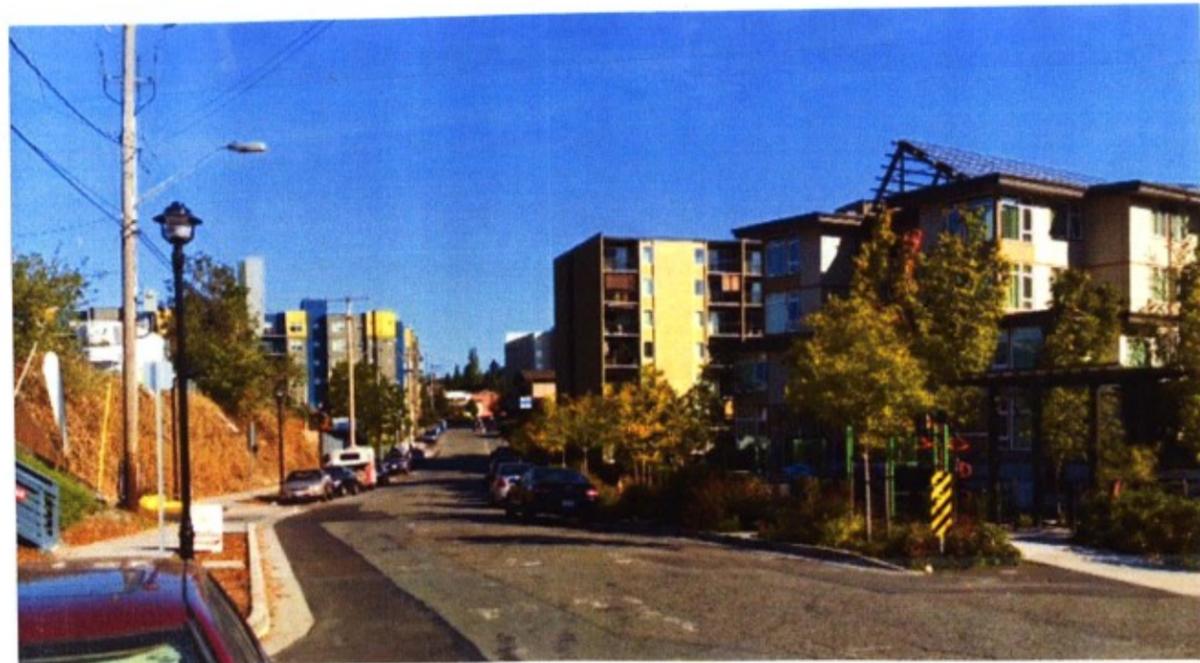
Lake City Hub Urban Village

Design Review Early Design Guidance Meeting:

Date: Monday, May 20, 2013
Time: 6:30 p.m.
Location: University Heights Center



View to the west from Project Site toward existing "Solaria" Apartment Block



View north on 33rd Ave NE to Project Site located on the east side of 33rd north of Seattle Housing Authority complex

SHEET INDEX

(Note: The Summary Review Comments by the Northwest Design Review Board regarding the original building design options for the subject site that were presented to the Board at the September 21, 2009 EDG meeting are provided in a separate attachment.)

- 1 Site Boundary with current Lot Boundary Adjustment
- 2 Lake City Hub Urban Village Boundary Map & Zoning map for Lake City
- 3 Map of Neighboring Properties & Uses
- 4 33rd Ave NE Street Photos – East Side
- 5 33rd Ave NE Street Photos – West Side
- 6 Site Approach Views from Street & Views from Site
- 7 Existing Building Fabric in Neighborhood
- 7A Site Setting

- 8 Site Development Information
- 9 North City/Lake City Neighborhood Guidelines
- 10 Development Standards for NC3-65' Zone & L-2 Zone and Proposed Design Departures
- 11 Background of Original EDG Design and Review
- 12 Original Architectural Concept #1
- 13 Original Architectural Concept #2
- 14 Original Architectural Concept #3

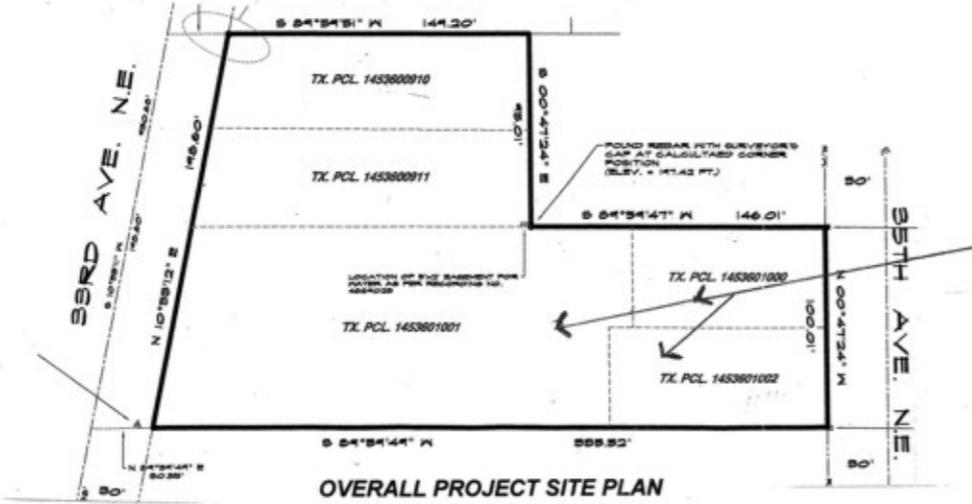
- Design Option #1**
- 15 Site Plan
- 16 1st & 2nd Floor Plans - Commercial/Parking Levels
- 17 3rd, 4th, 5th, 6th & 7th Floor Plans – Residential
- 18 Exterior Elevations
- 19 Exterior Elevations
- 20 Building Perspective

- 21 Architectural Design Elements for Options #2 & #3

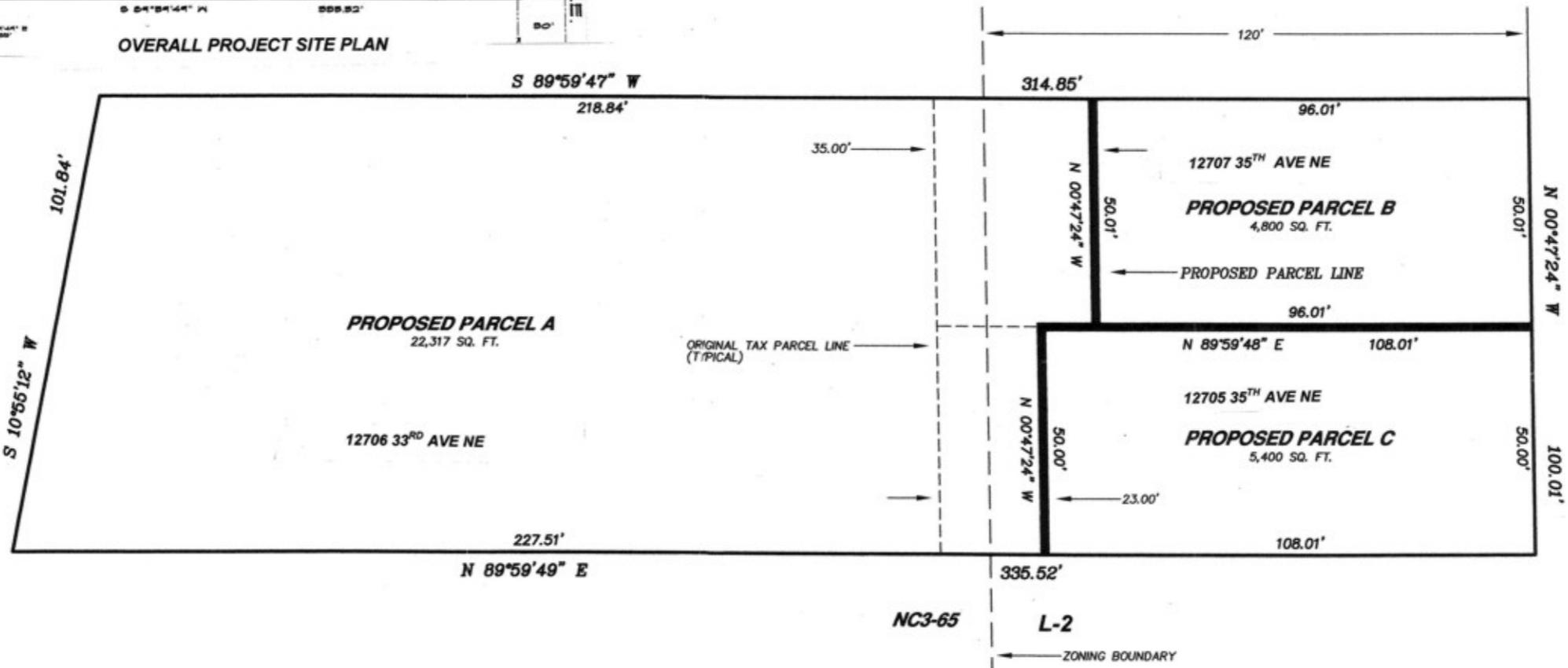
- Design Option #2**
- 22 Site Plan
- 23 1st Floor Plan – Commercial/Parking Level
- 24 2nd Floor Plan – Commercial/Parking Level
- 25 3rd, 4th, 5th Floor Plan – Residential
- 26 6th & 7th Floor Plan – Residential
- 27 Exterior Elevations
- 28 Exterior Elevations

- Design Option #3**
- 29 Site Plan
- 30 1st Floor Plan – Commercial/Parking Level
- 31 2nd Floor Plan – Commercial/Parking Level
- 32 3rd, 4th, 5th Floor Plan – Residential
- 33 6th & 7th Floor Plan – Residential
- 34 Exterior Elevations
- 35 Exterior Elevations
- 36 Building Perspective

LOT BOUNDARY ADJUSTMENT NO. 3014637

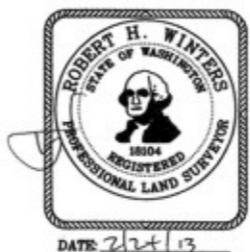


LOT PARCELS MODIFIED BY LBA #3014637
Parcel A
Parcel B
Parcel C



PROPOSED LOT BOUNDARY DETAIL

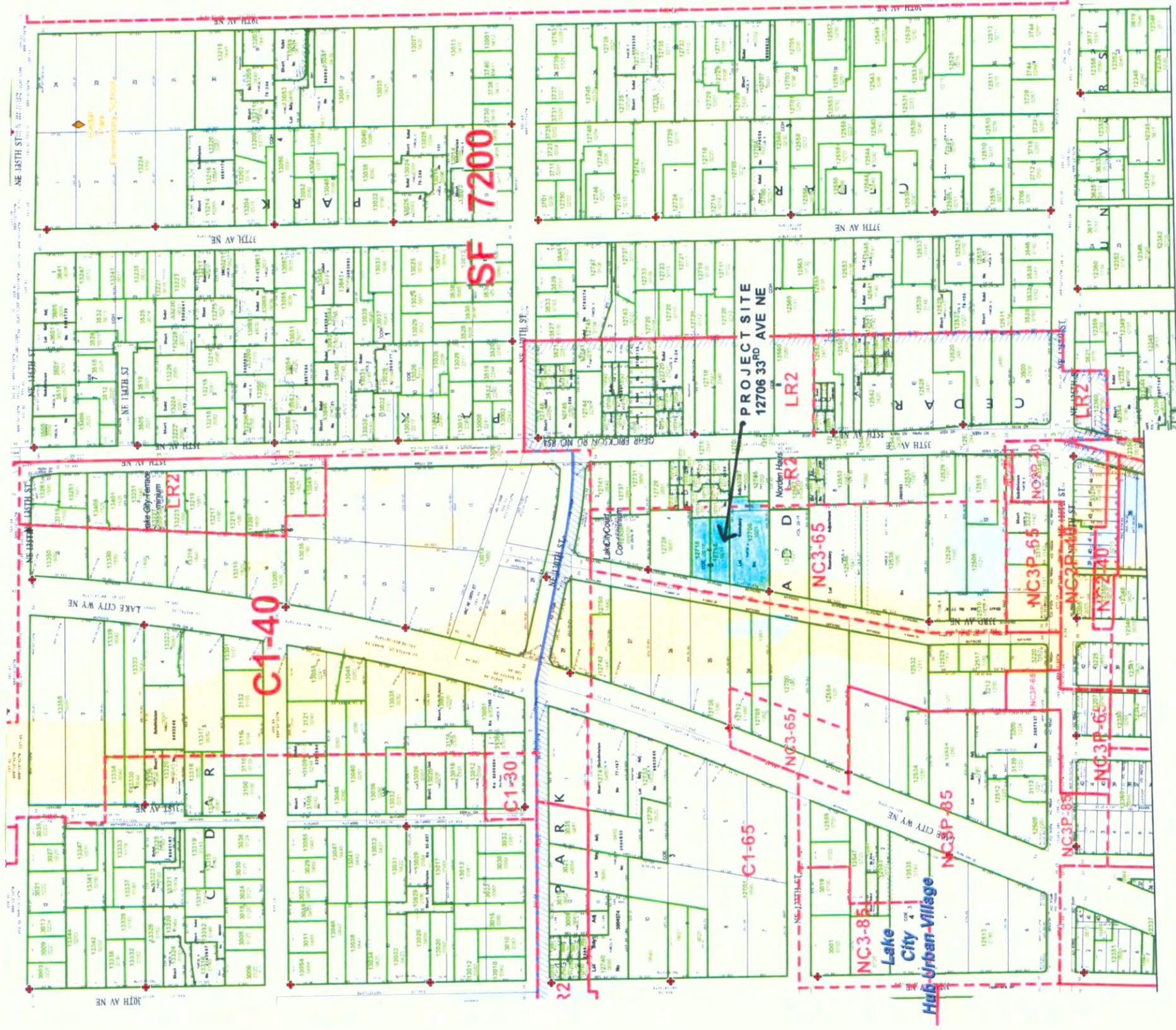
1



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SURVEY IN:
SE 1/4, SE 1/4, SEC. 21, T. 26 N., R. 4 E., W.M.
KING COUNTY, WASHINGTON
FOR: 12706 LAKE CITY, LLC.

DRAWN BY: SAL	DATE: 1-4-13	PROJECT #: 07-3806
CHK. BY: RHW	SCALE: 1" = 20'	SHEET: 4 OF 4



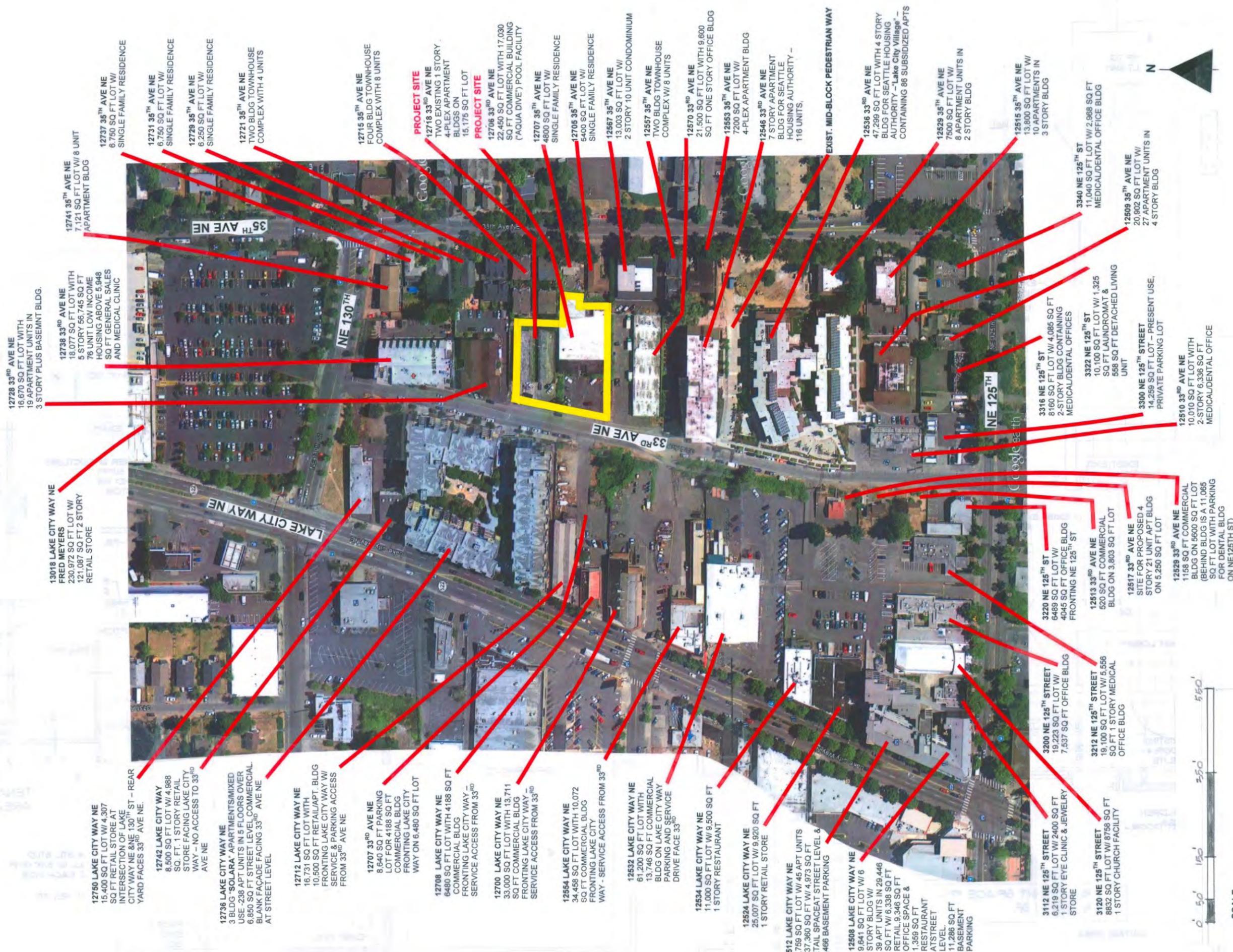
ZONING MAP

SCALE 1" = 200 FT



LAKE CITY HUB URBAN VILLAGE BOUNDARY MAP

LAKE CITY HUB URBAN VILLAGE



- 12728 33RD AVE NE
16,670 SQ FT LOT WITH
19 APARTMENT UNITS IN
3 STORY PLUS BASEMENT BLDG.
- 12738 33RD AVE NE
18,077 SQ FT LOT WITH
5 STORY 56,745 SQ FT
76 UNIT LOW INCOME
HOUSING ABOVE 5,948
SQ FT GENERAL SALES
AND MEDICAL CLINIC
- 12741 35TH AVE NE
7,121 SQ FT LOT W/ 8 UNIT
APARTMENT BLDG
- 12737 35TH AVE NE
6,750 SQ FT LOT W/
SINGLE FAMILY RESIDENCE
- 12731 35TH AVE NE
6,750 SQ FT LOT W/
SINGLE FAMILY RESIDENCE
- 12729 35TH AVE NE
6,250 SQ FT LOT W/
SINGLE FAMILY RESIDENCE
- 12721 35TH AVE NE
TWO BLDG TOWNHOUSE
COMPLEX WITH 4 UNITS
- 12715 35TH AVE NE
FOUR BLDG TOWNHOUSE
COMPLEX WITH 8 UNITS
- PROJECT SITE**
12718 33RD AVE NE
TWO EXISTING 1 STORY
4-PLEX APARTMENT
BLDG ON
15,175 SQ FT LOT
- PROJECT SITE**
12706 33RD AVE NE
22,450 SQ FT LOT WITH 17,030
SQ FT COMMERCIAL BUILDING
(“AQUA DIVE”) POOL FACILITY
- 12707 35TH AVE NE
4,600 SQ FT LOT W/
SINGLE FAMILY RESIDENCE
- 12705 35TH AVE NE
5,400 SQ FT LOT W/
SINGLE FAMILY RESIDENCE
- 12587 35TH AVE NE
13,003 SQ FT LOT W/
2 STORY 10 UNIT CONDOMINIUM
- 12557 35TH AVE NE
TWO BLDG TOWNHOUSE
COMPLEX W/ 8 UNITS
- 12570 33RD AVE NE
21,500 SQ FT LOT WITH 9,600
SQ FT ONE STORY OFFICE BLDG
- 12553 35TH AVE NE
7,200 SQ FT LOT W/
4-PLEX APARTMENT BLDG
- 12546 33RD AVE NE
7 STORY APARTMENT
BLDG FOR SEATTLE
HOUSING AUTHORITY –
116 UNITS.
- EXIST. MID-BLOCK PEDESTRIAN WAY
- 12536 33RD AVE NE
47,298 SQ FT LOT WITH 4 STORY
BLDG FOR SEATTLE HOUSING
AUTHORITY – “Lake City Village” –
CONTAINING 86 SUBSIDIZED APTS
- 12529 35TH AVE NE
7,500 SQ FT LOT W/
8 APARTMENT UNITS IN
2 STORY BLDG
- 12515 35TH AVE NE
13,800 SQ FT LOT W/
10 APARTMENTS IN
3 STORY BLDG
- 3340 NE 125TH ST
11,040 SQ FT LOT W/ 2,988 SQ FT
MEDICAL/DENTAL OFFICE BLDG
- 12509 35TH AVE NE
20,902 SQ FT LOT W/
27 APARTMENT UNITS IN
4 STORY BLDG
- 12718 33RD AVE NE
18,077 SQ FT LOT WITH
5 STORY 56,745 SQ FT
76 UNIT LOW INCOME
HOUSING ABOVE 5,948
SQ FT GENERAL SALES
AND MEDICAL CLINIC
- 13018 LAKE CITY WAY NE
FRED MEYERS
230,972 SQ FT LOT W/
121,087 SQ FT 2 STORY
RETAIL STORE
- 12738 33RD AVE NE
18,077 SQ FT LOT WITH
5 STORY 56,745 SQ FT
76 UNIT LOW INCOME
HOUSING ABOVE 5,948
SQ FT GENERAL SALES
AND MEDICAL CLINIC
- 12742 LAKE CITY WAY
8,500 SQ FT LOT W/ 4,988
SQ FT. 1 STORY RETAIL
STORE FACING LAKE CITY
WAY – NO ACCESS TO 33RD
AVE NE
- 12736 LAKE CITY WAY NE
3 BLDG “SOLARA” APARTMENTS MIXED
USE - 238 APT UNITS IN 5 FLOORS OVER
6,850 SQ FT STREET LEVEL COMMERCIAL
BLANK FAÇADE FACING 33RD AVE NE
AT STREET LEVEL
- 12712 LAKE CITY WAY NE
16,731 SQ FT LOT WITH
10,500 SQ FT RETAIL/APT. BLDG
FRONTING LAKE CITY WAY W/
SERVICE & PARKING ACCESS
FROM 33RD AVE NE
- 12707 33RD AVE NE
8,640 SQ FT PARKING
LOT FOR 4188 SQ FT
COMMERCIAL BLDG
FRONTING LAKE CITY
WAY ON 6,480 SQ FT LOT
- 12708 LAKE CITY WAY NE
6,480 SQ FT LOT WITH 4188 SQ FT
COMMERCIAL BLDG
FRONTING LAKE CITY WAY.
SERVICE ACCESS FROM 33RD
- 12700 LAKE CITY WAY NE
33,000 SQ FT LOT WITH 13,711
SQ FT COMMERCIAL BLDG
FRONTING LAKE CITY WAY –
SERVICE ACCESS FROM 33RD
- 12554 LAKE CITY WAY NE
34,458 SQ FT LOT WITH 10,072
SQ FT COMMERCIAL BLDG
FRONTING LAKE CITY
WAY - SERVICE ACCESS FROM 33RD
- 12532 LAKE CITY WAY NE
61,200 SQ FT LOT WITH
13,746 SQ FT COMMERCIAL
BLDG ON LAKE CITY WAY
DRIVING AND SERVICE
DRIVE FACE 33RD
- 12534 LAKE CITY WAY NE
11,000 SQ FT LOT W/ 9,500 SQ FT
1 STORY RESTAURANT
- 12524 LAKE CITY WAY NE
25,007 SQ FT LOT W/ 9,920 SQ FT
1 STORY RETAIL STORE
- 12512 LAKE CITY WAY NE
17,759 SQ FT LOT W/ 45 APT UNITS
IN 37,360 SQ FT W/ 4,973 SQ FT
RETAIL SPACE AT STREET LEVEL &
26,466 BASEMENT PARKING
- 12508 LAKE CITY WAY NE
9,641 SQ FT LOT W/ 6
STORY BLDG W/
39 APT UNITS IN 29,446
SQ FT W/ 6,338 SQ FT
RETAIL 9,346 SQ FT
OFFICE SPACE &
1,359 SQ FT
RESTAURANT
AT STREET
LEVEL.
11,286 SQ FT
BASEMENT
PARKING
- 3112 NE 125TH STREET
6,219 SQ FT LOT W/ 2400 SQ FT
1 STORY EYE CLINIC & JEWELRY
STORE
- 3120 NE 125TH STREET
8832 SQ FT LOT W/ 8758 SQ FT
1 STORY CHURCH FACILITY
- 3200 NE 125TH STREET
19,223 SQ FT LOT W/
7,537 SQ FT OFFICE BLDG
- 3212 NE 125TH STREET
19,100 SQ FT LOT W/ 5,566
SQ FT 1 STORY MEDICAL
OFFICE BLDG
- 3220 NE 125TH ST
6489 SQ FT LOT W/
4045 SQ FT OFFICE BLDG
FRONTING NE 125TH ST
- 12513 33RD AVE NE
520 SQ FT COMMERCIAL
BLDG ON 3,803 SQ FT LOT
- 12517 33RD AVE NE
SITE FOR PROPOSED 4
STORY 21 UNIT APT BLDG
ON 5,250 SQ FT LOT
- 12529 33RD AVE NE
1158 SQ FT COMMERCIAL
BLDG ON 5600 SQ FT LOT
(BEHIND BLDG IS A 11,065
SQ FT LOT WITH PARKING
FOR DENTAL BLDG
ON NE 125TH ST)
- 3316 NE 125TH ST
8160 SQ FT LOT W/ 4,085 SQ FT
2-STORY BLDG CONTAINING
MEDICAL/DENTAL OFFICES
- 3322 NE 125TH ST
10,100 SQ FT LOT W/ 1,325
SQ FT LAUNDROMAT &
558 SQ FT DETACHED LIVING
UNIT
- 3300 NE 125TH STREET
14,259 SQ FT LOT – PRESENT USE,
PRIVATE PARKING LOT
- 12510 33RD AVE NE
10,010 SQ FT LOT WITH
2-STORY 6,336 SQ FT
MEDICAL/DENTAL OFFICE

NEIGHBORING PROPERTIES



12738 33RD AVE NE
 18,077 SQ FT LOT WITH 5 STORY 56,745 SQ FT
 76 UNIT LOW INCOME HOUSING ABOVE 5,948 SQ FT
 GENERAL SALES AND MEDICAL CLINIC

12728 33RD AVE NE
 16,670 SQ FT LOT WITH 19 APARTMENT
 UNITS IN 3 STORY PLUS BASEMENT BLDG.

**EXISTING VEHICLE
 INGRESS &
 EGRESS
 EASEMENT
 PROPOSED TO
 SERVE
 PROJECT**

**Project Site
 12718 33RD AVE NE**
 TWO EXISTING 1 STORY 4-PLEX
 APARTMENT BUILDINGS ON
 15,175 SQ FT LOT

**Project Site
 12706 33RD AVE NE**
 22,450 SQ FT LOT WITH 17,030
 SQ FT COMMERCIAL BUILDING
 ("AQUA DIVE") POOL FACILITY

12570 33RD AVE NE
 21,500 SQ FT LOT WITH 9,600 SQ FT
 ONE STORY OFFICE BLDG

12546 33RD AVE NE
 7 STORY APARTMENT
 BLDG FOR SEATTLE
 HOUSING AUTHORITY –
 116 UNITS,

NE 130TH STREET

MATCH LINE

◀ NORTH

SOUTH ▶



**EXISTING
 MID-BLOCK
 PEDESTRIAN
 ACCESS BETWEEN
 33RD AVE NE &
 35TH AVE NE**

12546 33RD AVE NE
 32,858 SQ FT LOT WITH 7 STORY APARTMENT BLDG
 FOR SEATTLE HOUSING AUTHORITY –
 116 UNITS, 86,283 SQ FT

12536 33RD AVE NE
 47,299 SQ FT LOT WITH 4 STORY BLDG
 FOR SEATTLE HOUSING AUTHORITY – "Lake City Village" –
 CONTAINING 86 SUBSIDIZED APARTMENTS

12510 33RD AVE NE
 10,010 SQ FT LOT WITH 2-STORY
 6,336 SQ FT MEDICAL/DENTAL OFFICE

3300 NE 125TH STREET
 14,259 SQ FT LOT – PRESENT USE,
 PRIVATE PARKING LOT

MATCH LINE

NE 125TH STREET

◀ NORTH

SOUTH ▶

33RD AVE NE – STREET ELEVATIONS

EAST SIDE OF STREET



NE 125TH STREET

MATCH LINE

3220 NE 125TH ST
6489 SQ FT LOT W/
4045 SQ FT OFFICE BLDG
FRONTING NE 125TH STREET

12513 33RD AVE NE
520 SQ FT COMMERCIAL
BLDG ON 3,803 SQ FT LOT

12517 33RD AVE NE
SITE FOR PROPOSED 4 STORY
21 UNIT APT BLDG ON
5,250 SQ FT LOT

12529 33RD AVE NE
1158 SQ FT COMMERCIAL BLDG
ON 5600 SQ FT LOT
(BEHIND BLDG IS A 11,065 SQ FT
LOT WITH PARKING FOR DENTAL BLDG
ON NE125TH ST)

12532 LAKE CITY WAY NE
61,200 SQ FT LOT WITH 13,746 SQ FT
COMMERCIAL BLDG ON LAKE CITY WAY
PARKING AND SERVICE DRIVE FACE 33RD

12554 LAKE CITY WAY NE
34,458 SQ FT LOT WITH 10,072 SQ FT
COMMERCIAL BLDG FRONTING LAKE CITY
WAY - SERVICE ACCESS FROM 33RD

◀ SOUTH

NORTH ▶



MATCH LINE

NE 130TH STREET

12700 LAKE CITY WAY NE
33,000 SQ FT LOT WITH 13,711 SQ FT
COMMERCIAL BLDG FRONTING LAKE
CITY WAY - SERVICE ACCESS FROM 33RD

12707 33RD AVE NE
8,640 SQ FT PARKING LOT FOR 4188
SQ FT COMMERCIAL BLDG FRONTING
LAKE CITY WAY ON 6,480 SQ FT LOT

12712 LAKE CITY WAY NE
16,731 SQ FT LOT WITH 10,500 SQ FT
RETAIL/APT. BLDG FRONTING LAKE
CITY WAY W/ SERVICE & PARKING ACCESS
FROM 33RD AVE NE

12736 LAKE CITY WAY NE
3 BLDG "SOLARA" APARTMENTS/MIXED USE -238
APT UNITS IN 5 FLOORS OVER 6,850 SQ FT STREET LEVEL
COMMERCIAL. BLANK FAÇADE FACING 33RD AVE NE
AT STREET LEVEL

12742 LAKE CITY WAY
8,500 SQ FT LOT W/ 4,988
SQ. FT. 1 STORY RETAIL
STORE FACING LAKE CITY
WAY - NO ACCESS TO 33RD
AVE NE

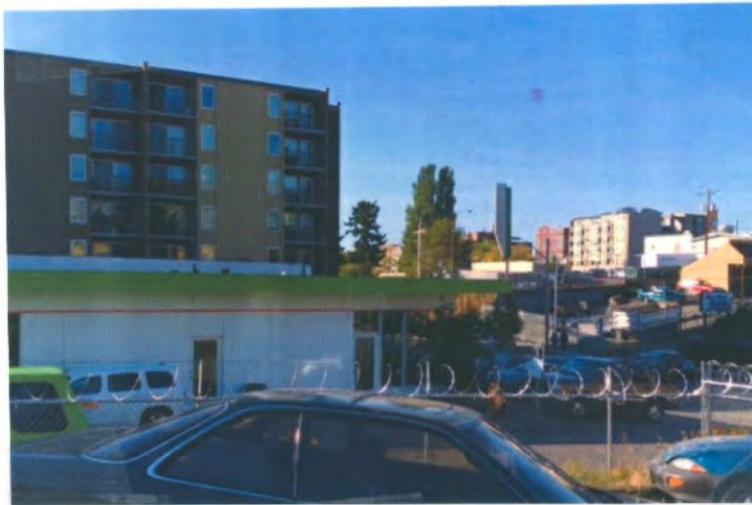
12750 LAKE CITY WAY NE
15,400 SQ FT LOT W/ 4,307
SQ FT RETAIL STORE AT
INTERSECTION OF LAKE
CITY WAY NE & 33RD - REAR
YARD FACES 33RD AVE NE.

◀ SOUTH

NORTH ▶

33RD AVE NE – STREET ELEVATIONS

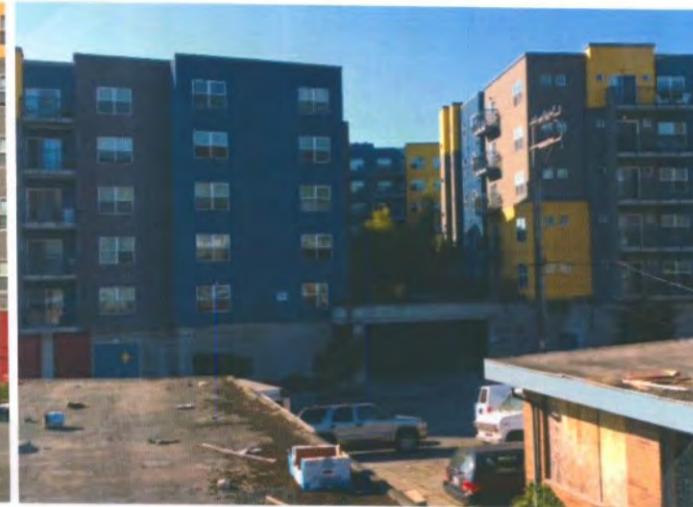
WEST SIDE OF STREET



1 VIEW SOUTH-WEST



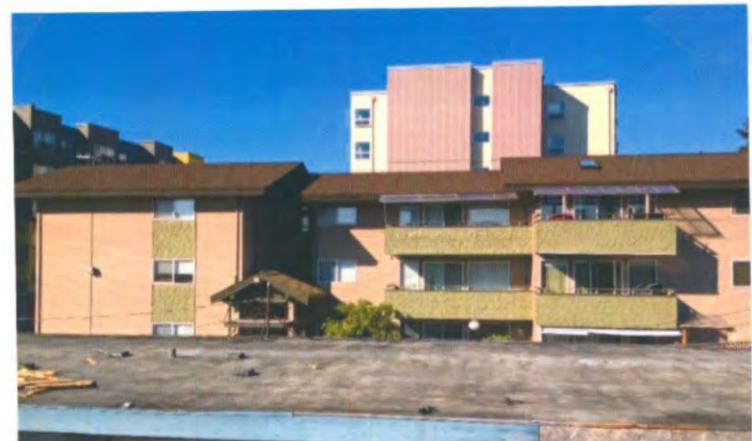
2 VIEW WEST



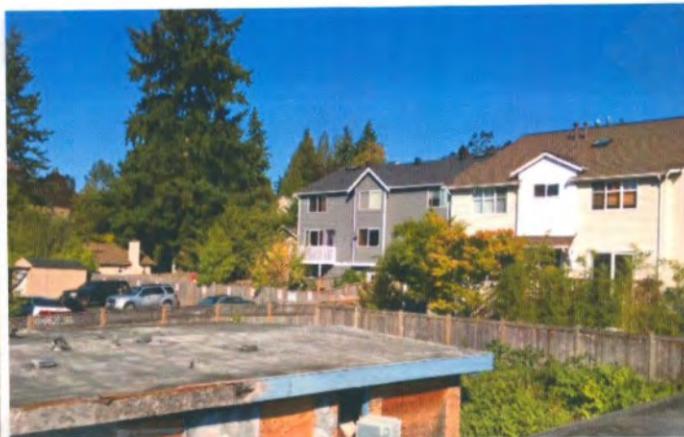
3 VIEW WEST



4 VIEW NORTH-WEST



5 VIEW NORTH



6 VIEW NORTH-EAST



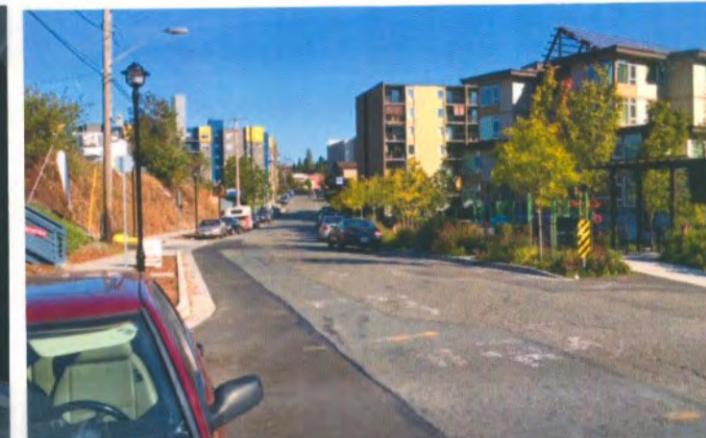
7 VIEW EAST



8 VIEW SOUTH-EAST

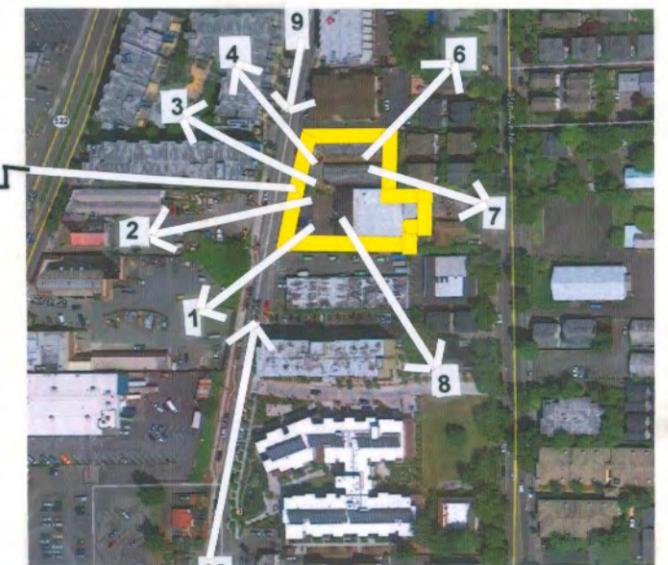


9 VIEW SOUTH ALONG 33RD AVE NE



10 VIEW NORTH ALONG 33RD AVE NE

PROJECT SITE

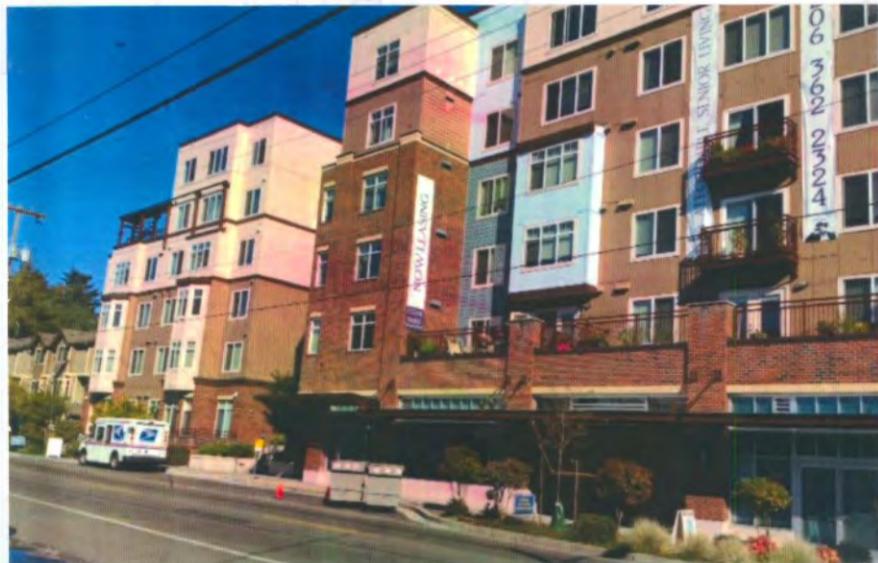


KEY PLAN

N



VIEWS FROM SITE & SITE APPROACH VIEWS FROM STREET



1 CEDAR PARK
APARTMENTS W/ GROUND FLOOR COMMERCIAL – Visual Connection of Street fenestration to Fenestration at Apartments



4 SOLARA
MIXED USE APARTMENTS – Modulation of Building Mass
Blank Street Façade @ 33rd



7 BARTELL DRUG
COMMERCIAL SHOP COMPLEX – Sidewalk Pedestrian Space



2 SEATTLE HOUSING AUTHORITY
APARTMENTS W/ GROUND FLOOR COMMERCIAL – Flexible Commercial or Live/Work at Street Level



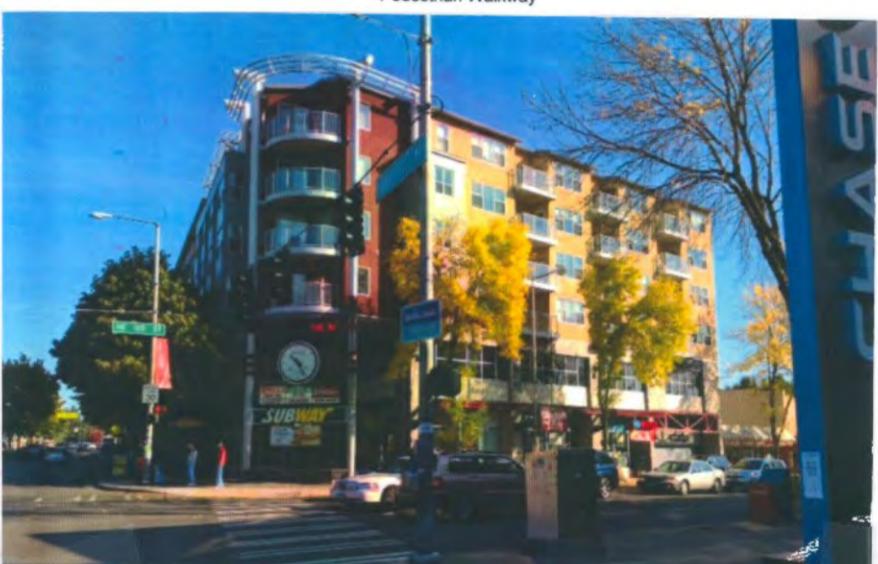
5 LAKE CITY VILLAGE
S.H.A. APARTMENT COMPLEX – Open Space & Mid-Block Pedestrian Walkway



8 FRED MEYER
SHOPPING CENTER – North Terminal of NE 130th St

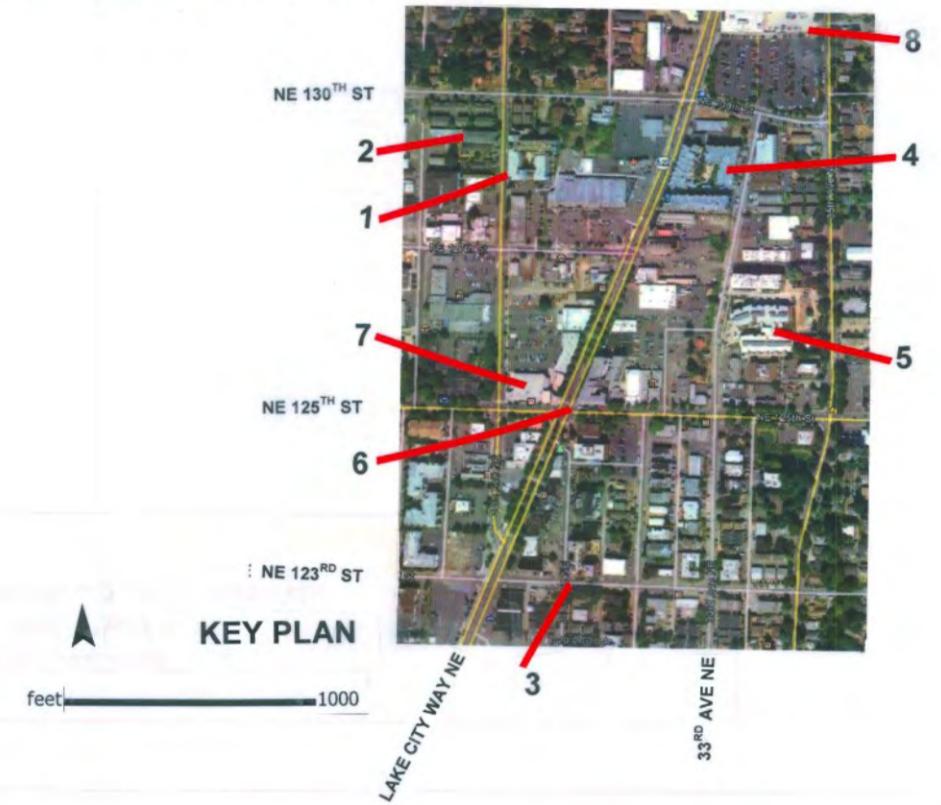


3 VILLA APPIA
APARTMENTS WITH GROUND FLOOR COMMERCIAL – Pedestrian Scale at Street Level



6 REKHI
MIXED USE APARTMENTS – Articulation of Street Level Entry

SURROUNDING BUILDINGS



SITE SETTING

LOCATION

The site is located at 12706 33rd Avenue NE in the Lake City Hub Urban Village. Sidewalks to bus lines, shopping, and services are located on Lake City Way NE. NE 130th Street, 35th Avenue NE, NE 125th Street, and other primary streets in the urban village. On 33rd Avenue NE the sidewalks are still being developed with new sidewalks in place on the west side of 33rd Ave. NE from NE 125th Street to NE 130th Street. The proposed project would provide new sidewalks along its frontage and will match the sidewalks installed by SDOT on the west side of 33rd Ave. to improve pedestrian facilities along the east side of the street.

ACCESS

Vehicle access to the site is from 33rd Avenue NE, a neighborhood service street that is accessed from the NE 130th Street to the north and NE 125th Street to the south. The site is well served by arterial roads and public transportation. Bus lines are found on all arterial roads around the site within easy walking distance. Recent growth in the Lake City Hub Urban Village has increased residential density in mixed use buildings. The community has all the services, support, and public transportation for living with or without the automobile.

ADJACENT PROPERTIES

The abutting 18,723 sq. ft. site to the north contains a 3-4 story 19 unit apartment building that has undergone recent renovation and maintains simple residential architecture. A permanent 15' wide ingress/egress easement has been established along the south property line of this site and all three design options propose the use of this easement to provide vehicle access to the project site. The 21,500 sq. ft. site to the immediate south of the project site contains a single story 9,000 sq. ft. commercial/industrial building that could be re-developed in the future for a mixed commercial/residential use. The four abutting properties to the east front on 35th Ave. NE and consist of a 1,840 sq. ft. single family residence on a 4,800 sq. ft. lot, a 3,040 sq. ft. single family residence on a 5400 sq. ft. lot, a 1250 sq. ft. two story townhouse on a 2049 sq. ft. lot, and a 1250 sq. ft. two story townhouse on 2018 sq. ft. lot.

Directly west of the project site on the west side of 33rd Ave. NE - starting from the south and going north - are: a vacant 8,640 sq. ft. parking lot, and a 16,731 sq. ft. through lot to Lake City Way with a 10,500 sq. ft. building housing apartments and retail space with pedestrian access from Lake City Way. The next 80,700 sq. ft. lot to the north contains the 238 unit "Solara" Apartment complex with 6,850 sq. ft. of commercial space at street level. North of the "Solara" Apartments is a 8,500 sq. ft. lot with a 4,988 sq. ft. single story commercial service building with frontage and access from Lake City Way only. The north property in this block bordered by Lake City Way on the west, NE 130 Street on the north, and 33rd Ave. NE on the east is a 15,400 sq. ft. lot with a 8,110 single story retail store with street access from Lake City Way and "alley" service access from 33rd Ave. NE.

EXISTING DEVELOPMENT IN THE NEIGHBORHOOD

New mixed use buildings in the area contain commercial and parking use on the first floor with residential above. The buildings are six to seven stories and approximately 65 feet in height. To the north of the project site a 6 story low income project has been developed with 76 living units on 5 floors plus 5,948 sq. ft. of general sales, services and medical clinic at the street level on the 18,077 sq. ft. lot. Located on the south side of the project site is a seven story 116 unit apartment building administered by Seattle Housing Authority. Adjacent to this facility, Seattle Housing Authority recently completed the "Lake City Village", a four story 86 unit apartment complex that includes a mid-block pedestrian connection to link 33rd Ave NE with 35th Ave NE.

Recent growth in the Lake City Hub Urban Village has increased residential density in mixed used buildings. The community has all the services, support, and public transportation for living with or without an automobile. Current neighborhood commercial use on 33rd Avenue NE between NE 125th Street and NE 130th Street is limited. The Solera Apartments use 33rd Avenue NE like an alley with no commercial frontage and conspicuous dumpster located along the street. Since 33rd Avenue NE is a non-primary residential feeder street, the commerce generated traffic is less than ideal to support commercial activities at the street level. Our building options include flexibility for destination oriented businesses and/or live-work spaces at the ground floor.



View to Site from 33rd Ave NE



SITE DEVELOPMENT INFORMATION

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site address is 12706 33rd Ave NE, which is located one block east of Lake City Way NE and mid-block between NE 125th Street and NE 130th Street.

Currently there is a closed fitness club (Aqua Dive) on the south portion of the site and two vacant 4-plexes on the north portion of the site with parking along the west edge of the site.

The topography slopes down gently to the southwest with a maximum elevation change of +/- 19 from elevation 201 at the east edge of the site down to elevation 182 at the southwest corner of the site. The north border of the site is adjacent to an existing 15' wide ingress/egress easement that serves as vehicle access to the adjacent property to the north and utility easement. The conditions of this easement allows for its use as a shared ingress/egress to the subject site. The west property line forms the east right-of-way line for 33rd Ave NE. The east property of the site abuts two existing single family homes at the southern portions and two existing townhomes at the northern portion. An existing office building is located on the adjacent property to the south and an existing rockery along the common property line provides the 4 to 5 foot transition from the higher subject site to the adjacent south property.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood Specific Guidelines.

The site is zoned **NC3-65** in the Lake City Neighborhood and is also located in the **Lake City Hub Urban Village** overlay with requirements as listed below. The east 16 feet of the property is located in the L-2 zone.

Setbacks

Rear – 15 feet have been provided between the proposed structure and the rear yard abutting the L-2 zoned properties in Design Options 2 & 3. In Design Option 1, the west wall of the parking level was set at the property line, then the west wall stepped back ten feet at the five floors of apartments.

Front - None required, but design options 2 & 3 provide a setback at street and upper levels affording additional pedestrian open space at the street

Sides – None required, but design options 2 & 3 provide a 10 foot setback and open space at the south property line and an 8 foot setback at the north property line to provide more open space and landscape opportunities at ground level.

Allowable Height (per SMC23.47A.010) 65'
Sloping Site Bonus (per SMC23.47A.012A) : 1'-2" for Option 1. For Design Options 2 & 3, The average existing grade for the property was calculated per Director's Rule 4-2012 with

grades and allowable heights shown on the site plans for Option 2 & 3.

Landscaping:

Site must achieve a green factor of 0.30 or more. With the above grade deck, Design Option provides a green factor in excess of 0.30. Design Options 2 & 3, with continuous landscaping at grade around the perimeter of the building achieve a green factor exceeding Design Option 1.

Parking:

Parking must be accessed from an improved alley, or if one does not exist, access is permitted from the street and is limited to (1) two-way curb cut. All three design options request approval of a design departure to allow use of the existing vehicle ingress/egress easement at the north side of the site to provide a second means of vehicle access to the site.

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

Lake City Way is the local business district with various civic and commercial uses. All commercial activity in the neighborhood is concentrated along Lake City Way. There is some minor commercial activity along the adjacent 33rd Ave NE with the back side of the "Solera" Mixed-Use Apartment complex and the new 86 unit "Lake City Village" apartments and the Seattle Housing Authority's 116 unit apartment building dominating the visual character of the street. There are civic buildings within walking distance, along with a public library, community center, neighborhood service center, fire station and post office.

Commercial uses along Lake City Way include banks, car dealerships, restaurants, and retail establishments. An auto body shop, several restaurants, and retail stores are also located along 31st Ave NE.

Vehicle traffic is concentrated along Lake City Way which links to I-5 to the Southwest, providing a connection between downtown Seattle and the outlying suburbs. Public bus service is also readily accessible with stops all along Lake City Way. With recent construction by SDOT, pedestrian sidewalks now fully extend along the west side of 33rd Ave NE from NE 125th Street to NE 130th Street. Sidewalks are also in place on the east side of the subject block at the north and south ends, with sidewalks missing in front of the project site and the lot on the south side of the Project Site.

Large scale apartment buildings have been built in the neighborhood recently. Most new or proposed buildings in the area have a commercial ground floor with several stories of residential units above. Their exterior materials typically consist of fiber cement board and metal siding and use color with mass modulations to provide architectural scale and form. Marquee canopies are frequently used above the retail spaces to provide shelter to the walkways, add character, and to break up the large street-front mass into a more pedestrian and friendly scale.

Currently there is little commercial development along 33rd Ave NE. A small commercial space and neighborhood medical clinic is located at

the street level below a five story apartment building north of the Project Site. The "Solera" apartments is located north of the Project Site on the west side of 33rd Ave NE, but the street level commercial spaces are all orientated towards Lake City Way, so blank walls, service doors and dumpster enclosures face the 33rd Ave NE so commercial activity and pedestrian traffic is lost. Much of the street front along 33rd Ave NE facing the Project Site is made up of the service yards and parking lots that serve the commercial shops that face Lake City Way, detracting from a pedestrian friendly streetscape. As these commercial sites along Lake City Way are re-developed over time, there may be more opportunity to integrate future commercial spaces into the streetscape of 33rd Ave NE.

The 37,050 sq. ft. project made up of three lots with the property zoned NC3-65 except the 2800 sq. ft. area at the east end of the site which is zoned L-2. Design Option 1 proposed a lot line adjustment to be set where the two different property zones met, with the L-2 property segment removed from the project. Design Option 2 & 3 propose to utilize the entire site, including the L-2 zoned segment. The existing properties along 35th Ave NE, that abut the east side of the Project Site are zoned L-2 with development made up predominantly multi-family townhomes with some single family residences mixed in. Across the street west of 33rd Ave NE is zoned C1-65', and to the north of the urban village boundary the zoning is C1-40 and occupied by the Fred Meyer Shopping Center. See attached aerial photo submittal – "Neighboring Properties"

Natural amenities in the area include proximity to Lake Washington, Thornton Creek, and Burke-Gilman Trail.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units, (approx) amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departures from development standards.

The proposed project is a mixed-use structure with 5 levels of residences over two levels of parking, one of which is mostly below grade. The street level portion of the building will be occupied by a combination of commercial and live/work units as described in the Request for Design Departures attached. Design Option #1 proposed 175 living units which was approved by the Design Review Board in September 2009. Design Options 2 & 3 propose 161 units. Design Option #1 included 179 stalls which provided for the then required 1 stall per living unit, plus the required amount of parking for the commercial & live/work spaces. Design Options 2 & 3 propose 130 parking stalls, in accordance with current parking requirements for Urban Village Hub that recognizes that private parking demands can be reduced with the presence of public transit and shared vehicle pools.

NORTH CITY/LAKE CITY NEIGHBORHOOD DESIGN GUIDELINES

A

A-8 PARKING & VEHICLE ACCESS

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

Supplemental: The project should minimize “cut through” traffic and should locate ingress and egress towards more intensive zoned are and not lesser zoned.

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 the building

Supplemental: Consider placing parking under ground and if not located behind a building, it should be visually and functionally segmented into smaller areas.

The sloping of the street frontage from high on the north to low on the south provides the opportunity for two levels of structured parking without an internal ramp. The lower level is accessed from the south end of the frontage, and is mostly below grade. The upper level is addressed from the north end of the frontage through an existing access easement located on the parcel to the north of the subject site, and is fully above grade and elevated by one level at the south end of the frontage. The split between the two entrances will separate the traffic, minimize impacts and allow the majority of the street frontage to be developed for pedestrian use.

B

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.

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.

Supplemental: Incorporate vegetation to buffer and provide significant visual screening.

E-1 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

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

Supplemental: Consider using native plant materials and evergreen trees in appropriate public areas to re-establish a natural northwest tree canopy.

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.

Supplemental: Use landscaping to further define and provide scale for open space. Use lighting to emphasize landscaping where appropriate.

E-3 LANDSCAPING 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.

Supplemental: The landscape design should attempt to re-inject into the ground water resource the run-off from buildings, sidewalks, streets, parking lots and large paved areas by using surfaces which allow filtration, such as grassy swales, etc.

The site slopes down from north to south on the street front, slopes up from street front to the rear of the property and the property line at the street is angled to the northeast in relation to the north and south property lines that run in an east-west direction. This presents the opportunity to integrate the building into the sloping site and the angled street front property line allows the building entrances to step back along this line to create a visually interesting building street façade that relates to the pedestrian scale at the street. Design Options 2 & 3 provide at grade open space with landscaping to screen and buffer the proposed building from adjacent properties. As was installed at the existing sidewalk on the west side of 33rd Ave NE, this project will incorporate pervious paving to allow infiltration of ground water along with the perimeter landscaping that will be utilized to filter out storm water contaminants.

C

A-4 HUMAN ACITIVITY

New development should be sited and designed to encourage human activity on the street.

Supplemental: Consider pulling back from street edge for open space.

One Design Options 2 & 3, the building façade on all sides, including the street front have been pulled back away from property lines to create open space to encourage human activity.

C-3 HUMAN SCALE

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

Supplemental: Design buildings to encourage multitenant occupancy and walk-in traffic at street level, use generous street level windows and entrances, use overhangs to protect pedestrians, and use design elements to add interest and human dimension.

The project team envisions working with the community and City staff and SDOT for street improvements that will allow large street trees, on-site landscaping, gathering spaces, and attractive entrances to ground floor commercial and live-work spaces to promote pedestrian activity. The street level will consist of sheltered walkways, recessed entrances, planters and paving materials to establish a human scale at the street level

D

A-3 ENTRANCES VISIBLE FROM THE STREET

Entries should be clearly identifiable and visible form the street.

Supplemental: Encourage welcoming, slightly recessed main building or shop entrances consistent with a tradiional store-front design. Clearly indicate main entries through design, material changes, lighting, and street visibility.

D-1 PEDESTRIAN OPEN SPACES & 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 should be protected from weather. Opportunities for creating lively pedestrian orientated open spaces should be considered.

Supplemental: The use of opaque or highly reflective glass is discouraged. Define outdoor spaces using a combination of building and landscape and have it be of appropriate scale. When portions of a building are set back, consider providing small pedestrian open spaces with seating amenities, public art, or art as landscape to provide a lively streetscape.

The main entries to each ground floor commercial space, along with the main ground floor entrance to the apartment lobby is defined by the stepped back façade, entry canopies, and building massing and form, with all entrances clearly visible from the street. The ground floor access to the central interior courtyard is visibly connected to the street front on Design Option 3.

E

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 create steps in perceived height, bulk, and scale between anticipated development potential of the adjacent sites.

Supplemental: Design structures to appear less overwhelming at the street level. Consider stepping back the upper floors to maintain scale compatibility and avoid a canyon effect in 65-foot height zones. Monolithic buildings lacking articulation are discouraged. Use vegetated buffer zones in between different zones.

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 roofline or top of the structure should be clearly distinguished from it façade walls.

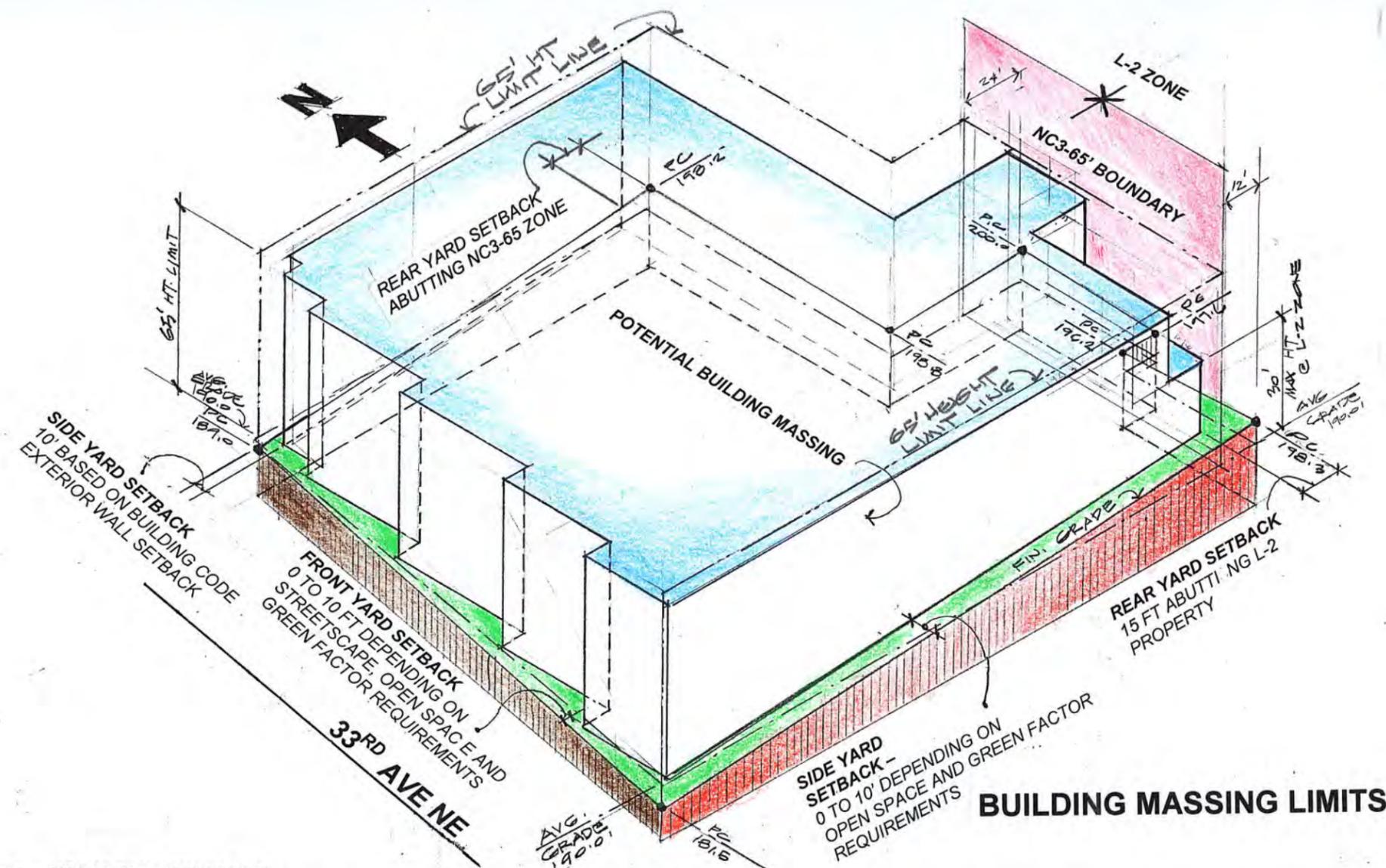
Supplemental: Establish a clear set of proportions with a sense of order. Employ a sense of hierarchy of vertical and horizontal elements using materials to unify the building as a whole. Articulation should reflect changes in building form and function with vertical lines being carried through to the base. Provide a pattern of building openings with recessed windows being desirable. Large blank walls should be avoided.

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 texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Supplemental: Use materials, colors and details to unify a building appearance. Consider limiting the number of materials and colors used on the exterior so that there is a visual simplicity and harmony. Design architectural features that are integral versus “tacked-on”

See: Architectural Concepts on the following pages.



PROPOSED DESIGN DEPARTURES

1. VEHICLE ACCESS

To accommodate two levels of parking without an internal ramp system, we are requesting a departure from only one curb cut being allowed for the development (SMC 23.47A.032(A)1.b) and that a second cut be allowed with the access point located at the north end of the property at the existing vehicle ingress/egress easement that was established to serve the Project Site. The two proposed driveways would be 150 feet apart which is within the allowed spacing between driveways and the two driveways will assist in reducing traffic congestion along 33rd Ave NE from vehicle entering or leaving the building.

2. COMMERCIAL & LIVE/WORK SPACES

As the site is not in a pedestrian designated zone we propose a departure from the limitation on live-work units being 20% of the street façade (SMC23.47A.004(G)3). The Design Option 1 proposed that all of the street frontage space at the ground floor be utilized solely for occupancy by Live-Work units except for a 420 sq. ft. coffee shop and a 460 sq. ft. office space.

Design Options 2 & 3 were designed to provide full street front access to 6,565 sq. ft. and 5,443 sq. ft., respectively, of flexible commercial space. Due to the present character of the street, with low or no demand for commercial space, we are proposing a design departure to allow for 50% of the street-front commercial space to be occupied by Live-Work units if these spaces are not leased for commercial use within a defined period of time following the completion of the building. The commercial spaces are designed with both street level access and access from within the building so these spaces can be utilized for commercial of Live-Work occupancy dependent on the prevailing market, with an occupied street level with live-work residents is preferable to vacant storefronts.

3. HEIGHT OF COMMERCIAL SPACE

Due to design limitations, there was an original design departure requested for Design Option 1. Design Option 2 & 3 do not require this departure, and Design Option #3 is our preferred design solution for this project, so the departure from the required ceiling height provided for commercial spaces is not required.

NC3-65 ZONE STANDARDS

LOT COVERAGE – LIMITED BY FAR REQUIREMENTS

MAX FAR = 4.75 TIMES THE SITE AREA
 NC3-65 SITE AREA = 34,175 X 4.75 =
 162,331 SQ FT CONTAINED IN BUILDING

HEIGHT LIMIT – 65 FT FROM AVERAGE GRADE

BUILDING SETBACKS

FRONT YARD – DEPENDS ON OPEN SPACE, GREEN FACTOR AND STREETScape TREATMENT

SIDE YARD - DEPENDS ON OPEN SPACE, GREEN FACTOR. 10 MIN FOR RESIDENTIAL PORTION PER BUILDING CODE FOR EXTERIOR WALL

REAR YARD ABUTTING NC3-65 ZONE – 0 TO 10 FEET. 10 FEET BASED ON BUILDING CODE REQUIREMENTS FOR RESIDENTIAL PORTION OF BUILDING

REAR YARD ABUTTING L-2 ZONE – 15 FEET (0 FT. FROM GRADE TO 13' HIGH)

AMENITY AREA REQUIRED = 5% OF GROSS RESIDENTIAL FLOOR AREA
 = 118,192 SF X .05 = 5,909.6 SF @ DESIGN OPTION 2
 = 119,858 SF X .05 = 5,992.9 SF @ DESIGN OPTION 3

L-2 ZONE STANDARDS

LOT COVERAGE – 40% OF LOT

L-2 LOT SIZE = 2900 X 40% = 1160 SQ FT
 BUILDING SQUARE FOOTAGE = 1160 X 3 FLOORS = 3480 SQ FT

HEIGHT LIMIT – 30 FT FROM AVERAGE GRADE

OPEN SPACE – 30% OF LOT AREA = 870 SQ FT

BUILDING SETBACKS

FRONT YARD – N/A, CONNECTED TO BUILDING IN NC3-65 ZONE

SIDE YARD – 6 FT MIN.

REAR YARD – 15 FT.

BACKGROUND OF INITIAL EDG REVIEW OF PROJECT

THREE ARCHITECTURAL DESIGN OPTIONS FOR THE PROPOSED MIXED-USE, 179 UNIT, SEVEN STORY APARTMENT BUILDING WERE PREPARED AND PRESENTED BY THE MYHRE GROUP – ARCHITECTS, PORTLAND, OREGON TO THE LAKE CITY DESIGN REVIEW BOARD. OF THE THREE ORIGINAL DESIGNS, DESIGN OPTION THREE WAS FAVORED BY THE DESIGN REVIEW COMMITTEE AND THE MYHRE GROUP, AND THAT FIRM REFINED DESIGN OPTION THREE AS PART OF THE MUP SUBMITTAL THAT THEY WERE PREPARING PRIOR TO THE PROJECT BEING HALTED.

THE NEW PROJECT OWNERS AND IVARY & ASSOCIATES, ARCHITECTS HAVE NOW PREPARED PRELIMINARY DESIGNS FOR A MIXED-USE 161 UNIT APARTMENT FOR THE SAME LAKE CITY SITE. THE INITIAL DESIGN WORK ALONG WITH THE RESPONSE COMMENTS FROM THE DESIGN REVIEW BOARD AND CITY STAFF HAVE BEEN UTILIZED BY IVARY & ASSOCIATES, ARCHITECTS, SEATTLE, WASHINGTON IN THEIR DESIGN APPROACH FOR THE NEW APARTMENT BUILDING.

THE ARCHITECTURAL CONCEPT OPTION THREE PREPARED BY THE MYHRE GROUP IS INCLUDED HEREIN AS THE DESIGN STARTING POINT AND DESIGN OPTION #1. IVARY & ASSOCIATES, ARCHITECTS HAVE BUILT ON EARLIER DESIGN AND REVIEW EFFORTS AND HAVE PROVIDED TWO ADDITIONAL DESIGN APPROACHES FOR THE EDG REVIEW PROCESS. AS ADDITIONAL BACKGROUND TO THE DESIGN REVIEW COMMITTEE, THE ORIGINAL THREE DESIGN OPTIONS PRESENTED TO AN EARLIER DESIGN REVIEW BOARD ARE ALSO INCLUDED.



Pros

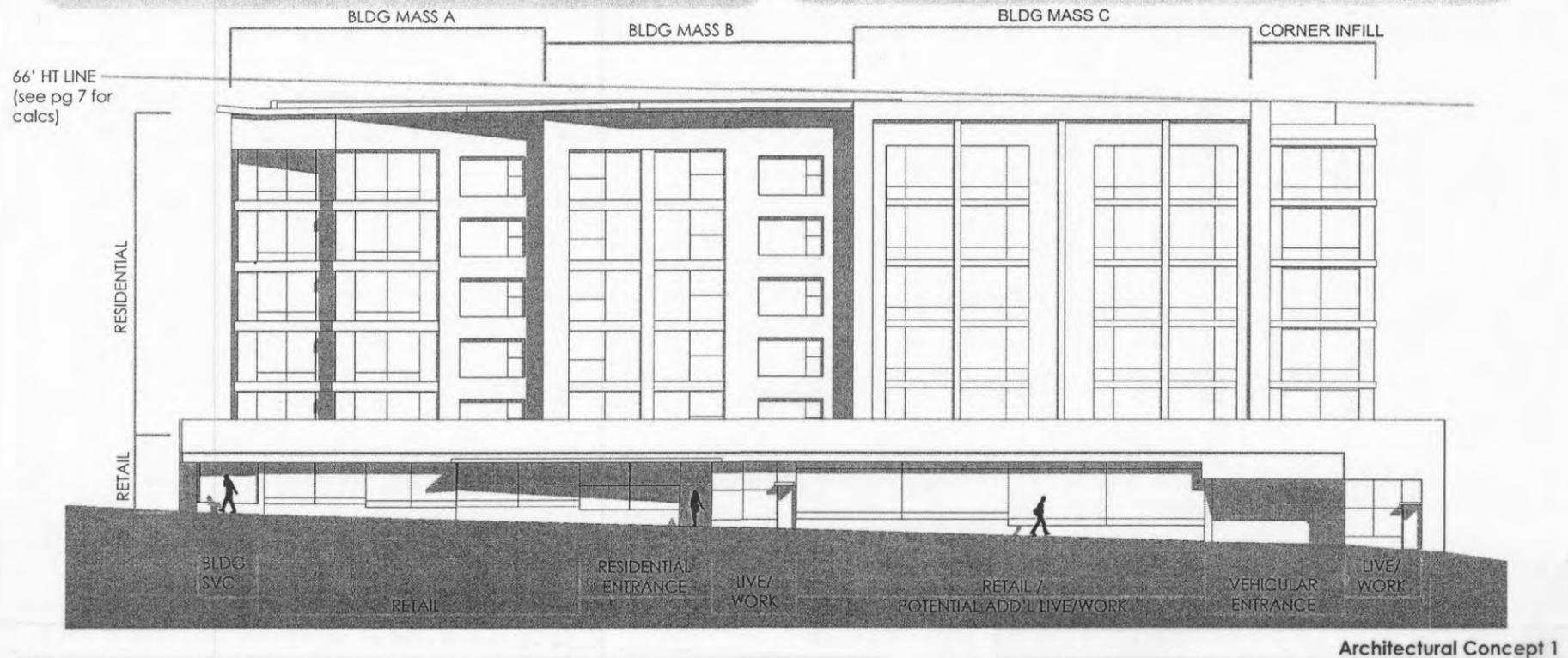
- The residential portion of the building is broken up into 3 primary masses using different roofs, window types, and materials.
- The 1.5 story base fronts the road with predominantly retail and residential uses and reads as a single level.
- Canopies are used to define entrances and shelter the pedestrian environment

Cons

- The "cap" on the base is unbroken.

Principles of Design

For concept 1 the building is to be perceived as 4 distinct masses sitting atop as solid capped base. The roof line varies in height, style, and depth. The residential wings that extend east will be bays with "eyebrow" canopies at the top to lower the perceived height. The lower levels will be large expansions of retail frontage. Along with (2) live-work units the residential entries are used to break up the continuous frontage of retail space to promote different pedestrian activity. The vehicular and service uses on the front will be set-back and are set on opposite sides of the site to create a continuous pedestrian environment between them.



Architectural Concept 1



Architectural Concept 1

ORIGINAL ARCHITECTURAL CONCEPT 1
PREPARED BY THE MYHRE GROUP – ARCHITECTS
EDG DESIGN BOARD REVIEW MEETING – SEPTEMBER 21, 2009

Pros

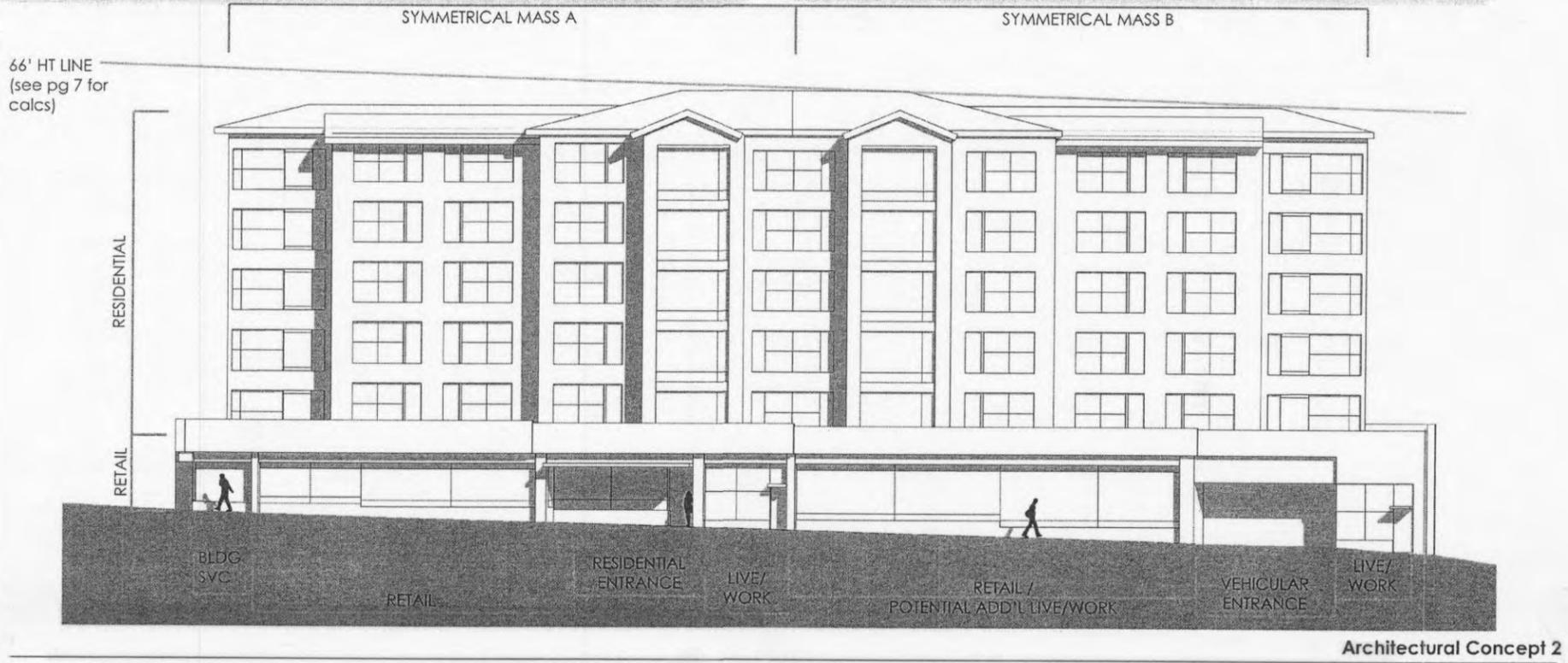
- The residential portion is symmetrical.
- The sloped and pitched roofs have a more traditional character.
- The 1.5 story base fronts the road with predominantly retail and residential uses.
- Canopies are used to define entrances and protect the pedestrian environment

Cons

- The building reads as one large masses, with a 5 story element sitting on top of a 1 to 2 story element and could be perceived as homogeneous.
- The architectural character of the residential portion does not relate to the ground floor base construction.
- Character is somewhat similar to a hotel.

Principles of Design

For concept 2 the building uses the roof lines to unify the mass and refer to traditional residential forms. The lower levels will be large expansions of retail frontage. Along with (2) live-work units the residential entries are used to break up the continuous frontage of retail space to promote different pedestrian activity. The vehicular and service uses on the front will be set-back and are set on opposite sides of the site to create a continuous pedestrian environment. The cap on the retail base is broken multiple times along with columns help break up the solidarity of the base.



ORIGINAL ARCHITECTURAL CONCEPT 2
PREPARED BY THE MYHRE GROUP – ARCHITECTS
EDG DESIGN BOARD REVIEW MEETING – SEPTEMBER 21, 2009

Pros

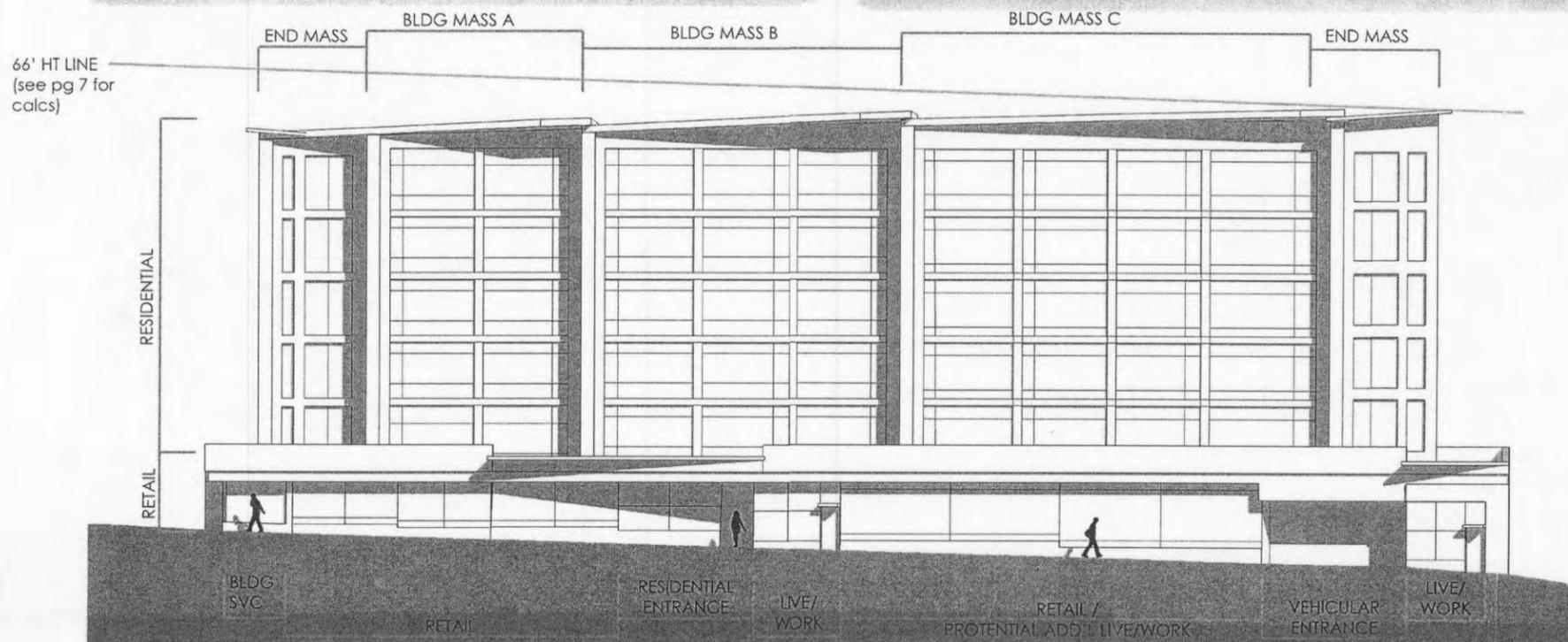
- The residential portion of the building is broken up into 3 masses with two book-end masses and fits into the 65' ht limit.
- The 1.5 story base fronts the road with predominantly retail and residential uses.
- Canopies are used to define entrances and protect the pedestrian environment.
- The building mass diminishes in one view from the street and gains from the opposite side.

Cons

- Single mass is large in scale.
- Repetition of facade treatment could be monotonous.

Principles of Design

For concept 3 the building is to be perceived as 3 masses with two end masses that use their articulation to create a movement on the facade that is different depending on which direction one approaches. The roof line diminishes in height as it goes north and has extended canopies that translate down to the retail level. The residential wings that extend east will be bays with similar canopies at the top to break the continuous line of the parapet. The lower levels have large expanses of retail frontage, with (2) live-work units. The vehicular and service uses on the front will be set-back and are set on opposite sides of the site to create a continuous pedestrian environment. The cap on the retail base is broken using a similar canopy element that is used on the roof and the residential wings.

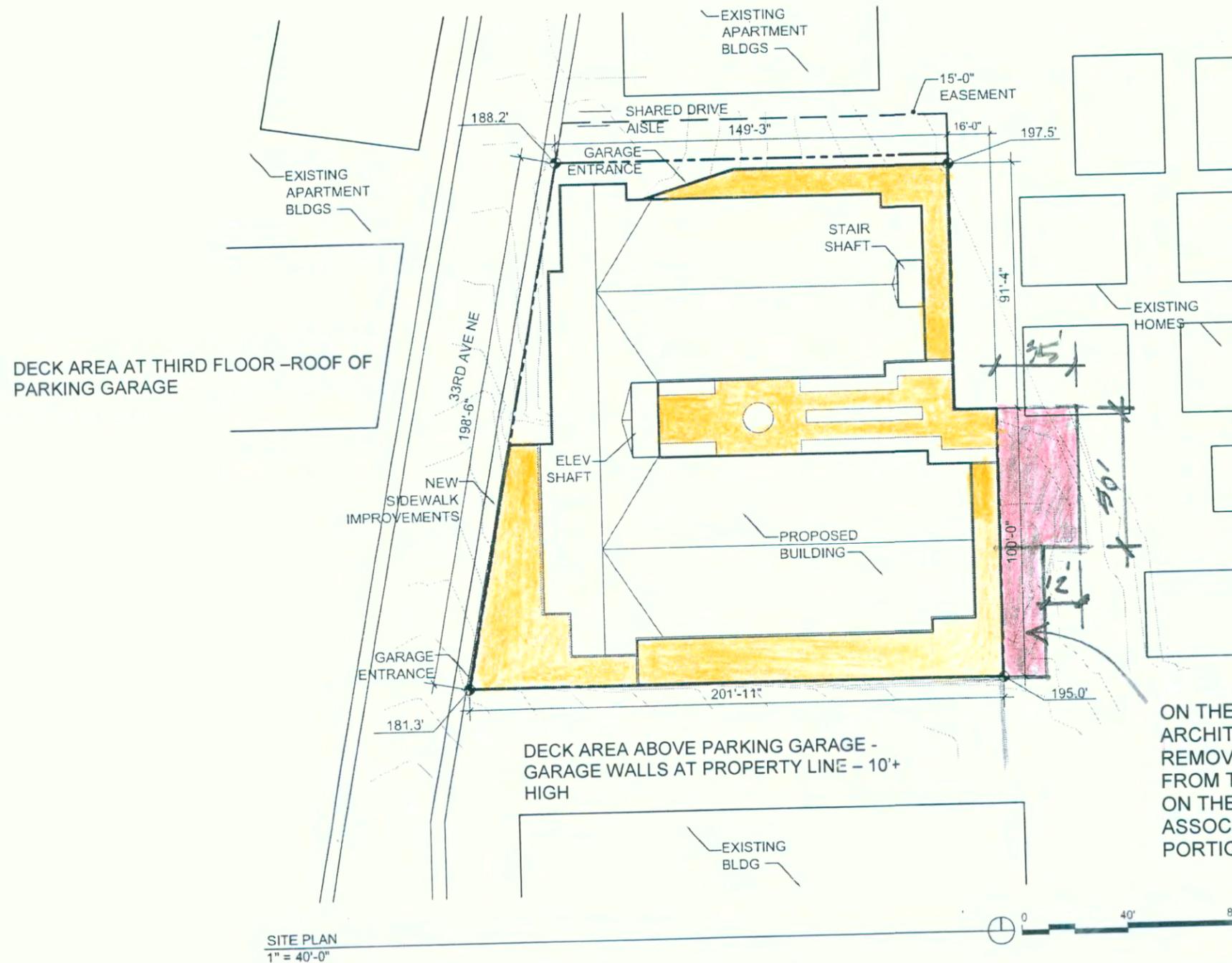


Architectural Concept 3 (Code Complying)



Architectural Concept 3 (Code Complying)

**ORIGINAL ARCHITECTURAL CONCEPT 3
 PREPARED BY THE MYHRE GROUP – ARCHITECTS
 EDG DESIGN BOARD REVIEW MEETING – SEPTEMBER 21, 2009**



TOTAL GROSS FLOOR AREA:

LEVEL 1:	
LIVE/WORK:	1,900 SF
PARKING:	25,930 SF
SUPPORT*:	3,580 SF
TOTAL LEVEL 1:	31,410 SF

LEVEL 2:	
LIVE/WORK:	5,285 SF
COMMERCIAL:	460 SF
PARKING:	21,990 SF
SUPPORT*:	4,445 SF
TOTAL LEVEL 2:	32,180 SF

TYPICAL FLOOR (3-5):	
RESIDENTIAL:	18,845 SF/FLR
SUPPORT*:	2,980 SF/FLR
TOTAL TYP FLR:	21,825 SF/FLR

LEVEL 6 & 7:	
RESIDENTIAL:	18,445 SF/FLR
SUPPORT*:	2,980 SF/FLR
TOTAL LEVEL 7:	21,425 SF/FLR

TOTAL:	
RESIDENTIAL:	93,425 SF
LIVE/WORK:	7,185 SF
COMMERCIAL:	460 SF
PARKING:	47,920 SF
SUPPORT*:	22,925 SF
TOTAL PROJECT GSF:	171,915 SF

*INCLUDES RESIDENTIAL CIRCULATION

TOTAL UNITS:	
STUDIOS:	40
1 BED:	106
2 BED:	29
LIVE/WORK:	7
TOTAL:	182

STUDIOS:	6/FLR
1 BED:	23/FLR
2 BED:	6/FLR
TOTAL:	35/FLR

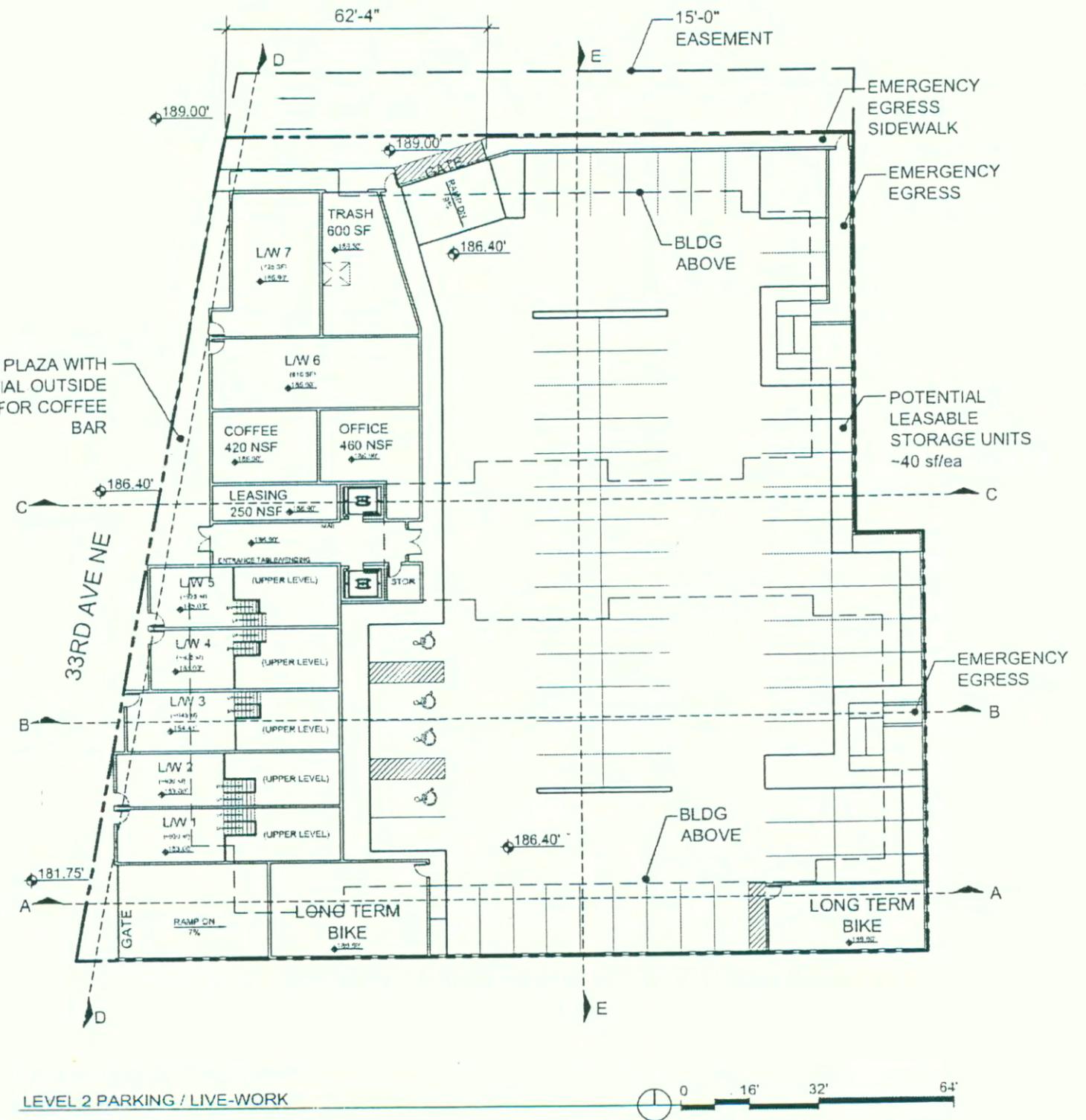
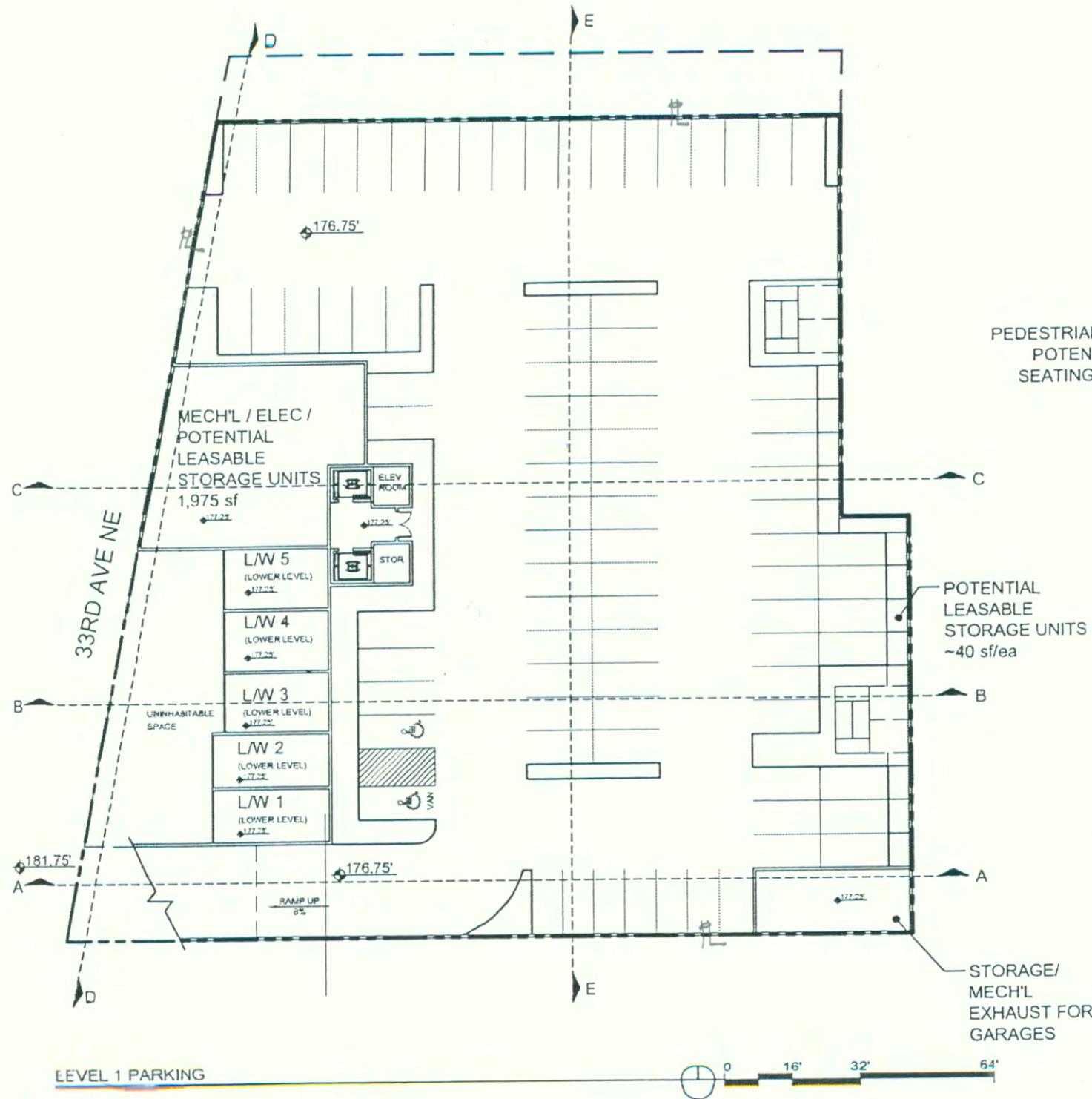
STUDIOS:	11/FLR
1 BED:	18/FLR
2 BED:	6/FLR
TOTAL:	35/FLR

PARKING STALLS:	
REGULAR:	109 STALLS
COMPACT:	16 STALLS
TANDEM:	28 STALLS (14 ROWS)
HANDICAP:	6 STALLS
TOTAL STALLS:	159

ON THE ORIGINAL DESIGN FOR THE ARTISAN APARTMENTS, THE ARCHITECTS, THE MYHER GROUP, PROPOSED A LOT BOUNDARY TO REMOVE THE EAST PORTION OF THE PROPERTY THAT WAS ZONED L-2 FROM THE SITE BOUNDARY REDUCING THE SITE AREA BY 2,000 SQ. FT. ON THE CURRENT DESIGN OPTIONS 2 & 3, THE ARCHITECTS, IVARY & ASSOCIATES ARE PROPOSING TO KEEP THE L-2 ZONED PROPERTY PORTION AS PART OF THE SITE AREA

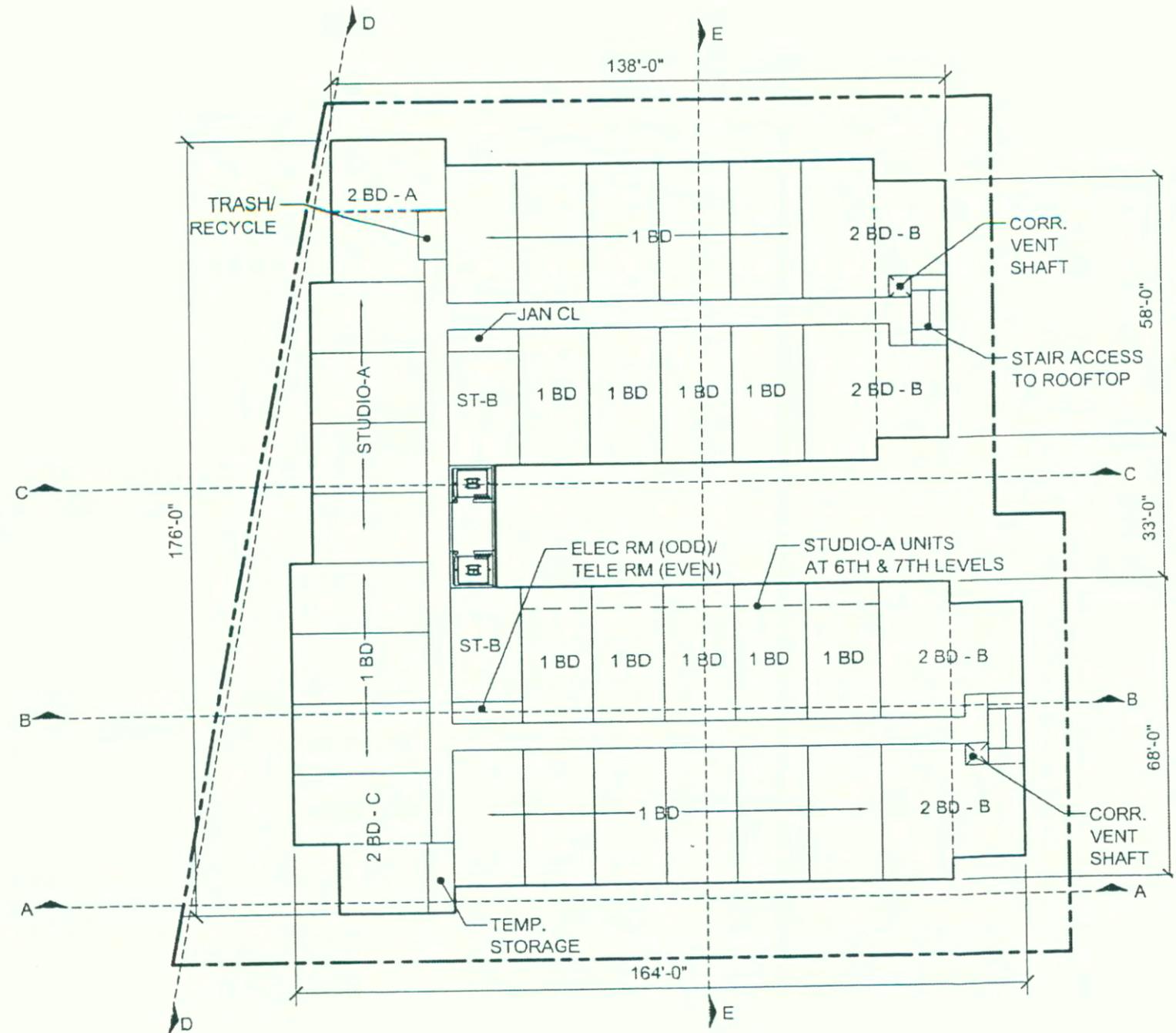
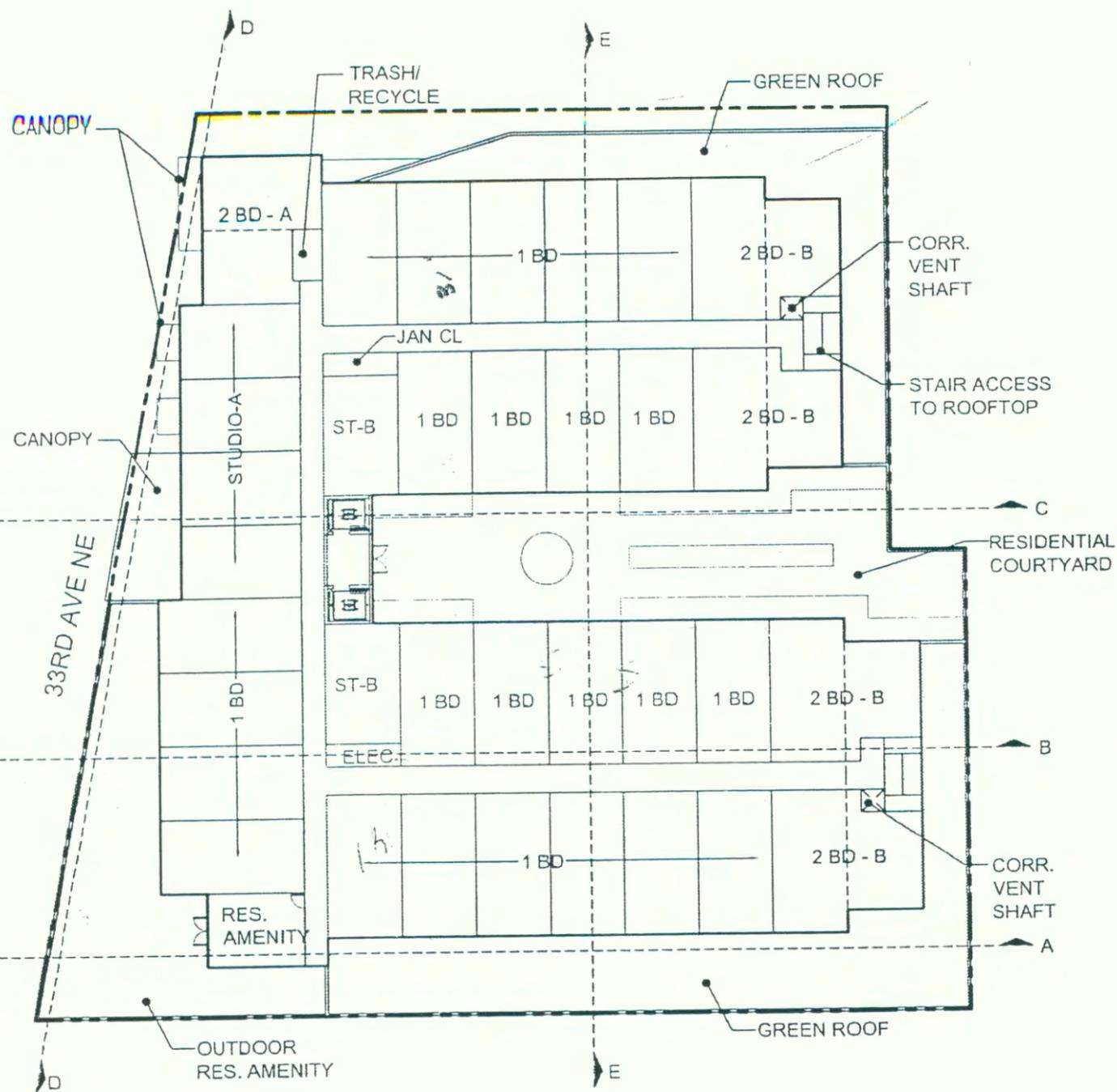
DESIGN OPTION #1

(REFINEMENT OF DESIGN OPTION #3 THAT WAS PRESENTED TO THE DESIGN REVIEW BOARD BY THE MYHRE GROUP)



DESIGN OPTION #1 FLOOR PLANS

(REFINEMENT OF DESIGN OPTION #3 THAT WAS PRESENTED TO THE DESIGN REVIEW BOARD BY THE MYHRE GROUP)

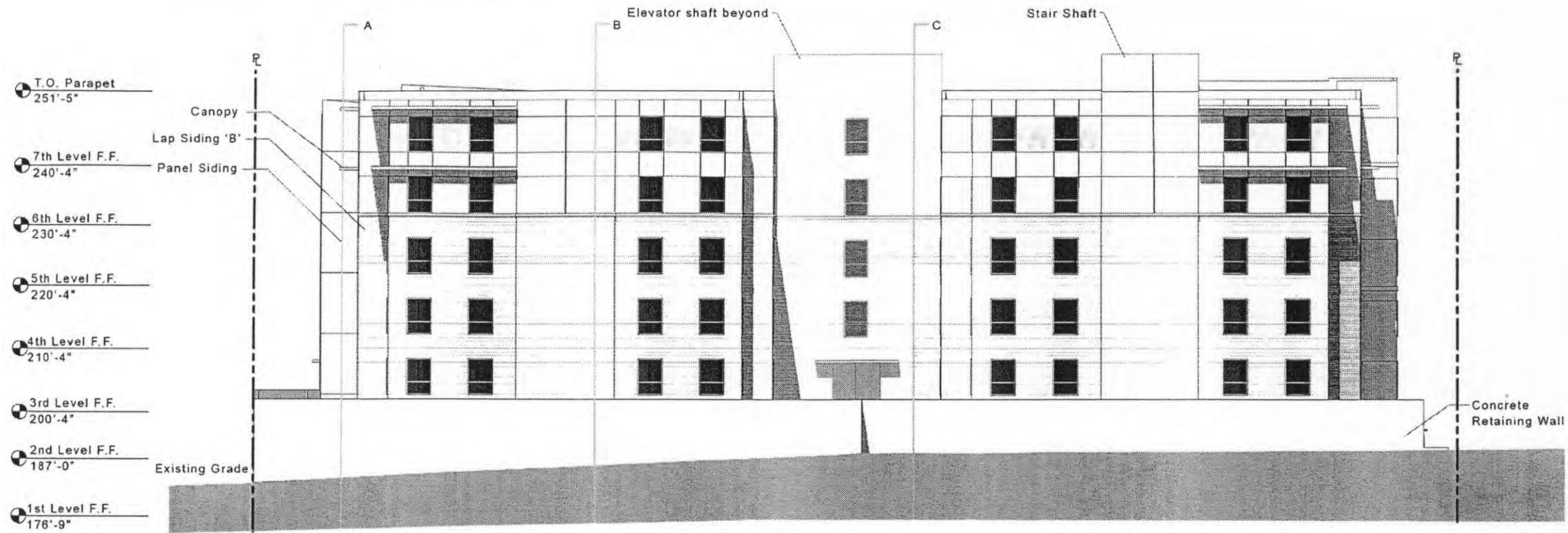


PLAN - LEVEL 3

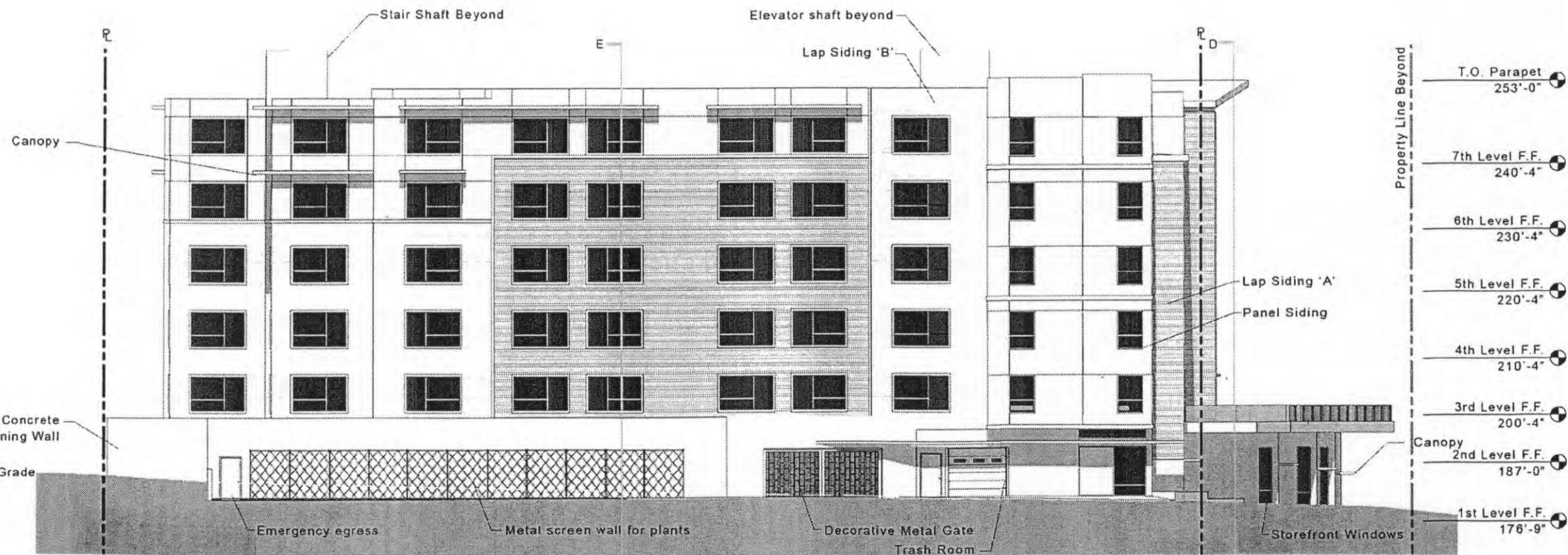
TYPICAL FLOOR PLAN (LEVELS 4-7)

DESIGN OPTION #1 FLOOR PLANS

(REFINEMENT OF DESIGN OPTION #3 THAT WAS PRESENTED TO THE DESIGN REVIEW BOARD BY THE MYHRE GROUP)



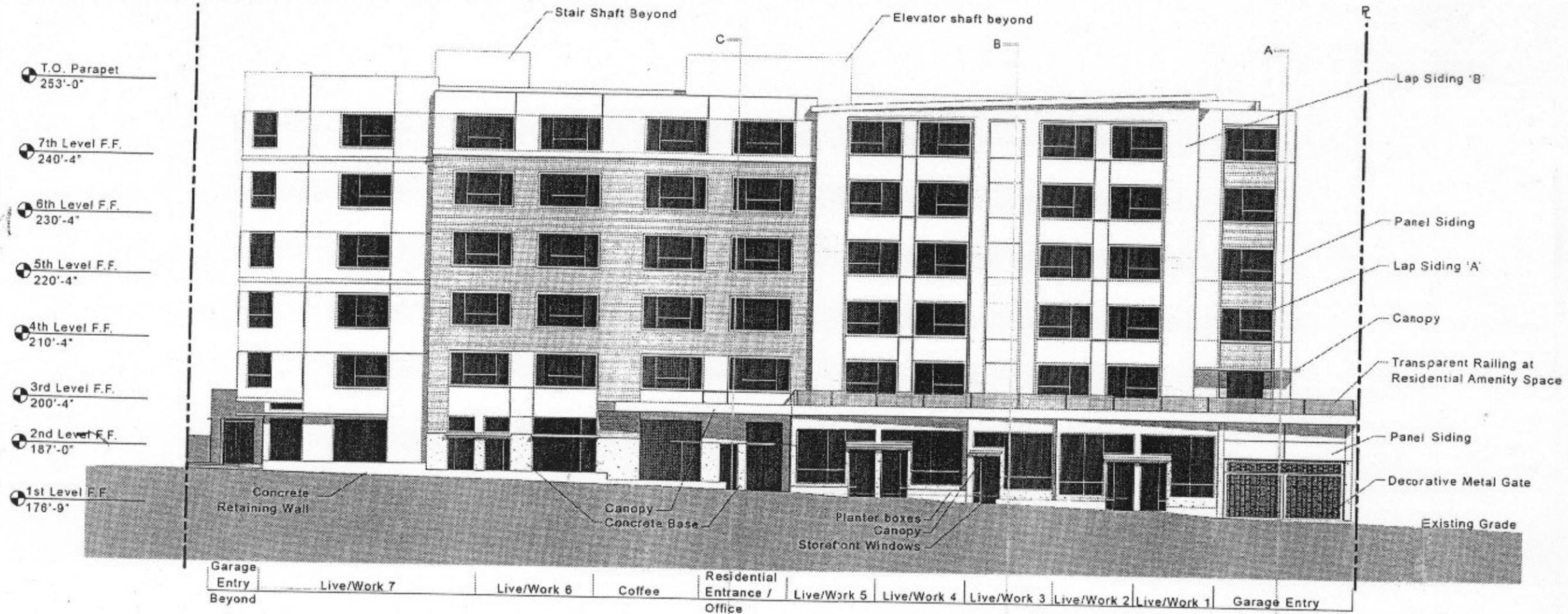
REAR ELEVATION - EAST
 -1/16" = 1'-0"



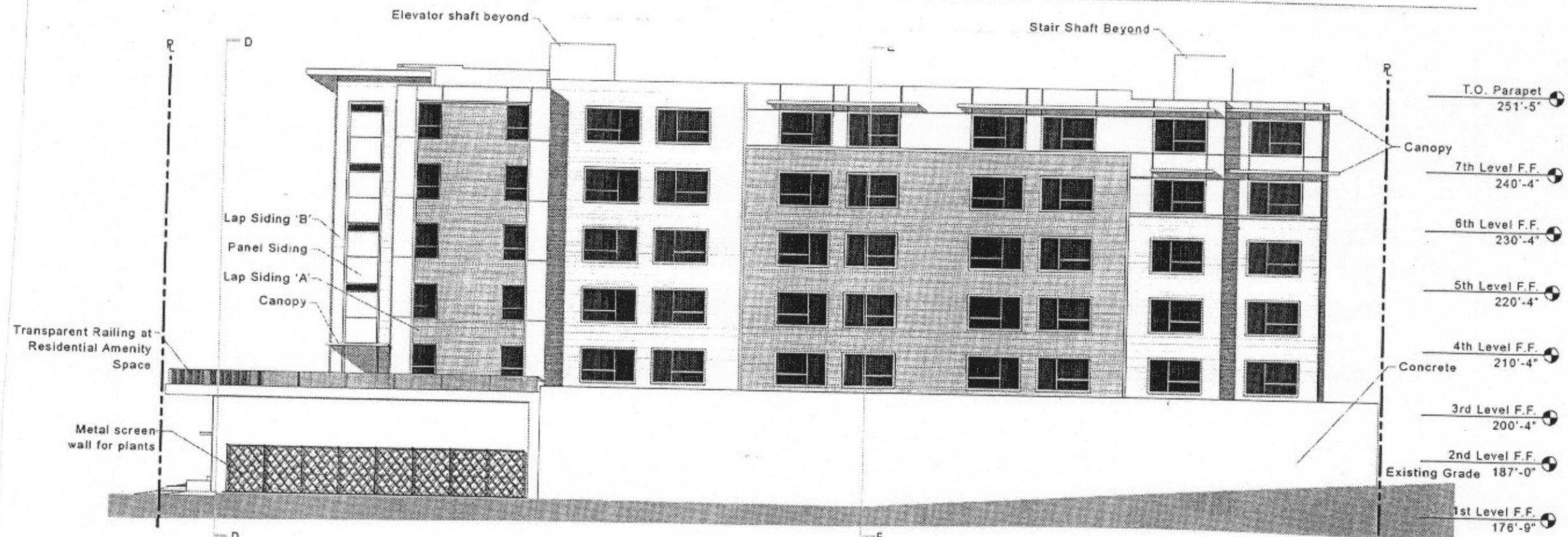
SIDE ELEVATION - NORTH

DESIGN OPTION #1 ELEVATIONS

(REFINEMENT OF DESIGN OPTION #3 THAT WAS PRESENTED TO THE DESIGN REVIEW BOARD BY THE MYHRE GROUP)



FRONT ELEVATION - WEST
-1/16" = 1'-0"



SIDE ELEVATION - SOUTH
-1/16" = 1'-0"

DESIGN OPTION #1 ELEVATIONS

(REFINEMENT OF DESIGN OPTION #3 THAT WAS PRESENTED TO THE DESIGN REVIEW BOARD BY THE MYHRE GROUP)



PERSPECTIVE - LOOKING NORTHEAST UP 33RD AVE NE

DESIGN OPTION #1

PERSPECTIVE

(REFINEMENT OF DESIGN OPTION #3 THAT WAS
PRESENTED TO THE DESIGN REVIEW BOARD BY
THE MYHRE GROUP)

ARCHITECTURAL DESIGN ELEMENTS - DESIGN OPTIONS TWO & THREE

SITE DESIGN ELEMENTS

OPEN SPACE/LANDSCAPING

OPPORTUNITIES FOR INCREASED USABLE OPEN SPACE AND LANDSCAPING ARE PROVIDED BY THE ENTIRE FOOTPRINT OF THE BUILDING BEING SET BACK FROM ALL SIDES OF THE PROPERTY. A PEDESTRIAN WALKWAY/OUTDOOR USE AREAS AROUND THE ENTIRE PERIMETER OF THE BUILDING AT GRADE LEVEL ARE INCORPORATED INTO THE PERIMETER LANDSCAPE PLAN.

THE EXTERIOR WALLS OF THE TWO STORY PARKING GARAGE WHICH ARE SET BACK FROM THE PROPERTY LINES IN DESIGN OPTIONS TWO AND THREE CREATE AN ON-GRADE LANDSCAPE BAND THAT WILL SCREEN AND BUFFER THE BUILDING MASS FROM THE ADJACENT PROPERTIES.

VEHICLE ACCESS

TO REDUCE CONGESTION IN 33RD AVE NE FROM VEHICLES ENTERING AND LEAVING THE SITE, ALL THREE DESIGN OPTIONS UTILIZE THE EXISTING VEHICLE EASEMENT AT THE ADJACENT PROPERTY TO THE NORTH OF THE PROJECT SITE FOR INGRESS/EGRESS TO THE PROPOSED UPPER LEVEL PARKING GARAGE COUPLED WITH A NEW DRIVEWAY FROM 33RD AVE NE AT THE SOUTH END OF THE SITE TO SERVE THE LOWER LEVEL PARKING.

ZONE TRANSITION

A SMALL SECTION OF THE EAST END OF THE SITE IS ZONED L-2, SO IN RESPONSE TO THE LOWER SCALED DEVELOPMENT ALLOWED FOR THIS ZONE AND IN RESPECT TO THE EXISTING L-2 ZONED DEVELOPMENTS EAST OF THE PROJECT SITE, THE BUILDING ENVELOPE STEPS DOWN TO PRESENT A THREE STORY BUILDING SEGMENT FACING THE LOWER SCALED ZONE.

PEDESTRIAN CONNECTION AT STREET

THE SITE SLOPES UP FROM SOUTH TO NORTH ABOUT 8 FEET ALONG THE PROPERTY LINE AT 33RD AVE NE. TO PROVIDE FOR FULL PEDESTRIAN ACCESS CONNECTION AND A VISUAL CONNECTION BETWEEN THE STREET AND THE GROUND FLOOR COMMERCIAL SPACES, THE MAIN FLOOR OF THE BUILDING WAS SET AT THE MID ELEVATION BETWEEN THESE TWO GRADES. AN ON-SITE PEDESTRIAN WALKWAY/PLAZA, STARTING AT GRADE AT SOUTH END AND CARVING INTO THE SLOPE TO THE NORTH END, PROVIDE CONTINUOUS ACCESS TO THE STOREFRONTS ALONG THE STREET AND AN ACCESSIBLE RAMPS AND STEPS MAKE THE TRANSITION BETWEEN THE SLOPING STREET AND THE LEVEL ENTRY WALKWAY.

EXTERIOR BUILDING DESIGN ELEMENTS

FENESTRATION

WITH THE EXTERIOR WALLS OF THE PARKING GARAGE SET BACK FROM THE PROPERTY LINES, LARGE EXPANSIONS OF BLANK WALLS ARE ELIMINATED AND THE FENESTRATION TREATMENT AT THE APARTMENT LEVELS CONTINUES TO THE GARAGE WALLS TO VISUALLY RELATE THE COMMERCIAL/PARKING GARAGE FAÇADE WITH THE APARTMENT LEVELS ABOVE.

BUILDING MASSING

THE STEPPED OFFSETS ALONG THE BUILDING STREET-FRONT FAÇADE FROM THE PROPERTY LINE AT 33RD AVE NE PROVIDE ADDITIONAL PEDESTRIAN CIRCULATION SPACE, DIRECT ACCESS TO COMMERCIAL STOREFRONTS, AND ADDITIONAL LANDSCAPE/PEOPLE SPACE ALONG THE STREET.

WITH THE STREET BUILDING FAÇADE MAINTAINING THE 90 DEGREE ANGLE FROM THE EAST-EAST PROPERTY LINE ALIGNMENT AND WITH THE STEPPING BACK OF THE BUILDING FACE, AN ARCHITECTURAL RHYTHM TO THE FAÇADE IS CREATED ALONG WITH A VARIETY OF HUMAN SCALE OUTDOOR SPACES.

DEFINITION OF BUILDING USES

THE PRESENCE OF THE COMMERCIAL USE COMPONENTS IN THE BUILDING IS MADE MORE APPARENT BY THE COMMERCIAL STOREFRONTS EXTENDING 2 FLOORS (20') FROM GROUND FLOOR LEVEL. THE USE OF MEZZANINES WITHIN THE COMMERCIAL SPACES ALLOW FOR THE EXTENSIVE STOREFRONT IMAGE PRESENTED TO THE STREET.

THE MODULATION AND ARTICULATION OF THE BUILDING EXTERIOR FAÇADES IS THE DIRECT RESULT OF THE LAYOUT OF THE RESIDENTIAL FLOOR PLANS. THIS MODULATION PROVIDES THE SCALE AND ARCHITECTURAL CHARACTER OF THE BUILDING. THE TREATMENT OF THE BUILDING MASSING AT THE APARTMENT LEVELS EXTENDS DOWN THROUGH THE COMMERCIAL LEVELS PROVIDING AN INTEGRATED BUILDING DESIGN.

ARCHITECTURAL COMPONENTS

THE ARCHITECTURAL TREATMENT OF THE STREET FAÇADE ON DESIGN OPTION TWO AND THREE INCLUDES SHELTERING CANOPIES AT THE COMMERCIAL ENTRIES THAT REPEAT THE STEPPING OF THE BUILDING FACE AND INTRODUCES A HORIZONTAL ELEMENT THAT VISUALLY CONNECTS THE LINE OF STORE-FRONTS.

FURTHER ARTICULATION OF THE EXTERIOR WALLS OF THE BUILDING ARE PROVIDED BY A CONTINUOUS HORIZONTAL TRIM ELEMENT AT THE SIXTH FLOOR LEVEL WHICH TIES INTO THE BUILDING STEP-TREATMENT AT THE EAST END AND REDUCES THE HEIGHT IMPACT AND SCALE OF A SEVEN STORY STRUCTURE.

THE PRIMARY DIFFERENCE BETWEEN DESIGN OPTION TWO AND THREE IS IN THE ORIENTATION OF THE INTERIOR COURT YARD SPACE. DESIGN OPTION TWO FACES THE OPEN SIDE OF THE COURT YARD TOWARDS THE EAST, SIMILAR TO DESIGN OPTION ONE WITH THIS ORIENTATION, DIRECT SUNLIGHT WILL ONLY BE AVAILABLE TO THE INTERIOR-FACING LIVING UNITS DURING MORNING HOURS. DESIGN OPTION THREE FACES THE OPEN SIDE OF THE COURT YARD TO THE SOUTH TO CAPTURE MORE DIRECT SUNLIGHT, WHEN WE HAVE SOME, TO ALL OF THE INTERIOR UNITS. THE COURT YARD WIDTH IN DESIGN OPTION ONE IS 33 FEET, QUICKLY STEPPING DOWN TO 29 FEET; THE COURT YARD WIDTH IN DESIGN OPTION TWO MODULATES BETWEEN 25 AND 29 FEET; THE COURTYARD WIDTH IN DESIGN OPTION THREE WIDENS AS IT EXTENDS TO THE SOUTH WITH AN OPENING WIDTH OF 40 FEET. ON BOTH DESIGN OPTION TWO AND THREE, THE INTERIOR COURT YARD IS CONNECTED BY A STAIR DOWN TO A WALKWAY ON GRADE THAT LEADS TO THE PUBLIC WAY.

THE STREET LEVEL ENTRY TO THE LOBBY SERVING THE APARTMENTS IS VISUALLY DEFINED BY THE HORIZONTAL ENTRY CANOPY THAT EXTENDS TO THE STREET SIDEWALK AND BY THE DEFINITION OF THE APARTMENT/LOBBY COMPONENT THAT RUNS FULL HEIGHT OF THE STREET FAÇADE, EXTENDING ABOVE THE BUILDING PARAPET LINE AND TERMINATING AT A GABLE ROOF CAP OVER THE UPPER FLOOR LOBBY, STAIRWAY TO THE ROOF, AND ELEVATOR SHAFTS.

IN CONTRAST TO DESIGN OPTION ONE, OPTIONS TWO AND THREE INCLUDE EXTERIOR BALCONIES AND DECKS AT THE APARTMENT UNITS, AND THESE ELEMENTS PROVIDE ADDITIONAL DETAIL, SCALE, SHADE/SHADOW AND INTEREST TO THE BUILDING FAÇADE.

INTERIOR BUILDING DESIGN ELEMENTS

COMMERCIAL SPACES

THE DESIGN OF THE COMMERCIAL SPACE IN OPTION TWO AND THREE PROVIDES FOR FUNCTIONAL FLOOR AREAS WITH ACCESS PROVIDED FROM THE EXTERIOR STREET LEVEL WALKWAY AS WELL AS FROM BOTH FLOORS OF THE PARKING GARAGE AND THE MAIN BUILDING LOBBY. INTERIOR ACCESS TO THE WASTE & RECYCLE AND DELIVERY AREAS ARE ALSO PROVIDED, THE TWO-STORY HIGH STREET LEVEL COMMERCIAL STOREFRONTS WITH SETBACK MEZZANINE LEVELS ALLOW THE FRAMEWORK FOR INTERESTING AND ATTRACTIVE COMMERCIAL USES AND/OR LIVE/WORK UNITS.

RESIDENTIAL UNITS

THE DESIGN OF THE APARTMENTS FOR DESIGN OPTION ONE PROVIDED FOR 179 LIVING UNITS THAT CONSISTED OF 30 TWO-BEDROOM UNITS AND 149 STUDIO UNITS. THIS DESIGN OPTION REFERS TO 106 ONE-BEDROOM UNITS, BUT THESE UNITS WERE SIMPLY A SLIGHTLY LARGER STUDIO UNIT WITH A PARTIAL PRIVACY SCREEN LOCATED BETWEEN THE LIVING AND BEDROOM AREA - BOTH LIVING AND BEDROOM SHARED THE SAME WINDOW FOR LIGHT AND AIR. DESIGN OPTION TWO AND THREE PROPOSE TO PROVIDE LESS UNITS -161 TOTAL - WITH 20 STUDIOS, 78 TRUE ONE-BEDROOM UNITS, AND 63 TWO-BEDROOM UNITS. WITH LESS, BUT MORE APPROPRIATE -SIZED UNITS, AN IMPROVED INTERIOR ENVIRONMENT WILL BE PROVIDED TO THE RESIDENTS OF THIS FACILITY.

DESIGN OPTION ONE INCLUDES A COMMON COMMUNITY ROOM FOR THE RESIDENTIAL TENANTS LOCATED ON THE THIRD FLOOR. DESIGN OPTION TWO INCLUDES A LARGER TENANT COMMUNITY SPACE AT THE SECOND FLOOR WITHIN THE COMMERCIAL AREA. DESIGN OPTION THREE INCLUDES THIS SAME TENANT COMMON SPACE ON THE SECOND FLOOR AS WELL AS A COMMUNITY ROOM FOR THE RESIDENTIAL TENANTS LOCATED ON EACH OF THE 5 RESIDENTIAL FLOORS.

THE PRIVATE EXTERIOR BALCONIES AND DECKS INCLUDED IN DESIGN OPTIONS TWO AND THREE CREATE ADDITIONAL LIVING AREAS AT THE APARTMENT UNITS, PROVIDE AN EXTERIOR OPEN SPACE AND NEIGHBORHOOD CONNECTION, AND ASSIST IN CREATING A HEALTHY ENVIRONMENT FOR THE BUILDING RESIDENTS.

IVARY & ASSOCIATES, ARCHITECTS

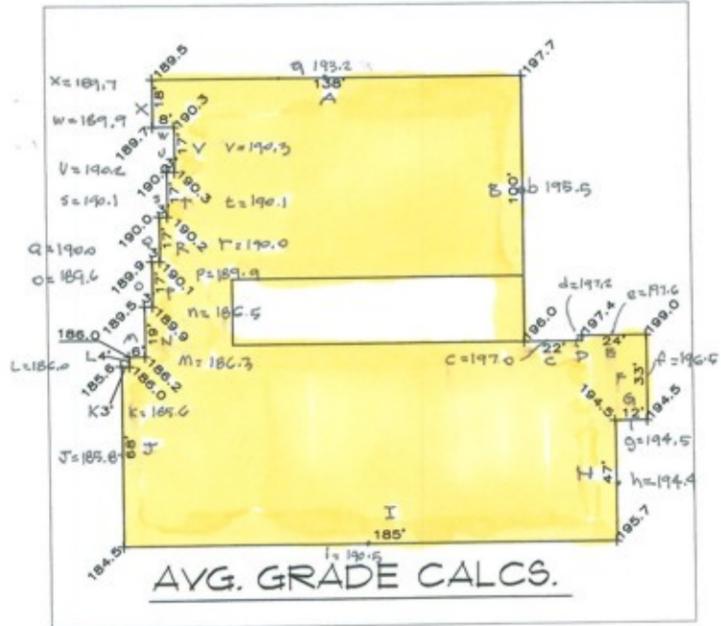
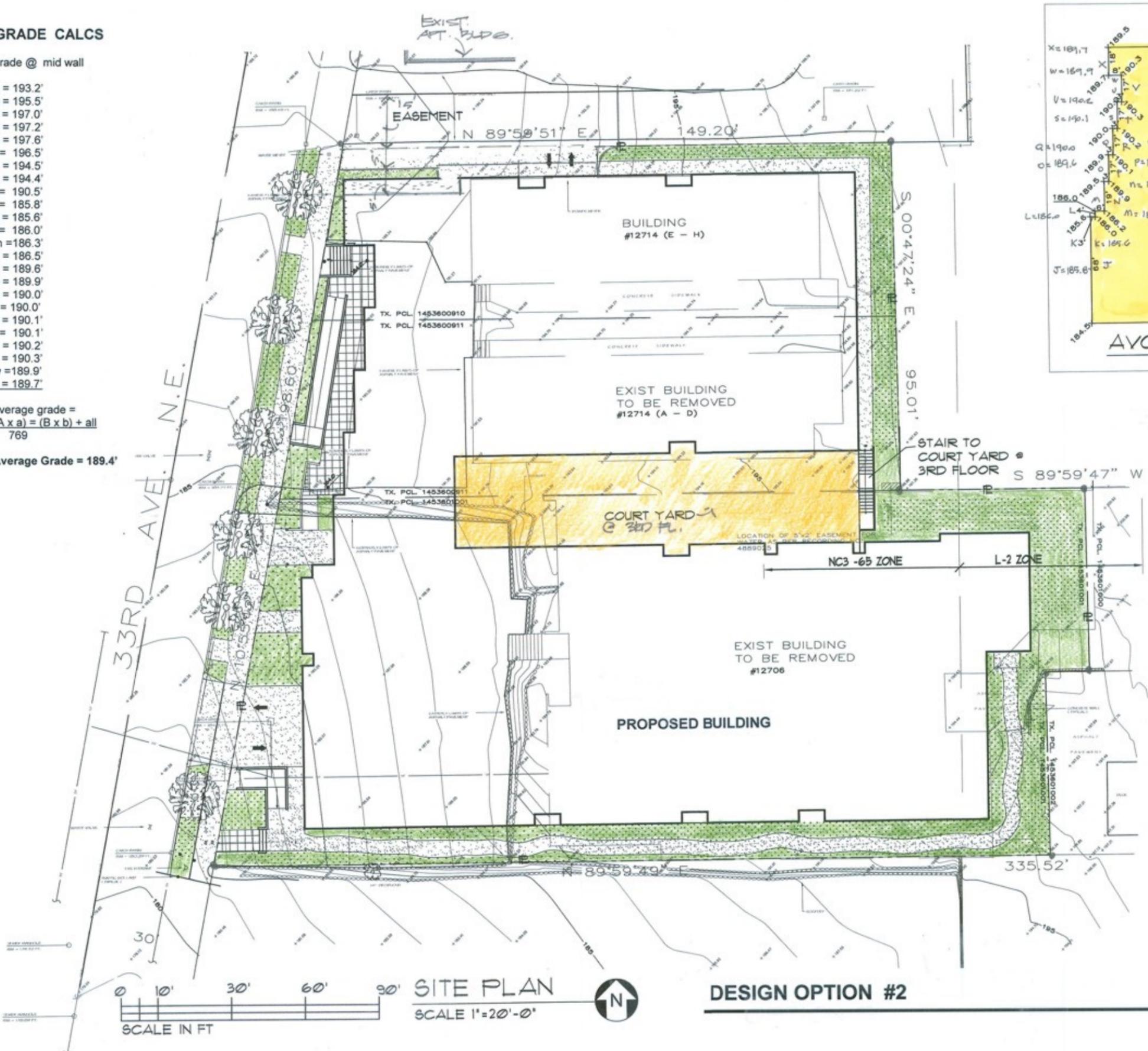
AVERAGE GRADE CALCS

wall length grade @ mid wall

A = 136'	a = 193.2'
B = 100'	b = 195.5'
C = 22'	c = 197.0'
D = 2'	d = 197.2'
E = 24'	e = 197.6'
F = 33'	f = 196.5'
G = 12'	g = 194.5'
H = 7'	h = 194.4'
I = 185'	i = 190.5'
J = 68'	j = 185.8'
K = 3'	k = 185.6'
L = 4'	l = 186.0'
M = 6'	m = 186.3'
N = 19'	n = 186.5'
O = 3'	o = 189.6'
P = 17'	p = 189.9'
Q = 3'	q = 190.0'
R = 17'	r = 190.0'
S = 3'	s = 190.1'
T = 17'	t = 190.1'
U = 3'	u = 190.2'
V = 17'	v = 190.3'
W = 8'	w = 189.9'
X = 18'	x = 189.7'

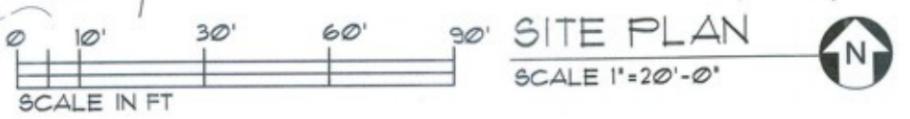
total wall length = 769'
 average grade = $(A \times a) = (B \times b) + \text{all}$
 769

Average Grade = 189.4'



SITE/BUILDING AREA ANALYSIS

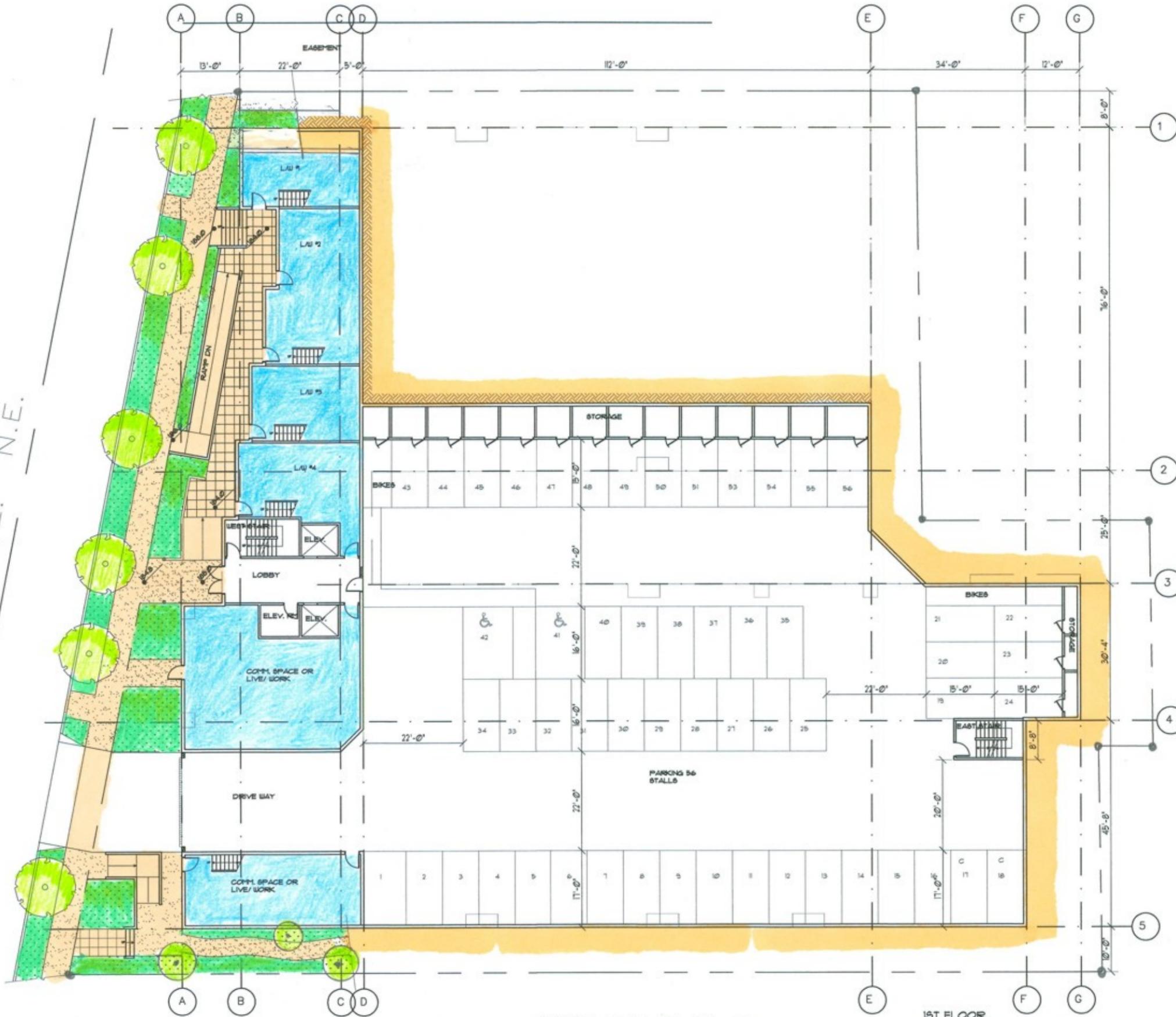
AREA OF SITE ZONED NC3-65 =	34,175 SQ. FT.
AREA OF SITE ZONED L-2 =	2,900 SQ. FT.
ALLOWABLE BUILDING AREA IN NC3-65 =	$34,175 \times 4.75 = 162,331.25$ SQ FT
ALLOWABLE BUILDING FOOTPRINT IN L-2 =	$2900 \times .40 = 1160$ SQ FT
ALLOWABLE BUILDING AREA IN L-2 =	$1600 \times 3 \text{ FLOORS} = 4,800$ SQ FT
TOTAL BUILDING AREA ALLOWED =	$162,331 + 4,800 = 167,131$ SQ FT
ACTUAL BUILDING AREA =	
1 ST FLOOR =	7,200 SF (14,336 SQ FT IS BASEMENT PARKING)
2 ND FLOOR =	28,412 SF
3 RD 4 TH 5 TH FLOORS =	73,992 SF
6 TH & 7 TH FLOORS =	44,200 SF
TOTAL FAR AREA =	153,804 SQ FT
TOTAL BUILDING FOOTPRINT =	28,388 SQ FT
AT GRADE OPEN SPACE =	8,395 SQ FT
COURT YARD OPEN SPACE =	2,970 SQ FT
AREA OF APARTMENTS =	118,918 SQ FT
AREA OF COMMERCIAL OF LIVE/WORK SPACES =	6,565 SQ FT



SITE PLAN

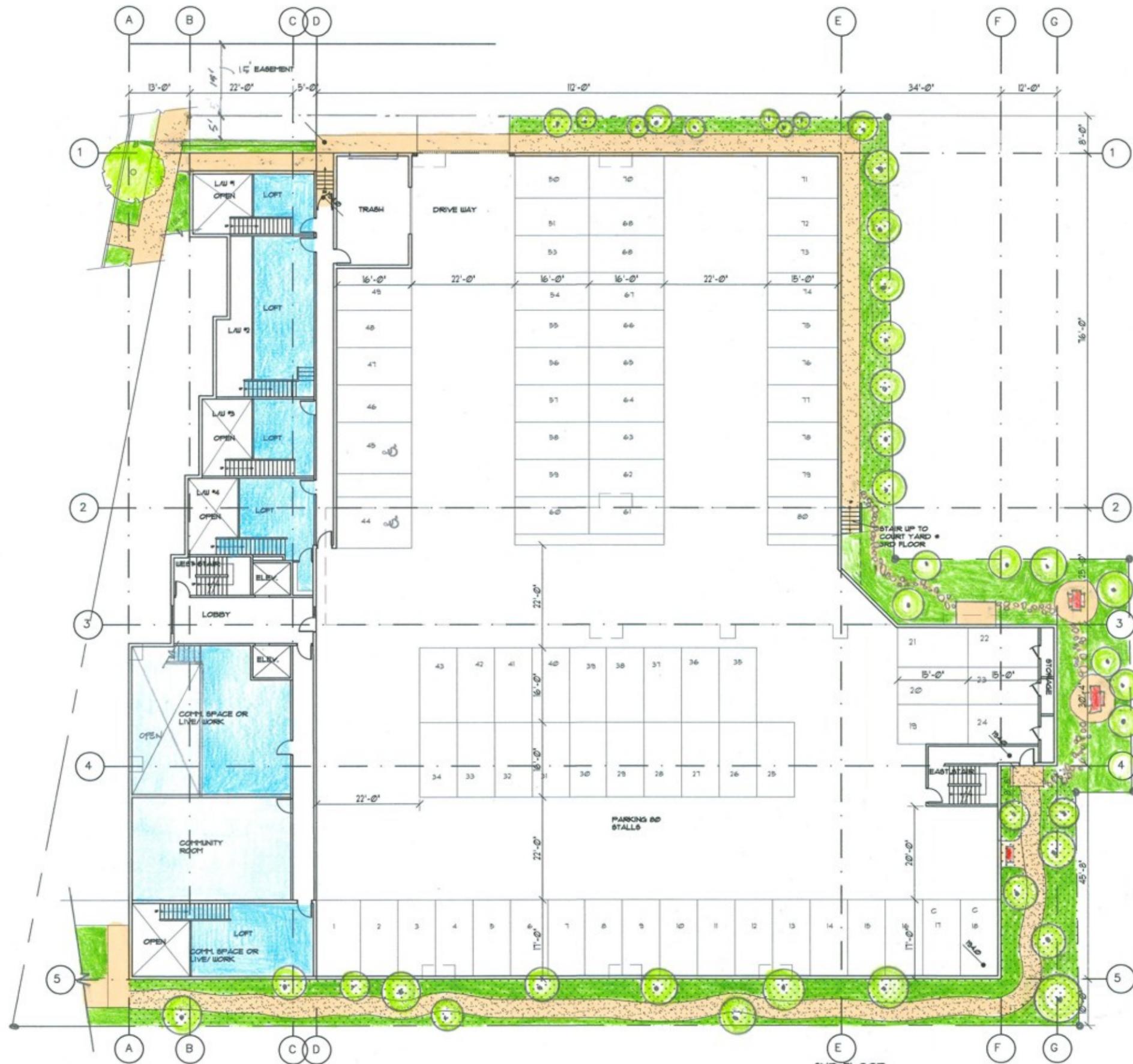
DESIGN OPTION #2

33RD AVE. N.E.



1ST FLOOR PLAN
 SCALE 1/16"=1'-0"
 DESIGN OPTION #2

1ST FLOOR
 TOTAL AREA - 21,566 SF.
 PARKING - 56 STALLS
 TENANT STORAGE - 912.5 SF.
 COMMERCIAL OR LIVE/WORK SPACE - 3,901 SF.



0 5' 10' 20' 40' 60'
SCALE IN FT

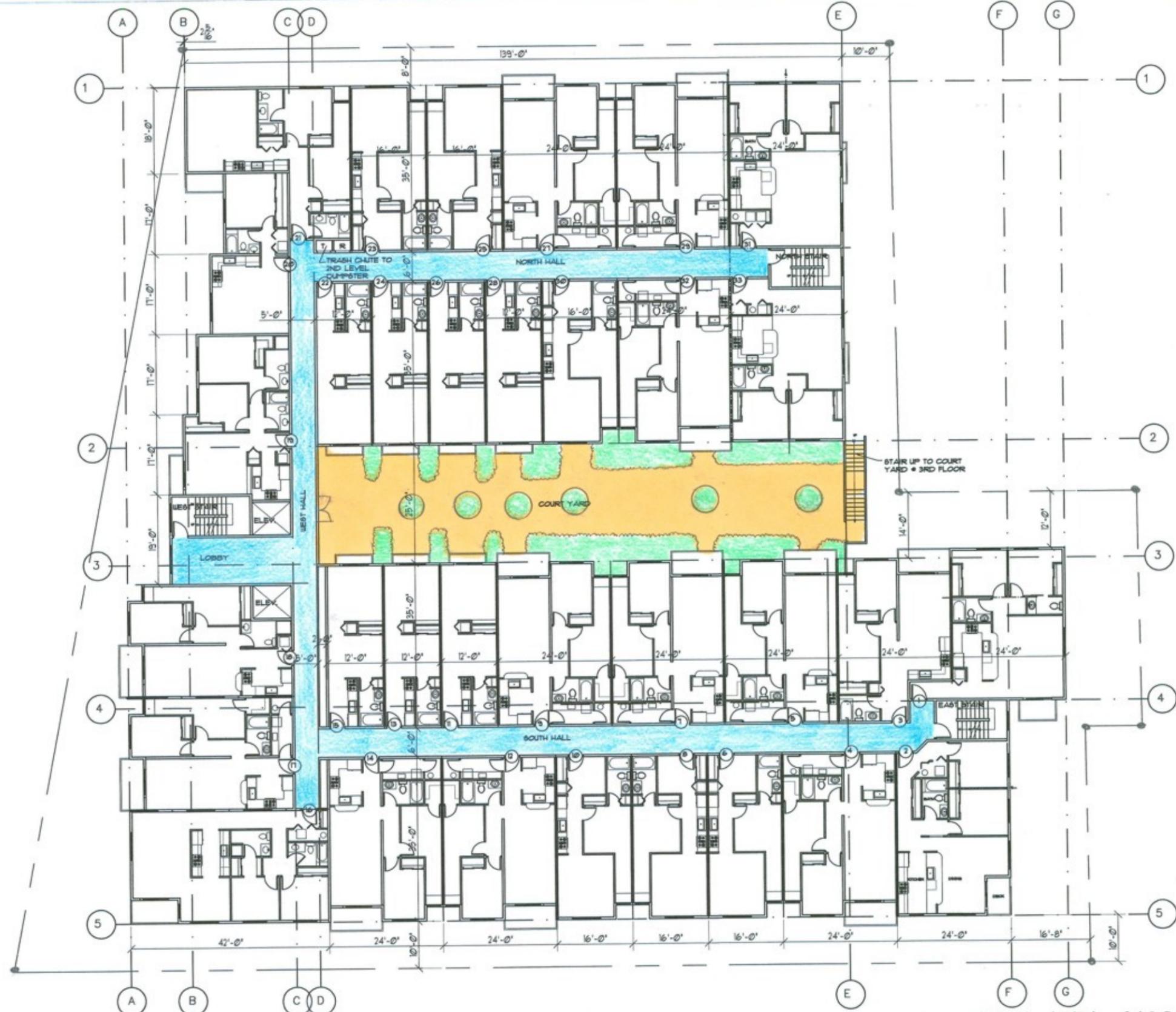
2ND FLOOR PLAN

SCALE 1/16"=1'-0"

DESIGN OPTION #2



2ND FLOOR
TOTAL AREA: - 28,412 SF.
PARKING - 80 STALLS
COMMERCIAL OR LIVE/ WORK SPACE - 2,658 SF.
COMMUNITY ROOM - 1110 SF.

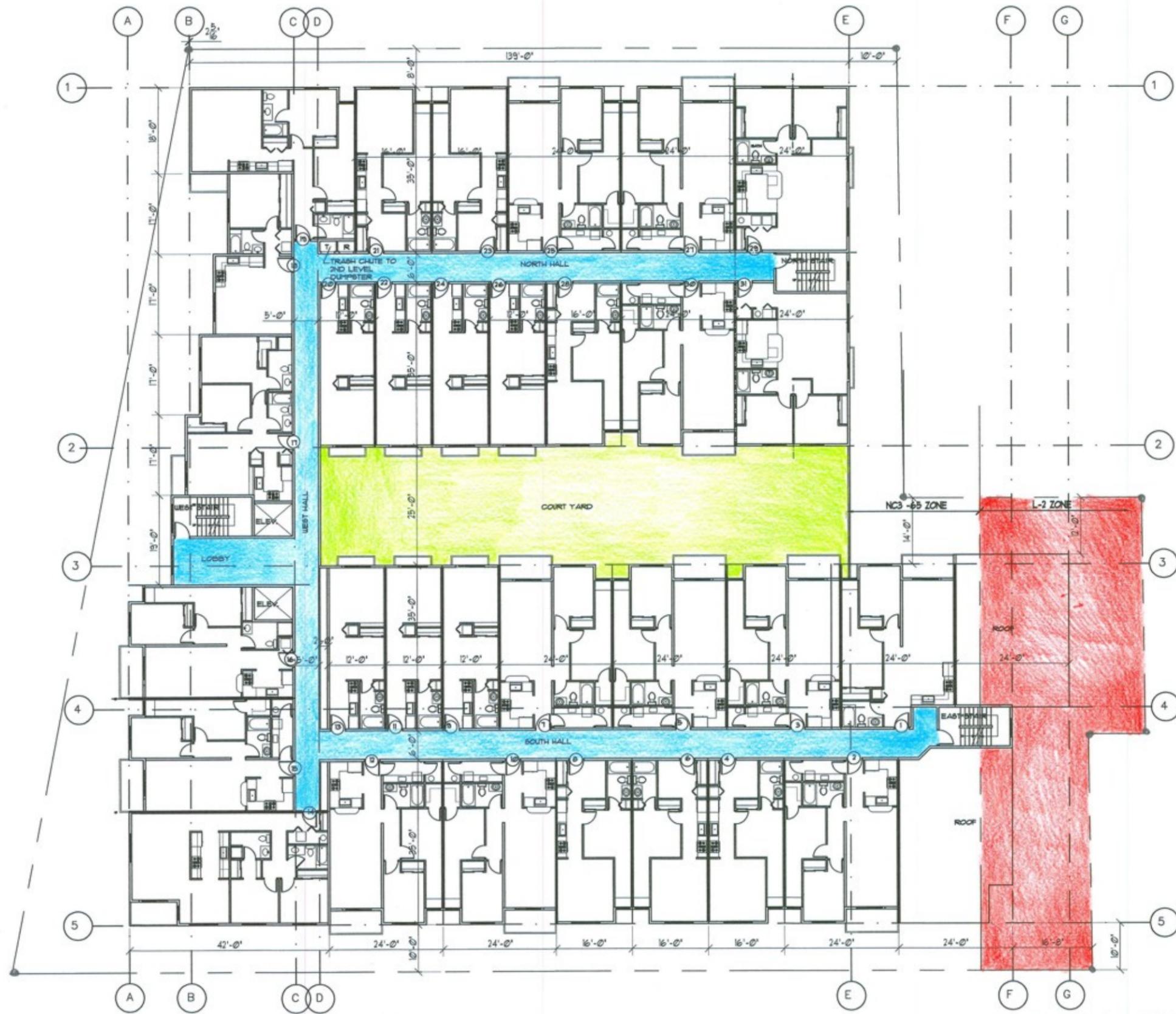


3RD, 4TH, 5TH FLOOR PLAN (33 UNITS PER FLOOR)
 SCALE 1/16" = 1'-0" (TOTAL 99 UNITS)

DESIGN OPTION #2



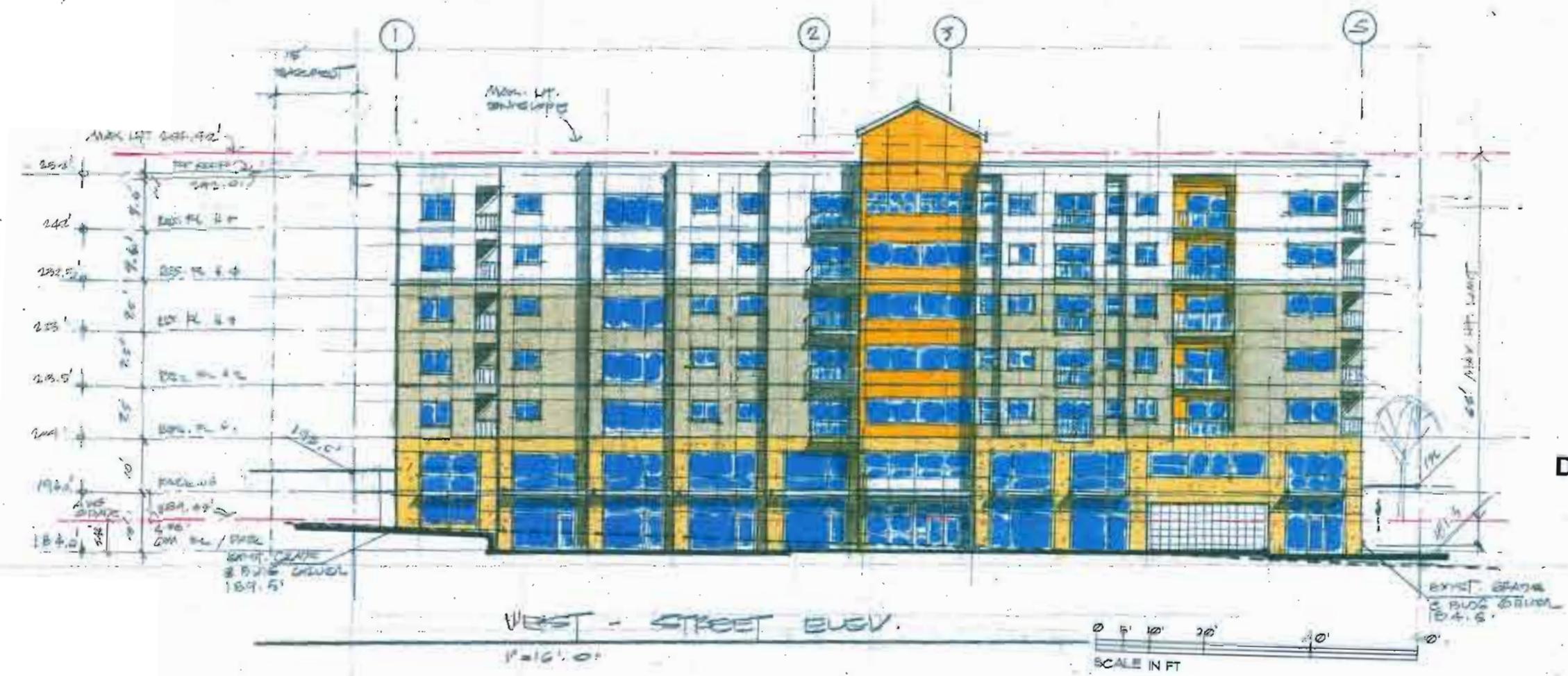
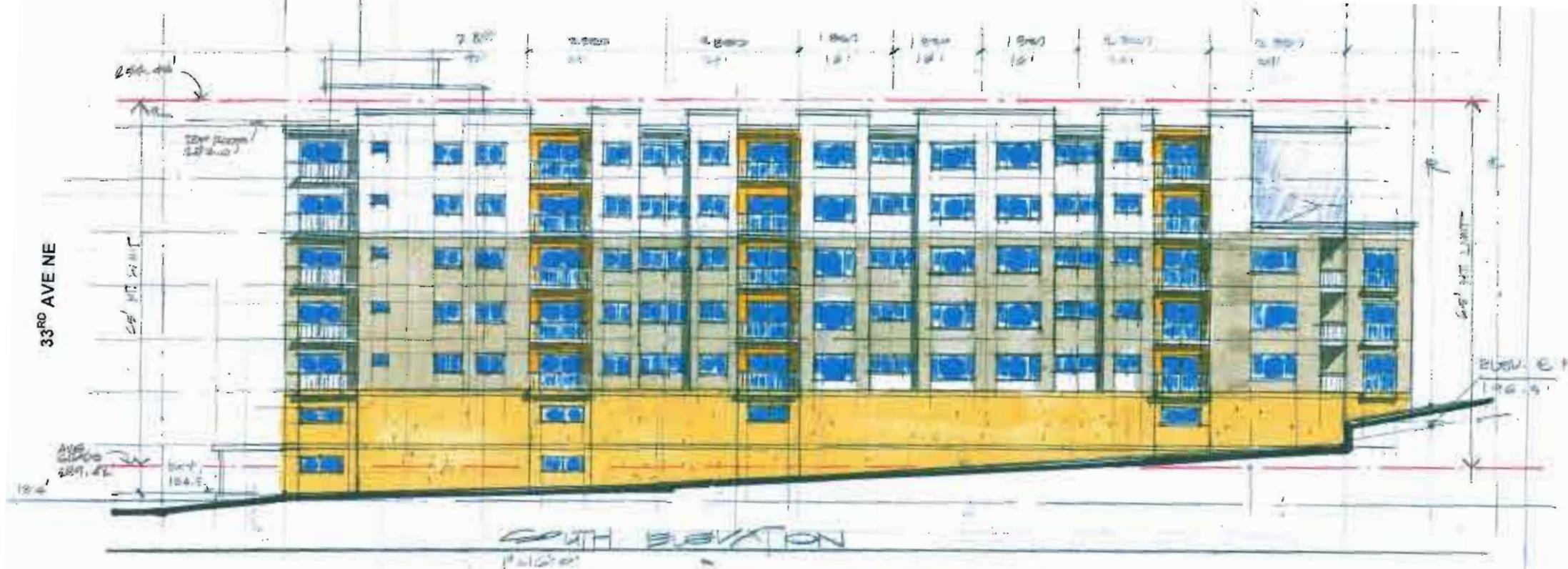
TOTAL AREA: - 24,906 S.F.
 COURT YARD AREA # 3RD FLOOR: - 2,970 S.F.
 STUDIO UNIT PER FLOOR = 1 UNITS
 1 BED UNIT PER FLOOR = 1 UNITS
 2 BED UNIT PER FLOOR = 15 UNITS
 2 BED, 2 BATH UNIT PER FLOOR = 4 UNITS



6TH & 7TH FLOOR PLAN (31 UNITS PER FLOOR)
 SCALE 1/16"=1'-0"
DESIGN OPTION #2



TOTAL AREA: - 22,100 S.F.
 STUDIO UNIT PER FLOOR = 1 UNITS
 1 BED UNIT PER FLOOR = 1 UNITS
 2 BED UNIT PER FLOOR = 14 UNITS
 2 BED, 2 BATH UNIT PER FLOOR = 3 UNITS

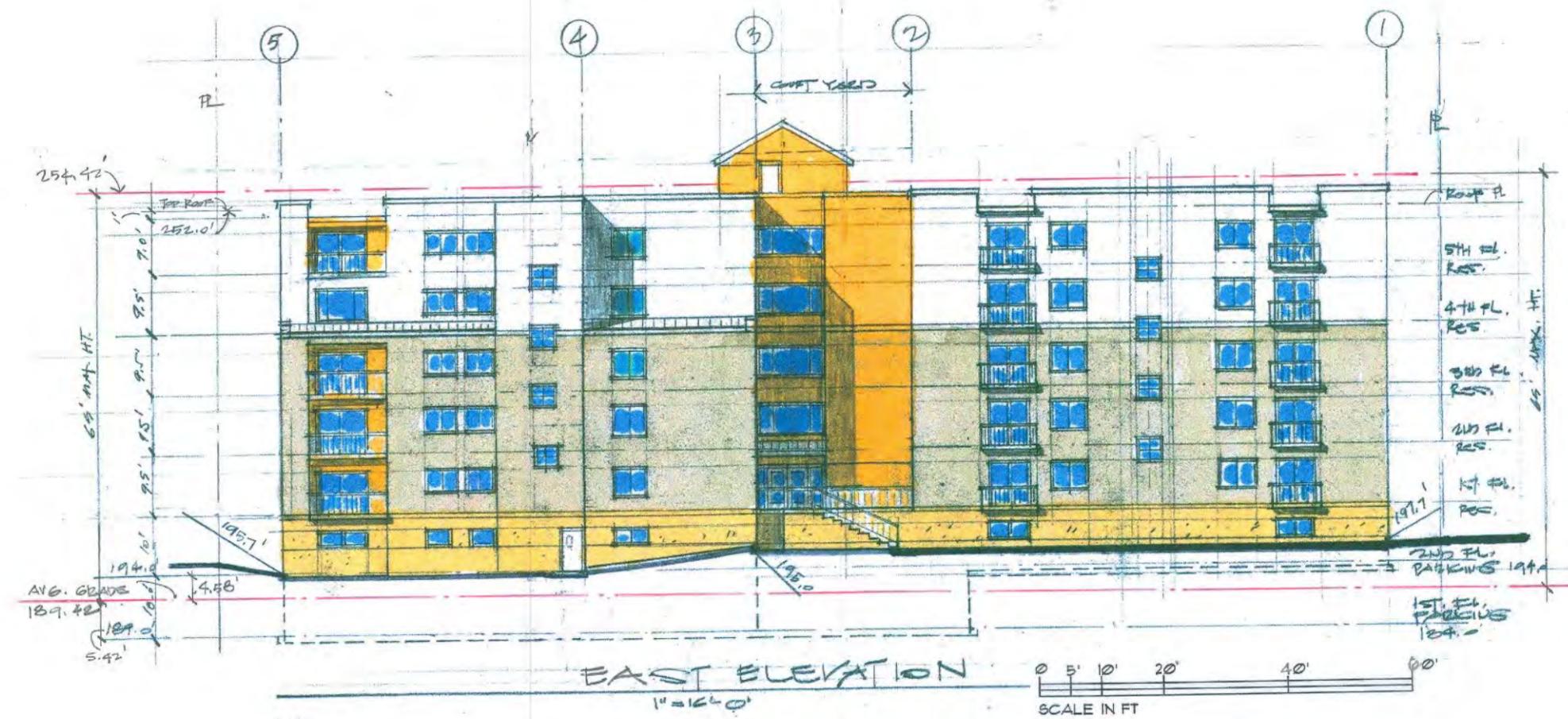


DESIGN OPTION 2



33RD AVENUE NE

EXTERIOR ELEVATIONS



DESIGN OPTION 2

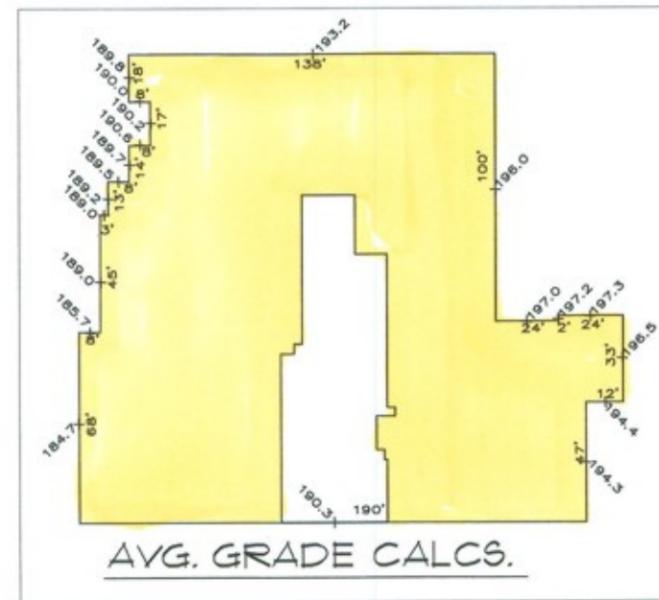
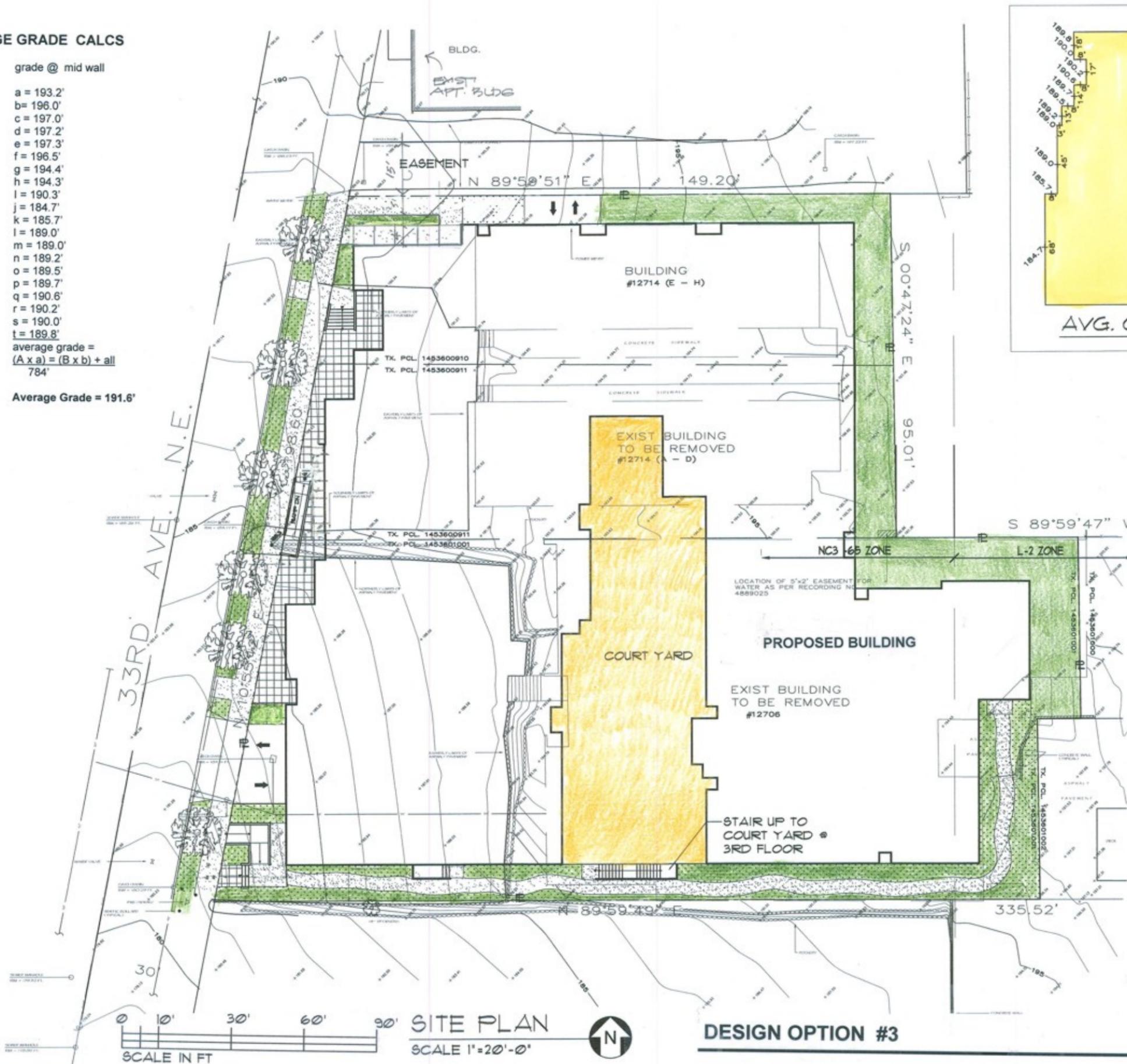


AVERAGE GRADE CALCS

wall length grade @ mid wall

A = 138'	a = 193.2'
B = 100'	b = 196.0'
C = 24'	c = 197.0'
D = 2'	d = 197.2'
E = 24'	e = 197.3'
F = 33'	f = 196.5'
G = 14'	g = 194.4'
H = 45'	h = 194.3'
I = 190'	i = 190.3'
J = 72'	j = 184.7'
K = 8'	k = 185.7'
L = 45'	l = 189.0'
M = 3'	m = 189.0'
N = 13'	n = 189.2'
O = 8'	o = 189.5'
P = 14'	p = 189.7'
Q = 8'	q = 190.6'
R = 17'	r = 190.2'
S = 8'	s = 190.0'
T = 18'	t = 189.8'
total wall length = 784'	average grade = $(A \times a) + (B \times b) + \text{all}$ 784'

Average Grade = 191.6'

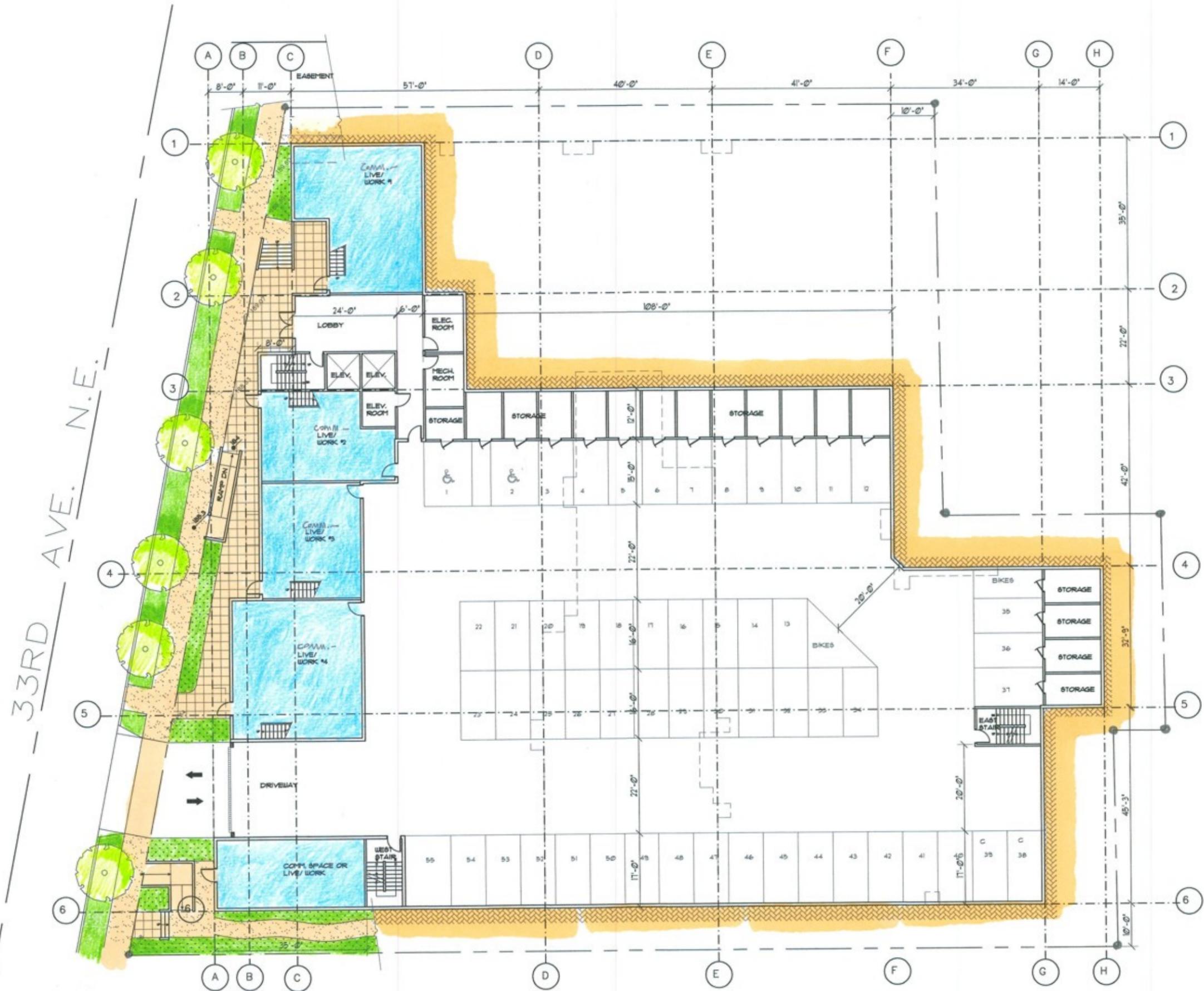


SITE/BUILDING AREA ANALYSIS

AREA OF SITE ZONED NC3-65 =	34,175 SQ. FT.
AREA OF SITE ZONED L-2 =	2,900 SQ. FT.
ALLOWABLE BUILDING AREA IN NC3-65 =	34,175 X 4.75 = 162,331.25 SQ FT
ALLOWABLE BUILDING FOOTPRINT IN L-2 =	2900 X .40 = 1600 SQ FT
ALLOWABLE BUILDING AREA IN L-2 =	1600 X 3 FLOORS = 4,800 SQ FT
TOTAL BUILDING AREA ALLOWED =	162,331 + 4,800 = 167,131 SQ FT
ACTUAL BUILDING AREA =	
1 ST FLOOR =	8,350 SF (14,750 SQ FT IS BASEMENT PARKING)
2 ND FLOOR =	29,008 SF
3 RD , 4 TH , 5 TH FLOORS =	73,992 SF
6 TH & 7 TH FLOORS =	45,866 SF
TOTAL FAR AREA =	157,216 SQ FT
TOTAL BUILDING FOOTPRINT =	29,347 SQ FT
AT GRADE OPEN SPACE =	7,782 SQ FT
COURT YARD OPEN SPACE =	4,338 SQ FT
AREA OF APARTMENTS =	119,858 SQ FT
AREA OF COMMERCIAL OF LIVE/WORK SPACES =	5,443 SQ FT

SITE PLAN
SCALE 1"=20'-0"

DESIGN OPTION #3



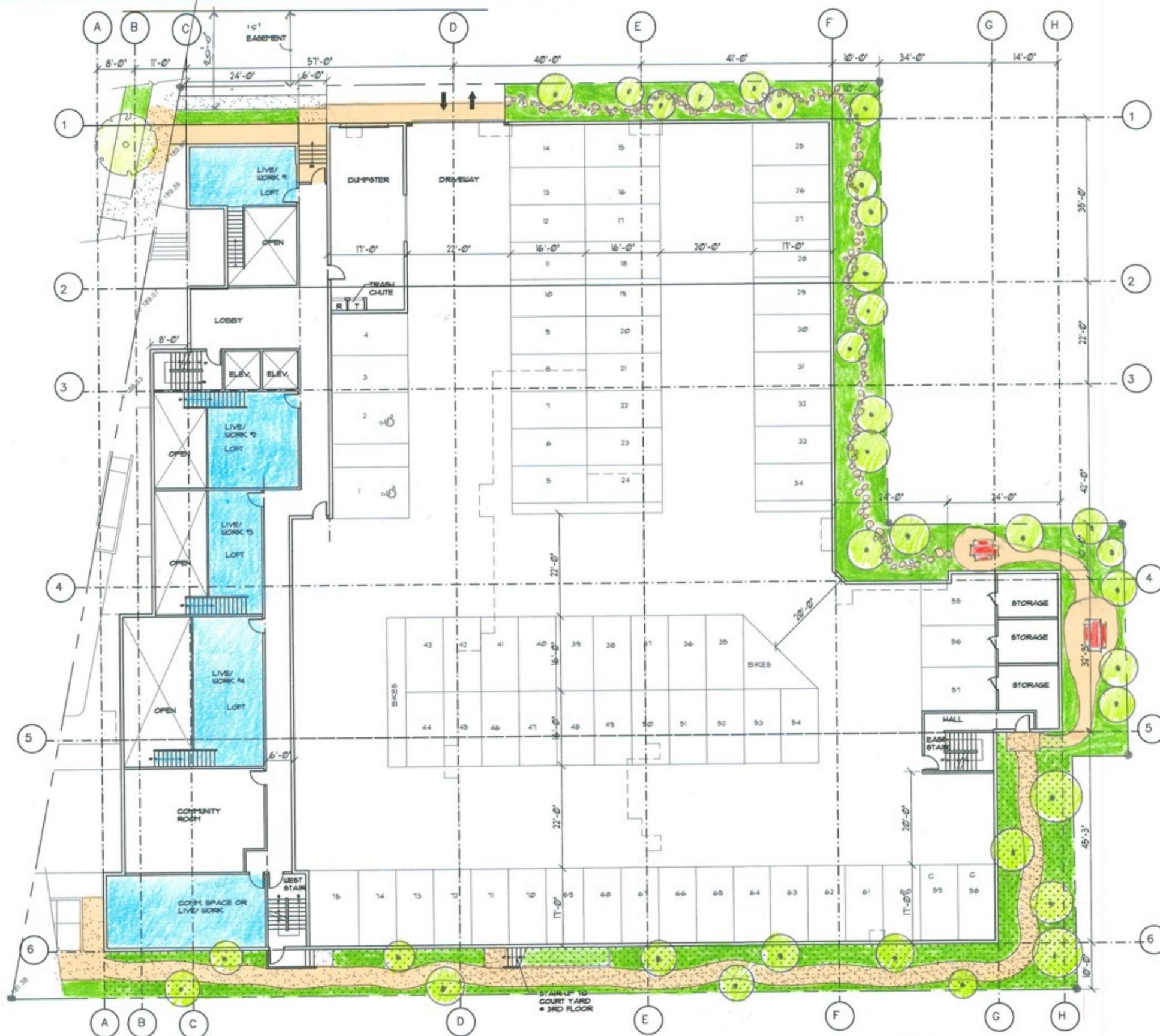
33RD AVE. N.E.



1ST FLOOR PLAN
 SCALE 1/16"=1'-0"
 DESIGN OPTION #3



1ST FLOOR
 PARKING - 55 STALLS
 TOTAL AREA - 23,100 SF.
 TENANT STORAGE - 15 SPACES - 1523 SF.
 COMMERCIAL OR LIVE/WORK SPACE - 3443 SF.



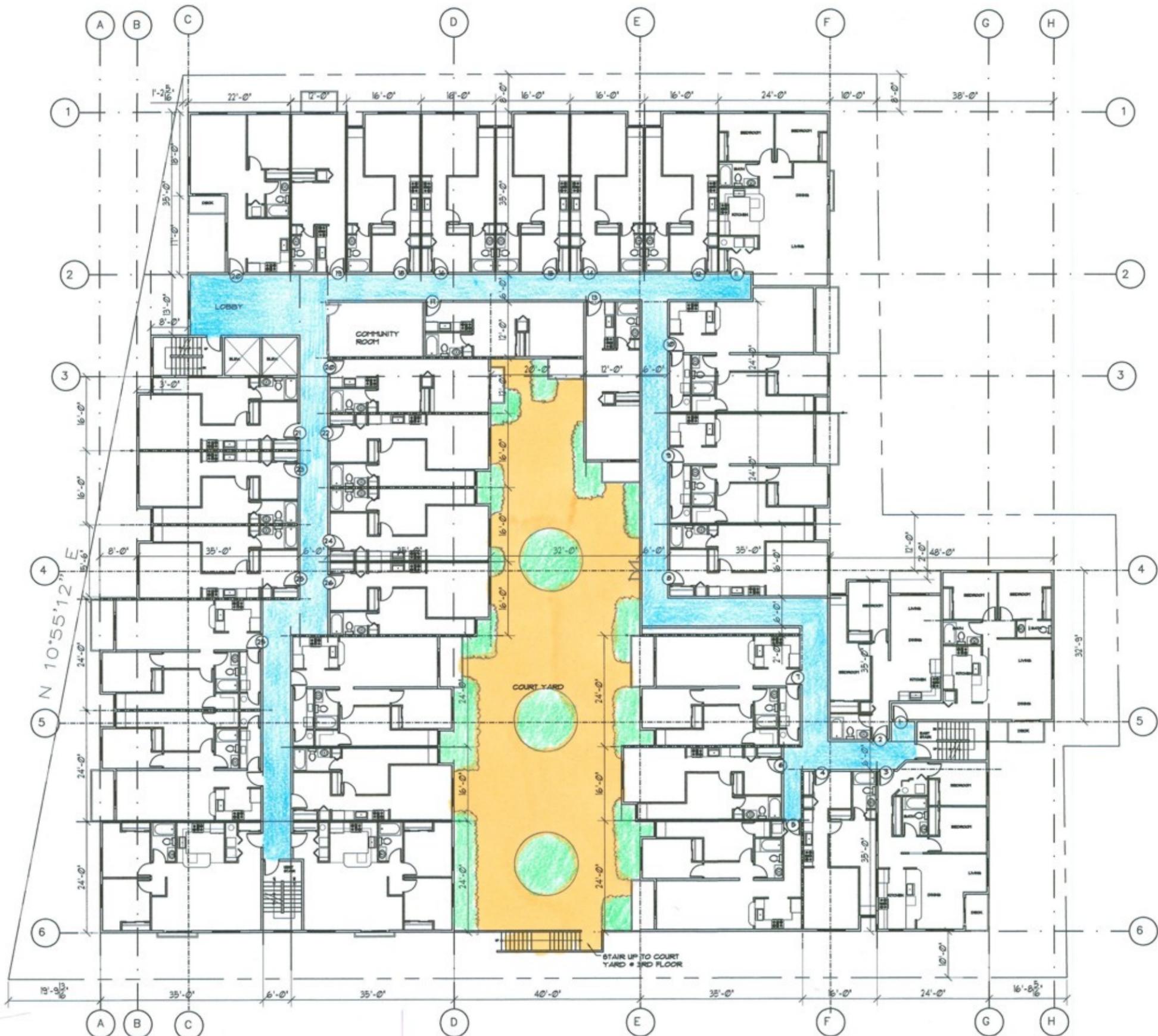
2ND FLOOR PLAN

SCALE 1/16" = 1'-0"

DESIGN OPTION #3



2ND FLOOR
 PARKING - 75 STALLS
 TOTAL AREA :- 29,000
 COMMERCIAL OR LIVE/WORK MEZZANINE - 2,000 SF.
 COMM. & RESIDENTIAL REFUSE AREA - 544 SF.
 COMMUNITY ROOM - 704 SF.



TOTAL LIVING UNITS = 161 UNITS

STUDIO UNIT -
 12 @ 3,4,5TH FL.
 8 @ 6,7TH FL.
 20 TOTAL

1 BED / 1 BATH -
 48 @ 3,4,5TH FL.
 30 @ 6,7TH FL.
 78 TOTAL

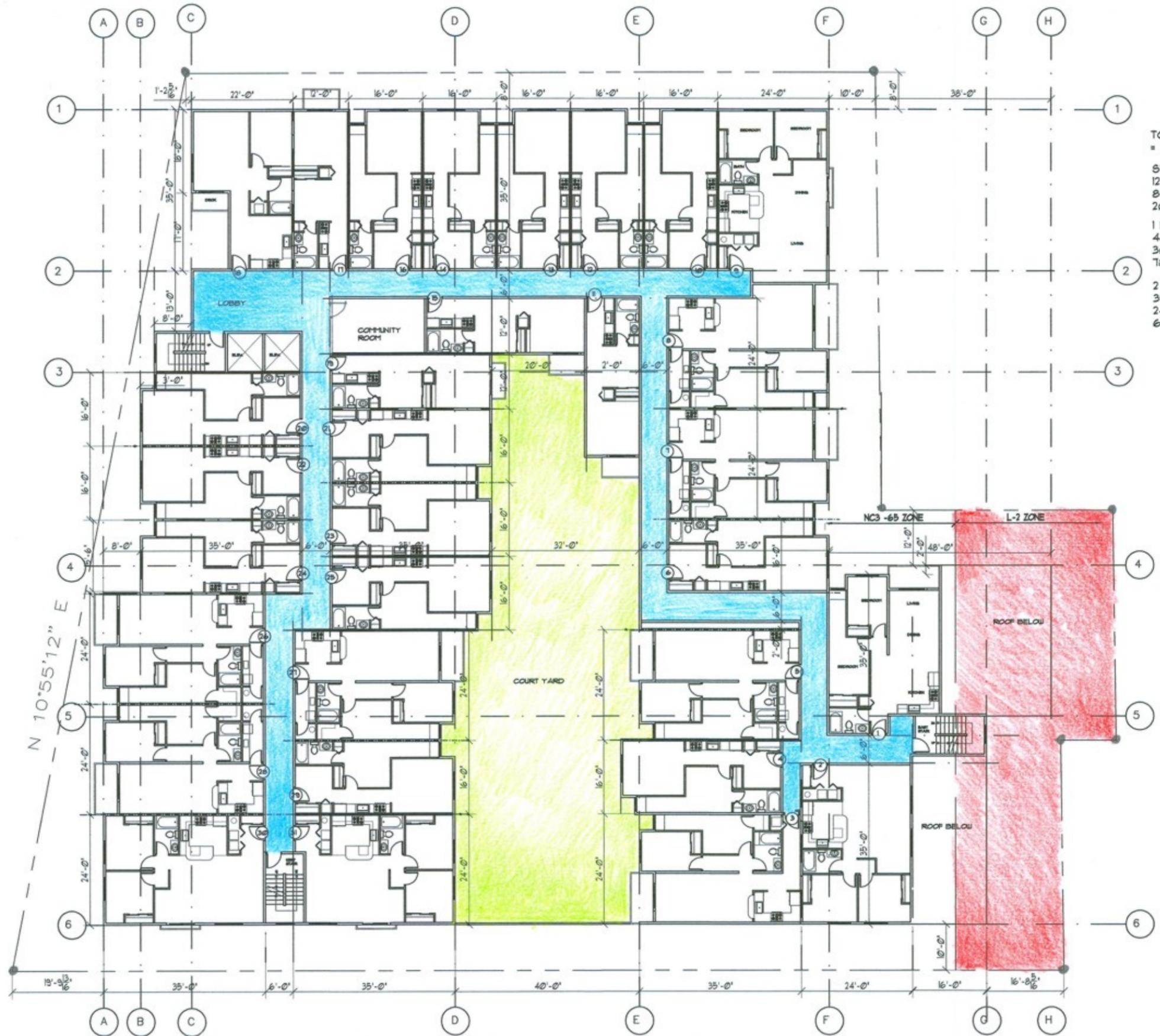
2 BED / 2 BATH -
 39 @ 3,4,5TH FL.
 24 @ 6,7TH FL.
 63 TOTAL



3RD, 4TH, 5TH FLOOR PLAN (33 UNITS PER FLOOR)
 SCALE 1/16"=1'-0"
 DESIGN OPTION #3
 (TOTAL 99 UNITS)



TOTAL AREA: - 24,664 SF.
 COURT YARD AREA @ 3RD FLOOR: - 4,338 SF.



TOTAL UNITS IN THE BUILDING
= 161 UNITS

STUDIO UNIT -
12 @ 3,4,5TH FL.
8 @ 6,7TH FL.
20 TOTAL

1 BED / 1 BATH -
48 @ 3,4,5TH FL.
30 @ 6,7TH FL.
78 TOTAL

2 BED / 2 BATH -
39 @ 3,4,5TH FL.
24 @ 6,7TH FL.
63 TOTAL

N 10°55'12" E



6TH & 7TH FLOOR PLAN (31 UNITS PER FLOOR)
DESIGN OPTION #3 (TOTAL 62 UNITS)

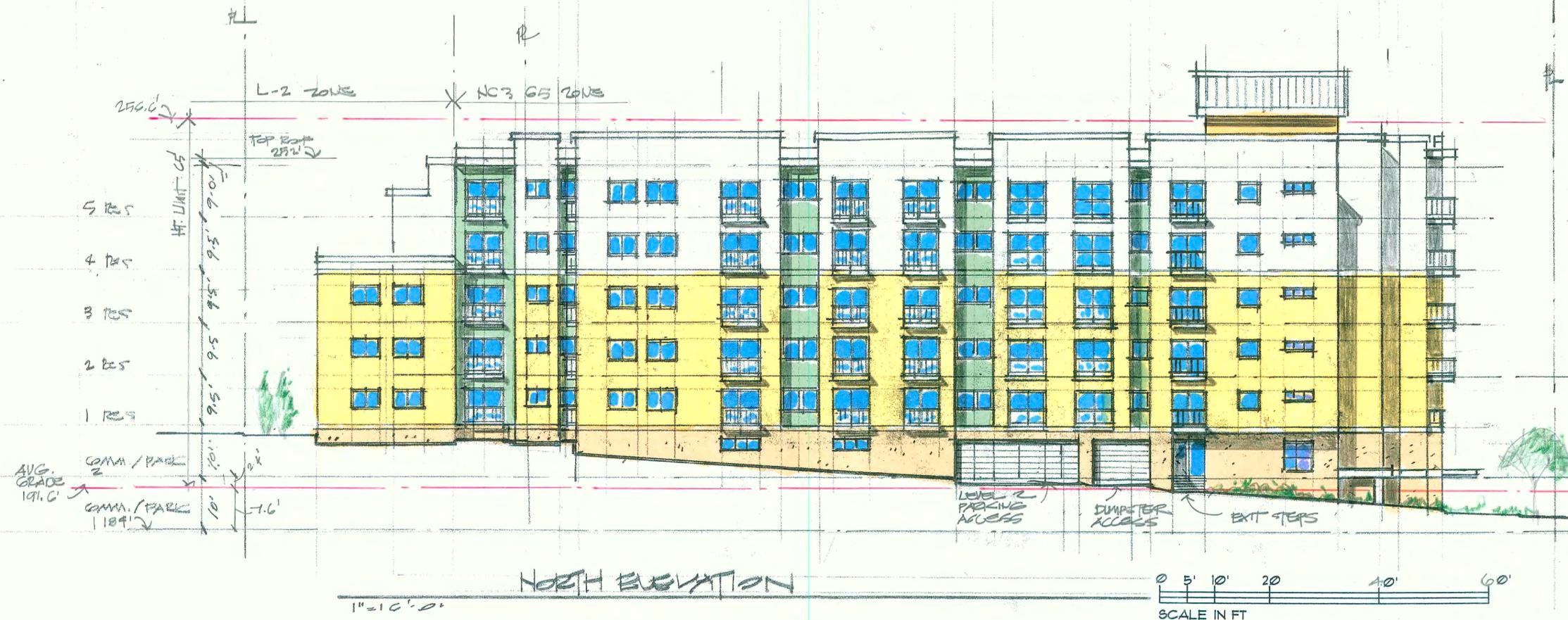


TOTAL AREA: - 22,933 S.F.



DESIGN OPTION 3





DESIGN OPTION 3



DESIGN OPTION #3 - PERSPECTIVE FROM STREET

IVARY & ASSOCIATES, ARCHITECTS