



LINK MT. BAKER

3208, 3212, 3218, 3220, 3224 CLAREMONT AVENUE S
SEATTLE, WASHINGTON 98144

EARLY DESIGN GUIDANCE
DPD #3018722
PRE-SUBMITTAL CONFERENCE
JUNE 18, 2015

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EARLY DESIGN GUIDANCE

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DPD # 3018722
OCTOBER 2015

A. COVER

MARK TRAVERS Architect, AIA

2315 E. Pike Street
Seattle, WA 98122

OWNER COLUMBIA CITY CONDOS
 1919 CALIFORNIA LANE SW, SEATTLE WA 98112
 CONTACT: CARL HAGLUND
 PHONE: 206-234-2236

ARCHITECT MARK TRAVERS ARCHITECT
 2315 E PIKE ST., SEATTLE WA 98122
 CONTACT: MARK TRAVERS
 PHONE: 206-763-8496

LANDSCAPE GLENN TAKAGI
 18550 FIRLANDS WAY N. SUITE #102
 SHORELINE, WA 98133
 PHONE: 206-542-6100

TAX ID# 128230-0395, 128230-0400, 128230-0410, 128230-0420, 128230-0430
LOT AREA 21,600 SQ.FT.
ZONING SM-85
OVERLAY HUB URBAN VILLAGE: NORTH RAINIER
 AIRPORT HEIGHT: CONICAL SURFACE
LIGHT RAIL MC (MOUNT BAKER)

DESCRIPTION OF PROJECT CONSTRUCT (151) UNIT MIXED-USE BUILDING OF (7) STORIES ON COMBINED LOT. 26 PARKING SPACES PROVIDED ON GRADE.

DWELLING UNITS:

STUDIO	37 UNITS
LIVE/WORK	4 UNITS
URBAN	86 UNITS
1BR	24 UNITS
TOTAL	151 UNITS

GROSS AREAS.:

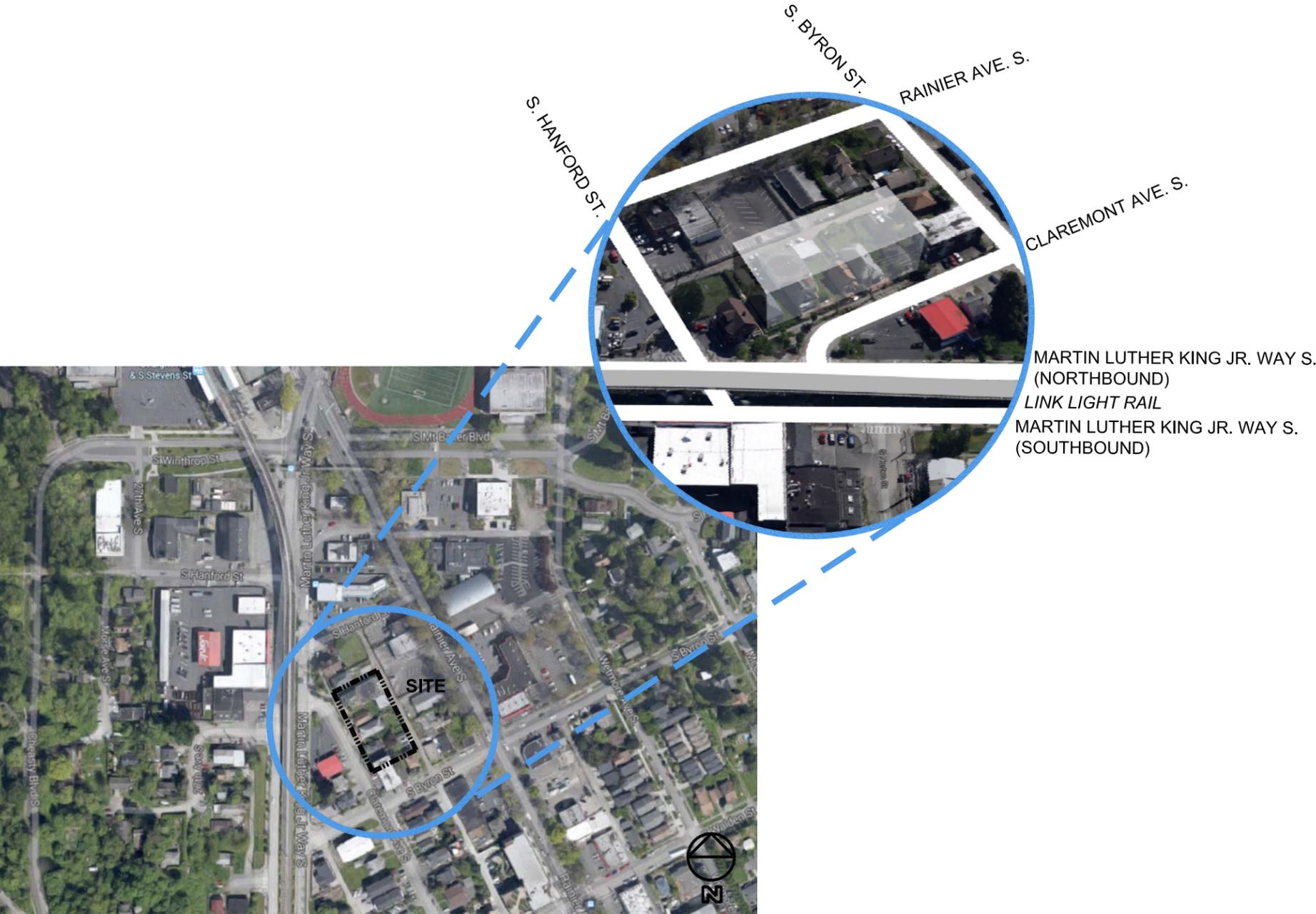
1ST FLOOR	20,113 SQ.FT.
2ND FLOOR	20,089 SQ.FT.
3RD FLOOR	20,089 SQ.FT.
4TH FLOOR	20,089 SQ.FT.
5TH FLOOR	20,089 SQ.FT.
6TH FLOOR	20,089 SQ.FT.
7TH FLOOR	20,089 SQ.FT.
ROOF DECK	2588 SQ. FT
TOTAL GROSS RESIDENTIAL AREA	122,766 SQ.FT.
TOTAL GROSS COMMERCIAL AREA	5,000 SQ. FT.
TOTAL GROSS PARKING AREA	8,900 SQ.FT.

THE EXISTING SITE MEASURES 180' X 120' AND IS FRONTED BY CLAREMONT AVE. SOUTH AND HAS AN UNIMPROVED ALLEY RUNNING BEHIND. THE PROPERTY CURRENTLY CONSISTS OF FOUR SINGLE-FAMILY RESIDENCES. ONE OF THE BUILDING IS USED FOR AN ALLSTATE INSURANCE OFFICE AND XTREME REALTY & FINANCE. THERE IS AN APPROXIMATELY 3.5' ELEVATION INCREASE RUNNING FROM NORTH TO SOUTH ON THE PROPERTY.

THE PROPERTY SITS JUST ONE BLOCK TO THE SOUTH OF THE BUSY INTERSECTION BETWEEN RAINIER AVE. SOUTH AND MARTIN LUTHER KING WAY. THE ELEVATED MOUNT BAKER LIGHT RAIL STATION SITS APPROXIMATELY 2 BLOCKS (500') TO THE NORTH OF THE PROPERTY ON THE OTHER SIDE OF MARTIN LUTHER KING WAY. TIRE FACTORY SITS ACROSS CLAREMONT AVE SOUTH IN FRONT OF THE PROPERTY. AND THE VIETNAMESE RESTAURANT, BEN THANH SITS BEHIND THE PROPERTY ACROSS THE ALLEY FACING ONTO RAINIER AVE. SOUTH.

THE SITE'S ZONING DESIGNATION IS SM (SEATTLE MIXED)-85, AND THE SITE IS LOCATED IN THE NORTH RAINIER HUB URBAN VILLAGE. IT IS ALSO HAS THE LIGHT RAIL MOUNT BAKER (MC) CLASSIFICATION AND THE PROPERTY QUALIFIES AS FREQUENT TRANSIT.

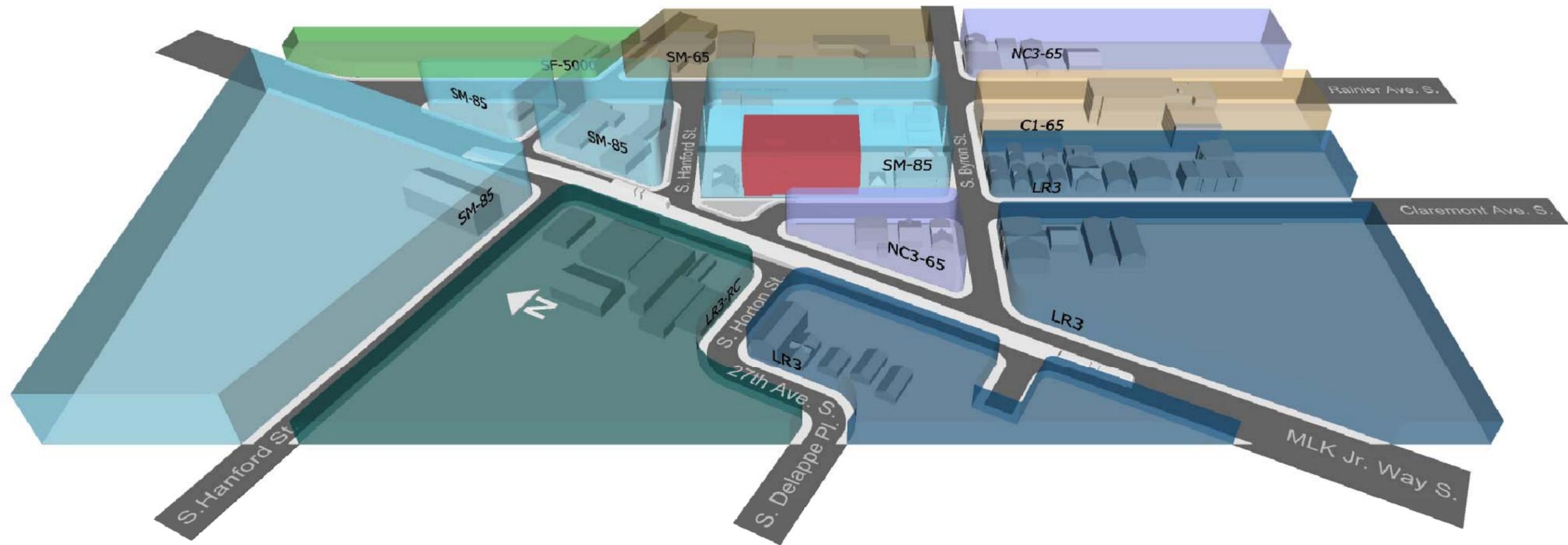
THE ADJACENT PROPERTIES ARE ALSO ZONED SM-85. HOWEVER, THE PROPERTY ACROSS THE STREET IS ZONED NC (NEIGHBORHOOD COMMERCIAL)-1. THE FOUR PARCELS THAT MAKE UP THIS DEVELOPMENT SITE HAVE BEEN REVIEWED BY A THIRD PARTY AND DESIGNATED AS NOT HISTORICALLY SIGNIFICANT. THERE ARE POTENTIAL VIEWS OF MOUNT RAINIER TO THE SOUTH FROM THE UPPER FLOORS AND ROOF DECK.



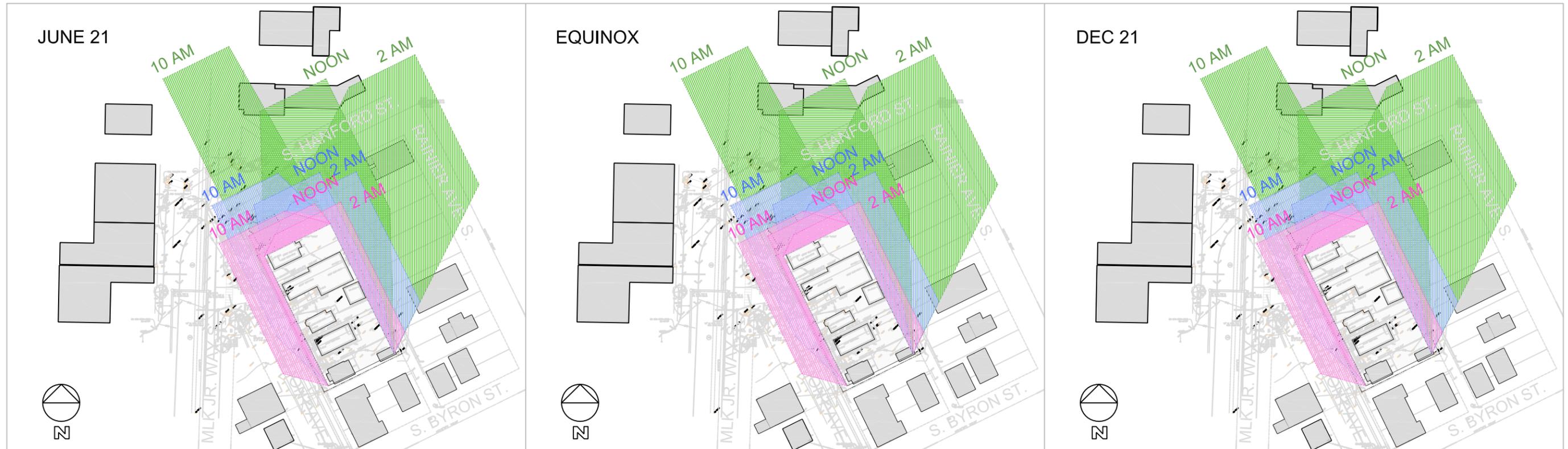
AERIAL PHOTOGRAPH

<u>ZONE</u>	<u>HEIGHT LIMIT</u>
C1-65	65 FT
LR3	40 FT *
LR3-RC	40 FT *
NC3-65	65 FT
SF-5000	30 FT
SM-65	65 FT
SM-85	65 FT

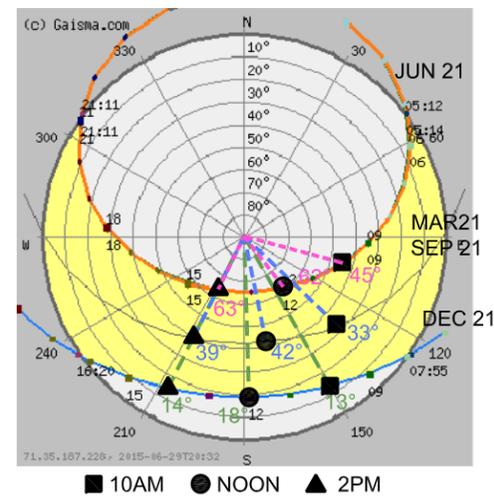
(*) APPLIED TO APARTMENTS



FUTURE DEVELOPMENT HEIGHT POTENTIAL



SHADOW STUDIES



SUN PATH - SEATTLE

BUILDING HEIGHT: 72 FT

JUN 21-10AM:	72/TAN45	= 72 FT
JUN 21-NOON:	72/TAN62	= 38 FT
JUN 21-2PM:	72/TAN63	= 37 FT
MAR/SEP 21-10AM:	72/TAN33	= 111 FT
MAR/SEP 21-NOON:	72/TAN42	= 80 FT
MAR/SEP 21-2PM:	72/TAN39	= 89 FT
DEC 21-10AM:	72/TAN13	= 312 FT
DEC 21-NOON:	72/TAN18	= 222 FT
DEC 21-2PM:	72/TAN14	= 289 FT

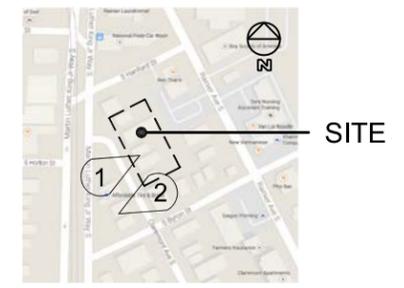
SHADOW LENGTH CALCULATIONS



1. CLAREMONT AVE S. - LOOKING EAST



2. CLAREMONT AVE S. - LOOKING WEST



KEY PLAN

E. STREET CONTEXT



MLK JR. WAY S.

CLAREMONT AVE. S.

1. S. BYRON ST. - LOOKING NORTH



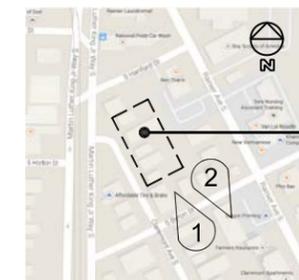
ALLEY

CLAREMONT AVE. S.

ALLEY

MLK JR. WAY S.

2. S. BYRON ST. - LOOKING SOUTH



SITE

KEY PLAN

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E. STREET CONTEXT

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MLK JR. WAY S.
NORTHBOUND

RAINIER AVE. S.

1. S HANFORD ST. - LOOKING NORTH



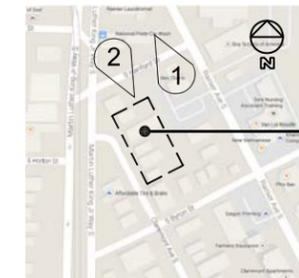
RAINIER AVE. S.

ALLEY

SITE

MLK JR. WAY S.
NORTHBOUND

2. S HANFORD ST. - LOOKING SOUTH



SITE

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MLK JR. S. NORTHBOUND

MLK JR. S. SOUTHBOUND

S. HANFORD ST.

1. CLAREMONT AVE S. - LOOKING WEST THRU MLK JR. WAY S.



← SITE

2. CLAREMONT AVE S. - LOOKING NORTH



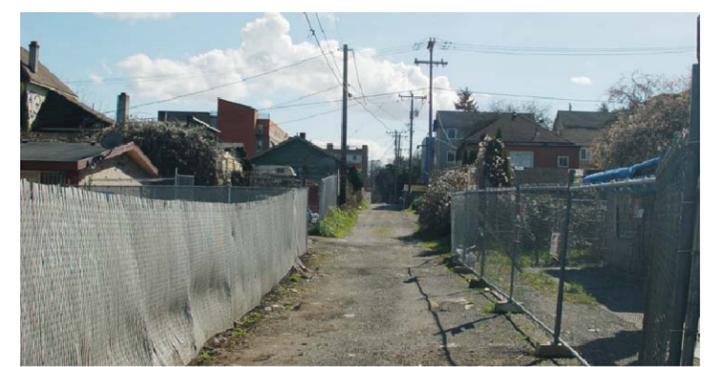
← SITE

3. CLAREMONT AVE S. / MLK JR WAY S. - LOOKING NORTH

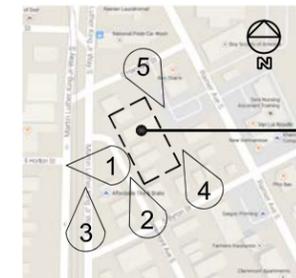


SITE →

4. ALLEY - LOOKING NORTH

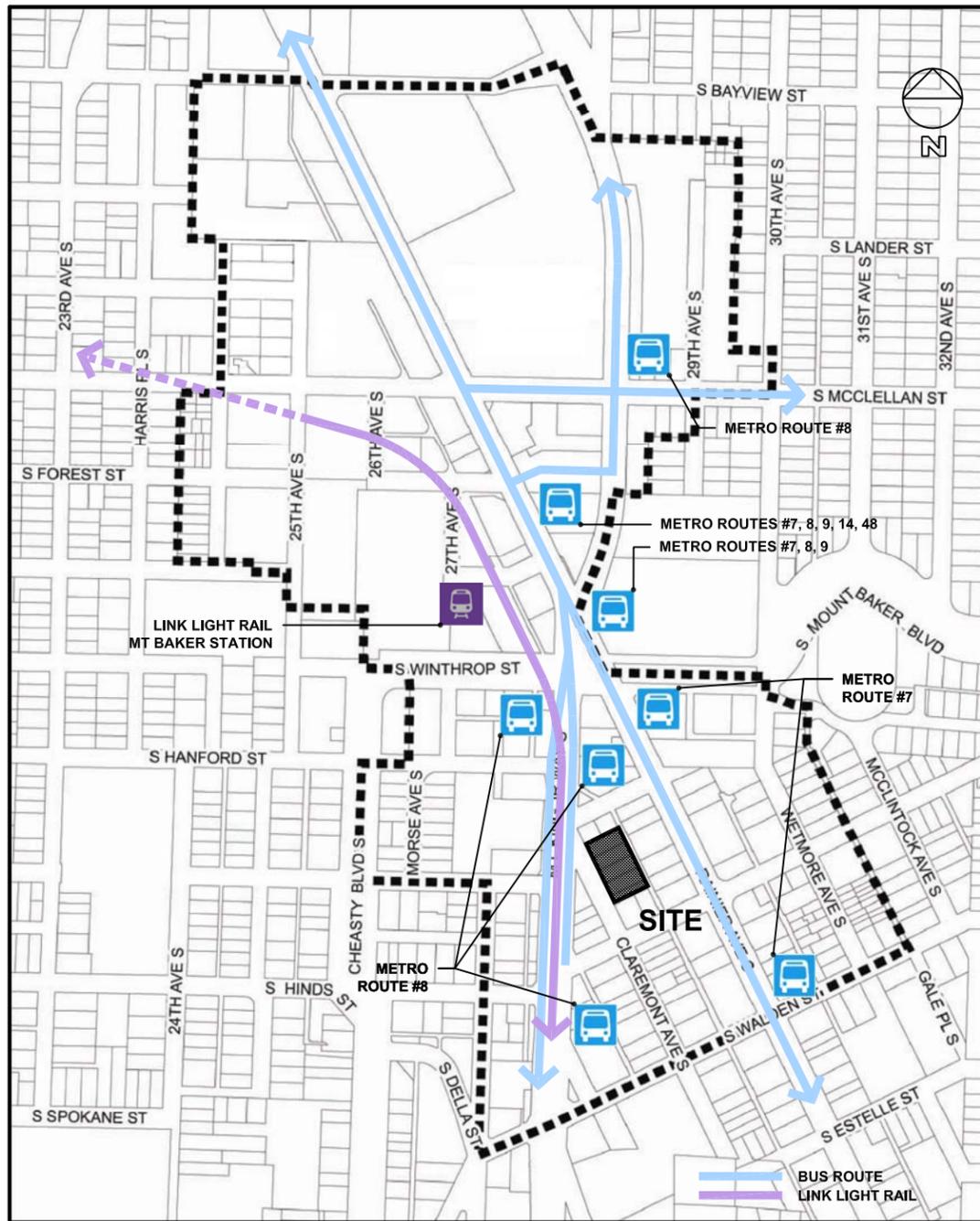


5. ALLEY - LOOKING SOUTH

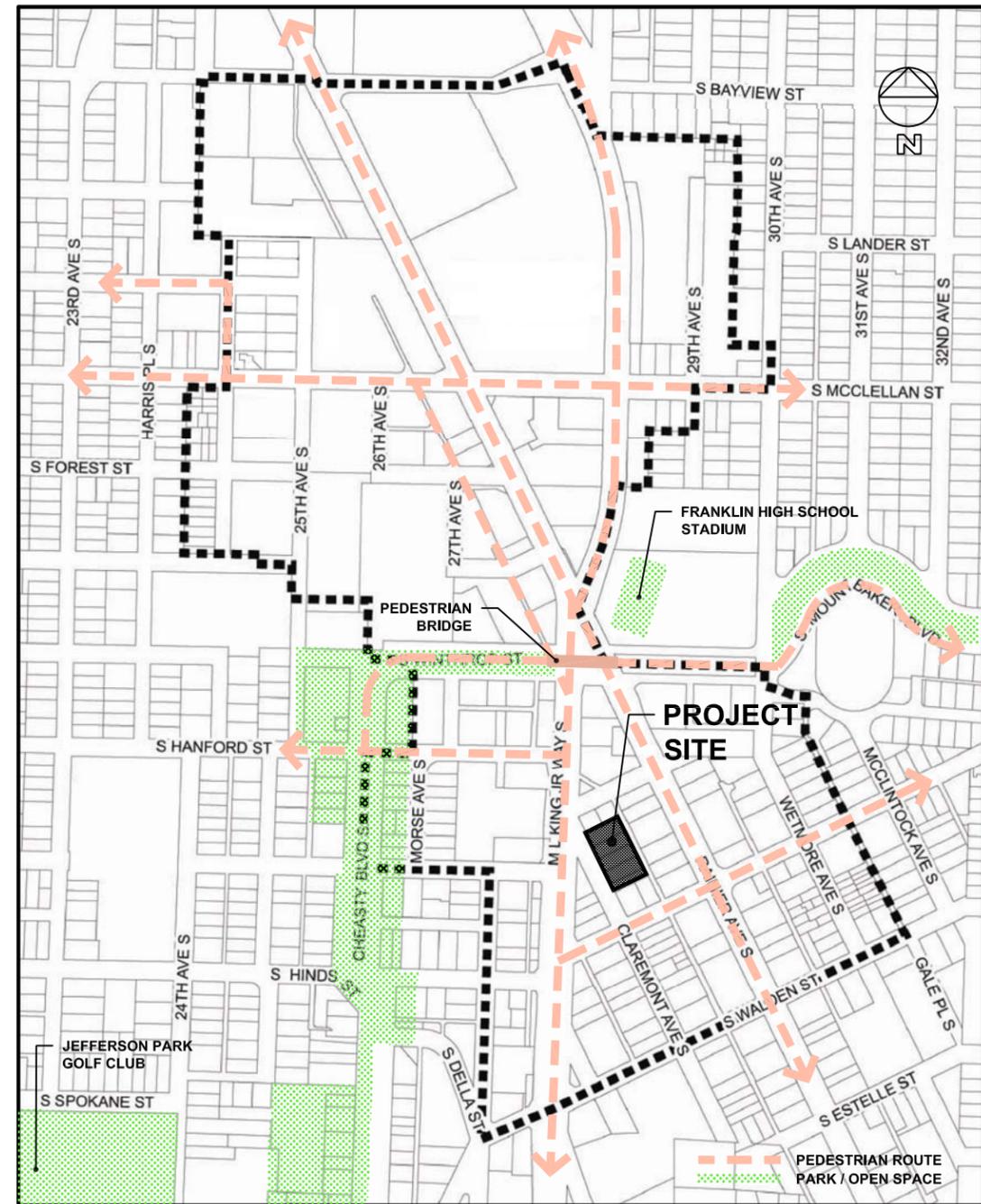


← SITE

KEY PLAN



FREQUENT TRANSIT



SURROUNDING PARKS - PEDESTRIAN CONNECTIONS



1. COMMERCIAL BUILDING



2. COFFEE SHOP



3. LIGHT RAIL STATION HALL



VICINITY MAP



4. FAST FOOD SERVICE



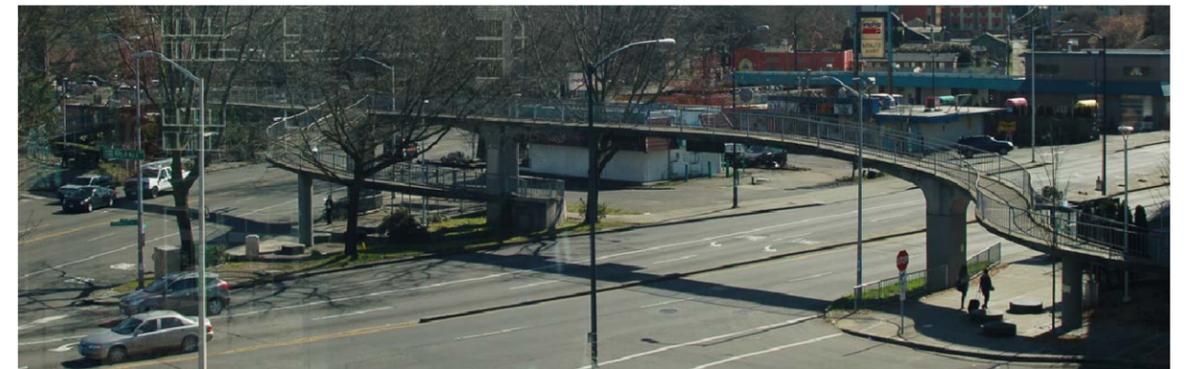
5. HIGH SCHOOL



6. STATION



7. TRANSIT CENTER



8. PEDESTRIAN OVERPASS

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F. URBAN ANALYSIS - SITE PHOTOS

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2315 E. Pike Street
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1. CHURCH



2. CAR SERVICE CENTER



VICINITY MAP



3. SMALL BUSINESSES



4. CAR WASH



5. CONCRETE OVERPASS



6. RESTAURANT



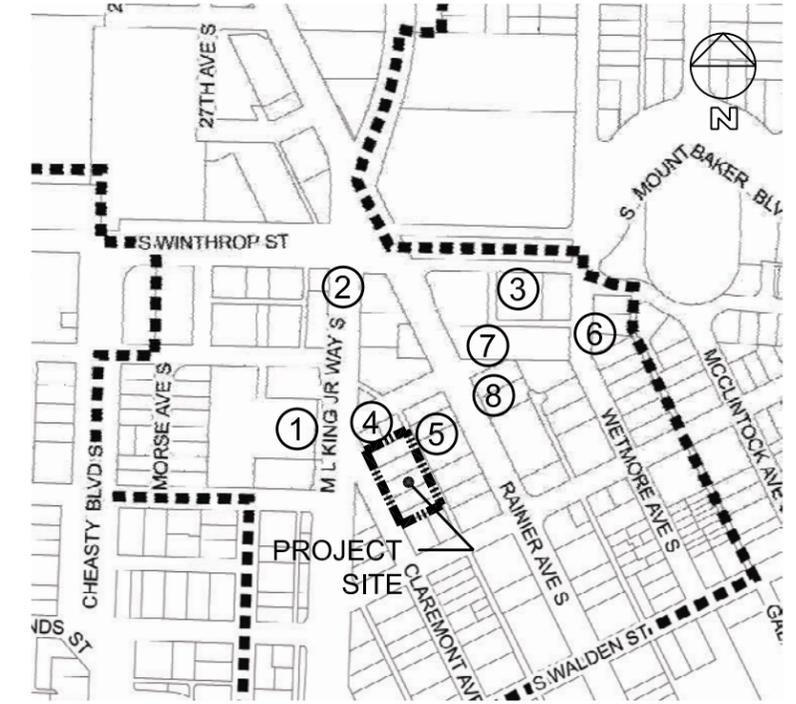
7. METRO BUILDING



1. COMMERCIAL BUILDING



2. LIGHT RAIL OVERPASS



VICINITY MAP



3. FIRE STATION



4. MULTI-FAMILY (SAME OWNER)



5. VACANT LOT



6. TOWNHOUSE



7. BANK



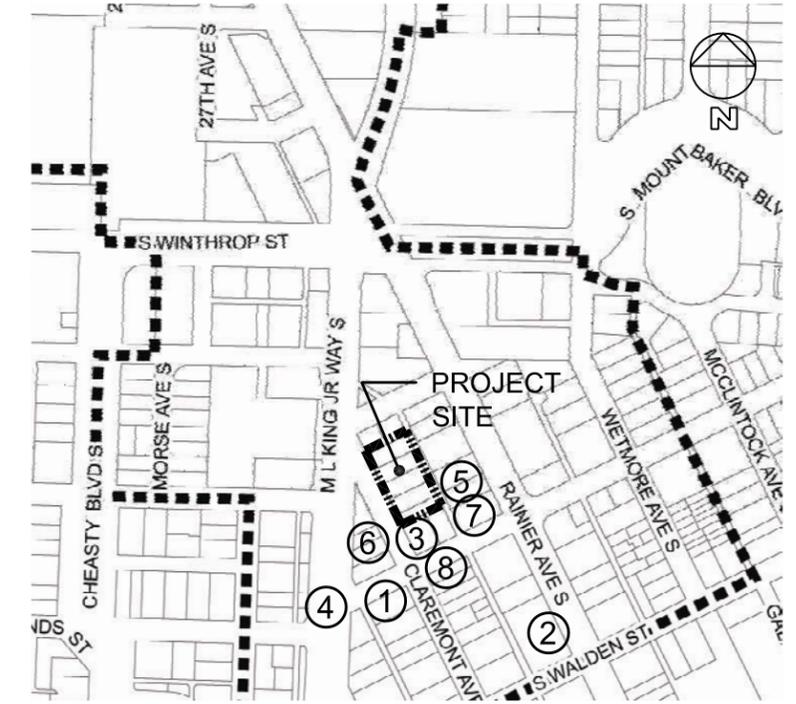
8. BOY SCOUTS



1. MULTI-FAMILY BUILDING



2. APARTMENT BUILDING



VICINITY MAP



3. APARTMENT BUILDING



4. LINK LIGHT RAIL RAMP



5. OLD HOUSES



6. SINGLE FAMILY RESIDENCE



7. SINGLE FAMILY HOUSE



8. SINGLE-FAMILY HOUSES

ORGANIZATIONAL STRUCTURE:

THE SITE PLAN IS DESIGNED WITH A GENEROUS SETBACK ON THE WEST SIDE OF THE SITE WHERE THE BUILDING ENTRANCE, COMMERCIAL SPACES AND LIVE WORK UNITS ARE LOCATED. THIS SETBACK (~12'-6") WILL BE USED FOR PLANTING ON SITE. OFF SITE, STREET TREES ARE PLANNED AND SOME ENHANCEMENTS TO THE LARGE OPEN RIGHT OF AREA ARE PROPOSED PENDING SDOT APPROVAL.

THE FIRST FLOOR IS DESIGNED TO BE EIGHTEEN FEET HIGH FROM FLOOR TO FLOOR. THE PLAN IS ORGANIZED AROUND THE LOCATION OF THE PEDESTRIAN ENTRANCE AND BUILDING LOBBY WHICH IS LOCATED ADJACENT TO THE EXISTING RIGHT OF WAY OPEN SPACE AT THE NORTHWEST CORNER OF THE SITE AT CLAREMONT AVE. AMENITY AREAS AT THE FIRST FLOOR ARE GROUPED NEAR THE ENTRANCE AND COMMERCIAL SPACES ARE LOCATED ON THE NORTH PORTION OF THE FIRST FLOOR. THERE ARE 4 LIVE/WORK TO THE SOUTH OF THE ENTRANCE AND MORE COMMERCIAL SPACE TO THE SOUTH FACING CLAREMONT AVE. AN ORNAMENTAL FABRICATED AWNING WILL PROJECT OVER THE ENTRY OF THE BUILDING.

THE VEHICLE ENTRANCE FOR THE BUILDING IS LOCATED IN THE SOUTHEAST CORNER OF THE SITE. THERE ARE A TOTAL 26 PARKING STALLS IN THE STRUCTURED PARKING GARAGE. THERE IS ALSO A SECURE BICYCLE ROOM LOCATED NEAR THE COMMON ROOM. UTILITIES AND BUILDING SERVICES SUCH AS METERS, SPRINKLERS TRANSFORMER ETC. ARE LOCATED ALONG THE SOUTH END OF THE PARKING AREA. THE TRASH/RECYCLE ROOM FEATURES ACCESS FROM THE ALLEY IN THE SOUTHEAST CORNER OF THE SITE.

THE PARKING STRUCTURE FEATURES OPEN STRUCTURAL BAYS ON THE EAST ELEVATION. THE 5 OPEN BAYS WILL FEATURE ORNAMENTAL METAL GRILLES FOR SECURITY AND VENTILATION. WE ALSO PROPOSE TO APPLY A "GREEN WALL" TO SOME OF THE EXTERIOR WALLS.

FLOORS 2-7 INCLUDE BETWEEN 22 AND 25 UNITS EACH. THE CONFIGURATION FEATURES A GENEROUS ELEVATOR LOBBY AND A WIDER THAN NORMAL DOUBLE LOADED CORRIDOR. BICYCLE RACKS/STORAGE LOCKERS ARE FEATURED AS AN AMENITY IN THE CORRIDOR. AT THE NORTH AND SOUTH ENDS OF THE BUILDING THE UNITS ARE RECESSED AND OPENING ARE ORIENTED IN SUCH A WAY AS TO MINIMIZE DIRECT CONFLICT WITH ADJACENT EXISTING BUILDINGS.

THE BUILDING TERMINATES AT A ROOF DECK WITH SOME COMMON AREA AND AMENITIES FOR THE RESIDENTS. THERE IS ALSO A GREEN ROOF COMPONENT PROPOSED FOR A PORTION OF THE ROOF AREA. THE ROOF IS ARTICULATED WITH VARIOUS PARAPET HEIGHTS, AND CONTRASTING OVERHANGS WHICH WILL BE COORDINATED WITH THE FENESTRATION PATTERN OF THE VERTICAL SURFACES.

ZONE: SM-85

PRESENT USE:

SFR (128230-0400, 128230-0410, 128230-0430, 128230-0395)
SERVICE BUILDING (128230-0420)

FLOOR AREAS (EXIST.):

2,090 + 950 + 0 + 980 + 630 = 4,650 SF

<u>CODE REFERENCE</u>	<u>CODE LANGUAGE</u>	<u>COMPLIES</u>
23.48.009	TABLE A: FLOOR AREA RATIO BASE FAR: 4.5 MAX FAR: 6	FLOOR AREA: 4.5 X 21,600 = 97,200 SF MAX FLOOR AREA: 6 X 21,600 = 129,600 SF
23.48.010	STRUCTURE HEIGHT BASE AND MAX HEIGHT LIMIT: 85 FT	72 FT
23.48.014	STREET-LEVEL DEVELOPMENT STANDARDS: A: GENERAL REQUIREMENTS: 1: PRIMARY ENTRANCE/COURTYARD: MAX 3 FT ABOVE/BELOW SIDEWALK GRADE 2C: MIN HEIGHT 15 FT FOR STREET-FACING FACADES 3B: PERMITTED SETBACKS FROM STREET LOT LINES: UP TO 12 FT FROM STREET LOT LINE 1) THE SETBACK AREA SHALL BE LANDSCAPED 2) ADDITIONAL SETBACK UP TO 30% OF STREET FACADE AND PROVIDED MIN 20 FT FROM ANY STREET CORNER 3) OUTDOOR AMENITY AREA, OPEN SPACE IS NOT CONSIDERED PART OF THE SETBACK AREA D: TRANSPARENCY AND BLANK FACADE REQUIREMENTS: BETWEEN 2 FT AND 8 FT ABOVE THE SIDEWALK OF STREET FACING FACADE TRANSPARENCY: 1B: MIN 30% 1C: MIN 22% IF SLOPE > 7.5% BLANK FACADE: 2B1: MAX 30 FEET WIDE 2B2: SEPARATED BY TRANSPARENT AREA AT LEAST 2 FEET WIDE 2B3: MAX 60%. IF SLOPE > 7.5% MAX 55%	APPROX. 40%

CODE REFERENCE	CODE LANGUAGE	COMPLIES
23.48.020	<p>E: STREET LEVEL USE:</p> <ol style="list-style-type: none"> 1. MIN 70% OCCUPIED 2. MIN FLOOR-TO-FLOOR HEIGHT OF 13 FEET 3. LOCATED WITHIN 10 FT OF THE STREET LOT LINE 4. PEDESTRIAN ACCESS DIRECTLY FROM STREET, MAX 3 FT ABOVE/BELOW SIDEWALK GRADE <p>AMENITY AREA FOR RESIDENTIAL USES</p> <p>A. AMENITY AREA FOR NEW DEVELOPMENT WITH MORE THAN 20 DWELLING UNITS</p> <p>B: 5% OF GROSS FLOOR AREA (4.5 X 21600 X .05 = 4860 SF)</p> <p>C: STANDARD FOR AMENITY AREA:</p> <ol style="list-style-type: none"> 1. AT OR ABOVE GROUND LEVEL 2. MAX 50% BE ENCLOSED 3. MIN DIM 15 FT, MIN HORIZ. DIM 10 FT, MIN AREA 225 SF 4. AMENITY AREA PROVIDED AS LANDSCAPED, STREET-LEVEL OPEN SPACE ACCESSIBLE FROM STREET, COUNTED TWICE 5. A BONUSED PUBLIC OPEN SPACE TO SATISFY A PORTION OF THE REQUIRED AMENITY AREA (DIRECTOR) 6. PARKING, DRIVEWAY, PEDESTRIAN ACCESS NOT COUNTED 7. LANDMARK : WAIVED OR MODIFIED (CAM 3000) 8. ABUTTING A DESIGNATED GREEN STREET: UP TO 50% CONTRIBUTING TO THE DEVELOPMENT OF GREEN STREET 	
23.48.032	<p>REQUIRED PARKING AND LOADING</p> <p>OFF-STREET PARKING SPACES AND BICYCLE PARKING REQUIRED</p>	
23.54.015	<p>PARKING REQUIREMENTS:</p> <p>TABLE A: FOR NONRESIDENTIAL USES OTHER THAN INSTITUTIONS</p> <p>I- NONRESIDENTIAL USES, EXCEPT HOSPITALS, IN URBAN CENTERS OR THE STATION AREA OVERLAY DISTRICT: NO MINIMUM REQUIREMENT</p> <p>TABLE B: FOR RESIDENTIAL USES</p> <p>L- ALL RESIDENTIAL USES WITHIN URBAN CENTERS OR WITHIN THE STATION AREA OVERLAY DISTRICT: NO MINIMUM REQUIREMENT</p> <p>TABLE E: BICYCLE PARKING:</p> <p>D2: MULTI-FAMILY STRUCTURES:</p> <p>LONG-TERM: 1 PER 4 UNITS</p> <p>SHORT-TERM: NONE</p>	

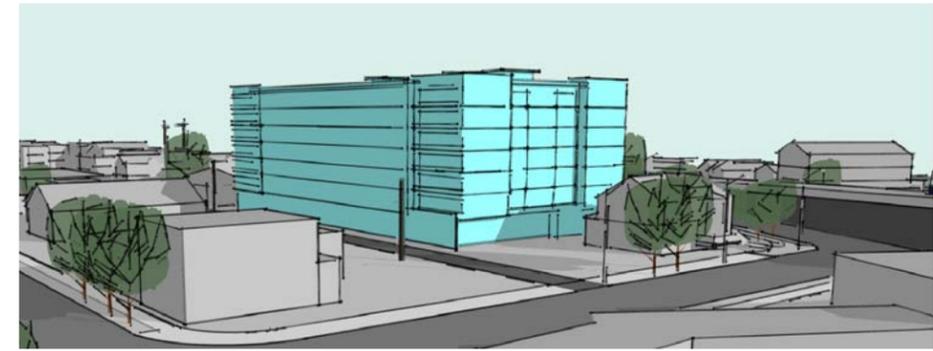
PROS:

THE COURTYARD MASSING APPROACH OFFERS THE OPPORTUNITY FOR THE BUILDING MASS TO BE RECESSED IN SIGNIFICANT WAY. THIS YIELDS AN ELEMENT OF INTEREST FOR THE BENEFIT OF THE STREET. THE BUILDING CAN BE CONFIGURED IN A MANNER TO TAKE ADVANTAGE OF THE VOID AND ACTIVATE THE PLAZA LEVEL WITH OUTDOOR LIVING SPACES AND COMPLIMENTARY LANDSCAPING WHICH RESONATES WITH THE LANDSCAPING LOCATED AT THE INTERSECTION OF CLAREMONT AVE. S AND MLK. IT'S FAIRLY CLASSIC APPROACH TO BRINGING LIGHT AND AIR INTO A BUILDING AND THEREBY SUPPORTING ACTIVITIES AND OFFERING GRANULAR SCALE OF ARCHITECTURAL FEATURES.

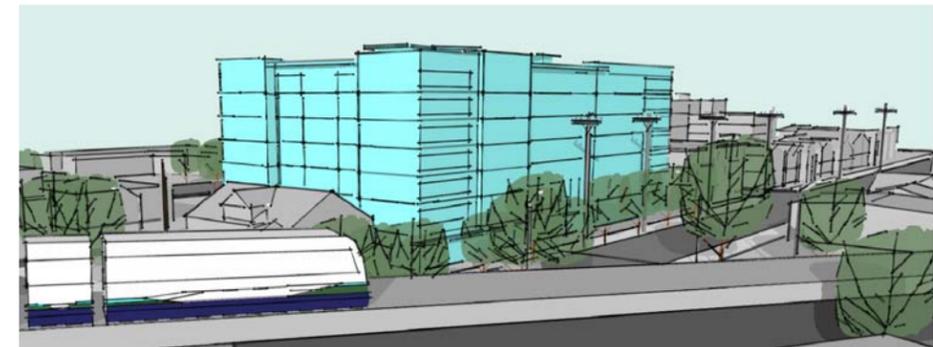
THIS CONFIGURATION DUE TO THE MASS AND SCALE ADDS A LARGE SYMMETRICAL ELEMENT INTO A VERY ORGANIC CONTEXT OF DECAYING HOUSING STOCK. IT COULD SERVE AS A PRECEDENT FOR FUTURE DEVELOPMENT ACROSS CLAREMONT AVE. S.

CONS:

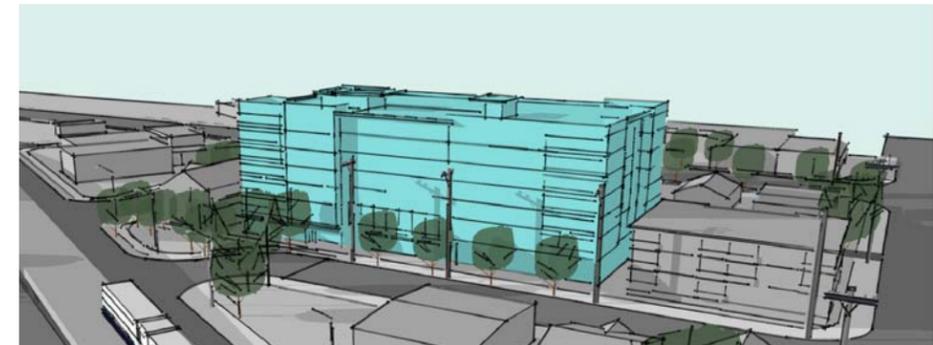
- . NO COMMUNAL OUTDOOR AREA
- . ABRUPT SCALE CHANGE



LOOKING FROM NORTH ON RAINIER AVE. S.



LOOKING FROM NORTHWEST ON MLK JR. WAY S.

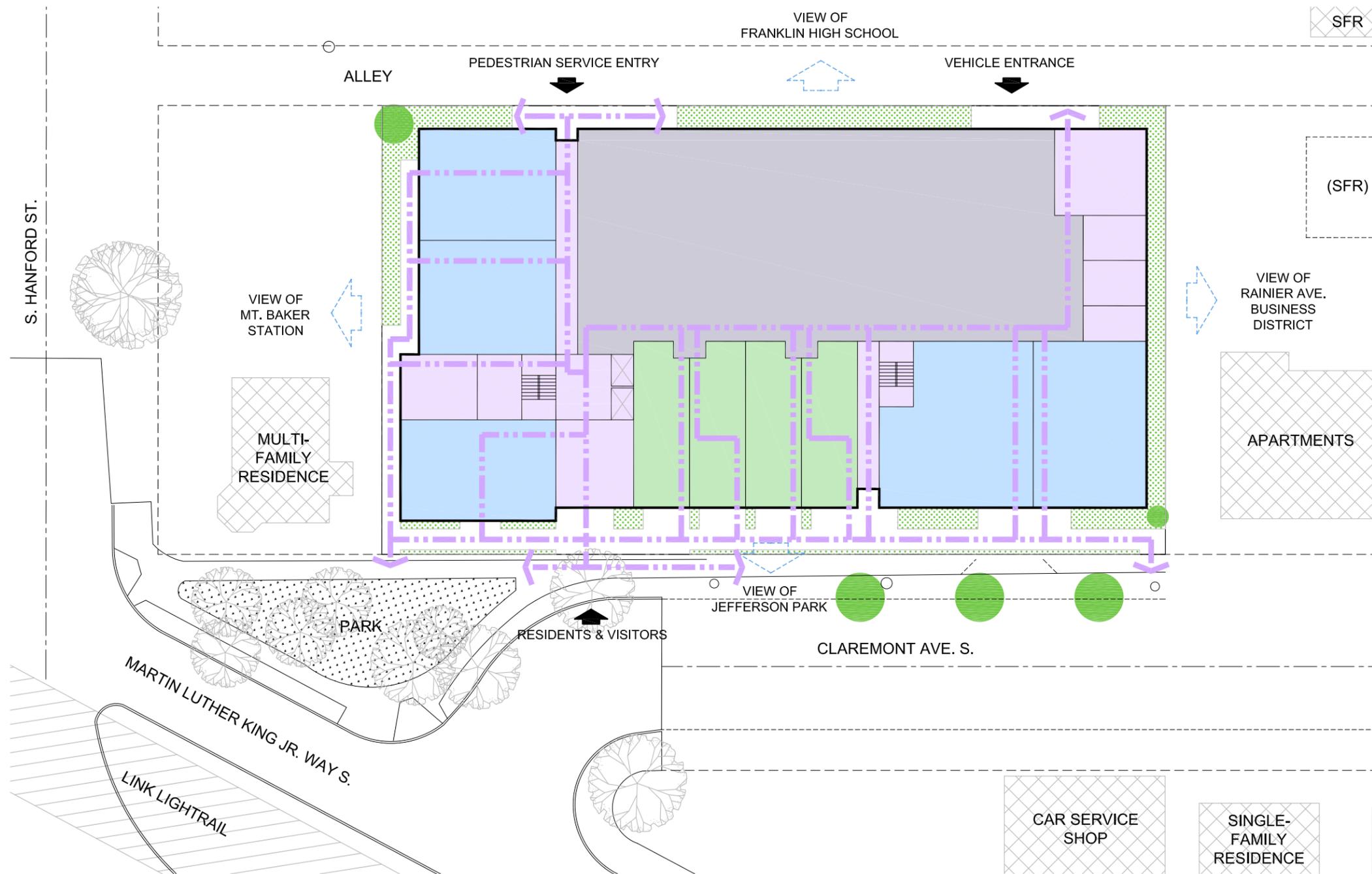


LOOKING FROM SOUTHWEST ON MLK JR. WAY S.



CLAREMONT AVENUE S. - LOOKING NORTH @ PROJECT SITE

BIRD'S EYE VIEW

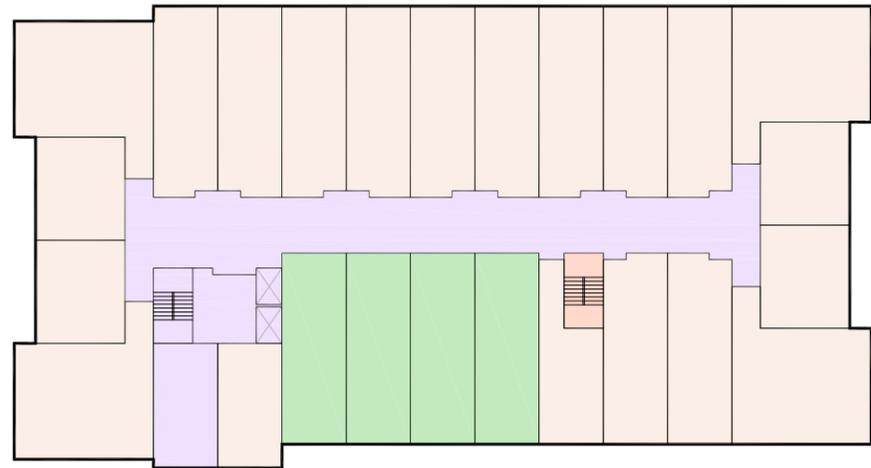


LEGEND

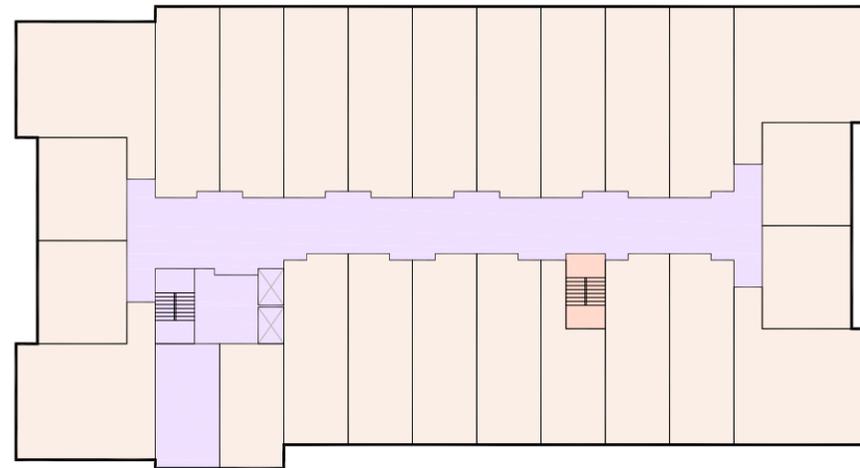
- RESIDENTIAL
- LIVE/WORK
- COMMERCIAL/RETAIL
- COMMON/SERVICE
- COURTYARD/OPEN SPACE
- PARKING
- LANDSCAPING
- PEDESTRIAN INFRASTRUCTURE
- LINK LIGHTRAIL (E)
- ADJACENT STRUCTURES (E)
- LANDSCAPE (E)

LEVEL 1 - STREET LEVEL

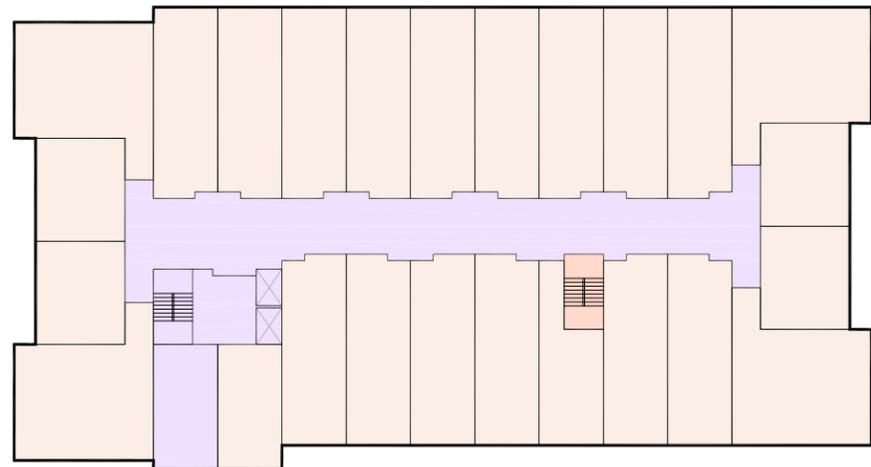
I. BUILDING MASSING - OPTION 1 (PREFERRED OPTION)



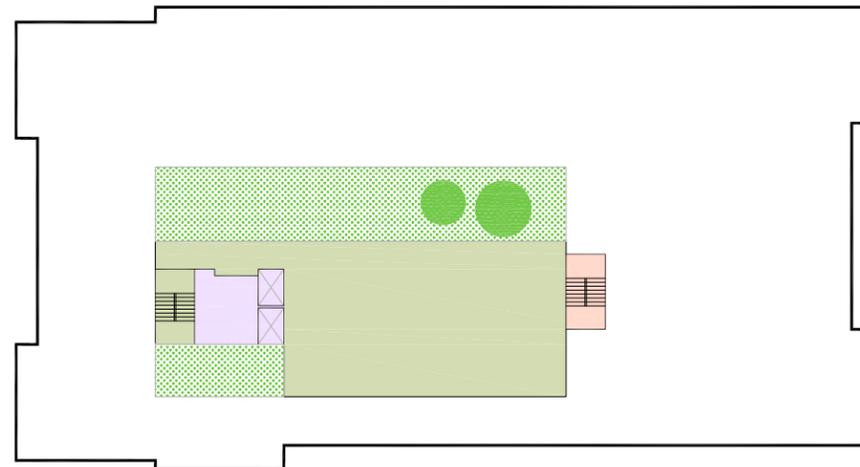
LEVEL 2



LEVEL 3



LEVEL 4-7



ROOF



LEGEND

- RESIDENTIAL
- LIVE/WORK
- COMMERCIAL/RETAIL
- COMMON/SERVICE
- COURTYARD/OPEN SPACE
- PARKING
- LANDSCAPING

PROS:

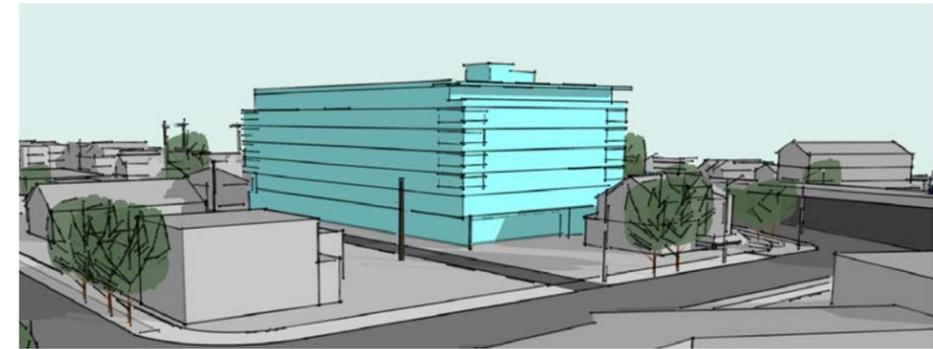
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THIS CONFIGURATION DUE TO THE MASS AND SCALE ADDS A LARGE SYMMETRICAL ELEMENT INTO A VERY ORGANIC CONTEXT OF DECAYING HOUSING STOCK. IT COULD SERVE AS A PRECEDENT FOR FUTURE DEVELOPMENT ACROSS CLAREMONT AVE. S.

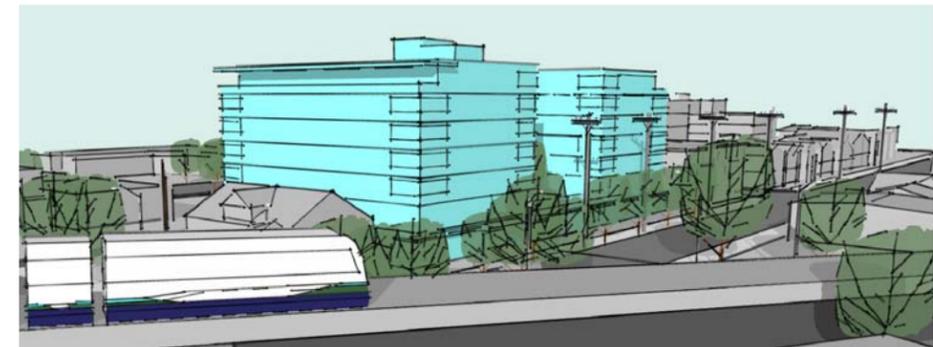
CONS:

THERE WILL BE A TENDENCY FOR THIS CONFIGURATION TO CONFIGURE LIVING SPACES AROUND THE COURTYARD SPACE. THE EFFECT OF THAT ORGANIZATIONAL MANDATE IS THAT SERVICE SPACES WILL BE RELEGATED TO THE ALLEY SIDE OF THE BUILDING (EAST ELEVATION). IT IS POSSIBLE THAT THERE WILL BE MORE NOISE GENERATED FROM TRAFFIC AND THE LIGHT RAIL DUE TO PROXIMITY AND THE POSSIBILITY FOR ACOUSTICAL RESONANCE. FURTHERMORE, THE VOID LEFT BY THE COURTYARD WILL ONCE AGAIN IMPOSE A NEED IN PROGRAMMING TO MAXIMIZE THE FOOTPRINT OF THE BUILDING FOR DENSITY.

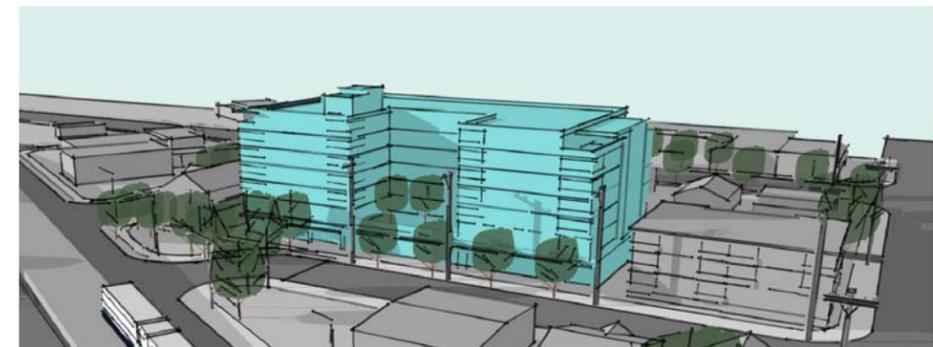
THIS WILL RESULT IN A BUILDING THAT IS BY NATURE "INWARD LOOKING". THIS APPROACH WILL SERVE THE PROJECT WELL IN THE LONG RUN IF THE SITES TO THE NORTH AND SOUTH ARE DEVELOPED TO THEIR MAXIMUM DENSITY, BUT IN THE MEANTIME, THE NORTH AND SOUTH ELEVATIONS WILL HAVE LESS ARTICULATION AND LANDSCAPING AS A COUNTERPOINT TO THE COURTYARD ELEMENT.



LOOKING FROM NORTH ON RAINIER AVE. S.



LOOKING FROM NORTHWEST ON MLK JR. WAY S.

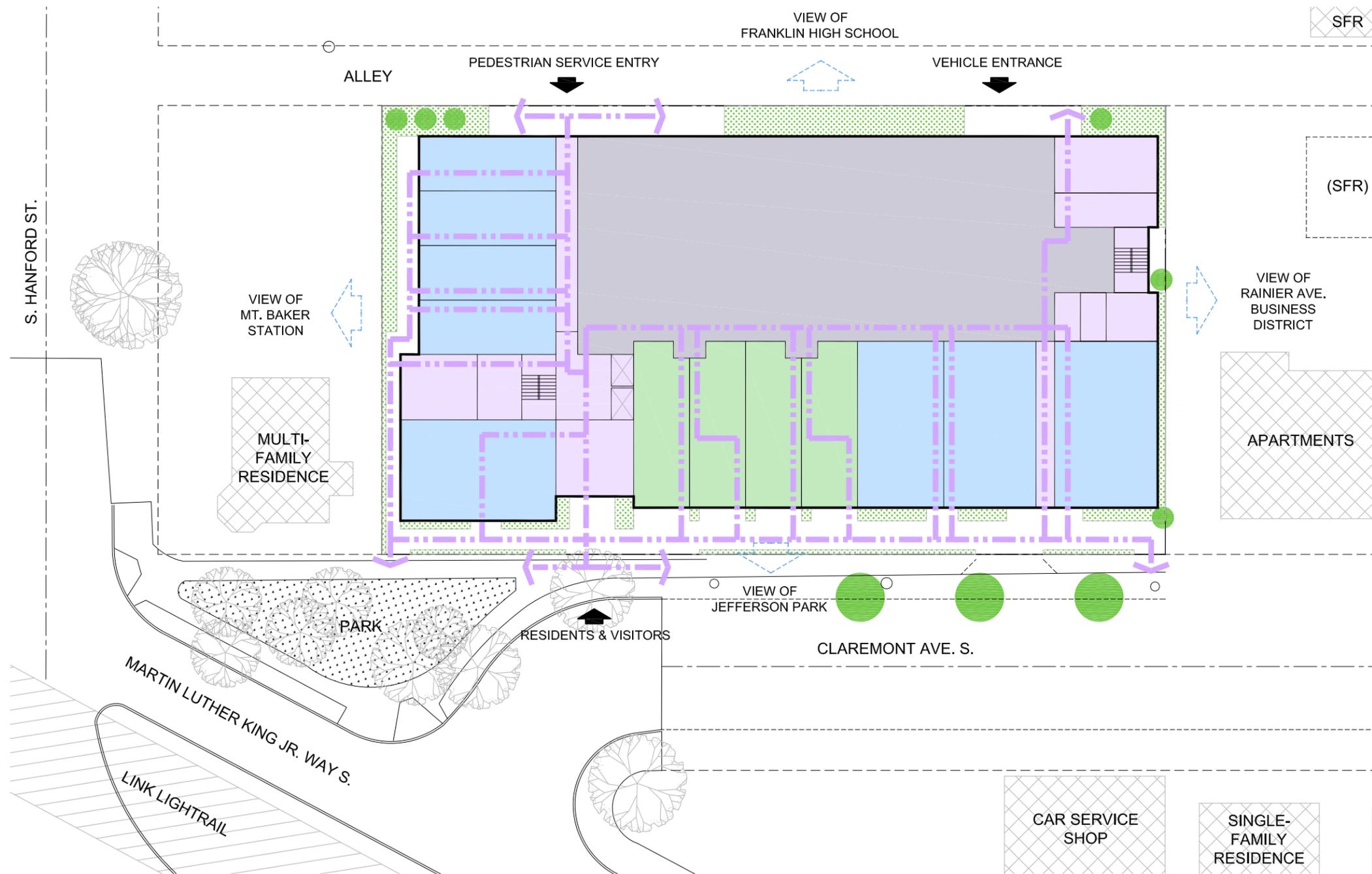


LOOKING FROM SOUTHWEST ON MLK JR. WAY S.



CLAREMONT AVENUE S. - LOOKING NORTH @ PROJECT SITE

BIRD'S EYE VIEW



LEGEND

- RESIDENTIAL
- LIVE/WORK
- COMMERCIAL/RETAIL
- COMMON/SERVICE
- COURTYARD/OPEN SPACE
- PARKING
- LANDSCAPING
- PEDESTRIAN INFRASTRUCTURE
- LINK LIGHTRAIL (E)
- ADJACENT STRUCTURES (E)
- LANDSCAPE (E)

LEVEL 1 - STREET LEVEL

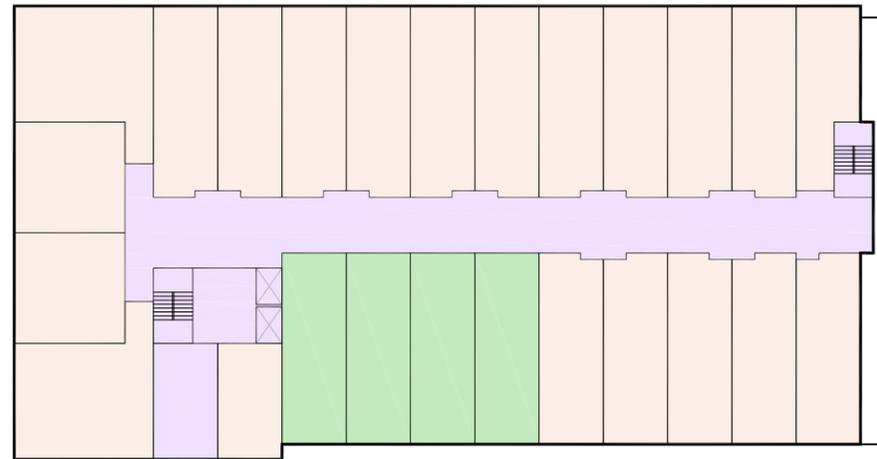
EARLY DESIGN GUIDANCE

3208, 3212, 3218, 3220, 3224 CLAREMONT AVE. S.
 DPD # 3018722
 OCTOBER 2015

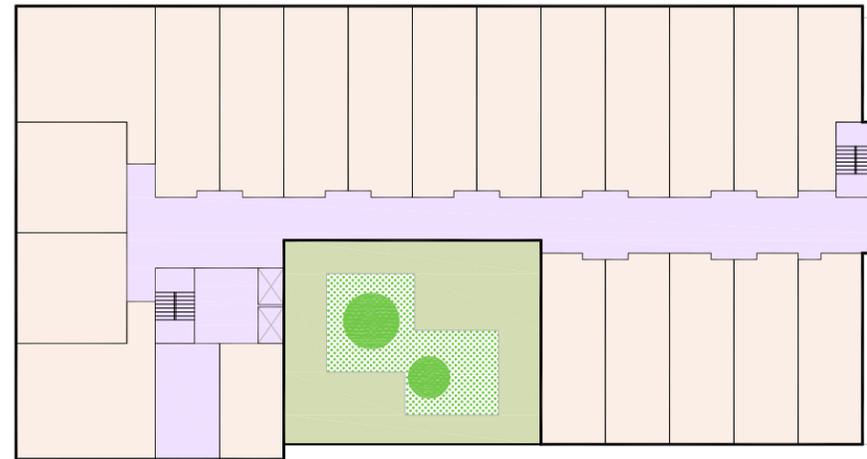
I. BUILDING MASSING - OPTION 2

MARK TRAVERS Architect, AIA

2315 E. Pike Street
 Seattle, WA 98122



LEVEL 2

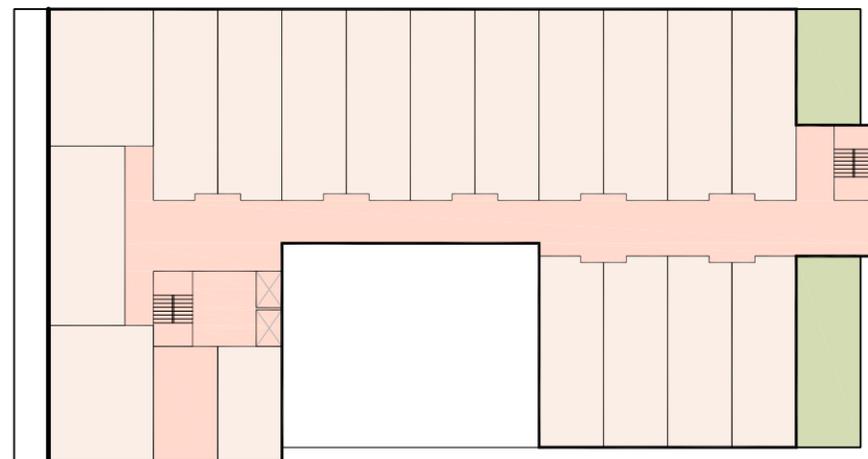


LEVEL 3

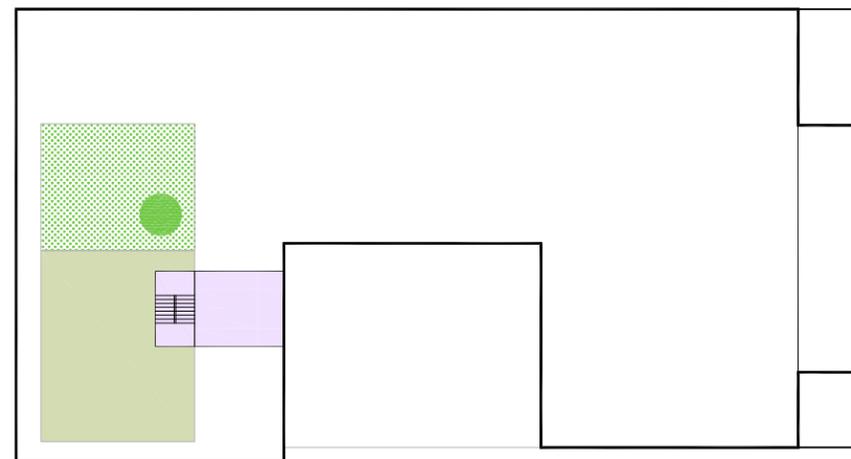


LEGEND

- RESIDENTIAL
- LIVE/WORK
- COMMERCIAL/RETAIL
- COMMON/SERVICE
- COURTYARD/OPEN SPACE
- PARKING
- LANDSCAPING



LEVEL 4-7



ROOF

PROS:

THIS MASSING APPROACH FORMS A KIND OF POINT COUNTERPOINT ARRANGEMENT. THE RAISED PLAZA IN THE SOUTHWEST CORNER IS CONFIGURED TO TAKE ADVANTAGE OF THE SOUTH AND WEST OPPORTUNITIES FOR SOAR GAIN DURING THE WINTER MONTHS. THIS IS IN CONTRAST TO THE DENSER MASSING AT THE NORTHWEST CORNER OF THE SITE, WHICH IS ORIENTED TOWARD THE SMALL PLANTED REA IN THE RIGHT OF WAY, WHICH WAS CREATED DUE TO THE NON-ORTHOGONAL CONFIGURATION OF THE INTERSECTION OF CLAREMONT AVENUE AND MLK S.

THIS CONFIGURATION OFFERS CONVENIENCE TO THE RESIDENTS OF THE PROPOSED PROJECT BY VIRTUE OF THE FACT THAT THE BUILDING ENTRANCE IS LOCATED IN THE NORTHWEST CORNER ALONG WITH THE LEASING OFFICE AND ASSOCIATED BUILDING SERVICES. THIS CONFIGURATION ALSO RESONATES WELL WITH THE PROXIMITY TO THE LIGHT RAIL STATION AND THE BUSY NATURE OF MLK WHICH IS A MAJOR ARTERIAL. THE ELEVATED COURTYARD IS SITUATED IN A MANNER THAT IS PRIVATE AND SET BACK FROM THE ACTIVITY OF MLK.

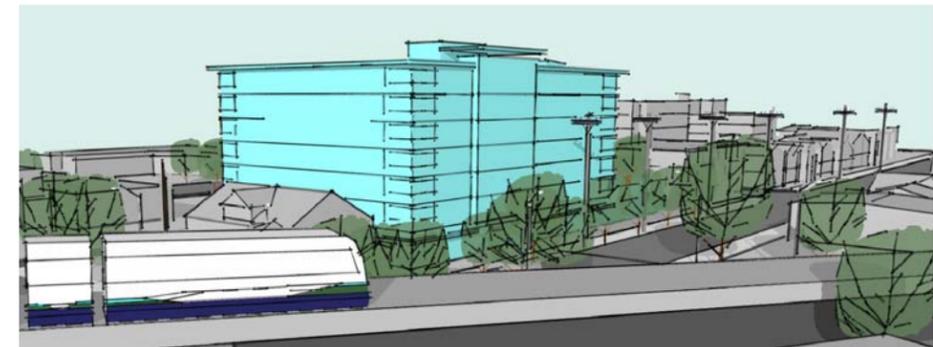
CONS:

THIS CONFIGURATION IS LIMITED IN THAT THE UNIT COUNT IS REDUCED. THE BUILDING TO THE SOUTH IS APPROACHING 6 DECADES OF USE, AND WILL EVENTUALLY BE REPLACED BY A BUILDING OF SIMILAR IF NOT MORE DENSITY THAN OUR PROPOSED BUILDING. THE SITE ALLOWS A HEIGHT OF 85'S IN THE SM ZONE, WHEN THE SITE TO THE SOUTH IS EVENTUALLY DEVELOPED, THE VIEWS AND SOME OF THE DAYLIGHT AT THE PROPOSED COURTYARD WILL BE IMPACTED. HOWEVER IT WILL CONTINUE TO REMAIN AS A LARGE OPEN AMENITY TO THE BUILDING.

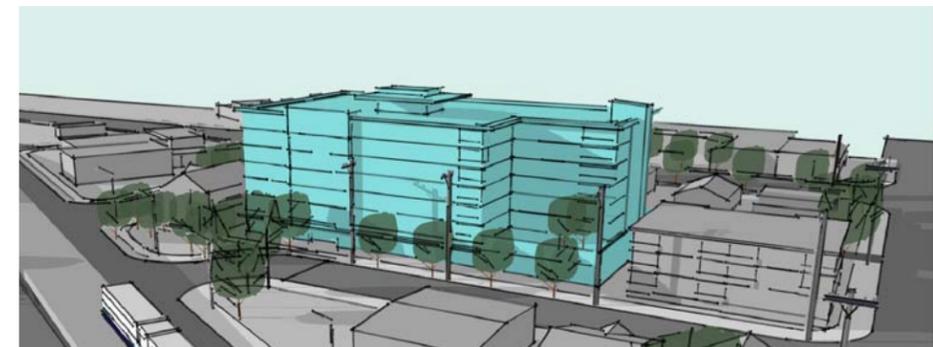
FINALLY, THIS BUILDING CONFIGURATION WILL IMPACT THE REST OF THE SITE. IT WILL BE NECESSARY TO CONFIGURE THE REMAINING ELEVATIONS CLOSER TO THE PROPERTY LINES FOR A VIABLE PROJECT RETURN, AND DENSITY. THIS WILL RESULT IN LESS AREA FOR PLANTING AND CLOSER PROXIMITY TO ADJACENT SMALLER SCALE STRUCTURES.



LOOKING FROM NORTH ON RAINIER AVE. S.



LOOKING FROM NORTHWEST ON MLK JR. WAY S.

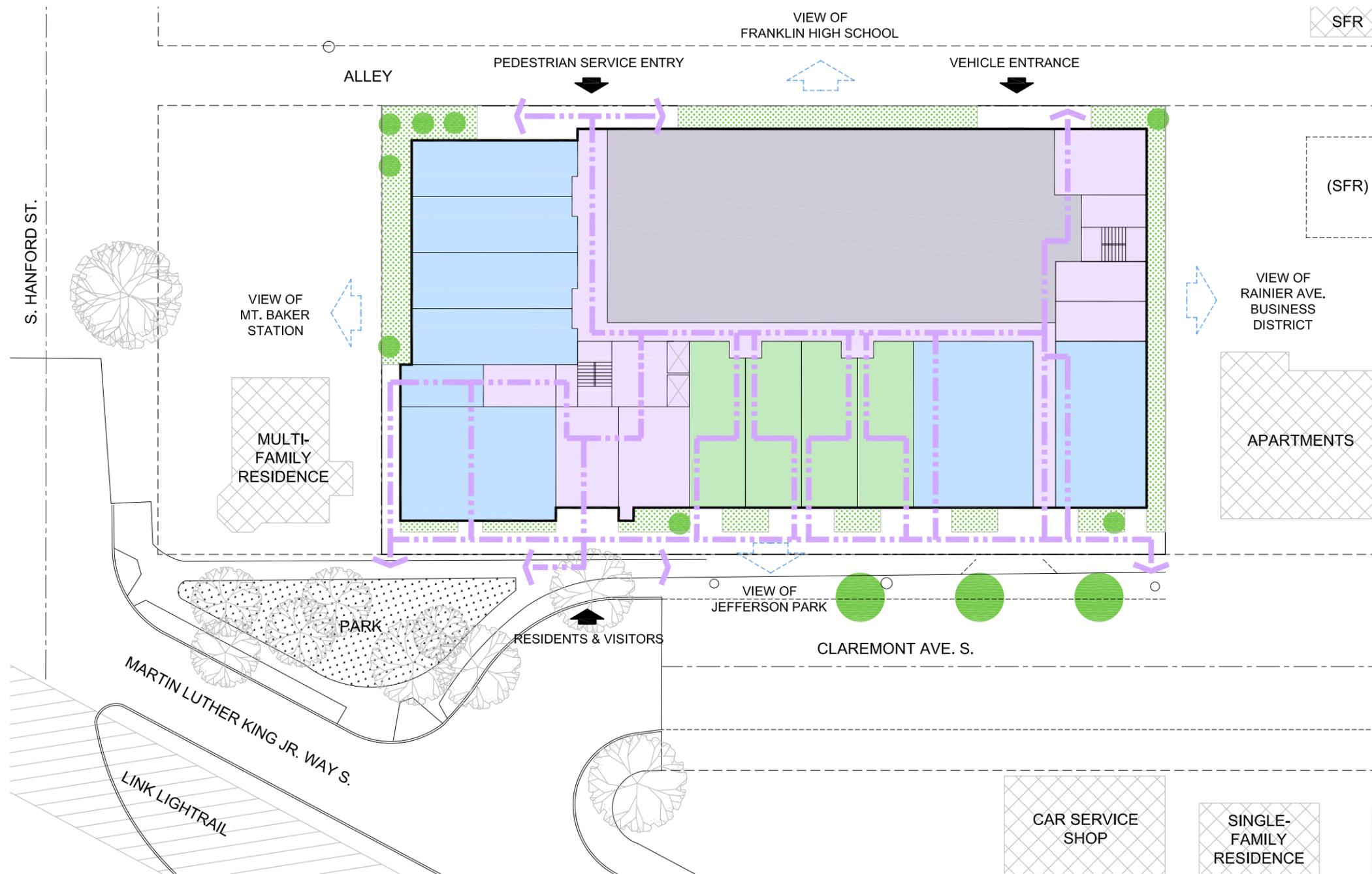


LOOKING FROM SOUTHWEST ON MLK JR. WAY S.



CLAREMONT AVENUE S. - LOOKING NORTH @ PROJECT SITE

BIRD'S EYE VIEW

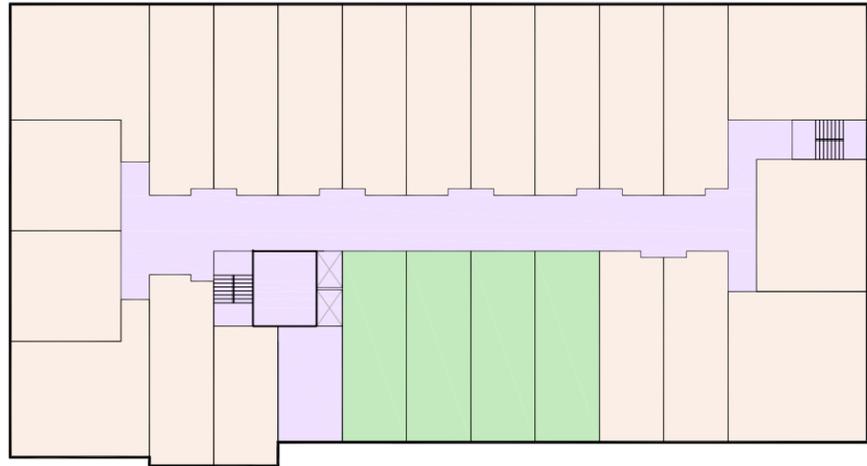


LEGEND

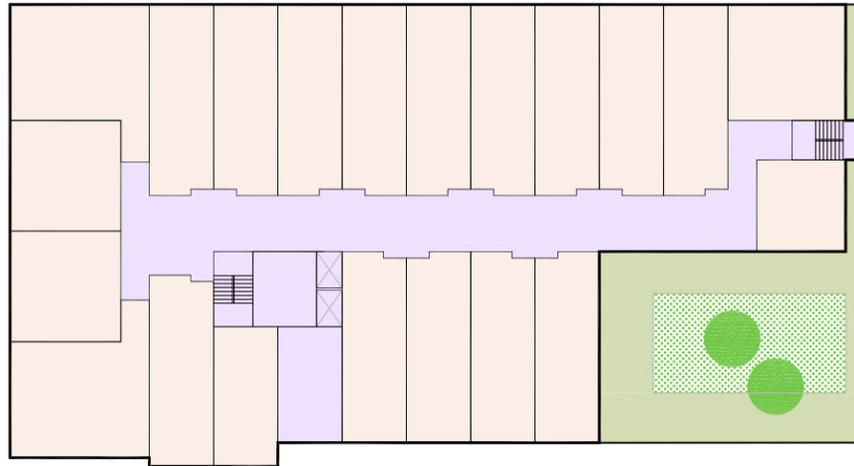
- RESIDENTIAL
- LIVE/WORK
- COMMERCIAL/RETAIL
- COMMON/SERVICE
- COURTYARD/OPEN SPACE
- PARKING
- LANDSCAPING
- PEDESTRIAN INFRASTRUCTURE
- LINK LIGHTRAIL (E)
- ADJACENT STRUCTURES (E)
- LANDSCAPE (E)

LEVEL 1 - STREET LEVEL

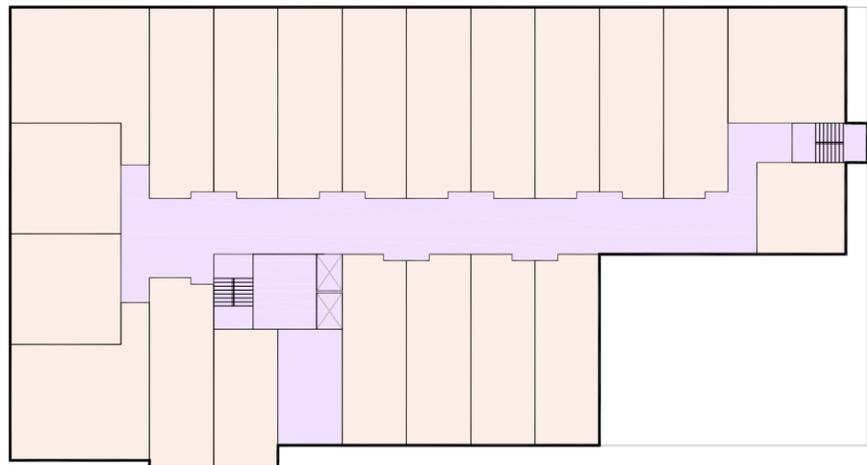
I. BUILDING MASSING - OPTION 3



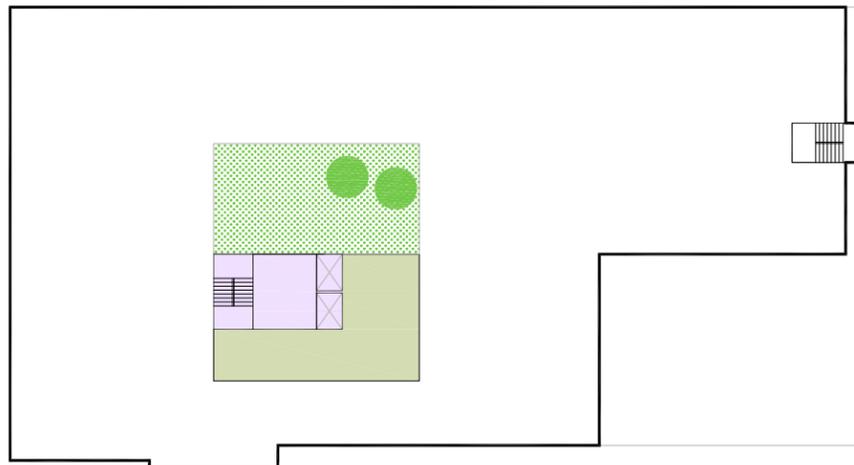
LEVEL 2



LEVEL 3



LEVEL 4-7

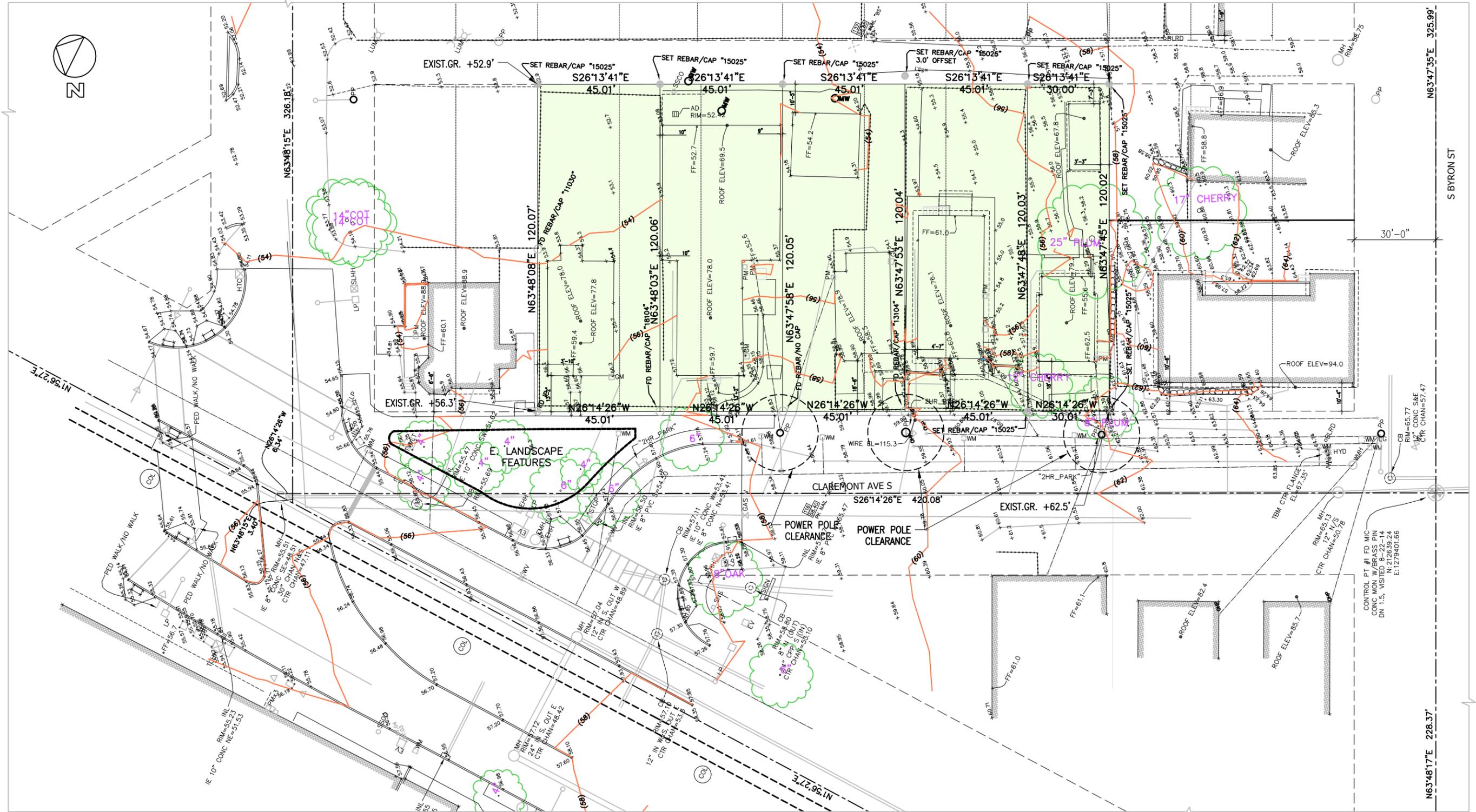


ROOF



LEGEND

- RESIDENTIAL
- LIVE/WORK
- COMMERCIAL/RETAIL
- COMMON/SERVICE
- COURTYARD/OPEN SPACE
- PARKING
- LANDSCAPING



EARLY DESIGN GUIDANCE

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 OCTOBER 2015

J. TOPOGRAPHIC SURVEY

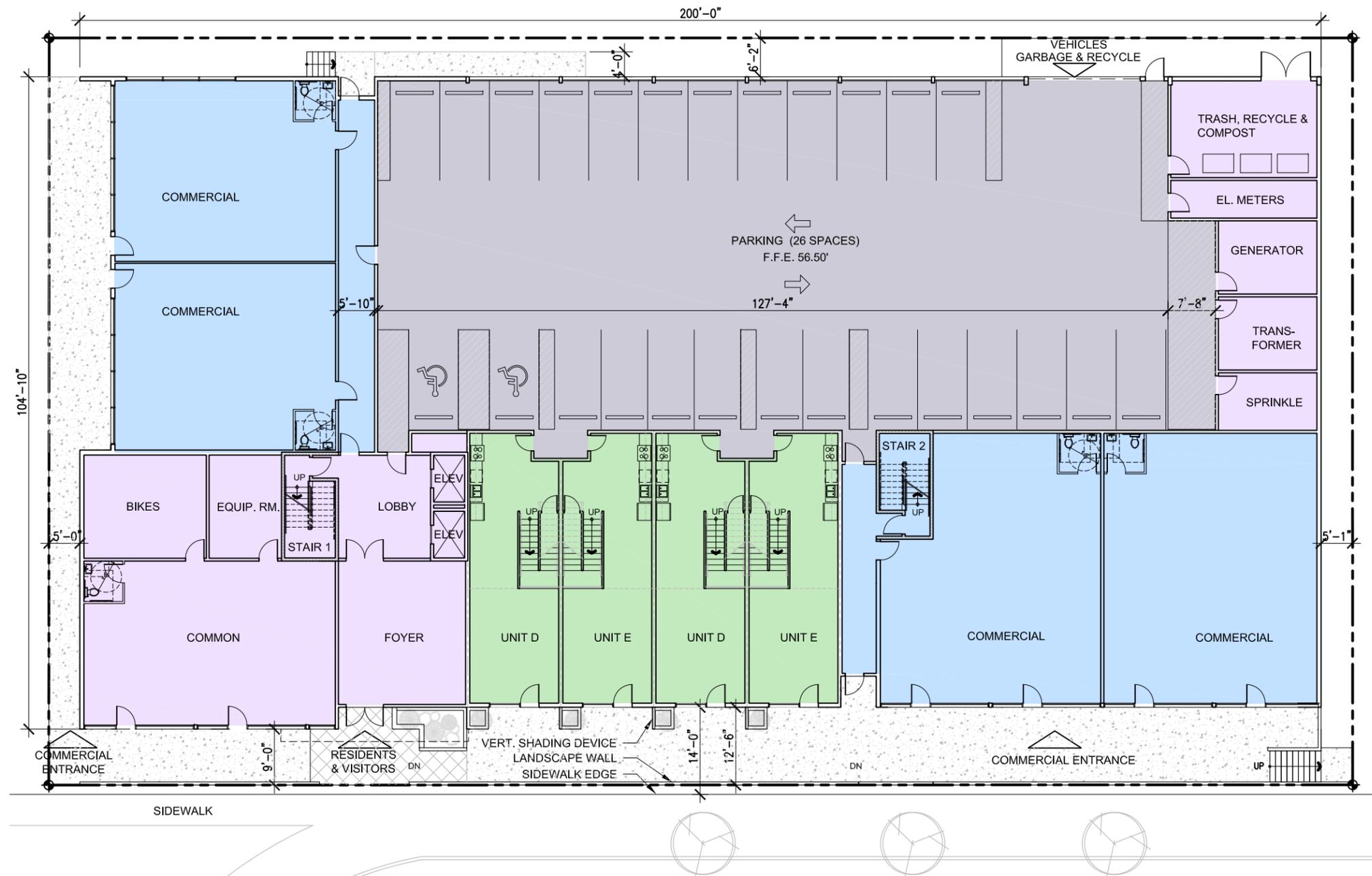
MARK TRAVERS Architect, AIA

2315 E. Pike Street
 Seattle, WA 98122

FLOOR:
1ST FLOOR PLAN

AREA:
20,113 SQ.FT

USES:
PARKING, COMMERCIAL SPACES, (4) LIVE/WORK UNITS



LEGEND

- COMMERCIAL
- RESIDENTIAL
- LIVE/WORK UNIT
- COMMON/SERVICE AREA
- PARKING

EARLY DESIGN GUIDANCE

3208, 3212, 3218, 3220, 3224 CLAREMONT AVE. S.
DPD # 3018722

OCTOBER 2015

K. PREFERRED OPTION - 1ST FLOOR PLAN

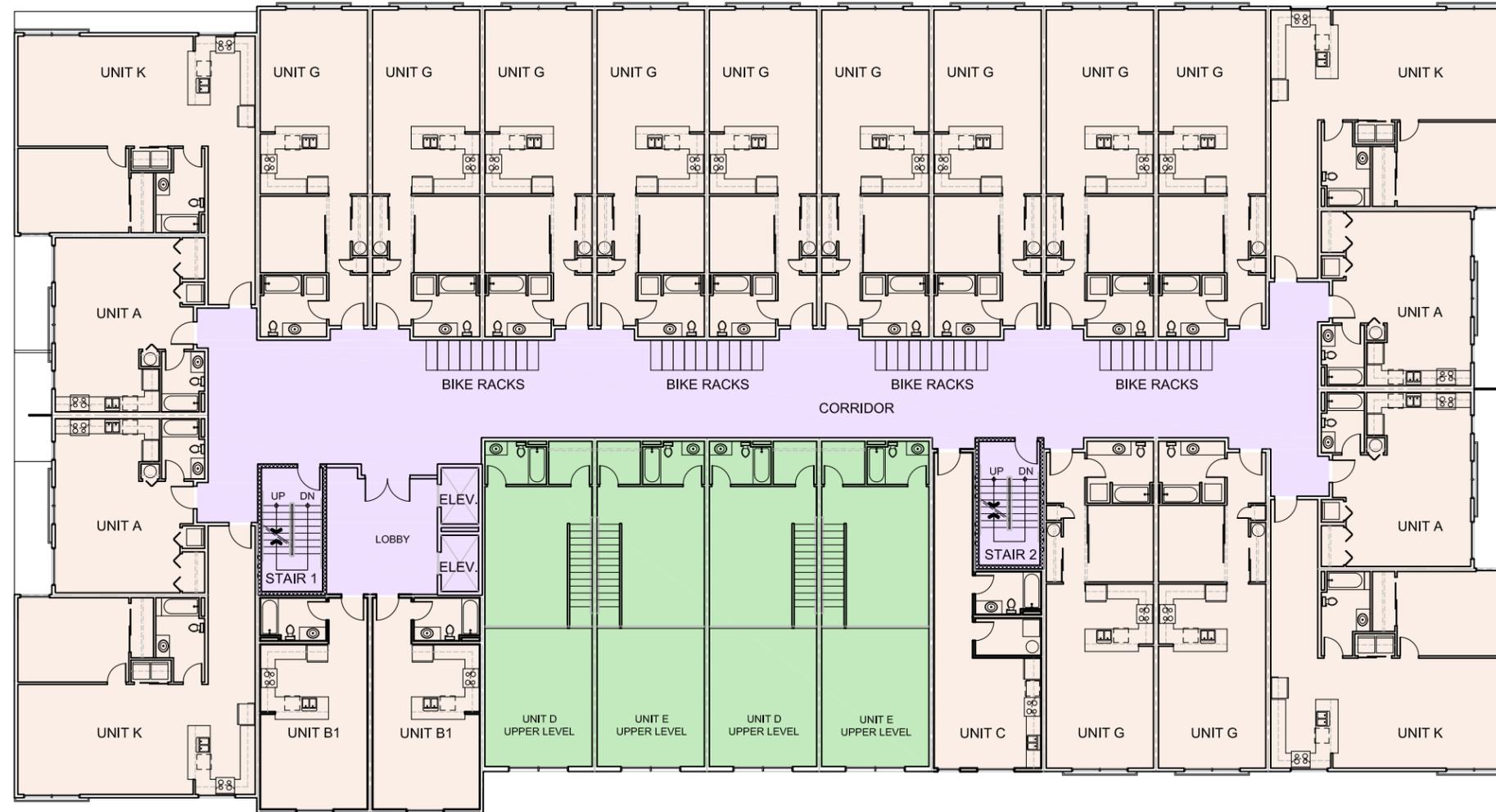
MARK TRAVERS Architect, AIA

2315 E. Pike Street
Seattle, WA 98122

FLOOR:
2ND FLOOR PLAN

AREA:
20,089 SQ.FT

USES:
(22) DWELLING UNITS, (4) UPPER LIVE/WORK UNITS



LEGEND

- COMMERCIAL
- RESIDENTIAL
- LIVEWORK UNIT
- COMMON/SERVICE AREA
- PARKING

EARLY DESIGN GUIDANCE

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DPD # 3018722
OCTOBER 2015

K. PREFERRED OPTION - 2ND FLOOR PLAN

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2315 E. Pike Street
Seattle, WA 98122

FLOOR:
3RD FLOOR PLAN

AREA:
20,089 SQ.FT

USES:
(25) DWELLING UNITS



LEGEND

- COMMERCIAL
- RESIDENTIAL
- LIVEWORK UNIT
- COMMON/SERVICE AREA
- PARKING

EARLY DESIGN GUIDANCE

3208, 3212, 3218, 3220, 3224 CLAREMONT AVE. S.
DPD # 3018722
OCTOBER 2015

K. PREFERRED OPTION - 3RD FLOOR PLAN

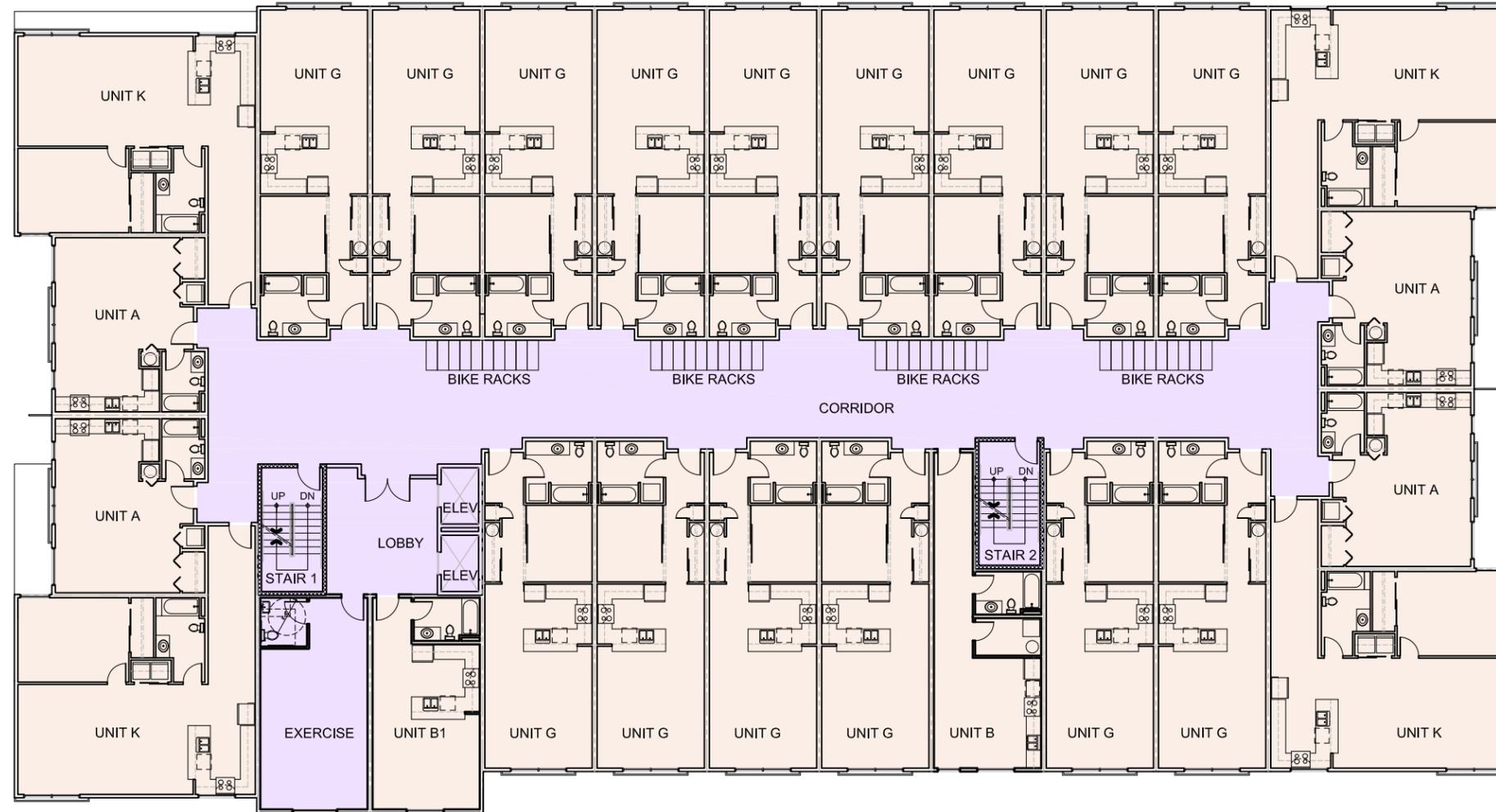
MARK TRAVERS Architect, AIA

2315 E. Pike Street
Seattle, WA 98122

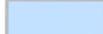
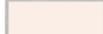
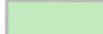
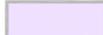
FLOOR:
4TH-7TH FLOOR PLAN

AREA:
20,089 SQ.FT

USES:
(25) DWELLING UNITS EACH FLOOR



LEGEND

-  COMMERCIAL
-  RESIDENTIAL
-  LIVEWORK UNIT
-  COMMON/SERVICE AREA
-  PARKING

EARLY DESIGN GUIDANCE

3208, 3212, 3218, 3220, 3224 CLAREMONT AVE. S.
DPD # 3018722

OCTOBER 2015

K. PREFERRED OPTION - 4TH-7TH FLOOR PLAN

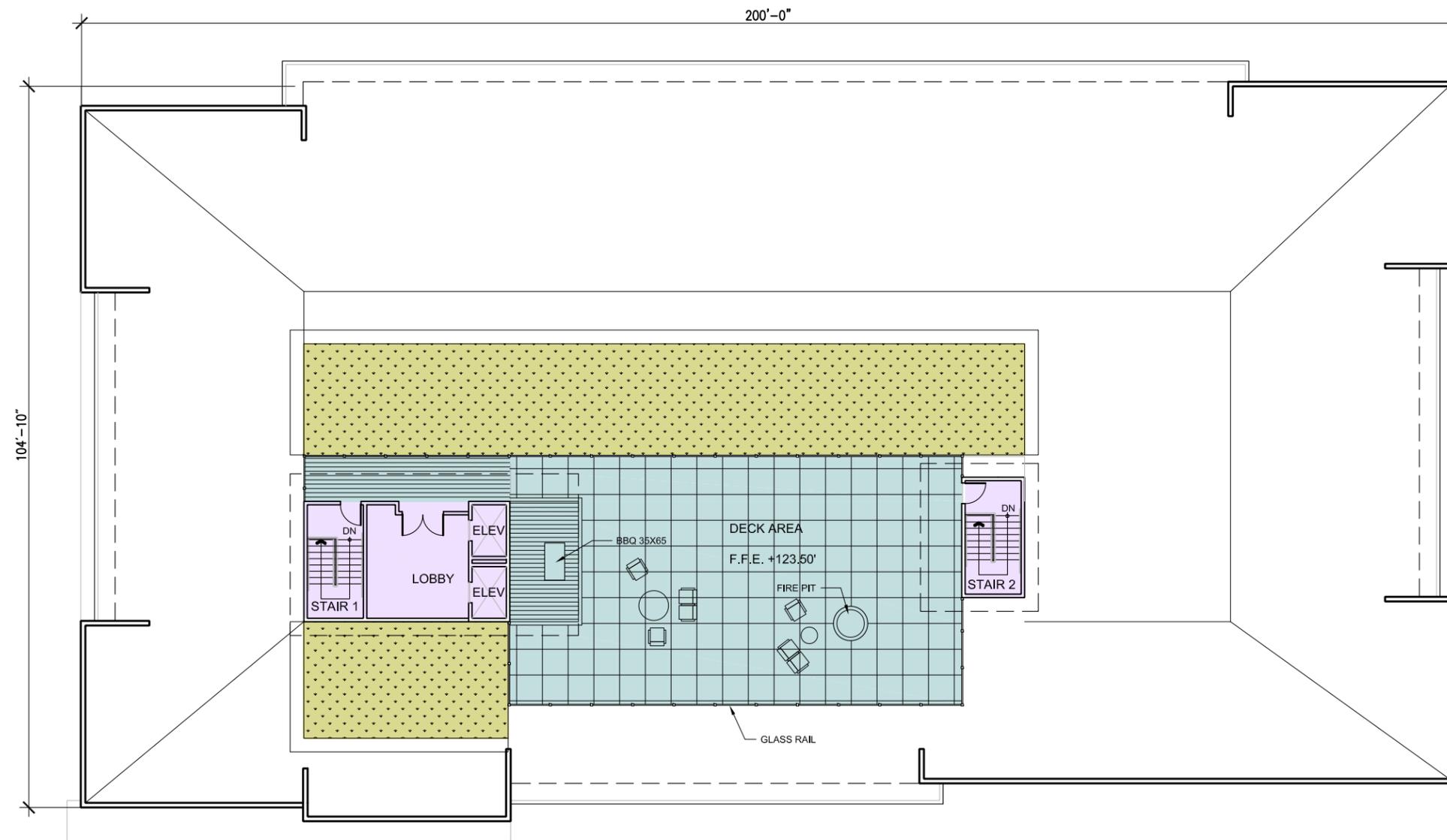
MARK TRAVERS Architect, AIA

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Seattle, WA 98122

FLOOR:
ROOF PLAN

AREA:
20,631 SQ.FT. (INCL. 2588 SQ.FT. DECK)

USES:
ROOF/PARTIALLY SUNDECK



LEGEND

- DECK
- GREEN ROOF
- COMMON/SERVICE AREA

EARLY DESIGN GUIDANCE

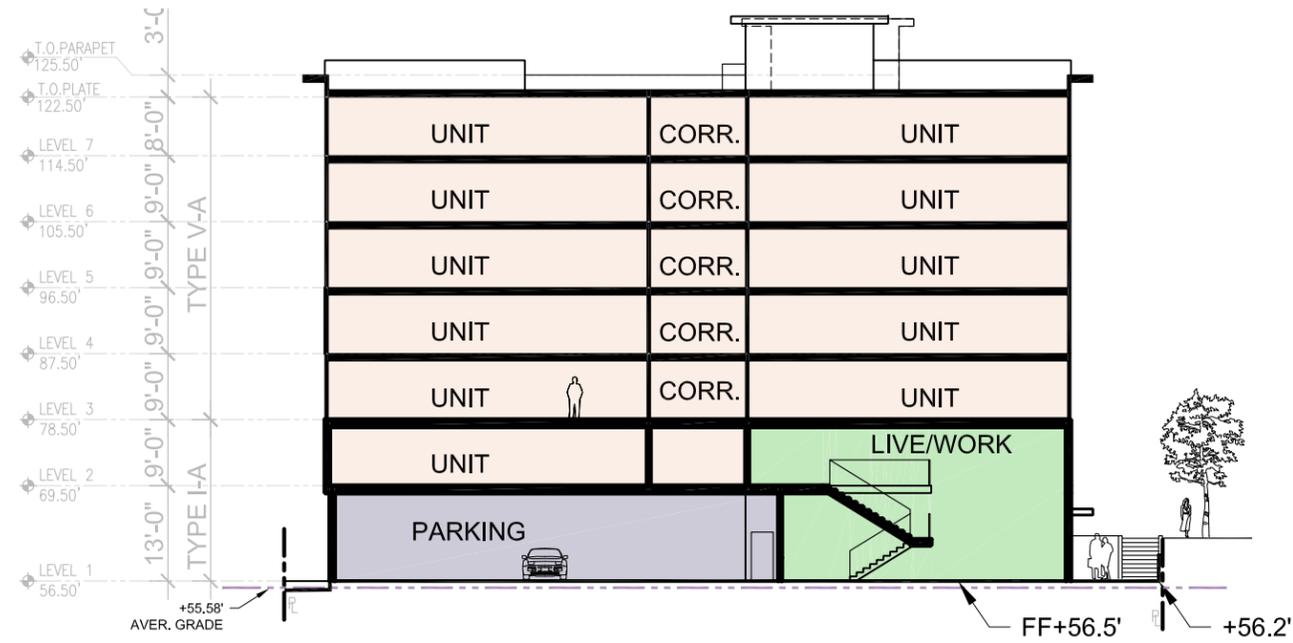
3208, 3212, 3218, 3220, 3224 CLAREMONT AVE. S.
DPD # 3018722

OCTOBER 2015

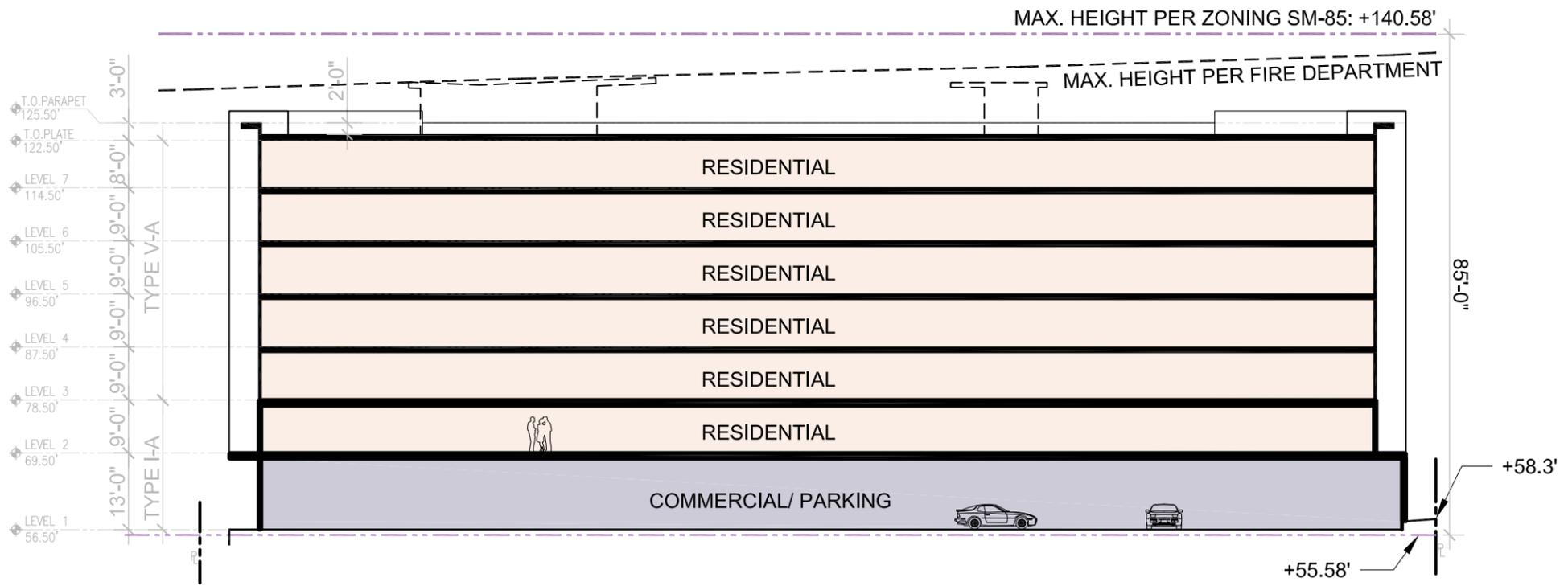
K. PREFERRED OPTION - ROOF PLAN

MARK TRAVERS Architect, AIA

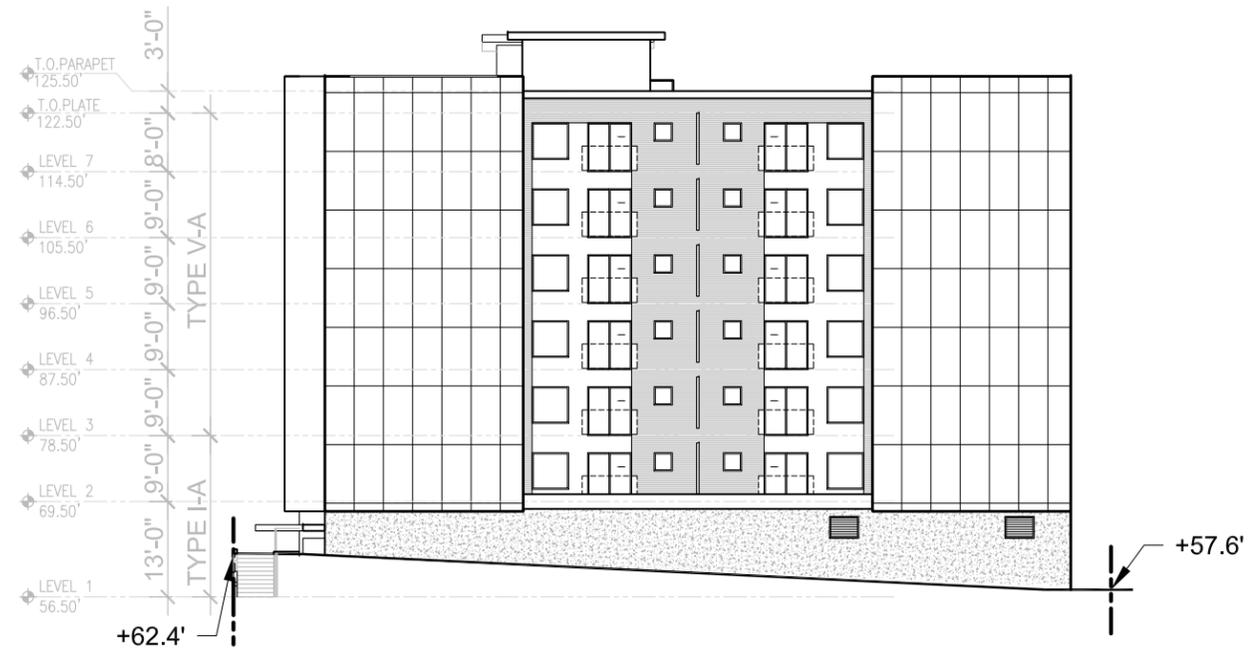
2315 E. Pike Street
Seattle, WA 98122



CROSS SECTION



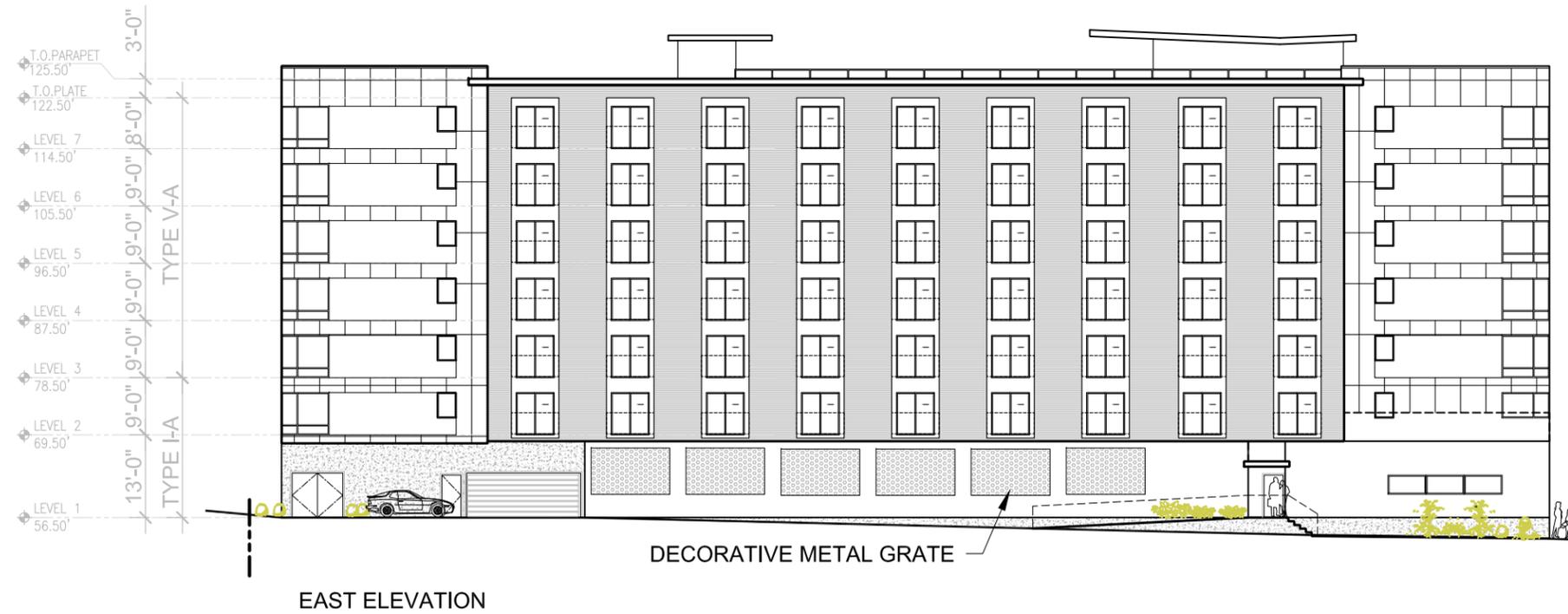
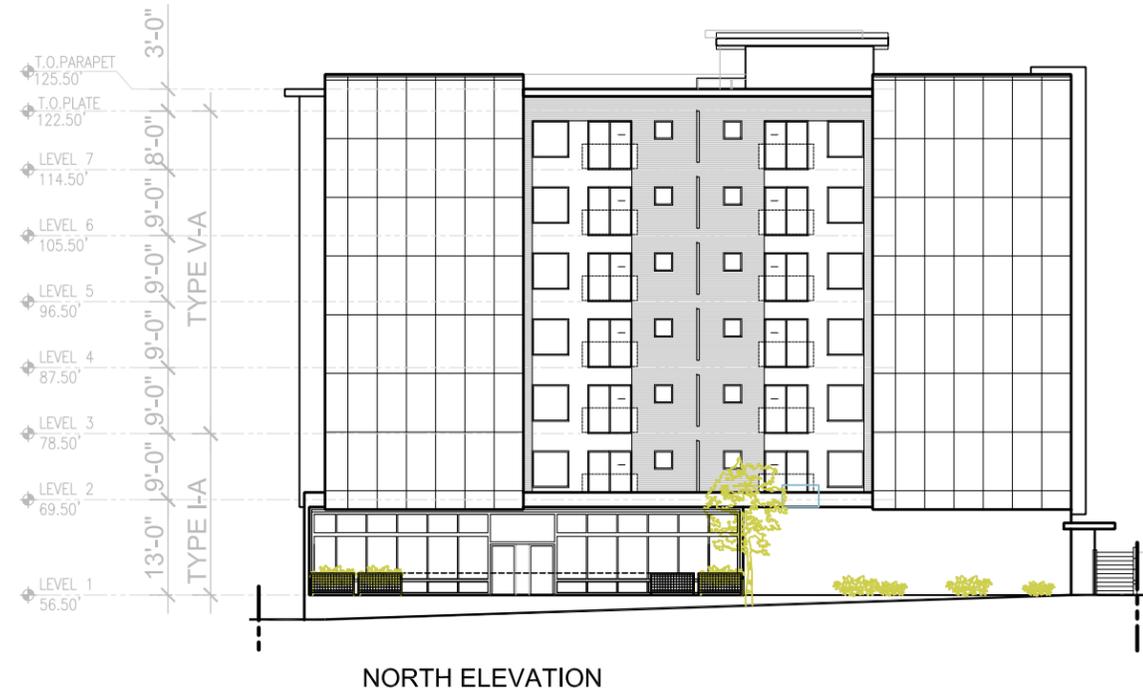
LONGITUDINAL SECTION

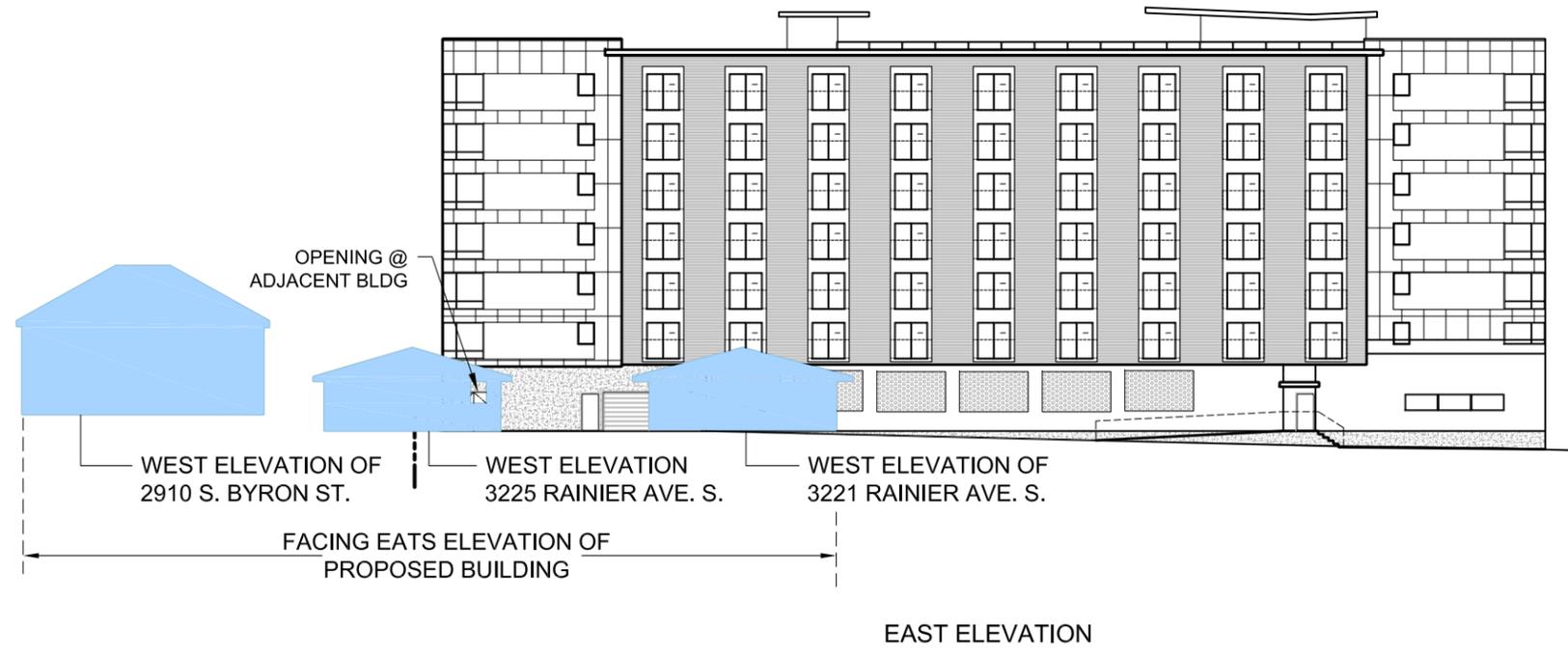


SOUTH ELEVATION



WEST ELEVATION

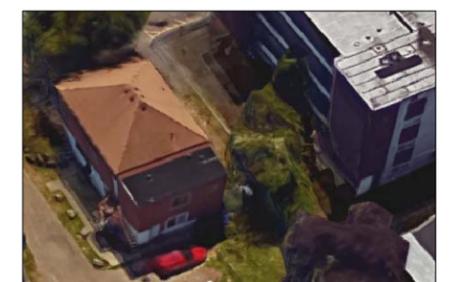




2801 S. HANFORD ST.



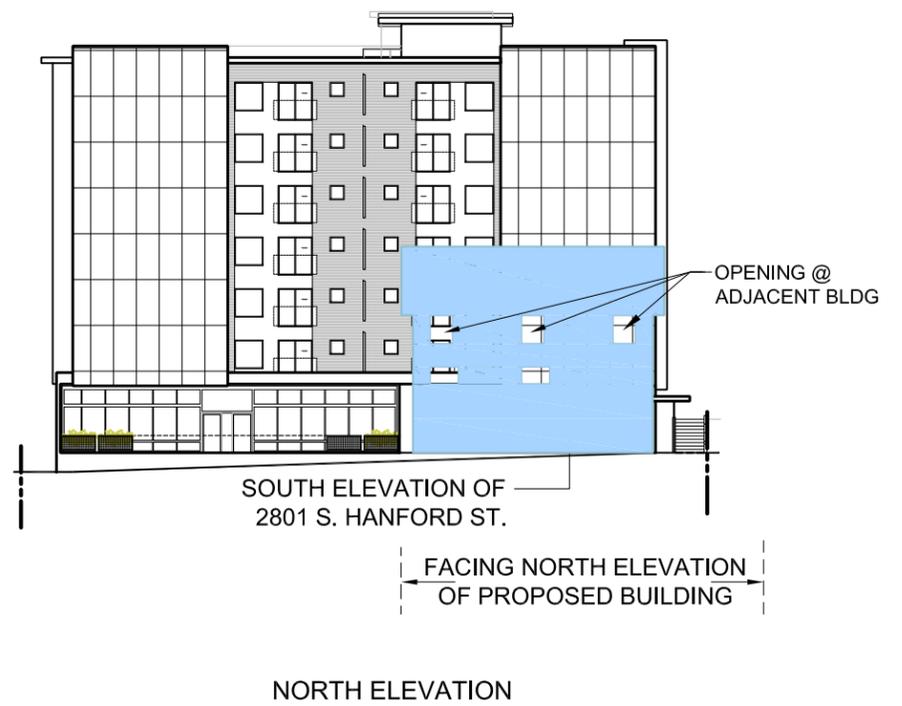
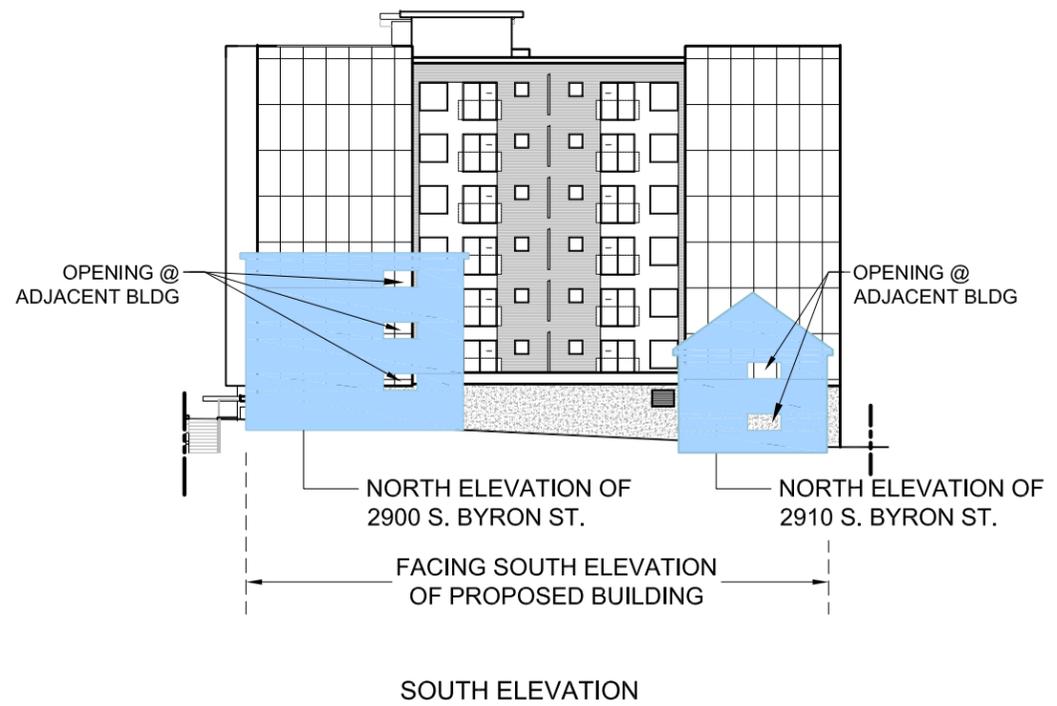
3221, 3225 RAINIER AVE. S.



2910 S. BYRON ST.



2900 S. BYRON ST.



ADJACENT STRUCTURES

K. PREFERRED OPTION - WINDOW MAPPING STUDY



GROUND LEVEL

ROOF LEVEL

EARLY DESIGN GUIDANCE

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L. LANDSCAPING - LANDSCAPE PLANS

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GROUND LEVEL



ROOF LEVEL



LIVEWORK UNIT ENTRANCE FROM CLAREMONT AVE S.

EARLY DESIGN GUIDANCE

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M. STREET LEVEL STUDIES

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NORTHWEST CORNER FROM MLK JR. WAY S



NORTHEAST CORNER FROM S. HANFORD ST.



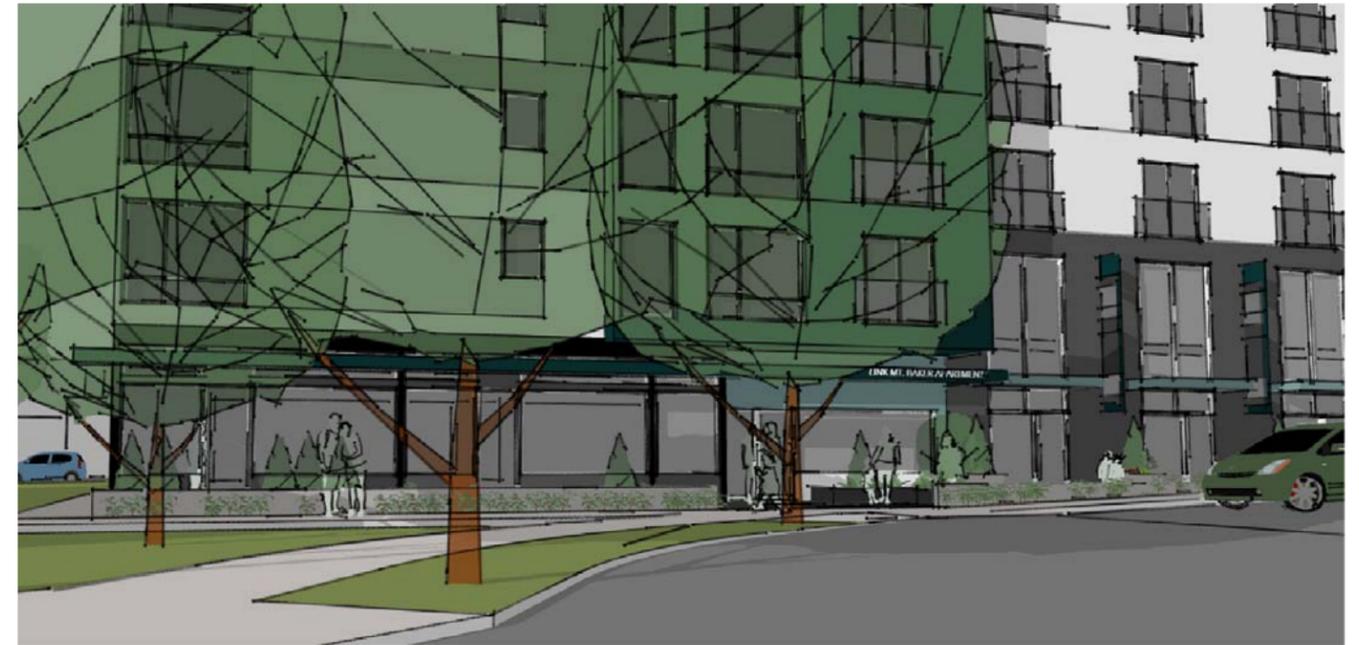
SOUTHEAST CORNER FROM S. BYRON ST.



SOUTHWEST CORNER FROM S. BYRON ST.



ENTRANCE FROM CLAREMONT AVE. S.



ENTRANCE FROM CLAREMONT AVE. S.



RESIDENT ENTRANCE - LOOKING NORTH



RESIDENT ENTRANCE - LOOKING SOUTH



LIVE/WORK UNITS FRONT ENTRIES



ACCESS TO COMMERCIAL AREA FROM NORTH SIDE



WALK WAY / SIDE WALK CONNECTION AT SOUTH SIDE



SIDE WALK LOOKING NORTH



NOVA



SQUARE ONE



PARK PASSIVE



THE DAKOTA

EARLY DESIGN GUIDANCE

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OCTOBER 2015

N. DESIGN INSPIRATIONS

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ROOFTOP LIGHTING BY HMM ARCHITECTURE + INTERIORS



ROOF GARDEN BY PULLTAB DESIGN



ROOFTOP GARDEN BBQ



WOODEN DECK WITH DECORATIVE PLANTS

EARLY DESIGN GUIDANCE

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OCTOBER 2015

N. DESIGN INSPIRATIONS

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Seattle, WA 98122



DESIGN INTENT FOR BLANK WALL



DESIGN INTENT FOR BLANK WALL



DESIGN INTENT FOR BLANK WALL WITH OPENINGS



DESIGN INTENT FOR PARKING GARAGE WALL

EARLY DESIGN GUIDANCE

3208, 3212, 3218, 3220, 3224 CLAREMONT AVE. S.
DPD # 3018722

OCTOBER 2015

N. DESIGN INSPIRATIONS

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Seattle, WA 98122



SITE ANALYSIS

- FOR THE PHOTOS PROVIDED ON PAGES 12-16, GIVE MORE ANALYSIS. NOTE WHAT INFORMED THE DESIGN (LOCATION OF ENTRIES, MASSING REGULATING LINES ETC.) SEE ATTACHED EXAMPLE.

RESPONSE: ADDITIONAL PAGES HAVE BEEN ADDED ON SECTION F FOR MORE ANALYSIS. SEE URBAN ANALYSIS, PAGES 12 AND 13.

- ON THE SURVEY, PROVIDE THE CONTOURS. TEXT IS BLURRY. IDENTIFY THE SPECIES OF EXISTING TREES 6" OR GREATER. NOTE THE ADJACENT STRUCTURES USE AND HEIGHT. (PG 23)

RESPONSE: NEW SURVEY PAGE HAS BEEN REPLACED WITH HIGHER RESOLUTION IMAGES AND ADDITIONAL INFO, SEE PAGE 30.



- PROVIDE A WINDOW MAPPING STUDY OF THE STRUCTURES TO THE NORTH, SOUTH AND EAST ACROSS THE ALLEY. RESPECT ADJACENT PROPERTIES WITH DESIGN AND SITE PLANNING TO MINIMIZE DISRUPTING THE PRIVACY OF RESIDENTS IN ADJACENT BUILDINGS. (CS2-D-5) A MORE IN DEPTH ANALYSIS SHOULD BE PROVIDED.

RESPONSE: THE DESIGN AND SITE PLANNING HAVE BEEN MADE IN CONSIDERING THE FOLLOWING FACTORS:

- REZONING APPROVAL BY SEATTLE COUNCIL ON JUNE 2014, FROM NC3-65 TO SM-85 FOR PROJECT SITE
- REFERENCE OF MOUNT BAKER TOWN CENTER - URBAN DESIGN FRAMEWORK (BY DPD, CITY OF SEATTLE, OCT. 2011)
- OWNERSHIP: THE STRUCTURES AT THE NORTH AND SOUTHEAST OF THE SITE HAVE THE SAME OWNER

THE WINDOW MAPPING STUDY (SEE PAGE 40) SHOWING THE BALANCE OF THE EXISTING CONDITIONS AND THE DEVELOPMENT ASPECT TO MINIMIZE DISRUPTING THE PRIVACY OF RESIDENTS IN ADJACENT BUILDINGS



MASSING OPTIONS

- PROVIDE FLOOR PLANS FOR ALL OPTIONS WITH KEY DIMENSIONS LABELED. SHOW PROPOSED STREET TREES/LANDSCAPING FOR EACH GROUND FLOOR PLANS. INCLUDE SPOT ELEVATIONS AT THE CORNERS AND COURTYARDS.

RESPONSE: SEE THE ADDITIONAL PAGES FOR MASSING OPTIONS SECTION I: PAGES 22-23, 25-26 AND 28-29

- CONSIDER AND PROVIDE A DESIGN INTENT FOR ANY BLANK WALLS.

RESPONSE: SEE ADDITIONAL PAGE 49 FOR INSPIRATION TO DESIGN INTENT OF BLANK WALLS

- CONNECT ON-SITE PEDESTRIAN WALKWAYS WITH EXISTING PUBLIC AND PRIVATE PEDESTRIAN INFRASTRUCTURE, THEREBY SUPPORTING PEDESTRIAN CONNECTIONS WITHIN AND OUTSIDE THE PROJECT. (PL1-B-1.)

RESPONSE: SEE THE ADDITIONAL PAGES IN MASSING OPTIONS SECTION FOR PEDESTRIAN INFRASTRUCTURE: PAGES 22, 25 AND 28; AND SECTION F PAGE 13 FOR PEDESTRIAN NETWORK.



PREFERRED OPTION

- SKETCHES/ PERSPECTIVES ARE VERY HELPFUL. EXPLAIN HOW THE MASSING AND GROUND LEVEL TREATMENT ALONG CLAREMONT AVE CREATES A PEDESTRIAN ORIENTED STREET EDGE. THE PREFERRED OPTION DOES NOT INDICATE A STRONG CONNECTION TO THE STREET. RESOLVE THE DESIGN, PHYSICALLY CONNECT THE FRONTAGE TO THE STREET AND EXPLORE TERRACING THE PORTIONS OF THE LANDSCAPE TO PROVIDE A VISUAL CONNECTION. PROVIDE ENLARGED SECTIONS OF THIS SPACE.

RESPONSE: REDESIGNING OF THE GROUND LEVEL BY RAISING THE FINISH FLOOR ELEVATION OF LIVE/WORK UNITS 5 FEET. THE FINISH FLOOR ELEVATION OF THE FORMAL ENTRANCE OF THE BUILDING IS CONFIGURED SO AS TO MATCH THE SIDEWALK ELEVATION ADJACENT TO THE SITE. THIS IS THE AREA IN THE NORTHWEST CORNER OF THE SITE THAT CONVERGES WITH THE LARGE PLANTING AREA IN THE RIGHT OF WAY. THE SITE AT THE WEST ELEVATION IS SEPARATED FROM THE RIGHT OF WAY BY PAVING CHANGES AND A LOW LANDSCAPE WALL THAT EXTENDS TOWARD THE SOUTH OF THE ENTRANCE. THE SITE SLOPE UP TO THE SOUTH WHICH DRIVES THE NEED FOR THE LANDSCAPE WALL EVENTUALLY BECOME A RETAINING WALL. THE GUARDRAILS WILL BE INSTALLED PER REQUIREMENT BY CODE (30 INCHES AND UP - SBC 1013.2)

SEE SECTION M, PAGES 43-46 FOR PERSPECTIVES AND CLOSE-UP IMAGES OF GROUND LEVEL TREATMENT ALONG CLAREMONT AVENUE SOUTH.