**PROJECT GOALS**

1. Create a high quality, residential-oriented, mixed-use building. It will be a simple, cohesive form that responds to the surrounding uses, buildings, cultural context and pedestrian character of University Way NE.
2. Ensure that residents of proposed and adjacent buildings have privacy and access to natural light and fresh air.
3. Design a human-scaled building that contributes to an attractive pedestrian-oriented streetscape.

**PROJECT GOALS**

The proposed development is a 6-story mixed use structure containing 89 residential apartments and street level retail/commercial space in approximately 36,499 GFA of building area. No parking will be provided. Existing structures on site to be removed.

**PROJECT INFORMATION**

<table>
<thead>
<tr>
<th>SITE ADDRESS</th>
<th>5253 University Way NE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5255 University Way NE</td>
</tr>
<tr>
<td>PARCEL NUMBER</td>
<td>881640-0720</td>
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<tr>
<td></td>
<td>881640-0715</td>
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<tr>
<td>SDCI #</td>
<td>3033135-LU</td>
</tr>
<tr>
<td></td>
<td>6694603-CN</td>
</tr>
<tr>
<td>APPLICANT</td>
<td>Neiman Taber Architects</td>
</tr>
<tr>
<td></td>
<td>1435 34th Avenue</td>
</tr>
<tr>
<td></td>
<td>Seattle, WA 98122</td>
</tr>
<tr>
<td></td>
<td>(206) 760-5550</td>
</tr>
<tr>
<td>CONTACT</td>
<td>David Neiman</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:dni@neimantaber.com">dni@neimantaber.com</a></td>
</tr>
<tr>
<td>ZONING</td>
<td>NC3P-65</td>
</tr>
<tr>
<td>OVERLAYS</td>
<td>University District Northwest (Urban Center Village)</td>
</tr>
<tr>
<td></td>
<td>Outside Station Overlay District</td>
</tr>
<tr>
<td>LOT SIZE</td>
<td>7,437 SF</td>
</tr>
<tr>
<td>ALLOWABLE FAR</td>
<td>0.5 (Non-residential)</td>
</tr>
<tr>
<td></td>
<td>4.25 (Residential)</td>
</tr>
<tr>
<td>PROPOSED GSF / FAR</td>
<td>33,422 GSF / 4.49 FAR</td>
</tr>
<tr>
<td>PROPOSED UNITS</td>
<td>89 Units Total</td>
</tr>
<tr>
<td></td>
<td>53 SEDU</td>
</tr>
<tr>
<td></td>
<td>36 1-Bedroom Units</td>
</tr>
<tr>
<td>PROPOSED PARKING</td>
<td>0</td>
</tr>
<tr>
<td>FREQUENT TRANSIT</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**PROJECT TEAM**

| OWNER                  | Joe Augello           |
|                       | 569 First Ave South   |
|                       | Suite #400            |
|                       | Seattle WA 98104      |
| ARCHITECT             | Neiman Taber Architects|
|                       | 1435 34th Avenue      |
|                       | Seattle, WA 98122    |
|                       | (206) 760-5550        |
| SURVEYOR              | Duncanson Company, Inc|
|                       | 145 SW 155th St, Suite 102 |
|                       | Seattle, WA 98166    |
| GEOTECHNICAL         | TBD                   |
| LANDSCAPE            | TBD                   |
| STRUCTURAL           | TBD                   |
URBAN DESIGN ANALYSIS
UNIVERSITY DISTRICT NORTHWEST URBAN CENTER VILLAGE

- Seattle Children's Hospital
- Calvary Cemetery
- Seattle Pacific University
- Hawai'i General Store
- Gas Works Park
- 5253-5255 University Way NE (Project Site)
- University of Washington
- Woodland Park
- University Village
- University Campus Urban Center Village
- Ravenna Urban Center Village
- Fremont Hub Urban Village
- Wallingford Residential Urban Village
- University District Northwest Urban Center Village
- University Campus Urban Center Village
- University Village
- Calvary Cemetery
- University of Washington
- Woodland Park
- University Village
- University Campus Urban Center Village
- Ravenna Urban Center Village
- Fremont Hub Urban Village
- Wallingford Residential Urban Village
- University District Northwest Urban Center Village

SEATTLE PACIFIC UNIVERSITY
WOODLAND PARK
GAS WORKS PARK
HAWAII GENERAL STORE
5253-5255 UNIVERSITY WAY NE (PROJECT SITE)
UNIVERSITY OF WASHINGTON
WOODLAND PARK
UNIVERSITY VILLAGE
CALVARY CEMETERY
SEATTLE CHILDREN'S HOSPITAL

NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST
The project site is located along the northern portion of the commercial corridor at University Way NE. This commercial corridor is referred to as “The Ave” and features an eclectic mix of businesses and architectural styles.

Between NE 50th and 52nd Streets, the Ave is dominated by the University Heights Center, its grounds and open space on the west side of the street. To the east side, larger mixed-use buildings supplant the small-scale commercial storefronts that dominate the streetscape south of 50th.

From NE 52nd to NE 55th, a mix of small scale and larger scale developments are represented. A shopping strip with surface parking and low-rise (one to two story) commercial / apartment buildings are located adjacent to four-to-six story mixed-use buildings. There are a number of vacant commercial spaces in both older and newer buildings and the street scene is noticeably quieter than areas closer to the University.

North of NE 55th, a number of older one and two story buildings have been converted to commercial uses. Both on this block and the one to the south, new mixed use apartment buildings are both proposed and in construction and will contribute to the changing pedestrian experience at this part of University Way NE.

Takeaways:

- University of Washington students, staff and support populations will influence pedestrian and retail activities.

- Street level facades are generally more articulated than the upper stories

- Buildings often exhibit a strong two-story base.
University Way NE is a north-south collector arterial located parallel to a minor arterial of 15th Ave NE. Two major arterials are located to the west; Roosevelt Way NE and 11th Ave NE. NE 50th, to the south, is also a major arterial. All arterials connect to NE Ravenna Blvd located north of the project site.

A bus stop located on the project site corner of NE 55th St serves four bus lines. Route 45 connects University District through Green Lake to Golden Gardens. Route 71 runs from the University District through Ravenna to Wedgwood. The 73 travels from the University District through Maple Leaf to Jackson Park, and route 373 goes from the University District through Ravenna to Shoreline Park & Ride. The University of Washington Link Light Rail station is a 15-minute bus ride away, connecting the project site to downtown Seattle. In 2023 the U District Station at Brooklyn Ave NE between NE 45th and NE 43rd streets will open and will provide access to Northgate.

Walk Score: 97
Transit Score: 74
Bike Score: 87
(source: walkscore.com)

**Takeaways**
- Emphasize the pedestrian experience
- Provide for bicycles within the building
- Parking is not crucial for project viability
The project site at 5253-5255 University Way NE is zoned NC3P-65. The parcels to the west, directly behind the project site, are zoned as LR2 while the parcels to the east are zoned as LR3. Parcels directly to the north, past 55th Street, are zoned NC2P-40 while parcels to the north-west are SF 5000.

This two block stretch is characterized by large scaled, mixed use structures; contrasting the smaller scale south of NE 55th St. Single-family structures are located within three blocks to the east and west of the project site.

The area is transitional in terms of both zoning and development. With the U District upzone already spawning high rise development to the south, mid-scale projects such as this one will provide needed housing and retail space as growth radiates northward and create a spatial bridge from high density development to the south to the area's more residential neighborhoods to the north, east and west.

**Takeaways**

- The University's growth will promote increased density northward
- Areas north of NE 50th Street will likely infill with predominantly mid-rise buildings.
- Overall, the Ave's street width increases as one moves northward
- Street-level amenities add life to the pedestrian experience
URBAN DESIGN ANALYSIS
DEVELOPMENT CONTEXT: MEDIUM TO LARGE SCALED MIXED-USE BUILDINGS

PROJECT LOCATION KEY

PROJECT SITE

A

5247 UNIVERSITY WAY NE / SDCI # 3021406
PROGRAM: Apartments + Micro-housing / 84 Units / No Parking

B

5260 UNIVERSITY WAY NE - ORI ON THE AVE (2018)
PROGRAM: Apartments (Mixed Use) / 70 Units / 4 Parking Stalls

C

5228 15TH AVE NE / SDCI # 3032284
PROGRAM: Apartments / 57 Units

D

4726 15TH AVE NE / SDCI # 3025193
PROGRAM: Apartments (Mixed Use) / 127 Units / 41 Parking Stalls
The commercial corridor along University Way NE is almost entirely zoned NC3P-65 which allows the construction of structures up to 65 feet tall.

The University Way NE area is experiencing new development and growth, primarily in the form of new mixed-use and apartment buildings. The opening of a light rail transit station at NE 45th Street will act as a catalyst for greater development.

University District upzone has made nearby large-scale development possible. Several projects are in design and construction to take advantage of new height limits and transit options.

Trends indicate that the area’s current one to three story typology will evolve to predominantly five and six story structures.

Takeaways

- Use a limited palette of materials and thoughtfully consider the relationship between those used.
- Create a visually distinct entry.
- Street level facades often exhibit a strong two-story base.
An inventory of design elements was taken from the mixed-use apartment buildings along the two block stretch between NE 50th Ave and NE 55th Ave. A distinct down-shift in the scale of buildings and size of the right-of-way occurs south of NE 50th St, making the area less applicable for the contextual study.

**Consistent expression of one/two story podium with an upper story setback.**

**Small, dense commercial spaces**

**Podium/base material vs upper story setback material**

**Original building fabric with converted use to commercial**

1. **SOUTH OF NE 50TH ST**
2. **IN BETWEEN NE 50TH ST AND NE 55TH ST**
3. **NORTH OF NE 55TH ST**
RESIDENTIAL ENTRIES: Residential entries for mixed use structures are demarcated with recessed alcoves and/or awnings. The awnings typically break accordingly with sections of storefront and are not continuous across the building. Residential entries tend to have a smaller presence in relation to nearby commercial uses.

ACTIVATION OF THE PEDESTRIAN REALM: Buildings with small, dense retail successfully activate the pedestrian realm. Conversely, the swath of large, vacant retail spaces at 5000 University Way NE offers little to the pedestrian experience.
SITE ANALYSIS
SURVEY + SITE FEATURES

LEGAL DESCRIPTION
TAX PARCEL NO. 8816400715 - LOT 5, BLOCK 5, UNIVERSITY HEIGHTS, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 9 OF PLATS, PAGE 41, RECORDS OF KING COUNTY, WASHINGTON, EXCEPT THE EAST 10 FEET THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 221463.

TAX PARCEL NO. 8816400720 - LOT 4, BLOCK 5, UNIVERSITY HEIGHTS, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 9 OF PLATS, PAGE 41, RECORDS OF KING COUNTY, WASHINGTON, EXCEPT THE EAST 10 FEET THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 221463, FOR THE WIDENING OF UNIVERSITY WAY, AS PROVIDED BY ORDINANCE NUMBER 55773 OF THE CITY OF SEATTLE.
The proposed project is sited mid-block lot on University Way NE between NE 52nd NE and NE 55th St. Most recent uses have been a bar and retail area.

The site is approximately 80' wide and 93' deep.

There is a significant drop from University Way NE and the alley to its west, allowing for a one story difference between the east (higher) and west (lower) sides of the parcel.
This section of University Way NE is on a relatively flat bench; the grade falls to the west by one story so that the 1st floor fronts on University Way and the basement level fronts on the alleyway.

The north end of University Way NE terminates at Ravenna Boulevard and Cowen Park, offering natural areas that provide a place for recreation and contemplation.

Street use includes parallel (west side) and angled (east side) parking, adding to the perceived width of the thoroughfare.

Small businesses include coffee shops and restaurants, hair & nail & barber shops, stores for comics, books, and convenience items, bike shop and other services desired by the university area population.

University Cooperative School occupies the NW corner of the Ave and NE56th Street.

The Ave’s even grade allows for high degree of accessibility along the street edge.

Walking, bicycle & transit use provide a substantial opportunity for developing a robust pedestrian-oriented commercial, retail and mixed use streetscape.

**Takeaways - Opportunities**

- Access to light / air / privacy on east and west sides of the building
- Flat grade at University Way- porous and accessible street level
- Reduced building height at north zero lot line

**Takeaways - Constraints**

- Relatively narrow sidewalk width
- 65’ building at south zero lot line
- Stepped setback at alley
The project site is impacted by development challenges along one property line.

**CONTRAINT #1:**
Setbacks for Structures with Residential Uses When Abutting a Residentially-Zoned Lot
<table>
<thead>
<tr>
<th>CITATION</th>
<th>TOPIC</th>
<th>CODE STATEMENT</th>
<th>NOTES</th>
</tr>
</thead>
</table>
| 23.47A.008 | Street-level Development Standards        | Blank segments shall not exceed 20' in length  
Total blank segments shall not exceed 40% of street facade  
60% of street facing facade between 2' and 8' above sidewalk shall be transparent  
Non-residential use shall extend a min. average depth of 30' and min. depth of 15'  
Non-residential uses at street level shall have a min. floor-to-floor height of 13'.  
Continuous overhead weather protection is req'd along 60% of the street frontage of a principal pedestrian street  
Lower edge of the overhead weather protection shall be between 8' and 12' above sidewalk ( ≤ 6' projection)  
Lower edge of the overhead weather protection shall be between 10' and 15' above sidewalk ( > 6' projection) |                              |
| 23.47A.013 | FAR Limit (outside of Station Overlay District) | Single use within a mixed-use structure: 4.25  
Total FAR permitted for all uses on a lot occupied by a mix of uses: 4.75  
Underground stories exempt  
FAR limit for all residential cannot exceed 4.25 |                              |
| 23.47A.012 | Structure Height  
Rooftop Features | 65'  
+4' for clerestories, parapets, railings, etc  
+7' for solar collectors (unlimited rooftop coverage)  
+15' for solar collectors and mechanical equipment (20% max coverage w/ stair and elevator penthouses)  
+16' for stair and elevator penthouses |                              |
| 23.47A.014B.3 | Setback Requirements | Rear setback is required when a structure containing a residential use is across an alley from a lot in a residential zone  
15' setback for structure height between 13' - 40'  
Setback increases 2' for every 10' when structure height > 40' |                              |
| 23.47A.016 | Landscaping                               | Green Factor of 0.3 or greater  
Street trees required |                              |
| 23.47A.024 | Amenity Area                              | 5% of total gross residential floor area (unenclosed)  
Bioretention facilities qualify as amenity areas |                              |
| 23.47A.022 | Light and Glare Standards                | Exterior light and glare must be shielded and directed away from adjacent properties |                              |
| 23.54.015 | Parking                                   | No minimum requirement for all residential uses within urban centers | No parking provided |
| 23.54.015 | Bicycle Parking                           | 1 per dwelling unit / 1 per SEDU |                              |
| 23.54.040 | Solid Waste and Recycling                 | Mixed use shall meet storage space requirements for residential development plus 50% of requirement for non-residential  
Residential Development: >100 dwelling units = 575 SF plus 4 SF for each additional unit above 100  
Non-residential Development: 15,001 - 50,000 SF = 175 SF / 2 = 87.5 SF | Waste room analysis pending approval |
<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CITATION</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATURAL SYSTEMS + SITE FEATURES</td>
<td>CS1.B2 / DAYLIGHT AND SHADING</td>
<td>Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.</td>
</tr>
<tr>
<td>URBAN PATTERN AND FORM</td>
<td>CS2.C2 / MID-BLOCK SITES</td>
<td>Looks 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 building at the first three floors.</td>
</tr>
<tr>
<td>URBAN PATTERN AND FORM</td>
<td>CS2.D6 / RESPECT FOR ADJACENT SITES</td>
<td>Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.</td>
</tr>
<tr>
<td>ARCHITECTURAL CONTEXT AND CHARACTER</td>
<td>CS2.A1 / FITTING OLD AND NEW TOGETHER</td>
<td>Create compatibility between new projects and existing architectural context. In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon.</td>
</tr>
<tr>
<td>WALKABILITY</td>
<td>PL2.B1 / EYES ON THE STREET</td>
<td>Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street-level uses.</td>
</tr>
<tr>
<td>STREET-LEVEL INTERACTION</td>
<td>PL3.B1 / SECURITY AND PRIVACY</td>
<td>Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.</td>
</tr>
<tr>
<td>PROJECT USES AND ACTIVITIES</td>
<td>DC1.A4 / VIEWS AND CONNECTIONS</td>
<td>Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks, or other public spaces.</td>
</tr>
<tr>
<td>ARCHITECTURAL CONCEPT</td>
<td>DC2.C1 / VISUAL DEPTH AND INTEREST</td>
<td>Add depth to facades where appropriate by incorporating canopies, awnings, decks, or other secondary elements into the facade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The preferred design responds by maximizing daylight into interior courtyard spaces; building configuration brings substantial light and air to the lowest level and allows for landscape and resident use of the space.</td>
</tr>
<tr>
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<td>Although many nearby sites are underdeveloped, there are characteristics of both older and newer development that can provide contextual consistency. Street level facades are generally more articulated than the upper stories of the building and often exhibit a strong two-story base. The preferred scheme conforms to this paradigm.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The preferred design successfully respects the adjacent site by orienting the interior courtyard to the north, where it fronts on a low-rise portion of an existing apartment building.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The proposed building aims to be contextually consistent with the existing and changing environment. As a ‘fabric’ building, it exhibits good design through simple yet well-crafted detail with quality materials.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ground level retail and commercial spaces will provide transparency and opportunities for social interaction. Units that are oriented towards University Way NE and the rear alley have generous, operable windows that allow active and passive interaction with street-level activities.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The preferred design incorporates a setback for the basement so that alley-facing ground-level units have outside occupiable area with landscaping. Adding activity and exterior open space will improve safety and security on this thoroughway.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commercial uses are located at street-level to take advantage of the physical connection to the street. The preferred proposal provides a roof deck where residents can enjoy sunshine and fresh air in a social setting, providing views of the street and area.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Details, reveals, and street-level setbacks add visual interest to the preferred proposal. As the design evolves, durable cladding will be incorporated at the street frontage; recessed windows to create depth in the facade; and infill panels throughout of similar quality. Signage and canopy options will be studied.</td>
</tr>
</tbody>
</table>
EARLY OUTREACH FOR DESIGN REVIEW
BRIEF SUMMARY OF OUTREACH METHODS AND WHAT WE HEARD FROM THE COMMUNITY

Outreach methods included:
• Printed posters hung at local businesses, community centers or other publicly-accessible venues
• Digital outreach via project hotline, information and voicemail; the number was publicized via poster
• In person outreach at a community meeting on January 2, 2019

The community meeting was held on January 2, 2019 at University Heights Center at 6:30pm. The project team and architect discussed the vision and approach for the new mixed use project in the neighborhood. One attendee signed in and participated in the meeting, and one person signed in to receive project updates. The following is a summary of topics discussed.

FEEDBACK THEMES

DESIGN CONCEPTS
• Appreciates thoughts given to preliminary design concepts. Project needs to ‘honor’ University District, prefers ‘timeless’ architecture
• Supports smaller scale retail that the departure would provide
• Would like to see interesting roof line and public art
• Would like that housing not necessarily cater to single, ‘tech’ demographics but to long-time tenants

PARKING
• Prefers that parking be provided

OTHER
• Project team should reach out to Roosevelt Neighborhood Alliance and University District Partnership

RESPONSE

• Project vision is to create a high-quality, residential-oriented, mixed use building that is a simple, cohesive form that responds to the pedestrian character of the ‘Ave’
• Project will provide a variety of retail/commercial spaces that will complement larger retail spaces already in place in nearby new construction
• Options for roof lines, awnings and street level amenities will be explored as design is developed
• Market rate housing is intended to provide affordable and sustainable housing for a diverse population

PARKING
• The location is ideal for supporting a transit-oriented pedestrian community; the project will focus on providing street-level amenities that enhance the pedestrian experience

OTHER
• Project team will continue to involve neighborhood groups such as the ones mentioned during design development
**SCHEME A: MAXIMIZATION DIAGRAM**

*Code Compliant - No Departures*

**STORIES:** 5 + Basement

**UNITS:** 68 Units Total

- (56) SEDU
- (12) 1 Bedroom

**FAR:** 4.6/4.75 Allowable (34,193 GFA)

**PARKING:** None

**DEPARTURES:** None

**DESCRIPTION**
Maximizes building area conforming to landuse requirement setbacks. Organizes units along one central north/south corridor with an additional 'spur' to serve 3 units.

**ADVANTAGES**
- Better proportioned units

**CHALLENGES**
- Individual units have poor aspect ratio: very deep and narrow
- Placing bedrooms at the building perimeter reduces / eliminates natural light for much of the living space

**SCHEME B: REFINEMENT**

**STORIES:** 6 + Basement

**UNITS:** 87 Units Total

- (54) SEDU
- (33) 1 Bedroom

**FAR:** 4.74/4.75 Allowable (35,289 GFA)

**PARKING:** None

**DEPARTURES:** 25’ Deep Commercial Spaces

**DESCRIPTION**
Maximizes building area conforming to landuse required setbacks but with two building height lightwells permitting light and air to reach units not facing the Ave or alley. This results in better proportioned unit layout. Organizes units along two north/south corridors with a cross-connecting corridor.

**ADVANTAGES**
- Better proportioned units

**CHALLENGES**
- Narrow lightwell slots reduce light and air circulation, particularly at the south side of the building

**SCHEME C: (PREFERRED)**

**STORIES:** 6 + Basement

**UNITS:** 89 Total Units

- (53) SEDU
- (36) 1 Bedroom

**FAR:** 4.49/4.75 Allowable (33,422 GFA)

**PARKING:** None

**DEPARTURES:** 22’, 16.38’ & 18.63’ Deep Commercial Spaces

**DESCRIPTION**
Organizes units around a landscaped courtyard with resident amenities at ground level and a cross-connecting corridor.

**ADVANTAGES**
- Well proportioned units with ample access to light and air. Simplified and efficient structure.
- Separates retail and residential units
- Identifiable residential entry
- Maximizes retail frontage on University Way NE
- Roof deck and courtyard provide shared outdoor space
- Allows pedestrian access from both street and alley, with service access on the alley
**DESIGN OPTIONS**

**MASSING AND CONCEPT**

**SCHEME A: MAXIMIZATION DIAGRAM**

(Code Compliant - No Departures)

STORIES: 5 + Basement

UNITS: 68 Units Total

(56) SEDU  (12) 1 Bedroom

PARKING: None

DEPARTURES: None

**DESCRIPTION**

Maximizes building area conforming to landuse requirement setbacks. Organizes units along one central north/south corridor with an additional 'spur' to serve 3 units.

**ADVANTAGES**

- Efficient organization
- Maximizes retail frontage on University Way NE

**CHALLENGES**

- Individual units have poor aspect ratio: very deep and narrow
- Placing bedrooms at the building perimeter reduces / eliminates natural light for much of the living space

---

AXONOMETRIC - LOOKING SOUTHWEST

STREET PERSPECTIVE - LOOKING NORTHEAST

AXONOMETRIC - LOOKING NORTHEAST

STREET PERSPECTIVE - LOOKING SOUTHWEST
DESIGN OPTIONS
MASSING AND CONCEPT

SCHEME B: REFINEMENT
(Code Compliant - No Departures)

STORIES: 6 + Basement
UNITS: 87 Units Total
(54) SEDU
(33) 1 Bedroom
FAR: 4.74/4.75 Allowable (35,289 GFA)
PARKING: None
DEPARTURES: Alley setback constant 10’ back from property line

DESCRIPTION
Maximizes building area conforming to land use required setbacks but with two building height lightwells permitting light and air to reach units not facing the Aves or alley. This results in better proportioned unit layout. Organizes units along two north/south corridors with a cross-connecting corridor.

ADVANTAGES
• Better proportioned units

CHALLENGES
• Narrow lightwell slots reduce light and air circulation
DESIGN OPTIONS
SHADOW STUDY

SCHEME B: REFINEMENT

PROPOSED BUILDING
EXISTING SHADOWS FROM SURROUNDING STRUCTURES
NEW SHADOWS FROM PROPOSED BUILDING

WINTER SOLSTICE

SPRING EQUINOX

SUMMER SOLSTICE

9 AM
12 PM
3 PM
**DESIGN OPTIONS**

**MASSING AND CONCEPT**

**SCHEME C: (PREFERRED)**

**STORIES:** 6 + Basement  
**UNITS:** 88 Total Units  
(52) SEDU  
(36) 1 Bedroom  
**FAR:** 4.49/4.75 Allowable (33,422 GSF)  
**PARKING:** None  
**DEPARTURES:** 22', 16.38' & 18.63' Deep Commercial Spaces  
Alley setback constant 10' back from property line

**DESCRIPTION**
Organizes units around a landscaped courtyard with resident amenities at ground level and a cross-connecting corridor.

**ADVANTAGES**
- Well proportioned units with ample access to light and air. Simplified and efficient structure.  
- Separates retail area and residential unit area  
- Maximizes retail frontage on University Way NE  
- Welcoming identifiable residential entry  
- Allows pedestrian access from both street and alley, with service access on the alley
DESIGN OPTIONS
SHADOW STUDY

SCHEME C: (PREFERRED)

PROPOSED BUILDING
EXISTING SHADOWS FROM SURROUNDING STRUCTURES
NEW SHADOWS FROM PROPOSED BUILDING

9 AM

12 PM

3 PM
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### DEPARTURE REQUEST

**SCHEME B**

**DEPARTURES:**  
- Alley setback constant 10' back from property line

<table>
<thead>
<tr>
<th>DESIGN STANDARD</th>
<th>PROPOSED DEPARTURE</th>
<th>% CHANGE</th>
<th>PROJECT WITH ADJUSTMENT</th>
<th>SEATTLE DESIGN GUIDELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>23.47A.014.B3</td>
<td>Alley setback</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Request to depart from the required depth of 15 feet for portions of the structure over 13 feet to 40 feet. For portions of structure above 40 feet, an additional setback at the rate of 2 feet for 10 feet.</td>
<td>CALCULATION: 371.55SF / 923.67SF = 60% compliant</td>
<td>Project with adjustment: With this adjustment we are allowing the lower level of units to access additional light and air from the alley and providing additional privacy for the neighboring property across the alley. We are providing additional space on the public alley way for landscaping and pedestrian activity. In addition to a larger alley public way, we are also allowing for a more generous courtyard, giving more privacy, light and air to the units that face inward.</td>
<td>PL1.1.a / Include open space at grade that physically or visually engages the public realm</td>
<td></td>
</tr>
<tr>
<td>23.47A.008.B3</td>
<td>Depth of retail space</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.</td>
<td>The requested departure represents a 30% reduction in the required depth.</td>
<td>CALCULATION: 26.5ft / 30ft = 88% compliant 22% reduction</td>
<td>This adjustment allows us to set the front facade in and away from the street, giving more space for pedestrian activity as well as providing sufficient space to place four units inside the building mass, facing outwards towards the lightwells.</td>
<td>CS1.B / Sunlight and Natural Ventilation</td>
</tr>
</tbody>
</table>

**GROUND FLOOR PLAN**

**LONGITUDINAL SECTION - LOOKING NORTH**
### EARLY DESIGN GUIDANCE

**DEPARTURE REQUEST**

**SCHEME C**

<table>
<thead>
<tr>
<th>DESIGN STANDARD</th>
<th>PROPOSED DEPARTURE</th>
<th>% CHANGE</th>
<th>PROJECT WITH ADJUSTMENT</th>
<th>U DISTRICT NEIGHBORHOOD DESIGN GUIDELINES</th>
<th>SEATTLE DESIGN GUIDELINES</th>
</tr>
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<td>23.47A.014.B3</td>
<td>Alley setback</td>
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<td>CALCULATION:</td>
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<tr>
<td></td>
<td>Alley setback</td>
<td></td>
<td></td>
<td>PL1.1.b / Group commercial spaces</td>
<td>CS1.B / Sunlight and Natural Ventilation</td>
</tr>
<tr>
<td>23.47A.008.B3</td>
<td>Depth of retail space</td>
<td></td>
<td></td>
<td>DC1.1a / Maximize active uses along street frontages</td>
<td></td>
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<td></td>
<td>Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.</td>
<td>The requested departure represents a 30% reduction in the required depth. CALCULATION:</td>
<td>Allows for courtyard between units to be larger, letting more light and air to penetrate into the space. By proving two different retail sizes we are allowing for diversity between commercial types</td>
<td></td>
<td></td>
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</table>

**Diagram:**

- **LONGITUDINAL SECTION - LOOKING NORTH**
- **GROUND FLOOR PLAN**

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**Notes:**

- CALCULATION:
  - Retail A: 22.19' / 30' = 74% compliant, 26% reduction
  - Retail B: 16.38' / 30' = 55% compliant, 45% reduction
  - Retail C: 311.5' / 27.81' = 11.58% compliant, 88% reduction

- With this adjustment we are allowing the lower level of units to access additional light and air from the alley and providing additional privacy for the neighboring property across the alley. We are providing additional space on the public alley way for landscaping and pedestrian activity. In addition to a larger alley public way, we are also allowing for a more generous courtyard, giving more privacy, light and air to the units that face inward.

- Allows for courtyard between units to be larger, letting more light and air to penetrate into the space. By proving two different retail sizes we are allowing for diversity between commercial types.
DESIGN DEVELOPMENT
LANDSCAPING CONCEPT

- BIoretention Planters
- Street Trees
- Planting Strip
- Roof Deck
- Green Roof
- Roof Deck
- Plant Bed
- Roof
- Lower Roof Deck
- Courtyard
- Solar Panels
- Trash & Staging Area (Permeable Pavement)

Neiman Taber
Architecture for the Northwest
The following images are cues for the design concept of the proposed building. The exterior materiality of the building will be of high quality along prominent street elevations. Storefronts with generous glazing aim to increase connectivity with the pedestrian realm. Special attention will be directed at the streetscape treatment, such as canopies, balconies, and screens.
The variety of accessible open spaces is a defining feature of the proposed building. The following images are successful precedents for roof decks, common areas, and public lobbies. The proposal seeks to provide opportunities for urban agriculture at the roof deck. Common areas and public lobbies will require furniture, fixtures, equipment, and art, and will provide many opportunities for visual art that tells the story of the neighborhood’s history.
PRIOR WORK
NEIMAN TABER ARCHITECTS

HAMILTON APARTMENTS (SEATTLE): Mixed use apartment building (Completed 2017)

215 1ST AVE N (SEATTLE): Mixed use apartment building with lofts and live-work units (Under construction - occupancy 2019)
HIWATHA ARTWORKS (SEATTLE): Congregate artist housing with lofts + ground-floor retail (Completed 2018)

510 BROADWAY MIXED-USE APARTMENTS (SEATTLE): Mixed use apartment building (Under construction - occupancy 2019)