HARBOR INTERLAKE APARTMENTS

3651 INTERLAKE AVENUE NORTH

AERIAL VIEW OF SITE

EARLY DESIGN GUIDANCE

MEETING DATE : AUGUST 19, 2013

DPD #3014898

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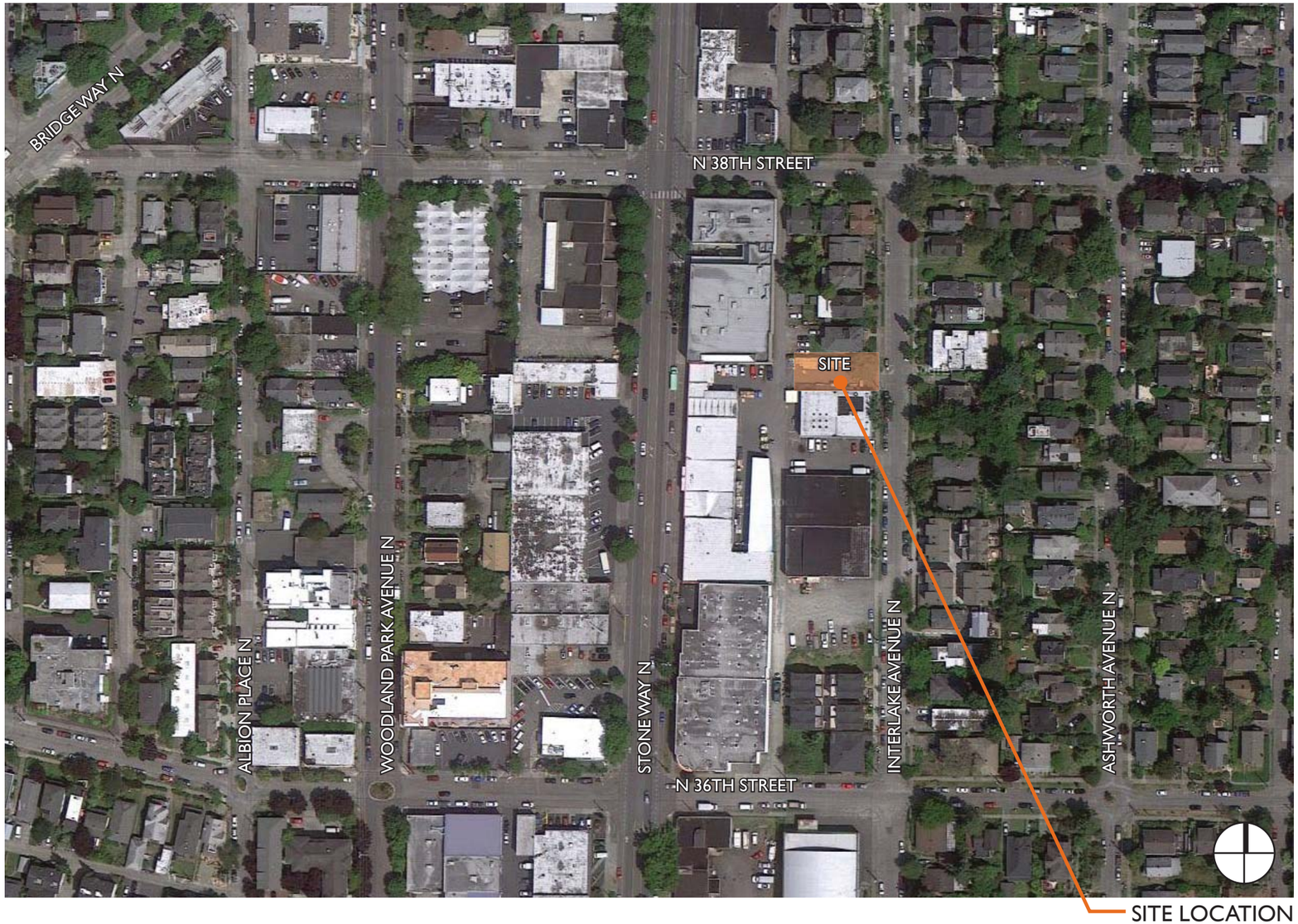
NICHOLSON KOVALCHICK ARCHITECTS



ADDRESS:	3651 Interlake Avenue North
DPD PROJECT #:	3014898
OWNER:	An affiliate of Harbor Urban
APPLICANT:	Nicholson Kovalchick Architects
CONTACT:	Gary Oppenheimer, AIA

PROJECT PROGRAM

Number of Residential Units:	Approximately 18
Number of Parking Stalls:	Approximately 3
Area of Residential Levels:	Approximately 9,274 sf
Area of Parking:	Approximately 720 sf
Area of Live/Work:	Approximately 916 sf
Total Area:	Approximately 10,910 sf

DEVELOPMENT OBJECTIVES

The project consists of the new construction of a 4 story mixed-use boutique apartment building with street level live work space, approximately 18 apartment units and alley accessed on grade parking. The project seeks to further develop the commercial / residential character of the neighborhood, providing live work space on Interlake, while adding market rate apartments. The goal is to create a transitional site for the neighborhood between the commercial zone to the south and the residential character to the north & east.

EXISTING SITE

The site consists of a single tax parcel, roughly mid-block on the west side of Interlake Avenue N. The parcel is rectangular and measures 42 feet along Interlake Avenue N. by approximately 108' feet in the east & west direction. The site contains approximately 4,551 square feet of area. The site slopes from the northeast corner down to southeast corner with an 8 foot grade change. The majority of the site is a paved parking lot, with a roughly 20' tall tree identified as a noxious weed, located at the east end of the site. The north property line has a small low retaining wall, with a chain link fence bounding the site.

ZONING AND OVERLAY DESIGNATION

The project site transitions on the north boundary from a C1-30 zone to LR2 zone. The western adjacent parcel is designated C2-40, while the eastern adjacent parcel across Interlake Avenue N. is designated LR2. The entire project site is located within the Fremont Hub Urban Village boundary.

NEIGHBORING DEVELOPMENT

The project is located on the far east edge of the Fremont Hub Urban Village, one block east of Stone Way N. The area is a mix of industrial, commercial and adjacent single family residential. The site is in close proximity to several bus routes running along Stone Way N, and is within easy walking distance of a high-frequency bus stop where Bridge Way N and Stone Way N intersect. The project is within 3/4 mile of Gas Works Park and 1/4 mile of Burke-Gilman Trail and Lake Union. The immediate neighborhood is not particularly pedestrian friendly compared to many other areas in Seattle, but with the current under construction mixed-use development within a few blocks to the NE, and a proposed mixed-use project directly to the west, that is bound to change in the very near future.

PARCEL #: 8032700191
ZONING: C1-30
OVERLAYS: Fremont Hub Urban Village
LOT AREA: 4,551 SF

23.45.504 PERMITTED USES Permitted outright:

- Residential - Not at street-level, street-facing
- Ground Floor Commercial Uses
- Live / Work

23.47A.013 FLOOR AREA RATIO (C1-30)

Single-purpose: 2.25
Mixed-use: 2.50

23.47A.012 STRUCTURE HEIGHT (C1-30)

Allowed Maximum Base Height: 30'-0"
Maximum bonus height per incentives: 34'-0"
* Maximum height bonus per 13' floor to floor live-work (SMC 23.47A.012.A.1)

- 4' additional allowed for parapets & clerestories: 38'-0"
- 16' additional allowed for stair/elevator penthouse: 50'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT

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

23.47A.014 SETBACK REQUIREMENTS (C1-30)

Front setback along Interlake: Zero feet (15'x15' site triangle adjacent LR2 zone)
Rear setback: Zero feet (2' alley dedication)
Side setback from interior lot: Zero feet below 13' (15' above 13' adjacent LR2 zone)
Additional setbacks: 5', surface parking adjacent LR2 zone. (SMC 23.47A.016.D.c.2)
10', exterior located trash adjacent LR2 zone (SMC 23.47A.014.E.8)

23.47A.024 AMENITY AREAS (C1-30)

Required: 5% of gross floor area in residential use
Option 1: 5% x 9,538 sf = 477 sf required
Option 2: 5% x 10,739 sf = 537 sf required
Option 3: 5% x 10,769 sf = 538 sf required

General Requirements:

- All residents shall have access to at least one private or common amenity area
- Amenity areas shall not be enclosed
- Common amenity areas shall have a minimum dimension of 10 ft and be no less than 250 sf in size
- Private balconies and decks shall have a minimum area of 60 sf and no horizontal dimension less than 6 ft

23.47A.016 LANDSCAPING STANDARDS (C1-30)

Green factor score minimum 0.3 required.

23.54.015 REQUIRED PARKING (C1-30)

Residential Use:

- Parking exempt if within 1,320' from frequent transit stop, site located 1,302' from transit.

Live-work:

- Required: None. Less than 1,500 sf is exempt (23.54.015 Table A)

Bicycle long-term parking:

- Required: 1 per 4 dwelling unit; no live work use on Table E, no minimum requirement (23.54.015.K)
- Proposed: 17 dwelling units = 4 bicycle spaces required

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS (C1-30)

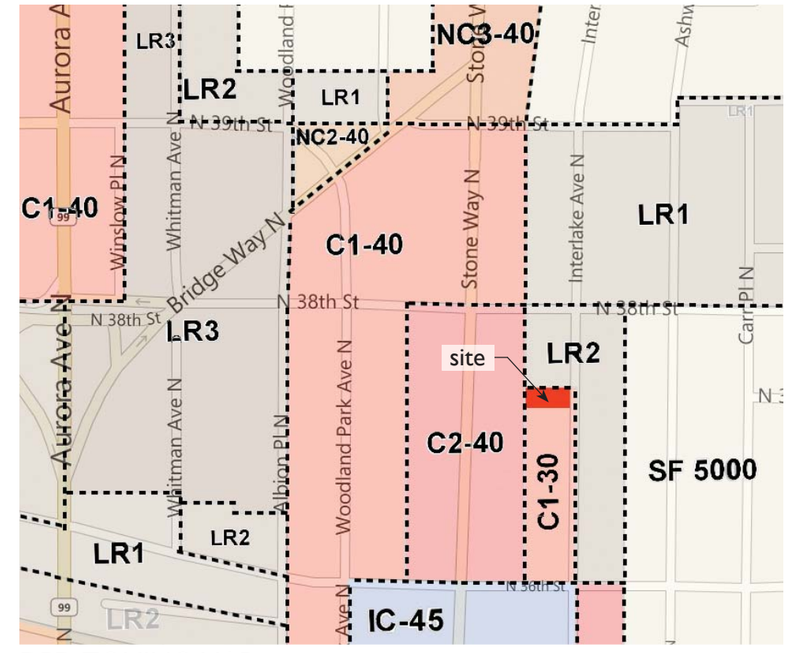
Residential:

- For 16 - 25 dwelling units, 225 sf required

Live-work:

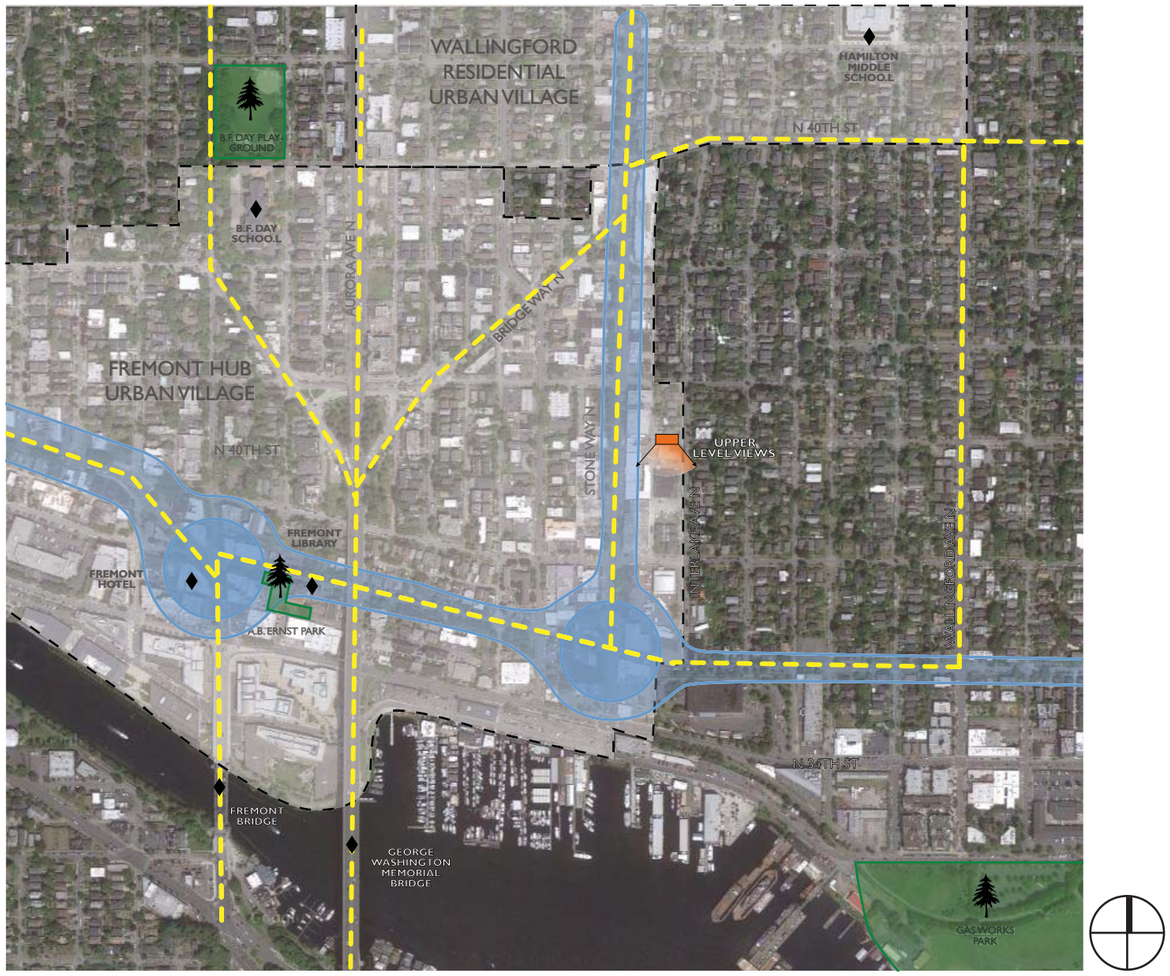
- For 0 - 5,000 sf minimum area for shared storage space 82 sf X 50 % = 41 sf required

Total: 266 sf, min. 12' dimension when over 9 dwelling units provided.



DPD ZONING MAP

ZONING DEPARTURES	OPT 1	OPT 2	OPT 3
SIDE SETBACK ABOVE 13' ADJACENT TO LR ZONE PARCELS TO FOLLOW LR STANDARDS ADJACENT TO LR ZONED PARCELS		X	X
* SIGHT TRIANGLE SIDE AND FRONT SETBACK ADJACENT TO LR ZONE. (* REQUESTED IF SIDE SETBACK DEPARTURE IS NOT GRANTED)		X	X



KEY

- SITE
- NODE
- COMMERCIAL CHARACTER
- URBAN VILLAGE BOUNDARY
- TRANSIT LINES
- PARK
- LANDMARK

OPPORTUNITIES & CONSTRAINTS

The site is located in the far east edge of the Fremont Hub Urban Village, of which has no associated design guidelines. The Fremont Neighborhood Plan encourages a mix of new housing options that are affordable and available in commercial areas. With the current design moving forward with 3636 Stone Way (DPD #3012718), the anticipated unit makeup will be complemented well. The proposed project seeks to be a transition between the low-rise neighborhood character to the north and east, and the commercial use to the south and west.

SITE SPECIFIC CONSTRAINTS

The project site has several outside forces that constrain the building massing. Zoning set backs required by the adjacent LR zones constrains the building massing towards the commercial zone to the south. The C1-30 code allows for a zero foot setback at ground floor up to 13 foot which would negatively impact the adjacent residential structure to the north. Following LR setbacks would result in a better ground level relationship between these two buildings. Solar access is limited due to commercial zone setback requirements with the LR zone to the north, and adjacent commercial use to the south, while striving to hit FAR ratios. The overhead power lines running north/south along Interlake are right at the threshold of Seattle City Light setback requirements, and will need further analysis with the jurisdiction.

SITE ACCESS

The project is located within a frequent transit corridor, and positioned within 1/4 mile of a high frequency transit stop running along Stone Way N. This project is providing approximately 4 parking stalls accessed from the alley for the 18 residential units; however, the project is exempt from parking requirements.

CONTEXTUAL OPPORTUNITY

There are potential views to the south from the upper levels and roof deck amenity. The project will create transition between residential and commercial characters where currently none are defined.

① STONEWAY VILLAGE

② BASTYR CENTER

③ TOWN HOMES

④ MULTI FAMILY

⑤ TOWN HOMES

⑥ TOWN HOMES

⑦ MULTIFAMILY

⑧ PUBLIC STORAGE

⑨ EVO

⑩ BELLEVUE HEALTHCARE

⑪ MULTI-FAMILY

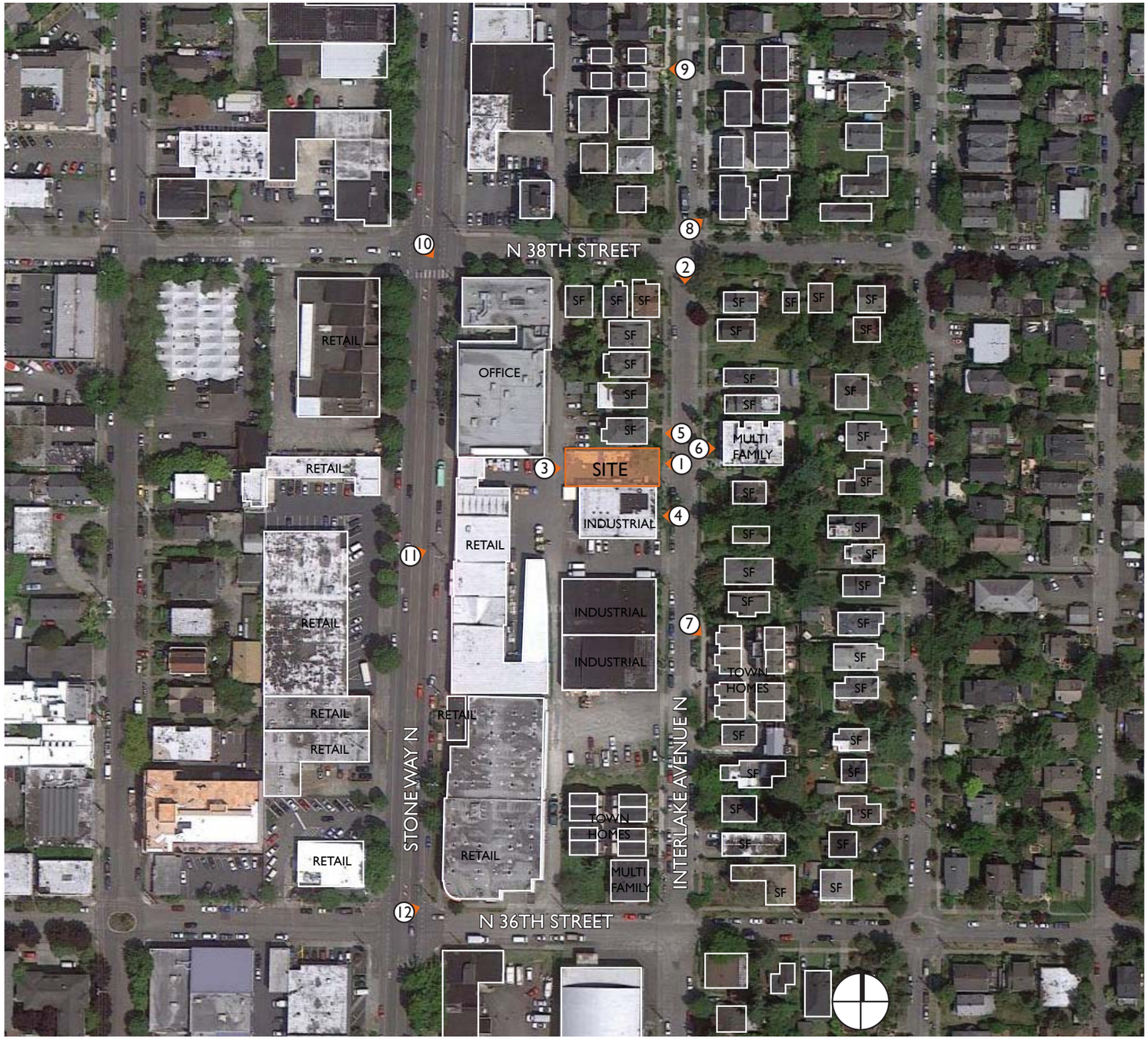
⑫ STONEWAY ELECTRIC SUPPLY

⑬ RETAIL

⑭ RORO BBQ

⑮ HARBOR URBAN PROJECT
(LAND USE APPROVED)

⑯ STONE 34 SITE
(UNDER CONSTRUCTION)



① PROJECT SITE FROM INTERLAKE AVENUE N

② LOOKING SOUTH ALONG INTERLAKE AVE AT PROJECT

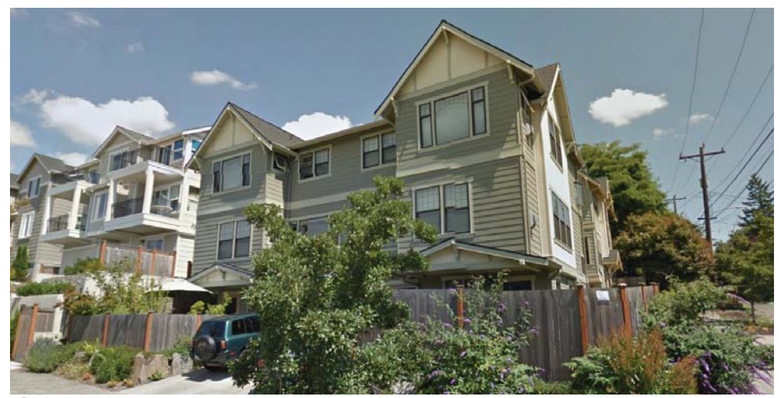
③ LOOKING AT SITE FROM ALLEY

④ ADJACENT SITE TO SOUTH, LOOKING WEST

⑦ TOWN HOMES TO THE SOUTHEAST, ON INTERLAKE

⑩ N 38TH & STONE WAY LOOKING SOUTHEAST

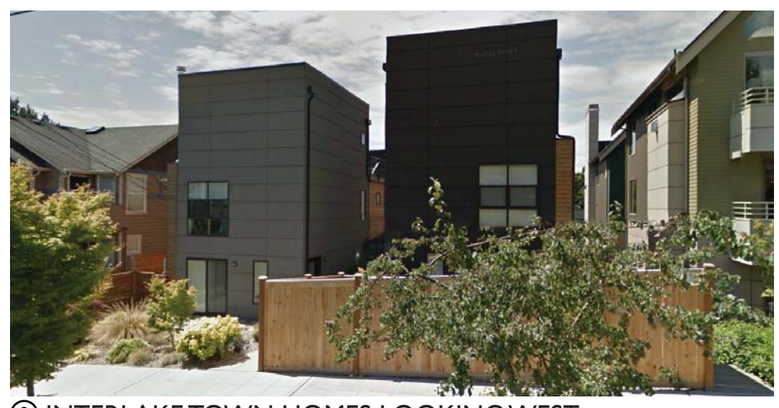
⑤ ADJACENT SITE TO NORTH, LOOKING WEST



⑧ INTERLAKE MULTI-FAMILY LOOKING NORTHEAST

⑪ 3636 STONE WAY LOOKING NORTHEAST

⑥ MULTI FAMILY, LOOKING EAST FROM SITE



⑨ INTERLAKE TOWN HOMES LOOKING WEST

⑫ N 36TH & STONE WAY LOOKING EAST

① N 38TH STREET LOOKING NORTH

② N 38TH STREET LOOKING SOUTH

③ INTERLAKE AVENUE N LOOKING WEST

④ INTERLAKE AVENUE N LOOKING EAST

⑤ N 36TH STREET LOOKING NORTH

⑥ N 36TH STREET LOOKING SOUTH

⑦ STONE WAY N LOOKING WEST

A-2 Streetscape Compatibility

The proposed project will define the transition of commercial developments to the south and residential developments to the north, linking the existing neighborhood presence along Interlake.

A-3 Entrances Visible from the Street

Live work and residential entries will be prominently identified from the right of way. The residential entry is appropriately located next to the adjacent residential use, and live work adjacent to commercial use.

A-5 Respect for Adjacent Sites

The current C1-30 zoning would allow the first 13 feet of the structure to occupy the full footprint of the site. The preferred option is requesting a departure along the north property line to provide a buffer for the existing residential structure within the LR2 zone to utilize the setback requirements for low-rise zones. The design intent is to provide relief to the residents to the north with a 10' setback for the majority of the building, and provide 7' setbacks adjacent to the alley and Interlake Ave N, for a 9'+ average setback. This provides increased building separation for the adjacent site where there are windows and outdoor spaces located. The project will be located tight to the commercial structure to the south.

A-7 Residential Open Space

The nature of this site provides particular challenges for open space. Commercial zones to the south, and residential setback requirements to the north dictate that open space should be provided along the north lot line of the site. Open walkways and an open stairs will be provided for accessing the site and residential units, as well as a roof top deck maximized in size to the extent allowable by code.

A-8 Parking and Vehicle Access

The site is located within range of frequent transit service. Parking requirements are exempt for both residential and nonresidential uses. However, a few parking spots are being provided adjacent to the alley. Parking will be appropriately buffered from the site to the north with appropriate landscaping and screening.

B-1 Height, Bulk and Scale Compatibility

The project site is located at a point of transition from a C1-30 zone to the south and a LR2 zone to the north with grades sloping down to the south and to the west. The classical 2-story 'Seattle Box' residence to the north is raised approximately 3'-6" above grade and is located up-slope from the project site. Its approximate height of 26 to 28 feet will sit roughly 5' below the proposed 3 story project. The proposed project will sit back from the north property line and will provide a transition between the residential zone and the commercial zone to the south. The 2-story commercial/warehouse structure to the south currently stands-out separate from the adjacent neighborhood character. The 3-story multifamily building across Interlake to the east and the proposed 4-story mixed use building across the alley to the west create an immediate context of larger scale, height and bulk to the proposed development. The width of the main street facing façade keeps the scale compatible with the neighboring structures to the north and east.

C-1 Architectural Context

The architectural context of the neighborhood is a mix of typical early 1900 Wallingford Craftsman and Bungalow type house to the north and east with late 20th century apartment buildings, warehouse structures and empty lots to the south and west. More contemporary apartment buildings are beginning to infill to the south. There is no predominant architectural style, but a well proportioned, well detailed building can provide a transition from the modernist warehouse shed and a contrasting backdrop to the more traditional housing stock.

C-2 Architectural Concept and Consistency

The architectural concept is based on transitioning from a residential low-rise community to a commercial character. The mass of the building and major façade walls are defined by suggested mixed-use building programming, with more contemporary uses of materials and detailing to link the traditional with the modern, seen elsewhere in the neighborhood.

C-3 Human Scale

The design will establish a scale, rhythm and character appropriate to the pedestrian environment. Live work space at grade to directly engage the pedestrian, and upper levels defined to reflect a contemporary residential use.

D-1 Pedestrian Open Spaces and Entrances

The project is positioned on site for a logically located residential entry with good visibility from the right of way. The live work entry will be prominently defined to an appropriate level for the neighborhood. Open walkways and an open stairs will be provided for accessing the site and residential units.

D-7 Personal Safety and Security

Given the quiet nature of the neighborhood, limited gates and/or fences will be provided at the entries. Lighting will be provided for security and aesthetics to a level appropriate for the neighborhood.

D-8 Treatment of Alleys

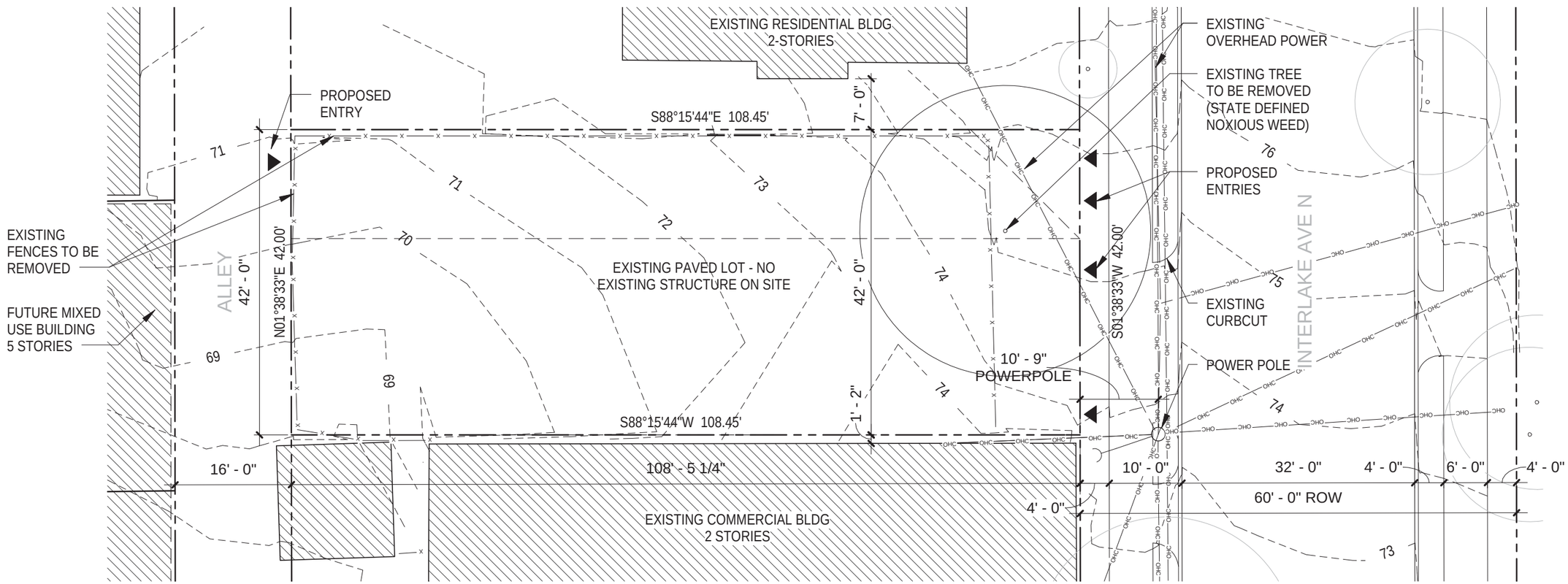
The alley will be minimally impacted; pedestrian access will be located off the alley in a similar fashion to that off of Interlake, lighting and a gate may be provided for security. Up to 4 parking stalls are being provided, using the alley as a drive aisle.

D-12 Residential Entries and Transitions

The residential entry will be isolated from the commercial/retail nature of the live work use and is appropriately located adjacent to the residential zone. A complimentary level of lighting and landscape will be provided to frame the entry.

E-1 Reinforce Existing Landscape Character of Neighborhood

Landscaping will be provided along the setback at the north property line to provide a transition to the residential structure to the north. Street trees and landscaped planter strip will also provide design continuity with the neighborhood.



EXISTING SITE PLAN

DESIGN CHARACTER

The architectural character of the building is informed by the recently developed residential projects in the surrounding neighborhood. The massing of the building is defined by its use. The live work and upper residential spaces off of Interlake are intended to transition the street character from low-rise multifamily residential to commercial use. The majority of residential use is located beyond the street facing mass, accessed appropriately from the northeast corner of the site which is adjacent to the residential neighborhood, opposite of the commercial zone. The circulation of the project is unenclosed to manage the mass of the building and to increase the amount of daylight available to the site in balance with development constraints and consideration for neighbors.

VIEW LOOKING SOUTHWEST

VIEW LOOKING WEST

VIEW LOOKING SOUTHEAST

DESIGN OPTIONS

OPTION 1 (CODE COMPLIANT)

DISTINGUISHING FEATURES

- 15 units, 3 parking spaces
- 1605 sf of live-work
- Follows regular provisions of the NC Code
- Utilizes height bonus by providing retail spaces 13'+ floor-to floor height

PROS

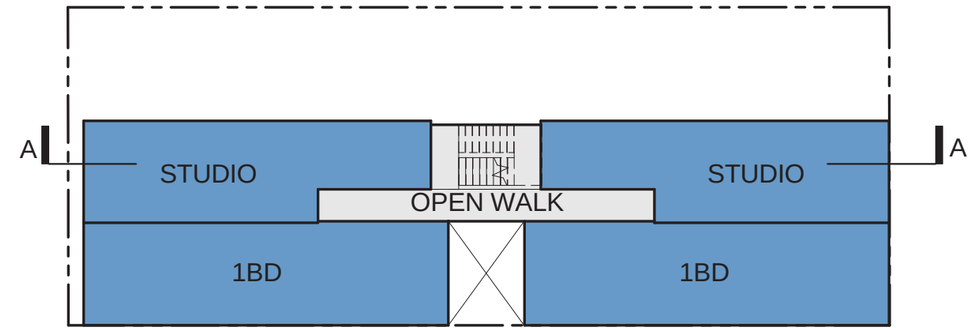
- Indoor lobby provided for tenants
- Increased solar access at lower level
- 2 live-work spaces

CONS

- Thin and deep units on upper levels
- Increased roof conditions at lower levels

REQUESTED DEPARTURES

- No Departure Requests



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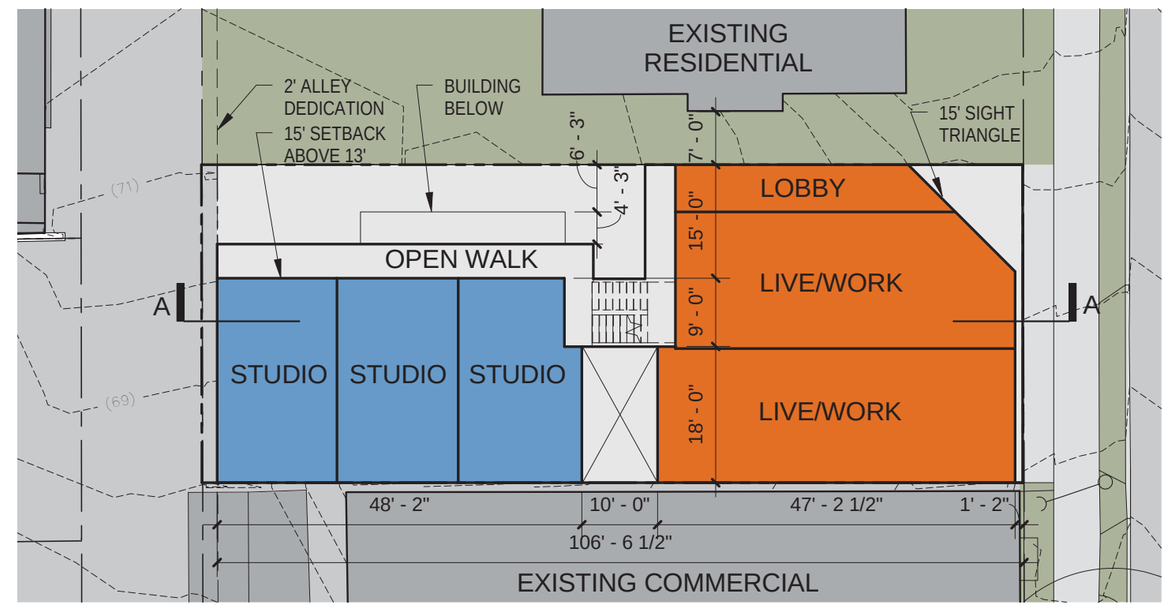

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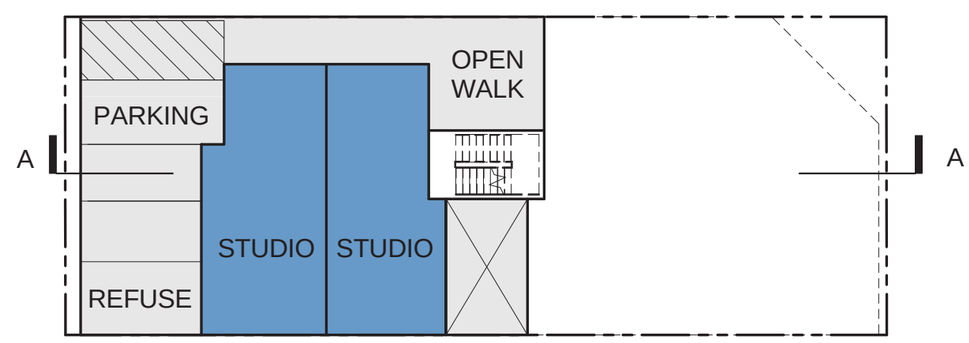

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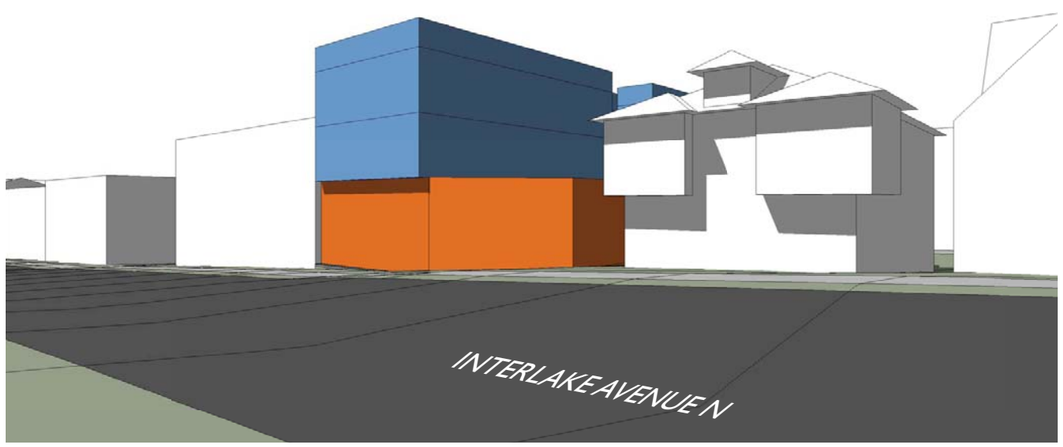
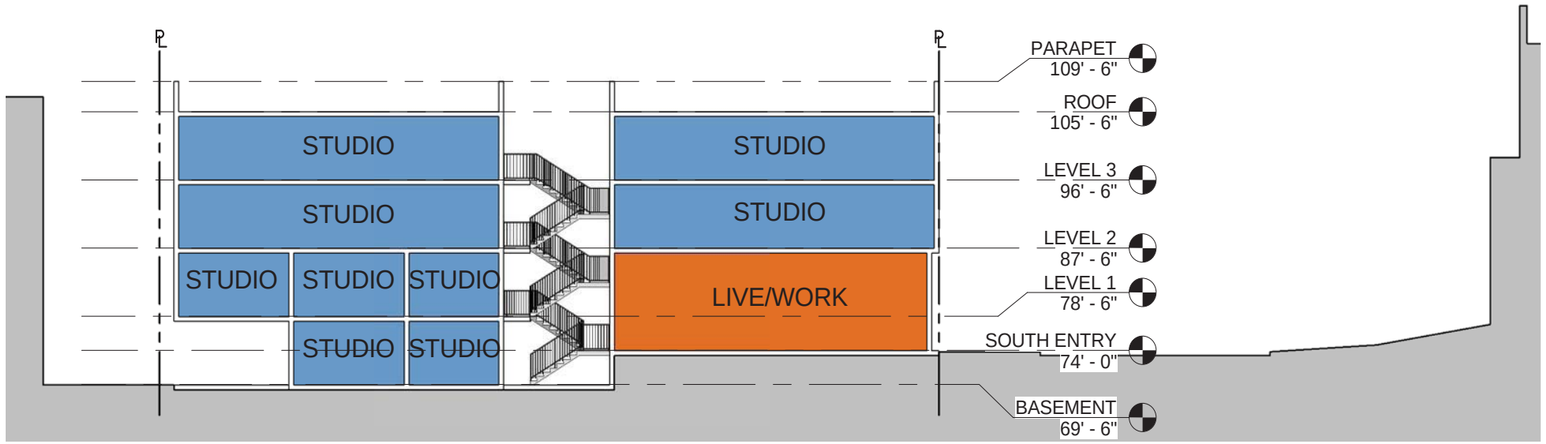
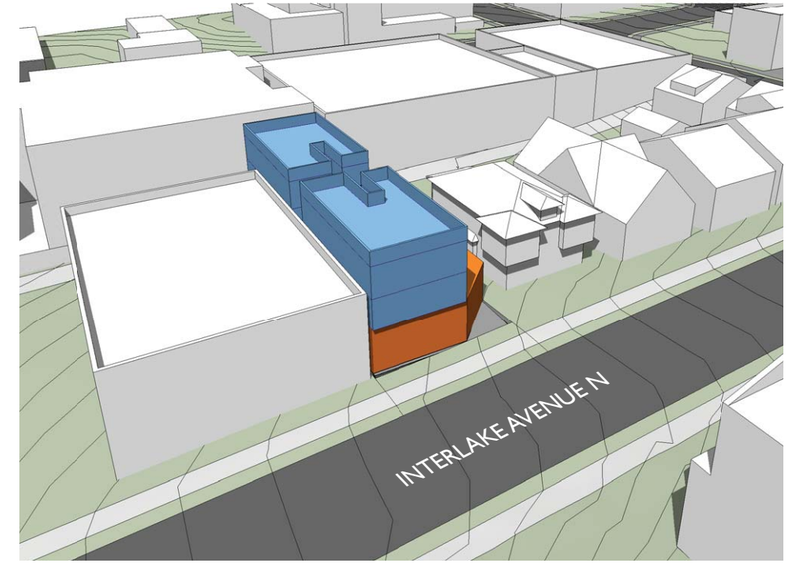


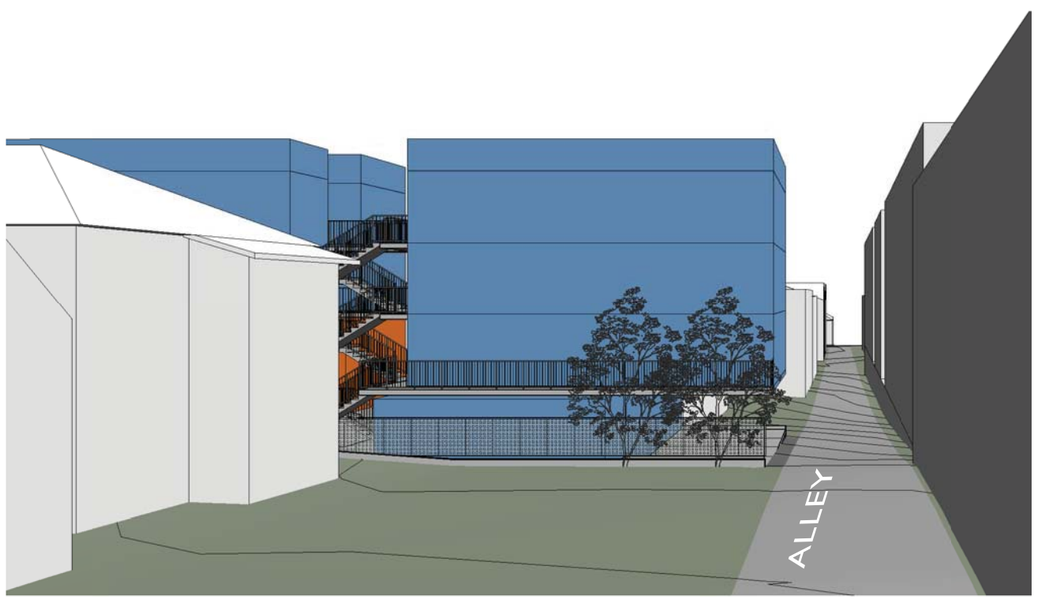
STREETVIEW: LOOKING SOUTH ON INTERLAKE AVENUE N



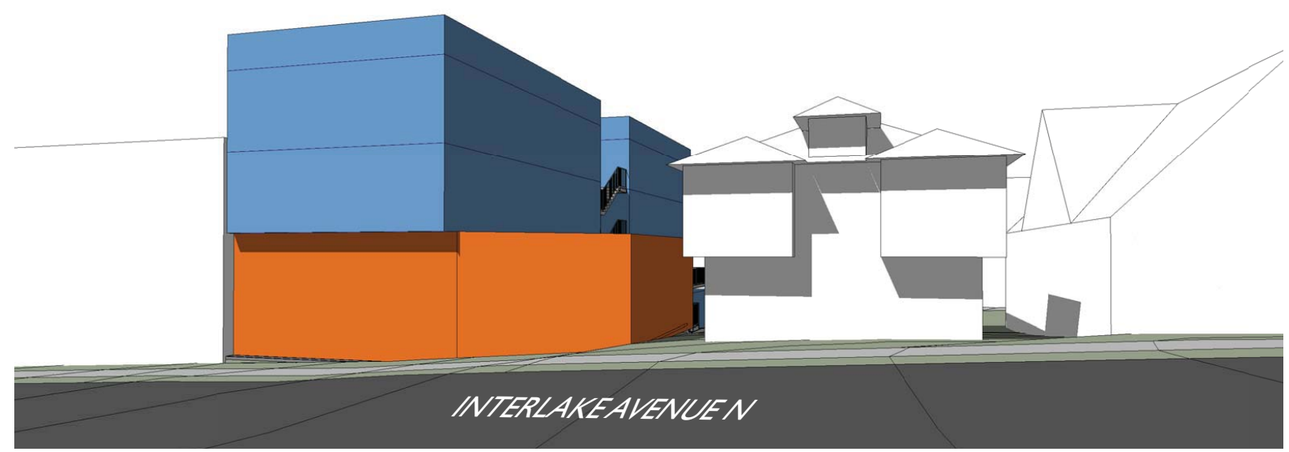
SECTION A



AERIAL VIEW: LOOKING NORTHWEST FROM ABOVE SITE



ALLEY VIEW: LOOKING SOUTH FROM ALLEY TO NORTH



EYE LEVEL VIEW: LOOKING WEST FROM EAST SIDE OF INTERLAKE

OPTION 2

DISTINGUISHING FEATURES

- 12 units, 4 parking spaces
- 1416 sf of ground-level live-work
- Utilizes height bonus by providing retail spaces 13'+ floor-to floor height
- Roof top deck provided for amenity space
- Building entry for residents located off Interlake Avenue N adjacent to residential zone to the north

PROS

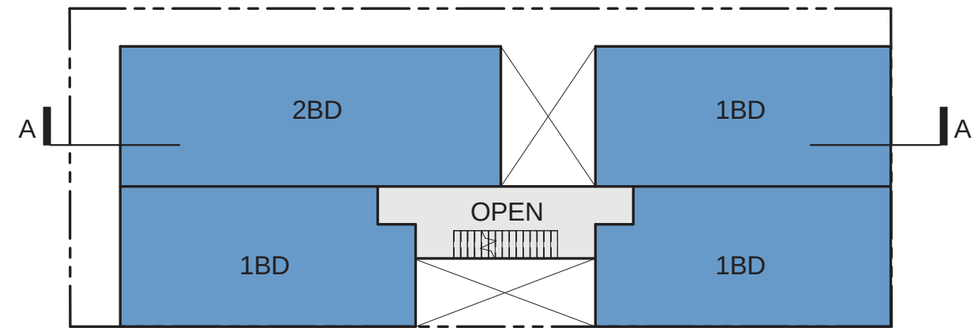
- Exterior residential entry located off Interlake to provide transition from commercial to the residential zone to the north
- Live-work anchored to street facing and south of lot adjacent to commercial zone
- Open air courtyards and walkways for solar access and open space

CONS

- Less modulation adjacent to residential zone

REQUESTED DEPARTURES

- Side yard setback departure, following LR side yard setback standards. See page 20 for detail



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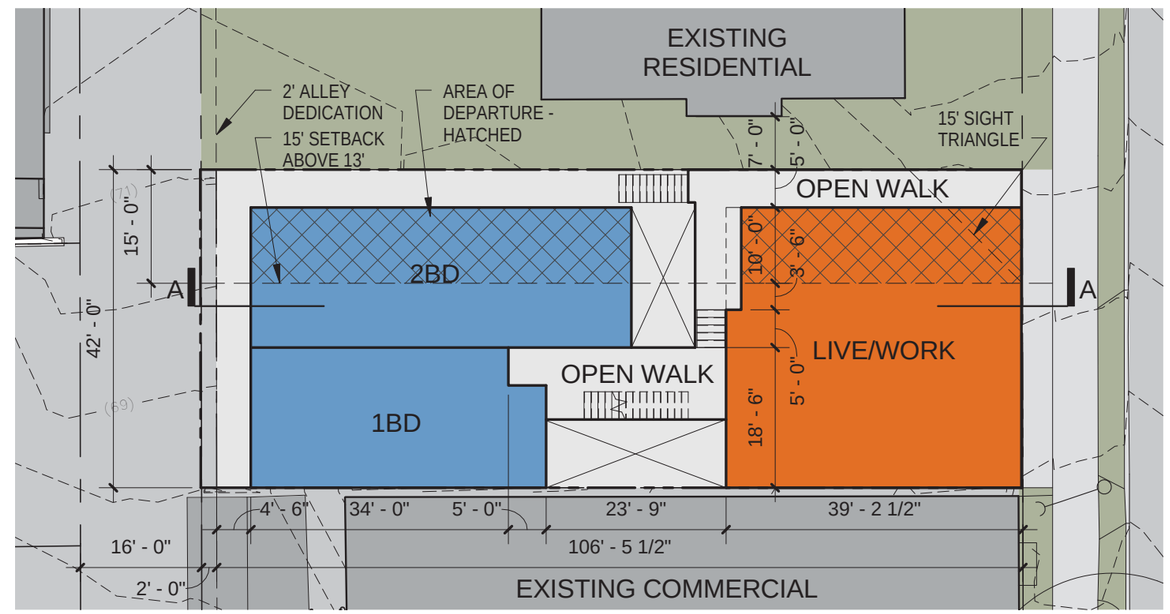

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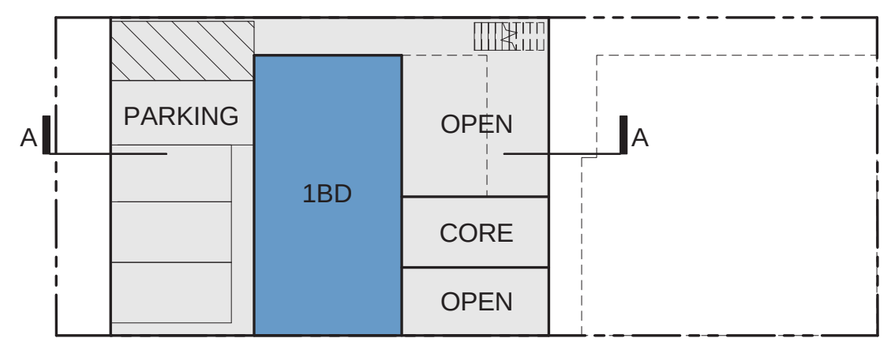

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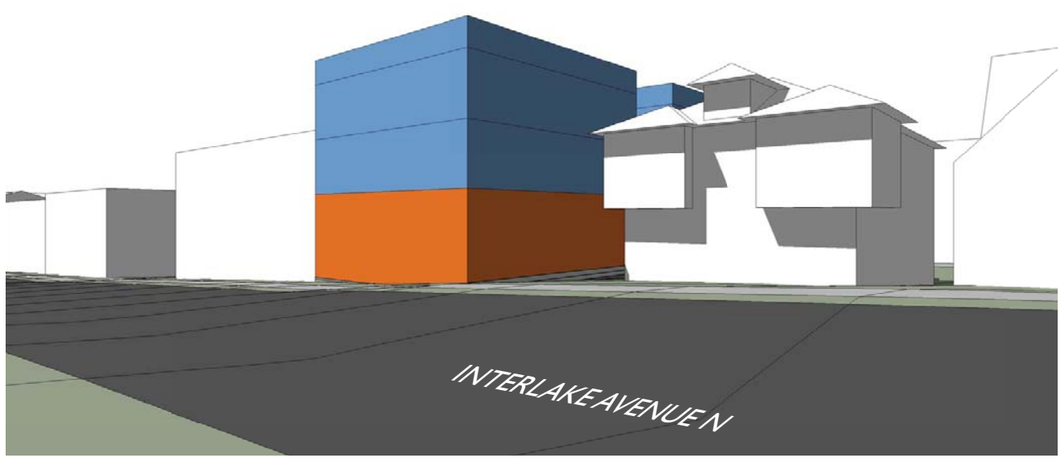
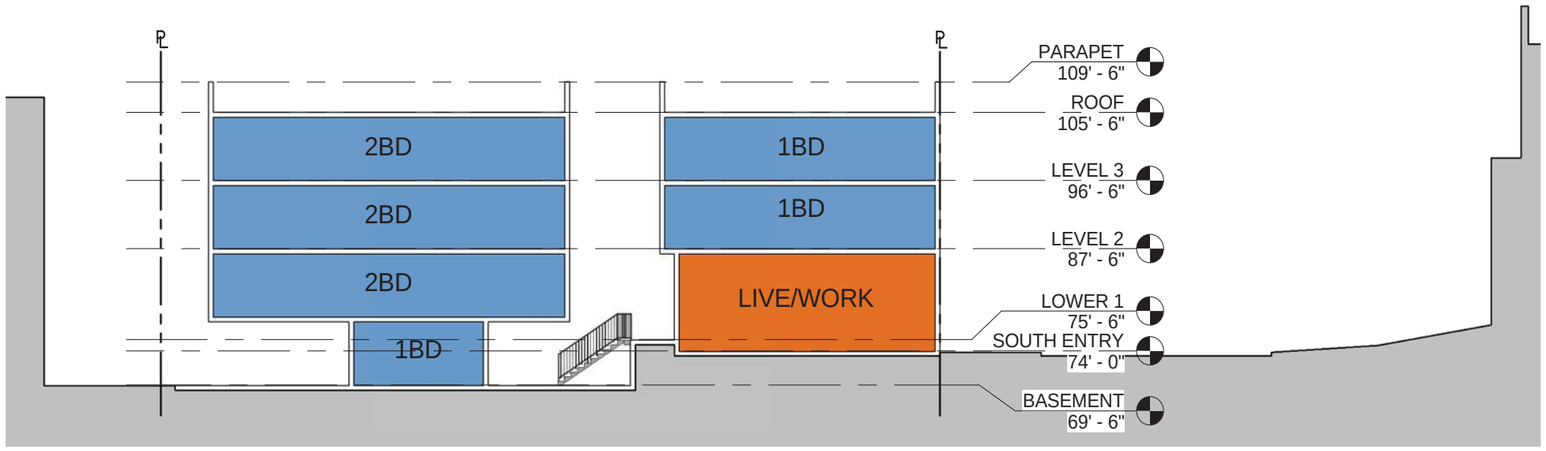


STREETVIEW: LOOKING SOUTH ON INTERLAKE AVENUE N



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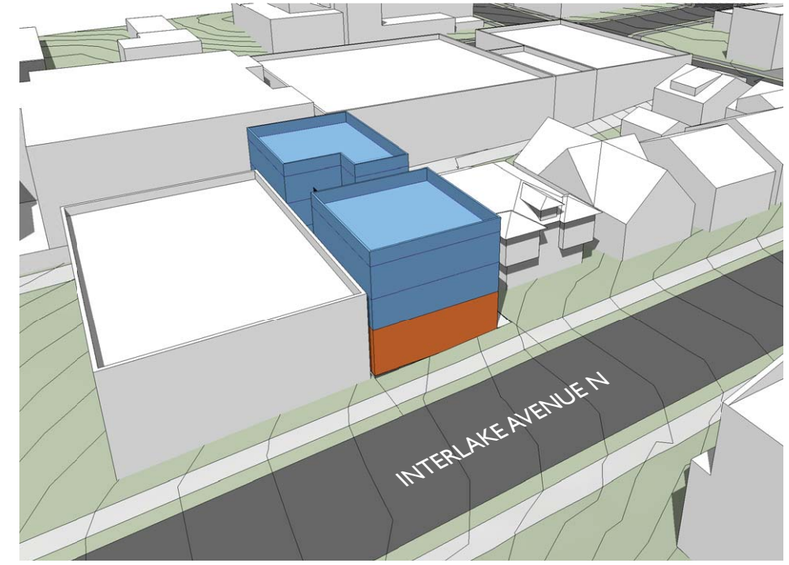
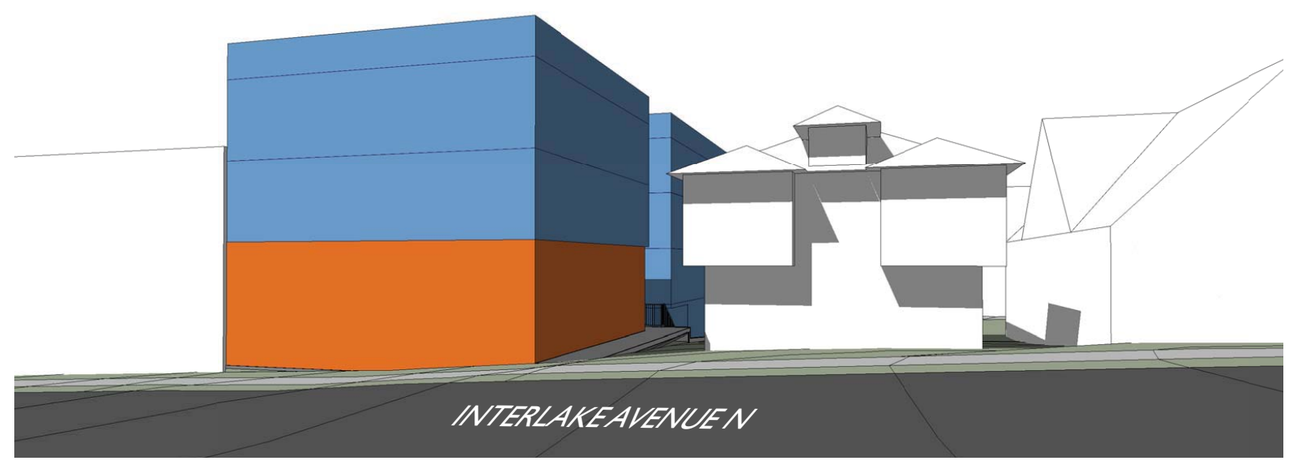


AERIAL VIEW: LOOKING NORTHWEST FROM ABOVE SITE

ALLEY VIEW: LOOKING SOUTH FROM ALLEY TO NORTH



EYE LEVEL VIEW: LOOKING WEST FROM EAST SIDE OF INTERLAKE

OPTION 3 (PREFERRED)

DISTINGUISHING FEATURES

- 18 units, 4 parking spaces
- 916 sf of ground-level live-work
- Private residential entries off of Interlake Ave N
- Provides a 9'-0"+ average setback at the north property line
- Utilizes height bonus by providing retail spaces 13'+ floor-to floor height
- Roof top deck provided for amenity space

PROS

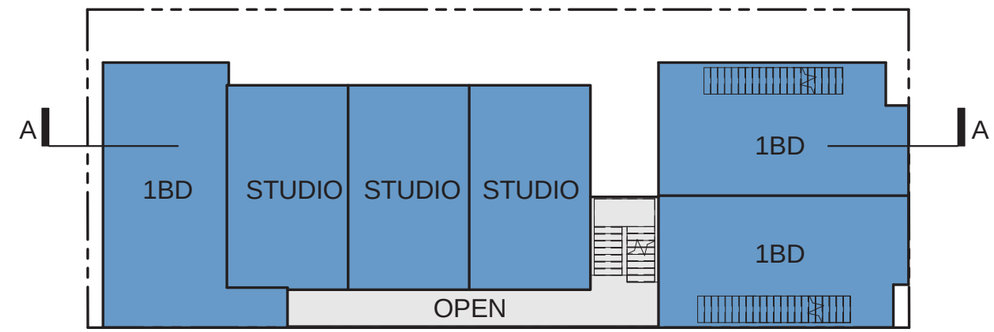
- Exterior residential entry located off Interlake to provide transition from commercial to the residential zone to the north
- Open air courtyards and walkways for solar access and open space
- Modulated elevation to mitigate impact to adjacent residential property to the north

CONS

- Limited solar access to north facing open space

REQUESTED DEPARTURES

- Side yard setback departure, following LR side yard setback standards. See page 20 for detail



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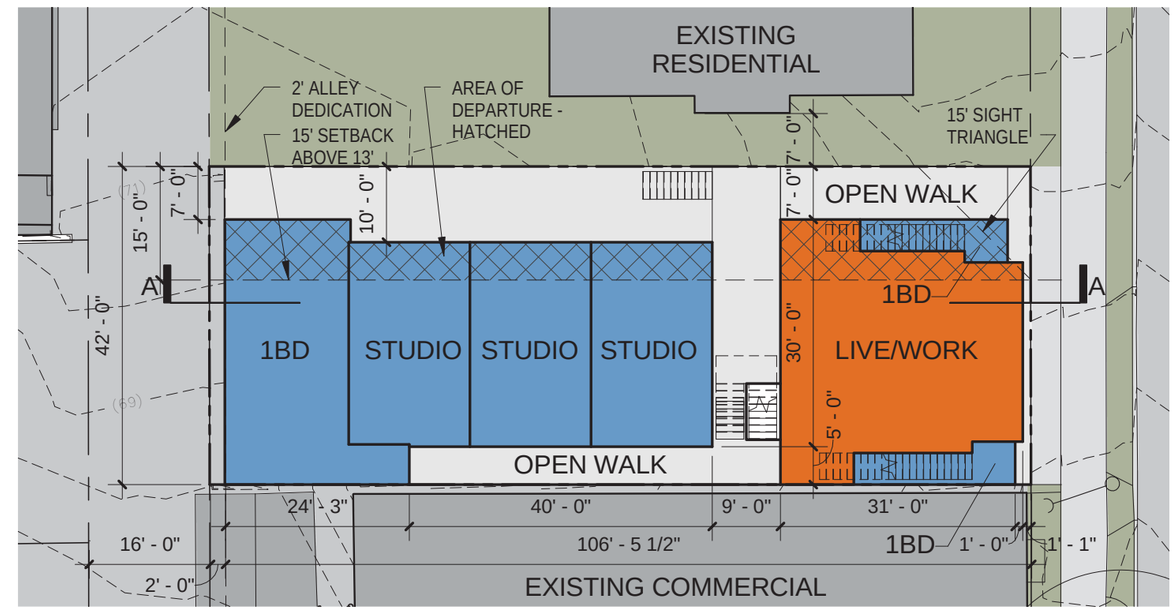

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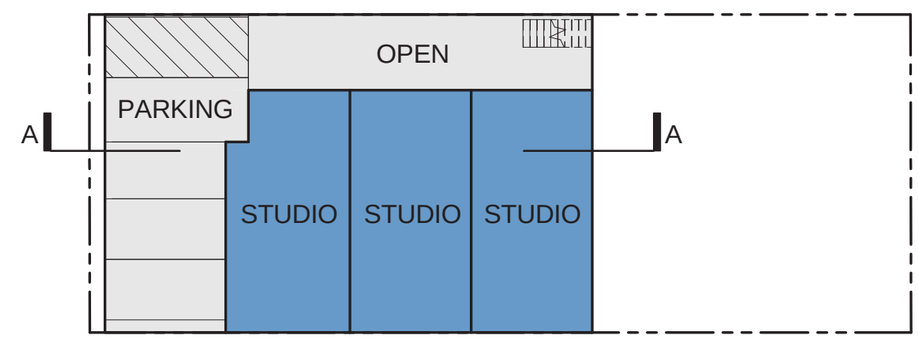
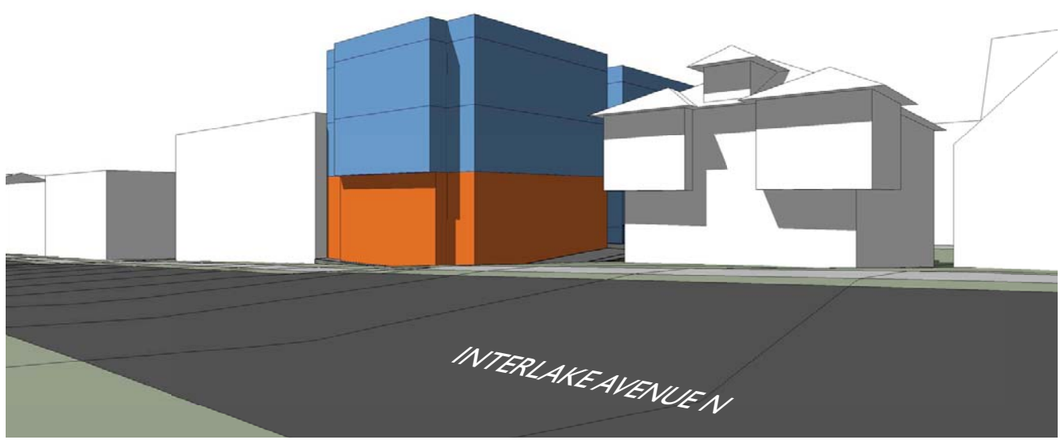
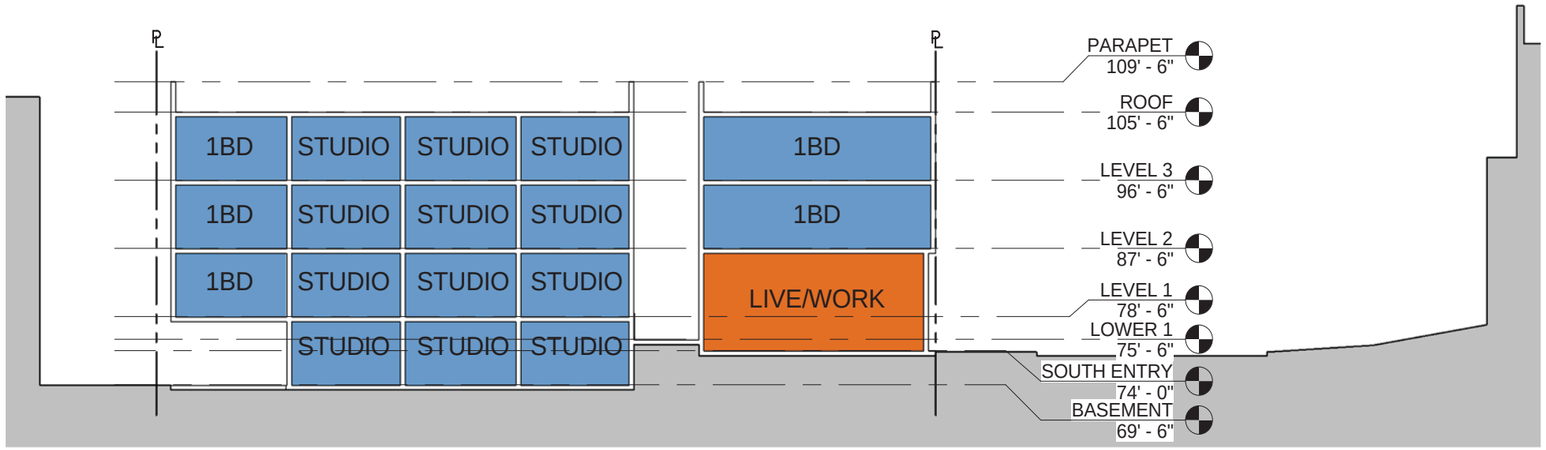


BASEMENT

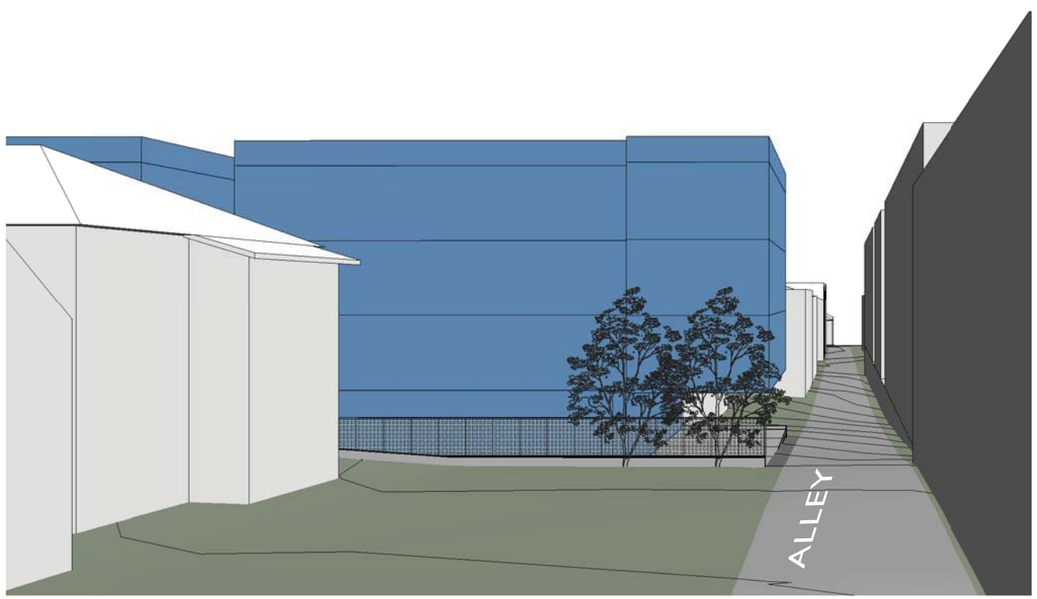


STREETVIEW: LOOKING SOUTH ON INTERLAKE AVENUE N

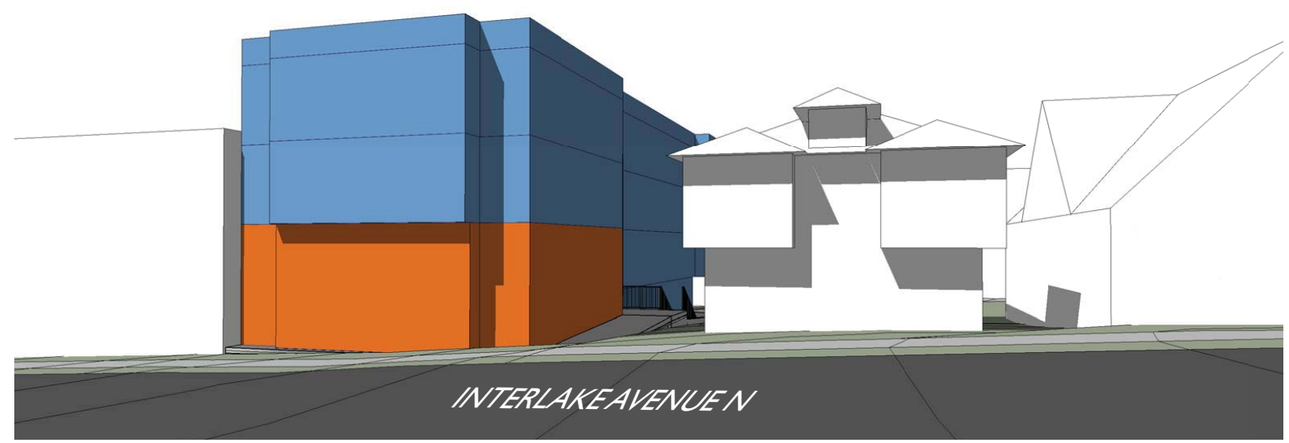


SECTION A

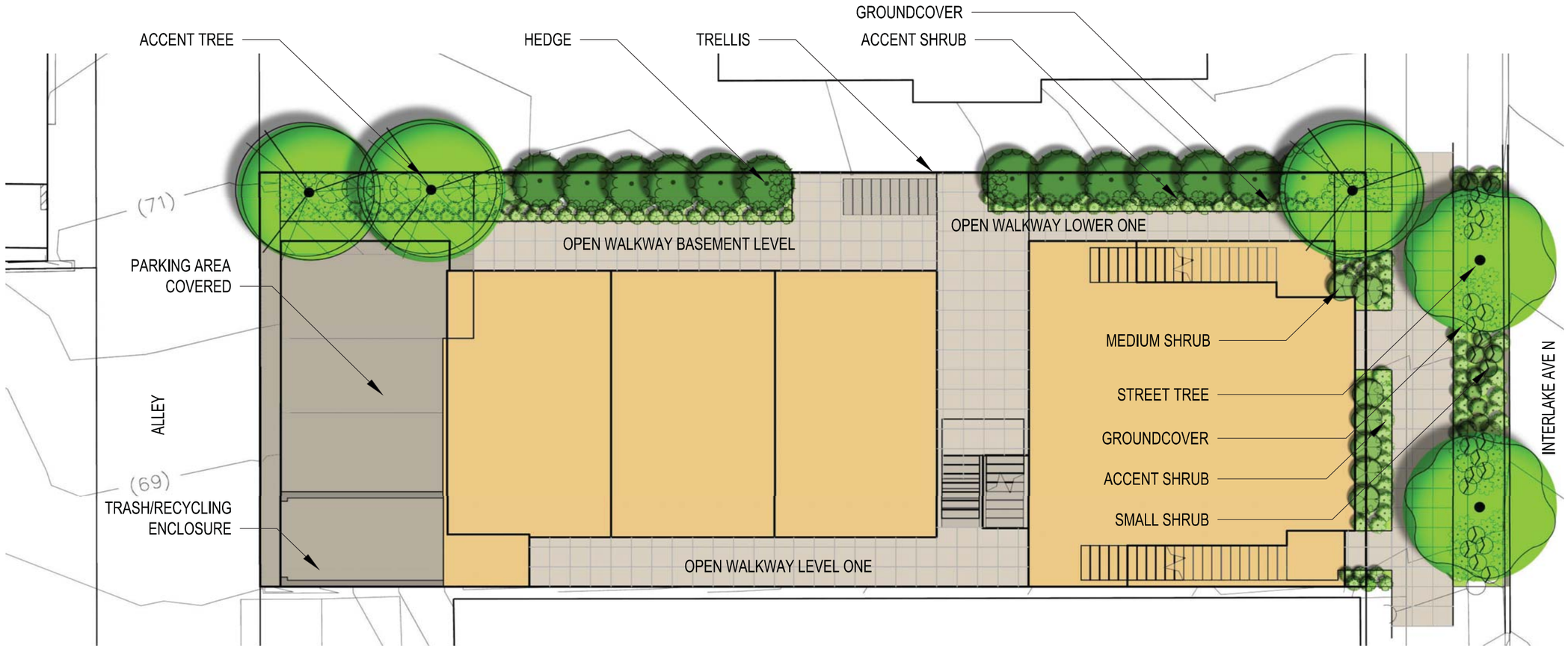
AERIAL VIEW: LOOKING NORTHWEST FROM ABOVE SITE



ALLEY VIEW: LOOKING SOUTH FROM ALLEY TO NORTH



EYE LEVEL VIEW: LOOKING WEST FROM EAST SIDE OF INTERLAKE



ILLUSTRATIVE LANDSCAPE PLAN

HEDGE - MYRICA

MEDIUM SHRUB - PIERIS

SMALL ACCENT - SWORD FERN

GROUNDCOVER - LIRIOPE

ACCENT TREE - VINE MAPLE

VINE - LONICERA

STRUCTURE - TRELLIS

ACCENT - HOSTA

ACCENT - JAPANESE BLOOD GRASS

GROUNDCOVER - SALAL

ACCENT - ASTILBE

SMALL SHRUB - CREEPING MAHONIA

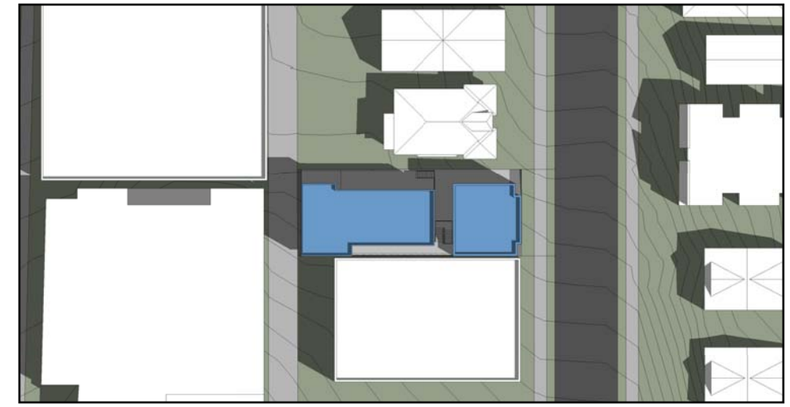
STRUCTURE - PLANTER

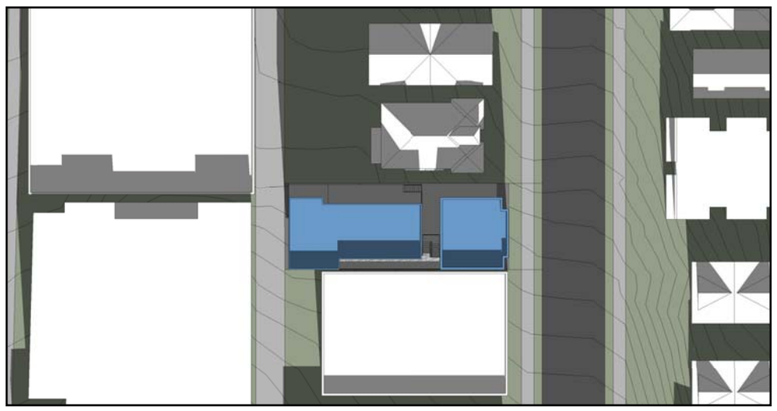
STRUCTURE - BENCH

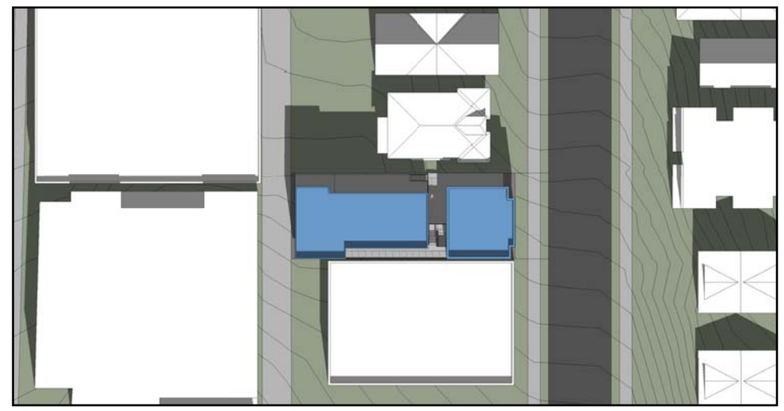
ACCENT - BLACK-EYE SUSAN

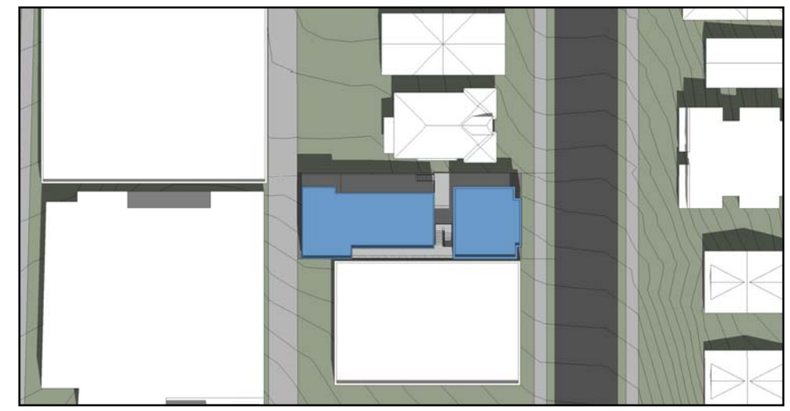
DECEMBER 21, 10AM

MARCH 21 AND SEPTEMBER 21, 10AM


JUNE 21, 10AM


DECEMBER 21, NOON


MARCH 21 AND SEPTEMBER 21, NOON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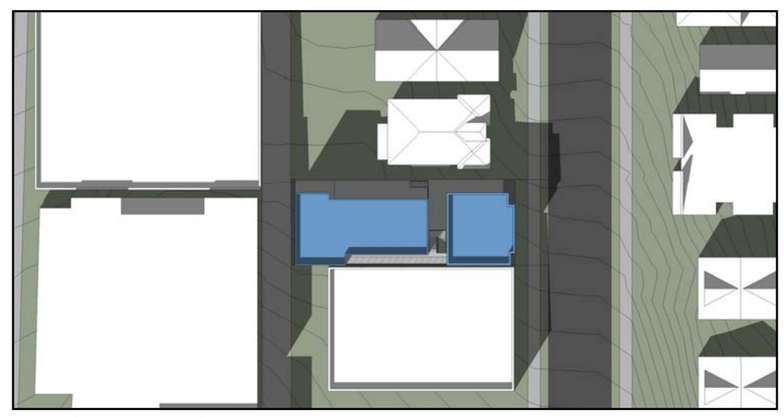
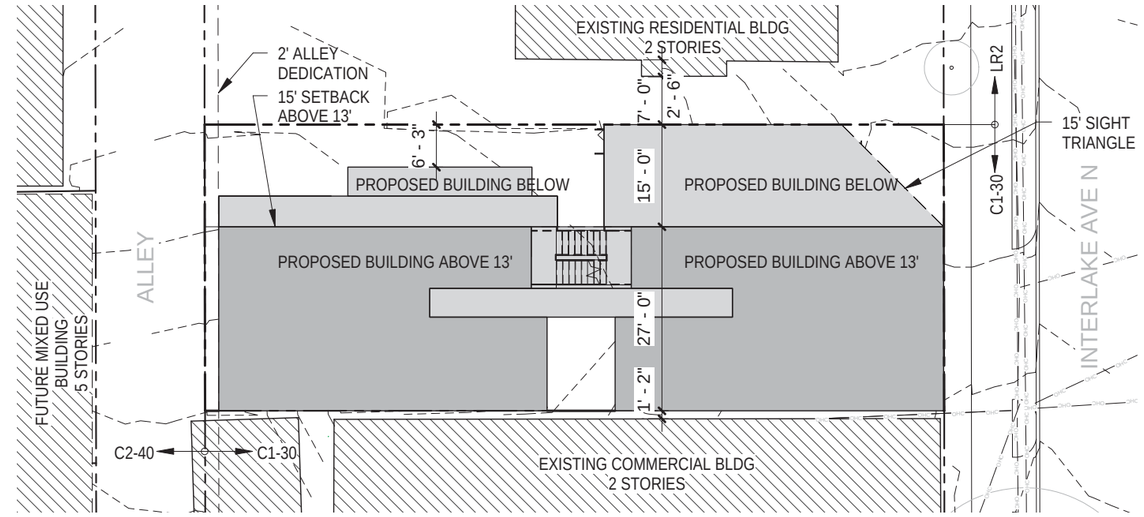
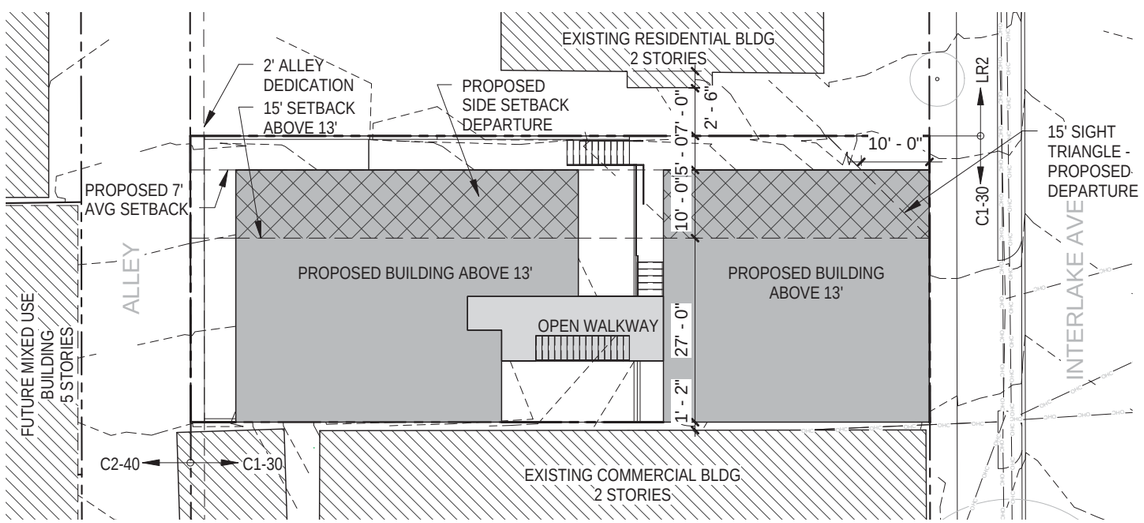
DECEMBER 21, 2PM


MARCH 21 AND SEPTEMBER 21, 2PM

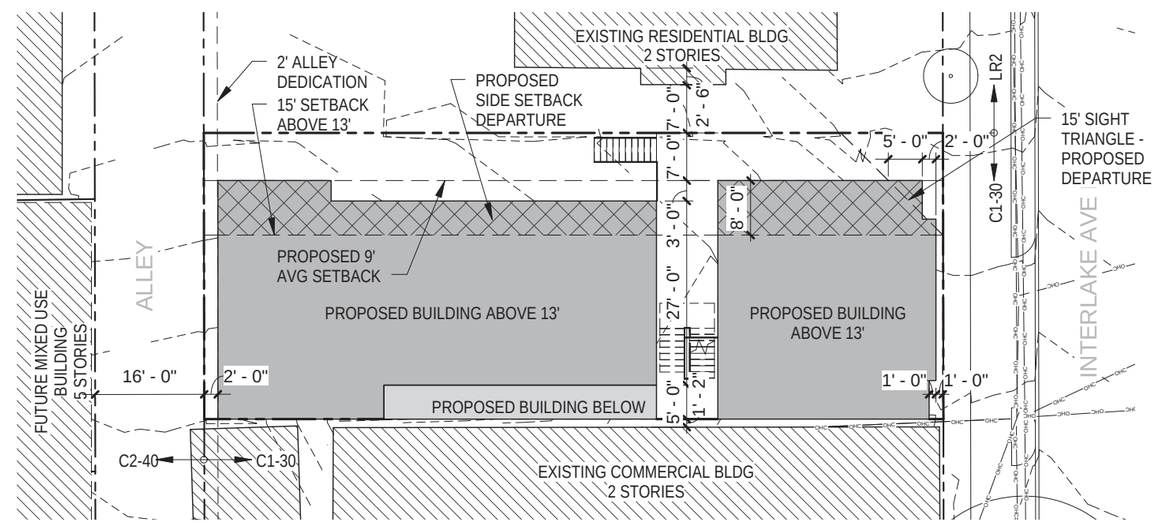
JUNE 21, 2PM



OPTION 1 CODE COMPLIANT



OPTION 2



OPTION 3 PREFERRED

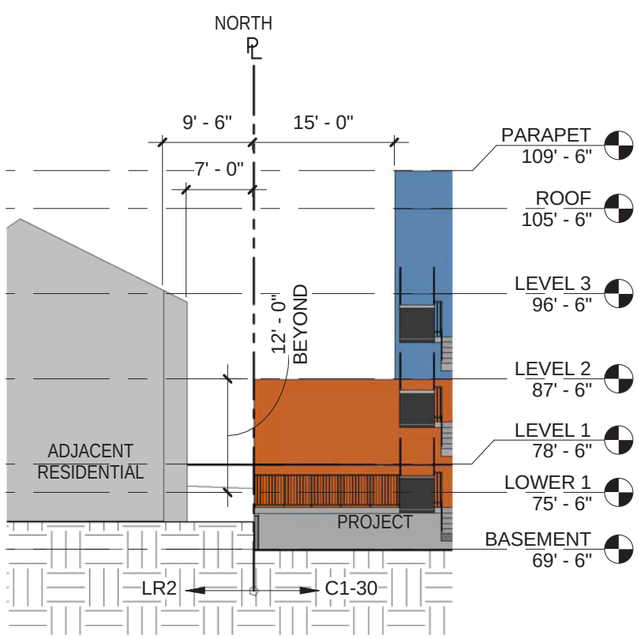
ZONING COMPARISON DIAGRAM: LR2 AND C1-30

As illustrated in the adjacent diagrams, the existing zoning envelope would allow the ground floor level, up to a 13' height, to extend fully to the north property line, while leaving a clear 15' x 15' sight triangle at the right-of-way. Option 1 provides the ground floor level immediately at the north property line, accommodating a sight triangle, and provides upper floors immediately adjacent to the 15' min. setback.

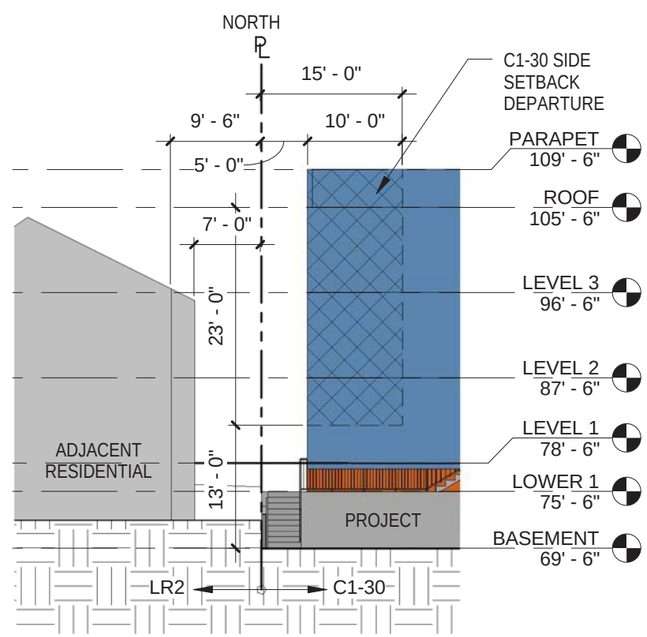
The Option 2 design requests a departure from the 15' minimum setback to the north, and a sight triangle departure. A 7' average setback, and a 5' minimum setback is being maintained, which aligns with Seattle LR setback requirements.

Option 3 also requests a departure from the minimum 15' setback, and sight triangle setback, but provides a 9' average setback, and minimum 7' setback from the property line. These setbacks would leave a building separation of 14' minimum between the building to the north, and with additional proposed modulation, up to 19'-6" of clear building separation. This option provides the greatest clear building separation of the options, with Option 2 providing a minimum 12' of building separation, and the code compliant Option 1 providing half the separation of Option 3, with a minimum 7' of building separation.

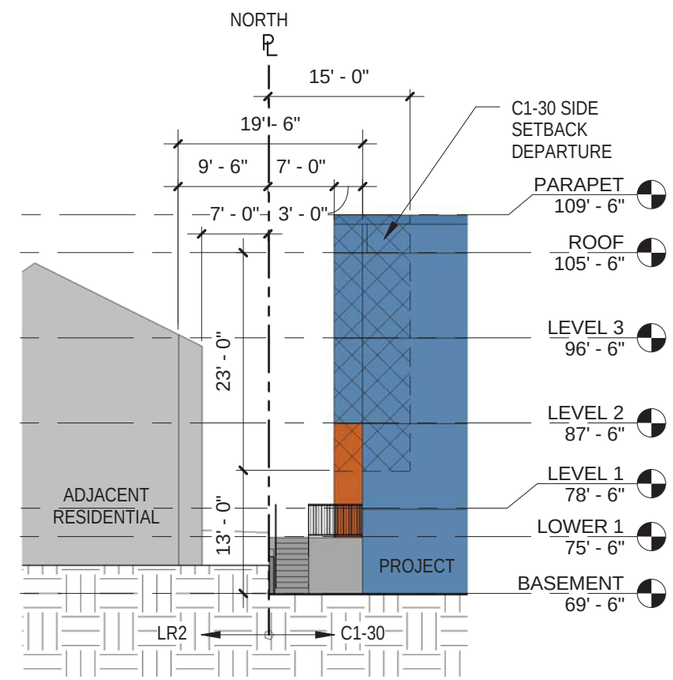
The departure intent for this challenging zoning envelope is to create a more pleasing building form, functionally better floor area for space layout, and to provide a better transition from residential to commercial character that relates more to the building on the site to the north.



OPTION 1 CODE COMPLIANT

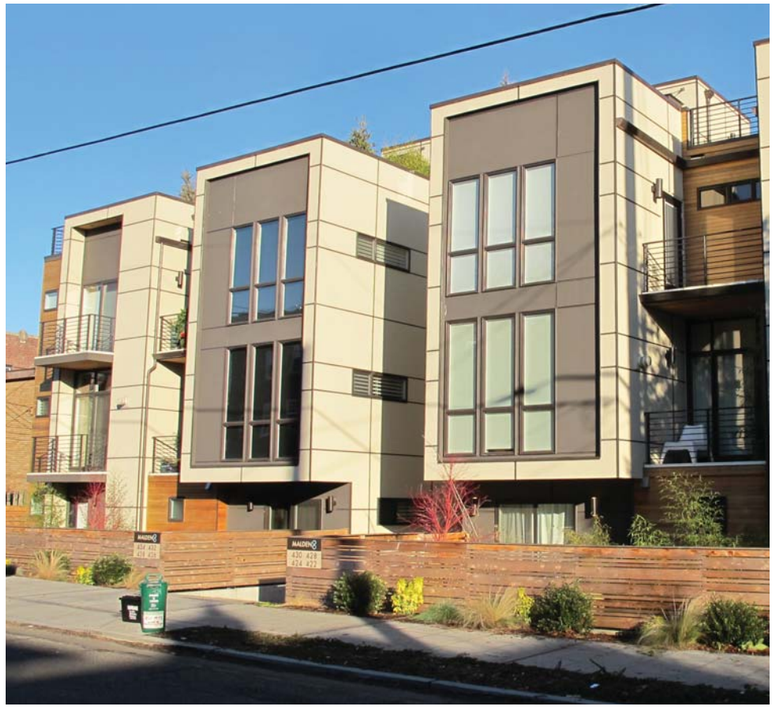


OPTION 2

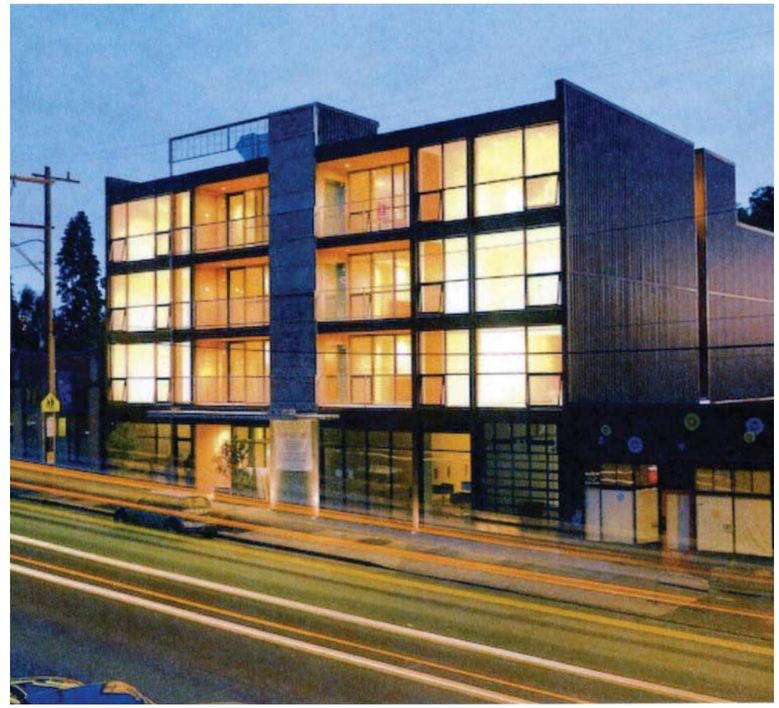


OPTION 3 PREFERRED

C1-30 ZONING CODE	REQUIREMENT	REASON FOR DEPARTURE \ IMPROVEMENT TO DESIGN GUIDELINES	PROPOSED	DEPARTURE AMOUNT	DESIGN REVIEW GUIDELINES
#1 ABUTTING SIDE SETBACK SMC 23.47A.014.B	B2. A 15' setback is required for that portion of the structure above 13' when a portion of the proposed structure contains a residential use.	The regular provisions of the code would allow the ground floor to be constructed directly on the north property line to a height of 13' where it abuts the adjacent LR-zoned property. Rather than creating a 13' tall blank wall condition directly against the residentially-zoned parcel, our preferred scheme seeks to apply, and exceed, an LR setback standard, creating a setback condition for all floors, from grade to sky. By applying an LR zoning setback standard for our project (7' average, 5' minimum) at the property line, we achieve greater structure separation at the ground level. The calculated average north setback is 9'-3". The LR setback from grade to sky allows greater clear building separation. Option 3 provides greater relief towards the middle of the lot with an larger setback to increase clear building separation. The open areas created at grade provide additional open space and landscaping opportunities and reduce the overall building footprint.	Northerly Side Yard Setback (side yard perpendicular to Interlake Avenue N:) - Allow a 9'-0" average, 7'-0" minimum setback for all floors. Corner setback would be limited to 7'-0" setback from ground to sky as measured along street frontage.	Northerly Side Yard Setback (side yard perpendicular to Interlake Avenue N:) - Increase of ground floor setback to just over 9' on average.	A-5 Respect for Adjacent Sites A-7 Residential Open Space B-1 Height, Bulk, Scale Compatibility C-1 Architectural Context D-2 Blank Walls (in regards to north resident) E-2 Landscaping to Enhance the Building and/or Site
#2 ABUTTING SIDE SETBACK SMC 23.47A.014.B	B1. A 15'X15' corner setback required for a Commercial lot abutting a Residential lot when adjacent to a front lot, no development is allowed within setback.	With an approved departure to utilize an average setback of 9', a departure into the sight triangle is also requested, to the amount of 5' extending into the setback. Aesthetically, this departure will provide area for better building form, increases transparent live/work frontage, and presents the opportunity for a private residential access off of Interlake for neighborhood activity.	Sight Triangle -Allow a 5' encroachment into the sight triangle setback.	Reduction of upper floors by Reduction of corner triangle setback by just under 5' as measured along street frontage.	



MALDEN 8, CAPITOL HILL

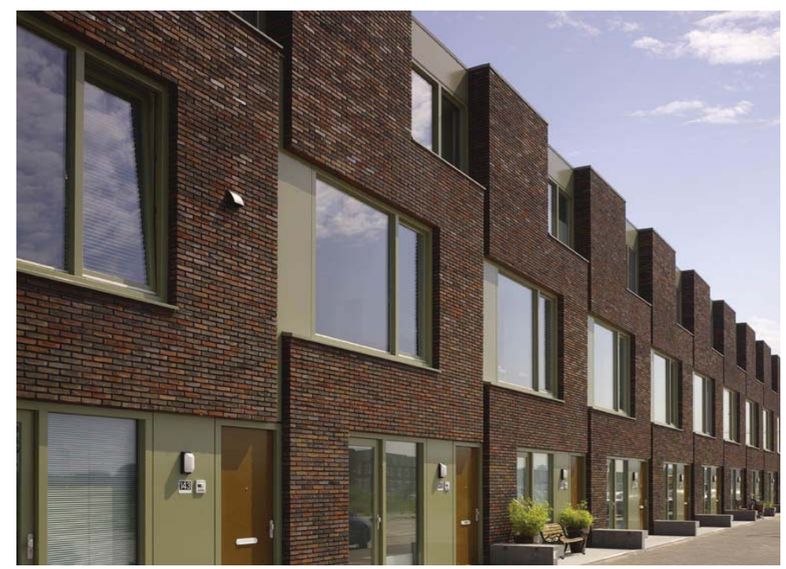


THE PARK MODERN, RAVENNA

NITEHAWK CINEMA, BROOKLYN, NY

MIXED-USE

12TH & PIKE, CAPITOL HILL



THE BLOCK 51-C, AMSTERDAM

WESTLAKE VILLAGE

DAKOTA

CHELAN RESORT SUITES

TRIAD 12TH

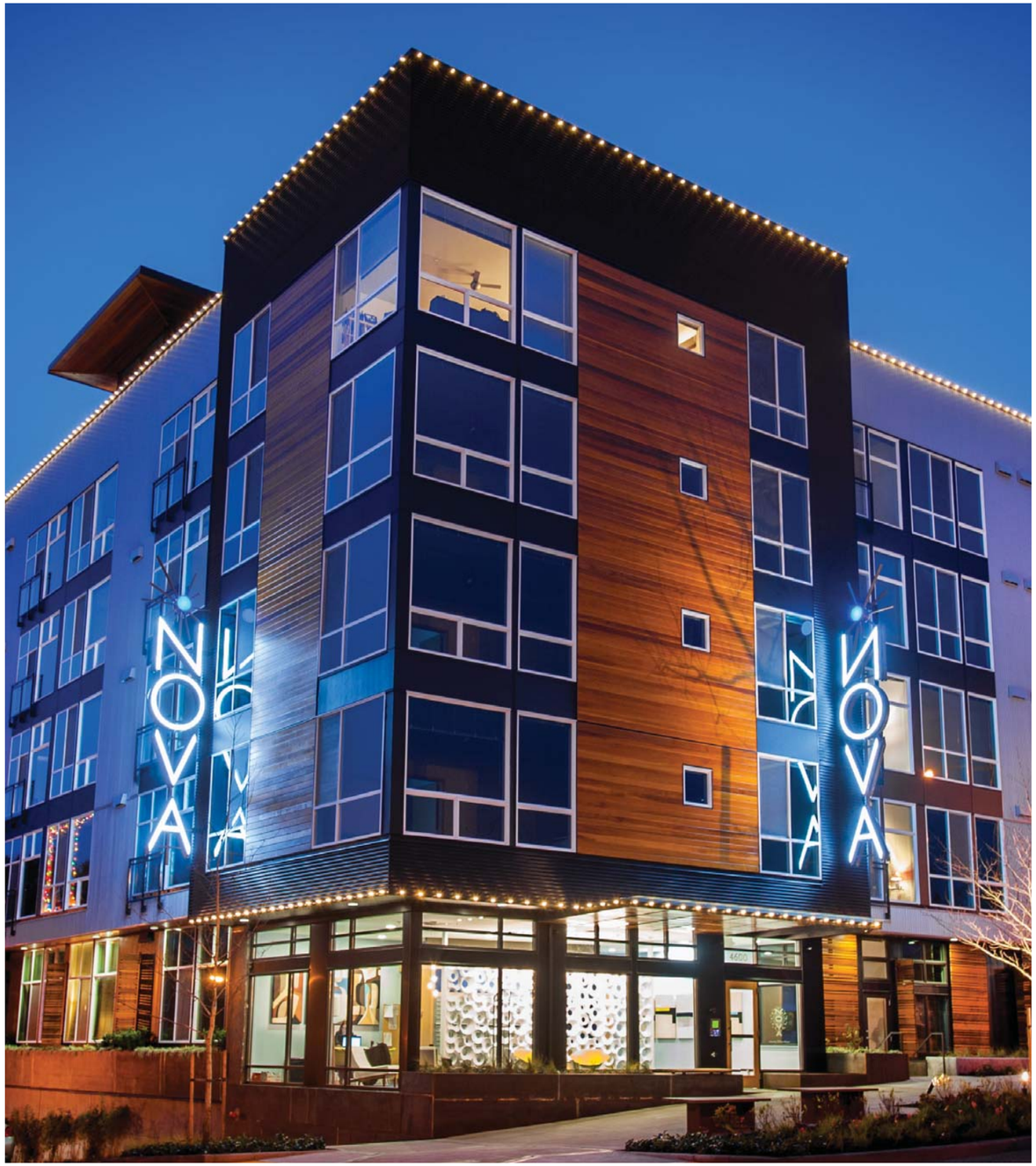
VIEW 222

H2O APARTMENTS - LEED-H PLATINUM TARGET

BROADSTONE KOI - LEED-NC CERTIFIED TARGET

ARTHOUSE

APERTURE - BUILT GREEN 3-STAR TARGET



NOVA - WEST SEATTLE

LANDES

GREENHOUSE - COLUMBIA CITY

LINK - WEST SEATTLE

LINK - WEST SEATTLE

GREENHOUSE - COLUMBIA CITY