

# 11th Avenue MOD Studios

4510 11TH AVENUE NE SEATTLE, WA 98105



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# MOD Studios 11th Avenue Mixed-Use Apartments

4510 11th Avenue NE  
Project # 3019455  
Meeting date: 05-23-2016

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# PROPOSAL - DEVELOPMENT OBJECTIVES & EXTENDED AERIAL

## DEVELOPMENT OBJECTIVES

The proposed is a seven-story mixed-use apartment building on an urban site with multiple parcels that consists of approximately 22,016 sq. ft. of combined site area within the University District. Programmatically, the building will feature private and shared rooftop terraces, three levels of below grade parking, and 201 units designed to serve residents with fully furnished studio apartment style living and the public with street level commercial uses to include a bakery, fitness center (residents), outdoor public space, and a commercial arcade/connection to the adjacent Marriott Residence Inn Hotel across alley and to 12th Avenue beyond. The intent is to turn one of the last remaining undeveloped lots along the eastern stretch of 11th Avenue NE between NE 47th Street and NE 45th Street into a nexus of activity supported by a cast of residential uses that surround the site such as the new Bridges at 11th, Avalon Bay, and Acacia Courts to name a few. The proposed will take the place of a site buffered by vacant lots to the north and south, and which contains (2) existing two-story brick buildings with no historic designation and a surface lot for parking.

Due to the natural curve and configuration of the site, the building façade with thoughtful intention is permitted to break at intervals creating a harmonious front while maintaining continuous street views from either direction off of 11th Avenue NE. Focal accent corners/edges, framed building entries, and larger massing projections will help compliment an otherwise undisturbed field of color and form, while identifying place, entry, and arrangement. Building elements such as a cantilevered floor edge; will create physical and visual separation between more active street level uses to more sedated residences above, will provide a means of protection from the elements, as well as become a datum by which the pedestrian experience will change along with the slope of the site from more intimate residential uses at the north, to a centrally located building entry, then to a more generously scaled commercial sequence to the south. The latter of which is focused around establishing a gathering place for shared use by residents, the general public, and by guests of the neighboring Marriott Hotel (which is owned by the same developer as the proposed site). Taking cues from the adjacent AVA apartments and the Bridges, the proposed will increase walkability, provide opportunities for street-level interaction, strengthen connectivity and interest via the proposed commercial arcade. The proposed will provide a public connection between 11th Ave. and the alley, connecting across the alley to the adjacent hotel porte-cochere and entry lobby, and further connecting to 12th Ave.

Street presence is a reaction to site and the site is an ideal location for making its presence known. The proposed will respond to the long standing history and the diverse youthfulness of the neighborhood. By creating a building form that is contemporary and well-articulated through the use of simplified building materials achieving opacity through composite and/or metal panel as well as using portions of masonry and/or concrete, and by employing transparency through glazed facades, punched openings, and balconies. By modulating the building at intervals to create depth, visual interest, and to create hierarchy of the overall massing to fit within the establish context. By embellishing the building envelope through a subdued yet dynamic color palette of combined neutral and highlights of a vibrant color accent. By embracing and enhancing the pedestrian experience through the use of covered walk-ways, appropriately scaled street frontage, approachable pubic space, and a connective open space through the building. By creating a flexibility of uses at street level that engages the existing bus stop and its users, encourages resident and public activity which in turn provides security and surveillance, and influences an increased level of activity within the neighborhood.

The proposed has established goals to create apartments, and commercial spaces that encourage a community to gather socially. Inspired by the old charm and growing character of “The Ave” it is intended to provide opportunities for people to retreat comfortably and in turn allow the people to influence the character of a place, that evokes a desire to make this spot a part of their normal routine....



Design Inspiration

## PROJECT DATA

Number of Residential Units:	201 Units
Residential Area:	112,769 sq. ft.
Commercial Area:	3,900 sq. ft.
Parking Area:	65,119 sq. ft.
Total Building Area:	124,950 sq. ft.
Number of Parking Stalls:	175 Stalls



Accent Edges



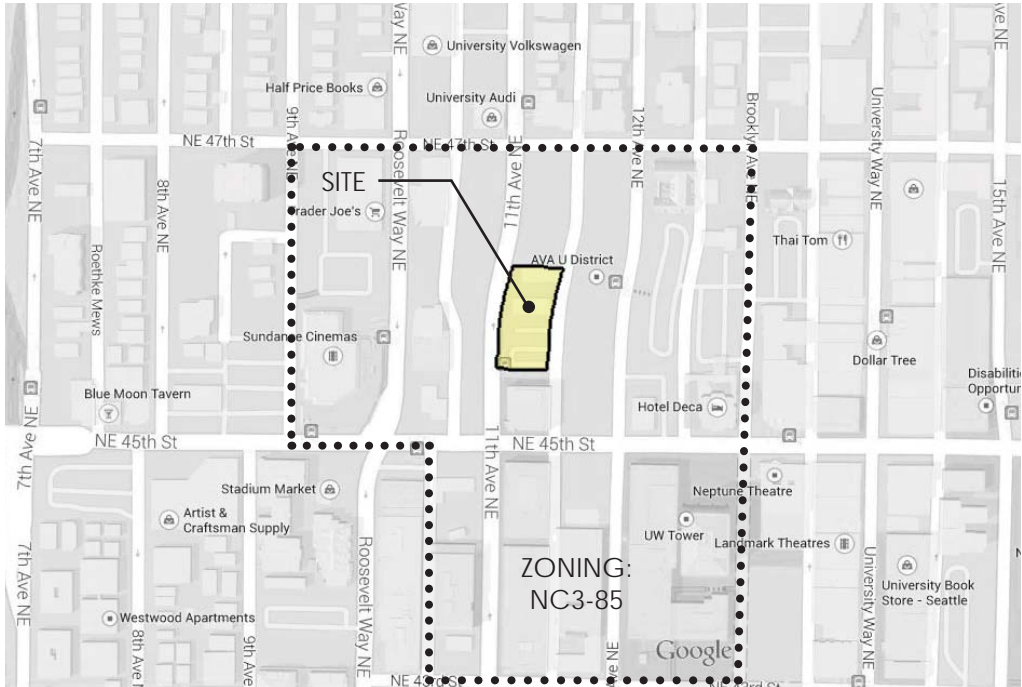
Indoor / Outdoor Active Streetscape



Outdoor Arcade



CONTEXT ANALYSIS - VICINITY MAP & URBAN CONTEXT



PLAN LEGEND

- PROJECT SITE
- COMMERCIAL
- MIXED USE
- PRINCIPAL ARTERIAL
- COLLECTOR ARTERIAL
- STREETS
- BUS ROUTE
- U-DISTRICT STATION (FUTURE)
- PARK
- SIGNIFICANT PLACE
- GATEWAY (WHITE IN PLAN)





CONTEXT ANALYSIS - NINE BLOCK AERIAL





CONTEXT ANALYSIS - DESIGN CUES



EDG Preferred Scheme



AVA West Apartments



Savanna Apartments



The Bridges



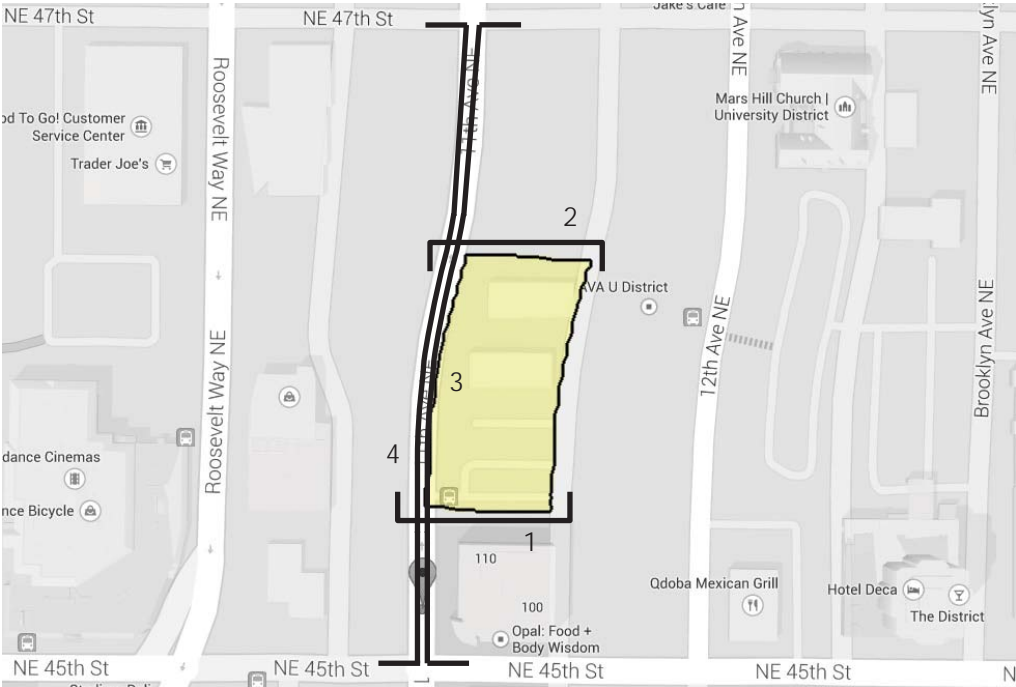
AVA East Apartments



Marriot Residence Inn on 12th

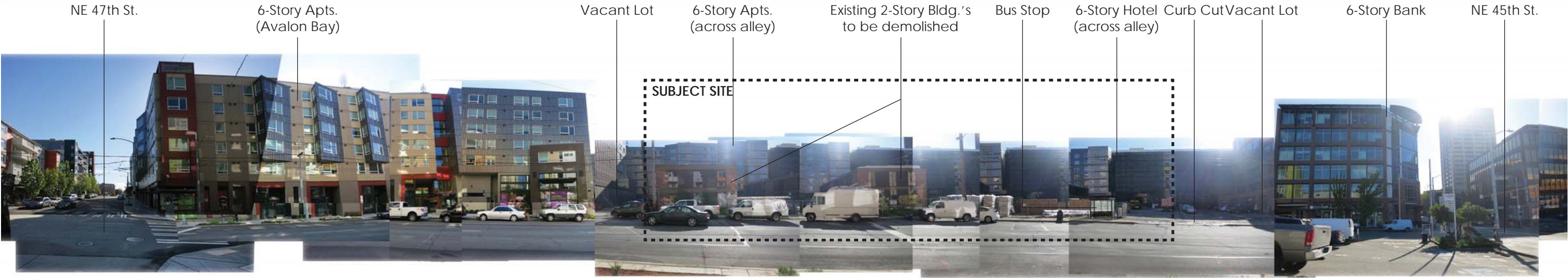


# CONTEXT ANALYSIS - STREET MONTAGE





CONTEXT ANALYSIS - STREET MONTAGE



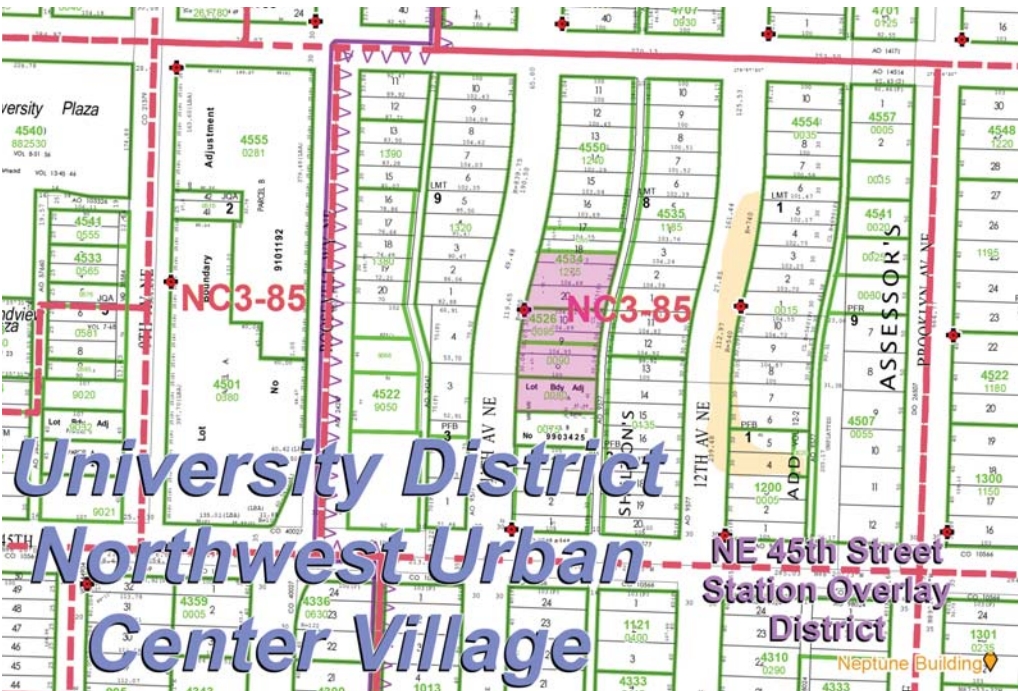
3. VIEW LOOKING EAST FROM 11TH AVE NE



4. VIEW LOOKING WEST FROM 11TH AVE NE



# ZONING DATA - ZONING SUMMARY



**SITE ADDRESS:** 4510 11th Avenue NE

**PARCEL NUMBERS:** 6746701275, 7733600095, 7733600090, 7733600080

**ZONING:** Neighborhood Commercial 3 "NC3-85"

**OVERLAY DISTRICT:**

- University District Northwest Urban Center Village
- NE 45th Street Station Overlay District

**APPLICABLE DESIGN GUIDELINES:**

- Seattle Design Guidelines "Citywide"
- University Design Guidelines "Neighborhood"

**LOT AREA:** 22,016 sq. ft. (0.505 acres)

**CHAPTER 23.47A - COMMERCIAL**

**23.47A.004 - PERMITTED USES (TABLE A)**

- Residential uses are permitted outright
- Lodging uses are permitted outright
- Commercial uses are permitted per Table A

**23.47A.005B - STREET LEVEL USES**

- Utility uses may not abut a street-facing façade in a structure that contains more than one residential unit.

**23.47A.005C - RESIDENTIAL USES AT STREET LEVEL**

- Reference 23.61.012

**23.47A.008 - STREET LEVEL DEVELOPMENT STANDARDS**

- Blank facades limited to 20 feet in length and 40% of façade.

**23.47A.008B - NON-RESIDENTIAL STREET-LEVEL REQUIREMENTS**

- 60% of the street-facing façade shall be transparent.
- Extend transparent areas an average of 30 feet deep and a min. of 15 feet.
- Minimum floor-to-floor height of at least 13 feet.

**23.47A.008D - RESIDENTIAL STREET-LEVEL REQUIREMENTS**

- (1) residential facade shall have a visually prominent pedestrian entry; and
- The floor of a dwelling unit located along the street-level shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet.

**23.47A.012 - STRUCTURAL HEIGHT**

- 85'-0" Height Limit
- Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend 4 feet above the height limit.
- Mechanical equipment and stair/elevator penthouses may extend 16 feet above the height limit.

**23.47A.013 - FLOOR AREA RATIO (TABLE B)**

- Maximum Floor Area Ratio (FAR) in the Station Area Overlay District = (6) for 85' height limit. 22,016 sq. ft. \* 6 (FAR) = 132,096 sq. ft. (buildable)

**23.47A.014 - SETBACK REQUIREMENTS**

- Decks with open railings may extend into the required setback.

**23.47A.016 - LANDSCAPING AND SCREENING STANDARDS**

- Landscaping that achieves a Green Factor score of 0.3 or greater.
- Street trees are required when any development is proposed.

**23.47A.024A - AMENITY AREA**

- Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use.

**23.47A.032 - PARKING LOCATION AND ACCESS**

- Access to parking shall be from the alley.
- There is a existing permanent access easement with the adjacent property owner on the south end of the subject property and it may be used in addition to alley way for vehicular access.

**23.53.015 - IMPROVEMENT REQUIREMENTS FOR EXISTING STREETS IN RESIDENTIAL AND COMMERCIAL ZONES**

- Minimum right-of-way widths for arterials per R.O.W. Improvement Manual.
- 3'-0" setback required due to insufficient R.O.W (currently 60'-0")

**23.53.030 - ALLEY IMPROVEMENTS IN ALL ZONES (TABLE C)**

- 20' width required in NC3 zones for existing alleys.
- 5'-0" dedication required due to insufficient alley (currently 10'-0")

**23.53.035 - STRUCTURAL BUILDING OVERHANGS AND MINOR ARCHITECTURAL ENCROACHMENTS**

- Overhangs shall be a minimum of 8 feet above all sidewalks, or 26 feet above alleys.
- The maximum projection for an overhang shall be 3 feet, and no closer than 8 feet to the centerline of any alley.
- The transparency of glass areas at each bay window shall be a minimum of 50% of all the vertical surfaces.
- The maximum length of each structural building overhang shall be 15 feet measured at any location that is beyond the property line.
- The maximum length of bay windows and a balconies located near one another shall be 18 feet.
- The minimum horizontal separation between bay windows, balconies, and between bay window and balcony combinations, shall be 8 feet.
- Bay window or balcony or other projection over a street or alley shall also be horizontally separated from interior lot lines by a minimum of 1 foot.
- Corner bay windows, balconies, and other projections are limited to a maximum width of 15 feet, and a maximum total horizontal area of 81 square feet per floor.
- The total vertical surface area of bay windows, balconies and other projections shall not exceed 30% of the total vertical surface area of the respective street-facing or alley facade. Open railings are excluded.

**23.54.015 - REQUIRED PARKING (TABLES A & B)**

- There is no minimum requirement for parking for non-residential uses or for parking for residential uses within Station Area Overlay

**23.54.040 - SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS (TABLE A)**

- Residential developments require 575 square feet plus 4 square feet for each additional unit above 100.
- 82 square feet for commercial spaces under 5,000 square feet.

**23.61.012 - RESIDENTIAL STRUCTURES**

- Residential uses are permitted outright anywhere in NC zones, unless located on a lot in a pedestrian designated zone.

**LOCATIONAL CRITERIA**

**23.34.09 - STATION AREA OVERLAY DISTRICT**

- Function: Preserve or encourage a diverse, mixed-use community with a pedestrian orientation.
- Desired Characteristics: high levels of pedestrian activity in commercial and mixed-use zones or presence of a wide variety of retail/service in mixed-use zones or minimal pedestrian-auto conflicts or medium to high residential density.
- Physical Conditions: presence of medium to high density residential zoning, presence of commercial or mixed-use area where goods and services are available to the public and enhance the environment, opportunities for new development to access transit, bicycle, and pedestrian modes of transportation, and opportunities for construction of new development that support transit.





EXISTING SITE CONDITIONS - SUN & SHADOW STUDIES



JUNE 21: 10AM



MARCH/SEPT: 10AM



DEC 21: 10AM



JUNE 21: NOON



MARCH/SEPT: NOON



DEC 21: NOON



JUNE 21: 2PM



MARCH/SEPT: 2PM



DEC 21: 2PM



# EXISTING SITE CONDITIONS - SITE SURVEY & CORNER LOT VIEWS

The subject site has a gross land area of 22,016 sq. ft. (0.505 acres) and spans 210'-0" north to south and west to east 105'-0" on Parcels A, B, C, and D. Currently there is a vacant lot to the north (lot 18) 30'-0" wide and another vacant lot to the south 45'-0" wide. The vacant lots are currently utilized for surface parking. Due to narrow width, likelihood of future development is low.

The topography of the site slopes from a northeast high point to a southwest low point with a slope change of approximately 10'-0".

The existing condition of the subject site is primarily paved and marked for surface parking (33 spaces + 10 shared spaces at the south end of Parcel D). A portion of the site contains (2) two story buildings with an area that totals 6,251 sq. ft. with no historical relevance.

Existing 11th Ave. NE R.O.W is 60'-0" wide and the alley is 10'-0" wide. Both the existing R.O.W. and alley currently maintain insufficient widths. There are no significant trees on the subject site or on the east side of 11th Ave. NE in the R.O.W.

A 5'-0" dedication at the alley and a 3'-0" setback (no protest agreement) on 11th Avenue is required.

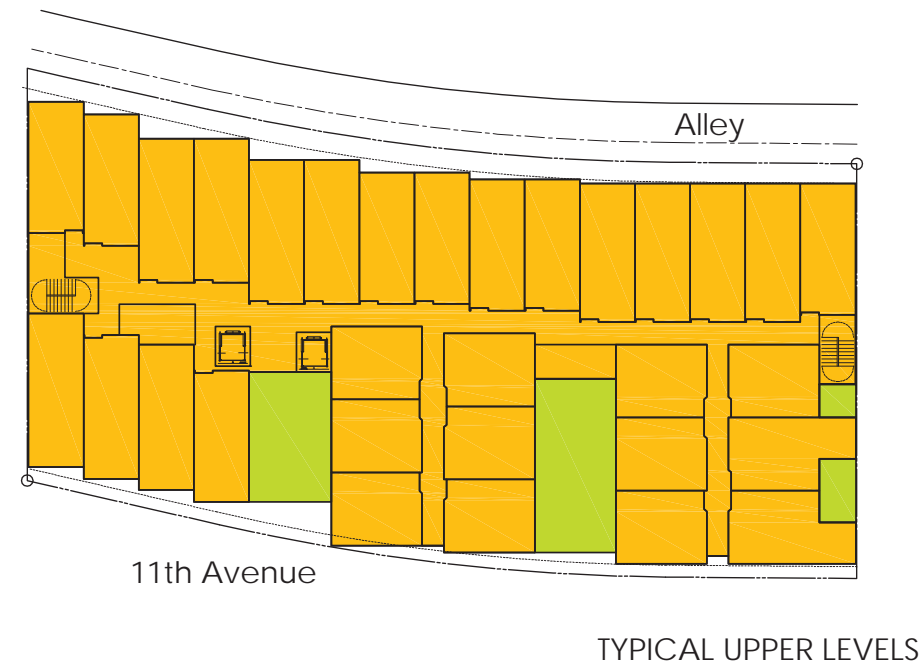
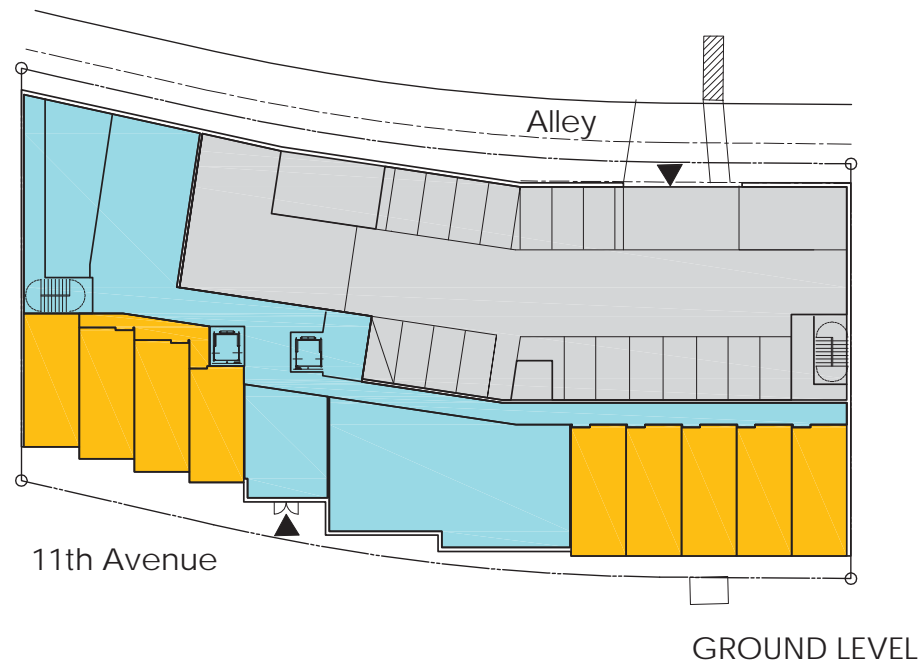
A Street-Improvement Exception Request has been approved by SDCI to allow the building to cantilever above the 3 ft. ROW setback.



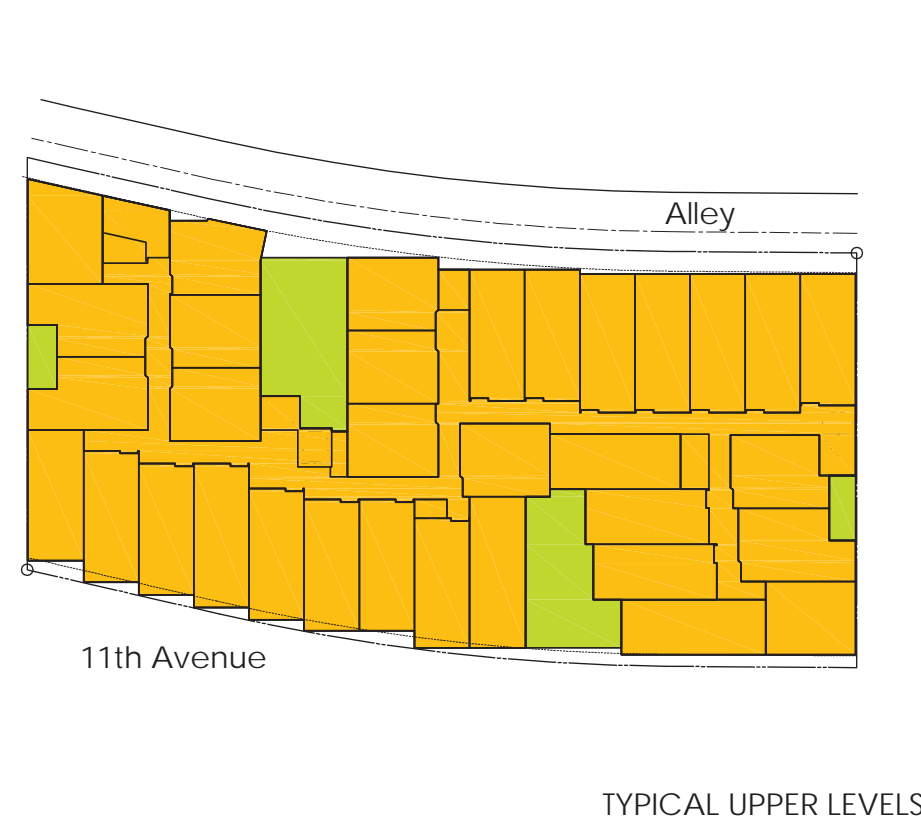
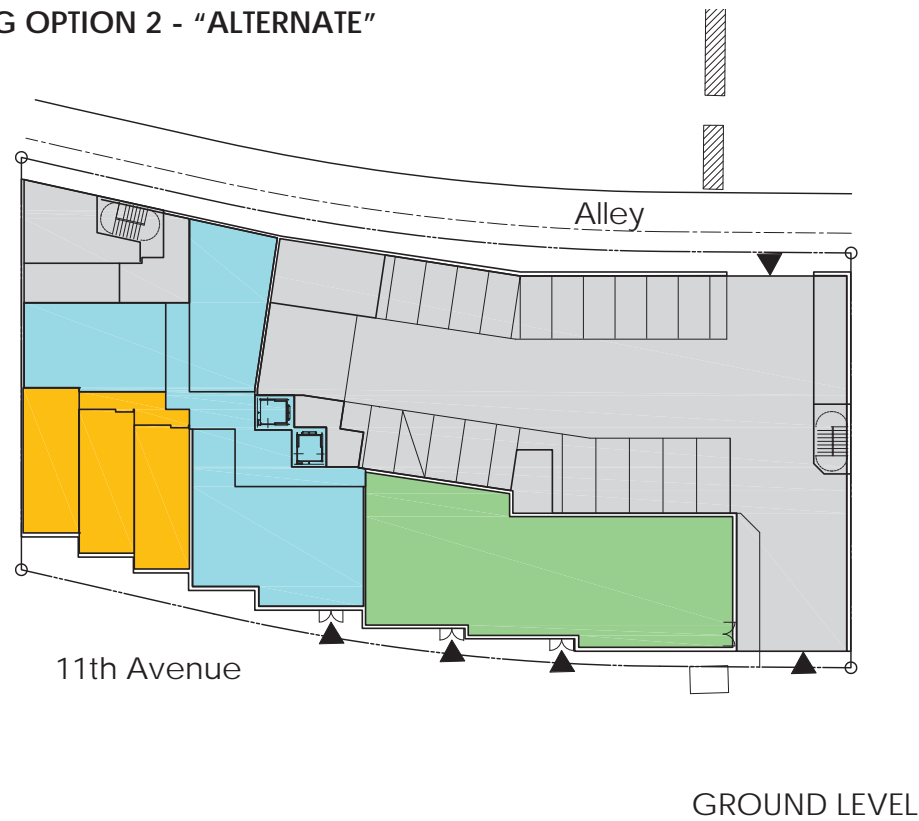


EARLY DESIGN GUIDANCE (EDG) SUMMARY

EDG OPTION 1 - "CODE COMPLIANT"



EDG OPTION 2 - "ALTERNATE"





# EDG ARCHITECTURAL CONCEPT - OPTION 3 "PREFERRED"

**DESCRIPTION:**  
Similar to the code compliant concept, this building is identifiable by an "E" shaped building footprint above level two. However, this concept places the landscaped terraces to the east allowing increased privacy and a reduction in audible street noise for resident use, while providing an increase in the number of street facing units. In addition, this concept is much like the alternate scheme in that it also capitalizes on the natural curvature of the street allowing greater articulation along the street front, as well as increased opportunities for material, color and texture. A commercial arcade highlights this concepts ability to transform a simple street presence into an interactive space with connections to streets, alley, seating, and neighboring properties.

FLOOR AREA SUMMARY:		NUMBER OF UNITS:	
Ground Level	19,742 sq. ft.	33 per floor x 6 = 198	
2nd Level	18,340 sq. ft.	+ 3 ground level = 201 total	
3rd Level	18,340 sq. ft.	<b>PARKING:</b> 176	
4th Level	18,525 sq. ft.	<b>F.A.R. - ALLOWABLE ABOVE GROUND:</b>	
5th Level	18,525 sq. ft.	Total Site Area	22,016 sq. ft.
6th Level	18,525 sq. ft.	Multiplier	6
7th Level	18,525 sq. ft.	(Station Station Area)	
Total Gross		Total Allowable	132,096 sq. ft.

- OPPORTUNITIES:**
1. Building massing follows curve of street frontage and provides an urban streetscape.
  2. Units on alley face inward to maximize privacy and limit overlook to adjacent hotel windows.
  3. (2) courtyards allow for podium level landscaping/terraces.
  4. Maximizes the unit yield/FAR to meet developer goals for project within six story (Type 5A construction).
  5. Increased commercial uses allow for increased pedestrian activity.
  6. Commercial arcade maximizes street-level modulation and interest, and provides opportunities for gathering, seating, and connecting uses and people through the site.
  7. Commercial arcade/public open space provides opporyunities corner commercial spaces, not otherwise available for a mid-block site.
  8. Highest concentration of west facing units to maximize daylight and street views.

- CONSTRAINTS:**
1. Upper level street facade is long with only minor modulation (Will be offset with variation in material, texture, color & glazing patterns).
  2. Courtyards face east - limited solar access (but maximum privacy).

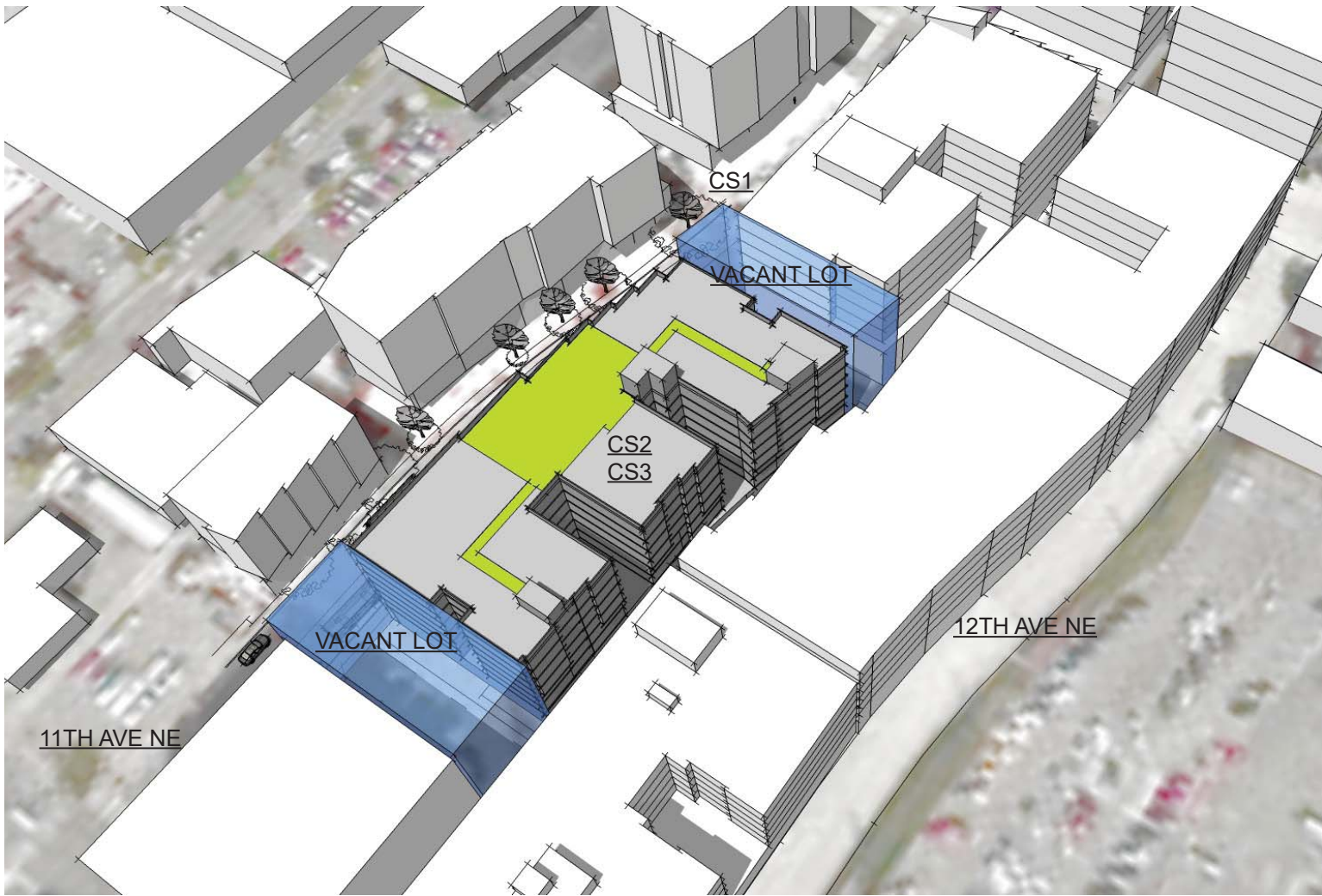
**DEPARTURES (SEE PAGE 20):**

1. SMC 23.47A.008D.2
2. SMC 23.53.035.7
4. SMC 23.53.035.8
5. SMC 23.53.035.9





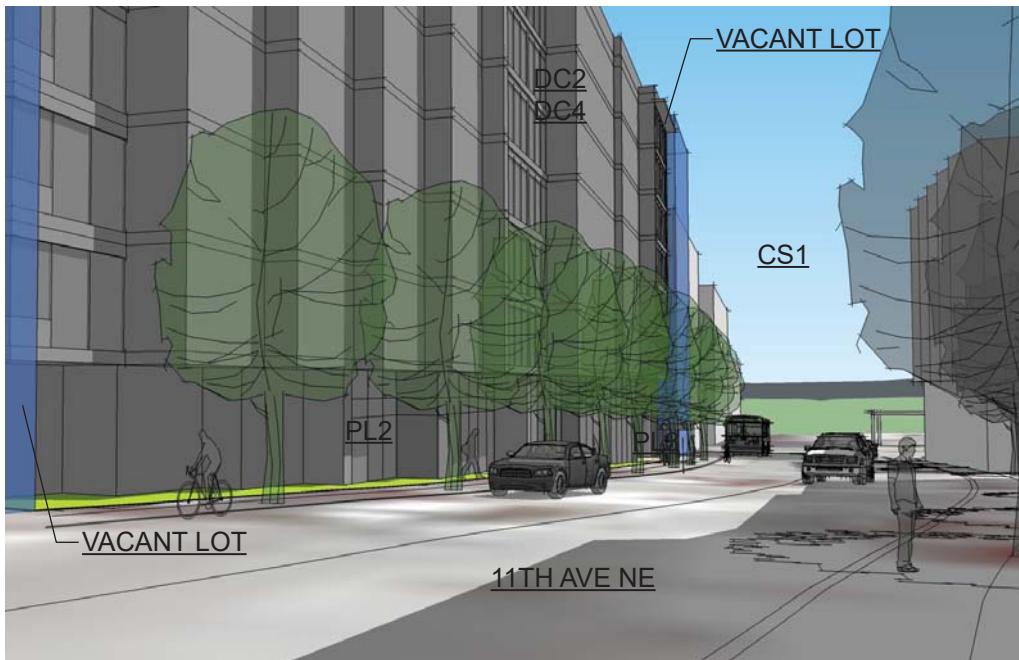
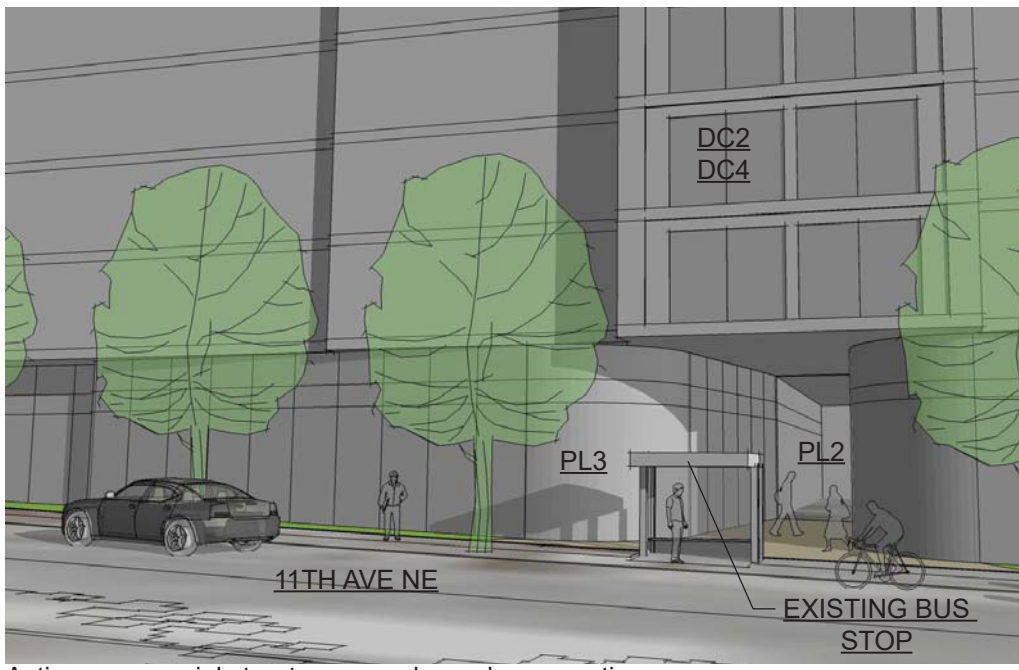
# EDG ARCHITECTURAL CONCEPT - OPTION 3 "PREFERRED"



◀ BIRD'S-EYE VIEW LOOKING NORTHWEST

- PRIORITY DESIGN GUIDELINES
- CS1 - Natural Systems & Site Features
  - CS2 - Urban Pattern & Form
  - CS3 - Architectural Context & Character
  - PL2 - Walkability
  - PL3 - Street Level Interaction
  - DC2 - Architectural Concept
  - DC4 - Exterior Elements & Finishes

STREET VIEW LOOKING TOWARD PEDESTRIAN WALKWAY ▶



BIRD'S-EYE VIEW LOOKING NORTHEAST ▶



◀ STREET VIEW LOOKING SOUTH FROM 11TH AVE NE



# EDG GRESPONSE - MASSING

## PRIORITIES & BOARD RECOMMENDATIONS

The Board deliberated the merits of the second and third massing options and ultimately preferred massing Option Three, as the single unified façade is more successful in creating a pedestrian oriented streetscape and consistent street edge. The third massing option also respects the privacy for the adjacent site across the alley. (Guidelines CS2-B, CS2-D-5, PL3-B) The Board directed the applicant to proceed with their preferred scheme, and also stated they would be open to the applicant moving forward with the second massing option, if a visible relationship with the commercial arcade and above courtyard were considered.

- a. In refining either scheme, the Board noted that the proposed courtyards are narrow and recommended looking at the proportions of the courtyard spaces to create access to light and air. (Guideline CS1-B).

## DESIGN REVIEW GUIDELINES:

**CS2-B**  
Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm

**CS2-D-5**  
Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

**PL3-B**  
Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

**CS1-B**  
Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

## DESIGN RESPONSE:

The courtyard proportions have been revised to open up more to the alley. Original courtyard dimensions were a constant 20 ft. width. A revised building plan with units stepping back creates an increasing courtyard dimension to approx. 26 ft. at alley. The stepping of the units also allows for corner windows in the units providing more access to daylight. To further increase the access to daylight, light colored finishes, large windows and juliette balconies are utilized in the courtyard exterior elevations. The level two terraces within the courtyards provide private patios and large landscaped areas, including trees and vertical greenscreens that will help to mitigate the tall vertical proportion and provide a buffer/screen between units. The use of courtyards along the alley elevation provide an acoustical buffer from street & alley vehicular noise and visual buffer to windows across alley in adjacent buildings (AVA Apartments & Marriott Residence Inn Hotel). See sheet 15 for original EDG courtyard plan dimensions & current proposed courtyard dimensions and views.



BIRDS-EYE VIEW OF EAST COURTYARDS

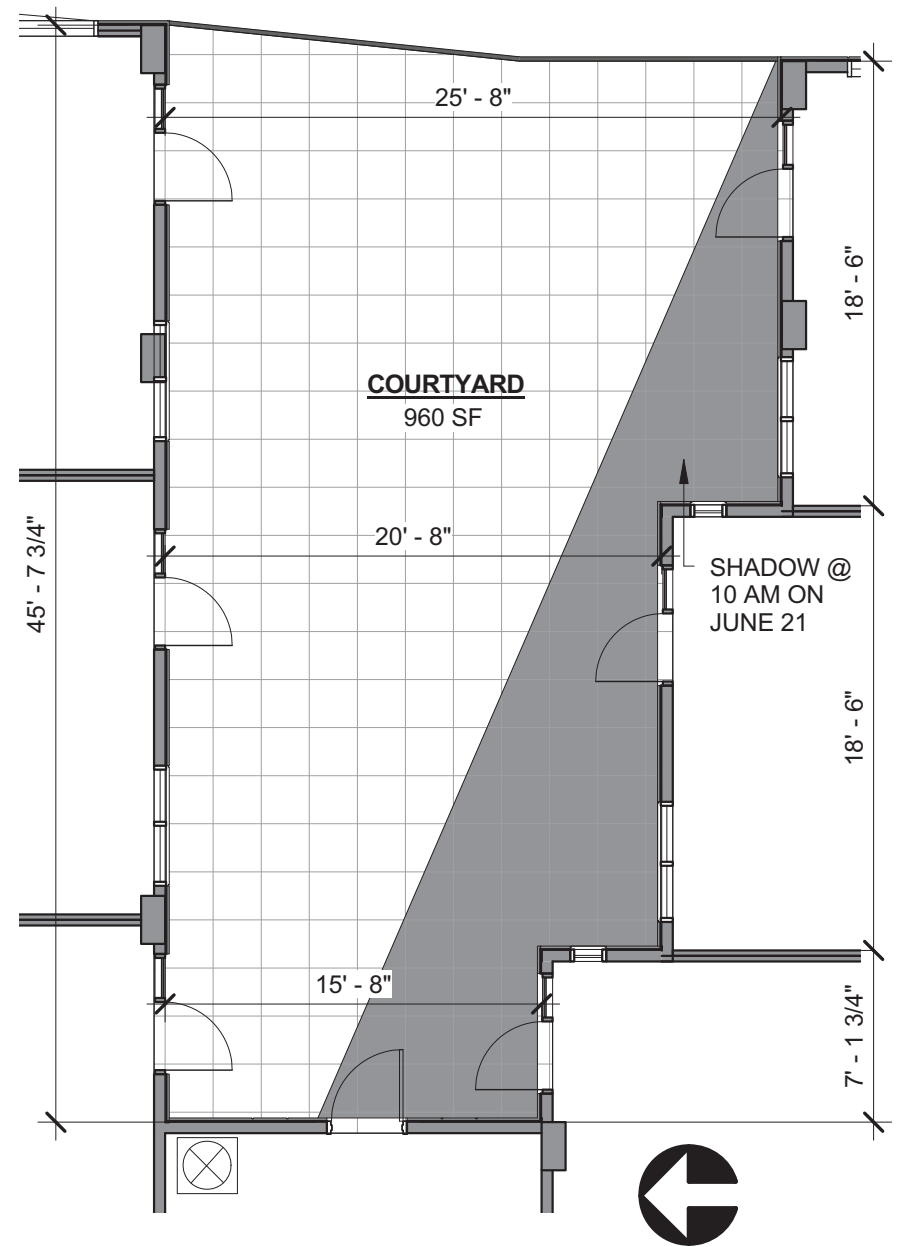




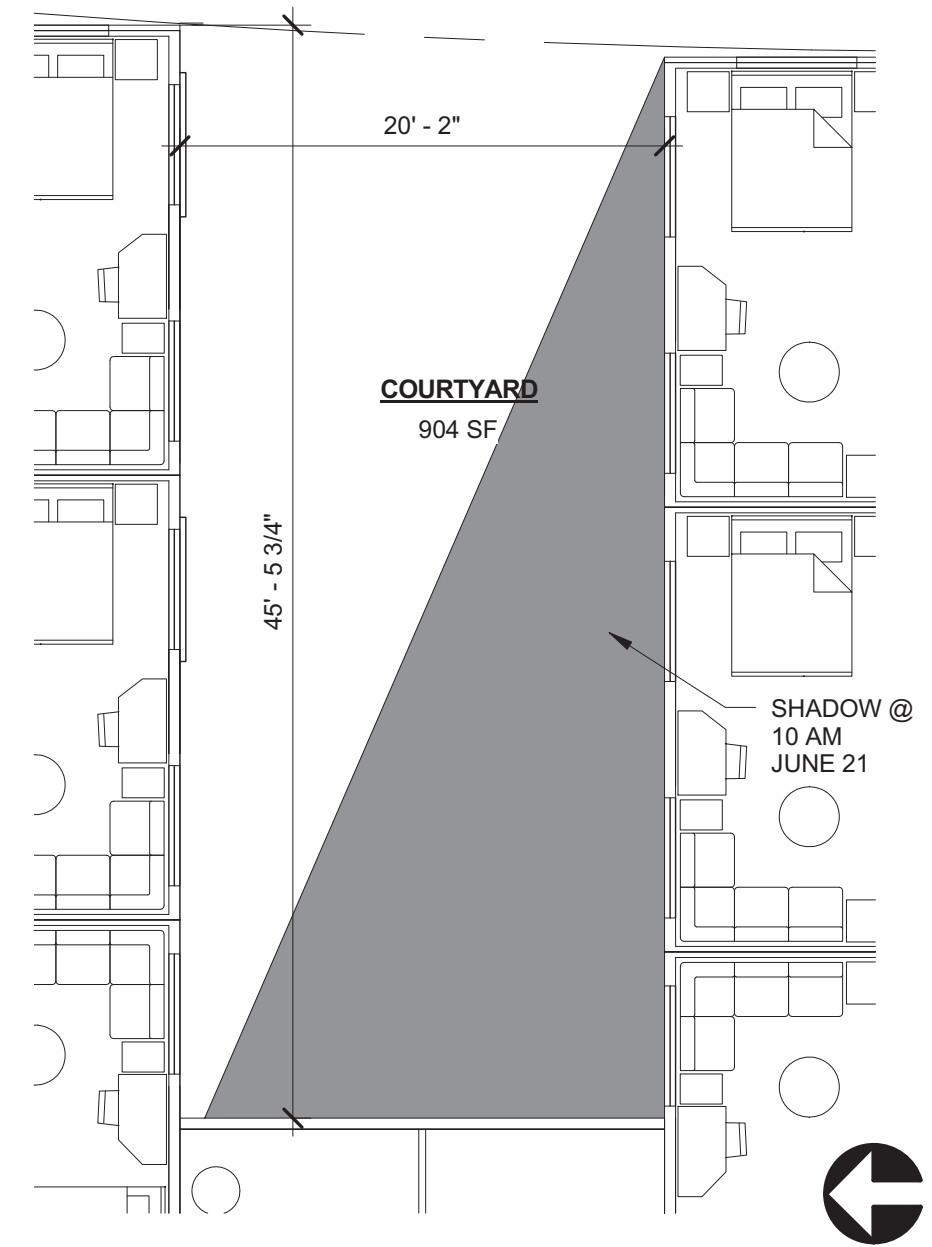
AERIAL VIEW OF NORTH COURTYARD



AERIAL VIEW OF SOUTH COURTYARD



2 COURTYARD  
Current Design



1 COURTYARD (EDG)  
Original EDG Design



# EDG RESPONSE - STREETSCAPE

## PRIORITIES & BOARD RECOMMENDATIONS

The Board appreciated the landscaping and seating buffer proposed for the ground floor and stressed the importance of this transition from the street to residential uses, especially since a departure is being requested. (Guidelines CS2-B-2, PL3-B-2)

- a. The Board suggested prioritizing defensible space for the residential units. The Board would like to see more information about how the design will create the privacy for the units. For these areas, provide detailed design including specific landscaping, and height of windows. (Guideline PL3-B-2)
- b. Related to streetscape connectivity, the Board also recommended that access and connections for bicyclists be considered. (Guideline PL4)

## DESIGN REVIEW GUIDELINES

**CS2-B-2**  
Identify opportunities for the project to make a strong connection to the street and public realm.

**PL3-B-2**  
Privacy and security issues are particularly important in buildings with ground-level hosing, both at entries and where windows are located overlooking the street.

**PL4**  
Early planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel

**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.

**Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

**Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**On-Site Transit Stops:** If a transit stop is located on-site, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.



VIEW OF RESIDENTIAL UNITS FROM 11TH AVE

## DESIGN RESPONSES:

A. Three residential units are located along the north end of the 11th Avenue NE street frontage. Private patios have been added in front of the street level units to provide separation and privacy from the public sidewalk. The units are accessed from an interior corridor. The patios have direct access from the unit, but are not physically connected to the street. The patios provide defensible space along the street edge and maintain privacy for the units and security for the building. The units are setback from the sidewalk horizontally and the floor level is set lower than grade (see departures request for the reduced horizontal setback due to curved site and combination of horizontal and vertical setbacks). A landscape planter is provided in front of the glazed patio guardrail to provide residential character and to buffer the unit windows & patio for privacy.

CPTED (Crime Prevention Through Environmental Design) strategies have been utilized in the layout of the street-facing residential units:

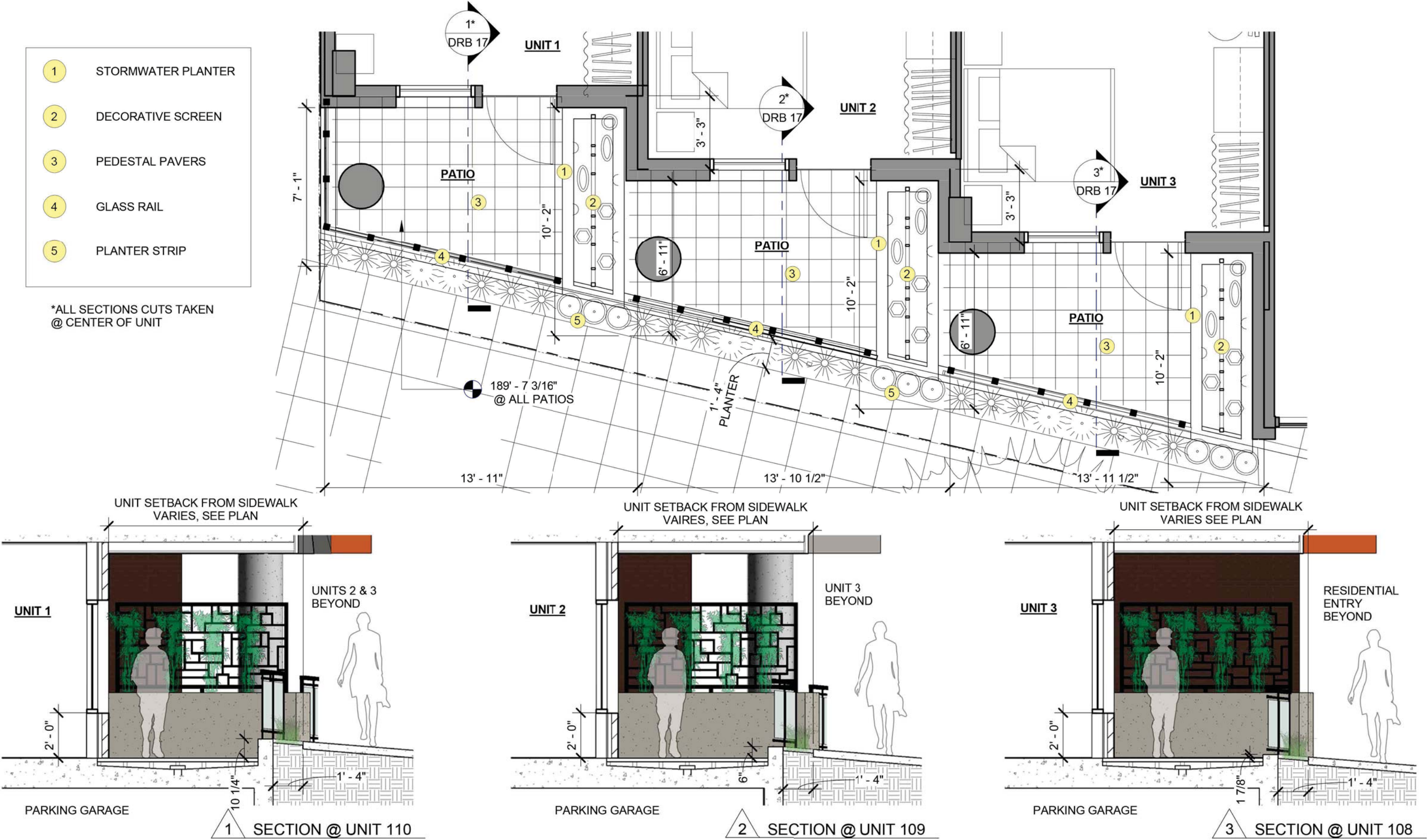
1. Natural Surveillance: Doors visible from sidewalk & street.
2. Natural Access Control: Grade separation, Railing (transparent) &

- Landscaping (low < than 3 ft tall.)  
3. Territorial Reinforcement: Private patio space “ownership”.

See sheet 17 for enlarged & dimensioned patio plans and sections.

B. Bicyclists are provided with access and connections from both 11th Avenue NE, the alley and a physical connection between. A Bicycle storage and rental space is conveniently located along the pedestrian / commercial arcade connection to the garage. The bicycle area is highly visible with large storefronts situated near the commercial arcade and along the connection through the garage to the alley and beyond to the adjacent hotel.







EDG RESPONSE - STREETSCAPE



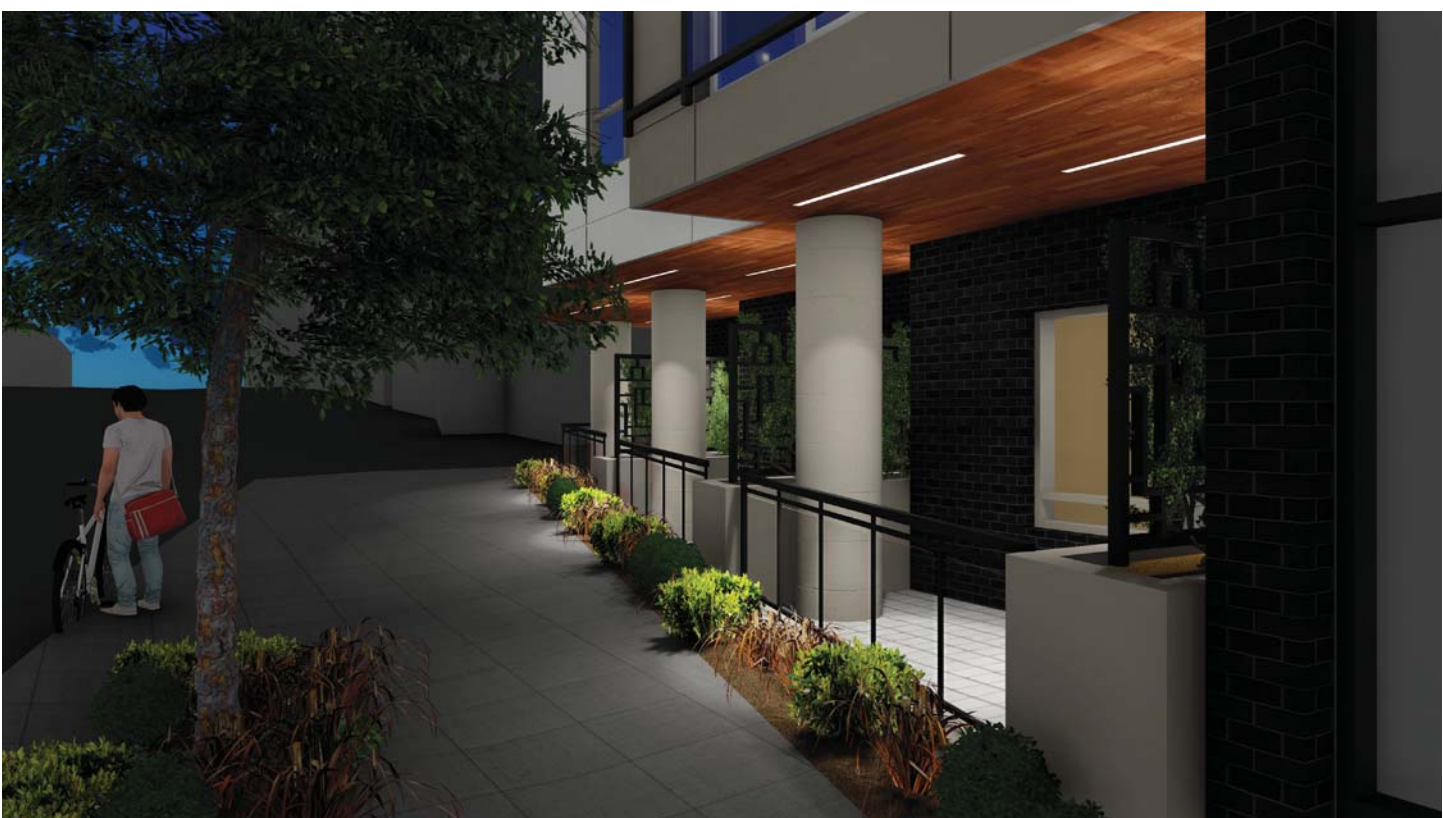
VIEW OF RESIDENTIAL UNIT PATIOS LOOKING SOUTH ON 11TH AVE.



NIGHT VIEW OF RESIDENTIAL UNIT PATIOS LOOKING SOUTH ON 11TH AVE.



VIEW OF RESIDENTIAL UNIT PATIOS LOOKING NORTH ON 11TH AVE



NIGHT VIEW OF RESIDENTIAL UNIT PATIOS LOOKING NORTH ON 11TH AVE



PRIORITIES & BOARD RECOMMENDATIONS

Due to the adjacent narrow, undeveloped parcels, the Board acknowledged that the north and south walls will be visible and careful design intent is warranted. (Guidelines DC2-B-2, DC2-D)

- a. For these blank facades, the Board directed the applicant to design and detail the materials well to provide visual interest. (Guidelines DC2-B-2, DC2-D)

DESIGN REVIEW GUIDELINES

**DC2-B-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.

**DC2-D**  
Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DESIGN RESPONSE:

The blank walls at the north and south elevations have been articulated through the use of lightwells to allow windows into the middle units. The remaining flat facade has been patterned utilizing the building color & EIFS material palette. The patterning creates interest with a forced perspective effect as viewed along curving sidewalk. See elevations and views.



NORTH BLANK WALL



SOUTH BLANK WALL



PERSPECTIVE VIEW OF NORTH FACADE



PERSPECTIVE VIEW OF SOUTH FACADE



# EDG RESPONSE - COMMERCIAL PEDESTRIAN ARCADE

## PRIORITIES & BOARD RECOMMENDATIONS:

The Board unanimously supported the commercial arcade concept and directed the applicant to carefully design the space. (Guidelines CS2-B-2, PL1-A-2, PL1-B-1, PL3-C-1, PL3-C3)

a. The Board was concerned about the openness and transparency of this space and recommended expanding the height and width. To provide a space that is inviting and visible from both ends, the Board also suggested elements such as wayfinding and compelling lighting be considered. (Guidelines PL1A-2, PL2-D-1, PL3-C-1, PL3-C3, DC4-C-1)

b. Recognizing the challenge of transitioning this feature from the adjacent parking use, the Board stressed the importance of the design and material treatment of the arcade. A wall separating the pathway and the parking should be considered; such a wall could be translucent or located at an oblique angle to still be perceived as open. To prioritize and convey a sense of the pedestrian connection, the Board suggested exploring pedestrian materials, such as brick pavers, for the garage. (Guidelines PL1-A, PL3-C-1, PL3-C3, DC4-I, DC4-D-2)

c. The Board also discussed the design and security of the entries for this area and would like to see more detail about access and the consideration of future flexibility. (Guidelines PL2-B, PL3-A-1, PL3-A-4, PL3-C-1, DC3-A-1)

d. The Board appreciated and supported the potential bus stop integration. (Guideline PL4-C).

## DESIGN RESPONSE:

A. The width of the proposed commercial arcade has been increased to allow for ample outdoor seating areas, landscaping and circulation through the space, to the commercial entries and to the garage parking & hotel connection across the alley. The width also corresponds to the exterior elevation unit expression above (3 bays). See exterior elevation.

See sheet 21 for dimensioned arcade plan as shown at EDG meeting and current proposed plan. The arcade is raised above the sidewalk with a central stair flanked by concrete columns and an accessible route as the sidewalk slopes up to the north. Large storefront glazing is provided along both edges with high visibility to the commercial uses: a Bakery to the north and fitness center (resident/commercial) to the south. Operable overhead doors are proposed at the bakery to connect indoor & outdoor seating areas. Bike storage and rental space is visible just beyond the gate.

Wayfinding elements are utilized to emphasize the pedestrian connection through the space. Wood soffit and linear LED lighting overhead and concrete patterned paving below lead one through the space and beyond connecting through the garage to the alley (and hotel beyond). A decorative and transparent gate provides visibility through the space to connections beyond.

B. The original concept for a public and commercial space “through passage” to 12th Avenue has now been limited to garage access for commercial users and residents, as well as access to and from the adjacent hotel on 12th Avenue (same Owner). It was determined that the inner garage commercial spaces would not be viable. Instead bicycle storage and rental space and resident fitness center have been placed along this portion of the arcade connection. A decorative screen/gate is provided between the arcade and the garage. The screen gate offers transparency/visibility through the space, but limits free-flowing public access.

C. Security concerns can be reduced through the ability to lock gate to garage after hours, a well-lit space at night, transparency and high visibility to adjacent uses and public street & sidewalk, as well as routine night patrols from adjacent hotel (same owner) security personnel.

D. Integration of the bus stop into the building design was considered and reviewed with SDOT & KC Metro. The determination was made to keep the bus shelter per KC Metro standards and shift to the south and west to provide adequate sidewalk clearance between shelter and building. The commercial uses along the street frontage at the bus shelter are highly transparent and have high visibility to activity on the street.

## DESIGN REVIEW GUIDELINES

**CS2-B-2**  
Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

**PL1-A-2**  
Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project related open space available for public life.

**PL1-B-1**  
Pedestrian Infrastructure: Connect on site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL3-C-1**  
Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-3**  
Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

**PL2-D-1**  
Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

**DC4-C-1**  
Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-D-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 paving materials. Use permeable materials wherever possible.

**PL2-B**  
Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights. Street Level Transparency: Ensure transparency of street level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

**PL3-A-1**  
Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-4**  
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.

**DC3-A-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.

**PL4-C**  
Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

On site Transit Stops: If a transit stop is located onsite, design project related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.



WAYFINDING / CONNECTIVITY



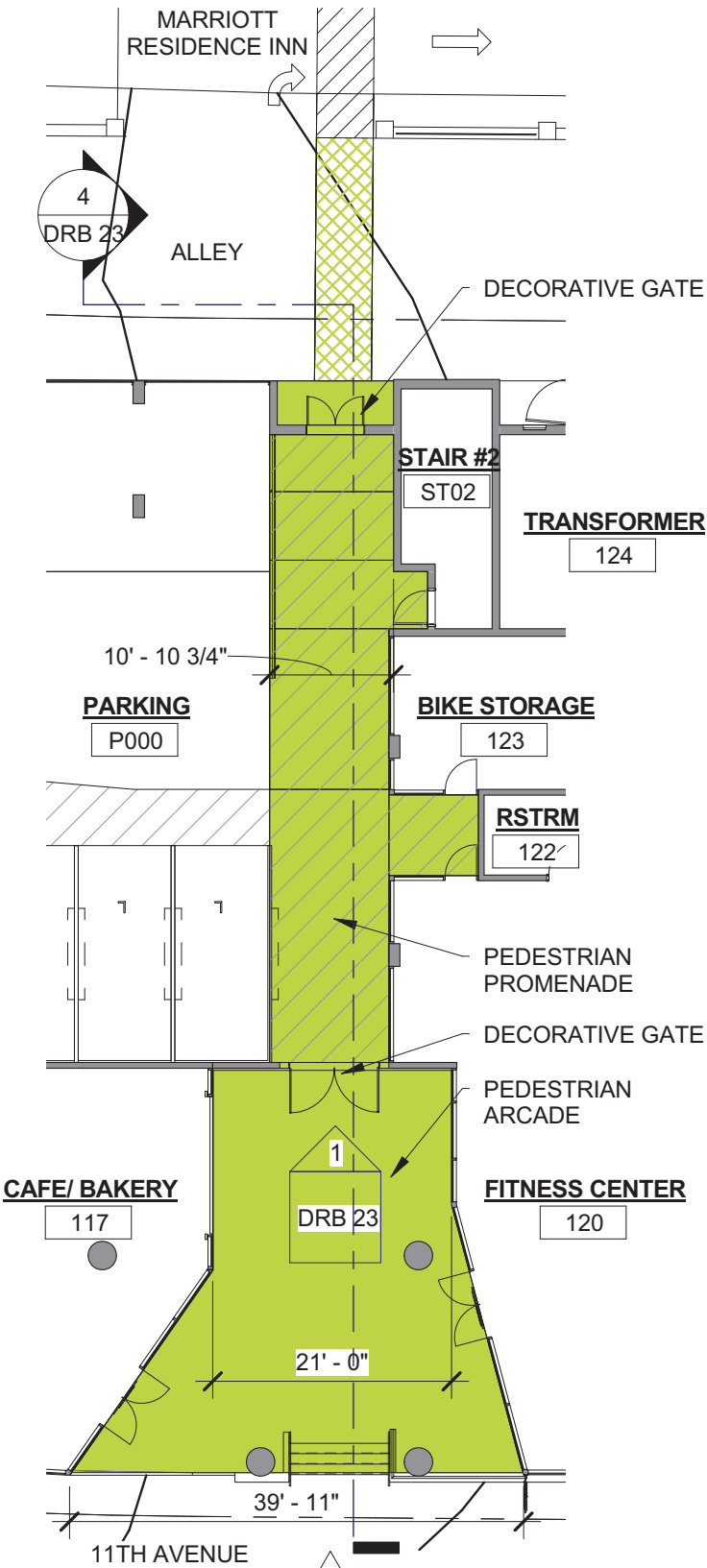
# EDG RESPONSE - COMMERCIAL PEDESTRIAN ARCADE



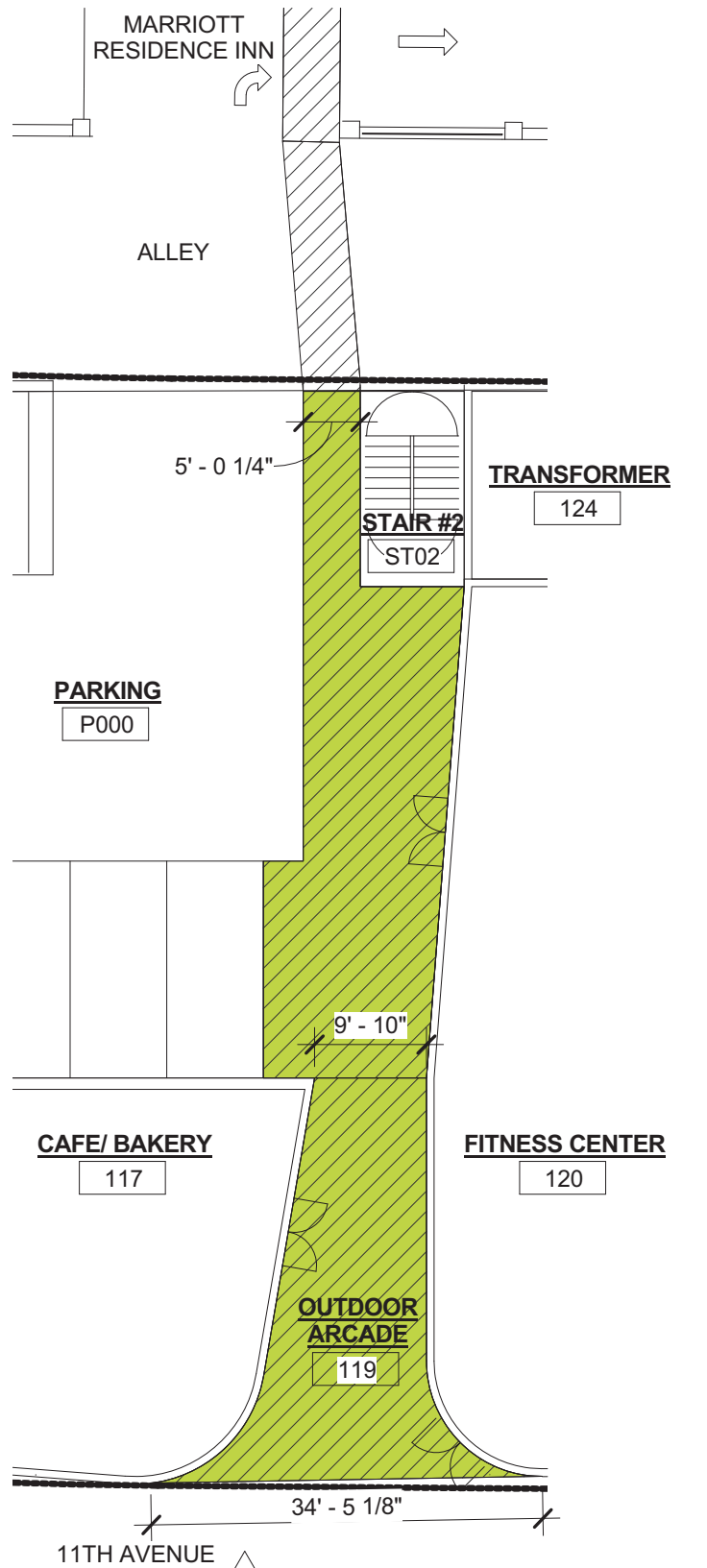
VIEW OF ARCADE FROM 11TH AVE



VIEW OF ARCADE LOOKING NORTH



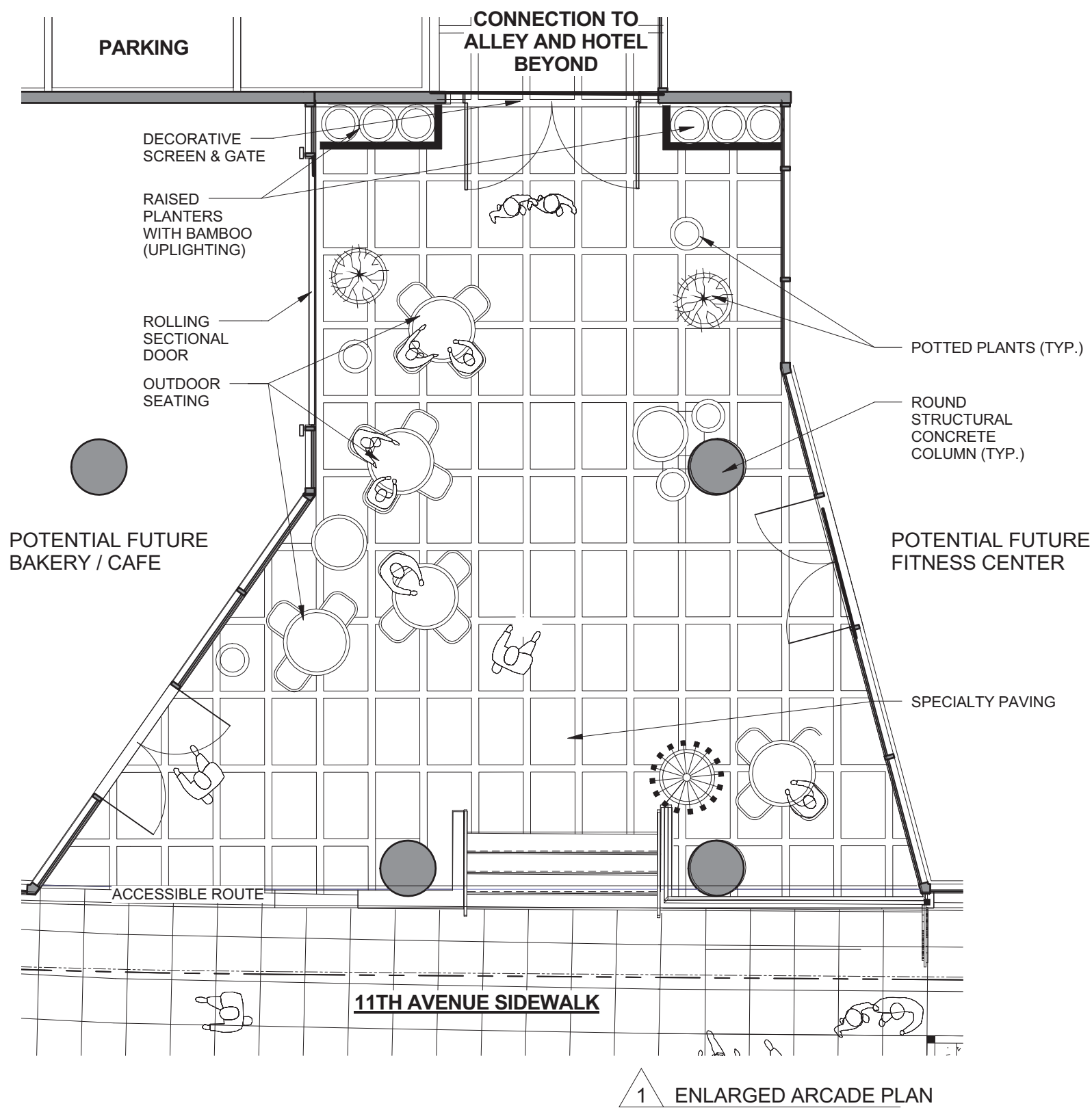
1 EXTENDED ARCADE  
CURRENT DESIGN



2 EXTENDED ARCADE (EDG)  
ORIGINAL (EDG) DESIGN



EDG RESPONSE - COMMERCIAL PEDESTRIAN ARCADE

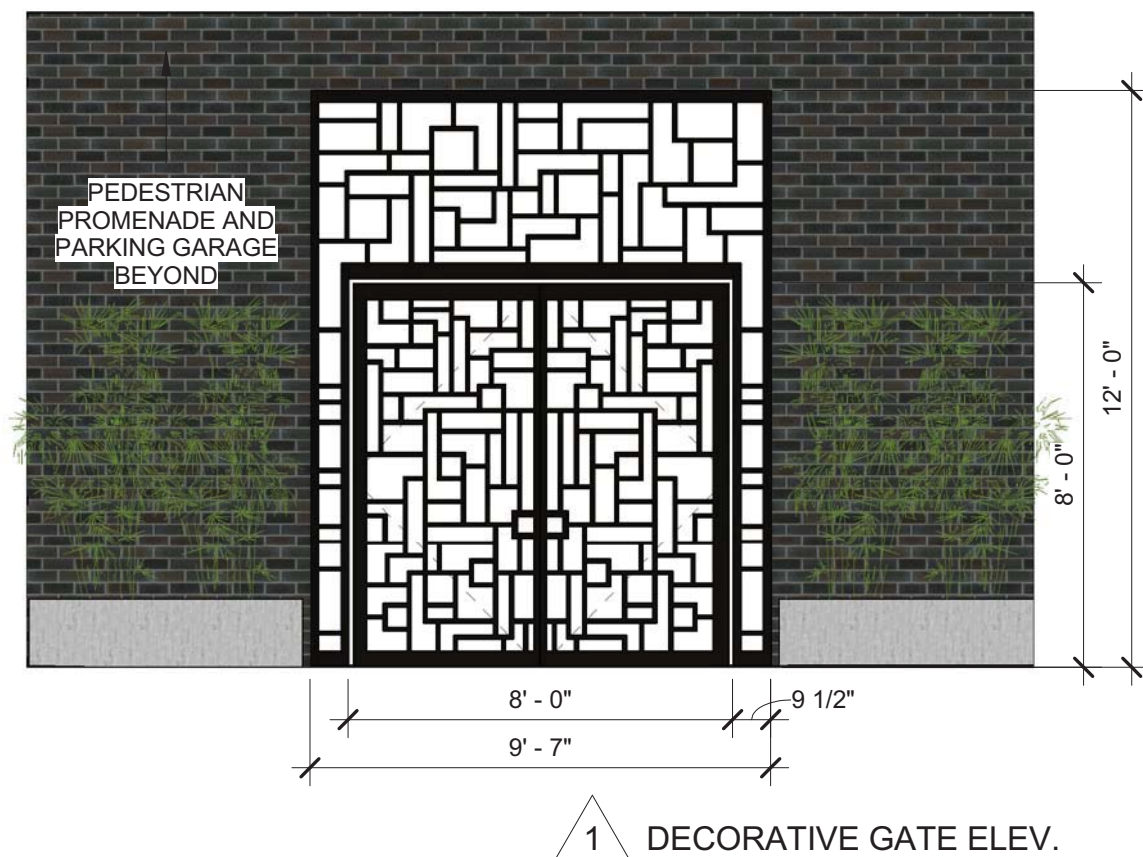
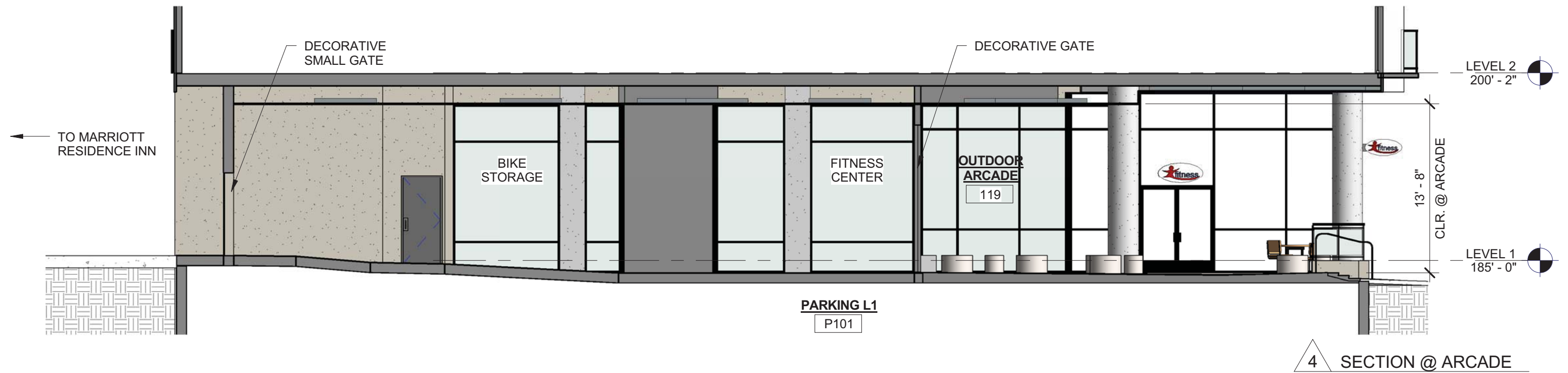


VIEW FROM ARCADE AT ENTRANCE



VIEW OF ARCADE LOOKING TOWARD 11TH AVE





VIEW OF PEDESTRIAN CONNECTION THROUGH PARKING GARAGE



# EDG RESPONSE - RESPECT FOR ADJACENT SITES AND SETBACK

## PRIORITIES & BOARD RECOMMENDATIONS

The Board recognized that minimizing disrupting the privacy of residents in adjacent buildings is particularly important for the alley façade and expressed interest in seeing the relationship of the structural building overhangs and glazing. (Guideline CS2-D-5)

- a. In developing the design for the alley facade, the Board would like to see more information about how the design responds to the alley context. Provide a window overlay analysis and sections or another way to represent the alley context. (Guideline CS2-D-5)

## DESIGN RESPONSE:

A. The adjacent hotel and apartment unit windows face directly on to the alley. In an effort to respect adjacent sites and to provide privacy for the proposed residential units, the proposed building utilizes interior courtyards. Proposed residential units face inward to the courtyards. High horizontal windows are provided onto the alley to provide interest and additional light into the units without compromising privacy. Only (2) stacks of units (northeast & south east ends) have primary windows that face onto the alley and adjacent sites. The previously proposed structural building overhangs at the alley have been removed from the project. See alley elevation for window context overlay diagram.

B. The MOD Studio project and the adjacent Marriott Residence Inn Hotel are under the same ownership. The design of the MOD Studio project provides a pedestrian connection across the alley through to the proposed bicycle rental, fitness, bakery and outdoor arcade covered seating area.

## DESIGN REVIEW GUIDELINES

**CS2-D-5**  
Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.



VIEW FROM HOTEL PORTE COCHERE ACROSS ALLEY



VIEW OF PEDESTRIAN PROMENADE LOOKING NORTH AT ALLEY



VIEW OF PEDESTRIAN PROMENADE LOOKING SOUTH AT ALLEY



## SITE PLAN - PROPOSED SITE PLAN

## SITE FEATURES

A 5'-0" alley dedication and a 3'-0" setback off 11th Avenue necessitate maximizing the remainder of the lot for building development, landscaping, and access.

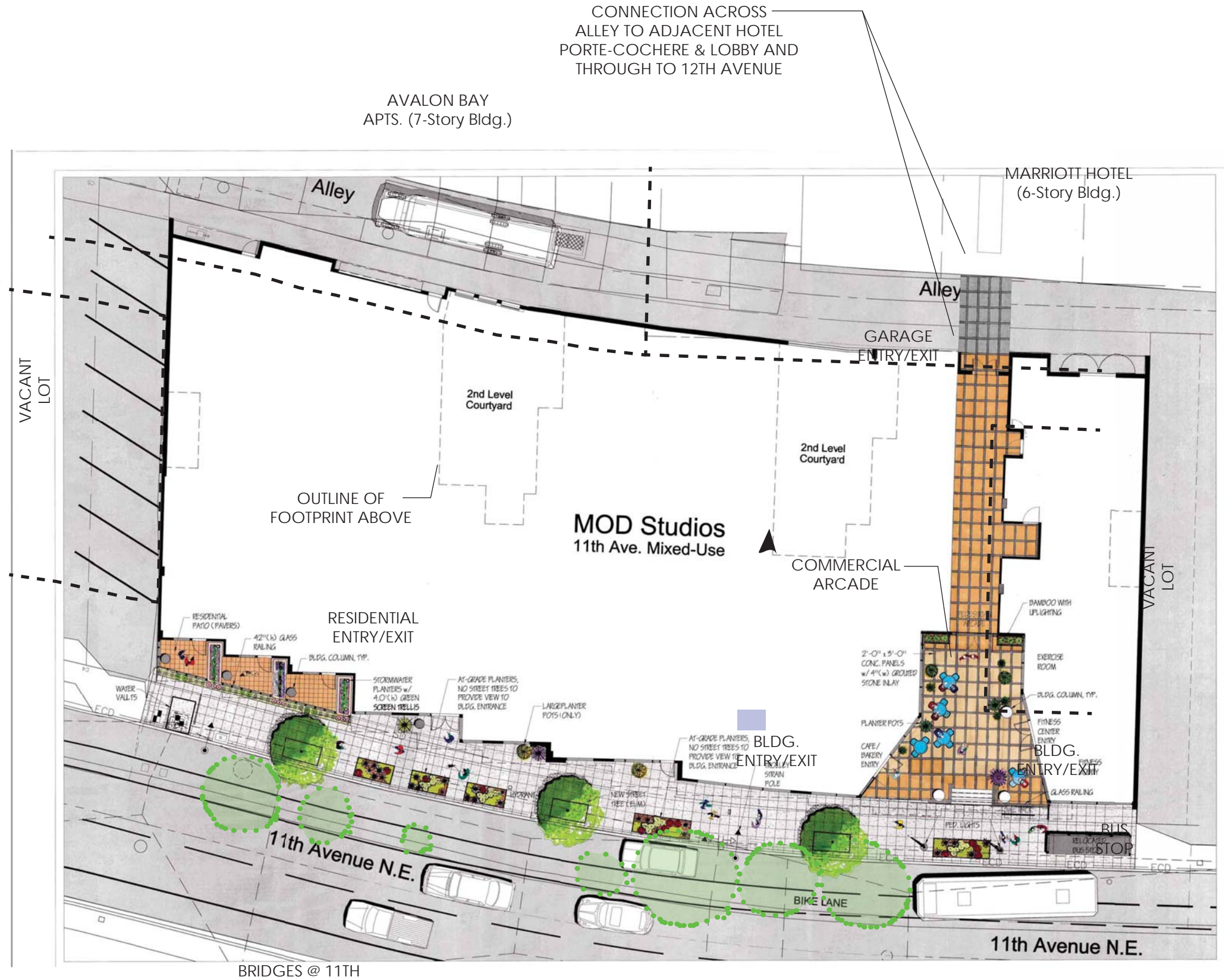
The natural curve of the site allows for the building footprint to jog and move along with the existing streetscape that adds character and articulation.

Street trees and landscaping provide a soft buffer, protection, and security while street glazing provide visibility, light, and street presence.

Additional setback at commercial and residential lobby frontage expands the sidewalk width, and provides opportunities for landscape pots / urban seating, etc.

Commercial arcade and covered outdoor public space provide opportunities for active commercial corners, a public gathering area, and a pedestrian connection through the project, connecting 11th Avenue to the alley, to parking, and further off-site to the adjacent hotel porte-cochere & entry lobby and through to 12th Avenue.

Street-level residential units to the north are buffered / screened by private patios landscaping for added privacy and streetscape transition from commercial to residential uses.





FLOOR PLAN - LEVEL ONE





FLOOR PLAN - LEVEL TWO





FLOOR PLAN - LEVELS 3 - 7



1 DRB PACKET - LEVEL 3 (4-6 SIMILAR)  
1/32" = 1'-0"



2 DRB PACKET - LEVEL 7  
1/32" = 1'-0"





FLOOR PLAN - ROOF PLAN





# ARCHITECTURAL DESIGN CONCEPT / INSPIRATION



MOD STUDIO BRAND INSPIRATION BUILDING - MARLOW, SAN FRANCISCO



BUILDING "EDGES" - DYNAMIC VIEWS PARALLEL TO STREET EDGE - UW MEDICINE RESEARCH BUILDING, SEATTLE



BUILDING "EDGES" - DYNAMIC VIEWS PARALLEL TO STREET EDGE - UW MEDICINE RESEARCH BUILDING, SEATTLE



UNIQUE FLARED WINDOW BAYS



OREGON 42, WEST SEATTLE



CLEAN, CRISP, DISTINCT MODULATION & ACCENT



FRESH, VIBRANT, CRISP



ENERGETIC, JOYFUL ACCENT

The **MOD Studios** design concept is inspired by clean lines and simple modulation, accented by distinctive feature elements and vibrant color that reveals itself as the building form steps back along the curvature of the 11th Avenue street frontage. The building will express itself differently when viewed looking north, when looking south and when looking up.

A simple, palette of white, charcoal and gray stands out as "clean & crisp" in a neighborhood context that has many colors & textures. The selection of orange as a signature accent compliments the streetscape context and is representative of the MOD Studio brand concept: **Fresh & Vibrant**



CANTILEVERED STREET EDGE



ELEVATIONS - WEST - 11TH AVENUE





ELEVATIONS - SOUTH









ELEVATIONS - EAST - ALLEY



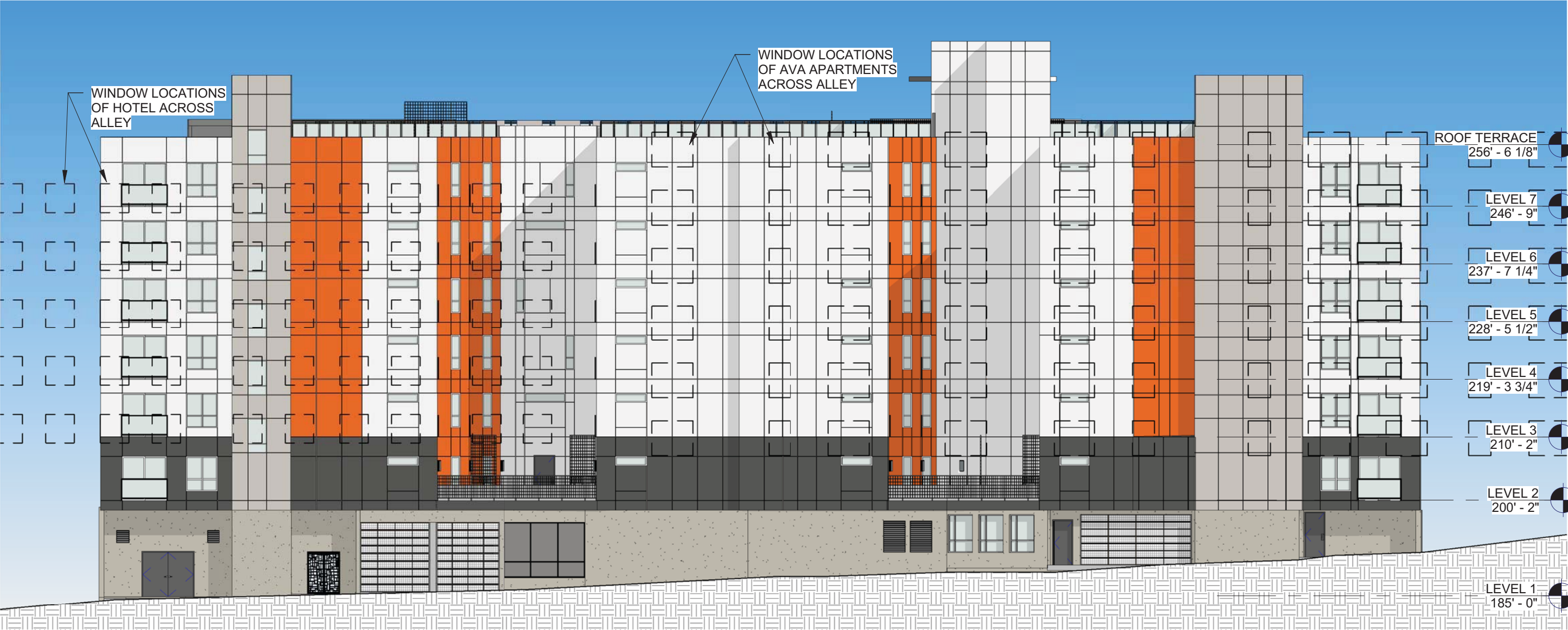


ELEVATIONS - EAST - ALLEY

AVA APARTMENTS  
ALLEY FRONTAGE



MARRIOTT RESIDENCE INN  
ALLEY FRONTAGE

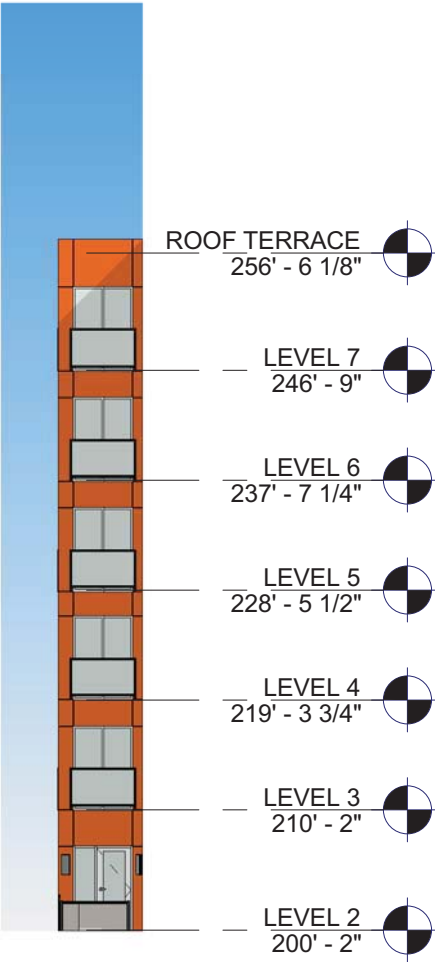
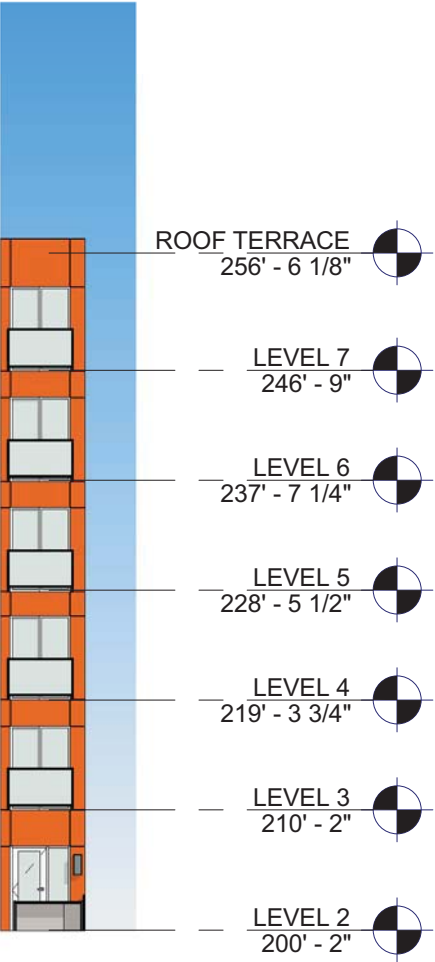




ELEVATIONS - COURTYARDS

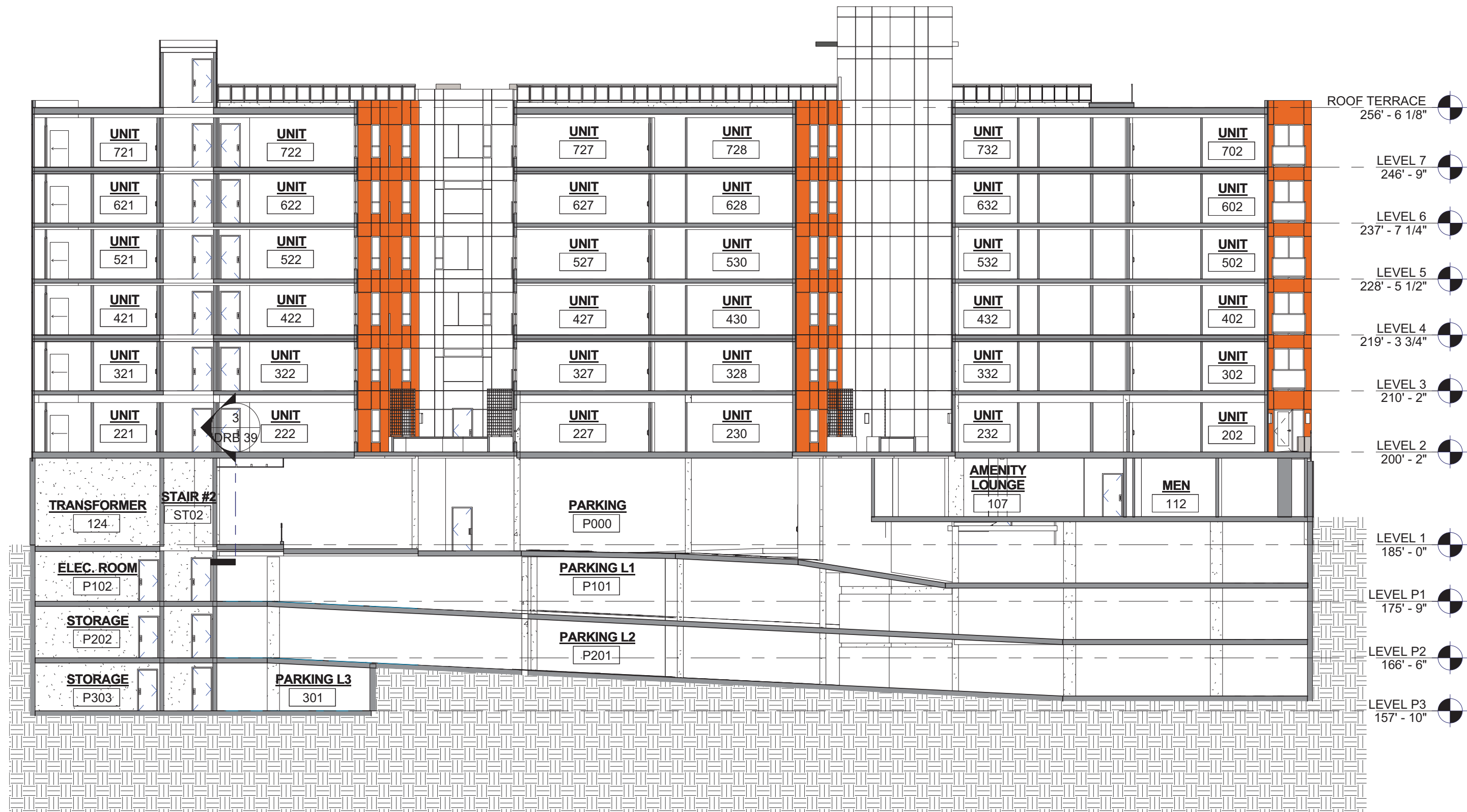






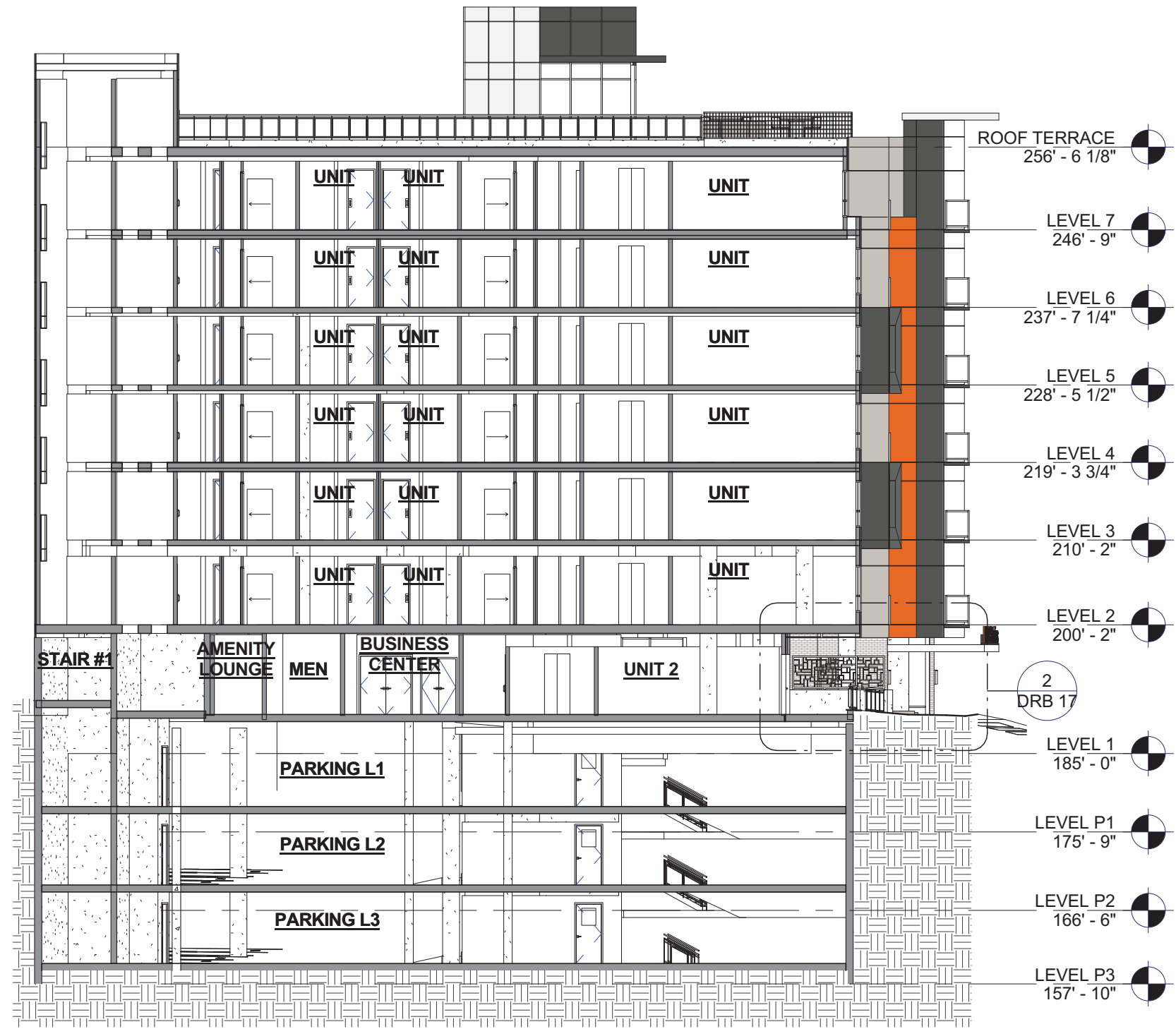
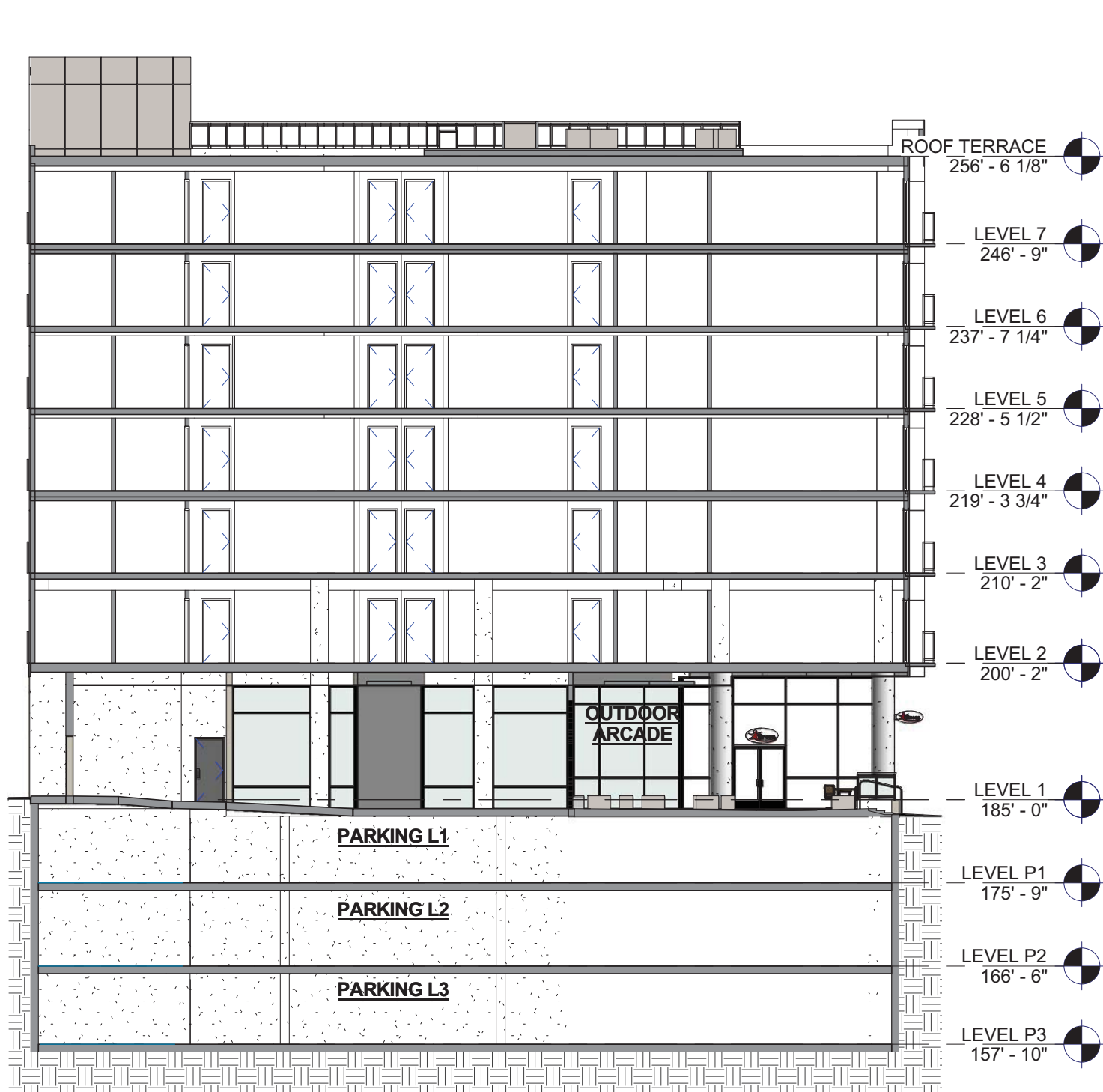


SECTIONS -SECTION N - S





# SECTIONS - SECTIONS E - W





PERSPECTIVES - "PREFERRED"



11TH AVENUE. LOOKING NORTHEAST





11TH AVENUE, LOOKING NORTHEAST



PERSPECTIVES



11TH AVE, LOOKING SOUTHEAST





11TH AVE FRONTAGE, LOOKING SOUTH



PERSPECTIVES



11TH AVE, LOOKING EAST





STREETSCAPE AT RESIDENTIAL ENTRY



STREETSCAPE AT COMMERCIAL ARCADE



STREETSCAPE AT COMMERCIAL FRONTAGE



STREETSCAPE AT COMMERCIAL ARCADE



PERSPECTIVES



ROOF TERRACE



PERSPECTIVES - ROOF TERRACE & COURTYARDS



ROOF TERRACE - ELEVATOR PENTHOUSE / BBQ



SOUTH COURTYARD



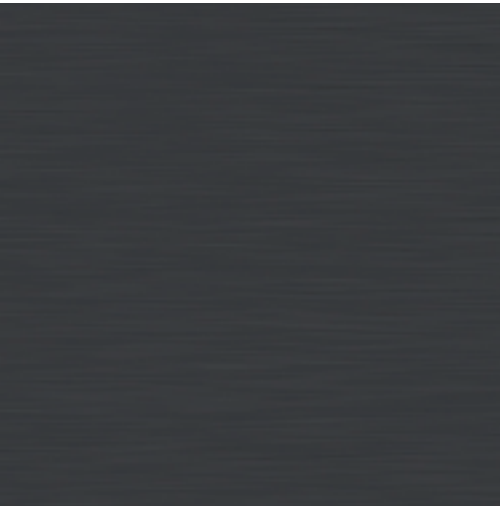
ROOF TERRACE - LOOKING SOUTH SEATING GROUPINGS



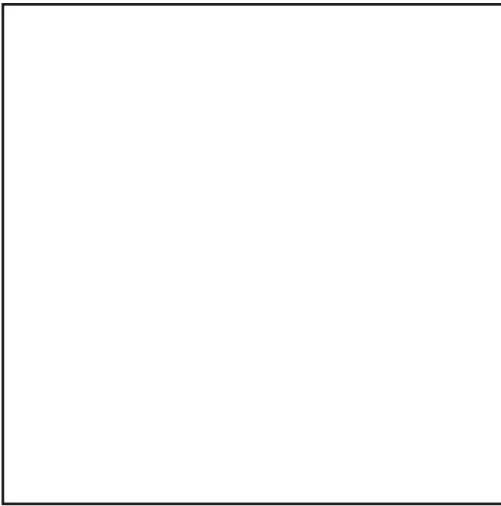
NORTH COURTYARD



COLORS & MATERIALS



ALUMINUM COMPOSITE MATERIAL  
VITRABOND - "DARK METALLIC GREY"



EIFS  
ICI / GLIDDEN PRO - "STORM DRIFT"



VINYL OR FIBERGLASS WINDOWS  
GRAY (ON WHITE BAYS)



WOOD SOFFIT  
CEDAR - STAINED



EIFS  
ICI / GLIDDEN PRO - "WOOD SMOKE"



EIFS  
ICI / GLIDDEN PRO - "FIESTA ORANGE"



VINYL OR FIBERGLASS WINDOWS  
WHITE (ON GRAY & CHARCOAL BAYS)



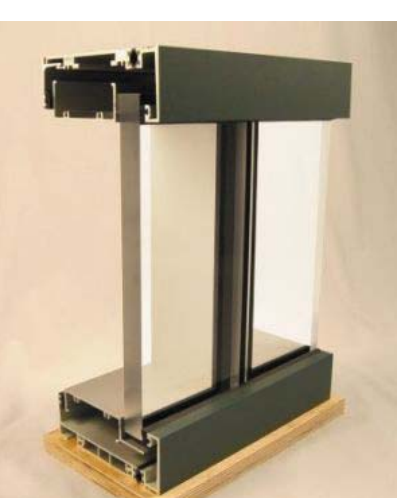
ALUMINUM BALCONIES & GLASS  
RAILINGS - BLACK



BRICK MASONRY (STRETCHER)  
MUTUAL MATERIALS - "COAL CREEK"



CAST CONCRETE  
SACKED & PATCHED NATURAL



ALUMINUM STOREFRONT SYSTEM  
BLACK



CONCRETE PAVING  
SPECIALTY PATTERN







RESIDENTIAL SIGNAGE



COMMERCIAL SIGNAGE



BLADE SIGN EXAMPLE



BLADE SIGN EXAMPLE

**SIGNAGE CONCEPT:**

**Commercial signage** will utilize pedestrian oriented blade signage hung from wall face and storefront glazing films.

**Residential signage** will include canopy mounted illuminated letters "Mod studios" as well as a vertical fin sign - also to be illuminated. Storefront glazing films will be used for pedestrian scaled signage at lobby entry.



ILLUMINATED LETTERS - CANOPY MOUNTED



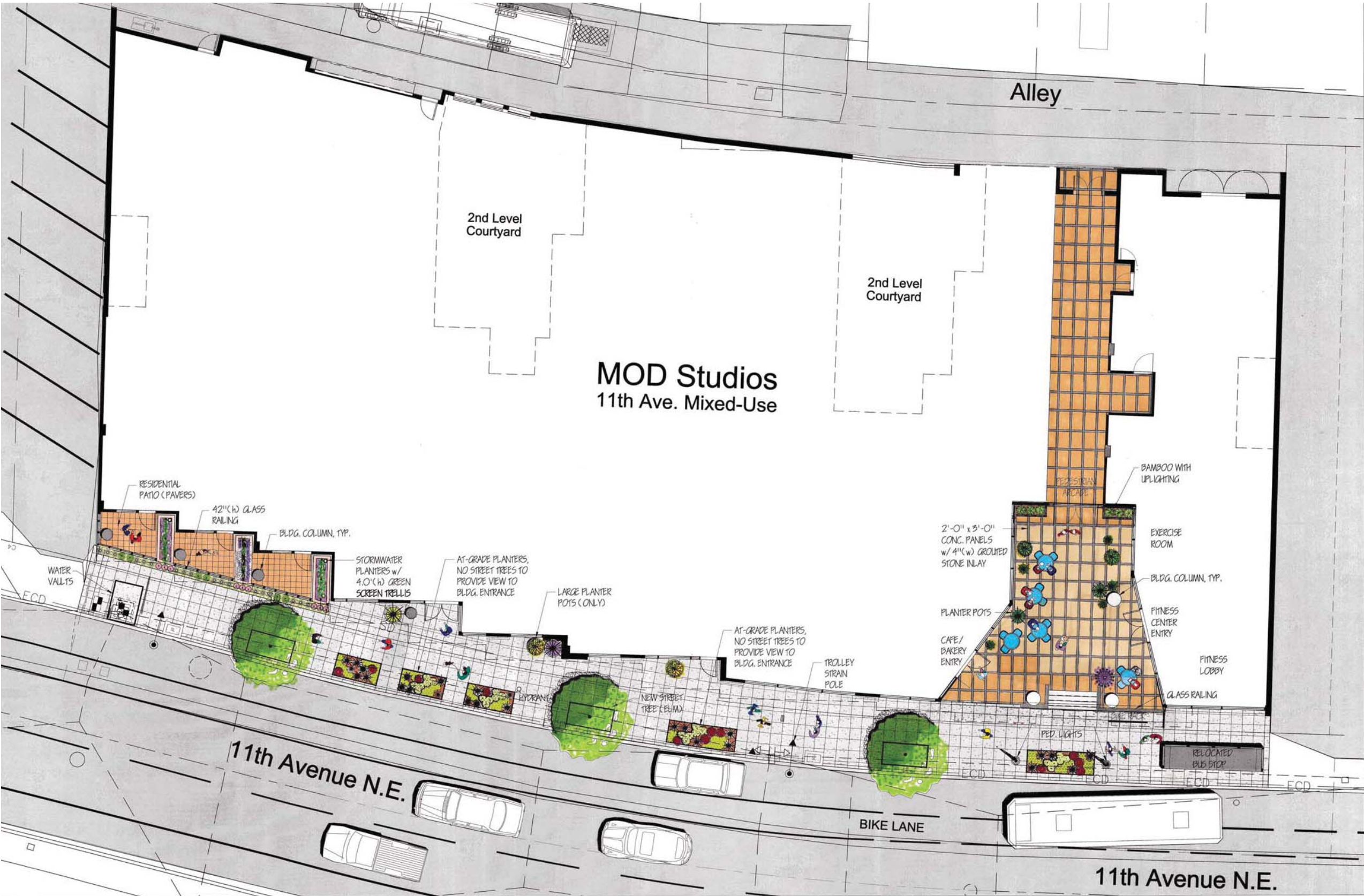
VERTICAL FIN SIGN



STOREFRONT GLAZING FILM EXAMPLE



LANDSCAPE - STREETSCAPE PLAN



LANDSCAPE CONCEPT:

Inspiration for proposed plantings and hardscape development was of a Japanese Zen Garden. Pavement at the Pedestrian Arcade / Retail frontage and extends East through the building will consist of cast-in-place concrete with 4" wide grouted stone infill. Bamboo, Heavenly Bamboo, Dwarf Mugo Pine, Japanese Barberry, etc. are a few of the proposed plants to be installed at the streetscape level. Outdoor furniture will be provided at the Pedestrian Arcade to serve residents and patrons of the retail / café stores.

Three residential units face 11th Avenue Northeast and will include privacy trellis structures between the patios in addition to planting / trellis facing the street to provide a defensible space. Green Stormwater Infrastructure is provided by stormwater planters in this area between the units where rain water is collected from the building roof and deposited into the planter.

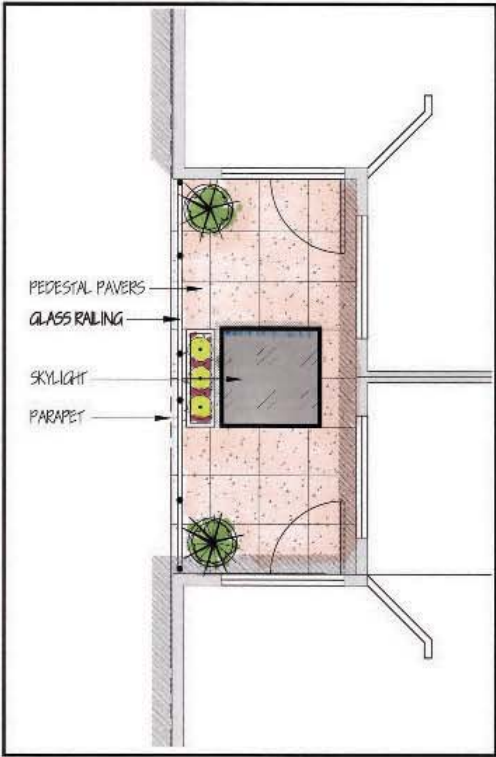
Proposed Street Trees have been coordinated with the City of Seattle Department of transportation and will consist of the Alle' Chinese Elm tree. Trees are spaced evenly, but with visual gaps along the retail storefront zones so that trees won't visually obscure store signage.



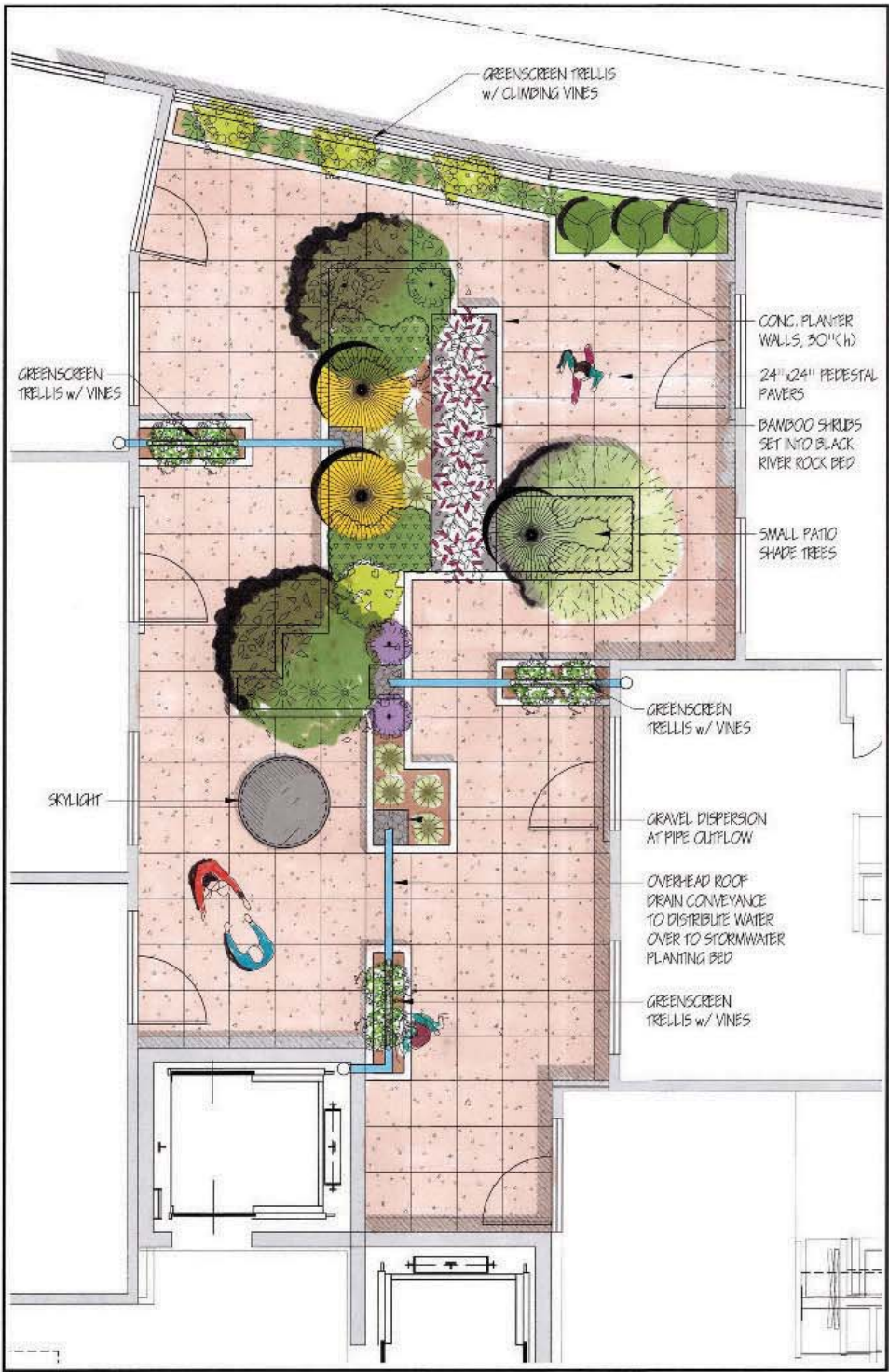
# LANDSCAPE - COURTYARD PLAN

## LANDSCAPE CONCEPT:

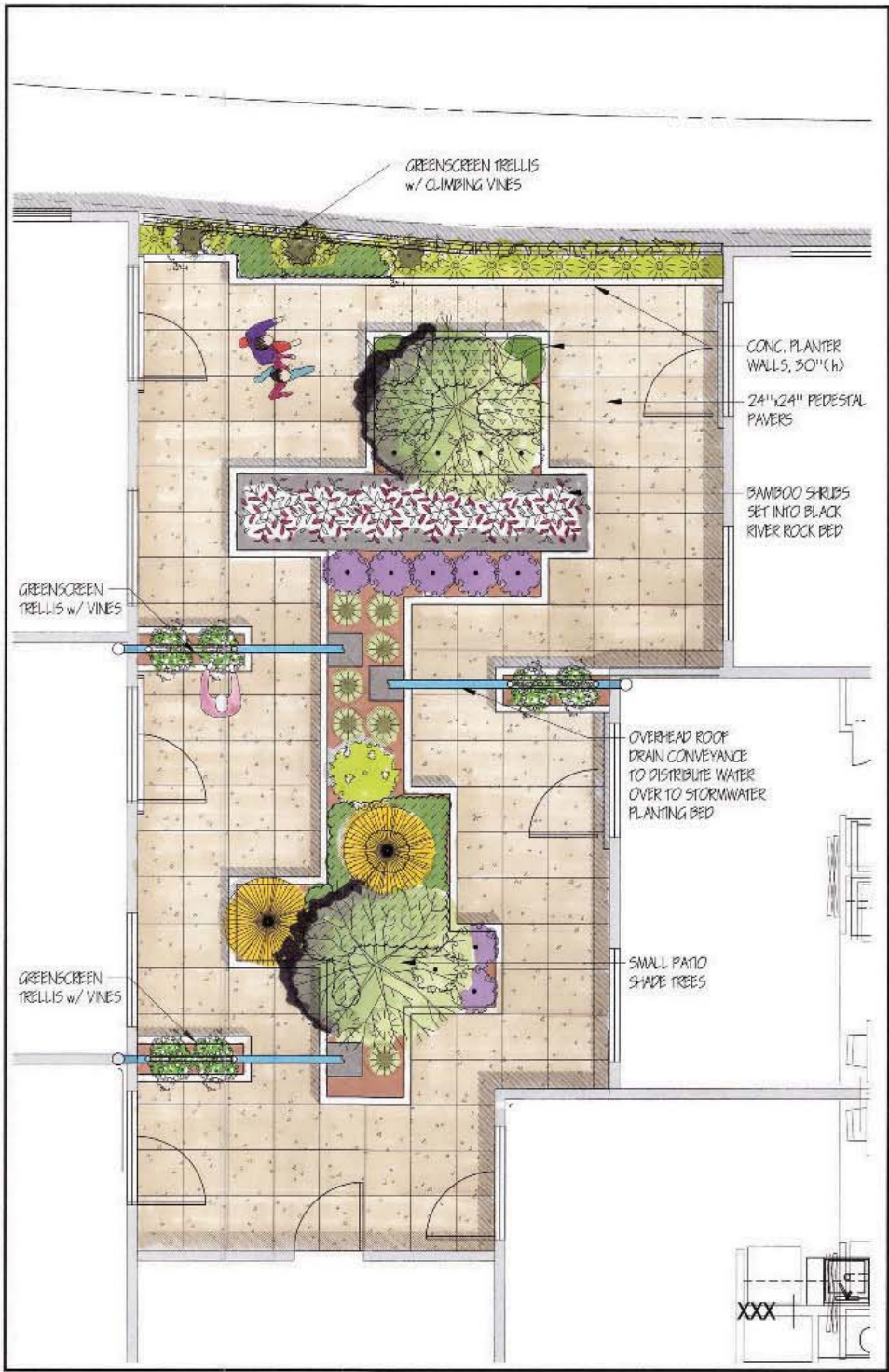
The 2nd level Courtyards will provide semi-private areas for residents that will include seat walls and Green Stormwater Infrastructure stormwater plants that will collect rain water from the adjacent roof area. Pavers will consist of raised, colored pedestal pavers. A Greenscreen trellis is proposed along the Alley frontage - but will not extend the entire courtyard opening in order to provide morning light into this outdoor space. Two small courtyards are proposed at the North and South building facades and will consist of a small trellis to visually divide patio areas and provide City of Seattle Green Factor points.



2nd LEVEL COURTYARD - NORTH  
SCALE: 1/4" = 1'-0"



2nd LEVEL COURTYARD - NORTHEAST  
SCALE: 1/4" = 1'-0"



2nd LEVEL COURTYARD - SOUTHEAST  
SCALE: 1/4" = 1'-0"



2nd LEVEL COURTYARD - SOUTH  
SCALE: 1/4" = 1'-0"



# LANDSCAPE - ROOF TERRACE PLAN



## LANDSCAPE CONCEPT:

The top building level is the Roof Deck terrace. Pedestal pavers will be exclusively used at this level with large planters to contain small patio trees that will provide some shade and provide valuable Green Factor points. An outdoor kitchen area and exterior dining area is proposed that will have plank-paver style pedestal pavers to mimic wood decking.

Steel horse troughs are provide at regular intervals for resident vegetable and herb garden planters. A small smoking zone and areas to observe views of the City are provided within an enclosed area defined by an ornamental 42" high fence.



STREETSCAPE AND PEDESTRIAN ARCADE

PLANTS • PAVEMENT • SITE FURNISHINGS



JAPANESE MAPLE



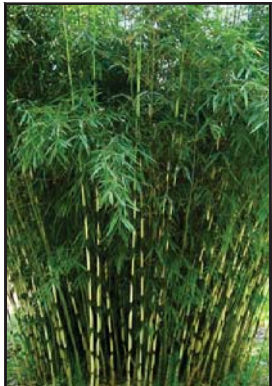
JAPANESE FOREST GRASS



MOONSHINE YARROW



DWARF ALBERTA SPRUCE



ROBUST BAMBOO



FAULKNER BOXWOOD



PURITY CANDYTUFT



BICYCLE RACK



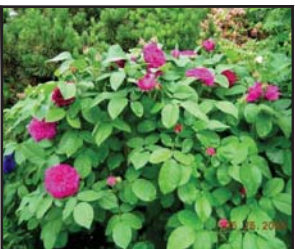
CONCRETE SIDEWALK



RESIDENTIAL PATIO PAVERS



BLUE OAT GRASS



DOUBLE PURPLE ROSE



ICE DANCE SEDGE



DWARF FOUNTAIN GRASS



ALLEE CHINESE ELM



HEAVENLY BAMBOO



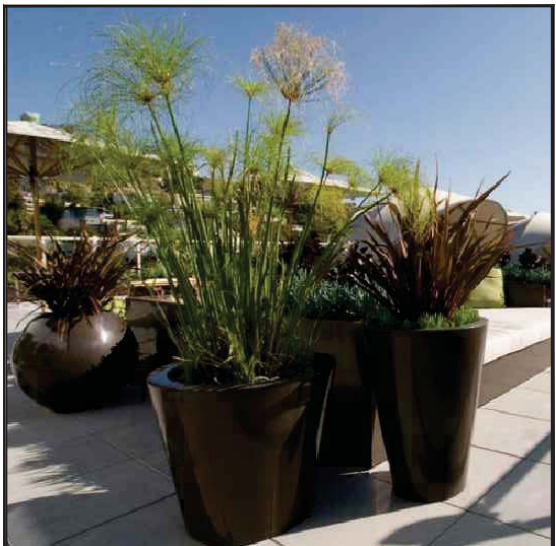
GOLD PILLAR BARBERRY



CONCORDE BARBERRY



LAVENDER



PLANTERS



MAGIC CARPET SPIRAEA



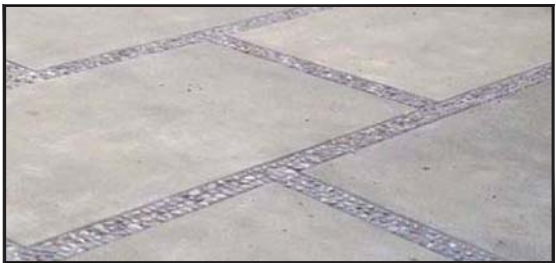
SHERWOOD MUGO PINE



JOHN CREECH STONECROP



CREeping THYME



CONCRETE WITH GROUTED STONE INFILL

TREES AT STREETSCAPE LEVEL			
SYM.	ABB.	BOTANICAL NAME	COMMON NAME
	AS	ACER SHIRASAWANUM 'A. MOON'	AUTUMN MOON MAPLE
	PG	PICEA GLAUCA 'CONICA'	DWARF ALBERTA SPRUCE
	UP	ULMUS PARVIFOLIA 'EMER II'	ALLEE CHINESE ELM

SHRUBS AT STREETSCAPE LEVEL			
SYM.	ABB.	BOTANICAL NAME	COMMON NAME
	BC	BERBERIS THUNBERGII 'CONCORDE'	CONCORDE BARBERRY
	BS	BUXUS MICROPHYLLA 'FAULKNER'	FAULKNER BOXWOOD
	BT	BERBERIS THUNBERGII 'MARIA'	GOLD PILLAR BARBERRY
	FR	FARGESIA ROBUSTA	ROBUST BAMBOO
	ND	NANDINA DOMESTICA 'GULFSTREAM'	GULFSTREAM HEAVENLY BAMBOO
	PM	PINUS MUGO 'SHERWOOD COMPACT'	SHERWOOD COMPACT PINE
	RD	ROSA DE RESCHT	DOUBLE PURPLE ROSE
	SJ	SPIRAEA JAPONICA 'WALBUMA'	MAGIC CARPET SPIRAEA

GROUNDCOVER / GRASSES AT STREETSCAPE LEVEL			
SYM.	ABB.	BOTANICAL NAME	COMMON NAME
	AM	ACHILLEA 'MOONSHINE'	MOONSHINE YARROW
	CM	CAREX MORROWII 'ICE DANCE'	ICE DANCE SEDGE
	HS	HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS
	IS	IBERIS SEMPERVIRENS 'PURITY'	PURITY CANDYTUFT
	LA	LAVANDULA 'REGAL SPLENDOUR'	REGAL SPLENDOUR LAVENDER
	PA	PENNISETUM 'BURGUNDY BUNNY'	BURGUNDY FOUNTAIN GRASS
	TP	THYMUS PRAECOX 'MAGIC CARPET'	MAGIC CARPET CREEPING THYME
	SS	SEDUM SPURIUM 'JOHN CREECH'	JOHN CREECH STONECROP



GLASS RAILING AT STREETSCAPE





BLOODGOOD MAPLE



JAPANESE STEWARTIA



CLIMBING CLEMATIS



MINUET MOUNTAIN LAUREL



YELLOW BEAUTY HEATHER



STEEL HORSE TROUGH PLANTERS



SWEET BAY



PERSIAN IRONWOOD



SNOWCONE SNOWBELL



SPRING SNOW CRABAPPLE



VARIEGATED DOGWOOD



DWARF CANADIAN HEMLOCK



TRELLIS STRUCTURE WITH BOSTON IVY



KALEIDOSCOPE ABELIA



MR. BOWLING BALL



PLANK-STYLE PEDESTAL PAVERS

TREES

SYM.	ABB.	BOTANICAL NAME	COMMON NAME
	AC	ACER PALMATUM 'BLOODGOOD'	BLOODGOOD JAPANESE MAPLE
	LN	LAURUS NOBILIS	SWEET BAY
	MG	MAGNOLIA GRAND. 'LIL' GEM'	LIL' GEM MAGNOLIA
	MSS	MALUS SPRING SNOW	SPRING SNOW CRABAPPLE
	PP	PAROTTIA PERSICA 'VANESSA'	PERSIAN IRONWOOD
	SJ	STYRAX JAPONICA 'SNOWCONE'	SNOWCONE SNOWBELL TREE
	SP	STEWARTIA PSEUDOCAMELLIA	JAPANESE STEWARTIA

SHRUBS

SYM.	ABB.	BOTANICAL NAME	COMMON NAME
	AG	ABELIA GRANDIFLORA 'KALEIDOSCOPE'	KALEIDOSCOPE ABELIA
	BM	BAMBUSA M. 'GOLDEN GODDESS'	GOLDEN GODDESS BAMBOO
	BS	BUXUS MICROPHYLLA 'FAULKNER'	FAULKNER BOXWOOD
	BT	BERBERIS THUNBERGII 'CONCORDE'	CONCORDE RED BARBERRY
	CA	CORNUS ALBA 'ELLEGANTISSIMA'	VARIEGATED ELEGANT DOGWOOD
	CV	CALLUNA VULGARIS 'YELLOW BEAUTY'	YELLOW BEAUTY HEATHER
	KL	KALMIA LATIFOLIA 'MINUET'	MINUET MOUNTAIN LAUREL
	LA	LAVANDULA ANG. REGAL SPLendor'	REGAL SPLendor LAVENDER
	ND	NANDINA DOMESTICA 'OBSESSION'	OBSESSION HEAVENLY BAMBOO
	PG	PICEA GLAUCA 'CONICA'	DWARF ALBERTA SPRUCE
	PM	PINUS MUGO 'SHERWOOD COMPACT'	SHERWOOD COMPACT PINE
	RD	ROSA DE RESCHT	DOUBLE PURPLE ROSE
	TC	TSUGA CANADENSIS 'JURVIS'	DWARF CANADIAN HEMLOCK
	TO	THUJA OCCIDENTALIS 'BOBOZAM'	MR. BOWLING BALL ARBORVITAE

GROUND COVER / ORNAMENTAL GRASS / FERNS

SYM.	ABB.	BOTANICAL NAME	COMMON NAME
	AU	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK
	CA	CLEMATIS 'AVALANCHE'	AVALANCHE CLEMATIS
	CAA	CALAMAGROSTIS A. 'AVALANCHE'	AVALANCHE FEATHER REED GRASS
	CAB	CLEMATIS 'APPLE BLOSSOM'	APPLE BLOSSOM CLEMATIS
	CAB	CAREX MORROWII 'ICE DANCE'	ICE DANCE JAPANESE SEDGE
	CR	CLEAMTIS ROOGUCHI	ROOGUCHI CLEMATIS
	DB	DICENTRA 'BURNING HEARTS'	BURNING BLEEDING HEART
	IS	IBERIS SEMPERVIRENS 'WHITE-OUT'	WHITE-OUT CANDYTUFT
	OP	OPHIPOGON P. 'NIGRESCENS'	BLACK MONDO GRASS
	PT	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY
	PWG	PHORMIUM 'WINGS OF GOLD'	WINGS OF GOLD FLAX
	TJ	TRACHLEOSPERMUM J. 'MADISON'	MADISON STAR JASMINE
	VM	VINCA MINOR 'BOWLES'	BOWLES PERIWINKLE



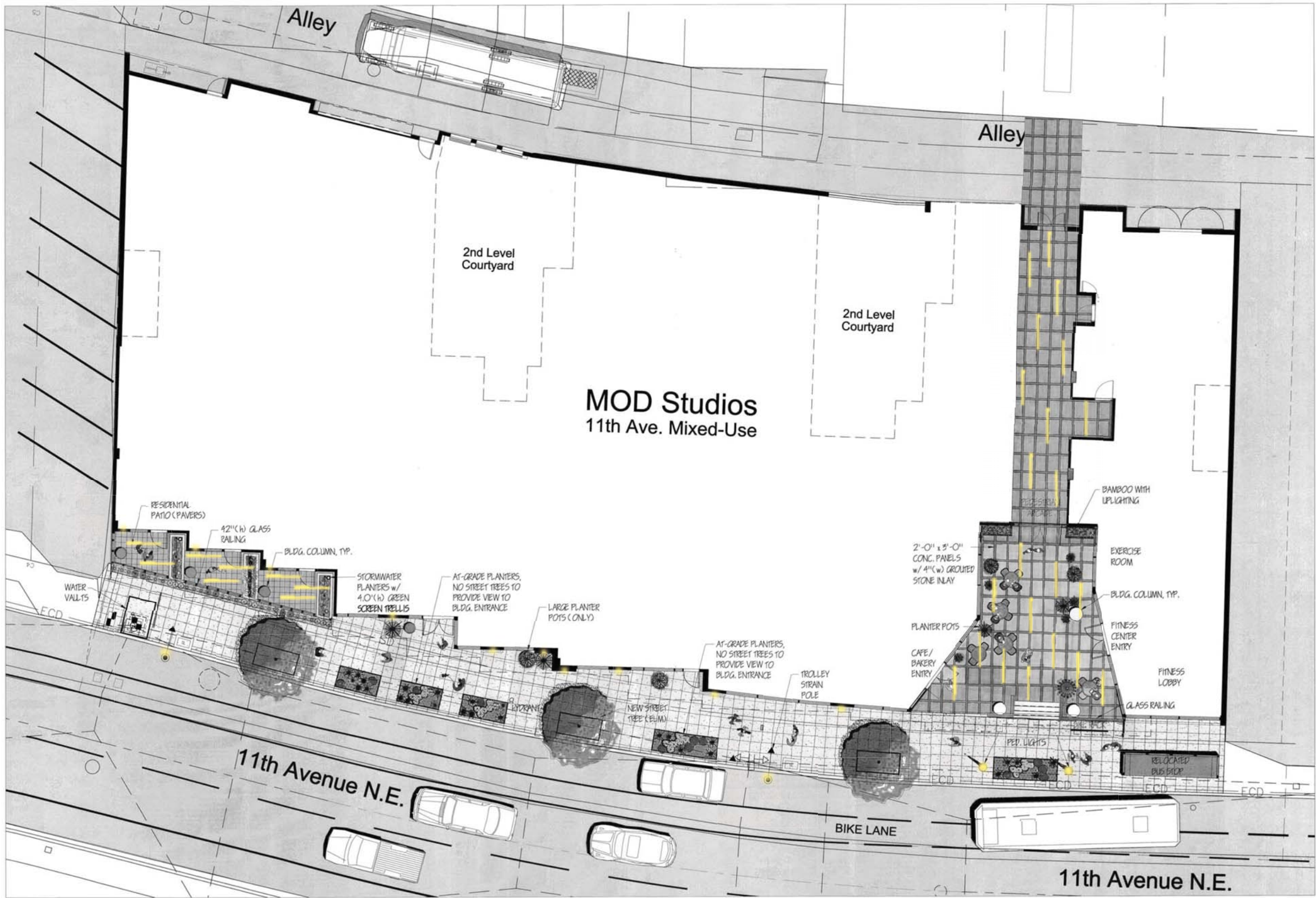
PEDESTAL PAVERS



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LIGHTING PLAN - SITE



STREET LIGHTING PER SDOT STANDARDS



# LIGHTING - NIGHT RENDERINGS



NIGHT VIEW DOWN PEDESTRIAN PROMENADE



NIGHT VIEW OF UNIT PATIOS



NIGHT VIEW OF PEDESTRIAN PROMENADE



NIGHT VIEW OF STREET FRONTAGE



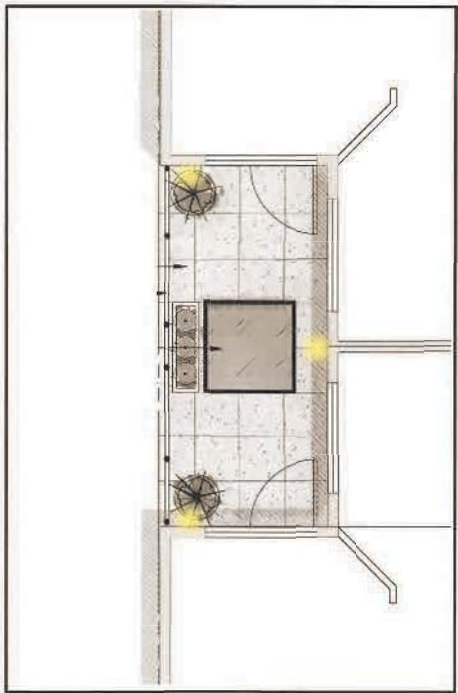
LIGHTING PLAN - COURTYARDS



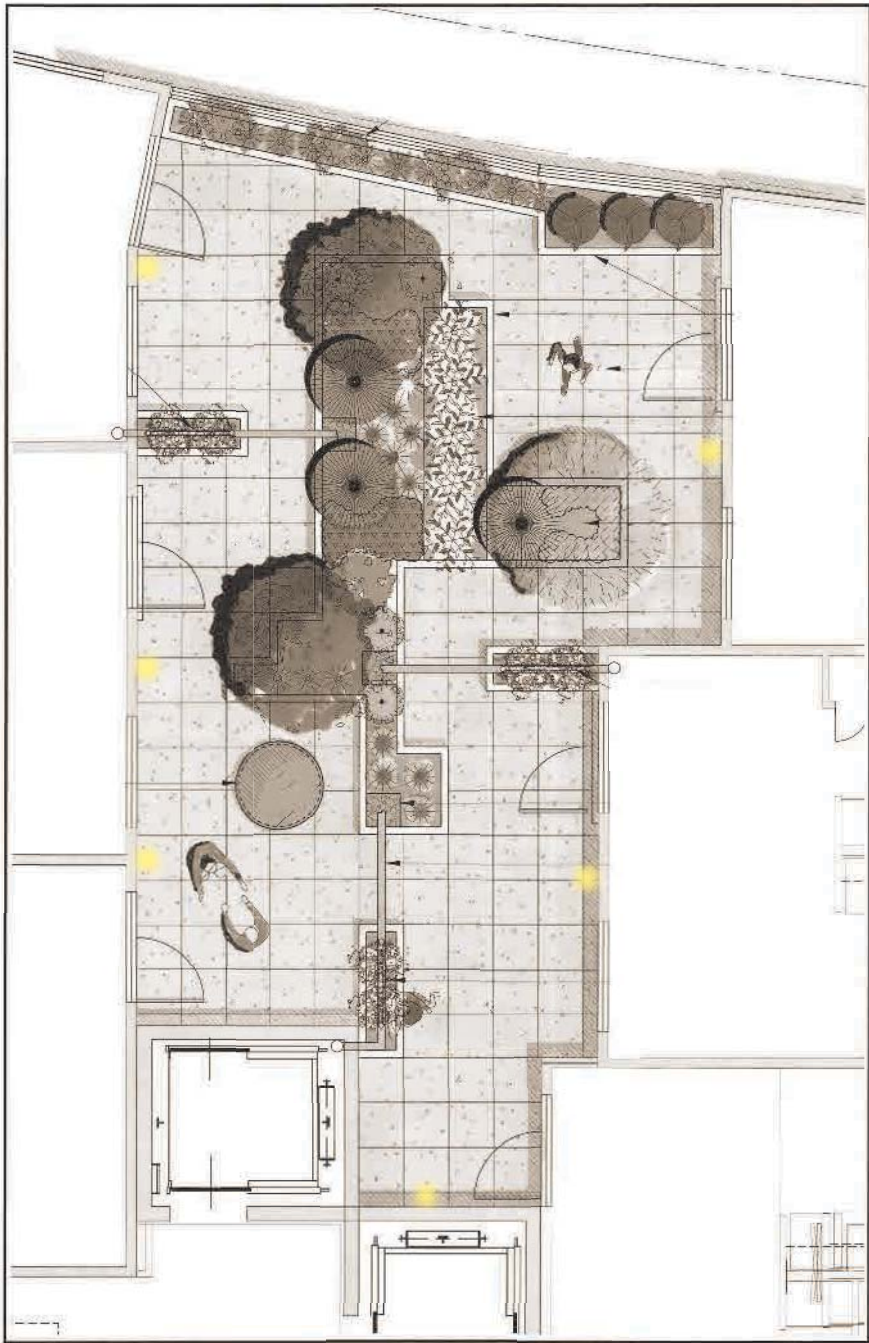
STRING - COURTYARDS  
PHOTOCELL & TIMER CONTROLLED



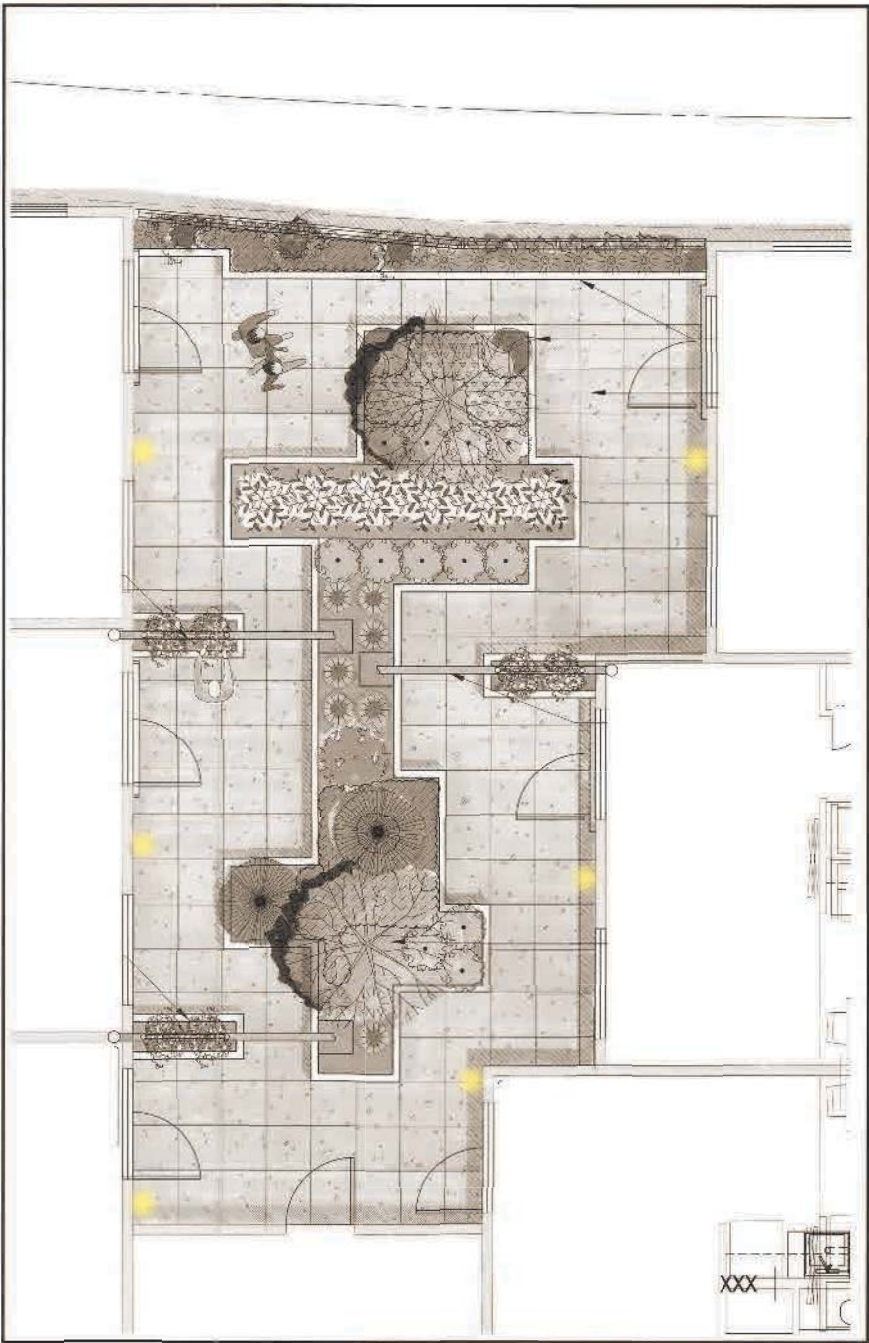
LED SCENCE LIGHTS - UNIT PATIOS  
TENANT CONTROLLED



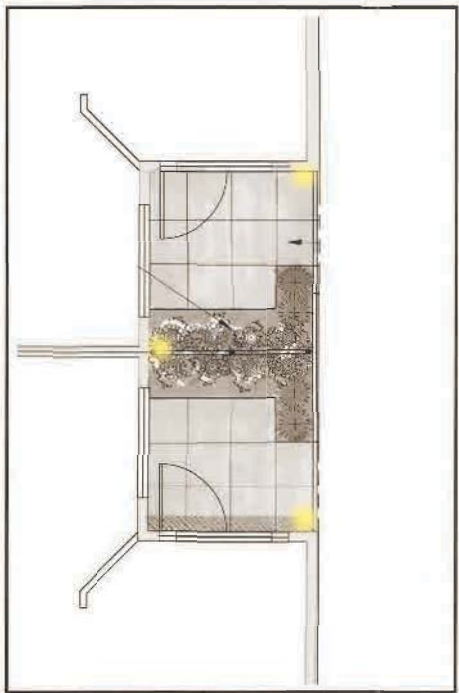
2nd LEVEL COURTYARD - NORTH  
SCALE: 1/4" = 1'-0"



2nd LEVEL COURTYARD - NORTHEAST  
SCALE: 1/4" = 1'-0"



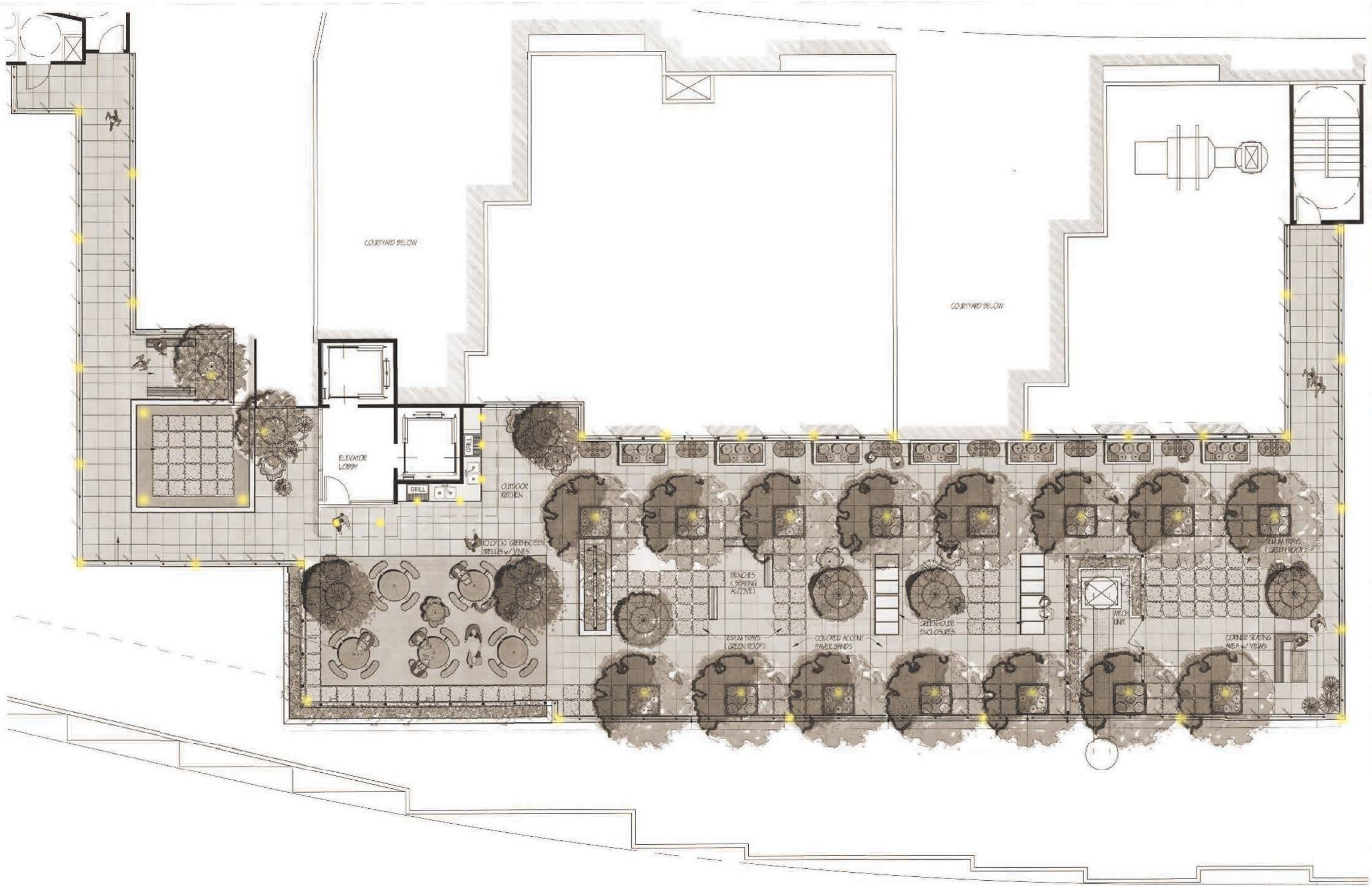
2nd LEVEL COURTYARD - SOUTHEAST  
SCALE: 1/4" = 1'-0"



2nd LEVEL COURTYARD - SOUTH  
SCALE: 1/4" = 1'-0"



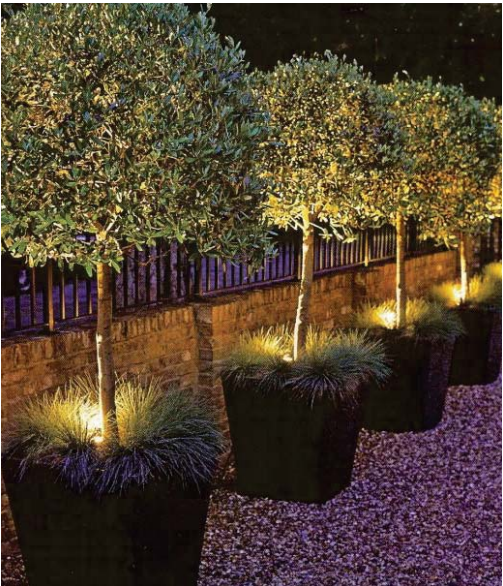
LIGHTING PLAN - ROOF TERRACE



LED RAILING LIGHTS - EGRESS PATHWAY



BOLLARD LIGHTS - PERIMETERS



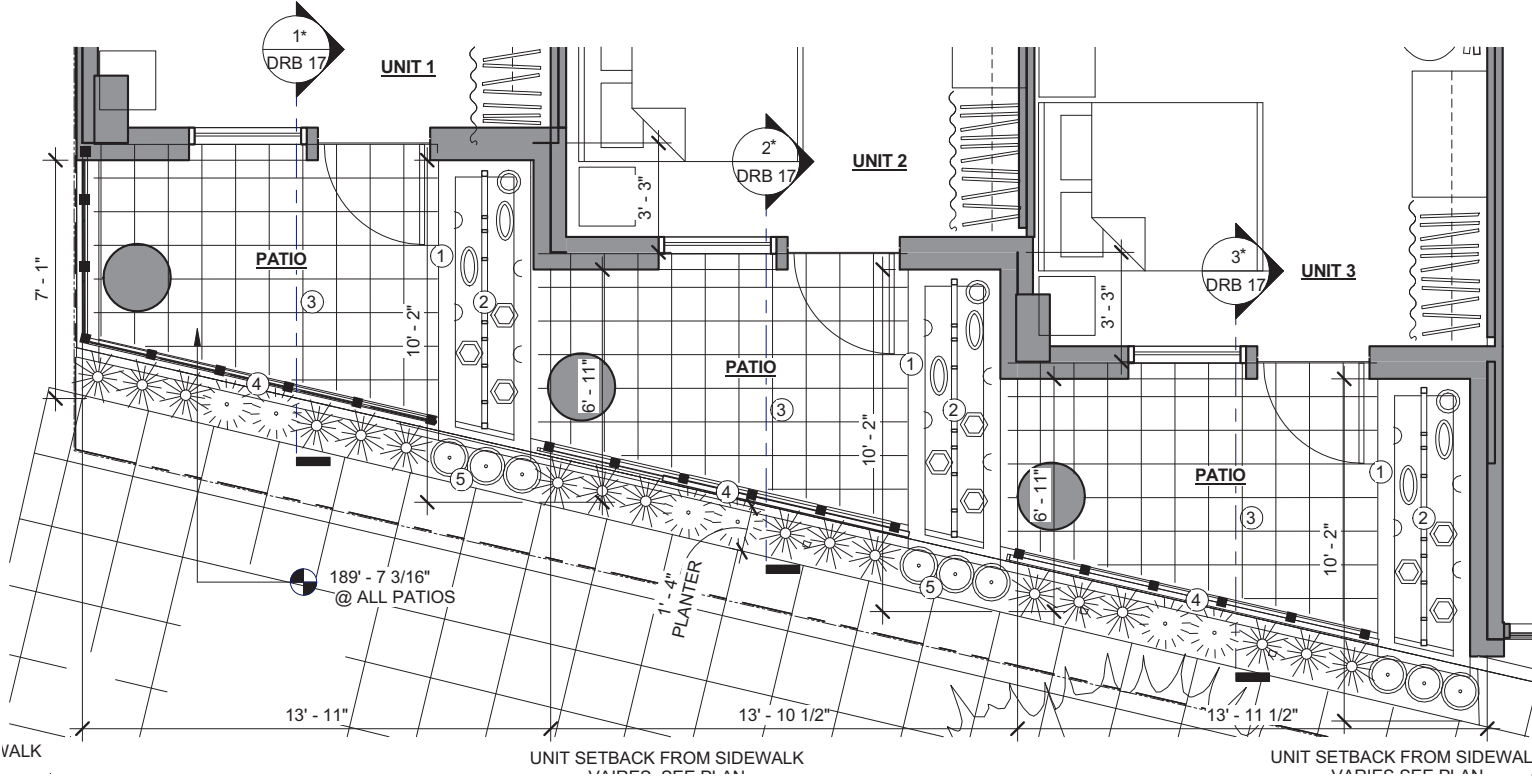
TREE POT UPLIGHTS



DEPARTURES

NC-85 ZONING CODE	REQUIREMENT	WHAT IS PROPOSED	RATIONALE
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1.	SMC 23.47A.008D.2 Street-level development standards	The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.	<p>Request to allow a combination of setback less than 10 feet horizontal and less than 4 feet vertical as measured from the sidewalk.</p> <p>Three units are provided along the 11th Avenue street frontage. The units are located to the north end of the site, away from the more commercial uses near 45th Avenue to the south. The units are ideally suited at this location with the transition from commercial uses to the south and more residential uses to the north. The site slopes uphill to the north resulting in a more intimate floor-to-floor height for the residential units.</p> <p>The units are setback from the street to provide private patios for defensible space, privacy and security separation from the street and sidewalk. The units are setback 10 feet at the deepest location, consistent with the zoning code and design guidelines. The street &amp; sidewalk at this location curves along the frontage, resulting in a varied setback distance from sidewalk. See plan below for dimensions. Due to the curvature of the street, the patio depth and unit setback varies from 10'-2" to approx. 7'-0".</p> <p>The private patio at each unit is slightly lowered from sidewalk level and separated from the street with a glass railing and continuous landscaping planting strip. The patios are separated from each other by a raised stormwater planter and decorative screen.</p> <p>The proposed patio design and unit setback meets the intended design goals for separation, privacy, security and CPTED guidelines. If the units were setback to a minimum of 10 feet along the curved frontage, the units would be setback a distance from the sidewalk that would feel low and dark with to the lowered floor to floor ceiling height at this location. Due to the cantilevered floor edge above, access to light and air to the units would be further compromised. See patio sections sheet 17.</p>
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RESIDENTIAL UNIT PATIO PLANS



RESIDENTIAL UNIT PATIO STREETScape ON 11TH AVENUE



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