AEGIS CARKEEK PARK

EARLY DESIGN GUIDANCE
12.04.2017
SDCI #3027225

TABLE OF CONTENTS

PROJECT INFORMATION

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SDCI PROJECT #: 3027225

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DEVELOPMENT OBJECTIVES

Design and develop a 5-story senior living building with 1 story of below grade parking. The basic program includes approximately:

- 96 residential units
- 15,565 SF indoor residential amenity space
- 1,003 SF Street level retail on the corner of 9th Ave and John Street
- 49 below grade parking stalls

PROJECT GOALS

Create a Connected Assisted Living Community; DC1

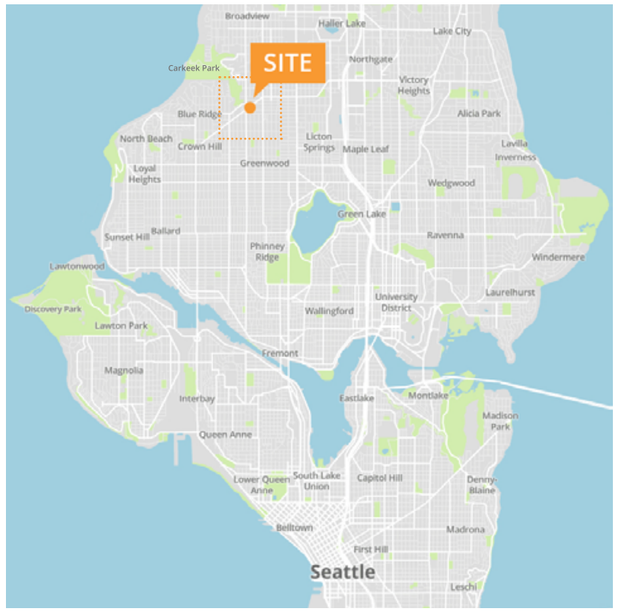
Our community will be a lasting addition to the neighborhood, sustaining older generations of residents for decades to come. Our residents should feel connected to each other, and to their community. Per DC1 our arrangement of gathering spaces are located at the ground floor and maximize connection to the street on a site with challenging grades. Also following DCI 1 our community has a highly visible front entry which invites the community in.

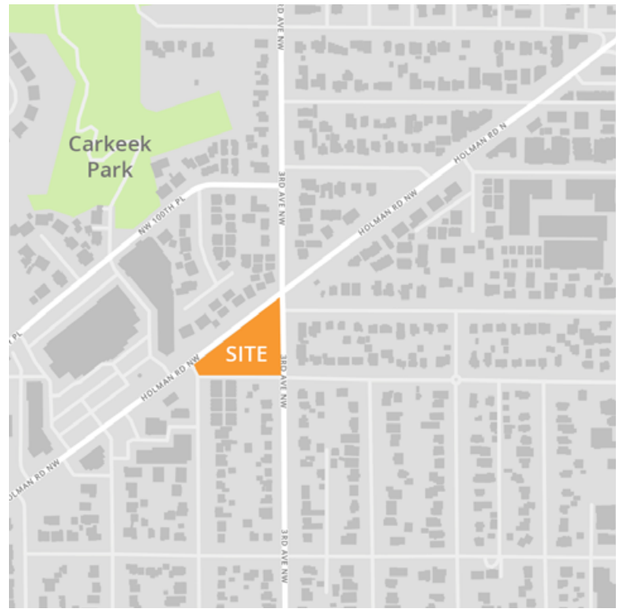
Emphasize the Best Neighborhood Attributes; CS3

Our community will complement the best architectural features of the Greenwood neighborhood and contribute to the character of Holman Road. The immediate vicinity of Holman Road is fairly generic, and so we draw on the characteristic brick and stucco forms and detailing of the Greenwood neighborhood that have stood the test of time and bring those to our design.

Durable, Highly Detailed Materials; DC4

Our community will utilize lasting, high quality and durable materials, especially stone, clay masonry (brick,) and stucco, detailed to be appealing both at a distance and at a human scale. Those materials draw on the built history of the Greenwood neighborhood.





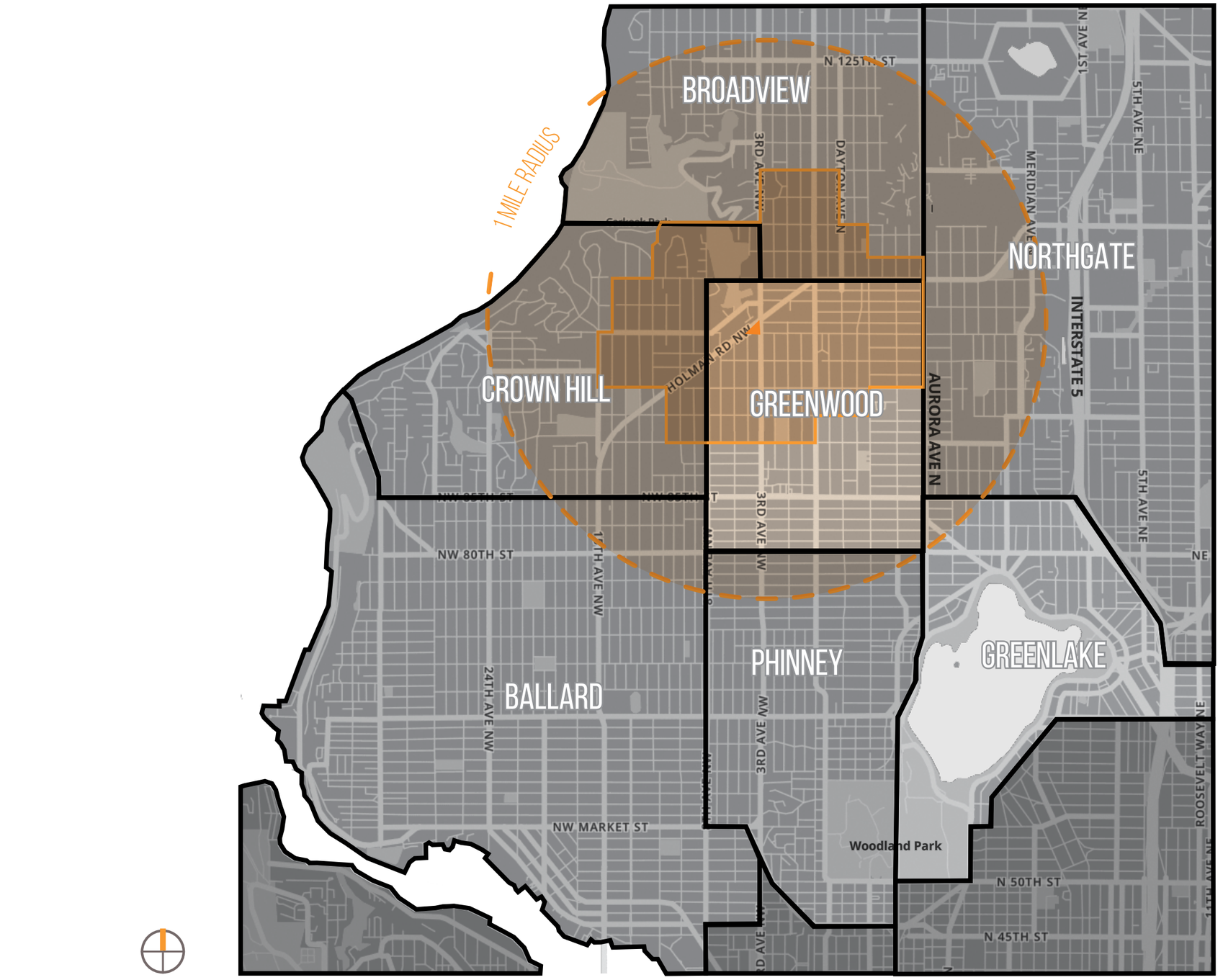
URBAN DESIGN ANALYSIS

NEIGHBORHOOD MAP & WALKABILITY

Situated at the intersection of Holman Road and 3rd Avenue in the Greenwood neighborhood, the site is walking distance from Carkeek park as well as the thriving retail core at Greenwood avenue, and is a short drive from Greenlake or the Northgate mall.

10 MINUTE WALKING ZONE

5 MINUTE DRIVING ZONE



SURROUNDING USES & POINTS OF INTEREST

BUS STOP

PIPER'S CREEK WALKING TRAIL

BIKE LANE

BUS ROUTE

28 BROADVIEW/CARKEEK PARK TO DOWNTOWN SEATTLE
ARRIVING EVERY 48 MINUTES ON AVERAGE

D CROWN HILL TO DOWNTOWN SEATTLE
ARRIVING EVERY 9 MINUTES ON AVERAGE

40 NORTHGATE TO DOWNTOWN SEATTLE
ARRIVING EVERY 12 MINUTES ON AVERAGE

RESIDENTIAL

PARK

PET MEDICAL

COMMERCIAL

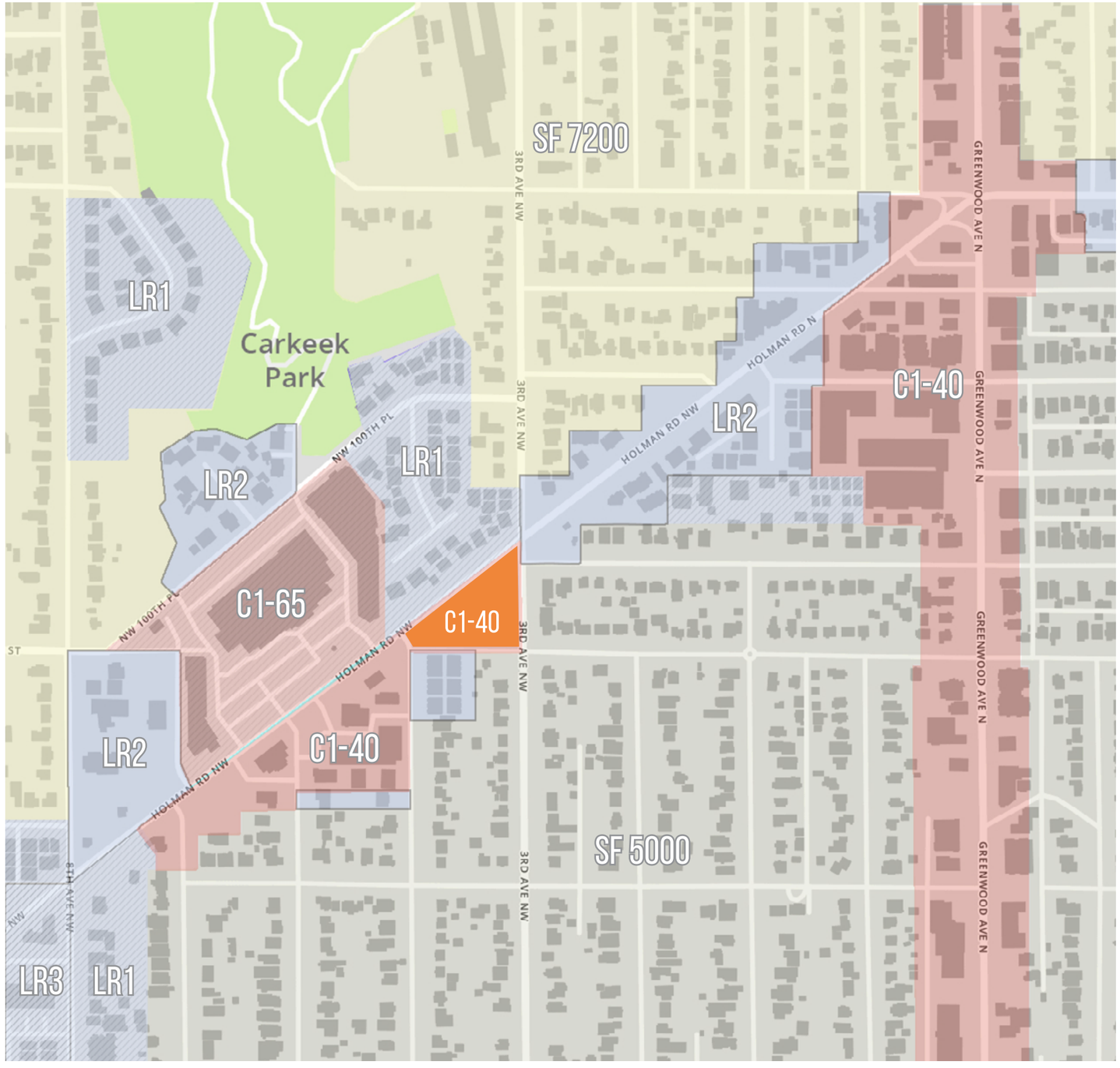
A QFC

B CARKEEK APARTMENTS

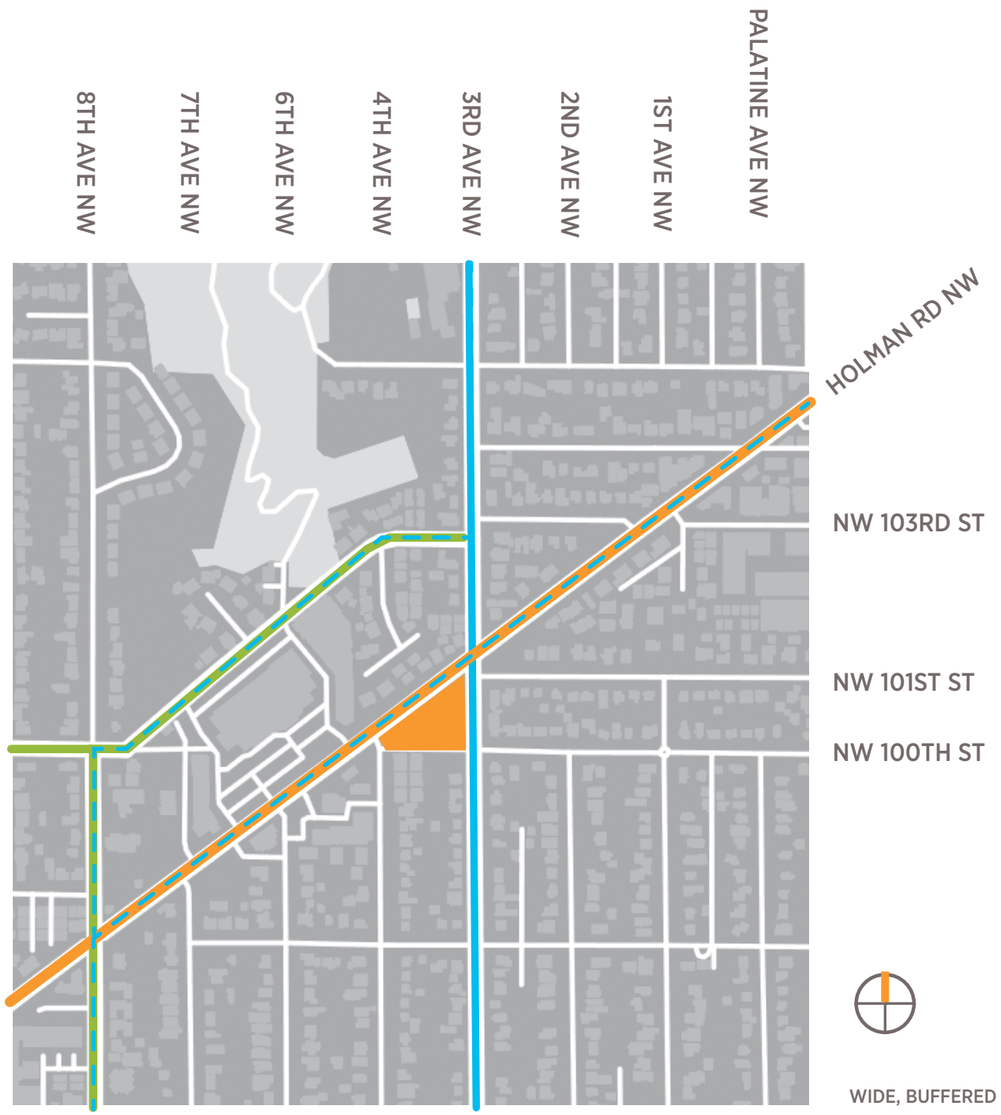
C HOLMAN ROAD SQUARE

ZONING DESIGNATIONS

ZONE	ALLOWED USES & HEIGHTS
SF 5000	Single Family structures on lots no less than 5,000 ft^2 in total area. Typical maximum height of 30 ft.
SF 7200	Single Family structures on lots no less than 7,200 ft^2 in total area. Typical maximum height of 30 ft.
LR1	Transitional multifamily zone allowing roughly one unit per 1,850 ft^2 area. Typical maximum height of 30 ft.
LR2	Offers slightly more density than LR1. Allows roughly one unit per 1,450 ft^2 area. Typical maximum height of 30 ft.
LR3	Accommodates residential growth by allowing roughly one unit per 1,350 ft^2 area. Maximum height of 40 ft.
C1-65	Auto-oriented commercial zone, which must comply with Neighborhood Commercial parking and street-level design restrictions when adjacent to a residential zone. No size limits for most uses. Maximum height 40 and 60 ft, respectively.
C1-40 (SITE)	



STREET DESIGNATIONS & SUGGESTED IMPROVEMENTS



PRINCIPAL ARTERIAL, PEDESTRIAN IMPROVEMENTS ENCOURAGED

MINOR ARTERIAL, PEDESTRIAN IMPROVEMENTS ENCOURAGED

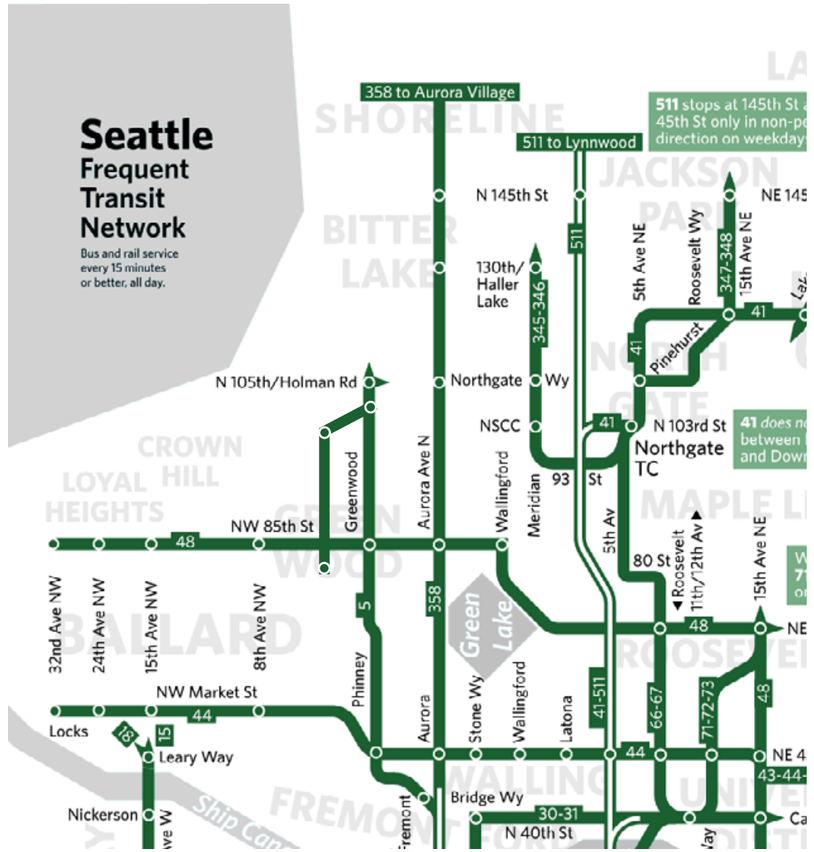
LOCAL COLLECTOR, EXPANDED PEDESTRIAN IMPROVEMENTS ENCOURAGED

DESIGNATED MINOR TRANSIT CORRIDOR

WIDE, BUFFERED SIDEWALKS
WEATHER PROTECTION & LIGHTING
BICYCLE ACCESS

WIDE SIDEWALKS WITH PLANTING STRIPS
STREET TREES, LANDSCAPING, &
SIGNED & STRIPED BICYCLE LANES

WIDE SIDEWALKS WITH PLANTING STRIPS
STREET TREES, LANDSCAPING, &
BENCHES, BUS SHELTERS, & WAYFINDING



SMC 23.54.020.F:

"In multifamily and commercial zones, the minimum parking requirement for all uses (except hospitals) is reduced by 50 percent if the use is located within 1.320 feet of a street with frequent transit service..."

SMC 23.84A.038:

"Transit service is available with headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and 30 minutes or less for at least 18 hours every day."

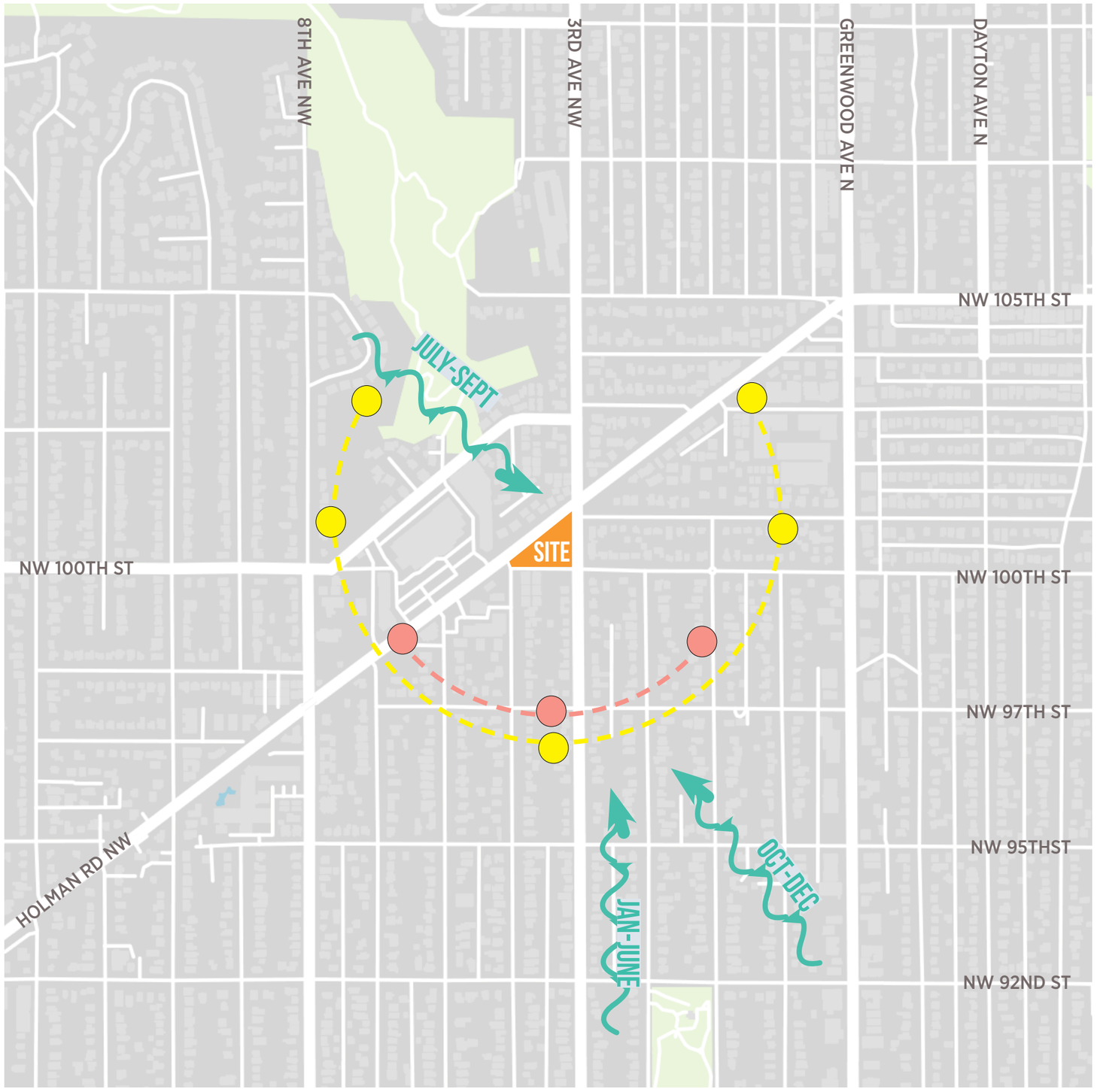
SUN PATH & PREVAILING WINDS

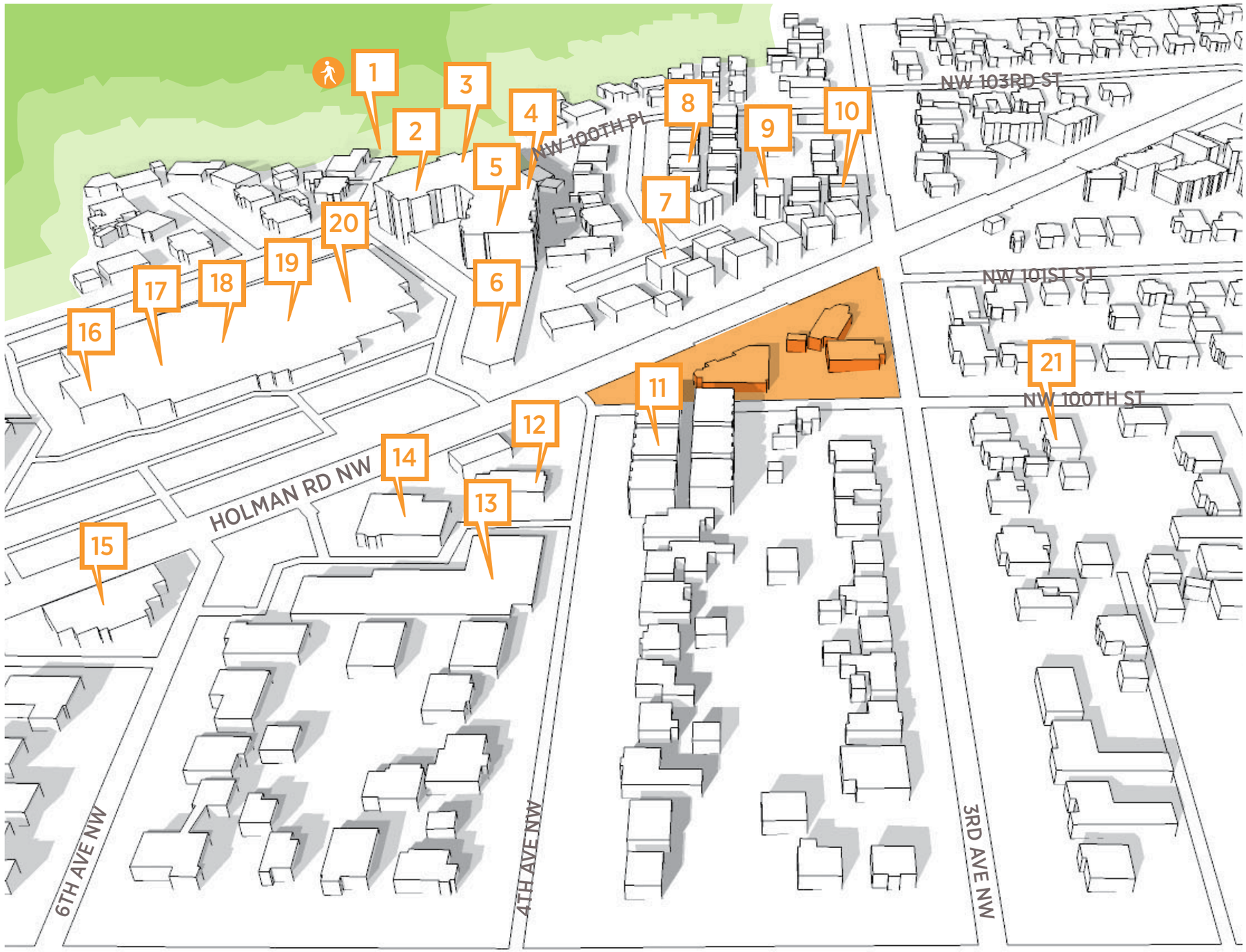
PREVAILING WIND

SOLAR DECLINATION: 23.43 °

21 JUNE 2017: SUNRISE 5:11 AM
SUNSET 9:11 PM
SOLAR ELEVATION @ NOON: 65.73 °

21 DECEMBER 2017: SUNRISE 7:55 AM
SUNSET 4:21 PM
SOLAR ELEVATION @ NOON: 18.99 °





ADJACENT BUILDINGS OF NOTE

1. PIPER'S CREEK TRAILHEAD
2. CURVES WOMEN'S FITNESS
3. CARKEEK PARK PLACE APARTMENTS
4. CARKEEK NAILS
5. CARKEEK HAIR
6. ALL THE BEST PET CARE
7. 10 UNIT TOWNHOME COMPLEX
8. 8 UNIT TOWNHOME COMPLEX
9. 10 UNIT TOWNHOME COMPLEX
10. 12 UNIT TOWNHOME COMPLEX
11. 20 UNIT TOWNHOME COMPLEX
12. SHELL GAS STATION
13. BEST DENTISTRY
14. LUISA'S MEXICAN GRILL
15. CARKEEK PARK VETERINARY HOSPITAL
16. STARBUCKS COFFEE
17. PANDA EXPRESS
18. UNITED STATES POST OFFICE
19. QUALITY FOOD CENTER
20. QFC PHARMACY
21. POSITIVE SPIN POLE DANCE FITNESS

LOCAL MULTIFAMILY HOUSING PRECEDENTS & OTHER CUES FOR DESIGN

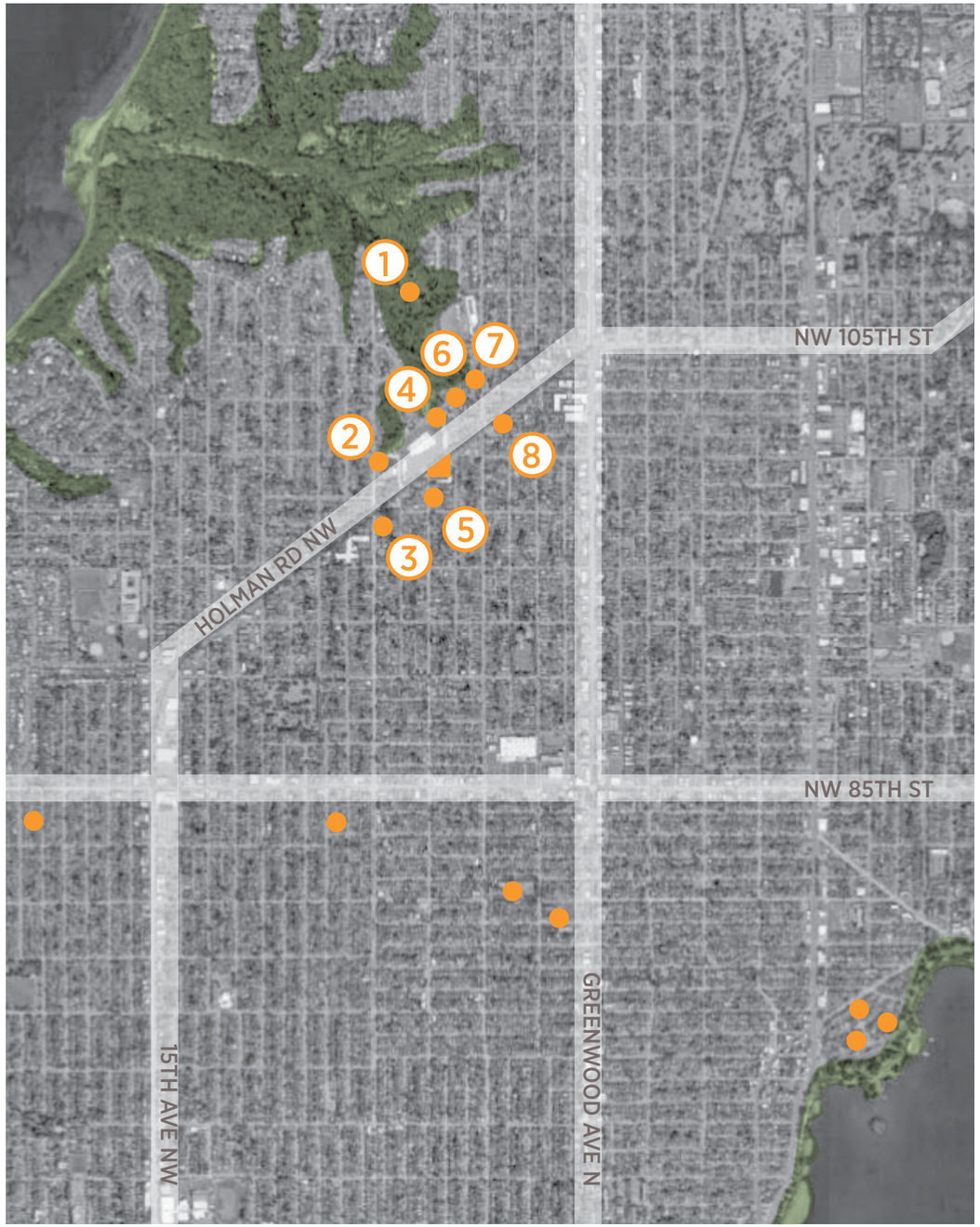
The area about Carkeek Park and Piper's Creek is evolving to incorporate higher density housing stock. Greenwood, known primarily as a single family neighborhood, gives way to apartments and townhomes as you approach the intersection of Holman Road and 3rd Avenue.

1 - CARKEEK PARK

- Forested destination hike with whimsical play features
- Offers calming repose within urban neighborhood

2 - BOOTH GARDENS SENIOR APARTMENTS

- Affordable, senior-focused independent living
- 128 units, studios and one bedroom apartments



3 -CROWN HILL COURT APARTMENTS

- Contrasting colors with lighter elements resting on heavier, dark colored base
- Undulating facade with repeated bays and staggered windows

4 - CARKEEK PARK PLACE APARTMENTS

- Projected bays and expressive timber framing
- Elevated private garden terrace

5 - TOWNHOMES AT 9762 4TH AVE NW

- Rich earth tone finishes with dark accents
- Repeating bays and dormer windows

6 - TOWNHOMES AT 10100 4TH AVE NW

- Rich earth tone finishes with high contrast trim
- Repeating gabled roofs

7 - TOWNHOMES AT 10113 3RD AVE NW

- Prominent gabled roof and protective entry portico

8 - TOWNHOMES AT 10130 HOLMAN RD NW

- Prominent projected bays
- Rich earth tone finishes

HISTORIC CHARACTER

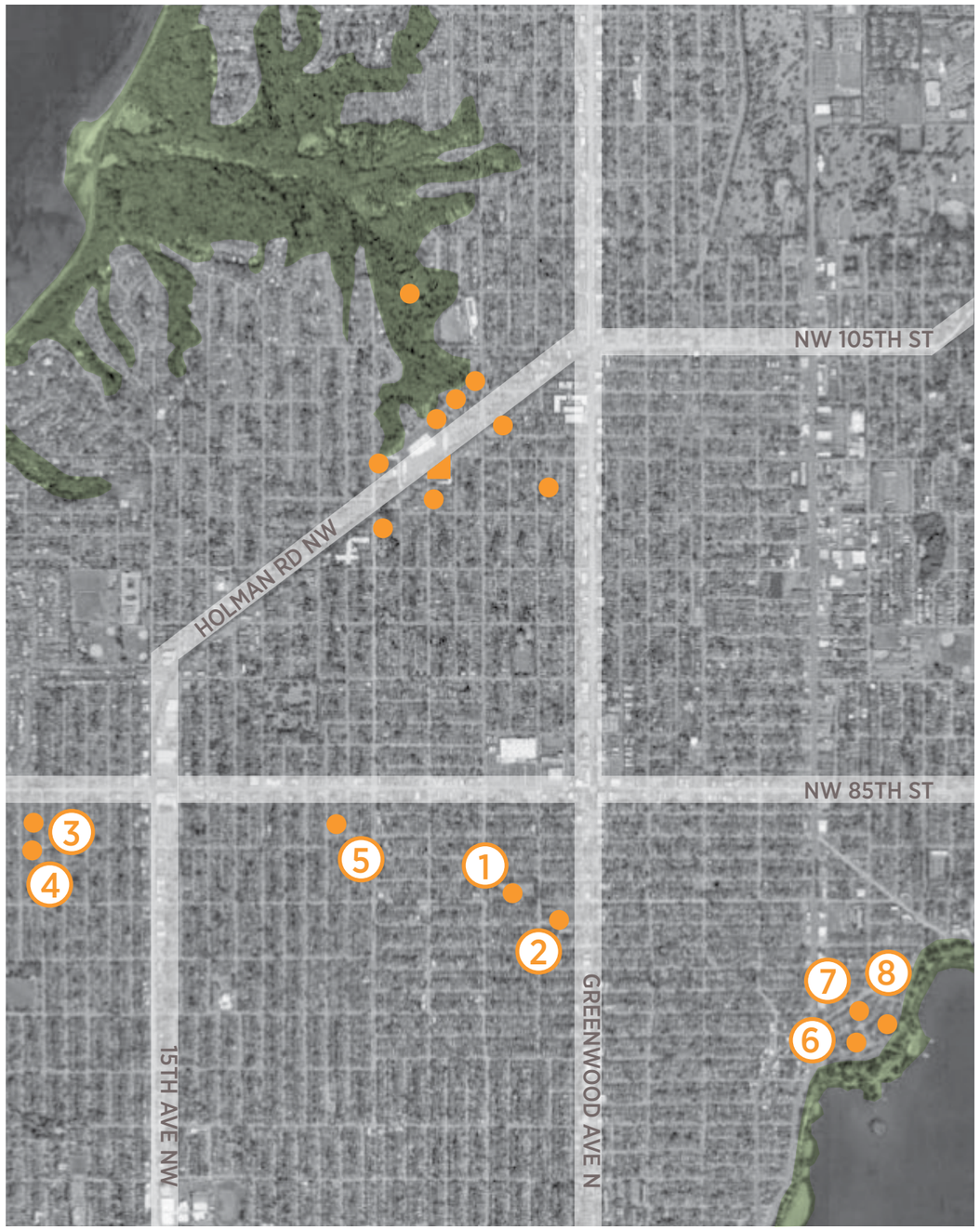
In spite of the apparent growth about the Holman Road site, it is important to draw inspiration from some of the area's historic buildings. Greenwood was first settled in the early 1900s, but was not annexed by the city of Seattle until 1954. As a result, Greenwood developed a distinct character which can still be appreciated.

1 - GREENWOOD ELEMENTARY SCHOOL

- Mixed masonry construction with contrasting colors and materials
- Repeating elements: windows, parapets, cornices

2 - ST JOHN CATHOLIC SCHOOL

- Steeply pitched roof with intersecting gables
- Quoining and contrasting masonry accents



3 -8053 JONES AVE NW

- Half timbered gable adds interest and depth
- Strong vertical street presence

4 -8035 DIBBLE AVE NW

- Arched entries, dominating vertical elements
- steep, expressive gabled roof

5 - 8033 DIBBLE AVE NW

- Quoining and plaster accents to balance dark masonry
- Arched entries, dominating vertical elements

6 -7637 WEST GREENLAKE DR N

- Arched entry and gentle, curving asymmetrical roof line
- Intersecting, repeated masses

7 - 7600 WEST GREENLAKE DR N

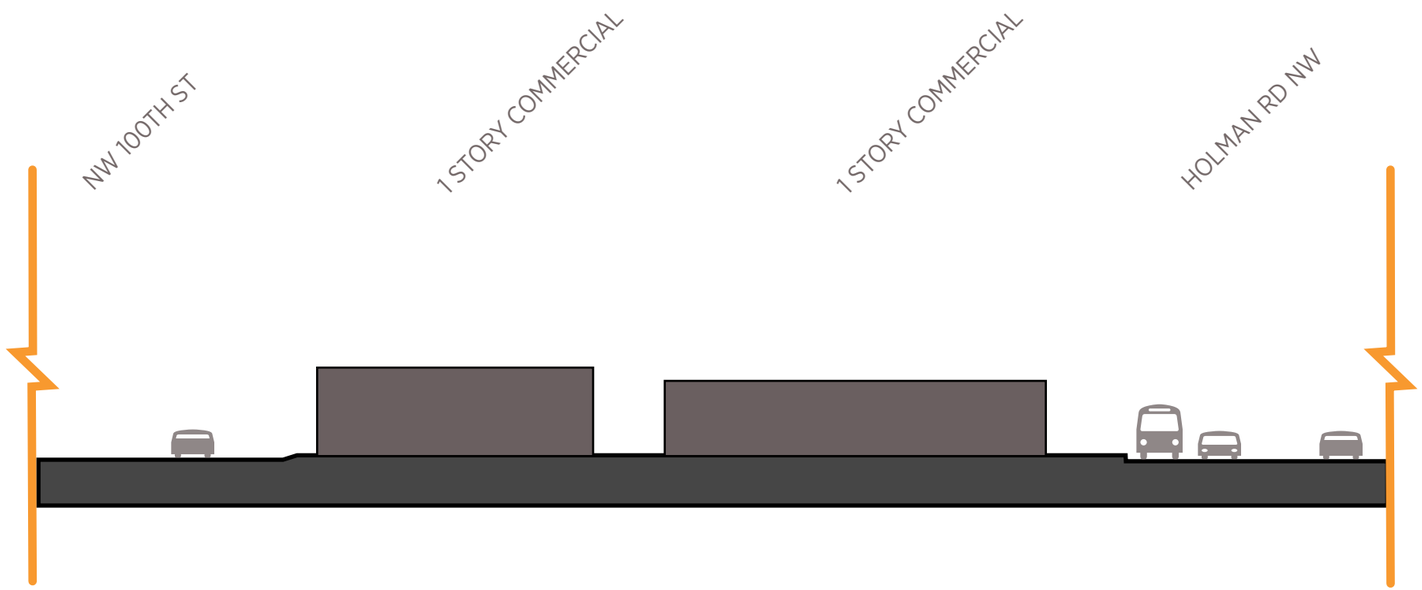
- Friendly accent colors, white trim to balance dark masonry
- Flared, curved roof, dormer of contrasting color and material

8 - 7407 KEEN WAY N

- Large chimney celebrates verticality
- Buttressing and quoining details

STREETSCAPES

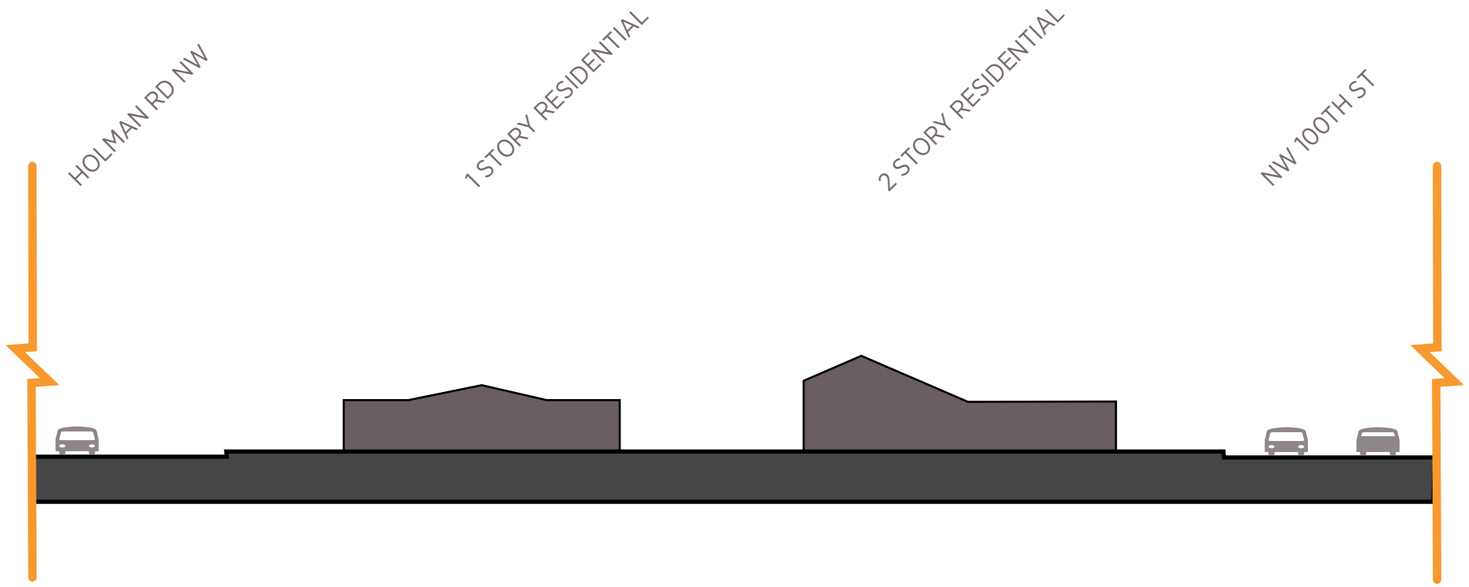
1 3RD AVE LOOKING WEST



PROJECT SITE

3RD AVE LOOKING WEST

3RD AVE LOOKING EAST 2



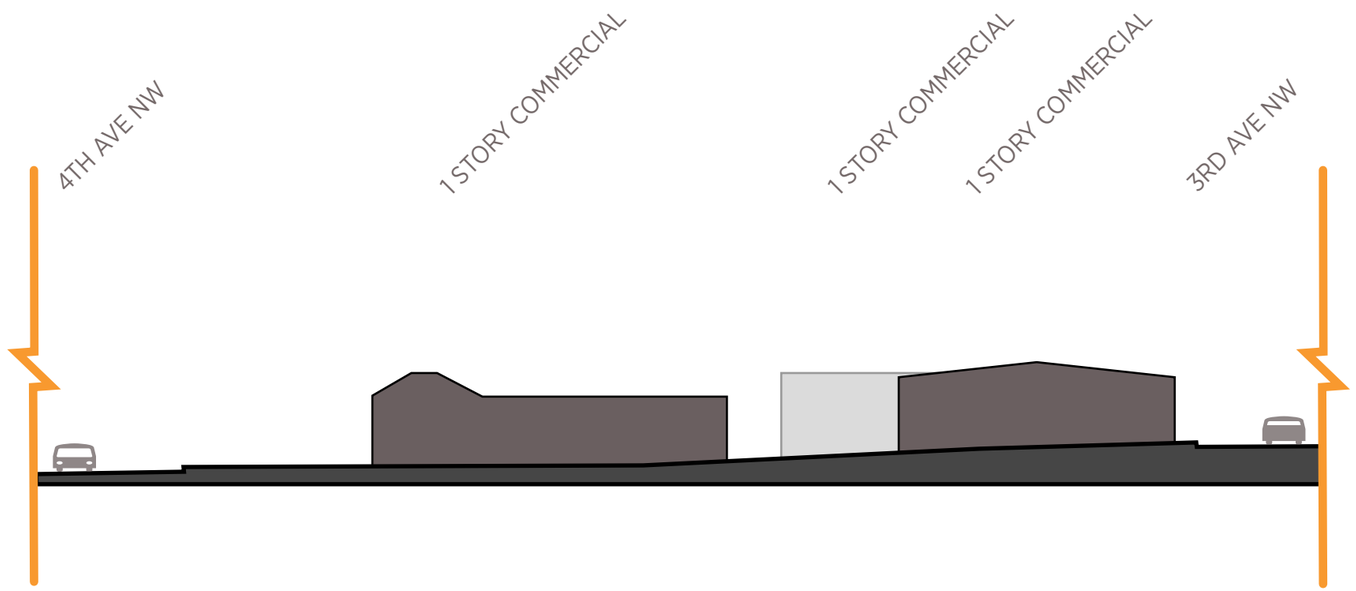
STREETSCAPES

ACROSS FROM PROJECT SITE

3RD AVE LOOKING EAST

STREETSCAPES

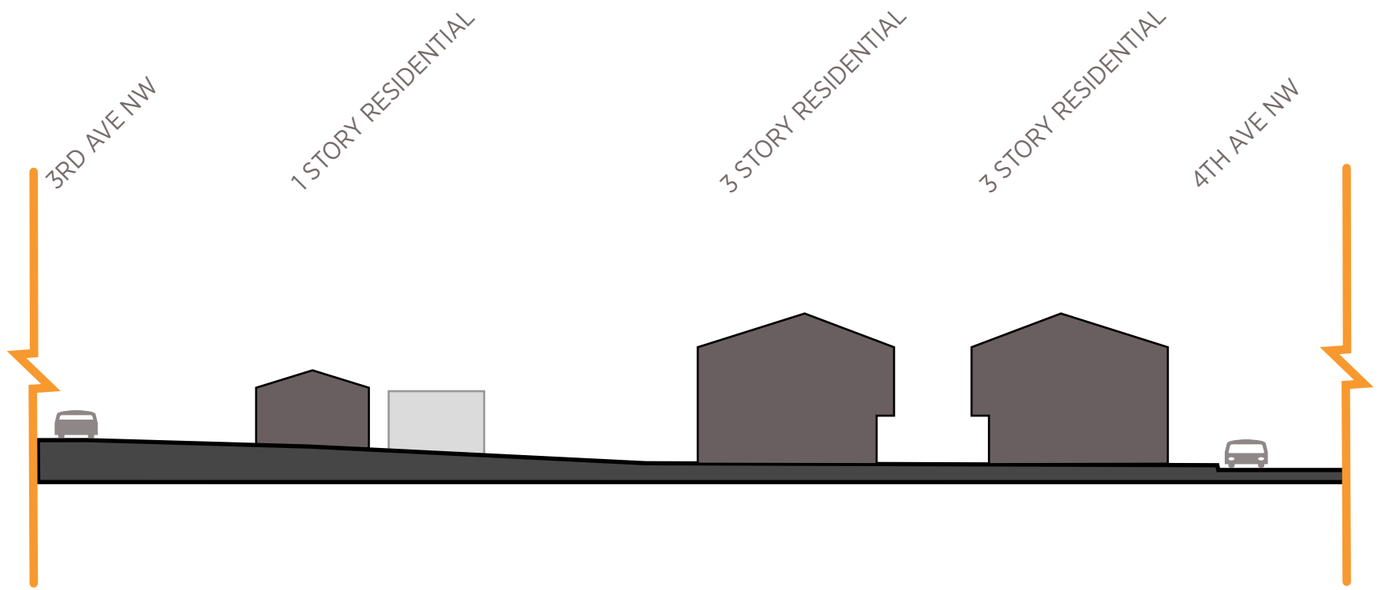
3 NW 100TH ST LOOKING NORTH



PROJECT SITE

NW 100TH STREET LOOKING NORTH

NW 100TH ST LOOKING SOUTH 4



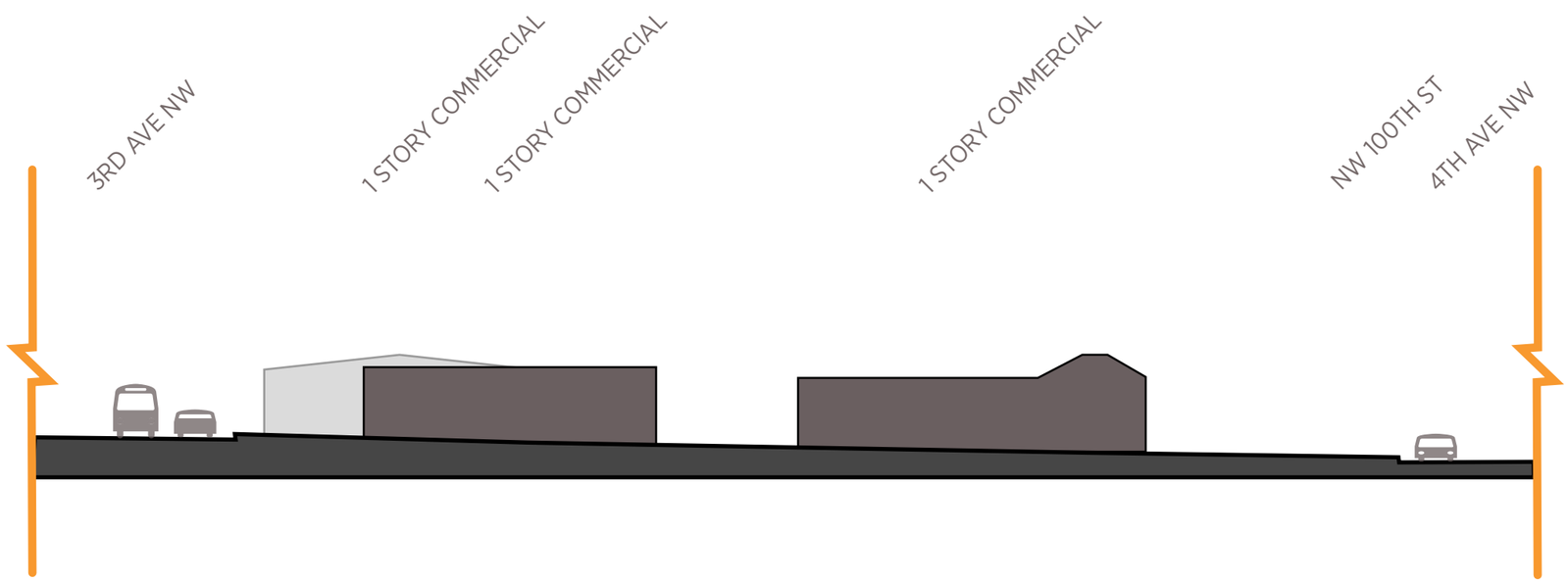
STREETSCAPES

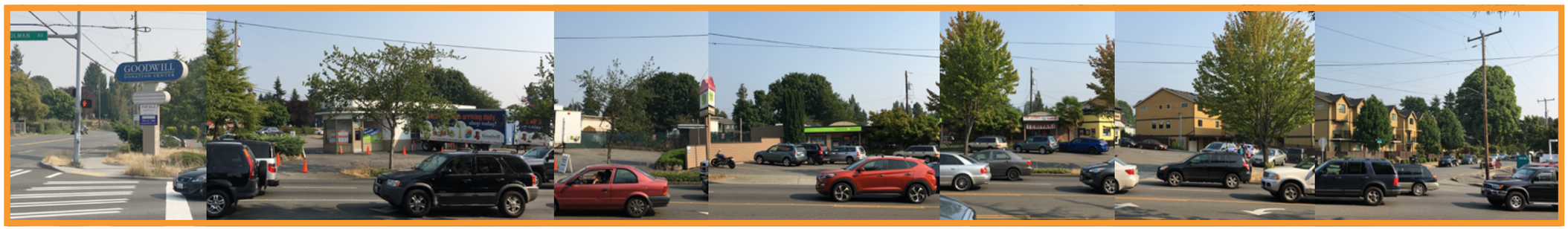
NW 100TH STREET LOOKING SOUTH

ACROSS FROM PROJECT SITE

STREETSCAPES

5 HOLMAN RD NW LOOKING SOUTHEAST

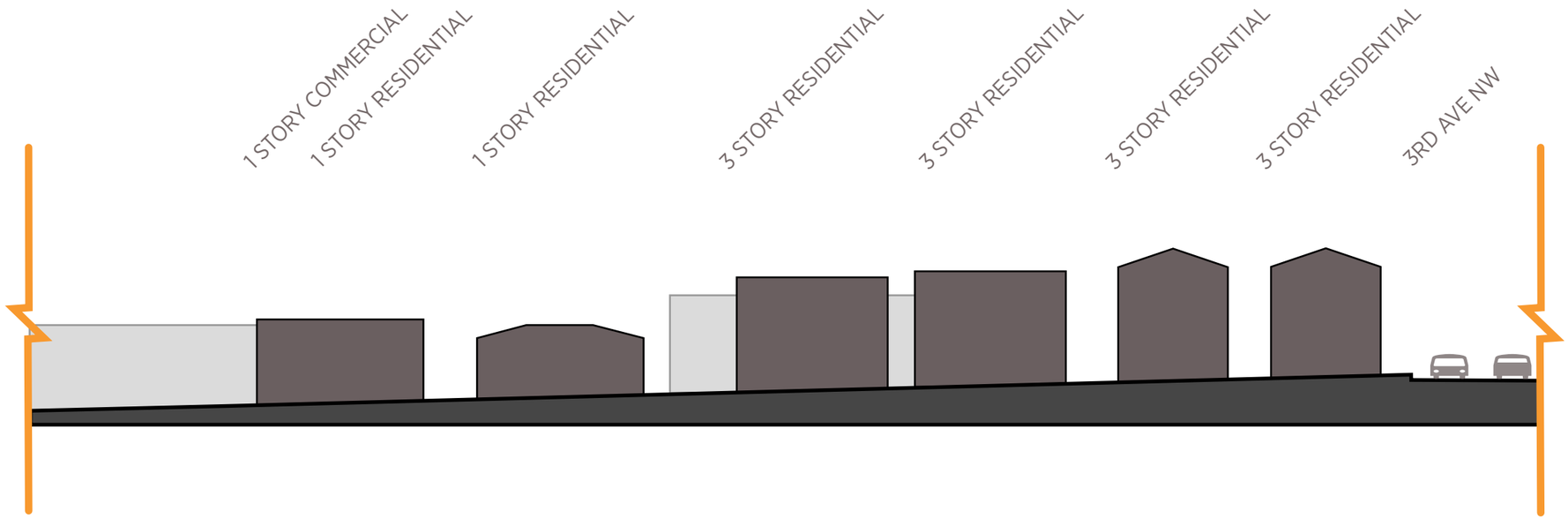




PROJECT SITE

HOLMAN RD NW LOOKING SOUTHEAST

NW HOLMAN RD LOOKING NORTHWEST 6



STREETSCAPES

ACROSS FROM PROJECT SITE

NW HOLMAN RD LOOKING NORTHWEST

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SITE PHOTOS

3RD AVENUE NW

KEYPLAN

EXISTING SITE SURVEY

LEGAL DESCRIPTION:

THAT PORTION OF TRACTS 24 AND 25, BERKELEY HEIGHTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17 OF PLATS, PAGE 3, RECORD OF KING COUNTY, WASHINGTON. LYING SOUTHEASTERLY OF HOLMAN ROAD, EXCEPT THE SOUTH 75 FEET OF THE WEST 20 FEET THEREOF. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

PARCELS, ADDRESSES AND LOT AREAS:

#0767000145	10002 HOLMAN RD NW	9,480 SF
#0767000140	10022 HOLMAN RD NW	23,000 sf

EXISTING PEDESTRIAN ACCESS

EXISTING VEHICULAR ENTRY

PROPERTY LINE

11' DEDICATION

CURB EDGE / CURB CUT

EXISTING BUILDINGS

EXISTING CURB CUTS

PRELIMINARY SITE PLAN

1 THE SITE SLOPES 17' FROM THE SOUTHWEST CORNER TO THE NORTHWEST CORNER. THE SITE IS BOUNDED BY HOLMAN ROAD TO THE NORTH, 3RD AVE NE TO THE EAST AND NW 100TH STREET TO THE SOUTH. ALL PROPOSED VEHICLE ENTRIES ARE OFF 100TH ST.

PER LAND USE CODE AND DIRECTION FROM SDOT, CURB CUTS WILL BE LIMITED TO NW 100TH STREET.

RESIDENTIAL ENTRY
VEHICULAR ACCESS
PEDESTRIAN ACCESS
11' DEDICATION
PROPOSED CURB CUTS

ZONING CODE SUMMARY

King County parcel numbers:

#0767000145
#0767000140

Site Area:

32,480 SF (approx)

Base zone:

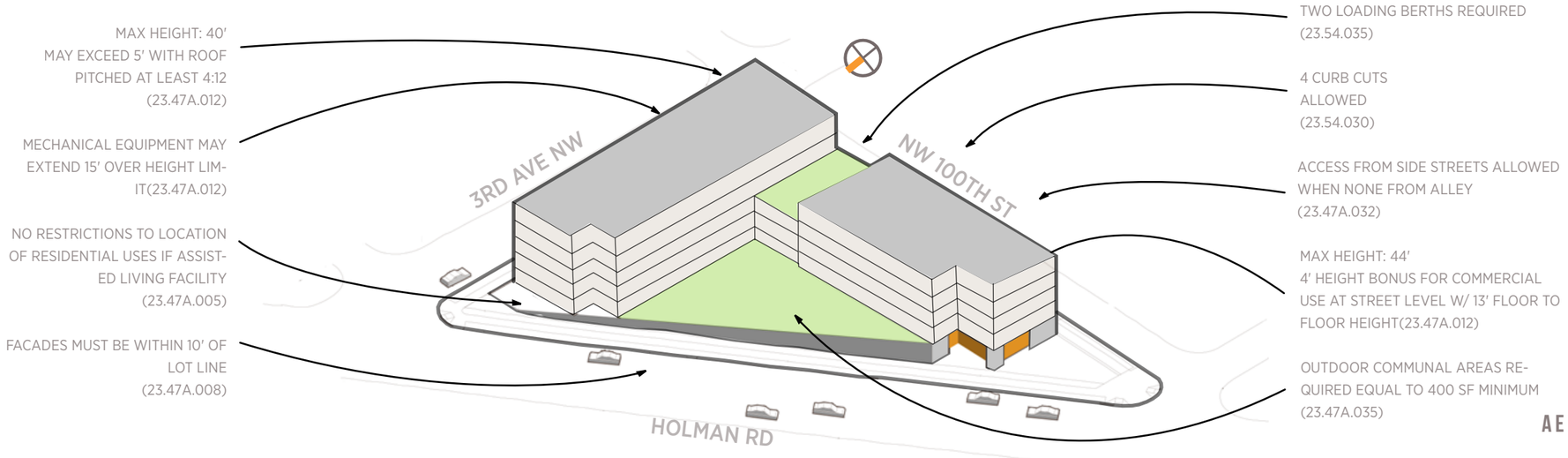
C1-40
(Commercial 1)

Overlays:

None

LAND USE CODE SECTION AND DESCRIPTION	DESCRIPTION
23.47A - COMMERCIAL (23.48.002) **Uses Allowed (23.48.004)**	Commercial 1 - C1 Mixed-Use, Residential, Live-Work, Office: Up to the greater of (1) FAR or 35,000SF, Commercial, Parking **COMPLIANCE:** Assisted Living is a residential use. Commercial use, if programmed, could be provided at the ground floor.
Street Level Uses (23.47A.005. C.1)	Residential Uses are limited to 20% in aggregate of street-level street facing facade. **COMPLIANCE:** Site is not along a pedestrian street or in an urban village.
Street Level Uses (23.47A.005.C2)	There is no restriction on the location of residential uses if; b. the residential use is an assisted living facility and private units are not located at street level.
Street-Level Development Standards (23.47A.008)	2. Blank Facades may not exceed 20′ in width between 2′ and 8′ of height above sidewalk; Total may not exceed 40% 3. Facades shall be within 10′ of lot line, unless wider sidewalks, plazas, or landscaped open spaces are provided. B2. 60% of the street facing facade between 2′ and 8′ shall be transparent. The width of a driveway not exceeding 22′ may be subtracted from the width of the facade. B4. Non-residential uses at street level shall have a floor-to-floor height of at least 13′.
Structure Height (23.47A.012.A1.a)	Height may exceed the applicable limit by 4′, provided that either: a. A floor-to-floor height of 13′ is provided for non-residential uses at street level, or b. A residential use is located on a street level, street facing facade, and the first floor of the structure is at least 4′ above sidewalk grade.
Pitched Roof Height Exception (23.47A.012 ex A)	The ridge of a pitched roof may extend up to 5′ above the otherwise applicable height limit, pitched at no less than 4:12
Rooftop Features (23.47A.012.C.2)	Parapets may extend as high as the highest allowed by a pitched roof, or 4′, whichever is higher; Insulation material, rooftop decks, soil, may exceed by a maximum of 2′ if enclosed by a parapet
Rooftop Features (23.47A.012.C4)	The following features may extend 15′ above the applicable height limit, as long as the combined coverage does not exceed 20% (25% if inclusive of stair & elevator penthouses). Solar Collectors Mechanical Equipment
Rooftop Features (23.47A.012.C.6)	Greenhouses dedicated to food production may extend 15′ above the applicable height limit if the combined total coverage of all features does not exceed 50%
Rooftop Features (23.47A.012.C.7)	Features shall be located at least 10′ from the north edge of the roof: Solar Collectors, Planters, Clerestories, Greenhouses
Floor Area Ratio (23.47A.013)	FAR = 3 single use, 3.25 total all uses.
Street Level Uses (23.47A.005.C2)	There is no restriction on the location of residential uses if; b. the residential use is an assisted living facility and private units are not located at street level.
Landscaping and Screening Standards (23.47A.016 Table A)	5′ deep landscaped area along the street lot-line for a Parking Garage occupying any portion of the street-level street-facing facade between 5′-8′ above sidewalk grade
Amenity Area (23.47A.024)	A. Amenity areas are required in an amount equal to the total gross floor area in residential use B.4. Common amenity areas shall have a minimum horizontal dimension of 10′ and no common amenity area shall be less than 250 sf in size.

LAND USE CODE SECTION AND DESCRIPTION	DESCRIPTION
Access to Parking (23.47A.032.A.1.c)	If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C
Access to Parking (23.47A.032.A.3)	Structures in C zones with residential uses shall meet the requirements for parking access for NC zones
Assisted Living Facilities (23.47A.035.B.3)	a. The total amount of communal area shall equal at least 10% of the total floor area in assisted living units. c. A minimum of 400 sf of the required communal area shall be provided as an outdoor area with no dimension less than 10′. d. Adequate seating for residents and guests shall be provided in required communal areas.
Loading Berth Requirements (23.54.035 Table A)	2 Loading berths required
Curb Cuts (23.54.030.F.2.a.1)	Curb cuts on Non-Arterial Streets: 160-240′ = 3 cuts — **COMPLIANCE:** 3rd Ave NW 3 allowed 240′-320′ = 4 curb cuts — **COMPLIANCE:** 100th Street: 4 allowed Curb cuts for Principal Arterial Frontage: 320′-480′ = 3 curb cuts — **COMPLIANCE:** Holman Road: 3 allowed
Curb Cuts (23.54.030.F.1.b)	Curb cuts shall not exceed a maximum width of 10′ except that; 1. For lots on principal arterials designated on the arterial street map, Section 11.18.010, the maximum curb cut width is 23′ 2.One curb cut greater than 10′ but in no case greater than 20′ in width may be substituted for each two curb cuts permitted by subsection 23.54.030.F.1.a
Required Parking (23.54.015 Table A)	c. Assisted Living Facilities: 1 space per 4 AL units (95 total units) — **COMPLIANCE:** 24 spaces 1 space/each 2 staff members on site @ peak hours (26 peak staff) — **COMPLIANCE:** 13 spaces 2 barrier free passenger loading/unloading — **COMPLIANCE:** 2 spaces *Aegis transportation engineering documents provide parking at .45 ratio
Required Parking (23.54.015 Table D)	Bike Parking: A.1. Eating and Drinking Establishments: Long term: 1 per 12,000 sf — **COMPLIANCE:** 1 space Short term: 1 per 4,000 sf — **COMPLIANCE:** 1 space D.2. Multi-Famliy Structures: Long term: 1 per 4 dwelling units — **COMPLIANCE:** 25 spaces Short term: None — **COMPLIANCE:** None *If considered congregate living, Director may reduce the number of bicycle parking stalls if it can be demonstrated that residents are less likely to travel by bicycle



CS2 - URBAN PATTERN AND FORM

“A site may lend itself to a "high profile" design with significant presence and individual identity...”

GREENWOOD ELEMENTARY

I. LOCATION IN THE CITY AND NEIGHBORHOOD

i. "Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high profile" design with significant presence and individual identity, or may be suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage building facades to incorporate design detail, articulation, and quality materials."

II. RELATIONSHIP TO THE BLOCK

ii. "Corner Sites: Corner sites can serve as gateways or focal points 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."

RESPONSE:

Occupying most of its irregularly shaped site, the project will have a strong presence at each corner, easily seen from a distance while travelling along Holman Road. The project will enhance these corners.

CS3 - ARCHITECTURAL CONTEXT AND CHARACTER

"...Where architectural character is evolving... explore ways [to] establish a positive and desirable context for others to build upon in the future."

I. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

i. "Fitting Old and New Together: Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials."

ii. "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."

RESPONSE:

The project will incorporate classic architectural styling present in Greenwood's early 20th century single-family homes, adapted for a higher density building type. Gabled roofs, projected bays, and dormers accentuate its presence and break down scale.

PL3 - STREET LEVEL INTERACTION

"Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight... Scale and detail them to function well for their anticipated use..."

I. HUMAN INTERACTION AT THE STREET LEVEL

i. "Design objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each."

ii. "Common Entries to Multi-Story Buildings: [must] provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk."

RESPONSE:

By locating the primary entry at the southwest corner of the site along NW 100th Street, residents and visitors to the community and commercial space are directed away from car oriented streets. A large, arched entry creates both a protected and welcoming experience. The commercial entry at southwest corner promotes public interaction.

DC2 - ARCHITECTURAL CONCEPT

"Use secondary architectural elements to reduce the perceived mass of larger projects."

I. MASSING

i. "reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider treating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies, or other elements; and/or highlighting building entries."

II. SECONDARY ARCHITECTURAL FEATURES

i. "Visual Depth and Interest: Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping. Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality materials and finishes."

RESPONSE:

Ample exterior detailing, steeply pitched and gabled roofs, as well as repeated smaller-scale elements allow the larger mass of the project to appear as many smaller, individual parts. Dormers and steeply pitched roofs emphasize tudor styling.

DC3 - OPEN SPACE CONCEPT

"Respond to changing environmental conditions... place outdoor seating and gathering areas where there is sunny exposure and shelter from wind."

I. BUILDING-OPEN SPACE RELATIONSHIP

i. "Interior/Exterior Fit: Develop and open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the function of the development."

II. OPEN SPACE USES AND ACTIVITIES

i. "Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. For example, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind."

RESPONSE:

The project's two primary masses are connected by a mostly glazed common space facing north and south. This opens onto a large outdoor common area with primarily northwestern exposure. Skylights bring light into amenity spaces below. A roof deck on level 5 provides views and a more private outdoor space.

DC4 - EXTERIOR ELEMENTS AND FINISHES

"building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close."

I. BUILDING MATERIALS

i. "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 level of detailing are encouraged."

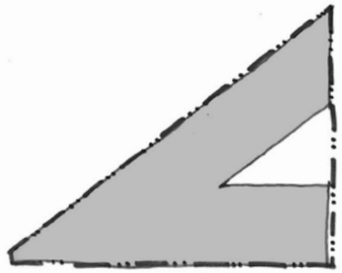
i. "Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles, and railings should be especially attractive, well crafted and easy to maintain.

RESPONSE:

Utilizing primarily brick and contrasting masonry elements, the project will maintain a high level of detail throughout. In addition to rich exterior finishes, ample variation in facade fenestration maintains a high level of interest at the pedestrian scale.

7.0 ARCHITECTURAL CONCEPTS

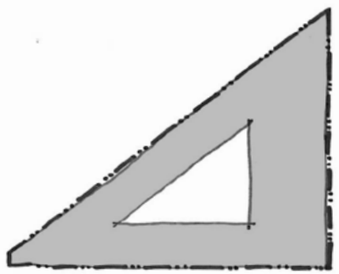
1



PROS:
MASSING RELIEF AT 3RD

CONS:
NARROW COURTYARD
ACUTE ANGLE

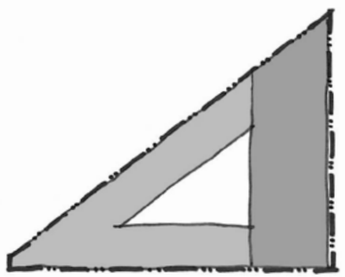
2



PROS:
URBAN EDGE
SECURE COURTYARD

CONS:
SINGLE LOADED CORRIDORS
NO MASSING RELIEF
ACUTE ANGLES

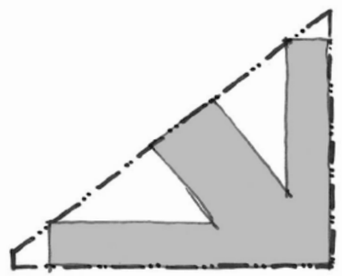
3



PROS:
URBAN EDGE
SECURE COURTYARD
2 DISTINCT MASSES

CONS:
SINGLE LOADED CORRIDORS
NO MASSING RELIEF
ACUTE ANGLES

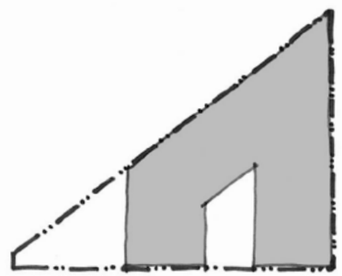
4



PROS:
SOUTH FACING COURTYARD
OPEN SPACE AT CORNER

CONS:
SINGLE LOADED CORRIDORS
LACK OF LIGHT TO UNITS

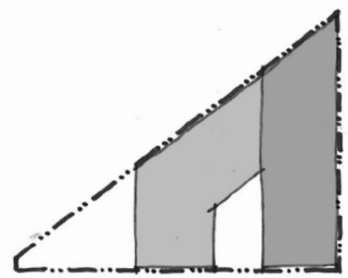
5



PROS:
SOUTH FACING COURTYARD
OPEN SPACE AT CORNER

CONS:
NARROW COURTYARD
INTERIOR CORNERS

6



PROS:
SOUTH FACING COURTYARD
OPEN SPACE AT CORNER
2 DISTINCT MASSES

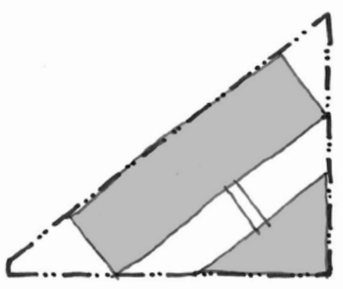
CONS:
NARROW COURTYARD
INTERIOR CORNERS

7

PROS:
2 COURTYARDS
RELIEF AT HOLMAN & 100TH

CONS:
SMALL COURTYARDS
INEFFICIENT FLOORPLATE

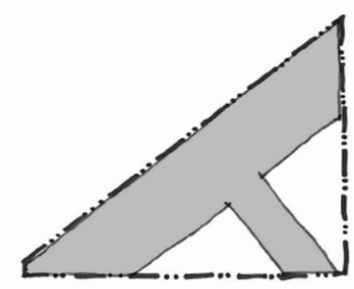
8



PROS:
2 DISTINCT MASSES

CONS:
2 BUILDINGS, LESS EFFICIENT
NARROW COURTYARD

9

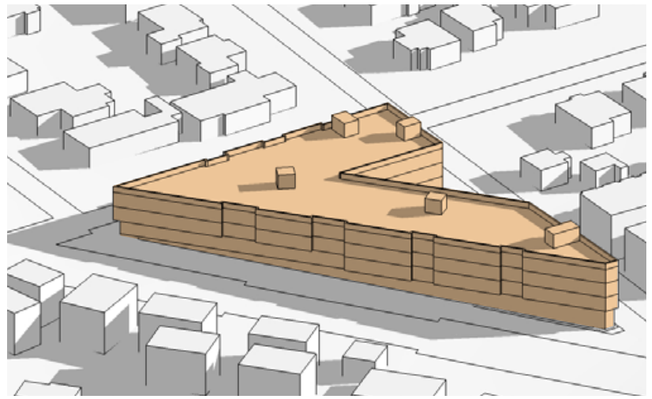


PROS:
2 COURTYARDS
RELIEF AT 3RD AVE & 100TH

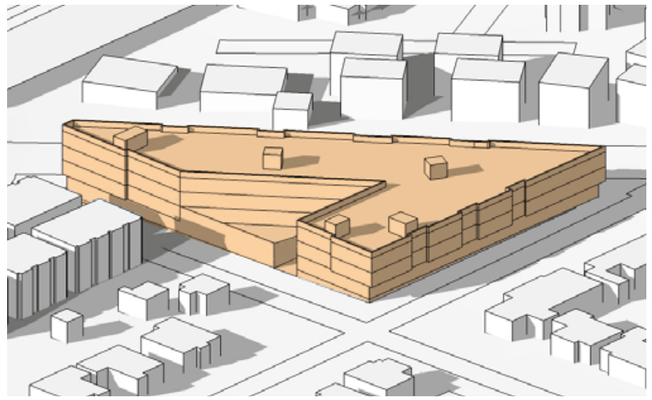
CONS:
SINGLE LOADED CORRIDOR
NO RELIEF ALONG HOLMAN

CONCEPT A

SOUTHEAST VIEW



NORTHWEST VIEW



CONCEPT A [SOUTH COURT]

OPPORTUNITIES

- South facing courtyard
- Code compliant

CONSTRAINTS

- Many units limited to northern exposure
- Acute angle creates narrow interior courtyard
- No significant articulation on side facing Holman Road
- Greater perceived mass along Holman Road
- No rooftop amenity
- Parking ramp bisects interior space

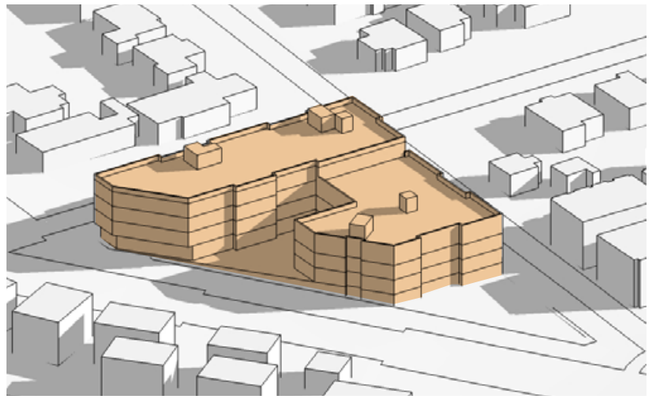
DEPARTURES

- No departures

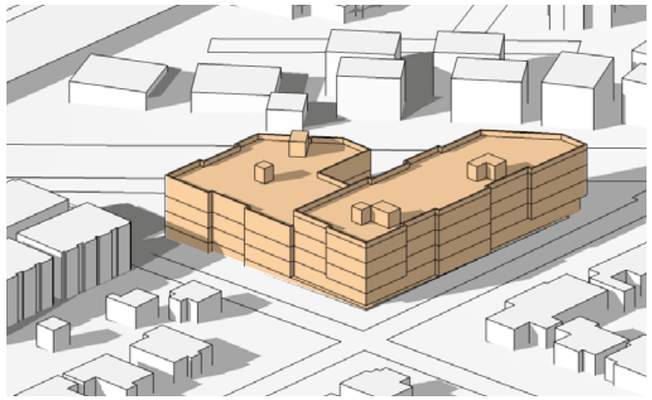
96,600 SF
88,400(2.7 FAR)
101 UNITS
0.5 PARKING RATIO

CONCEPT B

SOUTHEAST VIEW



NORTHWEST VIEW



CONCEPT B [NORTH COURT]

OPPORTUNITIES

- Rooftop amenity provided
- Massing responds to topography
- More articulation on side facing Holman Road

CONSTRAINTS

- Narrow courtyard
- Multiple inside Corners
- No access to summer sun at courtyard
- Exposed loading activities
- Lacks covered porte cochere

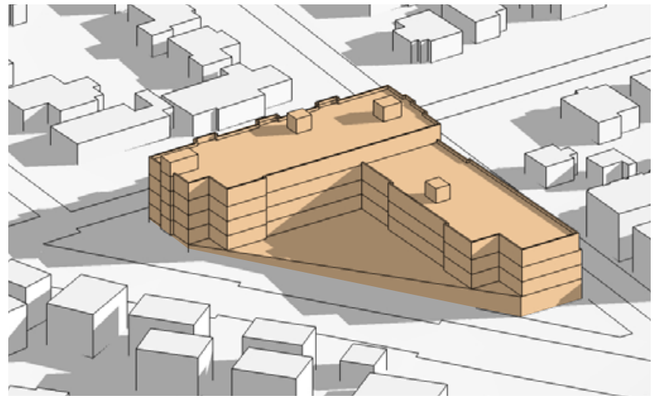
DEPARTURE

- Blank facade along 100th Street

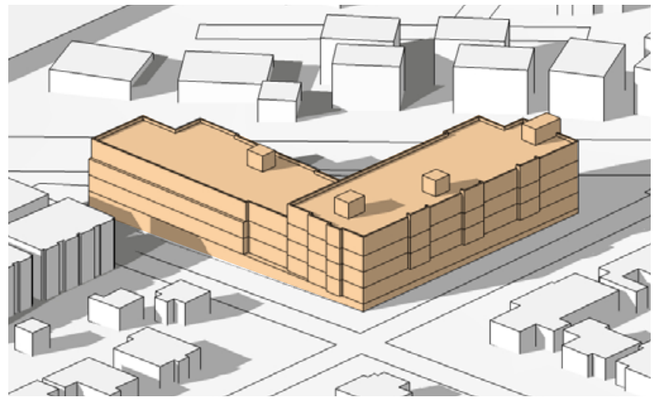
95,500 SF
87,200 (2.7 FAR)
100 UNITS
0.5 PARKING RATIO

CONCEPT C (PREFERRED)

SOUTHEAST VIEW



NORTHWEST VIEW



CONCEPT C [BIG HOUSE, LITTLE HOUSE] PREFERRED

OPPORTUNITIES

- Increased southern exposure to units
- Maintains efficient floor plate design at all levels
- 2 distinct building masses & heights
- Building steps back allowing open space at corners
- North-facing courtyard shelters from SE winter winds and allows cooling NW summer breeze
- Commercial and main entry visible from Holman Rd
- Rooftop Amenity

CONSTRAINTS

- Larger mass along 3rd Ave.

DEPARTURES

- Loading berth vertical clearance
- Blank facade along 100th Street

91,747SF
84,300 SF (2.6 FAR)
96 UNITS
0.5 PARKING RATIO

CONCEPT A [SOUTH COURT]

OPPORTUNITIES

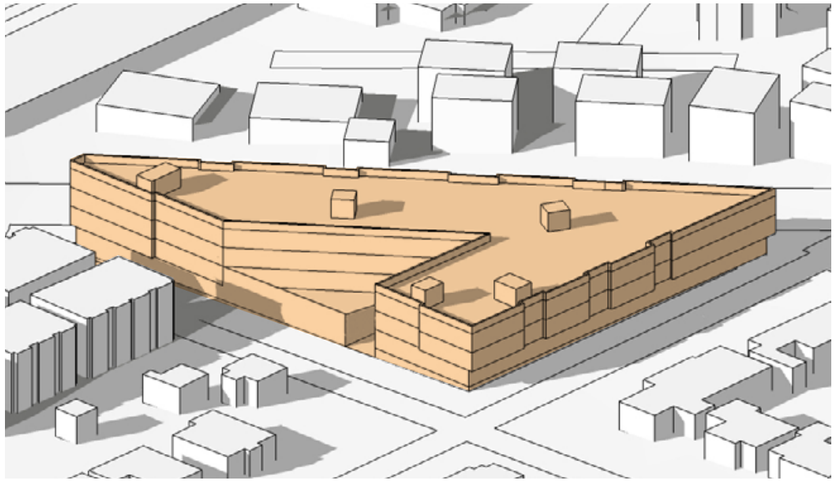
- Maximizes southern exposure
- Strong massing connection between east & west wings
- Distinct presence at street corners

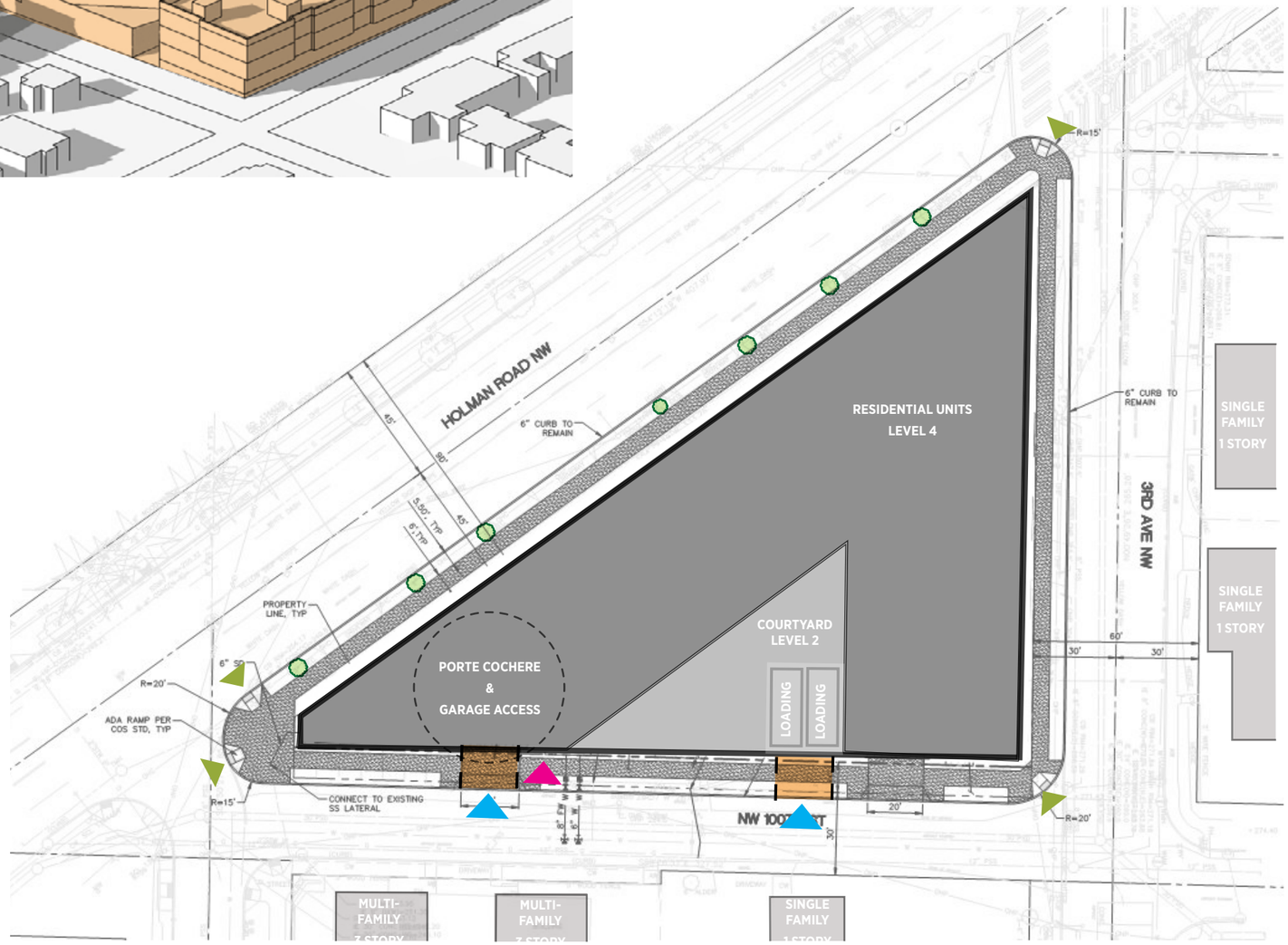
CONSTRAINTS

- Many units limited to northern exposure
- Acute angle in floor plate presents space planning obstacles
- Limited articulation on side facing Holman Road
- Greater perceived mass along Holman Road & 3rd Ave NW

DEPARTURES

- No departures





Residential Entry
Vehicular Access
Pedestrian Access

Residential
Amenities
Back of House/ Circulation

1" = 50' 0' 25' 100'

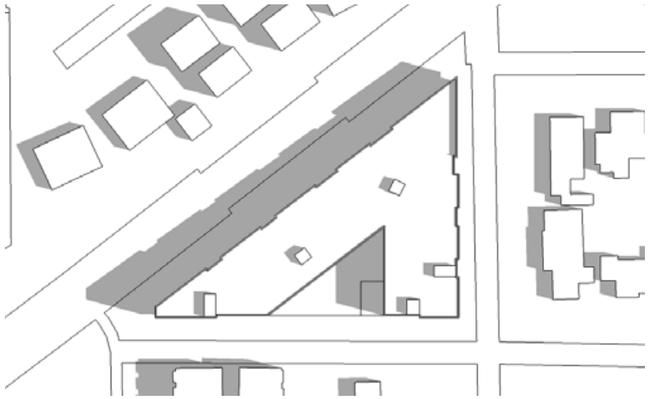
CONCEPT A [SOUTH COURT]

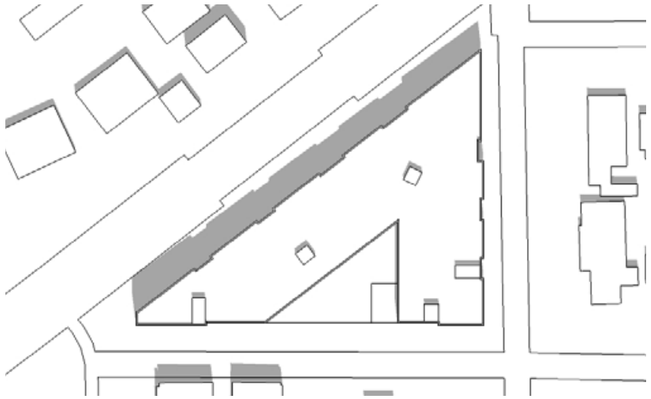
09:00AM

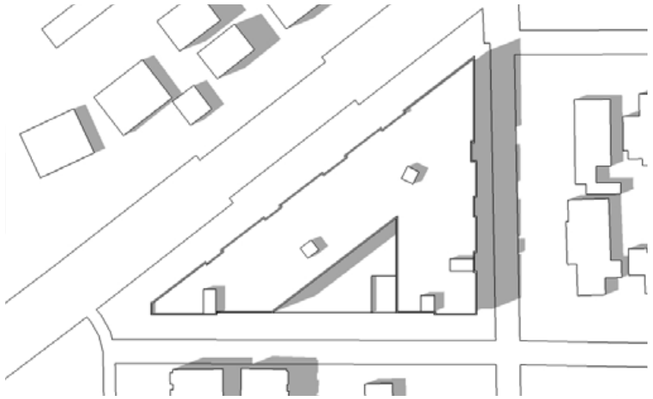
NOON

03:00PM

JUNE 21 SOLSTICE







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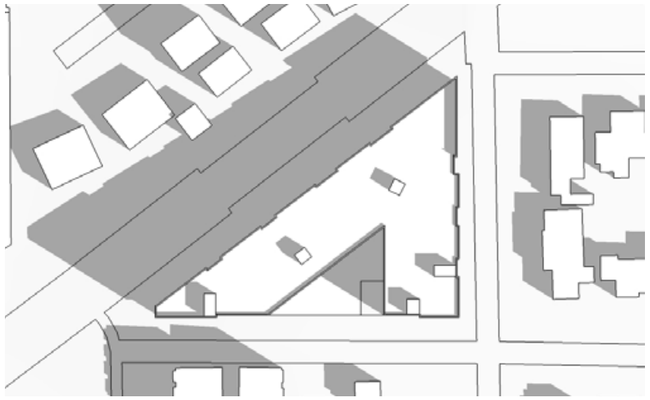
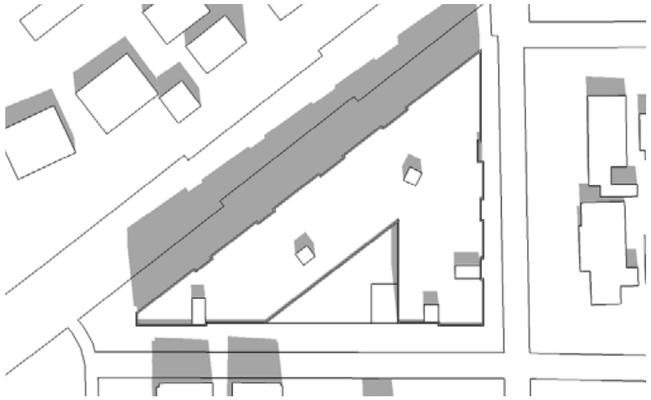
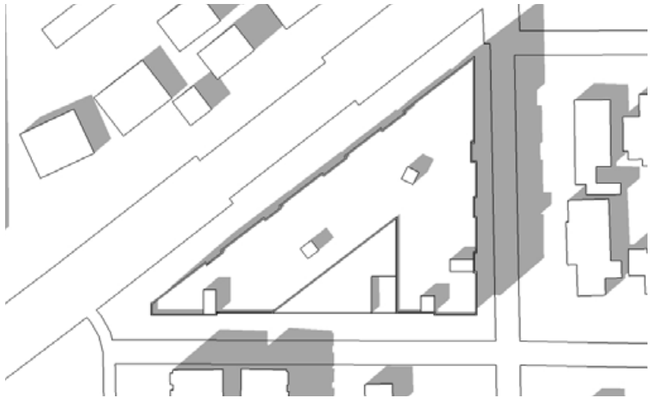
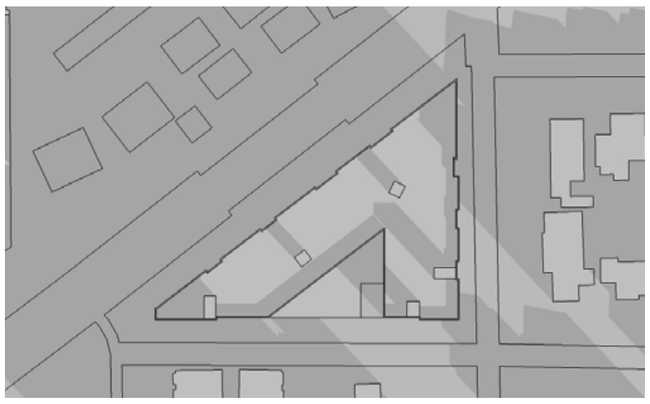
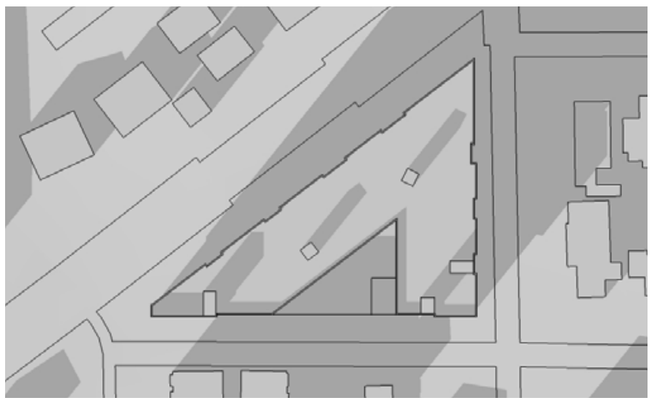






DECEMBER 21 SOLSTICE





CONCEPT A [SOUTH COURT]

CS.1.B.2 Daylighting and Shading

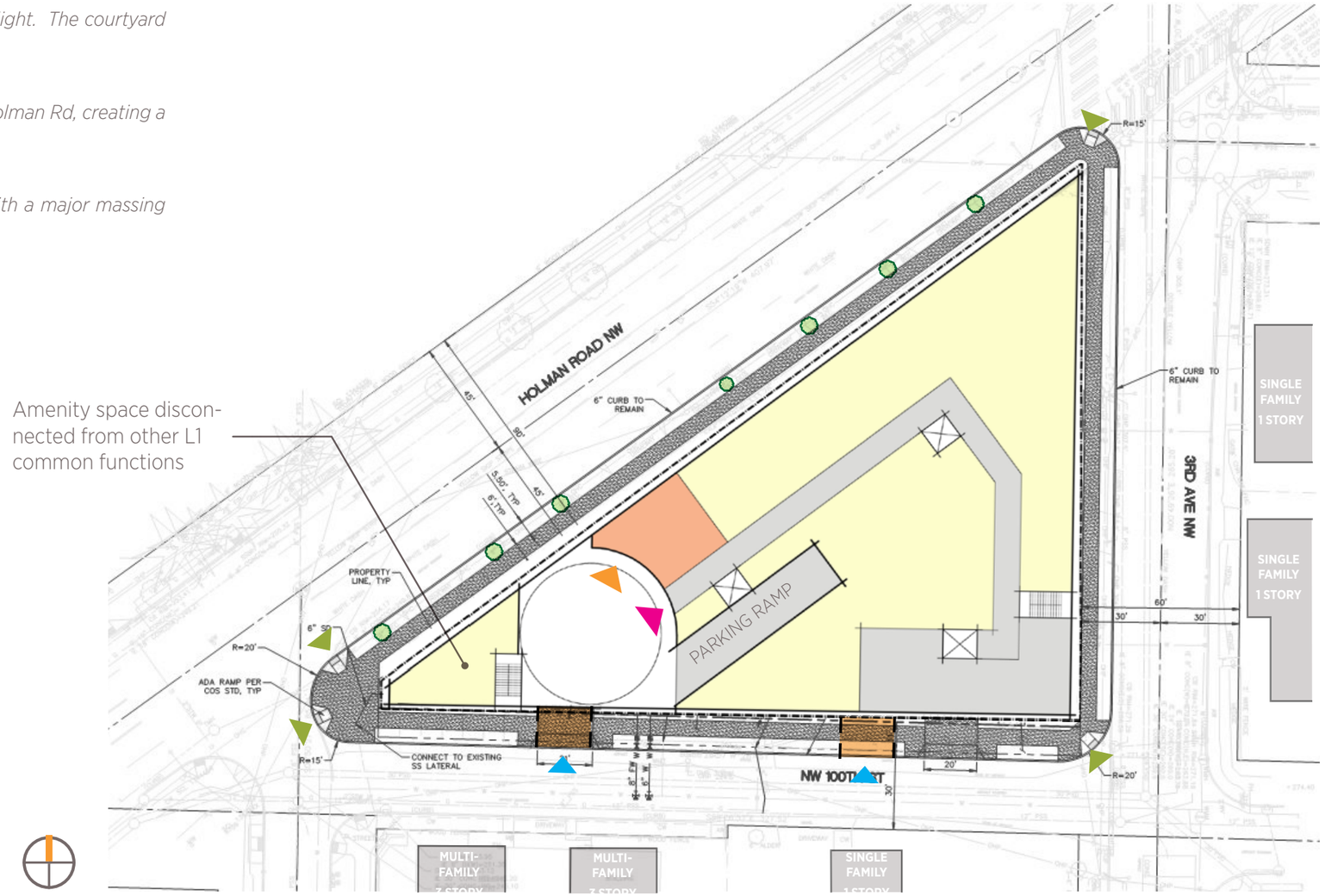
The massing opens to the south to maximize daylight. The courtyard receives both summer and winter sun.

CS2.A.1 Architectural Presence

The longest facade of the building is located on Holman Rd, creating a strong street edge for the first 3-4' stories.

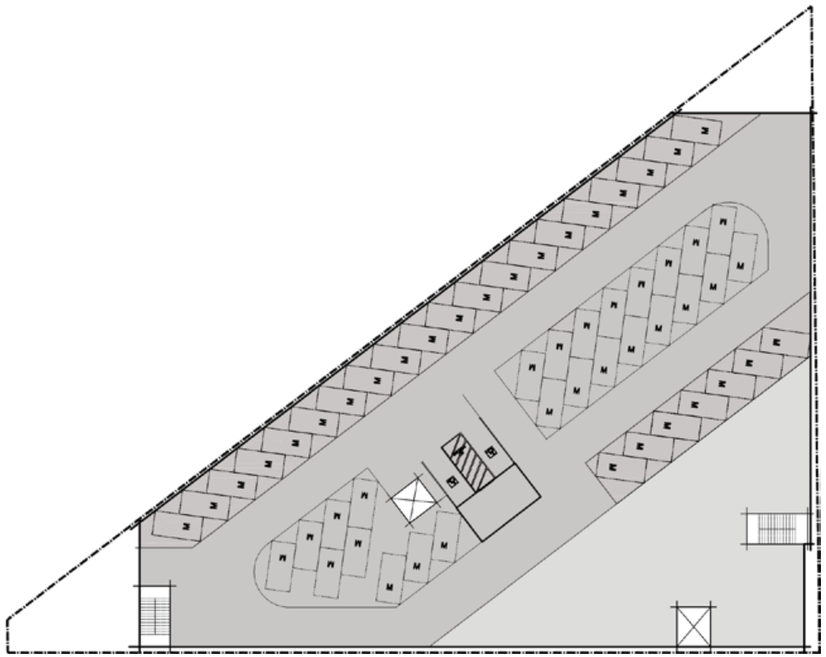
CS2.D Height Bulk and Scale

The massing is limited to 4 stories throughout with a major massing break along 100th St.

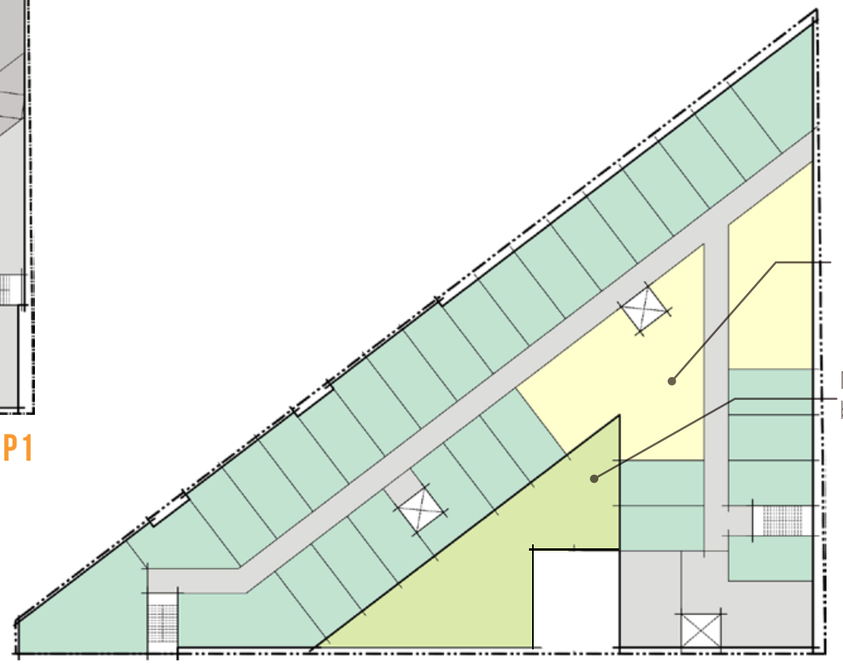


LEVEL 1

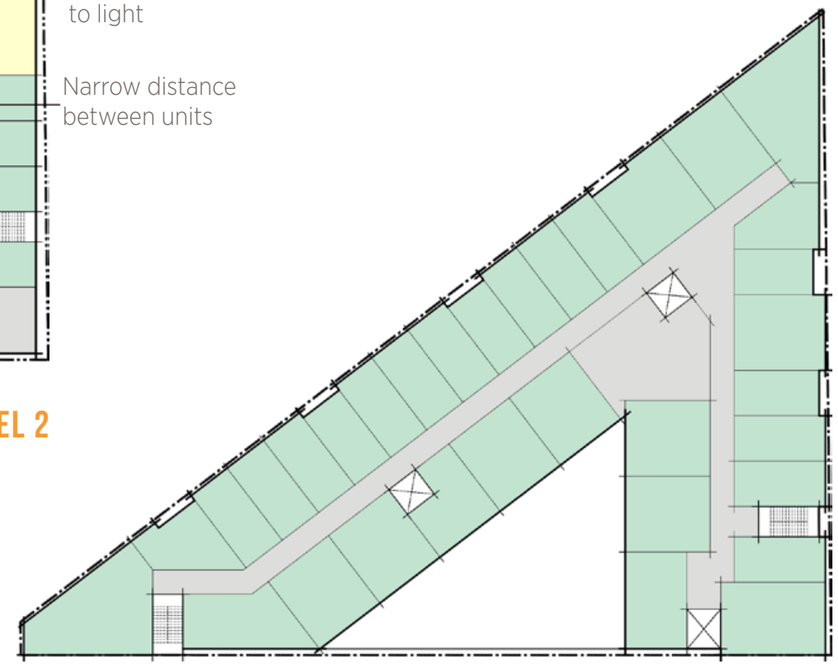
CONCEPT A [SOUTH COURT]



LEVEL P1



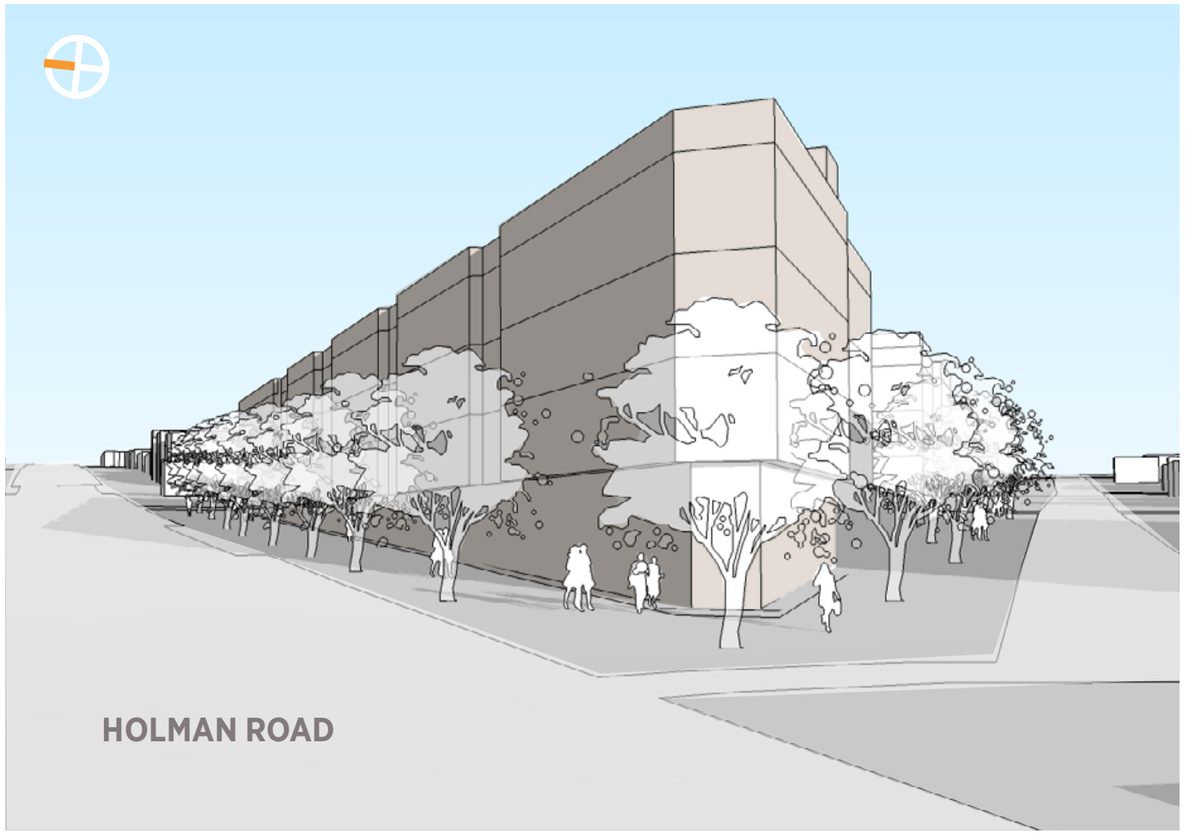
LEVEL 2



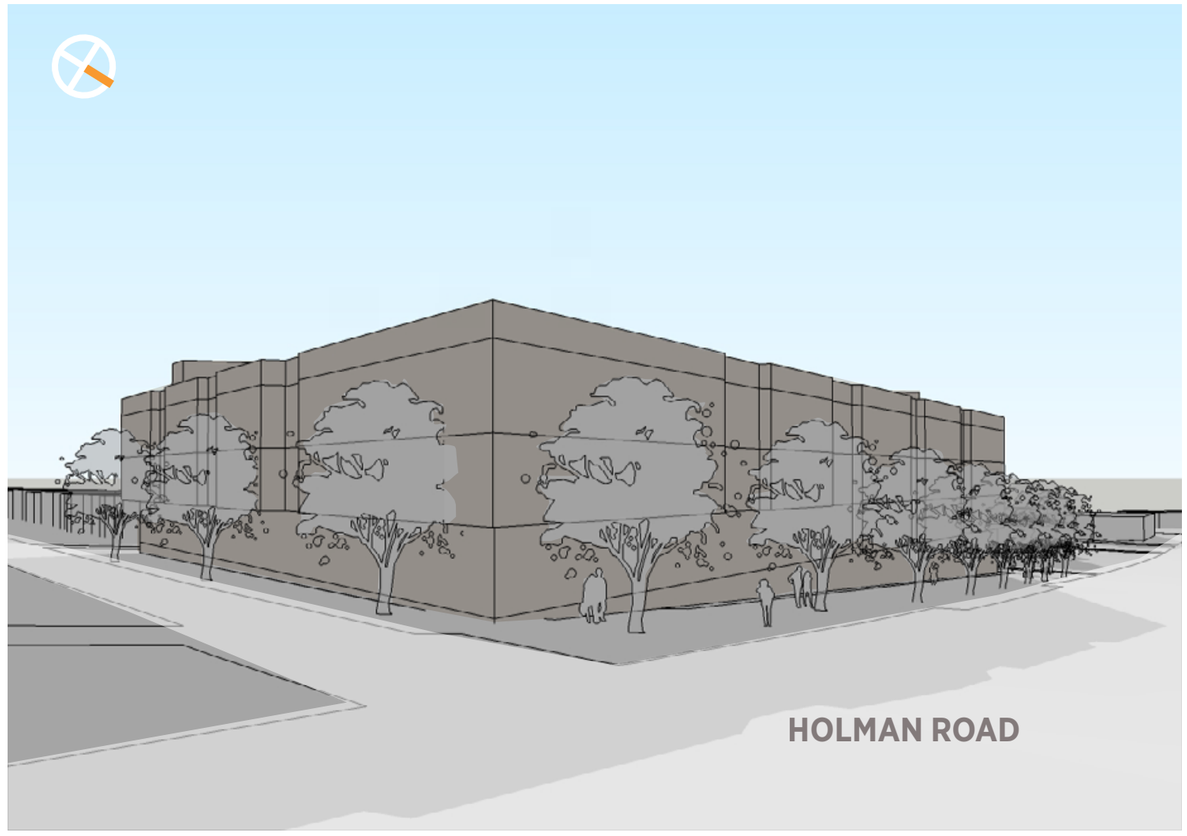
LEVEL 3-4

- Residential
- Amenities
- Outdoor Deck
- Back of House/ Circulation

CONCEPT A [SOUTH COURT]



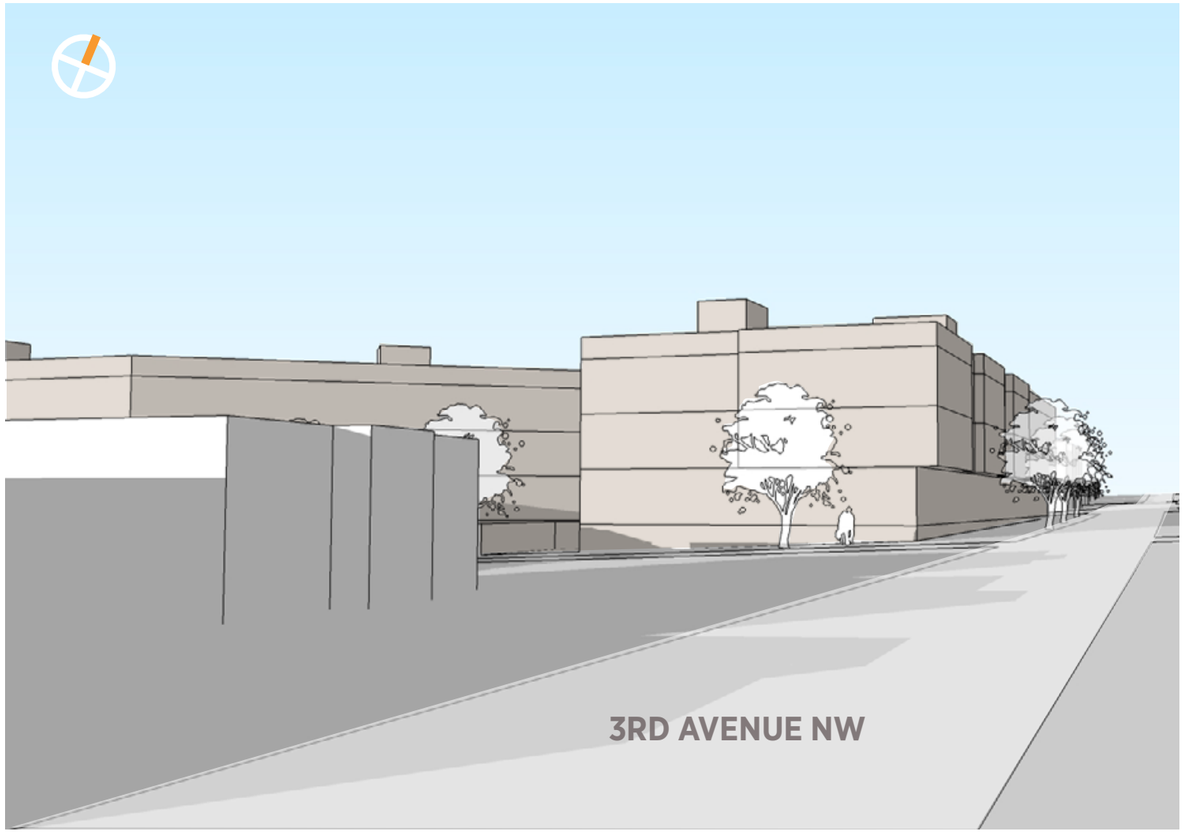
1 HOLMAN ROAD LOOKING EAST



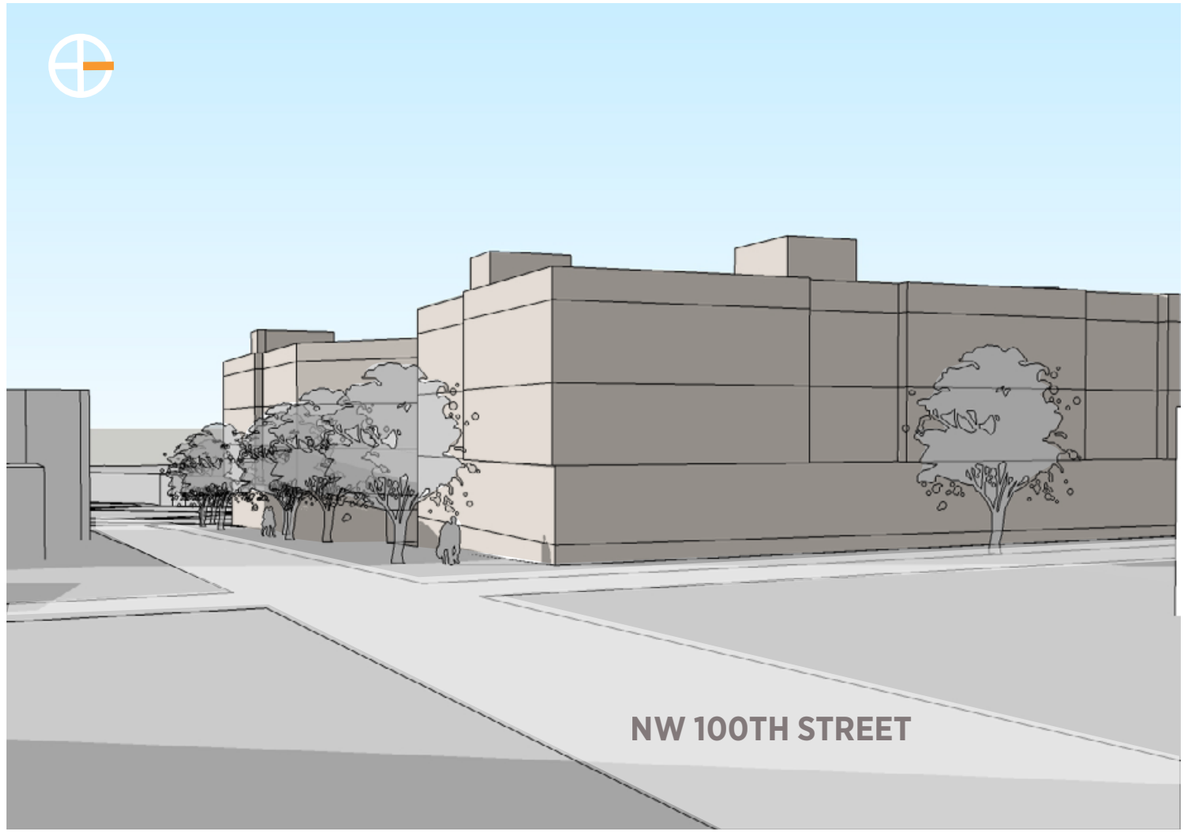
2 HOLMAN ROAD LOOKING WEST

KEYPLAN

CONCEPT A [SOUTH COURT]



3 3RD AVENUE NW LOOKING NORTH



4 NW 100TH STREET LOOKING WEST

KEYPLAN

CONCEPT B [NORTH COURT]

OPPORTUNITIES

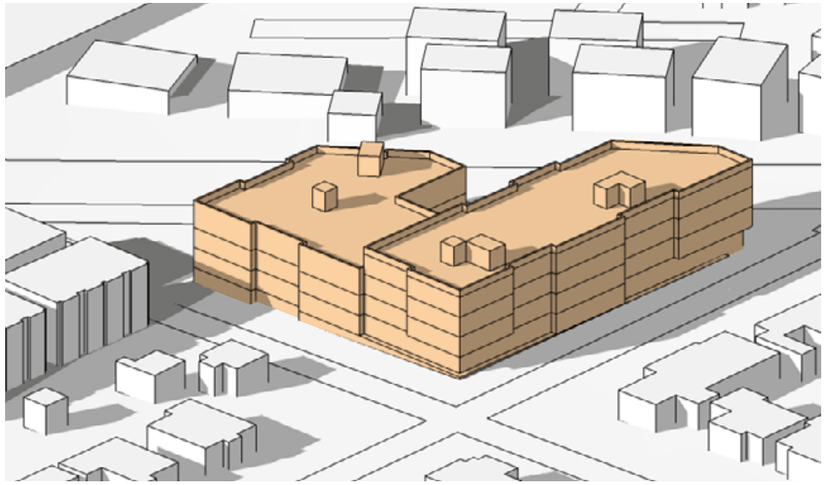
- Rooftop amenity provided
- Massing responds to topography
- Greater articulation on side facing Holman Road

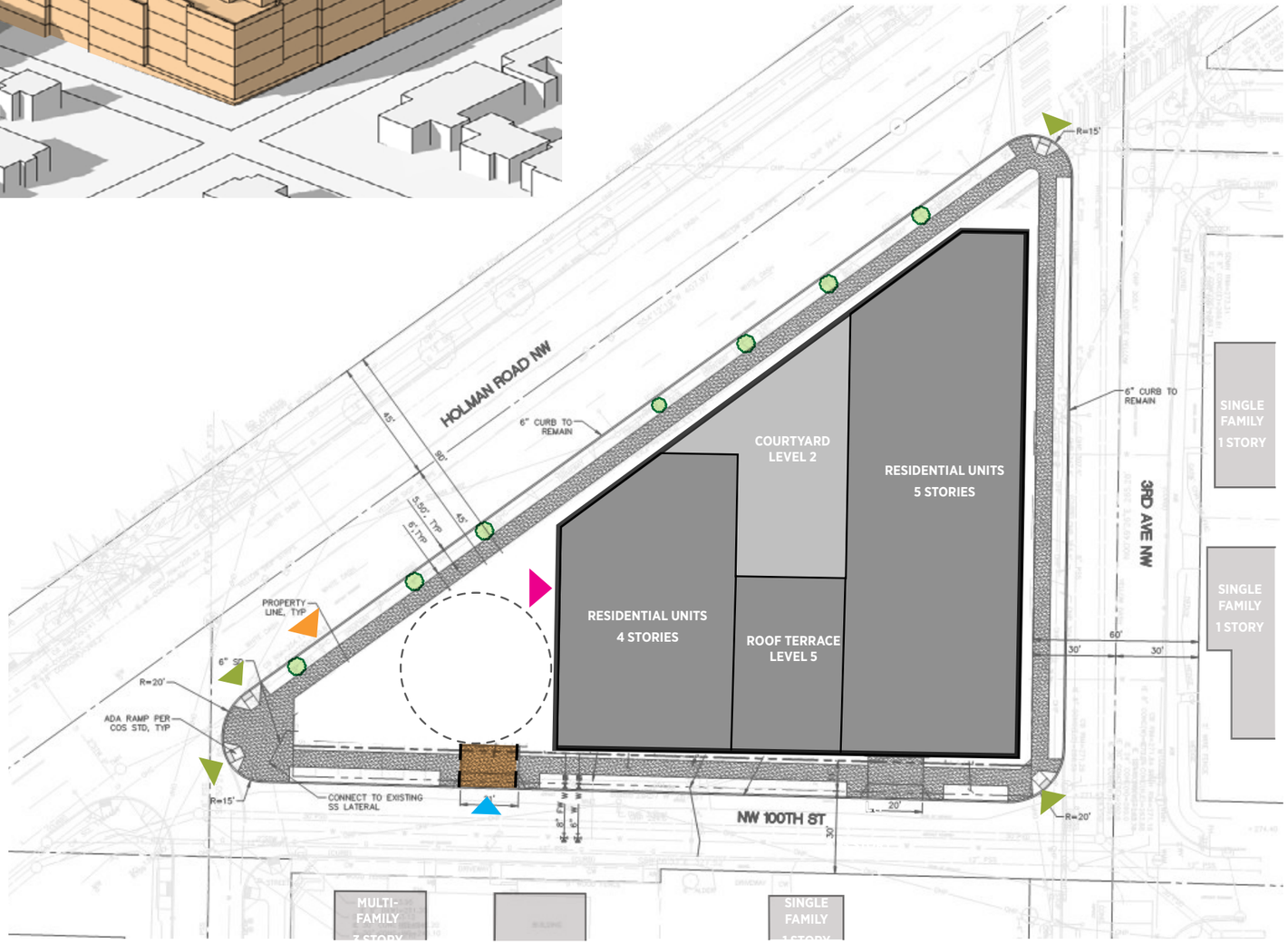
CONSTRAINTS

- Narrow courtyard
- Multiple inside Corners
- No access to summer sun at courtyard
- Exposed loading activities

DEPARTURE

- Blank facade along 100th Street





Residential Entry
Vehicular Access
Pedestrian Access

Residential
Amenities
Back of House/ Circulation

1" = 50'

0' 25' 100'

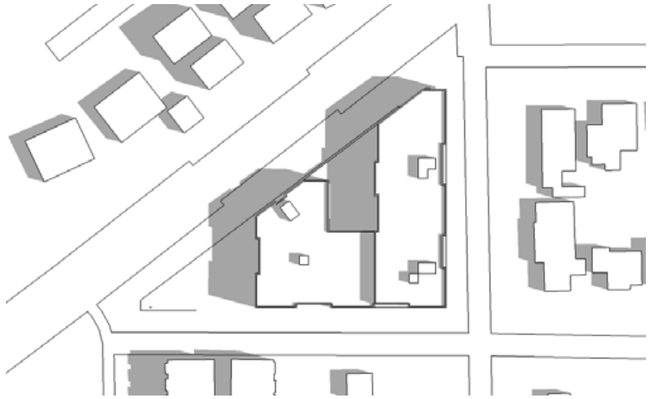
CONCEPT B [NORTH COURT]

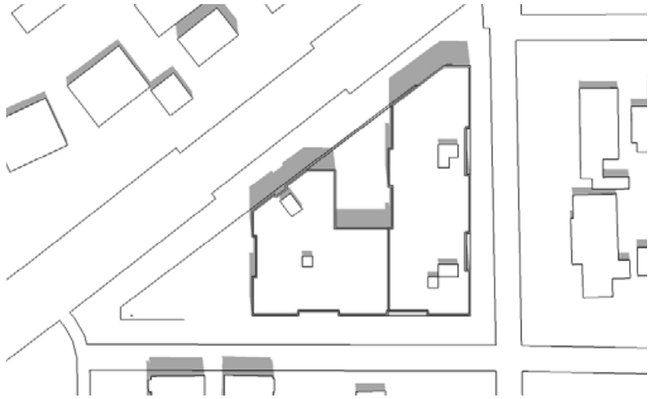
09:00AM

NOON

03:00PM

JUNE 21 SOLSTICE





EQUINOX

DECEMBER 21 SOLSTICE

CONCEPT B [NORTH COURT]

CS2.D Height Bulk and Scale

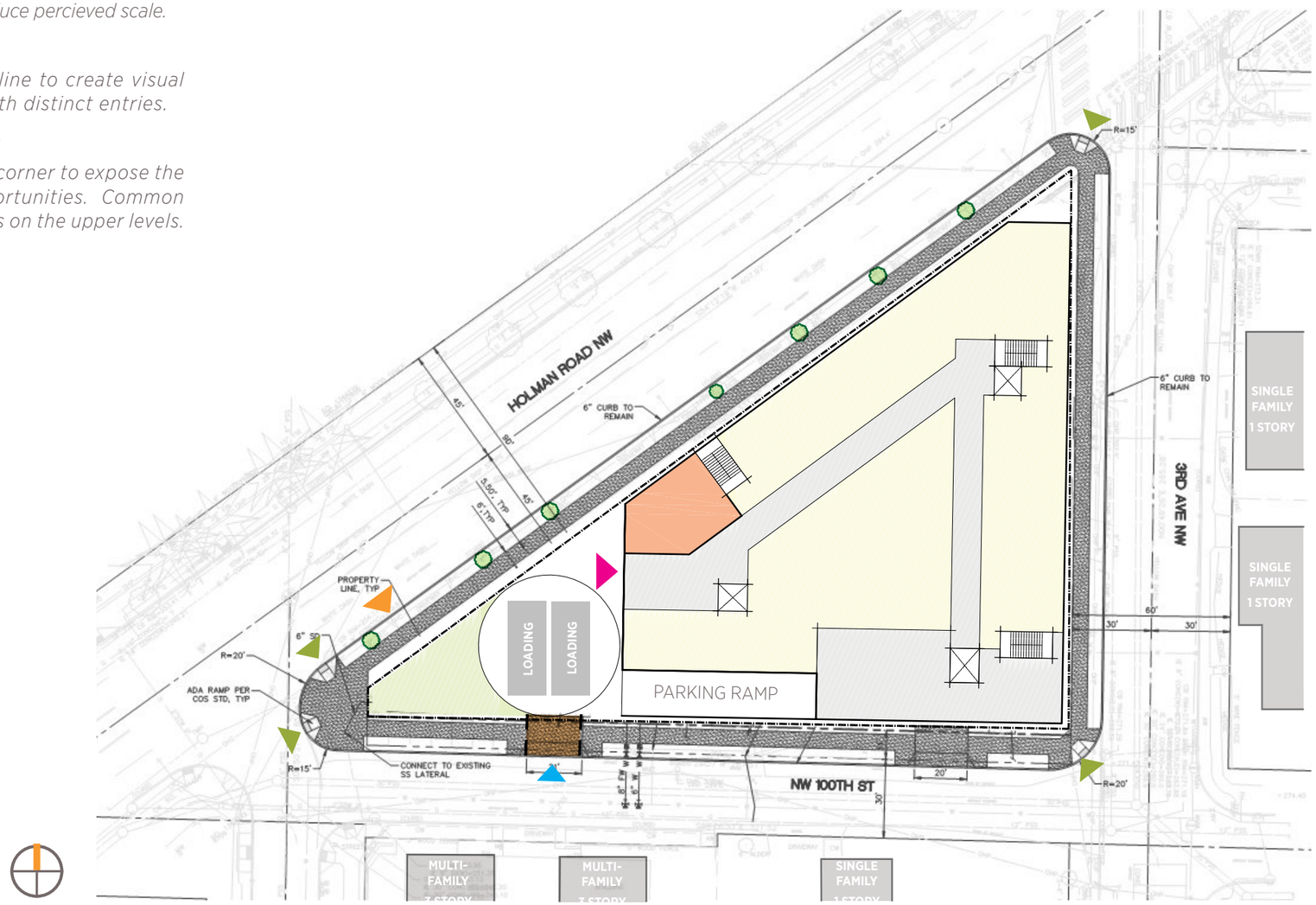
The building steps down with topography to reduce percieved scale.

PL3.A Entries

The building pulls back from the property line to create visual presence and wayfinding to the building with distinct entries.

DC.3.A Building-Open Space Relationship

The massing pulls back from the southwest corner to expose the port cochere and provide landscaping opportunities. Common spaces open directly onto outdoor courtyards on the upper levels.

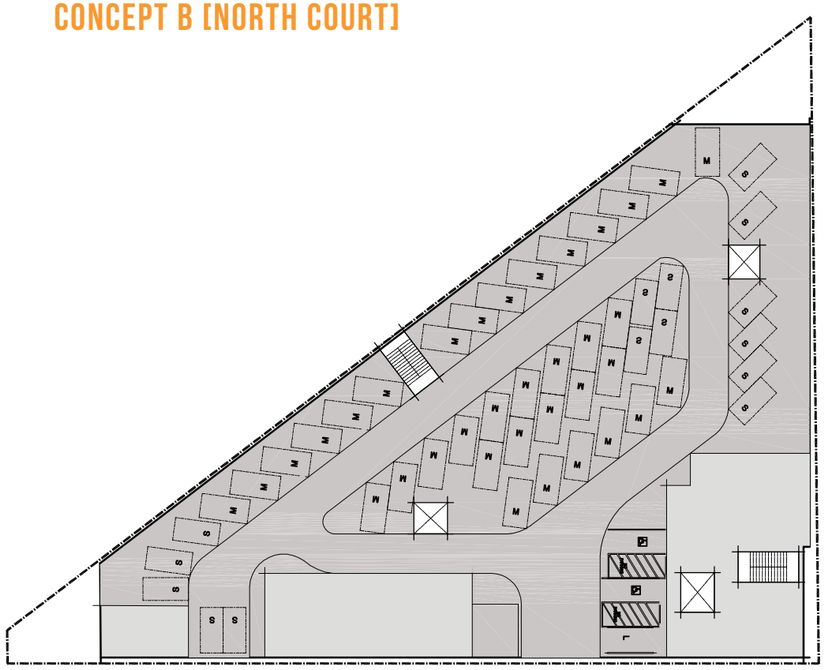


- Residential Entry
- Vehicular Entry/Exit
- Retail Entry
- Residential
- Commercial
- Amenities
- Outdoor Deck
- Back of House/ Circulation

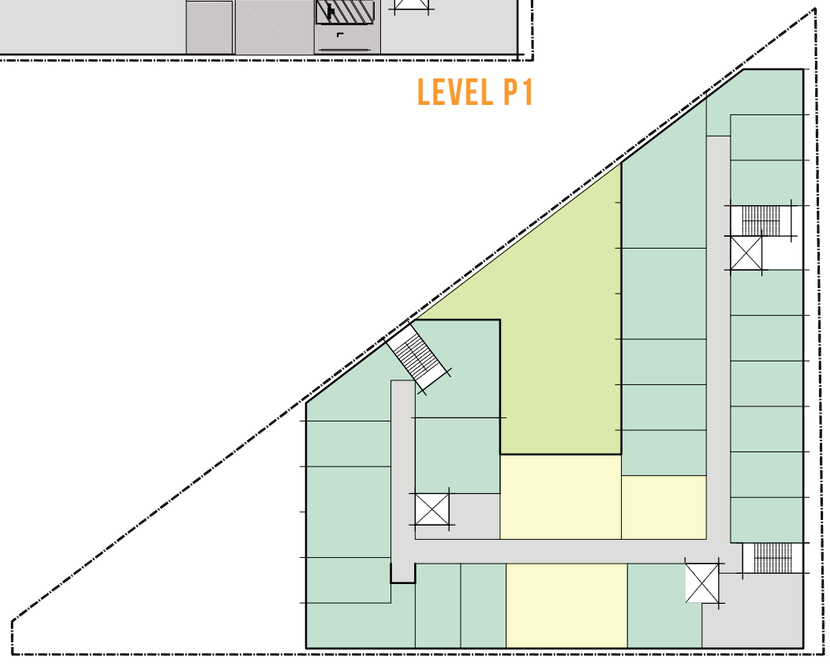
1" = 50' 0' 25' 100'

LEVEL 1

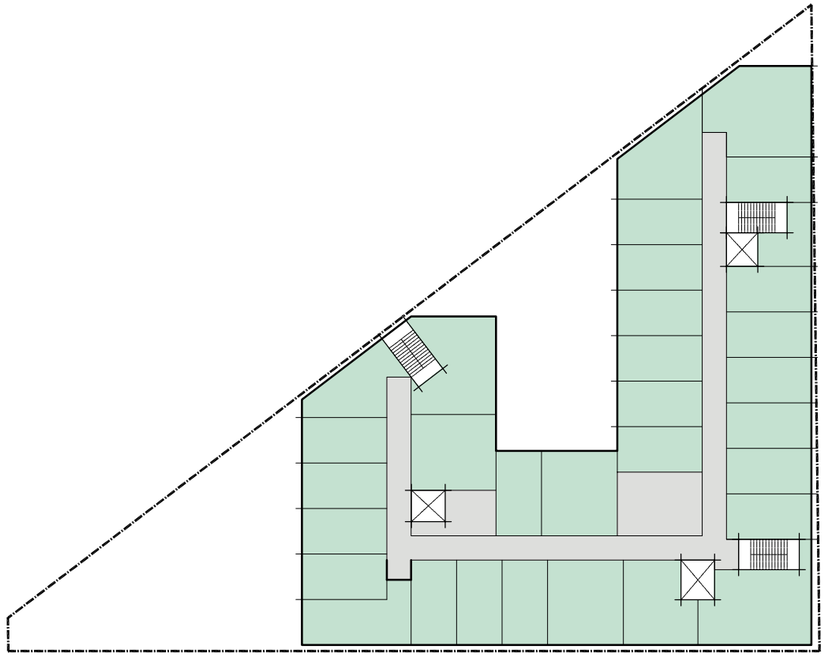
CONCEPT B [NORTH COURT]



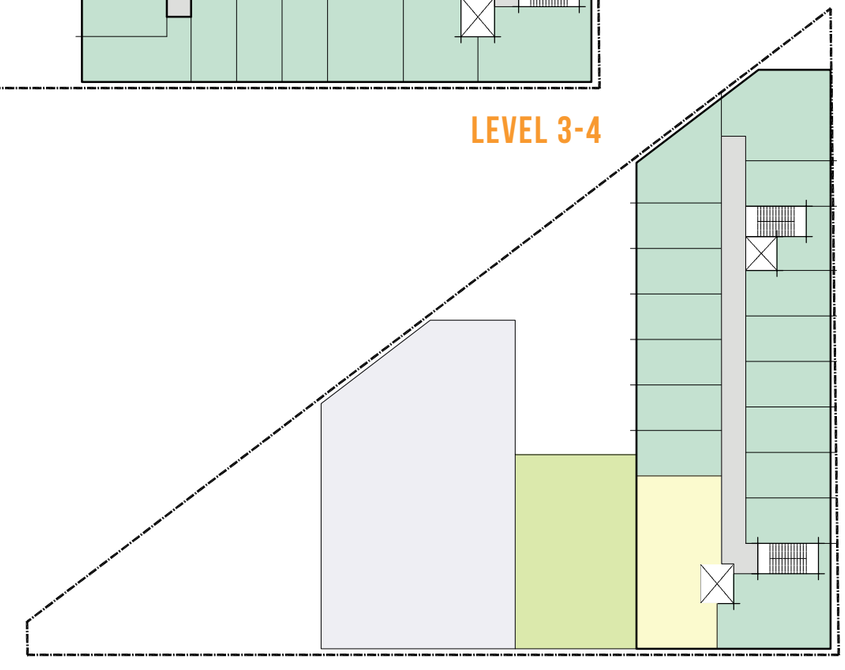
LEVEL P1



LEVEL 2

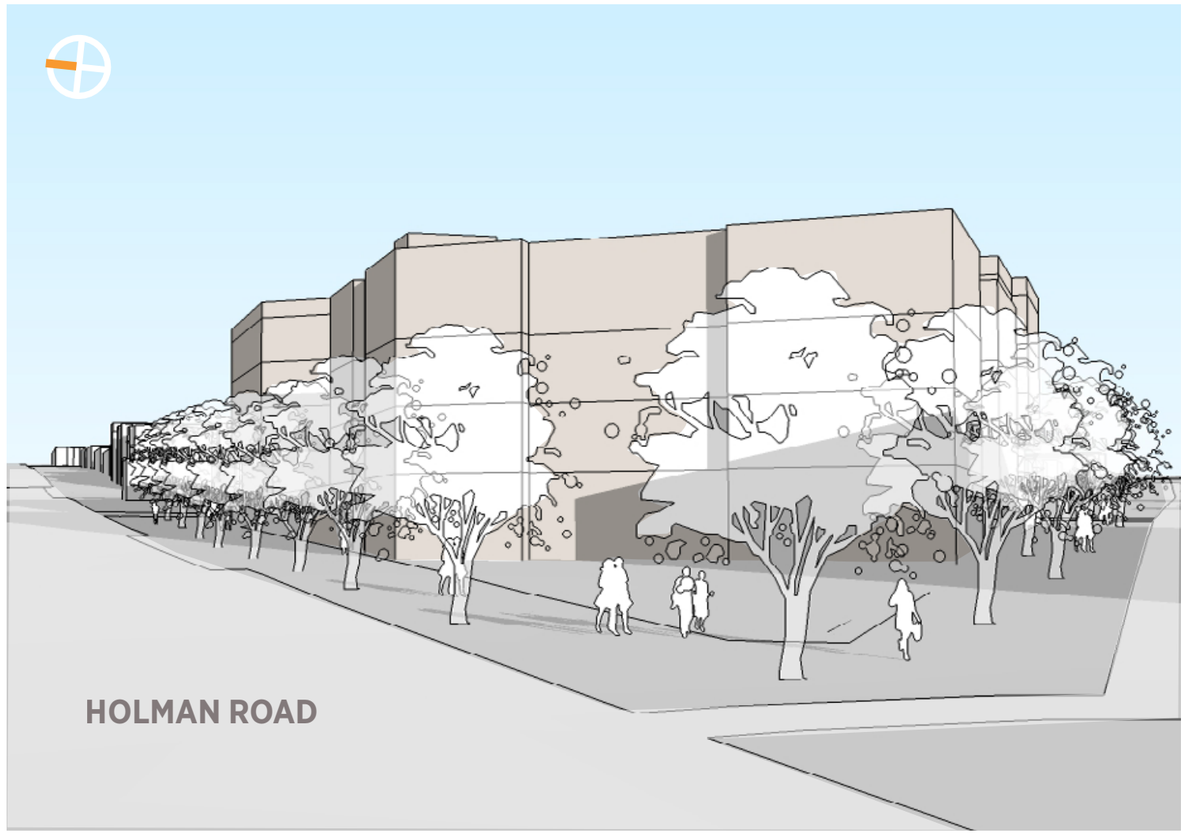


LEVEL 3-4

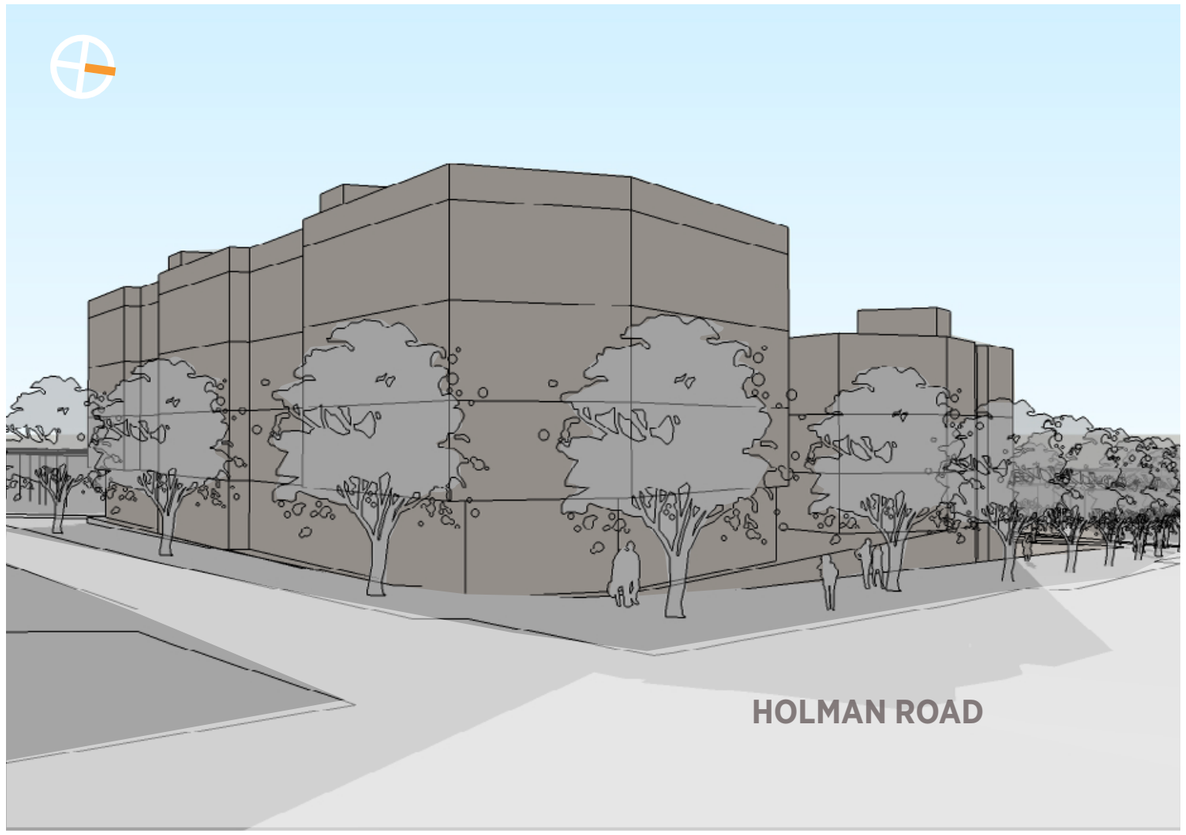


LEVEL 5

CONCEPT B [NORTH COURT]



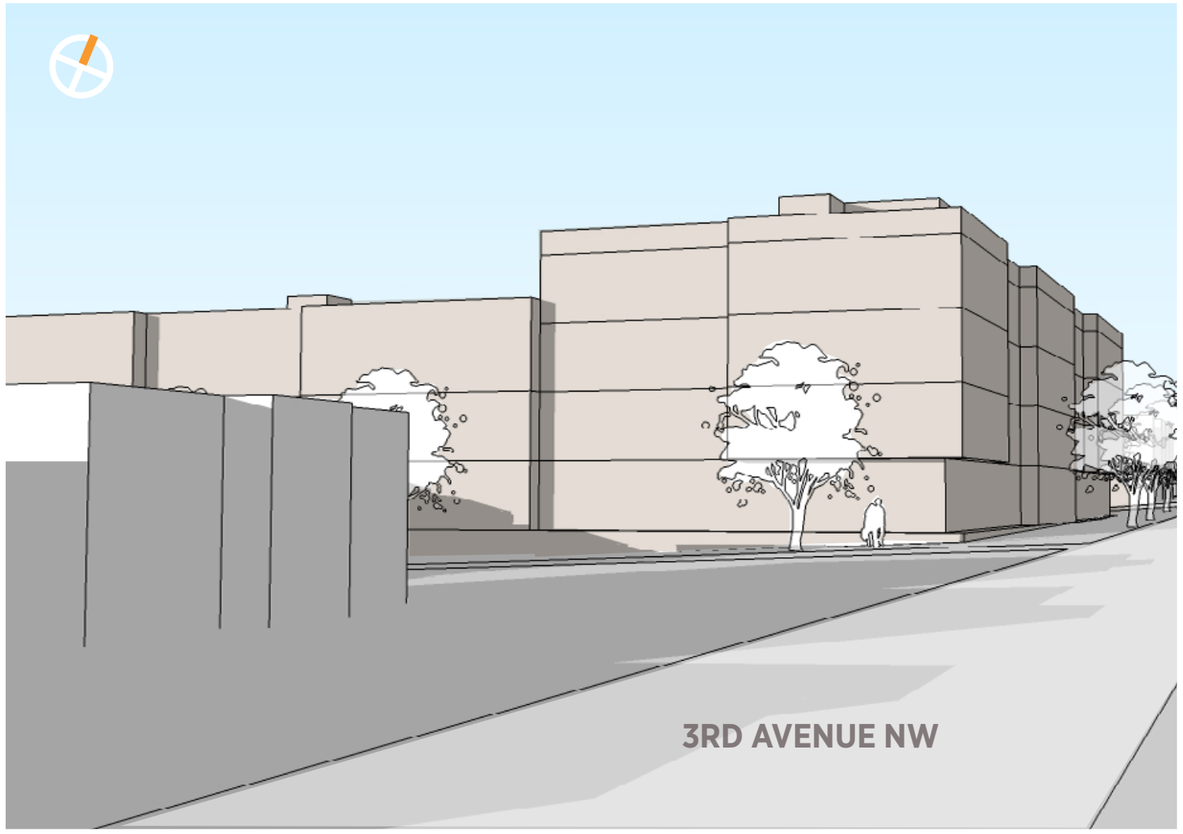
1 HOLMAN ROAD LOOKING EAST



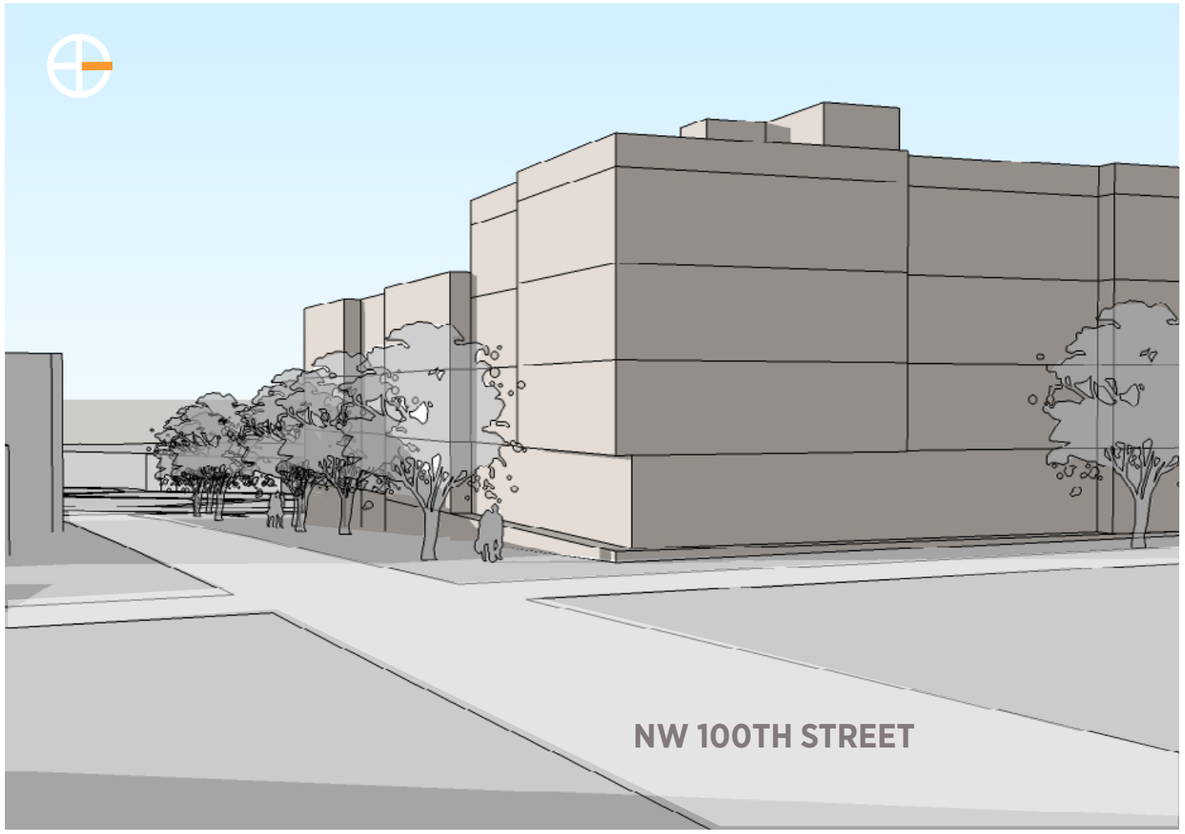
2 HOLMAN ROAD LOOKING WEST

KEYPLAN

CONCEPT B [NORTH COURT]



3 3RD AVENUE NW LOOKING NORTH



4 NW 100TH STREET LOOKING WEST

KEYPLAN

CONCEPT C [BIG HOUSE, LITTLE HOUSE] PREFERRED

OPPORTUNITIES

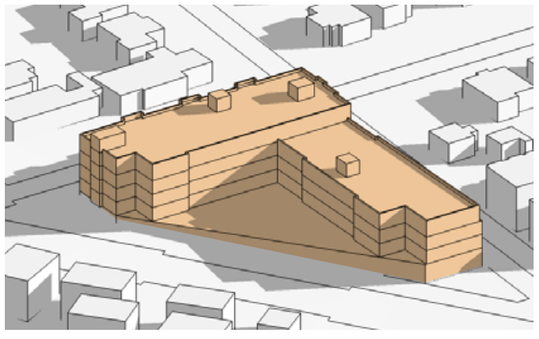
- Increased southern exposure to apartments
- Building mass steps down & away from Holman Road
- Maintains efficient floor plate design at all levels
- Strong massing connection between east & west wings
- Distinct presence at street corners

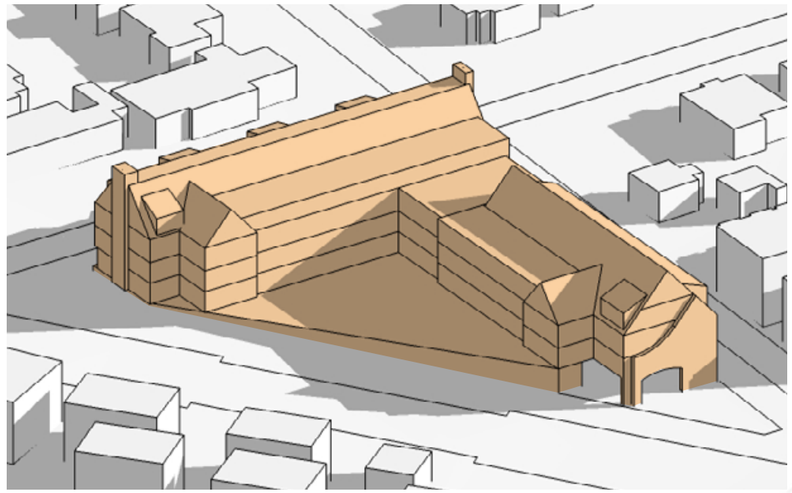
CONSTRAINTS

- Greater perceived mass on sides facing NW 100th & 3rd Ave

DEPARTURES

- Loading berth vertical clearance





PREFERRED MASSING - ARCHITECTURAL CONCEPT SHOWN

Residential Entry
Vehicular Access
Pedestrian Access

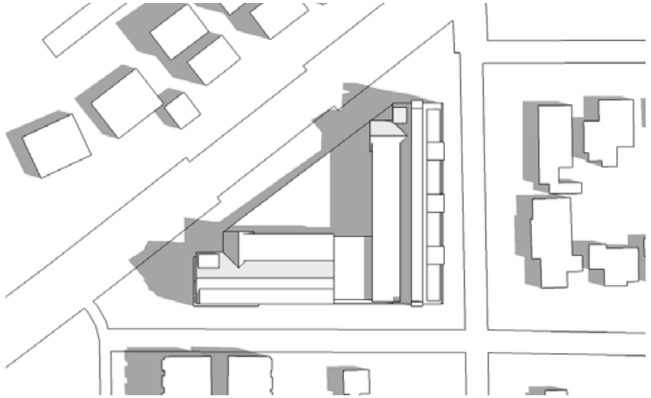
CONCEPT C: [BIG HOUSE, LITTLE HOUSE]

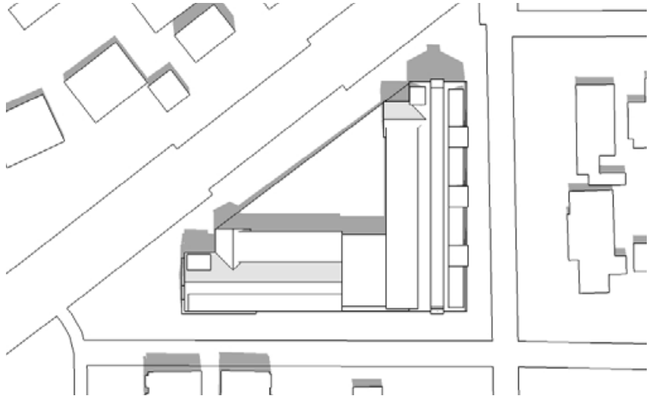
09:00AM

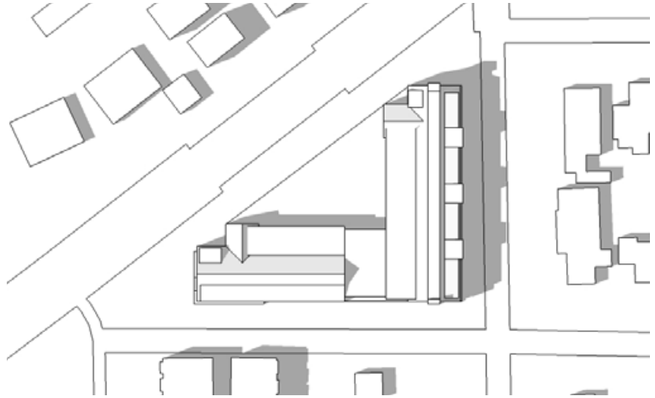
NOON

03:00PM

JUNE 21 SOLSTICE







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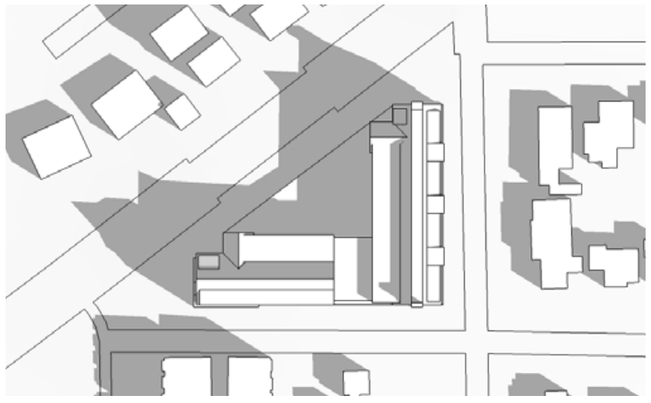
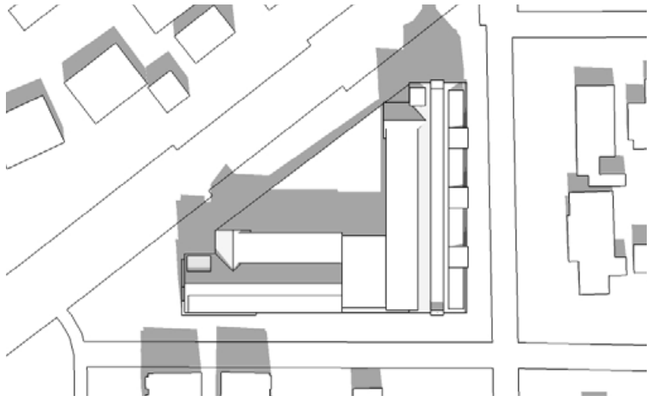
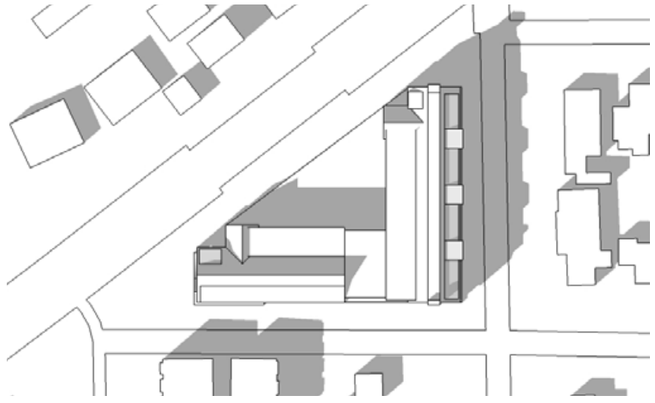
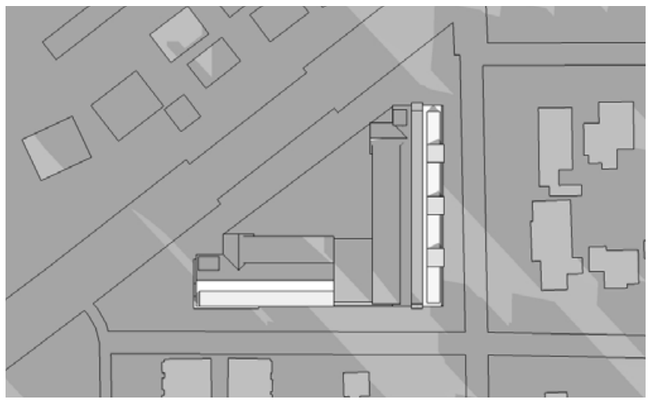
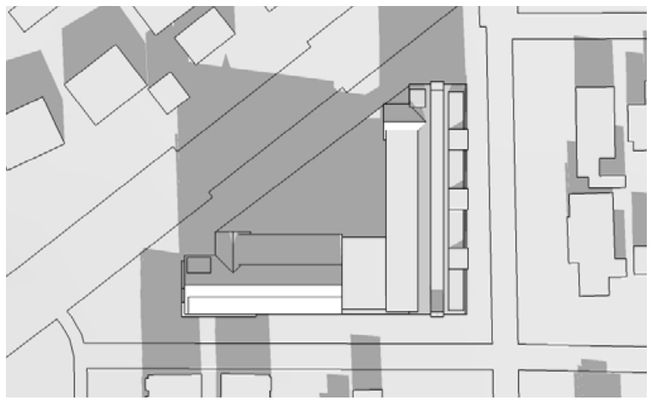


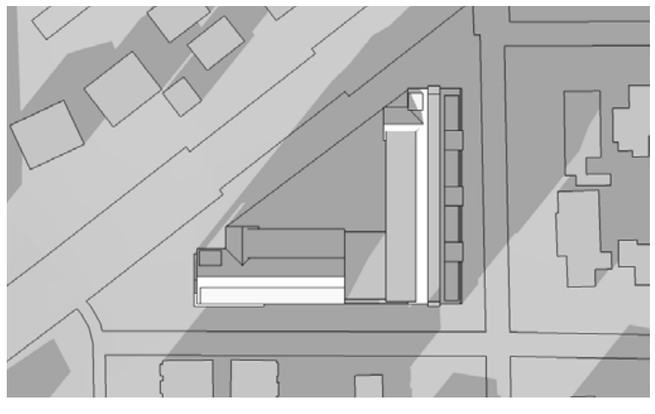




DECEMBER 21 SOLSTICE







CONCEPT C: [BIG HOUSE, LITTLE HOUSE]

CS.C Topography

The preferred massing steps down the hillside to better respond to the topography of the site.

CS3.A.4 Evolving Neighborhoods

The preferred massing knits together the historic character of the Greenwood neighborhood with the modern multi-family projects nearby

PL3.A Entries

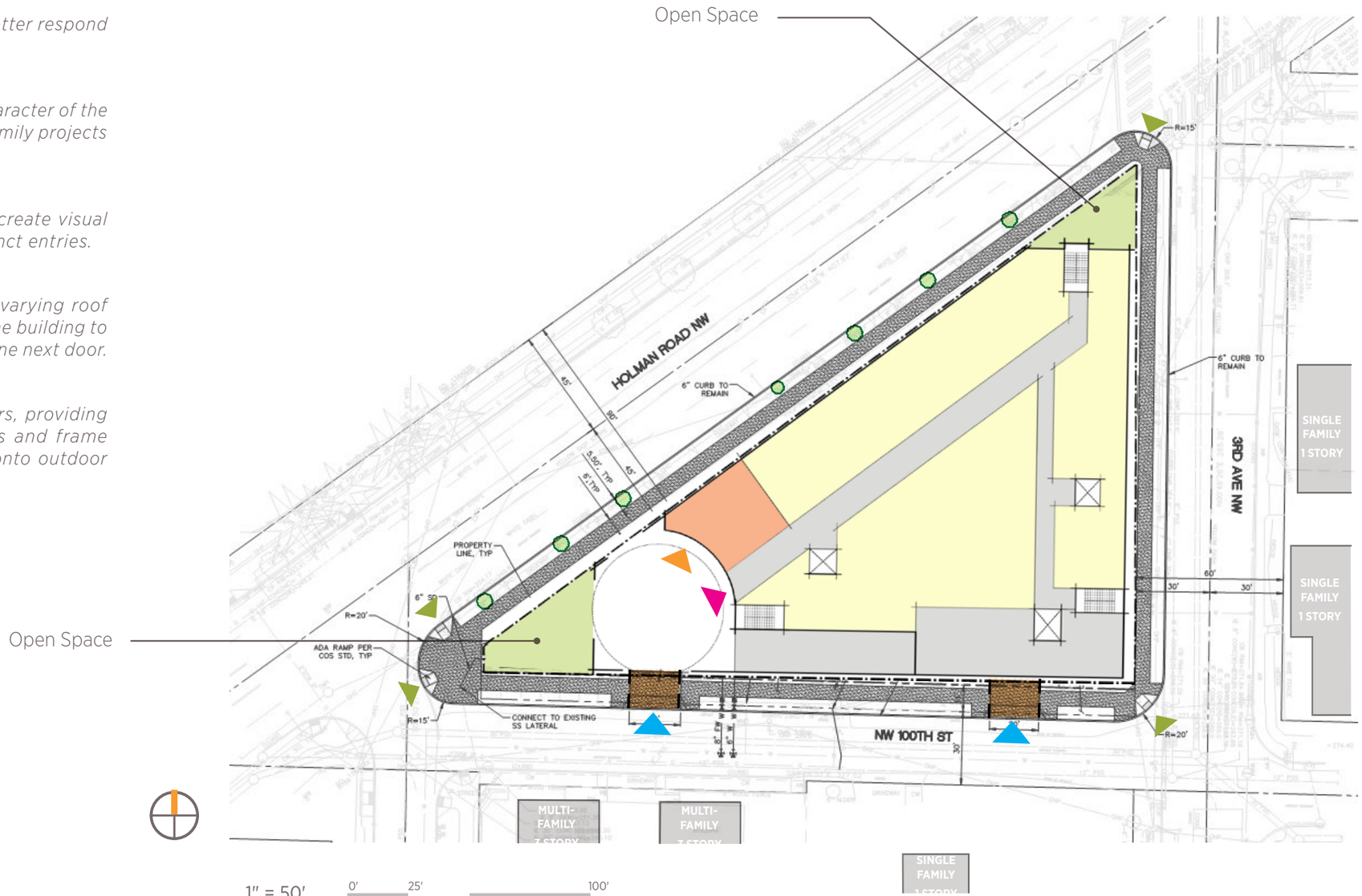
The building pulls back from the property line to create visual presence and wayfinding to the building with distinct entries.

DC2.A.2 Reducing Perceived Mass

The use of pitched roofs, facade modulation and varying roof heights all help break down the perceived mass of the building to create a successful transition to the single family zone next door.

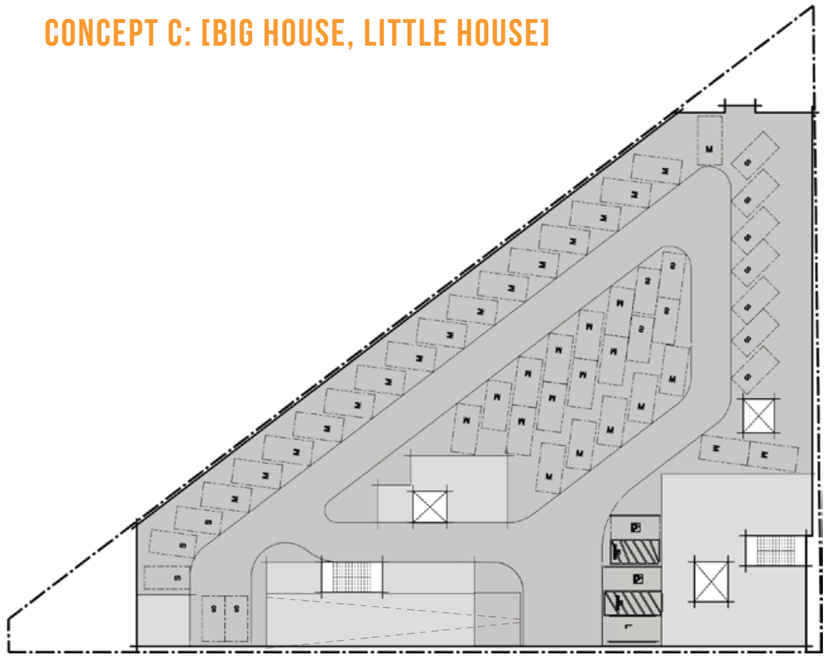
DC.3.A Building-Open Space Relationship

The preferred massing steps back from the corners, providing landscaping opportunities that soften the edges and frame the architecture. Common spaces open directly onto outdoor courtyards on the upper levels.

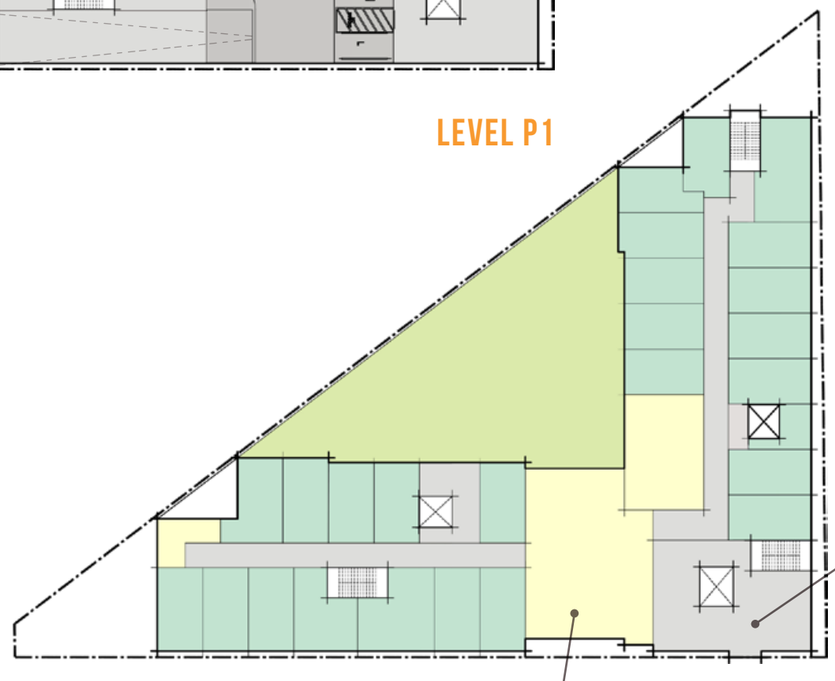


LEVEL 1

CONCEPT C: [BIG HOUSE, LITTLE HOUSE]

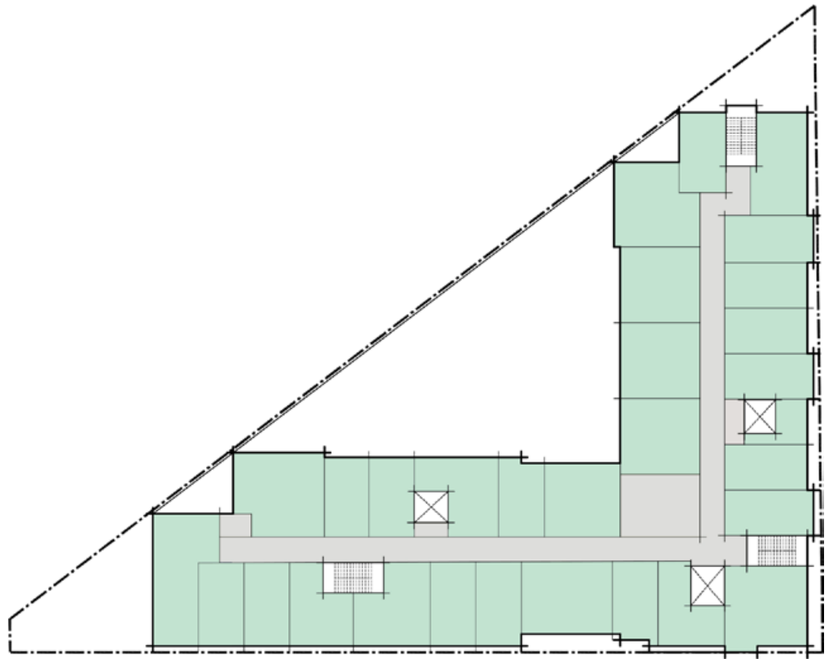


LEVEL P1



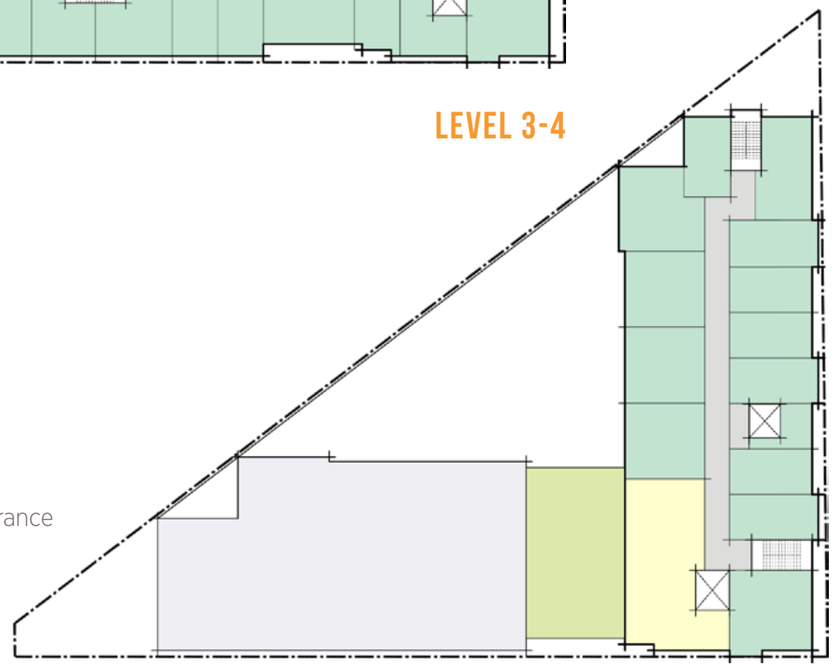
Access to courtyard and
Norhtern & Southern light

LEVEL 2



LEVEL 3-4

Loading berth clearance
departure required



LEVEL 5

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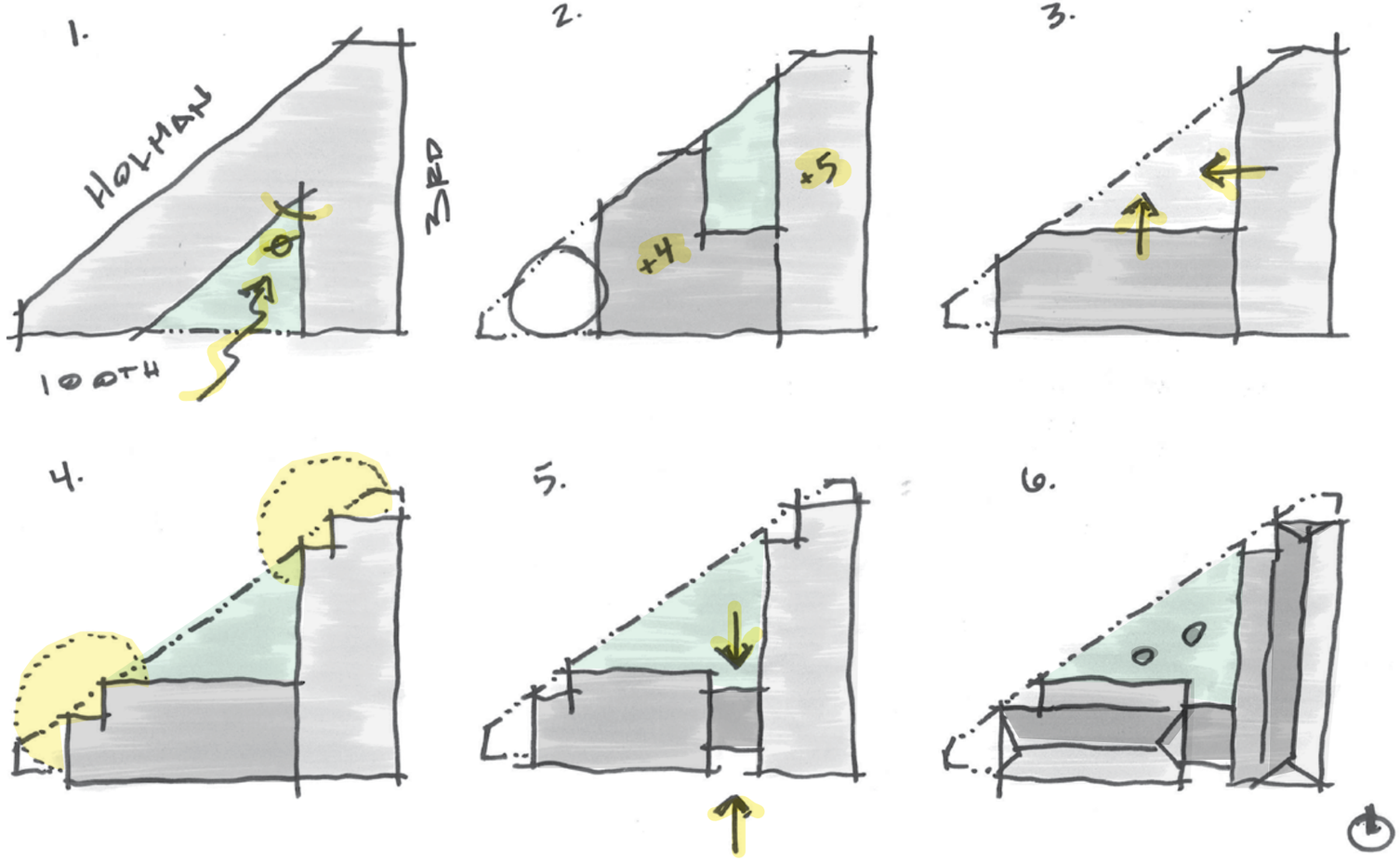
MASSING CONCEPT NARRATIVE



1 :

Configure the massing in order to capture southern daylighting exposure in a communal courtyard, and to maximize exposure in resident units.

2 :

Rotate the massing in order improve unit privacy and street presence along Holman Road. Separate mass into two distinct bars, and raise and lower their massing to respond to topography and allow access to rooftop deck.

3 :

Open toward Holman Road, allowing for a larger courtyard. Improves daylight and views in units. Reduces aparent mass along Holman Road.

4 :

Create relief at street corners along Holman Road by stepping back. Begin adding modulation to reduce overall building presence.

5 :

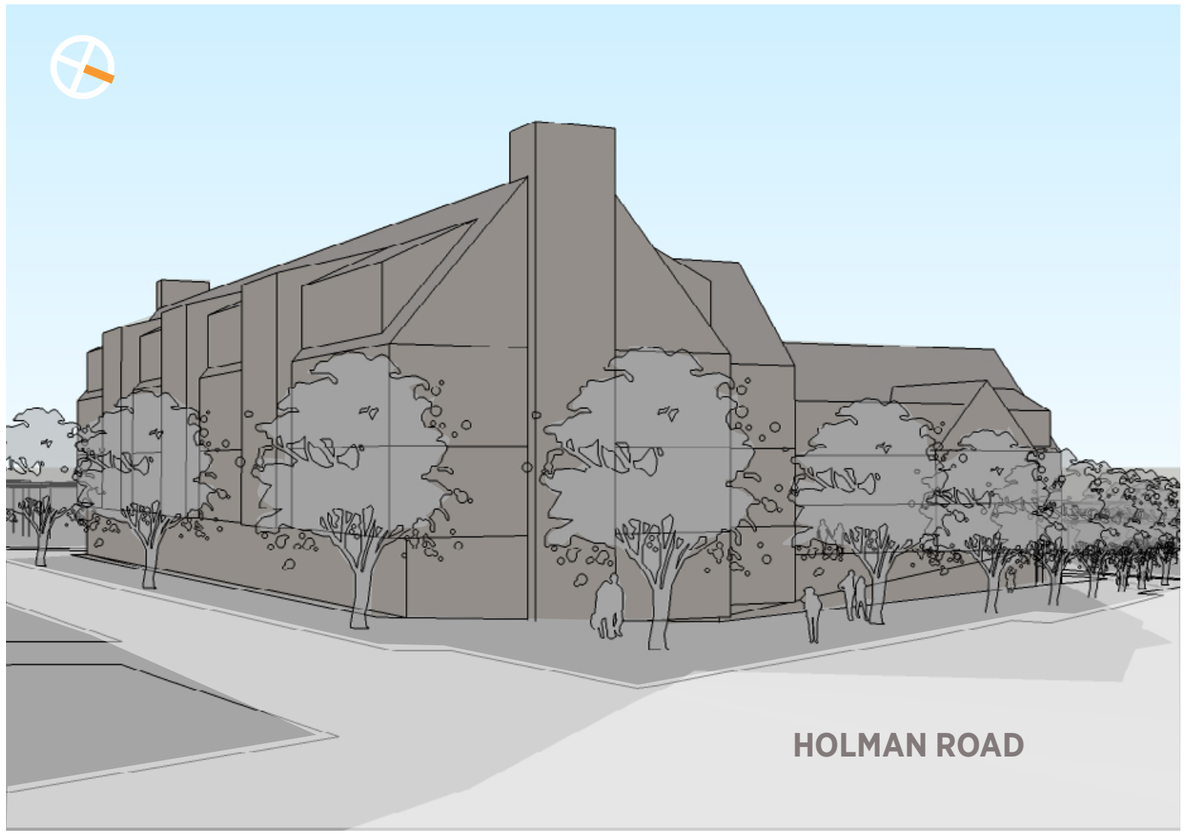
Create a connector, which separates the buildings and serves as an intersectional area or threshold. The threshold lends itself to communal programming situated between the two bars of resident units.

6 :

Continue adding modulation, setbacks, pitched roofs, terracing, and other architectural details which serve to reduce perceived building mass while improving its architectural character.

CONCEPT C: [BIG HOUSE, LITTLE HOUSE]

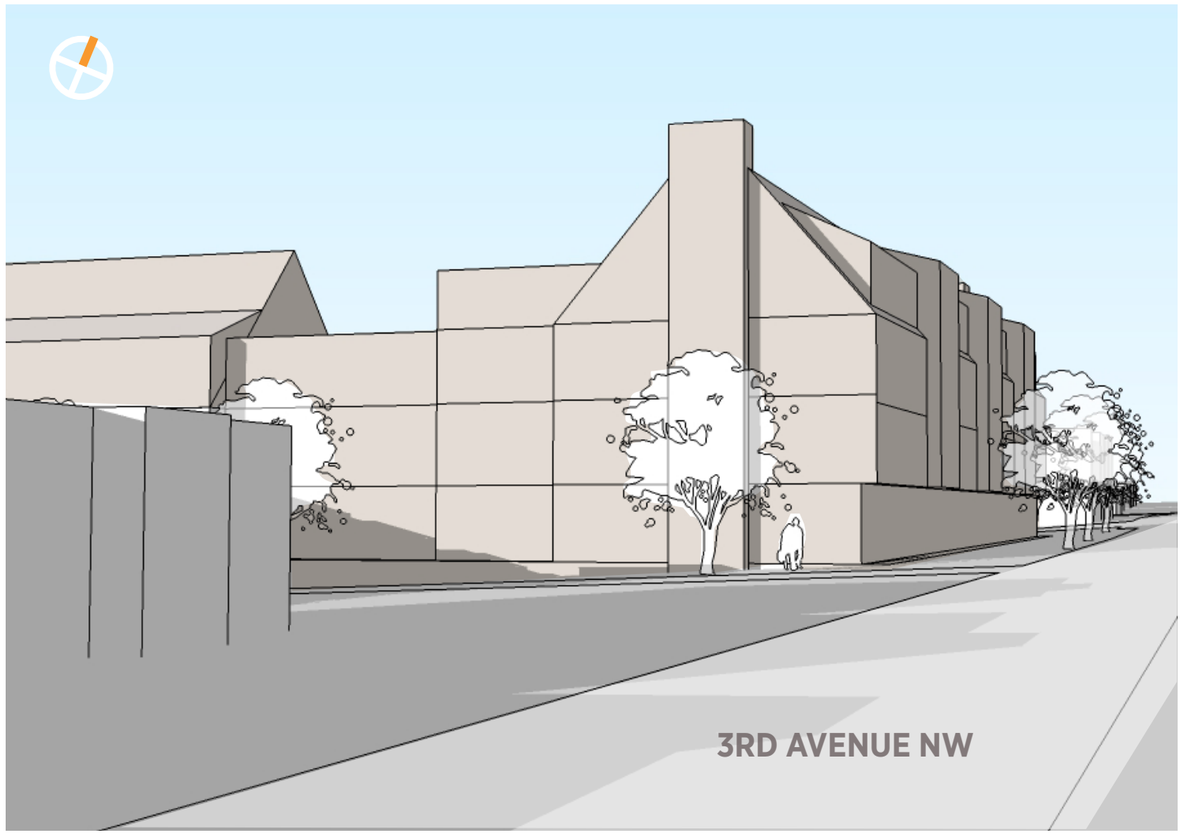
1 HOLMAN ROAD LOOKING EAST



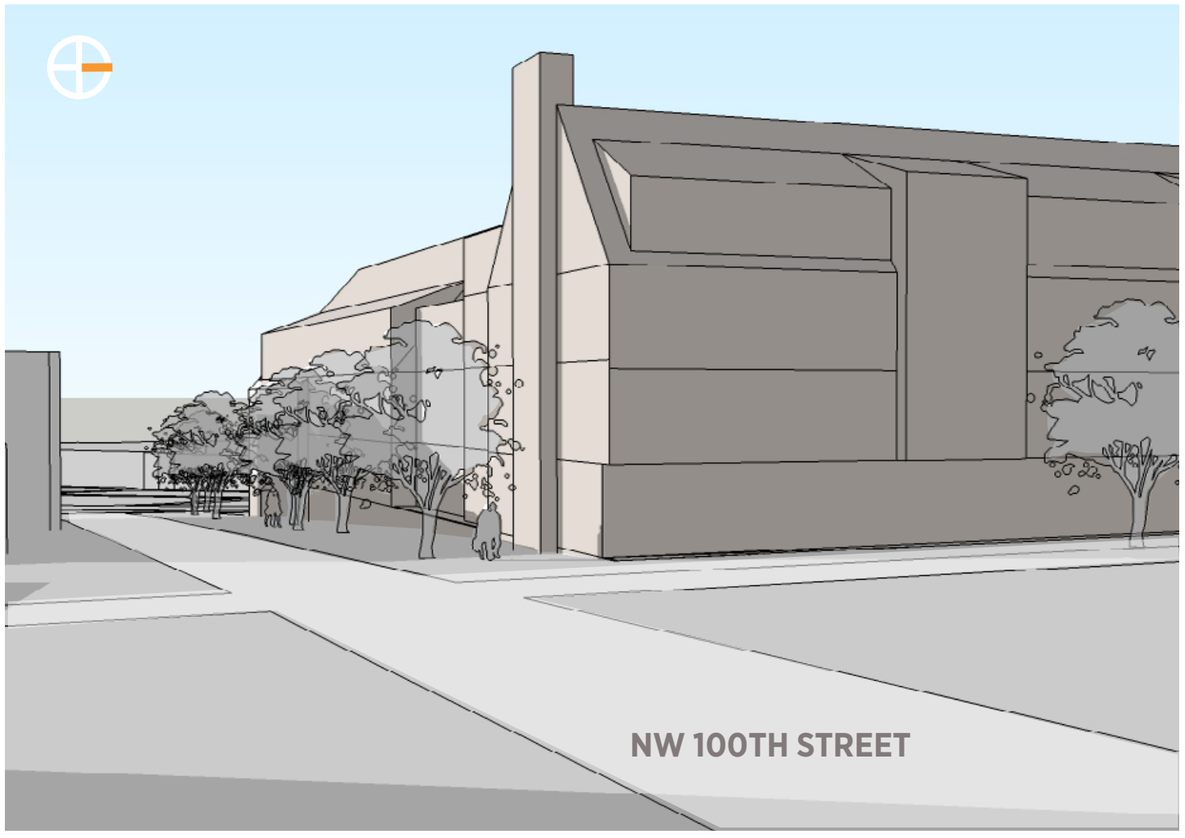
2 HOLMAN ROAD LOOKING WEST

KEYPLAN

CONCEPT C: [BIG HOUSE, LITTLE HOUSE]



3 3RD AVENUE NW LOOKING NORTH



4 NW 100TH STREET LOOKING WEST

KEYPLAN

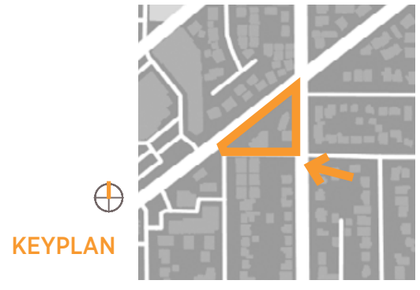
CONCEPT C: [BIG HOUSE, LITTLE HOUSE]

HOLMAN ROAD - EAST-SOUTHEAST

An eye-level view of the street scape at the corner of Holman Road and NW 100th Street. The building's podium is set back 5' from the street, with a planting strip above and below, which softens the transition from the sidewalk to the level 2 courtyard. The primary retail, resident, and vehicular entry are located at this corner. The result is a lively and inviting street corner.

KEYPLAN

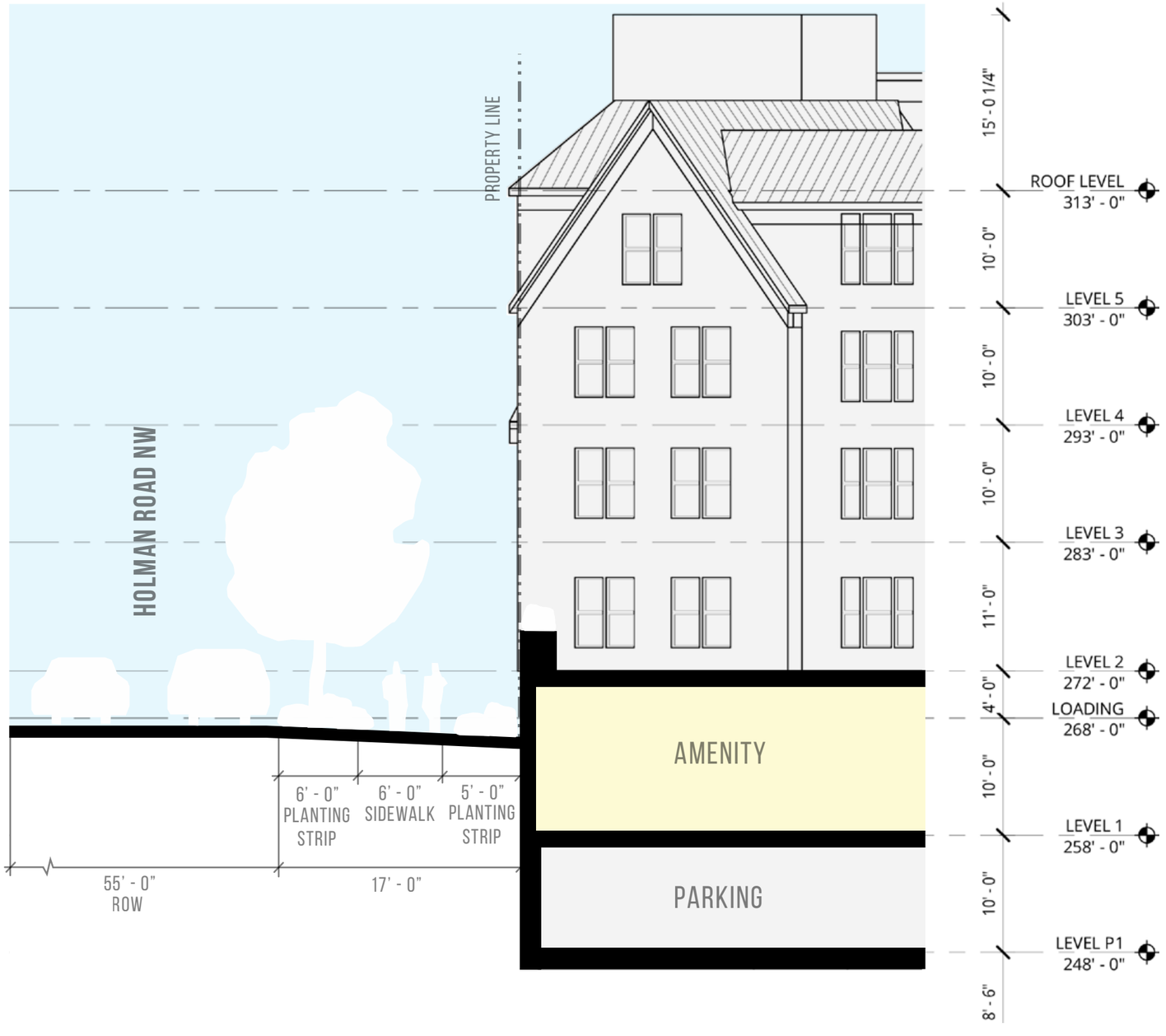
CONCEPT C: [BIG HOUSE, LITTLE HOUSE]



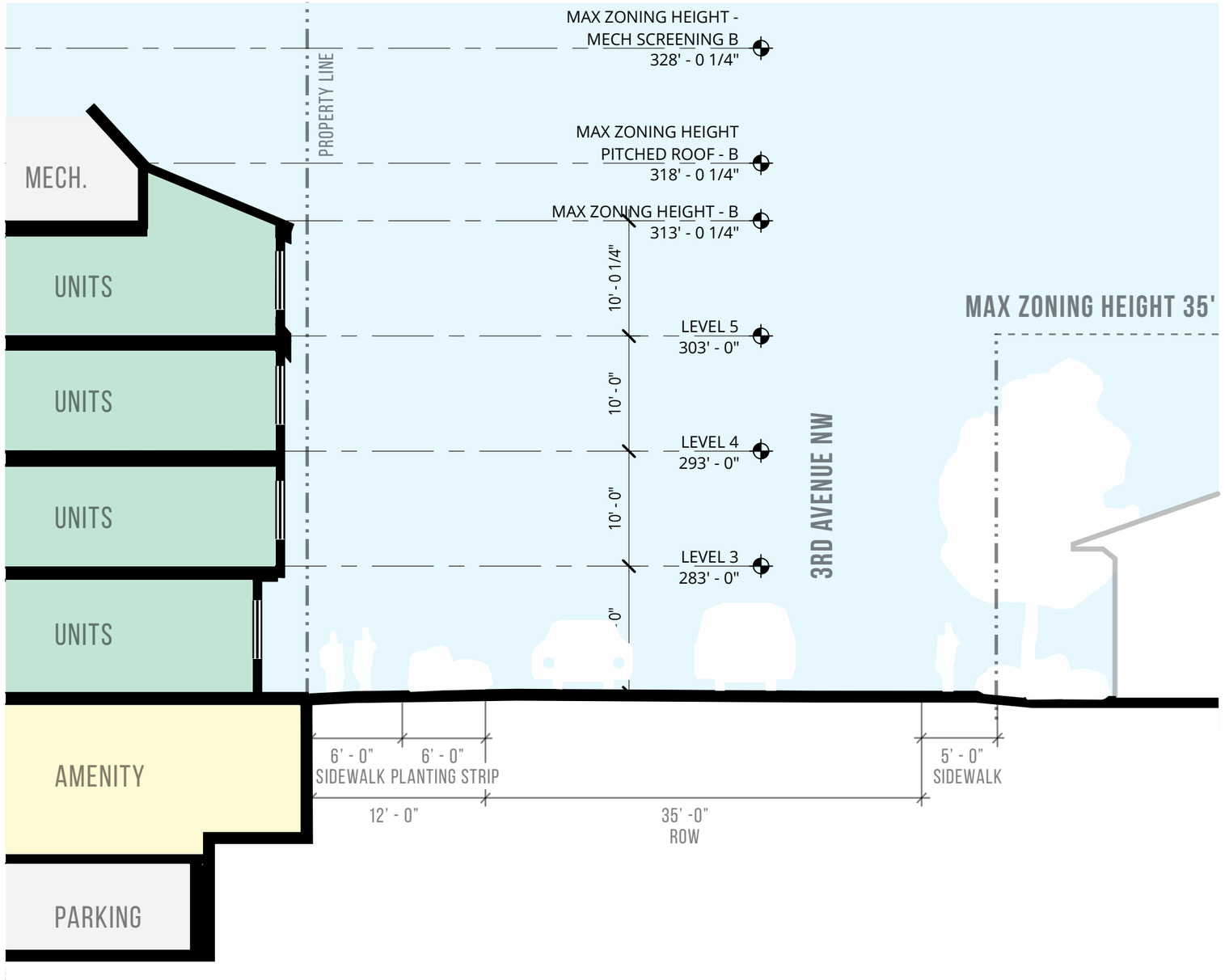
KEYPLAN

CONCEPT C: [BIG HOUSE, LITTLE HOUSE]

HOLMAN ROAD NW



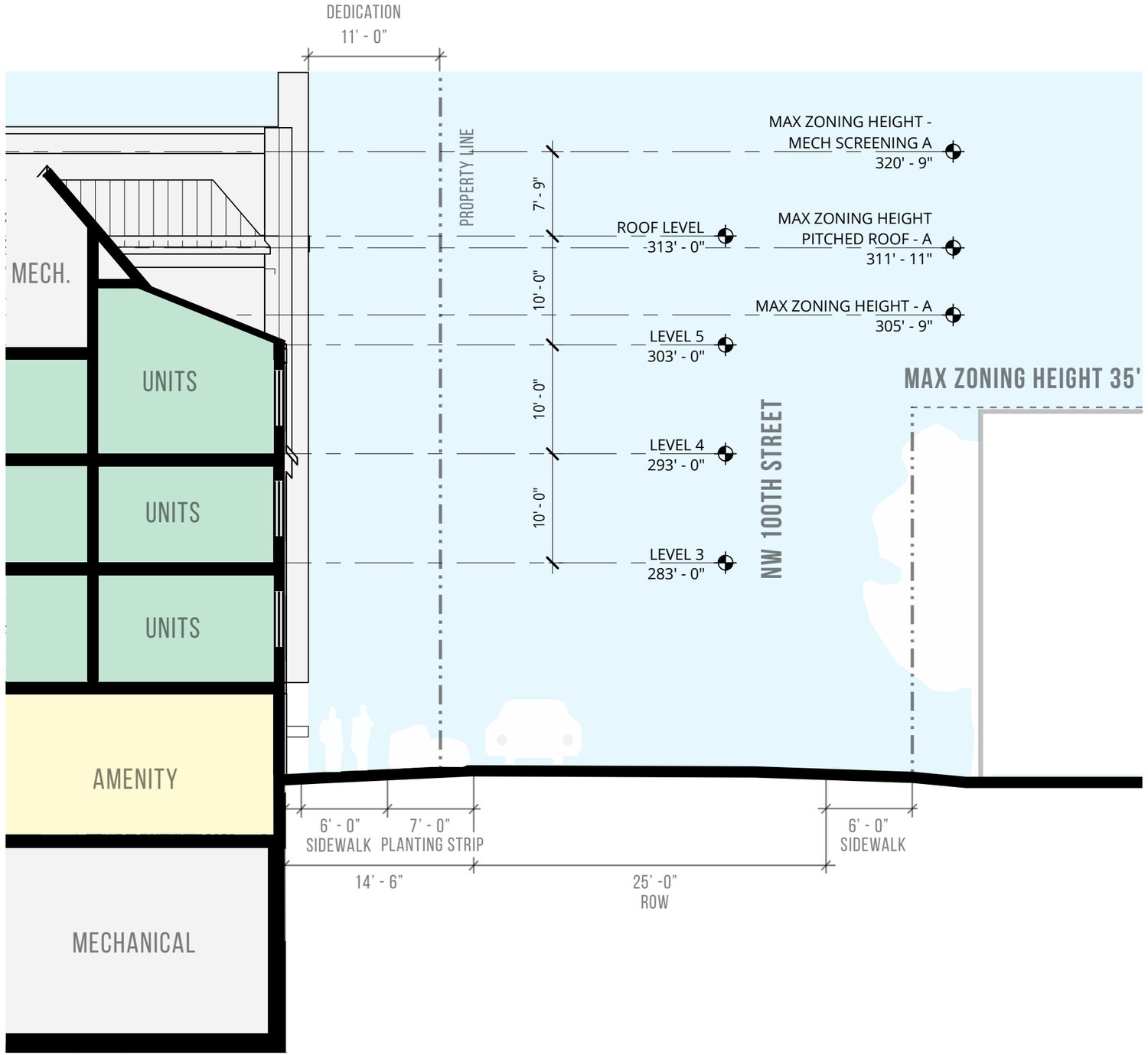
CONCEPT C: [BIG HOUSE, LITTLE HOUSE]



3RD AVENUE NW

CONCEPT C: [BIG HOUSE, LITTLE HOUSE]

NW 100TH STREET



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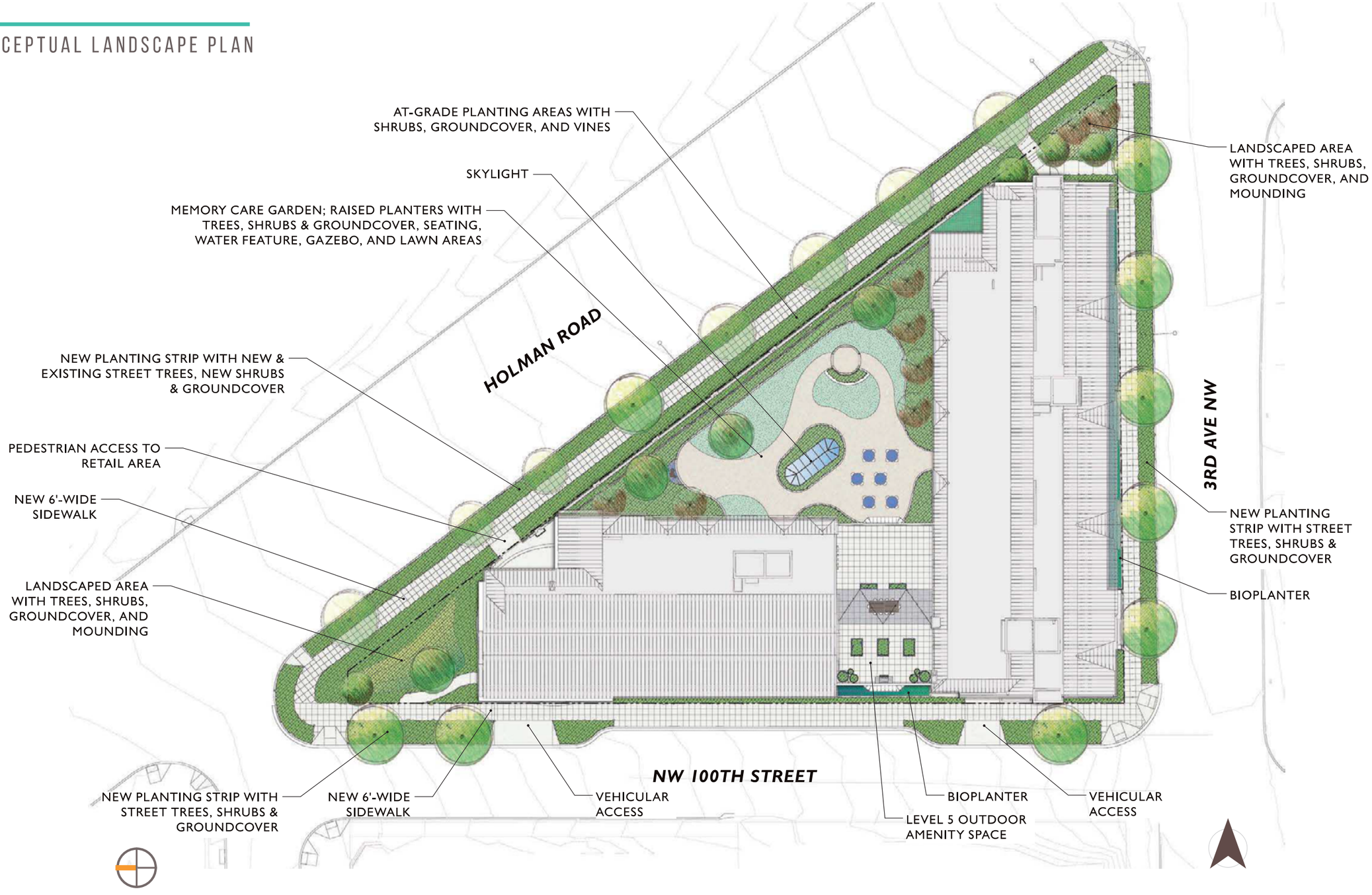
CONCEPTUAL LANDSCAPE PLAN



CONCEPTUAL LANDSCAPE IMAGERY














DEPARTURE ONE: LOADING BERTH VERTICAL CLEARANCE

OPTIONS B + C

LAND USE CODE SECTION:

Loading berths are required to have a vertical clearance of at least 14 feet. (SMC 23.54.035.C.1.)

REQUEST:

The project proposes to place one of the required loading berths in the porte cochere, which has a lower clearance.

The clear height for the loading berth in the porte cochere is 10'-6".

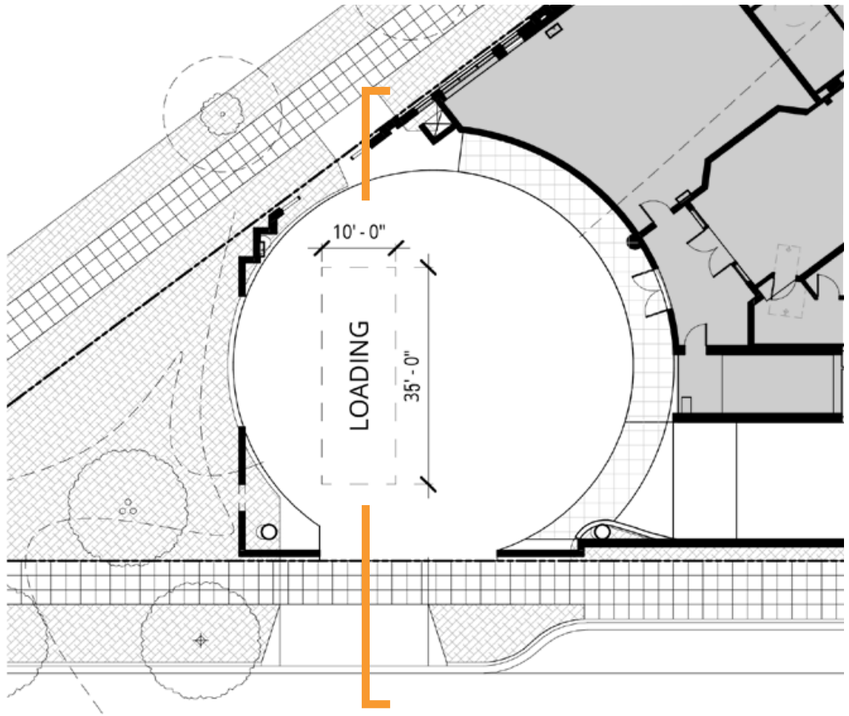
RATIONALE:

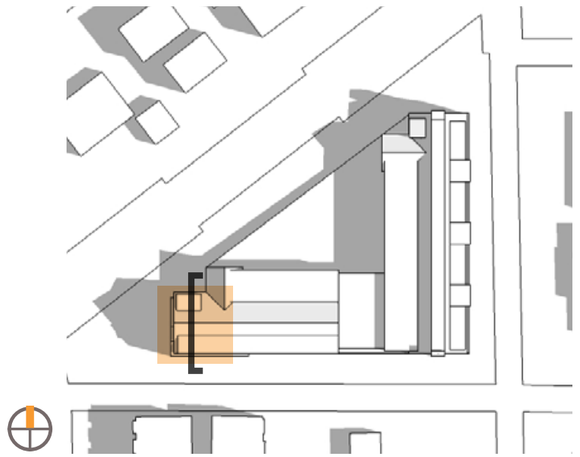
The loading berth height at the turnaround will allow most parcel trucks and passenger vans to use the designated loading area. In addition loading entry in the turn around will allow for head-in head-out traffic.

The loading second berth at the loading entry off 100th will provide the code standard 14' - 0" clearance for other trucks.

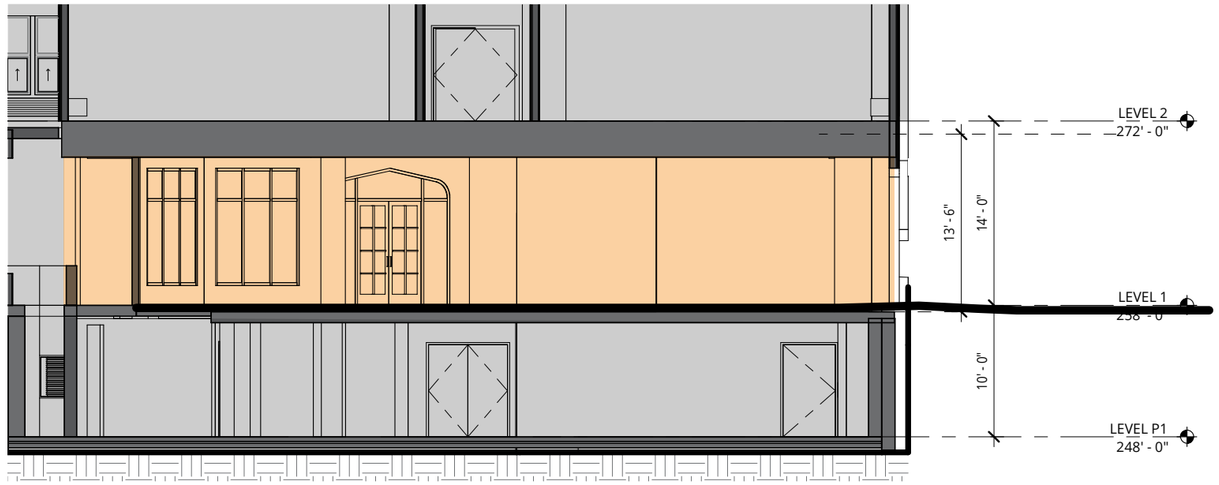
PROPOSED DESIGN BETTER MEETS DESIGN GUIDELINES:

- **DC1.B.1 Access Location and Design:** By splitting up the two loading berths we have reduced the curb cut width for the loading bay from 20' to 12', reduced back-in-pull out traffic and improved pedestrian safety along 100th.
- **DC1.C.2 Parking and Service Uses - Visual Impacts:** Reduced loading berth height at the porte cochere allows for the loading to better respond to the topography of the site and to be visually integrated into the design of the facade at a more human, pedestrian scale.





KEYPLAN



DEPARTURE TWO: LOADING BERTH DEPTH

OPTION C (PREFERRED)

LAND USE CODE SECTION:

Loading berths shall be a minimum of 35 feet in length.

(SMC 23.54.035.C.2c.)

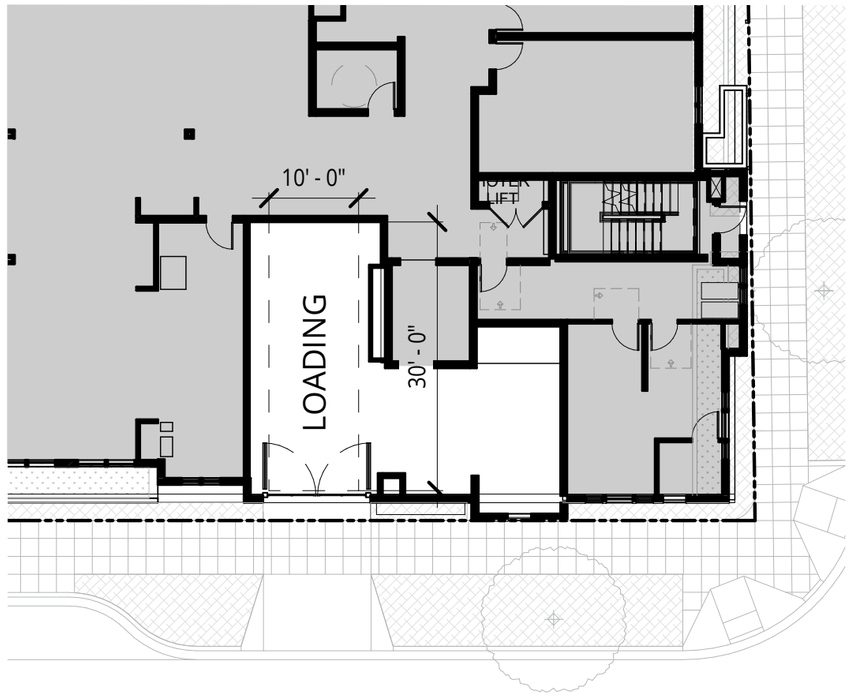
REQUEST:

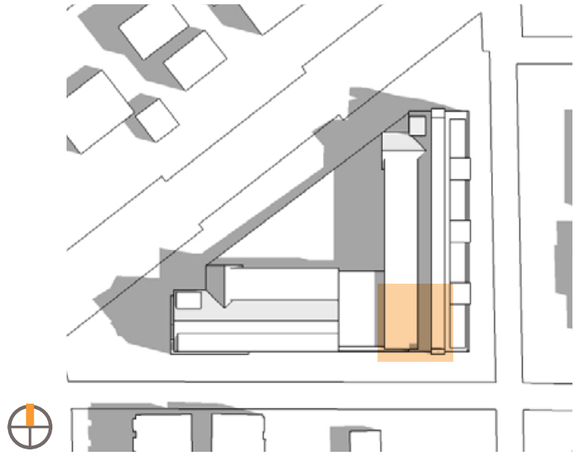
The project proposes a reduction in the required loading berth length, to 25', given its low-demand use of the loading berth.

The proposed length of the loading bay is 30'.

RATIONALE:

The low-demand and frequency of use of the loading bay should allow the Director to grant an exception to the minimum length of 35'.





KEYPLAN

DEPARTURE THREE: BLANK FACADE/ FACADE TRANSPARENCY

OPTION C (PREFERRED)

LAND USE CODE SECTION:

Basic street-level requirements: blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20' in width. The total of all blank facade segments many not exceed 40% of the width of the facade.
Non-Residential street level requirements: 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.

REQUEST:

- 100th Street: Reduced façade transparency to 0.02%
- 100th Street: Increased blank façade to 82.79%

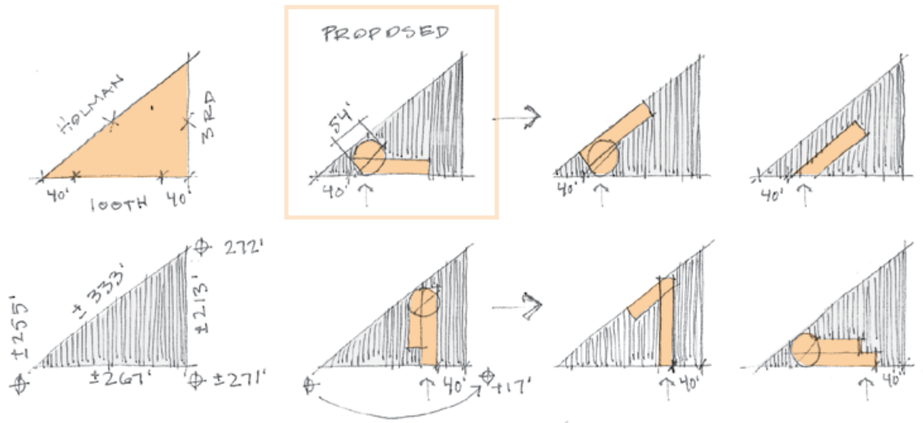
RATIONALE:

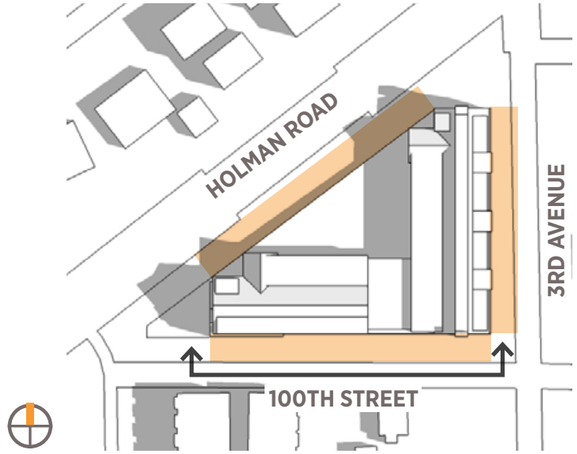
100th Street: Due to required vehicle access off of 100th st and steep grade change we explored various parking ramp configurations, with the proposed ramp locations being the only viable option. As such, the façade does not meet the façade transparency or blank façade requirements along 100th st. This will better meet the design guidelines by providing curb cuts and vehicle access where it will be best for pedestrian safety. It also prioritizes a more transparent street-facing façade along Holman Rd and minimizes the impacts to interior programming.

PROPOSAL BETTER MEETS DESIGN GUIDELINES:

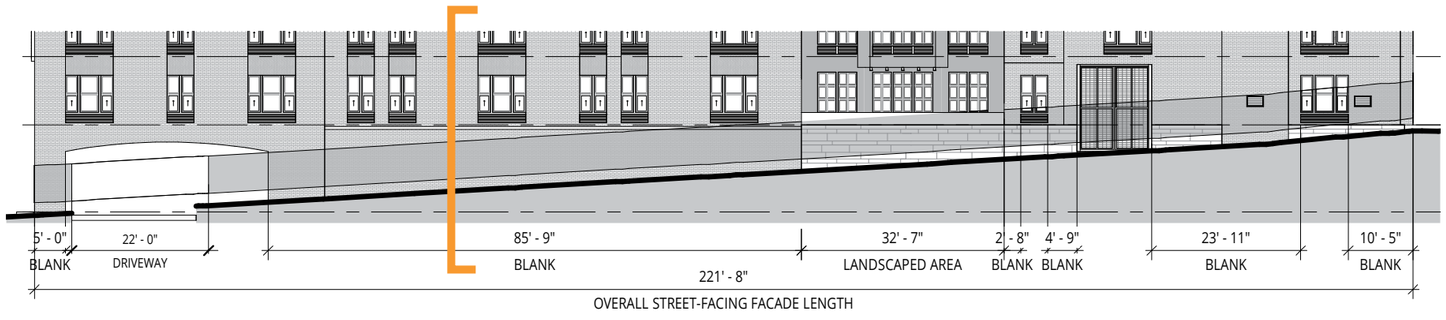
- **DC1.C.2 Parking & Service Uses -** Visual Impacts: Parking access is hidden, with entry concealed within the building. This is made possible by locating the ramp parallel to 100th Street.
- **DC2.A.1 Massing - Site Characteristics & Use:** Engages the site's challenging topography by programing level 1 uses which do not require windows.

100TH STREET PARKING RAMP STUDY





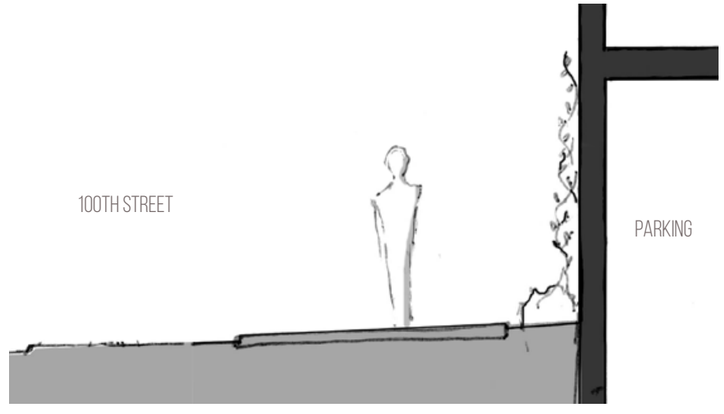
KEYPLAN



100TH STREET

BLANK FACADE : 100TH STREET		
TOTAL FACADE LENGTH:	199' - 4"	
BLANK FACADE LENGTH:	165' - 0"	
PERCENT BLANK FACADE:	**82.79%**	**DEPARTED**

TRANSPARENCY : 100TH STREET		
TOTAL MEASURED AREA:	1,324 SF	
TRANSPARENT AREA:	24SF	
PRECENT TRANSPARENT:	**0.02%**	**DEPARTED**



SECTION AT PARKING RAMP

DEPARTURE THREE: BLANK FACADE/ FACADE TRANSPARENCY

OPTION C (PREFERRED)

LAND USE CODE SECTION:

Basic street-level requirements: blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20' in width. The total of all blank facade segments many not exceed 40% of the width of the facade.
Non-Residential street level requirements: 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.

REQUEST:

- 3rd Ave: Increased blank façade transparency to 24.15%

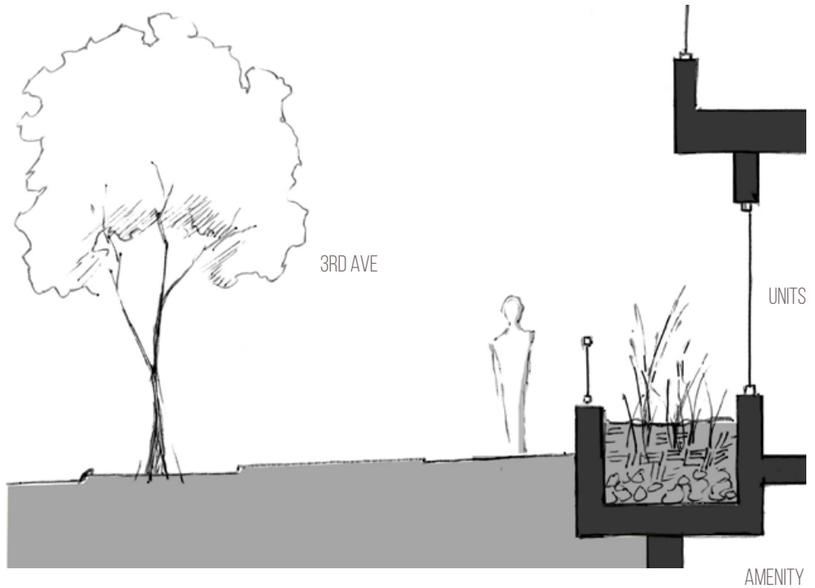
RATIONALE:

3rd Ave NW: Due to the grade change, 3rd Ave NW is no longer at the same level as the non-residential street level uses at the southwest corner of the site. Providing less transparency at residential units better meets the design guidelines by providing more privacy to residents.

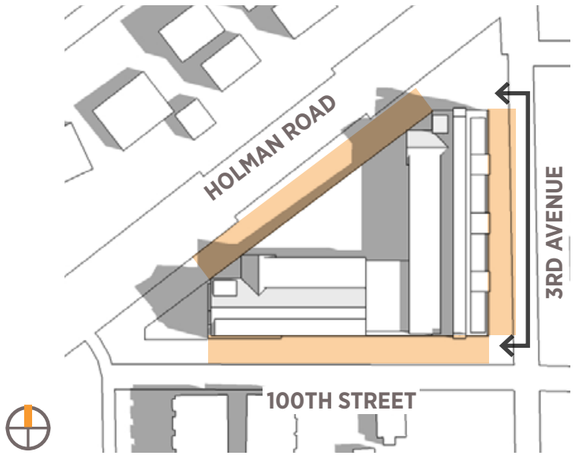
PROPOSAL BETTER MEETS DESIGN GUIDELINES:

- **DC1.C.2 Parking & Service Uses -** Visual Impacts: Parking access is hidden, with entry concealed within the building. This is made possible by locating the ramp parallel to 100th Street.

- **DC2.A.1 Massing - Site Characteristics & Use:** Engages the site's challenging topography by programing level 1 uses which do not require windows.



SECTION AT BIORETENTION



KEYPLAN

3RD AVENUE

BLANK FACADE : 3RD AVENUE		
TOTAL FACADE LENGTH:	221' - 0"	
BLANK FACADE LENGTH:	59' - 7"	
PERCENT BLANK FACADE:	**26.9%**	**DEPARTED**

TRANSPARENCY : 3RD AVENUE		
TOTAL MEASURED AREA:	1,327 SF	
TRANSPARENT AREA:	410 SF	
PRECENT TRANSPARENT:	**30.89%**	**DEPARTED**

DEPARTURE THREE: BLANK FACADE/ FACADE TRANSPARENCY

OPTION C (PREFERRED)

LAND USE CODE SECTION:

Basic street-level requirements: blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20' in width. The total of all blank facade segments many not exceed 40% of the width of the facade.
Non-Residential street level requirements: 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.

REQUEST:

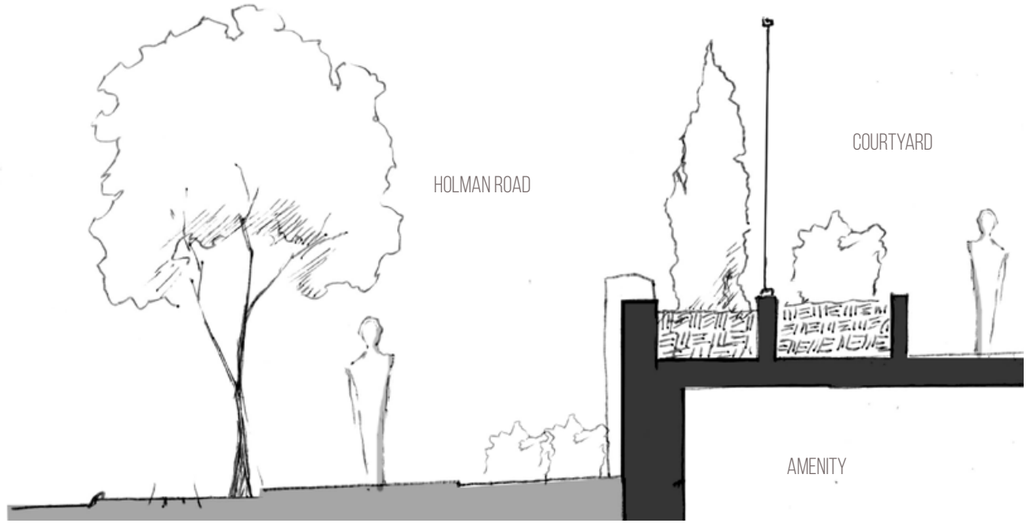
- Holman Road: Reduced façade transparency to 30.89%

RATIONALE:

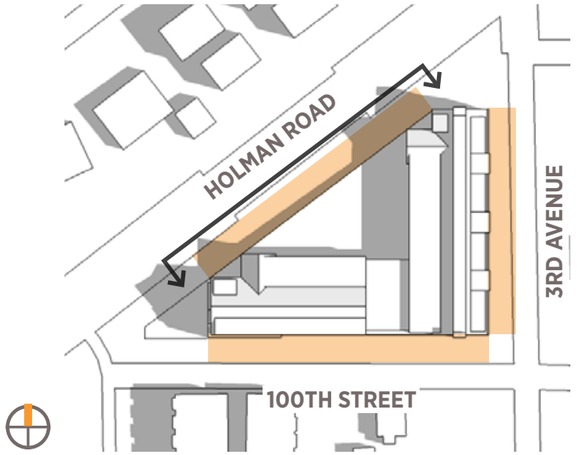
Holman Road: Due to the grade change along Holman Rd we are unable to meet the transparency requirements of non-residential uses. High floor to floor height at Level 1 maximizes the transparency at the west end of Holman. As the building dives below grade, façade transparency is introduced along level 2.

PROPOSAL BETTER MEETS DESIGN GUIDELINES:

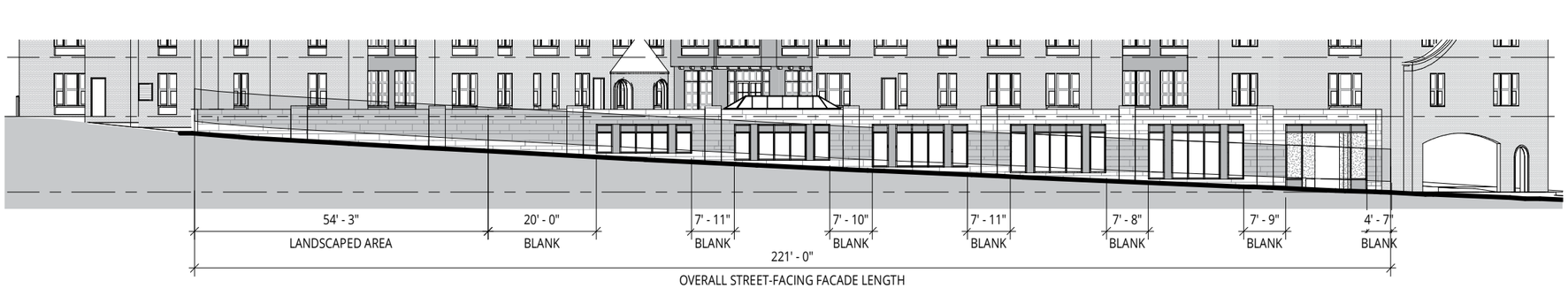
- **DC1.C.2 Parking & Service Uses -** Visual Impacts: Parking access is hidden, with entry concealed within the building. This is made possible by locating the ramp parallel to 100th Street.
- **DC2.A.1 Massing - Site Characteristics & Use:** Engages the site's challenging topography by programing level 1 uses which do not require windows.



SECTION AT COURTYARD



KEYPLAN



HOLMAN ROAD

BLANK FACADE : HOLMAN ROAD		
TOTAL FACADE LENGTH:	182' - 2"	
BLANK FACADE LENGTH:	25' - 0"	
PERCENT BLANK FACADE:	**13.5%**	**DEPARTED**

TRANSPARENCY : HOLMAN ROAD		
TOTAL MEASURED AREA:	1,093 SF	
TRANSPARENT AREA:	264 SF	
PRECENT TRANSPARENT:	**24.15%**	**DEPARTED**

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