

# 2309 SOUTH JACKSON STREET

EARLY DESIGN GUIDANCE | MUP #3022791

SOUTHEAST DESIGN REVIEW BOARD  
2ND EARLY DESIGN GUIDANCE MEETING - JULY 26, 2016



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## City of Seattle | Application for Early Design Guidance

The 23rd and Jackson project proposal was first presented to the Southwest Design Review Board at an Early Design Guidance meeting on May 10, 2016. A report of the meeting with Board guidance was prepared and distributed on June 15, 2016. This packet documents the design response to Board guidance. The second early Design Guidance meeting will be held on July 26th, 2016.

## SITE AND DEVELOPMENT INFORMATION

Property Address: 2309 South Jackson Street, Seattle, WA 98144

Project number: #3022791

The project site is located at the southeast intersection of S. Jackson St. and 23rd Avenue S. in the Central Area of Seattle.

The site is 158,619 SF (3.64 acres). It is bounded by S. Jackson St. on the north; 23rd Avenue S. on the west; S. King St. and 24th Avenue S. on the south, and an adjacent property on the east, home to the Greater Mt. Baker Baptist Church.

Current uses on the site include surface parking, Red Apple Market grocery store, and the Promenade strip mall which houses Bank of America, Boost Mobile, Taco del Mar, and the City of Seattle Neighborhood Resource center.

The site topography is gently sloping from north to south with grade varying from El. 297' at the high point on S. Jackson St. down to approximately El. 275' at the southwest corner.

The site is zoned NC3P-65 along S. Jackson St., and NC3-65 for the rest of the site. It is located in the 23rd & Union-Jackson Residential Urban Village. It is served by frequent transit.

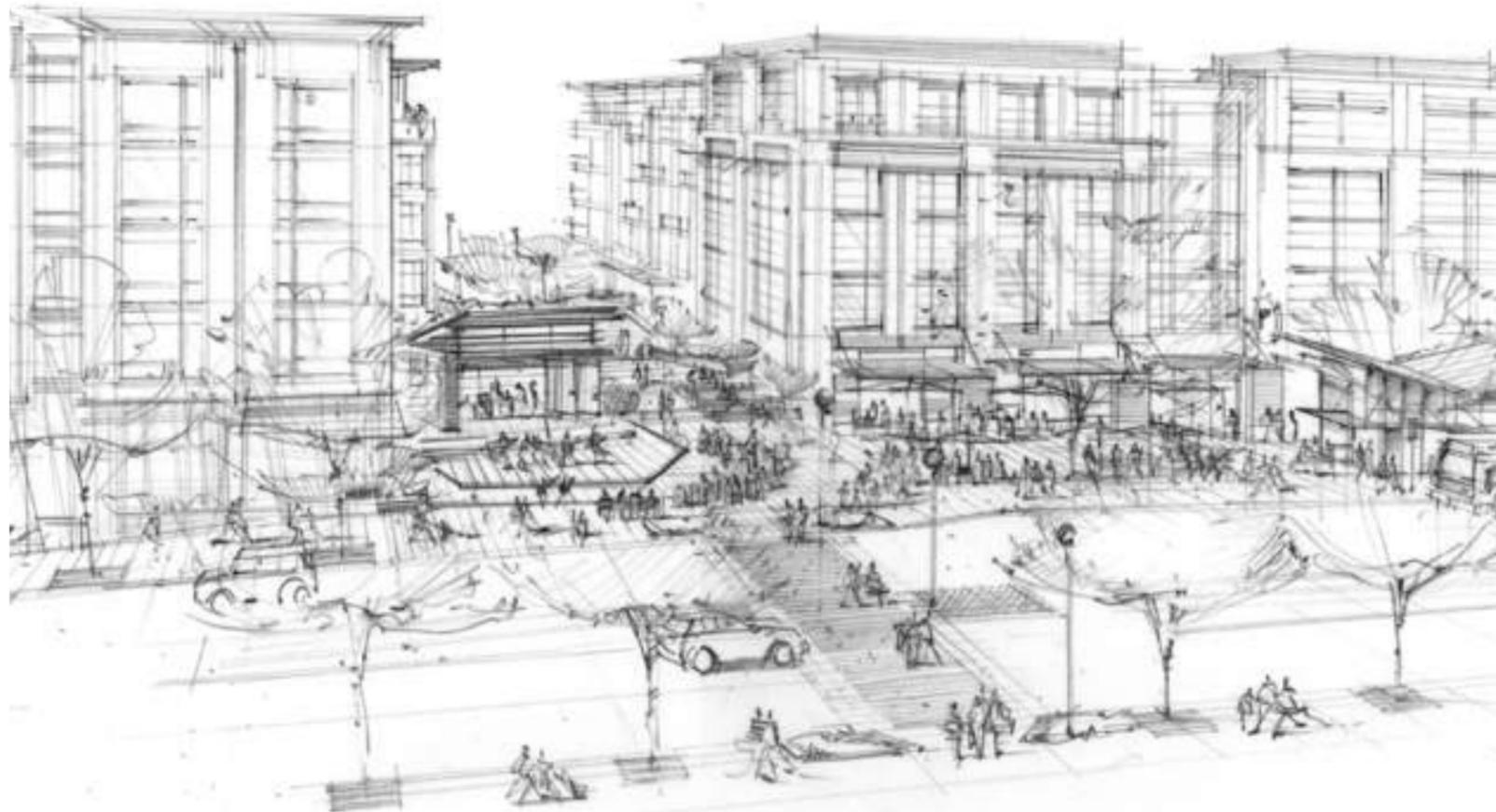
The site is included in the 23rd Avenue Action Plan and Urban Design Framework documents prepared by the Department of Planning and Development and issued in June 2015.

The project proposal is for a 5-7 story mixed use development of Type V over Type I construction.

It will include approximately (570) residential units above approximately 40,000 SF of commercial use along S. Jackson ST. and 23rd Avenue S. Though commercial tenants are yet to be determined, it is assumed they will range in size from <1000 SF to as much as 25,000 SF.

Residential and commercial parking will be provided within the structure, on four levels, totaling approximately 550 stalls.

(5) departure requests are anticipated at this time.



**AERIAL VIEW OF PUBLIC PLAZA AND THROUGH BLOCK CONNECTION**

# DESIGN PROPOSAL | 23RD AVENUE ACTION PLAN AND COMMUNITY PRIORITIES

## 23RD AVENUE ACTION PLAN

### COMMUNITY GUIDELINES SUMMARY

“The 23rd Avenue Action Plan is a placed-based community development project. Through an inclusive community engagement process, it aims to confirm and update goals and policies of the previous Central Area action plans with focus around the three community cores at 23rd Ave and East Union St., 23rd Ave and East Cherry St., and 23rd Ave South and South Jackson St. to develop a shared vision, and create a framework for action that leverages resources and investments and stimulate economic development.”

- Page 6, Urban Design Framework, June 2015



### 23RD ACTION PLAN - JACKSON NODE SUMMARY

#### WHAT IS UNIQUE ABOUT THE JACKSON NODE

- A larger scaled node with regional destinations
- A mix of shops, services, and housing that serve a broader community
- Starbucks is a popular gathering place for a diverse group of community members

#### WHAT THE COMMUNITY DESIRES

- A vibrant mixed use commercial district that provides opportunities for small and large businesses, and opportunities for startup businesses
- Connect shops and services with better grid street network
- Provide pedestrian friendly and inviting storefronts and street frontage
- More shops and services that serve the community
- Houses for a broad mix of people
- More welcoming gathering spaces and open space, better safety, and less crime
- Create a pedestrian friendly streetscape with more “eyes on the street”
- Increase activity on the street with more people living and using this business core
- Consider opportunities for open space and community gathering

### 23RD ACTION PLAN - APPLICABLE NODES



### COMMUNITY PRIORITIES & DESIGN STRATEGIES

#### Priority A A DESTINATION WITH A UNIQUE IDENTITY

- Encourage preservation and enhancement of community character and identity.
- Encourage inviting and pedestrian friendly streetscape.
- Encourage development that embraces the past, present and future.
- Encourage new development to be sensitive and respectful to the existing development.

#### Priority B CONNECTED PEOPLE AND COMMUNITY

- Identify opportunities for community gathering space.

#### Priority C A GREAT BUSINESS COMMUNITY

- Encourage mix of uses, types and scales of shops and services for the diverse community.
- Provide opportunity for small business.
- Identify opportunities to provide affordable healthy food for all.

#### Priority D LIVABLE STREETS FOR ALL

- Provide safe and inviting pedestrian environment as top priority.
- Provide safe street network for walking, biking riding transit and driving that’s well connected to community destinations.

#### Priority E A PLACE THAT SUPPORTS HEALTHY AND STABLE COMMUNITY

- Improve safety by creating more eyes on the street.
- Provide affordable and diverse housing choices.

## COMMUNITY MEETINGS

The 23rd Avenue Action Plan and 23rd Avenue Urban Design Framework (UDF) have been developed by the Office of Planning and Community Development in collaboration with the Central Area community. The purpose of this project is to establish a shared vision and action plan to improve the health and equity of three Central Area community cores: 23rd Avenue and E. Union Street, 23rd Avenue and E. Cherry Street and 23rd Avenue and S. Jackson Street.

Since work began in 2013, over 2,000 total participants and 40 community-based organizations helped form priorities, goals, strategies, and actions for the project.

The most current Draft of the Action Plan and UDF were released in June 2015. A SEPA Determination of Non-Significance was issued in June 2015 as well.

The Council Approval process of the plan including public comment and hearings is anticipated to begin in Summer 2016. Final documents will be issued at the end of this process.

While these documents are not binding on the project, they were used to help incorporate community input into the design process.



COMMUNITY WORKSHOP PARTICIPANTS

### MEETINGS TO DATE:

- DECEMBER/JANUARY: Conducted two Community/Key Stakeholder Visioning Sessions, on December 14, 2015 and January 28, 2016. Approximately 12 community leaders were selected to participate to define development and program priorities. Direct, actionable feedback guided updates to baseline design which were incorporated in the final Early Design Guidance (EDG) Package.
- FEBRUARY: Hosted an open house on February 2, 2016, attended by ~120 community members where we shared early project design, solicited community input and answered questions. The majority of attendees expressed appreciation of Vulcan's outreach efforts and we received much positive feedback as well as constructive input for the project.
- Presented concept design package to Central Area Land Use Review Committee (LURC) on February 4, 2016 that was attended by almost 80 neighbors. The LURC represents community architectural and design interests and provides a platform for community members to engage in the design review process.
- MARCH: Presented concept design package to Central Area Neighborhood Districts Council on March 10, 2016. Council includes representation from each of the surrounding neighborhoods.
- Presented concept design package to the leadership cabinet of Seattle Central Colleges on March 1 since the college has two programs that flank Promenade 23 – the Wood Technology Center and the Seattle Vocational Institute (SVI). Prior to that, the Vulcan team toured SVI on February 19 to seek opportunities to hire their students as apprentices on future Vulcan construction sites as a job training partnership.
- APRIL: Attended another community meeting to help them apply for a Neighborhood Street Fund for transportation improvements at MLK & Jackson Street. We provided in-kind support from Heffron Transportation to help the community put the application together.
- MAY: Met with Board Members of the Historic Central Area Arts and Cultural District on May 12th and discussed ways to incorporate local artists and programming from HCAACD members into the existing building as well as future development.
- Met with organizers of Umoja Fest to share latest design drawings and discuss how Vulcan can support Umoja Fest this summer as well as through the design of the project.
- Followed up with adjacent property owner Greater Mount Baker Baptist Church's Pastor Ransfer to provide update on latest design drawings and seek input on continued community outreach.
- Early Design Guidance Meeting was held on May 10th, 2016.
- JUNE: Updated Executive Director of Northwest African American Museum and Cornerstone on the project and explored ways to partner including on site art and programming and outreach on future affordable housing units.
- Provided an update at the 23rd Ave ACT Committee on June 27 at the Garfield Community Center. The 23rd Ave ACT group continue to be the stewards of the UDF and 23rd Ave Action Plan.
- JULY: Met with the local leadership of the United Black Christian Clergy of Washington State to brief the pastors and clergy on the project, solicited feedback, and discussed ways to get information to their respective congregations.
- Met with members of the Coleman Neighborhood Association on July 12 to discuss pedestrian and vehicle access and routing.
- Provided updates at the Central Area LURC Interim meeting on July 11 and the Central Area Neighborhood District Council on July 14.
- JANUARY - PRESENT: Additionally, we have conducted one-on-one meetings with more than 50 individuals/organizations to communicate Vulcan's plans, seek input, and gather information on community concerns. Those we met with ranged from small local non-profits serving neighborhood needs, to current retail tenants, neighbors, and community leaders.

# DESIGN PROPOSAL | ZONING SUMMARY

## ZONING SUMMARY

Zoning is split with NC3P-65 along S. Jackson St., and NC#-65 for the rest of the site.

### 23.47A.004 PERMITTED USES

All uses are permitted outright, permitted as a conditional use according to Table A for 23.47A.004.

### 23.47A.005 STREET LEVEL USES

- Residential uses may occupy no more than 20% of the street-level street-facing façade in a pedestrian-designated zone facing a designated principal pedestrian street.
- South Jackson is a Principal Pedestrian Street.

### 23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS

#### A. Basic Street-Level Requirements for NC zones and Pedestrian-Designated Zones: - **Departure Request**

- Blank segments of street-facing facades may not exceed 40% of the width of the façade along the street.
- **Street-level street-facing facades shall be located within 10 feet of the street lot line**, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

#### B. Non-Residential Street-Level Requirements for NC zones and Pedestrian-Designated Zones:

- Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
- Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.
- B.4 Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

#### C. & D. Street-Level Requirements for Pedestrian Designated Zones - **Departure Request**

- 80% of street façade minimum to be commercial use per 23.47A.005.D.1. **20 percent of the street frontage may contain other (non-commercial) uses and/or pedestrian entrances.**
- Continuous overhead weather protection is required along at least 60 percent of the street frontage
- At least one street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

### 23.47A.012 STRUCTURE HEIGHT- NC3-65

#### A. Base maximum Height Limit- 65'

#### C. Rooftop features

- Allowed 4' above maximum height- Open railings, planters,

skylights, clerestories, greenhouses, solariums, parapets, and firewalls

- Allowed 2' above maximum height- Insulation material, rooftop decks and other similar features, or soil for landscaping located above the structural roof surface
- Solar Collectors may extend up to 7 feet above maximum height with unlimited rooftop coverage.
- Allowed 15 feet above the applicable height limit, as long as the combined total coverage does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: Solar collectors; Mechanical equipment; Play equipment and open-mesh fencing that encloses it
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.

### 23.47A.013 FLOOR AREA RATIO - NC3-65' ZONE

- Total FAR for Residential Uses Only- **4.25**
- Total FAR permitted for all uses on a lot that is occupied by a mix of uses- **4.75**

### 23.47A.016 LANDSCAPING AND SCREENING STANDARDS

- Landscaping to achieve a Green Factor score of 3.0 or greater.
- Street Trees are required.

### 23.47A.024 AMENITY AREA

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

### 23.47A.032 PARKING LOCATION AND ACCESS

#### A. Access to parking- **Departure Request**

- If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
- **In pedestrian designated zones if access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.**

### 23.54.015 REQUIRED PARKING

- Non-residential uses in urban villages with frequent transit service- No minimum requirement.
- Residential uses in urban villages with frequent transit service- No minimum requirement.
- Bicycle Parking shall be provided per 23.54.015 K. and Table D

### 23.54.030 PARKING SPACE STANDARDS

- All parking spaces provided, whether required by Section 23.54.015 or not, and required barrier-free parking, shall meet the standards of this Section 23.54.030, except that parking for residential and live-work uses provided in excess of the quantity required by Section 23.54.015 is exempt from the requirements of subsections 23.54.030.A and 23.54.030.B.
- Parking for all non-residential uses within the structure shall meet the standards of subsection 23.54.030.B.2. All uses shall provide barrier-free accessible parking.

### D. Driveways

- Combined Driveway for Residential and Nonresidential Uses- The minimum width of driveways for two way traffic shall be 22 feet and the maximum width shall be 25 feet.
- Driveways shall conform to the 18' minimum turning path radius shown in Exhibit B for 23.54.030.
- D.3. Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent.

### E. Parking Aisles

- E.2 Minimum aisle widths shall be provided for the largest vehicle served by the aisle.

### F. Curb Cuts

- In NC zones, curb cuts shall be provided according to Table C for 23.54.030
  - S. Jackson Frontage- Length= ~390', (4) curb cuts allowed
  - 23rd Avenue S. Frontage- Length=~450', (4) curb cuts allowed

#### F.2.b. Curb Cut Widths- **Departure Request**

- 2) For two way traffic, the minimum width of curb cuts is 22 feet, and **the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined.**
- 5) If one of the following conditions applies, **the Director may require a curb cut of up to 30 feet in width**, if it is found that a wider curb cut is necessary for safe access:
  - iii. The proposed development is located on an arterial with an average daily traffic volume of over 7,000 vehicles; or
  - iv. Off-street loading berths are required according to subsection G of Section 23.54.035.

### 23.54.035 LOADING BERTH REQUIREMENTS AND SPACE STANDARDS

- Per Table A 23.54.035 Medium Demand Commercial Use of 10,000-60,000 SF requires (1) loading berth.

### 23.54.040 SOLID WASTE AND RECYCLABLE MATERIAL STORAGE AND ACCESS

- Residential Development- More than 100 dwelling units- 575 square feet plus 4 square feet for each additional unit above 100, except as permitted in subsection 23.54.040.C
- Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development.
- In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided.
- For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet.





EDG 1 DESIGN GUIDANCE

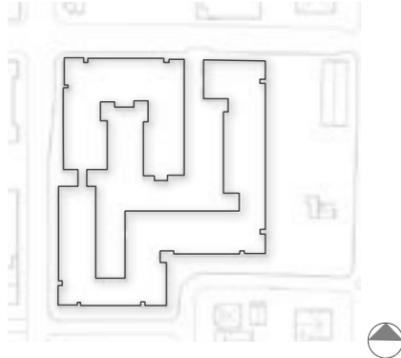
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# EDG 1 DESIGN GUIDANCE | MASSING OPTIONS

## BOARD GUIDANCE:

Massing Options presented to the Southwest Board in Early Design Guidance meeting on May 10, 2016. Preferred massing option 'C' was acknowledged by the Board to have the most merit for further development.

**A** OPTION A - CODE COMPLIANT



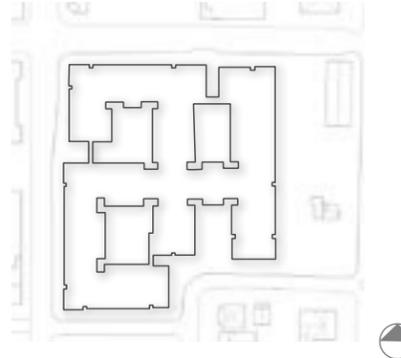
**PROS:**

- All street-level street-facing facades within 10 feet of the street lot line.
- Pedestrian activity is concentrated along public right-of-way.
- Extensive small retail approximately 30' in depth.
- Loading dock not required
- Parking is accommodated on two levels.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- No curb cut at principal pedestrian street

**CONS:**

- Minimal visual access to site interior.
- Minimal public access to site interior.
- All open space is enclosed within the building
- Significant building mass adjacent to existing low-rise residential neighborhood.
- Curb cut on 23rd Avenue S. may disrupt traffic flow

**B** OPTION B



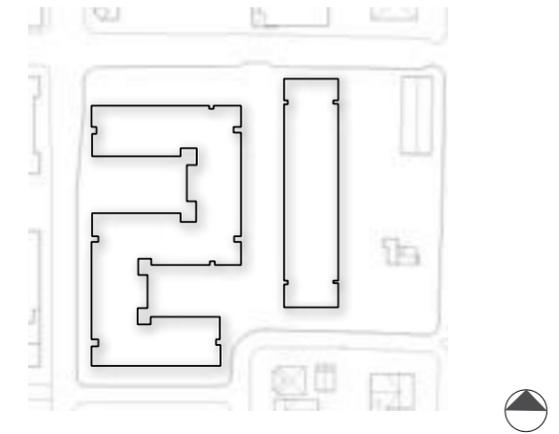
**PROS:**

- All street-level street-facing facades within 10 feet of the street lot line.
- Pedestrian activity concentrated along public right-of-way.
- Mix of retail tenant sizes
- Large retail tenant fronts S. Jackson Street.
- Four distinct resident courtyards.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- Ground level open space adjacent to S. King Street with potential for public access.

**CONS:**

- Minimal visual access to site interior.
- Minimal public access to site interior.
- Large retail tenant requires 18-20' floor to floor height double height space along S. Jackson Street frontage.
- Loading dock circulation is inefficient.
- Combined parking and loading access may disrupt traffic flow.
- Significant building mass adjacent to existing low-rise residential neighborhood.
- Curb cut on 23rd Avenue S. may disrupt traffic flow

**C** OPTION C - PREFERRED



**PROS:**

- Significant public plaza along S. Jackson Street with adjacent community room.
- Mid-block pedestrian connection in alignment with 24th Avenue street vacation.
- Mix of retail tenant sizes includes small retail adjacent to public plaza.
- Large retail tenant is depressed to reduce height and improve scale along pedestrian street.
- Two distinct residential buildings separated by mid-block connector.
- West building massed around two resident courtyards.
- Increased light, air and visual access to site interior.
- Floors terraced toward adjacent low-rise residential.
- Townhouse units at street level adjacent to existing low-rise residential neighborhood.
- Minimal curb cuts along pedestrian frontage.
- Separates commercial and residential parking.
- Separates truck loading from parking

**CONS:**

- Reduced visibility for large retail from S. Jackson Street.
- Security concerns for public access to mid-block connector.
- Public plaza must accommodate existing bus stop.
- Small retail at SW corner may be difficult to program.
- Commercial parking entry is remote from large retail.

OPT C

PROGRAM SUMMARY:

- (4-5) levels of Type VA construction over (2) levels of Type IA construction, (2) partial parking levels below grade
- (570) Dwelling Units (approx.)
- 40,000 SF Commercial Use, includes 26,000 SF single retail tenant (approx.)
- (550) Parking Stalls (approx.)
- Loading dock to serve large retail.
- Commercial parking entry and exit at NE corner from S. Jackson St.
- Residential parking entry and exit from S. King Street.
- Loading dock entry from S. Jackson St. Loading dock exit (right turn only) onto S. King Street
- (4) Curb cuts



**Early Design Guidance of the Southwest Design Review Board at the Early Design Guidance Meeting May 10, 2016  
Board Guidance drawn from SDCI EDG Report dated 6/15/2016**

**CONTEXT AND SITE**

- *Design with intent to capture daylight and sun on open spaces and for units across the proposal.*
- *The site should be designed for the community of users it now serves including and not limited to the following spaces:*
  - *A large ground level area for a grocery*
  - *Many smaller commercial areas for mid-size commercial*
  - *Interesting retail building forms that will accommodate micro commercial; kiosks*
  - *Urban pattern and form will be strong of a variety of commercial spaces are made available*
- *Provide a place where a strong sense of place to develop, take root and evolve rather than apply a formulaic cultural appropriation that may or may not result in an authentic response to perceived sense of place.*
- *Make many connections to the street right of way.*
- *Create open space that is accessible, sunlit and visible.*
- *Further develop details of the building proposal that respond to neighboring lower intensity zones and residential uses.*

**DESIGN CONCEPT**

- *Capture the area identity and translate that identity into quality built form.*
- *Explore ownership options for local retailers to be able to purchase or share in the purchase of commercial spaces.*
- *Design for community activity at this site.*
- *Site access options for vehicles and deliveries will be considered with further design development.*
- *Provide detail on building forms including balconies, ground level units and how they bring activity to the ground plane, gardens, upper level modulation, rooftop uses and features, etc.*
- *Use high quality materials throughout, (brick at lower levels).*

**PUBLIC LIFE**

- *Create walkways that link to the sidewalk.*
- *Create open space that manages pedestrian volumes and outdoor uses to support community gathering.*
- *Landscape plan and courtyard plan should work with the topography and the uses that border it to provide a sense of secure passage.*
- *Courtyards should be fully landscaped with a unified design.*

# EDG 1 DESIGN GUIDANCE | PRIORITY DESIGN GUIDELINES

Guidelines in **BOLD** indicate Highest Priority Guidelines for the 2nd Early Design Guidance Response, as identified in the EDG Report Narrative dated 6/15/2016.

Guidelines in *Italics* indicate additional Priority Guidelines to be addressed in the 2nd Early Design Guidance Response, based on EDG Report Narrative dated 6/15/2016.

Guidelines in **GREY** indicate Priority Guidelines identified in the EDG Report Narrative, that are addressed in a preliminary manner at this stage and will be addressed in more detail by the design team as part of the MUP and Design Review Recommendation response.

## SEATTLE DESIGN GUIDELINES

## DESIGN RESPONSE

### CS1-NATURAL SYSTEMS AND SITE FEATURES: Use natural systems/ features of the site and its surroundings as a starting point for project design.

CS1-A-1	<i>Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.</i>	The site design has balanced respect for the neighboring uses with a building configuration that maximizes solar access to the interior of the site. Moving forward, the project will target LEED Gold Certification and design decisions will reflect energy choices that are consistent with this goal.
CS1-B-1	<i>Sun and Wind: Take advantage of solar exposure and natural ventilation.</i>	Vertical modulation and stepping of facades will provide a number of dwelling units with windows on two walls, improving the opportunity for cross ventilation. Units are arranged around courtyards that are designed to capture sunlight. All units will see sunlight even when they don't receive it directly.
CS1-B-2	<b>Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/ or design of structures on site.</b>	<b>The building has been strategically set back approximately 20' from the neighboring property to the east in order to reduce shadows. Upper floors have been set back approximately 50' on the north to lessen shadows in the Jackson Street right of way. The through-block connector and the resident courtyards are open to the building exterior to allow light and air to permeate the block. Internal corridors punch through the building facade at intervals to provide light to the interior and serve as wayfinding markers for residents.</b>
CS1-B-3	<i>Managing Solar Gain</i>	Street trees will be retained or planted along the entire perimeter and lush landscaping will be provided at courtyards. Shading devices will be employed where appropriate along the west façade of the building for sun protection and to provide building detail.

### CS2-URBAN PATTERN AND FORM: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

#### CS2-A LOCATION IN THE CITY AND NEIGHBORHOOD

CS2-A-1	<b>Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity exists, and create a sense of place where the physical context is less established.</b>	Cultural design references will be employed throughout the site and opportunities for community engagement will be provided to reinvigorate neighborhood identity and restore a sense of place.
CS2-A-2	<b>Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context and design accordingly.</b>	The project is designed to provide housing density and a mix of ground floor uses that are appropriate to its corner location in the Central Area Urban Village. The surrounding context is comprised of buildings with a broad range of uses, scales, styles, ages and design languages. The proposed development will respond to this multitude of conditions. It will provide an active street front along 23rd Avenue with housing above, responding to similar development across the street to the west. On South Jackson, upper floors will set back from the corner and lower floors will step down in scale to provide a foreground that relates to small businesses across the street and to the east. Toward the south, its presence will be more finely grained, terraced with the topography to meet the adjacent low-rise residential neighborhood.

#### CS2-B ADJACENT SITES, STREETS AND OPEN SPACES

CS2-B-1	<i>Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to building massing.</i>	<i>By employing a public through-block connection in line with the 24th Avenue right-of-way, the proposed development will make a significant contribution to the pedestrian realm. This connection will terrace to follow the topography offering variety and visual interest for both users and passersby.</i>
CS2-B-2	<b>Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.</b>	<b>In addition to the through-block connection, the proposed development will provide pedestrian amenities along all street right-of-ways that are appropriate to each frontage. Commercial street fronts will be characterized by a high level of transparency, broad sidewalks, seating and planters, and continuous street trees. Residential frontage will have individual stoops and lush plantings.</b>

CS2-B-3	<b>Character of Open Space: Contribute to the character and proportion of open space.</b>	A significant public plaza will anchor the north terminus of the through-block connector. This plaza will provide room for formal and informal community gatherings, and relate to the neighborhood activity center that has evolved at the Starbucks across the street. Extensive development of pedestrian amenities in the right-of-way will be complemented by a series of street front open spaces that mark commercial entries. The through-block connection provides not only passage, but also a swath of green open space to be enjoyed by residents and community members.
<b>CS2-C RELATIONSHIP TO THE BLOCK</b>		
CS2-C-1	<i>Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.</i>	At the northwest corner the residential floors have been set back to provide a plaza area for pedestrians, community activities and range of retail uses. The retail uses will be of varying heights and sizes along the South Jackson frontage. The project is design to accommodate a large retailer which will have a prominent entry at the corner. The southwest corner extends toward the street edge, though the building is setback from the property line on both 23rd Avenue and South King Street, contributing an additional 7-10' to pedestrian amenity and landscape.
<b>CS2-D HEIGHT, BULK, AND SCALE</b>		
CS2-D-1	<i>Existing Development and Zoning: Review the height, bulk and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement or transition.</i>	The site is bordered by NC3-65 zoning to the north and west, and NC3-40 to the east. Its anticipated that redevelopment to the allowed heights will occur over time. To the south, neighbors include the Wood Technology Center, and low-rise single family residences. It is anticipated that these uses will remain. See also CS2-D-3.
CS2-D-3	<b>Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.</b>	<b>Zoning on the subject site allows 65' height, while LR-2 zoning to the southeast allows maximum height of 30'. Stepped terraces are combined with upper floor setbacks to ease the transition in height, bulk and scale between the zones. Townhouses ring the southeast edge of the project. They are set back 10' from the property line to allow space for individual stoops and landscaped front yards. The neighboring parcel to the east is zoned NC2-40. In anticipation that this property will redevelop and build to the property line, the current proposal is set back 15-20' to allow for openings, light and air along this side. See also PL3-B-1.</b>
CS2-D-4	<b>Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.</b>	See responses to CS2-D-1, CS2-D-3 and CS2-D-5.
CS2-D-5	<i>Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimized disrupting the privacy of residents in adjacent buildings.</i>	Vehicle access points are located to minimize impact on the adjacent neighbors by reducing traffic on residential streets. All loading and trash uses are concentrated within the building with one way circulation, eliminating back-up noise from trucks on the streets. The main residential street entry is located on South Jackson, and no commercial entries located opposite the single family neighborhood. Townhouses are located along the south edge of the project, to strengthen the quiet character and the feeling of privacy in the residential neighborhood. Greater Mt. Baker Baptist Church is the adjacent neighbor to the east. Here, the project is set back from the property line 15-20'. Residential units and resident amenity spaces will be located at grade to provide activity and a visual connection to the side yard. The ground level facade will be treated with decorative screening along the garage entry drive. As viewed from the east, upper levels are segmented into three segments and each mass is further modulated using a sequence of bays and recesses with varied depths and parapet heights.

**CS3-ARCHITECTURAL CONTEXT AND CHARACTER : Contribute to the architectural character of the neighborhood.**

<b>CS3-A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES</b>		
CS3-A-1	<i>Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.</i>	This project has the opportunity to restore an urban character for the neighborhood in place of the existing autocratic, suburban scaled development that was constructed in the 1970's. By referncing the original street grid and moving public and commercial uses to the sidewalk, the original block pattern and street level uses will be reestablished. Construction of new buildings to 65' on the site will realize the original zoning intent for a strong mixed use district at the 23rd and Jackson intersection, which can be found on zoning maps as early as 1923.
CS3-A-2	<i>Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.</i>	The project will utilize a contemporary vocabulary appropriate to the rejuvenation of the area. This character will act as backdrop for community participation and expression which will be encouraged in new and varied public and retail spaces, extensive pedestrian connections and art installations.

# EDG 1 DESIGN GUIDANCE | PRIORITY DESIGN GUIDELINES

CS3-A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES		
	<i>Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighboring buildings.</i>	Though the architectural character of the immediate neighborhood is no longer evident in its buildings, the project has been designed to respect and strengthen established patterns of use and movement within, through, and beyond the site.
CS3-A-4	<b>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.</b>	The proposed project will provide new residents, businesses, services and resources to a site that has been underutilized for many years. This revitalization will pave the way for positive change by strengthening neighborhood identity, energizing its commerce and improving safety.
CS3-B LOCAL HISTORY AND CULTURE		
CS3-B-1	<b>Place making: Explore the history of the site and neighborhood as a potential place making opportunity. Look for historic and cultural significance, using neighborhood groups and archives as references.</b>	The design and ownership team has conducted extensive outreach and research to uncover opportunities for place making throughout the site. Feedback from the community has directly influenced key elements of the proposed design including the through-block connector, provisions for small and micro retail, and the public plaza and community gathering space. Programming of these spaces will accommodate art installations, seasonal events, community meetings, and provide opportunities for local businesses. See also CS3-B-2.
CS3-B-2	<i>Historical/ Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.</i>	Though no historically significant structures remain on the site, it is a culturally significant corner location in the Central Area. By providing indoor and outdoor spaces for community use, and a variety of commercial spaces along S. Jackson Street, the project will provide the framework for revitalization of commerce and culture at this important intersection.
<b>PL1-CONNECTIVITY: Complement and contribute to the network of open spaces around the site and the connections among them.</b>		
PL1-A NETWORK OF OPEN SPACES		
PL1-A-2	<b>Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.</b>	See responses to PL1-B-1, PL1-B-2, PL1-B-3, PL1-C-1, PL1-C-2, PL1-C-3
PL1-B WALKWAYS AND CONNECTIONS		
PL1-B-1	<b>Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.</b>	New, wider sidewalks; trees and plantings; and amenities such as seating will improve pedestrian connections around the site and enhance the walkability of the neighborhood. An expansive through-block connection will provide access through the site in line with the 24th Avenue right-of-way
PL1-B-2	<i>Pedestrian Volumes: provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.</i>	A generous public plaza is provided adjacent to the South Jackson Street. It is designed to accommodate the day-to-day volumes of pedestrians using the bus stop and patronizing street front businesses, as well as increased crowds for community celebrations and seasonal events. Broad sidewalks are provided along 23rd Avenue as well to accommodate pedestrian flow for commercial uses as well as passersby.
PL1-B-3	<b>Pedestrian Amenities: Opportunities for creating lively pedestrian oriented open space to enliven the area and attract interest and interaction with the site and building should be considered.</b>	Ample space for pedestrian amenities is provided along the entries site perimeter including, expanded sidewalks, lush landscaping, and seating and art opportunities. See response to P1-B-1, PL1-B-2
PL1-C OUTDOOR USES AND ACTIVITIES		
PL1-C-1	<b>Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.</b>	The through-block connector will receive south sun, and due to the change in topography it will offer views into the neighborhood. The public plaza will experience mid-day and summer evening sun, and is located to share in community activities along South Jackson Street. Both public open spaces are in line with established pedestrian routes through the neighborhood.
PL1-C-2	<b>Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community uses such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.</b>	All of the activities listed can be accommodated within the public plaza on South Jackson Street, and will be programmed as part of community engagement and outreach.
PL1-C-3	<b>Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.</b>	CPTED principles of Environmental Design will be considered in the design of all outdoor spaces and entry points. Fences, pavement, signs, lighting and landscape will express ownership and define public, semi-public and private space. Lighting, landscaping and overhead weather protection will make the streets comfortable during all seasons and times of day. The building program is organized to provide 'eyes on the street' along circulation routes through and around the street.

**PL3 STREET-LEVEL INTERACTION: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

PL3-A ENTRIES		
<b>PL3-A-1</b>	<b>Design Objectives: Design primary entries to be obvious, identifiable and distinctive with clear lines of site and lobbies visually connected to the street.</b>	<b>Circulation throughout the site and buildings will be ordered to provide security and facilitate wayfinding. A hierarchy of entries- public, semi-public, semi-private and private- is designated. Design details will reinforce the unique qualities of each, at be addressed at Design Recommendation. See also PL3-A-1c., PL3-A-1.d, PL3-A-4, PL3-B-1</b>
<i>PL3-A-1.c</i>	<i>Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcome and identifiable to visitors.</i>	The primary public entry to the residential buildings will be located on South Jackson Street. The leasing office and building management offices will be located here, with hours of operation and a public presence similar to adjacent businesses. Additional resident entries will be located at the south end of the through-block connection and through the resident parking garage.
<i>PL3-A-1.d</i>	<i>Individual Entries: Ground-related housing should be carefully scaled and detailed appropriately to provide for a more intimate type of entry.</i>	All ground level residences will have stoops, landscaped yards or semi-enclosed patios that provide privacy for the residents and present a pleasing front to passersby.
<i>PL3-A-4</i>	<i>Ensemble of Entries: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting and other features.</i>	This guideline will be addressed in detail at Design Recommendation.
PL3-B RESIDENTIAL EDGES		
<i>PL3-B-1</i>	<i>Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the street or neighboring buildings.</i>	Along the east side of the project a 20' setback will be provided from the neighboring property line to accommodate resident entries and yards, as well as a secured walkway and landscaping between buildings. See PL3-A-1.d for the design strategy for ground level residential units.
<b>PL3-B-2</b>	<b>Ground Level Residential: privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.</b>	<b>All ground level residences are set back from the public and semi-public way by a minimum of 10' and will have stoops, landscaped yards or semi-enclosed patios that provide privacy for the residents. All ground level residences have a back door entry from an interior building corridor for secure access to resident parking and amenity spaces.</b>
<i>PL3-B-4</i>	<i>Interaction: Provide opportunities for interaction among residents and neighbors.</i>	The project offers an extensive network of public and semi-public circulation and gathering spaces, and varied retail opportunities to be shared by residents and the community. See also responses to CS-3-A, PL1-B, PL1-C.
PL3-C RETAIL EDGES		
<b>PL3-C-1</b>	<b>Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.</b>	<b>Building entries will be distributed around the site perimeter that serve residential, commercial and public uses. All commercial facades will meet transparency requirements. See also responses to PL3-A.</b>
<i>PL3-C-2</i>	<i>Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall sized doors that can be completely open to the street, increased height in lobbies, and/ or special lighting for displays.</i>	Street front uses including residential lobbies, public meeting space and commercial uses meet or exceed the 13' minimum height. Specialty doors, merchandise display and specialty lighting will all be considered at Design Recommendation or with tenant improvements.
<b>PL3-C-3</b>	<b>Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.</b>	<b>See response to CS2-B-3, PL1-B-2, PL1-B3, PL1-C-3</b>

**DC1 PROJECT USES AND ACTIVITIES: Optimize the arrangement of uses and activities on site.**

DC1-A Arrangement of Interior Uses		
<i>DC1-A-1</i>	<i>Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.</i>	All public uses for the project are located in prominent locations along the street frontage of the project, primarily along South Jackson Street.
<i>DC1-A-4</i>	<i>Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.</i>	The through-block connection acts as the spine of the project organizing public plaza and gathering spaces, resident amenity spaces, and pedestrian circulation. All residents look out to this central connection, secondary resident courtyards, or an enhanced street right-of-way.

# EDG 1 DESIGN GUIDANCE | PRIORITY DESIGN GUIDELINES

<b>DC1-B Vehicular Access and Circulation</b>		
DC1-B-1	<i>Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists and drivers.</i>	Extensive residential and retail parking, and loading and service uses are required to support the residential and retail uses on the site. All of these uses have been organized within the building and below grade. Vehicle entry points are consolidated to (4) locations that maximize the continuous length of uninterrupted sidewalks and associated public amenities. See also CS2-D-5.
<b>DC1-C Parking and Service Use</b>		
DC1-C-2	<i>Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.</i>	All parking and loading uses have been located internal to the site, and the only visual impact to the façade will be entrances and signage. Attractive entry doors and gates, and discreet signage will be designed and presented at Design Recommendation. See also DC1-B-1.
<b>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.</b>		
<b>DC2-A Massing</b>		
DC2-A-1	<b>Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.</b>	The building has been separated into (3) forms that establish street edges, complement neighboring building forms, and create a series of public and private open spaces.
DC2-A-2	<b>Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.</b>	Moving around the project, building forms are varied using a series of gaskets, recesses, and projecting elements that provide both vertical and horizontal modulation. At pedestrian level, small retail spaces, ground level residences, resident amenities and building entries are expressed with a finer level of detail and marked by canopies, recesses, overhangs and landscape elements.
<b>DC2-B Architectural and Façade Composition</b>		
DC2-B-1	<i>Façade Composition: Design all building facades- including alleys and visible roofs- considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.</i>	Due to the visibility of the project from all directions, there will be no back sides on any of the buildings. Care is taken to design each building mass as a cohesive whole, with an identifiable concept that wraps all sides. Further detailing of all building facades will be presented at Design Recommendation.
DC2-B-2	<i>Blank Walls: avoid large blank walls along visible facades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are design for pedestrians.</i>	Blank walls along street front facades are not anticipated. Treatment of blank wall segments, if needed, will be designed and presented at Design Recommendation.
<b>DC2-C Secondary Architectural Features</b>		
DC2-C-1	<i>Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).</i>	Basic building masses are modulated vertically and horizontally to create the appearance of multiple buildings as you move around the site. The scale will be broken down further by fenestration patterns and detail elements such as decks and overhangs. Street level retail will be characterized by varied window treatments, canopies, lighting and signage as well a seating and landscape elements. Detailed design of these secondary architectural elements will be presented at Design Recommendation. See also DC2-A-2.
DC2-C-2	<i>Dual Purpose Elements: Consider architectural elements that can be dual purpose- adding depth, texture and scale as well as serving other project functions.</i>	Awnings and canopies, privacy screens, gates and railings will be crafted to be both functional and attractive and provide a layer of texture, scale and pattern around the buildings and through the grounds. Landscape design will incorporate elements such as retaining walls that provide seating, and planters that provide rainwater treatment. Detailed design of these secondary landscape and architectural elements will be presented at Design Recommendation.
<b>DC2-D Scale and Texture</b>		
DC2-D-1	<i>Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.</i>	Project programming and site planning have established pedestrian-scale ground-level uses along internal passageways and street fronts. Entries to these uses will be characterized by overhangs, recesses and landscape elements that provide a transition in scale between the larger building forms and the public realm. Detailed design of these secondary architectural elements will be presented at Design Recommendation.
DC2-D-2	<i>Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture", particularly at the street level and other areas where pedestrians predominate.</i>	Small retail on the north, ground level residential units along the mid-block connector, and the townhouses on the south will provide texture and scale that relates to pedestrians and neighboring sites. See also CS2-A-2.

DC2-E Form and Function		
DC2-E-1	<i>Legibility and Flexibility: Strive for a balance between building legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific program needs evolve.</i>	The entry sequence through the site and the massing of the buildings are clearly articulated to express the varied uses on the site- upper level residential, pedestrian oriented commercial, and ground level residential. See also PL3-A responses.
DC3 OPEN SPACE CONCEPT: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.		
DC3-A Building- Open Space Relationship		
DC3-A-1	<i>Interior/ Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.</i>	The open space concept for the project provides physical and visual access to the site for all residents and for the community at large through the series of public, semi-public and semi-private outdoor amenities. Details presented at Design Recommendation will further define these elements. See also DC1-A responses.
DC3-B Open Space Uses and Activities		
DC3-B-1	<i>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 a purpose and function.</i>	See DC3-A-1 response.
DC3-B-2	<i>Matching uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and or programming of open space activities.</i>	Overhead weather protection will be provided along commercial street fronts. Durable furnishings will be provided, suitable for use in sun and shade, or movable to allow flexible placement. Detailed selection of permanent site elements will be presented at Design Recommendation.
D3-B-4	<i>Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.</i>	Extensive open space is provided in this project. All residents will have access to a variety of public plazas, semi-public and semi-private courtyards, as well as spacious pedestrian ways along all street fronts. Ground level residences will each have a private courtyard differentiated from the adjacent public way or passageway. See also DC3-A-1
DC3-C Design		
DC3-C-2	<i>Amenities/ Features: Create attractive outdoor spaces suited to the uses envisioned for the project.</i>	See DC3-A-1 response.
DC4 EXTERIOR ELEMENTS AND FINISHES: Use appropriate and high quality elements and finishes for the building and its open spaces.		
DC4-A Exterior Elements and Finishes		
DC4-A-1	<i>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.</i>	Detailed material selections will be presented at Design Recommendation.
DC4-A-2	<i>Climate Appropriateness: Select durable and attractive materials that will age well I Seattle's climate, taking care to detail corners, edges and transitions.</i>	Detailed material selections will be presented at Design Recommendation.
DC4-B Signage		
DC4-B-1	<i>Signage -Scale and Character: All interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.</i>	The exterior signage concept will be presented at Design Recommendation. Tenant signs will be designed as part of tenant improvement permits.
DC4-B-2	<i>Signage -Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting and other project features to complement the project as a whole, in addition to the surrounding context.</i>	The exterior signage concept will be presented at Design Recommendation. Tenant signs will be designed as part of tenant improvement permits.

## EDG 1 DESIGN GUIDANCE | PRIORITY DESIGN GUIDELINES

<b>DC4-C Lighting</b>		
DC4-C-1	<i>Lighting- Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.</i>	The exterior lighting concept will be presented at Design Recommendation.
DC4-C-2	<i>Lighting- Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.</i>	The exterior lighting concept will be presented at Design Recommendation.
<b>DC4-D Trees, Landscape and Hardscape Materials</b>		
DC4-D-1	<i>Landscape- Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.</i>	Plant material choices will be presented at Design Recommendation.
DC4-D-2	<i>Landscape- Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.</i>	Hardscape material choices will be presented at Design Recommendation.
DC4-D-3	<i>Landscape- Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.</i>	Plant material choices will be presented at Design Recommendation.
DC4-D-4	<i>Landscape- Place making: Create a landscape design that helps define spaces with significant elements such as trees.</i>	Thoughtful site planning and massing of the buildings has created a series of distinct outdoor courtyards, plazas, and streetscapes. These spaces will be further defined and differentiated in the final landscape design, to be presented at Design Recommendation.



## EDG 2 DESIGN RESPONSE

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OPPORTUNITIES

**Commercial Node**  
Establish a sense of place and unique identity of the 23rd and Jackson node.

SC2 SC3 Priority A

**Community Gathering & Celebration**  
Provide a lively space for planned and spontaneous community gathering

SC2 PL1 Priority B

**Residential Courts and Garden Space**  
Increase native landscaping and provide opportunity for community garden areas.

DC3 Priority C

**Consolidate Vehicular Access**  
Minimize pedestrian path interruptions and traffic strain on busy streets and residential neighbors.

DC1 Priority D

**BUS STOP LOCATION**  
Support an efficient and effective network of transit that supports land use goals and serves the community.

PL4 Priority D

**Encourage Through-Block Connections**  
Create an open, inviting path with "eyes on the street" for community & resident access.

SC2 PL1 Priority B

**Activate Street-Level Street-Facing Facades**  
Provide attractive pedestrian amenities amid entries to facilitate movement and rest along the right-of-way.

SC2 PL3 Priority A Priority B Priority C

**Complement Adjacent Residential Scale**  
Respond to adjacent height, bulk, and scale of multi- or single family residences.

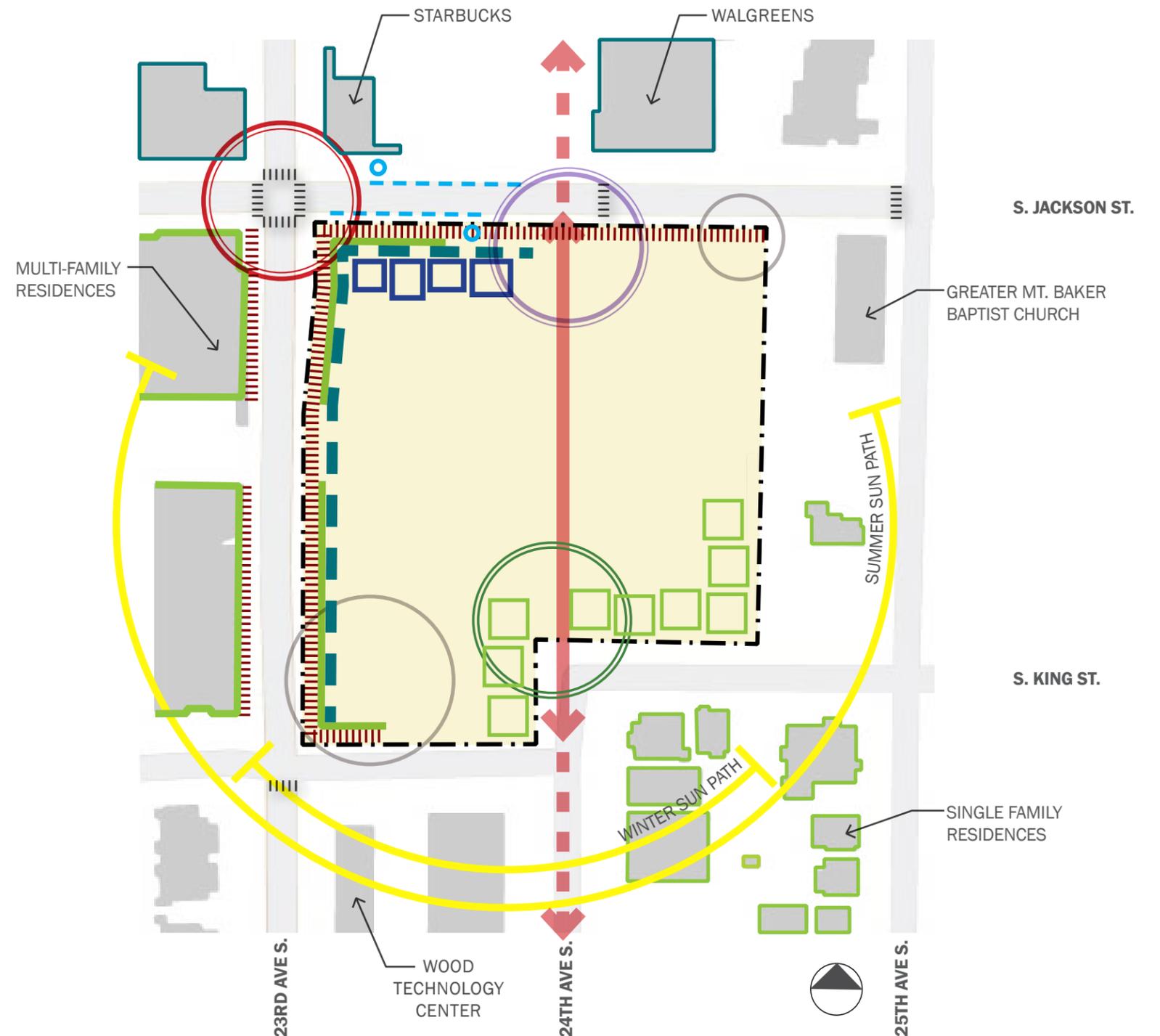
SC2 PL3 Priority A

**Create diverse spaces for sales and services**  
Concentrate varied new commercial area opposite the established businesses on S. Jackson Street and along the improved 23rd Avenue S.

DC2 SC2 SC1 Priority C Priority D

**Micro-Retail**  
Provide opportunities for small and micro retail businesses that activate public open space.

SC2 SC3 PL1 PL3 Priority C



23RD AVENUE ACTION PLAN PRIORITIZED

SEATTLE DESIGN GUIDELINE

# EDG 2 DESIGN RESPONSE | HIERARCHY OF ENTRIES

## BOARD GUIDANCE:

### CONTEXT AND SITE

- The site should be designed for the community of users it now serves including and not limited to the following spaces:
  - A large ground level area for a grocery
  - Many smaller commercial areas for mid-size commercial
  - Interesting retail building forms that will accommodate micro commercial; kiosks
  - Urban pattern and form will be strong of a variety of commercial spaces are made available.
- Make many connections to the street right of way.

### PUBLIC LIFE

Create walkways that link to the sidewalk.

### DESIGN CONCEPT

Main residential entries to be identifiable.

Present a full ensemble of entry hierarchy and wayfinding.

(Guidelines: CS2-B-2 Connection to the Street, PL3-A Entries, PL3-B Residential Edges, PL3-C Retail Edges, DC1-A-4 Views and Connections)

## DESIGN RESPONSE:

Uses on the site have been programmed to activate the project along all sides. Ground level uses are scaled to the pedestrian and the adjacent uses. Transparent facades along with many entries will create porous edges that engage the passers by and create 'eyes on the street' for security.

## LEGEND

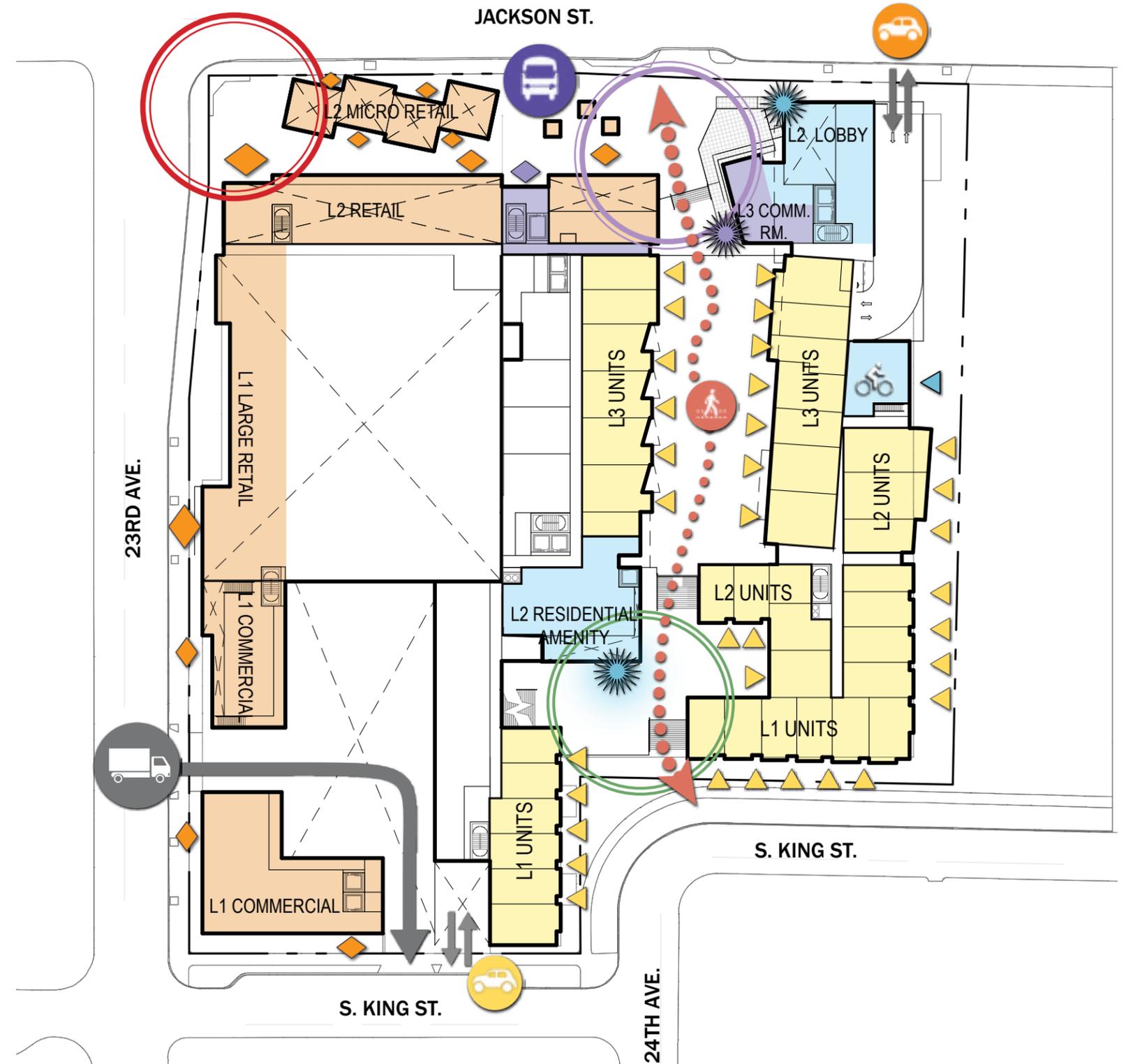
### ENTRY TYPE

- RETAIL
- PUBLIC AMENITY
- COMMUNITY HUB
- RESIDENTIAL LOBBY/HUB
- RESIDENTIAL AMENITY
- RESIDENTIAL UNITS

### USES

- RESIDENTIAL
- COMMERCIAL
- LOBBY / AMENITY
- CIRCULATION
- OUTDOOR

- BACK OF HOUSE
- PARKING



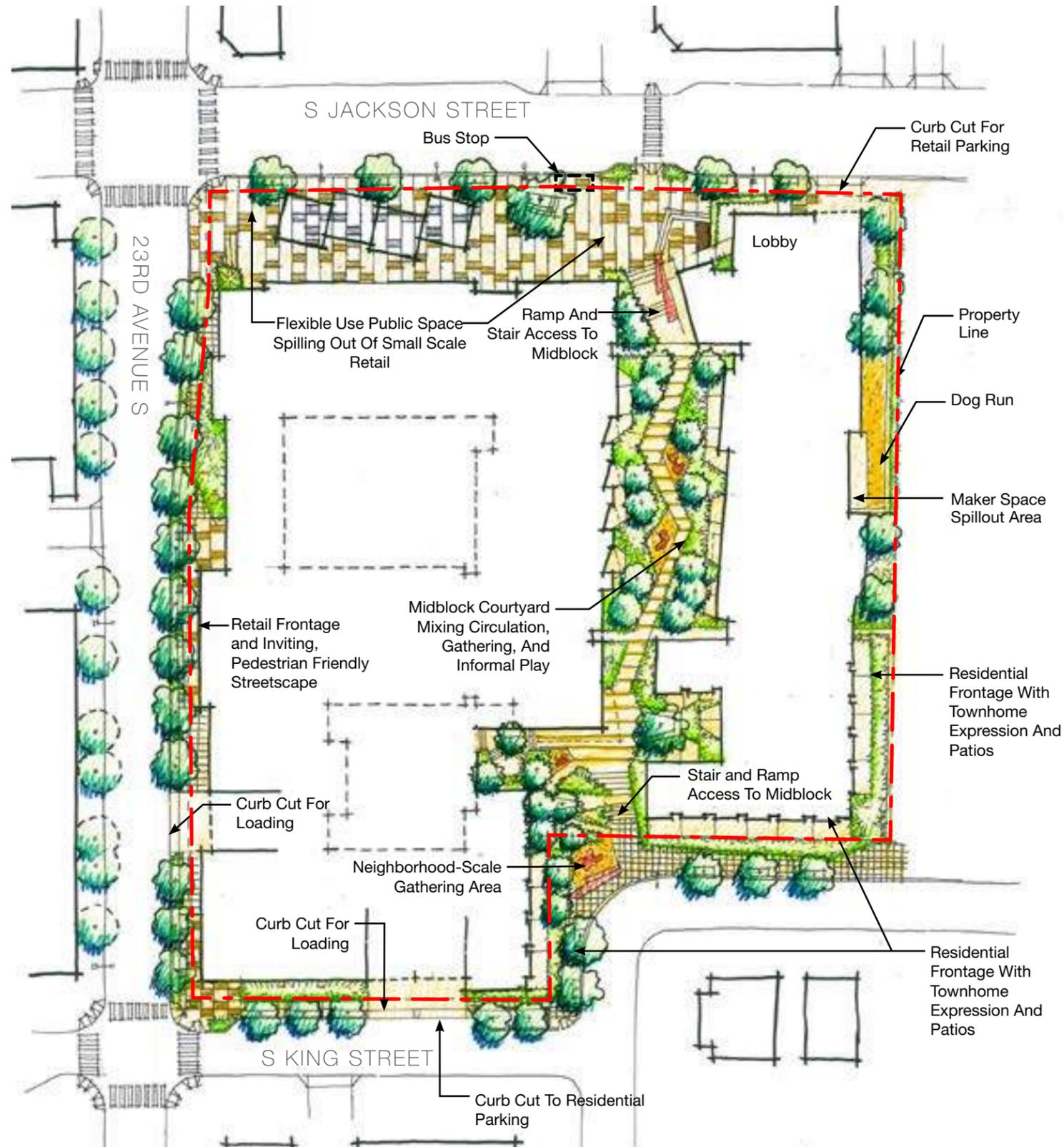


LEGEND

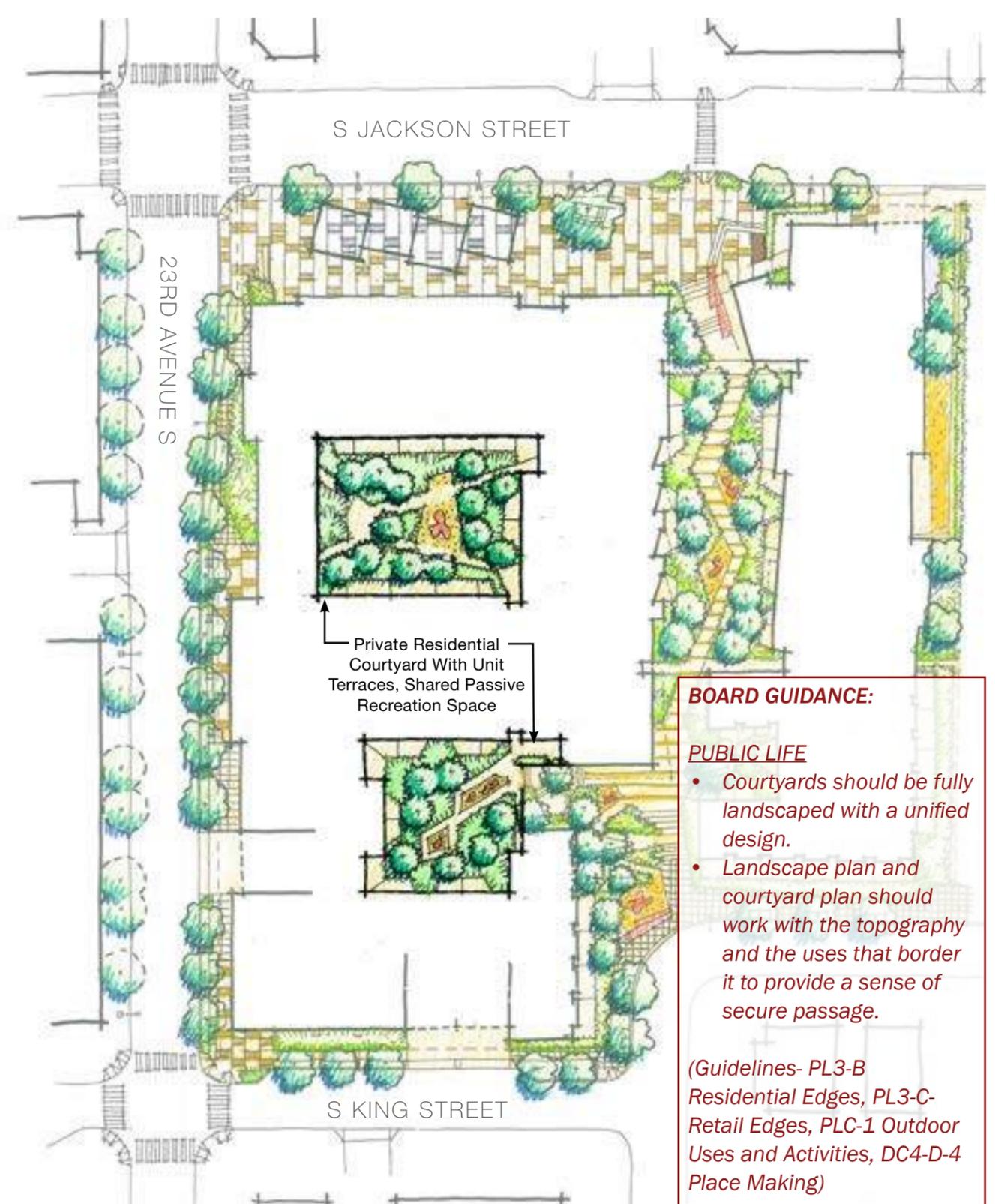
EXTERIOR SPACE TYPE	ENTRY TYPE
PUBLIC RIGHT OF WAY	RETAIL
PUBLIC	PUBLIC AMENITY
SEMI-PUBLIC	COMMUNITY HUB
SEMI-PRIVATE	RESIDENTIAL LOBBY/HUB
PRIVATE	RESIDENTIAL AMENITY
	RESIDENTIAL UNITS

# EDG 2 DESIGN RESPONSE | LANDSCAPE PLAN

## AT GRADE CIRCULATION



## UPPER COURTYARDS



**BOARD GUIDANCE:**

**PUBLIC LIFE**

- Courtyards should be fully landscaped with a unified design.
- Landscape plan and courtyard plan should work with the topography and the uses that border it to provide a sense of secure passage.

(Guidelines- PL3-B Residential Edges, PL3-C-Retail Edges, PLC-1 Outdoor Uses and Activities, DC4-D-4 Place Making)

RETAIL FRONTAGE



BUFFER FROM ROADWAY WITH DENSE PLANTINGS

FORMAL AND INFORMAL GATHERING SPACES

QUIET RESIDENTIAL FRONTAGE



LUSH PLANTINGS INCORPORATING BIORETENTION



GRADE CHANGE WHERE POSSIBLE TO BALANCE "EYES ON THE STREET" WITH UNIT PRIVACY

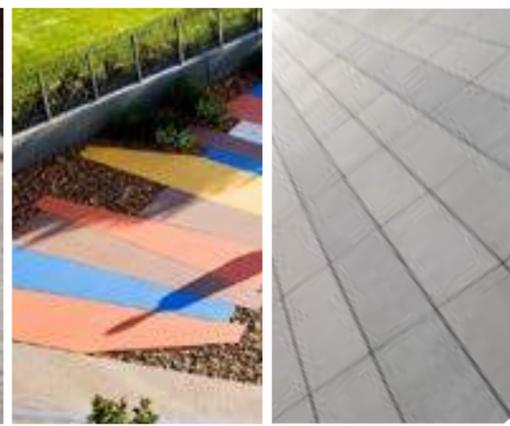
MEANDERING MIDBLOCK CONNECTION



BALANCE PUBLIC AND PRIVATE SPACE WITH PLANTING



SEATING AND SITE ELEMENTS FOR INFORMAL PLAY



PLAYFUL USE OF COLOR AND TEXTURE IN PAVING



PROVIDE INFORMAL PLAY NEAR "FAMILY" UNITS

MIXING ROOM WITH STEPS AS GATHERING SPACE



USE GRADE CHANGE AS SEATING OPPORTUNITY FOR CIVIC SCALE EVENTS



RESIDENTIAL COURTYARDS INFORMAL GATHERING SPACES



LUSHLY PLANTED SPACE SEPARATING AREAS OF PASSIVE RECREATION



LIVELY USE OF MATERIALS FOR GATHERING, SEATING, AND PLAY

PUBLIC ART



INTEGRATE ART TO HIGHLIGHT NEIGHBORHOOD CHARACTER AND HISTORY



## BUILDING PLANS AND SECTIONS

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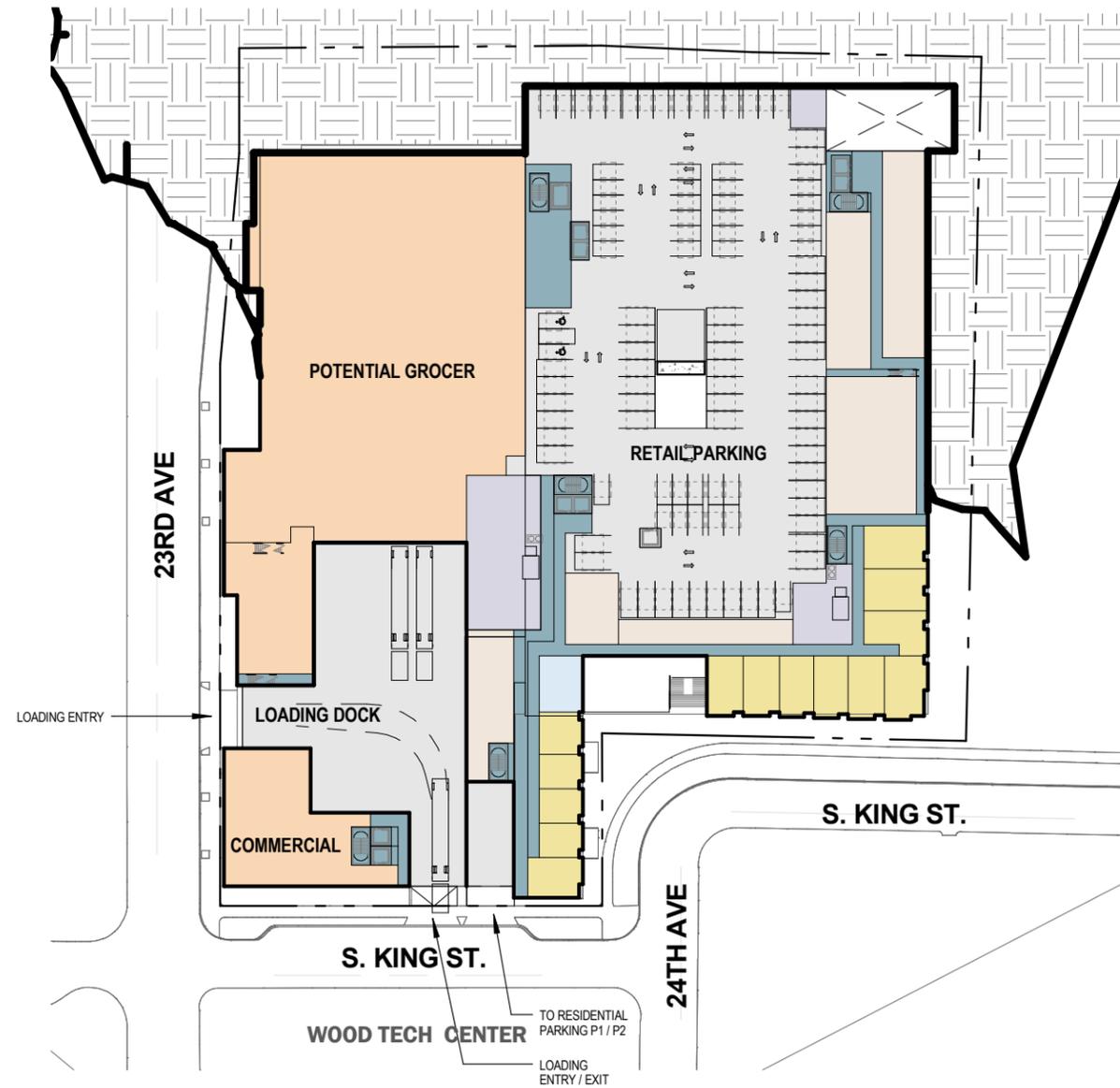
# BUILDING PLANS | LEVEL 1 - 2

## SETBACKS PROPOSED:

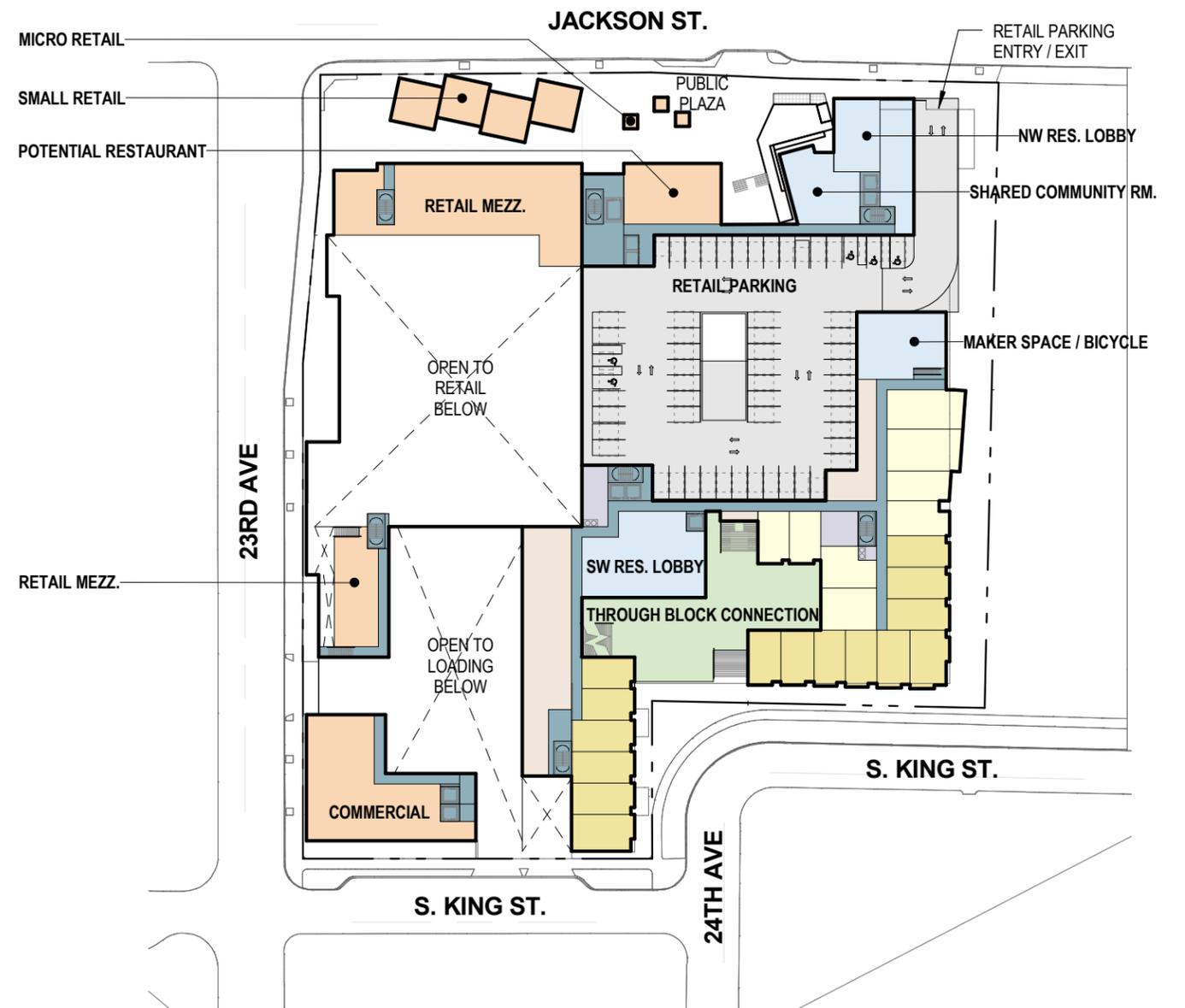
- 10' sewer easement along east property line
- Varied setback- 15-25'-along east property line for unprotected openings (Seattle Building Code)
- 10' minimum setback along S. King Street and 24th Avenue S. for residential dwelling units at street level
- Variable setback- 2' minimum to 16' maximum, 8' average- along 23rd Avenue S.
- Variable setback - 2'-56' - along S. Jackson Street for public plaza and open space.

## REQUESTED DEPARTURES:

- Greater than 10' setback along S. Jackson Street and 23rd Avenue S. (SEE DEPARTURE REQUEST 1)
- Street frontage uses on S. Jackson Street (SEE DEPARTURE REQUEST 2)
- Parking locations and access (SEE DEPARTURE REQUEST 3, 4)
- Curb-cut widths (SEE DEPARTURE REQUEST 5)



**LEVEL 1 PLAN**  
EL. +283'

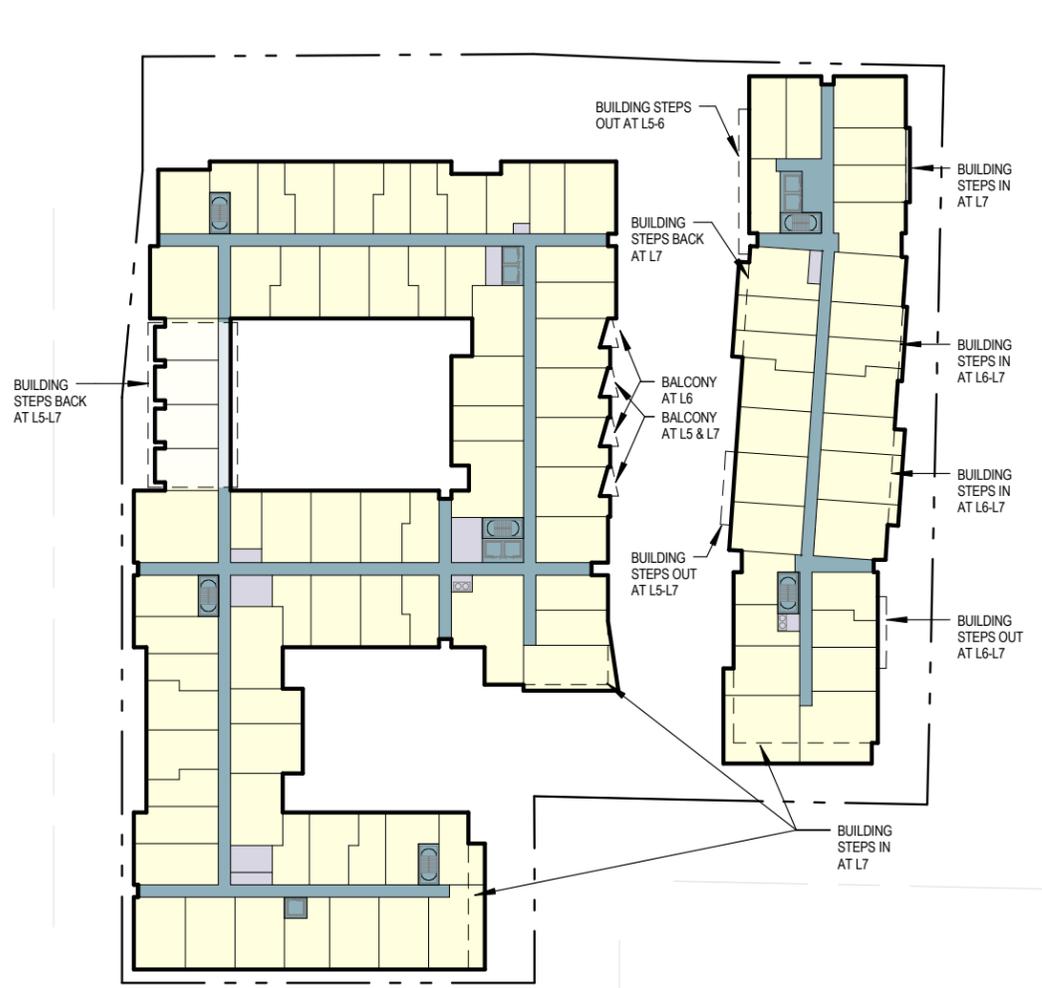


**LEVEL 2 PLAN**  
EL. +292'





LEVEL 3 PLAN  
EL. +302'

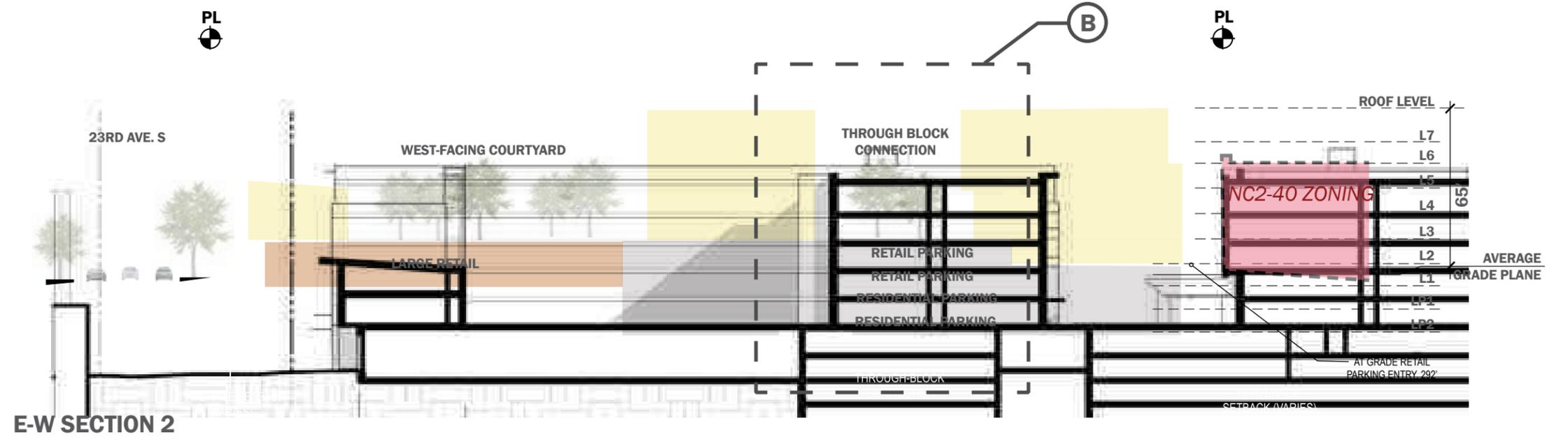
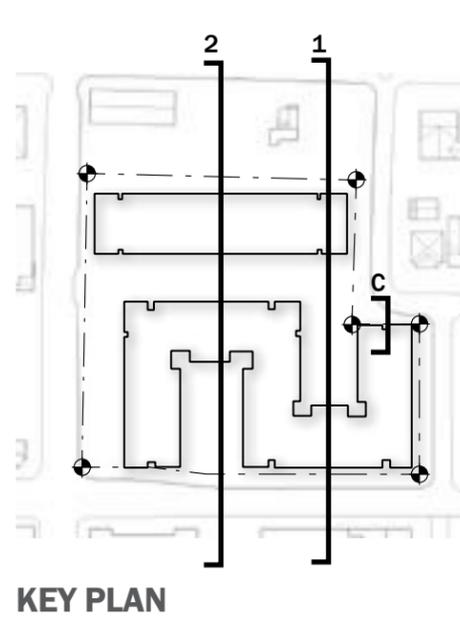
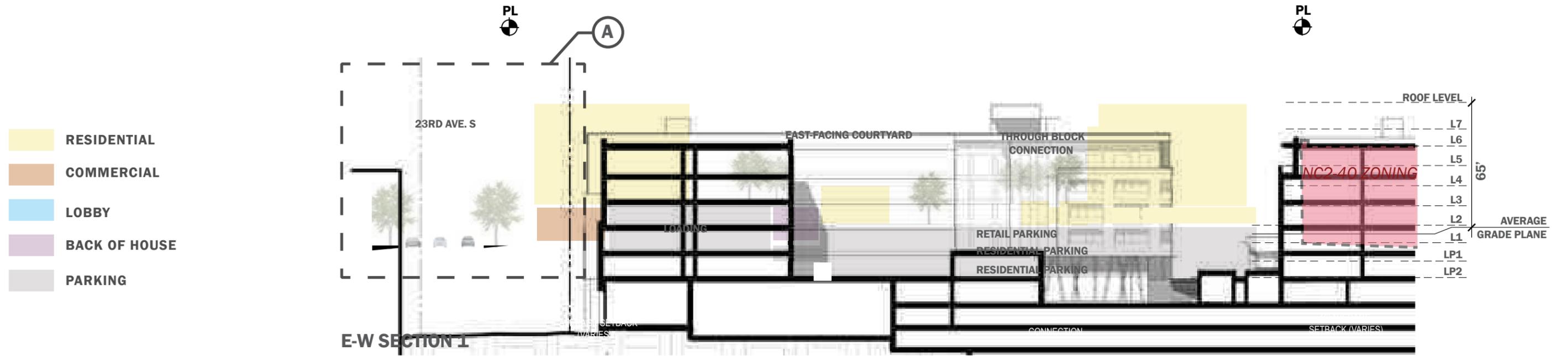


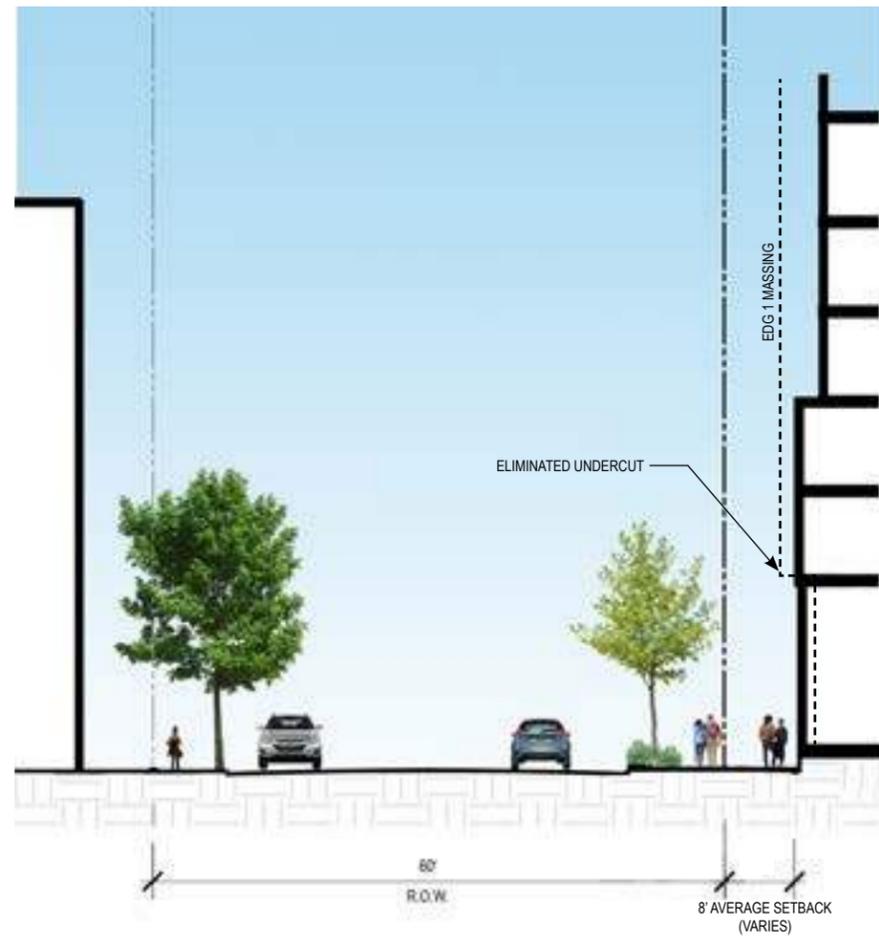
LEVEL 4-7 PLAN



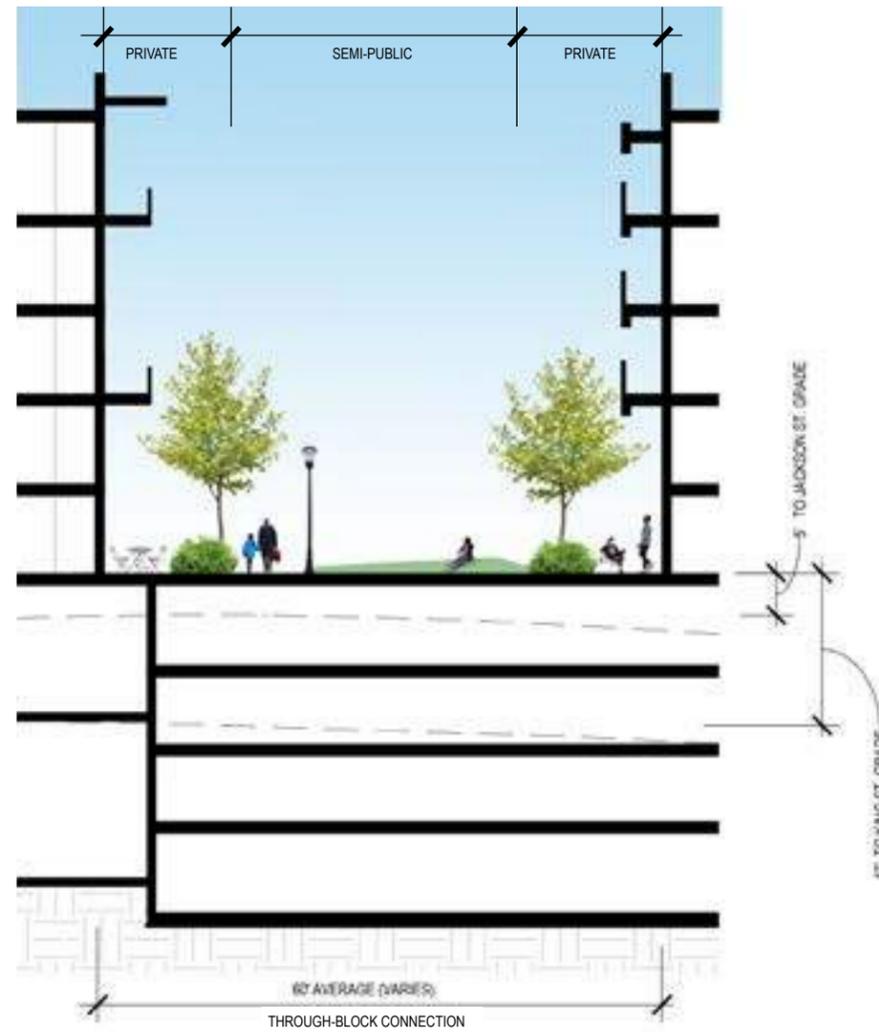
- RESIDENTIAL
- TOWNHOUSES
- COMMERCIAL
- LOBBY / AMENITY
- CIRCULATION
- OUTDOOR
- BACK OF HOUSE
- PARKING

# BUILDING SECTIONS | E-W SECTIONS

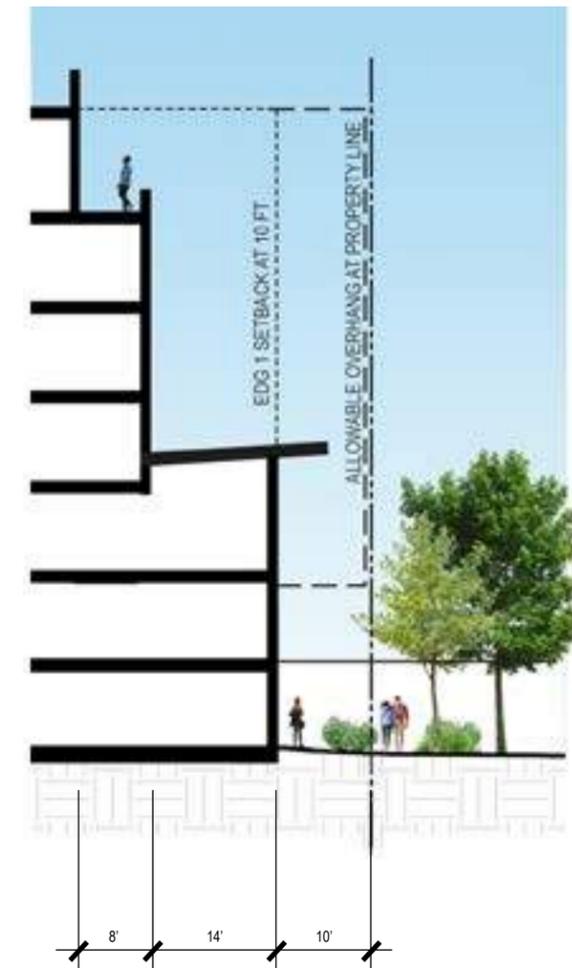




**(A) STREET SECTION AT 23RD AVE.**

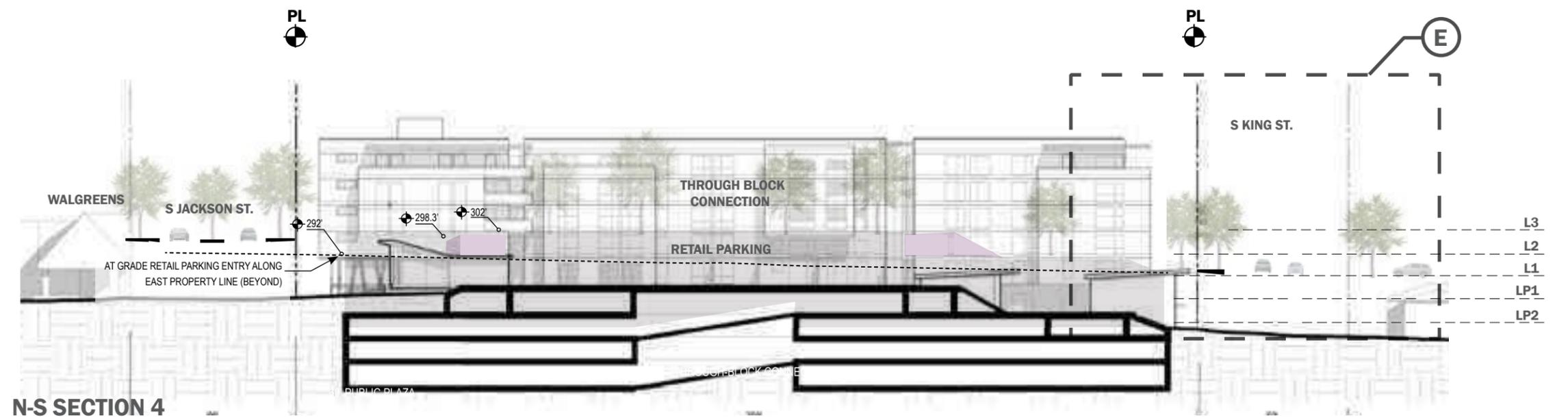
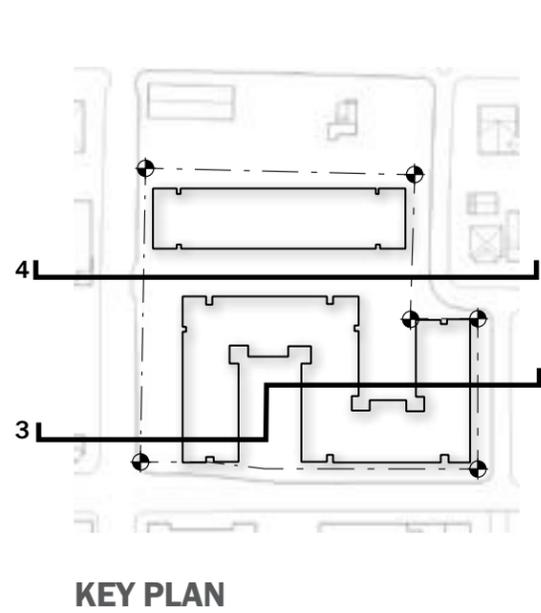
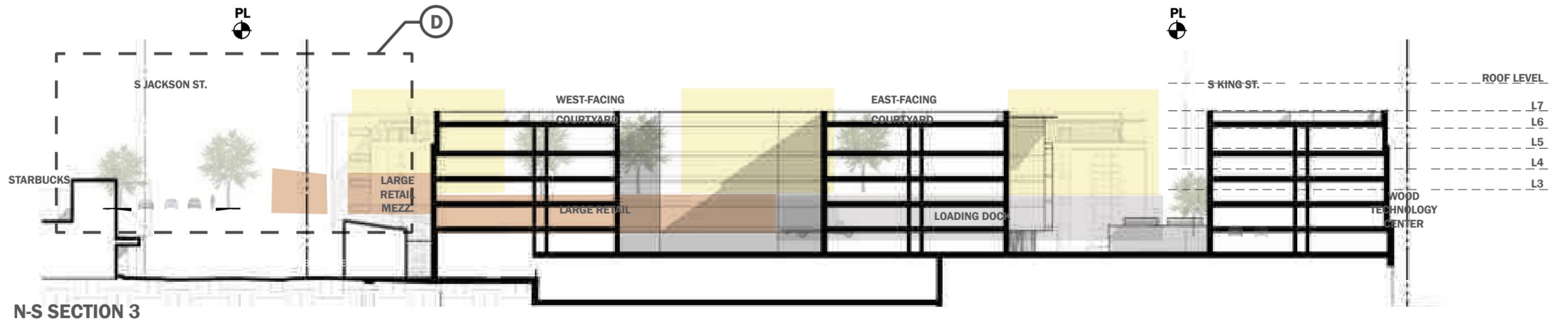


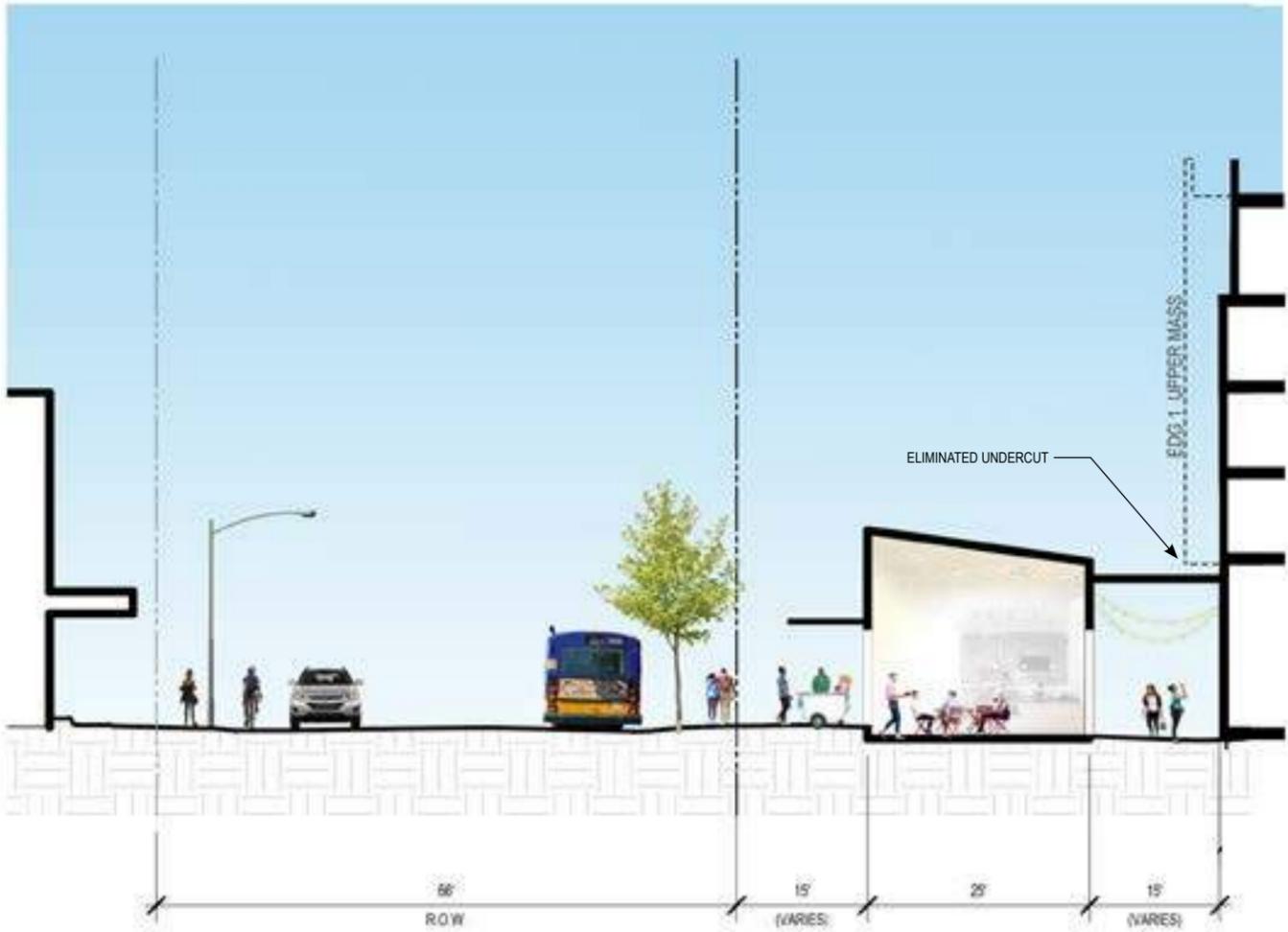
**(B) CROSS SECTION AT THROUGH-BLOCK CONNECTION**



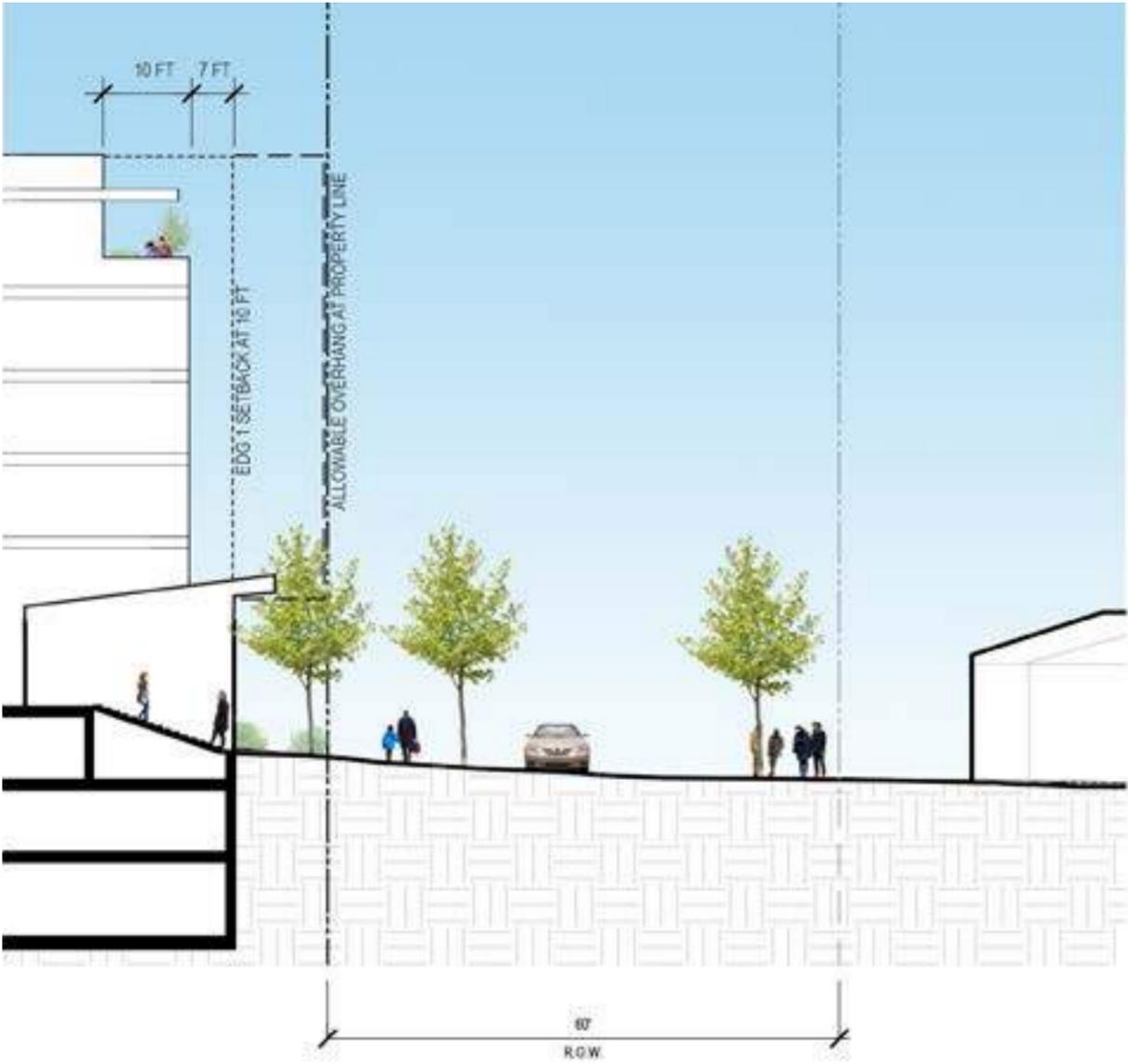
**(C) CROSS SECTION AT 24TH AVE**

# BUILDING SECTIONS | N-S SECTIONS





D STREET SECTION AT NW CORNER RETAIL



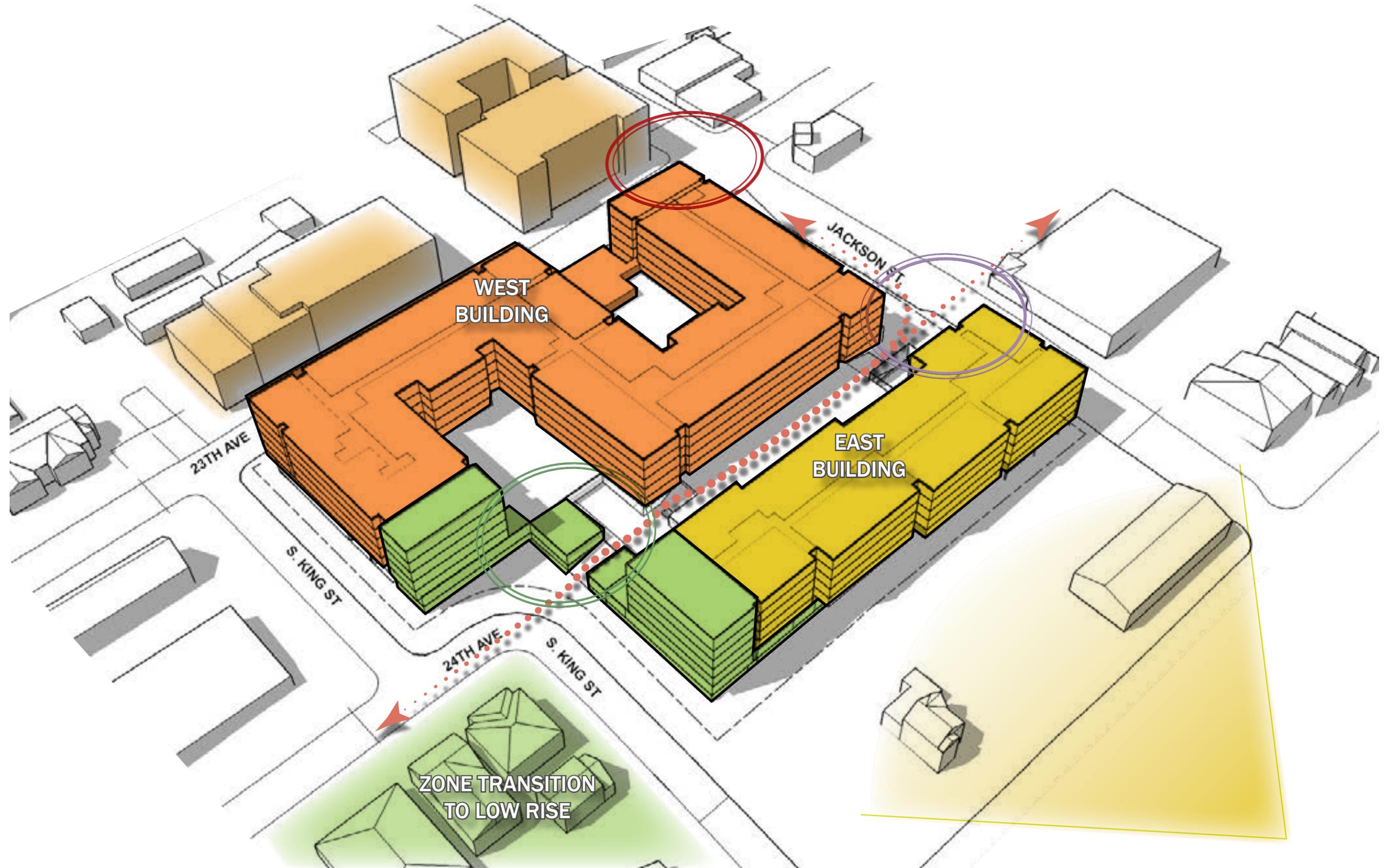
E STREET SECTION AT SOUTH KING STREET



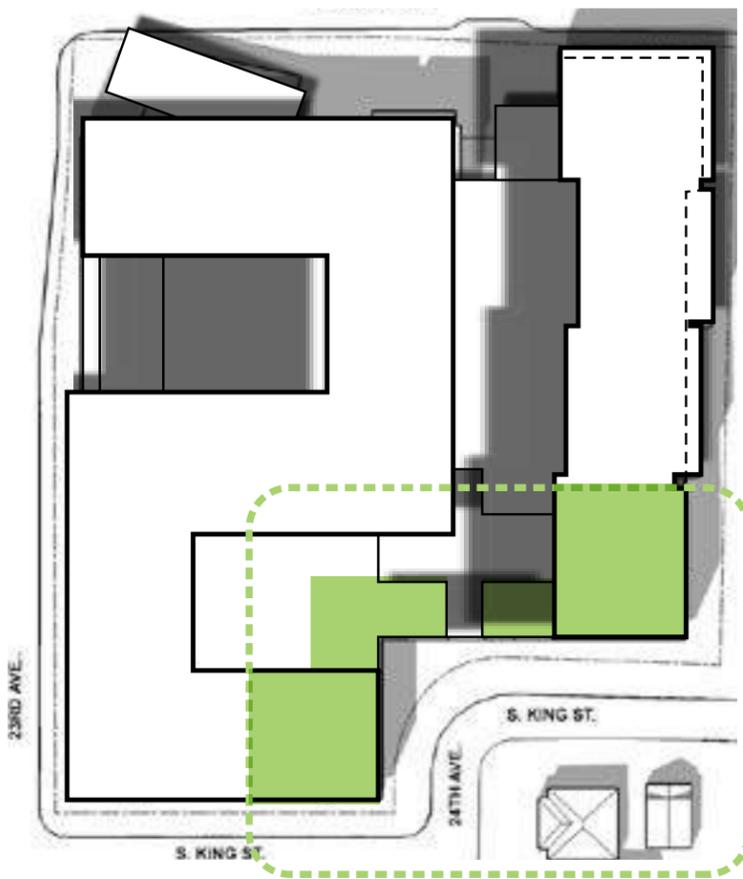
## BUILDING MASSING

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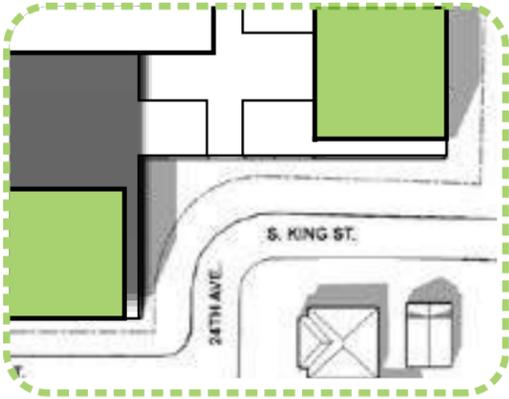
BUILDING MASSING | DESIGN FOCUS AREAS



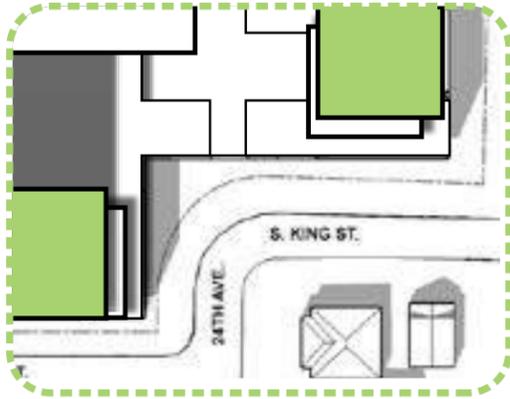
BUILDING MASSING | SOUTHEAST ZONE TRANSITION TO LOW RISE



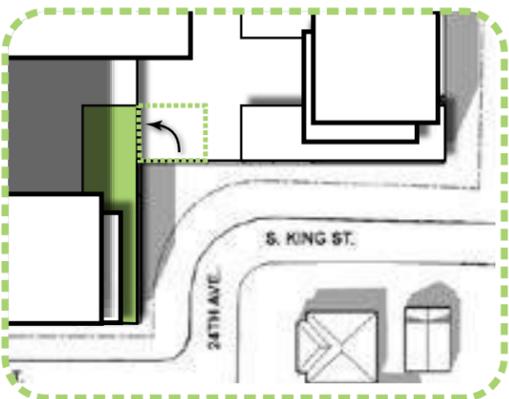
EDG 1 PLAN DIAGRAM



1. SETBACK UPPER MASS



2. SETBACK TOP STORY



3. ROTATE UNITS/WIDEN APERTURE



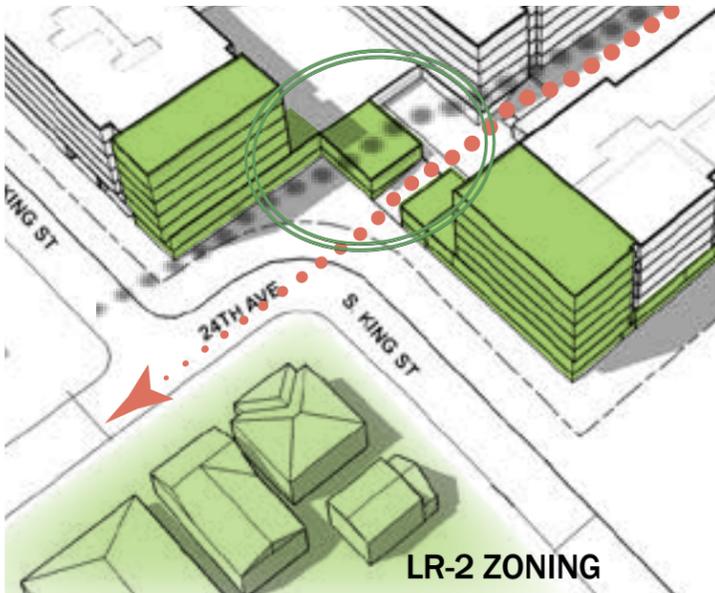
4. EXPRESS UNITS / ADD SCALE ELEMENTS

**BOARD GUIDANCE:**

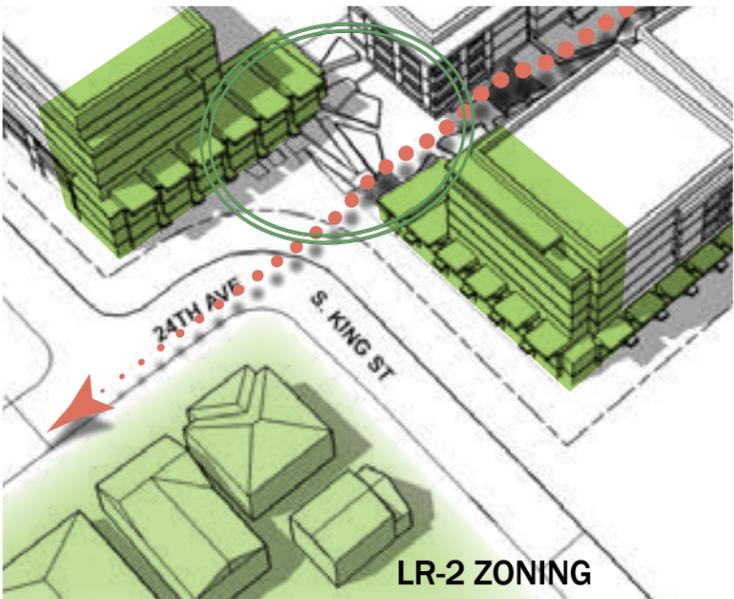
*CS2-D-3 Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.*

**DESIGN RESPONSE:**

Stepped terraces are combined with upper floor setbacks to ease the transition in height, bulk and scale to the neighboring LR2 zone. Townhouses ring the southeast edge of the project which are set back 10' from the property line to allow space for individual stoops and landscaped front yards.



EDG 1 VIEW OF SOUTHEAST CORNER



PROPOSED VIEW OF SOUTHEAST CORNER

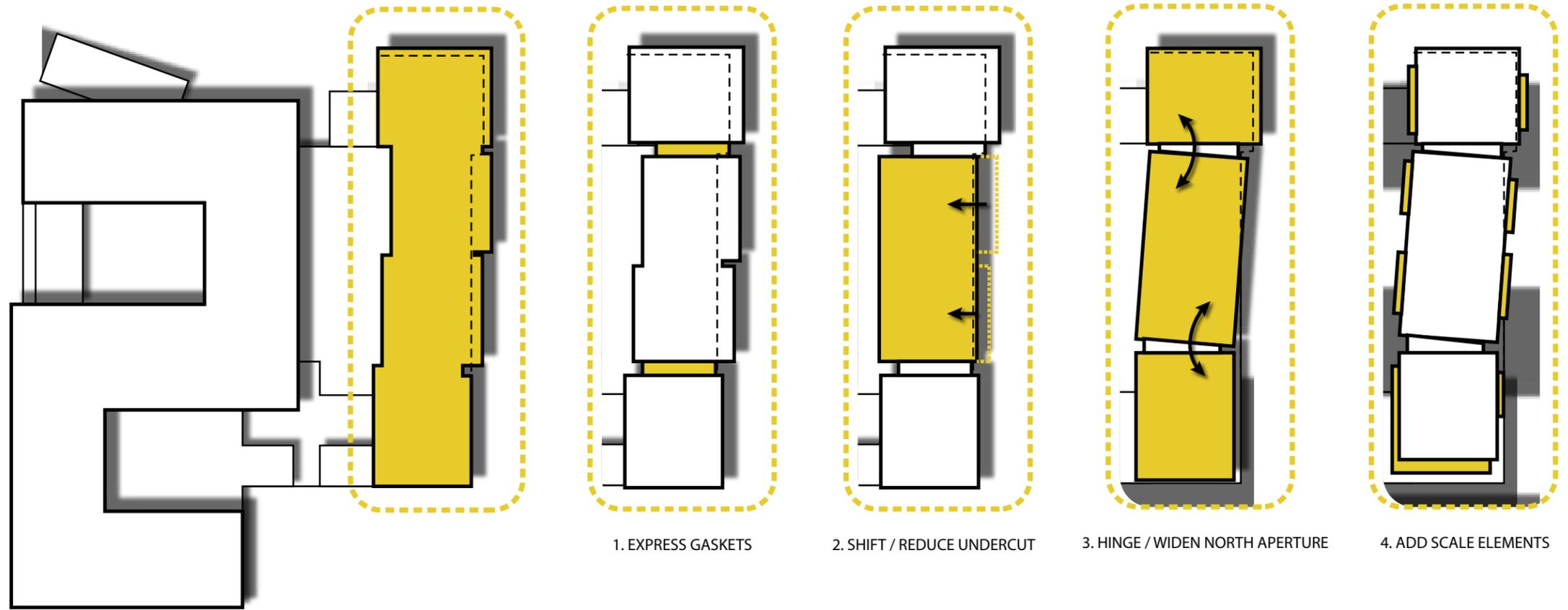
# BUILDING MASSING | EAST MASS

## BOARD GUIDANCE:

**CS2-D-3 Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**DC2-A-2 Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

The Board was concerned about the deep undercut on the east side, and asked that the view of the building from the east be considered.



1. EXPRESS GASKETS

2. SHIFT / REDUCE UNDERCUT

3. HINGE / WIDEN NORTH APERTURE

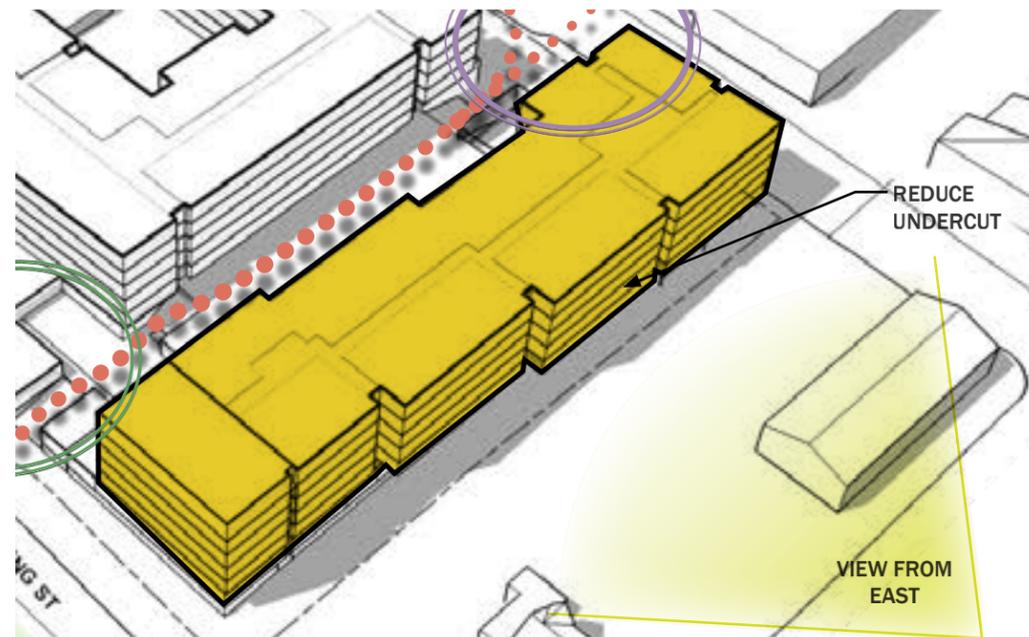
4. ADD SCALE ELEMENTS

## DESIGN RESPONSE:

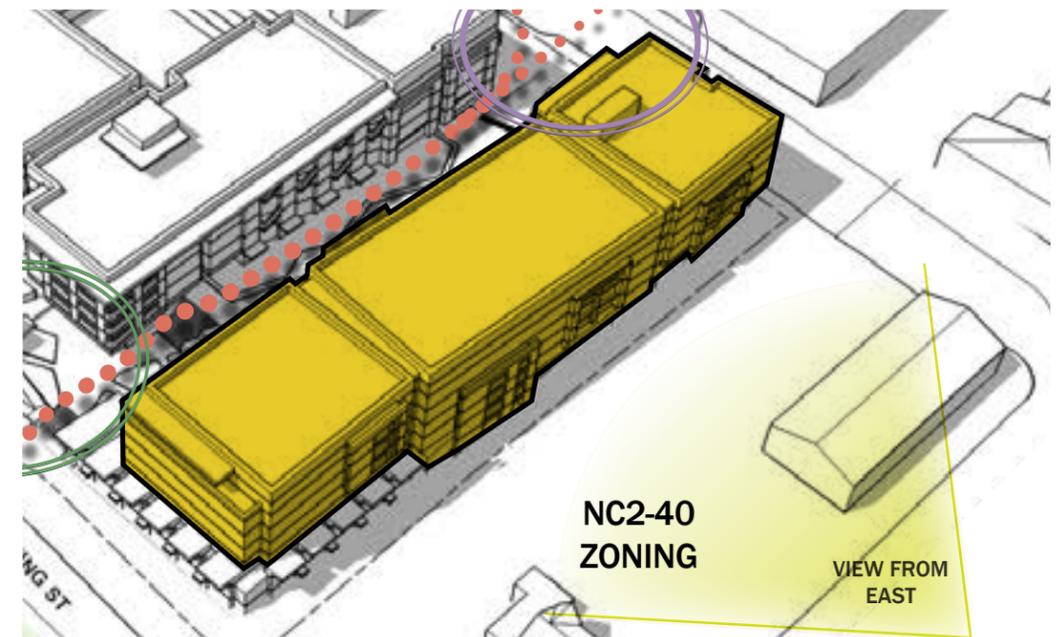
The neighboring parcel to the east is zoned NC2-40. In anticipation that this property may redevelop and build to the property line, the current proposal is set back 15-20' to allow for openings, light and air along this side. The setback will accommodate resident entries and yards, as well as a secured walkway and landscaping between buildings. The upper floors of the building have been pulled back, and the base pulled forward to eliminate the undercut.

The building has been broken into three segments which are further varied using a series of gaskets, recesses, and projecting elements that provide both vertical and horizontal modulation, and give the impression of a series of buildings when viewed from afar.

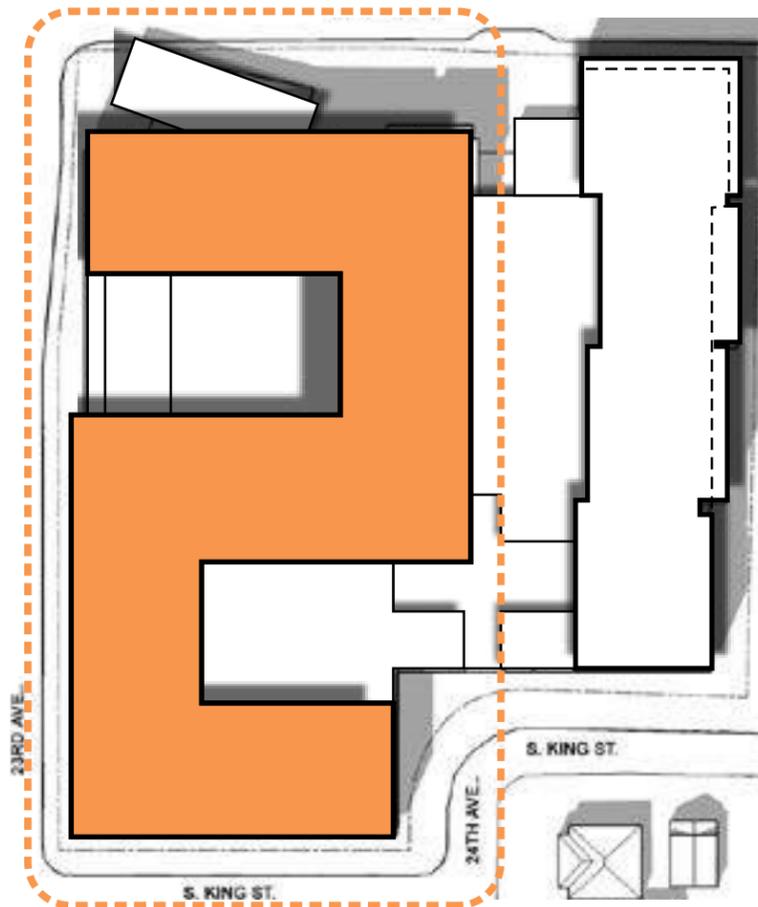
EDG 1 PLAN DIAGRAM



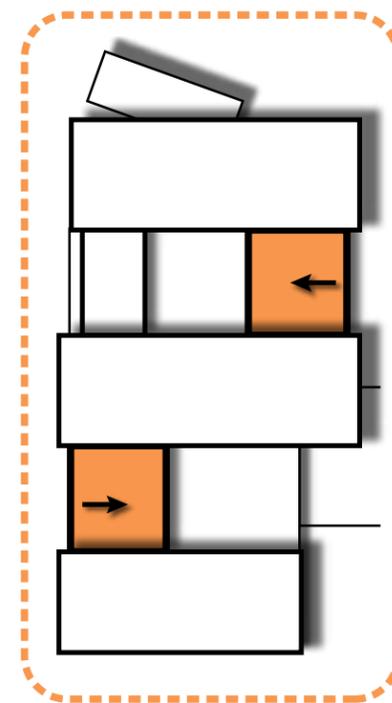
EDG 1 VIEW FROM SOUTHEAST



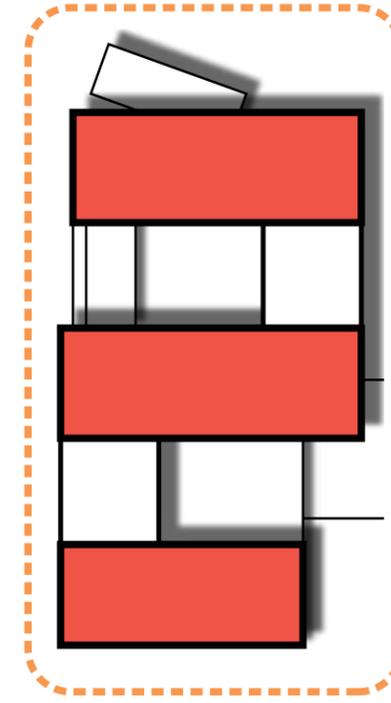
PROPOSED VIEW FROM SOUTHEAST



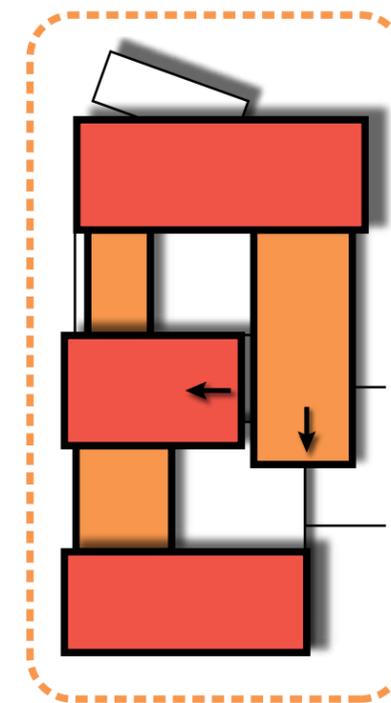
EDG 1 PLAN DIAGRAM



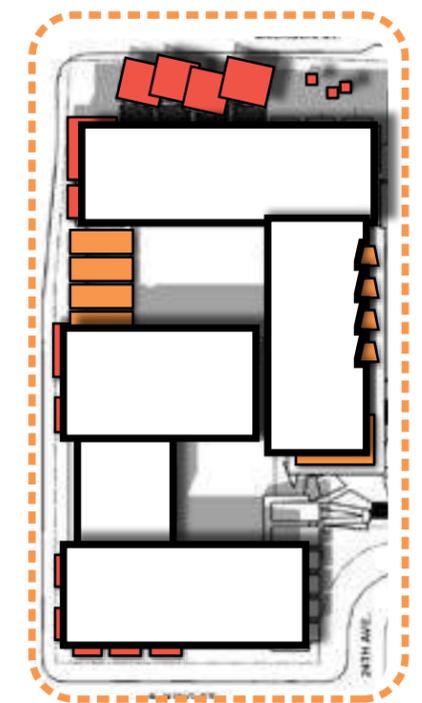
1. SLIP FORMS



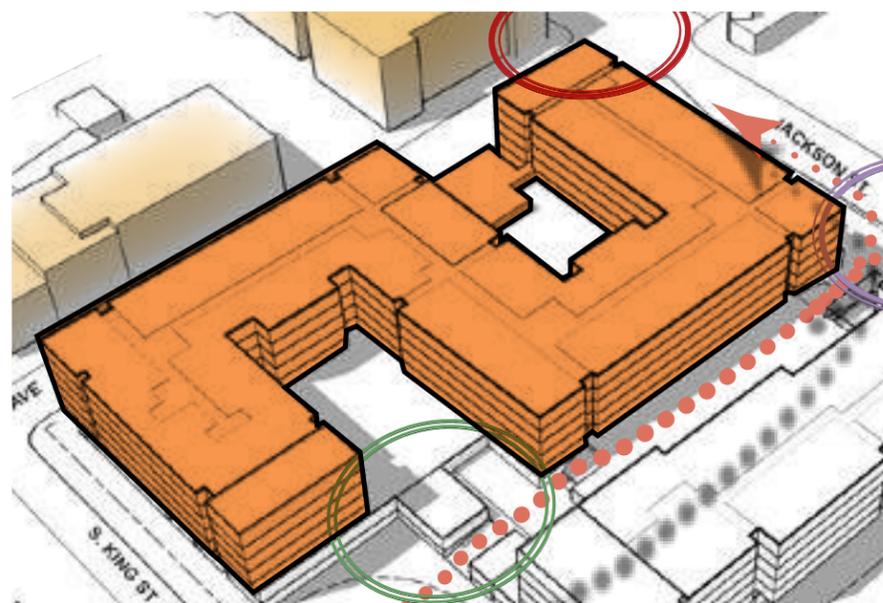
2. EXPRESS 3 BARS



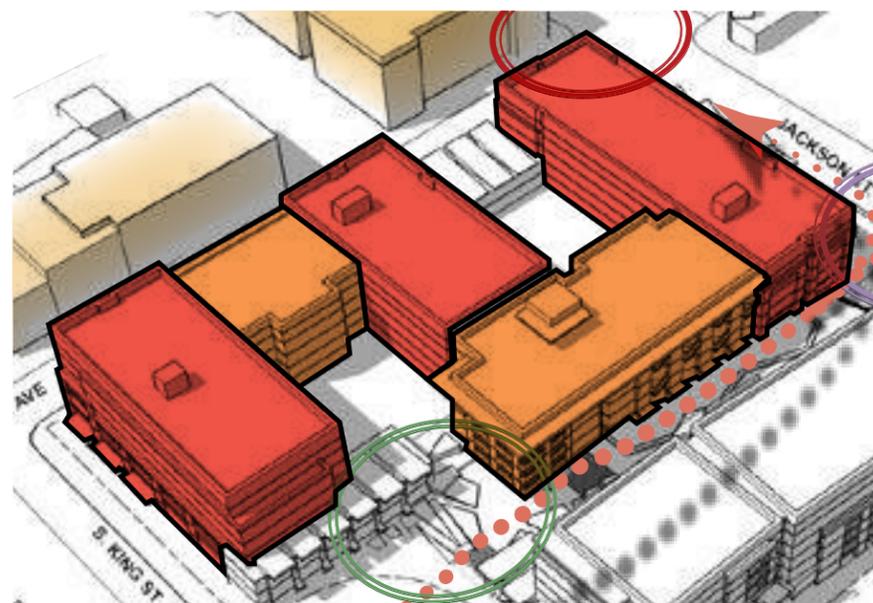
3. EXPRESS RESIDENTIAL HUB



4. ADD SCALE ELEMENTS



EDG 1 VIEW FROM SOUTHEAST



PROPOSED VIEW FROM SOUTHEAST

**BOARD GUIDANCE:**

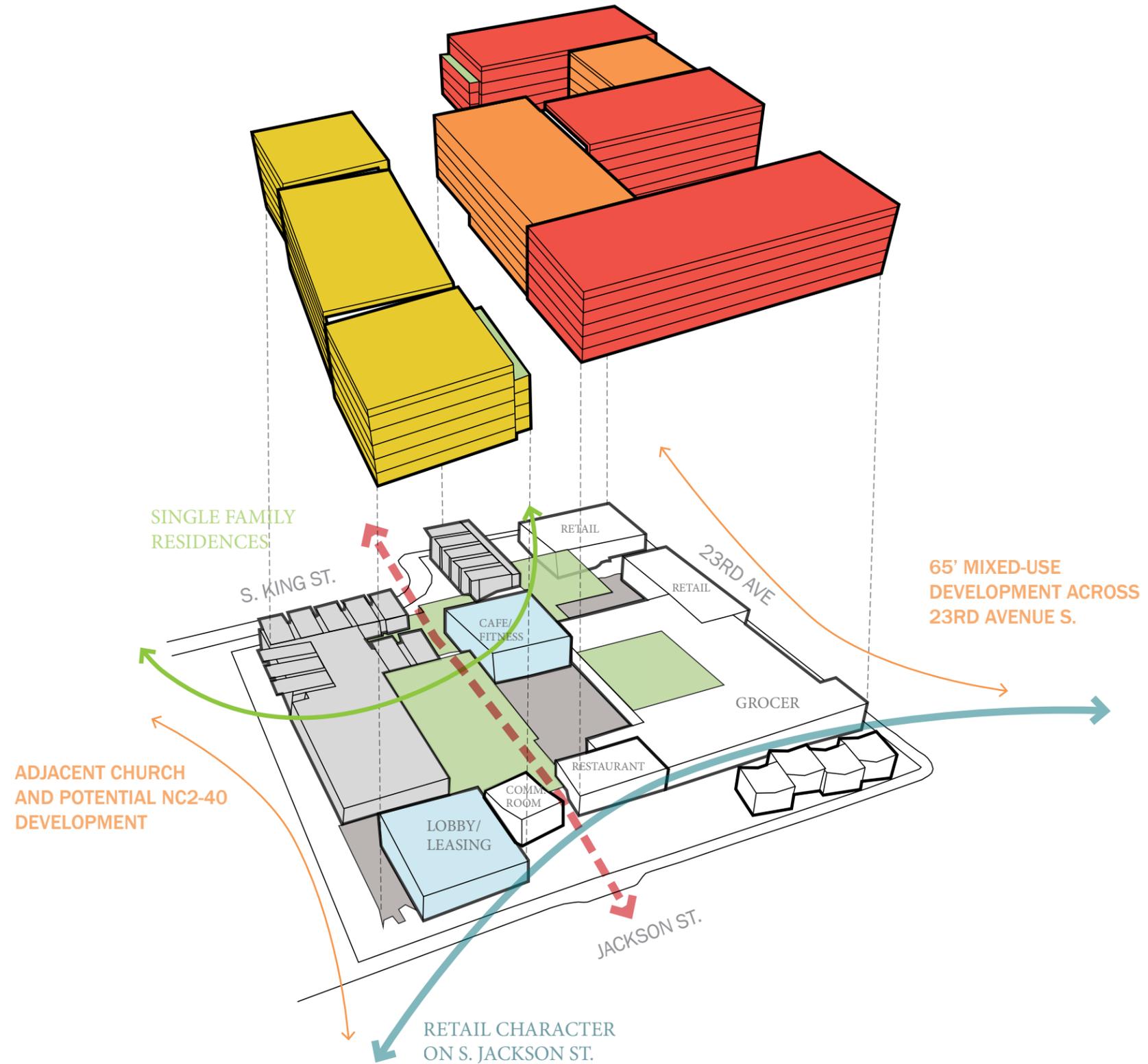
*CS2-A-2 Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context and design accordingly. DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.*

**DESIGN RESPONSE:**

Along 23rd Avenue S. the proposal will provide a highly transparent street facade that establishes a string street edge yet steps back intermittently to provide pedestrian amenities and interest along its length.

The upper levels have been separated into (3) bars that provide rhythm along the street and complement neighboring building forms.

# BUILDING MASSING | CONCEPT SUMMARY



## COMPARATIVE VIEWS

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5

6

13

14

S. KING STREET

24TH AVENUE S.

S. KING STREET

1

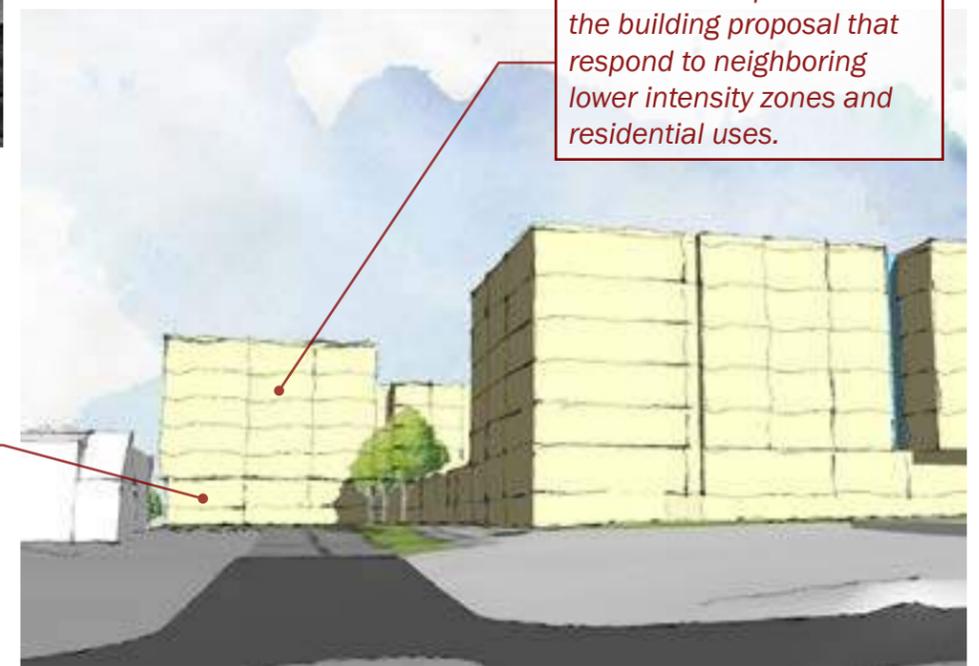
Landscape plan and courtyard plan should work with the topography and the uses that border it to provide a sense of secure passage.

Provide detail on building forms including balconies, ground level units and how they bring activity to the ground plane, gardens, upper level modulation, rooftop uses and features, etc.



1 SOUTH MID BLOCK AT 24TH

Create open space that is accessible, sunlit and visible



2 SOUTH EAST GROUND RELATED UNITS

Further develop details of the building proposal that respond to neighboring lower intensity zones and residential uses.

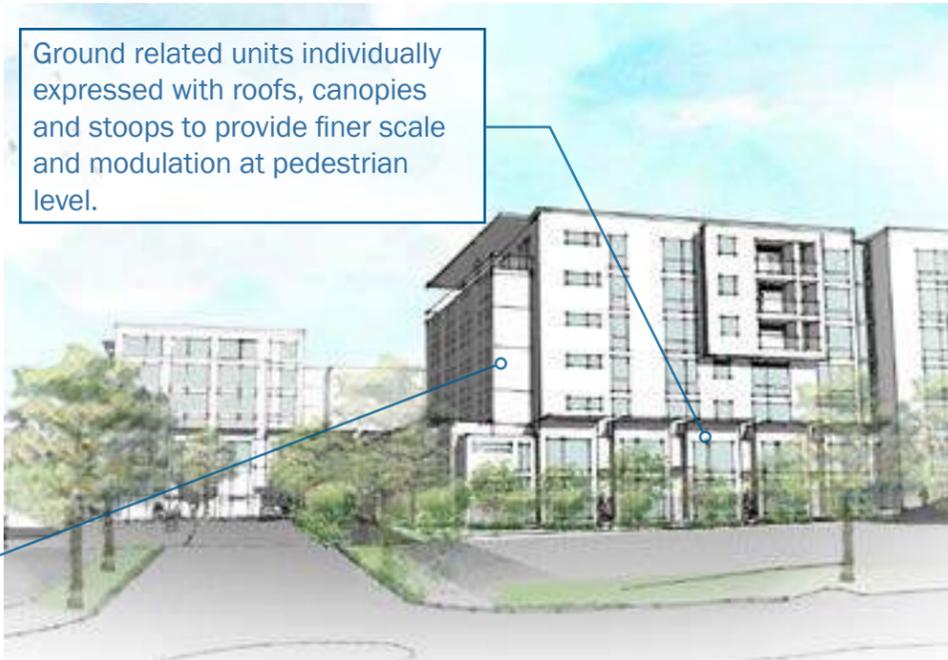


**SOUTH EAST BIRDS EYE VIEW**



**1 SOUTH MID BLOCK AT 24TH**

Units removed at level 1 to allow for landscape and accessible path to blend into grade high point along south facade.

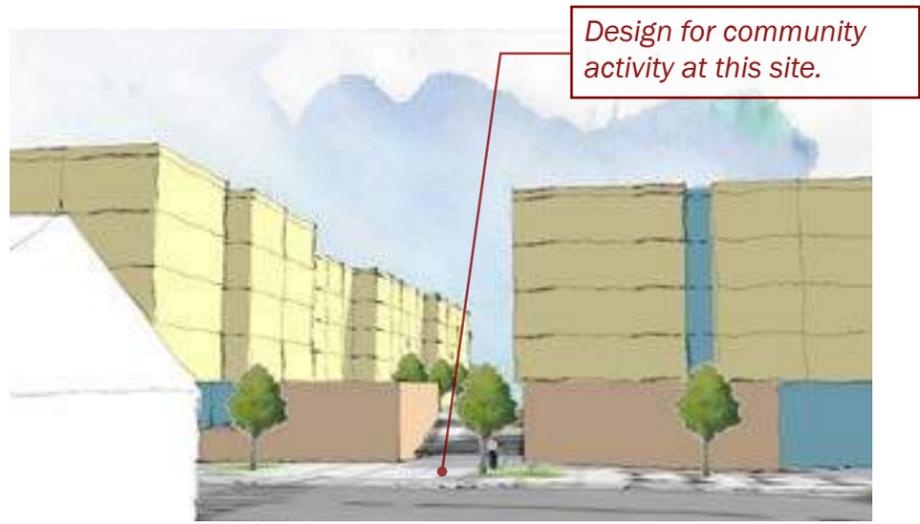


**2 SOUTH EAST GROUND RELATED UNITS**

Ground related units individually expressed with roofs, canopies and stoops to provide finer scale and modulation at pedestrian level.

Upper stories stepped back.

COMPARATIVE VIEWS | EDG 1 MAY 10, 2016 - NORTH VIEWS



*Design for community activity at this site.*

3 NORTH MID BLOCK ALONG JACKSON



4 NORTH EAST CORNER ON JACKSON



5 SOUTH WEST CORNER LOOKING NORTH

The site should be designed for the community of users it now serves including and not limited to the following spaces:

- A large ground level area for a grocery
- Many smaller commercial areas for mid-size commercial
- Interesting retail building forms that will accommodate micro commercial; kiosks
- Urban pattern and form will be strong of a variety of commercial spaces are made available



*Provide a highly transparent building proposal on both 23rd and Jackson to support an active pedestrian environment and sense of openness between the commercial uses and public realm.*

6 RETAIL CORNER AT 23RD AND JACKSON



3 NORTH MID BLOCK ALONG JACKSON



4 NORTH EAST CORNER ON JACKSON



5 SOUTH WEST CORNER LOOKING NORTH



Community indoor/outdoor gathering space. Big enough to support events and seasonal kiosks/markets. This allows the opportunity for the community to activate the space and help make organic changes to the public realm over time.

Small micro retail with unique forms, adaptable by tenants and highly visible and relatable to pedestrian.

Prominent retail entry at 23rd and Jackson emphasizes commercial use to support an active pedestrian corner

Multiple Commercial Entries

6 RETAIL CORNER AT 23RD AND JACKSON

## SUN STUDIES

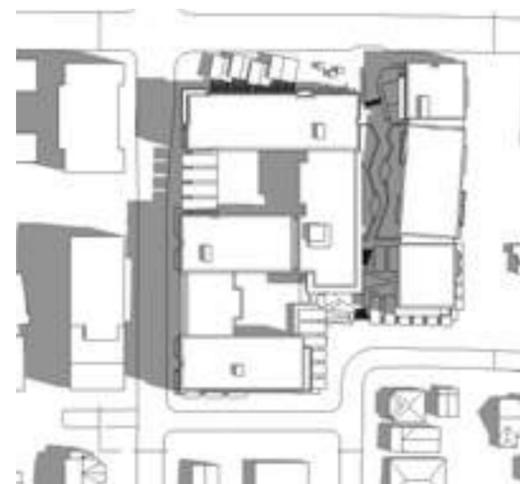
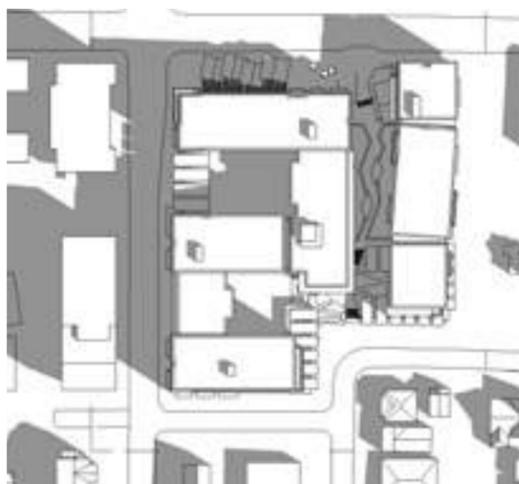
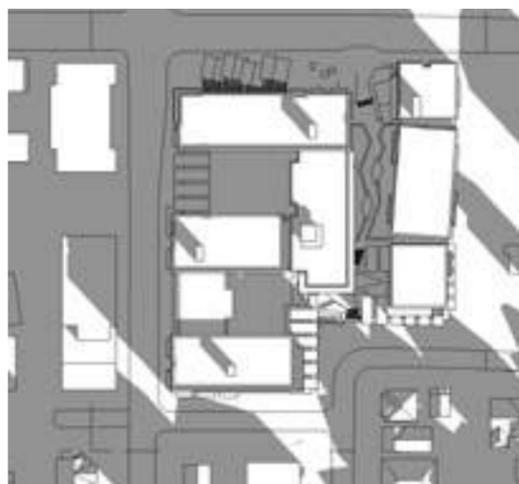
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WINTER SOLSTICE

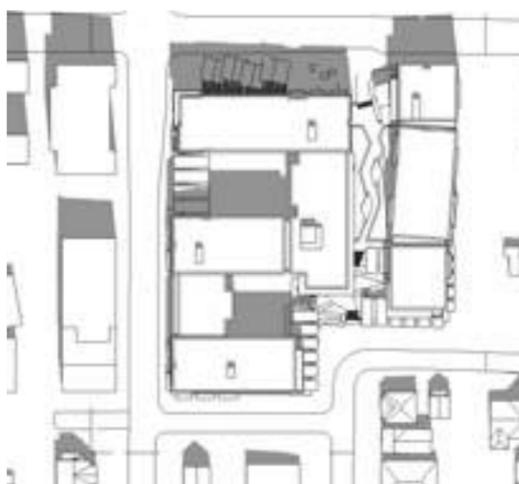
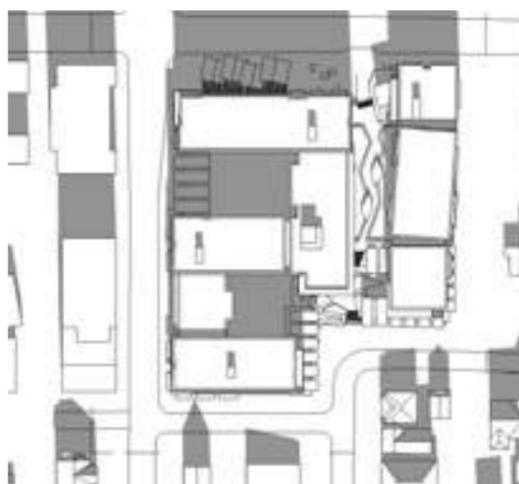
EQUINOX

SUMMER SOLSTICE

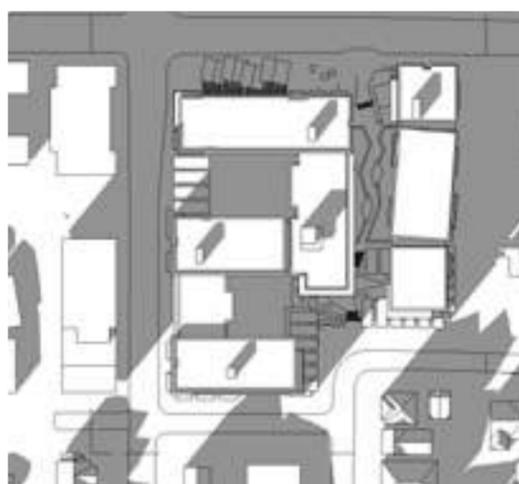
9 am



12 pm



3 pm



**BOARD GUIDANCE:**

**CONTEXT AND SITE**

- Design with intent to capture daylight and sun on open spaces and for units across the proposal.
- Create open space that is accessible, sunlit and visible.

(Guidelines- CS1-B-2 Daylight and Shading, PL1-C-1 Selecting Activity Areas, PL1-C-3 Year-Round Activity, DC3-B-2 Matching Uses to Conditions)

**DESIGN RESPONSE:**

The through block connection allows mid day sun to permeate the interior of the site year round.

East and West facing resident courtyards are open to the building exterior to allow light and air to permeate the block.

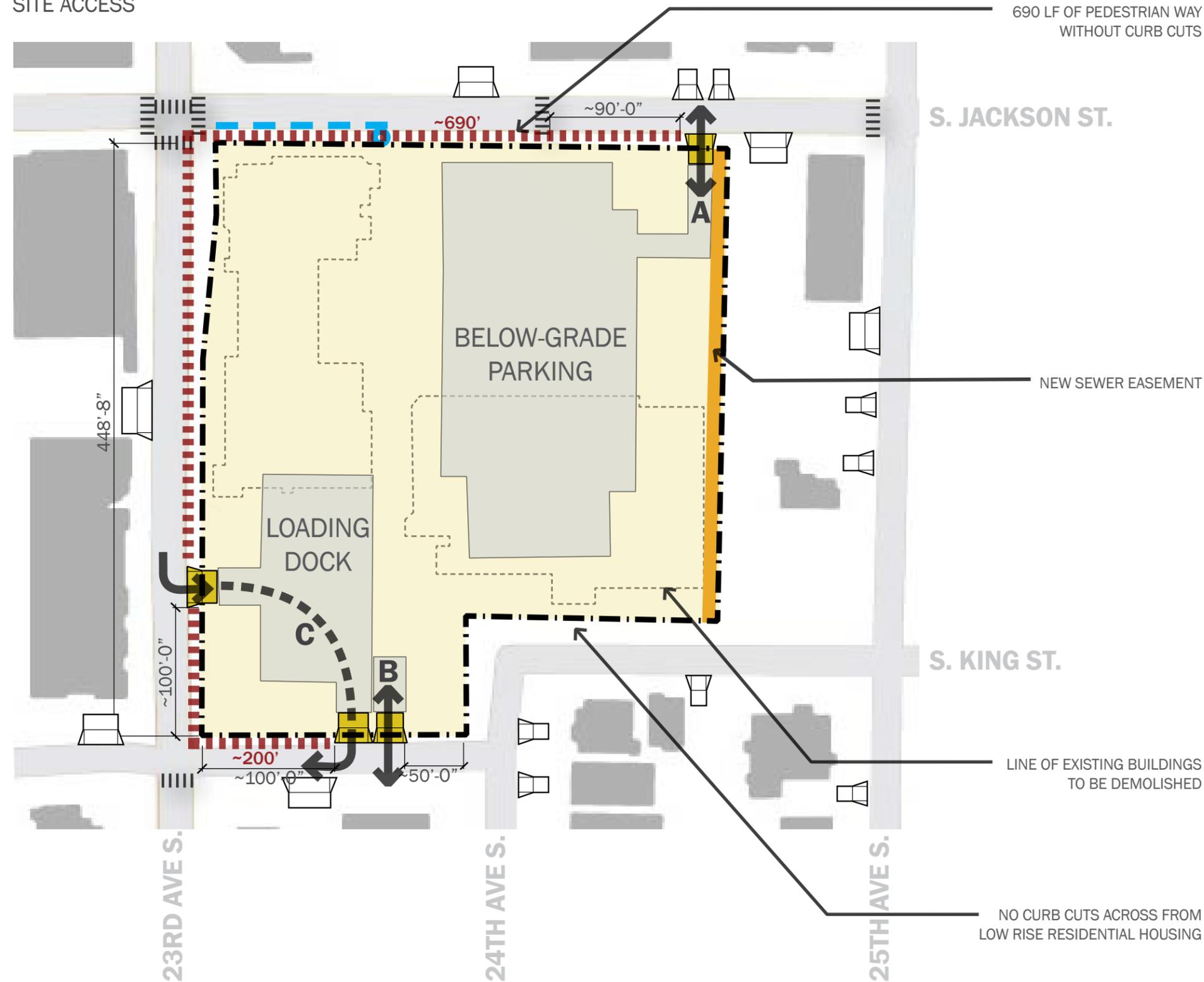
On the north upper floors have been set back approximately 50' to lessen shadows in the Jackson Street right of way and allow summer sun into the public plaza.

## PARKING AND LOADING ACCESS

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# PARKING AND LOADING ACCESS | DESIGN PROPOSAL

## SITE ACCESS



## ACCESS POINTS PROS AND CONS:

- A S. JACKSON, NE CORNER OF SITE:**  
Retail Parking Entry/Exit on a Minor Arterial, Principal Pedestrian Street
- Pros:
- Allows room for vehicle queue.
  - Allows level entry to upper level of parking.
  - Separate retail and residential parking.
- Cons:
- Curb-cut on Principal Pedestrian Street.
  - Location removed from street level retail.
  - Requires departure. (SEE DEPARTURE REQUEST 3)
- B S. KING ST. EAST:**  
Residential Parking Entry/Exit on a Neighborhood Access Street
- Pros:
- Site low point provides efficient access to below grade parking.
  - Entry faces Wood Technology Center, limits impact on single family neighbors.
- Cons:
- Closer proximity to residential neighbors than arterial locations.
- C 23RD AVENUE S./S. KING ST.**  
Loading Dock Entry/Exit
- Pros:
- Entry only from 23rd.
  - No truck maneuvering in street.
  - Right turn exit only opposite Wood Technology Center.
  - Limited truck impacts on adjacent residential neighborhood.
- Cons:
- Curb cut on busy arterial. (REQUIRES DEPARTURE FOR (2) CURB CUTS, (1) 25' WIDE, (1) 30' WIDE. SEE DEPARTURE 3, 4)

# PARKING AND LOADING ACCESS | DESIGN RESPONSE

## BOARD GUIDANCE:

The Board will consider vehicle and delivery access site options with further design development.

(Guidelines: DC1-B Vehicular Access and Design)

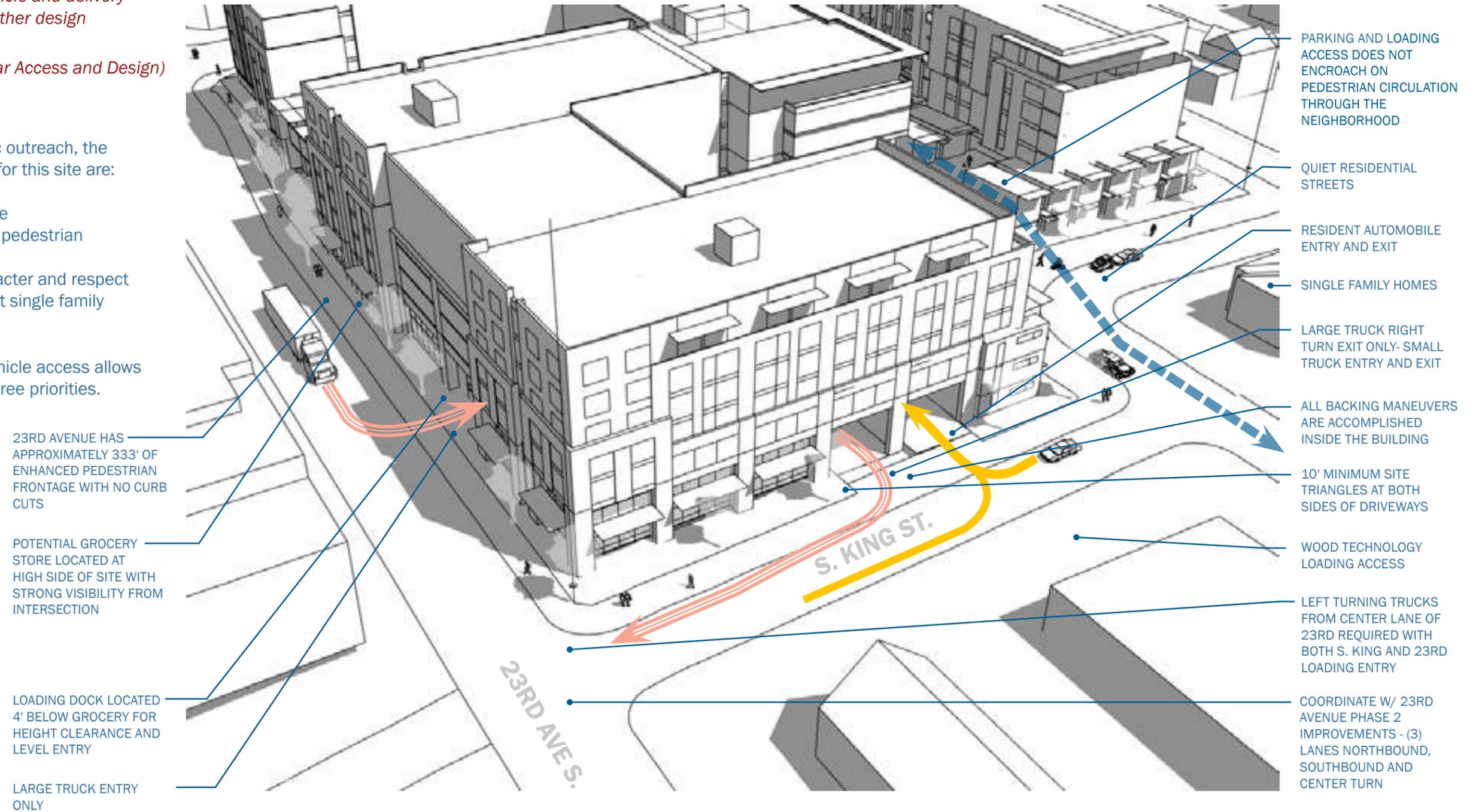
## DESIGN RESPONSE:

As result of extensive public outreach, the highest priorities identified for this site are:

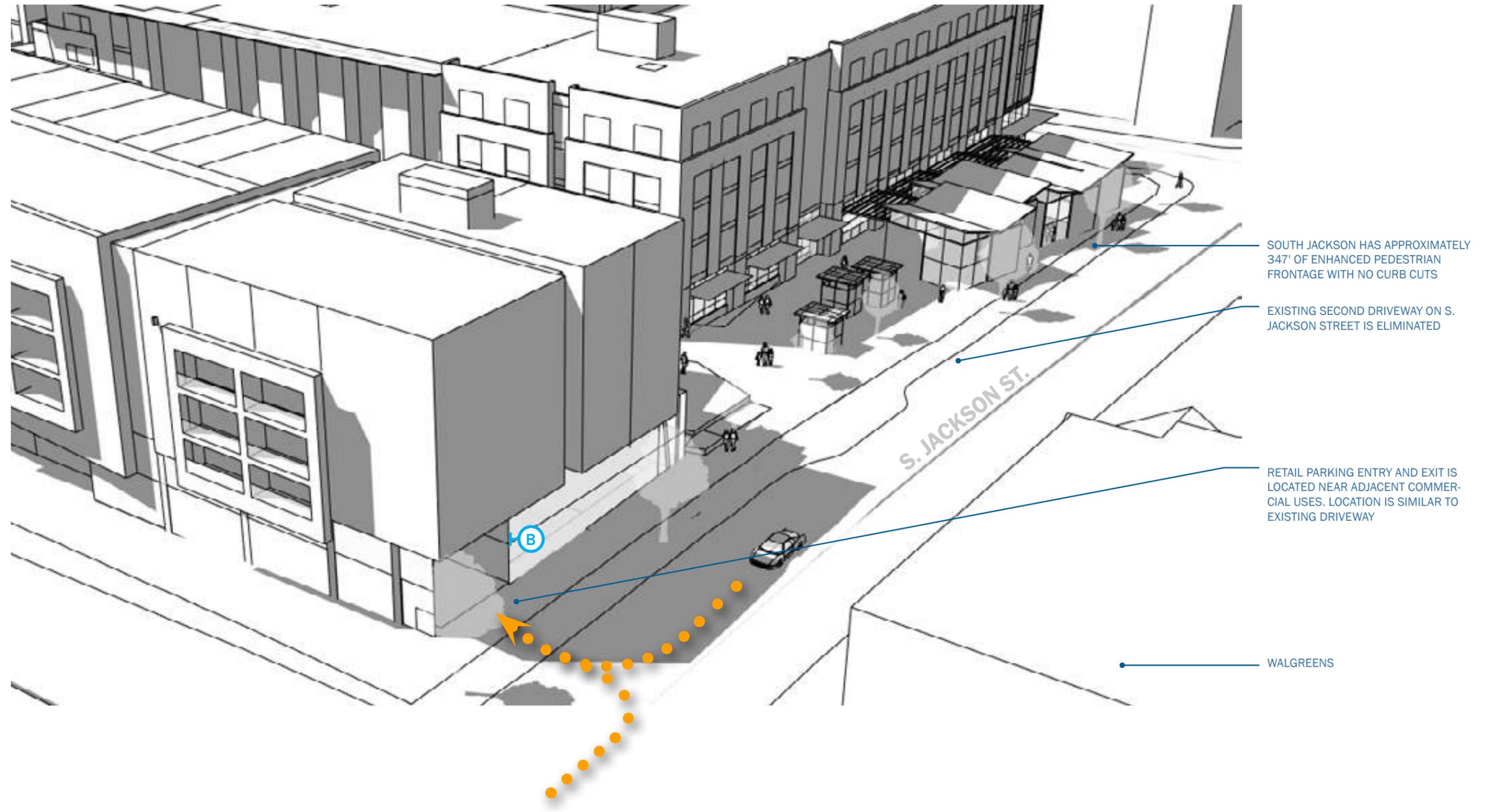
- Design for Grocery Store
- Provide a through-block pedestrian connection
- Preserve the quiet character and respect the scale of the adjacent single family neighborhood.

The proposed design for vehicle access allows implementation of these three priorities.

SW CORNER LOADING / RESIDENTIAL PARKING ENTRIES DIAGRAM



NW RETAIL CORNER PARKING ENTRY DIAGRAM





## DEPARTURE REQUESTS

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HEWITT



# DEPARTURE REQUESTS

## BOARD GUIDANCE:

In the Early Design Guidance Meeting on 5/10/2016, the board indicated that they are favorable to Departures 1,2,3,4, and 5 with further information.

## DESIGN RESPONSE:

Five departure requests were presented to the Board for consideration at the first Early Design Guidance Meeting on May 10th.

The Applicant requests consideration of the same departures at the second meeting. No additional departures are requested.

When considering the departures the following should be noted:

- Zoning for the site is NC3P-65 along South Jackson Street, and NC3-65 for the rest of the site.
- South Jackson Street is a designated Principal Pedestrian Street (23.47A.005 D.2.) and a Minor Arterial.
- 23rd Avenue South is not a designated Principal Pedestrian Street. It is a Principal Arterial.
- South King Street and 24th Avenue South are Neighborhood Access Streets.
- The site has no alley which can be used for access.

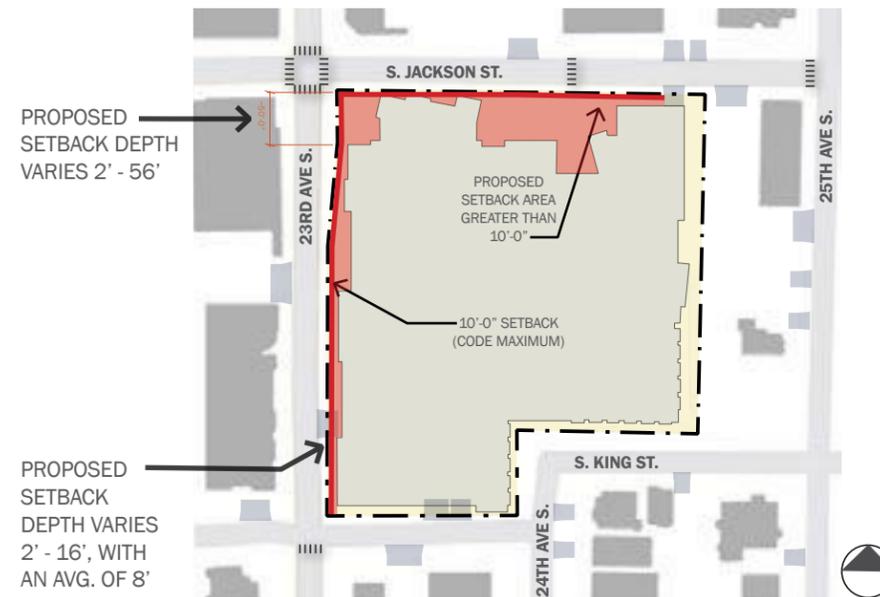
## DEPARTURE 1 1 BASIC STREET-LEVEL REQUIREMENTS

### Development Standard:

23.47A.008.A.3 Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

### Request / Proposal:

Approve proposed voluntary setback from street lot lines along 23rd Avenue S. and S. Jackson Street in excess of 10'-0".



### Justification:

This departure is requested to enhance the character of the pedestrian environment at a prominent corner of the neighborhood. Proposed setbacks along 23rd Avenue S. vary from 10' to 16' and along S. Jackson Street from 10' to approximately 60' from the street lot line. The additional distance from the building facade will accommodate a variety of landscape, hardscape, seating, entry and weather protection options.

### Supporting Design Guideline:

#### CS2 B.2 Urban Pattern and Form - Connection to the street:

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape—its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

See also PL1 A.2 Departure 2

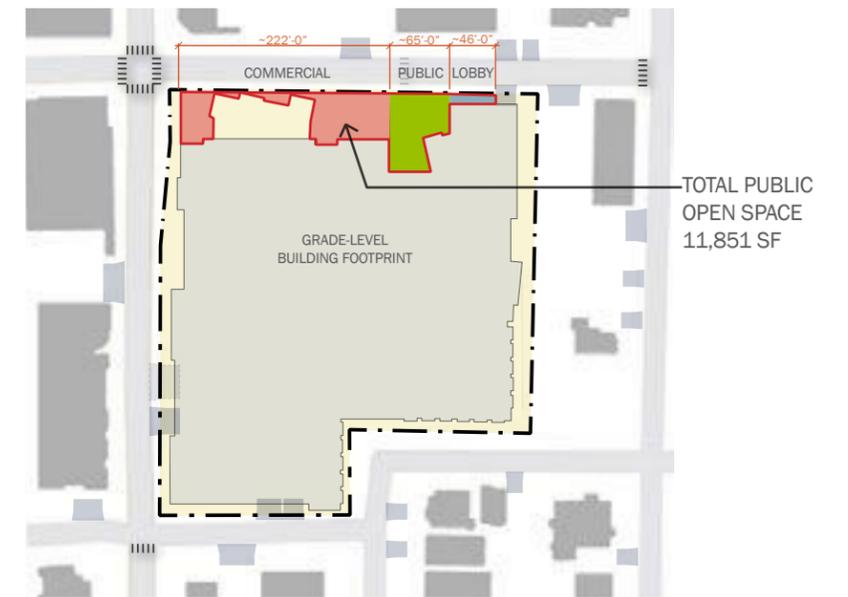
## DEPARTURE 2 2 STREET FRONTAGE USES

### Development Standard:

23.47A.008.C.1 - Requires that 80% (minimum) of a structure's street-level frontage width along a principal pedestrian street shall be occupied by approved uses. The remaining 20 percent of the street frontage may contain other permitted uses and/or pedestrian entrances.

### Request / Proposal:

Allow a public plaza to be located between the buildings and the right of way along the South Jackson street frontage.



### Justification:

This departure is requested to allow for a public plaza where the code requires commercial frontage. The plaza will provide additional space for pedestrian traffic flow and volume due to commercial uses, the bus stop, informal community uses and seasonal events. The south edge of the plaza will be lined with commercial uses including small and micro-retail, a community room and the residential lobby and leasing office storefront.

### Supporting Design Guideline:

#### PL1 A.2 Network of Open Spaces - 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. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

#### PL1 C.2 Informal Community Uses

In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

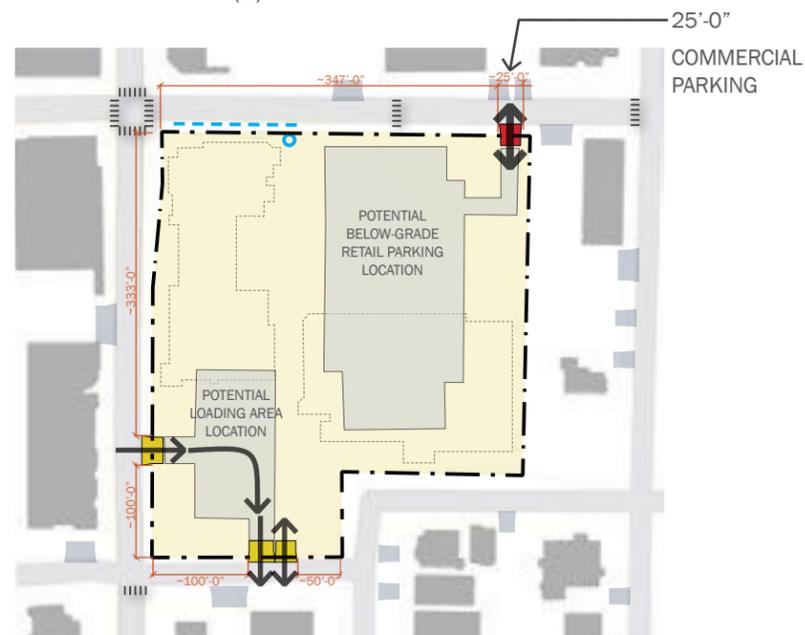
### 3 DEPARTURE 3 PARKING LOCATION AND ACCESS

**Development Standard:**

23.47.032.A.1. c - If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C and (multiple) curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1

**Request / Proposal:**

Allow curb-cuts across (2) side streets.



**Justification:**

A total of (4) curb-cuts are proposed for the project. We propose primary commercial parking and loading access on arterial streets, and residential parking access from a neighborhood access street. One curb cut is proposed across 23rd Avenue S. for loading access. (2) curb cuts are proposed across S. King Street, one for loading access and one for residential parking access (see Departure 5). An additional commercial parking access is proposed across S. Jackson St. (see Departure 4).

For a project of this size, with the proposed complexity of uses, separation of loading and parking access based on use is necessary for safe and efficient traffic flow. This separation will prevent any one street from being disproportionately impacted by vehicle traffic.

**Supporting Design Guideline:**

**DC1 B Vehicular Access and Circulation**

Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible.

**DC1 C Parking and Service Uses**

Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

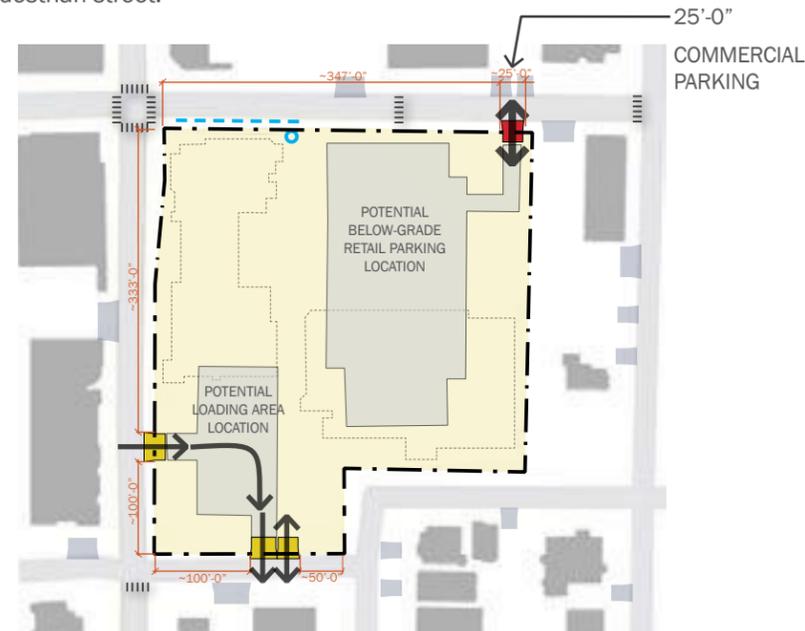
### 4 DEPARTURE 4 PARKING LOCATION AND ACCESS

**Development Standard:**

23.47A.032.A.2a - In pedestrian designated zones, if access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street..

**Request / Proposal:**

Allow parking to be accessed from South Jackson Street, a principal pedestrian street.



**Justification:**

This departure is requested to enhance pedestrian safety by maintaining an uninterrupted 680'-0" pedestrian perimeter along S. Jackson Street and 23rd Avenue S. Garage access to retail parking from an arterial rather than a neighborhood street aids in wayfinding for retail patrons and reduces commercial impacts on the adjacent low rise neighborhood. This location provides maximum convenience for retail patrons, which helps ensure success of the retailers. In turn, successful retail activates the pedestrian experience along the street

**Supporting Design Guideline:**

**PL1 B.2 Walkways and Connections - Pedestrian Volumes**

Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

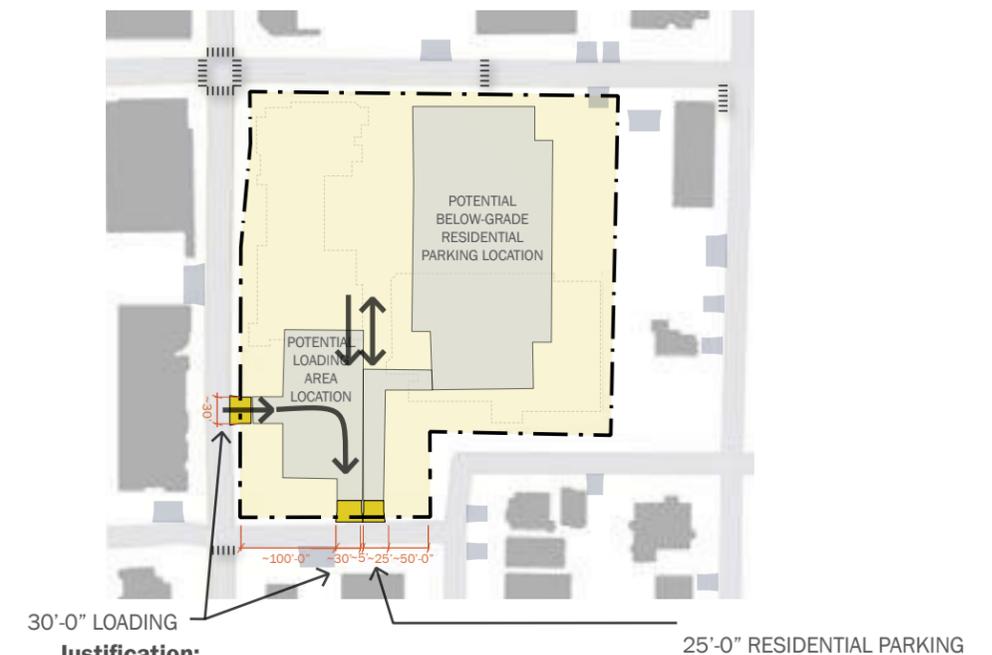
### 5 DEPARTURE 5 CURB CUT WIDTHS

**Development Standard:**

23.54.030.F.2.b.2) - For two way traffic, the maximum width of curb cuts is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined.

**Request / Proposal:**

Allow a curb cut in excess of 30 feet on South King Street, an access street.



**Justification:**

(1) 30' and (1) 25' curb cuts are proposed on S. King - one as loading exit and one as residential parking entry/exit. Separation of these functions will provide greater predictability and safety for pedestrians and vehicles than if trucks were mixing with residential vehicles. It will allow the doors at each entry to remain closed for greater periods of time throughout the day, particularly the loading door. Design elements such as tactile paving or other safety devices may be used to alert pedestrians of vehicle crossings. Consolidating driveways in this location preserves more continuous unbroken sidewalk along the other streets.

**Supporting Design Guideline:**

**DC1 B.1 Access Location and Design**

Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists and drivers. Employ a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits and entrances.



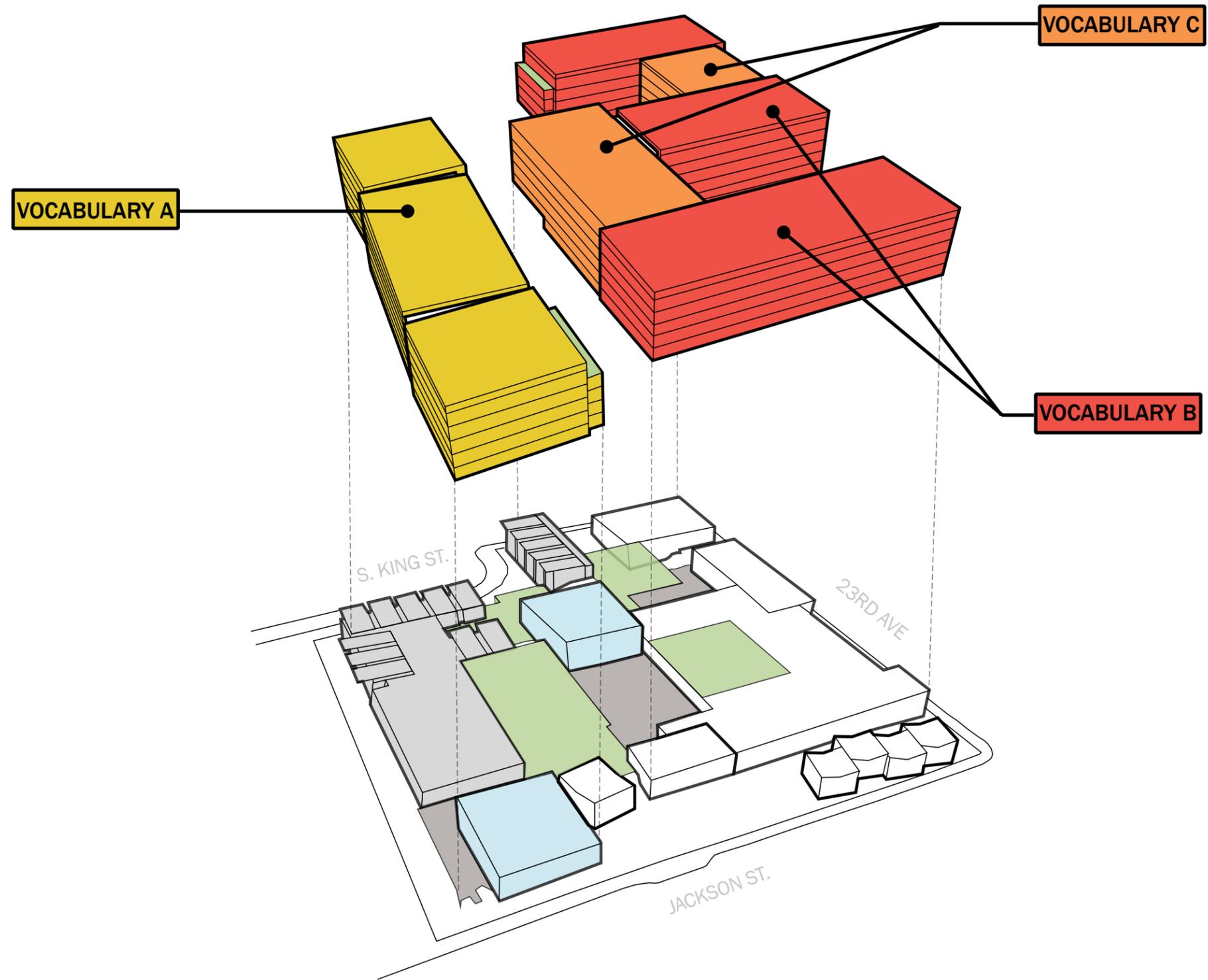
## URBAN PATTERN + FORM

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HEWITT





FORM



Onyx Building, Quito-Ecuador Diez + Muller Arquitectos



Latitude House, Camden, Allford Hall Monaghan Morris

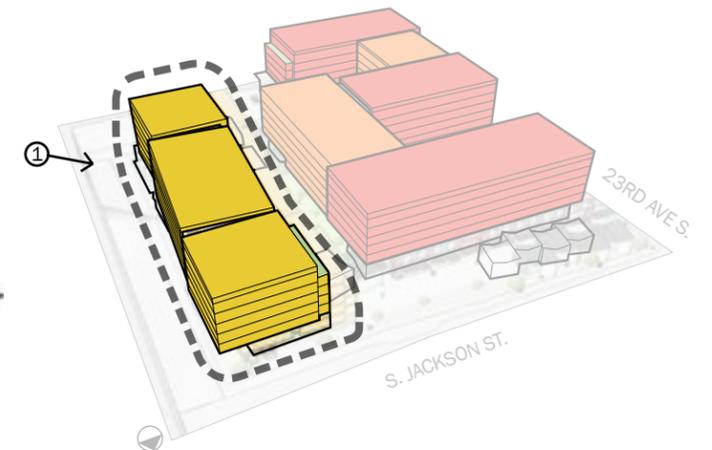
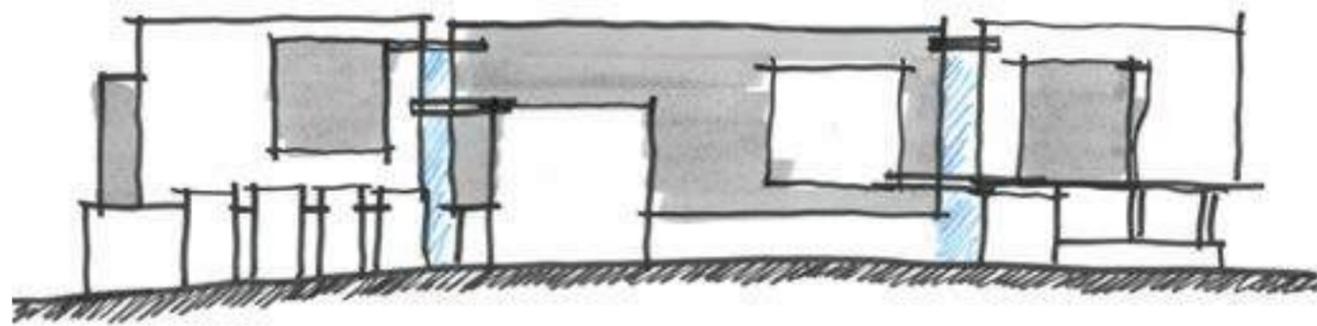


Wilton Close, Christchurch, New Zealand, Vymon Allfrey Architects

VIEW 3 - PERSPECTIVE VIEW LOOKING WEST FROM S. KING STREET



PRELIMINARY CONCEPT SKETCH



# URBAN PATTERN + FORM | ARCHITECTURAL VOCABULARY B

## RHYTHM + PATTERN



Beaver Barracks, Ottawa, Canada, Barry J. Hobin & Associates Architects



Govan Building, Scotland, Austin Lord

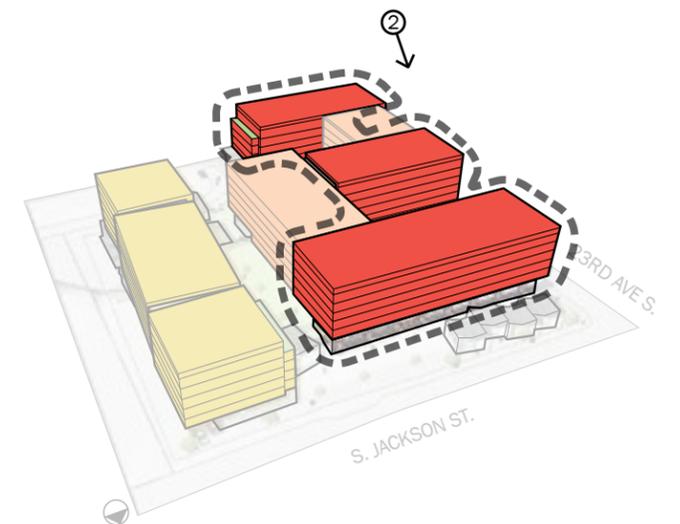
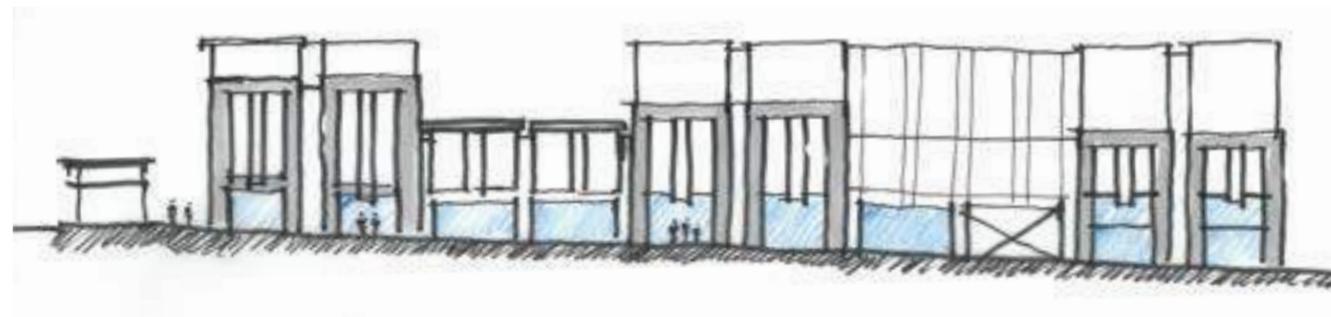


Parkside on Pearl, Columbus, Ohio, Jonathan Barnes Architecture and Design

## VIEW 2 - PERSPECTIVE VIEW LOOKING EAST FROM 23RD AVENUE S. AND S. KING STREET



## PRELIMINARY CONCEPT SKETCH



VERTICAL MOVEMENT



Basket Apartments, Paris, OFIS Architects



Stacking House, Taipei, Hsuyuan Kuo Architect & Associates

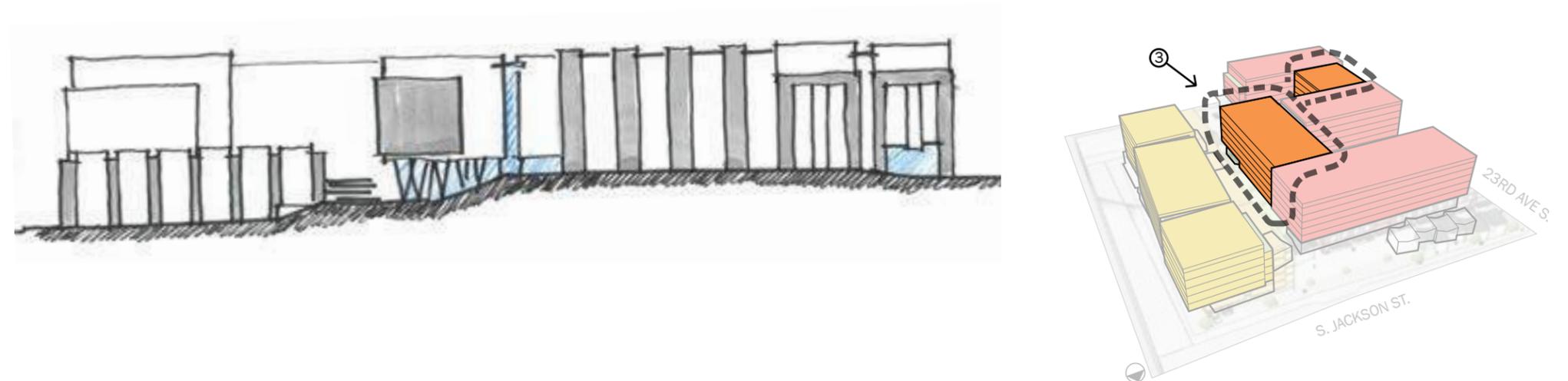


Selcuk Ecza Headquarters, Tabanlıoğlu Architects | The Chelsea Townhouses, London, Morpheus

VIEW 3 - SECTION PERSPECTIVE VIEW LOOKING NORTHWEST FROM THE THROUGH-BLOCK CONNECTION



PRELIMINARY CONCEPT SKETCH





## CHARACTER + IDENTITY

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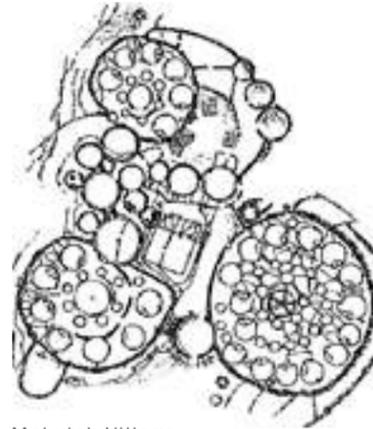
HEWITT



# CHARACTER + IDENTITY | DESIGN INFLUENCES

## FRACTALS IN AFRICAN CULTURE:

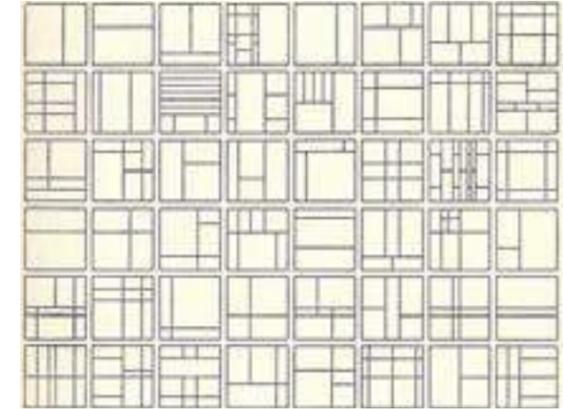
- Fractals are at the heart of African Design.
- Their very heritage is about mathematics and presumed that Africans used formal mathematics long before other cultures.
- Fractals are embedded in African architecture, textiles, art, and religion, even music.
- Village organization followed an algorithm arrangement of spiral from a central point which is the square part in the blue print of the villages. These forms symbolize the spiritual force of life.



Mokulek Village



Three Women, Picasso, 1980



The Modular, Le Corbusier, 1954

## DESIGN INSPIRATION THROUGH AFRICAN CULTURE:

- Acknowledging and recognizing the African (and African- American) experience through the context of architecture and landscape.
  - A) Seeking out symbolic meanings and inspiration for design: Seek subtle ways in which they can be woven into the design of both the landscape and the building.
  - B) A reflective symbolism that helps link the past, present, and future of this unique and diverse culture.
  - C) A visual narrative, Intended to recognize and evoke the experiential through power of architectural form, light, heaviness, uplifting, etc.
  - D) Areas to articulate and define function and experience - Definition of forms to express different functions and level of public access (market hall, plaza including common house, through block including the 'hub' house).



Logone-Birini Cameroon



African Wedding Blanket



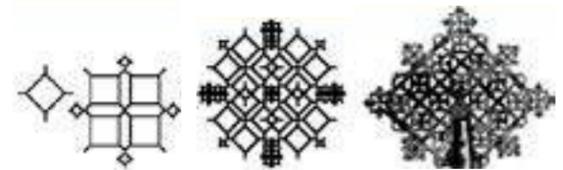
Traditional African Patterns



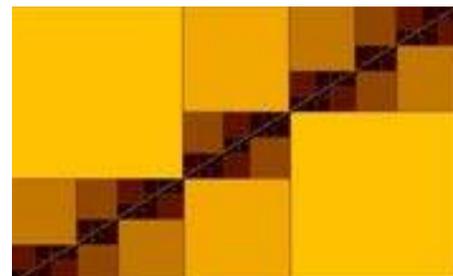
Fractal Model for Ba-Village



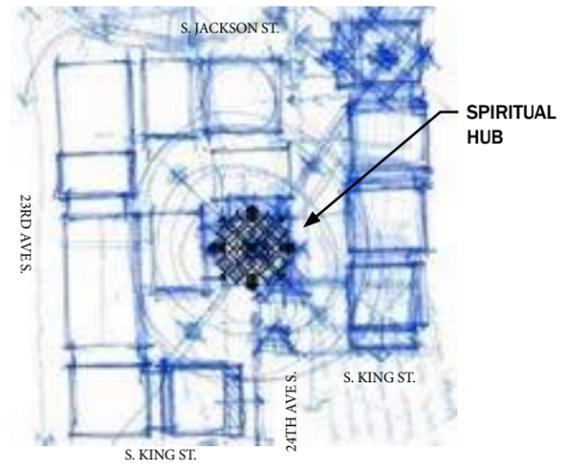
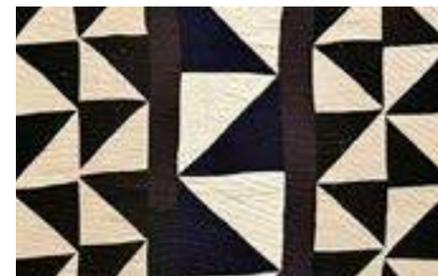
Texture in African Craftsmanship



Ethiopian Cross



Fractal Patterns, Montessori



23rd and Jackson Schematic Site Plan

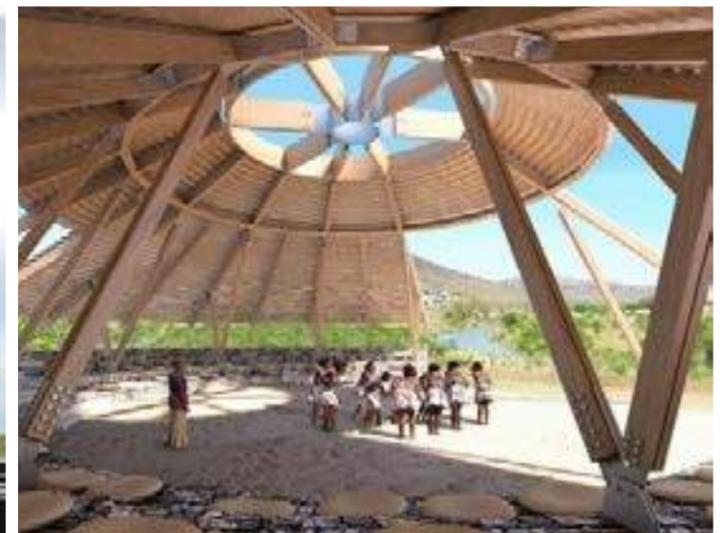
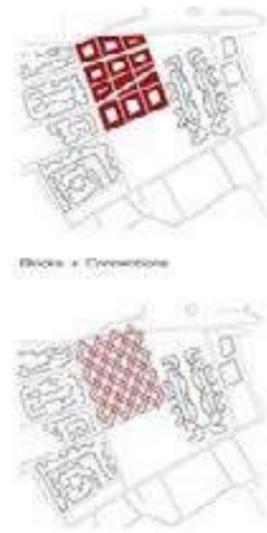
# CHARACTER + IDENTITY | EXAMPLES OF AFRICAN INFLUENCES IN CONTEMPORARY ARCHITECTURE



The National Museum of African American History and Culture, Phil Freelon and David Adjaye

Barvey B Gantt Center for African-American Arts + Culture, The Freelon Group Architects

Amphitheater at Habitat Research & Development Center, Katutura, Namibia, Nina Maritz Architects



Xavier Vilalta, Tunisian Multi-Family Housing

Community Theater, South Africa, Ryder Architecture



ICD/ITKE Research Pavillion 2014-2015, Stuttgart

Tripoli Congress Center, Libya, Tabanlıoğlu Architects

School Library, Gando, Kere Architecture

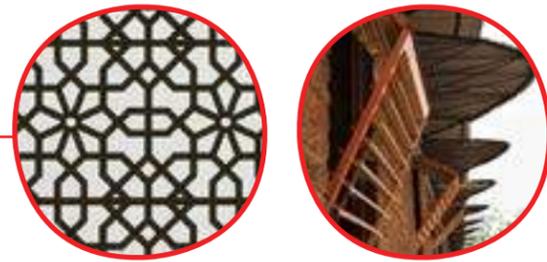
La Tallera Gallery, Frida Escobedo

# CHARACTER + IDENTITY | SITE OPPORTUNITIES

## SHELTER AND APERTURE



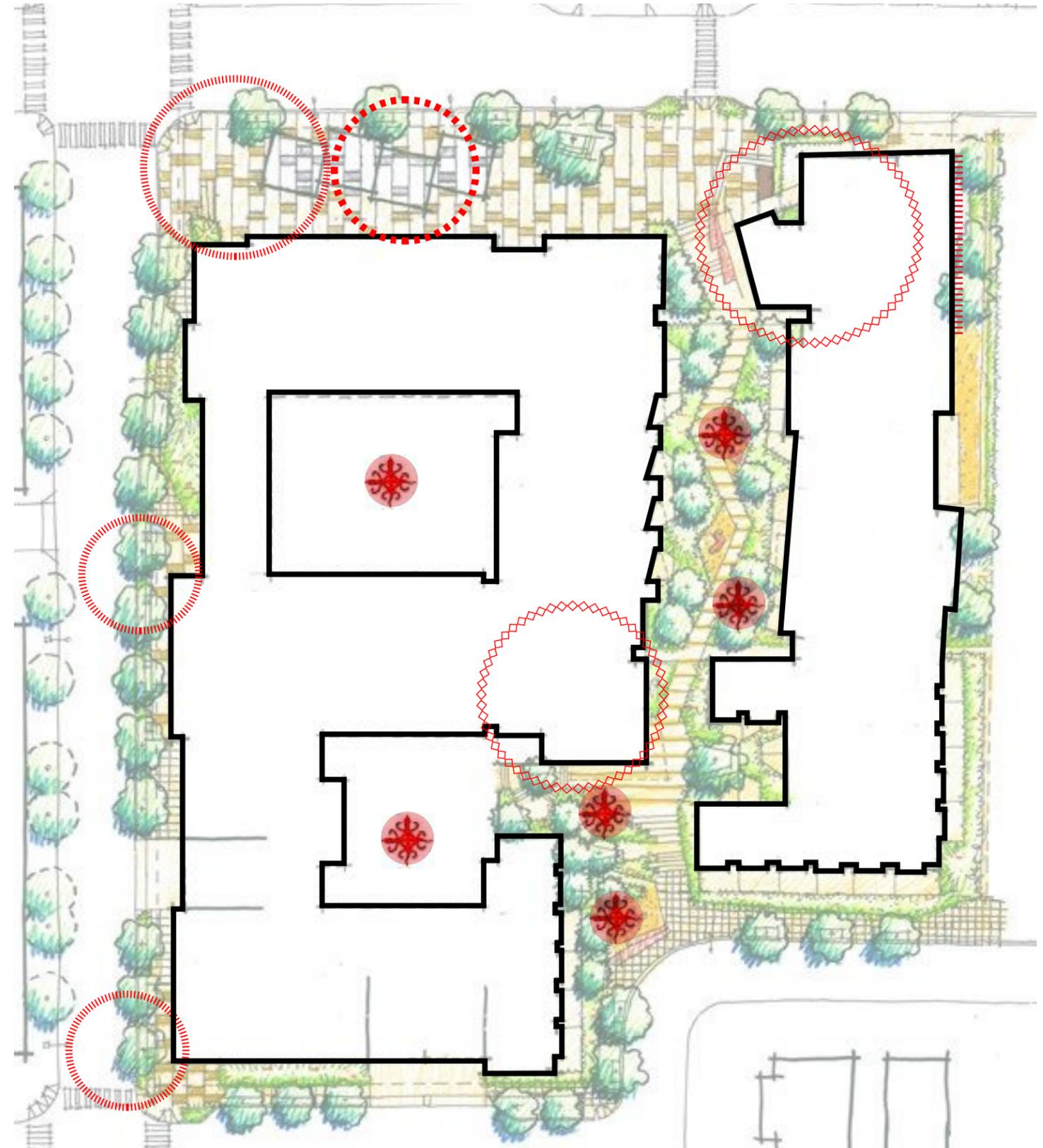
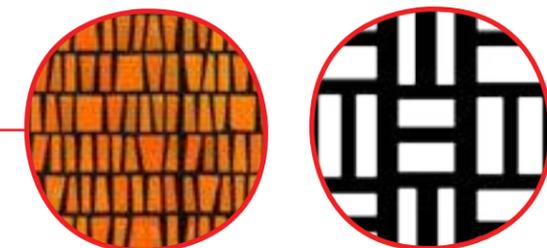
## GATHERING SPACE



## ART AND COLOR



## PATTERN AND TEXTURE



ROOF FORMS



Nottingham School, S. Africa, Ben Tynegate



Health Center, Burkina Faso, F. Kere

OPENINGS AND SCREENS



Secondary & Primary School, Burkina Faso, F. Kere



House 77, Portugal, Dioniso Lab - Textures Based on Cultural Symbols

DESIGN APPLICATION



Smaller Retail Structures along S. Jackson Street

# CHARACTER + IDENTITY | GATHERING SPACES

## PATTERNS & SYMBOLS



Montreal Casino, Roy Architects | Blairgowrie House, Wolveridge Architects | *There is Another Sky*, Seattle, Spencer Finch Architects



House 77, Portugal, Dioniso Lab - Textures Based on Cultural Symbols



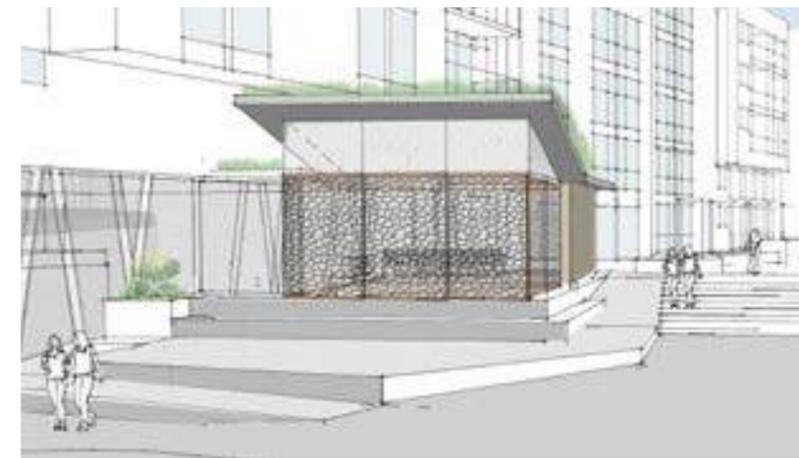
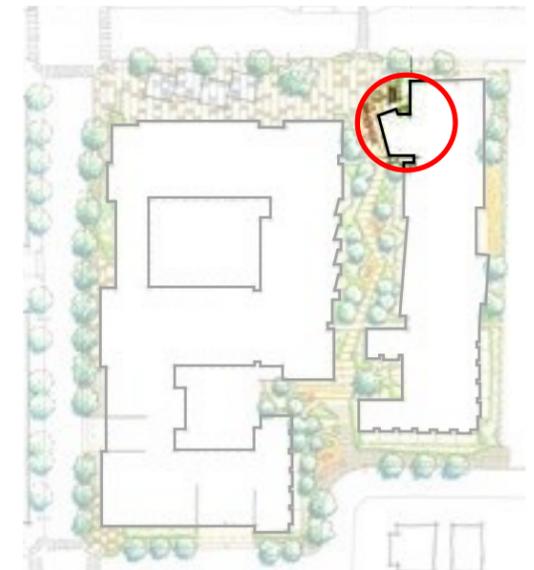
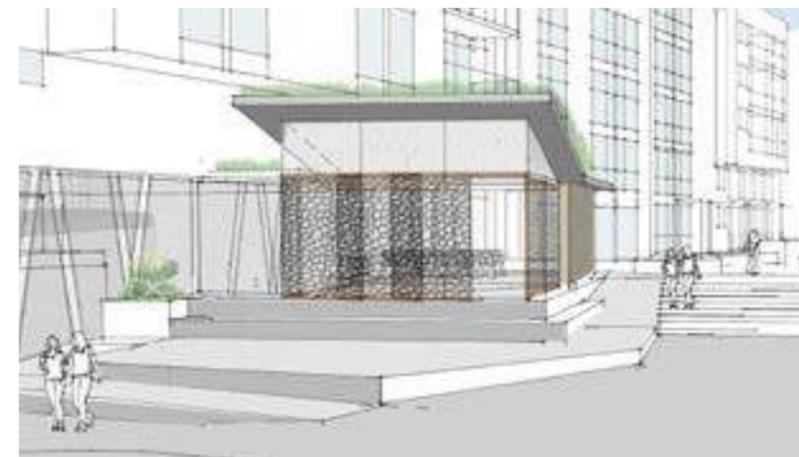
Traditional African Symbols (regions vary)

## COLOR



African Beadwork | Prism, Ines Esnal | University of Alaska Wood Center, Perkins + Will

## DESIGN APPLICATION





Electric Crow - Flint Black Wings, Walden Triangle, Barbara Earl Thomas

Via6 Building, Flying Anvil Studio, Bart Turner

HISTORIC CENTRAL AREA ARTS AND CULTURE DISTRICT (HCAACD)



SOURCE: <http://www.seattle.gov/arts/arts-and-cultural-districts>

In December 2015 the City of Seattle created the Historic Central Area Arts and Cultural District, organized around three foundational pillars:

- Preserving an African American legacy in the Central Area;
- Sustaining and strengthening the physical identity and sense of place for Black cultural relevancy;
- Establishing a formalized forum for continued support of artistic creation, economic vibrancy, livability, affordability, desirability and artistic vitality.

Collaboration with the HCAACD will provide avenues for proposed development “to support, promote, and help maintain artists, arts organizations, and arts events in the Central Area.”



Three Women, Akio Takamori

Re-Stack, Annie Han + Daniel Mihalyo, Lead Pencil Studio

Ping Pong Plaza, Buster Simpson



International District Light Post Sculpture, Seattle Spiral

Flo Ware Park Gateway, Seattle

VULCAN'S ART PROGRAM

Vulcan has been providing public art in its private developments since 2003, with 20 commissioned works of art now on display.

The work is created by local and regional artists who are given as much latitude as possible and encouraged to do important pieces that contribute to their body of work. In addition, each piece is designed to connect in some way to its site and reflect the history of the neighborhood.

At 23rd and Jackson, opportunities for public art will be integrated in the landscape and urban design, and work will be commissioned specifically for the project.

# CHARACTER + IDENTITY | PATTERN AND TEXTURE

## PAVING PATTERNS



The Good Line, Australia, ASPECT Studios



The Peninsula at Burswood, Australia, HASSELL



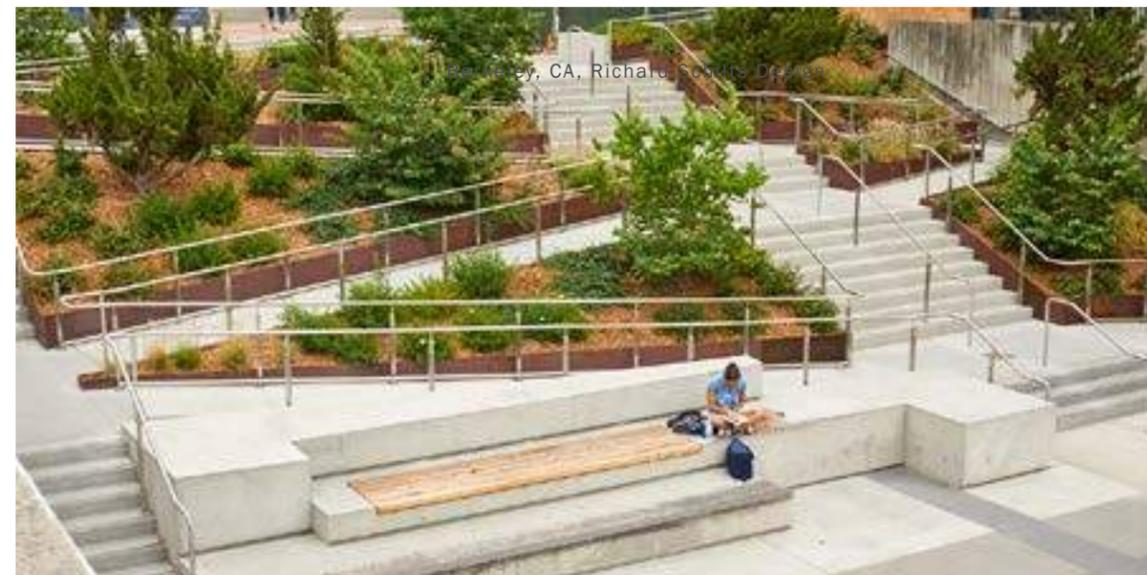
Funenpark, Amsterdam, LANDLAB



Boston Children's Museum, Michael Van Valkenburgh Associates



## RAMPS AND STAIRWAYS



Sproul Plaza, California, MRY



Berkeley, CA, Richard Schilts Design



Bilbao Jardin, Balmori Associates



## ILLUSTRATIVE VIEWS

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VIEW LOOKING NORTH



LOOKING EAST ALONG S. JACKSON STREET

ILLUSTRATIVE VIEWS | EAST FACADE

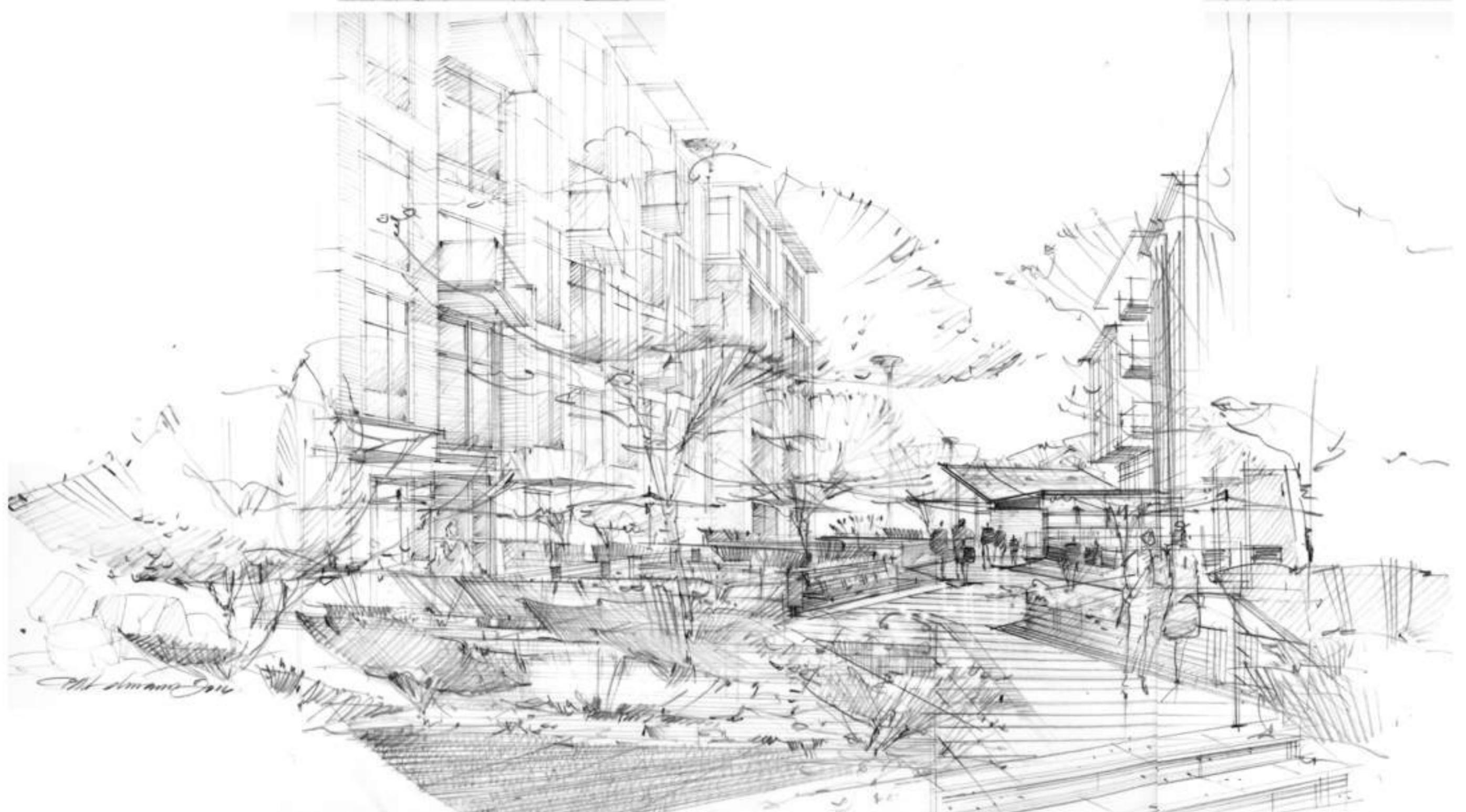


LOOKING SOUTHWEST ALONG S. JACKSON STREET



VIEW LOOKING NORTH

ILLUSTRATIVE VIEWS | THROUGH-BLOCK CONNECTION



THROUGH-BLOCK CONNECTION LOOKING NORTH



AERIAL VIEW LOOKING SOUTH



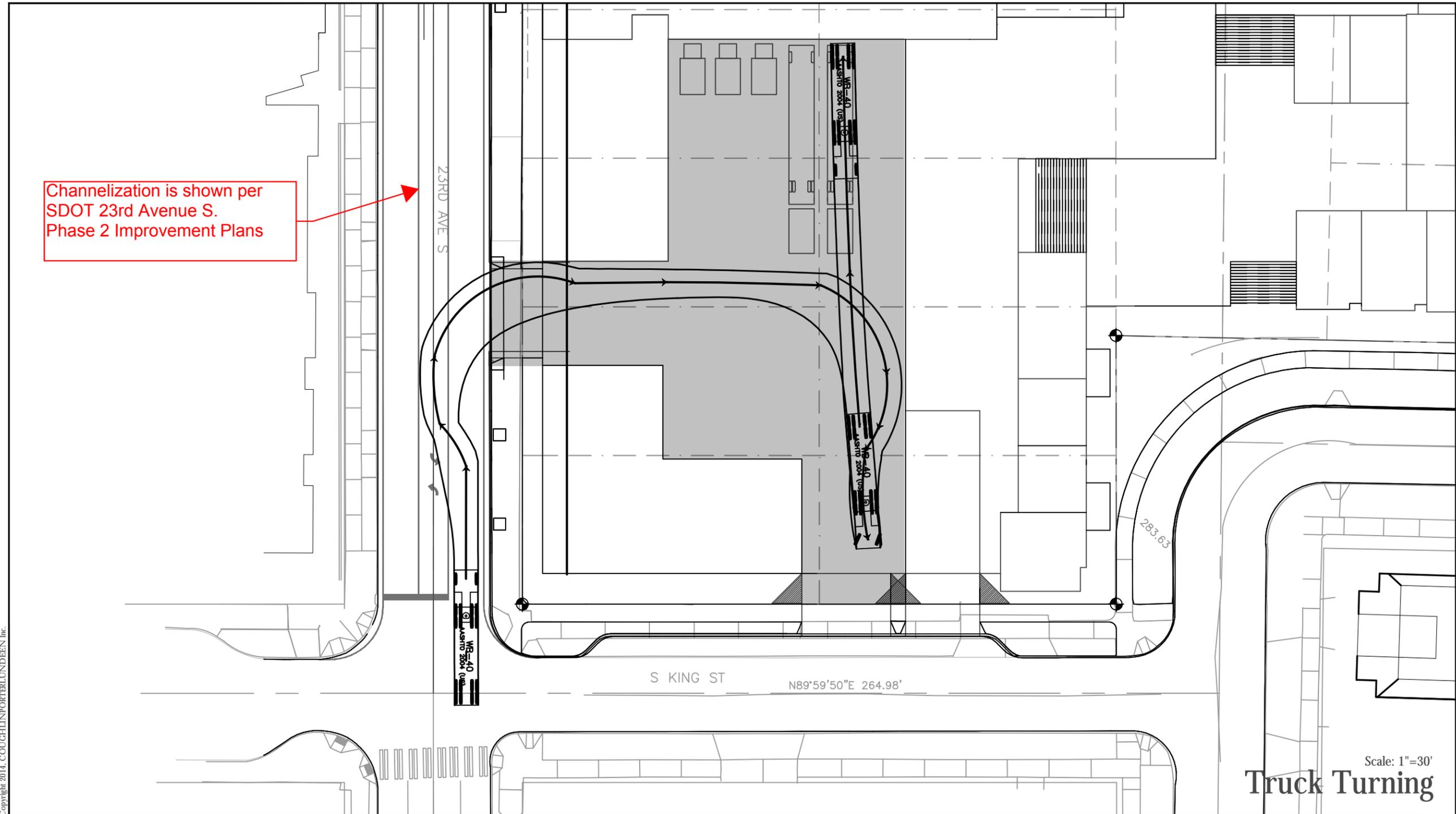
## APPENDIX

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EARLY DESIGN GUIDANCE MEETING PACKET DATED  
MAY 10TH, 2016 TO BE USED AS REFERENCE

<p><b>23<sup>rd</sup> Ave. S &amp; S Jackson St. (MUP #3022791, SIP #309853)</b> <b>Site Access Options</b></p>	<p><b>23<sup>rd</sup> Ave. S &amp; S Jackson St. (MUP #3022791)</b> <b>Site Access Options</b></p>	<p><b>23<sup>rd</sup> Ave. S &amp; S Jackson St. (MUP #3022791)</b> <b>Site Access Options</b></p>
<p>Following our meeting with SDOT and SDCI representatives on Thursday, June 30<sup>th</sup>, we were asked to clarify our rationale for the proposed vehicular access points on the mixed-use development at the SE corner of 23<sup>rd</sup> Ave. S &amp; S Jackson St. (MUP #3022791). Please see the summary and analysis below.</p> <p><b>Site Overview and Public Outreach</b></p> <p>The subject site, a single parcel, measures 158,619 SF (3.64 acres) and is bordered by S Jackson St. to the north, 23<sup>rd</sup> Ave. S to the west, S King St. and 24<sup>th</sup> Ave. S to the south, and the Greater Mt. Baker Baptist Church to the east. The frontage along S Jackson St. measures approximately 389', while the frontage along 23<sup>rd</sup> Ave. S measures approximately 449'. The site is zoned NC3P-65, with S Jackson St. designated as a Principal Pedestrian Street per SMC 23.47A.005.D.2. Pursuant to Sections 23.47A.032 (Parking location and access) and 23.54.030 (Parking space standards; specifically, 23.54.030.F.2.a.6 and 23.54.030.F.2.a.1., Table C), a compliant design would allow four (4) curb cuts along 23<sup>rd</sup> Ave. S.</p> <p>As highlighted during our discussion, the current design is based upon our review of the 23<sup>rd</sup> Avenue Action Plan, Urban Design Framework, and an extensive public outreach effort. Vulcan's public outreach effort commenced early in the site evaluation process in Q3/Q4 2015 and continues today. Events and meetings have included Community/Key Stakeholder Visioning Sessions, a Community Open House with approximately 110 attendees, multiple presentations to the Central Area Land Use Review Committee, interactive presentations to the Central Area Neighborhood Districts Council and Seattle Central Colleges, and over 40 one-on-one meetings with individuals or organizations with vested interests in the neighborhood. More recently, Vulcan also engaged with leaders from the Historic Central Area Arts &amp; Cultural District to discuss opportunities for the entities to collaborate on the development.</p> <p>From the meetings, there were a number of recurring themes which drove the current access configuration. These project program elements and issue are detailed below.</p> <ul style="list-style-type: none"> <li>• A strong desire to include a grocery store on the ground floor of the development.</li> <li>• A focus on providing small to mid-size retail suites with prominent street exposure, catered to existing and potential future minority-owned businesses.</li> <li>• A demand for a mid-block connection, on a north/south axis, to allow for improved pedestrian flow through the site.</li> <li>• The minimization of additional traffic flow on the neighborhood streets, including 25<sup>th</sup> Ave. S, 24<sup>th</sup> Ave. S, and S King St. (particularly east of 24<sup>th</sup> Ave. S, at the transition to the single-family neighborhood).</li> </ul> <p>The proposed mixed-use development includes approximately 560 multi-family residential units, 40,000 square feet of retail space, and 550 parking stalls on four (4) levels of concealed parking. The parking allocations include approximately 400 residential and 150 retail dedicated stalls. These allocations are driven by market demand from each of the respective user groups.</p> <p><b>Potential Access Alternatives</b></p> <p>In direct response to this feedback and the aforementioned research, please see a chronology of the design iterations and options, as it relates to vehicular entrances.</p> <p style="text-align: right;">- 1 - <span style="float: right;">July 12, 2016</span></p>	<p>I. <b>Code compliant</b> - with four (4) curb cuts along 23<sup>rd</sup> Ave. S, to include (1) Residential garage access, (2) Retail garage access, (3) Loading dock entrance, and (4) Loading dock exit.</p> <p>a. Advantages</p> <ol style="list-style-type: none"> <li>i. Code compliant</li> </ol> <p>b. Disadvantages</p> <ol style="list-style-type: none"> <li>i. Elimination of grocery store</li> <li>ii. Reduction of retail presence along 23<sup>rd</sup> Ave. S</li> <li>iii. Negative traffic impacts along primary arterial</li> </ol> <p>II. <b>Residential access and loading consolidated on S King Street</b> - with three (3) curb cuts, to include (1) a Residential garage access from S King Street east of 24<sup>th</sup> Avenue S, (2) a single Loading dock entrance/exit along S King St. west of 24<sup>th</sup> Ave S, and (3) Retail parking access at the NE property boundary, along S Jackson St.</p> <p>a. Advantages</p> <ol style="list-style-type: none"> <li>i. Elimination of one curb cut along 23<sup>rd</sup> Ave. S</li> <li>ii. Single truck loading dock driveway</li> </ol> <p>b. Disadvantages</p> <ol style="list-style-type: none"> <li>i. Internal circulation and on-site maneuvering space required for the single truck entrance/exit would force the residential garage entrance to be located east of 24<sup>th</sup> Ave S. The new residential garage entrance would eliminate the south entrance to the mid-block connection.</li> <li>ii. On-site truck maneuvering space would eliminate townhomes along 24<sup>th</sup> Ave. S</li> <li>iii. Relocation of residential entrance would significantly increase traffic in single-family neighborhood.</li> </ol> <p>III. <b>Current Proposal</b> - with four (4) curb cuts, to include (1) Retail parking access at the NE property boundary, along S Jackson St., (2) Residential parking access from S King St., immediately to the north of the Wood Technology Center, (3) Loading dock entrance on 23<sup>rd</sup> Ave. S, and (4) Loading dock exit on S King St.</p> <p>a. Advantages</p> <ol style="list-style-type: none"> <li>i. Specifically addresses traffic mitigation concerns by separating the residential and retail garage entries. <ol style="list-style-type: none"> <li>1. Consolidates two (2) existing, retail curb cuts along S Jackson St. to a single location at the NE corner of the property, providing for continuity of the pedestrian experience through the retail area and public plaza.</li> <li>2. The separate Retail garage entrance provides maximum convenience for retail patrons, with ideal proximity and visibility. The location of the retail entry is vital for the ongoing viability and vitality of the retailers. The success of the retailers is crucial for the activation of the pedestrian experience.</li> <li>3. Reduces retail trips on residential streets of 25<sup>th</sup> Ave S and S King St.</li> <li>4. Retains residential access on west segment of S King St, reducing trips on residential segment of that street.</li> </ol> </li> <li>ii. Truck maneuvering space is reduced by allowing large trucks to enter from 23<sup>rd</sup> Ave S and exit to S King St. This allows for each of the primary project elements to be included: <ol style="list-style-type: none"> <li>1. Grocery store</li> <li>2. Mid-block pedestrian connection <ol style="list-style-type: none"> <li>a. Respectful and responsive transition from the NC3P-65 to the NC2-40 and LR2 neighborhoods</li> </ol> </li> </ol> </li> </ol> <p style="text-align: right;">- 2 - <span style="float: right;">July 12, 2016</span></p>	<ol style="list-style-type: none"> <li>3. Mix of small, medium and large retail along S Jackson St. and 23<sup>rd</sup> Ave. S</li> <li>4. Allows for the incorporation of townhomes along 24<sup>th</sup> Ave. S.</li> </ol> <p>b. Disadvantages</p> <ol style="list-style-type: none"> <li>i. Retains one curb cut along 23<sup>rd</sup> Ave. S for the loading dock entrance (as noted previously, four would be allowed by code).</li> <li>ii. Retains one curb cut on S Jackson St., which is a Principal Pedestrian Street.</li> </ol> <p><b>Truck Maneuvering and Diagrams</b></p> <p>Pursuant to the current 60% design drawings, the SDOT's planned Phase 2 improvements along 23<sup>rd</sup> Ave. S, from S Jackson St. to Rainier Ave. S, will reduce the number of lanes to three (bi-directional plus center-turn lane). As highlighted above, retail delivery and residential moving trucks will be required to make a turn from 23<sup>rd</sup> Ave. S into the loading dock entrance on 23<sup>rd</sup> or onto S King St. This truck traffic movement cannot be eliminated.</p> <p>In response to SDOT's request for additional information, please see the attached exhibits:</p> <ol style="list-style-type: none"> <li>1. Truck turn diagrams <ol style="list-style-type: none"> <li>a. WB-40 turning right into proposed loading dock entrance along 23<sup>rd</sup> Ave. S</li> <li>b. WB-62 turning right into proposed loading dock entrance along 23<sup>rd</sup> Ave. S <ol style="list-style-type: none"> <li>i. Includes analysis of incremental curb cut width required for northbound truck</li> </ol> </li> <li>c. WB-40 turning right onto S King St. and turning left into single-loading dock entrance/exit</li> <li>d. WB-62 turning right onto S King St. and turning left into single-loading dock entrance/exit</li> </ol> </li> <li>2. Impact analysis for singular loading dock entrance/exit along S King St. <ol style="list-style-type: none"> <li>a. Highlights inability to provide adjacent residential entry. Relocation of residential entry to the east requires the elimination of the mid-block connection, elimination of the townhomes along 24<sup>th</sup> Ave. S, and significantly increases traffic (to approximately 400 subterranean parking stalls) in the LR2 zone.</li> </ol> </li> </ol> <p><b>Conclusion</b></p> <p>The proposed access scheme and design directly incorporates feedback from a host of constituents, to include neighborhood residents, business owners, community organizations, and prospective grocers. Today, the site includes two (2) curb cuts along S Jackson St., one (1) curb cut along 23<sup>rd</sup> Ave S, and one (1) curb cut along S King St. With the density of the proposed new development, the design team has worked diligently to minimize the traffic impacts, while responding to resident and retail tenant requirements and prominent neighborhood design themes/demands. We look forward to your review and support of our preferred access plan. We are excited to have the opportunity to deliver a responsive project which respects and enhances the neighborhood experience.</p> <p style="text-align: right;">- 3 - <span style="float: right;">July 12, 2016</span></p>





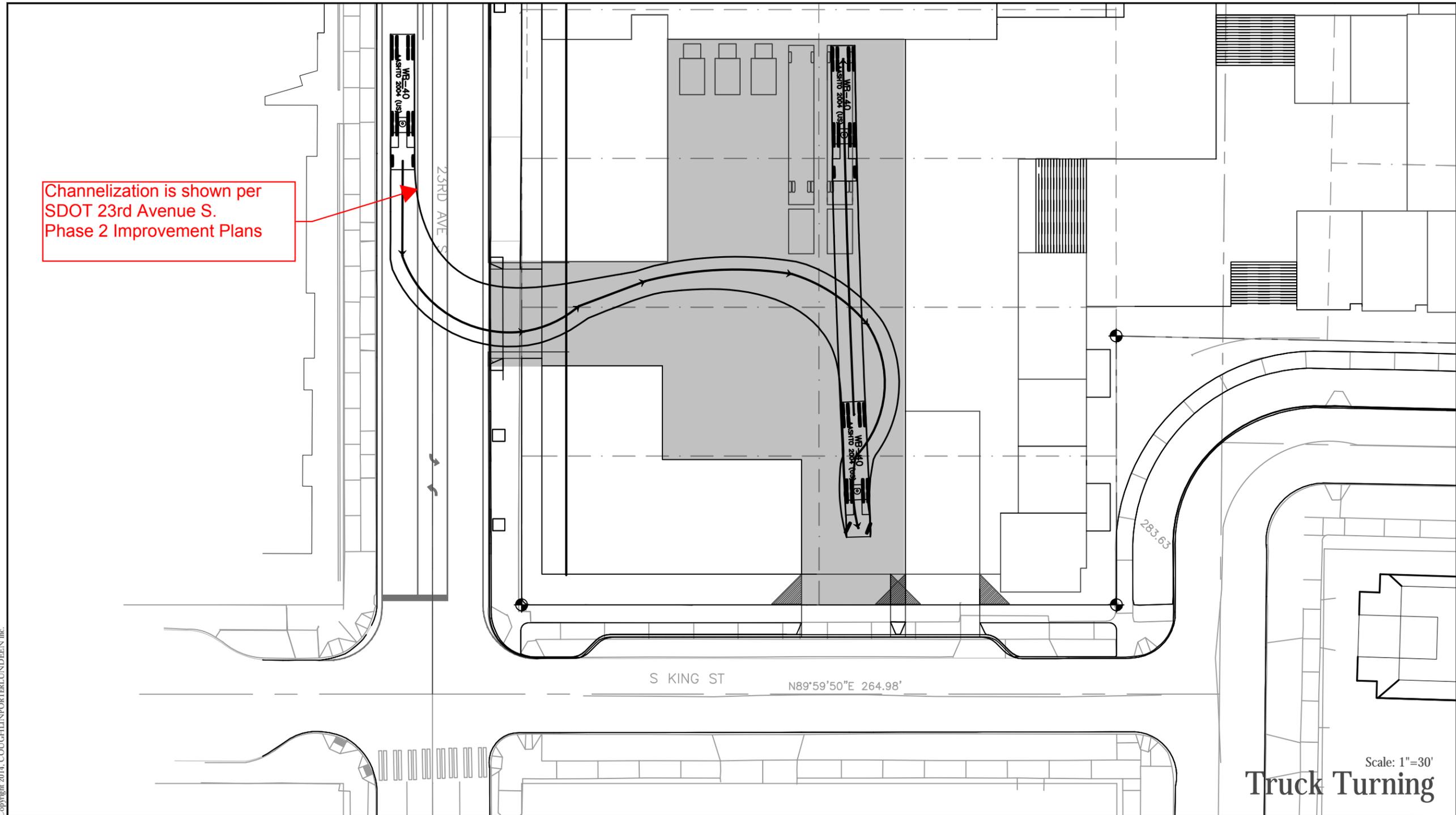
Copyright 2014, COUGHLIN PORTER LUNDEEN Inc.

**WB-40 2-DRIVEWAY  
NORTHBOUND TRUCK ENTRY FROM  
23RD AVENUE S**

Project: Vulcan Promenade 23      Designed By: AJF      Date: 07/13/2016

Project No: C151033-09      Client: Runberg      Checked By: JNP      Sheet:

.....www.eplinc.comr.....



**WB-40 2-DRIVEWAY  
SOUTHBOUND TRUCK ENTRY  
FROM 23RD AVENUE S**

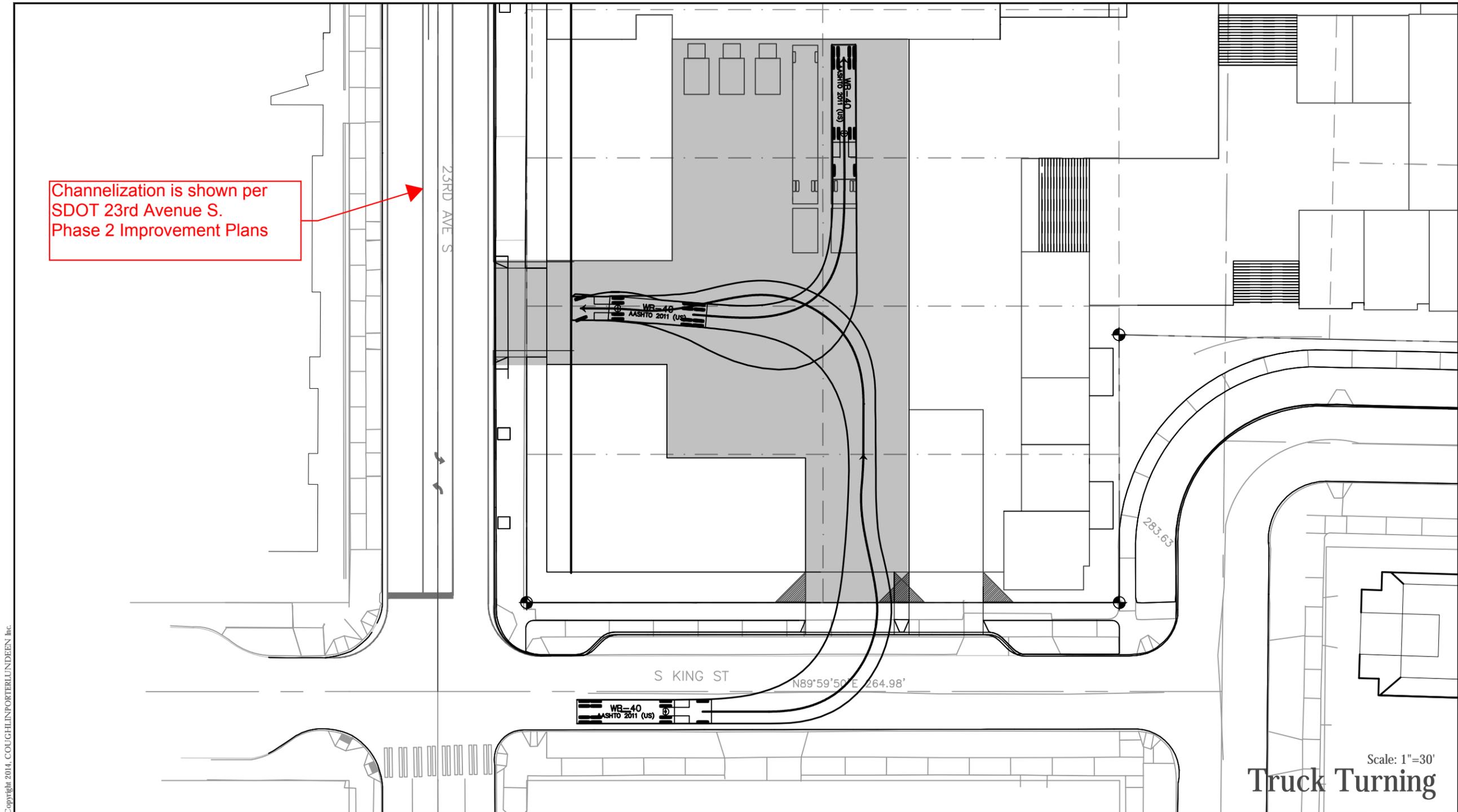
Project: Vulcan Promenade 23      Designed By: AJF      Date: 07/13/2016

Project No: C151033-09      Client: Runberg      Checked By: JNP      Sheet:

www.cplinc.com

Scale: 1"=30'  
**Truck Turning**

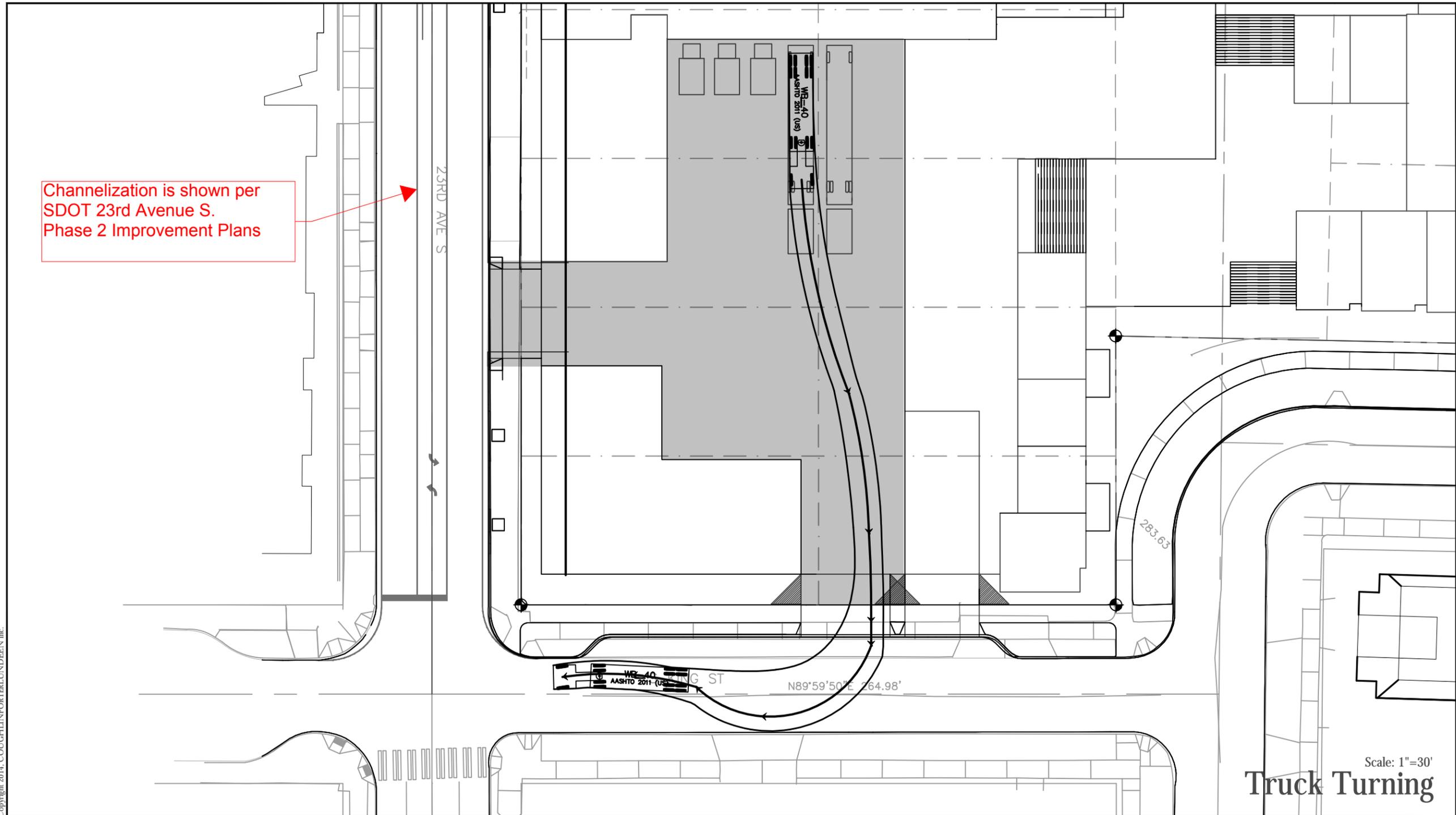
Copyright 2014, COUGHLIN PORTER LUNDEEN, Inc.



**WB-40 1-DRIVEWAY  
TRUCK ENTRY FROM S. KING ST**

Project: Vulcan Promenade 23      Designed By: AJF      Date: 07/13/2016

Project No: C151033-09      Client: Runberg      Checked By: JNP      Sheet:



**WB-40 1 OR 2-DRIVEWAY  
TRUCK EXIT TO S. KING ST**

Project: Vulcan Promenade 23

Designed By: AJF

Date: 07/13/2016

Project No: C151033-09

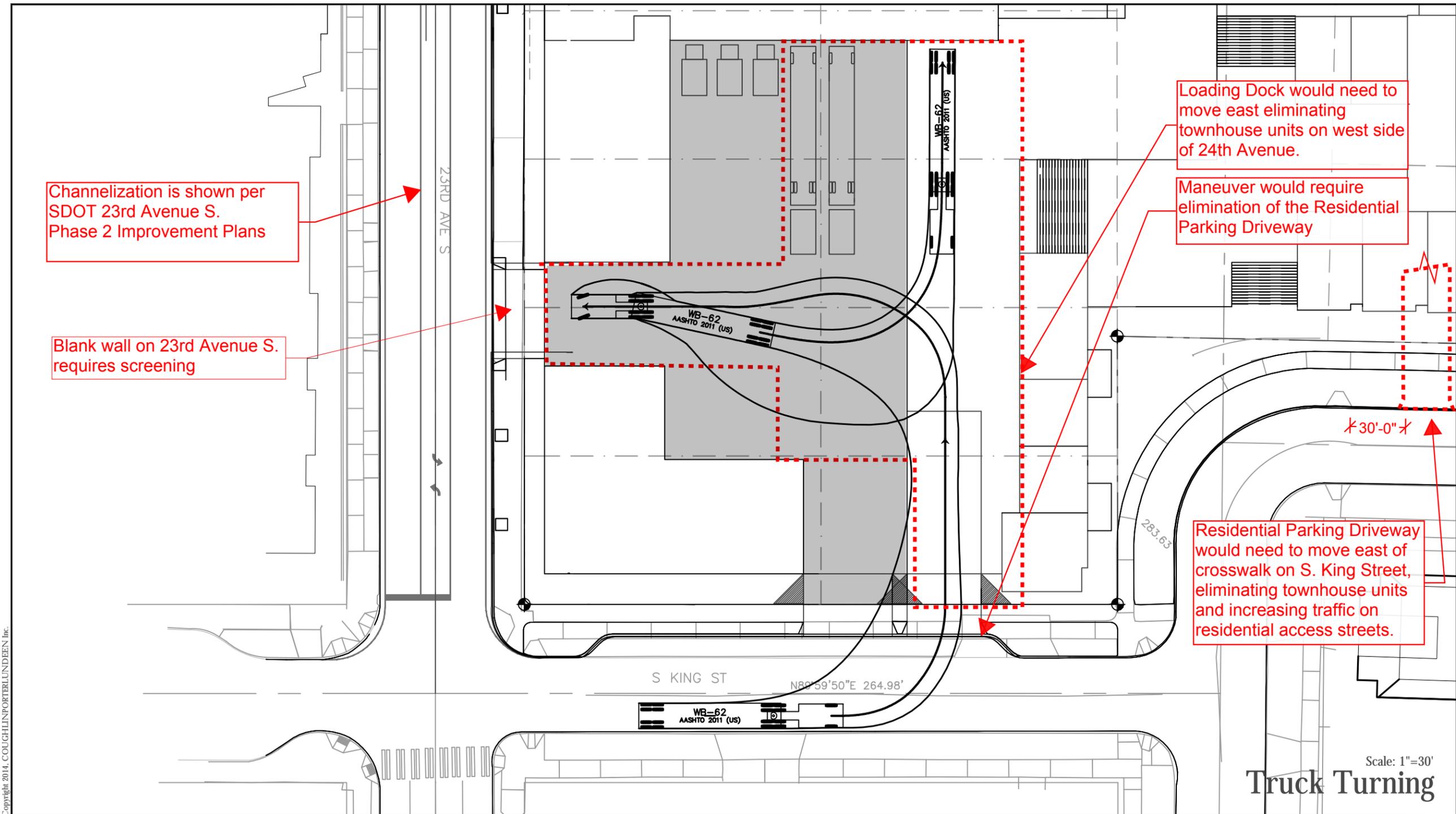
Client: Runberg

Checked By: JNP

Sheet:

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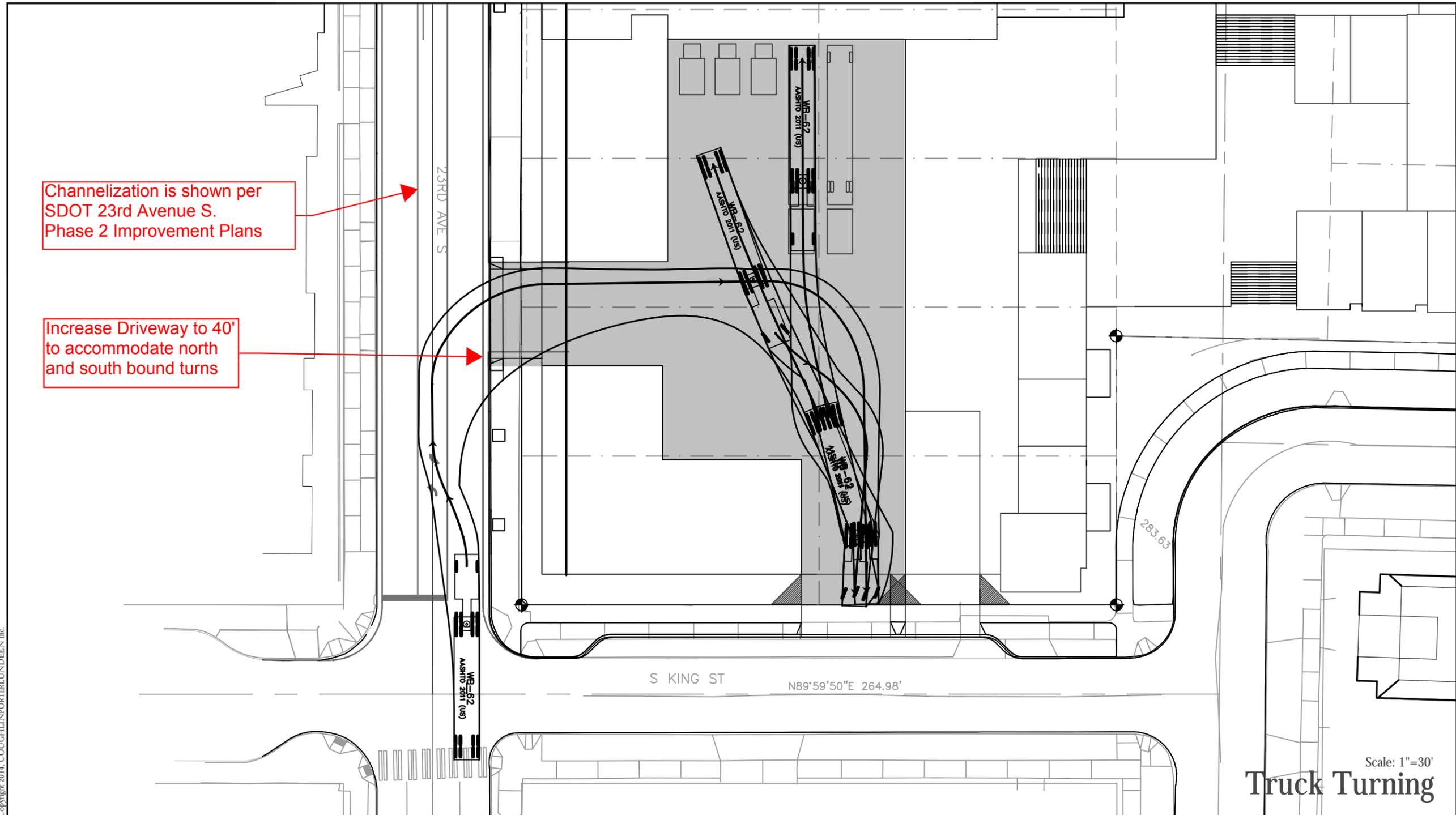


**WB-62 1-DRIVEWAY  
TRUCK ENTRY AND EXIT ON  
S. KING ST**

Project: Vulcan Promenade 23      Designed By: AJF      Date: 07/13/2016

Project No: C151033-09      Client: Runberg      Checked By: JNP      Sheet:

www.eplinc.com



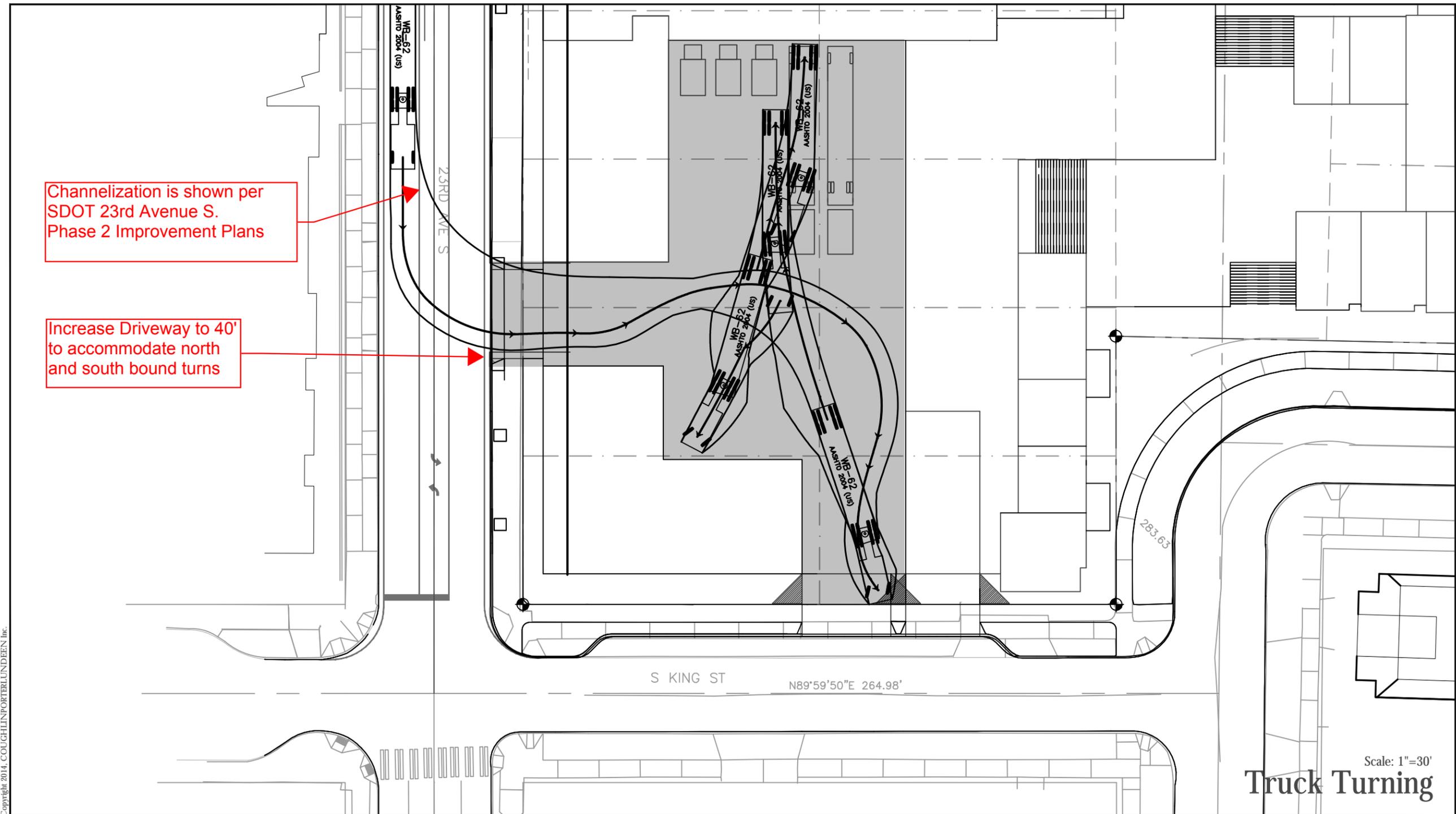
**WB-62 2-DRIVEWAY  
NORTHBOUND TRUCK ENTRY  
FROM 23RD AVENUE S**

Project: Vulcan Promenade 23      Designed By: AJF      Date: 07/13/2016

Project No: C151033-09      Client: Runberg      Checked By: JNP      Sheet:

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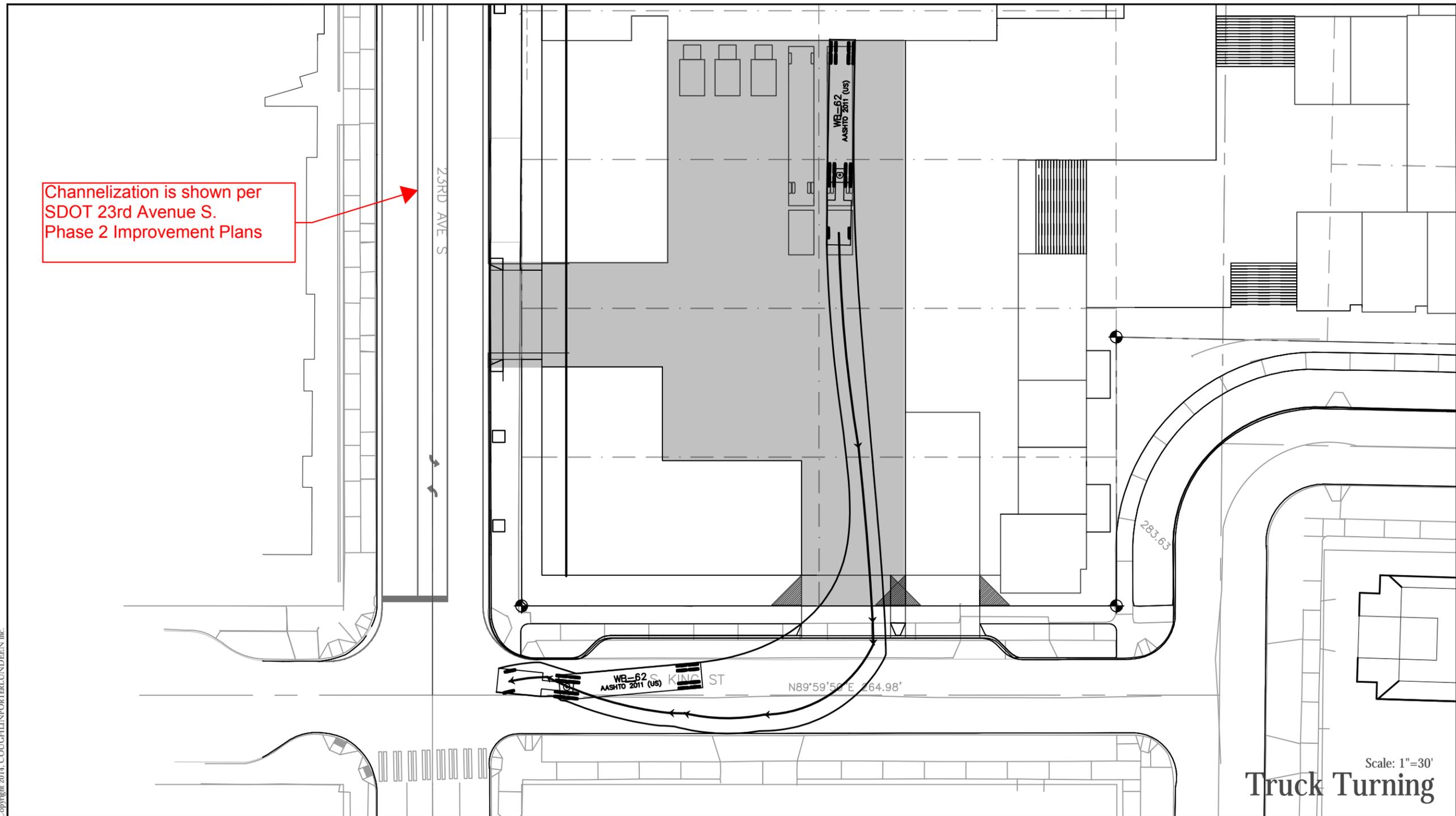


**WB-62 2-DRIVEWAY  
SOUTHBOUND TRUCK ENTRY  
FROM 23RD AVENUE S**

Project: Vulcan Promenade 23      Designed By: AJF      Date: 07/13/2016

Project No: C151033-09      Client: Runberg      Checked By: JNP      Sheet:

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Channelization is shown per SDOT 23rd Avenue S. Phase 2 Improvement Plans

**WB-62 2-DRIVEWAY  
TRUCK EXIT TO S. KING ST**

Scale: 1"=30'  
**Truck Turning**

Project: Vulcan Promenade 23

Designed By: AJF

Date: 07/13/2016

Project No: C151033-09

Client: Runberg

Checked By: JNP

Sheet:

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# APPENDIX | PHOTO CREDITS

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1	Site Aerial	23rd & Jackson	Google Earth	n/a	Google Earth	Google Earth
5	Community Workshop Participants	Central District, Seattle, WA	Runberg/Vulcan Staff	n/a	Runberg Architecture Group	n/a
25	The Goods Line	Ultimo, NSW	Florian Groehn	ASPECT Studios	Copyright All Rights Reserved	<a href="http://www.chrofi.com/project/the-goods-line">http://www.chrofi.com/project/the-goods-line</a>
25	The Peninsula	Perth, Western Australia	Adrian Lambe	Hassell Studios and Stuart Green	Copyright All Rights Reserved	<a href="http://www.landezine.com/index.php/2013/02/the-peninsula-at-burswood-by-hassell/">http://www.landezine.com/index.php/2013/02/the-peninsula-at-burswood-by-hassell/</a>
25	BELFIELD TOWNHOMES	Philadelphia, PA	Unknown	BLOX	Undisclosed	<a href="http://www.onionflats.com/projects/all/belfield-townhomes.php">http://www.onionflats.com/projects/all/belfield-townhomes.php</a>
25	Pocket Park	San Diego, CA	HP Investors	RAD LAB	Undisclosed	<a href="http://www.radlab.com/work-avenue/#/cities/">http://www.radlab.com/work-avenue/#/cities/</a>
25	Content Varies	Location Varies	Hewitt Staff & Professional Photos	Hewitt	Hewitt Architects	n/a
59	Onyx Building	Quito, Ecuador	Sebastian Crespo	Diez + Muller Architects	Copyright All Rights Reserved	<a href="http://www.archdaily.com/377897/onyx-building-diez-muller-arquitectos">http://www.archdaily.com/377897/onyx-building-diez-muller-arquitectos</a>
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60	Beaver Barracks	Ottawa, Canada		Barry J. Hovin & Associates		
60	Govan Building	Strathclyde, Scotland	Keith Hunter	Austin-Smith Lord LLP	Copyright All Rights Reserved	<a href="http://www.e-architect.co.uk/awards/best-building-in-scotland-award">http://www.e-architect.co.uk/awards/best-building-in-scotland-award</a>
60	Parkside on Pearl	Columbus, Ohio		Jonathan Barnes Architecture and Design		<a href="http://www.columbusunderground.com/wood-companies-proposes-seven-story-apartment-building-at-italian-village-park-bw1">http://www.columbusunderground.com/wood-companies-proposes-seven-story-apartment-building-at-italian-village-park-bw1</a>
61	Basket Apartments	Paris, France		OFIS Architects		
61	Stacking House	Taipei, Taiwan		Hsuyuan Kuo Architect & Associates		
61	Selcuk Ecza Headquarters			Tabanlıoğlu Architects		
61	Chelsea Townhouses	London		Morpheus		
65	National Museum of African American History	Washington DC	Alan Karchmer/NMAAHC	David Adjaye, Philip Freelon	NMAAHC	<a href="https://nmaahc.si.edu/explore/building">https://nmaahc.si.edu/explore/building</a>
65	Yoruban Caryatid	n/a	Unknown	n/a	Undisclosed	<a href="http://stuckinstudio.blogspot.com/2012/03/freelon-group-philip-freelon.html">http://stuckinstudio.blogspot.com/2012/03/freelon-group-philip-freelon.html</a>
65	HARVEY B. GANTT CENTER FOR AFRICAN-AMERICAN HISTORY	Charlotte, NC	Alan Karchmer	The Freelon Group	The Freelon Group	<a href="http://www.freelon.com/portfolio/print/273">http://www.freelon.com/portfolio/print/273</a>
65	Amphitheater at Habitat Research & Development	Katutura, Namibia	Maryke Maree, Nina Maritz	Nina Maritz	Maryke Maree	<a href="http://www.afritecture.org/profiles/nina-maritz-understanding-responding-context">http://www.afritecture.org/profiles/nina-maritz-understanding-responding-context</a>
65	Tyhume Theatre	Tyhume Valley, South Africa	Unknown	Ryder architecture	Urban Realm Ltd.	<a href="http://www.urbanrealm.com/news/1031/Ryder_architecture_supports_regeneration_of_South_African_village_through_community_theatre.html">http://www.urbanrealm.com/news/1031/Ryder_architecture_supports_regeneration_of_South_African_village_through_community_theatre.html</a>
65	ICD/ITKE Research Pavilion	Stuttgart, Germany	ICD/ITKE University	ICD/ITKE	Courtesy of ICD/ITKE University	<a href="http://www.arch2o.com/icditke-research-pavilion-2014-2015-university-of-stuttgart/">http://www.arch2o.com/icditke-research-pavilion-2014-2015-university-of-stuttgart/</a>
65	Tripoli Congress Center	Tripoli, Libya	Cemal Emden	Tabanlıoğlu Architects	Copyright All Rights Reserved	<a href="http://www.archdaily.com/538290/tripoli-congress-center-tabanlıoğlu-architects">http://www.archdaily.com/538290/tripoli-congress-center-tabanlıoğlu-architects</a>
65	School Library Gando	Gando, Burkina Faso	Courtesy of Kere Architecture	Kere Architecture	Copyright All Rights Reserved	<a href="http://www.archdaily.com/262012/in-progress-school-library-gando-kere-architecture">http://www.archdaily.com/262012/in-progress-school-library-gando-kere-architecture</a>
65	La Tallera	Morelos, Mexico	Rafael Gamio	Frida Escobedo	Copyright All Rights Reserved	<a href="http://www.archdaily.com/320147/la-tallera-frida-escobedo">http://www.archdaily.com/320147/la-tallera-frida-escobedo</a>
67	Project Kagiso	Limpopo province of South Africa	Ben Tynegate	Ben Tynegate	Ben Tynegate	<a href="http://www.ben-tynegate.com/project-kagiso/">http://www.ben-tynegate.com/project-kagiso/</a>
67	Primary School in Gando Extension	Burkina Faso	Erik-Jan Ouwerkerk	Kéré Architecture	Erik-Jan Ouwerkerk	<a href="http://www.archdaily.com/country/burkina-faso">http://www.archdaily.com/country/burkina-faso</a>
67	Surgical Clinic and Health Center	Burkina Faso		Kéré Architecture		<a href="http://www.kere-architecture.com/projects/clinic-leo/">http://www.kere-architecture.com/projects/clinic-leo/</a>
67-68	House 77	Póvoa de Varzim, Portugal	Fernando Guerra.	dIONISO LAB	Reserved	<a href="http://www.dezeen.com/2011/03/01/house-77-by-dioniso-lab/">http://www.dezeen.com/2011/03/01/house-77-by-dioniso-lab/</a>
68	University of Alaska Wood Center	Fairbanks, Alaska		Perkins+Will		<a href="http://perkinswill.com/work/university-alaska-wood-center">http://perkinswill.com/work/university-alaska-wood-center</a>

