

The Wolff Company

# Columbia City Apartments

Southeast Design Review Board Recommendation Meeting held on: February 25, 2014

4730 32nd Avenue South, Seattle, WA

DPD No. 3015157



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## DEVELOPMENT OBJECTIVES

This project proposes 244 residential, market rate apartments for the Columbia City neighborhood. The apartments will include a mix of one and two bedroom flats and two bedroom townhouse style apartments. The project will include 91 enclosed parking spaces and 121 surface parking spaces. The development includes 216,824 sf for residential apartments, 72,055 sf for enclosed parking, amenity areas offices and enclosed circulation. The total area of enclosed space is 288,279 sf.

The applicant's design intends to provide housing that is conveniently located within walking distance to both the SoundTransit Columbia City Station, as well as the commercial and retail district along Rainier Avenue.

## CONTACT INFORMATION

4730 32nd Avenue South, Seattle Wa 98118

Project No. 3015157

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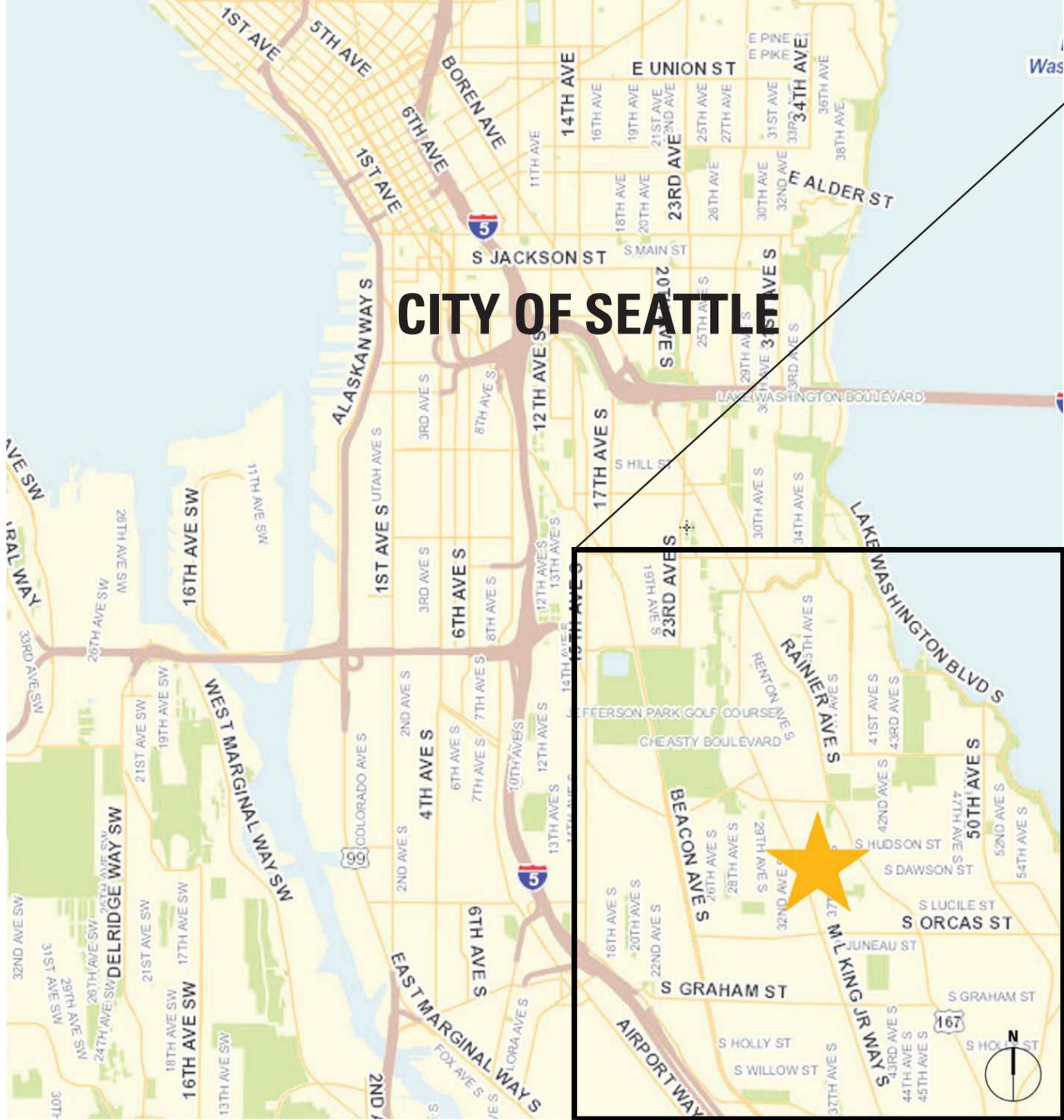
## SITE AND DEVELOPMENT INFORMATION

The two lots comprising the proposed development site currently house a private school facility. The existing buildings include one and two story masonry structures, temporary classroom facilities and site improvements including parking, walkways and play facilities. All site improvements, landscaping and structures are proposed to be demolished, and the site regraded to accommodate new development for residential use. One existing tree on site has been identified as "exceptional" and will be retained.

The existing parcels will be combined, and a new Lot Boundary Adjustment (LBA) will establish two new parcels "A & B." This proposal is for the larger "Parcel A" (see page 5 for extents). Proposed Parcel B will have existing improvements removed, but will not be developed. This proposal and review does not include Parcel B.

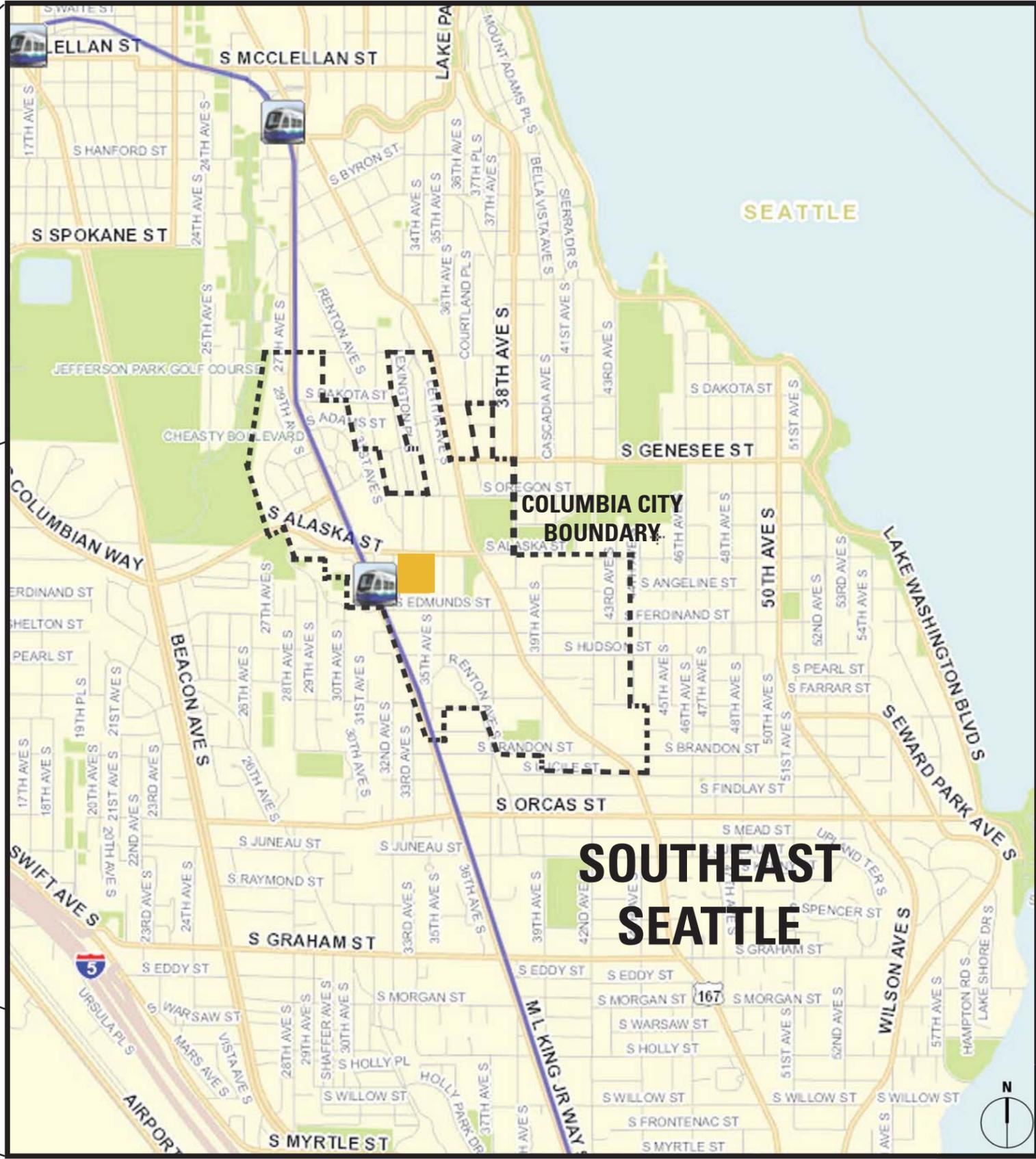
The neighboring lots in all directions include single-family homes and small apartments and townhouses. Neighborhood service facilities, commercial and retail shops are found along Alaska Street, Martin Luther King Jr. Way, and Rainier Avenue. The SoundTransit Columbia City Station is located along Martin Luther King Jr Way, one block from the project site.

# CITY OF SEATTLE



# COLUMBIA CITY BOUNDARY

# SOUTHEAST SEATTLE







# ZONING ANALYSIS

ADDRESS	<b>4730 32<sup>ND</sup> Avenue South Seattle WA 98118</b>
PROJECT DESCRIPTION	<b>Three and four story, Type V wood frame construction with basement level parking. Fully sprinklered structures. All existing structures and site improvements will be demolished.</b>
CURRENT LEGAL DESCRIPTION	<b>Parcels A and B, City of Seattle Short Plat No. 3003045, according to the short plat recorded under recording no. 20060524900006, records of King County, State of Washington.</b>
CURRENT LOT AREA	<b>Parcel A contains 218, 673 sq. ft. Parcel B contains 153,187 sq. ft. Combined parcels contain 271, 860 sq. ft. (6.24 acres)</b>
PROPOSED LOT AREA (CONTINGENT TO APPROVAL OF LOT BOUNDARY ADJUSTMENT APPLICATION)	<b>Parcel A will contain 198,863 sq. ft. Parcel B will contain 72,997 sq. ft.</b>
CURRENT PARCEL NUMBERS	<b>222404-9071-07 222404-9089-07</b>
ZONING/OVERLAY DISTRICT	<b>Lowrise 3 (LR3) Station Area Overlay District</b>
PERMITTED USES	<b>Residential, including a variety of multifamily housing types such as apartments, townhouses, and rowhouses.</b>

BUILDING HEIGHT	<b>Forty foot height limit, measured from existing grade conditions.</b>
FLOOR AREA RATIO (FAR) FLOOR AREA ALLOWED (BASED ON PROPOSED AREA OF PARCEL A)	<b>1.5 298,295 sq. ft.</b>
DENSITY (BASED ON PROPOSED AREA OF PARCEL A)	<b>248 Residential Dwelling Units allowed</b>
SEPARATIONS	<b>Front Lot Line Setback - 5 feet minimum Rear Lot Line Setback - 15 feet minimum (lot does not have adjacent alley) Side Setbacks (for facades greater than 40 feet in length) - 7 feet avg, 5 feet min.</b>
LANDSCAPE REQUIREMENTS	<b>Street trees required for improvements along 32nd Avenue S. Landscaping must achieve a Green Factor score of 0.6 or greater.</b>
RESIDENTIAL AMENITY AREA (BASED ON PROPOSED AREA OF PARCEL A)	<b>67,965 sq. ft. of ground level amenity area (or approved roof area).</b>
PARKING REQUIREMENTS	<b>No minimum parking requirements within a Station Overlay District</b>
CODE DEPARTURES	<b>Development Standard Departure, Building Width, Buildings 1 &amp; 6</b>

# EARLY DESIGN GUIDANCE SCHEME A

## ANALYSIS

NO DEPARTURES



**BUILDING MASSING, LOOKING SOUTHWEST**

## DESIGN DESCRIPTION

The proposed design consists of approximately 254 flats and townhouse type apartments arranged around an urban park. Five three and four story buildings are proposed. The site design is intended to facilitate pedestrian living in this walkable neighborhood.

Surrounding the proposed development site are small lots accommodating mostly single family homes and small apartments. This scheme attempts to minimize the length of proposed street facing buildings in order to more closely reflect the scale of the surrounding neighborhood.

There are three street facing buildings proposed here, each with townhouse type apartments on the first and second floors and flats above. Along 32nd Avenue, all of the ground floor apartments have street facing entries and stoops. There are two vehicle entry points at the edges of the proposed site, with multiple pedestrian entry points along 32nd Avenue.

The axis of Angeline Street, which connects the proposed site to the Columbia City Station, continues into the core of the site as a pedestrian lane, integrating the neighborhood's street grid into the project's core.

The perimeter buildings all exceed the required setback from the lot lines by use of a landscaped parking strip and driveway. This 40+ foot buffer serves to protect the privacy, access to light and views of the neighboring homes and diminishes the impact of the proposed structures.

While none of the buildings in this scheme exceed any size related constraints imposed by the Seattle Municipal Code, the length of structures perpendicular to 32nd Avenue may exceed the expectations of the Design Guidelines.

## PROS

**Dense, urban form maximizes number of dwelling units near transit hub**

**Vehicle use is segregated from the social core of the development**

**Building massing is careful to protect views, light and privacy of neighboring lots by use of wide setbacks**

**The street edge follows the pattern or the neighborhood with evenly spaced unit entries, landscaped yards and pedestrian orientation**

**Building widths are appropriately sized for the lot**

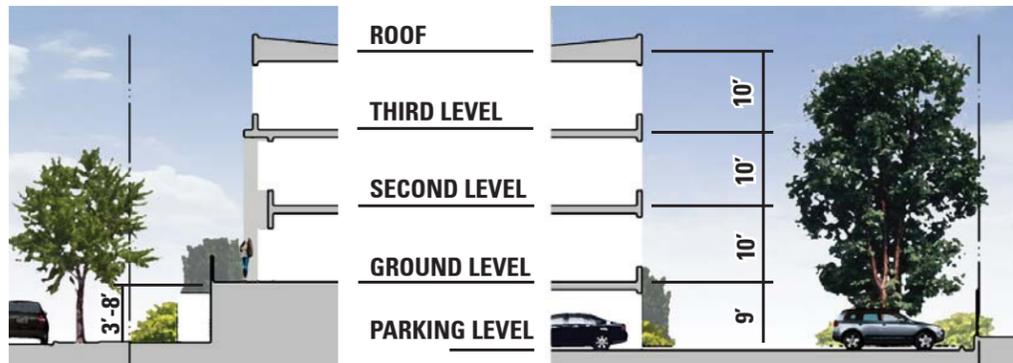
**Two main entries are provided, one of which is aligned with Angeline Street. This contributes to the integration of the pedestrian core of the site with the neighborhood's grid**

## CONS

**In order to satisfy code requirements concerning building width parallel to the street edge, this scheme relies on buildings that are excessively deep perpendicular to the street. While allowed by code, buildings of this depth overwhelm the site and create barriers to views and circulation**



**1. BUILDING ELEVATION ALONG 32ND AVENUE SOUTH**



2. TYPICAL SECTION AT STOOP ON STREET

3. TYPICAL SECTION AT REAR YARD



4. STREET VIEW, LOOKING NORTH



5. STREET VIEW, LOOKING SOUTH



# EARLY DESIGN GUIDANCE SCHEME B

## ANALYSIS

NO DEPARTURES



**BUILDING MASSING, LOOKING SOUTHWEST**

## DESIGN DESCRIPTION

Like the previous scheme, this scheme consists of approximately 245 apartments set in a parklike setting. This scheme makes use of six, three and four story buildings with basement level parking. Each building's design will make use of exterior entrances for all ground level units with entry adjacent patios for resident use.

The site design employs a 40+ foot buffer that serves to protect the privacy, access to light and views of the neighboring homes. This division creates a comfortable separation between vehicle and pedestrian uses on the site. As in the previous scheme, basement level parking is provided under buildings located along the site perimeter.

Two buildings consisting of flats and townhouses comprise the proposed length of 32nd Avenue. As in the previous scheme, all ground level units will include street facing entries and stoops. These entries will contribute to the liveliness of 32nd Avenue. A single main entrance for pedestrian use is located midblock, with vehicle entrances at the perimeter.

This scheme attempts to minimize the length of buildings on the site in an effort not to overwhelm the scale of neighboring homes and apartments.

Like the previous scheme, the buildings proposed here conform to the constraints imposed on construction in Low Rise 3 zones. However, the placement of buildings along 32nd Avenue, while appropriate in size and scale, does not allow for clear integration of Angeline Street and places the main pedestrian entrance midblock instead.

## PROS

**Dense, urban form maximizes number of dwelling units near transit hub**

**Vehicle use is segregated from the social core of the development**

**Building massing is careful to protect views, light and privacy of neighboring lots by use of wide setbacks**

**The street edge follows the pattern or the neighborhood with evenly spaced unit entries, landscaped yards and pedestrian orientation**

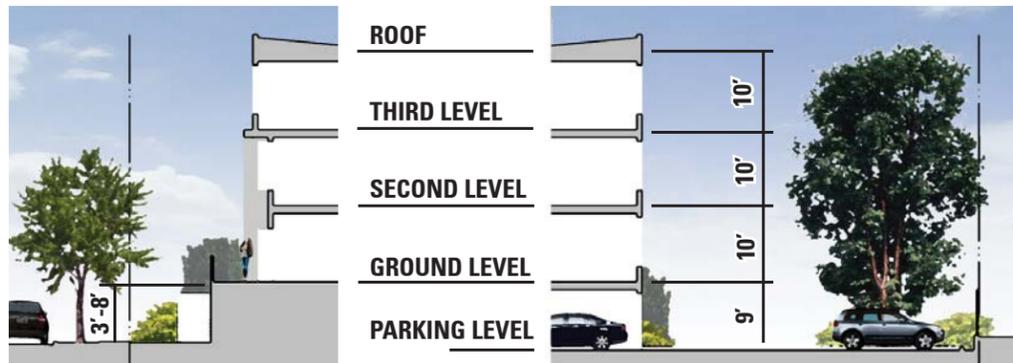
## CONS

**The main pedestrian entry is positioned midblock as a result of concerns about building width. It would be more appropriate to align the site's pedestrian lane with the neighborhood's grid at Angeline Street.**

**This scheme relies on use of an additional building in order to reduce building width. This strategy results in the loss of dwelling units and parking spaces.**



**1. BUILDING ELEVATION ALONG 32ND AVENUE SOUTH**



2. TYPICAL SECTION AT STOOP ON STREET

3. TYPICAL SECTION AT REAR YARD



4. STREET VIEW, LOOKING NORTH



5. STREET VIEW, LOOKING SOUTH



# EARLY DESIGN GUIDANCE SCHEME C

## ANALYSIS

### DEPARTURE - BUILDING WIDTH



**BUILDING MASSING, LOOKING SOUTHWEST**

## DESIGN DESCRIPTION

Five three and four story buildings are proposed for this scheme. As in the previous schemes, there are approximately 254 flats and townhouse type apartments proposed for the site, arranged around a landscaped park, with ground floor apartment entries and useable outdoor space comprising the majority of the site's core.

The site design employs a 40+ foot buffer that serves to protect the privacy, access to light and views of the neighboring homes. This division creates a comfortable separation between vehicle and pedestrian uses on the site. As in the previous schemes, basement level parking is provided under buildings located along the site perimeter.

Two buildings facades of varied lengths comprise the proposed length of 32nd Avenue. As in the previous scheme, all ground level units will include street facing entries and stoops. The axis of Angeline Street, which connects the proposed site to the Columbia City Station, continues into the core of the site as a pedestrian lane, integrating the neighborhood's street grid into the project's core. This connectivity encourages use of rail travel and attempts to facilitate walking throughout the neighborhood.

This scheme relies on a development standard departure for building widths parallel to 32nd Avenue. The scheme proposes two buildings whose widths exceed the code limitations of 150 feet. However, given the unusually large size of the lot, wider buildings may be deemed appropriate.

Particular care has been made to diminish the scale of street facing building facades by dividing the width of the buildings into clearly defined, individual residential units. The succession of townhouses and apartments along the length of 32nd Avenue follows the pattern of house facades set back from the street edge and is respectful of the scale of the neighborhood.

## PROS

**Dense, urban form maximizes number of dwelling units near transit hub**

**Vehicle use is segregated from the social core of the development**

**Building massing is careful to protect views, light and privacy of neighboring lots by use of wide setbacks**

**The street edge follows the pattern or the neighborhood with evenly spaced unit entries, landscaped yards and pedestrian orientation**

**Building widths are appropriately sized for the lot**

**The main entry is aligned with the existing street grid, integrating the development's pedestrian lane with Angeline Street**

## CONS

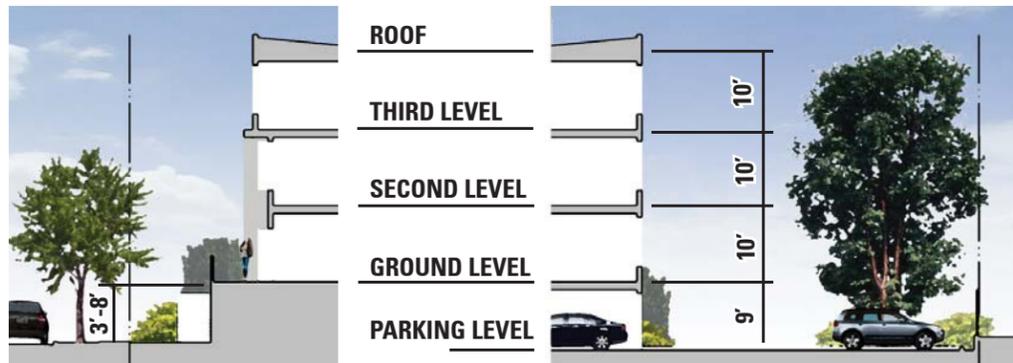
**Proposed building widths exceed those mandated by code. However, lot size and building placement may contribute to the appropriateness of this departure**

### DEVELOPMENT STANDARD DEPARTURES

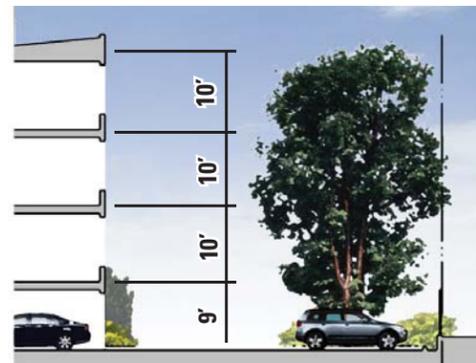
	ALLOWED BLDG. WIDTH	PROPOSED BLDG. WIDTH	% INCREASE
<b>BUILDING 1</b>	150'	318'	112%
<b>BUILDING 5</b>	150'	218'	45%



**1. BUILDING ELEVATION ALONG 32ND AVENUE SOUTH**



2. TYPICAL SECTION AT STOOP ON STREET



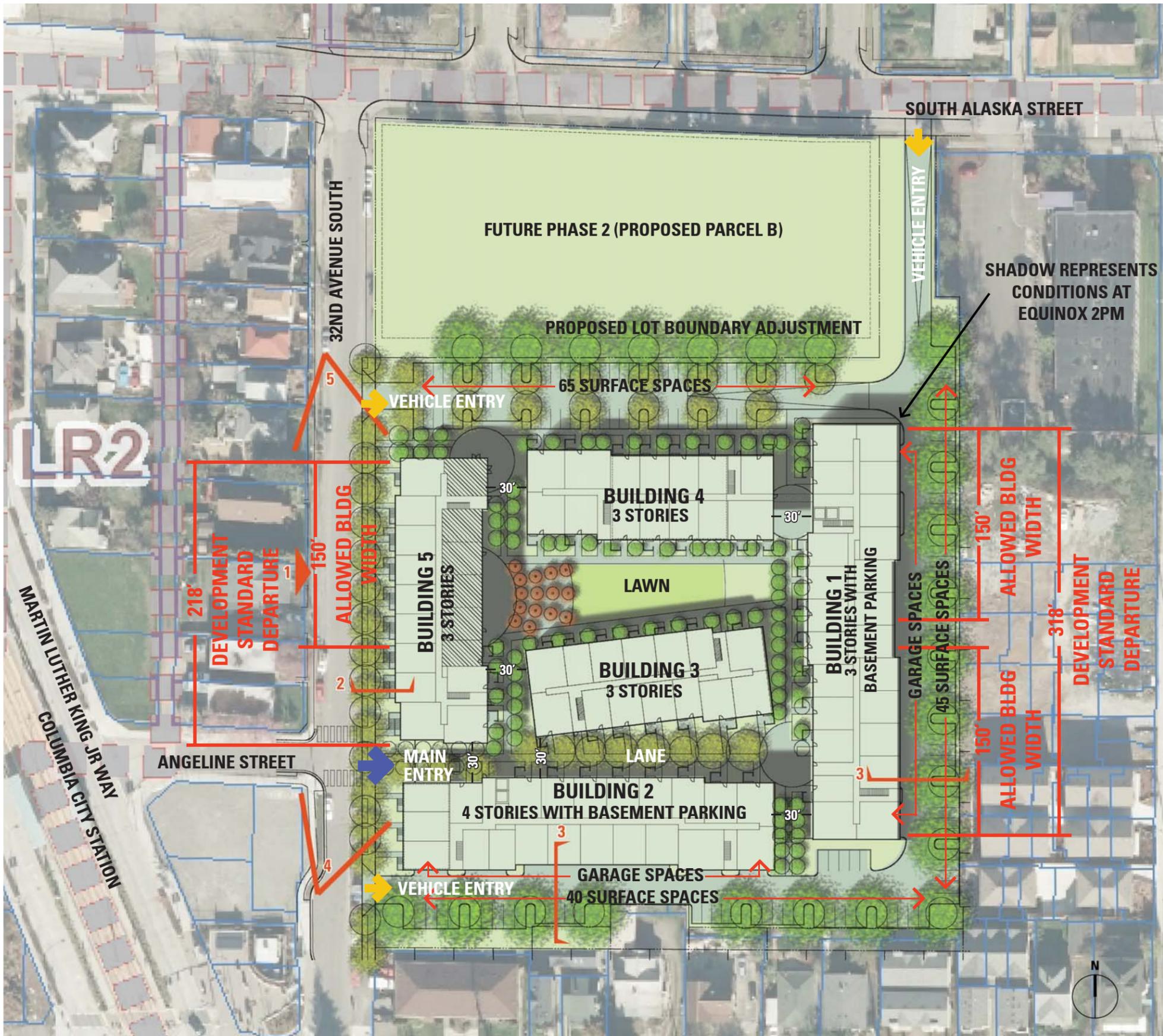
3. TYPICAL SECTION AT REAR YARD



4. STREET VIEW, LOOKING NORTH



5. STREET VIEW, LOOKING SOUTH



## 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.

**Guidance:** At the Early Design Guidance Meeting, the Board supported the basic site plan to use topography to conceal tuck-under parking on the south and east edges, but discussed at length how the buildings along 32nd need to transition with the slope and not create such tall stoops and blank walls at the south end, or in the preferred Option C, the approximate 8 ft of steps to climb into the main courtyard entrance, creating an un-gracious welcome. The Board was also concerned with fair ADA access from the southwest as well as the proposed northwest level grade, and encouraged the design to provide equivalent ADA access and desire lines throughout the site. Except for this grade issue and other qualifications in this report, the Board generally supported Option C, although it did not place a great emphasis on aligning with Angeline Street. The Board discussed the five Exceptional trees identified on the phase one site, and concluded they were in locations that do not contribute greatly to the site plan, but the Board does require full graphic and quantified analysis of development impact, any required departures if retained, and a complete replacement proposal at the next meeting. Also see DRB guidance under E-2.

**Response:** The design team has developed a landscape and grading plan that minimizes the perceived effects of the tall stoops at the north end of Building 5 and the south end of Building 6, without “stepping” the building floor plates to match the existing grade. Additionally, stoops along Building 6 have been reduced in height to bring the front doors closer to the sloping street level. The landscaping and grading elements eliminate the presence of “blank walls” at street level. The design incorporates accessible entrances from the public right of way at both the north and south entry points into the site

Additional analysis by the team’s arborist indicates that only one tree with in the area of proposed development meets the city’s definition of Exceptional Trees based on species, size and health. The center pedestrian entry way into the site has been situated to surround this existing, Exceptional Tree. The full arborist’s report has been reviewed and approved by the city’s arborist.

## A-2

### STREETSCAPE COMPATIBILITY

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

**Guidance:** At the Early Design Guidance Meeting, the Board supported the lush setback landscape concept presented for along 32nd, and discussed how the 0-4 ft vertical stoops create desirable privacy layering, but taller than 4 ft is less-social, creates intimidating stairs and oversized blank walls. The design should introduce at least one vertical transition along 32nd to ensure no stoops are more than approximately 4 feet above the sidewalk. Ramps and/or lifts should be employed to resolve the transitions internally. Each unit also includes a wood terrace at the Level 1 datum.

**Response:** The design of the stoops along Buildings 5 & 6 has been revised. The new design proposes stoops and front doors that are approximately 2’-0” above the sloping street grade. The remaining stairs are found in the apartment interior. Two remaining stoops are proposed to have front doors at 7’-0” and 7’-6”. The front doors for these apartments are more than 20’ from the front lot line and the intervening space includes terraced planting areas and patios to minimize the perception of grade change.

## A-3

### ENTRANCES VISIBLE FROM STREET

Entries should be clearly identifiable and visible from the street.

**Guidance:** At the Early Design Guidance Meeting, the Board agreed it was very important to fully activate the one street frontage, and the stoops with visible entries and the 6 ft wide patios described, provide valuable activation and sociability.

**Response:** This guidance is consistent with the design intent presented by the Design Team to the Design Review Board. All street facing units include ground level entry stoops and terraces. Additionally, balconies have been provided for upper levels.

## 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.

**Guidance:** At the Early Design Guidance Meeting, the Board agreed the parking aisles and surface spaces are a wide buffer to the adjacent properties, but that site features and management practices should be included to mitigate the impacts of those functions. Specifically, headlights and vehicle noise should be physically buffered from the south and east property lines, using a mix of landscape, fencing and/or berms. The trash collection and pick-up locations should be consolidated and enclosed to contain noise and odors, located far from any property lines, and the pick-up schedule/management should be regulated.

**Response:** The proposed design will include visual barriers (i.e. 6’-0” retaining walls, fence and landscaping) between surface parking and the neighboring lots. This will effectively screen views into the parking areas and prevent headlights from shining through into neighborin yards.

All waste storage is internal to Buildings 1 & 2, with collection areas in the garage levels.

## A-6

### TRANSITION BETWEEN RESIDENCE AND STREET

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

**Guidance:** At the Early Design Guidance Meeting, the Board agreed this sensitive transition is essential along 32nd, as noted under guidelines A-2 and A-3 above, and also important along all the ground floors throughout the plan, since the unit patios front onto the shared communal realm.

**Response:** The Design Team presented schemes which supported this guidance. Each ground floor unit includes a front door and a patio.

## A-7

### RESIDENTIAL OPEN SPACE

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

Guidance: At the Early Design Guidance Meeting, the Board agreed the two internal courtyards indicated require a clear program of uses, including a rich variety of active and passive spaces, such as family play/tot lots, rest gardens, and/or water features. Each internal space should have a use and landscape purpose, and become a distinct place, not simply ‘filler turf’. The Board requests to see a specific open space program and detailed landscape design at the next meeting.

**Response:** The landscaped amenity areas will include both “hardscaped” areas to allow for tables, chairs and other outdoor furniture to be set up, in addition to smaller “built-in” seating areas at various locations. These gathering areas will include amenities such as an indoor/outdoor fire place and a bocce ball court. Landscaping will include planted areas, areas for rainwater retention, and a lawn area for outdoor play. Additionally, a roof terrace is provided and will include a gardening area, seating areas, a barbeque, and fire pit.

## A-8

### PARKING AND VEHICLE ACCESS

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

Guidance: At the Early Design Guidance Meeting, the Board supported the parking placement to create a wide buffer, but specific design features outlined under A-5 are needed to mitigate impacts to adjacent properties.

**Response:** The wall and fence surrounding the site will make it impossible for neighbors to perceive the parking areas.

## A-10

### CORNER LOTS

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

Guidance: At the Early Design Guidance Meeting, the Board noted the proposed Phase 1 is NOT a corner, but that parking and parking access are nonetheless both located distant from the corner of S Alaska and 32nd Avenue S.

**Response:** Surface parking immediately adjacent to the south right of way entry will be screened with a 19’ deep landscape buffer and a 3’-6” high wood fence. Surface parking at the north right of way entry will be screened with a 14’ deep landscape buffer. Both areas also include trees.

## B-1

### HEIGHT, BULK AND 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 near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

Guidance: At the Early Design Guidance Meeting, the Board supported the applicant-preferred Option C, with its broken building walls to the west and north, however the Board stated the following important qualifiers: the longer east and south building walls should have more substantial plan modulation than shown, and the upper stories (which will be visible behind and above the existing structures) should have stepbacks and/or a varying roofline or parapet, to break up the bulk and skyline profile.

**Response:** The façades and massing of the south and east buildings will incorporate many design features to break up the massing, including changes in exterior finishes, shifts in building mass, use of bay windows and recesses into the building mass, and breaks in the parapet.

## 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 its facade walls.

Guidance: At the Early Design Guidance Meeting, the Board supported the basically contemporary architectural character presented for 32nd Avenue, but advised the other buildings exhibit distinct variations on that theme to avoid all repetitive buildings. Each building should be unified and consistent, but the 5 separate buildings should not display too much over-all consistency.

**Response:** The facades proposed for all six buildings incorporate similar exterior finishes and treatments. However, the application of exterior finishes varies with each building. All six buildings also employ similar massing elements. However, suitable variation of those elements exists between buildings to avoid monotony. The over-all design scheme relies on a consistent architectural concept that is applied with thoughtful variation between buildings.

## C-3

### HUMAN SCALE

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

Guidance: At the Early Design Guidance Meeting, the Board agreed the design should break down the scale of what are unusually long structures (even if all become 150ft) in a context of largely smaller lots and structures.

**Response:** The massing of each building clearly expresses individual dwelling units. This expression allows each building to be experienced not as a single length of uninterrupted façade, but as a progression of entries, windows, patios, stoops, bays and other elements which are scaled to provide a hospitable and comfortable environment.

## 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.

Guidance: At the Early Design Guidance Meeting, the Board discussed how material variety will contribute to both guidelines C-2 and C-3, and will be especially important to achieving a modulated skyline backdrop for all the upper floors, as described under B-1. Material quality and detailing is essential at all ground level locations, especially along 32nd.

**Response:** The design team has specified materials that are consistent with the design of most other multifamily dwellings in the neighborhood. These materials include painted cement-fiber shiplap siding (which creates nice shadow lines), painted cement fiber panels, and synthetic wood siding with a natural finish. All of these materials have been selected because of their frequent use in Seattle and in Columbia City.

## D-1

### PEDESTRIAN OPEN SPACES AND ENTRANCES

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

Guidance: At the Early Design Guidance Meeting, the Board discussed how the primary pedestrian entries to the site should be inviting and not a tall chute of stairs. Seating and other landscape features should be integrated to make these entry gathering spots sociable.

The Board also discussed at length the concept of a semi-public path east-west across the site (not a public easement), as advocated by some community members. The Board did not see sizable benefit

for pedestrians flowing to and from the light rail station and the Columbia City core, as existing Edmunds Street is the most direct route, and the light rail crosswalks are fixed.

The Board did agree modest benefit for general neighborhood pedestrian connectivity between 32nd and 35th Avenues might accrue, if the project could allow for a potential path that connects with and through the site under development to the east (#3013340 – where a path is projected along its north property line). The Board encouraged the applicants meet with the adjacent site proponents and explore minimal (about 5 ft wide) path connection options for the future, even if a path alignment is not perfectly straight or involves stairs and/or portals through buildings. The Board requests the applicants bring these site plan options and their pro's and con's to the next meeting.

**Response:** The design team has thoughtfully considered all three of the principal entry points into the site from 32nd Avenue. Each entry point is intended to offer a transition from the street into the site that is friendly, inviting and considerate of the pedestrian experience along 32nd Avenue. The mid-block entry has been redesigned to surround an Exceptional Tree, and no longer aligns with Angeline Street.

The design team will not be exploring passage/easement from the project site into the any of the neighbors' properties.

## D-2

### BLANK WALLS

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

Guidance: At the Early Design Guidance Meeting, the Board discussed reducing the height of any blank walls along 32nd Avenue, and the careful design of all internal walls to minimize large blank conditions. To activate the lawns and internal places, patio fences should display a variety of materials, heights and transparency to promote security and socialibility.

**Response:** The proposed design does not include "large blank conditions." Proposed landscaping and massing along 32nd Avenue

is terraced and includes an abundance of usable outdoor spaces and richly landscaped areas. Building façades make use of several changes in massing, height, proportion, texture, color and material. The façades are liberally fenestrated and include multiple unit entry points. The whole composition is designed to promote neighborhood "socialibility."

## D-5

### VISUAL IMPACTS OF PARKING STRUCTURES

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

Guidance: At the Early Design Guidance Meeting, the Board agreed most parking facades are screened from public view, but will be seen from adjacent properties, and thus deserve design integration. The surface parking at the northwest and southwest corners are visible from the adjacent street so well-detailed low fences should occur there. The southwest building corner should return approximately 10 ft to create an architecturally compatible building corner next to the adjacent carports.

**Response:** Parking structures are more than 160' from the front lot line and are not visible from 32nd Avenue. They are also completely screened by fencing from view by the neighbors.

## D-6

### SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

Guidance: At the Early Design Guidance Meeting, the Board supported the applicant stated locations of all trash and dumpsters to be internal to buildings and that no bins or dumpsters be located within the parking setback on the north, east or south sides. This includes the units in any buildings without elevators.

**Response:** Waste collection and storage, site utilities, and service and maintenance areas are all located inside the proposed parking garages.

## D-7

### PERSONAL SAFETY AND SECURITY

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

Guidance: See comments under A-3, A-6 and D-2.

**Response:** See response A-3, A-6 and D-2

## 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.

Guidance: At the Early Design Guidance Meeting, the Board discussed how this large site affords an opportunity to establish a distinct landscape environment and deserves a planting and design concept that is inspired by the specific context, and is not 'generic suburban garden apartment'. The Board encouraged plantings to emphasize native species, be organic/naturalistic, and be in-formal and clustered rather than aligned and regularly spaced. This is especially important along the east and south edges adjacent to neighboring properties, so for example, the generic one-tree every-five-parking spaces is NOT the recommended approach.

**Response:** This approach to landscape was not proposed by the design team and is not reflected in the proposed landscape plan.

## E-2

### LANDSCAPING TO ENHANCE 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.

Guidance: At the Early Design Guidance Meeting, the Board agreed the 2 internal courtyards should integrate a rich variety of walkway materials, site furnishings, and plant types and species, such as rest gardens, and/or water features. If on-site Exceptional trees are to be removed, the replacement trees should exceed the lost canopy area, be large species at installation, be similar species to evoke those lost, and be placed in visible, internal locations as feature trees or groves.

**Response:** The proposed landscape plan includes a number of diverse planting and landscaped areas accommodating a number of different uses. Proposed trees will be "large species." All proposed trees will certainly be "visible" and will be selected for their beauty, durability, longevity, appropriate scale, color and shape.



## Materials



Permeable Pavement



Pervious Vehicular Pavers



Permeable Sidewalk Pavers



Patio Stepstones



Synthetic Turf Bocce Court



Lawn

- 1 Vehicular Driveway - permeable pavement
- 2 Drop Off - permeable paving
- 3 Walkways - permeable paving
- 4 Stepstones at private patios
- 5 Bocce Court - synthetic turf
- 6 East Plaza
- 7 West Plaza
- 8 Common Terrace - wood deck
- 9 Residential Patio - permeable paving
- 10 Residential Patio - wood deck
- 11 Wood Fence
- 12 Turf Area
- 13 Bioretention Area
- 14 Existing Tree to Remain



Wood Deck



Bioretention Plantings

Site Plan - Illustrative

**Trees**



**Populus tremuloides**



**Calocedrus decurrens**



**Quercus coccinea**



**Cercidiphyllum japonicum**



**Ulmus 'Frontier'**



**Acer freemani**

**Native or Drought Tolerant Plants**



**Gaultheria shallon**



**Holodiscus bicolor**



**Vaccinium ovatum**



**Mahonia nervosa**

**Bioretention Plants**



**Juncus patens**



**Carex obnupta**



**Cornus sericea**



**Ribes sanguineum**

**Non-native Plants**



**Hydrangea quercifolia**



**Physocarpus opulifolius**



**Clethra alnifolia**



**Sarcococca ruscifolia**

**Ornamental Grasses**



**Miscanthus sinensis**



**Deschampsia cespitosa**

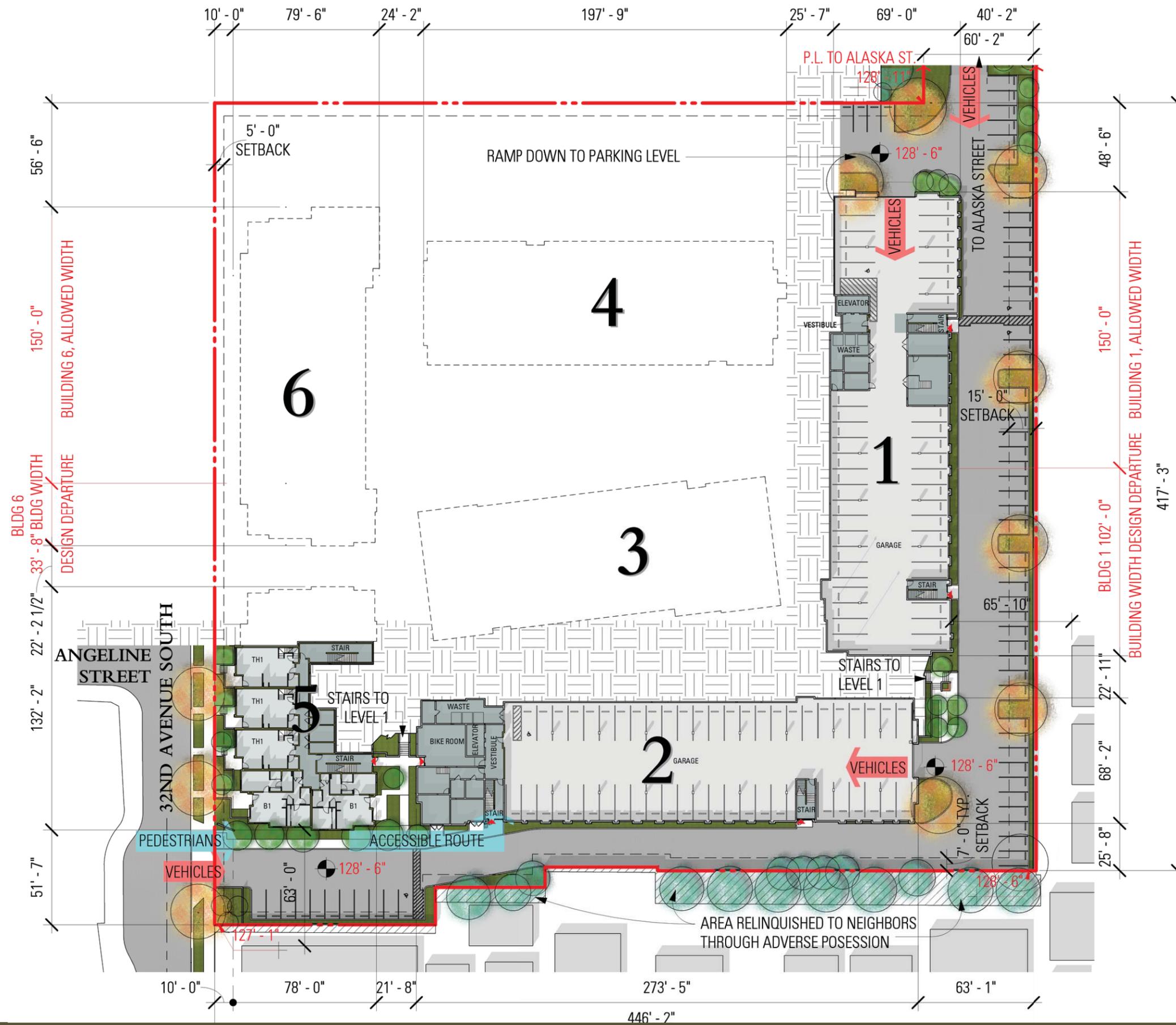


**Anemanthele lessoniana**

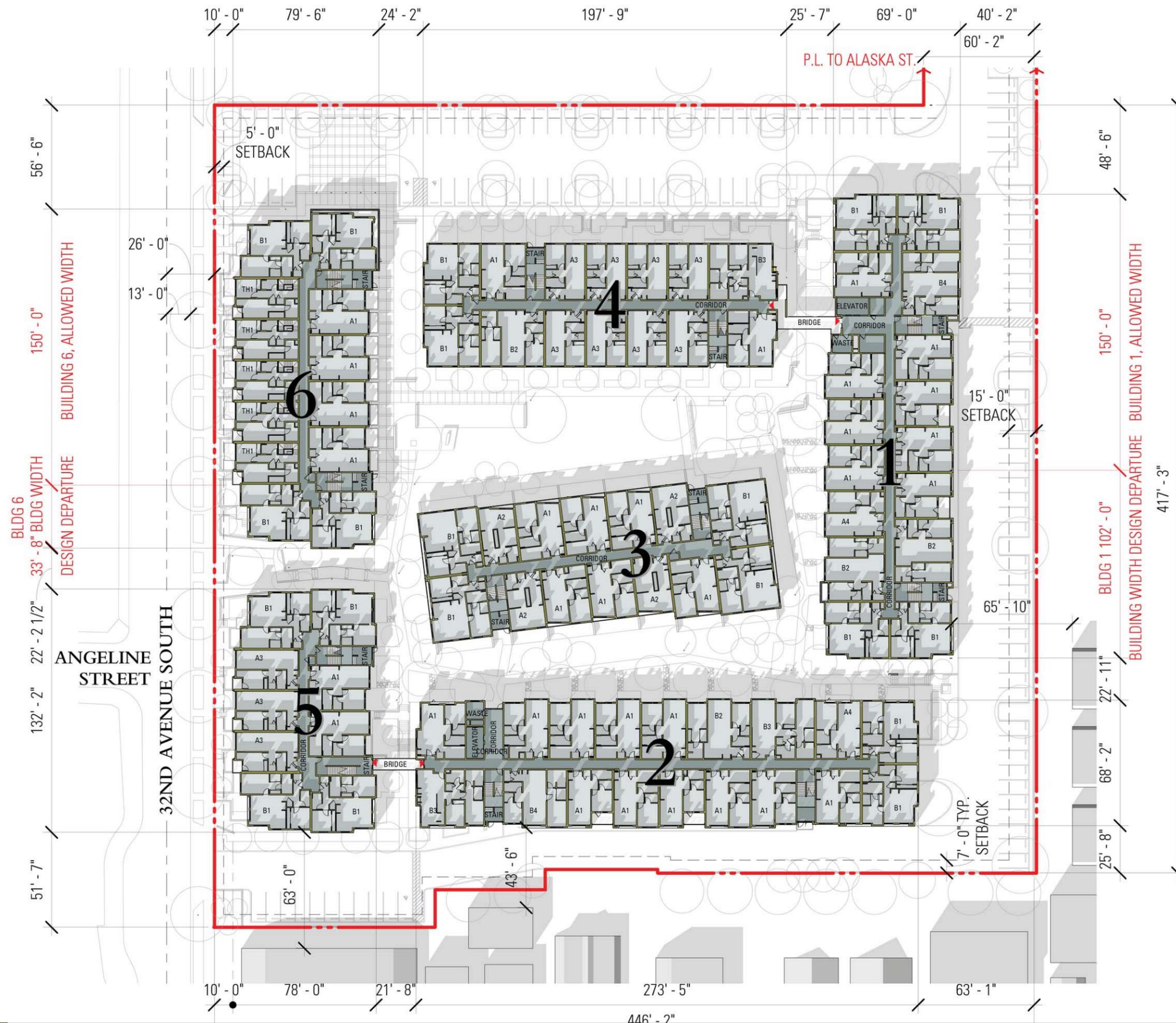


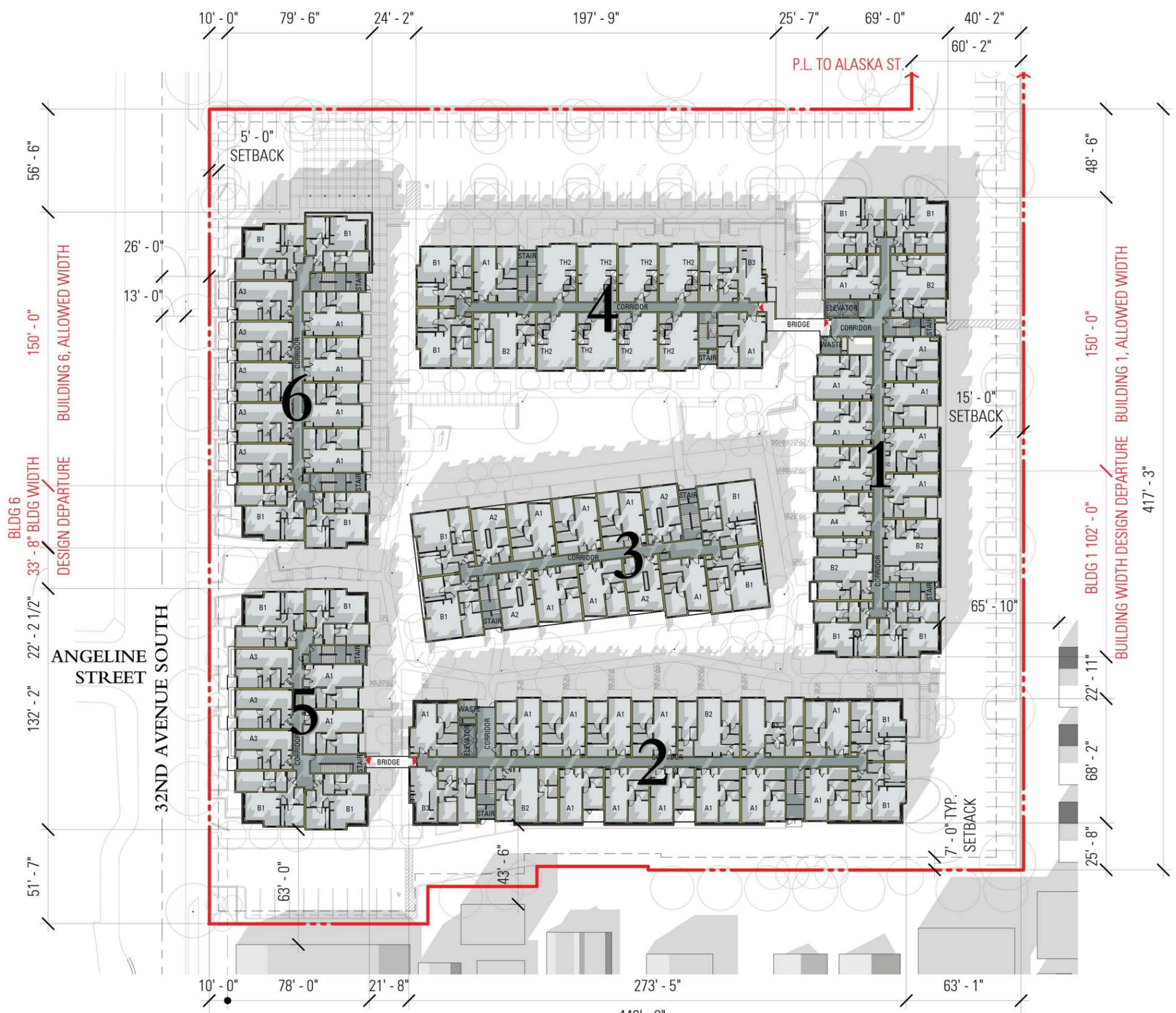
**Liriope muscari**

**Site Plan - Images**

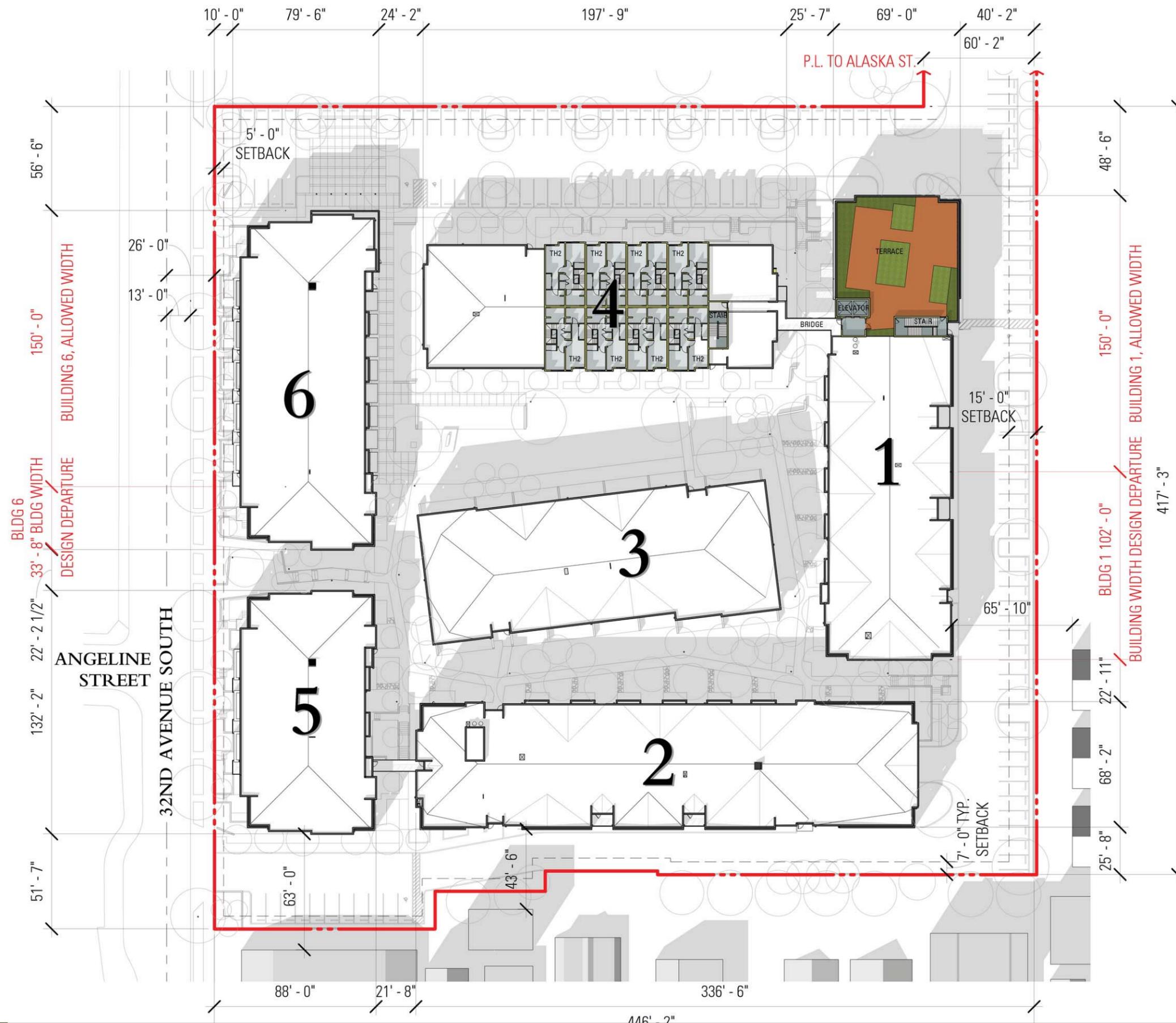






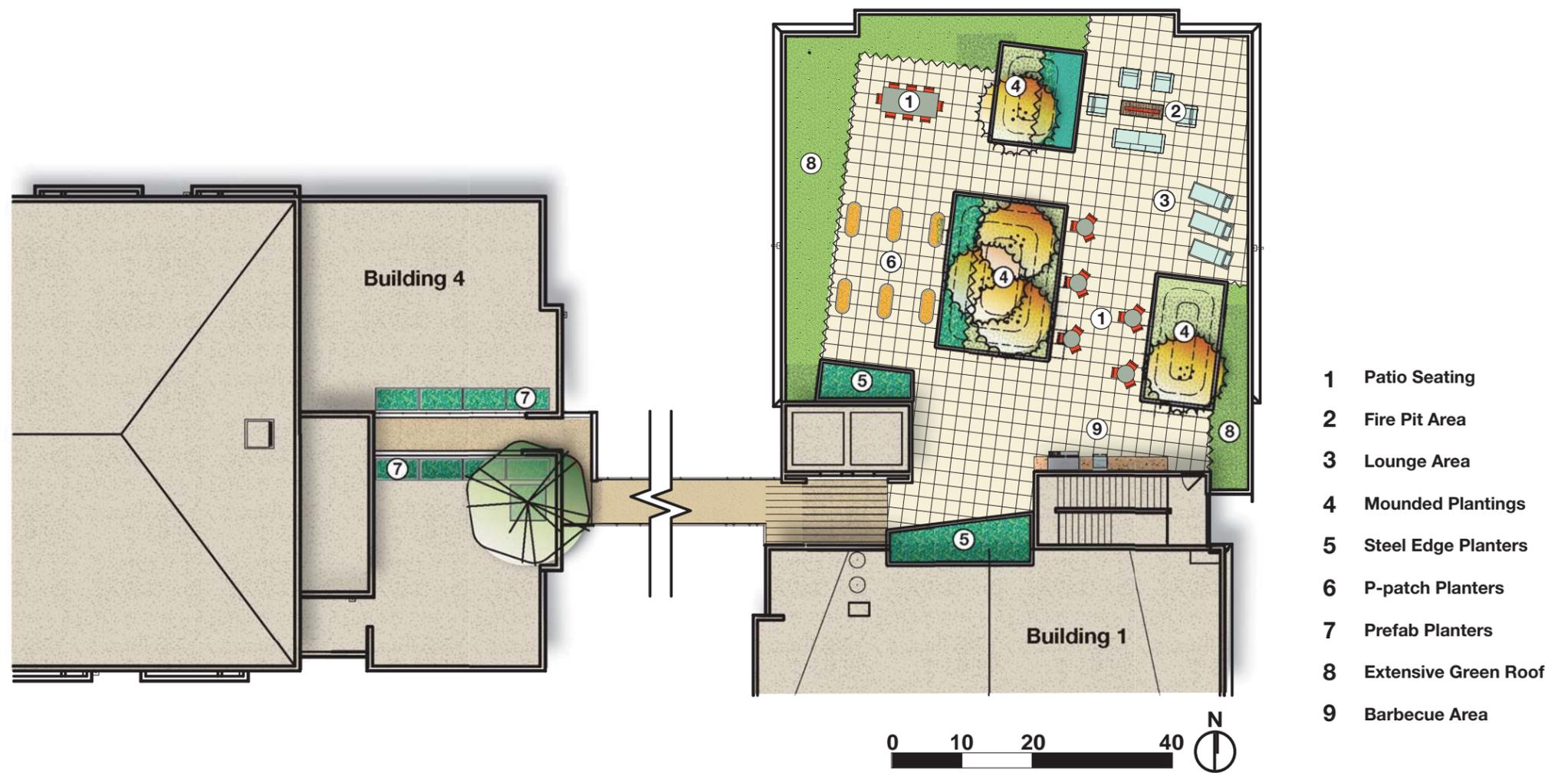


4730 32nd Avenue South, Seattle WA





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- 1 Patio Seating
- 2 Fire Pit Area
- 3 Lounge Area
- 4 Mounded Plantings
- 5 Steel Edge Planters
- 6 P-patch Planters
- 7 Prefab Planters
- 8 Extensive Green Roof
- 9 Barbecue Area

**Materials**



**Patio Seating**



**Roof Deck Lounge Seating**



**Fire Pit**



**Barbecue**



**P-Patch Planters**



**Mounded Roof Plantings**



**Extensive Green Roof**



**Steel Edge Roof Planters**

**Trees**



**Acer ginnala**

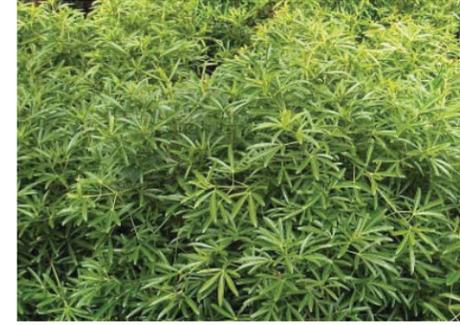


**Acer palmatum**



**Amelanchier x grandiflora**

**Native and Non-native Plant Mix**



**Choisya ternata**



**Perovskia atriplicifolia**



**Arctostaphylos uva-ursi**



**Crocsmia**

**Ornamental Grasses**



**Helictotrichon sempervirens**



**Pennisetum orientale**



**Nassella tenuisissima**



**Miscanthus sinensis**

EXTERIOR FACADE:



6.1 COMPOSITE WOOD SIDING  
NATURAL FINISH



7.1 PAINTED FIBER CEMENT  
LAP SIDING



7.2 PAINTED FIBER CEMENT  
PANEL SIDING



7.2 PAINTED FIBER CEMENT  
PANEL SIDING



7.2 PAINTED FIBER CEMENT  
PANEL SIDING



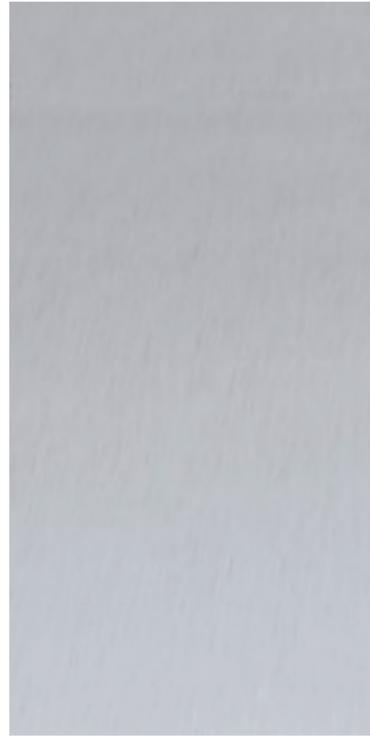
**EXTERIOR BUILDING COMPONENTS:**



**5.1 METAL PARAPET CAP**  
**5.2 METAL GUARDRAIL**  
**5.3 METAL DOWNSPOUT**



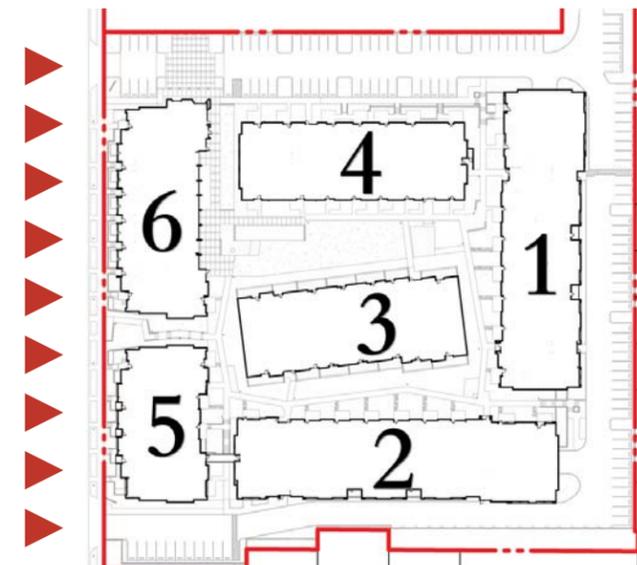
**8.1 VINYL NAIL-FIN WINDOW**  
**8.2 FIBERGLASS DOOR AND SURROUND**



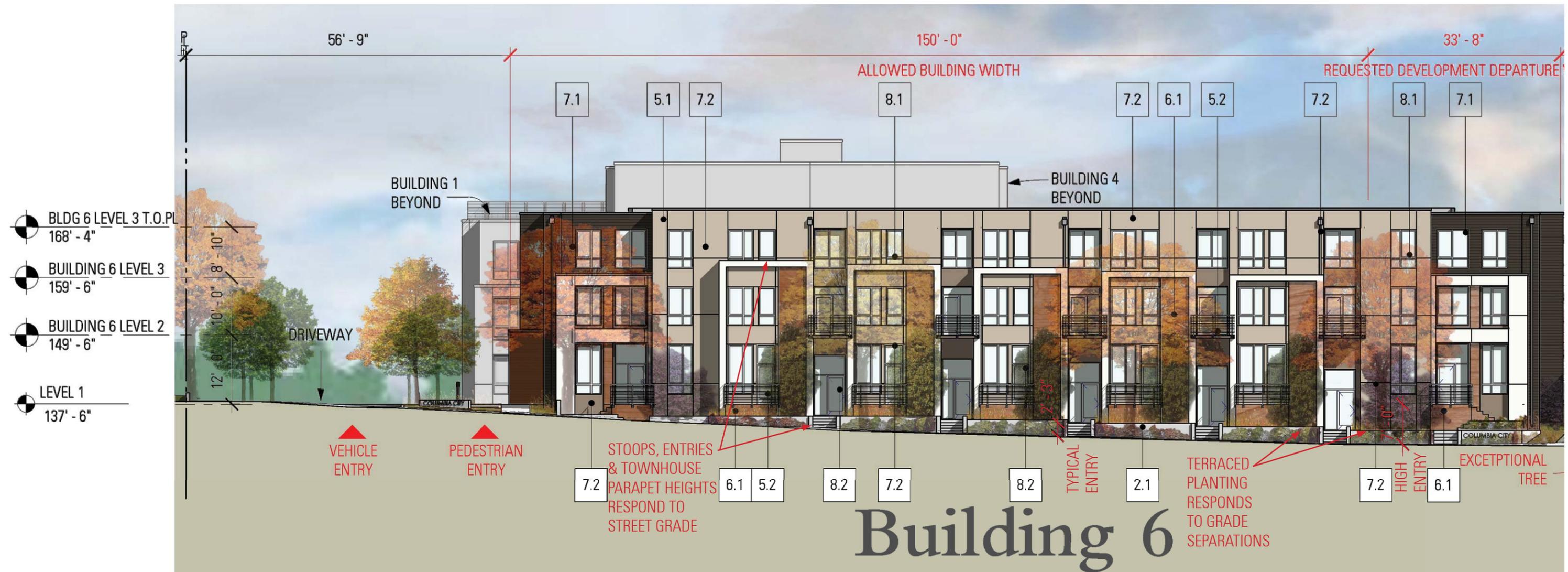
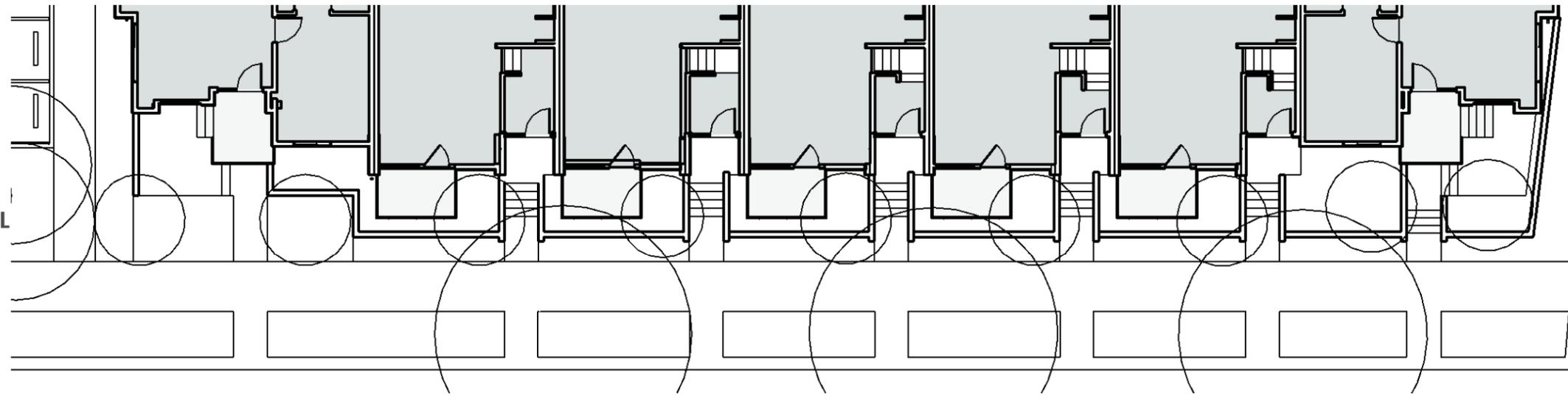
**8.3 ALUMINUM DOOR & WINDOW WALL SYSTEM**

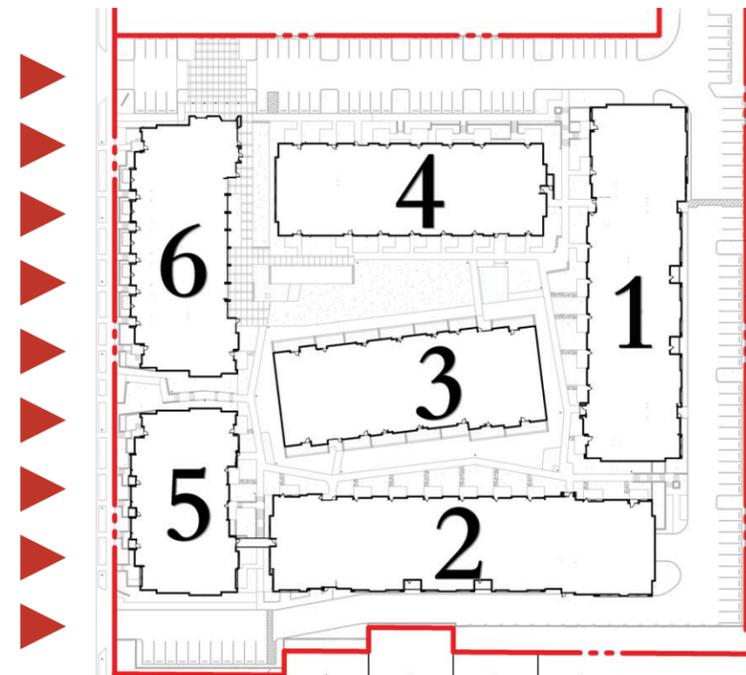
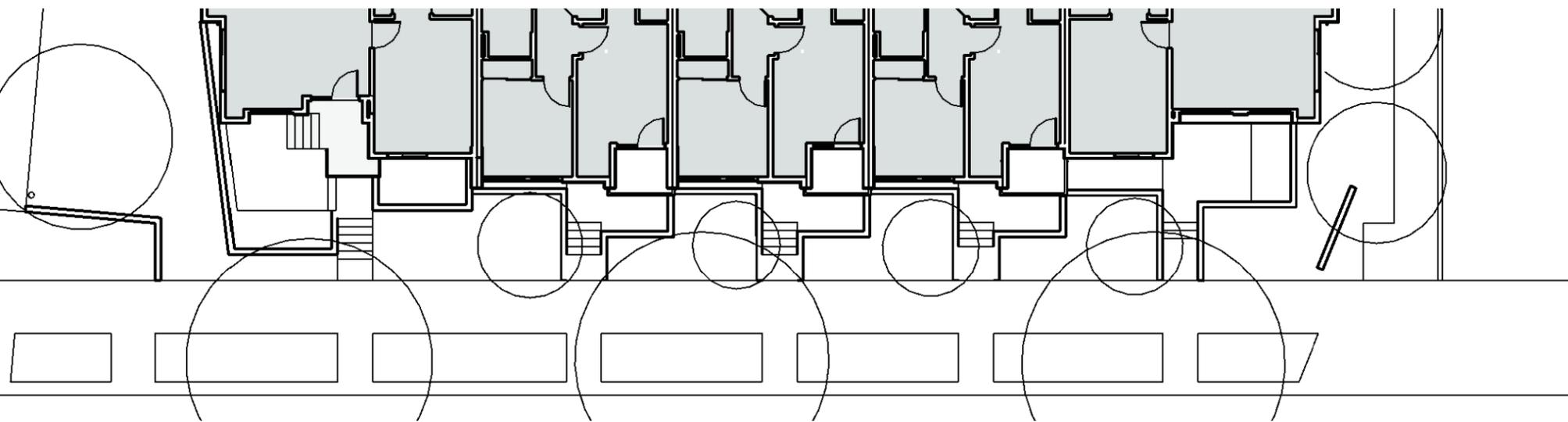


**VIEW FROM 32ND AVENUE SOUTH**



- 2.1 CONCRETE WALL WITH ARCH. FINISH
- 5.1 PAINTED MTL. PARAPET CAP
- 5.2 METAL GUARDRAIL
- 5.3 METAL SCUPPER & DOWNSPOUT
- 5.4 METAL GRATE
- 5.5 METAL BAR SLIDING GATE
- 6.1 COMPOSITE WOOD SIDING - NATURAL FINISH
- 6.2 COMPOSITE WOOD PATIO RAILING AND SEAT WALL
- 6.3 WOOD FENCE WITH GREEN WALL SYSTEM
- 7.1 PAINTED FIBER CEMENT LAP SIDING
- 7.2 PAINTED FIBER CEMENT PANEL SIDING
- 8.1 VINYL NAIL - FIN WINDOW
- 8.2 FIBERGLASS DOOR AND SURROUND
- 8.3 ALUMINUM DOOR & WINDOW SYSTEM

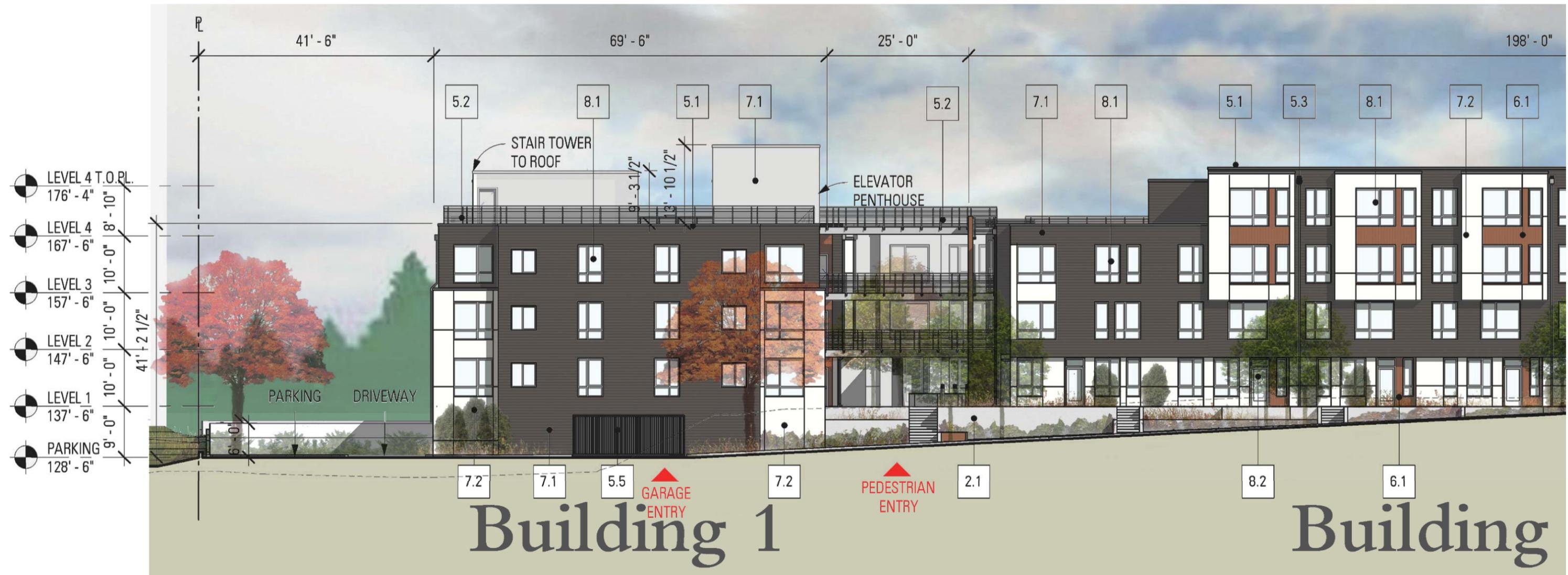
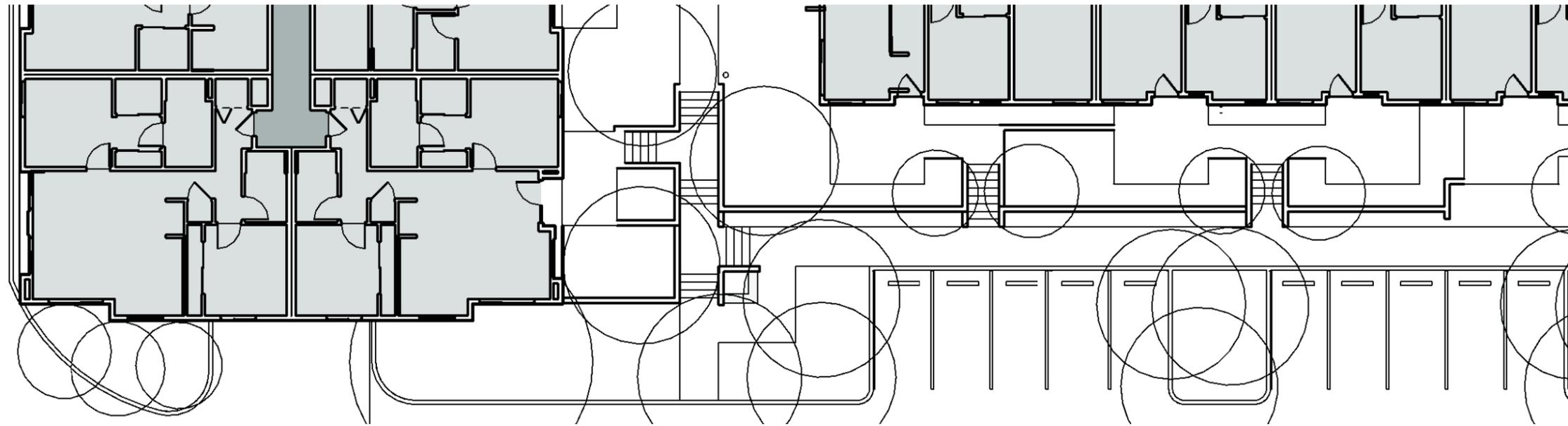


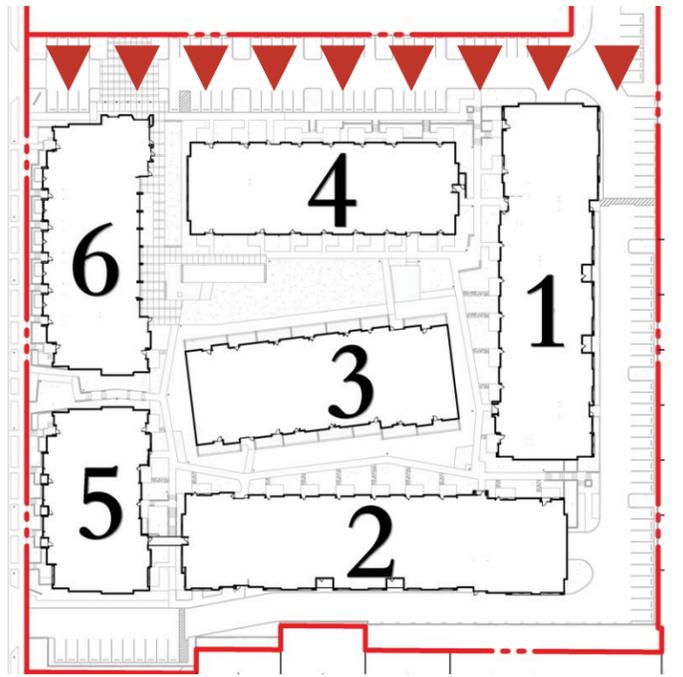
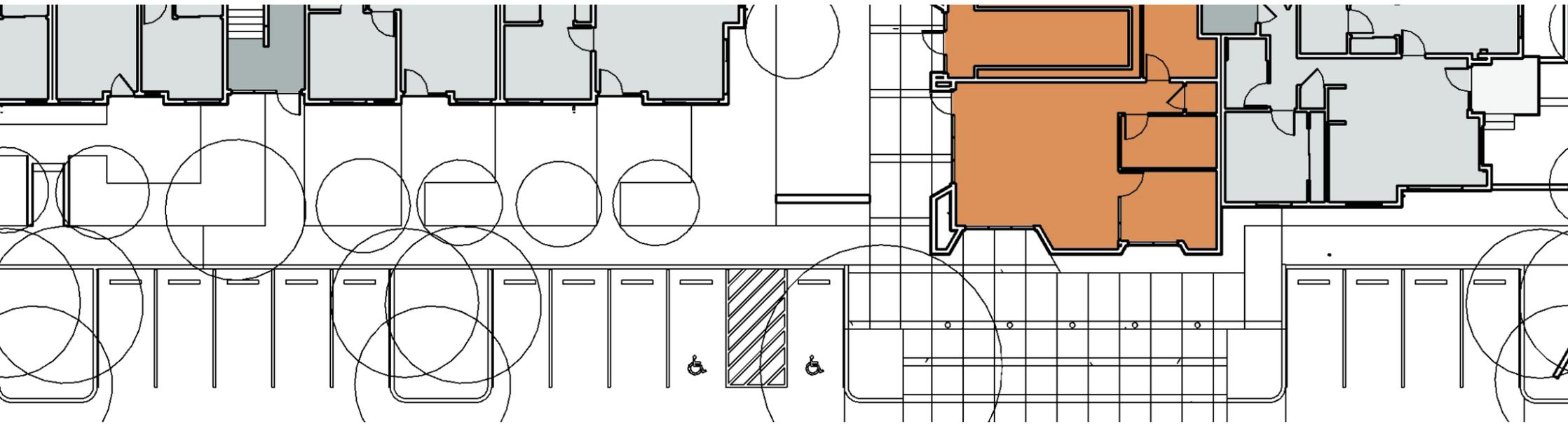


LEVEL 3 T.O.PL.	166' - 4"	◐
LEVEL 3	157' - 6"	◐
LEVEL 2	147' - 6"	◐
LEVEL 1	137' - 6"	◐
PARKING	128' - 6"	◐

# Building 5

- 2.1 CONCRETE WALL WITH ARCH. FINISH
- 5.1 PAINTED MTL. PARAPET CAP
- 5.2 METAL GUARDRAIL
- 5.3 METAL SCUPPER & DOWNSPOUT
- 5.4 METAL GRATE
- 5.5 METAL BAR SLIDING GATE
- 6.1 COMPOSITE WOOD SIDING - NATURAL I
- 6.2 COMPOSITE WOOD PATIO RAILING AND
- 6.3 WOOD FENCE WITH GREEN WALL SYSTI
- 7.1 PAINTED FIBER CEMENT LAP SIDING
- 7.2 PAINTED FIBER CEMENT PANEL SIDING
- 8.1 VINYL NAIL - FIN WINDOW
- 8.2 FIBERGLASS DOOR AND SURROUND
- 8.3 ALUMINUM DOOR & WINDOW SYSTEM



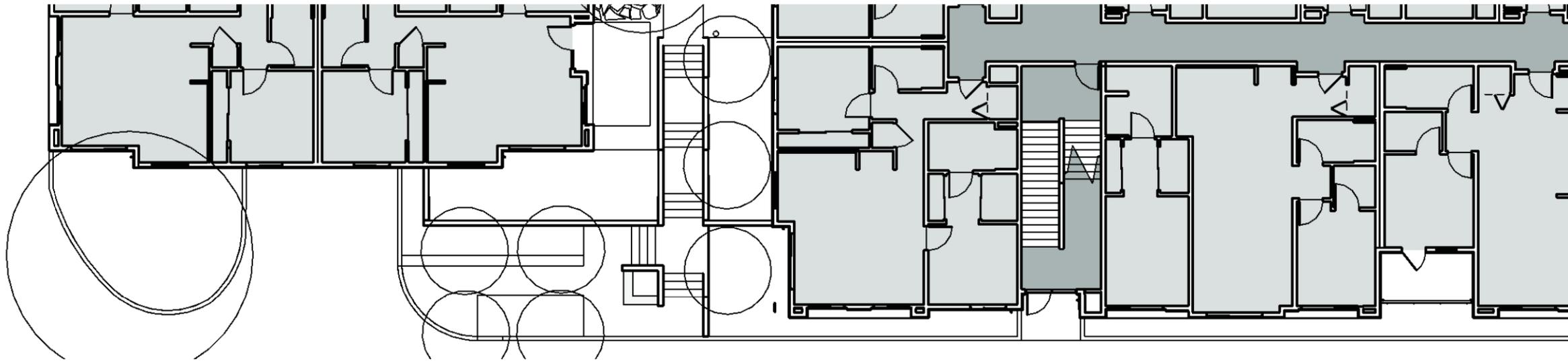


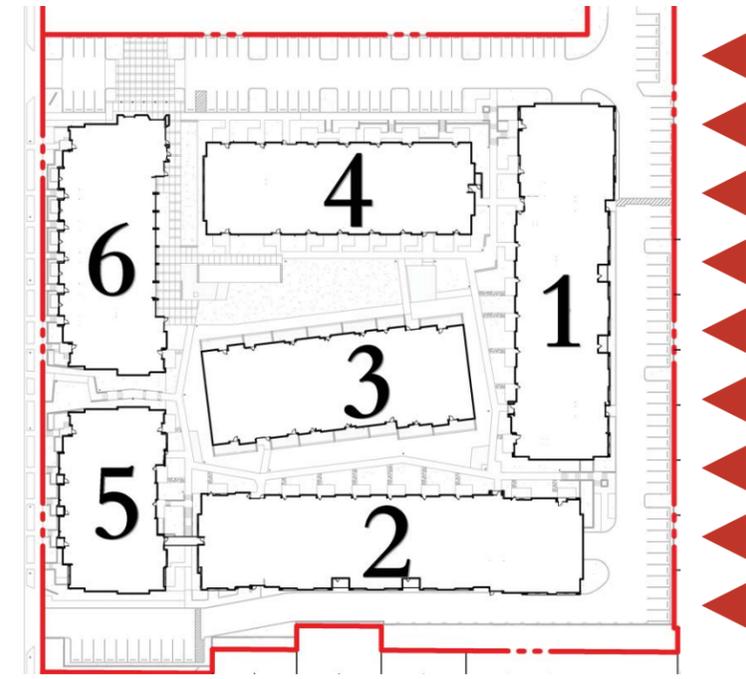
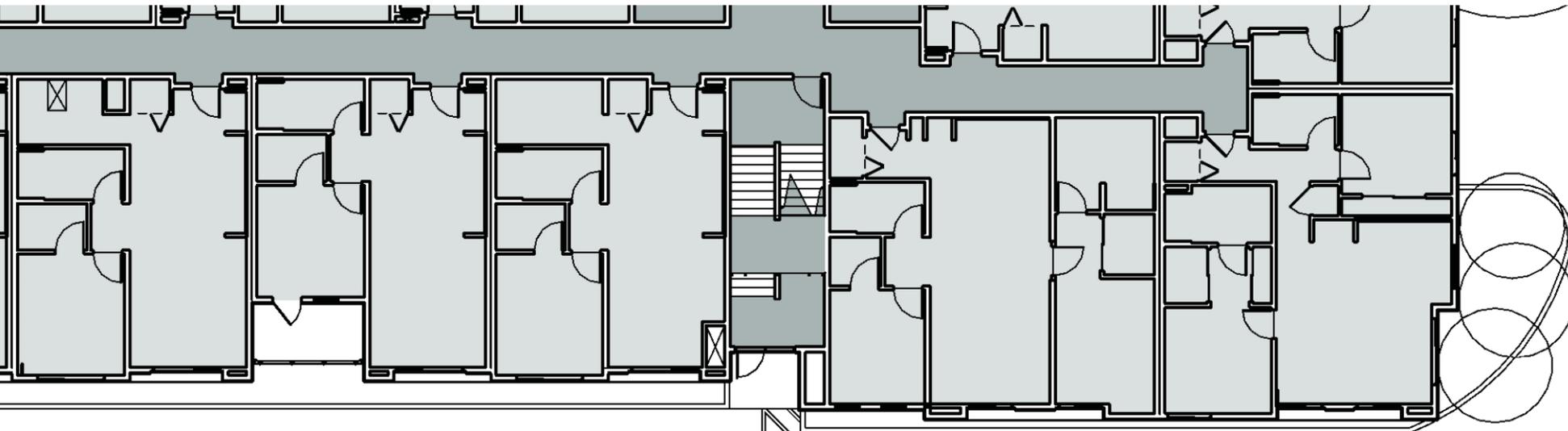
BLDG 6 LEVEL 3 T.O.PL	168' - 4"
BUILDING 6 LEVEL 3	159' - 6"
BUILDING 6 LEVEL 2	149' - 6"
32ND AVENUE R.O.W. LEVEL 1	137' - 6"

4

# Building 6

- 2.1 CONCRETE WALL WITH ARCH. FINISH
- 5.1 PAINTED MTL. PARAPET CAP
- 5.2 METAL GUARDRAIL
- 5.3 METAL SCUPPER & DOWNSPOUT
- 5.4 METAL GRATE
- 5.5 METAL BAR SLIDING GATE
- 6.1 COMPOSITE WOOD SIDING - NATURAL
- 6.2 COMPOSITE WOOD PATIO RAILING AN
- 6.3 WOOD FENCE WITH GREEN WALL SYS'
- 7.1 PAINTED FIBER CEMENT LAP SIDING
- 7.2 PAINTED FIBER CEMENT PANEL SIDIN
- 8.1 VINYL NAIL - FIN WINDOW
- 8.2 FIBERGLASS DOOR AND SURROUND
- 8.3 ALUMINUM DOOR & WINDOW SYSTEM





4730 32nd Avenue South, Seattle WA

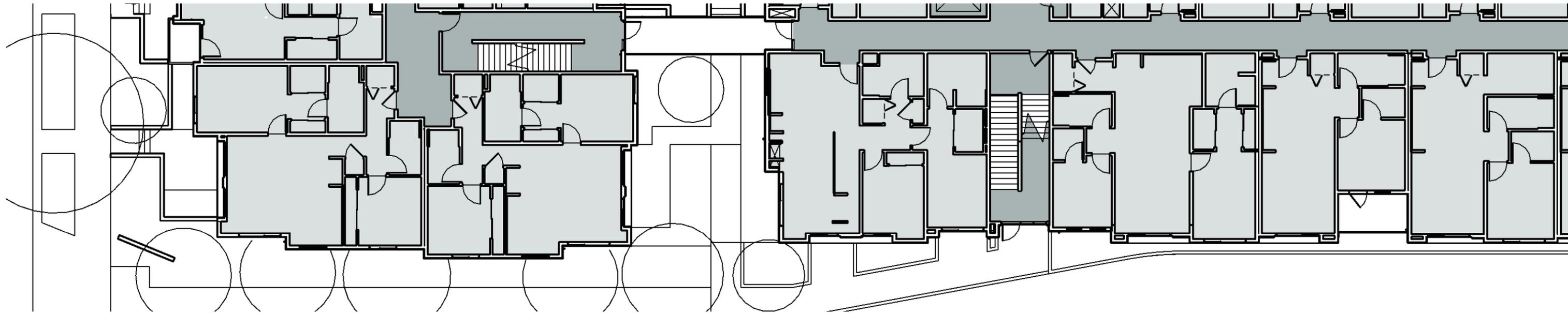
DESIGN REVIEW

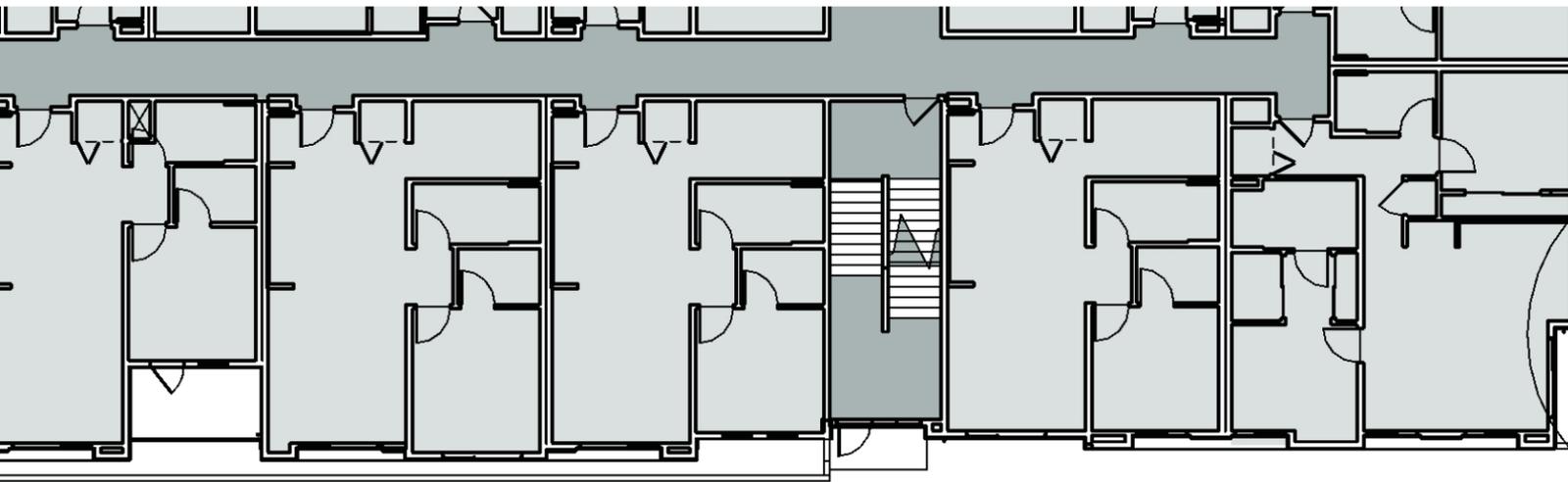
ELEVATIONS - EAST (REAR) LOT LINE

BAR ARCHITECTS

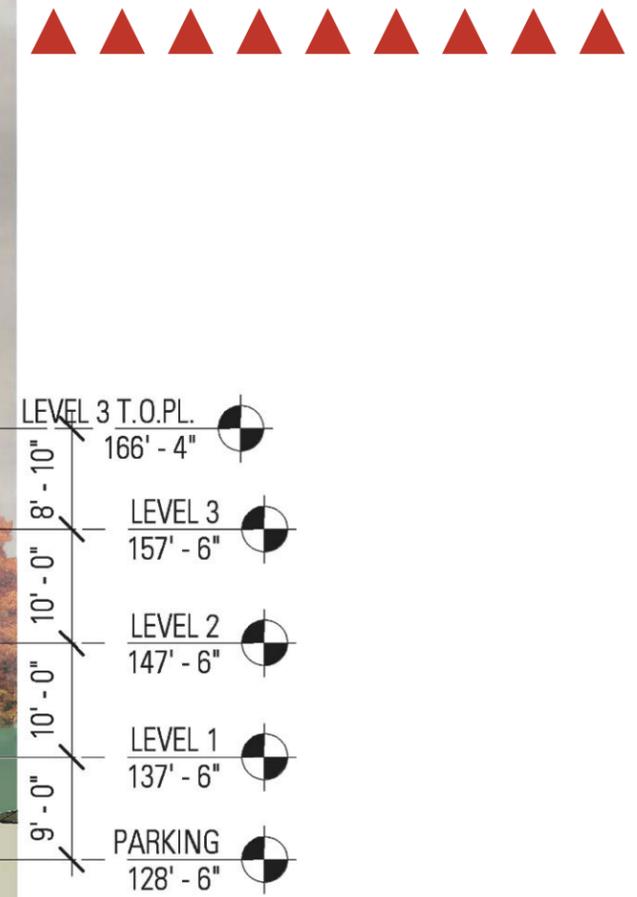
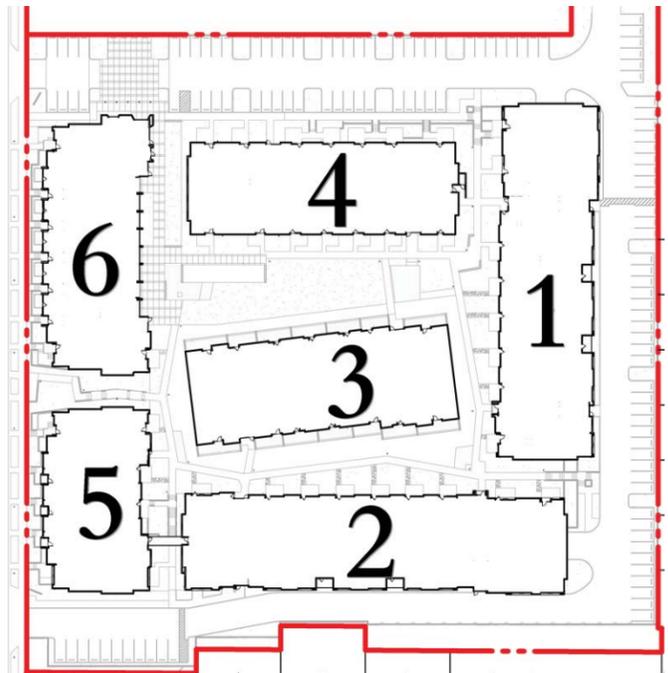
February 25, 2014

PROJECT NO.: 3015157





- 2.1 CONCRETE WALL WITH ARCH. FINISH
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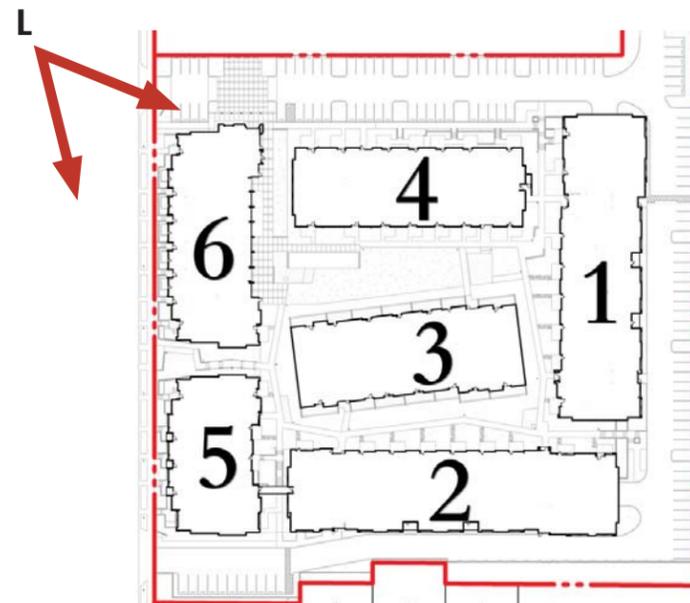
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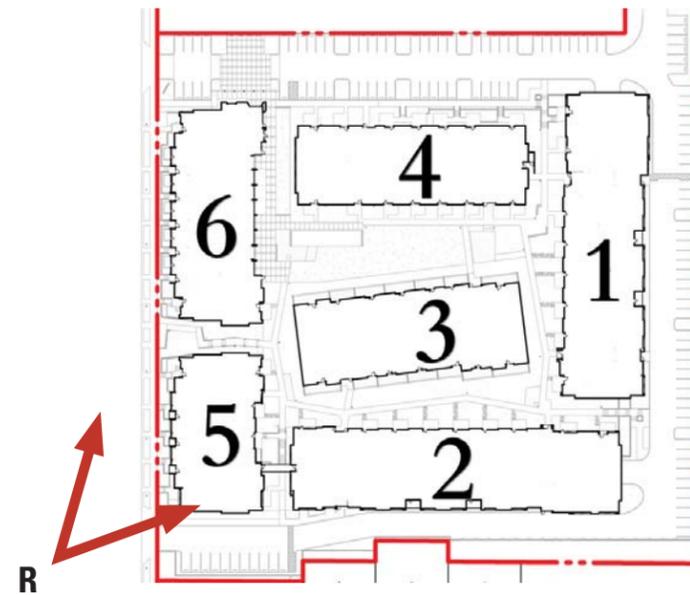


**BOTH PAGES** : A panoramic view of 32nd Avenue from the north shows the landscaped street facade of the proposed development. The building facades feature several material types, variations in color and two and three story masses. The primary focus is on accentuating the street facing townhouses, which feature patios and stoops at their entries. Changes in site topography are accommodated by terracing street facing landscape components.

The two street facing buildings are separated to provide pedestrian entry into the site interior and to provide and existing Exceptional Tree.



**BOTH PAGES** : Another landscaped, panoramic view of 32nd Avenue, from the south, shows an active street facade, with unit entries at each street facing apartment, balconies at upper levels, and multiple entry points into the site interior.





4730 32nd Avenue South, Seattle WA

DESIGN REVIEW

STREET VIEW

BAR ARCHITECTS

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PROJECT NO.: 3015157

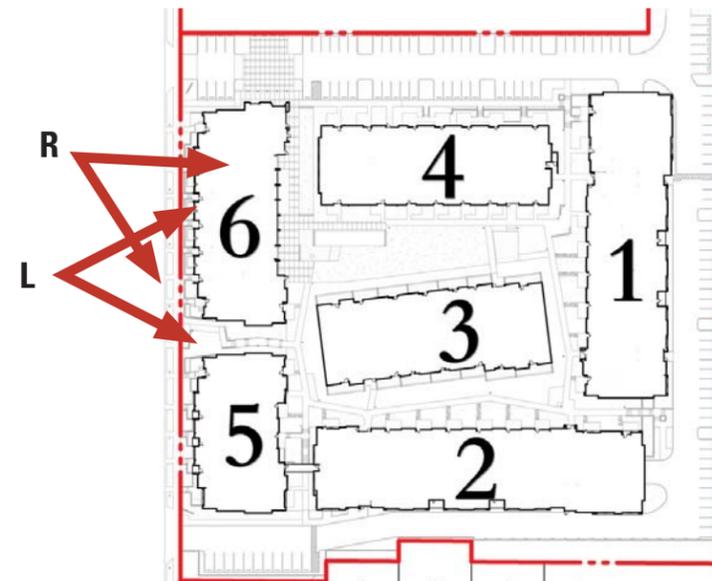
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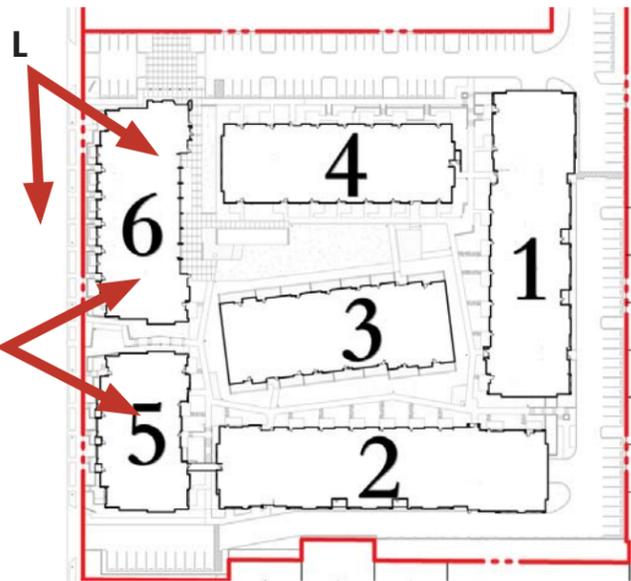
**OPPOSITE PAGE :** The shape of the townhouses progressing down 32nd Avenue compliments the neighborhood pattern with residential entries at the street. Townhouse facades change with the sloping street grade.

**LEFT :** A typical townhouse on 32nd Avenue, with low entry stoop, recessed front entry, raised patio, balcony and terraced landscaping provides an appropriate transition from the public right of way to private dwelling. All of these components work together to accomodate the grade change from the sidewalk to the apartment interior.



**RIGHT :** Townhouses along 32nd Avenue include front doors just above street level, and raised patios, striking an appropriate balance between private space and neighborly appearance.

**OPPOSITE PAGE :** The midblock entry surrounds an existing (Exceptional) Strawberry Tree and provides a break between street facing building masses. Entry into the site interior follows a gradual rise in grade, accentuated on both sides by landscaping and a rain garden.





4730 32nd Avenue South, Seattle WA

DESIGN REVIEW

STREET VIEW

BAR ARCHITECTS

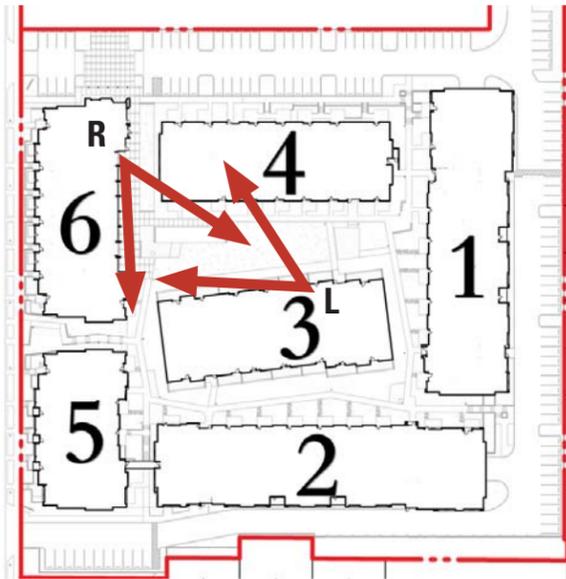
February 25, 2014

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**RIGHT :** The central portion of the site is scaled into small, intimate gathering areas for eating, outdoor cooking, Bocce Ball, and relaxing by an outdoor fire.

**OPPOSITE PAGE :** The site's center is surrounded on all sides by ground level patios and apartment entries. This contributes to a lively social atmosphere and provides a human scale to the apartment buildings.





4730 32nd Avenue South, Seattle WA

DESIGN REVIEW

AMENITY SPACES & RAINGARDEN VIEW

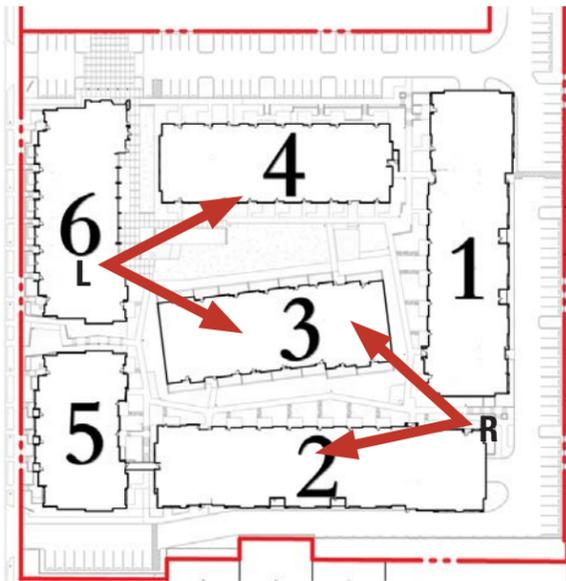
BAR ARCHITECTS

February 25, 2014

PROJECT NO.: 3015157

**RIGHT :** Building exteriors are styled to include a family of similar massing components and materials that are applied in different ways. Ground floor apartments are tucked under building massing, adding to the sense of human scale and intimacy.

**OPPOSITE PAGE :** A rain garden collects storm water in landscaped basin surrounding the center building. Raised patios project out and over the rain garden, giving the building an appearance of floating. The lane separating the buildings provides a green and verdant path.





4730 32nd Avenue South, Seattle WA

DESIGN REVIEW

BAR ARCHITECTS

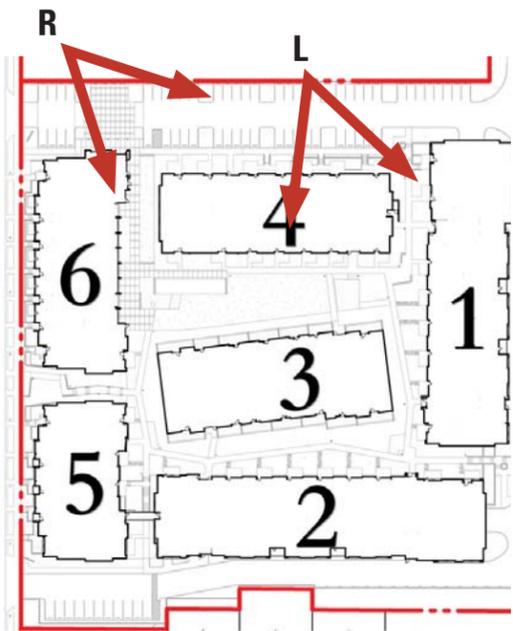
February 25, 2014

RAINGARDEN VIEW

PROJECT NO.: 3015157

**RIGHT :** Transitions in site topography allow opportunities to develop a sense of arrival. Bridges connect elevator served buildings to neighboring buildings, providing enhanced site access.

**OPPOSITE PAGE :** The largest out door parking area is thoughtfully landscaped as a grove of colorful Aspens to diminish the automobile's presence.





4730 32nd Avenue South, Seattle WA

DESIGN REVIEW

NORTH PARKING VIEW

BAR ARCHITECTS

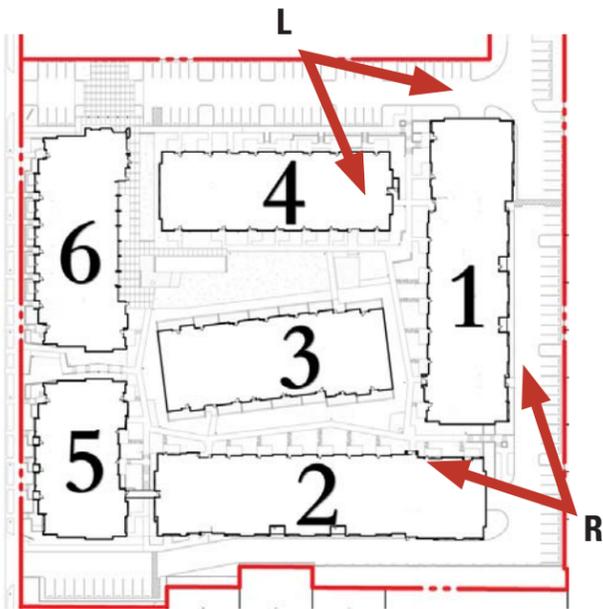
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**RIGHT :** The Roof Terrace provides an additional amenity use for residents with a BBQ and cooking area, seating for eating, a fire pit, planters for vegetable gardening, and an assembly area for watching projected movies.

**OPPOSITE PAGE :** Parking areas are limited to the perimeter of the site. Parking garages are thoughtfully tucked under buildings and into topography, making them imperceptible from the street. Building massing is broken into smaller, appropriately scaled components.





4730 32nd Avenue South, Seattle WA

DESIGN REVIEW

PARKING AT REAR LOT LINE VIEW

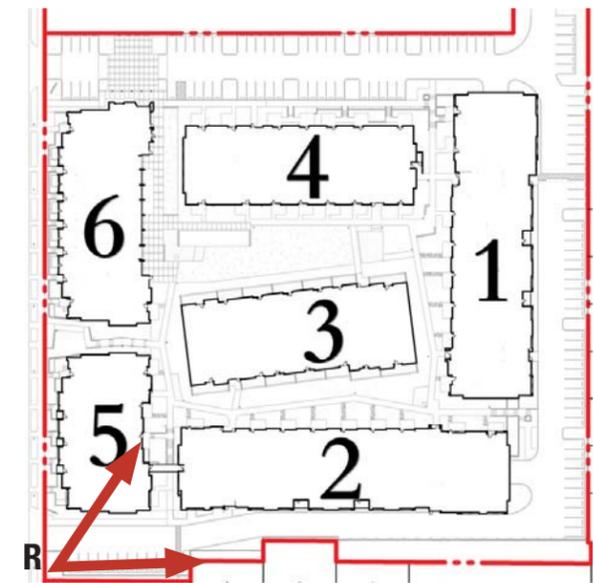
BAR ARCHITECTS

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**OPPOSITE PAGE :** A pedestrian route into the site interior leads to exterior stairs or an elevator core. The length of the south facing building is subdivided into smaller masses, with change in scale color and material. Inset balconies provide relief between masses. A partially subterranean parking garage sits under the apartment levels, completely screened from view.





4730 32nd Avenue South, Seattle WA

DESIGN REVIEW

SOUTH DRIVEWAY VIEW

BAR ARCHITECTS

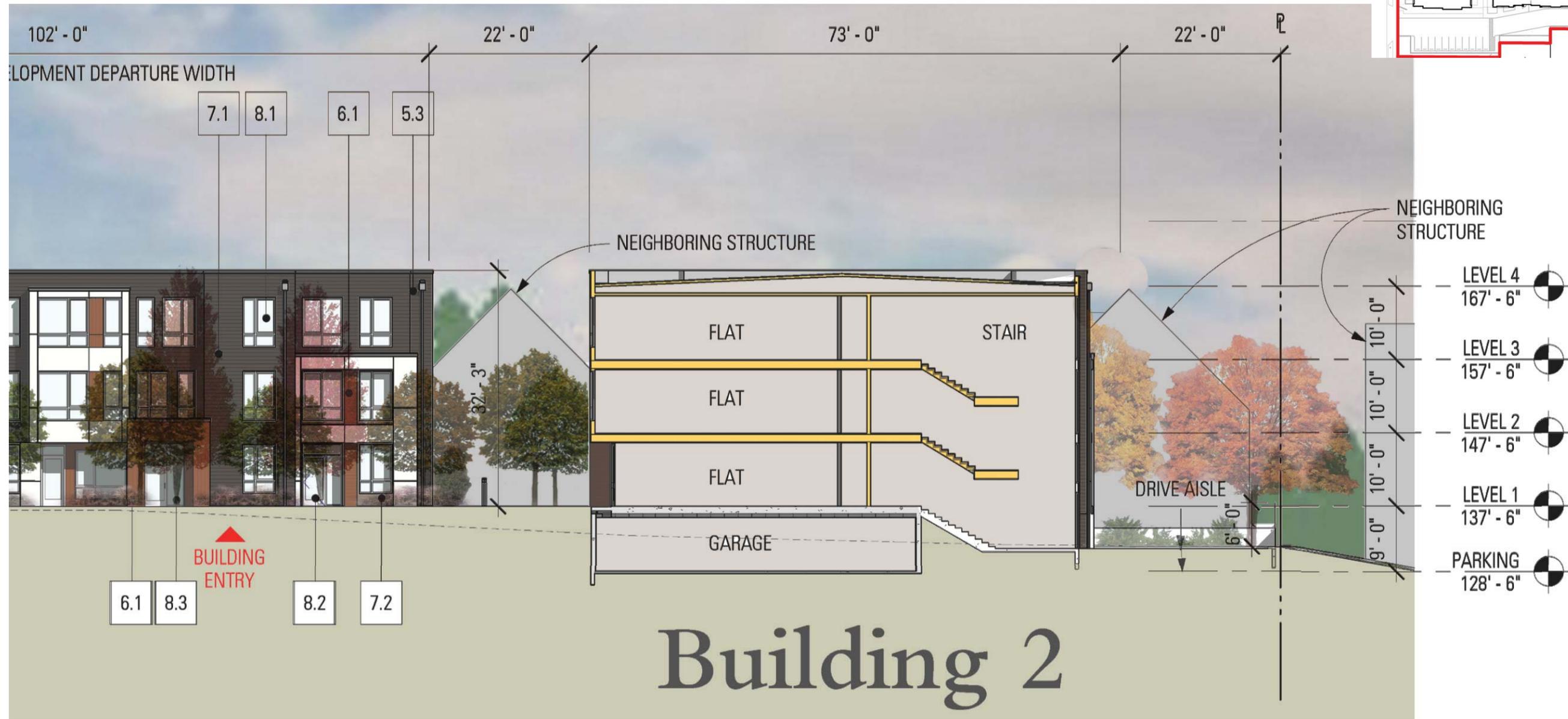
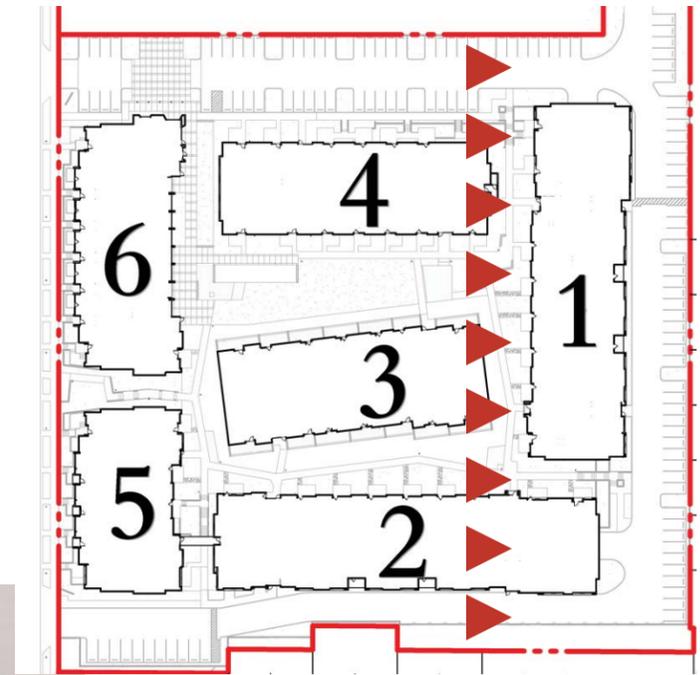
February 25, 2014

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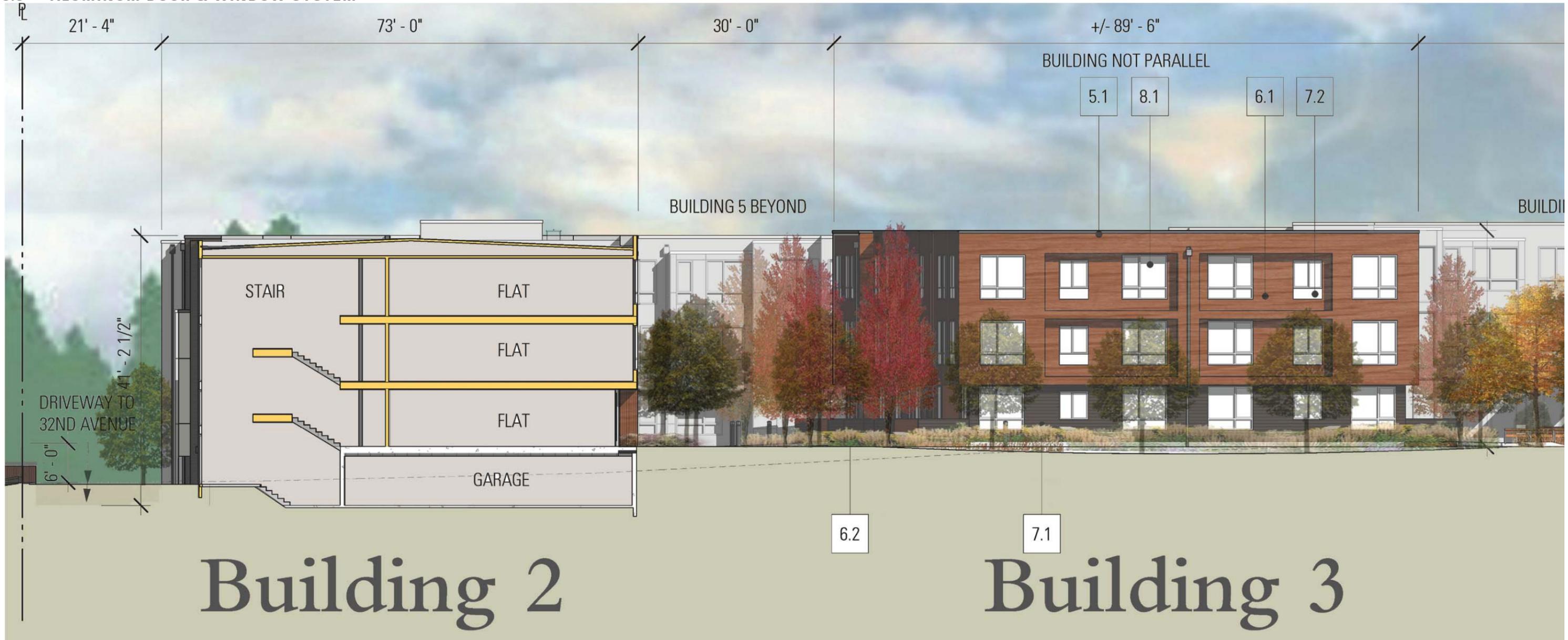
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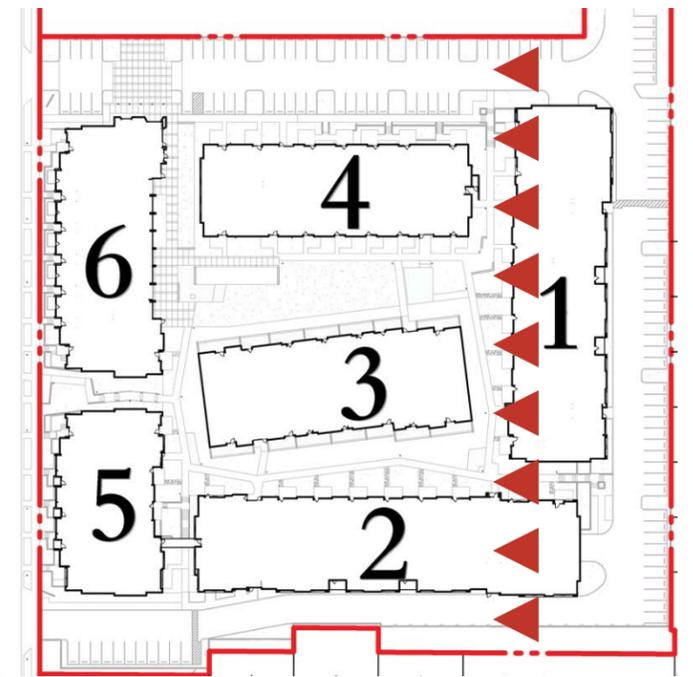
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- 8.3 ALUMINUM DOOR & WINDOW SYSTEM





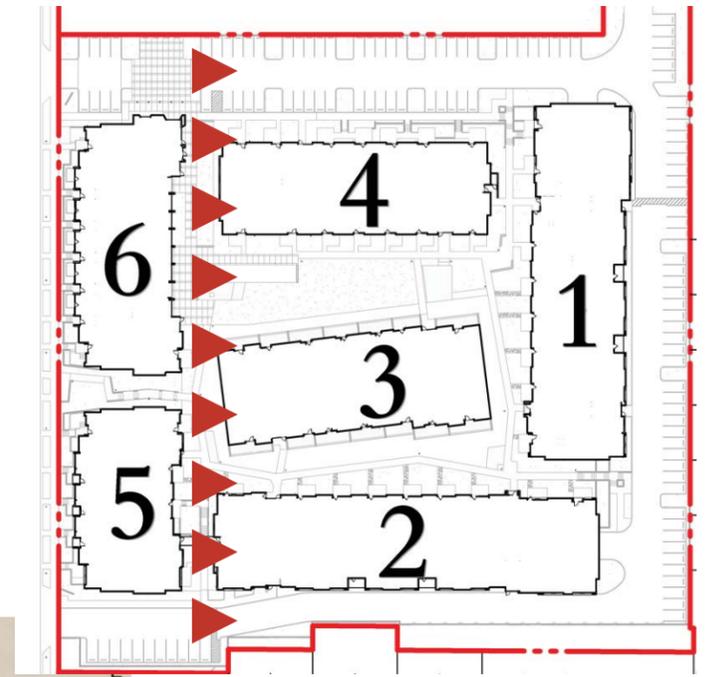
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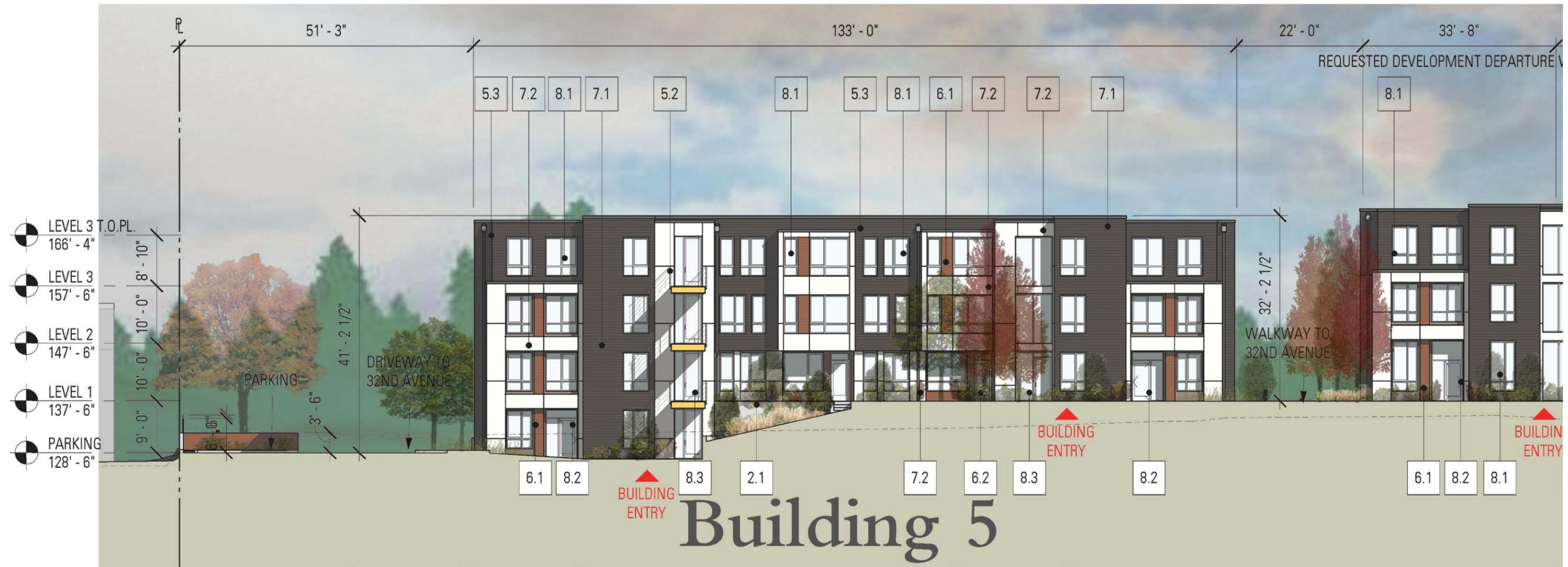


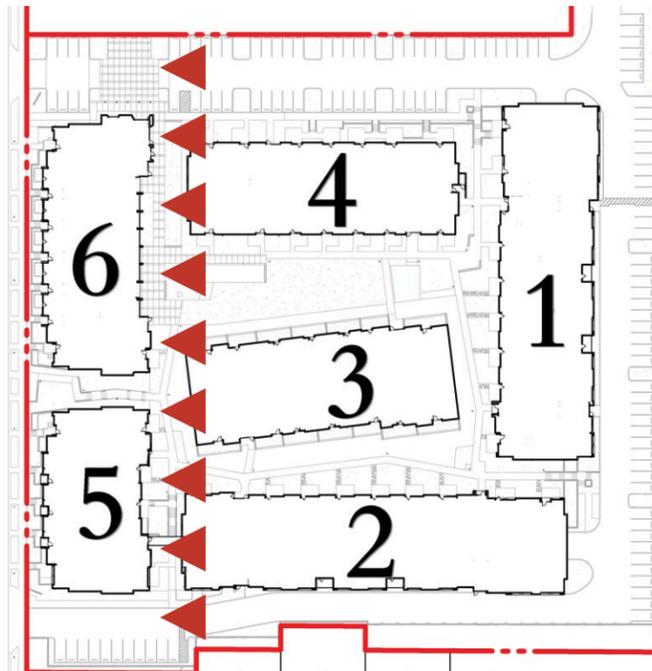
LEVEL 4	167' - 6"	
LEVEL 3	157' - 6"	
LEVEL 2	147' - 6"	
LEVEL 1	137' - 6"	
PARKING	128' - 6"	

Building 3

Building 2

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- 8.3 ALUMINUM DOOR & WINDOW SYSTEM

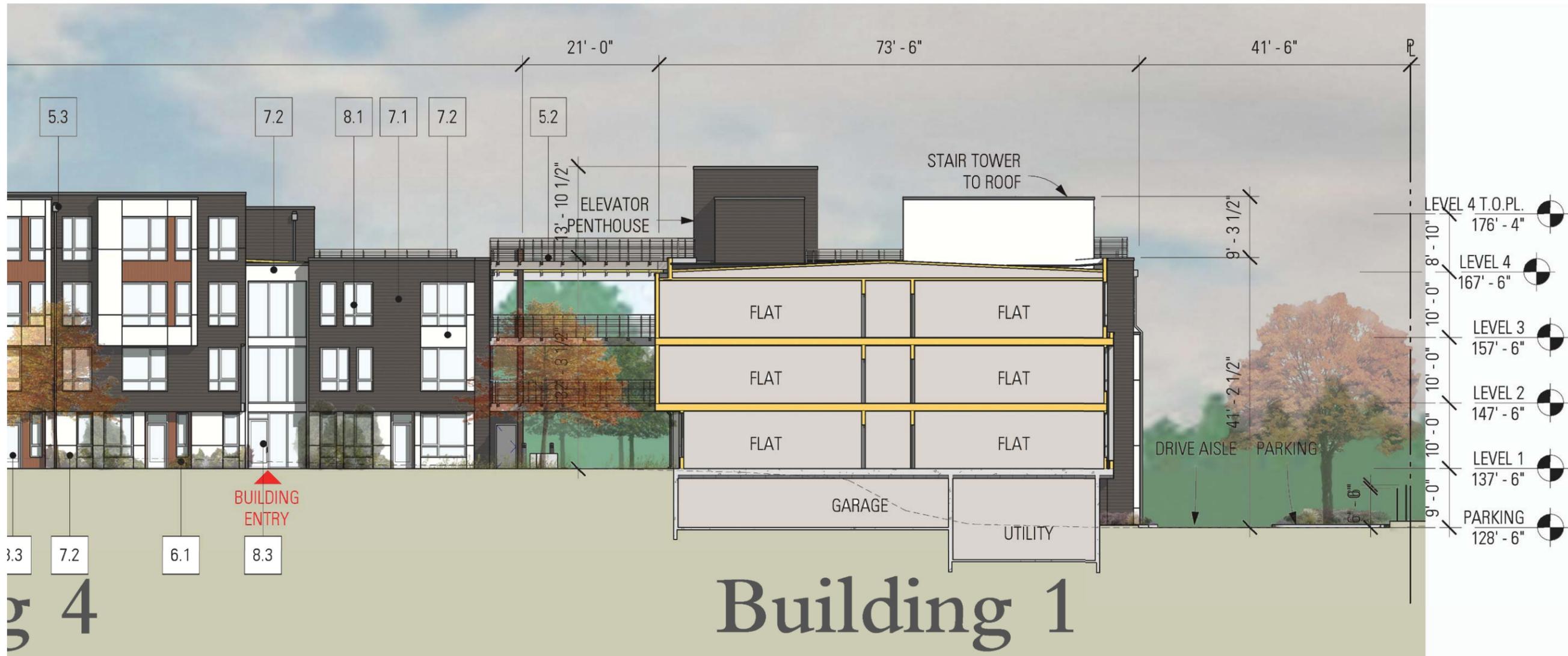
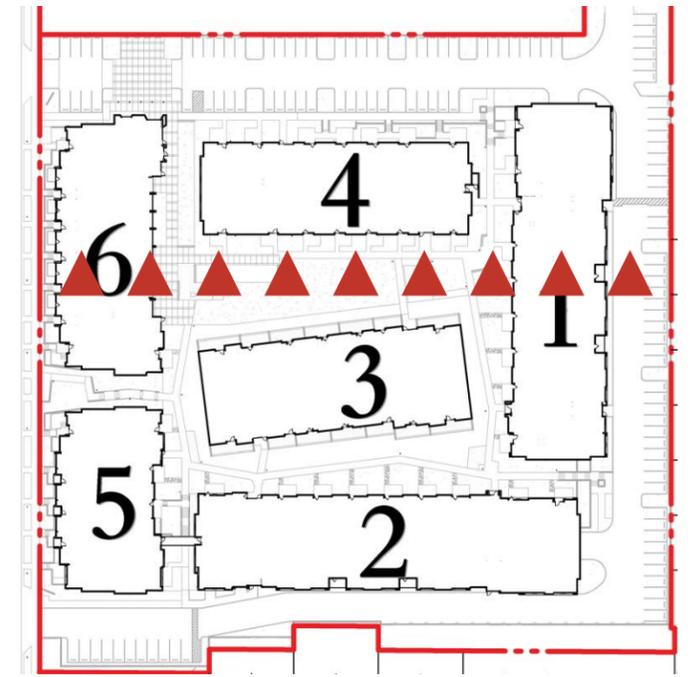




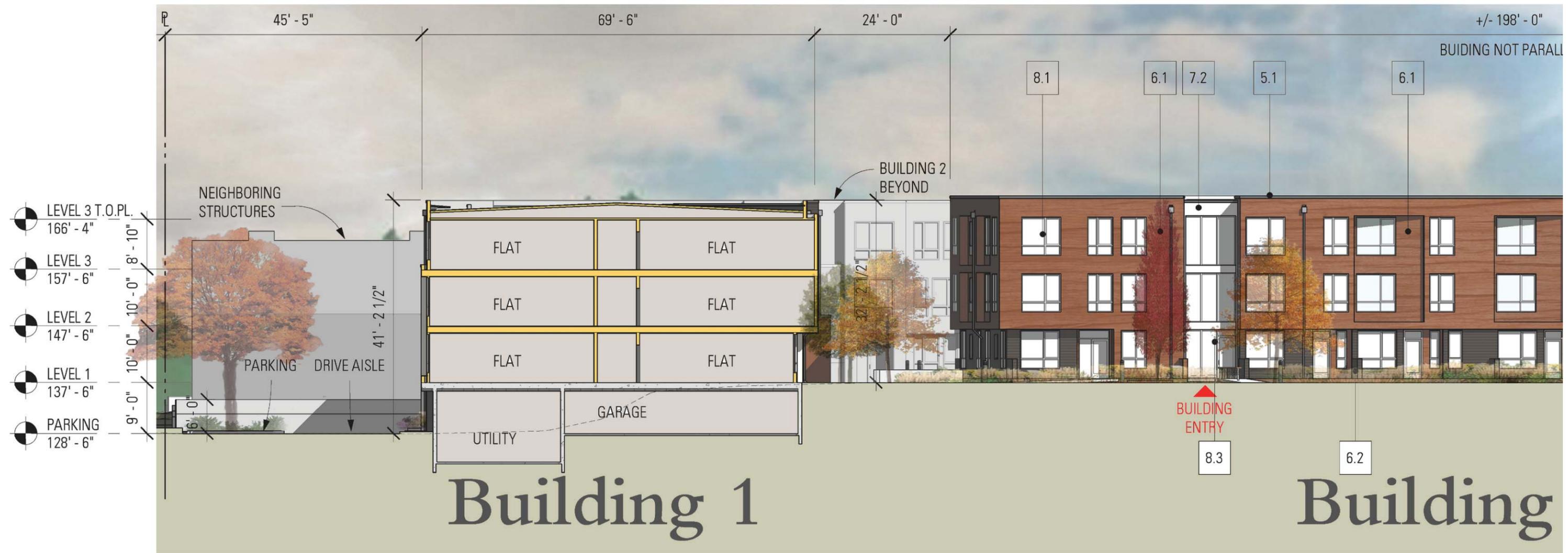
# Building 6

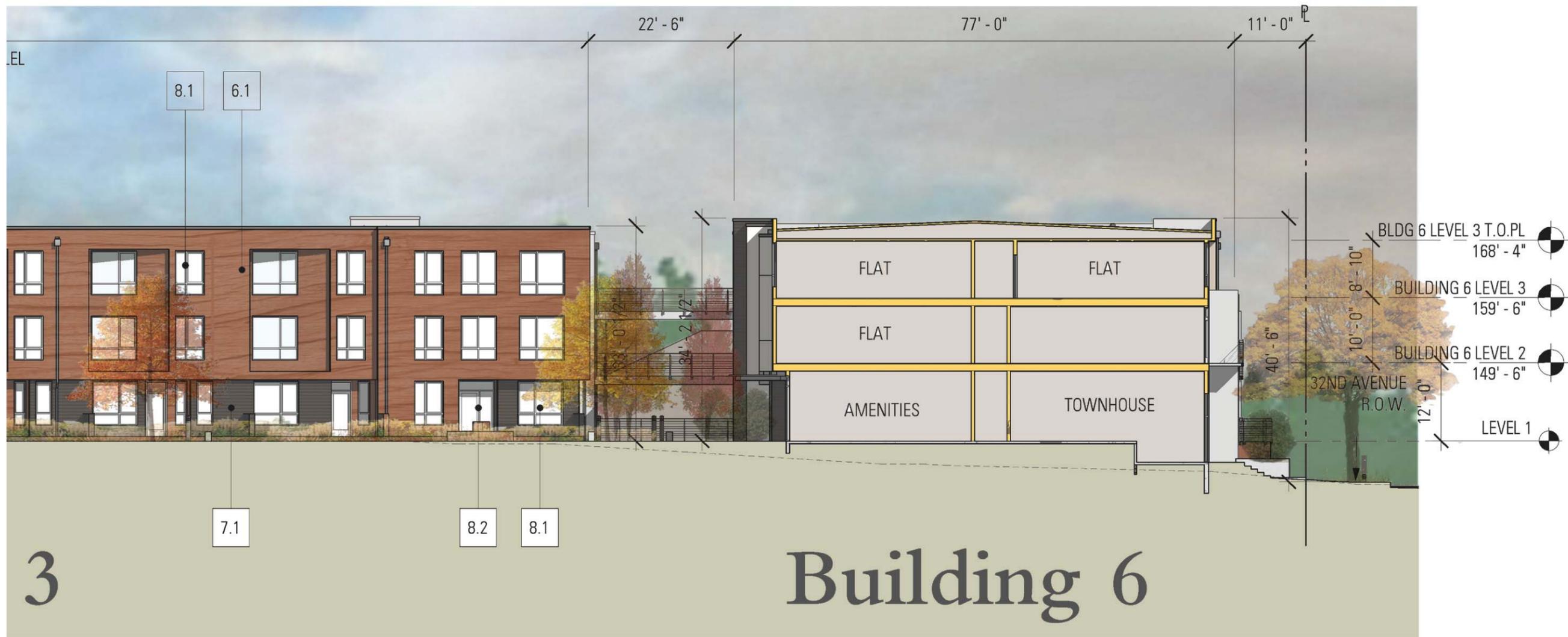
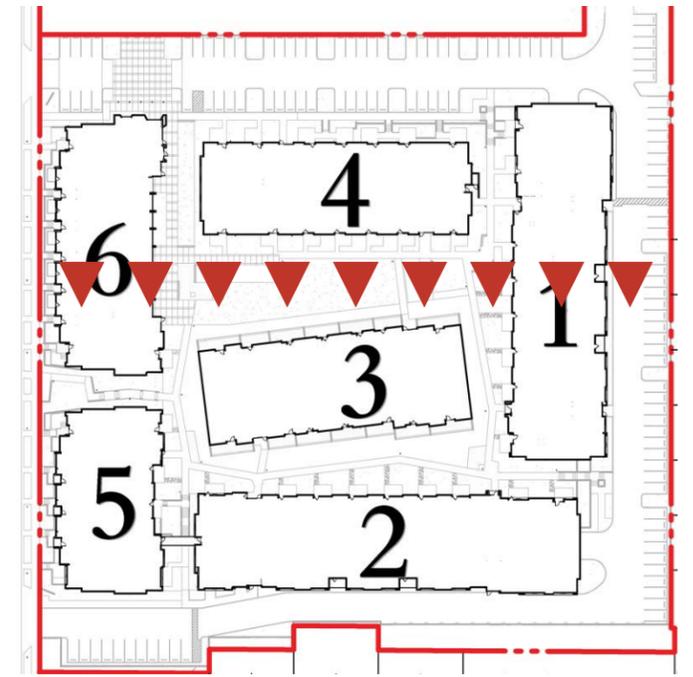
- 2.1 CONCRETE WALL WITH ARCH. FINISH
- 5.1 PAINTED MTL. PARAPET CAP
- 5.2 METAL GUARDRAIL
- 5.3 METAL SCUPPER & DOWNSPOUT
- 5.4 METAL GRATE
- 5.5 METAL BAR SLIDING GATE
- 6.1 COMPOSITE WOOD SIDING - NATURAL FINISH
- 6.2 COMPOSITE WOOD PATIO RAILING AND SEAT WALL
- 6.3 WOOD FENCE WITH GREEN WALL SYSTEM
- 7.1 PAINTED FIBER CEMENT LAP SIDING
- 7.2 PAINTED FIBER CEMENT PANEL SIDING
- 8.1 VINYL NAIL - FIN WINDOW
- 8.2 FIBERGLASS DOOR AND SURROUND
- 8.3 ALUMINUM DOOR & WINDOW SYSTEM





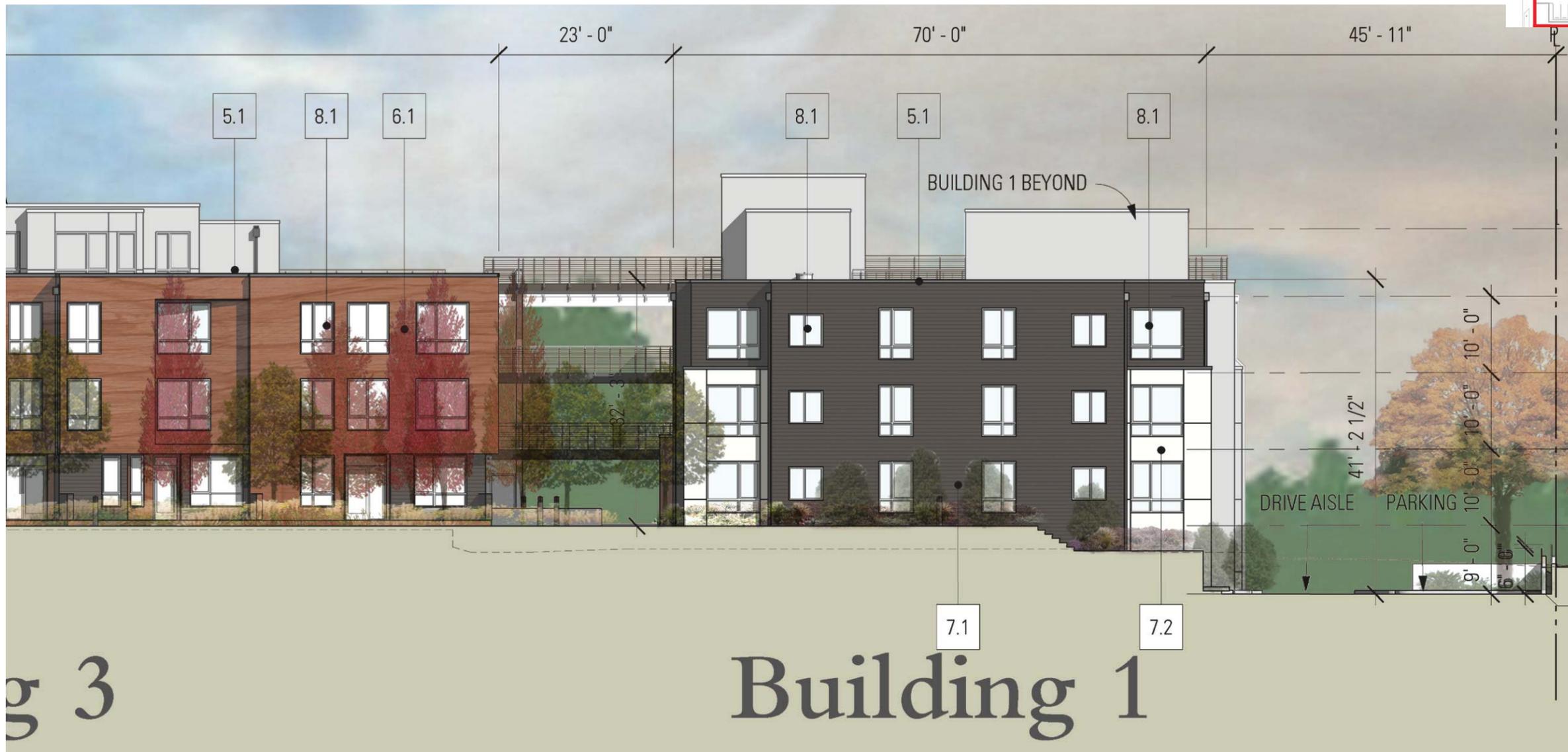
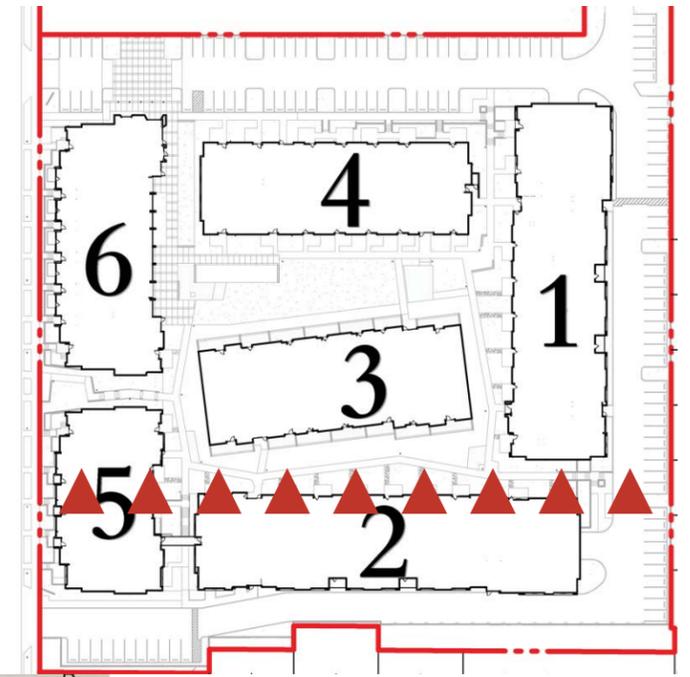
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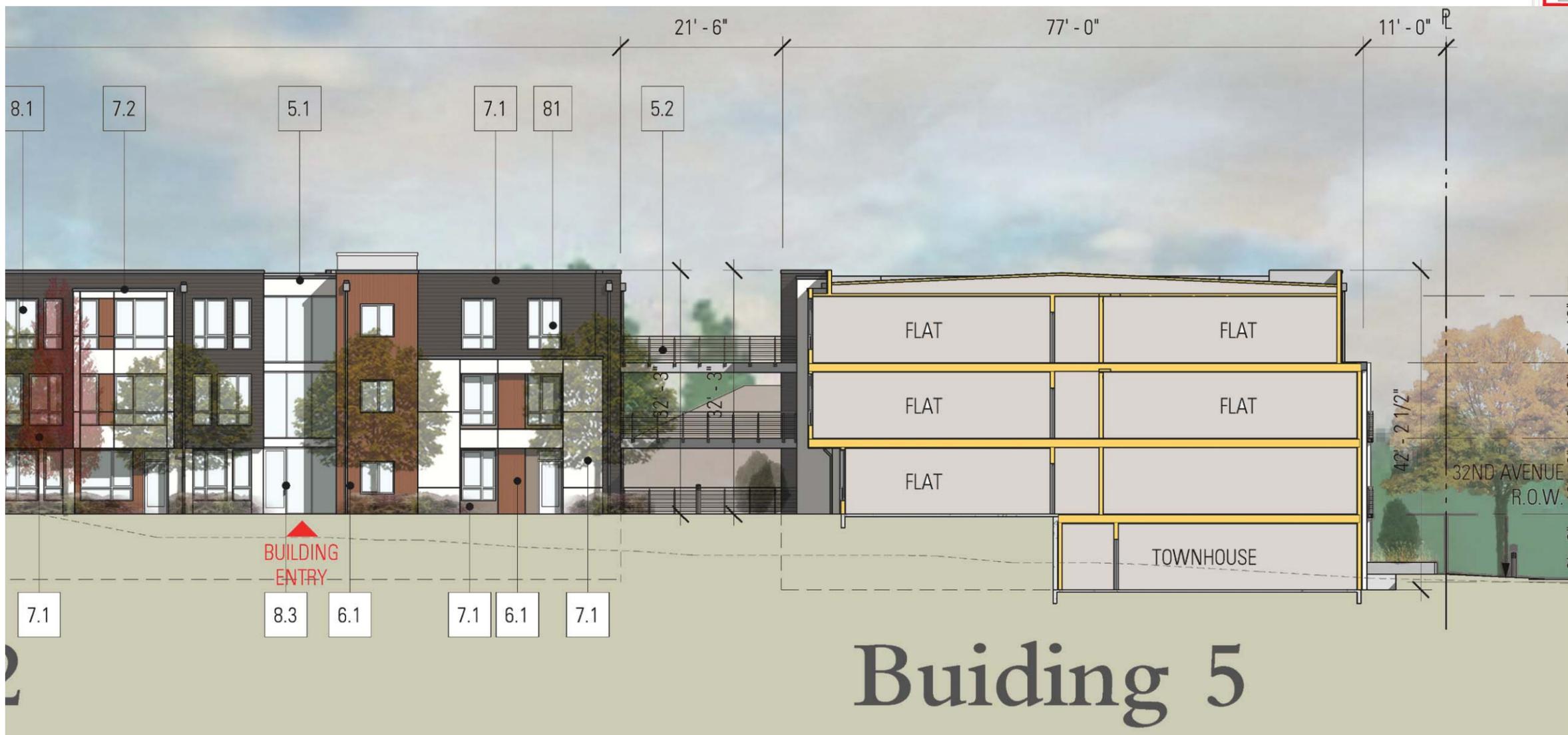
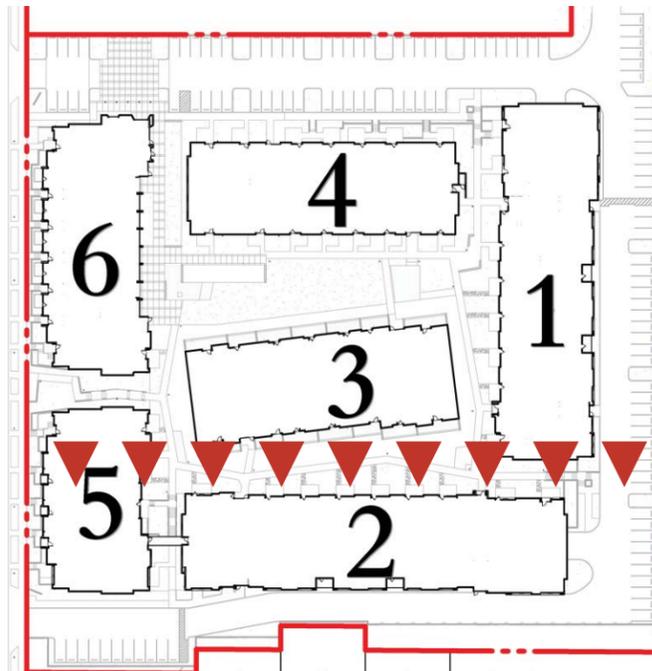
- LEVEL 4  
167' - 6"
- LEVEL 3  
157' - 6"
- LEVEL 2  
147' - 6"
- LEVEL 1  
137' - 6"
- PARKING  
128' - 6"

g 3

# Building 1

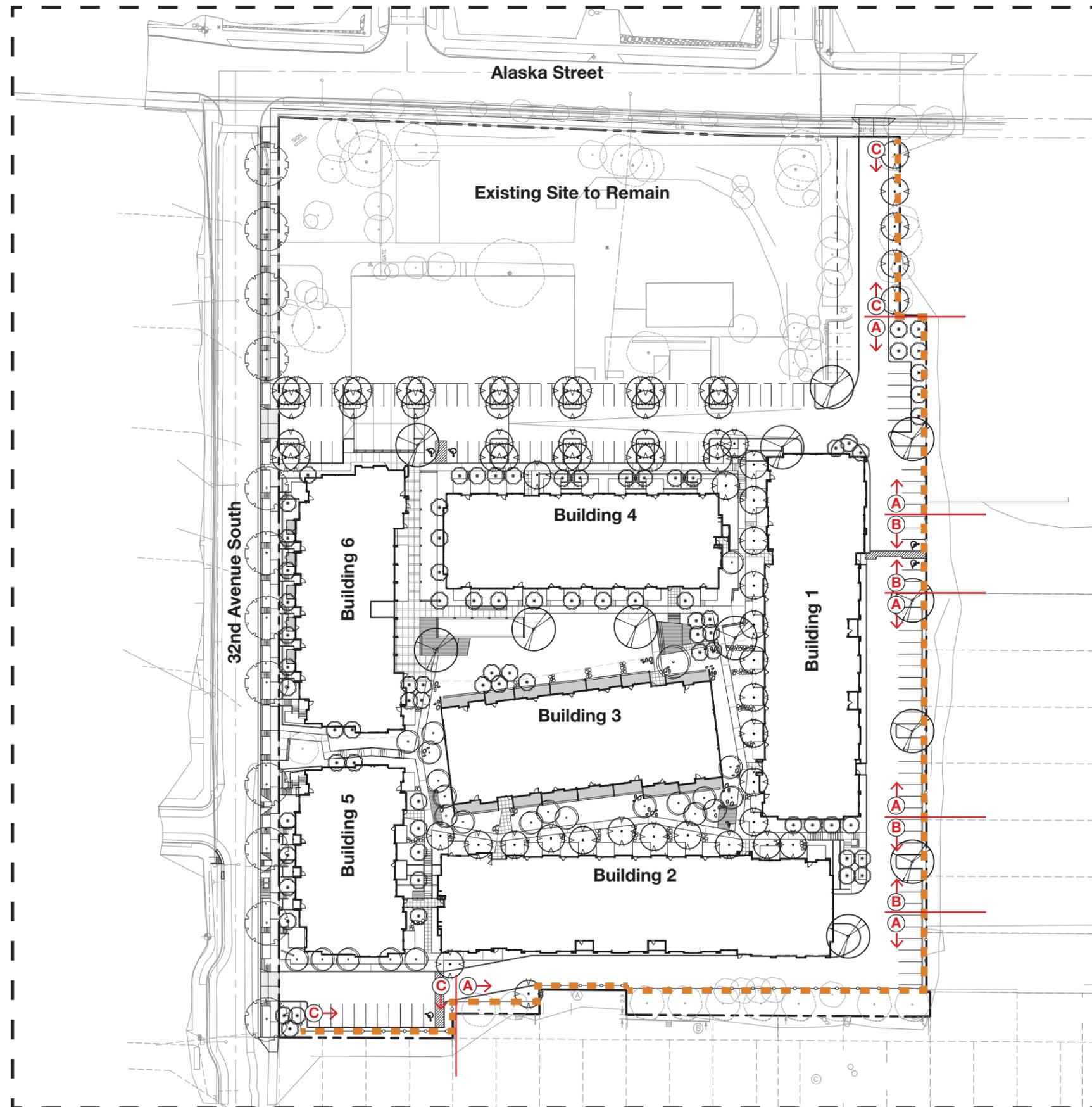
- 2.1 CONCRETE WALL WITH ARCH. FINISH
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- 5.2 METAL GUARDRAIL
- 5.3 METAL SCUPPER & DOWNSPOUT
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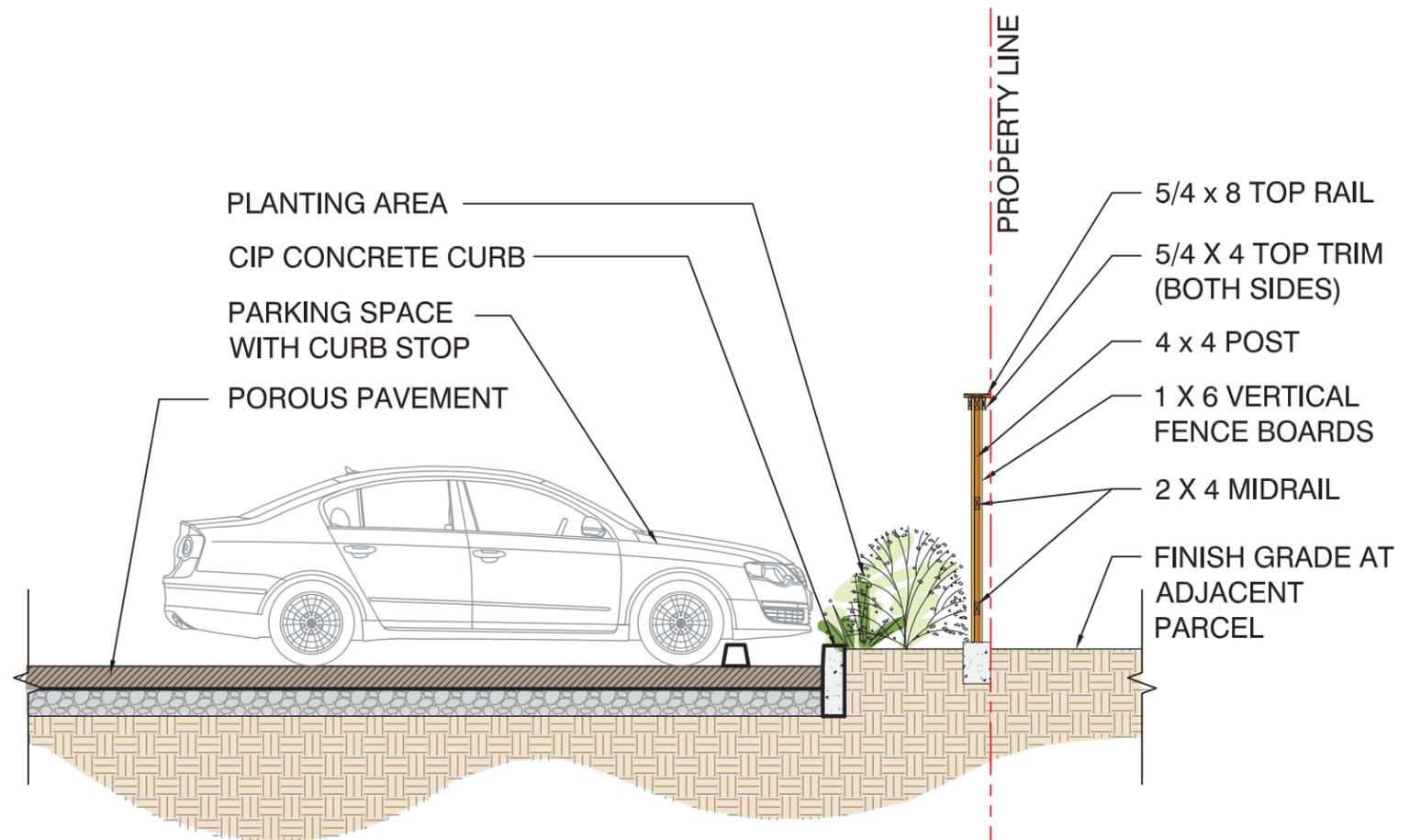
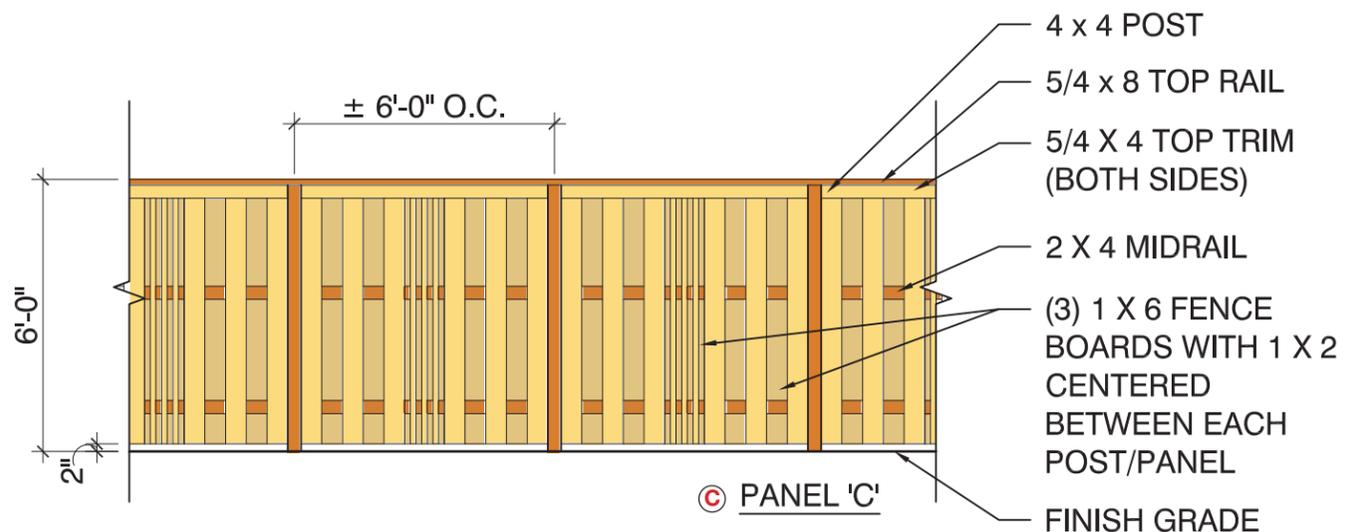
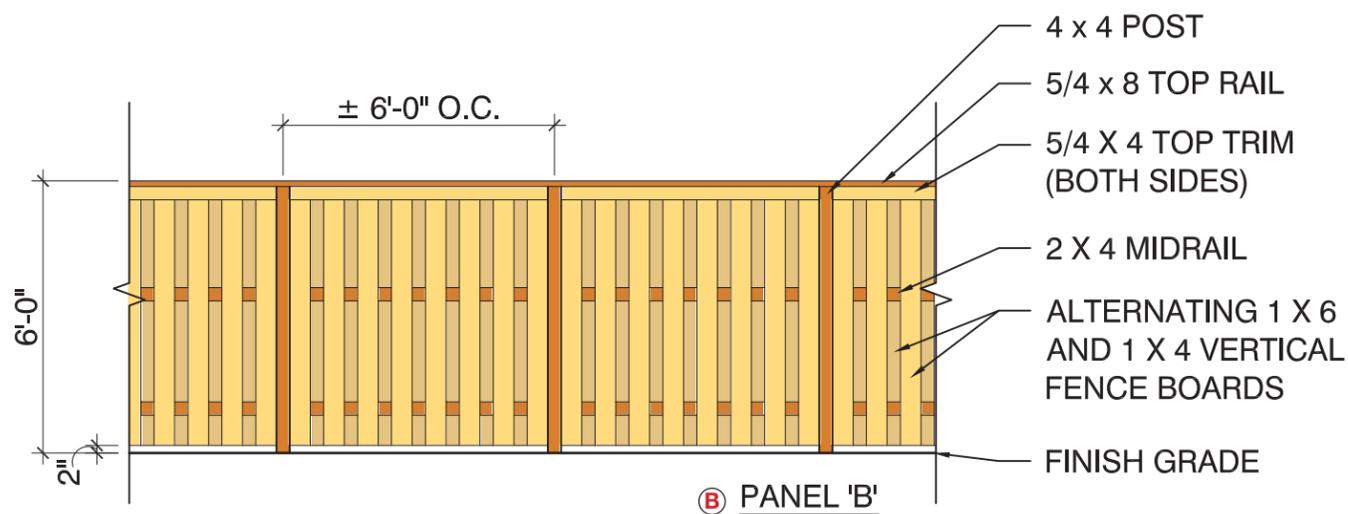
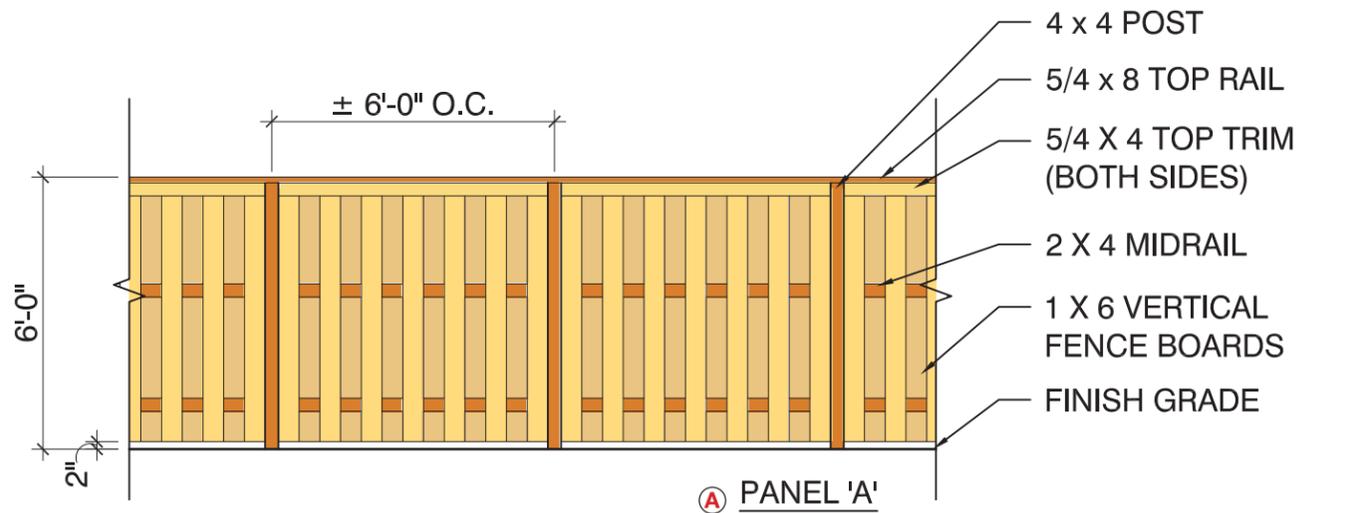


LEVEL 3 T.O.PL.	166' - 4"	◐
LEVEL 3	157' - 6"	◐
LEVEL 2	147' - 6"	◐
LEVEL 1	137' - 6"	◐
PARKING	128' - 6"	◐

# Buiding 5



Perimeter Fence - Plan



TYPICAL SECTION AT PROPERTY LINE

\*\* IN THE SHADOW BOX, THE BOARDS ARE OFFSET FRONT AND BACK BETWEEN THE RAILS, ALLOWING LIGHT AND SHADOW DEFINITION ALONG WITH AIR CIRCULATION.



Perimeter Fence - Detail

# Columbia City Apartments EXTERIOR LIGHTING



**1 Unit Entry Sconce:**  
Provide single lamp cylindrical CFL wall sconce at typical unit exterior entries and terraces.



**2 Bldg. Entry Sconce:**  
Provide surface mount round architectural wall sconce at exterior common area and stairwell entries.



**3 Wedge Area Sconce:**  
Provide surface mount wedge area wall sconce at exterior drives at walkways.



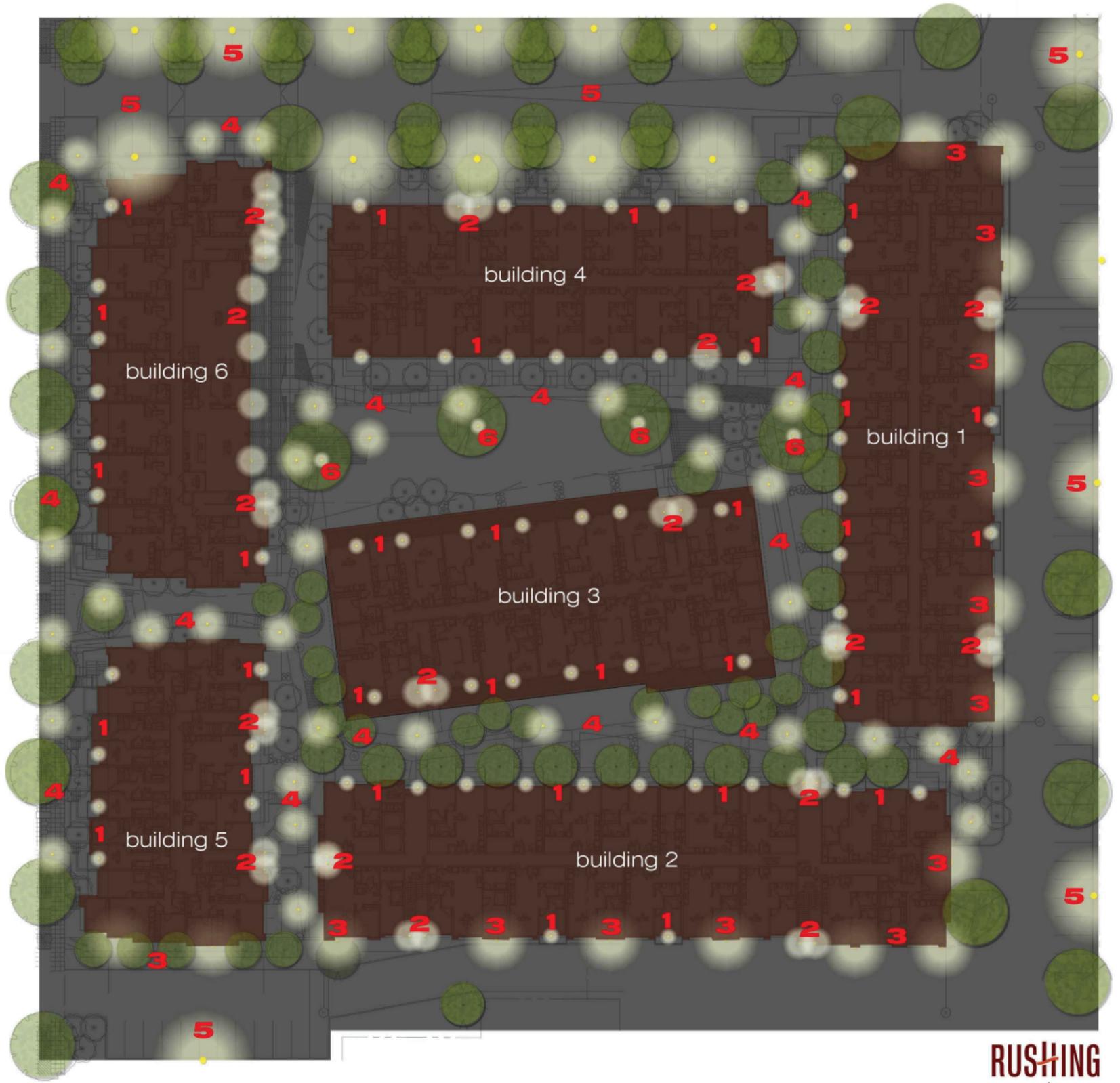
**4 Bollard Path Light:**  
Provide round CFL or LED Bollard light at exterior pathways and stairs.



**5 Parking Pole Light:**  
Provide single-head LED or metal halide pole lights at exterior parking lots with a maximum of 20FT pole.  
Provide full cut off shielding at property line



**6 LED Accent Light:**  
Provide low voltage stake-mounted LED flood lights at select exterior landscaping/tree locations.



**RUSHING**  
lighting | design



## DEVELOPMENT STANDARD DEPARTURE SUMMARY

According to Seattle Municipal Code 23.45.527, the structure width in LR3 zones allows a maximum building width of 150'. The building scheme proposed here is a departure from this limitation. Building 6 has a proposed building width of 252'-0" and Building 1 has a proposed building width of 183'-8" (specific building width departure are indicated in site plan and chart below).

	BUILDING 1	BUILDING 6
ALLOWED BLDG. WIDTH	150'-0"	150'-0"
PROPOSED BLDG. WIDTH	252'-0"	183'-8"
% INCREASE	68%	22%

Because the site is quite expansive (especially compared to other LR3 zoned lots in the area neighborhood) the proposed building widths allow the building to make efficient use of the large lot, providing the densist possible housing adjacent to the neighborhood's light rail station. Maximum density near light rail is consistent with DPD policy.

To minimize the appearance of wide buildings, care has been taken to reduce the overall building width into smaller, more suitably scaled components. These smaller components (typically scaled on the module of internal apartments) respond more appropriately to the scale of the neighborhood - from single family homes on the west side, to multifamily dwellings on the east side.

The scale of the proposed width for Building 1 is further diminished by its midblock location. The mass of Building 1 is all but invisible from the surrounding streets, owing to the sloping topography, the large building masses surrounding it, and the trees surrounding the site and the neighboring streets.