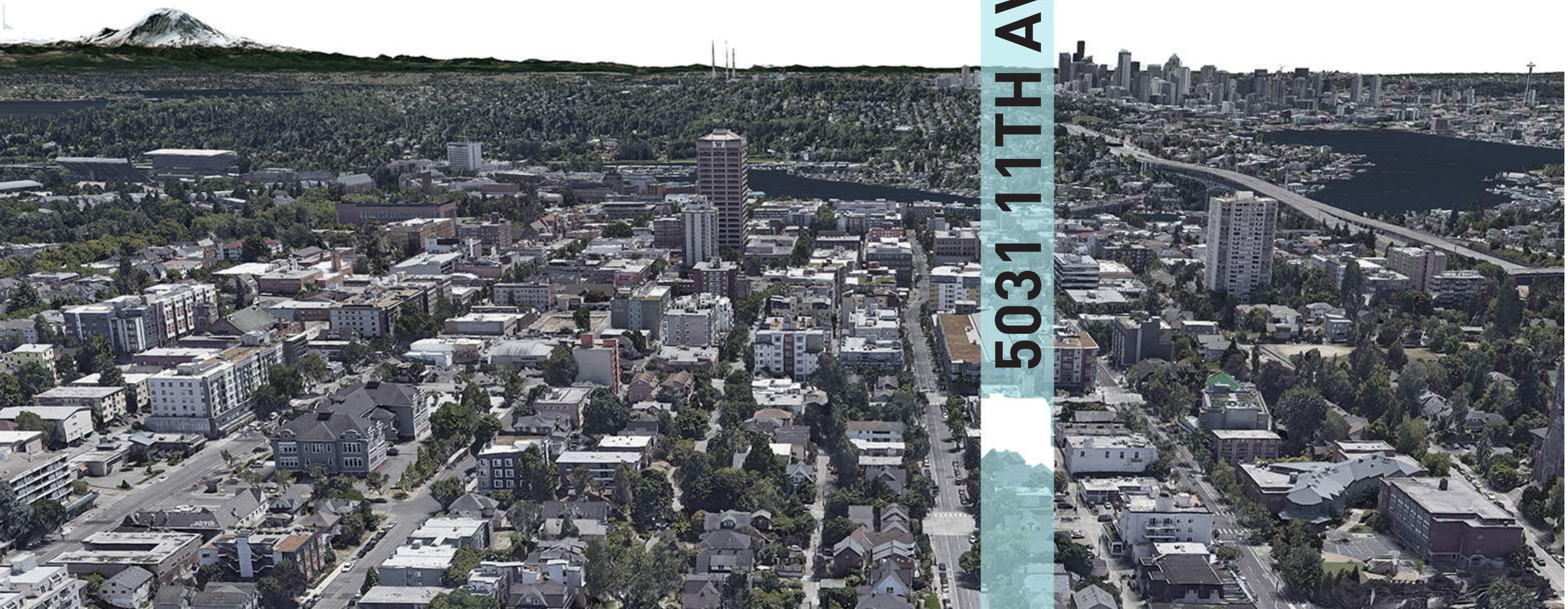
UNIVERSITY 5031
5031 11th Avenue NE
Seattle, WA 98106

SDCI PROJECT #:
3036901-LU
3039694-EG

CITIZEN
DESIGN

5031 11TH AVENUE NE



SITE INFORMATION
5031 11th Avenue NE
APN: 674670-1715 + 674670-1720
Zoning: MR [M1]
Overlay: University District NW Urban Center Village
Lot Area Before Dedication: 7500± sf
Lot Area After Dedication: 7125± sf
Current Use: 1 single family + 1 multi-family

DEVELOPMENT GOALS
30 Dwelling Units
15 Garage Parking Spaces
No Live/Work Units
No Commercial Space

DEVELOPMENT STATEMENT
University 5031 seeks to provide modern, efficient housing to an overcrowded community. By constructing a large number of units and integrating both car parking and bicycle storage, University 5031 takes advantage of present opportunities to densify the block and future connections to the remainder of the city via anticipated public improvements to 11th Avenue NE. This project seeks to provide a unique solution to increasing housing needs through efficient unit layouts, finely crafted materials and sensitive design.

PROJECT TEAM
OWNER + DEVELOPER
Bernie + Susan Weber
5031 11th Avenue NE
Seattle, WA 98105

ARCHITECT + APPLICANT
Citizen Design
10 Dravus Street
Seattle, WA 98109
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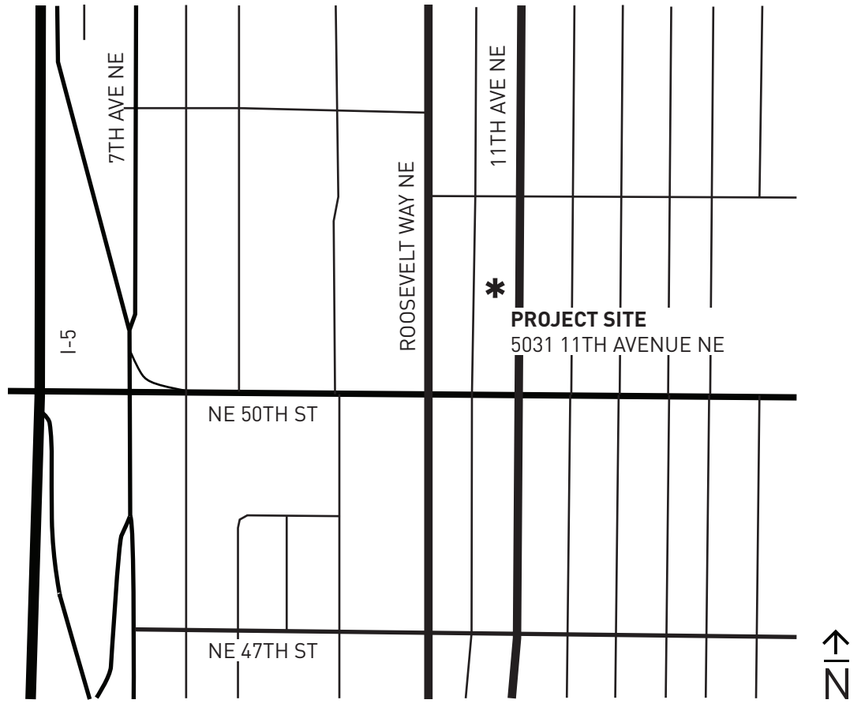
TABLE OF CONTENTS

VICINITY MAP



ZONING MAP

ZONING SUMMARY

- The nine-block vicinity contains Mixed Use [SM-U 75-240 [M1]], Multi-Family [LR2] and commercial [NC2-40, NC3-65, NC3-75] zoning.
- Properties adjacent to the subject are zoned LR2 to the north and east and NC2-40 to the west.

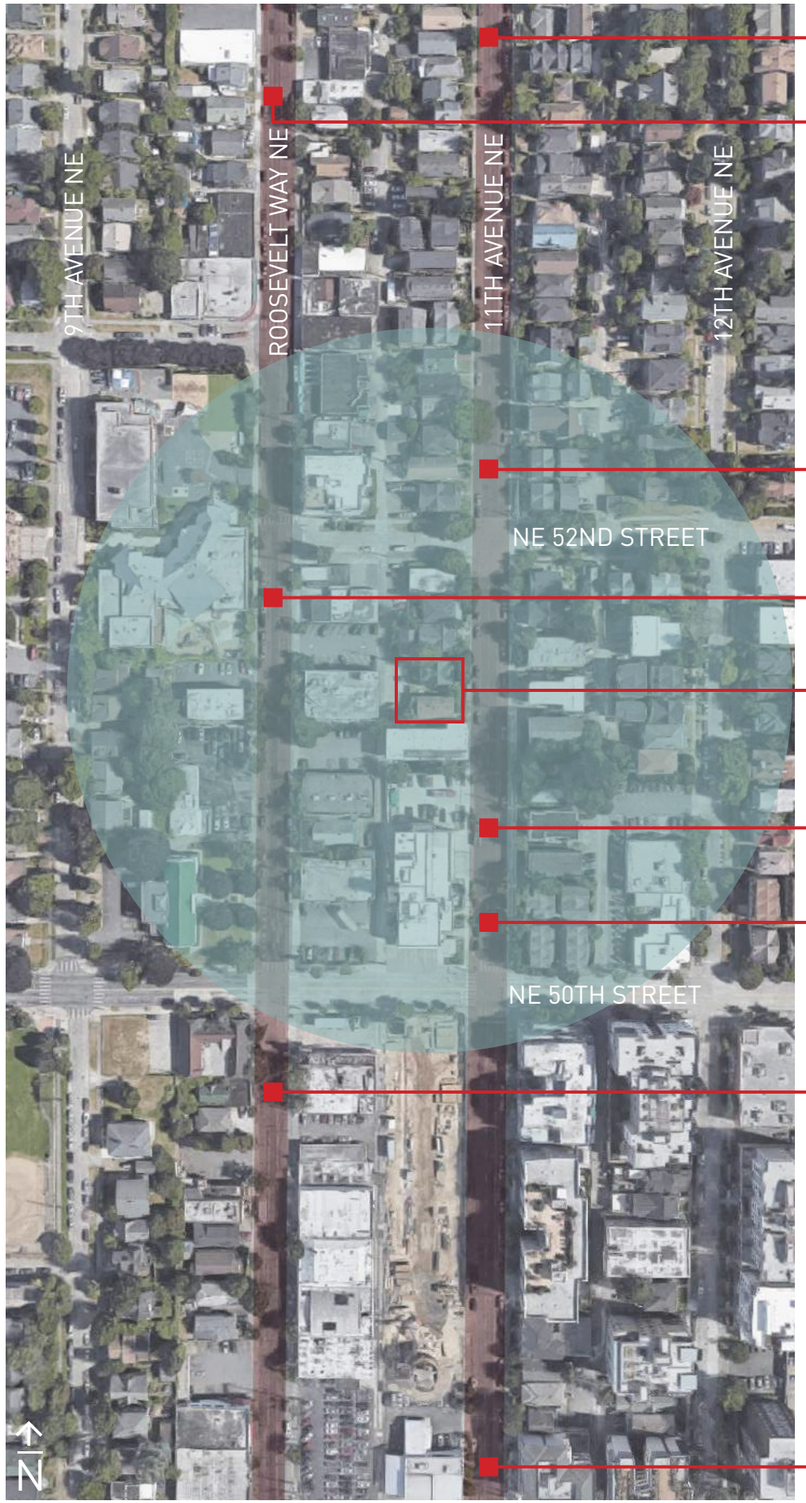
LAND USE SUMMARY

- The predominant land uses of the nine-block vicinity are multi-family residential and commercial.
- Townhomes are located near the subject parcel.
- Some detached houses remaining from early 20th Century development.
- Other nearby land uses include a church, a library, a fire station and a YMCA.

PROJECT SITE EXTENTS
5031 11TH AVENUE NE

LAND USE MAP

TRANSIT + ACCESS MAP



BUS STOP
11TH AVE NE & NE 55TH ST
ROUTE 67

BUS STOP
ROOSEVELT WAY NE & NE 55TH ST
ROUTE 67

BUS STOP
11TH AVE NE & NE 52ND ST
ROUTE 67

BICYCLE LANE
ROOSEVELT WAY NE

PROJECT SITE EXTENTS
5031 11TH AVENUE NE

BICYCLE LANE
11TH AVE NE

BUS STOP
11TH AVE NE & NE 50TH ST
ROUTE 67

BUS STOP
ROOSEVELT WAY NE & NE 50TH ST
ROUTES 67 & 74

BUS STOP
11TH AVE NE & NE 47th ST
ROUTES 67 & 74

TRANSIT + ACCESS

11th Avenue NE + NE 52nd Street: Route 67

This stop is approximately 300 ft northeast of the subject parcel. Northbound service is provided to Roosevelt Way and Northgate. Southbound service is provided to UW Station and Children's Hospital.

ROOSEVELT WAY NE & NE 50TH ST: Route 67 & 74

This stop is approximately 750 ft southeast of the subject parcel. Northbound service is provided to Roosevelt Way and Northgate. Southbound service is provided to UW Station, Children's Hospital and Downtown Seattle. Eastbound service is provided to Sand Point.

Conclusion

Due to the Urban Center Overlay, the subject parcel does not require designated parking for multi-family residential dwellings. Therefore, frequent transit calculations are not required.

UNIVERSITY PLAYGROUND

UNIVERSITY LIBRARY

BLESSED SACRAMENT CATHOLIC CHURCH

UNIVERSITY CHILD DEVELOPMENT SCHOOL

SCARECROW VIDEO

PROJECT SITE
5031 11TH AVENUE NE

FIRE STATION 17

"THE AVE"

UNIVERSITY HEIGHTS CENTER

SANCTUARY ART CENTER

N

11TH AVE NE MONTAGE

WEST SIDE OF STREET

SIMPLIFIED DETAILS

RECTILINEAR MASSING
WITH PUNCHED WINDOWS

VARIED ROOF TYPES

KEY PLAN - TOP ROW

OVERFRAMING

VARIED ROOF TYPES

EAST SIDE OF STREET

OBSERVED PATTERNS:

- Double or triple-story structures are common
- Existing development dates from early to mid 20th Century
- Predominantly traditional detached houses and low-rise apartment buildings, contradictory to new zoning designation
- Significant vegetation, including hedges and large trees, is present
- Varying colors and textures found on the block

OTHER OBSERVATIONS:

- Fire Station 17 is located at 11th Avenue NE and NE 50th Street
- No dominant architectural style or typical materials
- It is anticipated that the existing context will gradually be replaced in the near future, due to new zoning designation. New structures are likely to be significantly taller than the current context.

PROJECT SITE
5031 11TH AVENUE NE

NEIGHBORING BUILDING
UNDER CONSTRUCTION

SMALL-SCALE EXISTING
DEVELOPMENT

KEY PLAN - TOP ROW

TRADITIONAL HOUSING

CORNER WINDOWS
AND BALCONIES

LOW-RISE APARTMENT
HOUSING

The area is predominantly developed with single-family houses and multi-family low-rise buildings. While the houses often have detailed elevations including trim, eave returns and dormers, the apartment buildings typically have flat facades with minimal detailing. An exception to this is the use of balconies and over-framing seen along the east side of the street. In general, development is set back from the street. Most of the houses are provided with yards. Several of the apartment buildings are screened from the street by dense plantings and trees. Few buildings make any attempt to address the street beyond providing pedestrian and vehicular access, and many have constructed opaque fences at the property line. Existing development has reconciled the difference in elevation between the street and private property in several ways. Rockeries, retaining walls and sloped yards were all observed in the area. A variety of roof types, including flat, gable and mansard, are present in the existing development.

Fire Station 17 uses simple detailing and massing. The station's primary facade material is smooth and unadorned, and the building is generally rectilinear. Trim of a contrasting color is used to accentuate the shape of each mass and draw attention to the punched windows. The building also provides weather protection to the NE 50th Street sidewalk.

SITE PHOTOGRAPHS

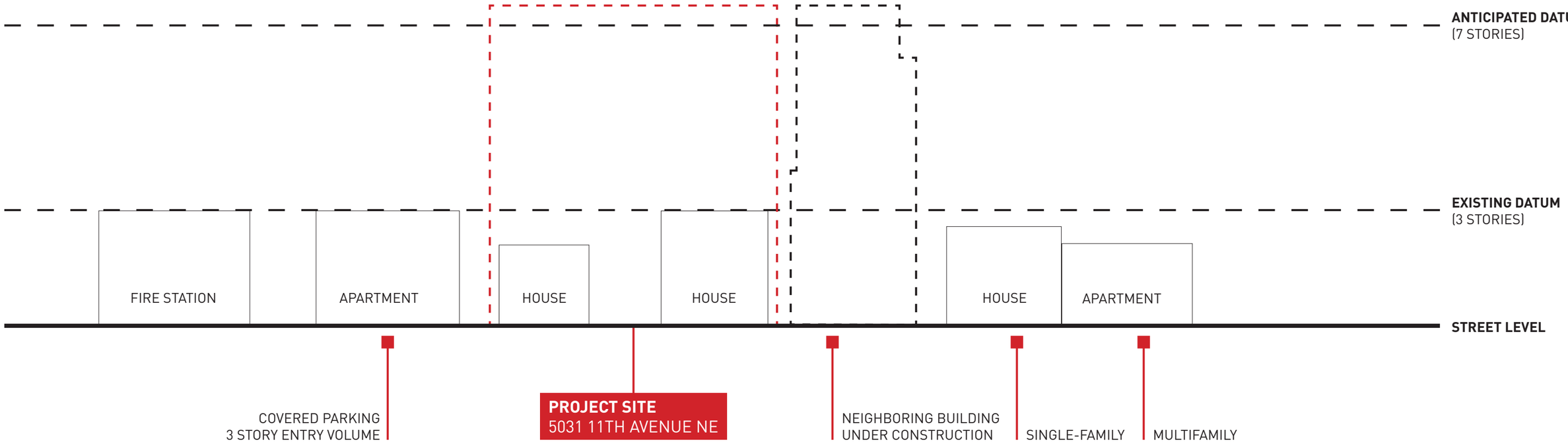
SITE FROM 11th AVENUE NE

ALLEY WEST OF SITE

The project site consists of two subject parcels. In total, they contain approximately 7500 sf land area. The southerly parcel is currently developed with a duplex originally constructed in 1920. The northerly parcel is currently developed with a triplex originally constructed in 1918. Both structures are to be demolished.

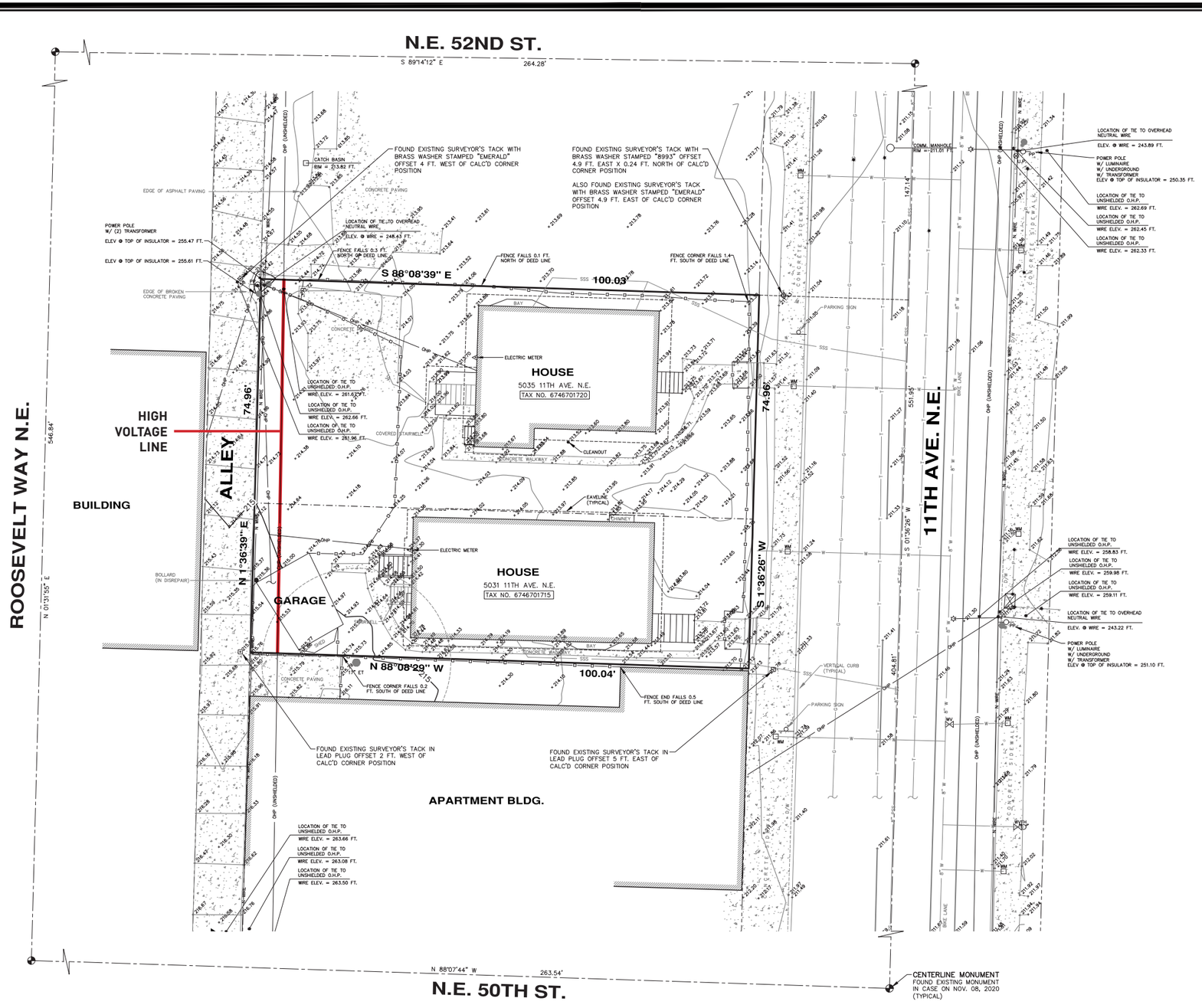
No evidence of environmentally critical areas [ECAs] has been found. The subject parcel does not contain any trees. At present, the subject parcels are bermed approximately two feet above the adjacent sidewalk.

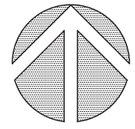
High voltage overhead conductors are located in the alley behind the subject parcel. It has been determined, in coordination with Seattle City Light, that a 14-foot-wide setback radius from the conductors will be required. The conductors are visible in the above right image. Refer to the site survey for exact locations.



At present, the structures on the site's block frontage are either two or three stories tall, with the exception of the proposed neighboring building currently under construction. This results in a horizontal datum approximately 30 feet above the street elevation.

Per the SMC, the maximum height allowed in the MR [M1] zone is 80 feet. This can be increased by several bonuses. Conservatively, it is estimated that a new horizontal datum will exist 70 feet above the street elevation once the entire block has been redeveloped.





SCALE: 1"=10'
0 5 10 20

NOTES

1. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE USING A 10 SECOND "TOTAL STATION" THEODOLITE SUPPLEMENTED WITH A 100 FT. STEEL TAPE. THIS SURVEY MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC CHAPTER 332-130-090.
2. CONTOUR INTERVAL = 1 FT.
3. VERTICAL DATUM = NAVD'88, AS PER DIRECT OBSERVATIONS USING GPS EQUIPMENT ON NOV 08, 2020.
   HORIZONTAL DATUM = NAD 83/91
4. PARCEL AREA = 7,498 SQ. FT.
5. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT. THEREFORE EASEMENTS AFFECTING THE PROPERTY, IF ANY, ARE NOT SHOWN HEREON.
6. UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASED UPON CITY OF SEATTLE SEWER CARD NO. 6340 AND ALSO AS PER TIES TO ABOVE GROUND STRUCTURES.
7. TAX PARCEL NO. 6746701715
   6746701720
8. TREE DIAMETERS AND DRIPLINES DISPLAYED HEREON ARE APPROXIMATE. FOR SPECIFIC GENUS AND DIAMETER, TREES SHOULD BE EVALUATED BY A CERTIFIED ARBORIST.
9. WE HAVE DETERMINED TO THE BEST OF OUR ABILITY THE OVERHEAD HIGH VOLTAGE POWERLINE WHICH IS CLOSEST TO THE PROJECT SITE AND HAVE DISPLAYED ITS HORIZONTAL AND VERTICAL LOCATION HEREON. HOWEVER, ADDITIONAL OVERHEAD SERVICE LINES MAY EXIST WHICH ARE NOT OBVIOUS TO US BY FIELD OBSERVATION AND POTENTIALLY IMPACT PROJECT DESIGN. THEREFORE, PRIOR TO DESIGN AND CONSTRUCTION WE RECOMMEND THAT SEATTLE CITY LIGHT BE CONSULTED REGARDING THE POSSIBLE EXISTANCE OF ADDITIONAL SERVICE LINES NOT DISPLAYED HEREON WHICH SHOULD BE CONSIDERED FOR PROJECT DESIGN.

PROPERTY DESCRIPTION

6746701715

LOT 11 IN BLOCK 11 OF PETTIT'S UNIVERSITY ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 10 OF PLATS, PAGE 73, RECORDS OF KING COUNTY AUDITOR.

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON

6746701720

LOT 12 AND THE SOUTH HALF OF LOT 13, BLOCK 11 OF PETTIT'S UNIVERSITY ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 10 OF PLATS, PAGE 73, RECORDS OF KING COUNTY AUDITOR.

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON

BRANDON E. WINTERS STATE OF WASHINGTON 45803 REGISTERED PROFESSIONAL LAND SURVEYOR

DATE: 12/09/2020

TOPOGRAPHIC SURVEY
5031 / 5035 11TH AVE N.E.
SEATTLE, WASHINGTON

CHADWICK WINTERS
LAND SURVEYING AND MAPPING
1422 N.W. 85TH ST., SEATTLE, WA 98117
PHONE: 206.297.0996
FAX: 206.297.0997
WEB: WWW.CHADWICKWINTERS.COM

PROJECT #:	20-6921
DRAWING:	20-6921 TOPO.DWG
CLIENT:	WEBER
DATE:	12/08/2020
DRAWN BY:	RCS

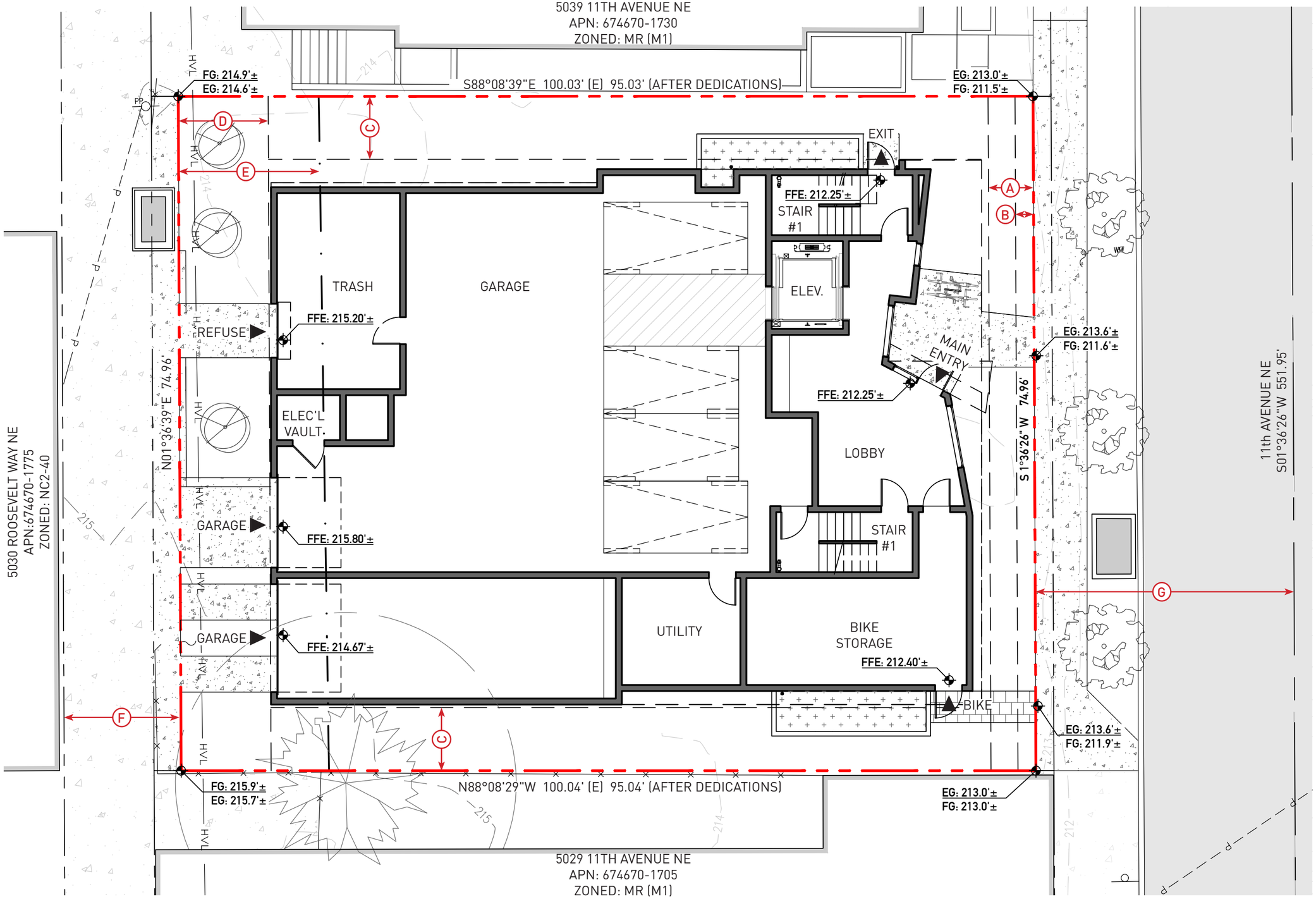
COMPOSITE SITE PLAN

KEY

A: 5 FT FRONT SETBACK
B: 2 FT FRONT SETBACK
C: 7 FT SIDE SETBACK
D: 10 FT REAR SETBACK
E: 14 FT ELEC'L SETBACK [ABOVE 35 FT±]
F: 13 FT ALLEY WIDTH
G: 32 FT HALF ROW

HVL: HIGH VOLTAGE POWER LINE ABOVE

UPPER SETBACKS NOT SHOWN.



ZONING STANDARDS

STANDARD	ANALYSIS	PROPOSED	NOTES
FLOOR AREA RATIO *(SMC 23.45.509 & 517)* FAR Multiplier: 4.5	Lot Area: 7498 sf Max. FAR: 4.5 * 7498 sf = 33,741 max. GFA	27,491.86 sf chargeable GFA	See MUP set [3036901-LU], Sheet A0.7, for details
STRUCTURE HEIGHT *(SMC 23.45.514)* Height Limit: 80 ft	Average Existing Grade: 214.0' Height Limit: 214.0 + 80.0 = 294.0'	Top of Roof Deck: 286.25'	See MUP set [3036901-LU], Sheet A0.6, for details
ROOFTOP FEATURES *(SMC 23.45.514.I)* Height Bonus: 15 ft Area Limit: 20%	Rooftop Feature Height Limit: 309.0' Max. Rooftop Coverage: 3125.63 sf * 0.20 = 625.13 sf	Top of Penthouse: 299.25' Rooftop Coverage: 192.20 sf	See MUP set [3036901-LU], Sheet A0.6, for details
LOWER-LEVEL SETBACKS *(SMC 23.45.518)* Front: 7 ft Avg, 5 ft Min. Rear: 10 ft (with Alley) Sides: 7 ft Avg, 5 ft Min.	No calculations required	Front [East]: 10'-10½" average, 7'-0" min. Rear [West]: 10'-0" Side [North]: 9'-2" average, 8'-1" min. Side [South]: 8'-1" average, 7'-4" min.	See MUP set [3036901-LU], Sheet A0.8, for details
UPPER-LEVEL SETBACKS *(SMC 23.45.518)* Front: 7 ft Avg, 5 ft Min. Rear: 10 ft (with Alley) Sides: 10 ft Avg, 7 ft Min.	No calculations required	Front [East]: 5'-9" Rear [West]: 10'-0" min. Side [North]: 9'-8½" average, 8'-1" min. Side [South]: 9'-10½" average, 6'-10" min.	**See departure requests, Sheet 20.** See MUP set [3036901-LU], Sheet A0.8, for details
AMENITY AREA *(SMC 23.45.522)* 5% Of Residential GFA	Residential GFA: 31,892.45 sf 31,892.45 sf * 0.05 = 1594.62 sf	Common Roof Deck: 720 sf Common Green Roof: 1580 sf Private Roof Decks and Balconies: 920 sf Total: 3940 sf	See MUP set [3036901-LU], Sheet A0.6, for details
LANDSCAPING STANDARDS *(SMC 23.45.524)* 0.5 GreenFactor Required Street Trees Required	No calculations required	Landscaping to meet requirements of GreenFactor 0.5. Green roof proposed as part of GreenFactor compliance. Street trees to be provided per SDOT.	
WIDTH AND DEPTH LIMITS *(SMC 23.45.528)*	Standard applies to lots greater than 9000 sf.	N/A	

STANDARD	ANALYSIS	PROPOSED	NOTES
DESIGN STANDARDS *(SMC 23.45.529)*	Design standards apply when design review is not required.	N/A	
GREEN BUILDING STANDARD *(SMC 23.45.530)* FAR Threshold: 3.45	Lot Area: 7498 sf Threshold: 3.45 * 7498 sf = 25,868 sf GFA	27,491.86 sf chargeable GFA Green Building Standard applies.	See MUP set [3036901-LU], Sheet A0.2, for compliance
COMMERCIAL USE STANDARDS *(SMC 23.45.532)*	Standards apply when commercial uses proposed.	N/A	
LIGHT AND GLARE STANDARDS *(SMC 23.45.534)*	Exterior lighting to be shielded and directed away from adjacent properties. Interior lights in garages to be shielded to minimize nighttime glare.	Garages fully enclosed with opaque doors. See Sheet 15 for exterior lighting design.	
CAR PARKING *(SMC 23.54.015.B)*	No auto parking required.	15 parking spaces provided in shared garages.	
BICYCLE PARKING *(SMC 23.54.015.K)* 1 Long-Term Space per Unit 1 Short-Term Space per 20 Units	30 dwelling units proposed. 30 long-term bicycle spaces required. 2 short-term bicycle spaces required: 30 / 20 = 1.5 ≈ 2	30 long-term spaces provided in bicycle storage room. 2 short-term spaces provided near building entry.	See MUP set [3036901-LU], Sheet A0.6, for details
SOLID WASTE STORAGE *(SMC 23.54.040.A)*	30 dwelling units proposed. 375 sf solid waste storage required.	298 sf solid waste storage room provided.	**Adjustment requested from SPU.** See MUP set [3036901-LU], Sheet A0.6, for details
MANDATORY HOUSING AFFORDABILITY *(SMC 23.58C.040.B)*	Fee per SF in medium-impact area: $23.18 MHA Floor Area: 31,892.45 sf 31,892.45 sf * $23.18 = $739,266.99	MHA fee to be paid prior to building permit issuance.	See MUP set [3036901-LU], Sheet A0.6, for details

EDG RESPONSE

1: MASSING + ARCHITECTURAL CONTEXT

a. Staff supports massing Option C - the applicant's preferred massing option - as it is a promising contemporary design with the potential to establish a positive precedent and desirable context for others to build upon. Staff recommends further study of the evolving nature and eclectic roots of the University District as the design evolves, and specifically prioritizes University District Design Guidelines CS3-1-a, Architectural Styles, and DC2-2-a, Context-Sensitive Approach, and citywide Design Guidelines CS3-A-2, Contemporary Design, and CS3-A-4, Evolving Neighborhoods. [CS3-1-a, CS3-A-2, CS3-A-4]

The University District is architecturally diverse and this project positions itself with a distinct contemporary design that draws from existing datums and presents an articulated base [CS3-1-a, CS3-A-2, CS3-A-4]. The deep recessed entry massing echoes the three-story high volume of the building adjacent to the south. [DC2-2-a]

b. Staff notes that the mass responds well to datums established by the existing apartment to the south and future development to the north; however, the design has the strength to stand alone should redevelopment occur. [CS2-C, CS2-D-1, CS3]

As a mid-block site, the project emphasizes the three-story datum of the "old" neighborhood before building up to the height potential of the underlying zone and the approved project to the north. [CS2-C, CS2-D-1, CS3]

c. Staff supports the intent to provide visual interest with angled facades, but is concerned that the angles are too subtle to meaningfully express the concept or be legible from the public realm. Provide pedestrian eye-level graphics in the Recommendation packet demonstrating legibility. [DC2, DC2-C-1]

The multi-story building is scaled down through its consistent use of horizontal banding and dynamic angled surface modulation. The horizontal banding directly contrasts the verticality and emphasizes the creases in the building massing from vantage points near and far. Shadows cast by the bands further activate the facade. [DC2, DC2-C-1]

d. In response to public comment, locate vertical circulation away from the building perimeter to minimize impacts on adjacent sites and visibility from the public realm, or consider whether the north stairwell could open to the exterior to bring light in and encourage active use. [DC2-1-f]

Vertical circulation was drawn to the interior of the project as much as possible, evidenced by the south stair tower and the elevator shaft being internal to the project. Given the project's intent to provide resident parking on-site, and the relatively small lot, the north stair tower is positioned along the northern property line but is set back from the street so that the dwelling units above the three-story entry volume can wrap in front of it, maintaining an activated street facing façade. Where the north stair is visible from the street -setback 15' from the sidewalk- it is clad in a unique patterning of wood composite material and is penetrated with a vertical slice of glazing to support its vertical character. By the time the stair reaches the roof it is set back significantly from the street to minimize the impact of its height. [DC2-1-f]

e. Staff supports the upper-level setback on the rear/west façade as it responds well to the lower height and scale of the Neighborhood Commercial zone across the alley. Study using varied expressions of horizontal banding coupled with the projecting and recessed balconies to tie portions of the façade above and below the setback together for a cohesive architectural expression. [CS2-D-1, CS2-D-3, CS2-2-b]

The alley side upper-level setback offers additional negative space for the massing to breathe and offer relief to the adjacent Neighborhood Commercial zone, but maintains a solid base without balconies given the utilitarian nature of the alley side functions which include all vehicular access and trash collection. Once above the base the predominant horizontal banding offers balcony spaces where deep enough to do so, typically near the building corners. [CS2-D-1, CS2-D-3, CS2-2-b]

EDG RESPONSE

2. FAÇADE TREATMENT + SECONDARY ARCHITECTURAL FEATURES

a. Staff strongly supports the design intent portrayed by the precedent images on page 38 of the EDG Packet, particularly the sculpted entry, horizontal banding, floor-to-ceiling glazing textured façade treatments, balconies, and decorative screens/railings that are well-integrated into the overall façade composition. The glazing and simple, textured materiality create a backdrop that accentuates the offset horizontal banding and balconies. In agreement with public comment, staff is excited to see these inspirational ideas reflected in the actual design. [DC2, DC2-B-1, DC2-C, DC2-2-a]

The contemporary design employs its design concepts at multiple scales. The pedestrian entry is sculpted into the three-story base of the project, emphasized by the unique patterning of vertical wood composite material and contrasts strongly with the façade tracing horizontal banding. Dwelling glazing stretches nearly floor to ceiling, set into a dynamic layering of fiber cement paneling that offers large scale irregular patterning. Where deep enough to accommodate them the horizontal bands become balconies, with vertical picket railings that transpose the paneling patterning into a finer grained visual rhythm. [DC2, DC2-B-1, DC2-C, DC2-2-a]

b. Staff recommends wrapping the horizontal banding on all façades for a consistent overall architectural expression, particularly at the northeast corner. Attention to materiality and detail will be critical to the successful expression of a seamless wrapped band. Maintain a plane change between the horizontal band and the adjacent façade. Staff specifically prioritizes University District Design Guidelines DC2-2-h, Detailing, and DC2-2-i, Depth. Provide dimensioned details in the Recommendation packet. [DC2-2-h, DC2-2-i]

The horizontal banding wraps all four sides of the building except where it is translated into a vertical element as part of the sculpted entry sequence. [DC2-2-h, DC2-2-i]

c. Staff strongly supports the intent to provide both recessed and projecting balconies that are well-integrated with the horizontal banding expression, as depicted in the precedent images on page 38 of the EDG packet. In agreement with public comment, balconies should be designed and adequately sized to function as a usable amenity. Staff specifically prioritizes citywide Design Guideline DC2-C-1, Visual Depth and Interest, and DC2-C-2, Dual Purpose Elements. [DC2-C-1, DC2-C-2]

Balconies are integrated into the deep horizontal banding, primarily near the building corners where depth is sufficient for an active outdoor space. Depth varies from 1’ to 11’. [DC2-C-1, DC2-C-2]

MATERIAL PRECEDENT

MATERIAL + PATTERN PRECEDENT

d. Staff recommends developing a high-quality material palette that reinforces the architectural concept. Staff specifically prioritizes University District Design Guidelines DC2-2-c, Cohesive Design, DC2-5-a, Materials and Expression; and DC4-1, Durable, High-Quality Exterior Materials; and citywide Design Guideline DC4-A, Exterior Elements and Finishes - to be applied to the development of the material palette. [DC2-2-c, DC2-5-a, DC4-1, DC4-A]

The material palette is relatively simple, relying on composition, patterning, and clever moments of angularity to produce a dynamic four-sided building. The primary material is smooth fiber cement panels, articulated in different thicknesses and panel widths to evoke the vision of a patternless façade. Façade regularity comes from the consistent horizontal bands, wrapped in factory finished sheet metal. All of these materials are durable, utilizing proven and long-lasting technologies. Large windows penetrate the façade for dark contrast by day and luminous planes by night. Vertical wood composite offers additional texture and depth where pedestrians interact with the building at the entrance and the roof deck. [DC2-2-c, DC2-5-a, DC4-1, DC4-A]

e. Staff specifically prioritizes University District Design Guideline DC2-4-b, Façade Design; which states, "Integrate building service elements, such as drainage pipes, grilles, screens, vents, louvres, and garage entry doors into the overall façade design, and use these features as opportunities to provide artful or unique applications." [DC2-4-b]

Where building service elements penetrate the exterior wall they are grouped as much as possible and concealed with material palette matching shrouds. [DC2-4-b]

3. OPEN SPACE + ENTRY EXPERIENCE

a. In response to public comment, staff supports the scale of the primary entry volume in proportion to the overall mass, but recommends using materiality and secondary architectural features to establish a human scale and texture at the ground level. Staff specifically prioritizes University District Design Guideline PL3-1-a, Prominent Design, and citywide Design Guideline PL3-A, Entries. [PL3-A, PL3-1-a]

The three-story recessed volume at the pedestrian entry is articulated with vertical wood composite which offers human scale texture and depth. An overhead canopy also extends from the entry door at one-story height to further scale down the building to the pedestrian's experience. [PL3-A, PL3-1-a]

EDG RESPONSE

b. In response to public comment, staff recommends harnessing the deep front setback to create an attractive outdoor space for social interaction. Consider how this space contributes to the sequence of a well-designed entry experience. Staff specifically prioritizes citywide Design Guidelines PL3, Street-Level Interaction; PL3-B-4, Interaction; and DC3-C-2, Amenities/Features. [PL3, PL3-B-4, DC3-C-2]

While the setback from the sidewalk is 15', the portion of the setback on the property is just over 11' and is largely used as a landscaped space, buffering the sidewalk from the street facing building walls. It is conceived of as a passive yet attractive outdoor space with enough space for resident interaction. Space is insufficient for the inclusion of elements such as mailboxes and outdoor seating. [PL3, DC3-C-2]

c. In response to public comment, staff notes bike storage appears to be conveniently located and requests a secondary entry that provides direct access from the street. Demonstrate how the bike storage room will be designed to activate the street frontage. [PL4-B-2, PL4-1-c]

A secondary, exterior entry is provided for the bike parking. [PL4-B-2, PL4-1-c]

d. Staff specifically prioritizes University District Design Guideline PL1-1-d, Alleyways, and citywide Design Guideline PL2-B-2, Lighting for Safety; treat the alley as a pedestrian route. Incorporate lighting and a pedestrian scaled entry. Staff is concerned about the ability for landscaping to thrive along the alley edge; design the setback to be attractive and robust. [PL1-1-d, DC4-D-1]

The project's alley functions involve vehicular access, trash collection, and utility connections. Given the scale of the lot and the pedestrian/ bicyclist focus of the street side of the project there is no room to incorporate a valid pedestrian entry from the alley. The depth of the alley setback allows for significant landscaping that will provide a green transition from the alley to the building. Lighting is incorporated around the base of the building for architectural accent and safety. Dwelling unit windows directly overlook the alley which assists in creating "defensible space." [PL1-1-d, DC4-D-1]

3. PARKING + SERVICE USE

a. In agreement with public comment, staff supports alley access to parking. Minimize the impacts of vehicular access and the parking garage on the building aesthetics and pedestrian safety. Staff specifically prioritizes University District Design Guideline DC1-2-b, High-Quality Materials; avoid blank wall conditions and create visual interest at the ground-level along the alley. [DC1-B-1, DC1-C, DC1-2-b]

Ground level interest along the alley is provided by the landscape buffer and consistent material use of the horizontal banding and panel patterning. [DC1-B-1, DC1-C, DC1-2-b]

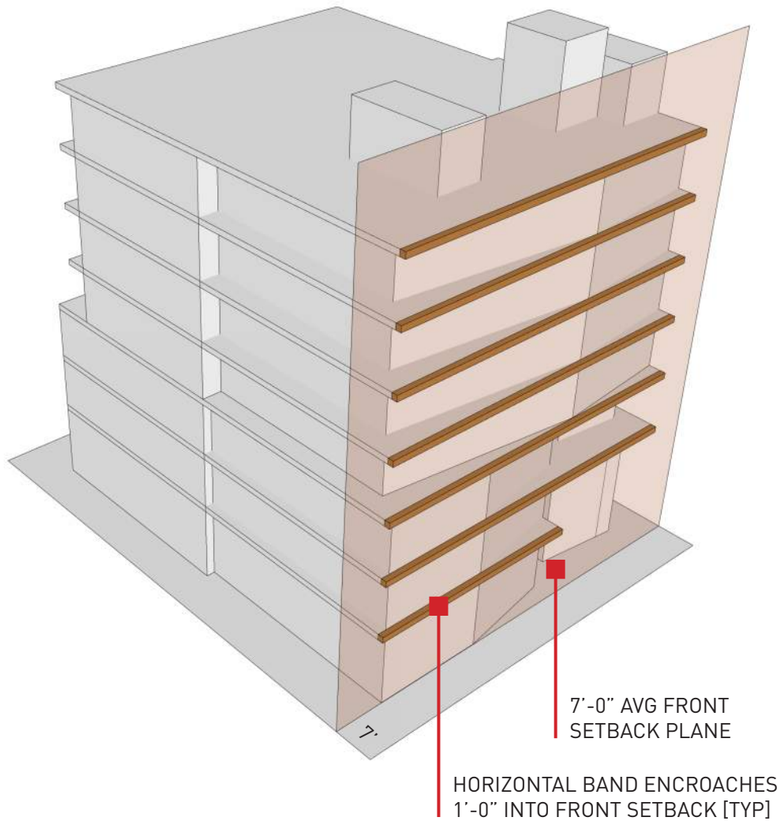
b. Staff supports locating trash storage with the parking garage. Demonstrate how trash staging and service will function in a manner that minimizes visual impacts. [DC1-C-4, DC1-2-a]

A dedicated area is provided for trash staging. The building otherwise conceals refuse internally in a trash room and vehicular entries are minimized to their necessary size. [DC1-C-4, DC1-2-a]

DEPARTURE REQUESTS

STANDARD	PROPOSED DEPARTURE	JUSTIFICATION
FRONT SETBACK *(SMC 23.45.518* Front: 7 ft Avg, 5 ft Min.	For portions of the building above 42 ft, reduce the average setback requirement from 7'-0" to 5'-9" [17.9% reduction]. Minimum setback requirement [5'-0"] to remain unchanged. Portions below 42 ft to comply with standard setbacks.	Granting this departure enables the provision of the long, horizontal bands on the front [east] façade of the building. These bands serve several functions. First, they visually divide the façade into a stack of horizontal elements rather than a monolithic, vertical element [DC2-A-2]. They also add depth and interest to the façade as suggested by DC2-C-1 and DC2-2-i. Finally, the bands serve as balconies in some locations, adding a human presence to the façade and helping connect it to the street [CS2-B-2]. Note that the setback departure is required only because of the voluntary dedication of property to the 11th Avenue NE right-of-way. The building's location would be permitted without a front setback departure if this dedication were not made.
NORTH SIDE SETBACK *(SMC 23.45.518)* Below 42 ft: 7 ft Avg, 5 ft Min. Above 42 ft: 10 ft Avg, 7 ft Min.	For portions of the building above 42 ft, reduce the average setback requirement from 10'-0" to 9'-8½" [2.9% reduction]. Minimum setback requirement [7'-0"] to remain unchanged. Portions below 42 ft to comply with standard setbacks.	Granting this departure permits the horizontal bands to wrap the northeast corner of the building and extend along the north side façade. This helps tie the front and side façades together and contributes to the quality of the side façade [DC2-B-1]. Wrapping the bands around the corner also allows them to be viewed from multiple angles, creating a dynamic interplay for passersby [DC2-C-1].
SOUTH SIDE SETBACK *(SMC 23.45.518)* Below 42 ft: 7 ft Avg, 5 ft Min. Above 42 ft: 10 ft Avg, 7 ft Min.	For portions of the building above 42 ft, reduce the average setback requirement from 10'-0" to 9'-10½" [1.3% reduction]. Minimum setback requirement [7'-0"] to remain unchanged. Portions below 42 ft to comply with standard setbacks.	Granting this departure has two primary effects. As with the north side setback departure [above], this departure allows the horizontal bands to wrap the southeast corner. This improves the quality of the south façade, visually ties the east and south façades together and results in a more dynamic design [DC2-B-1, DC2-C-1]. Additionally, this departure allows the bands to be occupied as balconies near the southeast corner of the building. This adds a human presence to the corner and helps connect it to the public realm below [CS2-B-2].

FRONT SETBACK

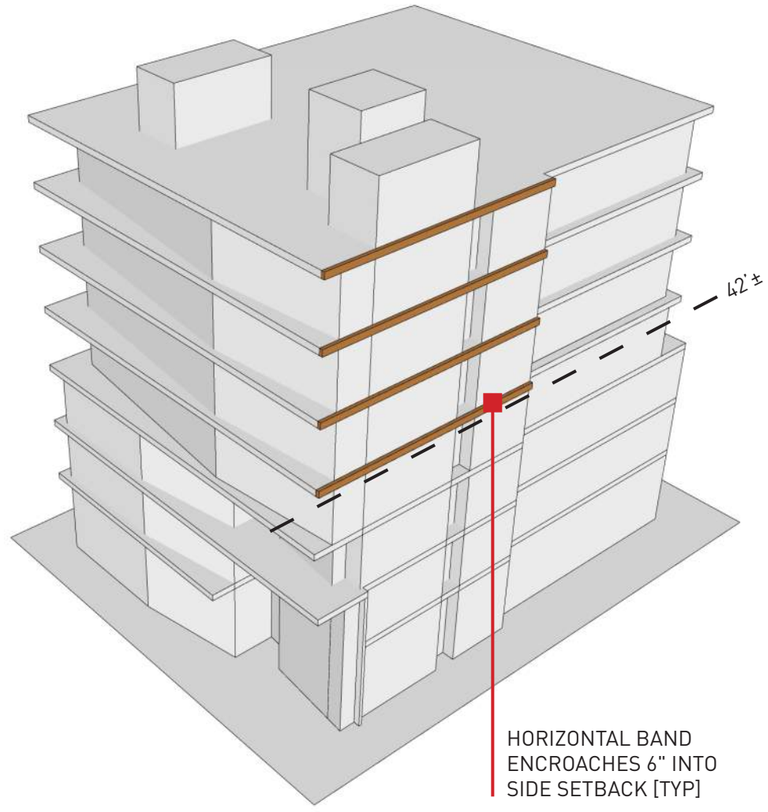


REQUESTED DEPARTURE
Reduce average front setback from 7'-0"" to 5'-9" [17.1%] above 42 ft.

As can be seen in the above diagram, this departure is associated with the horizontal bands on the east façade. Granting the departure will allow the bands to project forward from the overall mass of the building, contributing to the dynamic play of light and shadow in this option. This interplay can be seen on Pages 20-23. Allowing the bands to project forward also helps them read as separate entities from the overall massing, giving additional texture to the street-facing façade. As discussed on Page 18, this departure request is supported by design guidelines DC2 and CS2. It is also supported by EDG comments 2a and 2b.

The proposed structure itself complies with the setback requirement. Only the horizontal banding is affected by this departure request.

NORTH SIDE SETBACK

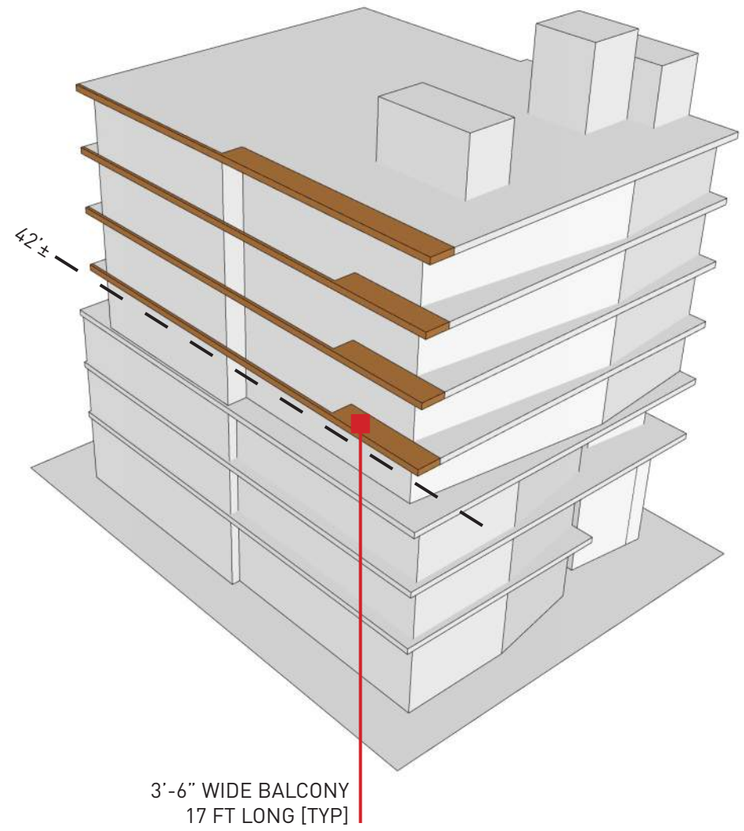


REQUESTED DEPARTURE
Reduce average side setback from 10'-0" to 9'-8½" [2.9%] above 42 ft.

Granting this departure request allows the horizontal bands on the front of the structure to wrap around the northeast corner as requested in EDG comment 2b. Without the departure, the bands would need to be in plane with the rest of the façade. Allowing the bands to project adds detail and texture to the façade as supported by design guidelines DC2 and CS2.

The proposed structure can comply with the standard setback requirement. The function of this departure request is to allow the banding.

SOUTH SIDE SETBACK



REQUESTED DEPARTURE
Reduce average side setback from 10'-0" to 9'-10½" [1.3%] above 42 ft.

Granting this departure request allows the horizontal bands on the front of the structure to wrap around the south side. Without the departure, the shaded areas in the above diagram would need to be removed from the design. This would result in the east-facing bands terminating at the exterior wall of the structure rather than following the line of the floor below. This will look incomplete. It will also result in a loss of texture, detail and human occupancy at that corner. EDG comments 2a, 2b and 2c support granting the departure to allow these balconies.

As with the front setback departure request, the proposed structure complies with the standard setback requirement. Only the banding is affected by this departure request.

STREET LEVEL VIEW FROM SOUTHEAST

The developed design, based on EDG Option C, continues to explore the concept of stacked horizontal bands with angled façades between them. The bands are now more pronounced and varied in their expression, with those on the south façade [above] forming corner balconies and spanning across open space before completing their run directly attached to the façade as shown during EDG.

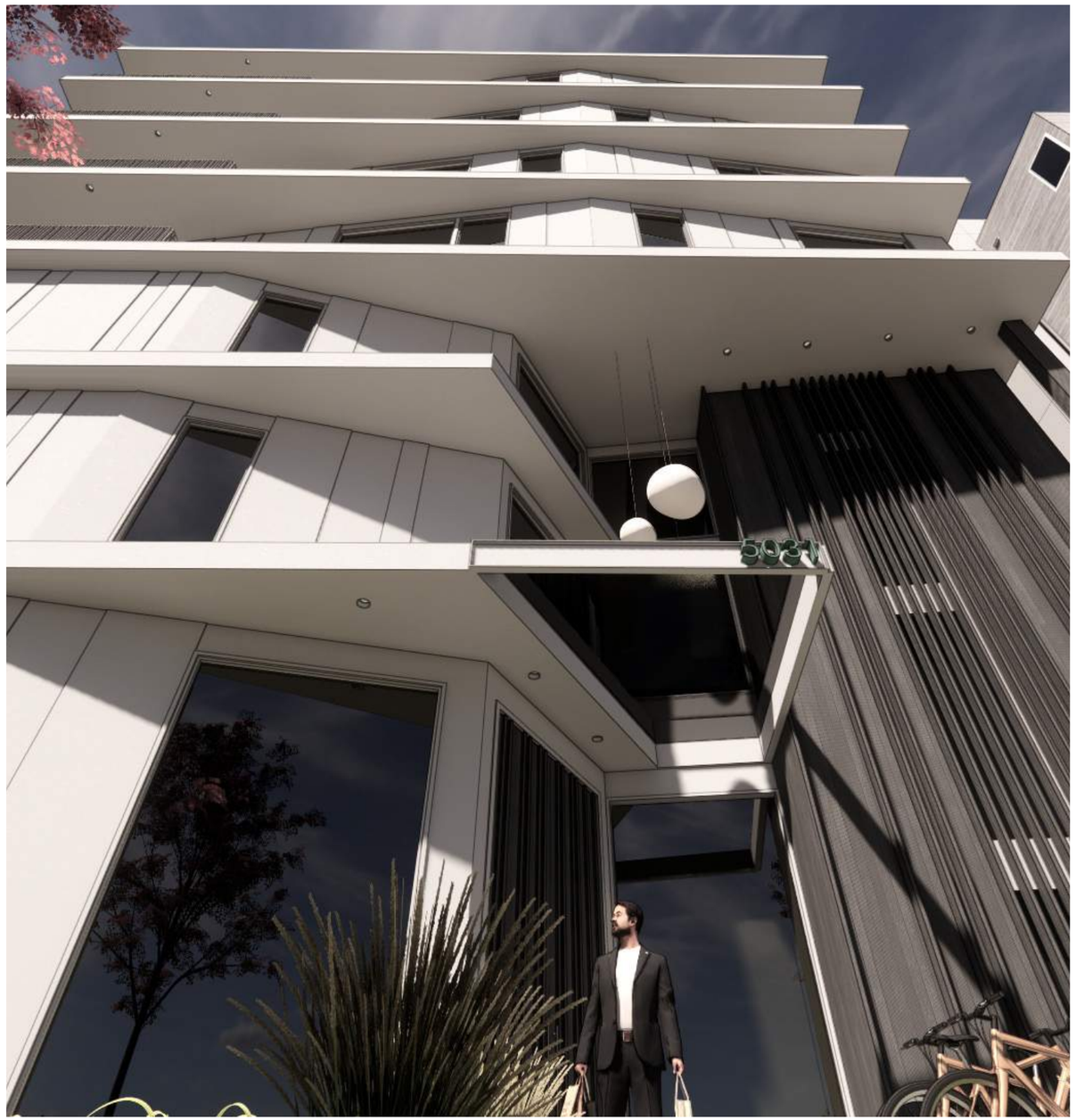
A carefully considered arrangement of glazing and opaque siding is proposed, balancing residential construction's dual needs of openness and privacy. Textured materials are used in pedestrian-oriented areas with a simpler palette elsewhere to accentuate the overall form of the structure and glazing pattern.

VIEW FROM EAST - DAY

VIEW FROM EAST - NIGHT

STREET LEVEL VIEW FROM EAST

MAIN PEDESTRIAN ENTRY



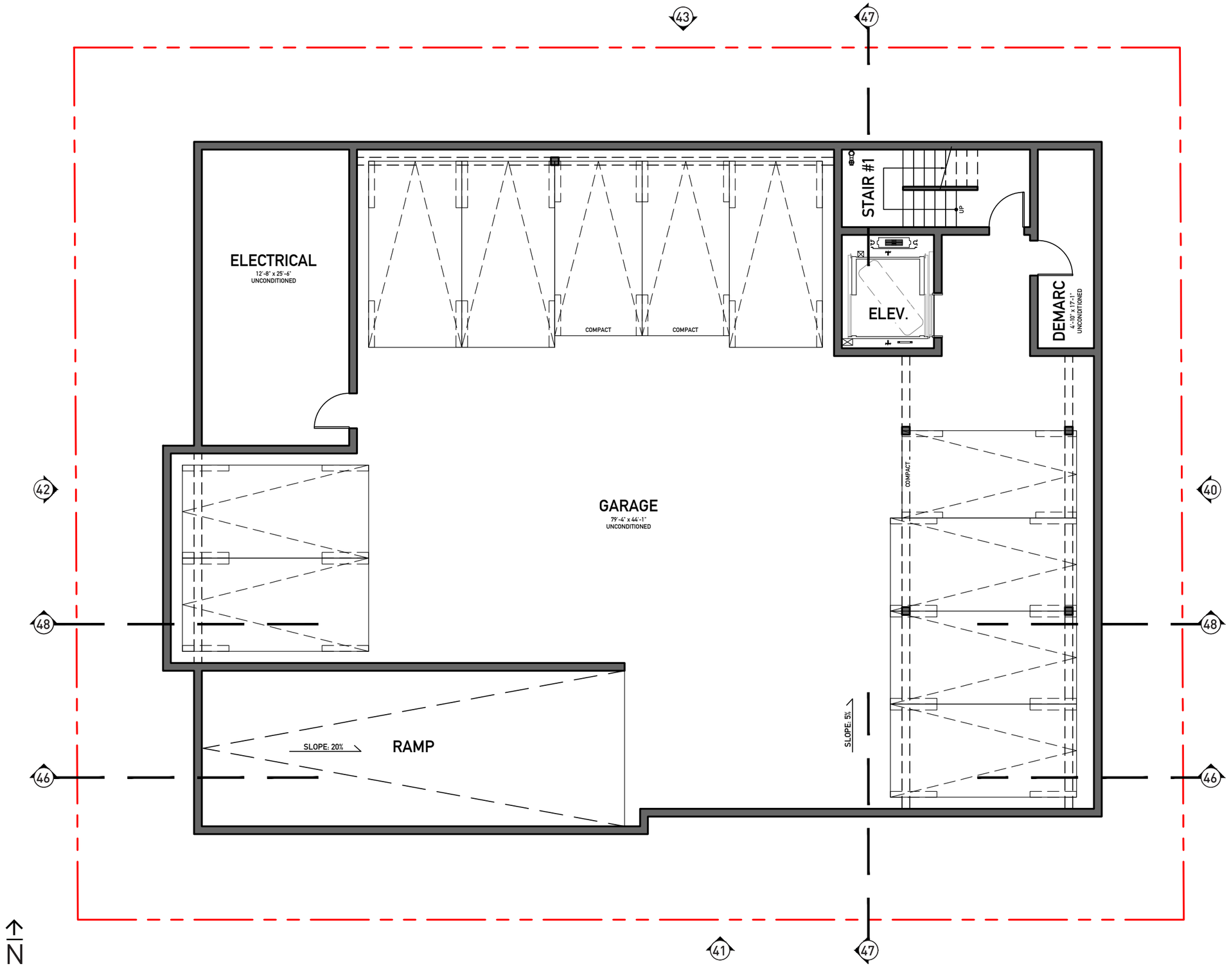
EAST FAÇADE VIEWED FROM BELOW

VIEW FROM THE SOUTH

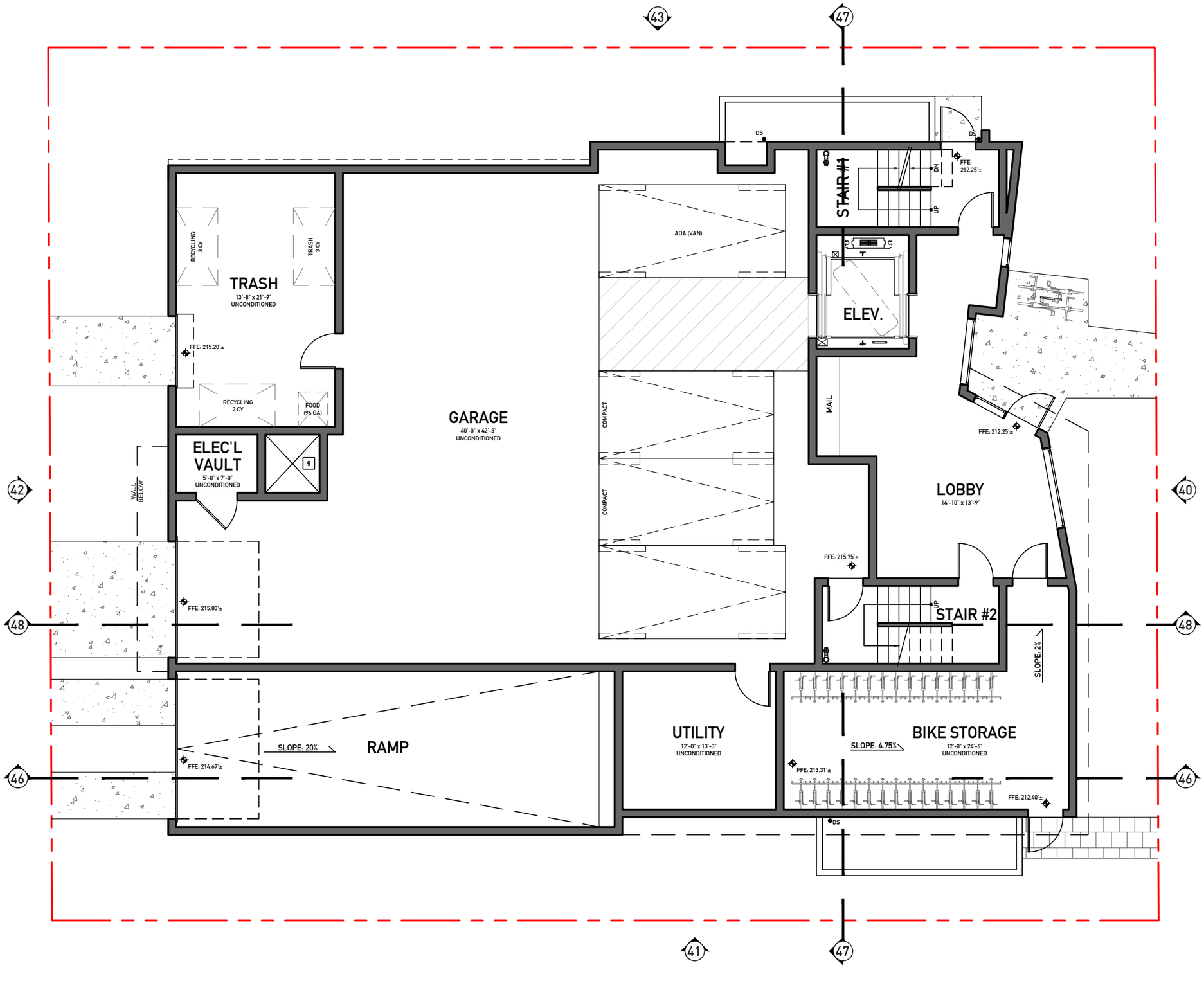
ROOFTOP - DAY

ROOFTOP - NIGHT

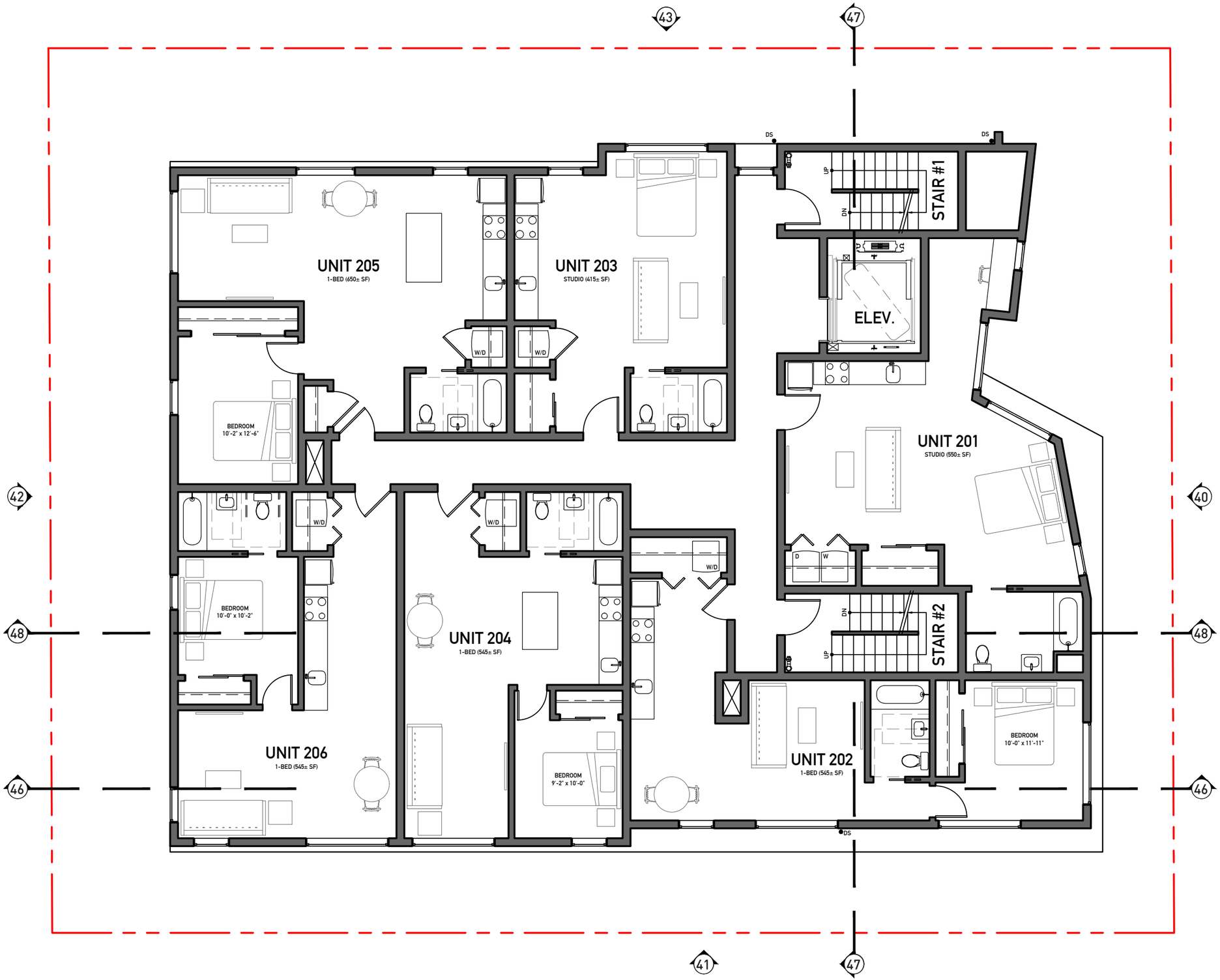
BASEMENT FLOOR PLAN



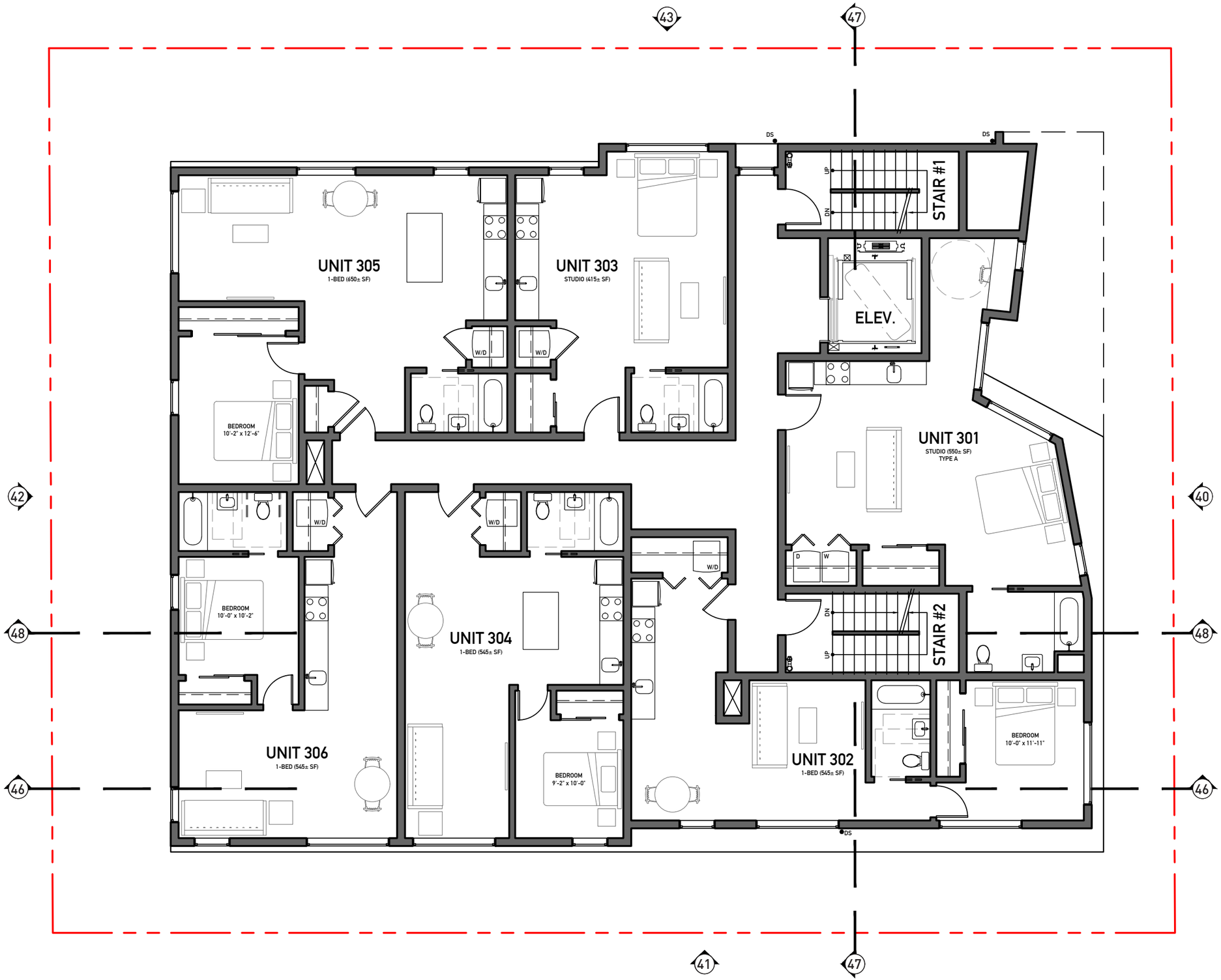
N


43
47
42
40
48
46
41
47
DS
DS
STAIR #1
DN
UP
FFE: 212.25'±
ADA (VAN)
ELEV.
MAIL
RECYCLING 3 CY
TRASH 3 CY
TRASH
13'-8" x 21'-9"
UNCONDITIONED
FFE: 215.20'±
RECYCLING 2 CY
FOOD (96 GA)
ELEC'L VAULT
5'-0" x 7'-0"
UNCONDITIONED
9
WALL BELOW
GARAGE
40'-0" x 42'-3"
UNCONDITIONED
COMPACT
COMPACT
FFE: 212.25'±
LOBBY
14'-10" x 13'-9"
FFE: 215.75'±
STAIR #2
UP
DN
SLOPE: 2%
FFE: 215.80'±
SLOPE: 20%
RAMP
FFE: 214.67'±
UTILITY
12'-0" x 13'-3"
UNCONDITIONED
BIKE STORAGE
12'-0" x 24'-6"
UNCONDITIONED
SLOPE: 4.75%
FFE: 213.31'±
FFE: 212.40'±
DS

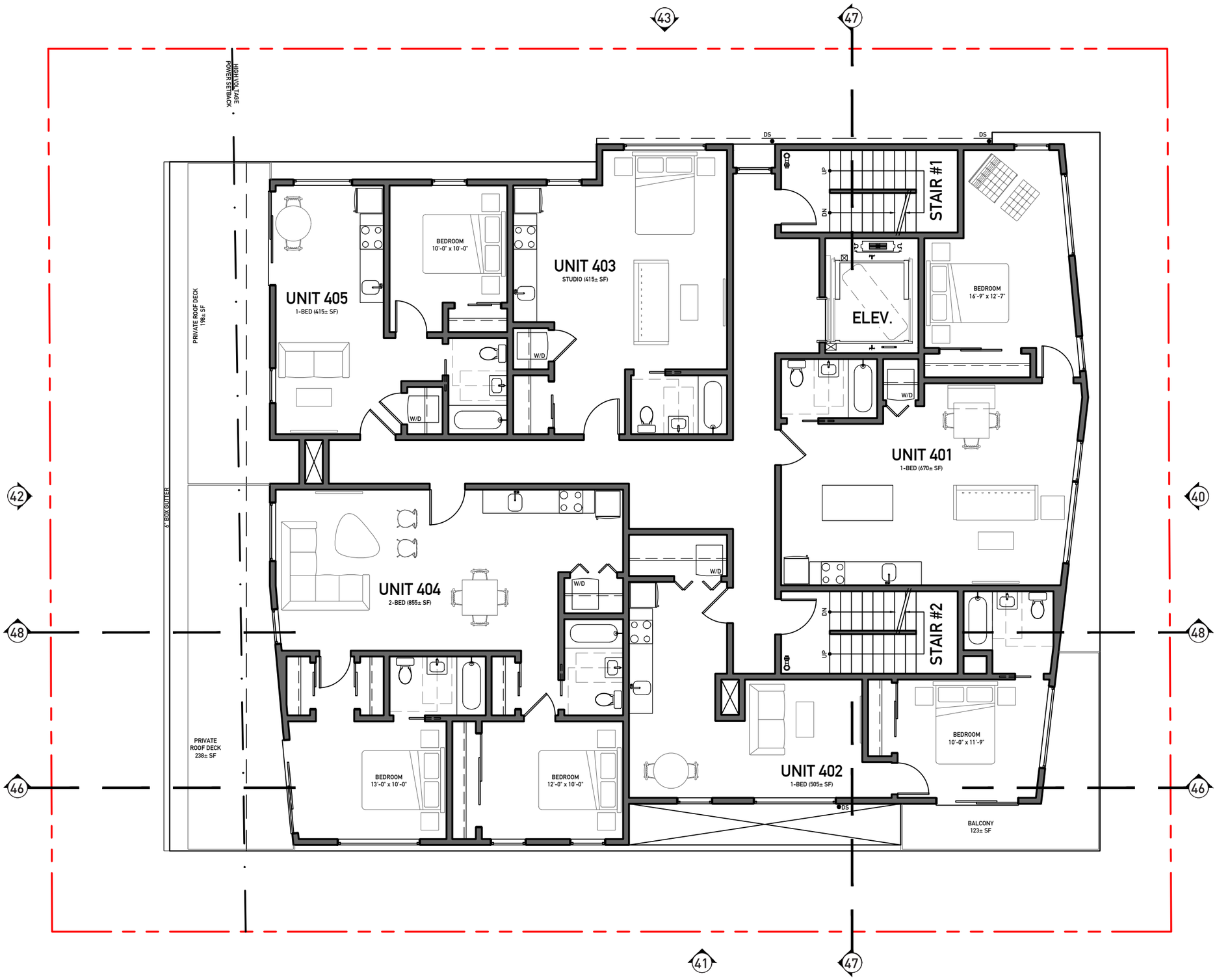
SECOND FLOOR PLAN



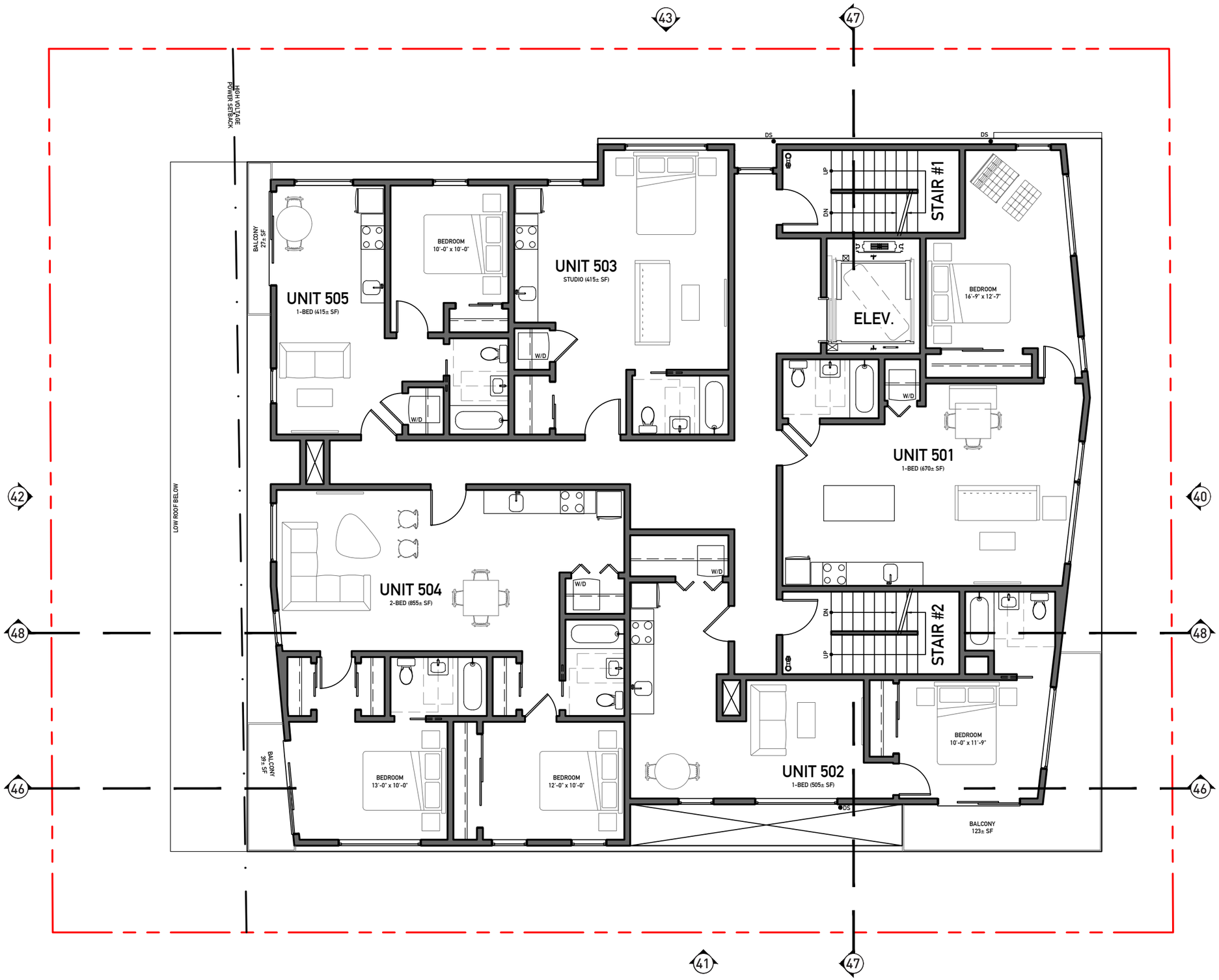
N


43
47
42
48
46
40
41
UNIT 305
1-BED (650± SF)
UNIT 303
STUDIO (415± SF)
UNIT 301
STUDIO (550± SF)
TYPE A
UNIT 304
1-BED (545± SF)
UNIT 306
1-BED (545± SF)
UNIT 302
1-BED (545± SF)
STAIR #1
STAIR #2
ELEV.
BEDROOM
10'-2" x 12'-6"
BEDROOM
10'-0" x 10'-2"
BEDROOM
9'-2" x 10'-0"
BEDROOM
10'-0" x 11'-11"
W/D
D
W
UP
DN
DS
OTS

FOURTH FLOOR PLAN

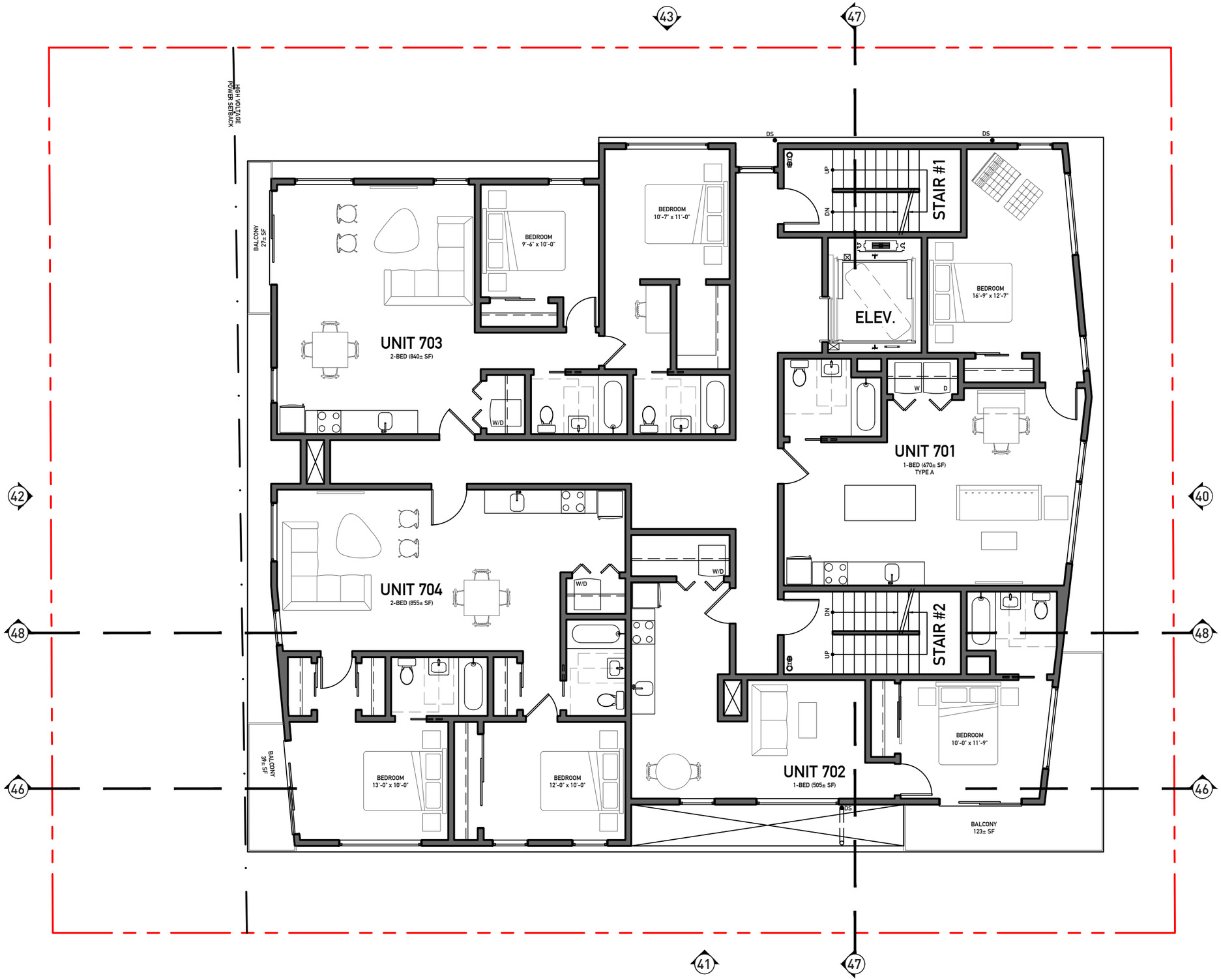


N

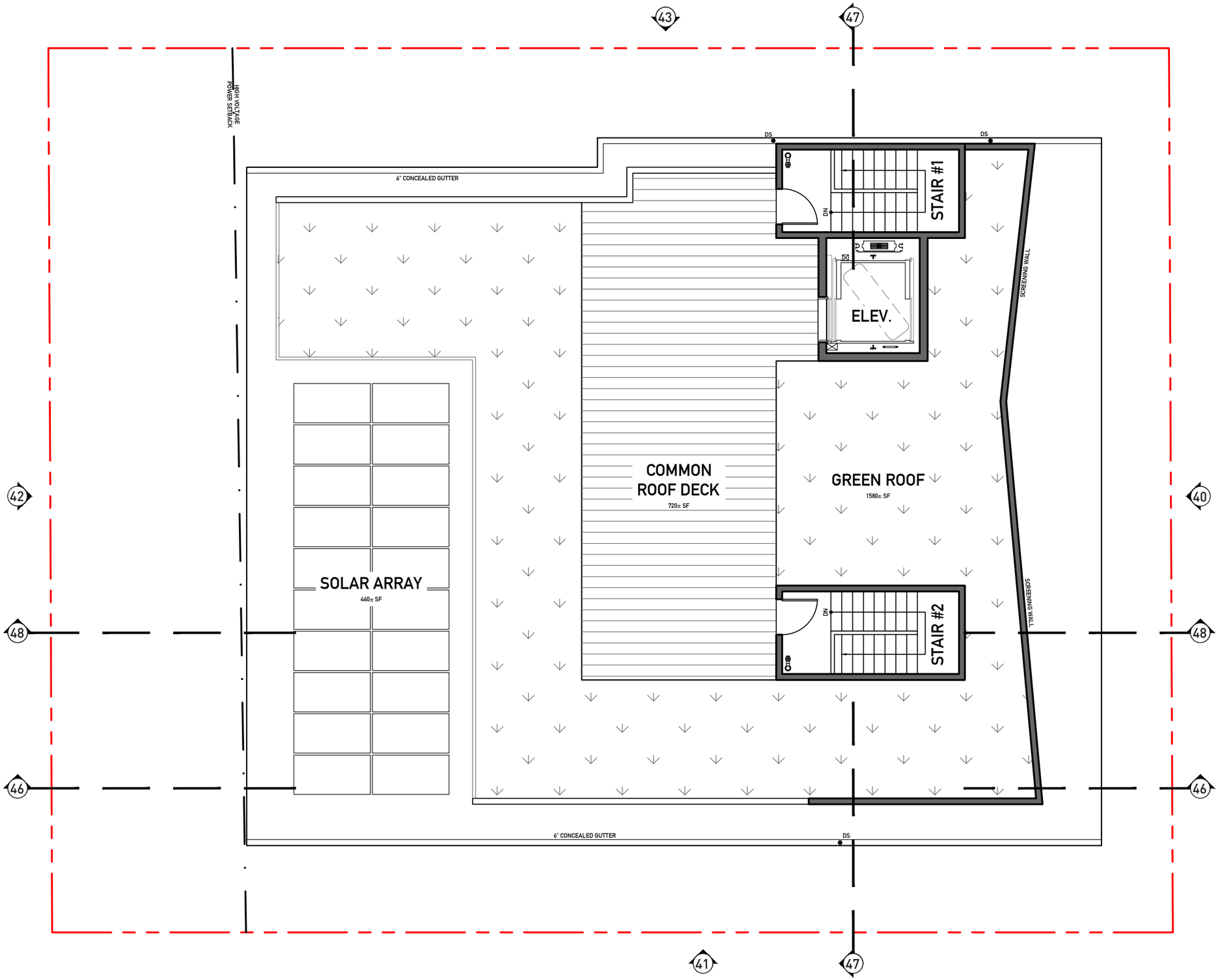

43
47
HIGH VOLTAGE POWER SETBACK
LOW ROOF BELOW
BALCONY 27± SF
BEDROOM 10'-0" x 10'-0"
UNIT 505
1-BED (415± SF)
UNIT 503
STUDIO (415± SF)
W/D
W/D
DS
DS
UP
DN
STAIR #1
ELEV.
BEDROOM 16'-9" x 12'-7"
W/D
UNIT 501
1-BED (670± SF)
42
40
UNIT 504
2-BED (855± SF)
W/D
W/D
48
48
DN
UP
STAIR #2
BEDROOM 10'-0" x 11'-9"
BALCONY 39± SF
BEDROOM 13'-0" x 10'-0"
BEDROOM 12'-0" x 10'-0"
UNIT 502
1-BED (505± SF)
DS
46
46
BALCONY 123± SF
41
47

SIXTH FLOOR PLAN

N


43
47
42
40
48
48
46
46
41
47
HIGH VOLTAGE POWER SETBACK
BALCONY 27± SF
UNIT 703
2-BED (840± SF)
BEDROOM 9'-6" x 10'-0"
BEDROOM 10'-7" x 11'-0"
W/D
DS
DS
UP
DN
STAIR #1
ELEV.
BEDROOM 16'-9" x 12'-7"
W
D
UNIT 701
1-BED (670± SF)
TYPE A
UNIT 704
2-BED (855± SF)
W/D
W/D
DN
UP
STAIR #2
BEDROOM 10'-0" x 11'-9"
BALCONY 39± SF
BEDROOM 13'-0" x 10'-0"
BEDROOM 12'-0" x 10'-0"
UNIT 702
1-BED (505± SF)
DS
BALCONY 123± SF

ROOF DECK PLAN



AUTUMN MOON MAPLE

TSCHONOSKII CRABAPPLE

RAINBOW LEUCOTHOE

LIMELIGHT HYDRANGEA

GOLDEN CREEPING JENNY

AUTUMN MOON MAPLE

EUROPEAN HORNBEAM

TSCHONOSKII CRABAPPLE

EVERILLO JAPANESE SEDGE

GOLDEN HEATH

LIMELIGHT HYDRANGEA

RAINBOW LEUCOTHOE

BIG BLUE LILYTURF

MAHONIA

HEAVENLY BAMBOO

LILY OF THE VALLEY BUSH

MT. VERNON LAUREL

SLOUGH SEDGE

KELSEYI DOGWOOD

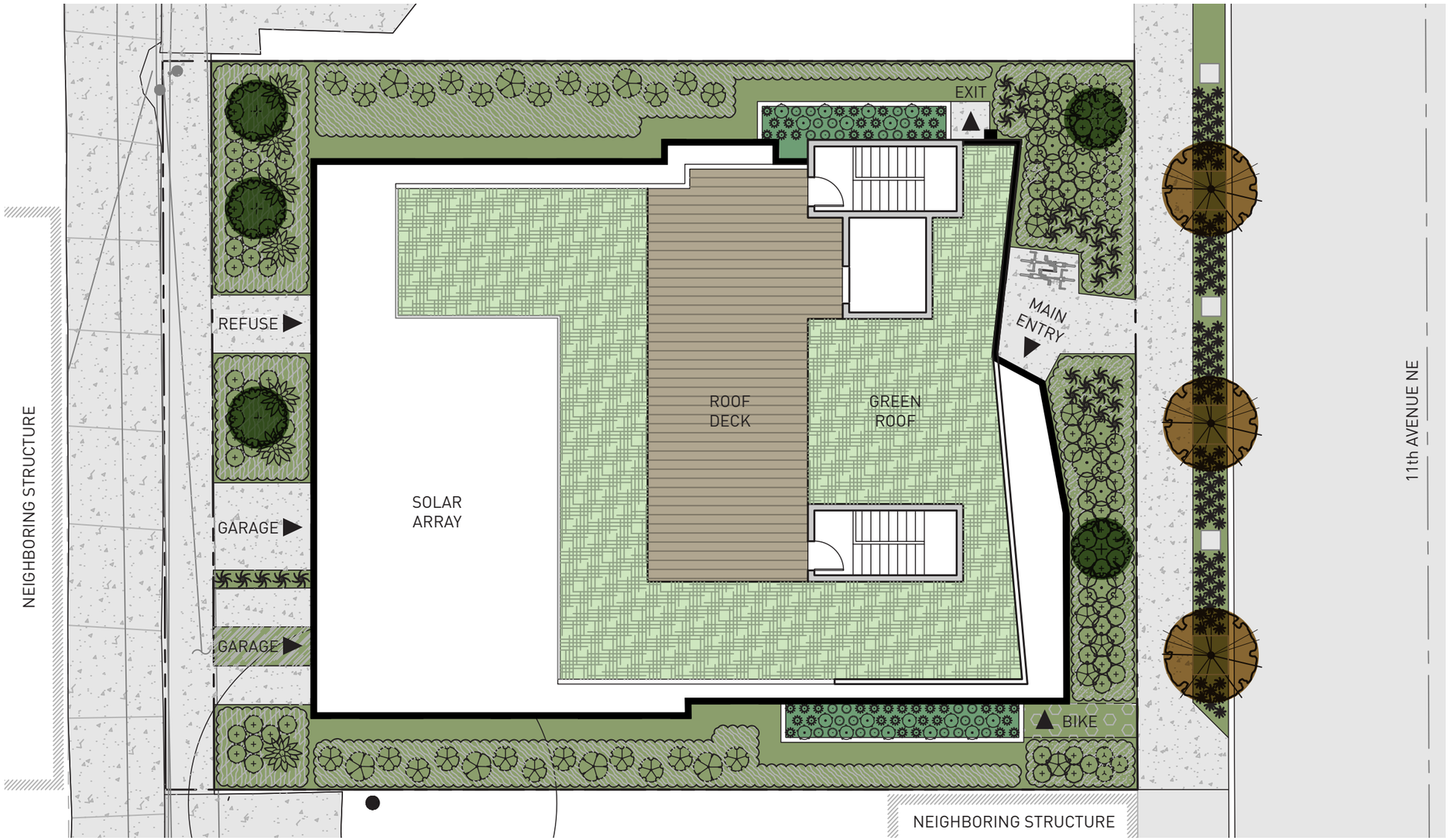
SPREADING RUSH

NEW ZEALAND BRASS BUTTONS

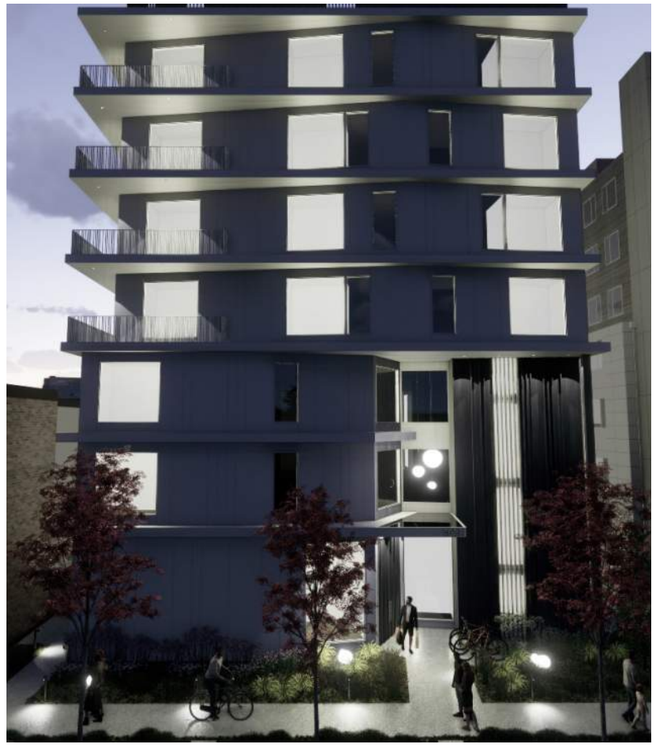
GOLDEN CREEPING JENNY

CREEPING RASPBERRY

DWARF PERIWINKLE



EXTERIOR LIGHTING



AT-GRADE LIGHTING

ROOFTOP LIGHTING

ENTRY PENDANTS

TYP. LANDSCAPE LIGHTING

TYP. OVERHEAD LIGHTING

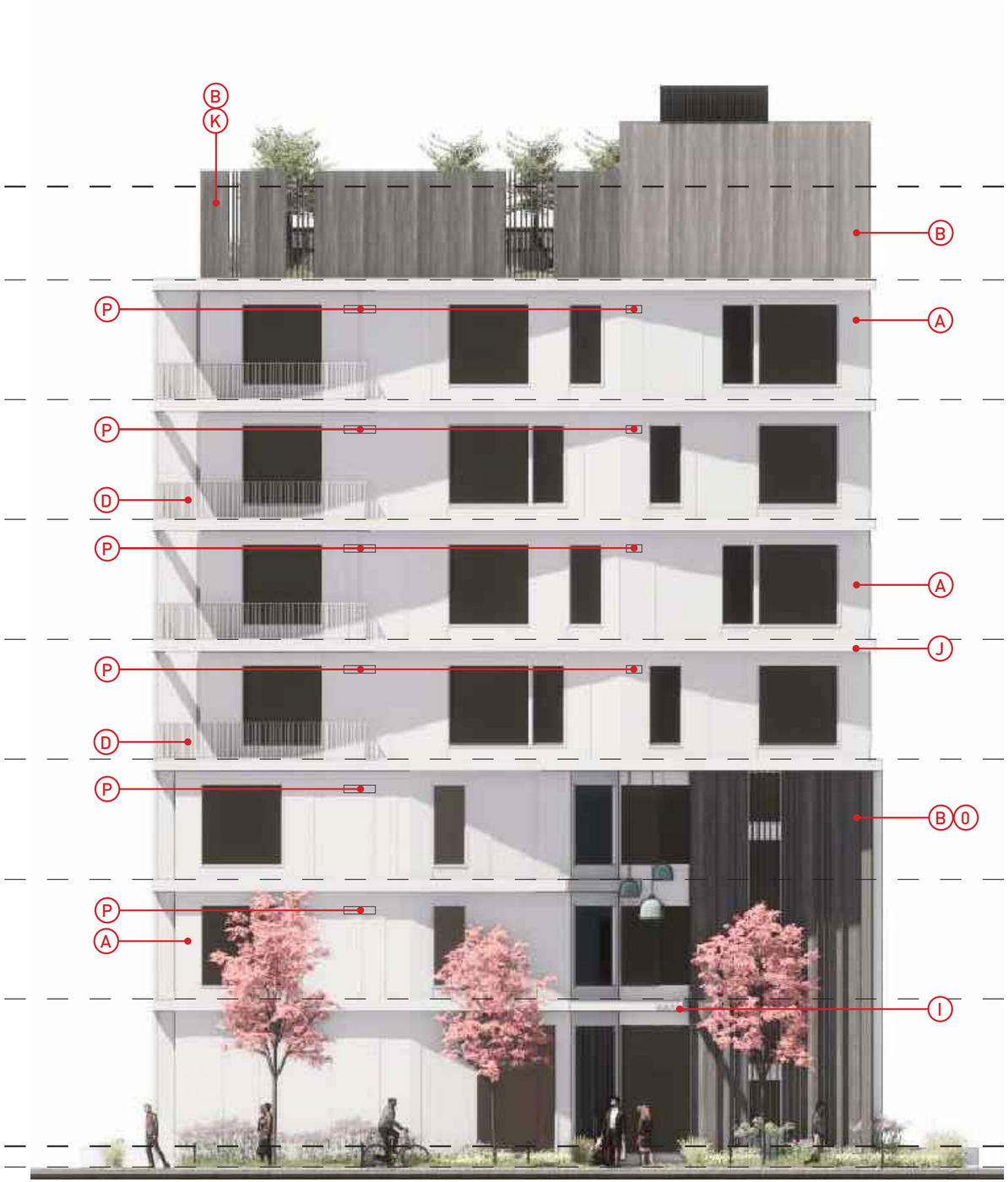
EAST ENTRY ALONG 11TH AVE NE

FRONT [EAST] ELEVATION

MATERIAL KEY

SEE SHEET 44 FOR MATERIAL SAMPLE COLORS AND SPECIFICATIONS

A. VERTICAL HARDIE PANEL SIDING - *ARCTIC WHITE*
B. VERTICAL COMPOSITE WOOD SIDING - *GREY*
C. HARDIE PANEL - *ARCTIC WHITE*
D. GUARDRAIL - *WHITE METAL*
E. WINDOWS - *WHITE VINYL*
F. SWING DOOR - *SW PURE WHITE*
G. GARAGE DOOR - *WHITE*
H. ROLL-UP UTILITY DOOR - *WHITE*
I. ADDRESS SIGN - *GREEN METAL*
J. HORIZONTAL BAND DETAIL - *SW PURE WHITE*
K. WIND SCREEN WALL
L. POST - *SW PURE WHITE*
M. DOWNSPOUT - *SW PURE WHITE*
N. BIORETENTION PLANTER - *CONCRETE*
O. WOOD SCREEN - *GREY COMPOSITE WOOD*
P. EXHAUST VENT



SIDE [SOUTH] ELEVATION

HEIGHT LIMIT: +81'-9" (294.00'±)

ROOF DECK: +74'-0" (286.25'±)

7TH FLOOR SUBFLOOR: +64'-0" (276.25'±)

6TH FLOOR SUBFLOOR: +54'-0" (266.25'±)

5TH FLOOR SUBFLOOR: +44'-0" (256.25'±)

4TH FLOOR SUBFLOOR: +34'-0" (246.25'±)

3RD FLOOR SUBFLOOR: +24'-0" (236.25'±)

2ND FLOOR SUBFLOOR: +14'-0" (226.25'±)

AVERAGE (E) GRADE: +1'-9" (214.00'±)

1ST FLOOR S.O.G.: +0'-0" (212.25'±)

BASEMENT S.O.G.: -7'-10" (204.45'±)

MATERIAL KEY

SEE SHEET 44 FOR MATERIAL SAMPLE COLORS AND SPECIFICATIONS

A. VERTICAL HARDIE PANEL SIDING - *ARCTIC WHITE*
B. VERTICAL COMPOSITE WOOD SIDING - *GREY*
C. HARDIE PANEL - *ARCTIC WHITE*
D. GUARDRAIL - *WHITE METAL*
E. WINDOWS - *WHITE VINYL*
F. SWING DOOR - *SW PURE WHITE*
G. GARAGE DOOR - *WHITE*
H. ROLL-UP UTILITY DOOR - *WHITE*
I. ADDRESS SIGN - *GREEN METAL*
J. HORIZONTAL BAND DETAIL - *SW PURE WHITE*
K. WIND SCREEN WALL
L. POST - *SW PURE WHITE*
M. DOWNSPOUT - *SW PURE WHITE*
N. BIORETENTION PLANTER - *CONCRETE*
O. WOOD SCREEN - *GREY COMPOSITE WOOD*
P. EXHAUST VENT

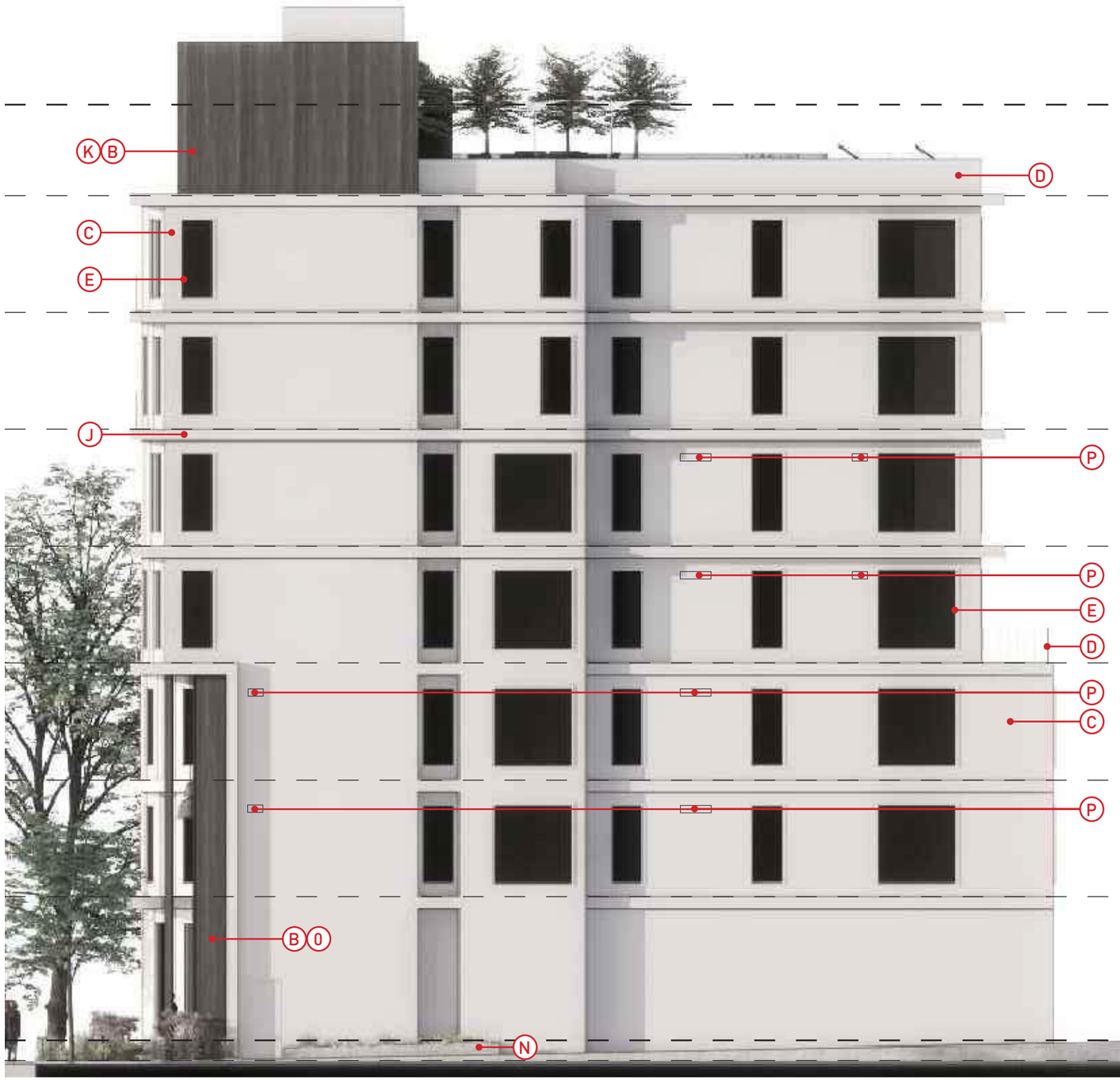
REAR [WEST] ELEVATION

MATERIAL KEY

SEE SHEET 44 FOR MATERIAL SAMPLE COLORS AND SPECIFICATIONS

A. VERTICAL HARDIE PANEL SIDING - *ARCTIC WHITE*
B. VERTICAL COMPOSITE WOOD SIDING - *GREY*
C. HARDIE PANEL - *ARCTIC WHITE*
D. GUARDRAIL - *WHITE METAL*
E. WINDOWS - *WHITE VINYL*
F. SWING DOOR - *SW PURE WHITE*
G. GARAGE DOOR - *WHITE*
H. ROLL-UP UTILITY DOOR - *WHITE*
I. ADDRESS SIGN - *GREEN METAL*
J. HORIZONTAL BAND DETAIL - *SW PURE WHITE*
K. WIND SCREEN WALL
L. POST - *SW PURE WHITE*
M. DOWNSPOUT - *SW PURE WHITE*
N. BIORETENTION PLANTER - *CONCRETE*
O. WOOD SCREEN - *GREY COMPOSITE WOOD*
P. EXHAUST VENT

SIDE [NORTH] ELEVATION



HEIGHT LIMIT: +81'-9" (294.00'±)

ROOF DECK: +74'-0" (286.25'±)

7TH FLOOR SUBFLOOR: +64'-0" (276.25'±)

6TH FLOOR SUBFLOOR: +54'-0" (266.25'±)

5TH FLOOR SUBFLOOR: +44'-0" (256.25'±)

4TH FLOOR SUBFLOOR: +34'-0" (246.25'±)

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BASEMENT S.O.G.: -7'-10" (204.45'±)

MATERIAL KEY

SEE SHEET 44 FOR MATERIAL SAMPLE COLORS AND SPECIFICATIONS

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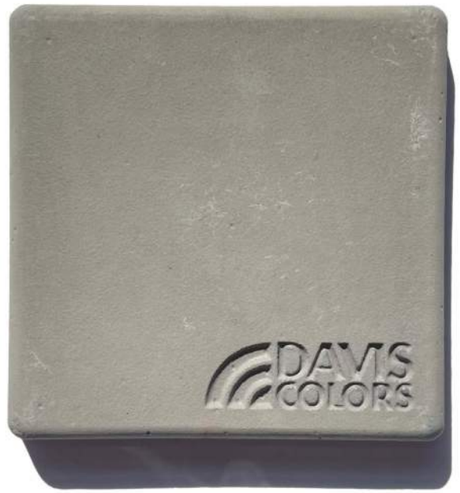
B. VERTICAL COMPOSITE WOOD SIDING - *GREY*
C. HARDIE PANEL - *ARCTIC WHITE*
D. GUARDRAIL - *WHITE METAL*
E. WINDOWS - *WHITE VINYL*
F. SWING DOOR - *SW PURE WHITE*
G. GARAGE DOOR - *WHITE*
H. ROLL-UP UTILITY DOOR - *WHITE*
I. ADDRESS SIGN - *GREEN METAL*
J. HORIZONTAL BAND DETAIL - *SW PURE WHITE*
K. WIND SCREEN WALL
L. POST - *SW PURE WHITE*
M. DOWNSPOUT - *SW PURE WHITE*
N. BIORETENTION PLANTER - *CONCRETE*
O. WOOD SCREEN - *GREY COMPOSITE WOOD*
P. EXHAUST VENT

MATERIALS + COLORS

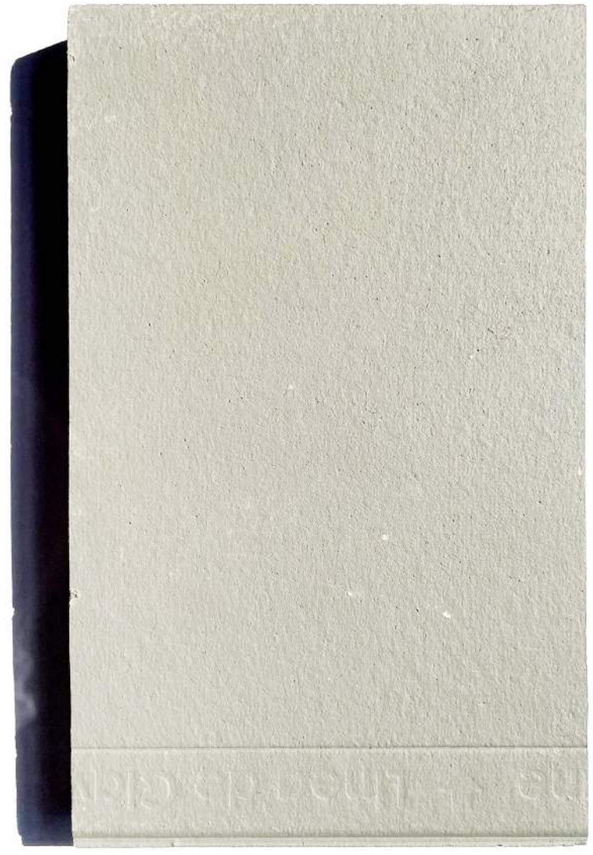
METAL GUARDRAIL
POWDERCOAT WHITE

VINYL WINDOW
ANDERSON 100 SERIES IN WHITE



CAST CONCRETE
IN PORTLAND GREY

COMPOSITE WOOD SIDING
WOODTONE IN SIAM



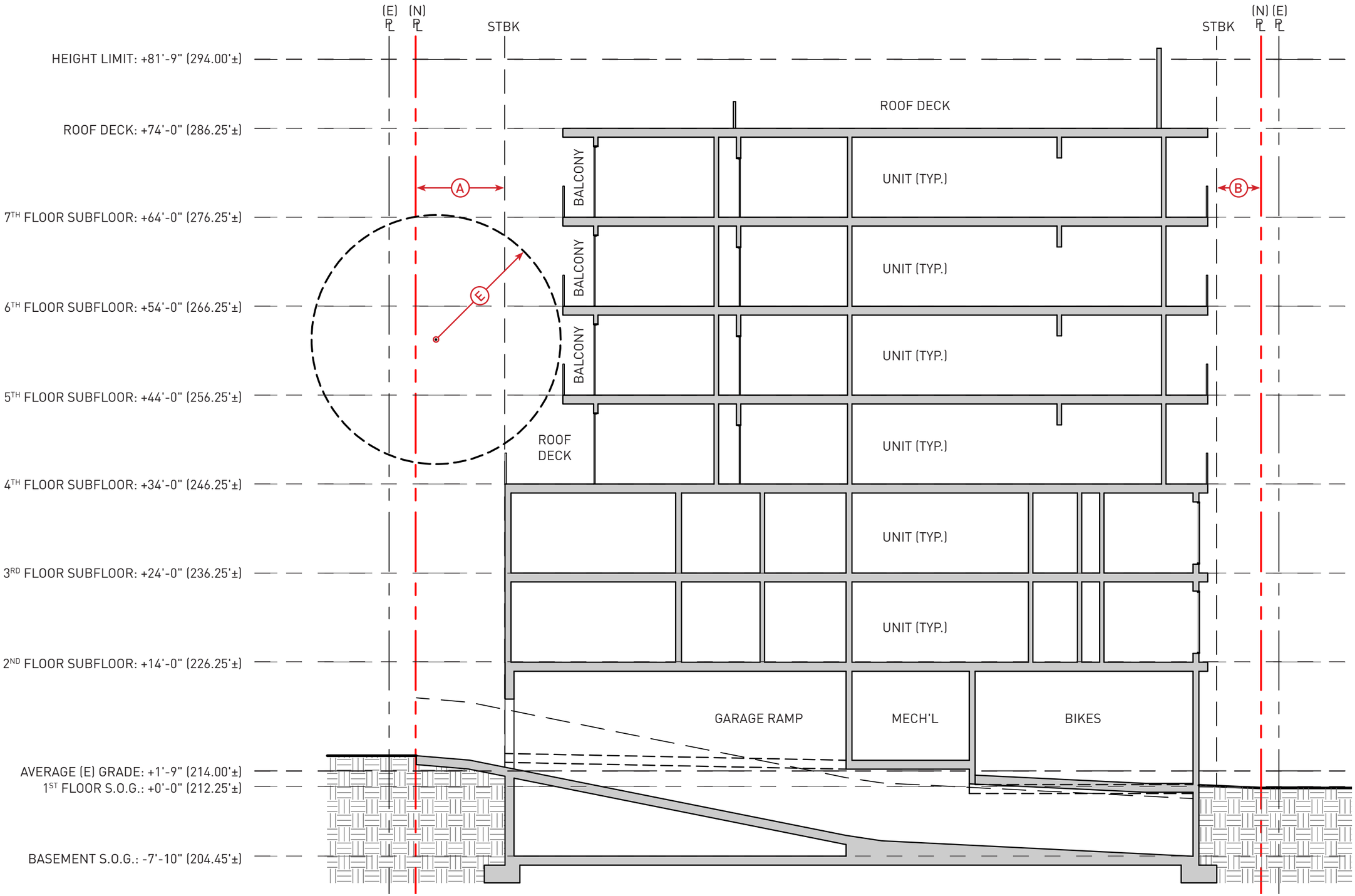
HARDIE PANEL SIDING
7/16" THICK JAMES HARDIE "REVEAL PANEL" IN ARCTIC WHITE

SOUTH ADJACENCY DIAGRAM

NORTH ADJACENCY DIAGRAM

BUILDING SECTIONS

SEE SHEET 47 FOR NOTE KEY

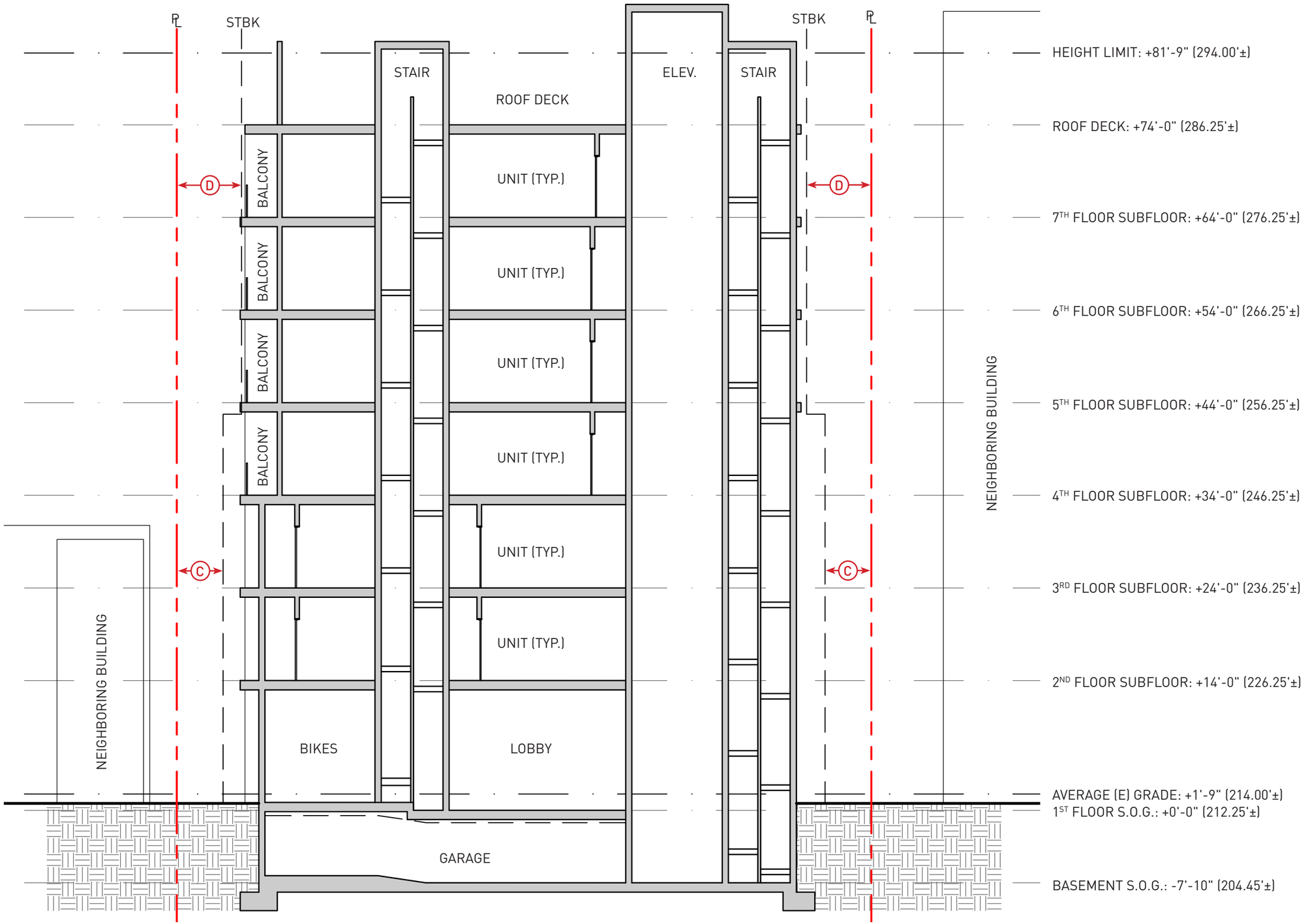


BUILDING SECTIONS

KEY

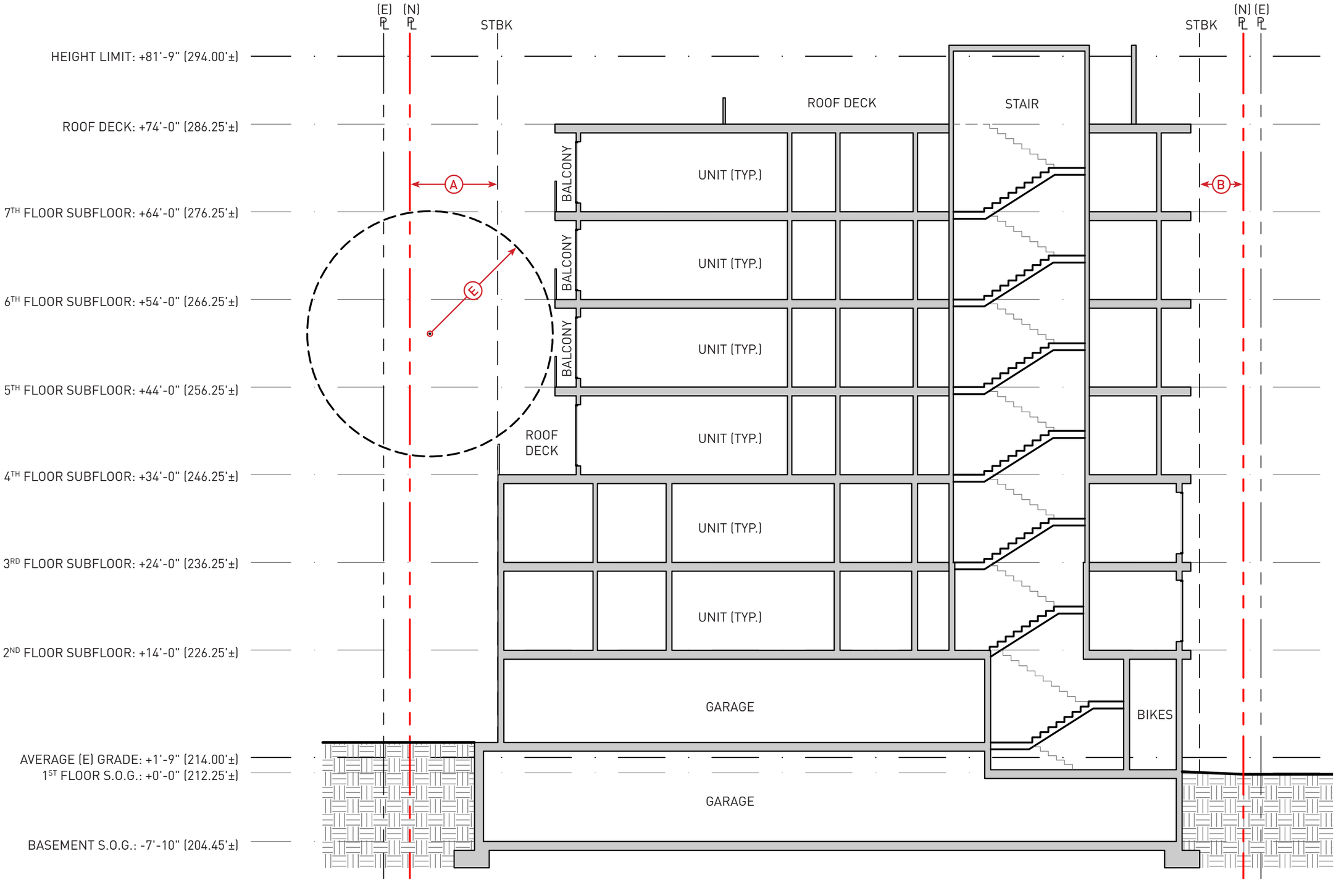
A: 10 FT REAR SETBACK
B: 5 FT FRONT SETBACK
C: 5 FT MIN. SIDE SETBACK
D: 7 FT MIN. SIDE SETBACK
E: 14 FT ELEC'L SETBACK

AVERAGE SIDE SETBACKS NOT SHOWN.



BUILDING SECTIONS

SEE SHEET 47 FOR NOTE KEY



UNIVERSITY 5031
5031 11th Avenue NE
Seattle, WA 98106

SDCI PROJECT #:
3036964-EG

CITIZEN
DESIGN

5031 11TH AVENUE NE

SITE INFORMATION
5031 11th Avenue NE
APN: 674670-1715 + 674670-1720
Zoning: MR (M1)
Overlay: University District NW Urban Center Village
Lot Area Before Dedication: 7500± sf
Lot Area After Dedication: 7125± sf
Current Use: 1 single family + 1 multi-family

DEVELOPMENT GOALS
30 Dwelling Units
18 Garage Parking Spaces
No Live/Work Units
No Commercial Space

DEVELOPMENT STATEMENT
University 5031 seeks to provide modern, efficient housing to an overcrowded community. By constructing a large number of units and integrating both car parking and bicycle storage, University 5031 takes advantage of present opportunities to densify the block and future connections to the remainder of the city via anticipated public improvements to 11th Avenue NE. This project seeks to provide a unique solution to increasing housing needs through efficient unit layouts, finely crafted materials and sensitive design.

PROJECT TEAM
OWNER + DEVELOPER
Bernie + Susan Weber
5031 11th Avenue NE
Seattle, WA 98105

ARCHITECT + APPLICANT
Citizen Design
10 Dravus Street
Seattle, WA 98109
Contact: Jacob Young
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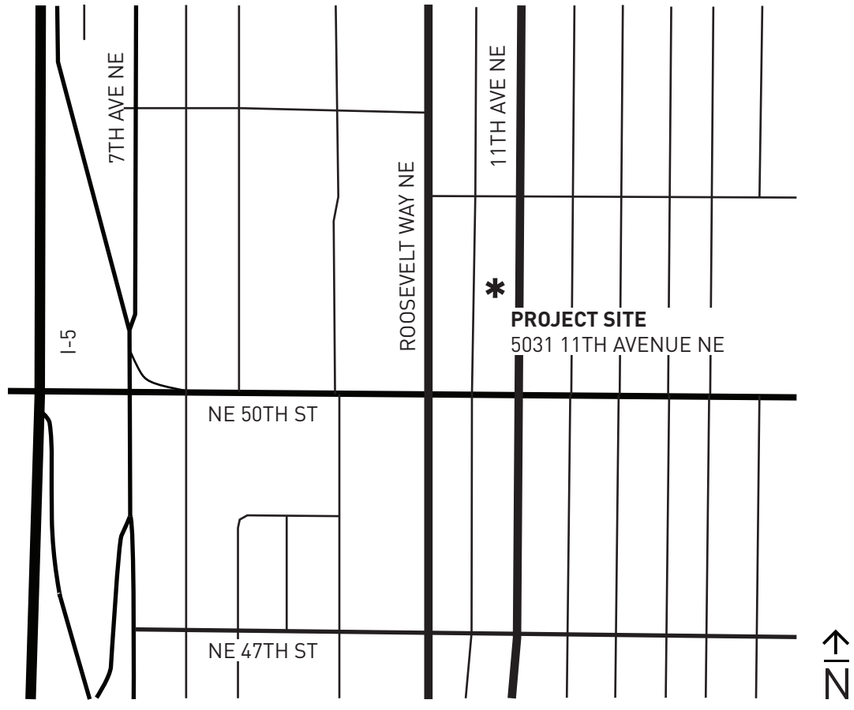
TABLE OF CONTENTS

VICINITY MAP



ZONING MAP

ZONING SUMMARY

- The nine-block vicinity contains Mixed Use (SM-U 75-240 (M1)), Multi-Family (LR2) and commercial (NC2-40, NC3-65, NC3-75) zoning.
- Properties adjacent to the subject are zoned LR2 to the north and east and NC2-40 to the west.

LAND USE SUMMARY

- The predominant land uses of the nine-block vicinity are multi-family residential and commercial.
- Townhomes are located near the subject parcel.
- Some detached houses remaining from early 20th Century development.
- Other nearby land uses include a church, a library, a fire station and a YMCA.

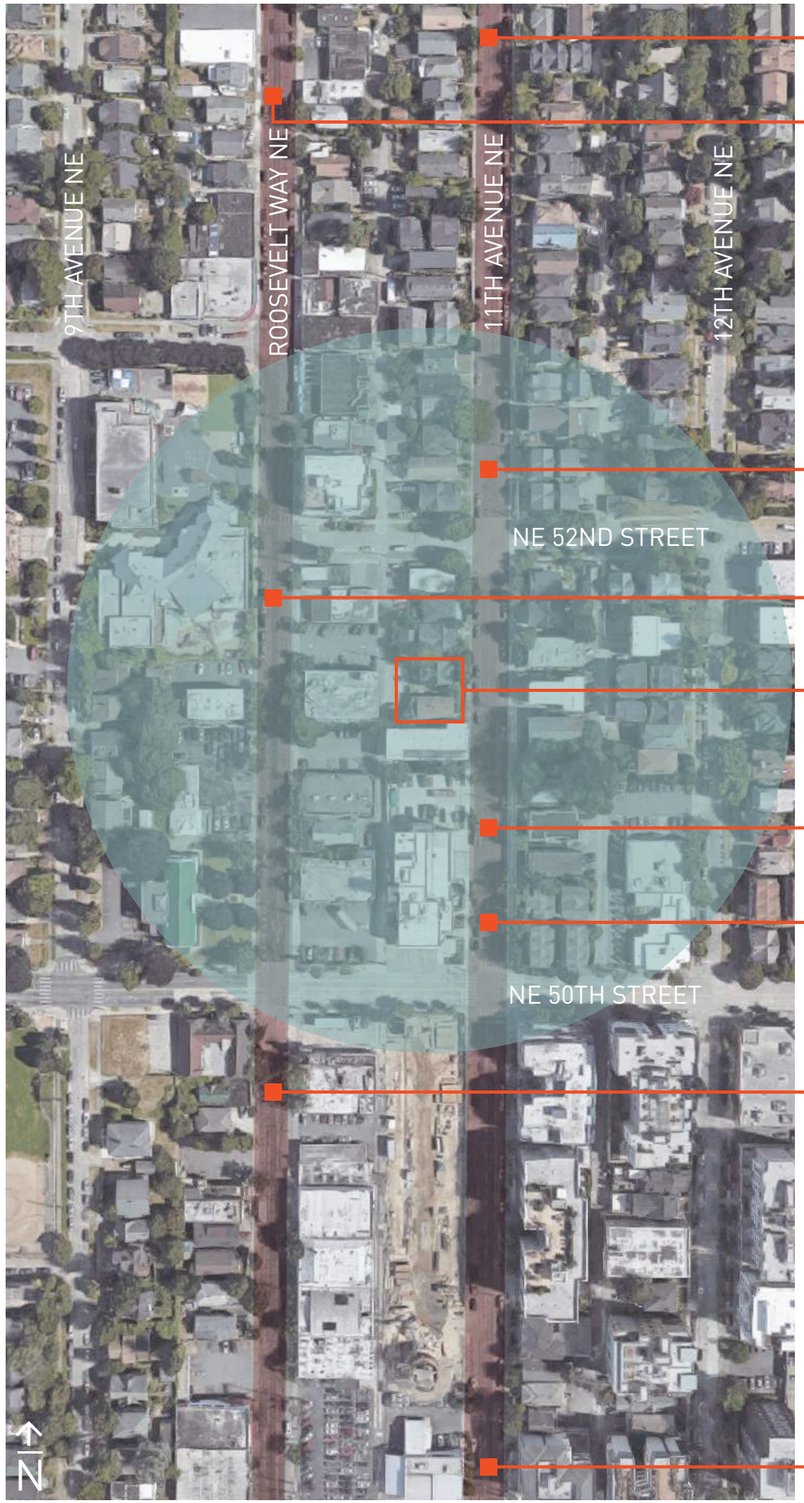
PROJECT SITE EXTENTS
5031 11TH AVENUE NE

KEY

SINGLE FAMILY RESIDENTIAL
MULTI FAMILY RESIDENTIAL
COMMERCIAL
OTHER
(CHURCH, FIRE STATION + LIBRARY)

LAND USE MAP

TRANSIT + ACCESS MAP



BUS STOP
11TH AVE NE & NE 55TH ST
ROUTE 67vv

BUS STOP
ROOSEVELT WAY NE & NE 55TH ST
ROUTE 67

BUS STOP
11TH AVE NE & NE 52ND ST
ROUTE 67

BICYCLE LANE
ROOSEVELT WAY NE

PROJECT SITE EXTENTS
5031 11TH AVENUE NE

BICYCLE LANE
11TH AVE NE

BUS STOP
11TH AVE NE & NE 50TH ST
ROUTE 67

BUS STOP
ROOSEVELT WAY NE & NE 50TH ST
ROUTES 67 & 74

BUS STOP
11TH AVE NE & NE 47th ST
ROUTES 67 & 74

TRANSIT + ACCESS

11th Avenue NE + NE 52nd Street: Route 67

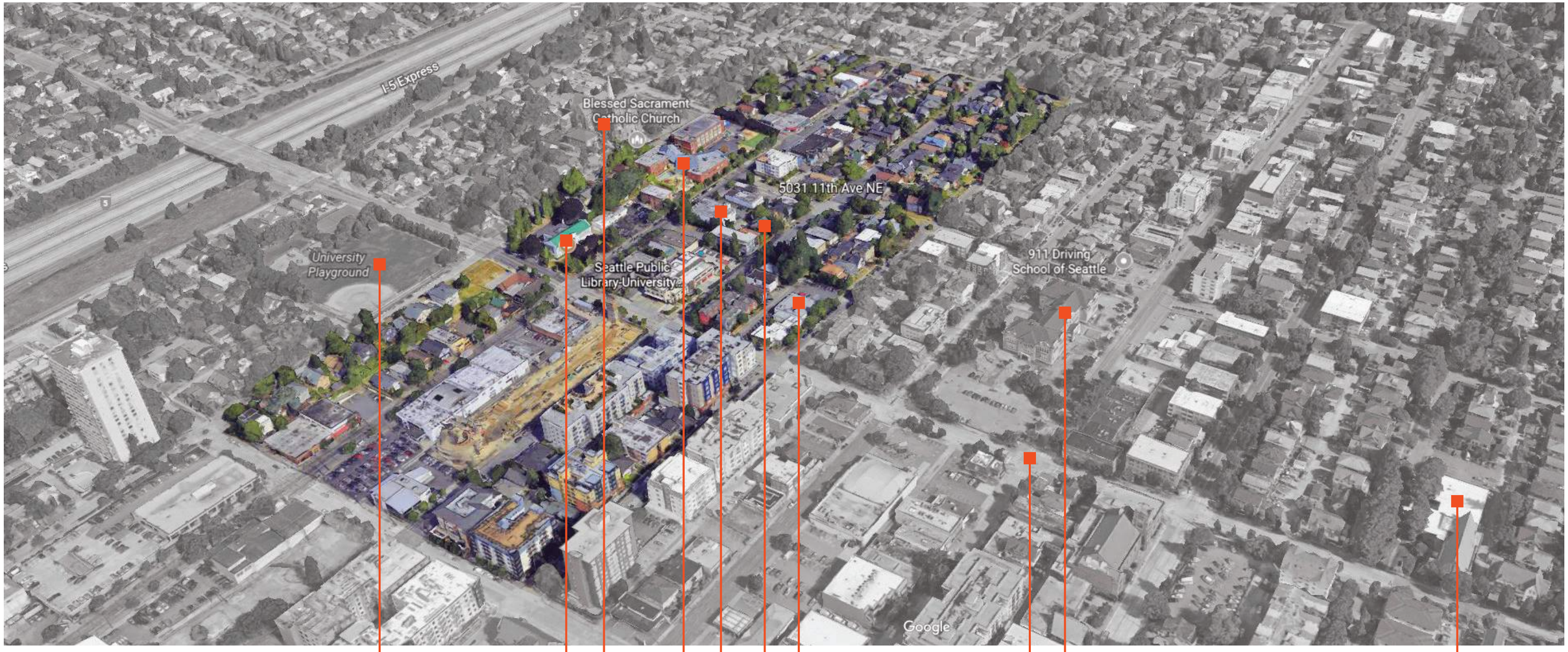
This stop is approximately 300 ft northeast of the subject parcel. Northbound service is provided to Roosevelt Way and Northgate. Southbound service is provided to UW Station and Children's Hospital.

ROOSEVELT WAY NE & NE 50TH ST: Route 67 & 74

This stop is approximately 750 ft southeast of the subject parcel. Northbound service is provided to Roosevelt Way and Northgate. Southbound service is provided to UW Station, Children's Hospital and Downtown Seattle. Eastbound service is provided to Sand Point.

Conclusion

Due to the Urban Center Overlay, the subject parcel does not require designated parking for multi-family residential dwellings. Therefore, frquent transit calculations are not required.



UNIVERSITY PLAYGROUND

UNIVERSITY LIBRARY

BLESSED SACRAMENT CATHOLIC CHURCH

UNIVERSITY CHILD DEVELOPMENT SCHOOL

SCARECROW VIDEO

FIRE STATION 17

PROJECT SITE
5031 11TH AVENUE NE

"THE AVE"

UNIVERSITY HEIGHTS CENTER

SANCTUARY ART CENTER

N

11TH AVE NE MONTAGE

KEY PLAN - TOP ROW

OBSERVED PATTERNS:

- Double or triple-story structures are common
- Existing development dates from early to mid 20th Century
- Predominantly traditional detached houses and low-rise apartment buildings, contradictory to new zoning designation
- Significant vegetation, including hedges and large trees, is present
- Varying colors and textures found on the block

OTHER OBSERVATIONS:

- Fire Station 17 is located at 11th Avenue NE and NE 50th Street
- No dominant architectural style or typical materials
- It is anticipated that the existing context will gradually be replaced in the near future, due to new zoning designation. New structures are likely to be significantly taller than the current context.

PROJECT SITE
5031 11TH AVENUE NE

NEIGHBORING BUILDING
UNDER CONSTRUCTION

SMALL-SCALE EXISTING
DEVELOPMENT

KEY PLAN - TOP ROW

TRADITIONAL HOUSING

CORNER WINDOWS
AND BALCONIES

LOW-RISE APARTMENT
HOUSING

The area is predominantly developed with single-family houses and multi-family low-rise buildings. While the houses often have detailed elevations including trim, eave returns and dormers, the apartment buildings typically have flat facades with minimal detailing. An exception to this is the use of balconies and over-framing seen along the east side of the street. In general, development is set back from the street. Most of the houses are provided with yards. Several of the apartment buildings are screened from the street by dense plantings and trees. Few buildings make any attempt to address the street beyond providing pedestrian and vehicular access, and many have constructed opaque fences at the property line. Existing development has reconciled the difference in elevation between the street and private property in several ways. Rockeries, retaining walls and sloped yards were all observed in the area. A variety of roof types, including flat, gable and mansard, are present in the existing development.

Fire Station 17 uses simple detailing and massing. The station's primary facade material is smooth and unadorned, and the building is generally rectilinear. Trim of a contrasting color is used to accentuate the shape of each mass and draw attention to the punched windows. The building also provides weather protection to the NE 50th Street sidewalk.

SITE PHOTOGRAPHS

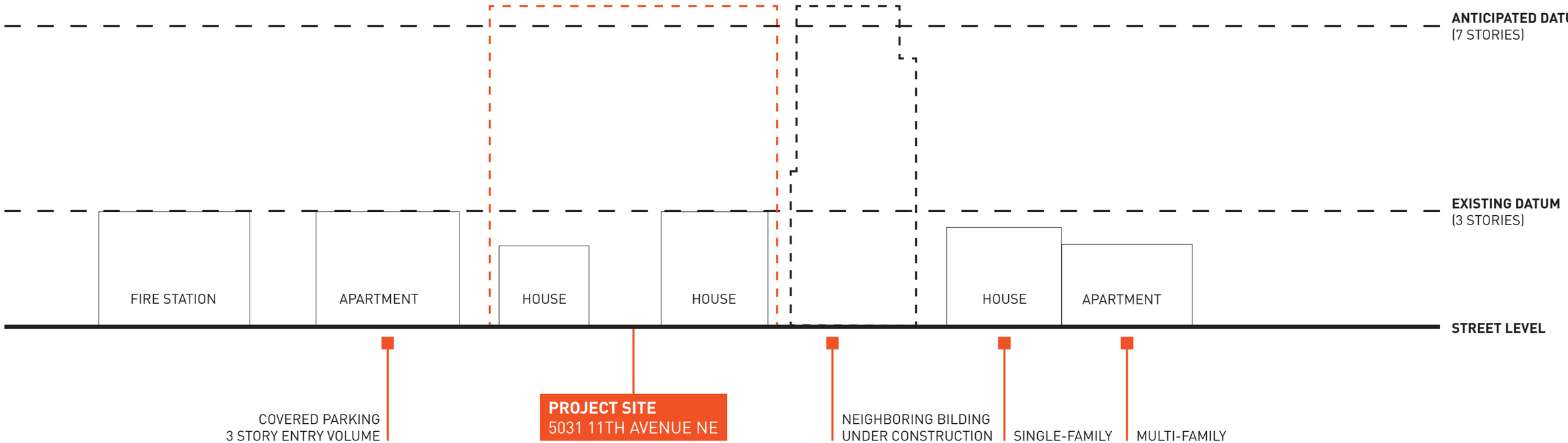
SITE FROM 11th AVENUE NE

ALLEY WEST OF SITE

The project site consists of two subject parcels. In total, they contain approximately 7500 sf land area. The southerly parcel is currently developed with a duplex originally constructed in 1920. The northerly parcel is currently developed with a triplex originally constructed in 1918. Both structures are to be demolished.

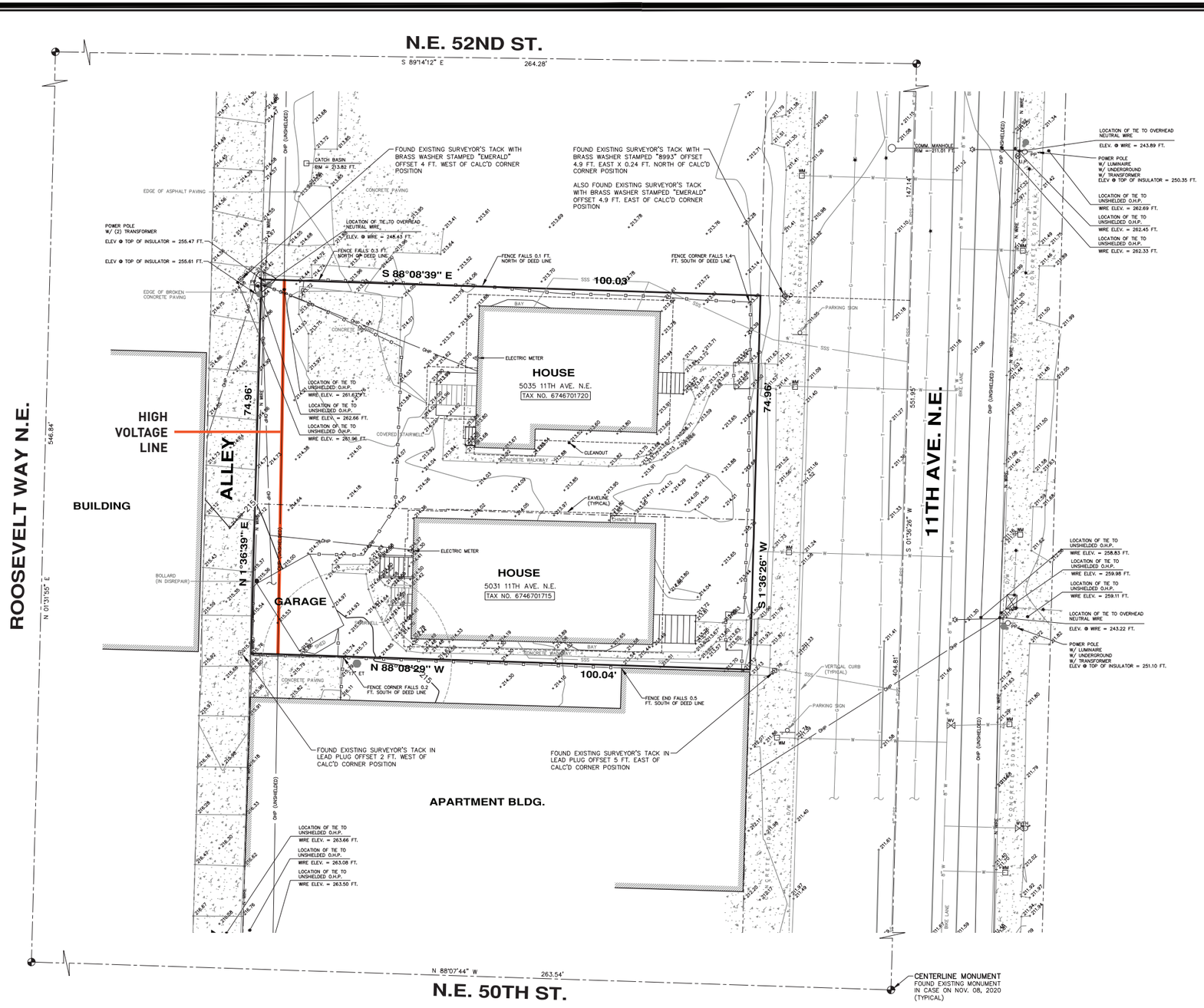
No evidence of environmentally critical areas (ECAs) has been found. The subject parcel does not contain any trees. At present, the subject parcels are bermed approximately two feet above the adjacent sidewalk.

High voltage overhead conductors are located in the alley behind the subject parcel. It has been determined, in coordination with Seattle City Light, that a 14-foot-wide setback radius from the conductors will be required. The conductors are visible in the above right image. Refer to the site survey for exact locations.



At present, the structures on the site's block frontage are either two or three stories tall, with the exception of the proposed neighboring building currently under construction. This results in a horizontal datum approximately 30 feet above the street elevation.

Per the SMC, the maximum height allowed in the MR (M1) zone is 80 feet. This can be increased by several bonuses. Conservatively, it is estimated that a new horizontal datum will exist 70 feet above the street elevation once the entire block has been redeveloped.



NOTES

1. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE USING A 10 SECOND "TOTAL STATION" THEODOLITE SUPPLEMENTED WITH A 100 FT. STEEL TAPE. THIS SURVEY MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC CHAPTER 332-130-090.
2. CONTOUR INTERVAL = 1 FT.
3. VERTICAL DATUM = NAVD'88, AS PER DIRECT OBSERVATIONS USING GPS EQUIPMENT ON NOV 08, 2020.
   HORIZONTAL DATUM = NAD 83/91
4. PARCEL AREA = 7,498 SQ. FT.
5. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT. THEREFORE EASEMENTS AFFECTING THE PROPERTY, IF ANY, ARE NOT SHOWN HEREON.
6. UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASED UPON CITY OF SEATTLE SEWER CARD NO. 6340 AND ALSO AS PER TIES TO ABOVE GROUND STRUCTURES.
7. TAX PARCEL NO. 6746701715
   6746701720
8. TREE DIAMETERS AND DRIPLINES DISPLAYED HEREON ARE APPROXIMATE. FOR SPECIFIC GENUS AND DIAMETER, TREES SHOULD BE EVALUATED BY A CERTIFIED ARBORIST.
9. WE HAVE DETERMINED TO THE BEST OF OUR ABILITY THE OVERHEAD HIGH VOLTAGE POWERLINE WHICH IS CLOSEST TO THE PROJECT SITE AND HAVE DISPLAYED ITS HORIZONTAL AND VERTICAL LOCATION HEREON. HOWEVER, ADDITIONAL OVERHEAD SERVICE LINES MAY EXIST WHICH ARE NOT OBVIOUS TO US BY FIELD OBSERVATION AND POTENTIALLY IMPACT PROJECT DESIGN. THEREFORE, PRIOR TO DESIGN AND CONSTRUCTION WE RECOMMEND THAT SEATTLE CITY LIGHT BE CONSULTED REGARDING THE POSSIBLE EXISTANCE OF ADDITIONAL SERVICE LINES NOT DISPLAYED HEREON WHICH SHOULD BE CONSIDERED FOR PROJECT DESIGN.

PROPERTY DESCRIPTION

6746701715

LOT 11 IN BLOCK 11 OF PETTIT'S UNIVERSITY ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 10 OF PLATS, PAGE 73, RECORDS OF KING COUNTY AUDITOR.

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON

6746701720

LOT 12 AND THE SOUTH HALF OF LOT 13, BLOCK 11 OF PETTIT'S UNIVERSITY ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 10 OF PLATS, PAGE 73, RECORDS OF KING COUNTY AUDITOR.

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON

BRANDON E. WINTERS STATE OF WASHINGTON 45803 REGISTERED PROFESSIONAL LAND SURVEYOR
DATE: 12/09/2020

TOPOGRAPHIC SURVEY
5031 / 5035 11TH AVE N.E.
SEATTLE, WASHINGTON

CHADWICK WINTERS
LAND SURVEYING AND MAPPING
1422 N.W. 85TH ST., SEATTLE, WA 98117
PHONE: 206.297.0996
FAX: 206.297.0997
WEB: WWW.CHADWICKWINTERS.COM

PROJECT #:	20-6921
DRAWING:	20-6921 TOPO.DWG
CLIENT:	WEBER
DATE:	12/08/2020
DRAWN BY:	RCS

STANDARD	OPTION A	OPTION B (FULLY COMPLIANT)	OPTION C (PREFERRED)
FLOOR AREA RATIO *(SMC 23.45.509 & 517)* FAR Multiplier = 4.5 FAR Limit = 33,075 sf	30,379± sf Gross Floor Area (GFA) proposed	29,903± sf Gross Floor Area (GFA) proposed	29,082± sf Gross Floor Area (GFA) proposed
STRUCTURE HEIGHT *(SMC 23.45.514)* Avg. Existing Grade = 215.10' 80 ft Height Limit = 295.00'	Proposed Top of Wall El. = 286.0' Stair Penthouse El. = 295.0' Elevator Penthouse El.= 299.0' (4 ft above limit) Rooftop Coverage = 7.3% (Stair+ Elevator)	See Option A.	See Option A.
MANDATORY AFFORDABLE HOUSING *(SMC 23.45.517)*	Pursuant to SMC 23.58C.040, the payment option is proposed.	See Option A.	See Option A.
SETBACKS & SEPARATIONS *(SMC 23.45.518)* Front: 7 ft Avg, 5 ft Min. Rear: 10 ft (with Alley) <u>Sides:</u> Below 42 ft: 7 ft Avg, 5 ft Min. Above 42 ft: 10 ft Avg, 7 ft Min.	Front: 10.25 ft average (7'-8" min) provided Rear: 10 ft provided <u>Sides</u> Below 42 ft: At least 7 ft average (5'-6" min) provided on both north and south sides Above 42 ft: 10.19 ft average (9'-2" min) provided on north site. 7.76 ft average (5'-6" min) provided on south side. See departure request, Sheet 13.	Front: 8.55 ft average (5'-0" min) provided Rear: 10 ft provided <u>Sides</u> Below 42 ft: At least 8.19 ft average (7'-3" min) provided on both north and south sides Above 42 ft: At least 10.12 ft average (7'-4" min) provided on both north and south sides	Front: 5'-9" provided. See departure request, Sheet 13. Rear: 10 ft provided <u>Sides</u> Below 42 ft: At least 7.65 ft average (7'-5" min) provided on both north and south sides Above 42 ft: 10 ft average (8'-8" min) provided on north site. 7.65 ft average (7'-8" min) provided on south side. See departure request, Sheet 13.
AMENITY AREA *(SMC 23.45.522)* 5% Of Residential GFA	5% of 30,379 = 1519 sf required 2958± sf common and private amenity provided	5% of 29,903 = 1495 sf required 3225± sf common and private amenity provided	5% of 29,082 = 1454 sf required 2761± sf common and private amenity provided
LANDSCAPING STANDARDS *(SMC 23.45.524)* 0.5 GreenFactor Required Street Trees Required	Landscaping to meet requirements of GreenFactor 0.5. Green roof proposed as part of GreenFactor compliance. Street trees to be provided per SDOT.	See Option A.	See Option A.
GREEN BUILDING STANDARD *(SMC 23.45.530)* FAR Threshold = 3.45 GFA Threshold = 25,358 sf	30,379± sf GFA proposed. Green Building Standard applies.	29,903± sf GFA proposed. Green Building Standard applies.	29,082± sf GFA proposed. Green Building Standard applies.
OFF-STREET PARKING AND SOLID WASTE STORAGE *(SMC 23.54.015)*	No auto parking required, 18 parking spots provided. 30 long-term bicycle parking spaces req'd and prov'd. 2 short-term bicycle parking spaces req'd and prov'd. 375 sf solid waste storage required (30 dwellings).	See Option A.	See Option A.

DESIGN GUIDELINES RESPONSE

CS1: NATURAL SYSTEMS AND SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

A roof deck is provided and stepped back from the street allowing solar access to the street below. Pedestrian and bicyclist access are the primary functions at the street facade. As the southerly neighboring building is already lowrise multifamily, it is anticipated to remain in place for the foreseeable future. This allows upper levels of this project to take advantage of southerly light and views. (CS1.B.1) In response to this condition, the requested setback departures are primarily on the south side of the building. This has the added impact of allowing the project to provide wider north setbacks, helping preserve the solar access of the northerly neighboring building. (CS2.D.5)

CS2: URBAN PATTERNS AND FORM

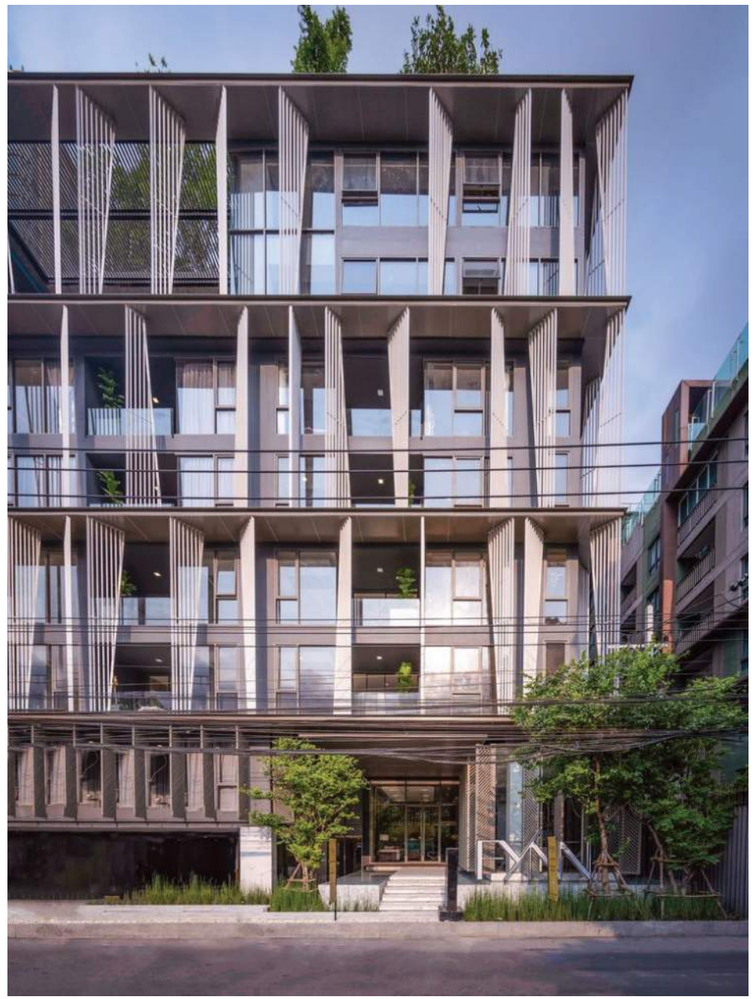
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

The residential mid-rise tower is connected to the street by a wide walkway set amid plantings. These plantings also parallel the public sidewalk, softening the transition from the sidewalk to the building facade. (CS2.B.2) Future development will add density and intensity beyond the current development pattern and this project responds to that anticipated scale while introducing elements and datums that relate to adjacent structures. (CS2.B.2, CS2.D.1) A variety of options are proposed to reduce the impact of building height and bulk in a transitional area, such as vertical and horizontal rhythm, recessed portions of the facade and balconies. This provides variety to the upper level massing while maintaining residential scale elements. Other site constraints step the upper floors back from the alley yielding a substantially reduced floor plate from the fifth level up. (CS2.IV)

CS3: ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

The existing architectural context is reinterpreted and employed in this mid-rise tower project, part of a block likely to mature and grow through redevelopment. Human scale is maintained by balconies and recessed entries. Future developing of the project will consider additional strategies such as varied materials and well-proportioned windows. The site's context provides several building types and styles whose elements may contribute to the final design. Rectangular massing is referenced from the larger of the existing structures on 11th Avenue NE. We see this as a precedent for bringing higher density residential uses into a zone with latent redevelopment potential. (CS3.A.1, CS3.I.i)



PL1: OPEN SPACE CONNECTIVITY
Compliment and contribute to the network of open spaces around the site and the connections among them.

The project proposes several different open spaces serving a variety of functions. Relatively little at-grade pavement is proposed, allowing for a large amount of planting to serve as a pedestrian amenity. (PL1.A.2) Each option highlights the building's main entry in a variety of ways, and street-facing balconies provide additional open spaces visually connected to the street below. (PL1.B.3) A roof deck is also provided, allowing this amenity to take advantage of both solar access and southerly views. (PL1.C.1)

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

The project provides an attractive and protected pedestrian entry. This is located at the sidewalk grade, allowing persons of all abilities to utilize the same access point. (PL2.A.1) Balconies on the street-facing facade contribute to the neighborhood's eyes on the street. (PL2.B.1)

PL3: STREET-LEVEL INTERACTION
Complement and contribute to the network of open spaces around the site and the connections among them. Encourage human activity and interaction at street level.

The main entrance to the building is an exaggerated multi-story volume and directly visible from the street, buffered by plantings. (PL1.I.i) This affords defensible space for visibility and security paired with an at-grade pedestrian experience transitioning from public to private space and use. (PL3.I)

PL4: ACTIVE TRANSPORTATION
Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

Per SDOT, plans are in place to extend RapidRide transit to 11th Avenue NE. Significant quantities of private bicycle storage are provided with direct access to the main entrance, allowing a path of travel that avoids stepped transitions out to the right-of-way. (PL4.B.2)

DESIGN GUIDELINES RESPONSE

DC1: PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

Although not required, automobile parking is proposed at the rear of the site and in the basement. (DC1.C.1) The above-grade portion of the parking is separated from the street by the building's lobby and bicycle storage area, minimizing its impact on the pedestrian realm. (DC1.B.1) Service uses such as trash storage are also located at the rear of the building for similar reasons. (DC1.C.4) Circulation is located away from the south side of the project to maximize the potential of views toward downtown Seattle. (DC1.A.4)

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.

For taller buildings, an articulated facade is a key strategy for breaking up the visual mass. (DC2.1.b) All three options propose a form of articulation. This includes horizontal banding (Option C), large carveouts (Option A) and varied front setbacks (Option B). The main entry location is also highlighted in each option through the use of recesses, helping visitors locate it. (DC2.E.1) Option C locates the entry near the building's northeast corner, reflecting the southwest entry location of the northerly neighboring building. Option A instead places it on the southeast corner, echoing the deep recess on the southerly neighboring building. (DC2.C.3) Balconies are provided both to add texture to the facade and to provide additional space for residents' use. (DC2.C) Option B instead proposes a centered entry. Vertical circulation in all options is located away from the street-facing facade, reducing its impact on the building's perceived height. (DC2.1.f)

DC3: OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

The project provides a variety of outdoor spaces including balconies of various sizes, extensive at-grade plantings and a roof deck. It also provides a green roof. (DC3.C.2)

DC4: EXTERIOR ELEMENTS AND FINISHES

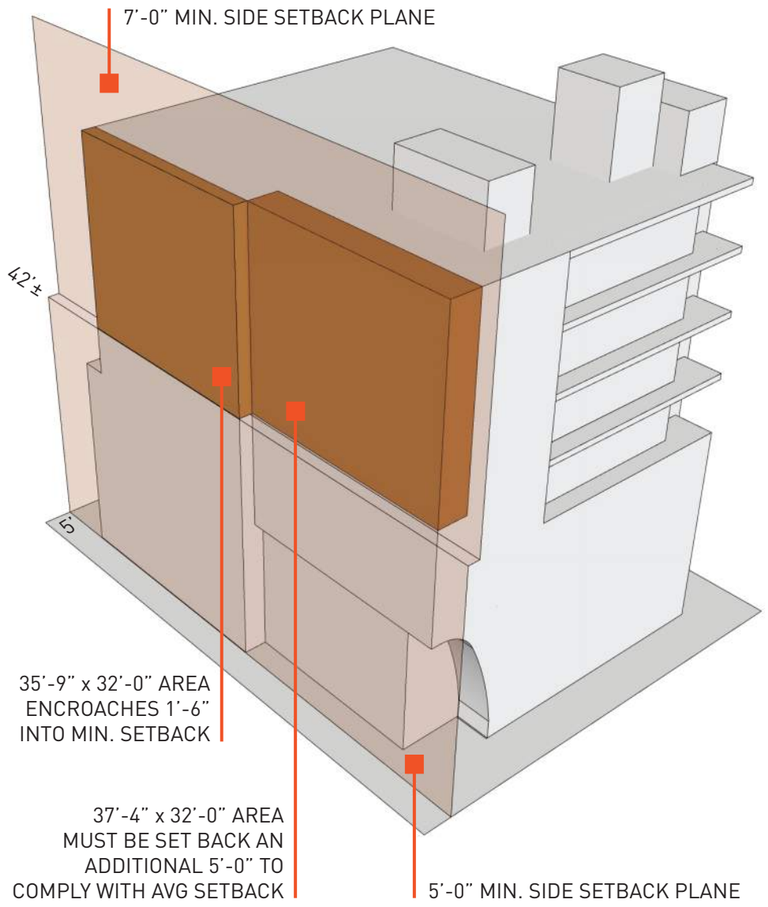
Use appropriate and high quality elements and finishes for the building and its open spaces.

Exterior elements and finishes have not yet been selected at this early stage of development. They will be discussed at length once the project reaches the Design Recommendation stage.

STANDARD	OPTION A DEPARTURE	OPTION C (PREFERRED) DEPARTURE	JUSTIFICATION
FRONT SETBACK *(SMC 23.45.518* Front: 7 ft Avg, 5 ft Min.	No departure requested.	Reduce the average setback requirement from 7 ft to 5.8 ft (17.1%). Minimum setback requirement of 5 ft to remain unchanged.	Granting this departure enables the provision of the long, horizontal bands on the front (east) facade of this option. These bands serve several functions. First, they visually divide the facade into a stack of horizontal elements rather than a monolithic, vertical element (DC2-A-2). They also add depth and interest to the facade as suggested by DC2-C-1 and DC2-2-i. Finally, the bands serve as balconies in some locations, adding a human presence to the facade and helping connect it to the street (CS2-B-2). Note that the setback is required only because of the voluntary dedication of property to the 11th Avenue NE right-of-way. The building's location would be permitted without a front setback departure if this dedication were not made.
SOUTH SIDE SETBACK *(SMC 23.45.518)* Below 42 ft: 7 ft Avg, 5 ft Min. Above 42 ft: 10 ft Avg, 7 ft Min.	For portions of the building above 42 ft, reduce the average setback requirement from 10 ft to 7.75 ft (22.5%) and the minimum setback requirement from 7 ft to 5.5 ft (21.4%). Portions below 42 ft to comply with standard setbacks.	For portions of the building above 42 ft, reduce the average setback requirement from 10 ft to 7.65 ft (23.5%). Minimum setback requirement of 7 ft to remain unchanged. Portions below 42 ft to comply with standard setbacks.	<u>Option A</u> This option proposes a swooping carveout at the main entry, and this form is more elegant when wrapped around the southeast corner of the building and extended up to the roof (DC2-2-a). Maintaining these continuous lines helps the front and side facades read as a coherent whole rather than an unrelated set of elements (discouraged by DC2-B-1). <u>Option C</u> For this option, the primary effect of granting the departure is to permit the horizontal bands to wrap the southeast corner of the building and extend along the south side facade. This helps tie the front and side facades together and contributes to the quality of the side facade (DC2-B-1). Wrapping the bands around the corner also allows them to be viewed from multiple angles, creating a dynamic interplay for passersby (DC2-C-1).

DEPARTURE DIAGRAMS

OPTION A

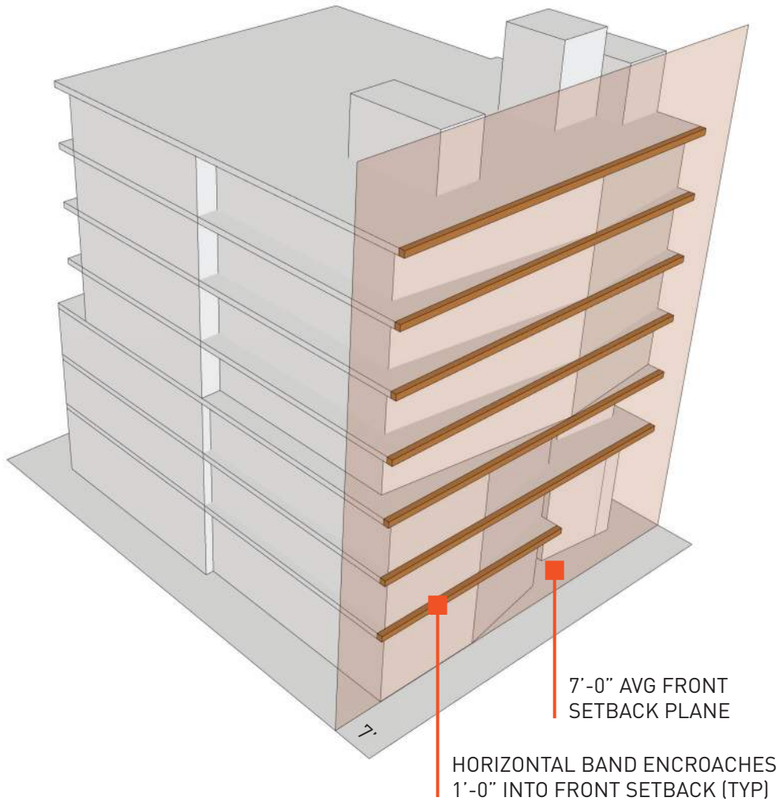


REQUESTED DEPARTURES
Reduce south average upper side setback from 10 ft to 7.5 ft avg (22.5%)
Reduce south minimum upper side setback from 7 ft to 5.5 ft (21.4%)

By departing from the south average upper side setback, this option provides a continuous line extending from the swooping entry to the roof. This is a much simpler form than would be possible under strict compliance, as the south facade would need to set back 5 ft further than currently proposed. The simpler form is more elegant and forms a better base for the subtractive design approach used in this option. Similarly, departing from the south minimum upper side setback simplifies the massing and allows the vertical lines to extend from base to top. This is a more elegant solution than the standard step-back 42 ft above grade.

As discussed on Page 15, both departures are supported by design guideline DC2.

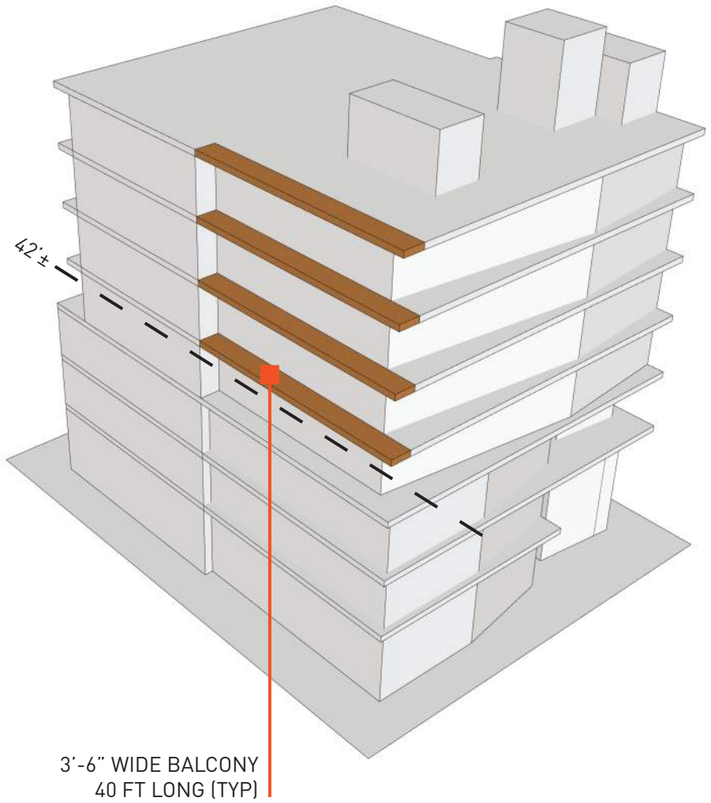
OPTION C (PREFERRED)



REQUESTED DEPARTURE
Reduce average front setback from 7 ft to 5.8 ft average (17.1%)

As can be seen in the above diagram, this departure is associated with the horizontal bands of Option C. These bands encroach approximately one foot into the required average front setback (7'-0"). Granting the depature will allow the bands to project forward from the overall mass of the building, contributing to the dynamic play of light and shadow in this option. This interplay can be seen on Page 18. Allowing the bands to project forward also helps them read as separate entities from the overall massing, giving additional texture to the street-facing facade. As discussed on Page 15, this departure request is supported by design guidelines DC2 and CS2.

The proposed structure itself complies with the setback requirement. Only the horizontal banding is affected by this departure request.



REQUESTED DEPARTURE
Reduce south average upper side setback from 10 ft to 7.65 ft avg (23.5%)

Granting this departure request allows the horizontal bands on the front of the structure to wrap around the south side. Without the departure, the shaded areas in the above diagram would need to be removed from the design. This would result in the east-facing bands terminating at the exterior wall of the structure rather than following the line of the floor below. This will look incomplete. It will also result in a loss of texture and detail at that corner of the building, an inferior solution to the current proposal. As discussed on Page 15, this departure is supported by design guideline DC2.

As with the front setback departure request, the proposed structure complies with the standard setback requirement. Only the banding is affected by this departure request.

During our community outreach, two people and one organizationfrom the community submitted responses to our online survey. On the welcome page we provided information about the project, including scope of work, building size, unit count and parking arrangement.

The questions included in the survey were:
1. What is your connection to the project site?
2. What is most important to you about a new building on this property?
3. We will be improving the sidewalks and landscaping at the street level. Which characteristics are the most important for designing the public areas?
4. What concerns do you have about the project?
5. Is there anything specific about this property or neighborhood that would be important for us to know?
6. What else would help make this building successful for years to come?

COMMUNITY RESPONSE 1

The community member that completed the survey visits the area often for work or leisure. The most important thing to the community member is that the project is affordable for residents and/or businesses and that it is designed with environmental sustainability in mind. The most important aspects of the public areas are that it is good for pedestrians and has lots of plants/greenery. The biggest concern the community member has about the project is that it will not be affordable. They did not have any specific knowledge about the area to share with us. The community member believed that, "A timeless design, good quality materials that will be durable, and a strong use of sustainable practices" will allow the project to be successful for years to come.

COMMUNITY RESPONSE 2

The second community member that completed the survey lives in the general area. The most important thing to the community member is that the project is affordable for residents and/or businesses. The most important aspects of the public areas are that it has attractive building materials at the street-level (siding, windows, doors, signs, etc.) and has lots of plants/greenery. The biggest concern the community member has about the project is that they will not like the way it look, that it may feel out of scale with the nearby buildings, and that it will not be affordable.

About the community the responder wrote, "A city block in transition provides the developers with a golden opportunity to set out a new trajectory, but not to mirror the adjacent project at 5039 11th Ave NE, which, if duplicated, would create a massive tract housing with no sense of community. By interweaving a variety of architectural details, you can show respect to the district's rich history." The community member believed that, "Use of setbacks to provide ground floor landscaping; use of balconies, windows, upper floor setbacks to minimize the impact of the increased height and bulk, while still providing increased density; an inviting entrance to the street-scape; varied use of balconies, roof designs, etc. Other colors besides the many shades of slate gray/black." will allow the project to be successful for years to come.

COMMUNITY RESPONSE 3

The University Park Community Club provided us with their reflections and feedback for the potential of this future project. Their reflections included comments about reducing size and bulk on the site; providing accessible and secure bicycle storage; situating the car garage entrance on the alley; prioritizing streetscape, entrance and lobby; addressing the "new normal" activities of daily life; thinking outside of the box.

CONCLUSION

We have greatly considered and reflected upon each of the community member's ideas and concerns and have incorperated many aspects of the feedback into one or multiple of the following design options. Some of the ideas and concerns are related to materials, fenestration and plant selections. While it is premature to respond to such comments at this early stage of review, we will take these comments into consideration when the projeect reaches an appropriate level of development.

Several concerns regarding unit affordability were raised by the community. While such considerations are outside the scope of design review, the project is subject to Seattle's Mandatory Housing Affordability (MHA) program. MHA compliance will help contribute to affordable housing within the University District and Seattle more broadly.

DESIGN OPTIONS COMPARISON

OPTION A

30 dwelling units
7 floors + basement
18 car parking spaces

REQUESTED DEPARTURE
Reduce south upper side setback to 7.75 ft average, 5.5 ft minimum

Option A takes a subtractive design approach. Beginning with a solid mass defined by the site's zoning envelope, selective erosion is used to mitigate the perceived mass of the building, create visual interest, echo existing datums and provide for street-facing balconies.

Vertical circulation is separated from the street-facing facade to allow for fenestration and mitigate tower elements at the street. It is also located near the main entry for residents' convenience.

OPTION B (FULLY COMPLIANT)

30 dwelling units
7 floors + basement
18 car parking spaces

REQUESTED DEPARTURE
No departures requested

Option B celebrates verticality. By dividing the street-facing facade into a series of vertical strips, it also mitigates its perceived mass and establishes a 2:1:2:1 rhythm along 11th Avenue NE. The southerly vertical elements end two stories above grade, allowing a gracious entry.

Vertical circulation is placed along the north facade in coordination with the northerly neighboring building.

OPTION C (PREFERRED)

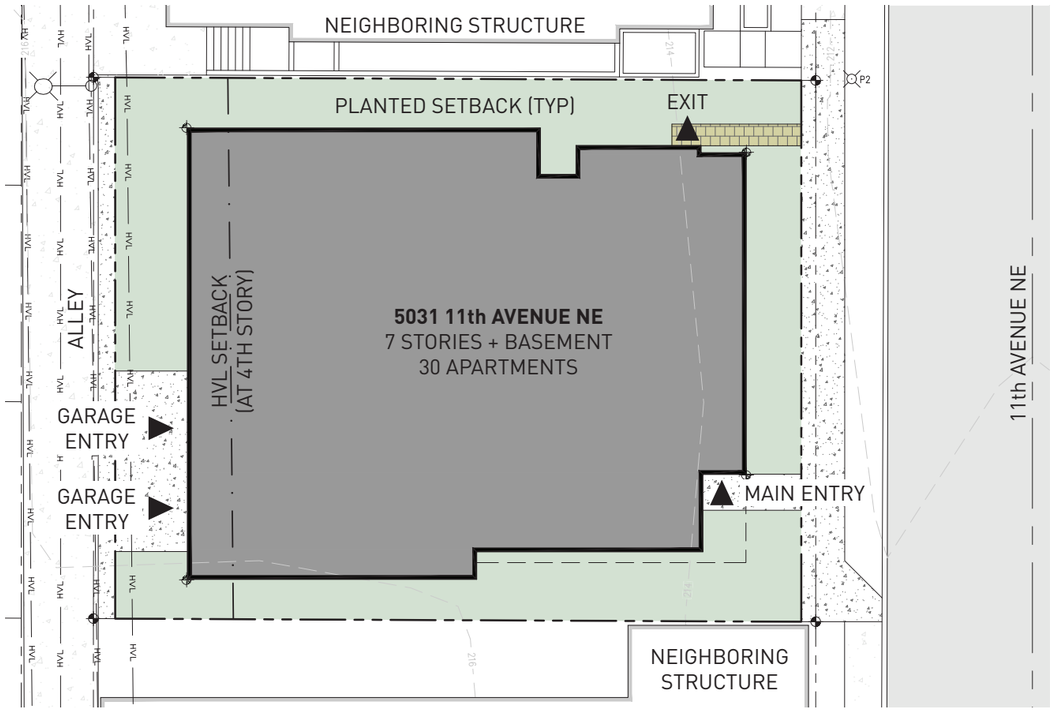
30 dwelling units
7 floors + basement
18 car parking spaces

REQUESTED DEPARTURES
Reduce front setback to 5.8 ft average, 5 ft minimum
Reduce south upper side setback to 7.65 ft average, 7 ft minimum

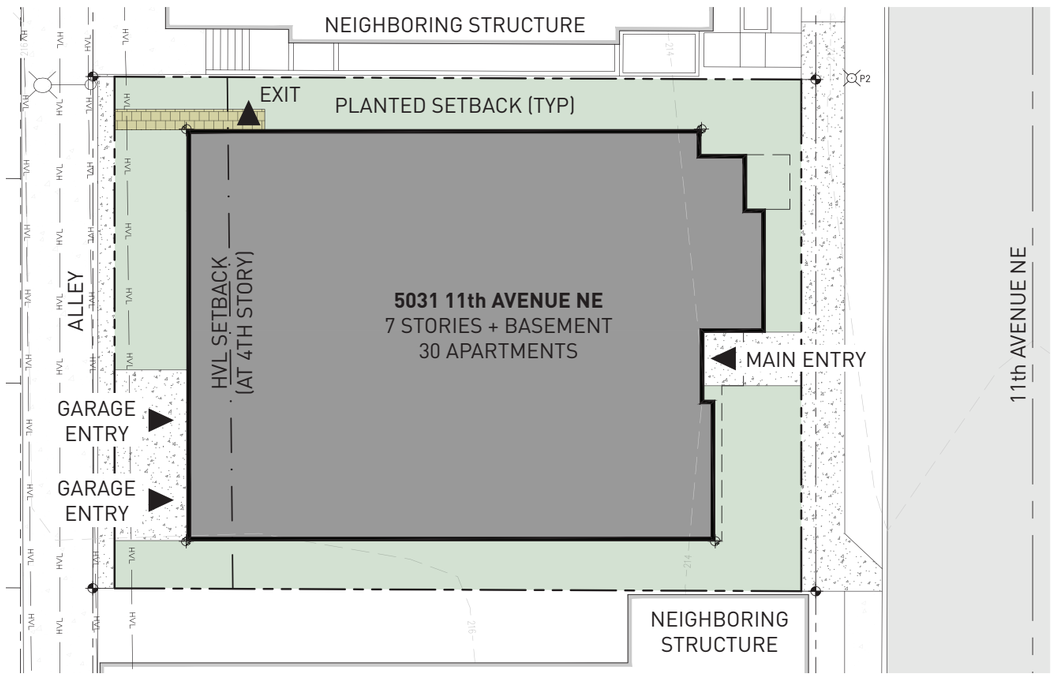
Option C utilizes horizontal banding and angled walls to create a lively composition. The bands establish a vertical rhythm and are occupied as balconies in some areas. Wrapping them around the corners of the building helps tie the front and side facades together. In addition to the visual interest they provide, the angled walls help mitigate the perceived mass of the building.

Vertical circulation for this option is similar to Option A.

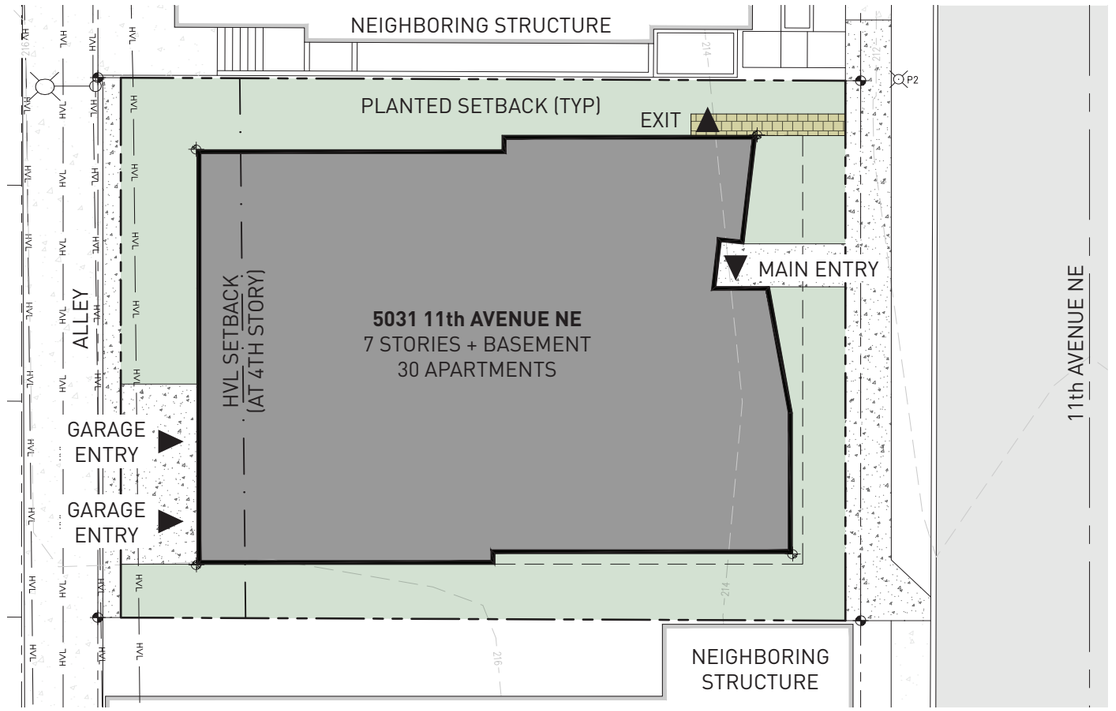
OPTION A



OPTION B (FULLY COMPLIANT)



OPTION C (PREFERRED)



Three main goals are taken into consideration by the site plans. First, vehicular access is separated from pedestrian and bicycle access by placing these access points on opposite sides of the building. Since parking is accessed from the alley, it is possible to provide a gracious pedestrian/cyclist entrance on the street-facing side. This opportunity will be explored in greater depth as the project develops.

Second, the site plan seeks to minimize hardscape. Substantial planting areas are provided in all three options, and plantings are always provided between the building and sidewalk. This helps provide a soft separation between public and private.

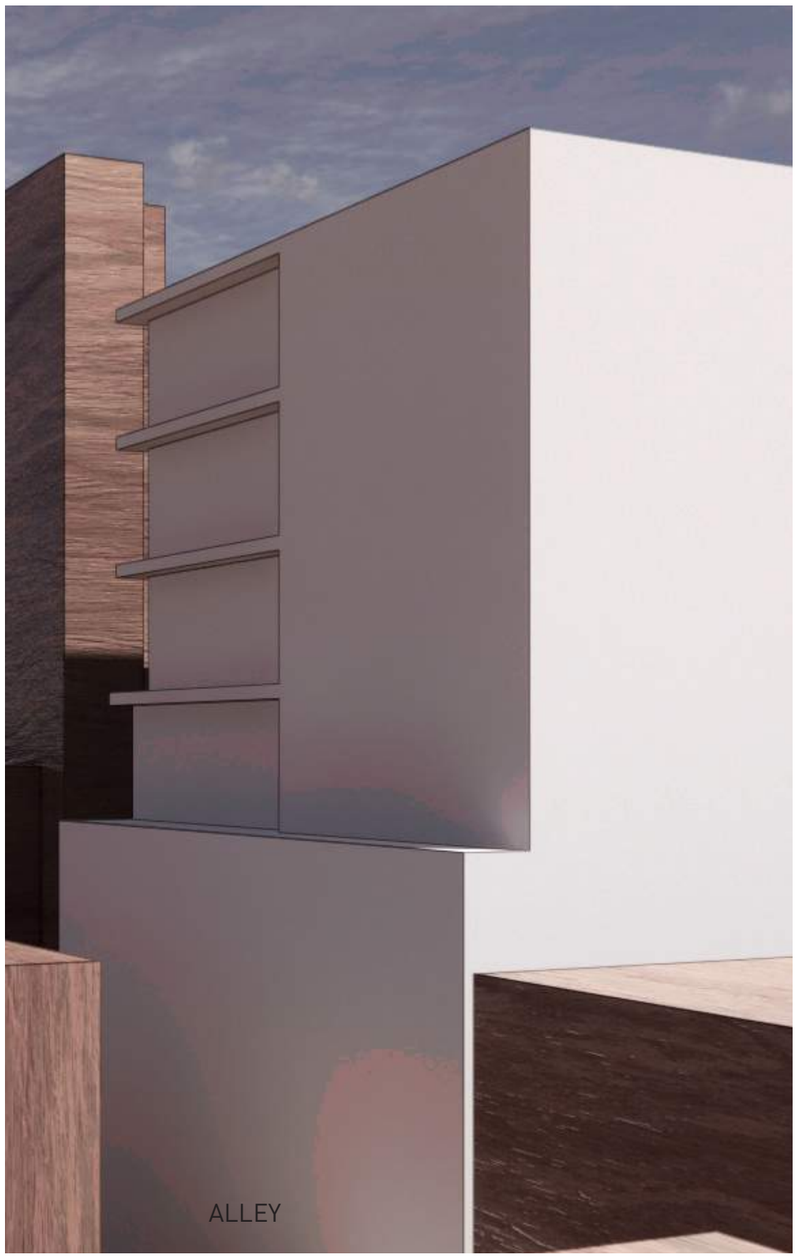
Finally, the site plan seeks to provide a clear, logical path from the sidewalk to the entrance. Various entry points are proposed, and all are architecturally distinguished in unique ways.

STREET LEVEL VIEW FROM SOUTHEAST

This option takes a subtractive approach to the building's overall massing. Beginning with a solid defined by the site's zoning envelope, this option selectively erodes the upper right and lower left corners. This reduces the perceived mass of the building. The upper right erosion provides space for large balconies, allowing residents to occupy the street-facing facade. Its location also reflects the datum of the southerly neighboring building. The lower left erosion takes the form of a swooping curve, creating a unique form and focusing pedestrian attention on the building entry.

Vertical circulation is set back from the street-facing facade, helping avoid the necessity of vertical towers facing the street.

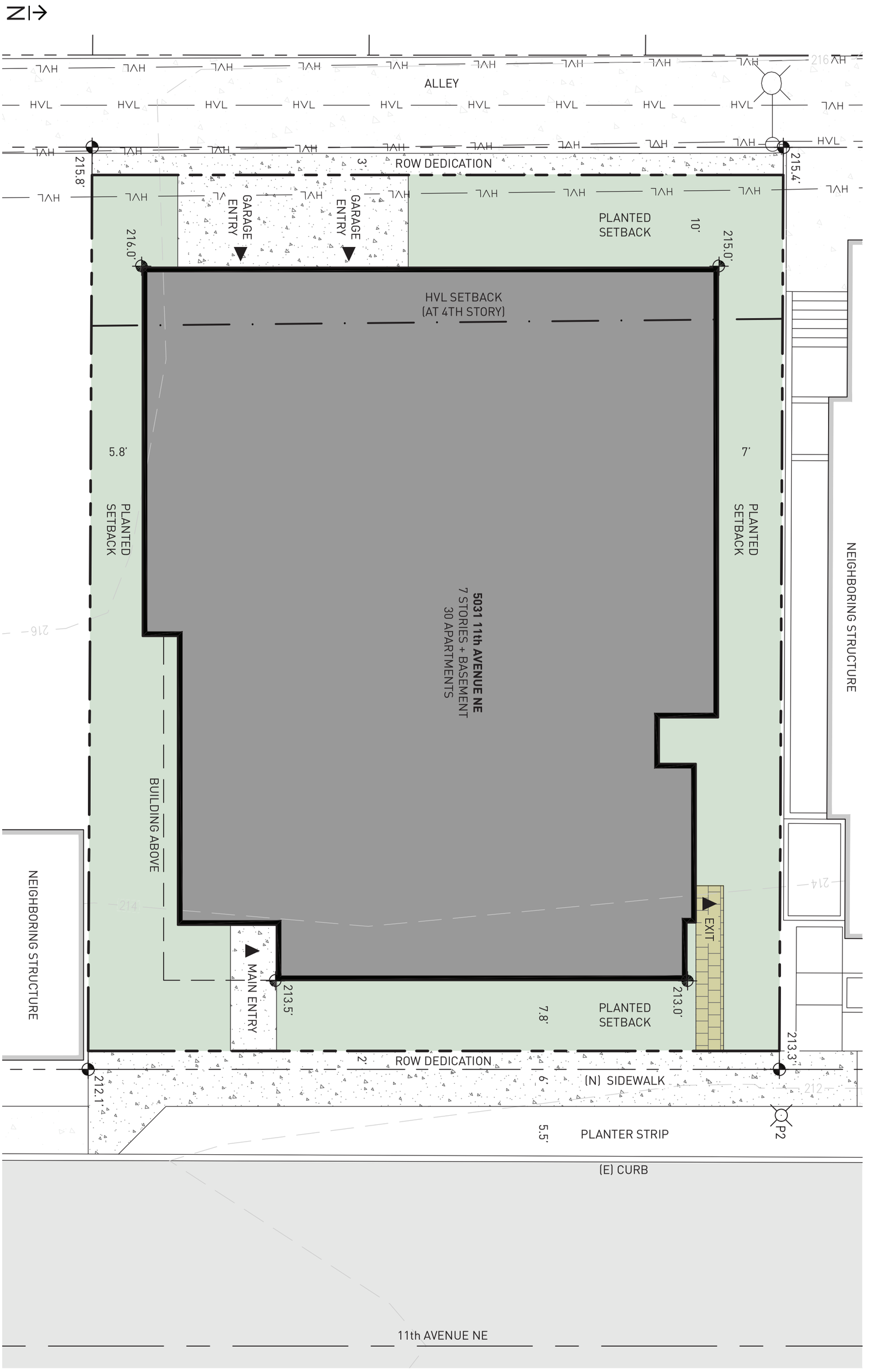
NORTHEAST (11TH AVENUE NE) AXONOMETRIC

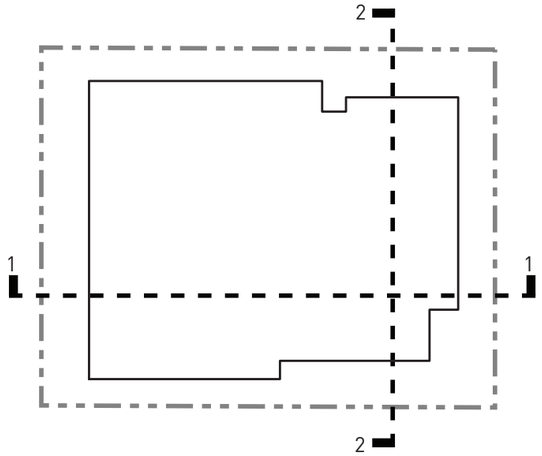


SOUTHWEST (ALLEY) VIEW

STREET LEVEL VIEW FROM EAST

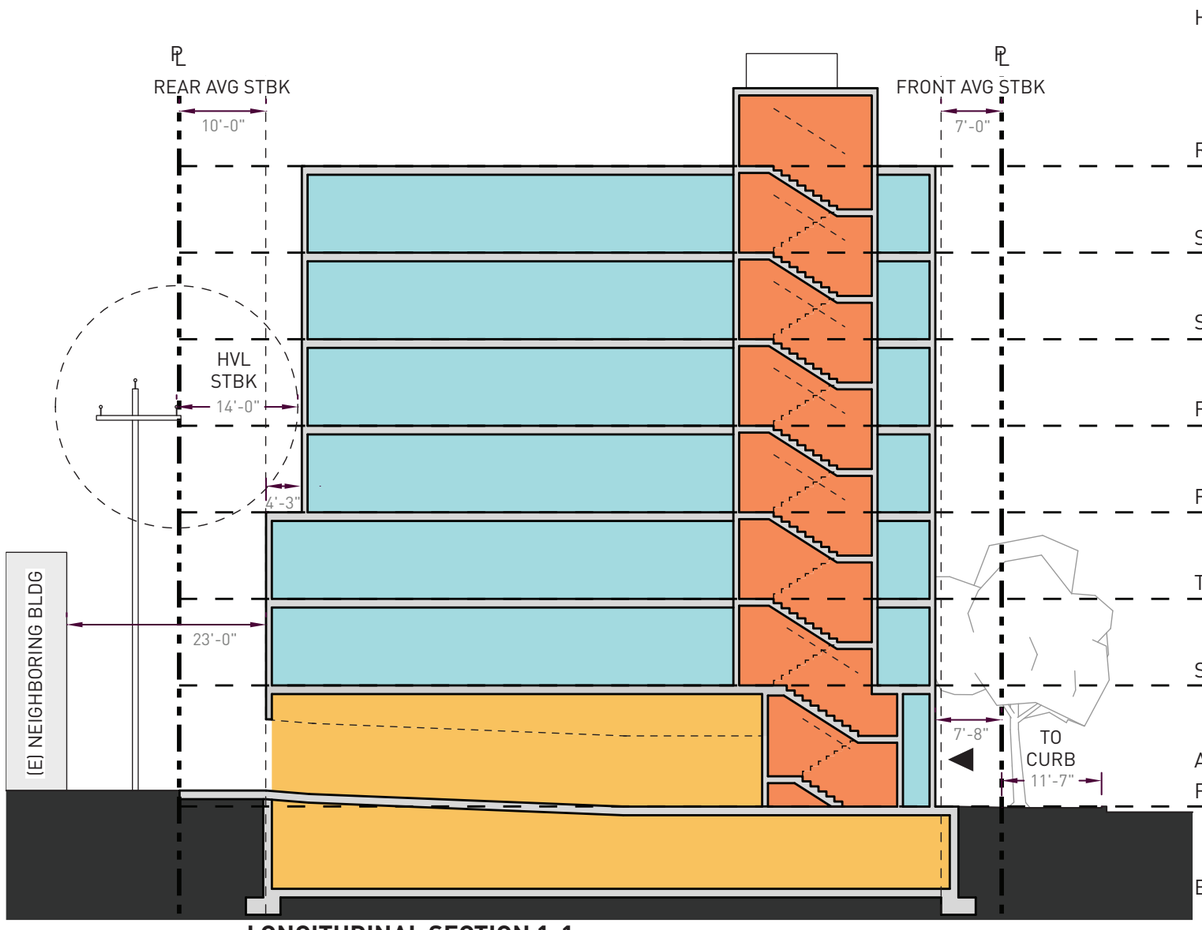
OPTION A SITE PLAN



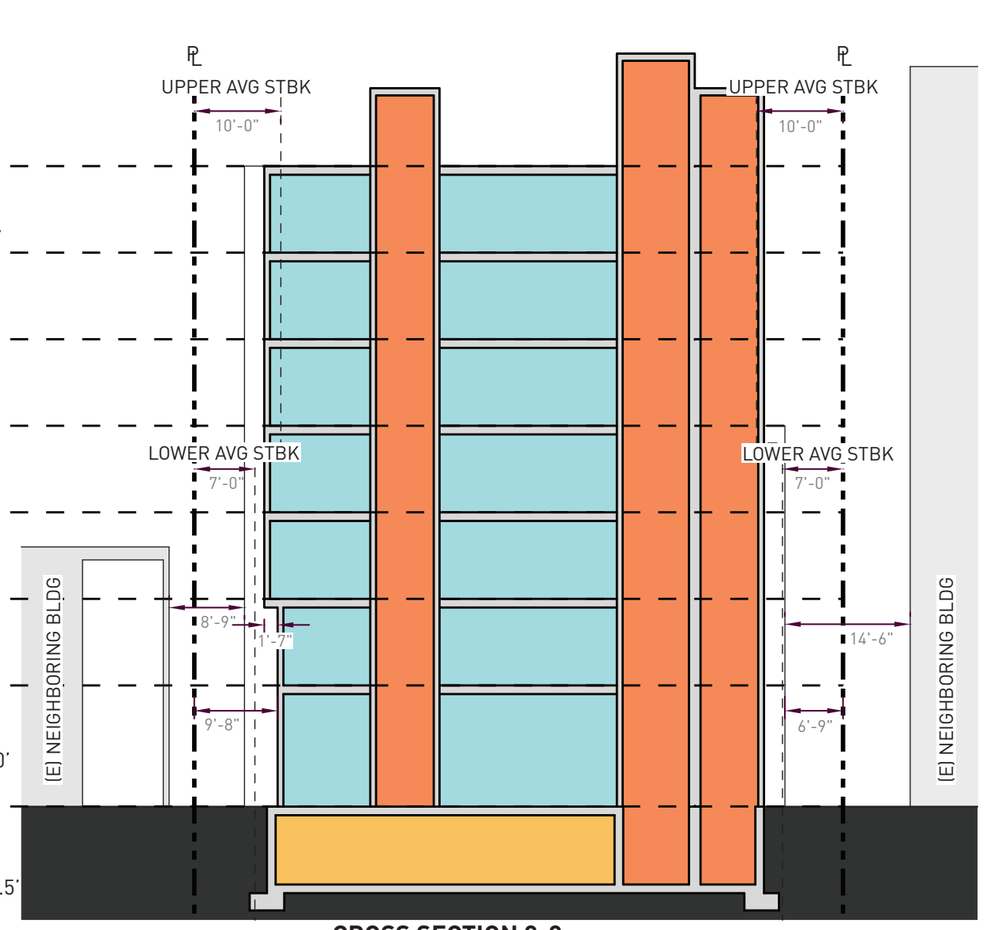


KEY

- RESIDENTIAL
- CIRCULATION & STORAGE
- PARKING
- DECKS/PAVERS
- LANDSCAPING
- ENTRY
- PROPERTY LINE

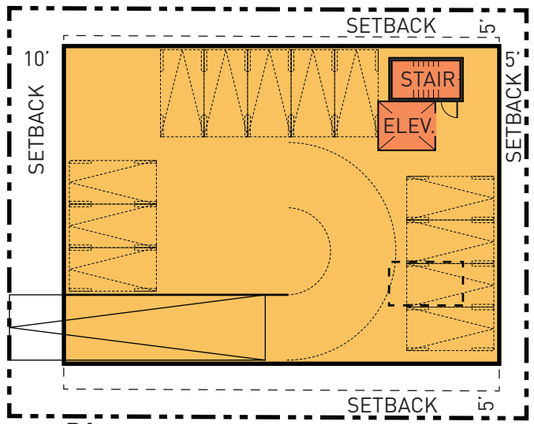


LONGITUDINAL SECTION 1-1



CROSS SECTION 2-2

OPTION A FLOOR PLANS



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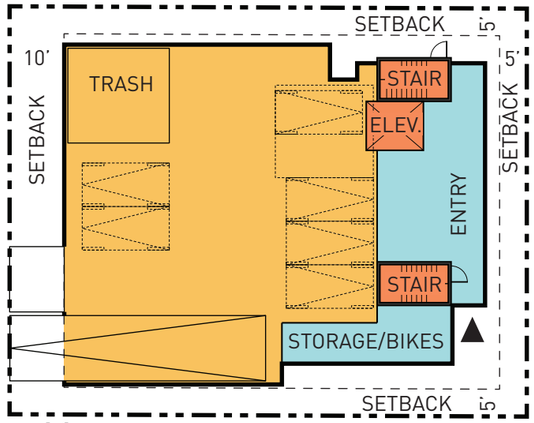

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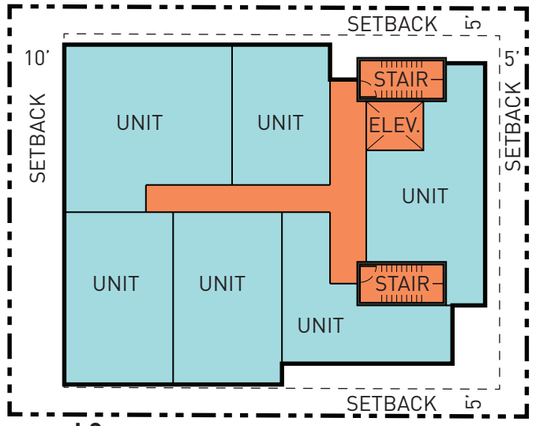

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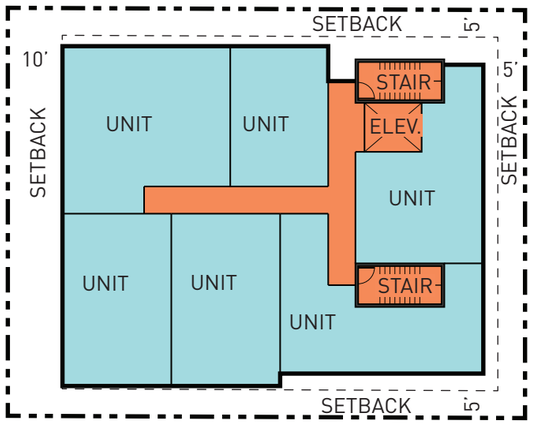

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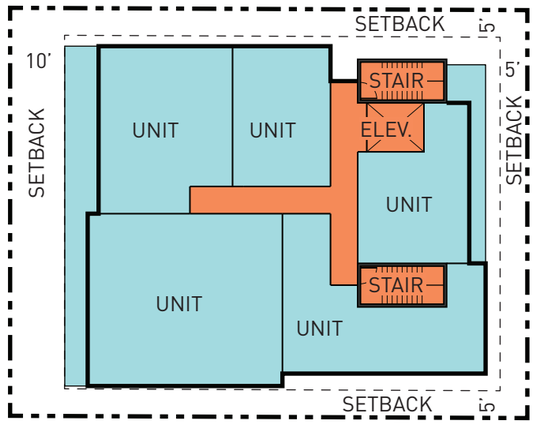

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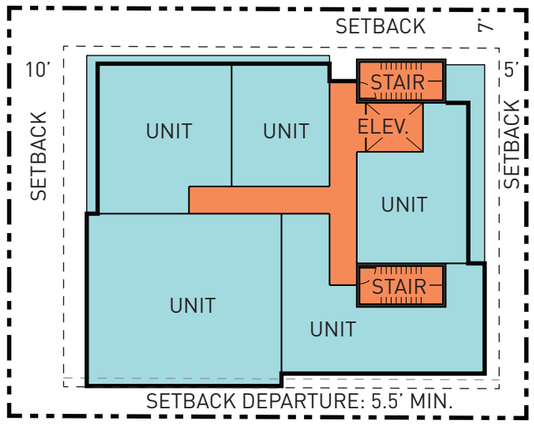

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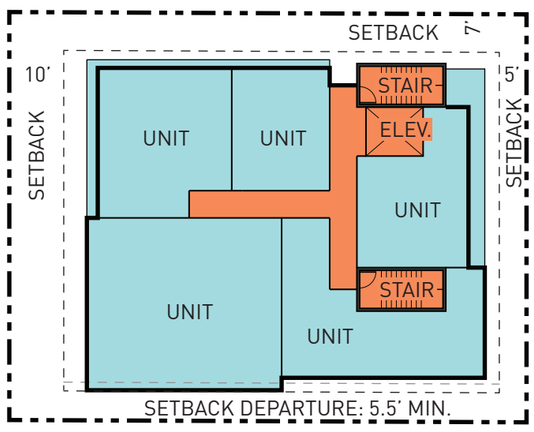

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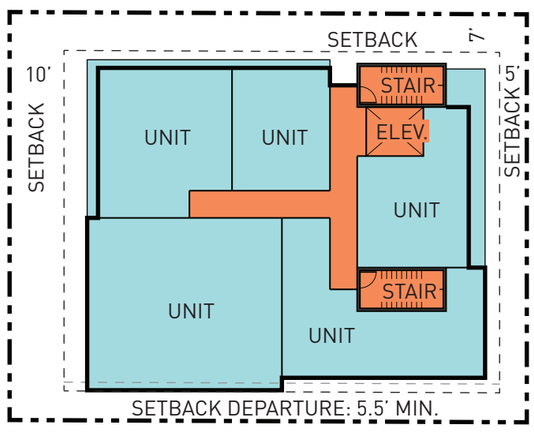

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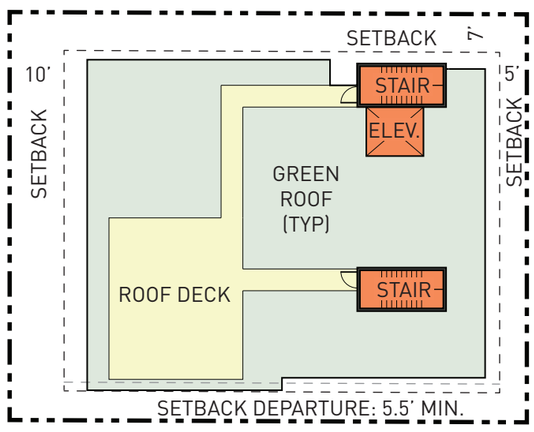

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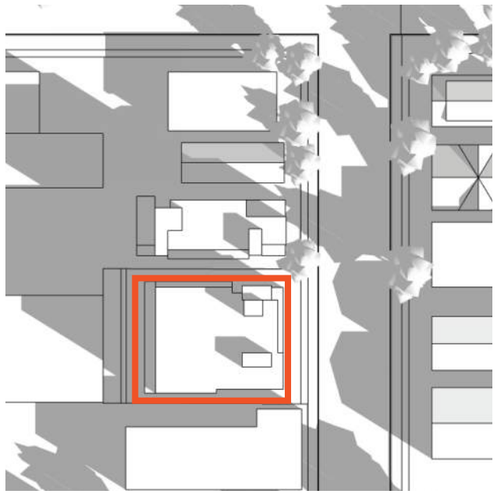

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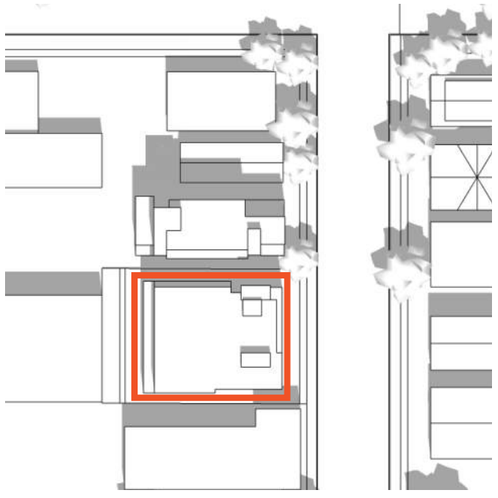

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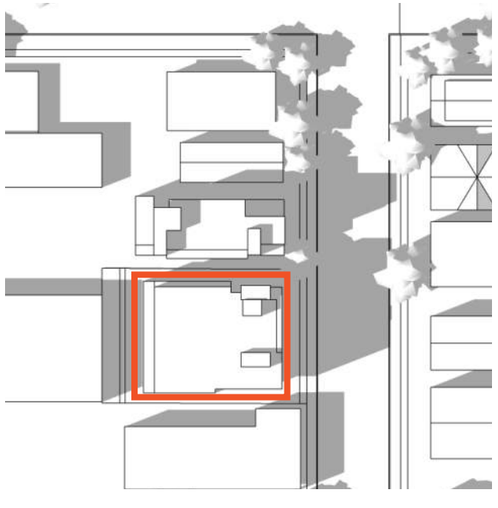
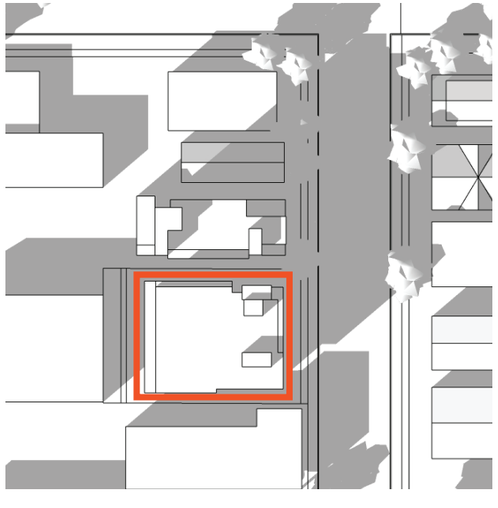
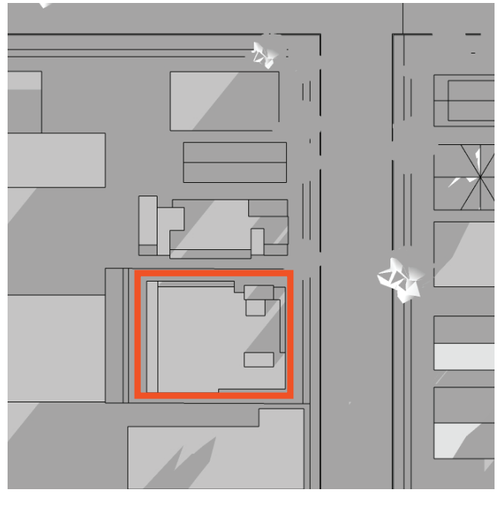






N

STREET LEVEL VIEW FROM SOUTHEAST

Option B celebrates verticality by dividing the building's mass into a series of elements arranged from north to south. As the design develops, these will provide logical places for material transitions and help organize the street-facing fenestration pattern. Arranging the vertical elements in a 2:1:2:1 pattern creates a clear rhythm, and replacing the northmost element with a stack of balconies allows residents to occupy the facade. This also erodes that corner, reacting to the southeast entry on the northerly neighboring building.

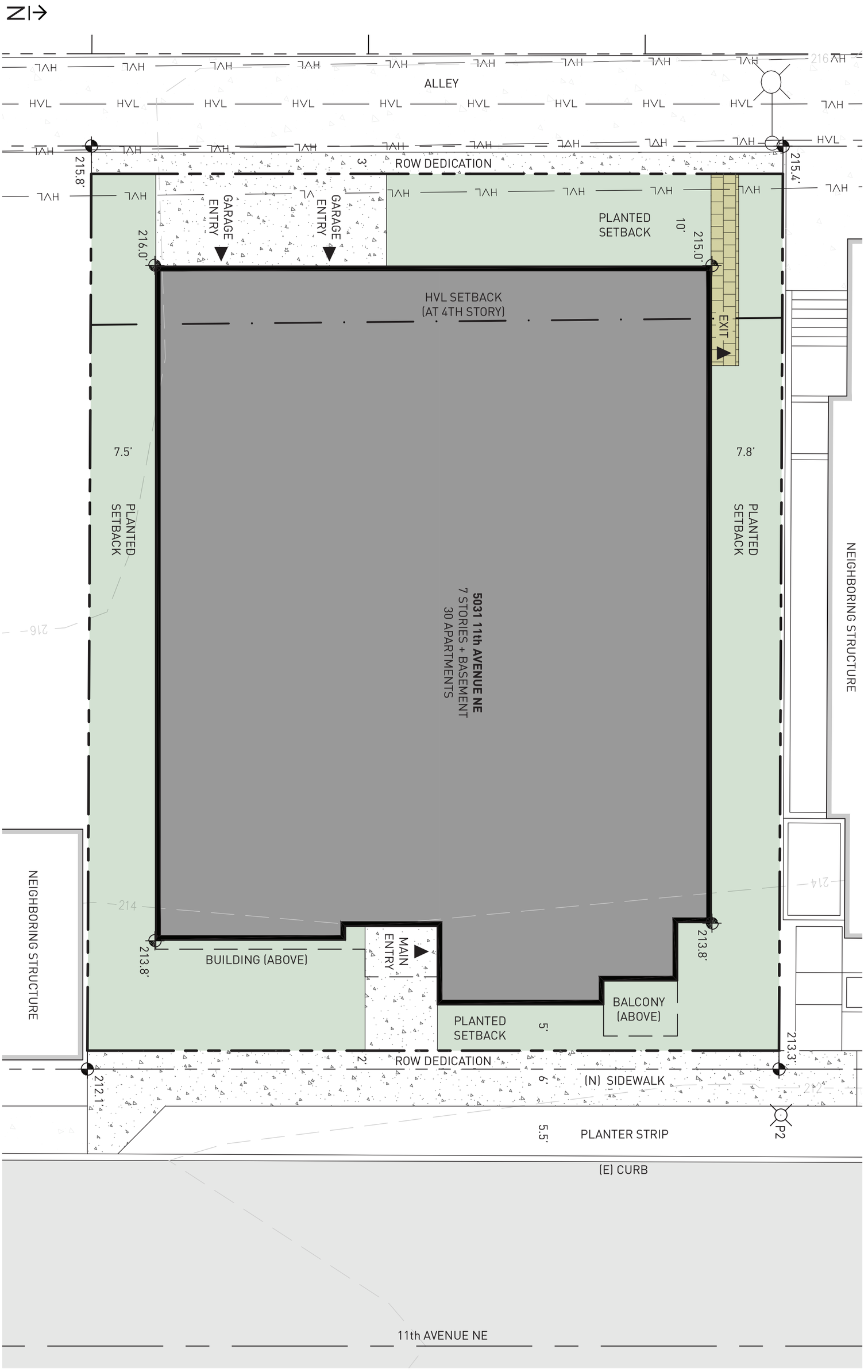
Vertical circulation is located along the north facade. This places it opposite the circulation in the neighboring building, mitigating the risk of neighboring views onto blank walls.

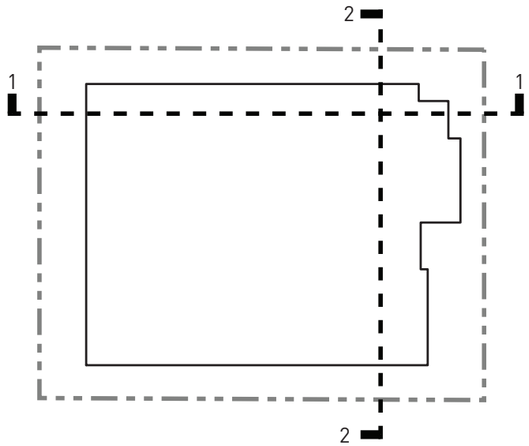
NORTHEAST (11TH AVENUE NE) AXONOMETRIC

SOUTHWEST (ALLEY) VIEW

STREET LEVEL VIEW FROM EAST

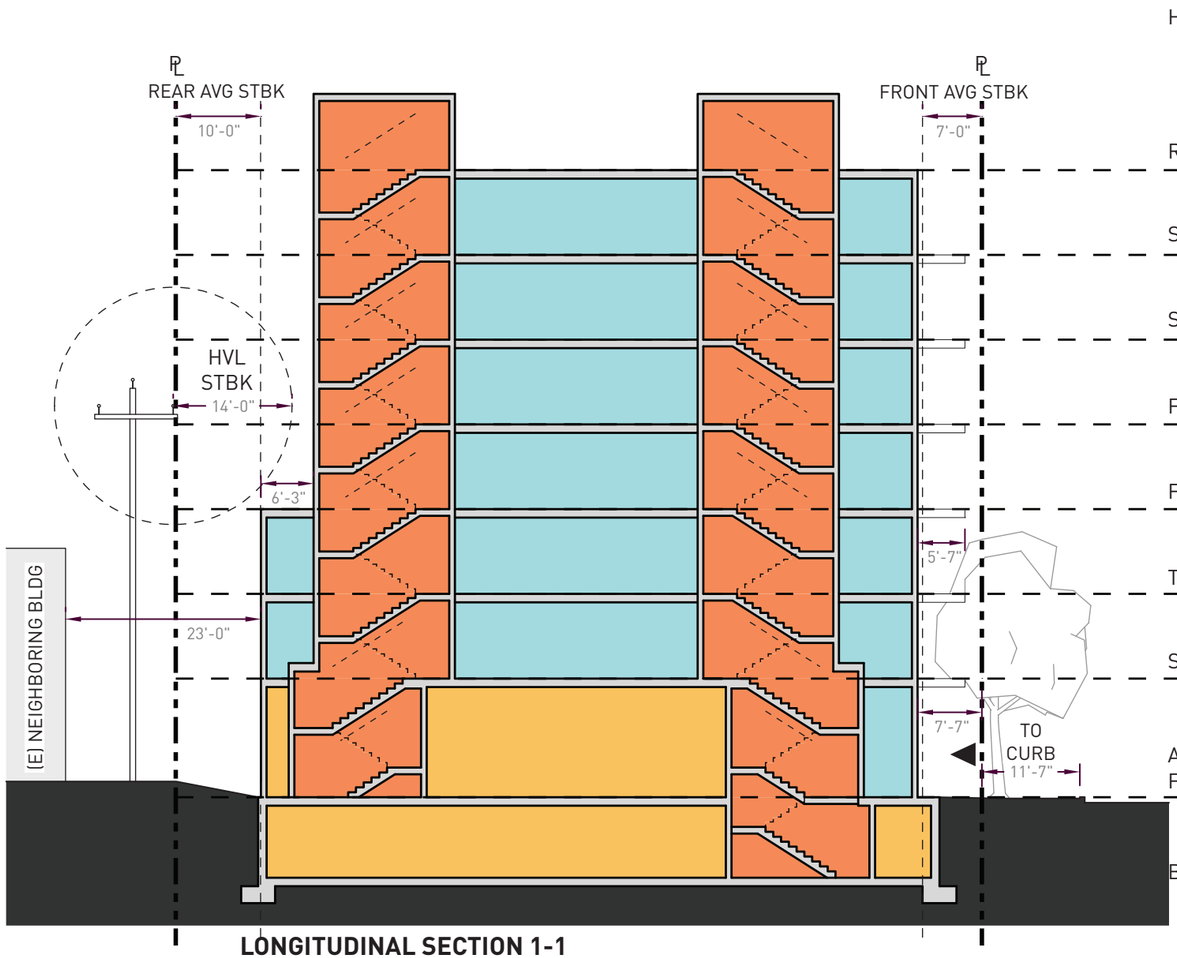
OPTION B SITE PLAN



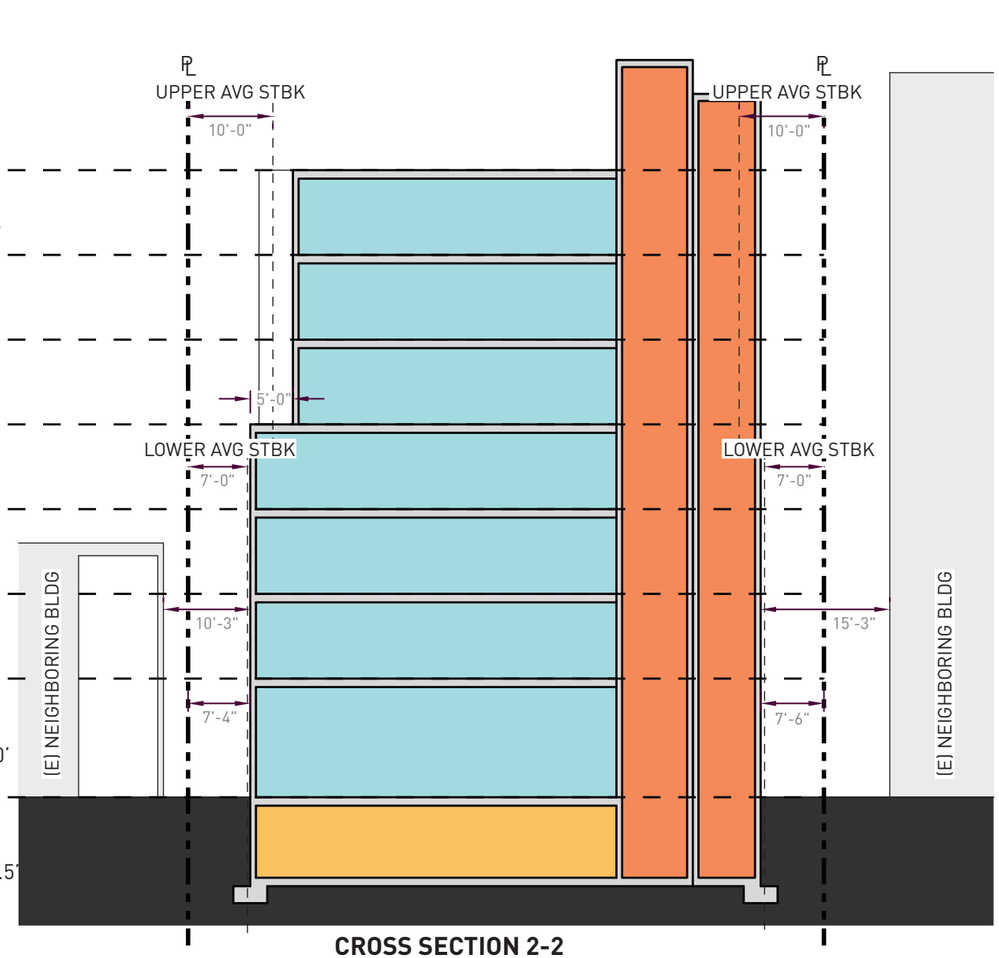


KEY

- RESIDENTIAL
- CIRCULATION & STORAGE
- PARKING
- DECKS/PAVERS
- LANDSCAPING
- ENTRY
- PROPERTY LINE

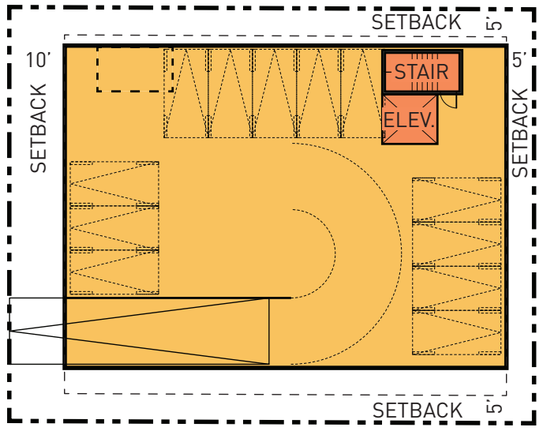


LONGITUDINAL SECTION 1-1



CROSS SECTION 2-2

OPTION B FLOOR PLANS



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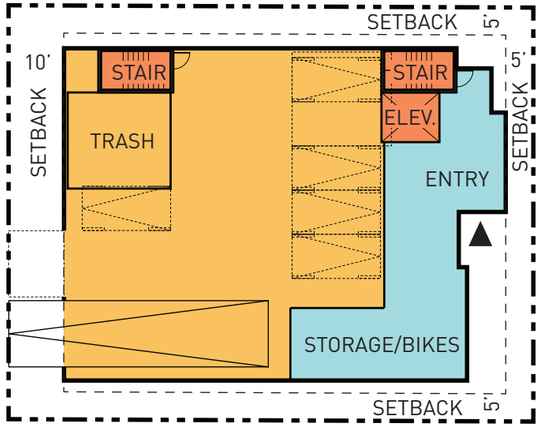

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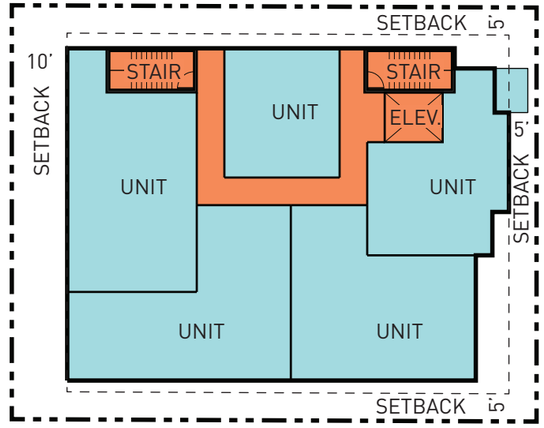

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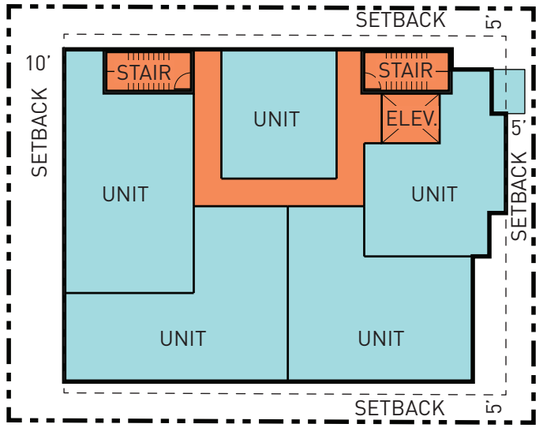

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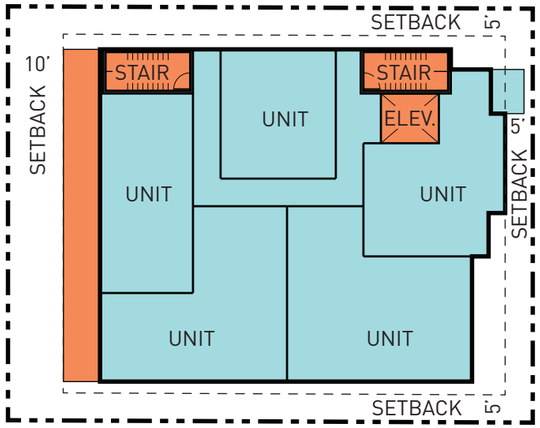

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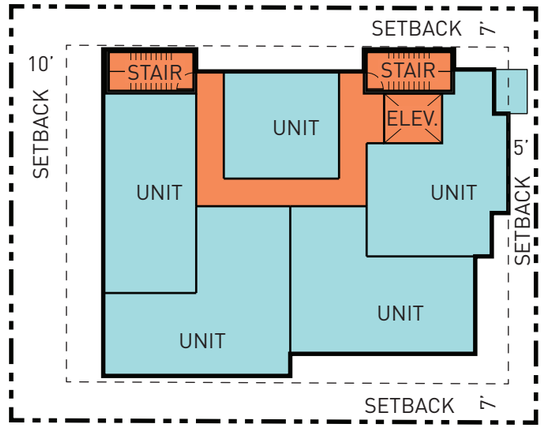

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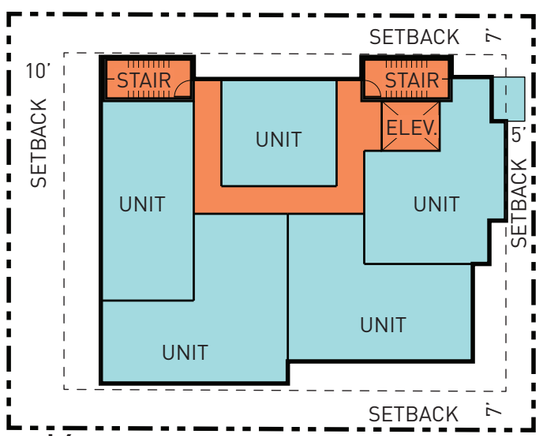

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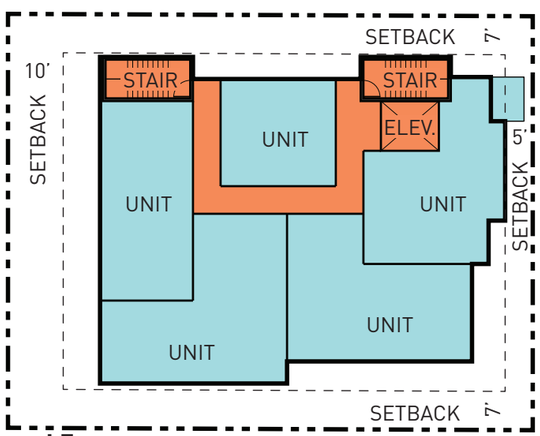

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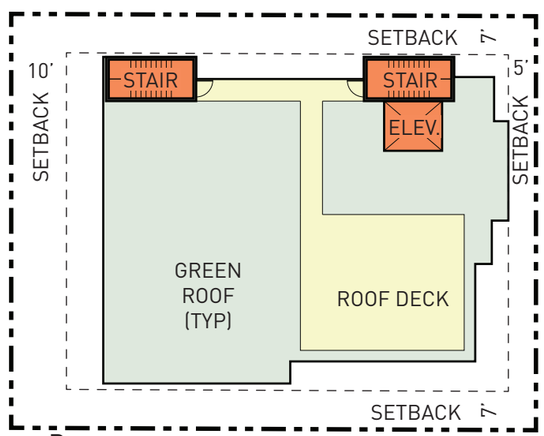

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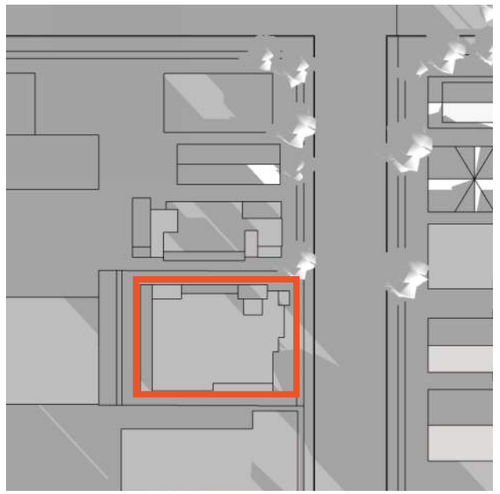

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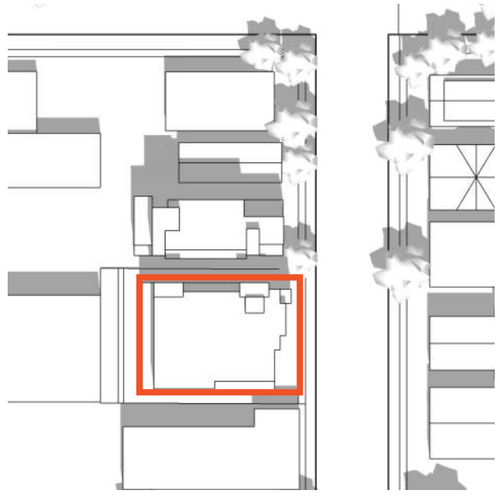

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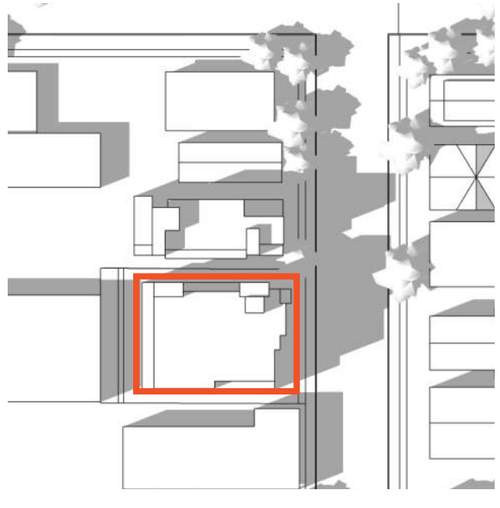
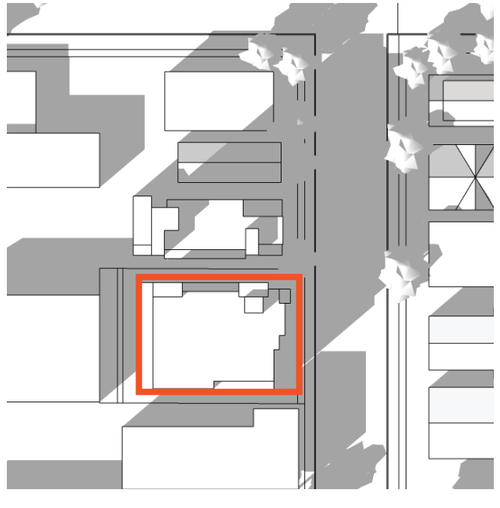
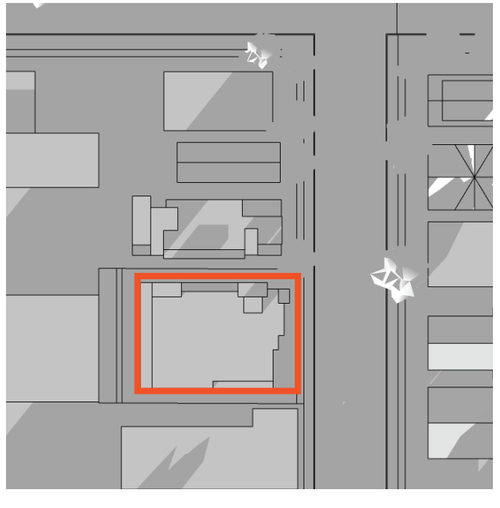






N

STREET LEVEL VIEW FROM SOUTHEAST

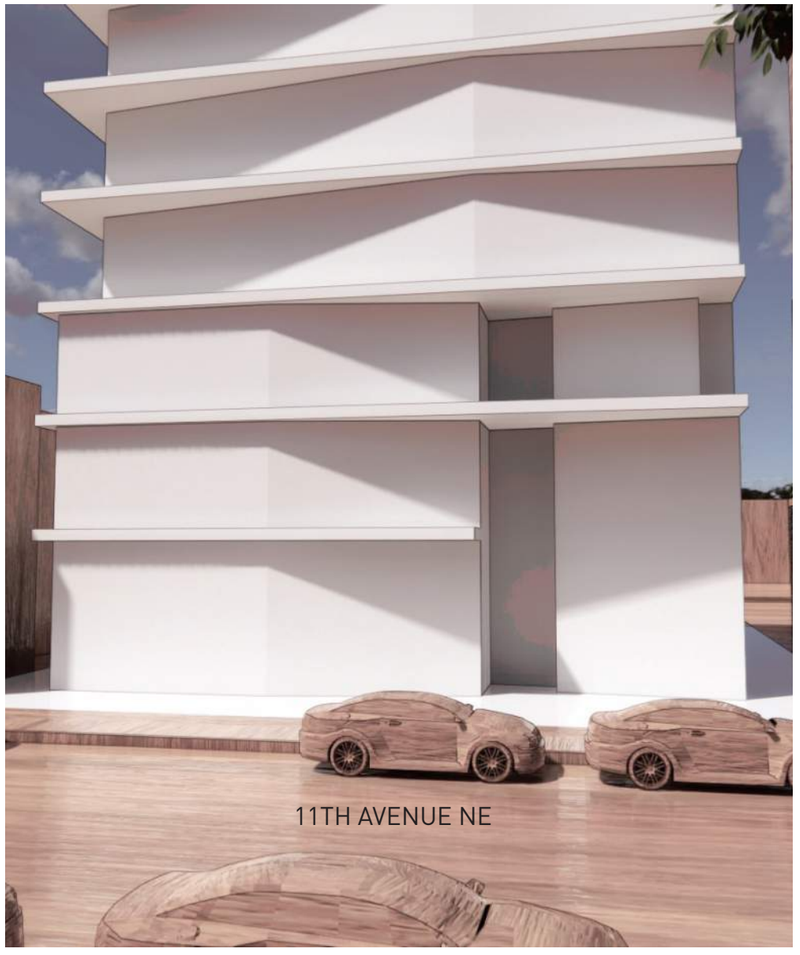
Option C utilizes angled facades placed between rectilinear plates to create a lively composition. The horizontal banding establishes a vertical rhythm, and the bands are occupied as balconies in some areas. The angled walls substantially erode the perceived mass of the building and create a sense of movement as pedestrians move past the building. Wrapping the bands around the north- and southeast corners also helps tie the side and front facades together, resulting in a cohesive design.

This option places its double-height entry in the northeast corner in reaction to the northerly neighboring building.

This option uses a similar vertical circulation location to Option A.

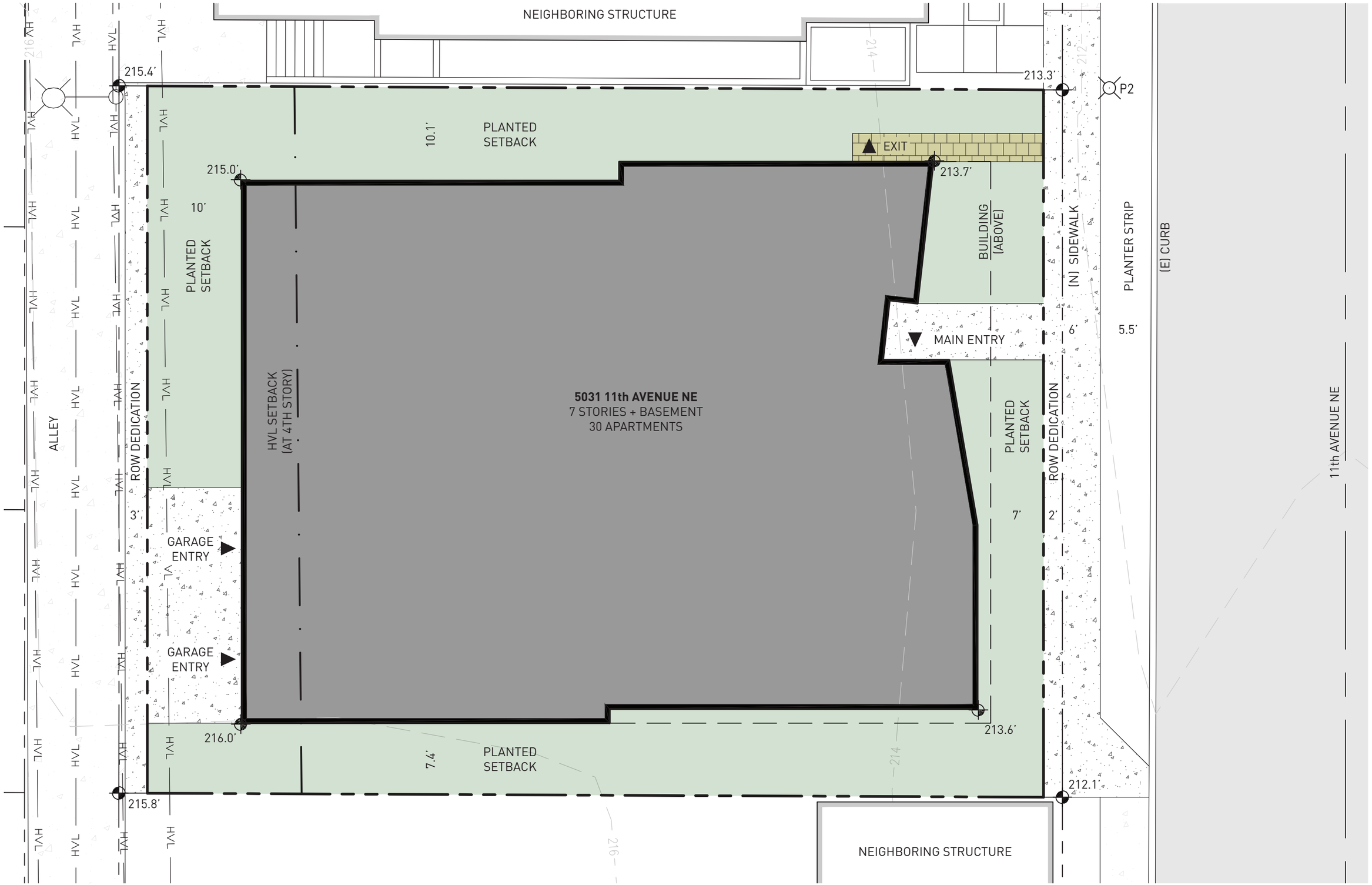
NORTHEAST (11TH AVENUE NE) AXONOMETRIC

SOUTHWEST (ALLEY) VIEW

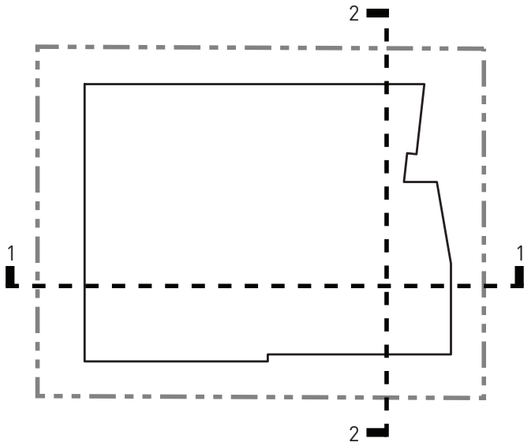


STREET LEVEL VIEW FROM EAST

OPTION C SITE PLAN (PREFERRED)

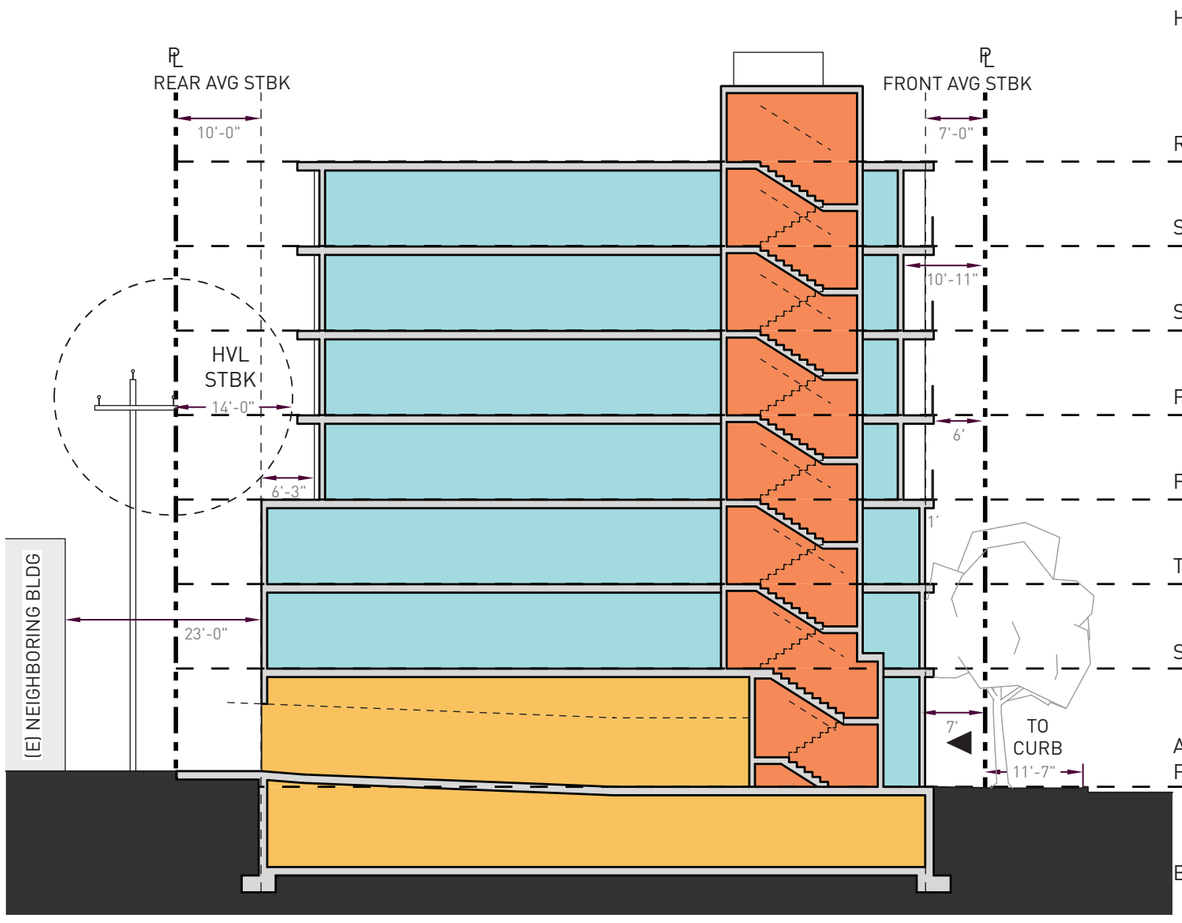


OPTION C SECTIONS (PREFERRED)



KEY

- RESIDENTIAL
- CIRCULATION & STORAGE
- PARKING
- DECKS/PAVERS
- LANDSCAPING
- ENTRY
- PROPERTY LINE



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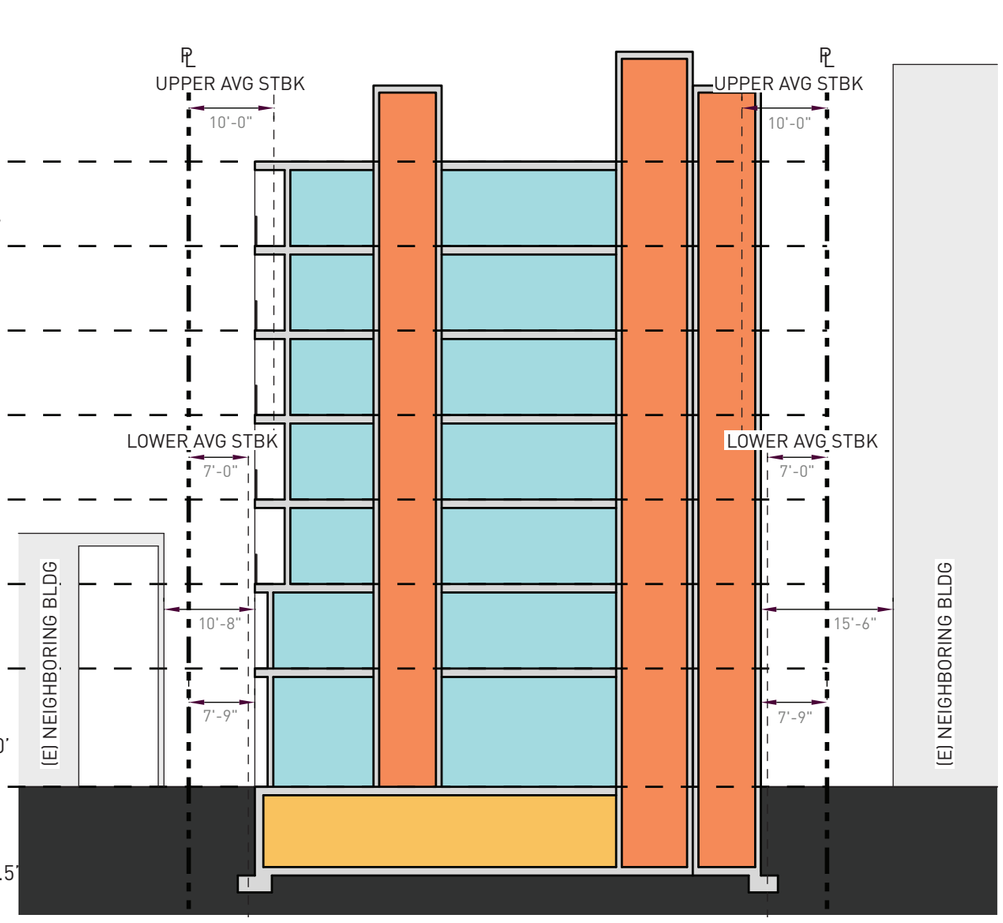
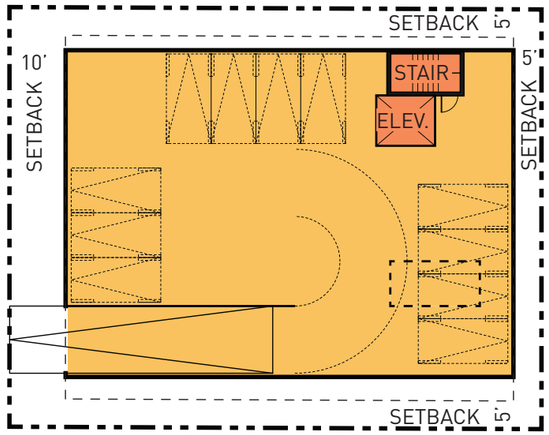


CROSS SECTION 2-2

OPTION C FLOOR PLANS (PREFERRED)



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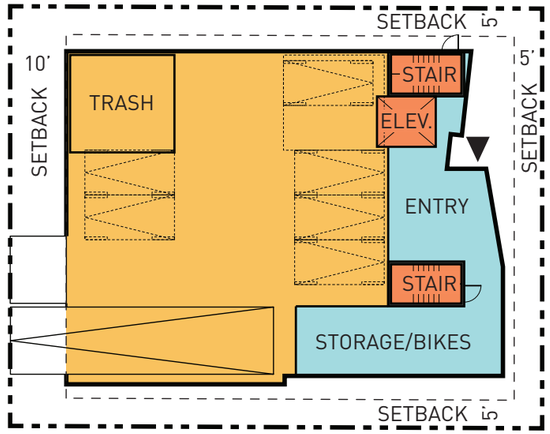

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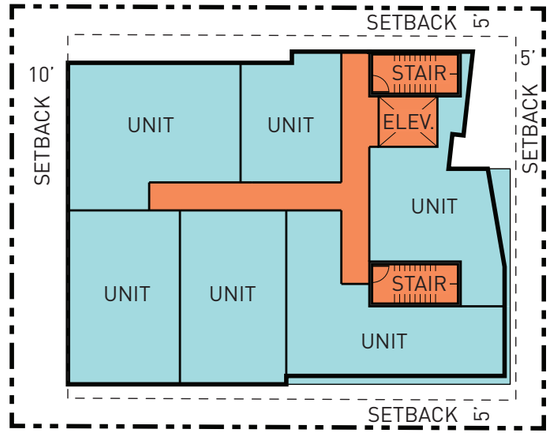

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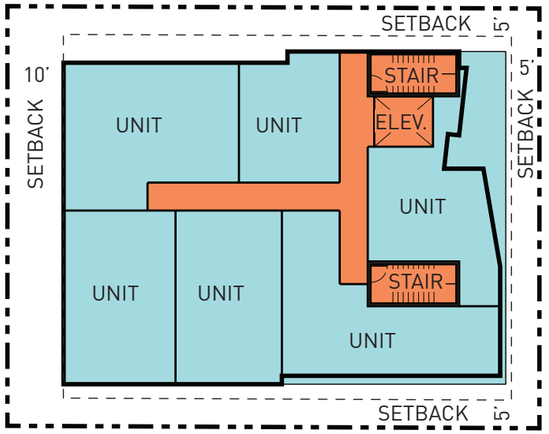

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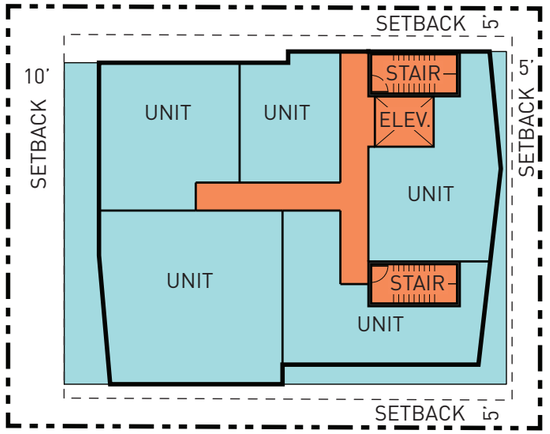

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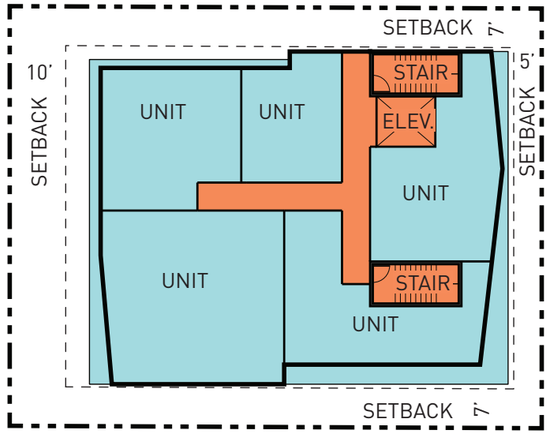

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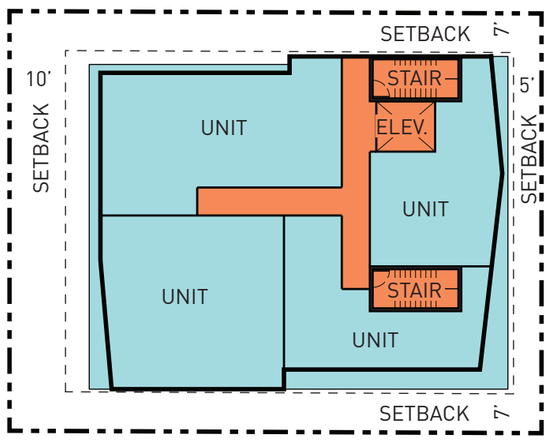

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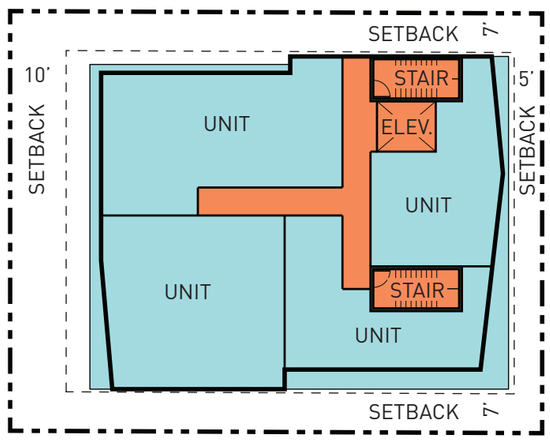

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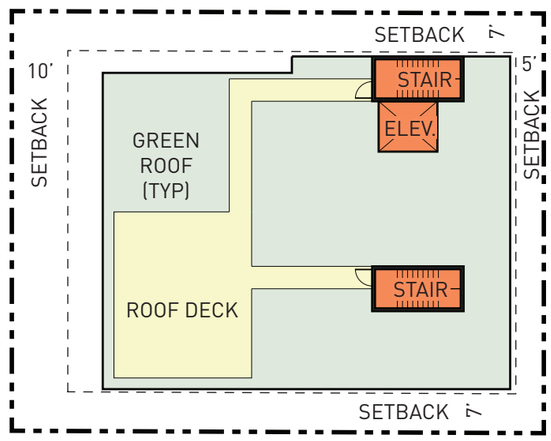


R

N

DESIGN OPTION C SHADOW DIAGRAMS (PREFERRED)

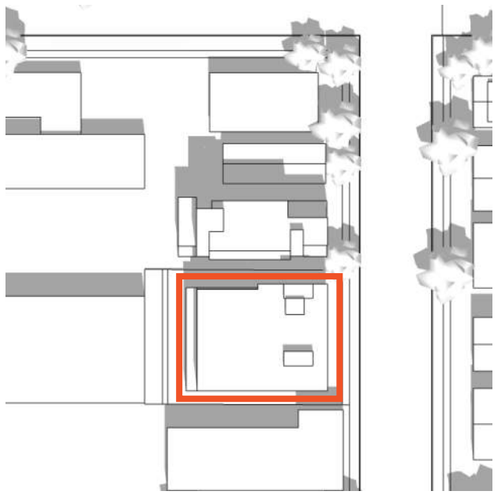
JUNE 21

MARCH|SEPTEMBER 21

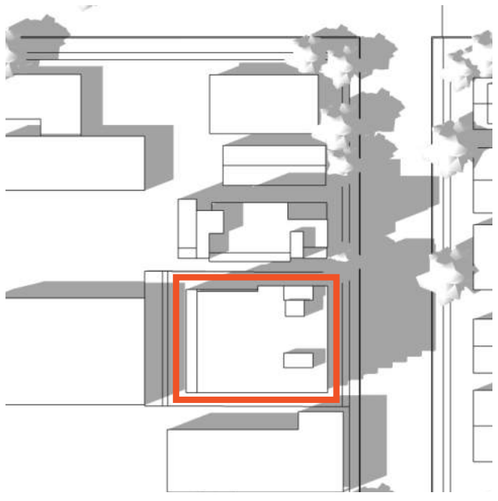
DECEMBER 21

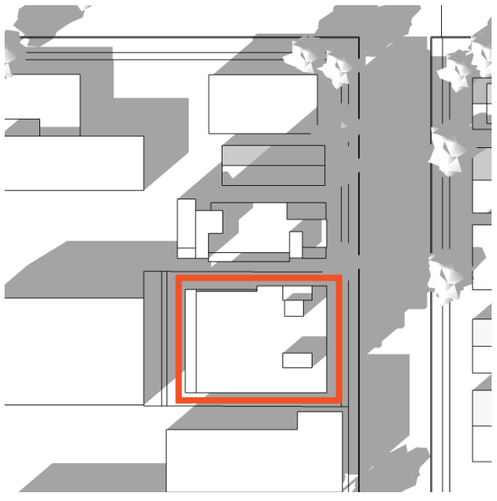
9 AM

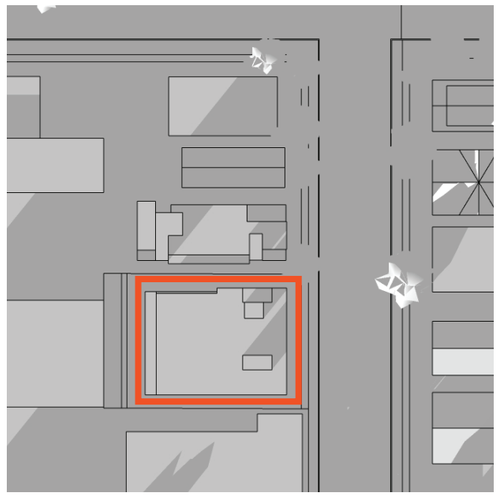
12 PM



3 PM

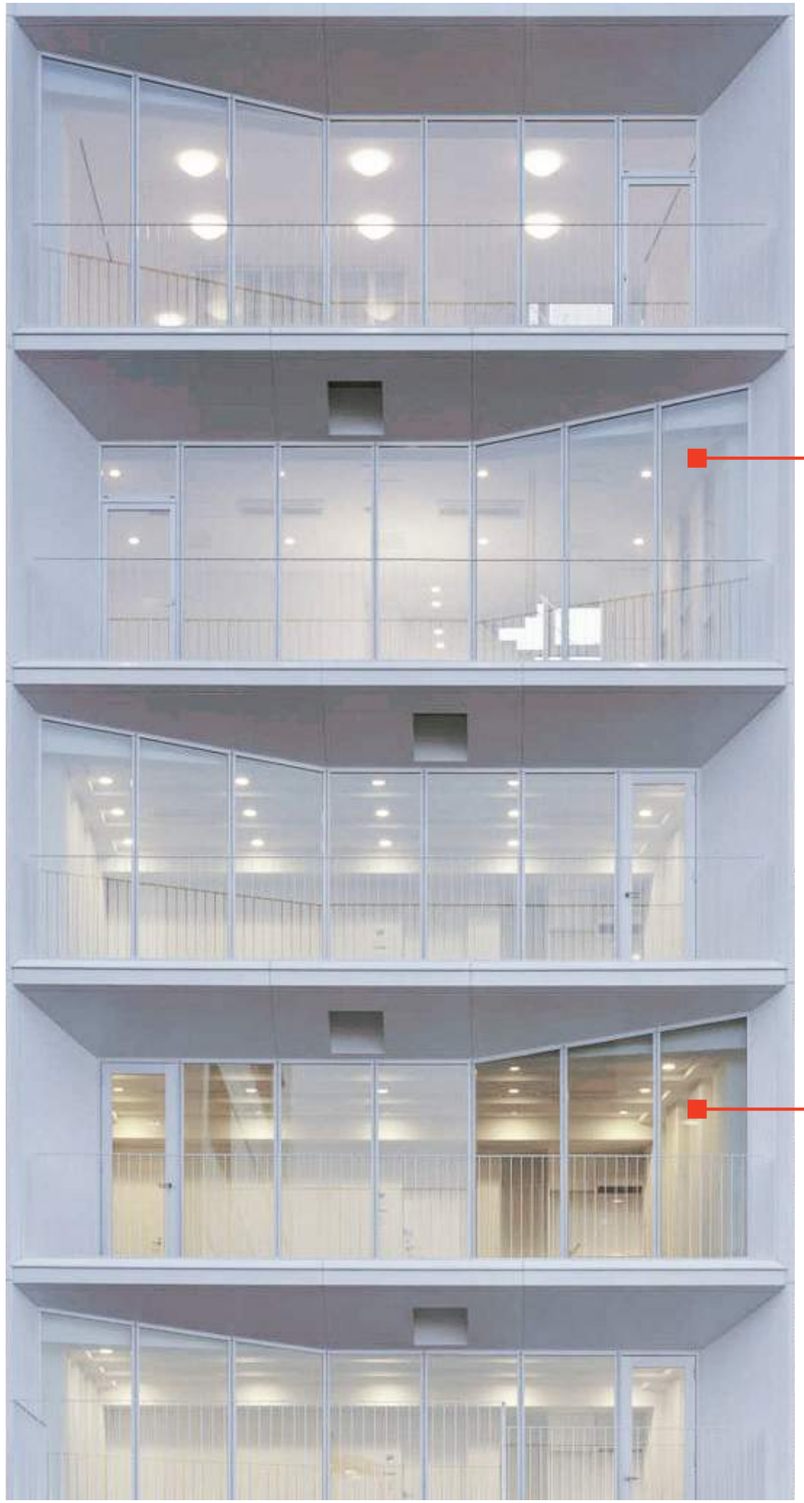






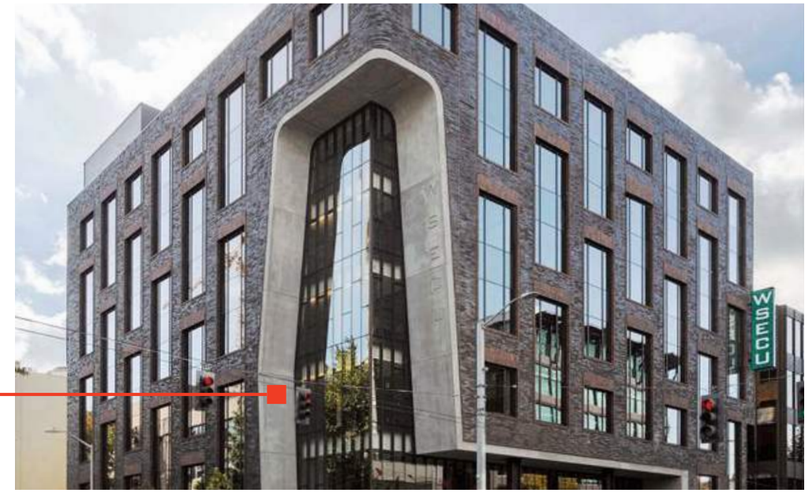
N

PRECEDENT IMAGES



SCULPTED RECESSED ENTRY

ANGULAR FACADE



RECESSED BALCONY

PROJECTED BALCONY

VARIOUS FACADE MATERIALS

FLOOR TO CEILING GLAZING

DECORATIVE SCREEN

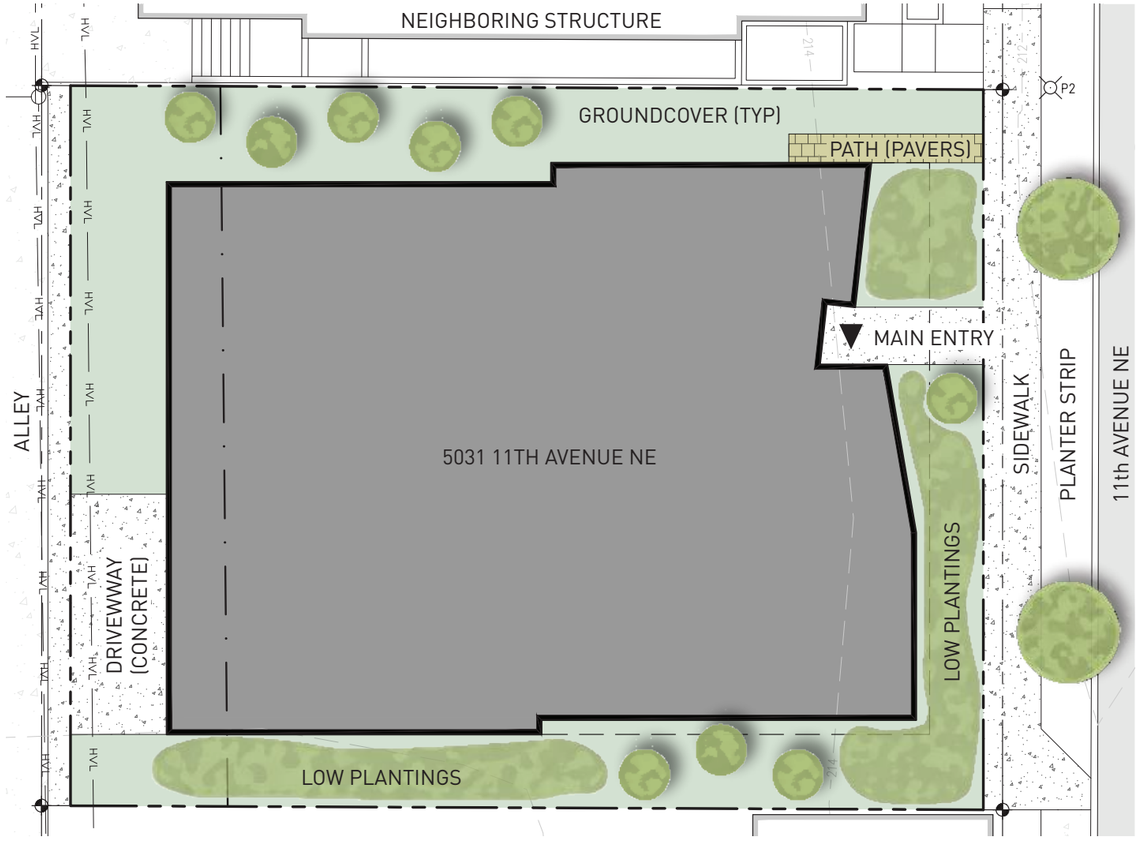
PAVERS + PARALLEL PLANTERS
EGRESS PATH, FRONT YARD

SLATTED WOOD BENCH
ROOF DECK

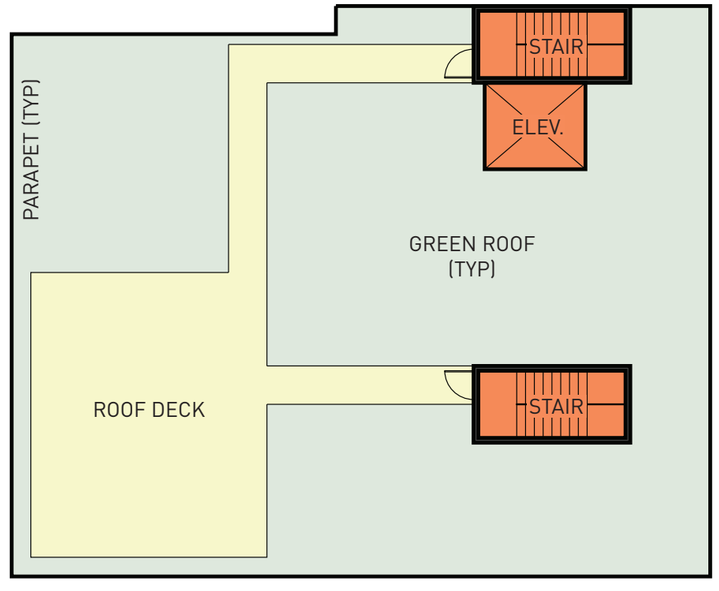
SPECIMEN TREES
SIDE YARDS, ROOF DECK

DECK, BENCHES + PLANTERS
ROOF DECK

GROUND LEVEL LANDSCAPE PLAN - OPTION C SHOWN



ROOF LEVEL LANDSCAPE PLAN - OPTION C SHOWN



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