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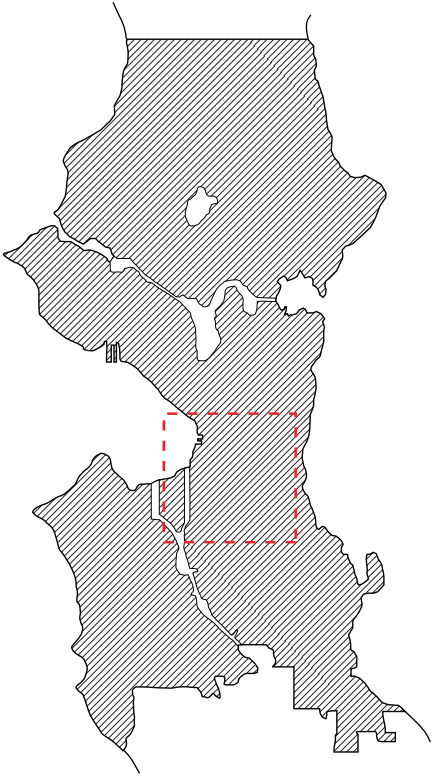
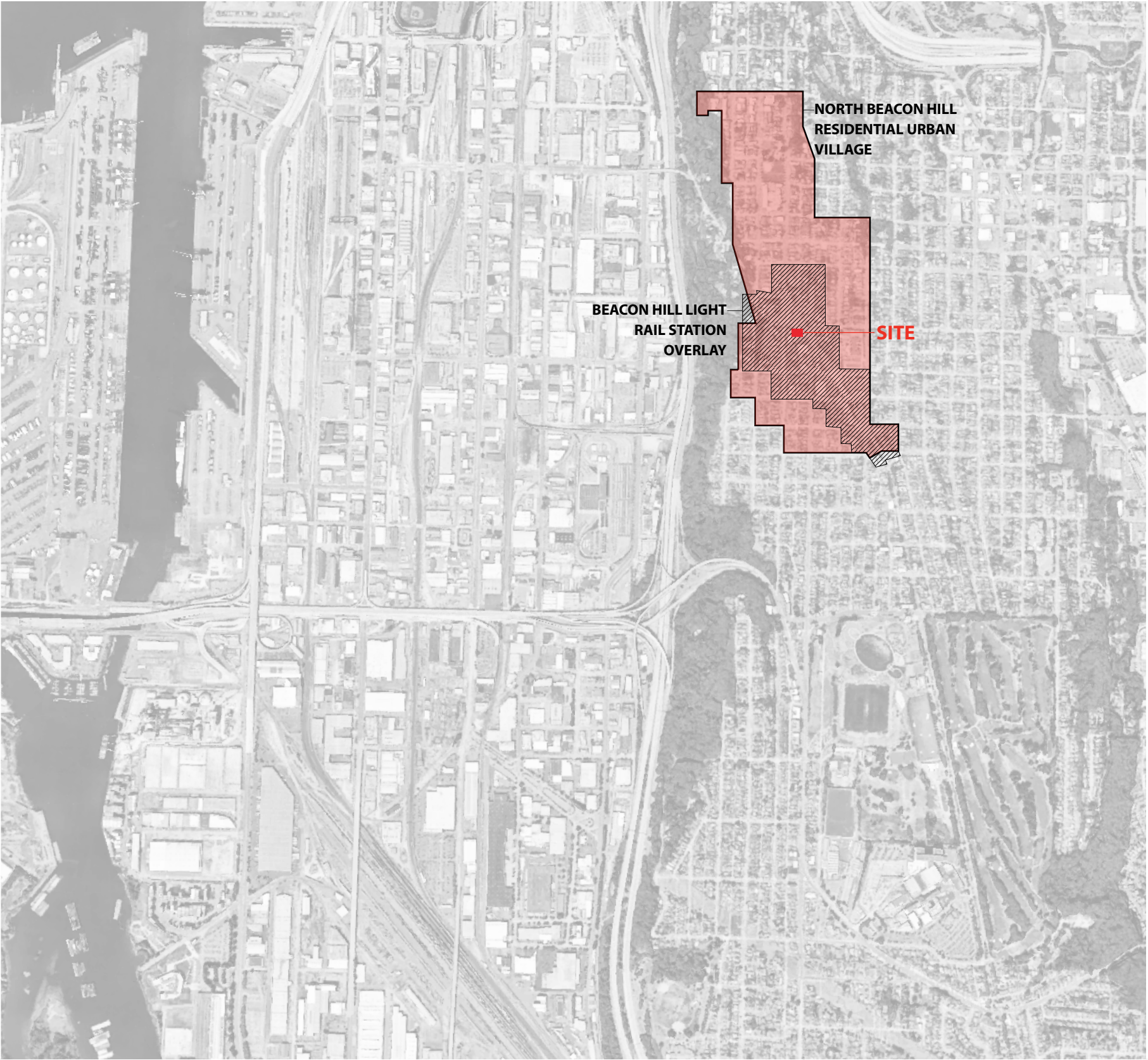
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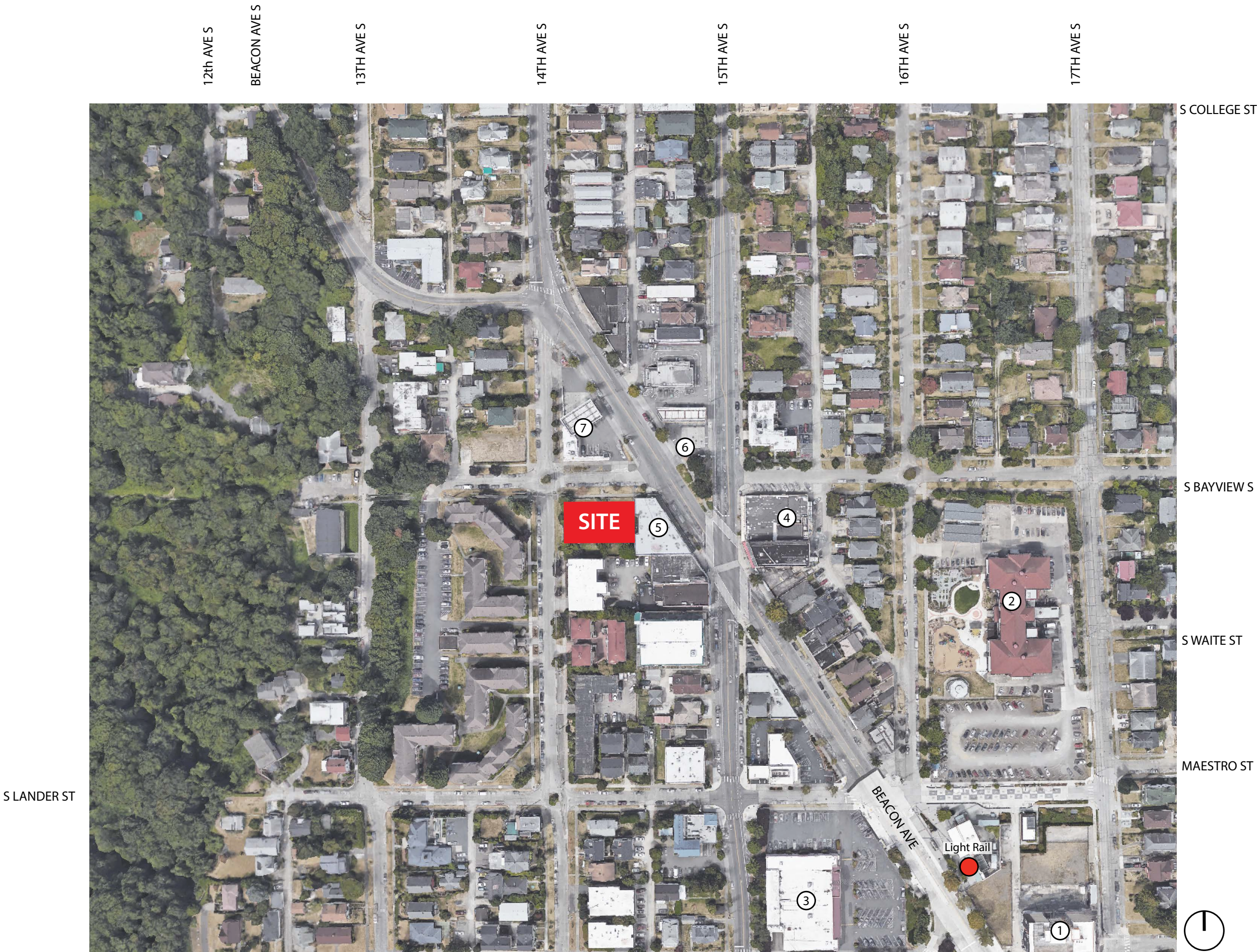
Project Information

Property Address: 1405 S Bayview, Seattle, WA 98144	
Owner:	BIHI, LLC
Developer:	Tim Abell, Principal Pacific Housing NW LLC 229 Broadway E. Seattle, WA 981012
Architect:	Weinstein A+U LLC Matthew Zinski T (206) 443-8606
Landscape:	Karen Kiest Landscape Architects Karen Kiest



PRELIMINARY SEATTLE ZONING CODE ANALYSIS

PARCEL NO	138980-0005	
LOT AREA	12,800-sf (0.29 acres)	
ZONING	NC2-65(4.0) Beacon Hill Urban Village, Beacon Hill Station Overlay	
PERMITTED USES	<ul style="list-style-type: none">Eating and drinking: ≤25,000-sf as conditional useRestuarants: ≤25,000-sf allowedRetail sales & services, general: ≤25,000-sf allowedLive-work units: permitted outrightResidential uses: permitted outright	23.47A.004, Table A
STREET LEVEL STANDARDS	<ul style="list-style-type: none">Blank segments of street-facing façade between 2'–8' above grade may not exceed 20' in widthBlank façade segments not to exceed 40% of façade widthTransparency (at non-residential uses)<ul style="list-style-type: none">60% of façade 2'–8' above grade to be transparentAllow unobstructed views in from outsideNon-residential uses to have average depth of 30-feet with a minimum depth of 15-feetNon-residential uses at street level to have minimum floor-to-floor height of 13-feet	23.47A.008
STRUCTURE HEIGHT	<ul style="list-style-type: none">Maximum structure height as zoned: 65'Rooftop features: open railings, planters, clerestories, parapets, firewalls permitted to extend 4-ft above applicable height limitMechanical equipment, stair and elevator penthouses, etc., permitted to extend 15-ft above applicable height limit—as long as total does not exceed 20% of the roof area—or 25% if the total includes stair or elevator penthouses or screen mechanical equipment.	23.47A.012
FAR	<ul style="list-style-type: none">Applies to all structures in NC zonesAllowable FAR for in sites zoned with a 65' height limit: 4.25Gross floor area not counted against FAR:<ul style="list-style-type: none">Areas undergroundPortions of a story extending no more than 4-ft above grade (lower of existing or finished grade)Minimum required FAR for new construction: 2.0	23.47A.013
SETBACKS	<ul style="list-style-type: none">A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone.<ul style="list-style-type: none">15-foot triangleA setback is required along any rear or side lot line that abuts a lot in a residential zone<ul style="list-style-type: none">15-feet for portions of structures above 13-feet in height to a maximum of 40-feetFor each portion of a structure above 40-feet in height, additional setback at a rate of 2-foot of setback for every 10-feet in height	23.47A.014
PARKING	<ul style="list-style-type: none">Off-street parking per SMC 23.54.015In pedestrian-designated zones, parking waived for first 1,500-sf of each business establishmentBicycle parking required per Table D<ul style="list-style-type: none">Eating & drinking establishments, 1/12,000-sf long-term, 1/2,000-sf short-termSales & services general, 1/12,000-sf long-term, 1/2,000-sf short-termMulti-family structures, 1/4DUs long-term, no short-termParking for Non-Residential Uses per Table A<ul style="list-style-type: none">No parking required for non-residential uses in urban centers or SAODParking for Residential Uses per Table B<ul style="list-style-type: none">No parking required for residential in urban centers or SAOD	23.47A.030
AMENITY AREA	<ul style="list-style-type: none">Residential amenity area equal to 5% of residential gfa<ul style="list-style-type: none">All residents have access to at least an amenity or private areaAmenity areas to be unenclosedCommon residential amenity areas shall have a dimension of at least 10-ft and a minimum area of 250-sfPrivate balconies and decks to have a dimension of at least 6-ft and an minimum area of 60-sf	23.47A.024
PARKING ACCESS	<ul style="list-style-type: none">If access is not from alley and site abuts two or more streets access permitted to cross one of the side street lot lines per SMC 23.47A.032.C with curb cuts per SMC 23.54.030.F.2.a.1In pedestrian-designated zones, if access is not from alley and site abuts two or more streets, access to be from street that is not a principal pedestrian streetDirector to determine which street is the front lot line when lot fronts on two or more streets	23.47A.032



PROPOSAL & SITE CONTEXT

Location

The proposed project is in Seattle's Beacon Hill Urban Village on the northwest corner of the block bounded by 14th Ave S & Beacon Ave S and S Bayview St & S Lander St. The site is within a frequent transit corridor and the Beacon Hill Station Overlay District.

Development Objectives

The proposed project will be a seven-story, apartment building approximately 65-feet in height and approximately 60,700-sf, including the below grade level. The building will contain 79 residential apartment units, resident lobby and amenity spaces, an outdoor landscaped terrace and roof deck, on-site leasing office, street level commercial space, in-structure resident parking for 23 vehicles, and a below-grade level for building services and storage. The project development objectives are as follows:

- Provide a high quality living environment for residents convenient to work, leisure and recreation
- Provide a lively environment for urban residents, including accommodations for retail and/or restaurants
- Develop pedestrian-oriented design to benefit the neighborhood:
 - Widen sidewalks
 - Strengthen the street edge with an appropriately scaled facade
 - Create vibrant and transparent street level façades
 - Plant street trees to buffer traffic
- Be a good neighbor. This will inform the project in terms of:
 - Commercial level streetscape design
 - Landscape design & material selection
 - Exterior lighting design
 - Parking access
 - Trash & recycling storage

- Link Light Rail Station
- 1. The Denning
- 2. El Centro De La Raza
- 3. Hilltop Red Apple Grocery
- 4. Beacon Hill Market Grocery
- 5. Commercial
- 6. Shell Gas Station
- 7. 76 Gas Station

EXISTING SITE PLAN

Legal Description

CARNEYS SUPL OF TR 5 BAYSIDE ADD
PLat Block: 5
Plat Lot: 1 & 2

Description

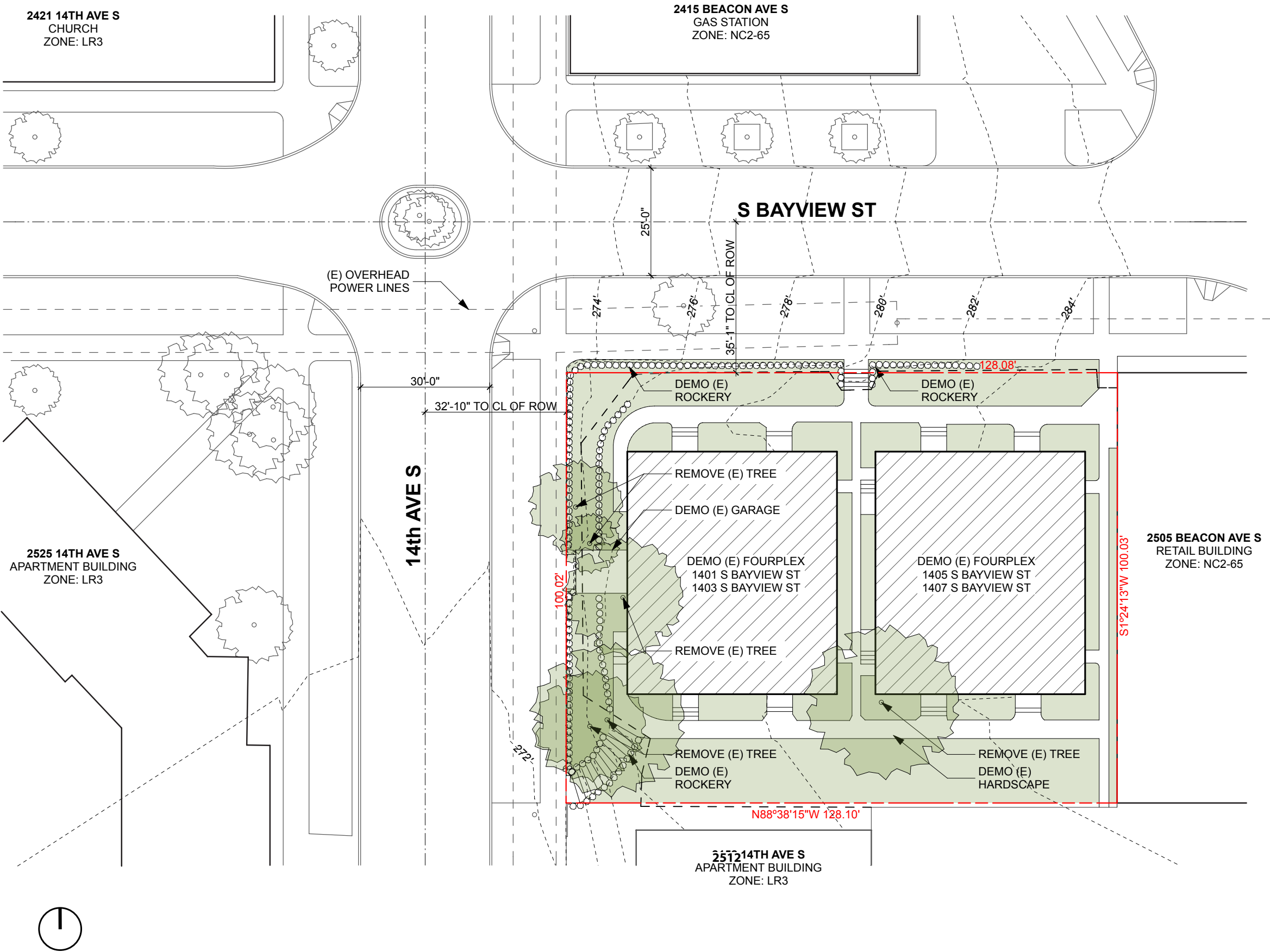
The project site is a 12,800-sf parcel zoned NC2-65 (4.0) – 4.75 through incentive housing - and located in the middle of the North Beacon Hill Urban Village. The parcel occupies a corner site at the intersection 14th Avenue S to the west, S Bayview Street to the north, parcels located directly to the south and east. The eastern parcel is zoned NC2P-65 and the southern parcel is zoned LR3. The site is located in the Beacon Hill Station Area Overlay District and is served by Frequent Transit.

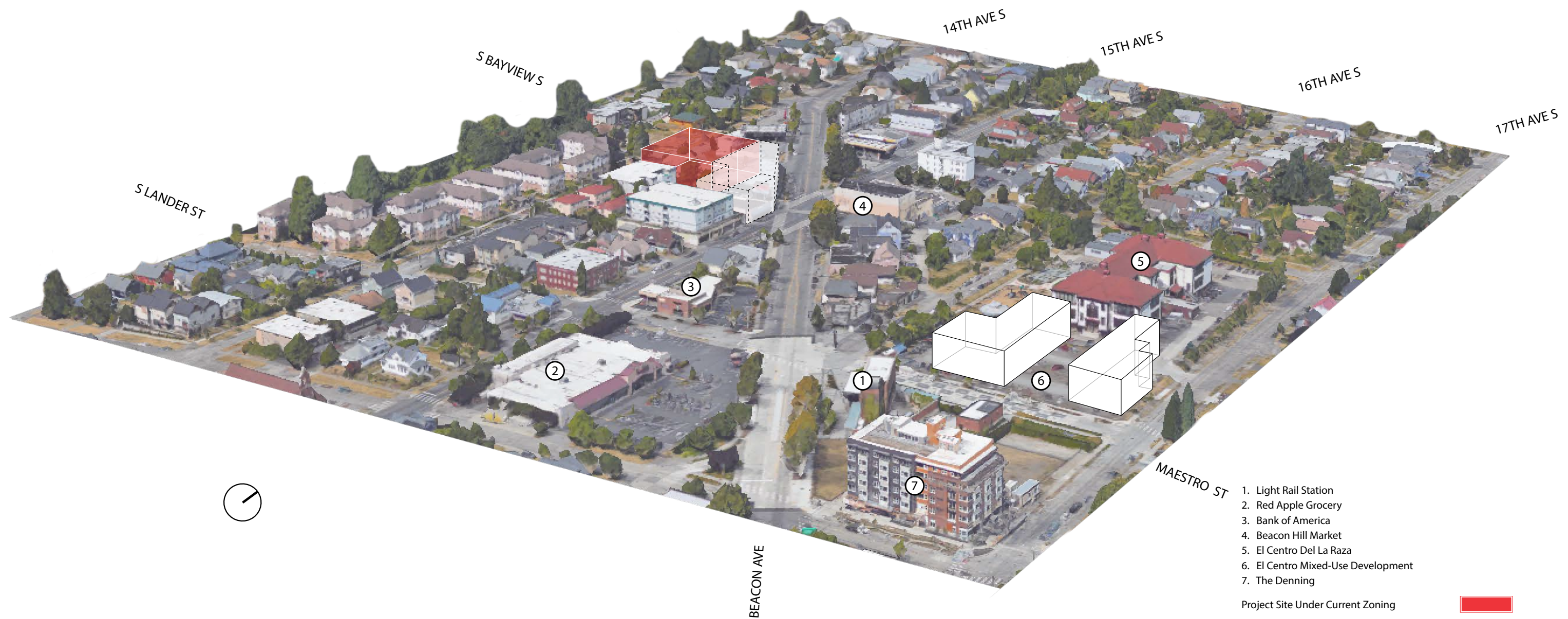
To the south of the property, abutting the property line are the Bayview Apartments at 2512 14th Ave S – zoned LR3 this is a 4-story apartment building built in 1968 containing 18 units. To the east, also abutting the property line, is the future development of 2505 Beacon Ave S – zoned NC2P-65, the property is presently occupied by a retail warehouse. This site is currently moving through the MUP process, project #3024602, with a proposed 6-story apartment building with 90 units, ground level commercial, and 3 parking spaces. To the west, across 14th Ave S, the properties are zoned LR3 and contain the Westview Apartments, a 3-story complex with 140 units. To the north, across S Bayview Street, the properties are zoned NC2P-40, occupied by a 76 Convenience Store and Gas Station.

The project site contains two, derelict fourplexes that have been unoccupied for years. Built in 1926 both structures are non-distinctive Tudor Revival style housing.

The existing topography of the site is relatively flat north to south along 14th Ave S descending from ±273.27' at the northwest corner to ±272.08' at the southwest corner (an approximate slope of 1%). The slope along S Bayview Street is more significant (approximately 9%) descending from 285.00' at the northeast corner to 273.27'.

The existing structures on the site are built up on rockery berms, 0.5-10 feet above street level. During demolition the rockeries will be removed to locate new building entries at the sidewalk grade.





* Zoning Heights Shown As Approximation / Not to Scale

1. Light Rail Station
2. Red Apple Grocery
3. Bank of America
4. Beacon Hill Market
5. El Centro Del La Raza
6. El Centro Mixed-Use Development
7. The Denning

- Project Site Under Current Zoning
- Neighboring Developments with permits or in construction
- Potential Neighboring Development Parcels

SITE CONTEXT: LAND USE

The neighborhood directly to the east of the site is zoned NC2P-65 but is currently a mix of single-story retail and low-rise retail. The site is part of the Beacon Hill Urban Village, an area seeing several future, higher-density multi-family projects developing. The block directly north of the site is zoned NC2P-40 but is underdeveloped as a gas station. The blocks directly to the west and south of the site are zoned LR3. These parcels contain mid-rise, multi-family apartments.

Design Cues

- Scale transition to south and west to LR3 zone
- Commercial context and future development to the east

Legend

Beacon Hill Light Rail Station	<div></div>
Future Development	<div></div>
Single Family Residential	<div></div>
Multi Family Residential	<div></div>
Mixed Use	<div></div>
Retail	<div></div>
Office	<div></div>
Surface Parking	<div></div>
School / Institutional	<div></div>
Utility	<div></div>
Parks/Open Space	<div></div>
North Beacon Hill Urban Village	<div></div>



SITE CONTEXT: TRANSIT MODES



The project site is well served by several bus lines located within a 5-minute walk radius. King County Metro bus routes 36 and 60 run past the site along Beacon Ave S and provide connections to Downtown retail core, International District and Capitol Hill; south connections to Georgetown, Jefferson Park, Beacon Hill, and White Center. Route 107 is located just west of Beacon Ave S on S Lander St. This route provides connection to Renton via Rainier Beach and Lakeridge. The Beacon Hill Light Rail Station is a short walk south of the site and provides connections north to University of Washington and south to SEATAC Airport.

The neighborhood is well served by automobile with on/off ramp to I-5 a short drive south of the site.

Current bicycle infrastructure includes designated bike lanes on 14th Ave S and 15th Ave S. Along with designated bike lanes, the Beacon Hill Neighborhood Greenway has opened this year, located several blocks east of the site.

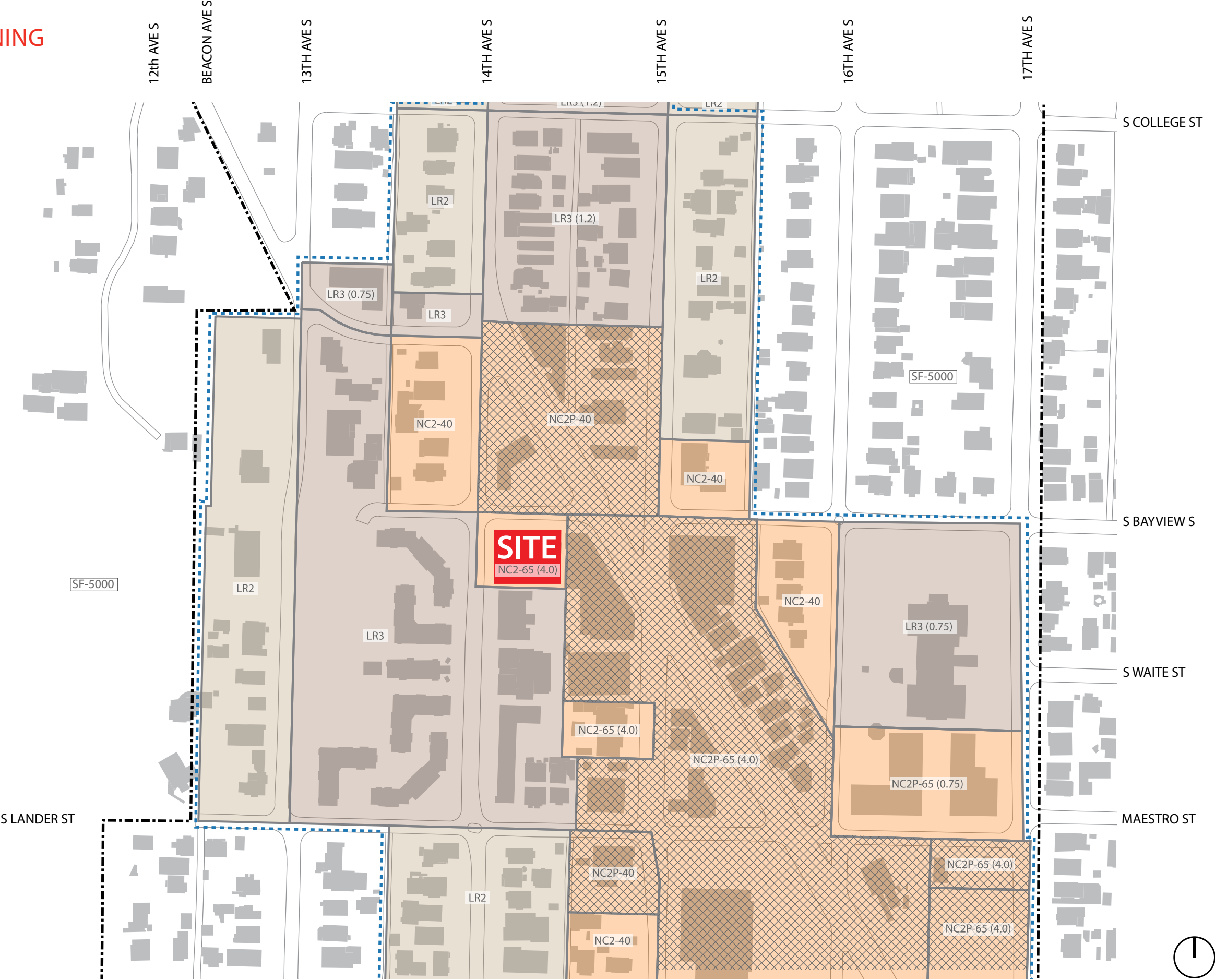
The public transportation options and commercial development in the vicinity of the site also speak its pedestrian environment.

- Design Cues**
- Provide bicycle amenities along 14th Ave S
 - Make 14th Ave S bicycle safe and accommodating
 - Consider pedestrian access up to Beacon Ave S

Legend	
Main Car Arterials:	
Minor Arterial	<div></div>
Collector Arterial	<div></div>
<hr/>	
Beacon Hill Light Rail Station	<div></div>
Frequent Transit Corridors	<div></div>
Pedestrian Overlay	<div></div>
5 Minute Pedestrian Walkshed	<div></div>
Bus Routes	<div></div>
Bus Lines	<div>2</div>
Current Bicycle Routes	<div></div>

SITE CONTEXT: EXISTING ZONING

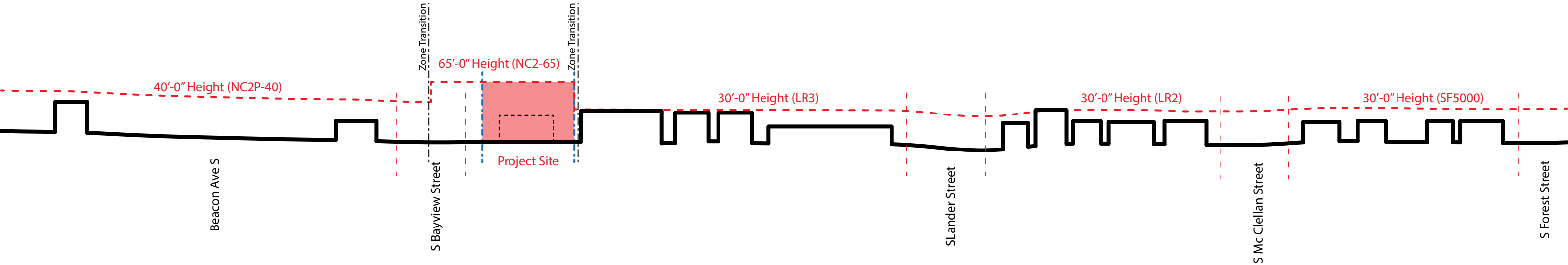
The site is zoned NC2-65. The site is bounded by public rights-of-way to the north (S Bayview St) and west (14th Ave S). Properties beyond the rights-of-way to the west and south are zoned LR3. The property to the north beyond the rights-of-way is NC2P-40. The east property line abuts the side lot line of an NC2P-65 zone.



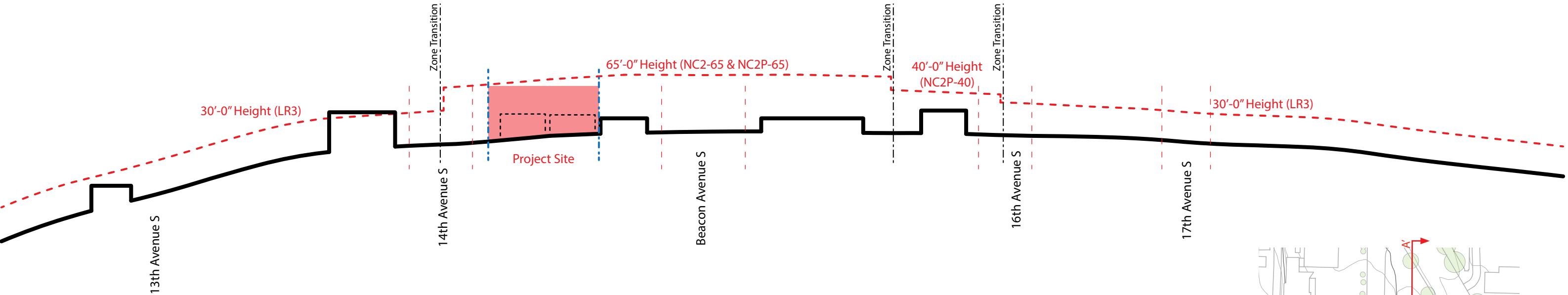
Existing Zoning Legend

NC1	
NC2	
NC3	
LR1 & LR2	
SF	
North Beacon Hill Station Area Overlay	
North Beacon Hill Urban Village	
Zone Boundaries	
Pedestrian Overlay	

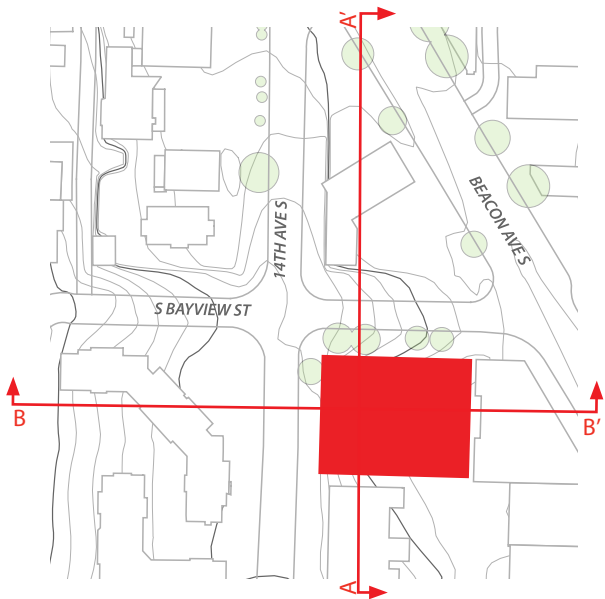
SITE CONTEXT: ZONING ENVELOPE



North-South Site Section A-A' - Looking East



East-West Site Section B-B' - Looking North



CONTEXT: S BAYVIEW ST

The northern edge of the property is bounded by S Bayview Street. The topography along the property line has a significant slope (9%) up towards the east. The sidewalk along this stretch of Bayview is generous (roughly 15-feet), inclusive of a planted strip at the curb. There are some existing street trees on either side within the neighboring blocks. The south side of the Bayview is zoned for NC with a 65-ft height limit while to the north is NC with a 40-ft height limit - though current property uses do not reflect this potential. Currently, Bayview is a mix of under developed lots. An area of higher density retail and mixed-use to the east is visible from the site.

Design Cues

- Respond to significant slope along S Bayview St
- Locate retail in proximity to adjacent retail at Beacon Ave S
- Appropriately scale retail spaces to fit with Beacon Ave S



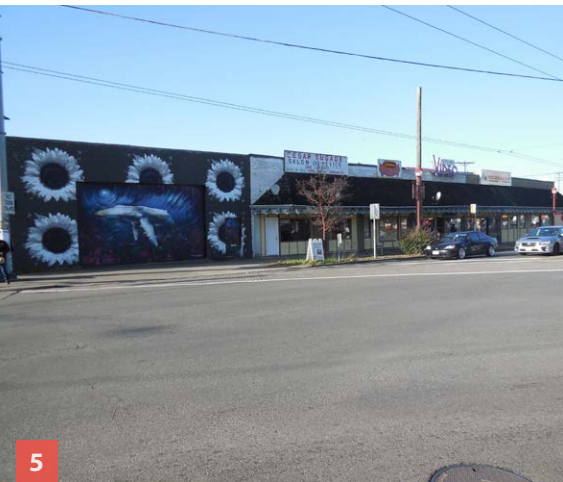
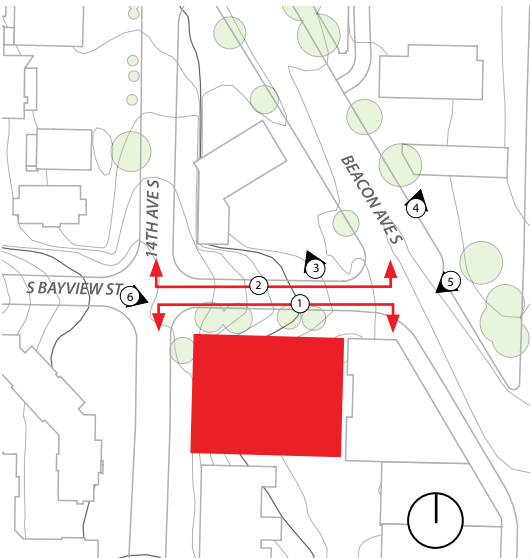
1 S Bayview - Looking South

Project Site



2 S Bayview - Looking North

Opposite of Project Site



CONTEXT: 14TH AVE S



14th Ave S - Looking East

Project Site

The western edge of the property is bounded by 14th Avenue S. The topography along the property line has a minimal slope (1%) up towards the north. The sidewalk along this stretch of 14th is generous (roughly 15-feet), inclusive of a planted strip at the curb. There are few existing street trees on either side within the neighboring blocks. A majority of 14th is zoned for LR3 with a 30-ft height limit - the current property uses reflect this potential. Currently, 14th is a mix of mid-rise apartments.

Two, unoccupied fourplexes currently sit on the site. A single phase power line runs along the south side S Bayview St. A three phase, high voltage power line runs along 14th Ave S on the east side. There are a number of small trees on the site, scattered throughout, built-up rockeries, and some chain link fencing.

The sidewalks on S Bayview St and 14th Ave S, as mentioned previously, are generous and contains street trees.

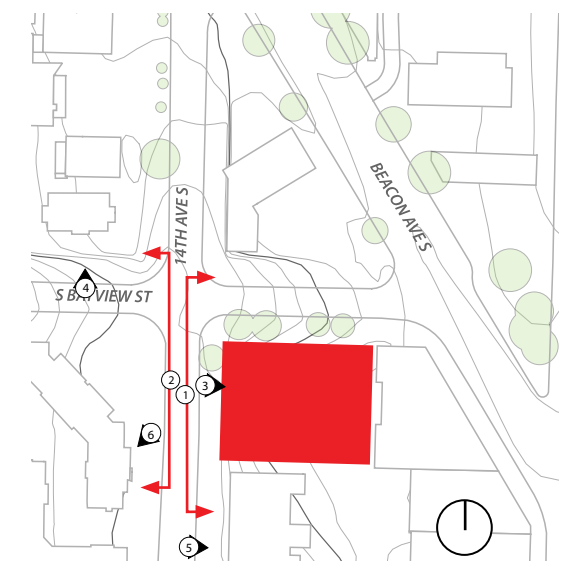
Design Cues

- Scale transition at 14th Ave S
- Consistent setbacks along 14th Ave S on east and west side of street



14th Ave S - Looking West

Opposite of Project Site



CONTEXT: BEACON HILL

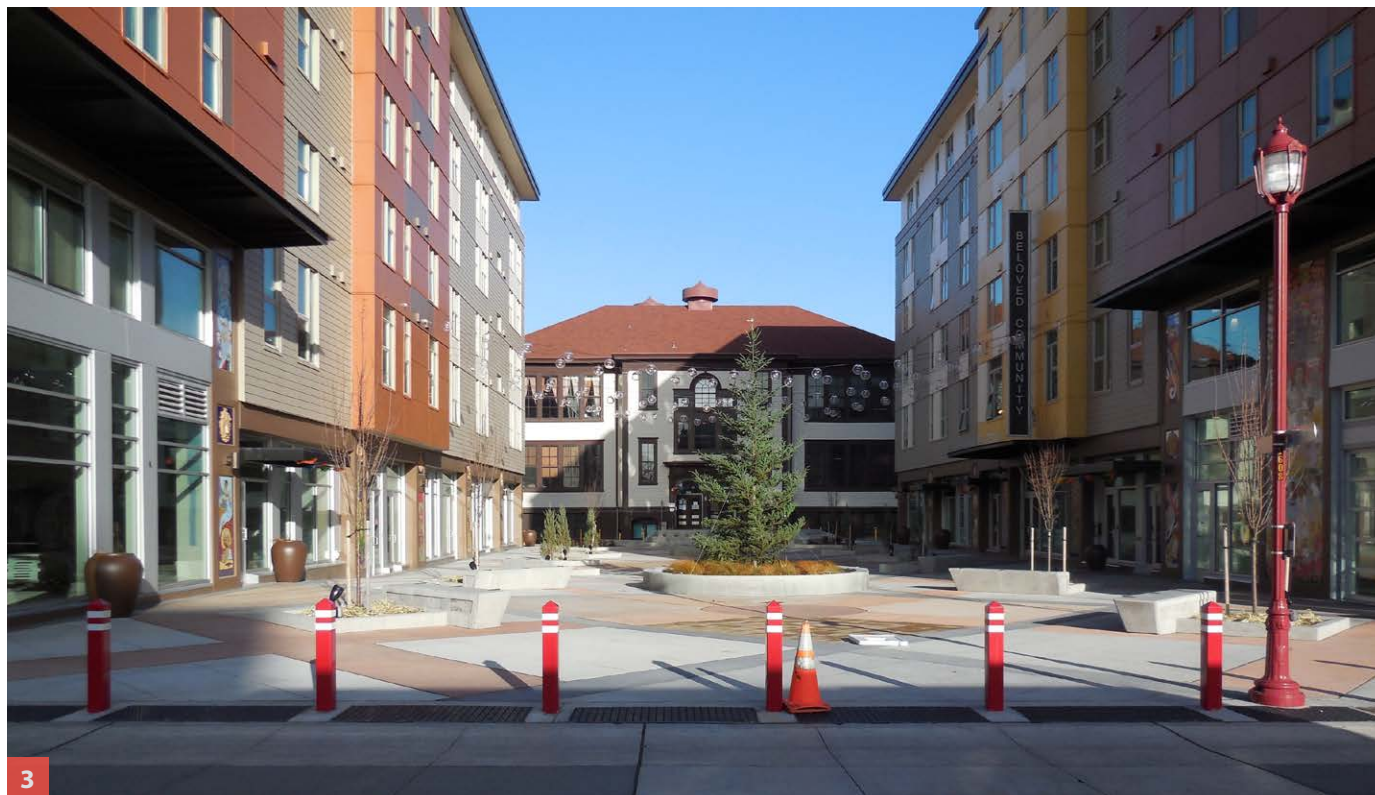
The neighborhood surrounding the site is in the early stages of growth with underdeveloped parcels undergoing transition to higher density, multifamily and mixed use development. The existing commercial streetscape is diverse and inconsistent with a lack of a street wall and storefront activation. Retail tenants often occupy converted residential buildings and are setback from the sidewalk. There is several projects with commercial structures separated by surface parking.

The Beacon Hill core and Beacon Hill Light Rail Station are located along Beacon Ave S just south of the project site. Retail and mixed-use markedly increase along with pedestrian amenities such as street trees, cross walks, public art, benches, and improved sidewalks. Further development between the project site and Beacon Hill Light Rail Station would enhance the pedestrian connection along Beacon Ave S.

In contrast to the evolving character and density of Beacon Ave S, the residential areas of Beacon Hill, several blocks north, east, south, and west of the proposed project site, are well-established single-family blocks. Houses and yards are well maintained. It appears houses in disrepair have been consistently torn down in favor of modern style townhouses. This has created a mix of modern style housing along side Seattle craftsmen.



- 1 Beacon Hill Public Library.
- 2 The Beacon. Example of historic context.
- 3 Beacon Hill Playground. North of the site.
- 4 Single-family House. North of the site.
- 5 The Denning. Adjacent to Beacon Hill Light Rail Station.



- 1 Perihelion Brewery.** Historic context.
- 2 Beacon Hill Light Rail Station.** South of project site.
- 3 El Centro.** Significant development in the heart of Beacon Hill.
- 4 The Station Cafe.** Neighborhood fixture.

SITE ANALYSIS

Topography

- Very gentle slope along 14th Ave S
- 2' gain in elevation from south to north
- Significant slope along S Bayview St
- 11' gain in elevation from west to east

Neighboring Buildings

- Mid-rise apartments to the west and south, LR3
- Gas station to the north, NC2P-40
- Single-story retail to the east, NC2P-65
- Planned 65' mixed-use development to the east

Solar Access

- Excellant solar access from the north and west due to low-height LR3 development and right-of-way
- Decent solar access from the south due to 4-story development and existing grades
- Presently good solar access from the east due to low-height development. Future development will limit solar access.

Views

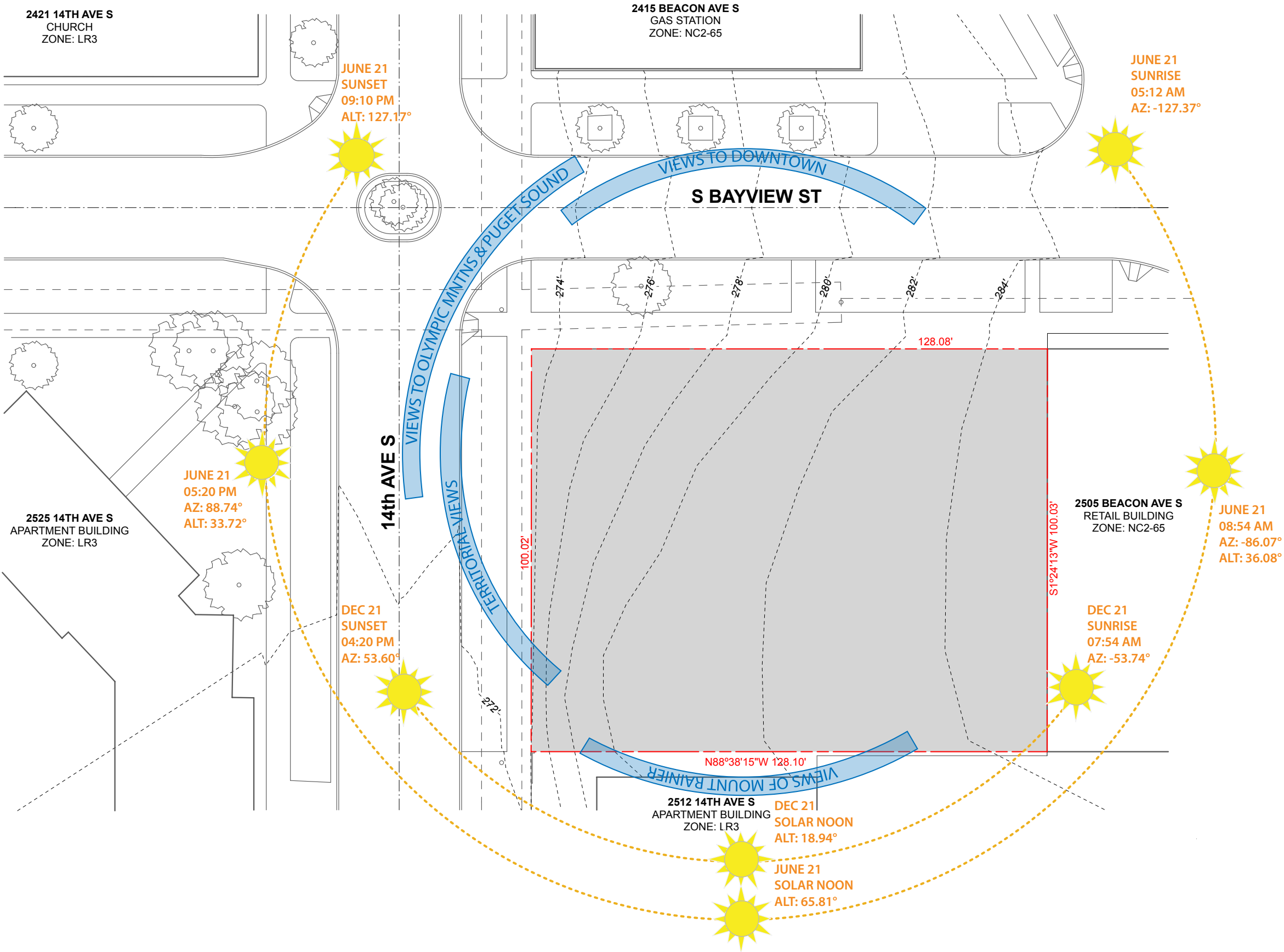
- Currently, views of downtown, the Olympics, and Mt. Rainier are available to the north, west, and south above the fourth floor.

Structure Height

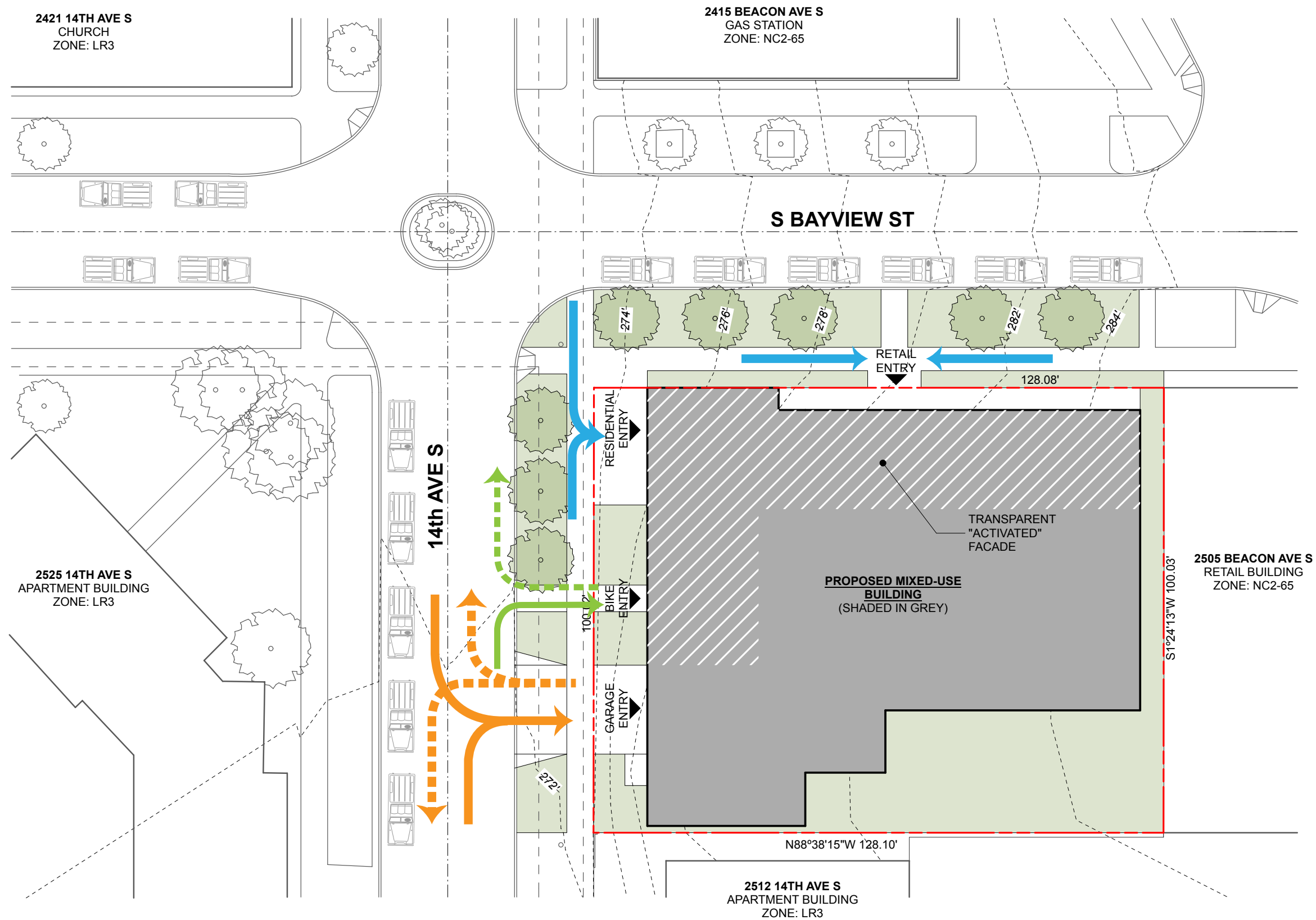
- Zoned as NC2-65 with a base height limit of 65-ft
- Total maximum allowable building height: 65-ft

Allowable Building Area

- The maximum FAR and site areas for the building site's parcel are:
- 4.25 Base FAR (4.75 Max FAR)
- 12,800-sf lot area
- Maximum allowable area: 60,800-sf including incentive provisions



PRELIMINARY SITE PLAN



The proposed project includes the demolition of the existing fourplexes and the associated site improvements (driveways, walkways, patios, etc.) to be replaced by a 7-story mixed-use apartment building containing approximately 77 residential units and associated amenity areas, 2300-sf of commercial, and one below-grade parking level with parking for approximately 30 vehicles and building support spaces necessary for the proper and successful function of the building.

Traffic and Circulation

- Both S Bayview St and 14th Ave S are residential streets with parking on both sides

Streetscape

- 14th Ave S has a residential character and scale
- Street parking on all streets surrounding project site
- S Bayview St quickly transitions to residential character and scale west of 14th Ave S

Neighborhood Influences

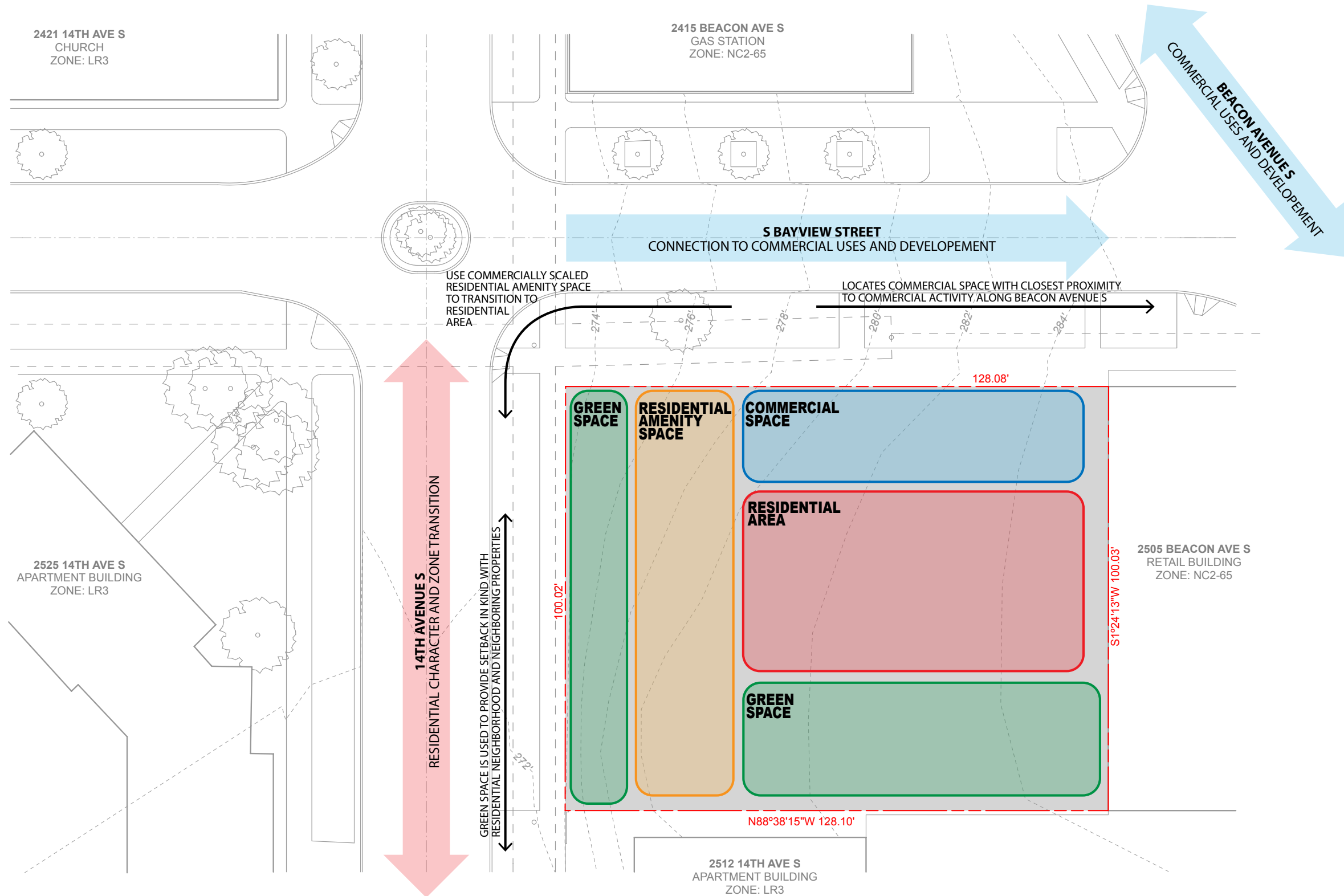
- Transit oriented development to the east
- Retail to the east
- Residential character to the west and south

Building Footprint	
Street Parking Area	
Pedestrian Entry/Exit	
Parking Entry/Exit	
Bicycle Entry/Exit	

PRELIMINARY SITE PLAN

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GROUND FLOOR ANALYSIS



Street Characteristics

- S Bayview Street
Moderately trafficked street that provides access to commercial and transit to the east along S Beacon Avenue. Substantial grade change, sloping down to the west. Opportunities for views to the Olympic Mountains and Puget Sound.
- 14th Avenue S
Residential character street with generous landscaping provided between buildings and right of way. Transition between neighborhood commercial zone and low rise zone. Future green way.

Design Approach

- Make organizational gesture to the commercial activity along S Beacon Ave by pushing commercial shell to the northeast property line along S Bayview St.
- S Bayview St is the commercially viable and activated street but 14th Ave S is not currently viable.
- Residential amenity spaces engage the corners in an effort to transition to residential scale and character of 14th Ave S.
- Provide landscaped setback along 14th Ave S to fit the urban rhythm and pattern.

DESIGN PROPOSAL: ALTERNATE 1

Alternate 1 explores the opportunities of a building design predominantly complying with the code. The mass is broken down in to two bars, using the corridor as a “gaskets”- providing an opportunity for natural light and views. The mass set back from the southern property line per setback requirements and to provide a courtyard. In effect, this massing creates an urban form, hugging tightly to the property lines. The setback helps to reduce the perception of mass but create proportions of a long building.

Summary

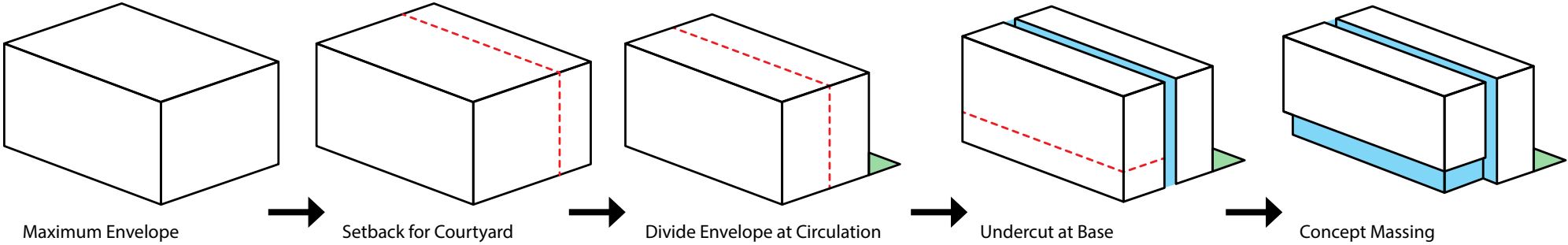
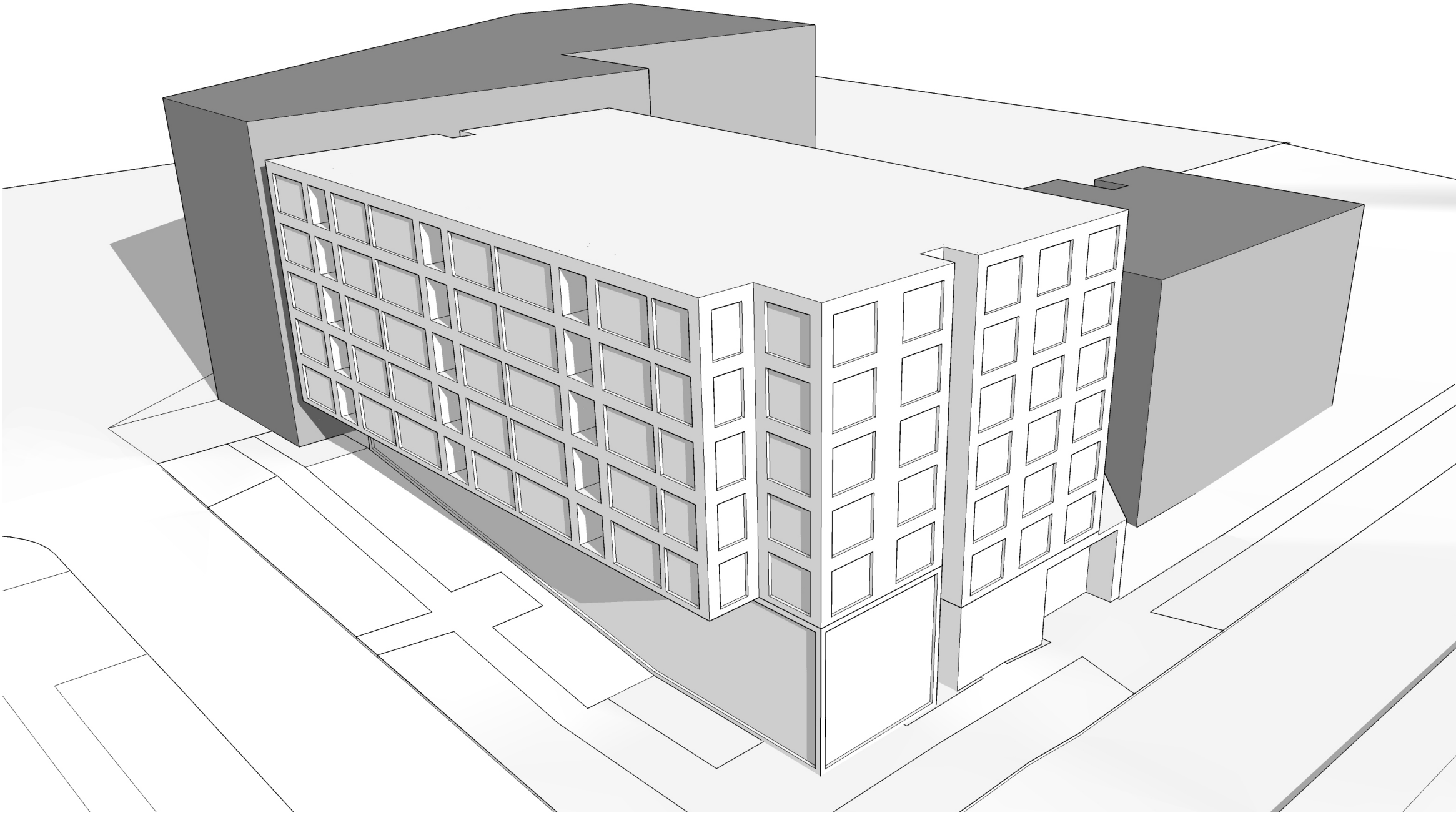
- Stories: 7 (5-over-2)
- Unit Count: 76
- Floor Area: 48,100-SF Residential
2,700-SF Commercial
9,600-SF Parking
60,400-SF Total
- Parking: 22 stalls
- Ground Floor Uses:
 - S Bayview St: Commercial / Residential Lobby
 - 14th Ave S: Residential Lobby & Amenity

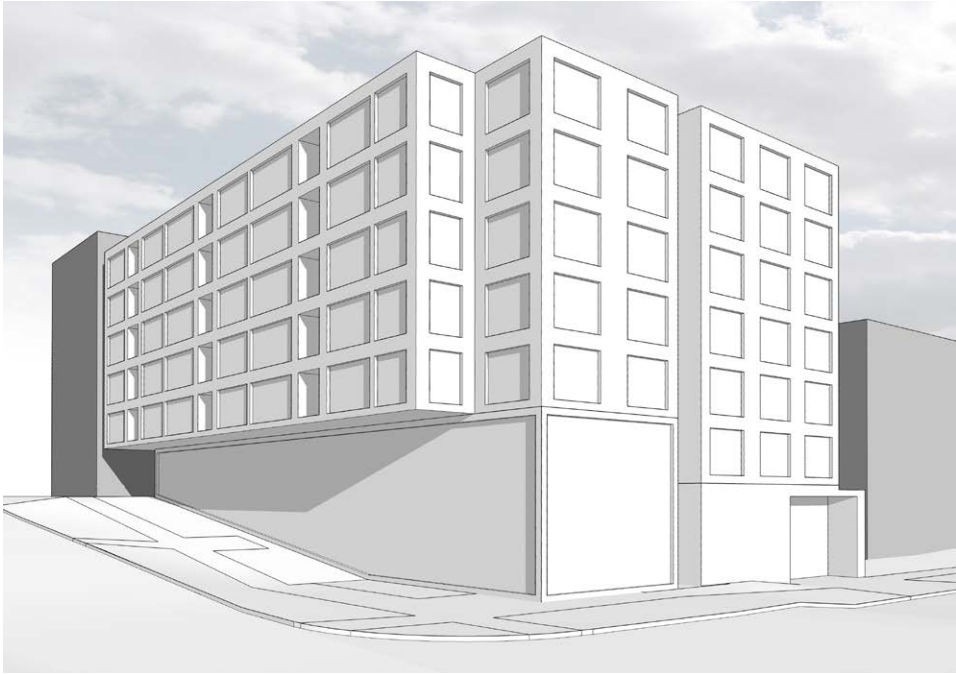
Primary Disadvantages/Concerns

- Minimum ground level setback along 14th Ave S does not tie into urban rhythm and pattern
- Uniform massing does not entirely respond to sloping topography

Potential Departures

- None

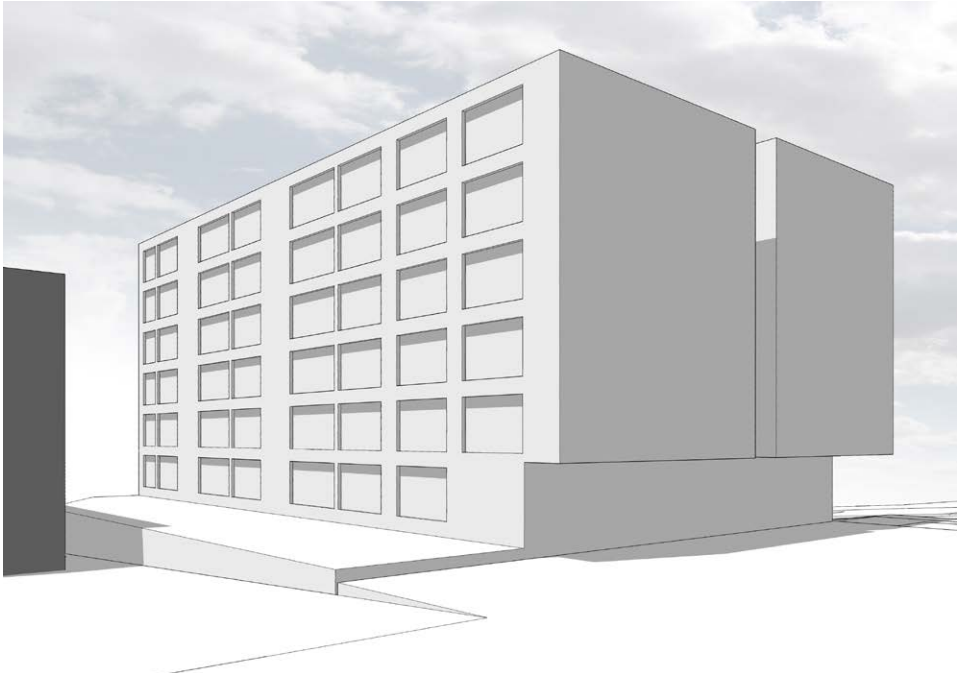




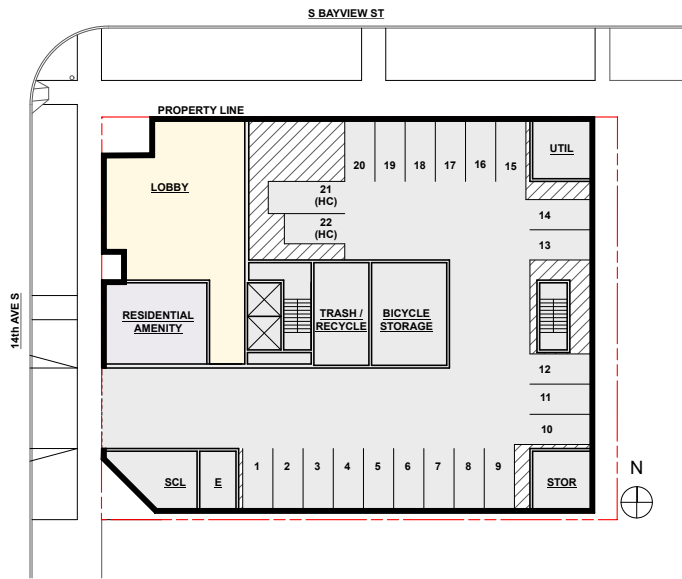
Northwest Corner (14th Ave S)



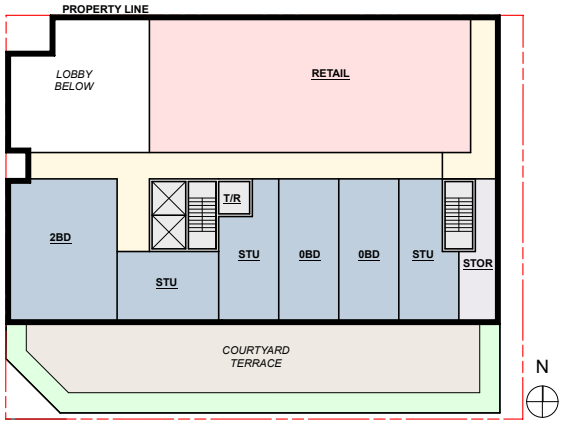
Southwest Corner (14th Ave S)



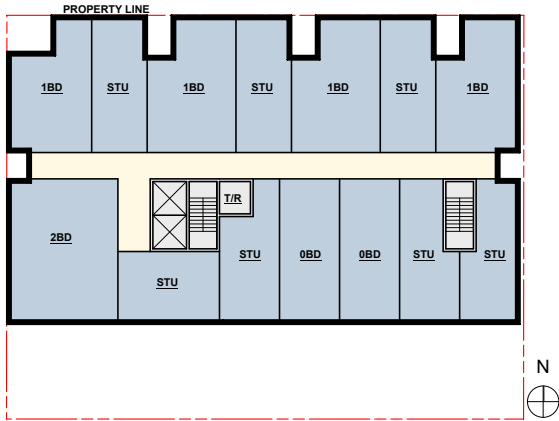
Southeast Corner (Courtyard)



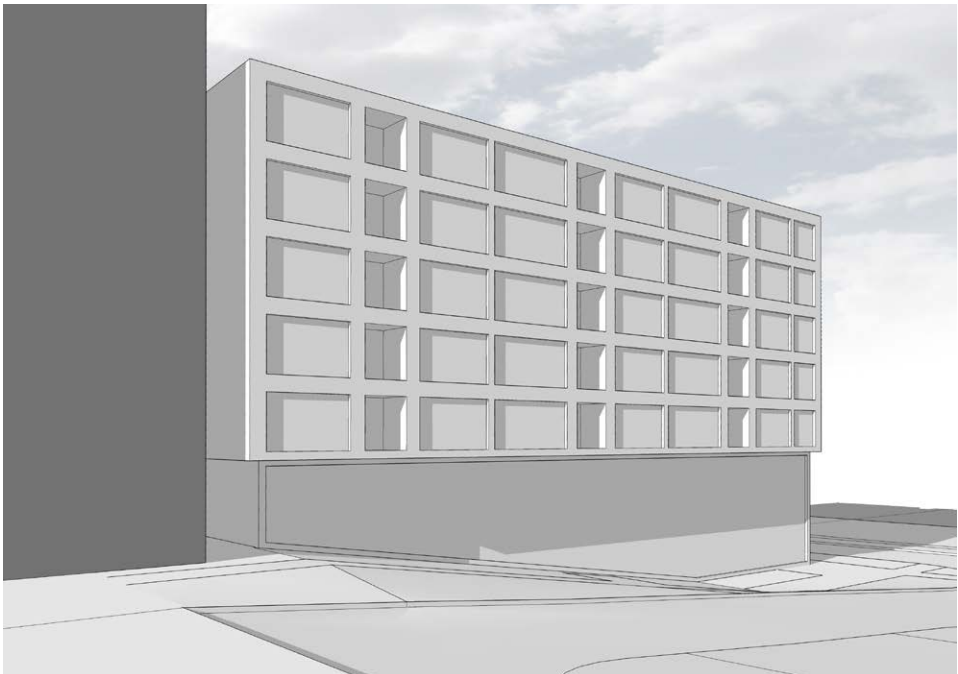
Street Level Floor Plan (Level 1)



Retail Level Floor Plan (Level 2)



Typical Residential Floor Plan (Level 4)



Northeast Corner (S Bayview St)

DESIGN PROPOSAL: ALTERNATE 2

Alternate 2 also explores the opportunities of a building design predominantly complying with the code. The mass is broken down in to two masses - one tucked internal to the site while the other wraps the corner. The corridor is used as a “gasket” - providing an opportunity for natural light and views. The mass set back from the southern property line per setback requirements and to provide a courtyard. In effect, this massing creates an urban form, hugging tightly to the property lines and presenting a continuous, wrapped facade.

Summary

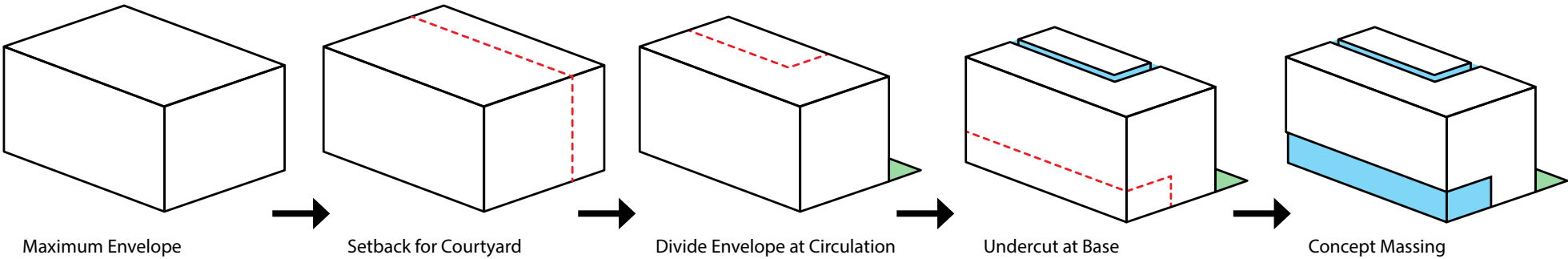
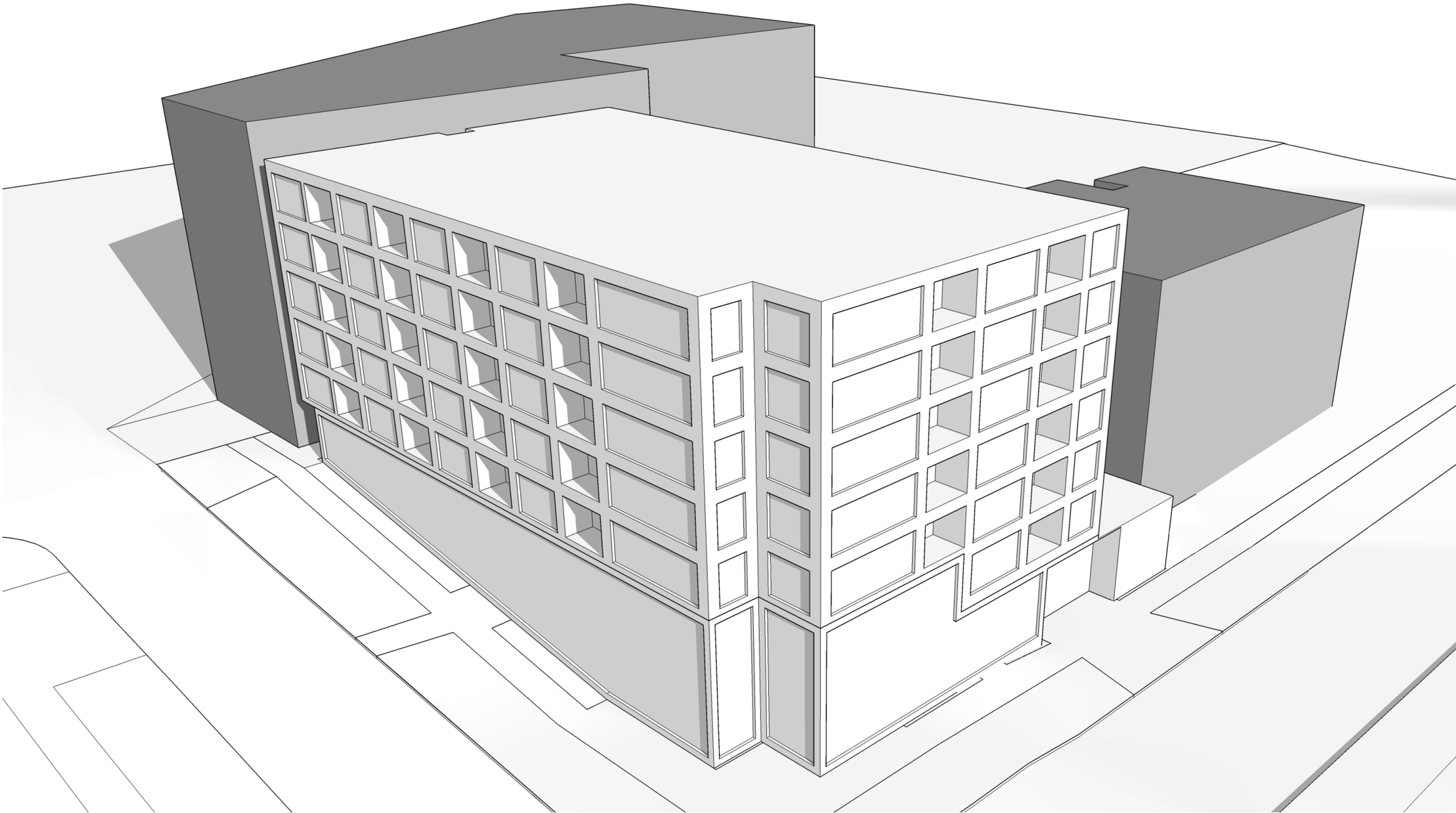
- Stories: 7 (5-over-2)
- Unit Count: 72
- Floor Area: 46,800-SF Residential
2,400-SF Commercial
9,600-SF Parking
58,800-SF Total
- Parking: 20 stalls
- Ground Floor Uses:
 - S Bayview St: Commercial / Residential Lobby
 - 14th Ave S: Residential Lobby & Amenity

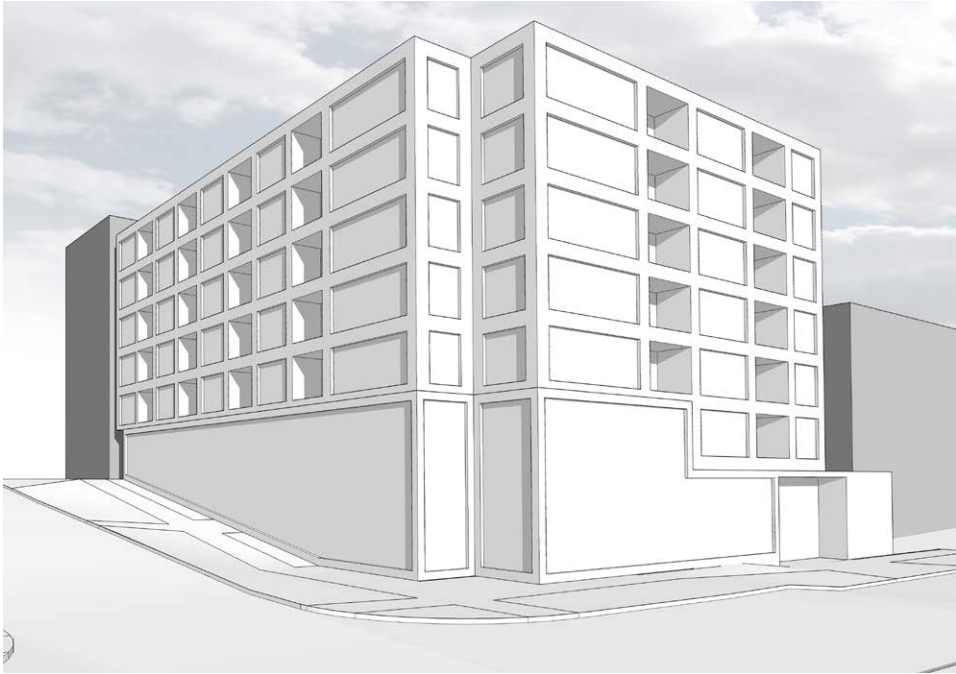
Primary Disadvantages/Concerns

- Minimum ground level setback along 14th Ave S does not tie into urban rhythm and pattern
- Massing results in a bulky building that will depend on the secondary architectural elements and fenestration pattern

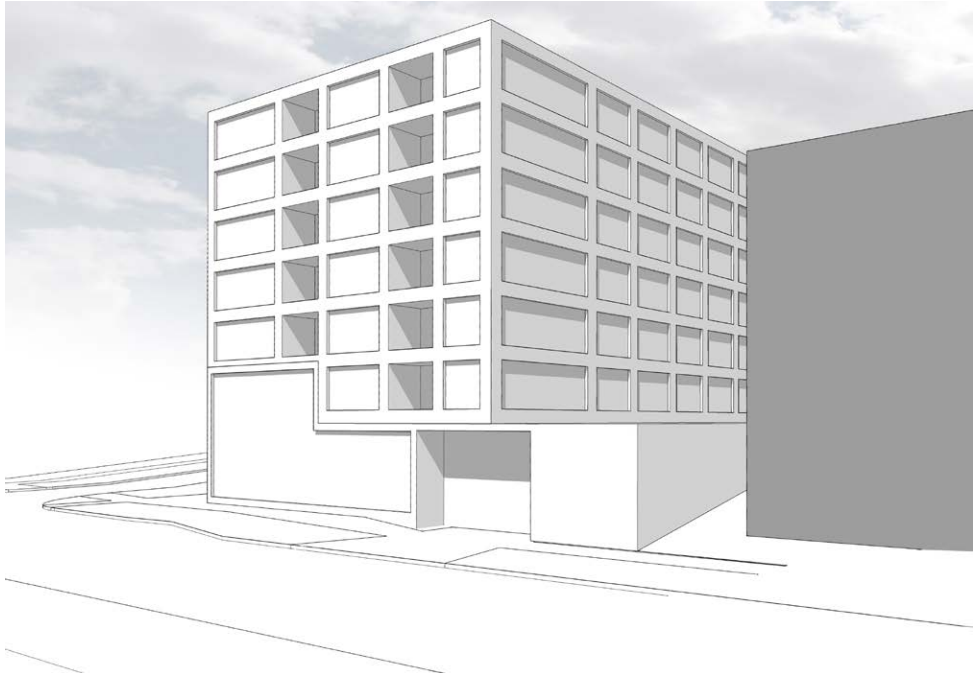
Potential Departures

- 23.47A.014.B.1 Setback Requirements - A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15-feet from the intersection of the residentially zoned lot’s front lot line and the side lot line abutting the residentially zoned lot.

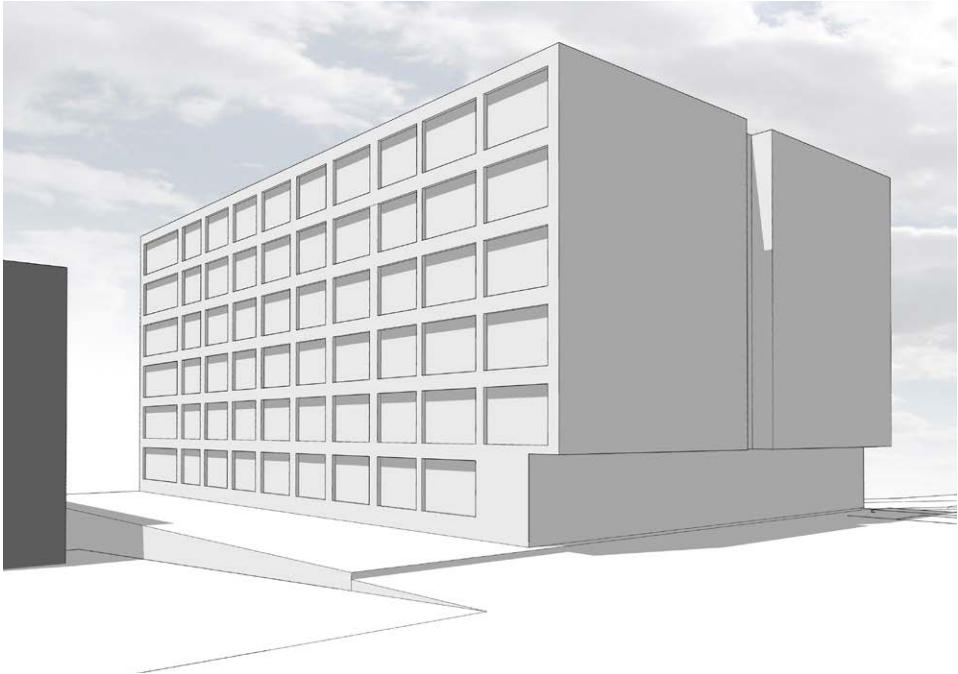




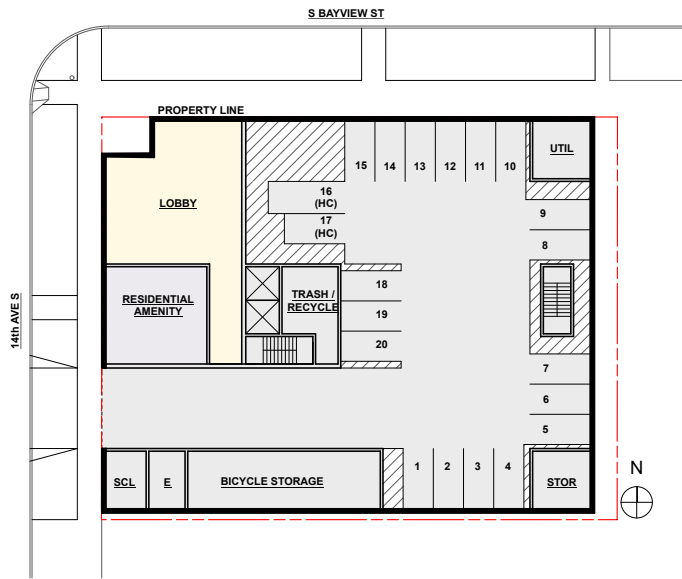
Northwest Corner (14th Ave S)



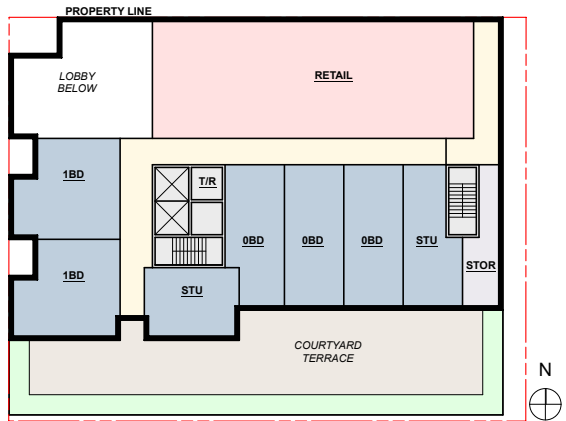
Southwest Corner (14th Ave S)



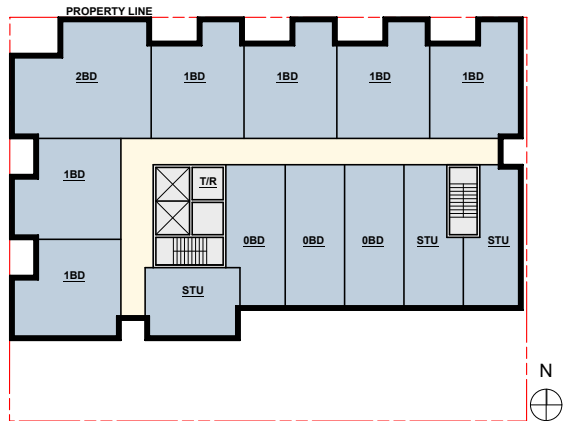
Southeast Corner (Courtyard)



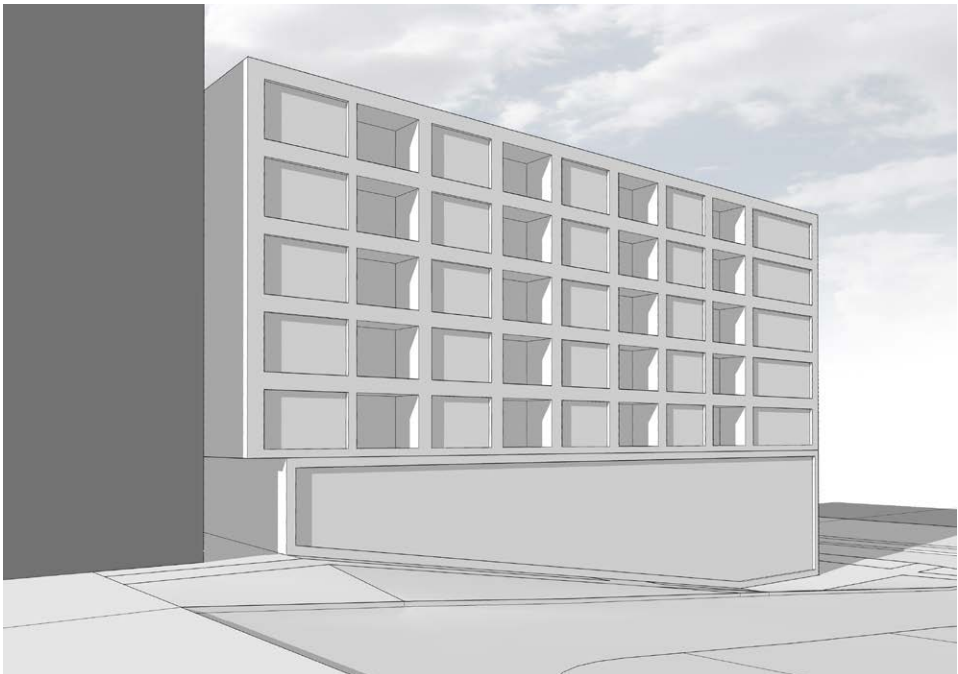
Street Level Floor Plan (Level 1)



Retail Level Floor Plan (Level 2)



Typical Residential Floor Plan (Level 4)



Northeast Corner (S Bayview St)

DESIGN PROPOSAL: ALTERNATE 3 (PREFERRED)

Alternate 3 explores the opportunities of a building that responds to the urban rhythm and sloping topography. The mass is broken down in to two distinct mass, using the corridor as a “gasket” - providing an opportunity for natural light and views. The mass set back from the western property line to provide a “front yard” similar to the neighborhood along 14th Ave S. The mass is carved out at the southern property line to provide access to light and air for the residents and neighbors. Finally, the mass steps down as it moves down the slope. In effect, this massing creates a responsive urban form. The setback and building step helps to reduce the perception of mass.

Summary

Stories: 7 (5-over-2)
Unit Count: 79
Floor Area: 50,100-SF Residential
2,200-SF Commercial
8,500-SF Parking
60,800-SF Total
Parking: 23 stalls

Ground Floor Uses:

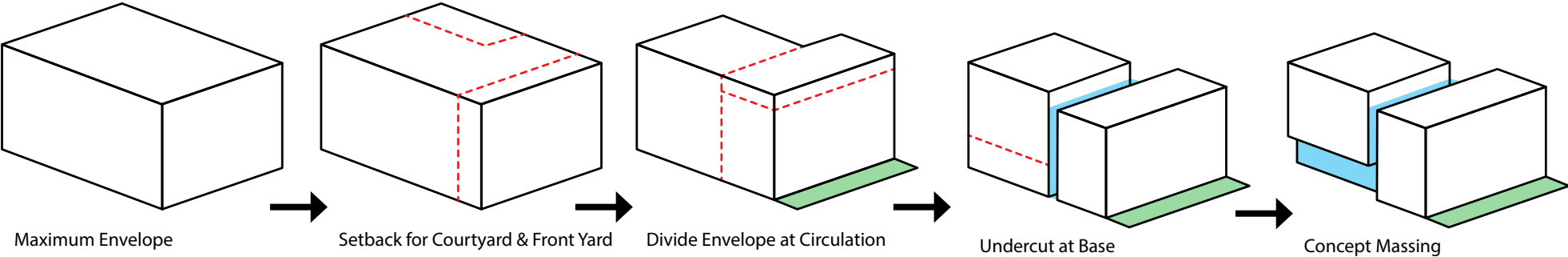
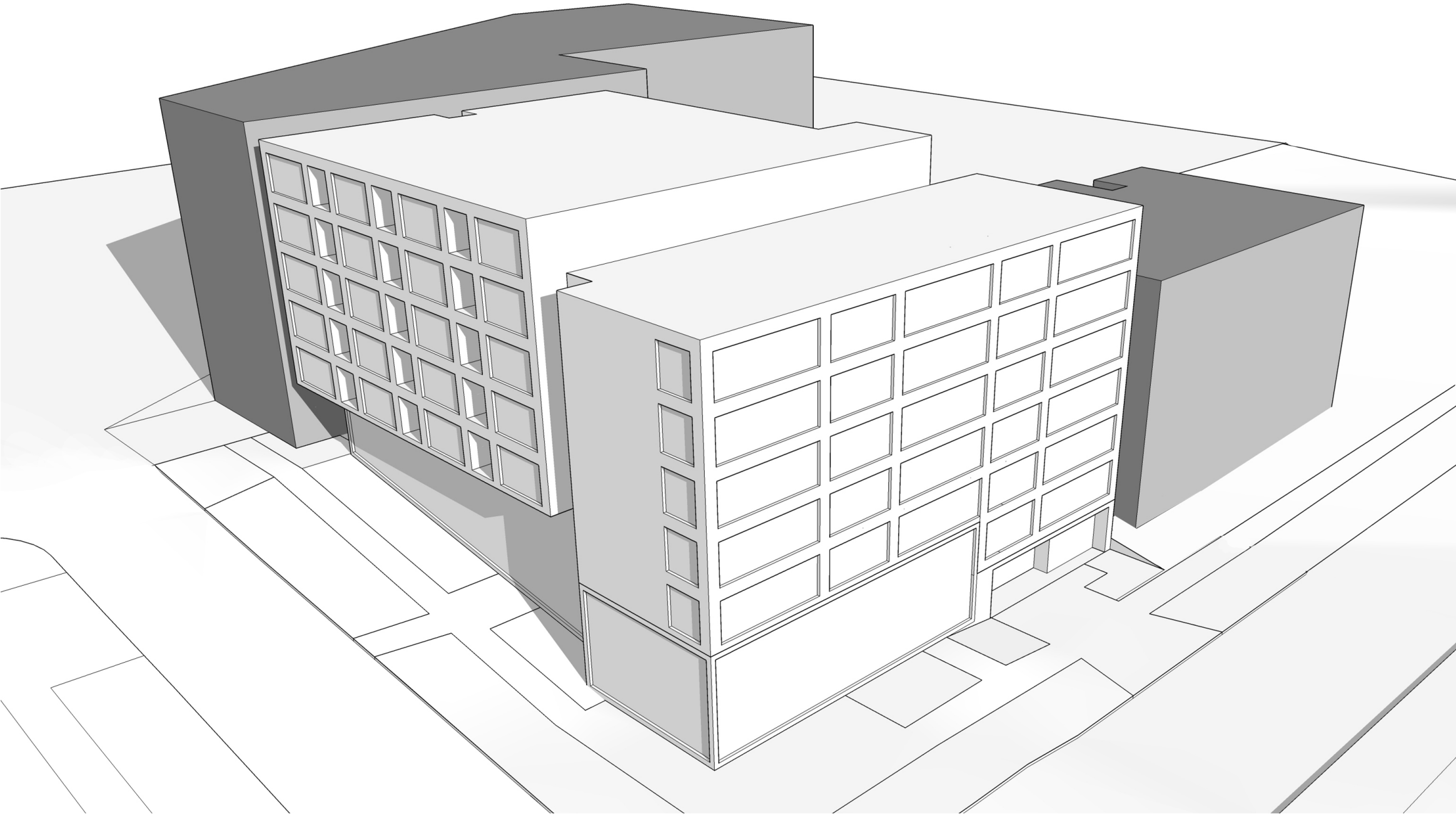
- S Bayview St: Commercial / Residential Lobby
- 14th Ave S: Residential Lobby & Amenity

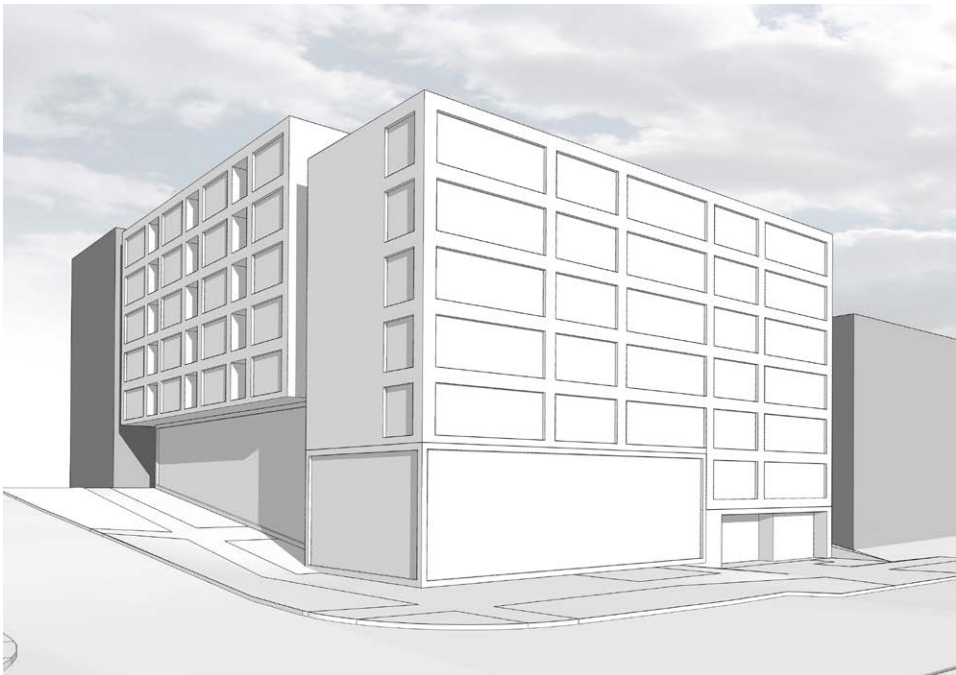
Primary Disadvantages/Concerns

- Portion of building mass comes in close proximity to neighboring parcel to the south

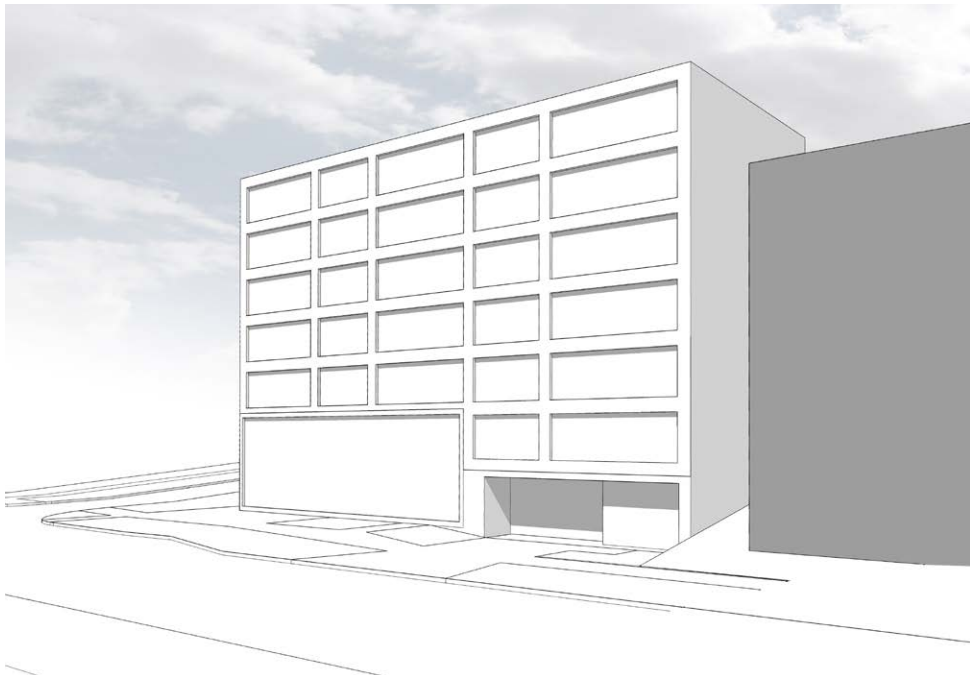
Potential Departures

- 23.47A.008.A3. Street Level Development Standards - Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
- 23.47A.014.B.3 Setback Requirements - For a structure containing residential use, a setback is required along any rear or side lot line that abuts a lot in a residential zone as follows: a. 15-feet for portions of structures above 13-feet in height to a maximum of 40-feet b. For each portion of a structure above 40-feet in height, additional setback at the rate of 2-foot of setback for every 10-feet in height above 40-feet





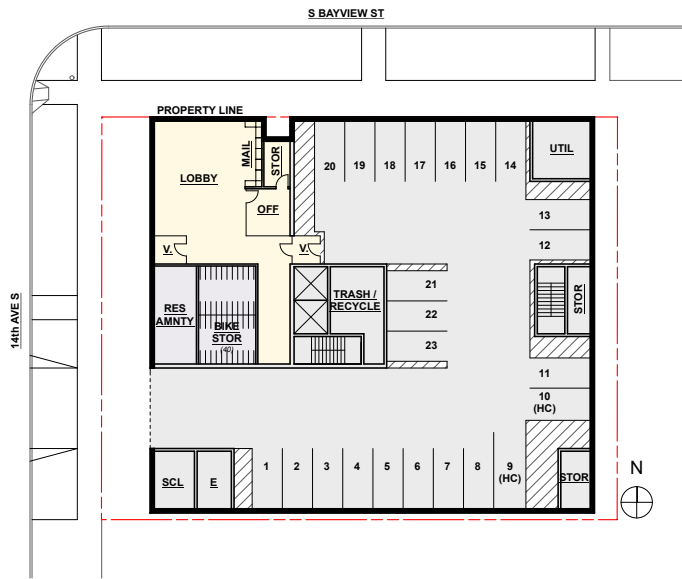
Northwest Corner (14th Ave S)



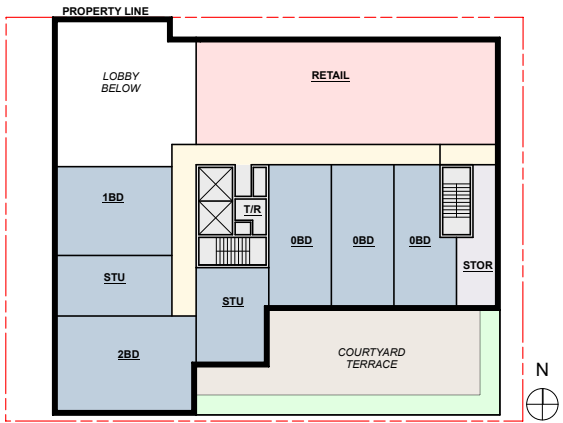
Southwest Corner (14th Ave S)



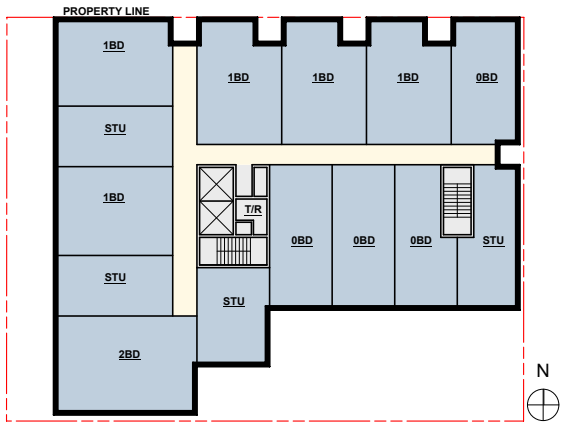
Southeast Corner (Courtyard)



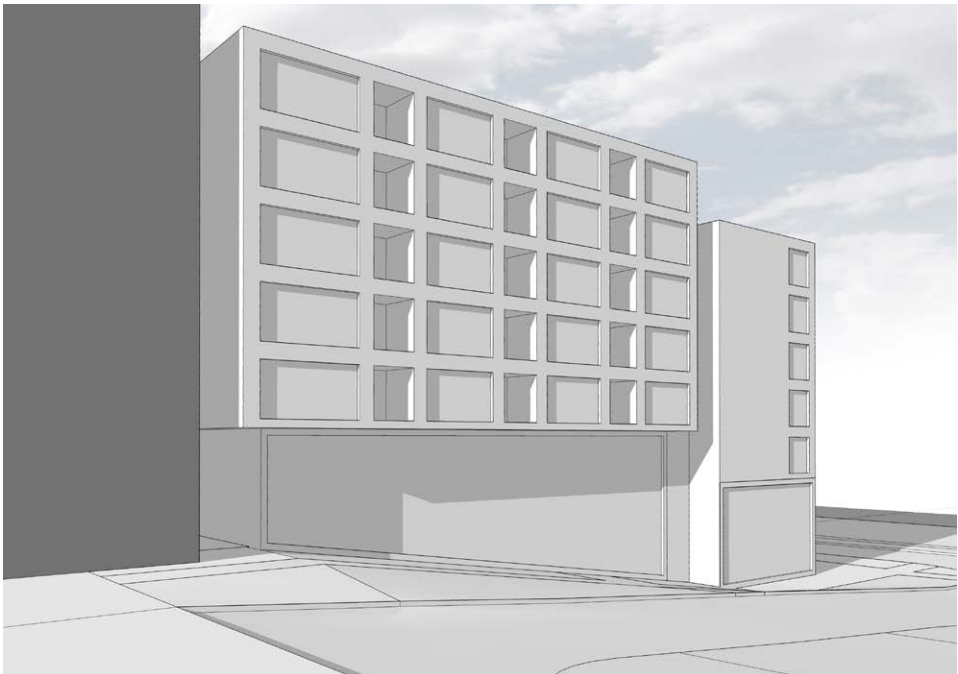
Street Level Floor Plan (Level 1)



Retail Level Floor Plan (Level 2)



Typical Residential Floor Plan (Level 4)



Northeast Corner (S Bayview St)

DESIGN ALTERNATE SUMMARY



ALTERNATE 1

- Summary**
- Stories: 7 (5-over-2)
- Unit Count: 76
- Floor Area: 48,100-SF Residential
2,700-SF Commercial
9,600-SF Parking
60,400-SF Total
- Parking: 22 stalls
- Ground Floor Uses:
- S Bayview St: Commercial / Residential Lobby
 - 14th Ave S: Residential Lobby & Amenity
- Potential Departures**
- None
- Primary Disadvantages/Concerns**
- Minimum ground level setback along 14th Ave S does not tie into urban rhythm and pattern
 - Uniform massing does not entirely respond to sloping topography
- Primary Advantages**
- Code compliant
 - Clear expression of design and structure
 - Generous rear courtyard



ALTERNATE 2

- Summary**
- Stories: 7 (5-over-2)
- Unit Count: 72
- Floor Area: 46,800-SF Residential
2,400-SF Commercial
9,600-SF Parking
58,800-SF Total
- Parking: 20 stalls
- Ground Floor Uses:
- S Bayview St: Commercial / Residential Lobby
 - 14th Ave S: Residential Lobby & Amenity
- Potential Departures**
- 23.47A.014.B.1 Setback Requirements - A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15-feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot.
- Primary Disadvantages/Concerns**
- Minimum ground level setback along 14th Ave S does not tie into urban rhythm and pattern
 - Massing results in a bulky building that will depend on the secondary architectural elements and fenestration pattern
- Primary Advantages**
- Inverted corner plaza - open space
 - Expresses corner design
 - Generous rear courtyard

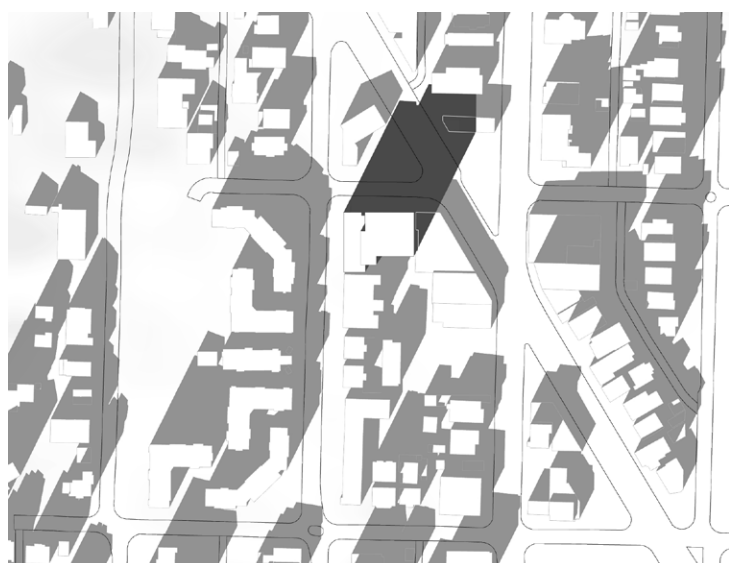
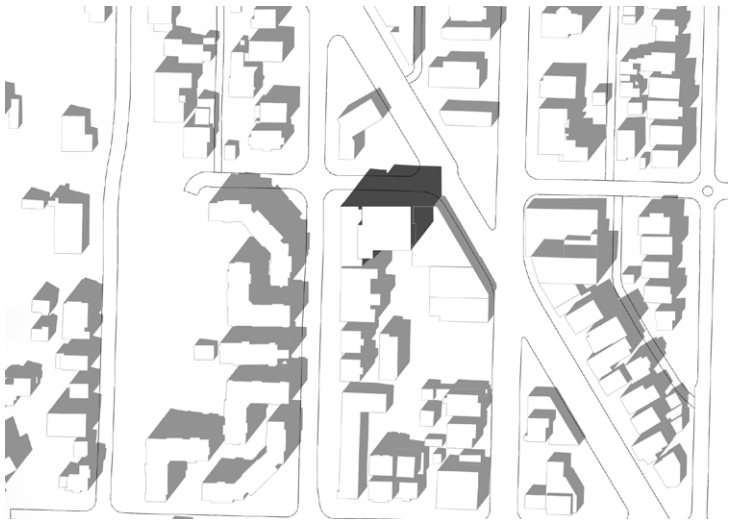
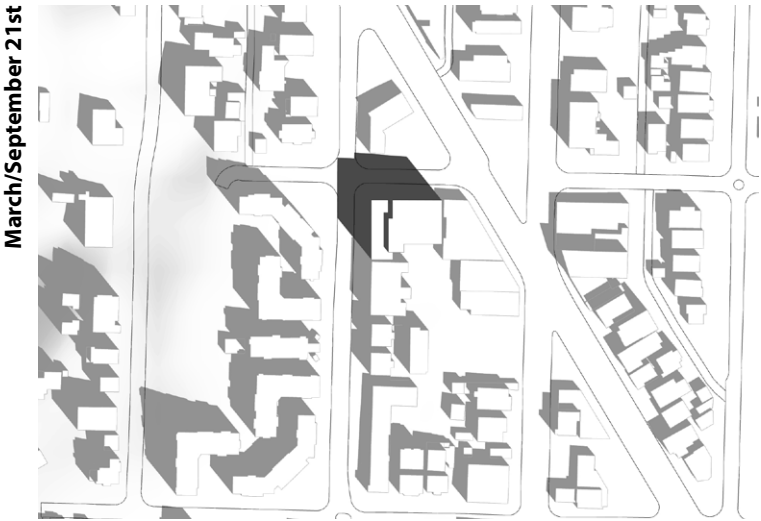
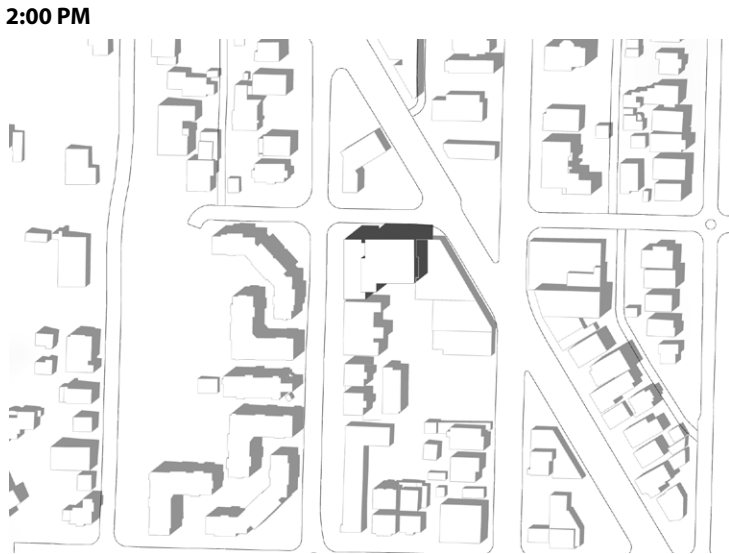


ALTERNATE 3 (PREFERRED)

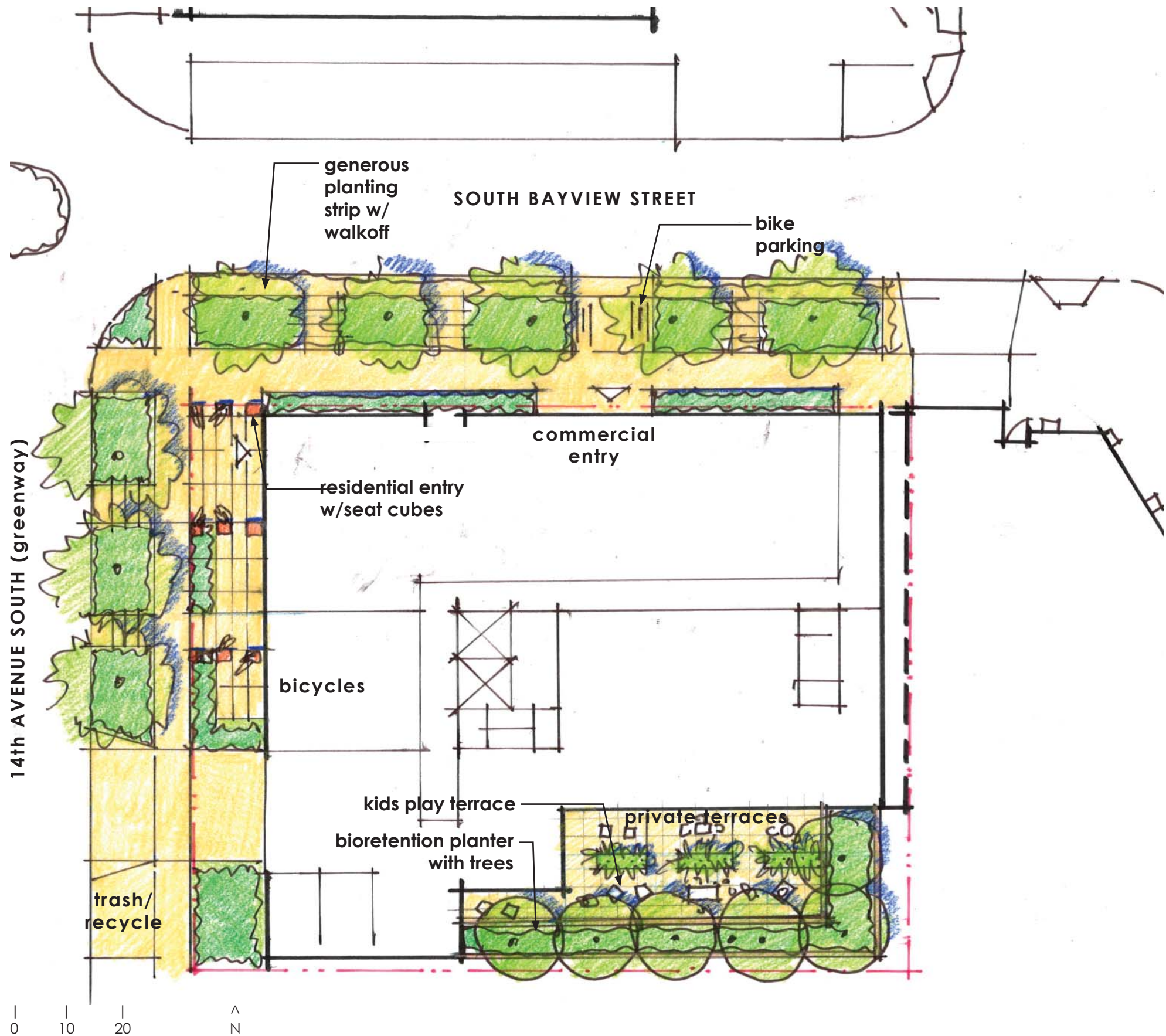
- Summary**
- Stories: 7 (5-over-2)
- Unit Count: 79
- Floor Area: 50,100-SF Residential
2,200-SF Commercial
8,500-SF Parking
60,800-SF Total
- Parking: 23 stalls
- Ground Floor Uses:
- S Bayview St: Commercial / Residential Lobby
 - 14th Ave S: Residential Lobby & Amenity
- Potential Departures**
- 23.47A.008.A3. Street Level Development Standards - Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
 - 23.47A.014.B.3 Setback Requirements - For a structure containing residential use, a setback is required along any rear or side lot line that abuts a lot in a residential zone as follows: a. 15-feet for portions of structures above 13-feet in height to a maximum of 40-feet b. For each portion of a structure above 40-feet in height, additional setback at the rate of 2-foot of setback for every 10-feet in height above 40-feet
- Primary Disadvantages/Concerns**
- Portion of building mass comes in close proximity to neighboring parcel to the south
- Primary Advantages**
- Reduced, stepping mass that responds to topography
 - Clear expression of forms
 - Generous open space at pedestrian levels



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STREET AND PODIUM LEVEL LANDSCAPE PLAN



generous planter w/ walkoff



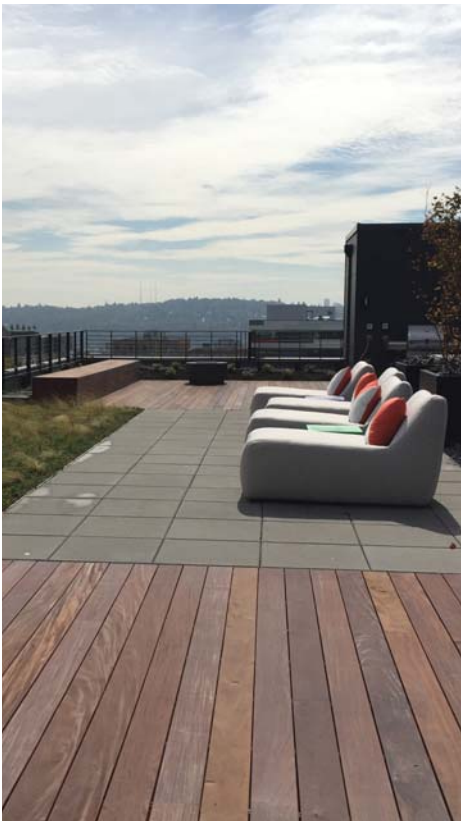
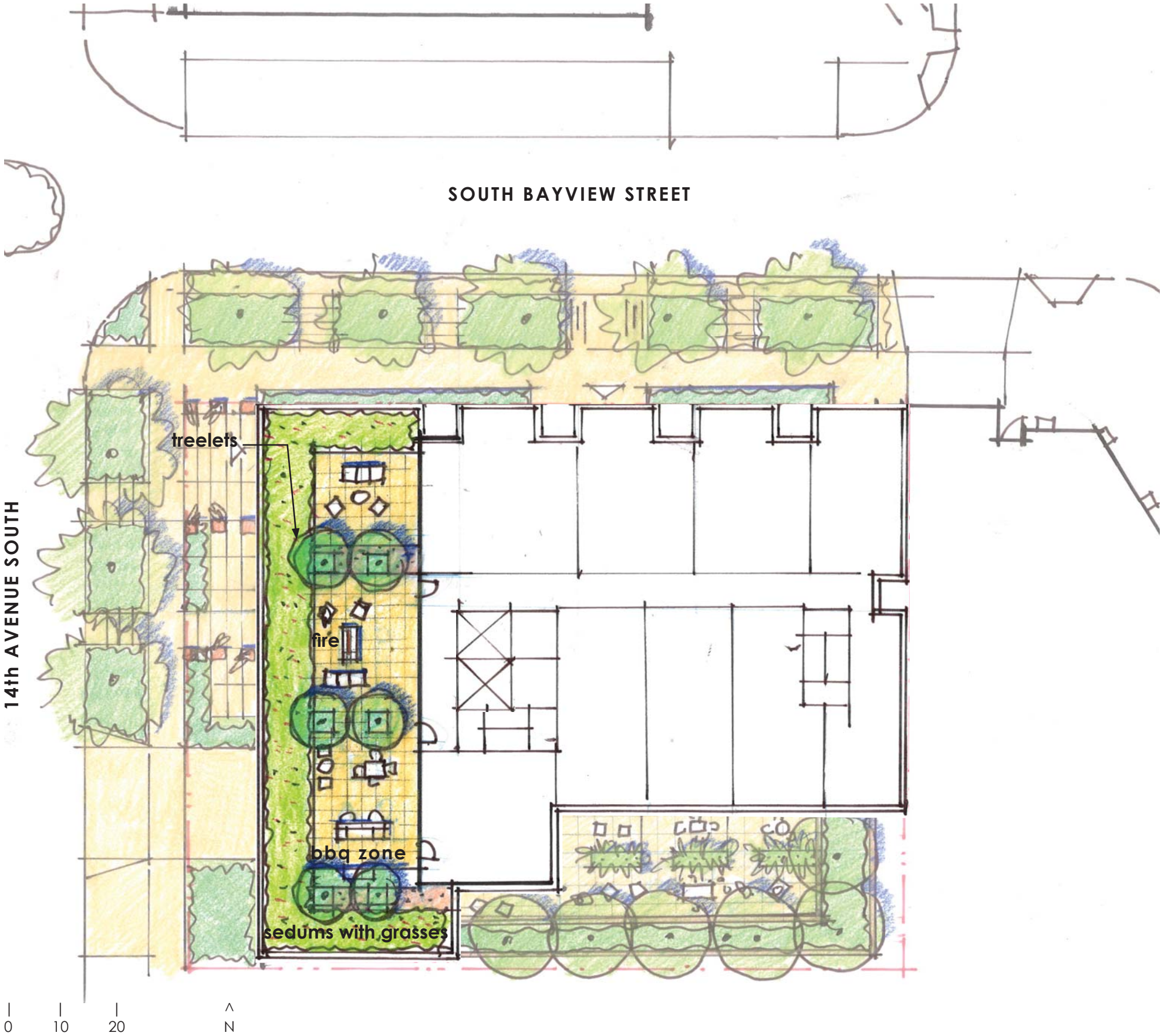
at grade bioretention planter



entry with seat cubes



kids play terrace



narrow but generous terrace



fire and killer view



sedums with grasses



treelets

POTENTIAL DEVELOPMENT DEPARTURES

The proposed project will be a seven-story, apartment building approximately 65-feet in height and approximately 60,700-sf, including the below grade level. The building will contain 79 residential apartment units, resident lobby and amenity spaces, an outdoor landscaped terrace and roof deck, on-site leasing office, street level commercial space, in-structure resident parking for 23 vehicles, and a below-grade level for building services and storage.

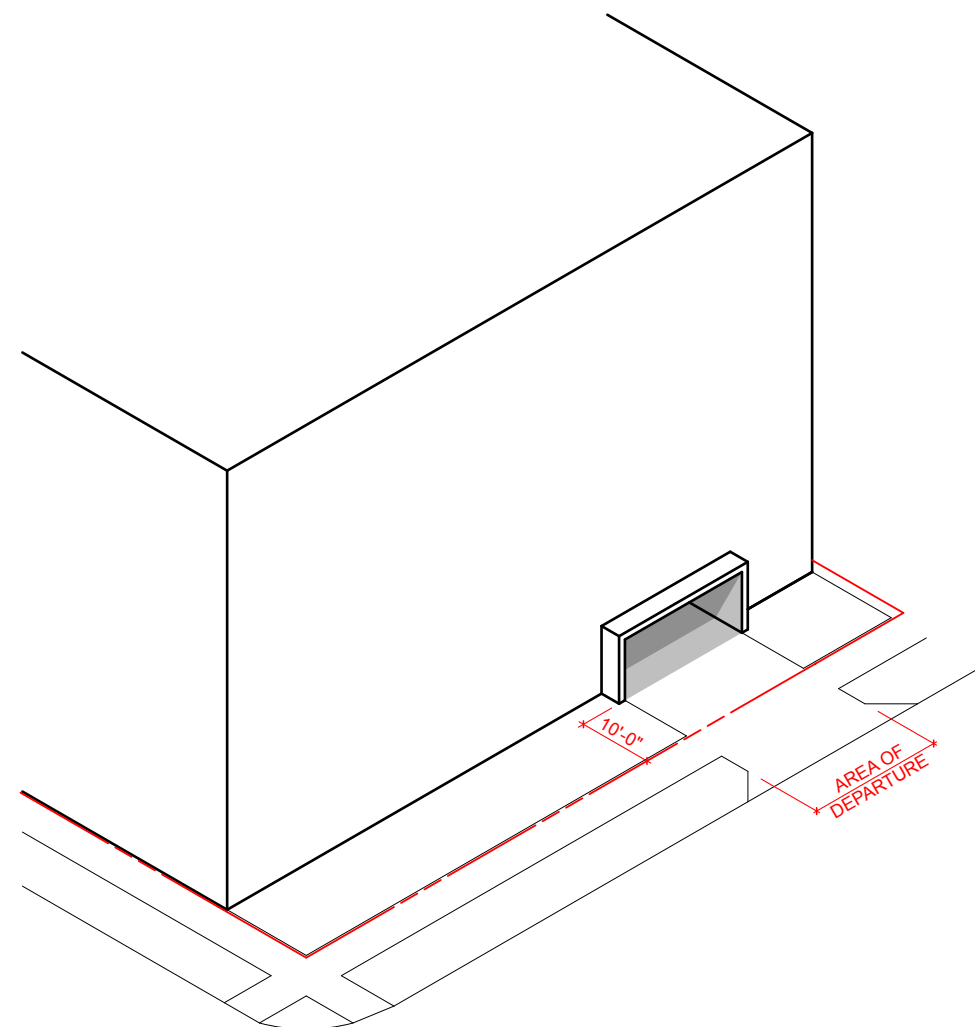
The project development objectives are as follows:

- Provide a high quality living environment for residents convenient to work, leisure and recreation
- Provide a lively environment for urban residents, including accommodations for retail and/or restaurants
- Develop pedestrian-oriented design to benefit the neighborhood:
 - Widen sidewalks
 - Strengthen the street edge with an appropriately scaled facade
 - Create vibrant and transparent street level façades
 - Plant street trees to buffer traffic
- Be a good neighbor. This will inform the project in terms of:
 - Commercial level streetscape design
 - Landscape design & material selection
 - Exterior lighting design
 - Parking access
 - Trash & recycling storage

The following Development Departures have been identified as potentially necessary to achieve the preferred design alternate. If the board indicates their willingness to consider the departures, additional study and refinement of the design will be conducted in advance of the Design Recommendation meeting.

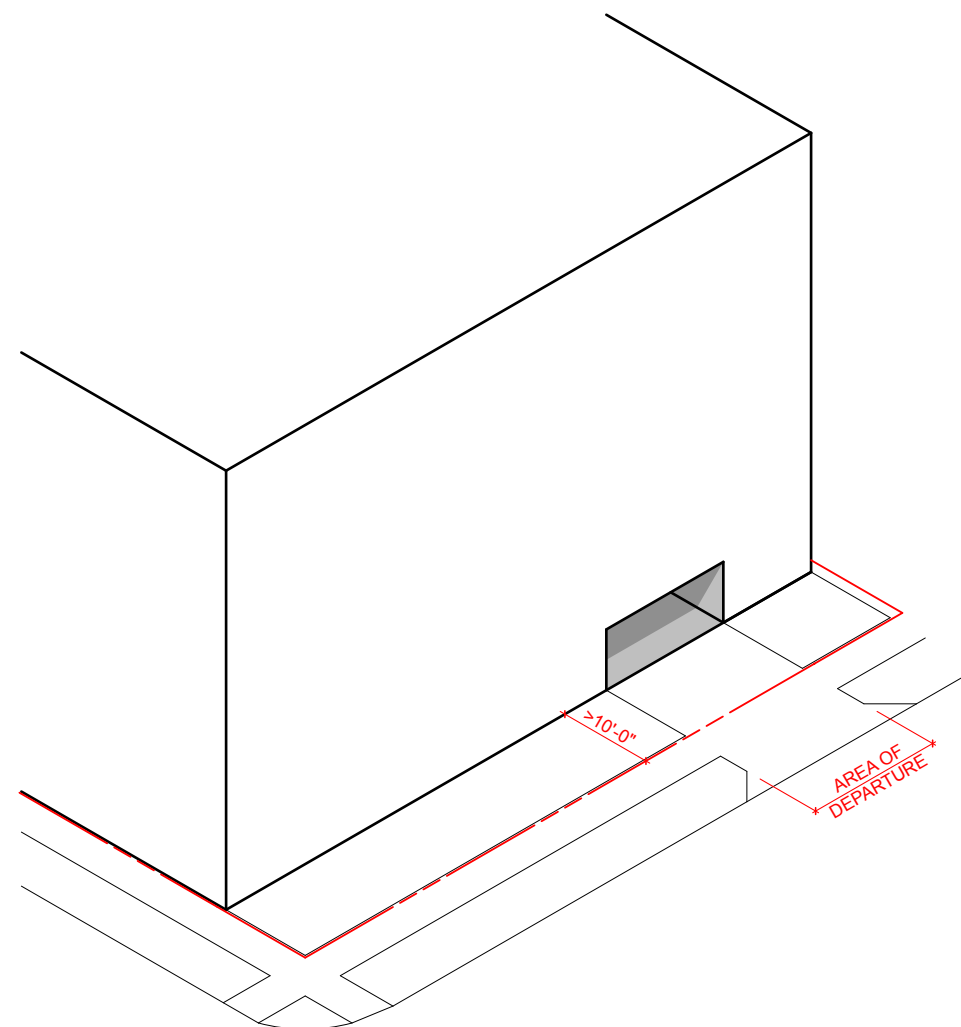
DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
1 23.47A.008.A3. Street Level Development Standards Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.	Request to depart from the requirement for the street-level street-facing facade to be located within 10-feet of the street lot line where no approved landscaping or open space is provided the parking garage entrance & driveway.	Neighborhood Conditions: The existing buildings along 14th Ave S setback 10-feet to 15-feet from the street lot line providing a urban pattern of "front yards". In addition to this, 14th Ave S has been identified as the preferred access to parking. -A project goal is to enhance the pedestrian environment and residential character along 14th Ave S. Setting back allows for a generous "front yard" space. Allowing the garage entrance to setback consistent with the rest of the building maintains design integrity.
2 23.47A.014.B.1 Setback Requirements A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15-feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot.	Request to depart from the 15-foot triangular setback at street level.	Neighborhood Conditions: Setbacks at the corner between residential lots are to maintain access to light, air, and view. -A project goal is to enhance the pedestrian environment along S Bayview St and 14th Ave S. The topographic constraints combined with the preferred location of parking access limit the resulting program and use distribution. The preferred solution maximizes active and public program, space, and landscaping.
3 23.47A.014.B.3 Setback Requirements For a structure containing residential use, a setback is required along any rear or side lot line that abuts a lot in a residential zone as follows: a. 15-feet for portions of structures above 13-feet in height to a maximum of 40-feet b. For each portion of a structure above 40-feet in height, additional setback at the rate of 2-foot of setback for every 10-feet in height above 40-feet	Request to depart from the setbacks required between 13-feet in height and the top of structure for approximately 36-feet of the proposed building along the south property line.	Neighborhood Conditions: The purpose of this setback is to provide access to light, air, and views for neighboring properties. The existing buildings along 14th Ave S setback 10-feet to 15-feet from the street lot line providing a urban pattern of "front yards". Additionally, the windows of the neighboring structure have been surveyed to confirm no windows conflict with the location of this departure. -A project goal is to enhance the pedestrian environment and residential character along 14th Ave S. Building within this setback allows the building to setback from 14th Ave S for a generous "front yard" space consistent with the neighboring buildings. This also provides the opportunity to step the building mass down closer to 14th Ave S.

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
1 23.47A.008.A3. Street Level Development Standards Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.	Request to depart from the requirement for the street-level street-facing facade to be located within 10-feet of the street lot line where no approved landscaping or open space is provided the parking garage entrance & driveway.	Neighborhood Conditions: The existing buildings along 14th Ave S setback 10-feet to 15-feet from the street lot line providing a urban pattern of "front yards". In addition to this, 14th Ave S has been identified as the preferred access to parking. -A project goal is to enhance the pedestrian environment and residential character along 14th Ave S. Setting back allows for a generous "front yard" space. Allowing the garage entrance to setback consistent with the rest of the building maintains design integrity.



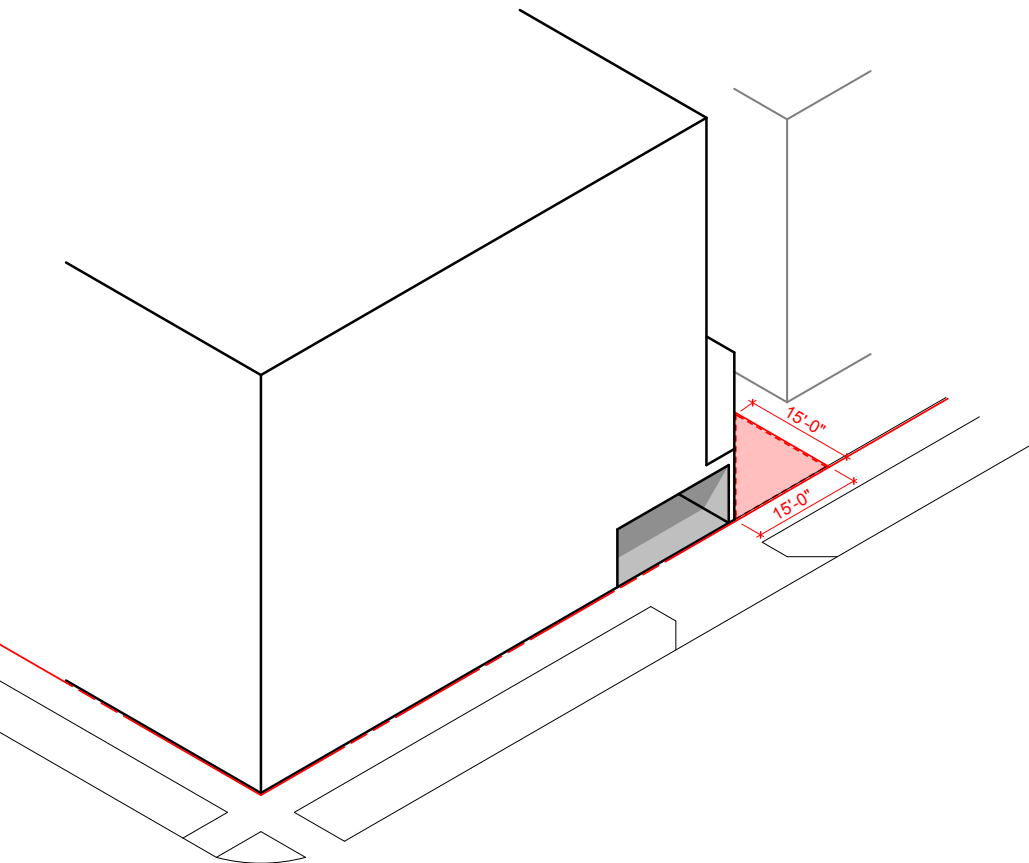
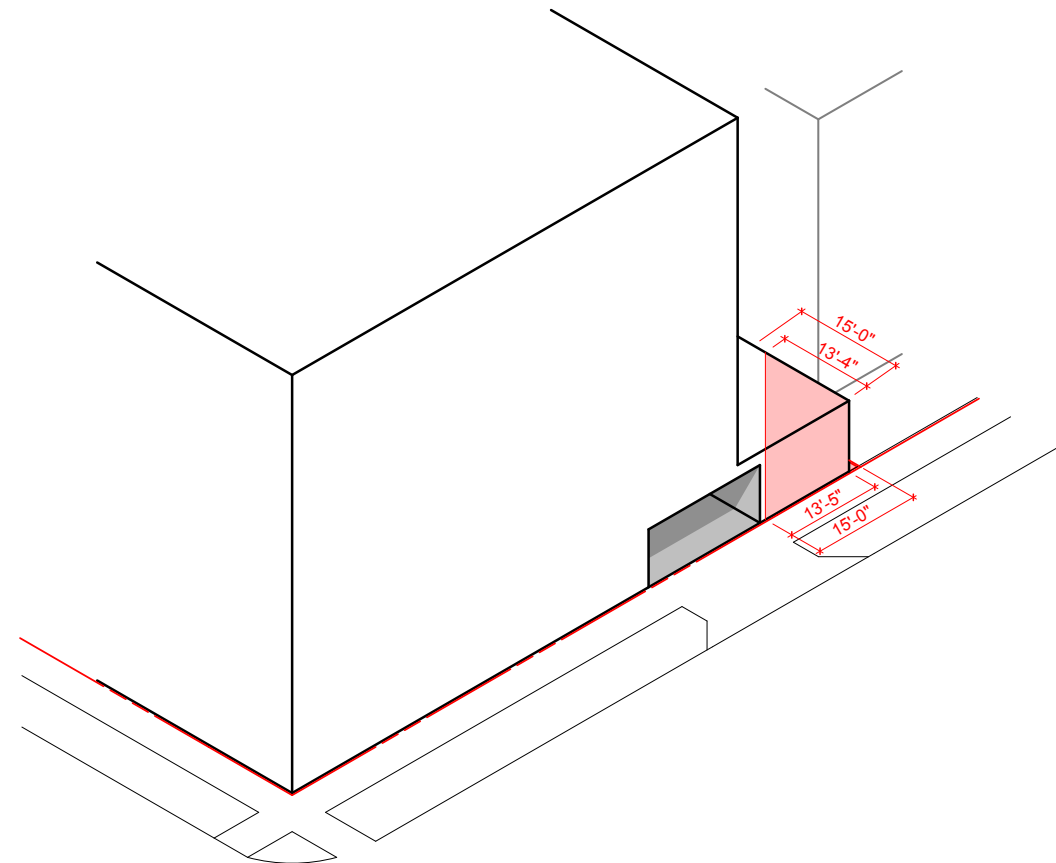
Code Compliant Condition

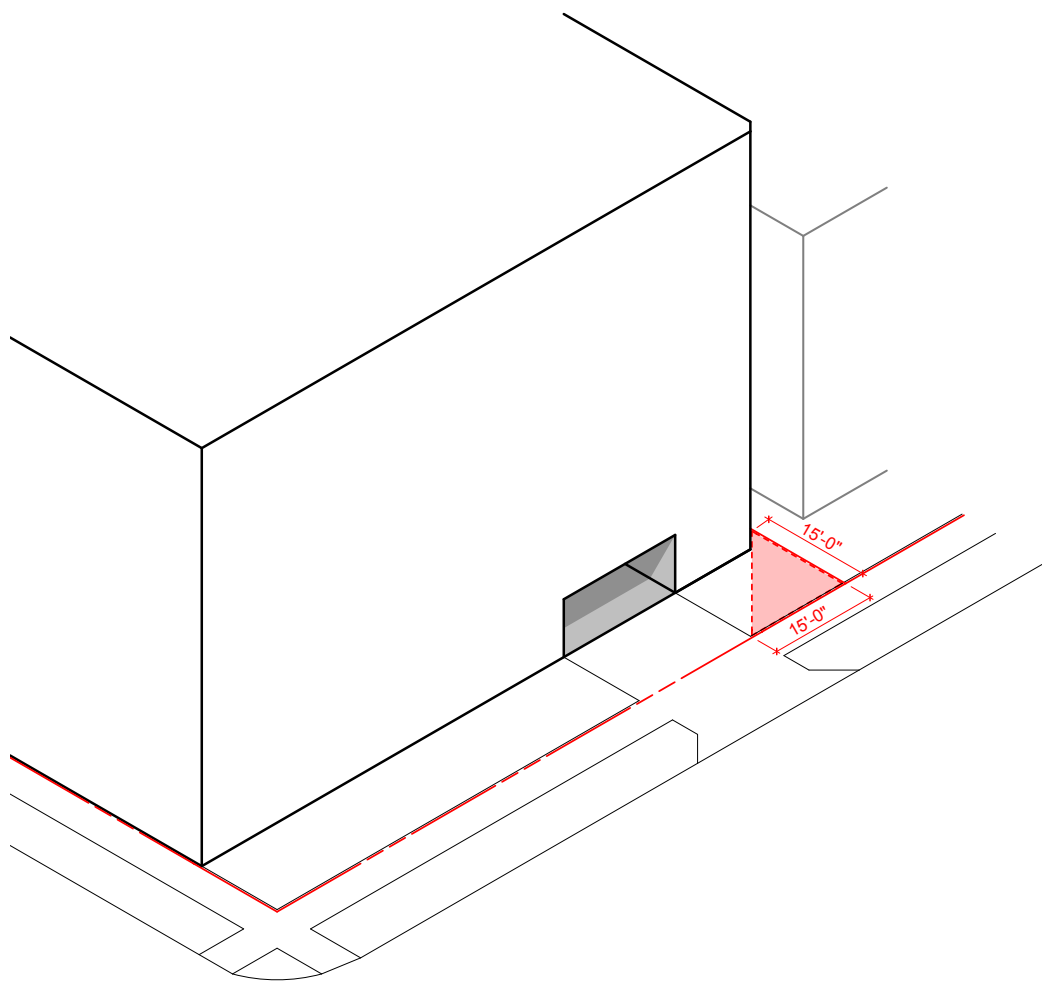
Illustrating compliant street-level street-facing facade



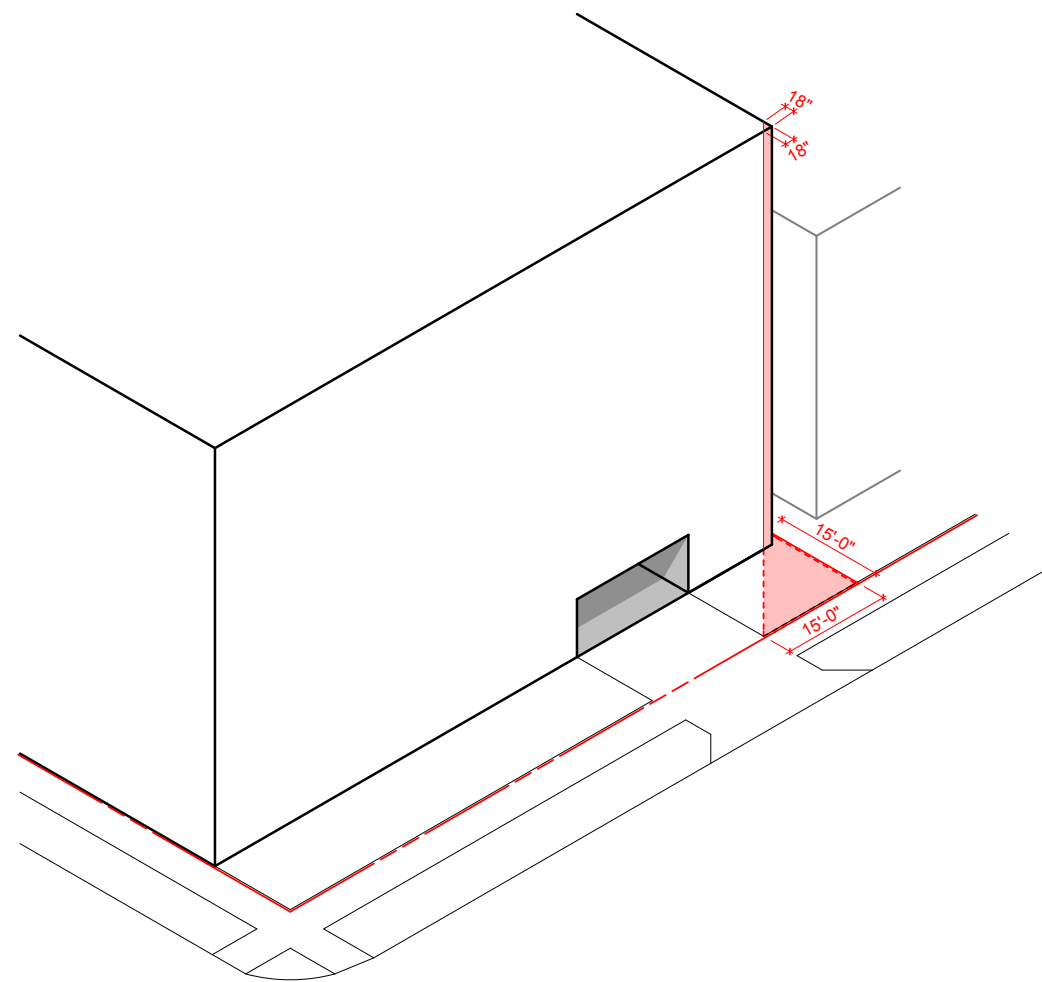
Requested Departure

Illustrating request for departure to create a safe, consistent, and well-design facade.

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>2 23.47A.014.B.1 Setback Requirements</p> <p>A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15-feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot.</p>	<p>Request to depart from the 15-foot triangular setback at street level.</p>	<p>Neighborhood Conditions: Setbacks at the corner between residential lots are to maintain access to light, air, and view.</p> <p>-A project goal is to enhance the pedestrian environment along S Bayview St and 14th Ave S. The topographic constraints combined with the preferred location of parking access limit the resulting program and use distribution. The preferred solution maximizes active and public program, space, and landscaping.</p>
		
<p>Code Compliant Condition (Option 2)</p> <p>Illustrating compliant setback at property line corner.</p>		<p>Requested Departure (Option 2)</p> <p>Illustrating request for departure to create a consistent and well-design facade.</p>

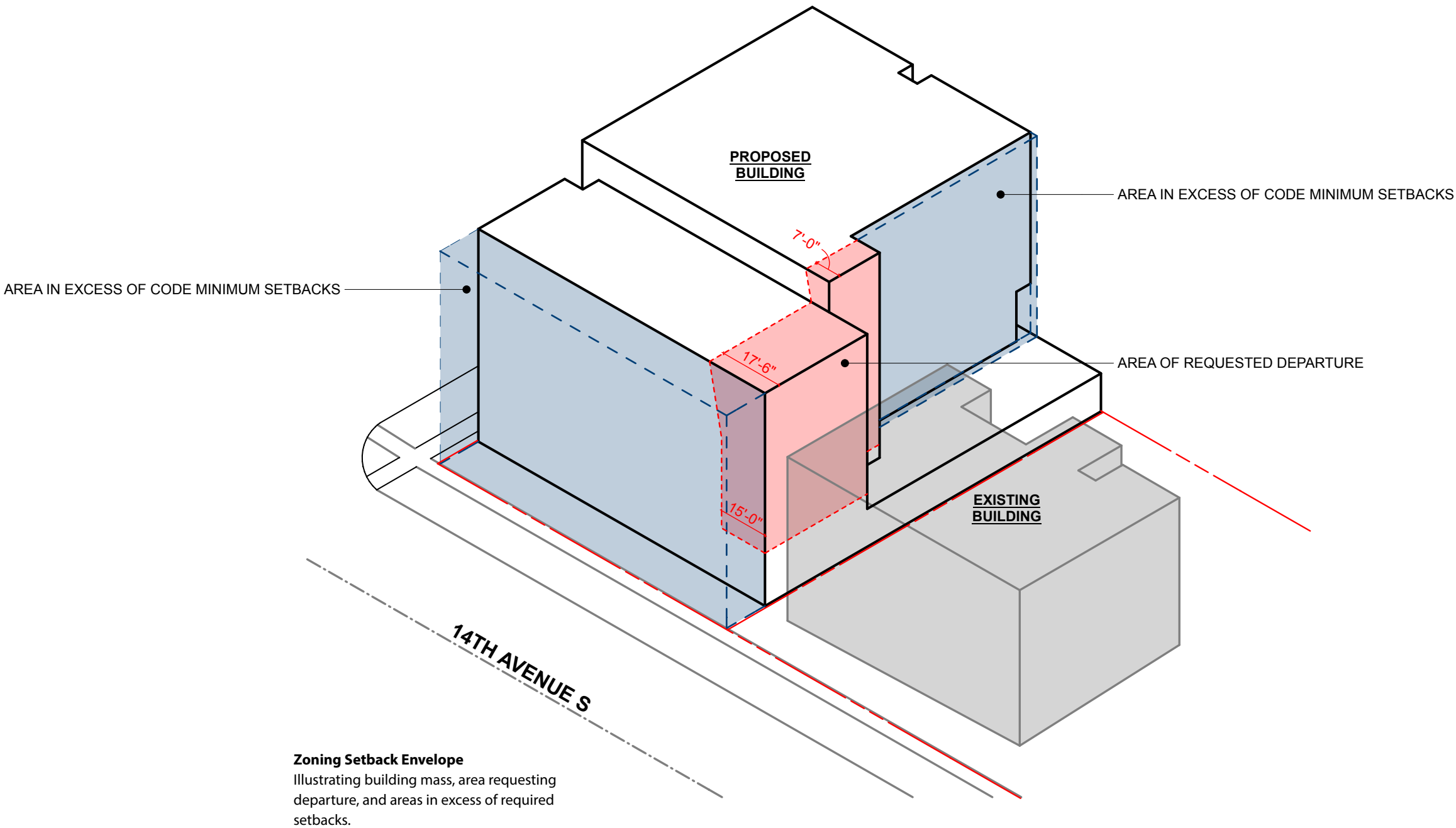


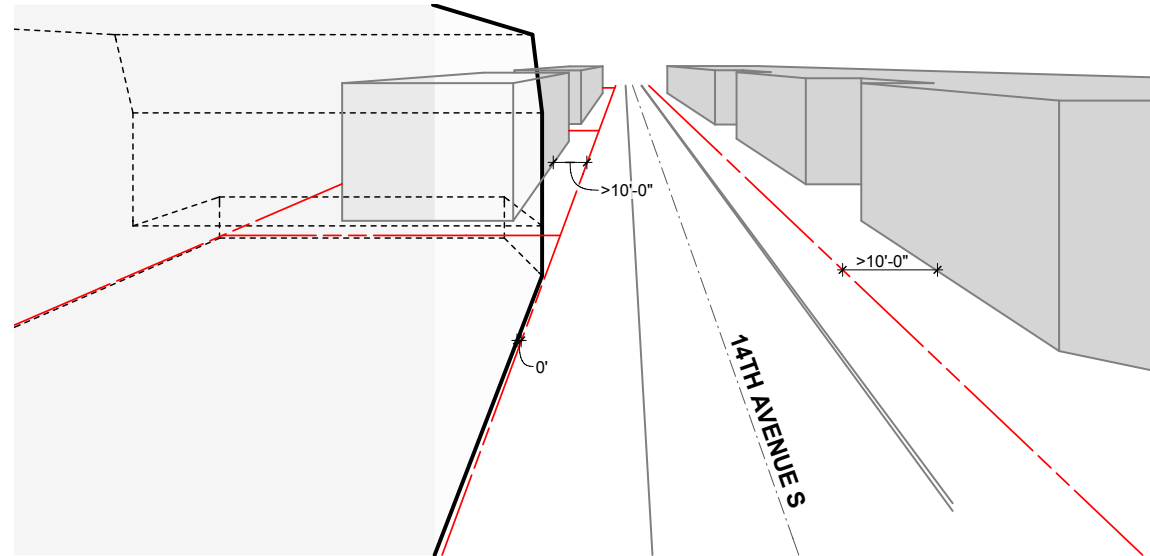
Code Compliant Condition (Option 3)
 Illustrating compliant setback at property line corner.



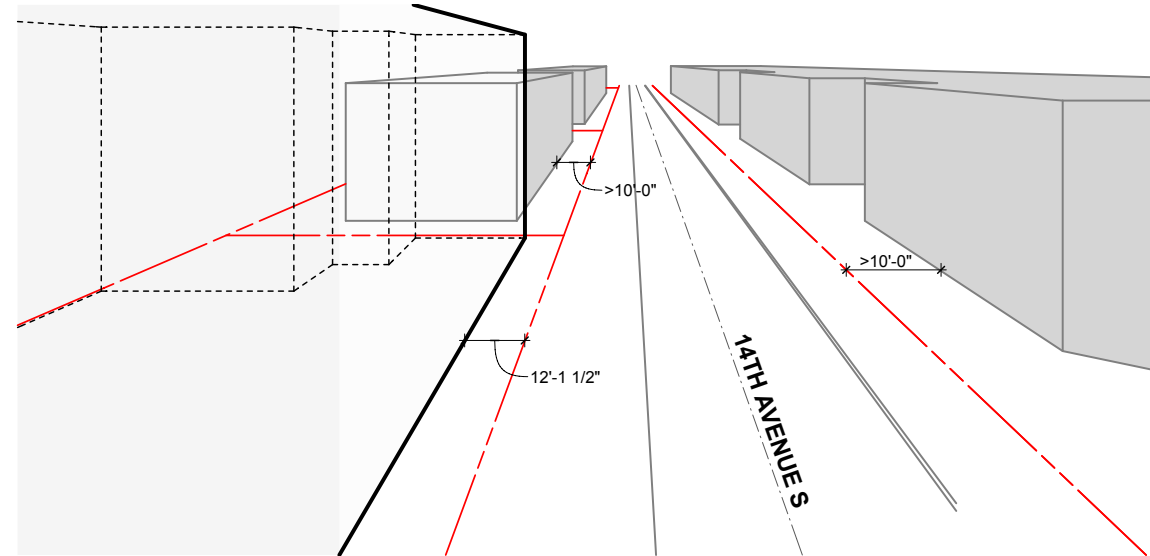
Requested Departure (Option 3)
 Illustrating request for departure to create a consistent and well-design facade.

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>3 23.47A.014.B.3 Setback Requirements</p> <p>For a structure containing residential use, a setback is required along any rear or side lot line that abuts a lot in a residential zone as follows:</p> <p>a. 15-feet for portions of structures above 13-feet in height to a maximum of 40-feet</p> <p>b. For each portion of a structure above 40-feet in height, additional setback at the rate of 2-foot of setback for every 10-feet in height above 40-feet</p>	<p>Request to depart from the setbacks required between 13-feet in height and the top of structure for approximately 36-feet of the proposed building along the south property line.</p>	<p>Neighborhood Conditions: The purpose of this setback is to provide access to light, air, and views for neighboring properties. The existing buildings along 14th Ave S setback 10-feet to 15-feet from the street lot line providing a urban pattern of "front yards". Additionally, the windows of the neighboring structure have been surveyed to confirm no windows conflict with the location of this departure.</p> <p>-A project goal is to enhance the pedestrian environment and residential character along 14th Ave S. Building within this setback allows the building to setback from 14th Ave S for a generous "front yard" space consistent with the neighboring buildings. This also provides the opportunity to step the building mass down closer to 14th Ave S.</p>

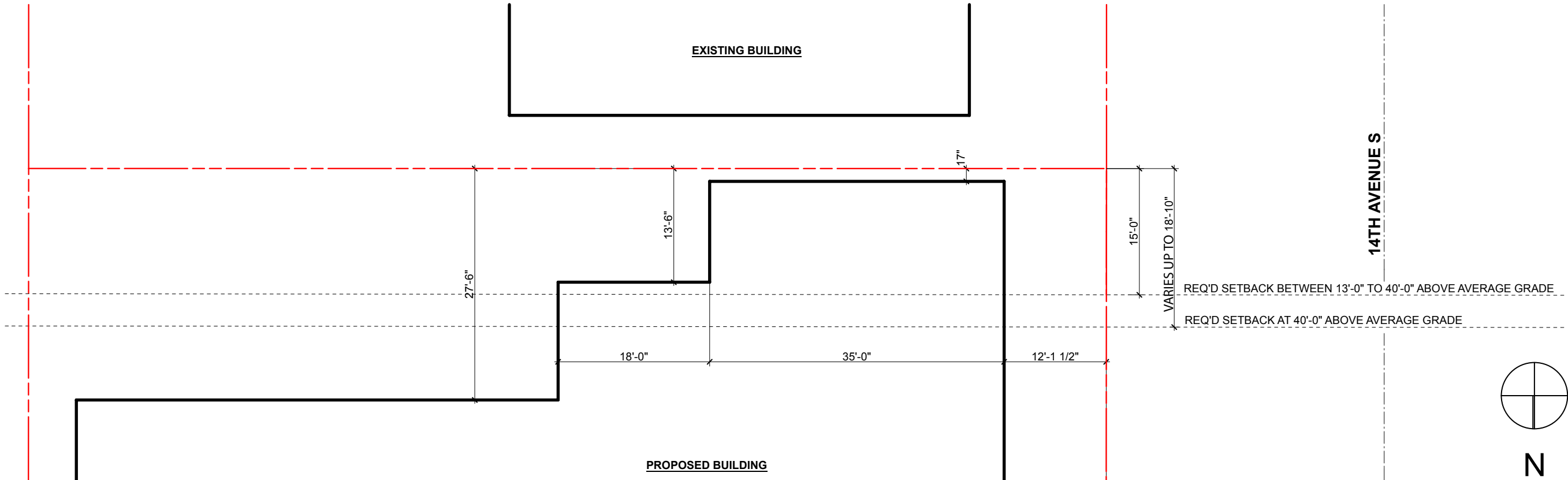




Code Compliant Condition
Illustrating compliant property line setback.



Requested Departure
Illustrating request for departure to create a building mass consistent with the neighborhood and urban pattern.



Requested Departure Relationship to Neighboring Structure
 Illustrating relationship and window locations of the neighboring building.

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DESIGN GUIDELINE SUMMARY

SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
CS1 Natural Systems and Site Features <i>Use natural systems and features of the site and its surroundings as a starting point for project design.</i>		
C2 Topography Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.		The preferred option investigates using the topography of the site to propose a stepped building mass.
CS2 Urban Pattern and Form <i>Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.</i>		
B2 Location in the City and Neighborhood, 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 site is located at the corner of S Bayview St and 14th Ave S - a corner that transitions from the commercial character of Beacon Ave S to the residential character of the blocks east and west of it. To respond to this transition the building mass provides a strong street edge along S Bayview with street-level retail and commercial landscape design. Along 14th Ave S, the building mass is set back to provide a residential character "front yard" and the residential entrance is located on this side of the building.
B3 Location in the City and Neighborhood, Character of Open Space Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).		Setting back the building from 14th Ave S provides ample opportunity for green space, open space, and pedestrian amenities.
C1 Relationship to the Block Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.		The building mass has been carefully studied to provide a strong corner form but sets back, providing a pedestrian plaza at the corner and residential street.
D3 Height Bulk and Scale, 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.		See response to North Beacon Hill Supplemental Guidance below.
North Beacon Hill Supplemental Guidance	Height, Bulk and Scale Compatibility Much of the North Beacon Hill business district is zoned for 65-foot tall mixed-use buildings. Most of the existing commercial structures in the area are one- and two-stories adjacent to single-family houses. Large, monolithic buildings are discouraged. Proper consideration of the scale, massing and detail of individual buildings will contribute to a project’s compatibility with surrounding residential areas and a satisfying public environment. Consider methods and techniques in the design of new developments to make the height, bulk, and scale compatible.	The project site has a Zone Edge Transition condition along the south and west edge at the property line and public rights-of-way. The project provides a thoughtful transition thru stepped massing and "front yard" set back along 14th Ave S. The setback along 14th Ave S provides an active pedestrian landscape that increases the ground level setback and provides substantial landscaping. Additionally, the building massing, design of secondary elements, and arrangement of interior uses is meant to modulate the facade and minimize blank walls.

SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
CS3 Architectural Context and Character <i>Contribute to the architectural character of the neighborhood</i>		
	A4 Emphasizing Positive Neighborhood Attributes, 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	The neighborhood surrounding the project site is in transition, with some adjacent sites under design, undeveloped, or not developed to their potential, particularly to the east and south. As more development occurs in the area, the character will evolve. The street-level design anticipates continued pedestrian activity in both the residential neighborhoods and retail areas. The building design is looking to the future activity of the neighborhood but is restrained in its mass, programming, and character.
North Beacon Hill Supplemental Guidance	Architectural Context New buildings proposed for existing neighborhoods should be compatible with, or complement the architectural character and siting pattern of neighboring buildings. New developments are encouraged to pay special attention to neighboring historic buildings, i.e. Pacific Medical Building and Fire Station 13. New developments can be more compatible with their neighbors by addressing the historic building's character through its details and/or architectural traits while remaining autonomous in stature.	The building mass is designed to be respectful of the neighborhood zones and zone transition. The setback along 14th Ave S continues the existing siting character and siting pattern of the street. As the project is developed, the architectural character and details will be further refined to compliment the historic character of the neighborhood.
PL1 Connectivity <i>Complement and contribute to the network of open spaces around the site and the connections among them</i>		
	A2 Network of Open Spaces Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.	See response to North Beacon Hill Supplemental Guidance below.
North Beacon Hill Supplemental Guidance	Residential Open Space Incorporate quasi-public open space into new residential development or redevelopment with special focus on corner landscape treatments and courtyard entries.	The expanded setback along 14th Ave S seeks to enhance the pedestrian environment with both the size and quality of open space. The setback will allow for wider sidewalks, plaza areas, trees, art, and landscaping.
PL2 Walkability <i>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features</i>		
	B3 Safety and Security, Street-level Transparency Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening	The street level, particularly at 14th Ave S and S Bayview St, is designed for transparency to provide eyes on the street from the commercial spaces, and residential amenity spaces.
North Beacon Hill Supplemental Guidance	Streetscape Compatibility Retain or increase the width of sidewalks wherever feasible with consideration for bicycles creating a more comfortable environment for pedestrians and bicyclists.	The project considers the future enhancement of 14th Ave S as a green way and provides an improved bicyclist environment. The setback and open spaces provides clear sight lines for safety. The programming of the building locates the bicycle amenity space and parking along this area as well, further relating the building design to the context.
PL3 Street-Level Interaction <i>Encourage human interaction and activity at the street-level with clear connections to building entries and edges</i>		
	C1 Retail Edges 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.	The entrances are located toward either end of the site where this is opportunity to increase visual connection between inside and outside through the hardscape design. The entrance to the retail space is designated to the more commercial street, S Bayview St, and will be clearly identifiable through material, details, and signage. The entrance to the residences is located on the more residential side of the building, 14th Ave S.

SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
North Beacon I, v Hill	Human Activity	The window heights and widths are being studied along the street-level to provide maximum size and transparency and operability for increased connection between inside and outside.
Supplemental Guidance	Maximize window widths and heights along sidewalk face of buildings to create an inviting and interactive atmosphere between indoor and outdoor activities.	
PL4 Active Transportation <i>Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit</i>		
	B2 Planning Ahead for Bicyclists, 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.	The project considers the future enhancement of 14th Ave S as a green way and provides an improved bicyclist environment. The setback and open spaces provides clear sight lines for safety. The programming of the building locates the bicycle amenity space and parking along this area as well, further relating the building design to the context.
	B3 Planning Ahead for Bicyclists, 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.	
DC1 Project Uses and Activities <i>Optimize the arrangement of uses and activities on site</i>		
	A4 Arrangement of Interior Uses, View 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	Commercial retail or potentially a restaurant and common-use residential amenity space are located on S Bayview St and 14th Ave S, respectively. Locating the commercial retail along S Bayview St provides proximity to the most pedestrian activity. In part, due to the proposed setback along 14th Ave S locating the residential amenity space at 14th Ave S provides proximity to additional outdoor landscaped area.
DC2 Architectural Concept <i>Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings</i>		
	A1 Massing, 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	The massing of Option 3 is divided in to two distinct forms using the circulation corridor as a translucent "gasket". The building is then stepped as it moves west, down the slope of S Bayview St. Finally, the mass is undercut to, in effect, break down the perceived mass of the building and respond to the unique topographic character of the site.
	A2 Massing, 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.	
	B1 Architectural and Facade Composition, Facade Composition Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.	The primary facades along S Bayview St and 14th Ave S will use alignments of the stacking units to provide subdued pattern and scale to each facade. As the design progresses balconies will be further researched as elements to develop the facade.
	C1 Secondary Architectural Features, Visual Depth and Interest Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.	The primary facades along S Bayview St and 14th Ave S will use alignments of the stacking units to provide subdued pattern and scale to each facade. As the design progresses balconies will be further researched as elements to develop the facade. The entirety of the building will be treated with attention to detail and consistency - further development and detailing forthcoming as the project progresses.
		As the design progresses further these guidelines will help inform the material selection and subsequent detailing.

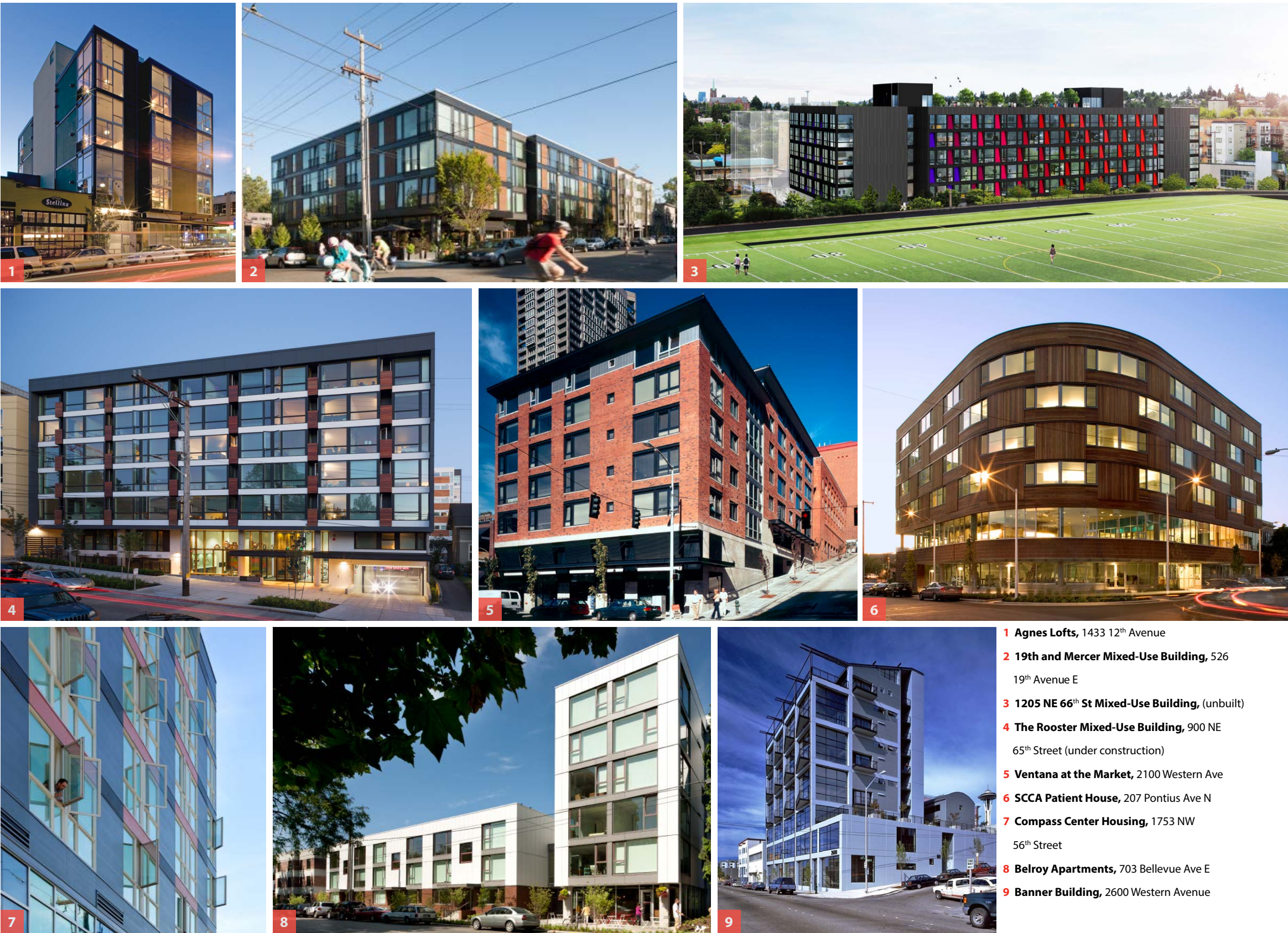
SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
	<p>D1 Scale and Texture, Human Scale</p> <p>Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall 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.</p>	
	<p>North Beacon II, i Architectural Concept and Consistency</p> <p>Hill New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially</p> <p>Supplemental Guidance important in NC-65'-zoned areas. Mixed-use buildings are encouraged to create a building base that orients to the street and/or defines public space. This can be achieved by building the ground floor commercial level, and possibly one more level, out to the front property line.</p>	
	<p>North Beacon II, Architectural Concept and Consistency</p> <p>Hill ii Establish a building's overall appearance on a clear and pleasing set of proportions. A building should exhibit a sense of order. The</p> <p>Supplemental Guidance use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept.</p>	
<p>DC3 Open Space Concept</p> <p><i>Integrate open space design with the design of the building so that each complements the other</i></p>		
	<p>C1 Open Space Uses and Activities, Reinforce Existing Open Space</p> <p>Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept, where appropriate, that other projects can build upon in the future.</p>	<p>A range of residential amenity spaces are proposed for the project: a roof patio with barbeques within a green roof garden, a residential amenity space with outdoor spill out space, and a grand main entrance lobby.</p>
<p>DC4 Exterior Elements and Finishes</p> <p><i>Use appropriate and high-quality elements and finishes for the building and its open spaces</i></p>		
	<p>A1 Building Materials, Exterior Finish Materials</p> <p>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</p> <p>D4 Trees Landscape and Hardscape Materials, Place Making</p> <p>Create a landscape design that helps define spaces with significant elements such as trees</p>	<p>As the project is developed further these guidelines will influence façade finishes and landscape choices.</p>
	<p>North Beacon I, i Exterior Finish Materials</p> <p>Hill Brick and stone are the most common surface treatment in the commercial areas and are strongly encouraged. To the left are some</p> <p>Supplemental Guidance examples of bricks and stone used on Beacon Hill.</p>	

REPRESENTATIVE PROJECTS

Weinstein A+U is recognized as one of the Northwest’s leading design firms and has continually demonstrated design excellence on a broad array of projects for State, City, Federal, private, and not-for-profit clients. We are passionate about our city and the shaping of its urban neighborhoods through the integration of architecture and urban design is central to our practice.

Well-designed and thoughtful urban housing is a special concern of ours, and we have worked aggressively to advance the expectations of mixed-use projects in Seattle, both technically and aesthetically. While each project presents very specific challenges, a number of recurring themes inform much of our work and form the basis of our approach to housing design:

- All of our buildings are situational and are inseparable from their sites. They sit comfortably amongst their established neighbors, drawing from established precedents while looking to the future
- Well-designed unit plans are essential to the success of a housing project. While the functionality of each unit type is important, the organization of units across a floor plate and their influence on building elevations is equally important
- Appropriately located and proportioned open space is a significant design determinant for most mixed-use and urban housing projects
- We avoid arbitrary façade embellishment. Instead we utilize the organization of individual units and their aggregation to establish the pattern and rhythm of multi-family facades that is furthered informed by site organization and orientation. Plans correlate to elevations and variation occurs within an established system
- The constrained budgets for typical mixed-use projects demand careful consideration of a project’s primary orientation and configuration to provide cost effective sustainable design strategies
- The scale and proportion of new mixed-use buildings must address, but need not directly reflect, those of adjacent structures. Plan, section, and elevation strategies should be integrated to provide a comprehensible “read” of the building’s composition and organization



- 1 Agnes Lofts, 1433 12th Avenue
- 2 19th and Mercer Mixed-Use Building, 526 19th Avenue E
- 3 1205 NE 66th St Mixed-Use Building, (unbuilt)
- 4 The Rooster Mixed-Use Building, 900 NE 65th Street (under construction)
- 5 Ventana at the Market, 2100 Western Ave
- 6 SCCA Patient House, 207 Pontius Ave N
- 7 Compass Center Housing, 1753 NW 56th Street
- 8 Belroy Apartments, 703 Bellevue Ave E
- 9 Banner Building, 2600 Western Avenue

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