ARCHITECTS | DESIGNERS
BUILD

FREMONT VIEW APARTMENTS

EARLY DESIGN GUIDANCE

519 N. BOWDOIN PL. | 3032341-EG | 31 JULY 2019


MT RAINIER
DOWNTOWN
AURORA BRIDGE
FREMONT TROLL
BF DAY ELEMENTARY SCHOOL
FREMONT VIEW
LENIN STATUE

CONTENTS

PROJECT BRIEF

The proposed development is an urban infill project on a single parcel spanning between N. Bowdoin Pl. and N. 39th St. in the Fremont neighborhood. The project proposes to preserve the existing building on site. The project proposes 7-10 story development across the site, with approximately 30-50 residential units. The site is in the Fremont Urban Village and elects to not include vehicular parking due to site constraints.

PROJECT OBJECTIVES

1. **Tap into the latent density potential of the site within the Fremont Urban Village.**
   In the last decade, Seattle has experienced unprecedented growth. With this influx of residents, increased density within our urban hubs is imperative. The project site is located within one such hub and has untapped potential for density.

2. **Preserve and protect the existing fabric on the site.**
   Rapid growth often wipes out our city's older layers, creating a monotonous urban landscape devoid of soul. The project takes the stance that development is about more than the bottom line; it's about diversity and quality of life.

3. **Provide high quality housing of varying sizes.**
   With record breaking housing prices, the rental market is failing to provide diverse options. The project aims to develop high quality apartments of various sizes to promote inclusion and dignity.

4. **Enhance the street level connection and pedestrian experience at N. 39th St.**
   The dramatic topography of the site currently presents significant challenges to a street level connection at N. 39th St. Establishing a strong urban edge elevates the pedestrian experience and sets a precedent for future development in the urban village.

PROJECT TEAM

OWNER & DEVELOPER	Cliffside LLC
ARCHITECT	BUILD LLC
OUTREACH	BUILD LLC
SURVEYOR	Emerald Land Surveying, Inc.
LANDSCAPE	Karen Kiest Landscape Architects
GEOTECH	Geotech Consultants, Inc.

1.0 SITE & CONTEXT ANALYSIS

SEATTLE CONTEXT

The project site is located in the heart of the Fremont neighborhood adjacent to the northwest shore of Lake Union; the proximate location to the water reinforces Fremont's position within the city as a well-connected hamlet.

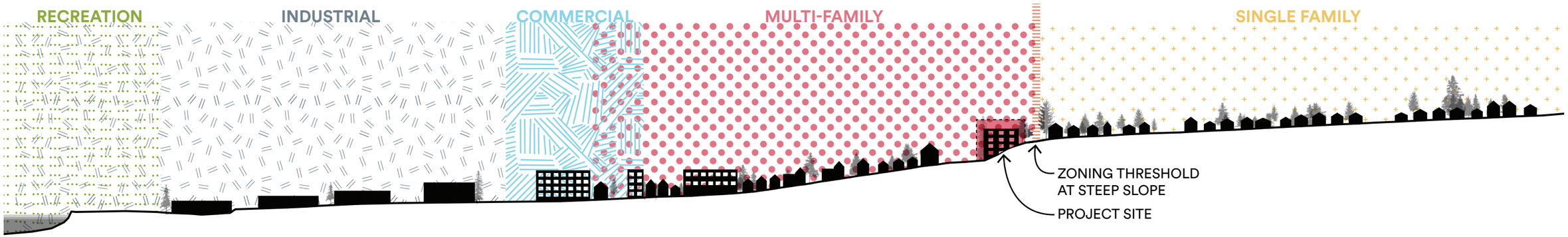
Fremont was initially founded as a housing development, or early suburb, and was soon linked to downtown Seattle via a streetcar route along Westlake Ave, and to the Puget Sound by means of the Fremont Cut. This connection to downtown remains strong with State Highway 99, located just east of the project site. The neighborhood is nestled between two of Seattle's lakes; Green Lake to the north hosts recreational activities, and Lake Union to the south is home to industry and recreation.

NEIGHBORHOOD CONTEXT

Located just north of Fremont's commercial district, the project site is a through lot, spanning the steep block between N. 39th St. and N. Bowdoin Pl. The north side of the block is a steep slope, and the mid-block buildings are pulled back from the street, resulting in a discontinuous street wall.

NEIGHBORHOOD CONTEXT

The project site occupies the steep hillside dividing primarily single-family residences to the north, from multi-family and neighborhood commercial zones to the east and south. Although the site is only a few minutes from several of the neighborhood's significant places, the dramatic topography presents challenges in connecting to the commercial district and to the water, and acts as a threshold between the tranquil enclave of single-family homes and the vibrant commercial district.

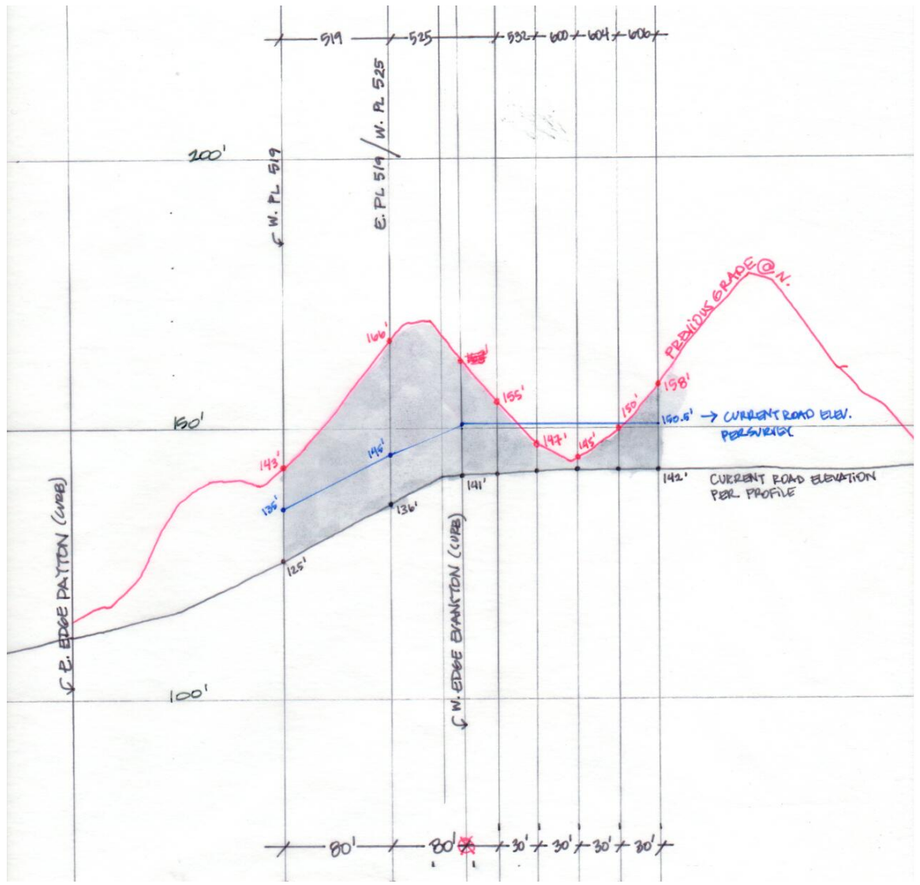


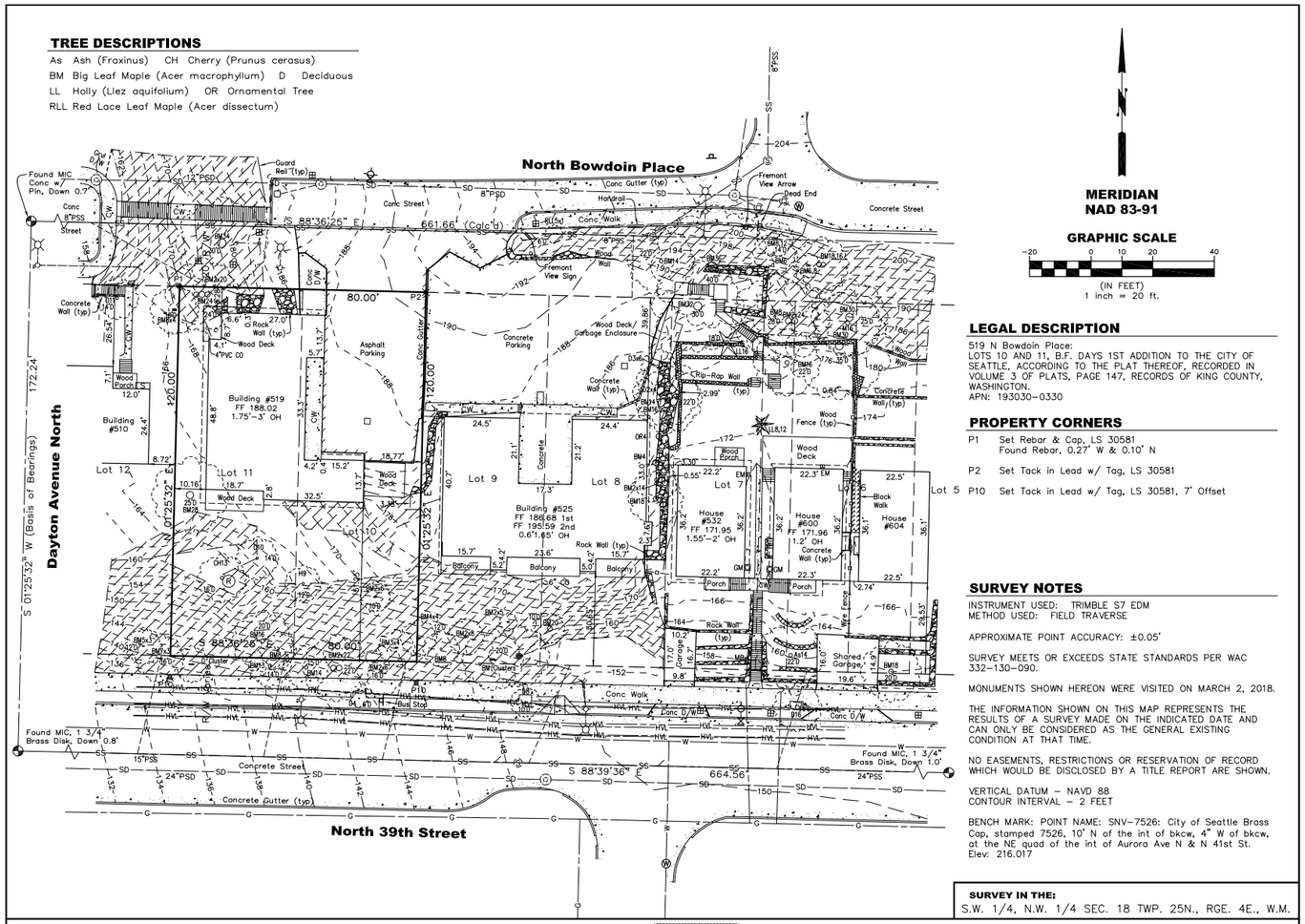
SURVEY

LOT AREA 9,600 SF (0.22 acres)
LOT WIDTH 80'-0"
LOT DEPTH 120'-0"

The significant steep slope Environmentally Critical Area (ECA) at the southern portion of the site is indicated by the dashed diagonal hatch; this slope is the result of road cuts, which artificially intensify the grade change between N. Bowdoin Pl. and N. 39th St. More, grading raised N. Bowdoin Pl. by an average of 11.0' across the width of the site, and lowered N. 39th St. by an average of 24.0', increasing the previous grade change of 9.0' to 45.0'.

The owner of the project site, Cliffside LLC, also owns the adjacent (3) properties to the east; collectively, these properties, along with the multi-family building at 525 N. Bowdoin Pl. and the existing building, suggest the beginning of a residential campus.





LEGAL DESCRIPTION

519 N Bowdoin Place:
LOTS 10 AND 11, B.F. DAYS 1ST ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 147, RECORDS OF KING COUNTY, WASHINGTON.
APN: 193030-0330

PROPERTY CORNERS

P1 Set Rebar & Cap, LS 30581
Found Rebar, 0.27' W & 0.10' N

P2 Set Tack in Lead w/ Tag, LS 30581

P10 Set Tack in Lead w/ Tag, LS 30581, 7' Offset

SURVEY NOTES

INSTRUMENT USED: TRIMBLE S7 EDM
METHOD USED: FIELD TRAVERSE

APPROXIMATE POINT ACCURACY: ±0.05'

SURVEY MEETS OR EXCEEDS STATE STANDARDS PER WAC 332-130-090.

MONUMENTS SHOWN HEREON WERE VISITED ON MARCH 2, 2018.

THE INFORMATION SHOWN ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE ON THE INDICATED DATE AND CAN ONLY BE CONSIDERED AS THE GENERAL EXISTING CONDITION AT THAT TIME.

NO EASEMENTS, RESTRICTIONS OR RESERVATION OF RECORD WHICH WOULD BE DISCLOSED BY A TITLE REPORT ARE SHOWN.

VERTICAL DATUM – NAVD 88
CONTOUR INTERVAL – 2 FEET

BENCH MARK: POINT NAME: SNV-7526: City of Seattle Brass Cap, stamped 7526, 10' N of the int of bkcw, 4" W of bkcw, at the NE quad of the int of Aurora Ave N & N 41st St. Elev: 216.017

SURVEY IN THE:
S.W. 1/4, N.W. 1/4 SEC. 18 TWP. 25N., RGE. 4E., W.M.

RECORDING CERTIFICATE

Filed for record this ____day of_____ 20__at_____.M in Volume_____of Surveys on Page____, Records of ____KING____ County, Washington at the request of BRENT EBLE

Auditor Deputy Auditor

SURVEYOR'S CERTIFICATE

This map represents a survey made by me or under my direction in conformance with the requirements of the Survey Recording Act at the request of_____ in_____, 2018.

Certificate Number 30581

BRENT L. EBLE STATE OF WASHINGTON 30581 REGISTERED PROFESSIONAL LAND SURVEYOR

RECORD OF SURVEY

Cliffside, LLC
519 North Bowdoin Place
Seattle, WA 98103

EMERALD LAND SURVEYING, INC.
PO BOX 13694 MILL CREEK, WA 98082 PH. (425) 359-7198

DRAWN BY: HMM
CHECKED: BLE
PROJECT: 18531-W
DATE: 3/14/18

SHEET 1 OF 1

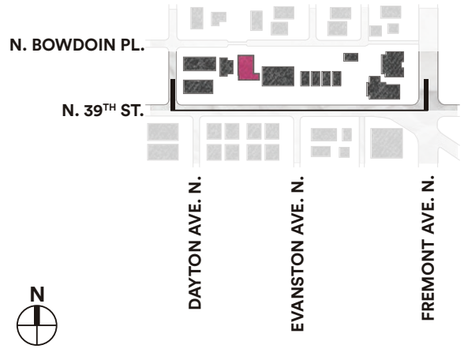
EXISTING BUILDING

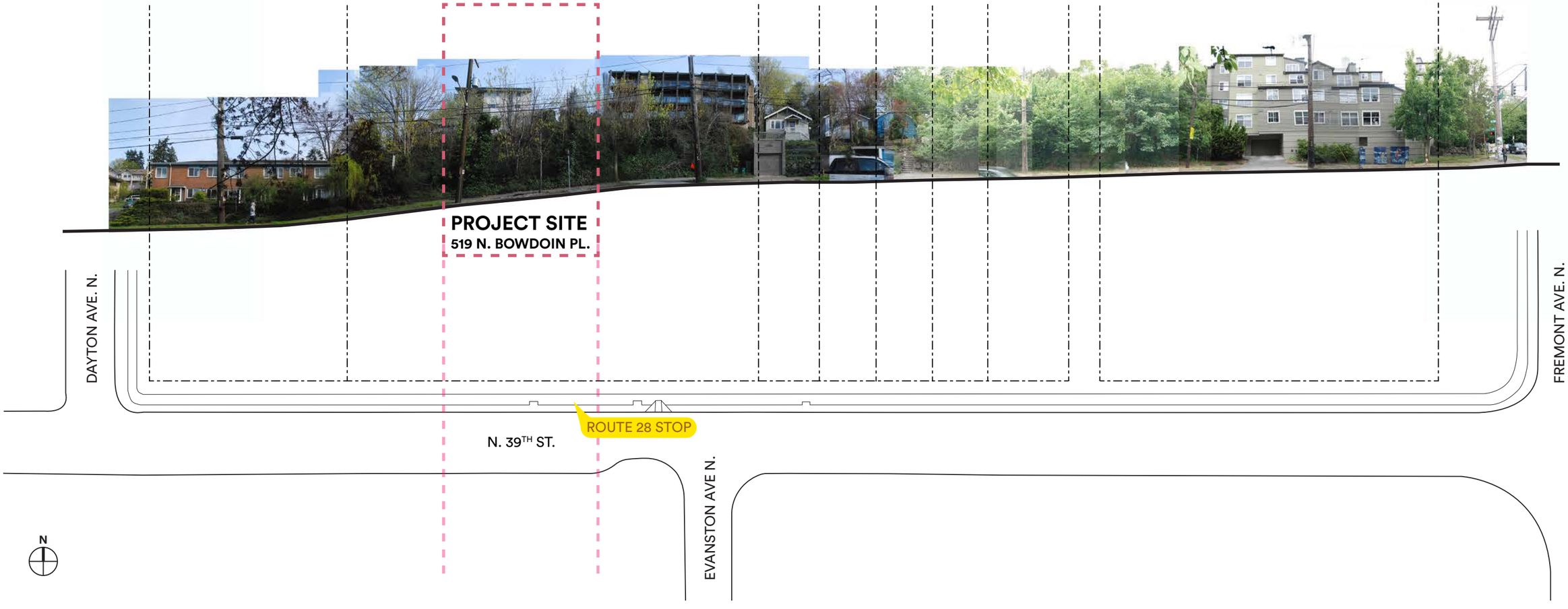
YEAR BUILT	1962
GROSS AREA	6,375 SF
STORIES	3
UNIT COUNT	7
STUDIOS	1
1-BED	4
2-BED	2
PARKING	6 (uncovered)

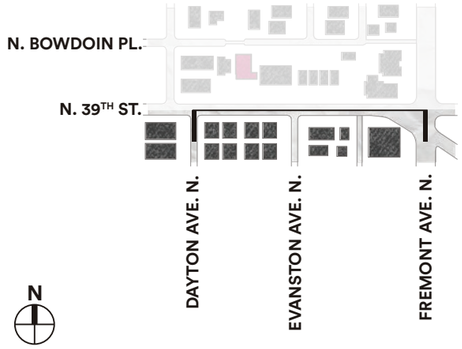
Built for the World's Fair, the existing building is from a decade of some of the least expensive rental stock in Seattle, according to the HALA report, but with some of the richest design language. Perched atop the steep slope, the existing, mid-century modern apartment building is accessed primarily off N. Bowdoin Pl., which is a dead end to vehicular traffic. The apartment on site is oriented to the west, with views over the lower, neighboring properties to the Olympic Mountains.

N. 39TH ST. | NORTH ELEVATION

The project site is a mid-block parcel, located between Dayton Ave. N. and Fremont Ave. N. on the north side of N. 39th St. Due to the steep slope, there is no street-edge on the north side of the block. The existing building on-site and the adjacent multi-family apartment building are perched atop the steep hill and are barely visible from the street. Four single-family houses are oriented toward N. 39th St., pushed back significantly from the street and elevated above the sidewalk. A metro bus stop for route 28 is located at N. 39th St., at the eastern side of the property.





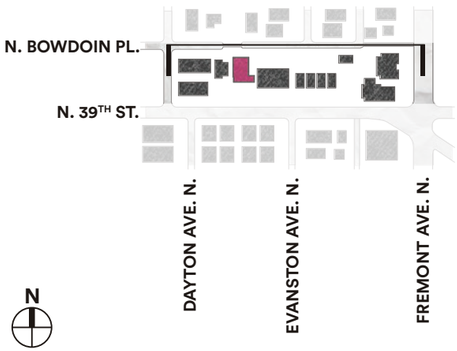


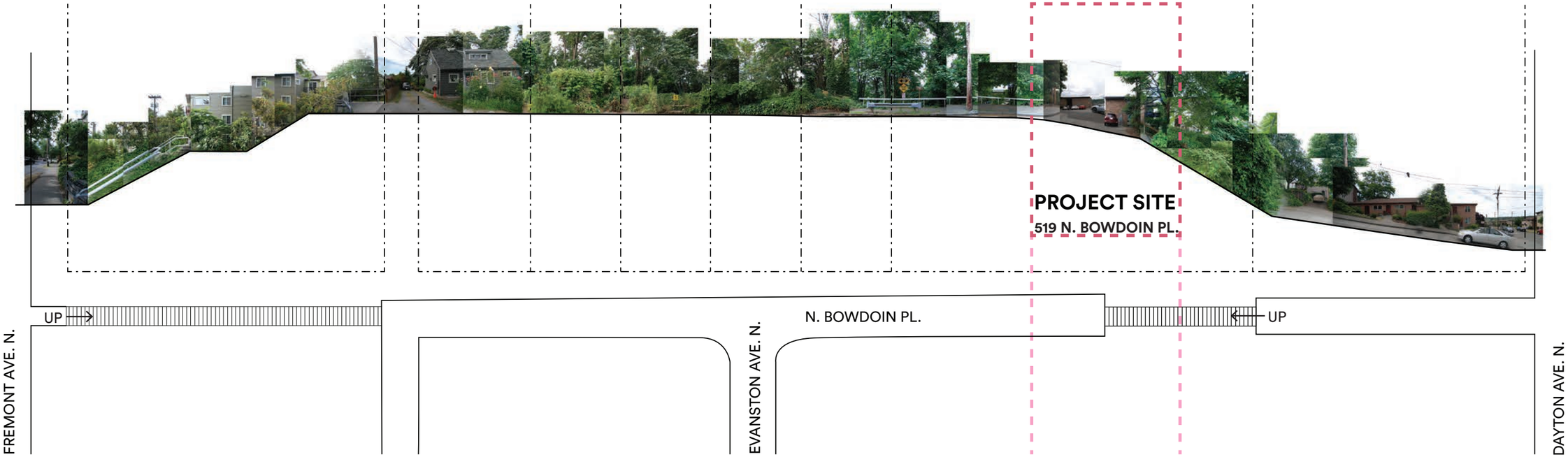
N. 39TH ST. | SOUTH ELEVATION

The south side of N. 39th St. is significantly more developed along the street front, and as a result, has a continuous street wall. The majority of the buildings are low-rise multi-family, ranging from two to four stories tall. There are no dramatic topography changes from the street to the properties on the south side.

N. BOWDOIN PL. | SOUTH ELEVATION

The existing building on site is accessed from N. Bowdoin Pl. via N. Evanston Ave., which dead ends into N. Bowdoin Pl. Due to the steep slope, the right-of-way at N. Bowdoin Pl. is discontinuous to vehicular traffic and public stairs connect pedestrian traffic to Fremont Ave. N. to the east, and Dayton Ave. N. to the west. Also due to the slope of the site and surrounding area, the perceived height of the existing building from N. Bowdoin Pl. is two stories above grade.





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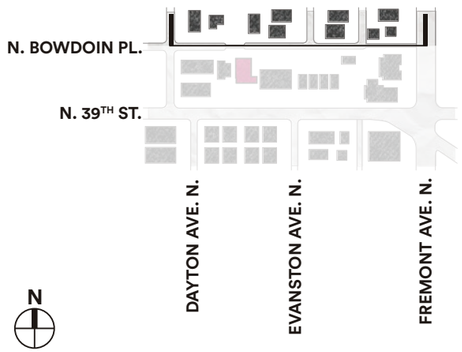
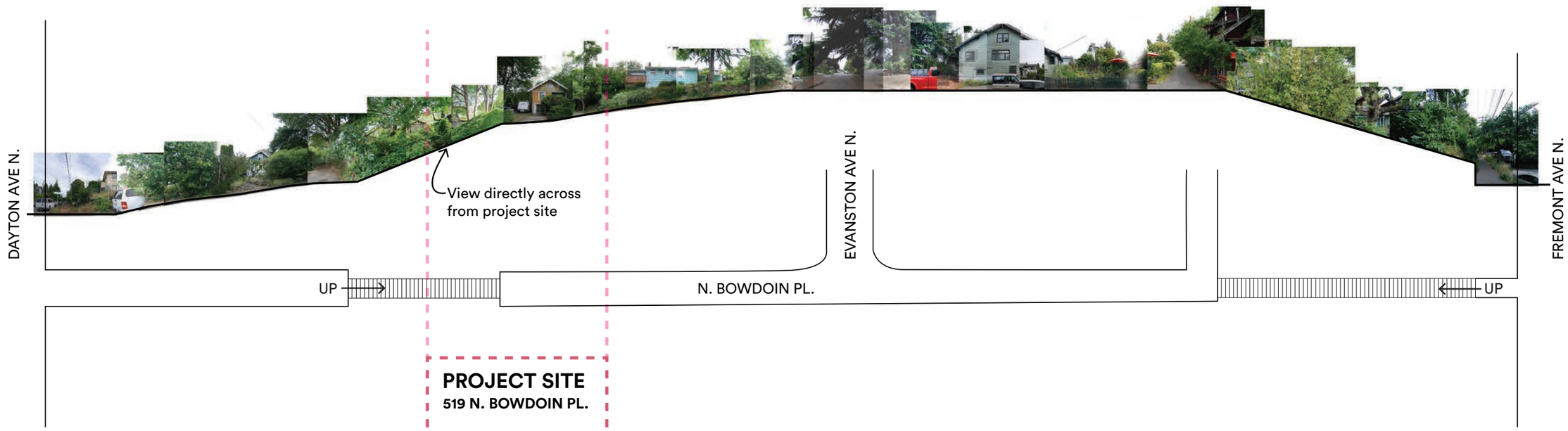
N. BOWDOIN PL. | NORTH ELEVATION

The single-family residences across the street from the project site range in height from one to three stories tall. The alley to the east marks another boundary between single- and multi-family zones





MULTI-FAMILY CAMPUS

YEAR BUILT 1967
GROSS AREA 8,535 SF
STORIES 3
UNIT COUNT 9
- 1-BED 3
- 2-BED 6

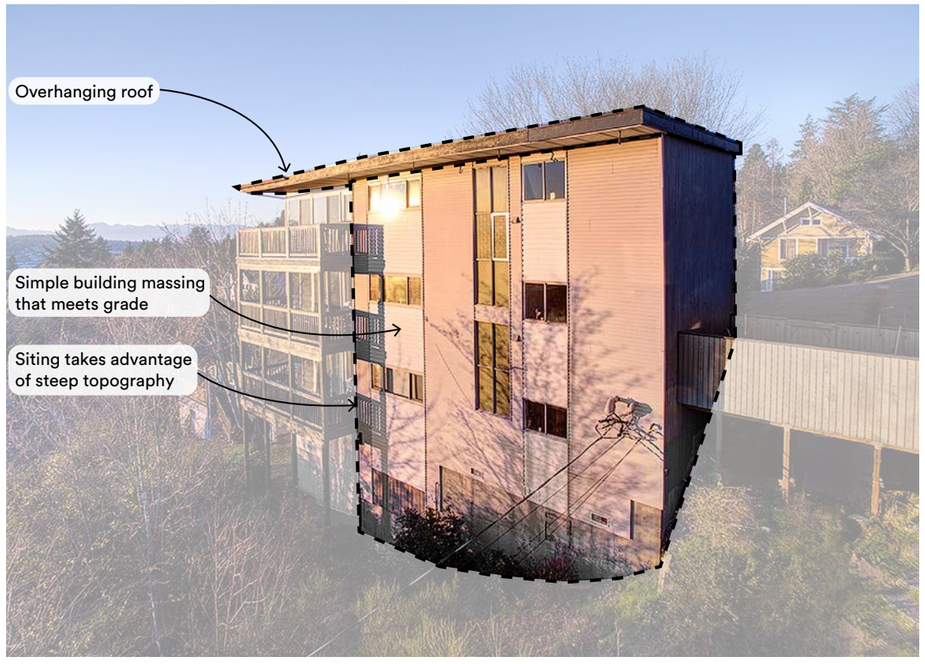
PARKING 10 (uncovered)

Directly to the east resides another mid-century, multi-famly apartment building at the top of the slope, also owned by Cliffside LLC. The beginnings of a campus, the two buildings share access and a restrainted design language.

ARCHITECTURAL CONTEXT

The two, mid-century multi-family buildings on site provide a similar, restrained design language and smart site strategies that new development can tap into. Both buildings take advantage of the steep topography to mitigate the scale change between zones; only two stories are above grade at N. Bowdoin Pl., with another story tucked underneath that daylights further down the slope. Both buildings allow the topography to meet the building edge, using the slopes natural ability to mitigate perceived scale.

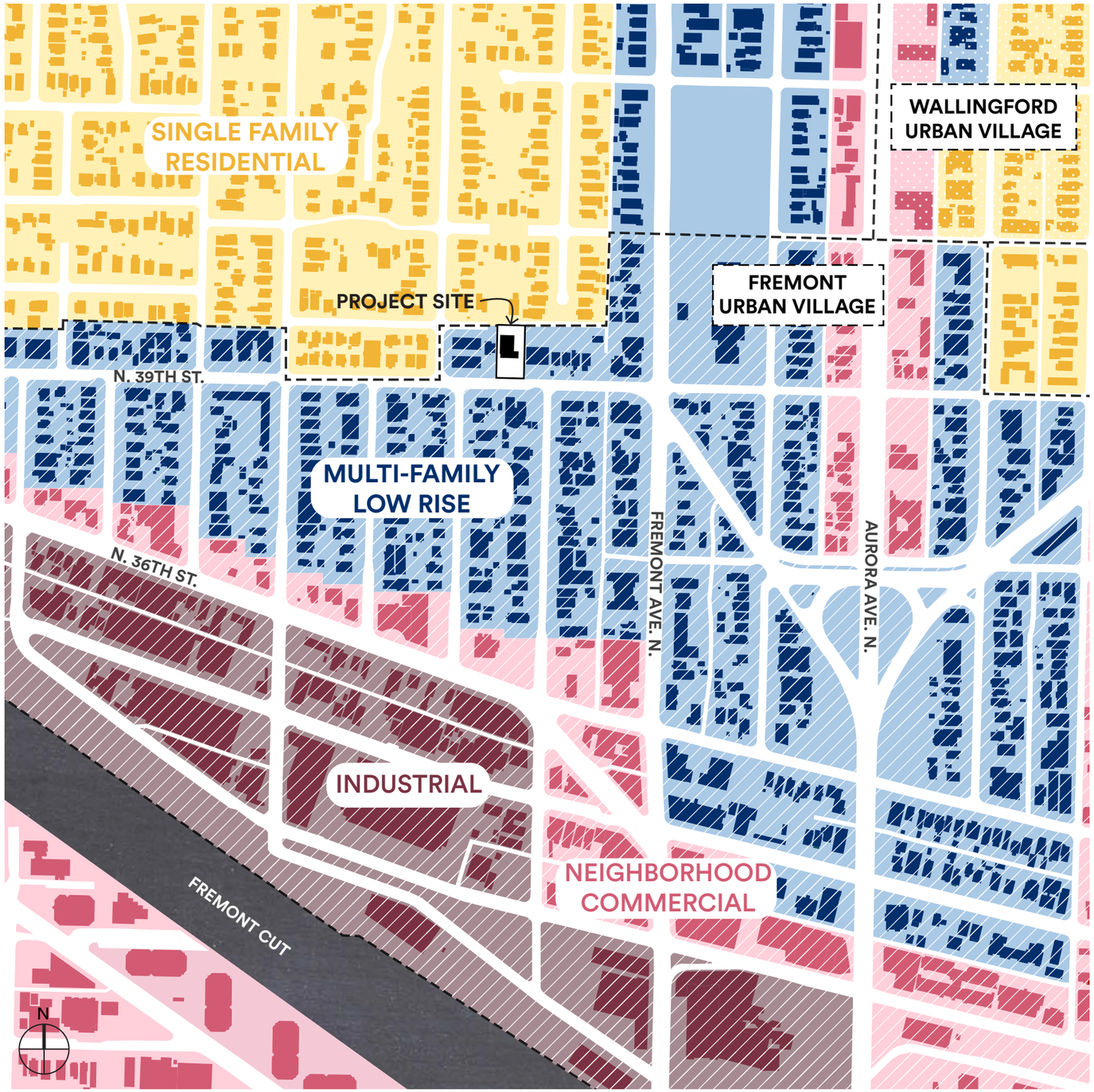
Overhanging roofs and exterior decks are secondary design elements that introduce a finer grain to the simple masses. Exterior circulation occupies the high side of the site, opening up the view corridors and solar exposure for the residential use. The exposed circulation adds a layer of sociability while still maintaining privacy.



ZONING & URBAN VILLAGES

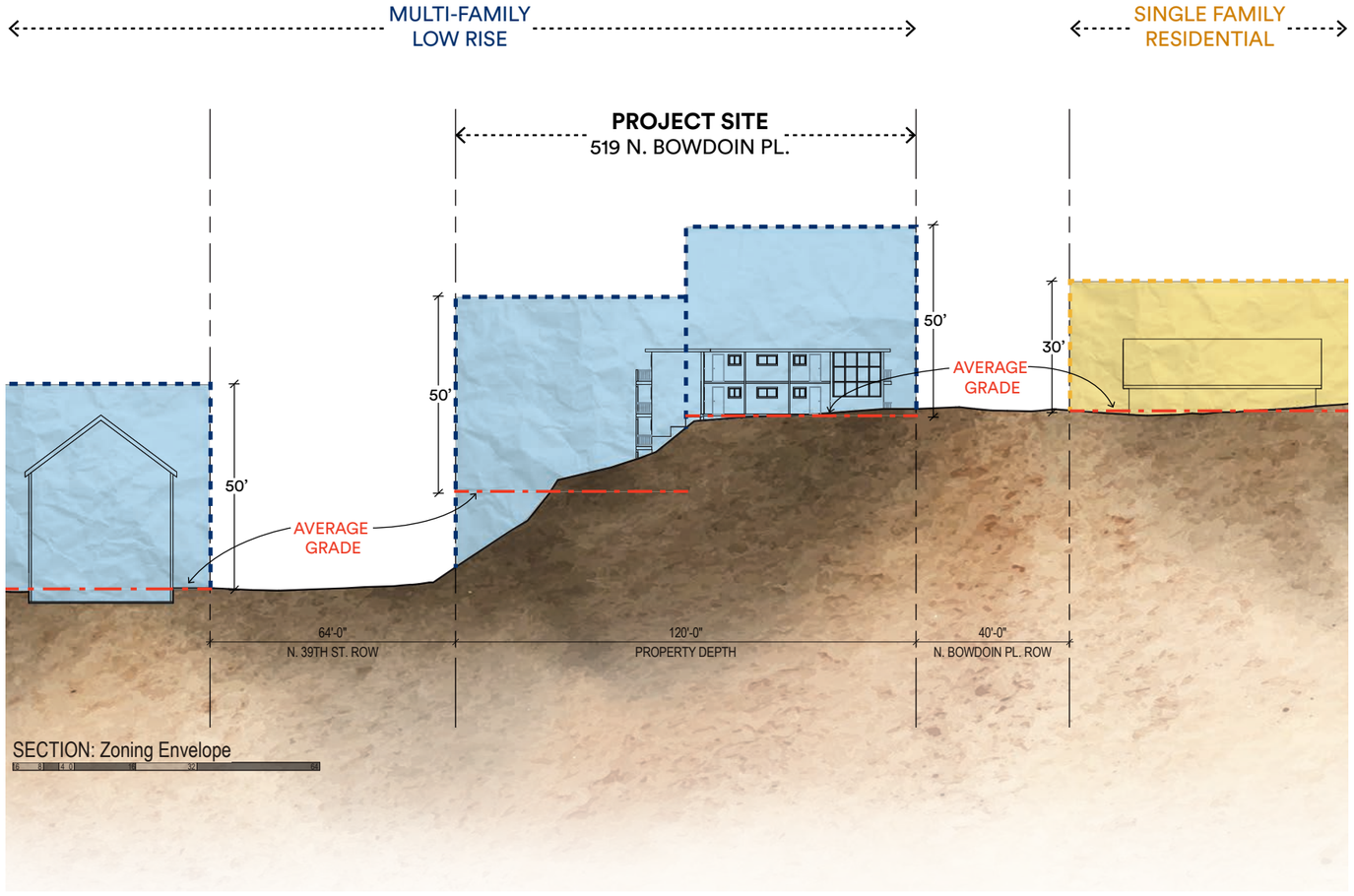
ZONE	LR3 (M)
URBAN VILLAGE	FREMONT HUB URBAN VILLAGE 247 acres; 0.4 square miles
FAR	2.3
DENSITY	No limit
MHA	M - medium
PARKING	M - high (NC1-55)
VEHICULAR	No requirement
BICYCLE	1 long term / unit; 1 short term / 20 units

The project site is within an LR3 zone, along the northern border of the Fremont Urban Village. The site is at the boundary between the neighborhood's single-family and multi-family residential zones.



ZONING & URBAN VILLAGES

The steep slope of the site provides a natural buffer between the scales of single- and multi-family housing. Adjacent to the single-family residential, the perceived scale of the existing building is proportionate. Although the existing building does not maximize the zoning envelope at the top of the hill, the design for the proposed development carefully considers the existing conditions and adjacent zone.



SIGNIFICANT PLACES

1. GEORGE WASHINGTON MEMORIAL BRIDGE
2. FREMONT BRIDGE
3. EVANSTON PLAZA
4. FREMONT SUNDAY MARKET
5. WAITING FOR THE INTERURBAN
6. THE FREMONT ROCKET
7. STATUE OF LENIN
8. FREMONT TROLL
9. B.F. DAY SCHOOL

"De Liberta Quirkas"

FREEDOM TO BE PECULIAR

- UNOFFICIAL NEIGHBORHOOD MOTTO


2. FREMONT BRIDGE


3. EVANSTON PLAZA

5. WAITING FOR THE INTERURBAN


6. THE FREMONT ROCKET


7. STATUE OF LENIN


9. BF DAY ELEMENTARY SCHOOL


8. THE FREMONT TROLL

SIGNIFICANT PLACES

5 SCHOOLS
BF Day Elementrary School
Woodland Park Cooperative School
Seattle School of Music
Nurturing Knowledge School
Pacific Crest School

5 PARKS
BF Day Playground
Fremont Peak Park
Ross Playground
Fremont Canal Park
AB Ernst Park

5 MUSIC & THEATER VENUES
Fremont Abbey Arts Center
West of Lenin Theater
Atlas Theater
Nectar Lounge
High Dive

3 PUBLIC ART INSTALLATIONS
Fremont Troll
Fremont Rocket
Statue of Lenin

2 PLACES OF WORSHIP
Fremont Baptist Church
Church of the Apostles

TRANSPORTATION

5 BUS ROUTES 3 w/in 5-minute walk radius (0.25 miles)
2 w/in 7-minute walk radius

2 BIKE LANES Fremont Ave. N.
N. 34th St.
N. 43rd St.

1 BIKE PATH Burke Gilman Trail

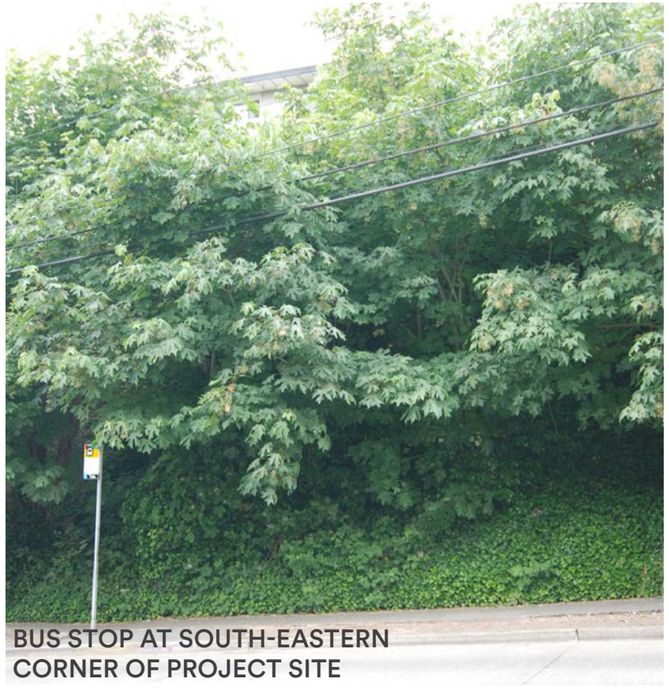
Located along a major land and water-borne transportation route, the Fremont neighborhood is well connected to greater Seattle. The project site is located along Metro bus route 28, with a stop directly in front of the site, which takes commuters directly downtown. N. 39th St. is classified as a minor arterial, but is used by significant vehicular traffic due to its connection between State Highway 99 and the neighborhoods to the west.

The neighborhood's commercial district along N. 36th St. is within the five-minute walk radius. A bike lane on Fremont Ave. N. connects the site to recreation, north toward Green Lake, and south toward the Burke Gilman multi-use path.


LOOKING NORTHWEST ALONG N. 39TH ST.

PEDESTRIAN EXPERIENCE

The pedestrian experience on the north side of N. 39th St. is characterized by the overgrown landscape on the steep slope. As evidenced by the street elevation photographs, all of the mid-block buildings are set back significantly from the street, and as a result the block lacks a strong street edge. The existing building is sited at the top of the hill, barely visible from N. 39th St., which impedes any form of human interaction between private and public realms. While the steep slope presents a challenge to development, there is a significant opportunity to establish a street edge and enhance the pedestrian experience along the north side of N. 39th St.


BUS STOP AT SOUTH-EASTERN CORNER OF PROJECT SITE


NORTHERN SIDEWALK ON N. 39TH ST.

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SITE STRATEGY 2.0

CODE ANALYSIS

CATEGORY	CITATION	CODE	NOTES (SEE CH. 4: DEPARTURES FOR FURTHER INFORMATION)
FLOOR AREA RATIO	SMC 23.45.510	2.3 F.A.R. for apartments in LR3 zones in urban village w/ MHA suffix	F.A.R. total includes existing building
DENSITY LIMIT	SMC 23.45.512	No density limit for apartments in LR3 zones in urban village w/ MHA suffix	
STRUCTURE HEIGHT	SMC 23.45.514.A	50'-0" height limit for apartments in LR3 zones in urban village w/ MHA suffix	
	SMC 23.45.514.E	Shed roofs may extend 3'-0" abv. height limit, provided low side does not exceed height limit; roof line may extend to accommodate eaves, provided highest point is no more than 4'-0" abv. height limit	
	SMC 23.45.514.I.3.b	Projections abv. flat roofs may extend 4'-0" abv. height limit	
	SMC 23.45.514.I.4	Stair penthouses, mechanical equipment and minor communication utilities can exceed height limit by 10'-0"	
	SMC 23.45.514.I.6	Elevator penthouses can exceed height limit up to 16'-0"	
SETBACKS & SEPARATIONS	SMC 23.45.518.A.1	5'-0" front setback 5'-0" min. side setback for facades 40'-0" or less in length, 7'-0" avg. for facades greater than 40'-0" in length	DEPARTURE REQUESTED: Scheme 3 (pg. 75)
	SMC 23.45.518.A.2.a.1	12'-0" upper level setback abv. 54'-0" for zones w/ 50'-0" height limit	DEPARTURE REQUESTED: Scheme 2 (pg. 70) & Scheme 3 (pg. 76)
	SMC 23.45.518.D	All setbacks abutting a street in through lots considered front setback	
	SMC 23.45.518.F.1	Min. 10'-0" separation b/w principal structures on same lot	DEPARTURE REQUESTED: Scheme 2 (pg. 71) & Scheme 3 (pg. 77)
	SMC 23.45.518.H.7	Unenclosed decks can project up to 4'-0" into req'd setbacks if no closer than 5'-0" to any lot line, no more than 20'-0" wide and separated by other decks on same facade by distance equal to 1/2 the width of the projection	DEPARTURE REQUESTED: Scheme 2 (pg. 72) & Scheme 3 (pg. 78)
	SMC 23.45.518.I.1	Accessory structures can be located in req'd separations and rear or side setbacks if set back 7'-0" from lot line that abuts a street	DEPARTURE REQUESTED: Scheme 3 (pg. 82)
	SMC 23.45.518.I.3	Uncovered, unenclosed pedestrian bridges necessary for access allowed w/in any req'd setback or separation if 5'-0" or less in width	
	SMC 23.45.518.I.4	Underground structures allowed w/in any req'd setback or separation	
	SMC 23.45.518.I.8	Retaining walls used to protect cut into existing grade cannot exceed 6'-0" or height req'd to support cut	
AMENTIY AREA	SMC 23.45.522.A.1	25% of lot area req'd; 50% at ground level (roof decks count towards req)	
	SMC 23.45.522.D.1	All units req'd to have access to either common or private amentiy area	
	SMC 23.45.522.D.2.a	Amenity cannot be enclosed in LR zones	
	SMC 23.45.522.D.5	Min. 250 SF and min. 10'-0" horizontal dimension At least 50% at ground level to be landscaped	
STRUCTURE WIDTH & FACADE LENGTH	SMC 23.45.527.A	Max. 150'-0" facade width	
	SMC 23.45.527.B.1.	Max. combined facade length w/in 15'-0" of side lot lines is 65% of lot length	DEPARTURE REQUESTED: Scheme 2 (pg. 73) & Scheme 3 (pg. 79)
DESIGN STANDARDS	SMC 23.45.529.C.2	Division req'd if street-facing facade exceeds 750 SF	DEPARTURE REQUESTED: Scheme 2 (pg. 74) & Scheme 3 (pg. 80)
PARKING	SMC 23.54.015 Table A	No vehicular parking req'd w/in Urban Village	
	SMC 23.54.015.Table D	1 stall / unit long term bicycle parking; 1 stall / 20 units short term parking req'd	
	SMC 23.54.015.K.2.e	Long term bicycle parking cannot be accessed via stairs	
SOLID WASTE STORAGE	SMC 23.54.040.E.1	Storage req'd to be located on lot it serves	DEPARTURE REQUESTED: Scheme 3 (pg. 81)

MAXIMUM BUILDABLE VOLUME PER CODE

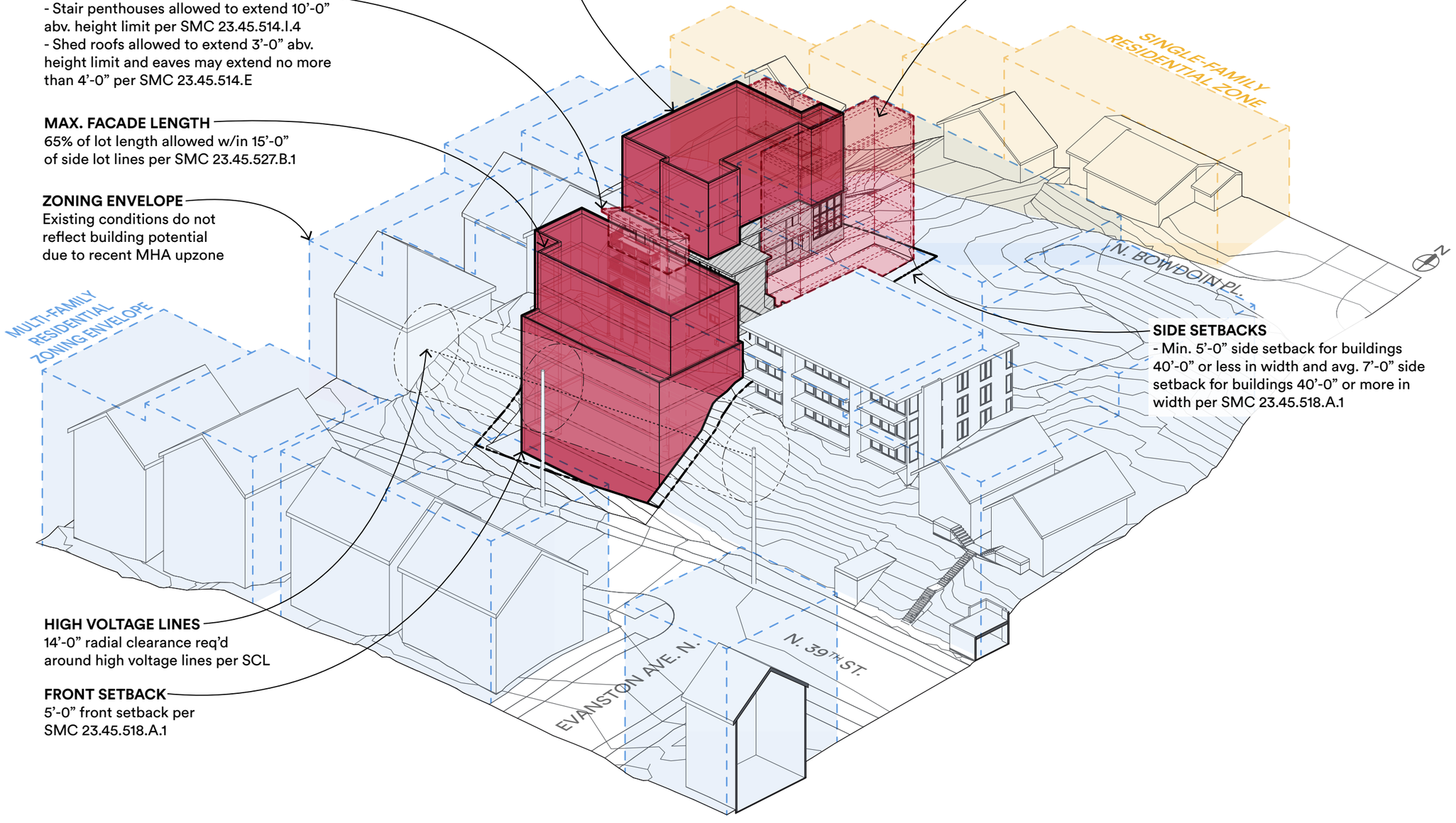
BUILDING HEIGHT
- Max. 50'-0" height limit per SMC 23.45.514- for apartments in LR zones w/in Urban Villages
- Avg. grade calculated separately for each building to allow building to step with grade

FLOOR AREA RATIO
- Max. 2.3 F.A.R. for apartments in LR zones w/in Urban Villages
- Setbacks and height limits permit more area on site than F.A.R. allows

ROOFTOP FEATURES
- Stair penthouses allowed to extend 10'-0" abv. height limit per SMC 23.45.514.I.4
- Shed roofs allowed to extend 3'-0" abv. height limit and eaves may extend no more than 4'-0" per SMC 23.45.514.E

MAX. FACADE LENGTH
65% of lot length allowed w/in 15'-0" of side lot lines per SMC 23.45.527.B.1

ZONING ENVELOPE
Existing conditions do not reflect building potential due to recent MHA upzone



SIDE SETBACKS
- Min. 5'-0" side setback for buildings 40'-0" or less in width and avg. 7'-0" side setback for buildings 40'-0" or more in width per SMC 23.45.518.A.1

HIGH VOLTAGE LINES
14'-0" radial clearance req'd around high voltage lines per SCL

FRONT SETBACK
5'-0" front setback per SMC 23.45.518.A.1

CONTEXT & SITE

NATURAL SYSTEMS & SITE FEATURES

CS1.B.1. SUN & WIND
A narrow building footprint and southern orientation provide ample opportunity for daylight and natural ventilation, enhancing the living experience while reducing the need for mechanical ventilation and heating. The partially earth-sheltered lower levels benefit from the consistent temperatures of the earth and southern exposure. The upper level units hold the potential for access to at least two exterior walls, which would maximize natural light and ventilation.

CS1.C.2. ELEVATION CHANGES
The steep topography of the site heavily influences the building configuration, circulation, and open space. Half buried in the hillside, the building has the potential for multiple common and individual on-grade entries, and it's possible for new structures to step with the grade to accommodate the significant grade change across the length of the lot.

URBAN PATTERN & FORM

CS2.B.2. CONNECTION TO THE STREET
The existing multi-family building on the site is oriented toward the single-family residential road to the north, N. Bowdoin Pl., and lacks a direct connection to the urban village at N. 39th St. below. New development at the southern portion of the site has the opportunity to extend life at 519 N. Bowdoin Pl. to the public realm, enhancing the multi-family character of the streetscape.

CS2.C.2. MID-BLOCK SITES
Filling in an undeveloped portion of the site on N. 39th St., the mid-block development will establish a street wall where one does not currently exist. The design of a new structure at the south portion of the project site has the opportunity to respond to the architectural context of the neighboring multi-family building, and to frame the open space between the neighbor and the street.

CS2.D.1. EXISTING DEVELOPMENT & ZONING
The project site straddles the quiet single-family residential neighborhood to the north, and the vibrant commercial district to the south; serving as a transition between these two communities, the new development must balance density within the urban village, and respect the privacy and scale of the single-family community. The existing building on site and the surrounding development do not reflect the new up-zoning.

CS2.D.2. EXSITING SITE FEATURES
The steep topography of the site naturally mitigates the scale change between the single-family residential zone at the top of the hill to the north, and the urban village to the south. The existing building uses the grade to mitigate the scale transition; siting the bulk of the massing toward the bottom of the slope will play a crucial role in helping to facilitate the transition between scales.

CS2.D.3. ZONE TRANSITIONS
The project site is located on the urban village boundary between the single- and multi-family residential zones. The existing multi-family building on site is only two stories above grade at N. Bowdoin Pl., similar in scale to the single-family residences across the street. New development will demand consideration of the impacts on the single-family neighborhood to the north, from building scale, shadows, and access. Consolidating development on the southern portion of the site would locate the bulk of the massing on the urban village side, which will help to mitigate the scale transition between zones. Providing access for residents and utilities along N. 39th St. will help to mitigate the impact of the development on the adjacent single-family neighborhood.

ARCHITECTURAL CONTEXT & CHARACTER

CS3.A.1. FITTING OLD & NEW TOGETHER
Weaving in new development to enhance the old is a main priority of the project. Perched atop the hill, the mid-century apartment buildings have established a restrained, modern design language. The new development evolves this language, distilling the important design aspects into a building that becomes a complimentary backdrop to the mid-century classics.

PUBLIC LIFE

WALKABILITY

PL2.A.1 & 2. ACCESS CHALLENGES
Dramatic elevation changes across the street frontage on N. 39th St. and between N. Bowdoin Pl and N 39th St. present significant access challenges on site. The project design is committed to creating a highly visible main entry off N. 39th St. that provides accessible access via an elevator to all levels of the new development. In order to absorb the significant cost increase an elevator adds, the development will be required to maximize the floor area ratio (FAR).

PL2.B.1. EYES ON THE STREET
The existing building on site is oriented mainly to the west, with limited sight lines to sleepy N. Bowdoin Pl., and no visual access to the busy N. 39th St. below. Positioning the new development at N. 39th St. provides new sightlines and natural surveillance where there was none previously.

STREET-LEVEL INTERACTION
PL3. b.2. Ground level residential
New development will incorporate ground level residential at N. 39th St. Landscaping and grade change between the building edge and the sidewalk will help maintain privacy. For units with direct access to the exterior, entry doors will be located adjacent to one another to foster a sense of community and security.

DESIGN CONCEPT

PROJECT USES & ACTIVITIES

DC1.B.1.VEHICULAR ACCESS LOCATION & DESIGN

Current vehicular access to the site, including utility and solid waste pickup, is solely from N. Bowdoin Pl., which requires driving on Evanston Ave. N. through the single-family neighborhood. An on-site parking lot serves the existing building tenants. The site conditions along N. 39th St. do not permit any form of vehicular access. The lot width and infill depth do not accommodate parking, nor is any required within the urban village. The location on the downhill slope and the Metro bus stop do not allow for a vehicular pull out. Preserving existing parking and providing tenant and utility access via N. 39th St. will help mitigate the impact on the single-family zone to the north.

ARCHITECTURAL CONCEPT

DC2.A.1 & 2. SITE CHARACTERISTICS & USES, REDUCING PERCEIVED MASS

Altering the perceived scale of the mass, the topography acts as a natural transition in scale between the single-family to the north and the multi-family to the south. Allowing the topography to meet the building edge produces authentic variation in the building mass and helps reduce the perceived mass from below. Due to the existing building on site and the adjacent single-family zone, it is imperative that the proposed development shifts the bulk of the building mass toward the multi-family zone to the south.

DC2.B.1. FAÇADE COMPOSITION

The design of the building facade has the opportunity to integrate new and old, establish a strong street edge at N. 39th St., and articulate building massing. The existing mid-century buildings have established a restrained design language, using simple masses, fenestration patterns, and intentional secondary elements to express the internal configuration. New development has the opportunity to tap into and expand on this rich design language.

DC2.C.1. VISUAL DEPTH & INTEREST

The existing multi-family buildings use decks and exterior circulation as secondary design elements to introduce depth and visual interest to the building facades. The new development proposes to incorporate similar features to provide building articulation, and to connect the residential use to the public realm.

DC2.C.3. FIT WITH NEIGHBORING BUILDINGS

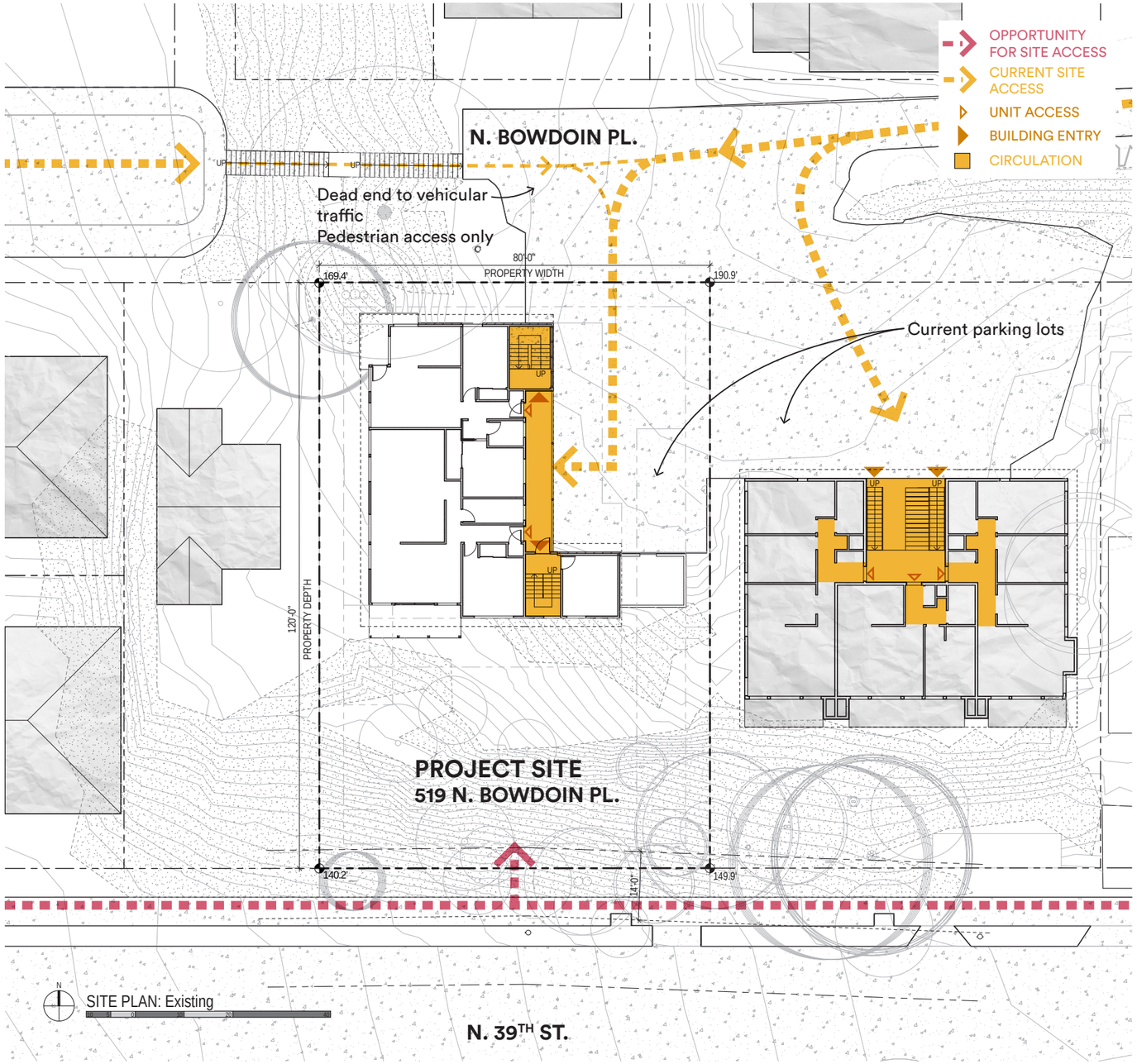
Following the lead of the existing building on site and the neighboring multi-family building at the top of the hill, the proposed development employs a restrained design language: simple massing, extended roof planes, exterior circulation, and private decks provide inspiration for the proposed development.

SITE CIRCULATION

The existing building is currently accessed solely from the north, off of the dead end street N. Bowdoin Pl. The site has an existing parking lot at the north-east corner of the lot. The main building access is at the east façade, off the parking lot. Common circulation runs north-south, with an exterior corridor connecting two interior stairs. The exterior corridor allows for windows on the east side of the upper level units. The eastern circulation spine orients the residential units to the west. New development proposes a clear circulation scheme to connect and expand on.

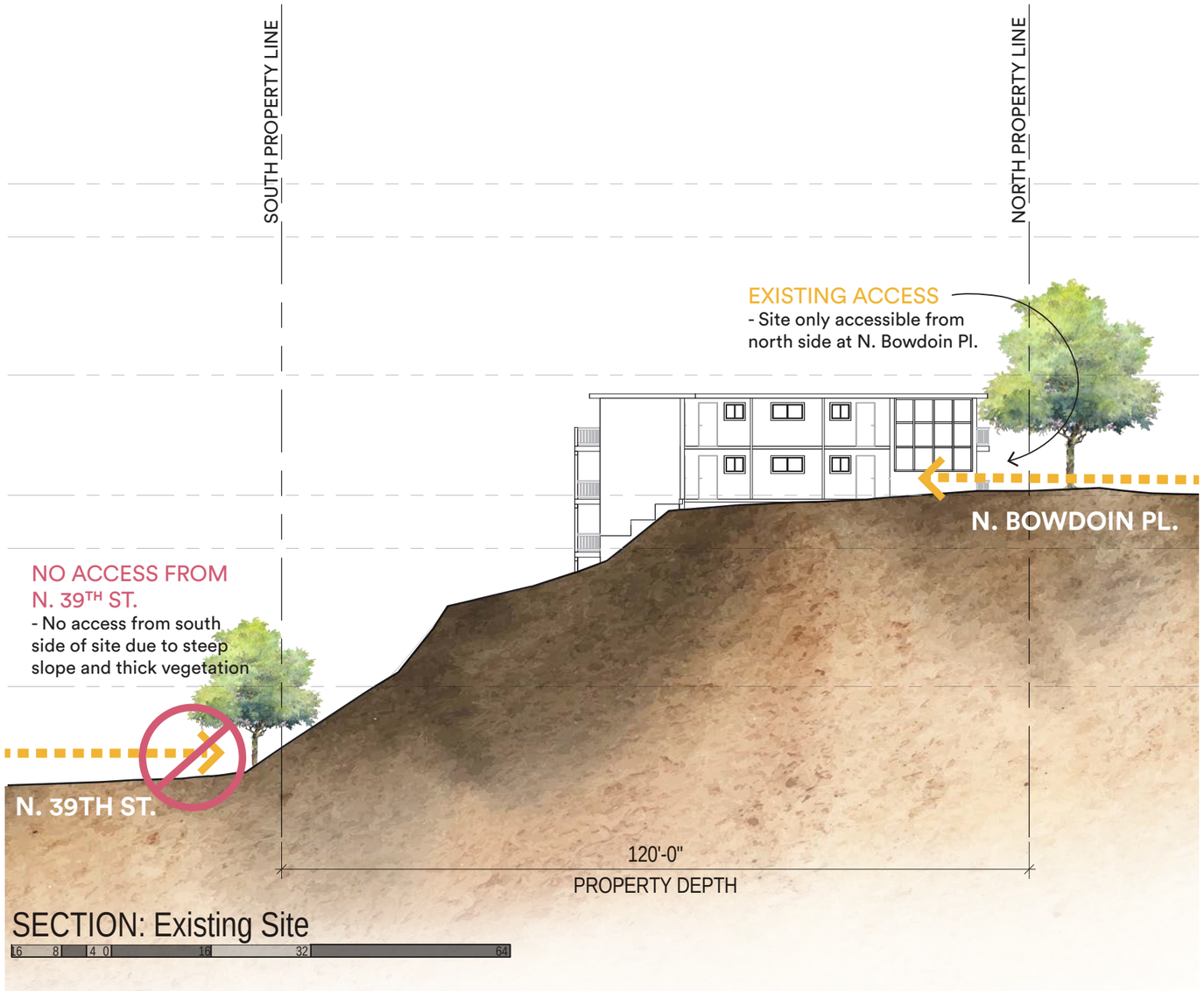
The neighboring multi-family building to the east is also accessed directly from the parking lot to the north of the building. Common circulation is entirely exterior, though covered. The northern circulation core orients the units to the south.

Due to the steep slope to the south, indicated by the stipple hatch in the diagram, there is currently no access to N. 39th St. Infill has the opportunity to connect the existing buildings to the urban village.



SITE CIRCULATION

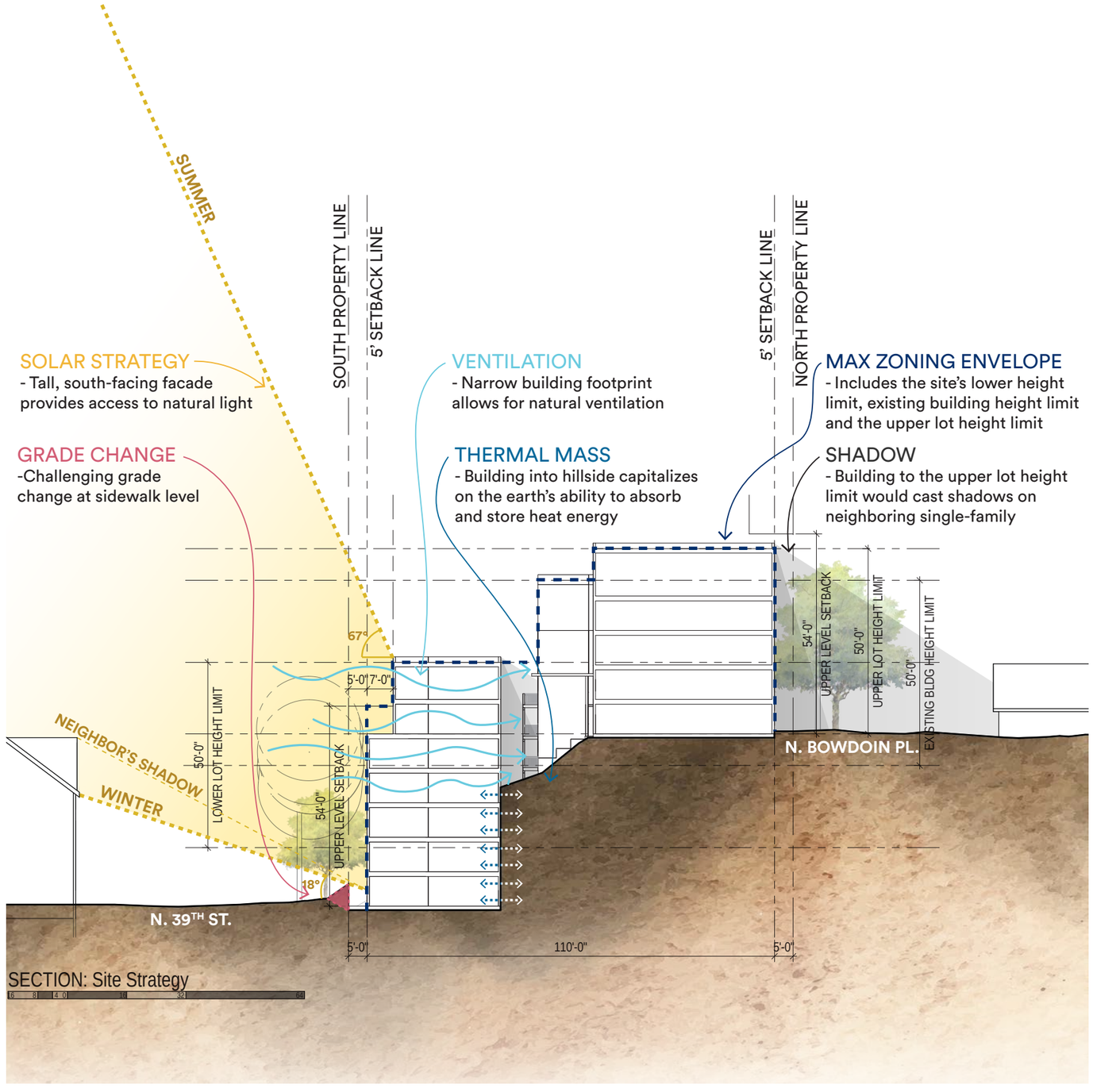
The steep topography of the site dictates the building configuration and circulation. There is an overall grade change of approximately 45’ across the length of the property. While the dramatic slope presents other challenges, it does provide the opportunity for multiple on-grade entry points. Due to the southern, solar orientation of the new development and its close proximity to the existing building on site, building circulation is ideally located at the north façade.

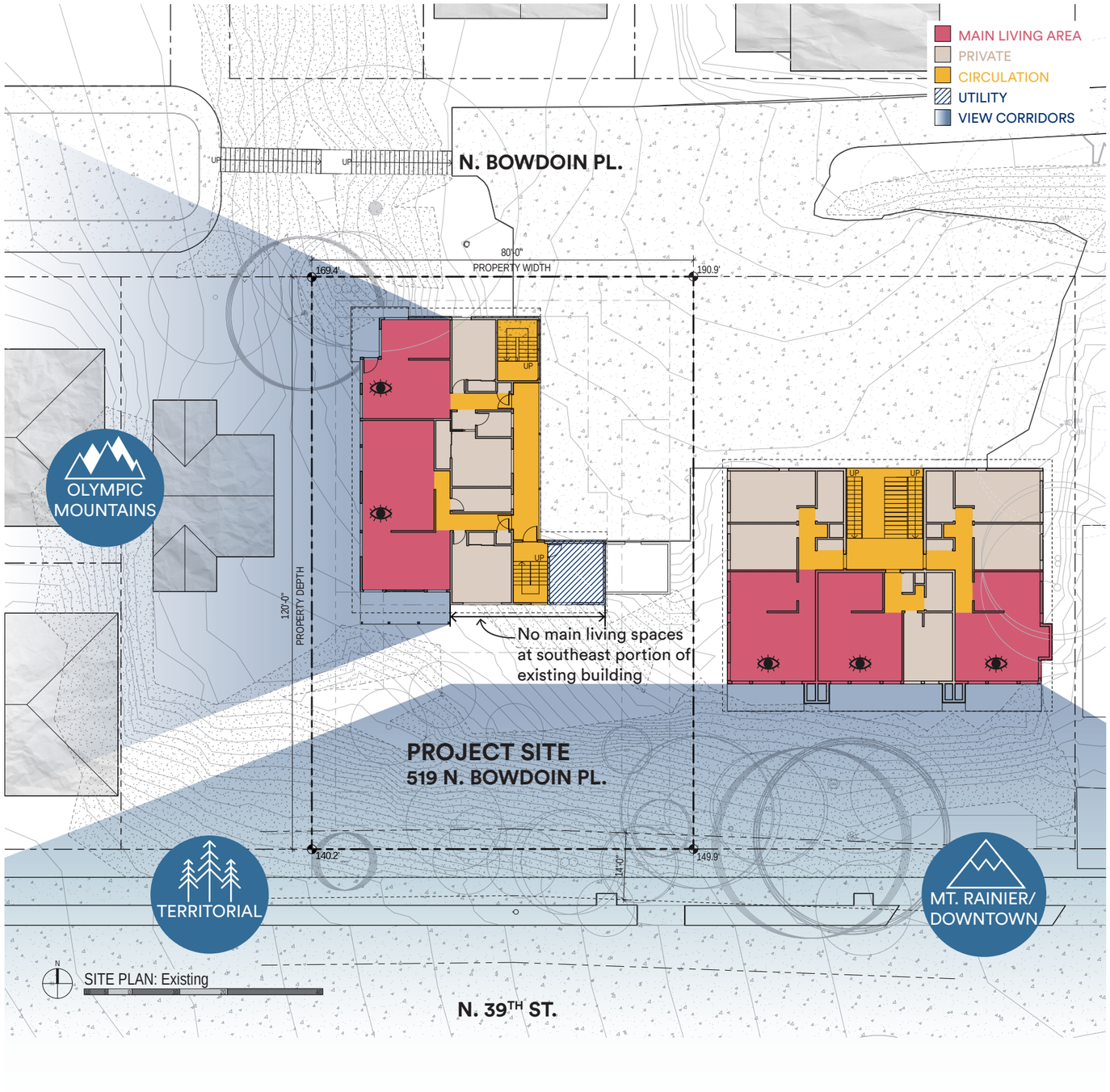


NATURAL FEATURES

A narrow building footprint and southern orientation provide ample opportunities for daylight and natural ventilation, enhancing the living experience while reducing the need for mechanical ventilation and heating. The partially earth-sheltered lower levels benefit from the consistent temperatures of the earth and the southern exposure. The upper level units have the opportunity for access to multiple exterior walls, maximizing natural light and ventilation.

The steep grade change across the site has varying effects on the shadows cast on itself and its neighbors. Building in the steep slope limits the shadows cast on the existing building, while maximizing the height limit at the north portion of the site would cast significant shadows on the single-family houses immediately to the north.





VIEWS

The hilltop location and dramatic grade change to the south and west results in fantastic views. The apartment units in the existing building are oriented primarily to the west, with excellent views of the Olympic Mountains. Internal circulation and laundry rooms at the existing building occupy the majority of the southern façade of the existing building, which squanders the views toward downtown and Mount Rainier; the new development takes advantage of this spectacular, south facing lookout, without impeding on the views of its neighbor to the east. To maximize views and natural daylight, main living functions at the new development are ideally located toward the south, with private and common circulation at the north.


SOUTH VIEW FROM EXISTING 519 N. BOWDOING PL.

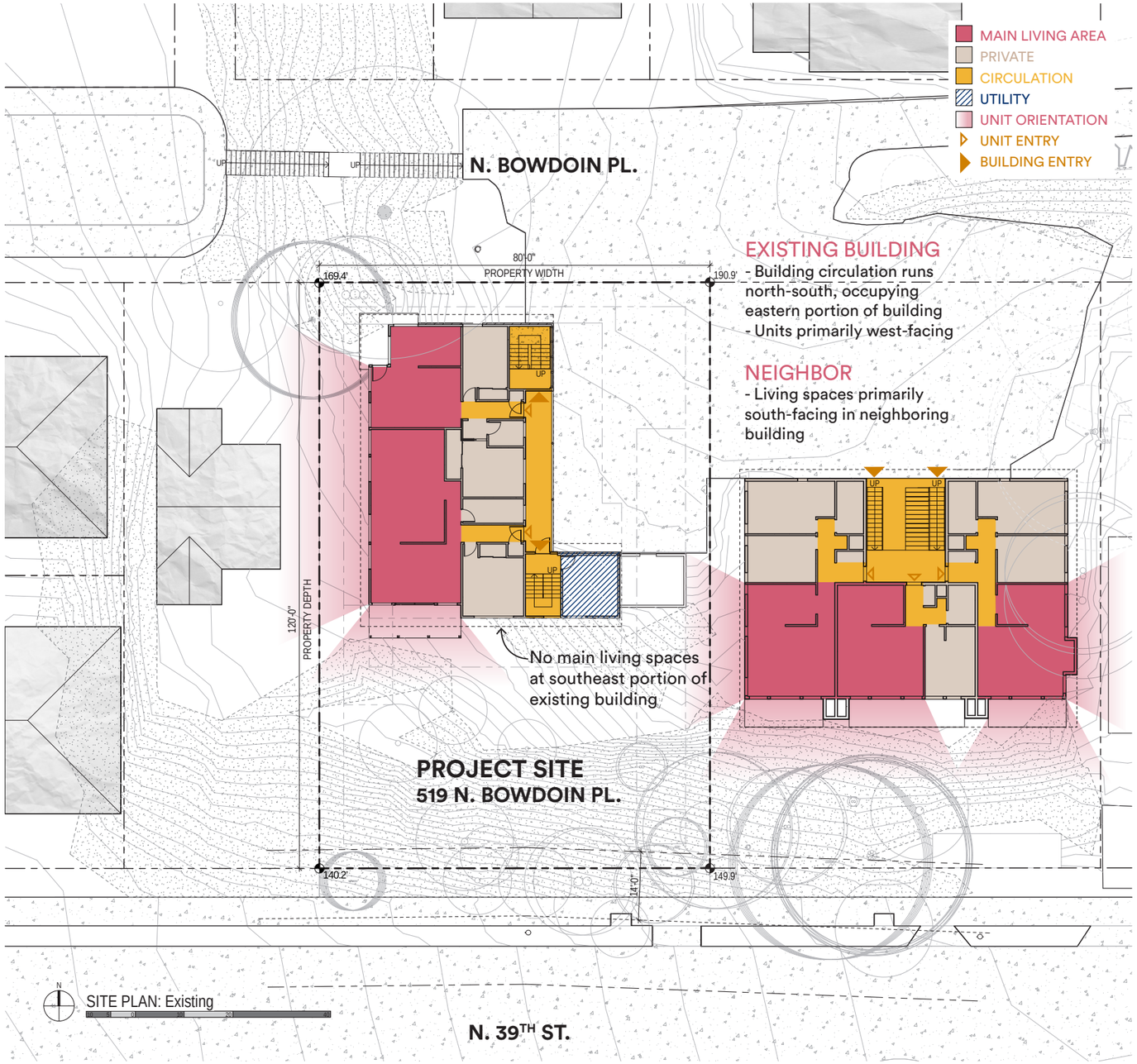

WEST VIEW FROM 519 N. BOWDOIN PL.

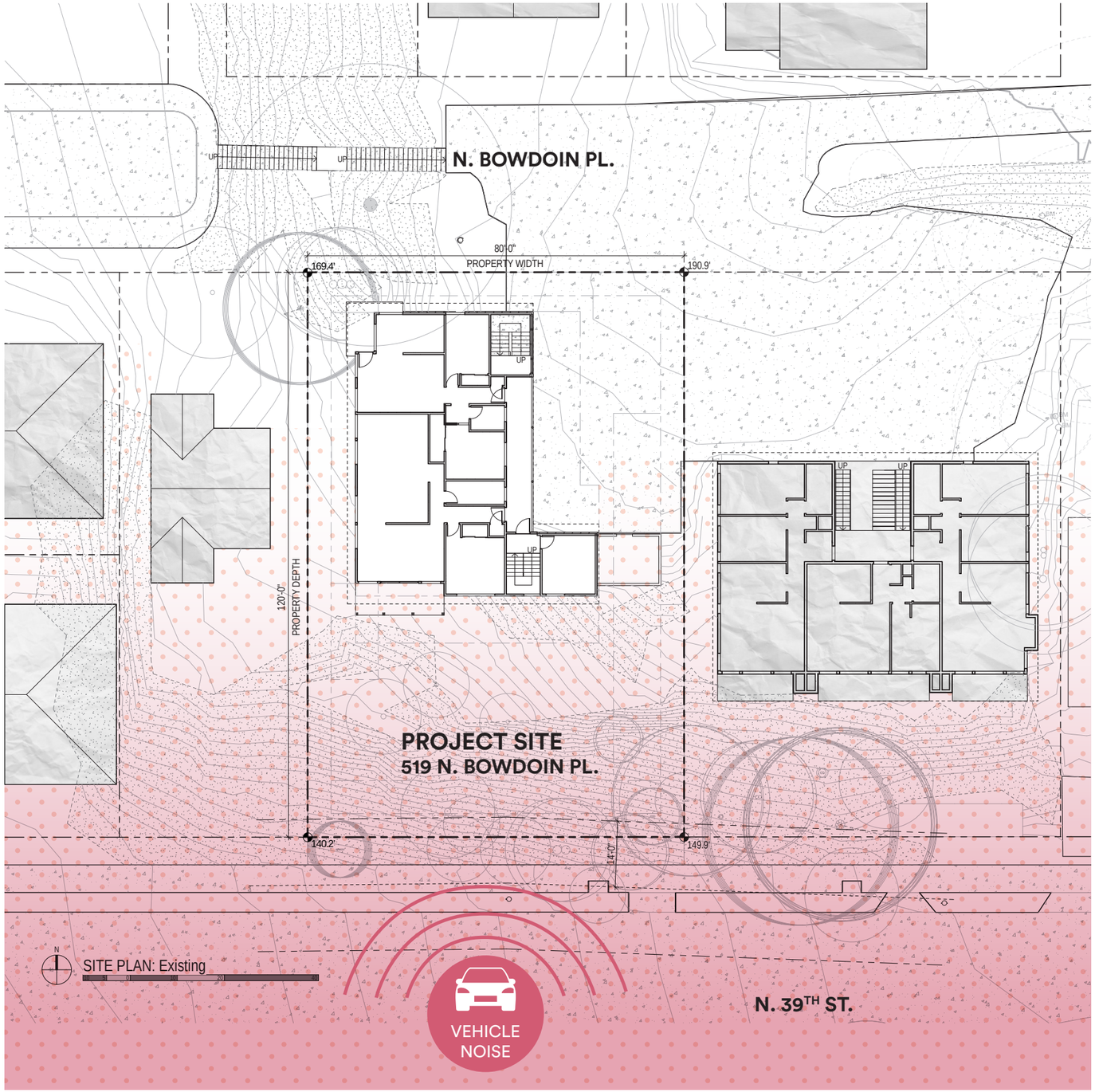
PRIVACY

Increasing density on site requires careful consideration of tenant privacy. Program arrangement within the new development will take into account the location and orientation of the existing multi-family buildings in order to maintain privacy.

The western orientation of the existing building on site means that only the southwest units are directly affected by the proposed development. Locating circulation, both common and individual, at the northern facade of the new development provides opportunity for visual interest and sociability without compromising privacy.

The main living functions within the units of the neighboring buildings are oriented primarily south, with the more private program at the west and north. The design of the façade of the new development along the eastern property line will need to consider the existing window locations to maintain privacy for both buildings.

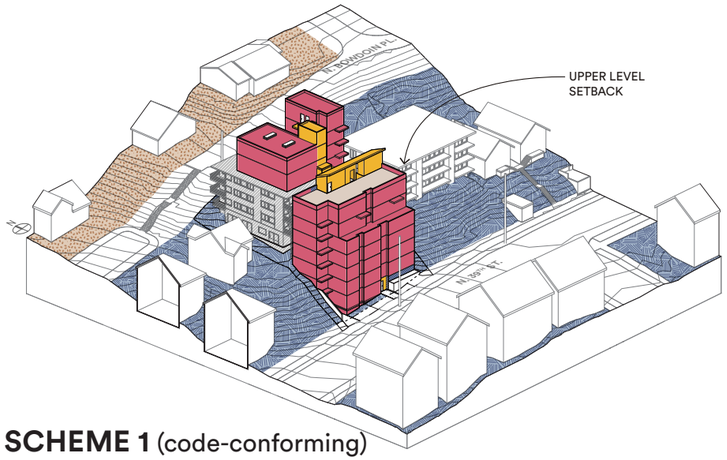




NOISE

The major neighborhood arterial, N. 39th St., hosts a significant amount of vehicular traffic, including a Metro bus route. This steady traffic flow results in high volumes of vehicular noise, especially during commuting hours. The current landscape between the street and the existing building does little to dampen the sound. The new development has an opportunity to shield the existing building from the loud noise, thereby enhancing the experience at the southwest units' exterior decks.

3.0 DESIGN SCHEMES



SCHEME 1 (code-conforming)

GROSS BUILDING AREA[a]	**21,431 SF**
FAR	**2.3**
UNITS	**42**
SEDUs	30
Studios	6
1-beds	6
2-beds	0
PARKING	
Vehicle	0
Bicycle	42

OBJECTIVES

- Conform to all land use codes
- Maximize FAR

ADVANTAGES

- Does not require departures from land use codes

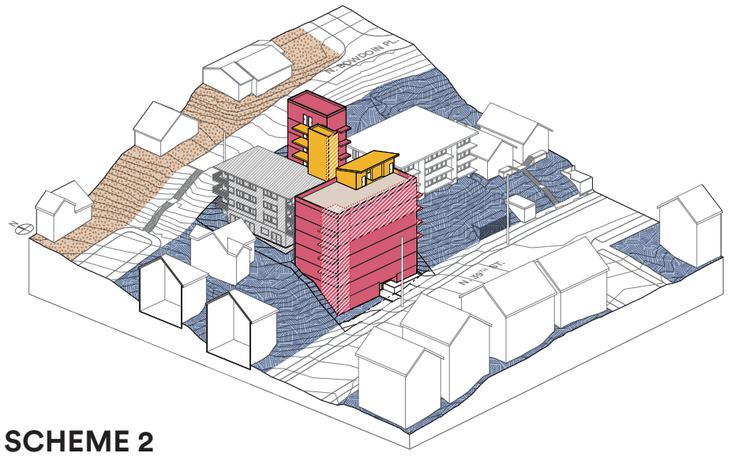
CHALLENGES

- Eliminates existing, on-site parking lot
- Proposes significant alterations to the existing building

DEPARTURES

- none

[a] Existing building area and exterior building circulation area excluded in all subsequent gross building area calculations



SCHEME 2

GROSS BUILDING AREA[a]	**21,199 SF**
FAR	**2.3**
UNITS	**44**
SEDUs	47
Studios	0
1-beds	0
2-beds	0
PARKING	
Vehicle	0
Bicycle	47

OBJECTIVES

- Re-locate some massing to the urban village side of the site
- Establish strong urban edge at north side of N. 39th St.

ADVANTAGES

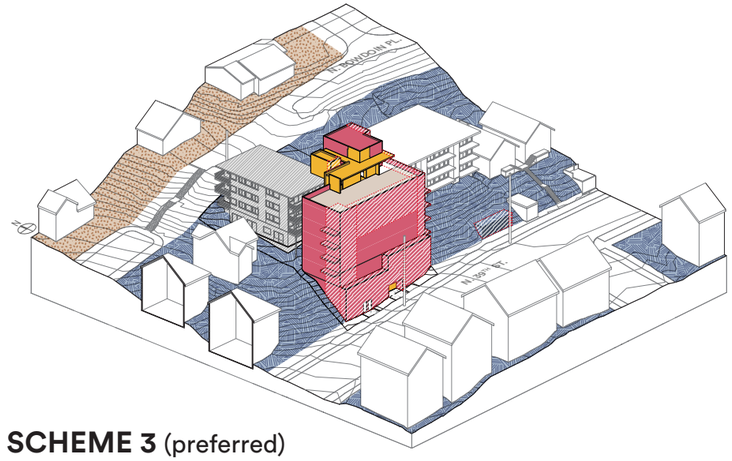
- Establishes strong, mid-block street wall on N. 39th St.

CHALLENGES

- Eliminates existing, on-site parking lot
- Fails to find an appropriate scale at either street frontage

DEPARTURES

- SMC 23.45.518.A.2
- SMC 23.45.518.F.1
- SMC 23.45.518.H.7
- SMC 23.45.527.B.1
- SMC 23.45.529.C.2



SCHEME 3 (preferred)

GROSS BUILDING AREA[a]	**21,231 SFV**
FAR	**2.3**
UNITS	**30**
SEDUs	0
Studios	17
1-beds	9
2-beds	4
PARKING	
Vehicle	0
Bicycle	30

OBJECTIVES

- Re-locate all massing to the urban village side of the site
- Find appropriate scale at each street frontage
- Preserve existing building and on-site parking

ADVANTAGES

- Successfully sites all new development at the low end of the site w/o eliminating parking lot
- Establishes strong urban edge that incorporates site inspired massing articulation
- Maximizes residential area to incorporate unit variety

CHALLENGES

- Requires several departures at the south side of the property

DEPARTURES

- SMC 23.45.518.A.2
- SMC 23.45.518.F.1
- SMC 23.45.518.H.7
- SMC 23.45.527.B.1
- SMC 23.45.529.C.2
- SMC 23.54.040.E.1
- SMC 23.45.518.I.1

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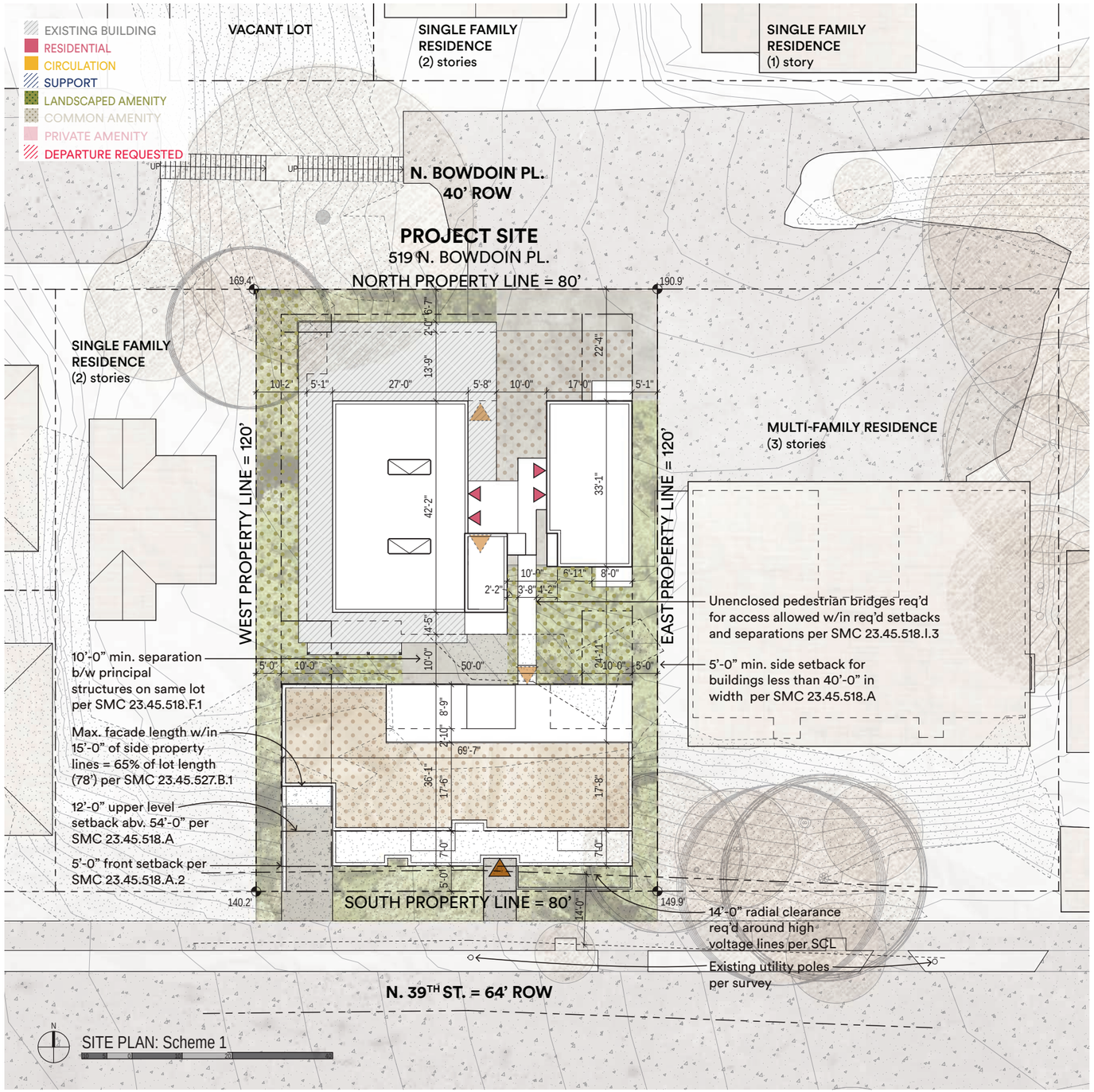


SITE PLAN

GROSS BUILDING AREA	**21,431 SF**
FAR	**2.3**
UNITS	**42**
SEDUs	30
Studios	6
1-beds	6
2-Beds	0
PARKING	
Vehicle	0
Bicycle	42
AMENITY	
Landscape	1,384 SF
Common	2,102 SF

SITE PLAN

Conforming to all land use codes that restrict buildable area at the southern portion of the site, Scheme 1 proposes two new, separate structures on site as well as an addition above the existing building. The new buildings tie into the existing circulation, extending the existing south stair to serve new levels and connecting via unenclosed pedestrian bridges.

Common ground level amenity is interspersed at several levels throughout the proposed new development. The existing parking lot is converted into an amenity space at the quiet, protected side of the lot and a roof deck at the top of the new, southern building takes advantage of southern sun exposure and excellent mountain and city views.

FLOOR PLANS

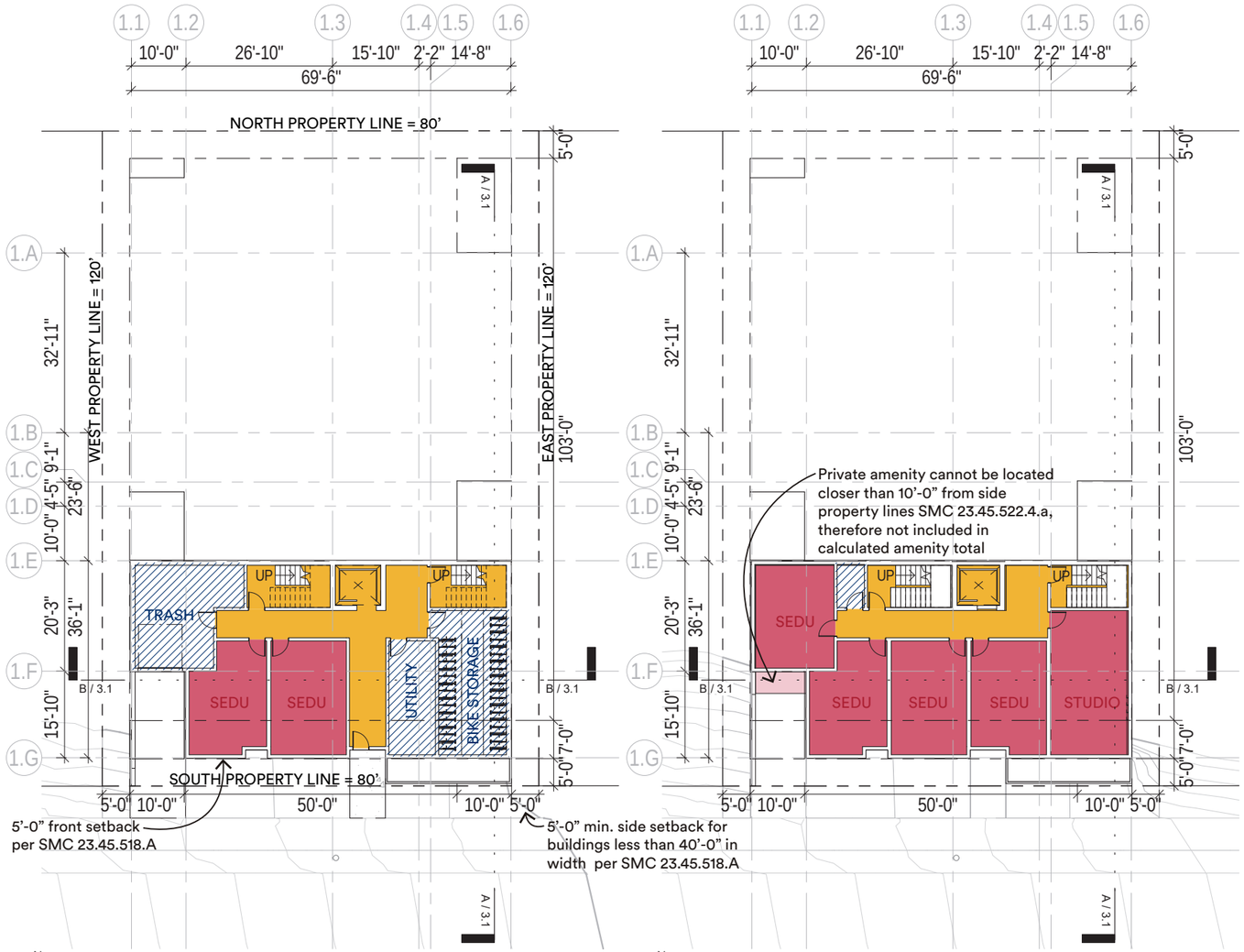
	100-LEVEL	200-LEVEL
GROSS AREA / FLOOR	**2,356 SF**	**2,356 SF**
Residential	612 SF	1,655 SF
Circulation	799 SF	653 SF
Exterior Circulation	0 SF	0 SF
Support	945 SF	50 SF
UNITS	**2**	**5**
SEDU	2	4
Studios	0	1
1-beds	0	0
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	42	0
AMENITY		
Landscape	0	0
Common	0	0

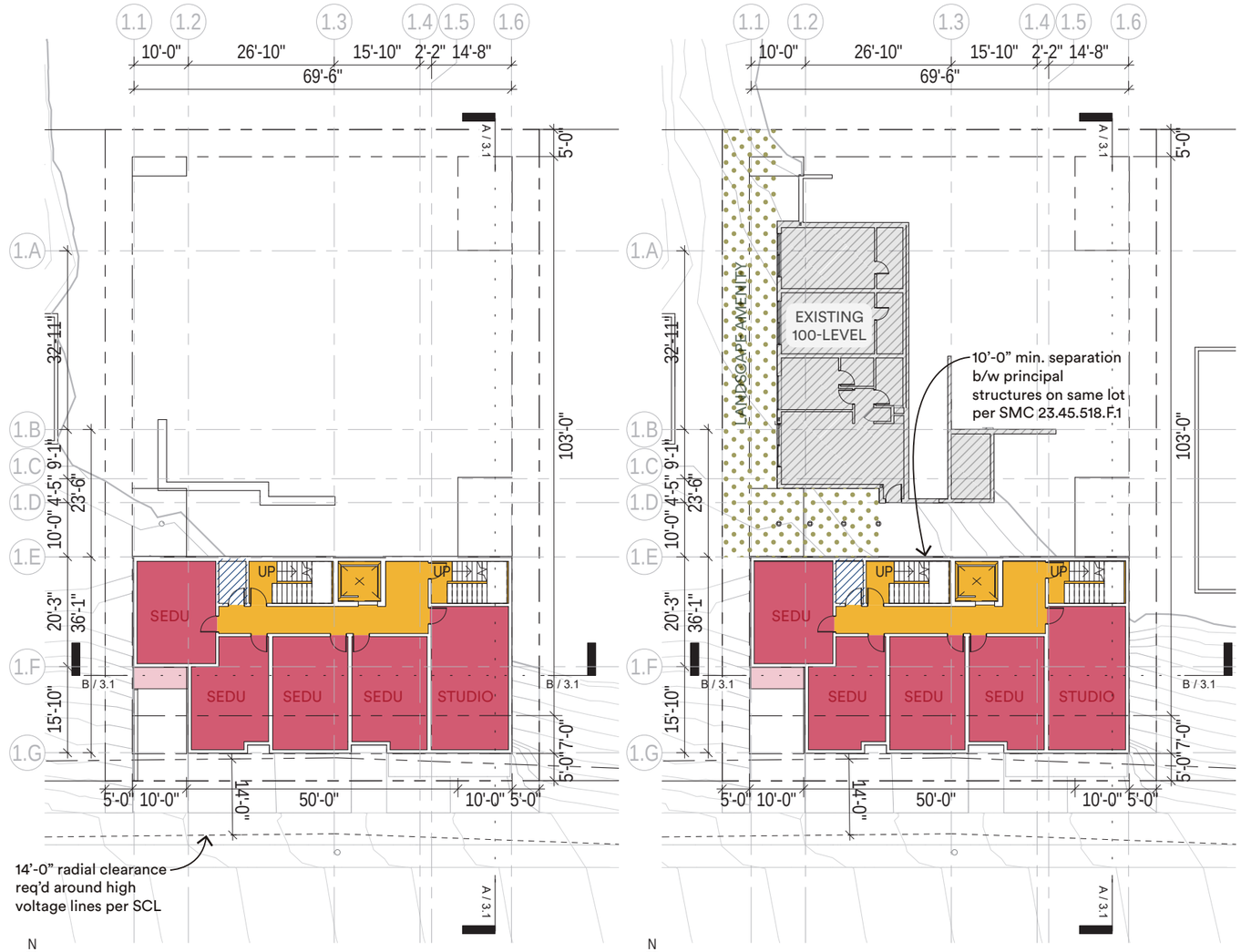
DC1.C.4. SERVICES USES

The ground level of the new, southern building hosts all of the new development's support spaces and as a result, there is little space left for residential use or a formal lobby. Two residential units occupy the area of the ground level with the most daylight access, with support spaces located in the buried portions. A utility room and on-grade bike storage is located at the eastern side of the ground level, which is partially buried due to the sloping street. Solid waste storage is located at the northwest corner of the ground level. The slab is dropped in order to provide direct access to N. 39th St. Pick up on the downward sloping street without a parking lane presents a significant challenge to the safety of Seattle Public Utilities (SPU).

CS1.B.1. SUN & WIND

The circulation is also located at the buried portion of the building, allowing the residential use to take advantage of the southern orientation. The building steps back at the south-west corner to conform to the maximum façade length along the west property line (SMC 23.45.527) and private decks take advantage of the exterior space.





FLOOR PLANS

	300-LEVEL	400-LEVEL
GROSS AREA / FLOOR	**2,354 SF**	**2,341 SF**
Residential	1,651 SF	1,649 SF
Circulation	653 SF	645 SF
Exterior Circulation	0 SF	0 SF
Support	50 SF	49 SF
UNITS	**5**	**5**
SEDUs	4	4
Studios	1	1
1-beds	0	0
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	797 SF
Common	0	0

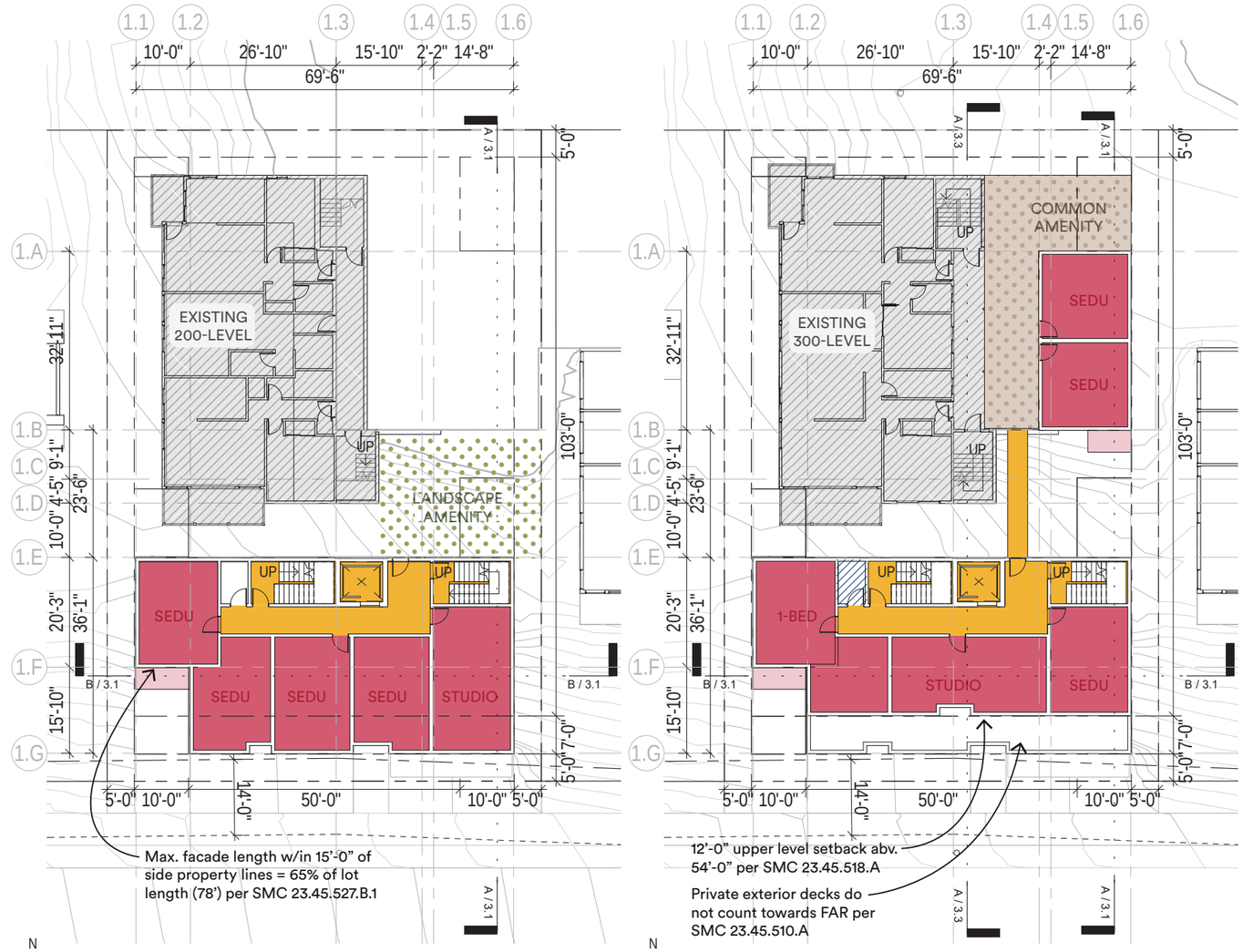
The new 400 level is at the same elevation as the 100-level of the existing building. The plans indicate an addition of (3) units in another phase of construction; all units are accessed directly from the exterior.

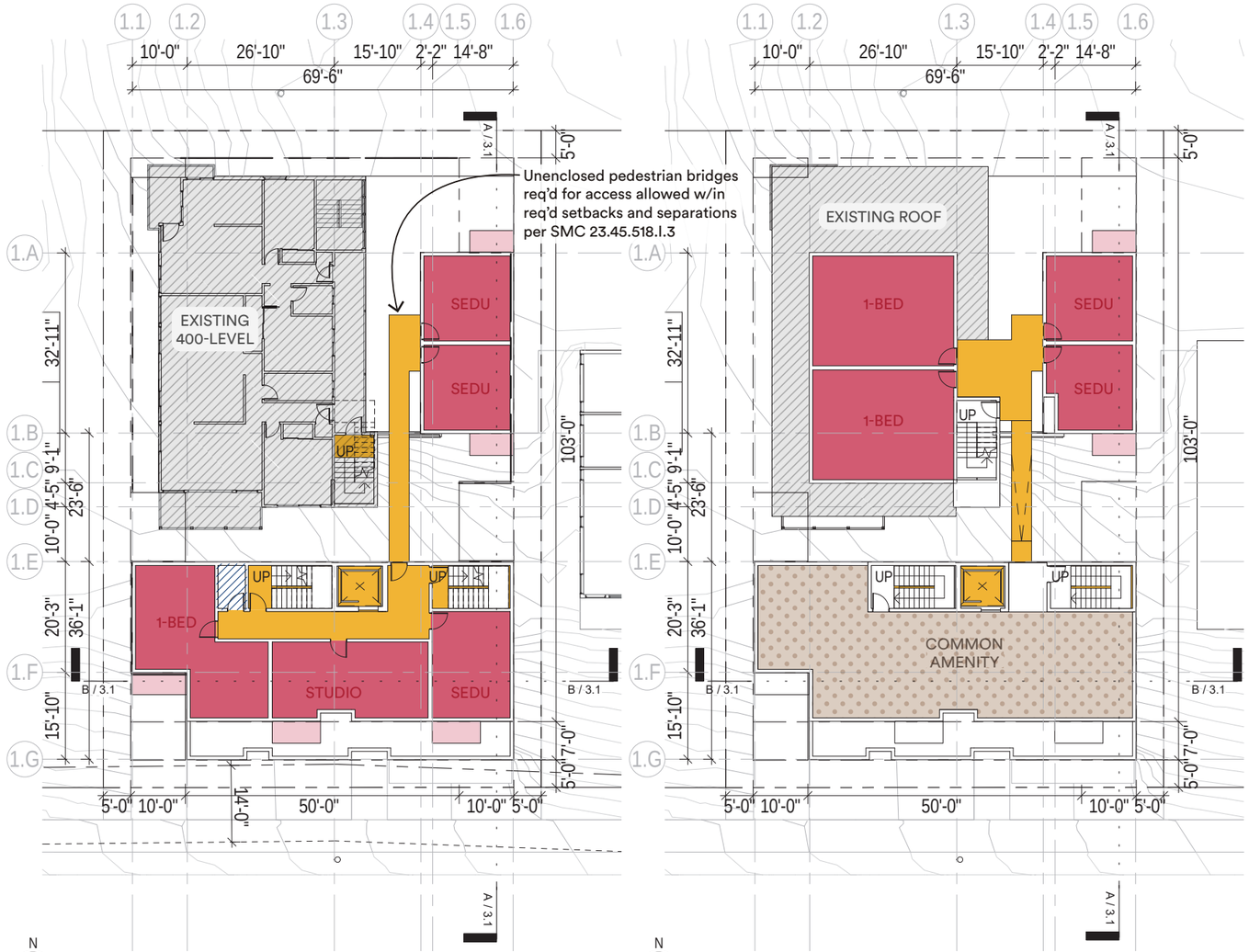
FLOOR PLANS

	500-LEVEL	600-LEVEL
GROSS AREA / FLOOR	**2,342 SF**	**2,495 SF**
Residential	1,649 SF	1,801 SF
Circulation	645 SF	645 SF
Exterior Circulation	0 SF	86
Support	49 SF	49 SF
UNITS	**5**	**5**
SEDUs	4	3
Studios	1	1
1-beds	0	1
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	586 SF	0
Common	0	707 SF

The new 600 level is at the grade of the existing parking lot. Scheme 1 proposes to replace the parking lot with a new, 5-story structure with two units per floor. The common amenity space has a back-patio character on the quiet, residential street.

The 12'-0" upper level setback affects the upper two levels of the southern building. The 600 level takes advantage of the exterior space created by the setback for private amenity. Circulation at the northern façade allows the units to remain as generous as possible given the required setback.





700 LEVEL: Scheme 1

800 LEVEL: Scheme 1

EXISTING BUILDING
RESIDENTIAL
CIRCULATION
SUPPORT
LANDSCAPED AMENITY
COMMON AMENITY
PRIVATE AMENITY
DEPARTURE REQUESTED

FLOOR PLANS

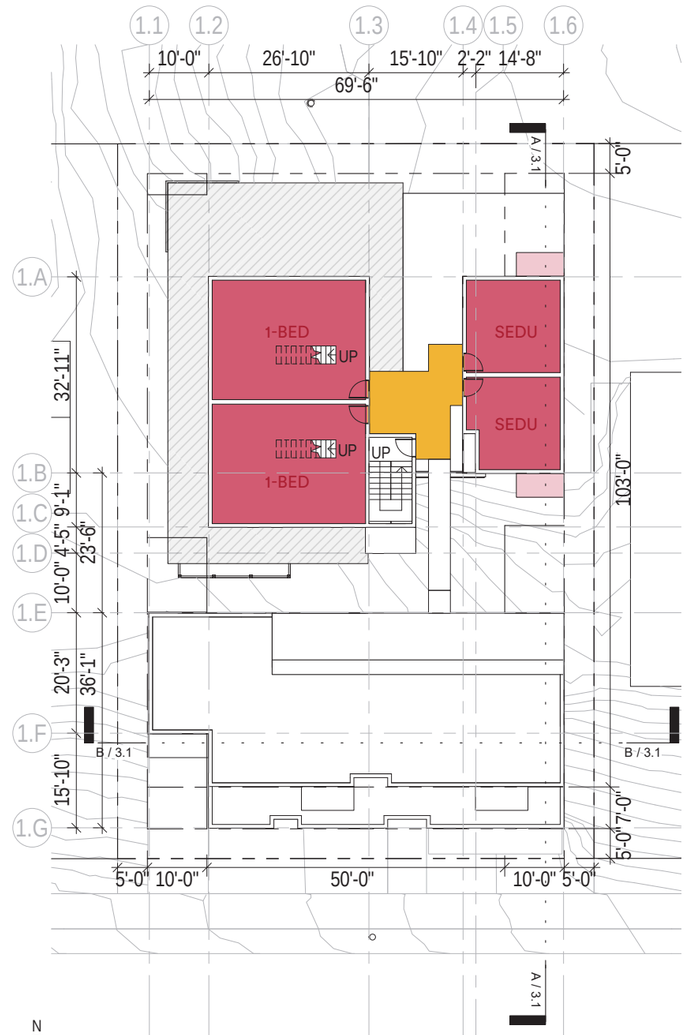
	700-LEVEL	800-LEVEL
GROSS AREA / FLOOR	**2,510 SF**	**1,811 SF**
Residential	1,807 SF	1,678 SF
Circulation	653 SF	133 SF
Exterior Circulation	186 SF	205 SF
Support	50 SF	0 SF
UNITS	**5**	**4**
SEDUs	3	2
Studios	1	0
1-beds	1	2
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	0
Common	0	1,395 SF

CS3.A.1. FITTING OLD & NEW TOGETHER

A two level addition on top of the existing building maximizes the 50'-0" height limit and the existing south stair is extended to serve the new levels. Taking cues from the exterior circulation of the existing multi-family building, unenclosed pedestrian bridges connect all three structures on site.

FLOOR PLANS

	900-LEVEL	1000-LEVEL
GROSS AREA / FLOOR	**1,811 SF**	**682 SF**
Residential	1,678 SF	549 SF
Circulation	133 SF	133 SF
Exterior Circulation	205 SF	101 SF
Support	0 SF	0 SF
UNITS	**4**	**2**
SEDUs	2	2
Studios	0	0
1-beds	2	0
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	0
Common	0	0



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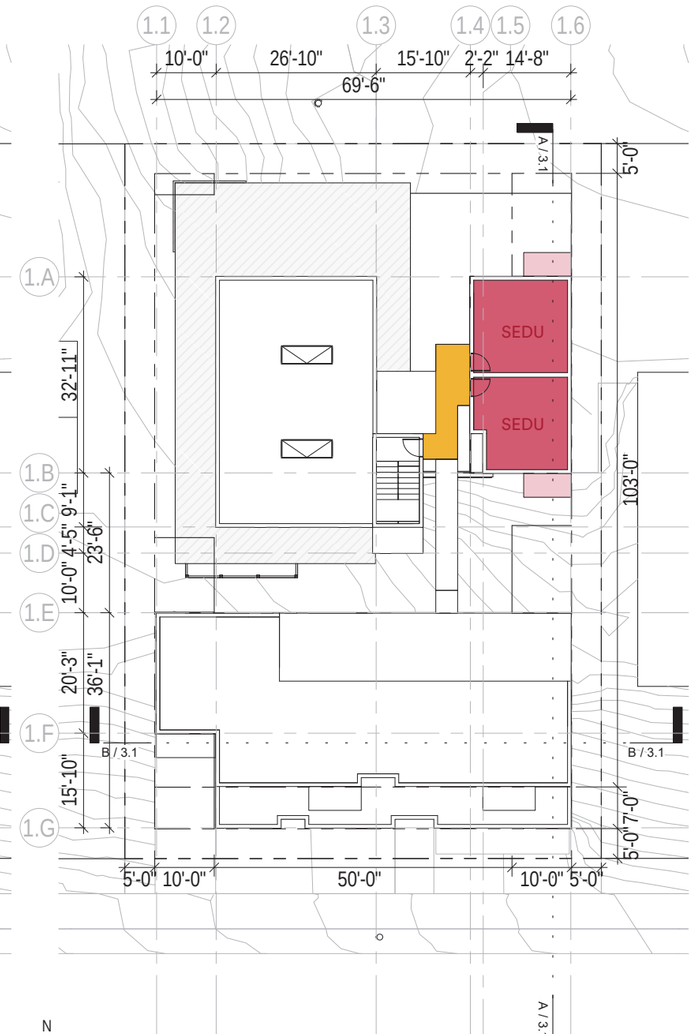
900 LEVEL: Scheme 1

8 4 2 0 8 16 32



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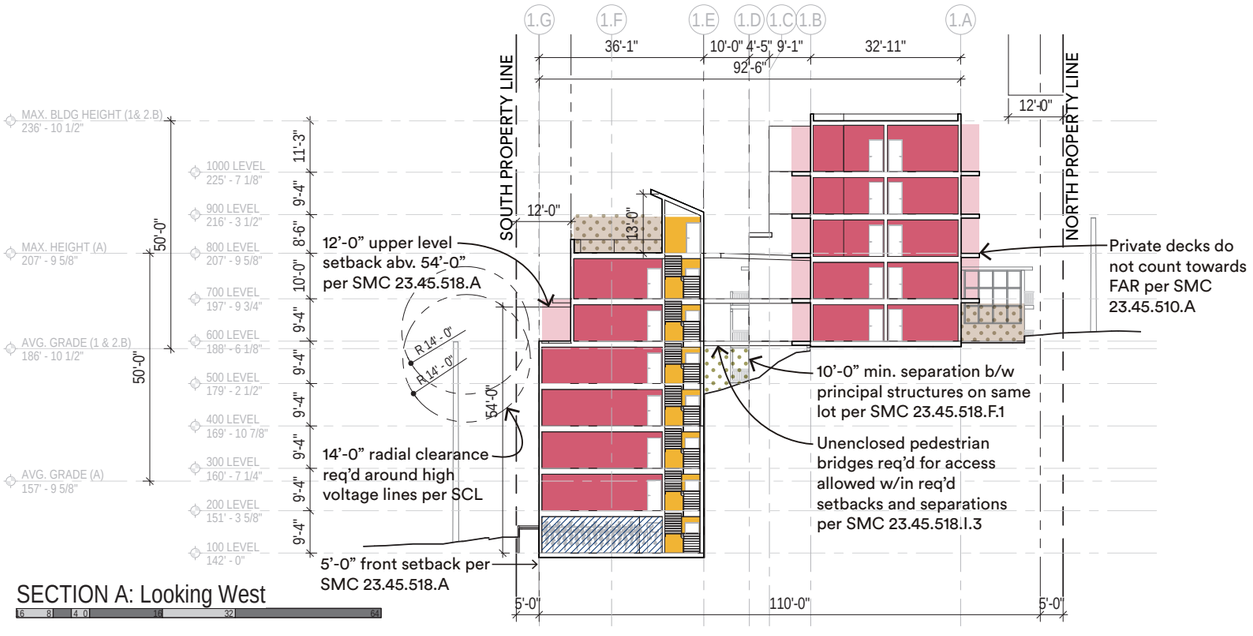
1000 LEVEL: Scheme 1

8 4 2 0 8 16 32

EXISTING BUILDING
RESIDENTIAL
CIRCULATION
SUPPORT
LANDSCAPED AMENITY
COMMON AMENITY
PRIVATE AMENITY
DEPARTURE REQUESTED



BUILDING SECTIONS

CS2.D.1. EXISTING DEVELOPMENT & ZONING

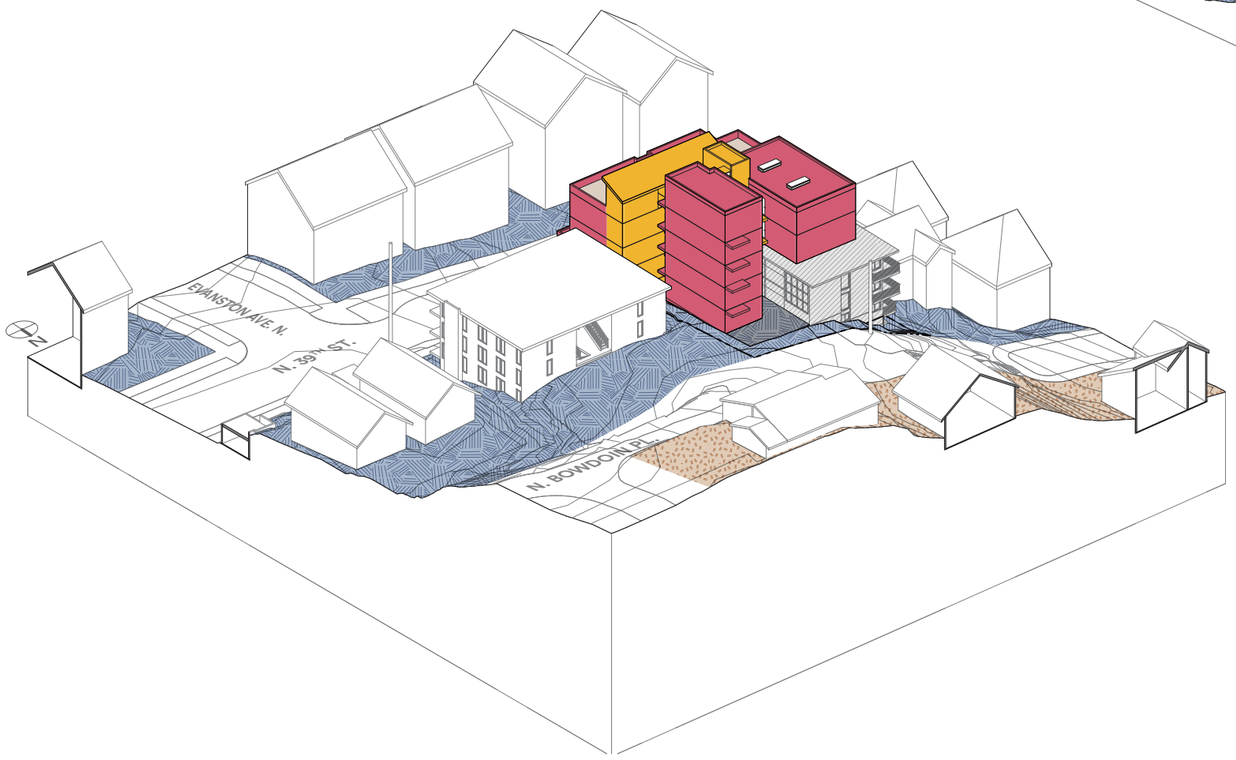
The setbacks at the southern portion of the site restrict the code-conforming scheme from siting the bulk of the massing on the urban village side. Instead, the scheme is forced to take advantage of the undeveloped parking lot to maximize FAR, which utilizes the high average grade but does not successfully fit in with the neighboring single-family residences to the north.

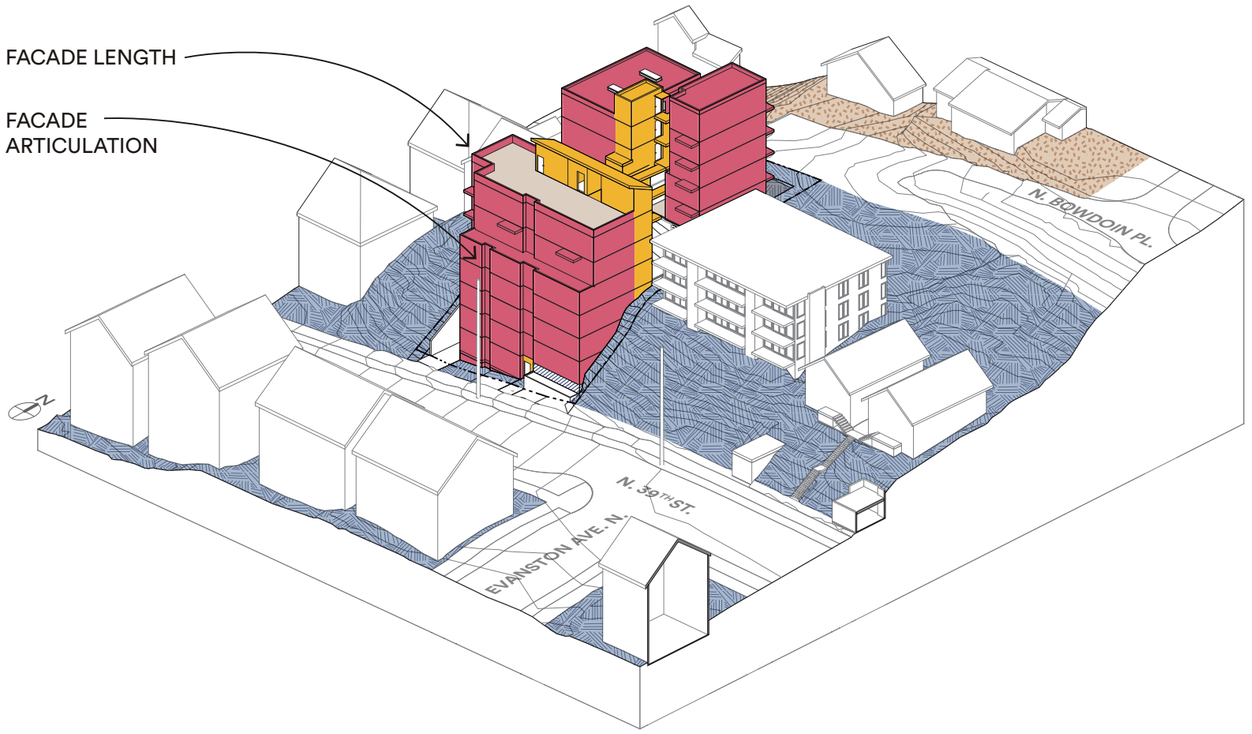
PL2.B.1. EYES ON THE STREET

The new building on the southern portion of the site introduces eyes on N. 39th St. where there were none previously. This natural surveillance is especially necessary with the location of the metro bus stop at the south-east corner of the property.

BUILDING MASSING

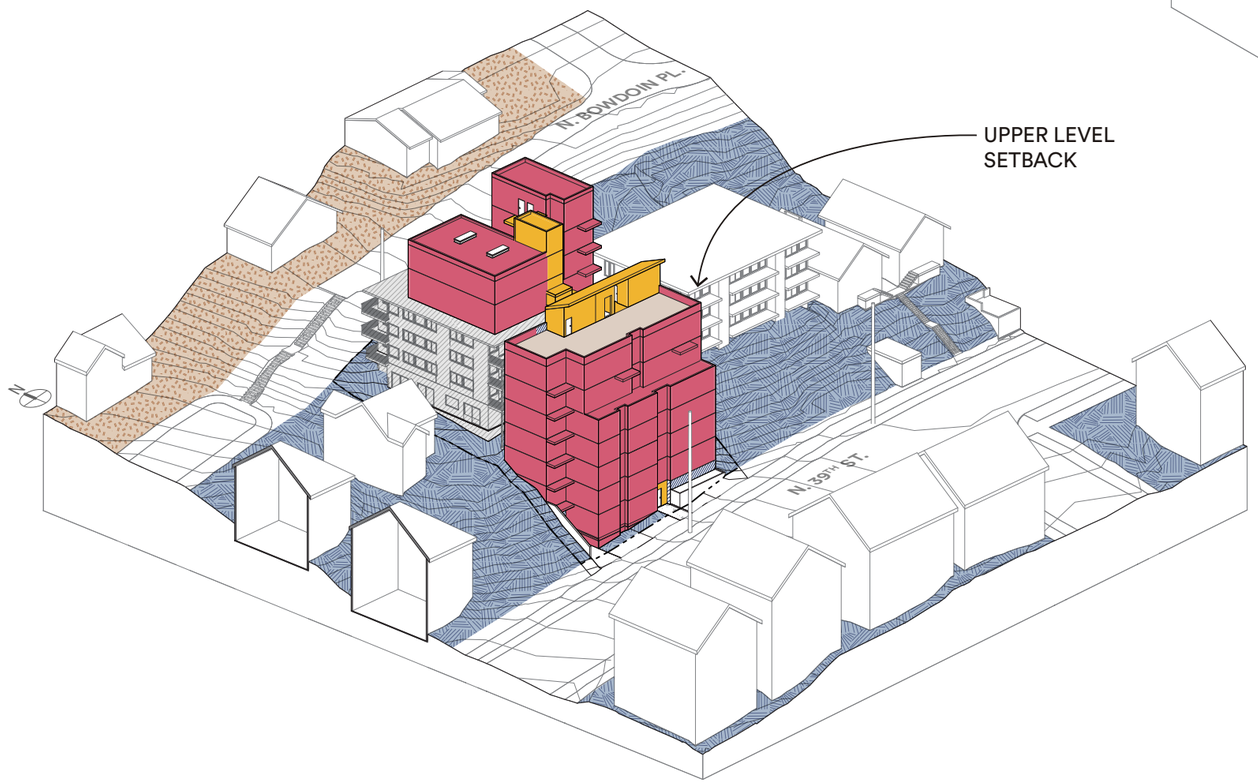
- SINGLE FAMILY ZONE
- MULTI-FAMILY ZONE
- EXISTING BUILDING
- RESIDENTIAL
- CIRCULATION
- SUPPORT
- COMMON AMENITY
- DEPARTURE REQUESTED

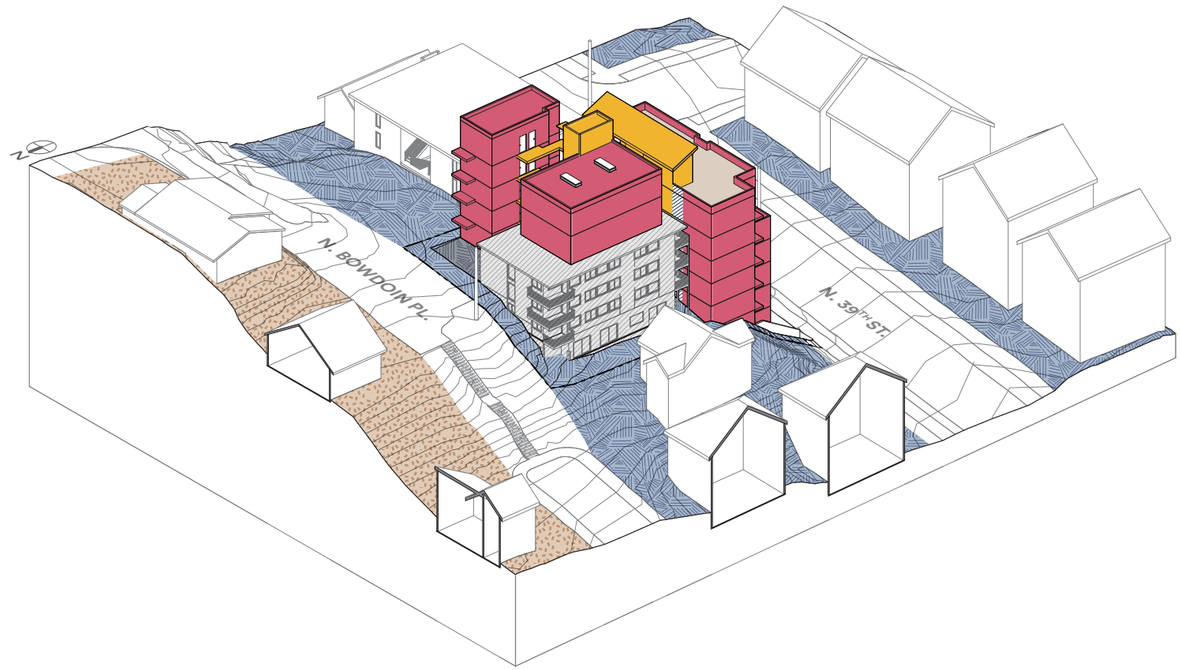




BUILDING MASSING

- SINGLE FAMILY ZONE
- MULTI-FAMILY ZONE
- EXISTING BUILDING
- RESIDENTIAL
- CIRCULATION
- SUPPORT
- COMMON AMENITY
- DEPARTURE REQUESTED





PERSPECTIVES

CS2.C.2. MID-BLOCK SITES
DC2.A.2. REDUCING PERCEIVED MASS

Conforming to all of the setback requirements and design standards results in a complex massing that is not commensurate with the scale of the building. Notches in the facade intended to conform with the façade articulation design standard (SMC 23.45.529.C.2) emphasize the scale of the building rather than reduce the perceived mass. The scheme takes advantage of the space created by the required maximum façade length setback (SMC 23.45.527.B.1) to locate the solid waste storage back from the street, however, the building edge no longer meets grade along the west side in order to provide access, thwarting the topography's natural ability to reduce the perceived mass.

CS2.D.3. ZONE TRANSITION

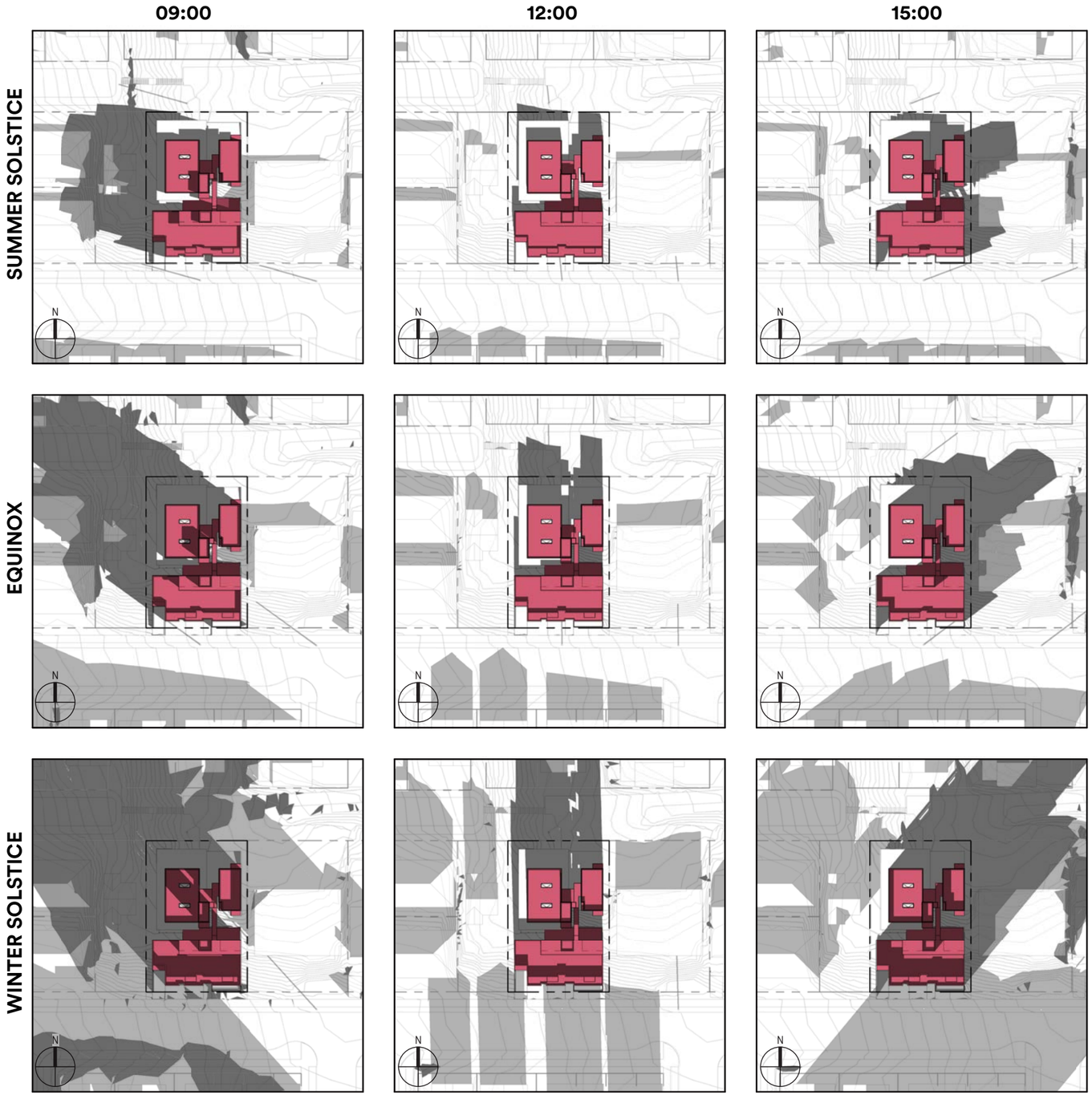
The proposed development steps with the grade but ultimately fails to find an appropriate scale adjacent to the single family neighborhood immediately to the north. The northern building is not only significantly taller than the surrounding buildings, but eliminates the existing on-site parking.

N. 39TH ST.
SOUTHWEST CORNER OF PROJECT SITE

EXISTING BUILDING
RESIDENTIAL
CIRCULATION
SUPPORT

N. BOWDOIN PL.
NORTHEAST CORNER OF PROJECT SITE

N. 39TH ST.
SOUTHEAST CORNER OF PROJECT SITE



SHADOW STUDIES

CS2.D.3. ZONE TRANSITION

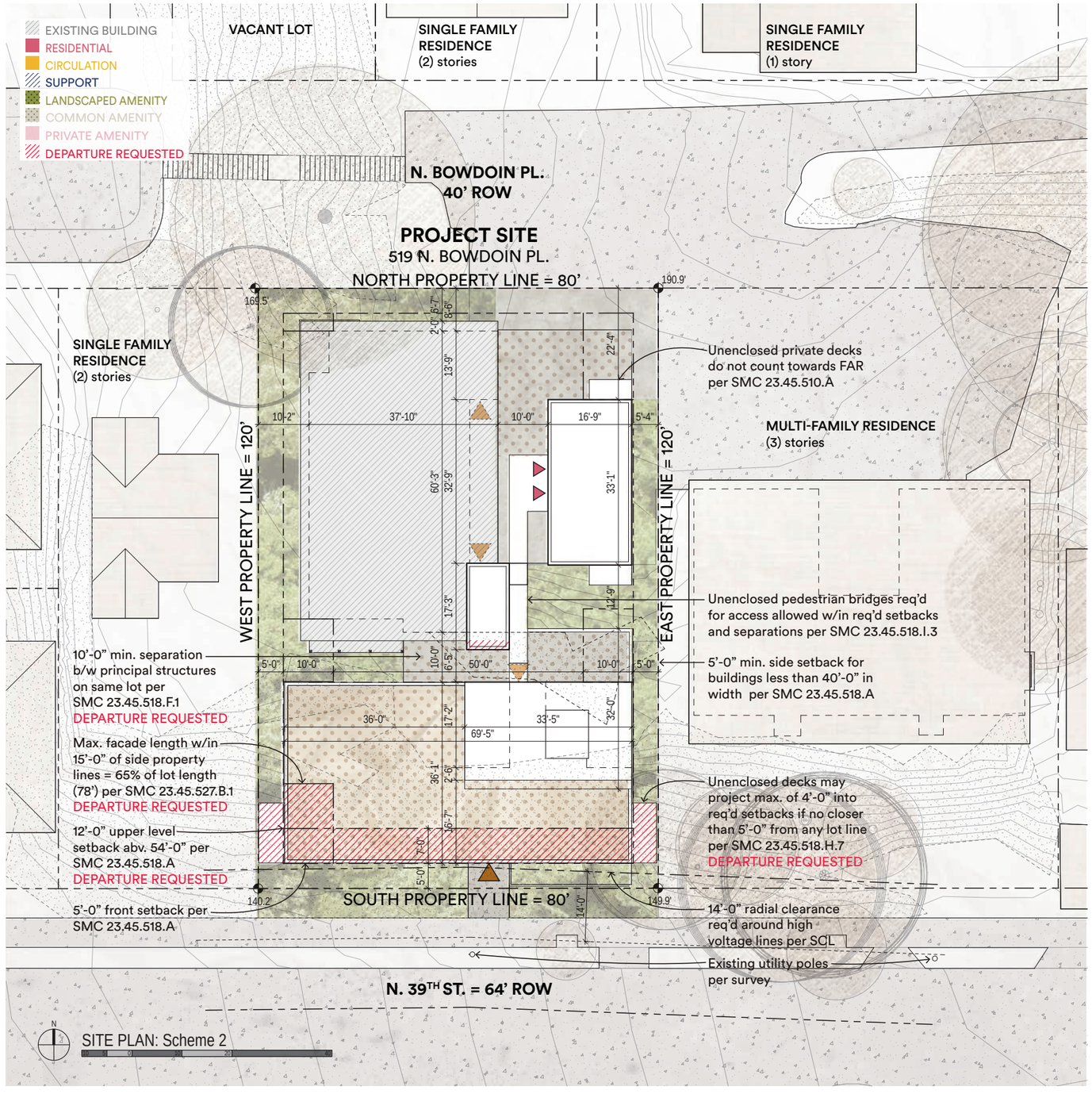
The new development at the northern portion of the site has a significant impact on the adjacent residential properties. This is most evident in the shadow studies of the equinox and winter solstice.

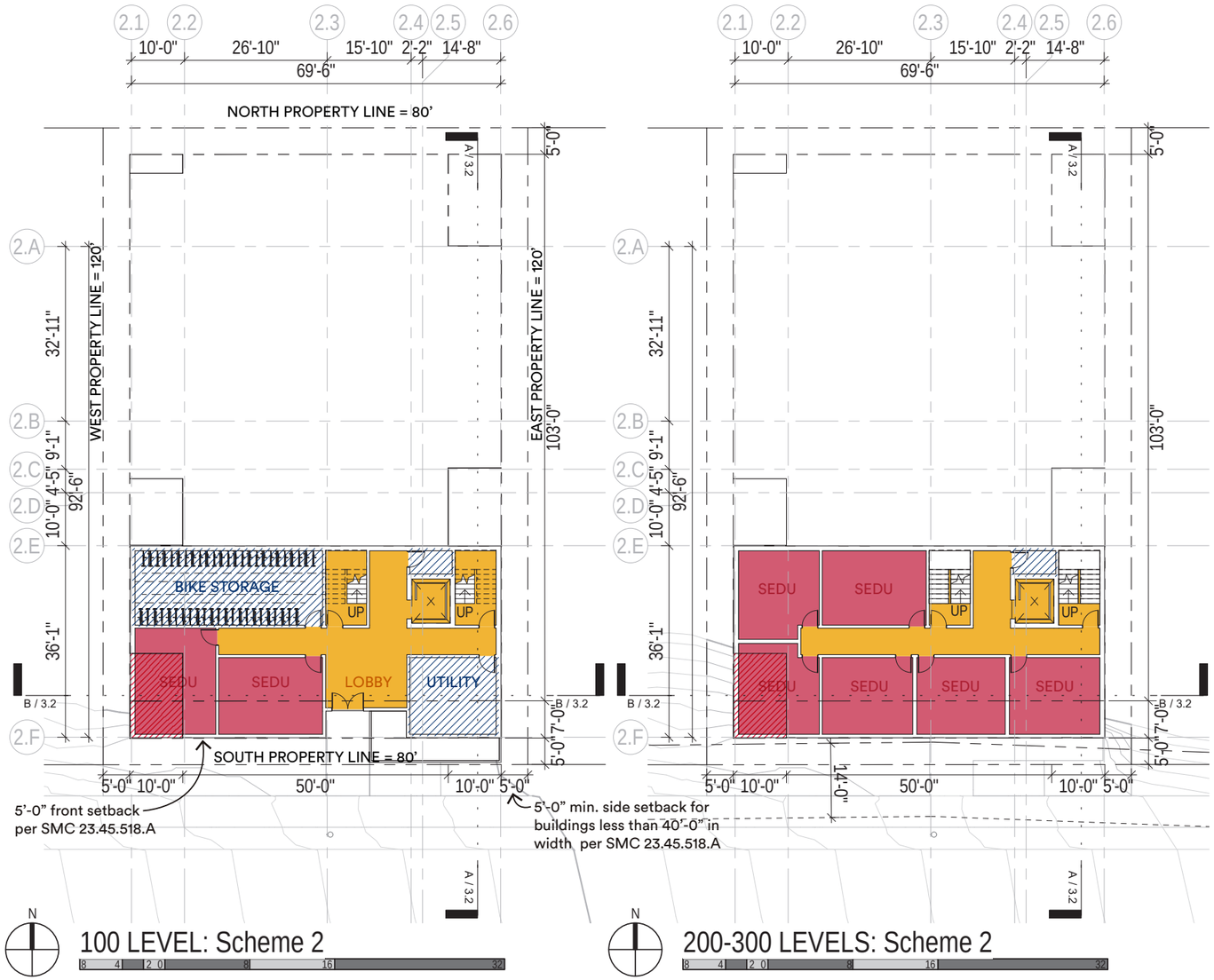
SITE PLAN

GROSS BUILDING AREA	**21,199 SF**
FAR	**2.3**
UNITS	**47**
SEDUs	47
Studios	0
1-beds	0
2-Beds	0
PARKING	
Vehicle	0
Bicycle	47
AMENITY	
Landscape	0 SF
Common	2,995 SF

The main objective of Scheme 2 is to minimize alterations to the existing building and move more building mass towards the low end of the site. Scheme 2 proposes two new, stand-alone buildings; one to replace the existing parking lot and another within the steep slope at the south half of the property. Similar to Scheme 1, Scheme 2 uses unenclosed pedestrian bridges to connect all three buildings on site.

The scheme takes advantage of the various grade levels to intersperse common amenity throughout the site. The amenity facing N. Bowdoin Pl. takes on a back-patio character. An intimate courtyard between the buildings is introduced and a roof deck capitalizes on the southern exposure and grand mountain and city views.





FLOOR PLANS

	100-LEVEL	200 & 300 LEVELS
GROSS AREA / FLOOR	**2,448 SF**	**2,524 SF**
Residential	654 SF	1,697 SF
Circulation	968 SF	778 SF
Exterior Circulation	0 SF	0 SF
Support	826 SF	49 SF
UNITS	**2**	**6**
SEDUs	2	6
Studios	0	0
1-beds	0	0
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	47	0
AMENITY		
Landscape	0	0
Common	0	0

CS2.C.2. MID-BLOCK SITES

Scheme 2 requests a departure from the maximum façade length to hold the southwest corner of the building and establish a strong street wall. This additional area, along with re-locating the solid waste storage, allows for a more welcoming lobby that increases visibility and security.

CS1.B.1. SUN & WIND
DC1.C.4. SERVICES USES

The ground level of the new, southern building orients the support and circulation spaces along the north and eastern façade in order to maximize daylight at the residential use and increase the opportunity for interaction between private and public realm.

Circulation is consolidated at the north-eastern corner of the site in order to efficiently tie into the existing circulation at the upper levels. This configuration allows for a double-loaded corridor, with the majority of the units still facing south.

CS2.D.2. EXISTING SITE FEATURES

The new 400 level is at the same elevation as the 100-level of the existing building. The plans indicate an addition of (3) units in another phase of construction; all units are accessed directly from the exterior. Scheme 2 introduces an intimate courtyard between the buildings.

Exterior decks are introduced as secondary design elements at the south-west and south-eastern corners of the upper levels. Scheme 2 requests a departure to allow the decks to occupy the side setback at locations that face undeveloped steep slope (SMC 23.45.518.H.7).

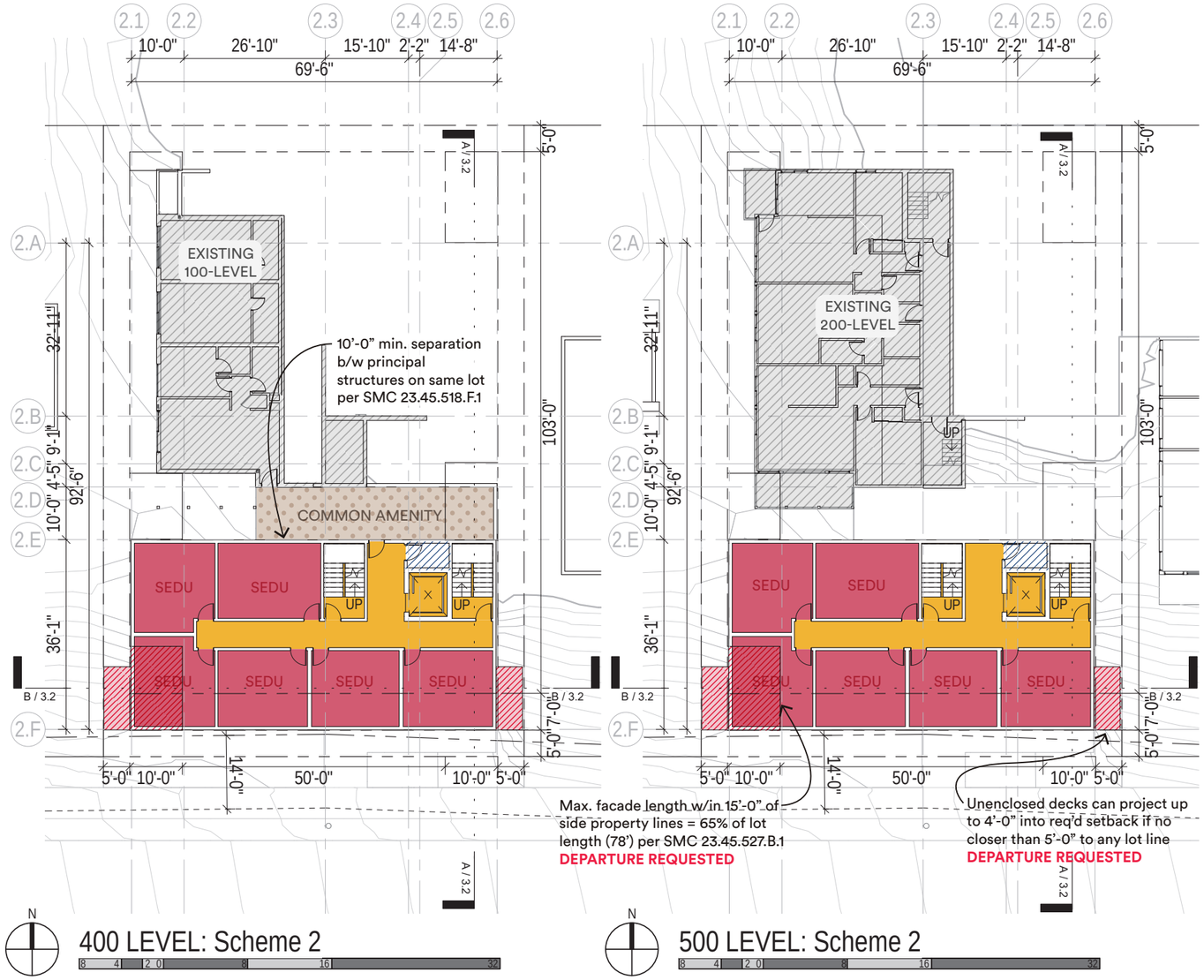
FLOOR PLANS

	400-LEVEL	500-LEVEL
GROSS AREA / FLOOR	**2,508 SF**	**2,508 SF**
Residential	1,687 SF	1,687 SF
Circulation	772 SF	772 SF
Exterior Circulation	0 SF	0 SF
Support	49 SF	49 SF
UNITS	**6**	**6**
SEDUs	6	6
Studios	0	0
1-beds	0	0
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	0
Common	455 SF	0

CS2.D.2. EXISTING SITE FEATURES

The new 400 level is at the same elevation as the 100-level of the existing building. The plans indicate an addition of (3) units in another phase of construction; all units are accessed directly from the exterior. Scheme 2 introduces an intimate courtyard between the buildings.

Exterior decks are introduced as secondary design elements at the south-west and south-eastern corners of the upper levels. Scheme 2 requests a departure to allow the decks to occupy the side setback at locations that face undeveloped steep slope (SMC 23.45.518.H.7).



FLOOR PLANS

	600-LEVEL	700-LEVEL
GROSS AREA / FLOOR	**3,062 SF**	**3,091 SF**
Residential	2,241 SF	2,241 SF
Circulation	772 SF	802 SF
Exterior Circulation	86 SF	213 SF
Support	49 SF	49 SF
UNITS	**7**	**8**
SEDUs	7	8
Studios	0	0
1-beds	0	0
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	0
Common	703 SF	0

The new 600 level is at the grade of the existing parking lot. Scheme 2 proposes to replace the parking lot with a new, 5-story structure with two units per floor. The solid waste storage has been re-located to the north for pick up from N. Bowdoin Pl., providing blank walls as a back drop to the common amenity space.

CS3.A.1. FITTING OLD & NEW TOGETHER

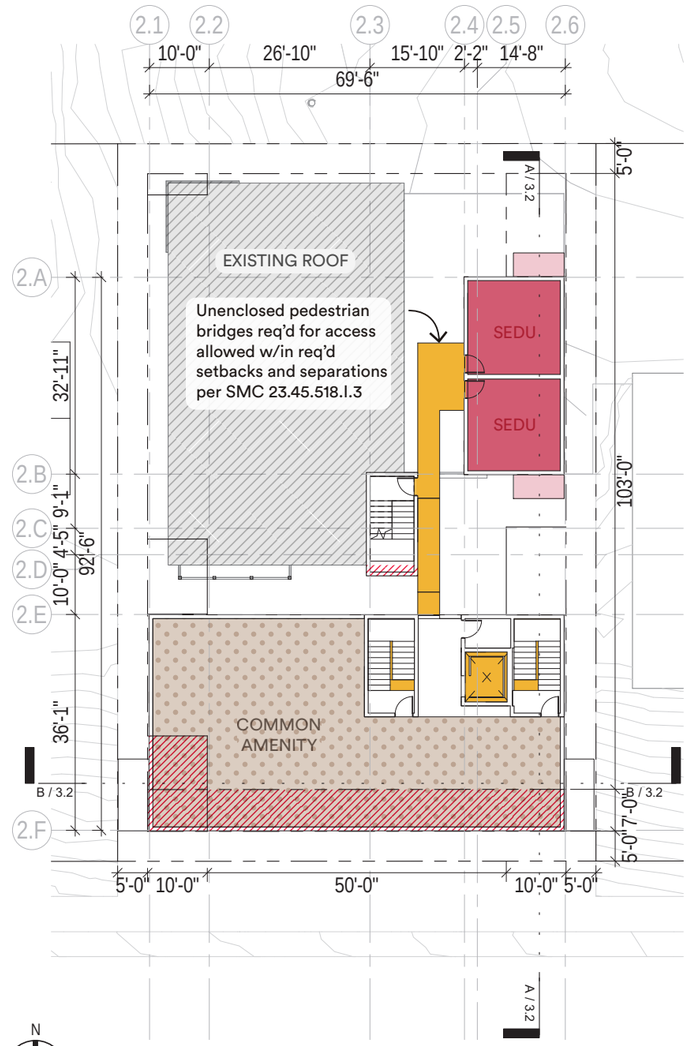
Similar to Scheme 1, Scheme 2 ties into the existing circulation, connecting all three buildings via unenclosed pedestrian bridges. The existing south stair is extended to serve the new levels. To avoid alterations above the existing building, the scheme proposes to depart the 10'-0" building separation (SMC 23.45.518.F.1) to accommodate the horizontal run required. The stair at the new building is located directly across from the existing stair to minimize the impact of building closer than the required 10'-0". The building holds tight to the 10'-0" building separation, locating new units in close proximity to the existing southwestern facing units, potentially compromising privacy.

The 12'-0" upper level setback (SMC 23.45.518.A.2) affects the upper two levels of the southern building. Scheme 2 proposes to depart the setback in order to move area to the southern portion of the site and avoid an addition to the existing building.

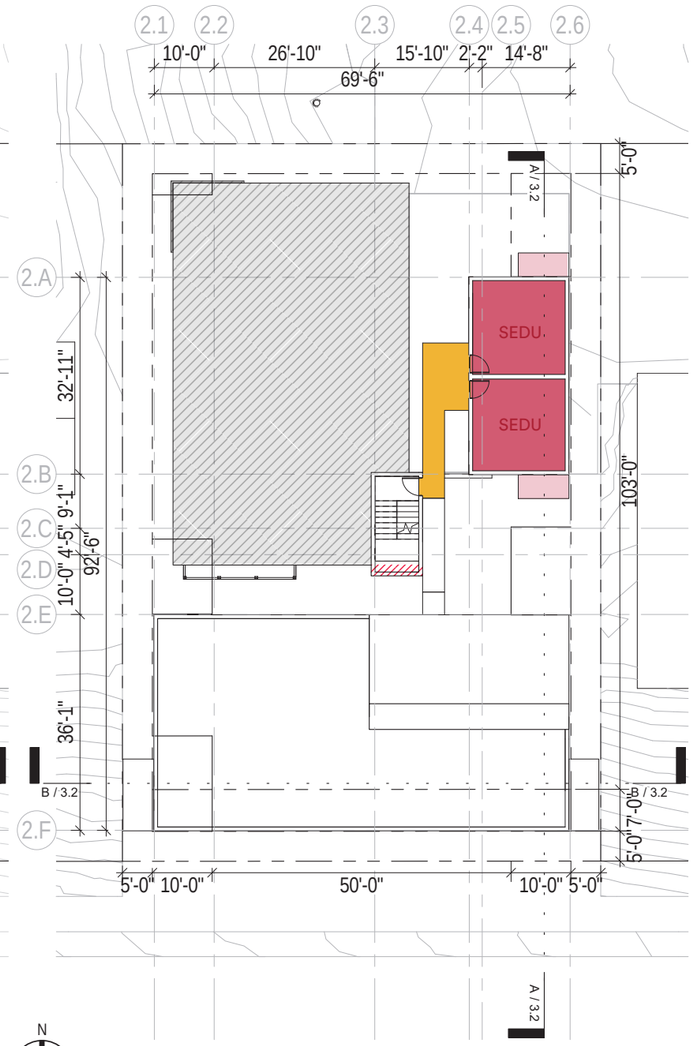
FLOOR PLANS

	800-LEVEL	900 & 1,000 LEVELS
GROSS AREA / FLOOR	**1,135 SF**	**703 SF**
Residential	554 SF	554 SF
Circulation	581 SF	149 SF
Exterior Circulation	350 SF	141 SF
Support	0 SF	0 SF
UNITS	**2**	**2**
SEDUs	2	2V
Studios	0	0
1-beds	0	0
2-beds	0	0
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	0
Common	1,837 SF	0

The upper levels of the new, northern building are able to take advantage of Olympic Mountain views over the existing building. The efficient circulation core at the north-east corner of the southern building orients the 800 level roof decks towards the western views and southern sun.

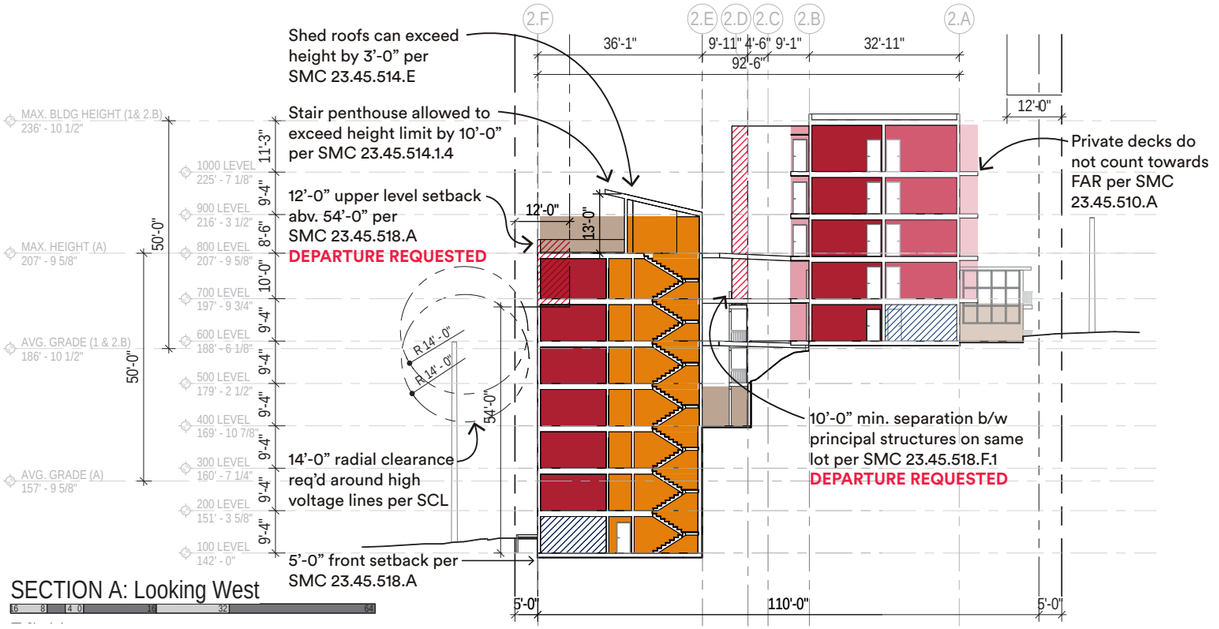


800 LEVEL: Scheme 2

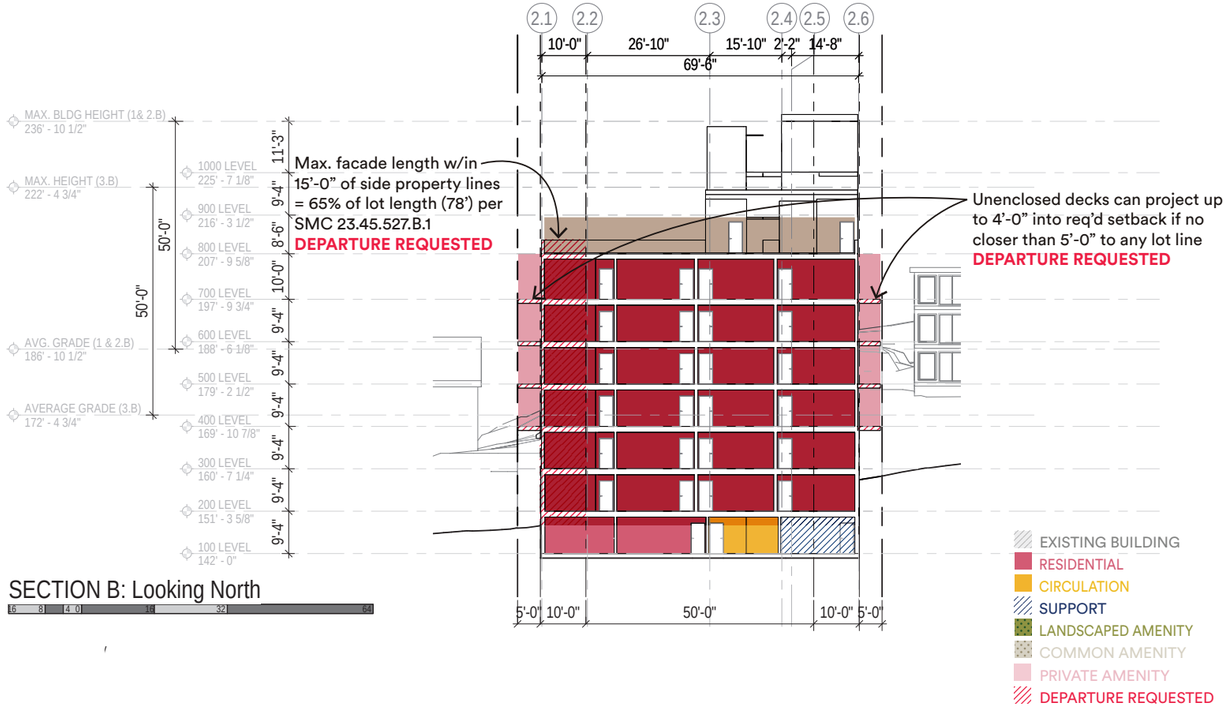


900-1000 LEVELS: Scheme 2

EXISTING BUILDING
RESIDENTIAL
CIRCULATION
SUPPORT
LANDSCAPED AMENITY
COMMON AMENITY
PRIVATE AMENITY
DEPARTURE REQUESTED



SECTION A: Looking West



SECTION B: Looking North

BUILDING SECTIONS

CS2.D.3. ZONE TRANSITIONS

Scheme 2 requests departures to setbacks that allow for more massing to be located towards the lower portion of the site, however, the departures do not provide enough FAR to eliminate the northern building.

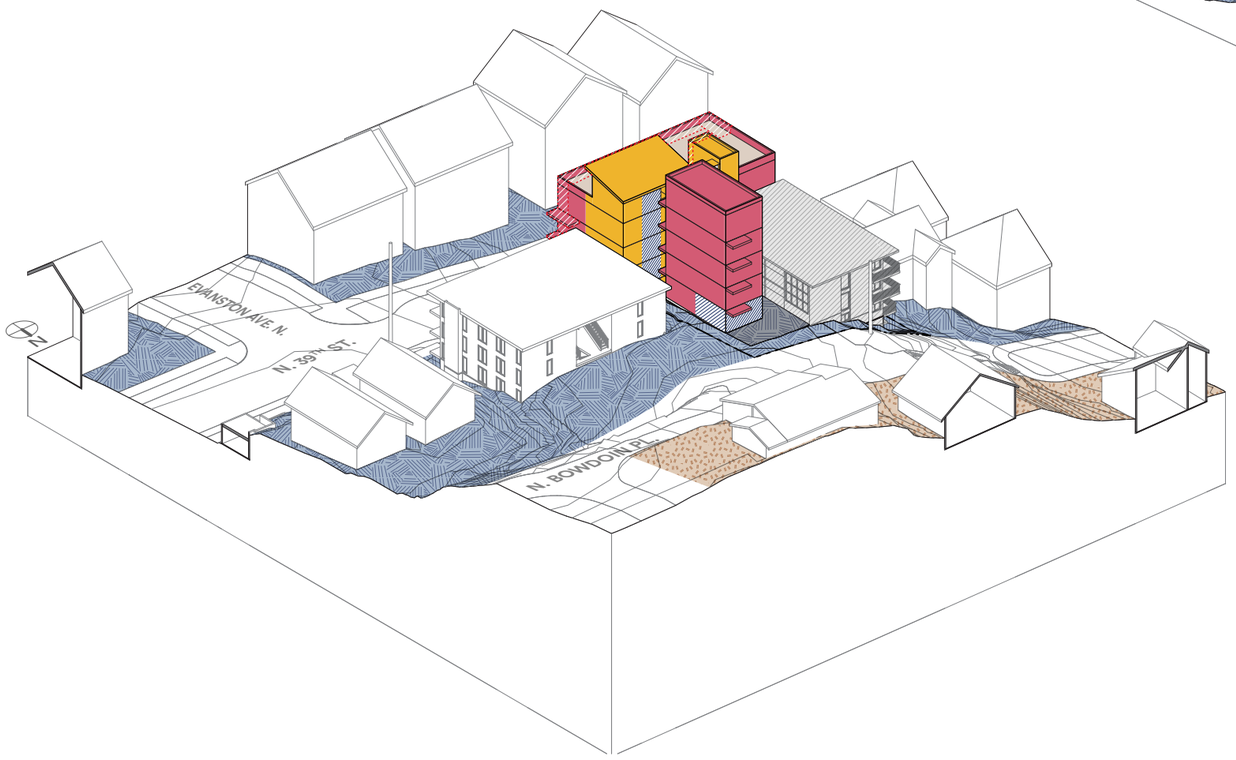
While locating the solid waste storage at N. Bowdoin Pl. allows for a more generous lobby, it locates unoccupied space adjacent to the street and increases vehicular traffic through the single family neighborhood to the north.

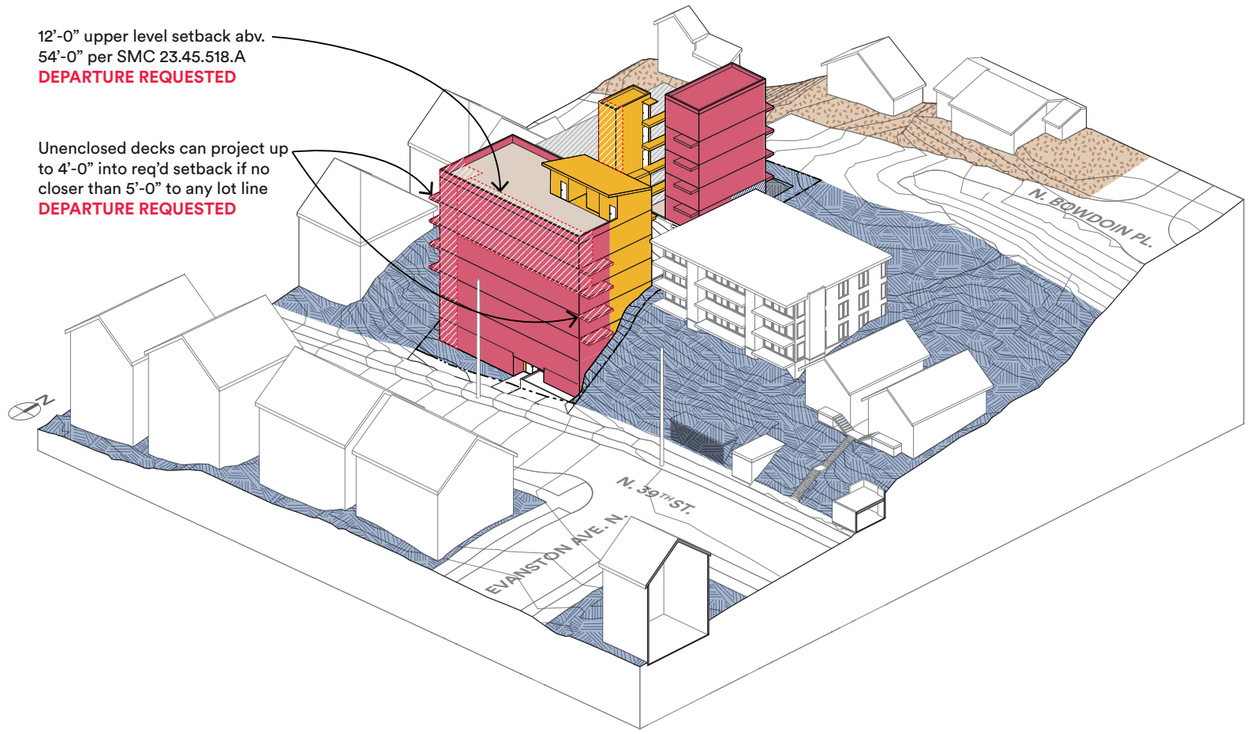
PL2.B.1. EYES ON THE STREET

The new building on the southern portion of the site introduces eyes on N. 39th St. where there were none previously. This natural surveillance is especially necessary with the location of the metro bus stop at the south-east corner of the property.

BUILDING MASSING

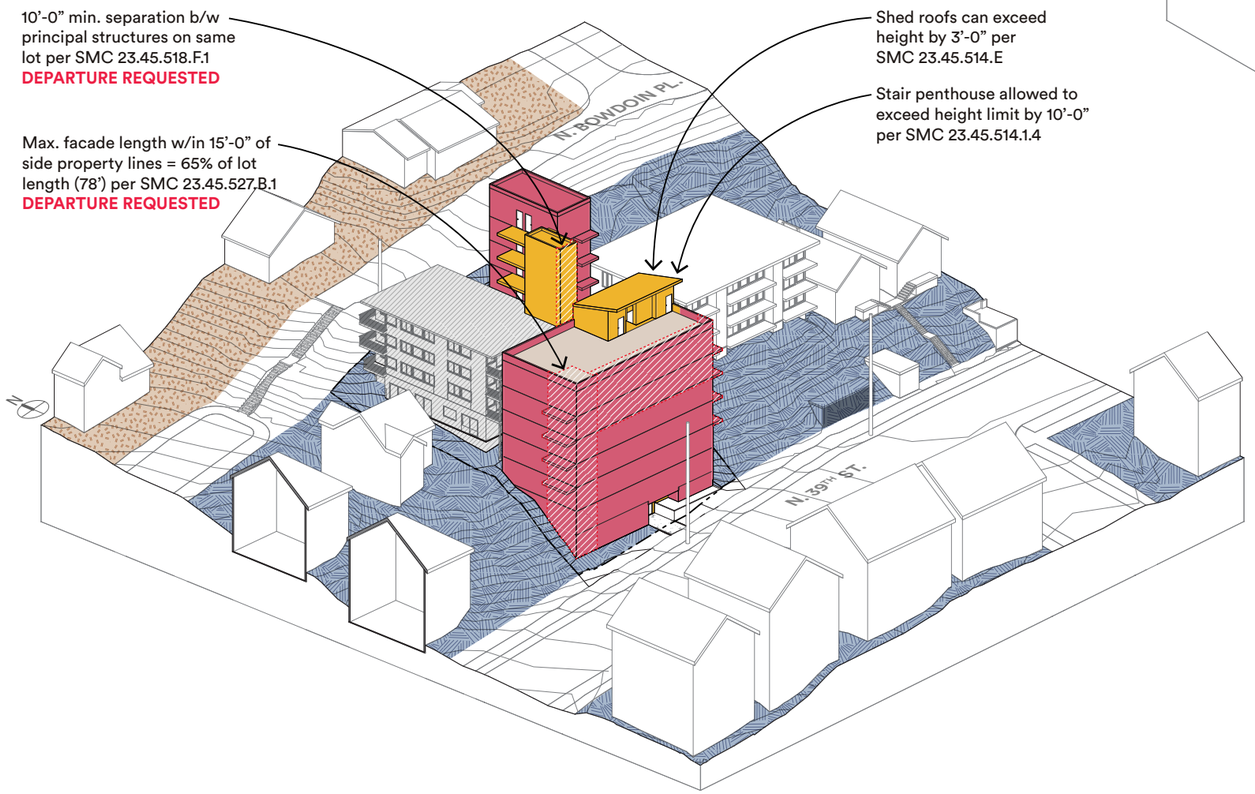
- SINGLE FAMILY ZONE
- MULTI-FAMILY ZONE
- EXISTING BUILDING
- RESIDENTIAL
- CIRCULATION
- SUPPORT
- COMMON AMENITY
- DEPARTURE REQUESTED

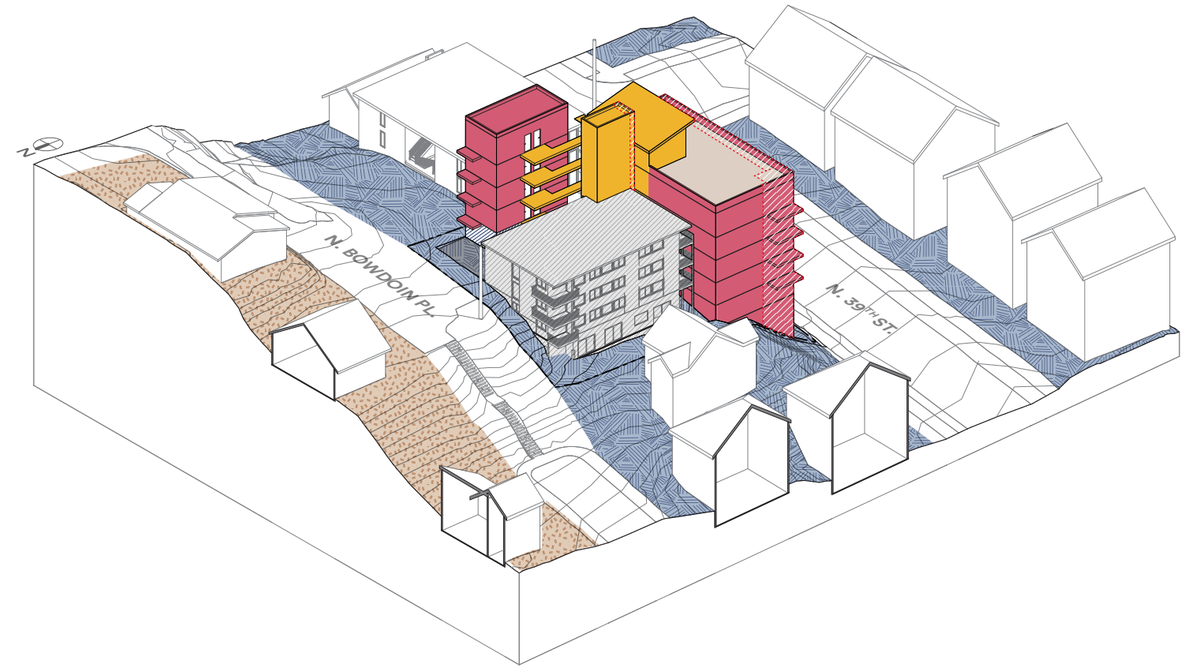




BUILDING MASSING

SINGLE FAMILY ZONE
MULTI-FAMILY ZONE
EXISTING BUILDING
RESIDENTIAL
CIRCULATION
SUPPORT
COMMON AMENITY
DEPARTURE REQUESTED





PERSPECTIVES

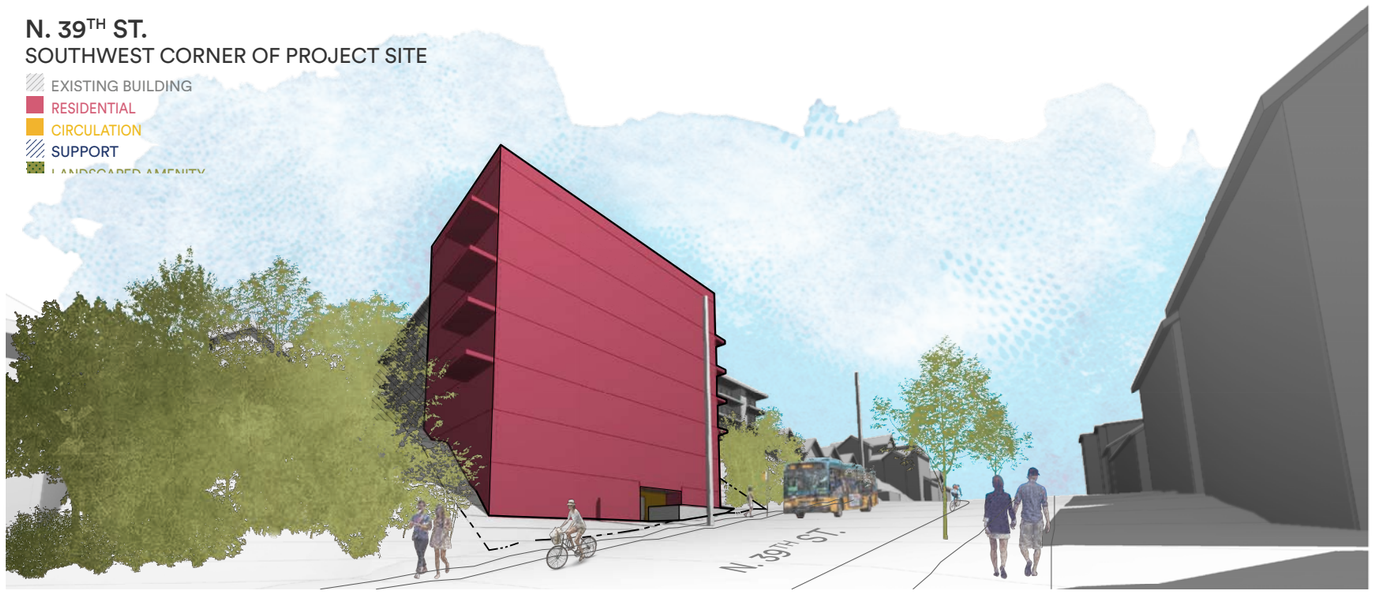
CS2.C.2. MID-BLOCK SITES
DC2.A.2. REDUCING PERCEIVED MASS

Scheme 2 proposes to depart the façade articulation standard (SMC 23.45.529.C.2) in order to establish a strong street edge at the north side of N. 39th St. The filled in corner as a result of departing the maximum façade length (SMC 23.45.527.B.1) allows the topography to meet the building edge along the west façade, naturally mitigating the perceived height. While the decks provide visual interest, the completely un-modulated southern façade is harsh.

CS2.D.3. ZONE TRANSITION

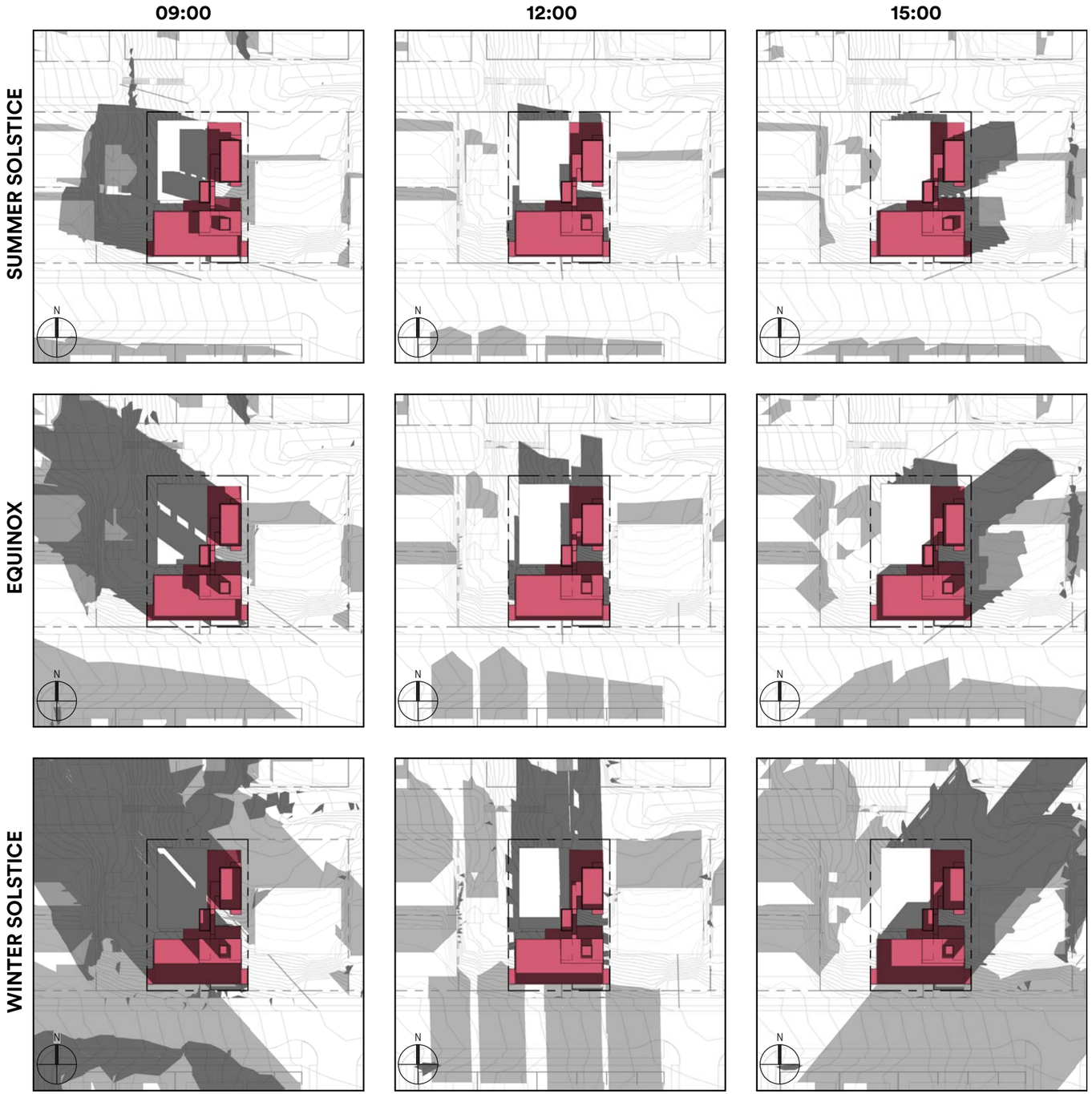
The proposed development moves more mass to the urban village side of the lot but ultimately fails to find a balance between a respectful scale at the zone transition and appropriate articulation at N. 39th St. The northern building is significantly taller than the surrounding buildings and eliminates the existing on-site parking while the street wall at the urban village is stark compared to its undeveloped surroundings.

N. 39TH ST.
SOUTHWEST CORNER OF PROJECT SITE



N. BOWDOIN PL.
NORTHEAST CORNER OF PROJECT SITE

N. 39TH ST.
SOUTHEAST CORNER OF PROJECT SITE



SHADOW STUDIES

CS2.D.3. ZONE TRANSITION

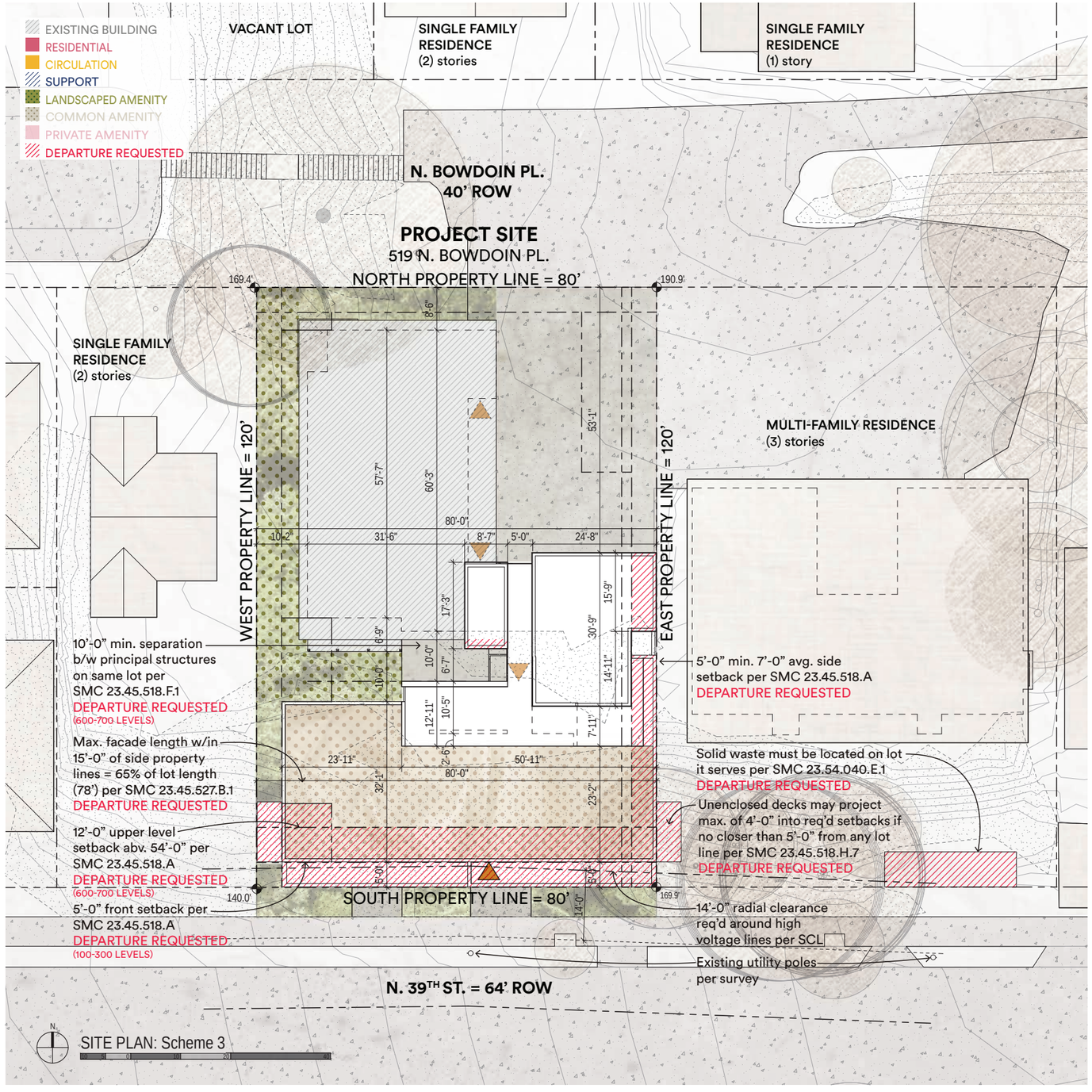
Although Scheme 2 eliminates the addition to the existing building, the new development at the northern portion of the site still has a significant impact on the adjacent residential properties. This is most evident in the shadow studies of the equinox and winter solstice.

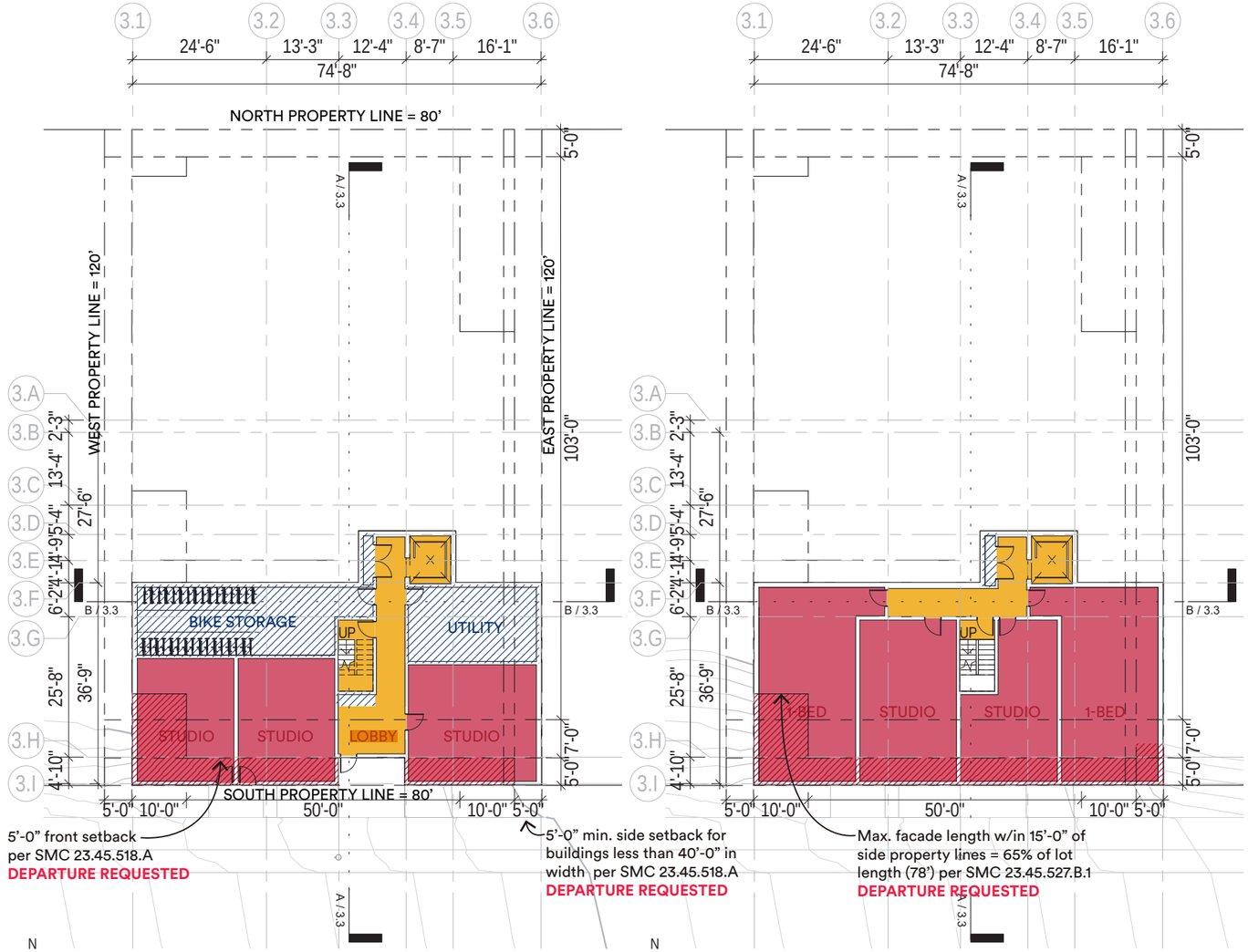
SITE PLAN

GROSS BUILDING AREA	**21,231 SF**
FAR	**2.3**
UNITS	**30**
SEDUs	0
Studios	17
1-beds	9
2-Beds	4
PARKING	
Vehicle	0
Bicycle	30
AMENITY	
Landscape	838 SF
Common	2,465 SF

Scheme 3, the project team's preferred scheme, moves the bulk of the new development to the urban village side of the site in order to preserve the existing building and parking lot, and to respect the zoning transition at the top of the hill. The proposed development extends to the southern and eastern lot lines, and connects to the existing building at the southern stair. Reallocating the massing toward the southern portion of the site takes advantage of the existing site features to mitigate the scale, and provides relief from the new structure at the southwestern units of the existing building.

To further mitigate the impact on the neighboring single-family residences and increase access from N. 39th St., Scheme 3 proposes to relocate the solid waste storage in an accessory structure on the adjacent property to the east, 525 N. Bowdoin Pl., also owned by Cliffside LLC. The structure is sited within the small area on a flat section of N. 39th St. — not included in the environmentally critical (ECA) steep slope — which promotes safe pick-up conditions.





FLOOR PLANS

	100-LEVEL	200-LEVEL
GROSS AREA / FLOOR	**2,882 SF**	**2,943 SF**
Residential	1,429 SF	2,503 SF
Circulation	510 SF	409 SF
Exterior Circulation	0 SF	0 SF
Support	943 SF	31 SF
UNITS	**3**	**4**
SEDUs	0	0
Studios	3	2
1-beds	0	1
2-beds	0	1
PARKING		
Vehicle	0	0
Bicycle	30	0
AMENITY		
Landscape	0	0
Common	0	0

CS2.D.2. EXISTING SITE FEATURES

In order to move the massing toward the southern portion of the site and maintain appropriate articulation at N. 39th St., Scheme 3 requests to depart the front setback (SMC 23.45.518.A.1) at the lower levels. The preferred scheme takes a unique approach to circulation and uses the dramatic grade change to divide the building horizontally, which significantly reduces the required circulation area. As a result, the residential units are larger and can accommodate a wider variety of unit types.

In addition to less circulation area, relocating solid waste storage to the neighboring property and additional utility areas at the upper levels, allows the ground-level residential-use to span the entire street frontage, thereby increasing natural surveillance and opportunities for human interaction.

FLOOR PLANS

	300-LEVEL	400-LEVEL
GROSS AREA / FLOOR	**2,757 SF**	**2,465 SF**
Residential	2,317 SF	2,364 SF
Circulation	409 SF	83 SF
Exterior Circulation	0 SF	313 SF
Support	31 SF	533 SF
UNITS	**4**	**4**
SEDUs	0	0
Studios	2	2
1-beds	2	1
2-beds	0	1
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	838 SF
Common	0	528 SF

In response to the sloping high voltage clearances, the western two units step back at the 300 level. The setback results in massing articulation that steps with the grade of N. 39th St.

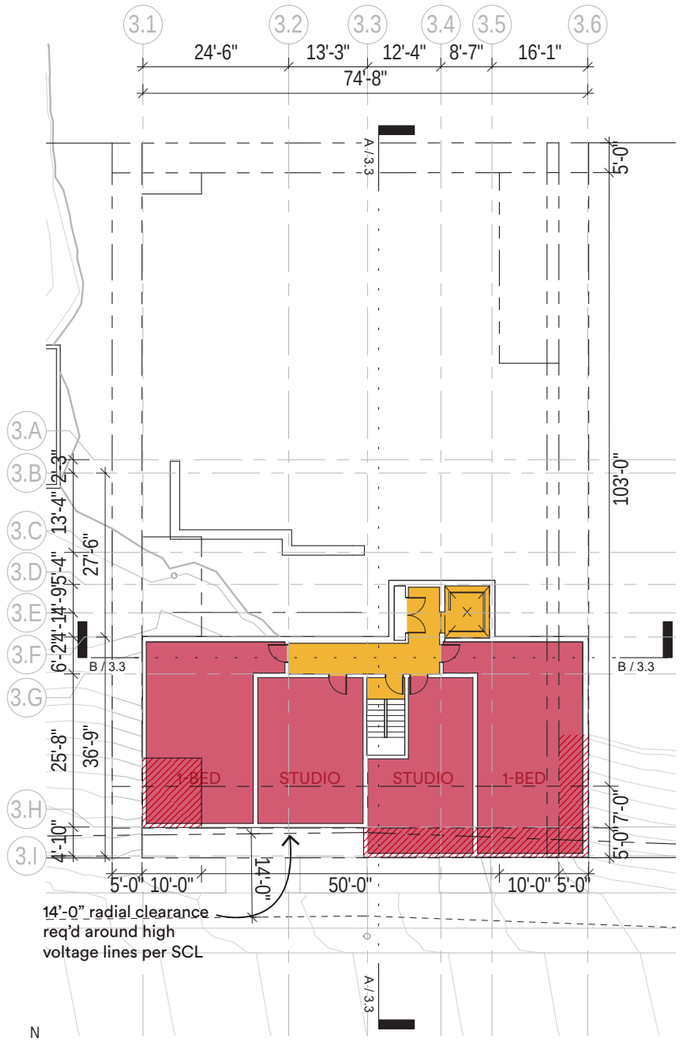
The new 400 level is at the same elevation as the 100 level of the existing building. The plans indicate an addition of (3) units in another phase of construction; all units are accessed directly from the exterior.

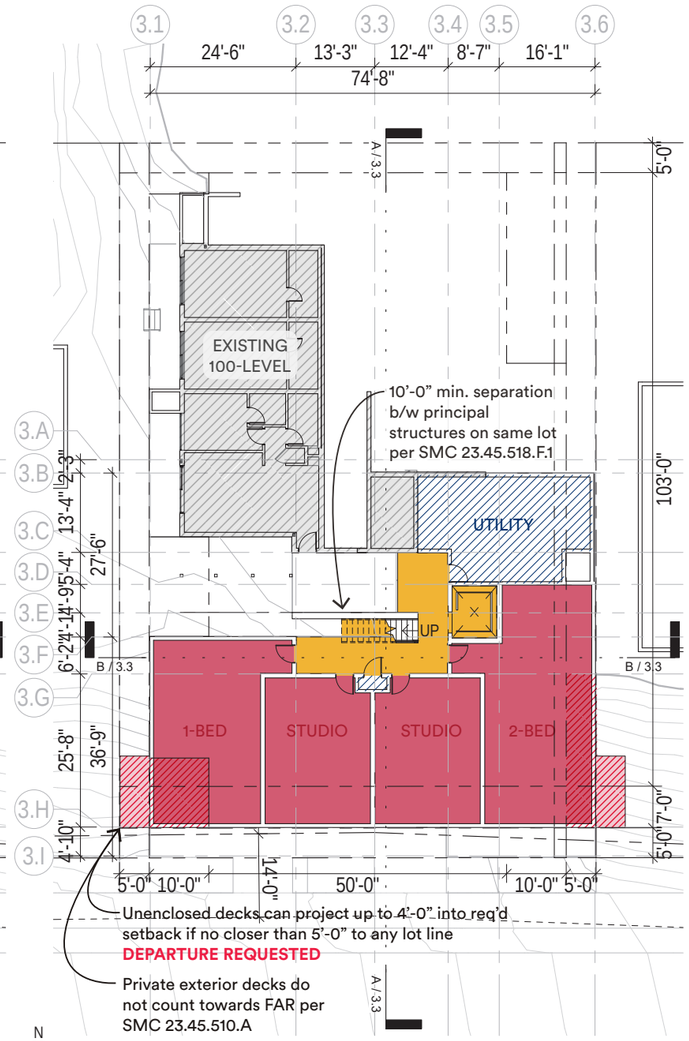
CS2.D.2. EXISTING SITE FEATURES

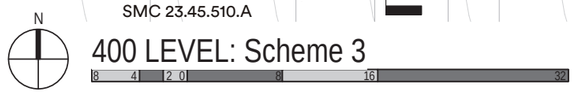
Scheme 3 proposes to connect the new development to the existing building, demolishing the unused laundry rooms to tie into the existing circulation. The scheme locates utility at the buried portion of the site in order to maximize the residential area facing south.

CS3.A.1. FITTING OLD & NEW TOGETHER

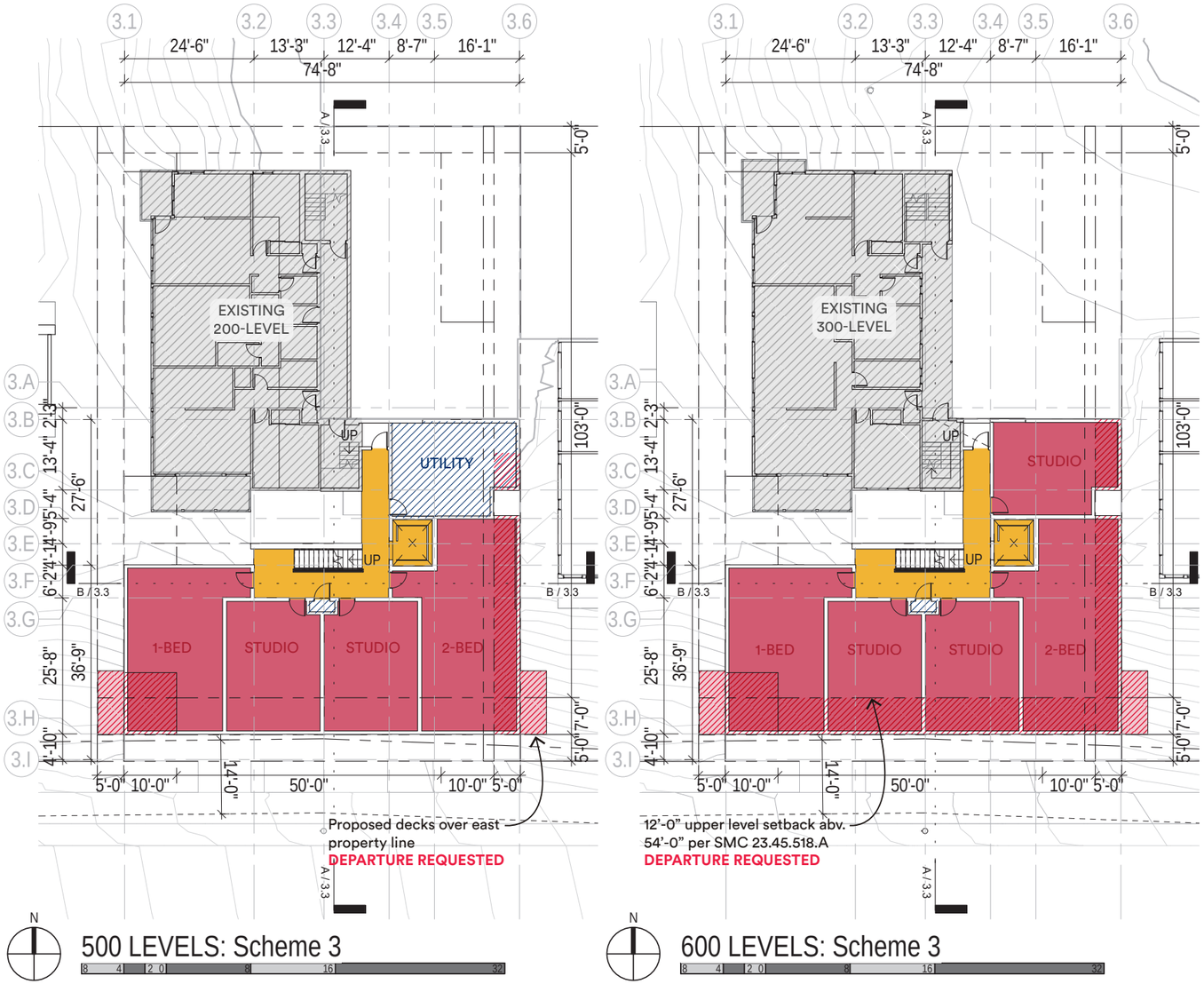
The 400 level is at the ground level of the upper building, and transitions to an exterior circulation system inspired by the existing mid-century design language. The individual unit entries at the 400 level tie in with the exterior access to the units at the existing building. The long side of the stair is solid in order to provide privacy at the existing bedroom, and the north-west corner of the new building steps back from the existing south-west deck.







EXISTING BUILDING
RESIDENTIAL
CIRCULATION
SUPPORT
LANDSCAPED AMENITY
COMMON AMENITY
PRIVATE AMENITY
DEPARTURE REQUESTED



FLOOR PLANS

	500-LEVEL	600-LEVEL
GROSS AREA / FLOOR	**2,938 SF**	**2,938 SF**
Residential	2,364 SF	2,805 SF
Circulation	117 SF	117 SF
Exterior Circulation	351 SF	351 SF
Support	457 SF	16 SF
UNITS	**4**	**5**
SEDUs	0	0
Studios	2	3
1-beds	1	1
2-beds	1	1
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	0
Common	0	0

Connecting to the existing building's circulation system maximizes residential area. Scheme 3 incorporates a variety of unit types, including several two-bedroom units to encourage tenant diversity and inclusivity.

The preferred scheme requests to depart the side setback at the east property line (SMC 23.45.518.A.1) to keep the massing within the campus of Cliffside LLC-owned multi-family buildings. The party walls at the property line maintain privacy at the neighboring multi-family building, and present opportunities for an interesting façade treatment.

The new development and eastern neighbor frame the open space to the south of the adjacent property. Scheme 3 proposes to depart setback requirements for decks (SMC 23.45.518.H.7) to provide private amenity facing the undeveloped open space at the bottom of the hill on the west and east sides of the property. The secondary design elements draw upon design language established by the existing buildings.

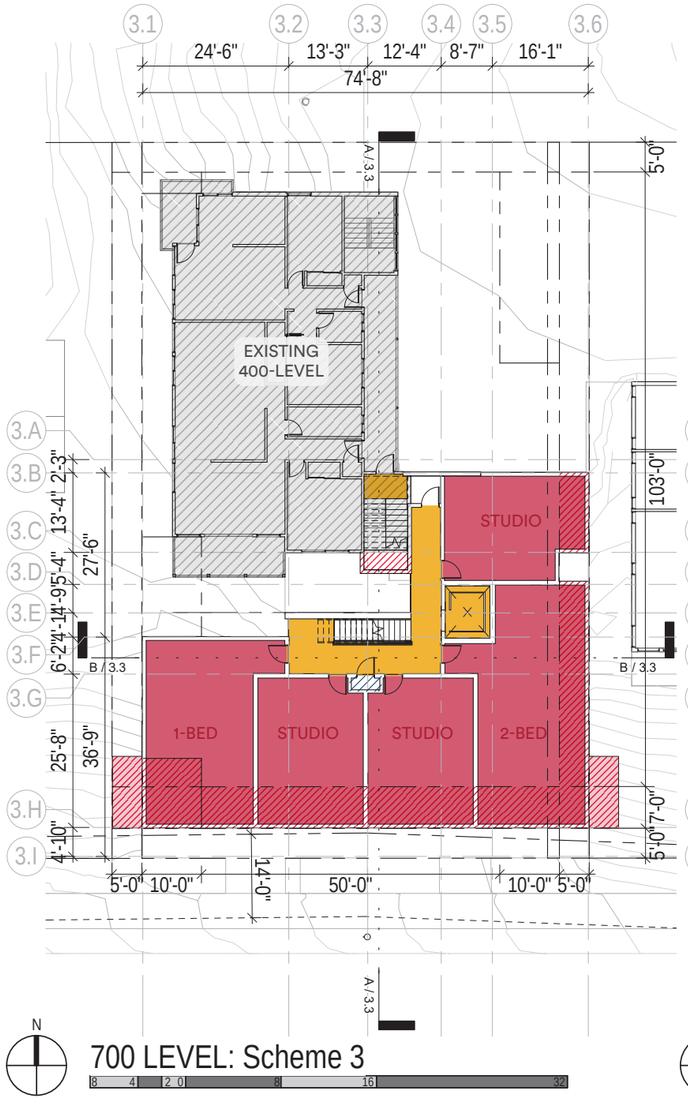
FLOOR PLANS

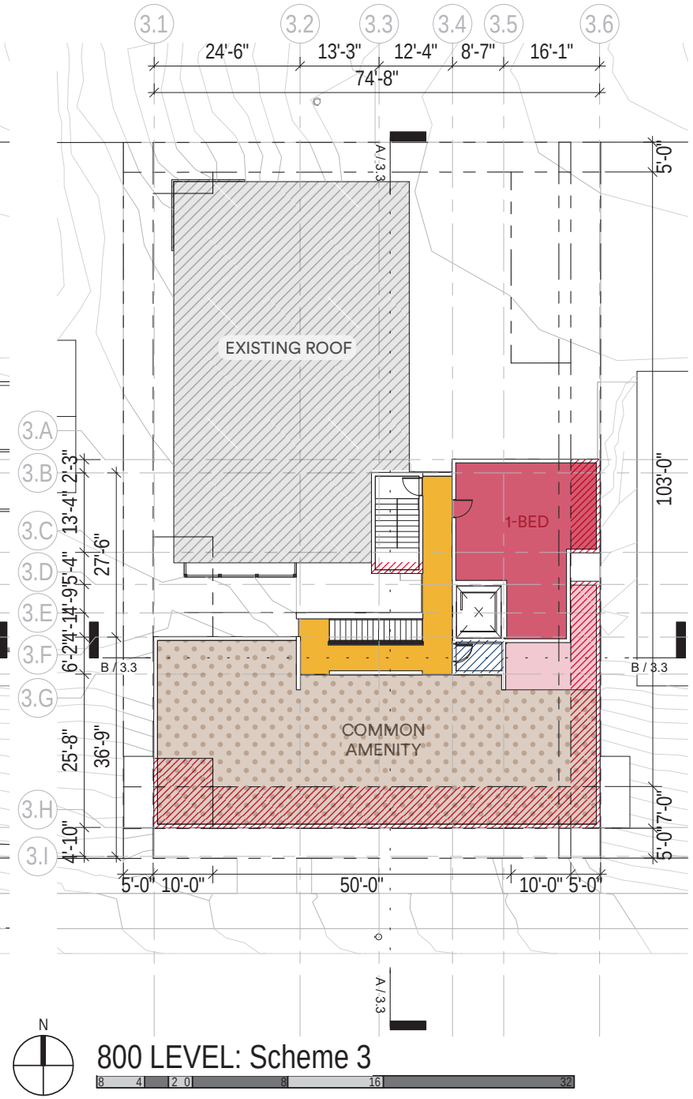
	700-LEVEL	800-LEVEL
GROSS AREA / FLOOR	**3,070 SF**	**883 SF**
Residential	2,805 SF	602 SF
Circulation	249 SF	229 SF
Exterior Circulation	351 SF	384 SF
Support	16 SF	52 SF
UNITS	**5**	**1**
SEDUs	0	0
Studios	3	0
1-beds	1	1
2-beds	1	0
PARKING		
Vehicle	0	0
Bicycle	0	0
AMENITY		
Landscape	0	0
Common	0	1,937 SF

The preferred scheme proposes to depart the 12'-0" upper level setback (SMC 23.45.518.A.2) in order to keep the massing at the south portion of the site and maintain the generous unit sizes.

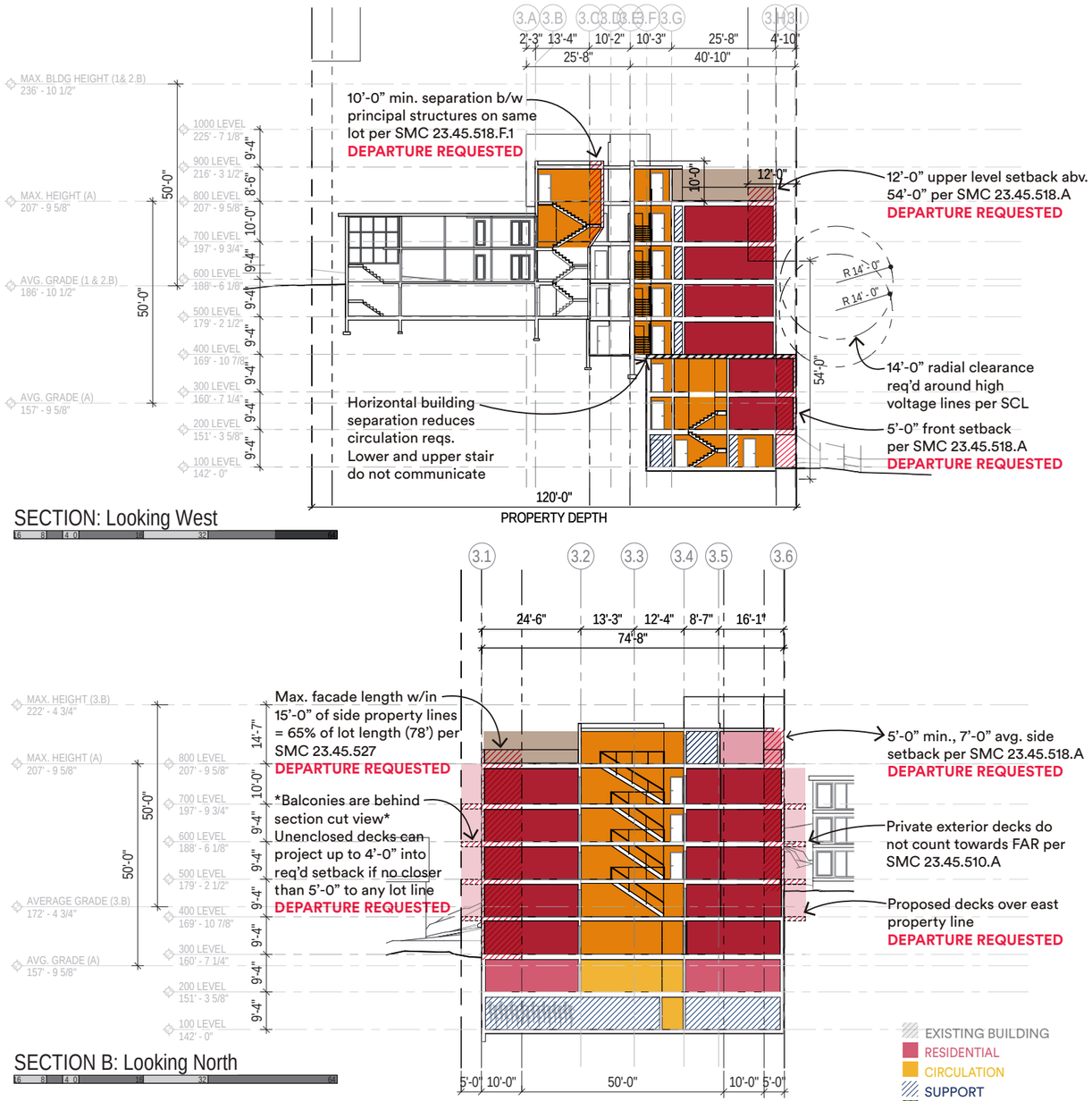
Similar to Scheme 2, Scheme 3 proposes to depart the 10'-0" building separation (SCM 23.45.518.F.1) in order to accommodate the horizontal run required to extend the existing south stair up to the common roof deck. The non-conforming portion is located directly across from the solid portion of the exterior stair, which minimizes the impact.

Similar to the other schemes, the roof deck benefits from southern solar exposure and incredible views. A singular penthouse unit occupies the 800 level, with a private exterior amenity.





EXISTING BUILDING
RESIDENTIAL
CIRCULATION
SUPPORT
LANDSCAPED AMENITY
COMMON AMENITY
PRIVATE AMENITY
DEPARTURE REQUESTED



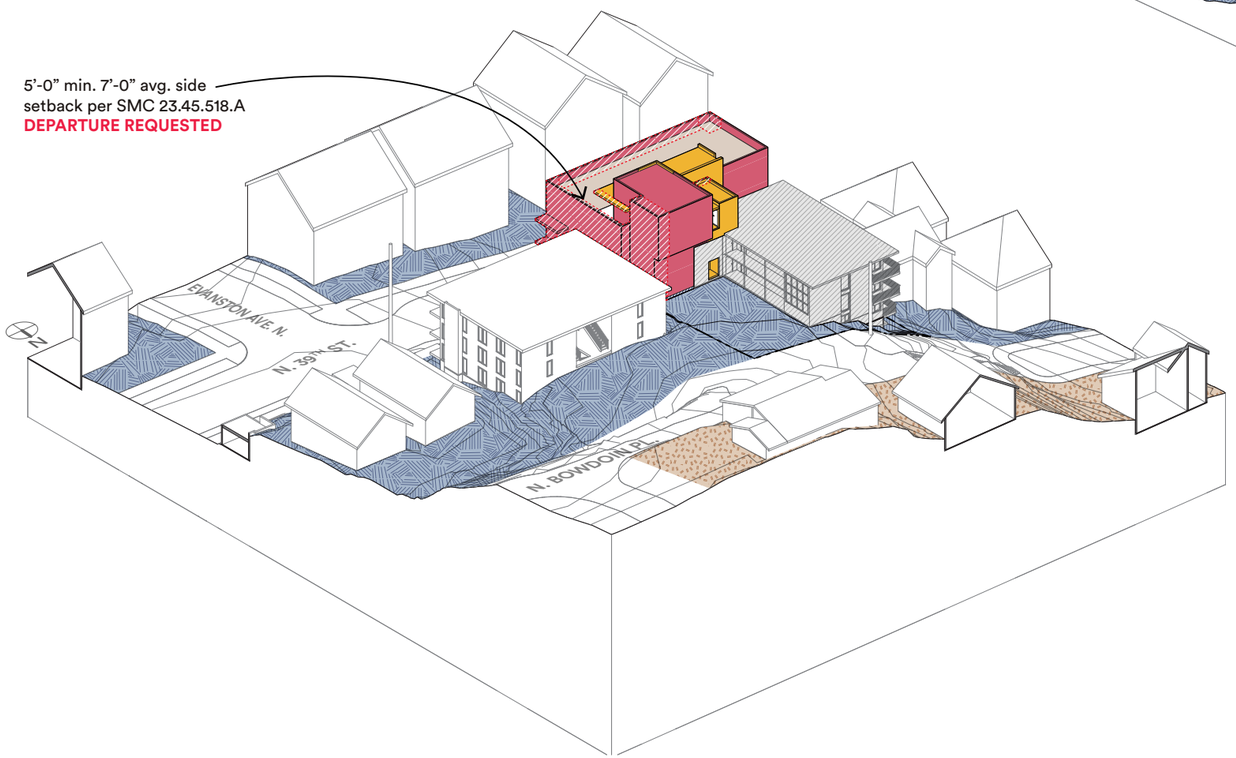
BUILDING SECTIONS

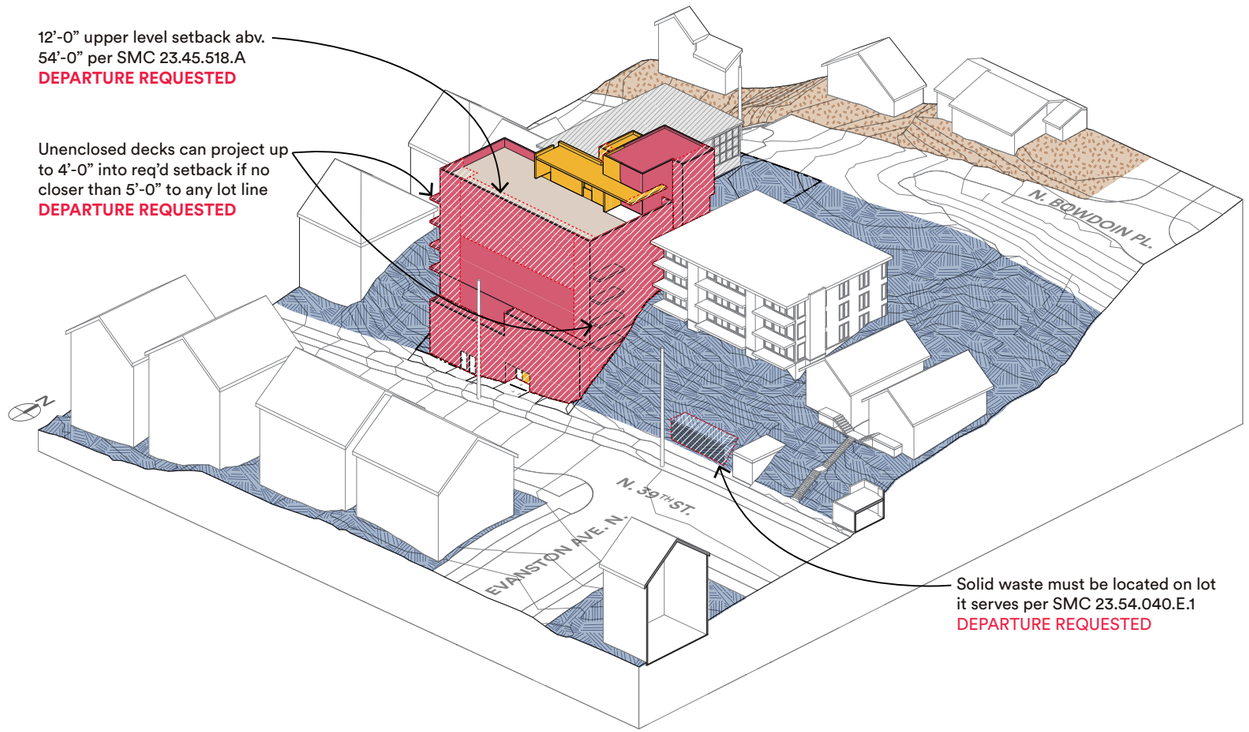
CS2.D.1. EXISTING DEVELOPMENT & ZONING
CS2.D.3. ZONE TRANSITION

Scheme 3 successfully reallocates the new development massing on the southern portion of the site to mitigate impact on the existing building and adjacent zone, while simultaneously maximizing residential area and introducing simple massing articulation at the street level. The scheme takes advantage of the site's steep topography to provide multiple on-grade access points, and to integrate the new construction with the existing. The circulation scheme increases residential area, takes design cues from the existing buildings, and maintains privacy between the new and existing portions of the building.

BUILDING MASSING

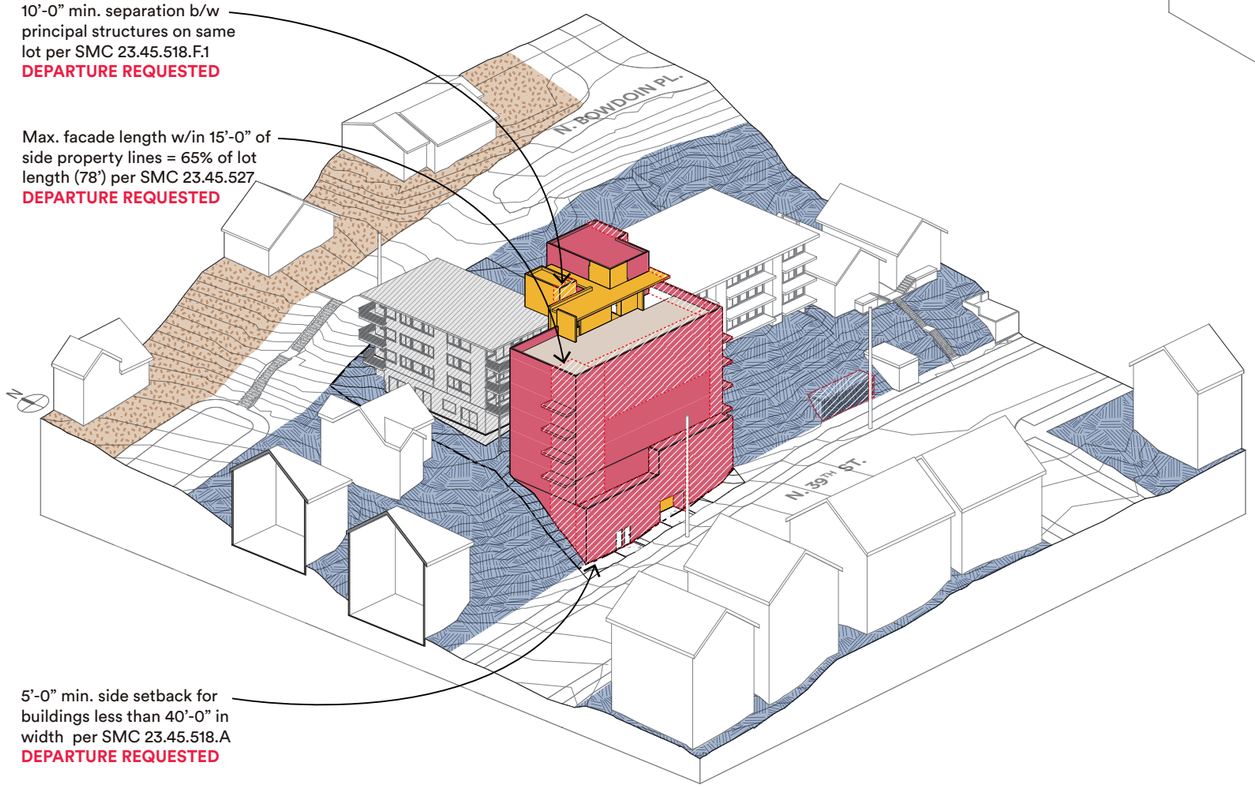
- SINGLE FAMILY ZONE
- MULTI-FAMILY ZONE
- EXISTING BUILDING
- RESIDENTIAL
- CIRCULATION
- SUPPORT
- COMMON AMENITY
- DEPARTURE REQUESTED

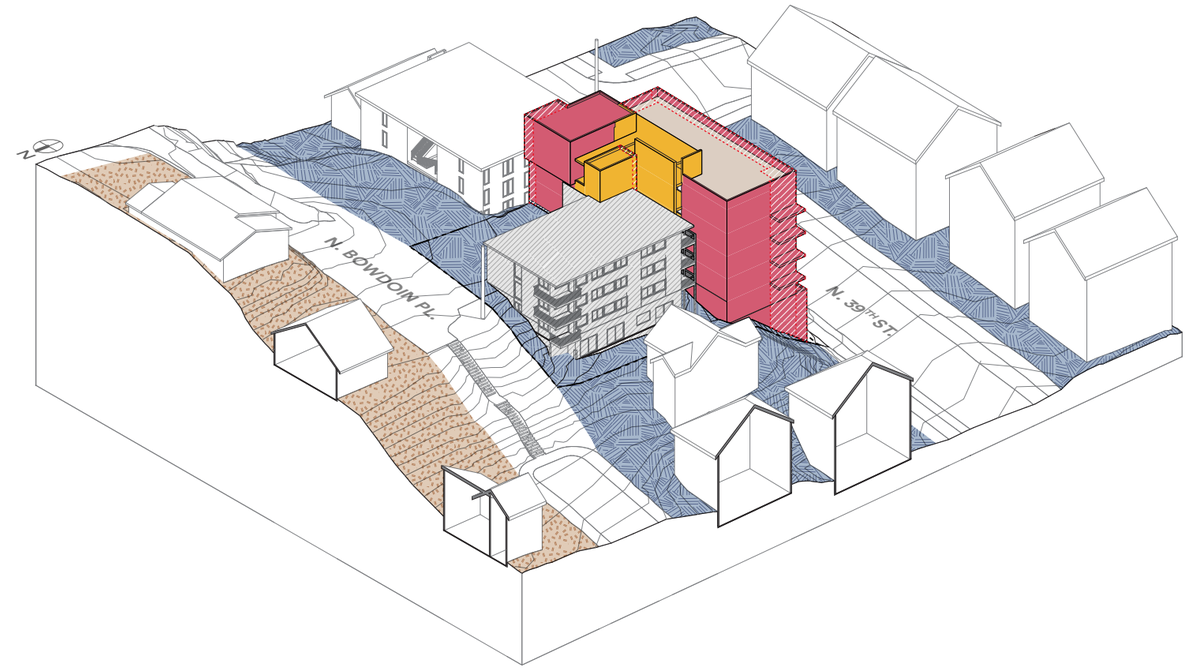




BUILDING MASSING

- SINGLE FAMILY ZONE
- MULTI-FAMILY ZONE
- EXISTING BUILDING
- RESIDENTIAL
- CIRCULATION
- SUPPORT
- COMMON AMENITY
- DEPARTURE REQUESTED





PERSPECTIVES

CS2.C.2. MID-BLOCK SITES
DC2.D.1. HUMAN SCALE
DC2.A.2. REDUCING PERCEIVED MASS

Consolidating the bulk of the massing to the south portion of the lot presents a challenge in finding an appropriate scale at on N. 39th St. By extending the lower levels out to the property line, a simple massing articulation is introduced, which brings the scale of the building down at the street level. The upper levels are recessed to reduce the perceived mass, yet they maintain strong corners and help establish a robust street wall.

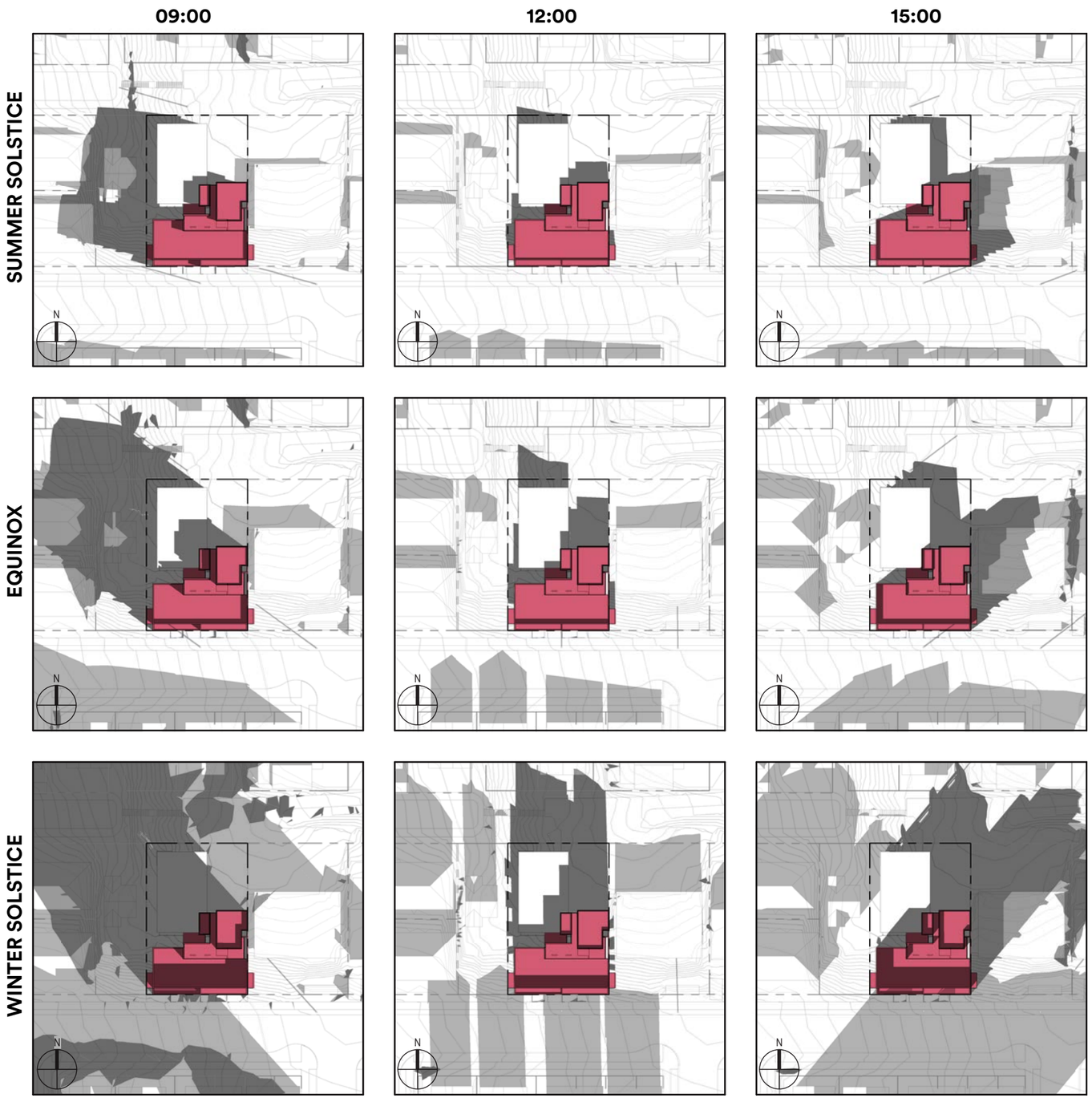
CS2.D.3. ZONE TRANSITION

By moving the bulk of the development to the urban village portion of the site, the preferred scheme respects the zone transition. The scheme preserves the existing parking lot and diverts utility access to N. 39th St. by relocating the solid waste storage to the flat portion of the neighboring site.

N. 39TH ST.
SOUTHWEST CORNER OF PROJECT SITE

N. BOWDOIN PL.
NORTHEAST CORNER OF PROJECT SITE

N. 39TH ST.
SOUTHEAST CORNER OF PROJECT SITE



SHADOW STUDIES

CS2.D.3. ZONE TRANSITION

Eliminating new construction at the northern portion of the site, and consolidating the massing at the low end of the site significantly reduces the impact on the adjacent residential lots to the north. This is clearly visible when comparing the winter solstice shadows of all the schemes.

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DEPARTURE SUMMARY

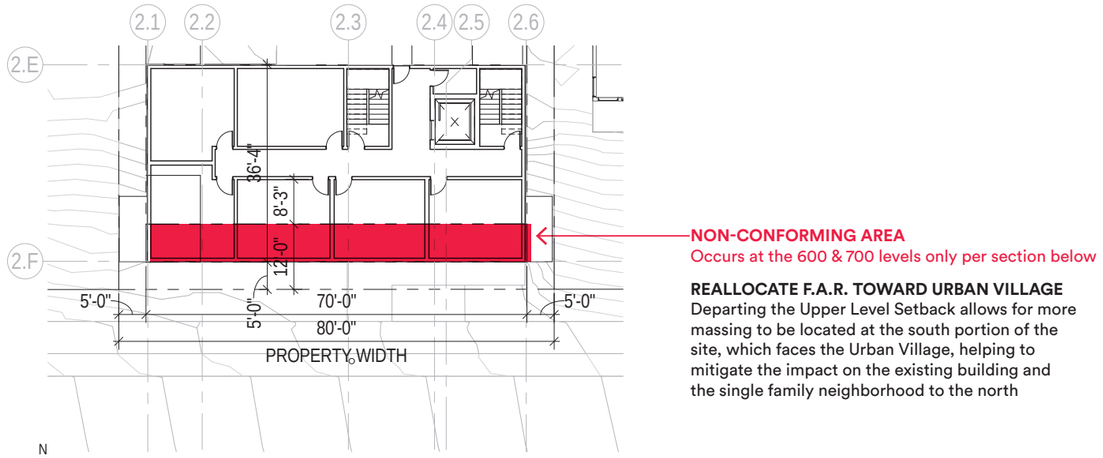
DESIGN SCHEME	CATEGORY	CITATION	REQUIREMENT	REQUEST	RATIONALE	PAGE
SCHEME 2	UPPER LEVEL SETBACK	SMC 23.45.518.A.2	• 12'-0" upper level setback from front lot line req'd for portions of structure above 54'-0" for zones with a height limit of 50'-0"	• Depart setback at 600 & 700 levels	• Re-allocate building mass towards urban village	70
SCHEME 2	BUILDING SEPARATION	SMC 23.45.518.F.1	• 10'-0" min. req'd separation b/w principal structures on same lot	• Reduce the separation by 3'-6" at existing south stair	• Non-conforming area concentrated at circulation	71
SCHEME 2	DECKS W/IN SETBACKS	SMC 23.45.518.H.7	• Unenclosed decks and balconies may project a maximum of 4'-0" into required setback if each one is a) no closer than 5'-0" to any lot line	• Allow (1) deck per level in ea/ side setback	• Decks provide visual interest and depth at south façade	72
SCHEME 2	MAX. FACADE LENGTH	SMC 23.45.527.B.1	• Max. combined length of all portions of facades w/in 15'-0" of side line cannot exceed 65% of the length of that lot line	• Increase allowable length to 78%	• Re-locate area to urban village side	73
SCHEME 2	FACADE ARTICULATION	SMC 23.45.529.C.2	• If the street-facing façade of a structure exceeds 750 SF in area, division of the façade into separate façade planes req'd	• Eliminate articulation requirement	• Establish strong street edge at the urban village boundary	74
SCHEME 3	FRONT & SIDE SETBACKS	SMC 23.45.518.A.1	• Min. 5'-0" front setback for apartments in LR zones; Min. 5'-0" & avg. 7'-0" side setback in LR zones	• Eliminate the front setback at portions of the lower (3) levels; eliminate the side setback at the east property line	• Provide site-specific massing articulation	75
SCHEME 3	UPPER LEVEL SETBACK	SMC 23.45.518.A.2	• 12'-0" upper level setback from front lot line req'd for portions of structure above 54'-0" for zones with a height limit of 50'-0"	• Depart setback at 600 & 700 levels	• Reallocate building mass toward the urban village	76
SCHEME 3	BUILDING SEPARATION	SMC 23.45.518.F.1	• 10'-0" min. req'd separation b/w principal structures on same lot	• Reduce the separation by 3'-6" at existing south stair	• Non-conforming area concentrated at circulation	77
SCHEME 3	DECKS W/IN SETBACKS	SMC 23.45.518.H.7	• Unenclosed decks and balconies may project a maximum of 4'-0" into required setback if each one is a) no closer than 5'-0" to any lot line	• Allow (1) deck per level w/in the west side setback and (1) deck per level to extend over the east property line	• Decks provide visual interest and depth at south façade	78
SCHEME 3	MAX. FACADE LENGTH	SMC 23.45.527	• Max. combined length of all portions of facades w/in 15'-0" of side line cannot exceed 65% of the length of that lot line	• Increase allowable length at west property line to 75%	• Re-locate more area at urban village side	79
SCHEME 3	FACADE ARTICULATION	SMC 23.45.529.C.2	• If the street-facing façade of a structure exceeds 750 SF in area, division of the façade into separate façade planes req'd	• Eliminate articulation requirement at urban village street frontage	• Retain simple massing and establish strong street edge at the urban village boundary	80
SCHEME 3	SOLID WASTE STORAGE	SMC 23.54.040.E.1	• Storage space req'd to be located on the lot of the structure it serves	• Allow storage to be located on the adjacent property	• Lessen traffic impact on northern neighbors and provide safe pick up location	81
SCHEME 3	ACCESSORY STRUCTURES W/IN SETBACKS	SMC 23.45.518.I.1	• Accessory structures can be located in req'd separations & rear & side setbacks if no closer than 5'-0" to any lot line.	• Allow an accessory structure to be located w/in 7'-0" of the N. 39th St. lot line	• Structure enclosed to conform to solid waste storage standards	82

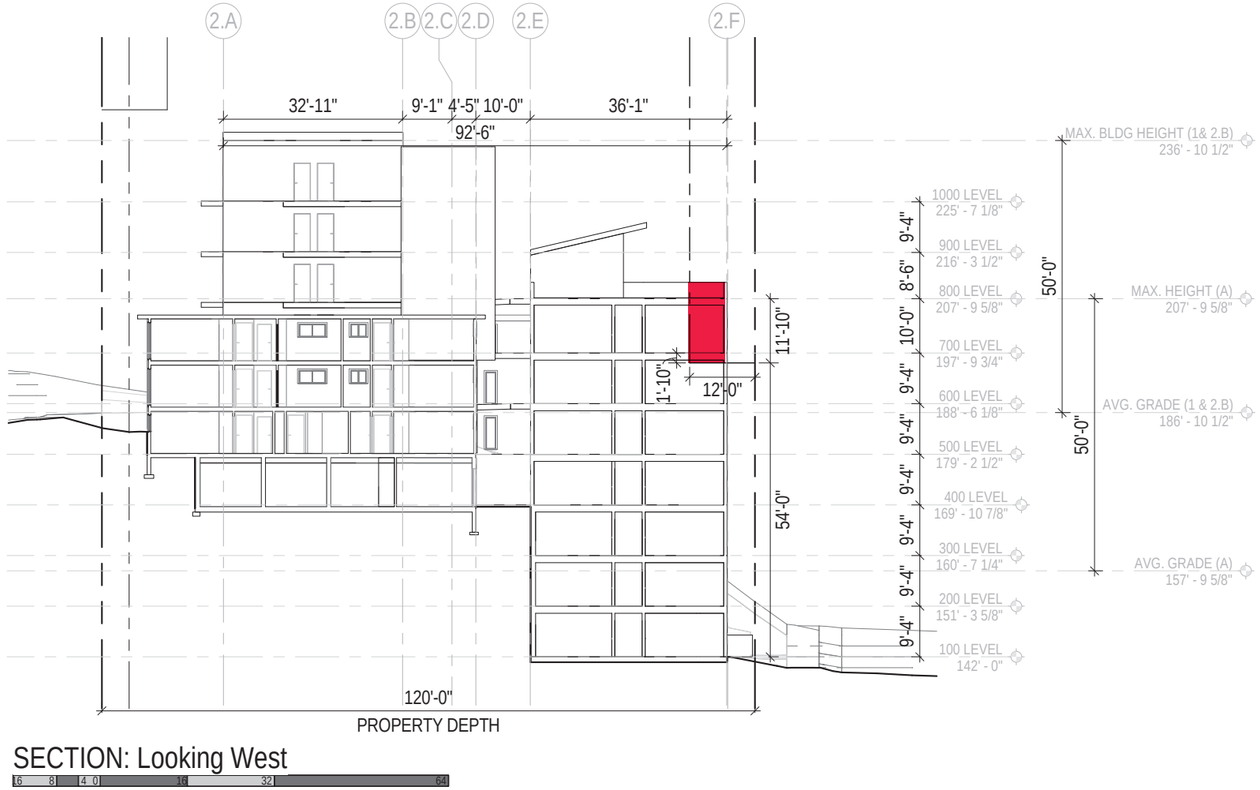
UPPER LEVEL SETBACK

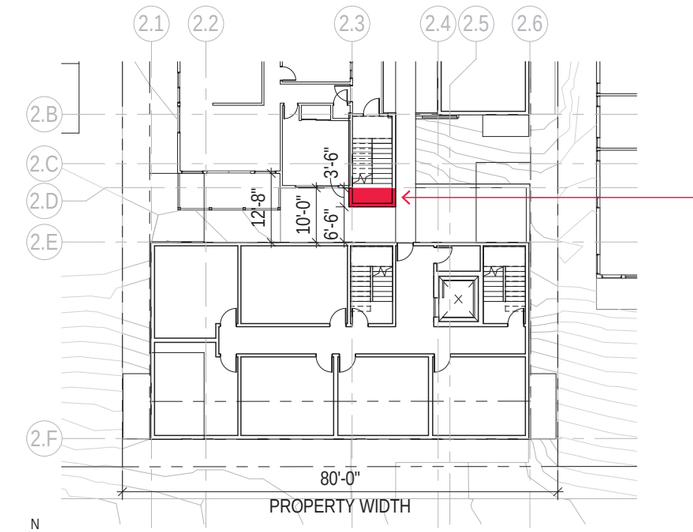
SCHEME	2
CITATION	SMC 23.45.518.A.2
REQUIREMENT	12’-0” upper level setback from front lot line req’d for portions of structure above 54’-0” for zones with a height limit of 50’-0”
REQUEST	Depart setback at 600 & 700 levels
RATIONALE	Re-allocate building mass towards urban village
DESIGN GUIDELINES	CS2.D.2. EXISTING SITE FEATURES CS2.D.3. ZONE TRANSITIONS

Due to the higher than usual average grade, the south portion of the lot can accommodate (7) stories below the 50’-0” height limit. As a result, the upper level setback affects a small portion of the 600 level and the 700 level. While the building is (7) stories, the steep topography of the site reduces the perceived height from the street.

Departing the upper level setback at the upper two levels of the southern building helps to locate more of the massing at the low side of the site, facing the urban village. Siting the bulk of the massing towards the bottom of the slope helps to eliminate mass from the high side of the site adjacent to the single family residential zone.

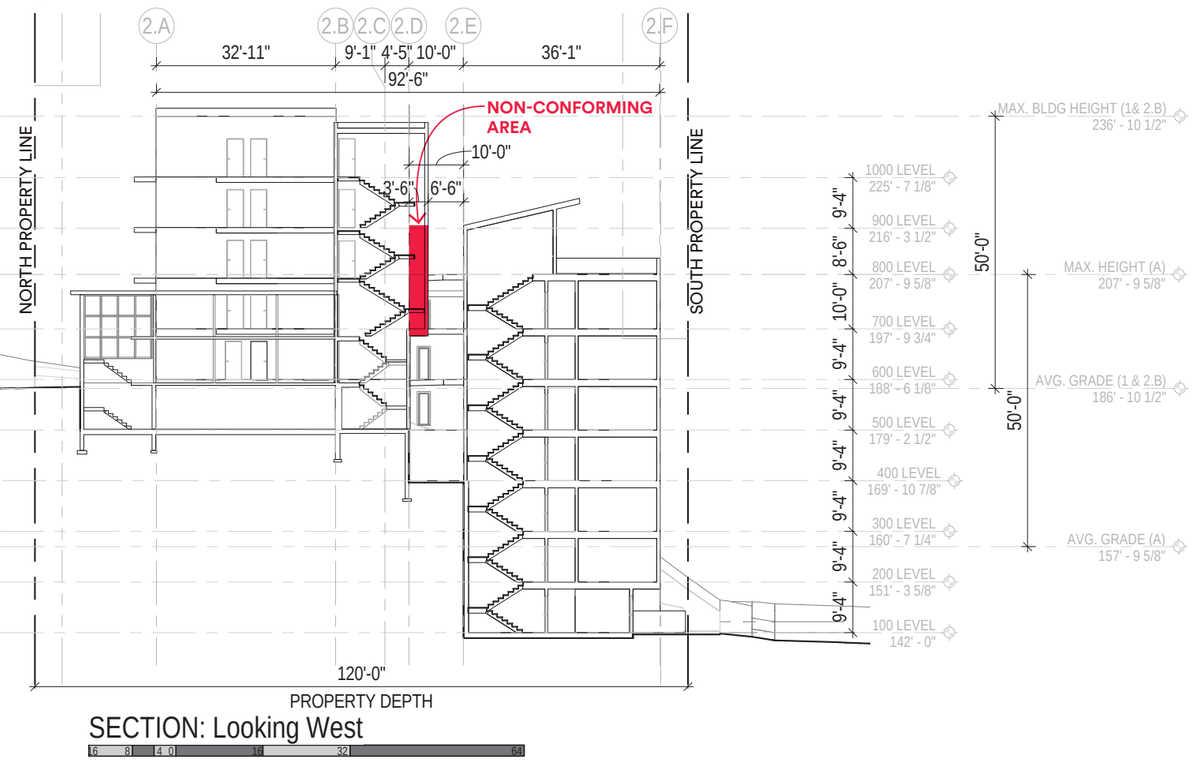






NON-CONFORMING AREA

MITIGATE IMPACT ON EXISTING BUILDING
- Encroachment into 10'-0" building separation req'd for stair extension to avoid alterations to existing building
- Non-conforming area directly across from new stair, avoiding impact on living space



BUILDING SEPARATION

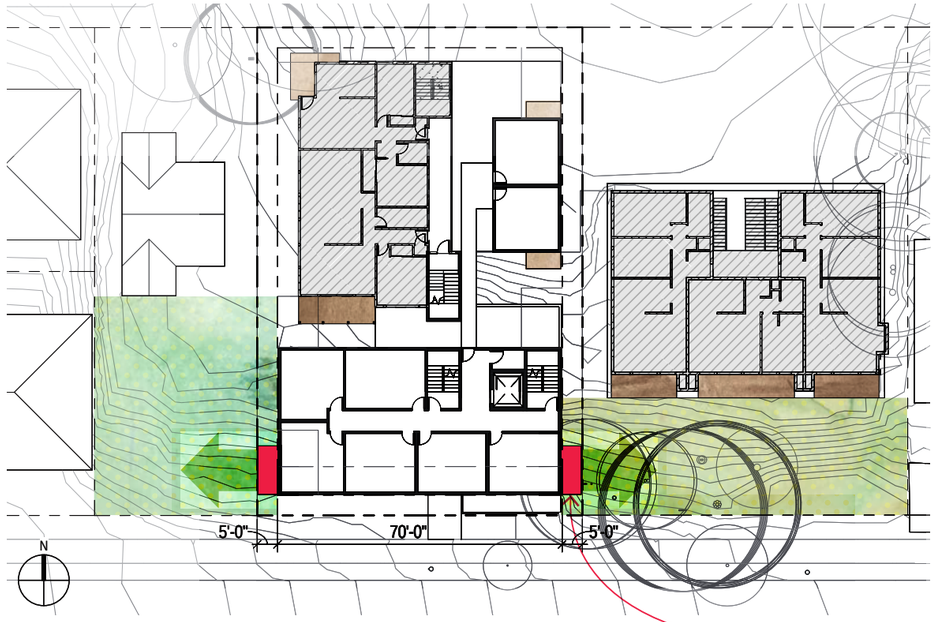
SCHEME	2
CITATION	SMC 23.45.518.F.1
REQUIREMENT	10'-0" min. req'd separation b/w principal structures on same lot
REQUEST	Reduce the separation by 3'-6" at existing south stair
RATIONALE	Non-conforming area concentrated at circulation
DESIGN GUIDELINES	CS3.A.1. FITTING OLD & NEW TOGETHER

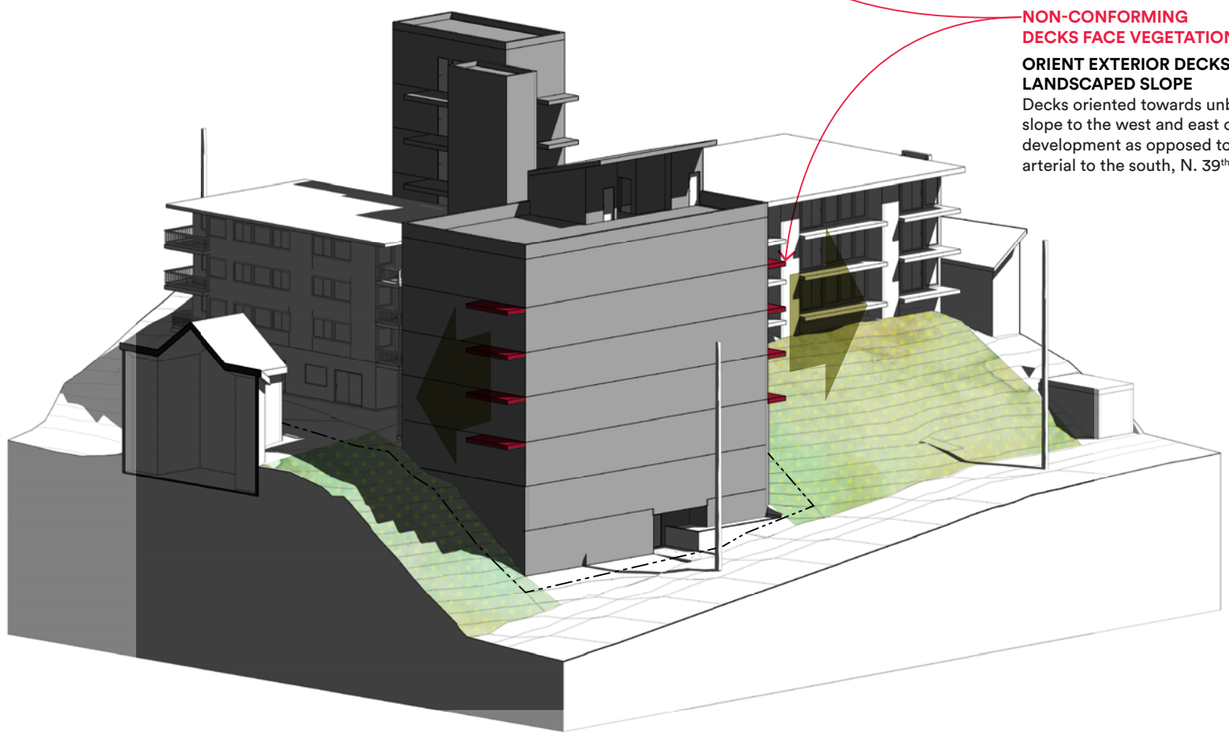
Scheme 2 proposes to integrate the new building circulation with the existing building. This requires an extension of 30 SF per level at the existing south stair to accommodate new levels. The area at the existing stair does not provide sufficient space for a code conforming stair and requires additional space for the horizontal run. Extending the stair south lessens the impact on the existing building and focuses the bulk towards the low side of the site. The new, south building stair has been intentionally located directly across from the existing south stair to minimize the impact of the reduced building separation.

DECKS W/IN SETBACKS

SCHEME	2
CITATION	SMC 23.45.518.H.7
REQUIREMENT	Unenclosed decks and balconies may project a maximum of 4’-0” into required setback if each one is a) no closer than 5’-0” to any lot line
REQUEST	Allow (1) deck per level in ea/ side setback
RATIONALE	Decks provide visual interest and depth at south façade
DESIGN GUIDELINES	DC2.C.3. FIT WITH NEIGHBORING BUILDINGS DC2.C.1. VISUAL DEPTH & INTEREST

The north side of N. 39th St. lacks a consistent street wall. Scheme 2 establishes a strong building edge, but lacks visual interest or depth. The existing multi-family buildings on campus incorporate generous exterior decks for each unit as secondary design elements that introduce a finer grain to the facade. Taking cues from the existing buildings, Scheme 2 proposes exterior decks to add visual interest from the street. Re-locating massing on the south side of the site does not leave enough space for code conforming decks at the new building, however, the south-west and south-east corners are adjacent to undeveloped steep slope. This location would not negatively impact the neighboring buildings. The eastern decks relate to the open space to the south of the neighboring building and help frame the landscape. The decks conform to the other provisions of SMC 23.45.518.H.7 (no more than 20’-0” wide and separated from other decks on the same façade by a distance equal to at least one-half the width of the projection).

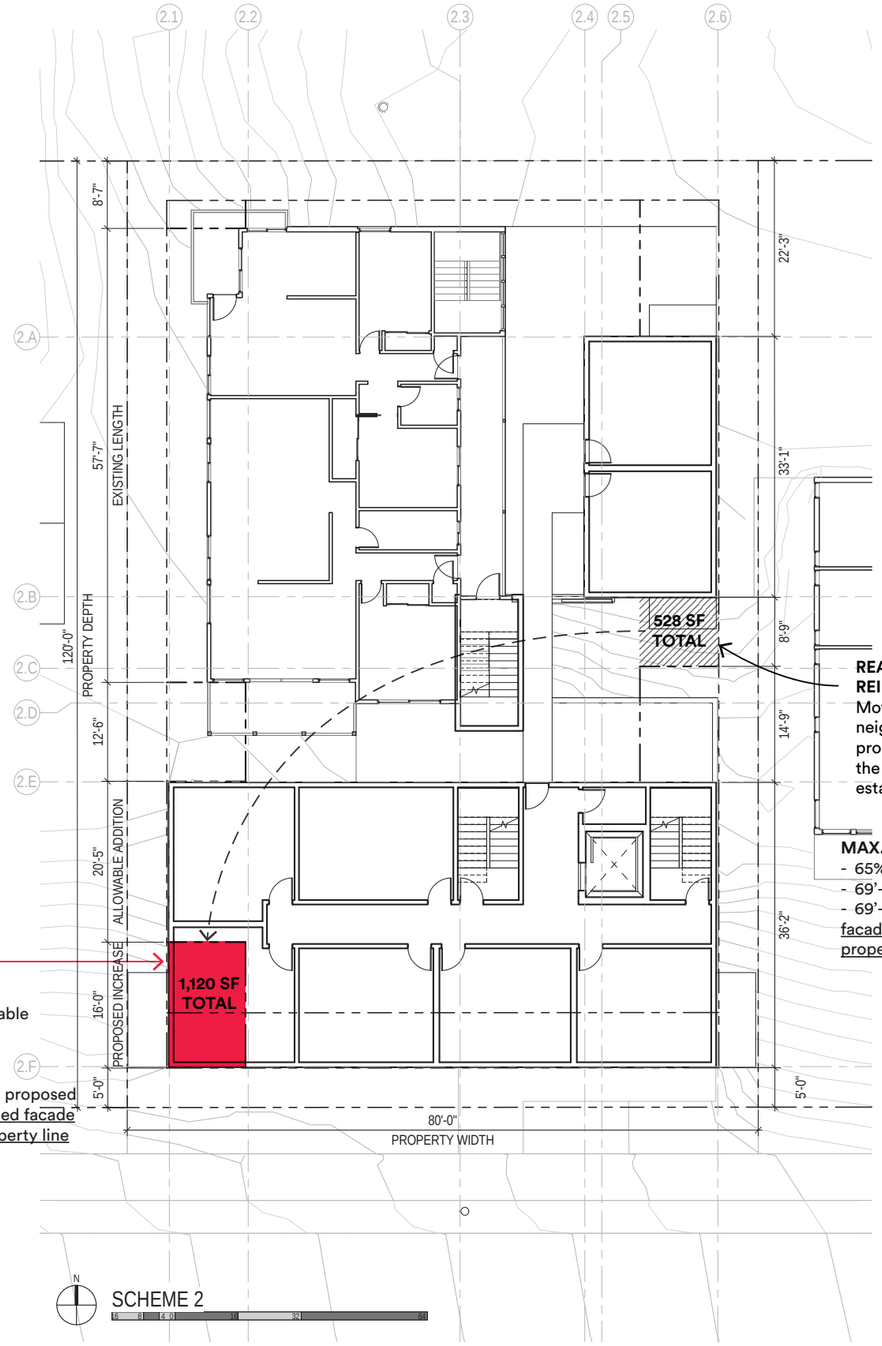




NON-CONFORMING DECKS FACE VEGETATION

ORIENT EXTERIOR DECKS TOWARDS LANDSCAPED SLOPE

Decks oriented towards unbuilt, steep slope to the west and east of proposed development as opposed to the busy arterial to the south, N. 39th St.



REALLOCATE F.A.R TO REINFORCE STREET WALL
Move area adjacent to neighboring building to west property line in order to fill in the corner along N. 39th St. to establish a street wall

MAX. FACADE LENGTH (E)
- 65% x 120'-0" = 78'-0" allowable
- 69'-3" proposed
- 69'-3"/120'-0" = 58% proposed facade length w/in 15'-0" of east property line

NON-CONFORMING AREA

MAX. FACADE LENGTH (W)
- 65% x 120'-0" = 78'-0" allowable
- 57'-7" existing
- 20'-5" remaining
- 36'-5" additional proposed
- 57'-7" + 36'-5" = 94'-0" total proposed
- 96'-0"/120'-0" = 78% proposed facade length w/in 15'-0" of west property line

MAX. FACADE LENGTH

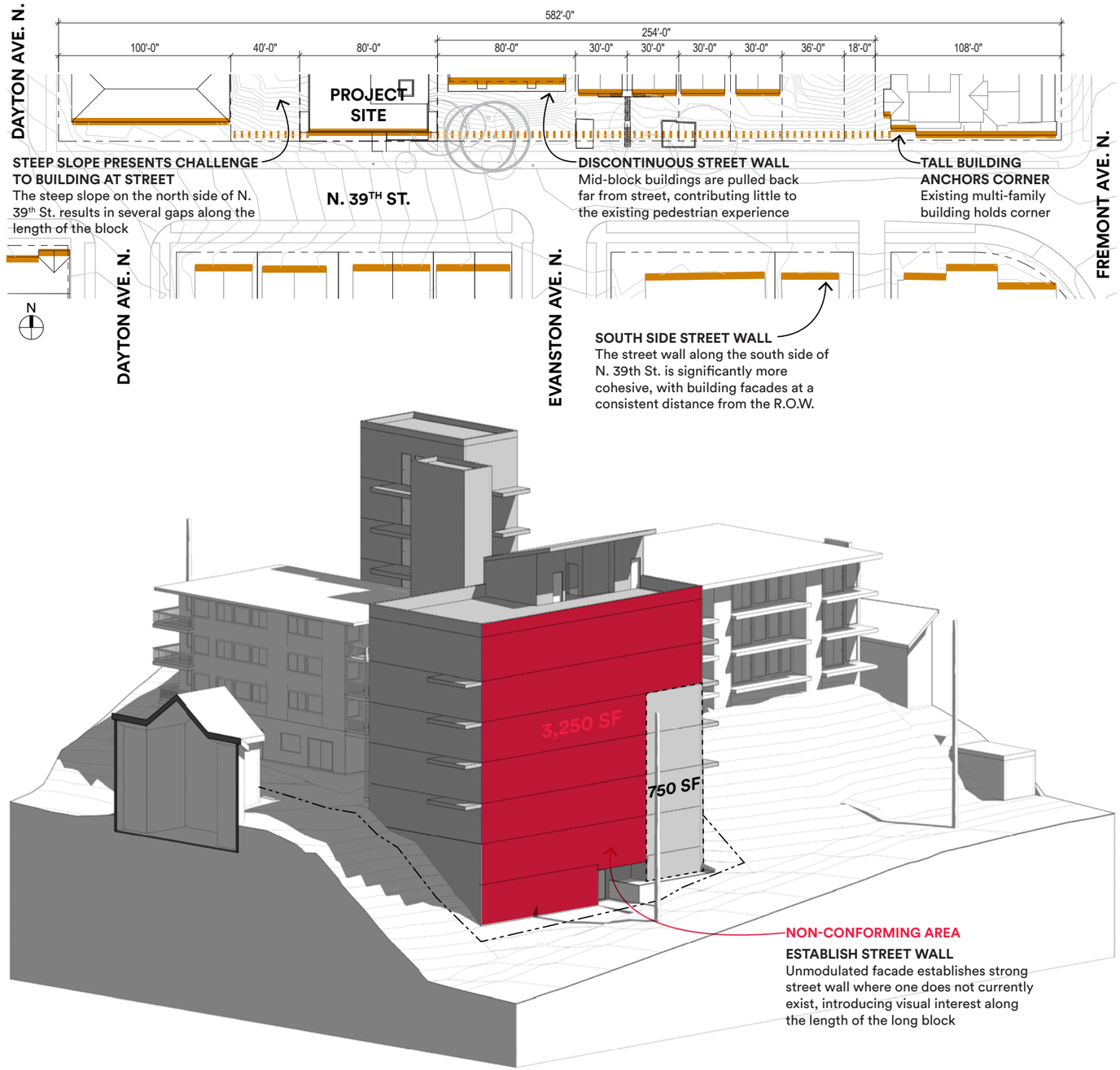
SCHEME	2
CITATION	SMC 23.45.527
REQUIREMENT	Max. combined length of all portions of facades w/in 15'-0" of side line cannot exceed 65% of the length of that lot line
REQUEST	Increase allowable length to 78%
RATIONALE	Re-locate area to urban village side
DESIGN GUIDELINES	CS2.C.2. MID-BLOCK SITES CS2.D.3. ZONE TRANSITIONS

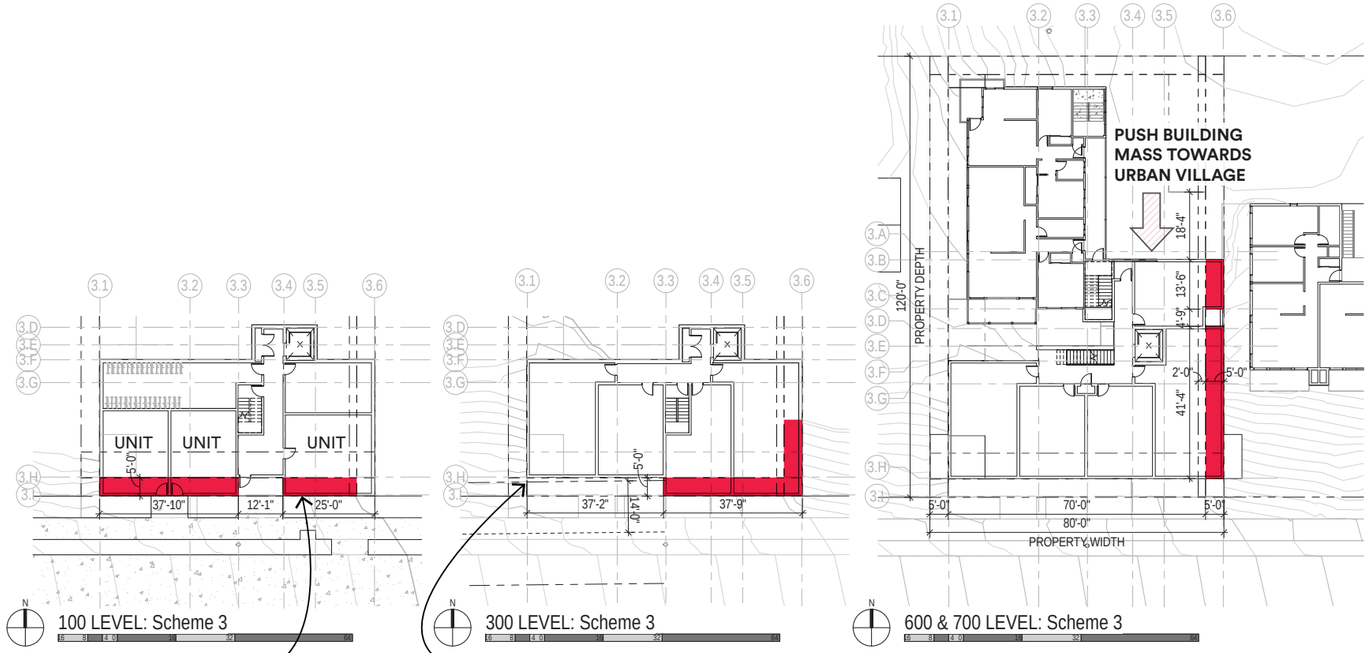
Scheme 2 proposes to move massing towards the south side of the site in order to establish a strong building edge at the urban village and lessen the impact on the single family zone to the north. The scheme does not maximize the façade length within 15'-0" of the eastern property line, instead siting that massing at a location that has the greatest impact on the pedestrian experience along N. 39th St.

FACADE ARTICULATION

SCHEME	2
CITATION	SMC 23.45.529.C.2
REQUIREMENT	If the street-facing façade of a structure exceeds 750 SF in area, division of the façade into separate façade planes req'd
REQUEST	Eliminate articulation requirement
RATIONALE	Establish strong street edge at the urban village boundary
DESIGN GUIDELINES	CS2.C.2. MID-BLOCK SITES CS2.D.3. ZONE TRANSITIONS

Located on a busy neighborhood street and the northern boundary of the urban village, the project site has an opportunity to establish a strong urban edge where one does not currently exist. Due to the steep slope at the northern side of N. 39th St., the existing mid-block buildings are set back from the street and several are barely visible. This has resulted in a block long gap within the street wall. Comparatively, the buildings on the south side of the street are all located at a more consistent distance from the street, creating a consistent edge. Breaking the façade down would compromise the strong edge and would not be commensurate with the scale of the building

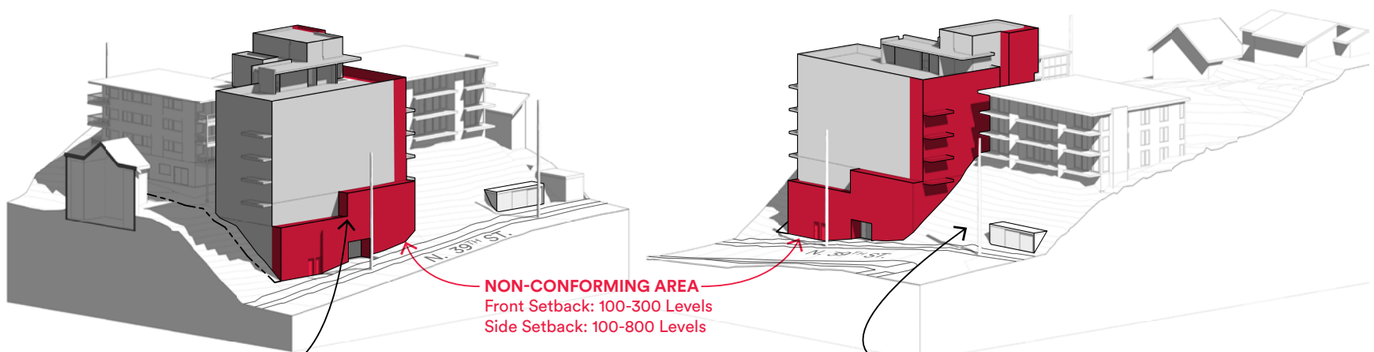




HUMAN INTERACTION
- Departure provides additional area that allows residential to span entire street front
- Building to the lot line does not completely remove planting buffer

HIGH VOLTAGE SETBACK CREATES MASSING ARTICULATION
- Site challenge converted into opportunity to reduce the perceived scale at the street level

RETAIN EXISTING PARKING LOT TO MITIGATE IMPACT ON SINGLE FAMILY ZONE
Departing the front and east side setbacks allow the building massing to remain on the south portion of the site, oriented towards the Urban Village



NON-CONFORMING AREA
Front Setback: 100-300 Levels
Side Setback: 100-800 Levels

MASSING ARTICULATION
Departing the front setback at the lower levels provides massing articulation that introduces visual interest and reduces the perceived mass from street level

FRAME OPEN SPACE WITHIN MULTI-FAMILY BUILDING CAMPUS
Close relationship between proposed new building and eastern neighbor frame open space adjacent to the public realm, at intersection of N. 39TH St. and Evanston Ave N.

FRONT & SIDE SETBACKS

SCHEME	3
CITATION	SMC 23.45.518.A.1
REQUIREMENT	Min. 5'-0" front setback for apartments in LR zones Min. 5'-0" & avg. 7'-0" side setback for apartments w/ facades greater than 40'-0" in LR zones
REQUEST	Eliminate the front setback at portions of the lower (3) levels; eliminate the side setback at the east property line
RATIONALE	Provide site-specific massing articulation
DESIGN GUIDELINES	CS2.D.2. EXISTING SITE FEATURES DC2.A.2. REDUCING PERCEIVED MASS

The main objective of Scheme 3 is to locate the new development at the south side of the site to preserve the existing building and the on-site parking lot. This siting allows for an appropriate transition at the zoning and urban village boundaries, however, targeted departures at the south side of the lot are required in order to achieve the proposed massing.

Scheme 3 proposes to build to the south lot line at portions of the first three levels. This gained area helps to remove massing from the north side of the site and provide site-specific massing articulation at the street level. Extending the lower levels toward the street helps to reduce the perceived mass of the building from the street level. While the ground level residential is located at the property line, there is still a generous planting strip to provide a privacy buffer between private and public realms.

A significant portion of the building along the eastern property line is below grade, which allows an extension of the property line per SMC 23.45.518.I.4. Continuing the underground footprint above grade provides more area to the residential units, and allows for a stack of two-bedroom units along the eastern property line. The party wall across from the eastern neighbor provides privacy and presents the opportunity for an interesting façade treatment. The notch in the eastern façade allows for bedroom windows, and aligns with the neighbor's window at the division of their kitchen and living spaces.

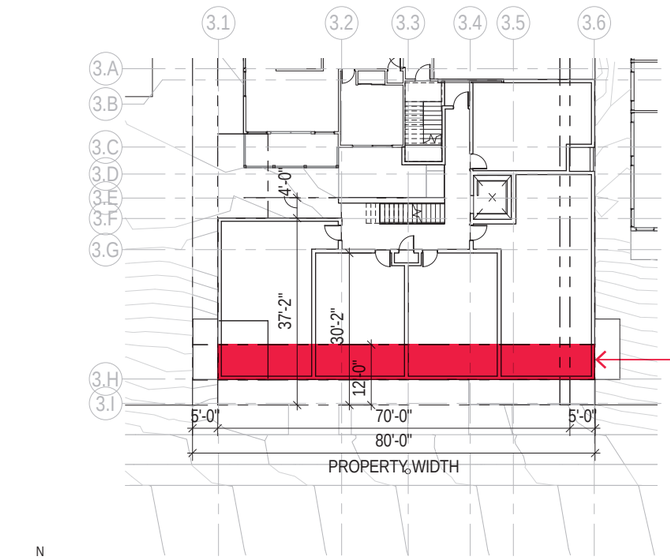
UPPER LEVEL SETBACK

SCHEME	3
CITATION	SMC 23.45.518.A.2
REQUIREMENT	12’-0” upper level setback from front lot line req’d for portions of structure above 54’-0” for zones with a height limit of 50’-0”
REQUEST RATIONALE	Depart setback at 600 & 700 levels
DESIGN GUIDELINES	Reallocate building mass toward the urban village
	CS2.D.2. EXISTING SITE FEATURES CS2.D.3. ZONE TRANSITIONS

Due to the higher than usual average grade, the south portion of the lot can accommodate (7) stories below the 50’-0” height limit. As a result, the upper level setback affects a small portion of the 600 and 700 levels. While the building is (7) stories, the steep topography of the site reduces the perceived height from the street.

Departing the upper level setback at the upper two levels of the southern building helps to locate more of the massing at the low side of the site, which faces the urban village. Siting the bulk of the massing toward the bottom of the slope helps to eliminate mass from the high side of the site adjacent to the single family residential zone.

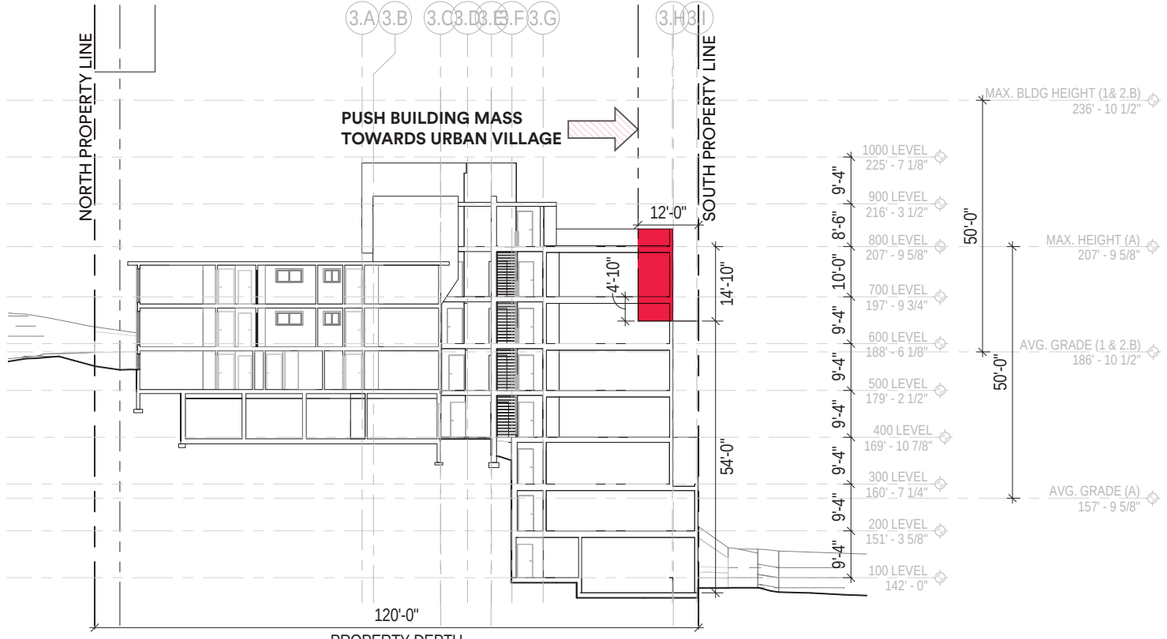
The area gained allows for unit variety, helping to achieve the project goal of providing inclusive housing within the urban village. There would not be enough space to provide the eastern two-bedroom unit without the departure.



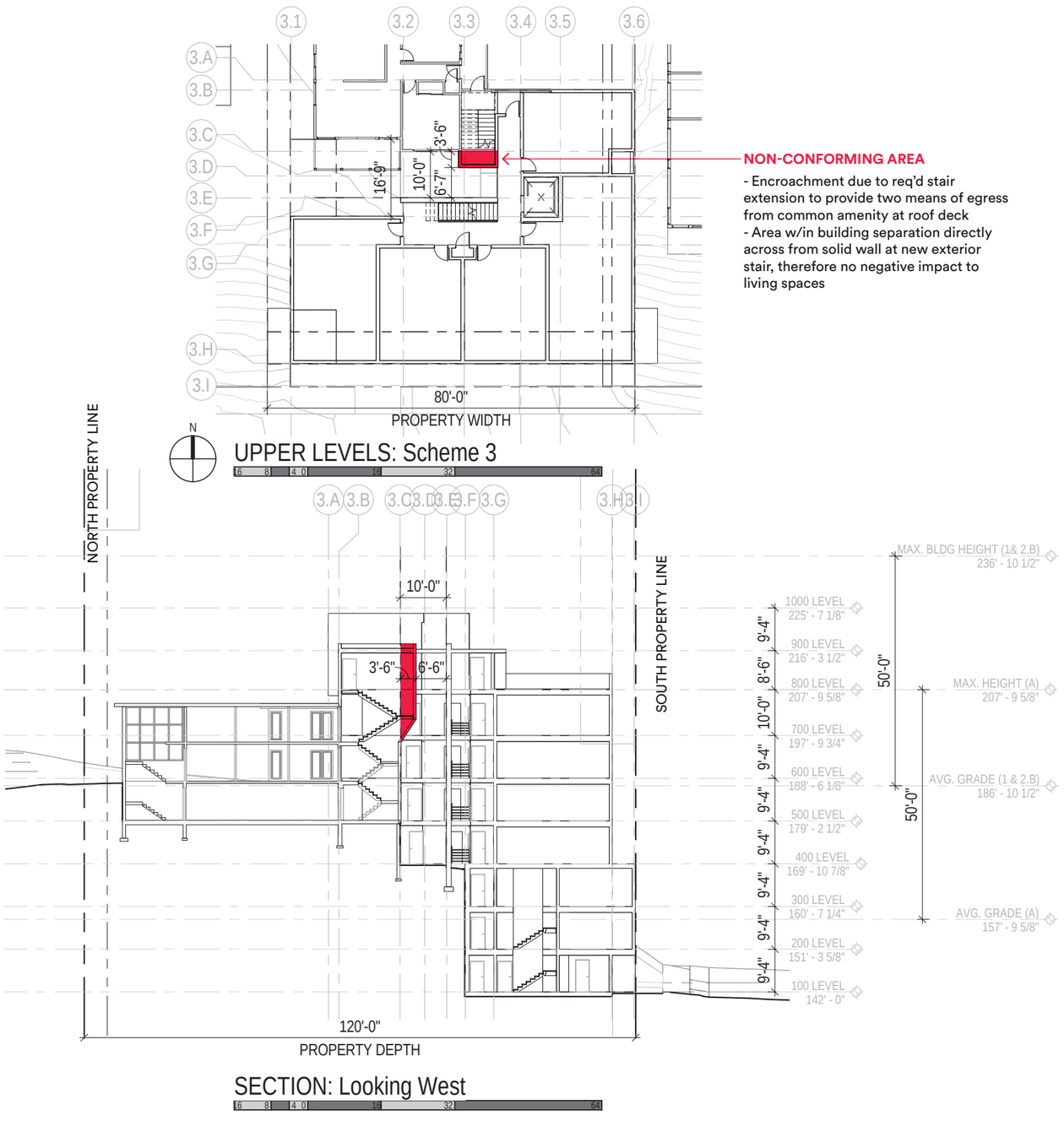
600 & 700 LEVEL: Scheme 3

NON-CONFORMING AREA
Occurs at the 600 & 700 levels only, per section below

REALLOCATE F.A.R. TOWARD URBAN VILLAGE
Departing the Upper Level Setback allows for more massing to be located at the south portion of the site, which faces the Urban Village, helping to mitigate the impact on the existing building and the single family neighborhood to the north



SECTION: Looking West



NON-CONFORMING AREA

- Encroachment due to req'd stair extension to provide two means of egress from common amenity at roof deck
- Area w/in building separation directly across from solid wall at new exterior stair, therefore no negative impact to living spaces

BUILDING SEPARATION

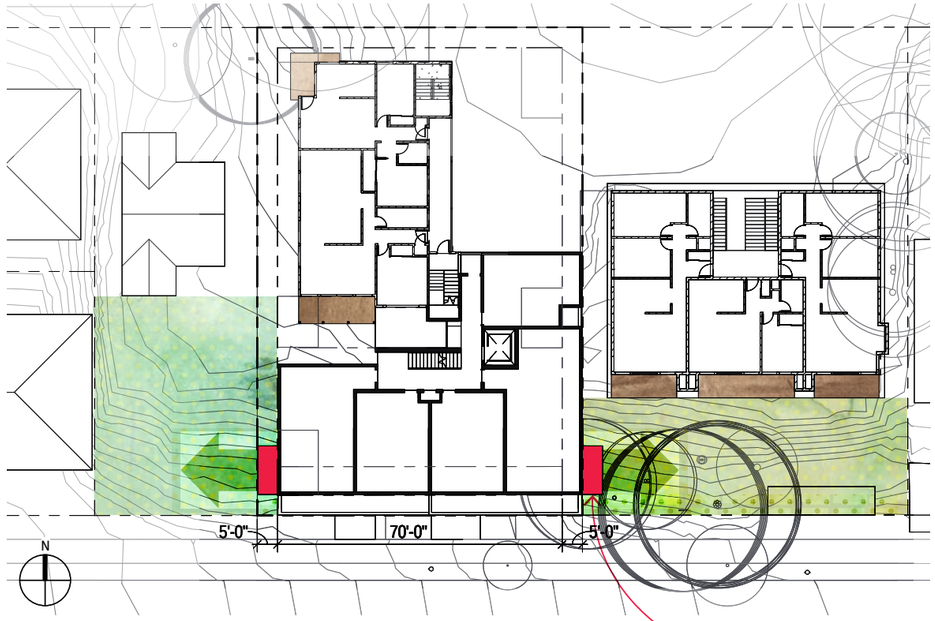
SCHEME	3
CITATION	SMC 23.45.518.F.1
REQUIREMENT	10'-0" min. req'd separation b/w principal structures on same lot
REQUEST	Reduce the separation by 3'-6" at existing south stair
RATIONALE	Non-conforming area concentrated at circulation
DESIGN GUIDELINES	CS3.A.1. FITTING OLD & NEW TOGETHER

Scheme 3 proposes to integrate the new building circulation with the existing building, which will enhance the living experiences of all tenants on site, and provides direct access to the existing building at N. 39th St. below, and to the roof deck amenity above. This requires an extension of 30-SF per level at the existing south stair to provide access to the new roof deck. The area at the existing stair does not provide sufficient space for a code conforming stair, and requires additional space for the horizontal run. Extending the stair south lessens the impact on the existing building, and focuses the bulk of the massing towards the low side of the site. The new exterior stair at the upper levels has been intentionally located directly across from the existing south stair to minimize the impact of the reduced building separation.

DECKS W/IN SETBACKS

SCHEME	3
CITATION	SMC 23.45.518.H.7
REQUIREMENT	Unenclosed decks and balconies may project a maximum of 4’-0” into required setback if each one is a) no closer than 5’-0” to any lot line
REQUEST	Allow (1) deck per level w/in the west side setback and (1) deck per level to extend over the east property line
RATIONALE	Decks provide visual interest and depth at south façade
DESIGN GUIDELINES	DC2.C.1. VISUAL DEPTH & INTEREST DC2.C.3. FIT WITH NEIGHBORING BUILDINGS

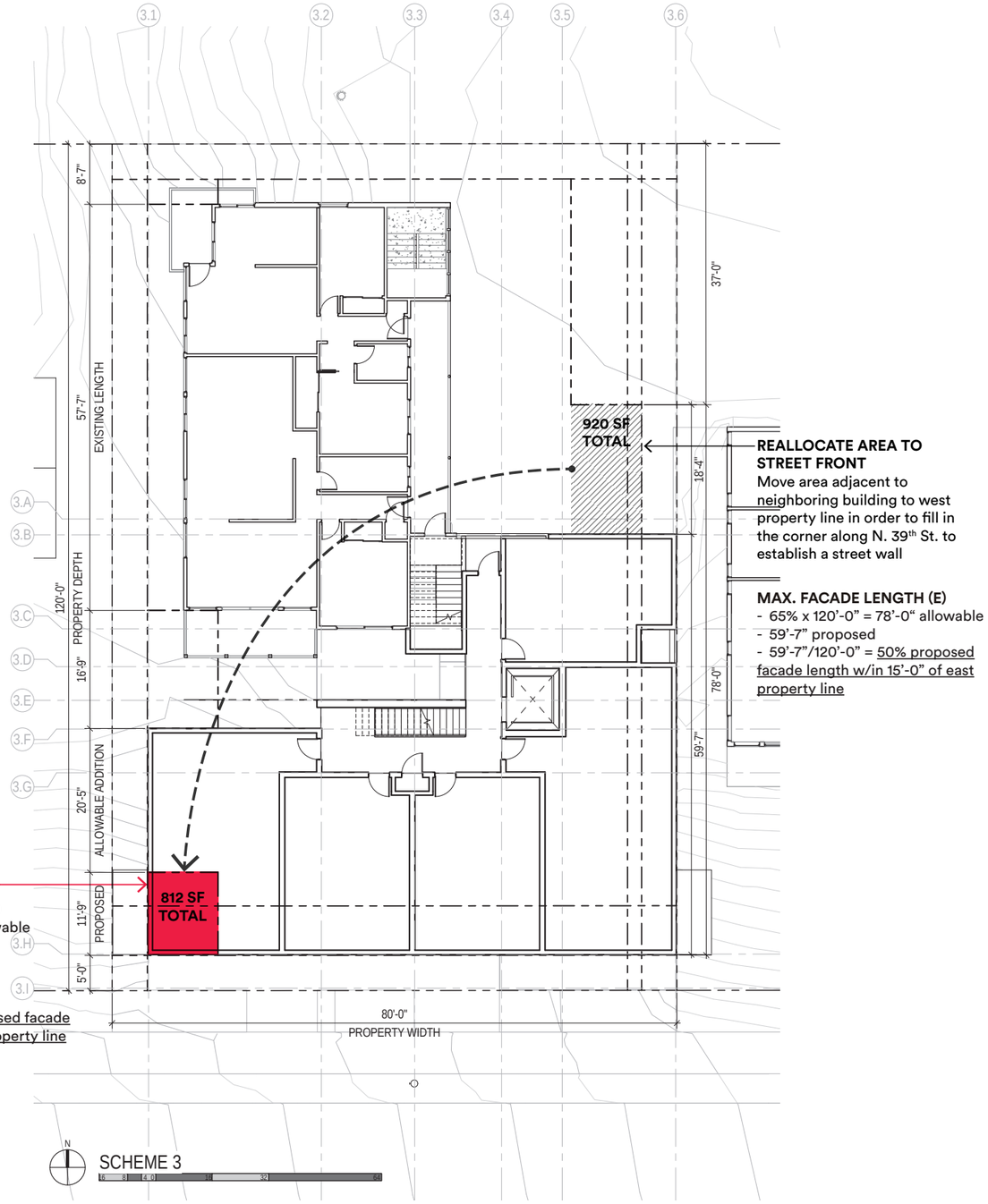
The existing multi-family buildings on campus incorporate generous exterior decks for each unit as secondary design elements that introduce a finer grain to the facade. Taking cues from the existing buildings, Scheme 3 proposes exterior decks to add visual interest from the street. Relocating massing on the south side of the site does not leave space for code-conforming decks at the new building, but since the south-west and south-east corners are adjacent to undeveloped steep slope, exterior decks would not negatively impact the neighboring buildings. The eastern decks relate to the open space to the south of the neighboring building and help frame the landscape. The decks conform to the other provisions of SMC 23.45.518.H.7 (no more than 20’-0” wide and separated from other decks on the same façade by a distance equal to at least one-half the width of the projection).



NON-CONFORMING DECKS

DECKS ORIENTED TOWARDS OPEN SPACE

Decks oriented towards unbuilt, steep slope to the west and east of proposed development as opposed to the busy arterial to the south, N. 39TH St.



REALLOCATE AREA TO STREET FRONT
Move area adjacent to neighboring building to west property line in order to fill in the corner along N. 39th St. to establish a street wall

MAX. FACADE LENGTH (E)
- 65% x 120'-0" = 78'-0" allowable
- 59'-7" proposed
- 59'-7"/120'-0" = 50% proposed facade length w/in 15'-0" of east property line

NON-CONFORMING AREA

MAX. FACADE LENGTH (W)
- 65% x 120'-0" = 78'-0" allowable
- 57'-7" existing
- 20'-5" allowed
- 32'-2" proposed
- 89'-9" total proposed
- 89'-9"/120'-0" = 75% proposed facade length w/in 15'-0" of west property line

MAX. FACADE LENGTH

SCHEME	3
CITATION	SMC 23.45.527.B.1
REQUIREMENT	Max. combined length of all portions of facades w/in 15'-0" of side line cannot exceed 65% of the length of that lot line
REQUEST	Increase allowable length to 75%
RATIONALE	Re-locate area to urban village side
DESIGN GUIDELINES	DESIGN GUIDELINE DESIGN GUIDELINE

Scheme 3 proposes to move massing toward the south side of the site in order to establish a strong building edge at the urban village, and to lessen the impact on the single-family zone to the north. The scheme does not maximize the façade length within 15'-0" of the eastern property line; instead it sites massing at a location that has the greatest impact on the pedestrian experience along N. 39th St. The total area eliminated along the eastern property line is greater than the area reclaimed along the western property line.

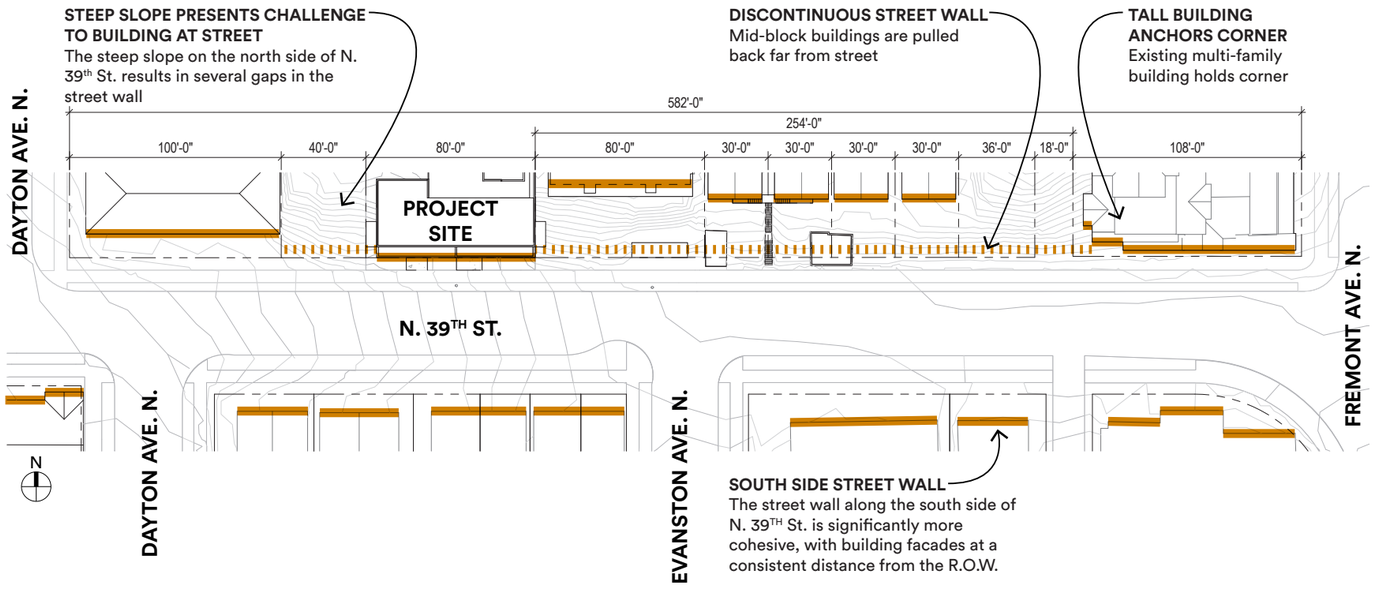
Filling in the southwest corner of the building not only locates mass away from the single-family zone, but it also helps to establish a strong urban edge at the north side of N. 39th St.

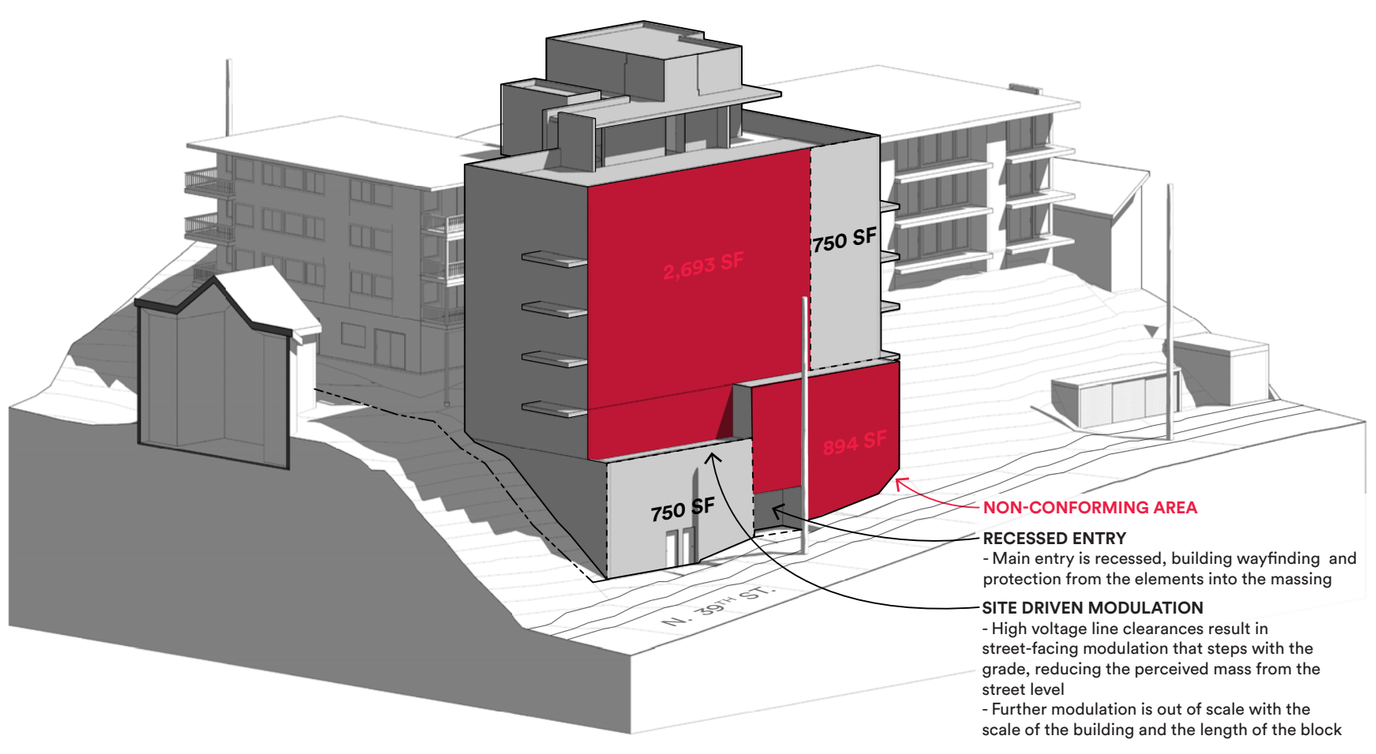
FACADE ARTICULATION

SCHEME	3
CITATION	SMC 23.45.529.C.2
REQUIREMENT	If the street-facing façade of a structure exceeds 750 SF in area, division of the façade into separate façade planes req'd
REQUEST	Eliminate articulation requirement at urban village street frontage
RATIONALE	Retain simple massing and establish strong street edge at the urban village boundary
DESIGN GUIDELINES	DESIGN GUIDELINE DESIGN GUIDELINE

Located on a busy neighborhood street and the northern boundary of the urban village, the project site has an opportunity to establish a strong urban edge where one does not currently exist. Due to the steep slope at the northern side of N. 39th St., the existing mid-block buildings are set back from the street and several are barely visible. This has resulted in a block-long gap within the street wall. Only the tall multi-family building at the corner of N. 39th St. and Fremont Ave. N. holds a strong edge. Comparatively, the buildings on the south side of the street are all a consistent distance from the street, thereby creating a steady edge. The preferred scheme already proposes massing articulation at the lower three levels where the impact is the greatest at the street level. Further break down of the façade would compromise the strong edge and would not be commensurate with the scale of the building.

The proposed massing articulation authentically reflects the sloped site conditions and the internal building configuration. The expression of the horizontal building separation helps to reduce the perceived scale, whereas vertical division to conform to the façade articulation provision would emphasize the height of the building, running counter to the purpose of the code.

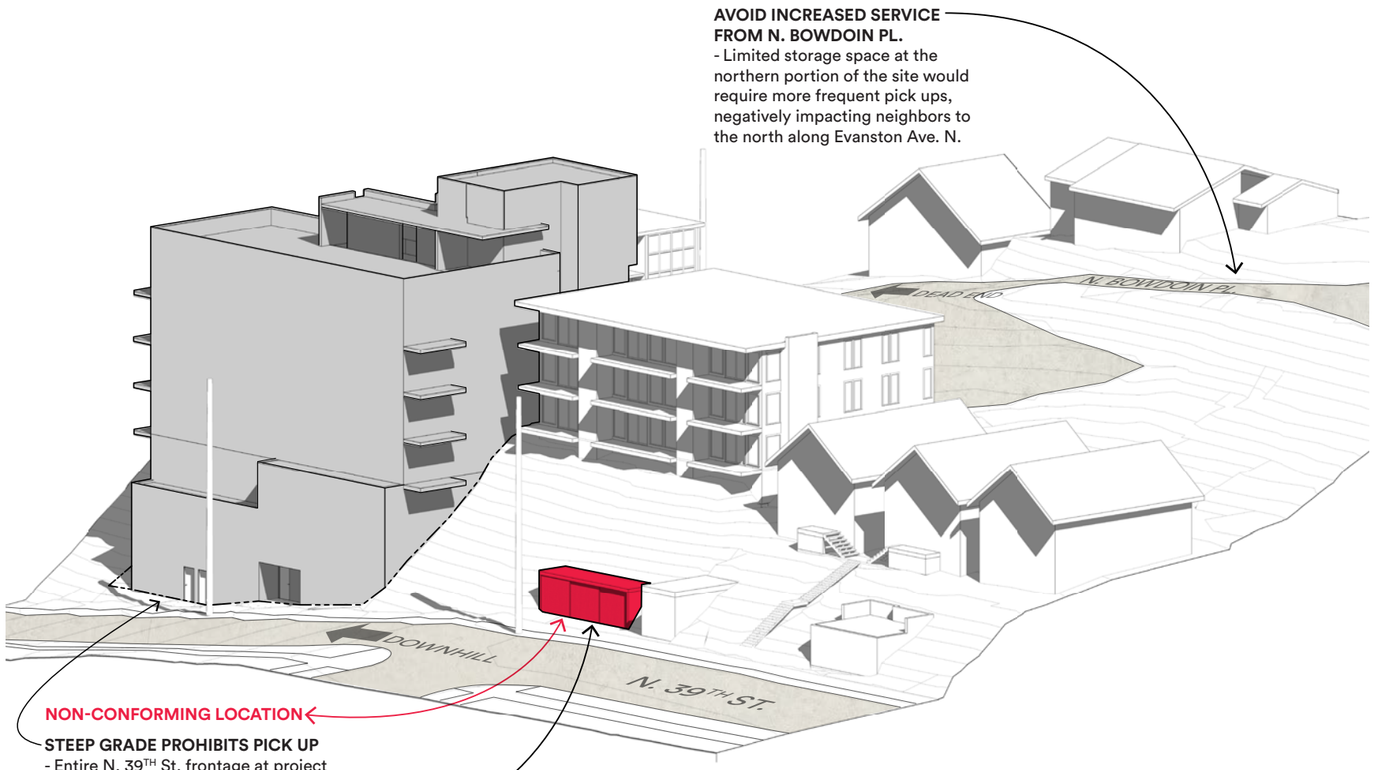




SOLID WASTE STORAGE

SCHEME	3
CITATION	SMC 23.54.040.E.1
REQUIREMENT	Storage space req'd to be located on the lot of the structure it serves
REQUEST	Allow storage to be located on the adjacent property
RATIONALE	Lessen traffic impact on northern neighbors and provide safe pick up location
DESIGN GUIDELINES	DC1.B.1. ACCESS LOCATION & DESIGN

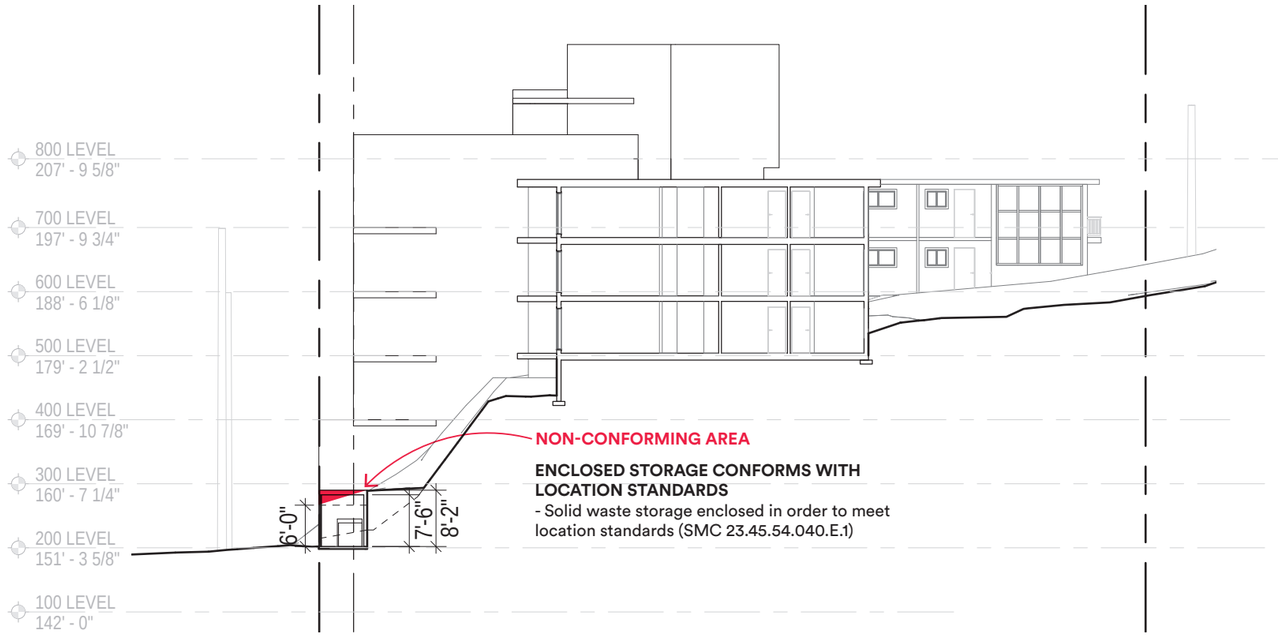
The preferred scheme proposes to move the solid waste storage to the adjacent property on campus to avoid increasing service along Evanston Ave. N., and to establish a safe pick up location. Positioning the solid waste storage pick-up at N. Bowdoin Pl. would increase vehicular traffic along the dead end road, Evanston Ave. N. To lessen the impact on the single-family zone to the north, Scheme 3 proposes to move the solid waste storage to N. 39th St. The entire street frontage of the project site is located on the downhill slope, which creates an unsafe pick up environment for Seattle Public Utilities (SPU) per SMC 23.54.040.E.5. The proposed location on the adjacent property is located within an area that does not have the steep slope designation, and is accessible from a flat section of N. 39th St.



ACCESSORY STRUCTURES W/IN SETBACKS

SCHEME	3
CITATION	SMC 23.45.518.I.1.c
REQUIREMENT	Accessory structures req'd to be set back 7'-0" min. from lot lines that abut a street
REQUEST	Allow an accessory structure to be located w/in 7'-0" of the N. 39th St. lot line
RATIONALE	Structure enclosed to conform to solid waste storage standards
DESIGN GUIDELINES	CS2.D.2. EXISTING SITE FEATURES DC1.C.4. SERVICE USES

The solid waste storage is enclosed in order to conform to the solid waste storage standards per SMC 23.54.040. Due to the most appropriate storage location discussed on the previous page (pg. 81), the storage is required to be enclosed in order to be located between the building and the street lot line per SMC 23.54.040.E.1. The enclosures also helps to mitigate odor and noise impacts per SMC 23.54.040.E.4. The location within 7'-0" of the street lot line is due to the steep slope beyond and helps to facilitate access for tenants and SPU.



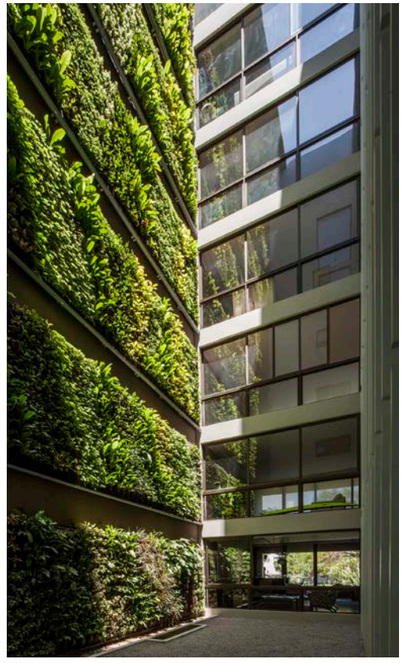
SECTION: Scheme 3

16 8 4 0 16 32 64

DESIGN CONCEPTS 5.0

BUILDING CONCEPT

Cantilever House | Robert Huchison
Seattle, WA



C-Q Project | JSª
Miraflores, Peru

Park Modern | BUILD LLC
Seattle, WA

OLD & NEW

RECESSED ENTRY

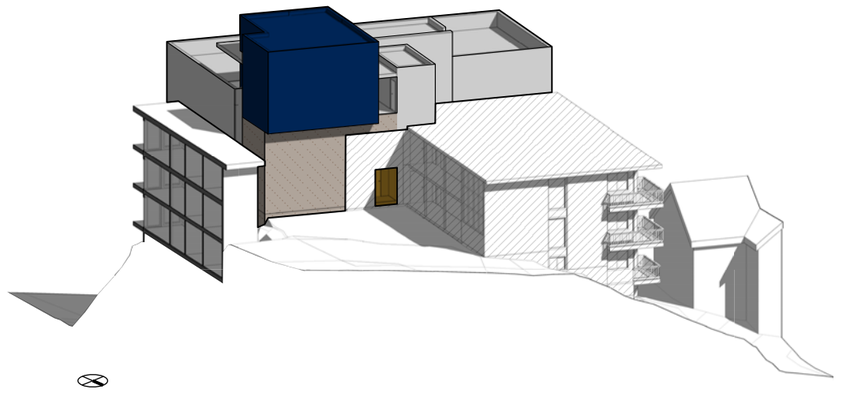
- Pulling the entry of the new building into the wall of the existing structure gives visual priority to the existing building.

- This strategy differentiates the two buildings while also weaving them together.

PENTHOUSE

- The simple massing of the overhanging penthouse distinguishes itself between the new and old sections of the building.

- The slight overhang provides a subtle façade variation along the north side of the new structure.



PRIVACY

PRIVACY BETWEEN BUILDINGS ON SITE

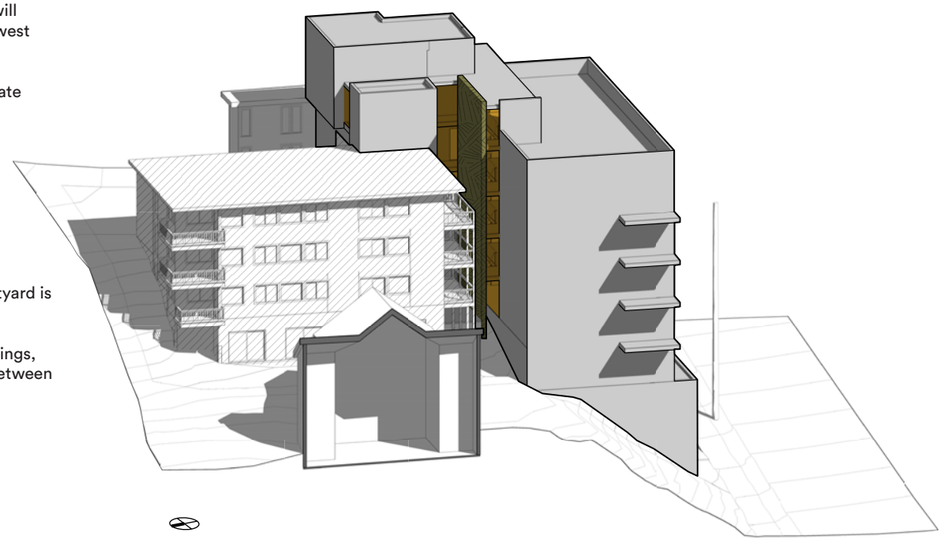
- A solid wall along the northern side of the stairway will provide a buffer for the private, exterior decks at the west end of the courtyard.

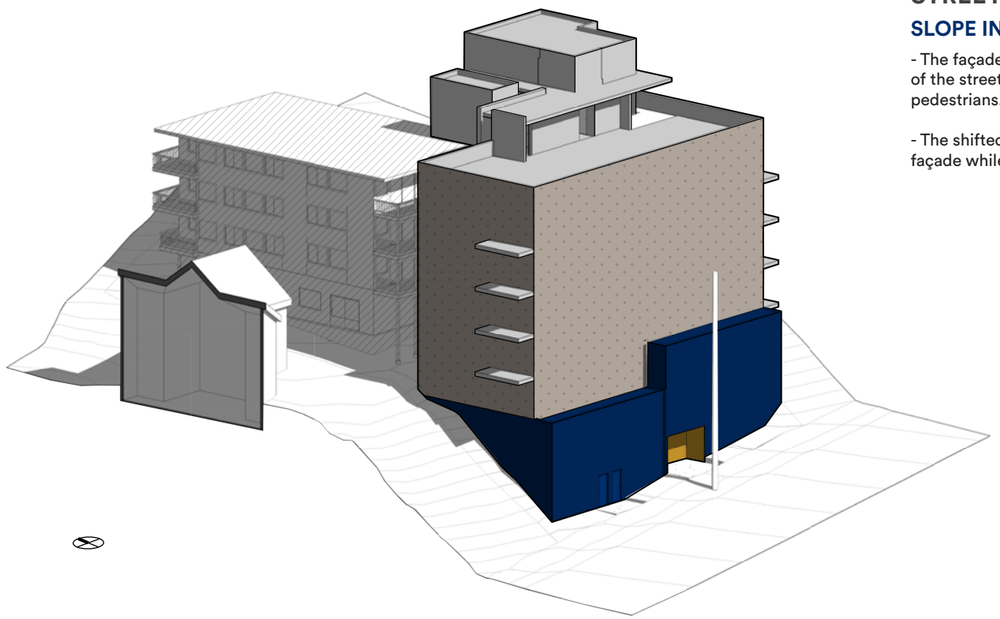
- The scale of the courtyard provides an intimate, private space for the existing apartments.

EXTERIOR CIRCULATION

- The exposed circulation along the edges of the courtyard is designed to foster interaction between residents.

- It also provides exposure to natural ventilation, plantings, and the multi-purpose areas in the interstitial space between the existing and new buildings.





STREET WALL

SLOPE INSPIRED MODULATION

- The façade along N. 39TH St. complements the topography of the street and reduces the scale of the building for pedestrians.

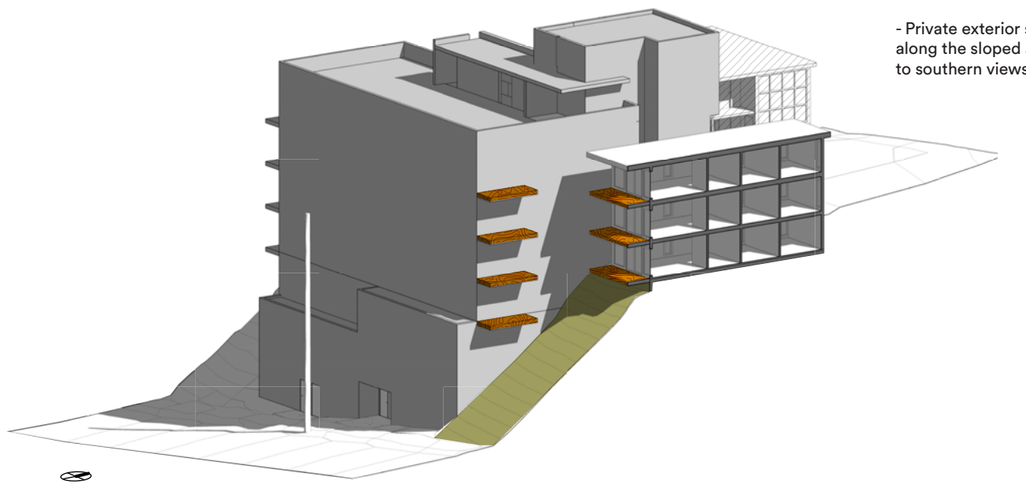
- The shifted massing provides simple visual interest to the façade while maintaining a continuous street wall.

OPEN SPACE

CONNECTION TO OPEN SPACE

- Exterior balconies complement the decks of the existing and neighboring buildings.

- Private exterior spaces provide connection to vegetation along the sloped areas of the neighboring sites and access to southern views.



BUILDING CONCEPT

Modern Health Center | Maca Studio
Mallorca, Spain

Gabriel Mancera | AT 103
Mexico D.F., Mexico

The Rooster | Weinstein AU
Seattle, WA

Elm Hall | Mahlum Architects
Seattle, WA

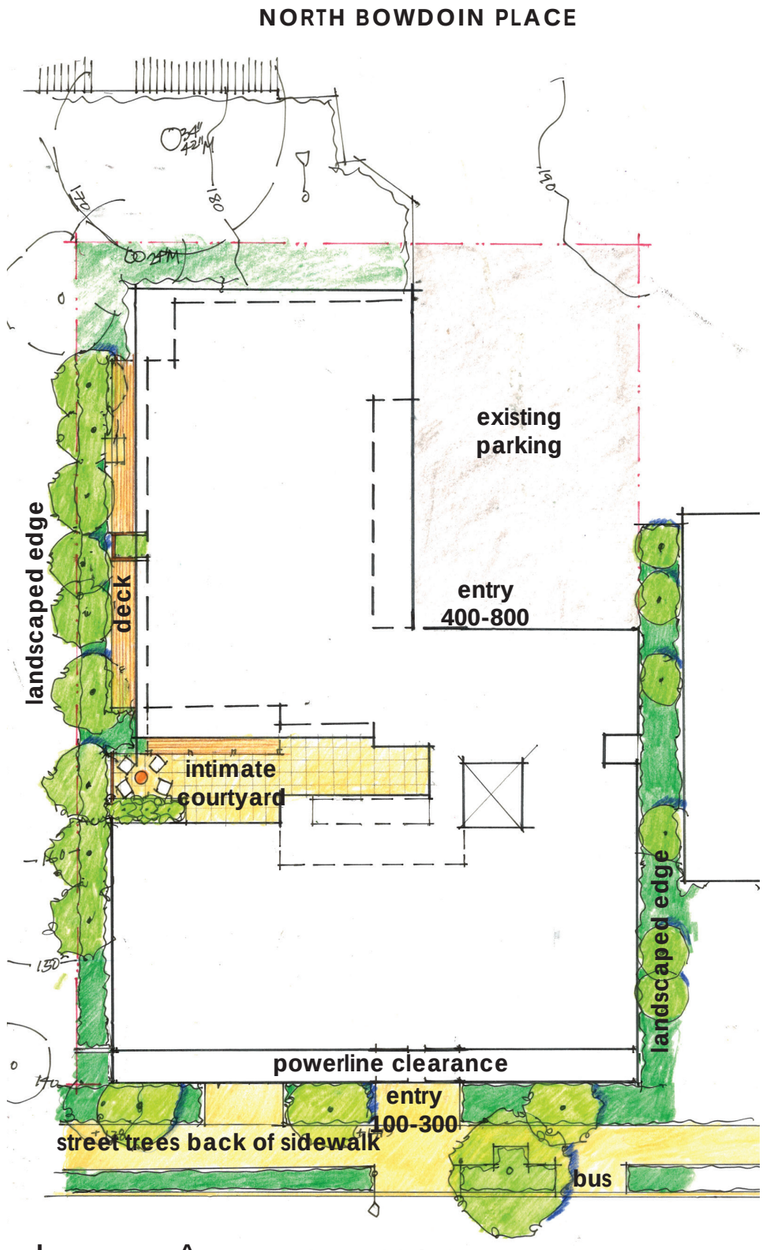
LANDSCAPE SITE PLAN

street trees back of sidewalk

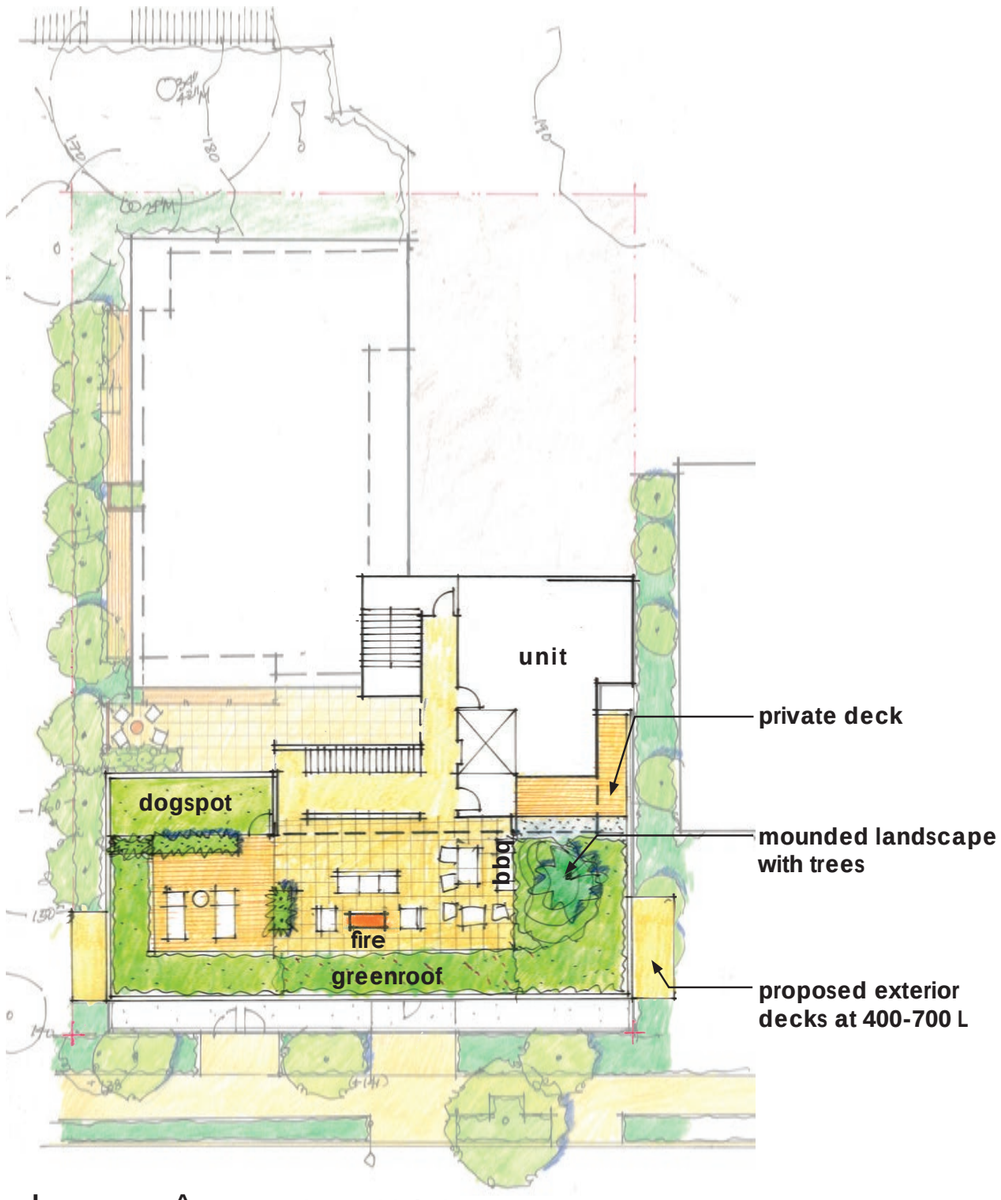
intimate courtyard

courtyard seat spot

landscaped edges



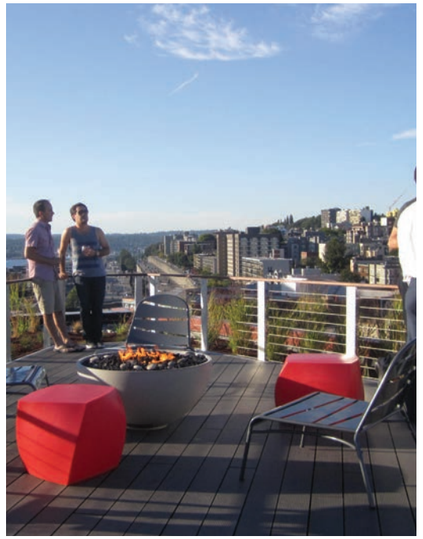
LANDSCAPE ROOF PLAN




mounded landscape with trees


green roof with enhancements


food and fun


fire and view

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EARLY COMMUNITY OUTREACH 6.0

OUTREACH PLAN

IN-PERSON OUTREACH

Considering the unique site conditions of the proposed development, the project team chose to host a site walk. Meeting the community on site provided the context necessary for the the project team and community to have an informed discussion about the scale and zoning transitions of the specific site. An additional in-person meeting with the Friends of Upper Fremont took place on October 16, 2018 to discuss site access and other project concerns.

SITE WALK
N. 39th St.

PRINTED OUTREACH

Due to the scale and chosen in-person outreach method, the project team opted for a multi-pronged approach for the printed outreach. A sign was posted on site, adjacent to the sidewalk at N. 39th St., to inform the public about the project and served as an identifiable meeting spot for the site walk. A public notice was published in the Daily Journal of Commerce to further advertise the site walk.

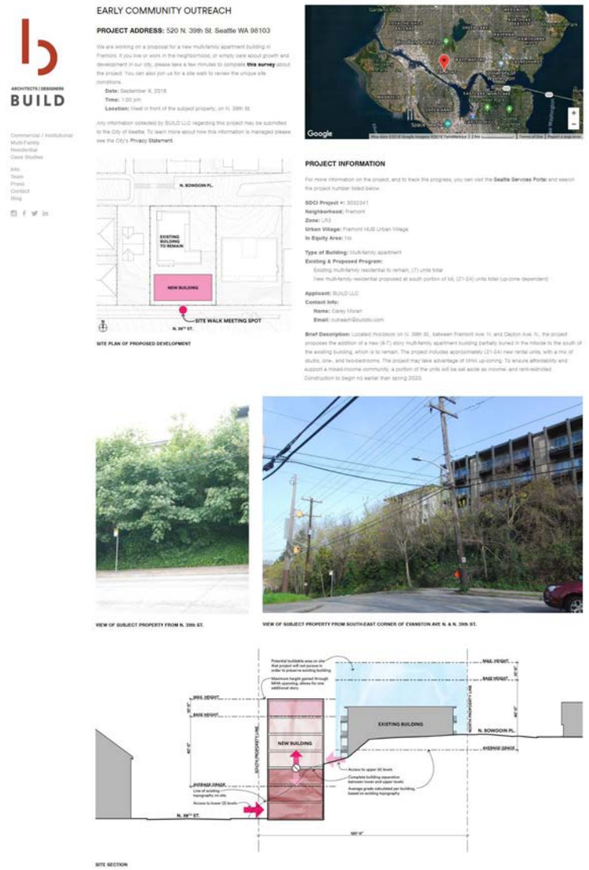
FREMONT COMMUNITY OUTREACH SITE WALK
Meet at 520 N. 39th St. 1pm 9/9. Open to the public. Project proposes new MFR apartment, existing to remain. Visit www.buildllc.com/520 or email Carey Moran outreach@buildllc.com for more info. Info collected may be made public. SDCI #3032341. Visit cosaccela.seattle.gov to track progress.
Date of publication in the Seattle Daily Journal of Commerce, August 22, 2018.
8/22(365155)

PRINT AD
Daily Journal of Commerce

POSTED SIGN
Project site, on N. 39th St.

DIGITAL OUTREACH

An online survey was chosen as an efficient means of collecting community feedback about the proposed development. A simple project website (www.buildllc.com/520) was established to provide project information and a link to the survey. The survey was designed to receive feedback about the pedestrian experience at N. 39th St., the importance of visual aesthetics and building scale, and notable characteristics of the Fremont neighborhood for placemaking.



PROJECT WEBSITE
www.buildllc.com/520

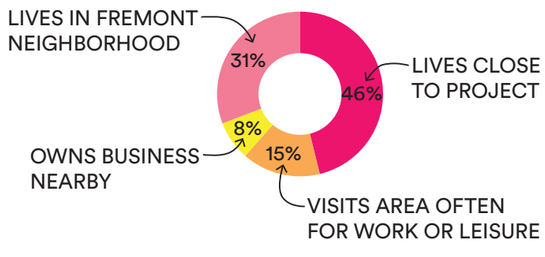
WHAT ARE A FEW CHARACTERISTICS OF THE FREMONT NEIGHBORHOOD THAT YOU THINK MAKE IT STAND OUT FROM THE OTHER NEIGHBORHOODS IN SEATTLE?

"Strong pedestrian presence with openly hostile infrastructure."

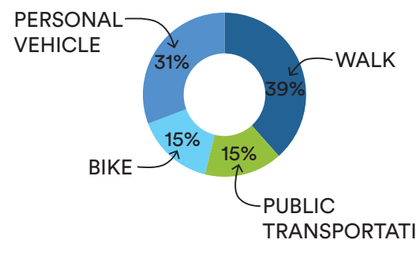
"Central hub for transit. Proximity to certain employers and businesses not established elsewhere. Presence of art and the arts council."

"Walkability, lack of traffic jams, vibrant restaurant and bar scene."

CONNECTION TO PROJECT

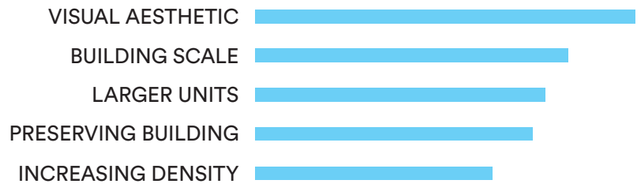


COMMUTE



STREETS TRAVELLED ON PAST PROJECT

IMPORTANCE OF PROJECT ASPECT



DO YOU HAVE ADDITIONAL FEEDBACK NOT COVERED IN THIS SURVEY? PLEASE SHARE WITH US.

"Friends can't come visit due to parking. Putting 4 units in without 30 parking spots would aggravate a problem."

"The more parking there is, the more cars people will try to drive around in, wrecking the neighborhood."

OUTREACH FEEDBACK

While the survey responders' connection to the project development varied, the most invested in the outcome of the project is the community group, Friends of Upper Fremont. The group consists of neighbors living in the single-family zone north of N. 39th St. and was formed to fight the micro-housing development at 3959 Fremont Ave. N. and 3965 Fremont Ave. N. Seven representatives of the group attended the hour long site walk to voice their concerns.

The main concern of the community, specifically the Friends of Upper Fremont, is maintaining the character of the single-family neighborhood to the north of the project site. Lessening the impact of the development, from parking and car-share drop-off to utility pick up and deliveries, is a priority of the Friends of Upper Fremont. The two main issues the group has raised with the Lanz Fremont development is the large number of small units and the fact that they will all be accessed entirely off of the single-family alley at the top of the hill, ignoring the access to the multi-family zone below.

The main suggestion for mitigating the impact of the development was to focus the building access off N. 39th St. Several community members believe that providing access for all tenants to N. 39th St. would help mitigate the amount of traffic on Evanston Ave. N. This would not only make public transportation an even more viable option for all tenants but open up parking options beyond the single-family neighborhood to the north. More specific suggestions include an elevator in the building and a loading zone for deliveries at N. 39th St.

There were several comments about the pedestrian experience along N. 39th St., from both the survey and the site walk. While few people who provided feedback take the route 28 bus more than once a month, the large majority have walked that stretch of N. 39th St. in front of the subject property. A few community members mentioned that the street is within the B.F. Day school zone. Many people noted walkability and central location within the city as positive characteristics of the Fremont neighborhood. A lot of people commented on how noisy and fast the traffic is along N. 39th St., asking for more crosswalks, specifically at Evanston Ave N. and N. 39th St. Suggestions for design features at the public realm included landscaping, lighting, transparency and human interaction at ground level, colorful and meaningful art, and ADA accessibility.

More than half of survey responders agreed that preserving the existing apartment building was important for maintaining a sense of place and believe that the Fremont neighborhood is in need of more rental units that are larger than one-bedroom. The majority were concerned about the visual aesthetic of the proposed development, but less concerned about the scale of the building at N. 39th St.

FOLLOW UP MEETING WITH FRIENDS OF UPPER FREMONT

The project team had a follow up meeting with the Friends of Upper Fremont to further discuss the access issues at the site. The team reviewed the site constraints at N. 39th St. that prohibit on-site parking or any form of vehicle pull-out or turn around, including the downhill sloping street, metro bus stop, and steep slope on site. The original preferred scheme did not include an elevator due to the infeasible cost increase to the project, but after careful study, the elevator was added in order to provide access to all tenants from N. 39th St. and mitigate the impact on the single family neighborhood. In order to absorb the elevator cost, the project is requesting departures to maximize F.A.R. and site the bulk of the mass on the urban village side of the site.