NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST

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DESIGN REVIEW
RECOMMEDATION PROPOSAL
NOVEMBER 20, 2017

8541 15th Ave NW
#3024206

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CROWN HILL NEIGHBORHOOD CONTEXT

PROJECT INFORMATION

SITE ADDRESS	8541 15th Ave NW
PARCEL NUMBER	3300700974
PROJECT NUMBER	3024206
APPLICANT	Neiman Taber Architects 1421 34th Avenue, Suite 100 Seattle, WA 98122 (206) 760-5550
CONTACT	David Neiman dn@neimantaber.com
OWNER	Paar Development
ARCHITECT	Neiman Taber Architects 1421 34th Ave, Suite 100 Seattle, WA 98122 (206) 760-5550
GEOTECHNICAL	Geotech Consultants, INC
SURVEYOR	GeoDimensions
LANDSCAPE	The Philbin Group
STRUCTURAL	Malsam Tsang Structural

PROJECT CRITERIA

ZONING	NC3P-40
OVERLAYS	CROWN HILL RESIDENTIAL URBAN VILLAGE PEDESTRIAN ZONE
NEARBY ZONES	SF-5000 (Adjacent West), C1-40 (Nearby North)
LOT SIZE	6,808 SF
CURRENT USE	RESTAURANT + RETAIL
ALLOWABLE FAR	3.25 (22,126 SF)
REQUIRED BIKE PARKING	12 Bikes (25% of 36 units + 75% of 4 SEDUs)
REQUIRED PARKING	None
FREQUENT TRANSIT	Yes
PROPOSED UNITS	40
ACCESS	15th Ave NW and alley in the back
ECAs	None on site
EXCEPTIONAL TREES	None

CONTEXT + SITE

The project site is in the Crown Hill neighborhood, along the west side of 15th Ave NW, one of the primary commercial arterials in Northwest Seattle and currently an auto-oriented street that has recently been designated a pedestrian zone. The immediate vicinity is comprised of low-density strip commercial along 15th Ave NW, transitioning abruptly to single family housing to the west. The site sits near the crest of the Crown Hill neighborhood, which has a gradual general slope down to the south and east. Predominant views are territorial to the east and mountain/water to the west at higher elevations. The site is within a frequent transit zone that connects south to Ballard and downtown, east to Greenwood and Aurora Ave N, and north/northeast to Northgate.

PROPOSAL

The project proposes high-quality urban infill housing along a primary transit corridor. As a mixed-use building in a newly created pedestrian zone, the project also seeks to contribute positively to the evolution of the neighborhood from a car-dominated landscape to a walkable, well-scaled, and vibrant urban village. The proposal, is to develop a 21,983 s.f. four story mixed use structure with 40 apartments, and 2,131 s.f. of retail space. The existing structure is to be demolished.

PROJECT GOALS

1. PEDESTRIAN STREETSCAPE

   Promote a vibrant, active pedestrian streetscape, with commercial spaces set along a widened public way. Set a precedent for future development in the neighborhood.

2. NATURAL LIGHT / PRIVACY

   Provide generous natural light to all units, while maximizing privacy for current and future residents.

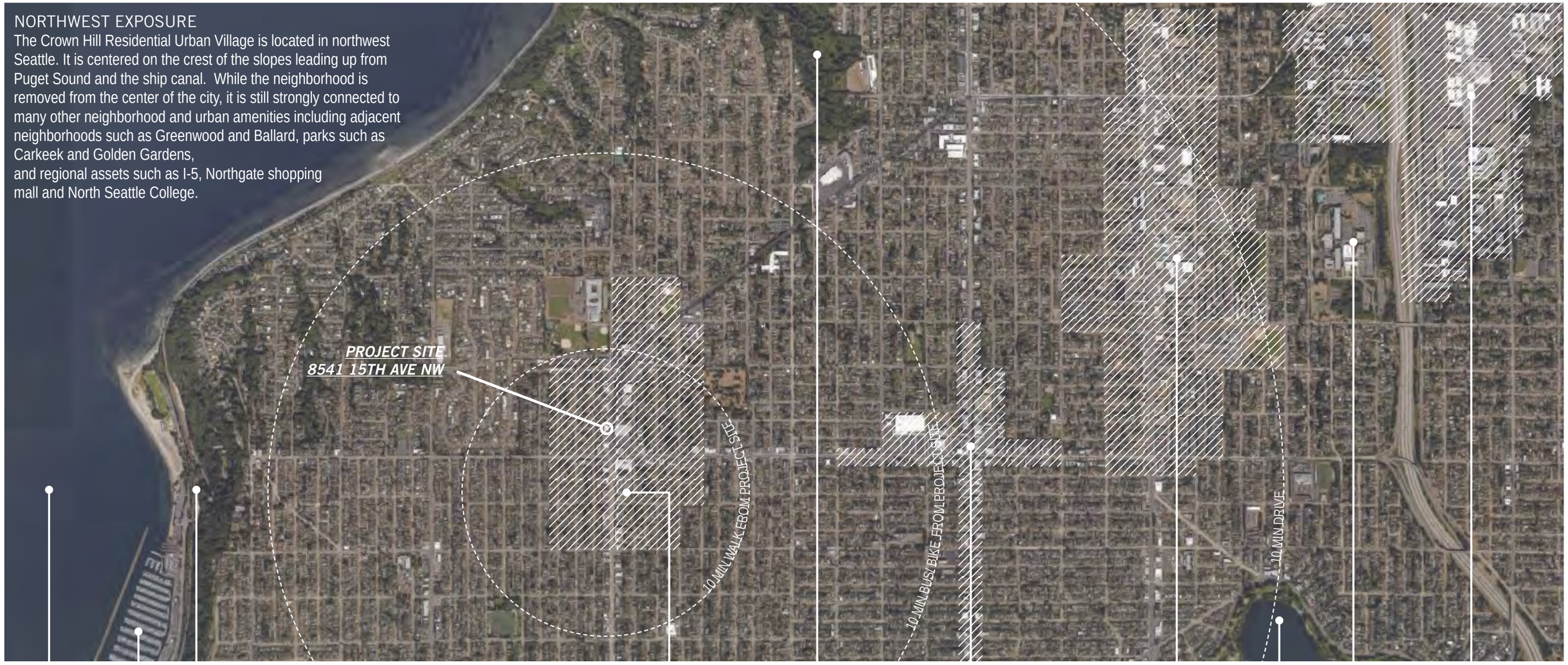
3. ZERO LOT LINE DEVELOPMENT

   Establish a development pattern campatible with future north-south 0 lot line neighbours.

URBAN DESIGN ANALYSIS
AERIAL VIEW: CROWN HILL + THE CITY

NORTHWEST EXPOSURE

The Crown Hill Residential Urban Village is located in northwest Seattle. It is centered on the crest of the slopes leading up from Puget Sound and the ship canal. While the neighborhood is removed from the center of the city, it is still strongly connected to many other neighborhood and urban amenities including adjacent neighborhoods such as Greenwood and Ballard, parks such as Carkeek and Golden Gardens,
and regional assets such as I-5, Northgate shopping mall and North Seattle College.



CROWN HILL RESIDENTIAL URBAN VILLAGE

Crown Hill is one of 18 Residential Urban Village designated by the city of Seattle as:

- Areas that have development capacity.
- Areas expected to receive primarily residential growth.
- Space for smaller scale commercial development.
- Neighborhood business district.

Current status of the Crown Hill neighborhood:

- Automobile oriented commercial district within single family housing.
- Larger national retailers mixed with small scale local stores.
- Mix of service providers including medical offices, car repair, salons, etc.
- Recent mixed use and multi-family projects have added density and begun to transition the streetscape to a more pedestrian oriented experience.

URBAN DESIGN ANALYSIS
NEIGHBORHOOD CONTEXT

NEIGHBORHOOD CIRCULATION

SITE
Located on 15th Ave NW, the area's primary commercial corridor, near its intersection with NW 85th St.

PUBLIC TRANSPORTATION
- Site designated as Frequent Transit.
- Bus lines 40, 45 and 15X and D provide regular access to downtown, the University of Washington, and South Lake Union.

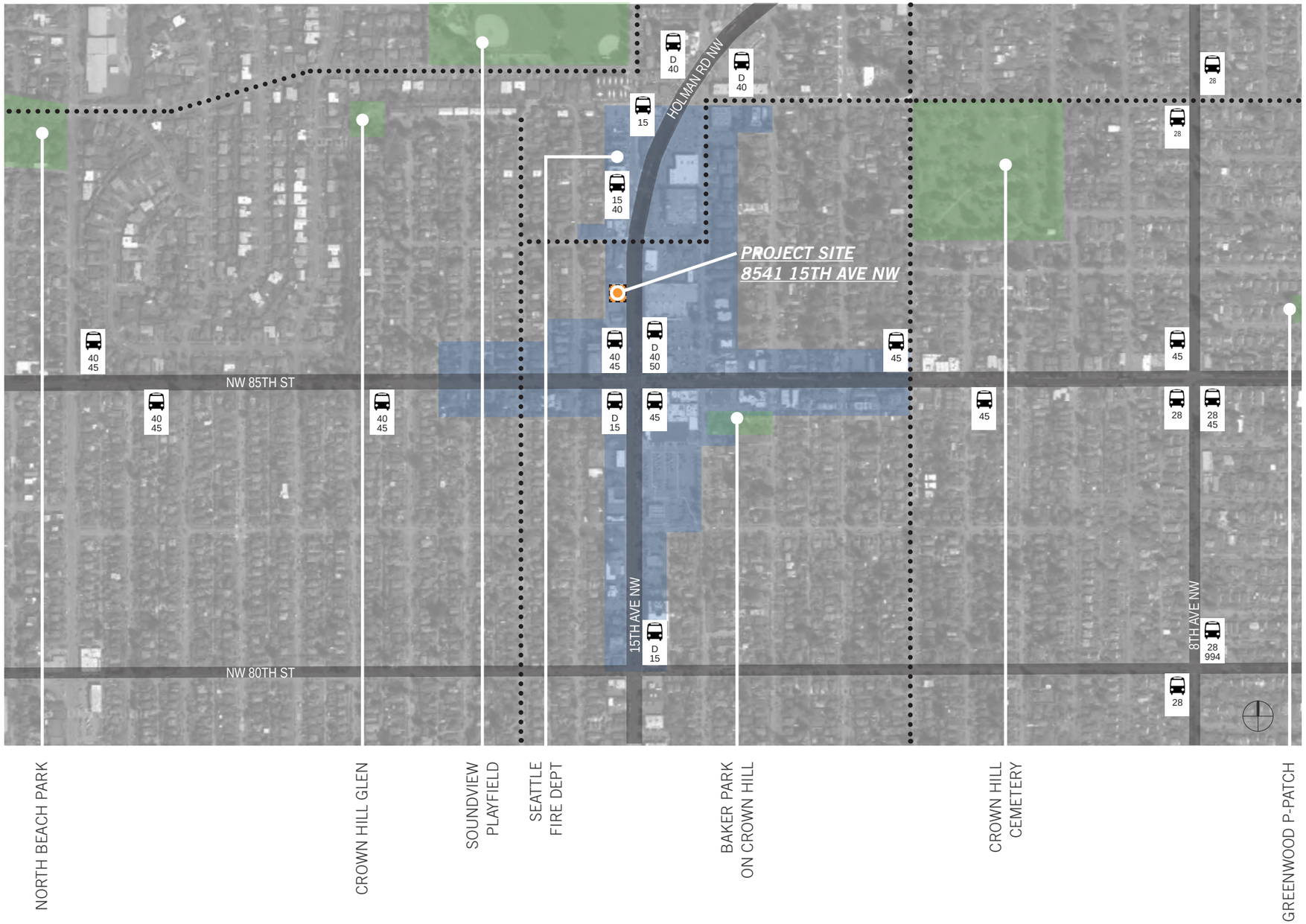
AUTOMOBILE
- 85th Ave NW connects to I-5.
- 15th Ave NW and 85th Ave NW provide strong automobile connections to the greater city.

PEDESTRIAN
- 15th Ave NW is presently an auto-oriented arterial, but is designated a pedestrian zone by the city.
- New and proposed development is being done to make the street more walkable and bikeable.
- Current sidewalks along the major streets, but they are lacking on many of the smaller streets.

BICYCLE
- The area lacks any substantial bike infrastructure.
- Several neighborhood greenways planned in Seattle's Bicycle Master Plan.

LEGEND

ARTERIALS
FREQUENT TRANSIT CORRIDOR
BUS STOP
DESIGNATED BIKE ROUTE - PLANNED + EXISTING
PARK | OPEN SPACE
PROJECT SITE



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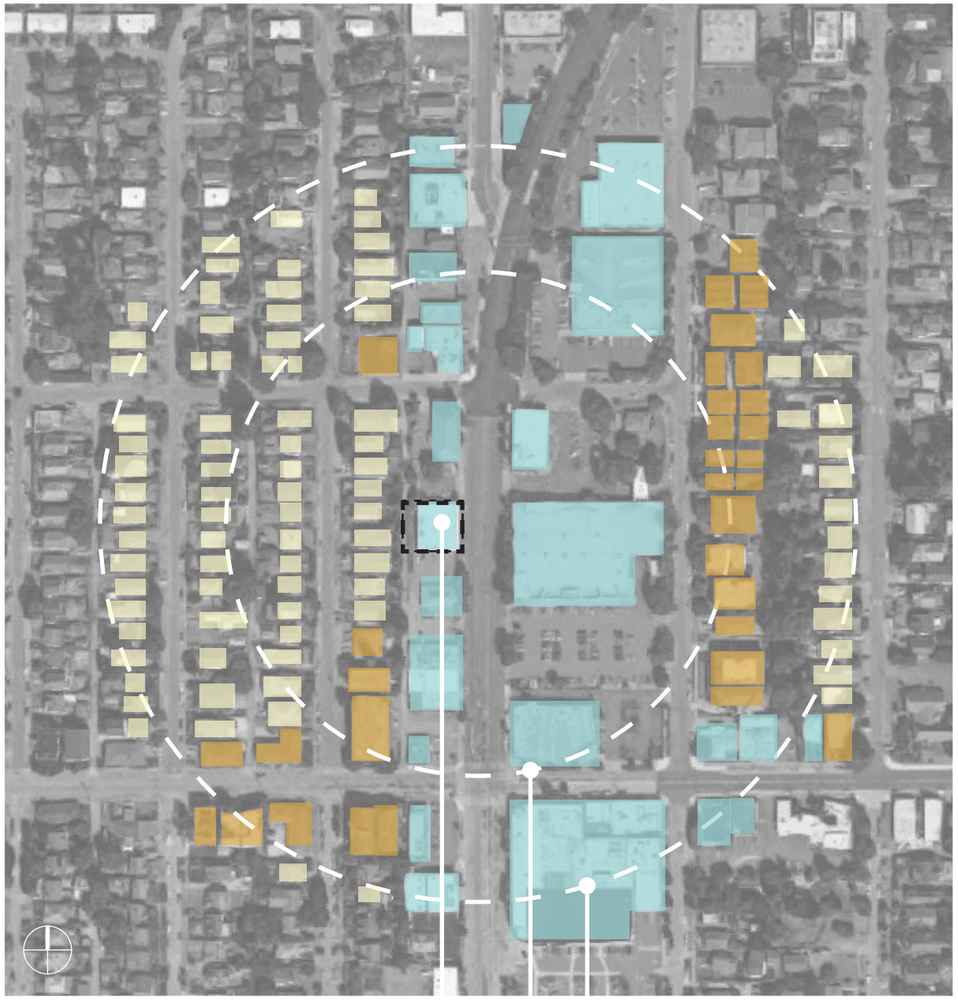
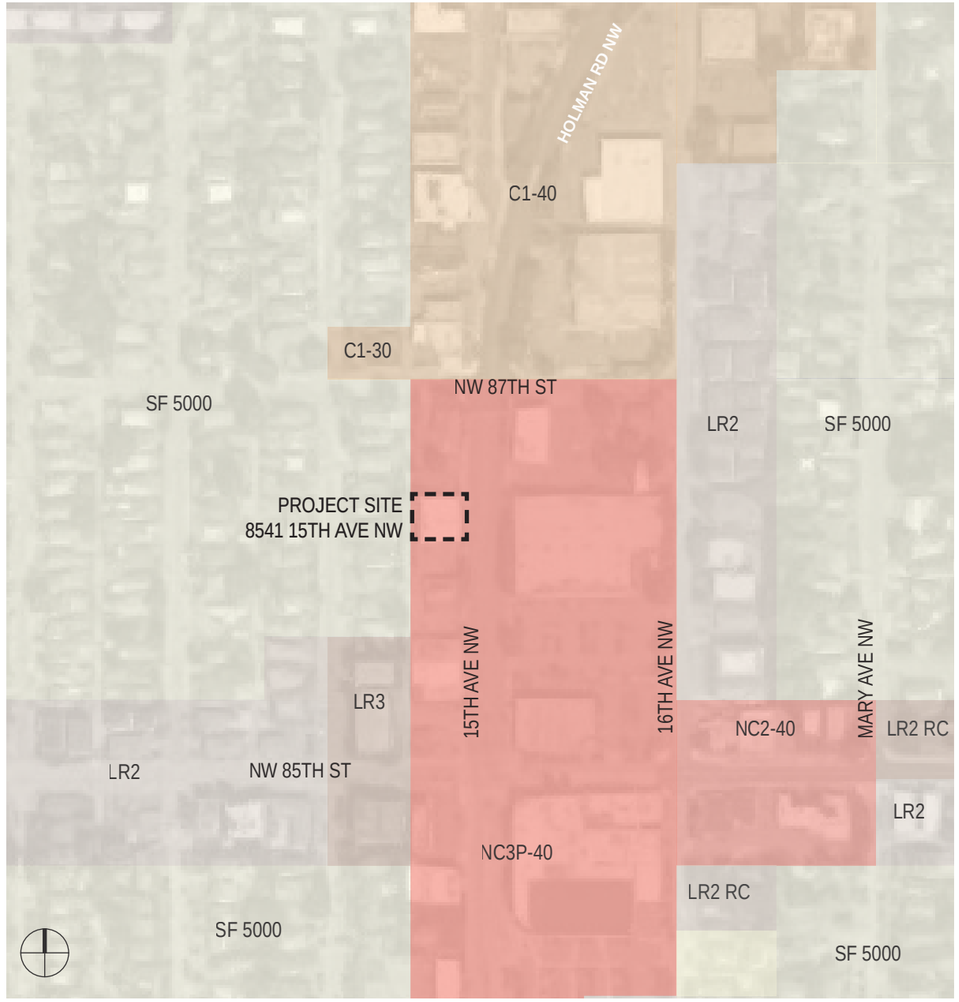
ARCHITECTURE FOR THE NORTHWEST



SINGLE FAMILY
MULTI-FAMILY
COMMERCIAL
PROJECT SITE

PROJECT SITE
8541 15TH AVE NW
500 FOOT CIRCLE
750 FOOT CIRCLE



SF 5000
LR1
LR2
LR3

C1
NC2/3
PROJECT SITE

ZONING + USE

ZONING

- Site located in NC3P-40 zone.
- The zone is intended to provide for a pedestrian oriented neighborhood, shopping district, and residential uses.
- 15th Ave NW has a pedestrian designation with stipulated uses and specific requirements for the street level facade to enhance the pedestrian experience.

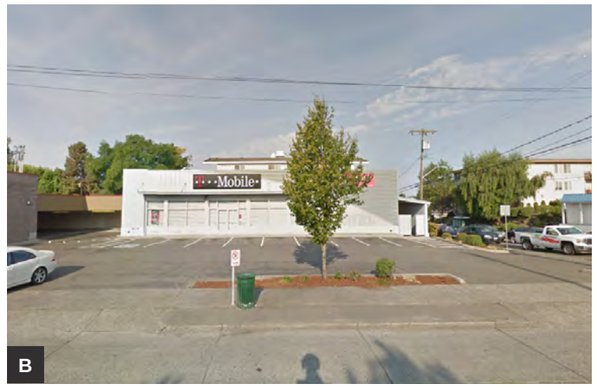
USE

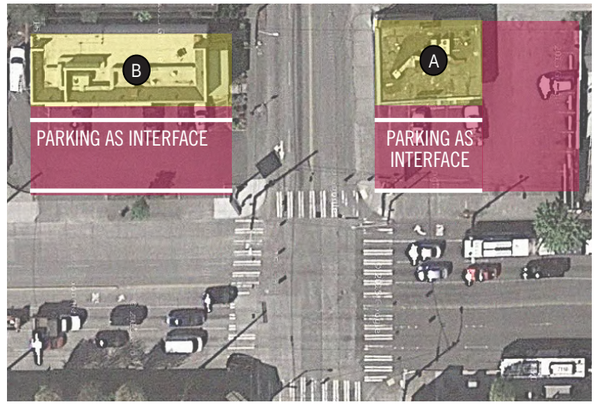
- Auto-oriented commercial developments along 15th Ave NW.
- Mix of larger national retailers and small retail and service buildings.
- Beyond 15th Ave NW primarily single family houses with some small apartments and townhouses.
- Majority of housing appears to date from the mid-twentieth century.
- Some modern houses are present including several under construction.
- Much of the area is vastly under built relative to zoned capacity so should be expected to be redeveloped in the coming years.

URBAN DESIGN ANALYSIS
NEIGHBORHOOD CONTEXT

PROJECT LOCATION KEY

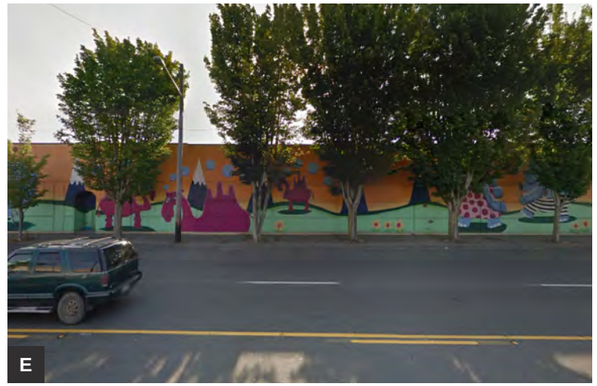
EXISTING SMALL RETAIL (WITH SETBACK)

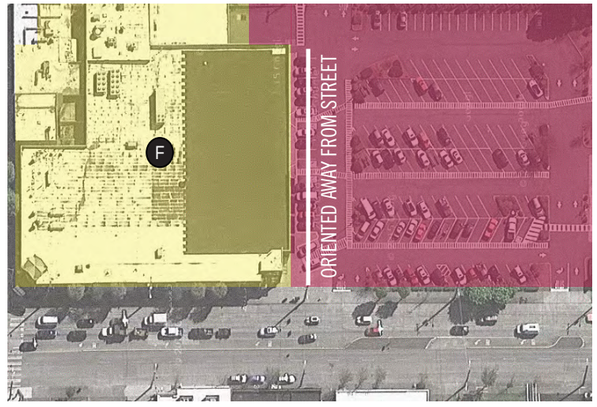




EXISTING SMALL RETAIL (ZERO LOTLINE)

EXISTING BIG BOX RETAIL (ORIENTED TO PARKING)





COMMERCIAL

PARKING

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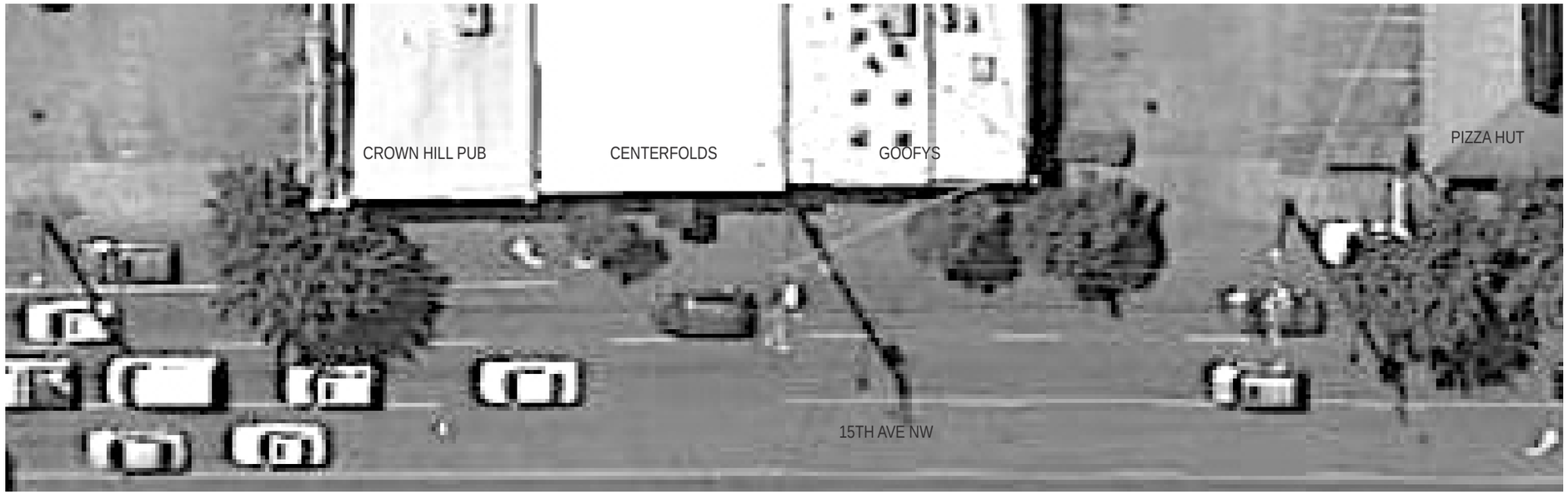
Ballard storefront with repetitve punched windows above.

URBAN DESIGN ANALYSIS
STREET ELEVATIONS

15TH AVE NW
FACING WEST

NW 85TH STREET — **NC3-40**



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NC3-40

NW 87TH STREET

PROJECT SITE

URBAN DESIGN ANALYSIS
STREET ELEVATIONS

15TH AVE NW
FACING EAST

NW 87TH STREET — **NC3-40**

OPPOSITE FROM
PROJECT SITE

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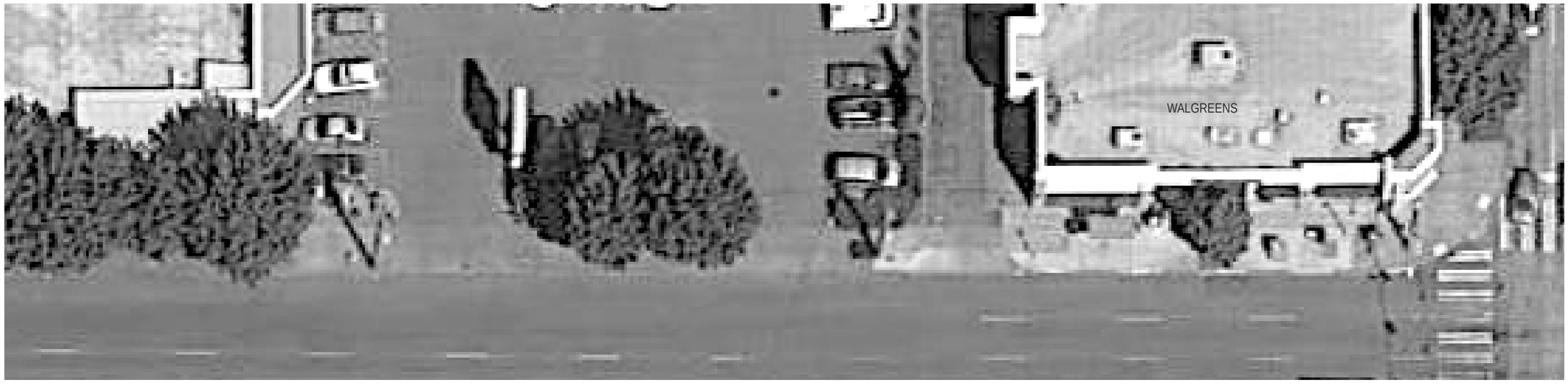
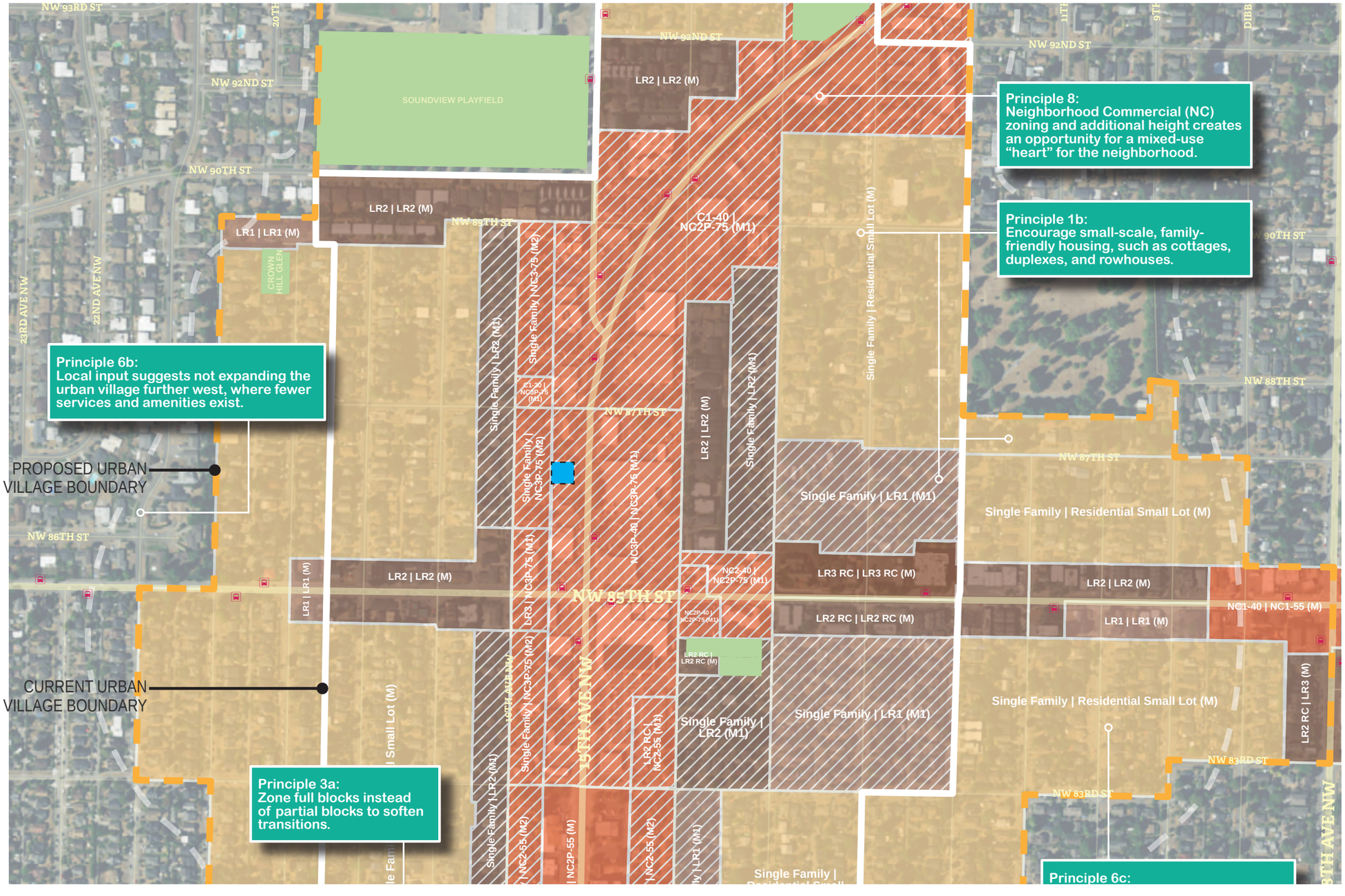
NC3-40



URBAN DESIGN ANALYSIS
HALA DRAFT ZONING CHANGES



The HALA draft zoning changes propose an increase in the urban village boundary, along with a general upzoning within its limits.

This solidifies the trend towards a denser, pedestrian oriented development of the Crown Hill neighborhood.

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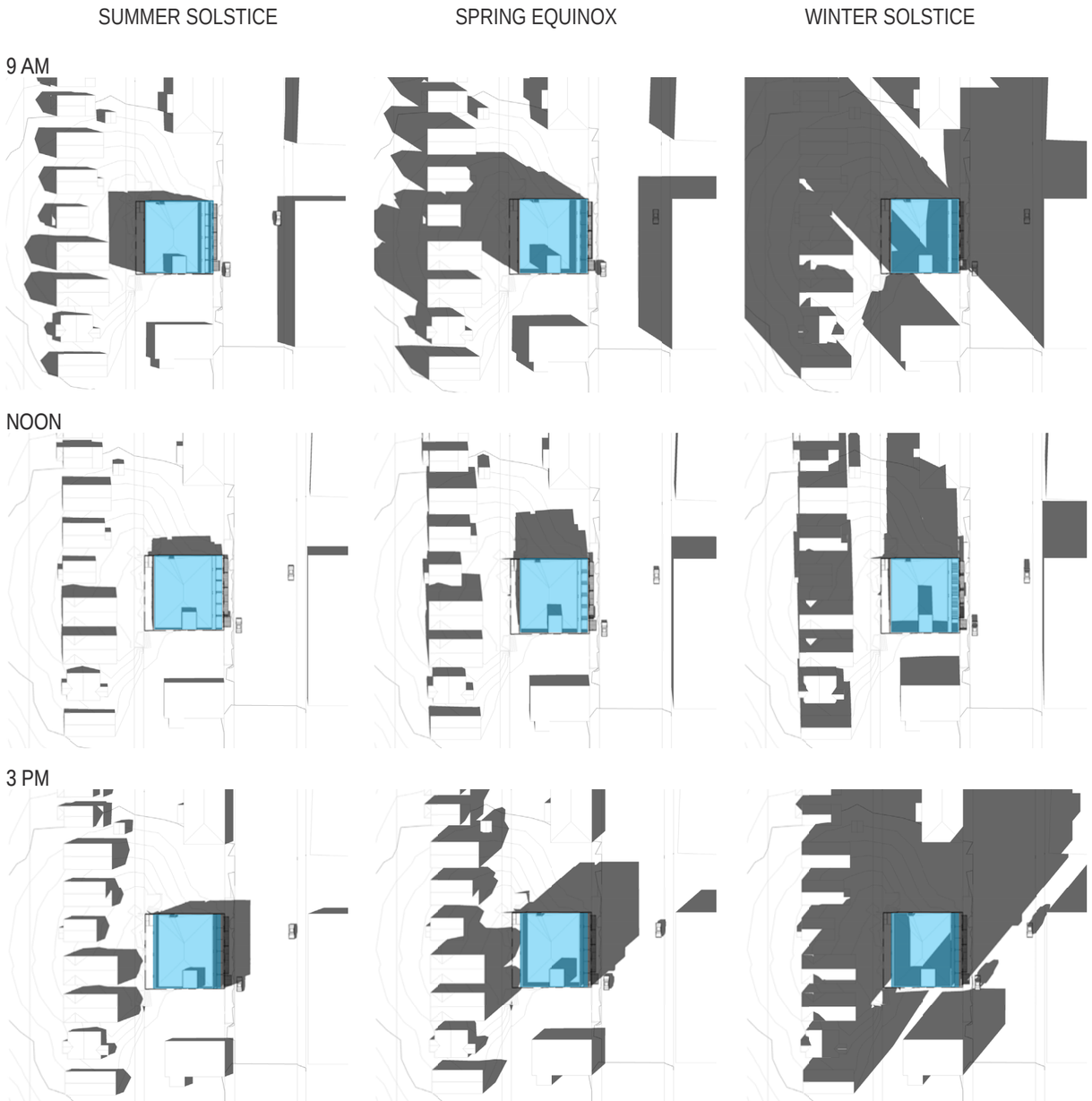


ORIENTATION + SUN EXPOSURE

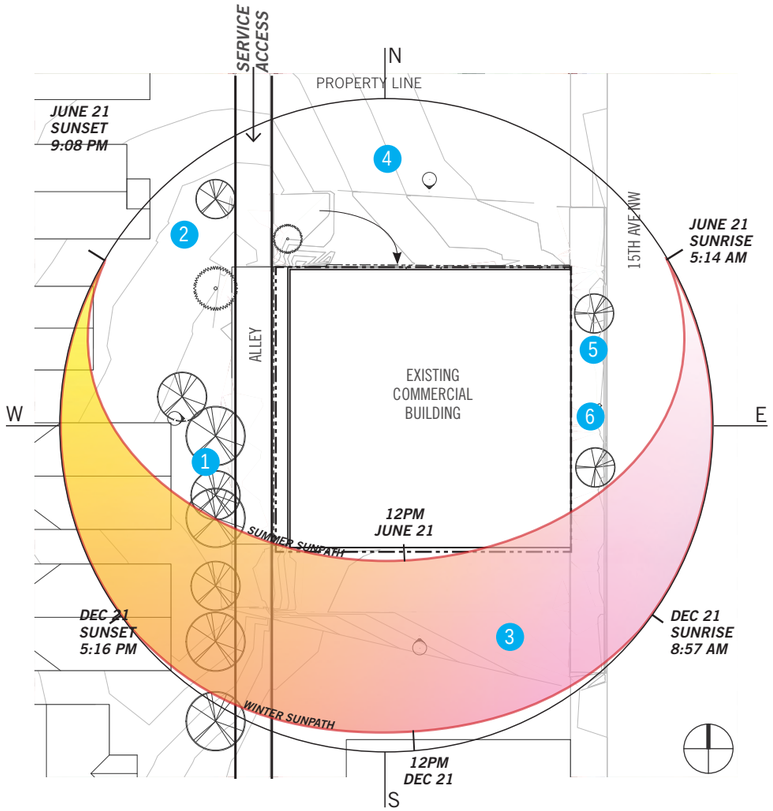
Located near the crest of Crown Hill, development on the site has moderate access to territorial views and daylighting. The grade rises 6' just west of the site, which along with the existing houses, limits views to the mountains and water in that direction. Potential future development on the adjacent sites to the north and south could likewise compromise views and sun exposure. 15th Ave NW, a wide commercial arterial, guarantees good daylighting to the east.

PRIVACY

Trees lining the slope directly west of the site provide a natural privacy buffer between the project and the adjacent existing single family houses. Privacy at this exposure is also enhanced by the alley, providing additional separation.

ACCESS

The alley to the west of the site provides access for trash and recycling pickup, as well as building service, removing those activities from the pedestrian oriented 15th Ave NW. The site is level along 15th Ave NW, allowing for good access to both the apartments and the retail spaces along the face of the building.



1. TREES create privacy buffer with neighbors to the west.
2. THE ALLEY provides the oportunity to access the building from the back, removing service and trash activities from the pedestrian oriented 15th Ave.
3. Likely near-term future development to the south.
4. Unlikely near-term future development to the north.
5. Narrow pedestrian walk.
6. Power line encroachment.

ZONING STANDARDS
NC3P-40 ZONE / CROWN HILL RESIDENTIAL URBAN VILLAGE

CITATION	PROJECT RESPONSE	NOTES
23.47A.004 PERMITTED AND PROHIBITED USES	*Proposed residential + retail use is permitted.*	
23.47A.005 STREET LEVEL USES C. Residential use at street level limited to 20% of street level street facing facade D. Along designated pedestrian oriented streets pedestrian oriented uses required for 80% of street level street facing facades	*The proposed design complies.*	Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access, are exempt from FAR calculations. (Exhibit A)
23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS A. Blank segments of street facing facades between 2 and 8 feet above grade maximum 20' B. 60% transparency between 2' and 8' above grade. 30' average depth, 15' minimum depth.	*The proposed design complies with 23.47A.008. Proposed avg. commercial depth of apprx. 30'-2" satisfies provision for avg. depth.*	
23.47A.012 STRUCTURE HEIGHT NC3P-40 Urban Village: 40' Maximum height above average grade Height Increase allowed: +4' above height limit for roof slope if greater than 4:12 +4' added to height limit for 13' floor to floor at commercial level +4' above limit for parapets, planters, railings, etc. +15' above height limit for stair and elevator penthouses with 25% roof coverage	*The proposed design complies with min. 13' floor-to-floor at commercial level, as stipulated in pedestrian zones.*	Height increases allowed: +4' added to height limit for a structure with a story partially below-grade with max. 4 stories above that level; +4' feet above limit for open railings, planters, skylights, clerestories, parapets and firewalls on the roofs; +10' above limit for stair penthouses (max. 15% of roof area) +15' above limit for elevator penthouses
23.47A.013 FLOOR AREA RATIO (FAR) LIMITS 3.25 - Mix of Uses (3 FAR Max. for each use)	*Proposed FAR usage for all three design options is less than 3.25 allowable.*	
23.47A.014 SETBACK REQUIREMENTS B3. For a structure containing a residential use, a setback is req. along any side or rear lot line that abuts a lot in a residential zone: Fifteen feet for portions above 13' in height to a max. of 40'; For each portion of a structure above 40' in height, add. setback of 2' for every 10' add. height above 40'.	*The proposed design fully complies.*	
23.47A.016 LANDSCAPING AND SCREENING STANDARDS A. Must achieve a Green Factor score of 0.3 or greater B. Street trees are required per SDOT	*The proposed design complies with these standards. Per SDOT notes from pre-submittal conference, project to protect existing street trees and add Acer X Freemanii 'Celebration' ('Celebration' Maple) at standard clearances.*	**23.45.524.A.2:** Vegetated walls can count up to 25% of a lot's Green Factor score.
23.47A.016 LIGHT AND GLARE STANDARDS Exterior lighting must be shielded and directed away from adjacent uses	*The proposed design will fully comply with this standard.*	
23.47A.024 AMENITY AREA Equal to 5% of the total gross floor area in residential use	*The proposed design complies with Amenity Area standards.*	
23.54.015 REQUIRED PARKING *Table B, 23.54.015.M*: All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use. *23.54.015.D.1 (Table D)*: Bike parking of 0.75 long-term stalls per sleeping room. After the first 50 spaces, additional spaces are required at half the original ratio per 23.54.015.K.1.	*Project qualifies for frequent transit and does not require parking.* *12 long-term bike parking spaces will be provide, complying with 23.54.015.* *0.25 x 36 apartments = 9* *0.75 x 4 SEDUs = 3* *Total = 12*	Scheme A requires 52 x 0.75 = 39 Scheme B requires 64 x 0.75 = 48
23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS Per *Table A, 23.54.040.A.3*, Residential developments with 51-100 dwelling units are required to provide a minimum of 375 SF plus 4 SF for each additional unit over 50 of shared storage space for solid waste and recyclable materials storage and access.	*Per 23.54.040, project will require 416 SF for solid waste and recyclable materials storage and access. The layout and space requirements have been approved by Angela Wallis at SPU.*	

CATEGORY	CITATION	RESPONSE
NATURAL SYSTEMS + SITE FEATURES CS1.B2 / 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 the site.”	*The proposed design responds by ensuring that each unit has equal access to light and air, and also sets back from SFRs to the west to minimize shading.*
URBAN PATTERN AND FORM CS2.A1 / SENSE OF PLACE	“Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open space to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.”	*The subject block is dominated by parking and auto-oriented commercial buildings. The proposed design creates a strong street wall and active use along 15th Ave NW. High quality materials, high levels of street facade transparency, an active retail base and private decks will set the tone for what is an emerging pedestrian oriented commercial district.*
CS2.C2 / 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.”	*The proposed design provides a strong connection between activity on 15th Ave NW and the proposed building. High levels of storefront glazing at the retail level, street facing windows at levels two through four, and balconies at level three provide a strong visual relationship between the building and the street. The commercial space is designed to be subdivided which along with the recessed residential lobby entrance will create a porous street facade. The addition of canopies, bike racks and new street trees will further enhance the connection to the street.*
CS2.C2 / MID-BLOCK SITES	“Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.”	*The project is as proposed has zero-lot line conditions to the north and south. This is to maximize the development potential of the site and to allow for the greatest freedom for future development on adjacent underdeveloped sites. By creating a condition that allows future projects to also adopt a zero lot line condition it encourages the creation of a continuous streets wall of small scale mixed use buildings. Zero lot line wall will be designed with an aesthetically appealing durable material.*
CS2 C5/ RESPECT FOR ADJACENT SITES	“Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.”	*The proposed design sets back from single family residence to the west. By removing light wells or amenity areas from the north and south facades it allows for a more neutral relationship with future developments on adjacent sites*
ARCHITECTURAL CONTEXT + CHARACTER CS3.A4 / EVOLVING NEIGHBORHOODS	“In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.”	*As a designated Residential Urban Village, the neighborhood is expected to receive more growth and evolve into a more pedestrian oriented mixed-use district. The proposed development attempts to set a positive precedent at mid-block by actively engaging the street.*
PUBLIC LIFE PL2 B1 / EYES ON THE STREET	“Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses”	*The proposed design will provide greater natural surveillance of 15th Ave NW. High levels of storefront glazing at the retail level, street facing windows at levels two through four, and balconies at level three will provide many more eyes on the street.*
BUILDING MATERIALS DC4.A1 / EXTERIOR FINISH MATERIALS	“Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.”	*The proposed design calls for lap cedar cladding at the street frontage and Hardie Board lap siding, nd panels panels elsewhere.*

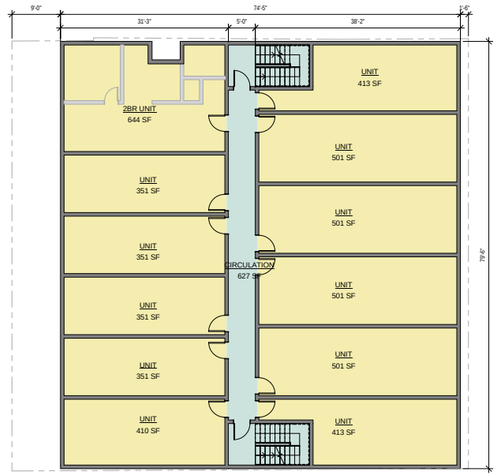
DESIGN OPTIONS AT EDG
GOALS + PREFERRED SCHEME

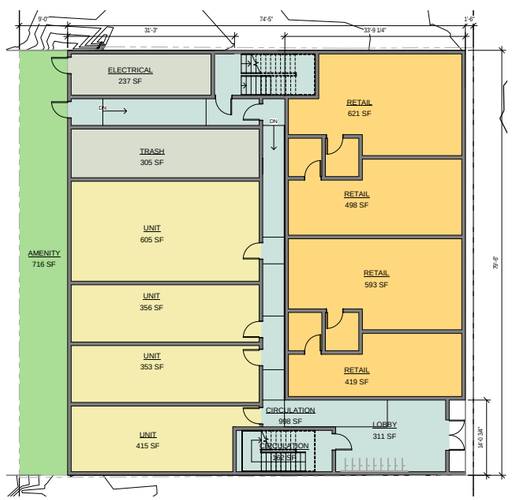
PROJECT GOALS	EDG SCHEME A	EDG SCHEME B	EDG SCHEME C
1. PEDESTRIAN STREETSCAPE Promote a vibrant, active pedestrian streetscape, with commercial spaces set along a widened public way. Set a precedent for future development in the neighborhood.	◒	◒	●
2. NATURAL LIGHT / PRIVACY Provide generous natural light to all units, while maximizing privacy.	○	◒	●
3. 0 LOT LINE DEVELOPMENT Establish a development pattern campatible with future north-south 0 lot line neighbours.	○	○	●
			PREFERRED

● EXCELLENT

◒ GOOD

○ FAIR





EDG PREFERRED SCHEME C
(Code-Compliant Scheme)

Units: 40
Retail: 2131 GSF
Parking: 0
Gross Floor Area: 21,983 s.f.
FAR = 3.23

OBJECTIVE

Maximize development potential and create larger and more diverse units.

DESCRIPTION

Scheme C maximizes the development potential by complying with code. A smaller number of larger units are organized in two bars around a central exterior circulation corridor.

ADVANTAGES

- High utilization of FAR
- Code compliant, less impact on adjacent SFRs
- Unit diversity
- Flexible commercial layout
- Family sized units
- Flexible porous retail space (unbroken)
- Utilities and secondary access at alley
- Amenity area along alley creates buffer zone between commercial and single family zones

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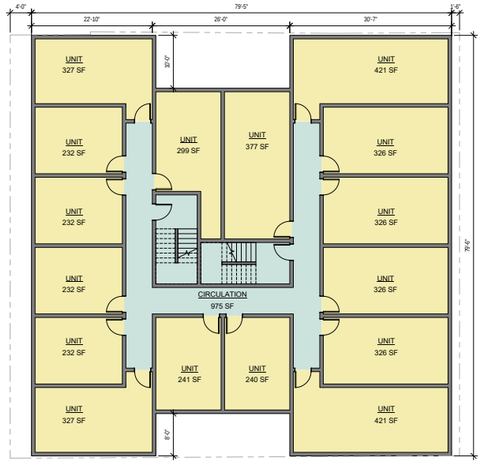
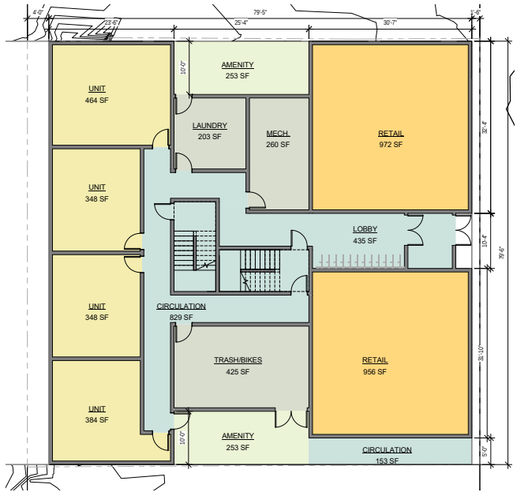




EDG ALTERNATE SCHEME A

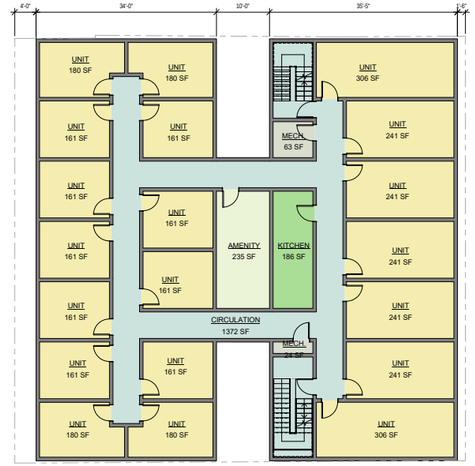
Units: 52
Retail: 1,928 GSF
Parking: 0
Gross Floor Area: 21,153 s.f.
FAR = 3.11

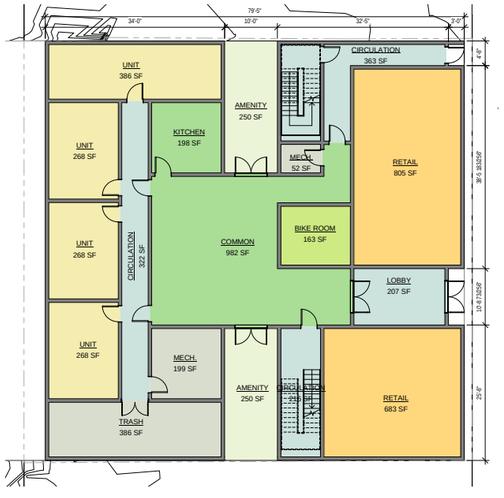
OBJECTIVE
Maximize development potential, maximize unit count.

DESCRIPTION
Scheme A maximizes the development potential by seeking a departure from the residential setback along the alley. A high count of small units are organized around interior circulation and light wells along the north and south facades.

ADVANTAGES
- High unit count, high utilization of FAR
- Efficient layout with minimal circulation space
- No elevator required
- No roof deck required
- Small units = more affordable

CHALLENGES
- Residential setback departure required
- Interior units compromised by future development.
- No parking/lack of accessibility
- Lack of unit diversity (all SEDU)
- Minimal open space
- Less flexible commercial layout





EDG ALTERNATE SCHEME B

Units: 64
Retail: 1,488 GSF
Parking: 0
Gross Floor Area: 20,372 s.f.
FAR = 2.99

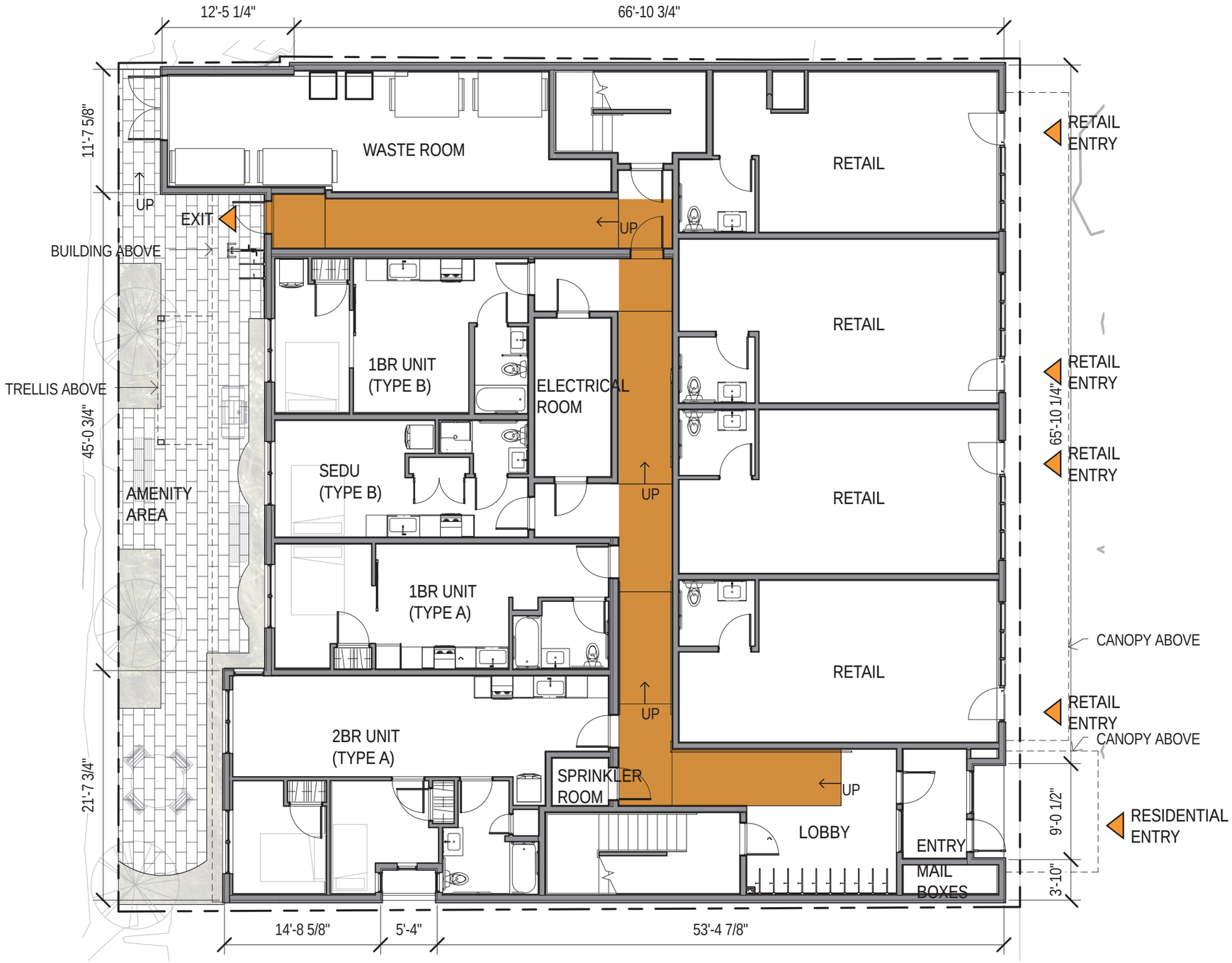
OBJECTIVE
Maximize development potential while creating a congregate scheme which provides a great number of smaller units.

DESCRIPTION
Scheme B maximizes the development potential by seeking a departure from the residential setback along the alley. A congregate building provides a greater number of smaller units organized in two bars joined by circulation bridges.

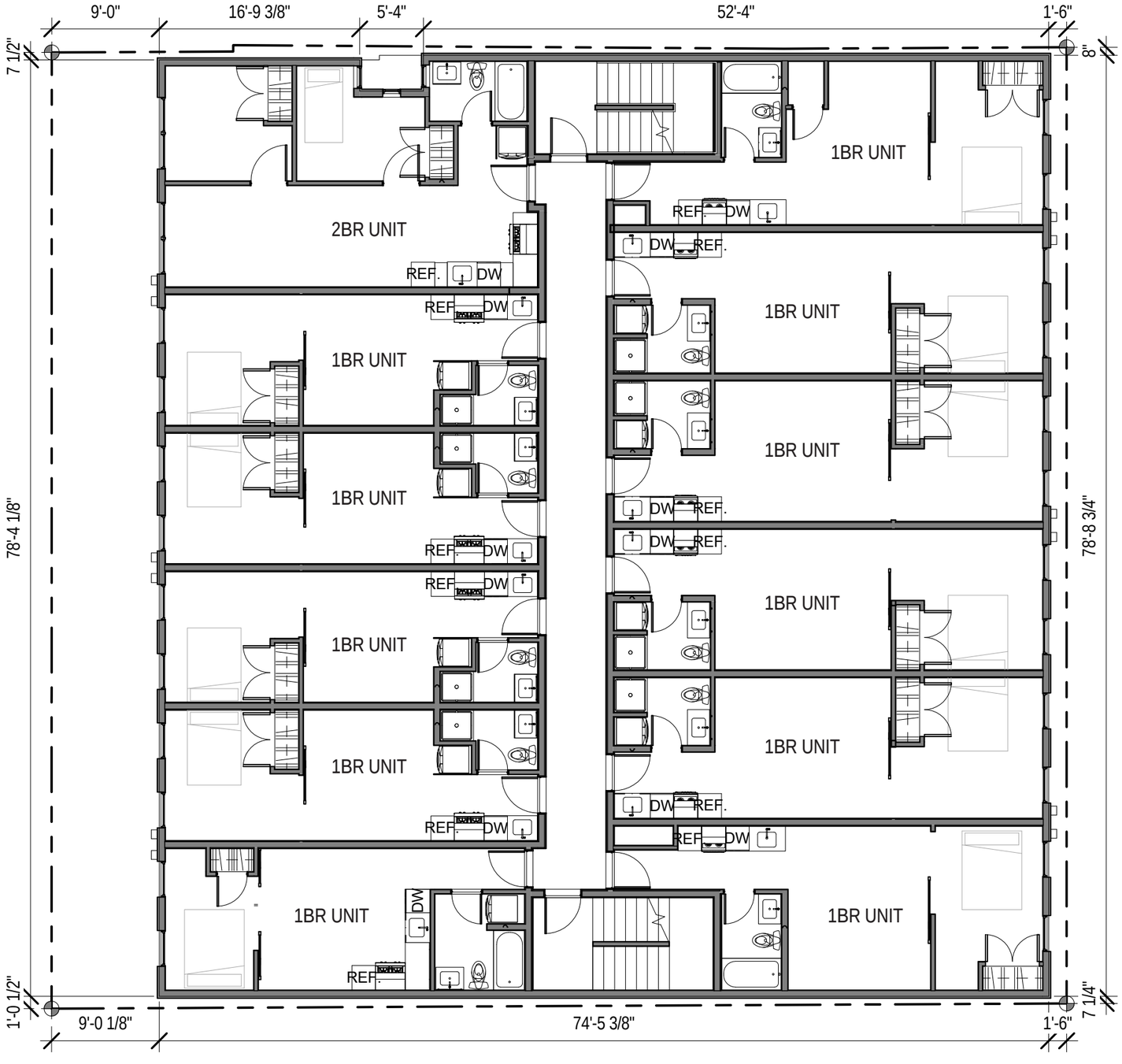
ADVANTAGES
- High utilization of FAR
- Most units with good light + ventilation
- No elevator required
- No roof deck required
- Smaller units = Greater affordability

CHALLENGES
- Residential setback departure required
- Minimal open space
- Less flexible commercial space

LEVEL PLANS
LEVEL 1



NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST


9'-0"
16'-9 3/8"
5'-4"
52'-4"
1'-6"
7 1/2"
8"
78'-4 1/8"
78'-8 3/4"
2BR UNIT
1BR UNIT
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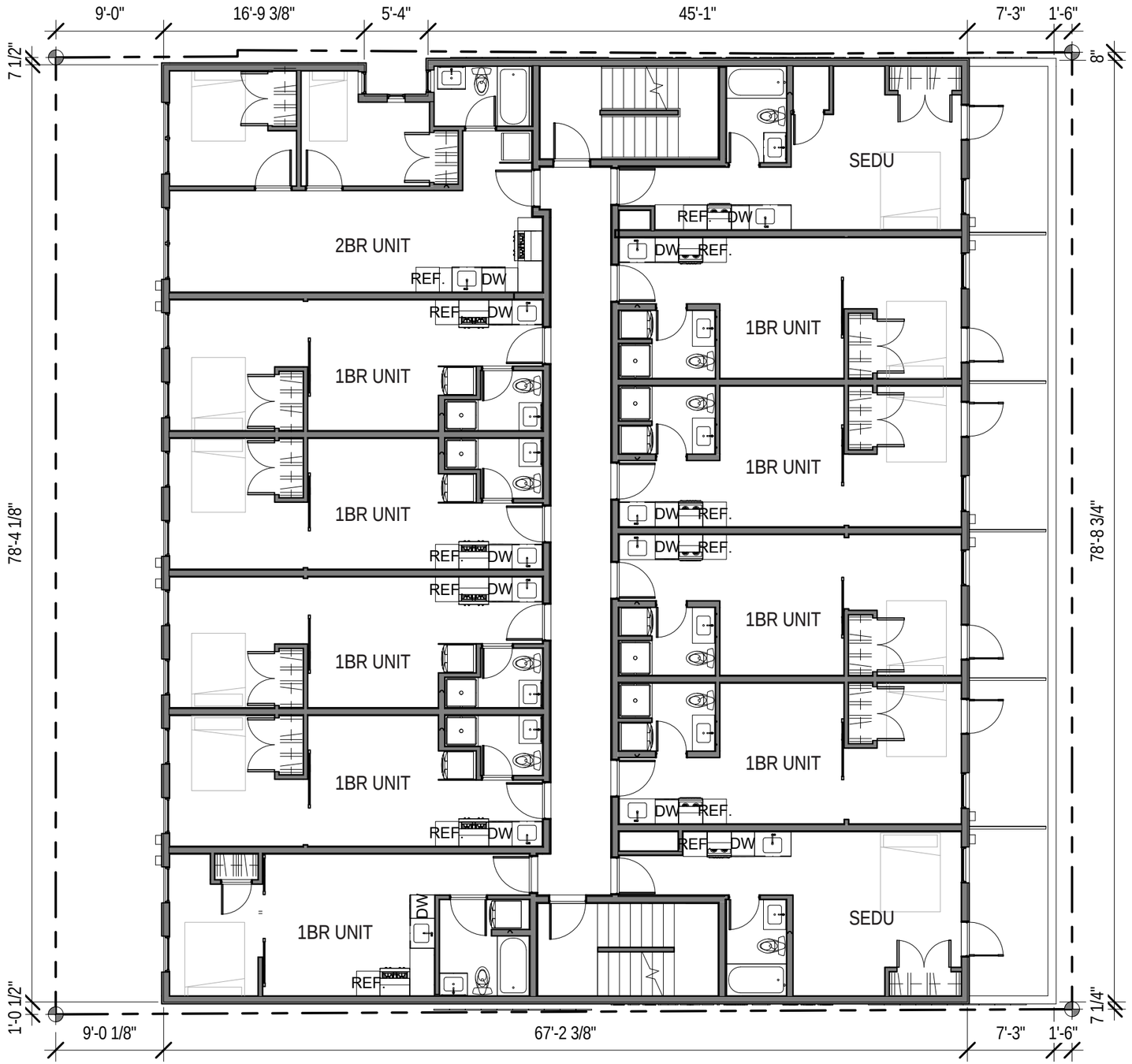
REF.
DW
1'-0 1/2"
9'-0 1/8"
74'-5 3/8"
1'-6"
7 1/4"

LEVEL PLANS
LEVEL 3



NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST


9'-6 5/8"
16'-2 5/8"
5'-4"
41'-5"
3'-8"
8'-9"
7 1/2"
8"
78'-4 1/8"
78'-8 3/4"
1'-0 1/2"
7 1/4"
9'-6 7/8"
62'-11 5/8"
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2BR UNIT
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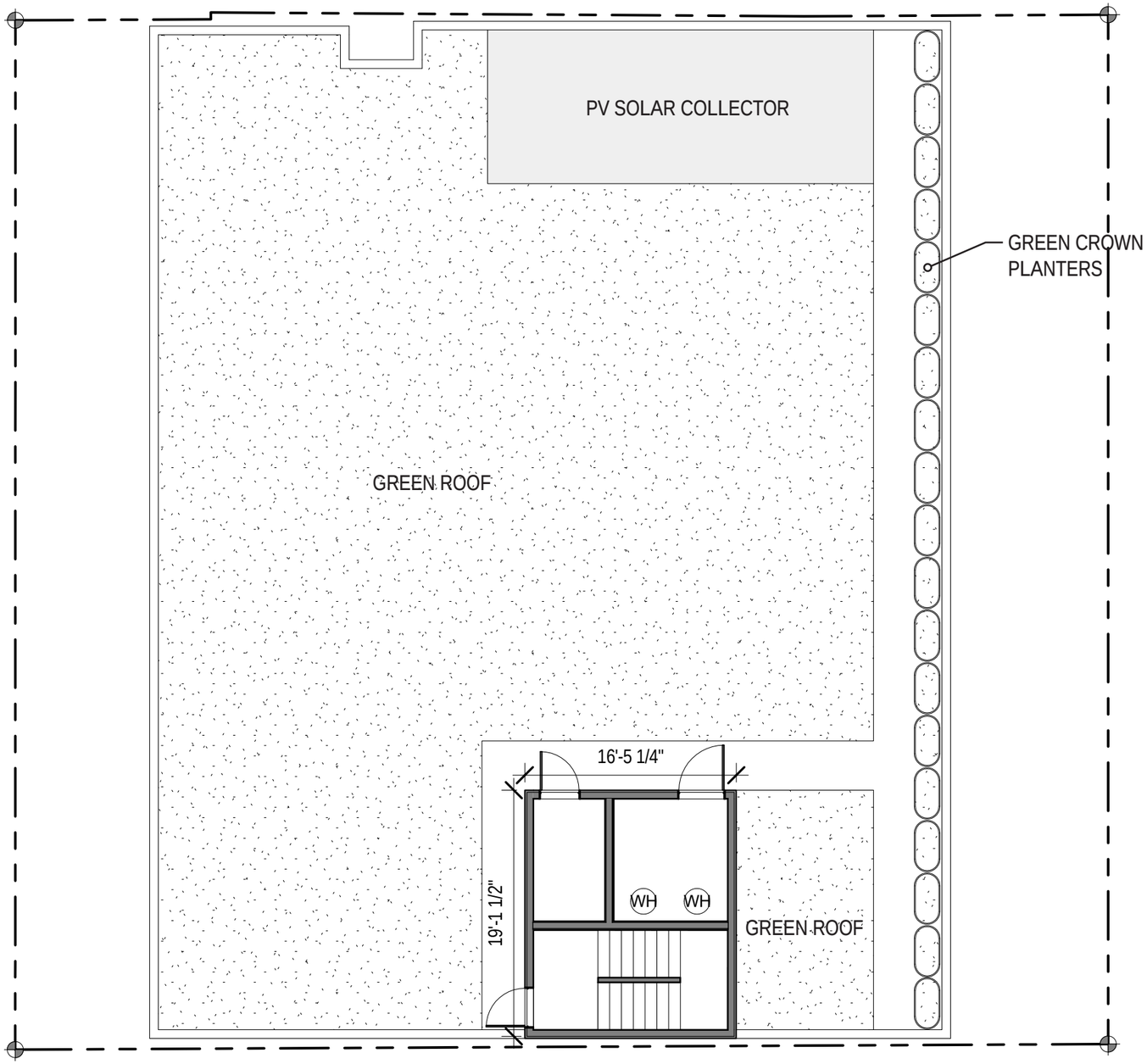
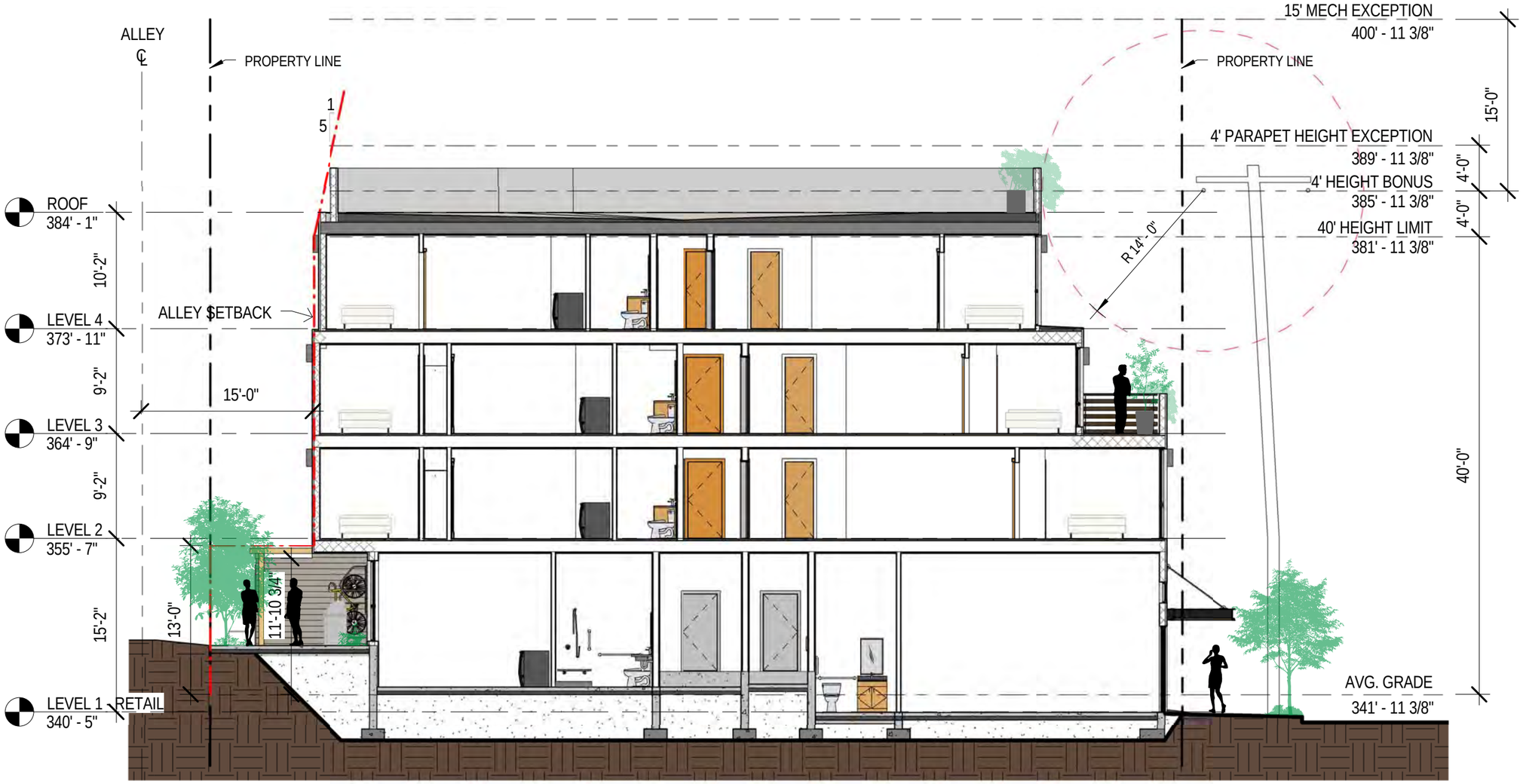
LEVEL PLANS
ROOF



BUILDING SECTIONS
EAST - WEST



BUILDING ELEVATIONS
EAST ELEVATION

1. Lap Cedar - Sikkens #072 Butternut

2. Lap Hardie Board - Dorian Gray SW 7017

3. Lap Hardie Board - Jute Brown SW 6096

4. Panel Hardie Board - Sensational Sand SW 6094

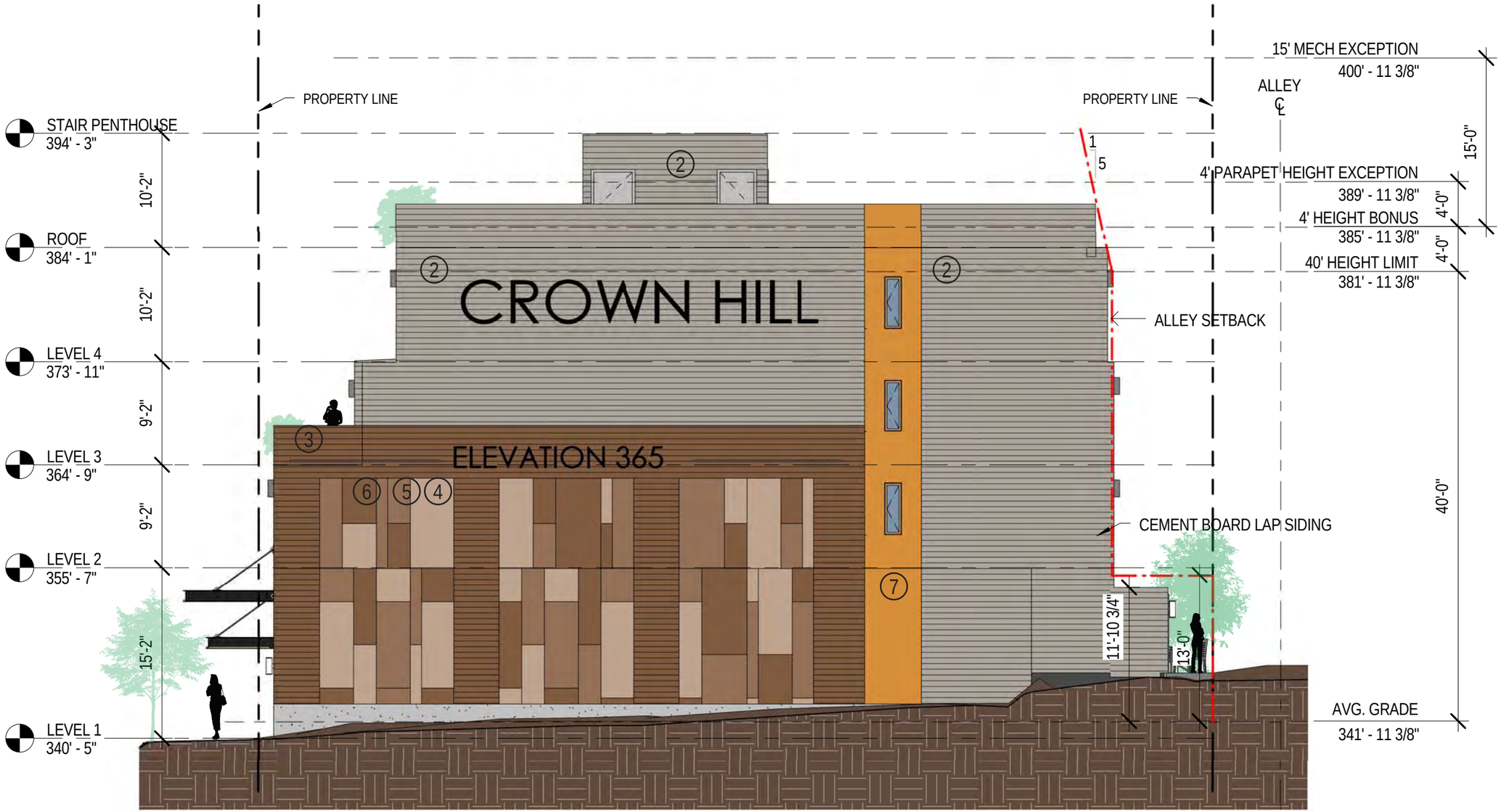
5. Panel Hardie Board - Toasty SW 6095

6. Panel Hardie Board - Jute Brown SW 6096

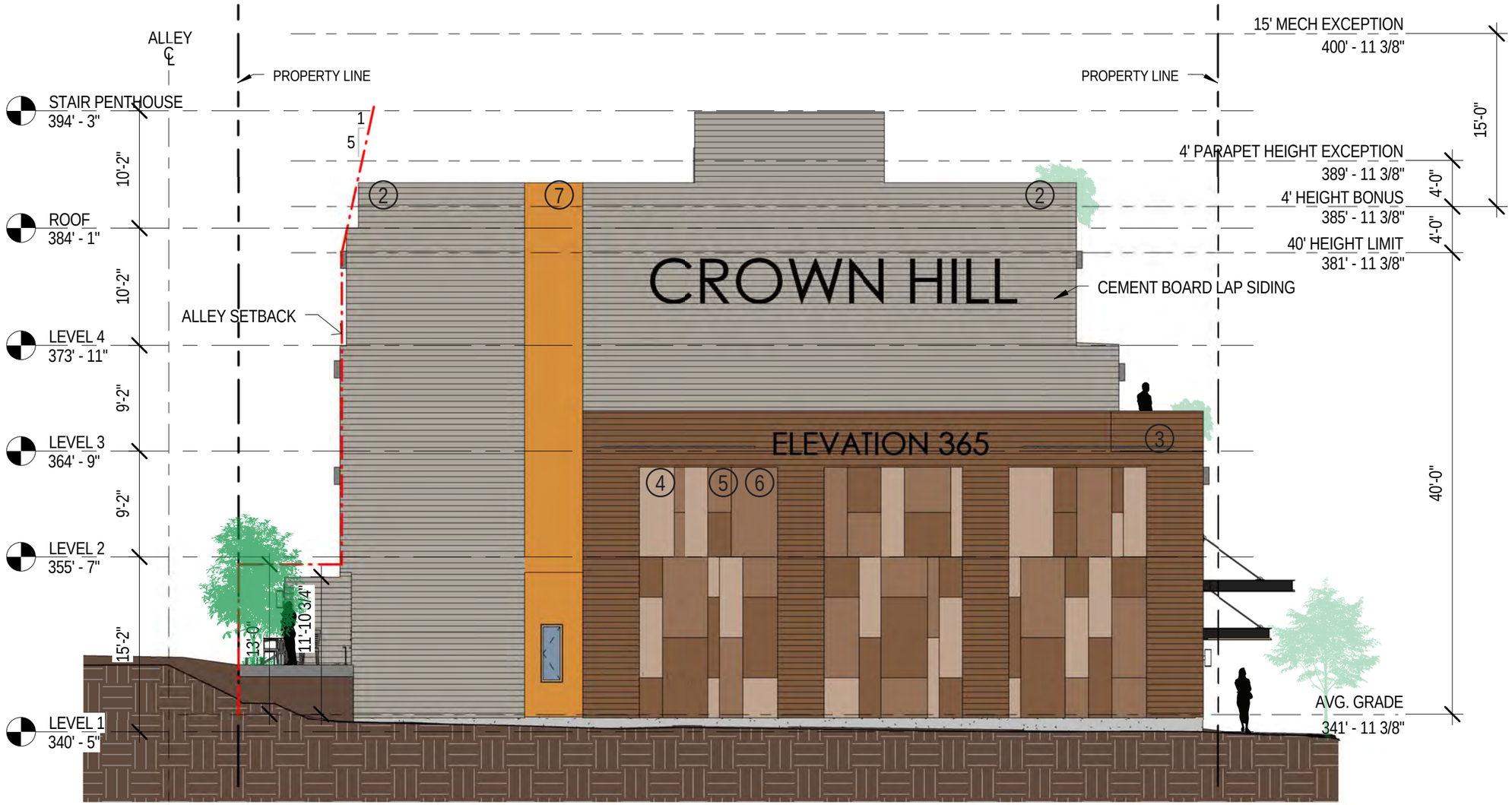
7. Panel Hardie Board - Curry SW 6671

NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST

BUILDING ELEVATIONS
NORTH ELEVATION



BUILDING ELEVATIONS
SOUTH ELEVATIONS



NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST

BUILDING ELEVATIONS
WEST ELEVATION

RESPONSE TO EARLY DESIGN GUIDANCE

SUBSEQUENT TO THE EARLY DESIGN GUIDANCE MEETING, THE DESIGN REVIEW BOARD HAS PROVIDED THE FOLLOWING GUIDANCE.

SDCI EDG Recommedations are shown in italics
Applicant responses are shown in bold

1. Massing and Design Concept: The Board discussed the following concerns with the massing options, but ultimately gave guidance to proceed with the preferred scheme, Option C. (CS2-B-2, CS2-D-1, CS2-D-4, DC2-A-1, DC1-A-2, DC3-A-1)

Applicant is proceeding with the preferred scheme. No response required.

2. Trash and Bicycle Storage: The Board gave guidance to provide a direct route between the solid waste storage area and the alley, instead of the proposed circulation requiring solid waste to be moved through the building for collection at the alley. The Board observed that the trash room seem generously sized and gave guidance to relocate bicycle parking in that area instead in the lobby area, if possible. The Board conceded that bike riders would take their bikes out to 15th Ave NW instead of out along the alley which is currently unpaved, so direct bike access to 15th Ave NW makes sense. (PL4-B-2, PL4-B-3, DC2-D-1, DC3-A-1, DC4-C-1).

The primary location for bicycle parking is in the lobby area, near the likely point of arrival for bicyclists. A change in SPU policy subsequent to EDG phase has required us to scale up the trash room from 305 SF to 416 SF.

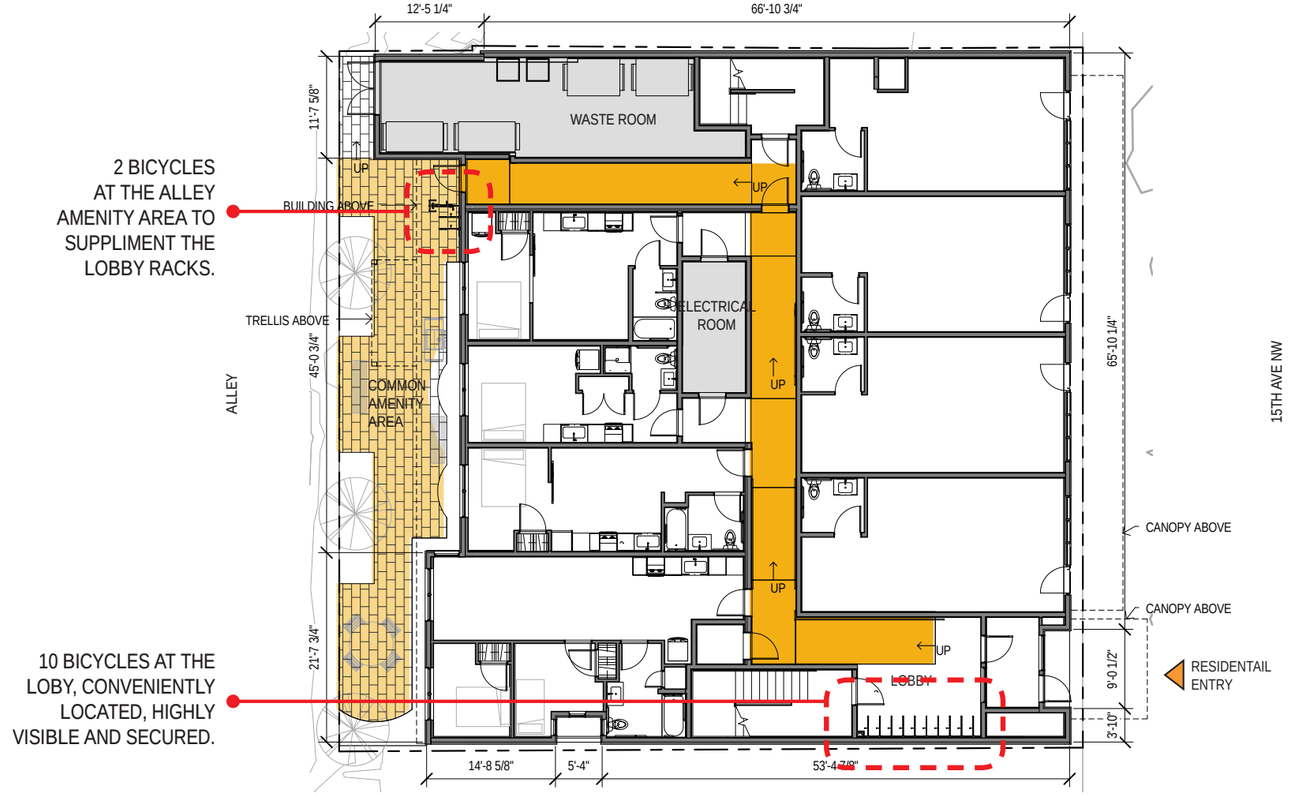
During the board deliberation the applicant explained that they typically provide their bicycle parking in the lobby in a location where the bicycles are conveniently located, highly visible and thus secured against theft or vandalism. We have provided additional bicycle parking at the amenity area adjacent to the alley to encourage use at the secondary point of arrival.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.
PL4-A. ENTRY LOCSATION AND RELATIONSHIPS
PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.
PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.
PL4-B. PLANNING AHEAD FOR BICYCLISTS
PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.
PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.
PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

The building has been designed for all points of arrival for pedestrians and bicyclists to come from 15th Ave NW, where grade is level, safety and visibility as greatest, and the connection to rapid transit is most direct.

Bicycle Parking has been provided in the building lobby where the bikes are most visible, secure, and conveniently located. The racks will be attractively designed with a durable accent wall material to make the bicycle racks into a design feature of the lobby space.

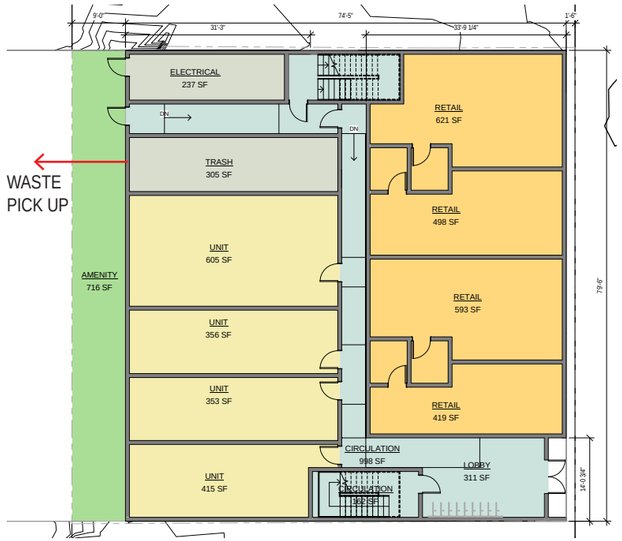
BIKE PARKING



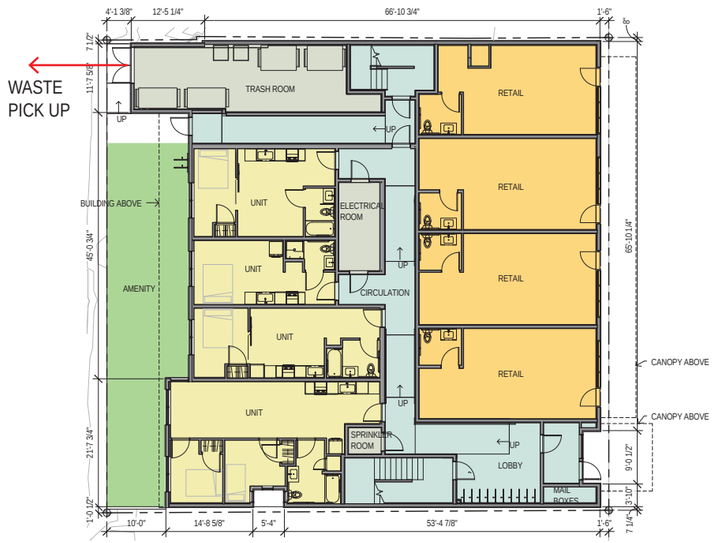
Section through entry and bike parking at lobby (facing south).

NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST

AMENITY



Amenity area and service spaces at EDG



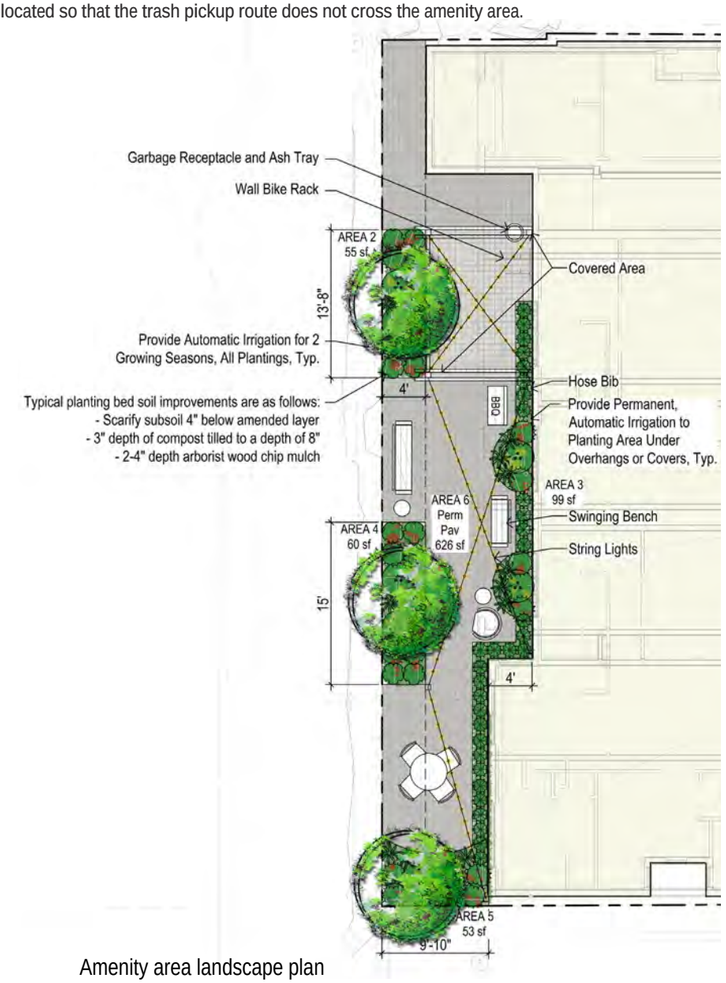
Revised amenity area and services spaces at REC

Perspective view of proposed amenity area (facing south)

RESPONSE TO EARLY DESIGN GUIDANCE

3. Amenity Space: After some discussion, the Board gave guidance to increase the amenity space. The Board observed that projects like often include a large roof deck or a large amenity room inside the building. The amenity area outside the rear door, adjacent to the alley and the trash pick-up area, would not provide sufficient quality or quantity of amenity space for residents. The Board gave guidance to design the amenity spaces to be usable and attractive, designed to encourage use. The Board specified that the amenity space should not serve as space for solid waste circulation or be located adjacent to solid waste storage or staging areas, and placing it adjacent to an unimproved alley may discourage use of the space. Board members suggested that a quick fix might be to flip the locations of the trash room and the electrical room. The Board also suggested the space could be placed adjacent to the lobby area. (CS1-B, PL3-C-3, DC1-A-1, DC1-A-2, DC2-D-1, DC3-A-1, DC4-C, DC4-D, DC4-A).

In response to the board guidance, the applicant has significantly enlarged the exterior amenity space and provided numerous features designed to make the area more usable and attractive, including decorative planting beds, outdoor seating, catenary festival lighting, a barbeque, a porch swing, and a workout frame. The amenity area has also been widened from 10’ to 14’, has been lengthened by 5 feet, and the trash room has been relocated so that the trash pickup route does not cross the amenity area.



Amenity area landscape plan

4. Elevator:

a. While recognizing that that the internal circulation issues may be out of the Board's purview, the Board had difficulty accepting the idea of not including an elevator in a four-story building. The Board felt this arrangement would segregate the able bodied from the non-able bodied, forcing people to live on a specific floor, contrary to the concept of universal access. (PL4-A-1, PL4-B, DC3-A-1)

b. The Board felt that the circulation patter between the lower and level units in relationship to the placement of the trash room and its relationship to the outdoor amenity space was awkward. The Board this relationship could improve with the introduction of an elevator. As such the Board strongly suggested that the applicant look at options for an elevator which they felt could solve some of the awkwardness of location of the trash room and the outdoor amenity (PL4-A-1, DC4-A-1)

As the applicant explained during the board deliberation, the project is designed and targeted towards a workforce housing demographic. **While the board may find features such as an elevator and a rooftop** amenity space to be desirable amenities, the provision of these features would change the cost structure, unit count, and average unit size in the project in a way that would fundamentally change the project economics and the target demographic toward larger units and higher rents.

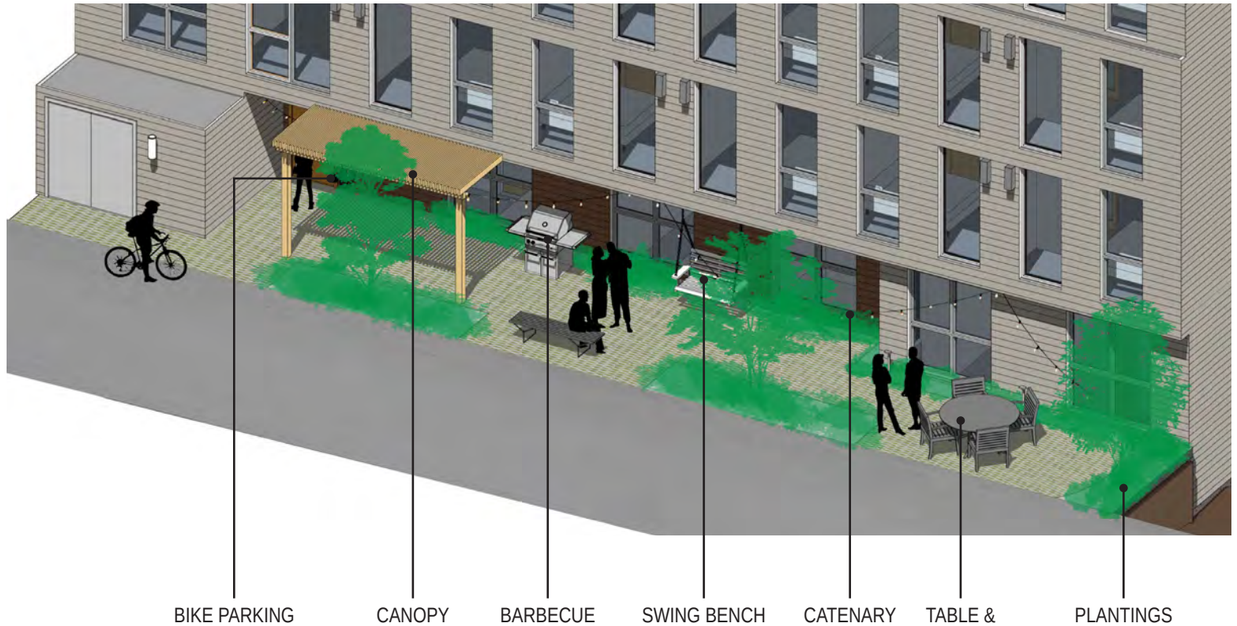
Elevators are expensive for a number of reasons. In addition to the costs to install the elevator itself, the provision of this feature creates ripple effects throughout other elements of the design. The power demands for the elevator would trigger the provision of an in-building transformer vault. The roof deck, while desirable, is also itself is a very costly amenity.

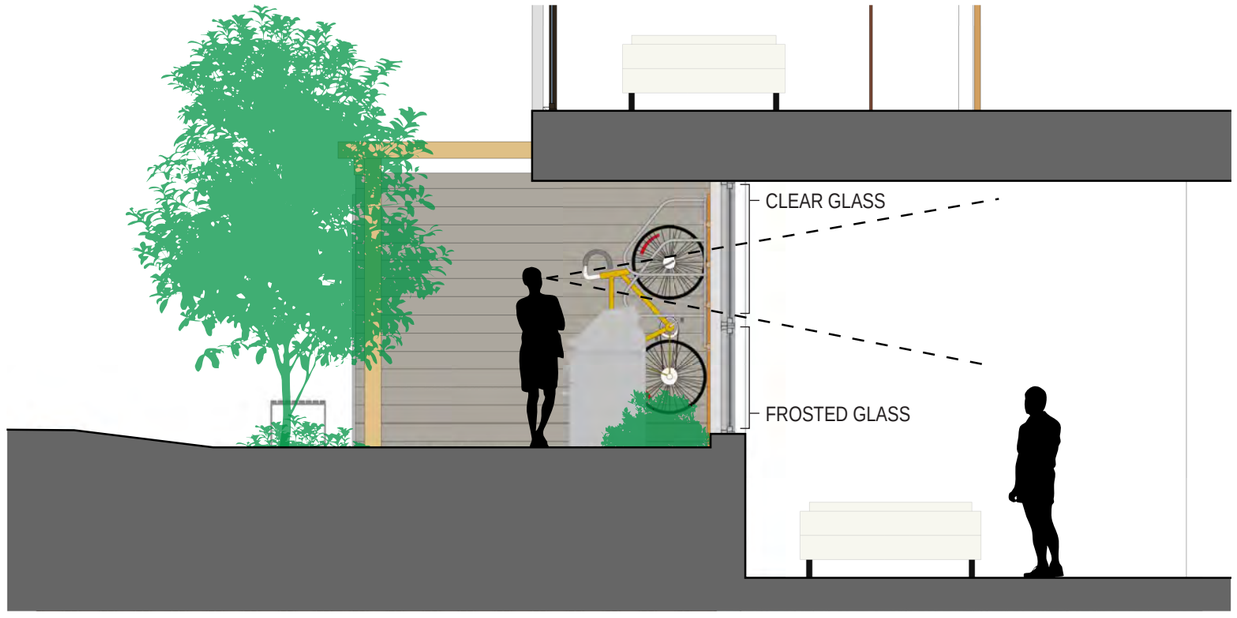
Aside from the cost issues, the provision of an elevator also creates a requirement for all of the units to become type b accessible units. The corresponding increase in size of the bathrooms, kitchens, and maneuvering spaces would force the upper level units to become larger, **and in doing so, the project would lose 2 units per floor. The result** would be a reduction in unit count from 40 units to 34 units, a 15% loss in the unit yield for the project.

Given the fundamental change to the building program, project economics, and affordability triggered by inclusion of an elevator, and given SDCIs opinion that the issue is likely out of the purview of design review, the applicant has not pursued the inclusion of an elevator in the project.

The applicant has responded directly to the concerns about the awkward relationship between the trash room and the amenity space by relocating the trash room.

See Sheet A300.



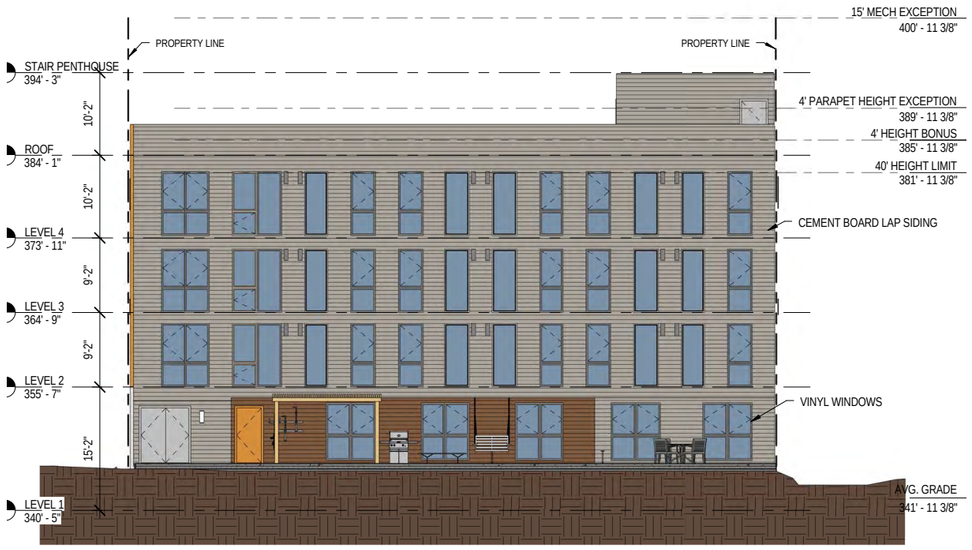


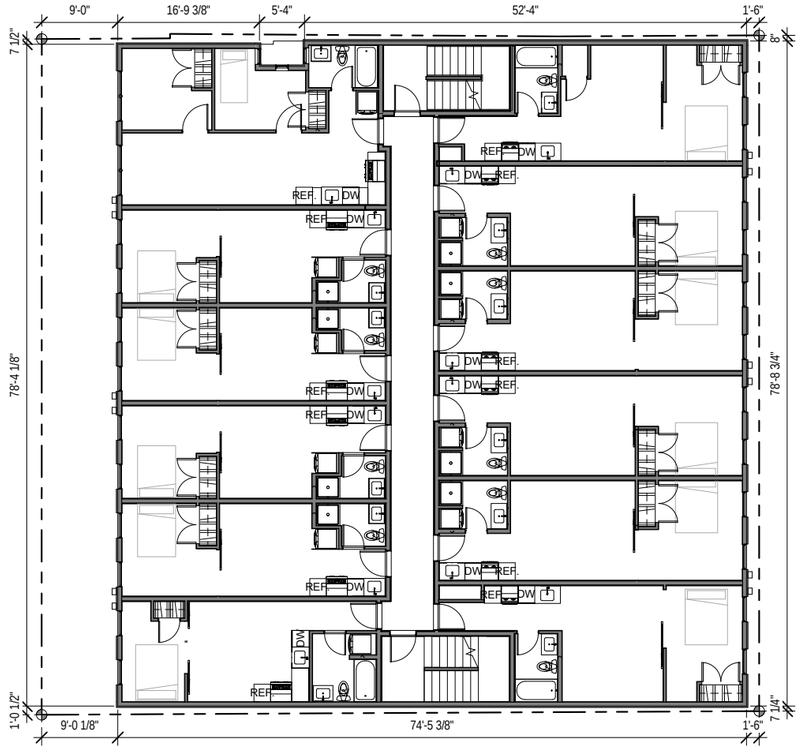
DESIGN CONCEPT
DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site. DC1-A ARRANGEMENT OF INTERIOR USES
DC1-A-1 Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.
DC1-A-2 Gathering Places: Maximize the use of any interior or exterior gathering spaces by considering the following:
a. a location at the crossroads of high levels of pedestrian traffic;
b. proximity to nearby or project-related shops and services; and
c. amenities that complement the building design and offer safety and security when used outside normal business hours.
DC1-A-3 Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed. DC1-A-4 Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

The board deliberation discussed making the amenity space desirable via one of two strategies: the amenity space should either be in a central location that people must circulate through as a part of everyday activity, or it should be a destination. Due to the constrained nature of the site and the limited options for placement of an at-grade amenity area, the applicant has chosen to pursue the strategy of making the amenity area into a destination.

The applicant has significantly enlarged the exterior amenity space and provided numerous features designed to make the area more usable and attractive, including decorative planting beds, outdoor seating, catenary festival lighting, a barbeque, a porch swing, and a workout frame. The amenity area has also been widened from 10' to 14', has been lengthened by 5 feet, and the trash room has been relocated so that the trash pickup route does not cross the amenity area. See Sheet L01

ACCESS TO NATURAL LIGHT





RESPONSE TO EARLY DESIGN GUIDANCE

5. Retail Space: The Board approved of the retail space location with the residential entry to one side and not interrupting the retail space. They also approved of the smaller designated spaces as flexible with lots of entries to the street, the overhead canopy, and the expanded sidewalk width. (PL3-C-1, PL3-C-2, DC1-A-3, DC4-A)

No response required

DEVELOPMENT STANDARD DEPARTURES

The preferred scheme has no departure requests

DESIGN REVIEW GUIDELINES

The priority guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

PUBLIC LIFE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.
CS1-B SUNLIGHT AND NATURAL VENTILATION
CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.
CS1-B-2. 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 the site.
CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing
facades through shading devices and existing or newly planted trees.

The preferred scheme for the project is one where each unit faces either east or west with access to natural light that faces a public right of way and cannot be compromised by future development. Each unit has at least two operable windows, one in the form of a casement that can opened wide and one in the form of an awning that can be left open **indefinitely if trickle ventilation is desired.**

RESPONSE TO EARLY DESIGN GUIDANCE

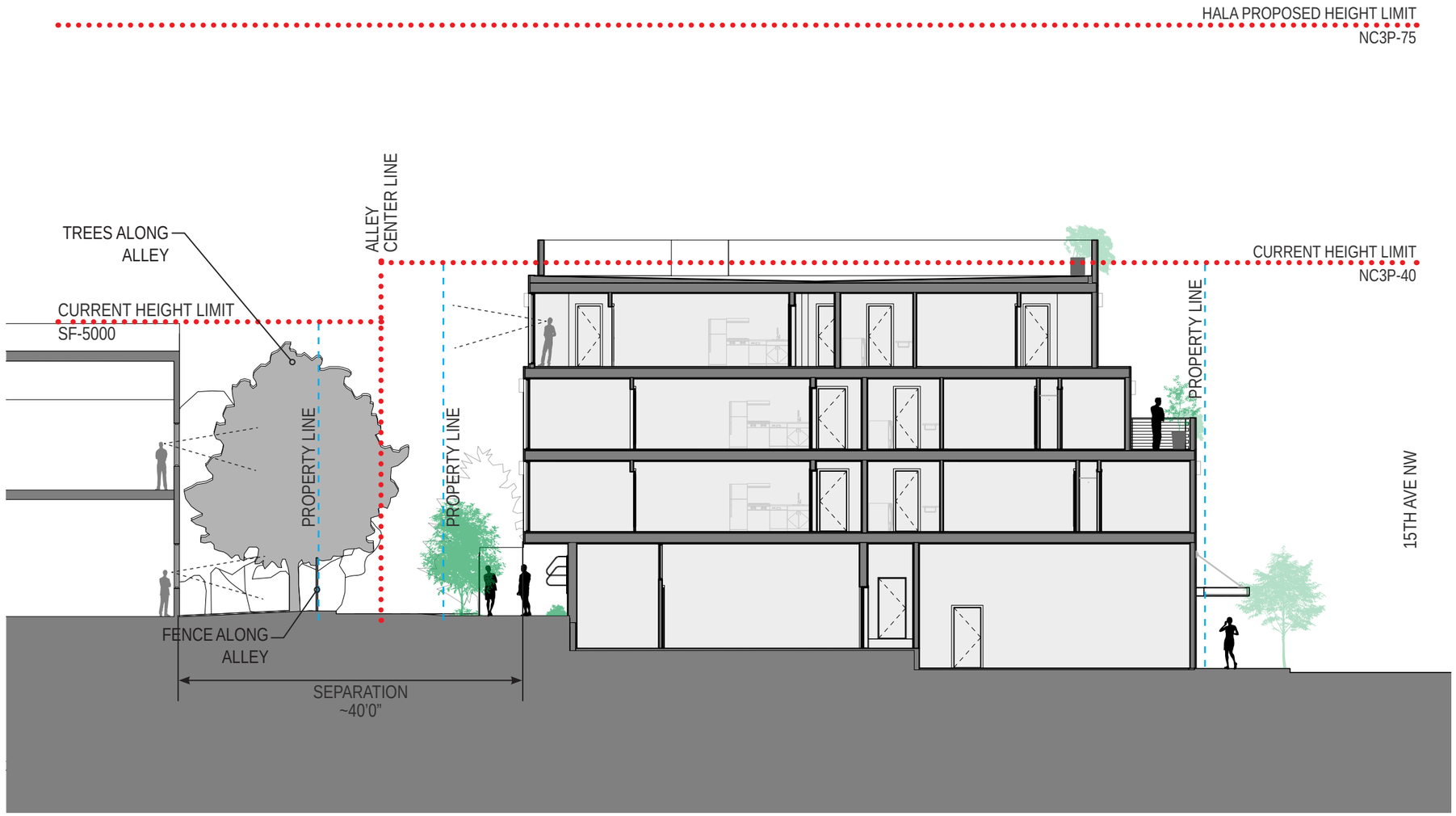
CS2-C. RELATIONSHIP TO BLOCK
CS2-B-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

The project has been designed to be zero-lot line against the north and south properties, setting up a pattern of development that will create a continuous street edge as the street front develops in the future.

CS2-D. HEIGHT, BULK AND SCALE
CS2-D-1. 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 and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.
CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or
structures to help make a successful fit with adjacent proper-ties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.
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. Factors to consider:
a. Distance to the edge of a less (or more) intensive zone;
b. Differences in development standards between abutting zones;
c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
e. Shading to or from neighboring properties.
CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.
CS2-D-5. Respect for adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

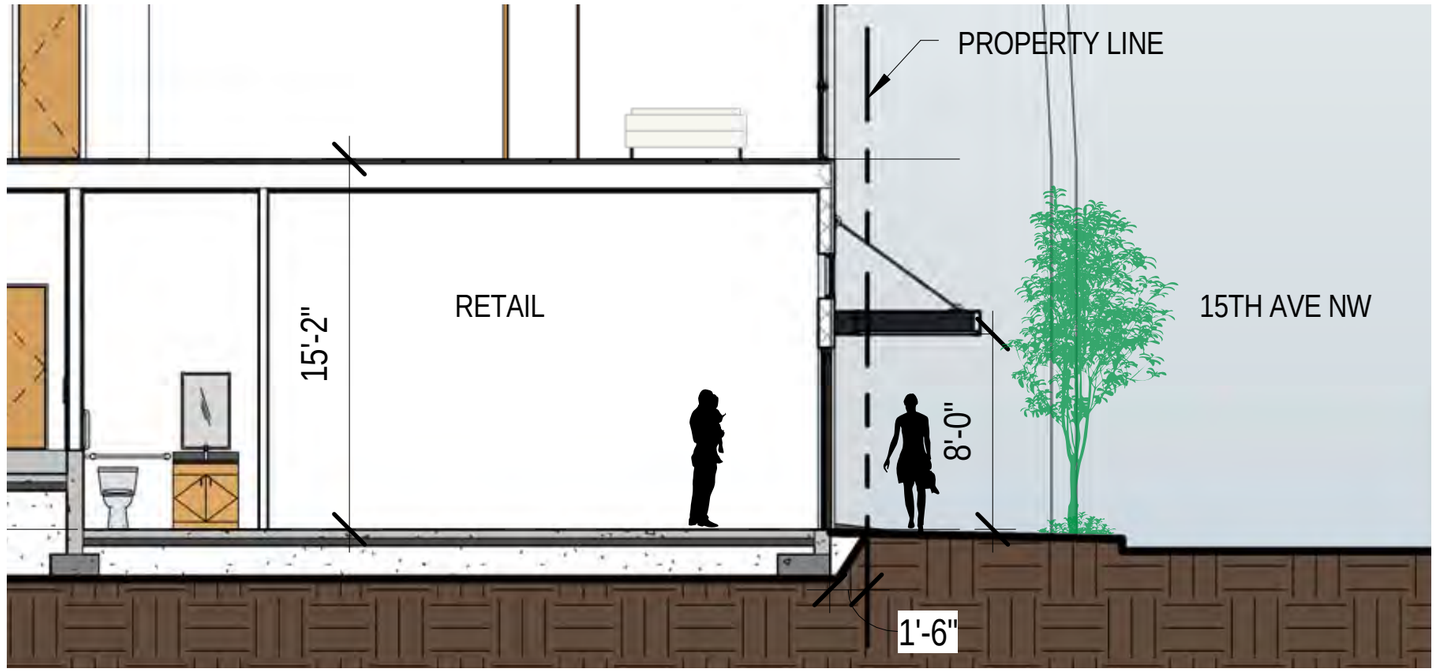
The street face of the building steps back to avoid the powerlines, creating a terraced effect that breaks down the scale of the street facade. The rear face **of the building is significantly downscaled by the topographic rise from east to west. The proposed building is not significantly taller than the single family** homes directly to the west. Existing trees along the west side of the alley also help to create a scale transition and privacy buffer

RESPECT FOR ADJACENT SITE AND ZONE TRANSITIONS



NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST

POROUS STREET EDGE



RESPONSE TO EARLY DESIGN GUIDANCE

PUBLIC LIFE
PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-C RETAIL EDGDES
PL3-C-1. 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.
PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
PL3-C-3. 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.

The retail frontage has four entry points, allowing for a porous facade and facilitating the provision of small local businesses more appropriate for a pedestrian street. The street facade feature aluminum storefront that provides maximum transparency at ground level.

The lobby entry features a high ceiling with generous windows and a raised entry canopy to create a distinct residential entry.

The building is set back 18” from the property line to provide a more generous sidewalk and public way.

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.
DC2-A MASSING
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. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.
DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

The project uses a unified and restrained palette of materials and color to create a relatively simple and quiet infill building. High quality materials such as stained cedar, aluminum storefront, and painted steel canopies are provided along the street facade to create visual interest.

The building entry is distinguished from the retail entries with a raised canopy and oversized windows. The steps in the facade are emphasized by providing spillover plantings that emphasize what we have budded a “green crown” for the project. Second level balconies bring human activity to the street facade as well.

DC2-D SCALE AND TEXTURE
DC2-D-1. 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. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.
DC2-D-2. 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.
DC3 Open Space Concept: Integrate open space design with the design of the building so that each complements the other.
DC3-A OPEN SPACE USES AND ACTIVITIES
DC3-A-1 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.

The lower floors of the building incorporate a number of features to relate to human scale, provide fine-grained materials along the pedestrian facade, and integrate the open space into the overall building design.

Design features include stained cedar siding, steel canopies, aluminum store fronts, clerestory windows above the canopies, second level balconies with spillover plantings and the second level and top level parapets, signage celebrating the neighborhood name and referencing the relationship of the building to the elevation of the top of Crown Hill. The open space design will feature a number of desirable amenities described above and will be executed in a material and color palette that is complimentary to the rest of the building.

BLANK WALLS

RESPONSE TO EARLY DESIGN GUIDANCE

DC2-B ARCHITECTURAL AND FAÇADE COMPOSITION
DC2-B-2. Blank Walls: Avoid large blank walls along visible façades 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 designed for pedestrians. These may include:
a. newsstands, ticket booths and flower shops (even if small or narrow);
b. green walls, landscaped areas or raised planters;
c. wall setbacks or other indentations;
d. display windows; trellises or other secondary elements;
e. art as appropriate to area zoning and uses; and/or terraces and landscaping where retaining walls above eye level are avoidable.

The street facade has no blank walls and is entirely given over to retail frontage and the residential lobby. The north and south facades are designed to provide a level of visual interest through the provision of project signage, and color/texture variation, while maintaining an overall visual palette that is fairly restrained and coherent from side to side.

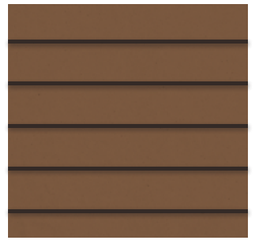
DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.
DC4-A BUILDING MATERIALS
DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged. DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be especially attractive, well-crafted and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

The material palette features stained cedar siding, steel canopies, and aluminum storefront along the pedestrian street edge. On the less **prominent facades, painted lap siding is the primary siding finish, with** some painted cement panel siding provided in accent areas. All siding will be installed on a ventilated rain screen to maximize the durability of **the finishes and the integrity of the building envelope.**

LAP SIDING

Cedar
Sikkens #072 Butternut

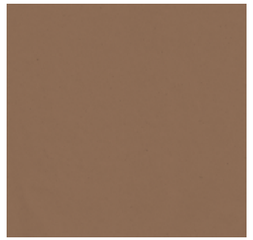
Painted Hardie Lap
Dorian Gray SW 7017



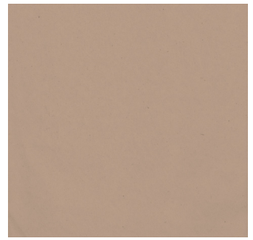
Painted Hardie Lap
Jute Brown SW 6096

PANEL SIDING

Painted Hardie Panel
Jute Brown SW 6096



Painted Hardie Panel
Toasty SW 6095



Painted Hardie Panel
Sensational Sand SW 6094

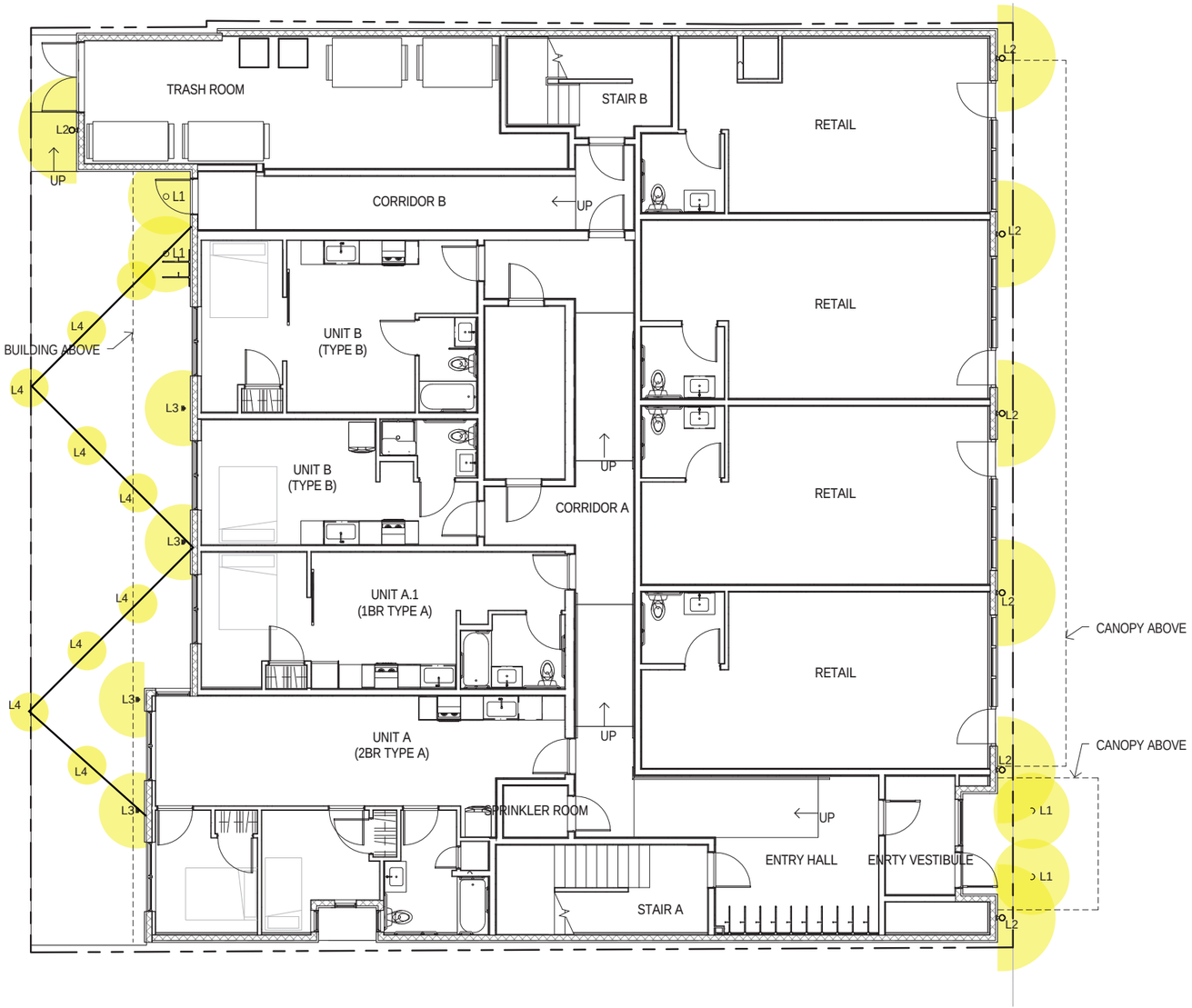
Painted Hardie Panel
Curry SW 6671

SECONDARY ELEMENTS

Aluminum Storefront
Black

Steel Canopy
Black

LIGHTING



L1: Recessed Downlight

L2: Wall Lantern

L3: Accent Light

L4: Festival Strand Lights

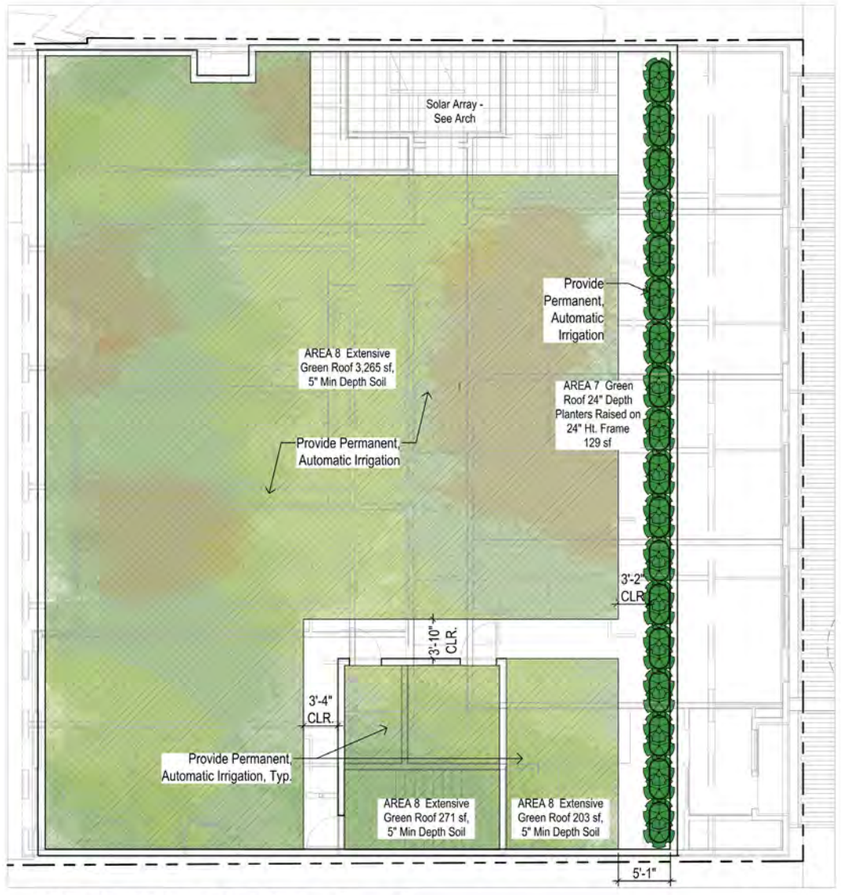
RESPONSE TO EARLY DESIGN GUIDANCE

DC4-C LIGHTING
DC4-C-1. 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.
DC4-C-2. 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.

A lighting plan will be provided at the recommendation phase to illustrate lighting for functionality, safety, and glare control.

DC4-D TREES, LANDSCAPE AND HARDSCAPE MATERIALS
DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.
DC4-D-2. 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.
DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended. It may be necessary to create a landscaping plan for various stages of plant maturity, such as 5, 10, and 20 year plans in order to ensure the landscaping will perform and function as needed over the life of the project.
DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

A landscape plan has been provided, showing plant selections that are appropriate to the amount of solar access and soil depth available at the various locations. Permeable pavers are provided for all hardscape except along the public sidewalks and at the trash room apron. Trees have been incorporated into the landscape plan at the amenity area as requested by the board.



ROOF LANDSCAPE PLAN INSET - 1/8" = 1'-0"

PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY	REMARKS
	Acer griseum / Paperbark Maple	2"-2.5" Cal	1	GF Small Tree, SDOT Small Tree, SDOT Approval 10/11/17
	Ginkgo biloba `Princeton Sentry` / Princeton Sentry Ginkgo	2" Cal	3	GF Medium/Small Tree

SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	QTY	REMARKS
	Abelia x grandiflora `Rose Creek` / Rose Creek Abelia	5 gal	6	GF Plant List, +24", DT
	Aruncus x `Misty lace` / Misty Lace Goatsbeard	1 gal	22	GT Plant List, +24", DT
	Buxus sempervirens `Green Tower` / Green Tower Boxwood	2 gal	32	GF Plant List, +24", DT
	Cistus x hybridus / White Rockrose	2 gal	36	GF Plant List, +24", DT
	Cornus sericea `Kelseyi` / Kelseyi Dogwood	1 gal	72	GF Plant List, +24", DT, Meets 30" SDOT Req.
	Vaccinium ovatum / Evergreen Huckleberry	2 gal	14	GF Plant List, +24", DT

GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY	REMARKS
	Arctostaphylos uva-ursi / Kinnikinnick	1 gal	18" o.c.	129 sf	GF Plant List, DT, Meets 30" SDOT Req.
	Sedum Tile - Extensive Green Roof Columbia Green Plant-in-Place Tray with Drip Irrigation 5" Soil Depth Minimum				

COS STANDARD STREET TREE CLEARANCE
3½' Face of the curb
5' Underground utility lines
10' Power Poles (15 feet recommended)
7½' Driveways (10 feet recommended)
20' Street lights or other existing trees
30' Street intersections

GF = Green Factor
DT = Drought Tolerant
+24" = Taller than 24" at maturity

3rd Floor Planters - Not included in green factor

Quantity	Botanical Name	Common Name	Size
3	Astilbe 'Red Sentinel'	Astilbe	Quart/Gal
3	Heuchera 'Fall Festival'	Coral Bells	1 Gal
3	Hosta 'Patriot'	Hosta	1 Gal
3	Thuja plicata 'Whipcord'	Whipcord Cedar	1 Gal

ALLEY - AMENITY

TREES

Ginkgo Biloba
Princeton Sentry Ginkgo

SHRUBS

Cistus x Hybridus
White Rockrose

Aruncus x
Misty Lace Goatsbeard

Buxus Sempervirens
Gree Tower Boxwood

Cornus Sericea
Kelseyi Dogwood

Vaccinium Ovatum
Evergreen Huckleberry

15TH AVE - PLANTING STRIP

TREES

Acer Griseum
Paperbark Maple

SHRUBS

Cornus Sericea
Kelseyi Dogwood

GROUND COVERINGS

Arctostaphylos uva-ursi
Kinnikinnick

ROOF PLANTERS

Abelia x Grandiflora
Rose Creek Abelia

GREEN ROOF

Sedum Tile