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DEVELOPMENT OBJECTIVES

The project site (APN -197220-6120 & 197220-6110) is located east of Seattle Pacific University and in between the Queen Anne and Fremont neighborhoods. The property is located in an area of multiple uses composed of single family and multi-family residential as well as small scale commercial and industrial structures. The project team seeks to design a multi-unit residential development with approximately 90 small efficiency dwelling units (SEDUs) and a level of below grade parking with approximately 23 stalls for the residential tenants. The total square feet of project proposed is approximately 34,000 sf.

CONTEXT

Our intent is to interpret the community, history and character of the site and its surrounding area in order to create an appealing and lasting design. We want to offer a smart and efficient layout that will be attractive to new and existing residents and students. Our goal will be to create a compatible project keeping a harmonious relationship between old and new development.

CONNECT

One of the great attributes of the site is its proximity to Seattle Pacific University located west of the Site within a short walking distance. There is easy access to the Fremont and Queen Anne retail cores and the Burke Gilman trail by means of walking, biking or public transportation. The site is located about a block from public transportation at the intersection of Nickerson and Warren Ave North. The project proposes parking off the alley and a shared walkway along south side of the property. There will also be ample covered bicycle parking and storage areas.

COMMUNITY

The project’s potential demographics will necessitate that the design be economical, efficient and functional. The intent of the design is for the proposed building to become a functional part of the community by providing street visibility, landscaped edges, and sensitive massing. By creating a strong presence along the corner of Queen Anne Ave and Dravus Street , the development will provide an active transition between a predominately commercial and industrial sector to the north and the residential sector to the south.



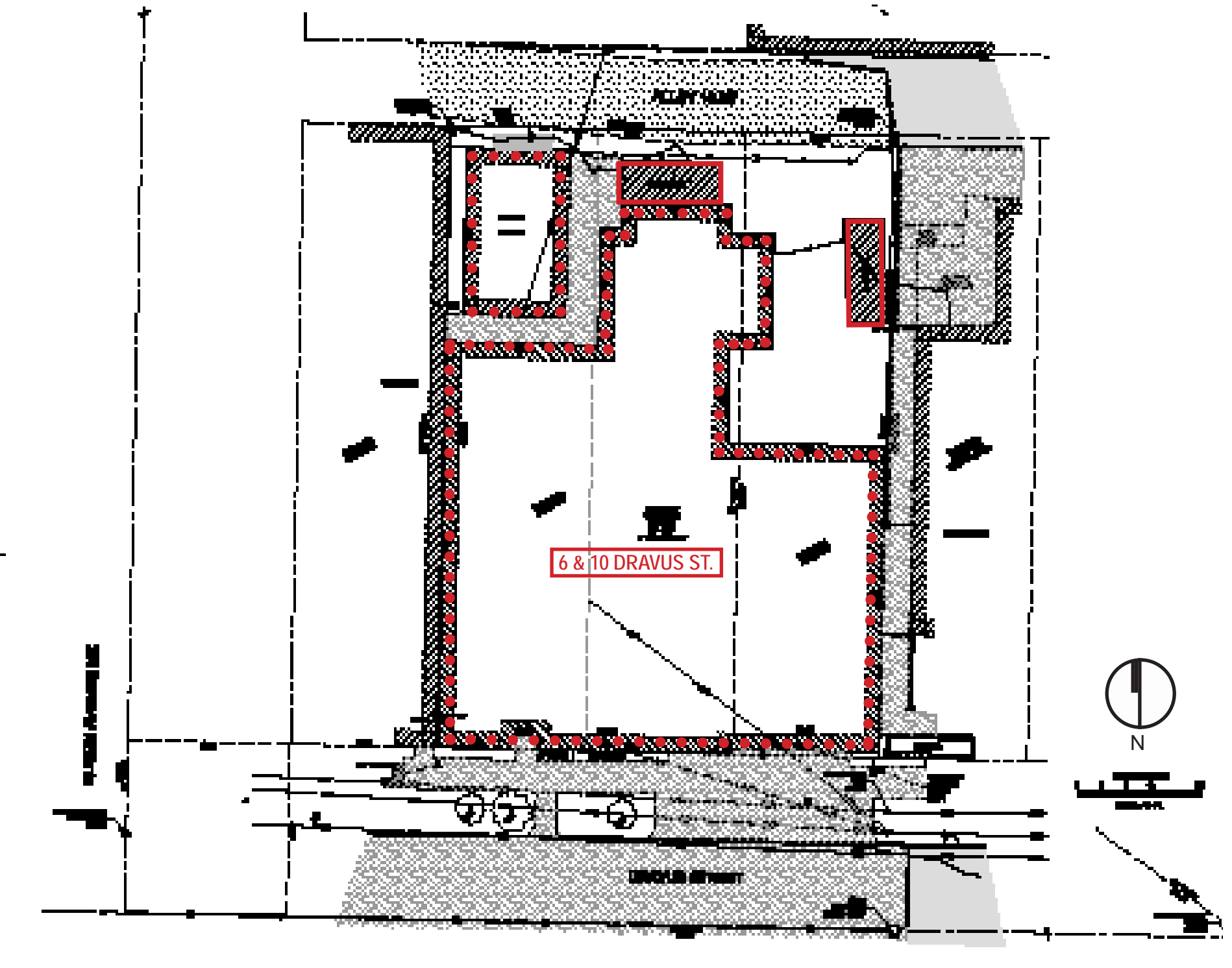
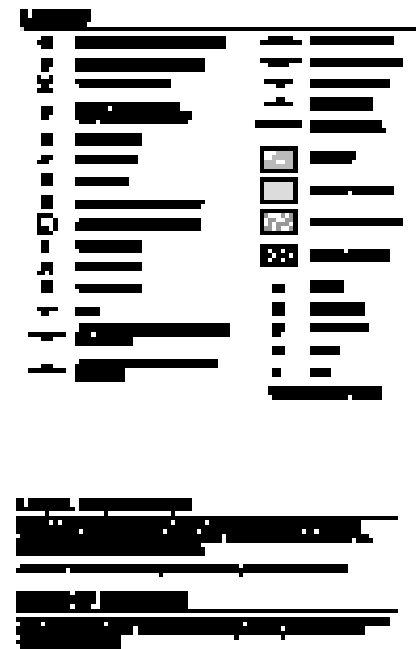
INTRODUCTION

The project site (APN -197220-6120 & 197220-6110) is located at 6 & 10 Dravus St., just east of the intersection of Dravus St. and Queen Anne Avenue N. The property is bound by Dravus St. to the south, an unimproved alley to the north, a low-rise commercial/warehouse space to the west and a four story residential condominium, "Ashbury by the Bridge" property to the east.

The site is basically flat with an approximate foot of drop from south to north. There is no significant vegetation or trees on the property.

The structures on the site consist of a main building with a detached garage and two storage containers. All structures will be removed and/or demolished.

The sidewalk to Dravus St. is improved with planters, sidewalk and a large curb cut for access to the existing building. The curb cut and driveway will be removed.



SURROUNDING USES

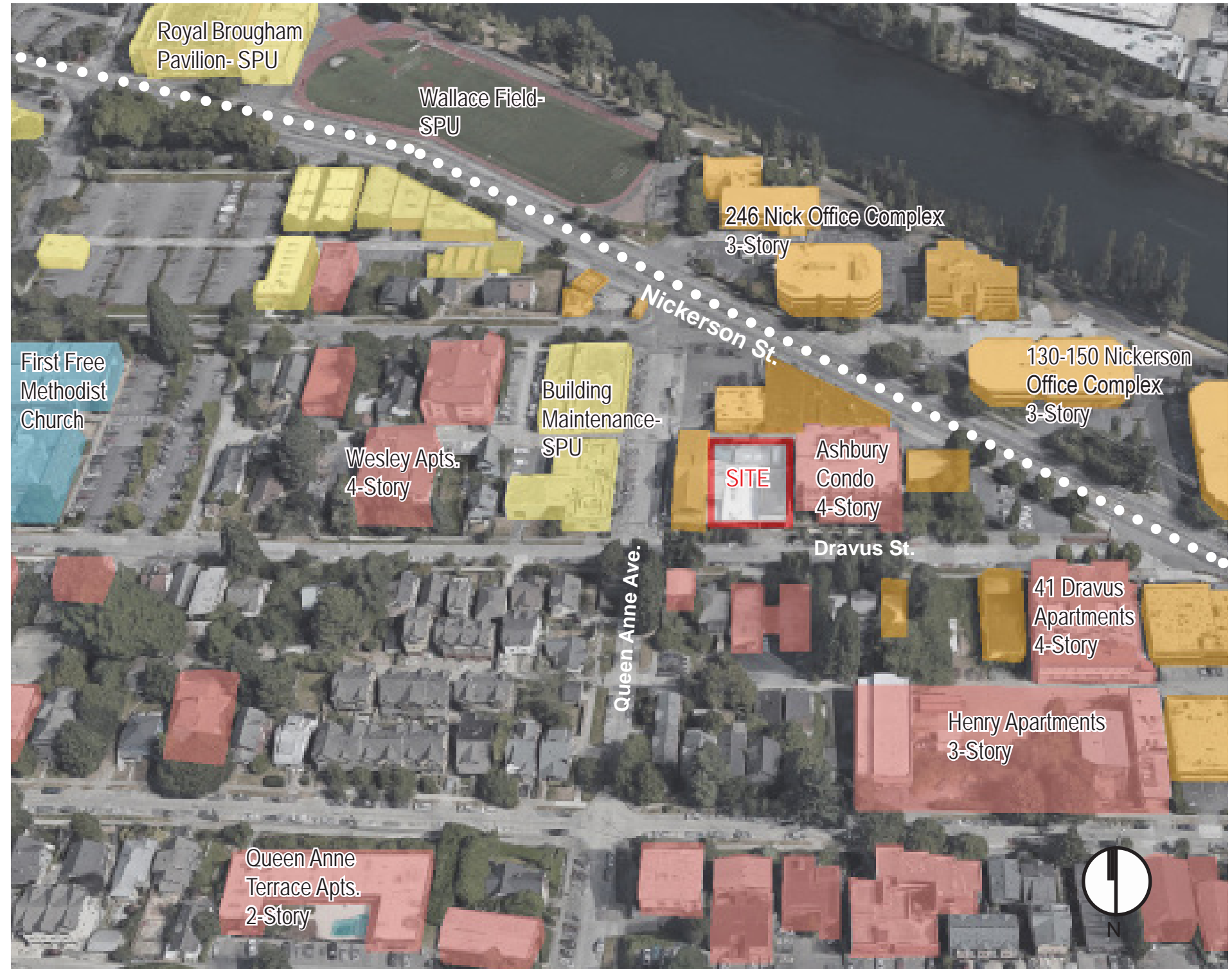
The surrounding buildings are a majority single-family and townhome developments varying from a single story to three stories. Many are rentals to students and faculty of Seattle Pacific University (SPU).

The remaining buildings are a mix of SPU buildings, multi-family residential and commercial buildings that mostly face Nickerson Street. In addition, there is a large Methodist Church complex to the west of the site.

The structures vary from single to four story. Certain blocks are densely packed while others contain large surface parking lots.

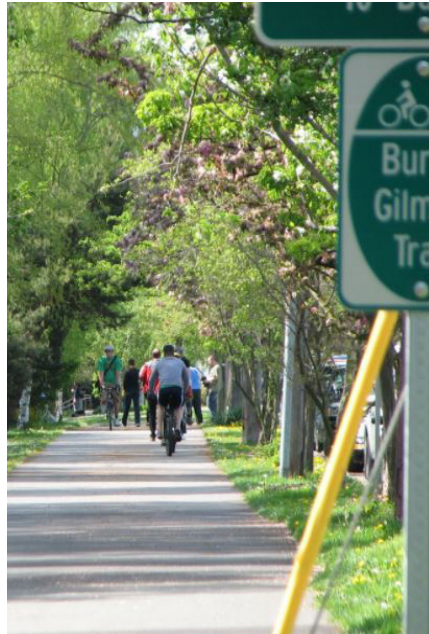
LEGEND

- Seattle Pacific University Property
- Multi-Family Residential
- Commercial / Office
- Church



NOTABLE SURROUNDING DESIGN ELEMENTS

SCALE AT STREET LEVEL TO FURTHER PROMOTE THE GROWING PEDESTRIAN FRIENDLINESS OF THE AREA



BURKE GILMAN TRAIL



PCC MARKET

MODERN ELEMENTS SUCH AS PERCENTAGE AND RHYTHM OF FENESTRATION . . .



246 NICK OFFICES



DEMARAY HALL - SPU

. . . & FACADE ARTICULATION



HENRY APTS.

USE OF RED BRICK & CLASSIC ROMANESQUE REVIVAL AS AN ANCHORING ELEMENT PROVIDES A POTENTIAL CONNECTION TO NEARBY SEATTLE PACIFIC UNIVERSITY



ABSHER HALL - SPU



ALEXANDER HALL - SPU

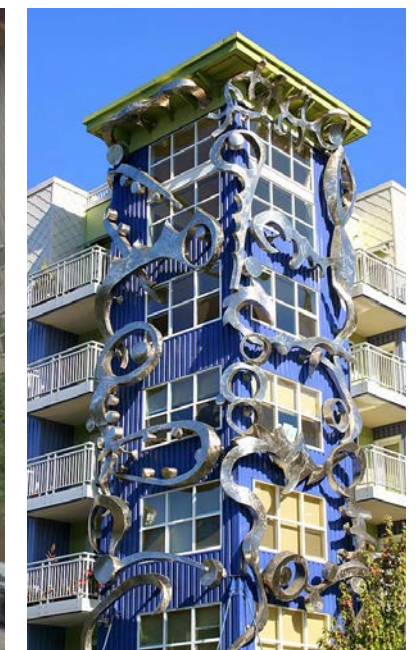
MATERIALS, COLOR & GEOMETRY OF THE VIBRANCY & ECLECTICISM OF THE FREMONT NEIGHBORHOOD



FREMONT BRIDGE



N 35TH ST & EVANSTON AVE N



EPI APARTMENTS

TRAFFIC / ACCESS PATTERNS

The site is located at the intersection of multiple means of transportation and access. Dravus Street is a low traffic street with landscaped sidewalks that are conducive to pedestrians. The site also has an alley that will be the main access point for vehicular and bike access to the building. With close proximity to Seattle Pacific University and Fremont locations of Adobe, Tableau Software and Google, walking and biking will be popular means of travel to and from the site.

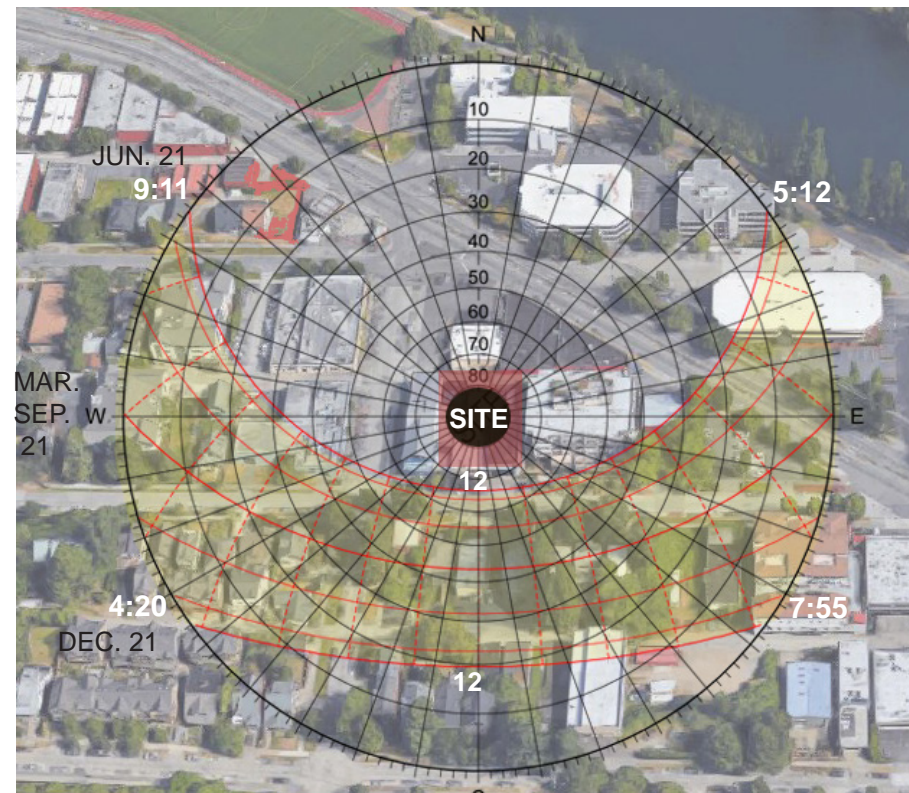
There are several trails and bike friendly streets in the vicinity that access all surrounding neighborhoods. This will promote bicycle use and the building will have large areas for bike parking and service.

Several bus lines service the site including the 31 & 32 travelling east/west on Nickerson Street that qualifies as Frequent Transit Service. The 3, 4, 13, & 29 provide service north/south on Queen Anne Avenue.

- PRIMARY ACCESS ROADS
- ////// BIKE PATHS
- - - - - 5 MIN WALK RADIUS
- NODE
- BUS STOP



SOLAR ACCESS



Best solar access is currently from the south, west and north due to the single and two story neighboring structures. The 4 story structure to the west will have little affect on sunlight after morning hours.

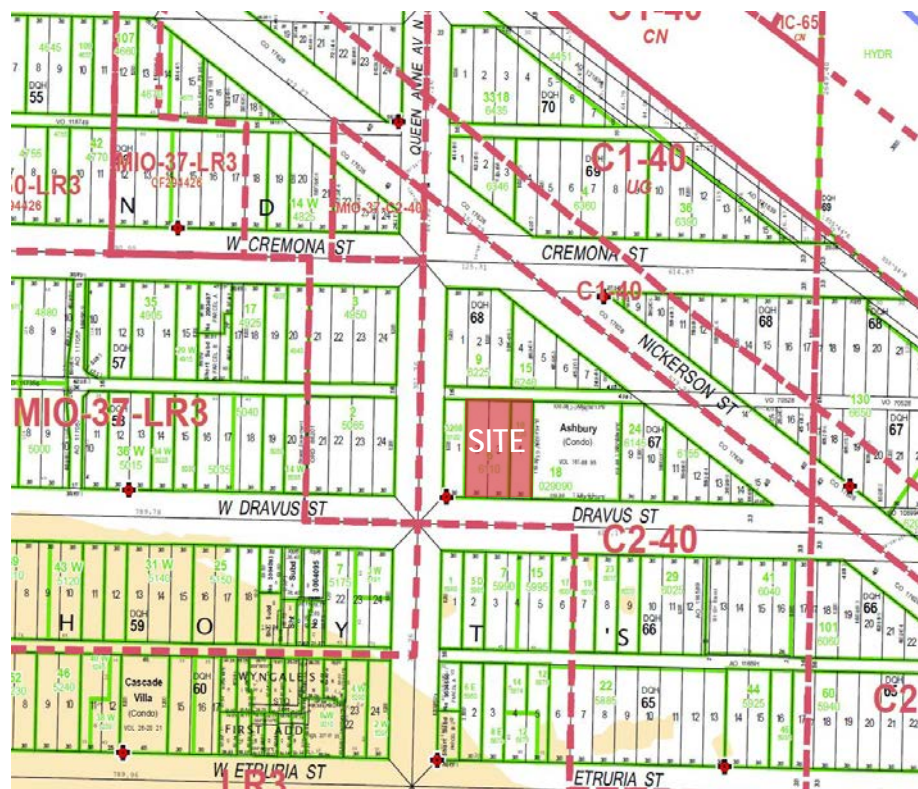
Most units should benefit from direct sunlight most of the year during midday hours. There is plenty of vegetation and tall trees along Dravus and Queen Anne Ave enhancing the aesthetic green feeling but not limiting solar access to our site. There is no tree canopy coverage on the site per Seattle Parcel Data.

VIEWS



Views will be blocked to the east and the west by the neighboring existing buildings on the lower floors. There is potential for views of the Fremont Ship Canal to the north and Queen Anne to the south from the units at and above the 2nd floor.

Territorial views including the Seattle Pacific University will be possible to the west from units at and above the 3rd Floor. Due to the adjacency of the Ashbury Condominium building, minimal windows and views should be directed to the east.



6 & 10 Dravus Street

ZONING : C2-40

LOT AREA: 10,800 SF

23.47A.004 - Permitted and Prohibited Uses Table "A"

J. Residential Uses - C2 Conditional Use

Residential uses are conditional uses in C2 zones under subsection 23.47A.006.A.3, except as otherwise provided in Table A for 23.47A.004 or in that subsection 23.47A.006.A.3.

23.47A.006 - Conditional Uses

3. Residential Uses in C2 zones.

a. Residential uses may be permitted in C2 zones as a conditional use subject to the following criteria:

- 1) The residential use generally should not be located in an area with direct access to major transportation systems.
- 2) The residential area generally should not be located in close proximity to industrial areas and/or nonresidential uses or devices that have the potential to create a nuisance or adversely affect the desirability of the area for living purposes.

23.47A.008 - Street-level development standards

A.2. Blank facades

Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

D. Where residential uses are located along a street-level street-facing facade, the following requirements apply unless exempted by subsection 23.47A.008.G:

1. At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
2. The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. An exception to the standards of this subsection 23.44.008.D.2 may be granted as a Type I decision if the following criteria are met:
 - a. An accessible route to the unit is not achievable if the standard is applied or existing site conditions such as topography make access impractical if the standard is applied;
 - b. The floor is at least 18 inches above average sidewalk grade or 4 feet below sidewalk grade, or is set back at least 10 feet from the sidewalk; and
 - c. The visually prominent pedestrian entry is maintained.

23.47A.012 - Structure Height

C2-40' - 40' height maximum

The height of a structure may exceed the otherwise applicable limit by up to 4 feet, subject to subsection 23.47A.012.A.1.a, provided the following conditions are met:

Either:

- a) A floor-to-floor height of 13 feet or more is provided for non-residential uses at street level; or
- b) A residential use is located on a street-level, street-facing facade, provided that the average height of the exterior facades of any portion of a story that is partially below-grade does not exceed 4 feet, measured from existing or finished grade, whichever is less, and the first floor of the structure at or above grade is at least 4 feet above sidewalk grade;

23.47A.013 - Floor Area Ratio

Base 3.0 for residential or non-residential only,

Max 3.25 mix of residential and nonresidential uses

D. The following gross floor area is not counted toward maximum FAR:

1. All underground stories or portions of stories;
2. All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access;

23.47A.016 - Landscaping and screening standards

Green factor score of 0.3 or greater

Street trees required when new development is proposed. Existing trees shall be retained unless director of transportation approves their removal.

23.47A.024 - Amenity area

Required at least 5% of total gross floor area

23.47A.032 Parking Location and Access

A. Access to parking

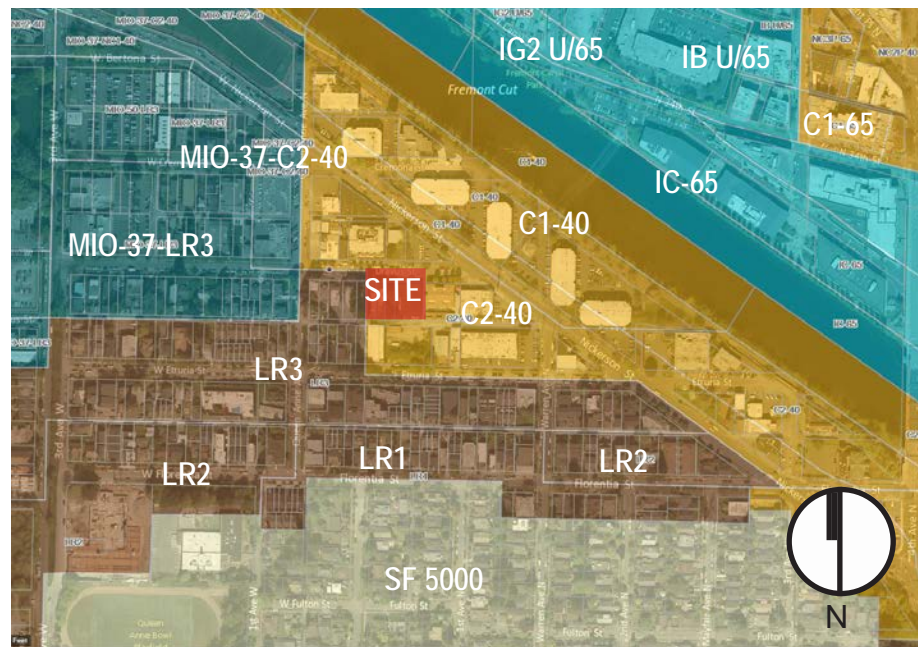
3. In C1 and C2 zones, access to off-street parking may be from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1.

23.54.015 Required Parking

Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015. 1

Minimum Required: 1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units

23.54.020 Parking Quantity Exceptions: F.2. Transit reduction. a. In multifamily and commercial zones, the minimum parking requirement for all uses is reduced by 50 percent if the use is located within 1,320 feet of a street with frequent transit service. This distance will be the walking distance measured from the nearest transit stop to the lot line of the lot containing the use.





RESTAURANTS & COMMERCIAL STRIP

ASHBURY CONDOMINIUMS

7-ELEVEN

A VIEW LOOKING AT SITE FROM NICKERSON STREET



7 - ELEVEN

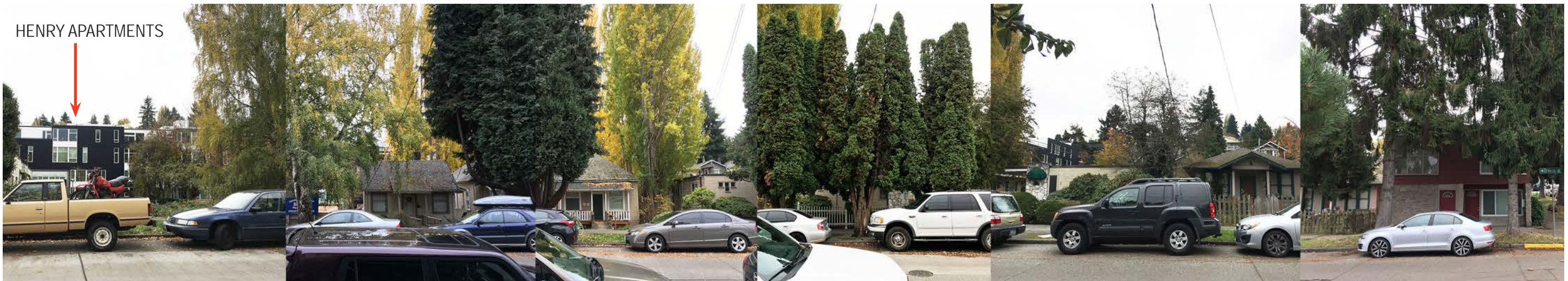
ALLEY

THE WICK COFFEE SHOP

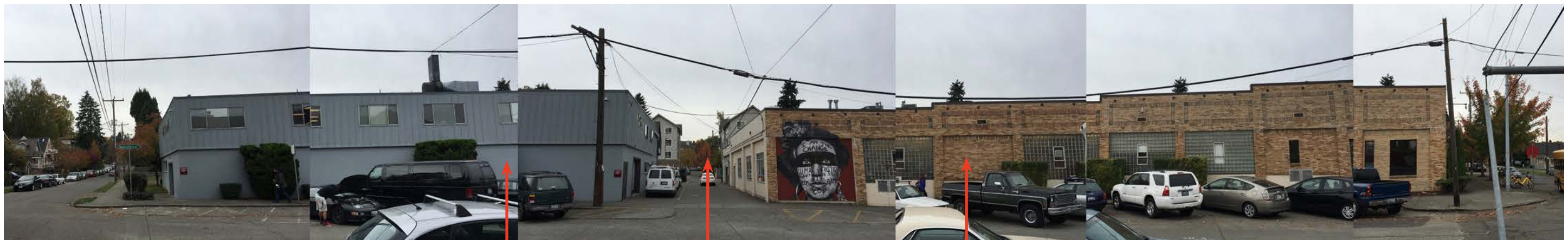
MOTOSHED REPAIRS

B VIEW LOOKING AT SITE FROM QUEEN AVE N. STREET





A VIEW LOOKING SOUTH FROM SITE



B VIEW LOOKING WEST FROM QUEEN ANNE AVENUE

BUILDING & MAINTENANCE - SPU

ALLEY

ART BUILDING - SPU





SITE



CS. CONTEXT AND SITE

CS2 URBAN PATTERN AND FORM

A LOCATION IN THE CITY AND NEIGHBORHOOD

A.2 ARCHITECTURAL PRESENCE

SURROUNDING SITE IS A MIX OF OLDER SMALL SINGLE FAMILY HOMES, MULTI-FAMILY & COMMERCIAL BLDGS, & VARIOUS SPU BUILDINGS. DESIGN EMPHASIZES PEDESTRIAN FRIENDLY LOWER LEVEL SCALE & MATERIAL. PROPOSED MASSING IS CONSISTENT W/ OTHER MULTI-FAMILY STRUCTURES.

B ADJACENT SITES, STREETS, AND OPEN SPACES

B.2 CONNECTION TO THE STREET

CORNER ENTRY LOBBY, STAIR & RAMP AND AWNING COMPRISE OVER 50% OF STREETFRONT FACADE . RESIDENTIAL UNITS ABOVE SIDEWALK GRADE PROVIDE PRIVACY TO UNITS. THIS IS DE-EMPHASIZED BY EXTENDING FACADE MATERIALS BELOW THIS FLOOR LEVEL.

C RELATIONSHIP TO THE BLOCK

C.2 MID-BLOCK SITES

THE BLOCK IS IN TRANSITION FROM OLD/SMALLER SFR TO LARGER COMMERCIAL AND MIXED USE DEVELOPMENTS. ADJACENT BUILDINGS ARE MULTIFAMILY/MIXED USE & OLDER COMMERCIAL BLDGS. PROPOSED STRUCTURE IS SIMILAR IN OVERALL BULK AND SCALE TO ADJACENT 1998 MIXED USE BLDG. DESIGN CAPITALIZES ON ADJACENT BUILDING SETBACK TO CREATE MID-BLOCK CORNER ENTRY & INCREASED EXTERIOR AMENITY SPACE WIDTH/SEPARATION.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

B LOCAL HISTORY AND CULTURE

B.1 PLACE MAKING

THE EXISTING NEIGHBORHOOD CONSISTS OF MOSTLY OLDER STRUCTURES, W/ CONTEMPORARY ARCHITECTURAL STYLES INTRODUCED AS NEW PROJECTS ARE DEVELOPED. THE CORNER ENTRY CAPITALIZES AND IS ORIENTED TOWARD THE ADJACENT BUILDING FRONT SETBACK AREA, TO CREATE MID-BLOCK CORNER ENTRY WHICH REINFORCES PEDESTRIAN GATHERING AND INTERACTION AT THIS MID-BLOCK LOCATION.

PL. PUBLIC LIFE

PL2 WALKABILITY

A ACCESSIBILITY

A.1 ACCESS FOR ALL

STAIRS & RAMPS HAVE BEEN INTEGRATED INTO BOTH EXTERIOR & INTERIOR OF THE ENTRY SEQUENCE, MAKING A MORE IDENTIFIABLE NAD WELCOMING ENTRY FACADE.

B SAFETY AND SECURITY

B.1 EYES ON THE STREET

A CONSCIOUS EFFORT WAS MADE TO DISCOURAGE DARK AREAS THAT WOULD PROVIDE SPACE FOR A PERSON TO SLEEP. COMMON AREAS HAVE BEEN ARRANGED & CONNECTED W/ VIEWS & GLASS TO CONCENTRATE ACTIVITY AND VISIBILITY NEAR THE ENTRY & RECESSES. UNITS OVERLOOK THE STREET EITHER DIRECTLY AND/OR WITH LARGE DECKS.

B.2 LIGHTING FOR SAFETY

WELL LIT ENTRY STAIR, RAMP, AND LANDINGS, WILL FURTHER IMPROVE SAFETY AND SECURITY AT THE ENTRY/RECESSES.

B.3. STREET LEVEL TRANSPARENCY

LOBBY, ENTRY AND INTERIOR RAMP ARE COMPLETELY GLAZED AND ARE 2' ABOVE SIDEWALK. GROUND FLR UNITS HAVE GLAZING AT FLR LEVEL AS WELL AS 3' ABOVE FF, ALLOWING BOTH CONNECTION TO THE STREET WHILE CREATING DEFENSIBLE SPACE WITHIN .

PL3 STREET-LEVEL INTERACTION

A ENTRIES

A.2 COMMON ENTRIES

THE CORNER ENTRY CAPITALIZES AND IS ORIENTED TOWARD THE ADJACENT BUILDING FRONT SETBACK AREA, TO CREATE MID-BLOCK CORNER ENTRY WHICH REINFORCES PEDESTRIAN GATHERING AND INTERACTION AT THIS MID-BLOCK LOCATION. ON THE CONSTRAINED SITE, THIS CREATES A VISIBLE, PROTECTED AND SAFE ENTRY FOR RESIDENTS AND VISITORS.

B RESIDENTIAL EDGES

B.2. GROUND LEVEL RESIDENTIAL

RESIDENTIAL UNITS ARE SET 4'-0" ABOVE GRADE, WITH LANDSCAPE BUFFERS PROVIDING PRIVACY AND SECURITY.

DC. DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES

A ARRANGEMENT OF INTERIOR USES

A.1. VISIBILITY

THE CORNER ENTRY CAPITALIZES AND IS ORIENTED TOWARD THE ADJACENT BUILDING FRONT SETBACK AREA, TO CREATE MID-BLOCK CORNER ENTRY WHICH REINFORCES PEDESTRIAN GATHERING AND INTERACTION AT THIS MID-BLOCK LOCATION . LOBBY, ENTRY AND INTERIOR RAMP ARE COMPLETELY GLAZED. ATTENTION HAS ALSO BEEN PAID TO THE ALLEY FACADE AS IT IS LIKELY TO REMAIN VISIBLE UNTIL THE NICKERSON CORNER LOT IS DEVELOPED .

A.2. GATHERING PLACES

LARGER THAN REQUIRED EXTERIOR COMMON AMENITY PROVIDES A VARIETY OF GATHERING SPACES, & IS ADJACENT TO LOBBY/MAIN CORRIDOR. THIS CONFIGURATION ACTIVATES ALL GATHERING SPACES. IT IS WELL PROTECTED AND EASILY ACCESSED BY ALL TENANTS. IT FURTHER CAPITALIZES ON ADJACENT STRUCTURE SETBACK FOR INCREASED SEPARATION.

A.3. FLEXIBILITY

A VARIETY OF SEDU SIZES AND ORIENTATIONS HAVE BEEN DEVELOPED TO CREATE OPTIONS AND FLEXIBILITY WITHIN THE CONSTRAINTS OF THE FUNCTIONAL PROGRAM.

A.4. VIEWS AND CONNECTIONS

LARGE PRIVATE DECKS, JULIET BALCONIES & CONSISTENT FACADE TREATMENT MAINTAIN A UNIFIED CONCEPT & TAKE ADVANTAGE OF VIEWS TOWARD THE CANAL, FREMONT & STREETSIDE ACTIVITY.

DC2 ARCHITECTURAL CONCEPT

A MASSING

A.1. SITE CHARACTERISTICS AND USES

BUILDING TAKES ADVANTAGE OF SITE ADJACENCIES, CREATING CONNECTION TO THE STREET, WHILE CREATING PRIVACY AT BOTH COMMON AREAS & UNITS. THE CORNER ENTRY IS ORIENTED TOWARD THE ADJACENT BUILDING FRONT SETBACK AREA. RAMP & STAIR ARRANGEMENT GEOMETRICALLY EMPHASIZE THE ENTRY AND LOBBY. EXTERIOR

COMMON AMENITY CAPITALIZES ON ADJACENT STRUCTURE SETBACK FOR INCREASED SEPARATION AND EFFECTIVE "OPEN WIDTH".

B ARCHITECTURAL AND FACADE COMPOSITION

B.1. FACADE COMPOSITION

FACADES MATERIALS & PROPORTIONS RESPOND TO HUMAN SCALE, WITH HIGHER QUALITY MATERIALS ADJACENT TO PEDESTRIAN ACTIVITY AT ENTRY. DIFFERENTIATION OF PRIMARY GEOMETRIES MITIGATES OVERALL BULK & SCALE IMPACT. SECONDARY GEOMETRIES ARE INFORMED BY WINDOW PATTERNS & RHYTHMS WHICH ARE FURTHER ACCENTUATED BY MATERIAL AND COLOR SELECTION.

B.2. BLANK WALLS

BLANK WALLS HAVE BEEN MINIMIZED AND MITIGATED BY APPLICATION OF SIMILAR MATERIAL TREATMENT SIMILAR TO PRIMARY AND SECONDARY GEOMETRIES COLORS AND MATERIALS.

D SCALE AND TEXTURE

D.1. HUMAN SCALE

WARMER MATERIALS, MAXIMUM USE OF GLAZING AND ADDED PLANTERS ARE ALL USED TO ADD HUMAN SCALE TO THE ENTRY SEQUENCE AND ENTRY LEVEL FACADE. HIGHER QUALITY AND SMALLER SCALE MATERIALS ARE USED ADJACENT TO HUMAN ACTIVITY.

DC3 OPEN SPACE CONCEPT

A BUILDING-OPEN SPACE RELATIONSHIP

A.1. INTERIOR/EXTERIOR FIT

EXTERIOR COMMON AMENITY, PRIVATE DECKS, & BALCONIES PROVIDE A VARIETY OF EXTERIOR OPEN SPACES. THEY ARE SECURE WITHIN THE OVERALL STRUCTURE. LOBBY & COMMON AMENITY ARE FULLY GLAZED. THIS CONFIGURATION ACTIVATES ALL GATHERING AND PUBLIC/COMMON SPACES.

C DESIGN

C.2. AMENITIES/FEATURES

LARGER THAN REQUIRED EXTERIOR COMMON AMENITY, PRIVATE DECK & BALCONY SPACES PROVIDE VARIETY IN GATHERING SPACES. THE CONFIGURATION ACTIVATES ALL COMMON/GATHERING SPACES. AMPLE LANDSCAPED AREA & OUTDOOR FURNITURE ENCOURAGE PEACEFUL RESPITE, ARE EASILY ACCESSIBLE ON THE GROUND LEVEL.

DC4 EXTERIOR ELEMENTS AND FINISHES

D TREES, LANDSCAPE, AND HARDSCAPE MATERIALS

D.1. CHOICE OF PLANT MATERIALS

VARIETIES IN TYPES PLANTS AS WELL AS PLANTERS AND CONFIGURATIONS AUGMENT CHARACTERISTICS OF OUTDOOR SPACES, INCLUDING ABOVE GROUND PLANTERS AND GREEN SCREENS. PLANT SELECTION OPTIONS HAVE BEEN INCREASED BY USE OF 24" DEEP PLANTERS.

D.2. HARDSCAPE MATERIALS

HARDSCAPE MATERIALS WITH MULTIPLE COLORS, TEXTURES AND PATTERNS WILL BE SELECTED FOR ALL OUTDOOR AREAS.

D.3. LONG RANGE PLANNING

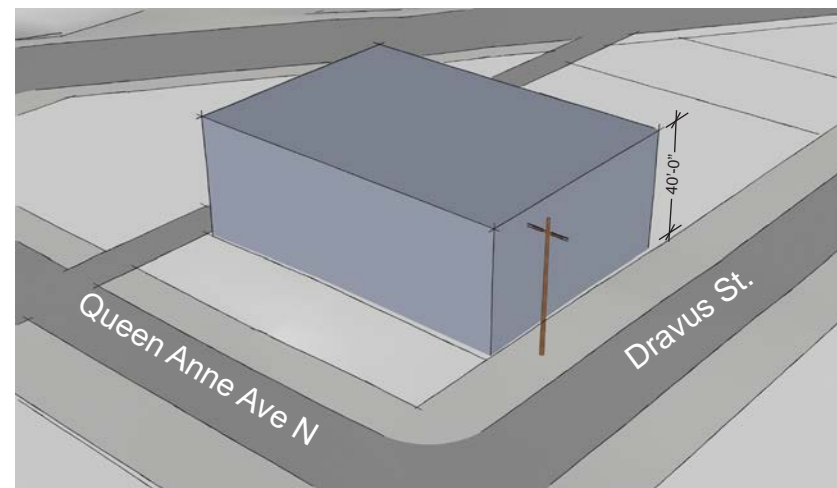
THE SIZE AND SCALE OF THE PLANTS WERE CHOSEN TO ENHANCE THE LANDSCAPING FOR THE FUTURE USE OF THE BUILDING. DROUGHT TOLERANT PLANTS HAVE BEEN SELECTED, BUT SPRINKLER SYSTEM IS EXPECTED TO BE NEEDED PRIOR TO MATURATION.

D.4. PLACE MAKING

FRONT FACADE PLANTERS, STAIR LANDING, & RAMP FOCUS ON THE CORNER ENTRY, WHILE PROVIDING PRIVACY FOR FIRST FLR UNITS.

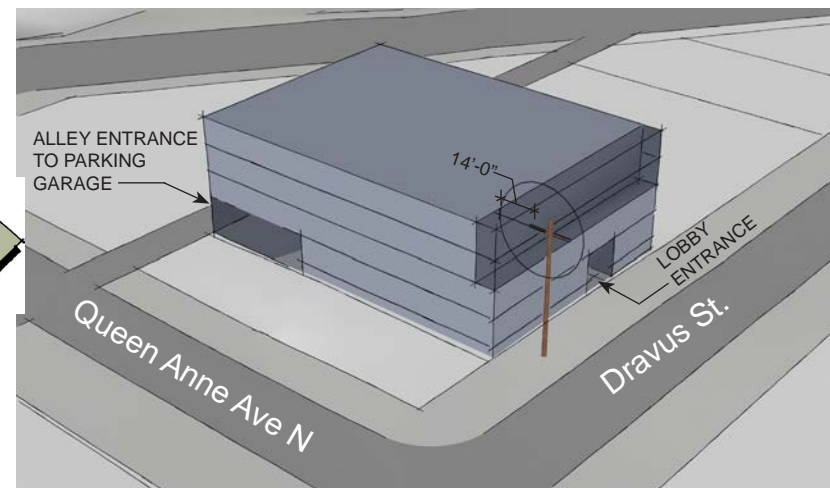


This project will be situated in a transitional zone between low density commercial and a mix of single and multifamily residential. The challenge is to create high density, affordable housing while enhancing livability and respecting the larger context of the surrounding neighborhood.



LOT BOUNDARY

- No setback when not abutting residential zone
- 2' alley dedication
- 40' maximum height.



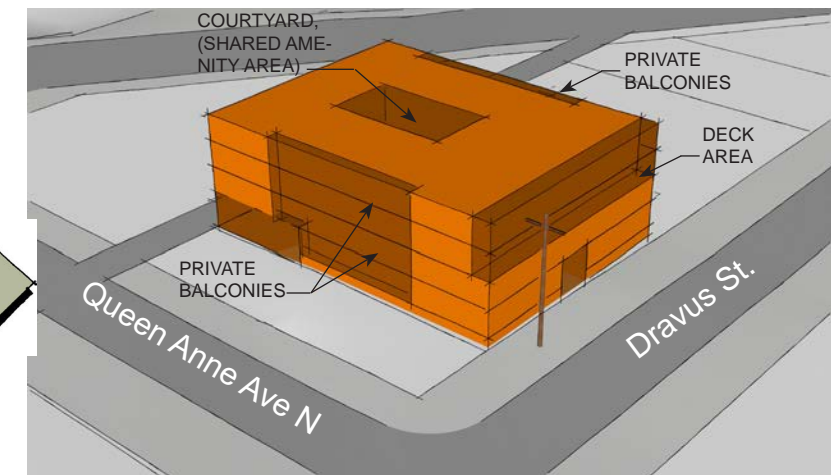
OTHER SITE CONSTRAINTS

- 14' Clearance from HV power line per compliance with Seattle City Light requirements.
- Visually prominent pedestrian entry lobby

Options for ground level shared amenity space and private amenity spaces such as balconies and decks



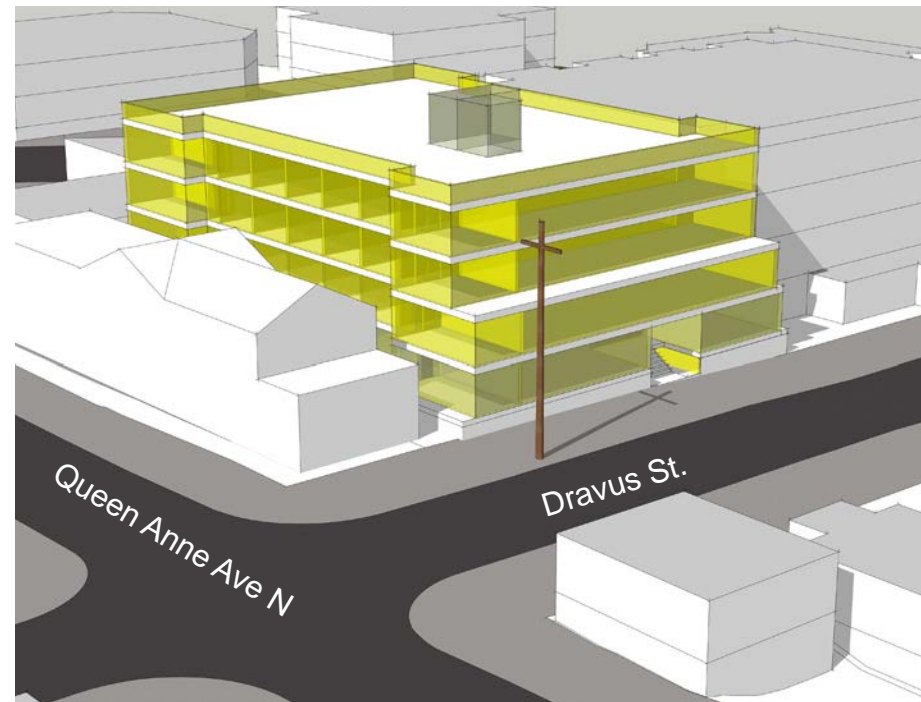
SCHEME 1 - I SHAPE All amenity areas at periphery of building.



SCHEME 2 - O SHAPE Central courtyard



SCHEME 3 - C SHAPE Courtyard visible from Queen Anne Ave N



SCHEME 1: I SHAPE BUILDING (PREFERRED)

87 units arranged in a “I” shape with the open air residential amenity on the periphery of the building.

Advantages

- Code compliant
- Separate vehicular and pedestrian entry to the building
- Central residential entry lobby
- Exit stairs at the two exterior ends of the building provides an easy access out of the building
- Largest side setbacks to existing buildings
- Storage areas for units on the same floor
- Interior stairs maximize exterior unit count

Disadvantages

- Two amenity areas vs. one singular amenity area



SCHEME 2 : O SHAPE BUILDING

86 units arranged around a central court. All units are accessed from the central space on each level. The upper floors utilize a series of stacked exterior walkways to access the units.

Advantages

- Code compliant
- Central residential entry lobby as a design feature
- Central amenity space for residents
- Separate vehicular and pedestrian entry to the building
- Exit stairs at the two exterior ends of the building provides an easy access out of the building

Disadvantage

- Central courtyard element is not publicly visually accessible
- Lobby and hallways are open to the elements
- Minimal side setbacks
- Unit Storage would be in the garage level



SCHEME 3 : C SHAPE BUILDING

90 units arranged in a C shape with the open air residential amenity space facing and visible from Queen Anne Ave N.

Advantages

- Code compliant
- Maximizes unit count
- Separate vehicular and pedestrian entry to the building
- Main building entrance closer to residential portion of the street

Disadvantages

- Small central court
- Not all units have direct access to the court
- Units have less privacy with interior court
- Unit Storage would be in the garage level

BOARD APPROVED EDG SCHEME 1



Maximum FAR Allowed for Residential: 3
 FAR Proposed: 3
 Site Area: 10,800 sf
 Max FAR: (3)10,800 sf = 32,400 sf
 Total Gross Residential Proposed: 32,400 SF
 Number of Units: 87

Total Minimum Amenity Area Required (5% of total gross floor area in residential use): 1,620 SF
 Total Amenity Area Provided: 1,701 SF

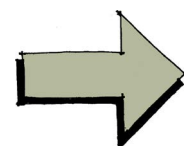
Total Underground Parking: 7,631 sf
 Number of Parking Stalls Required (1 space for 2 SEDUs & 50% frequent transit reduction): 22 Stalls
 Number of Parking Stalls Provided: 25 Stalls (including 1 handicap van stall)

PUBLIC COMMENTS:

- Complimented the design team’s consideration of the neighboring condominium building with the proposed setbacks in the preferred option.
- The height and massing of the building are appropriate for the neighborhood.
- Concerned with security of the building and neighborhood; appreciated the applicant’s not providing areas for sleeping and considering security lighting for this building and neighboring residential building.
- Opposed to locating the parking exit on Dravus St. Suggested locating the parking exit at the back alley as neighboring building 18 Dravus St. currently does.

SUMMARY OF BOARD COMMENTS:

- Building design was driven by code restrictions and maximizing number of units and parking spaces. It lacked a broader design concept and massing moves needed further study especially along the street facing facade.
- Materials choices should reflect the artistic nature of the neighboring businesses and relate to the context of the neighborhood.
- Lobby design should be a more inviting/welcoming experience with visibility into the residential lobby space from the street The lobby elevation should be brought down to street level to create a better interaction between the street and lobby.
- Provide details for landscaping along the front face and address privacy for the lower units.
- Concern expressed about the orientation, size and functionality of the open space with respect to the overall building massing.



DRB - SCHEME 1 DEVELOPED

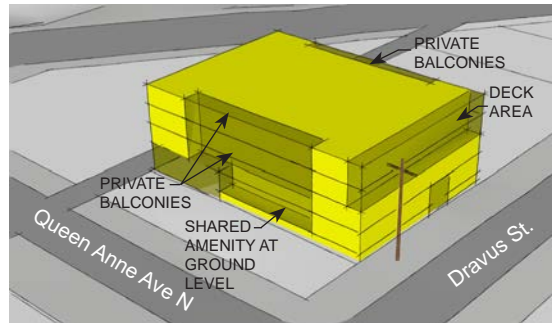


Maximum FAR Allowed for Residential: 3
 FAR Proposed: 3
 Site Area: 10,800 sf
 Max FAR: (3)10,800 sf = 32,400 sf
 Total Gross Residential Proposed: 32,264 SF
 Number of Units: 86

Total Minimum Amenity Area Required (5% of total gross floor area in residential use): 1,620 SF
 Total Amenity Area Provided: 2,109 SF

Total Underground Parking: 6,284 sf
 Number of Parking Stalls Required (1 space for 2 SEDUs & 50% frequent transit reduction): 22 Stalls
 Number of Parking Stalls Provided: 22 Stalls (including 1 handicap van stall)

MASSING / MATERIALS



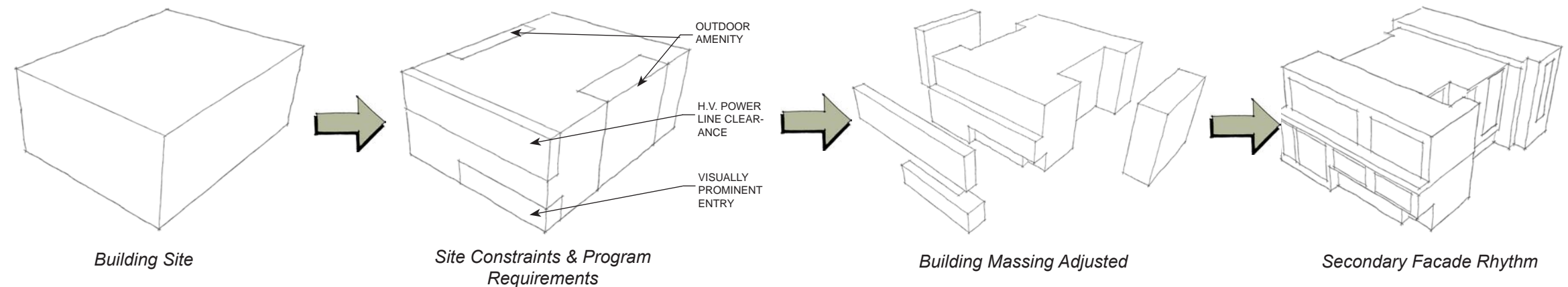
EDG SCHEME 1

Massing driven only by code requirements, specifically setbacks.

a. Although the Board recommended development of scheme 1, the Board was conflicted about the lack of a broader design concept, noting that the massing moves of the building were code driven to produce a design that maximizes the number of units and parking spaces. Acknowledging the site has constraints limiting certain massing moves, the Board recommended further study of the massing moves, especially along the street facing façade, and details on why these massing moves were introduced and how they make for a better building design. (CS2.A.2, CS2.C.2, DC2.A.1)

RESPONSE:

- The streetfront massing has been redeveloped by increasing modulation along the facade, enabling a prominent, identifiable corner entry as well as vertically modulating the transition in plane at the 3rd floor decks and planters. This will give the building a more human-friendly scale and a better relationship with neighboring buildings.
- The design distinguishes the primary massing geometries of the upper and lower level setback. Facade material rhythms within these overall geometries create secondary massing emphasis and incorporate window fenestration patterns.



REDEVELOPMENT OF DESIGN PROCESS



DEVELOPED DESIGN FOR DRB
Primary and secondary massing drawing from multiple sources.



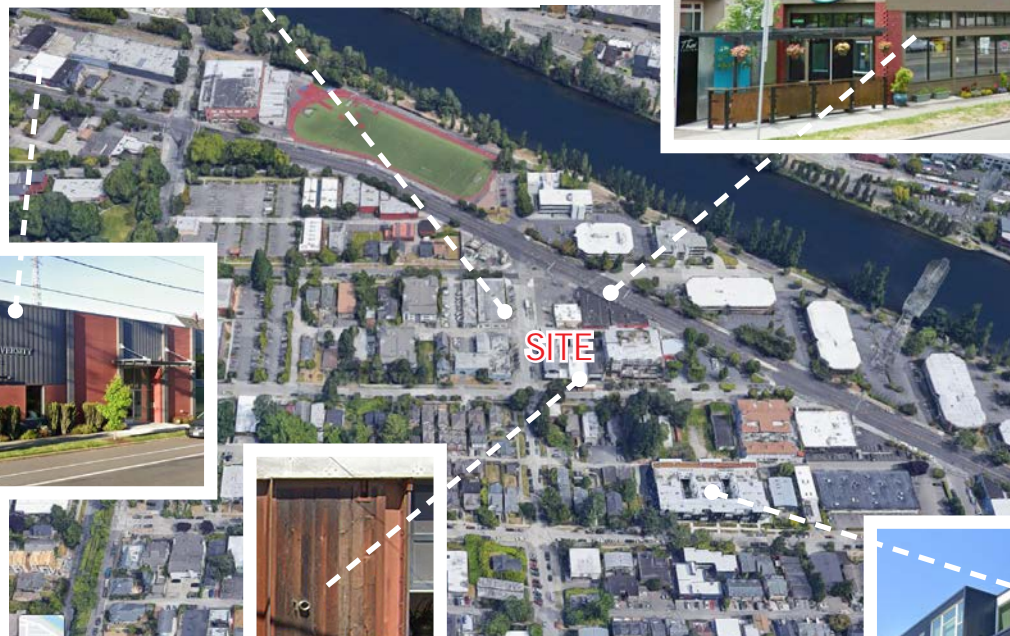
b. The Board’s discussion on the future materials on the building focused on the need for a thoughtful, consistent material concept that reflected the artistic nature of neighboring businesses. The Board members, acknowledging both the applicant’s presentation and public comment, stated that they strongly support an exterior material concept that relates to the context of the neighborhood and enforces the overall design concept of the building. (CS3.B.1, DC4.A)



SPU Art Center Mural



Nickerson St. Strip Mall



SPU Nickerson Studios



Dravus St Business Industrial Door



Henry Apartment Building



RESPONSE:

- Materials have been drawn from the eclectic surrounding neighborhood and includes strong accent paint color, standing seam metal siding, and rich wood at the entry, and offset by the grey and white canvas backdrop of cement fiber board in varying horizontal and vertical patterns.
- Material selection includes a variety of textures and scales.
- Neighboring businesses include a variety of traditional commercial, retail, industrial, single and multifamily buildings. There are multiple unrelated facade treatments spanning from modern to traditional, as well as one mural located at the SPU Art Center. The rhythm, scale and patterns of the proposed facades are consistent with these traditional and artistic treatments.

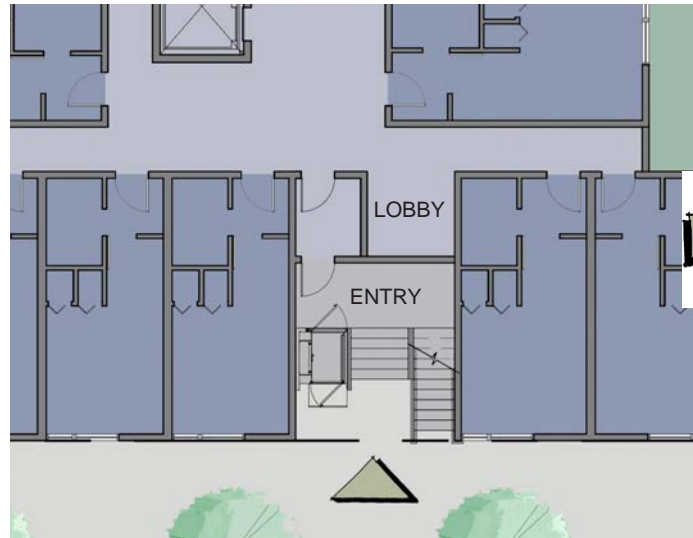
Examples of nearby businesses and neighborhood context.

STREET LEVEL; RESIDENTIAL ENTRIES

a. The Board was very concerned about the initial lobby design noting that the design crammed a lot of circulation into a small space. The Board recommended the applicant design a lobby that provides a more prominent entry along the street and stated they expect to see a resolved lobby at the recommendation phase that provides:

- An inviting/welcoming experience into the building which provides visibility into the residential lobby space from the street, and
- The lobby elevation be brought down to be level with the street grade, to create a better interaction between the street and lobby.

With these lobby changes, the Board noted it may be appropriate to create a larger vestibule to accommodate the recommended lobby changes. Several Board members noted that the number of units proposed along the street front may need to be reduced, as the intensity of the units of the building has caused pragmatic elements, such as the proposed lobby, to suffer. (CS2.B.2, PL2.A.1, PL2.B, PL3.A.2, DC1.A)



SCHEME 1
SMALL VESTIBULE AND LOBBY CENTRALLY LOCATED.
ENTRY/LOBBY: 285 SF



PROPOSED PLAN
LARGER LOBBY AND CORNER ENTRY SEQUENCE LOBBY
ENTRY/LOBBY: 708 SF



SCHEME 1
ENTRY LOBBY 48" ABOVE GRADE



PROPOSED BUILDING ENTRY
CORNER BUILDING ENTRY AT 27" ABOVE GRADE

RESPONSE:

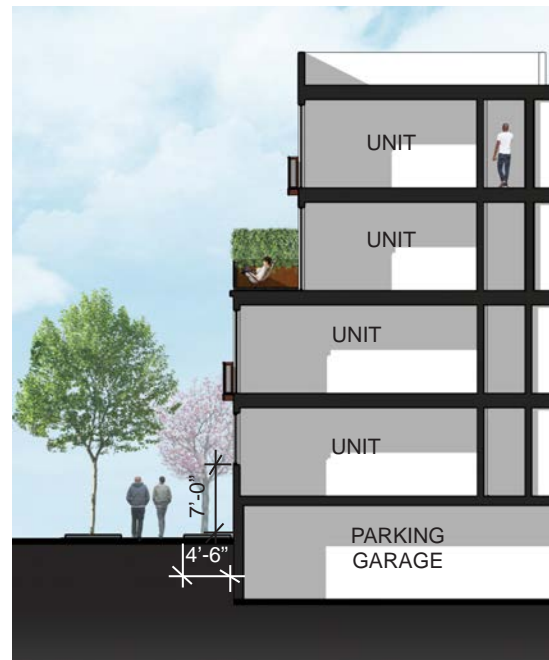
- The entry lobby elevation has been lowered to 27" above sidewalk level, providing a more direct relationship to the street, but still providing privacy and security. This configuration allows a comfortable and secure relationship of lower level units to be maintained to both the street sidewalk and the alley. The spilt ramp and stair at the building entrance accommodates this configuration.
- The "corner lobby" orientation capitalizes on the existing adjacent building front yard setback, adding both visibility to the lobby entry facade, as well as provides a direct relationship to the common amenity space
- Street level units have been reconfigured and reduced by 1 unit. The entry lobby is larger, accentuated along the facade, and is part of a highly visible entry sequence with a greater street facade presence.
- Seattle land use code does require street level residential uses be 48" above or below grade, or with a setback of 10'.

STREET LEVEL; RESIDENTIAL ENTRIES

b. The Board requested details for the landscaping, planters and walls along the building's street level façade. The Board had concerns about the blank wall condition along Dravus and the units facing the street, and whether the vertical separation of the units' windows are high enough to provide for privacy. The Board requested the applicant provide details in the recommendation packet on how the design will address these issues. (PL3.B.2, DC2.B, DC2.D.1, DC4.D)

RESPONSE:

- Privacy to residential units along the street level has been improved through landscape separation to create private zones and discourage access.
- The windows are at 7' above the sidewalk level and the edge of the sidewalk is 4'-6" from the property line further promoting privacy and discouraging access.



SITE SECTION

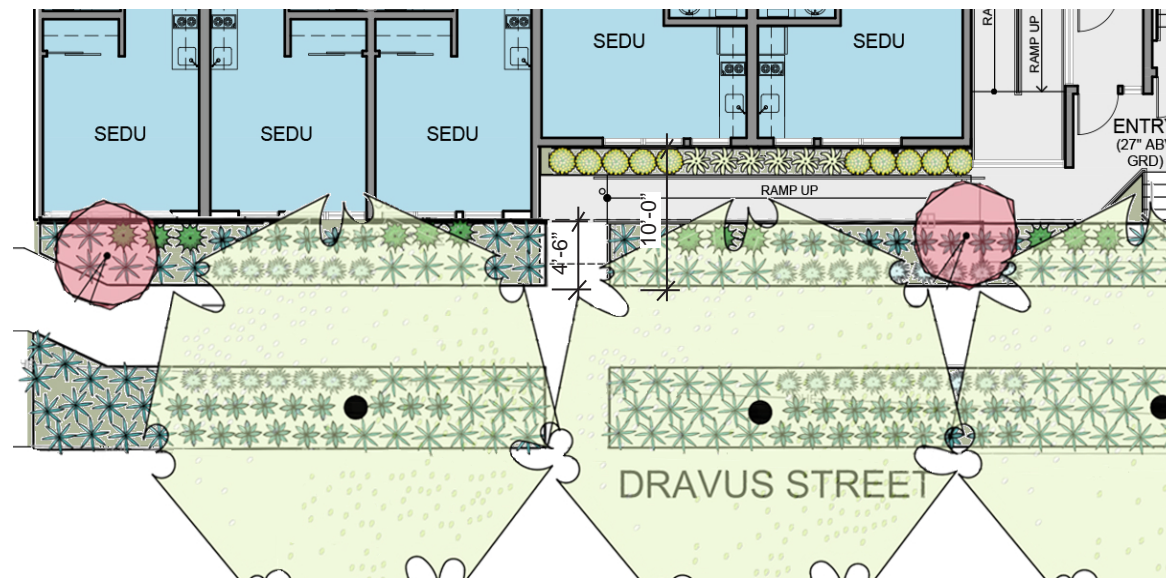


SOUTHWEST PEDESTRIAN VIEW

STREET LEVEL; RESIDENTIAL ENTRIES

RESPONSE CON'T:

- Planters have been added to street front elevation between the ramp and the residential units at the entry to create a private zone and discourage access.
- Residential units at this location are also 7' above the sidewalk level and the edge of the sidewalk is 10'-0" from the exterior wall of these units.



DRAVUS ST. LANDSCAPE PLAN



CORNER ENTRY DETAIL

OPEN SPACE

a. The Board was supportive of the open space shown in the preferred scheme (scheme 1). However, the Board noted concerns with the orientation, depth of the open space, its overall functionality with the building's massing, and use of the open space for the residents. The Board requested further refinement of the proposed open spaces, noting that the depth should be studied to provide a better open space design that compliments the overall building concept. (DC3.A, DC3.C.2, DC4.D)



EDG SCHEME 1
10' WIDE COMMON AMENITY SPACE



DEVELOPED DESIGN COMMON AREA
Common amenity space increases in size to 16' to 27' wide

RESPONSE:

- The entry lobby and main circulation corridor open directly onto the common amenity exterior space, which has increased width and planter separation from units as well as development of 2 distinct zones. This location maintains access from the lobby and increases functionality and usability by combining public/common spaces with increased transparency, natural light, and the adjacency of combined common and circulation spaces.
- While this 16'-18' wide amenity space is located on the east side of the building, the effective width is increased by 5', to 21'-23' as the adjacent recently developed building is set back on this property line. The existing building to the west is built on the property line, and while currently a 2 story plus significant height of pitched roof, it is expected to be developed in the future. The private amenity in this area is 10' wide, with width and orientation being limited by garage ramp, parking layout, building circulation, and building facility requirements. The proposed design provides modulation and increased landscaping adjacent to the amenity space. Strong color tones accent lighter overall materials within the amenity spaces.

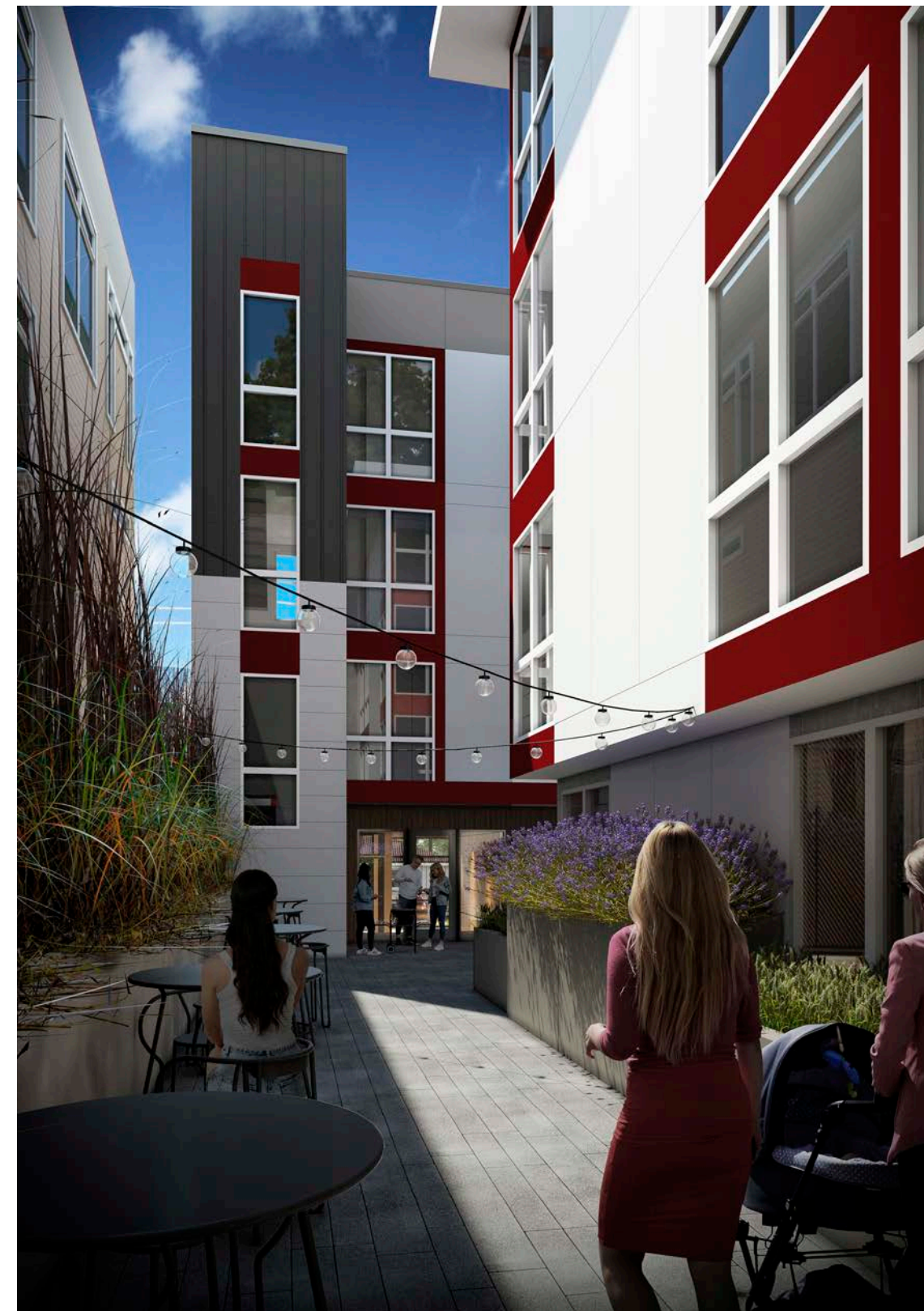
OPEN SPACE

RESPONSE CON'T:

- The common amenity area was also preferred on the east side in a response to owners of adjacent condominiums. They commented that it was a thoughtful gesture to create an interesting space between the two buildings. The larger common area on this side also provides a larger buffer between the two apartment buildings.



SITE SECTION
DIRECT VISUAL ACCESS FROM STREET TO AMENITY AREA



DEVELOPED DESIGN COMMON AREA



PROPOSED SITE CONDITIONS:

Setback Requirements:

- No setbacks at east and west property lines
- 2'-0" alley dedication at north property line
- No setback at south property line
- 10'-0" required setback from existing high voltage lines on Dravus St. and an additional 4'-0" for working clearance.

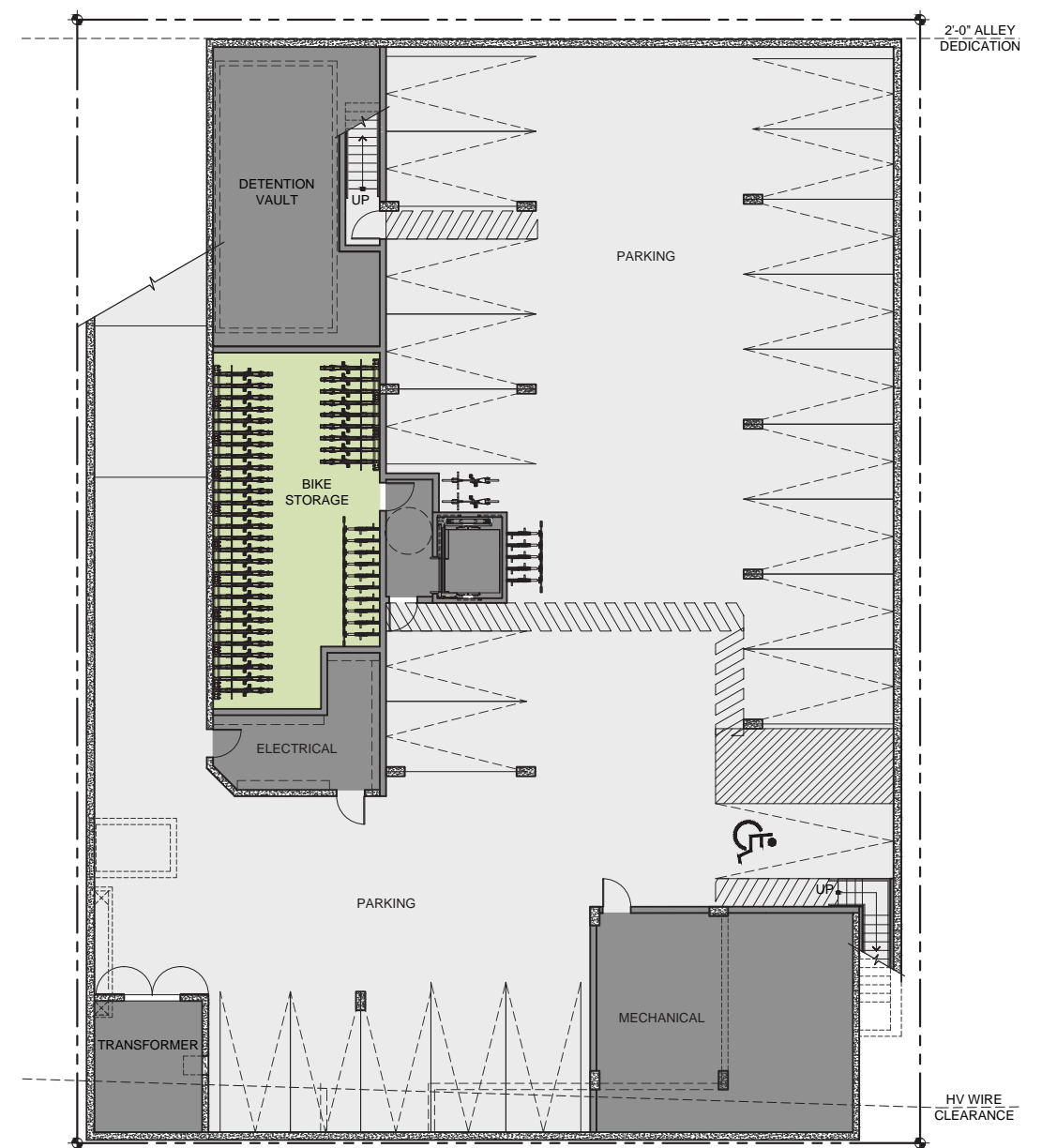
Streetscape at Dravus Street:

- Planting strip with new street trees
- Sidewalk increases in size from 3'-6" to 6'-0"
- 4'-6" planting strip adjacent to building for privacy at residential units
- Curb cut to be removed and replaced with planting strip and new street trees.





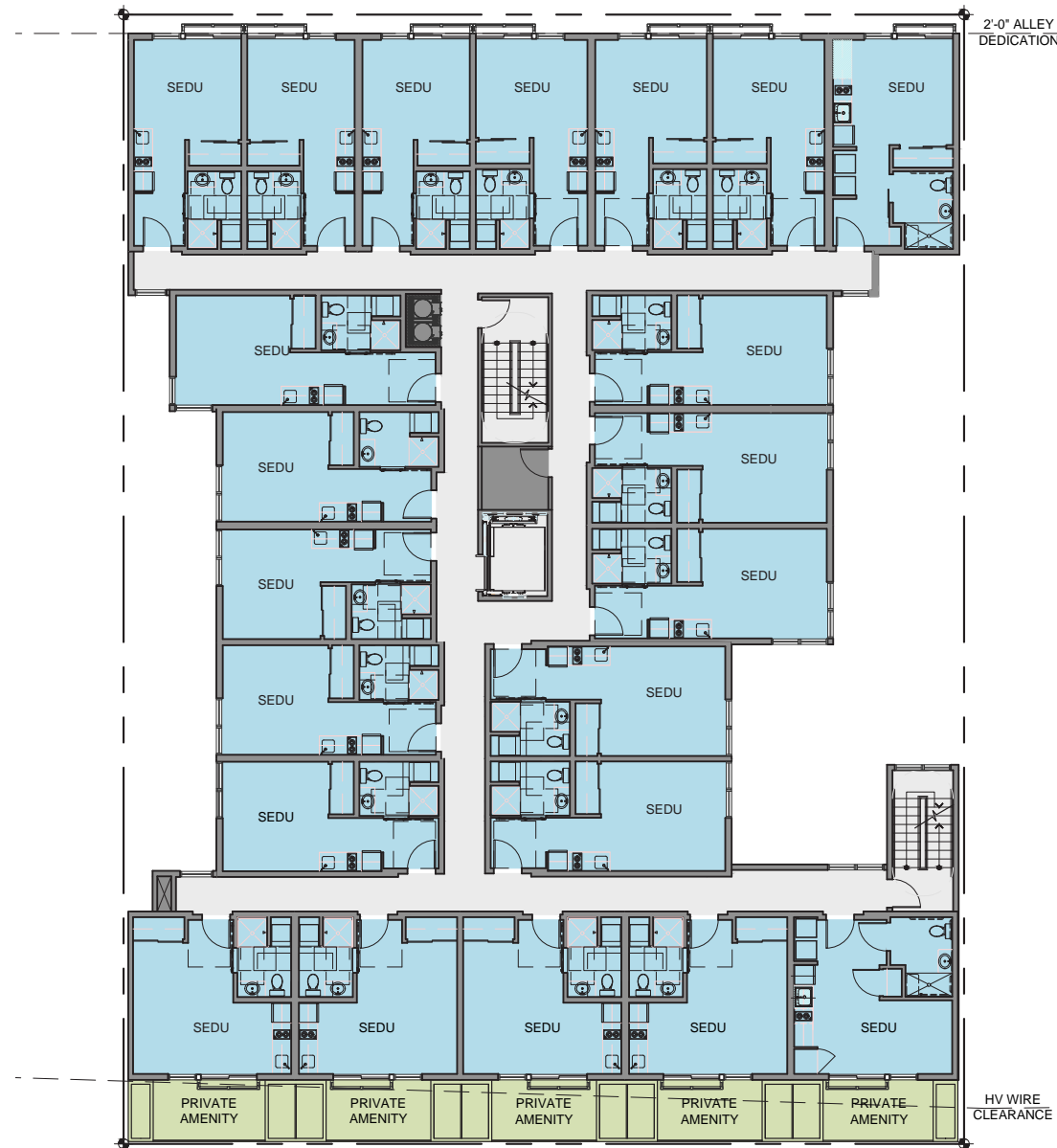
LEVEL 1 (STREET LEVEL)



GARAGE LEVEL (PARKING GARAGE)

CIRCULATION
 SERVICE
 AMENITY AREA
 RESIDENTIAL





LEVELS 3 AND 4

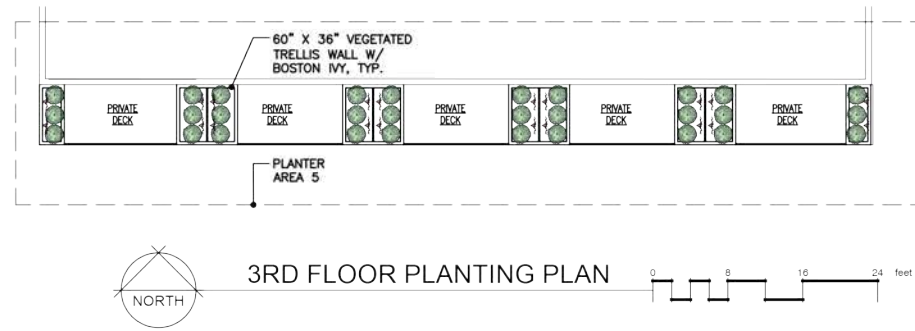


LEVEL 2



- CIRCULATION
- SERVICE
- AMENITY AREA
- RESIDENTIAL





PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	QDNT	GAL
	CRATAEGUS CRUS-GALLI 'INERMIS' / THORNLESS HAWTHORN	B & B	2" CAL
	PRUNUS SERRULATA 'AMANOGAWA' / JAPANESE FLOWERING CHERRY	B & B	1.5" C
SHRUBS	BOTANICAL / COMMON NAME	SIZE	FIELD2
	CAREX COMANS 'BRONZE' / NEW ZEALAND HAIR SEDGE ACCLIMATED	5 GAL	
	CAREX MORROWII 'AUREA-VARIEGATA' / VARIEGATED JAPANESE SEDGE DROUGHT TOLERANT	1 GAL	
	CAREX OBNUPTA / SLOUGH SEDGE DROUGHT TOLERANT	1 GAL	
	CORNUS ALBA 'BAILHALO' TM / IVORY HALO DOGWOOD DROUGHT TOLERANT	2 GAL	
	HELICTOTRICHON SEMPERVIRENS 'SAPHIRSPRUDEL' / SAPHIRE FOUNTAIN BLUE OAT GRASS DROUGHT TOLERANT	1 GAL	
	IMPERATA CYLINDRICA 'RED BARON' / JAPANESE BLOOD GRASS DROUGHT TOLERANT	1 GAL	
	IRIS VERSICOLOR / BLUE FLAG ACCLIMATED	1 GAL	
	JUNCUS EFFUSUS / SOFT RUSH DROUGHT TOLERANT	1 GAL	
	LAVANDULA ANGSTIFOLIA 'HIDCOTE BLUE' / HIDCOTE BLUE LAVENDER DROUGHT TOLERANT	1 GAL	
	MAHONIA AQUIFOLIUM 'COMPACTA' / COMPACT OREGON GRAPE DROUGHT TOLERANT	1 GAL	
	MISCANTHUS SINENSIS 'MORNING LIGHT' / EULALIA GRASS DROUGHT TOLERANT	1 GAL	
	PARTHENOISSUS TRICUSPIDATA 'GREEN SHOWERS' / GREEN SHOWERS BOSTON IVY DROUGHT TOLERANT	1 GAL	
	SALIX HOOKERIANA / DUNE WILLOW	5 GAL	





① THORNLESS HAWTHORN

TREES



② JAPANESE FLOWERING CHERRY



③ NEW ZEALAND HAIR SEDGE

SHRUBS



④ VARIEGATED JAPANESE SEDGE



⑤ SLOUGH SEDGE



⑥ IVORY HALO DOGWOOD



⑦ SAPPHIRE FOUNTAIN BLUE OAT GRASS



⑧ JAPANESE BLOOD GRASS



⑨ BLUE FLAG IRIS



⑩ SOFT RUSH



⑪ HIDCOTE BLUE LAVENDER



⑪ COMPACT OREGON GRAPE



⑫ EULALIA GRASS



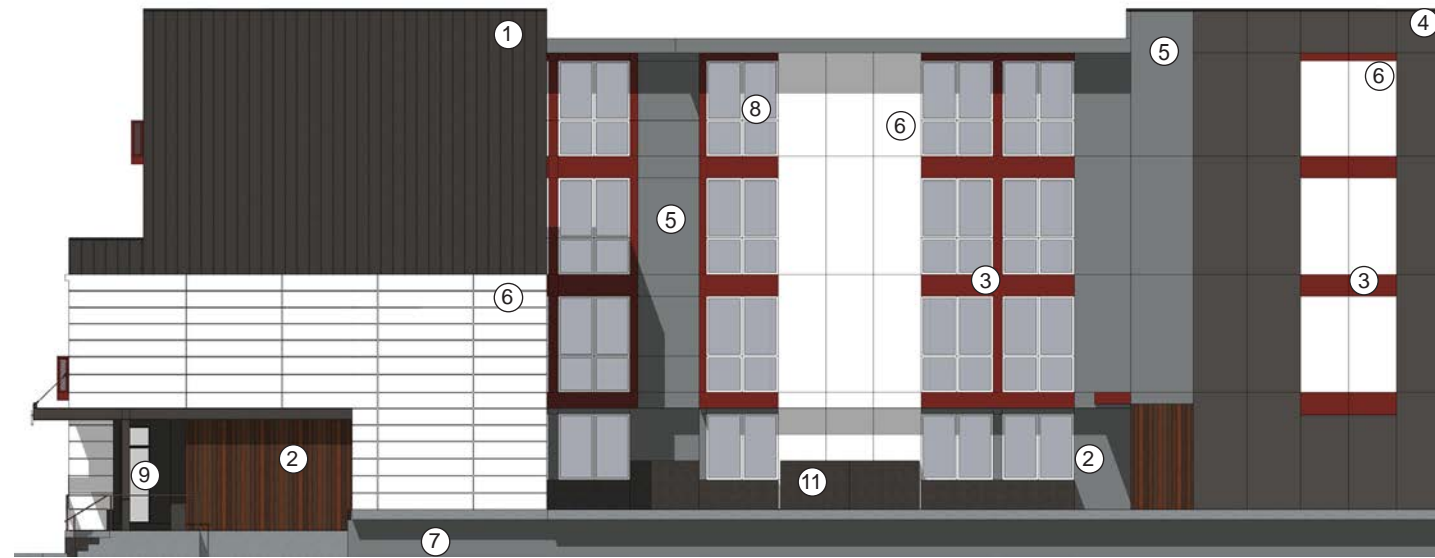
⑬ DWARF HEAVENLY BAMBOO



⑭ GREEN SHOWERS BOSTON IVY



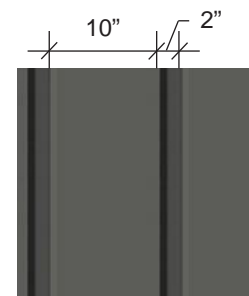
⑮ HOOKER'S WILLOW



EAST ELEVATION



SOUTH ELEVATION



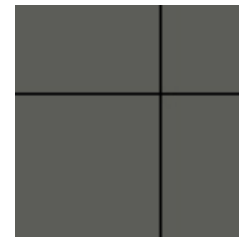
① METAL PANEL - AEP
Span Flex Series
Cool Zinc Gray



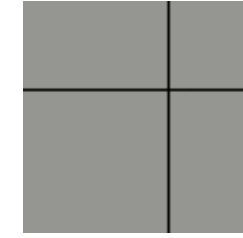
② IPE SIDING



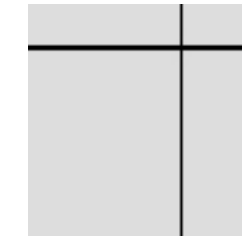
③ FIBER CEMENT PANEL - SHERWIN-WILLIAMS
RUSTIC RED (SW 7593)



④ FIBER CEMENT
PANEL - SHERWIN-
WILLIAMS GAUNTLET
GRAY (SW 7019)



⑤ FIBER CEMENT
PANEL - SHERWIN-
WILLIAMS DORIAN
GRAY (SW 7017)



⑥ FIBER CEMENT
PANEL - SHERWIN-
WILLIAMS ZURICH
WHITE (SW 7626)



⑦ CONCRETE



⑧ VINYL WINDOWS &
SLIDERS - WHITE



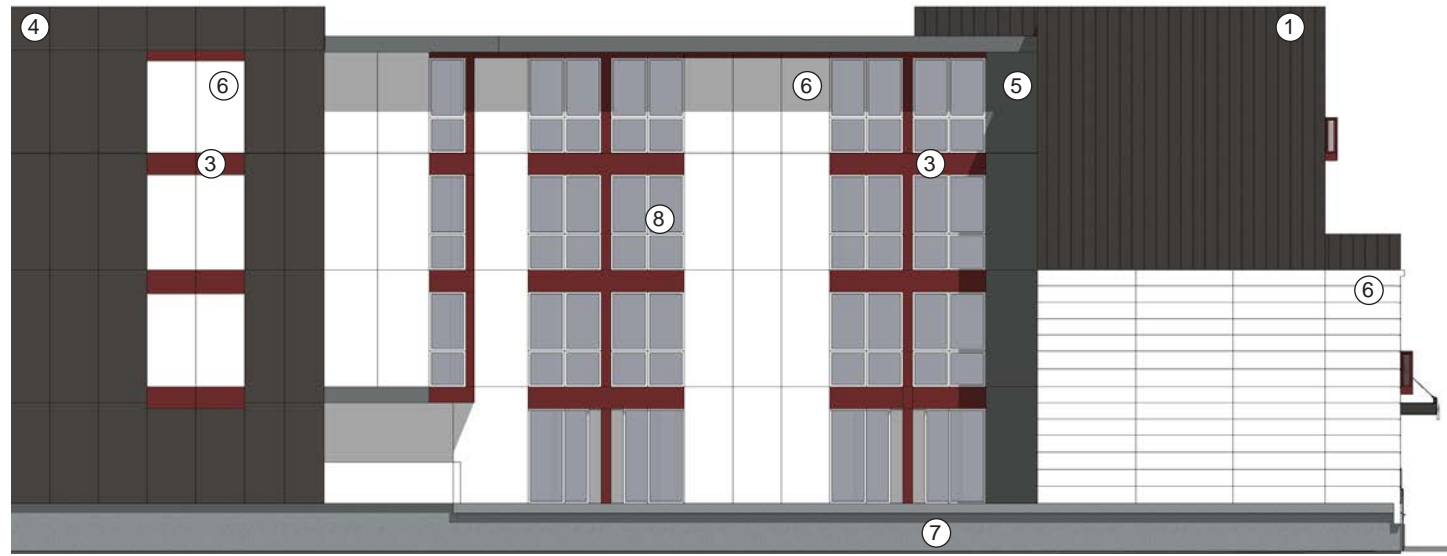
⑨ STOREFRONT WINDOWS -
DARK BRONZE



⑩ PERFORATED METAL
PANELS



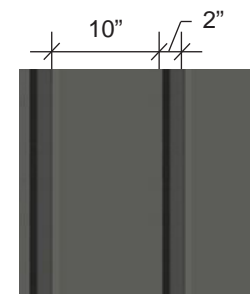
⑪ PLANTER POWDER COATED
TO MATCH GAUNTLET GRAY



WEST ELEVATION



NORTH ELEVATION



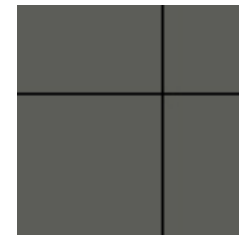
① METAL PANEL - AEP
Span Flex Series
Cool Zinc Gray



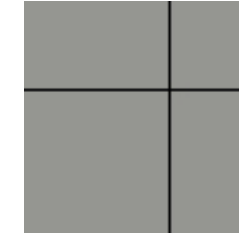
② IPE SIDING



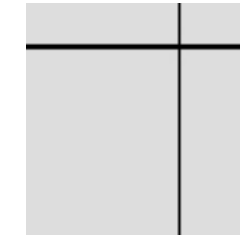
③ FIBER CEMENT PANEL - SHERWIN-WILLIAMS
RUSTIC RED (SW 7593)



④ FIBER CEMENT
PANEL - SHERWIN-
WILLIAMS GAUNTLET
GRAY (SW 7019)



⑤ FIBER CEMENT
PANEL - SHERWIN-
WILLIAMS DORIAN
GRAY (SW 7017)



⑥ FIBER CEMENT
PANEL - SHERWIN-
WILLIAMS ZURICH
WHITE (SW 7626)



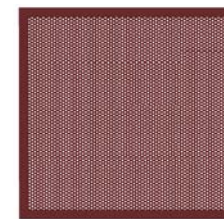
⑦ CONCRETE



⑧ VINYL WINDOWS &
SLIDERS - WHITE



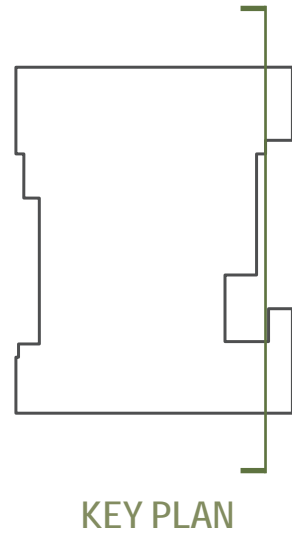
⑨ STOREFRONT WINDOWS -
DARK BRONZE



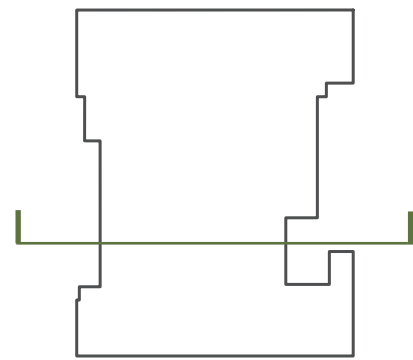
⑩ PERFORATED METAL
PANELS



⑪ PLANTER POWDER COATED
TO MATCH GAUNTLET GRAY



SECTION 'A'



KEY PLAN



SECTION B





(A) WALL-MOUNTED DOWN LIGHT



(B) SOFFIT CAN LIGHT



(C) WALL-MOUNTED LANDSCAPE LIGHT



(D) OUTDOOR STRING LIGHTS





STEEL ADDRESS SIGN AT ENTRY



PARKING ENTRY SIGNAGE

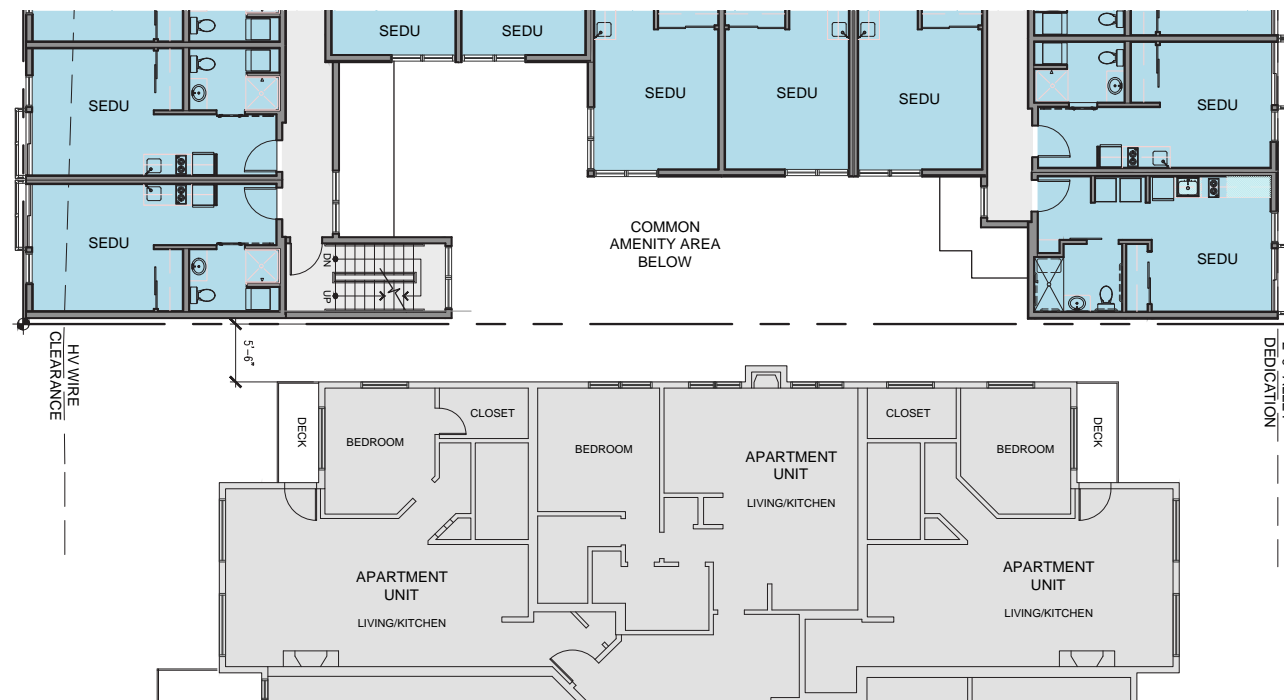


SIGNAGE AT BUILDING ENTRANCE



EAST ELEVATION WITH AND ASHBURY APARTMENT BUILDING PRIVACY STUDY

Amenity area courtyard has been located to create the largest buffer possible at the areas with the greatest amount of glazing at both apartment buildings. The north and south apartment units in the Ashbury apartment complex are oriented to the north and south.



ASHBURY APARTMENT BUILDING SECOND FLOOR (THIRD AND FOURTH FLOOR SIM.)





SOUTH ELEVATION



SOUTHEAST PEDESTRIAN VIEW





SOUTHWEST PEDESTRIAN VIEW



SOUTH VIEW

