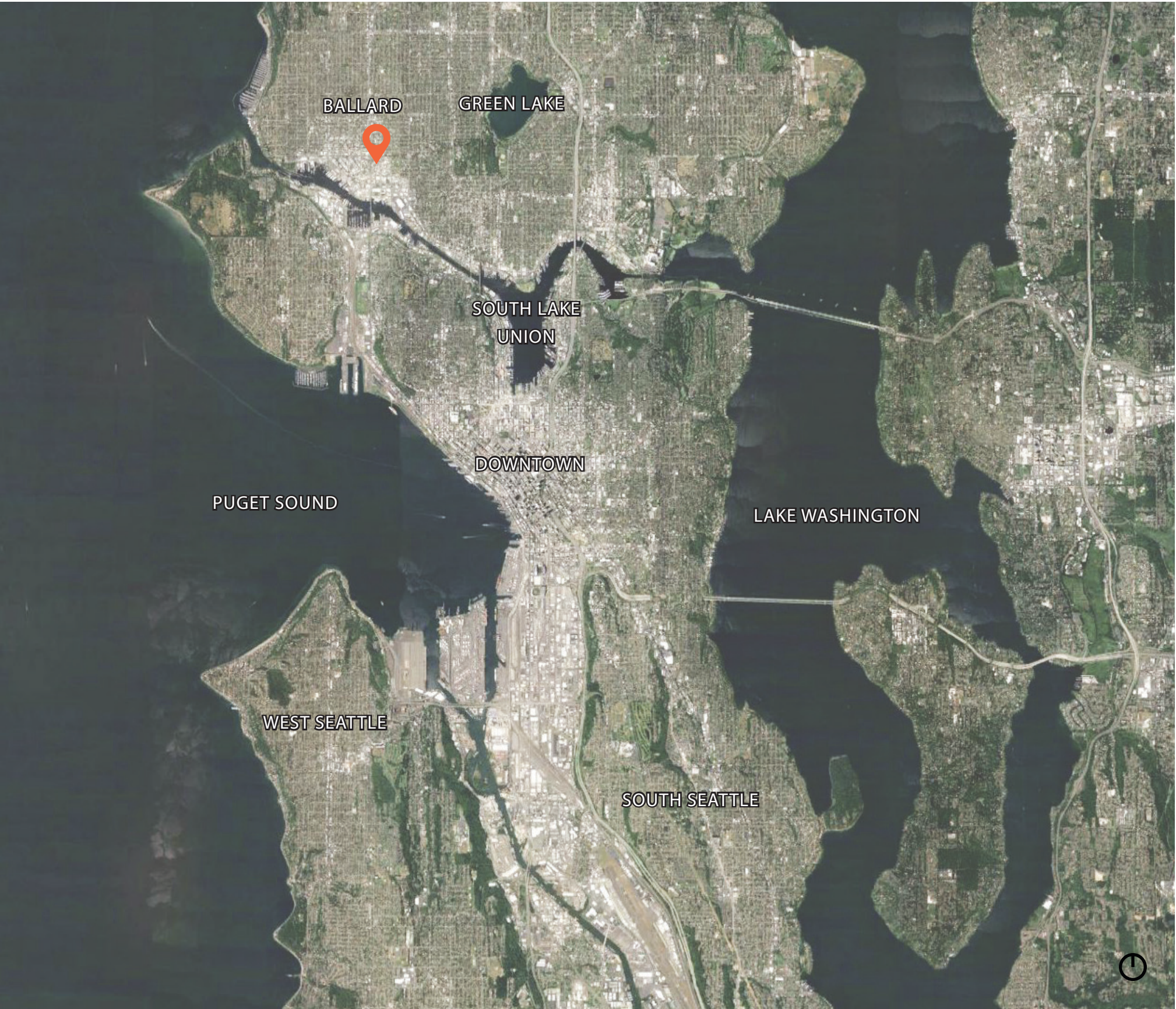




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ADDRESS

1446 NW 53rd Street
Seattle, WA 98107

OWNER/DEVELOPER

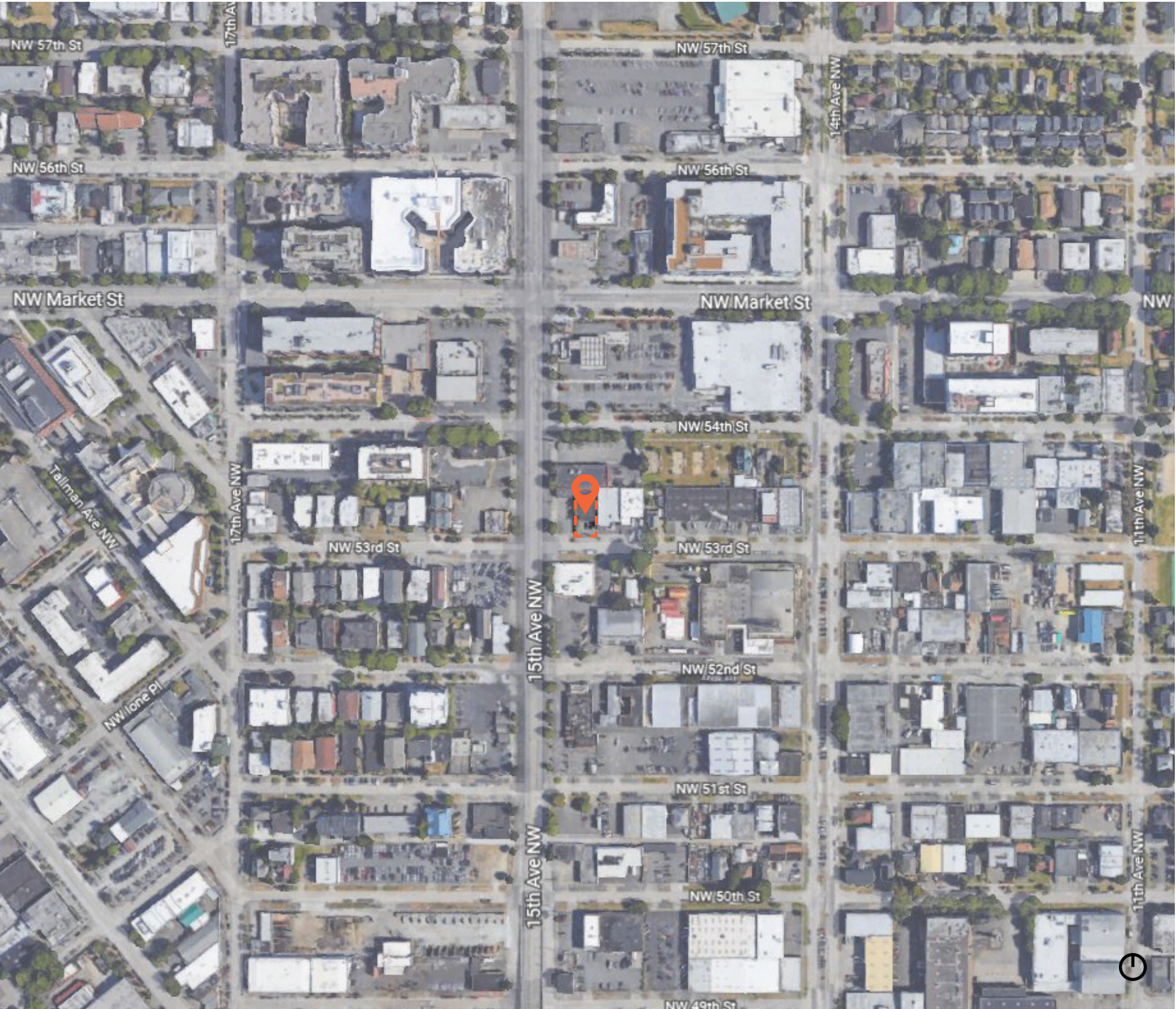
Walls Property Management
Preston Walls
5210 Russel Ave NW, #100
Seattle, WA 98107
T: 206.784.9780

ARCHITECT

MAS Architecture LLC
Seth Hale
2562 Dexter Ave N
Seattle, WA 98109
T: 206.432.9121

PROJECT OVERVIEW

The site is located on the north side of NW 53rd Street bound by 15th Ave NW on the west. Located in the Ballard Hub Urban Village the site is located approximately 2 blocks south of Ballard’s main commercial arterial - NW Market Street. The subject parcel is zoned C1-65. Zoning to the north, south, and west immediately adjacent to the site is also zoned C1-65 and IG2 U/65 to the east. A few blocks to the north and west zoning transitions to NC3-65, NC3P-65 and LR3.



 PARCEL # 2768300505

 PROPERTY LINE

DEVELOPMENT OBJECTIVES

- 1. Provide attractive and well-constructed mixed use development with market rate housing.
- 2. Provide a transit oriented development with convenient, usable bicycle parking.
- 3. Provide SEDU development with ample shared amenity space for tenants.

PROJECT PROPOSAL

6 Stories with 50 SEDU
0 SF of Commercial Space
21,250 SF of FAR Allowed
21,297 SF - 21,729 SF of FAR Proposed
0 Vehicle Parking Spaces
+/- 50 Bicycle Spaces

MHA: 7 Stories with 60 Units
0 SF of Commercial Space
27,500 SF of FAR Allowed
26,030 SF - 26,512 SF of FAR Proposed
0 Vehicular Parking Spaces
+/- 60 Bicycle Spaces

SITE PLAN | Site Context

- PROPERTY LINE
- STRUCTURES TO BE REMOVED
- EXISTING ADJACENT STRUCTURES
- TREE CANOPY/VEGETATION

SITE CONTEXT

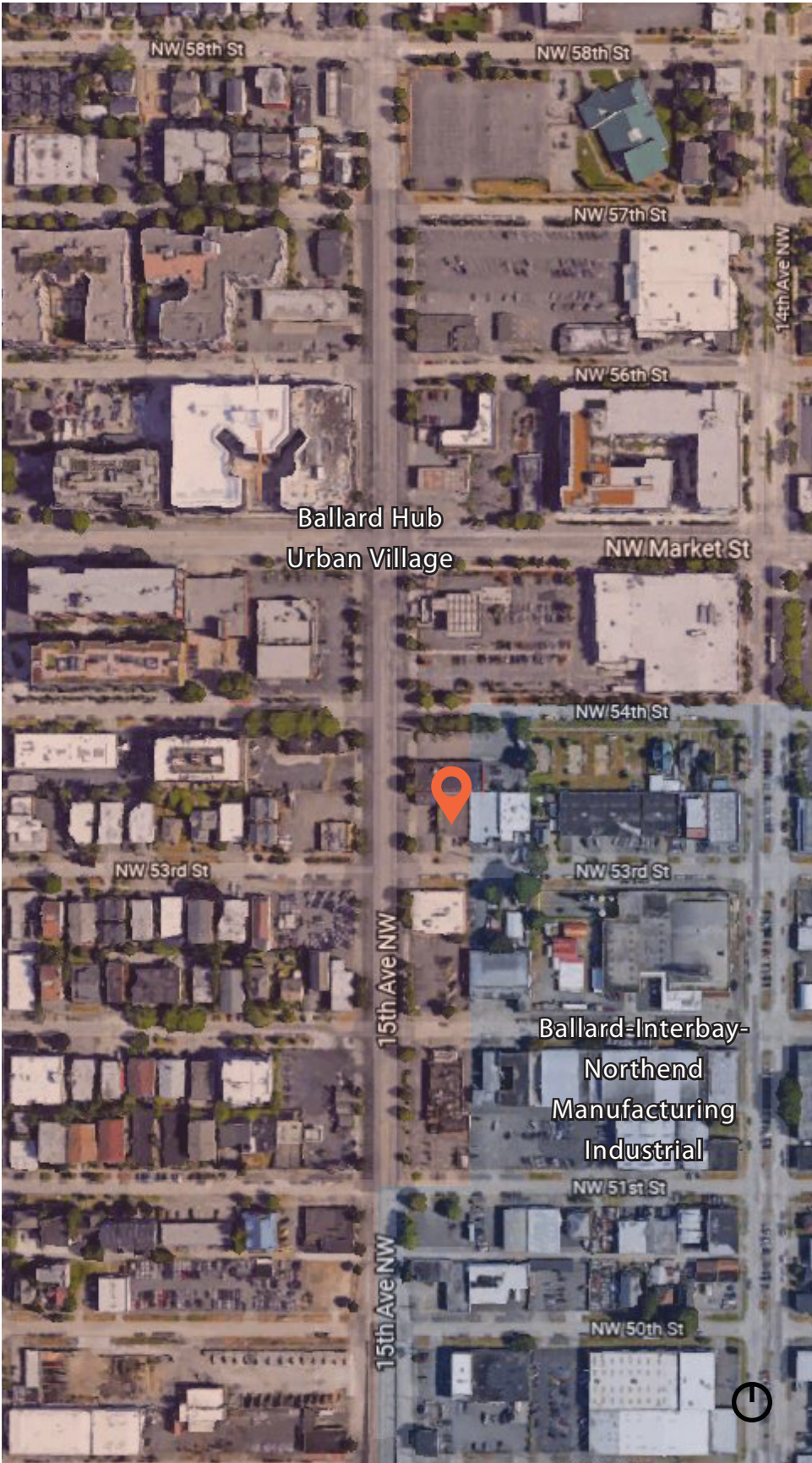
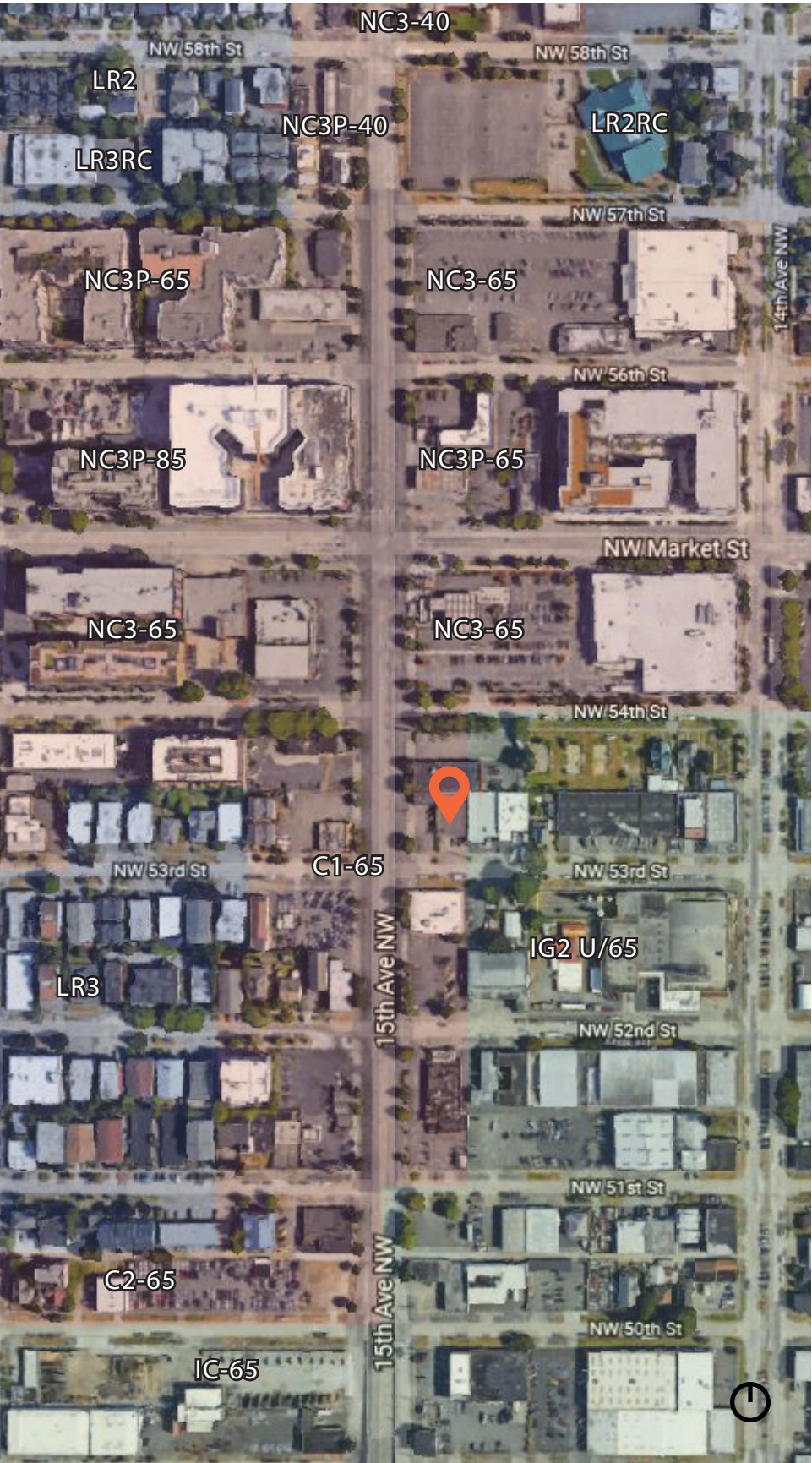
The site is currently occupied by surface parking and a single story wood framed structure which currently houses a personal training center. The site drops approximately 8' from north to south. Street trees are located along 15th Avenue NW. The site is bounded by NW 53rd St to the south and the following adjacent properties:

- North: Mud Bay pet supply store - single story
- South: O'Reilly Auto Parts - single story
- Southeast: Bardahl Manufacturing - single story
- East: Alexander Gow Fire Equipment - single story warehouse building
- Northeast: Studio Works - four story leasable office and retail spaces
- Northwest: Leva - eight story mixed used building
- West: Subway sandwich shop - single story

LEGAL DESCRIPTION

Lot 21, block 135, Gilman Park addition to the city of Seattle, according to the plat thereof recorded in volume 3 of plats, page 40, records of King County, Washington.





ZONING & URBAN VILLAGES

The parcel is zoned C1-65 and is within the Ballard Hub Urban Village. The site is bounded by C1-65 zoning on the north, south and west sides and IG2 U/65 zoning to the east. The MHA proposed zone is C1-75 (M) for the parcel.

PARCEL #	2768300505
CURRENT BASE ZONE	C1-65
MHA PROPOSED ZONE	C1-75 (M)
URBAN VILLAGE	Ballard Hub
MHA URBAN VILLAGE	Low Displacement Risk & High Access to Opportunity
PEDESTRIAN AREA	No
FREQUENT TRANSIT	Yes
ECA	None
LOT SF	5,000 SF

URBAN DESIGN ANALYSIS | Neighborhood Context



- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- PUBLIC
- SINGLE FAMILY
- MULTIFAMILY/MIXED USE

BUILDING TYPOLOGIES

The immediately surrounding buildings are commercial. They include an auto shop, pet supply store, fire equipment supplier, and salvaged materials store. They are low-rise and similar in characteristic to the many warehouses in the area.

The greater area is highly diverse in typology. East of the site are many large warehouses such as Bardahl Manufacturing and Vaupell Northwest Molding. To the northeast is a transition from commercial structures to single family homes. North of the site there are commercial buildings at NW Market St. West of the site are several multifamily structures. The neighborhood is likely to see significant development and transition in the near future with many new projects proposed in the area.

SURROUNDING BUILDINGS & LOCAL CHARACTER



Bardahl Manufacturing
Large manufacturing warehouse with iconic signage.



StudioWorks
New commercial building offering leased office spaces.



Ballard Reuse
Store specializing in architectural salvage and green demolition.



Ballard Brothers Seafood and Burgers
Restaurant that began as a festival food booth in 1987.



Seattle Fire Station 18
A modern remodel of existing fire station by SHKS Architects.



Luminous Works
A warehouse occupied by a school offering software and design classes.



Multifamily Building
An example of an older apartment buildings typical of the area.



AVA Ballard
A mixed use building by Ankrom Moisan Architects.

URBAN DESIGN ANALYSIS | Streetscapes

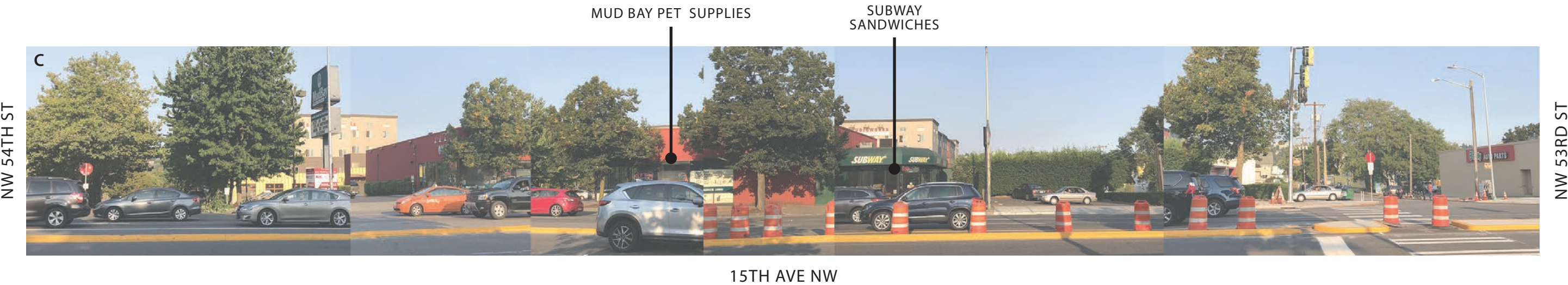


SITE VIEWS

The proposed structure will have significant views from upper floors and the rooftop deck of the Olympics to the west, Mount Rainier to the southeast, Elliot Bay to the southwest, and the Cascades to the east.



URBAN DESIGN ANALYSIS | Streetscapes



URBAN DESIGN ANALYSIS | Streetscapes



STUDIO WORKS OFFICE RENTAL

MUD BAY PET SUPPLIES



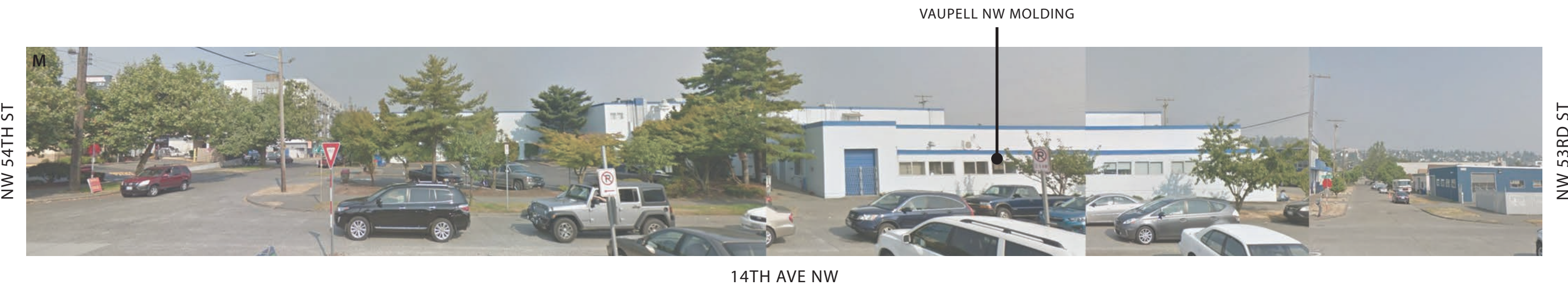
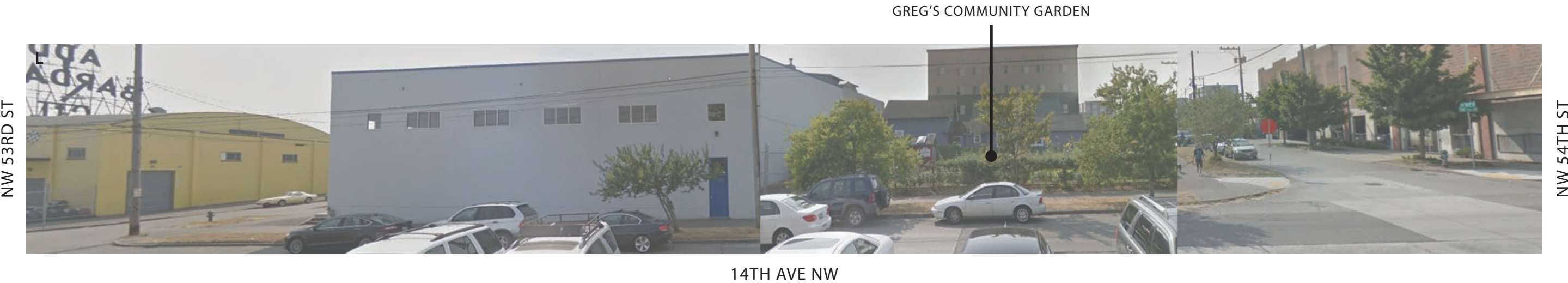
NW 54TH ST

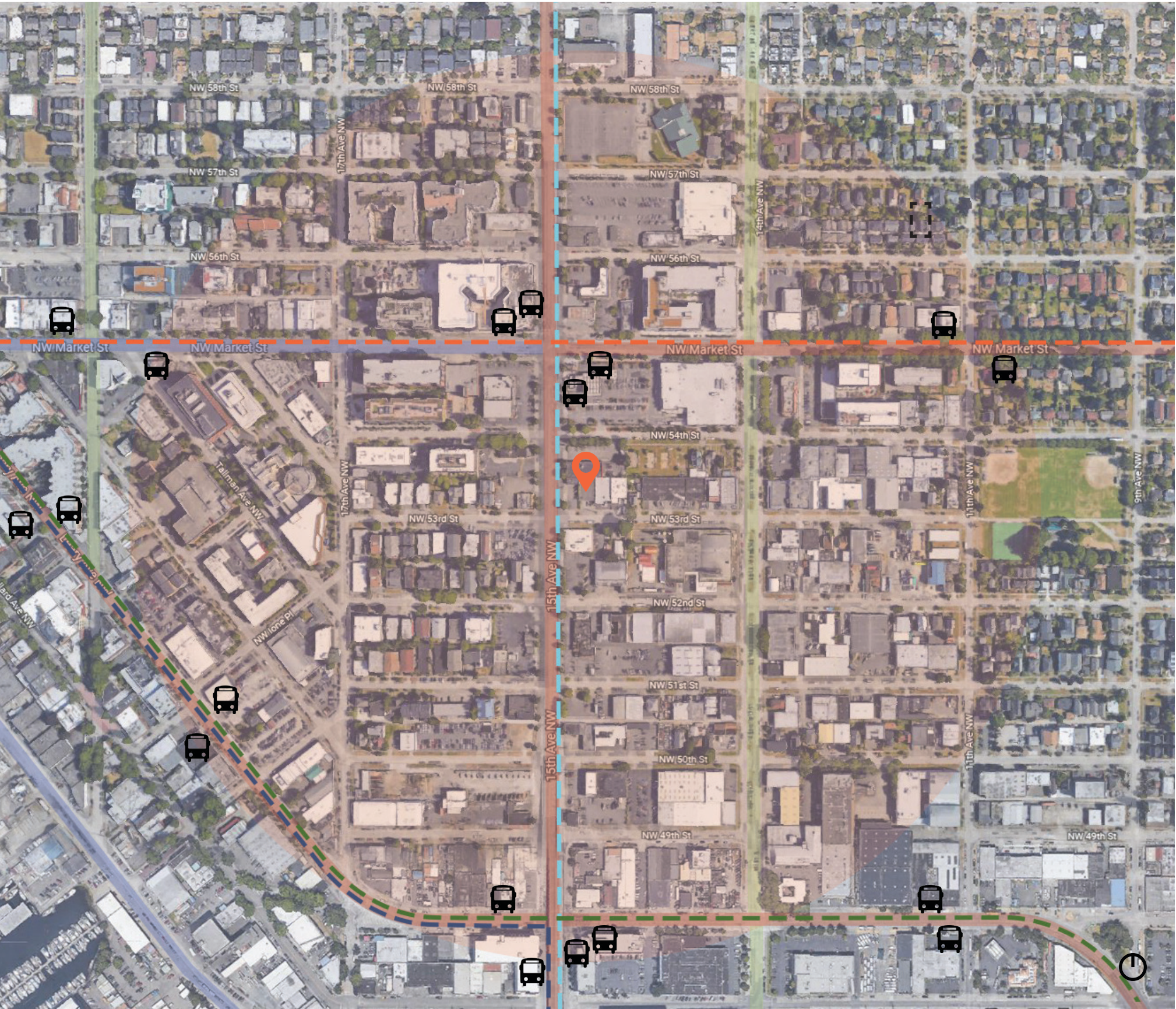
SAFEWAY



NW 54TH ST

URBAN DESIGN ANALYSIS | Streetscapes





- .25 MILE RADIUS FROM SITE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR ARTERIAL
- BUS ROUTE: 44
- BUS ROUTE: 15/994/D LINE
- BUS ROUTE: 40
- BUS ROUTE: 17X/18X/29
- BUS STOPS ALONG ROUTES

ACCESS

The site is located on the south end of the block along NW 53rd Street. The site is served by stops for bus routes 15, 17X, 18X, 29, 40, 44, and 994 within a quarter mile radius from the site. The bus routes, in conjunction with the Urban Village designation allow the site to be developed with a no parking requirement.

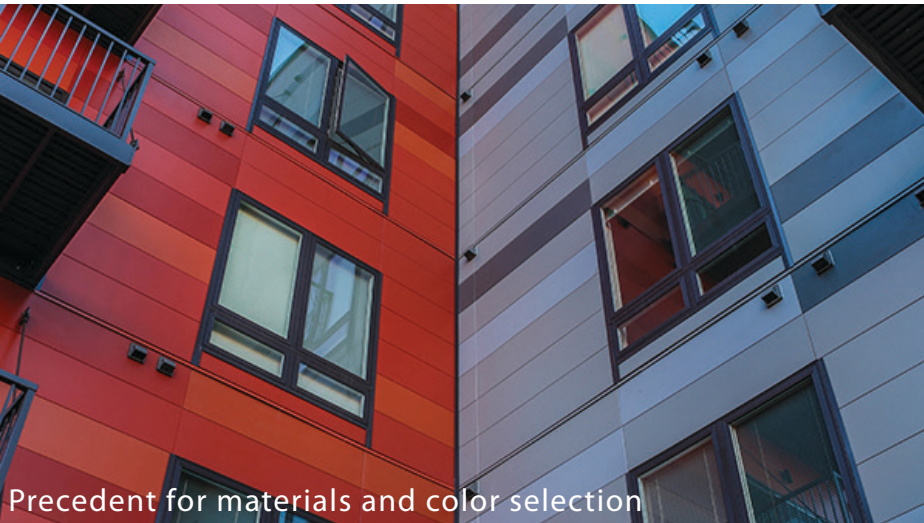
PERMITTED USES	23.47A.004 - Permitted and prohibited uses Table A for 23.47A.004 - Uses in commercial zones j. Residential uses permitted for C1 zone	SETBACK REQUIREMENTS	23.47A.014 - Setback requirements Under C1-65 zone: No setbacks required. Under MHA Proposed zone C1-75 (M): 8 foot front setback above 65 feet in height
STREET-LEVEL DEVELOPMENT STANDARDS	23.47A.008 - Street-level development standards A. 2. Blank facades b. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. c. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street. B. 2. Transparency a. Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. 4. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.	LANDSCAPE GREEN FACTOR	23.47A.016 - Landscaping and screening standards A.2. Landscaping that achieves a Green Factor score of 0.3 or greater.
		AMENITY AREA	23.47A.024 - Amenity area A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use.
		REQUIRED PARKING	23.54.015 - Required parking and maximum limits Table B for 23.51.015 - Parking for residential uses M. All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area = No minimum requirement Table D for 23.54.015 - Parking for bicycles D. Residential uses D.2. Multi-family structures = 1 long term per small efficiency dwelling unit & 1 short term per 20 dwelling units
PERMITTED HEIGHT	23.47A.012 - Structure Height Zone C1-65 = 65 ft height limit MHA proposed zone C1-75 (M) = 75 ft height limit		
FLOOR AREA RATIO	23.47A.013 - Floor area ratio Table A for 23.47A.013 - Maximum floor area ratio 1. Total FAR permitted on a lot that is solely occupied by residential use or non-residential use with in C1-65 is 4.25 X 5,000 = 21,250 sf in MHA proposed zone C1-75 (M) is 5.5 X 5,000 = 27,500 sf		

CONTEXT AND SITE

CS2. URBAN PATTERN AND FORM

- A. Location in the City and Neighborhood
- 2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly...Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity.

Within the context of the surrounding one and two-story structures, the proposed multi-family structure will be extremely visible and have a strong architectural presence as viewed from the south, east, and west. While the neighboring parcels are all zoned for structures of similar height and massing no developments are currently proposed for these locations. The front facade will be designed to contribute to the street edge with quality materials, articulation, detailing, and at grade transparency. Side and rear facades will incorporate limited articulation; however, attention will be provided to these facades via materials and color selection.



Precedent for materials and color selection

- C. Relationship to the Block
- 2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

It is likely party walls will be visible for some time. Party walls at both sides and rear will provide visual interest through materials and color.

- D. Height, Bulk, and Scale
- 1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

Zoning on all adjacent sites is zoned C1-65 and it is likely that future development will match the scale and bulk of the proposed structure. The structure is proposed at 6 stories with current zoning or 7 stories under future rezoning. It is likely new developments will match the number of stories and horizontal datum lines created with the proposed structure.

CS3. ARCHITECTURAL CONTEXT AND CHARACTER

- A. Emphasizing Positive Neighborhood Attributes
- 4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desir-

able context for others to build upon in the future.

Architectural character in the adjacent neighborhood is transitioning from industrial to multi-story residential, commercial, and office structures. To establish a positive and desirable context for future development, high quality materials, articulation, and significant fenestration will be provided at the street facing facade.

PUBLIC LIFE

PL2. WALKABILITY

- A. Accessibility
- 1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate “back door” entrances for persons with mobility limitations.

The structure will be fully accessible with complete design integration allowing visitors and tenants equal access to all amenities.

- B. Safety and Security
- 3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

DESIGN GUIDELINES | Priority guidelines

The residential lobby will be provided with significant transparency. Interior amenities will be located adjacent to the front facade keeping views open into the active at grade spaces.

C. Weather Protection

1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.

Weather protection will be provided at the main entry via a cantilever or canopy.

PL3. STREET-LEVEL INTERACTION

A. Entries

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

The common entry to the residential structure will be highly transparent with clear lines of sight to the lobby and amenity area. The front facade will clearly delineate between the common entry and residential units above. The main entry is proposed with a cantilever above to distinct itself from the public sidewalk.

PL4. ACTIVE TRANSPORTATION

B. Planning Ahead for Bicyclists

- 1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.
- 2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.
- 3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

The site location provides for excellent transportation alternatives including mass transit and bike trails. Bicycle parking is to be located within the structure at ground level with direct, level access from the exterior. It is undetermined if shower facilities will be provided based on necessary room for building services; however, it is likely that a bike repair facility and information about connections to existing trails and infrastructure will be provided.

C. Planning Ahead for Transit

3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

The midblock site does not allow for multiple egress locations. Design features will be provided to clearly indicate available bus routes and pedestrian routes to transit locations.

DESIGN CONCEPT

DC1. PROJECT USES & ACTIVITIES

A. Arrangement of Interior Uses

- 1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.
- 2. Gathering Places: Maximize the use of any interior or exterior gathering spaces by considering the following:
 - a. location at the crossroads of high pedestrian traffic.

Uses frequented by tenants will be located adjacent to the front entry with ample transparency to the exterior. The ground floor is proposed as open flexible space for use by the tenants and is directly connected to the lobby. The flexible space will have a direct connection with the exterior via transparency. It is located where all pedestrian activity will enter and exit the structure.



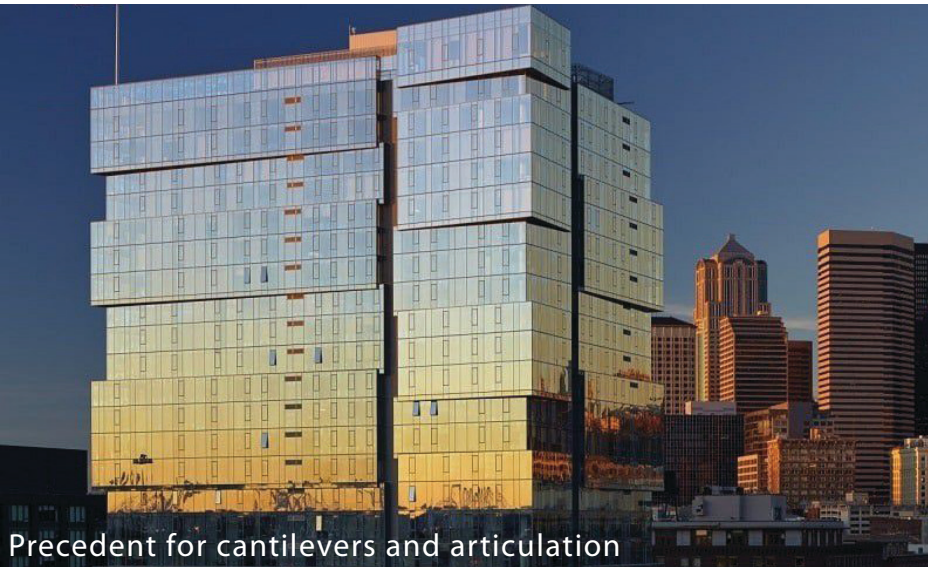
DESIGN GUIDELINES | Priority guidelines

DC2. ARCHITECTURAL CONCEPT

A. Massing

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

The front facade will incorporate cantilevers and articulation to reduce the perceived massing of the facade. Additionally, the preferred option proposes metal panels with varying texture to further reduce the perceived massing. Side and rear walls will utilize color and materials to reduce perceived massing. If adjacent development potential is met, these facades will not be visible in the future.



B. Architectural and Facade Composition

2. Blank Walls: Avoid large blank walls along visible facades. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level at human scale for pedestrians.

Blank walls are unavoidable at the side and rear elevations due to building code limitations. To offset the blank walls, design treatments utilizing color and materials will be incorporated to add interest to these facades.

DC3. OPEN SPACE CONCEPT

B. OPEN SPACE USES AND ACTIVITIES

4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children’s play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

Open space for tenants is proposed at the main level and roof top deck. The interior area at grade is connected to the main entry and thus highly visible to all tenants. The space will provide opportunities for indoor recreational activities as well as tenant socialization. The roof top deck will provide outdoor opportunities for tenants including dog walk, gardening, barbecues and seating areas to encourage social interaction.

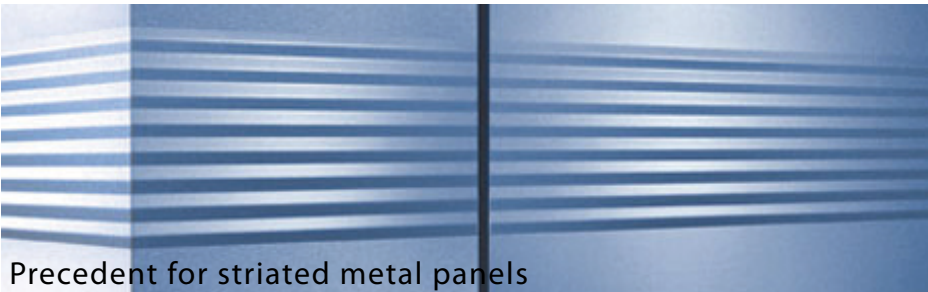


DC4. EXTERIOR ELEMENTS AND FINISHES

A. Building Materials

1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

While all proposed materials selected will be durable, maintainable, and attractive special attention will be placed on both sides and rear facades for ease of future maintenance. Proposed materials for both side facades will incorporate cementitious panels and potentially metal accent panels. The front facade will use materials that are durable and attractive with a higher level of texture and pattern. Proposed materials include metal panels with varying textures and patterns.



ARCHITECTURAL MASSING CONCEPTS | Precedents



Mixed-Use Building - 60 Units
Located on South State Street in Seattle



Multifamily Building - 34 SEDU
Located on Federal Ave East in Seattle



Multifamily Building - 6 Units
Located on West Etruria Street in Seattle



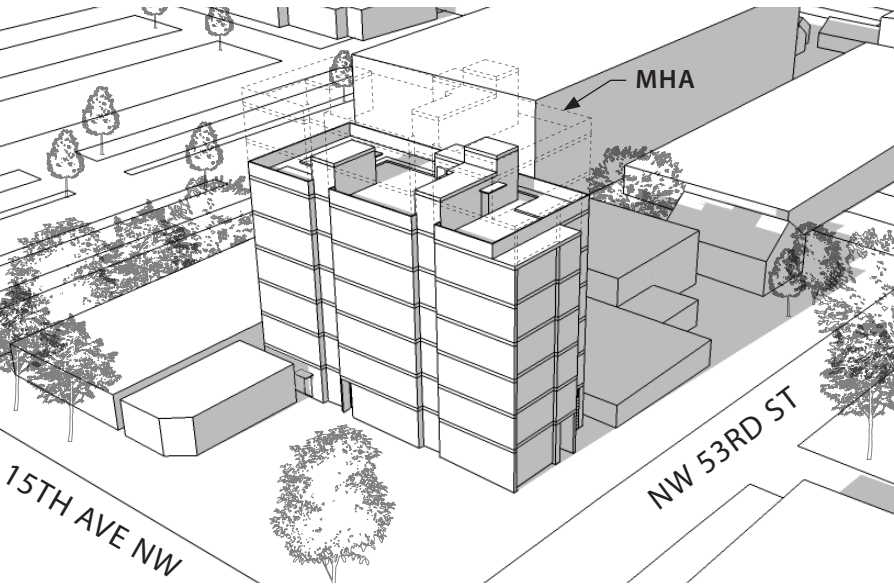
Multifamily Building - 51 Units
Located on 37th Ave South in Seattle



Mixed-Use Building - 186 Units
Located on Rainier Ave South in Seattle

ARCHITECTURAL MASSING CONCEPTS | Comparison

OPTION 1

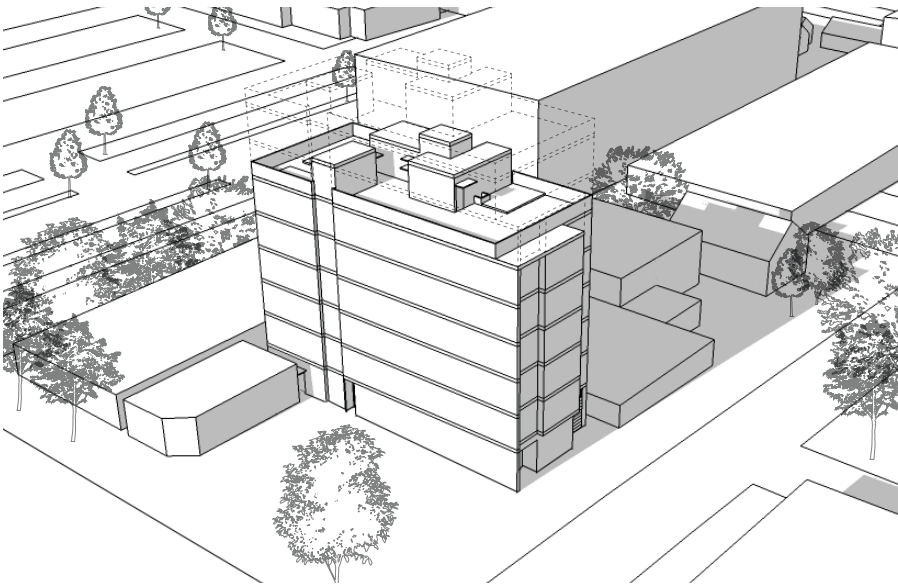


6 Stories with 50 SEDU	MHA: 7 Stories with 60 Units
0 SF of Commercial Space	0 SF of Commercial Space
21,250 SF of FAR Allowed	27,500 SF of FAR Allowed
21,297 SF of FAR Proposed	26,030 SF of FAR Proposed
0 Vehicle Parking Spaces	0 Vehicular Parking Spaces
+/- 50 Bicycle Spaces	+/- 60 Bicycle Spaces

- PROS:
- Lobby transparency
 - Use of Secondary area elements at street facade
 - Significant street facade glazing
 - Entry weather protection

- CONS:
- Reduced lobby/amenity area
 - Limited Street Facade modulation
 - No modulation at east facade

OPTION 2

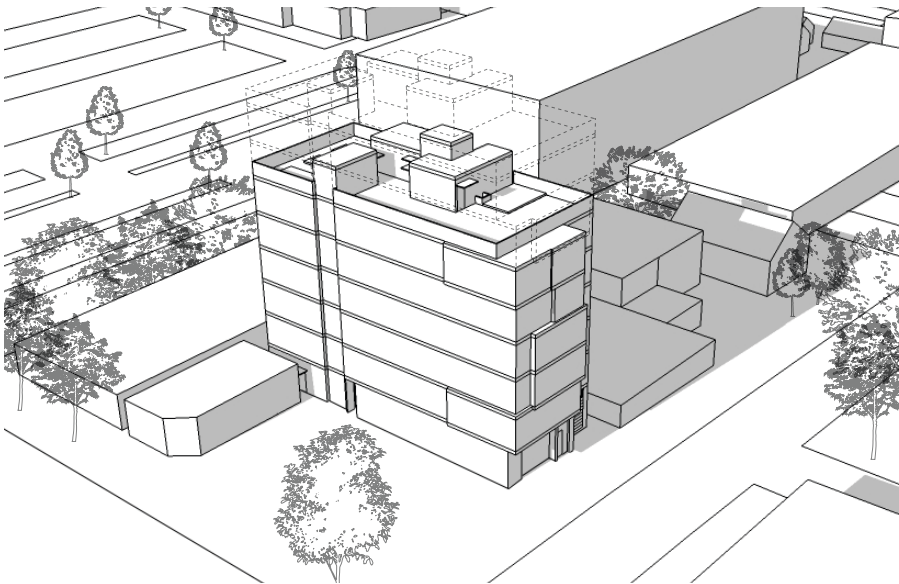


6 Stories with 50 SEDU	MHA: 7 Stories with 60 Units
0 SF of Commercial Space	0 SF of Commercial Space
21,250 SF of FAR Allowed	27,500 SF of FAR Allowed
21,541 SF of FAR Proposed	26,288 SF of FAR Proposed
0 Vehicle Parking Spaces	0 Vehicular Parking Spaces
+/- 50 Bicycle Spaces	+/- 60 Bicycle Spaces

- PROS:
- Lobby transparency
 - Stair tower modulation at east/west facades
 - Open lobby/amenity area
 - Entry weather protection
 - Use of secondary area elements

- CONS:
- Access located at street facade
 - Limited street facade modulation

OPTION 3
(PREFERRED)



6 Stories with 50 SEDU	MHA: 7 Stories with 60 Units
0 SF of Commercial Space	0 SF of Commercial Space
21,250 SF of FAR Allowed	27,500 SF of FAR Allowed
21,729 SF of FAR Proposed	26,512 SF of FAR Proposed
0 Vehicle Parking Spaces	0 Vehicular Parking Spaces
+/- 50 Bicycle Spaces	+/- 60 Bicycle Spaces

- PROS:
- Lobby transparency
 - Inverse street facade modulation
 - Stair Tower modulation at east/west facades
 - Entry weather protection
 - Open lobby/amenity space

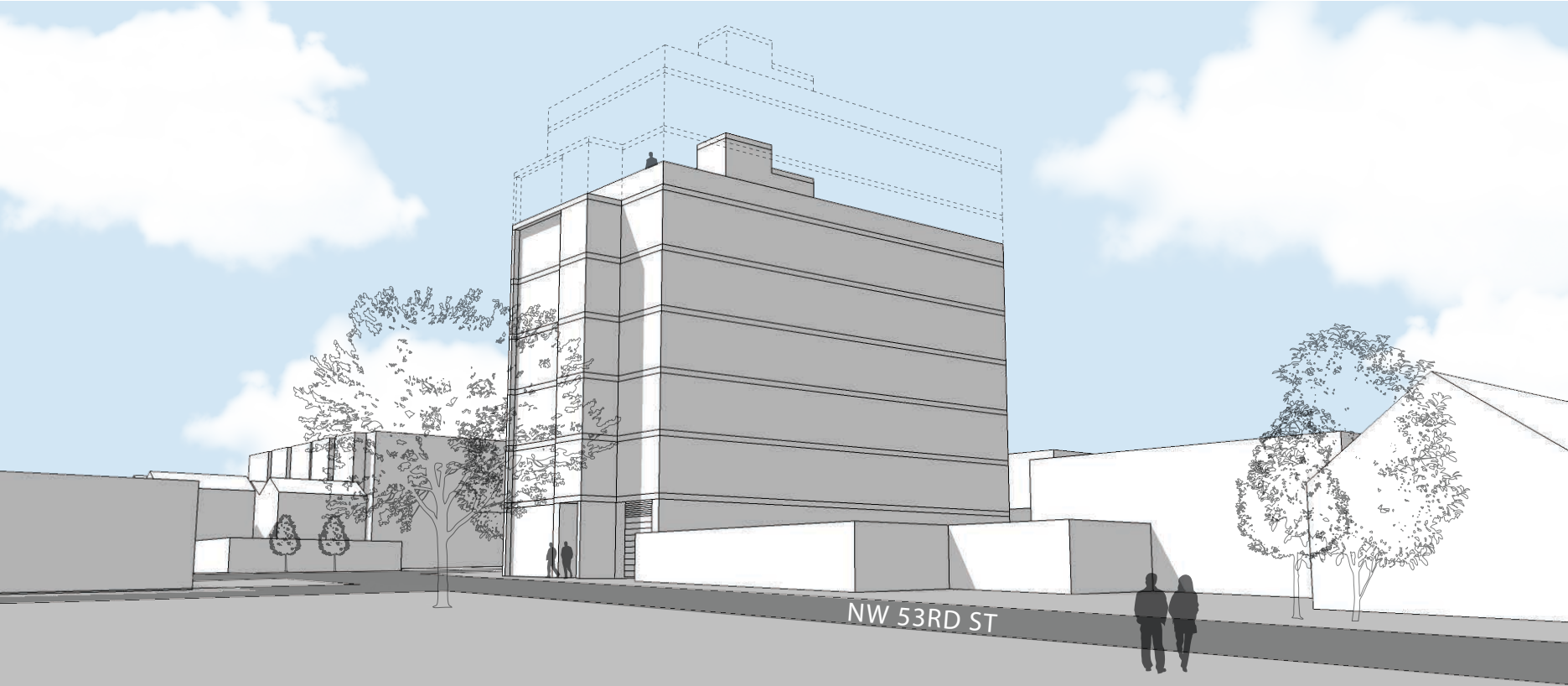
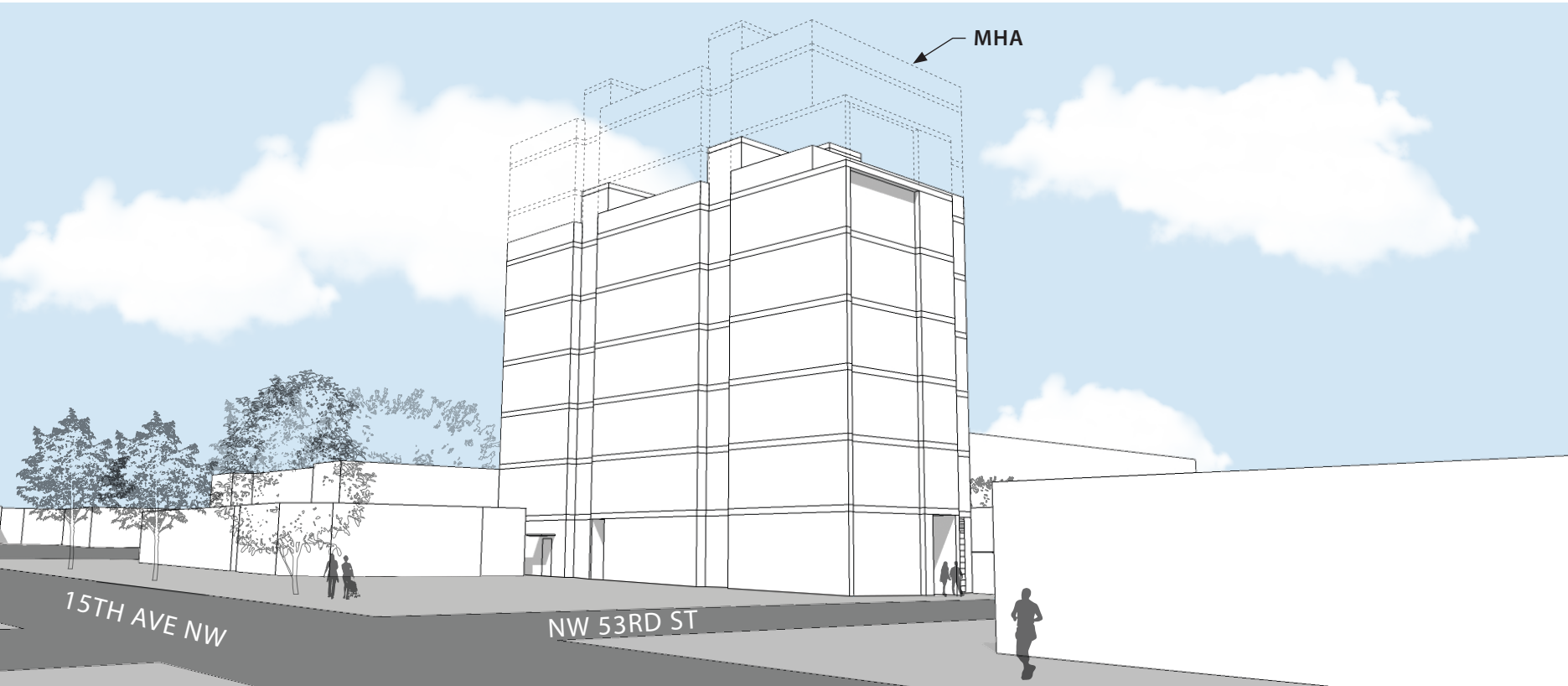
- CONS:
- Access located at street facade

OPTION 1 | Overview

6 Stories with 50 SEDU	MHA: 7 Stories with 60 Units
0 SF of Commercial Space	0 SF of Commercial Space
21,250 SF of FAR Allowed	27,500 SF of FAR Allowed
21,297 SF of FAR Proposed	26,030 SF of FAR Proposed
0 Vehicle Parking Spaces	0 Vehicular Parking Spaces
+/- 50 Bicycle Spaces	+/- 60 Bicycle Spaces

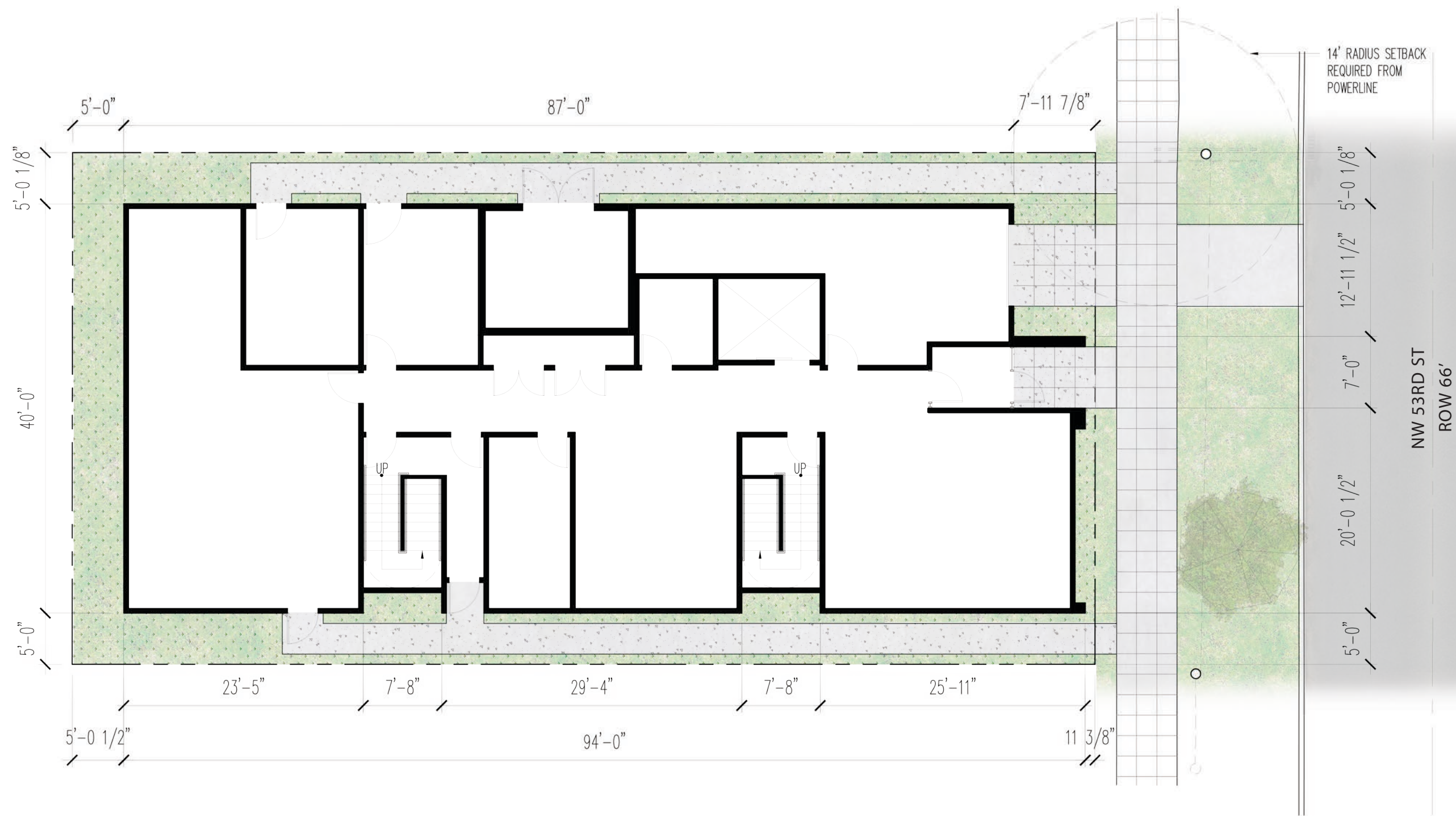
OVERVIEW

Option 1 is a 6 story (7 story with MHA) multifamily structure with 50/60 small efficiency dwelling units. The mid-block structure encompasses the entire site minus setbacks to allow for fenestration at internal property lines. The street facade provides street level transparency to the lobby space with significant glazing at upper level dwelling units. Facade modulation is provided via a setback at the southeast corner and is dictated by clearance requirements from adjacent high transmission lines. Further facade articulation is provided via secondary architectural elements including juliet decks, fenestration, panel configuration, and potentially exposed cross bracing. Street facing materials are cementitious panels and metal juliet balconies. The at grade level is dedicated to tenant amenities and building services. Bicycle parking is located at grade at the north end of the structure with at grade access along the west face of the structure. Interior amenity space is split by the location of the stair towers. A roof deck amenity is provided with territorial views south, east, and west. In all options, the solid waste enclosure is located at the street facing facade. This is the only viable location due to the mid-block condition.

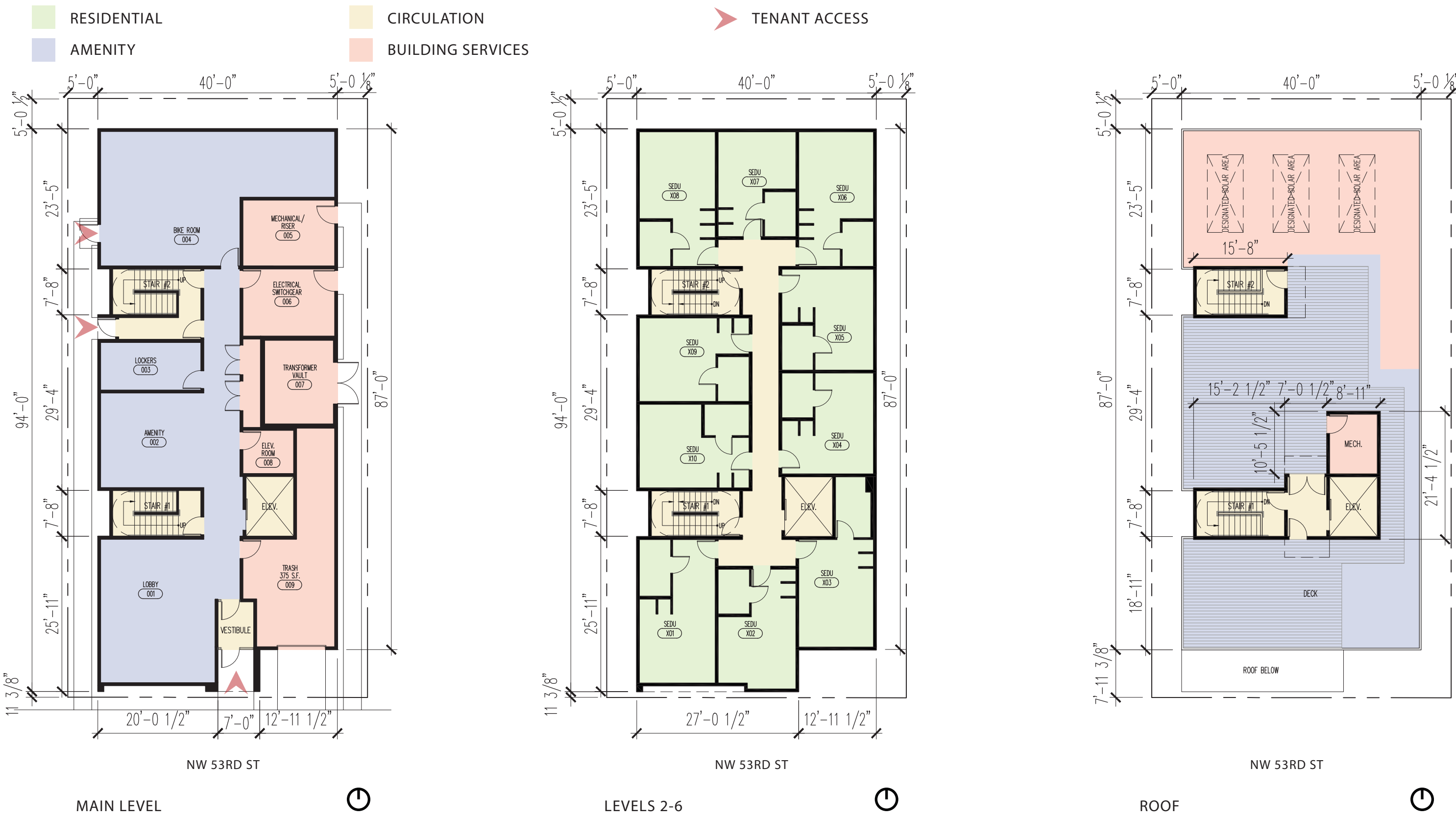


OPTION 1 | Site Plan

- LANDSCAPING
- PERMEABLE PAVEMENT
- CONCRETE PAVERS
- CONCRETE

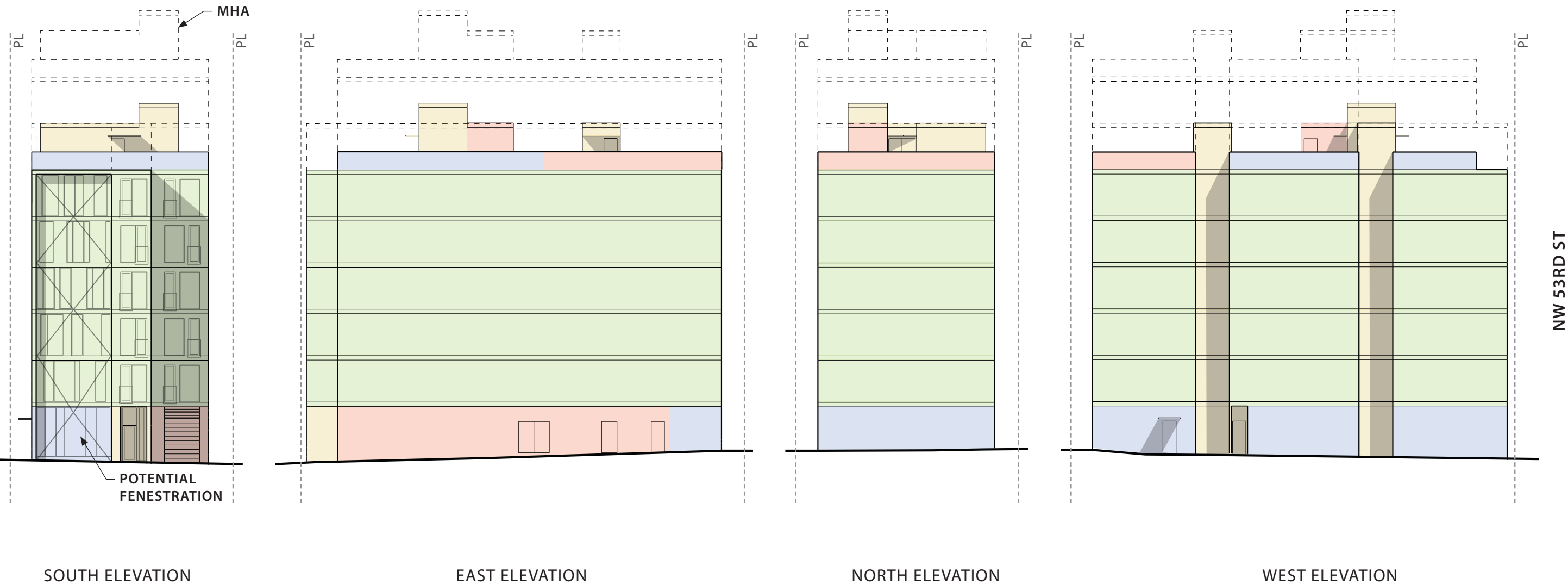


OPTION 1 | Floor Plans



OPTION 1 | Facade Treatments

- RESIDENTIAL
- CIRCULATION
- AMENITY
- BUILDING SERVICES



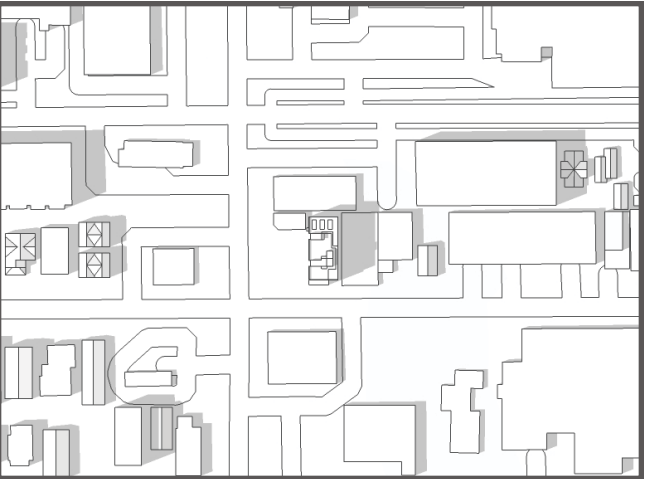
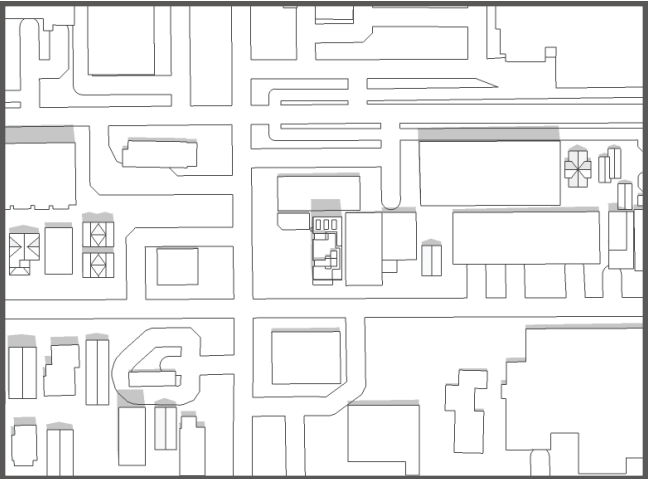
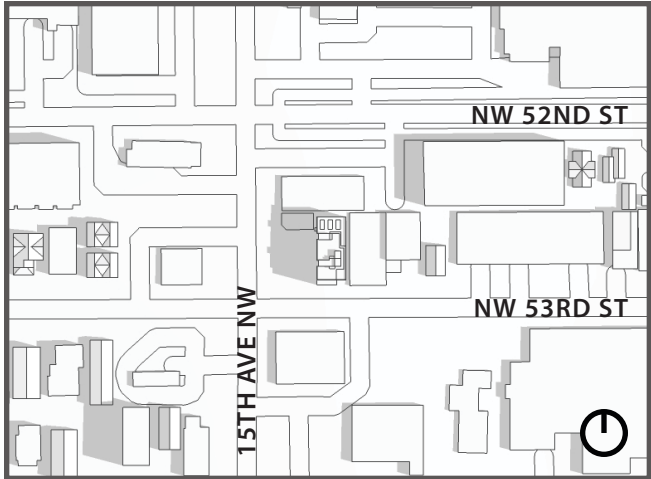
OPTION 1 | Shadow Analysis

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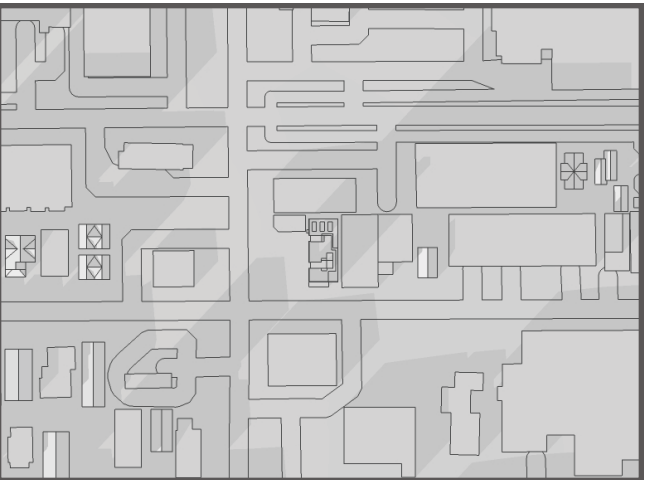
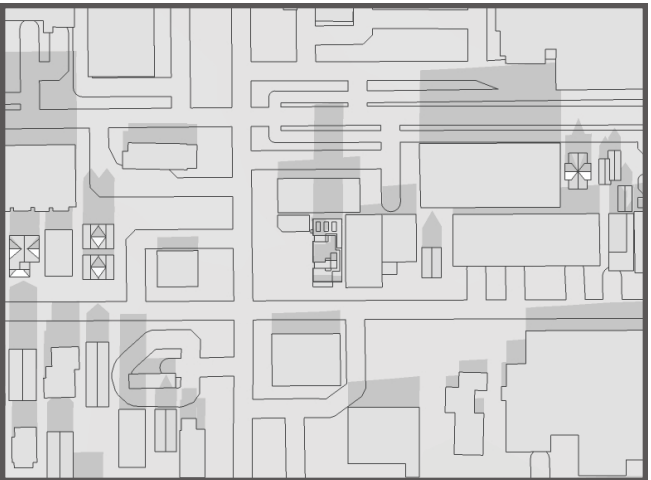
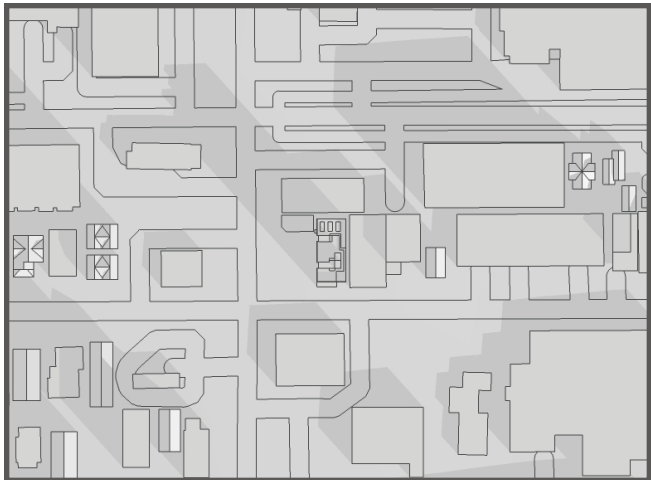
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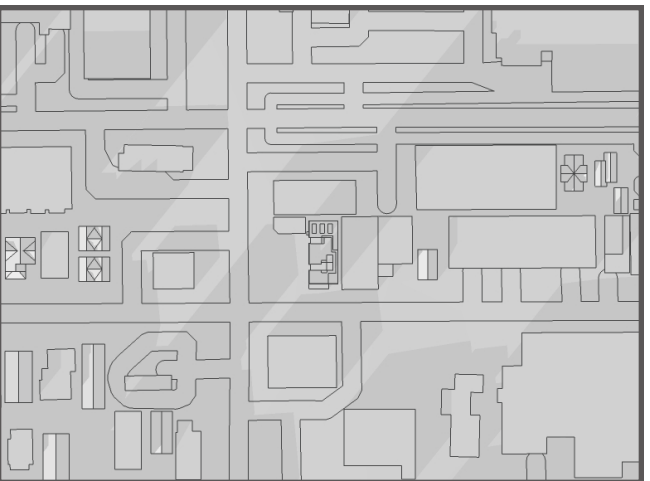
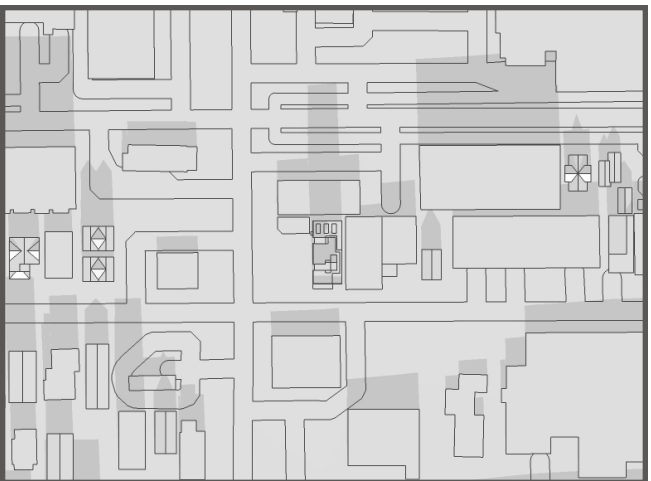
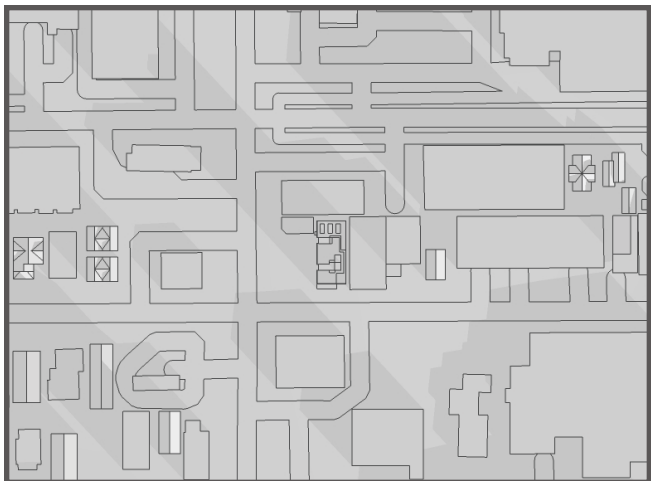
SUMMER SOLSTICE
(JUNE 21)



SPRING / AUTUMN EQUINOX
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE
(DECEMBER 21)

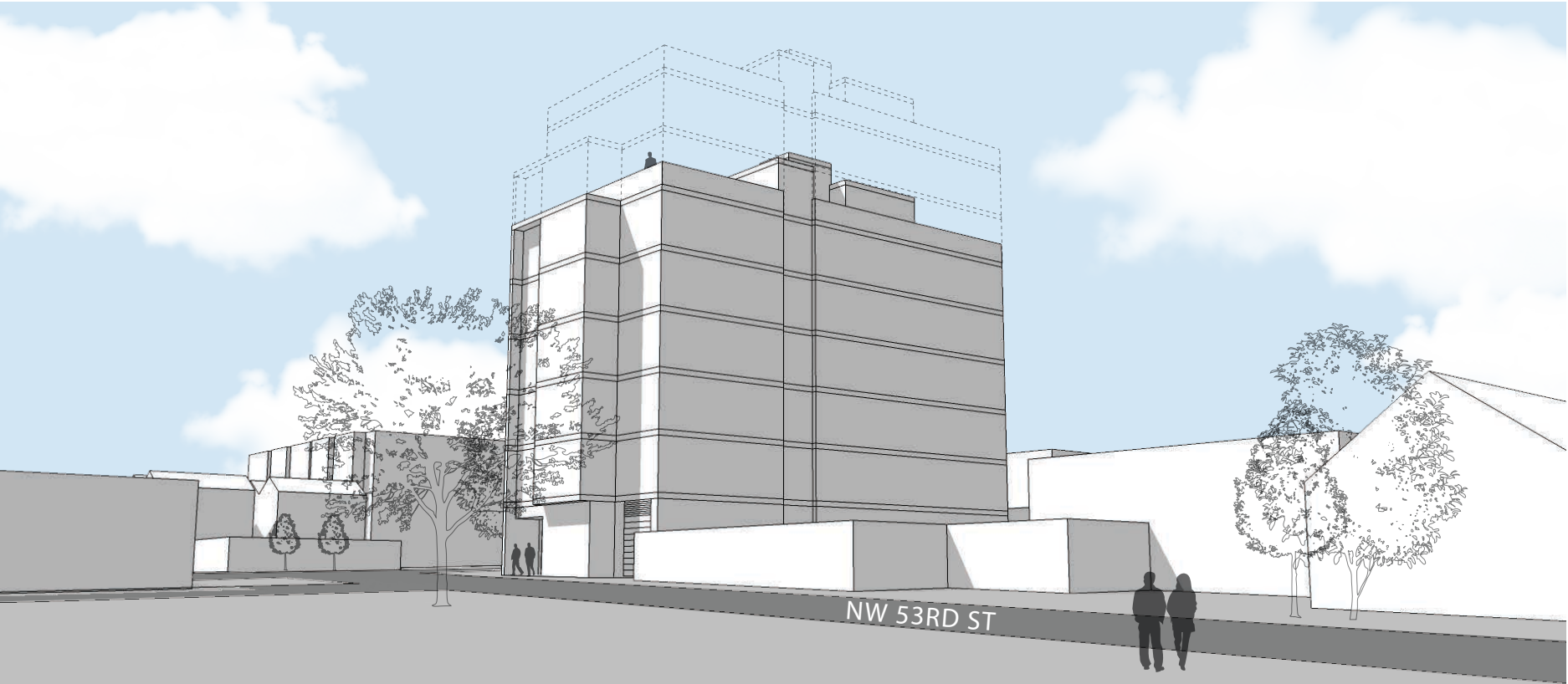
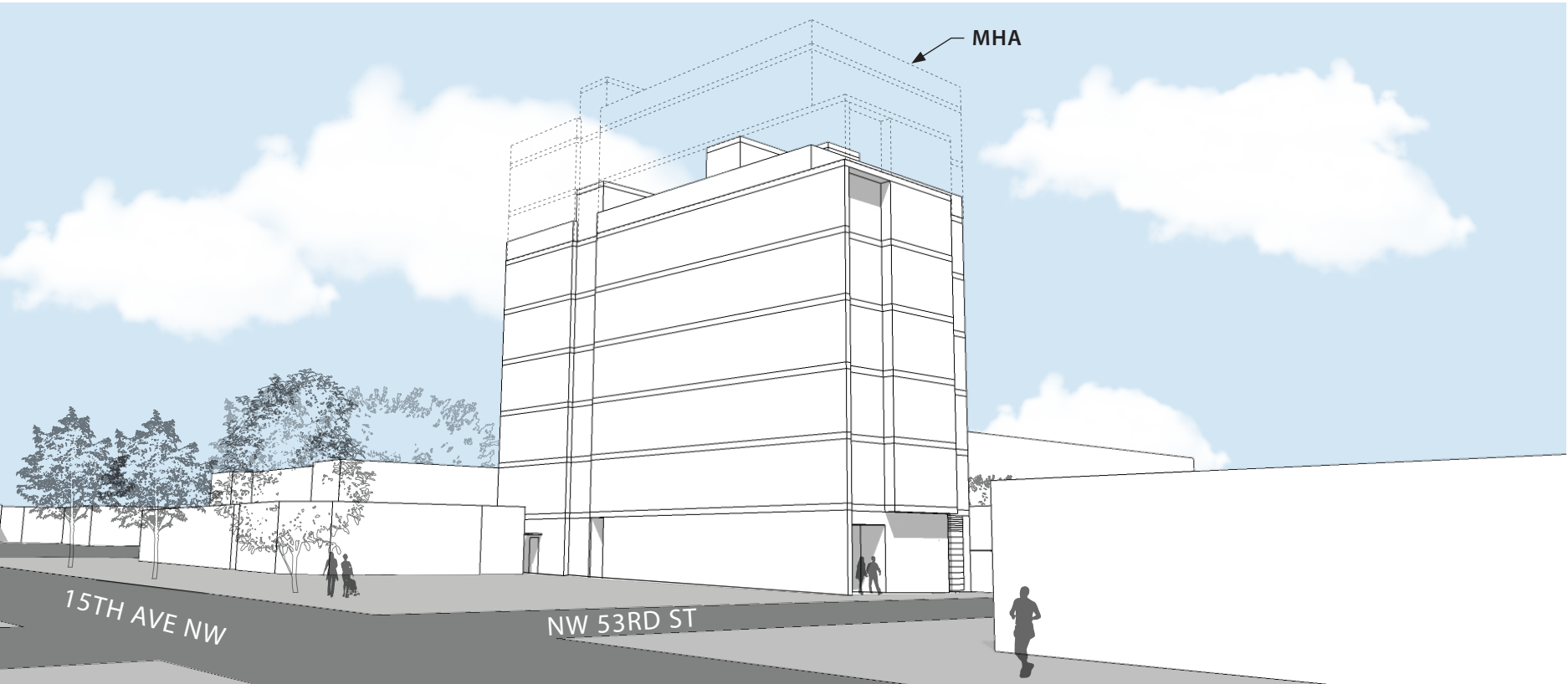


OPTION 2 | Overview

6 Stories with 50 SEDU	MHA: 7 Stories with 60 Units
0 SF of Commercial Space	0 SF of Commercial Space
21,250 SF of FAR Allowed	27,500 SF of FAR Allowed
21,541 SF of FAR Proposed	26,288 SF of FAR Proposed
0 Vehicle Parking Spaces	0 Vehicular Parking Spaces
+/- 50 Bicycle Spaces	+/- 60 Bicycle Spaces

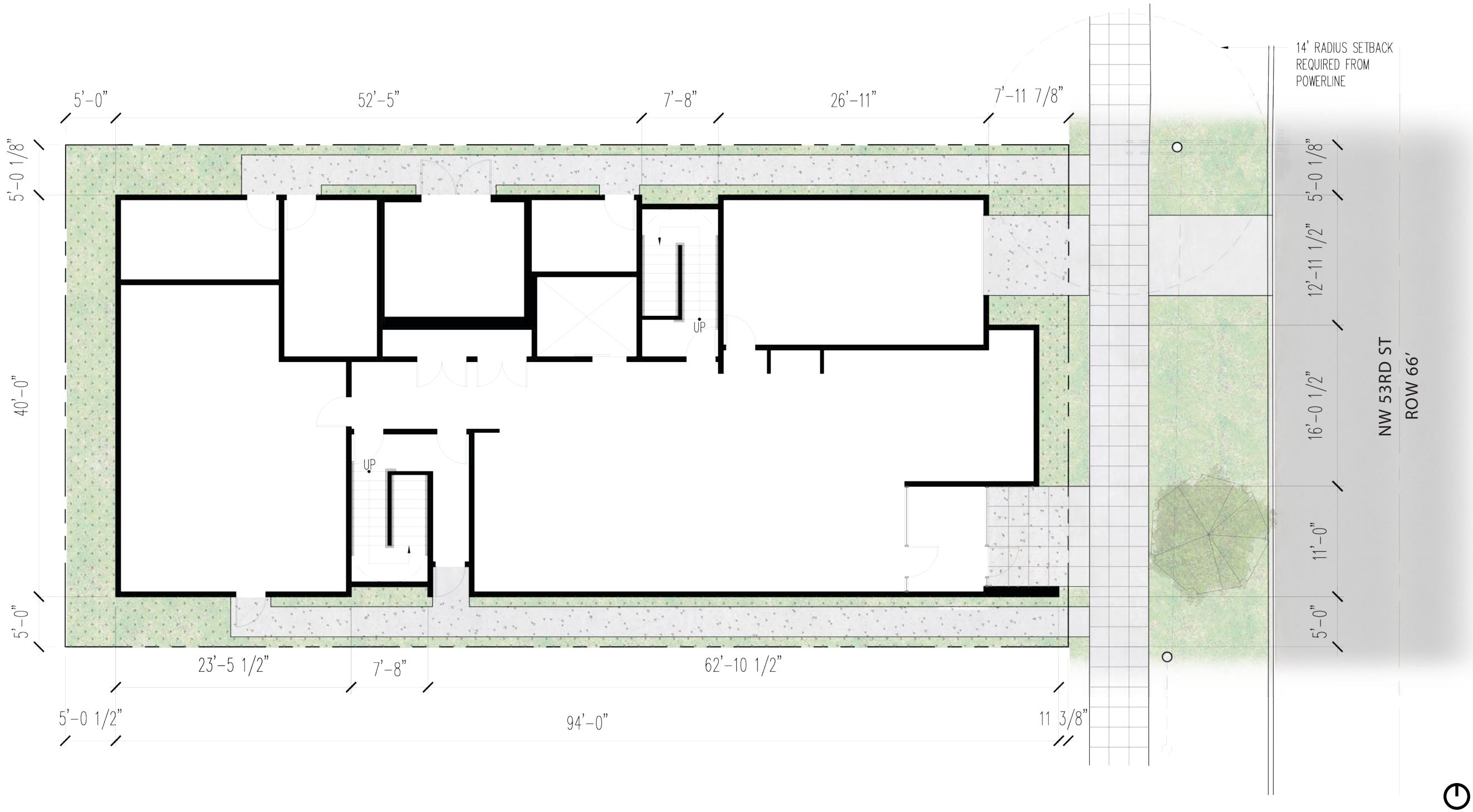
OVERVIEW

Option 2 is a 6 story (7 story with MHA) multifamily structure with 50/60 small efficiency dwelling units. The mid-block structure encompasses the entire site minus setbacks to allow for fenestration at internal property lines. The street facade provides street level transparency to the lobby space with significant glazing at upper level dwelling units. Facade modulation is provided via a setback at the southeast corner and is dictated by clearance requirements from adjacent high transmission lines. Further facade articulation is provided via secondary architectural elements, juliet decks, fenestration, and panel configuration and color. Street facing materials are cementitious panels and metal Juliet balconies. Stair towers are provided at the east and west facades and are setback to provide facade modulation and logical locations for material transitions. The at grade level is dedicated to tenant amenities and building services. Bicycle parking is located at grade at the north end of the structure with at grade access along the west face of the structure. Interior amenity space is directly connected to the lobby and visible to all tenants to promote social interaction. A roof deck amenity is provided with territorial views south, east, and west. In all options, the solid waste enclosure is located at the street facing facade. This is the only viable location due to the mid-block condition.



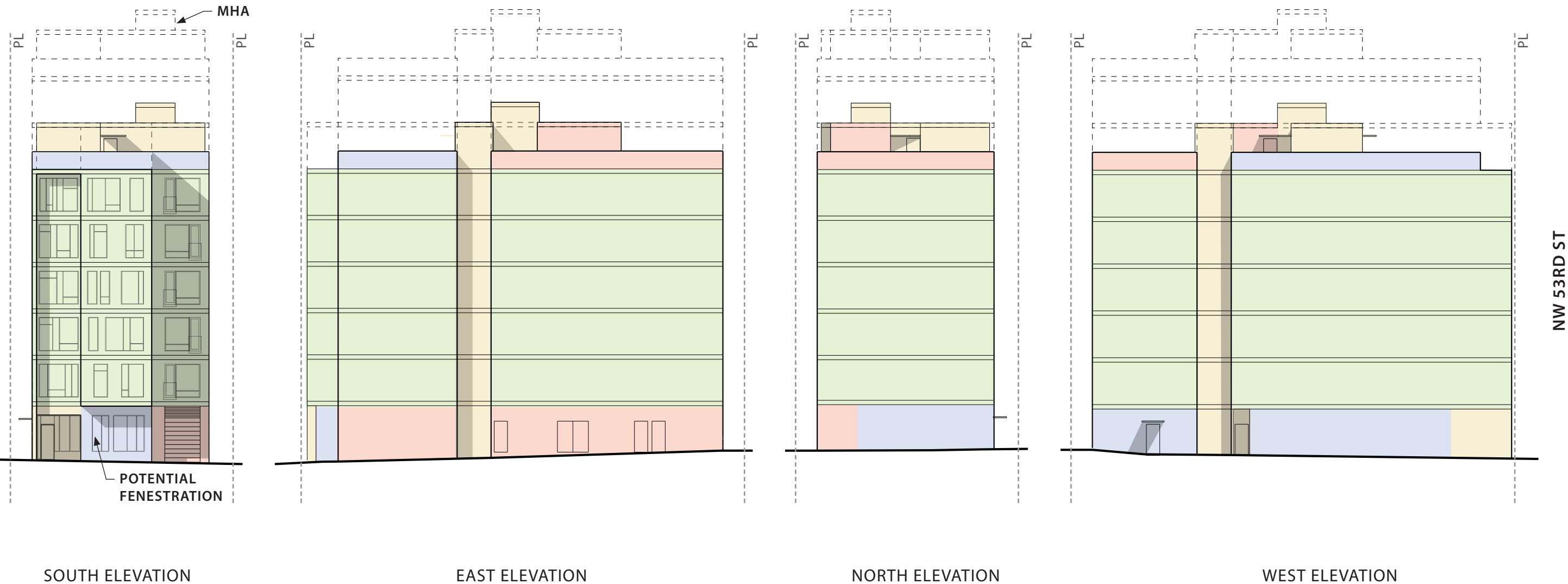
OPTION 2 | Site Plan

- LANDSCAPING
- PERMEABLE PAVEMENT
- CONCRETE PAVERS
- CONCRETE

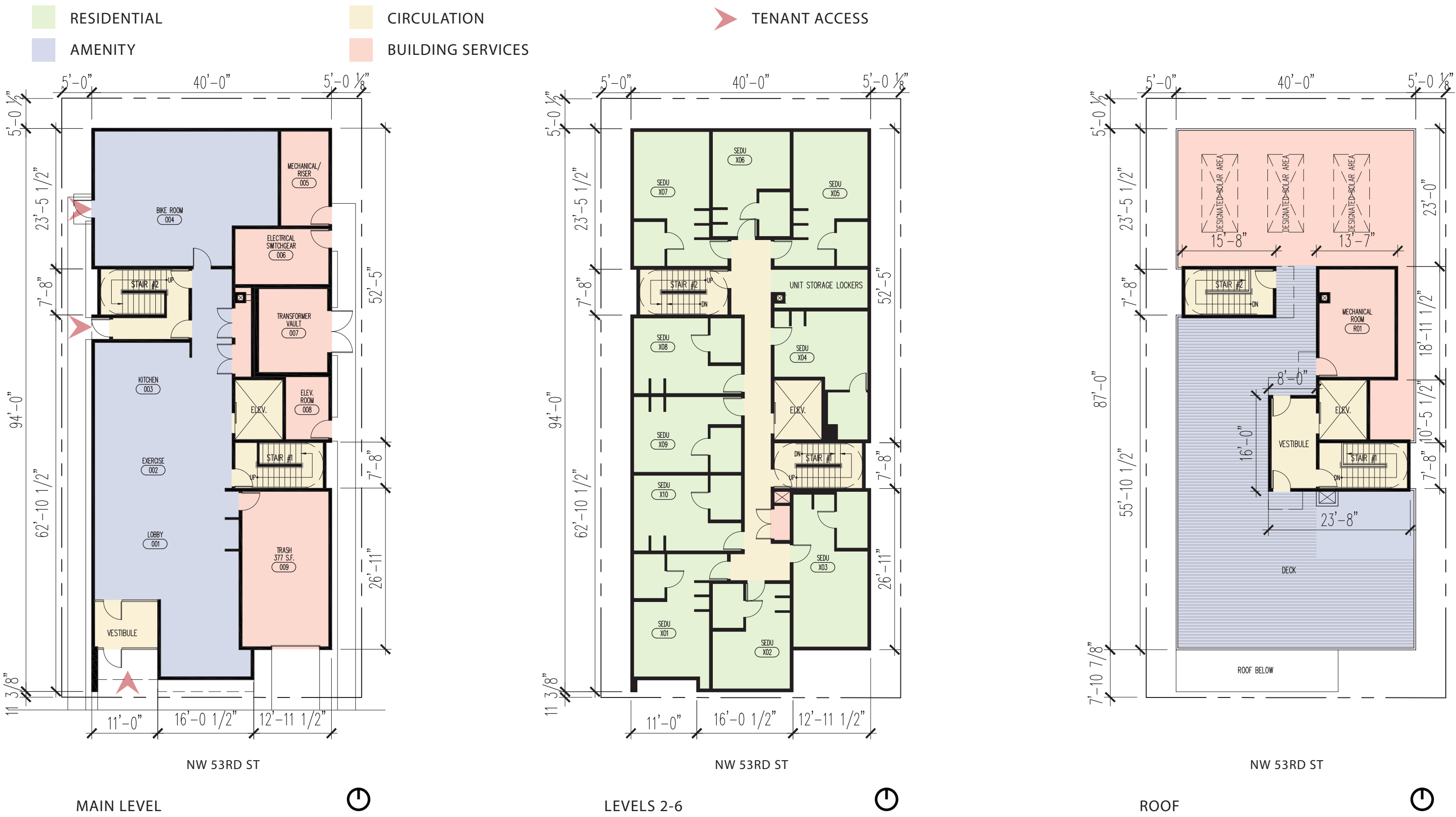


OPTION 2 | Facade Treatments

- RESIDENTIAL
- CIRCULATION
- AMENITY
- BUILDING SERVICES



OPTION 2 | Floor Plans



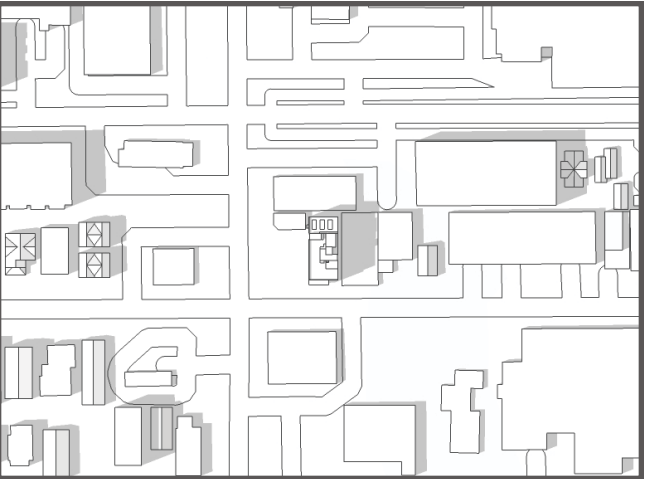
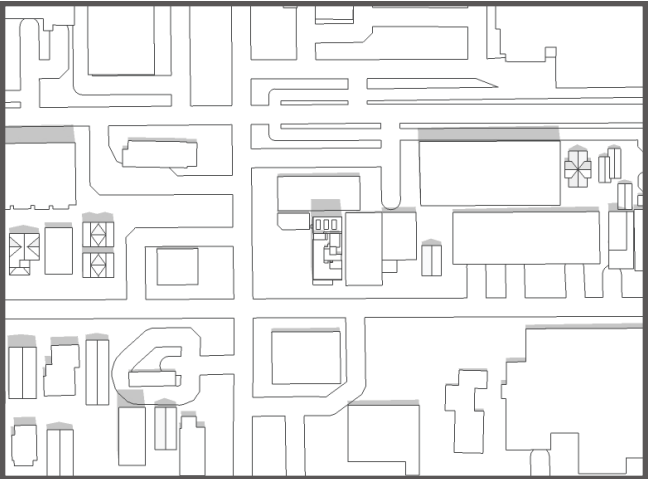
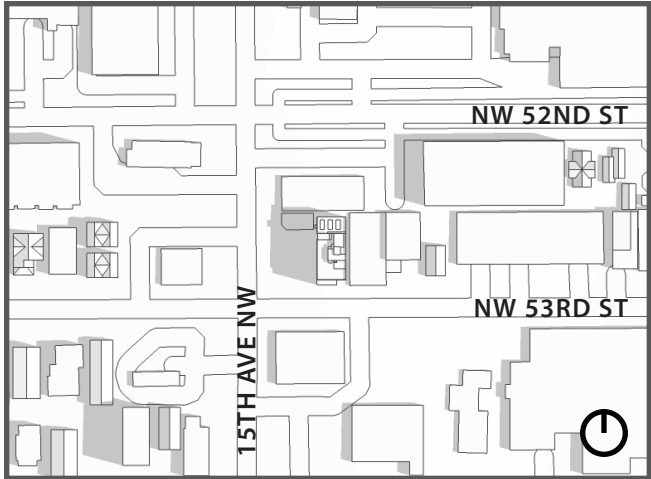
OPTION 2 | Shadow Analysis

9:00 AM

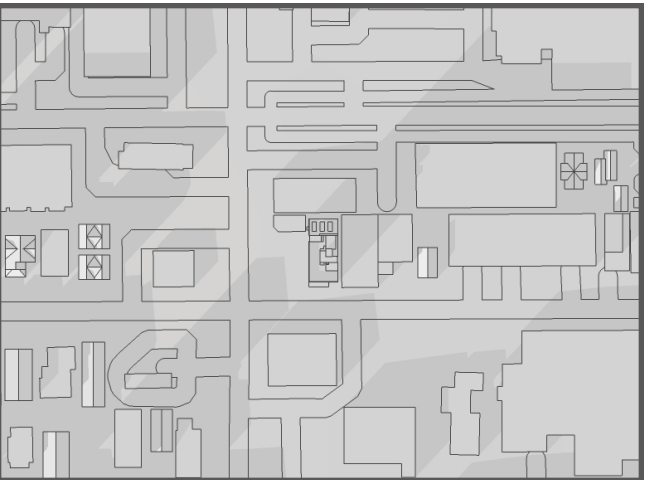
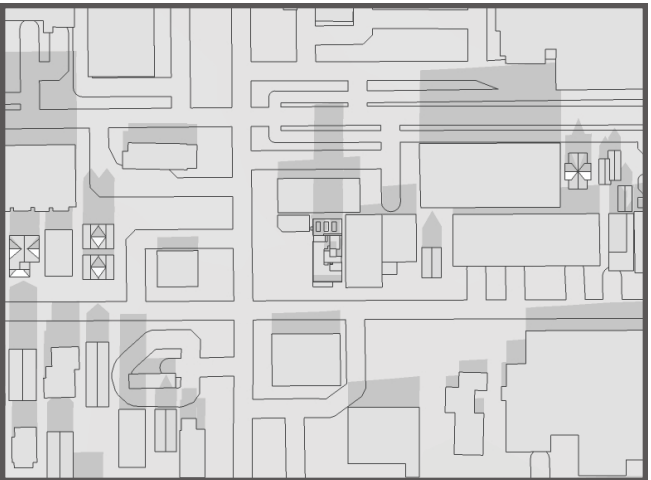
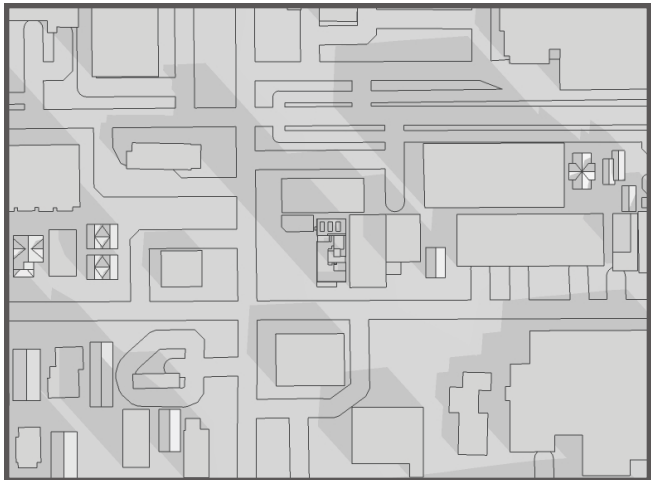
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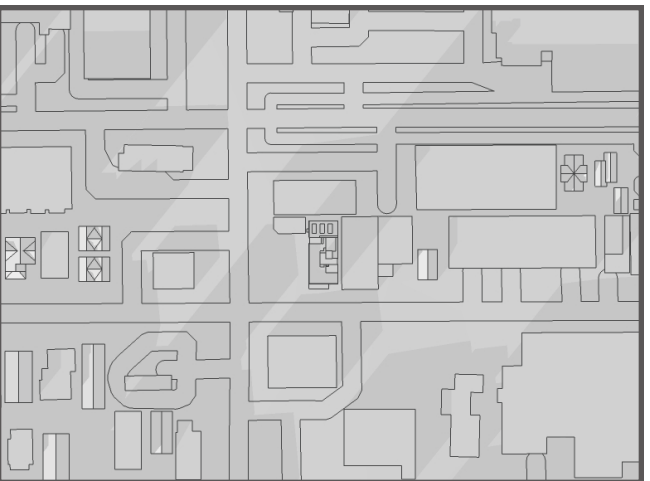
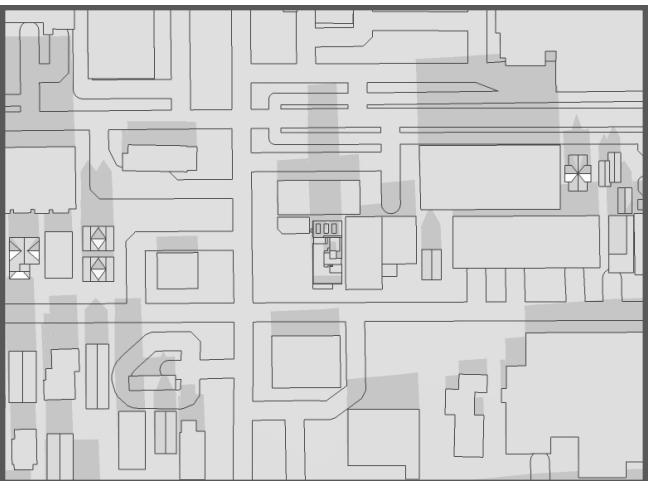
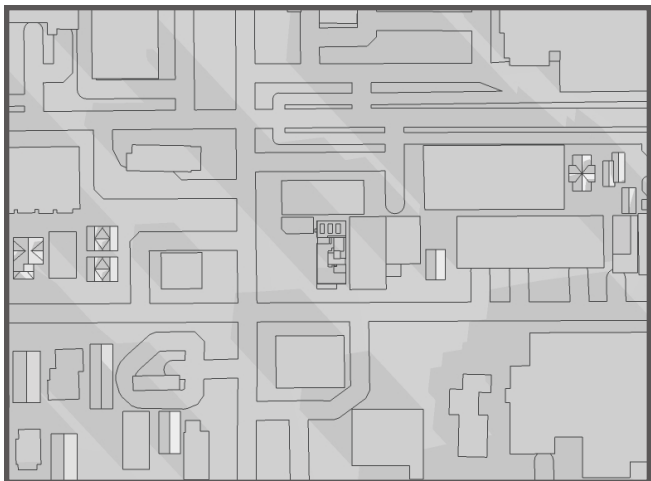
SUMMER SOLSTICE
(JUNE 21)



SPRING / AUTUMN EQUINOX
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE
(DECEMBER 21)



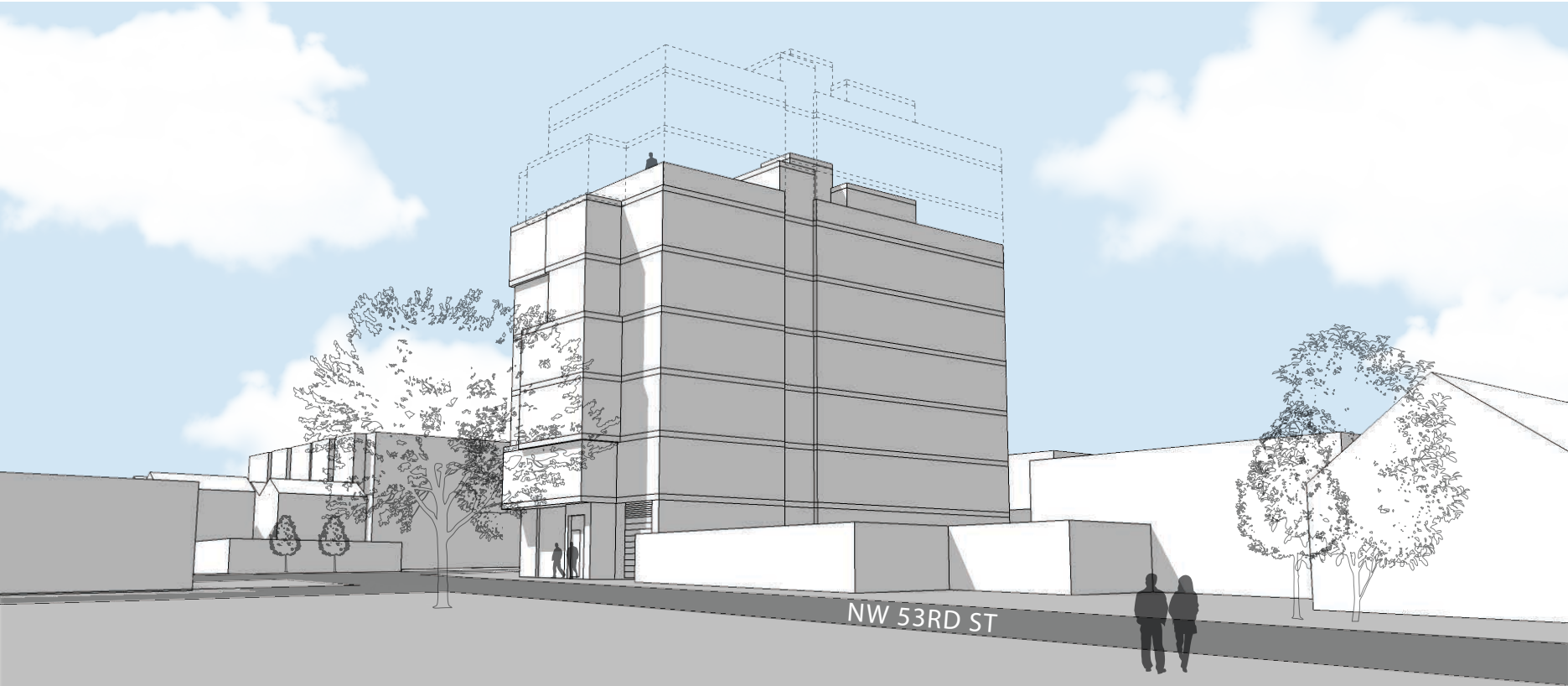
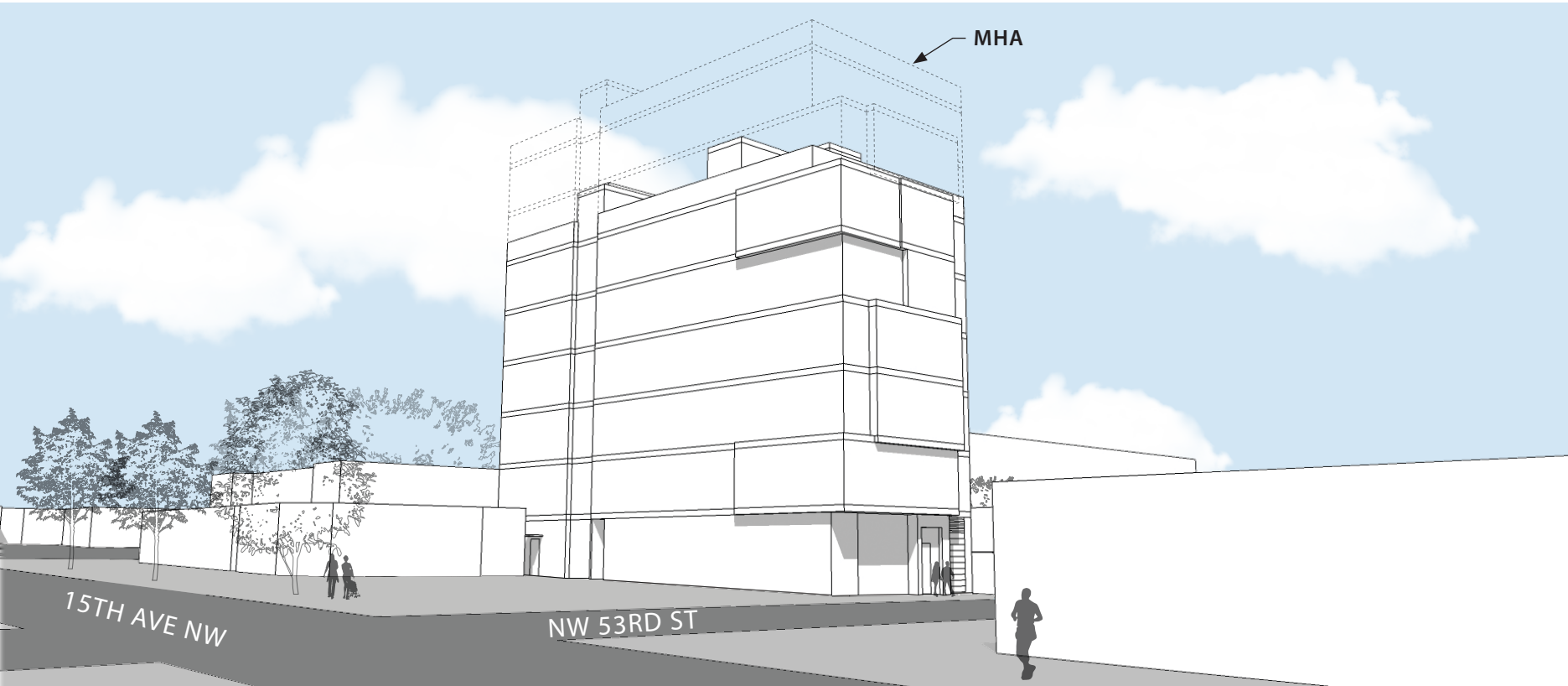
OPTION 3 | Shadow Analysis

(PREFERRED)

6 Stories with 50 SEDU	MHA: 7 Stories with 60 Units
0 SF of Commercial Space	0 SF of Commercial Space
21,250 SF of FAR Allowed	27,500 SF of FAR Allowed
21,729 SF of FAR Proposed	26.512 SF of FAR Proposed
0 Vehicle Parking Spaces	0 Vehicular Parking Spaces
+/- 50 Bicycle Spaces	+/- 60 Bicycle Spaces

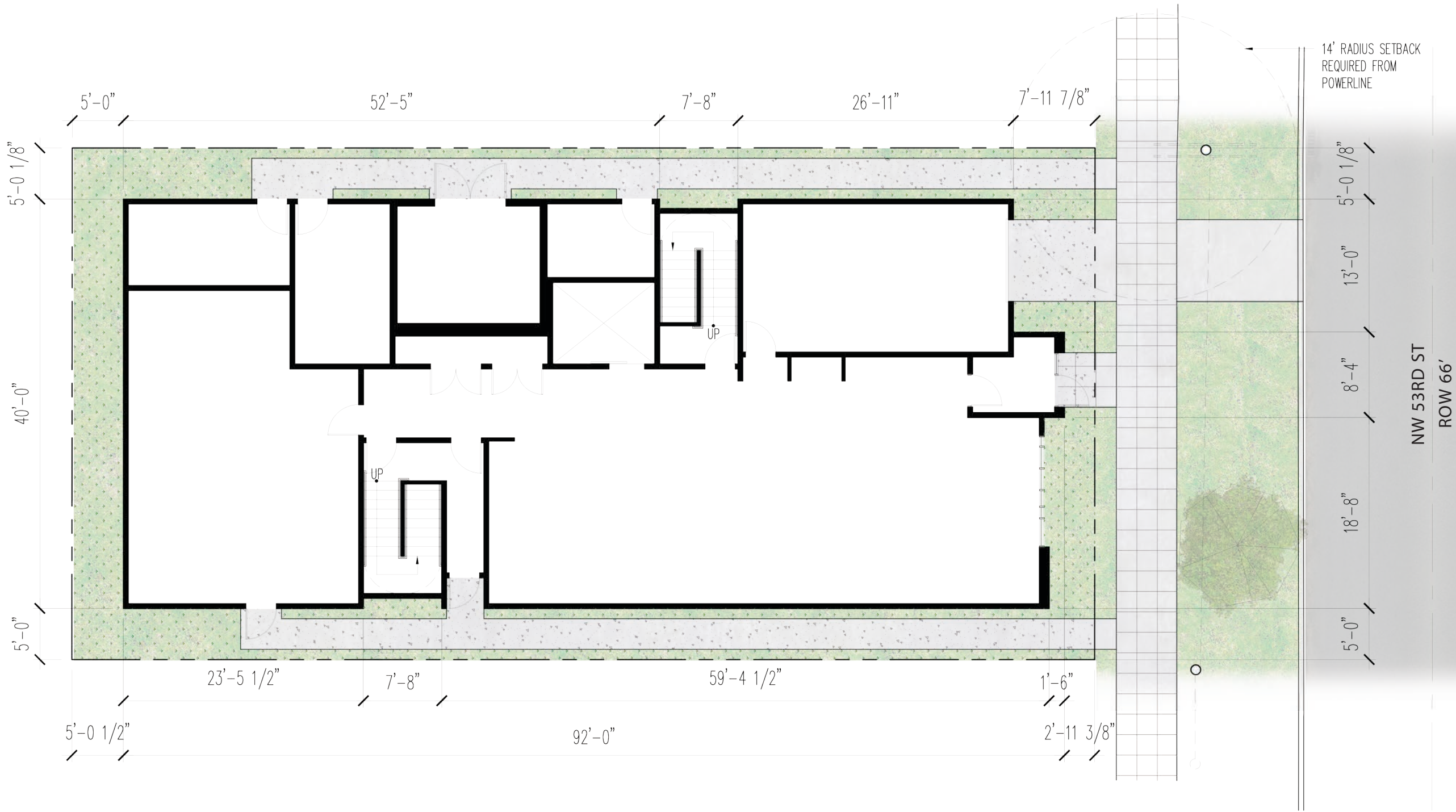
OVERVIEW

Option 3 is a 6 story (7 story with MHA) multifamily structure with 50/60 small efficiency dwelling units. The mid-block structure encompasses the entire site minus setbacks to allow for fenestration at internal property lines. The street facade provides street level transparency to the lobby space with significant glazing at upper level dwelling units. Facade modulation and articulation is provided via a setback at the southeast corner as well as individual upper floor plate off-sets. Street facing facade materials will include striated and flat metal panels which will provide articulation. They will be applied in a random pattern to further reduce the perceived bulk of the facade. Stair towers are provided at the east and west facades and are setback to provide facade modulation and logical locations for material transitions. The at grade level is dedicated to tenant amenities and building services. Bicycle parking is located at grade at the north end of the structure with at grade access along the west face of the structure. Interior amenity space is directly connected to the lobby and visible to all tenants to promote social interaction. A roof deck amenity is provided with territorial views south, east, and west. In all options, the solid waste enclosure is located at the street facing facade. This is the only viable location due to the mid-block condition.



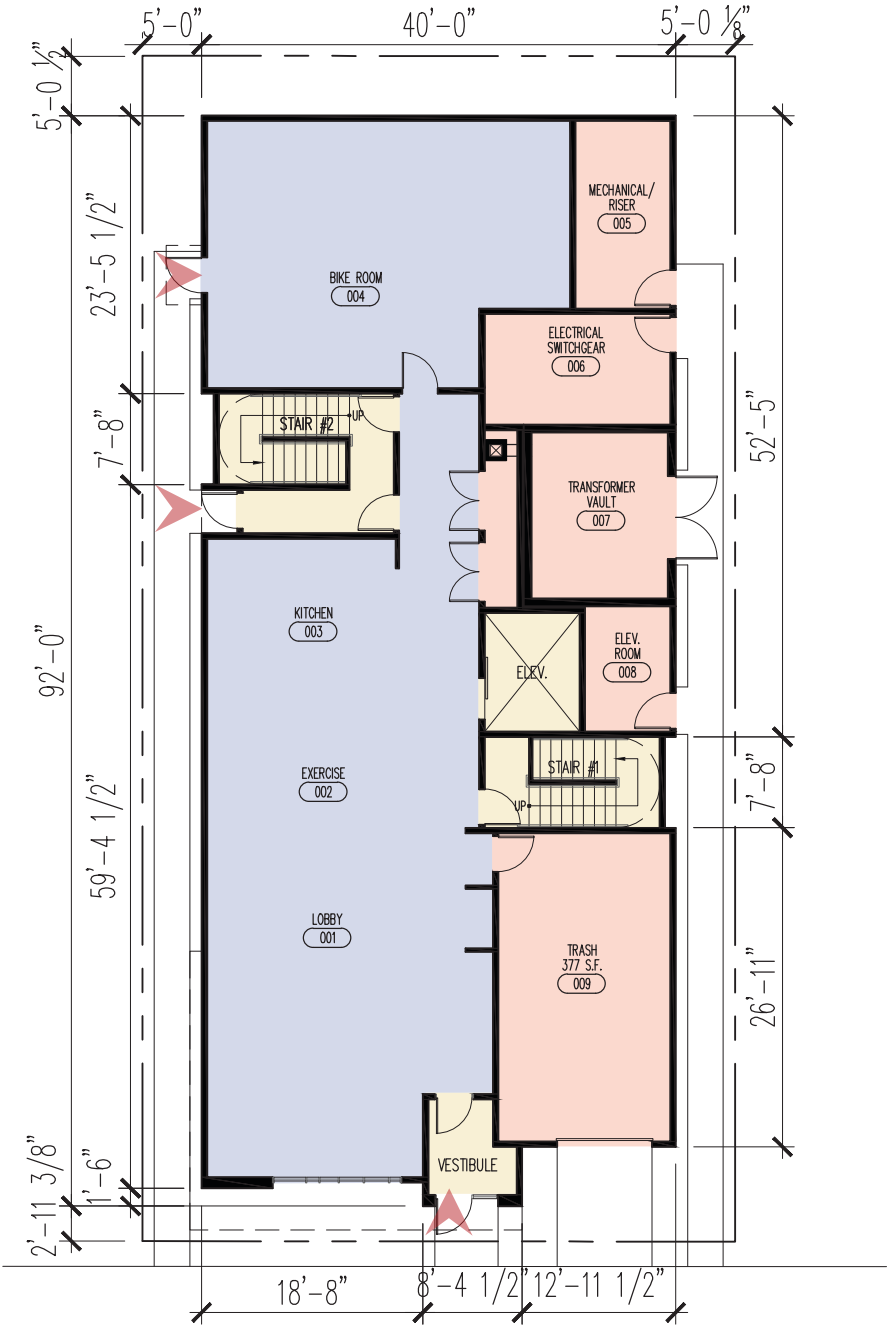
OPTION 3 | Floor Plans
(PREFERRED)

- LANDSCAPING
- PERMEABLE PAVEMENT
- CONCRETE PAVERS
- CONCRETE



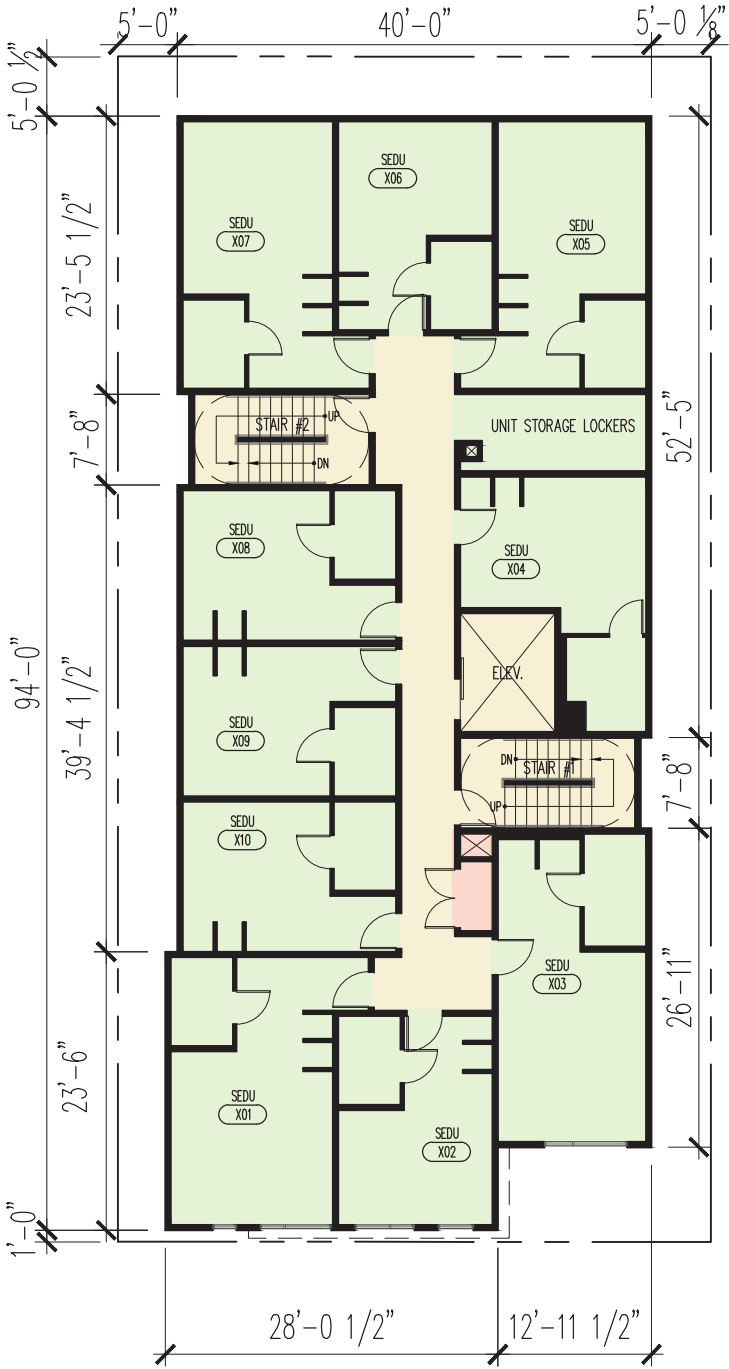
OPTION 3 | Floor Plans
(PREFERRED)

- RESIDENTIAL
-
- CIRCULATION

AMENITYTENANT ACCESS

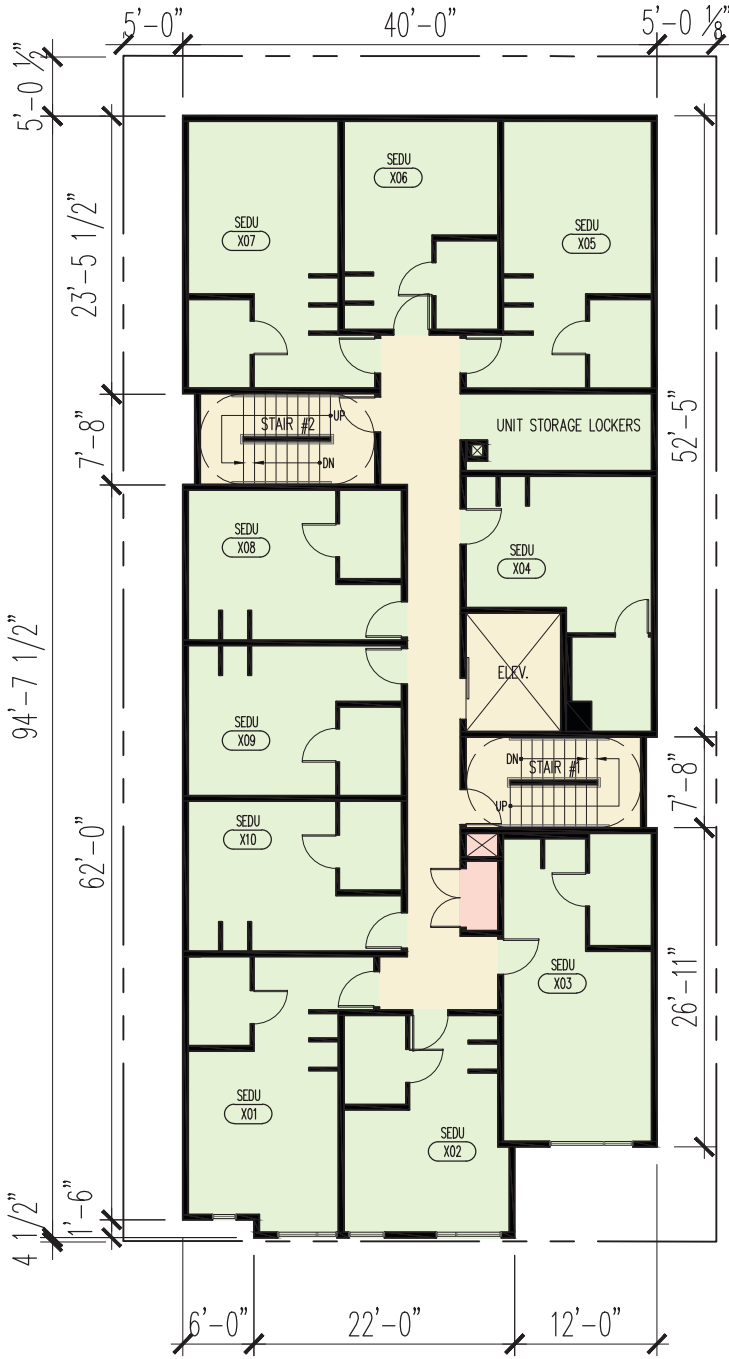
NW 53RD ST

MAIN LEVEL



NW 53RD ST

LEVEL 2



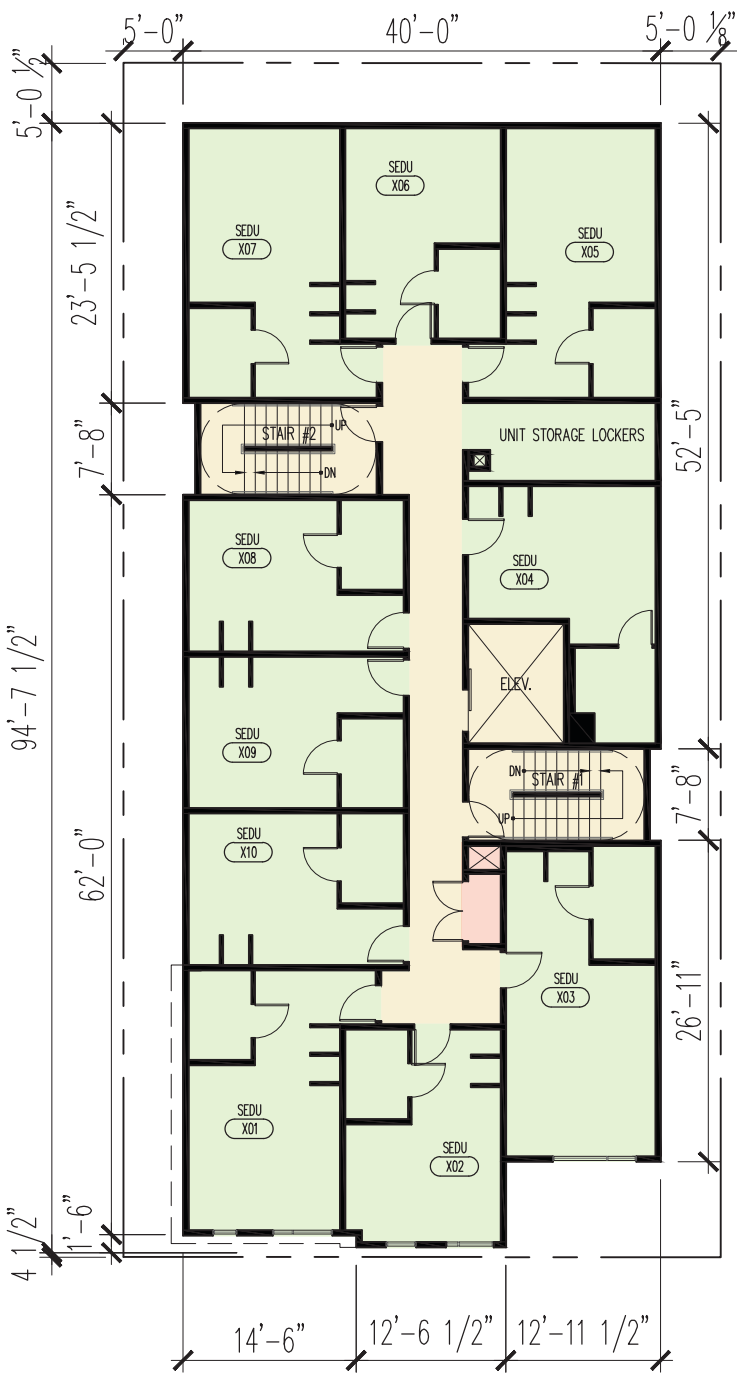
NW 53RD ST

LEVELS 3 & 4



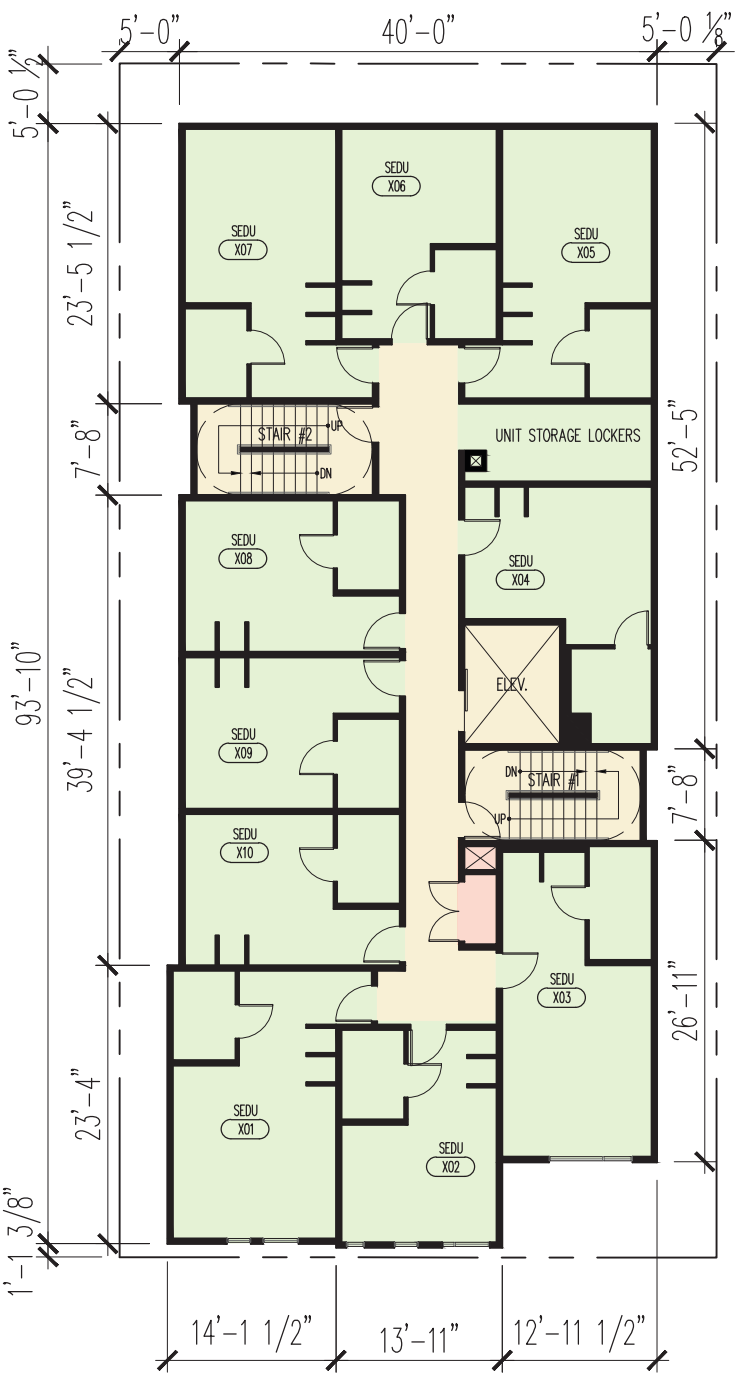
OPTION 3 | Floor Plans
(PREFERRED)

- RESIDENTIAL
-
-
- AMENITY

CIRCULATION

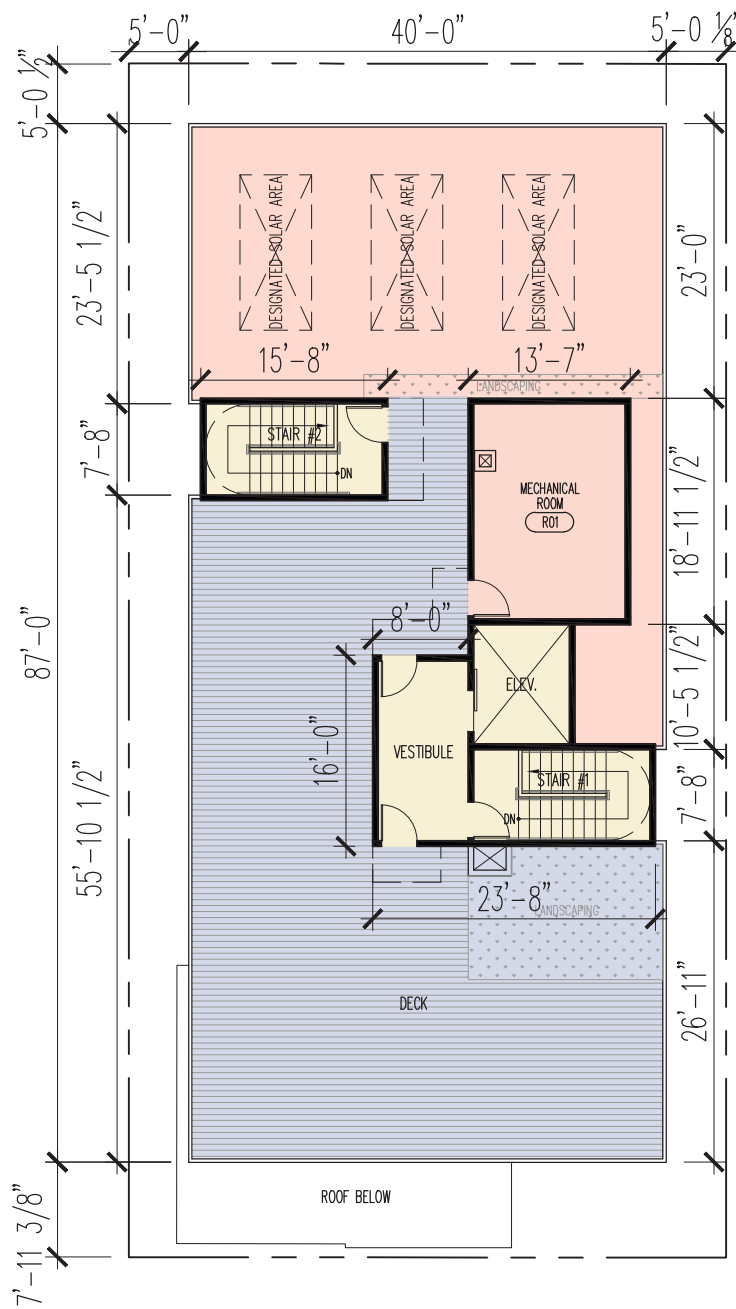
LEVEL 5

NW 53RD ST



LEVEL 6

NW 53RD ST

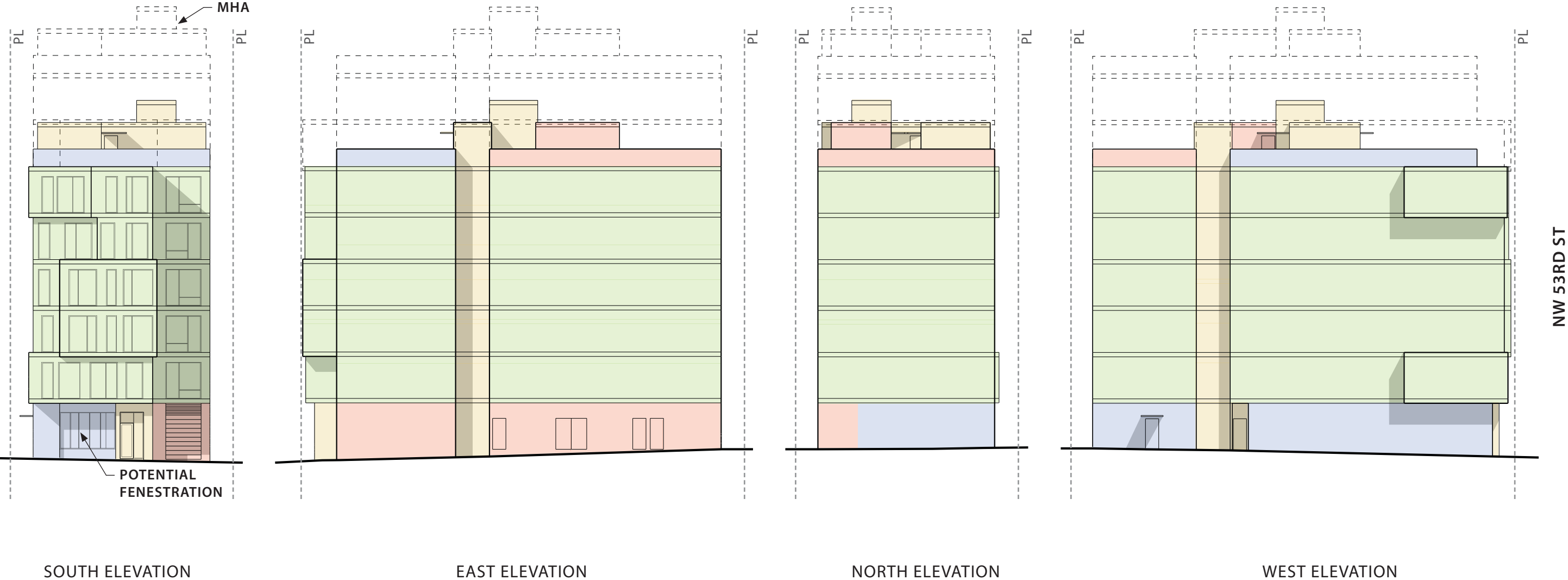


ROOF

NW 53RD ST

OPTION 3 | Facade Treatments
(PREFERRED)

- RESIDENTIAL
-
-
- CIRCULATION

AMENITY

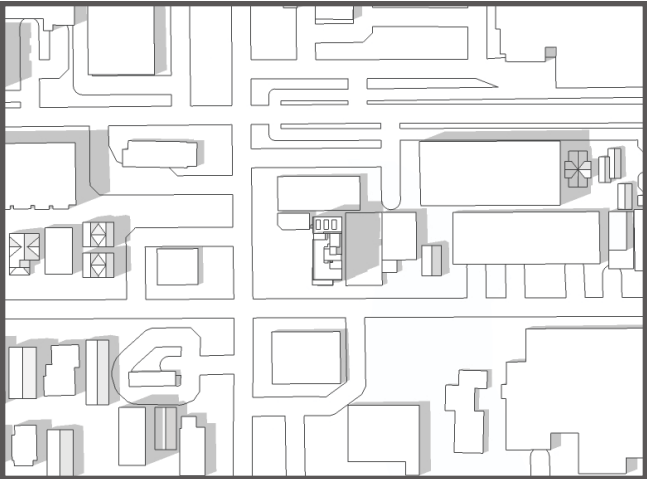
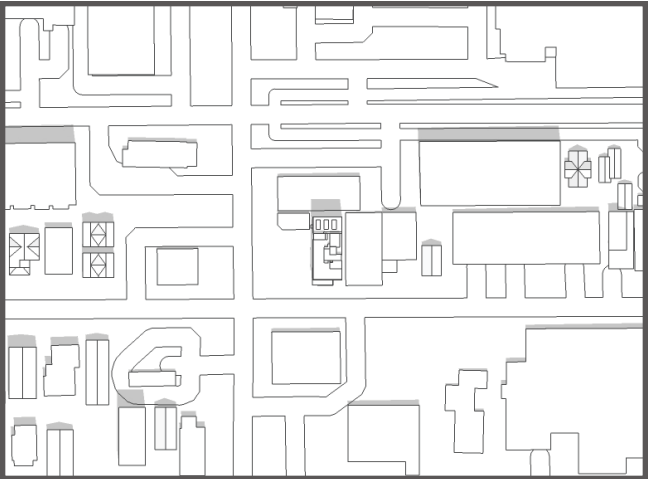
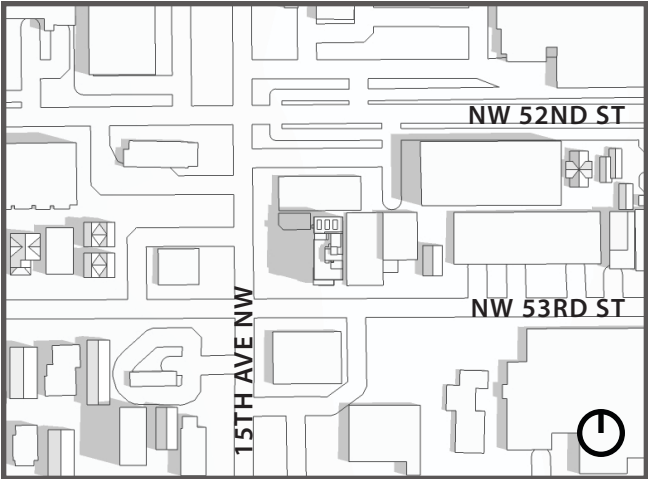
OPTION 3 | Shadow Analysis
(PREFERRED)

9:00 AM

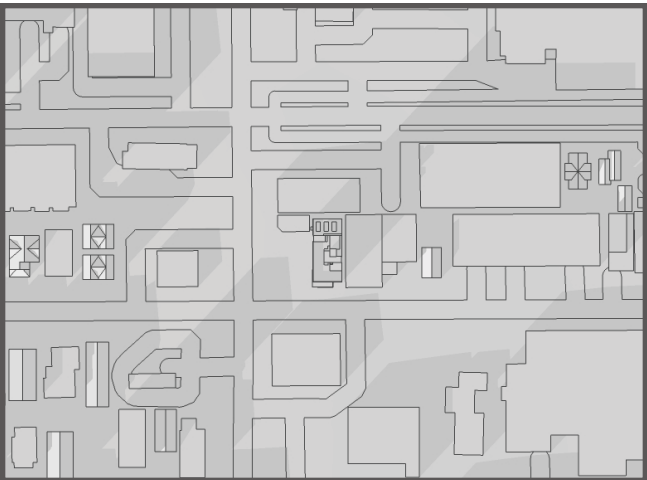
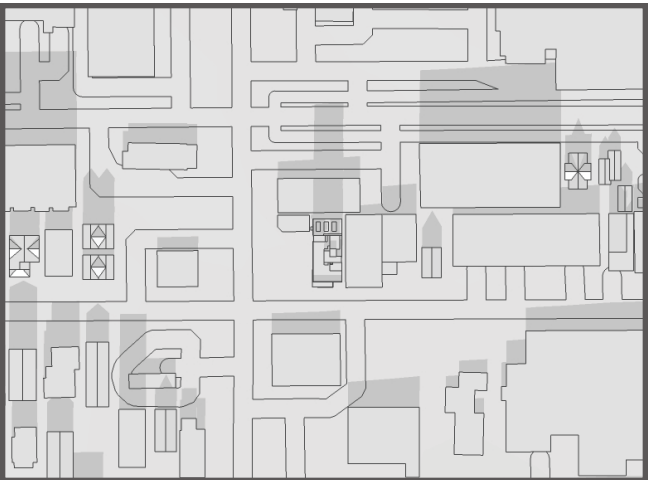
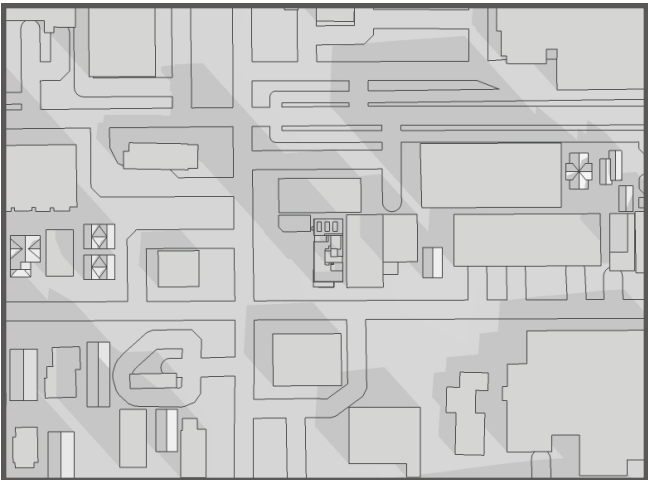
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SUMMER SOLSTICE
(JUNE 21)



SPRING / AUTUMN EQUINOX
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE
(DECEMBER 21)

