

Linden Avenue Assisted Living Facility | 2nd Early Design Guidance
13524 Linden Avenue N
DPD Project #3020289



Tribrach Partners LLC



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Project Information

Property Address & DPD Project Number:

13524 Linden Avenue N
Seattle, WA 98133
DPD #3020289

Owner: Tribach Partners LLC c/o Zenith Capital
601 Union Street, Suite 4200
Seattle WA 98101
Contact: David Bovee
ph. 206.400.7616
dbovee@ZenithCap.net

www.ZenithCap.net

Architect: INNOVA Architects
950 Pacific Avenue, Suite 450
Tacoma, WA 98402
Contact: Man-Foon Chu
ph. 253.572.4903
Mchu@INNOVAarchitects.com

www.INNOVAarchitects.com

DEVELOPMENT OBJECTIVES



Development Objectives

The owner proposes the construction of a new 6-story assisted living facility with 100 planned living units. This facility is to be professionally operated to provide 24-hour secure care and other services for senior residents. The resident units occupy the top six (6) floors, while the parking level is at and below grade with an approximate 43 stalls. Existing stem walls and concrete slabs which are remnants of previous demolition activities will be removed. The project endeavors to promote urban density, integrate with existing streetscapes, and support thriving pedestrian activities.

Program Summary

Site Area:	29,954 SF	
Organization:	2nd-6th Floor	Assisted Living Units
	1st Floor	Memory/Dementia Care Units
	Basement	Parking Garage
Height Limit:	65 Ft.	
Residential Area:	82,774 SF	
Units:	100 Units	
Parking Area:	18,278 SF	
Stalls:	43 Stalls	

Project Goals

- Create a harmonious architectural transition within Bitter-Lake Community.
- Utilize full extent of development potentials of the site.

What Is Assisted Living?

Assisted Living is a long-term care option that combines housing, support services and health care.

What Is Memory Care?

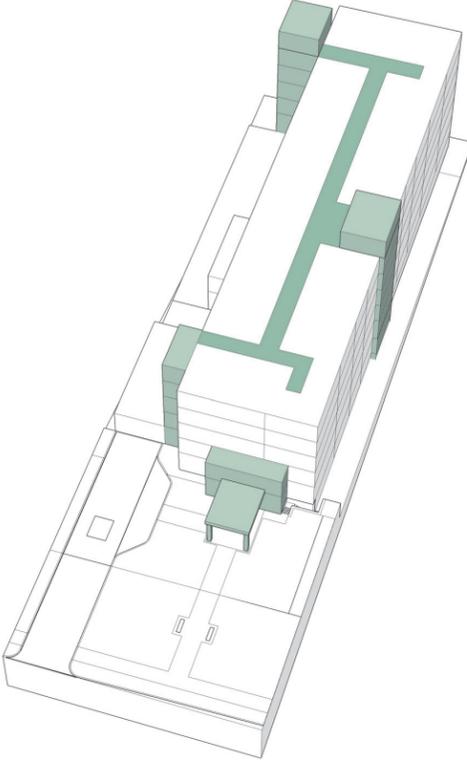
Memory care allows a person experiencing memory loss to maintain a level of independence while relying on the safety and security of being in a residential facility with a professional staff. Memory care is designed for persons with a level of impairment making it unsafe for him or her to continue to stay at home, but who does not require the intensive care of a skilled nursing facility.

Typical Services Include:

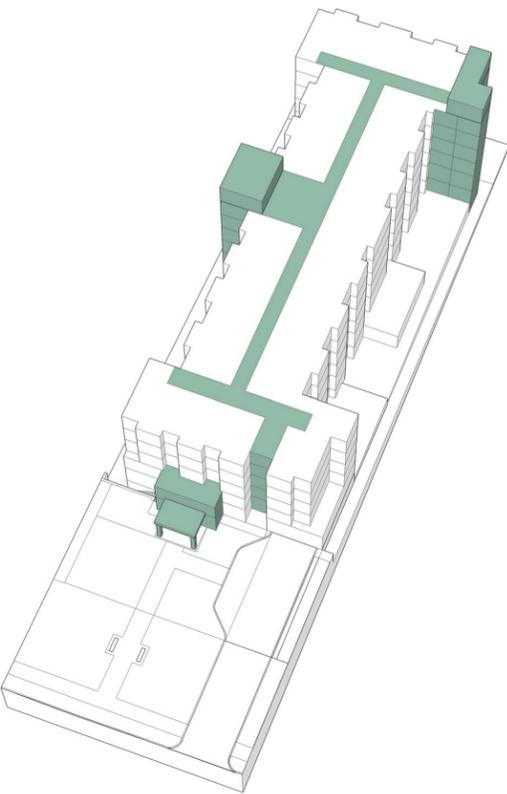
- Three meals daily plus snacks
- Organized activities and social events
- Weekly housekeeping and linen service
- Personal laundry
- Scheduled transportation
- All utilities except telephone
- Emergency call system
- 24-hour staffing
- Licensed nurse on call 24 hours
- Complete maintenance of building and ground

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

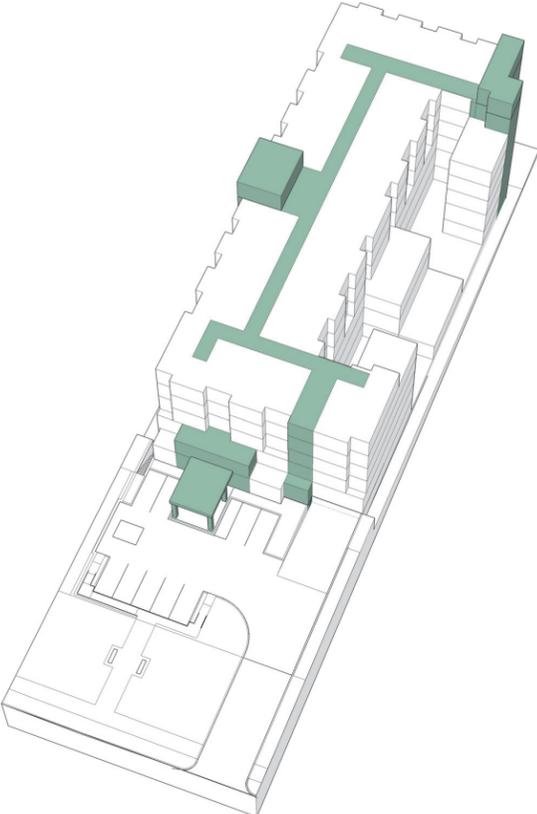
EDG 1- ALTERNATIVE CONCEPTS



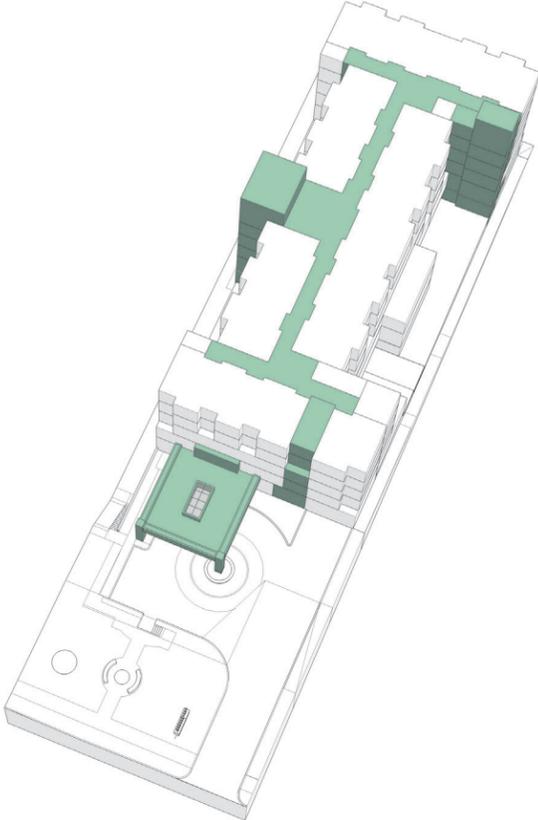
OPTION #1



OPTION #2



OPTION #3



OPTION #2-REVISED

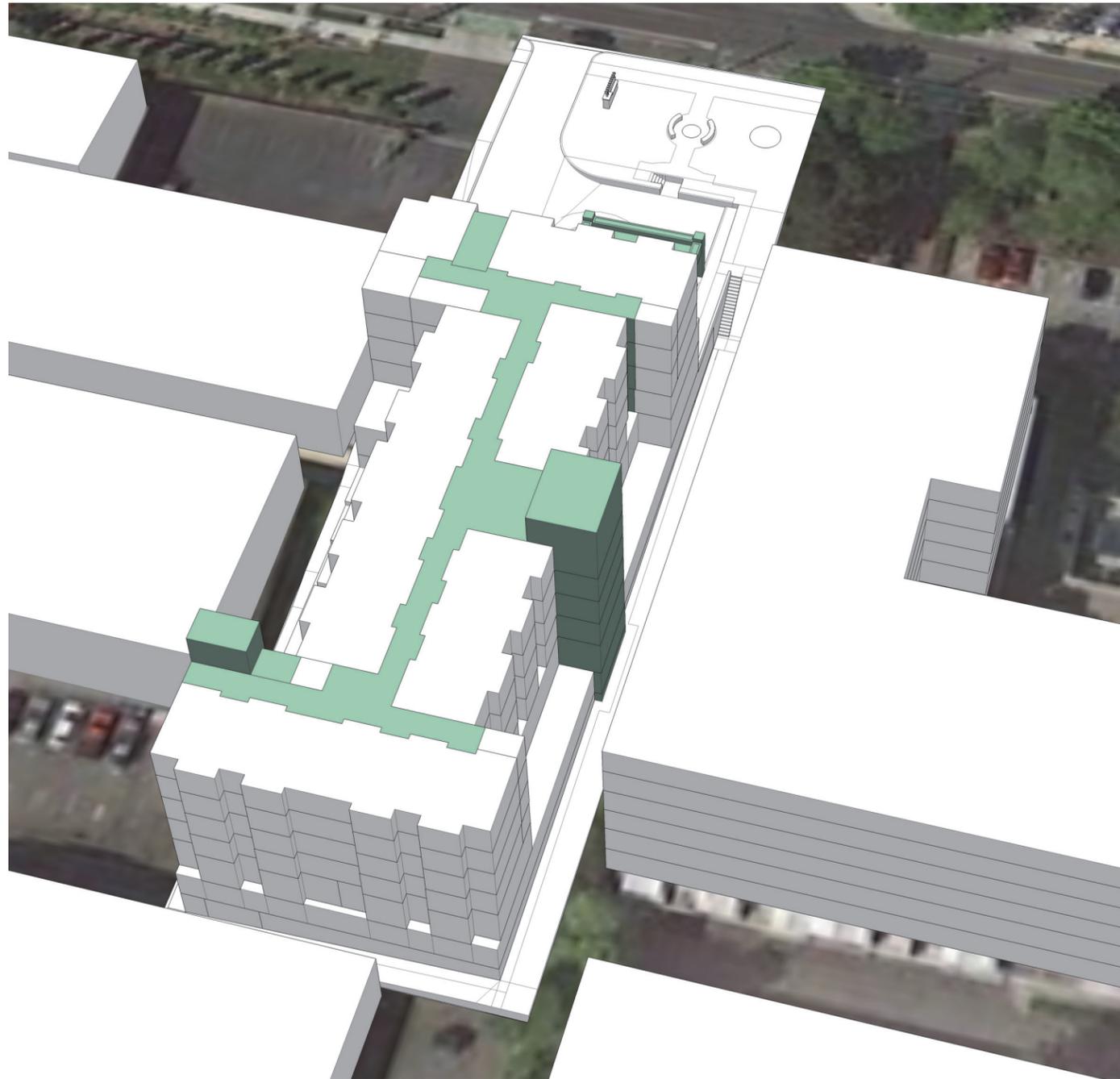
MASSING, SITTING (EXCEPTIONAL TREE), & LIGHT AND AIR:

1a. At the first EDG meeting, the Board expressed general support for Option Two because the north and south upper-level setbacks provided more light and air and better addressed potential privacy conflicts with adjacent uses. For the next meeting, the applicant should modify the massing to maximize light and air to the greatest number of units, including to the adjacent properties. **(CS1-B-1, CS1-B-2, DC2-A-1)**

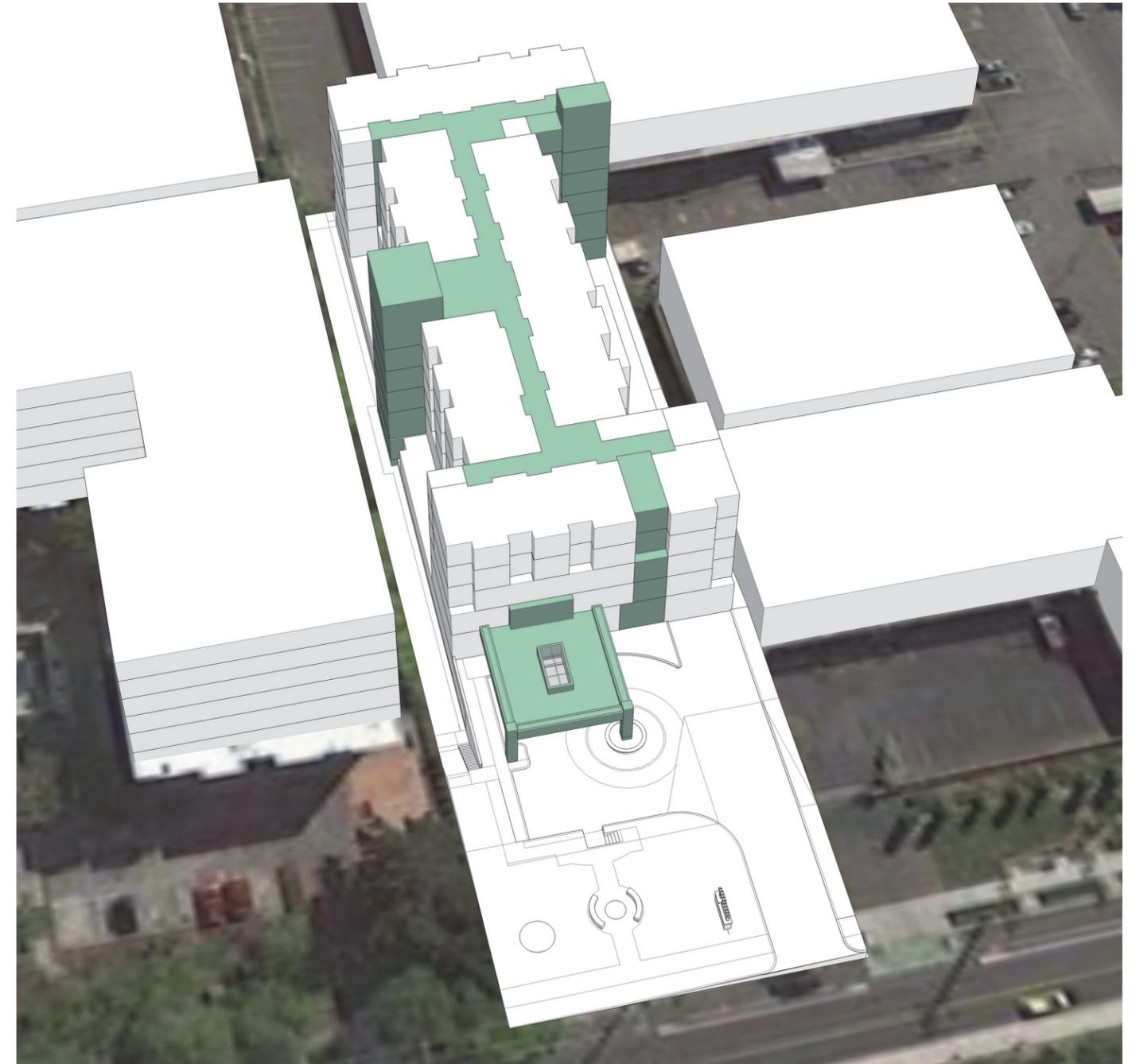
RESPONSE

- Option #2 is selected and revised based on the Board’s design guidance.
- Placement of the center of the framed portion of the building is nearly equidistant from the north and south property lines.
- The extent of light and air between the proposed senior care units and adjacent buildings are maximized.

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

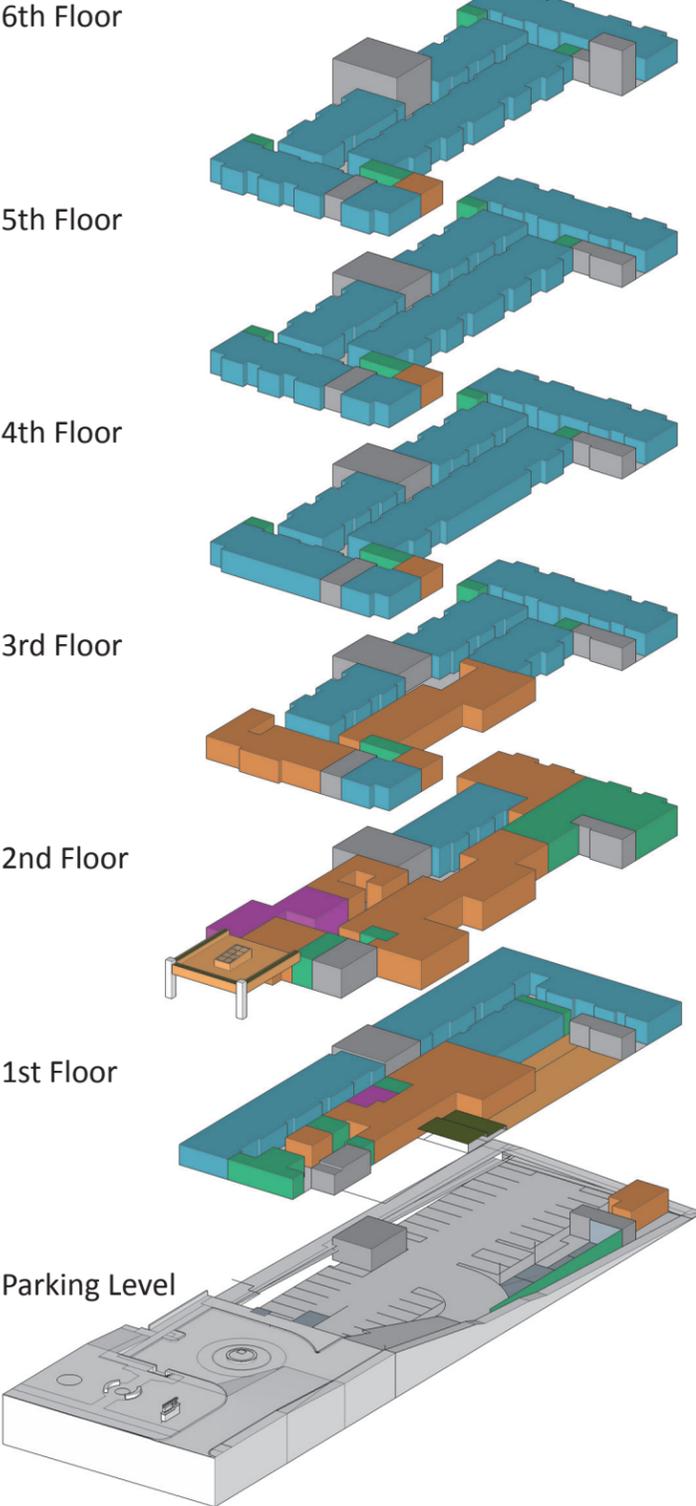


AERIAL VIEW- NE CORNER

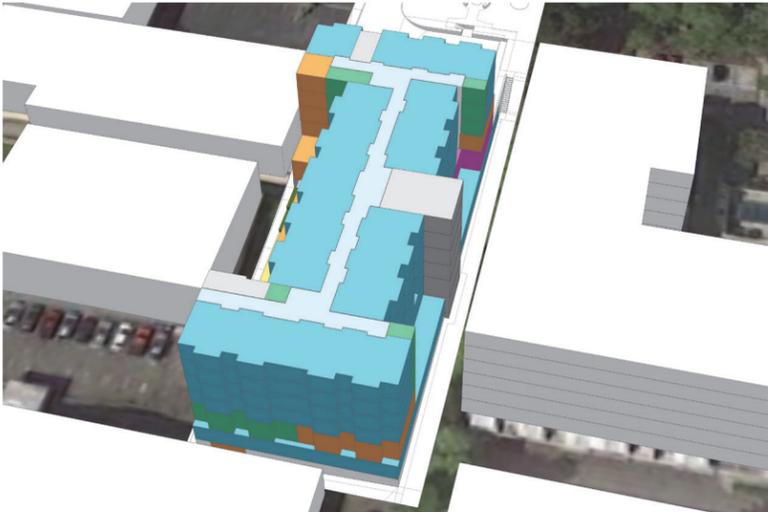


AERIAL VIEW- NW CORNER

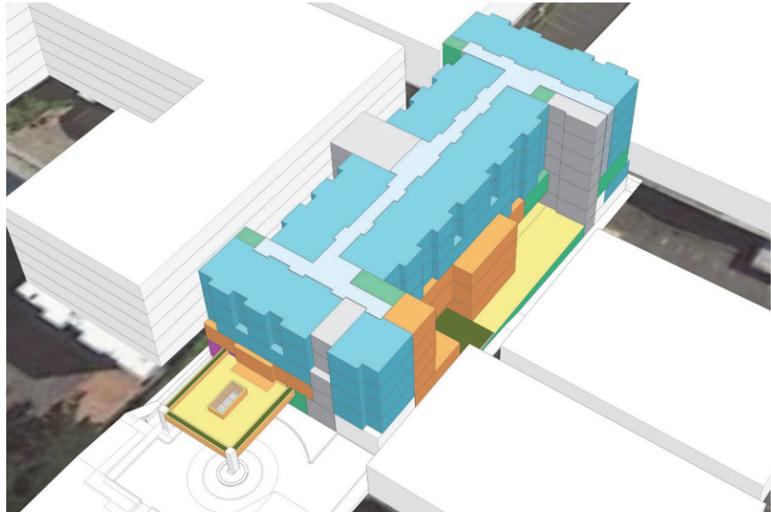
DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE



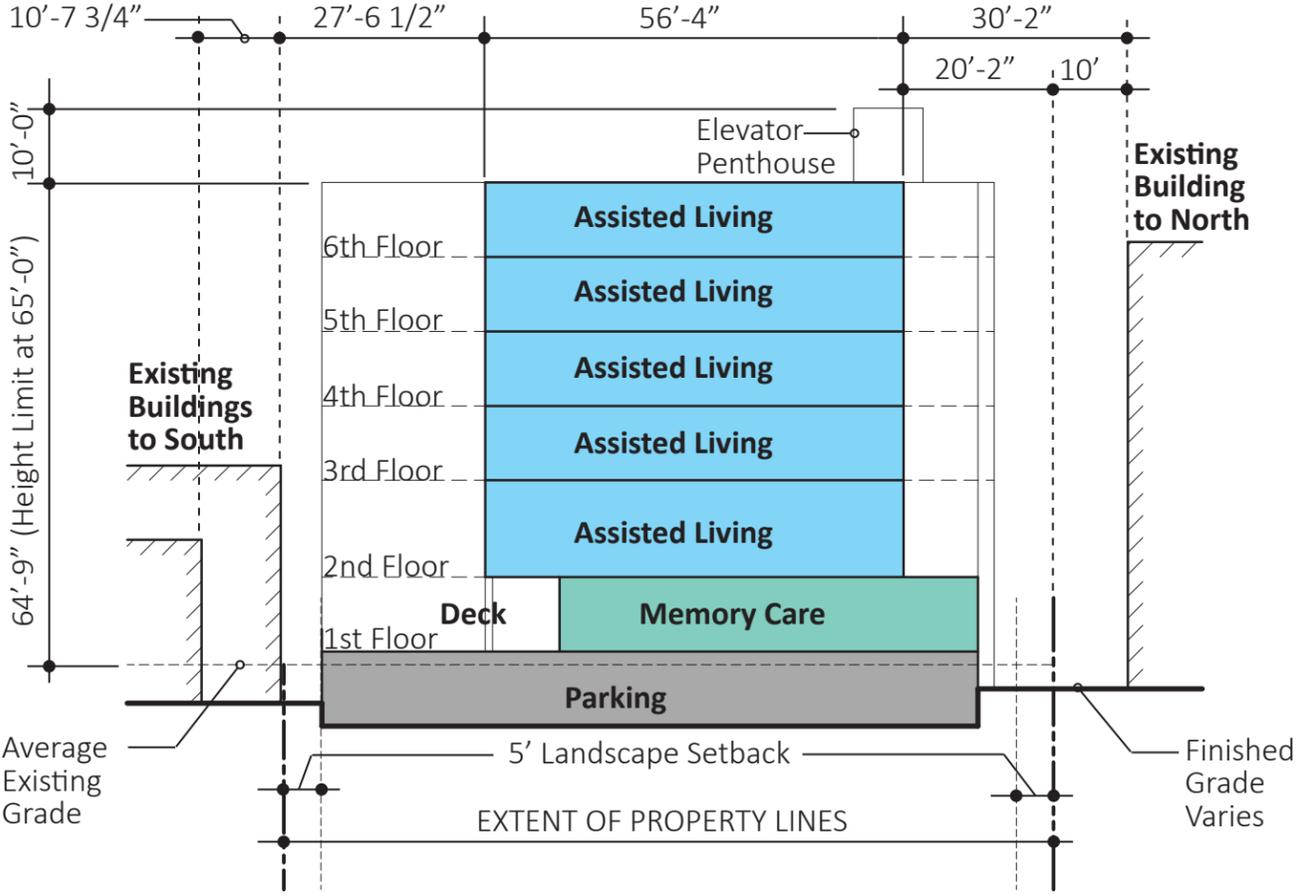
- Living Units
- Common Spaces
- Services
- Administrative
- Stairs/Elevators/Corridors



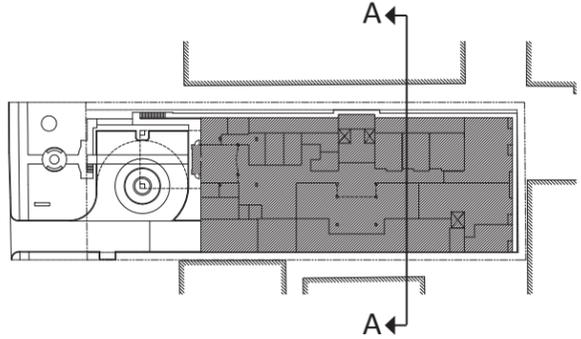
AERIAL VIEW- NE CORNER

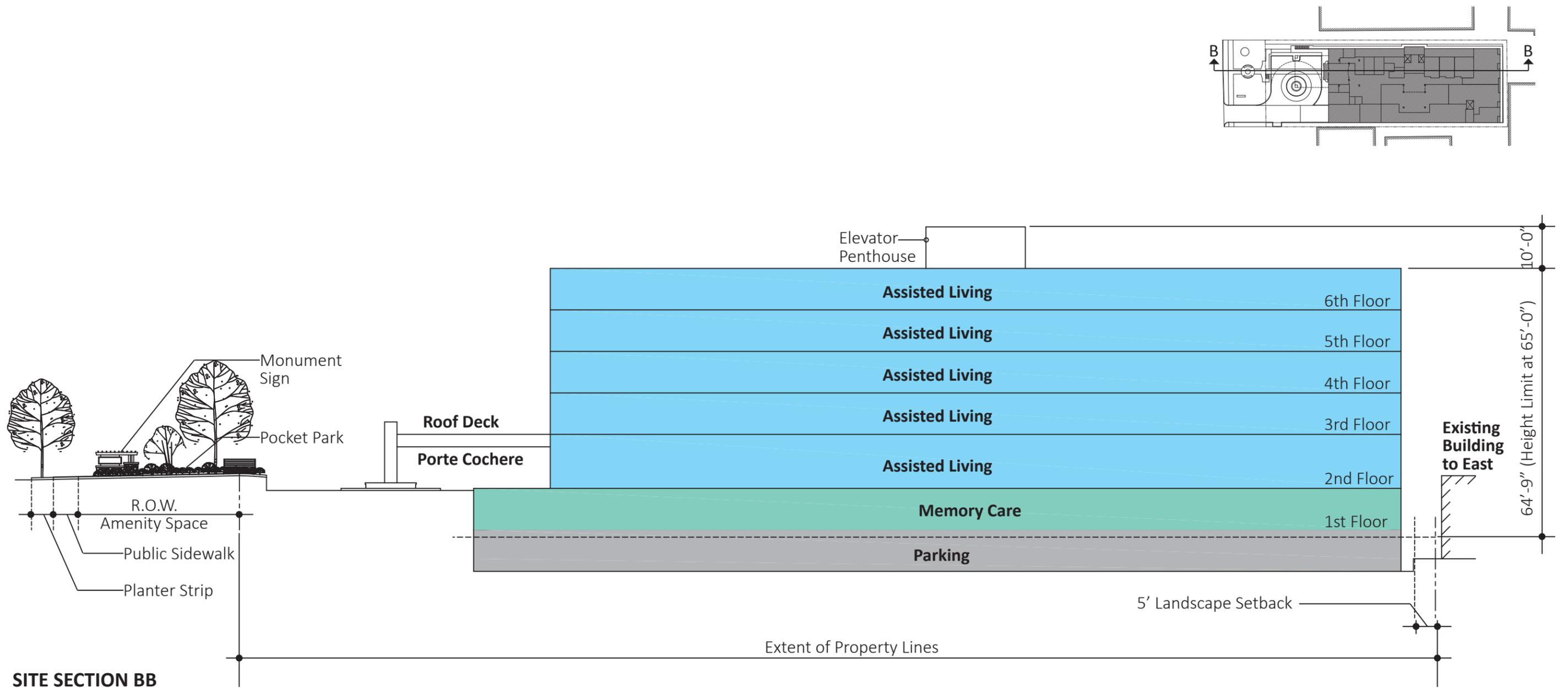


AERIAL VIEW- SW CORNER

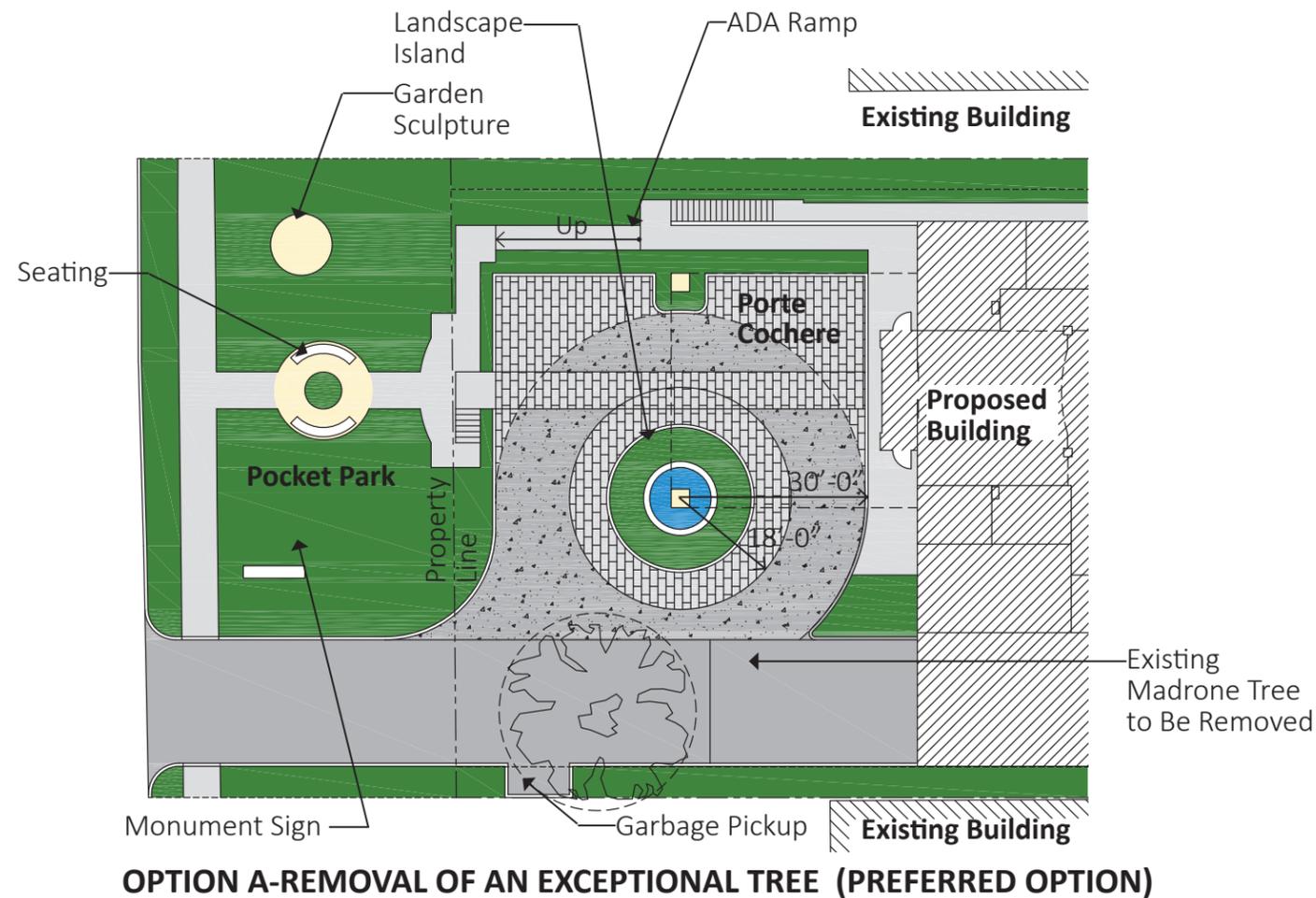
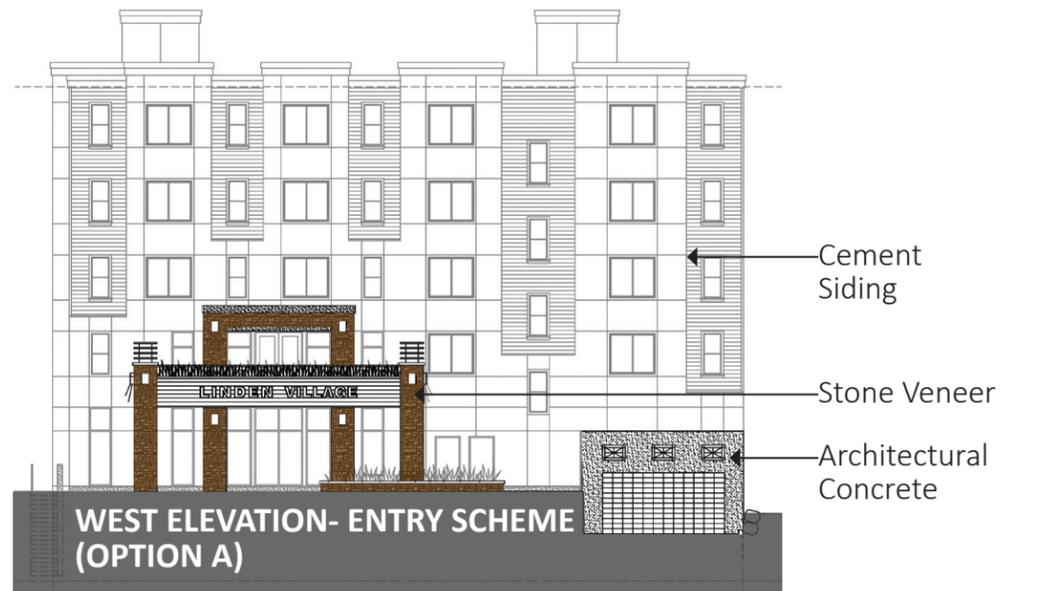


SITE SECTION AA





DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

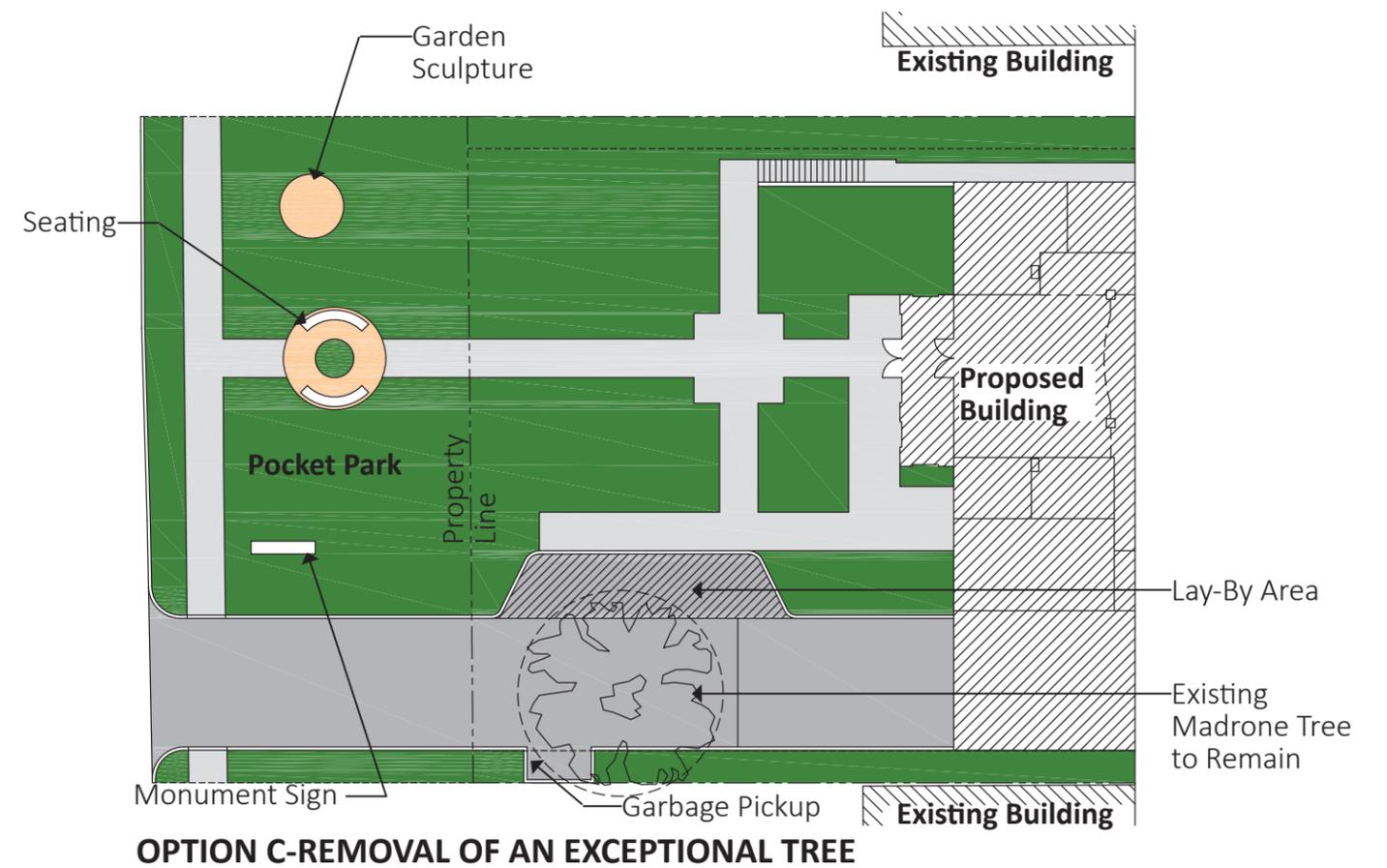
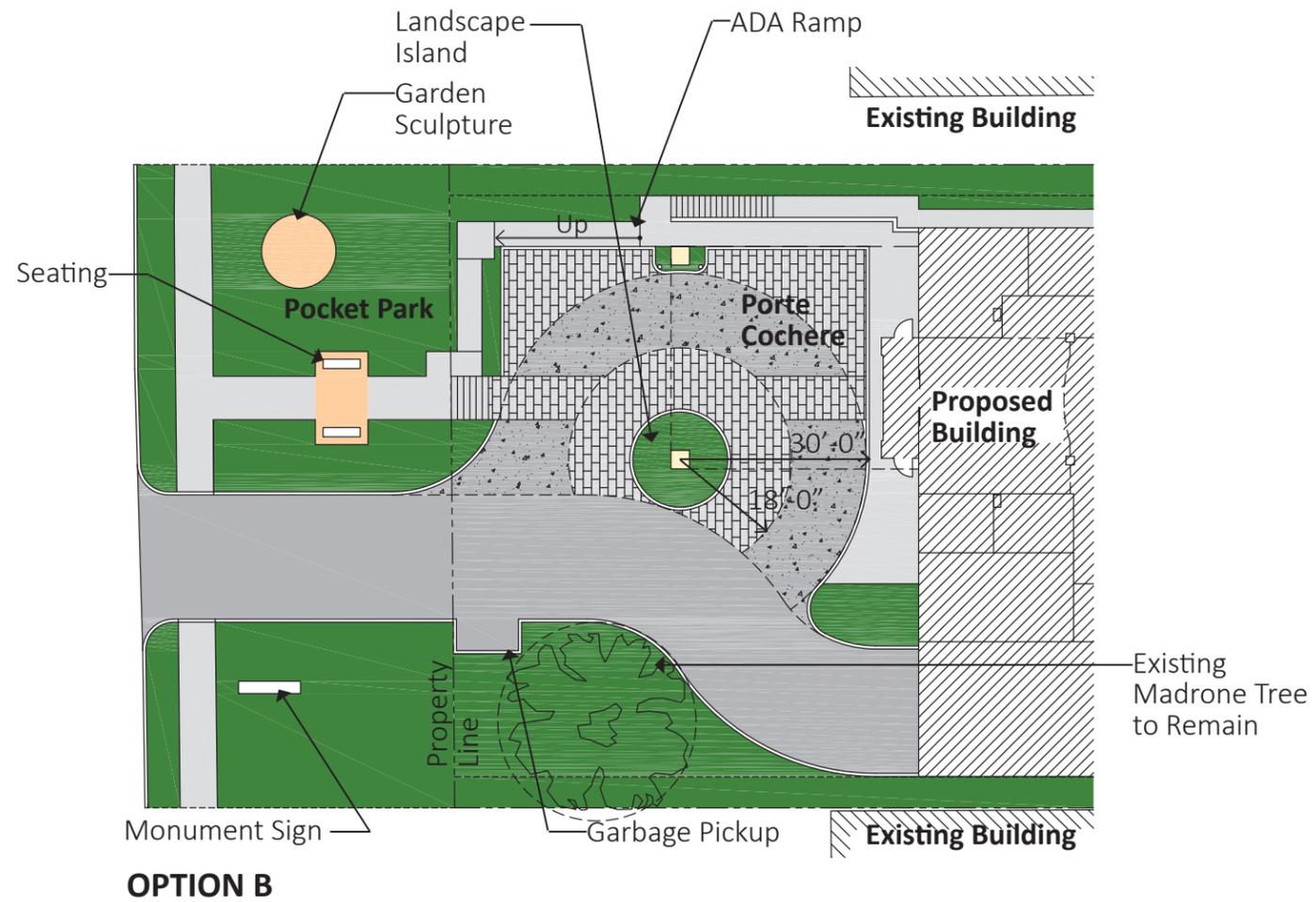
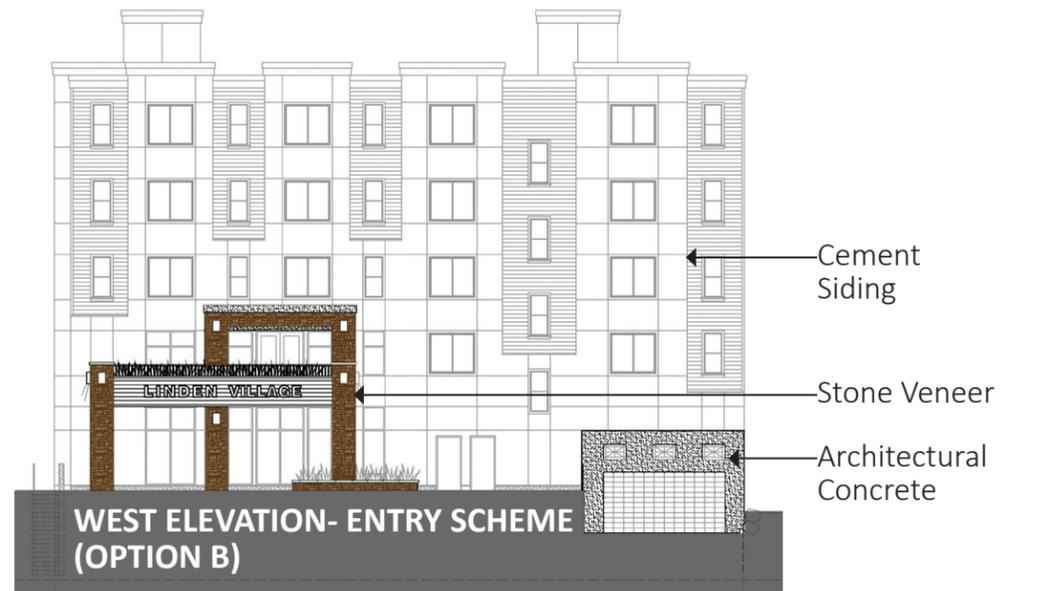


1b.

The Board discussed the siting of the massing and access and the removal of the Exceptional Tree (30" Pacific Madrone) on-site. At EDG, the Board was open to the possibility of removing the tree but stated that the onus was on the applicant to provide a compelling reason for removal of the tree that would result in a better building design and would better meet the Design Guidelines. (DC2-A-1)

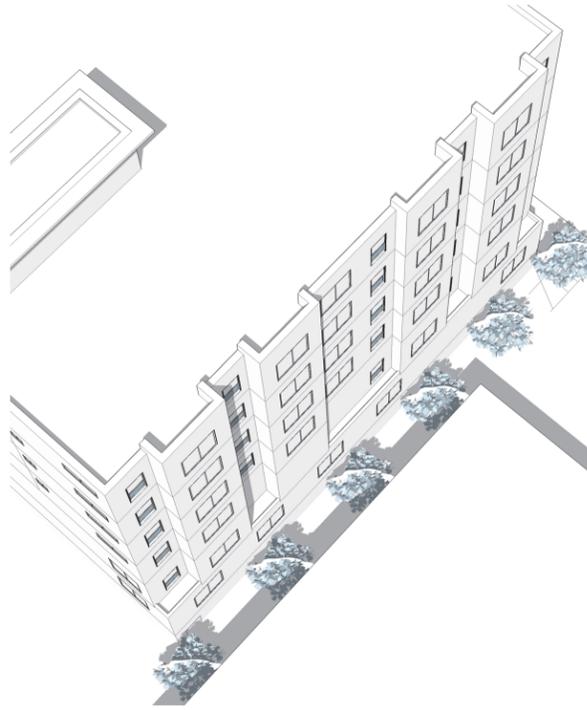
RESPONSE

- The Madrone tree is in a fair condition, but is susceptible to diseases per the arborist's report.
- The Bitter Lake UDF Direction has recommended a long-term option of replacing the Madrone tree with a new Fir tree (or evergreen tree), which is more characteristic of the area.
- Option A proposes to plant 2 new evergreen trees in the R.O.W. and 15 other trees onsite (see Landscape Plan).
- Option B proposes to keep the Madrone tree. This approach will have a negative impact to the "pocket park" design, by dividing the R.O.W. into two smaller unusable green areas.
- Option C provides a lay-by alternative. This option is impractical because it does not allow vehicle turnaround.



DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

Aerial View at East Edge



Street View at East Edge



1c.

The Board expressed concern with the flat facades and lack of modulation on the north and east facades. The Board directed the applicant to incorporate additional modulation and interest along all facades. (DC2-A-1, CS1-B-2)

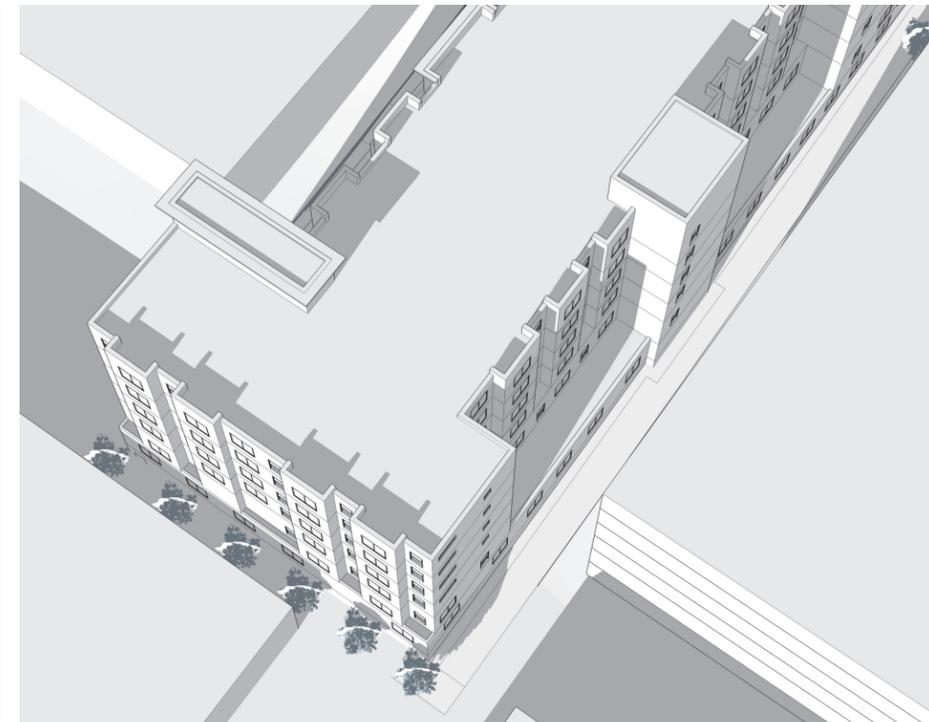
RESPONSE on East Facade:

- The building modulation is further extended down to the concrete deck level (2nd Floor). A line of trees that can grow up to 12' to 15' tall are proposed on the east edge to help soften the hard wall surfaces. The east facade is further moderated by exterior unit windows on 1st Floor.

RESPONSE on North Facade:

- The building modulation is greatly improved by shifting the middle framed portion of the massing away from the north property line, thus creating more interests to the facade treatment.

Aerial View at Northeast Corner



1d.

The design should incorporate ways to minimize potential privacy conflicts with existing and future uses to the north and south. (DC2-A-1)

RESPONSE

- The revised Option 2 scheme help minimizes potential privacy conflicts by allowing a more balanced light and air quality between units and adjacent building faces.

1f.

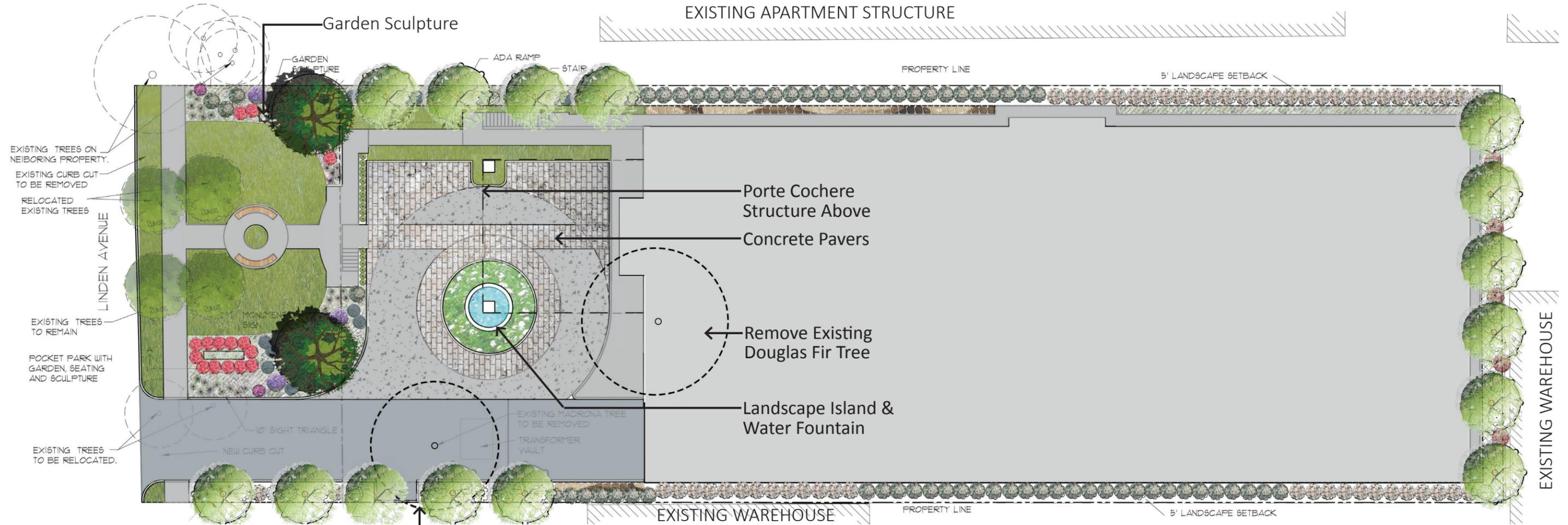
For the next meeting, the applicant should provide a larger, dimensioned site plan that includes setbacks and neighboring building and larger, dimensioned floor plans for all levels that clearly identifies internal uses. Additionally, the applicant should provide north/south and east/west cross-sections that include portions of the right of way and neighboring buildings and provide larger plans and all floor plans.

The applicant should also provide additional information on the circulation, programing, and function of the proposed use.

RESPONSE

- Requested information has been provided in this packet.

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE



LANDSCAPE PLAN NOT TO SCALE

LANDSCAPE APPROACH

Existing street trees along Linden Avenue N will remain or be relocated along the street, and will unify the site with the neighborhood. There will be a large landscaped area between the sidewalk and the drop-off area with lawn, benches, and dense screening of the parking area. There will be an ADA walk connecting Linden Avenue N to the building entry

The Northern and Southern edges will be screened with evergreen hedges that will reach a mature height of 6'. The western edge will be landscaped with a mixture of columnar trees and evergreen shrubs. The plant material will provide a variety of colors, textures, and heights, with a mixture of evergreen and deciduous plants, with the intent to soften and enhance the building and provide a positive, attractive addition to the neighborhood.

PLANT	HEIGHT	TEXTURE	COLOR	SEASON
Mountain Fire	6'	Medium	Red	Spring
David Viburnum	6'	Medium	White	Spring
Azalea Gaiety	6'	Medium	Pink	Spring
Laceleaf Hydrandrea	6'	Medium	Purple	Spring
Spring Bouquet	6'	Medium	White	Spring
Vuky's Scarlet	6'	Medium	Red	Spring
Sargent Cherry	12'	Columnar	Pink	Spring
Kinnickinnik	6'	Medium	Green	Year-round
Rhododendron	6'	Medium	Pink	Spring
Purple Splendor	6'	Medium	Purple	Spring



DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

1e.

The Board noted that a strong indoor/outdoor amenity space relationship would be critical for the amenity spaces to be successful and directed the applicant to further develop the design so that the greatest number of users could benefit from outdoor amenity spaces. The massing and configuration should prioritize ways to connect to the outdoors, including views from individual units and views and access from amenity spaces. (PL1-A-2, PL1-C-1, DC3-A-1, DC3-B-1,2,&4, DC3-C-2)

RESPONSE

- South oriented outdoor deck provides open amenity space to Memory Care residents on 1st Floor.
- Direct access path surfaced with concrete pavers connects between right-of-way park amenity and building entry.
- Roof deck above the Porte Cochere offers Assisted Care residents good quality light and air, and visual connection with pedestrian activities on Linden Avenue North.
- The proposed "Pocket Park" improvements at the R.O.W. generally aligns with the Bitter Lake UDF's vision by enhancing the residential character, and providing for public use and enjoyment.

2. Street/Building Relationship & Parking:

The Board was concerned with the surface parking separation between the proposed use and the outdoor amenity space located in the front setback and did not feel strongly that a setback was justified based on the existing context. However, the Board did note that a drop-off and short term parking for this type of use (assisted living facility) was logical.

a.

The Board noted that the primary entry to the site should be easily identifiable and significant. The primary entry should be integrated into the larger architectural concept and secondary architectural features and materials should be used to further emphasize the entry. (PL3-A-1, PL3-A-2, PL3-A-4)

RESPONSE

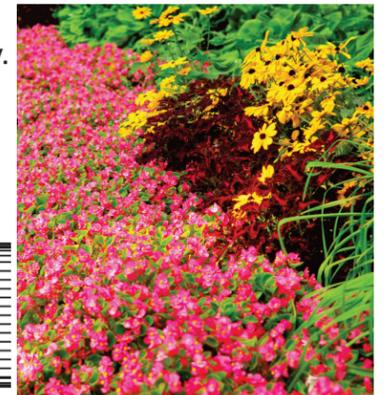
- The previously proposed surface parking has been replaced by a traffic circle type of resident drop-off area.
- The resident drop-off area is functionally logical and programatically essential for this type of use (Assisted Living Facility).
- Visible and prominent primary entry is established with the presence of the Porte Cochere structure and roof deck, reinforced by secondary architectural features such as landscape island, water fountain, concrete pavers access path, stone columns, roof deck planting and site lighting.

WALKABILITY

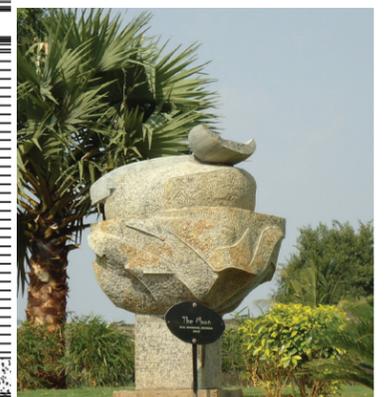
- Visually appealing to invite pedestrian activity.
- The R.O.W. area to be maintained by the Operator to provide a safe and pleasant environment.
- Garden sculpture and outdoor benches provide possible interaction and destinations for pedestrians.



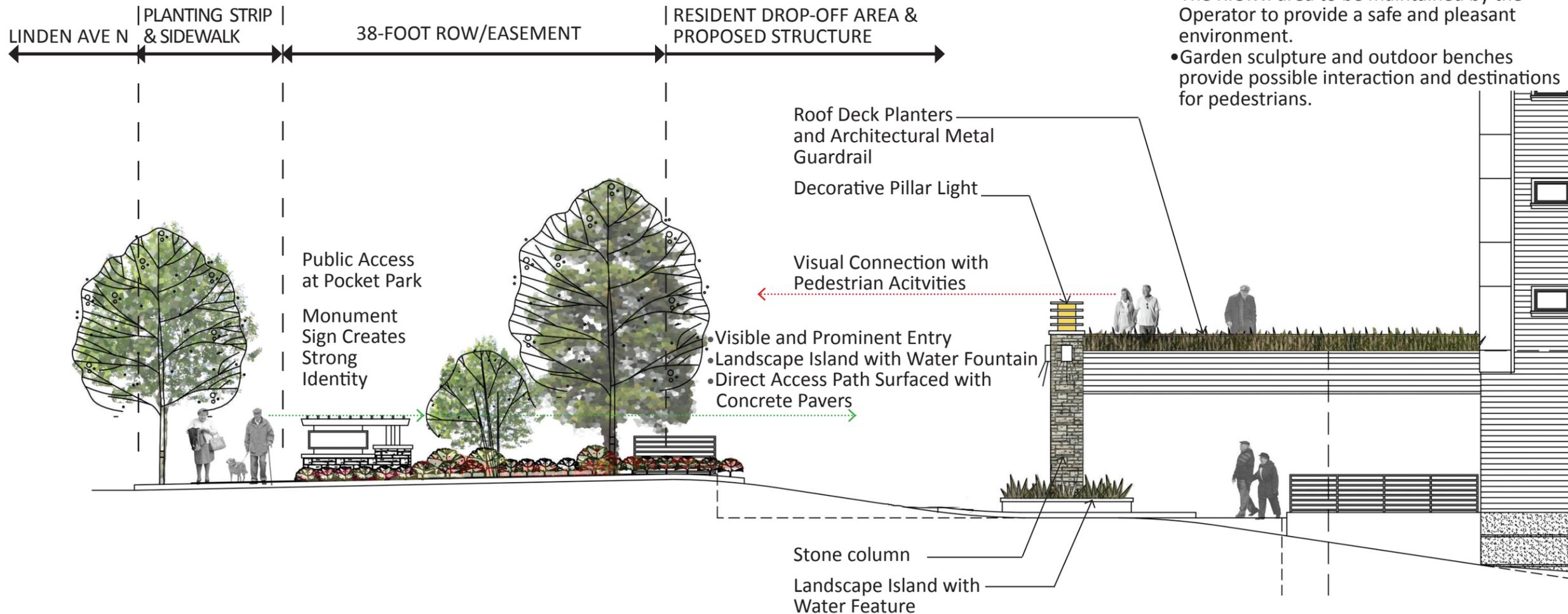
Outdoor Amenities for the Residents and Neighbors



Colorful Shrubs in the R.O.W. Create A Pleasant Pedestrian Experience



Garden Sculpture Offers Opportunities for Contemplation



DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

2b. Accessibility and the pedestrian experience should be a priority. If parking is to be located between the entry and the front setback amenity space, a direct pedestrian-oriented path between the sidewalk, front setback amenity space and building/primary entry, should be included. (PL4-A-1, PL4-A-2, DC1-B-1, PL2-A-1, PL2-A-2)

RESPONSE

- A slow-moving traffic drop-off circle integrated with a landscape island, has been instituted to enhance pedestrian walkable experience.
- A direct access path surfaced with concrete pavers connects the R.O.W. and the Porte Cochere entry. Another concrete path near north edge of the site offers wheelchair access opportunity.



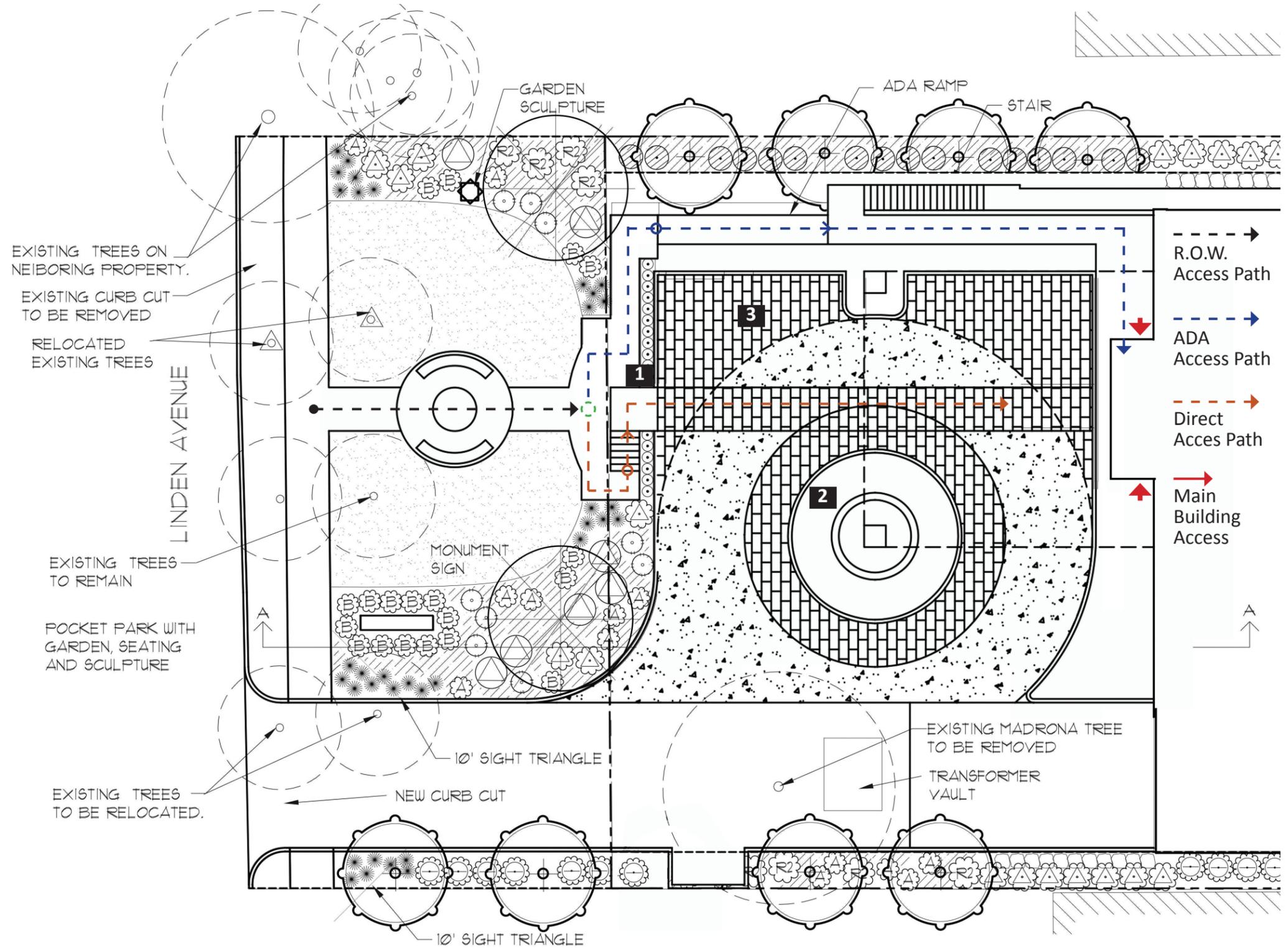
1 Architecturally Detailed Access Paths and Steps Provide Safe and Pleasant Experience



2 Landscape Circle with Water Feature Offers Delight & Placemaking Opportunities



3 Concrete Pavers Enhance Pedestrian Walk Experience



2c.

For the next meeting, the applicant should demonstrate alternative options for resident pick-up/drop-off and short term parking that would not require surface parking in the front setback.

The Board noted that the design needs to create a strong relationship between the building, the outdoor amenity space, and street, while minimizing the negative impacts of the vehicle drop off, emergency vehicle access, and surface parking (if included). This design may include drop-off adjacent to the driveway/entry with vehicle turnaround and short-term parking internal to the site, a porte cochère drop-off with uses such as outdoor amenity space above, a woonerf treatment of the surface parking lot, pedestrian oriented details such as high quality surface treatment, a raised “cross-walk”, roundabout, and/or landscaped bulb-outs. (CS2-B-2, CS2-B-3, PL1-C-1, PL4-A-1, DC1-B-1)

RESPONSE

- The surface parking is eliminated in the revised Option 2 scheme.
- The drop-off area incorporates woonerf concepts of integrating pedestrian access path with vehicular traffic moderated by the circular drive, raised landscape island and paving surface treatments.
- A strong relationship is established between the Porte Cochere entry, the outdoor amenity space, and Linden Ave N, while minimizing the negative impacts of the vehicle drop off.
- The porte cochere roof deck access further strengthens the relationship between Assisted Care residents and pedestrian activities.

2d.

For the next meeting the applicant should include a cross-sections showing the right-of-way, front-yard setback/amenity space, surface parking (if included), entry, and building. Additionally, the applicant should include a conceptual landscape plan.

RESPONSE

- See Landscape Section and Landscape Plan. We will work with the Bitter Lake UDF to ensure compliance with standards. A street use permit is required for the seating installation.

3. Service Uses & Emergency Vehicles:

a. The Board was concerned with the logistics and impacts of solid waste servicing and pick-up and directed the applicant to further develop and provide additional details on how solid waste pick-up would function. The applicant must demonstrate how the negative visual and physical impacts of the service uses and service pick up on the street frontage, entry, and amenity spaces, would be minimized to the greatest extent possible. (DC1-C-4)

RESPONSE

- A space for solid waste and recycling is provided in the parking garage. Trash dumpsters are proposed to be transferred temporarily to a designate location within the landscape setback area along the south edge, by a small truck during pick-up hours.



Aerial View- Character Rendering

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

FACADE TREATMENT

- Good quality, durable exterior construction and glazing systems will be utilized.
- Rain-screen walls will be employed

EXTERIOR MODULATION AND MATERIALS

- The proposed modulation follows a similar pattern already developed in the existing apartment building immediately adjacent to the site.
- A visible and prominent front identified by a porte cochere entry and roof deck open space above.
- Secondary architectural features such as, landscape island, water fountain, site lighting and quality paving are provided to enhance pedestrian experience and walkability.

ENTRY EXPRESSION

- Pocket-park concept with extensive plants and shrubs, and amenities and footpaths.
- Entry sign offers strong identity.



PERSPECTIVE REDNERING- VIEW FROM LINDEN AVENUE N

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE



PERSPECTIVE REDNERING- VIEW FROM LINDEN AVENUE N

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

DEPARTURE 1- REMOVAL OF AN EXCEPTIONAL TREE

DIRECTOR'S RULE DR 6-2008

The 30" diameter Madrona is classified as an Exceptional Tree based on its species and size

25.11.080 - TREE PROTECTION ON SITES UNDERGOING DEVELOPMENT IN COMMERCIAL ZONES

- A. Exceptional trees.
- 2. The Director may permit an exceptional tree to be removed only if the applicant demonstrates that protecting the tree by avoiding development in the tree protection area could not be achieved through the development standard adjustments permitted in Section 23.41.018 or the departures permitted in Section 23.41.012, a reduction in the parking requirements of Section 23.54.015, and/or a reduction in the standards of Section 23.54.030

Bitter Lake UDF Direction

Are Madrone trees continuing to be healthy once they mature? The Fir is more characteristic of the area and replacement of the Madrone with Fir might create a good long-term option.

RATIONALE:

- The long-term health of the Exceptional Madrone tree will remain a concern for the community as well as the assisted care residents. We agree with the UDF direction in replacing the existing Madrone with a new Fir tree (or evergreen tree). In the Option A scheme, 2 new evergreen trees in the R.O.W. and 15 other trees onsite are proposed as an alternative to keeping the Madrone.
- Due to the location of this tree on site, and the requirement of not disturbing an area twice the area of the dripline, retaining this tree would greatly impact the development of the site.
- The Madronna Tree on this site has no unique historical, ecological or aesthetic value to the community.
- Madronna trees shed their leaves and bark and are best located away from walks and streets, and if possible should be located in large open areas, which is not possible on this site.

DEPARTURE 2- A SMALL DROP-OFF AREA BETWEEN STREET LOT LINE AND BUILDING STRUCTURE

23.47A.032 - PARKING LOCATION AND ACCESS

- A. Access to parking.
 - 3. In C1 and C2 zones, access to off-street parking may be from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1. If two or more structures are located on a single site, then a single curb cut shall be provided according to the standards in Sections 23.47A.032.A.1, 23.47A.032.A.2, and 23.54.030.F.2.
- B. Location of parking
 - 1. The following rules apply in NC zones, except as provided in subsection 23.47A.032.D.
 - a. Parking shall not be located between a structure and a street lot line (Exhibit A for 23.47A.032).

RATIONALE:

- The surface parking in previous preferred scheme is eliminated to comply with the Design Review Board's direction. A small traffic circle is instituted to facilitate resident pick-up and drop-off as recommended.
- The existing 38 foot deep R.O.W. with the proposed shrubs and trees will act as a buffer for car traffic and noise.
- The proposed resident drop-off area is about 4 foot below pedestrian grade, so that the line of sight passes over the car. The presence of additional shrubs and trees further obscures view of the vehicular traffic.
- This project endeavors to create a safe, inviting walkable street with extensive landscape elements, amenities, play area and foot paths.
- Critical factors to the daily operation of this facility:
 - a. Regular resident pick-up and drop-off
 - b. Emergency personnel parking
 - c. Scheduled tours
 - d. Visitor Parking

DEPARTURE 3- Deviation from Loading Berth Requirement

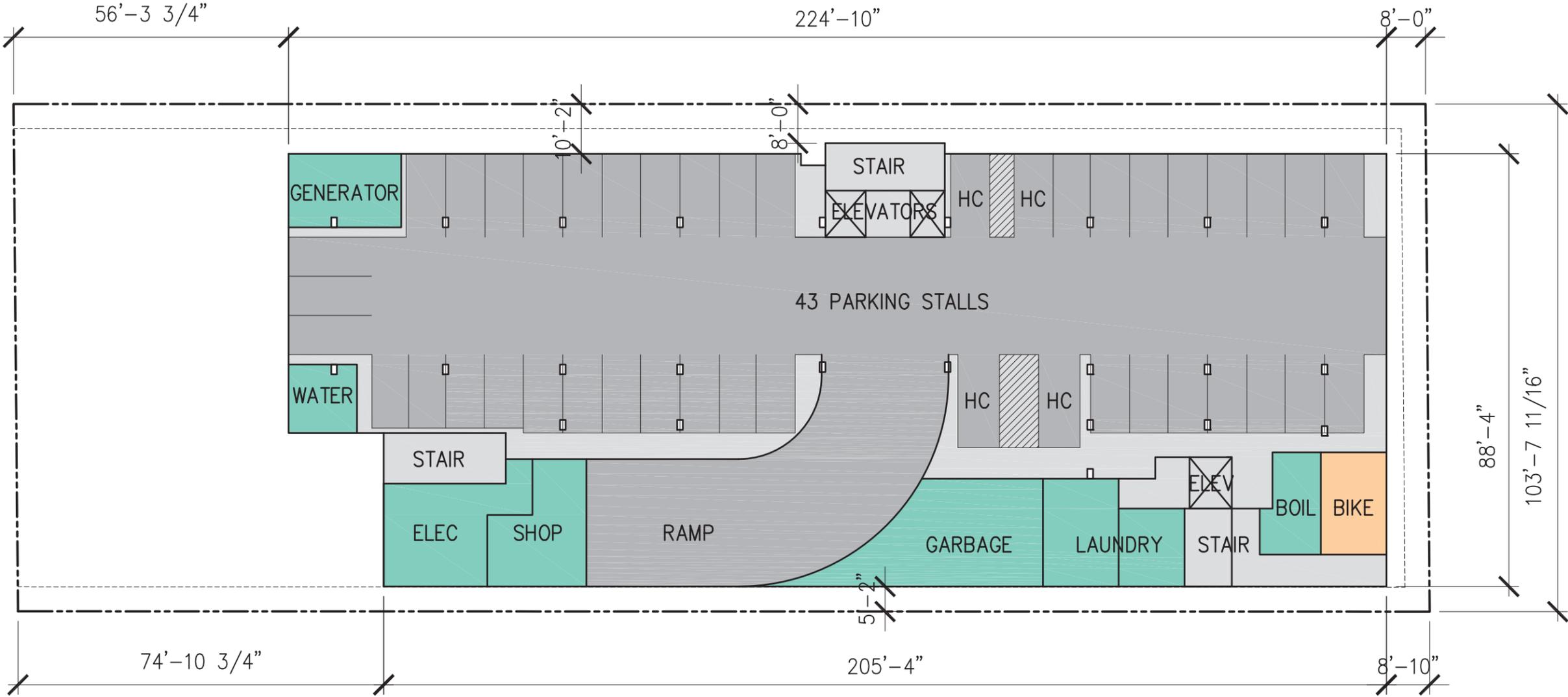
23.54.035 - Loading berth requirements and space standards

- A. Quantity of Loading Spaces.
 - 1. The minimum number of off-street loading berths required for specific uses shall be set forth in Table A. (See Table A for Section 23.54.035.)
 - 4. Uses shall be considered low-demand uses, medium-demand uses and high-demand uses, as follows. (See Table for 23.54.035 A.)
- C. Standards for Loading Berths.
 - 1. Width and Clearance. Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance.
 - 2. Length.
 - b. Low- and Medium-demand Uses. Each loading berth for low- and medium-demand uses, except those uses identified in subsection C2d, shall be a minimum of thirty-five (35) feet in length unless reduced by determination of the Director as provided at subsection C2c.

RATIONALE:

- Loading berths cannot be located on side of the proposed building due to limited lot width.
- Loading berths cannot be located in the garage because 14 feet of clearance is required.
- Loading berths are not permitted to be located between front of the building and lot line per current land use requirements.
- Loading berths cannot be located at rear of the building due to no alley access.
- Deviation is requested to provide two temporary loading berths on the sides entry driveway.

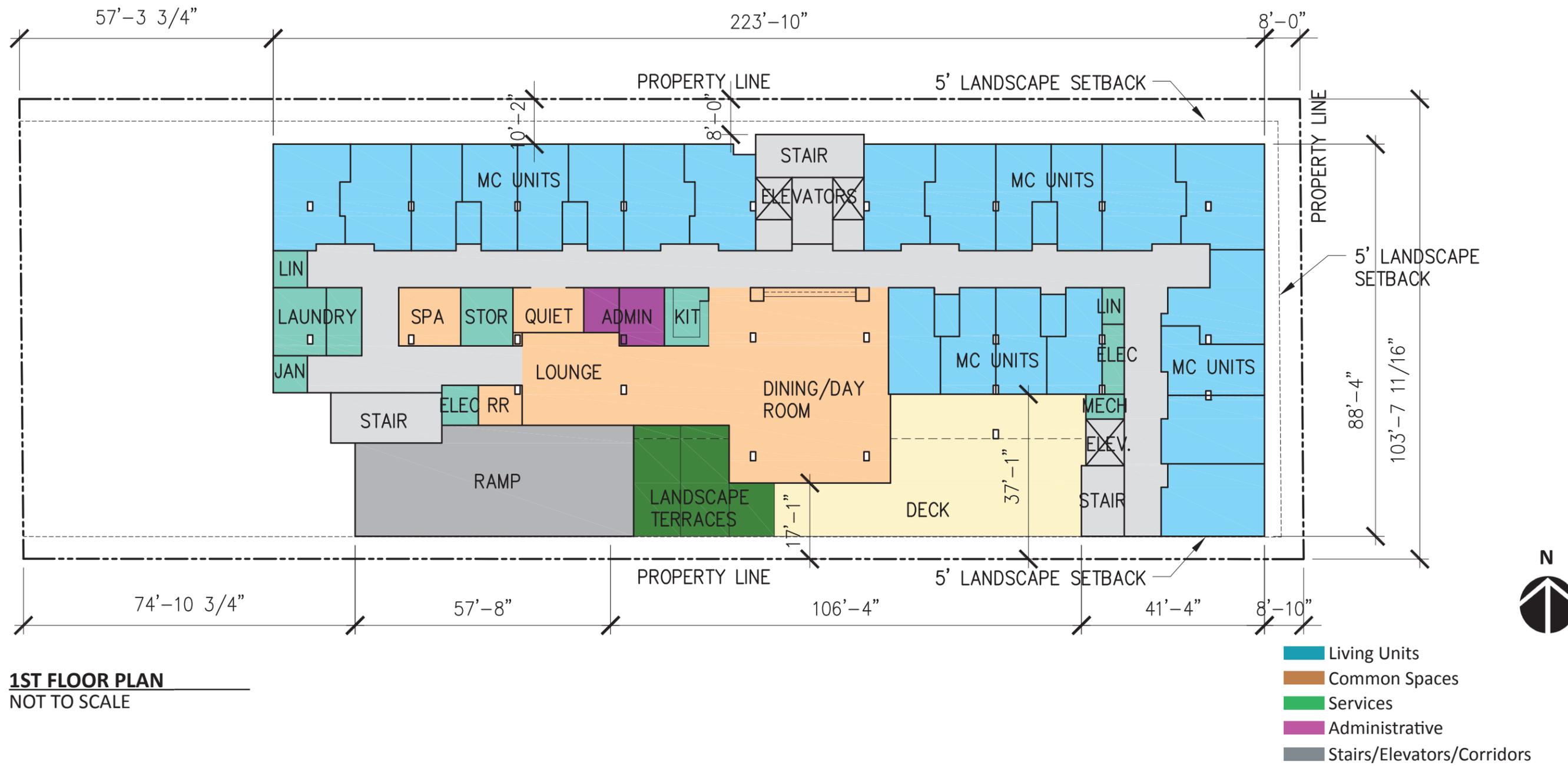
DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE



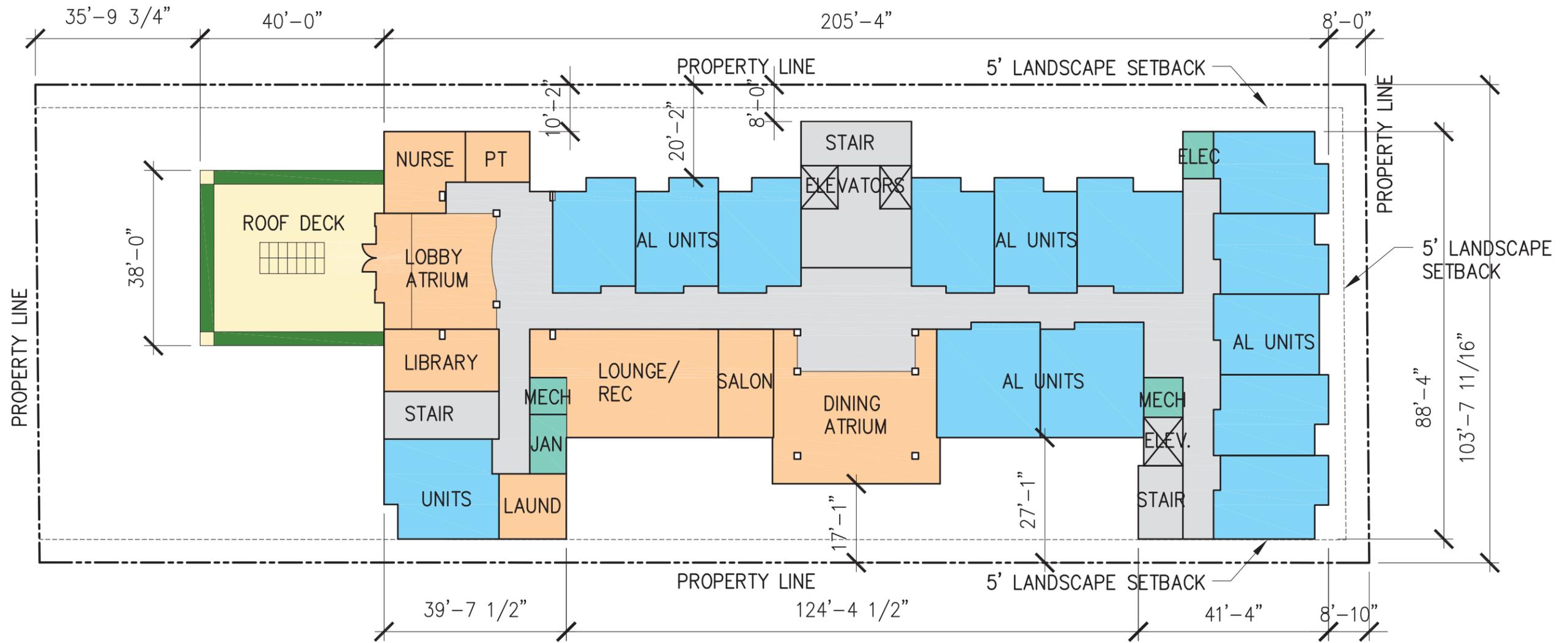
PARKING PLAN
NOT TO SCALE

- Common Spaces
- Services
- Stairs/Elevators/Corridors

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE



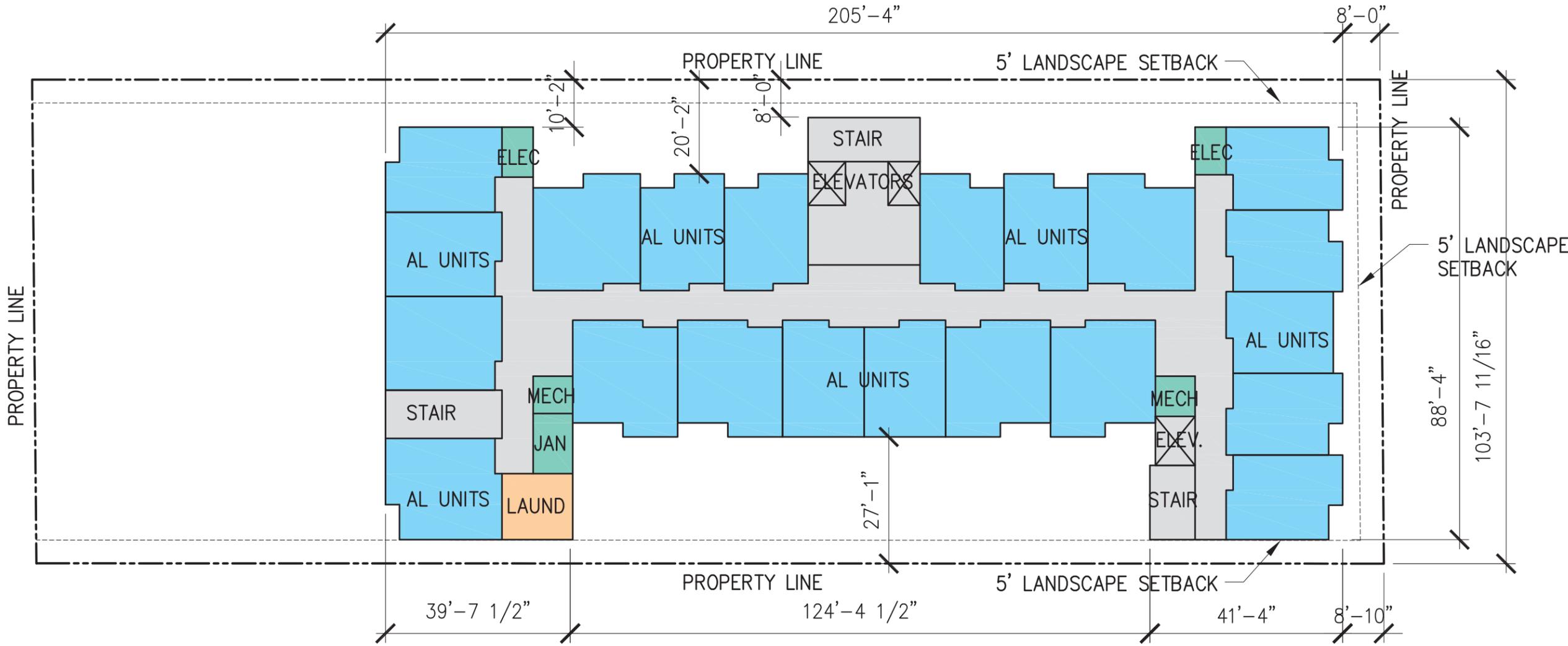
DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE



3RD FLOOR PLAN
NOT TO SCALE

- Living Units
- Common Spaces
- Services
- Stairs/Elevators/Corridors

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

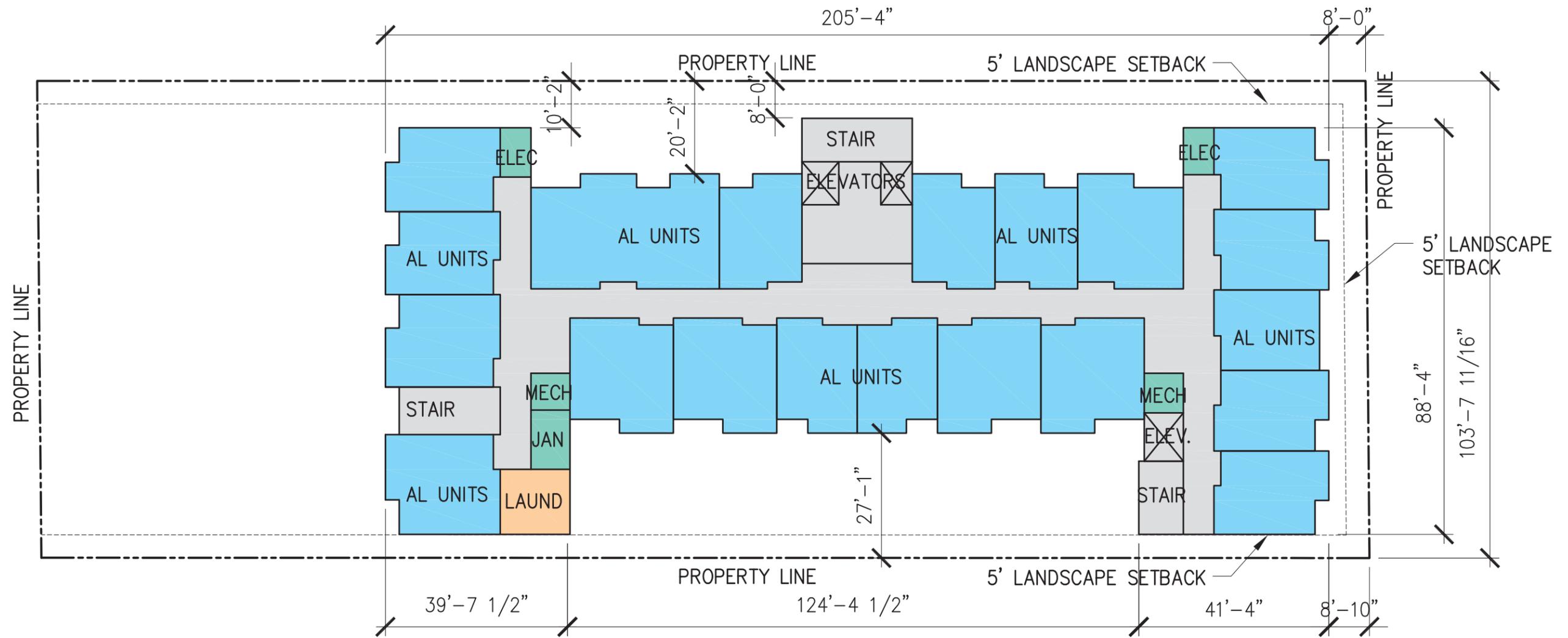


4TH FLOOR PLAN
NOT TO SCALE

- Services
- Living Units
- Common Spaces
- Stairs/Elevators/Corridors

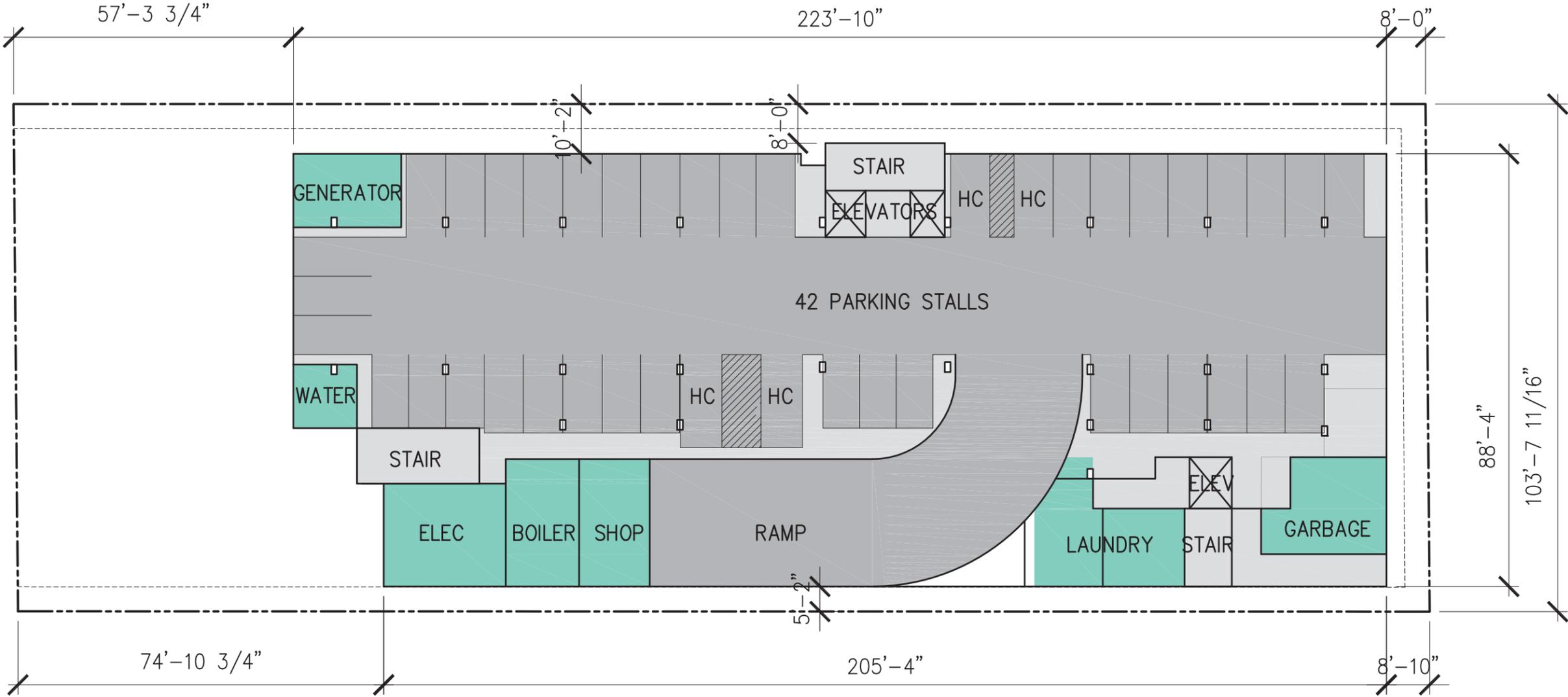


DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE



5TH & 6TH FLOOR PLAN
NOT TO SCALE

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE



PARKING PLAN (ALTERNATE SCHEME)
NOT TO SCALE

- Common Spaces
- Services
- Stairs/Elevators/Corridors

DESIGN REVIEW BOARD RECOMMENDATIONS & RESPONSE

