



14 WEST ROY STREET

PROPOSED NEW MIXED-USE CONSTRUCTION PROJECT:

14 West Roy Street, Seattle, WA

PROJECT OVERVIEW:

The proposal for 14 W. Roy Street is to create a multi-family residential and commercial development that looks forward to the activity and density proposed in the Uptown Framework Plan (UDF) as the future for this essential part of Seattle’s urban fabric.

The proposed project envisions active small-scale retail along W. Roy Street and 1st Avenue W. with a street-front of small live/work apartments and a garden terrace on W. Queen Anne Driveway. The upper floors will contain commercial offices on the second story and residential apartments on the floors above. Parking is underground.

The project massing will embrace the unique form and character of the site. The design addresses the transition between the residential and the commercial and cultural neighborhoods of Uptown, the prominence of the southeast corner, and the curving form of W. Queen Anne Driveway.

In advance of the Uptown district-wide rezone being put forward by the city, a site-specific rezone from NC3P-40' to NC3P-85' is proposed.

APPROXIMATE BUILDING PROGRAM:

Residential Apartment Units	92,664 SF	116 Units
Live/Work Spaces	6,514 SF	10 Spaces
Office Lease Space	8,828 SF	
Commercial/Retail Lease Space	11,557 SF	
Parking Spaces	129 Stalls	
Proposed Structure Height	85' Height	
Proposed Stories	8 Stories	

CONTENTS:

01	Project Proposal, Overview & Contents
02	Site Context & Analysis
03	Site Context & Design Cues
04	9 Block Area
05	Design Development: Zoning, Height, Bulk & Scale
06	EDG 1: April 06, 2016
07	EDG 2: Option 4
08	Board Guidance/Response: Height, Bulk & Scale
09	Board Guidance/Response: Height, Bulk & Scale
10	Board Guidance/Response: Height, Bulk & Scale - Solar Study at W. Queen Anne Driveway
11	Streetscape/Landscaping: W. Queen Anne Driveway
12	Streetscape/Landscaping: 1st Ave W & W. Roy Street
13	Board Guidance/Response: Southeast Corner
14	Board Guidance/Response: 5th Facade/Roofscape
15	3-8 Floor Plans
17	Materials
18	Landscaping Context
19	Landscaping at Street Level and 2nd Floor
20	Landscaping Street Level Detail
21	Landscaping at Roof
22	Shadow Studies: Option 4
23	Shadow Studies: Option 3
24	Departures Matrix
25	Street Width Exception
26	Appendix - Window Study
27	Firm Profile

NEIGHBORHOOD CONTEXT:

The project site is located at the base of Queen Anne Hill and is clearly associated topographically and functionally with the Uptown neighborhood.

The streets immediately adjacent to the site are all low to very low traffic volume: W. Roy St. continues only a few blocks to the west before dead-ending at Kinnear Park, 1st Avenue W. ends in a dead end at the project site's block and W. Queen Anne Driveway is a one-way street that starts at W. Roy Street and connects north to Olympic Way. The W. Roy St. and Queen Anne Ave N. intersection is complicated and offset, forming a distinct change in traffic volume and direction.

Transit access is very good on nearby streets, but only one Metro Route runs past the site.

Two small parks are located near the site, the Counterbalance Urban Oasis and Kinnear Place Park. There are no protected views from either of these parks.

The buildings directly to the north, due to the topography and to their individual bulk and height, form a backdrop that is of a significant height, bulk, and scale.

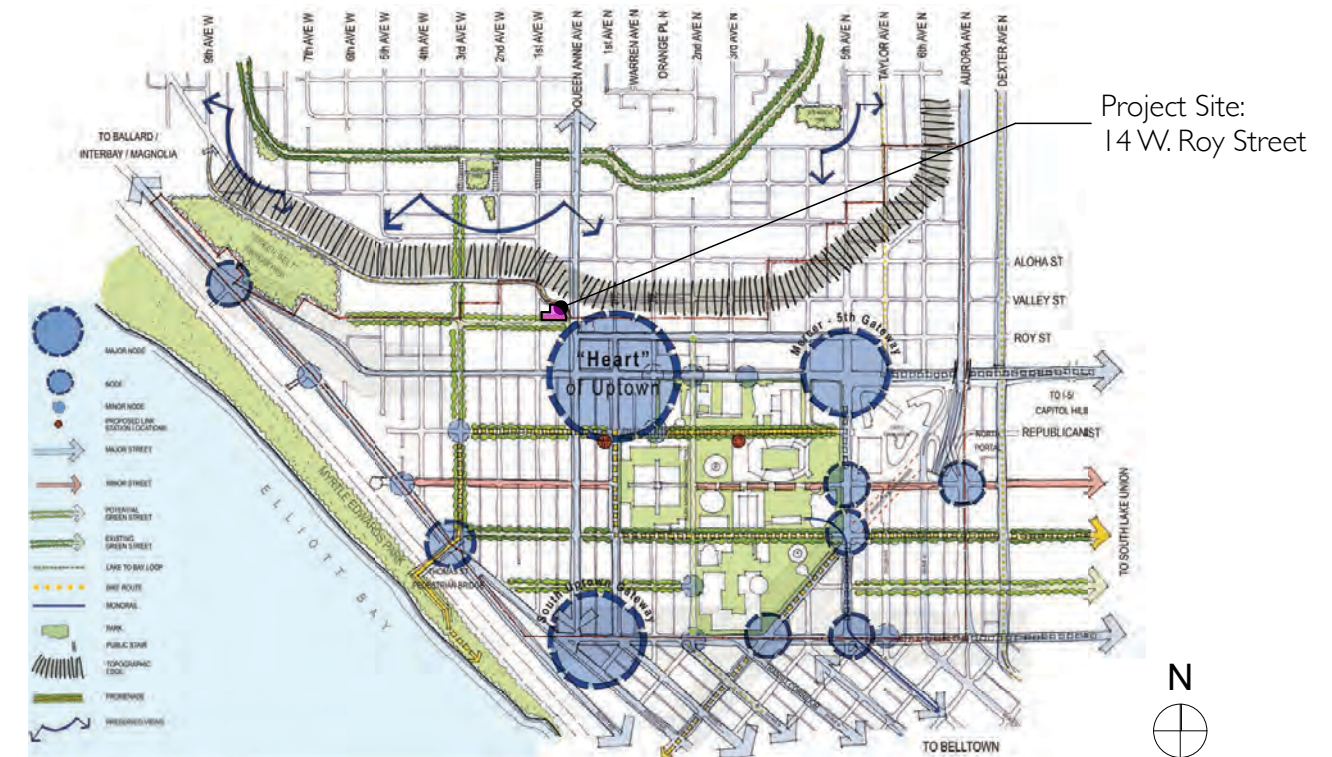


Image from Uptown UDF draft October 6, 2015

THE IMMEDIATE CONTEXT:

W. Roy Street: The site along W. Roy St. forms the northwest corner of the Uptown commercial district with small retail businesses, a clothing wholesaler and parking lot. On the south side of the street is a parking lot for small convenience store strip and a mid-century masonry apartment residence.

W. Roy Street is not designated as a Principal Pedestrian street, but is certainly a contributor to the pedestrian character of the Uptown, linking Uptown Park to the retail core.



W. Queen Anne Driveway: W. Queen Anne Driveway is a unique urban street in the core of Seattle, clearly from a different era of urban development. This narrow, winding one-way street leads from W. Roy Street up to Olympic Way W. past the small, grassy, tree covered, and shady Kinnear Place Park and the landscaped grounds of the Bayview Retirement Community to the north. A narrow sidewalk leads past parking and warehouse access on the subject site.



1st Avenue W.: The extension of 1st Ave. W. is an extremely quiet, narrow, cobbled street ending in a public staircase to the north. There are low-rise, multi-family buildings and a performing arts center on the west side of the street. On the east side, in the northwest corner of the subject site is a residence (slated by the owner to be demolished) nestled in a copse of trees. The cobblestone paving is a historic feature that is required to be protected and repaired in kind as necessary.



NEIGHBORHOOD CONTEXT



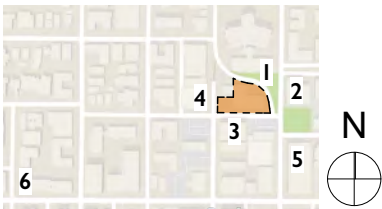
1. KINNEAR PLACE PARK & BAYVIEW RETIREMENT



3. DEL ROY APARTMENTS - 25 W ROY



5. MAR QUEEN HOTEL - 600 QUEEN ANNE AVE. N



2. WILLIS CONDOS - 720 QUEEN ANNE AV. N



4. ON THE BOARDS THEATRE - 100 W ROY



6. LOLA APARTMENTS - 326 W MERCER ST

DESIGN PRECEDENTS



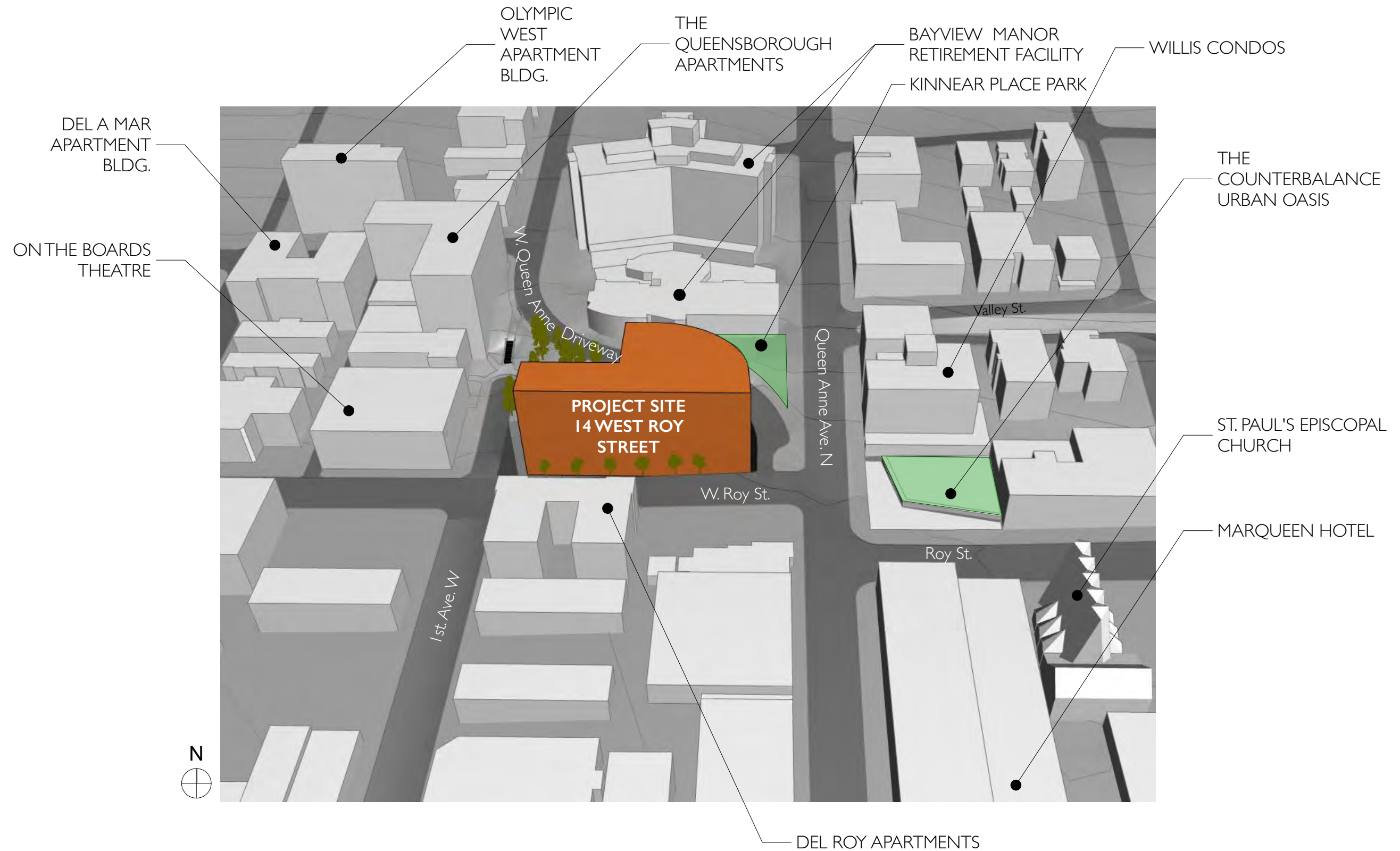
MASONRY AND METAL WITH BAY WINDOW

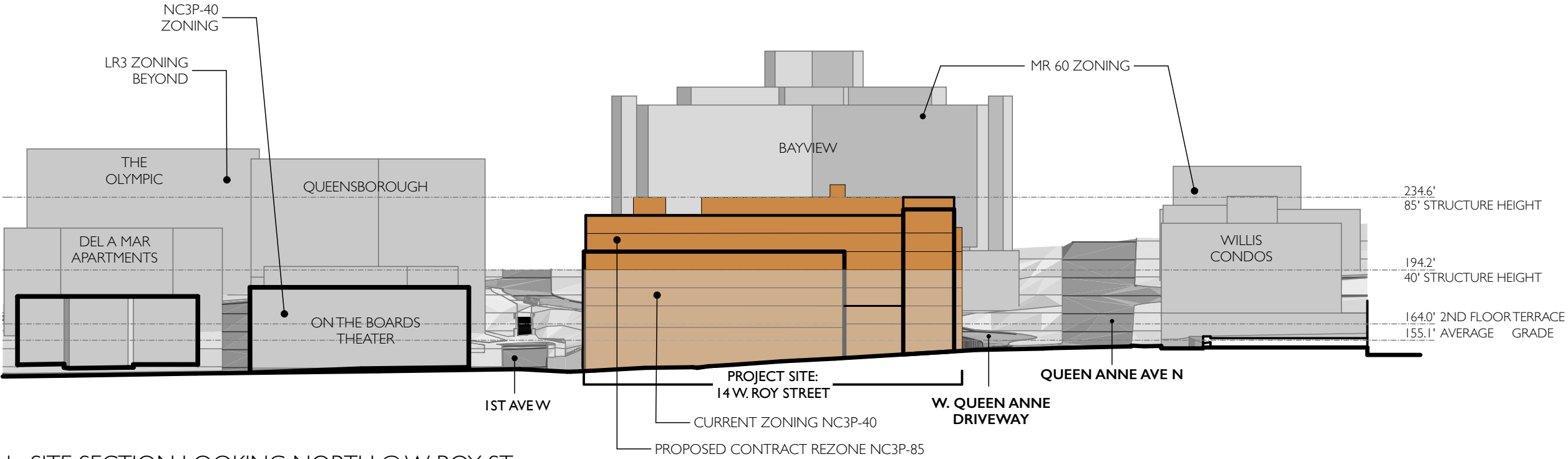


LIVE/WORK ENTRANCE PRECEDENT

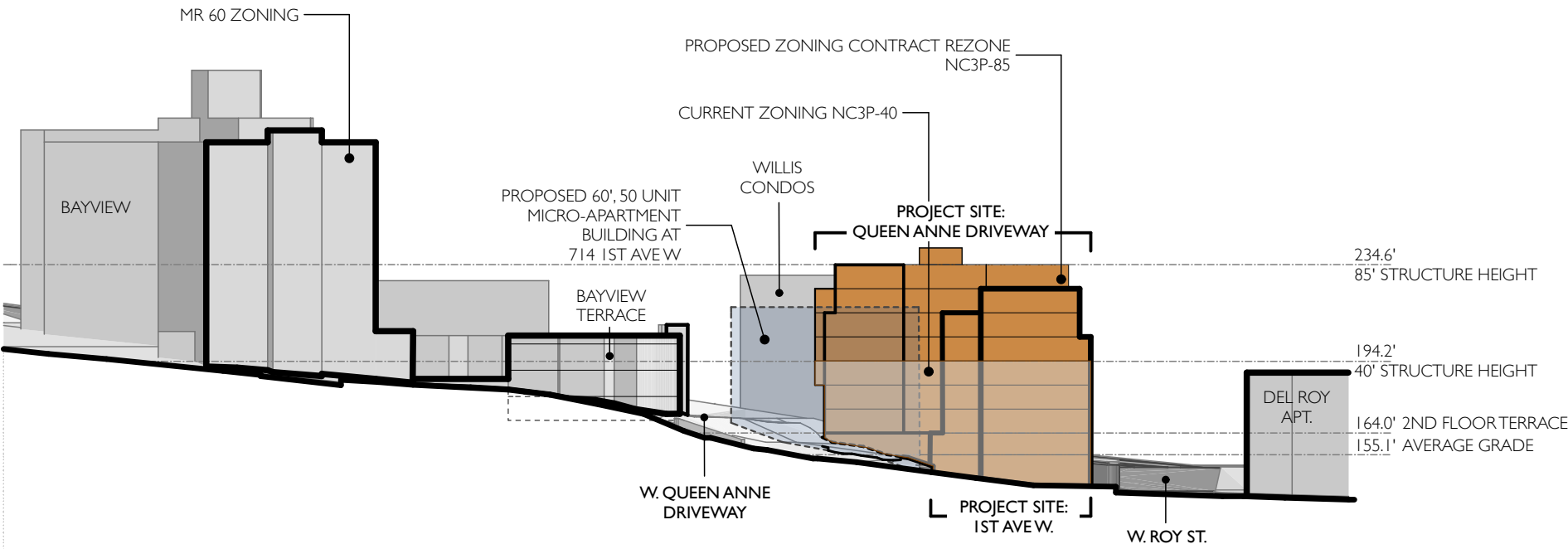


CLASSIC AND CONTEMPORARY ELEMENTS



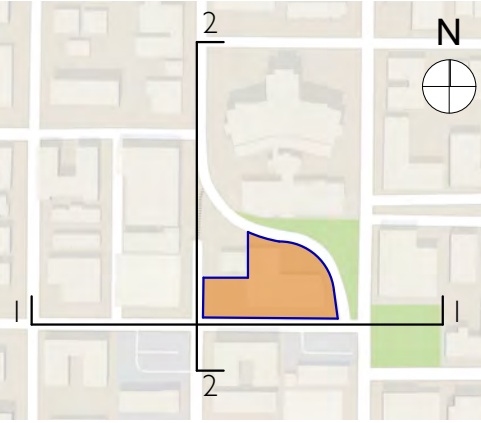


1. SITE SECTION LOOKING NORTH @ W. ROY ST.



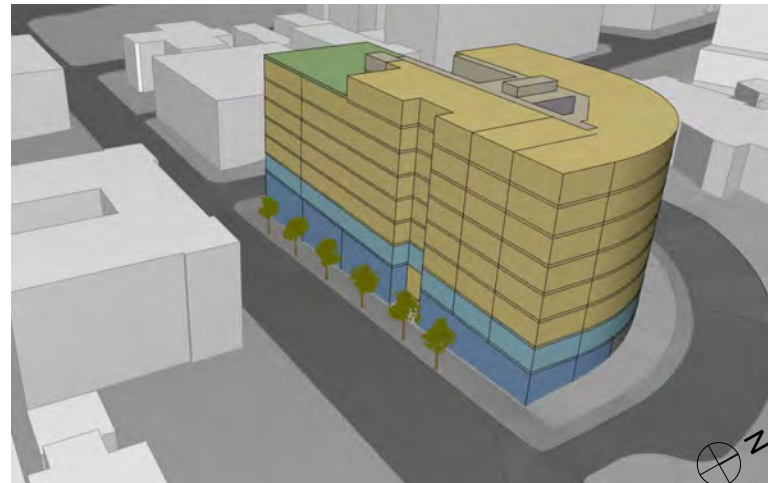
2. SITE SECTION LOOKING EAST @ 1ST AVE. W.

To implement the Uptown Urban Design Framework, the city issued the Uptown Rezone Draft Environmental Statement on July 18, 2016. Upzones to 85' and 160' are studied for the area east of 2nd Ave W along the Roy and Mercer corridors, including the project site.



SITE SECTION KEY

MASSING OPTIONS 1, 2 & 3 - as presented to the Board at the first EDG Design Review Meeting.



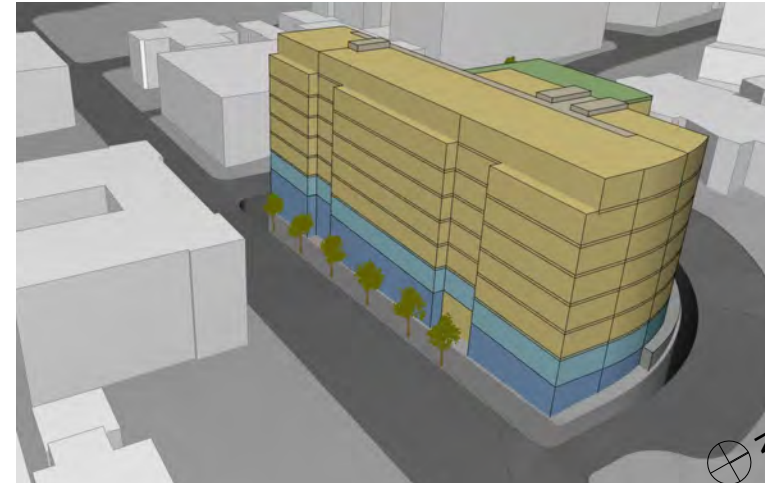
Option 1

CODE COMPLIANT

DESCRIPTION:

Option 1 proposed a mixed-use structure with ground floor retail uses on the W. Roy Street frontage, ground floor live/work spaces along Queen Anne Driveway, one floor of commercial office space and six floors of for-lease residential apartments. Underground parking is accessed from 1st Avenue W.

The building's massing follows the irregular shape of the site, with a property line facade along W. Roy and a curved wall following the curved Queen Anne Dr. to allow for the SDOT required width of 66' for a Class 2 arterial. There are 5' setbacks from the south property line of the residential property on the northwest corner of the block.

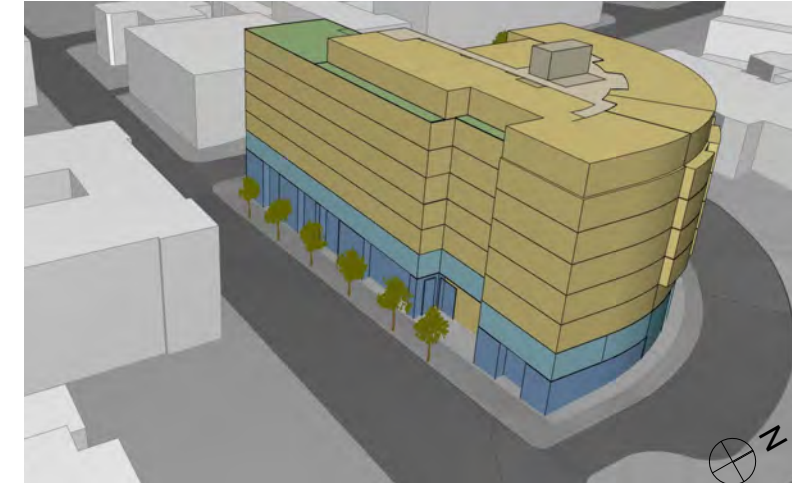


Option 2

DESCRIPTION:

Option 2 proposed a "T"-shaped mixed-use structure with ground floor retail uses on the W. Roy Street frontage, ground floor live/work spaces off courtyards on the northwest and northeast, one floor of commercial office space and six floors of for-lease residential apartments. Underground parking is accessed from 1st Avenue W.

The "T"-shaped massing allowed for private landscaped courtyards off Queen Anne Dr. The north facade was set back a minimum of 4' from Queen Anne Dr. to allow for the installation of street tree pits. There are 5' setbacks from the south property line of the residential property on the northwest corner of the block.



Option 3

PREFERRED CONCEPT

DESCRIPTION:

Option 3 proposed a mixed-use structure that conforms to the shape of the site. Similarly to the other massing options, the building provides ground floor retail uses on the W. Roy Street frontage, ground floor live/work spaces off courtyards on the Northwest and northeast, one floor of commercial office space and six floors of for-lease residential apartments. Underground parking is accessed from 1st Avenue W.

The street façade along Queen Anne Dr. is set back a minimum of 4' to allow for the installation of street tree pits. The live/work spaces are provided individual street entrances. There are landscaped setbacks (approx. 20' wide) from the south and east property line of the adjacent residential property on the northwest corner of the block. The landscaped terrace at the northwest corner provides an at-grade entrance to the 2nd Floor commercial spaces.

GUIDANCE:

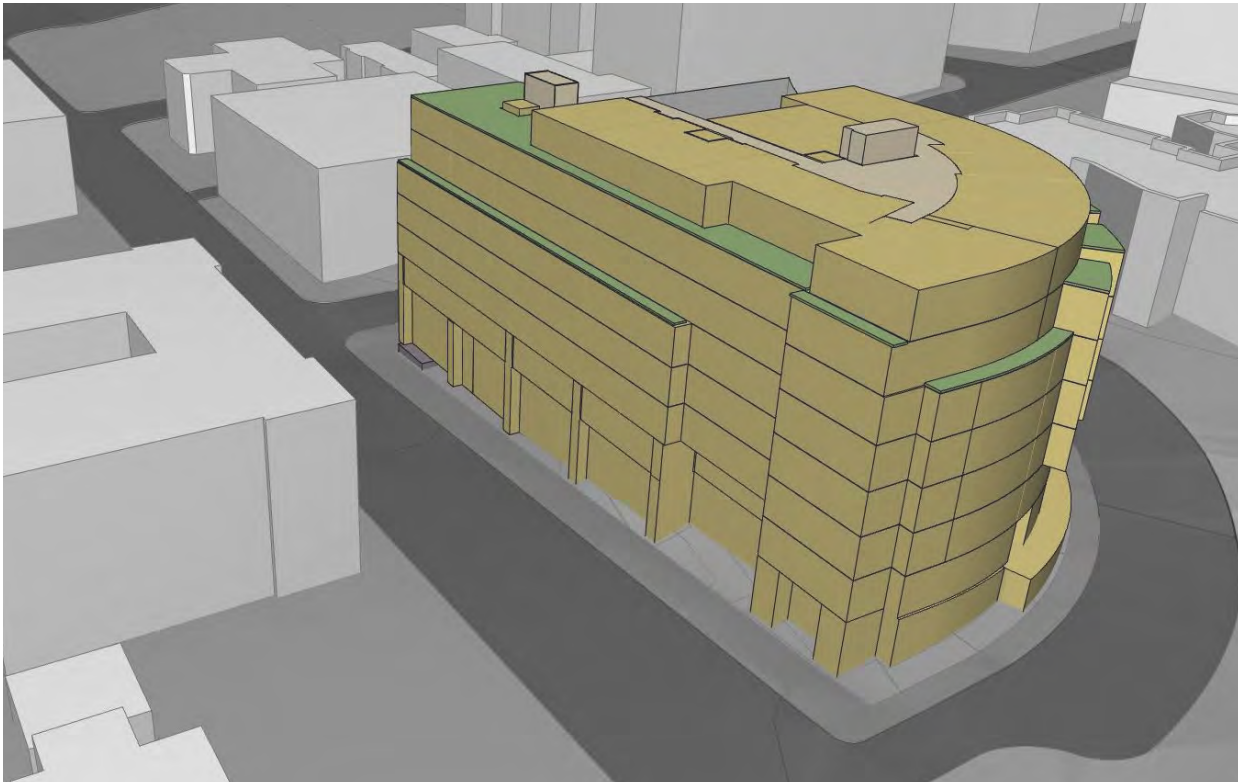
The Board concluded Option 3 was the most successful in providing articulation along the frontages, but directed the applicant to return with modifications to Option 3 based on guidance provided. Option 4 has been developed in response to Board guidance.

BOARD GUIDANCE: SUMMARY OF RESPONSE

In response to the Board's guidance, Option 4 addresses comments about the height, bulk and scale of Option 3 by the careful redistribution of the massing from the north to the south facades and by providing setbacks to allow for more graceful scale transitions to the neighboring properties.

The following pages outline the Board's specific guidance on several issues and the proposed detailed responses with supporting information:

RESPONSE:	PAGE:
•Height, Bulk & Scale (including Solar Study)	08-10
•Streetscape/Landscaping	11-12
•Southeast Corner	13
•5th Facade/Roof	14
•Materials	16
•Window Study	26



OPTION 4 DESCRIPTION:

Option 4 proposes a mixed-use residential and commercial structure that conforms to the curved shape of the site and its significant topography. Similarly to Option 3, the building provides ground floor retail uses on the W. Roy Street frontage, ground floor live/work spaces with courtyard access on the northwest and northeast, one floor of commercial office space, and six floors of for-lease residential apartments above. Underground parking is accessed from 1st Avenue W.

The storefronts on W. Roy St. and 1st Avenue W. are inset 3.5' between masonry piers to effectively widen the sidewalk and enhance retail and dining opportunities. The residential lobby entrance is recessed 10' at the lower two floors, and provided an entrance marquee.

The street facade along Q.A. Driveway W. is setback 6' from the property line to provide a full 12' sidewalk width with street trees and planting strip. The southeast corner volume is setback an additional 5' from Q.A. Driveway W. to widen that sidewalk at the south east corner at W. Roy St. The live/work spaces on Q. A. Driveway W. are provided wide, recessed individual entrances, marked by curved bay windows above. There is a 20' wide landscaped terrace at the west property line providing separation from the adjacent residential property on the northwest corner of the block. Smaller terraces are provided at the north property line.

The upper three floors along the W. Roy Street façade are setback, with a 5' terrace at the 6th Floor and an additional setback and large common terrace at the 8th Floor. The upper two floors are setback a minimum of 4.5' on the Q.A. Driveway façade, which is also modulated by curved bay windows and small terraces.

MASSING

The main goal of Option 4 is to address the expressed concern with the height, bulk and scale of the previous proposed option. The described design decisions have helped create better neighborhood transitions, unique streetscapes (discussed on pp. 11-13) numerous private terraces and a building with an overall massing that we feel fits into the unique Uptown district.

GUIDANCE:

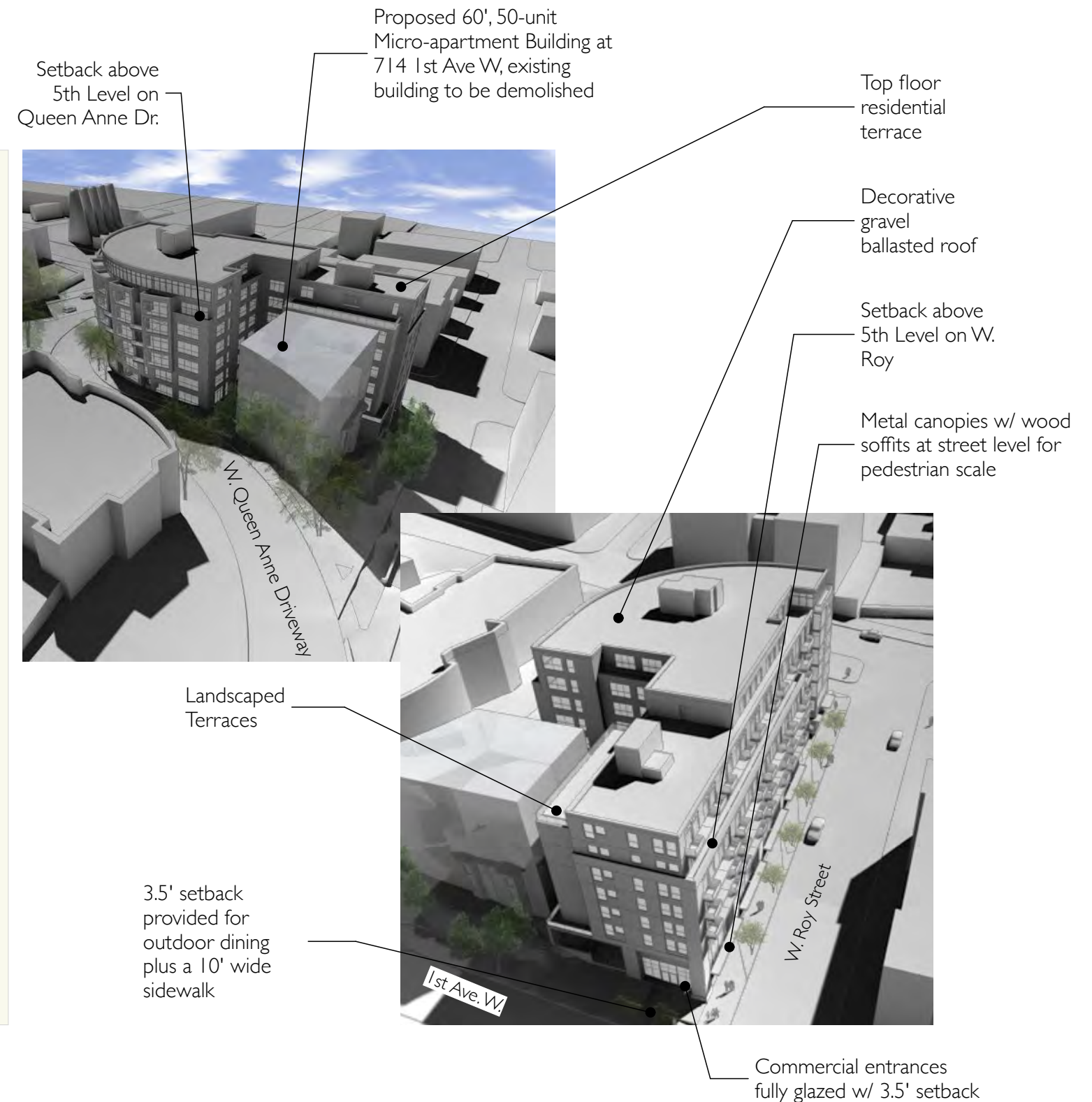
Height, Bulk, Scale & Massing Guidance

- Provide upper level setbacks above 4th or 5th stories to break down scale and bulk. (CS2-D, CS2-B)
- Move the mass of the building to the south to create an urban edge. (CS2-D)
- Provide additional setbacks and residential-scaled modulation. (CS2D)
- Refine massing on north/address shadows on northern neighbor. (CS1-B, CS2-D)
- SE corner scale critical, stepping the mass to provide a transition (show perspectives viewed from the west and east) (CS2-A1, CS2-C1, CS2-D, CS2-III, DC2-A2, DC2-III-iii)

RESPONSES:

Height, Bulk, Scale & Massing

- 2 Story setback is provided above 5th Level at northwest corner on W. Queen Anne Driveway and W. Roy.
- 3 stories are setback above 5th level at W. Roy with a 5' terrace at the 6th floor. and additional setback at the 8th floor.
- Mass brought forward to south
- Setbacks at upper floors at southeast corner with increased modulation along W. Q.A. Driveway and W. Roy
- Shadow study of northern neighbor provided; no shadow impact on Bayview terrace March to October (Solar Study on p. 10)
- Further delineation of the SE corner with setbacks at the top one floor





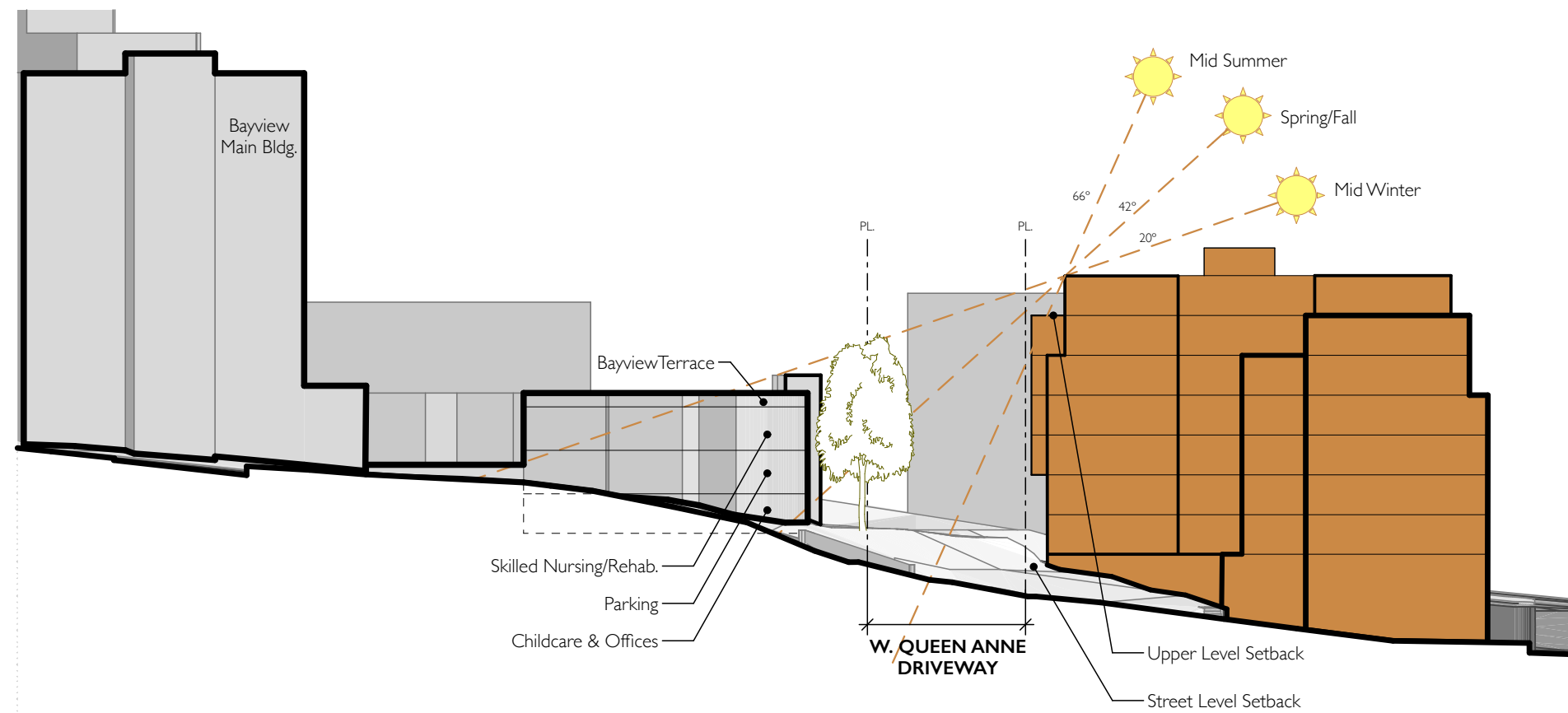
WINTER SOLSTICE AT 12PM



SPRING/FALL EQUINOX AT 12PM



SPRING/FALL EQUINOX AT 3PM



SOLAR STUDY AT QUEEN ANNE DRIVEWAY

SOLAR STUDY:

We have studied the solar shadows at four critical times of year: The winter and summer solstices and the spring/fall equinoxes. We looked at four times of day: 9 a.m., noon, 3 p.m. and 6 p.m. The full matrix of solar diagrams is presented on Page 21. For comparison, the solar diagrams for Option 3 are presented on Page 22. We particularly looked at the potential shadow effects on the Bayview terrace, Bayview south facade, and on Kinnear Place Park.

We specifically looked at the potential shadow effects on the Bayview terrace, and on the south facing facade, including the skilled nursing & rehabilitation functions on the 3rd Floor and the childcare facility on the 1st Floor.

The conclusions of the solar study are:

1. In the summer months of April, May, June, July, and August, there are no shadows cast on the Bayview terrace or on the south facing facade. There are some shadows cast on the south portion of Kinnear Place Park in the afternoon.
2. From the months of March to October; there are no shadows cast on the Bayview terrace. There are shadows cast at mid-day on the 1st floor childcare and office spaces below the terrace. There are mid-afternoon shadows cast on Kinnear Place Park. In the months between March and October, the sun is set behind the Queensborough apartments by 6pm.
3. In the winter months from November to February, there are shadows cast covering 1/3 to 1/2 of the Bayview terrace depending on the time of day. Shadows are cast on portions of the south facade over the course of the day. Afternoon shadows are cast on Kinnear Place Park.
4. In summer evenings, there are no shadows cast on Bayview's terrace or south facade.



QUEEN ANNE DRIVEWAY

W. QUEEN ANNE DRIVEWAY

The Board's guidance on the W. Queen Anne Driveway streetscape focused on the quality of the pedestrian experience and the privacy and defensibility of the live/work entrances. Option 4 addresses the Board's guidance as follows:

GUIDANCE:

- Provide additional setbacks on W. Queen Anne Driveway to create a sense of spaciousness, transition and buffer for each live/work entry; focus on defining individual units with architectural detailing and a sense of rhythm. (CS2-B1, CS2-D, PL3-A3)
- The Board conditionally supported the reduced setback on W. Queen Anne Driveway as long as an additional setback was provided for adequate space for front entries. The 10' proposed is not adequate, (CS2-D, PL1-B)

RESPONSE:

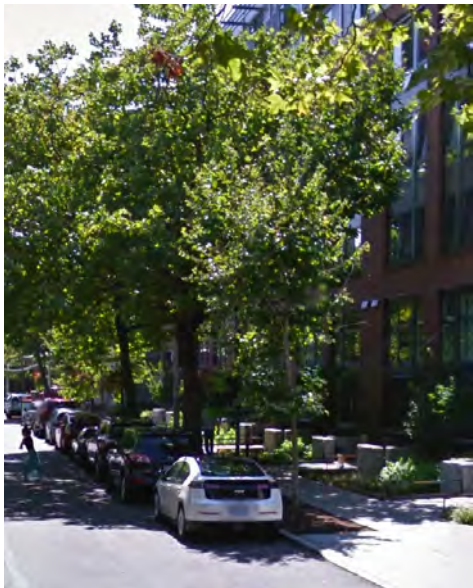
- The live/work entries are regularly spaced 25' apart, with the entry alcoves approximately 8' wide and 5' deep. The entrance alcoves are provided weather protection, varied color panels, individual addresses and a low screen wall element at the building facade to enhance privacy. Each live/work unit is fronted by a street tree and landscaped planting strip.
- The facade along W. Queen Anne Driveway is setback an additional 2' for a total setback of 6', providing for a SDOT compliant 12' wide pedestrian zone with curb, tree planting strip and 6' sidewalk. Live/work entrances are setback in alcoves, an additional 5', providing a total 17' setback from the curb at each entry door.



Entrances spaced with tree wells and weather protected

Additional entrances at grade-level, landscaped terrace

Facade set back 6' for a total sidewalk/ planting strip width of 12'

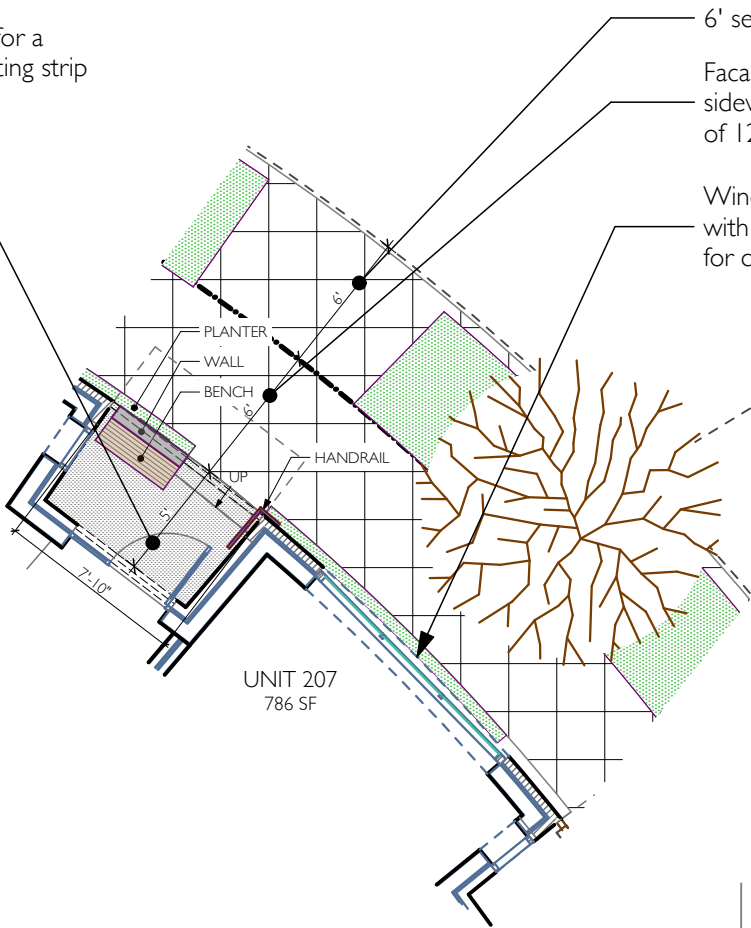


LANDSCAPE DEFENSIBILITY



LIVE/WORK LANDSCAPED TERRACE
PRIVATE ENTRANCES OFF WALKWAY

Additional setbacks for live/work entrance alcove



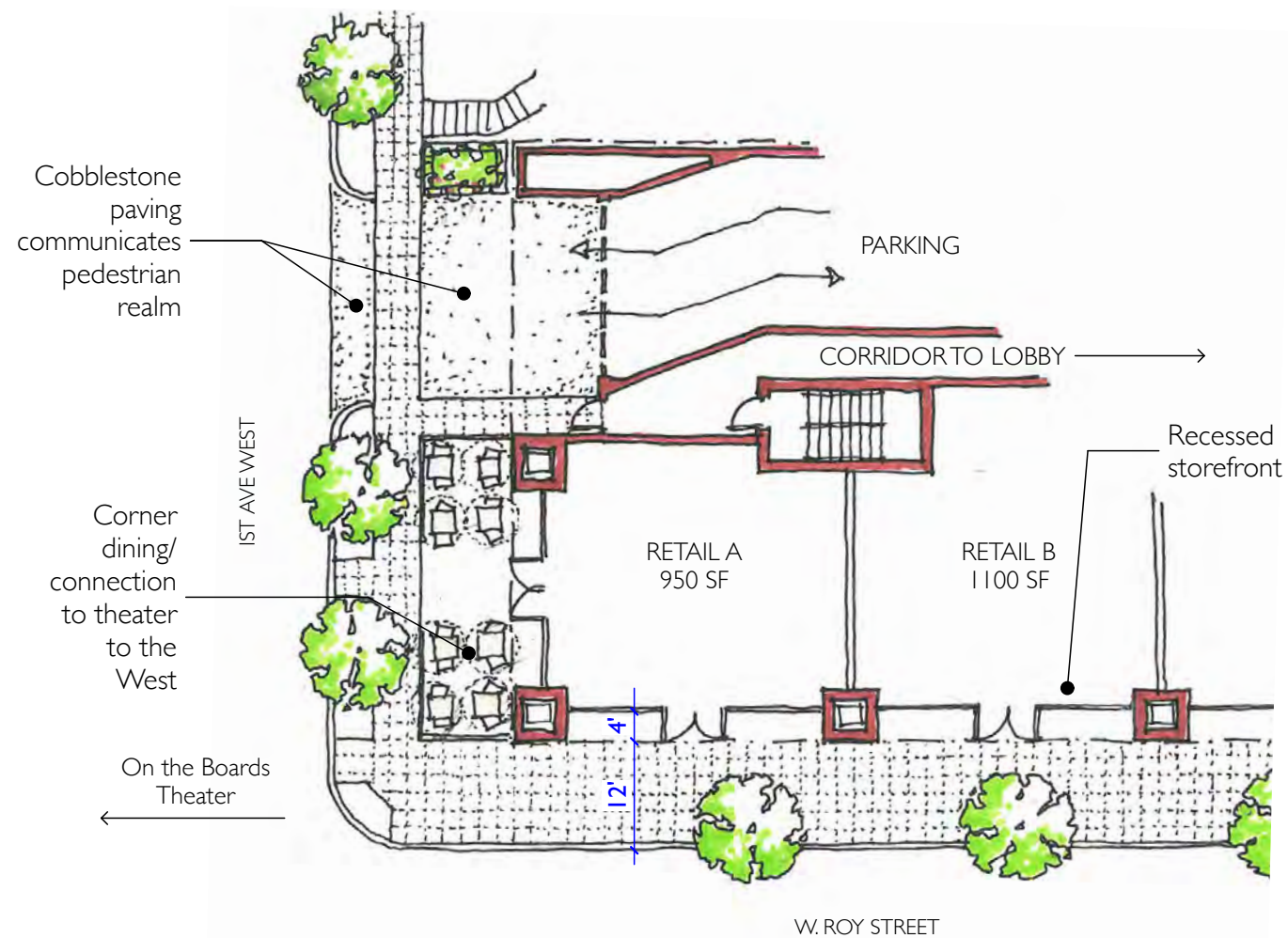
6' setback from curb

Facade set back 6' for a total sidewalk/ planting strip width of 12'

Windows aligned with tree wells and for defensibility



Masonry



W. ROY STREET RETAIL FACADE

The Board commented that the W. Roy Street facade should be an active pedestrian-friendly retail streetscape that provides for small businesses and direct, at-grade access. The design of the commercial lower two stories along W. Roy should be architecturally differentiated from the residential floors above. The Board also noted previous work examples that were successful (picture references below).

GUIDANCE:

- The Board supported the location of retail and upper level office, stressing that interface with public realm and retail expression does not get lost in scale of the building. (CS2-D, CS2-II-iv, PLI-B, PLI-C)
- The Board supported retail use at both corners and strongly encouraged linking to nearby uses, such as the On the Boards Theater by providing ample site furniture at southwest corner. (CS2-I-i, CS2-II-iv, PLI-B, PLI-A2, PLI-C1)

RESPONSE:

- Clear distinction has been provided for commercial and residential W. Roy frontage
- SW corner streetscape designed to provide outdoor dining terrace. Retail entrance at southeast corner fully glazed and provides recessed entrances and corner setbacks (see pg. 13)



RECESSED RESIDENTIAL ENTRANCE



OUTDOOR DINING OPPORTUNITY



Corner opportunity for dining & connection to theater to the West

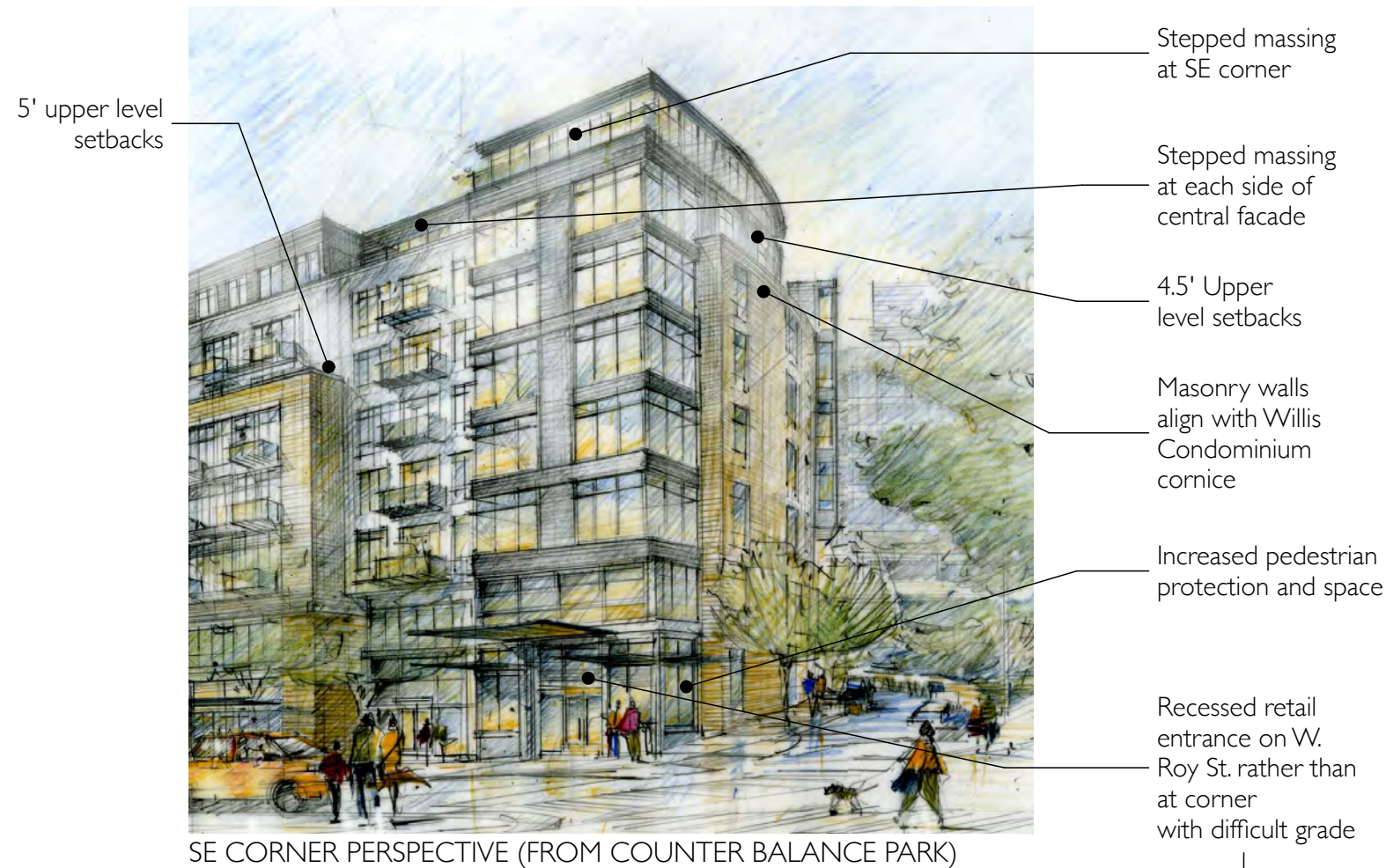
Fully glazed recessed entrances w/ canopies

Small retail, individually branded

Architectural distinction between commercial & residential

Recessed residential entrance

Metal siding in different colors and textures, and glazing are used to create visual interest and smaller scale elements



SOUTHEAST CORNER

As an opportunity to be a "Beacon" that serves as a gateway to the Uptown district, the Board stressed the importance of this corner's scale relationship and supported the strong architectural massing element shown in the packet.

GUIDANCE:

- Scale relationship at corner is critical; vary the massing to provide a transition to the Uptown district. (CS2-A I, CS2-C I, CS2-D, CS2-III, DC2)
- If corner entrance is included, provide iconic gateway with adequate gathering space and over head weather protection. (CS2-II-iv, CS2-III, CS3-A, PL I-B, PL2, DC2-III-iii)
- Consider a corner design that reflects the "Queen Anne style" beyond simple fenestration changes. (CS2-A I, CS2-C I, CS2-III, CS3-A)

RESPONSE:

- Massing stepped at each side of central facade
- Masonry walls align with Willis Condominium cornice
- Corner entrance not compatible with grade or right of way
- Overall massing of Roy Street facade reflects traditional Uptown rectilinear architecture

The massing has been refined to define the building form and the multiple uses on the south east corner. The lower commercial/retail levels are defined by storefront glazing and the entrance defined multiple canopies wrapping the corner, combining to create a clear, pedestrian presence. The residential mid-level stories are designed with over-scale façade elements, visually combining floors in a strong, unified design element. The upper story is setback to create a termination to the corner element that ties back to the east and north upper story setback elements.

The upper story setback and roof overhang reduce the height and visual weight of the structure and give a nod to a classic base/column/capital design element.

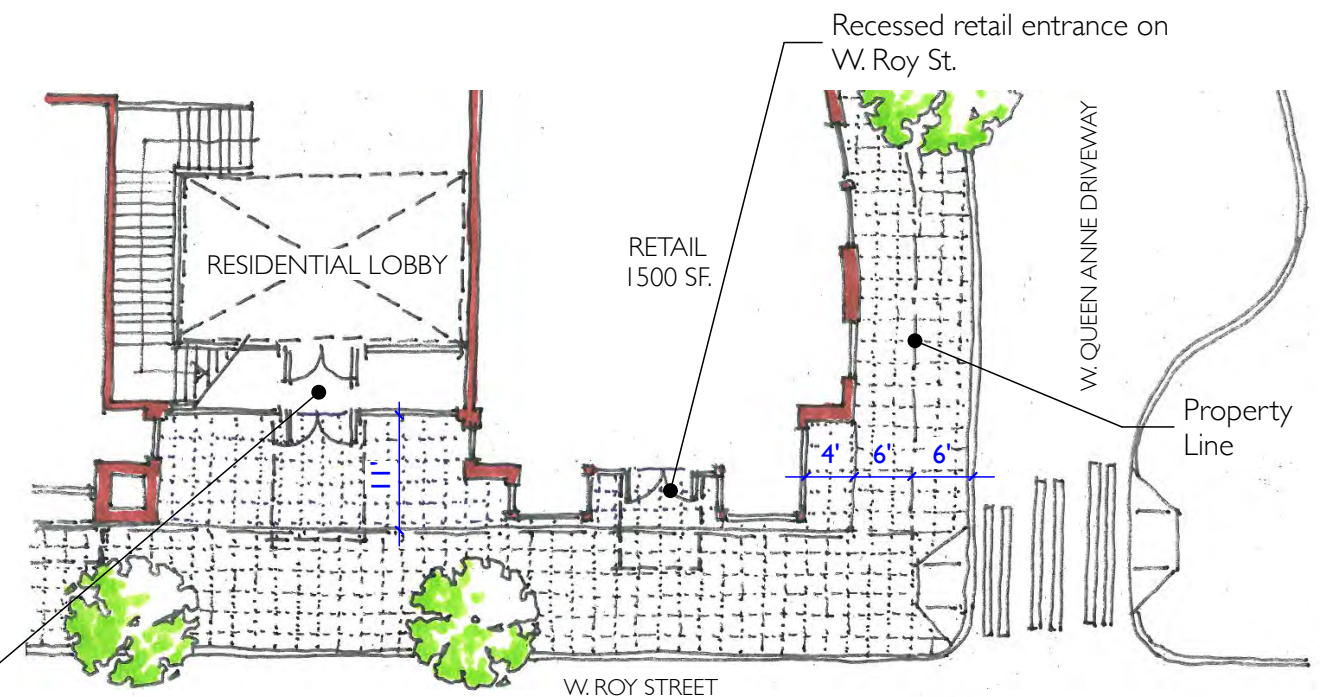


CORNER MASSING EXAMPLE



SE CORNER ENTRANCES

Recessed residential entrance



ROOFSCAPE

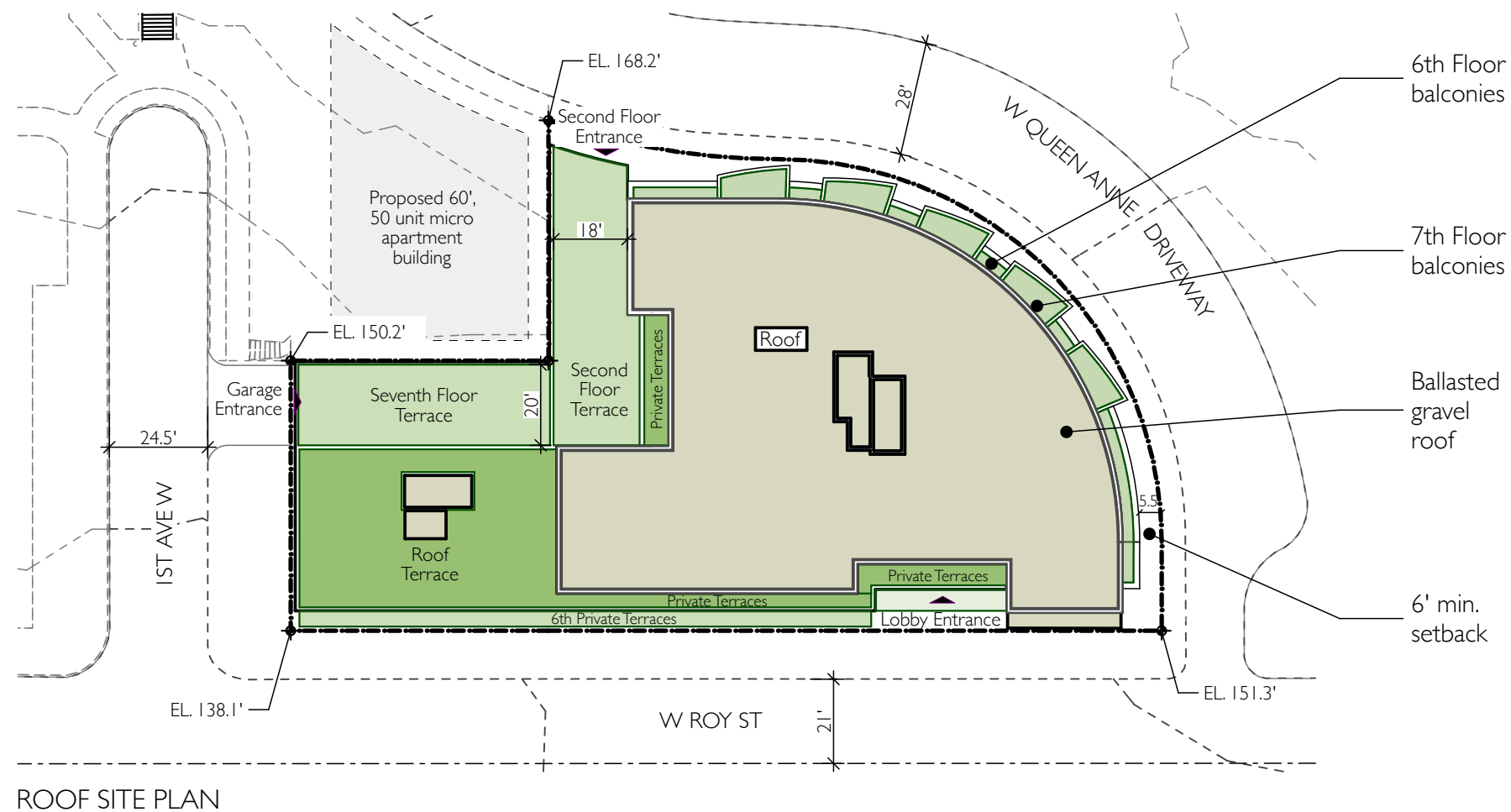
The Board directed the applicant to consider the composition and architectural expression of the building as a whole, including the roofscape. In Option 4, we have addressed this "5th Façade".

GUIDANCE:

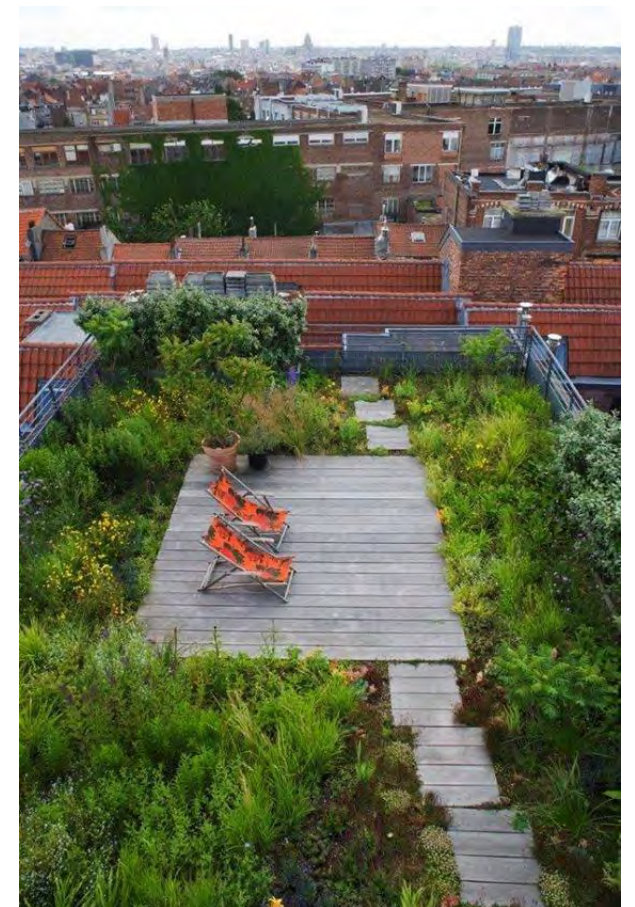
- The design should consider the views of the roof from buildings further up Queen Anne Hill.

RESPONSE:

- The revised design includes roof terraces at three levels.
- There are landscaped, accessible terraces at the 2nd, 4th and 7th Floors. These terraces provide both outdoor access for building tenants and visual amenity for adjacent structures.
- For the roof of the 8th Floor, which is not accessible by tenants, we are proposing a patterned, colorful gravel ballasted roof surface. This approach will reduce the heat island effect, minimize any glare and provide a visual relief compared to a common roof surface for the neighboring buildings.



ROOF SITE PLAN

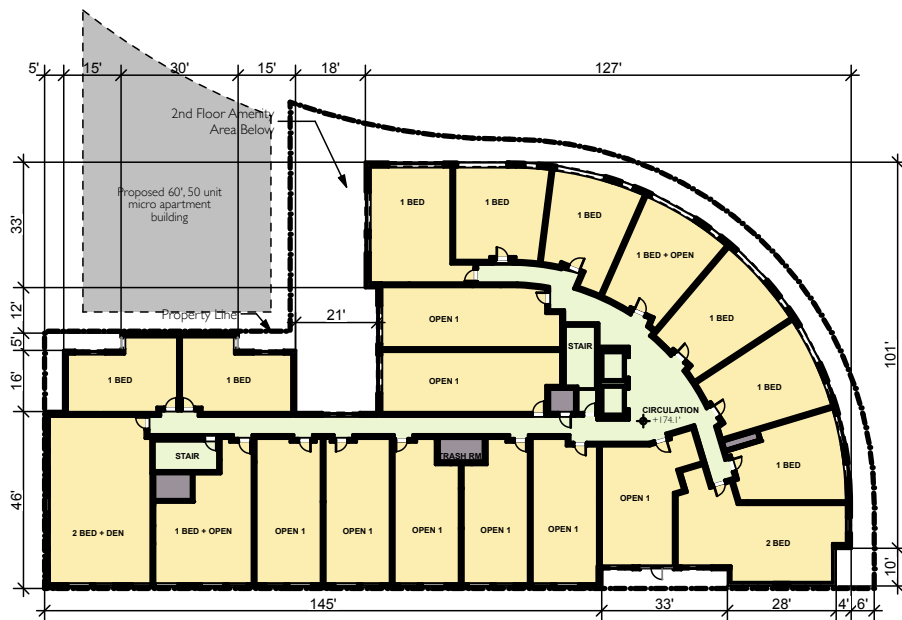


LANDSCAPED TERRACES

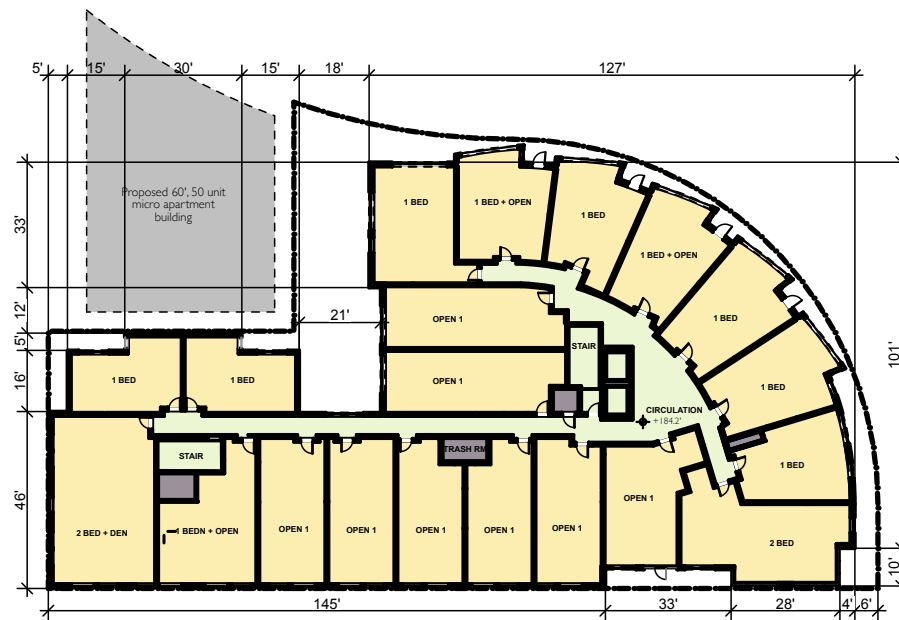


BALLASTED GRAVEL ROOF

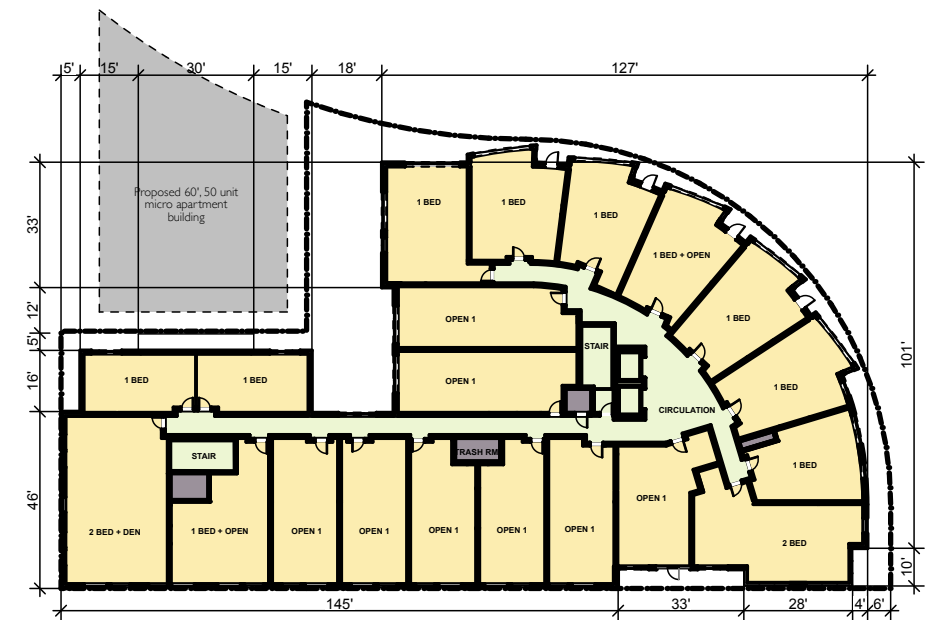
(See pg. 9 for floors 1-2)



3rd Floor



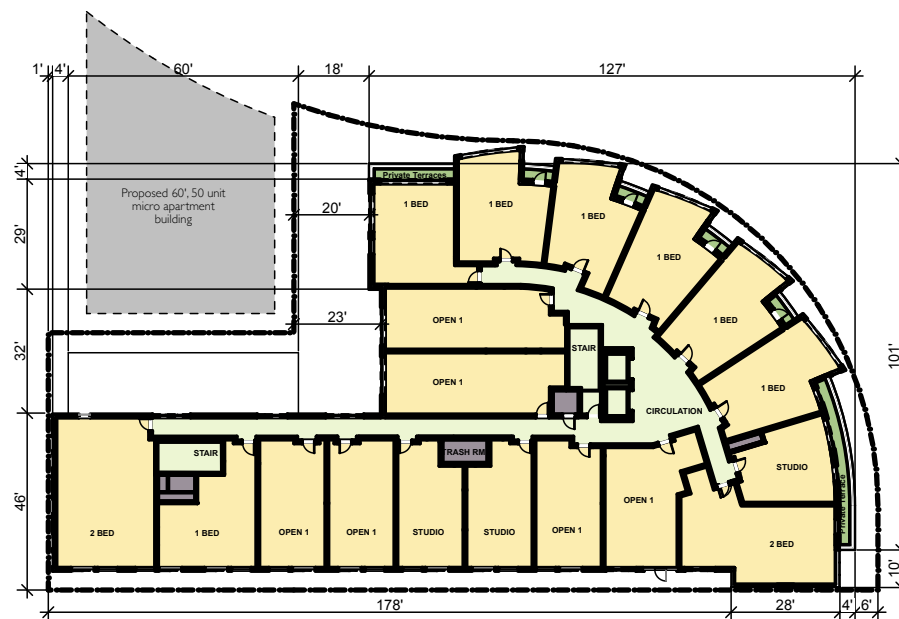
4th Floor



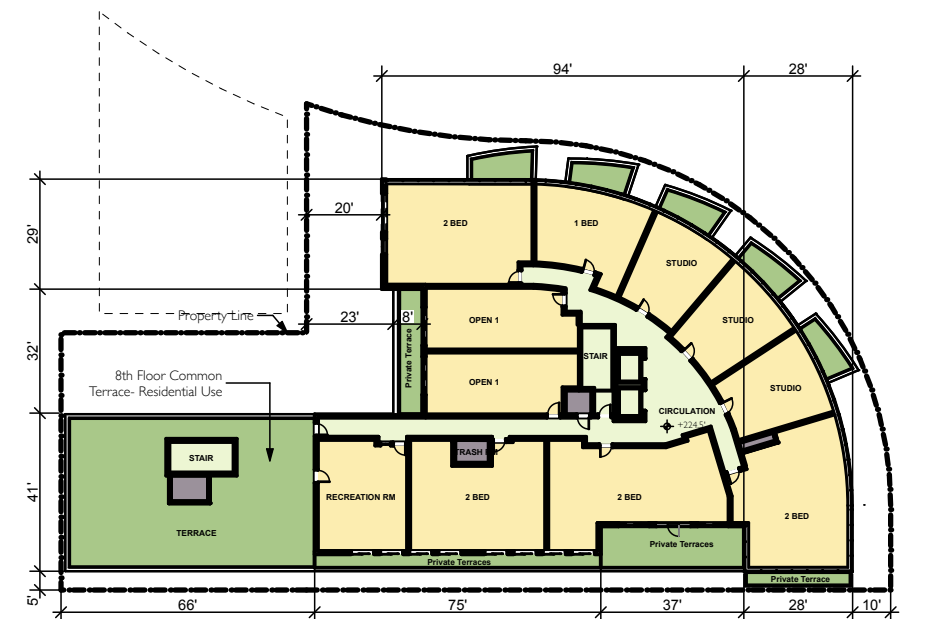
5th Floor



6th Floor



7th Floor



8th Floor



MASONRY PRECEDENTS
MIXTURE OF MASONRY, METAL & BAY WINDOWS



GLASS RAILING



SOLAR SCREENS



EXAMPLES FOR BAYS AND METAL PANELING
VARIATIONS IN BAYS AND SIDING COLORS



RECESSED RETAIL STOREFRONTS



MASONRY COLORS TAKEN FROM LOCAL BUILDINGS



COMMERCIAL LEVEL GLAZING



CURVED BAY WINDOWS



METAL PRIVACY SCREENS

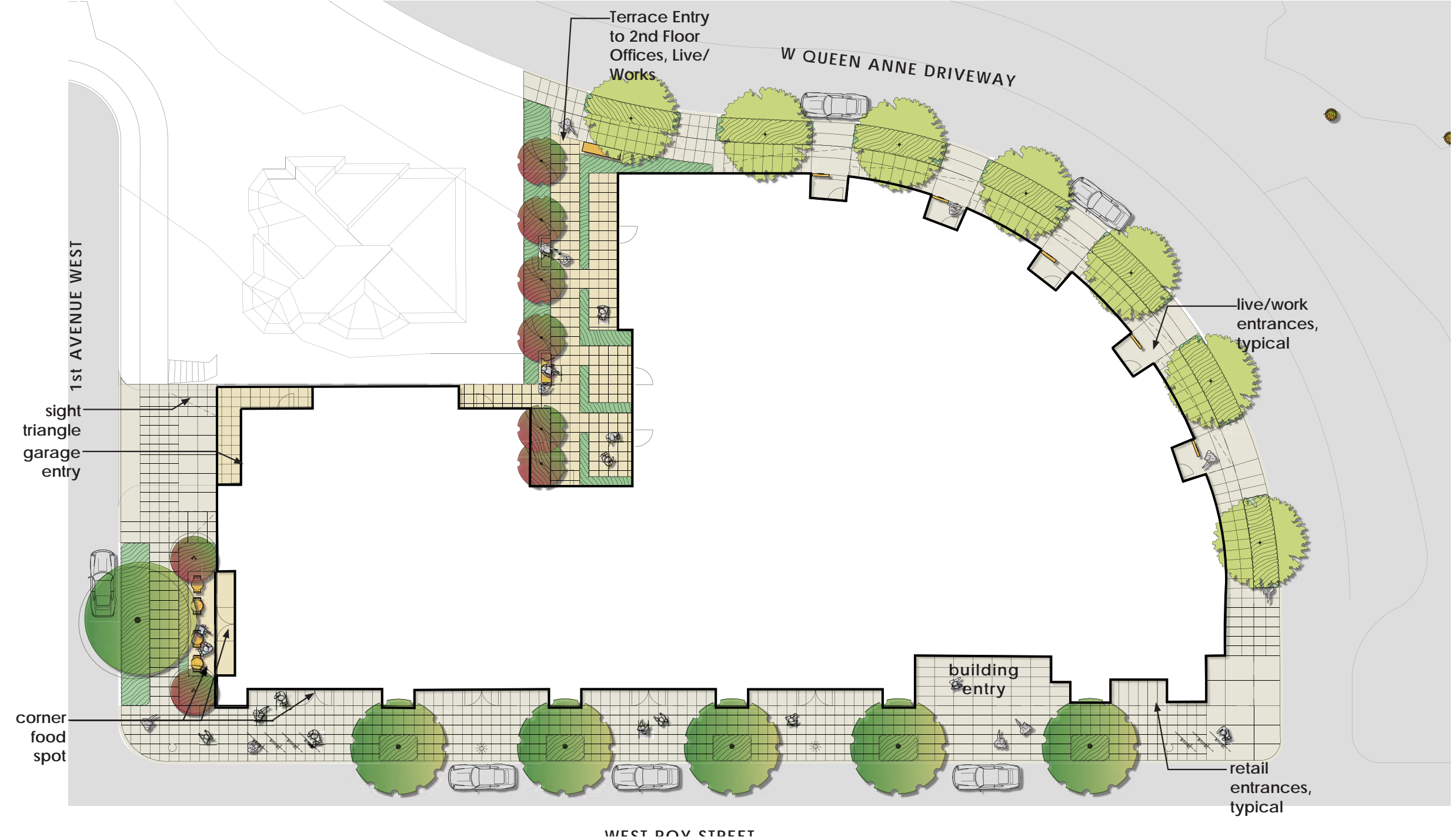


GRAVEL ROOF SCAPE

SITE DETAILS



STREET LEVEL + 2ND FLOOR PODIUM



STREET LEVEL DETAIL

Queen Anne Driveway

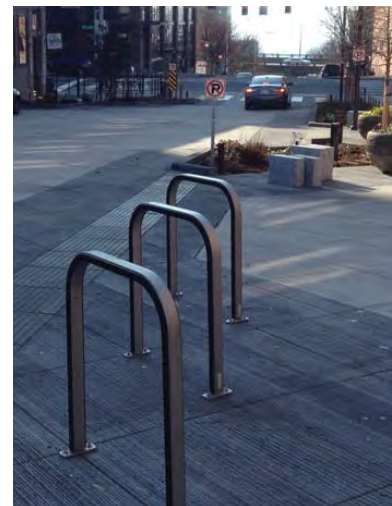
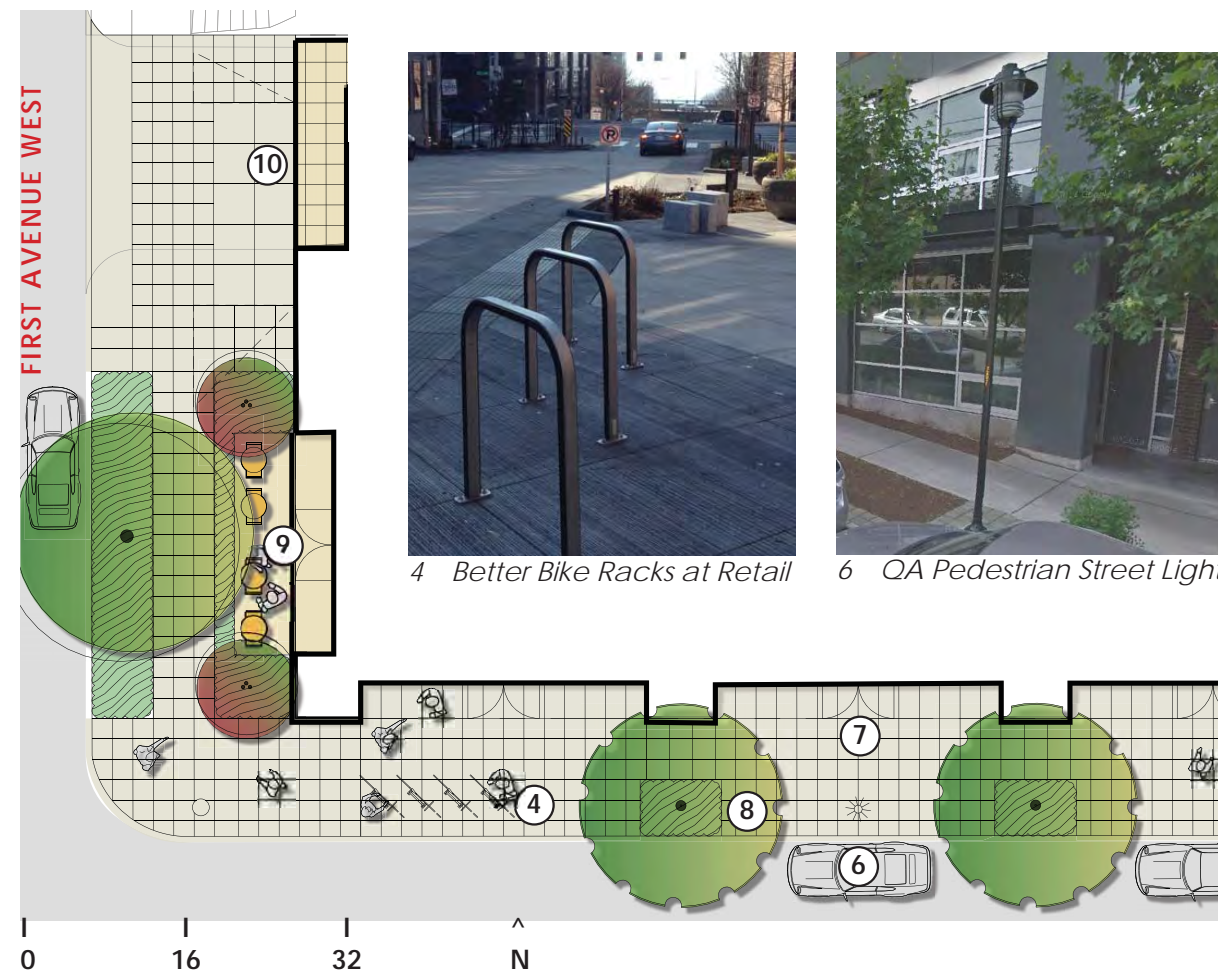
- 0 Standard Sidewalk (12') provided
- 1 Live/Work with Seatwall/Entry Signage
- 2 Extended Tree Well (5 x 20)

West Roy Street

- 3 Commercial Corner
- 4 Bikes
- 5 Residential/Office Entry
- 6 QA Pedestrian Street Light
- 7 Retail Entry, typical
- 8 Tree Well with Dog Guard

First Avenue West

- 9 Corner Outdoor Dining
- 10 Parking Access



4 Better Bike Racks at Retail



6 QA Pedestrian Street Light



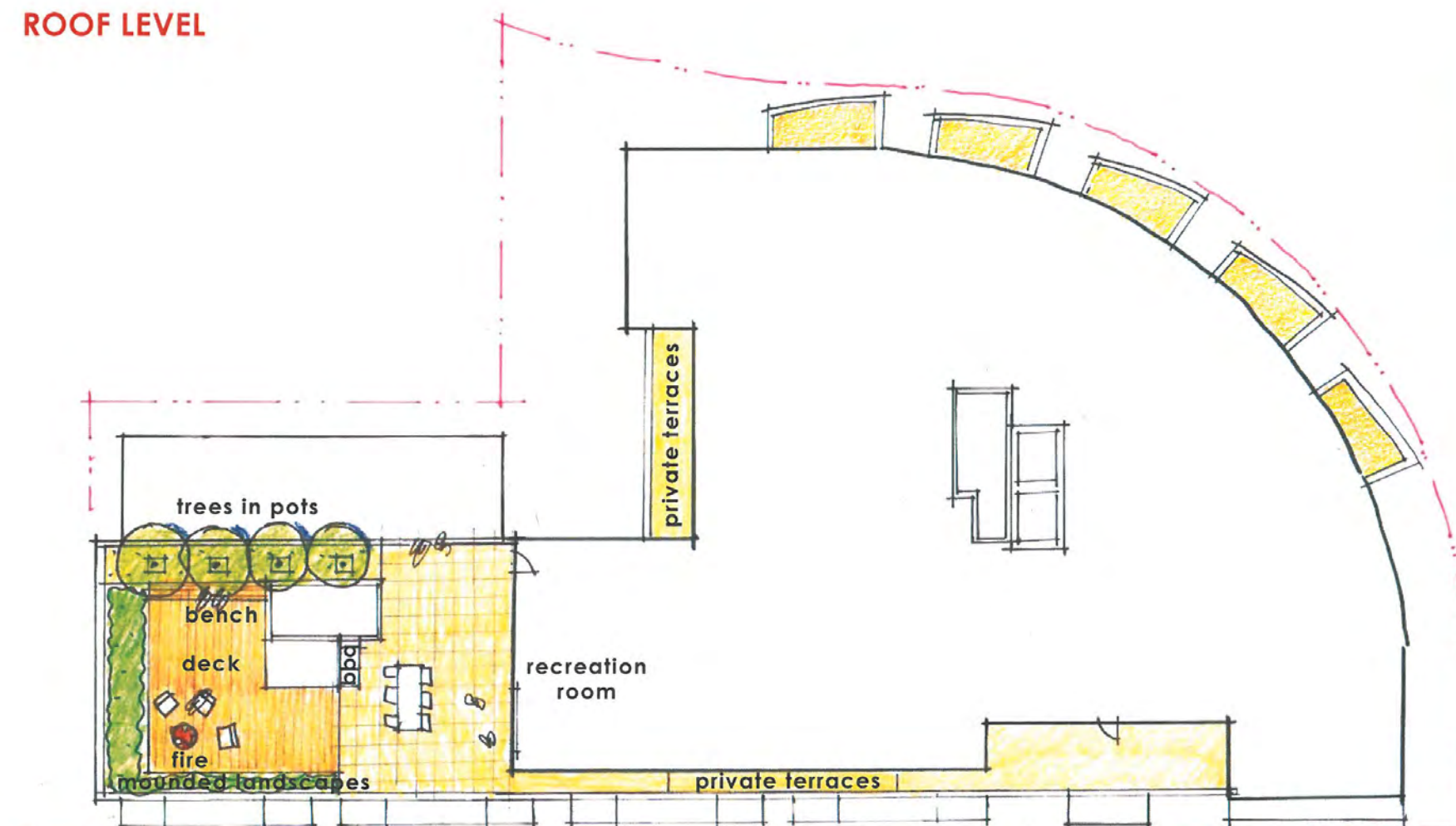
8 Tree Well with Dog Guard



9 Corner Outdoor Dining



ROOF LEVEL



fire and view and sun



mounded sedums and view and sun



trees in pots



bench and decking

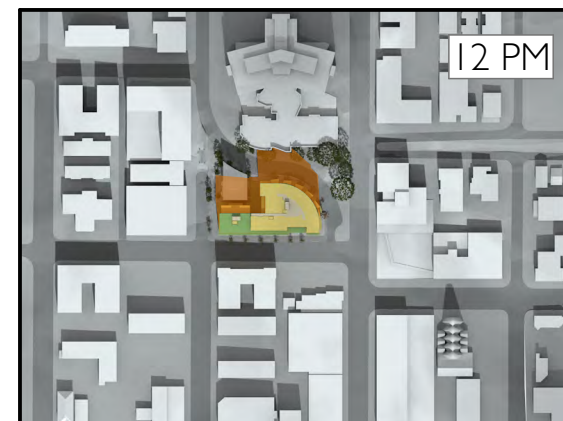


barbecue and seating

SUMMER SOLSTICE

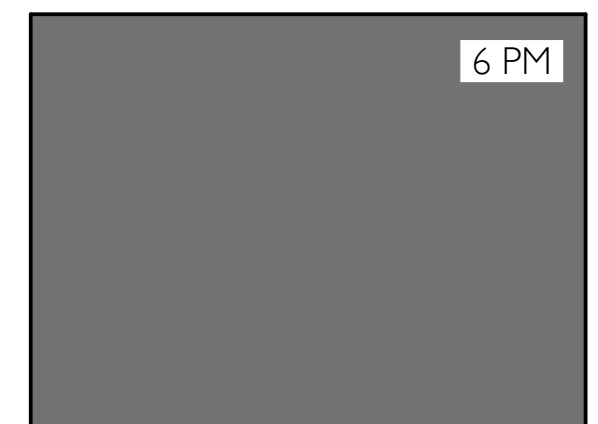
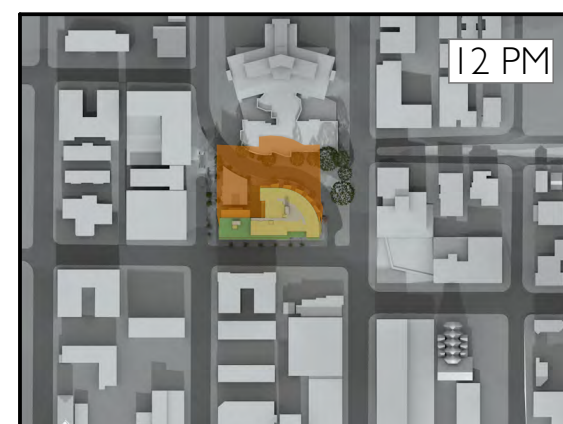


SPRING/FALL EQUINOX



SUNSET BEHIND QUEEN ANNE HILL

WINTER SOLSTICE



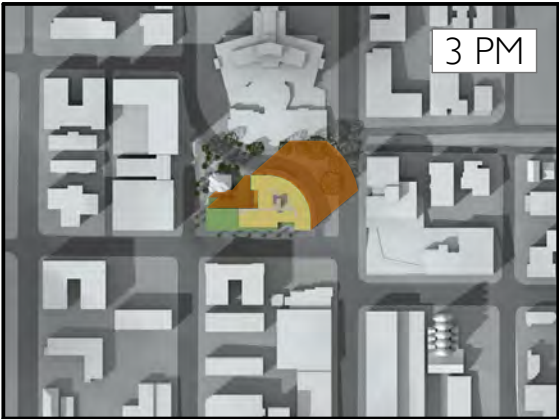
SUNSET AT 4:20 PM

From previous EDG Meeting on April 6, 2016

SUMMER SOLSTICE

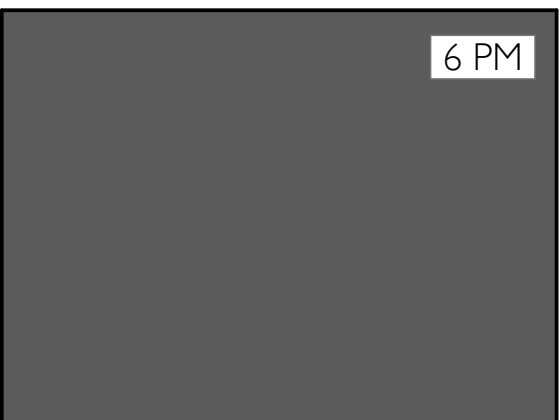
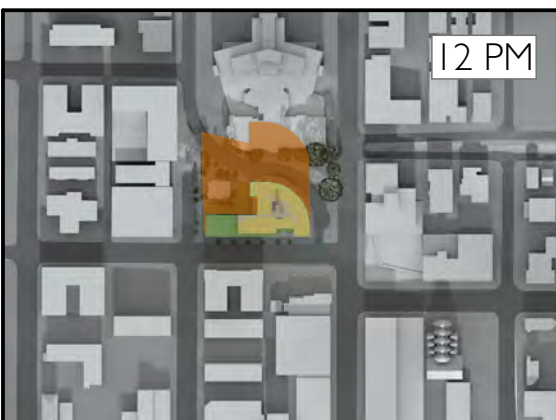


SPRING/FALL EQUINOX



SUNSET BEHIND QUEEN ANNE HILL

WINTER SOLSTICE

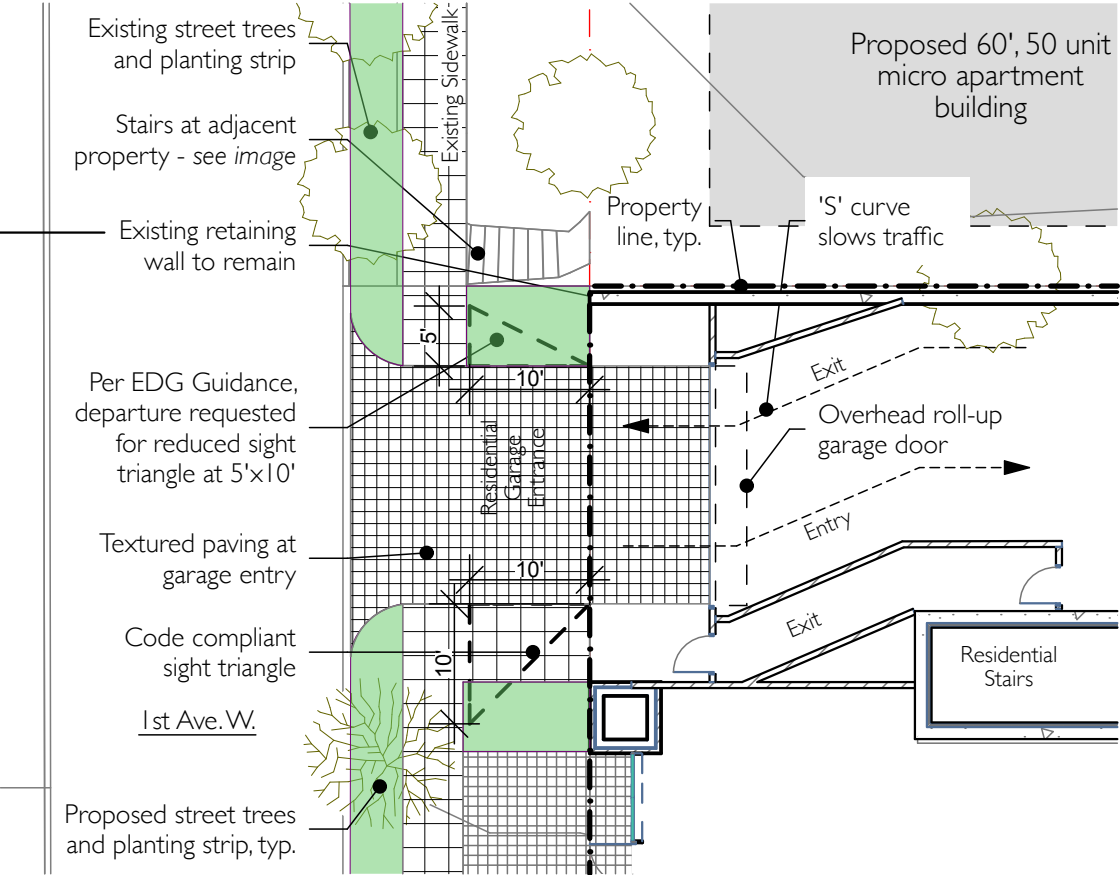


SUNSET AT 4:20 PM

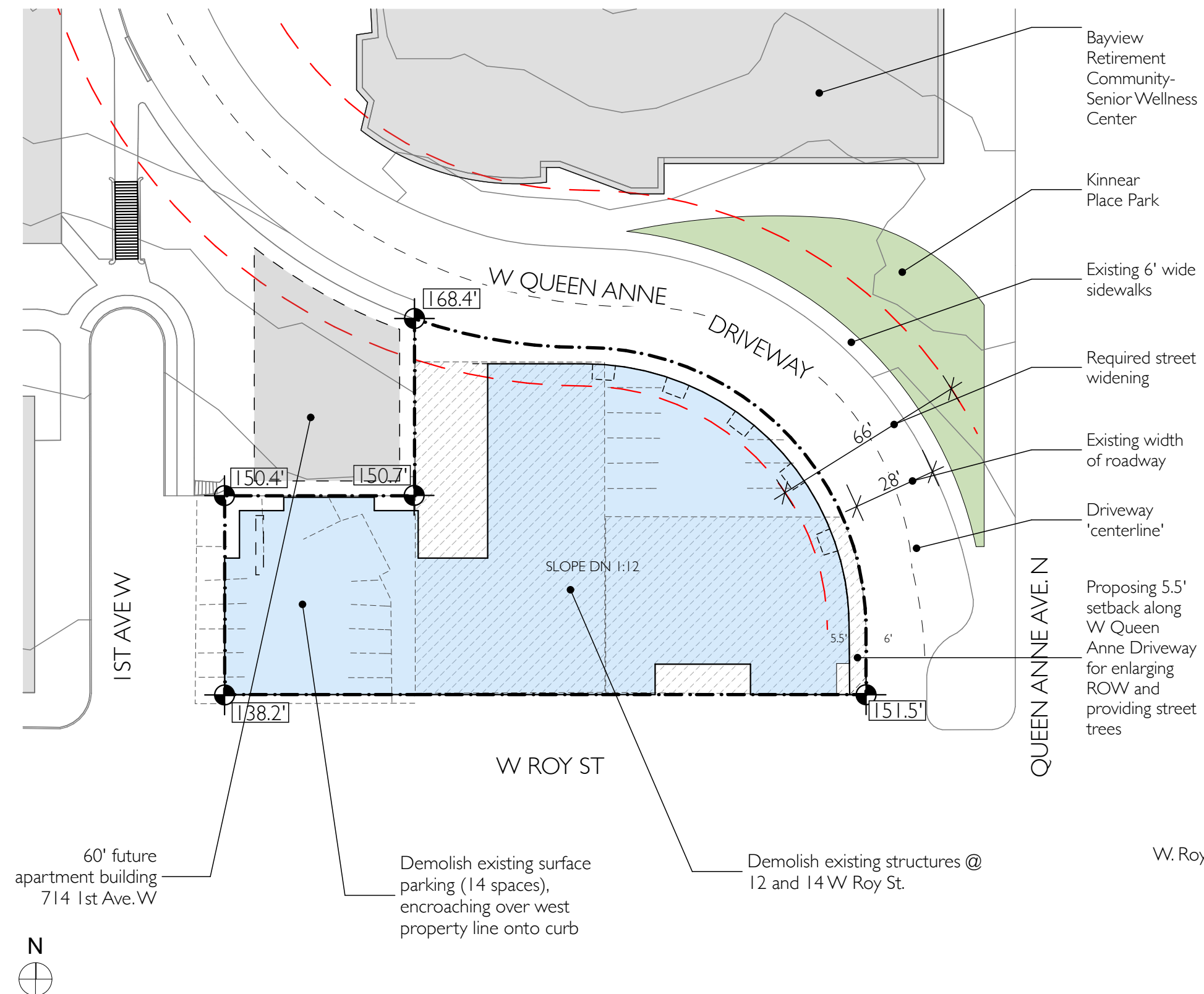
CODE SECTION AND REQUIREMENT	PROPOSAL BASED ON EDG GUIDANCE	JUSTIFICATION
SIGHT TRIANGLES (SMC 23.54.030.G): The code requires sight triangles of 10' on both sides of a driveway for two way driveways less than 22 feet wide.	DEPARTURE REQUESTED for a reduced sight triangle on the north side of the driveway. Based on the Board's guidance, the garage driveway has been redesigned to provide for a 5' x 10' sight triangle along the north side of the driveway, abutting the entry stairs to the adjacent residential property. A code compliant 10' x 10' sight triangle is provided at the south side of the driveway. The sight triangles are measured from the existing sidewalk per SMC 23.54.030.G. Also based on EDG guidance, the applicant proposes to provide visual warnings in the form of textured pavement for the driveway as well as mirrors and warning signs. No audible or flashing warnings are proposed.	Due to the presence of the entrance stairs and the retaining wall for the residential building to the North, the very low volume of pedestrians on 1st Avenue W, and the intent to maintain 1st Ave W. as a potential location for street level dining, the applicant believes that a reduced sight triangle on the north side of the driveway, with the use of visual and textural signals for autos exiting the parking garage, will provide a clear and safe pedestrian environment. A sight triangle departure will also permit a wider outdoor dining area by keeping the driveway further north and reduce the visual impact of the driveway on this quiet sidestreet. (Uptown Design Guidelines PL3 I.i & iii. & DCI I.i.)



STAIRS AT ADJACENT PROPERTY



SIGHT TRIANGLE DEPARTURE PLAN



REQUEST FOR AN EXCEPTION TO STREET WIDENING

The Seattle Land Use Code requires that the project provide a 13' setback from the current W. Queen Anne Driveway right-of-way to accommodate potential future street widening. The Code also allows exception from required setbacks where street widening is unlikely or infeasible. The city currently classifies the street as a Class 2 Arterial with a proposed width of 66'.

We have requested and received preliminary approval from the city for a reduction in the required setback from 13' to 6'. This approval reflects the fact that the city has recently narrowed the intersection with W. Roy Street to serve existing demands and functions.

The proposed 6' building setback combined with the existing 6' sidewalk will allow a 12' setback from the curb, conforming to the SDOT standards for curb, tree-planting strip, trees at 25' intervals and a 6' sidewalk.

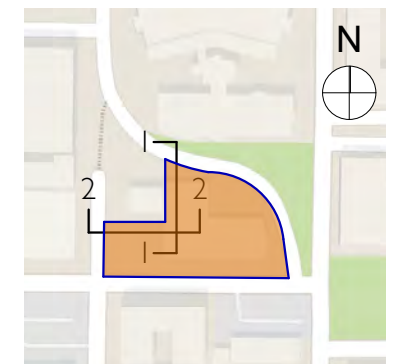


WINDOW STUDY

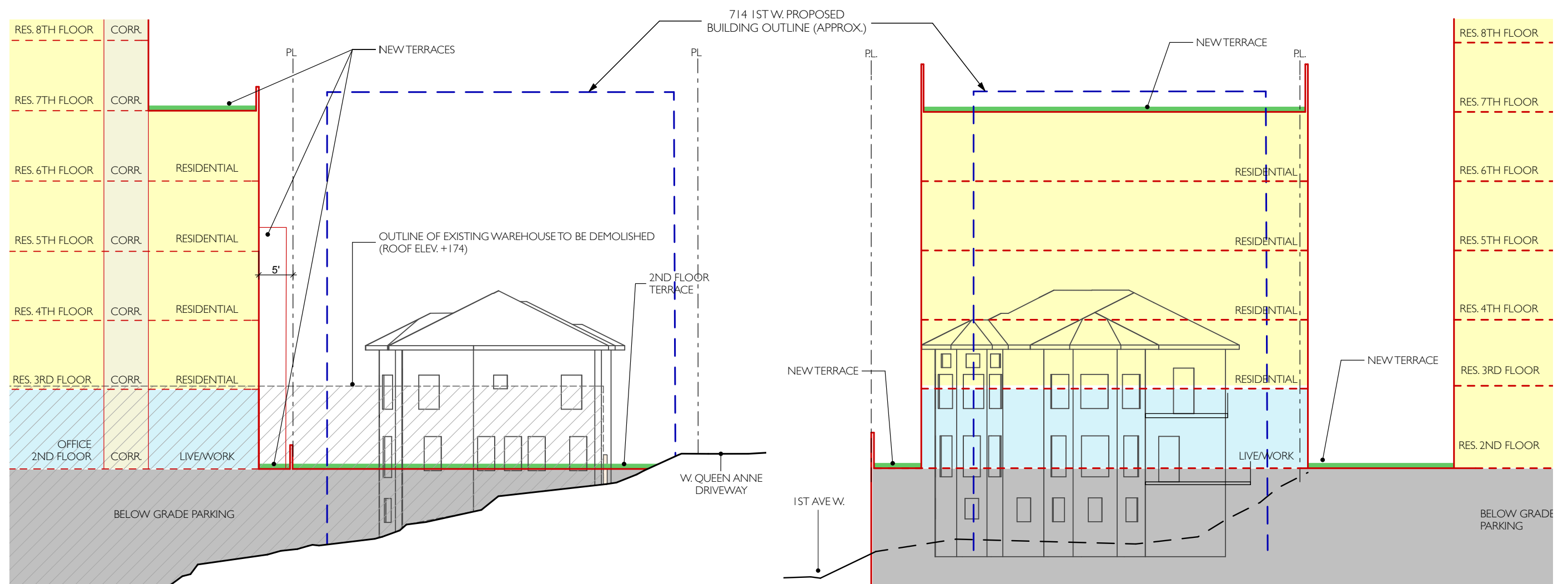
The preliminary window studies for the existing adjacent building are presented below, with views from the 2nd Floor terrace looking west and looking north from two-story portion of the 1st Ave W. wing.

The view looking west is across the terrace from the 2nd floor live/work entrances and upper floor residential units. From this view, the live/work entrances and windows will be largely screened from the adjacent apartment by the landscape terrace. The windows of the residential apartments on the upper story will look over the roof of the adjacent building.

The view looking north is from the 2nd-story live/work and 3rd story apartments below the 4th floor roof terrace. The middle portion of these units is a masonry wall on the property line without openings. This masonry wall is flanked by terraces. The apartment walls opening to these terraces will have less than 15% glazed openings per code.



SECTION KEY



1. VIEW LOOKING WEST TOWARD ADJACENT PROPERTY

2. VIEW LOOKING NORTH TOWARD ADJACENT PROPERTY



19th AVE LOFTS
19th Ave - East Capitol Hill



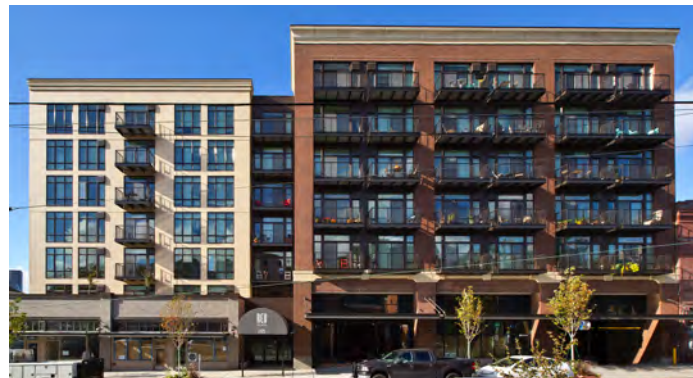
PIKE LOFTS
E. Pike St. & Minor Ave - Capitol Hill



PACKARD BUILDING
12th Ave & E. Pine St. - Capitol Hill



EVOLVE APARTMENTS
10th & Union - Pike/Pine Neighborhood



REO FLATS
14th Ave. - Pike/Pine Neighborhood



EASTLAKE
Eastlake Ave. E. & Lynn St. - Lake Union



VEER LOFTS
9th Ave & Harrison - South Lake Union



RUBY CONDOS
Eastlake Ave E. & Allison St. - Eastlake



TRACE NORTH
12th Ave - Capitol Hill



TRACE LOFTS
12th Ave & Madison St. - Capitol Hill



PRESS II
Belmont Ave & E. Pine St. - Capitol Hill