



EARLY DESIGN GUIDANCE

2016 23rd Ave S Seattle, WA

SDCI PROJECT NO.:
3024101

MEETING DATE:
OCTOBER 18, 2016

APPLICANT TEAM:
Joana Chong, Developer
Kusi Chaijumroonpun, Project Manager

CARON

CARON REF #2016.019



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PROJECT TEAM

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SITE INFORMATION

ADDRESS:
 2306 S. Hill Street, Seattle, WA 98144

SDCI PROJECT NO.:
 3024101

PARCEL(S):
 1498302710, 1498302700, & 1498302705

SITE AREA:
 17,659 SF

OVERLAY DESIGNATION:
 North Rainier Hub Urban Village

PARKING REQUIREMENT:
 None (SMC.23.54.015)

BIKE PARKING REQUIREMENT:
 27

LEGAL DESCRIPTION:
 CENTRAL SEATTLE LOT 1 LESS N 20 FT OF E 66.2 FT LESS S 30 FT OF E 68.7 FT LESS POR FOR ST TGW S 1/2 LESS E 66.2 FT OF LOT 2
 CENTRAL SEATTLE N 20 FT OF E 66.2 FT & S 30 FT OF E 68.7 FT OF LOT 1 TGW E 66.2 FT OF S 1/2 OF LOT 2
 CENTRAL SEATTLE N 1/2 OF 2 ALL 3

DEVELOPMENT STATISTICS:

ZONING:
 C1-65

BUILDING HEIGHT:
 65 FT

FAR:
 4.75 provided that FAR limit for either residential or non-residential use shall not exceed 4.25

ALLOWABLE FAR:
 83,880.25 SF

ALLOWABLE RES. FAR:
 75,050.75 SF

PROPOSED FAR:
 77,923 SF

PROPOSED RES. FAR:
 72,513 SF

LOT SIZE:
 17,659 SF

RESIDENTIAL UNITS:
 100

PROPOSED PARKING STALLS:
 41

PROPOSED BIKE PARKING:
 45

3.0 Development Objectives

DEVELOPMENT OBJECTIVES

The proposed development is located in Atlantic neighborhood where Seattle's Central District and Southeast District meet. The site, composed of three parcels, is at the junction of three streets - Rainier Ave S at southwest corner, 23rd Ave S to the west and S Hill St to the south. It also has an alley access to the east. The existing structures on the site consist of a commercial building and two single-family houses. The property is relatively flat along the street fronts and slopes up approximately 8 feet toward the northeast corner. The alley slopes down approximately 6 feet from S Hill St toward the middle point of the east property and slopes up to meet S Plum St to the north. Frequent public transportation serves the site, with a nearest bus stop roughly 400 feet away.

The project will add about 100 residential units to the area's housing supply. Potentially a portion of the units will be serviced apartments. It will also provide approximately 5,000 SF of commercial/office space. The development goal is to create a mixed-use project that contributes to the neighborhood by providing a mix of residential unit types, green open space, improved ROW with street trees and planting strip, as well as commercial/office space on ground level which will help encourage pedestrian activities.

PROPOSAL INFORMATION

- 100 residential units
- 5,840 SF commercial retail space at ground level
- 5 residential units at ground level
- Five floors of residential units over a ground floor of commercial space, residential lobby space, and support
- 41 Parking stalls for residents and visitors, in a below-grade garage
- Ample bike storage for residents and exterior bike parking for guests
- Rooftop amenity space

NOTABLE FEATURES

- Green roof with resident access and amenity space
- Solar panel array on the rooftop
- Large plaza

DEVELOPMENT SUMMARY

LEVEL	GROSS SF	TOTAL FAR SF	RESIDENTIAL FAR SF	RESIDENTIAL UNITS	COMMERCIAL SF	PARKING STALLS
ROOF	805 SF	730 SF	730	0		
6	13,290	12,950	12,950	19		
5	13,290	12,950	12,950	19		
4	13,290	12,950	12,950	19		
3	13,290	12,950	12,950	19		
2	13,290	12,950	12,950	19		
1	12,780	12,443	7,033	5	5,840	
P1	16,346	0	0	0		41
TOTAL	95,576	77,923	72,513	100	5,840	41



4.0 Survey / Tree Survey

EXISTING TREE MAP KEY

Tree 101

Common plum
(*Prunus domestica*)

Tree 102

Common pear
(*Pyrus communis*)

Tree 103

Japanese cherry
(*Prunus serrulata*)

Tree 104

Common apple
(*Malus domestica*)

Tree 105

Corkscrew willow
(*Salix matsudana*
'Tortuosa')

Tree 106

Leyland cypress
(*Cupressus x leylandii*)

Tree 107

English walnut
(*Juglans regia*)

Tree 108

Black locust
(*Robinia pseudoacacia*)

*NOTE: None are exceptional trees per arborist report.



4.0 Site Plan

KEY

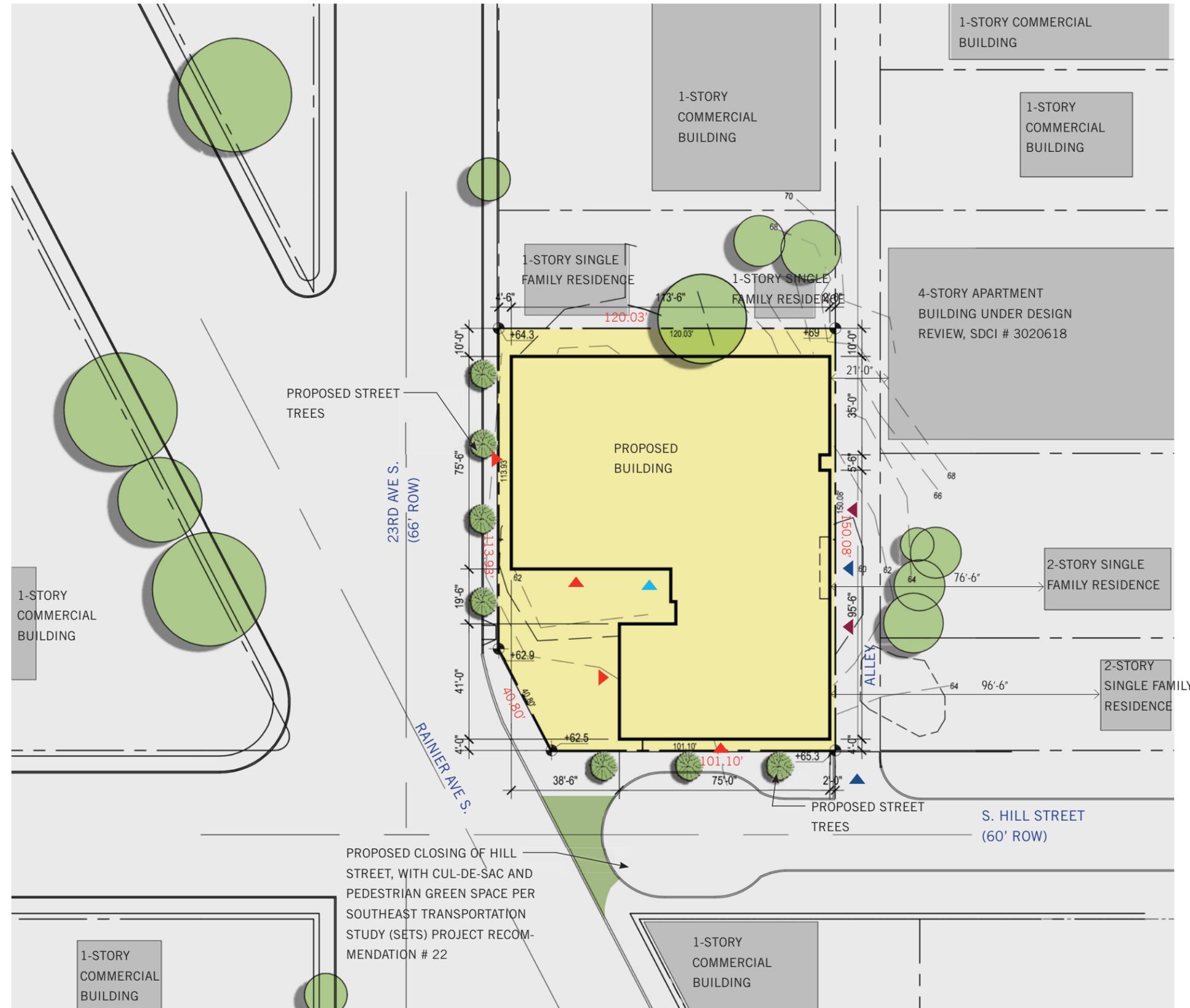
- ▶ Pedestrian Access
- ▶ Residential Access
- ▶ Service Access
- ▶ Vehicular Access

LEGAL DESCRIPTION:

CENTRAL SEATTLE LOT 1 LESS N 20 FT OF E 66.2 FT LESS S 30 FT OF E 68.7 FT LESS POR FOR ST TGW S 1/2 LESS E 66.2 FT OF LOT 2

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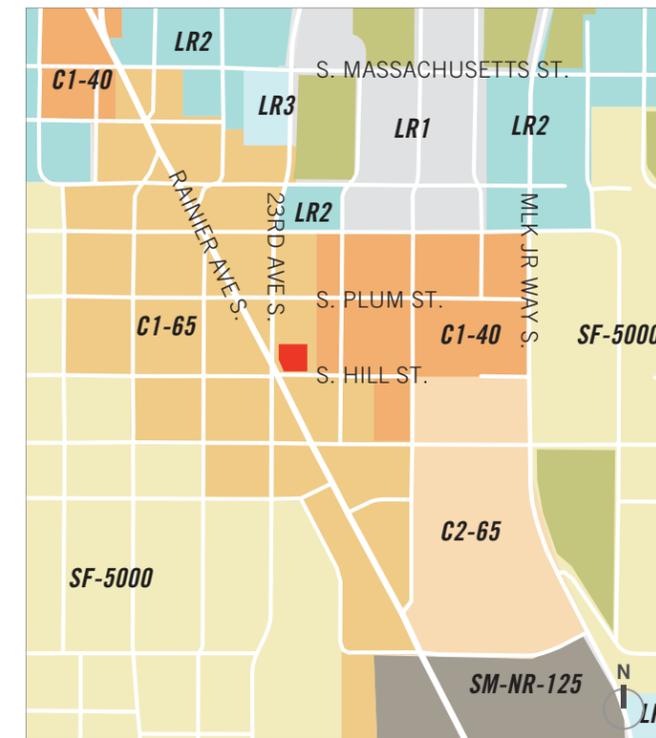
CENTRAL SEATTLE N 1/2 OF 2 ALL 3



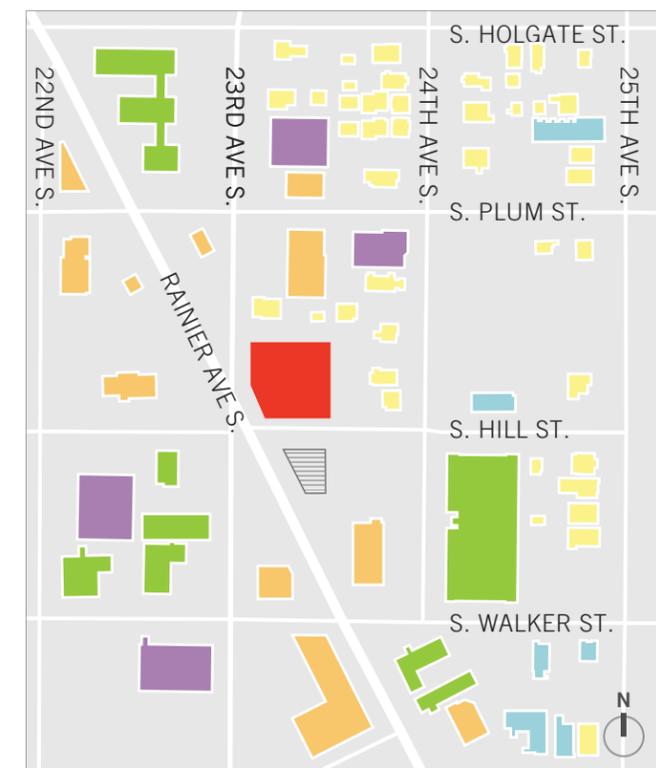
5.0 Urban Design Analysis



AXONOMETRIC MAP (GOOGLE EARTH)

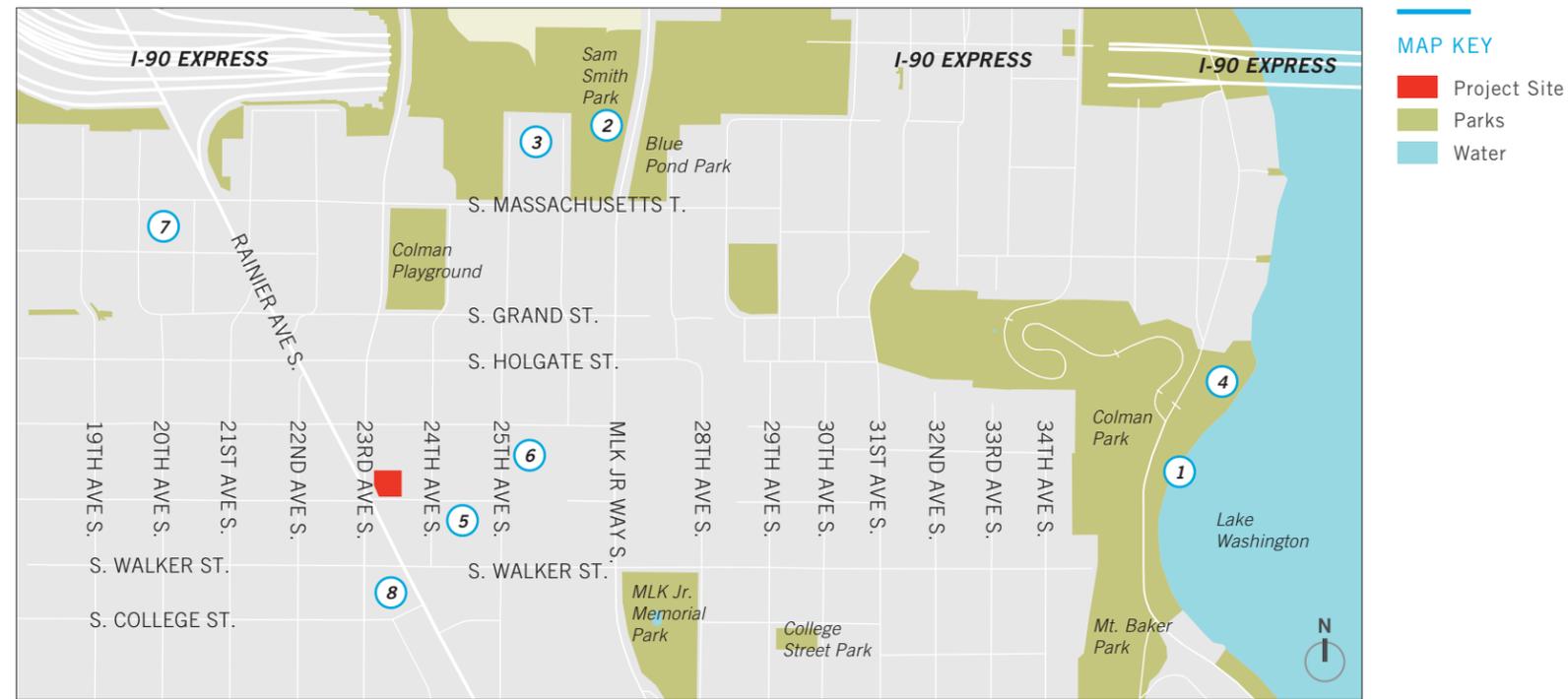


- ZONING**
- Project Site
 - SF 5000
 - LR1
 - LR2
 - LR3
 - C1-40
 - C1-65
 - C2-65
 - Parks
 - SM-NR-125



- SURROUNDING USES**
- Project Site
 - Multi-Family
 - Commercial
 - Service Building
 - Office / Warehouse
 - Parking
 - Single Family
 - Vacant Building

5.0 Urban Design Analysis



COMMUNITY NODES/ LANDMARKS:

There are notably a number of non-profit/humanitarian organizations within the site vicinity, as well as neighborhood parks, religious buildings and a museum.



1 LAKE WASHINGTON
1 MILE FROM PROJECT SITE



2 SAM SMITH PARK
0.6 MILE FROM PROJECT SITE



3 NORTHWEST AFRICAN AMERICAN MUSEUM
0.3 MILE FROM PROJECT SITE



4 COLMAN PARK
1.4 MILES FROM PROJECT SITE



5 THE 2100 BUILDING - TREEHOUSE & YMCA
0.05 MILE FROM PROJECT SITE



6 THE LIGHTHOUSE FOR THE BLIND
0.13 MILE FROM PROJECT SITE



7 HAMLIN ROBINSON SCHOOL
0.3 MILE FROM PROJECT SITE



8 RAINIER FARMER MARKET
0.05 MILE FROM PROJECT SITE

5.0 Transportation & Urban Overlays

TRANSPORTATION

Proposed development is located on Frequent Transit Corridor. There are 4 bus routes accessible within 1-2 blocks of the site. The project site is within the vicinity of Mt Baker Light Rail station.

URBAN OVERLAYS

Frequent Transit Corridor, North Rainier Hub Urban Village

SOUTHEAST TRANSPORTATION STUDY (SETS)

Rainier Ave S, 23rd Ave S, and S Hill St improvements are SETS Project Recommendation # 22, ranked 'high priority.' SETS goals for this project are to improve safety at high collision location. Recommended improvements include (Re: Image 1):

1. Close Hill east and west of Rainier, creating two cul-de-sacs. This eliminates the conflict of traffic from Hill crossing the signalized approaches of 23rd. All local access traffic on Hill will reroute to other streets. A cul-de-sac will significantly improve pedestrian connections with new sidewalks and street trees.
2. Install a pedestrian crosswalk on the north approach of Rainier; realign the crosswalks on the south approaches. Install a pedestrian lead signal to address vehicle/pedestrian conflicts during right turns on green. Consider special pavement treatment to heighten motorist awareness of pedestrians and to aid blind pedestrians in crossing. Consider constructing a pedestrian island at the southwest approach.

3. Restrict right turns from 23rd to Rainier because of the very difficult angle, and realign curbs to reinforce this restriction. Motorists can make right turns via streets north or south of this intersection. This also has the benefit of reducing the pedestrian crossing distances.

Note: Recommended improvements # 1-3 are quoted from SETS final report, dated December 2008, page 111.

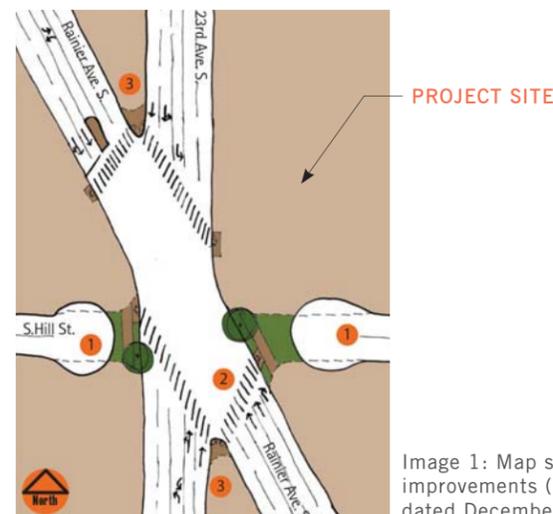
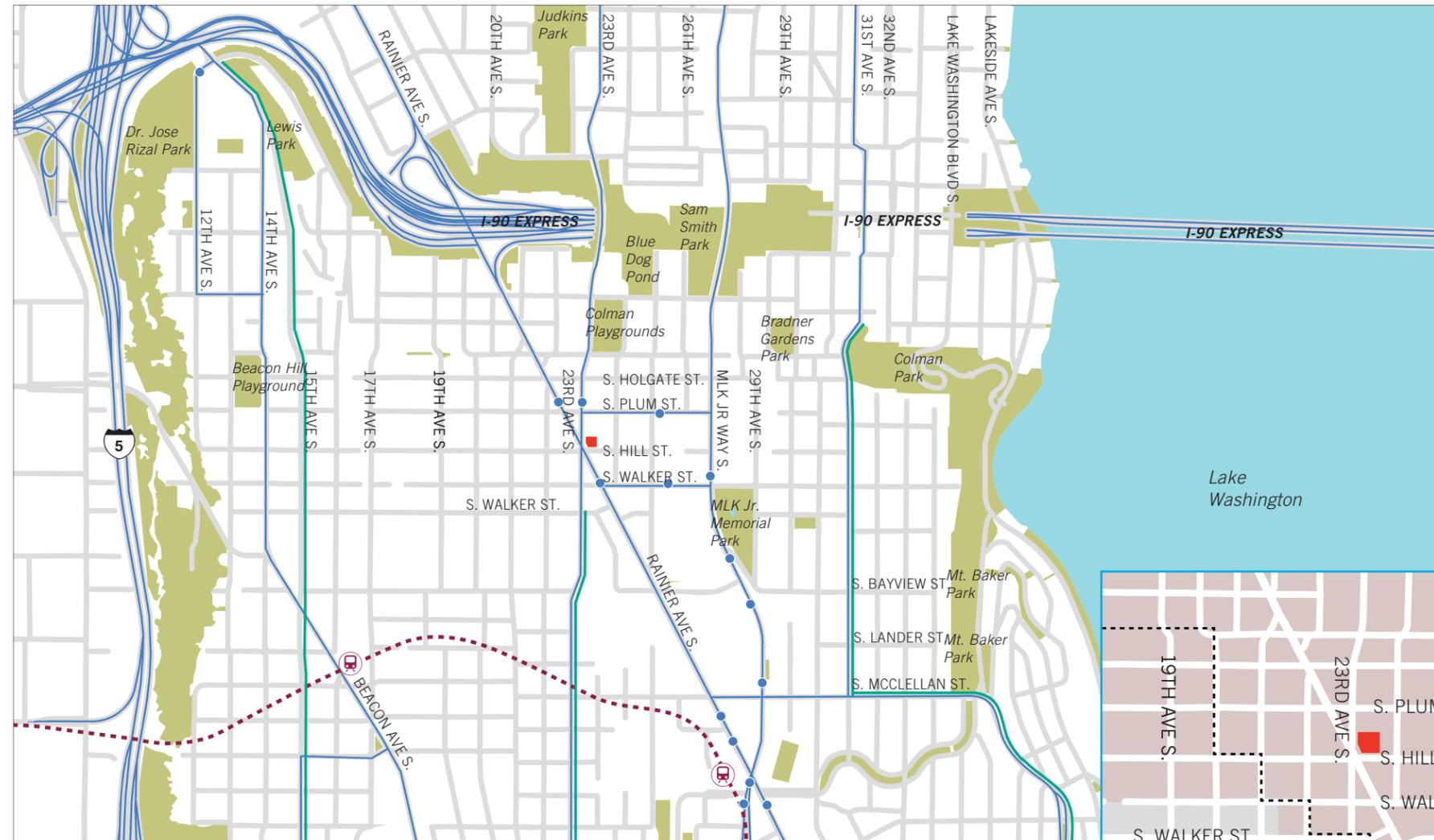
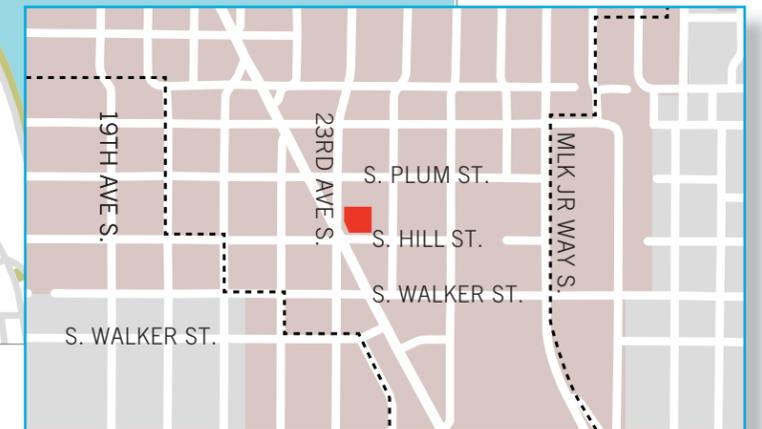


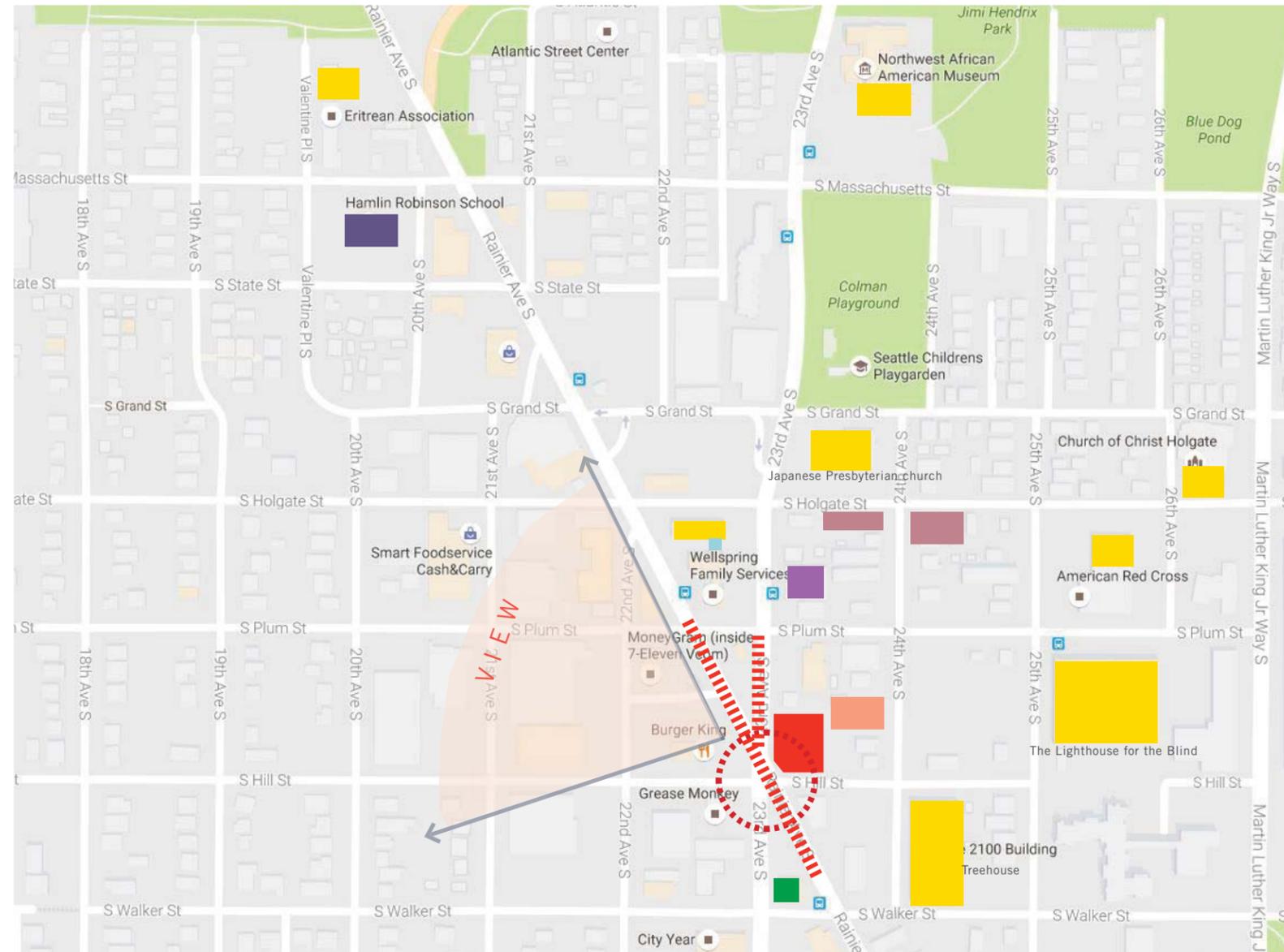
Image 1: Map showing recommended improvements (Source: SETS final report, dated December 2008, page 111)



TRANSPORTATION & URBAN OVERLAYS MAP

- | | |
|--|---|
| ■ Project Site | ▬ Dedicated Bike Lanes |
| ■ Park | ▬▬▬▬ Light Rail Route |
| ■ Water | Ⓜ Light Rail Stations |
| ■ North Rainier Hub Urban Village | ▬▬▬▬ Transit Runs |
| Frequent Transit Corridors | ● Bus Stops |

5.0 Existing Development Pattern & Cues



EXISTING DEVELOPMENT

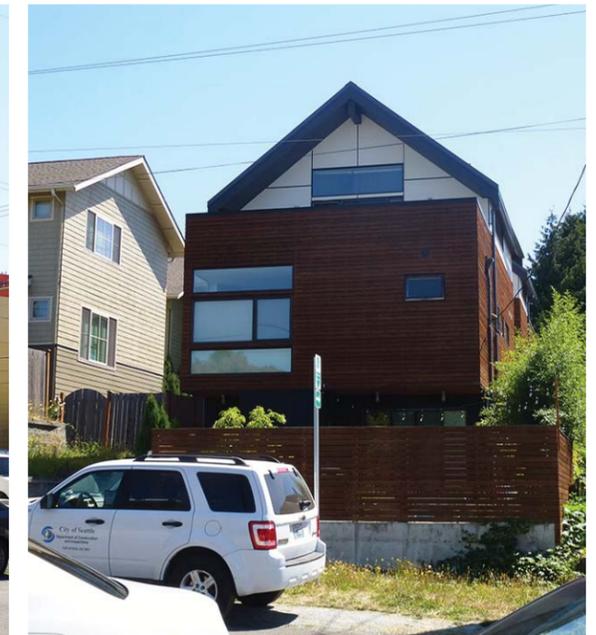
- Project Site
- Non-Profit/Humanitarian Organizations
- New Townhomes
- Institutional Buildings
- Office
- Proposed Development
- Farmer Market
- Busy streets
- Busy junction

Existing Development Patterns

- The area has a predominant residential feel with public parks.
- There are notably a number of non-profit/humanitarian organizations in the neighborhood.
- Most of new developments in the area are 3-story townhomes.
- Pedestrian-oriented retail and mixed-use developments are not present in the neighborhood. Some sidewalks are either narrow or unimproved, which discourages pedestrian activities.
- The area offers territorial views to the west and downtown.



An example of new townhomes that start to show more presence in the neighborhood



An example of new single family homes that coexist with older homes and new townhome developments



Farestart cafe in 2100 Building, the only coffee shop in the neighborhood



Coleman Playground, one of public parks in the area

Influence on the design of the preferred option

- The proposed design aims to maintain the residential character of the neighborhood, with its smaller massing, architectural and facade elements, exterior finishes, and green open space.
- Proposed plaza at the corner of 23rd Ave S and S Hill St, and rooftop deck create a place for people to gather and interact. The plaza will also help screen off the noisiness of a busy street intersection.
- The proposed development will set a good standard for future mixed-use developments in the neighborhood, with well thought-out architectural design and uses that will help generate pedestrian traffic and activities.
- Rooftop amenity area takes advantage of the west and downtown view.

5.0 Streetscapes

1 S. HILL STREET FACING SOUTH



2 S. HILL STREET FACING NORTH

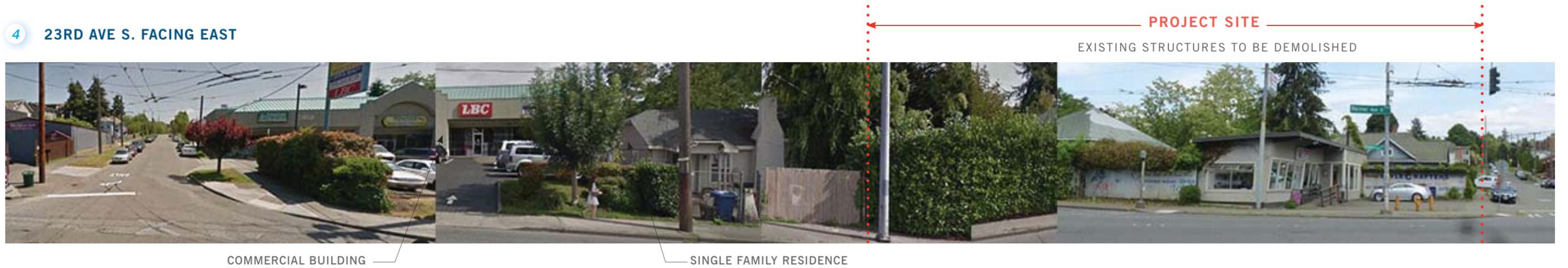


5.0 Streetscapes

3 23RD AVE S. FACING WEST



4 23RD AVE S. FACING EAST



5.0 Site Photos

PROJECT SITE

The project site is located at the junction of Rainier Ave S., 23rd Ave S. and S. Hill Street. 23rd Ave S. and Rainier Ave S. are major arterials with heavy traffic. Pedestrian traffic on both streets is light. Four bus routes operate within 1-2 blocks of the site with easy access to I-90 within 1/2 mile of the site. Lake Washington and Colman Park are located within 1 mile from the project site. The area is scattered with shops, restaurants and multi youth/family services and non-profit organizations.

The site is relatively flat, sloping eastward from the street to the alley. Most surrounding buildings are 1-3 stories with opportunity for territorial views to the west and north.



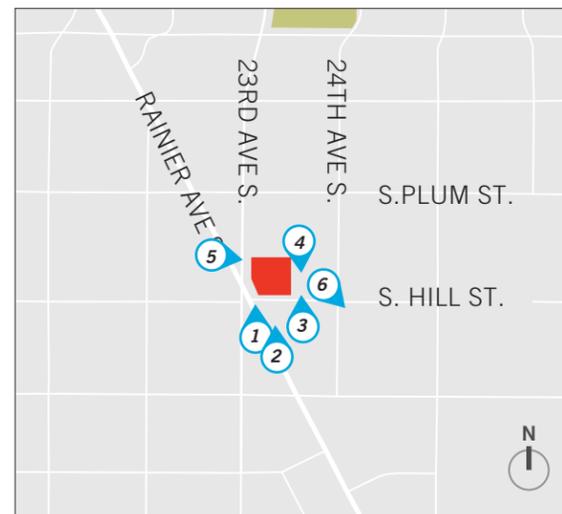
1 PROJECT SITE FACING NORTH



2 PROJECT SITE FACING NORTH



3 ALLEY, LOOKING NORTH



MAP KEY

- Project Site
- ① View



4 ALLEY, LOOKING SOUTH



5 PROJECT SITE FACING EAST



6 PARKING LOT ACROSS FROM SITE WITH 2100 BUILDING ON THE LEFT

6.0 Zoning Data

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Street Level Development Standards	23.47A.008	A.2.b	Blank facades – between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width	√	√	√
		A.2.c	Blank facades may not exceed 40% of the width of façade of along the street	√	√	√
		A.3	Street level street 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.2.a	Non-residential street-level requirements - 60% of street-facing facade between 2 feet and 8 feet above sidewalk shall be transparent	√	√	√
		B.3	Non-residential uses shall extend an average. depth of 30 feet, min. depth of 15 feet from the street-level street-facing facade	√	√	√
		B.4	Non-residential uses at street level shall have floor to floor height of 13'	√	√	√
		D.1	Where residential uses are located at street-level street-facing facades at least one street-level, street facing façade shall have a visually prominent entry	√	√	√
		D.2	Residential use at street-level street-facing façade – floor of dwelling unit shall min. 4 feet above or 4 feet below sidewalk grade or set back 10 feet from the sidewalk.	√	√	√
Structure Height	23.47A.012	A	65 feet height limit	√	√	√
		C.2	Open railings, planters, parapets and firewalls may extend up to 4 feet above the applicable height limit. Rooftop deck above structural roof surface may exceed max. height limit by up to 2 feet if enclosed by parapets complying with this section	√	√	√
		C.4.b	Mechanical equipment may extend upto 15' above the applicable height limit as long as the combined total coverage of all features gaining additional height does not exceed 20% of the roof area, or 25% of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment	√	√	√
		C.4.f	Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.	√	√	√
FAR (Floor Area Ratio)	23.47A.013	B	Per table a - max. FAR for mixed use project - FAR 4.75 for all uses, provided that FAR for either residential use or non-residential use not exceed 4.25	√	√	√
		D.1	All underground stories are not counted toward maximum FAR	√	√	√
Setback	23.47A.014	B	Setback required for lots abutting or across the alley from residential zones - not applicable as Site does not abut, or across the alley from, residential zones	√	√	√
Landscaping & Screening	23.47A.016	A.2.a, b	Landscaping shall achieve a green factor score of 0.30 or greater per SMC 23.86.019 for any lot with development containing more than four dwelling units and more than 4,000 sf of non-residential uses.	√	√	√
Amenity Area	23.47A.024	A	Required in an amount of 5% of gross floor area in residential use.	√	√	√
		B	Required amenity areas shall meet the following standards: all residents shall have access to at least one common or private amenity area; the amenity area shall not be enclosed; parking areas do not count as amenity areas; common amenity areas shall have a minimum horizontal dimension of 10 feet and shall not be less than 250 square feet in area; private amenity areas shall have no horizontal dimension less than 6 feet.	√	√	√
Parking Location and Access	23.47A.032	A.1.a	Access to parking shall be from alley if the lot abuts alley improved per 23.53.030.c.	√	√	√
Required Parking	23.54.015	A	Per Table A & B, no parking required for non-residential and residential uses in commercial and multifamily zones within urban villages that are not within urban centers if the non-residential and residential uses are located within 1,320 feet of a street with frequent transit service.	√	√	√
Bike Parking	23.54.015	K	Per Table D, for residential use, 1 bike parking stall per 4 dwelling units is required. No short-term bike parking required. For commercial use, 1 stall per 4000 sf short-term parking stalls required.	√	√	√
Solid Waste Storage Area	23.54.040	A, B	Per table A - space required for shared storage space for solid waste containers for mixed-use development w/ more than 100 dwelling units = 575 plus 4 SF for each additional unit above 100, plus 50% of required space for non-residential uses.	√	√	√

7.0 Design Guidelines

CS2 - Urban Pattern and Form

C. Relationship to the Block

ARCHITECT RESPONSE:

The proposed design aims to emphasize a corner site with its L-Shape massing that opens up to the plaza at the corner which provides extra space to pedestrians and serves as a buffer from the busy street and intersection. The proposed plaza is also a response to SDOT SETS project recommendation #22 which is a closing of Hill Street and creating a pedestrian space connecting sidewalks on both sides of Hill Street (Refer to Page 8).

D. Height, Bulk, and Scale

ARCHITECT RESPONSE:

The proposed design helps reduce perceivable mass by breaking up the building into two wings, as well as a provision and integration of design elements such as canopies, balconies and fenestration pattern. The building also sets back 10 feet from the single family neighbor to the north.

PL2 – Walkability

B. Safety and Security

ARCHITECT RESPONSE:

Transparency at retail space, residential windows and balconies provide Eyes on the Street. Lighting will be provided at the retail edge, residential entry and at the plaza for safety.

C. Weather Protection

ARCHITECT RESPONSE:

Canopies at retail edge and residential entry will serve as overhead weather protection. Along with other human-scale design elements underneath, canopies help create pedestrian-friendly atmosphere.

PL3 - Street-Level Interaction

A. Entries

ARCHITECT RESPONSE:

Entries to retail space and residential lobby will be clearly identifiable, welcoming and visible from street while provide sense of privacy and security to residents. Canopies at entries will serve as weather protection and, along with other design features, will provide a human scale. The plaza will act as a transitional space from the public to private realm.

C. Retail Edges

ARCHITECT RESPONSE:

Visibility into street-front retail spaces will be maximized through transparency with ample glazing, providing visual connection between pedestrians and retail activities inside.



Canopies, architectural features, landscape and hardscape elements animate plaza and pedestrian realm.



An L-shape building and plaza at corner responds to site location and context.



Conceptual sketch showing street level where plaza connects to SDOT SETS planned pedestrian space with Hill Street closing

7.0 Design Guidelines

DC1. Project Uses and Activities

A. Arrangement of Interior Uses

ARCHITECT RESPONSE:

Retail spaces are highly visible from two streets while residential entry located off the plaza can be easily identified. The plaza, with landscape and hardscape design, will not only act as a buffer from the busy intersection, but will also provide a gathering space, and potential outdoor seating for future retail.

B. Vehicular Access and Circulation

ARCHITECT RESPONSE:

Parking and service entry will be located off the alley to minimize impact on building aesthetics and pedestrian circulation.

C. Parking and Service Uses

ARCHITECT RESPONSE:

Parking and a majority of service uses will be located below grade. Access to service will be off the alley to minimize visual impact from public view.



Retail activities and plaza helps animate the area.

DC2. Architectural Concept

A. Massing

ARCHITECT RESPONSE:

The 'L' shape building opening onto the plaza enhances the corner site, as well as helps reduce perceived mass.

B. Architectural and Façade Composition

ARCHITECT RESPONSE:

The building façades are tied to a concept of massing that reflects two potentially different uses. Vertical fenestration and siding pattern will be utilized at the wing with units that could potentially serve as serviced apartments, while larger fenestration and balconies will be employed at the wing for regular apartments.

C. Secondary Architectural Features

ARCHITECT RESPONSE:

Balconies, fenestration and siding pattern provide visual depth, rhythm and layering on the façade, while canopies offer street-level, pedestrian scale and serve as weather protection. Two sets of secondary architectural features will be utilized on the façade of residential floors. Recessed and bolt-on balconies and large windows will be employed at the regular apartment wing, while Juliet balconies and vertical windows will be the features on the wing with units that could potentially serve as serviced apartments. Different siding patterns will help enhance this two-wings concept as well.

E. Form and Function

ARCHITECT RESPONSE:

Building Façades will be designed in a way that different uses can be easily identified. Non-residential spaces on ground level are designed to be flexible for potentially different future uses.



An L-shape building, as well as facade modulation and architectural features, helps reduce perceived mass.

8.0 Architectural Massing Concepts



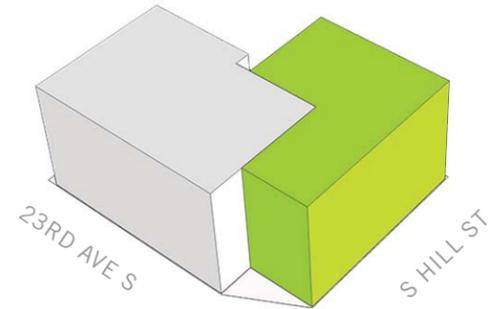
	Option 1	Option 2	Preferred Option 3
CONCEPT:	L-shape/Hard-Edge	C-shape with court	Large Plaza
# UNITS:	103	100	100
AMENITY AREA SF:	3,895 SF	3,910 SF	3,900 SF
COMMERCIAL RETAIL SF:	6,440 SF	8,300 SF	5,840 SF
PARKING STALLS:	43	44	41
BIKE STALLS:	31	42	45
FAR SF:	81,465 SF	82,567 SF	77,923 SF
RESIDENTIAL FAR SF:	75,025 SF	74,067 SF	72,513 SF
OPPORTUNITIES:	<ul style="list-style-type: none"> • Max. FAR area • 60% of the units facing streets and 40% facing private court off alley. • No units facing neighbor lot directly • Potential back units at 2nd level to have private patio/ court facing alley. • 3 Units at ground level with separate entries from street adding character to the building. • Variety of unit types offered 	<ul style="list-style-type: none"> • Large entry court yard • Court yard provides potential outdoor seating for retail • Court yard will provide buffer/ screen from noisy street • Variety of unit types offered 	<ul style="list-style-type: none"> • Large entry plaza, connecting to a pedestrian-friendly, public open space per SETS recommended improvements for S Hill St. • Plaza provides potential outdoor seating for retail • Plaza will provide buffer/ screen from noisy street • 5 units at ground level with potential private patio • Variety of unit types offered • No blank facade
CONSTRAINTS:	<ul style="list-style-type: none"> • Smaller Plaza / Entry for retail and residential lobby. • No buffer from noisy streets • North facade facing neighbor lot will be mostly blank 	<ul style="list-style-type: none"> • No ground level residential units • 50% of units facing alley or neighbor lot • Two-third of north facade facing neighbor lot will be blank 	<ul style="list-style-type: none"> • Less FAR area • 55% of units facing alley or neighbor lot
CODE COMPLIANCE:	Yes, code compliant	Yes, code compliant	Yes, code compliant

8.0 Design Concept

Massing

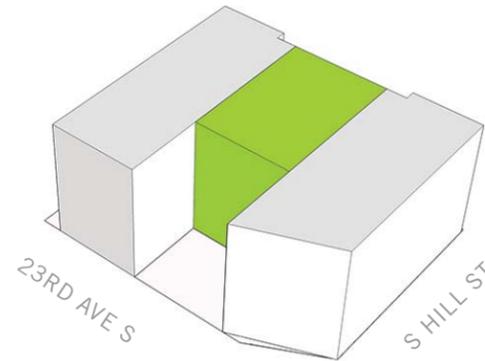
Break up massing in response to context

Option 1



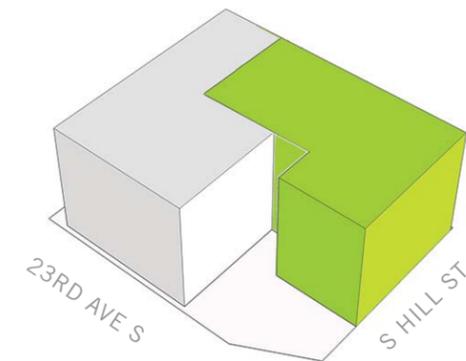
HARD-EDGE
Open internally

Option 2



COURTYARD
Set back from busy street

Option 3 (Preferred)

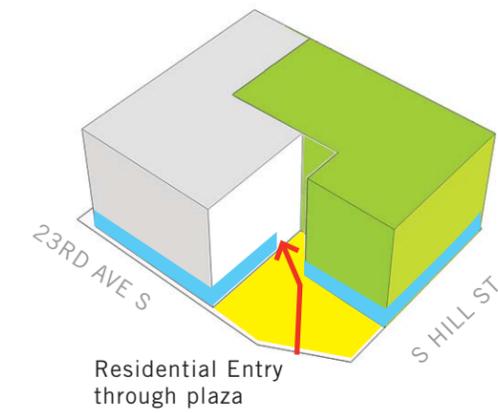
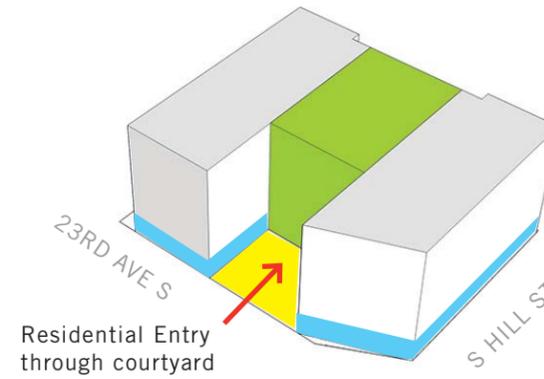
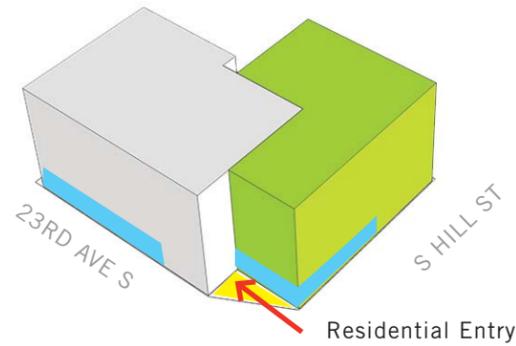


PLAZA
Set back from busy junction

Street Level

Retail, Residential Entry and Open space are placed as a response to context

- Retail edge
- Open space

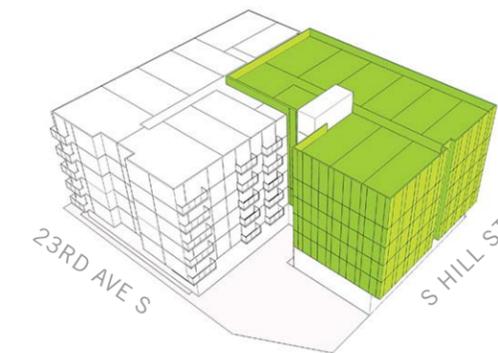
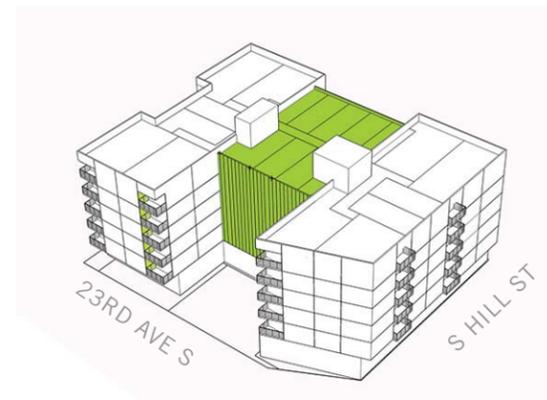
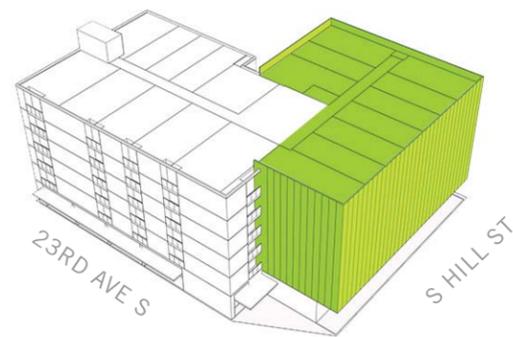


Facade Treatment

Two facade treatments reflect different types of residential units and uses.

The GREEN volume represents a wing with units that could potentially serve as serviced apartments.

The WHITE volume represents a wing with apartment units.



8.0 Option 1 Summary

DESIGN ANALYSIS | PROS & CONS



View from SW corner.

# UNITS:	103
AMENITY AREA SF	3,895 SF
COMMERCIAL RETAIL SF:	6,440 SF
PARKING STALLS:	43
BIKE STALLS:	31
FAR SF:	81,465 SF
RESIDENTIAL FAR SF:	75,025 SF
RESIDENTIAL AMENITIES:	<ul style="list-style-type: none"> • Roof deck • Private patio
CODE COMPLIANCE:	Yes, code compliant

DESIGN PROS:

- 1 Max. FAR area
- 2 60% of the units facing street and 40% facing private court off alley
- 3 No units facing neighbor lot directly
- 4 Potential back units at 2nd level to have private patio or court facing alley.
- 5 3 Units at ground level with separate entries from street adding character to the building.
- 6 Variety of unit types offered

DESIGN CONS:

- 1 Smaller plaza/ entry for retail and residential
- 2 No buffer from noisy streets
- 3 North facade facing neighbor lot will be mostly blank.



View looking North to alley



View from 23rd Ave S.



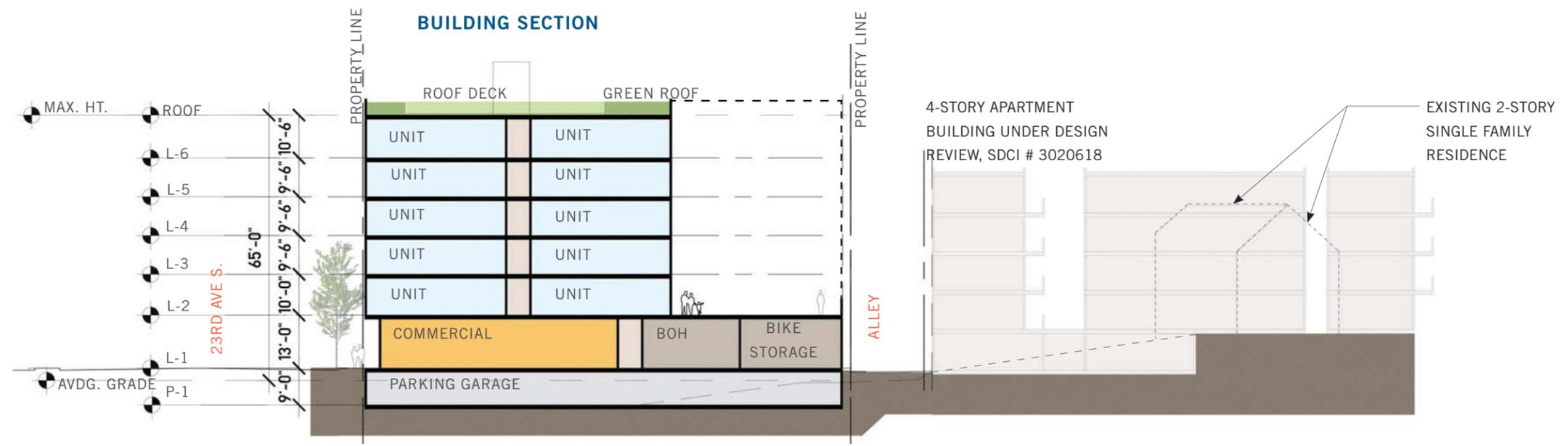
View from SW corner showing residential entry



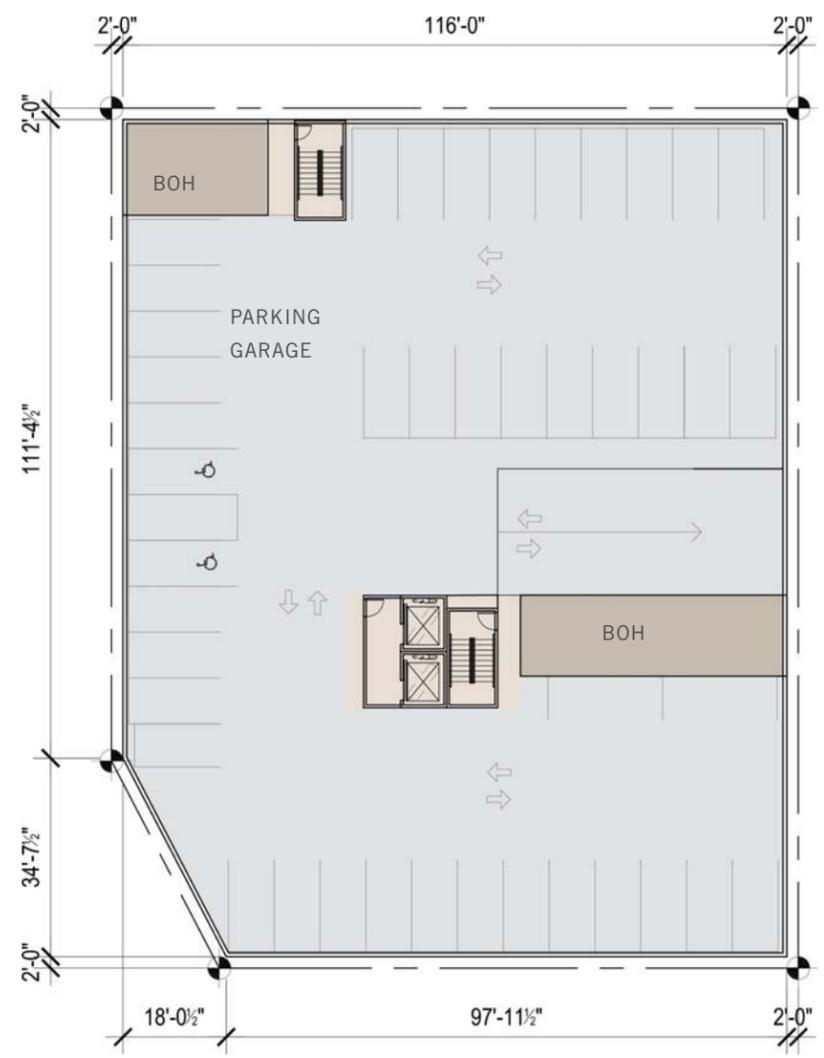
View looking East and S Hill St

8.0 Option 1 Floor Plans

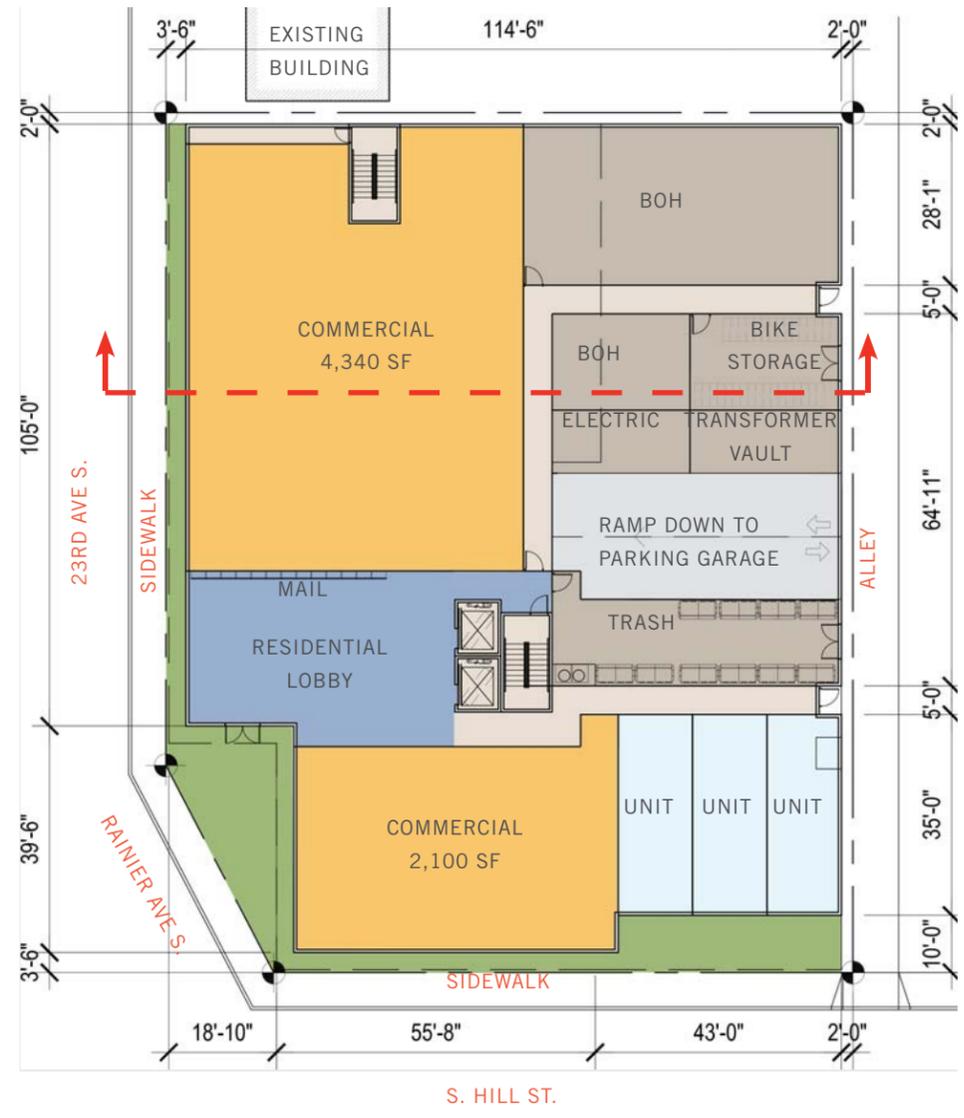
- KEY**
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Residential Amenity
 - Parking/Garage
 - Landscaped/hardscaped area



BASEMENT LEVEL P-1



STREET LEVEL L-1



8.0 Option 1 Floor Plans

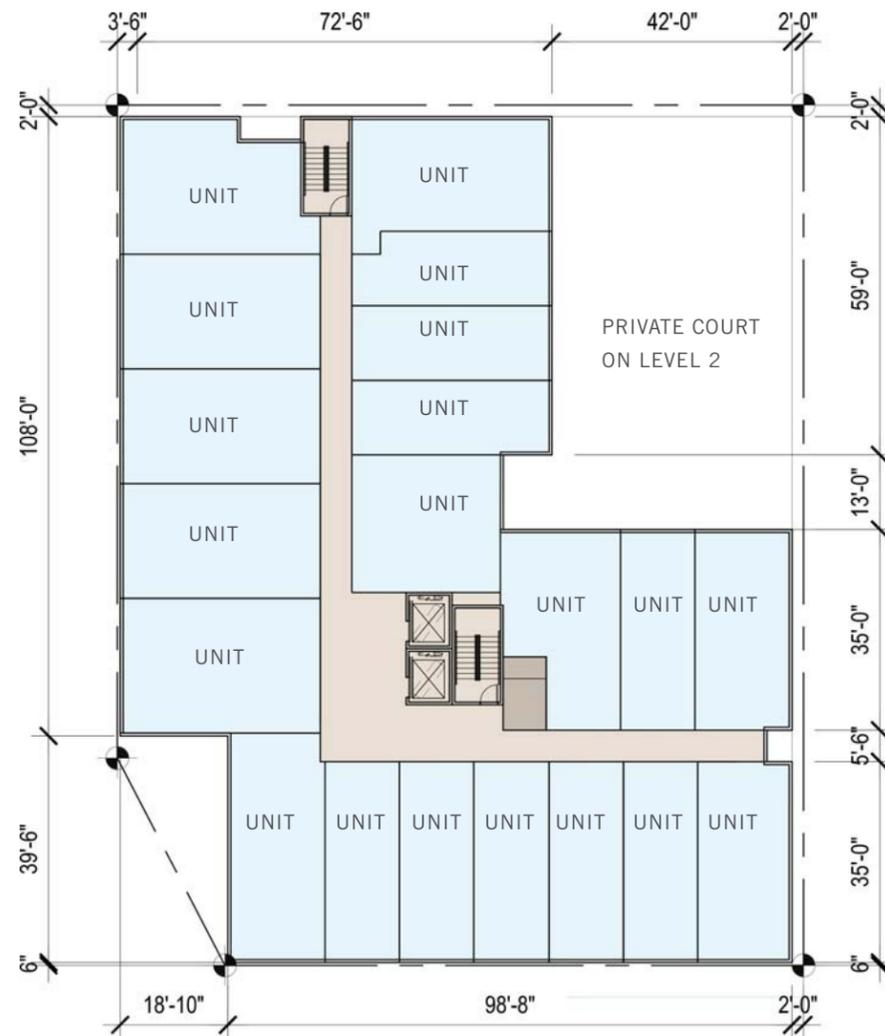
KEY

- Commercial
- Units
- Utility/BOH
- Circulation
- Residential Amenity
- Parking/Garage
- Landscaped/hardscaped area

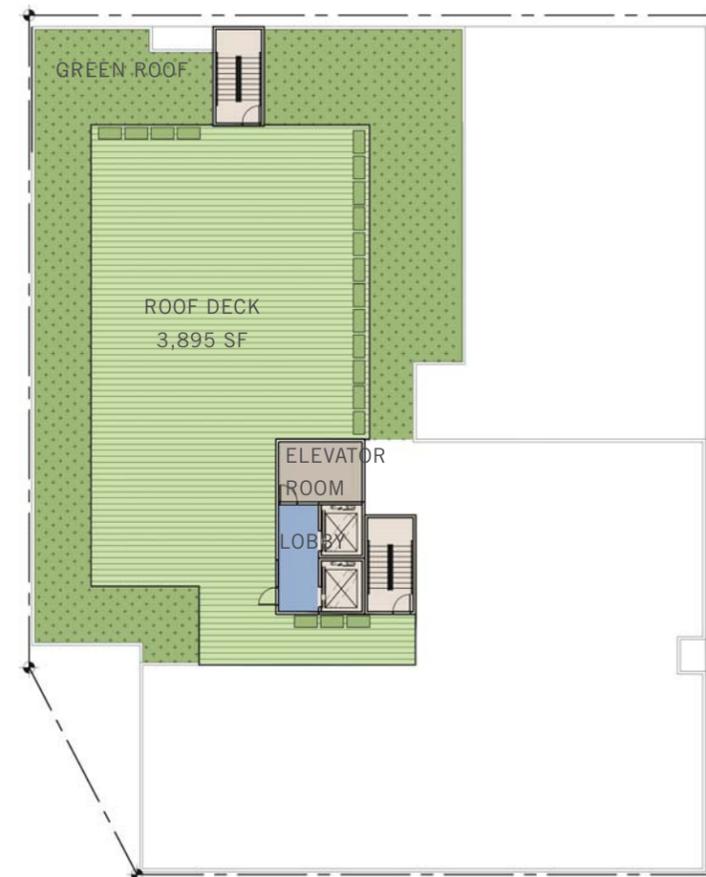
AVERAGE UNIT SIZE

- 2BR - 830 SF
- 1BR - 700 SF
- Open 1BR - 600 SF
- Studio - 455 SF

LEVEL 2-6



ROOF LEVEL



8.0 Option 1 Shadow Study



8.0 Option 2 Summary

DESIGN ANALYSIS | PROS & CONS



View from SW corner.

# UNITS:	100
AMENITY AREA SF	3,910
COMMERCIAL RETAIL SF:	8,300
PARKING STALLS:	44
BIKE STALLS:	42
FAR SF:	82,567
RESIDENTIAL FAR SF:	74,067
RESIDENTIAL AMENITIES:	<ul style="list-style-type: none"> • Roof deck • Private Patio
CODE COMPLIANCE:	Yes, code compliant

DESIGN PROS:

- 1 Large entry courtyard
- 2 Courtyard provides potential outdoor seating for retail
- 3 Courtyard will provide buffer / screen from noisy street
- 4 Variety of unit types offered

DESIGN CONS:

- 1 No ground level residential units
- 2 50% of units facing alley of neighbor lot
- 3 Two-third of North facade facing neighbor lot will be blank.



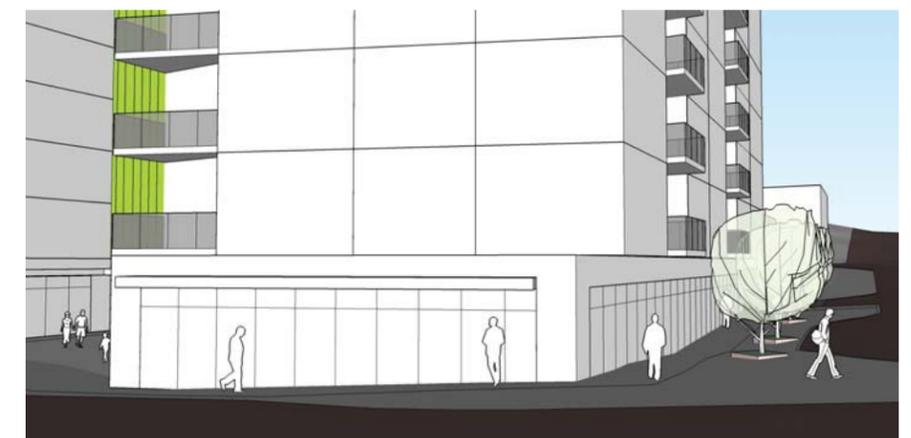
View looking North to alley



View from 23rd Ave S.



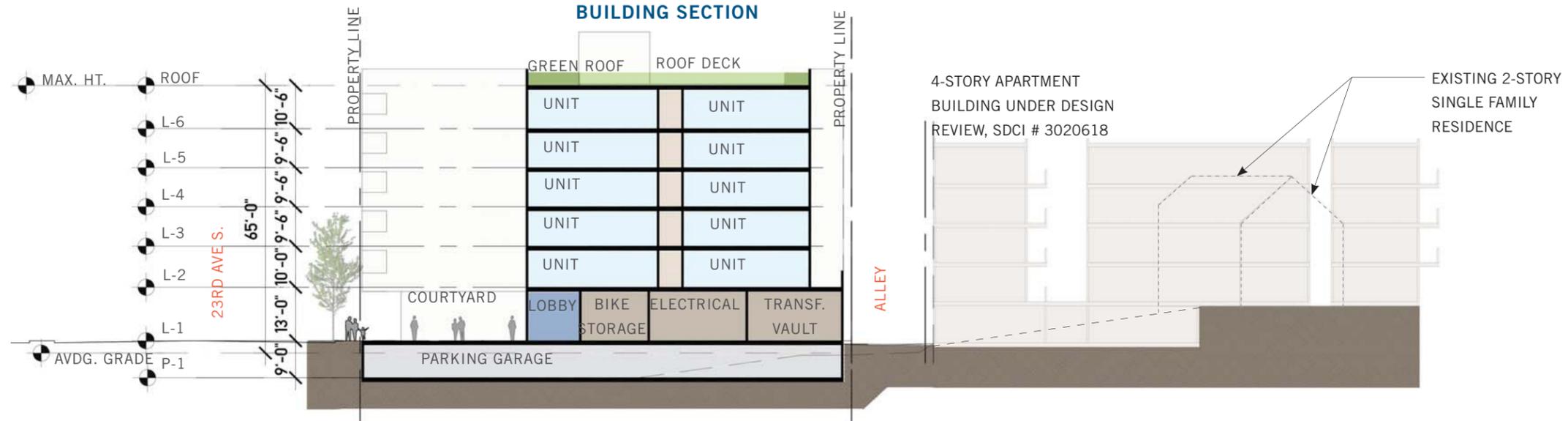
View from SW corner showing courtyard



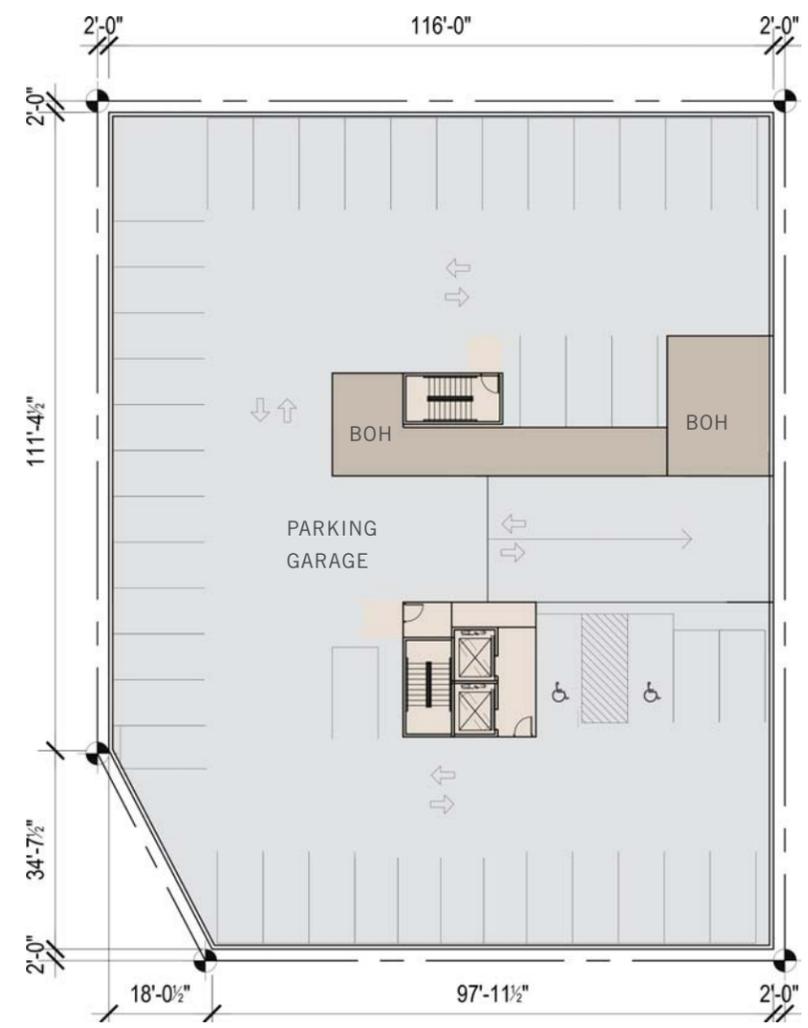
View looking East and S Hill St

8.0 Option 2 Floor Plans

- KEY**
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Residential Amenity
 - Parking/Garage
 - Landscaped/hardscaped area



BASEMENT LEVEL P-1



STREET LEVEL L-1



8.0 Option 2 Floor Plans

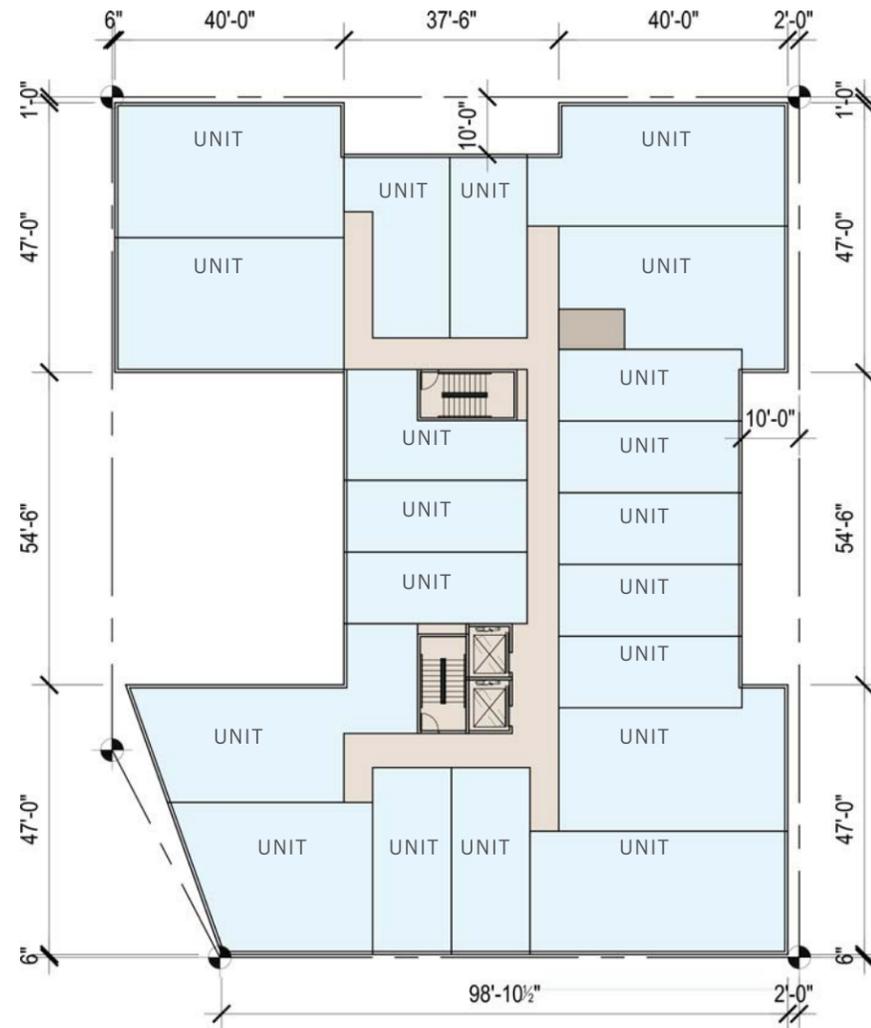
KEY

- Commercial
- Units
- Utility/BOH
- Circulation
- Residential Amenity
- Parking/Garage
- Landscaped/hardscaped area

AVERAGE UNIT SIZE

- 2BR - 940 SF
- 1BR - 850 SF
- Open 1BR - 600 SF
- Studio - 400 SF

LEVEL 2-6



ROOF LEVEL

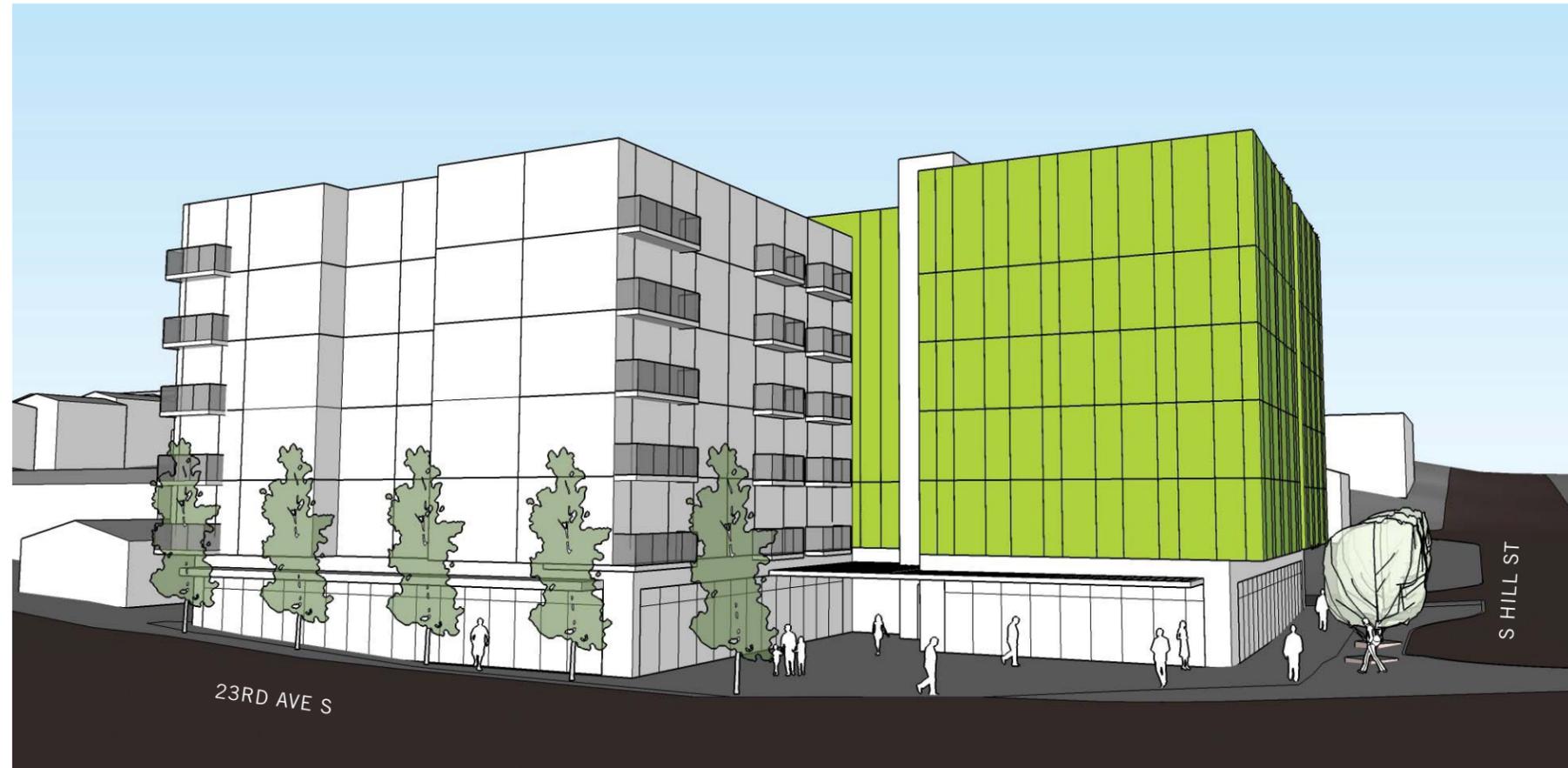


8.0 Option 2 Shadow Study



8.0 Preferred Option 3 Summary

DESIGN ANALYSIS | PROS & CONS



View from SW corner.

# UNITS:	100
AMENITY AREA SF	3,900 SF
COMMERCIAL RETAIL SF:	5,840 SF
PARKING STALLS:	41
BIKE STALLS:	45
FAR SF:	77,923 SF
RESIDENTIAL FAR SF:	72,513 SF
RESIDENTIAL AMENITIES:	<ul style="list-style-type: none"> • Roof Deck • Private Patio
CODE COMPLIANCE:	Yes, code compliant

DESIGN PROS:

- 1 Large entry plaza, connecting to a pedestrian-friendly, public open space per SETS recommended improvements for S Hill St.
- 2 Plaza provided outdoor seating for retail
- 3 Plaza will provide buffer/screen from noisy street
- 4 Variety of unit types offered
- 5 No blank facade.

DESIGN CONS:

- 1 Less FAR area
- 2 55% of units facing alley or neighbor lot



View looking North to alley



View from 23rd Ave S.



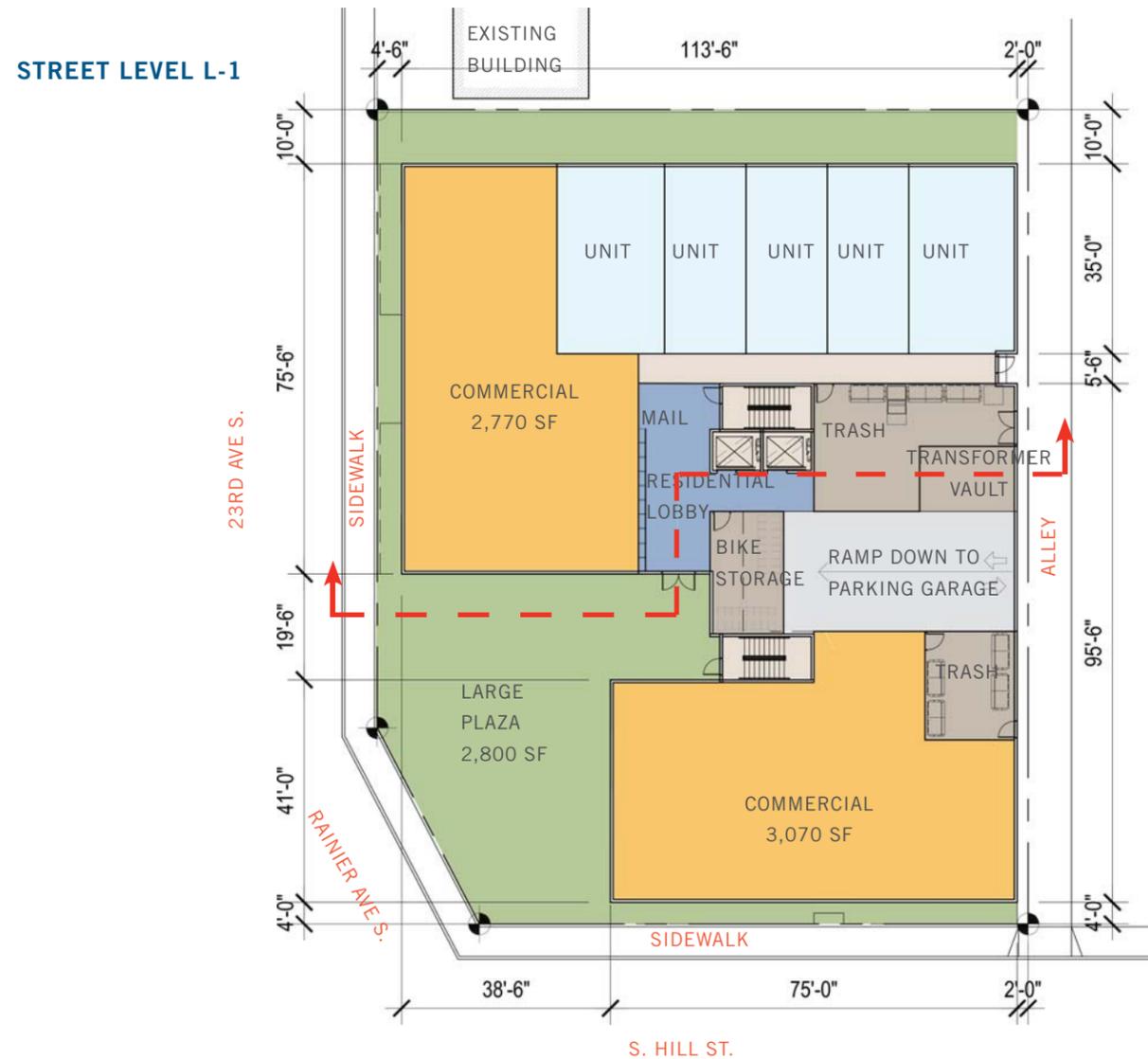
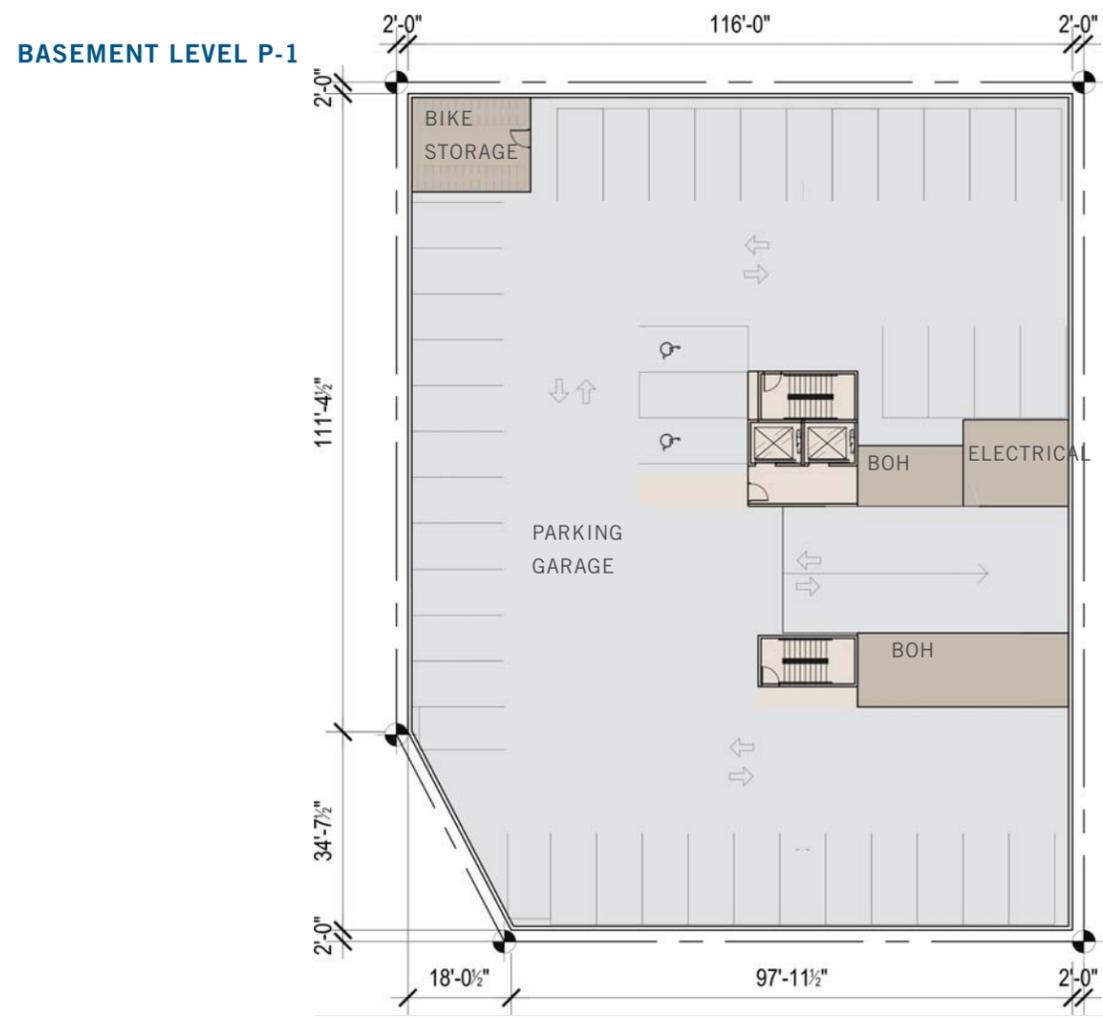
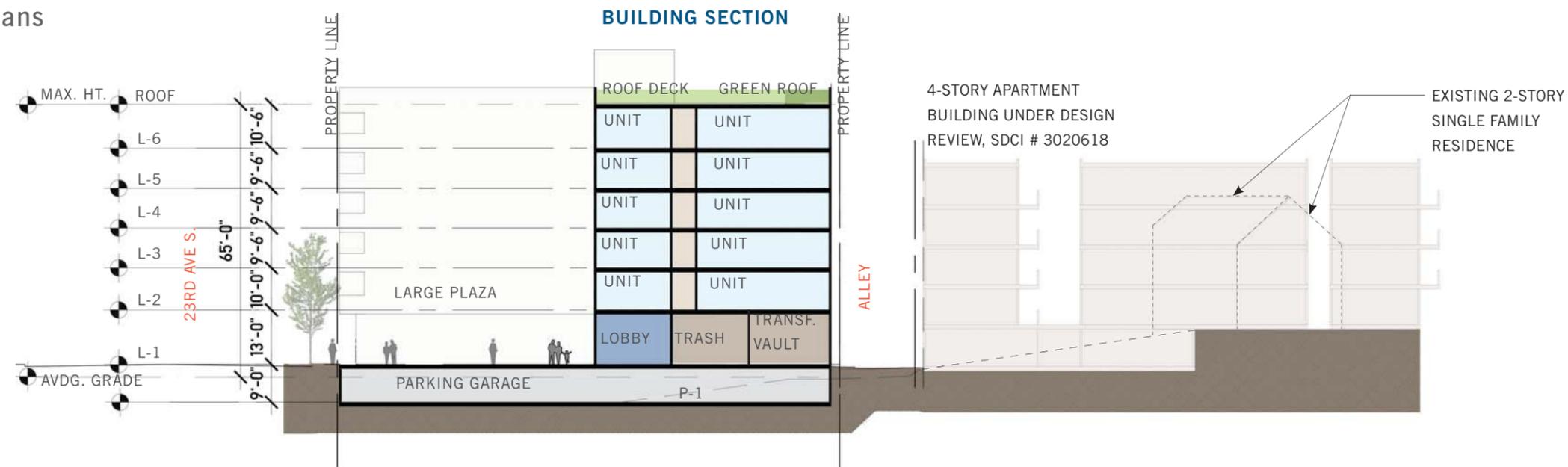
View from SW corner showing plaza and residential entry



View looking East and S Hill St

8.0 Preferred Option 3 Floor Plans

- KEY**
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Residential Amenity
 - Parking/Garage
 - Landscaped/hardscaped area



8.0 Preferred Option 3 Floor Plans

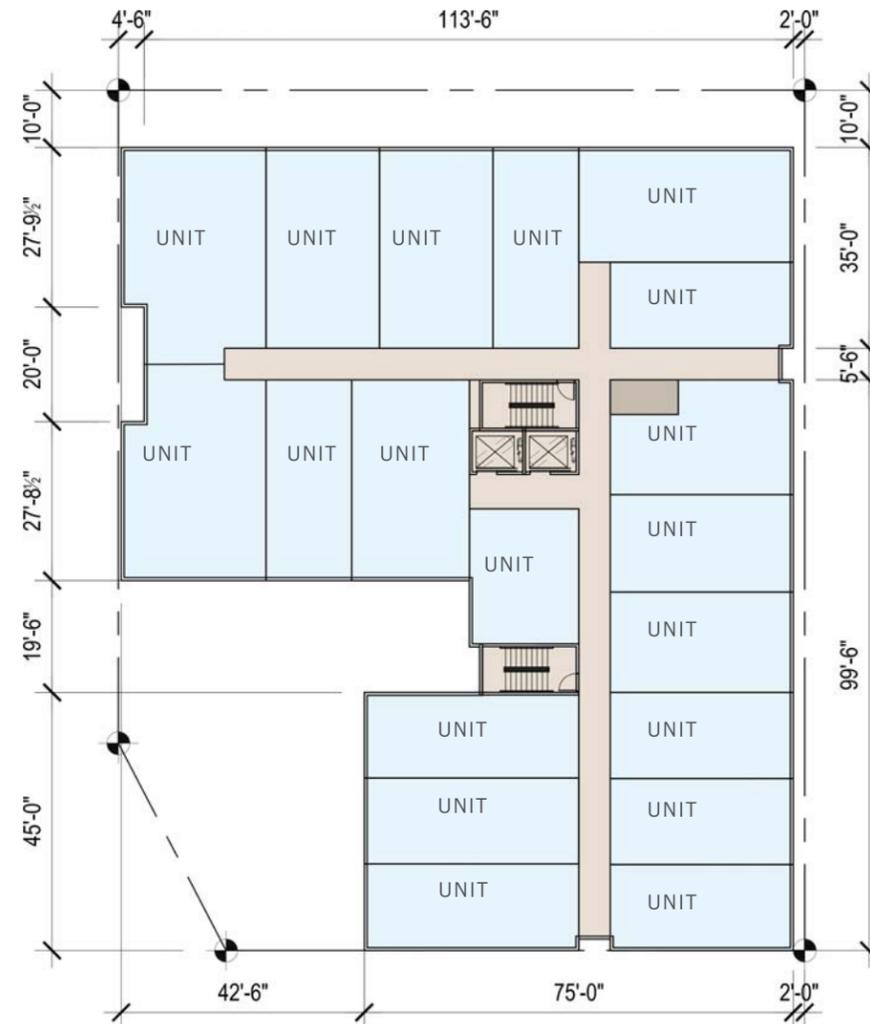
KEY

- Commercial
- Units
- Utility/BOH
- Circulation
- Residential Amenity
- Parking/Garage
- Landscaped/hardscaped area

AVERAGE UNIT SIZE:

- 2BR - 830 SF
- 1BR - 720 SF
- Open 1BR - 570 SF
- Studio - 455 SF

LEVEL 2-6



ROOF LEVEL



8.0 Preferred Option 3 Shadow Study



8.0 Precedent Images



1 GREENFIRE CAMPUS, SEATTLE
Inviting plaza with landscape and hardscape elements



2 GREENHOUSE APARTMENTS, SEATTLE
Communal space for residents



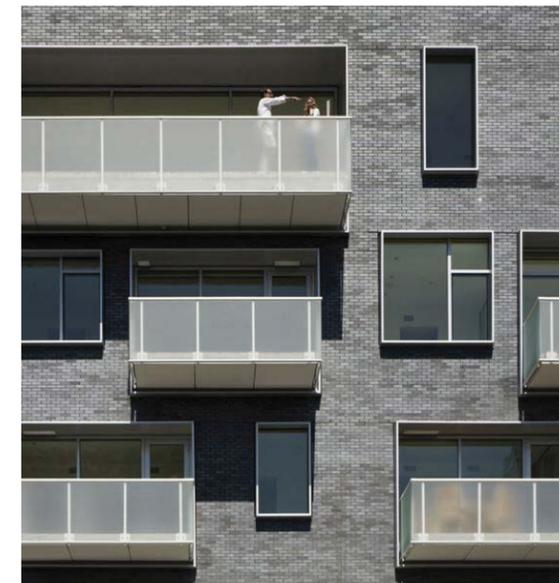
3 RICHARDSON APARTMENTS, SAN FRANCISCO
Massing interlocking and composition



4 LANGANO APARTMENTS, PORTLAND
Window pattern and proportion



5 THOMPSON HOTEL, SEATTLE
Facade treatment indicating different uses



6 SUGARCUBE DEVELOPMENT, DENVER
Balconies adding playfulness to the facade

Caron Projects



4128 Brooklyn Avenue NE Student Housing



306 QA Apartments



Fremont Green



LIV Seattle Student Housing



Othello Station North



The Central