Early Design Guidance
Analytic Design Proposal:

Proposed Multifamily Building

Final EDG Packet
Project Number : 3020566
for
October 26, 2015
Design Review Meeting

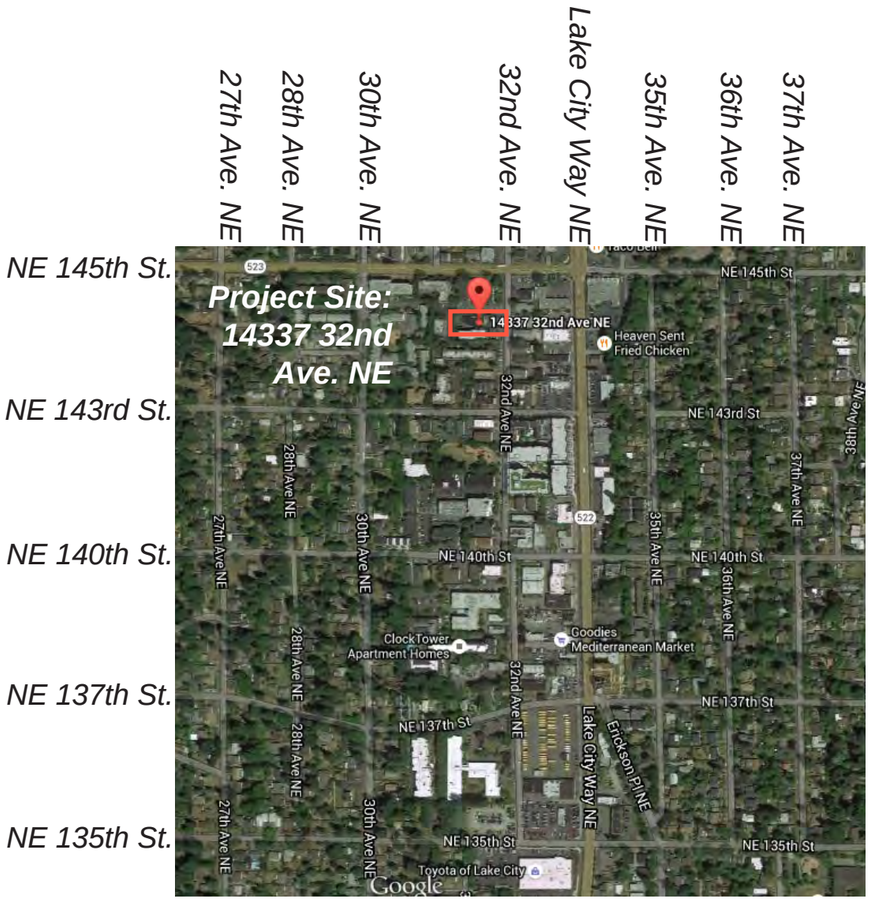
14337 32nd Avenue NE

Imago de Lineo - Architecture . 3918 SW Orchard Street . Seattle . WA 98136
Phone: 206.949.5828 . pga.imagodelineo@msn.com

Project Owner: The Stratford Company, LLC
18605 - 17th Avenue NW . Shoreline . WA . 98177

Packet Index

14337 32nd Avenue NE



PROJECT VICINITY

Project Development Objectives:

- *Site Area: 12,688 sf*
- *Proposed New Apartment Dwellings: 55 - 60*
- *On-site Parking Spaces: approximately 30*
- *Street Frontage Development to Current SDOT Standards*
- *Roof Terrace Amenity Space*
- *Six Story Structure over a Full Basement*
- *Potential for Factory Built Modular Construction*
- *4-Star Built Green Development Minimum*

PROJECT DESCRIPTION

The location of the proposed project is several blocks north of the Lake City Hub Urban Village. The site is zoned MR (Midrise).

The proposal is for a midrise apartment building up of a 60-foot building height with basement level parking and a roof top amenity feature. The structure will have six stories above grade and one basement level dedicated to parking.

Per the Seattle Land Use Code, there is no limit to lot coverage, however the maximum building envelope is controlled by and overall FAR ratio combined with building setback requirements. The size of structure is further limited by maximum width and depth dimensions.

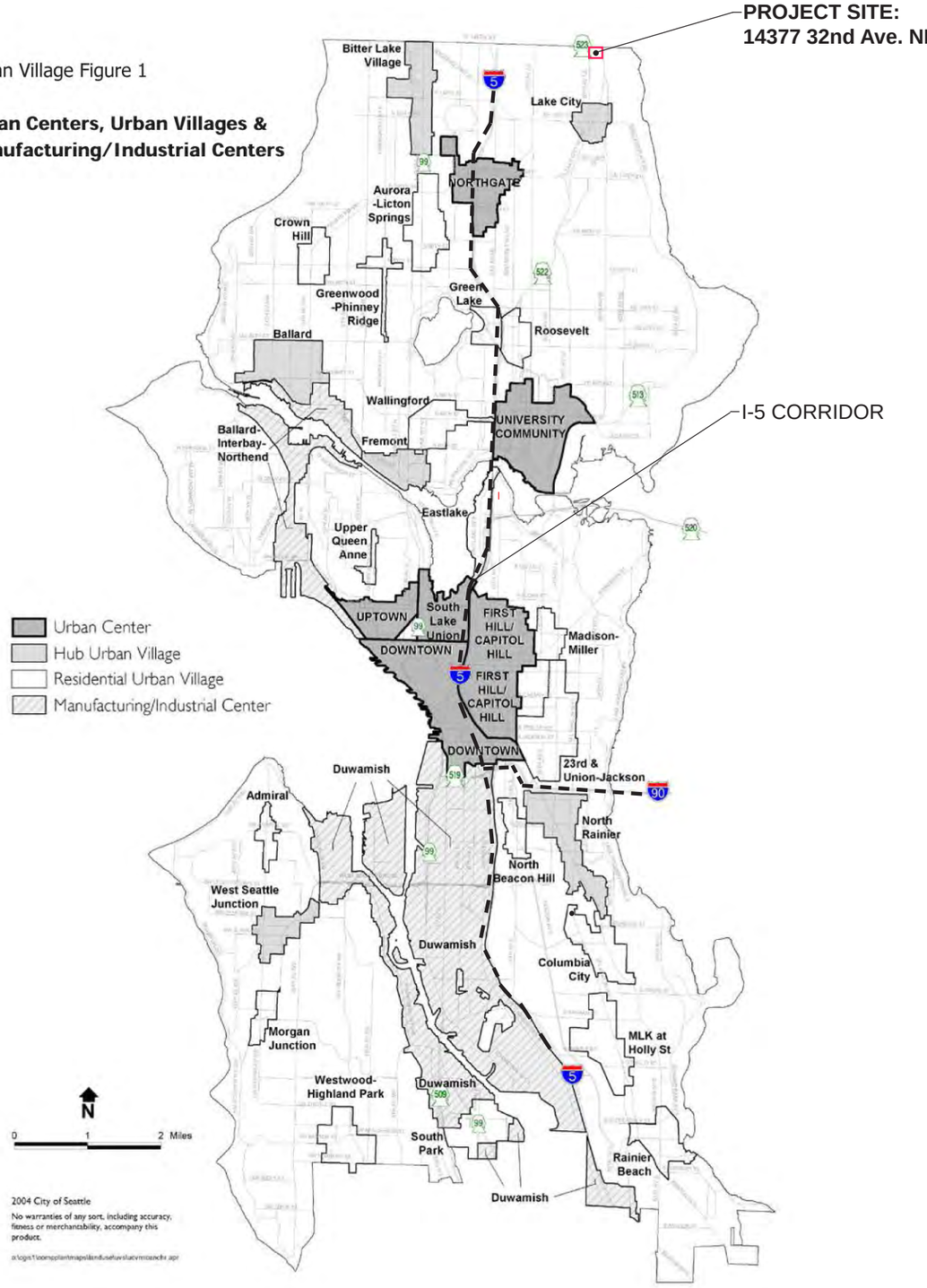
The project proposes amenity space in excess of the minimum required amenity space, which is 25% of the overall residential floor area.

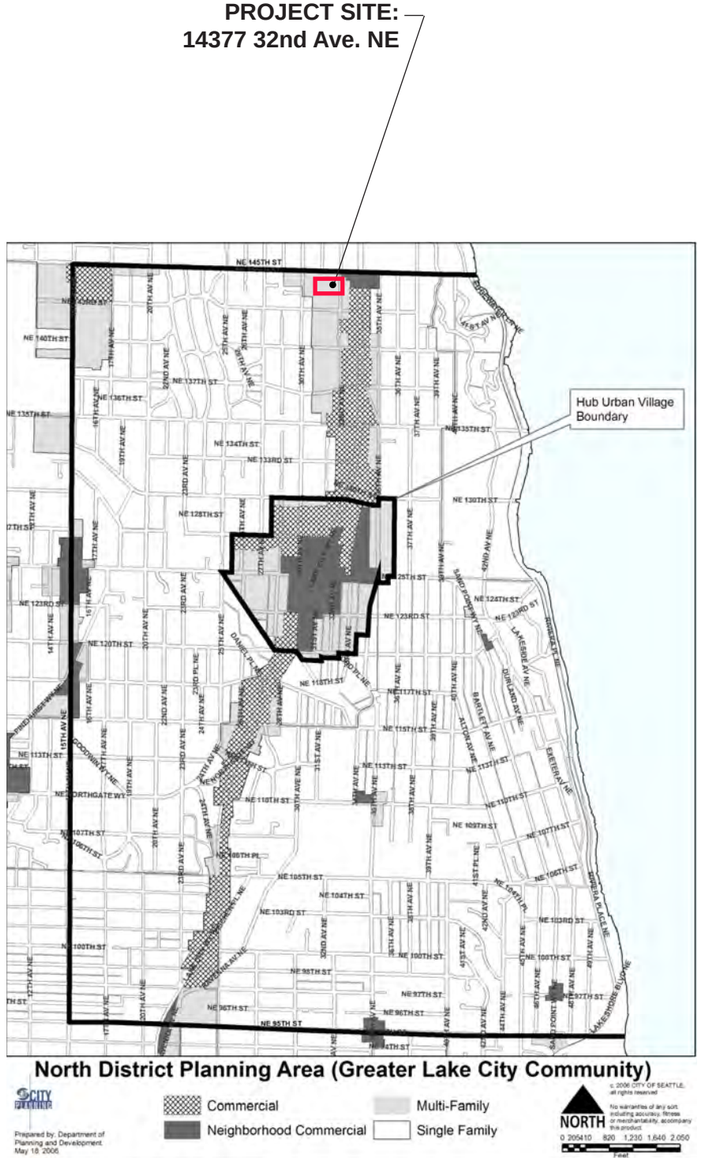
The primary goal of this project is to provide market rate housing that will support the City of Seattle's commitment to establishing transit oriented housing in the vicinity of established Urban Villages.

The site is near numerous transit locations, and is embedded in a neighborhood transitioning from older low rise apartment buildings and single family residences to a more dense array of multi-family developments.

Urban Village Figure 1

Urban Centers, Urban Villages & Manufacturing/Industrial Centers





URBAN FRAMEWORK

CITYWIDE SCALE

- *Project site lies north of the Lake City Hub Urban Village boundary, and fronts 32nd Avenue NE.*
- *Neighborhood Design Guidelines apply in addition to Citywide Design Guidelines*

INFLUENCES

- *Transit oriented development site*
  - *Frequent public transit service*
- *Nearby Landmarks:*
  - *Lake Washington shoreline*
  - *Burke-Gilman Trail*
  - *Jackson Golf Course*
  - *Lake City commercial districts*

NEIGHBORHOOD SCALE

- *Walkable access to commercial districts*
- *Green spaces and City Parks nearby*
- *Access to public services*
- *Transit corridor predominantly multifamily housing*
- *Near Lake Washington and bike trails*

14337 32nd Avenue NE

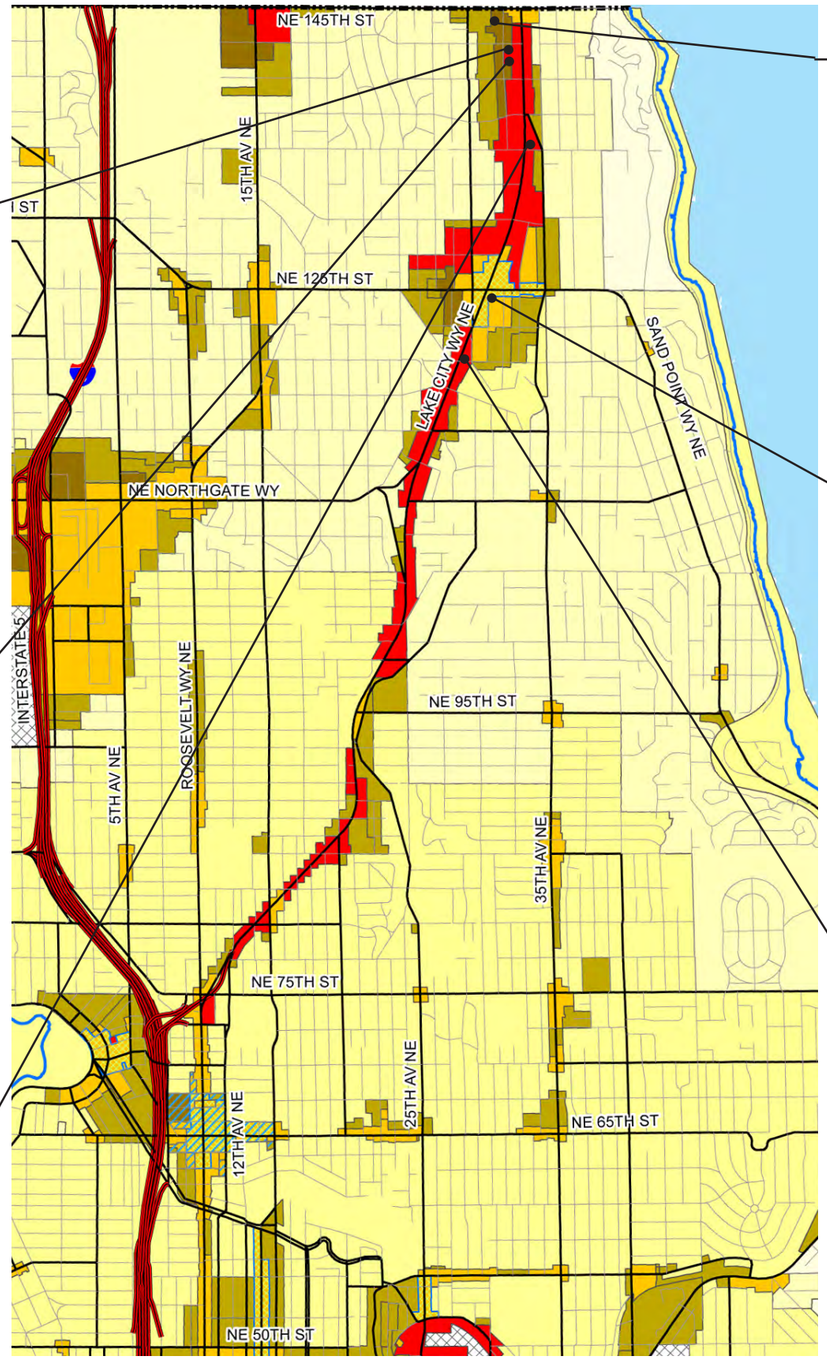
NEIGHBORHOOD CONTEXT

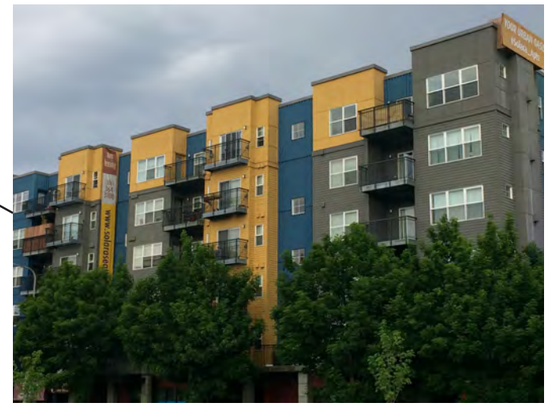
COMPARABLE DEVELOPMENTS IN THE VICINITY OF THE PROPOSED PROJECT SITE

3215 NE 143rd ST

14027 LAKE CITY WAY NE

13716 LAKE CITY WAY NE





12736 LAKE CITY WAY

12300 31st AVE NE

14337 32nd Avenue NE

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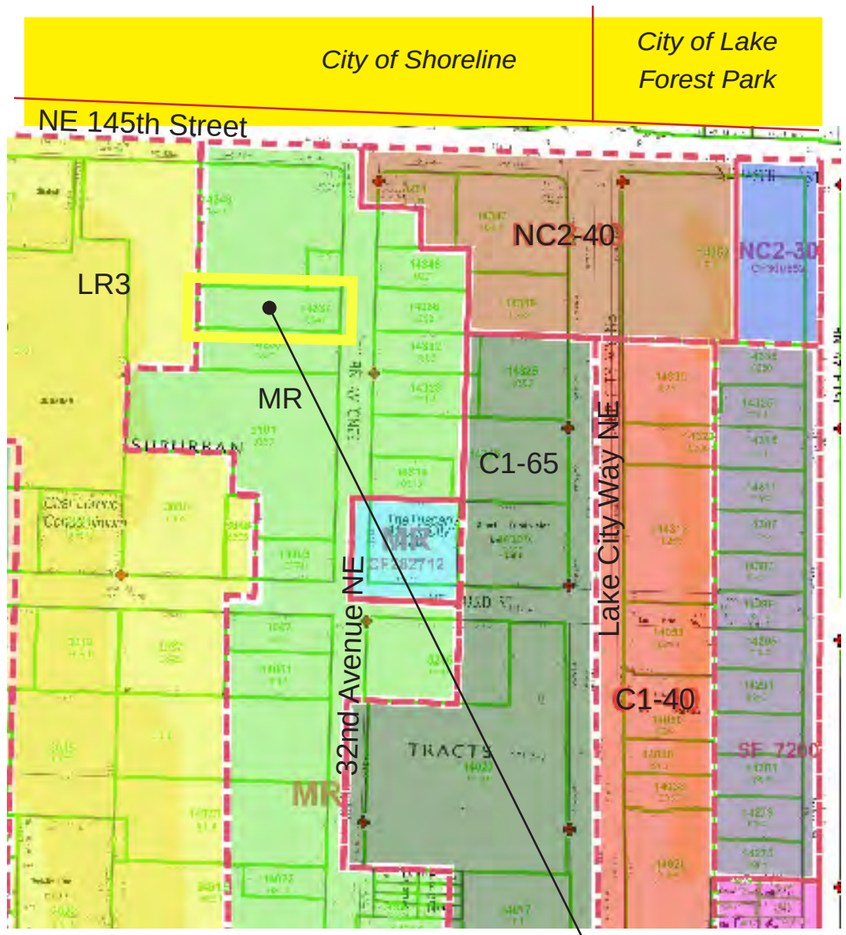
Adjacent Zoning

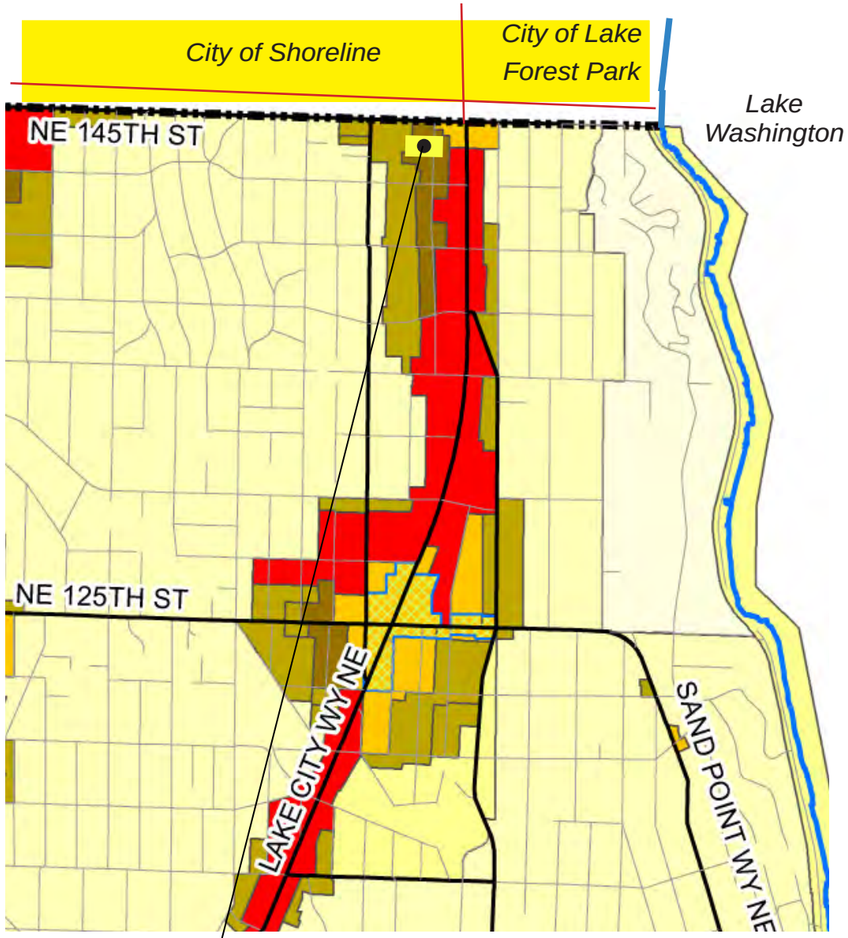


Legend

- LRC
- LR3
- MR
- MR CF
- C1 - 65
- NC2 - 40
- C1 - 40
- NC2 - 30
- SF 7200
- LR1

PROJECT SITE
14337 32nd Ave. NE

Land Use Pattern



Legend

- Incentive Zones
- Single Family 5000
- Single Family 7200
- Single Family 9600
- Residential Small Lot
- Lowrise
- Midrise
- Highrise
- Seattle Mixed
- Neighborhood Commercial
- Commercial

ZONING AND LAND USE

The project site is zoned MR without designated overlays.

The project site is primarily influenced by its proximity to the commercially oriented corridor of Lake City Way which is approximately one block to the east.

The immediate vicinity of the project site is dedicated to residential land uses of varying densities, including the City of Shoreline north of 145th Street.

The largest concentration of activity centers on the intersection of 125th Street NE and Lake City Way and the associated Lake City Hub Urban Village.

14337 32nd Avenue NE

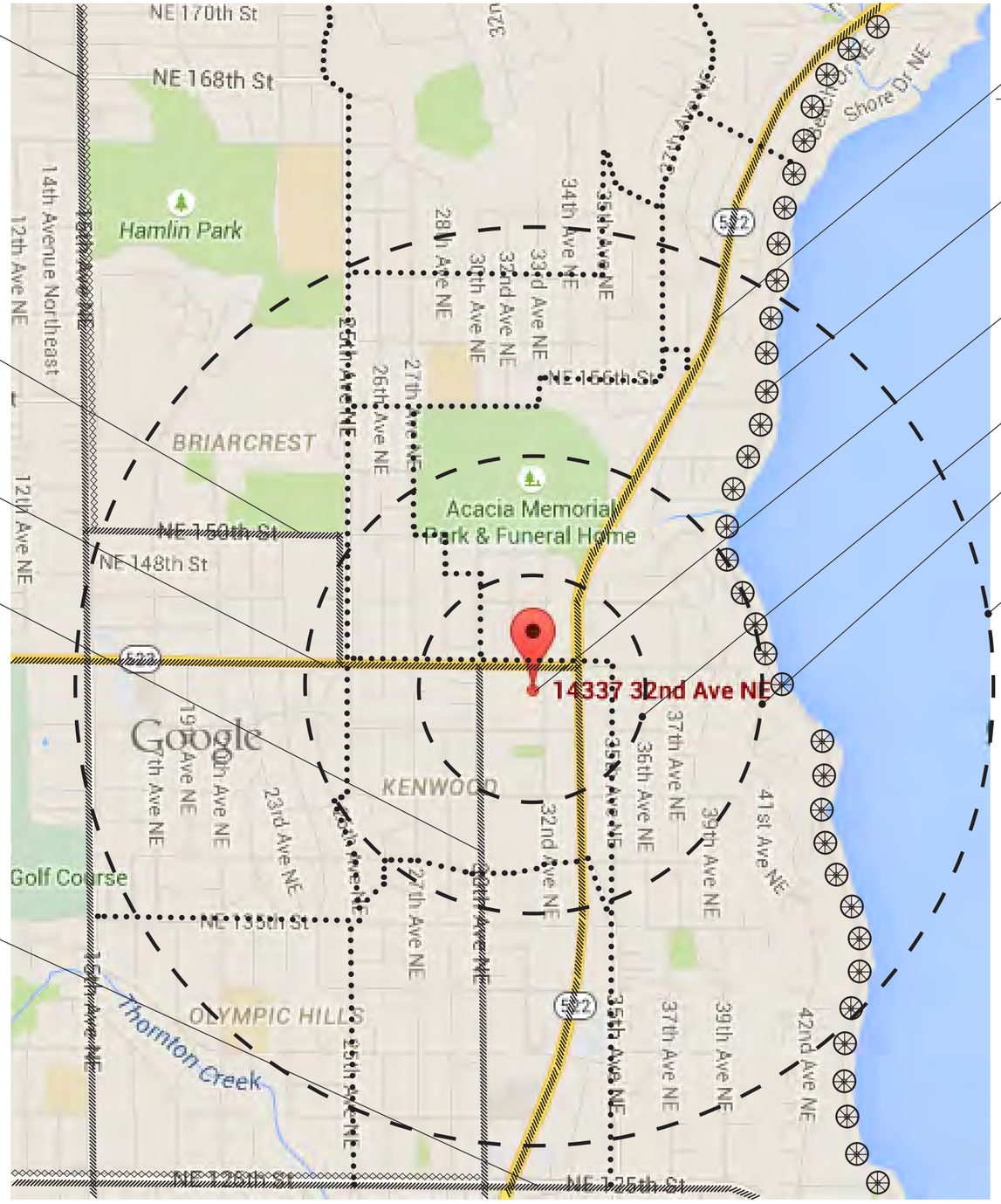
FREQUENT BUS SERVICE:
15th Ave. NE - 73, 77, 347, 348,373,

FREQUENT BUS SERVICE:
NE 150th St. - 330

FREQUENT BUS SERVICE:
NE 145th St. - 64, 65, 73, 308,330,

FREQUENT BUS SERVICE:
30th Ave NE - 64, 65

FREQUENT BUS SERVICE:
125th Ave. NE- 41, 64, 65



Dedicated Bike Trail
Bicycle-friendly roads
Dedicated bike lanes
Frequent Bus Service

FREQUENT BUS SERVICE:
Lake City Way NE - Routes 41,72, 75, 308, 309, 312, 372, 522

DEDICATED BIKE PATH:
BURKE-GILMAN TRAIL

PROJECT SITE: 14337 32nd AVE NE

1/4 MILE RADIUS FROM PROJECT SITE

1/2 MILE RADIUS FROM PROJECT SITE

1 MILE RADIUS FROM PROJECT SITE

TRANSPORTATION NETWORKS

METRO = 15 min. persistence

#41, #64, #65, #73, #75, #77, #308, #309, #312, #330, #347, #348, #372, #373

SOUND TRANSIT

#522

DEDICATED BIKE PATH

Burke-Gilman Trail

URBAN NETWORKS

On-street bicycle lanes

Bicycle-friendly roads

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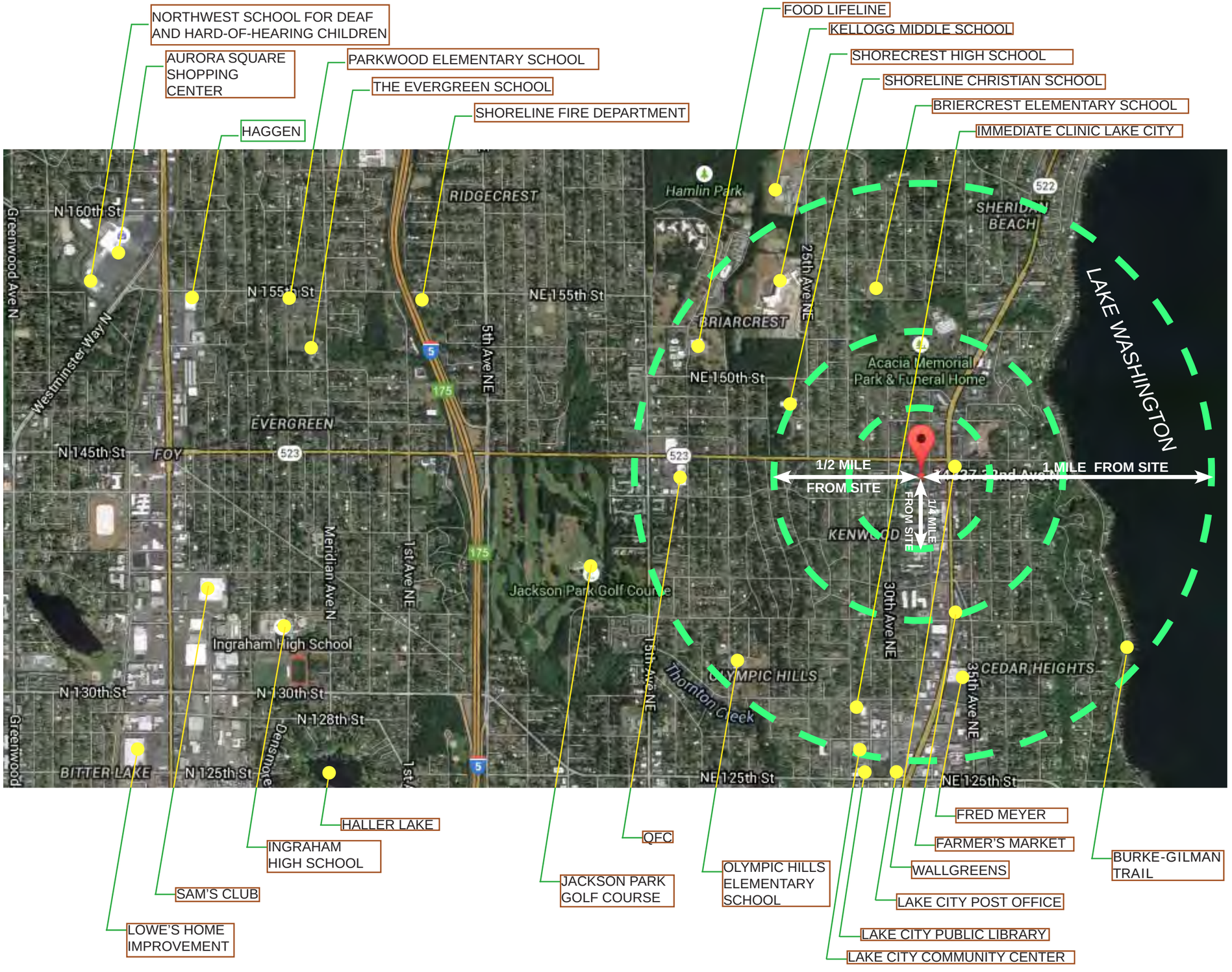

PUBLIC SERVICES RETAIL ACCESS and AMENITIES

GOODS:

- *Aurora Square Shopping Center*
- *QFC*
- *Haggen*
- *Fred Meyer*
- *Wallgreens*
- *Sam's Club*
- *Lowe's Home Improvement*

PUBLIC SERVICES:

- *Lake City Public Library*
- *Lake City Post Office*
- *Food Lifeline*
- *Immediate Clinic Lake City*
- *Shoreline Fire Department*
- *Briercrest Elementary School*
- *Parkwood Elementary School*
- *Olympic Hills Elementary School*
- *Kellogg Middle School*
- *Shorecrest High School*
- *Ingraham High School*
- *Shoreline Christian School*
- *The Evergreen School*
- *Northwest School for Deaf and Hard-of- Hearing Children*

AMENITIES:

- *Burke-Gilman Trail*
- *Lake Washington*
- *Haller Lake*
- *Lake City Community Center*
- *Jackson Park Golf Course*
- *Amsterdam Farmer's Market*

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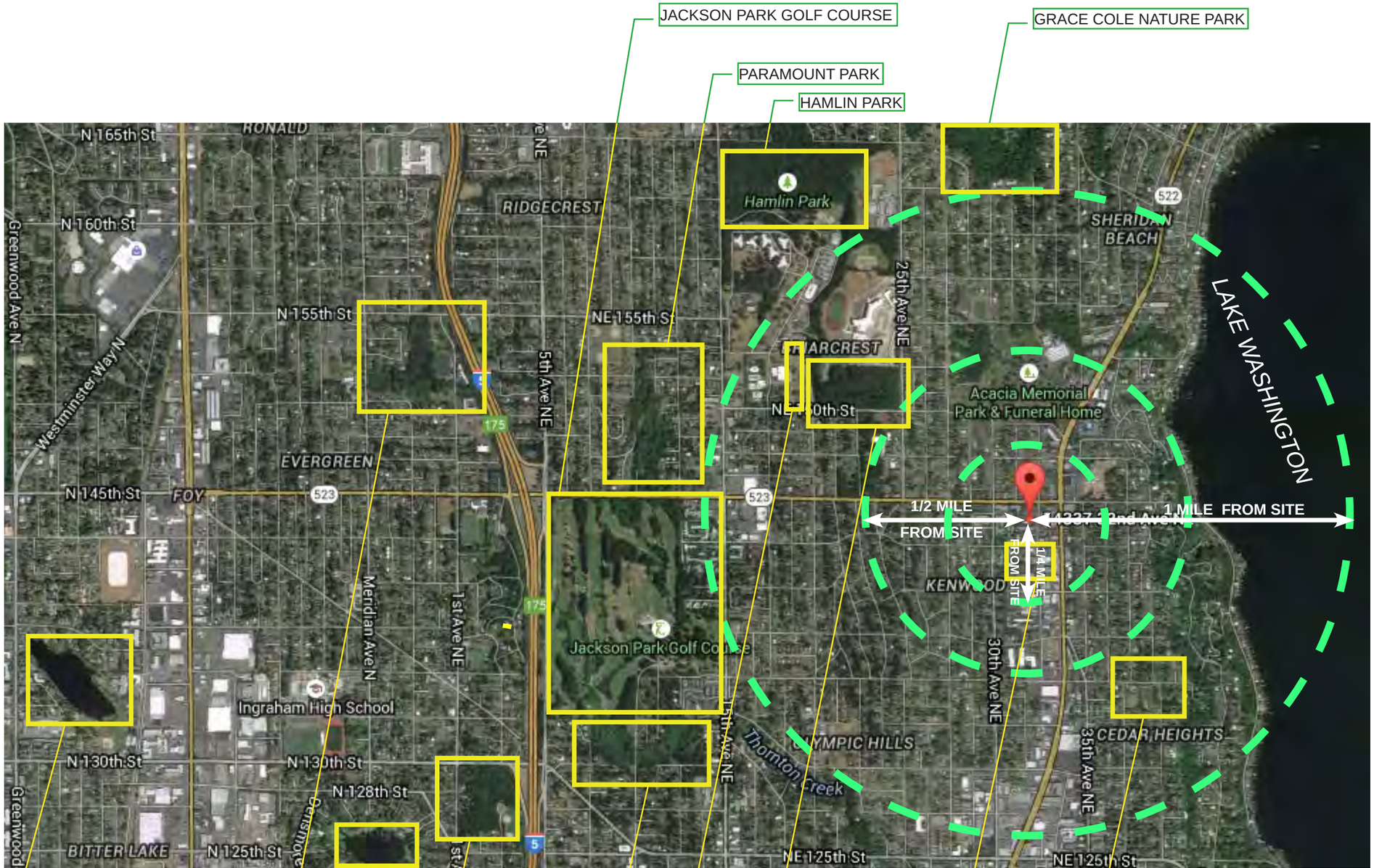

RECREATION AND OPEN SPACE

REGIONAL PARKS

Major destinations within easy access via auto, foot or bicycle include Lake Washington, Jackson Park Golf Course, Paramount Park, Grace Cole Nature Park, Northacres Park and Hamlin Park.

LOCAL OPEN SPACE

In addition to the large open spaces at Jackson Park and Grace Cole Nature Park, several readily accessible pocket park open spaces near the project site offer pet walking and recreational opportunities. Access to the Burke-Gilman trail is within 1/2 a mile from the site.

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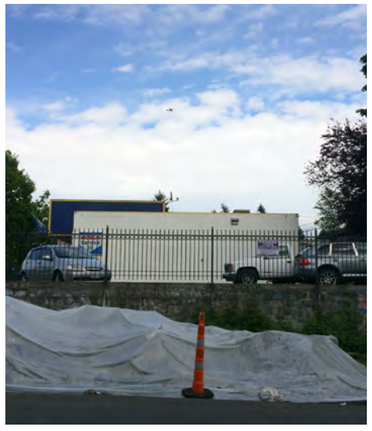
14303 32nd Ave. NE

14313 32nd Ave. NE

14321 32nd Ave. NE

3 2 n d A V E N U E



3201 NE 145th St.

14346 32nd Ave. NE

14336 32nd Ave. NE

14332 32nd Ave. NE

14328 32nd Ave. NE

3 2 n d A V E N U E

EXISTING CONTEXT BETWEEN NE 145th ST AND 32nd AVE. NE

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9001 . Lake City Way NE . Seattle . WA . 98115

PROJECT SITE

14333 32nd Ave. NE

PROJECT SITE: 14337 32nd Ave NE

14355 32nd Ave. NE

L O O K I N G W E S T

14324 32nd Ave. NE

14314 32nd Ave. NE

14300 32nd Ave. NE

L O O K I N G E A S T

EXISTING CONTEXT BETWEEN NE 145th ST AND 32nd AVE. NE

14337 32nd Avenue NE

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ZONING CRITERIA: MR

SMC 23.45.510.D. Floor Area Ratio Limits in MR and HR Zones

Base FAR: 3.2

SMC 23.45.514 Building Height

Base height limit: 60 feet

Sub section G. In MR zones, the base height limit is increased by 5 feet if the number of stories in the structure that are more than 4' above existing or finished grade, whichever is lower, does not exceed six, and one or more of the following conditions is met: 2) All stories in the structure, except stories used only for parking, have floor to ceiling heights of 9 feet or more.

Subsection J. Rooftop features: 1) parapets - 4 feet, 2) open railings, 5) rooftop features allowable up to 15' above applicable height limit: Stair penthouses, mechanical equipment, Sun and wind screens, penthouse pavilions for the common use of residents, greenhouses and solariums, wind driven power generators and minor communication facilities. Elevator penthouses may extend up to 16 feet.

7) Locate roof top features 10 feet from the north edge of the roof, subject to sun shadow study.

SMC 23.45.518 Setbacks and Separations

Front: 7 foot average, minimum 5 feet

Side with interior lot line: 42 feet or less in height: 7 feet; 5 foot minimum. Above 42 feet: 10 foot average setback; 7 foot minimum

Rear: 15 feet

SMC 23.45.522 Amenity Area

C) 5% of the total gross floor area in residential use. D1) All units shall have access to the common amenity, D2b) Up to 50% of the requirement may be in enclosed space.

SMC 23.45.524 Landscaping Standards

Required green factor: 0.5 or greater

Street Trees: required as directed by the City Arborist.

SMC 23.45.526 Sustainable Design Standards

Per item A, since this project will be use the greater Floor Area Ration, there will be a commitment that the project will meet green building performance standards.

SMC 23.45.528 Structure width and depth limits for lots in Midrise zones greater than 9000 sf

Maximum width: 150' Structure Depth: Primary structure not to exceed 75% of the depth of the lot.

SMC 23.45.529 Design Standards

Minimum facade openings" 20%

Facade articulation: over 750 sf requires division of the facade into separate facade planes, min.. 150 sf per facade plane, 500 sf maximum.

Maximum width: 150' Structure Depth: Primary structure not to exceed 75% of the depth of the lot.

Building Entry: shared common entry that faces the street or a common amenity area, such as a landscaped courtyard

SMC 23.54.015 Required Parking Table B.I Multifamily Residential Use:

1 space per dwelling unit, or 1 space per 2 small efficiency dwelling units.; Subsection F.2 requirement may be reduced by 50% for sites within 1320 feet of frequent transit service.

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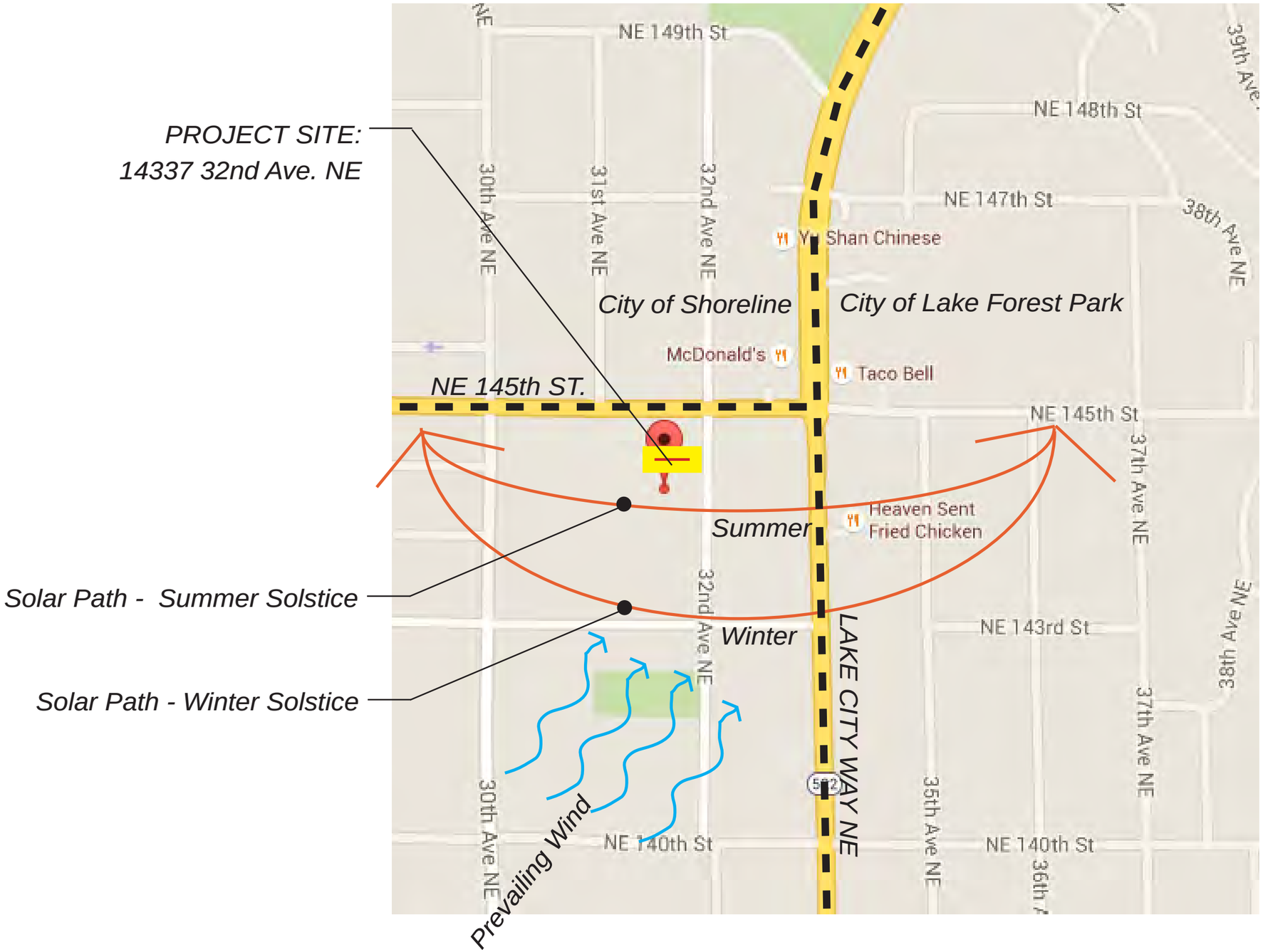

SITE INFLUENCES

TOPOGRAPHY

The site is located within a generally flat zone.

SOLAR

The long side of the site rectangle is exposed to the solar path, this is well suited for solar collection, heat gain and direct sun.

NOISE

Close proximity to NE 145th St and Lake City Way NE exposes the site to moderate levels of sound pollution, day and night.

PREVAILING WINDS

The site, exposed to the prevailing southwesterly breezes means that South facing operable windows can be maximized for ventilation. Inclement winds from the west and north suggest minimizing that exposure to protect the building envelope.

NATURAL VEGETATION

Vegetation on the site is urban and non-native. The surrounding trees are constrained in an urban setting but provide shade and privacy.

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DESIGN GUIDELINE ANALYSIS

Context and Site

Context and Site	Priority Guidelines	Design 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.*	***B.1. Sun and Wind:*** *Take advantage of solar exposure and natural ventilation available on site where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.* ***B.2. Daylighting and Shading:*** *Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through placement and/or design of structures on the site.*	• *The narrow rectangular site provides that the longest building facade will face directly south and with the shorter east and west facades, the site is ideally oriented for maximum benefit of passive and solar heat gain. Projecting bay windows with operable sashes will allow for "capturing" sunlight and prevailing breezes to enhance daylighting and natural ventilation.*
CS2. Urban Pattern and Form *Strengthen the most desirable forms, characteristics and patterns of the streets, block facades and open spaces in the surrounding area.*	***C2. Mid-Block Sites:*** *Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building ... Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture or other means.*	• *The first priority for this mid-block site is the develop a street frontage character that relies on a strong pedestrian connection to the sidewalk with a balance of privacy and openness in the entry sequence.* • *This site will be the first on the block to develop a current curb/ gutter/sidewalk/planter strip in the ROW frontage that replaces uncontrolled vehicle access and parking in the street frontage.* • *As a relatively narrow and deep site, side yards with adjacent properties will create relatively narrow building separations so window placement for privacy will be important.*
CS3. Architectural Context and Character *Contribute to the architectural character of the neighborhood.*	*A4.* ***Evolving Neighborhoods:*** *In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.*	• *The Project Site is near the Lake City Urban Village which has undergone significant redevelopment over the past 15 years however properties in the five block radius are significantly older. A recent Neighborhood Plan has been developed to guide future development in the area and serves as a guide for the development of our design. The full realization of this plan may be decades away, yet portions of the neighborhood are already looking forward, others, still awaiting their full development potential. This project will be one of the first Mid-rise residential buildings in the vicinity and can serve as a guide for future projects.*

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Public Life	Priority Guidelines	Design Response
PL1. Connectivity *Complement and contribute to the network of open spaces around the site and the connections among them.*	***A.2. Adding to Public Life:*** *Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.* *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.*	• *Since the immediate neighborhood on either side of the site and the opposite side of the street does not have street frontage ROW improvements, particularly the lack of sidewalks and uncontrolled curb cuts this project will be the first to prioritize pedestrian safety and convenience. The narrow 60 foot wide frontage limits the impact to the existing conditions. Design options explore ways to make the transition from the street to the building entry a sequence of pedestrian friendly experiences with benches, landscaping and cover from the elements.*
PL2. Walkability *Create a safe and comfortable walking environment that is easy to navigate and well connected to existing pedestrian walkways.*	***B.1. Eyes on the Street:*** *Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street level uses.* *B3. People friendly spaces: Create an artful and people friendly space beneath building canopies by using human scale architectural elements and a pattern of forms or textures at intervals along the facade.*	
PL3. Street-Level Interaction *Encourage human interaction and activity at the street level with clear connections to building entries and edges.*	**A1.c. Common entries** *to multi-story residential need to provide privacy and security for residents but also welcoming and identifiable to visitors.* ***A2. Ensemble of elements:*** *Design the entry as a collection of coordinated elements including the doors, overhead features, ground surface, landscaping, lighting and other features.*	• *Since the street is predominately unimproved for pedestrian and bicycle use, the design approach is to pull the primary entry point away from the chaotic street conditions in the vicinity of the site. The intent is to create a spacial and experiential entrance "threshold" outside of the building as a progression towards entry the structure, a place to enter, a place to wait and a place to meet..*
PL4. Active Transportation *Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit.*	***B2. 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.*	*Designs encourage bicycle transportation with good connection to the Burke-Gilman Trail and City Bike trail network. Planned are:* • *Outdoor bike racks* • *Bike-share facilities* • *Enclosed and secured storage* • *Small repair shop*

DESIGN GUIDELINE ANALYSIS

Public Life

Canopy as party of Entry Progression

Introduce Warm Materials

Provide Setting for Interaction

Plan for Bicycles

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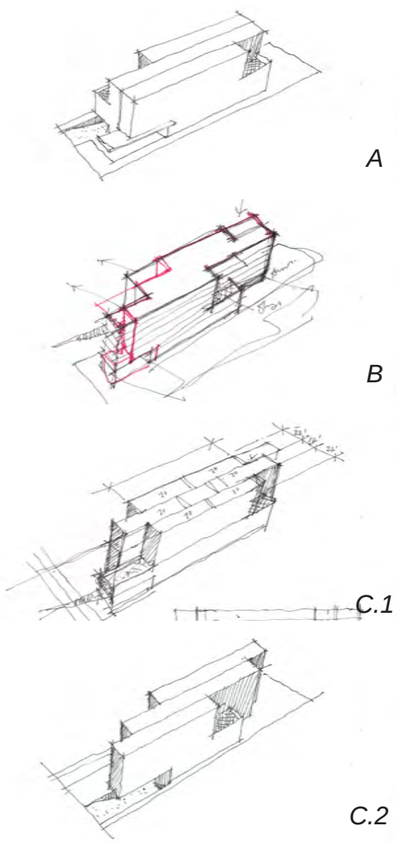
Design Concept	Priority Guidelines	Design Response
DC1. Project Uses and Activities		
Optimize the arrangement of uses and activities on site.	*C1. Below Grade Parking: Locate parking below grade wherever possible.*	• *Proposed architectural features include in each design option will add a finer grain to the building envelope on all sides in an attempt to break down the relatively narrow and tall structure. As a free standing building on the leading edge of redevelopment the building mass will be an anomaly until neighboring properties are redeveloped.* • *Each option explores variations in massing by manipulating and averaging the building setbacks together with offsetting building element to varying degrees to study the potential massing impacts.*
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.	*A2. Reduce Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope, adding balconies, bay windows or other elements: and or highlighting entries.* *D2. 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.*	
DC3. Open Space Concept		
Integrate open space design with the design of the building so that each compliments the other.	*B1. Meeting User Needs: Plan the size, uses, activities and features of each open space to meet the needs of expected users, ensuring each space has purpose and function.* *C2. Amenities and Features: Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed.*	• *This relatively narrow site offers limited opportunity for enclosing a central communal amenity space at grade, however the height available with a MR zoning and very open territorial views in all directions, a roof terrace is a natural choice for communal space with excellent solar orientation.*
DC4. Exterior Elements and Finishes		
Use appropriate and high quality elements and finishes for the building and its open spaces.	*A1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern or lend themselves to a high quality of detailing are encouraged.* *C1. Lighting Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural details.*	• *To enhance the unified image diverse accent materials should be applied to the background surfaces to provide visual depth and variety.* • *Lighting should be sufficient for good visibility yet low level so it will not project off site.*

DESIGN GUIDELINE ANALYSIS

Design Concept

Roof top access to sun and views



Massing Studies

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Employ Secondary Elements

Use Color to Accent Massing

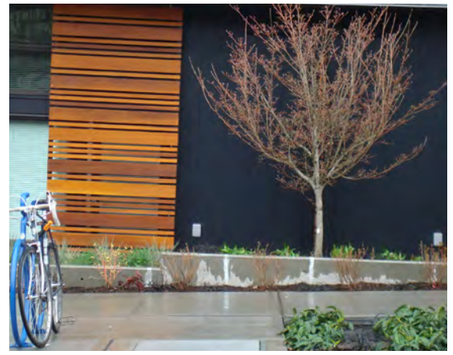
Express Individual Dwelling Unit

Balance Horizontal and Vertical

Create Family of Forms

DESIGN GUIDELINE ANALYSIS

ARCHITECTURAL ELEMENTS AND EXPRESSION FOR NEIGHBORHOOD IN TRANSITION



The proposed site is surrounded by smaller parcels consisting of older residential structures, including single family homes, apartments and duplexes. Additionally, several new, large multifamily projects have been constructed nearby, including low income housing, senior housing, and market rate housing.

New housing is both City of Seattle sponsored and led by private developers.

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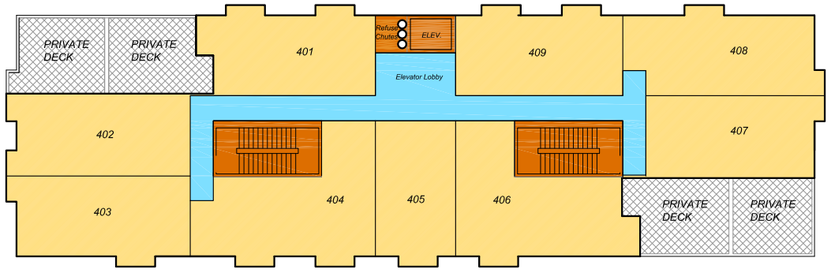
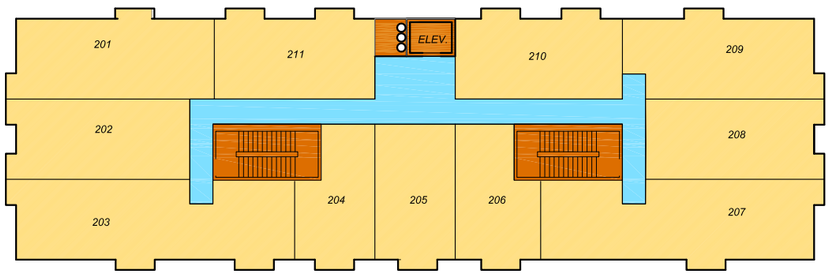
OPTION A



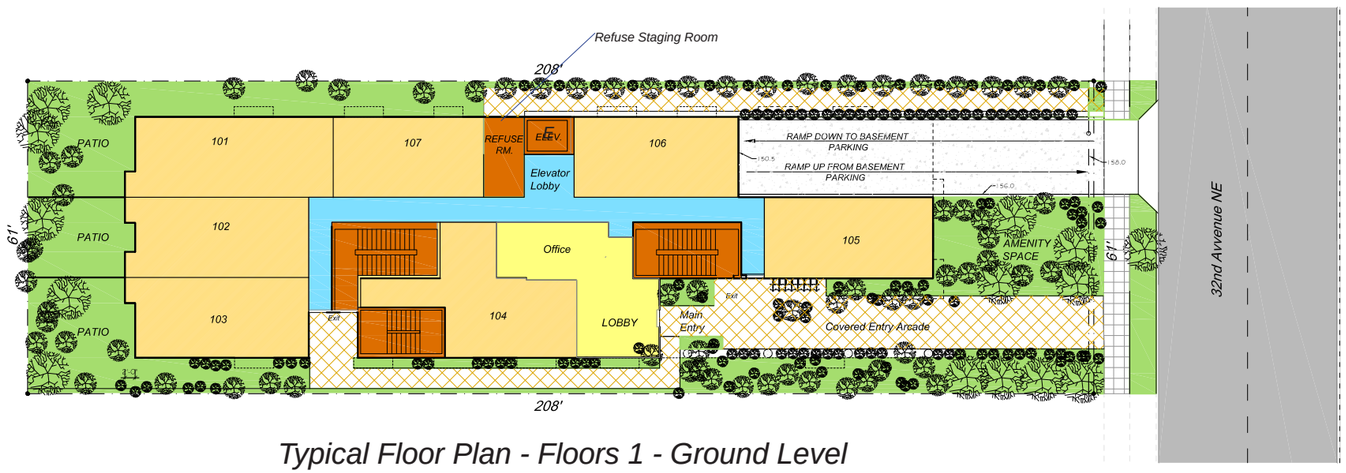
Typical Floor Plan - Floors 4, 5 and 6

Scale: 1' = 30'-0"



Typical Floor Plan - Floors 2 and 3

Scale: 1' = 30'-0"



Typical Floor Plan - Floors 1 - Ground Level

Scale: 1' = 30'-0"

Aerial View from Southeast

Option A - Design Features: 59 Unit Building

- *Compact massing suitable for potential Factory Built Modular construction*
- *Semiprivate landscaped open space buffer offers security between the structure and ROW*
- *Entry progression begins at sidewalk and provides secure transition in covered entry arcade*
- *Management offices setback but offers good visbility for supevising semi-private entry space*
- *Entry placement on south side of structure maximizes solar exposure and daylighting*
- *Compact circulation core maximizes daylighting in units*
- *Setback averaging above 42' suits modular building and provides major buliding modulation*
- *Ramped access to Basement parking*
- *Refuse chutes and collection centralized with direct access to ROW*

14377 32nd Avenue NE

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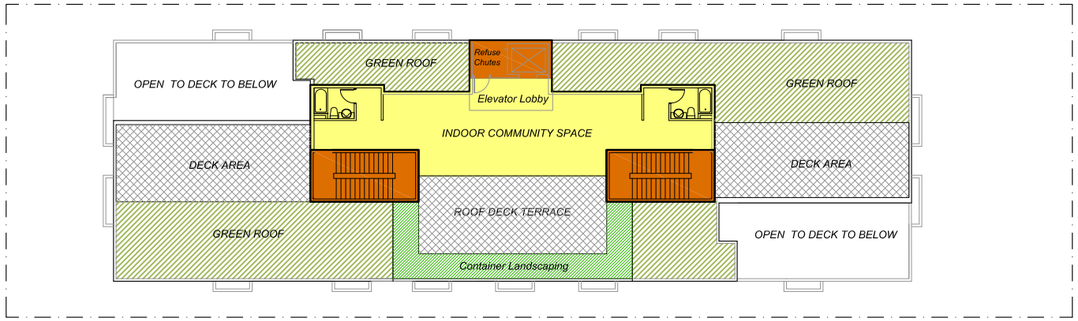
Project Owner: The Stratford Company, LLC
18605 - 17th Avenue NW . Shoreline . WA . 98177

OPTION A

Aerial View from Northeast

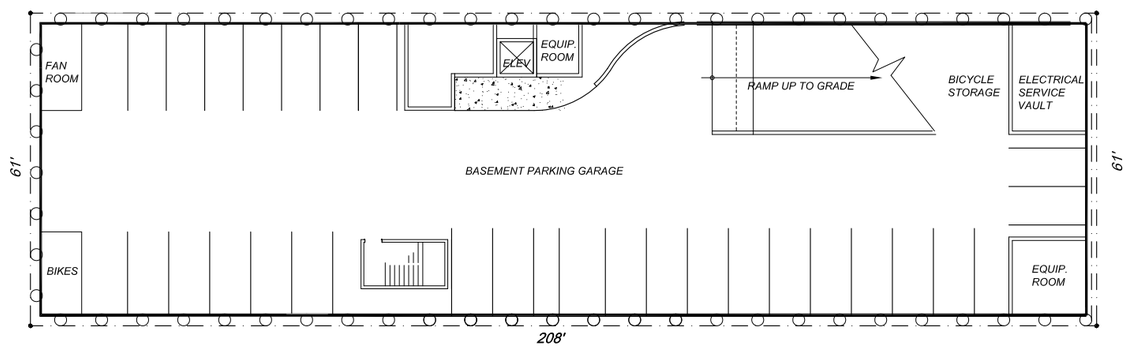


Roof Plan - Amenity Space + Green Roofs

Scale: 1' = 30'-0"

Entry Image

Street View from Northeast



Basement Floor Plan - Parking: 30 Cars + 45 Bikes

Scale: 1' = 30'-0"

Street View from Southeast

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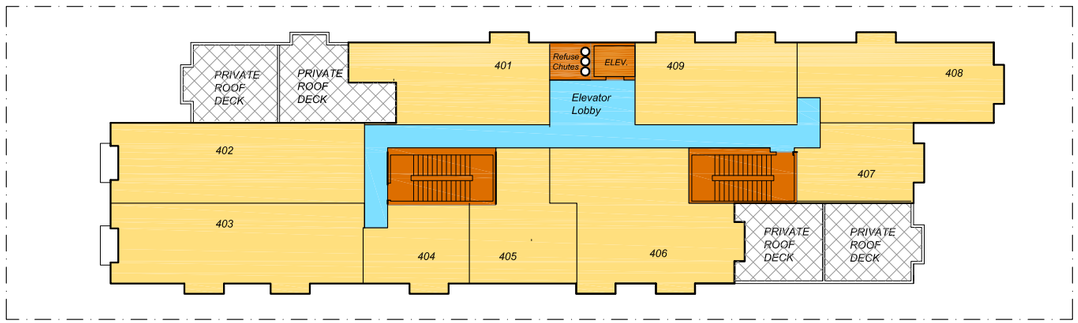
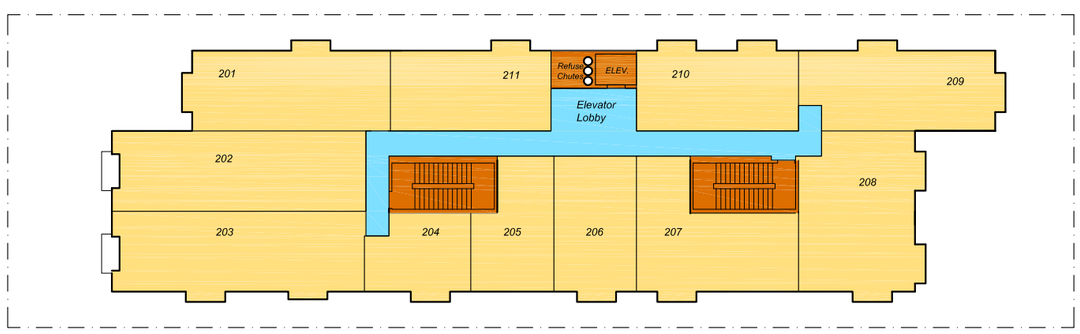
OPTION B



Typical Floor Plan - Floors 4, 5 and 6

Scale: 1' = 30'-0"



Typical Floor Plan - Floors 2 and 3

Scale: 1' = 30'-0"

Typical Floor Plan - Floors 1 - Ground Level

Scale: 1' = 30'-0"

Aerial View from Southeast

Option B - Design Features: 56 Unit Building

- *Massing suitable for potential Factory Built Modular Construction*
- *Semiprivate landscaped open space buffer offers security between the structure and ROW*
- *Entry progression begins at prominent Management Office location relative to ROW*
- *Semi-private front yard landscaping provides buffer and secure meeting/waiting area*
- *Entry placement allows for good morning solar access*
- *Compact circulation core maximizes daylighting in units*
- *Building massing offset increases window exposure and captures more view sheds*
- *Setback averaging above 42' suits modular building and provides major buliding modulation*
- *Ramped access to Basement parking*
- *Refuse chutes and collection centralized with direct access to ROW*

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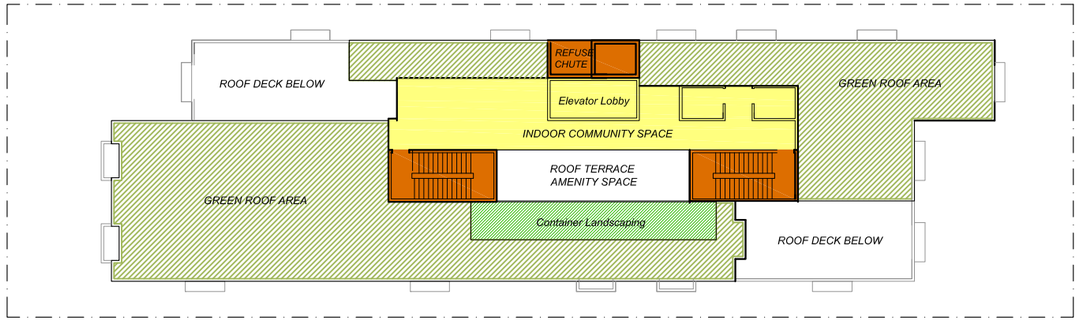
OPTION B

Aerial View from Northeast

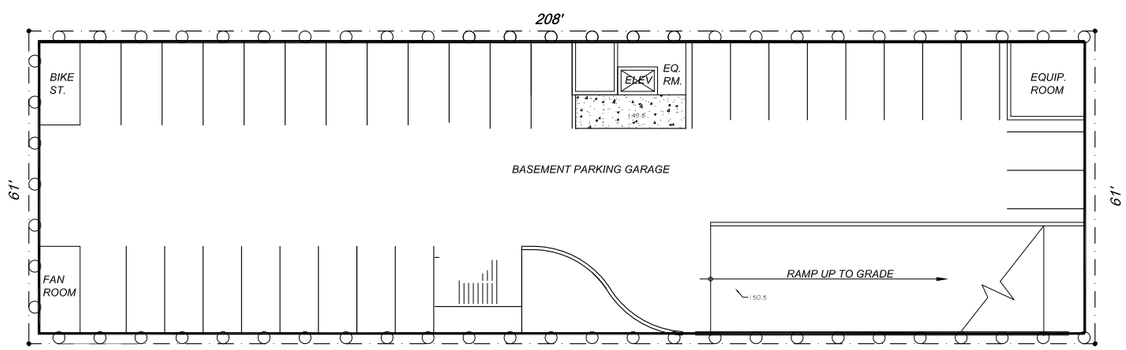


Roof Plan - Amenity Space + Green Roofs

Scale: 1' = 30'-0"

Entry Image

Street View from Northeast



Basement Floor Plan - Parking: 30 Cars + 45 Bikes

Scale: 1' = 30'-0"

Street View from Southeast

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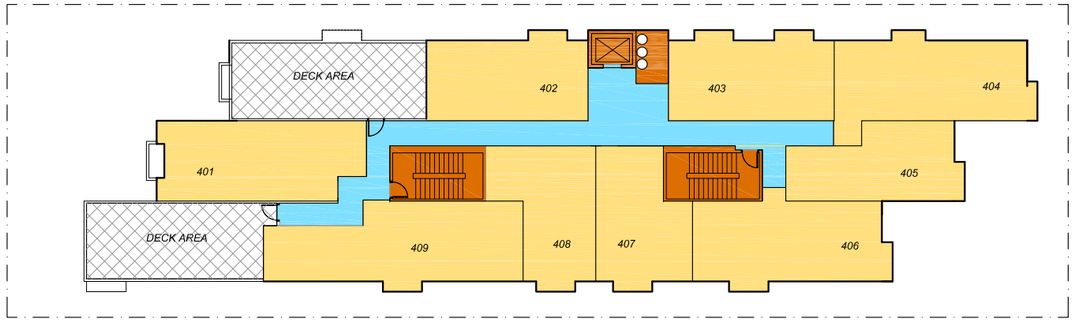
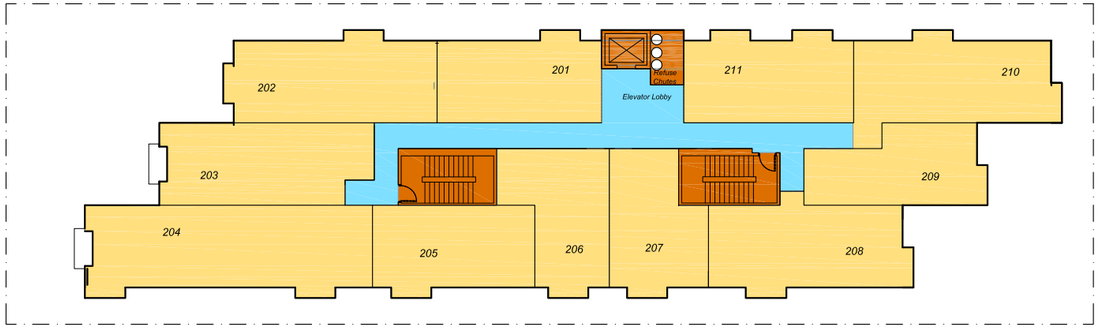
OPTION C



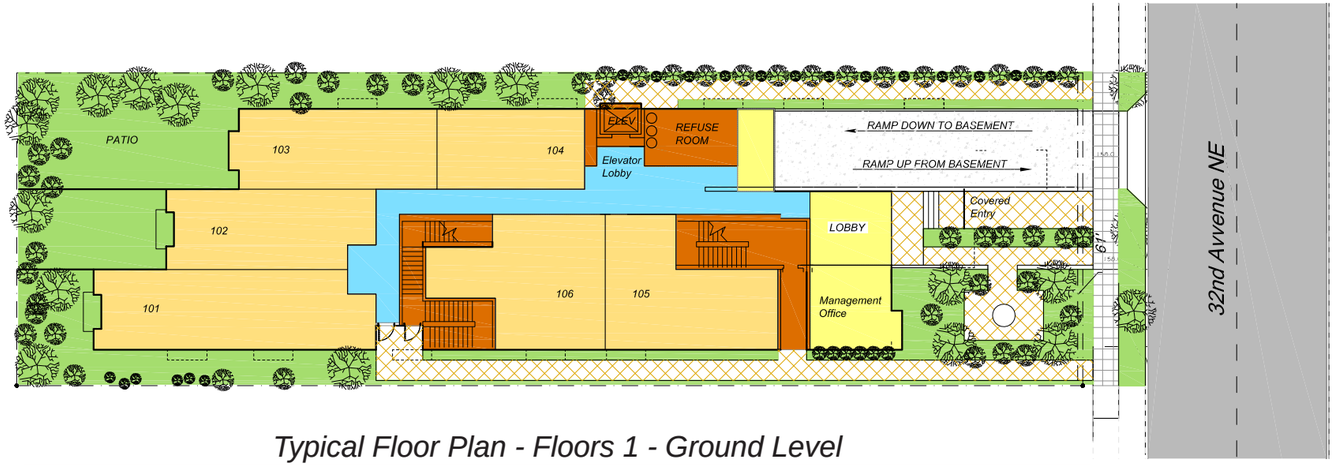
Typical Floor Plan - Floors 4, 5 and 6

Scale: 1' = 30'-0"



Typical Floor Plan - Floors 2 and 3

Scale: 1' = 30'-0"



Typical Floor Plan - Floors 1 - Ground Level

Scale: 1' = 30'-0"

Aerial View from Southeast

Option C - Design Features: 55 Unit Building

- *Massing suitable for potential Factory Built Modular Construction*
- *Semiprivate landscaped open space buffer offers security between the structure and ROW*
- *Entry progression begins at sidewalk leading to centralized entry and Management Office*
- *Semi-private front yard landscaping provides buffer and secure meeting/waiting area*
- *Entry and landscaped frontage placement allows for excellent morning solar access*
- *Building massing offsets increase window exposure, ventilation and view potential*
- *Setback averaging above 42' suits modular building and provides major buliding modulation*
- *Ramped access to Basement parking screend fron enrty walkway*
- *Refuse chutes and collection centralized with direct access to ROW*

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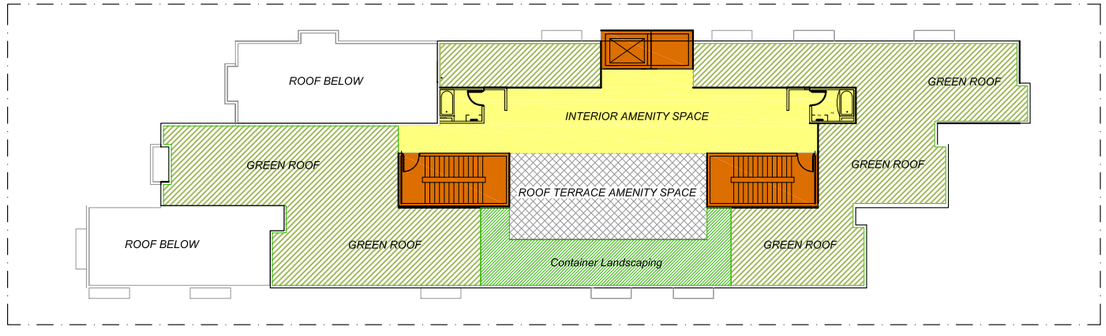
OPTION C

Aerial View from Northeast

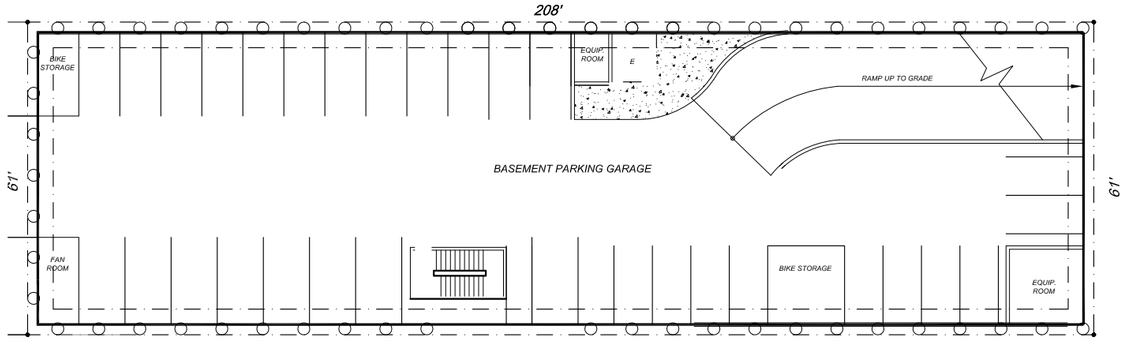


Roof Plan - Amenity Space + Green Roofs

Scale: 1' = 30'-0"

Entry Image

Street View from Northeast



Basement Floor Plan - Parking: 30 Cars + 45 Bikes

Scale: 1' = 30'-0"

Street View from Southeast

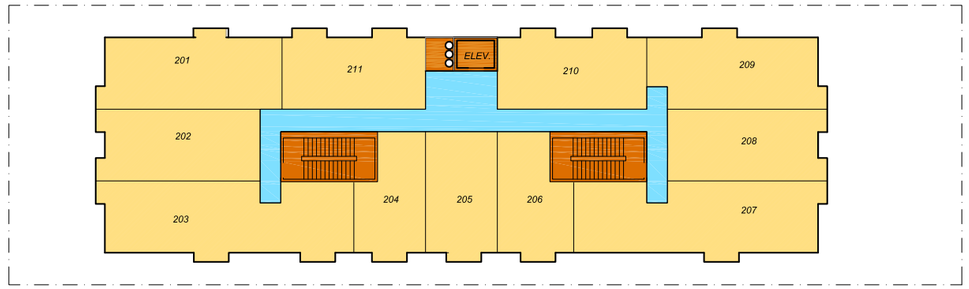
14377 32nd Avenue NE

COMPARATIVE ANALYSIS

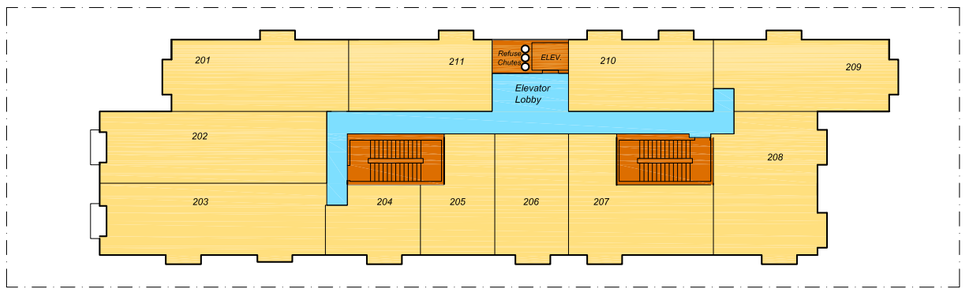
Option A - SE Aerial

Option B - SE Aerial

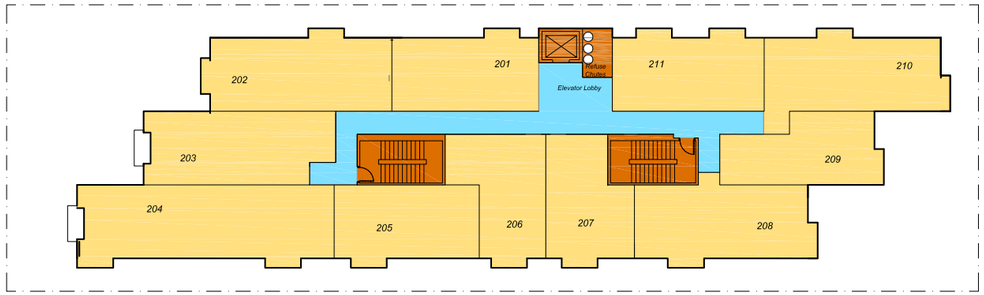
Option C - SE Aerial



OPTION A - Typical Floor Plate



OPTION B - Typical Floor Plate



OPTION C - Typical Floor Plate

Option A
- 55 Units
- 45,761 SF (Approx. 2.0 FAR)
- 6100 SF Amenity Space
- Internal Courtyard open to East

Option B
- 55 Units
- 46,200 SF (Approx. 2.0 FAR)
- 5500 SF Amenity Space
- Set Back from MKL Jr. Way

Option C
- 55 Units
- 46,200 SF (Approx. 2.0 FAR)
- 6500 SF Amenity Space
- Set Back from MKL Jr. Way

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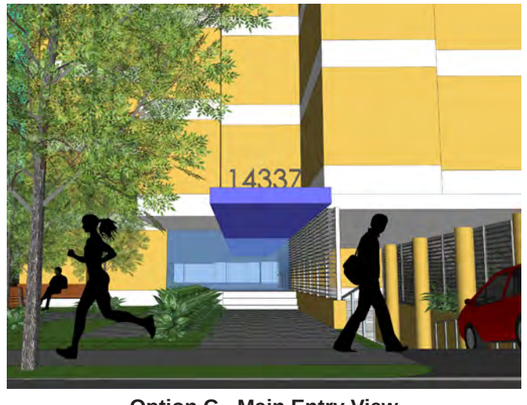
Option A - Main Entry View

Option A - Street Front Massing

Option B - Main Entry View

Option B - Street Front Massing



Option C - Main Entry View

Option C - Street Front Massing

COMPARISON

Option A

- *Simple Building form lends to eventual mid-block massing of adjacent sites*
- *South entry/open space receives excellent solar exposure*
- *Deeper setback from street frontage for buffer*
- *More compact massing/less solar shading to adjacent property*

Option B

- Massing more articulate
- North entry shaded but more private
- Entry point and massing relate well
- *Maximum solar exposure to units*
- *Fairly compact building footprint on site*

Option C

- Most complex/articulate massing
- *Broader east-west facades increase solar access*
- *Entry walk and Basement driveway edge requires screening*
- *Elevated decks at rear of building are more private*
- *View opportunities maximized*

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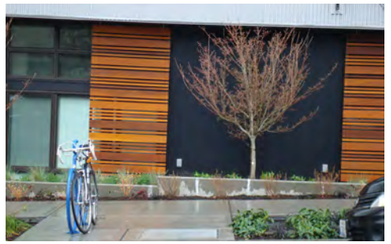
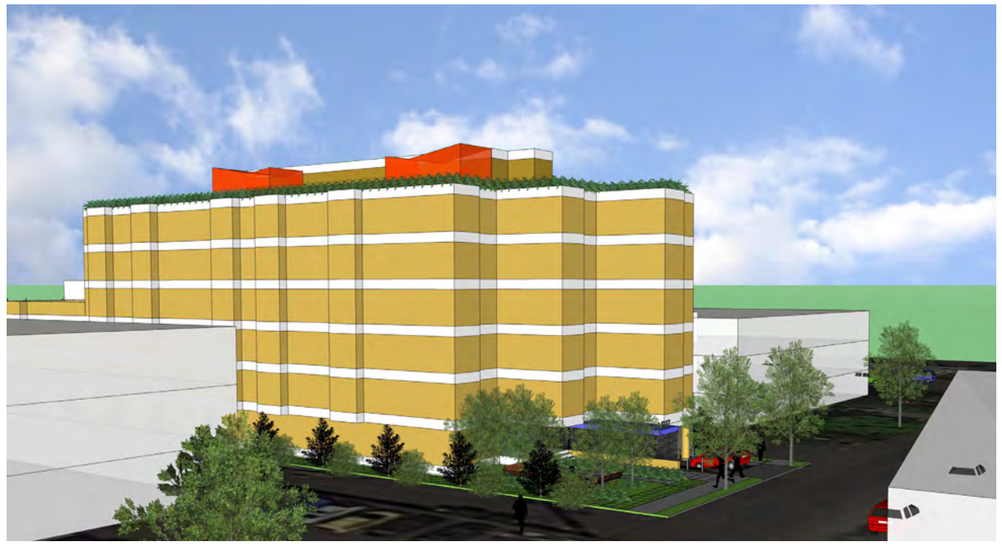
Design Cues





View from the Southeast

Architectural Articulation

- *Balance vertical expression with secondary architectural features*
- *Emphasize horizontal line of floor levels*
- *Create a landscaped street edge*
- *Combine natural materials with durable exterior finishes*
- *Express individual units*
- *Incorporate Roof Deck with excellent view and solar orientation*
- *Massing bulk minimized with added bay windows and other secondary features*

Design Cues

DESIGN INTENT

Massing Considerations

- *Modulate str=turcture*
- *Maxcimize solar exposure*
- *Maximize natural ventilation*
- *Create mid-block interest with new facade*
- *Set architectural tone for future develop-ment*

Organization

- *Central vertical circulation*
- *Double loade interior circulation*
- *Basement level parking*
- *roof top amenity*
- *Create strong entry identity from 32nd.*

Materials and Color

- *Take cues from successful projects in the neighborhood*
- *Economy of means to promote affordability used in combination to create interest*
- *Use color and material breaks to promote fine grained expression*

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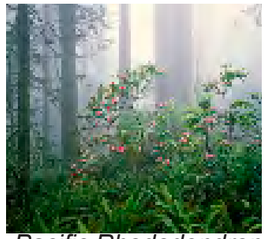
Western Red Cedar

Sword Fern

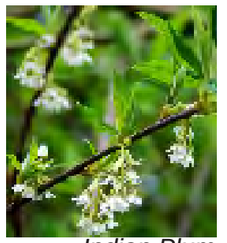
Mountain Ash

Serviceberry



Pacific Rhododendron

Vine Maple



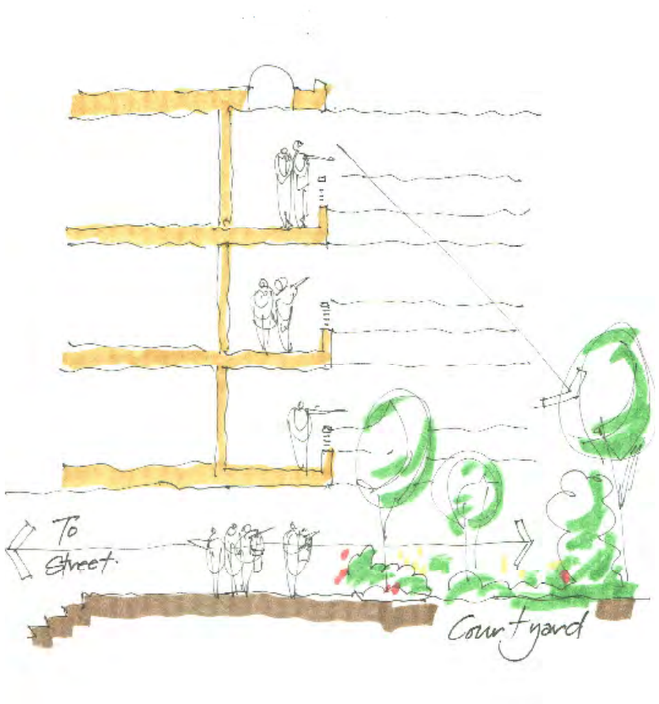
Indian Plum

Flowering Dogwood

Snowberry

Salal

Red Flowering Currant



Oregon Grape

Huckleberry

Oceanspray

Soft Pathways

Public Edges

- *Appropriate Streetscape*
- *Sunken Private Patios*
- *Green Roof Treatments*
- *Side and rear yard screening*
- *Planted berms for privacy*
- *Outdoor seating for residents*

Private Places

- *Native plant massing*
- *Seasonal color*
- *Berries and Flowers to attract birds*
- *Overstory of shade, understory for comfort*
- *Roof terrace container plantings*

LANDSCAPE INTENT

Plant Palette

- *The general orientation will be towards Northwest native plants and drought tolerant ornamental species*
- *Native trees will include: Dogwood, Cedar, Vine Maple, Hemlock, Serviceberry, Mountain Ash and Indian Plum.*
- *Native shrubs will be deciduous and evergreen including: Huckleberry, Dogwood, Wild Rose, Oceanspray, Oregon Grape, Red Flowering Current, Pacific Rhododendron and Snowberry.*
- *Ground covers will include Knick-Knick, Salal, Shore Juniper, Sedges, Ferns, Lilies and Ornamental Grasses.*

Hardscapes and Site Furnishings

- *Walking and driving surfaces will be of permeable materials including porous concrete and pervious unit masonry pavers*
- *Site furnishing will include wood accents on benches and general seating*
- *Bicycle racks for short term parking will be provided in addition to the required long term covered bicycle parking*
- *Low retaining walls employed for creation of private sunken courtyards will be of stacking unit masonry*

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Architect's Projects

Lakeside Plaza

At the north end of the idyllic Greenlake Park in Seattle, Lakeside Plaza provides a unique setting capitalizing on the excellent orientation to Greenlake. This project has been cited in Seattle's Design Guidelines as an excellent example of an appropriate neighborhood facility with its generous and well scaled open space opening up to Greenlake.

Greenlake Villas

This condominium project was ground breaking in setting a standard for well scaled multifamily residential developments overlooking Greenlake. This project combines spacious dwellings tightly fitted into it's site fronting on Greenlake Drive with intimate and well landscaped private spaces for the owners.

Cottagewood

Set in a redeveloping area of South Snohomish County, this cottage housing development takes advantage of nearby transit service and well developed retail/services available at Alderwood Mall. The role of the automobile is suppressed in favor of providing handsomely landscaped pedestrian oriented open spaces. Prototypical units were developed with a common architectural style carefully combined to maximize variety, spontaneity and colorful interest.

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