DESIGN REVIEW BOARD RECOMMENDATION MEETING

JANUARY 26, 2016

4730 32ND AVENUE SOUTH

DPD #3019613

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DESIGN RECOMMENDATION

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Development Objectives + Program:

SUMMARY:

STORIES: 4

OF UNITS: 155

OF PARKING STALLS: 126, .8 parking ratio

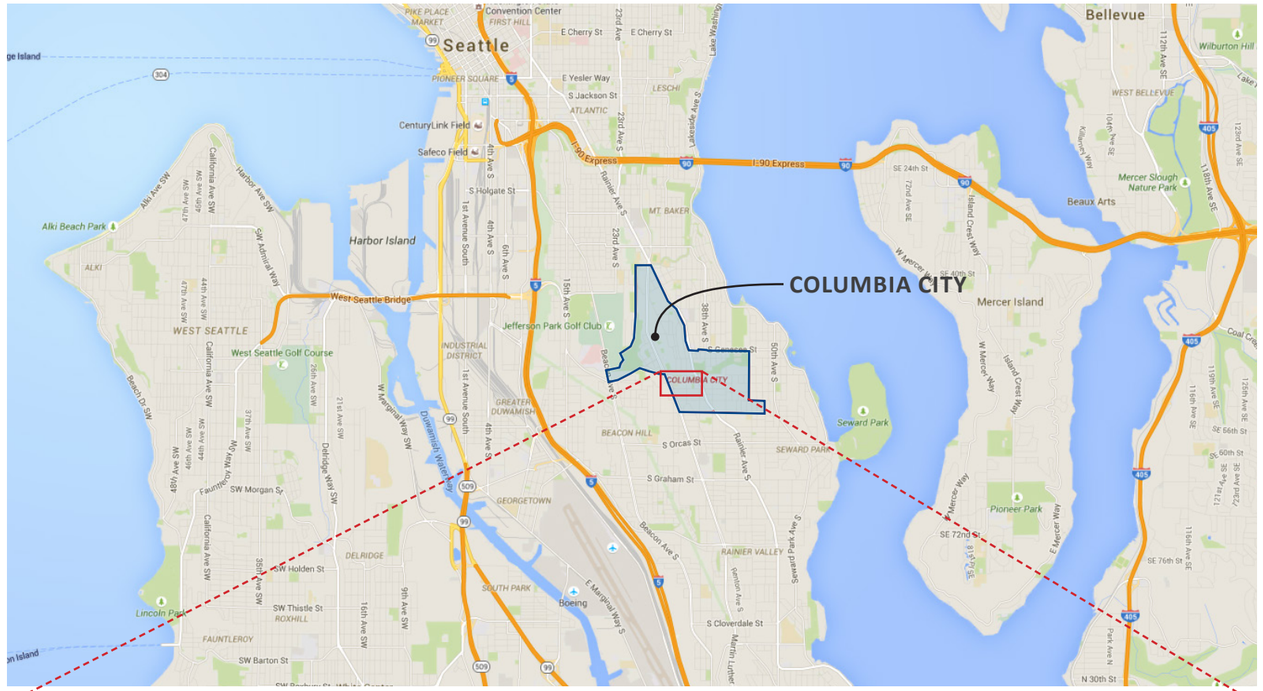
GROSS FLOOR AREA: 190,258 SF

CityLine II establishes the second phase of the Wolff Development Company project currently under construction immediately south of this site. This project brings additional new investment to the neighborhood and continues to realize the longstanding vision of more pedestrian oriented and transit friendly development in the community in response to the light rail station to the west. The project will provide new market rate rental housing and be built to meet sustainable LEED green building standards.

The surrounding context includes the historic Columbia City neighborhood commercial district to the east, the CityLine Phase I project to the south, older single family homes (within L3 zoning) across 32nd Avenue South to the west, and single family homes across South Alaska Street to the north. The older single family homes to the west are expected to transition to higher density development over time. The houses across South Alaska Street face upon the north-south avenues, not the busier arterial, and sit on a slight hill above the street.

The project site is characterized by its corner location at 32nd Avenue South and South Alaska Street. 32nd Avenue South is a residential street and South Alaska Street is a minor arterial. South Alaska Street also serves as the primary northern pedestrian connection between the Columbia City Historic District and the northern entrance of the Sound Transit's Light rail station at MLK Boulevard. The site is relatively level with the corner of 32nd and Alaska, and remains level as Alaska Street descends approximately 17' to the east.

The project seeks to develop 155 apartments with 126 underground parking spaces. All the underground parking will be accessed from an existing driveway on the north side shared with the Phase I project. The project also intends to provide at least one bike parking space per unit. The design proposes six townhouses, each with individual front doors and stoops along 32nd Avenue South to reinforce the pattern established by Phase I and complement the current scale of development across the street. Public curb parking will be provided along 32nd Avenue South. Along the busier Alaska Street arterial the project will transition to four stories set back behind 13' of landscape buffer. The design provides triple the required setback required along 32nd Avenue South and almost twice the required setback along South Alaska Street.



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Columbia Park


Newer Multifamily Housing


A mix of styles. Newer townhomes and older single family homes on the same block


Many multifamily housing options with access to downtown Seattle via light rail

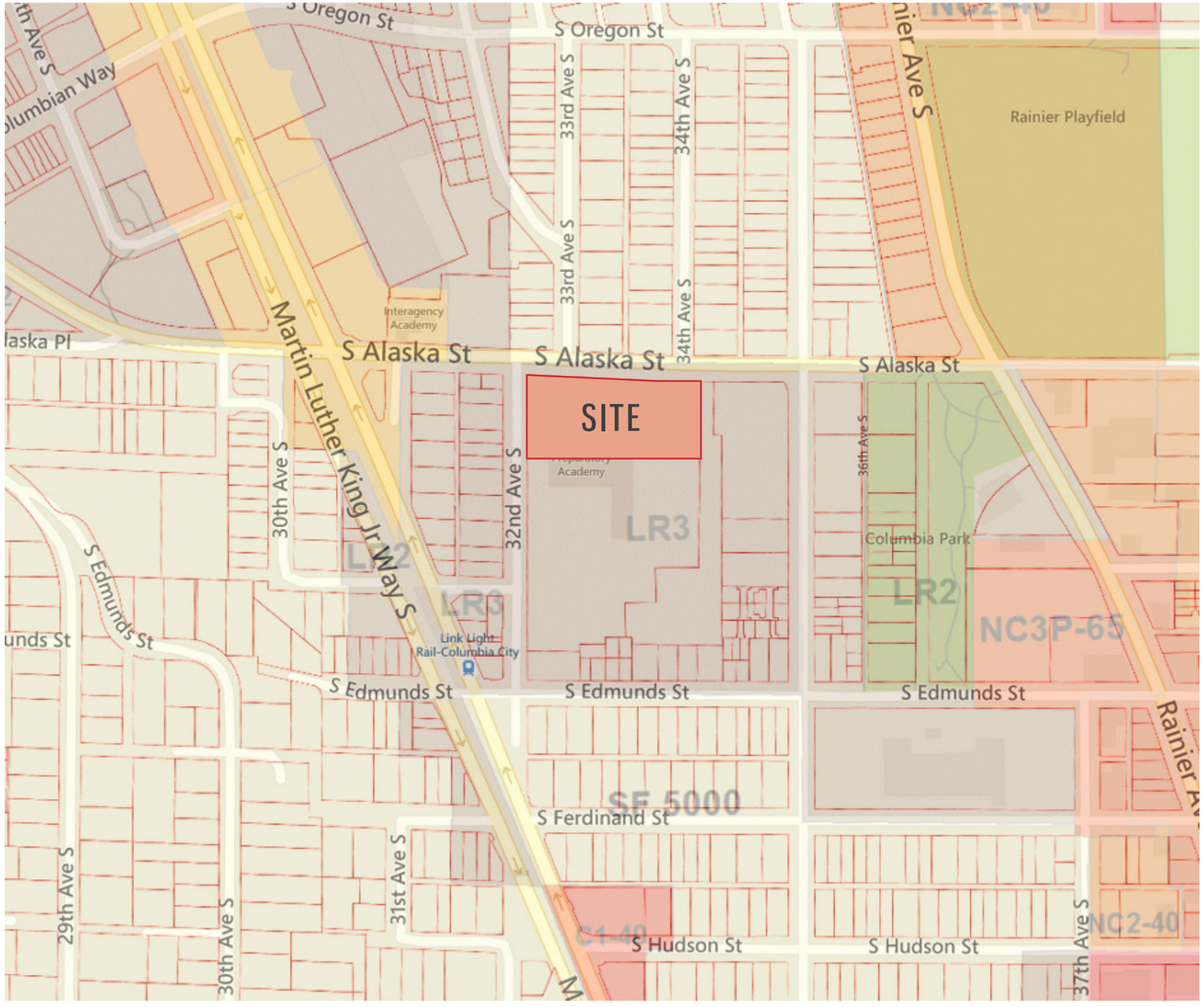
A vibrant neighborhood core


Phase I of the CityLine project, directly to the south


Multifamily housing options

Access to downtown via light rail


Older single-family housing



Zoning Map

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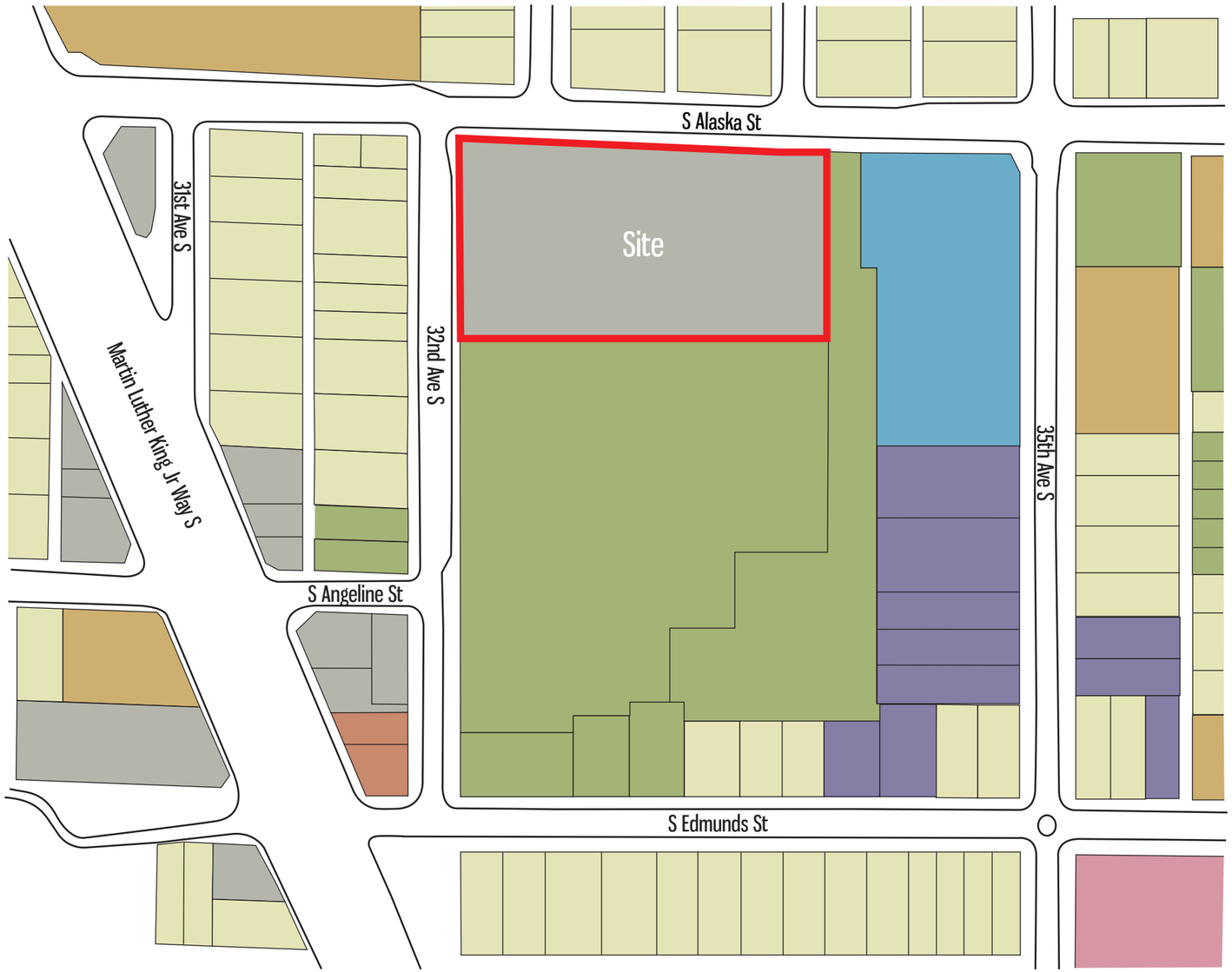

- Multi-Family
- Townhouse
- Single Family
- Education
- Vacant
- Other
- Government Service
- Transit

Existing Land Use Diagram

EDG MASSING OPTIONS

OPTION 1

OPTION 2

OPTION 3 (PREFERRED)

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EDG PREFERRED MASSING OPTION

THE PREFERRED MASSING SCHEME FOCUSED ON THE FOLLOWING POINTS:

• Creates a consistent treatment of the street edge along 32nd Ave S, appropriate to a townhouse vernacular. The massing and ground level treatment along 32nd Ave S works towards creating a successful pedestrian oriented street edge.

• An open pedestrian pathway through-block connection separates the above ground portions of the building, breaking up the building massing. This provides a pedestrian-friendly sidewalk level connection and gateway to both phases of the project.

• A south-facing east courtyard increases access to daylight for the residents of the east above ground building.

OPTION 3 (PREFERRED)

DESIGN PROPOSAL

DESIGN ADVANCEMENT

FURTHER DEVELOPMENT OF THE PREFERRED MASSING SCHEME IN RESPONSE TO EARLY DESIGN GUIDANCE:

1. Massing & Relationship to Context

a. The Board would like to see the S Alaska St frontage developed to respond to the streetscape.
Response: Further development of the S Alaska St frontage is illustrated on Pages 12 through 15, showing the enhanced relationship between the building and the street, and the improved pedestrian experience of the preferred scheme. Two design options are shown on Pages 42 through 45.

b. Develop the corner massing and treatment to serve as a gateway to Columbia City.
Response: Several corner massing options and material/color treatments were explored, with 3 options presented on Pages 40 and 41. Pages 12 and 13 illustrate the design advancement of the preferred massing scheme and the relationship with the streetscape and pedestrian experience.

2. Street Level Uses & Entries

a. In developing the design for the entries, focus on the connection to the street and create clear lines of sight.
Response: The forecourt entry plaza adjacent to the street has been further refined to enhance the physical and visual connection to the street, as illustrated on Page 18.

b. A physical and/or visual connection with active uses is critical to making the streetscape successful. Explore and refine the northwest corner; show the floor plate level with the streetscape.
Response: Exterior active space has been added and a strong visual connection provided between the streetscape and the interior active spaces, as illustrated on Pages 12 and 13.

c. The Board was concerned with the character of the elevated terraces facing Alaska and urged the applicant to develop these private space well. Consider repeating the townhouse vernacular along S Alaska St.
Response: The refinement of the elevated terraces is illustrated on Pages 14 and 15. The recommendation of repeating the townhouse vernacular was explored, but deemed inappropriate given the arterial nature of S Alaska St as well as the varying street slope and resulting grade differences. Two design options exploring the S Alaska St streetscape and relationship with the private terraces are presented on Pages 44 through 47.

3. Adjacent Sites and Open Spaces

a. Explore opportunities to connect with, or enhance, the uses and activities of other nearby open space where appropriate.
Response: The preferred massing scheme incorporates a through-block pedestrian connection that aligns with the Phase 1 pedestrian open space. The physical connection between the two phases has been refined and enhanced as illustrated on Page 23.

b. The south side of the building and courtyard space abut surface parking. Ensure that interior and exterior spaces relate well to each other.
Response: Page 17 illustrates the developed landscape buffer between the parking and the proposed development.

c. The Board noted that the proposed courtyard width is narrow and recommended looking at the proportions of the courtyard space to create access to light and air. Provide solar studies of the courtyard and window location studies. Consider creating two story units at the ground level to better connect to the open space and provide privacy for residents.
Response: The top floor of the building along the southern portion of the courtyard has been removed to allow for additional light and air. See Pages 19 and 56.

CITYLINE II - AERIAL VIEW

4. Plants and Habitat

a. The Board observed mature planting onsite and directed the applicant to study if any of mature trees could be retained.
Response: Further study revealed that many of the mature trees are recommended for removal due their poor condition, as noted in the Arborist report. The design team concluded that providing new landscaping integrated into the proposed development would better serve the goals of the Design Review Guidelines. The street trees along S Alaska St will be retained. See landscape plans, Pages 23 & 24.

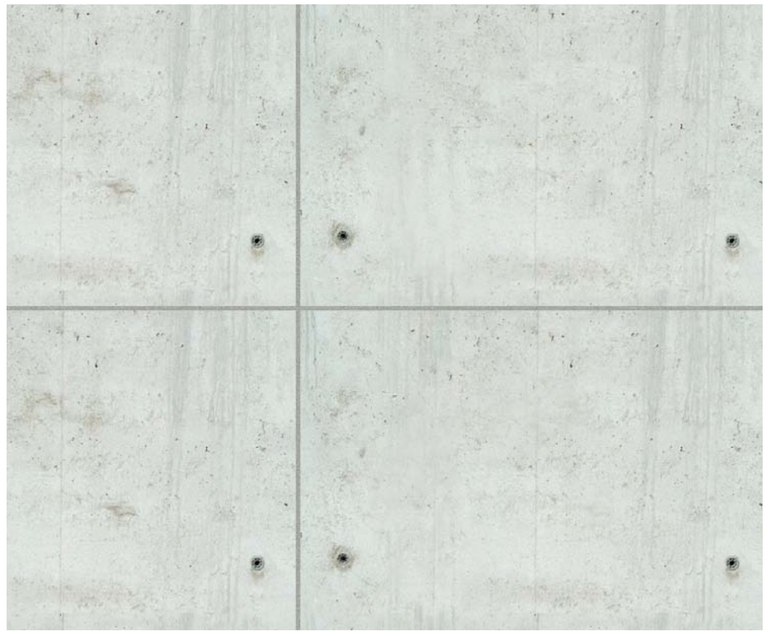
1. METAL PANEL: SLATE GREY

2. CEMENTITIOUS PANEL
SYSTEM: CHARCOAL GREY

3. CEMENTITIOUS PANEL
SYSTEM: MAYONNAISE, WITH SELECTED HIGHLIGHTS

8. CEMENTITIOUS PANEL
SYSTEM: RUST RED

4. CEMENTITIOUS LAPPED SIDING: MESA VERDE TAN



5. ARCHITECTURAL CONCRETE

6. CORTEN STEEL PANELS AT LANDSCAPE

7. THERMALLY MODIFIED ASH DECKING

NORTH ELEVATION

BUILDING A - WEST ELEVATION

BUILDING A - EAST ELEVATION

1. METAL PANEL: SLATE GREY
2. CEMENTITIOUS PANEL SYSTEM: CHARCOAL GREY
3. CEMENTITIOUS PANEL SYSTEM: MAYONNAISE WITH SELECTED HIGHLIGHTS
4. CEMENTITIOUS LAPPED SIDING: MESA VERDE TAN
5. ARCHITECTURAL CONCRETE
6. CORTEN STEEL PANELS
7. THERMALLY MODIFIED ASH DECKING

SOUTH ELEVATION

BUILDING B - WEST ELEVATION

BUILDING B - EAST ELEVATION

1. METAL PANEL: SLATE GREY
2. CEMENTITIOUS PANEL SYSTEM: CHARCOAL GREY
3. CEMENTITIOUS PANEL SYSTEM: MAYONNAISE WITH SELECTED HIGHLIGHTS
4. CEMENTITIOUS LAPPED SIDING: MESA VERDE TAN
5. ARCHITECTURAL CONCRETE
6. CORTEN STEEL PANELS
7. THERMALLY MODIFIED ASH DECKING

NW BUILDING CORNER, MUP SUBMITTAL

NW BUILDING CORNER, REVISED MASSING

The NW corner of the building has been revised to increase the volume and bring the massing down to the street level to increase the verticality, enhance the mass volume and provide a stronger connection between the building and the ground plane. A signature color has been introduced and the amount of glazing has been increased to create a lantern effect.

A pedestrian gathering space has been introduced off of the corner sidewalk, framed by 4 specimen trees. This allows for pedestrian engagement between the sidewalk and the site and provides a distinct corner element.

This combination of integrated architectural and landscape modifications signifies this corner of the project as a unique a gateway element for the neighborhood.

32ND AVE S AND S ALASKA ST

MASSING / STREET LEVEL USES AND ENTRIES / CORNER GATEWAY

While the Board agreed that the ground level treatment along 32nd Ave S seemed successful in creating a pedestrian oriented street edge, reconsideration of the corner of 32nd Ave S and S Alaska St was requested to create a stronger visual connection to active uses and create a “gateway” to the commercial heart of Columbia City which lies to the East.

S Alaska St, as an arterial, provides a different experience than 32nd Ave S, and demands a different treatment with respect to traffic volumes and speeds. Still, a greater pedestrian and visual connection to active uses of the apartment amenity spaces can be created by peeling back the landscape and providing a public court. This allows for a respite for hill-climbing pedestrians in the form of bench seating and attractive landscaping. This flows into the mid-block passthrough, which splits the building massing and forms a pedestrian entry to both phases of the project.

The ground level floor plate has been extended toward the corner, with additional windows added allowing for a visual connection between the streetscape and the active amenity spaces including a club room and fitness area.

NW BUILDING CORNER, MUP SUBMITTAL

NW BUILDING CORNER, REVISED MASSING

NW BUILDING CORNER, MUP SUBMITTAL

NW BUILDING CORNER, REVISED MASSING

S ALASKA ST

STREET LEVEL USES AND ENTRIES

NE BUILDING CORNER, REVISED MASSING

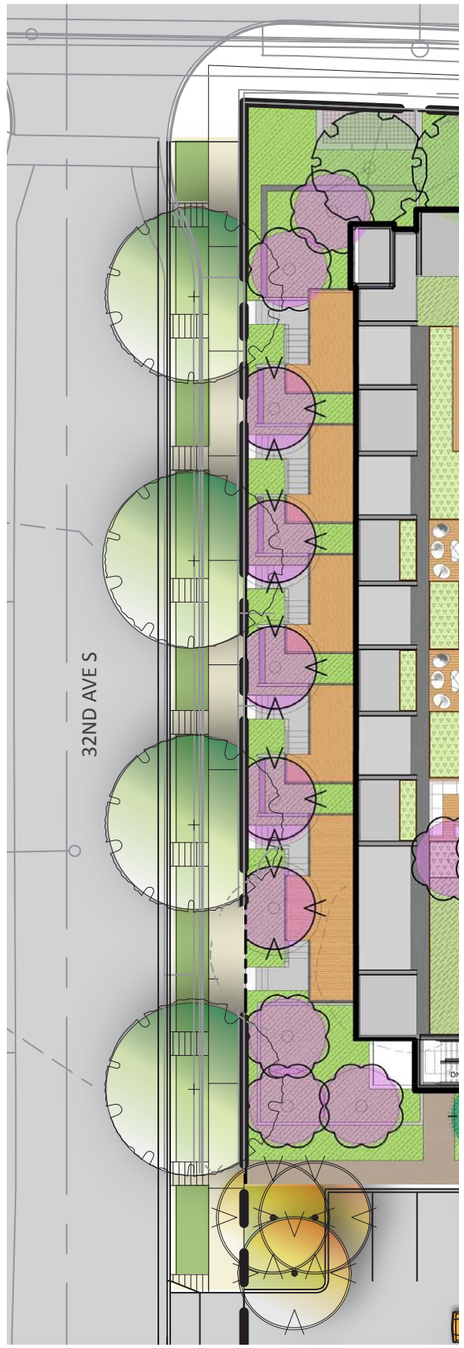
The landscape area along the entire frontage has been lowered and terraced to reduce the height of the retaining walls along the sidewalk. The private decks are integrated into the landscape terraces, allowing for a visual relationship with the sidewalk while maintaining some degree of privacy.

We have further modulated the terraced retaining walls to reflect the building modulation, including plane changes and material changes from concrete to block wall to enhance the textural experience for pedestrians.

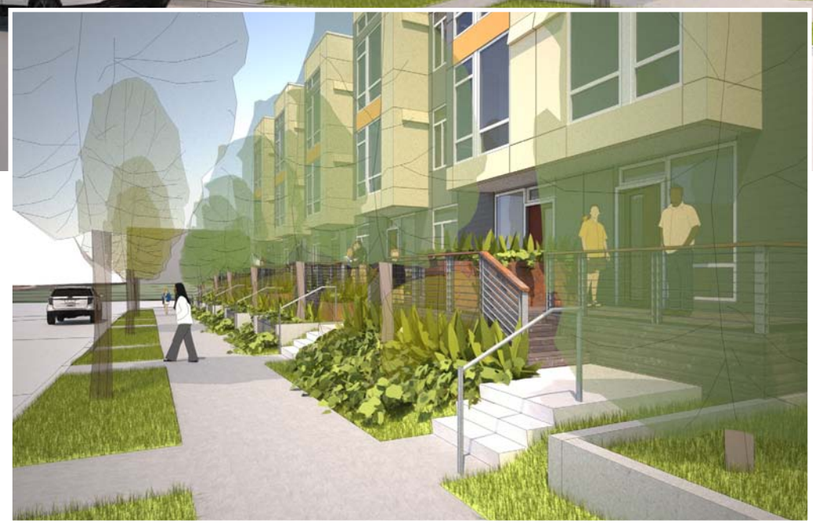
At the NE building corner, the lowered and terraced landscaping continues, reducing the retaining wall height – and windows have been added at the basement to lighten the corner expression and bring more light into the basement areas.

NE BUILDING CORNER, 1ST MUP SUBMITTAL

S ALASKA ST ENTRY AND THROUGH-BLOCK CONNECTION



PLAN



32ND AVE S TOWNHOUSE TYPOLOGY

The landscaping along 32nd Ave S has been modified to create a similar relationship at the sidewalk as the Phase 1 project. The retaining wall along the sidewalk has been lowered to approximately 2 feet in height, set back to allow for a flush planting strip at the sidewalk.

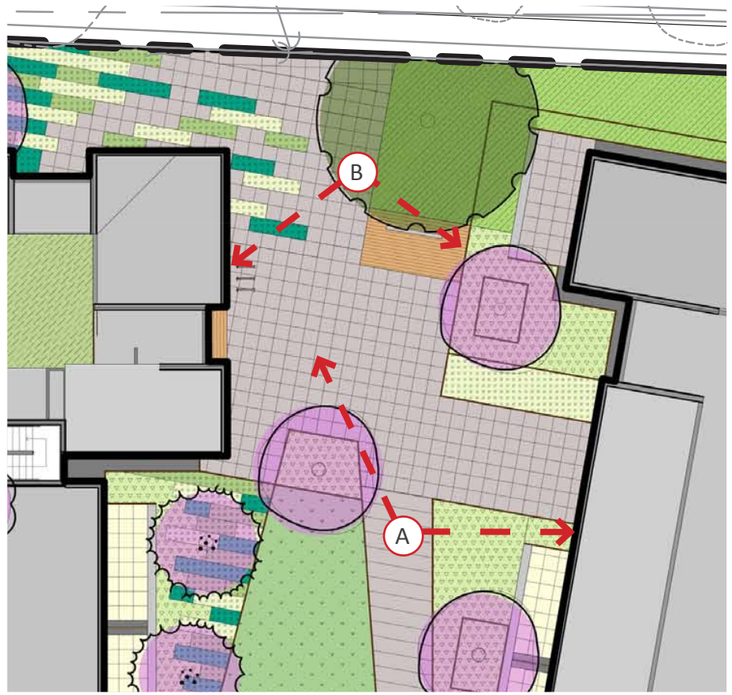
Lowering the unit entries was explored, but given the additional setback provided, we felt it was better to keep the lower stair relationship with the sidewalk similar to Phase 1, with the stair landing then leading to the private terrace. The cladding material of the terraces has also been changed to wood to soften the visual impact and provide enhanced color and texture along the street frontage.

SOUTHEAST CORNER, PARKING LOT FACING GROUND FLOOR UNITS

The landscape buffer between the south facing units and the parking lot has been further developed. A hedge and planting strip separates the terraces from the adjacent sidewalk, providing separation and privacy at the ground level. The landscape and hedge elements have also been added as a buffer between the units and parking areas at the rest of the units along this façade as well to further visually screen the ground floor units.

BUILDING B PEDESTRIAN ENTRY A

PEDESTRIAN ENTRANCES AND WEST COURTYARD B



PLAN

RAIN GARDEN AND EAST COURTYARD

The east courtyard and raingarden is designed primarily as an overlook. To improve access to light and air in the east courtyard, the topmost unit on the south side has been removed.

FIXTURE KEY*

a

6 3/4” recessed ceiling

b

wide beam compact floodlight

c

10 1/4” surface mount

with half lid

d

13 3/4” surface mount

e

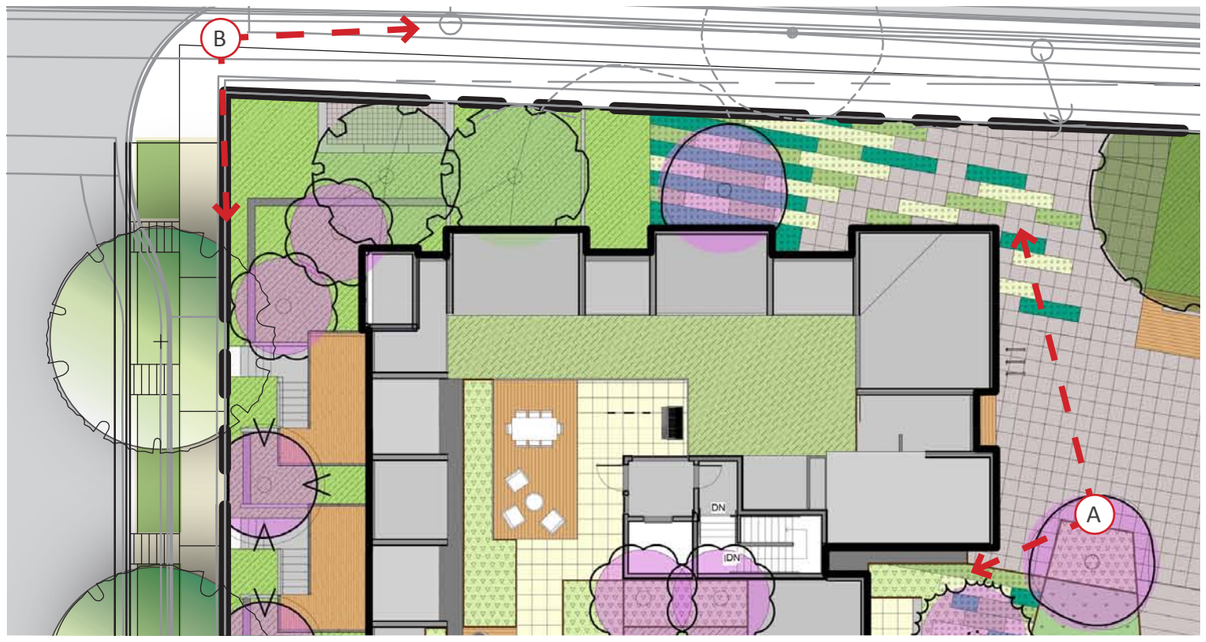
6” x 11” wall mount

luminares, single side output

* *These fixtures are representative of the type of fixture proposed for these locations. The actual fixture and manufacturer may change at final selection.*

A. MAIN ENTRANCE ACCENT SIGN

B. NORTHWEST CORNER BUILDING SIGN



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LANDSCAPE DESIGN

LANDSCAPE DESIGN: PHASE I AND II OPEN SPACE SYSTEM

SEE AERIAL ENLARGEMENT THIS SHEET

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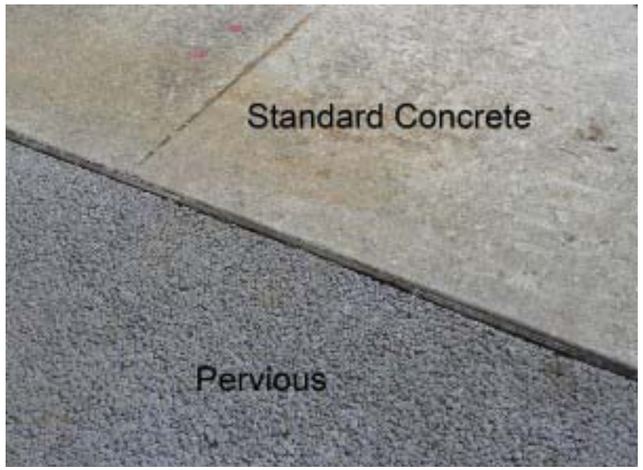
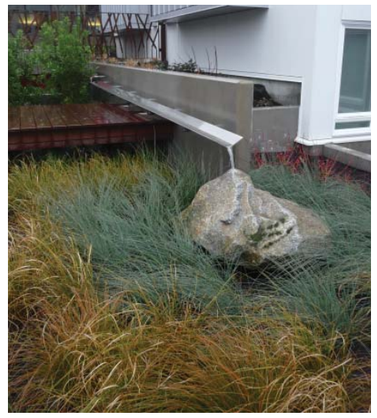
LANDSCAPE MATERIALS LEGEND

1. EXISTING SIDEWALK TO REMAIN
2. PERVIOUS CONCRETE PAVING
3. CIP SCORED CONCRETE PAVING (ON-GRADE)
4. CIP SCORED CONCRETE PAVING (ON-STRUCTURE)
5. PERMEABLE CONCRETE PAVERS
6. PRECAST CONCRETE PAVERS ON PEDESTALS
7. WOOD TILE PAVERS ON PEDESTALS
8. WOOD DECKING
9. CIP CONCRETE STAIRS
10. CIP CONCRETE WALL
11. CORTEN STEEL EDGE
12. WOOD SEATING ELEMENT
13. MOVABLE SITE FURNISHINGS
14. BIKE RACKS
15. STEEL RUNNEL AT BIORETENTION
16. SPLASH BLOCK AT BIORETENTION
17. BOLLARD
18. BBQ
19. PLANTING - EXITSING TO REMAIN
20. PLANTING - ON GRADE
21. PLANTING - ON STRUCTURE
22. LAWN
23. BIORETENTION PLANTER
24. BUFFER PLANTING
25. GREEN ROOF


Standard Concrete
Pervious



EXISTING STREET TREES

S. ALASKA STREET

Acer truncatum x
A. platanoides

32ND AVENUE SOUTH

Quercus coccinea

STREET TREES

Carpinus japonica

Quercus coccinea

SHADE TREES

Cercidiphyllum japonicum

Cladrastis kentuckea

Ulmus parvolifia ‘Emer II’

FLOWERING / ACCENT TREES

Acer palmatum

Cornus x ‘Venus’

Lagerstroemia indica x faurieri ‘Natchez’

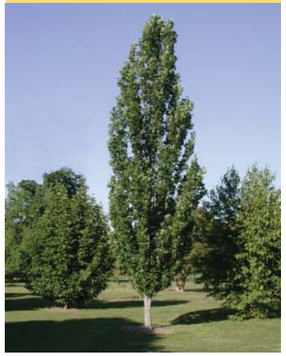
Magnolia grandiflora
‘Little Gem’

Parrotia persica

Stewartia monodelpha

Styrax japonicus

COLUMNAR TREES



Liriodendron tulipifera ‘Fastigiata’

EVERGREEN TREES

Calocedrus decurrens

Pinus flexilis ‘Vanderwolf’s Pyramid’

SOUTH ALASKA STREET


Mahonia aquifolium


Sarcococca ruscifolia


Cornus alba ‘Elegantissima’


Dicentra formosa


Polystichum munitum


Ligularia stenocephala ‘Little Rocket’

32ND AVENUE SOUTH


Rhaphiolepis umbellata ‘Minor’


Hydrangea paniculata ‘Little Lime’


Liriope muscari

SURFACE PARKING BUFFER


Prunus laurocerasus ‘Otto Luyken’


Choisya ternata ‘Sundance’


Miscanthus sinensis ‘Adagio’

COURTYARD


Turf


Anemanthele lessoniana

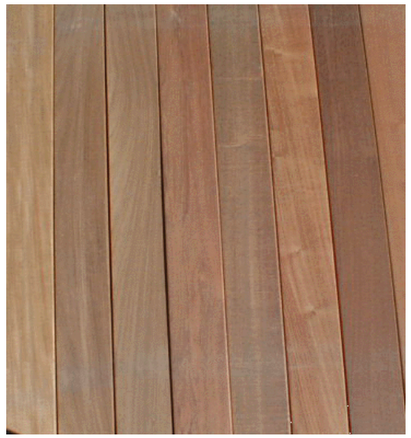

Clethra alnifolia


Prunus laurocerasus ‘Mount Vernon’

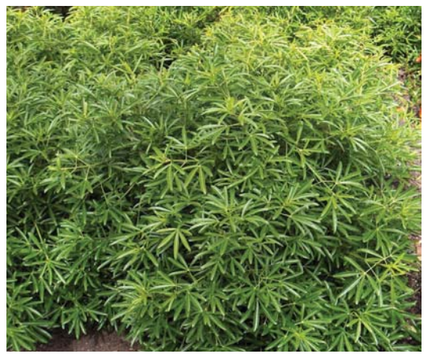
BIORETENTION


Juncus patens


Iris douglasiana



Lagerstroemia indica x faurieri ‘Natchez’

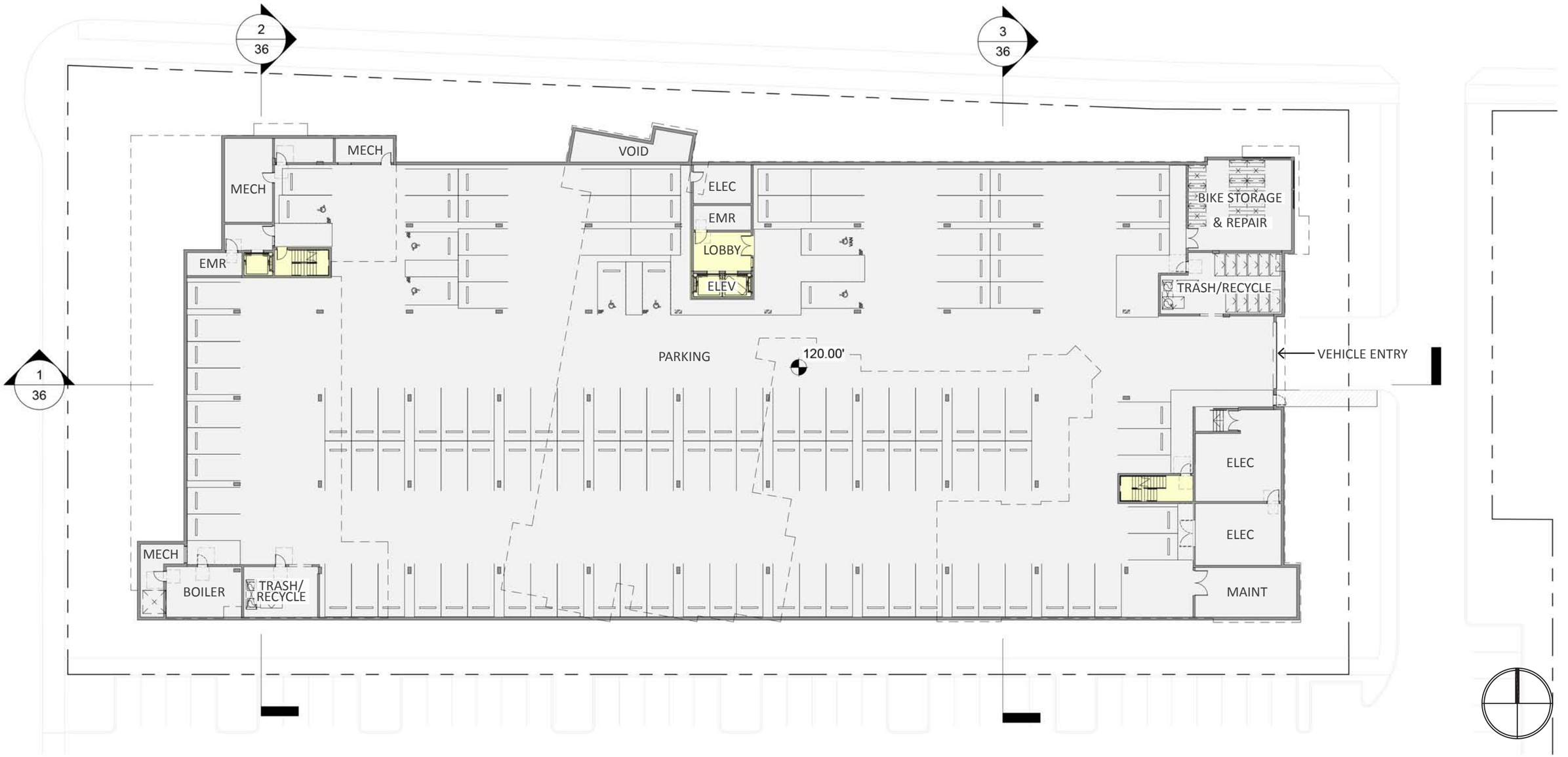


Choisya ternata ‘Aztec Pearl’

Perovskia atriplicifolia

Pennisetum orientale

Crocosmia



1 PARKING LEVEL P1 FLOOR PLAN
1" = 30'-0"

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1 LEVEL 1 FLOOR PLAN
1" = 30'-0"

1 LEVEL 2 FLOOR PLAN
1" = 30'-0"

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1 LEVEL 3 FLOOR PLAN
1" = 30'-0"

1 LEVEL 4 FLOOR PLAN
1" = 30'-0"

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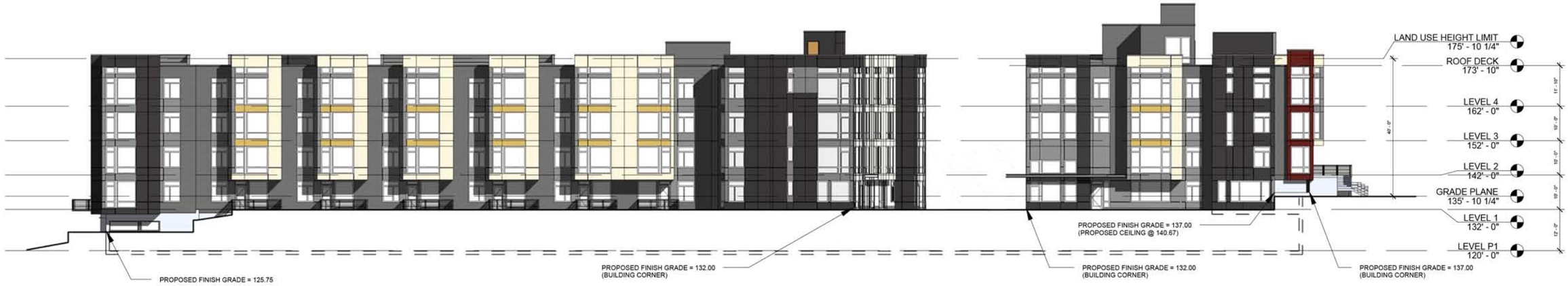


1 NORTH BUILDING ELEVATION
1" = 30'-0"

2 SOUTH BUILDING ELEVATION
1" = 30'-0"

3 BLDG A EAST ELEVATION
1" = 30'-0"

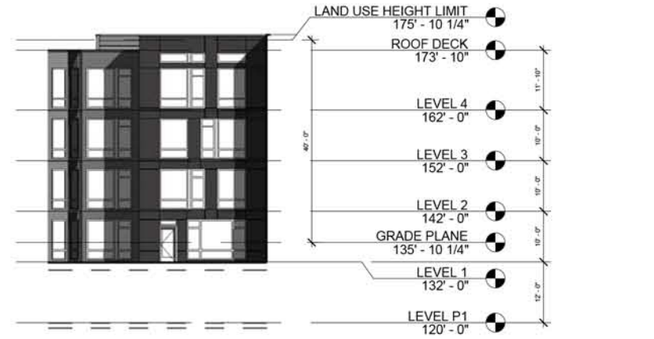
4 BLDG A WEST ELEVATION
1" = 30'-0"

1 BUILDING B WEST ELEVATION
1" = 30'-0"

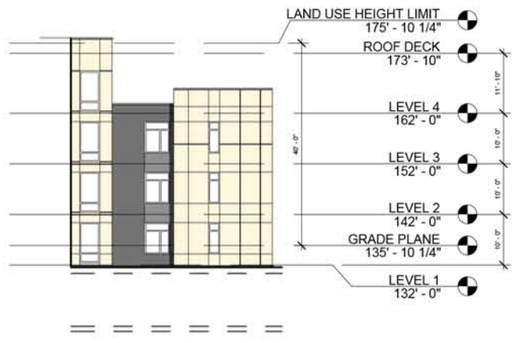
2 BUILDING B SOUTH ELEVATION
1" = 30'-0"

3 BLDG B COURTYARD FACING WEST
1" = 30'-0"

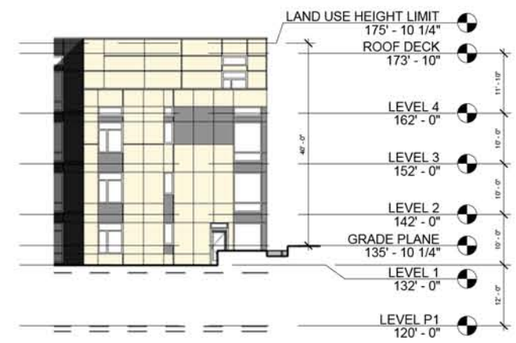
4 BLDG B COURTYARD FACING NORTH
1" = 30'-0"



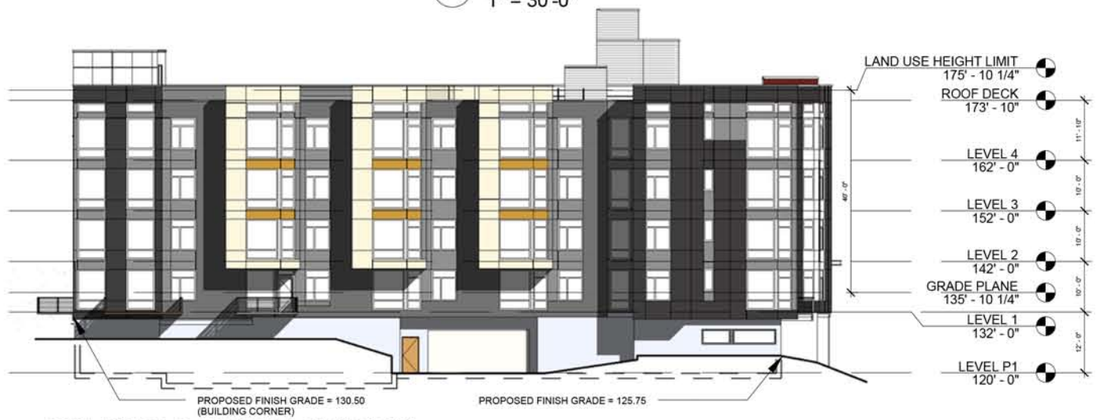
5 BLDG B COURTYARD FACING EAST 1
1" = 30'-0"



6 BLDG B COURTYARD FACING SOUTH
1" = 30'-0"



7 BLDG B COURTYARD FACING EAST 2
1" = 30'-0"



8 BUILDING B EAST ELEVATION
1" = 30'-0"

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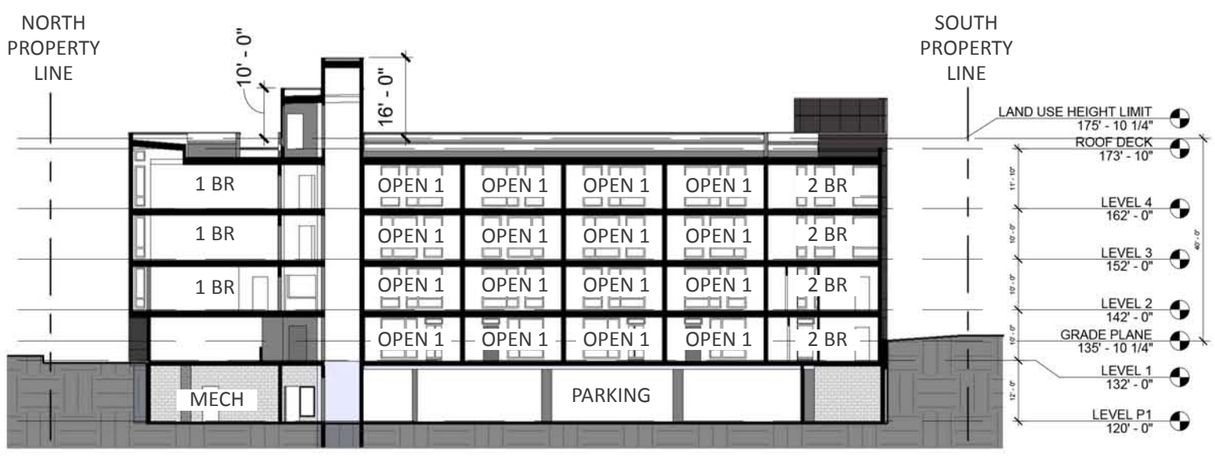
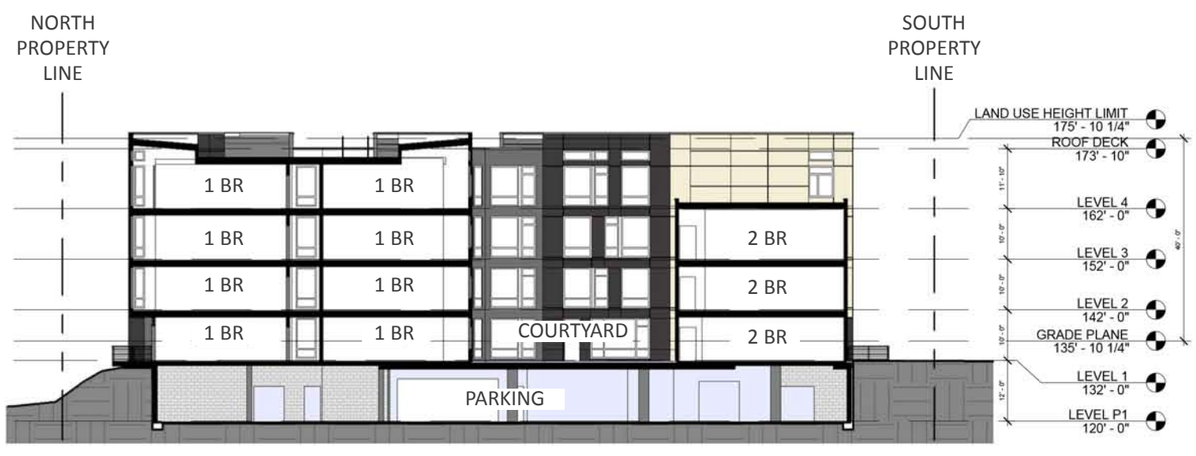
1 E/W BLDG SECTION
1" = 30'-0"



2 N/S SECTION, BUILDING A
1" = 30'-0"



3 N/S SECTION, BUILDING B
1" = 30'-0"

CS1.B Sunlight and Natural Ventilation

CS1.C Topography

CS2.C Relationship to the Block

CONTEXT AND SITE

TITLE	2013 SEATTLE DESIGN GUIDELINES ▸ PRIORITY GUIDELINES IDENTIFIED DURING EDG	PROJECT RESPONSE
CS1. Natural Systems and Site Features: Use natural systems and features of the site and its surroundings as a starting point for project design.	A. Energy Use B. Sunlight and Natural Ventilation ▸ C. Topography ▸ D. Plants and Habitat E. Water	Above-ground building forms are sculpted to maximize solar exposure by opening courtyards to the South. The form of the building takes advantage of the plateau-like shape of land in several ways. Vehicle access is located at the low end of the site from a shared access easement, directly into the below grade parking level. As the existing topography rises to the west, this creates an ideal location for patios set above the sidewalk, and providing eyes on the street. Finally, the main pedestrian entries are located where the topography matches the sidewalk level creating great ease of access (CS1.C.1-2, CS2.D.2). Buildings set backs are greater than required to allow for enhanced landscaping and increased open space. Street trees along 32nd Ave S reinforce the rhythm of the townhouses. Locating replacement native trees for removed vegetation at locations enjoyable by the public allows the incorporation of landscape elements into building design, reinforcing a good streetscape (CS1.D.1, CS2.B.1).
CS2. Urban Pattern and Form: Strengthen the most desirable forms characteristics and patterns of the street block faces and open spaces of the surrounding area.	▸ A. Location in the City and Neighborhood ▸ B. Adjacent Sites, Streets, and Open Spaces ▸ C. Relationship to the Block ▸ D. Height, Bulk, and Scale	The project is designed to help set a new tone for the neighborhood as a denser, transit oriented place. Though it is a ‘full block’ project, the building is broken up and articulated above ground level to avoid a monolithic presence. A through block connection is provided at street level, providing access to on site open space and connectivity to the surrounding neighborhood (CS2.B.2-3). Detail at the human scale and façade modulation help add rhythm and variety (CS2.A.1-2, CS2.D.1, CS2.D.3).
CS3. Architectural Context and character: Contribute to the architectural character of the neighborhood.	A. Emphasizing Positive Neighborhood Attributes B. Local History and Culture	Each building facade responds to the character of the adjacent context, with walk-up townhome units fronting the residential character of 32nd Ave S., while the Alaska Street frontage is set back from the arterial to allow for greater landscaping and an enhanced pedestrian experience. The corner massing provides a unique “lantern” element while the landscaping provides a corner gathering space creating a gateway for the neighborhood (CS2.C.1, CS2.D.4-5).

PL1.A Network of Open Spaces

PL3.A Entries

PL4.B Planning Ahead for Bicyclists

PUBLIC LIFE

TITLE	2013 SEATTLE DESIGN GUIDELINES ▸ PRIORITY GUIDELINES IDENTIFIED DURING EDG	PROJECT RESPONSE
PL1. Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.	▸ A. Network of Open Spaces ▸ B. Walkways and Connections ▸ C. Outdoor Uses and Activities	The building's west courtyard will be designed to create a midblock pass-through connecting the sidewalk level to a pedestrian mews through the site, enhancing a connection to Phase 1 of the project (PL1.A). Both entrance lobbies for the above-ground structures will be clearly delineated, located with visual access from S Alaska St and the pedestrian mews (PL1.B.1-3, PL3.A.1). Both buildings' lobby entrances will be located at a level that allows direct sidewalk access for those with mobility limitations (PL2.A.1). These entrances will be set back from the path, and emphasized with landscaping and overhead canopies as a semi-private space (PL3.A.2). Individual front porch entrances for Townhouses along 32nd Ave will be scaled for a more intimate and personal experience, contributing to the street edge appropriately with landscaping and vertical modulation, continuing the rhythm set up in Phase 1 (PL3.A.3-4). The primary vehicle entry will be located off the 'alley' from S Alaska St, providing a safe and convenient access point for both cars and bicycles (PL4.A.1-2). Bicycle storage facilities will be located just off this main entrance to maximize their convenience (PL4.B.2-3). Close-by bus and rail transit connections are well served by the pedestrian entrances located at sidewalk-level on S Alaska St (PL4.C.3).
PL2. Walkability: Create a safe and comfortable walking environment that is easy to nagivate and well-connected to existing pedestrian walkways and features.	▸ A. Accessibility ▸ B. Safety and Security C. Weather Protection ▸ D. Wayfinding	
PL3. Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	▸ A. Entries ▸ B. Retail Edges C. Residential Edges	
PL4. Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.	▸ A. Entry Locations and Relationships ▸ B. Planning Ahead for Bicyclists C. Planning Ahead for Transit	

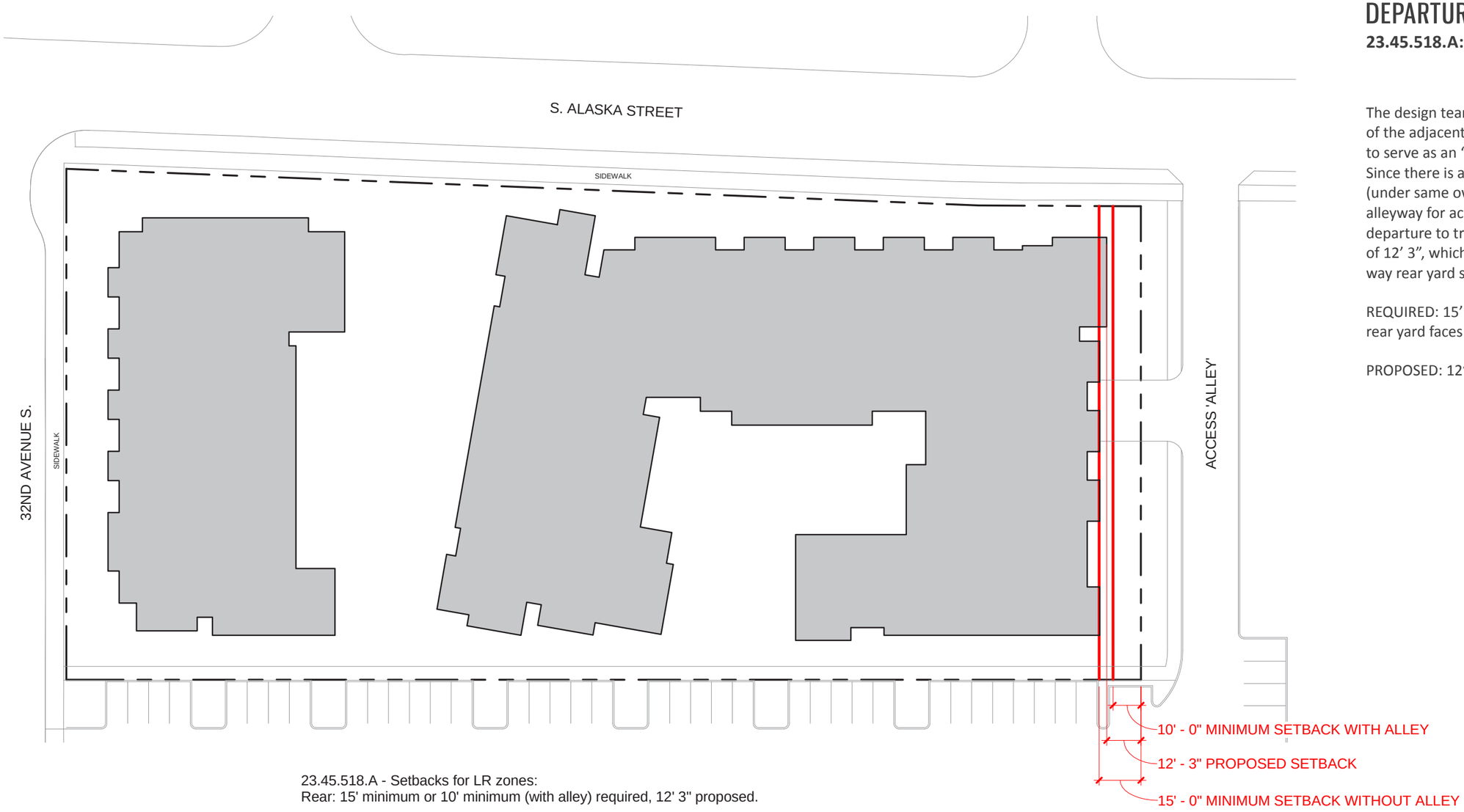
DC1.B Vehicular Access and Circulation

DC2.C Secondary Architectural Features

DC4.D Trees, Landscape, and Hardscape Materials

DESIGN CONCEPT

TITLE	2013 SEATTLE DESIGN GUIDELINES KEY GUIDELINES	PROJECT RESPONSE
DC1. Project Uses and Activities: Optimize the arrangement of uses and activities on site.	A. Arrangement of Interior Uses B. Vehicular Access and Circulation C. Parking and Service Uses	Vehicle access will be through a shared access easement, using the entry drive currently used for access to Phase I of the project (DC1.B.1-2). This access will serve a below-grade parking area, bicycle storage, solid waste storage and service entry, which will reduce the visible impact of parking for the project (DC1.C.1-4). The above-grade structures are split into two buildings, which help to reduce the perceived mass of the project. Modulation of the building envelope is planned to help further break down massing and create rhythm and interest (DC2.A.1-2, DC2.C.1), with wood cladding at the street level patios to provide texture at the pedestrian level (DC2.D.1-2). Exterior materials include durable rain-screen cladding in coordinating colors that provides visual interest and continuity with the Phase 1 project, while maintaining a separate identity (DC4.A.1-2). The rhythm of the townhouses continues a pattern set by Phase I of the project, allowing for an unbroken and well held street edge. Trees and planting along 32nd Ave S are designed to continue a theme set in Phase I and unify the block into one streetscape (DC3.C.1, DC4.D.4). Common courtyard spaces are designed as a combination of hardscape and planting, providing an inviting mid-block path through the west courtyard. Both courtyards provide access to light and air for residents, and include private patios. (DC3.A.1, DC3.B.1-4, DC4.D.2). A rooftop deck amenity provide residents a private common outdoor space (DC3.C.2).
DC2. Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	A. Massing B. Architectural and Façade Composition C. Secondary Architectural Features D. Scale and Texture E. Form and Function	
DC3. Open Space Concept: Integrate open space design with the design of the building so that each complements the other.	A. Building-Open Space Relationship B. Open Spaces Uses and Activities C. Design	
DC4. Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.	A. Building Materials B. Signage C. Lighting D. Trees, Landscape, and Hardscape Materials E. Project Assembly and Lifespan	



23.45.518.A - Setbacks for LR zones:
Rear: 15' minimum or 10' minimum (with alley) required, 12' 3" proposed.

1 DEPARTURE 1 - REAR YARD SETBACK
1" = 40'-0"

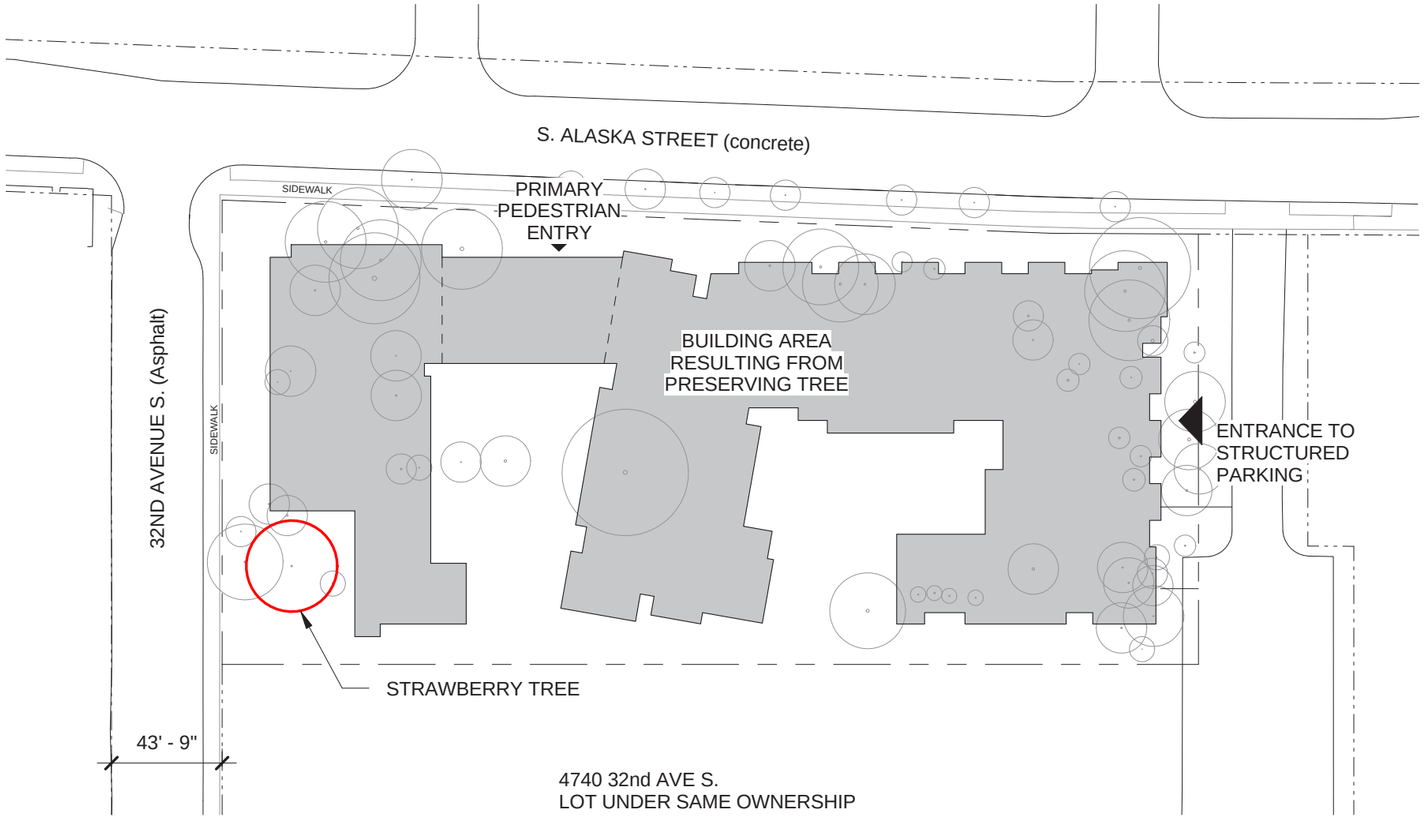
DEPARTURE: REAR YARD SETBACK

23.45.518.A: SETBACKS FOR LR ZONES

The design team is seeking a departure to allow for the portion of the adjacent site, used as vehicular access to both sites, to serve as an 'alley way' in terms of setback requirements. Since there is an easement planned with the adjacent property (under same ownership), the function is identical to a public alleyway for accessing the property. Therefore we seek a departure to treat it as such, and propose a rear yard setback of 12' 3", which is in excess of the 10' required under the alley-way rear yard setback provision.

REQUIRED: 15' - 0" minimum setback, reduced to 10' - 0" if rear yard faces an alley.

PROPOSED: 12' - 3" setback.



1 SITE PLAN
1" = 60'-0"

EXCEPTIONAL TREE: REMOVAL AND CANOPY REPLACEMENT

Although tree #133, per arborist's report meets the minimum trunk diameter requirements to qualify as an exceptional tree, its location and overall quality (see photo) does not provide significant public benefit. Therefore, we propose contributions in lieu of preservation that would provide a greater public benefit and allow the overall project to better accomplish the objectives of the Design Guidelines.

1. Include four additional trees at the corner of 32nd Ave S and S Alaska St to mark the corner of the block with greenery. These would compliment the street trees included in the approved Phase I SIP (See pg 57).

2. Provide generous caliber trees to mark the entrances to the above-ground structures at the proposed through-block connection.

These replacements would result in a better project in terms of Architectural Presence (CS2-A-2.), strongly contributing to the street edge, and enhancing the character of open space (CS2-B-2 & 3.). Allowing a replacement, the resulting building mass would create much better open spaces (PL1-A-1.) by allowing the mass to split, creating a possibility for pedestrian permeability of the site. (PL1-A-2.), and reducing perceived mass (DC2-A-2.)

The preferred option better meets the Design Guidelines as the break in the north façade and open pedestrian pathway connection is more successful in creating a pedestrian oriented streetscape (Guidelines CS2-A-1, CS2-B-2, CS2-C-1, DC2-A-1).

ARBORIST SUMMARY

Species: Strawberry Tree (Arbutus Unedo), not listed on native or non-native preservation lists
Size: 14" DBH (diameter at 4.5' above base)
Risk Rating: Low
Preservation Value: Common Species with minimal character
Defects/comments: This specimen (#133) has a wide spreading and low crown with decay in the lower trunk
Assessment: Tree is not in poor enough condition or a hazard enough to safety to clearly justify removal per SMC 25.11.050 B. Consequently, approval for removal would need to be made by the City relative to required criteria.

Massing option preserving tree #133 (non-preferred option at EDG)

Preferred massing option per EDG guidance

Tree #133, Arbutus unedo

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32ND AVE S AND S ALASKA ST CORNER GATEWAY

BOARD DIRECTION

At the EDG meeting, the Board supported the preferred design concept but also gave clear direction, outlined in the EDG notes:

"The Board noted that this development will be the first major development between the light rail station and the commercial heart of Columbia City, and directed to applicant to refine the northwest corner massing. Develop the corner massing and treatment to serve as a gateway to Columbia City. (Guidelines CS2-A-1, CS2-C-1, DC2-A-1)"

RESPONSE

The design team has refined the northwest corner massing and landscape design to better act as a gateway element along the path from the light rail station to the commercial core of Columbia City (CS2-A-1). This was accomplished by treating the corner of the building uniquely with a bolder material palette and larger glazed openings creating a 'lantern' effect. The landscape design at this area sets back, creating extra space for pedestrians in the form of a public court framed by trees, and backed by landscape (CS2-C-1). This court acts as a respite to pedestrians climbing the hill toward the light rail station. The landscape at the face of the building has also been pulled away from Level 1 allowing a much greater exposure of the activities in the amenity areas, further activating the pedestrian experience. Care was taken to balance transparency and massing of the building with its usage as ultimately residential in nature.(DC2-A-1)

OPTION A, PREFERRED

A balanced approach to creating a greater 'gateway' expression. The building massing has been pulled outward and upward creating a strong book-end to the project as a whole. This is complimented by a greater glazing percentage and bolder material palette creating a 'lantern' effect. This is paired in the landscape design by a pedestrian court, framed by trees and backed by planting. The increased glazing at the amenity areas helps connect the pedestrian level street activity with the activity inside while balancing the need for privacy for the private townhouse entries along 32nd Ave S.

OPTION B

This option is identical to Option A, but retains the material palette used elsewhere in the building, creating a slightly quieter corner gateway expression. Choosing this direction would result in a more ‘nuanced gateway’, more focused on the pedestrian experience at ground level.

OPTION C

This option is identical to Option A, but pushes the mass of the corner building element up to the height limit and provides even greater glazed area. This results in the topmost lites of the windows being comprised of spandrel rather than vision glass. While this maximizes the vertical massing and presents a well proportioned elevation, we feel that spandrel glass is less effective at creating a ‘lantern’ element, as it does not reflect activity within during evening hours.

S ALASKA ST, OPTION A (PREFERRED)

BOARD DIRECTION

At the EDG meeting, the Board supported the preferred design concept but also gave clear direction, outlined in the EDG notes.

"The Board acknowledged that S Alaska St is in many ways the front door to both phases of the development. The massing and ground level treatment along 32nd Ave S seems successful in creating a pedestrian oriented street edge. The Board would like to see the S Alaska St frontage developed as well to respond to the streetscape. (Guidelines CS2-B-2, DC2-A-1)"

"The Board was also concerned with the character of the elevated terraces facing Alaska and urged the applicant to develop the scale and transition of these private spaces well. Consider repeating the townhouse vernacular along S Alaska St (Guidelines CS2-B-2, PL2-B-1, PL3-B-1, PL3-B-4)"

RESPONSE

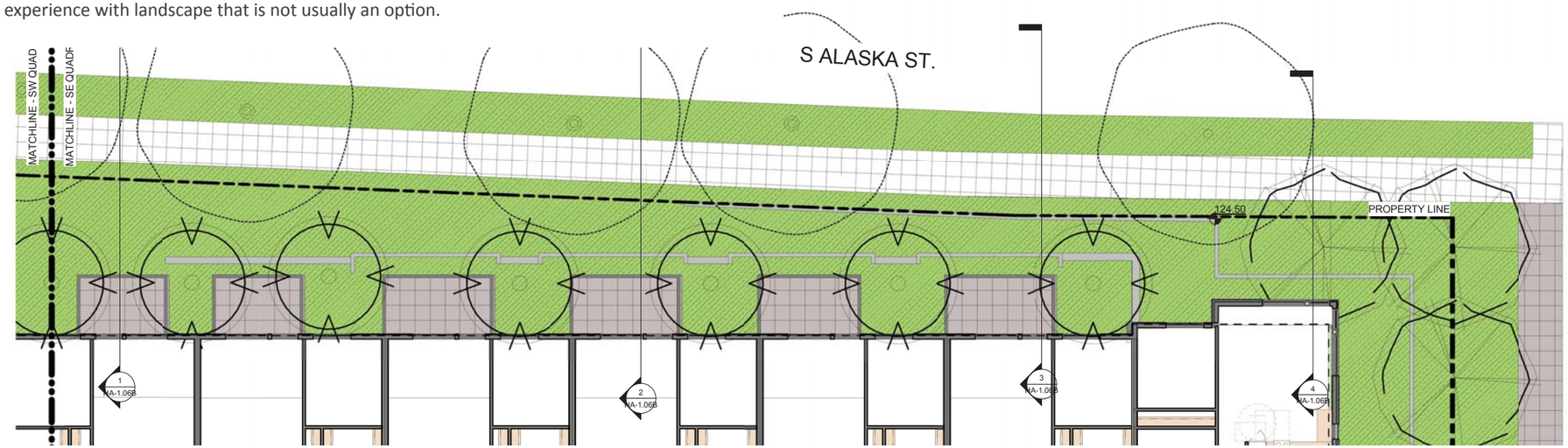
In developing the project further to react appropriately to the public realm, the design team took into careful consideration two key realities.

1. The quality and character of the S Alaska St streetscape is that of a busy arterial flanked by well used sidewalks. (CS2-B-2)

2. The varied topography of the site requires special consideration with respect to orienting pedestrian and vehicular access to the project. (DC2-A-1)

Taken together, these inform the design in the following manner: Since S Alaska St is a busy arterial with no on-street parking, greater noise and traffic speed, a townhouse typology is not appropriate at this location. While the design team did explore the possibility of creating direct pedestrian connections from the sidewalk to the Level 1 units, the topography of the site limits these to just three units before the landscape becomes too steep to create a meaningful connection (see section drawings, opposite page). We chose instead to create a much more pedestrian friendly terraced landscape that serves as a buffer between the street and the private decks at the Level 1 units. We feel that this approach responds much better to the site characteristics, and strengthens the pedestrian entry to the entire project. This also allows us to take direct advantage of the otherwise challenging topography of the site to orient vehicle and pedestrian entries at their most appropriate and readable locations, and allow a unique opportunity to create a great pedestrian experience with landscape that is not usually an option.

NORTHEAST CORNER, LOOKING SOUTHWEST

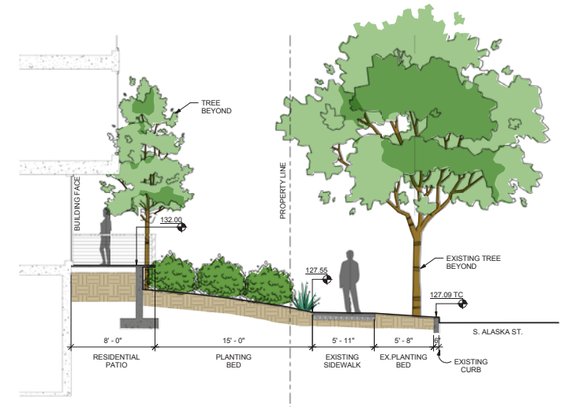


LEVEL 1 UNIT BALCONIES, LOOKING SOUTHEAST

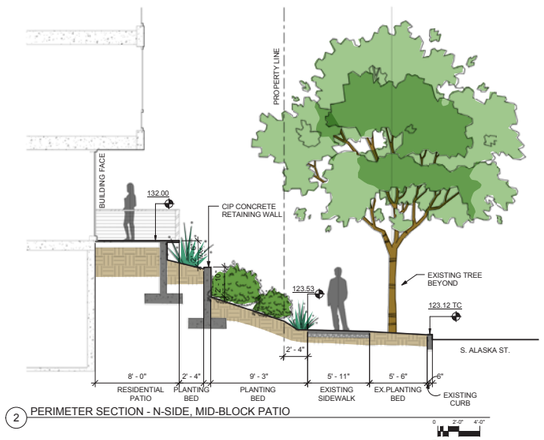
OPTION A, PREFERRED

The preferred option creates a terraced landscape that reacts appropriately to its context as a residential building facing an arterial street. The pedestrian experience along the sidewalk is carefully designed to terrace the landscape towards the building to reduce the impact of the overall building mass. The landscape has been reduced in height at the north east corner to allow for glazing along the garage level uses, bringing natural light to the bicycle storage and maintenance areas.

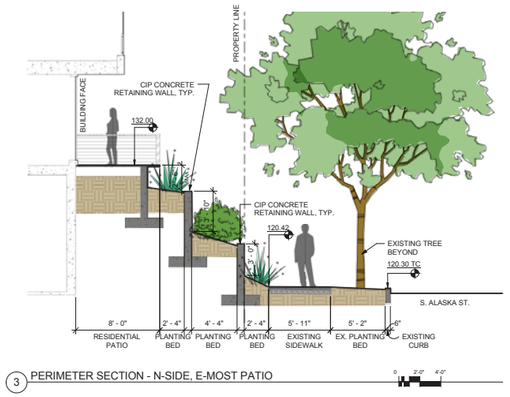
SECTIONS ALONG STREET EDGE, ILLUSTRATING TERRACING AND PLANTING APPROACH



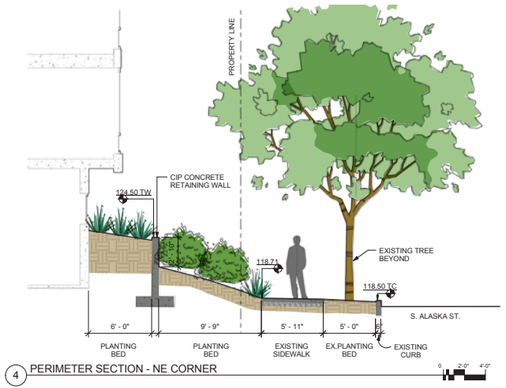
1 PERIMETER SECTION - N SIDE, W-MOST PATIO



2 PERIMETER SECTION - N-SIDE, MID-BLOCK PATIO



3 PERIMETER SECTION - N-SIDE, E-MOST PATIO



4 PERIMETER SECTION - NE CORNER

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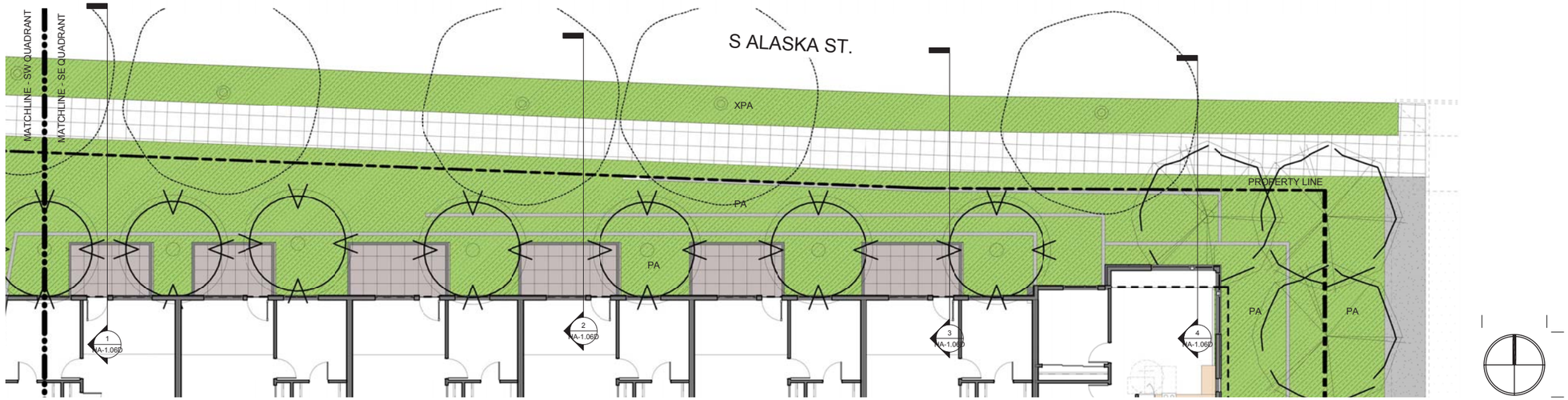
S ALASKA ST, OPTION B

OPTION B

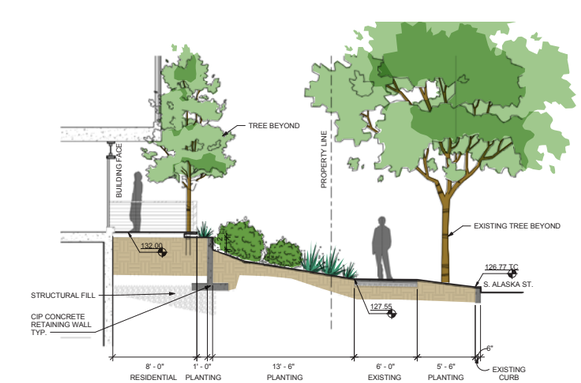
This option takes a much more linear approach to terracing from the sidewalk level to the building. A plinth is created which the Level 1 unit patios sit upon, reinforcing the plateau character of the site as it exists today. While this option gives the overall project a strong base from which to grow, we feel Option A's more delicate approach more in scale with the pedestrian experience, and works to reduce the apparent mass of the building.

NOTHEAST CORNER, LOOKING SOUTHWEST

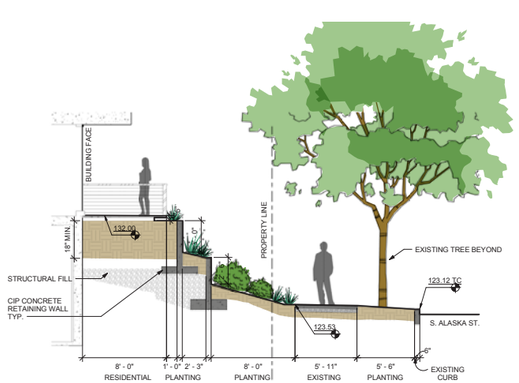


LEVEL 1 UNIT BALCONIES, LOOKING SOUTHEAST

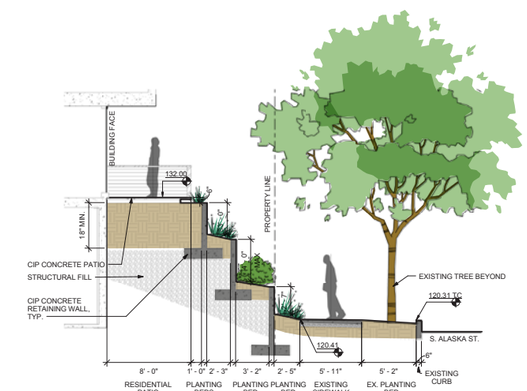
SECTIONS ALONG STREET EDGE, ILLUSTRATING TERRACING AND PLANTING APPROACH



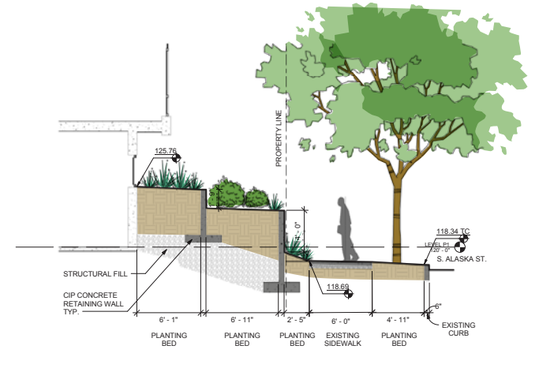
1 PERIMETER SECTION - N SIDE, W-MOST PATIO



2 PERIMETER SECTION - N-SIDE, MID-BLOCK PATIO



3 PERIMETER SECTION - N-SIDE, E-MOST PATIO



4 PERIMETER SECTION - NE CORNER

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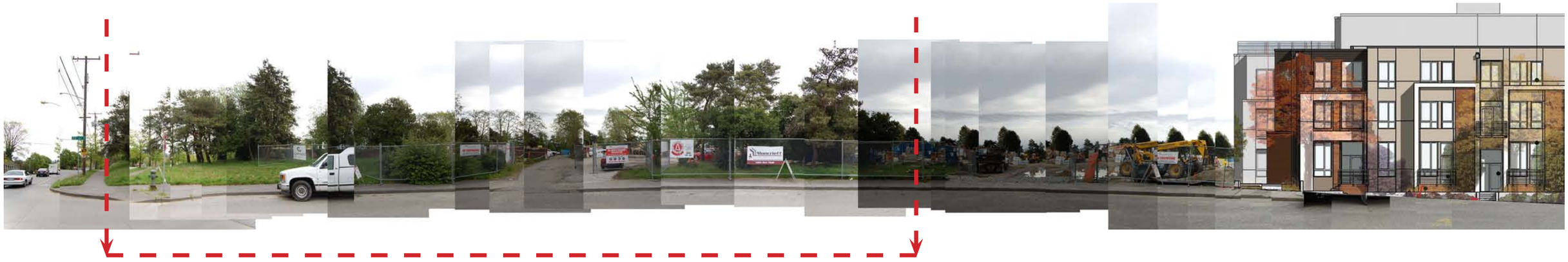
APPENDIX

ZONING & LAND USE SUMMARY

SECTION	SUBJECT	REQUIREMENT	PROPOSED
Chapter 23.41	**DESIGN REVIEW**		
23.41.004.A.1.a	Applicability	Design review is required for this development	
23.41.012.B	Development standard departures allowed	"One (1) departure requested: - 23.45.518.A - Setbacks for LR Zones: - Front: 5'-0"" minimum setback required - North Side: 5'-0"" minimum, 7'-0"" average setback required - South Side: 5'-0"" minimum, 7'-0"" average setback required **- Rear: 15'-0"" minimum setback required"**	Front: 15'-0"" proposed (complies) North Side: 10-6"" proposed (complies) South Side: 16'-0"" proposed (complies) **Rear: 12'-3 1/2"" proposed - departure requested"**
Chapter 23.45	**LR1, LR2, LR3, MR, HR**		LR3
23.45.504	Permitted/Prohibited uses	Residential, Preshools/childcare; Commercial not allowed	Residential
23.45.508.B	General provisions, Off street parking	offstreet parking per 23.54.015	Below-grade structured parking for 126 vehicles. See Level P1 plan.
23.45.510	FAR limits	Table A: LR3 inside station area = 2.0 if meeting 510.C (green bldg, alley improvements, enclosed pkg, pkg access via alley) FAR Exempt areas: all underground stories, portions no more than 4’ (bottom of ceiling) above existing or finish grade (whichever is lower), excluding access.	Proposed FAR = 2.0.
23.45.512	Density Limits	No limit if meeting 23.45.510C (green, alley improvement, parking access via alley)	Complies
23.45.514	Structure Height	Table A: 40’ (LR3 in Station Overlay District) 23.45.514.J.2: Open railings, planters and parapets may extend 4 feet above maximum height limit. 23.45.514.J.4: Stair penthouses and mechanical equipment may extend 10 feet above height limit, up to 15% of roof area (20% if screened mechanical equipment) 23.45.514.J.6: Elevator penthouses may extend 16 feet above height limit, subject to coverage limits per 23.45.15.J.4.	38'-9" proposed (low side of sloped roof behind parapet) 2' proposed. 10' proposed. 16' proposed.
23.45.518	Setbacks and separations	"Table A: - Front: 5'-0"" minimum setback required - North Side: 5'-0"" minimum, 7'-0"" average setback required - South Side: 5'-0"" minimum, 7'-0"" average setback required - Rear: 15'-0"" minimum setback required"	" Front: 15'-0"" proposed (complies) North Side: 10-6"" proposed (complies) South Side: 16'-0"" proposed (complies) Rear: 12'-3 1/2"" proposed (departure requested)"
23.84A.024	“Lot line, front”	“Lot line, front” means.... in the case of a lot with frontage on more than one street other than a through lot, the lot line separating the lot from any abutting street, provided the other lot line(s) that abut streets are considered to be side street lot line(s). If the area of the front yard based on a front lot line determined according to this definition is less than 20 percent of the total lot area and is less than 1,000 square feet in area, the Director may designate a different lot line as the front lot line in order to provide structural setbacks, building separations and open space that are more consistent with those of other lots that are within 100 feet of the property.	Corner lot condition, proposed front lot line to abut 32nd Ave South.

SECTION	SUBJECT	REQUIREMENT	PROPOSED
23.45.522	Amenity Area	23.45.522.A: 25% of lot area (0.25 x 67,950 = 16,988 required), 50% of that at ground level or roof (per 510.E.5), ground level space must be common space. 23.45.522.D: all units provided access to common/amentiy area, amenity area shall not be enclosed within structure 23.45.522.D.5: 250sf min area, 50% planted, benches etc req'd	19,902 s.f. (29.3%) proposed (100% at ground level or roof) Complies
23.45.524	Landscaping standards	Green factor of 0.6 per 23.86.019	Green factor of 0.6 proposed (complies)
23.45.526	LEED	LEED silver or BuildGreen 4 star	LEED Silver proposed
23.45.527	Structure width & façade length in LR zones	150' max structure width within Station area zones. In Lowrise zones, the maximum combined length of all portions of facade within 15' of a lot line that is neither a rear lot line, nor a street or alley lot line shall not exceed 65% of length of that lot line.	149'-10" proposed (0% within 15' of lot line that is not a rear, street or alley lot line)
Chapter 23.54	**ACCESS, PARKING, SOLID-WASTE STORAGE**		
23.54.015	Required parking	Table B - Parking for Residential Uses: Section II - Residential use requirements for specific areas, use type "L" All residential uses with urban centers or within Station Area Overlay District: No Minimum Requirement "Table D - Parking for Bicycles: - Section D.2. Multi-family structures: 1 per 4 dwelling units = 155/4 = 39 space required"	Parking for 126 vehicles located in below grade parking structure. " 90 spaces proposed"
23.54.030	Parking space standards	23.54.030.B.1 Residential uses: More than 5 spaces, 60% minimum shall be striped for medium vehicles, 40% may be striped for any size. "23.54.030.F.1.a - Number of curb cuts (residential uses): - Table A - Non-Arterial street: 160'-240' = 3 permitted (32nd Ave S = 183.62' frontage) - Table B - Arterial street: 320' - 480' = 3 permitted (S. Alaska St. = 386.27' frontage)"	64% medium spaces proposed, 30% small, 6% HC No curb cuts proposed. Shared access easement from existing driveway off of rear property line is proposed.
23.54.040	Solid waste & recyclable materials storage	Table A - More than 100 dwelling units: 575 s.f. plus 4 square feet for each additional unit above 100.	"155 dwelling units: - 575 s.f. + (4 x 55) = 795 s.f. required - 941 s.f. proposed"

STREETSCAPE



1

32nd Avenue South, Facing East, Between S Alaska St and S Edmunds St

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2

South Alaska Street, facing South, between 32nd Avenue South and 35th Avenue South

STREETSCAPE

FACING SITE

3 32nd Avenue South, Facing West, Between S Alaska St and S Edmunds St

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FACING SITE

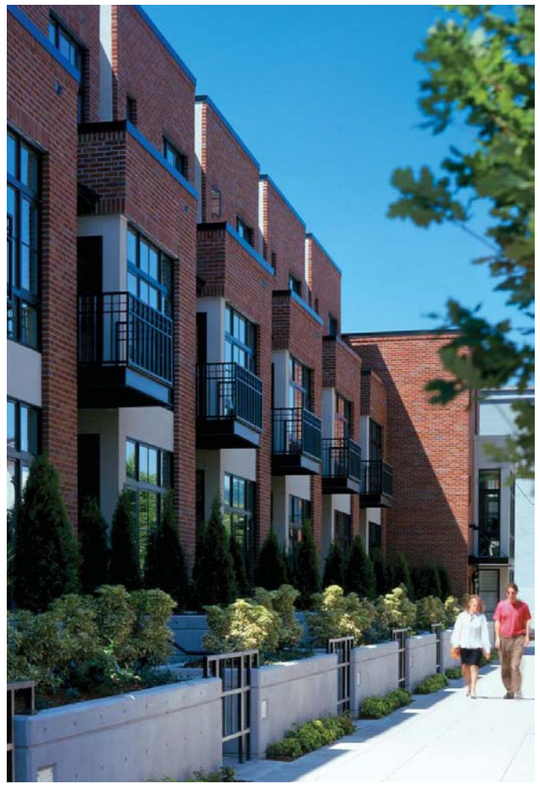
4

South Alaska Street, facing North, between 32nd Avenue South and 35th Avenue South

PRECEDENTS

CityLine Phase I: sets up pattern for denser housing and a well-held street edge

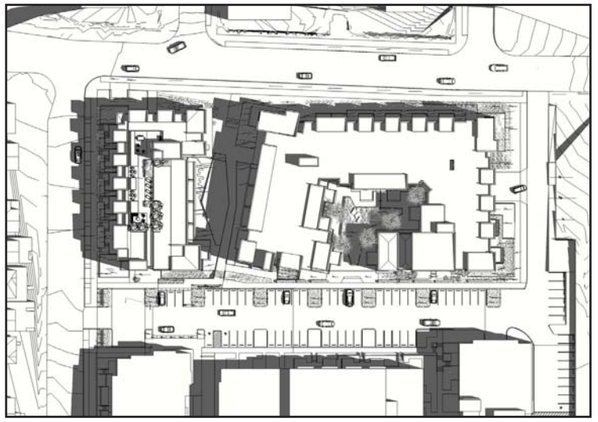
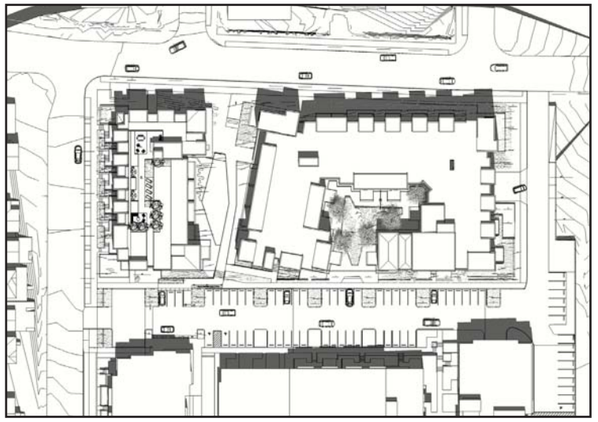
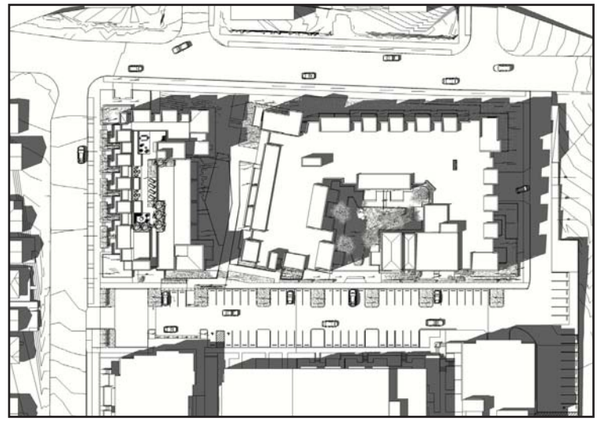
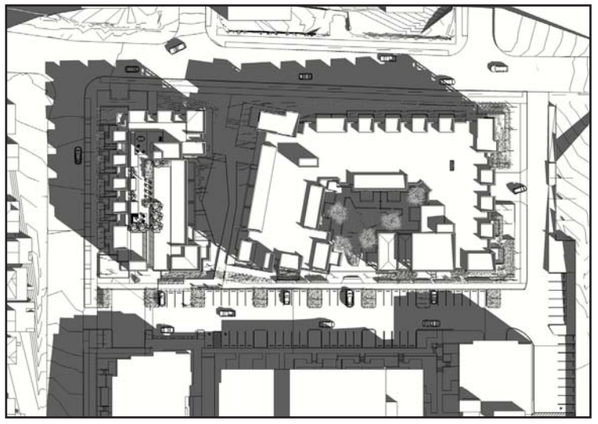
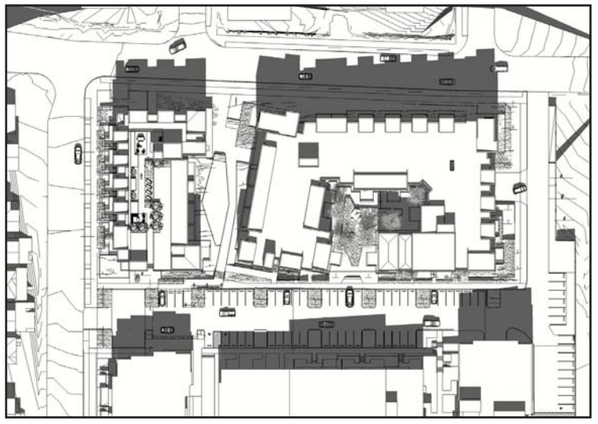
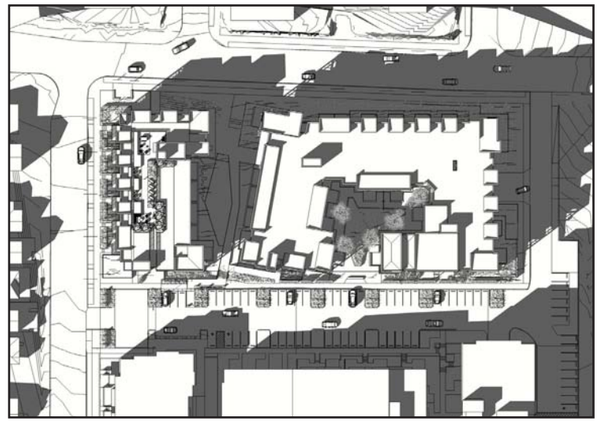
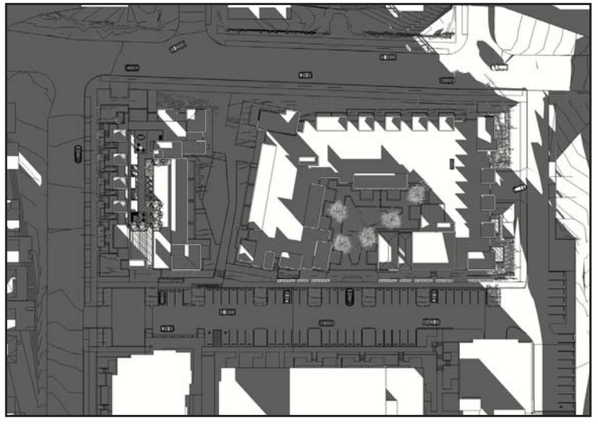
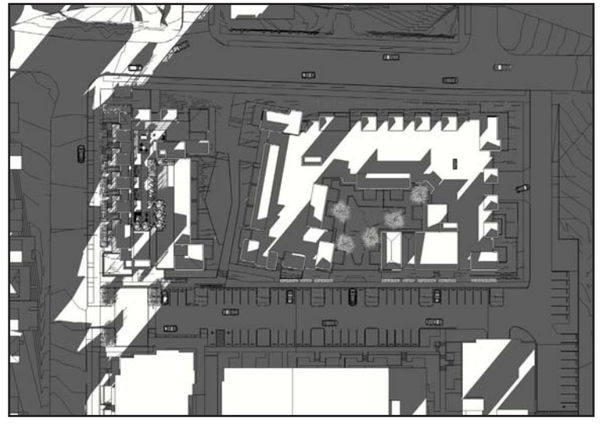
Other newer multifamily housing projects (Angeline Apartments pictured here) set a new pattern for neighborhood density



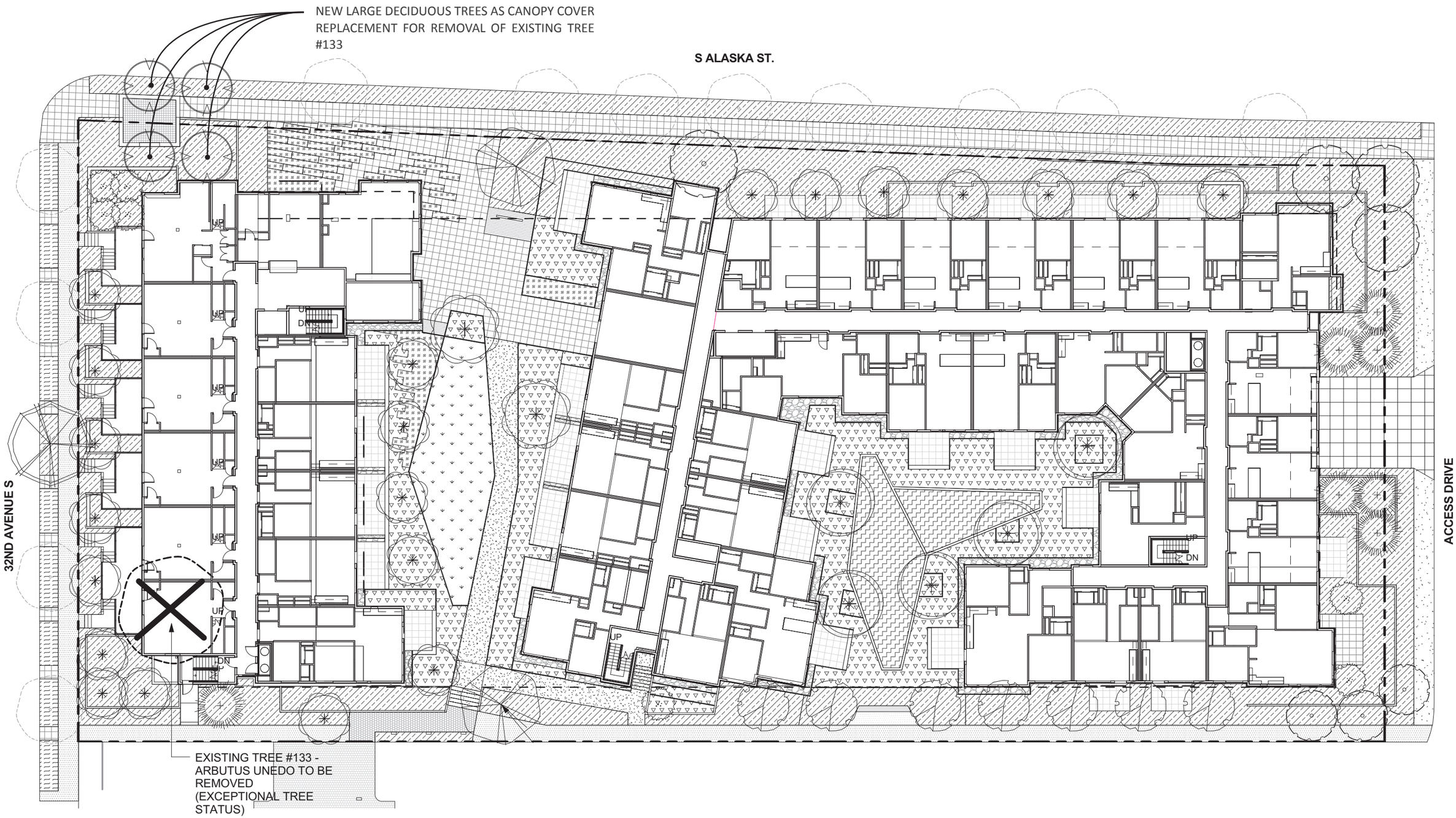
High quality materials and interesting building massing to break down building scale

Private patios integrated with public hardscape with landscape

Pedestrian friendly paths at through-block access

	9:00 AM	12:00 PM	3:00 PM
SUMMER SOLSTICE			
SPRING / AUTUMN EQUINOX			
WINTER SOLSTICE			

REPLACEMENT OF EXCEPTIONAL TREE CANOPY COVER



1 REPLACEMENT OF EXCEPTIONAL TREE CANOPY COVER

0 10'-0" 20'-0"

THE WOLFF COMPANY Since 1949

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