



RECOMMENDATION  
ADMINISTRATIVE DESIGN REVIEW

SDCI # 3025269  
5637 University Way NE  
Seattle, WA 98105

Applicant:  
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Seattle, WA 98121  
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TABLE OF CONTENTS

**Early Design Guidance**

Project Location + Information	3
Existing Site Plan	4
Proposed Site Plan	5
Early Design Guidance	6
Early Design Guidance	7

**Proposed Design**

Preferred Option	8
Block Analysis	9
Generative Diagrams	11
Building Elevations	12
Building Floor Plans	14
Design Departures	16
Detail Sections	17
Building Sections	19
Landscape Plan	20
Lighting Plan	21
Character Renderings	22

**Appendix**

Neighborhood Analysis	30
Neighborhood Character	31
Maximum Zoning Potential	32
Applicable Development Standards	33
Existing Multi-Family Context	34
Proposed Multi-Family Context	35
Street Views + Analysis	36
Site Documentation	40
Options Overview	41
Option Three (Preferred)	42
Solar Studies - Option 3 (Preferred)	44
Preferred Option Character Rendering	45



VICINITY MAP

### EXISTING SITE

The project site consists of a single parcel (APN 522630-0130) on the western portion of University Way NE. Immediately adjacent to the site on the northern border is an abandoned single-family residence, and to the south is a retail property. The subject parcel is a total of 4,995 SF and measures approximately 89' in the east-west direction and 54' in the north-south direction. The site slopes downward from the southeast to the northwest with an approximate grade change in that direction of 11.5 feet. The Knarr Tavern currently occupies the parcel.

### ZONING AND OVERLAY DESIGNATION

The project parcel is zoned NC2P-40, indicating that the structure may go up to 40'-0" plus additional applicable height bonuses. The NC zoning continues south on University Way NE and stretches within the contained block. Directly to the east across University Way NE the zoning drops to LR3, and immediately to the west across an alley the zoning falls to SF 5000, which will require upper level setback to be taken into account. Generally, the zoning increases NC3P-65 to the south and decreases immediately to the north until NE 65th Street.

The subject parcel is within the University District Northwest Urban Center Village, and is confirmed to be in a Frequent Transit area. No parking is required nor will it be provided.

### DEVELOPMENT OBJECTIVES

The owner proposes the construction a new residential apartment building with approximately 30 small efficiency dwelling units (SEDUs) and a commercial space along University Way NE. The objective for these apartments is to provide upscale and attainable housing that is within walking distance to the The University of Washington. The demographic that will benefit most from this housing will be students, young professionals, and wage earners in the neighborhood, or city-dwellers seeking a more pedestrian-oriented lifestyle. These small efficiency apartments will transition between the commercial and residential boundaries of the immediate area, and will create convenient and reasonable priced housing options supportive of the vibrant and rejuvenating neighborhood.

### NEIGHBORHOOD DEVELOPMENT

The immediate blocks in the zone are a mix of multi-family apartment buildings, commercial businesses, and single-family homes. There is a variety of commercial buildings along University Way NE ("The Ave"), which includes several restaurants, bicycle shops, bars, various small businesses, and a small, neighborhood grocery store within walking distance. Several bus lines run along both University Way NE and 15th Ave NE, and provides a quick link between the neighborhood and downtown Seattle. Many of these buses connect to the Link Light Rail near the university. Cowen Park is a major green space directly to the north of the site, and there are several small pocket parks in the area (including a community garden one block to the south.) In general, the area is conducive to an active lifestyle, ideal for students, and provides the necessary transportation and pedestrian links between the city center, the University of Washington, and the immediate neighborhood.

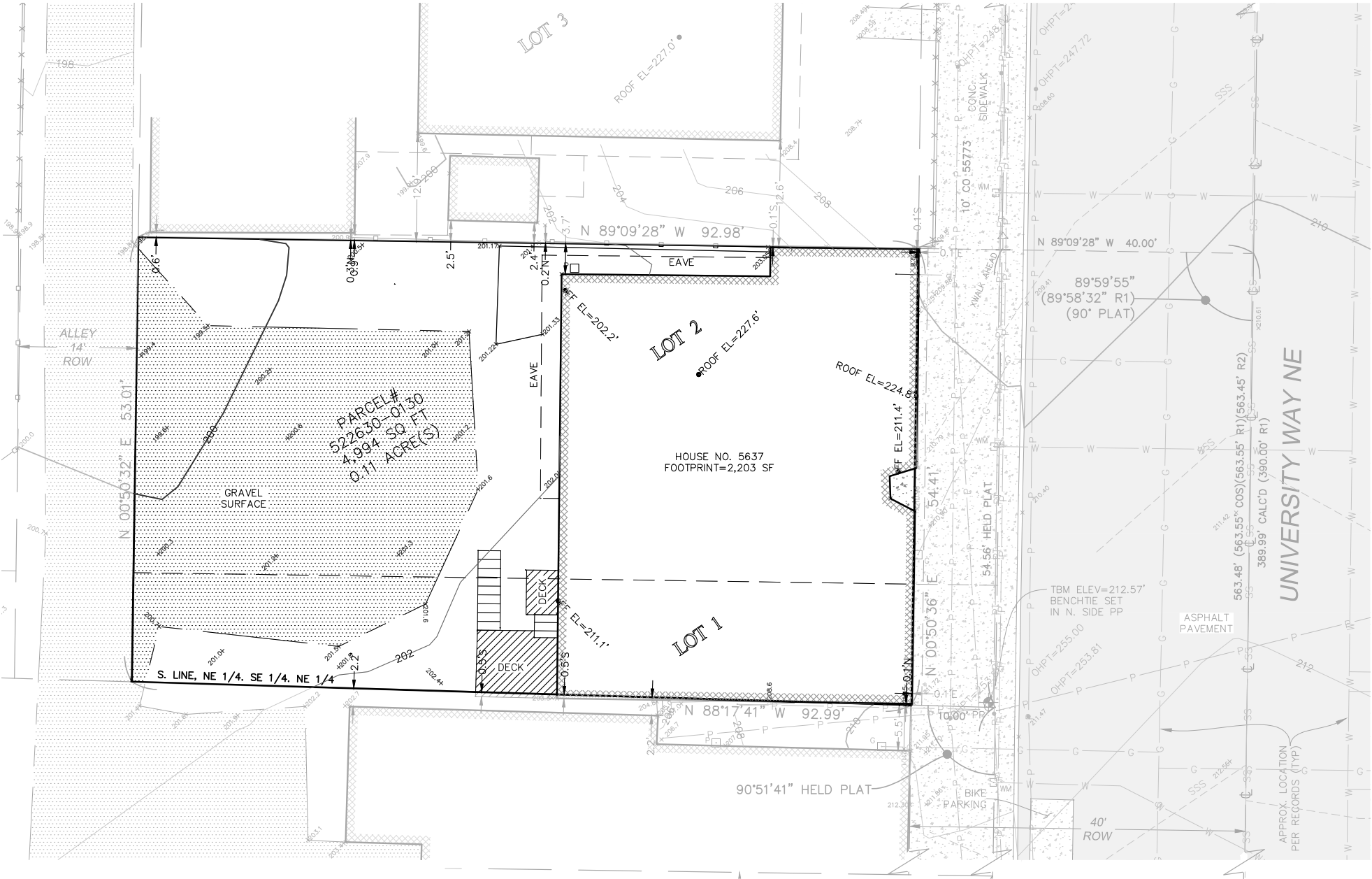


### SITE LOCATION

5637 University Way NE  
Seattle, WA 98105

### PROJECT PROGRAM

Site Area: 4,995 SF  
Number of Residential Units: Approx. 31  
Commercial Space: 1 Commercial (Approx. 900 SF)  
Number of Parking Stalls: 0  
Proposed Bike Parking: Approx. 24 Stalls  
Total Area: 16,603 SF  
Total Area Above Grade: Approx. 13,500 SF  
Allowable FAR = 16,234 SF (3.25)  
Proposed FAR = 15,324 SF (3.06)



**EXISTING SITE CONDITIONS**

**PROPOSED PROJECT SITE**

- One parcel located mid-block on the west side of University Way NE
- Site Area = 4,995 SF, and measures roughly 54' wide by 89' deep

**TOPOGRAPHY**

- 11'-6" slope down across site from southeast corner to northwest corner
- 1'-10" slope down along University Way NE frontage from south to north

**ADJACENT BUILDINGS AND USES**

- Existing 1-story single family residence immediately north of site (NC2P-40)
- Existing 1-story retail building immediately south of site (NC2P-40)
- Existing 1-story single family residence across the alley (SF-5000)
- Existing 4-story apartment building across University Way NE (LR3)

**SOLAR ACCESS & VIEWS**

- The site has great solar access due to existing topography and alley separation to the west.
- Wonderful territorial views of Cowen Park to the north, and possibly the Downtown skyline to the south and the Olympic Mountains to the west.

**ALLOWABLE STRUCTURE HEIGHT**

NC2P-40 zoning allows for a 40'-0" structure height

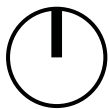
- 4' bonus for rooftop features
- 16' bonus for stair/elevator penthouses

**ALLOWABLE BUILDING AREA**

NC2P-40 3.25 FAR = 16,234 SF

**LEGAL DESCRIPTION**

Lots 1 and 2, Block 2, May Addition to the City of Seattle, according to the plat thereof recorded in Volume 9 of Plats, page 17, Records of King County, Washington, except the east ten feet thereof condemned in King County Superior County Cause No. 221463 for street purposes, as provided by Ordinance No, 55773 of the City of Seattle. Situate in the County of King, State of Washington.



## PROPOSED SITE PLAN

### SETBACK REQUIREMENTS:

- No setbacks required except at portions of the structure above 13' adjacent to the SF5000 parcels (to the west across the alley). Minimum setbacks are proposed at north and south for glazing.

### TRAFFIC CIRCULATION

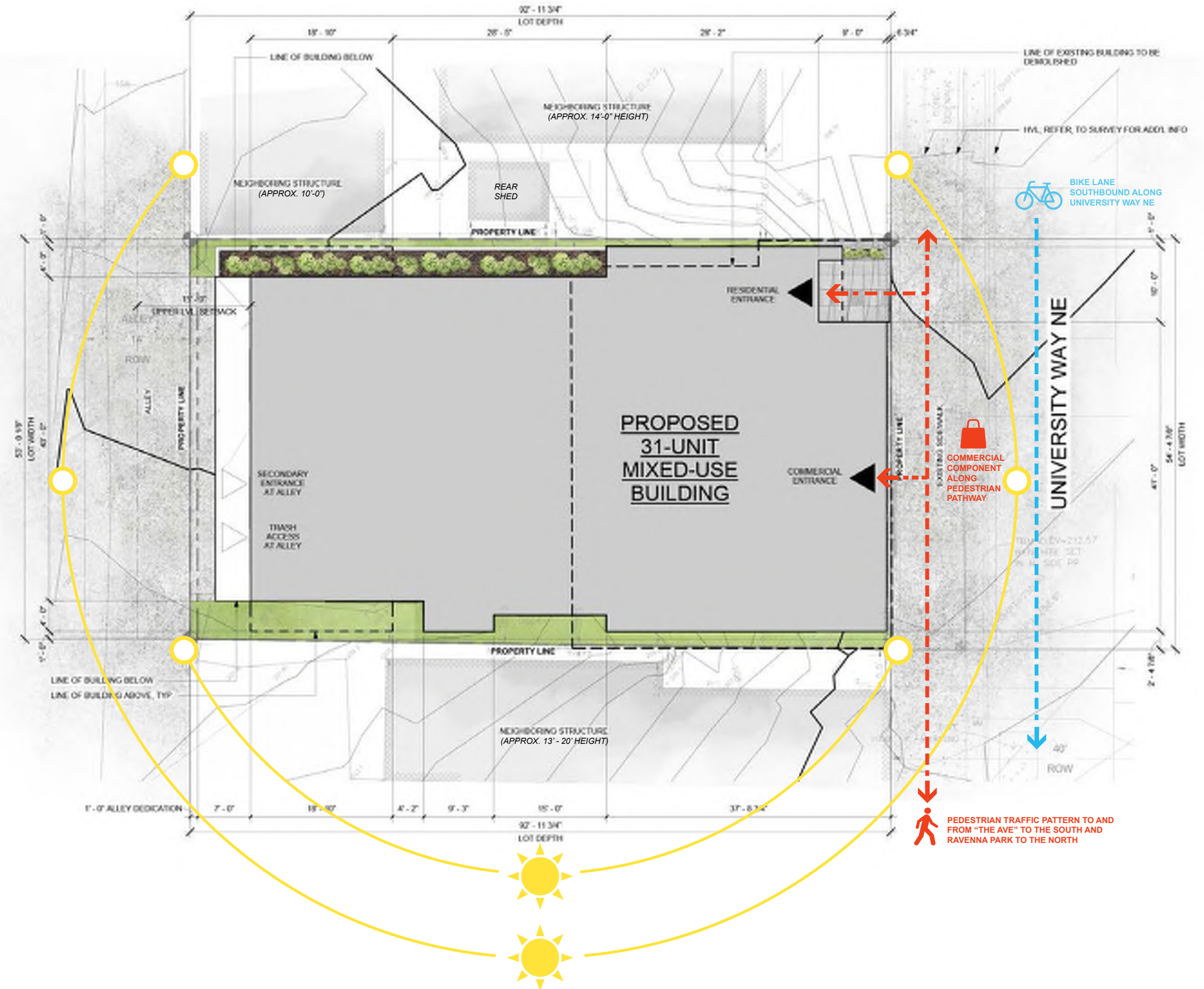
- University Way NE is designated as a Collector Arterial street that terminates to the north at the intersection with NE Ravenna Blvd but continues to the south for 1.2 miles where it terminates at NE Pacific Street.
- 15th Ave NE a minor north-south arterial street located one block to the east.
- Roosevelt Way NE is a major north-south arterial located 5 blocks to the west.
- NE Ravenna Blvd, located half a block to the north, is a minor arterial which connects to Green Lake Park to the northwest
- A flashing 4-way traffic signal regulates traffic at the intersection of the Ave and NE Ravenna.
- There is street parking available on both sides of the Ave adjacent to the site.
- A bus stop is located approximately 100' away to the north on the west side of the Ave.

### STREETSCAPE

- University Way Ne has a 12'-0" wide sidewalk with no planting strip east of the proposed site.
- There are currently no street trees or other landscaping planted in the R.O.W. for the entire length of the west side of the Ave between NE 56th Street and NE Ravenna Blvd.
- Overhead power lines run south to north adjacent to the site on the west side of the Ave.

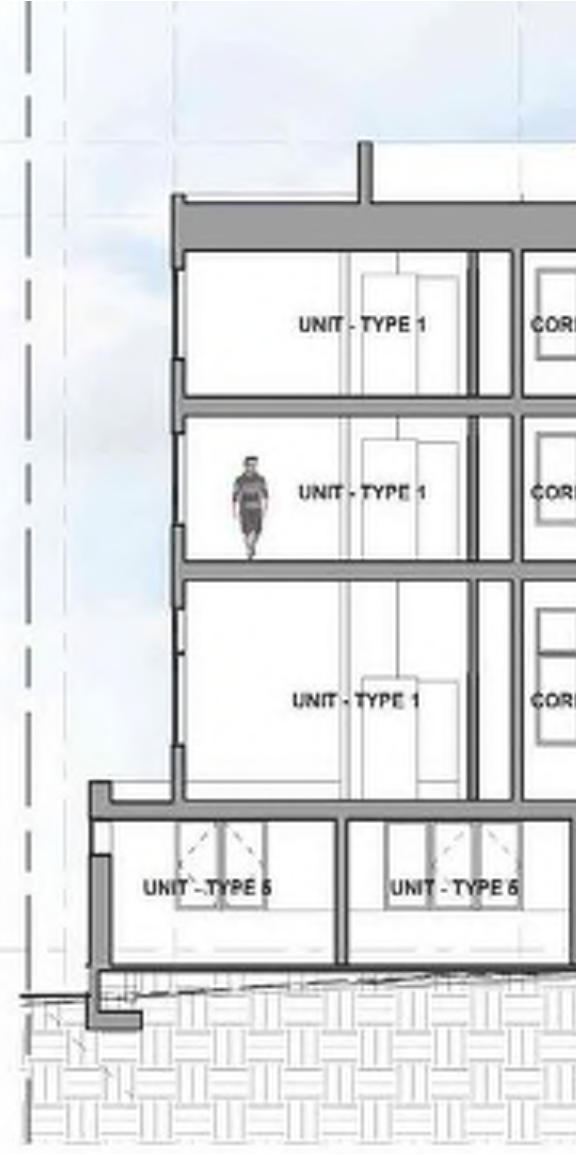
### NEIGHBORHOOD PATTERNS AND POTENTIAL

- The one-story structure on the project site, while currently occupied by a tavern, is in need of major repairs and is out of scale with the development potential of the site.
- The project site can serve as a needed transition from the more dense developments planned further south along the Ave and the residential neighborhood to the north in Ravenna.
- The Ave is planned as a vibrant street with a continuous street wall and a energetic mix of commercial and residential uses.





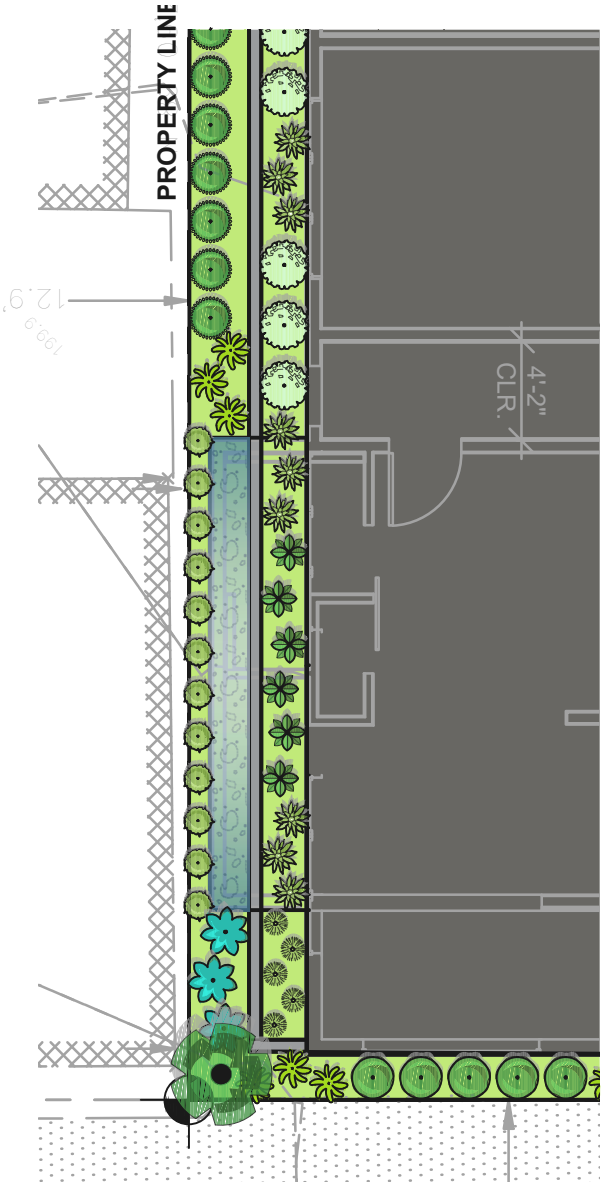
① MASSING AND PERCEIVED BULK



② ZONE TRANSITION



③ STREET LEVEL USES & PEDESTRIAN EXPERIENCE

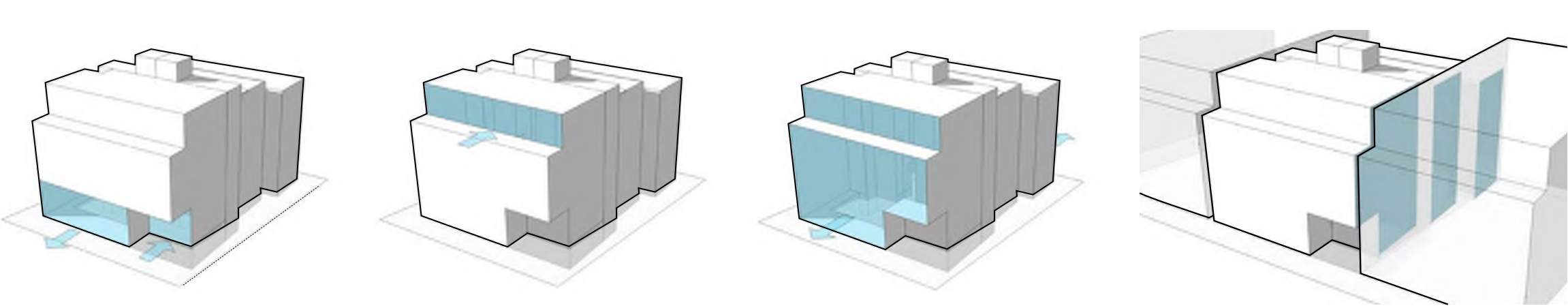
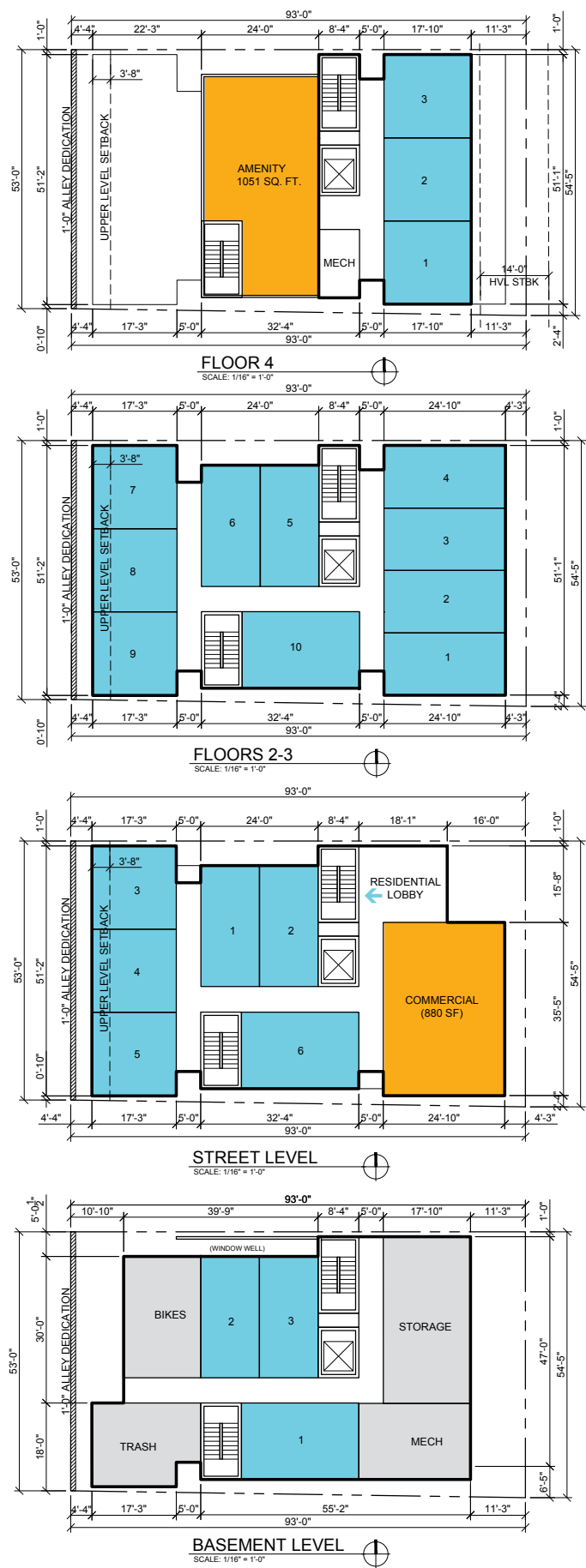


④ SAFETY & SECURITY



⑤ MATERIALS & DETAILING

1. DESIGN CONCEPT, ARCHITECTURAL COMPOSITION AND MASSING:	
a. Staff directed the applicant to continue a strong street-edge by maintaining a zero-lot-line for at least the lower two levels. (CS2-C-2, CS2-D-1)	The proposed massing maintains a near zero lot line along the property edge at the sidewalk. The brick volume is maintained at a single story to respond to the existing brick structures on the block, all of which are single-story.
b. Staff supported the street-facing upper level setbacks and private patios as observed in Option 3, with the understanding the massing move was the result of required power line setbacks. However, staff expressed concern regarding the accuracy of the required setbacks, particularly surrounding the existing transformer located on the pole at the southeast corner. The applicant should confirm with their Seattle City Light local representative. (CS2-D-1, DC4-D-1, DC2-A-2)	The upper levels have been confirmed with a 3'-0" setback that is currently underway with Seattle City Light under application ID number 1000050862.
c. Staff encouraged further consideration of open railings rather than solid parapets along the rooftop amenity space to reduce perceived height and bulk. (CS2-D, DC2-A-2)	To better clarify the building massing the open rail has been replaced with a continuation of the parapet. This both simplifies the massing and improves the proportions of the street-facing facade.
2. ZONE TRANSITION:	
a. Staff was not inclined to support the requested departure to reduce the rear setback with the single family zone and directed the applicant to develop a hybrid massing option that maintains the rear setback, as observed in massing Option 2, and softens the zone transition. (CS2-D-3, CS2-D-4, CS2-D-5)	The rear setback from the single-family zoning has been maintained. This setback will decrease the perceived bulk from the single-family zoning and soften the transition. In addition, a high quality, durable concrete is proposed at the alley ground level to create a more appealing transition.
b. Staff identified the zone transition as a high priority and would like to review further study of additional measures to reduce the perceived height, bulk and scale, such as eliminating the solid parapet and playing with setbacks. (CS2-D-3, CS2-D-4, DC2-A-2)	The solid parapet of the roof deck amenity is important to the massing concept of the proposed design and provides additional privacy for the adjacent neighbors. However, it is set back from the building edge to decrease the perceived mass from the adjacent zones. As previously stated, the upper level setback has been maintained to better respond to the neighbors.
c. Staff supported the configuration of the rooftop amenity space as proposed in Option 3 as it is removed from the alley building edge and located in a manner sensitive to the single family zone. (CS2-D-3, CS2-D-4)	The rooftop amenity space has been maintained accordingly.
3. STREET LEVEL USES & PEDESTRIAN EXPERIENCE:	
a. Staff supported the location of commercial uses to the south as it continues the commercial street edge. (CS2-D-1, CS2-C-2)	The commercial use location has been maintained accordingly.
b. Staff encouraged continuation of the existing rhythm of small-scale retail entries as experienced along the western street wall of University Way NE to the south of the site. Staff requested additional study of existing entry patterns at the Recommendation phase. (CS2-D-1, CS2-C-2, PL3-A-1)	Existing entry patterns have been catalogue in this packet. As the majority of the entries are directly off of the sidewalk along University Way NE, the proposed design has followed this pattern. It also follows the precedent of recessed commercial entries.
c. Staff did not support the shared commercial/residential entry “front porch” concept as it is inconsistent with the existing development pattern and style of entries along University Way NE. (CS2-D-1, CS2-C-2, PL3-A-1)	The shared "front porch" has been removed per staff request.
d. Staff expressed a preference for the bike room location as proposed in Option 2 as it maximizes convenience and security. Staff was concerned that the highly-visible bike room proposed in Option 3 would encourage theft and noted that access to a basement bike room would likely occur through the front residential lobby. (PL4-B)	The bike room has been relocated in the basement to provide security and ease of access from the proposed elevator location.
4. SAFETY & SECURITY:	
a. Staff was concerned about safety and security associated with “hidden areas”, such as window wells and side setbacks, and requested the applicant demonstrate responsiveness these guidelines by deterring access to these areas from the street and alley. (PL2-B)	The proposed walkway to the exit has been revised in response to safety concerns. All "hidden areas" will be thoroughly planted and inaccessible by pedestrians.
b. Staff did not support the setback ground-level portion of the alley facade with overhanging massing volume, as observed in Option 3, as it creates a space which may facilitate safety and security concerns for residents. (PL2-B)	The ground level portion along the alley has been flushed out per staff request. This both eliminates safety issues and simplifies the overall building massing.
5. MATERIALS & DETAILING	
a. Staff supported the large horizontal window groupings as proposed in Option 3 and requested the incorporation of a similarly patterned window on the setback portion of the street-facing facade. (DC2-B-1)	The proposed material at the front facade has been changes to a smaller, horizontal pattern. While the windows have remained a horizontal proportion, the groupings have changed to a vertical orientation to offset the horizontality of the cladding.
b. The open railing rather than the closed parapet at the upper level setback is supported as it reduces perceived height and bulk. Staff suggested extending the open railing to the building edge to increase visual interest and improve proportions. (DC2-A-2, DC2-B-1, DC2-C-1)	See response to 2b,
c. Staff identified DC2-B-2 Blank Walls as a priority guideline, and encouraged the applicant to avoid large expanses of blank wall as the hybrid massing option evolves. Where unavoidable, the design should be thoughtful in the application of facade treatments used to break up the blank wall facade. (DC2-B-2, DC2-C-1)	The majority of the blank facades are due to the proposed project being closer than 3'-0" to the property line. As such, openings in these facades are prohibited. The material utilized at these locations, however, will be small-scale and applied in a repetitive pattern to create visual interest.
d. The use of high-quality, durable materials, and encouraged tying materials and colors to building form is highly encouraged. (DC2-B-1, DC4-A)	The materials have been revised to better align with changes in massing and distinguish building volumes.



**PROMINENT ENTRY**  
The residential entry is recessed at the northern edge of the building while the commercial space continues the commercial street wall along University Way NE to the south.

**RECESSED UPPER FLOOR**  
The upper level is recessed to avoid the HVL line that runs north to south along University Way NE. This creates additional modulation, and also decreases the massing appearance of the overall structure.

**STREET / ALLEY FACING GLAZING**  
The glazing strategy on all schemes will focus windows towards the east in west. This minimizes the impacts on the adjacent neighbors, but also creates a more engaged building with the surrounding neighborhood.

**POTENTIAL DEVELOPMENT**  
The development potential on the northern and southern sites has not yet been maximized. Therefore, minimal glazing will be applied to the north and south facades.

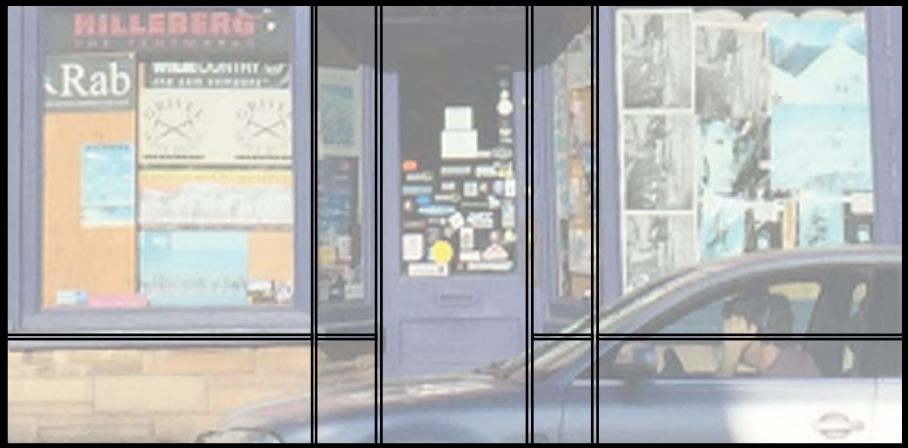


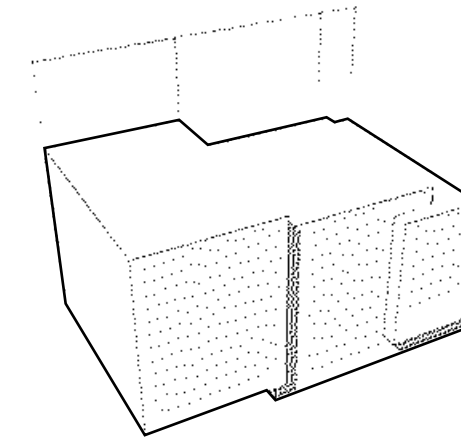
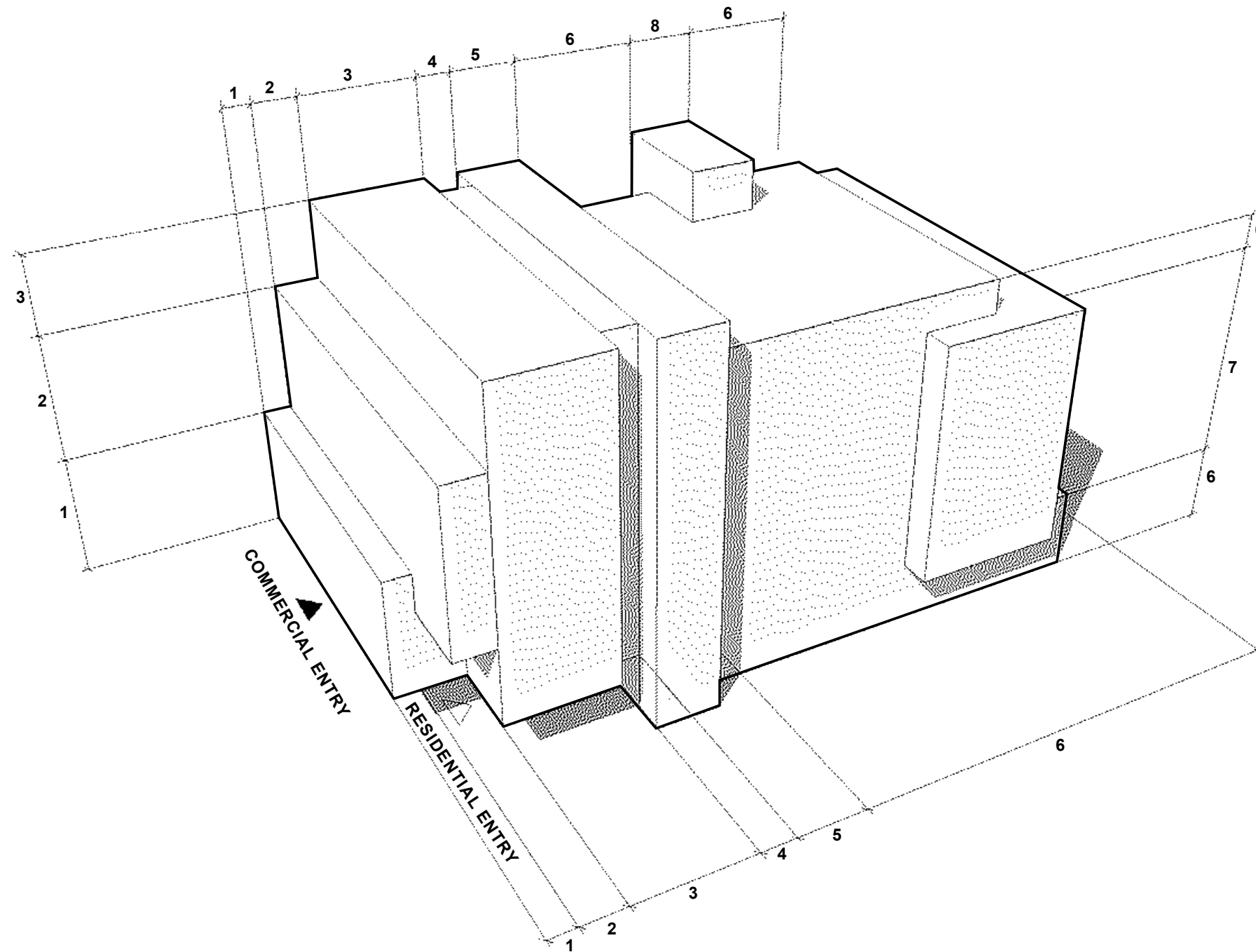


**UPPER-STORY RESIDENTIAL**  
Single-level  
Repeated punch windows  
Textural patterned siding

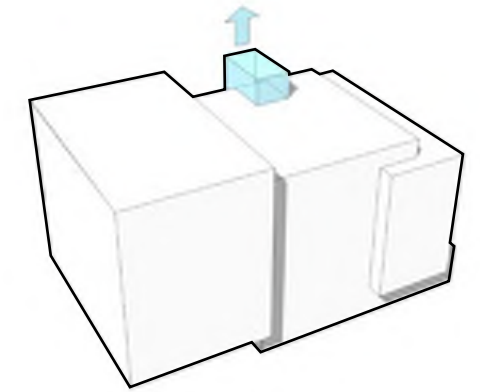


**COMMERCIAL BASE WITH STOREFRONT**  
Single-level  
Solid base with modular materials  
Commercial door recessed  
Signage centered above commercial entry

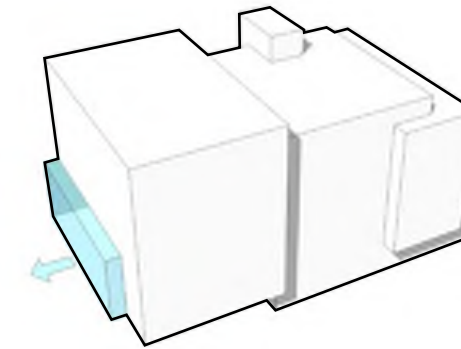




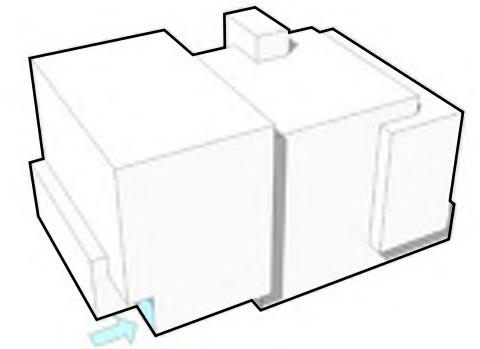
**'THREE VOLUME' CONCEPT**  
The simplified massing is distilled into three primary, interlocking volumes.



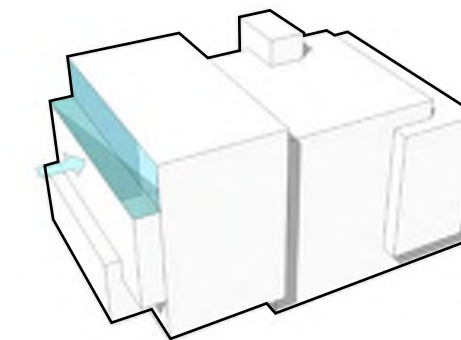
**STAIR VOLUME**  
To provide necessary egress, the second stair must access the proposed roof deck.



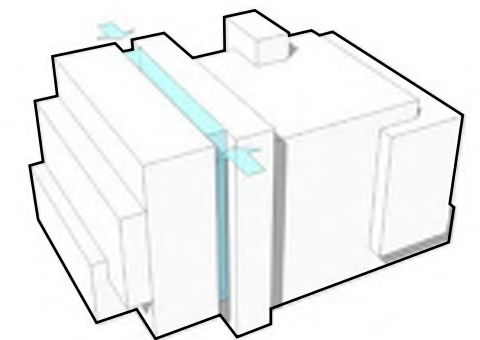
**COMMERCIAL STREET-WALL**  
This block of University Way NE is primarily comprised of 1-2 story buildings with a zero lot line.



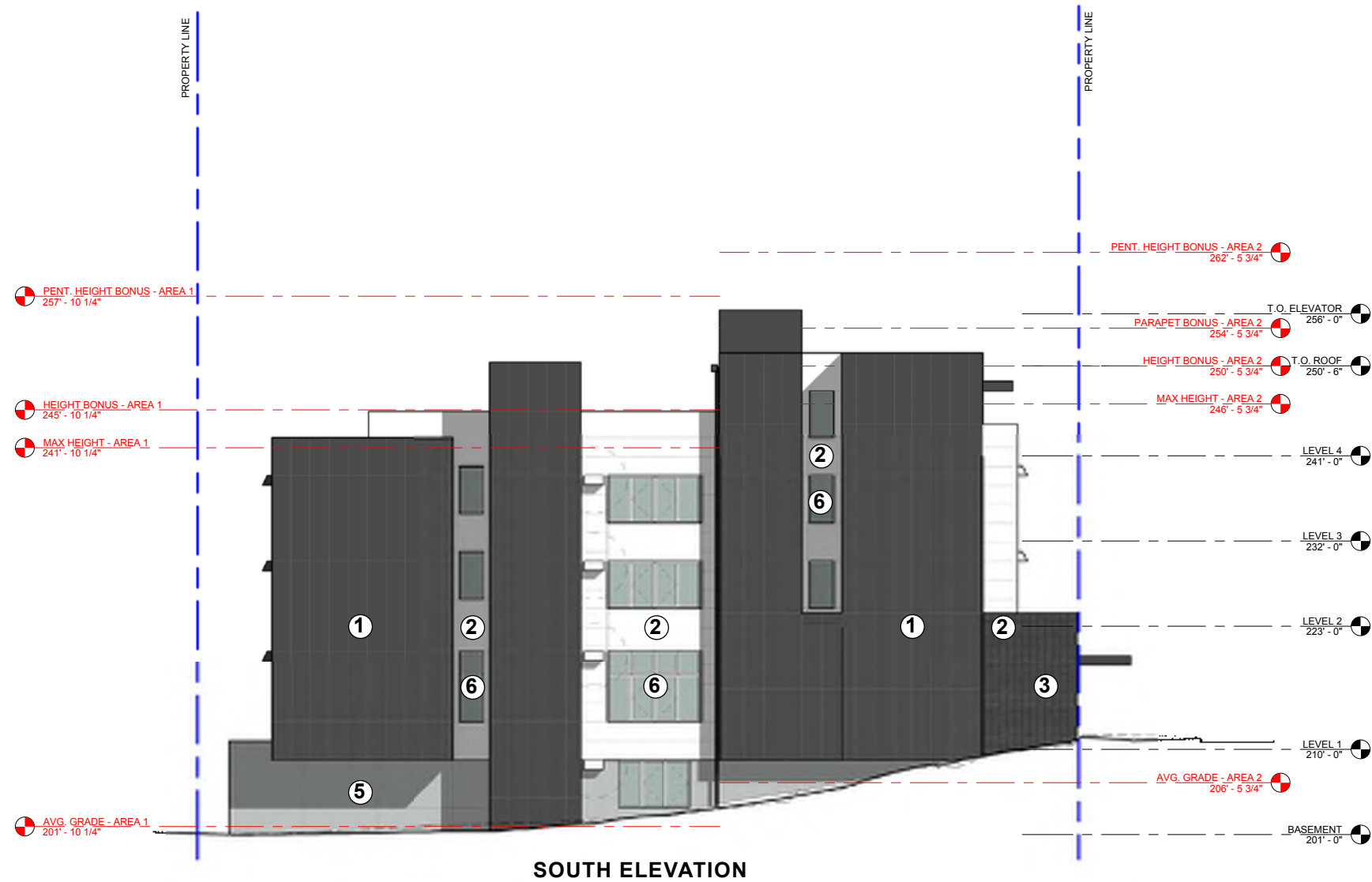
**RECESSED ENTRY PATIO**  
In order to negotiate the sidewalk grade, the residential entry must be recessed.



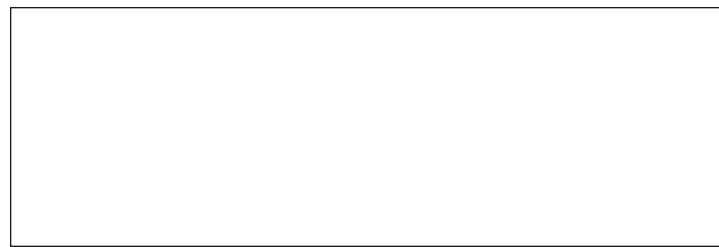
**HVL SETBACK**  
The existing HVL requires an upper level setback to meet mandatory clearances.



**NATURAL DAYLIGHTING**  
As the building envelope is maximized to the property lines, the hallways must be recessed in order to get natural daylight.



① HARDIE PANEL, 2'-0" VERTICAL PANELS  
(SW GRIZZLE GRAY)



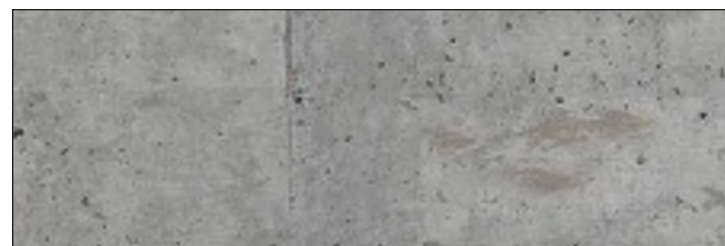
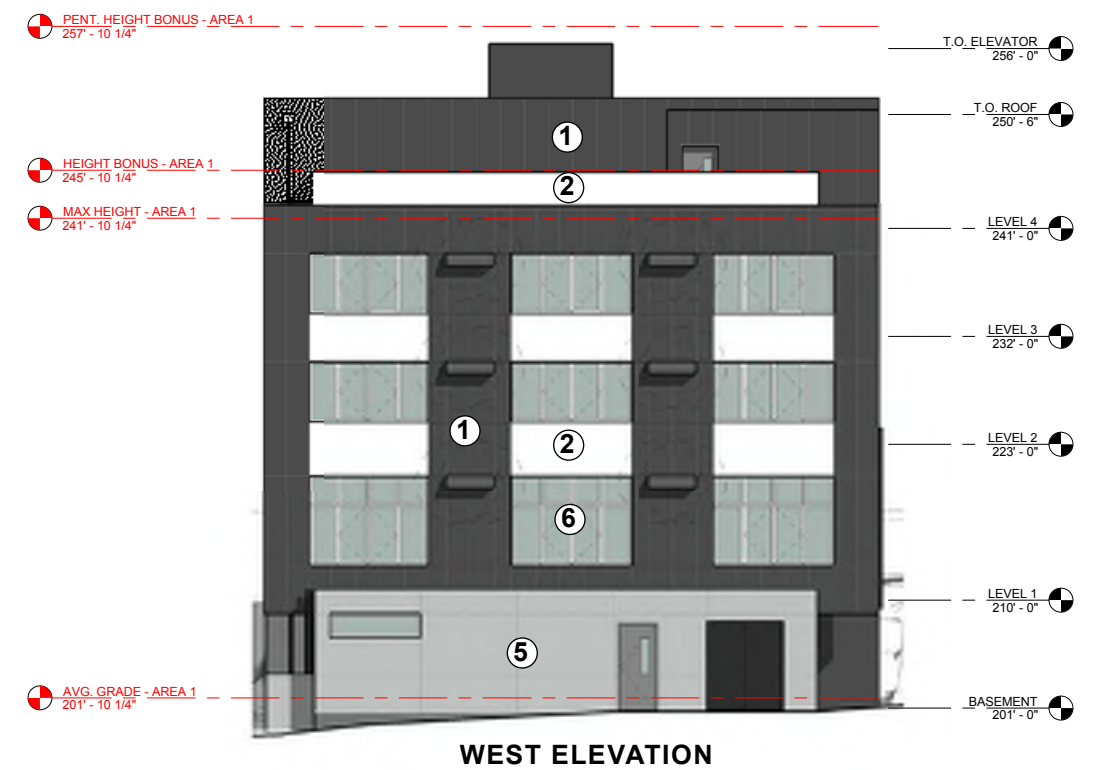
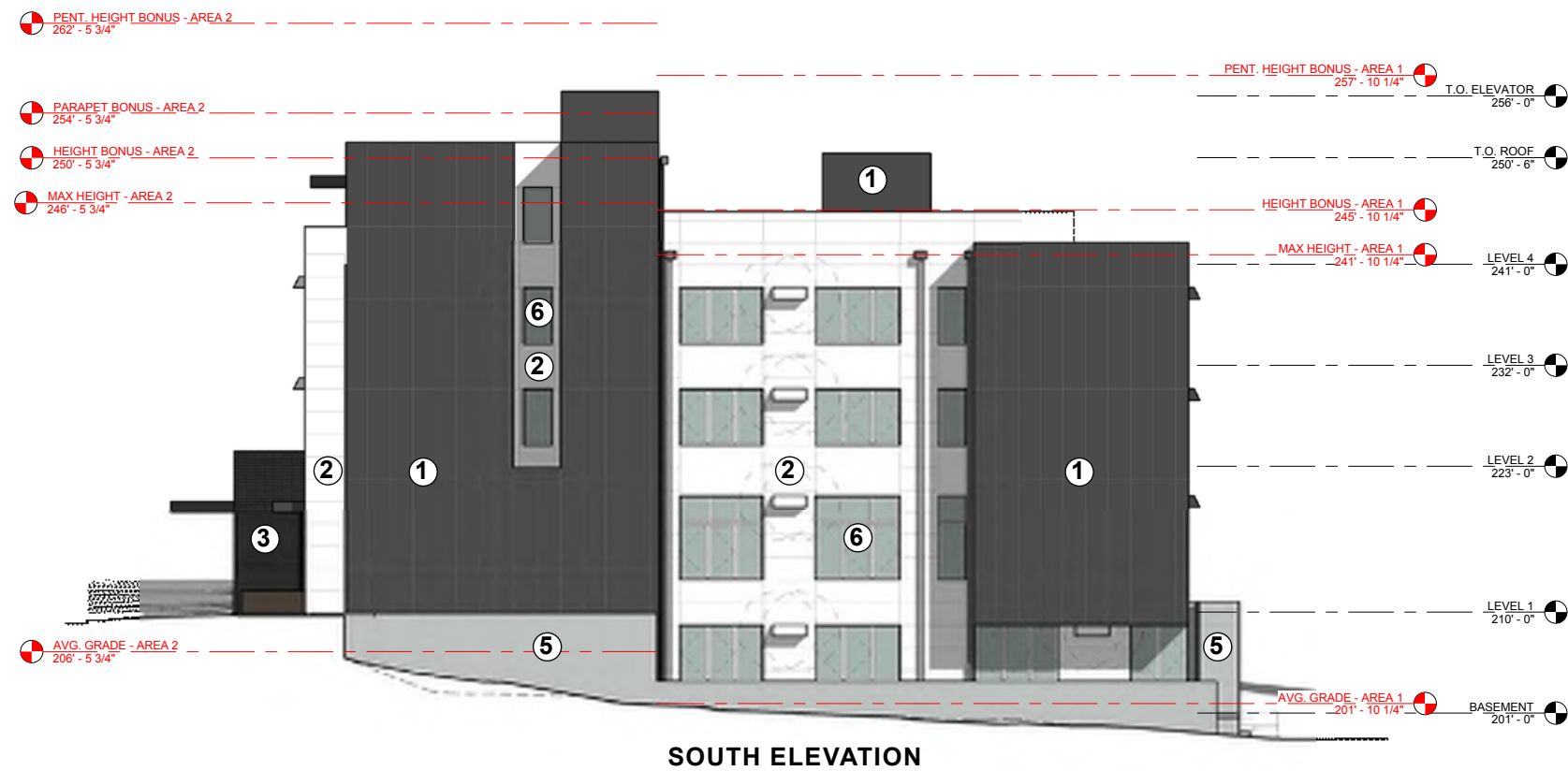
② HARDIE PANEL, 2'-0" HORIZONTAL PANELS  
(WHITE)



③ FACE BRICK, STACKED BOND  
(COAL CREEK)



④ ALUMINUM "WOOD" MATERIAL  
(LIGHT CHERRY)



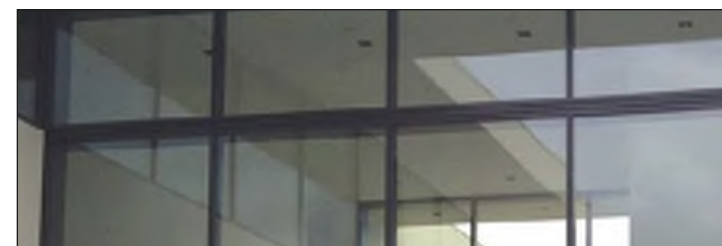
⑤ ARCHITECTURAL CONCRETE



⑥ VINYL WINDOW (WHITE)



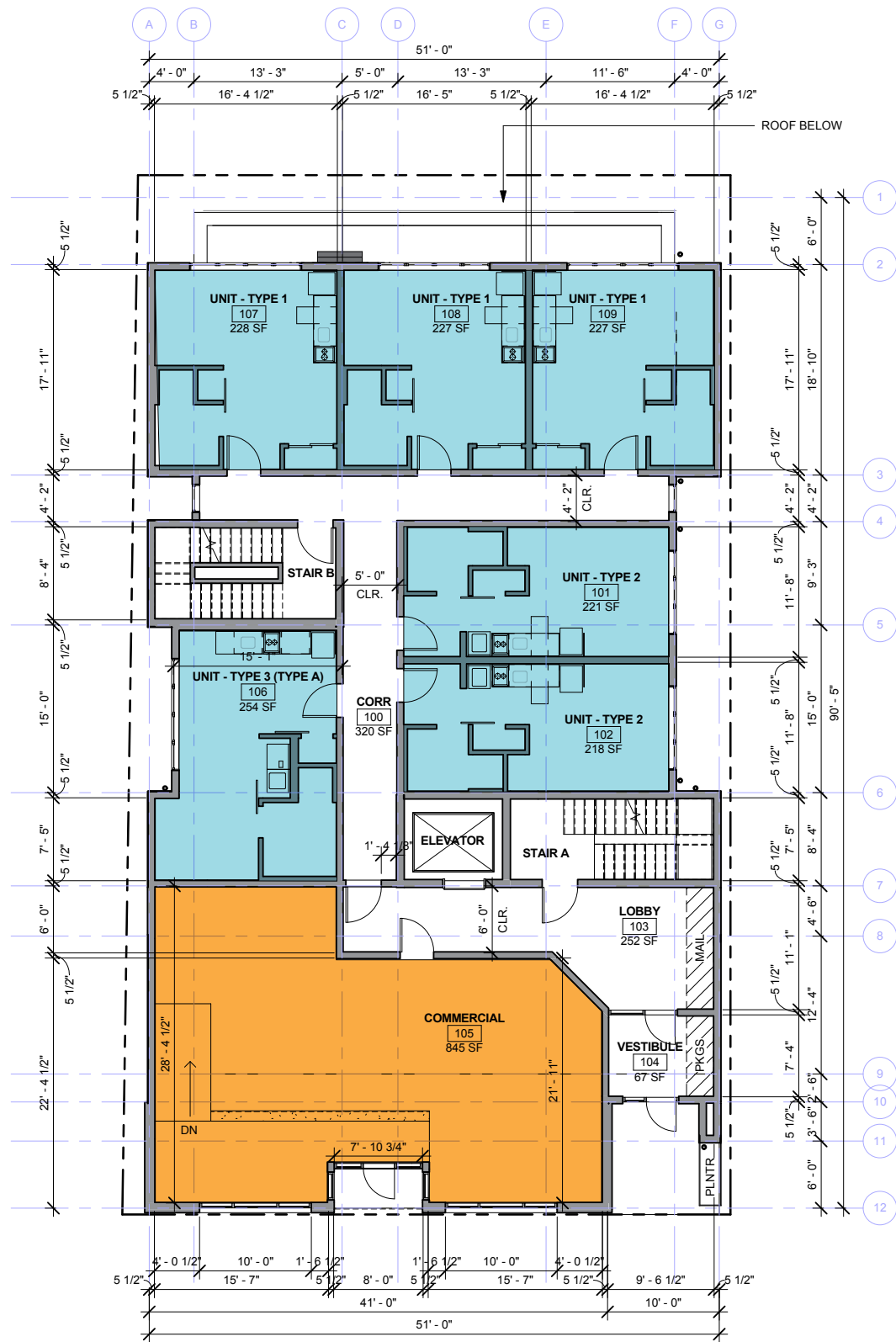
⑦ VINYL WINDOW (BLACK)



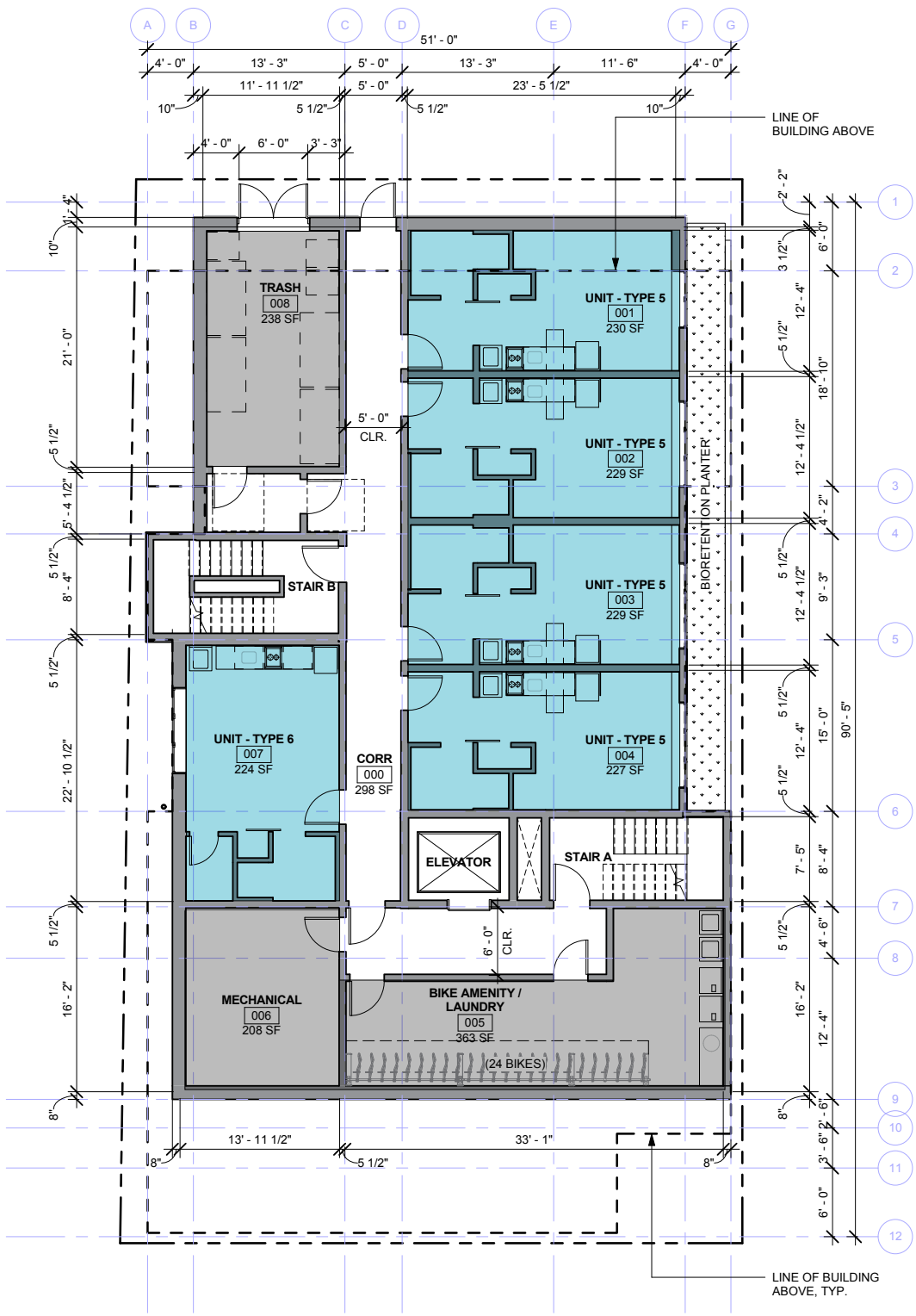
⑧ ALUMINUM STOREFRONT (BLACK)



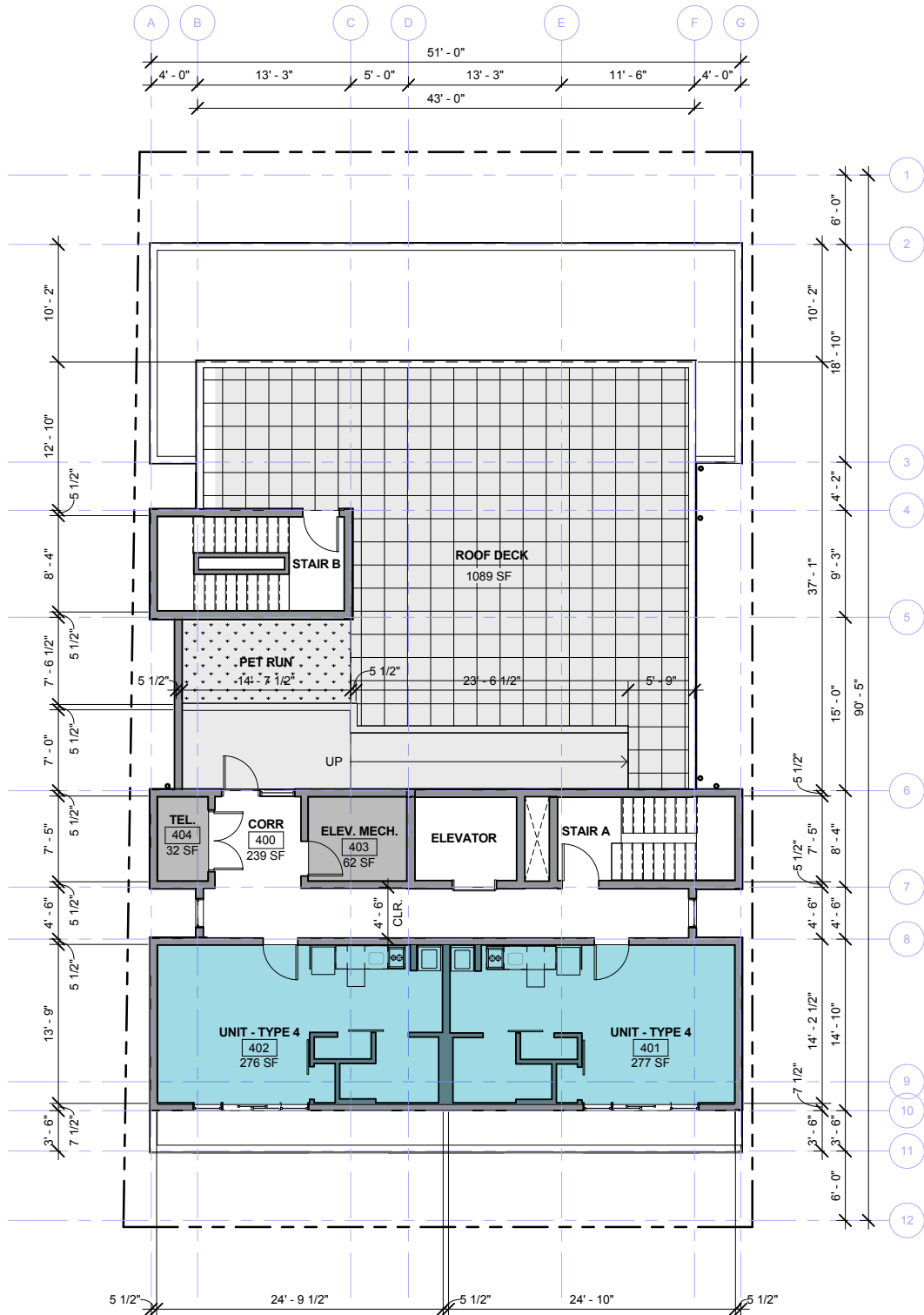
⑨ STEEL AWNING



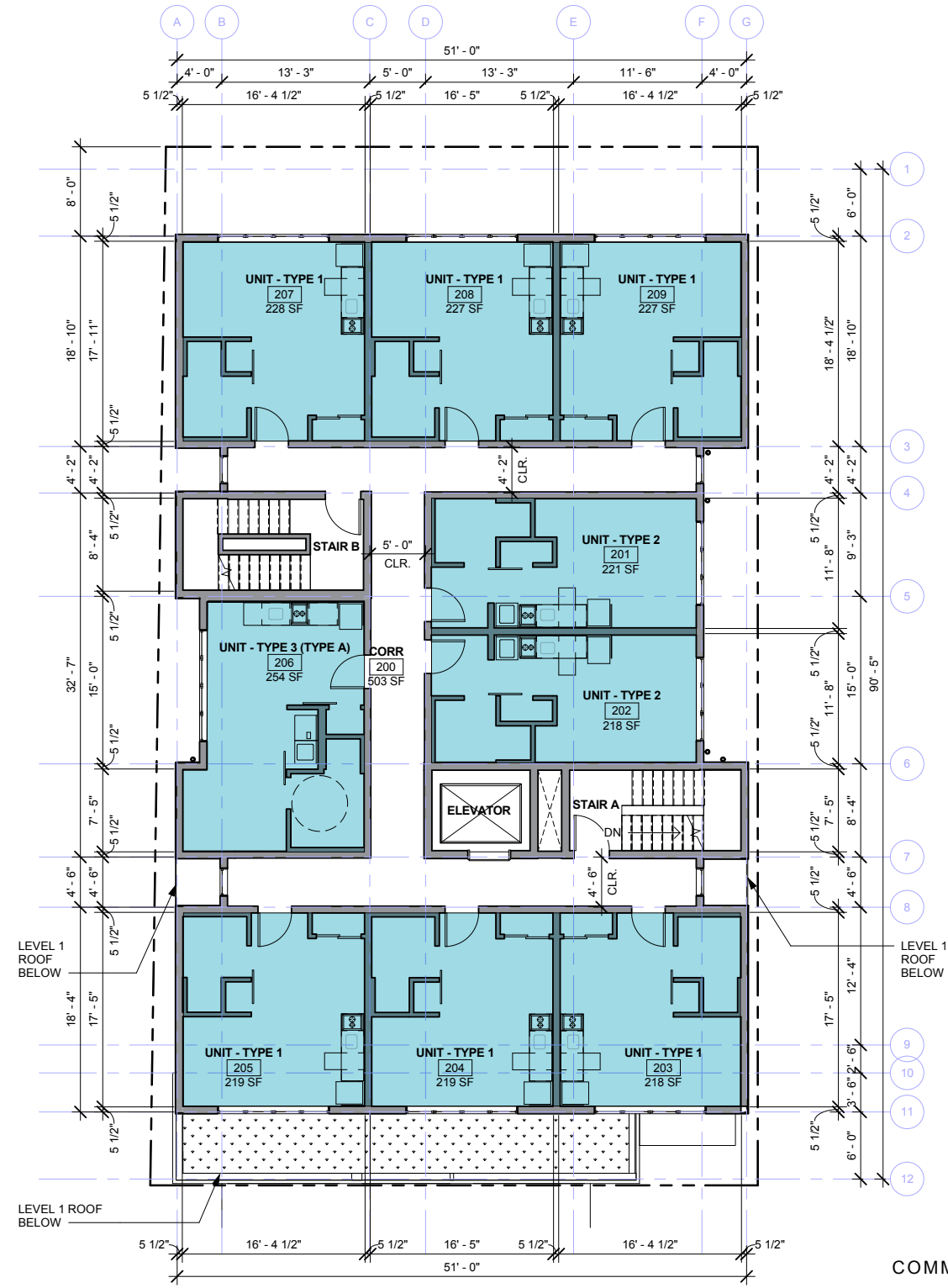
LEVEL 1 PLAN



BASEMENT PLAN



LEVEL 4 & ROOF AMENITY PLAN



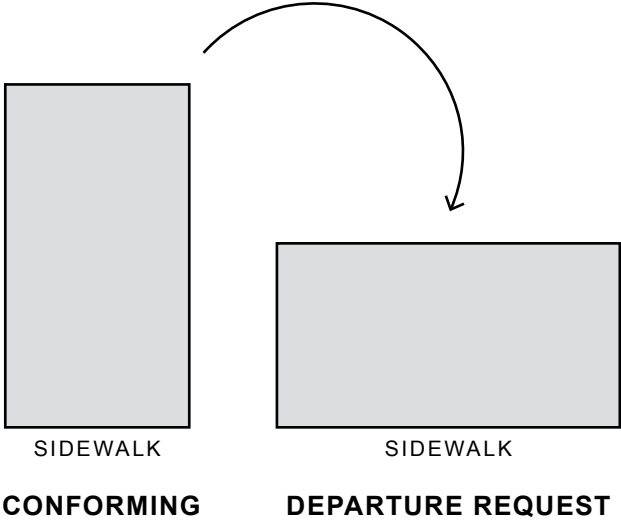
LEVEL 2 & 3 PLAN

UNITS

COMMERCIAL

AUXILIARY

ROOF DECK



Rear units must remain in current locations to meet upper level setback from single-family zoning

Stair and elevator locations must remain in place to provide necessary egress separation

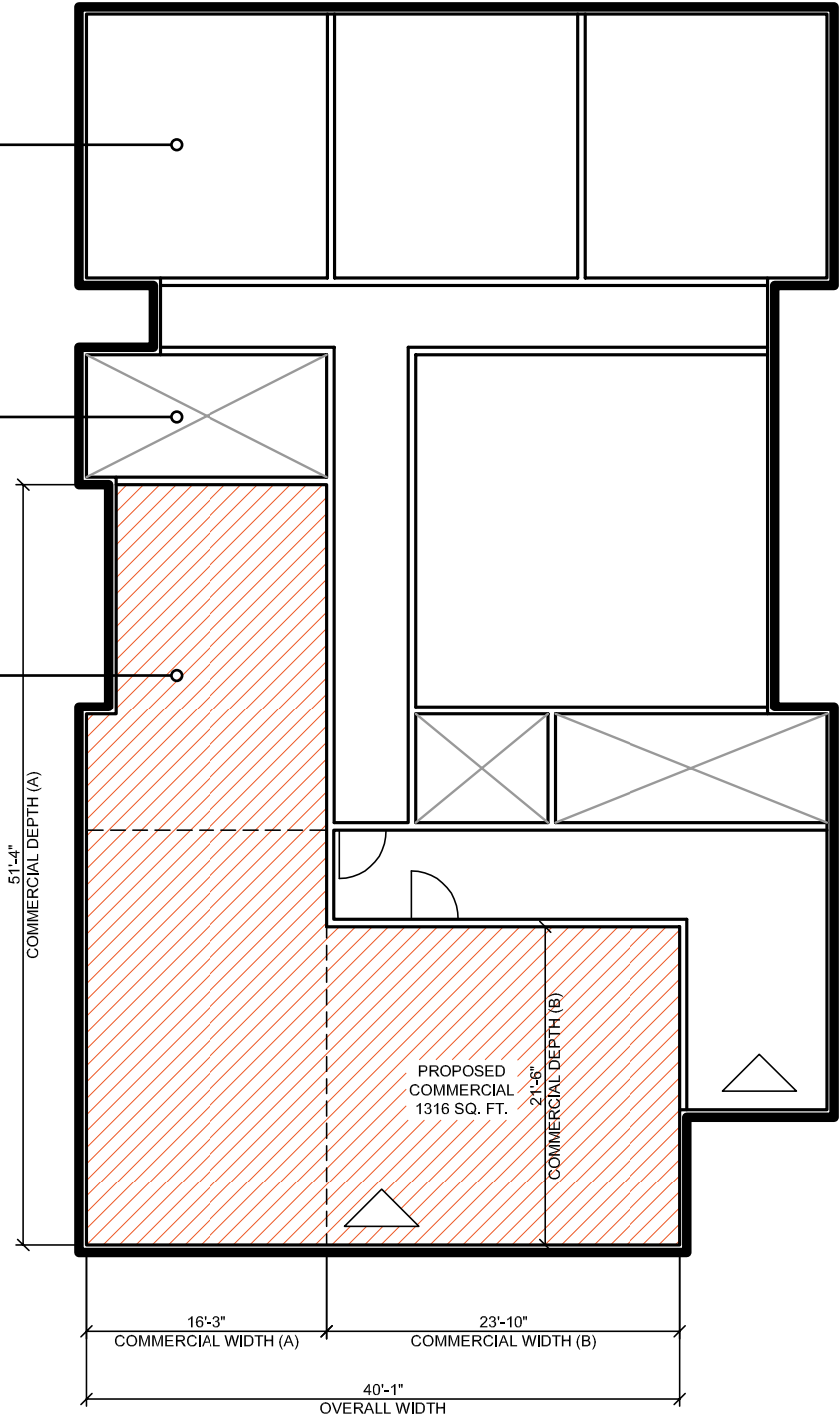
Unit lost; additional depth is low-quality space with little connection to street adjacent space at commercial front

**DESIGN STANDARD**  
SMC 23.47A.008.B.3  
Street-Level Development Standards

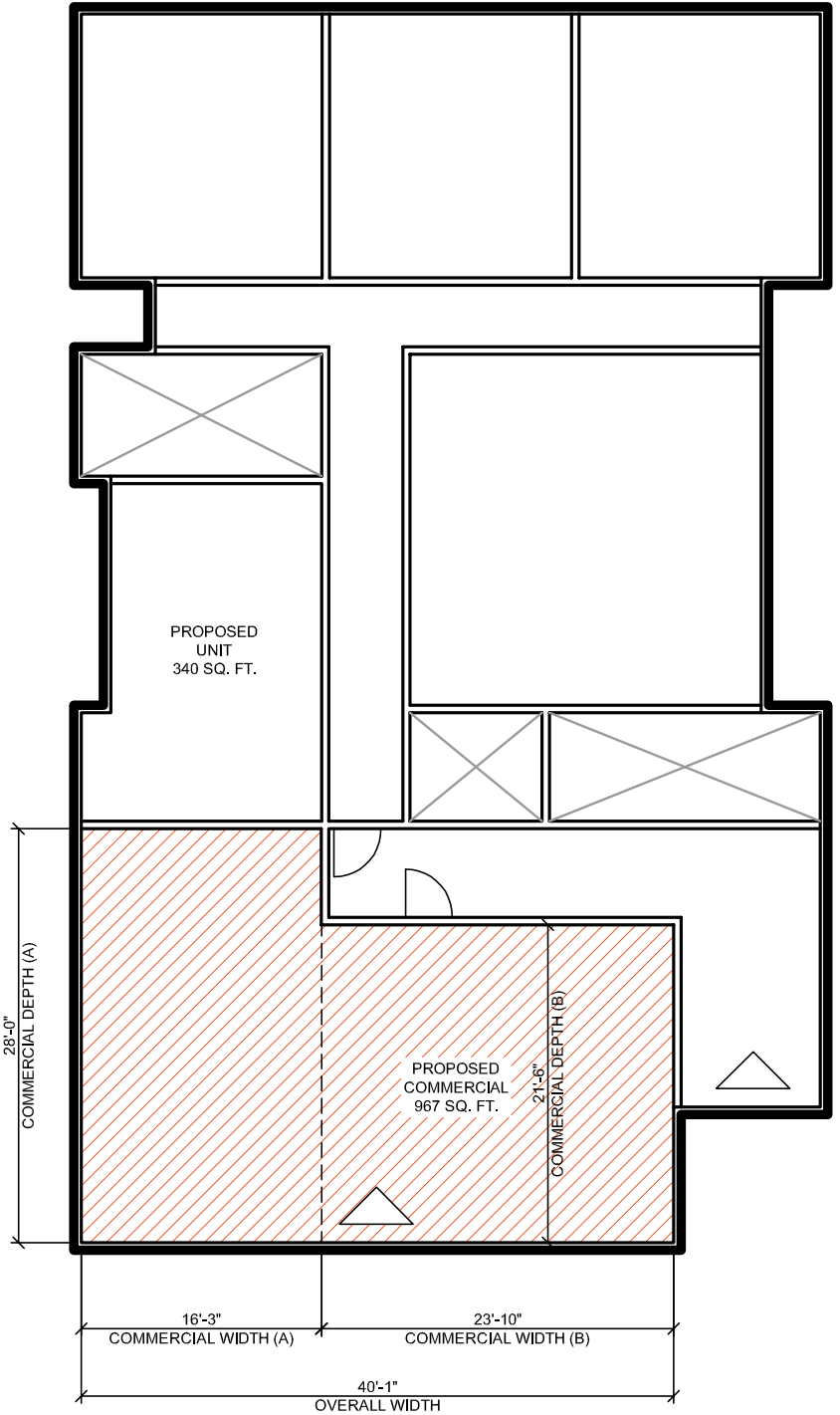
Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

**DEPARTURE REQUEST**  
To allow the commercial depth to decrease from the required 30'-0" to 24'-2".

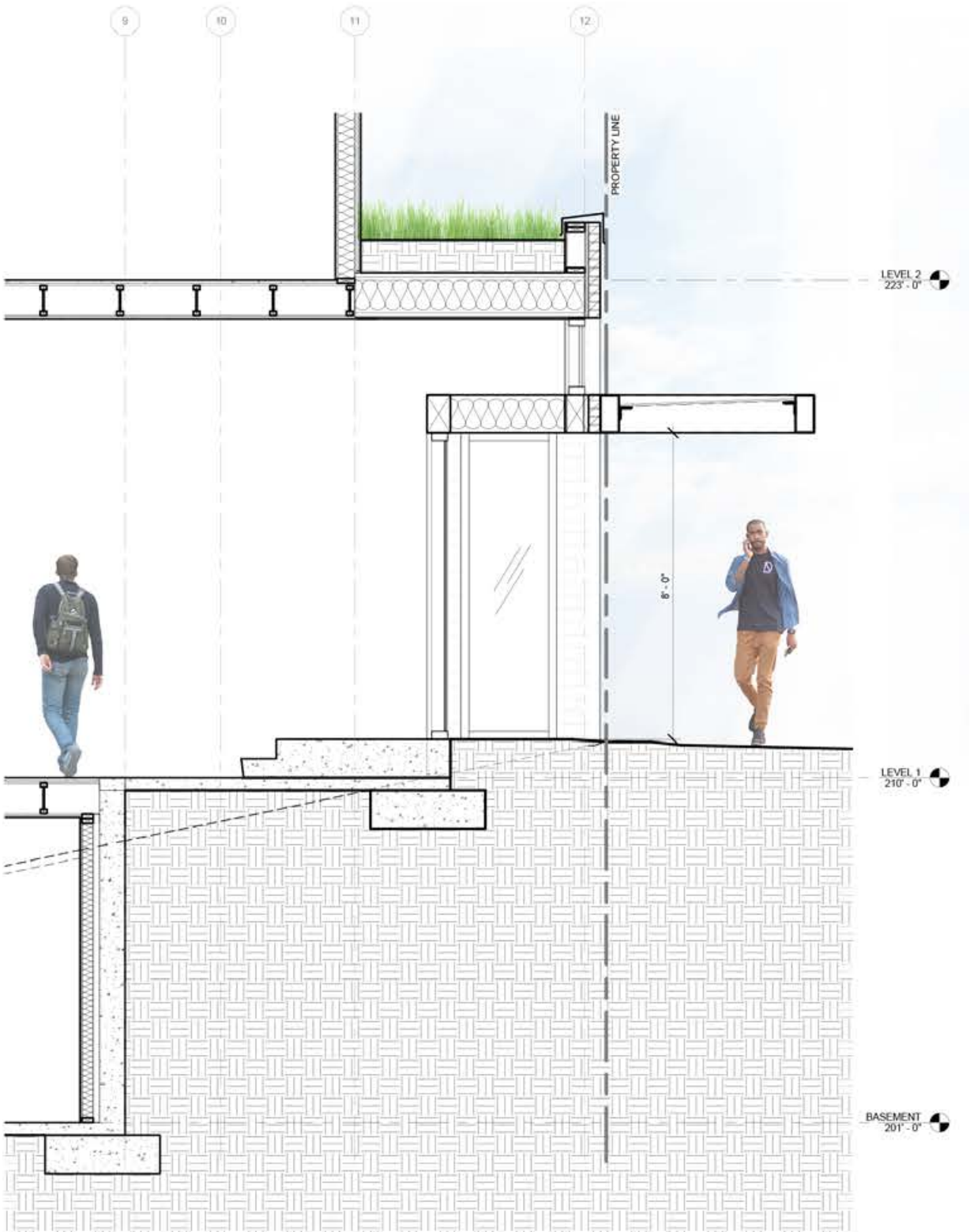
**RATIONALE FOR DEPARTURE:**  
This current commercial footprint is pinned in to its location due to egress separations and constraints put upon the project by adhering to the 15'-0" rear setback from the single-family zoning across the alley (to which the project now conforms per the early design guidance.) Therefore, the only way to create a conforming commercial space is to remove a unit and extend the commercial into the unit. This creates a low-quality space that has little connection to the street front. In addition, the overall width exceeds the required depth. The proposed departure takes the required depth and puts it directly adjacent to the sidewalk to promote additional street-level interaction and improve the commercial light quality.



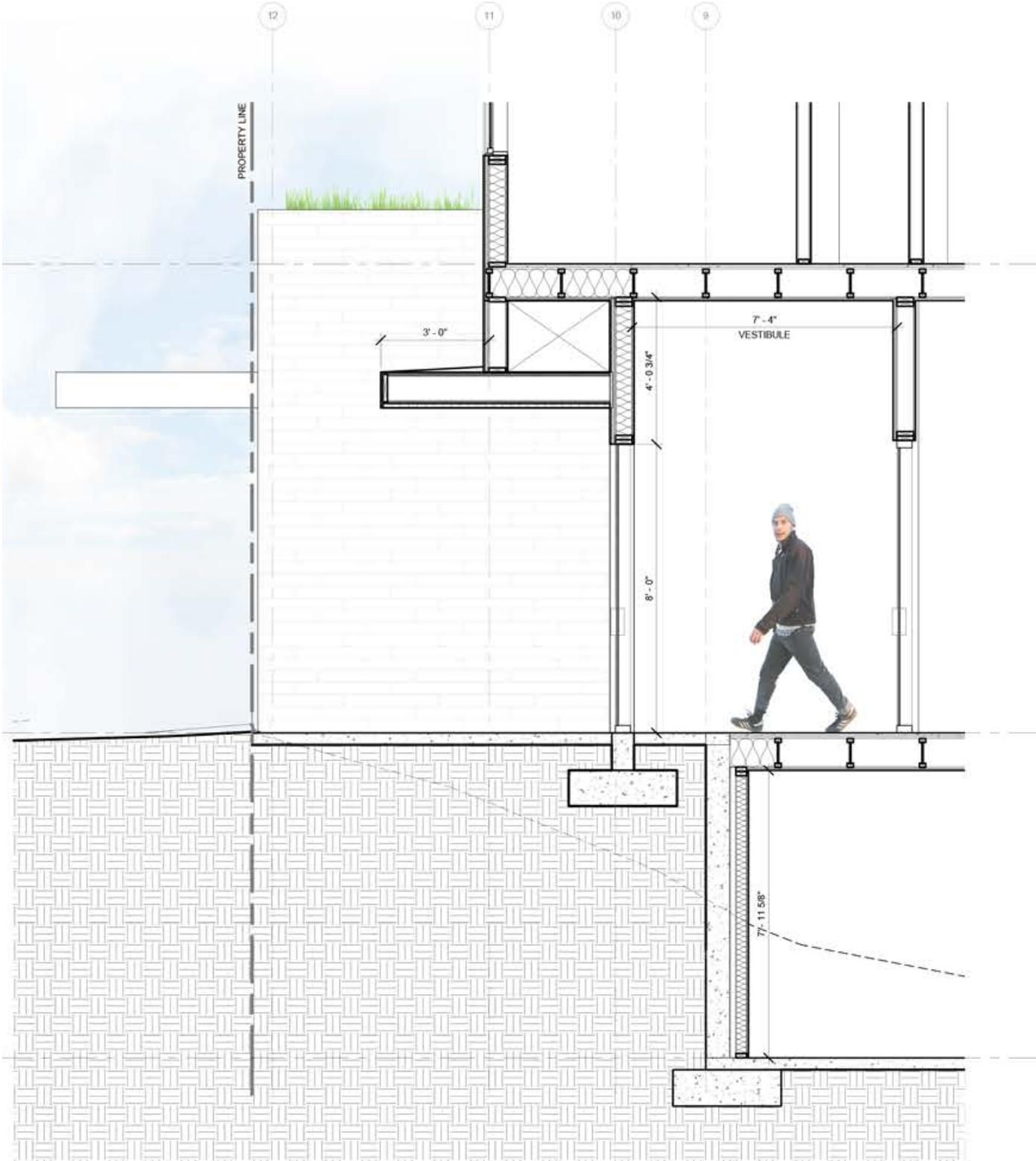
**CONFORMING**  
**(33'-6" AVG. DEPTH)**



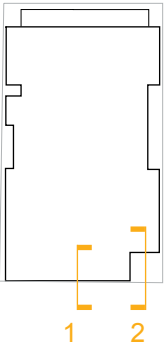
**DEPARTURE REQUEST**  
**(24'-2" AVG. DEPTH)**

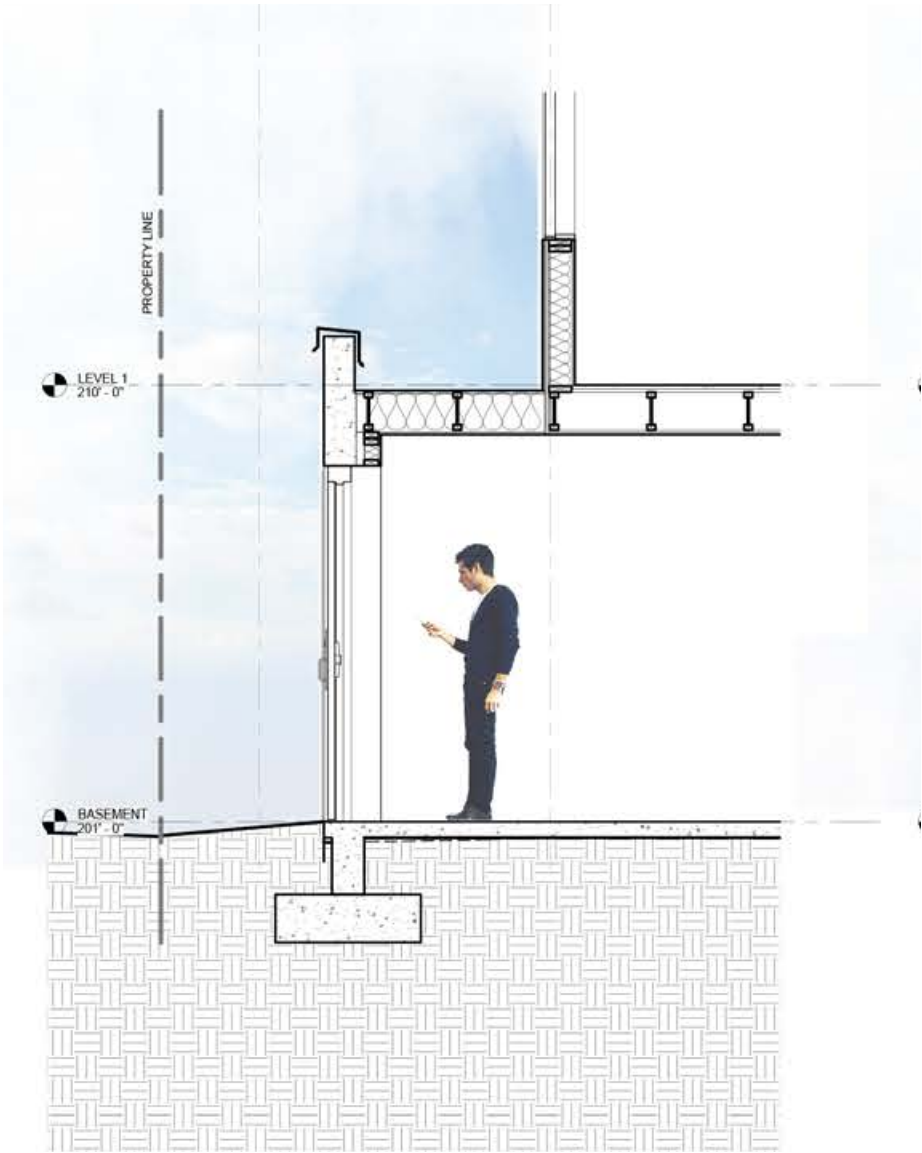
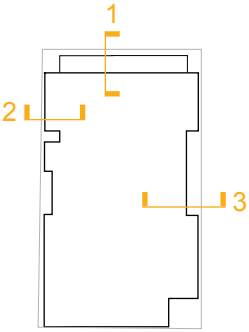


COMMERCIAL ENTRY SECTION (1)

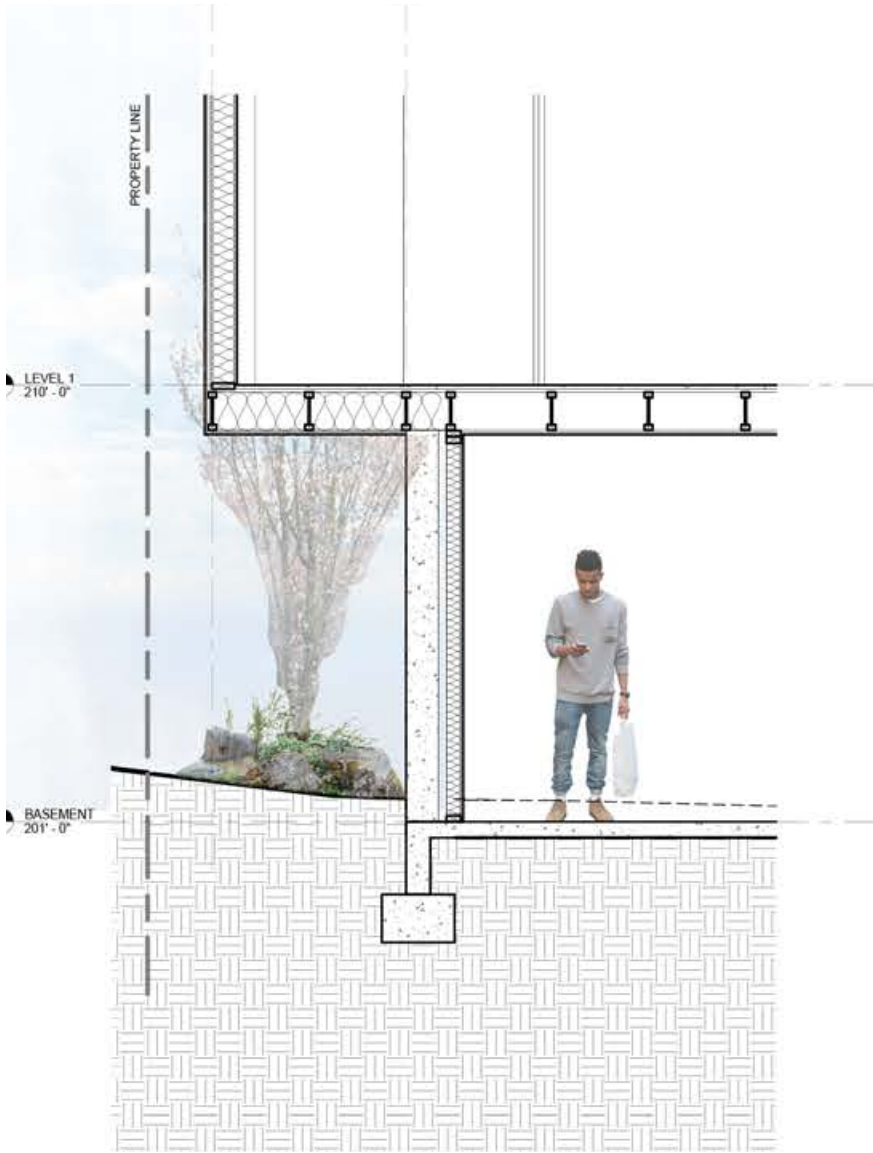


RESIDENTIAL ENTRY SECTION (2)

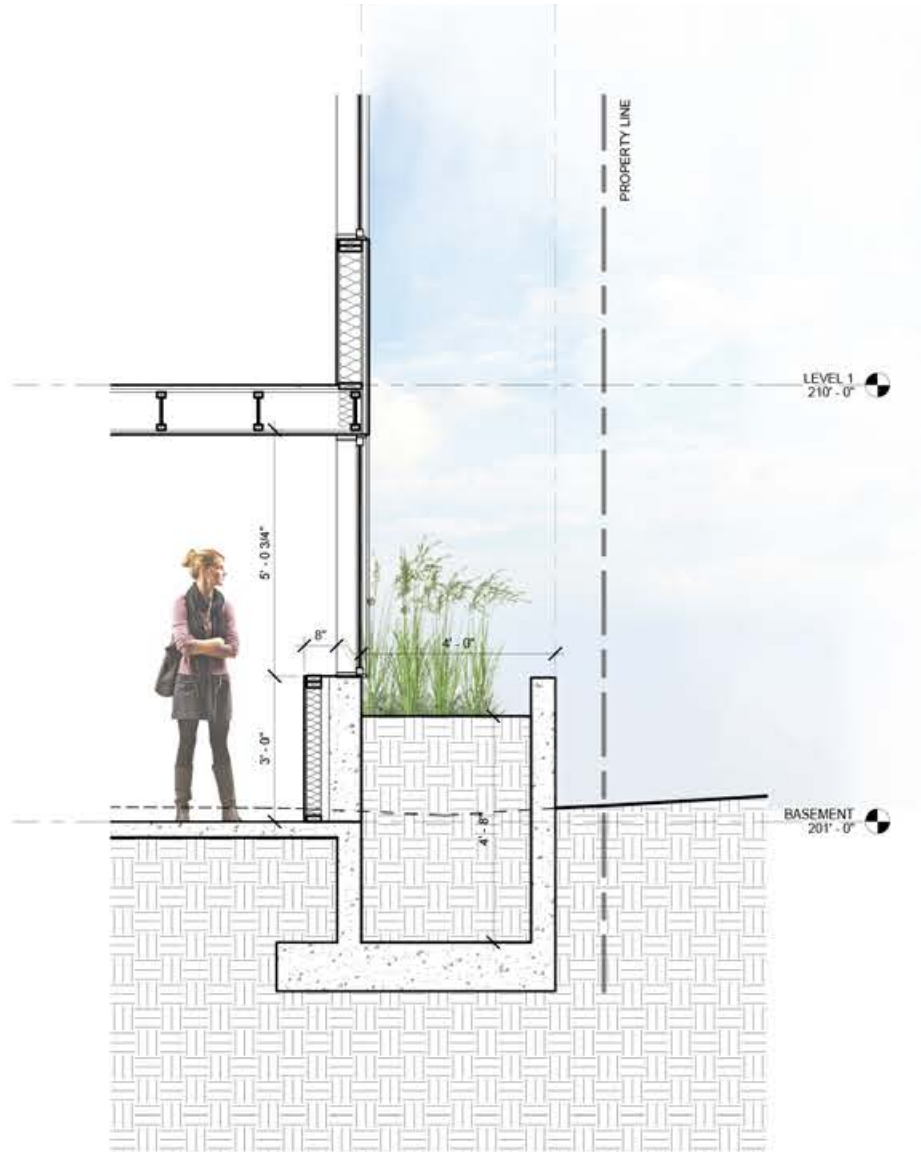




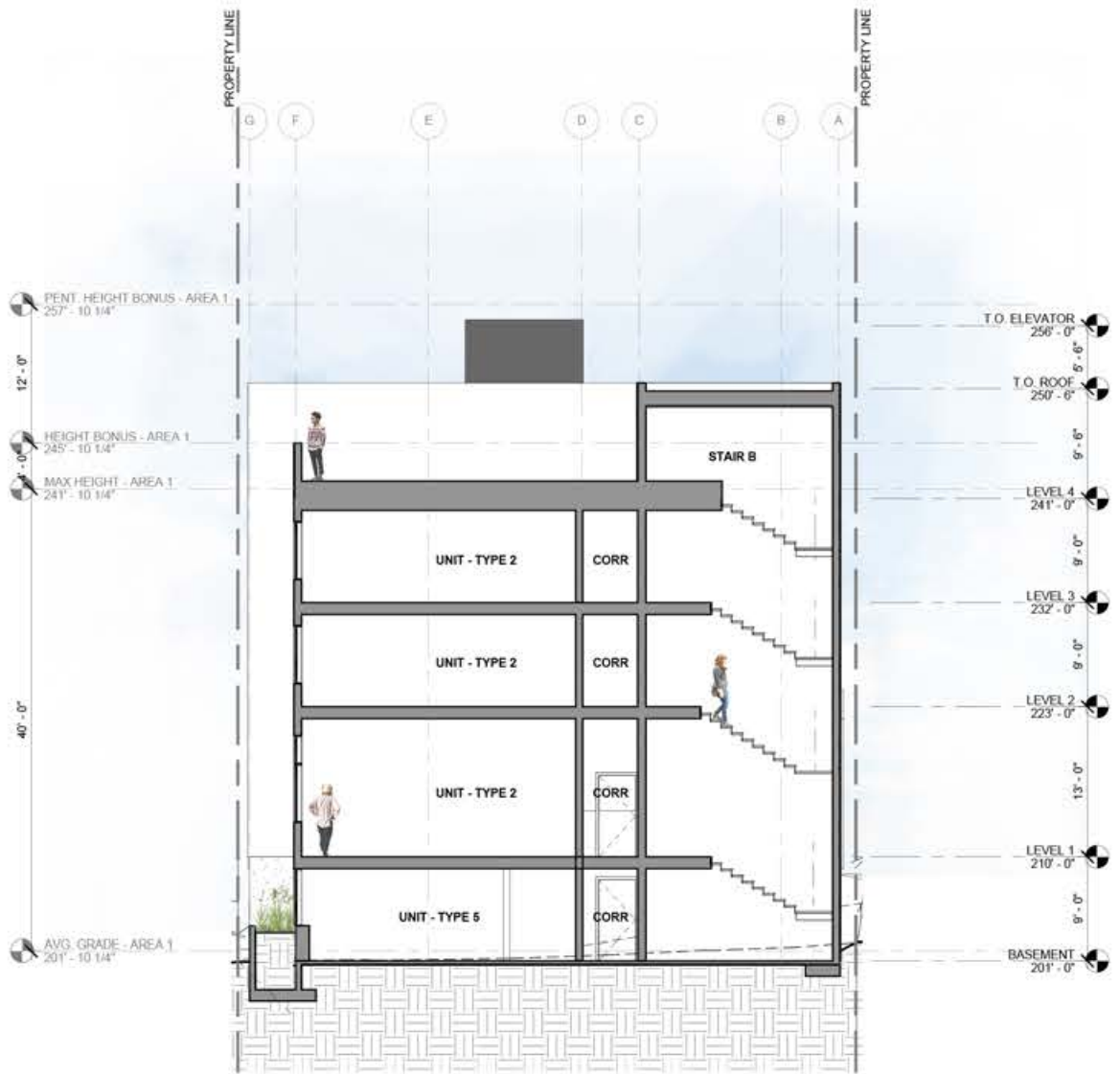
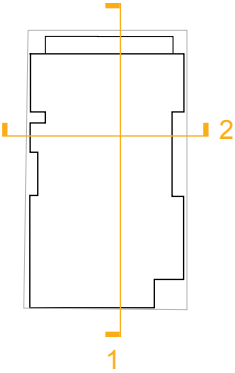
ALLEY SECTION (1)



SIDE YARD SECTION (2)



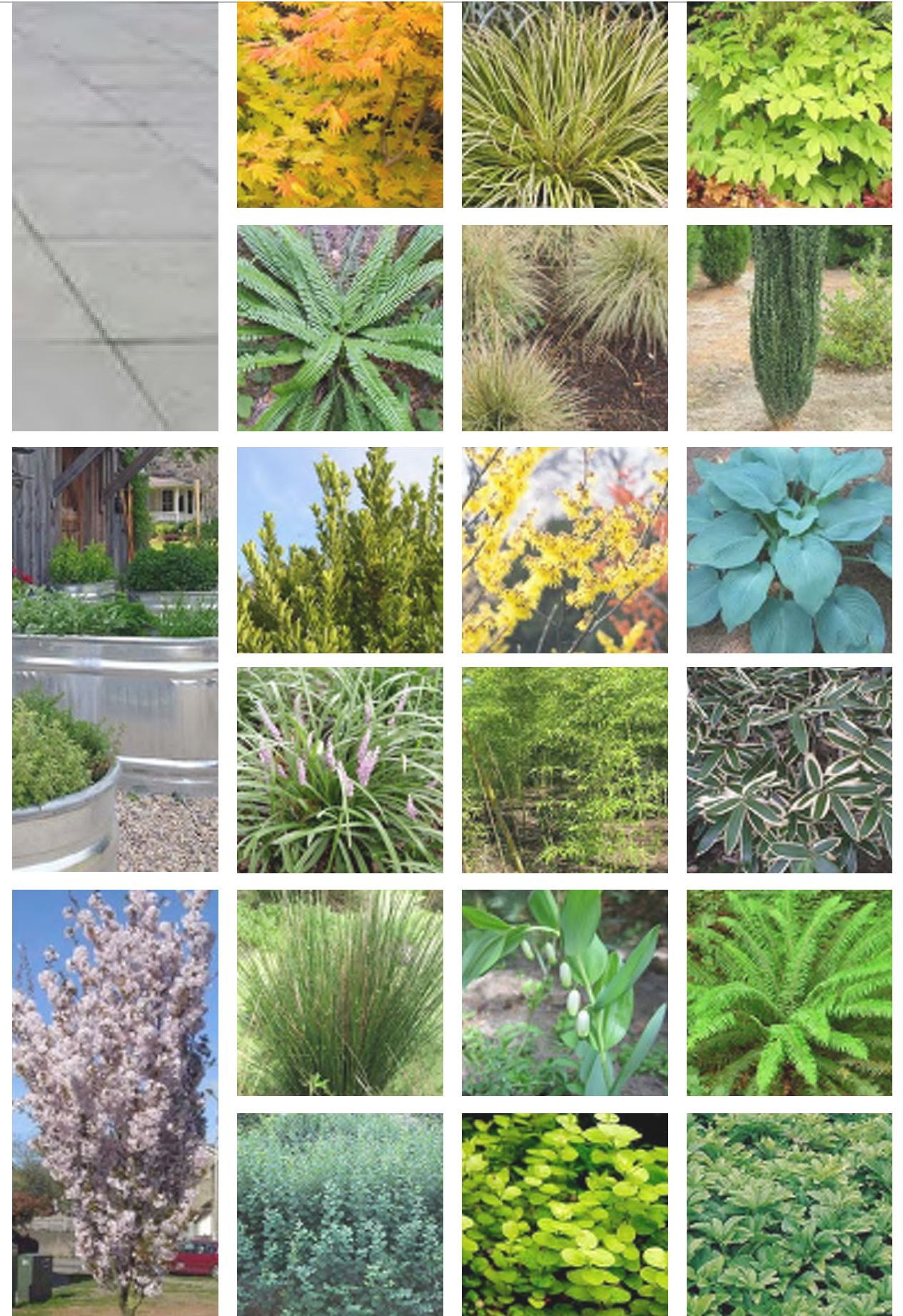
BASEMENT UNITS SECTION (3)

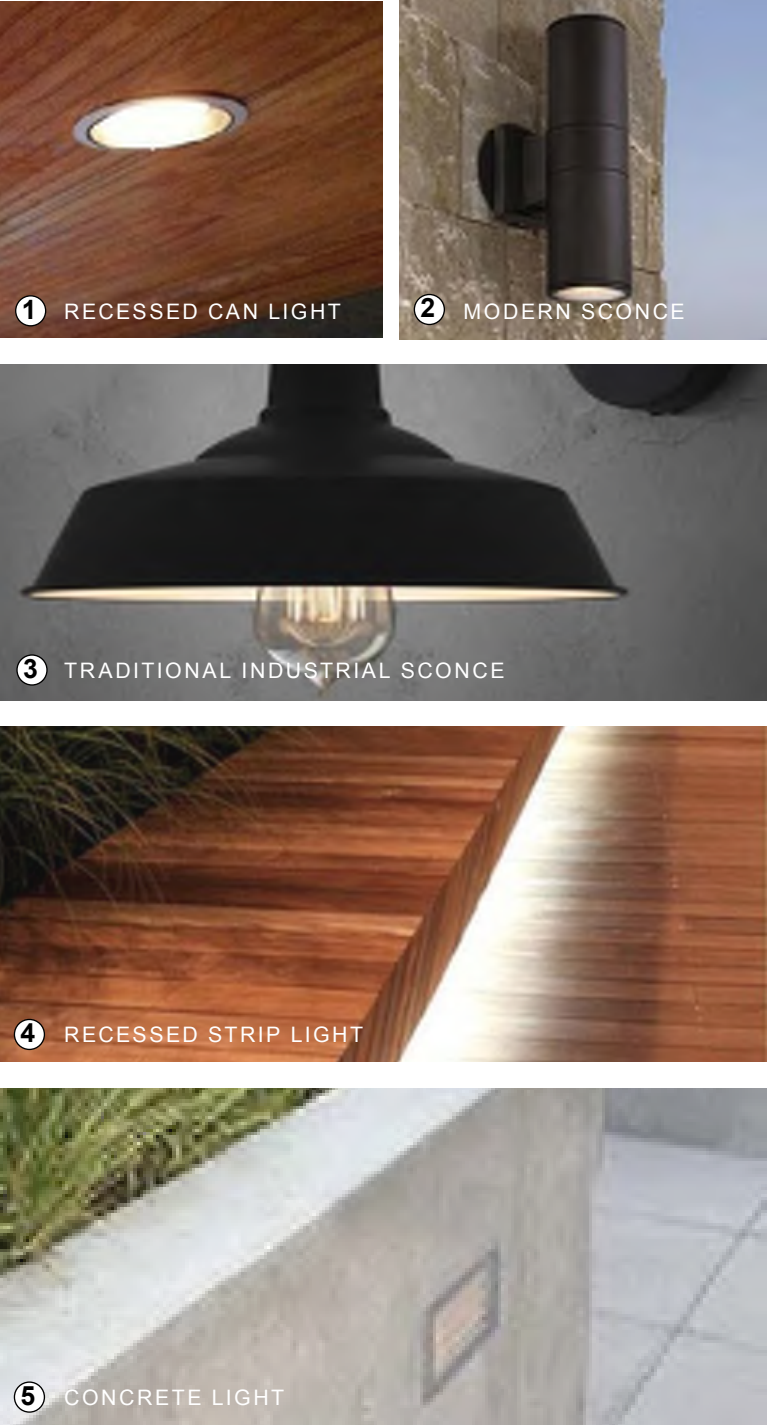


2 **TRANSVERSE SECTION 2**  
SCALE: 1/8" = 1'-0"



1 **LONGITUDINAL SECTION 2**  
SCALE: 1/8" = 1'-0"





CS2 URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

- ① **CS2-B-2 Connection to the Street:** A strong street edge is proposed at a zero-lot line along University Way NE. This single-story massing responds to the scale of the existing single and double-story buildings within the block.
- ② **CS2-C-2 Mid-Block Sites:** The proportions of the front facade is responsive to the existing development along the street.

DC2 ARCHITECTURAL CONCEPT

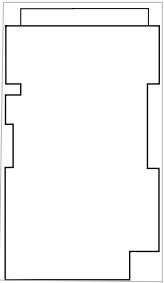
Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

- ③ **DC2-B-1 Facade Composition:** The materials have wrapped around corners to define distinct volumes that compose the building.

DC4 EXTERIOR ELEMENTS AND FINISHES

Use appropriate and high quality elements and finishes for the building and its open spaces.

- ④ **DC4-A Exterior Finish Materials:** Face brick, cement and metal panel and architectural concrete are durable, textural, maintainable and climate appropriate materials. They also are ubiquitous materials along University Way NE.





**PL2 WALKABILITY**  
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

- ① **PL2-B-2 Lighting for Safety:** Lighting will be incorporated into the street facade to both provide wayfinding as well as safety along the sidewalk.
- ② **PL2-D-1 Wayfinding:** The commercial volume will have simple, steel signage above the entry. The residential entry will have separate signage to indicate address and direct visitor to the private sphere of the project.

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

- ③ **PL3-A-2 Ensemble of Elements:** Canopies and landscaping will be provided to create an appealing and pedestrian-friendly experience.

**DC4 EXTERIOR ELEMENTS AND FINISHES**  
Use appropriate and high quality elements and finishes for the building and its open spaces.

- ④ **DC4-A Exterior Finish Materials:** The brick material proposed at the ground level will appeal at the pedestrian scale as a textural and modular material.
- ⑤ **DC4-D Trees, Landscape and Hardscape Materials:** While the project is maximizing the site and leaves little room for lush planting, small areas of planting have been focused at the street facade. A planter box will be utilized to shape the residential entry, and planting above the single-story volume will soften the perceived edge from the sidewalk.



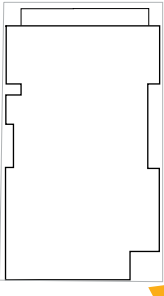
VISIBLE GREEN ROOF @ LOWER DECK



CLEAN SIGNAGE, STEEL LETTERING



STEEL PLANTER @ ENTRY



CS2 URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

- ① **CS2-B-2 Connection to the Street:** The commercial component of the proposed design is located at the southernmost corner of the building to link to the commercial axis towards the south along "The Ave."

PL3 STREET LEVEL INTERACTION

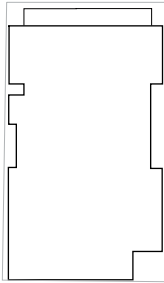
Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

- ② **PL3-A-1 Entries:** The commercial entry takes cues from the existing commercial buildings within the block and is centered and recessed, directly off the sidewalk. The residential entry is on the "quieter" edge of the building, and is recessed to indicate private rather than public.

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.

- ③ **DC2-B-1 Facade Composition:** The materials have wrapped around corners to define distinct volumes that compose the building. The street-facing facade is perceived as three specific volumes: 1) the single-story pedestrian volume composed of brick; 2) the two-story residential volume composed of light, horizontal panel; and 3) the upper level residential volume composed of dark, vertical panel.





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

① **CS2-D-3 Zone Transition:** The rear of the building sets back the required 15'-0" at upper levels to decrease the massing appearance from the single-family zoning. The roof deck parapet steps back from the edge to decrease the height, bulk, and scale.

**PL2 WALKABILITY**  
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

② **PL2-B Safety and Security:** A combination of lighting, heavy landscaping, planters, and upper-level transparency will create security through prevention and lines of sight. Any "hidden areas" will be inaccessible to pedestrians and heavily planted to deter use.

**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.

③ **DC2-B-1 Facade Composition:** Material edges are broken at massing transitions to create distinct, compositional volumes. The overall massing creates the appearance of a dark volume resting on a lower, concrete volume.

**DC4 EXTERIOR ELEMENTS AND FINISHES**  
Use appropriate and high quality elements and finishes for the building and its open spaces.

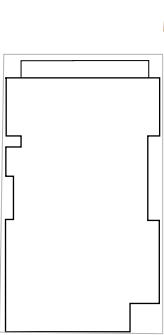
④ **DC4-A Exterior Finish Materials:** The materials along the alley at the ground level are highly textural, durable, and visually pleasing to soften the buffer between the zones.



ARCHITECTURAL CONCRETE



CONCRETE PLANTER



PL2 WALKIBILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

- ①
- PL2-B Safety and Security: A combination of lighting, heavy landscaping, planters, and upper-level transparency will create security through prevention and lines of sight. Any "hidden areas" will be inaccessible to pedestrians and heavily planted to deter use. Plantings and boulders will be used to deter specific covered areas.

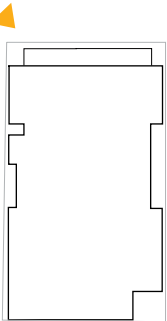
DC4 EXTERIOR ELEMENTS AND FINISHES

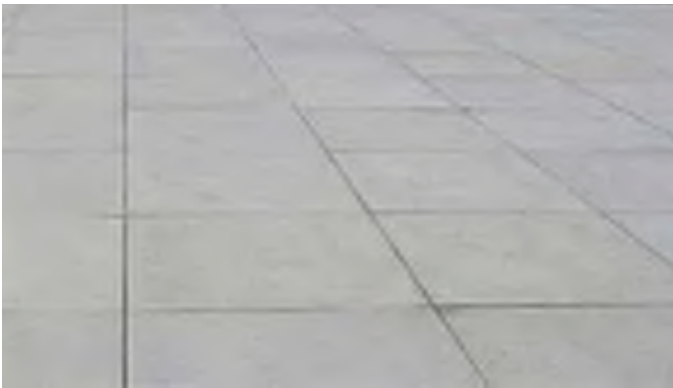
Use appropriate and high quality elements and finishes for the building and its open spaces.

- ②
- DC4-A Exterior Finish Materials: The materials along the alley at the ground level are highly textural, durable, and visually pleasing to soften the buffer between the zones.



PROTECTIVE LANDSCAPING





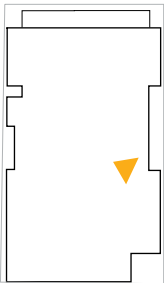
CONCRETE PAVERS



EXTERIOR SEATING TO CREATE "ROOMS"



FREE-STANDING PLANTERS ALONG EDGES





## APPENDIX







**ADDRESSES:** 5637 University Way NE  
**PARCEL #:** 5226300130  
**ZONING:** NC2P-40  
**OVERLAYS:** University District Northwest(Urban Center Village)  
**SITE AREA:** 4,995 SF

23.47A.004 PERMITTED USES

- Permitted outright:
- Residential

23.47A.005 STREET LEVEL USES

Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade, in a pedestrian-designated zone, facing a designated principal pedestrian street.

23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS

- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street.
- 60% of the street facing facade between 2 and 8 feet shall be transparent.
- Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.012 STRUCTURE HEIGHT

Allowed Maximum Base Height:  
4' additional allowed for rooftop features (parapets, clerestories, etc.)  
16' additional allowed for stair & elevator penthouses:

NC2P-40  
40'-0"  
44'-0"  
56'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ("average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.47A.013 FLOOR AREA RATIO

Maximum FAR: 3.25 (16,234 SF)  
Minimum FAR: 1.5 (7,493)

23.47A.014 SETBACKS REQUIREMENTS

- Setback requirements for lots abutting or across the alley from residential zones:
- For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone as follows: Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet.

A minimum five (5) foot landscaped setback may be required per Section 23.47A.016, Screening and Landscaping Standards.

23.47A.016 LANDSCAPING AND SCREENING STANDARDS

- Green Factor score of .30 or greater, per Section 23.86.019, is required for any lot with development containing more than four new dwelling units.
- Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

23.47A.024 AMENITY AREA

Required: 5% of gross floor area in residential use  
5% x 16,000 SF =800 SF

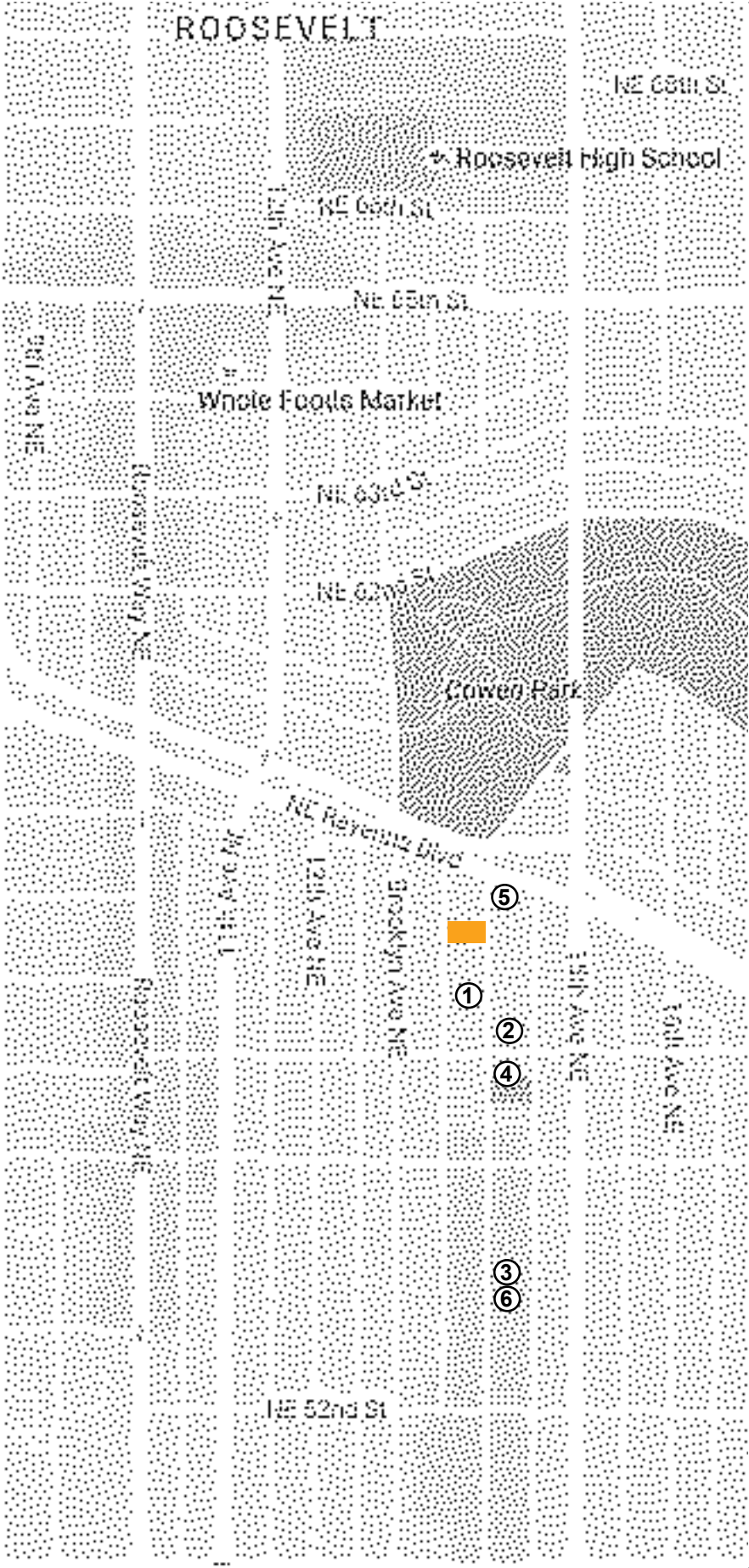
23.54.015 REQUIRED PARKING

Parking is not required. The project is within an Urban Village and meets the definition of Frequent Transit.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Residential, 26-50 dwelling units: 375 SF  
The minimum horizontal dimension of required storage space is 12 feet.





① MODERN, SIMPLE MASSING W/ HIGH QUALITY MATERIALS



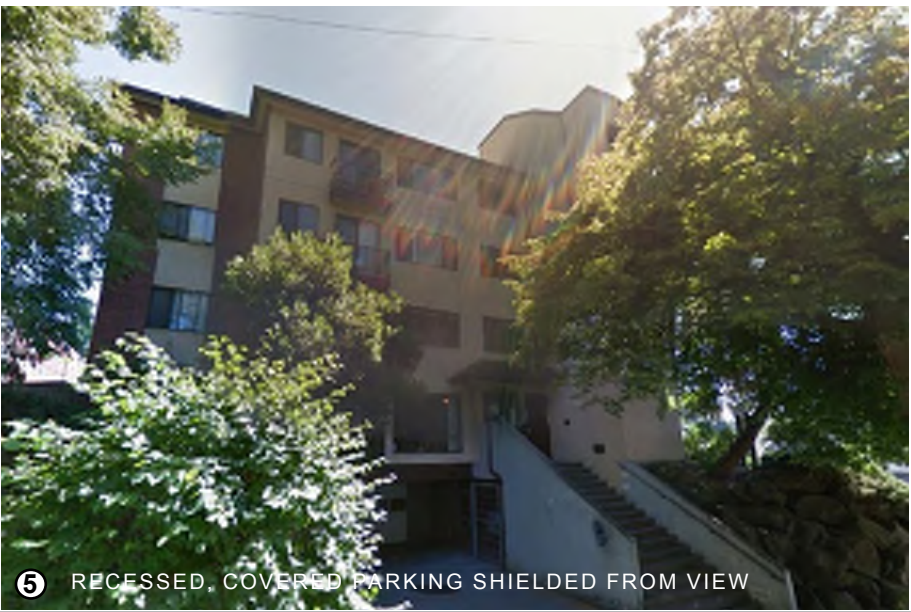
② SIMPLE MASSING WITH A DEFINED ENTRY SEQUENCE



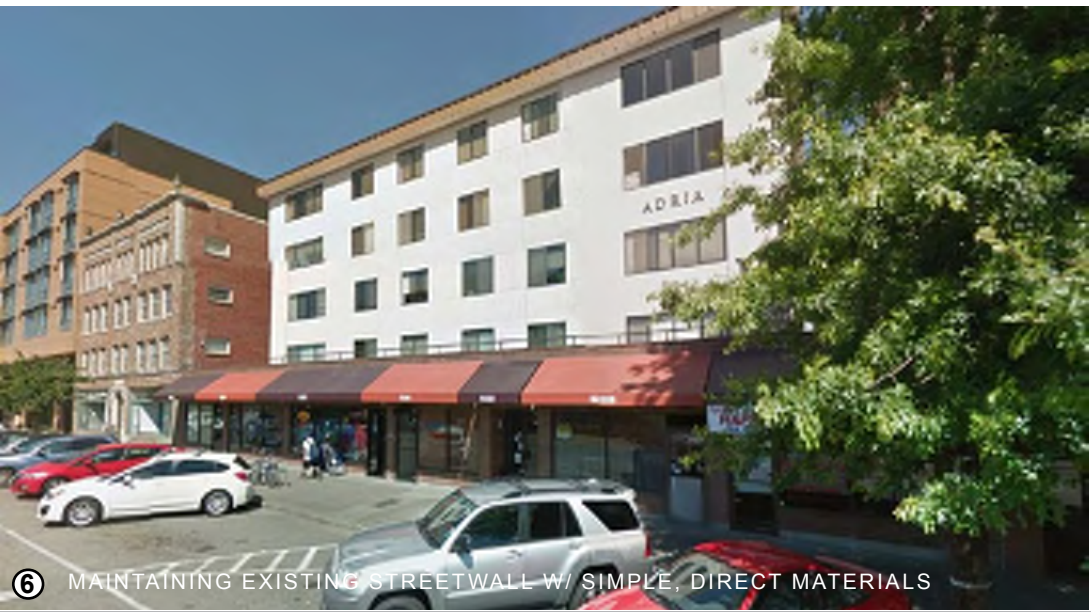
③ MODERN DESIGN THAT CONTINUES EXISTING STREETWALL



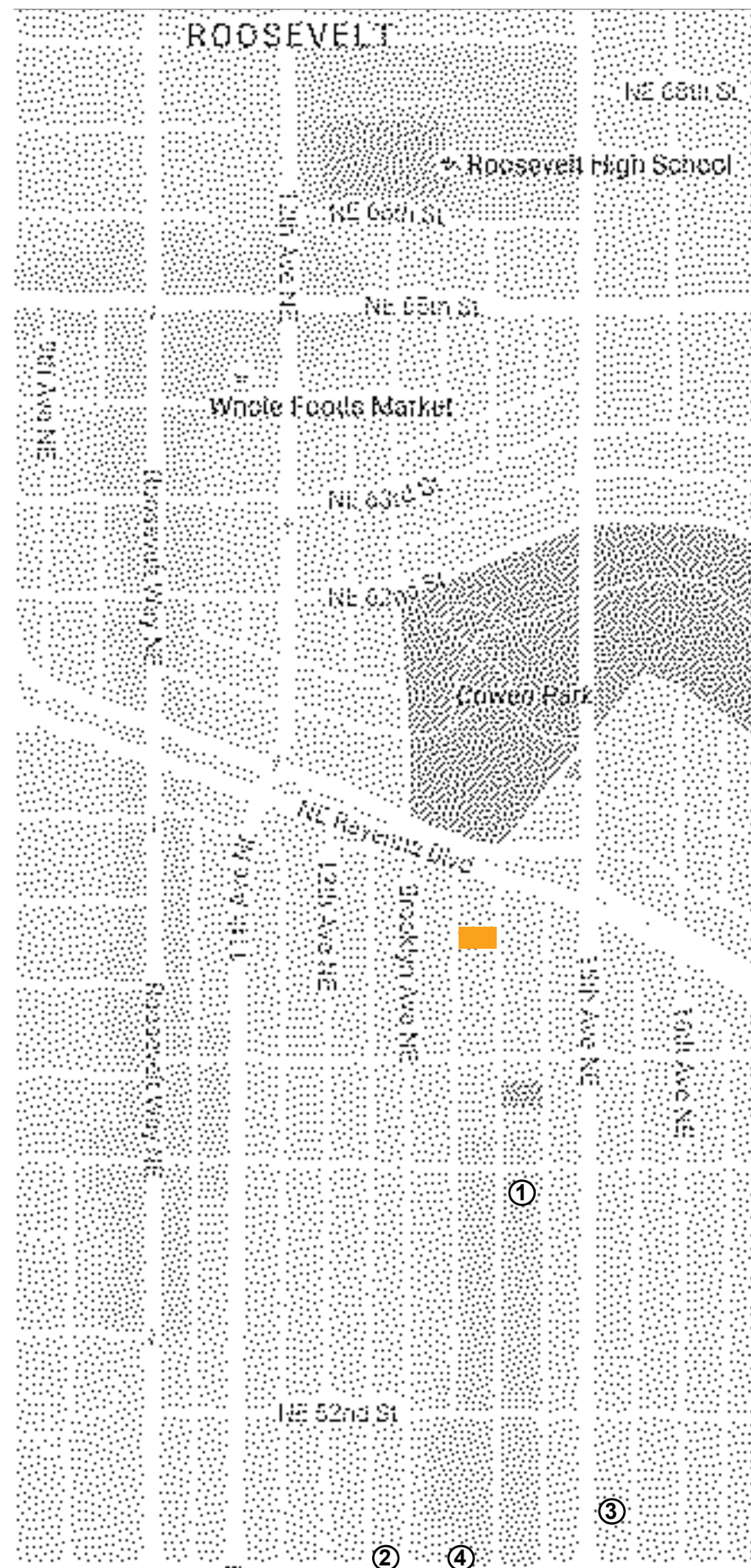
④ MULTIPLE ENTRIES W/ STEEP TOPOGRAPHY CHANGE



⑤ RECESSED, COVERED PARKING SHIELDED FROM VIEW



⑥ MAINTAINING EXISTING STREETWALL W/ SIMPLE, DIRECT MATERIALS





FLAT ROOFS USED ON BUILDINGS OF COMPARABLE SCALE

DECKS CREATE VISUAL INTEREST



STREET LOOKING EAST



SITE

CONTINUE STREET WALL

STREET LOOKING WEST



SITE

ALLEY LOOKING EAST



ALLEY LOOKING WEST



← ALLEY LOOKING EAST →



ACROSS FROM SITE

← ALLEY LOOKING WEST →



VIEW OF COMMERCIAL STREET WALL LOOKING NORTH



REAR VIEW OF SITE FROM THE ALLEY



EDGE AT SOUTHERN NEIGHBOR



EDGE AT NORTHERN NEIGHBOR



VIEW OF ALLEY FROM REAR OF SITE LOOKING SOUTH



VIEW OF HVL LOOKING SOUTH



VIEW OF ALLEY FROM REAR OF SITE LOOKING NORTH



### OPTION ONE

Option One fronts the Ave with a large commercial space and a recessed residential entrance. A bike storage room is located south of the residential entrance and also fronts the Ave. The building massing holds the line of the street level spaces for three stories and then steps back to accommodate the existing location of the HVLs along the Ave. Access to the basement and 3 apartment units is available from the alley. Trash and recycling will be picked up here from an enclosed Refuse Room located immediately adjacent to the alley. The vertical circulation is consolidated to the southern edge of the property. Floors 2 and 3 each have units facing east towards the Ave as well as north towards Cowen Park. Floor 4 will have 3 units set back at the east and facing the Ave. To the west on this floor will be a large rooftop amenity space oriented to take advantage of the afternoon sun and views towards the Olympic Mountains.



### OPTION TWO

Option Two also fronts the Ave with a large commercial space and a recessed residential entrance. The building massing again holds the line of the street level spaces for three stories and then steps back to accommodate the existing location of the HVLs along the Ave. Daylight access to the basement with 3 apartment units and an enclosed Refuse Room is available from the alley. Unlike Option One, the vertical circulation in this option is consolidated in the middle to allow for units on 4 sides of the building. Floors 2 and 3 each have most units facing east towards the Ave. Floor 4 will have 3 units set back at the east and facing the Ave. Also on the Floor 4, will be a large rooftop amenity space that wraps around the circulation core and offers views to the north, south and west.



### OPTION THREE - PREFERRED

Option Three explores a different approach to the massing of the building and its relationship to the Ave. A large commercial space again fronts the Ave but this time it is oriented to the southeast corner of the parcel and closer to the existing commercial development located along the Ave. As a result, the residential entry is moved to the northeast corner and oriented towards the quieter, more residential character of the Cowen Park neighborhood to the north. A Design Departure is sought to allow for a wider residential entry that can double as a covered commercial porch for the building. The building massing holds the line of the street level commercial spaces for four stories made possible by relocating the existing HVLs. The vertical circulation is consolidated at the northern edge of the property and allows units to equally face the Ave and the alley while also providing several south-facing units. From the alley, Refuse and Bike rooms are accessed as well as a handful of units. The partial 4th floor has 4 units oriented towards the Ave and a large rooftop amenity space with the towering circulation penthouses oriented to the north to minimize shading of this space.

## PREFERRED OPTION -

### DISTINGUISHING FEATURES

- 4-story building = 16,900 GSF
- 32 apartments + 1 commercial space

### OPPORTUNITIES

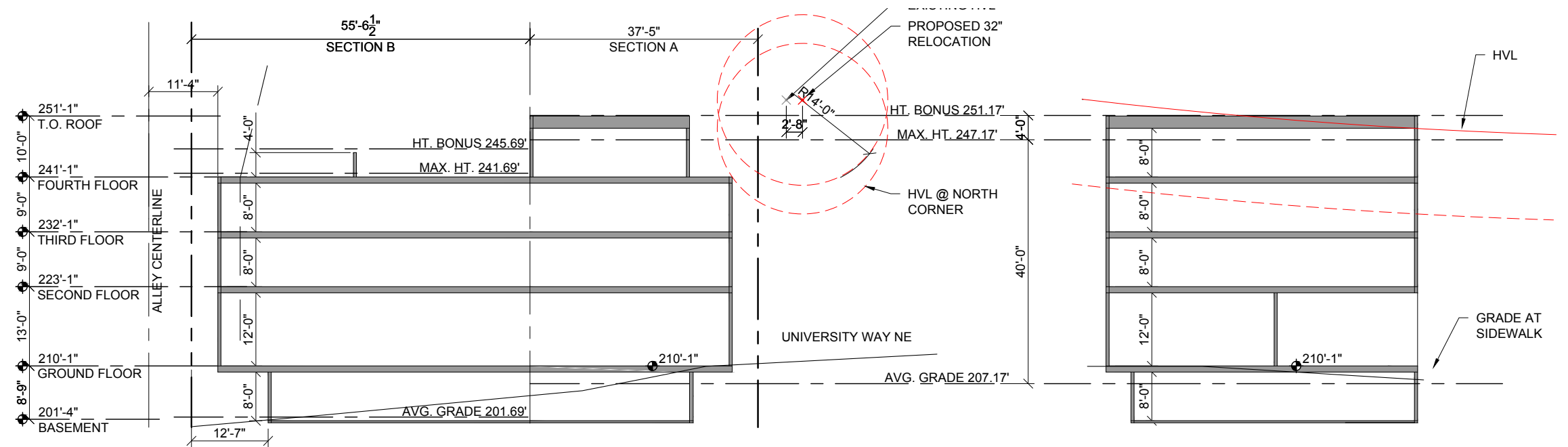
- Large commercial space fronts the Ave
- Trash/refuse is internalized and immediately adjacent to the alley for pick-up
- Many units face the Ave
- Large roof deck amenity oriented towards afternoon sun and western views

### CONSTRAINTS

- 4th story HVL setback at the Ave is inconsistent with recent neighboring development on the block
- Rear single-family setback constrains unit count

### DEPARTURE REQUESTED:

- Rear setback departure requested across alley from single-family zoning; 4'-0" requested
- Residential use departure requested at entry sequence; 20% allowed, 28% requested in which to locate entry and leasing office



**SOUTH STACKING DIAGRAM**

**EAST STACKING DIAGRAM**



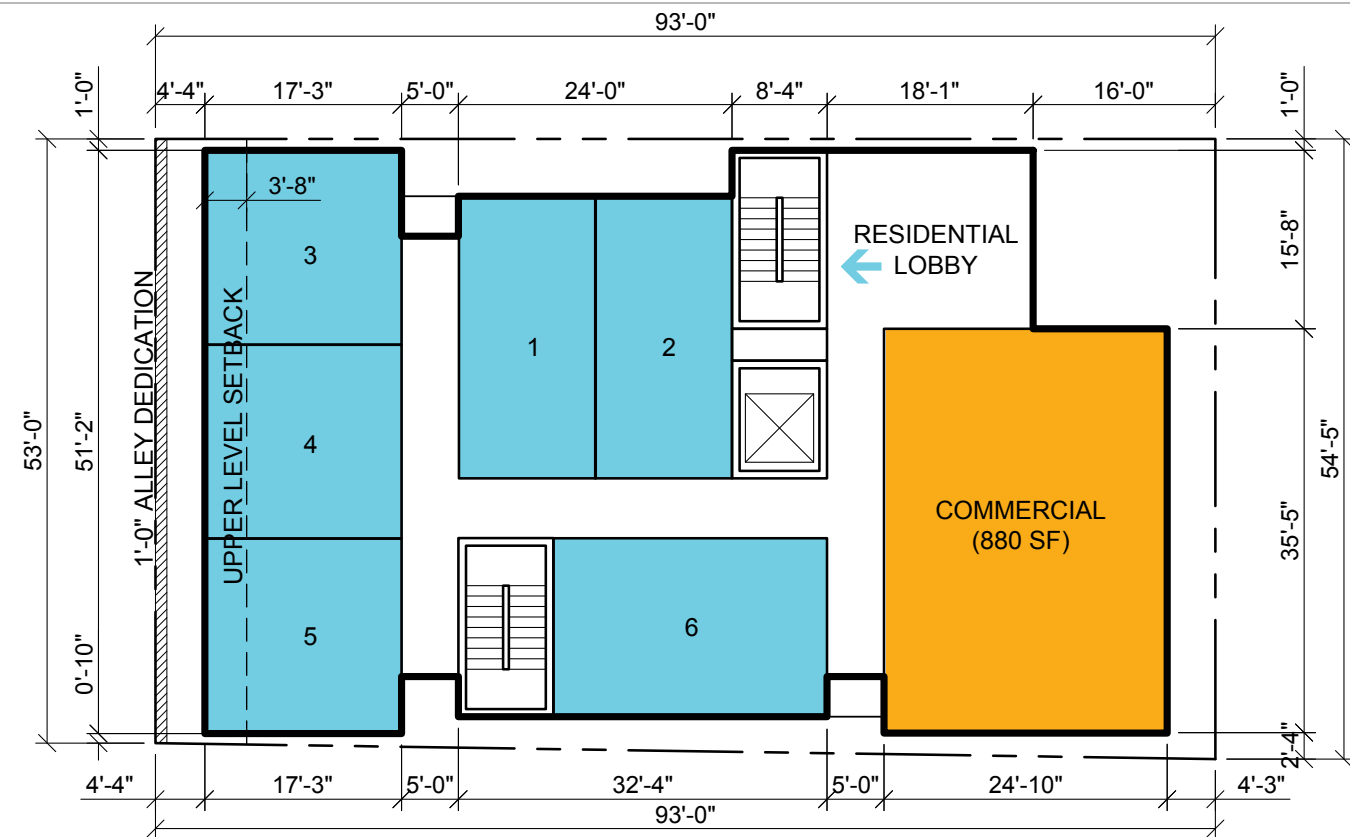
VIEW FROM UNIVERSITY WAY NE



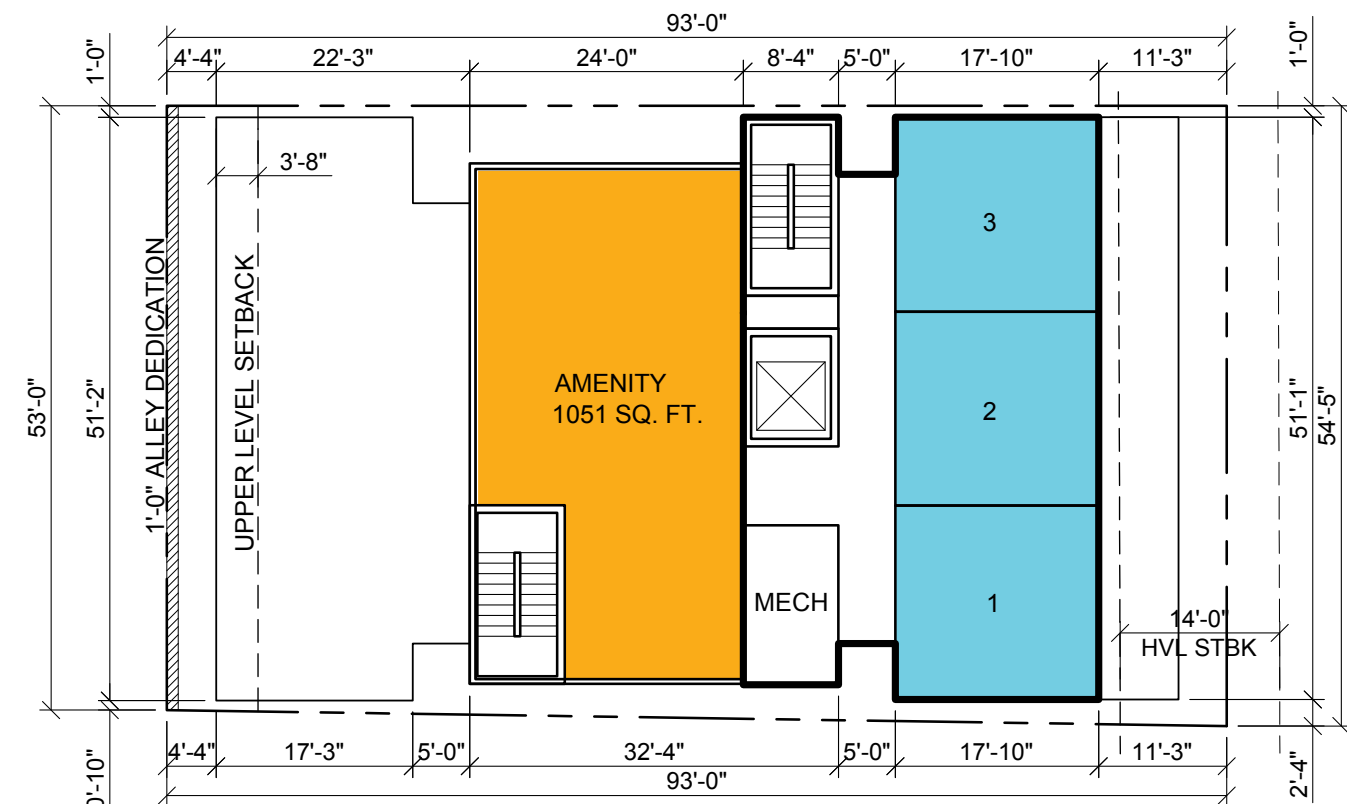
VIEW FROM ALLEY



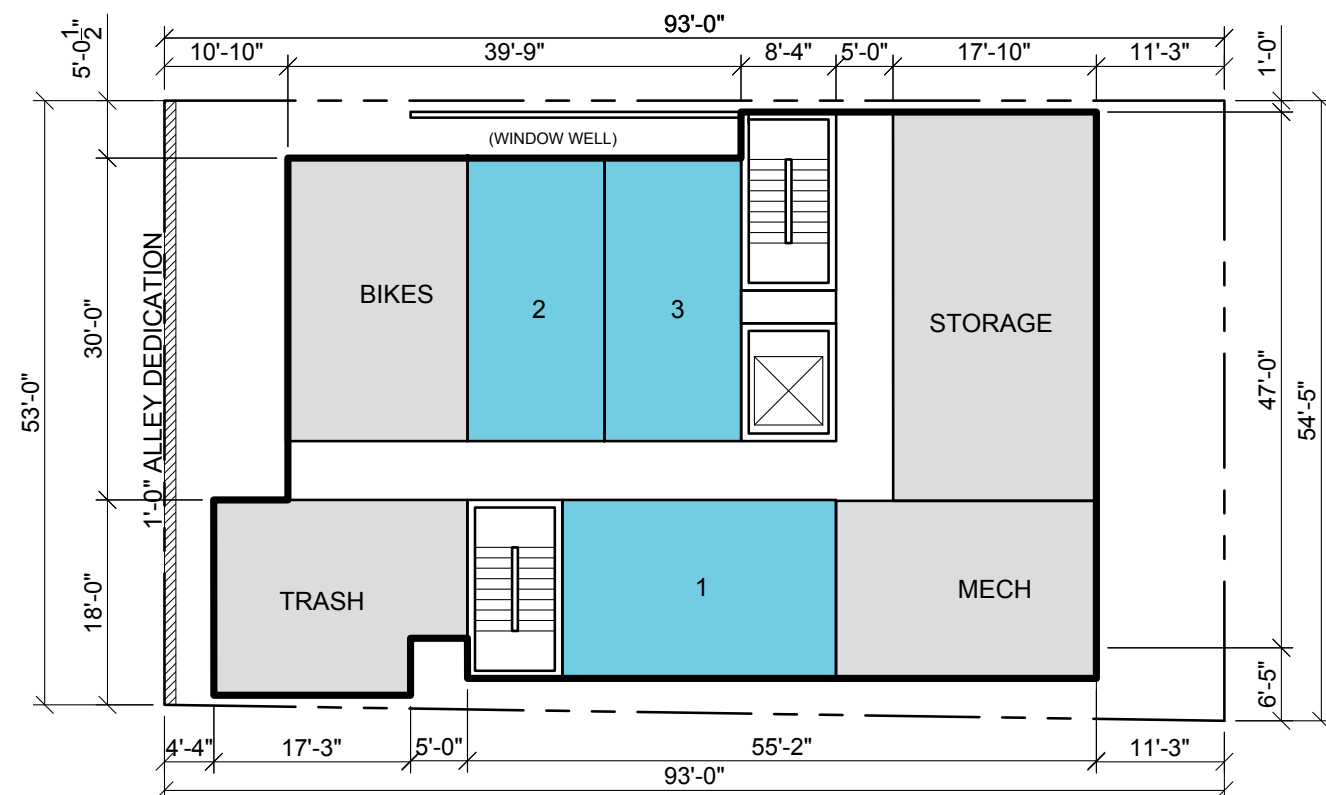
BIRDSEYE VIEW



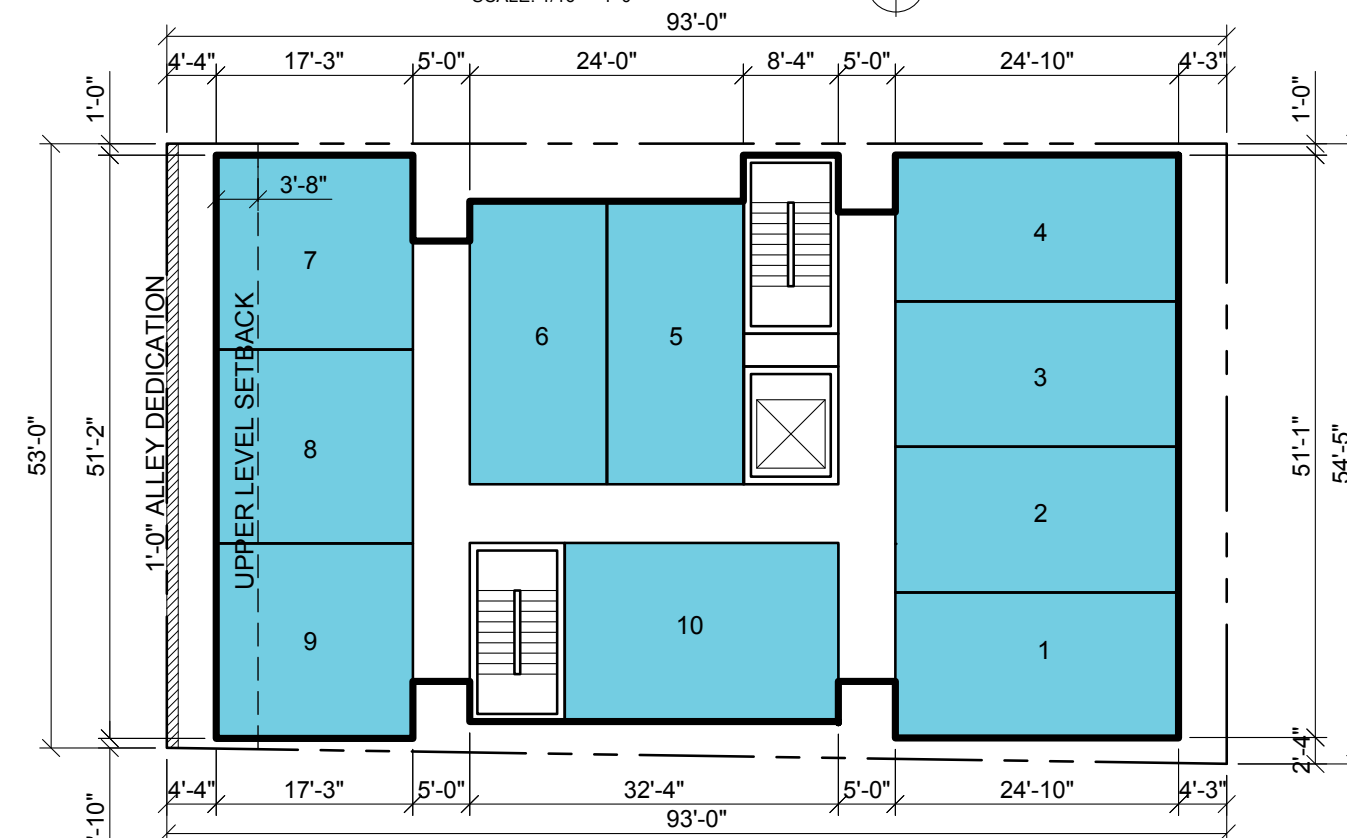
**STREET LEVEL**  
SCALE: 1/16" = 1'-0"



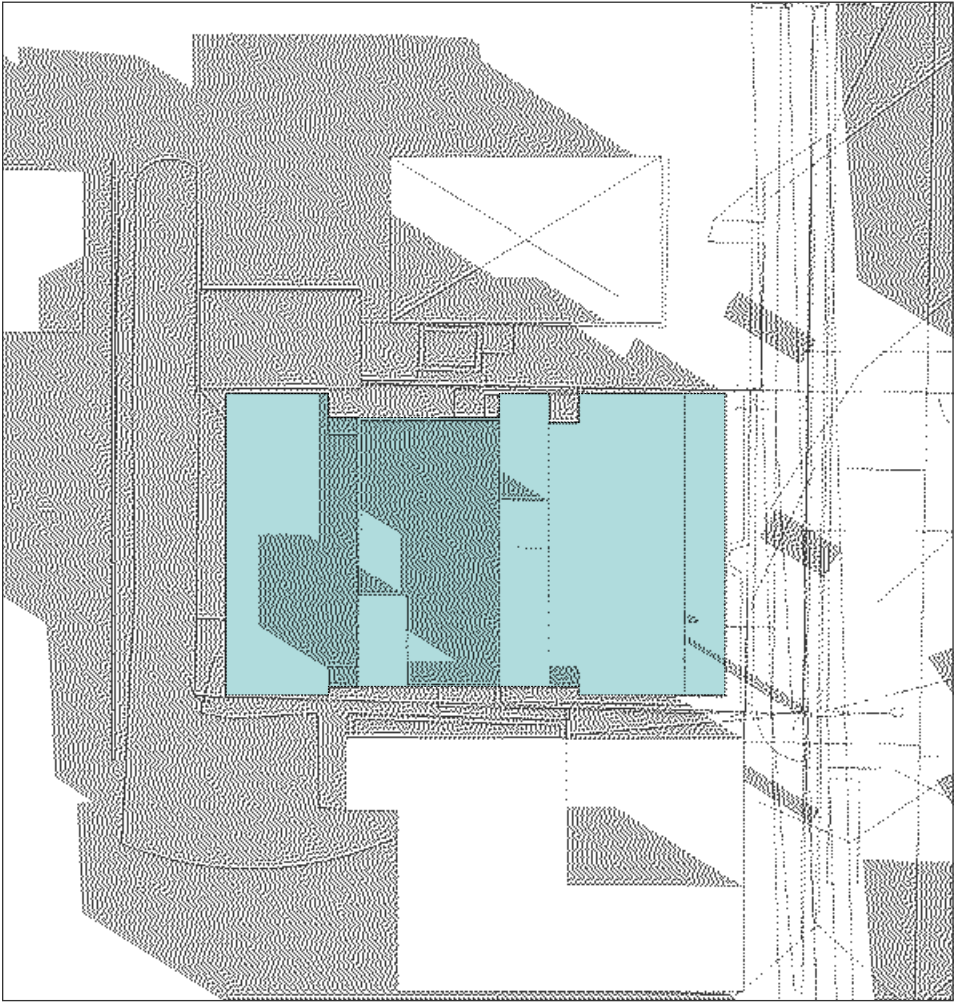
**FLOOR 4**  
SCALE: 1/16" = 1'-0"



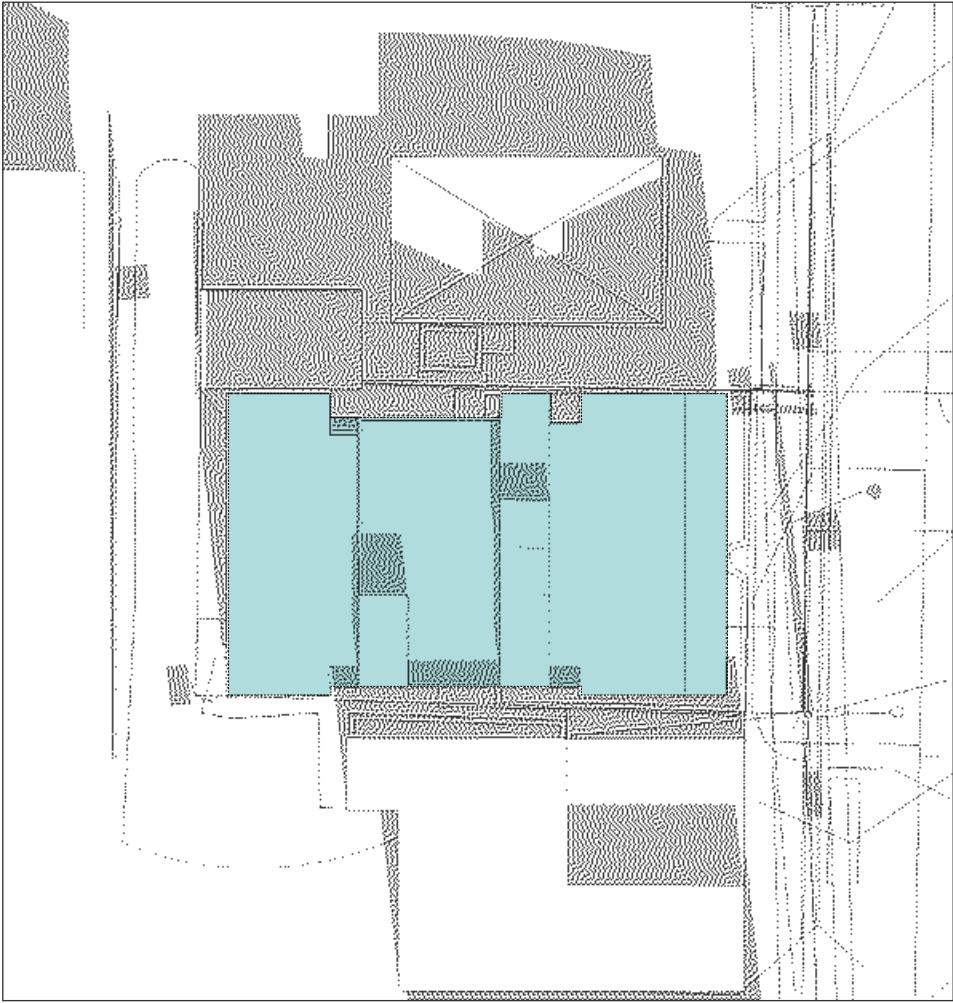
**BASEMENT LEVEL**  
SCALE: 1/16" = 1'-0"



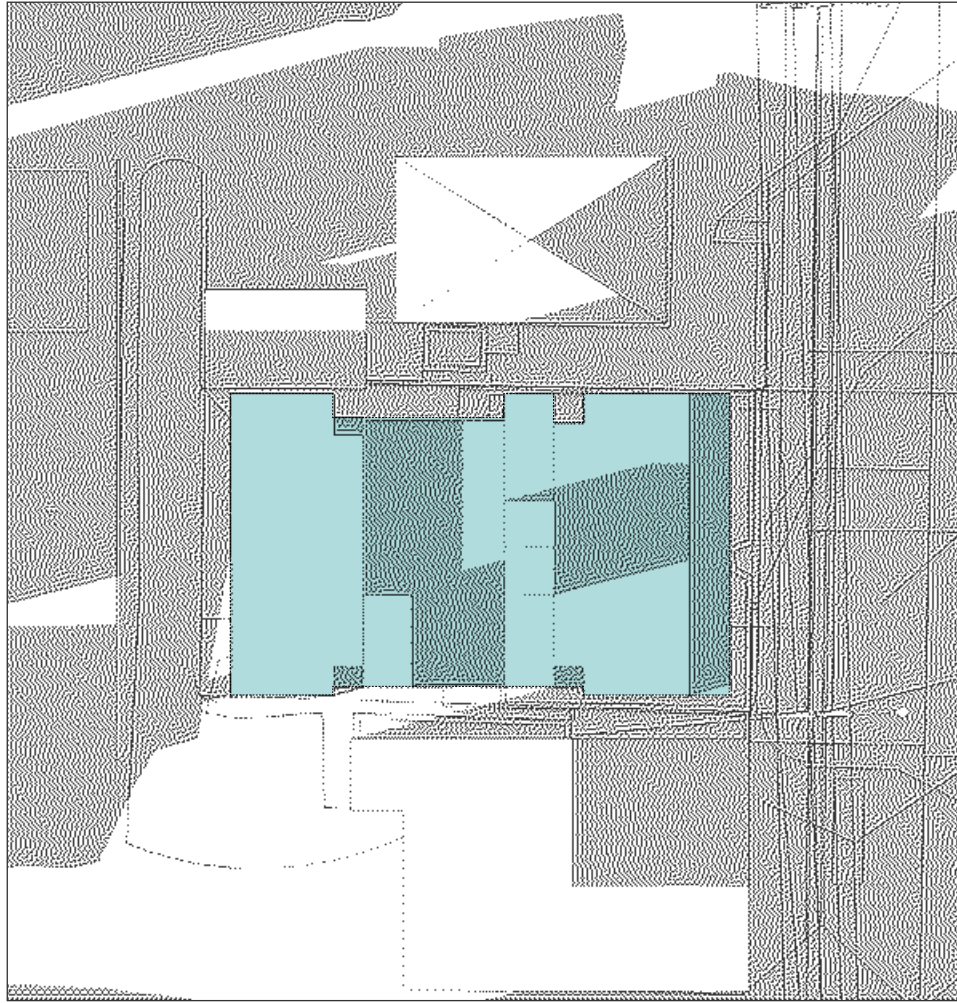
**FLOORS 2-3**  
SCALE: 1/16" = 1'-0"



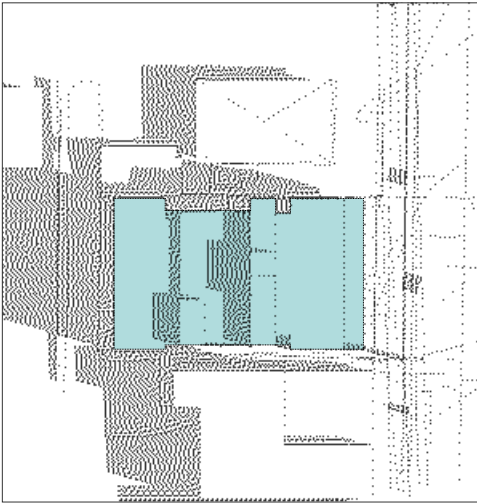
MARCH / SEPTEMBER 21, 9 AM



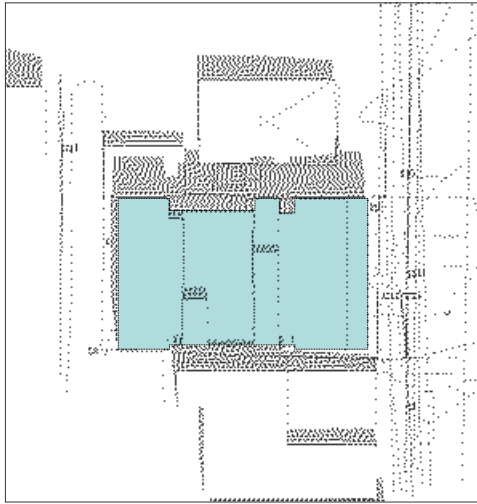
MARCH / SEPTEMBER 21, 12 PM



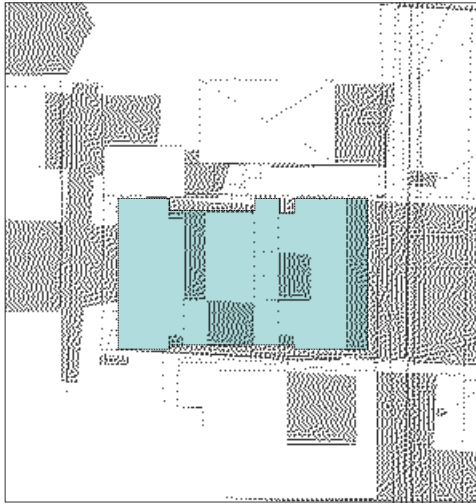
MARCH / SEPTEMBER 21, 5 PM



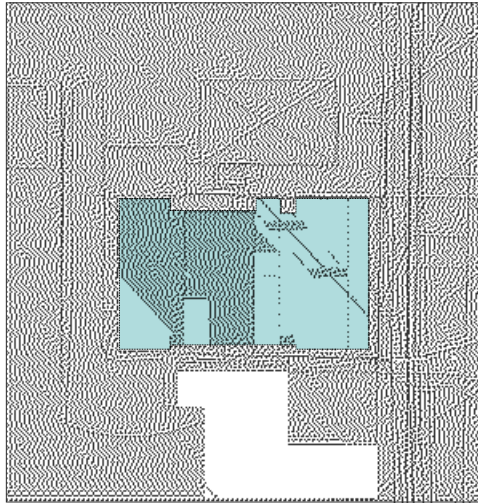
JUNE 21, 9 AM



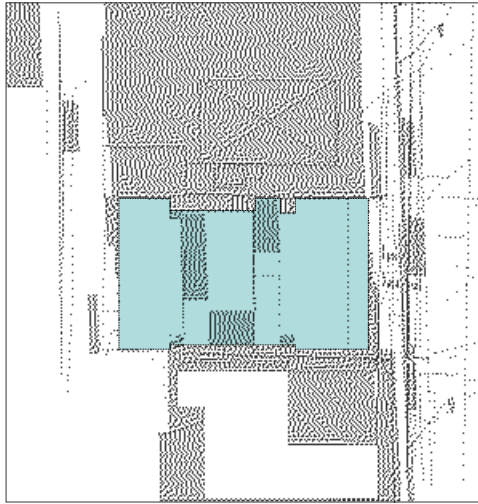
JUNE 21, 12 PM



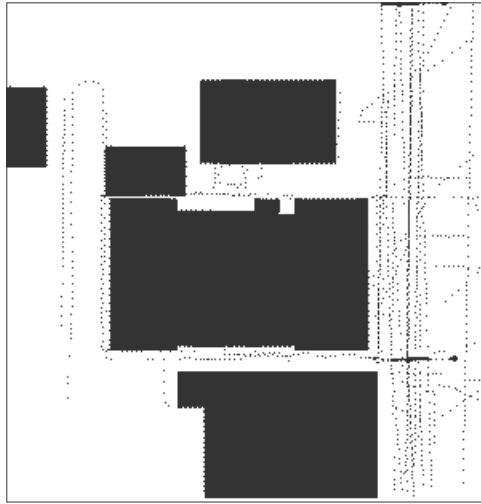
JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM



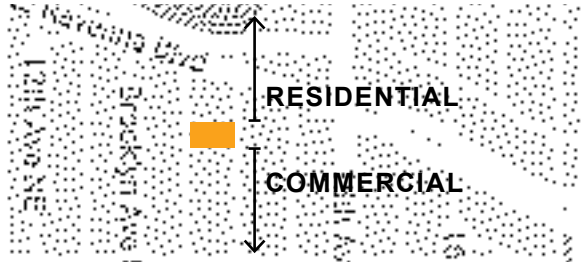
**OPEN RAILS** | Open rails allow for individual roof decks while maintaining the overall massing clarity.



**ROOF PLANTERS** | Roof planters could create soft buffers between unit decks. These could also create visual interest for the pedestrian views from University Way NE.



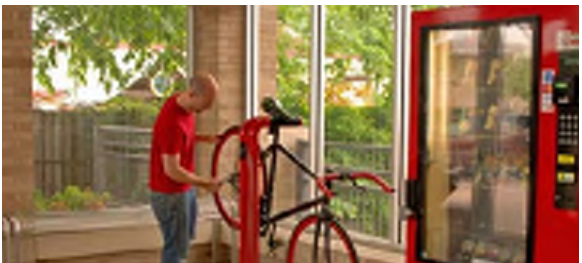
**FRONT PORCH** | While the commercial space fronts the Ave, the residential entry is recessed. This creates a shared transitional space between the building and the sidewalk. This porch is intended for both commercial customers and residential tenants and would include permanent seating, plantings, and other pedestrian details.



**SOUTHERN COMMERCIAL** | The commercial is located at the southern edge of the site, which continues the commercial pattern from the south. The location of the residential entry will relate more to the residential areas north of the project site.



**HORIZONTAL WINDOWS GROUPINGS** | Large window glazing, primarily focused towards the east and west on all schemes, is proposed in a more horizontal pattern in Option 3.



**BICYCLE AMENITY PORCH AT ALLEY** | Providing the bike storage along the alley can activate the area with occasional pedestrian traffic without being disruptive to the existing structures. Furthermore, the bicycle porch at the alley relates to the front porch at the Ave creating a building with 2 public faces.

