STREAMLINED DESIGN REVIEW APPLICATION

DCI # 3034033-EG
1327 Minor Ave
Seattle, WA 98101

Applicant:
Cone Architecture, LLC
2226 3rd Ave
Suite 100
Seattle, WA 98121
Contact: Summer McEneny

Owner:
Blueprint Capital Services
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Seattle, Wa 98116
Contact: Dave Biddle

DCI Contact:
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(206) 3861981
ellen.aebischer@seattle.gov

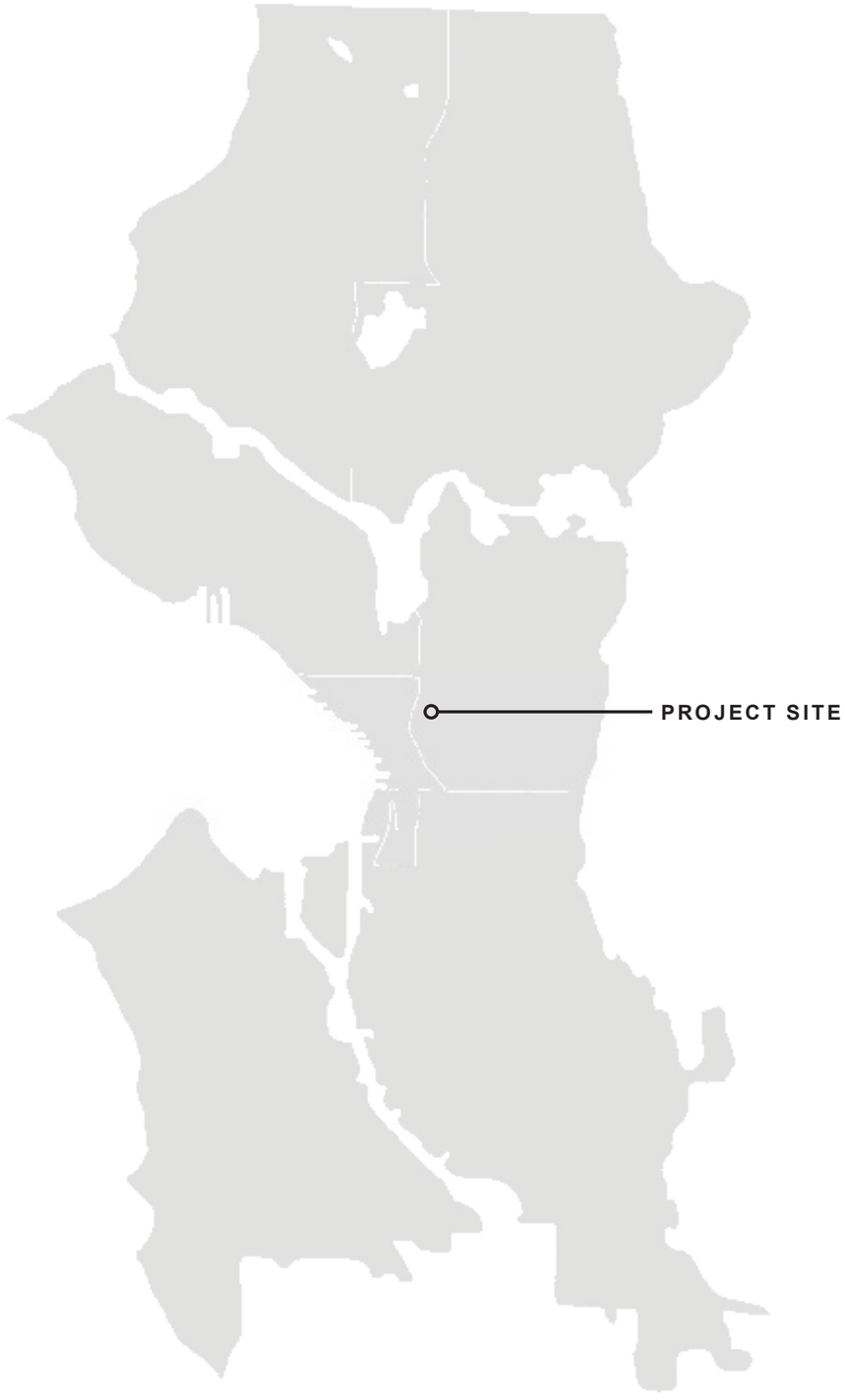


TABLE OF CONTENTS

VICINITY MAP

EXISTING SITE

The project site (APN:197820-0469) is located on Minor Ave, between Union Street to the north and University street to the south. It is bordered on the south and west by an existing alley that connects Minor Ave to Union Street. The site's current use is a parking lot. The site is surrounded by apartment buildings, including across Minor Ave. The site slopes gradually, with a grade change of approximately 4 feet sloping to the west, and is currently held up with retaining walls. The alley bordering the site has approximately 11 feet of grade change as it travels west and then north.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned HR and is located in the First Hill Urban Center Village. HR occurs in pockets here, surrounded by commercial, mixed use, institutions, and near the downtown area to the west of the site, across I-5.

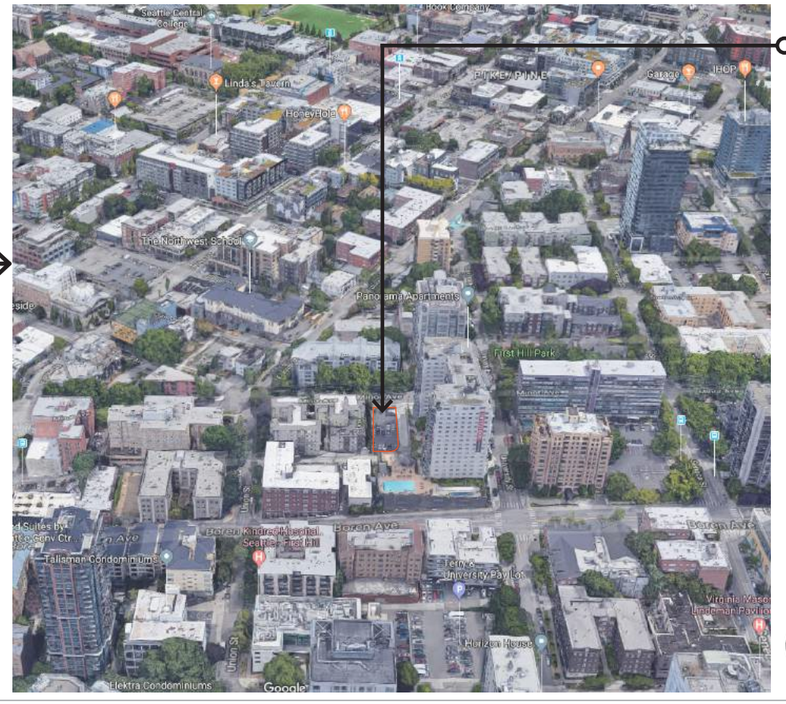
DEVELOPMENT OBJECTIVES

The project proposes the construction of (1) new multi-family residential building containing (6) units total. The existing parking lot and trash enclosure will be demolished as a result of this proposal. This project site, due to its location in a desirable neighborhood and proximity to several arterial streets with neighborhood commercial zoning and public transit, is prime for denser development.

Due to this site's urban center designation, no parking is required to be provided. Due to the high demand of parking in the city and the scale of these units, (6) attached garages are proposed for this project.

NEIGHBORHOOD CUES

This project is part of the First Hill Urban Center Village. Parks and schools are plentiful in the area, and a vibrant nightlife scene exists on neighboring blocks of the site along Boren Ave and the Pike/Pine corridor. Major bus lines exist in the area, such as the 12 along Madison and the 2 along Union. Broadway, just 6 blocks to the east, holds access to major bus lines, such as the 49, the streetcar (which runs south from Capitol Hill through First Hill and the ID) and the light-rail station (which runs from UW south to SeaTac Airport), providing plentiful access to the rest of the city.



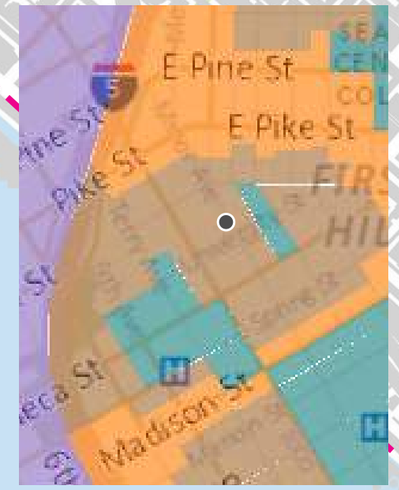
SITE LOCATION
1327 Minor Ave
Seattle, WA 98101

ZONING SUMMARY
Zone: HR
Overlay: First Hill Urban Center Village
ECA: None

PROJECT PROGRAM
Site Area: 5,185 SF
Number of Residential Units: 6
Number of Parking Stalls: 6
Approx. FAR (Overall) = 13,461 sf
Approx. FAR Per Unit = 2,266 sf

URBAN ANALYSIS KEY

- PRIMARY ACCESS ROAD
- NODE
- LANDMARKS
- WALKSHED
- PROJECT SITE
- URBAN CENTER VILLAGE
- PARKS
- BUS STOPS
- LIGHTRAIL STATION



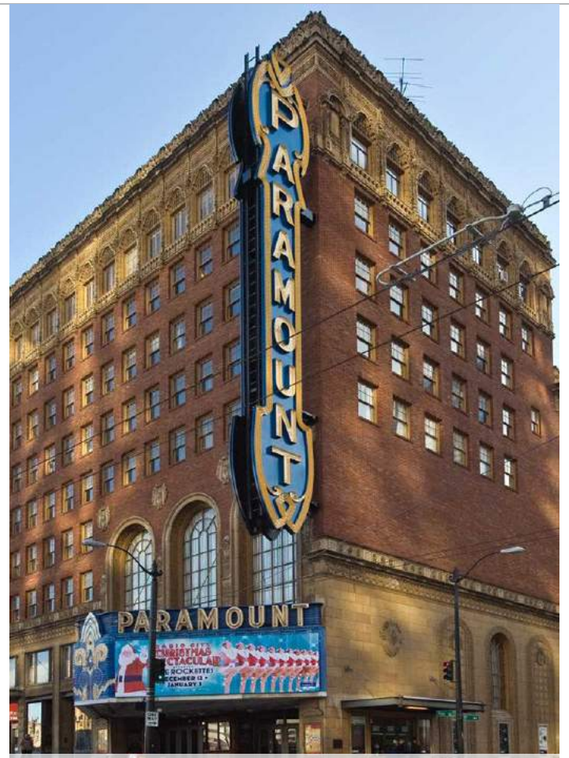
ZONING KEY

- SITE
- DOWNTOWN
- COMMERCIAL/MIXED USE
- MULTI-FAMILY
- MAJOR INSTITUTIONS

15 MIN
10 MIN
5 MIN
SEATTLE CENTRAL COLLEGE
CAL ANDERSON PARK
STARBUCKS ROSTERY
E PIKE ST
PARAMOUNT THEATRE
FIRST HILL PARK
MINOR AVE
BOREN AVE
BROADWAY
FREEWAY PARK
E MADISON ST
FRYE ART MUSEUM
SEATTLE PUBLIC CENTRAL LIBRARY
P

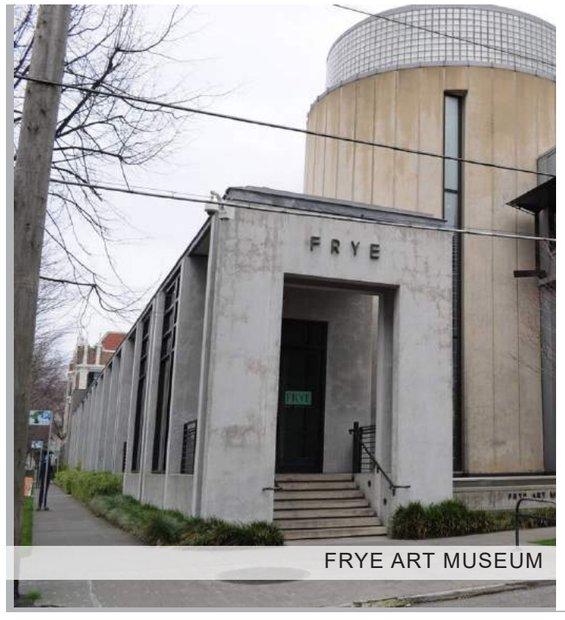

CAL ANDERSON PARK


FIRST HILL PARK

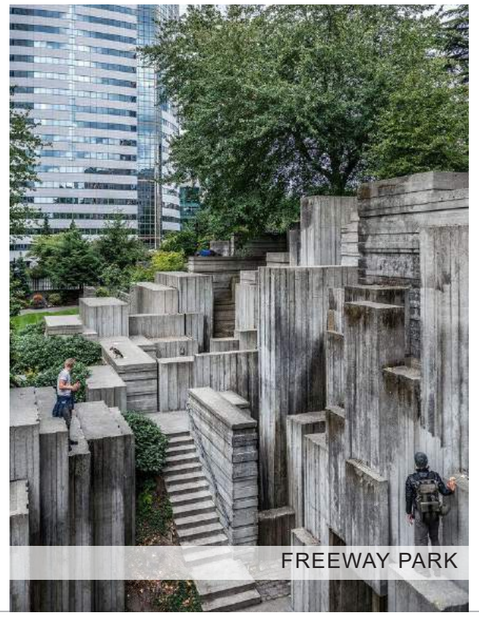


PARAMOUNT THEATRE

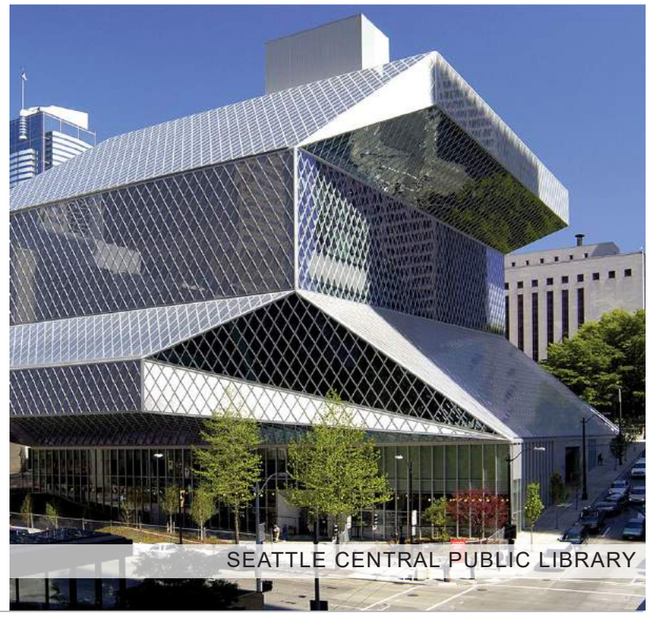
STARBUCKS ROASTERY



FRYE ART MUSEUM


FREEWAY PARK


SEATTLE CENTRAL COLLEGE


SEATTLE CENTRAL PUBLIC LIBRARY

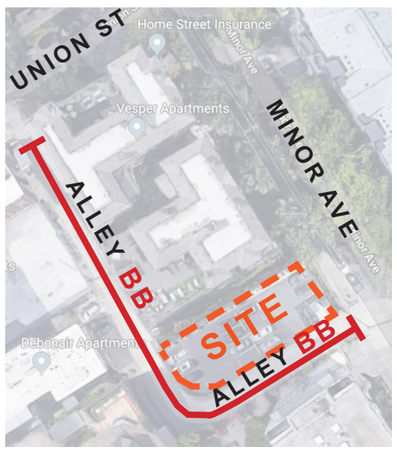
ALLEY - ACROSS FROM SITE

ACROSS FROM SITE

ALLEY (AA) — UNION ST

ACROSS FROM SITE

MINOR AVE — ALLEY (AA) CONTINUED



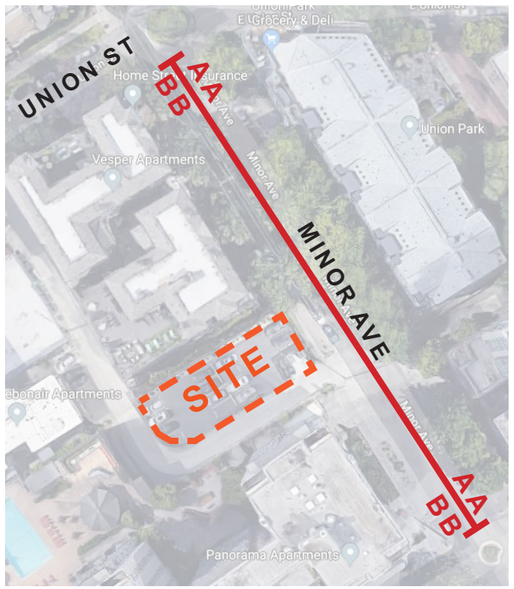
ALLEY - TOWARD SITE

SITE

UNION ST — ALLEY (BB)

SITE

ALLEY (BB) CONTINUED — MINOR AVE



MINOR AVE

UNION PARK APARTMENTS
7 STORIES

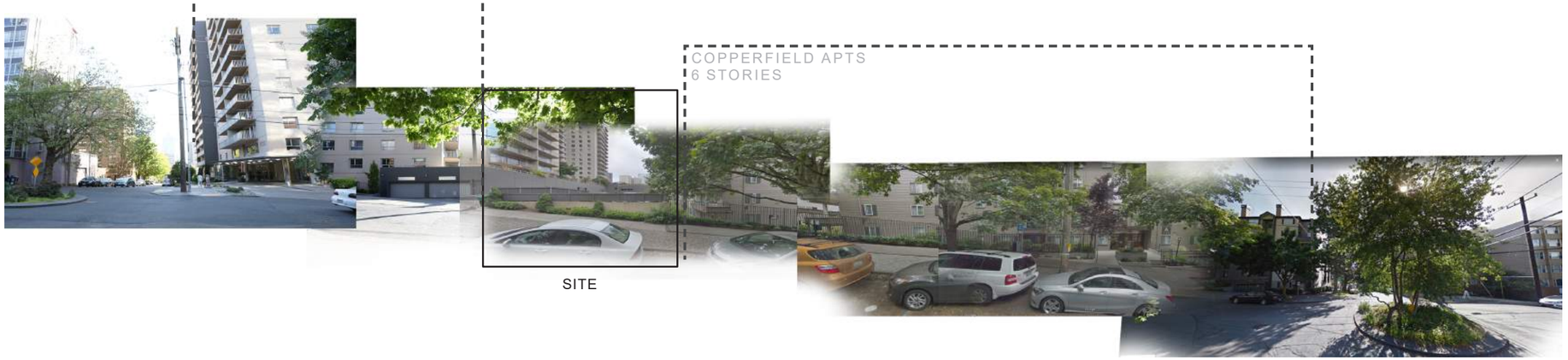
THE SUMMIT AT FIRST HILL
14 STORIES

ACROSS FROM SITE

UNION ST ← MINOR AVE (AA) → UNIVERSITY ST

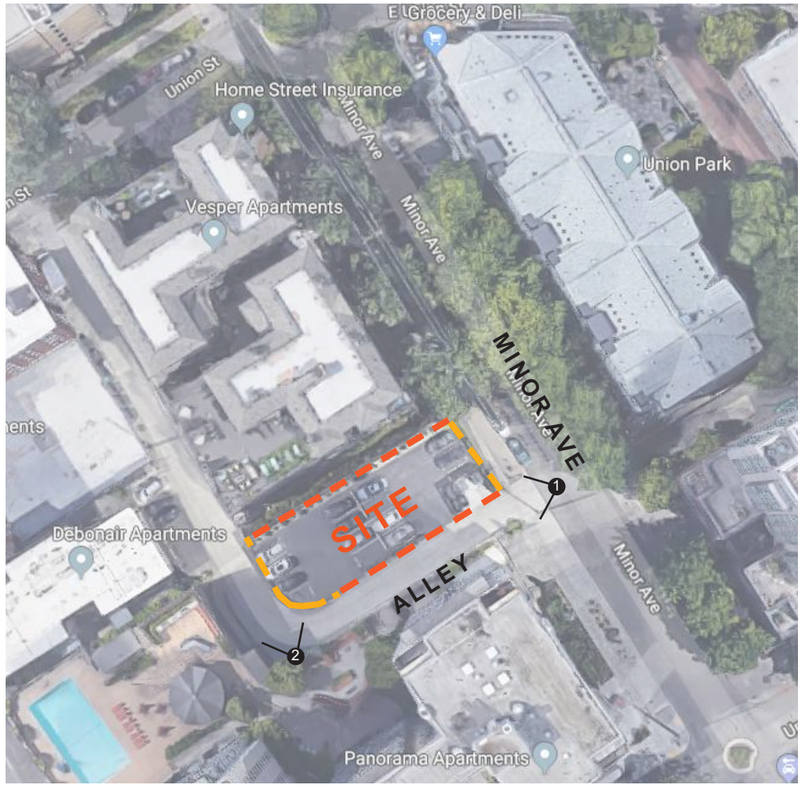
PANAROMA HOUSE APT
18 STORIES

COPPERFIELD APTS
6 STORIES



SITE

UNIVERSITY ST ← MINOR AVE (BB) →

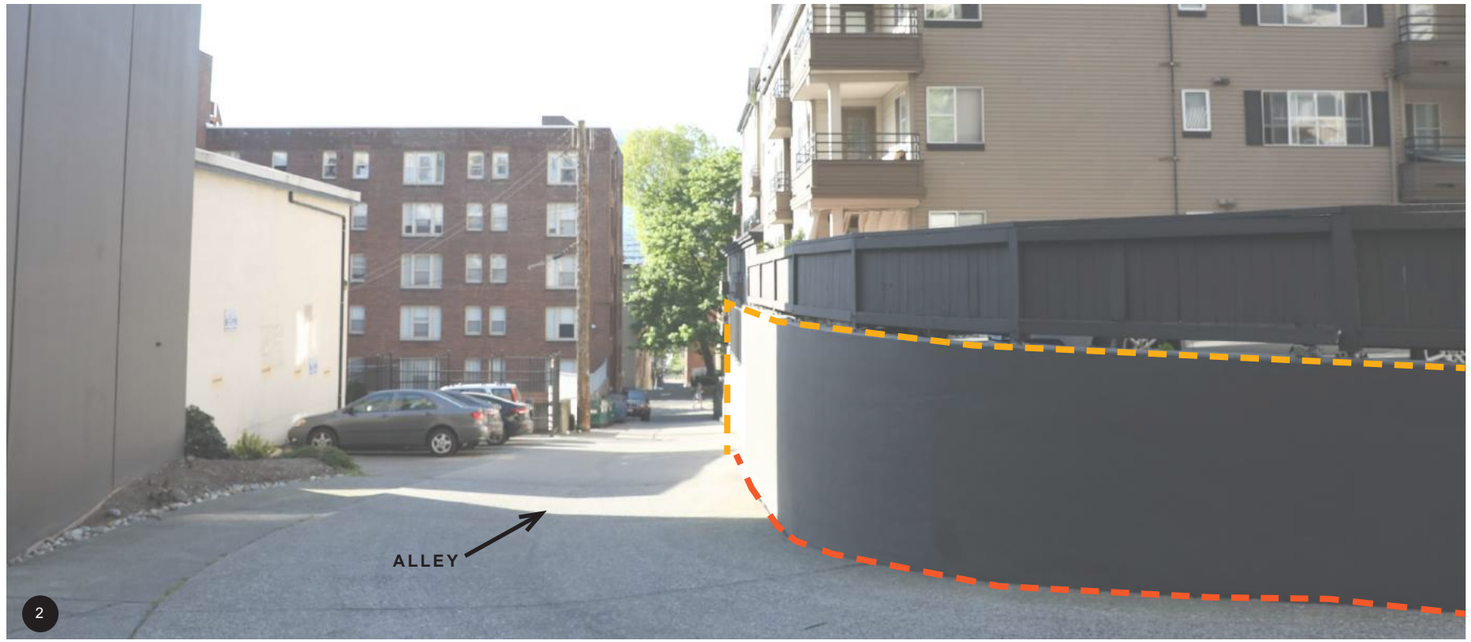


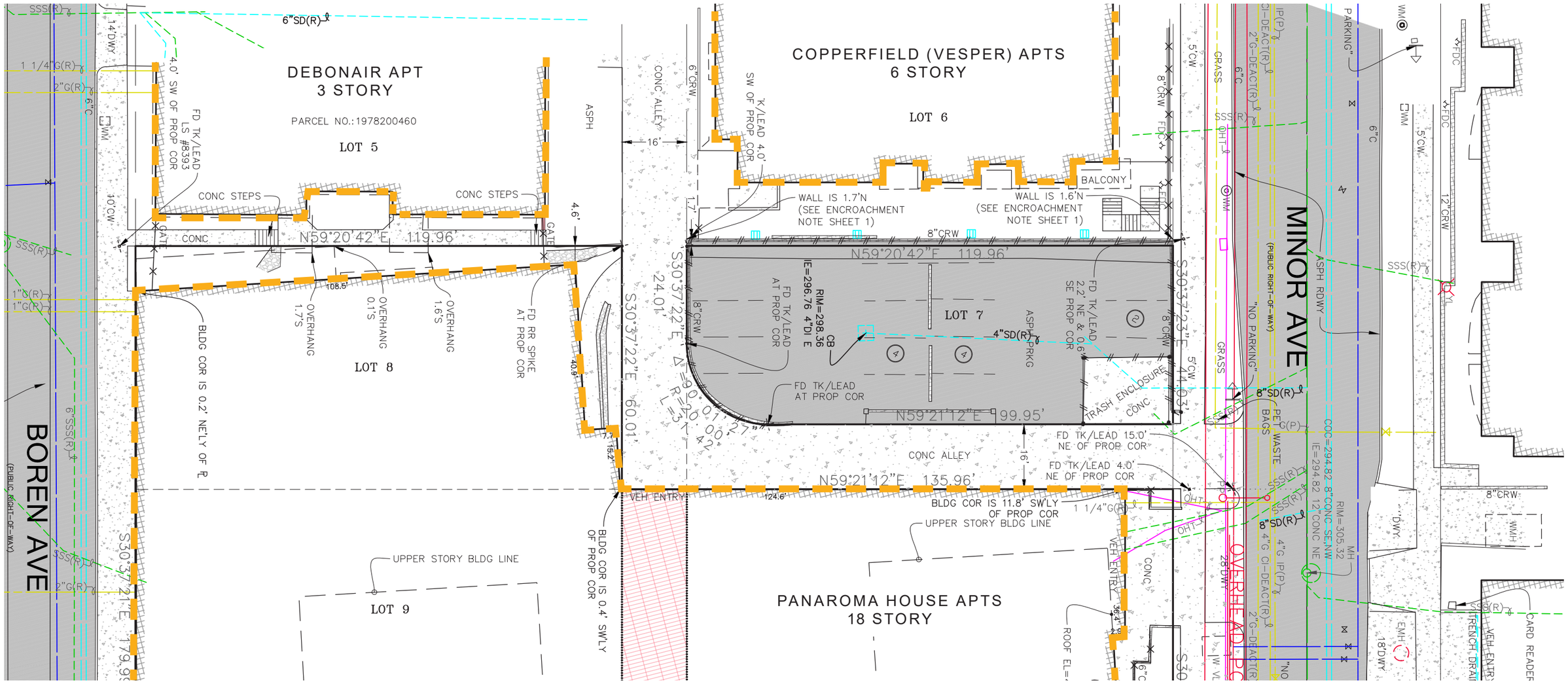
SITE TOPOGRAPHY

The images to the right illustrate the difference in grade between the parcel and the alley that borders it to the south and west. The grade on the property is held up and kept relatively flat with the use of retaining walls on the east and west. The intention of this proposal is to maintain the current retaining wall (Image 1) and the raised grade for the majority of the project. The garages for the western units will drop down to meet the grade at the alley (Image 2).

DIAGRAM KEY

- RETAINING WALL
- PROPERTY LINE





EXISTING SITE CONDITIONS

The project site (APN:197820-0469) is located on Minor Ave, between Union Street to the north and University street to the south. It is bordered on the south and west by an existing alley that connects Minor Ave to Union Street. The site's current use is a parking lot. The site is surrounded by apartment buildings, including across Minor Ave.

There is a retaining wall on the north side of the lot, that belongs to the neighboring apartment building (Copperfield). There are retaining walls to the west and the east of the lot. The proposed building will step down to meet the grade at the alley towards the west, removing the retaining wall on the west entirely, while locating pedestrian access at sidewalk level to the east of the lot; and keeping the east retaining wall. (See P.8 for more information).

There are currently no trees on site, or in the planting strip adjacent to the property. New street trees will be planted as part of this proposal.

LEGAL DESCRIPTION

DENNYS A A BROADWAY ADD LESS ALLEY

SITE SURVEY

COMMUNITY OUTREACH SUMMARY

1.Electronic/Digital Outreach: Cone Architecture designed an online survey through Survey Monkey that provided a brief summary, address of the project, SDCI record number, information about the date/ time/location of community meeting, email address to provide feedback, where additional information can be found, a collection of information statement, site plan, and five questions.

Survey link: https://www.surveymonkey.com/r/BR98TG2
Public informed by: Printed Outreach Poster
Date: Survey launched 3/22/2019
Survey closed 4/15/2019

Cone Architecture received no responses to the survey that was created through Survey Monkey.

2. In-Person Outreach: The in-person outreach brought up a range of discussion points:

Project Type Comments:
• We don't see many townhomes on First Hill, excited for type of project
• The program of proposed building allows for family sized units, also something the neighborhood lacks

Massing Strategy Comments:
• Positive feedback on scale and height of proposed buildings
• Consider the use of pitched roofs, acknowledging the roof line across the street
• Would like to see entry for street facing facade

Material Comments:
• Encouraged the use of color, especially at street façade
• Would love to see brick, or colored brick
• Pointed out the "Purple Palace" located on Minor Ave for its use of color

First Hill Townhouses Community Meeting

CONE ARCHITECTURE

Address of Development Project: 1327 Minor Ave

Meeting Location: 1327 Minor Ave (site of project)
Meeting Date: April 5th, 2019 4 pm -5 pm

PLEASE PRINT LEGIBLY

First Name	Last Initial	Zip Code	Email Address (if you would like to be on our mailing list for this project)	How did you hear about this meeting?
Doug Holtom	H	98104	doug@firsthill.org	internets
Anne McWilliough		98104	anne@firsthill.org	Poster

Note: This information is being collected by Cone Architecture but may be submitted to the City of Seattle. Therefore, personal information entered on this form may be subject to disclosure to a third-party requestor pursuant to the Washington Public Records Act.

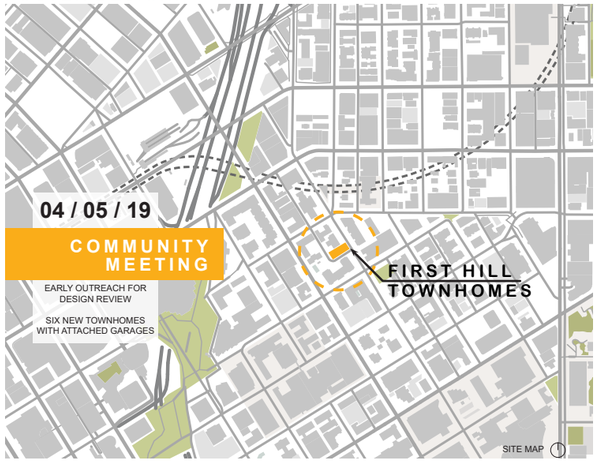
Tel. (206) 693-3133 2226 3rd Ave, Suite 100, Seattle, WA 98121 www.cone-arch.com

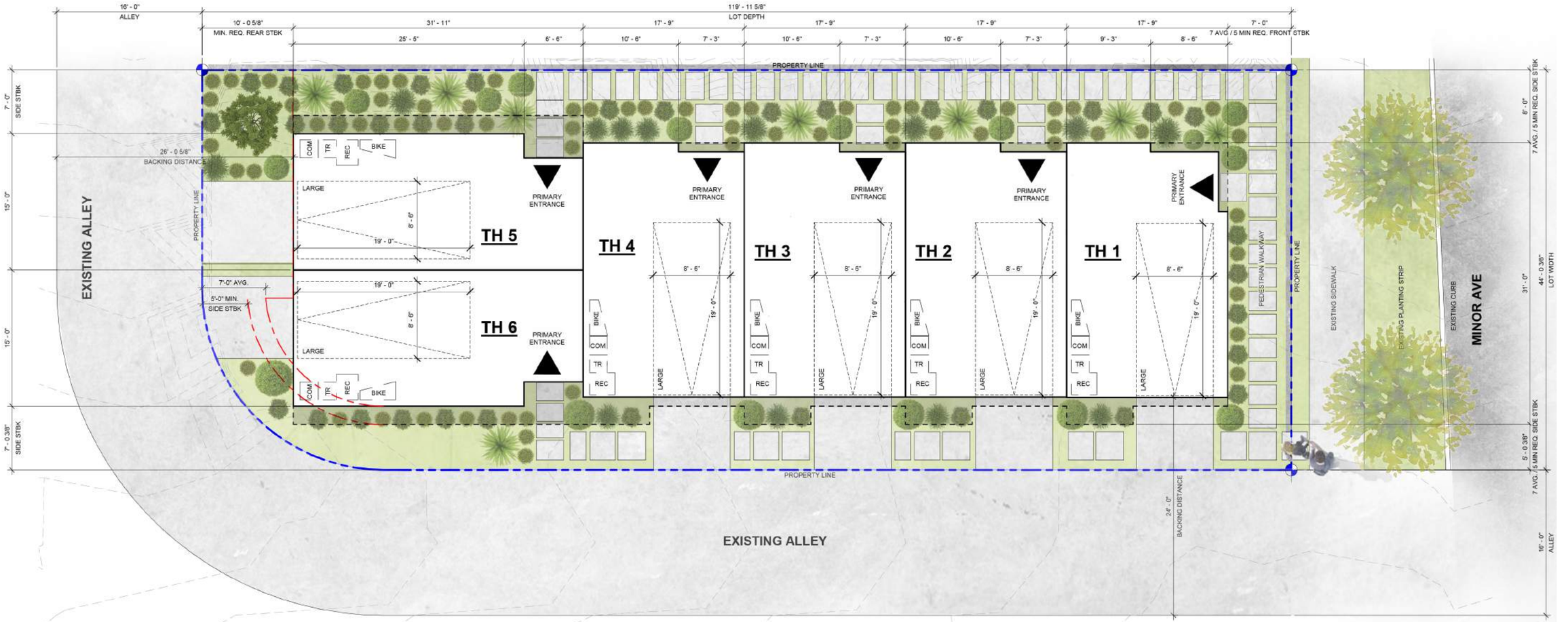
FIRST HILL TOWNHOUSE – Community Outreach Poster Distribution

SDCI Record Number: 3034033-EG
Project Address: 1327 MINOR AVE

DATE DISTRIBUTED	LOCATION	ADDRESS	DISTANCE FROM SITE	VISABLE FROM STREET?	NOTES
03-22-19	Frame Central	901 E Pike St	.4 miles	NO	Poster attached to front counter
03-22-19	Starbucks	824 E Pike St	.4 miles	NO	Poster on community board, inside building
03-22-19	Frye Art Museum	704 Terry Ave	.5 miles	NO	Poster left with Anatol Steck, at front desk.
03-22-19	The Elliott Bay Book Company	1521 10th Ave	.5 miles	NO	Poster left with front desk employee
03-22-19	Light/ Telephone Pole #1	Minor Ave & University St	289 ft	YES	Poster attached to pole
03-22-19	Light/ Telephone Pole #2	Boren Ave & University St	.1 mile	YES	Poster attached to pole
03-22-19	Light/ Telephone Pole #3	Boren Ave & Union St	453 ft	YES	Poster attached to pole
03-22-19	Light/ Telephone Pole #4	Minor Ave & Union St	397 ft	YES	Poster attached to pole
03-22-19	Light/ Telephone Pole #5	Minor Ave & E Pike St	.2 miles	YES	Poster attached to pole
03-22-19	Light/ Telephone Pole #6	Melrose Ave & Pike St	.1 mile	YES	Poster attached to pole
03-22-19	Light/ Telephone Pole #7	Boren Ave & Pike St	.2 miles	YES	Poster attached to pole
03-22-19	Light/ Telephone Pole #8	Boren Ave & Union St	.1 mile	YES	Poster attached to pole

POSTER DESIGN:





PROPOSED SITE PLAN

SITE PLANNING + LANDSCAPE APPROACH

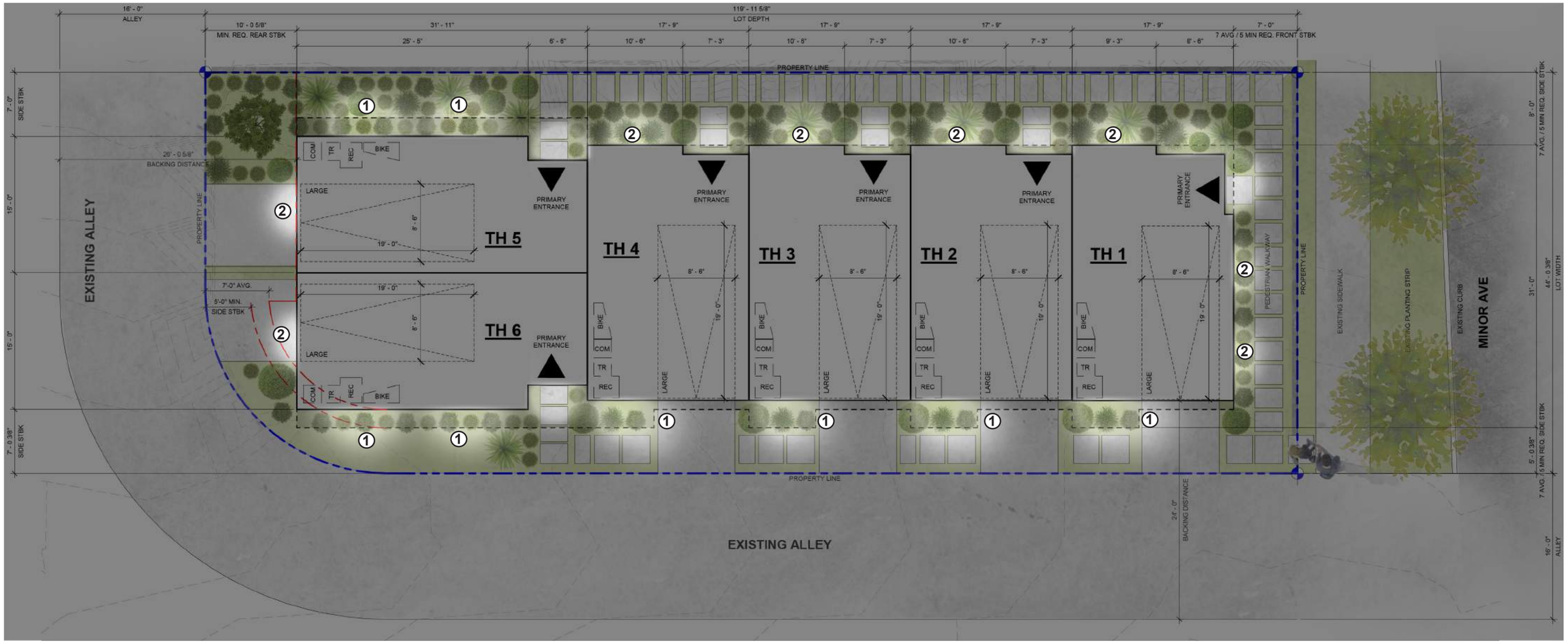
The six proposed units are organized linearly along the alley. Townhouses 1-4 face north, while thounhouses 5 and six are rotated to take advantage of views to the west toward downtown. Five of the entries occur on the north side of the building, away from vehicular access. The pedestrian path begins at the south-east corner where the grade of the site and the sidewalk meet , and continues north and west from there. One of the entries and six attached garages have their access directly from the alley. Townhouse 1 has been rotated to have a street facing entry, indicating the other entries on the same line of sight. Each unit steps down one foot to the west, following the alley's gradual existing slope on the south side. The alley's slope becomes steeper on the west side, so the garages for Townhouse 5 and 6 will drop down to meet the grade of the alley. Landscaping will be added to all areas seen here in green, with the intention of framing pathways and creating a generous landscape buffer adjacent to the neighboring property to the north.


SEDUM ANGELINA


NANDINA DOMESTICA GULF STREEM


CAREX EVERCOLOR EVERIL


ACORUS GRAMINEUS OGON



PROPOSED LIGHTING PLAN

The lighting concept is intended to provide safety for pedestrians, facilitate easy wayfinding for both residents and visitors, and enhance the form and features of the buildings. Primary lighting will be provided at all unit entries, along common pathways, and under cantilevers. Fixtures will be path, entry, and driveway related and shielded from interfering with neighboring buildings.

①

②

PROPOSED LIGHTING PLAN

GUIDELINE

CS1- NATURAL SYSTEMS AND SITE FEATURES
Use natural systems and features of the site and its surroundings as a starting point for project design.

C.2 - TOPOGRAPHY // ELEVATION CHANGE
Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

EARLY RESPONSE

The front facade of the site, along Minor Ave, is characterized by a retaining wall that abuts the sidewalk. As a starting point for this project, the pedestrian entry is located on the alley side, as to avoid steps for entering the site. By maintaining the retaining along the sidewalk, we create a buffer between private and public realms. The grade change within the site is also maintained with the purpose of having a natural transition between garage entry and alley way. The units are stepping down by one foot towards the west, following the existing topography.

STREET FACADE EXISTING RETAINING CONDITION

STEPPING WITH TOPOGRAPHY

GUIDELINE

PL2- WALKABILITY
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

B.1- SAFETY AND SECURITY // EYES ON THE STREET
Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

C.1- WEATHER PROTECTION // LOCATION 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.

D.1- WAYFINDING
Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

EARLY RESPONSE

Above each entry, including the street facing unit, overhead protection has been provided by the building’s recessed modulation and added awnings. Pedestrian scaled address numerals will be hung from the awnings, increasing visibility from the street and pedestrian walkway as the building steps down within the site. Along the north and south facade, where pathways occur, large glazing and decks on upper levels provide passive surveillance while the more opaque street level program provides privacy for residents.

ENTRY SIGNAGE + WEATHER PROTECTION


GLAZING ON STREET (EAST) FACADE


GLAZING ON NORTH FACADE

GUIDELINE

CS2-URBAN PATTERN AND FORM
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

B.2 - ADJACENT SITES, STREETS, AND OPEN SPACES // CONNECTION TO STREET
Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

PL3- STREET LEVEL INTERACTION
Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

B.2- RESIDENTIAL EDGES // GROUND LEVEL RESIDENTIAL
Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence.

EARLY RESPONSE

The street facing unit has been rotated in order to have a street facing entry on Minor Ave. A strong vertical modulation has been established through recessed entry, decks, and material application where the entry occurs. The first floor program includes only garages and entry spaces, with primary living spaces on upper levels, enhancing the threshold between private/ public. Landscaping at the building edge will also provide additional privacy for residents, and create a landscape buffer between this project and the neighboring building to the north, while large glazing on the floors above will provide passive surveillance on Minor Ave and at the alley.

LANDSCAPING ALONG THE PEDESTRIAN PATH

ENTRY ON NORTH FACADE

EXAMPLES OF LANDSCAPING AND PATHWAYS

GUIDELINE

DC1- PROJECT USES AND ACTIVITIES
Optimize the arrangement of uses and activities on site.

B.1- VEHICULAR ACCESS AND CIRCULATION // ACCESS LOCATION AND DESIGN
Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

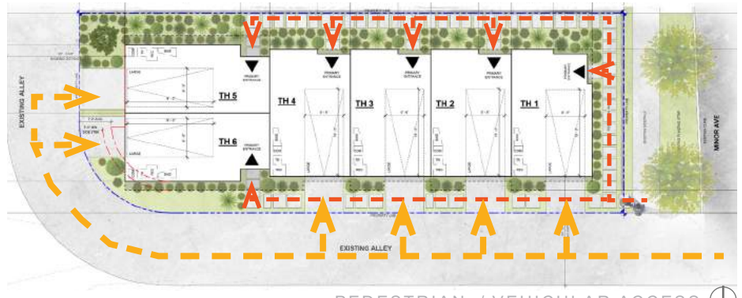
a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;

b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or

c. employing a multi-sensory approach to areas of potential vehicle pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar afety devices.

EARLY RESPONSE

In efforts to minimize pedestrian and vehicular conflict, five of the entries are located on the north side, while one is located on the south. The vehicular access is concentrated along the alley, abutting the blank wall of the neighboring building to the south of the site. The location of the pedestrian path creates opportunity for landscape along the street facing facade and in between all the entries, giving special treatment to the pedestrian realm.



PEDESTRIAN / VEHICULAR ACCESS

DIAGRAM KEY

- PEDESTRIAN ACCESS
- VEHICULAR ACCESS

GUIDELINE

DC2- ARCHITECTURAL CONCEPT
Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

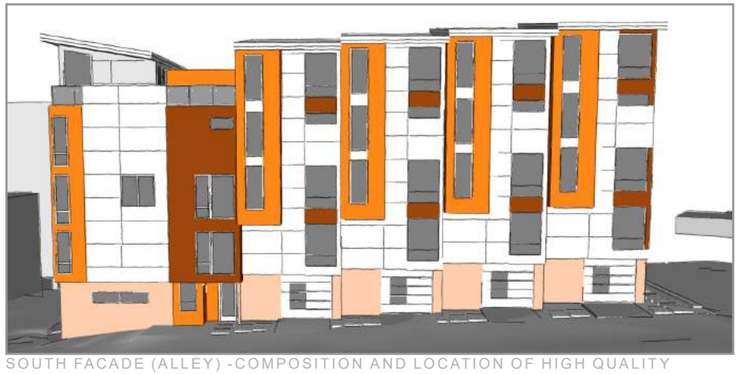
B.1- ARCHITECTURAL AND FAÇADE COMPOSITION // FACADE COMPOSITION
Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.

C.1- SECONDARY ARCHITECTURAL FEATURES // VISUAL DEPTH AND INTEREST
Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade 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.

EARLY RESPONSE

The proposed building is designed with consideration of all sides; meaning that the modulation and proportions seen on the street facade are carried out to the alley facades and north facing facade. Special attention has been given to corner treatments. On the south facade where alley occurs, the building's modulation recesses on the upper levels, reducing bulk on the alley side and providing opportunity for a material transition. The change in modulation, repetition, and materials occur in a way that individual units as seen from north and south facades can be identified, easily allowing the architecture to serve as wayfinding. Incorporation of decks, metal awnings, and glass railings further add depth and interest to the building.

SOUTH WEST FACADE - COMPOSITION AND LOCATION OF HIGH QUALITY MATERIALS



SOUTH FACADE (ALLEY) -COMPOSITION AND LOCATION OF HIGH QUALITY MATERIALS

NORTH FACADE - COMPOSITION AND LOCATION OF HIGH QUALITY MATERIALS

SOUTH EAST FACADE - COMPOSITION AND LOCATION OF HIGH QUALITY MATERIALS

GUIDELINE

DC4- EXTERIOR ELEMENTS AND FINISHES
Use appropriate and high quality elements and finishes for the building and its open spaces.

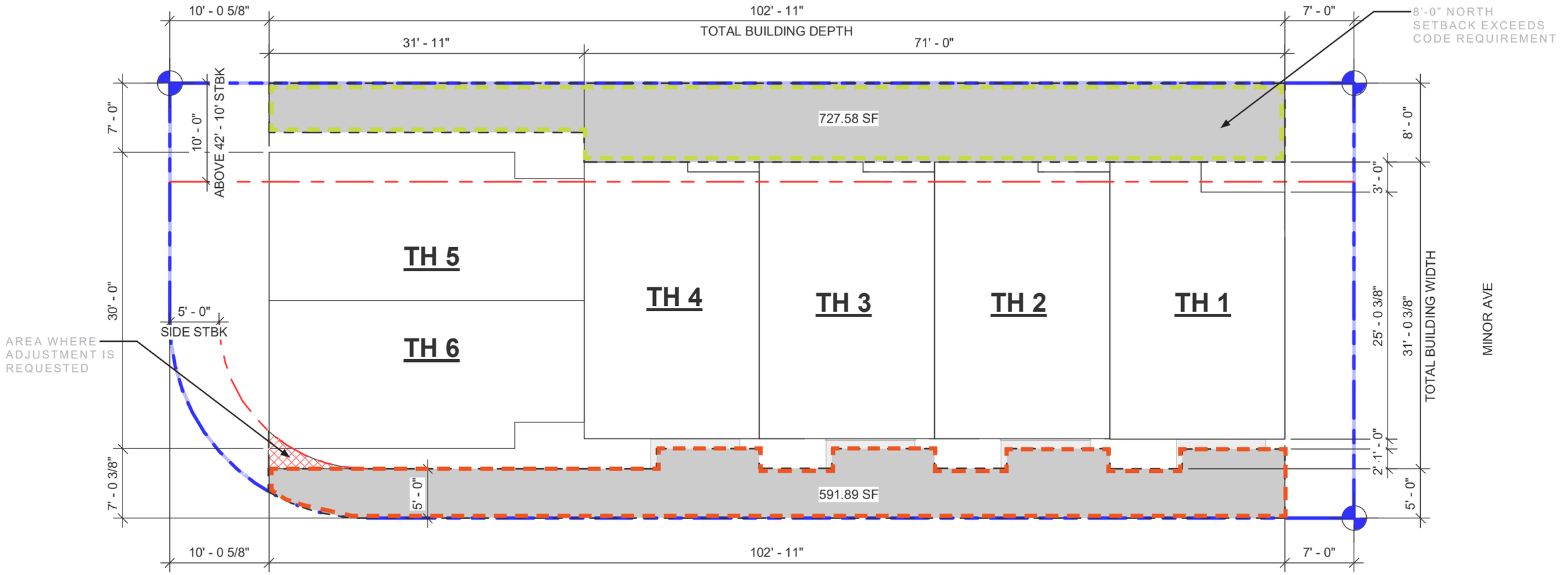
A.1- BUILDING MATERIALS // EXTERIOR FINISH MATERIALS
Building exteriors should be constructed of
durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

C.1- LIGHTING // FUNCTIONS
Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

EARLY RESPONSE

The concept includes a diverse palette of textures. On the base we have a stacked concrete block, that will be painted a dark color, grounding the building. To break up the first floor massing, we have corten steel to call out recessed entry walls, further emphasizing wayfinding. Corten is then placed strategically throughout other facades as the high quality material that also helps establish a unified design on all four sides. Vertical wood siding defines the vertical grouping above each entry on the north, as well as on the south above townhouse 5's entry. White cementitious panel rounds out the palette and helps define the quieter portions of the facades. Lighting is located strategically under overhangs and used to highlight the metal elements such as the address number and awnings.

PEDESTRIAN LEVEL CONCEPT



SIDE SETBACK PER SMC 23.45.518:
FOR PORTIONS OF A STRUCTURE 42’ OR LESS IN HEIGHT
REQUIRED: 5’ MIN. - 7’ AVG.

CALCULATIONS:

NORTH SIDE:
PROPOSED: 5’ MIN - 7.07’ AVG. (CODE COMPLIANT)
CALCULATION- 727.58 SF / 102.96’ = 7.07 AVG.

SOUTH SIDE:
PROPOSED: 5’ MIN. (EXCEPT WHERE CURVE OCCURS 2’-6” MIN) - 6.13’ AVG
CALCULATION- AVG SETBACKS BY LEVELS
FIRST LEVEL: 7.38 SF
SECOND - FOURTH LEVEL: 5.83 SF
ROOF LEVEL: 5.74 SF (SEE SECTION DIAGRAM ON NEXT PAGE)
TOTAL AVG.: 6.13’

ADJUSTMENT REQUEST OF 12.6% REDUCTION ON SOUTH SIDE AVG. SETBACK, AND ONLY WHERE CURVE OCCUR A REDUCTION OF 50% TO THE MIN. SETBACK.

SIDE SETBACK DIAGRAM PLAN

DIAGRAM KEY
CODE COMPLIANT
ADJUSTMENT REQUESTED

ADJUSTMENT RATIONALE:

The north side set back satisfies the code requirements of 5’ min and 7’ avg, while the south side seeks an adjustment to the average set back by 12.6 % and to the minimum setback by 50%.

The concept was to prioritize the north side where the pedestrian path occurs, providing an 8’ setback for the majority of the structure (greater than code requirement). The path is located on the north side to minimize conflict between pedestrians and vehicles going through the alley as well as create a generous buffer between this project and the neighbor to the north.

The south side satisfies the min. Set back of 5’ for the horizontal portion of the lot line, as seen on the plan diagram. The min. set back is only not met where the curve occurs.

Looking at the section diagram, the set back is fully met at ground level, and the 3 levels above meet the min requirement of 5’, until the curved lot line begins. Further more, on the top level, the massing is pulled back to satisfy the required upper level setback.

We justify not meeting the avg. Set back on the south side by responding to existing conditions. While the structure pushes closer to the property line at upper levels, it is adjacent to the 16’ right of way at the alley, providing plenty of space between this structure and Panorama apartments, as seen in section.

By providing a larger setback to the north, we prioritize the pedestrian and respect the adjacent site to the north. We feel this proposal better meets the design guidelines with the requested adjustment.

CORRESPONDING DESIGN GUIDELINES:

PL4. ACTIVE TRANSPORTATION

A. ENTRY LOCATIONS AND RELATIONSHIPS

1. Serving all Modes of Travel:
Provide safe and convenient access points for all modes of travel.

2. Connections to All Modes:
Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

CS2.URBAN PATTERN AND FORM

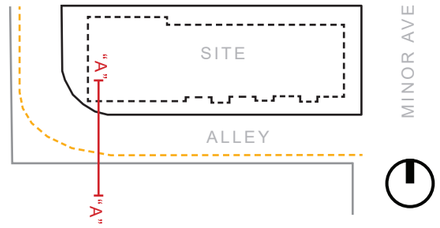
B. ADJACENT SITES, STREETS, AND OPEN SPACES

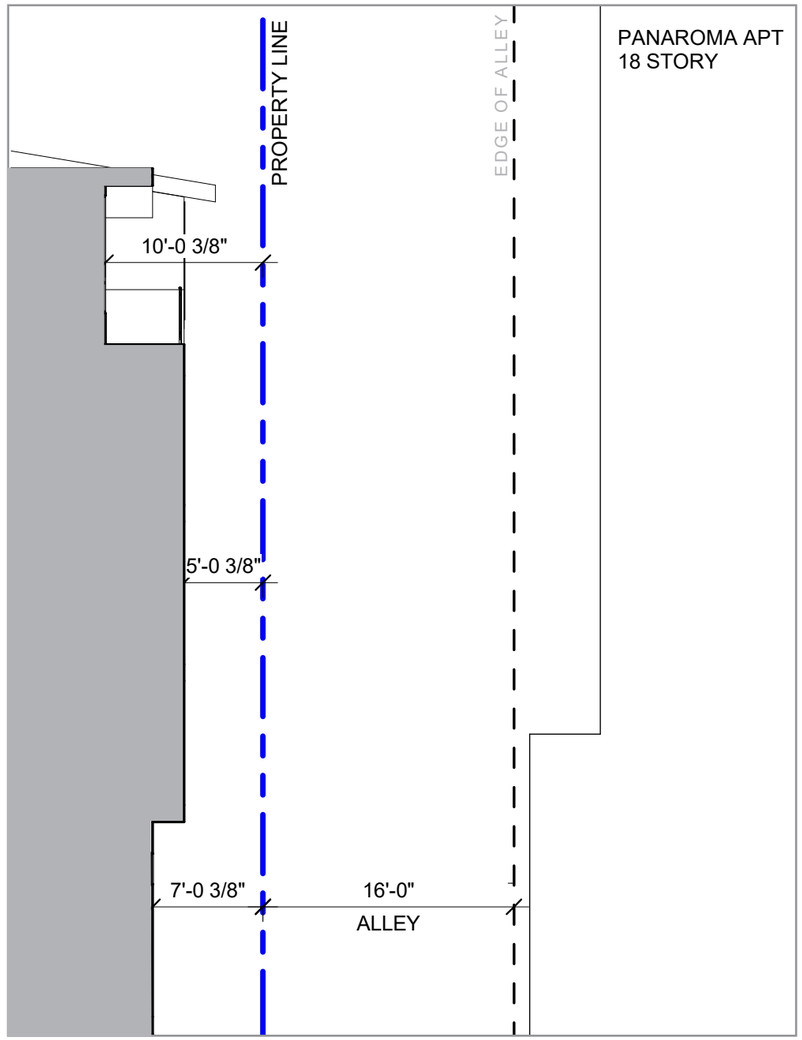
3. Character of Open Space:
Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

D. HEIGHT, BULK, AND SCALE

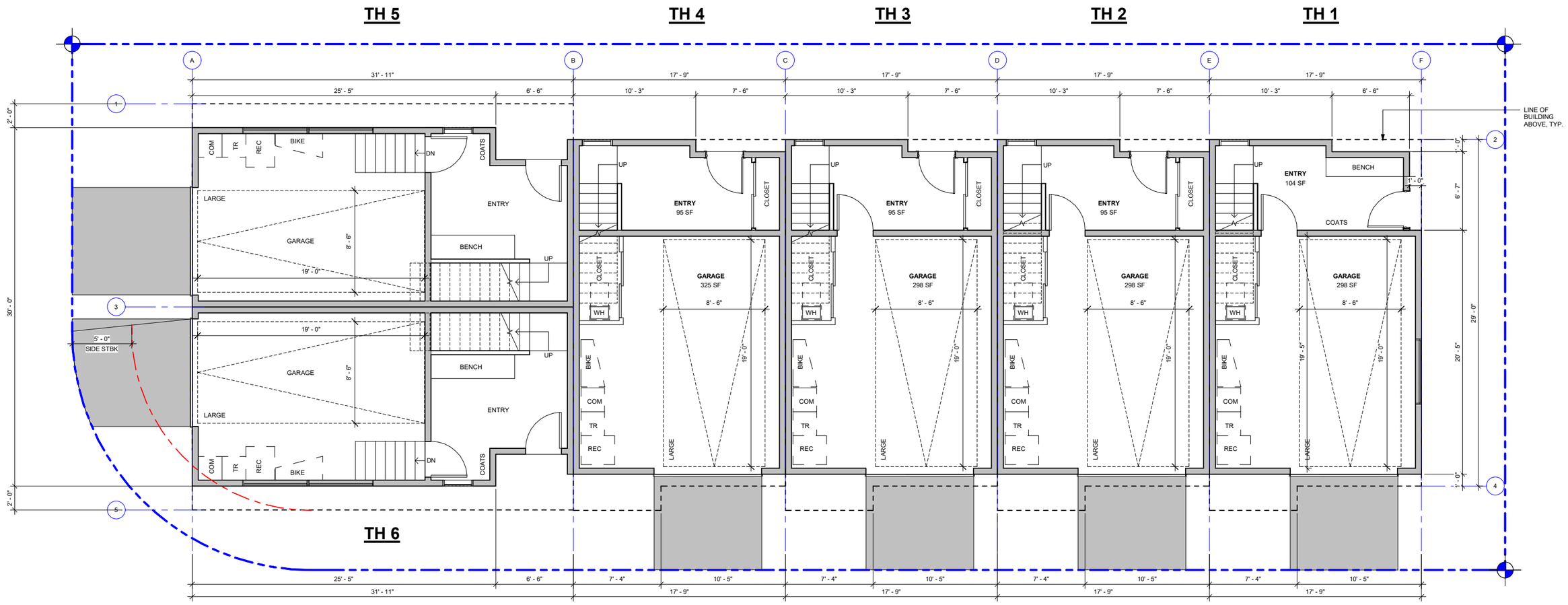
2. Existing Site Features:
Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

5. Respect for adjacent sites:
Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

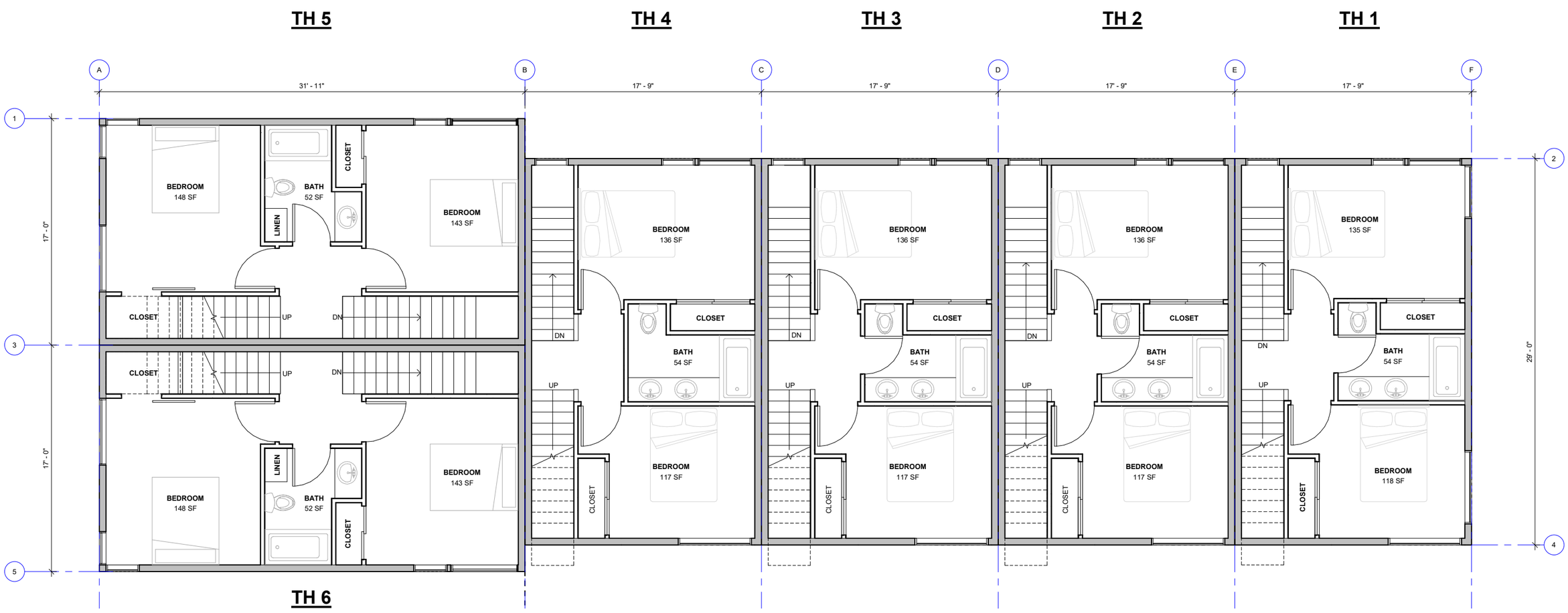




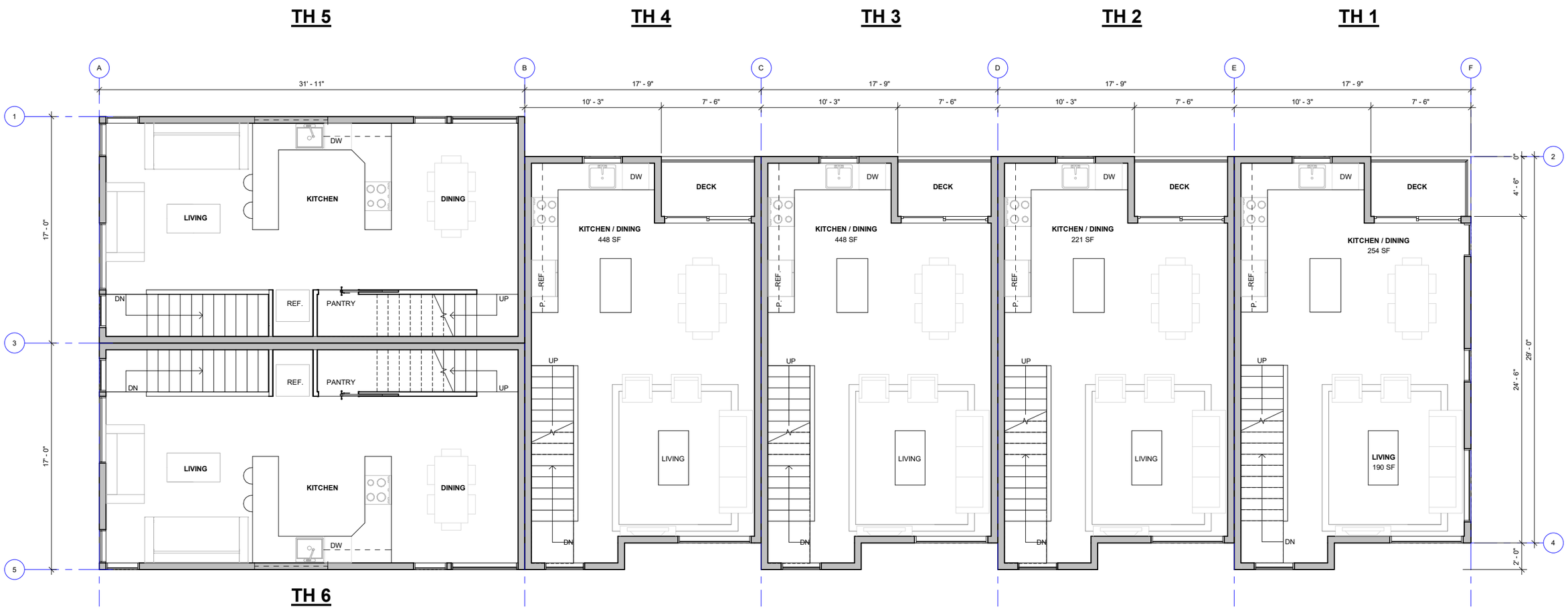
SIDE SETBACK DIAGRAM SECTION “A”



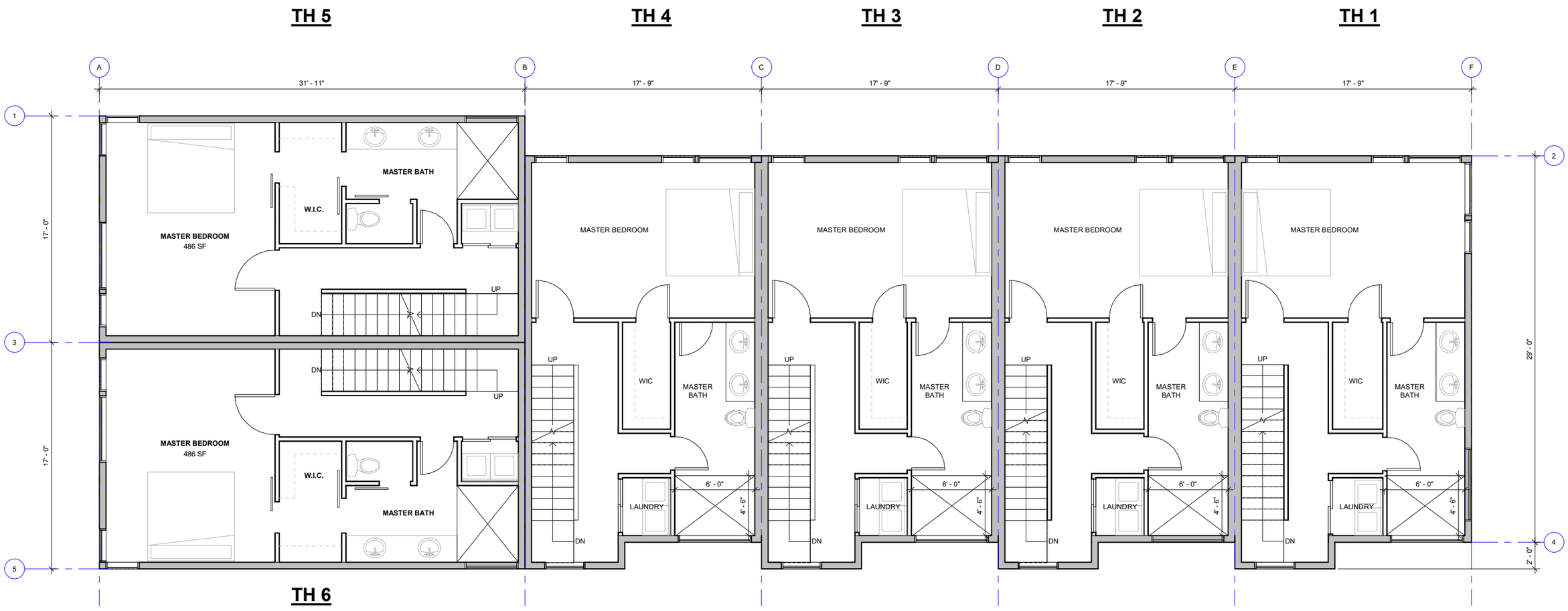
FIRST FLOOR PLAN



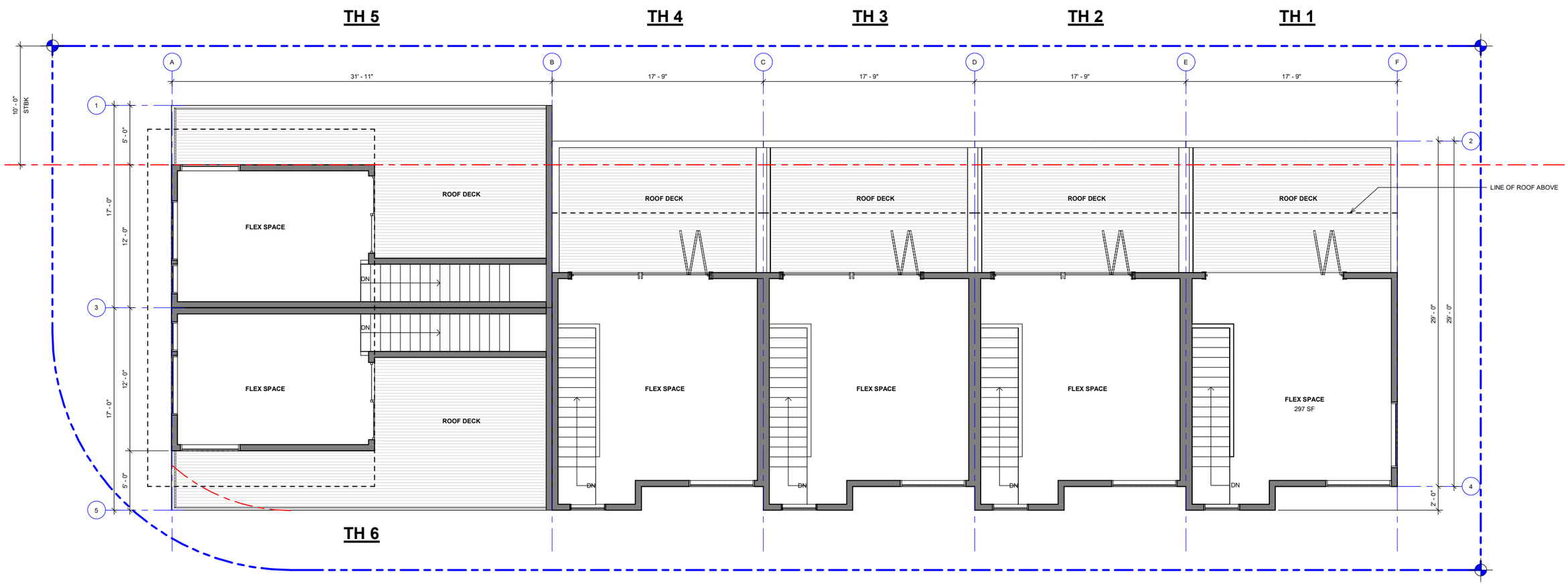
SECOND FLOOR PLAN



THIRD FLOOR PLAN



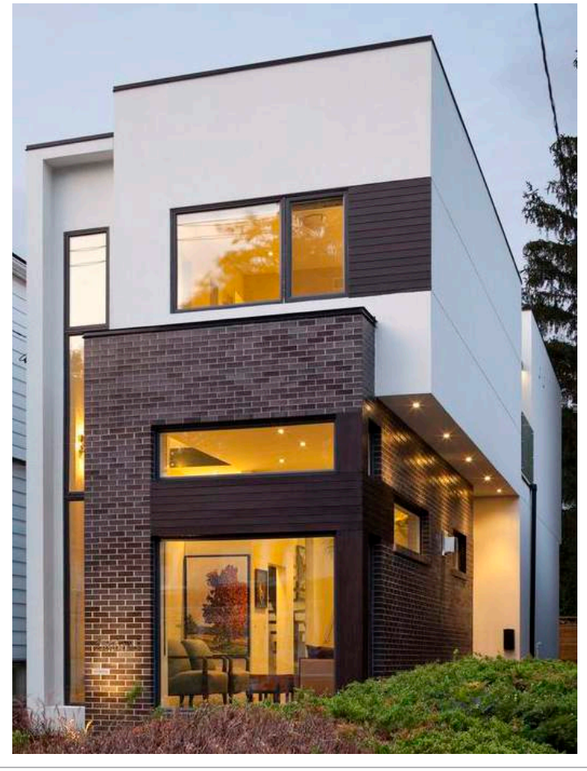
FOURTH FLOOR PLAN



FIFTH FLOOR PLAN

NEIGHBORHOOD CONTEXT

INSPIRATION



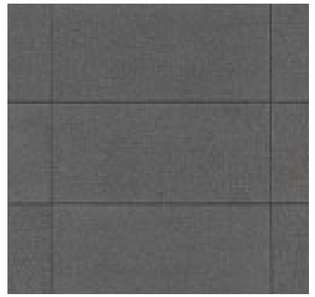
The images above represent the variety of multifamily housing types in the immediate vicinity surrounding the site. The massing is very simple with a clean window strategy consisting of horizontal groupings, vertical groupings, or both. This project will be a townhouse building amidst many apartment buildings- being able to speak to the language of the apartment buildings is important in order to fit within the existing context.

The images to the left are precedent photos that helped inform the facade design for this project. Creating clear vertical stepping with the use of shed roofs and a facade repetition that indicates individual units was a priority for this project. The first image illustrates how entries that are not parallel to the street can be treated, with address numbering and change of material that facilitate wayfinding. Looking to create a good ground experience, we were inspired to use higher quality textured materials that would be highlighted by lighting strategy.

① CEDAR SIDING

② CEMENTITIOUS PANEL

③ CORTEN



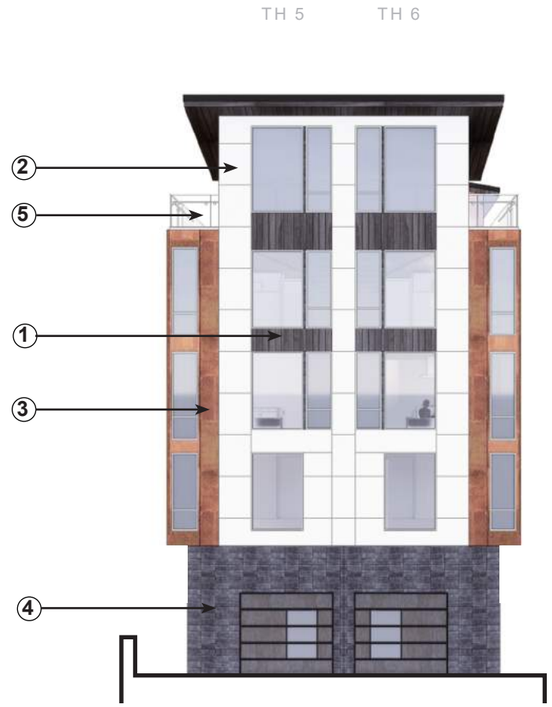
④ CONCRETE BLOCK

⑤ GLASS RAILING

PROPOSED MATERIALS

The material palette for this project seeks to capture a neutral, highly textured, modern aesthetic with transparency and high quality materials. A dark concrete block wraps the base, broken by a red rusty corten panel in the entry alcoves and where vertical window groupings occur. Vertical cedar siding helps define the vertical window grouping above each unit's entry. The upper levels are clad in a white cementituous panel siding, with horizontal break lines. Bent steel awnings help define each entry, while decks and glass railings give the massing interesting modulation and less bulk overall, by helping create transparency at the building corners.

NORTH ELEVATION



WEST ELEVATION

① CEDAR SIDING

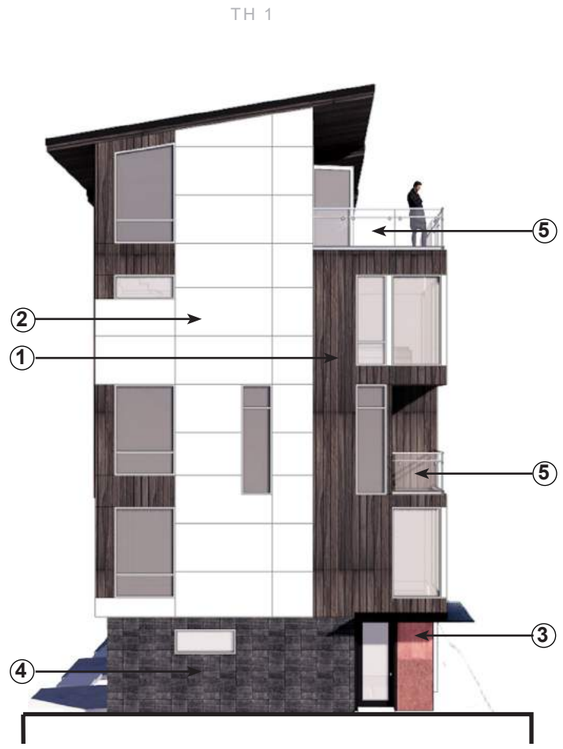
② CEMENTITIOUS PANEL

③ CORTEN

④ CONCRETE BLOCK

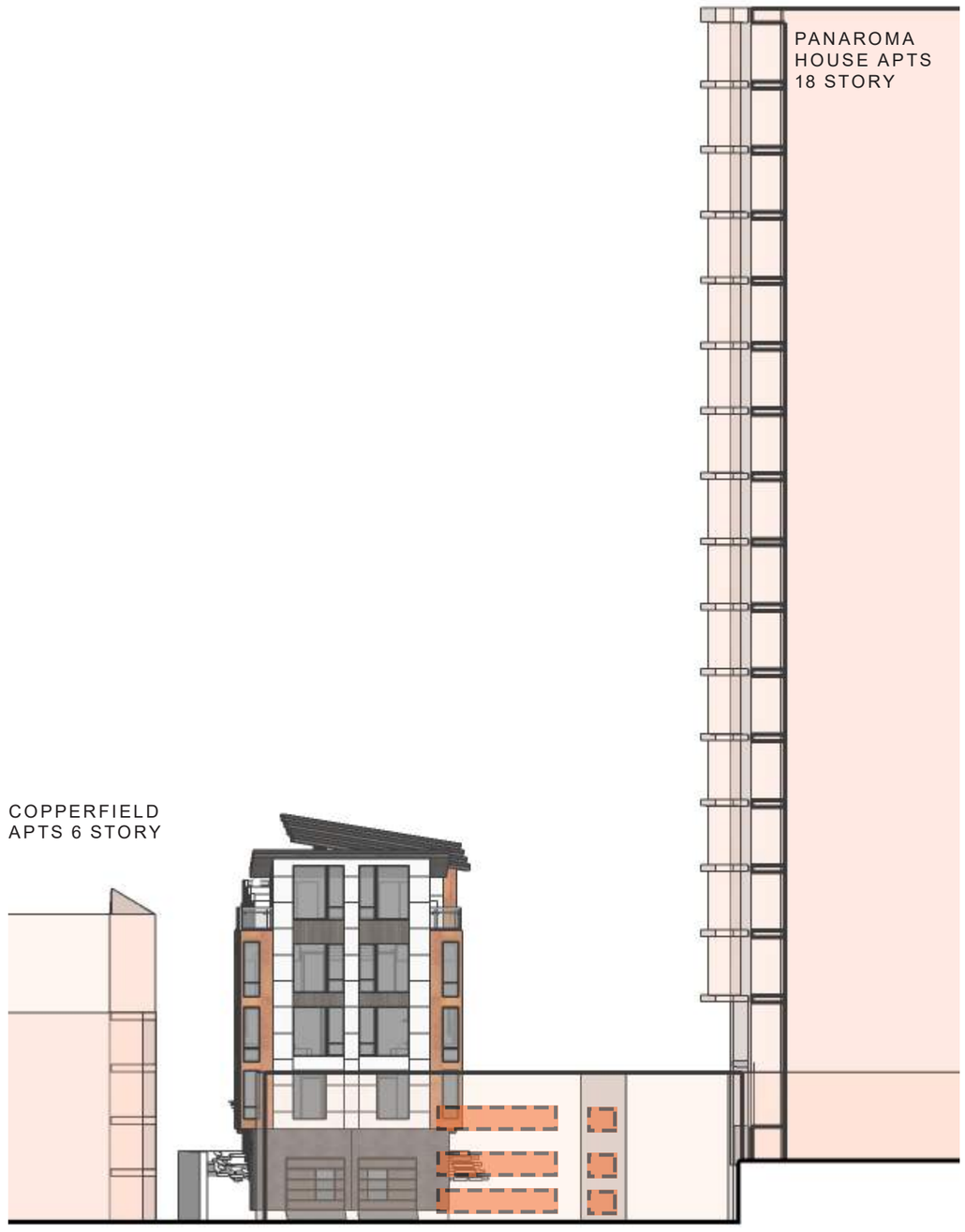
⑤ GLASS RAILING

SOUTH ELEVATION

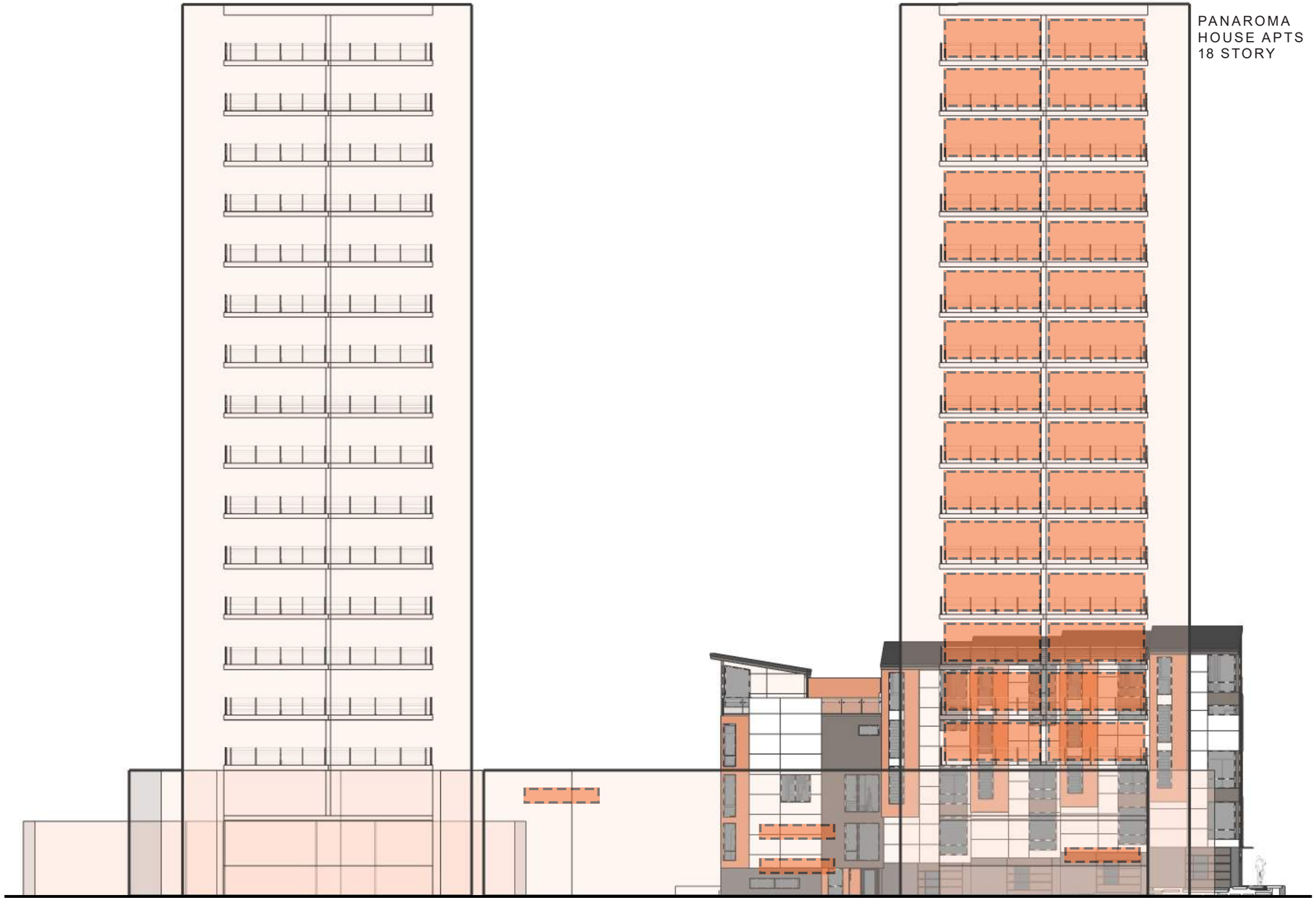


EAST ELEVATION

NORTH ELEVATION - PRIVACY STUDY



WEST ELEVATION - PRIVACY STUDY



SOUTH ELEVATION - PRIVACY STUDY

PL2- EYES ON STREET
Large street facing glazing and upper level decks help provide natural surveillance of pedestrian areas.

PL2- WALKABILITY
Access located on same level as existing sidewalk.

DC2- MASSING
Glass railing at building corners help reduce perceived mass.

PL2- WAYFIDING
Address numbers clearly visible from street

CS1- NATURAL SYSTEMS AND SITE FEATURES
Existing topography maintained

VIEW FROM NORTH- EAST CORNER OF SITE

VIEW FROM MINOR AVE, NORTH- EAST CORNER OF BUILDING

AERIAL VIEW FROM NORTH FACADE

VIEW FROM NORTH- WEST CORNER OF SITE

VIEW LOOKING AT THE SOUTH- WEST ALONG ALLEY

VIEW FROM SOUTH - EAST CORNER OF BUILDING

AERIAL VIEW OF PROJECT IN NEIGHBORING CONTEXT