PROJECT TEAM

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SITE INFORMATION

5039 11TH AVENUE NE
APN: 674670-1730
ZONING: MR (M1)
OVERLAY: U DISTRICT NW URBAN CENTER VILLAGE
LOT AREA: 4500 SF
CURRENT USE: FOURPLEX

DEVELOPMENT GOALS

49-51 SEDUs
NO LIVE/WORK UNITS
NO COMMERCIAL SPACE
NO PARKING

DEVELOPMENT STATEMENT

UNIVERSITY 5039 SEEKS TO PROVIDE MODERN, EFFICIENT HOUSING TO AN OVERCROWDED COMMUNITY. BY CONSTRUCTING A LARGE NUMBER OF SEDUs AND INTEGRATING BICYCLE STORAGE, UNIVERSITY 5039 TAKES ADVANTAGE OF PRESENT OPPORTUNITIES TO DENSIFY THE BLOCK AND FUTURE CONNECTIONS TO THE REMAINDER OF THE CITY VIA ANTICIPATED TRANSIT IMPROVEMENTS.

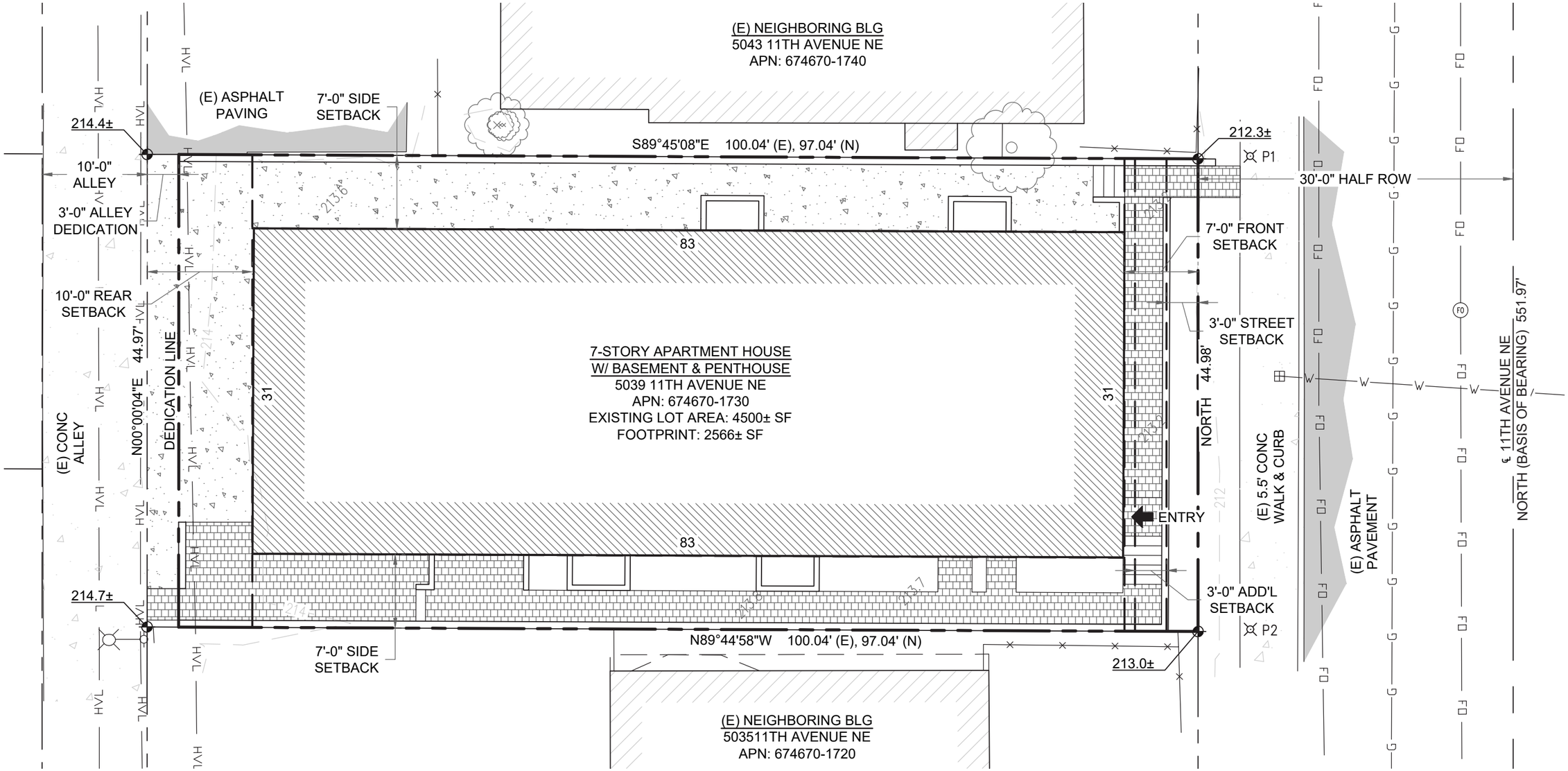
SDCI #3028417
5039 11TH AVENUE NE
SEATTLE, WA 98106

EDG PACKET
09.28.2017

UNIVERSITY 5039

CITIZEN
DESIGN

PRELIMINARY SITE PLAN



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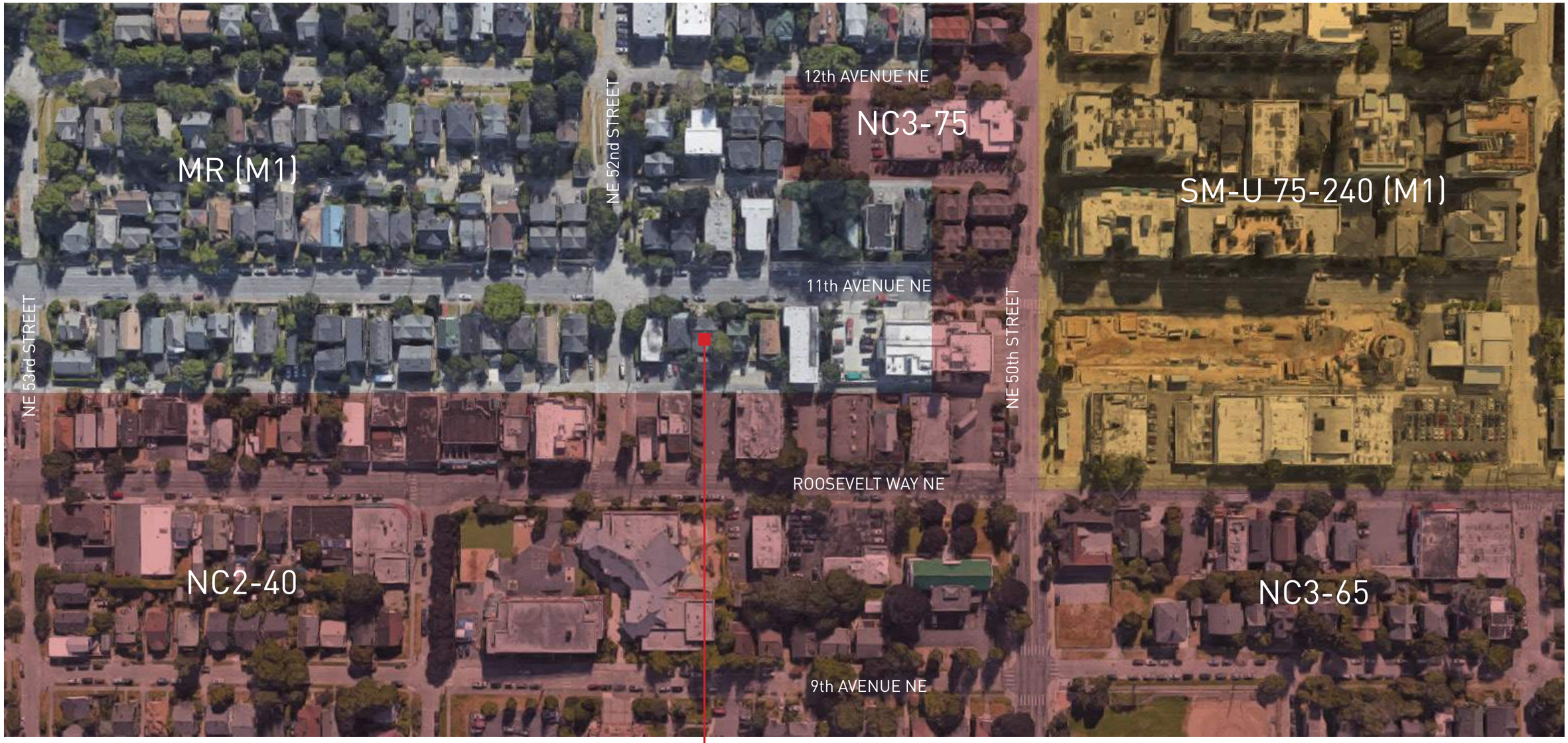
PARCEL INFORMATION
5039 11TH AVENUE NE
APN: 674670-1730

LOT AREA BEFORE DEDICATION: 4500 SF +/-
LOT AREA AFTER DEDICATION: 4365 SF +/-

BEST AND HEIGHEST USE (PER KING COUNTY):
AS IMPROVED: CURRENT (4-PLEX)
AS IF VACANT: TRIPLEX

EDG PACKET
NOT FOR CONSTRUCTION

VICINITY & ZONING MAP



PROJECT SITE
5039 11TH AVENUE NE

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ZONING INFORMATION
SUBJECT PARCEL ZONE:
MR (M1)

ABUTTING ZONES:
MR (M1) TO NORTH, SOUTH AND EAST
NC2-40 TO WEST (ACROSS ALLEY)

OVERLAY:
UNIVERSITY DISTRICT NORTHWEST
URBAN CENTER VILLAGE

LOCAL AMENITIES

THE NINE BLOCK AREA SURROUNDING THE SUBJECT PARCEL IS BOUNDED BY NE 47th STREET TO THE SOUTH, 9th AVENUE NE TO THE WEST, NE 55th STREET TO THE NORTH AND 12th AVENUE NE TO THE EAST.

IN GENERAL, EXISTING DEVELOPMENT SOUTH OF NE 50th STREET IS CHARACTERIZED BY MIXED-USE STRUCTURES CONTANING BETWEEN FIVE AND SEVEN STORIES. DEVELOPMENT NORTH OF NE 50th STREET IS CHARACTERIZED BY A MIX OF LOW-RISE APARTMENTS AND DETACHED HOUSES.

SIGNIFICANT EXISTING STRUCTURES IN THE AREA INCLUDE FIRE STATION 17 AND THE UNIVERSITY BRANCH OF THE SEATTLE PUBLIC LIBRARY. BLESSED SACRAMENT CATHOLIC CHURCH IS LOCATED NEAR THE NORTHWEST CORNER OF THE AREA AND IS VISIBLE FROM VARIOUS PLACES WITHIN THE AREA.

SIMPLIFIED DETAILS

RECTILINEAR MASSING
WITH PUNCHED WINDOWS

VARIED ROOF TYPES

WEST SIDE OF STREET

VARIED ROOF TYPES

PROJECT SITE
5039 11TH AVENUE NE

SMALL-SCALE EXISTING
DEVELOPMENT

MUCH OF THE EXISTING DEVELOPMENT ALONG 11th AVENUE NE CONSISTS OF TRADITIONAL DETACHED HOUSES AND LOW-RISE APARTMENT BUILDINGS. FIRE STATION 17 IS LOCATED AT THE INTERSECTION OF 11th AVENUE NE AND NE 50th STREET.

A VARIETY OF ROOF TYPES, INCLUDING FLAT, GABLE AND MANSARD, ARE PRESENT IN THE EXISTING DEVELOPMENT.

FIRE STATION 17 USES SIMPLE DETAILING AND MASSING TO CREATE VISUAL INTEREST. THE STATION'S PRIMARY FACADE MATERIAL IS SMOOTH AND UNADORNED, AND THE BUILDING IS GENERALLY RECTILINEAR. TRIM OF A CONTRASTING COLOR IS USED TO ACCENTUATE THE SHAPE OF EACH MASS AND DRAW ATTENTION TO THE PUNCHED WINDOWS. THE BUILDING ALSO PROVIDES WEATHER PROTECTION TO THE NE 50th STREET SIDEWALK.

EXISTING RESIDENTIAL DEVELOPMENT IS PRIMARILY TWO OR THREE STORIES TALL. WHILE THE HOUSES OFTEN HAVE DETAILED ELEVATIONS INCLUDING TRIM, EAVE RETURNS AND DORMERS, THE APARTMENT BUILDINGS TYPICALLY HAVE FLAT FACADES WITH MINIMAL DETAILING. AN EXCEPTION TO THIS IS THE USE OF BALCONIES AND OVERFRAMING SEEN ALONG THE EAST SIDE OF THE STREET.

TRADITIONAL HOUSING

CORNER WINDOWS AND BALCONIES

LOW-RISE APARTMENT HOUSING

EAST SIDE OF STREET

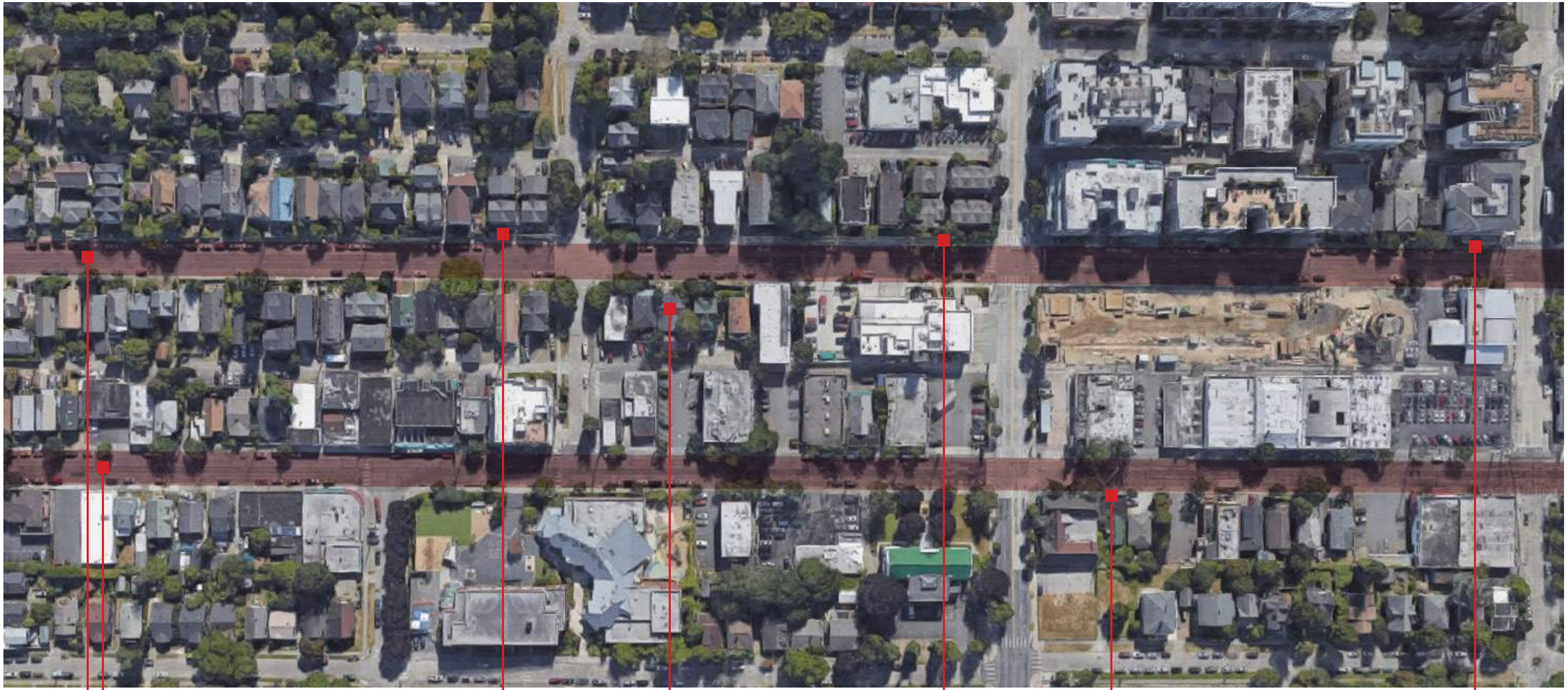
OVERFRAMING

VARIED ROOF TYPES

IN GENERAL, DEVELOPMENT IS SET BACK FROM THE STREET. MOST OF THE HOUSES ARE PROVIDED WITH YARDS. SEVERAL OF THE APARTMENT BUILDINGS ARE SCREENED FROM THE STREET BY DENSE PLANTINGS AND TREES. FEW BUILDINGS MAKE ANY ATTEMPT TO ADDRESS THE STREET BEYOND PROVIDING PEDESTRIAN AND VEHICULAR ACCESS, AND MANY HAVE CONSTRUCTED OPAQUE FENCES AT THE PROPERTY LINE.

EXISTING DEVELOPMENT HAS RECONCILED THE DIFFERENCE IN ELEVATION BETWEEN THE STREET AND PRIVATE PROPERTY IN SEVERAL WAYS. ROCKERIES, RETAINING WALLS AND SLOPED YARDS WERE ALL OBSERVED IN THE AREA.

TRANSIT & ACCESS MAP



THE SUBJECT PARCEL IS LOCATED ALONG KING COUNTY METRO'S ROUTE 67, WHICH RUNS FROM THE NORTHGATE TRANSIT CENTER TO THE UNIVERSITY DISTRICT. OTHER NEARBY TRANSIT ROUTES INCLUDE ROUTE 74 (SAND POINT TO DOWNTOWN SEATTLE) AND 355 (SHORELINE COMMUNITY COLLEGE TO DOWNTON SEATTLE). ALL TRANSIT STOPS NOTED ON THE ABOVE MAP ARE WITHIN A QUARTER MILE OF THE SUBJECT PARCEL.

IN ADDITION TO EXISTING TRANSIT, AN EXPANSION OF THE RAPIDRIDE PROGRAM IS PLANNED FOR 11th AVENUE NE AND ROOSEVELT WAY NE IN APPROXIMATELY 2020. IT IS ANTICIPATED THAT THE NEW RAPIDRIDE STOPS WILL BE LOCATED AT THE NORTHEAST QUADRANT OF NE 50th STREET AND 11th AVENUE NE (NORTHBOUND) AND THE SOUTHWEST QUADRANT NE 50th STREET AND ROOSEVELT WAY NE.

FINALLY, SDOT HAS PLANNED TO INSTALL A NORTHBOUND BICYCLE LANE ON THE EASTERLY SIDE OF 11th AVENUE NE AS PART OF THE RAPIDRIDE EXPANSION PROJECT.

SITE FROM 11th AVENUE NE

SITE FROM ALLEY

HIGH VOLTAGE CONDUCTORS

THE SUBJECT PARCEL IS PRESENTLY DEVELOPED WITH A FOURPLEX. THIS STRUCTURE WAS ORIGINALLY CONSTRUCTED AS A SINGLE-FAMILY RESIDENCE IN 1922. IT IS UNKNOWN WHEN THE APARTMENT CONVERSION WAS MADE. THE STRUCTURE CONTAINS APPROXIMATELY 4714 SF GROSS FLOOR AREA. THE PARCEL ITSELF CONTAINS 4500 SF LAND AREA (0.10 ACRES).

NO EVIDENCE OF ENVIRONMENTALLY CRITICAL AREAS (ECAs) HAS BEEN FOUND. THE SUBJECT PARCEL CONTAINS SEVERAL TREES INCLUDING ALDERS (ALNUS SPP.), HOLLIES (ILEX SPP.) AND MAPLES (ACER SPP.). IT IS NOT ANTICIPATED THAT THESE TREES WILL BE CONSIDERED EXCEPTIONAL PER DIRECTOR'S RULE DR 16-2008.

HIGH VOLTAGE OVERHEAD CONDUCTORS ARE LOCATED IN THE ALLEY BEHIND THE SUBJECT PARCEL. IT HAS BEEN DETERMINED, IN COORDINATION WITH SEATTLE CITY LIGHT, THAT A 14-FOOT-WIDE SETBACK FROM THE CONDUCTORS WILL BE REQUIRED. THE CONDUCTORS ARE VISIBLE IN THE ABOVE RIGHT IMAGE. REFER TO THE SITE SURVEY FOR EXACT LOCATIONS.

STANDARD	OPTION A - PREFERRED	OPTION B - CONFORMING	OPTION C - ALTERNATE
FLOOR AREA RATIO *(SMC 23.45.509 & 517)* FAR MULTIPLIER = 4.5 FAR LIMIT = 20,250 SF	18,426 SF GROSS FLOOR AREA PROPOSED	15,318 SF GROSS FLOOR AREA PROPOSED	16,947 SF GROSS FLOOR AREA PROPOSED
STRUCTURE HEIGHT *(SMC 23.45.514)* AVG. (E) GRADE = 213.60 75 FT HT LIMIT = 288.60	PROPOSED TOP OF WALL EL. = 281.5 PROPOSED PARAPET EL. = 283.6 STAIR PENTHOUSE EL. = 297.2 (8.6 FT ABV LIMIT) ELEV. PENTHOUSE EL.= 292.1 (3.5 FT ABV LIMIT) ROOFTOP COVERAGE = 5.5% (STAIR), 17.3% (ELEV.)	PROPOSED TOP OF WALL EL. = 281.5 PROPOSED PARAPET EL. = 283.6 STAIR PENTHOUSE EL. = 292.1 (3.5 FT ABV LIMIT) ELEV. PENTHOUSE EL.= 299.6 (11.0 FT ABV LIMIT) ROOFTOP COVERAGE = 9.9% (STAIR), 6% (ELEV.)	PROPOSED TOP OF WALL EL. = 281.5 PROPOSED PARAPET EL. = 283.6 STAIR PENTHOUSE EL. = 292.1 (3.5 FT ABV LIMIT) ELEV. PENTHOUSE EL.= 299.6 (11.0 FT ABV LIMIT) ROOFTOP COVERAGE = 11.5% (STAIR), 7% (ELEV.)
MANDATORY AFFORDABLE HOUSING *(SMC 23.45.517)*	PURSUANT TO SMC 23.58C.040, THE PAYMENT OPTION IS PROPOSED.	SEE OPTION A.	SEE OPTION A.
SETBACKS & SEPARATIONS *(SMC 23.45.518)* FRONT: 7 FT AVG, 5 FT MIN REAR: 10 FT (W/ ALLEY) <u>SIDES:</u> BELOW 42 FT: 7 FT AVG, 5 FT MIN ABOVE 42 FT: 10 FT AVG, 7 FT MIN	FRONT: 7 FT SETBACK PROVIDED REAR: 10 FT SETBACK PROVIDED SIDES: 7 FT SETBACK PROVIDED (SEE SHEET 33 FOR DEPARTURE REQUEST)	FRONT: 7 FT SETBACK PROVIDED REAR: 10 FT SETBACK PROVIDED <u>SIDES:</u> SETBACKS BELOW 42 FT: 7 FT PROVIDED SETBACKS ABOVE 42 FT AVERAGE TO 10 FT (20 FT MAX, 7 FT MIN).	FRONT: 7 FT SETBACK PROVIDED REAR: 10 FT SETBACK PROVIDED <u>SIDES:</u> SETBACKS BELOW 42 FT: 7 FT PROVIDED SETBACKS ABOVE 42 FT AVERAGE TO 10 FT (20 FT MAX, 7 FT MIN).
AMENITY AREA *(SMC 23.45.522)* 5% OF RESIDENTIAL GFA	5% OF 18,426 = 921 SF REQ'D 1290 SF COMMON AND PRIVATE AMENITY PROVIDED	5% OF 15,318 = 766 SF REQ'D 1226 SF COMMON AND PRIVATE AMENITY PROVIDED	5% OF 16,947 = 847 SF REQ'D
LANDSCAPING STANDARDS *(SMC 23.45.524)* 0.5 GREENFACTOR REQ'D STREET TREES REQ'D	LANDSCAPING TO MEET REQUIREMENTS OF GREENFACTOR 0.5. GREEN ROOF PROPOSED AS PART OF GREENFACTOR COMPLIANCE. STREET TREES TO BE PROVIDED PER SDOT.	SEE OPTION A.	SEE OPTION A.
LIGHT & GLARE *(SMC 23.45.534)*	EXTERIOR LIGHTING TO BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES. RESTRICTIONS ON VEHICLE LIGHTING DO NOT APPLY (NO PARKING PROVIDED).	SEE OPTION A.	SEE OPTION A.
OFF-STREET PARKING AND SOLID WASTE STORAGE *(SMC 23.54.015)*	NO PARKING REQUIRED OR PROVIDED. 390 SF SOLID WASTE STORAGE REQUIRED (51 SEDUs).	NO PARKING REQUIRED OR PROVIDED. 375 SF SOLID WASTE STORAGE REQUIRED (49 SEDUs).	SEE OPTION B.

PRIORITY GUIDELINE	OPTION A - PREFERRED	OPTION B - CONFORMING	OPTION C - ALTERNATE
CS2: URBAN PATTERN AND FORM	THIS PROJECT RESPONDS TO GUIDELINE CS2.B.2 THROUGH THE PROVISION OF STREET-FACING BALCONIES AND THROUGH AN EXTENDED TRANSITION FROM PUBLIC TO PRIVATE VIA A GRADUAL WALKWAY. AS THE BLOCK IS LIKELY TO BE REDEVELOPED MORE INTENSIVELY THAN IT IS AT PRESENT, THIS OPTION RESPONDS TO GUIDELINE CS2.D.1 BY RESPONDING TO THE ANTICIPATED SCALE OF DEVELOPMENT ON THE REDEVELOPED BLOCK.	SEE OPTION A.	SEE OPTION A.
CS3: ARCHITECTURAL CHARACTER AND CONTEXT	BY EMPHASIZING THE VERTICAL, THIS OPTION REVEALS THE INTERACTION BETWEEN THE SMALL FOOTPRINTS OF TRADITIONAL, SMALL-SCALE PLATTING AND THE VERTICALITY OF MIDRISE CONSTRUCTION. AN EXTENDED TRANSITION FROM PUBLIC TO PRIVATE HELPS ENLIVEN THE STREETSCAPE AS SUGGESTED BY ITEM I.	THIS OPTION SEEKS TO SET A PRECEDENT FOR REDEVELOPMENT AS SUGGESTED BY GUIDELINE CS3.A.4. THROUGH THE USE OF BALCONIES, VARIED MATERIALS, OVERHANGING ROOFS AND VERTICALLY PROPORTIONED WINDOWS, THIS OPTION ECHOES AND REINTERPRETS ELEMENTS OF THE EXISTING CONTEXT AS SUGGESTED BY GUIDELINE CS3.A.1.	SIMILARLY TO OPTION B, THIS OPTION UTILIZES OVERHANGS, VERTICALLY PROPORTIONED WINDOWS, BALCONIES AND WINDOW BAYS. BY INCLUDING STEEL PANELS AT THE TOP AND BOTTOM AND CORRUGATED SIDING IN THE CENTER OF THE STREET FACADE, THIS OPTION REFERENCES THE TRIPARTITE ELEVATIONS COMMON TO THE AREA.
PL4: ACTIVE TRANSPORTATION	PER SDOT, PLANS ARE IN PLACE TO EXTEND RAPIDRIDE TRANSIT TO 11TH AVENUE NE. THIS OPTION ALSO PROVIDES A SIGNIFICANT AMOUNT OF PRIVATE BICYCLE STORAGE. MANY OF THESE BICYCLE PARKING SPACES ARE PROVIDED WITH DIRECT ACCESS TO THE MAIN ENTRANCE AS SUGGESTED BY GUIDELINE PL4.B.2	SEE OPTION A.	SEE OPTION A.
DC2: ARCHITECTURAL CONCEPT	AS SUGGESTED BY GUIDELINE DC2.B.1, THIS OPTION PROVIDES AN ARTICULATED FACADE THROUGH THE USE OF MATERIAL CHANGES. THESE ARE ARRANGED IN A CHECKERBOARD PATTERN FOR INTEREST AND TO BREAK UP THE VISUAL MASS OF THE BUILDING. THE MAIN ENTRY IS HIGHLIGHTED THROUGH THE USE OF ACCENT MATERIALS, A TWO-STORY RECESS, FENESTRATION AND PUBLIC ART.	AS SUGGESTED BY GUIDELINE DC2.B.1, THIS OPTION ENSURES THAT ALL SIDES OF THE BUILDING ARE ARTICULATED THROUGH THE USE OF MATERIALS, BALCONIES AND BAY WINDOWS. THIS OPTION ALSO ERODES THE PERCEIVED MASS OF THE BUILDING THROUGH STEP-BACKS AND HIGHLIGHTS THE MAIN ENTRY THROUGH THE USE OF GLAZING AND WEATHER PROTECTION.	SIMILARLY TO OPTION B, THIS OPTION UTILIZES BALCONIES, BAY WINDOWS AND STEP-BACKS TO BREAK UP THE VISUAL MASS OF THE BUILDING. THIS OPTION PROPOSES FEWER MATERIAL TRANSITIONS THAN OPTION B IN ORDER TO EMPHASIZE THE PROJECT'S UNITY WHERE OPTION B EMPASIZES ITS GRANULARITY.
DC3: OPEN SPACE CONCEPT	THIS OPTION RESPONDS TO GUIDELINE DC3.C.2 BY PROVIDING A VARIETY OF OUTDOOR SPACES INCLUDING SMALL PRIVATE BALCONIES, LARGER SHARED BALCONIES AND A ROOF DECK. IT ALSO PROVIDES GREEN ROOFS.	SEE OPTION A.	SEE OPTION A.
DC4: EXTERIOR ELEMENTS AND FINISHES	THIS OPTION RESPONDS TO GUIDELINE DC4.A.1 BY PROPOSING A VARIETY OF MATERIALS INCLUDING WOOD RAIN SCREEN, CONCRETE AND SEVERAL DIFFERENT COLORS OF METAL SIDING. ACCENT COLORS AND MATERIALS ARE ALSO PROPOSED TO ENLIVEN THE STREETSCAPE AND MAIN ENTRY.	THIS OPTION RESPONDS TO GUIDELINE DC4.A.1 BY PROPOSING A VARIETY OF MATERIALS INCLUDING WOOD RAIN SCREEN, CONCRETE AND SEVERAL DIFFERENT COLORS OF METAL SIDING. AS SUGGESTED BY ITEM B, TRIM IN A COMPLEMENTARY COLOR HAS ALSO BEEN PROVIDED.	THIS OPTION USES A VARIATION ON THE MATERIAL SCHEME OF OPTION B. DIFFERENCES INCLUDE THE USE OF SMOOTH STEEL PANELS, FEWER MATERIAL TRANSITIONS AND SMALLER AREAS OF WOOD RAIN SCREEN.

MASSING OPTION A: PREFERRED

MASSING OPTION B: CONFORMING

MASSING OPTION C: ALTERNATE

MASSING OPTION A

MASSING OPTION C

MASSING OPTION B

AS CAN BE SEEN IN THESE IMAGES, ALL THREE OPTIONS UTILIZE MATERIAL CHANGES AND ARTICULATION TO PROVIDE VISUAL INTEREST TO THE STREET AND NORTH SIDE FACADES. SIMILAR APPROACHES ARE USED ON THE SOUTH SIDE AND ALLEY FACADES (SEE ELEVATIONS). ALL THREE OPTIONS ALSO USE STREET-FACING FENESTRATION AND/OR BALCONIES TO ENLIVEN THE STREETSCAPE.

OPTION A PRIMARILY USES BLACK AND WHITE SIDING IN A CHECKERBOARD PATTERN TO CREATE VISUAL INTEREST AND BREAK UP THE APPARENT MASS OF THE BUILDING. WOOD ACCENTS ARE ALSO PROVIDED TO CALL ATTENTION TO IMPORTANT ELEMENTS SUCH AS THE ROOF DECK AND MAIN ENTRY. THIS OPTION ALSO USES A COMBINATION OF VERTICALLY- AND HORIZONTALLY-PROPORTIONED WINDOWS AS A REFERENCE TO THE PRESENCE OF BOTH TRADITIONAL AND MODERN ARCHITECTURE IN THE SURROUNDING AREA.

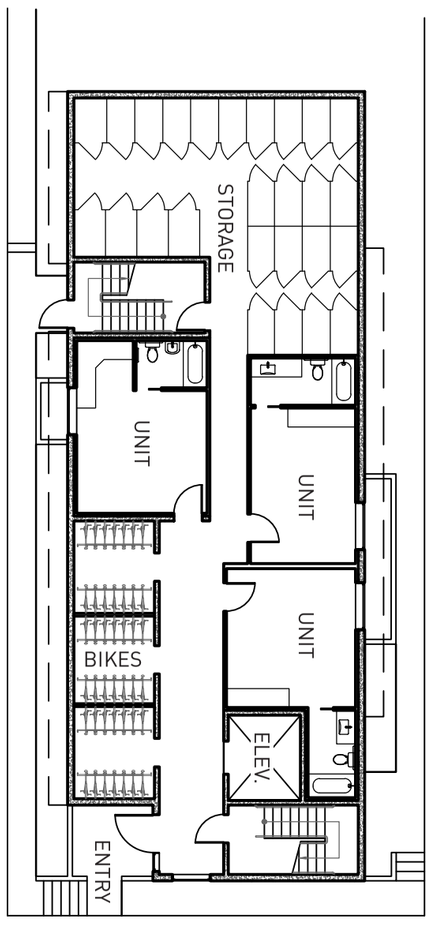
OPTION B REFERENCES THE CHARACTER OF THE NEIGHBORHOOD THROUGH THE USE OF VARIED SIDING MATERIALS AND OVERHANGS. NUMEROUS CHANGES OF MATERIAL BREAK UP THE VISUAL MASS OF THE FACADE AND IMITATE THE FINE-GRAINED TEXTURE OF TRADITIONAL PLATTING. PROVISION OF BALCONIES, DECKS AND STEP-BACKS ON ALL SIDES OF THE BUILDING ALLOWS THE RESIDENTS TO OCCUPY THE EXTERIOR, PROVIDING BOTH AMENITIES TO THE OCCUPANTS AND PASSIVE SURVEILLANCE TO THE PUBLIC SPHERE.

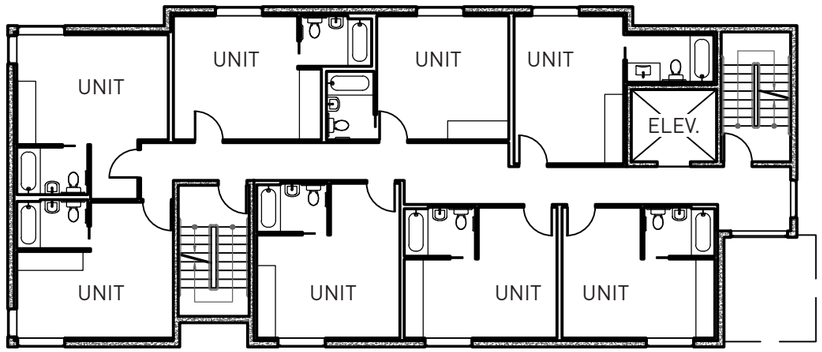
OPTION C USES MANY OF THE SAME STRATEGIES AS OPTION B. IT TRANSITIONS MATERIALS LESS FREQUENTLY TO EMPHASIZE THE UNITY OF EACH FACADE AND ALSO INCLUDES RAW METAL PANEL AS AN ACCENT MATERIAL. THIS ACCENT IS USED TO CALL ATTENTION TO THE MAIN ENTRY AND ELEVATOR TOWER, REVEALING THE PRESENCE OF THE ROOF DECK TO PEDESTRIANS BELOW. THIS OPTION ALSO PRESENTS A TRIPARTITE FRONT ELEVATION.

SIDE-BY-SIDE MASSING COMPARISON

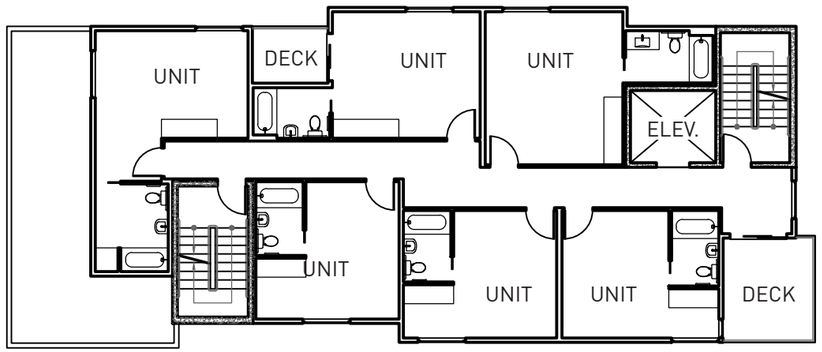
OPTION A FLOOR PLANS

BASEMENT PLAN

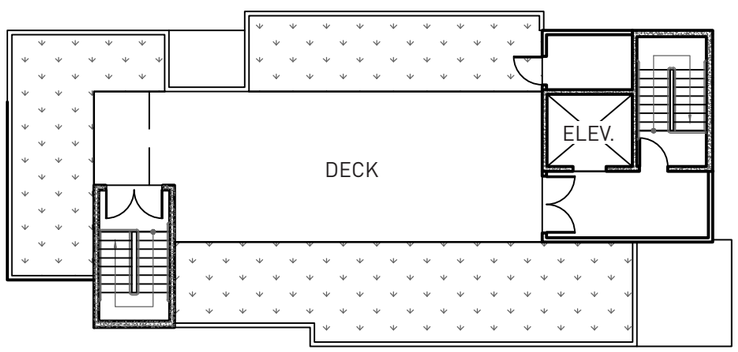




FIRST - THIRD FLOOR PLAN



FOURTH - SEVENTH FLOOR PLAN



ROOF DECK PLAN

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OPTION A FLOOR PLANS

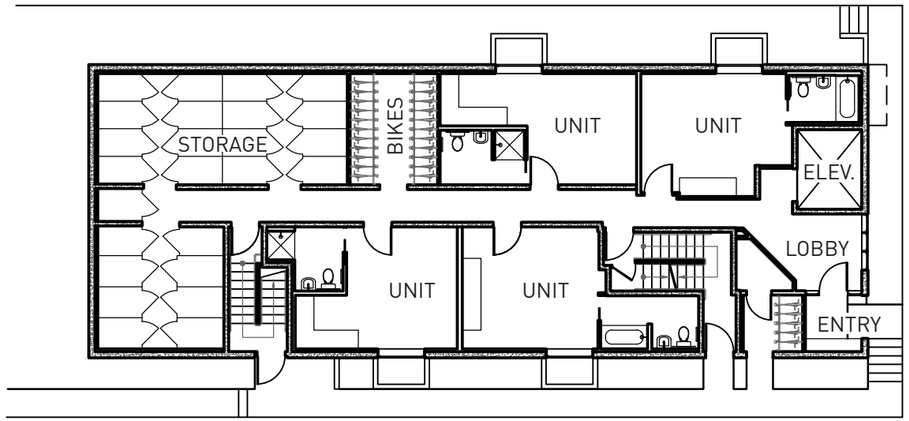
THE PREFERRED OPTION PROVIDES 51 SEDUs ON EIGHT FLOORS WITH A ROOFTOP AMENITY ABOVE. THROUGH THE USE OF EXTENDED WINDOW BAYS, THIS OPTION PROVIDES A LOGICAL, RECTILINEAR FLOOR PLAN. THROUGH THE USE OF VARIED MATERIALS (SEE ELEVATIONS), THIS OPTION PRESENTS A LIVELY FACADE TO THE NEIGHBORHOOD.

THIS OPTION PROPOSES TO DEPART FROM THE ENHANCED SIDE SETBACK REQUIRED ABOVE 42 FEET. IN LIEU OF PROVIDING THE USUAL TEN FOOT AVERAGE SETBACK (7 FT MIN), THIS OPTION PROPOSES TO CONTINUE THE GROUND LEVEL SIDE SETBACKS UP THE ENTIRE STRUCTURE. BY DOING SO, THIS OPTION IS ABLE TO PRESENT A REGULAR FACADE FREE OF THE DEEP CUTS MADE TO ACCOMMODATE SETBACK AVERAGING IN THE COMPLIANT OPTION. THIS, IN TURN, MAKES AREA AVAILABLE FOR LARGER STREET-FACING BALCONIES WITHOUT SACRIFICING UNITS. THIS OPTION ALSO PROVIDES BETTER LAID-OUT SEDUs THAN THE COMPLIANT OPTION. FINALLY, THIS OPTION ALLOWS FOR ALL BICYCLE STORAGE TO BE CENTRALIZED IN A SINGLE, CONVENIENT LOCATION.

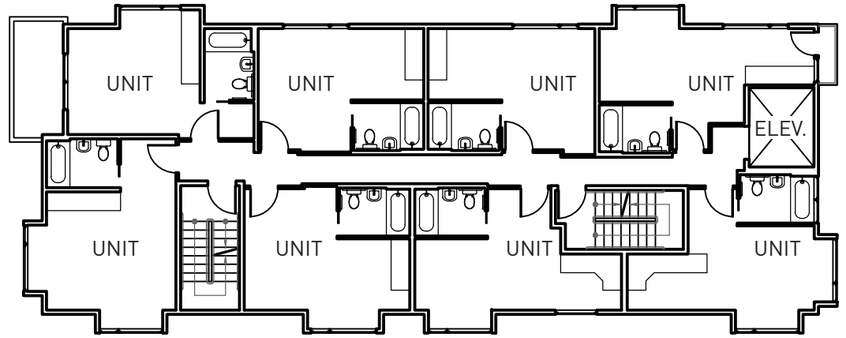
THIS OPTION ALSO PROPOSES TO DEPART FROM THE MAXIMUM BAY WINDOW WIDTH STANDARD. BY ALLOWING LARGER WINDOW BAYS TO PROJECT INTO THE SETBACK, THIS OPTION IS ABLE TO COMBINE MANY OF THE SMALL BAYS IN THE COMPLIANT OPTION INTO A SINGLE OVERHANG ON EACH SIDE FACADE. THIS RESULTS IN A MORE HARMONIOUS FACADE DESIGN AND A MORE LOGICAL FLOOR PLAN. THE TOTAL WIDTH OF BAYS IN THIS OPTION IS 68 FEET ON THE SOUTH FACADE AND 49 FEET ON THE NORTH FACADE.

FINALLY, THIS OPTION PROPOSES TO DEPART FROM THE STANDARD LIMITING THE MAXIMUM AREA OF PROJECTIONS ON A SIDE FACADE. FOR THE REASONS NOTED IN THE ABOVE PARAGRAPH, EXPANDING THE FLOOR PLATES INTO THE SIDE SETBACKS PRODUCES A SUPERIOR FLOOR PLAN AND ELEVATIONS.

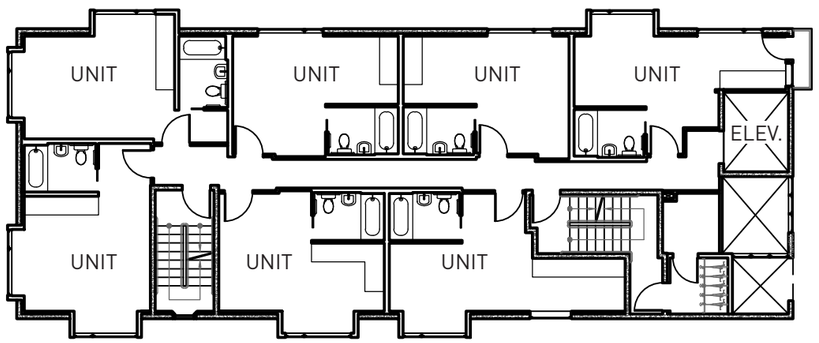
OPTION B FLOOR PLANS



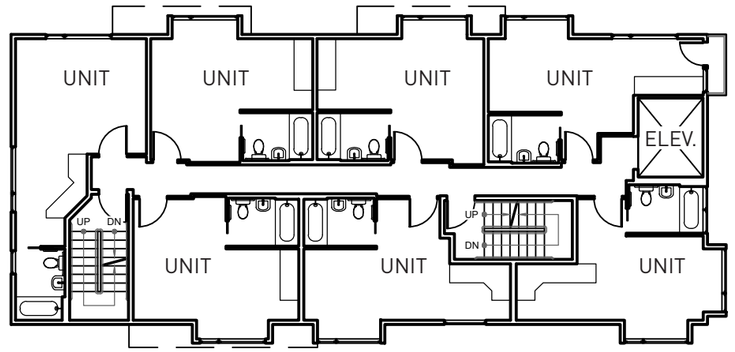
BASEMENT PLAN



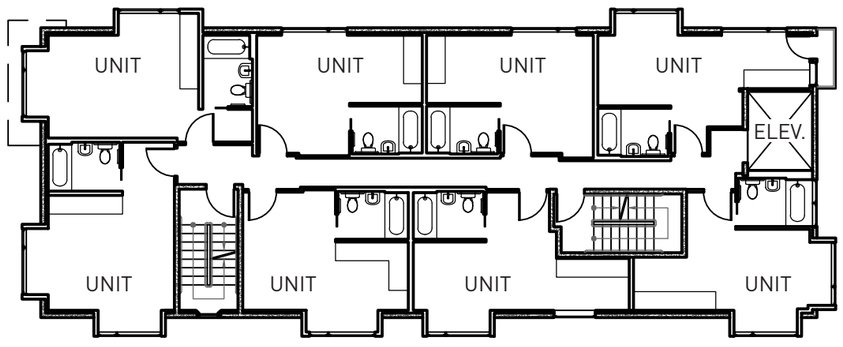
THIRD FLOOR PLAN



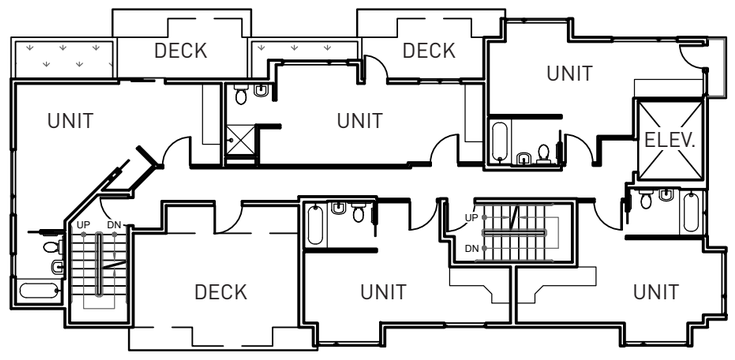
FIRST FLOOR PLAN



FOURTH FLOOR PLAN



SECOND FLOOR PLAN



FIFTH FLOOR PLAN

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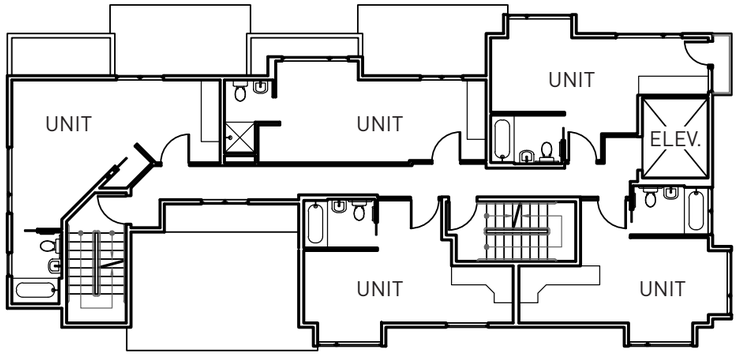
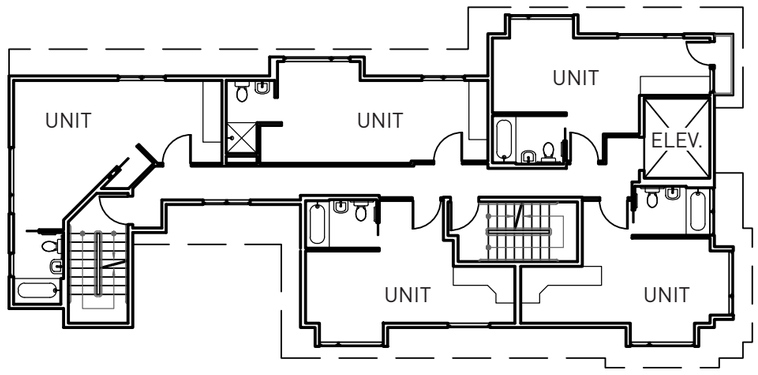
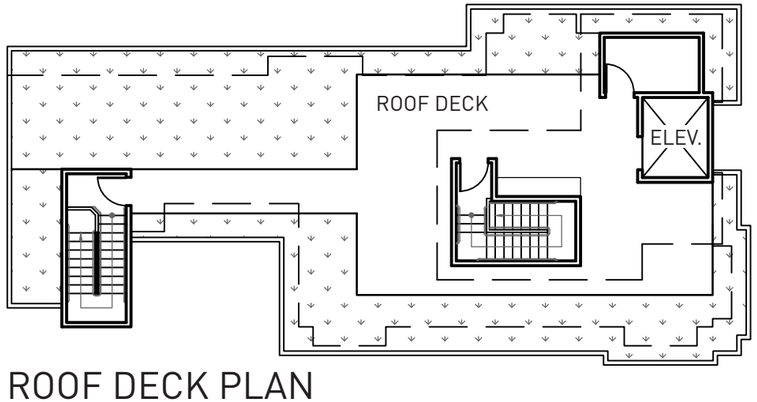


SIXTH FLOOR PLAN



SEVENTH FLOOR PLAN



ROOF DECK PLAN

N

OPTION B FLOOR PLANS

THE CONFORMING OPTION PROVIDES 49 SEDUs ON EIGHT FLOORS WITH A ROOFTOP AMENITY ABOVE. THROUGH EXTENSIVE USE OF COMMON DECKS AND WINDOW BAYS, THIS OPTION PROVIDES AN ARTICULATE FACADE. THROUGH THE USE OF WOOD, METAL AND CONCRETE (SEE ELEVATIONS), THIS OPTION ECHOES MANY OF THE MATERIALS FOUND THROUGHOUT THE NEIGHBORHOOD.

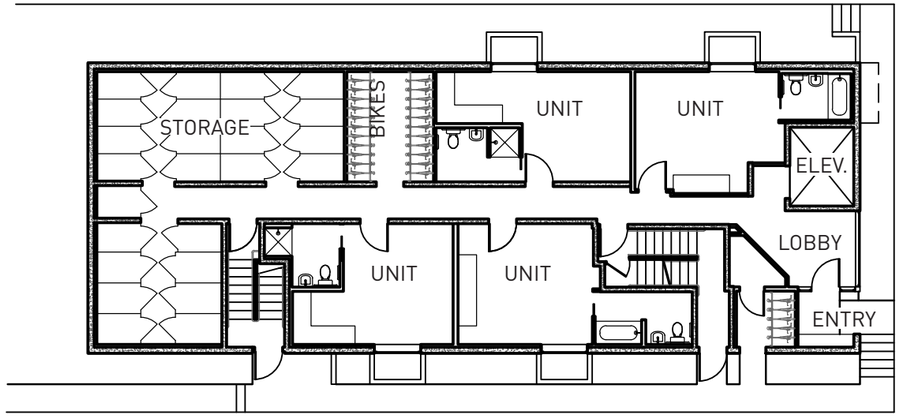
NO DEPARTURES ARE SOUGHT FOR THIS OPTION.

COMPLIANCE WITH THE ENHANCED UPPER LEVEL SETBACK REQUIREMENT IS ACHIEVED THROUGH THE USE OF SETBACK AVERAGING. BY PROVIDING A 20 FT DEEP COMMON DECK ON THE SIXTH FLOOR AND A 7 FT TYPICAL SETBACK, IT IS POSSIBLE TO ACHIEVE THE REQUIRED AVERAGE SETBACK OF 10 FT ON THE SOUTH FACADE. A SIMILAR APPROACH IS USED ON THE NORTH FACADE THROUGH THE PROVISION OF PRIVATE BALCONIES.

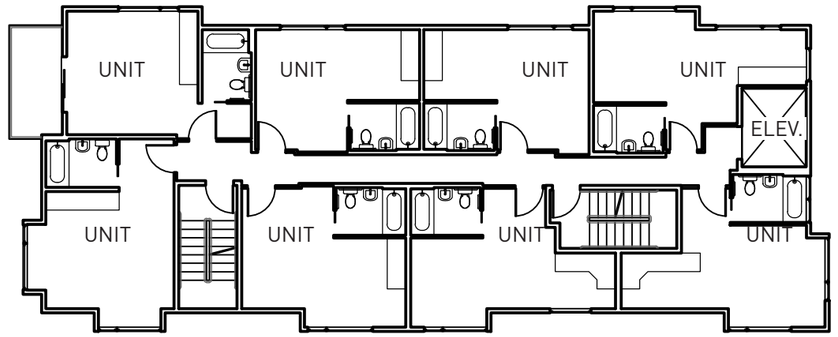
ONE OF THE DRAWBACKS OF THIS OPTION IS THE UNUSUAL SHAPES TAKEN BY MANY OF THE SEDUs. THIS IS NECESSARY IN ORDER TO MEET THE DEVELOPMENT GOAL OF 49 SEDUs WHILE IN FULL COMPLIANCE WITH ZONING STANDARDS.

THE MANY INDIVIDUAL WINDOW BAYS IN THIS OPTION PROVIDE A HIGHLY ARTICULATED FACADE WITH MANY OPPORTUNITIES FOR LOGICAL MATERIAL TRANSITIONS. THE DESIGN TAKES ADVANTAGE OF THIS BY UTILIZING DIFFERENT TYPES AND COLORS OF METAL SIDING AS APPROPRIATE. WOOD RAIN SCREEN IS PROPOSED ON THE FRONT FACADE TO PROVIDE VISUAL CONTRAST WITH THE METAL AND ACCENTUATE THE ELEVATOR COLUMN.

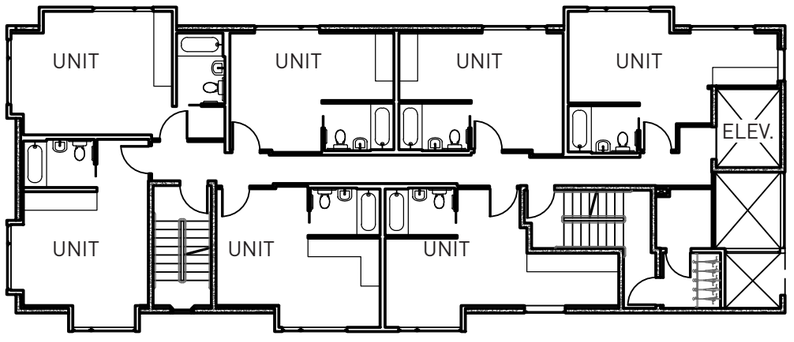
OPTION C FLOOR PLANS



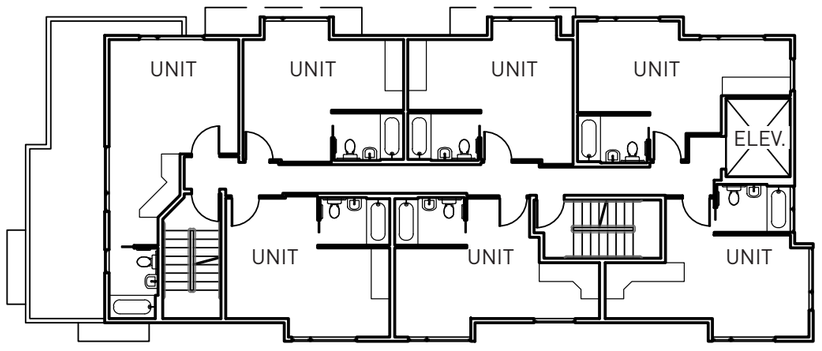
BASEMENT PLAN



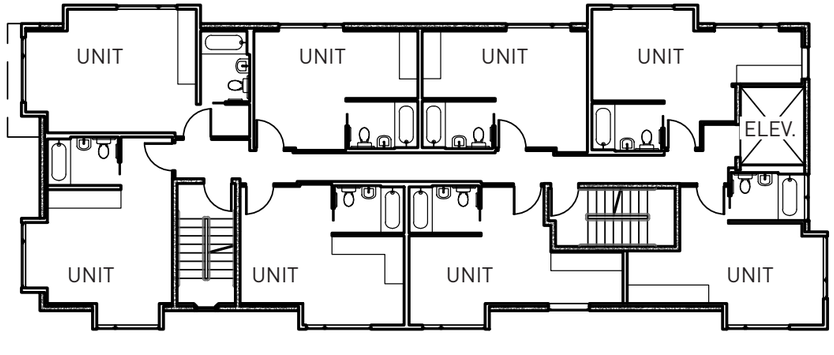
THIRD FLOOR PLAN



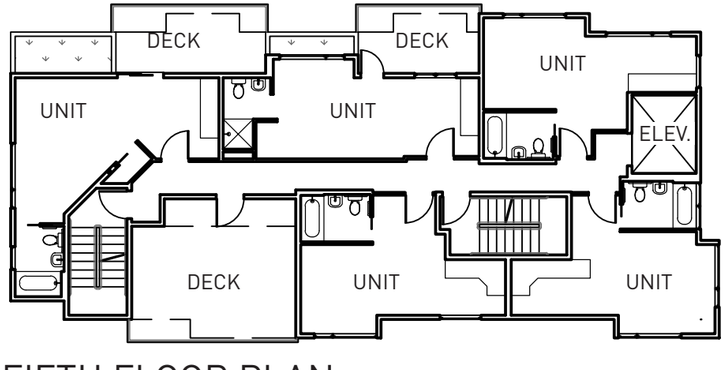
FIRST FLOOR PLAN



FOURTH FLOOR PLAN



SECOND FLOOR PLAN



FIFTH FLOOR PLAN

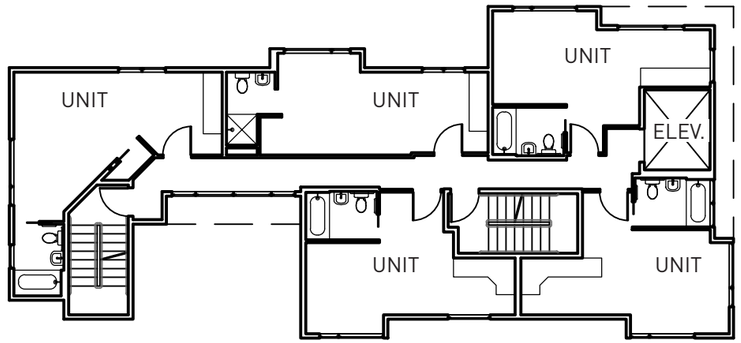
N

OPTION C FLOOR PLANS

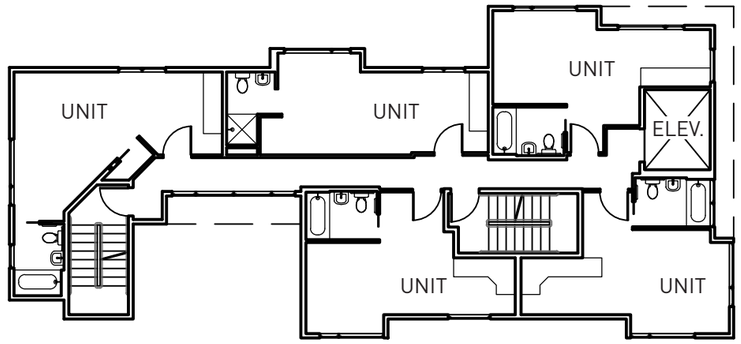
THE ALTERNATE OPTION PROVIDES 49 SEDUs ON EIGHT FLOORS WITH A ROOFTOP AMENITY ABOVE. THE GENERAL BUILDING LAYOUT IS VERY SIMILAR TO OPTION B, AND THE MAIN DIFFERENCE IN THE WIDTH OF WINDOW BAYS.

THIS OPTION PROPOSES TO DEPART FROM THE MAXIMUM WINDOW BAY WIDTH. RATHER THAN THE STANDARD 10 FT LIMIT, THIS OPTION PROPOSES A 21 FT MAXIMUM. THIS ALLOWS SEVERAL OF THE WINDOW BAYS PROPOSED IN OPTION B TO BE COMBINED INTO LARGER BAYS, PROVIDING A MORE UNIFIED FACADE. NO INCREASE TO THE TOTAL AMOUNT OF FACADE PROJECTION ALLOWED IS REQUESTED.

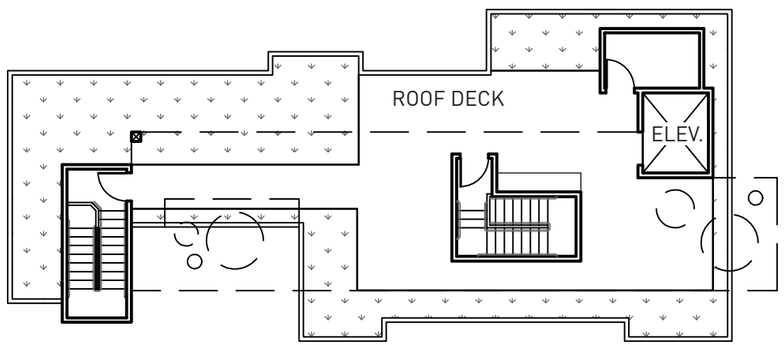
THIS OPTION UTILIZES A SIMILAR MATERIAL PALETTE TO OPTION B. THE PRIMARY DIFFERENCE IS THE ADDITION OF RAW METAL AS AN ACCENT AT THE TOP AND BOTTOM OF THE FACADE. BY USING THE ACCENT MATERIAL IN THESE LOCATIONS, THIS OPTION ECHOES THE TRADITIONAL TRIPARTITE ELEVATION FOUND THROUGHOUT THE UNIVERSITY DISTRICT.



SIXTH FLOOR PLAN



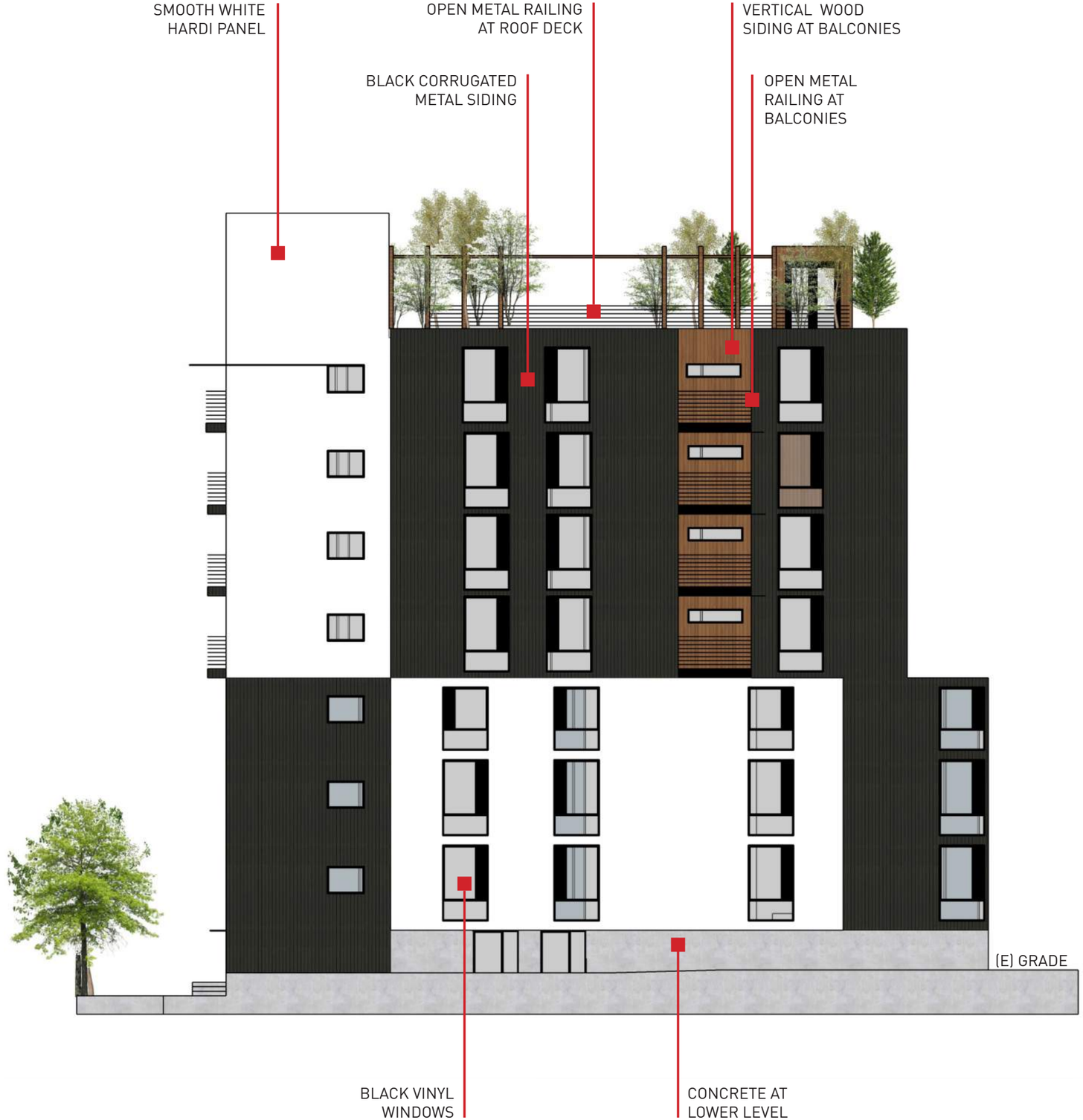
SEVENTH FLOOR PLAN



ROOF DECK PLAN

N

OPTION A ELEVATIONS
22 OF 33



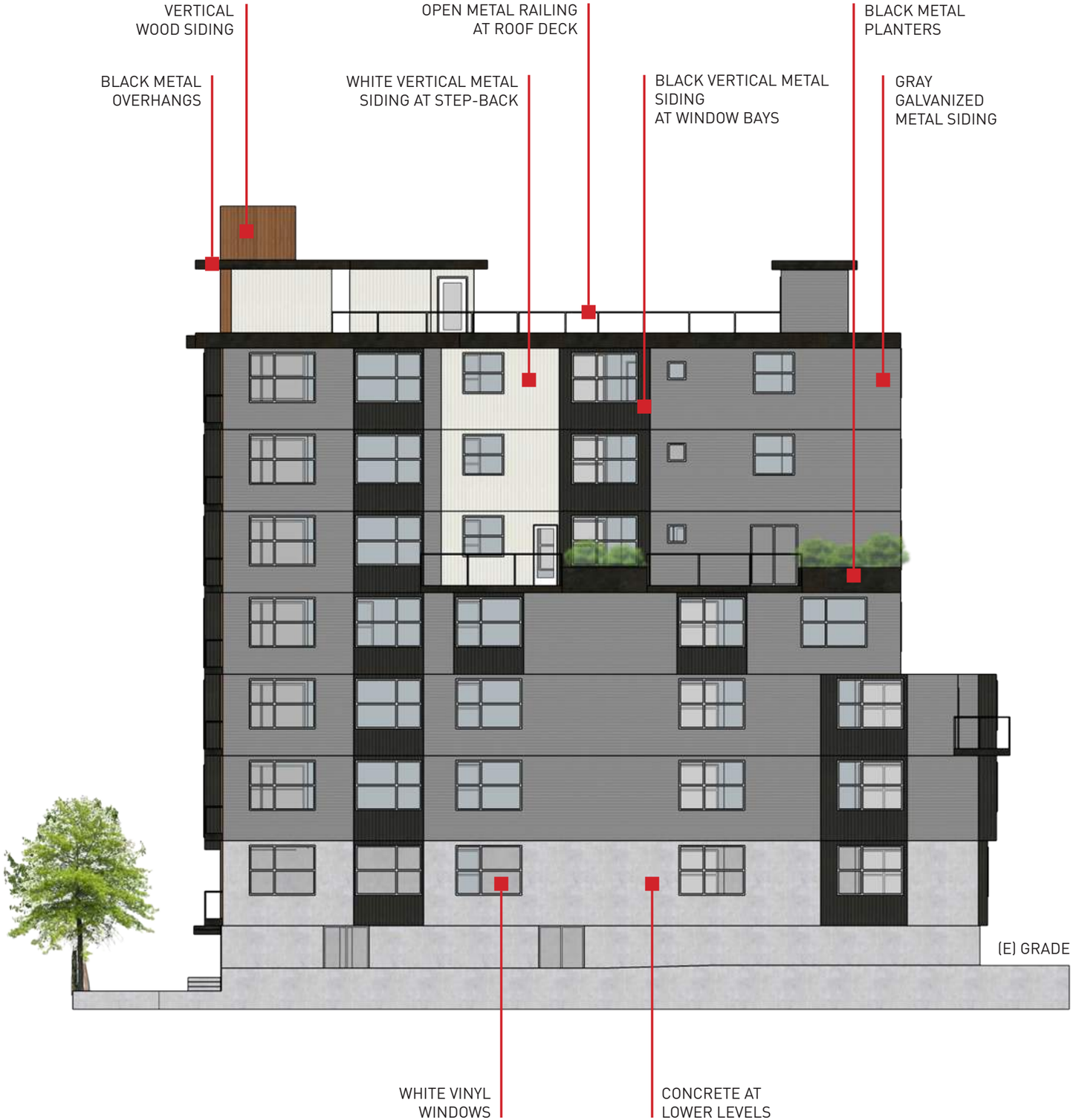
NORTH ELEVATION

EAST ELEVATION (11th AVE NE)

SOUTH ELEVATION

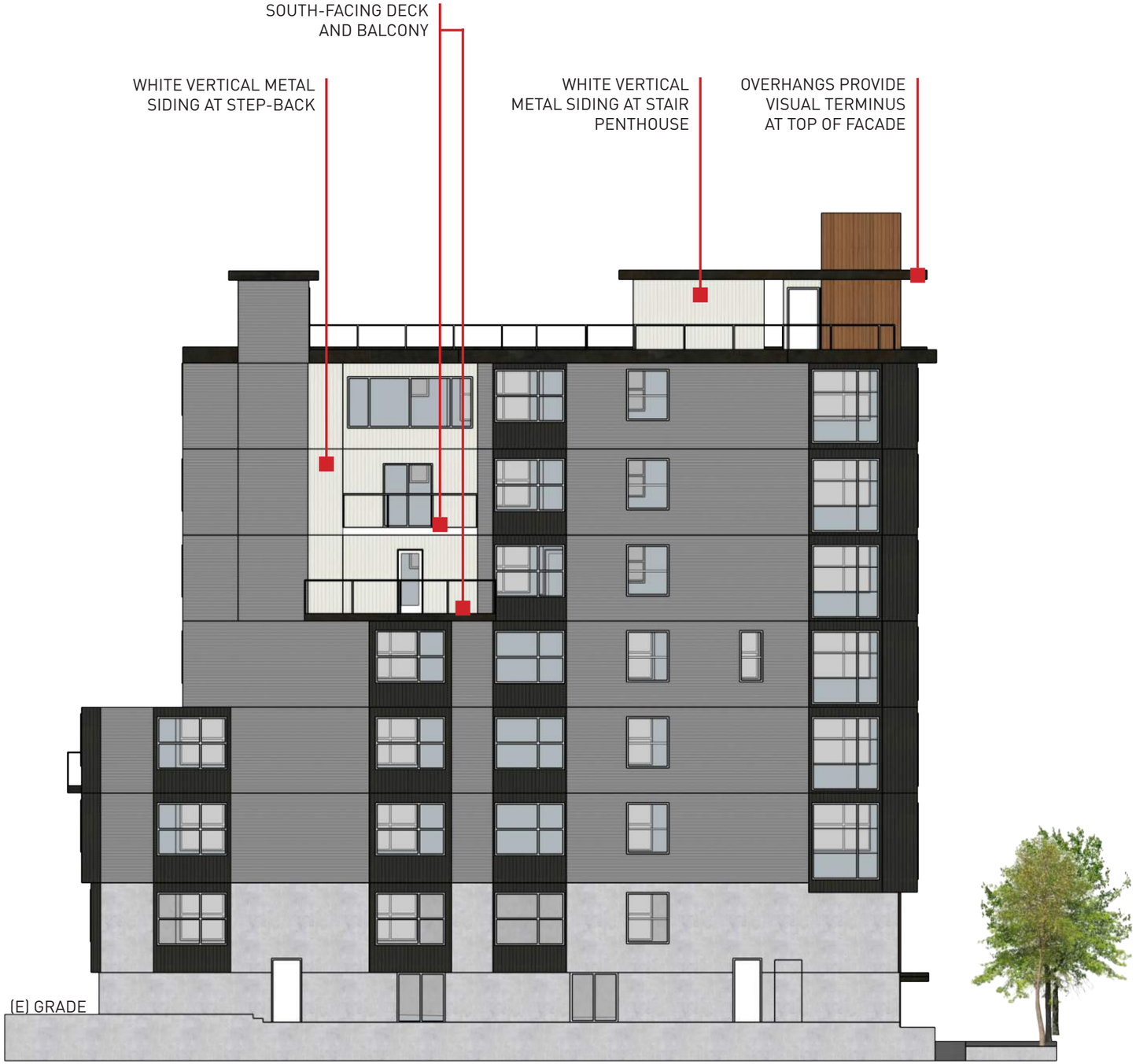
WEST ELEVATION (ALLEY)

OPTION B ELEVATIONS

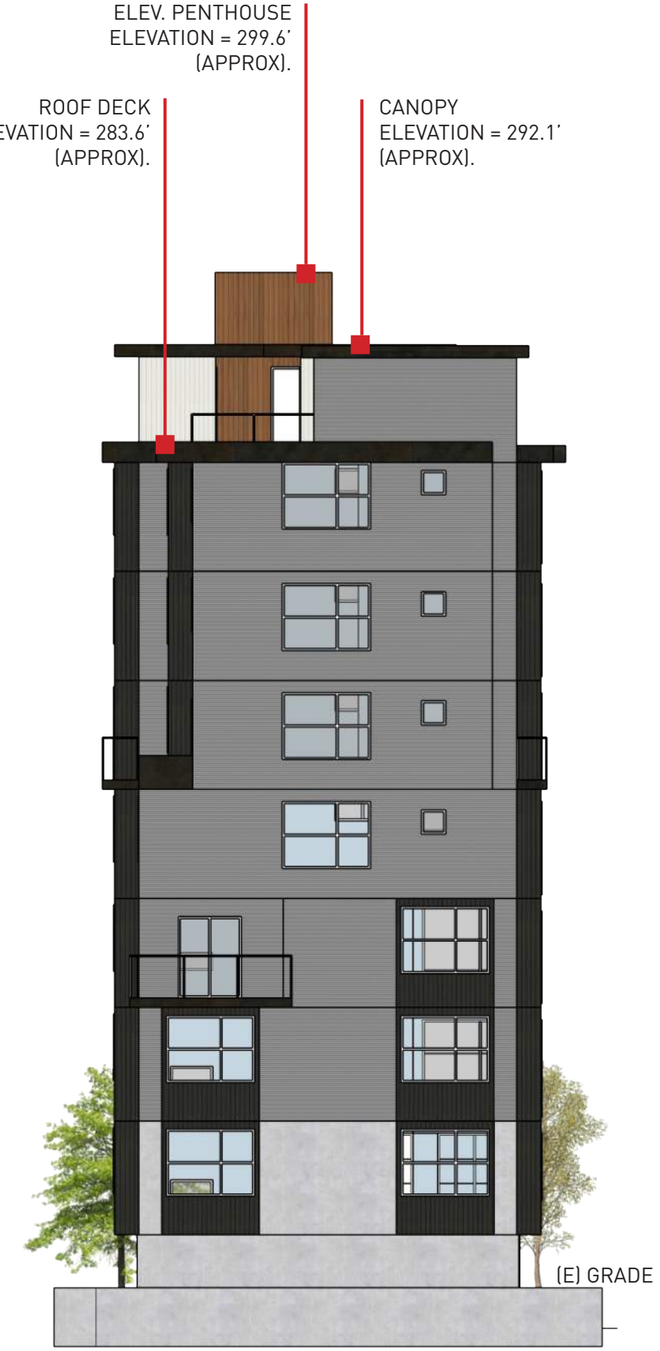


NORTH ELEVATION

EAST ELEVATION (11th AVE NE)

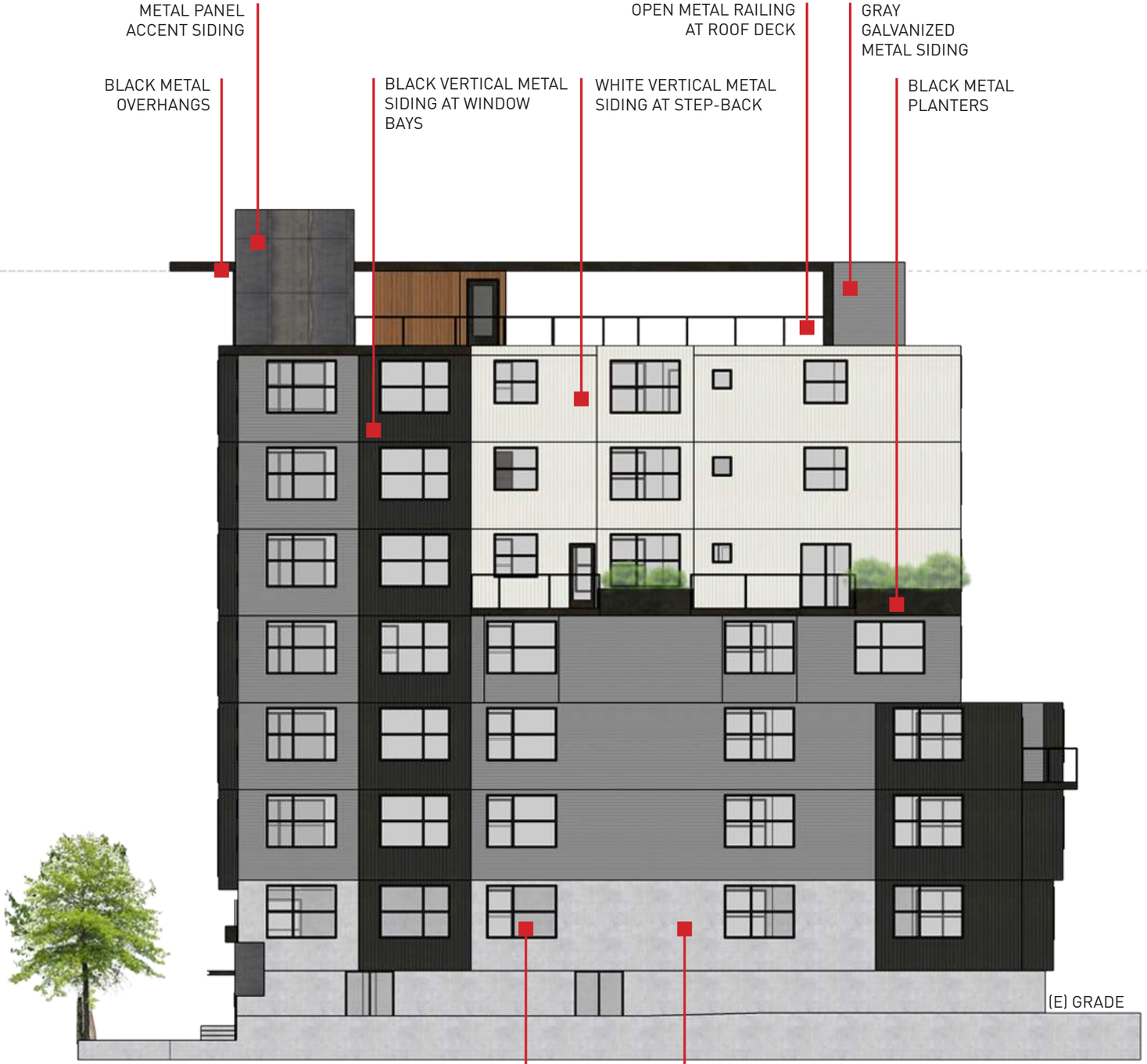


SOUTH ELEVATION

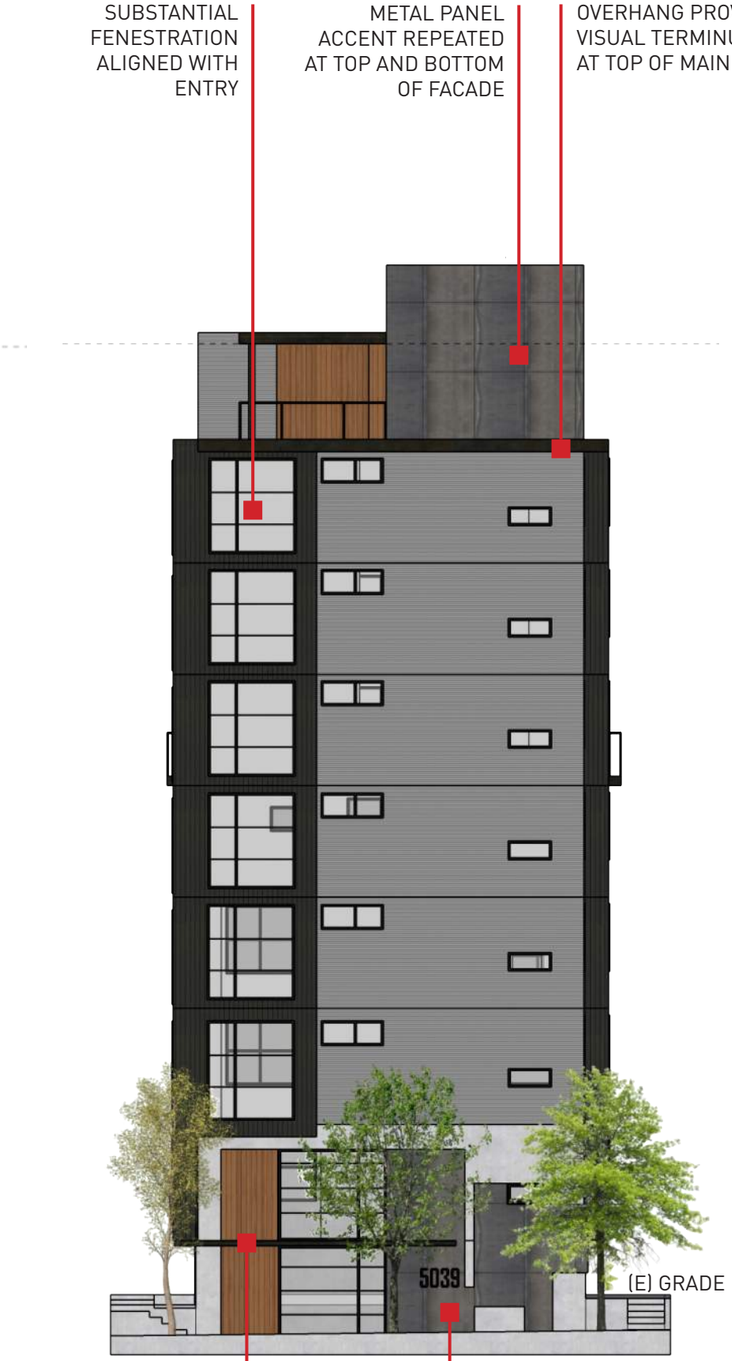


WEST ELEVATION (ALLEY)

OPTION C ELEVATIONS

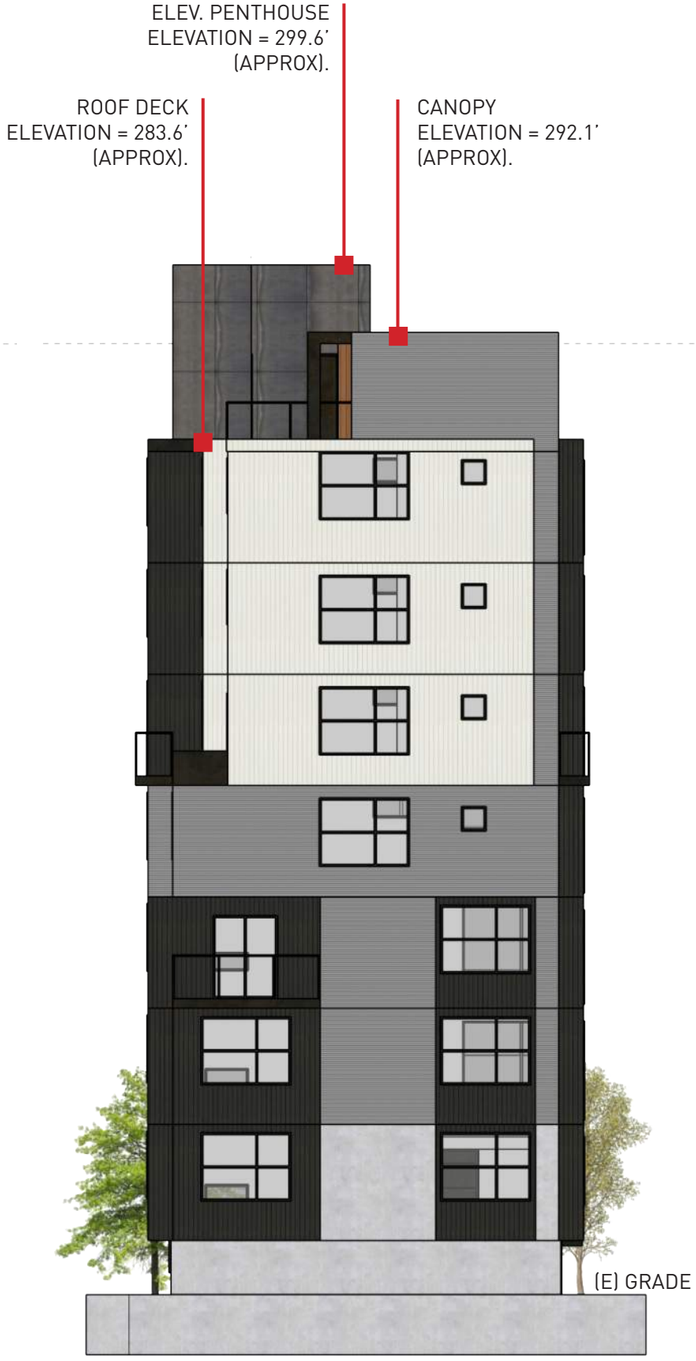


NORTH ELEVATION



EAST ELEVATION (11th AVE NE)

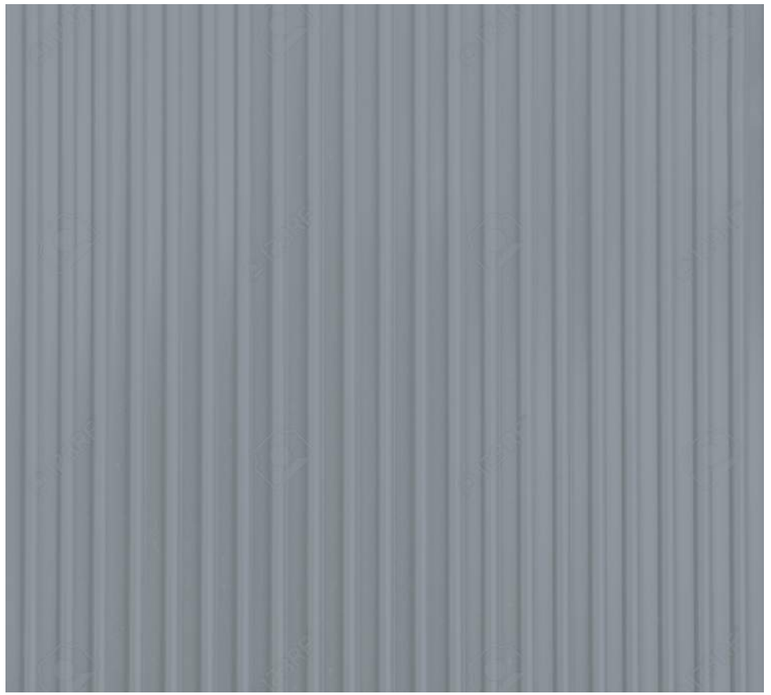
SOUTH ELEVATION



WEST ELEVATION (ALLEY)

PROPOSED MATERIALS

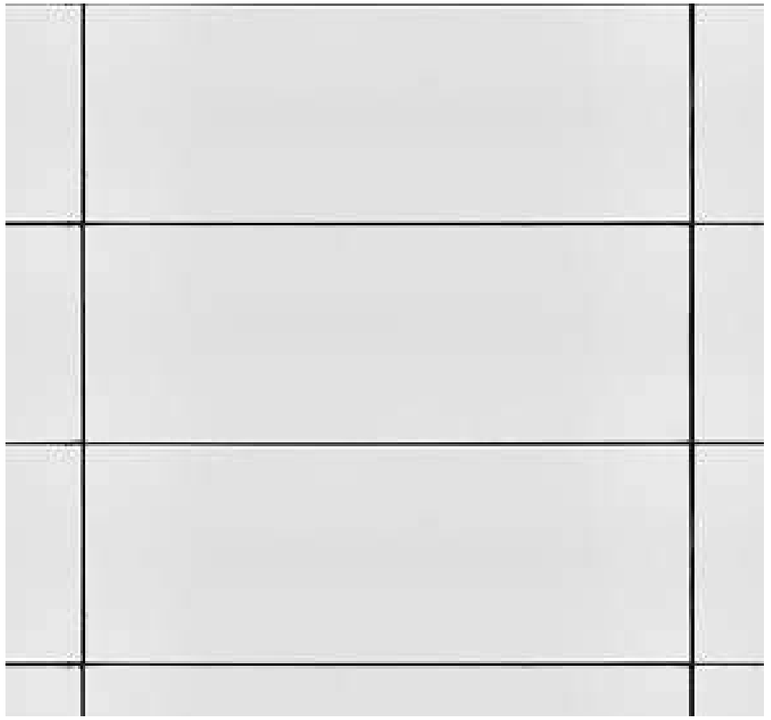
RAW METAL PANELS



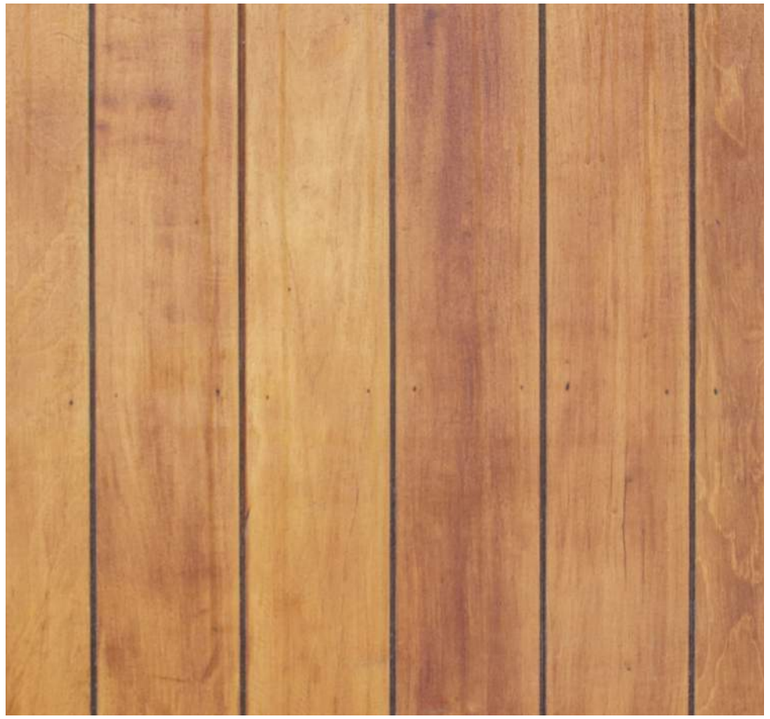
GALVANIZED RIBBED METAL

WHITE RIBBED METAL

BLACK RIBBED METAL



WHITE HARDI PANEL



WOOD SIDING

PRECEDENT IMAGES

WHITE WINDOWS WITH NUMEROUS LITES

METAL SIDING IN CONTRASTING COLORS AND DIRECTIONS

VARIED SIDING TEXTURES AND COLORS

METAL BALCONIES

CORNER BALCONIES

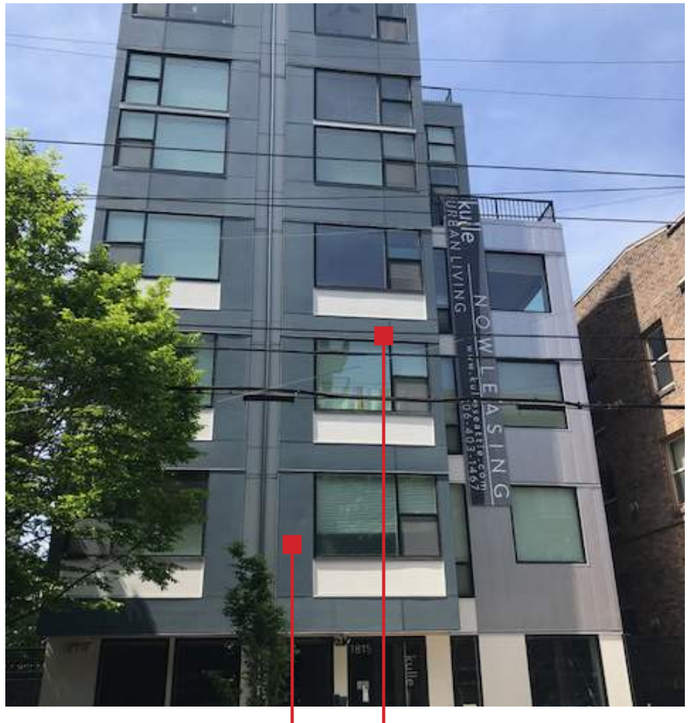
EXAGGERATED WOOD SOFFIT

SIMPLIFIED TRIM AND DETAILS

STRIPE PROVIDES VISUAL TERMINUS

CONCRETE AT LOWER LEVEL

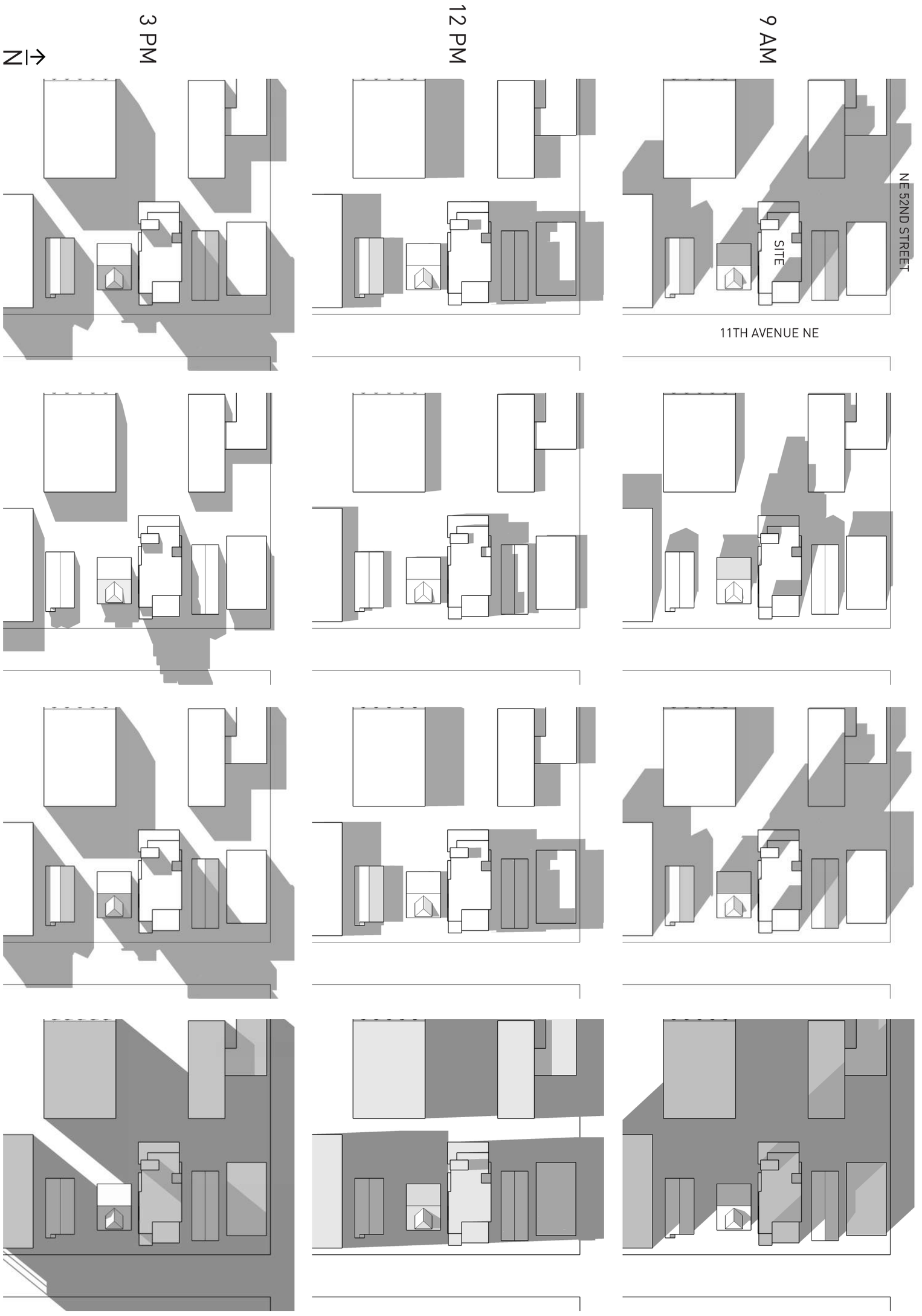
COMBINATION OF WHITE, BLACK AND RED METAL SIDING

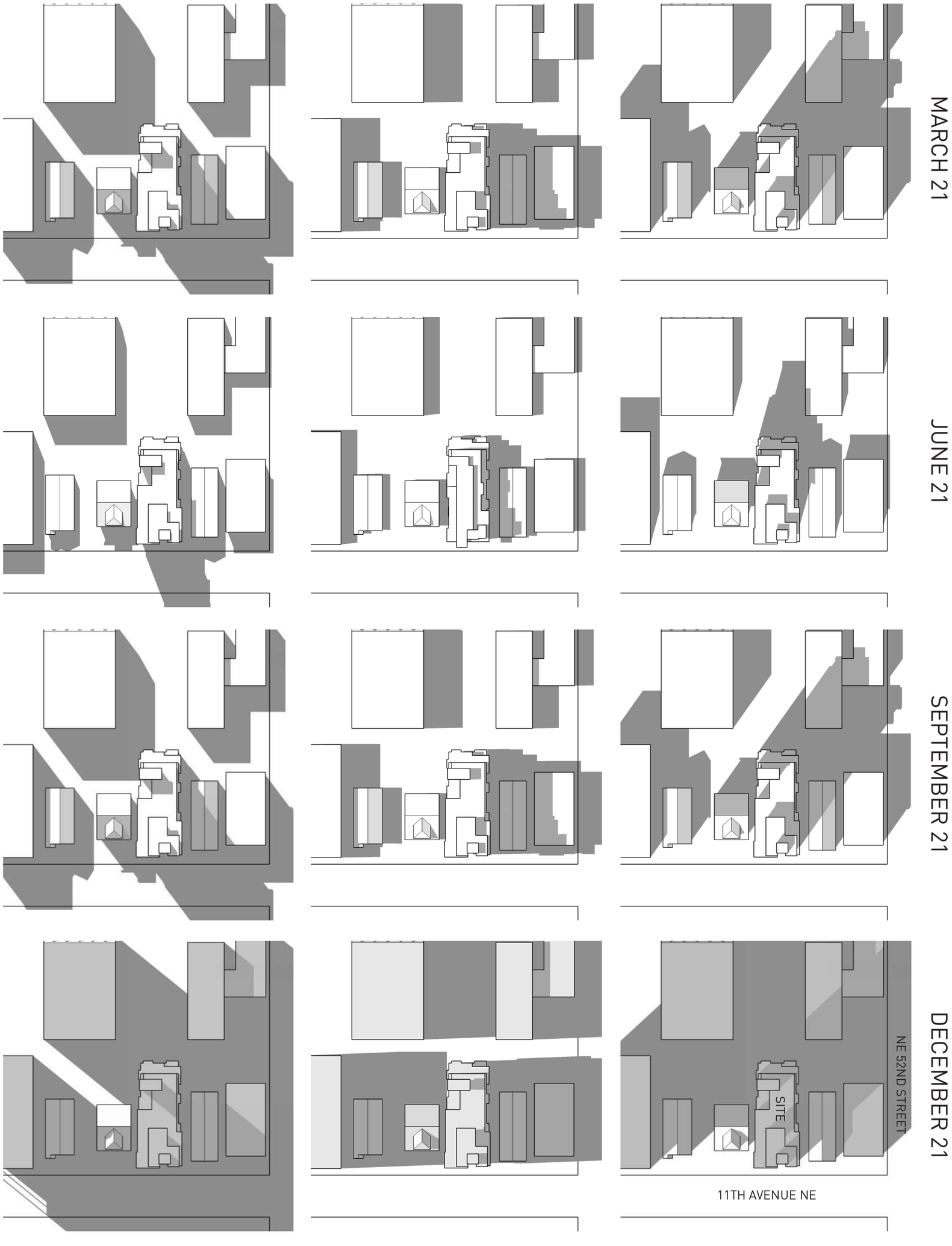


FLAT PANEL METAL SIDING

STRONG VERTICALITY

SUN/SHADOW STUDIES - OPTION A

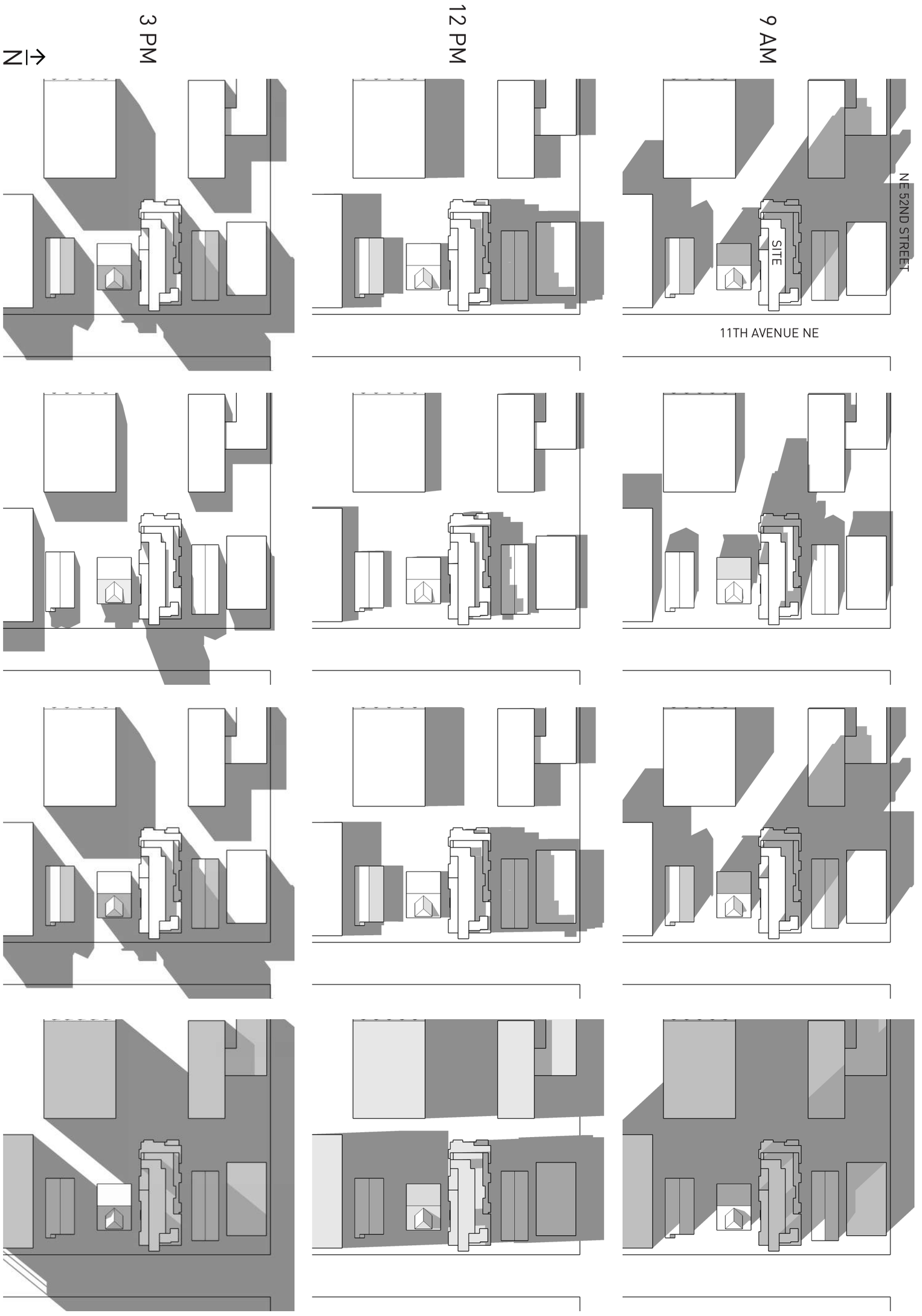




EDG PACKET
NOT FOR CONSTRUCTION

SUN/SHADOW STUDIES - OPTION B

SUN/SHADOW STUDIES - OPTION C



SMC REFERENCE	STANDARD	OPTION A DEPARTURE & JUSTIFICATION	OPTION C DEPARTURE & JUSTIFICATION
SIDE YARD SETBACKS (SMC 23.45.518)	FOR PORTIONS OF A STRUCTURE BELOW 42 FT: 7 FT AVERAGE SETBACK (5 FT MINIMUM) FOR PORTIONS OF A STRUCTURE ABOVE 42 FT: 10 FT AVERAGE SETBACK (7 FT MINIMUM)	UTILIZE THE 7 FT AVERAGE (5 FT MIN.) SETBACK FOR ALL PORTIONS OF THE BUILDING, ABOVE AND BELOW 42 FT. REDUCING THE REQUIRED SETBACKS ABOVE 42 FT ALLOWS THE STRUCTURE TO FOREGO THE DEEP STEP-BACK USED ON THE SOUTH SIDE OF OPTION B TO MEET THE AVERAGE SETBACK REQUIREMENT. THIS, IN TURN, ALLOWS FOR LARGER STREET-FACING BALCONIES WITHOUT REDUCING FLOOR AREA. FURTHERMORE, REDUCING THE REQUIRED SETBACKS ALLOWS FOR A MORE LOGICAL FLOOR PLAN INCLUDING BETTER-PROPORTIONED SEDUs, MORE GENEROUS LOBBIES AND ADDITIONAL COMMON SPACES. FINALLY, IT ALLOWS FOR CENTRALIZATION OF BICYCLE STORAGE IN A SINGLE, GROUND-ACCESSED LOCATION. GRANTING THIS DEPARTURE WOULD CONTRIBUTE TO THE PROJECT'S ABILITY TO RESPOND TO GUIDELINES PL4 AND DC3. REFER TO THE OPTION NARRATIVE, SHEET 17 FOR DETAILS.	NO DEPARTURE SOUGHT
BAY WINDOW REQUIREMENTS (SMC 23.45.518.H.3)	BAY WINDOWS AND OTHER FEATURES THAT PROVIDE FLOOR AREA MAY PROJECT A MAXIMUM OF 2 FEET INTO REQUIRED SETBACKS AND SEPARATIONS IF THEY: a. ARE NO CLOSER THAN 5 FEET TO ANY LOT LINE; b. ARE NO MORE THAN 10 FEET IN WIDTH; c. COMBINED WITH GARDEN WINDOWS AND OTHER FEATURES INCLUDED IN SUBSECTION 23.45.518.H.2, MAKE UP NO MORE THAN 30% OF THE AREA OF THE FACADE.	MODIFY THE WIDTH LIMIT OF ITEM b TO ALLOW STRUCTURAL OVERHANGS UP TO 49 FT WIDE. MODIFY THE AREA PERCENTAGE REQUIREMENT OF ITEM c TO ALLOW PROJECTS TO COMPOSE UP TO 60% OF THE FACADE. BY INCLUDING ADDITIONAL PROJECTION AREA, THIS OPTION IS BETTER ABLE TO ACCOMMODATE THE DEVELOPMENT GOALS WHILE RESPONDING TO THE PRIORITY GUIDELINES. AS NOTED ON SHEET 17 AND IN THE ABOVE DEPARTURE JUSTIFICATION, THE EXPANSION OF ALLOWABLE PROJECTIONS ALLOWS THE PROJECT TO PROVIDE LARGER STREET-FACING BALCONIES, CENTRALIZED BIKE STORAGE AND MORE GENEROUS COMMON SPACE. IT ALSO ALLOWS FOR A FACADE WITH FEWER ABRUPT ARTICULATIONS AND MATERIAL TRANSITIONS, BETTER RESPONDING TO GUIDELINE DC2, ITEM B.	MODIFY THE WIDTH LIMIT OF ITEM b TO ALLOW BAY WINDOWS UP TO 21 FT WIDE. THE BAY WINDOWS IN OPTION C OCCUPY THE SAME PORTION OF THE FACADE AS THOSE IN OPTION B. HOWEVER, OPTION C COMBINES SEVERAL OF THE BAYS INTO LARGER, CONTINUOUS UNITS. THIS RESULTS IN A MORE UNIFIED FACADE WITH FEWER ABRUPT ARTICULATIONS AND MATERIAL TRANSITIONS. THIS BETTER MEETS THE INTENT OF GUIDELINE DC2, ITEM B, AS IT ENABLES THE ENTIRE BUILDING TO BE UNDERSTOOD AS A UNIFIED COMPOSITION.