



3435 15TH AVE W

caron

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PROJECT ADDRESS: 3435 15th Ave W
Seattle, WA 98119

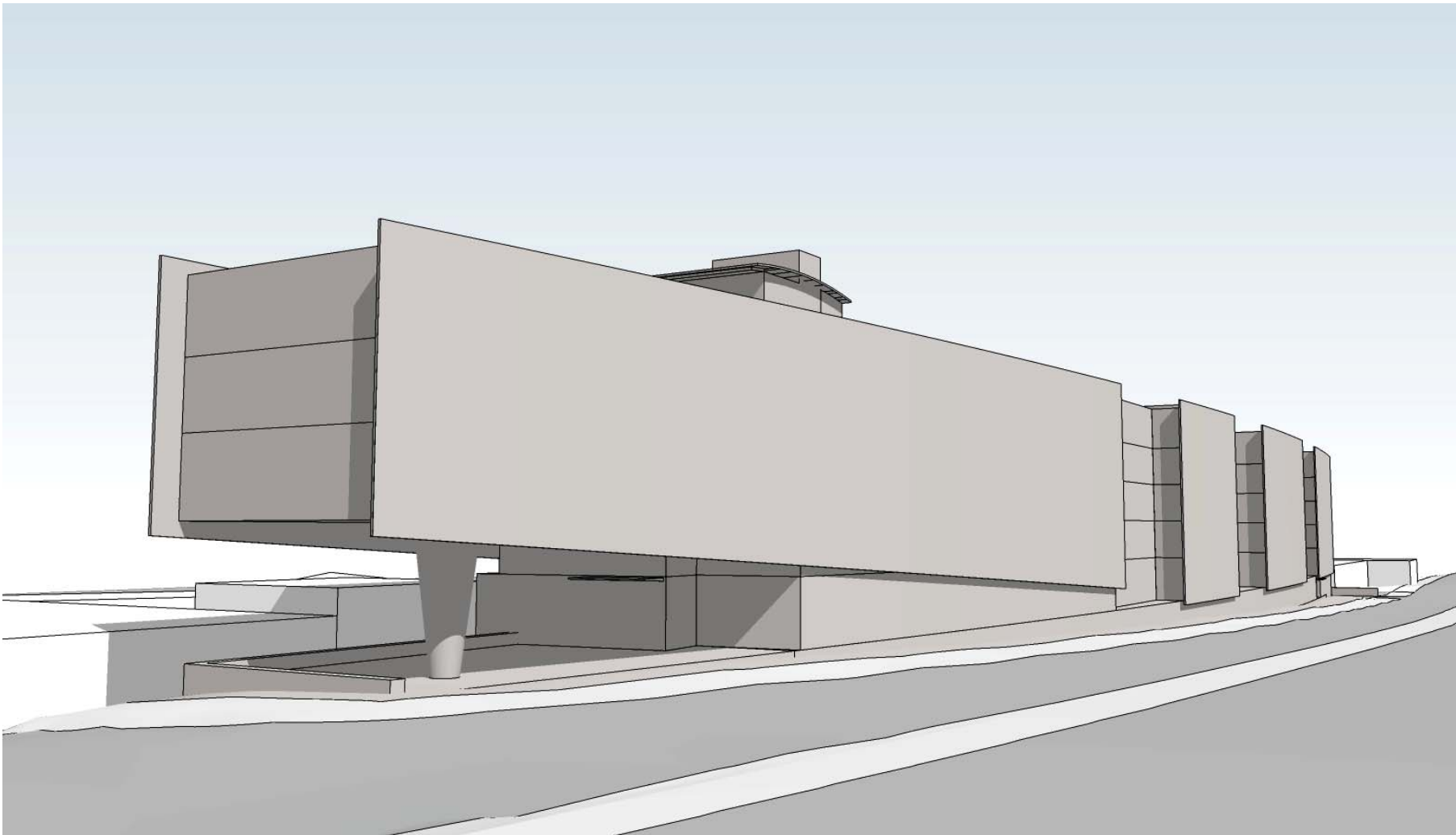
DPD PROJECT NUMBER: 3016269

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Development Objectives

The proposed development will create an urban project seated between two different zones; Residential to the East and Industrial to the West. The total square footage projected is around 268,000 SF gross with around 168,000 SF of net residential usage. An amount of around 240 units is planned with approximately 170 parking stalls mostly located underground. The number of stories including bellow grade is 7 with 2 underground parking levels and 5 above. No retail/commercial is plan at this time.

PROJECT INFORMATION

03.12.2014 Design Review Early Design Guidance Meeting
3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269



SITE DESCRIPTION

Extremely challenging site about 670' long and 100-60' wide. Site is bordered on east site by 15th avenue W and off-ramp to Dravus Street, by NW Bertona Street on South side, unimproved alley on west and vacated right of way on north side.

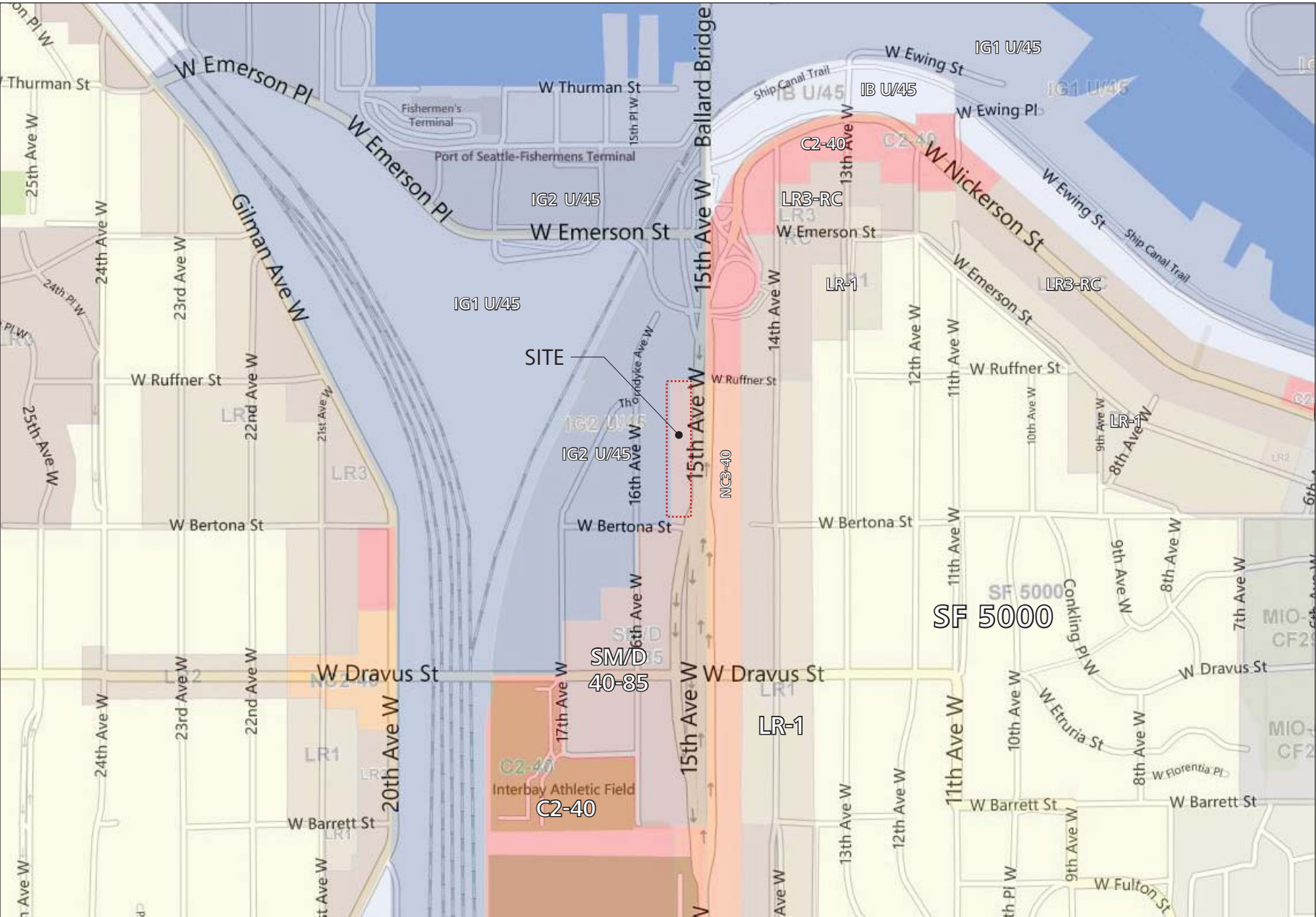
Site has steep slope ECA, liquefaction zone ECA and abandoned landfill ECA overlay. ECA relief permit was obtained for the site.

Very limited access from 15th Avenue W, preferred access from W Bertona Street.

Any views from the site will be territorial and the proposed project will not block views.

| | |
|--------------------|--|
| SITE AREA: | 53,325 SF |
| ZONING: | SM/D 40-85 |
| APN: | 2770603199 |
| URBAN VILLAGE: | |
| OVERLAY: | FREQUENT TRANSIT AIRPORT HEIGHT OVERLAY: OUTER APPROACH SURFACE |
| ECA: | 40% STEEP SLOPE AREA ABANDONED LANDFILL LIQUEFACTION ZONE |
| LEGAL DESCRIPTION: | GILMANS ADD LOTS 13 THRU 24 BLK 24 LESS POR CONDEMNED IN KING CO SCC NO 516133 TGW POR VAC W RUFFNER ST AS VAC BY SEATTLE ORD NO 89569 |

CONTEXT ANALYSIS



ZONING MAP

| | | |
|------------|---------|-----------|
| SM/D 40-85 | SF 5000 | IG-2 U/45 |
| NC3-40 | LR3-RC | IG-1 U/45 |
| C2-40 | LR-1 | IB U/45 |

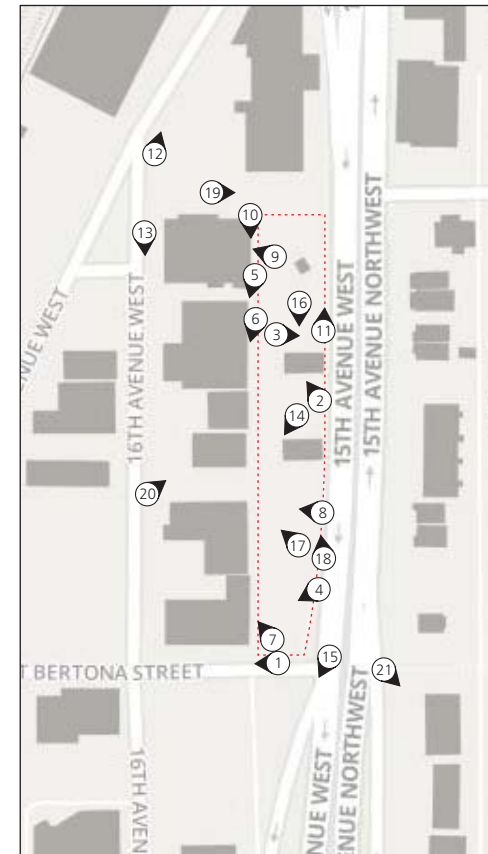


SURROUNDING USES

| |
|-------------------------|
| SITE |
| MULTIFAMILY / MIXED USE |
| COMMERCIAL / RETAIL |
| INDUSTRIAL |

SITE ANALYSIS

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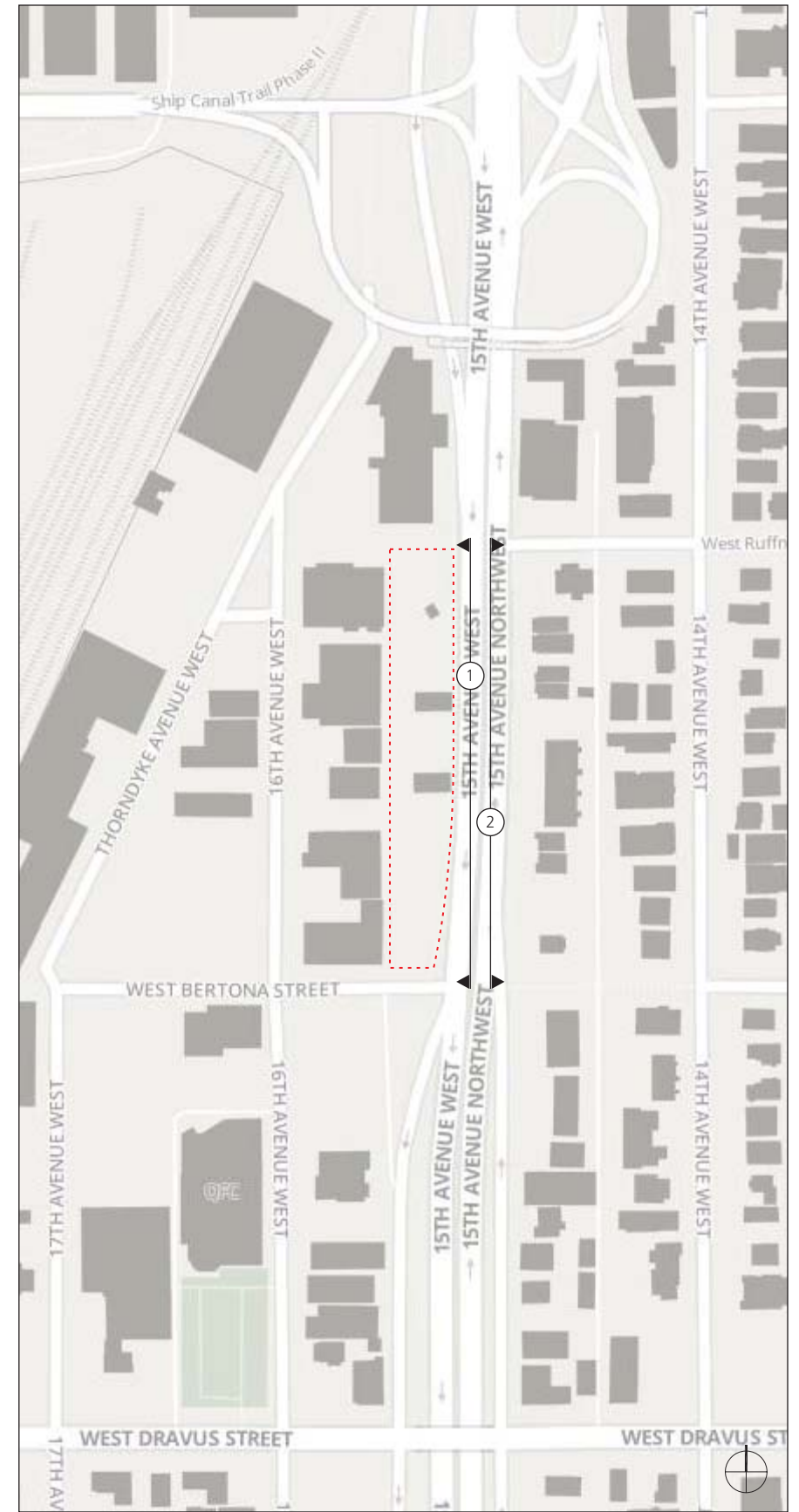
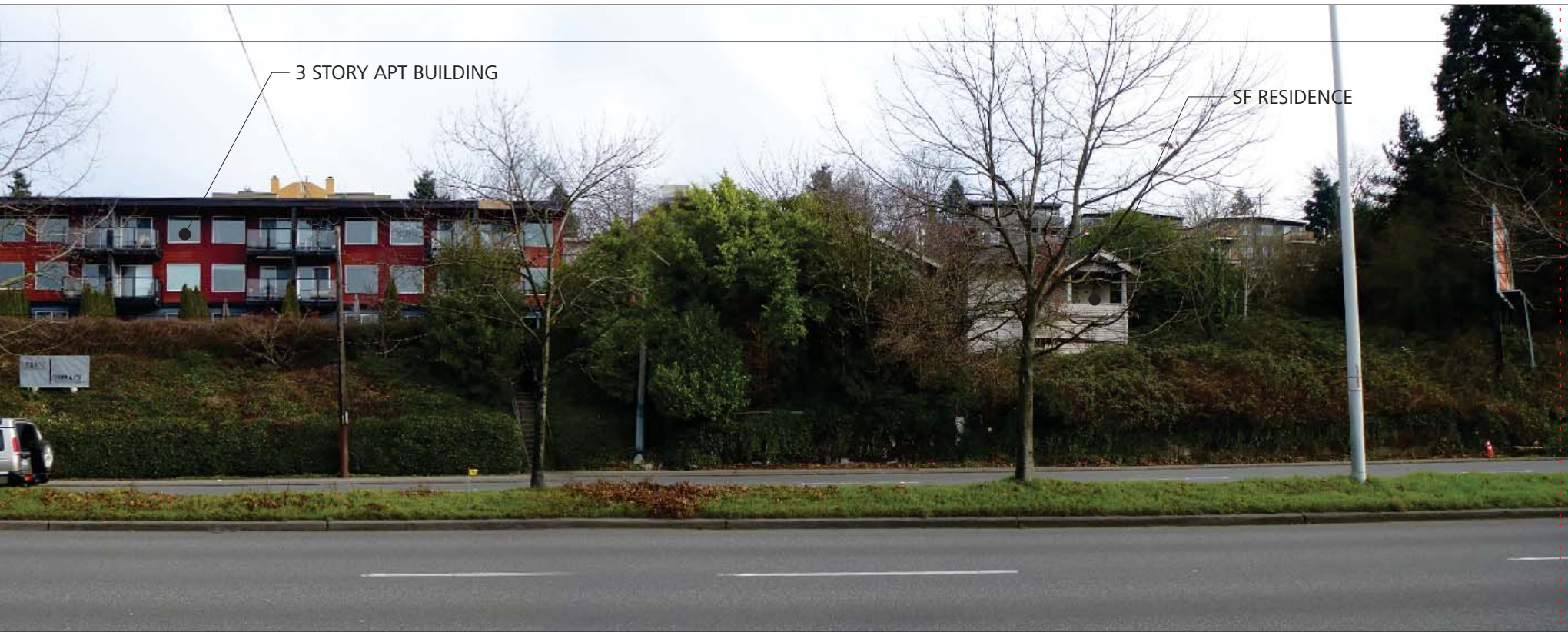


SITE PHOTOS



STREET ELEVATIONS: 15TH AVE W

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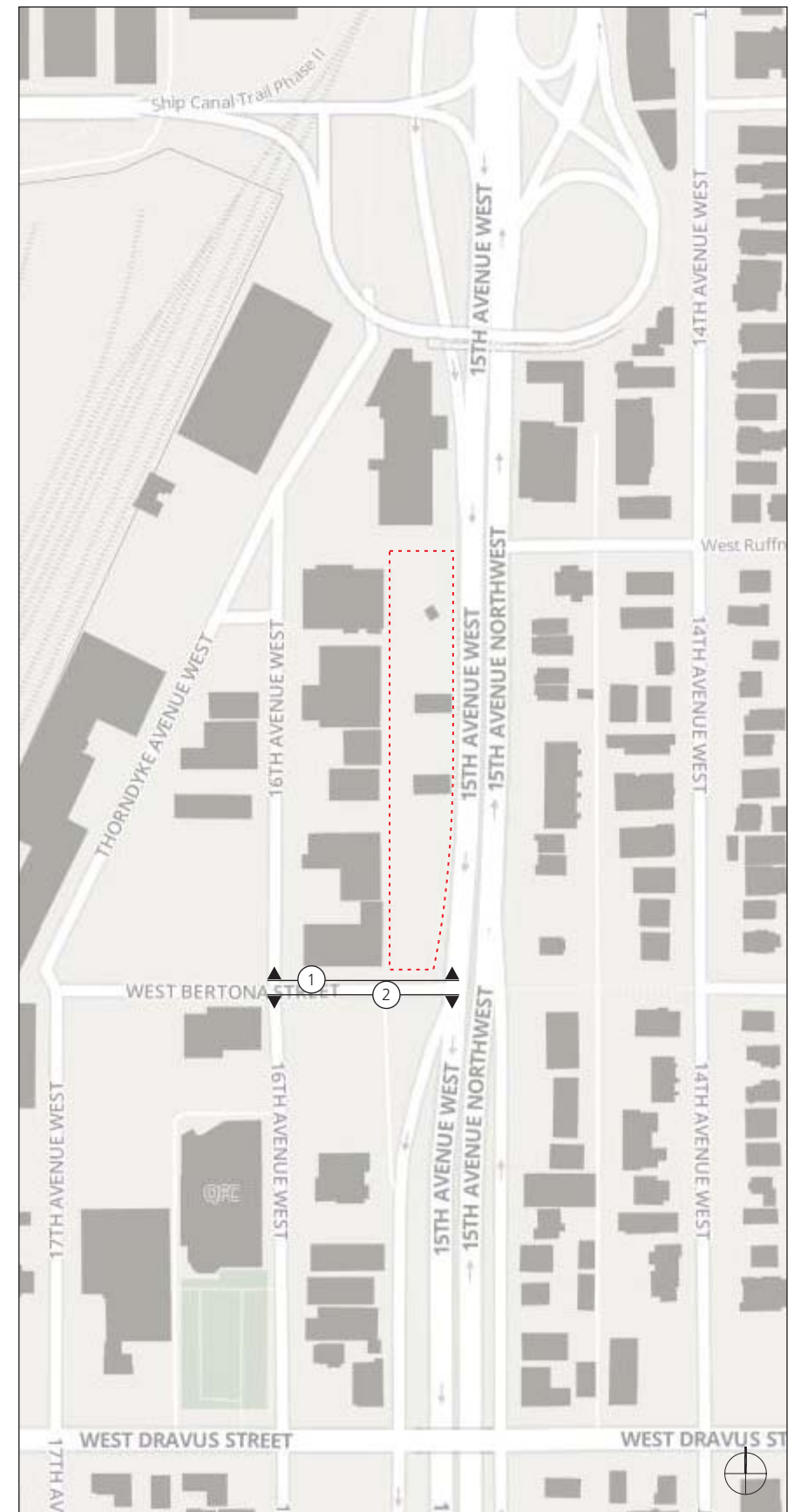
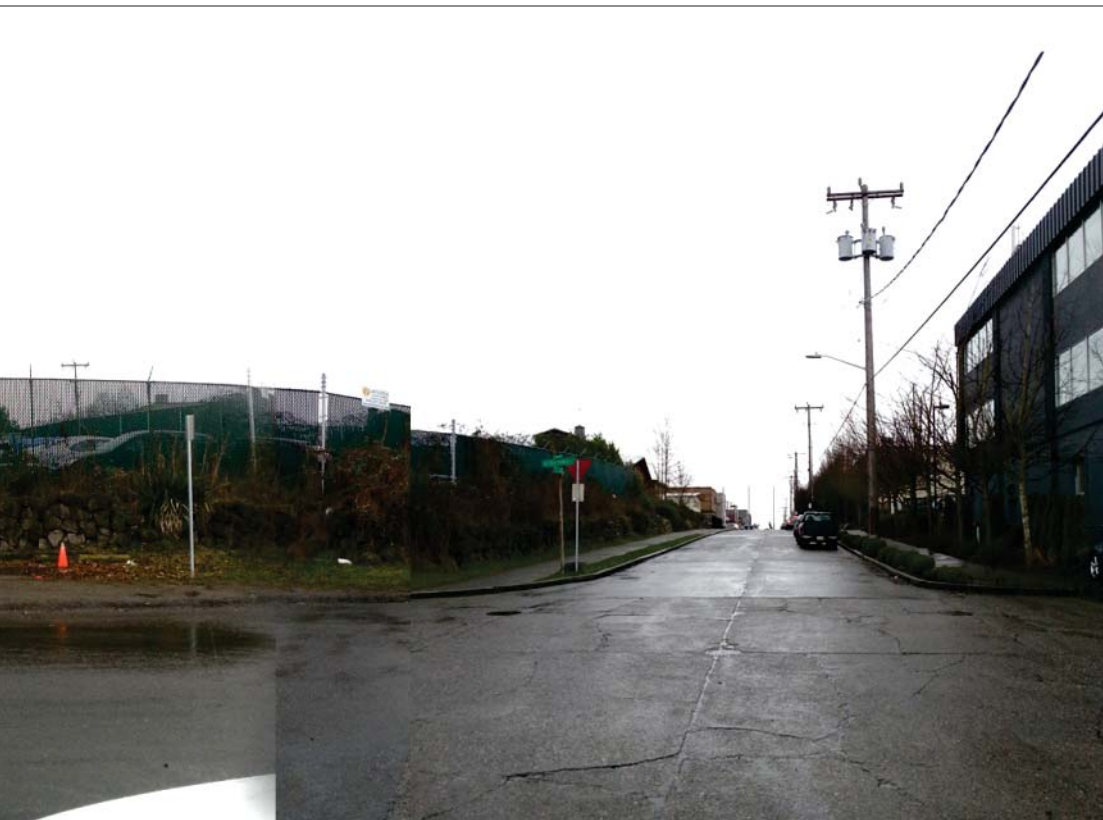
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STREET ELEVATIONS: W BERTONA ST

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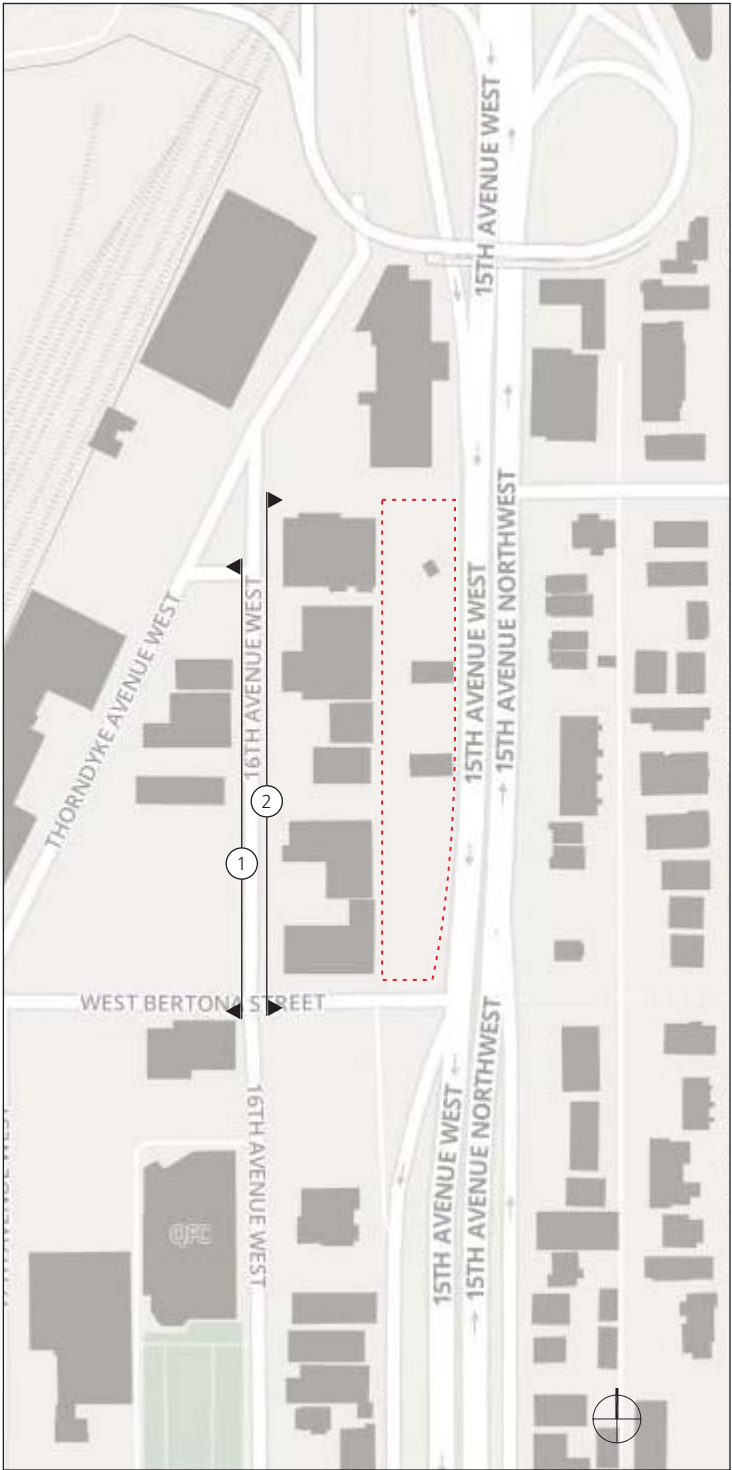
① 16TH AVE W - FACING WEST



② 16TH AVE W - FACING EAST



STREET ELEVATIONS: 16TH AVE W

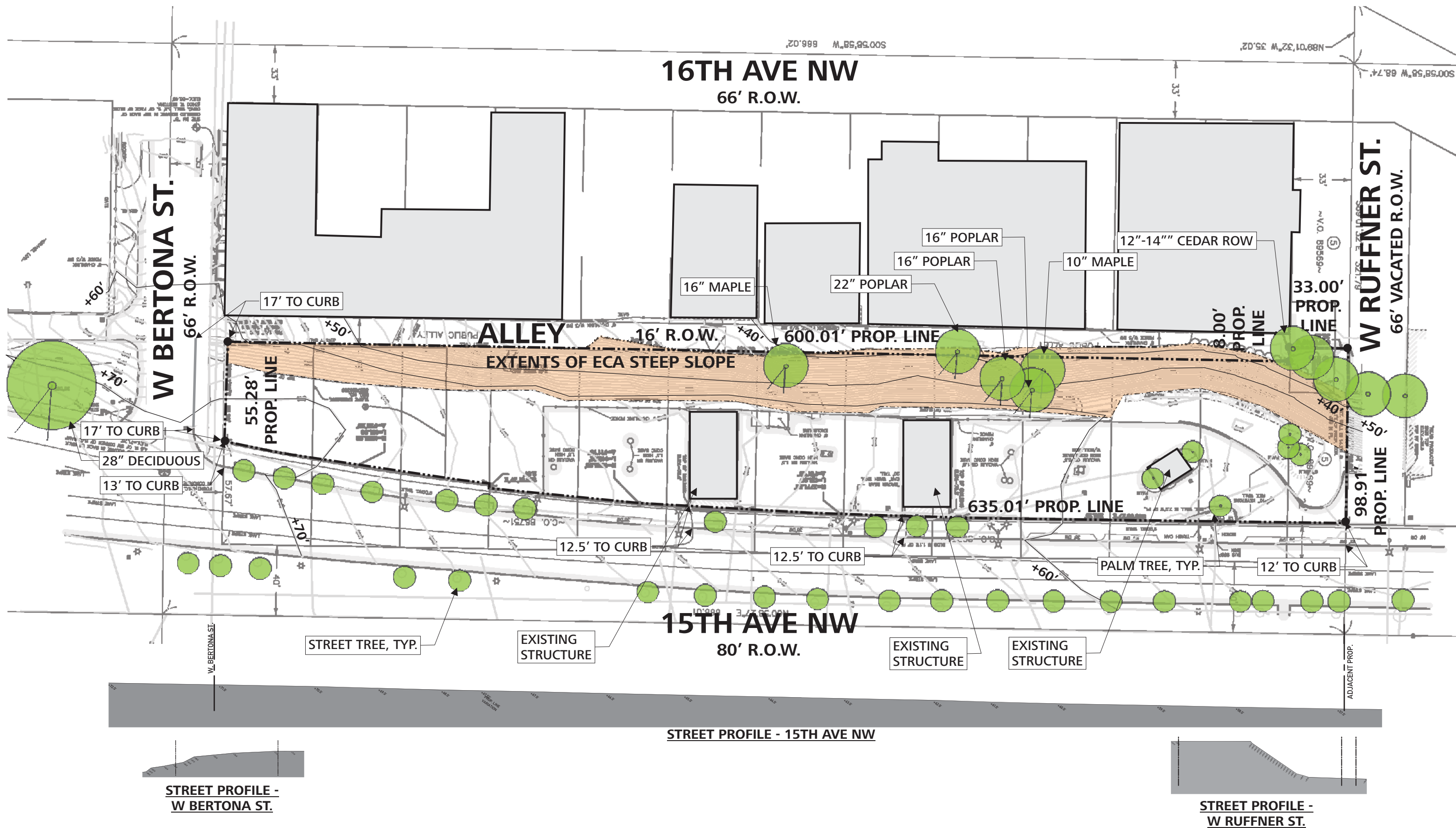




VIEWS LOOKING WEST FROM SITE

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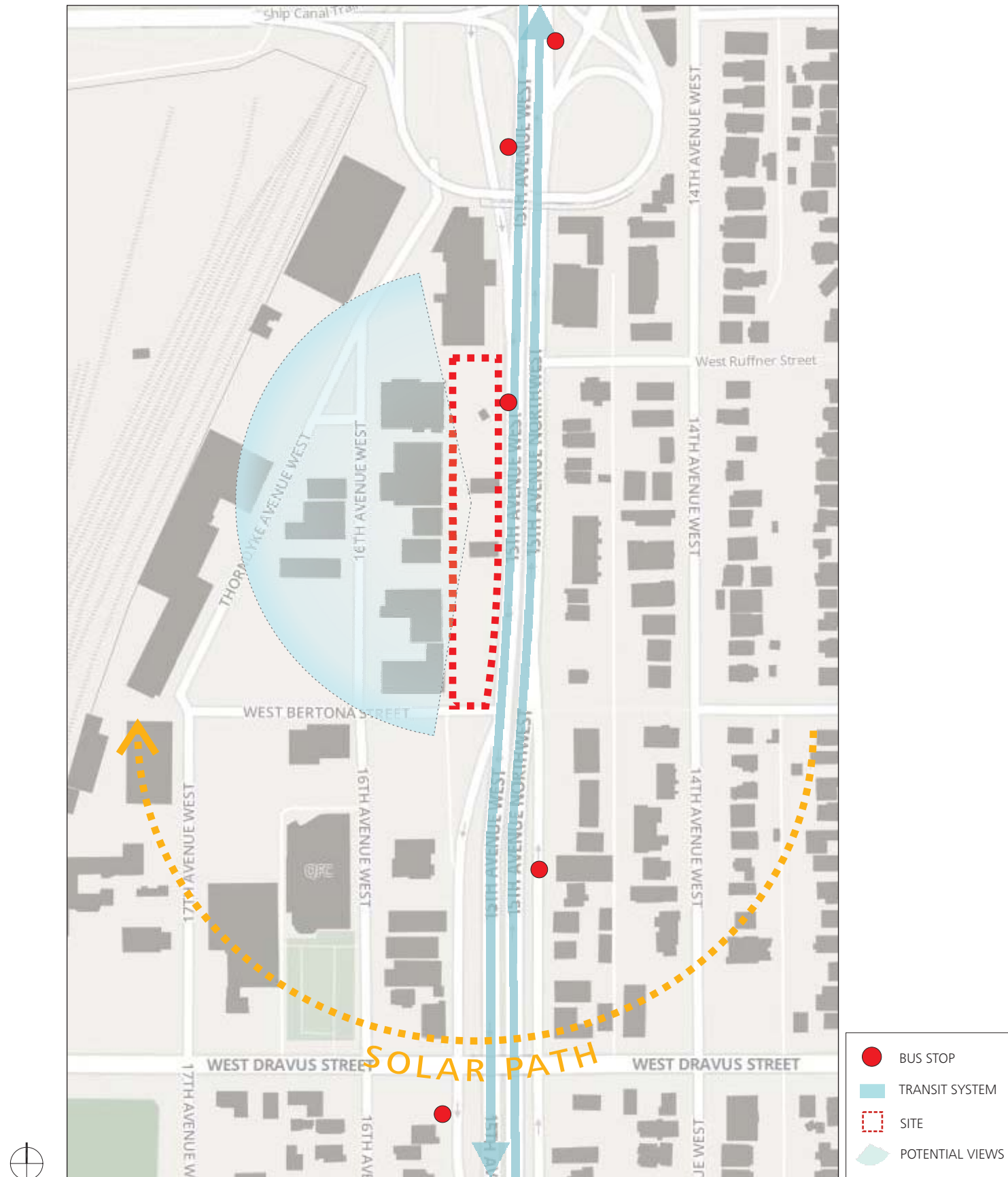




EXISTING SITE CONDITIONS & SECTIONS

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CONTEXT ANALYSIS



TRAFFIC ANALYSIS

| Context and Site | Proposal |
|---|--|
| CS 1: Natural Systems and Site Features: Use natural systems and features of the site and its surroundings as a starting point for project design. | |
| A. ENERGY USE | |
| 1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions. | Proposed building is oriented with majority of façade in E-W orientation, providing each unit with half of daylight, also minimizing the solar gain and northern exposure. Site orientation limits flexibility in building orientation. |
| B. SUNLIGHT AND NATURAL VENTILATION | |
| 2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site. | All units will have operable windows to allow natural ventilation in addition to prescribed whole house fans. No cooling is proposed for the project units. |
| 3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees. | Proposed building is oriented with majority of façade in E-W orientation, providing each unit with half of daylight, also minimizing the solar gain and northern exposure. Narrow profile minimizes shading towards the northern properties |
| C. TOPOGRAPHY | |
| 1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design. | 2 levels of parking are buried into the slope and being exposed on the west side to the alley. Portion of the deck is exposed on the 15 th avenue N, elevating the units above the busy arterial but screened by landscape buffer for the benefit of pedestrians. |
| 2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation. | We elected not to step down the building in N-S direction to again provide privacy and noise mitigation for the units and accommodate the loading dock area. |
| Cs2 Urban Pattern and Form Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area. | |
| A. LOCATION IN THE CITY AND NEIGHBORHOOD | |
| 2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials. | The proposal takes the restraining characteristics of the site (narrow width, adjacent to fast moving traffic and created a dynamic proposal which 'flow' and follows the pattern of the 15 th avenue with dynamic curve. Single focus are on public entry off the W Bertona street and creating covered public plaza gives the project focus and identity and visual statement for passerby traffic. |
| B. ADJACENT SITES, STREETS, AND OPEN SPACES | |
| 1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing. | We emphasizes the linearity of the site and the fluidity of the movement of the traffic to emphasize the curve of the site on the prominent building façade and take N-S views as consideration of the building ends. |
| C. RELATIONSHIP TO THE BLOCK | |
| 1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block. | The site is technically corner, but due to the limited width of the south property line and the grade drop along W Bertona street, the typical corner expression would not be appropriate for the site. The 'bow' expression and elevation off the ground express the lightness and fluidity of the design. |
| D. HEIGHT, BULK, AND SCALE | |
| 3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the “development potential of the adjacent zone and the proposed development. | The industrial zoning IG2/U45 allows for 45' height limit and is separated by the alley from our project, adjacent use to the south have the same zoning. Limited affect to the industrial zone, as a precaution elevation of the residential use above the industrial zone allows for better noise mitigation. |

APPLICATION OF SEATTLE DESIGN GUIDELINES

| | |
|--|--|
| Cs3 Architectural Context and Character: Contribute to the architectural character of the neighborhood. | |
| A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES | |
| 2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means. | Proposal features dynamic, fluid design rooted in the site characteristic and the in response to business of the adjacent arterial. |
| Public Life | |
| PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them. | |
| A. NETWORK OF OPEN SPACES | |
| 1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds. | Covered public plaza at the south corner of the site, opening and inviting into the project. |
| B. WALKWAYS AND CONNECTIONS | |
| 3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks. | Pedestrian plaza at the corner of 15 th Avenue NW and W Bertona, with landscaping and hardscape, open and visible to passersby. |
| C. OUTDOOR USES AND ACTIVITIES | |
| 1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes. | Ground level plaza and roof deck are both located on the south end of the project |
| A. ACCESSIBILITY | |
| B. SAFETY AND SECURITY | |
| 2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights. | Site lighting will be provided on perimeter and public plaza. |
| C. WEATHER PROTECTION | |
| 1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible. | Main entry is fully covered, together with majority of the plaza. |
| PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges. | |
| A. ENTRIES | |
| 1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each. | Residential entry is prominent at the W Bertona street, secondary entry is provided with canopy and identification. |
| 2. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as: a. overhead shelter: canopies, porches, building extensions; b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks; c. ground surface: seating walls; special paving, landscaping, trees, lighting; and d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting. | Provided at entry |

| | |
|--|---|
| B. RESIDENTIAL EDGES | |
| 1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another. | Units along 15 th are elevated above sidewalk 5-10' landscape buffer proposed. |
| PI4 Active Transportation Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit. | |
| A. ENTRY LOCATIONS AND RELATIONSHIPS | |
| 1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel. | Separate entrances for vehicular, bike and pedestrian access, separate service and loading entry. |
| B. PLANNING AHEAD FOR BICYCLISTS | |
| 2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety. | Provided within building in multiple locations |
| Design Concept | |
| Dc1 Project Uses and Activities: Optimize the arrangement of uses and activities on site. | |
| A. ARRANGEMENT OF INTERIOR USES | |
| 1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front. | Located along 15 th Avenue NW |
| B. VEHICULAR ACCESS AND CIRCULATION | |
| C. PARKING AND SERVICE USES | |
| 1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site. | Below grade structured parking provided. |
| DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings. | |
| A. MASSING | |
| 2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries. | Long façade modulated with recesses |
| B. ARCHITECTURAL AND FAÇADE COMPOSITION | |
| 2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians. These may include: a. newsstands, ticket booths and flower shops (even if small or narrow); b. green walls, landscaped areas or raised planters; c. wall setbacks or other indentations; d. display windows; trellises or other secondary elements; e. art as appropriate to area zoning and uses; and/or f. terraces and landscaping where retaining walls above eye level are unavoidable. | Parking garage walls exposed to the street provide with landscaping buffer and wall texture treatment. 30% of street-facing facades shall be transparent between 2’ and 8’ in height and at least 2’ in width. Blank facades shall not exceed 40% of the street facade of the structure not in residential use. |

APPLICATION OF SEATTLE DESIGN GUIDELINES

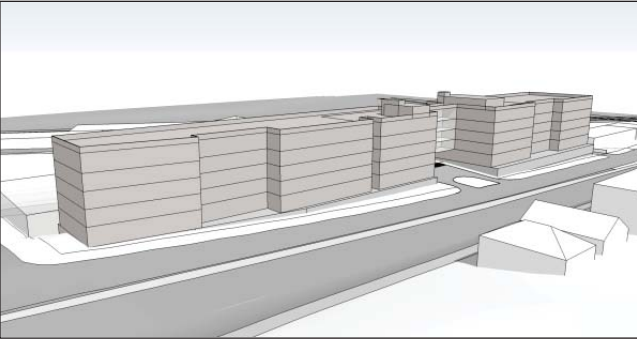
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| C. SECONDARY ARCHITECTURAL FEATURES | |
| D. SCALE AND TEXTURE | |
| E. FORM AND FUNCTION | |
| 1. Legibility and Flexibility: Strive for a balance between building legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve. | Different glazing and treatment for public areas and units |
| Dc3 Open Space Concept: Integrate open space design with the design of the building so that each complements the other. | |
| A. BUILDING-OPEN SPACE RELATIONSHIP | |
| 1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development. | Interior public spaces located in proximity of public plaza. |
| B. OPEN SPACE USES AND ACTIVITIES | |
| 3. Connections to Other Open Space: Site and design project-related open spaces should connect with, or enhance, the uses and activities of other nearby public open space where appropriate. Look for opportunities to support uses and activities on adjacent properties and/or the sidewalk. | Public plaza fully connected to sidewalks and ROW |
| 4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbeques, resident meetings, and crafts or hobbies. | Proposed roof deck may contain pea-patch, yoga deck, pet walking area |
| C. DESIGN | |
| 2. Amenities and Features: Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays. | Will provide roof deck and planters on roof as well as traditional plantings. |
| DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces. | |
| A. BUILDING MATERIALS | Will consider in futher planning |
| C. LIGHTING | |
| 2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution. | All light will be shielded and pointed down and away from adjacent properties |
| D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS | |
| 2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paing materials. Use permeable materials wherever possible. | 2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paing materials. Use permeable materials wherever possible. |

| SMC Code Section | SMC Code Description | Compliance/Reference |
|---|---|----------------------|
| Zoning: | Seattle Mixed/Dravus 40-85 (SM/D 40-85) | Compliant |
| 23.48.004 - Uses | Residential uses and accessory parking are allowed outright | Compliant |
| 23.48.009 - Floor Area Ratio | Table A: Not Applicable | Compliant |
| 23.48.010 - Structure Height | C. Height limits in the Seattle Mixed/Dravus 40-85 (SM/D 40-85) zone 1. Base height limit. Structures in the SM/D 40-85 zone are subject to a height limit of 40 feet, except as otherwise provided in subsection 23.48.016.C.2. 2. Additional height for structures with only residential uses above 40 feet. A structure in the SM/D 40-85 zone that has only residential uses above a height of 40 feet is subject to a maximum height limit of 85 feet, if the following conditions are met: | Compliant |
| 23.48.011 - Extra ?oor area in Seattle Mixed zones | B. Calculation outside of an adopted Local Infrastructure Project Area 1. Means to achieve extra residential ?oor area. If the maximum height limit for residential use is 85 feet or lower or the lot is located outside of the South Lake Union Urban Center, the applicant shall use bonus residential ?oor area for affordable housing pursuant to Section 23.58A.014 to achieve all extra residential ?oor area on the lot. If the maximum height limit for residential use is greater than 85 feet and the lot is located in the South Lake Union Urban Center, the applicant shall: a. achieve 60 percent of the extra residential ?oor area on the lot by using bonus residential ?oor area for affordable housing pursuant to Section 23.58A.014; and b. achieve 40 percent of the extra residential ?oor area by using open space transferable development potential or Landmark transferable development potential pursuant | Compliant |
| 23.48.020 - Amenity Area for Residential Uses | A. Amenity area. Amenity area is required for all new development with more than 20 dwelling units. B. Quantity of amenity area. An area equivalent to 5 percent of the total gross ?oor area in residential use shall be provided as amenity area, except that, in no instance shall the amount of required amenity area exceed the area of the lot. C. Standards for amenity area. Required amenity area shall meet the following standards: 1. All residents of the project shall have access to the required amenity area, which may be provided at or above ground level. 2. A maximum of 50 percent of the required amenity area may be enclosed. 3. The minimum horizontal dimension for required amenity areas is 15 feet, except that the minimum horizontal dimension is 10 feet for amenity areas provided as landscaped open space accessible from the street at street-level. The minimum size of a required amenity area is 225 square feet. 4. Amenity area that is provided as landscaped, street-level open space that is accessible from the street shall be counted as twice the actual area in determining the amount | Compliant |
| 23.48.024 - Screening and Landscaping Standards | A. Landscaping requirements 2. Landscaping that achieves a Green Factor score of .30 or greater, pursuant to Section 23.86.019, is required for any lot with: a. development containing more than four dwelling units C. Screening for specific uses 3. Parking in structures. Except as provided for by subsection 23.48.034.B, parking located at or above street-level in a garage shall be screened according to the following requirements. a. On Class 1 and 2 Pedestrian Streets, shown on Map A for 23.48.014, parking is not permitted at street level unless separated from the street by other uses, provided that garage doors need not be separated. The facade of the separating uses shall be subject to the transparency and blank facade standards in Section 23.48.014 b. On all other streets, parking is permitted at street level when at least 30 percent of the street frontage of the parking area, excluding that portion of the frontage occupied by garage doors, is separated from the street by other uses. The facade of the separating uses shall be subject to the transparency and blank wall standards in Section 23.48.014. The remaining parking shall be screened from view at street level and the street facade shall be enhanced by architectural detailing, artwork, landscaping, or similar visual interest features (Exhibit A for 23.48.024). c. The perimeter of each floor of parking above street level shall have an opaque screen at least 3.5 feet high. D. Street trees requirements | Compliant |
| 23.48.032 - Required Parking and Loading | A. Off-street parking spaces and bicycle parking are required according to Section 23.54.015, Required parking | Compliant |
| 23.48.034 - Parking and loading location, access and curbcuts | D. Parking and Loading Access. 2. If the lot does not abut an improved alley, or use of the alley for parking and loading access would create a signi?cant safety hazard as determined by the Director 3. The Director may allow or require access from a right-of-way other than one indicated by subsection 23.48.034.D.1 or subsection 23.48.034.D.2 | Non Compliant |

CODE COMPLIANCE

Given the site restriction of access, the potential access to the site is the prevailing criteria for selection of the scheme. We have provided 3 potential options to the presubmittal conference and discussed the options with DPD and SDOT. Given the input there is a very high preference to access the site from W Bertona Street.

A



FAR: N/A (SMC Table A 23.48.009)
Unit Count: 245
Parking Count: 199
Total Residential 174,730SF

PROS

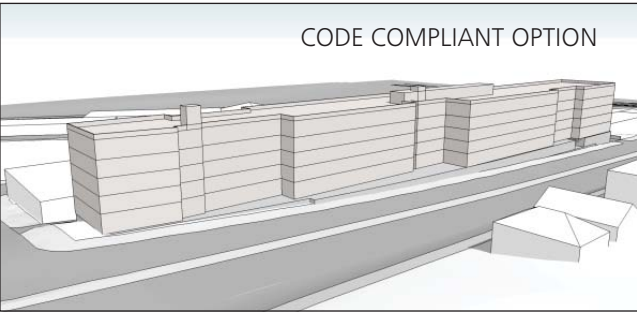
- Generous drop off port cohere in the middle of the project.
- Breaks the massing into 2 volumes.
- Potential 'see thru' gap between the buildings.

CONS

- Inefficient bridge connection
- Conflict with traffic flow on 15th avenue W, need for Departure.
- Central entry provides longer pedestrian path to main entry from neighborhood amenities (grocery, bus stops, etc.)

| Option A: Departures requested | Proposal |
|---|--|
| SMC 23.48.034.E.1 - Curb width and number - Permitted access shall be limited to one two-way curbcut. | 3 curbcuts are proposed: 2 for one-way residential vehicular ingress and egress from 15th Ave. W and 1 for trash vehicle access. The site is bordered by an unimproved alley to the west and steeply sloping W Bertona St. to the south. As one can see in the traffic diagram on page 15 W Bertona St. intersects an off-ramp collector from 15th Ave to W Dravus St. This intersection is particularly confusing and dangerous to navigate. The proposed approach provides a designated point of entry for safe access of vehicles and deliveries off of a major transit thoroughfare. This entry space provides room for vehicle turn-around while minimizing pedestrian conflicts per guideline DC1.B. Trash pick-up is separated from other vehicle uses per DC1.C.4. |

B



FAR: N/A (SMC Table A 23.48.009)
Unit Count: 250
Parking Count: 154
Total Residential 178,520 SF

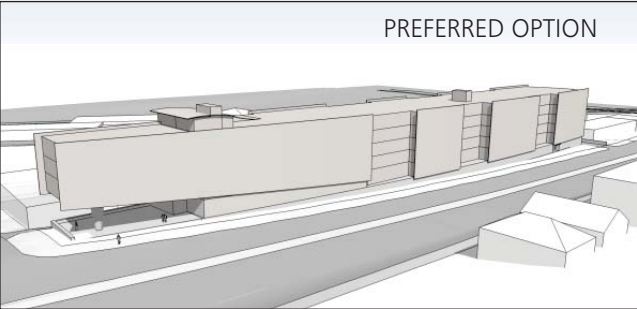
PROS

- More linear design provides one connected building
- Parking ramp from W.Bertona St. away from heavy traffic
- Building is modulated / shifted, breaking the length
- Long building mass cutting noise from traffic on West side
- Semi private courtyard away from noise and business.

CONS

- Pedestrian main entrance and vehicular access separated.
- Public courtyard exposed to noise and traffic.
- Long building mass creating a visual barrier between two zones.

C



FAR: N/A (SMC Table A 23.48.009)
Unit Count: 237
Parking Count: 174
Total Residential 168,995 SF

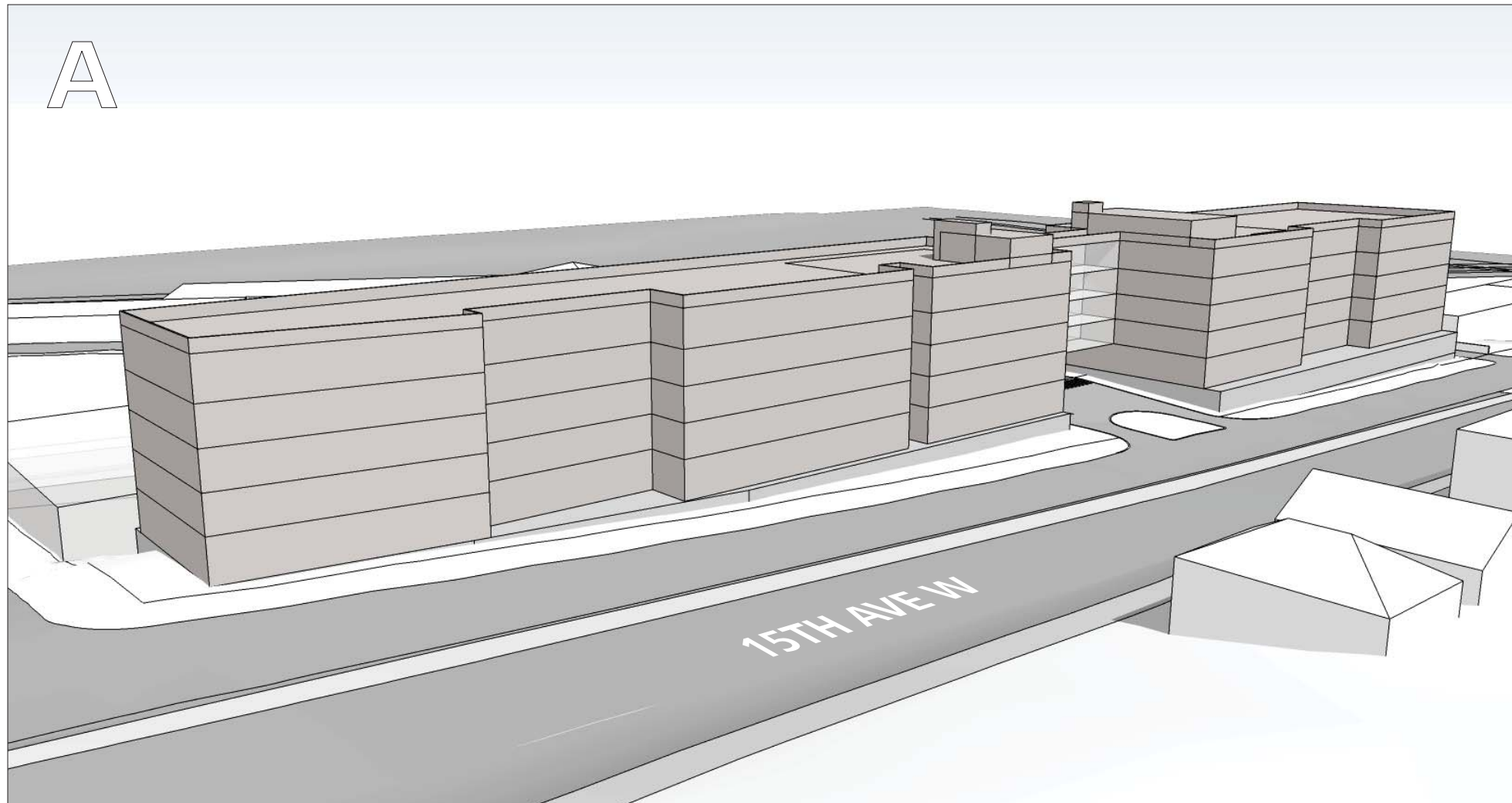
PROS

- Prominent public plaza entry at corner location
- Building expresses site character
- Vehicular access separated and designed to alley

CONS

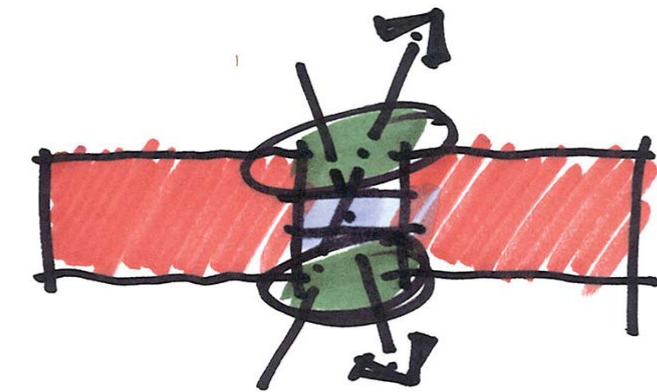
- Continuous building
- No prominent entry on 15th Ave W

| Option C: Departures requested | Proposal |
|---|--|
| SMC 23.48.034.E.1 - Curb width and number - Permitted access shall be limited to one two-way curbcut. | 1 curbcut is proposed along 15th Ave. W for trash service pickup. This service entry is separated from other vehicle uses per design guideline DC1.C.4. Visual impacts are minimized with locating trash service in this area as well as convenience for access for service vehicles and height required for those vehicles. |



OPTION A : "THE BRIDGE"

By using a connecting bridge it allows us to create two buildings and it helps reduce the size perception. Being more open it creates the potential for views between 15th Ave and the industrial fabric to the West. It also establishes a center core that act as the "front" door and its main entrance.

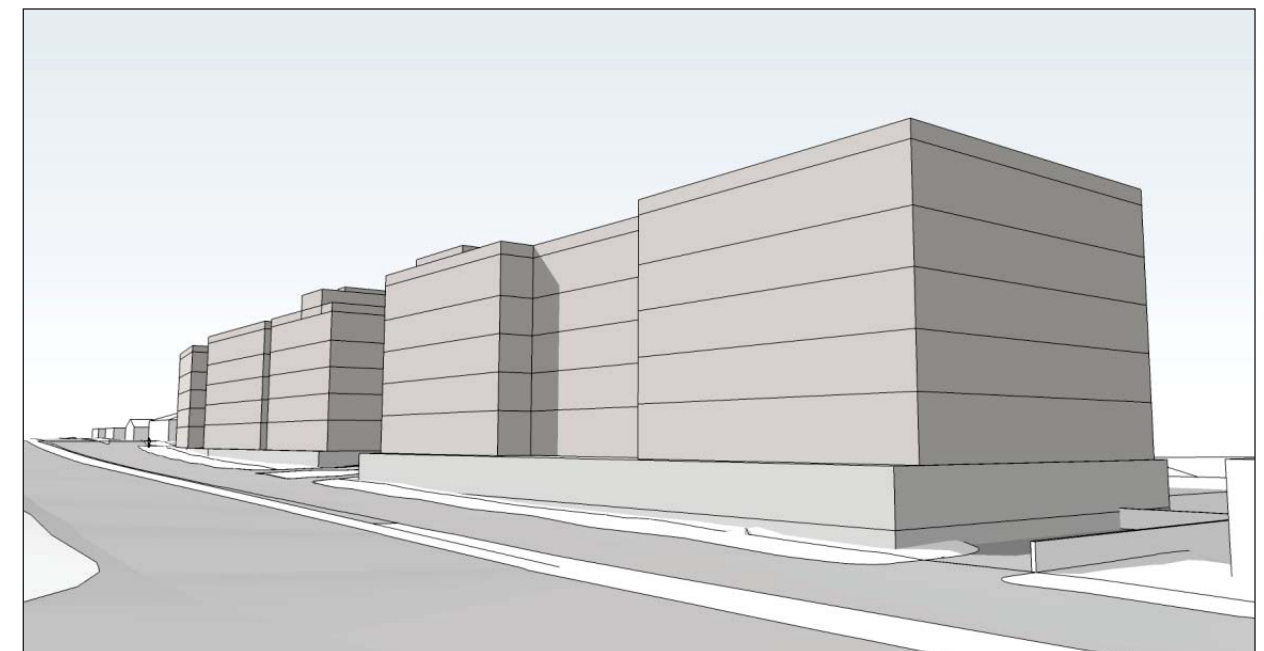
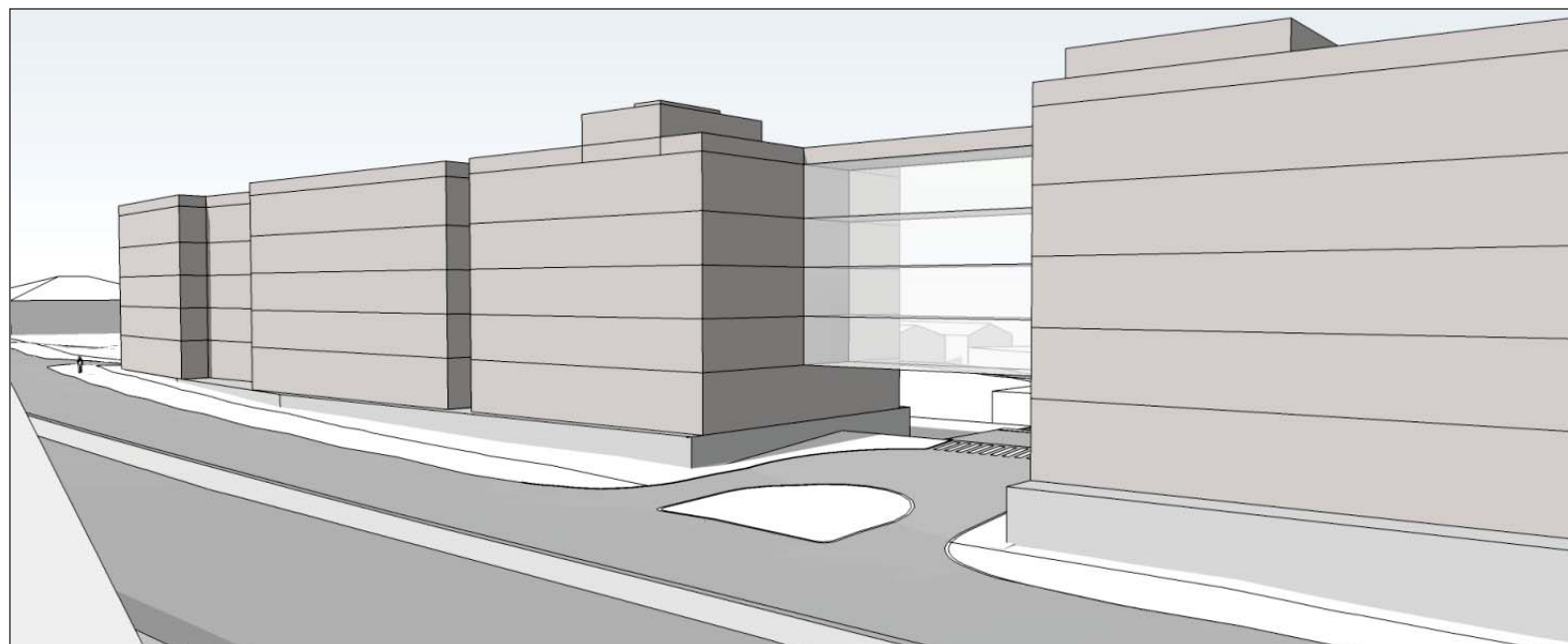


PROS:

- Generous drop off port cohere in the middle of the project.
- Breaks the massing into 2 volumes.
- Potential 'see thru' gap between the buildings.

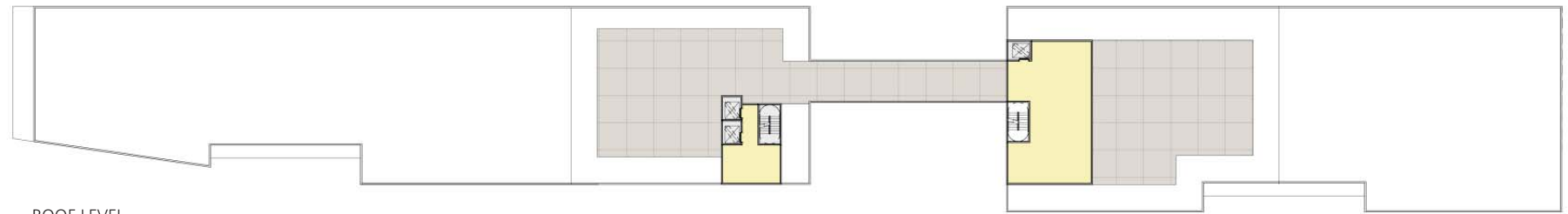
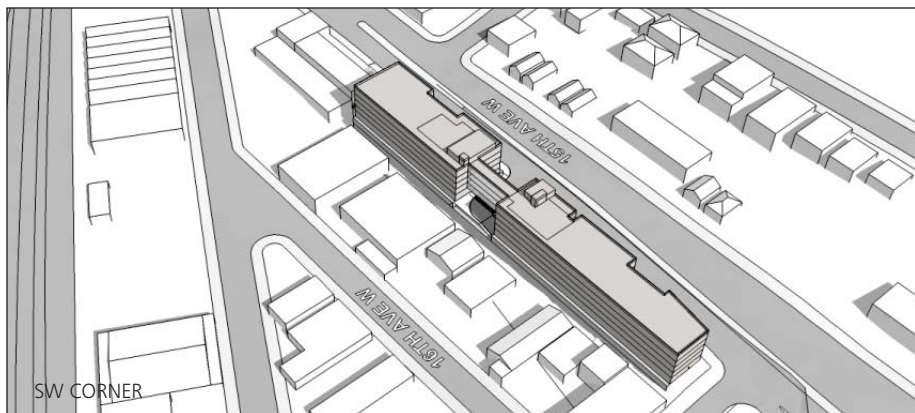
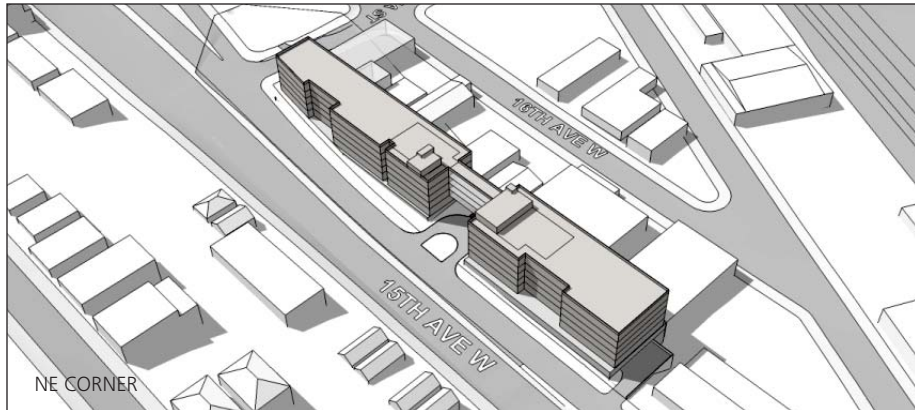
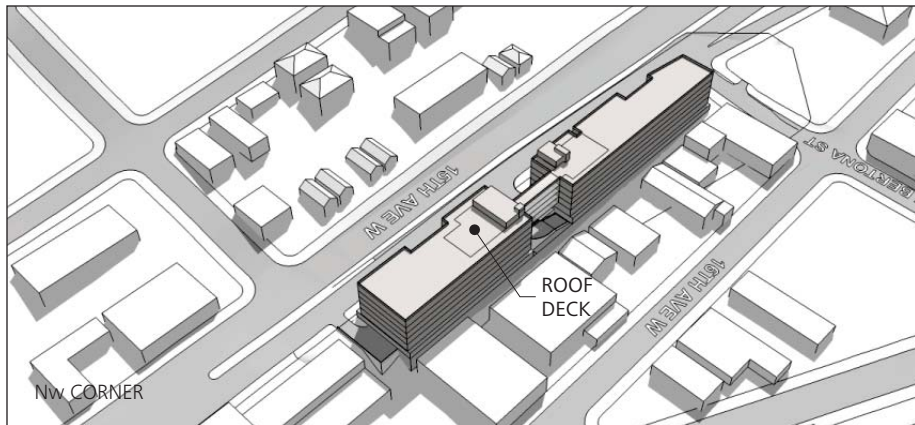
CONS:

- Inefficient bridge connection.
- Conflict with traffic flow on 15th avenue W, need for Departure.
- Central entry provides longer pedestrian path to main entry from neighborhood amenities (grocery, bus stops, etc.)

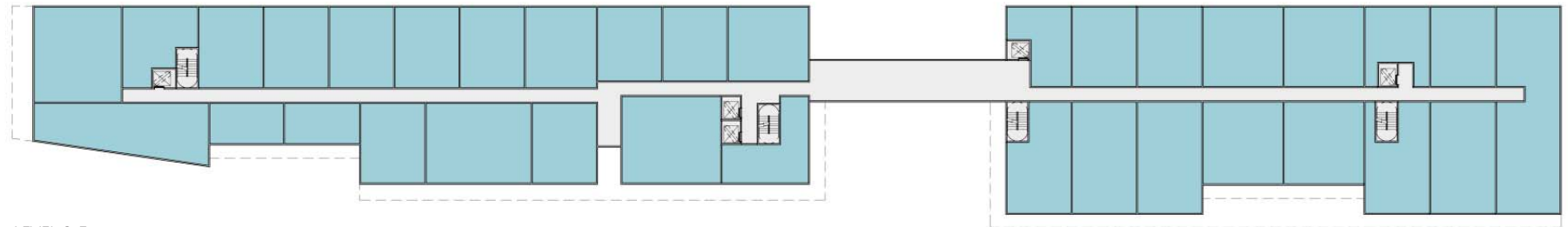


MASSING OPTION A - DEPARTURE

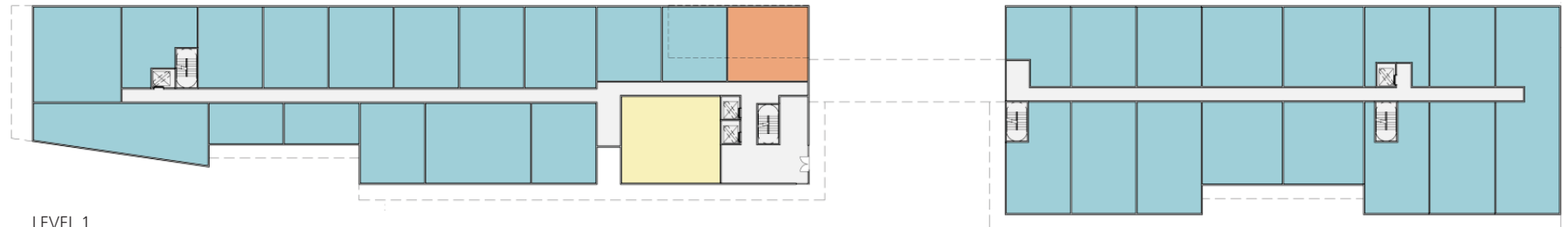
03.12.2014 Design Review Early Design Guidance Meeting
3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269



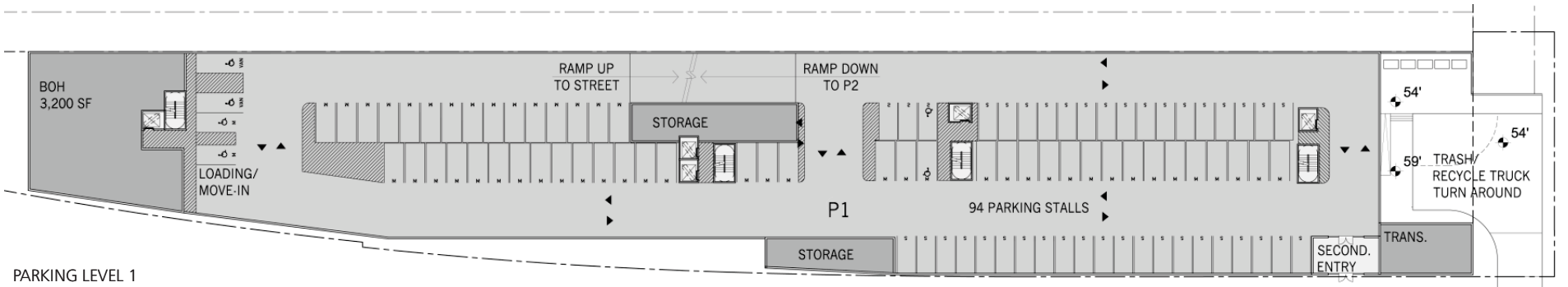
ROOF LEVEL



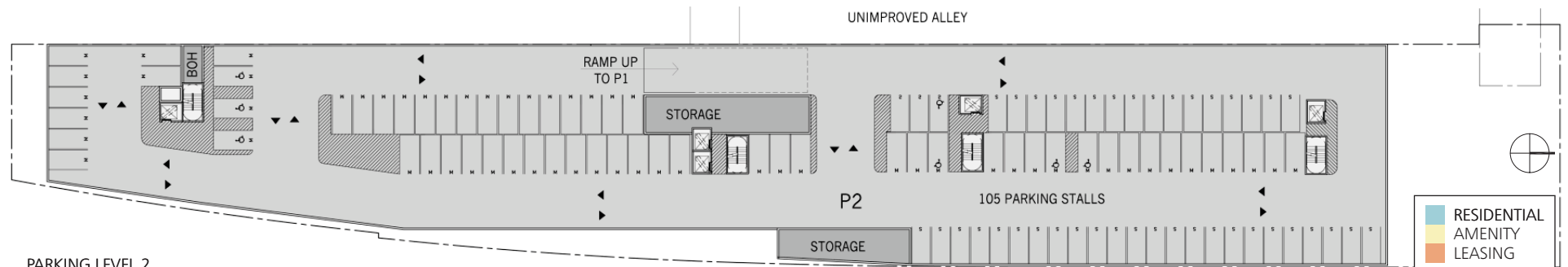
LEVEL 2-5



LEVEL 1

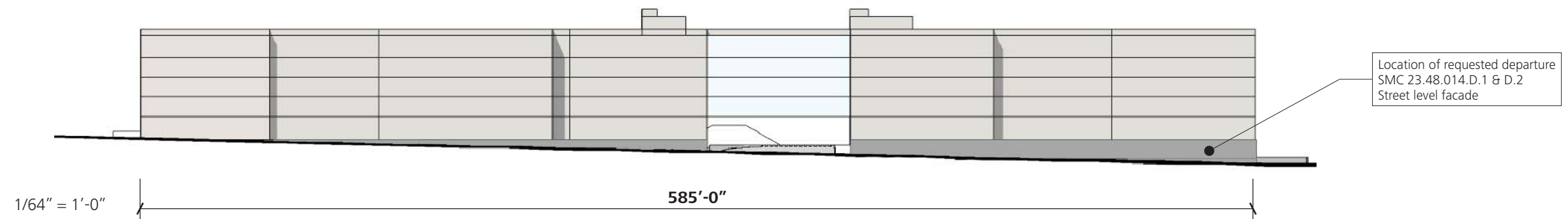
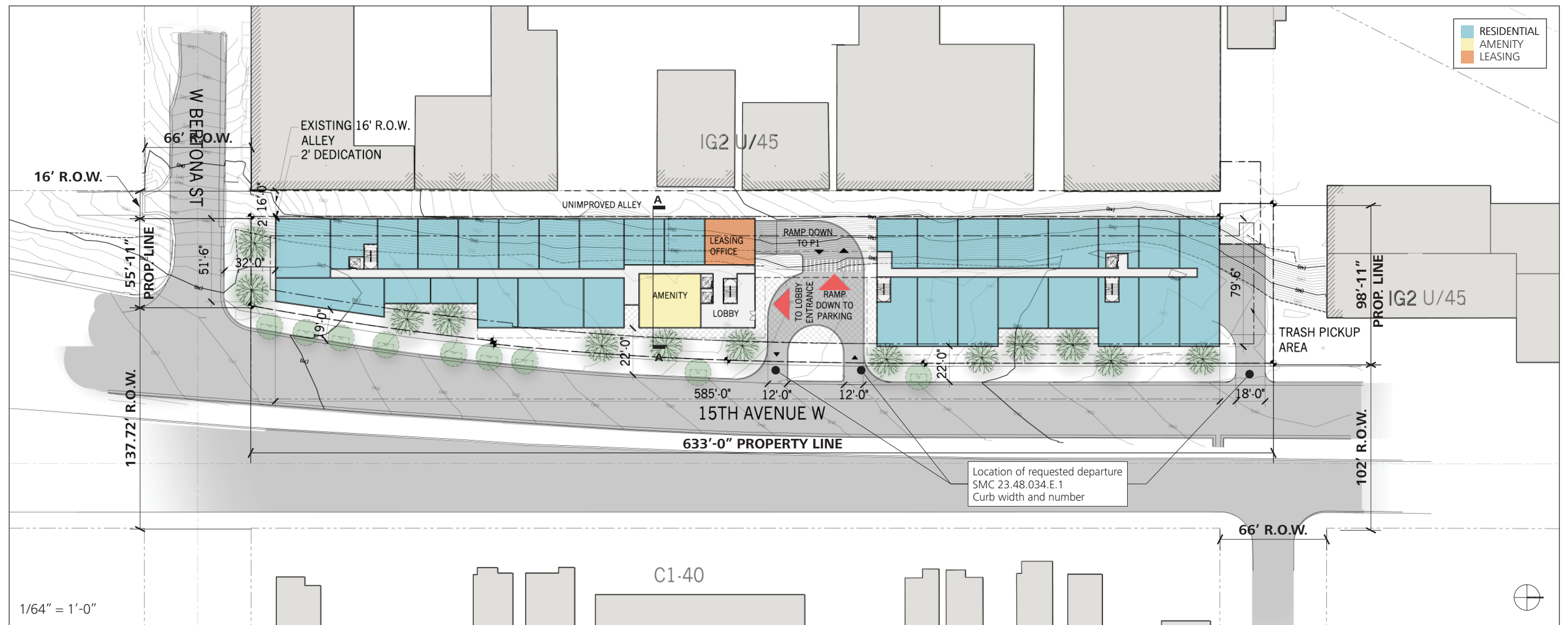


PARKING LEVEL 1



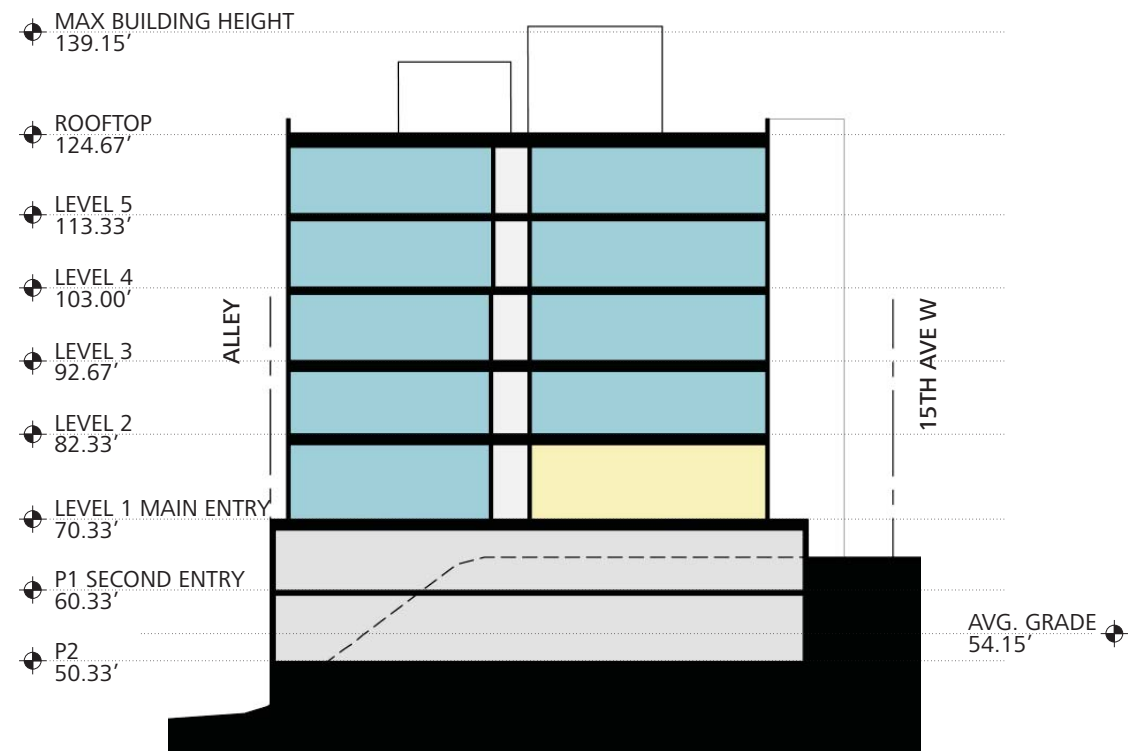
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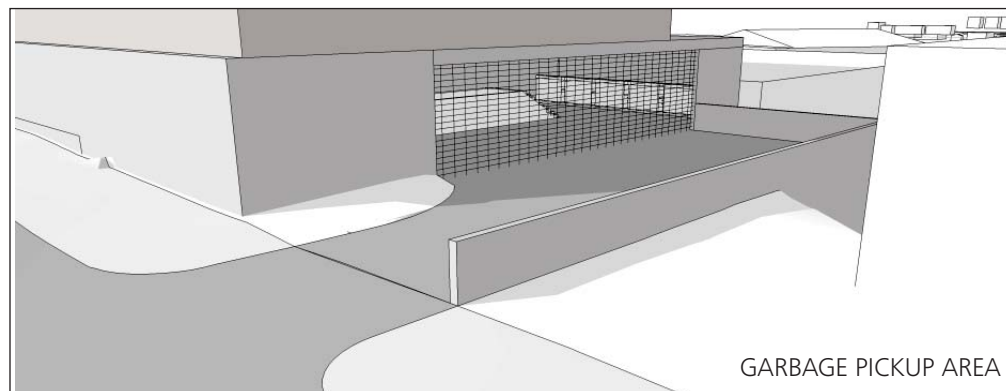


SITE PLAN - OPTION A

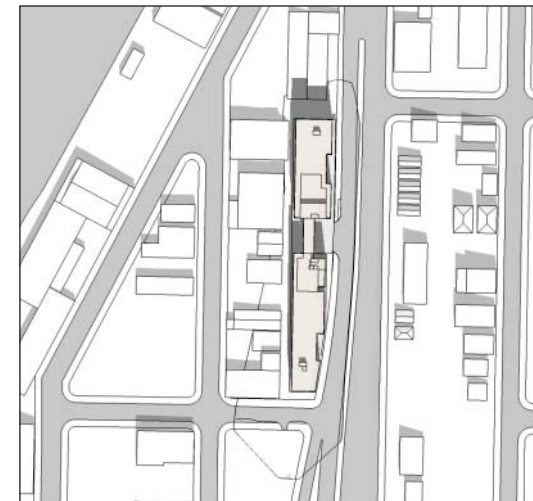
03.12.2014 Design Review Early Design Guidance Meeting
3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269



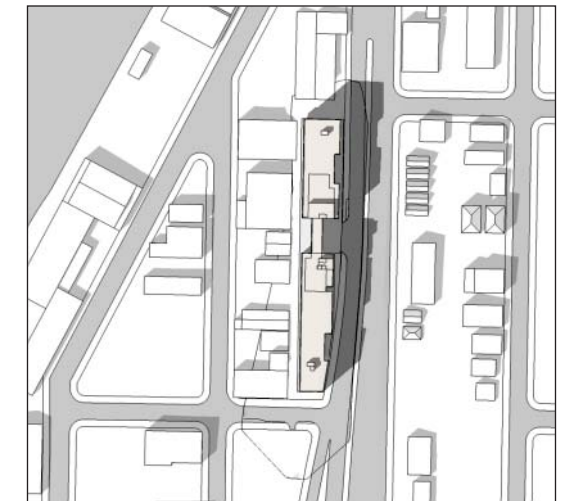
CROSS SECTION A-A



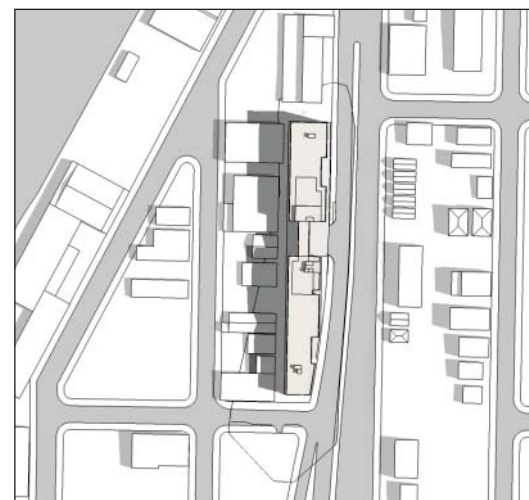
3/21 9AM



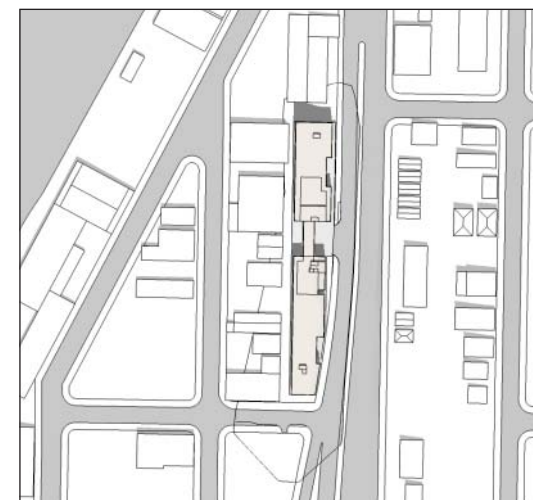
3/21 12PM



3/21 3PM



6/21 9AM



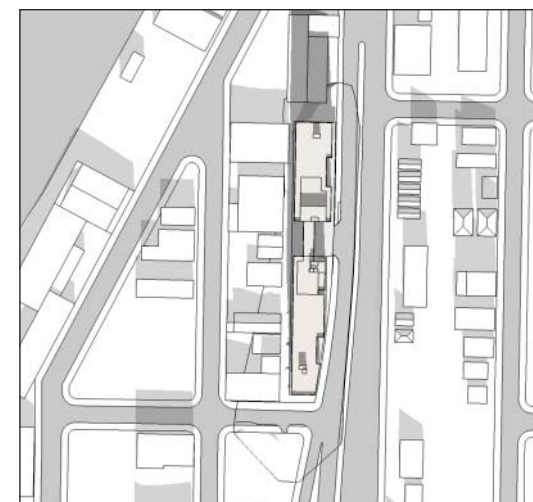
6/21 12PM



6/21 3PM



12/21 9AM



12/21 12PM



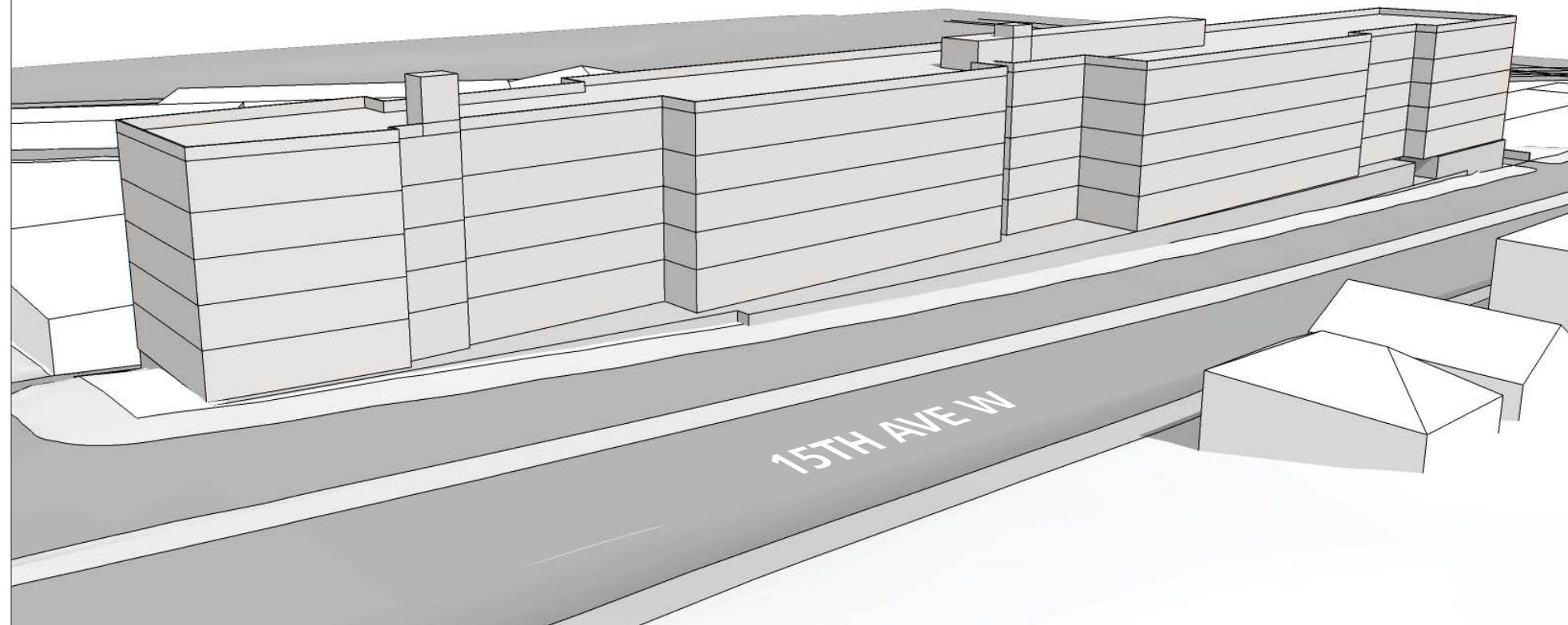
12/21 3PM



SHADOW STUDY - OPTION A

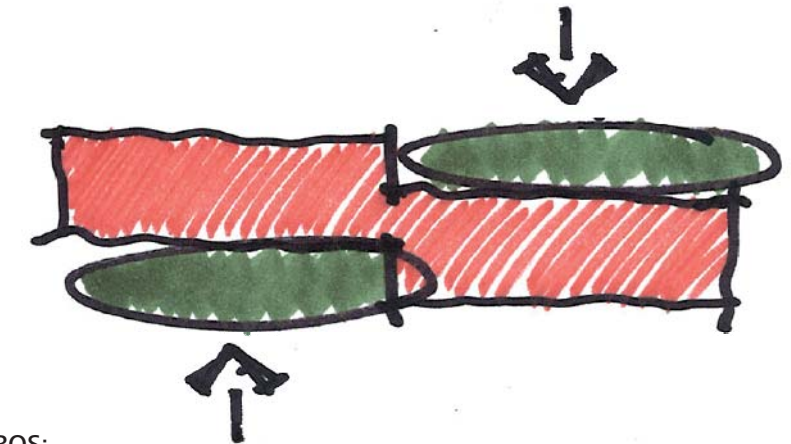
caron

B



OPTION B : "THE SHIFT"

This option is the result of site forces pushing the massing from the West with its industrial fabric and to the East with 15th Ave's traffic and the hill side residential neighborhood. The shift creates "two" distinct courtyards one being urban/public and the other one more private.

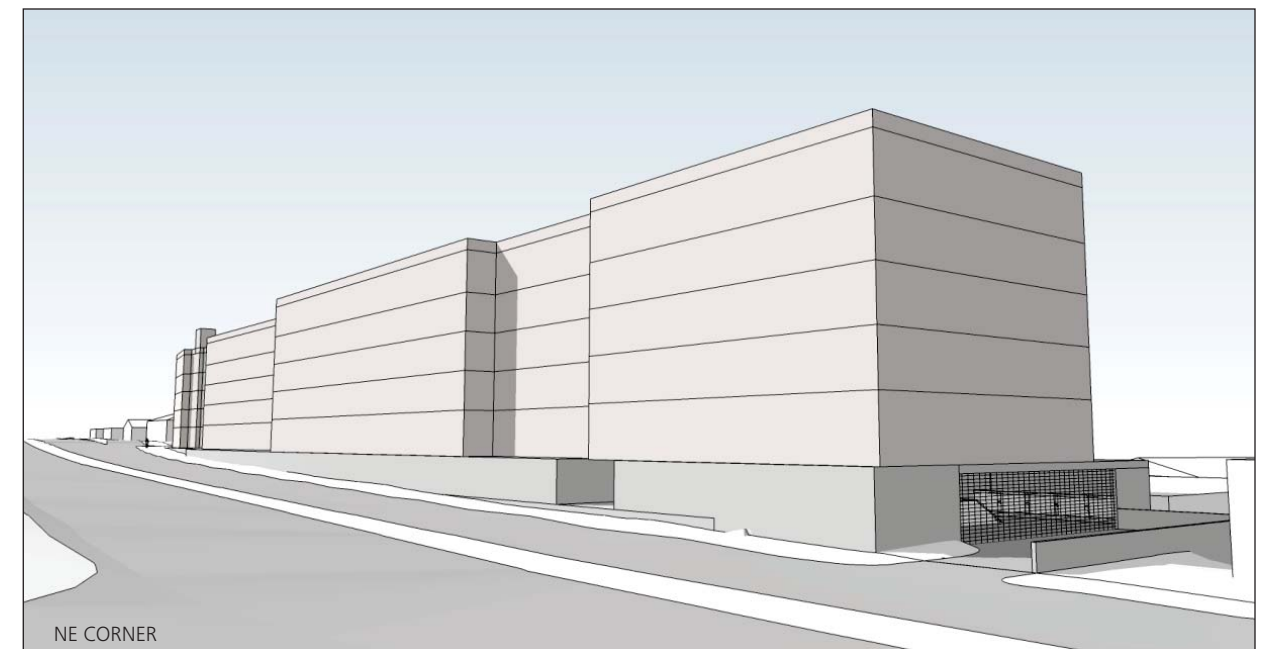
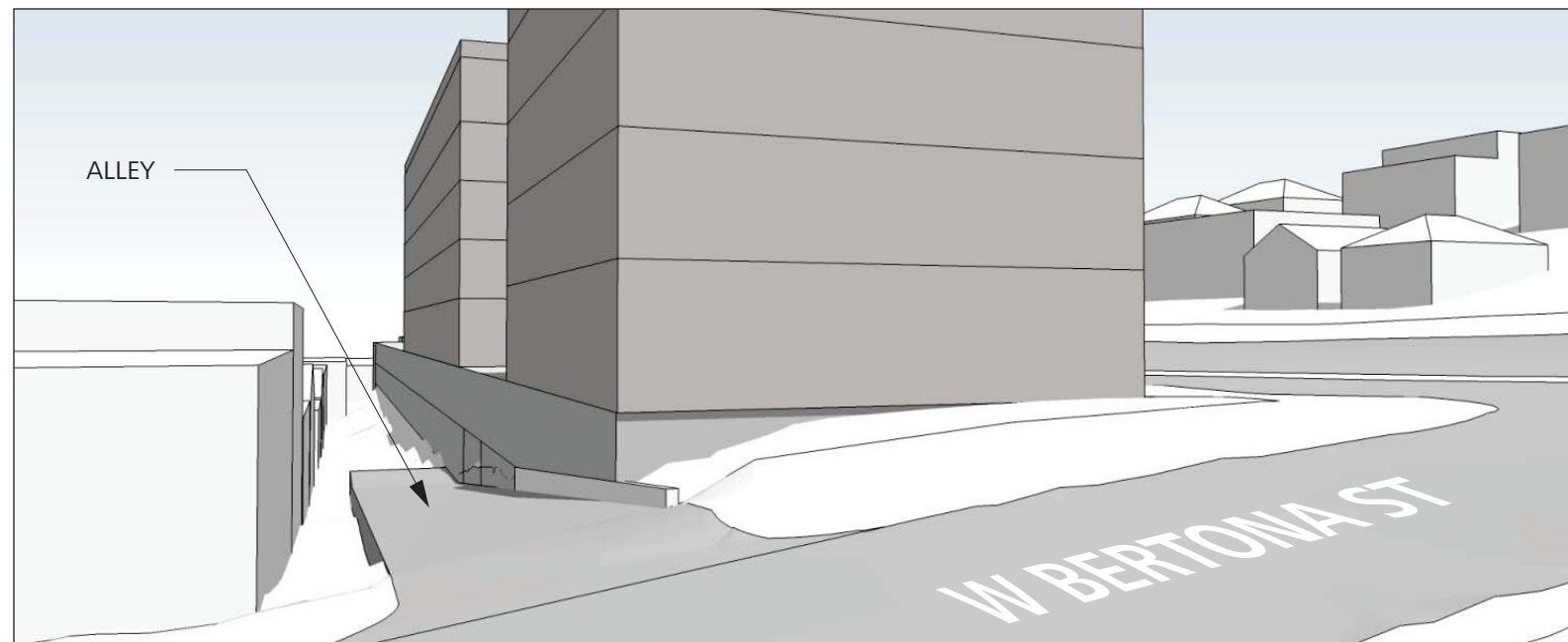


PROS:

- More linear design provides one connected building
- Parking ramp from W. Bertona St. away from heavy traffic
- Building is modulated / shifted, breaking the length
- Long building mass cutting noise from traffic on West side
- Semi private courtyard away from noise and business.

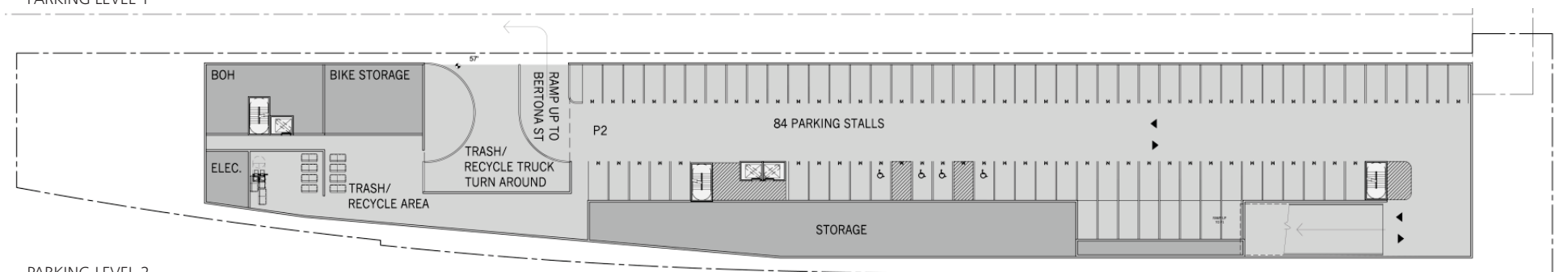
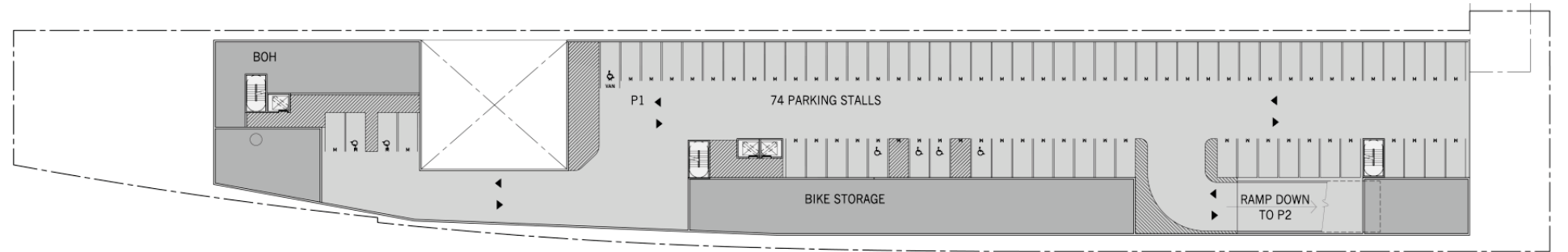
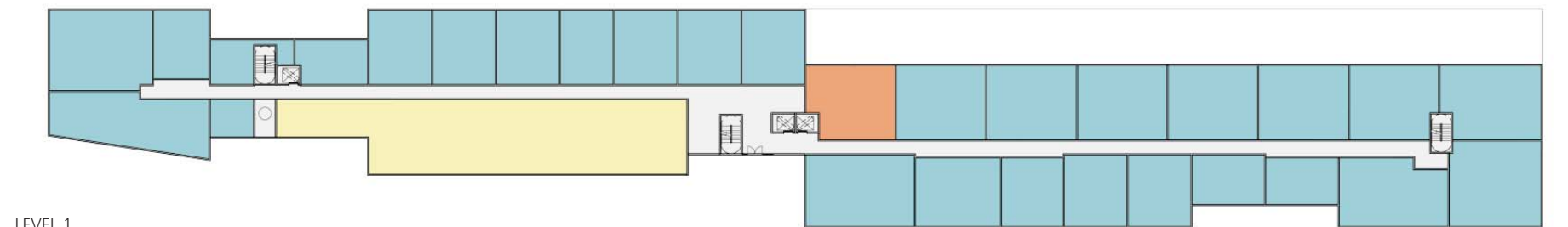
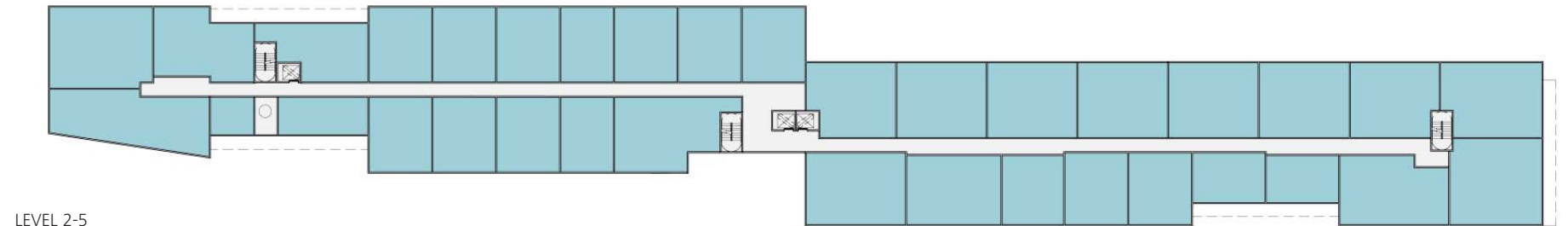
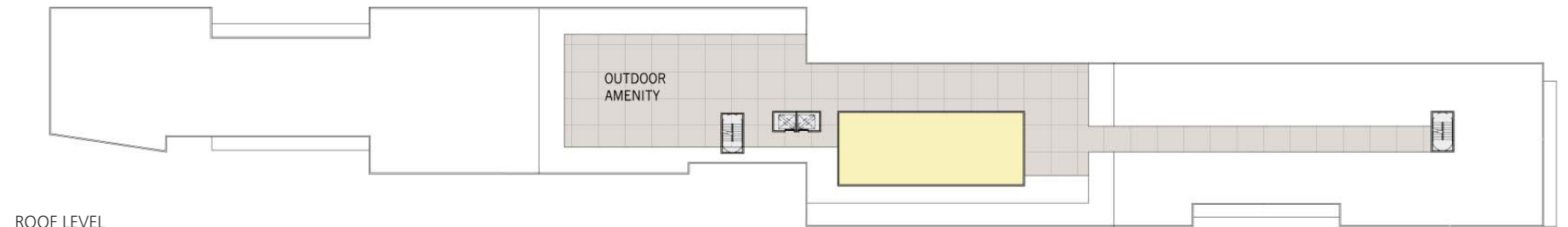
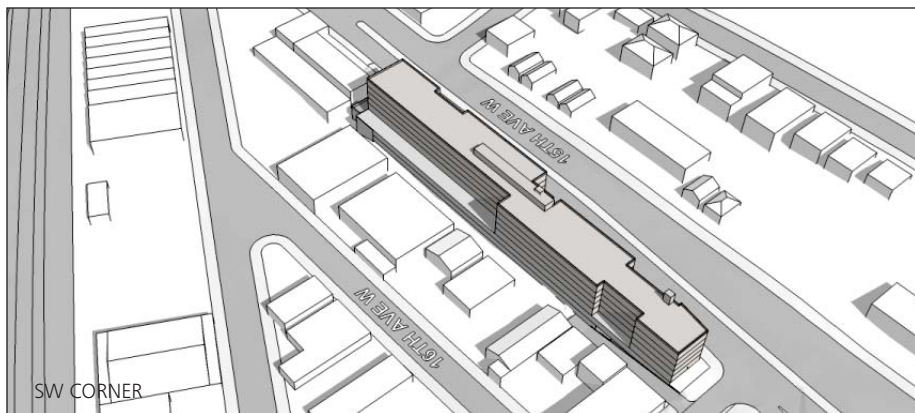
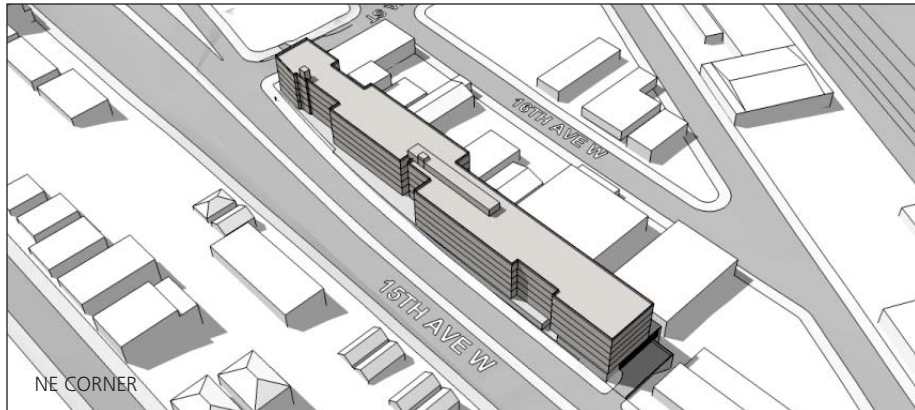
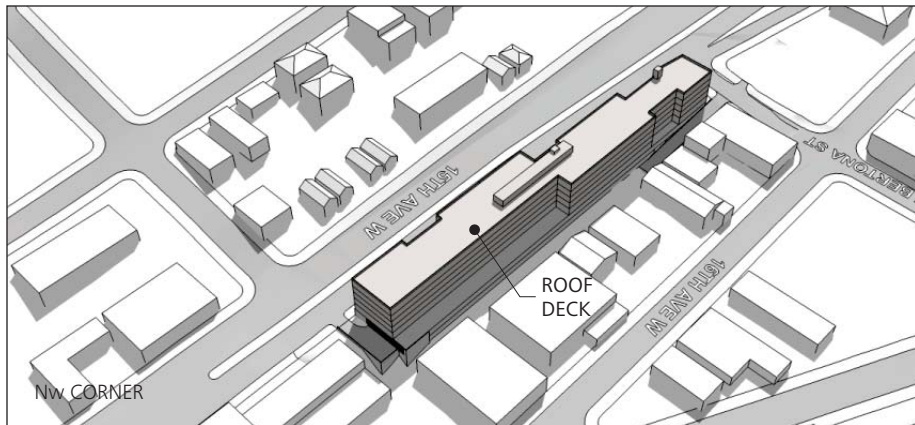
CONS:

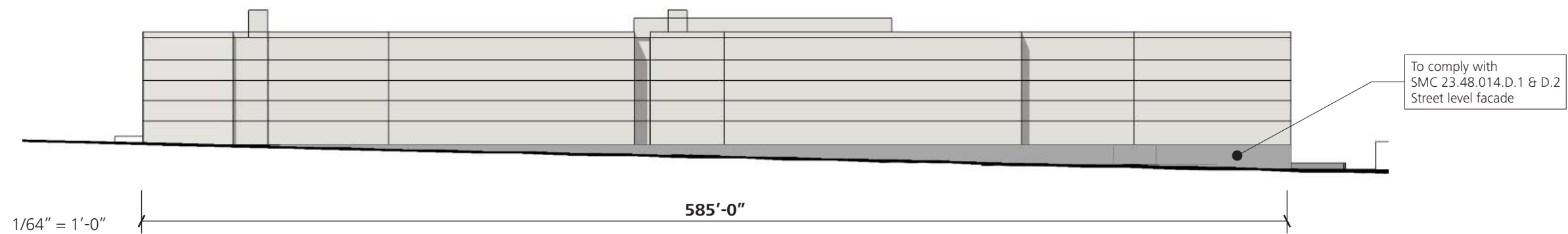
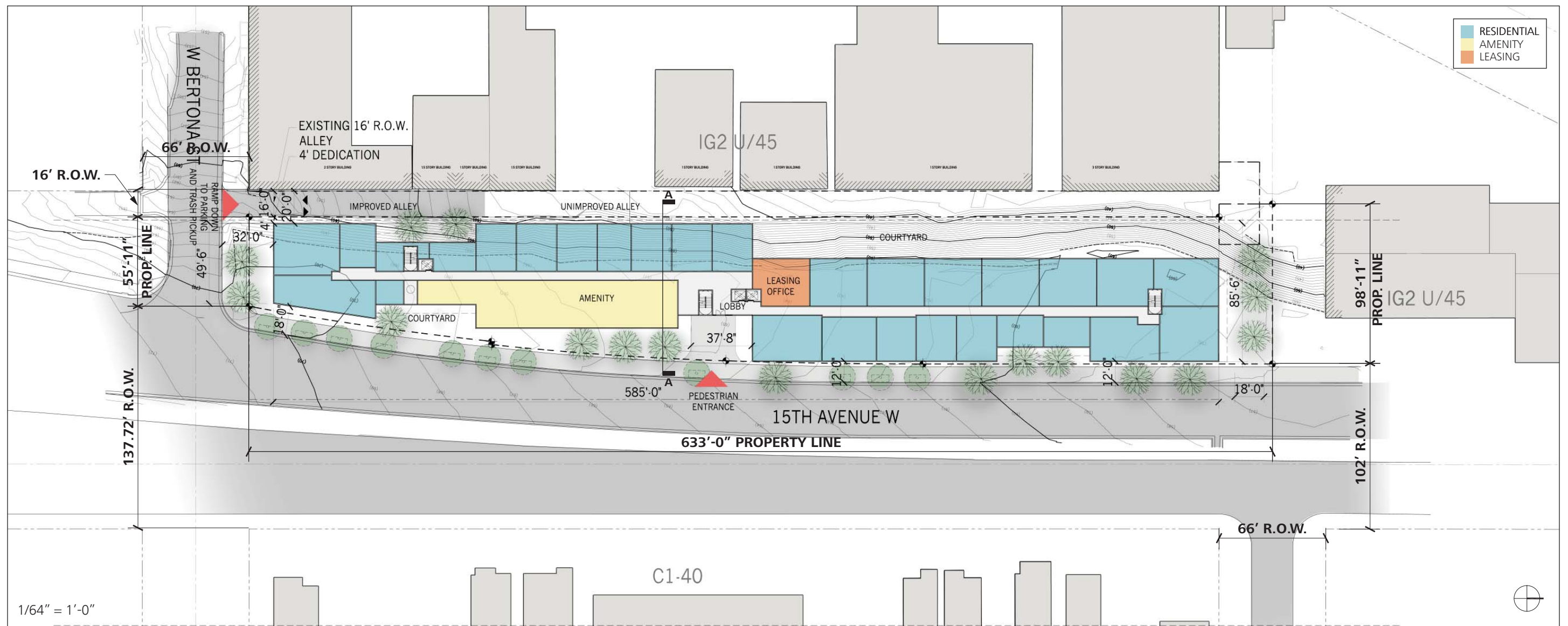
- Pedestrian main entrance and vehicular access separated.
- Public courtyard exposed to noise and traffic.
- Long building mass creating a visual barrier between two zones.



MASSING OPTION B - CODE COMPLIANT OPTION

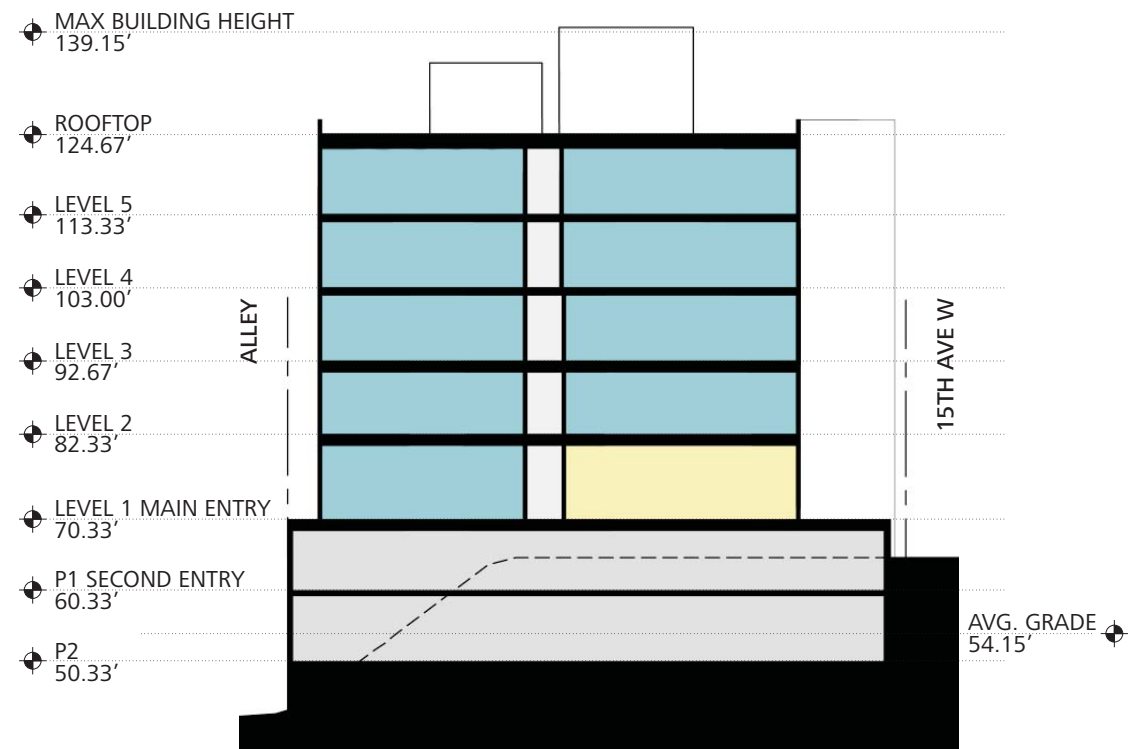
03.12.2014 Design Review Early Design Guidance Meeting
3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269



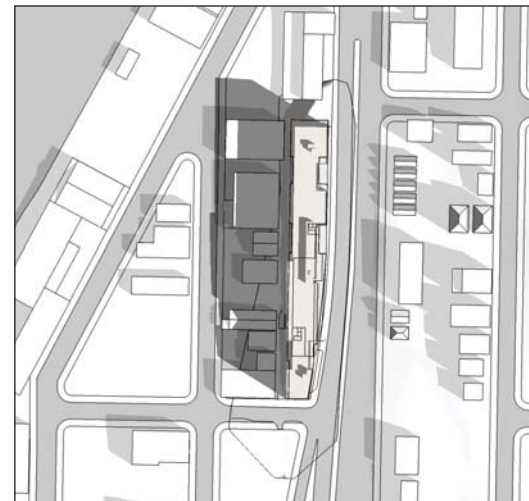
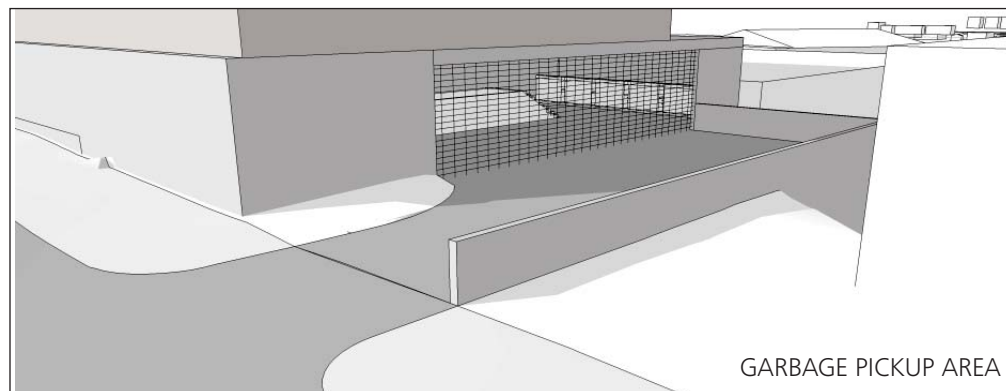


SITE PLAN - OPTION B

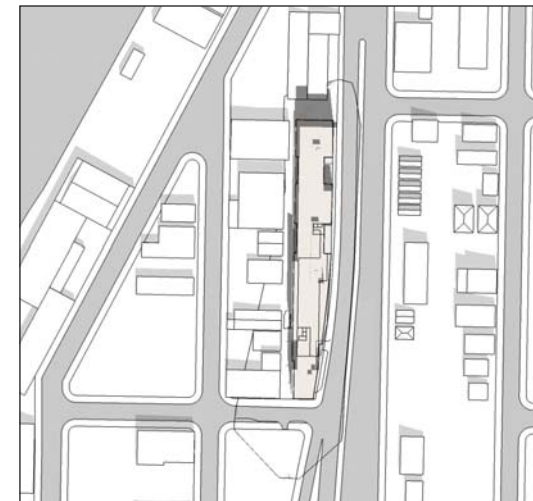
03.12.2014 Design Review Early Design Guidance Meeting
 3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269



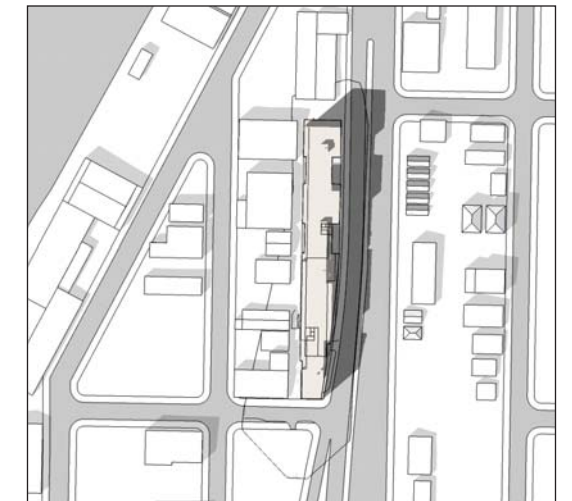
CROSS SECTION A-A



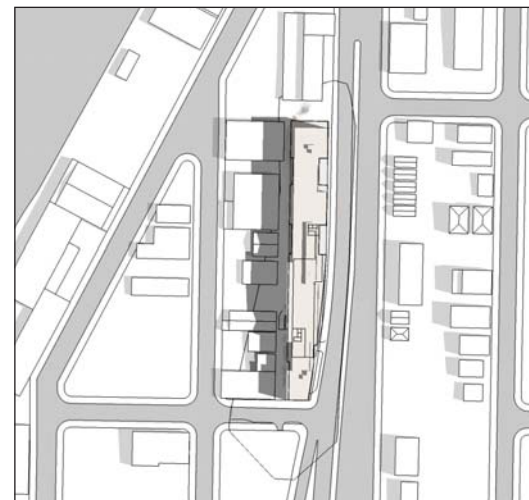
3/21 9AM



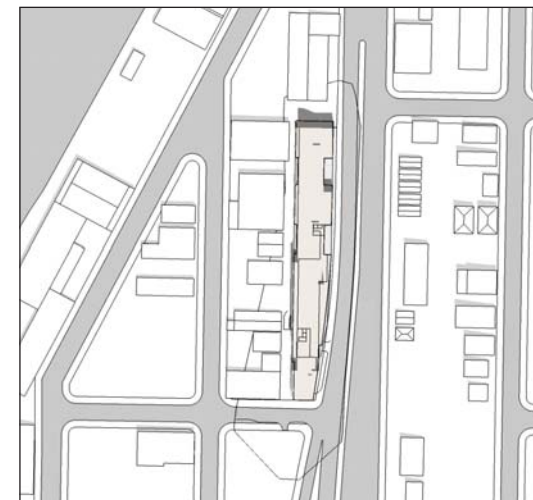
3/21 12PM



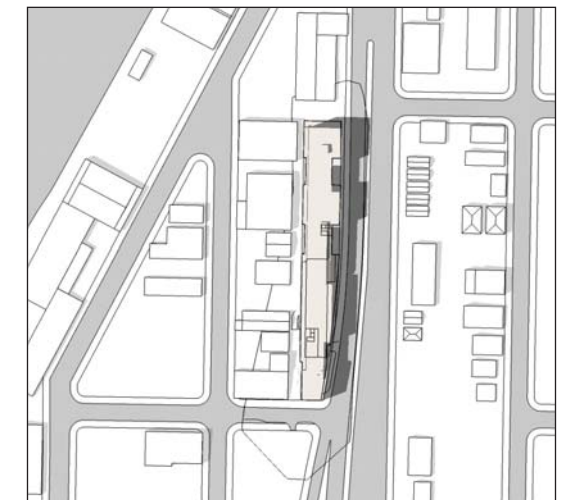
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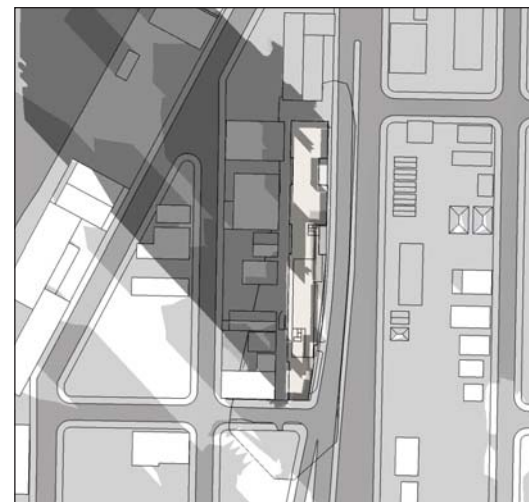
6/21 9AM



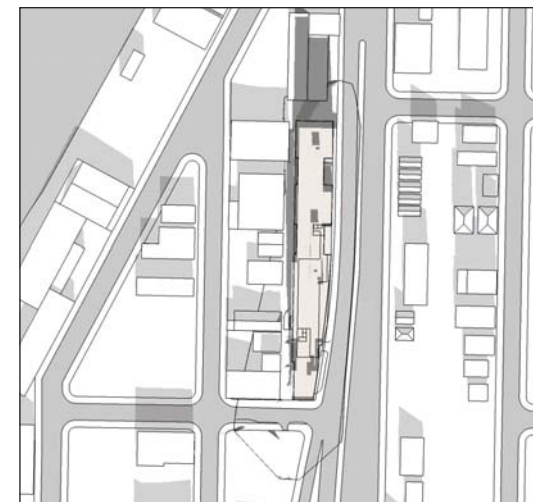
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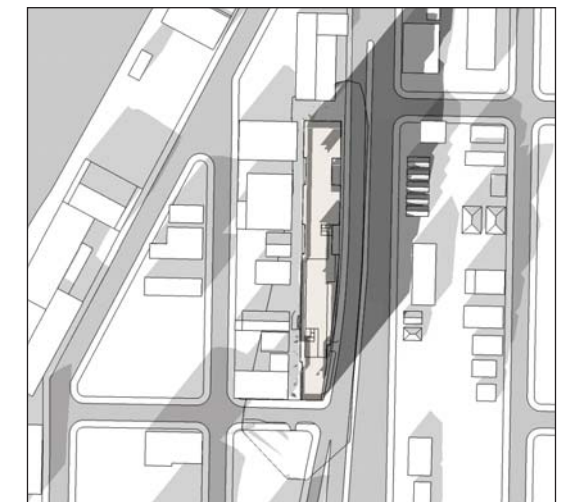
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12/21 9AM



12/21 12PM

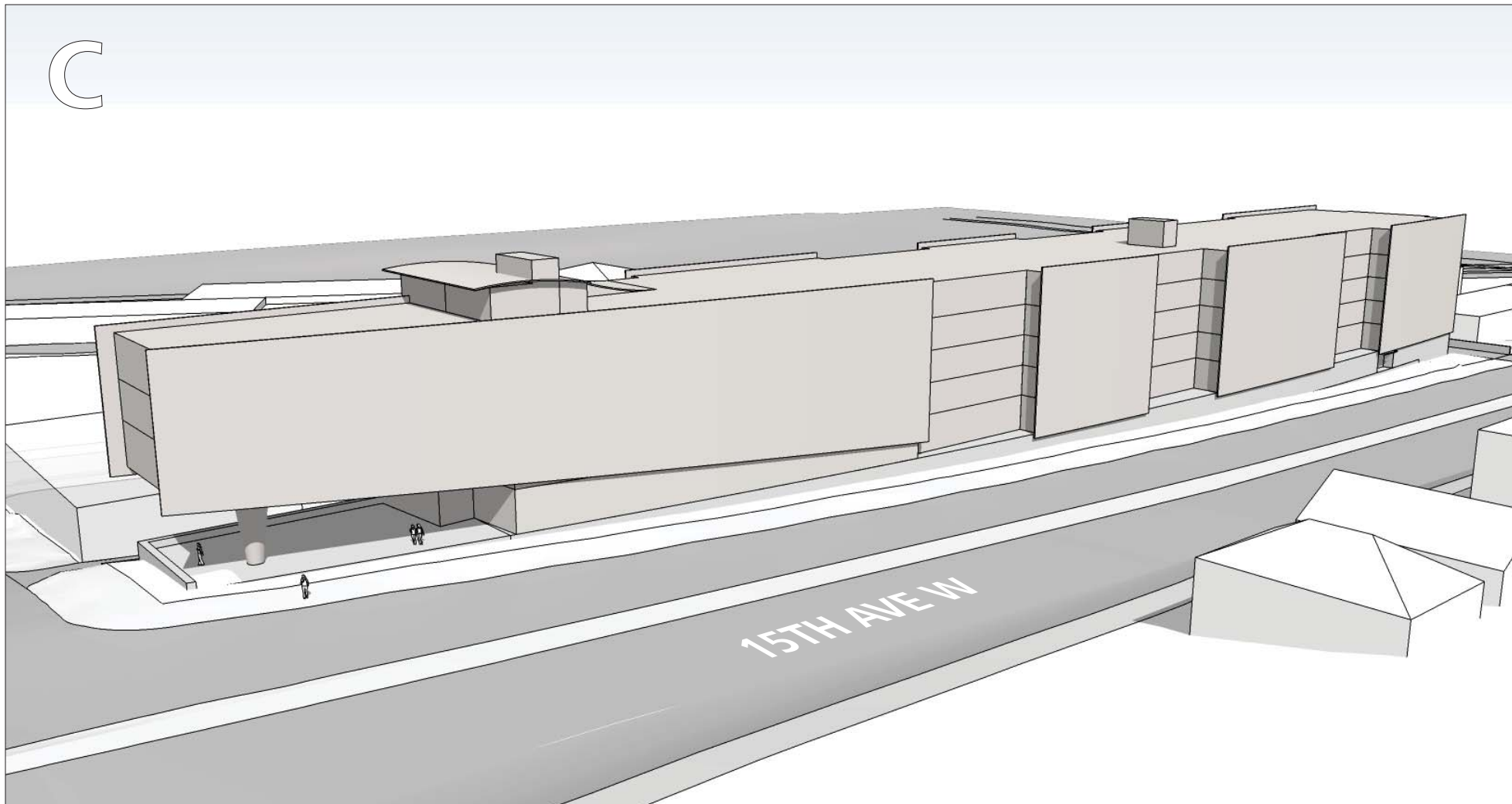


12/21 3PM



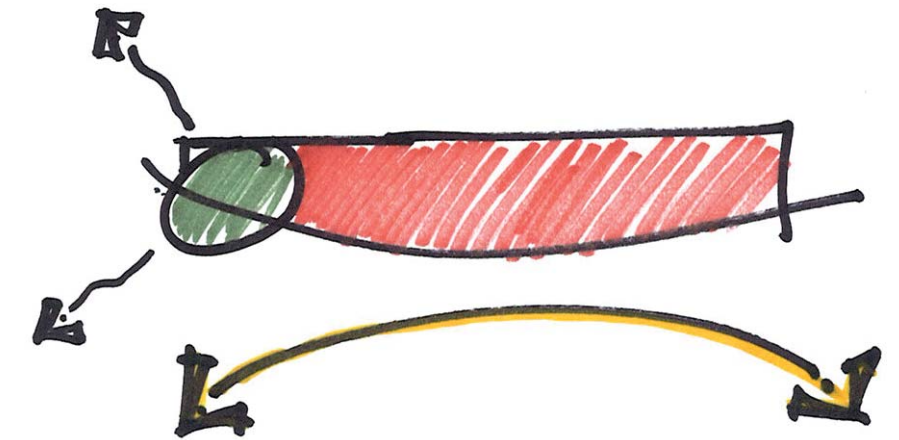
SHADOW STUDY - OPTION B

caron



OPTION C : "THE SHIELD"

This option on in the other hand deals with the site forces by creating a shield. Being fluid, the curve react to the strength of 15th Ave and states, by lifting one end, a place where time may stop a little, with concerts or other activities, helping creating a "moment" on 15th. This "place" is also the "front yard" and main entrance to the building.

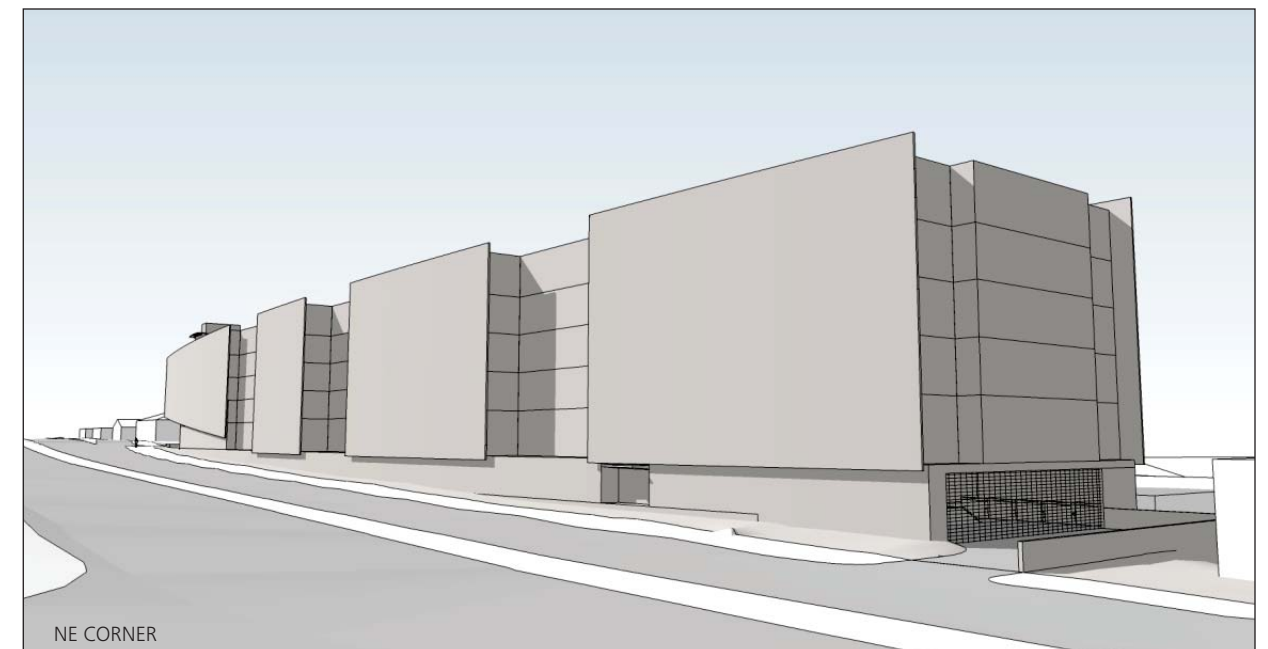
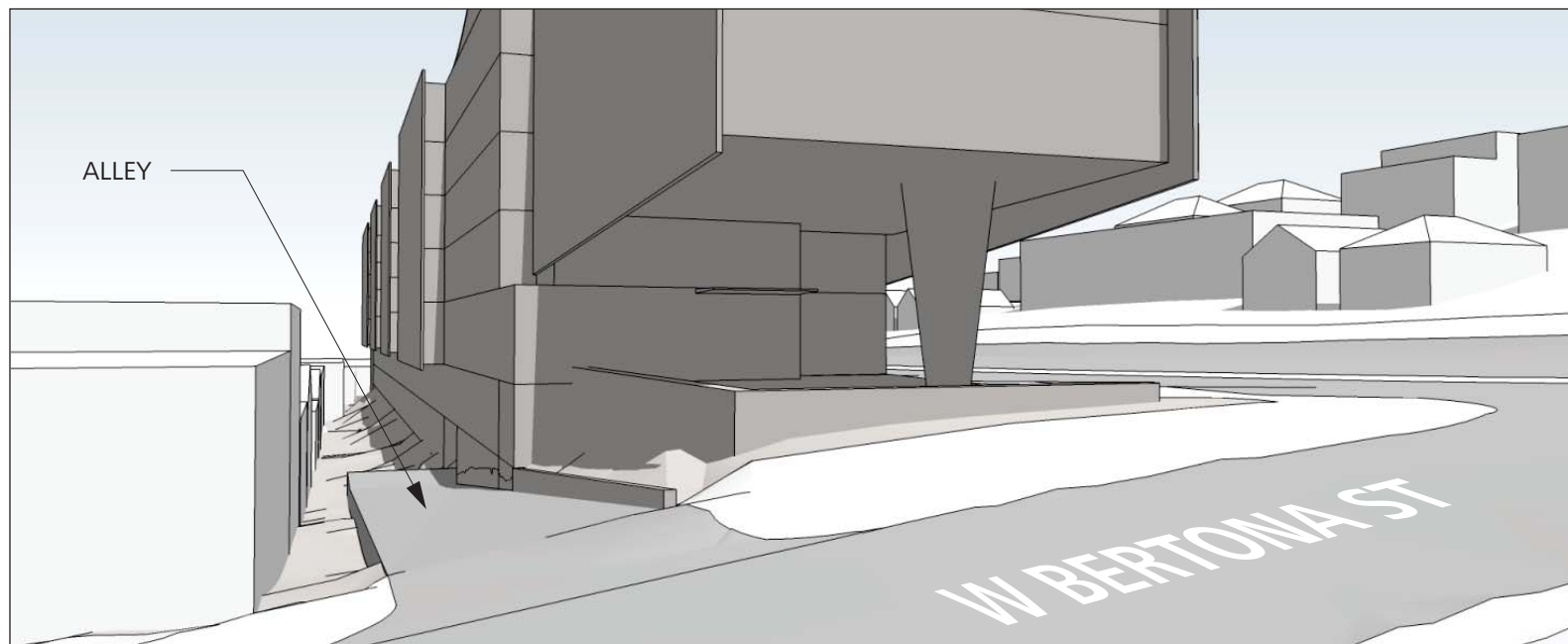


PROS:

- Prominent public plaza entry at corner location
- Building expresses site character
- Vehicular access separated and designed to alley

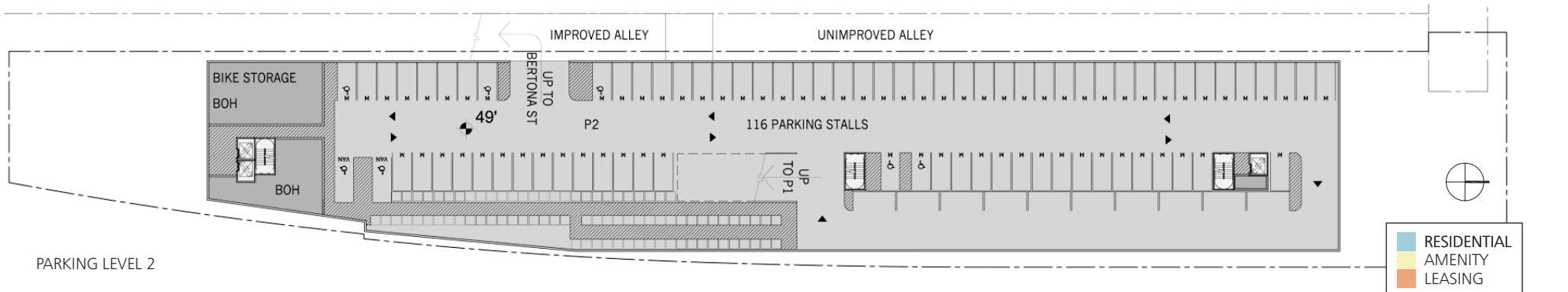
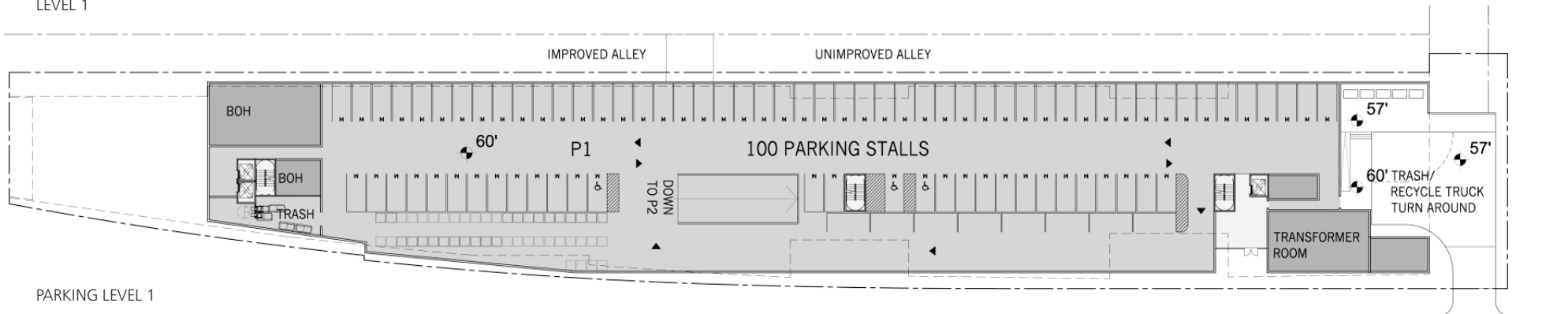
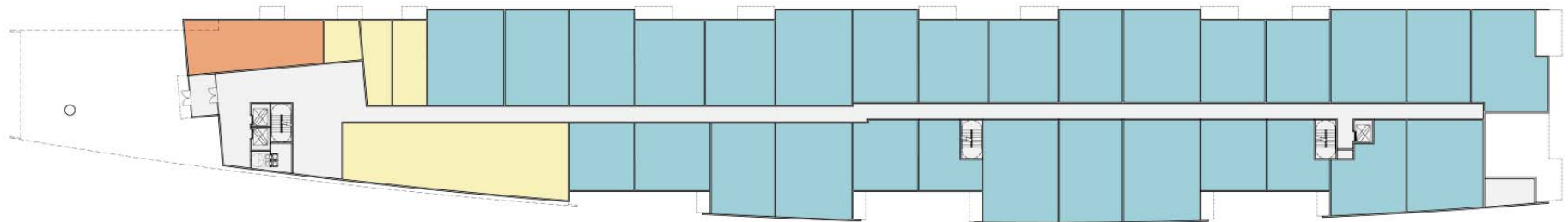
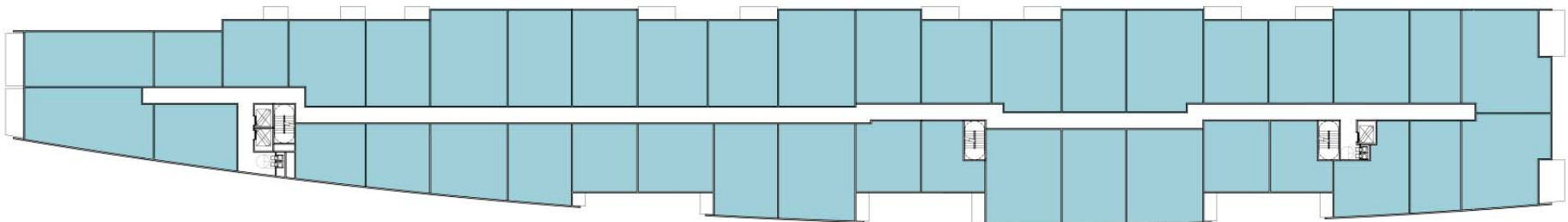
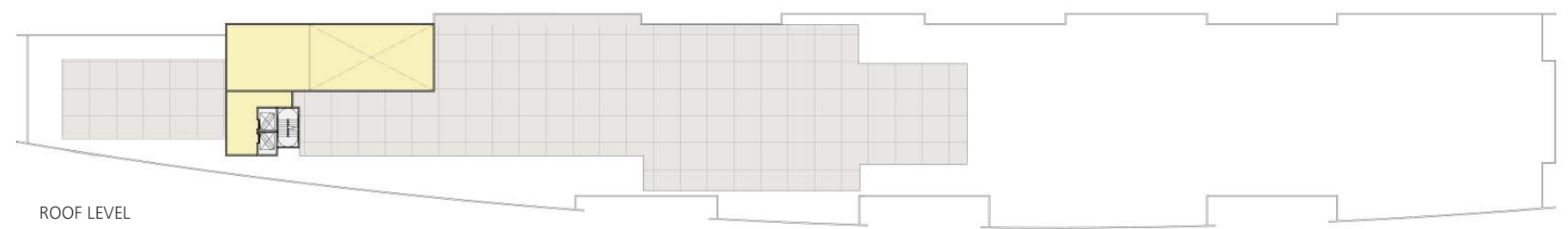
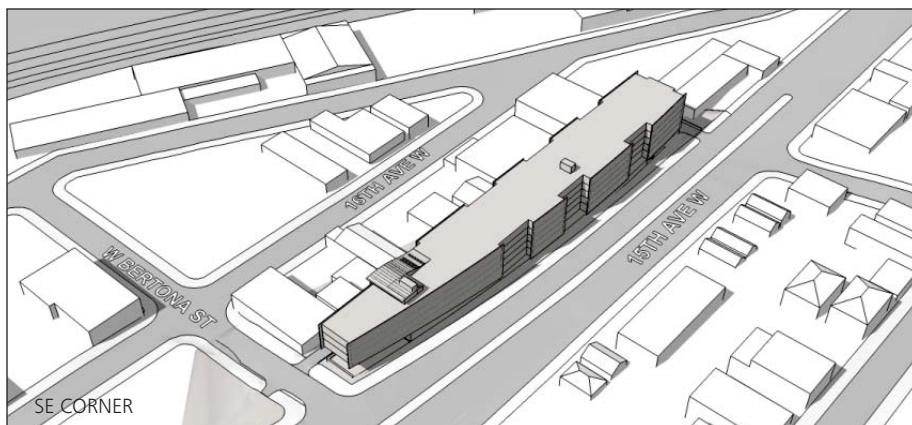
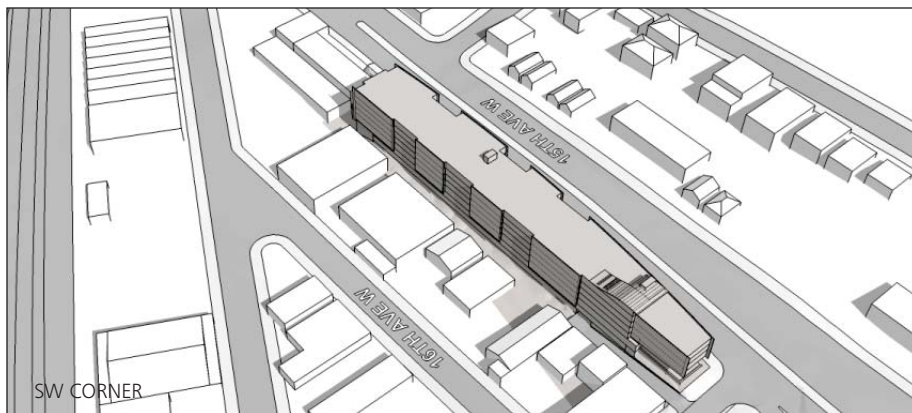
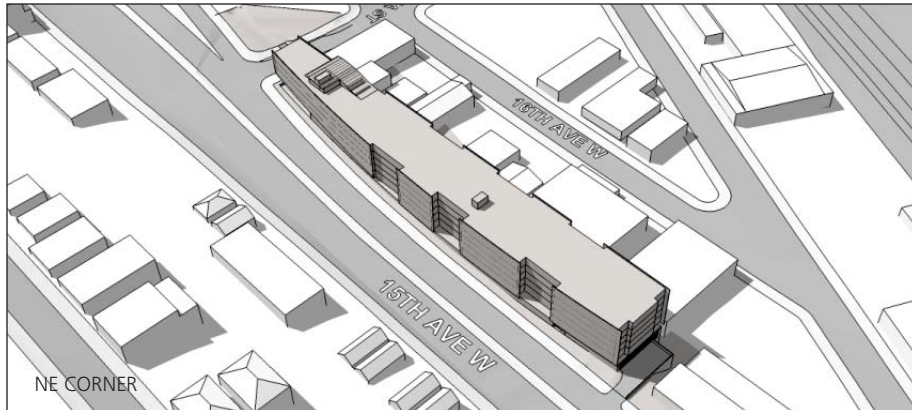
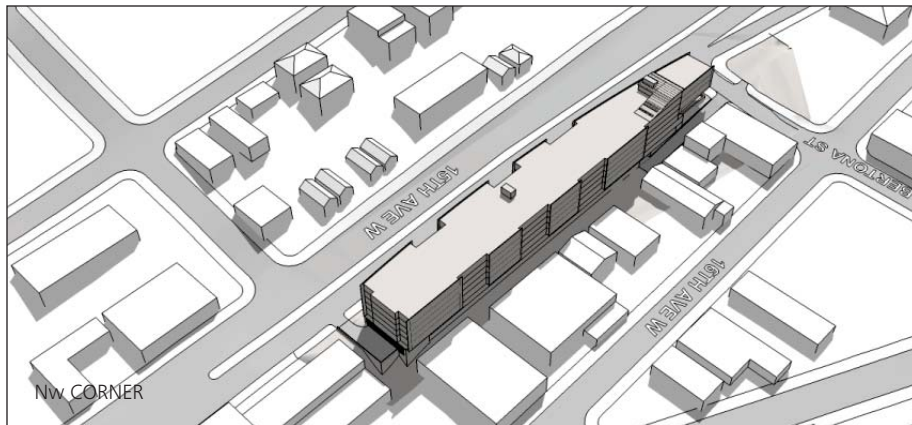
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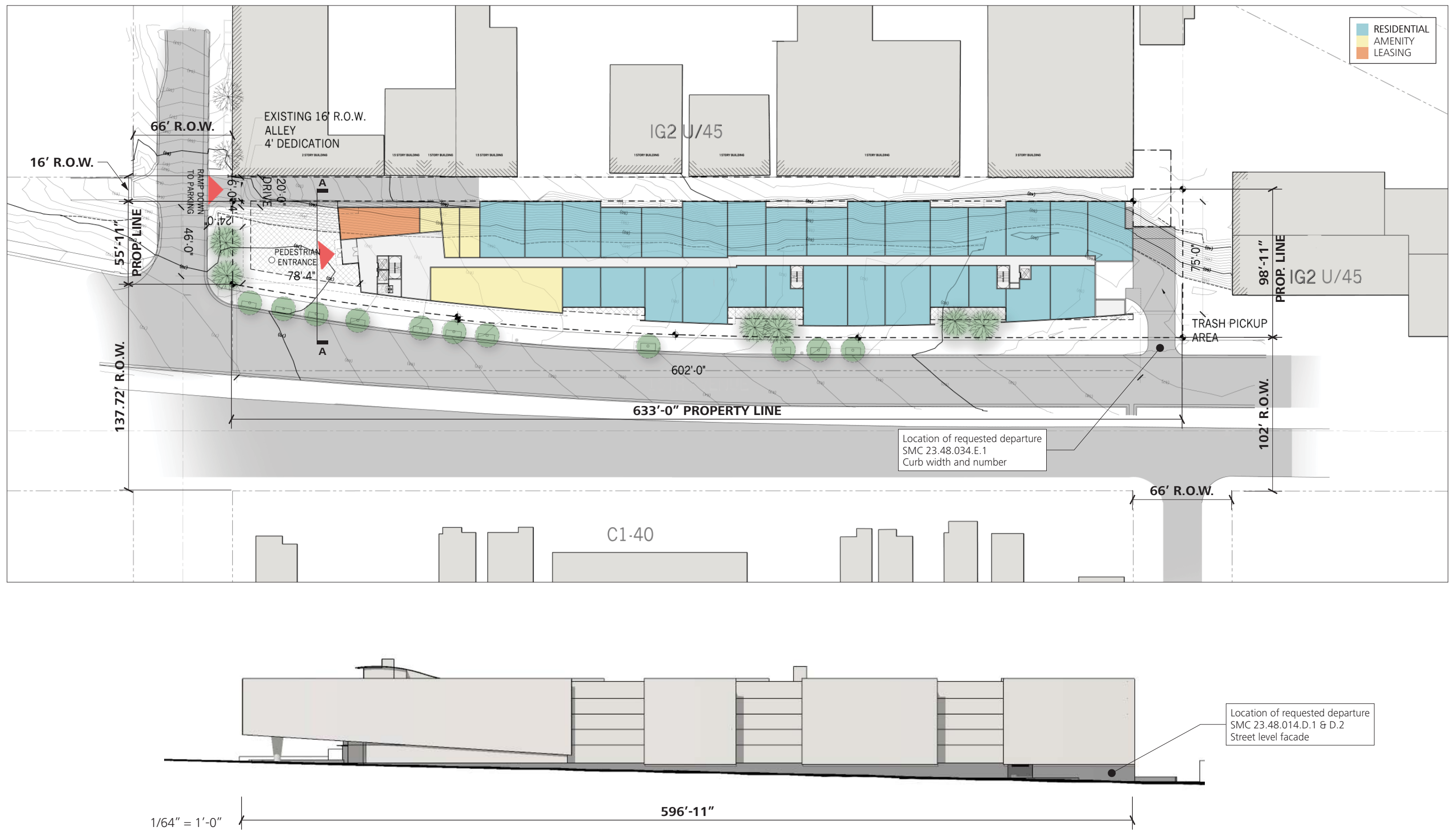
- Continuous building
- No prominent entry on 15th Ave W



MASSING OPTION C - PREFERRED OPTION

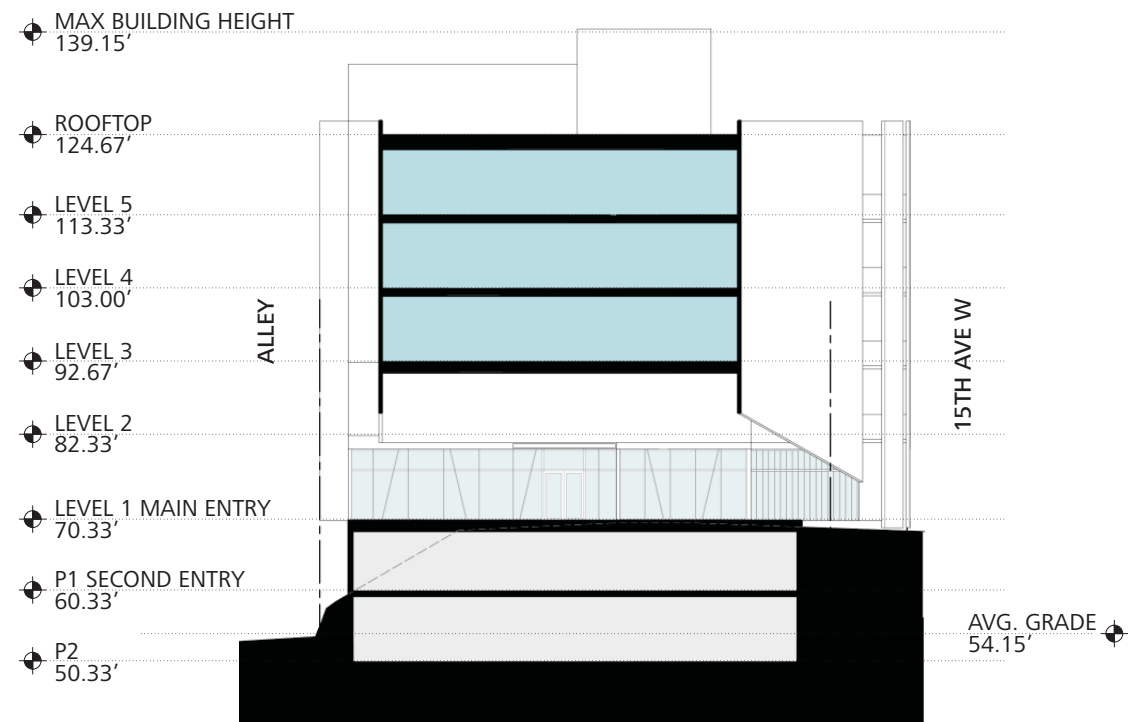
03.12.2014 Design Review Early Design Guidance Meeting
3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269



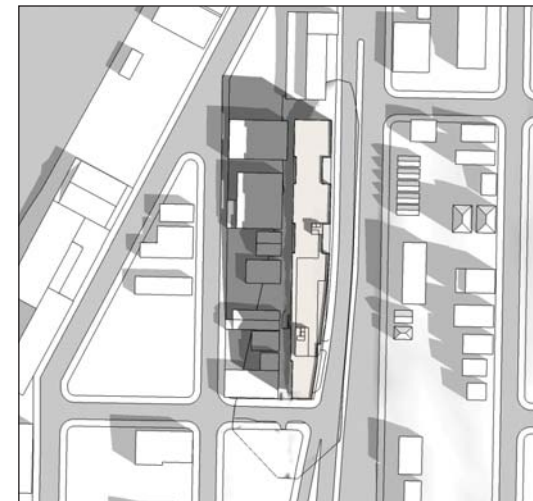
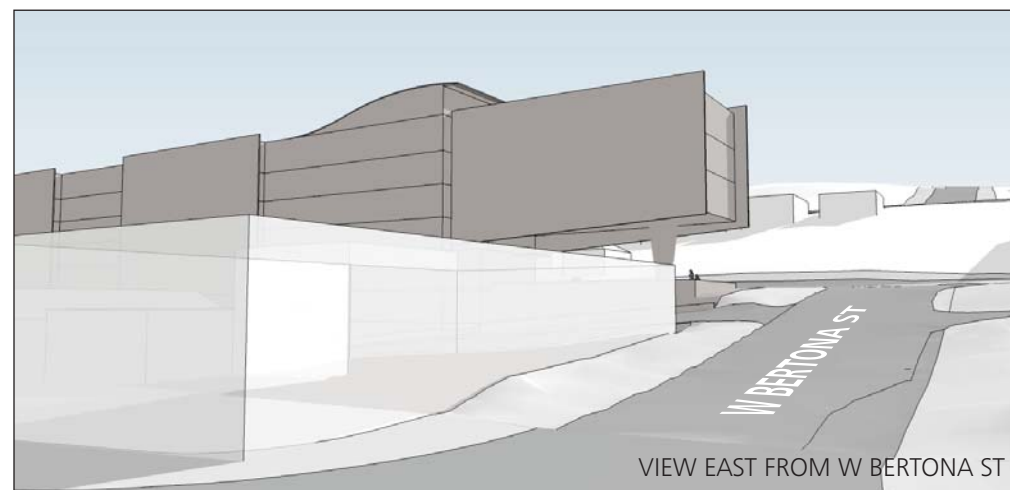
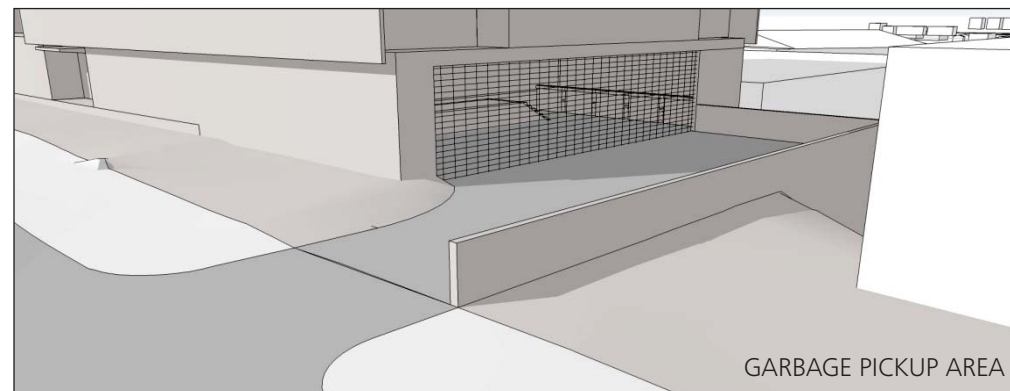


SITE PLAN - OPTION C

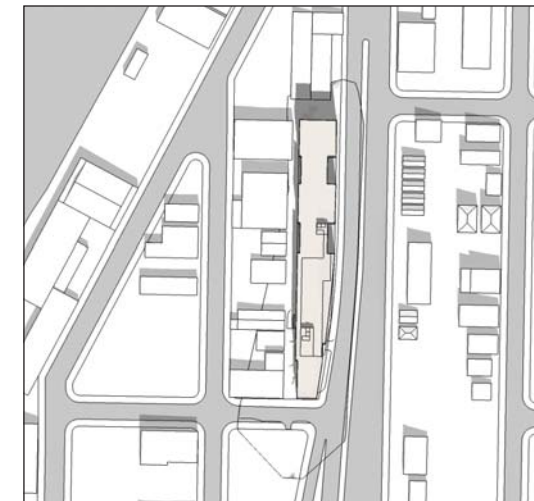
03.12.2014 Design Review Early Design Guidance Meeting
 3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269



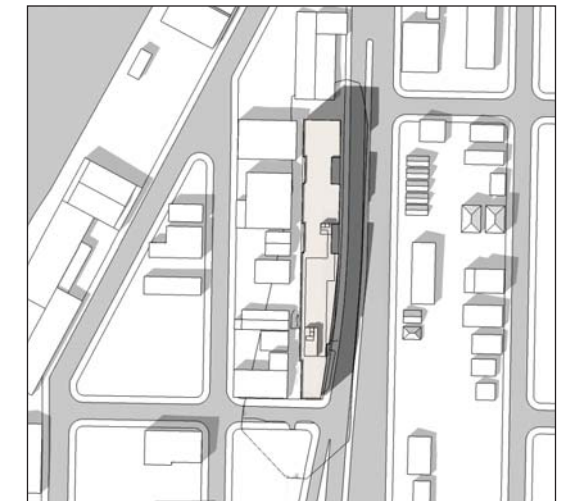
CROSS SECTION A-A



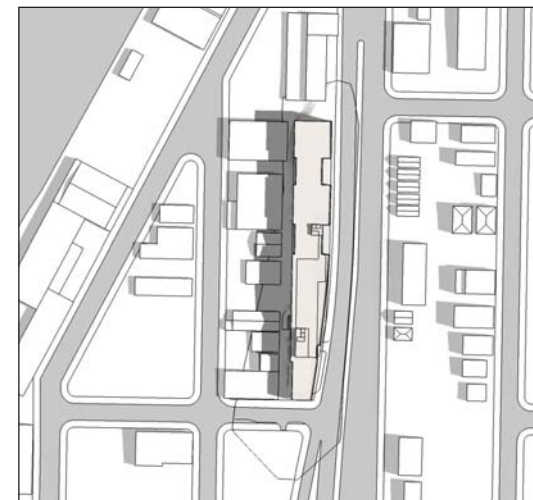
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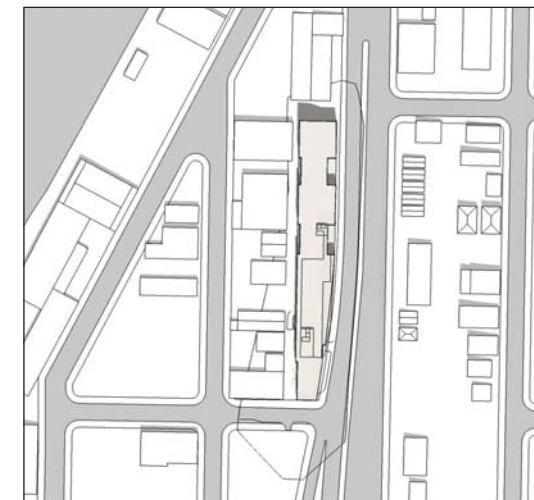
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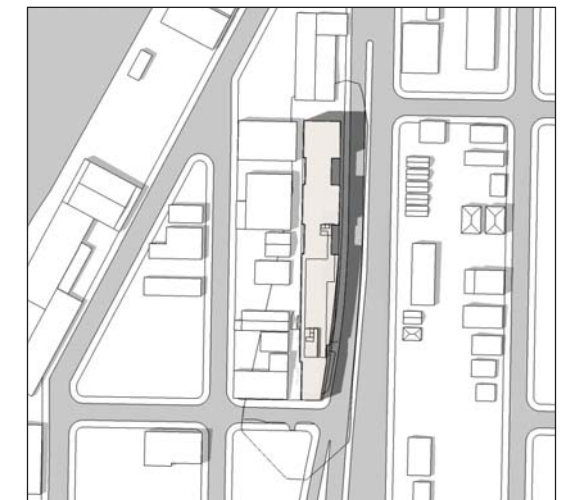
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6/21 9AM



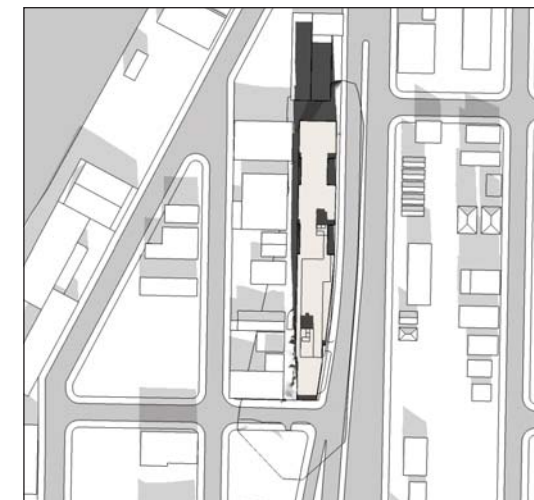
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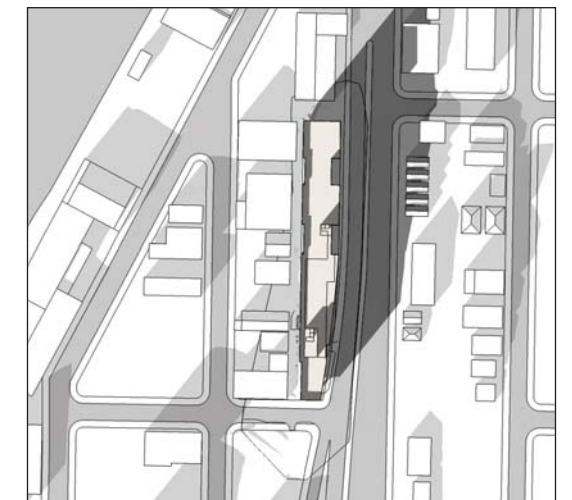
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12/21 9AM



12/21 12PM



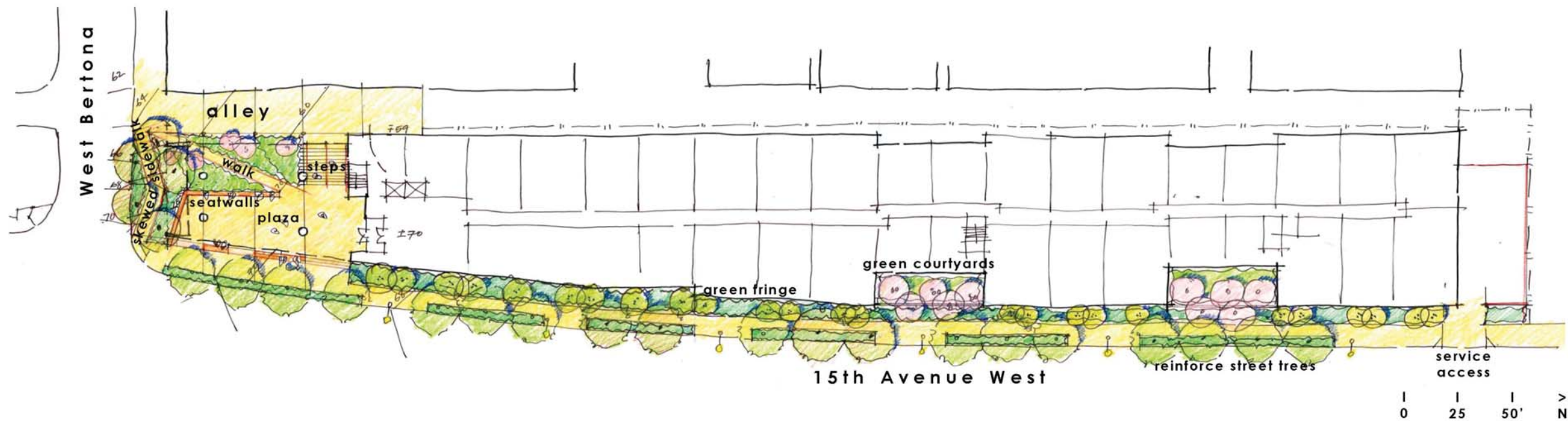
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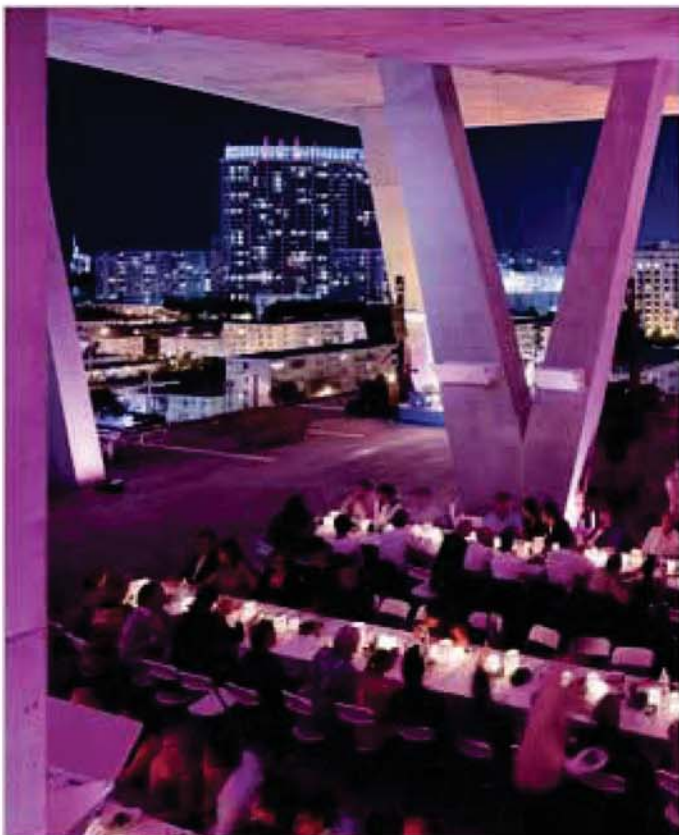
SHADOW STUDY - OPTION C

caron

plan



Skewed Sidewalks



Plaza



Ramped Landscape



Soft Slopes

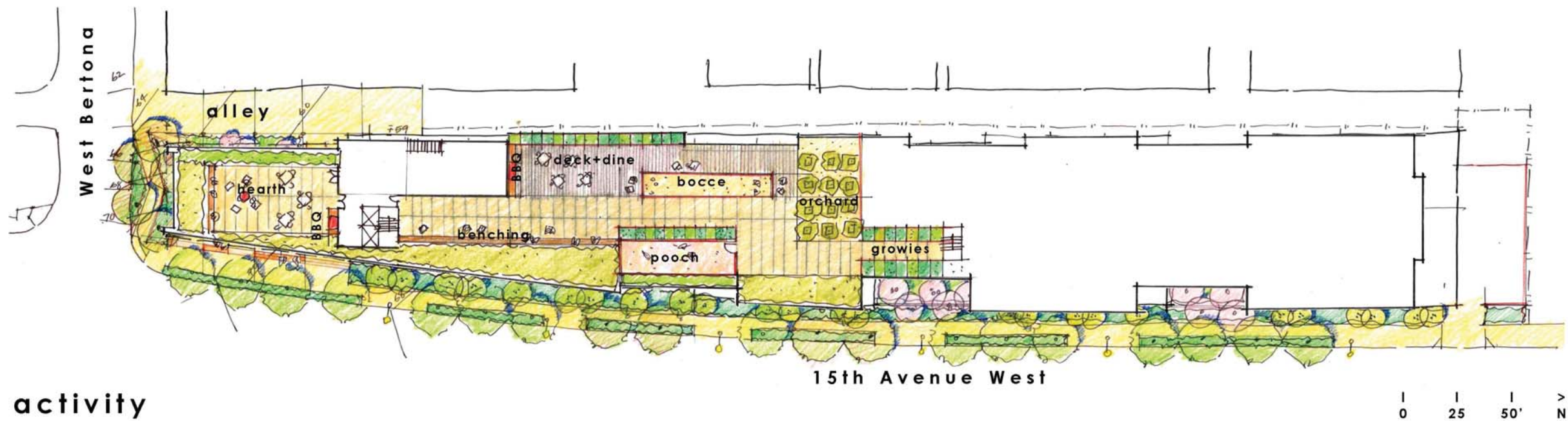
WEST BERTONA • Karen Kiest | Landscape Architects

street level

LANDSCAPE PLANS

03.12.2014 Design Review Early Design Guidance Meeting
3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269

plan



bands of activity



Skewed Sidewalks



Benching



Bocce



Growies/Orchard

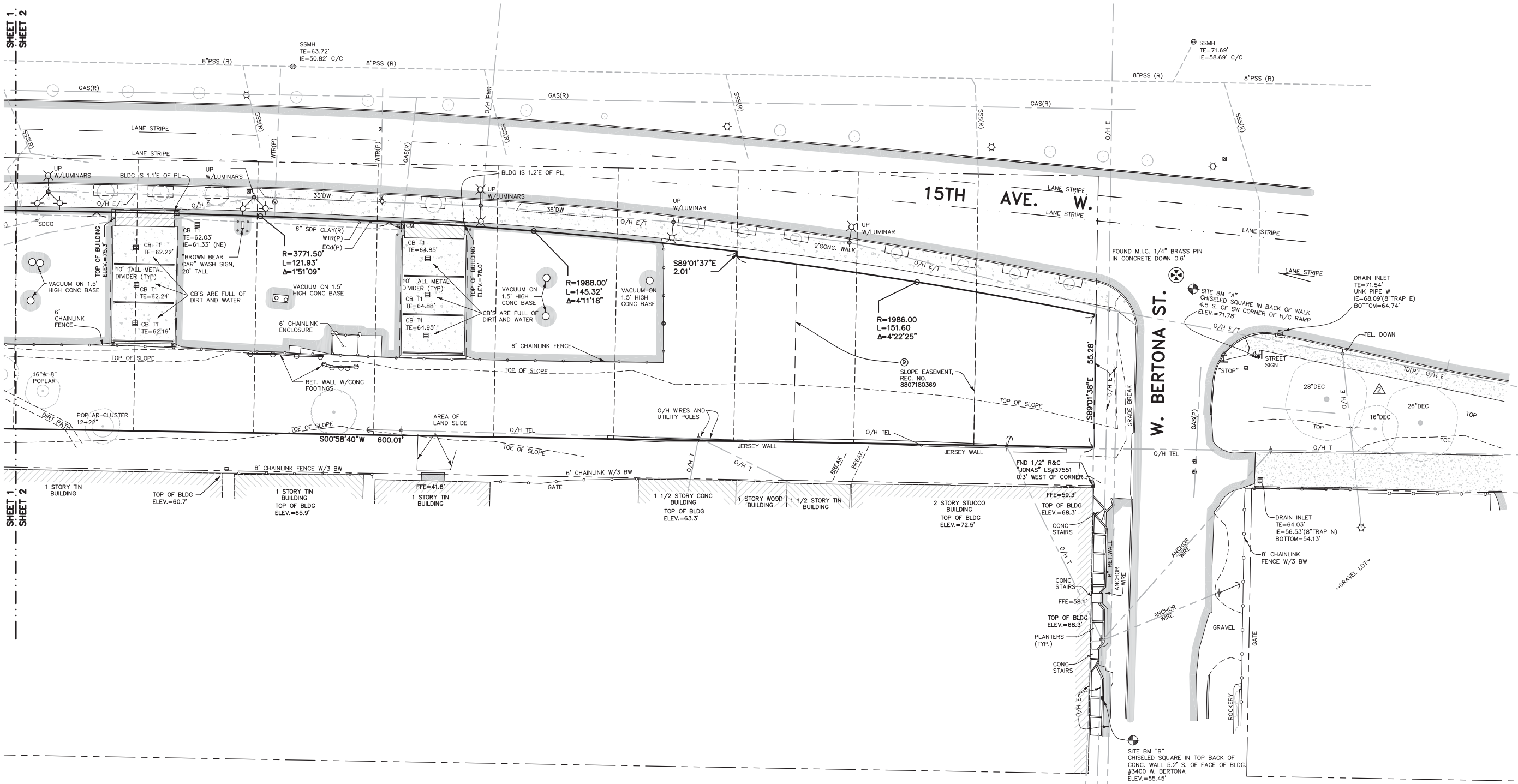
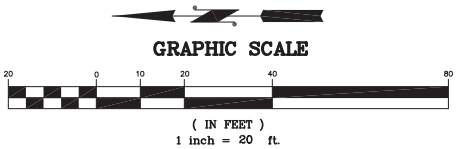
WEST BERTONA • Karen Kiest | Landscape Architects

roof

A PORTION OF THE SW 1/4 SECTION 13, AND THE SE 1/4 SECTION 14, TOWNSHIP 25 NORTH, RANGE 3 EAST, W.M.

LEGEND

| | | |
|-------------------------------|-----------------------------------|--|
| ASPHALTIC CONCRETE | FDC FIRE DEPT. CONNECTION | PSS SANITARY SEWER PIPE |
| CB T1 CATCH BASIN TYPE 1 | ⊕ FIRE HYDRANT | SSS SANITARY SIDE SEWER |
| CB T2 CATCH BASIN TYPE 2 | ⊕ GAS VALVE | SDCO STORM DRAIN CLEAN-OUT |
| CONCRETE | ⊕ GAS METER | SDP STORM DRAIN PIPE |
| 6"CC CONCRETE CURB | ⊕ LIGHT POLE | T TELEPHONE |
| DW CONCRETE DRIVEWAY | MAP MAPLE TREE | TD(P) TELEPHONE DUCT(PAINTED LOCATION) |
| CRW CONCRETE RETAINING WALL | O/H OVERHEAD WIRES | UP UTILITY POLE |
| CW CONCRETE WALK | (P) PAINTED UTILITY (UNDERGROUND) | WTR WATER LINE |
| ECd ELECTRICAL CONDUIT BURIED | E ELECTRIC POWER | ⊕ WATER MANHOLE |
| ⊕ ELECTRICAL JUNCTION BOX | RET. RETAINING WALL | WM WATER METER |
| FFE FINISH FLOOR ELEVATION | ⊕ ROCKERY | W WATER VALVE |
| | | DW CONC. DRIVEWAY |



BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513
E-MAIL: INFO@BUSHROEDHITCHINGS.COM



| NO. | REVISION | DATE |
|-----|----------|----------|
| 1 | 5 | 03/23/11 |
| 2 | 4 | 02/25/11 |
| 3 | 3 | 01/31/11 |
| 4 | 2 | 1/13/09 |
| 5 | 1 | 7/17/08 |

ALTA/ACSM LAND TITLE SURVEY
MORPH INVESTORS, LLC
15TH AVE W. & W. BERTONA ST
SEATTLE, KING COUNTY, WASHINGTON

| | |
|------------|------------|
| drawn by | checked by |
| OQR | DCN |
| scale | date |
| 1"=20' | 4/07 |
| job no. | |
| 2007092.04 | |
| sheet | 36 of 2 |

SITE NOTES:

SITE ADDRESS:
3435 15TH AVE W
SEATTLE, WA 98119

TAX ACCOUNT NO.:
277060-3199-06

ZONING:
SM/D 40-85

ZONING AGENCY:
CITY OF SEATTLE
DEPARTMENT OF PLANNING AND DEVELOPMENT
700 5TH AVENUE, SUITE 2000
SEATTLE, WA 98104
(206) 684-8600

SETBACKS:
CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW. CURRENT SETBACKS
MAY DIFFER FROM THOSE IN EFFECT DURING DESIGN/CONSTRUCTION OF EXISTING
IMPROVEMENTS.

FLOOD ZONE:
THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY 16, 1995,
COMMUNITY PANEL NO. 5303300320F, AND IS SITUATED IN ZONE "X", AREA DETERMINED
TO BE OUTSIDE THE 500 YEAR FLOODPLAIN.

HORIZONTAL DATUM:
NAD 83/91

VERTICAL DATUM:
NAVD 88 - ORIGINATING BECHMARK "CP-605" FOUND PUNCHED 2" BRASS SURFACE DISC
7.6' SOUTH OF NORTH BULLNOSE AT WEST SIDE OF NORTH BOUND RAMP ONTO 15TH
AVENUE WEST SITUATED 95' SOUTH OF INTERSECTION OF 15TH AVENUE WEST AND WEST
BERTONA STREET. ELEVATION=73.99'

AREA:
SITE AS SHOWN CONTAINS 53,284 SQUARE FEET OR 1.2232 ACRES, MORE OR LESS.

PARKING SPACE COUNT:
PARKING SPACES TOTAL 0 INCLUDING 0 HANDICAP ACCESSIBLE SPACES.

SUBSTRUCTURES:
BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED BY OTHERS AND
VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. WE ASSUME NO LIABILITY
FOR THE ACCURACY OF THOSE RECORDS. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN
AREAS CRITICAL TO DESIGN CONTACT THE UTILITY OWNER/AGENCY.

TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:
RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC LINES ARE NOT
ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT CONTACTED EACH OF THE MANY
COMPANIES, IN THE COURSE OF THIS SURVEY, WHICH COULD HAVE UNDERGROUND LINES
WITHIN ADJACENT RIGHTS-OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY
FOR THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WHICH ARE
NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS ALWAYS, CALL
1-800-424-5555 BEFORE CONSTRUCTION.

UTILITY PROVIDERS:

SANITARY SEWER AND STORM DRAINAGE:
SEATTLE PUBLIC UTILITIES
PROJECT MANAGEMENT AND ENGINEERING
700 5TH AVENUE
PO BOX 34018
SEATTLE, WA 98124-4018
(206) 233-7900

WATER:
SEATTLE PUBLIC UTILITIES
700 5TH AVENUE, SUITE 4900
PO BOX 34018
SEATTLE, WA 98124-4018
(206) 684-3000

POWER:
SEATTLE CITY LIGHT
700 5TH AVENUE, SUITE 3200
SEATTLE, WA 98124-4023
(206) 684-3000

NATURAL GAS:
PUGET SOUND ENERGY
10885 NE 4TH STREET, SUITE 1200
PO BOX 97034
BELLEVUE, WA 98009-9734
(425) 454-6363
(888) 225-5773

TELEPHONE:
QWEST
LDA GROUP
PO BOX 625001
LITTLETON, CO 80162
(800) 526-3557

A PORTION OF THE SW 1/4 SECTION 13, AND THE SE 1/4 SECTION 14, TOWNSHIP 25 NORTH, RANGE 3 EAST, W.M.

DESCRIPTION:

LOTS 13 THROUGH 24, INCLUSIVE, BLOCK 24, GILMAN'S ADDITION TO THE CITY OF SEATTLE,
ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 5 OF PLATS, PAGE 93, IN KING
COUNTY, WASHINGTON;

TOGETHER WITH THAT PORTION OF VACATED RUFFNER STREET ADJOINING SAID LOT 24, AS
VACATED UNDER ORDINANCE NO. 89569 OF THE CITY OF SEATTLE, WHICH UPON VACATION
ATTACHED TO SAID PROPERTY BY OPERATION OF LAW;

EXCEPT THAT PORTION OF THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE
NO. 516133 FOR STREET (15TH AVENUE NORTHWEST), AS PROVIDED FOR ORDINANCE NO.
86751; AND

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF SEATTLE BY DEED RECORDED
UNDER RECORDING NO. 5189201.

EXCEPT THAT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO.
516133 FOR STREET AS PROVIDED IN ORDINANCE NO. 86751.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY
FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. NCS-47033-WA1, DATED
DECEMBER 29, 2010. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS
COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED
HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:
ITEMS CIRCLED ARE SHOWN ON MAP.

3. RESTRICTIONS, CONDITIONS, DEDICATIONS, NOTES, EASEMENTS AND PROVISIONS, IF ANY,
AS CONTAINED AND/OR DELINEATED ON THE FACE OF THE PLAT OF GILMAN'S ADDITION
TO THE CITY OF SEATTLE RECORDED IN VOLUME 5 OF PLATS AT PAGE 93, IN KING
COUNTY, WASHINGTON.

4. RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OF FILLS UPON SAID PREMISES FOR
ABUTTING ALLEY AS GRANTED BE DEED RECORDED UNDER RECORDING NO. 5189201.

5. EASEMENT AND CONDITIONS CONTAINED THEREIN AS RESERVED BY:

ORDINANCE NO.: 89569
APPROVED ON: AUGUST 31, 1960
RECORDING INFORMATION: UNDISCLOSED
IN FAVOR OF: CITY OF SEATTLE
ZONING: UTILITIES AND SLOPES
AFFECTS: VACATED W. RUFFNER STREET

6. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT",
EXECUTED BY AND BETWEEN SAM KAMPANOS AND THE CITY OF SEATTLE, RECORDED
JULY 14, 1964 AS INSTRUMENT NO. 5761124 OF OFFICIAL RECORDS.

7. CONDITIONS, NOTES, EASEMENTS, PROVISIONS, CONTAINED AND/OR DELINEATED ON THE
FACE OF THE SURVEY RECORDED NOVEMBER 13, 1985 UNDER RECORDING NO.
8511139003, IN VOLUME 47 OF SURVEYS, AT PAGE 93, IN KING COUNTY, WASHINGTON.

8. CONDITIONS, NOTES, EASEMENTS, PROVISIONS CONTAINED AND/OR DELINEATED ON THE
FACE OF THE SURVEY RECORDED NOVEMBER 26, 1985 UNDER RECORDING NO.
8511269002, IN VOLUME 47 OF SURVEYS, AT PAGE 131, IN KING COUNTY, WASHINGTON.

9. COVENANTS, CONDITIONS, RESTRICTIONS AND/OR EASEMENTS:

RECORDED: JULY 18, 1988
RECORDING NO.: 8807180369

CERTIFICATION:

SURVEY IDENTIFICATION NO.: 30448
REGISTERED LAND SURVEYOR NO.: 2007092.04
SURVEYOR'S ADDRESS & COMPANY: BUSH, ROED & HITCHINGS, INC.
2009 MINOR AVENUE EAST
SEATTLE, WA 98102-3513
(206) 323-4144

TELEPHONE:

CERTIFIED TO:

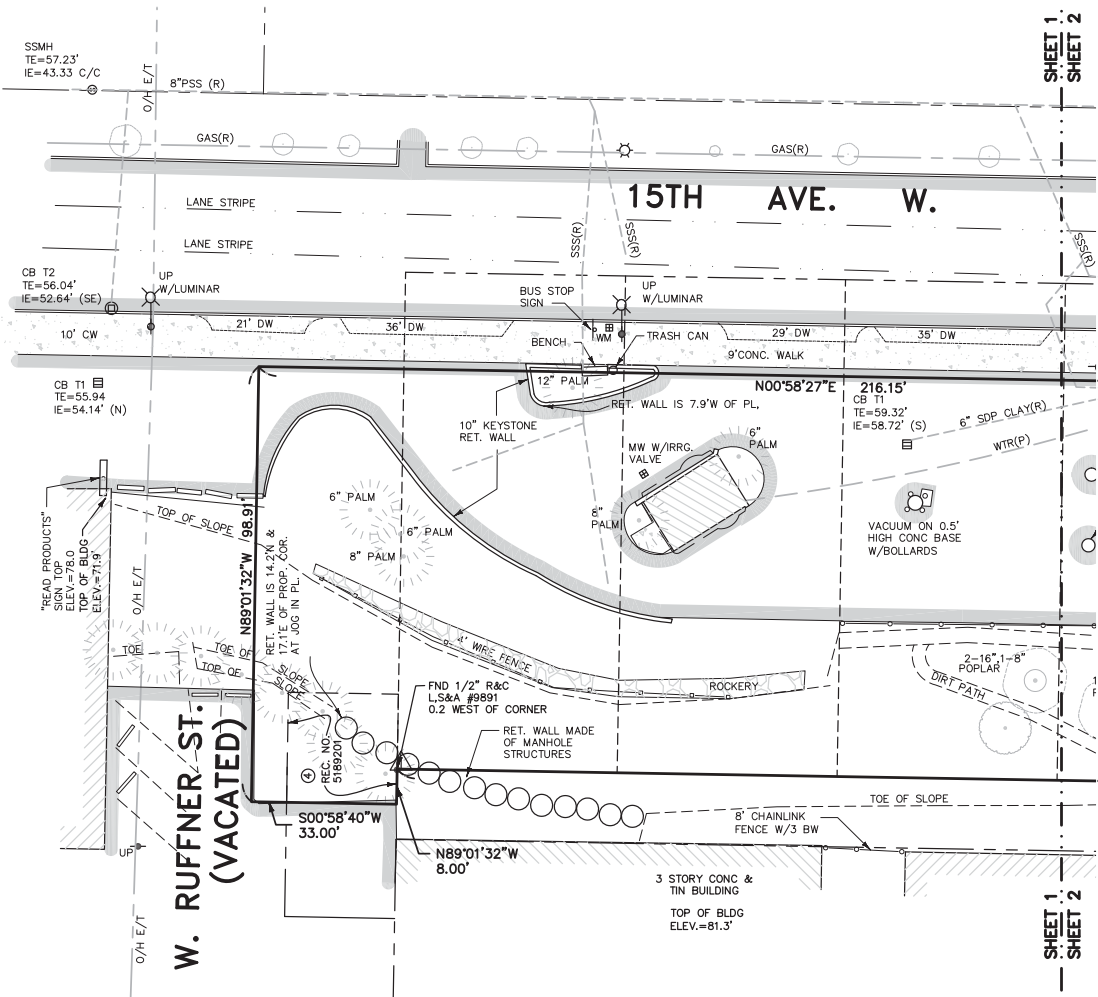
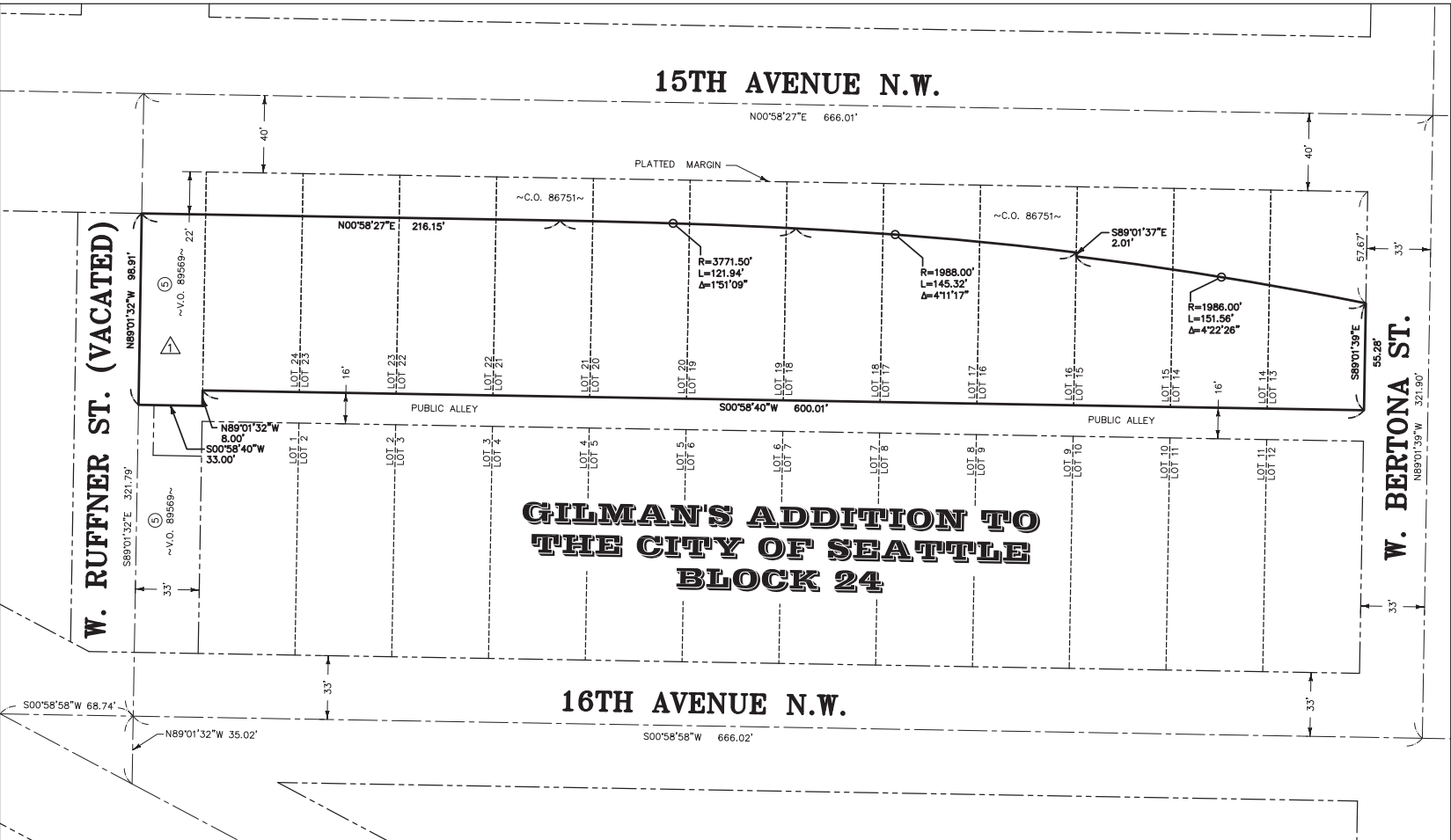
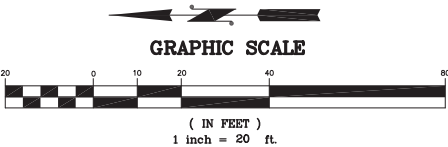
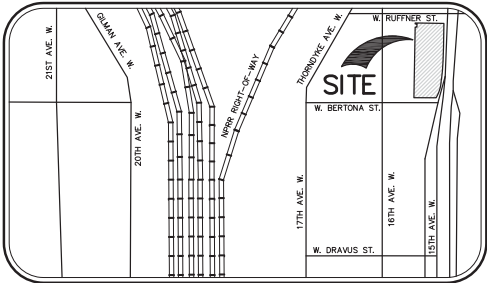
TO MOXBAY, LLC, INTERBAY PARTNERS, LLC, INTERBAY RISING NORTH, LLC, A WASHINGTON
LIMITED LIABILITY COMPANY, AND FIRST AMERICAN TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED
WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR
ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS
IN 2005, AND INCLUDES ITEMS 2, 3, 4, 5, 6, 7A, 7B1, 8, 9, 10, 11A, 11B, 13, 14 AND 16,
OF TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA
AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER
CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE
STATE OF WASHINGTON, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT
EXCEED THAT WHICH IS SPECIFIED THEREIN.

DARRELL C. NANCE, P.L.S. NO. 30448

DATE

THE ABOVE CERTIFICATE IS BASED UPON WORK PREPARED IN ACCORDANCE WITH GENERALLY
ACCEPTED PROFESSIONAL SURVEY PRACTICE. WE MAKE NO OTHER WARRANTY, EITHER
EXPRESSED OR IMPLIED.



BUSH, ROED & HITCHINGS, INC.

CIVIL ENGINEERS & LAND SURVEYORS

(206) 323-4144
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513
FAX: (206) 323-4135
E-MAIL: INFO@BRHC.COM



ALTA/ACSM LAND TITLE SURVEY

MORPH INVESTORS, LLC

15TH AVE W. & W. BERTONA ST

SEATTLE, KING COUNTY, WASHINGTON

| | |
|------------|------------|
| drawn by | checked by |
| OQR | DCN |
| scale | date |
| 1"=20' | 4/07 |
| job no. | |
| 2007092.04 | |
| sheet | of |
| 37 | 2 |



VIEW FROM SOUTHEAST CORNER

ENTRY PLAZA

03.12.2014 Design Review Early Design Guidance Meeting
 3435 15TH AVE W | INTERBAY | DPD PROJECT # 3016269

