



URBAL
ARCHITECTURE

FAZIO
ASSOCIATES INC
LANDSCAPE ARCHITECTS

WOODLAND PARK APARTMENTS

3670 WOODLAND PARK AVE NORTH
SEATTLE, WA 98103

DESIGN REVIEW

11.11.2025

POLLARD
ENTITIES



INDEX

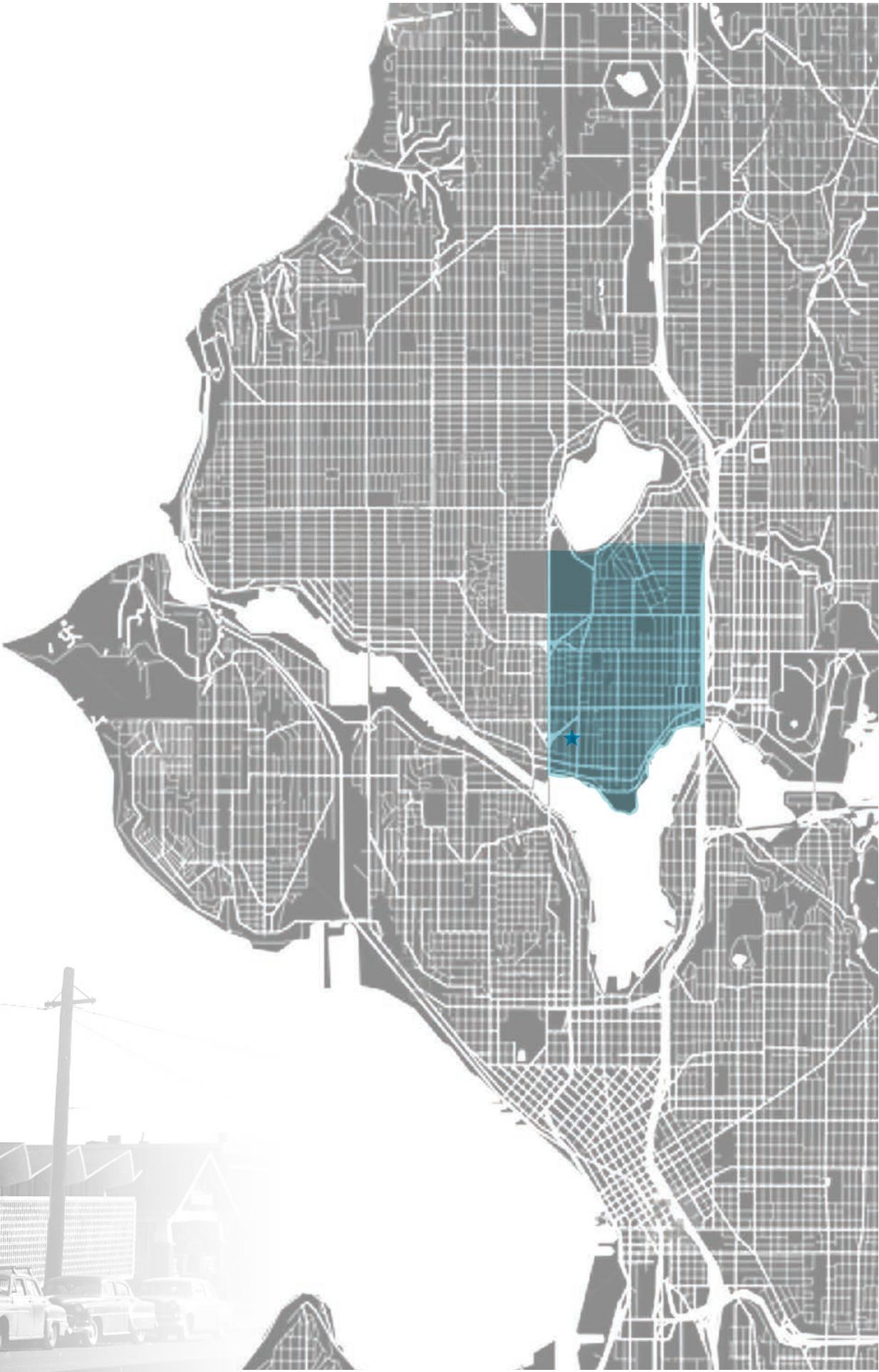
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PROJECT VISION

The Wallingford Neighborhood benefits from the natural beauty of the Puget Sound region; with Lake Union immediately bordering to the South with downtown visible beyond the water, views of the Cascades to the East, and Olympics to the West. The project site also lies within the Fremont Hub Urban Village and is a prime location to provide additional housing within the walkable neighborhood that is the Wallingford and Fremont area. Sitting one street off of the commercial hub of Stone Way, the site is situated perfectly to act as a transitional development to the mid-rise residential developments, blending commercial to residential.

In addition to the general location, the site includes the historical landmark Shannon and Wilson Building. This provides an opportunity to physically maintain and restore the rich history of the area while providing something new for the benefit of the community. A primary goal in this regard for the development to be a quiet backdrop for the Shannon & Wilson Building while giving new life to the landmark. The project hopes to benefit the public by adding a commercial/retail space within the Shannon & Wilson Building, allowing the public to experience the landmark form the exterior and now the interior as well. As a supplement to the new interior program of the building, the parking that currently surrounds the Shannon & Wilson building will be consolidated and moved underground, allowing for the opportunity to provide green space and mini-plaza areas around the landmark. These new green spaces will enhance the character of the street scape with small gathering areas for sitting, new landscaping to contribute to the already lush green character of Woodland Park Ave, and additional opportunities for community development.

By fostering a sense of community and embracing Wallingford’s rich history, this project seeks to create a vibrant and inclusive environment where residents and the surrounding community can thrive while preserving the neighborhoods unique character. Residents will enjoy the advantages of living in close proximity to employment opportunities, transportation, and neighborhood amenities while being an integral part of the lively and diverse community.



PROJECT INFORMATION

| | |
|----------------------------|-------------------------------|
| ZONE: | NC2-75 (M1) |
| OVERLAY: | URBAN VILLAGE/ FREMONT HUB |
| RESIDENTIAL UNITS: | 170 TOTAL |
| STUDIO: | 23 |
| OPEN ONE BEDROOM: | 69 |
| ONE BEDROOM: | 50 |
| OPEN TWO BEDROOM: | 16 |
| TWO BEDROOM: | 12 |
| COMMERCIAL SQUARE FOOTAGE: | 2,045 SF |
| PROVIDED PARKING: | 127 |



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ZONING ANALYSIS

KING COUNTY PARCEL NUMBER

2261500090
2261500110
2261500115

CROSS STREETS

Woodland Park Ave N & N 38th St

DESIGN GUIDELINES

Seattle Design Guidelines

ZONING CLASSIFICATION

NC2-75

URBAN VILLAGE

Fremont Hub

SITE AREA

36,461 SF

STREET CLASSIFICATION

N 38th St 'Collector Arterial'

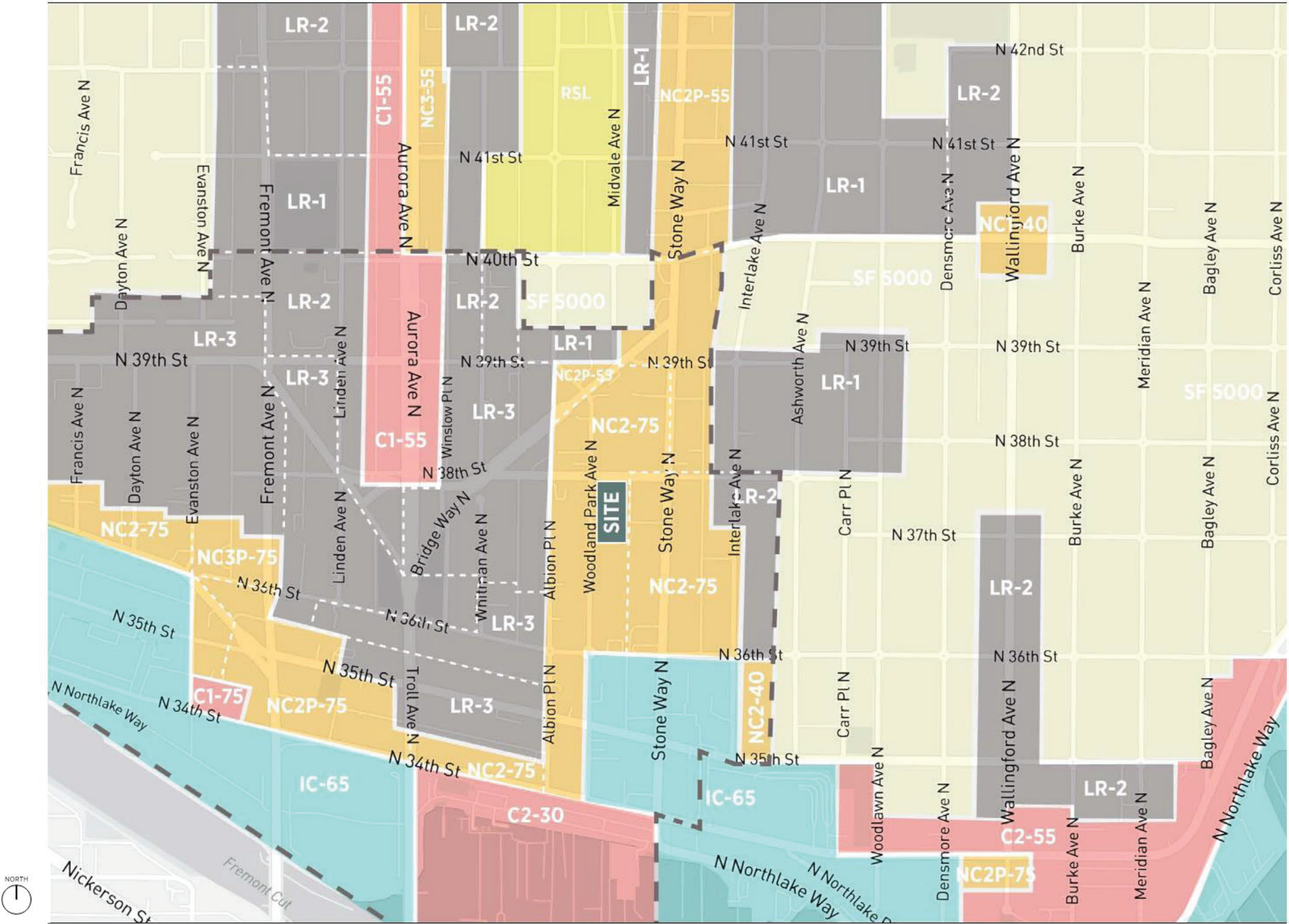
FAR

MINIMUM: 2.0
MAXIMUM: 5.5

PARKING

Parking not required if lot is within an Urban Village

— Fremont Hub Urban Village Boundary










VICINITY MAP

The site is located along multiple bus and bike routes, providing easy access to transit.

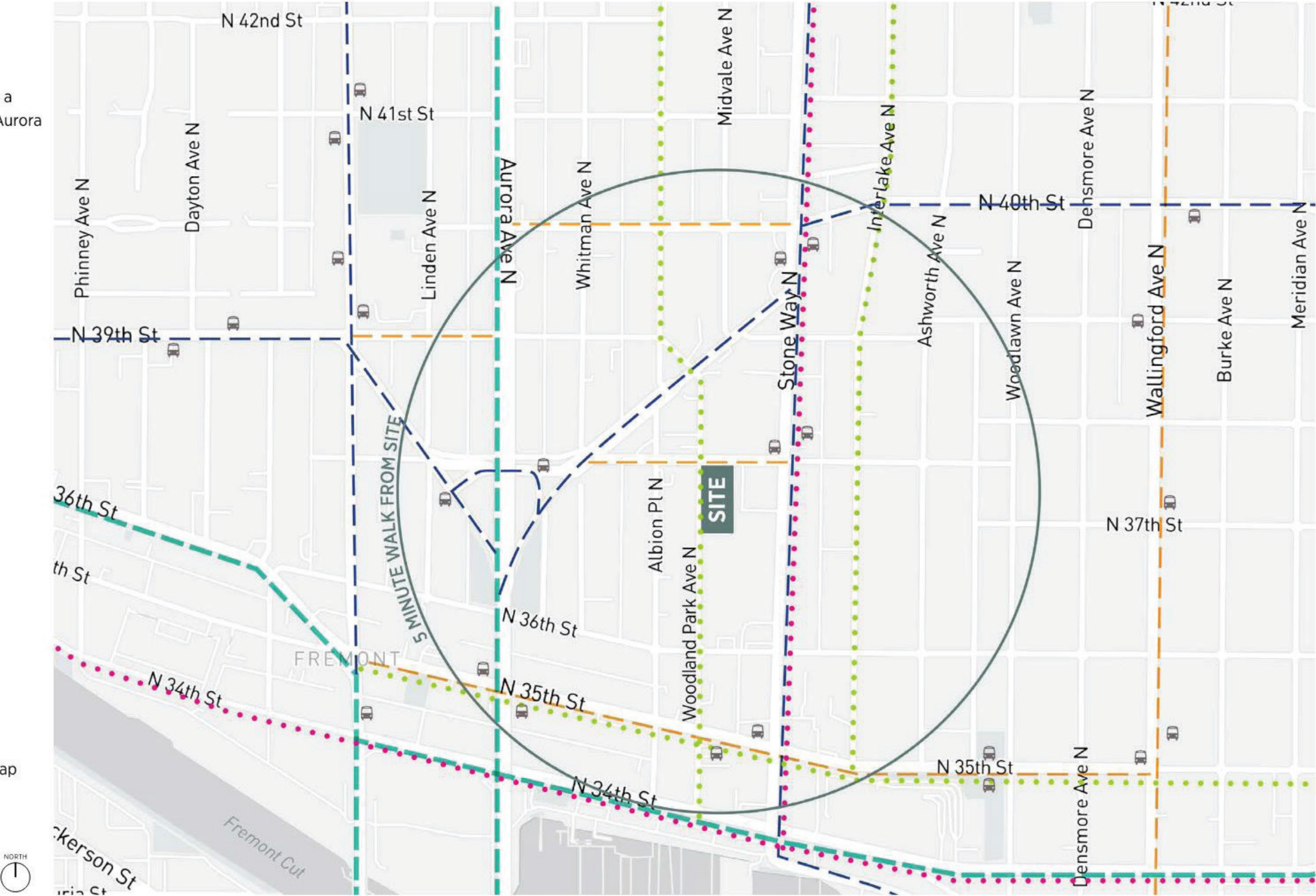
N 38th Street is lightly used and designated as a “Collector Arterial” that feeds traffic off from Aurora Ave N to Stone Way N.

Woodland Park Ave N has planned bike route.

Walk Score: 92 - Walker's Paradise
Transit Score: 60 - Good Transit
Bike Score: 86 - Very Bikeable
(source: walkscore.com)

-  SITE
-  MAJOR BUS STOPS
-  PRINCIPAL ARTERIALS*
-  MINOR ARTERIALS*
-  COLLECTOR ARTERIALS*
-  EXISTING BIKE ROUTES**
-  FUTURE PLANNED BIKE ROUTES**

*Per Seattle Arterial Classifications Planning Map
**Per SDOT Seattle Bike Map



ZONING ANALYSIS

ZONE: NC2-75(M1)

PERMITTED USES - SMC 23.47A.004

Uses Permitted Outright: Mixed Use, Residential, Office, Commercial

RESPONSE:

***Compliant.** All proposed uses are permitted outright.*

STREET-LEVEL DEVELOPMENT STANDARDS: SMC 23.47A.008.A.2

Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40% of the width of the facade along the street.

RESPONSE:

***Compliant.** All facades along the street frontage/ sidewalk include elements such as fenestration and modulation within intervals less than 20 feet in width*

STREET-LEVEL DEVELOPMENT STANDARDS: SMC 23.47A.008.A.3

Street-level, street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

RESPONSE: DEPARTURE #1

***Departure Requested.** To allow the historic building to maintain prominent street presence, we are proposing to increase the street-facing setback along North 38th Street to 25 feet. This pushes the small, walk-up structure behind the historic building. For more information refer to page 72 of this packet.*

STREET-LEVEL DEVELOPMENT STANDARDS: SMC 23.47A.008.D

Where residential uses are located along a street-level, street-facing facade at least one of the facades containing a residential use shall have a visually prominent pedestrian entry, and the floor of a dwelling unit along the street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

RESPONSE: DEPARTURE #2

***Departure Requested.** Dwelling Units along Woodland Park Ave North (designated an Urban Village Neighborhood Access street type) are set back 3’10” from the back of the sidewalk with a difference in elevation of less than 18”. Visually prominent entries are provided with private patios between the face of the building and the sidewalk. See page 73 for information.*

STRUCTURE HEIGHT - SMC 23.47A.012

The height limit of zone NC2-75 is 75 feet above average grade. Parapets, open railing, planters, skylights, clerestories, solar collectors and mechanical equipment, and stair and elevator penthouses may exceed the height limits of a structure. Rooftop features may extend 15 above the applicable height limit if the combined total coverage does not exceed 30% of the roof area, or the combined total coverage does not exceed 35% of the roof area if the total includes stair or elevator penthouses, or screened/enclosed mechanical equipment.

RESPONSE:

***Compliant.** Allowed rooftop features exceeding the height limit cover 12% of the roof area.*

FLOOR AREA RATIO - SMC 23.47A.013

Structures outside of the Station Area Overlay District that have a height limit of 75 feet are limited to a maximum FAR of 5.5 and a minimum FAR of 2.0. The following area is not counted toward maximum FAR: all underground stories or portions of stories, and all portions of a story that extend no more than 4 feet above existing or finish grade, whichever is lower, excluding access.

RESPONSE:

***Compliant.** The site area equals 35,800 square feet, with a FAR of 5.5 the maximum allowed floor area is 196,900 square feet. We are proposing a structure with a FAR of 144,035 square feet.*

SETBACK REQUIREMENTS - SMC 23.47A.014

No front, rear, side or power line setbacks. In zones with a height limit of 75 feet, portions of structures above 65 feet, must be set back from the front lot line by an average depth of 8 feet.

RESPONSE:

***Compliant.** The proposed structure above 65’ in height has an average street facing facade setback depth of 10.2 feet.*

LANDSCAPE SCREENING AND STANDARDS - SMC 23.47A.016

A green factor score of 0.3 or greater is required. Existing street trees shall be retained unless the Director of Transportation approves their removal.

RESPONSE:

***Compliant.** A Green factor score of 0.3 is provided and all existing street trees will be retained or we will get approval from the director of transportation*

ZONING ANALYSIS

LIGHT AND GLARE STANDARDS - SMC 23.47A.022

Exterior lighting must be shielded and directed away from adjacent uses. Interior lighting in parking garages must be shielded to minimize nighttime glare.

RESPONSE:
Compliant.

AMENITY AREA - SMC 23.47A.024

Amenity areas equivalent to 5% of the residential gross area shall be provided. Gross area excludes areas used for mechanical equipment and accessory parking. All residents shall have access to at least one common or private amenity area. Amenity areas shall not be enclosed. Common amenity areas shall have a minimum horizontal dimension of 10 feet and be no smaller than 250 square feet. Private balconies and decks shall have a minimum area of 60 square feet and no horizontal dimension less than 6 feet. Rooftop areas excluded near minor communication utilities and an accessory communication devices.

RESPONSE:
Compliant. 5% of the residential gross area equals 6,871 square feet. The proposed development provides 7,178 square feet.

PARKING LOCATION AND ACCESS - SMC 23.47A.032

If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines. For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.

RESPONSE:
Compliant. One 20 foot wide curb cut is provided off Woodland Park Avenue.

BIKE PARKING REQUIREMENTS - SMC 23.54.015.K

Long term bike parking shall be provided at a rate of 1 bike per dwelling unit, but after the first 50, additional spaces are required at 3/4 the ratio. Provide pedestrian & bike access to long term biking that is separate from vehicular entry and egress points. Long term bike parking shall be located where it is not required to access from stairs.

RESPONSE:
Compliant. Bike parking is provided on levels P1 and P2 with access via elevators. With 170 units, 140 long term bicycle stalls are required; 146 long term stalls are provided. 9 short term bicycle stalls are provided.

VEHICULAR PARKING REQUIREMENTS - SMC 23.54.015

There is no minimum amount of parking spaces required within urban village hub.

RESPONSE:
Compliant.

PARKING SPACE & ACCESS STANDARDS - SMC 23.54.030

A minimum of 60% of residential parking spaces shall be medium vehicle. ADA van stalls may share an access aisle. Driveways of any length serving more than 30 parking spaces shall be at least 20 feet wide for two-way traffic. When parking for multifamily residential uses a minimum of 20% of provided spaces shall be EV-Ready.

RESPONSE:
Compliant. Medium stalls make up 60.9% of provided parking. Two way drives are a min of 20’ wide. EV parking will be provided as required.

The director may permit a driveway slope of more than 15% if it is found that topography or lot characteristics make a 15% max slope infeasible.

RESPONSE: DEPARTURE #3
Departure Requested. With the dimensions of the site and the limitation of the historic landmark, a 20% max slope garage ramp is required in order to provide below grade parking. See page 74 for additional information.

SOLID WASTE & RECYCLABLE MATERIALS STORAGE & ACCESS - SMC 23.54.040

More than 100 dwelling unit structures shall have a minimum of 575 square feet plus 4 square feet for each additional unit above 100for shared solid waste storage. The required minimum area may be reduced by 15% if the area provided has a minimum horizontal dimension of 20 feet. Direct access shall be provided from the street to containers within 50’ of curb cut.

RESPONSE:
Compliant. Solid waste storage spaces are adequately sized and located adjacent to Woodland Park Avenue.

CONTEXT ANALYSIS

BOARD GUIDANCE

a. The Board expressed appreciation for the context analysis provided in the packet, including that for the Landmarked Shannon and Wilson Office Building, but echoed public comment concerning the limited breadth of included structures. For the next review, the Board provided direction to widen the scope of this analysis, including the existing smaller-scale structures identified by the public nearby and those directly to the south, west, north. The Board also requested at the next EDG meeting, that the applicant's materials include sections cut through the proposal and the adjacent structures and streets and include adjacent context in massing models and renderings.

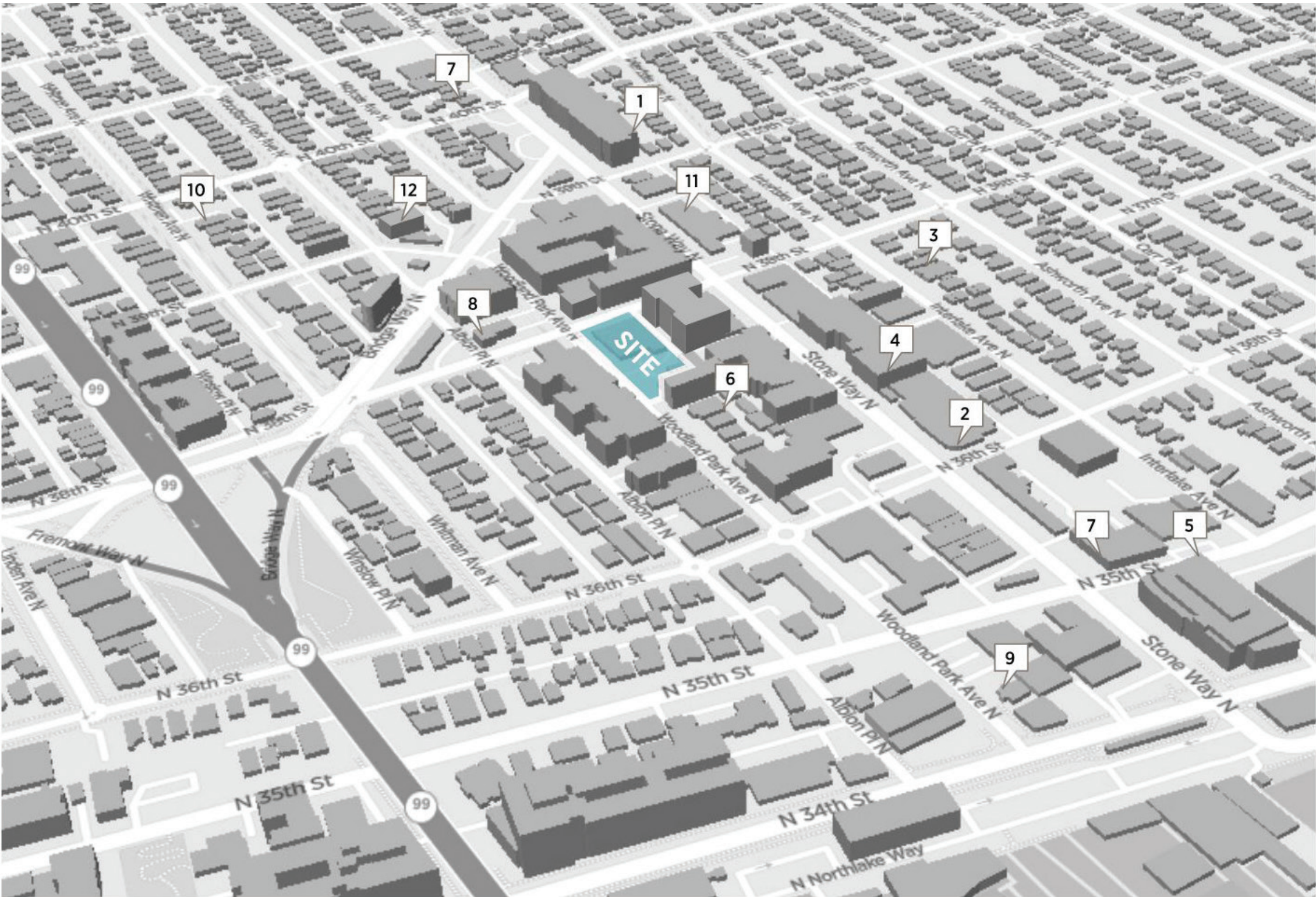
RESPONSE

The design team has incorporated more of the smaller-scale structures and diverse uses that surround the project site in the context analysis. Site sections are included to provide an in-depth context analysis of the adjacent structures in relation to the proposed structure.

RELEVANT DESIGN GUIDELINES

CS2 Urban Pattern and Form

CS3 Architectural Context and Character



CONTEXT ANALYSIS



01 PRESCOTT WALLINGFORD APTS



02 STORAGE



03 TOWNHOMES



04 RAY APTS



05 5-STORY MIXED USE



06 4-PLEX HOMES



07 BICYCLE SHOP



08 TWO-STORY OFFICE BUILDING



09 WAREHOUSE & DUPLEX HOMES



10 SINGLE-FAMILY HOME

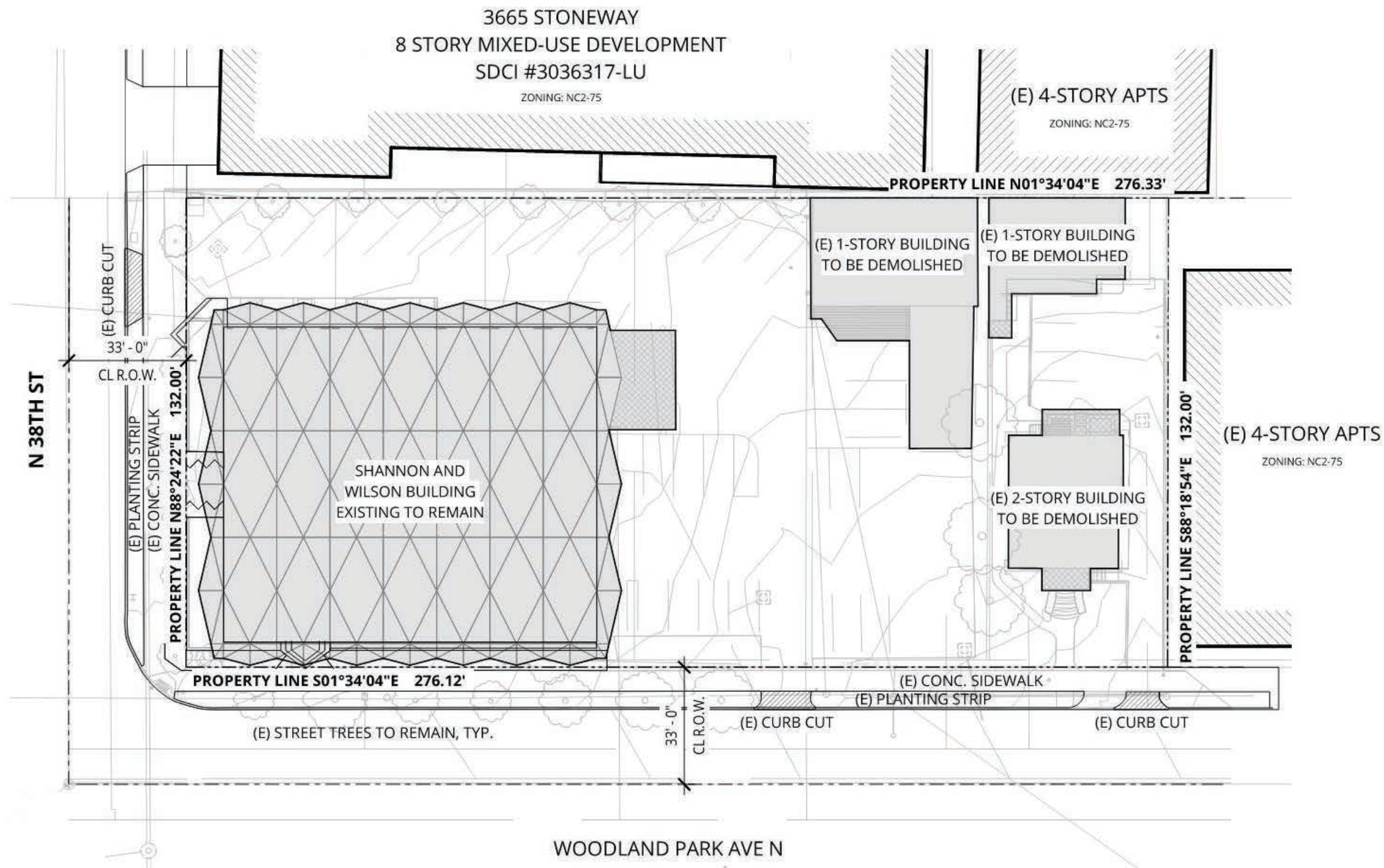


11 AUTO REPAIR SHOP



12 MEDITATION CENTER

EXISTING SITE SURVEY



PROPOSED COMPOSITE SITE PLAN



HISTORIC LANDMARKS RECAP

OVERVIEW:

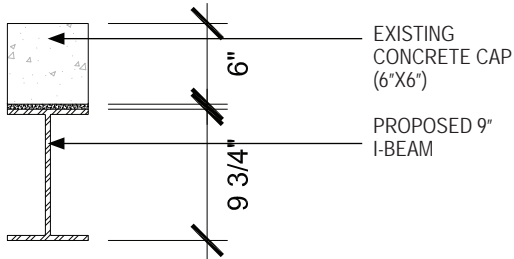
Through many iterations the design response to the reuse of the Shannon & Wilson Historic Landmark Building has changed. The landmarks board discouraged the removal of large portions of existing concrete block as the concrete blocks were considered a significant historic design element and created an “introspective” architecture. The amount of breeze blocks proposed for removal was reduced through several rounds of meetings with the landmarks board. In the current design only a small portion of block is proposed to be removed in the Northeast corner of the building, adjacent to the proposed retail space. This alteration is necessary to enhance visibility and connectivity to the street which is crucial for future retail space functionality and prosperity which is proposed as part of the building’s reuse.

Proposed and existing openings in the breeze block wall will be framed with steel in order to add seismic reinforcement. The treatment of this metal will be consistent with existing storefront window materials.

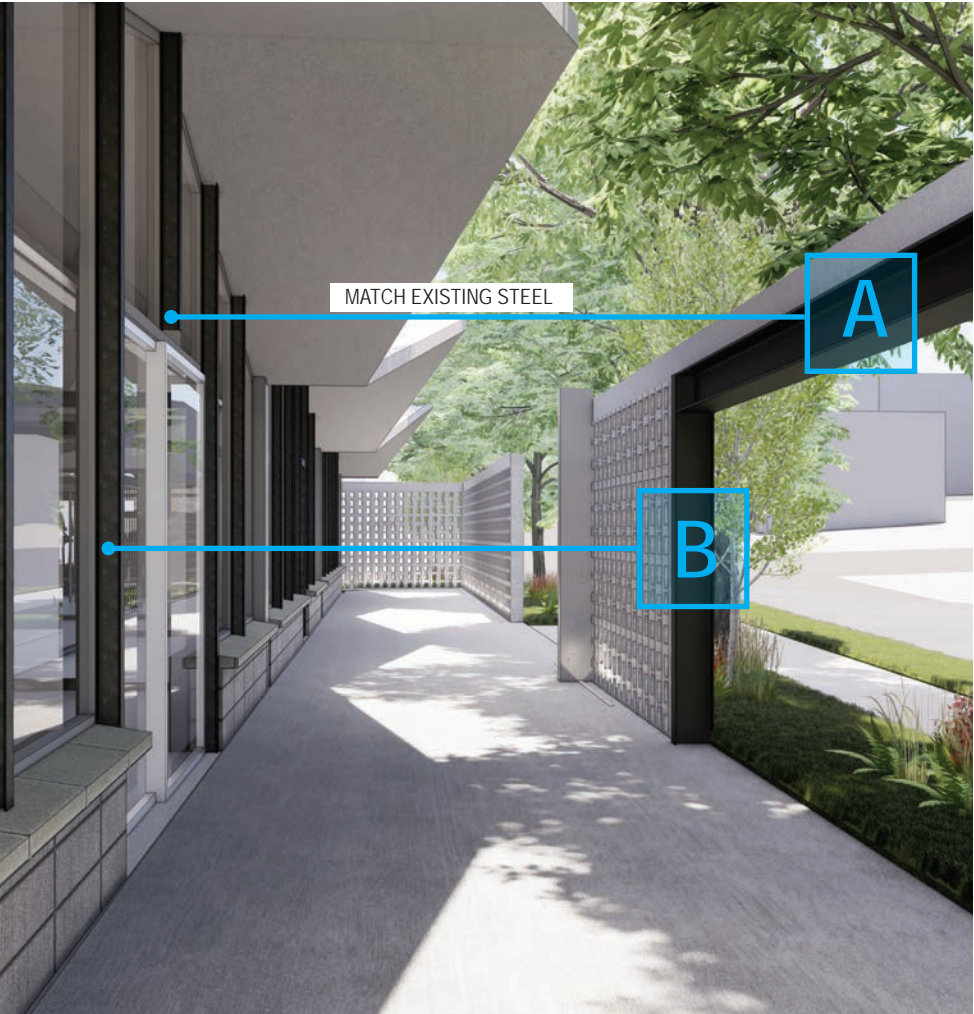
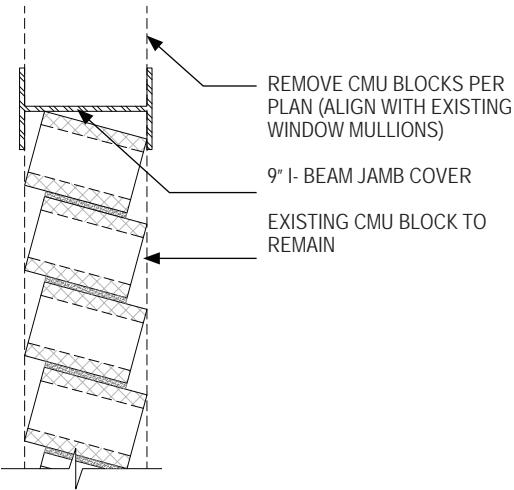
The limited block removal shifted internal building program to the interior of the site where additional glazing has been proposed by the Landmarks Board. This glazing is treated similarly to existing storefront systems, but extends to the ground instead of to a short window sill.

PROPOSED ALTERATIONS: BLOCK REMOVAL

A. CMU HEADER

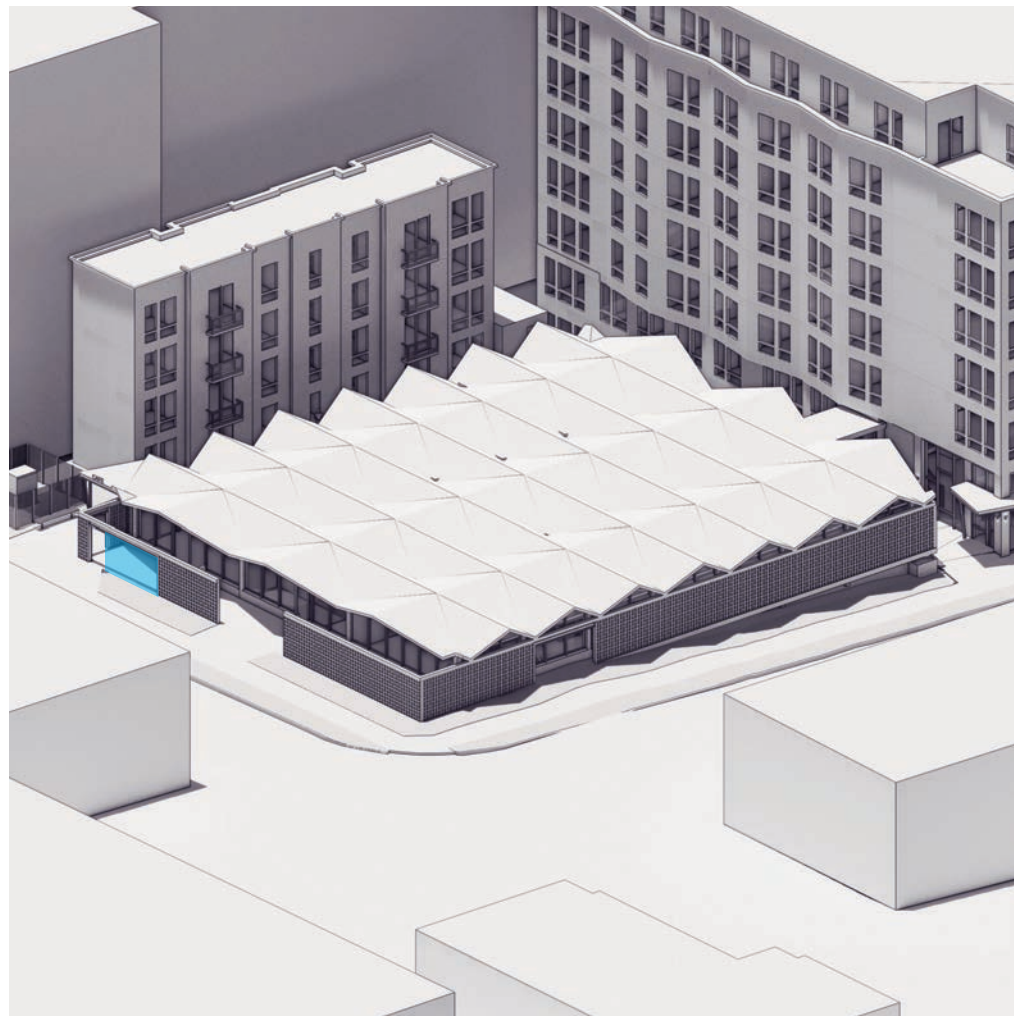


B. CMU JAMB



HISTORIC LANDMARKS RECAP

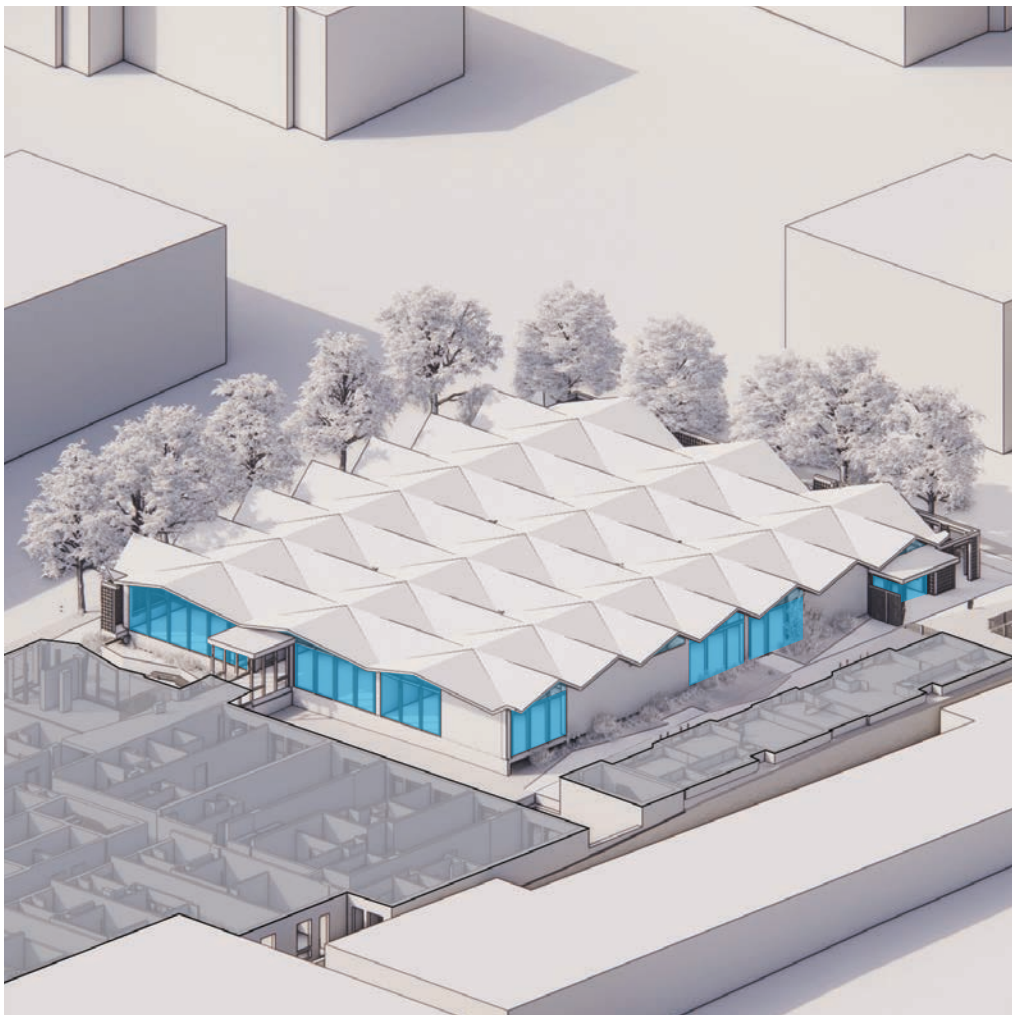
PROPOSED ALTERATIONS: BLOCK REMOVAL



GOALS:

- Connect future commercial/retail use to street in order to better meet design guidelines PL3 & DC3
- Maintain “introspective architecture” for other portions of the building by request of the Landmarks board.
- Seismically reinforce removed block, including existing block openings
- Maintain existing building grid alignment for interior and exterior revisions

PROPOSED ALTERATIONS: GLAZING INCREASE ON EAST AND SOUTH FACADES - BASED ON LANDMARK RECOMMENDATIONS

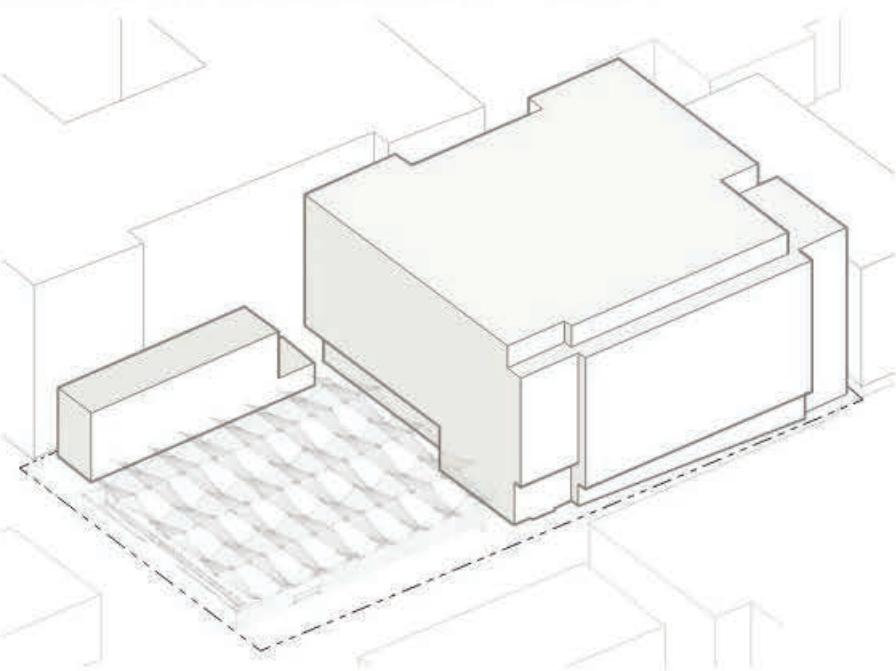


COMMENTARY: This alteration increases the glazing along the East and South facades in order to create a more inviting interior space. New storefront systems will have a horizontal mullion aligned with the concrete header of the concrete screen. Vertical mullion spacing will align with the grid system created from existing clerestory and storefront windows.

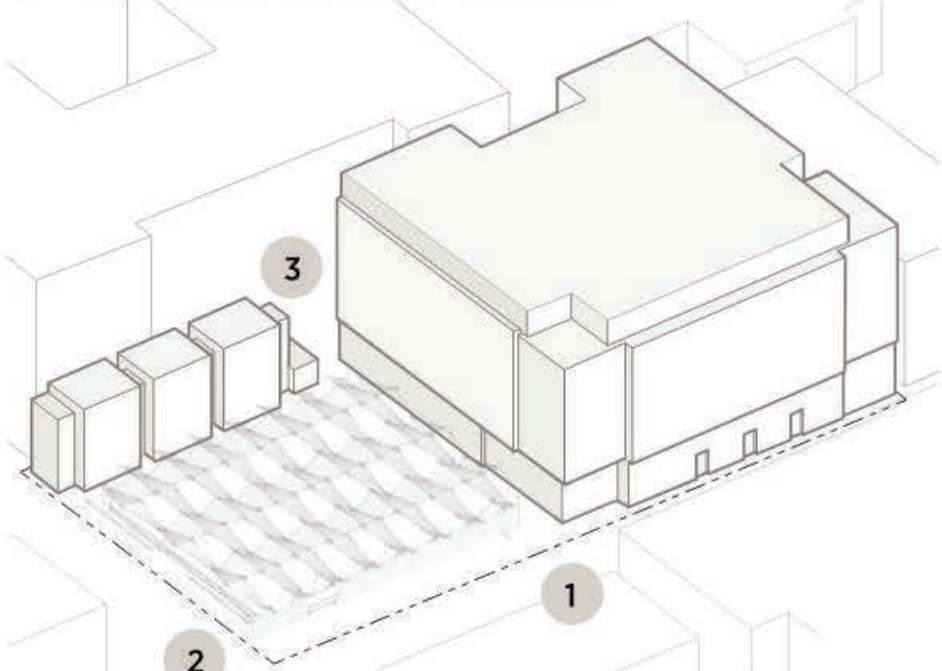
PROPOSED DESIGN - LOBBY ENTRY



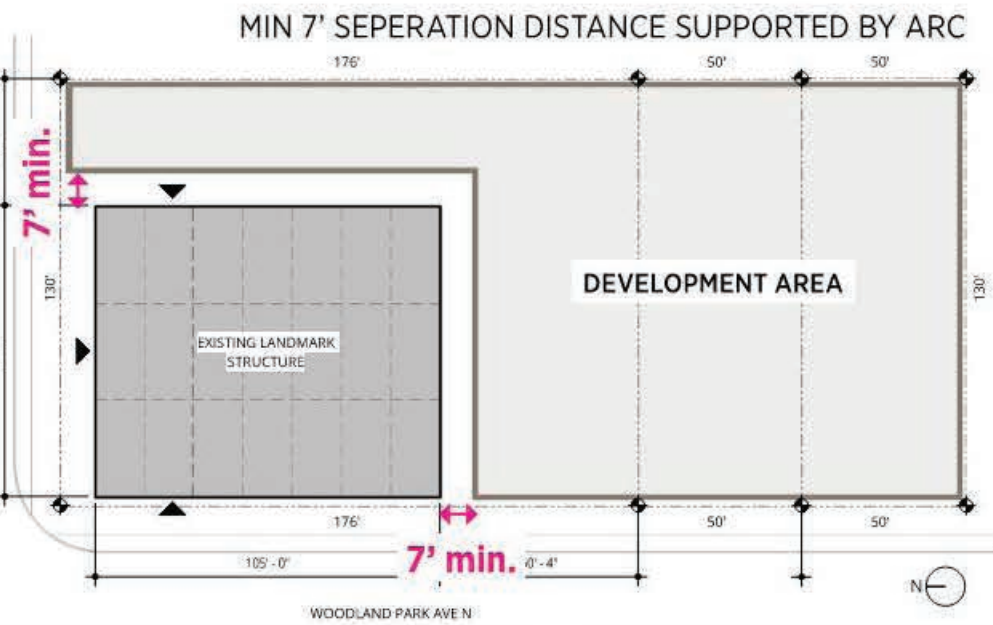
EDG #1 PREFERRED MASSING CONCEPT



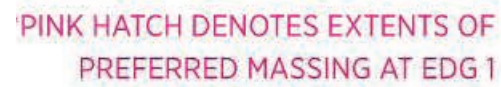
EDG #2 REVISED MASSING CONCEPT



- 1 **MASSING SHOULD SET BACK FROM THE LANDMARK TO RETAIN THE FACADE AND ROOF**
Setting the massing back highlights the Landmark building by providing the necessary breathing room between the two buildings on lower levels. This allows the Landmark to maintain its presence in the neighborhood as well as providing great outdoor amenity courtyard space for the users. A 7' minimum gap between new and old was discussed.
- 2 **RETAIN EXISTING PROPERTY WALL OF LANDMARK**
The placement and layout of the proposed massing on the site ensures that the north and east side of the existing property walls will be preserved for the Landmark.
- 3 **ANY NEW DEVELOPMENT SHOULD BE CONSIDERED AS "BACKDROP" TO THE EXISTING STRUCTURE**
The preferred concept's massing honors and respects the Landmark building by considering the scale, height, and bulk of the massing. For example, three-story townhomes on the east side helps to mitigate the scale and height and ensures the Landmark's presence on the street-level.



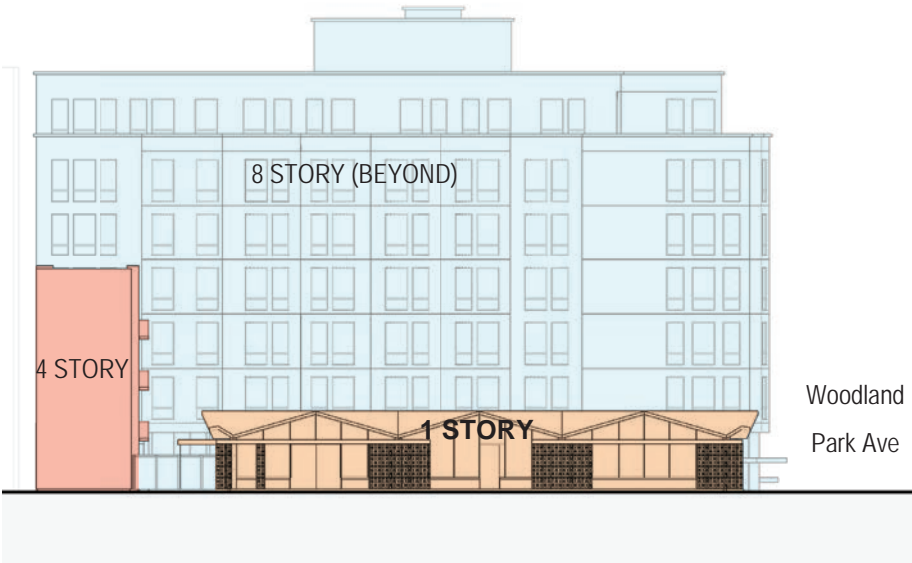
DISTANCE BETWEEN BUILDINGS



CURRENT DESIGN

DISTANCE TO LANDMARK BUILDING
STRATEGY:

- **Departure Requested** - Massing of the proposed residential buildings is intentionally pulled back from existing landmark building and street frontage to reduce visual dominance and allow historic building to remain a focal point on site. See page 76 for departure information
- **Increased Landscaping** - Moving existing surface parking underground and replacing it with generous landscaped buffers between the new buildings and the landmark to create a soft transition and enhance the setting of the historic structure.
- **Layered Planes** - Architectural design elements and material patterns of new construction subtly reference the landmark building, bringing visual harmony and reinforcing the landmark's prominence through material use and massing.
- **Balance** - By using a lower 4-story building adjacent to the Shannon & Wilson building, the current contrast of scale between the newly constructed neighboring 8-story structure and the Shannon & Wilson building is minimized and helps the new development act as a respectful backdrop rather than a competing presence.
- **Residential Entry B**- Using a recessed entry and small plaza to help provide connection to the street while providing an amenity and separation to the landmark (PL3-A, DC3, PL3)



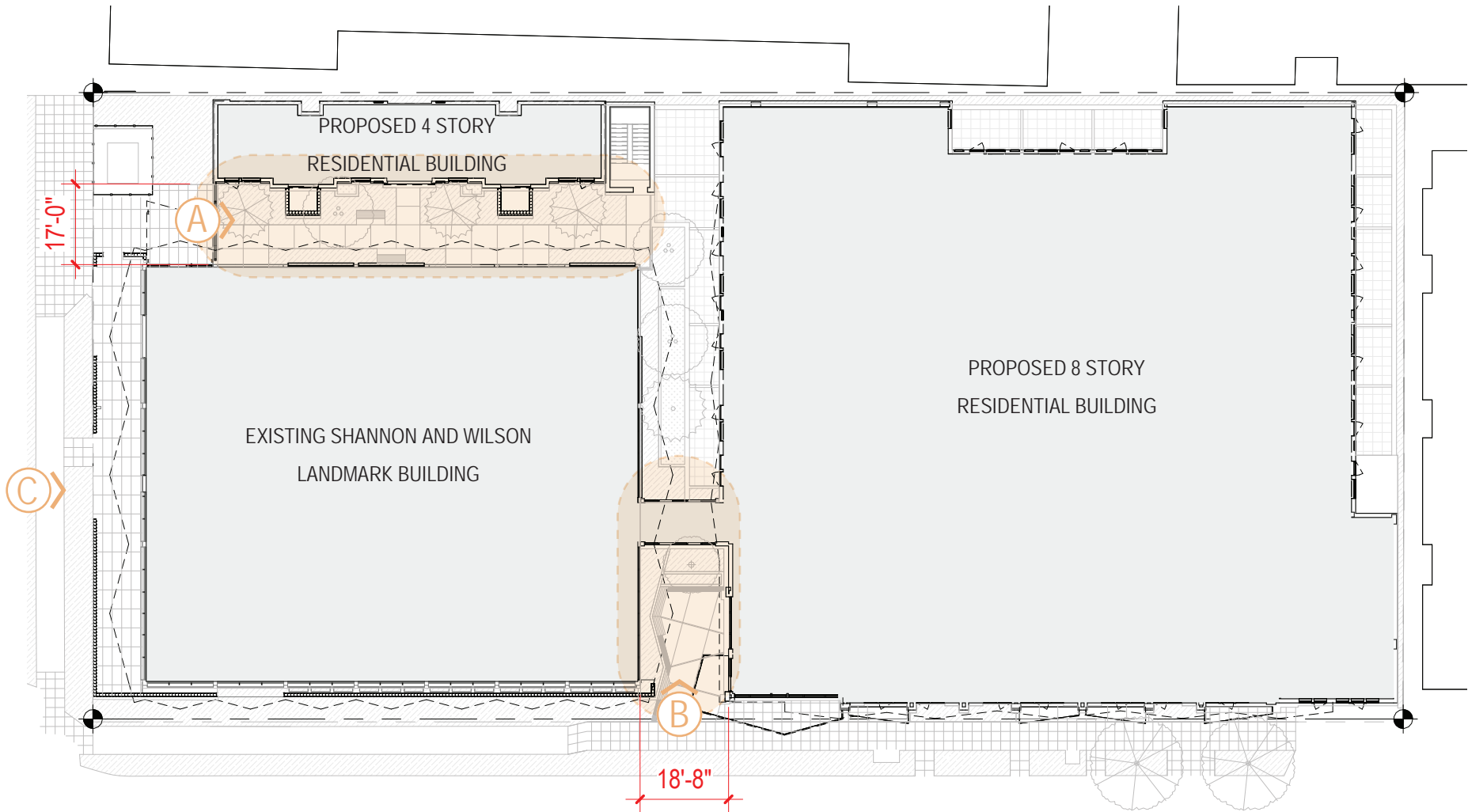
C HEIGHT TRANSITION DIAGRAM



A COURTYARD BETWEEN 4 STORY RESIDENTIAL AND LANDMARK BUILDING



B PLAZA SPACE TO CREATE DISTANCE BETWEEN 8 STORY RESIDENTIAL AND LANDMARK BUILDING AND CREATE A GATHERING POINT



EDG 2 DESIGN

CONCEPT DESIGN

TRIPARTITE ORGANIZATION:

- A strong Base / Middle / Top arrangement creates legible zones to the composition..

STEPPING PLANES:

- Layering of vertical planes provides visual interest and creates a more dynamic form.

EROSION OF CORNERS:

- Chamfered upper-level corners reduce the perception of bulk and scale.



EDG #2
CONCEPT DIAGRAM

PROPOSED CURRENT DESIGN

CONCEPT DESIGN S3-A.1, PL3-A, CS3-A, PL3

Based on the favorable feedback from the EDG2, the design concept was carried over and further developed providing the following features:

TRIPARTITE ORGANIZATION
A strong base, middle, and top are expressed in the building elevations. This classic technique anchors the building in the pedestrian realm and caps the project with added interest.

SETBACKS
A change in finish building plane helps break up the massing into smaller, more land-use-code-complaint blocks and create a more dynamic form.

EROSION OF CORNERS
Setbacks on setbacks! Additional massing setbacks at upper level corners reduce the overall perception of bulk and scale.

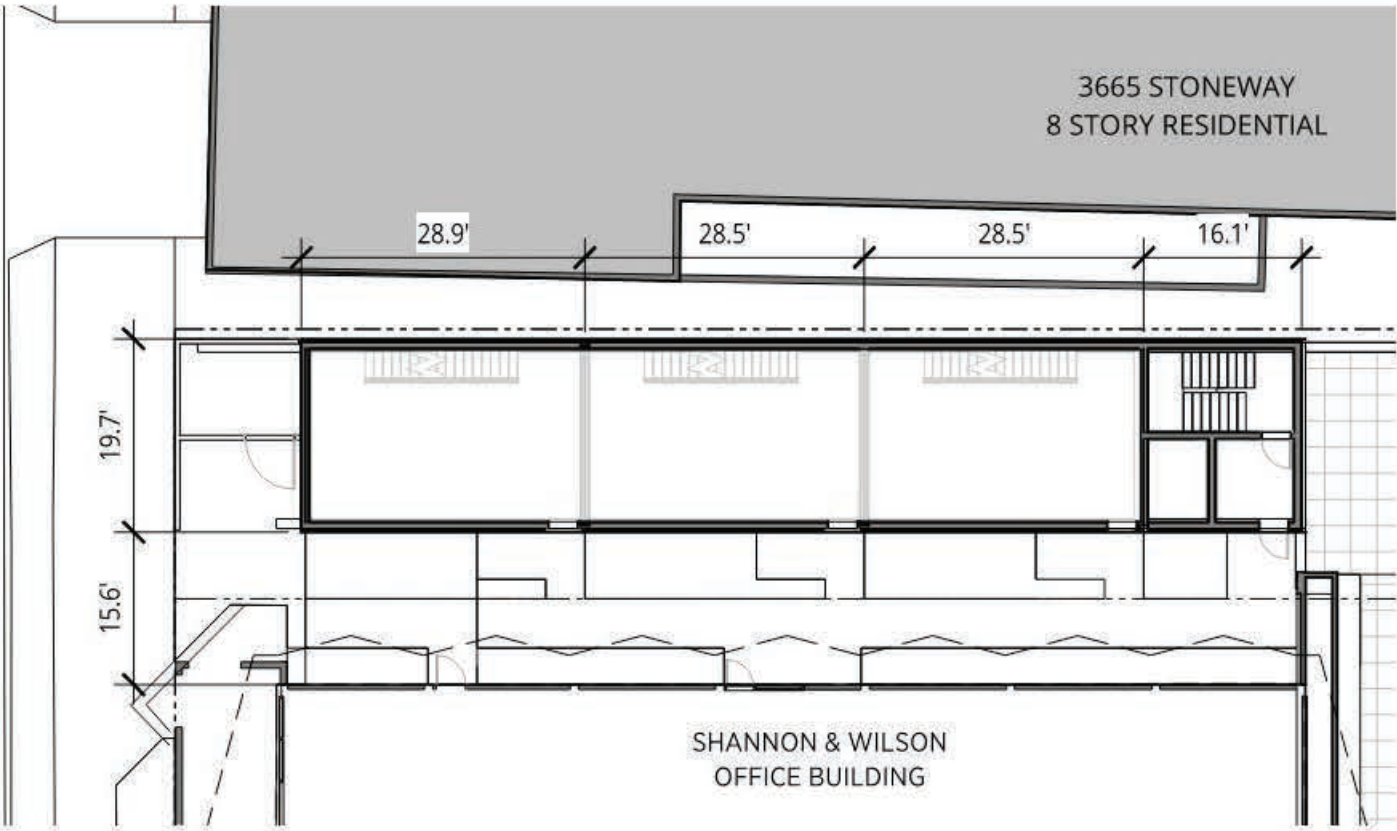
FOLDING PLANES & UNDULATING FACADE
The angled facade borrows the design language of the iconic architectural features of the Shannon Wilson Building. They strengthen the relationship between these two structures for a single use without dominating the historic building.



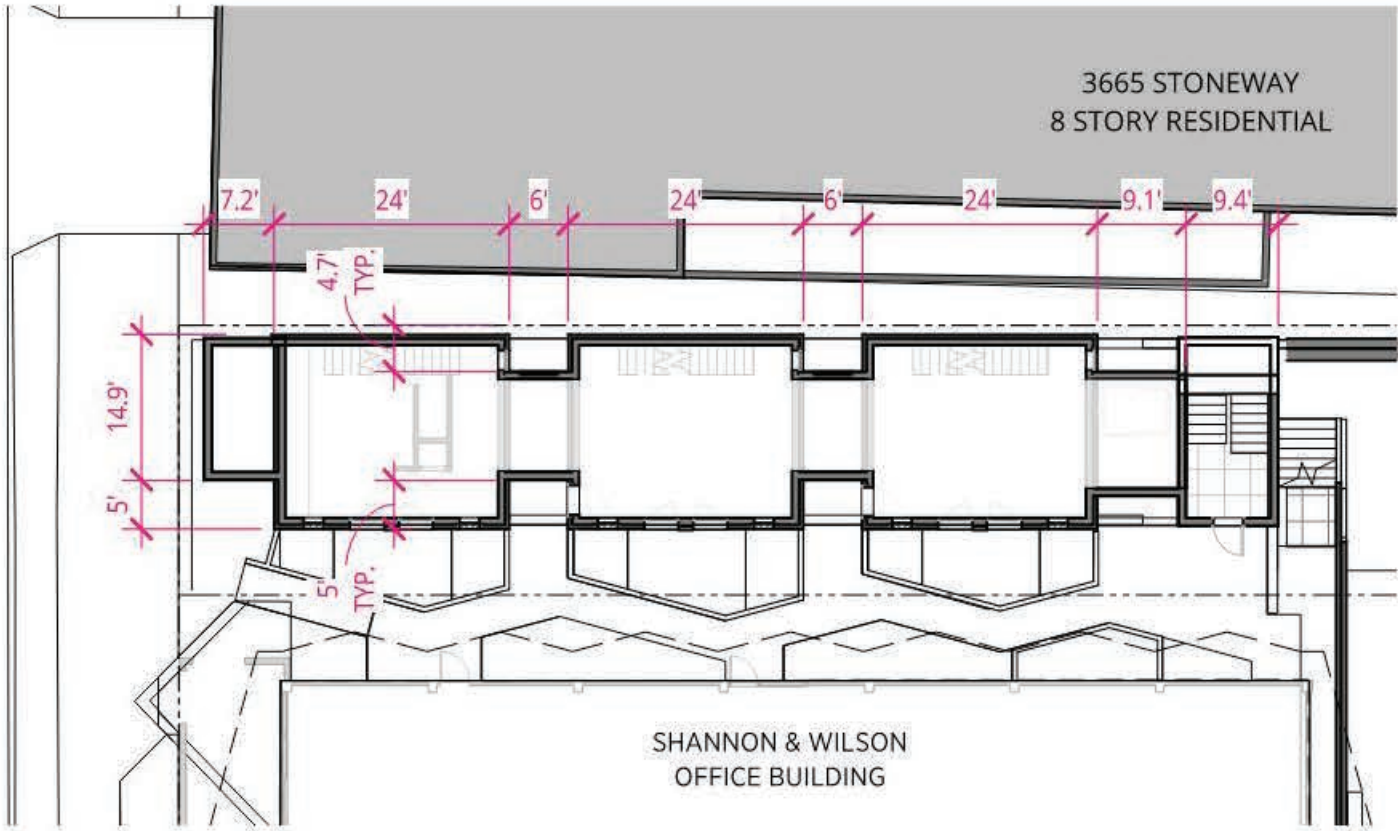
PROPOSED DESIGN - PEDESTRIAN PERSPECTIVE ACROSS WOODLAND PARK AVE



EDG 2 RESPONSE
MODULATION - THE FLATS



N
EDG #1
TYPICAL FLOOR PLAN



N
EDG #2
TYPICAL FLOOR PLAN

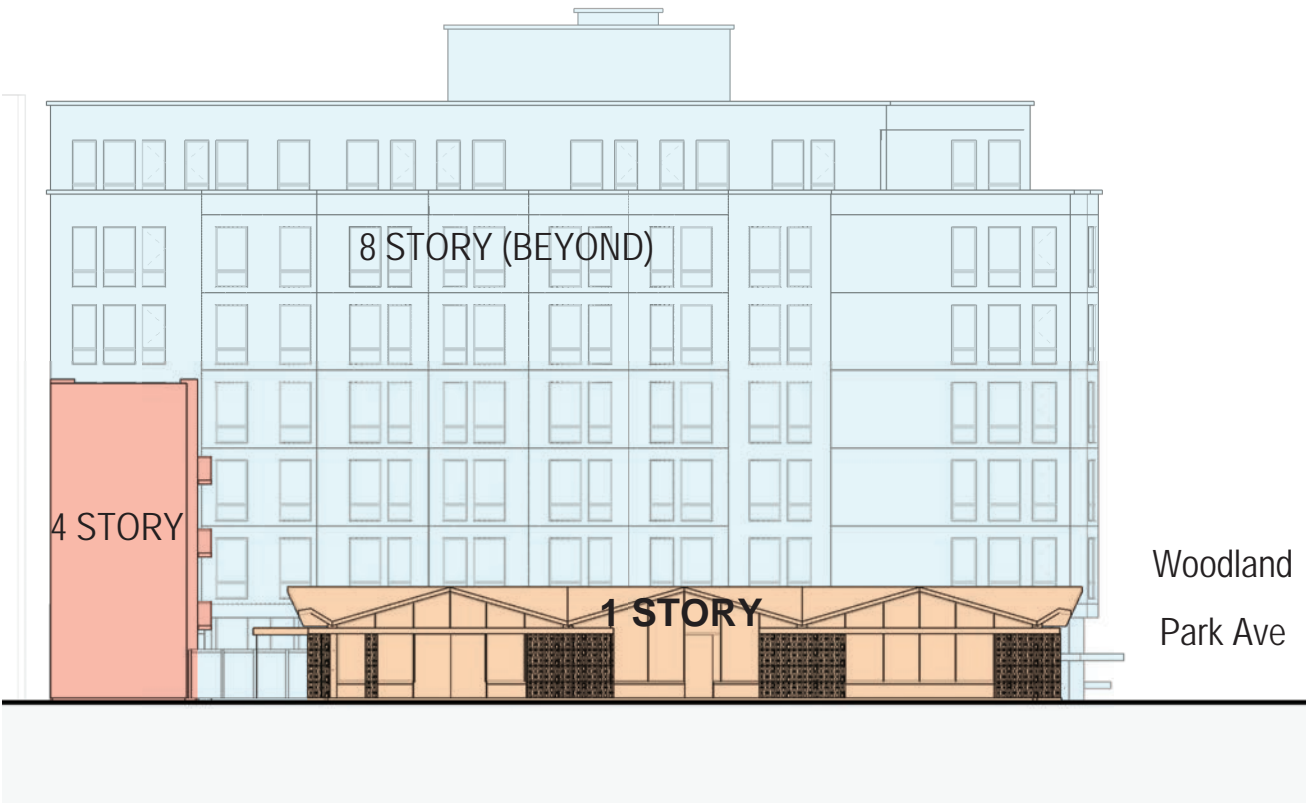
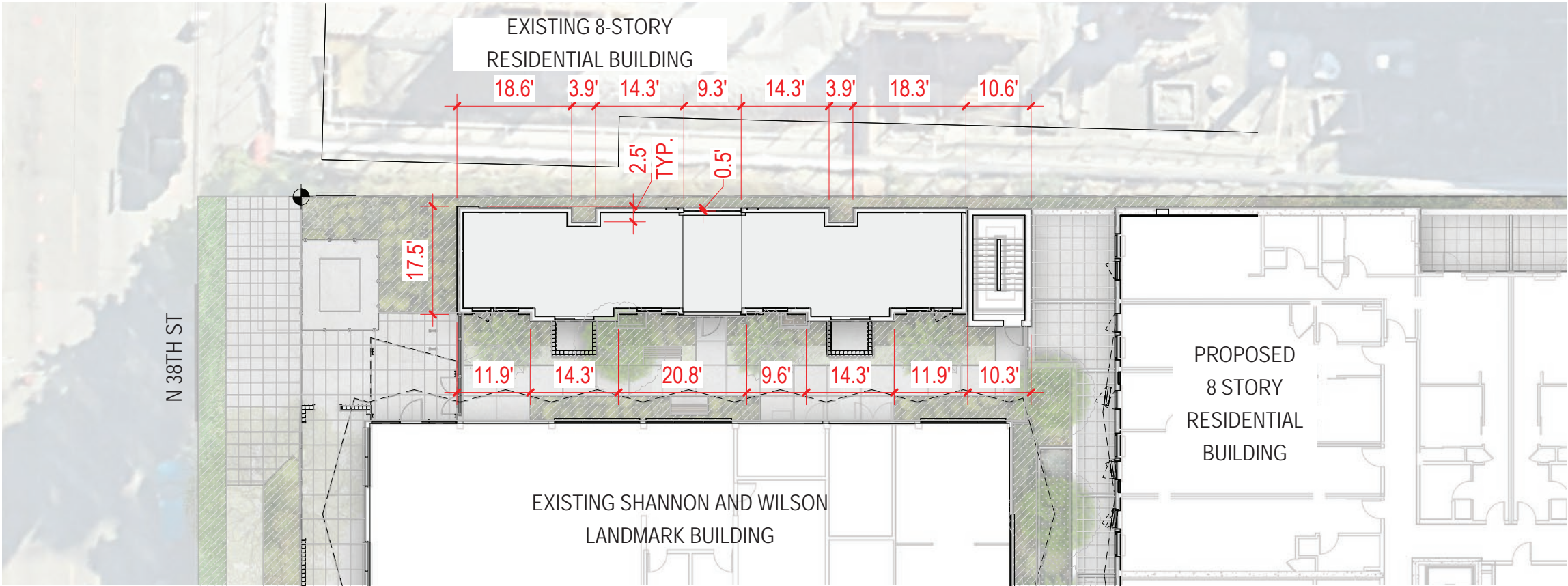
CURRENT DESIGN

MODULATION - THE FLATS

Based on the feedback from the EDG2, the massing was further broken up into reduced lengths of facade, increasing modulation. The overall length of the building has been reduced as well.

Additionally setbacks from the adjacent structures were increased, as well as the setback from the street. This was an intentional decision to help maintain the street presence of the landmark Shannon & Wilson Building.

The reduced scale of the flats building helps step down and transition from the neighboring 8 story building down to the Shannon & Wilson Building.



THE FLATS - WEST FACADE

STREET FACING FACADES ON LEVELS 1 & 2
HAVE BEEN RECESSED TO CREATE A MORE
DISTINCT COMMERCIAL EXPRESSION AT
GROUND LEVEL

EDG #2

EDG #1



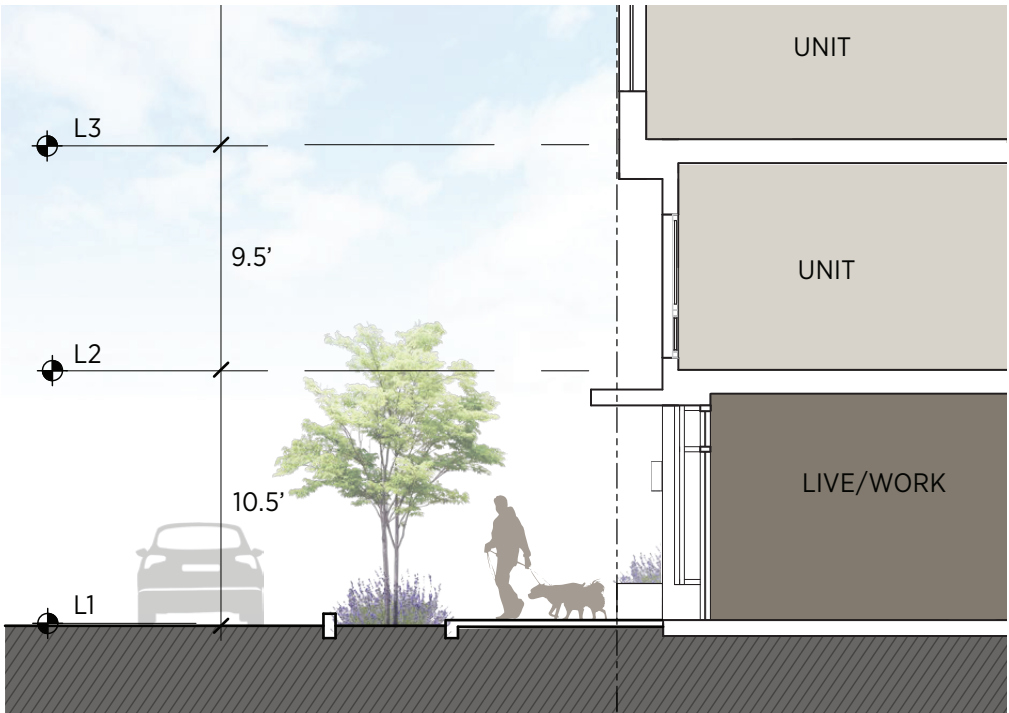
EDG #2

WOODLAND PARK AVE STREET LEVEL ELEVATION REVISED WITH
CONTINUOUS, DOUBLE HEIGHT BASE



EDG #2

RECESSED DOORS AND CANOPIES HAVE BEEN ADDED AT THE LIVE/WORK UNIT
ENTRIES TO EVOKE A MORE TRADITIONAL COMMERCIAL EXPRESSION



EDG #2

THE STREET SECTION AT LIVE/WORK UNIT ENTRIES HAVE BEEN REVISED
TO INCORPORATE A DOUBLE HEIGHT EXPRESSION ALONG WOODLAND PARK AVE

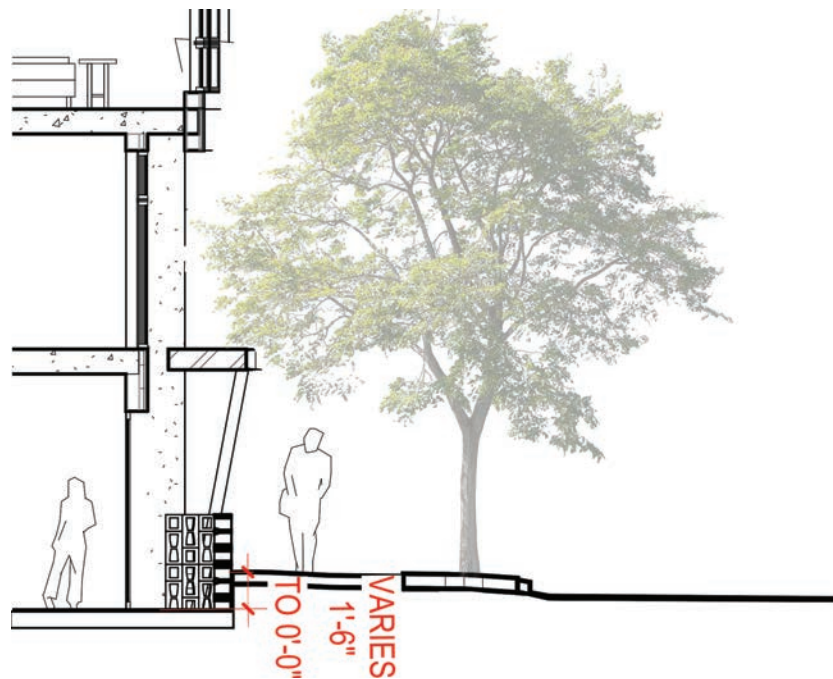
CURRENT DESIGN

WOODLAND PARK STREETSCAPE

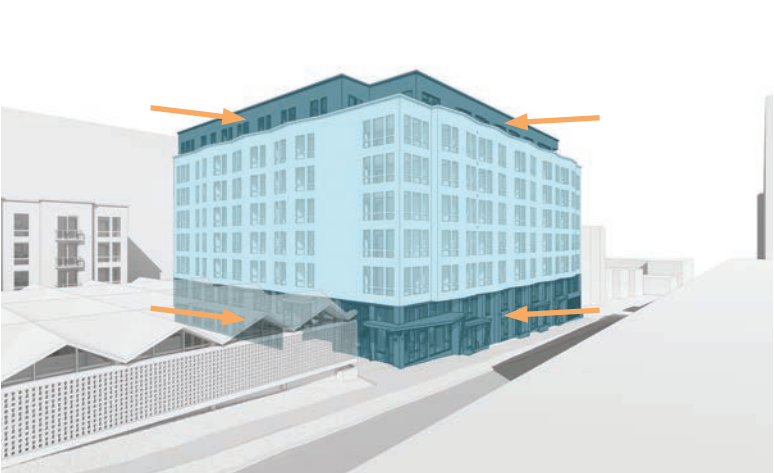
EDG RESPONSE

- Live/work units have been replaced with residential units at grade (commercial/retail is not required on this site and wouldn't fit with the residential character of this section of Woodland Park Ave N.
- Residential unit entries are defined with individual canopies, protected stoop spaces, screened with breezeblock pony walls taking design cues from the landmark structure's screen walls.
- An additional canopy is provided at the lobby space and mini-plaza. All canopies' composition relates to the Shannon Wilson folded concrete roof structure.
- Material palette has been refined with concrete pilasters and vertical metal box-rib panels. This helps emphasize the podium base, which strengthens the tripartite organization to the building.
- The composition of this facade has been refined, introducing a more regimented rhythm instead of one flat plane, which relates to the Shannon Wilson building's regimented facade.
- The garage entry has been pushed back to allow for a safer pedestrian experience along Woodland Park Avenue.
- A departure is requested for the finish floor elevation of the at-grade residential units to allow for a higher degree of connection between the residential units and the streetscape. Given the neighborhood feel of Woodland Park Avenue, this design approach is appropriate for this use in this location.

SEE DEPARTURE REQUEST ON PAGE 78-79 FOR ADDITIONAL INFORMATION



DESIGN GUIDELINES



CS1 | NATURAL SYSTEMS AND SITE FEATURES

I.I | LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.

Response:

- All existing trees that are in good health will be retained and additional landscaping in the form of ground cover, shrubberies, and new trees will be added.
- Existing areas currently used for parking and vehicle circulation will be converted to pedestrian pathways and mini plaza spaces with new landscape features providing spaces for public interaction and gathering.
- Vehicular entries and curb cuts will be consolidated into one point of entry instead of three, allowing more ROW planting for an enhanced pedestrian experience.

CS2 | URBAN PATTERN & FORM

II | STREET SCAPE COMPATIBILITY

- Upper level building setbacks and setbacks along the building base are encouraged to help minimize shadow impacts on public sidewalks.
- Design public and private outdoor spaces to take advantage of Sun exposure.

Response:

- Use of the upper and lower level setbacks to minimize the impacts to light and air while also creating more space for pedestrian movement at the ground level.
- Upper and lower level setbacks allow for opportunities for residential exterior spaces like stoops, patios and balconies
- Providing public plaza spaces at the main entries to the Shannon & Wilson building and the new residential building to create public open space at the street level

PL3 | Street-Level Interaction

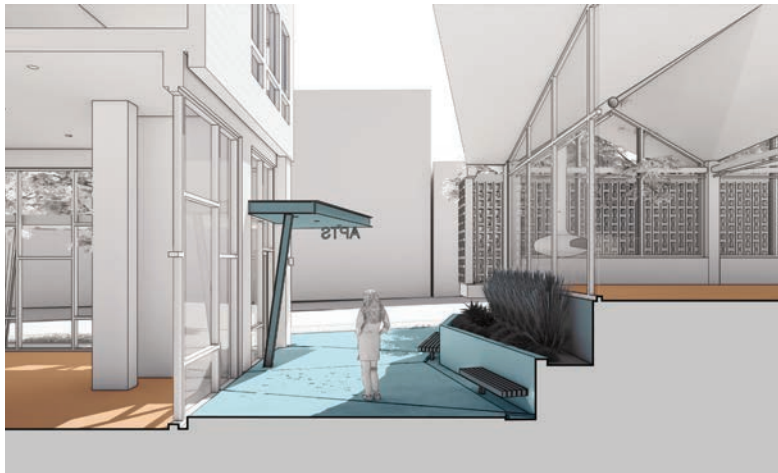
II. | HUMAN INTERACTION

- [...] Applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features[...]
- Outdoor dining, indoor-outdoor commercial/retail space, balconies, public plazas and outdoor seating are particularly encouraged [...]

Response:

- Building setbacks along the base of Woodland Park Ave allow for residential stoops and the setback from the Shannon & Wilson building allow for a small public plaza and seating area.
- Adaptive reuse of the Shannon & Wilson building allows for the potential of a cafe or restaurant space with an outdoor dining area that is set between the breeze block wall and the landmark building
- New landscaping features with walkways and paths allow for outdoor circulation.

DESIGN GUIDELINES



DC2 | ARCHITECTURAL CONCEPT

I | ARCHITECTURAL CONCEPT AND CONSISTENCY

i. The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major façade elements, which help to break the building into smaller pieces with distinctive appearances.

Response:

- Areas within the main residential building are broken into a base middle and top, with spaces such as the lobby and club room amenity having a different fenestration pattern and scale.
- Elements in the design borrow from the “folded plate” style of roof from the Shannon & Wilson building including the canopies and the “middle” portion of the building which has taken the horizontal expression of the folded plate, and turned it into a vertical expression creating a dynamic facade which breaks up the mass of the building and adds interest.

DC3 | OPEN SPACE CONCEPT

I | INTEGRATE OPEN SPACE AND BUILDING DESIGN

I.i.a. Terraces on sloping land that create level yard space, courtyards and front and/or rear yards are all encouraged residential open space techniques.
b. Make use of the building setbacks to create public open space At grade. [...]

Response:

- Setbacks from the historic landmark building provide opportunities to provide courtyards, landscaping and gathering areas which helps to provide a transition between the new and the old as well as occupied space for residents and the public.

DC4 | EXTERIOR ELEMENTS AND FINISHES

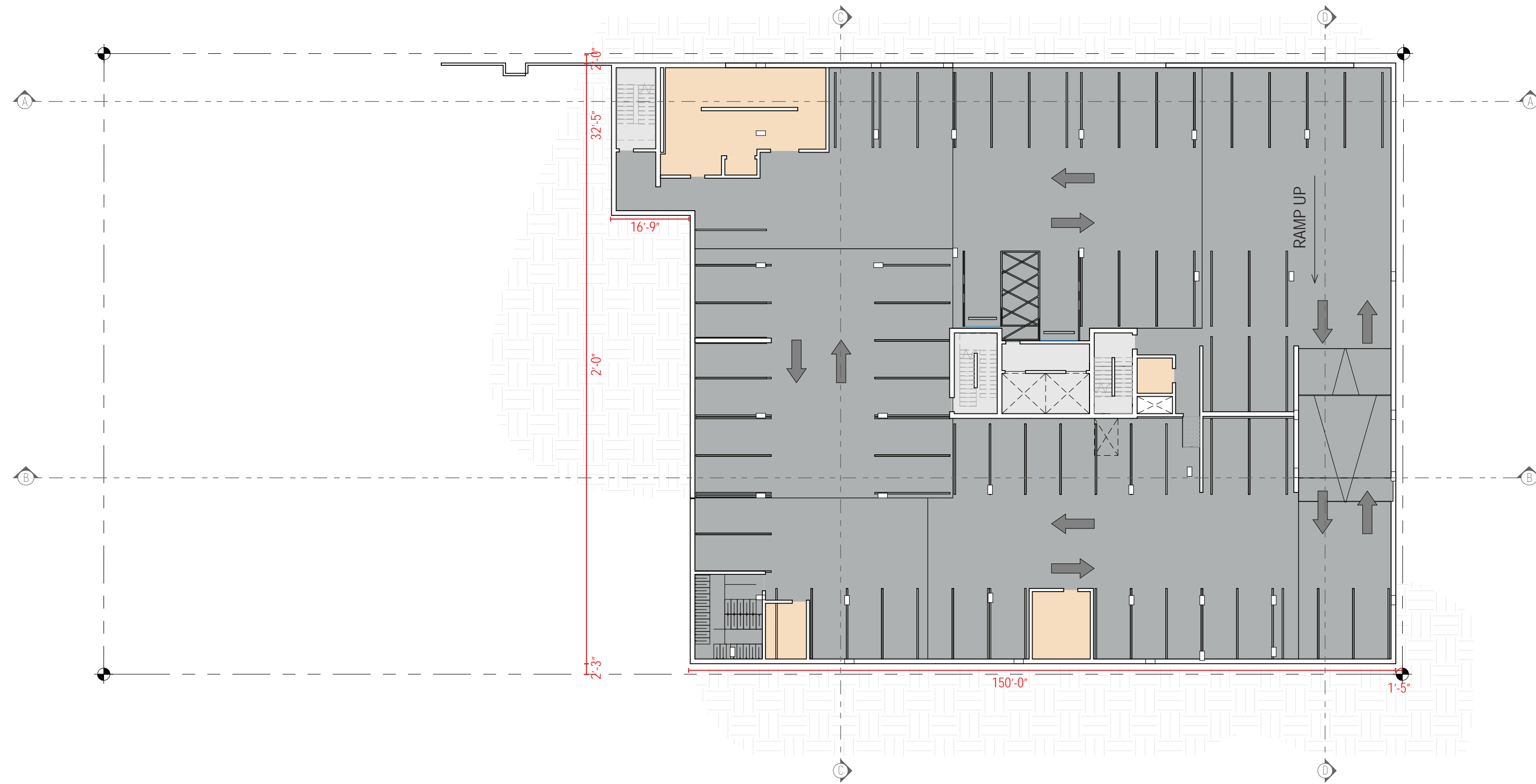
II | USE HIGH QUALITY ELEMENTS & FINISHES FOR THE BUILDING AND OPEN SPACES

II. Landscaping to Enhance the Building and/or Site
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project

Response:

- The Woodland park street scape is already densely vegetated and the goal of the proposed project is to continue that greenery and add to it, allowing it to begin to penetrate into the site at the plaza spaces and other setbacks.

PLANS

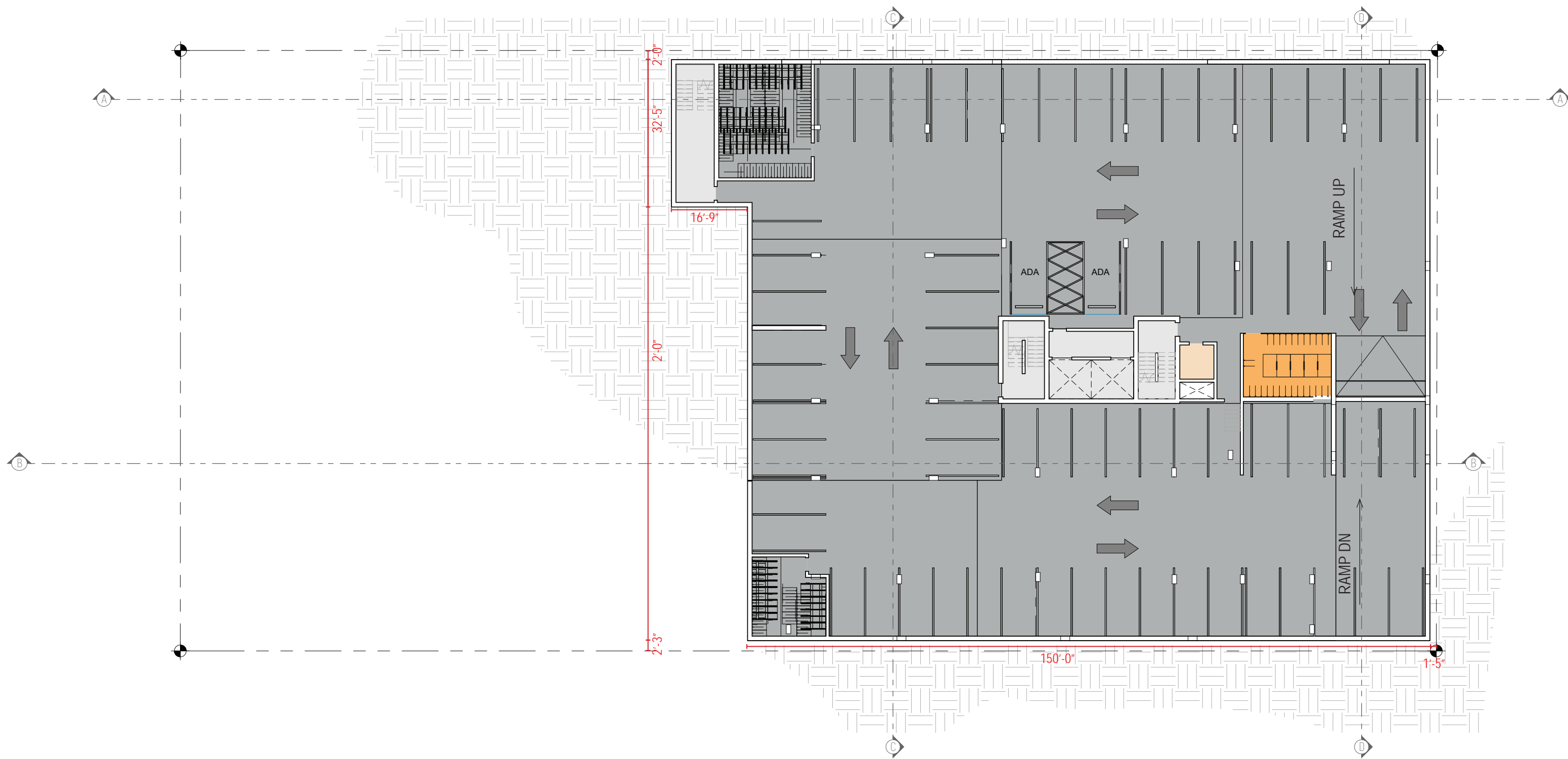


LEVEL P2



- Commercial
- Resident Common
- Back of House - Mechanical/Storage
- Residential UNITS
- Circulation
- Parking

PLANS

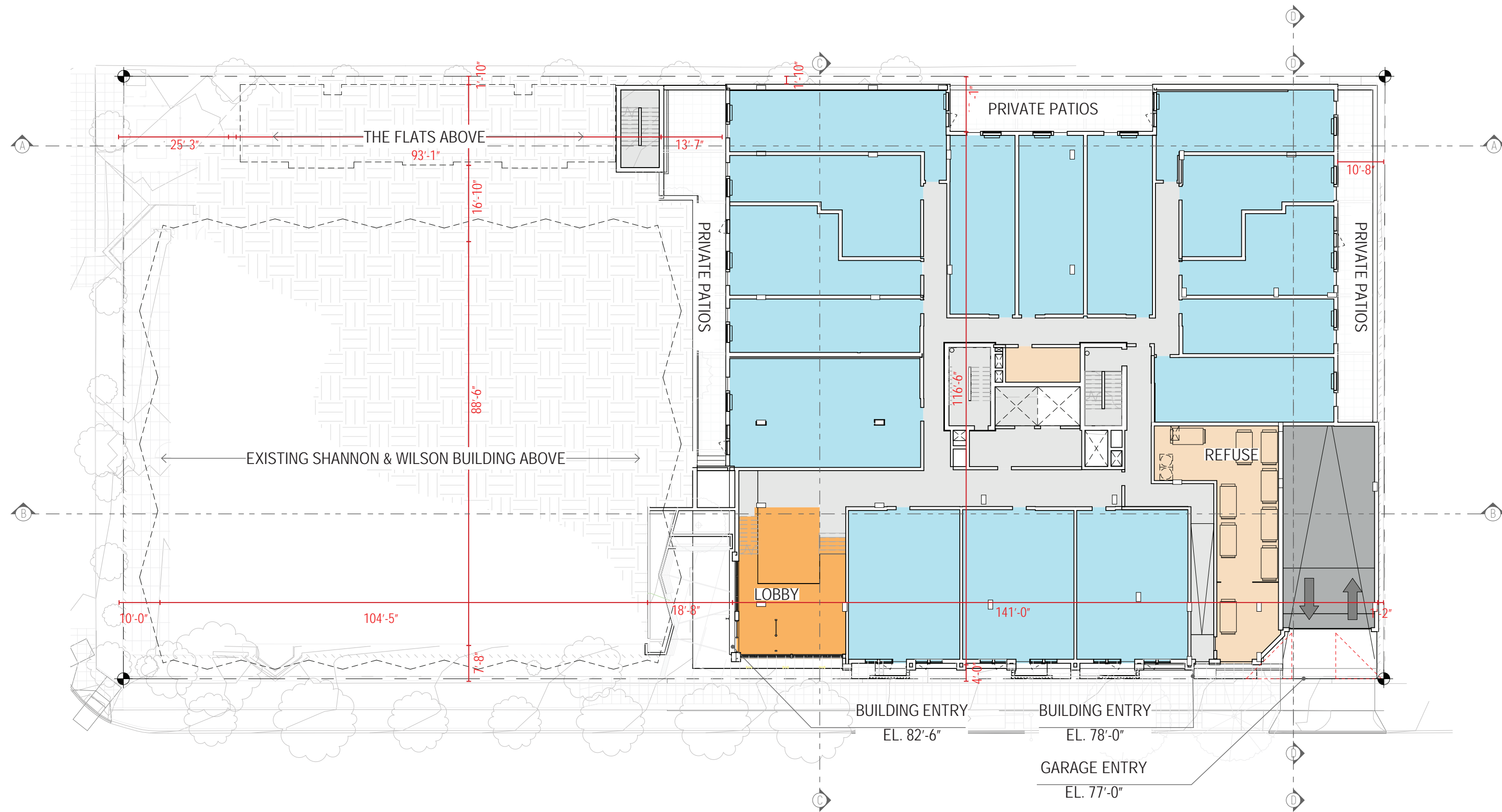


LEVEL P1



- Commercial
- Resident Common
- Back of House - Mechanical/Storage
- Residential UNITS
- Circulation
- Parking

PLANS



LEVEL 1

Commercial

Resident Common

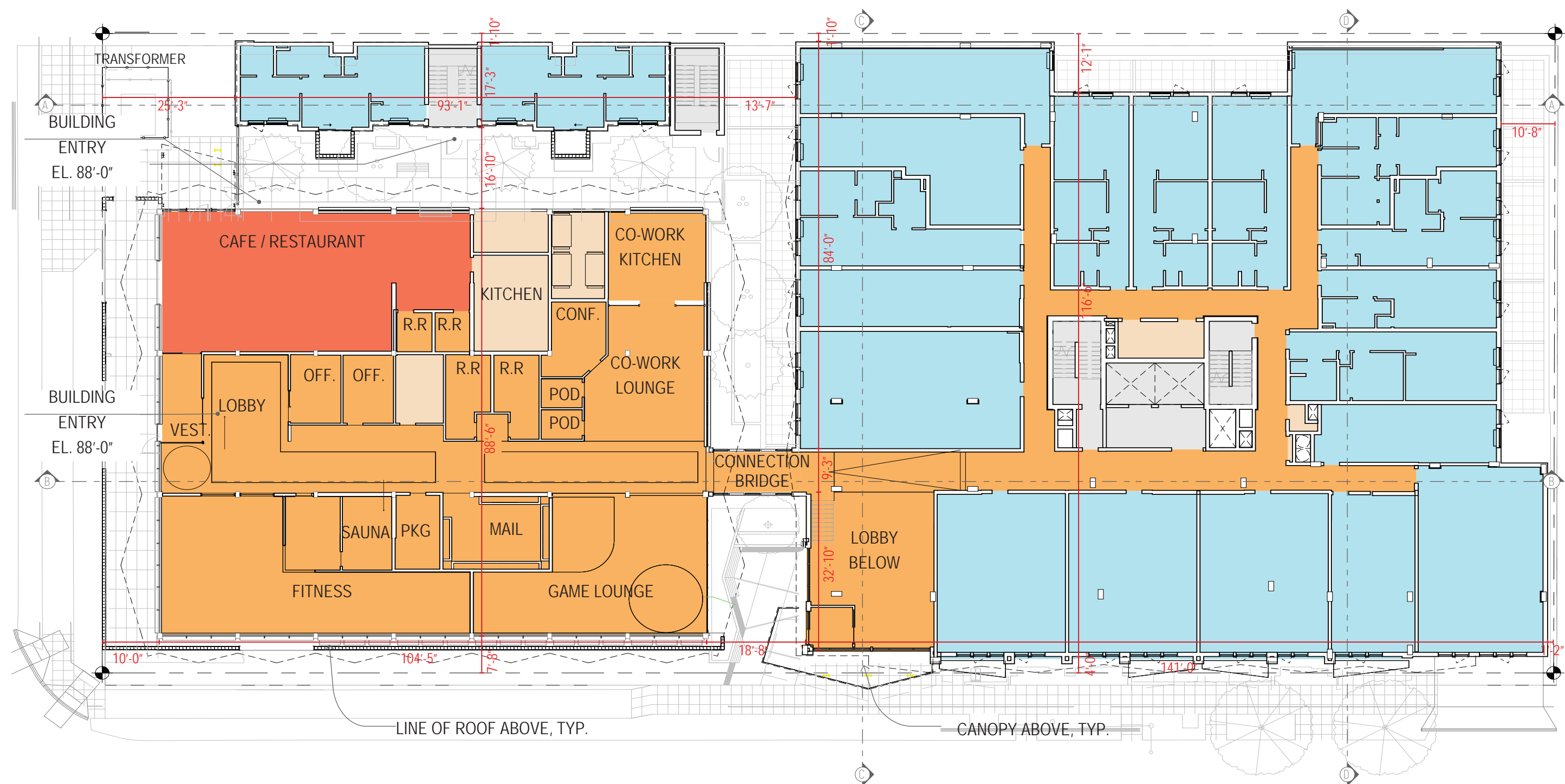
Back of House - Mechanical/Storage

Residential UNITS

Circulation

Parking

PLANS

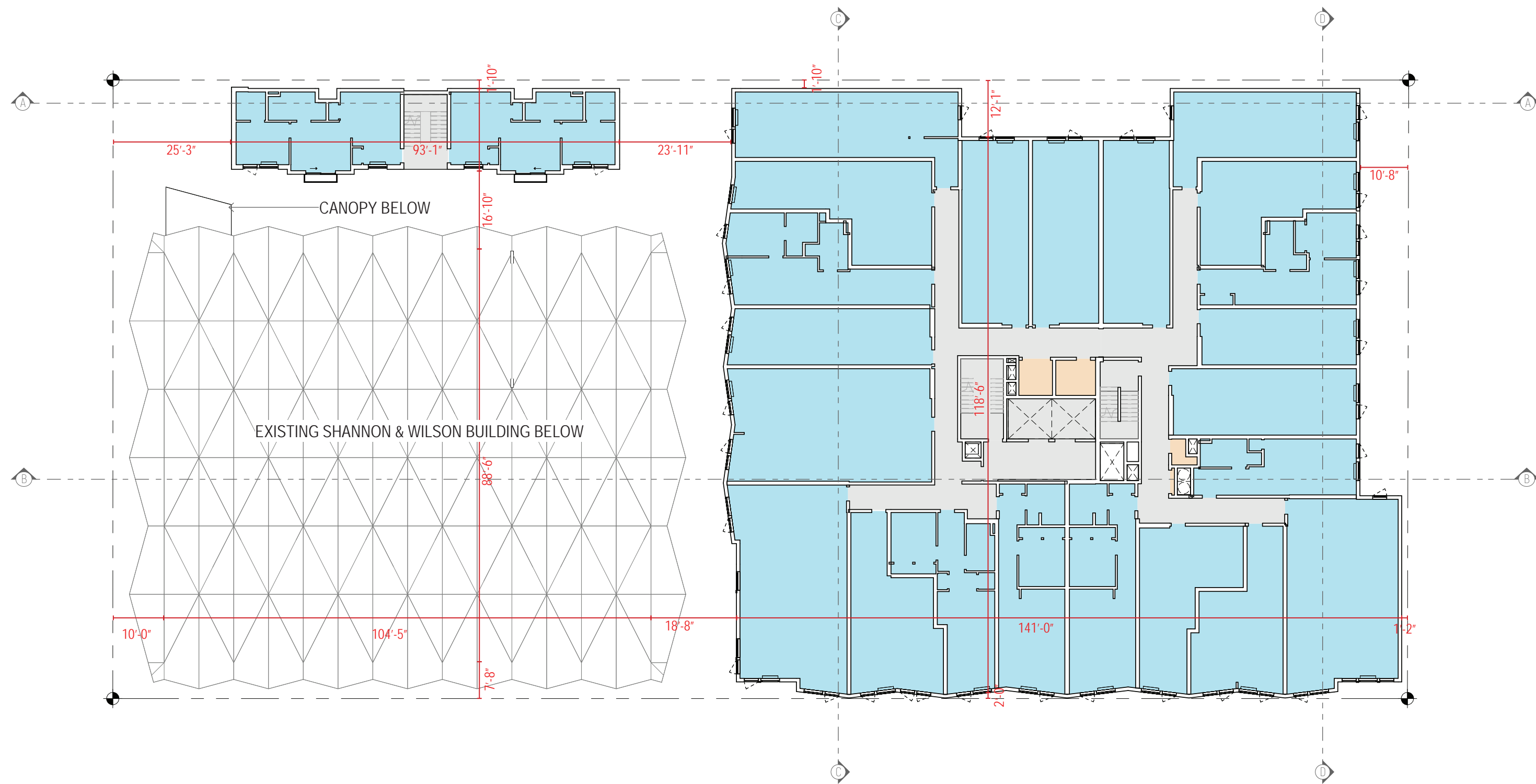


LEVEL 2



- Commercial
- Resident Common
- Back of House - Mechanical/Storage
- Residential UNITS
- Circulation
- Parking

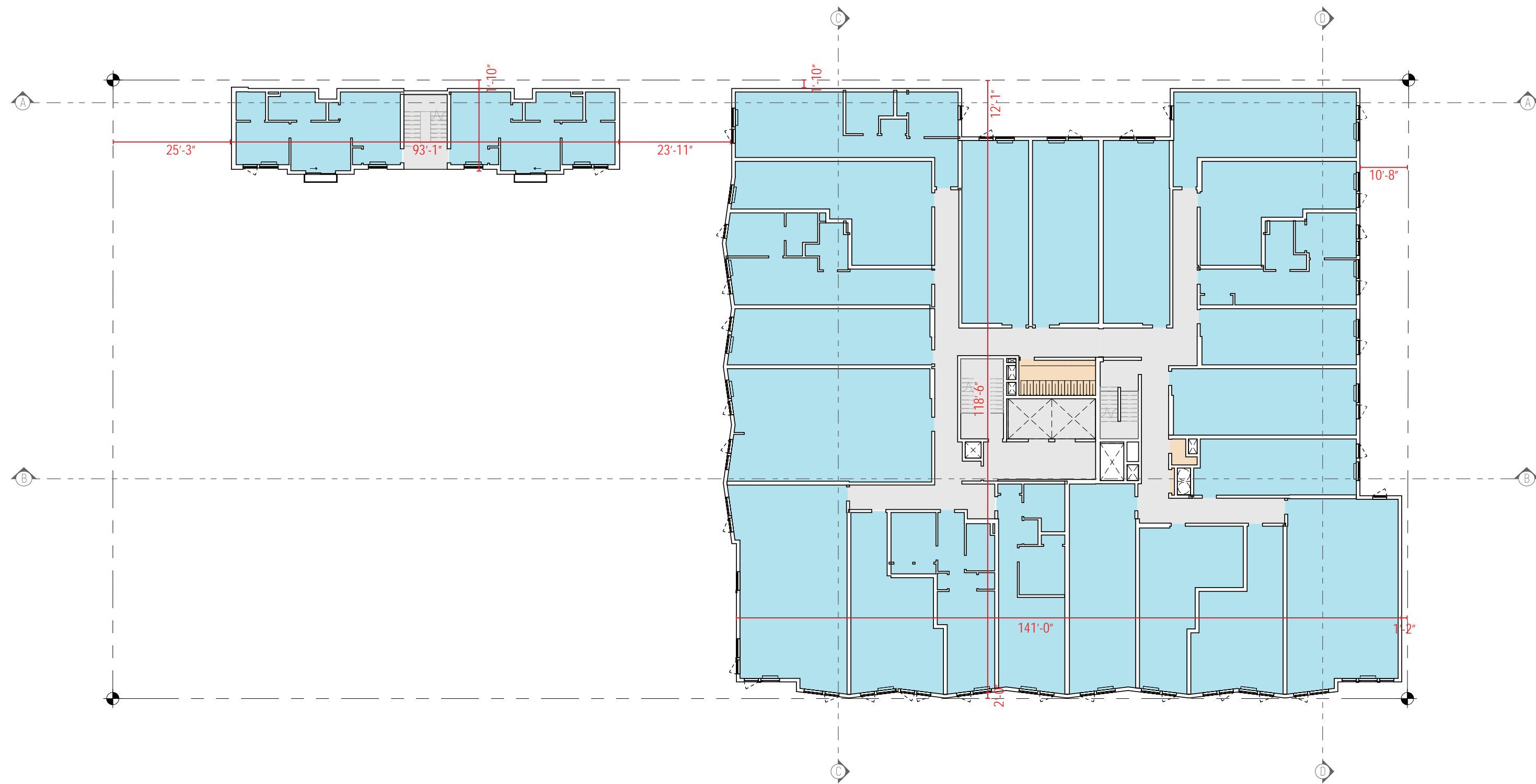
PLANS



LEVEL 3



PLANS

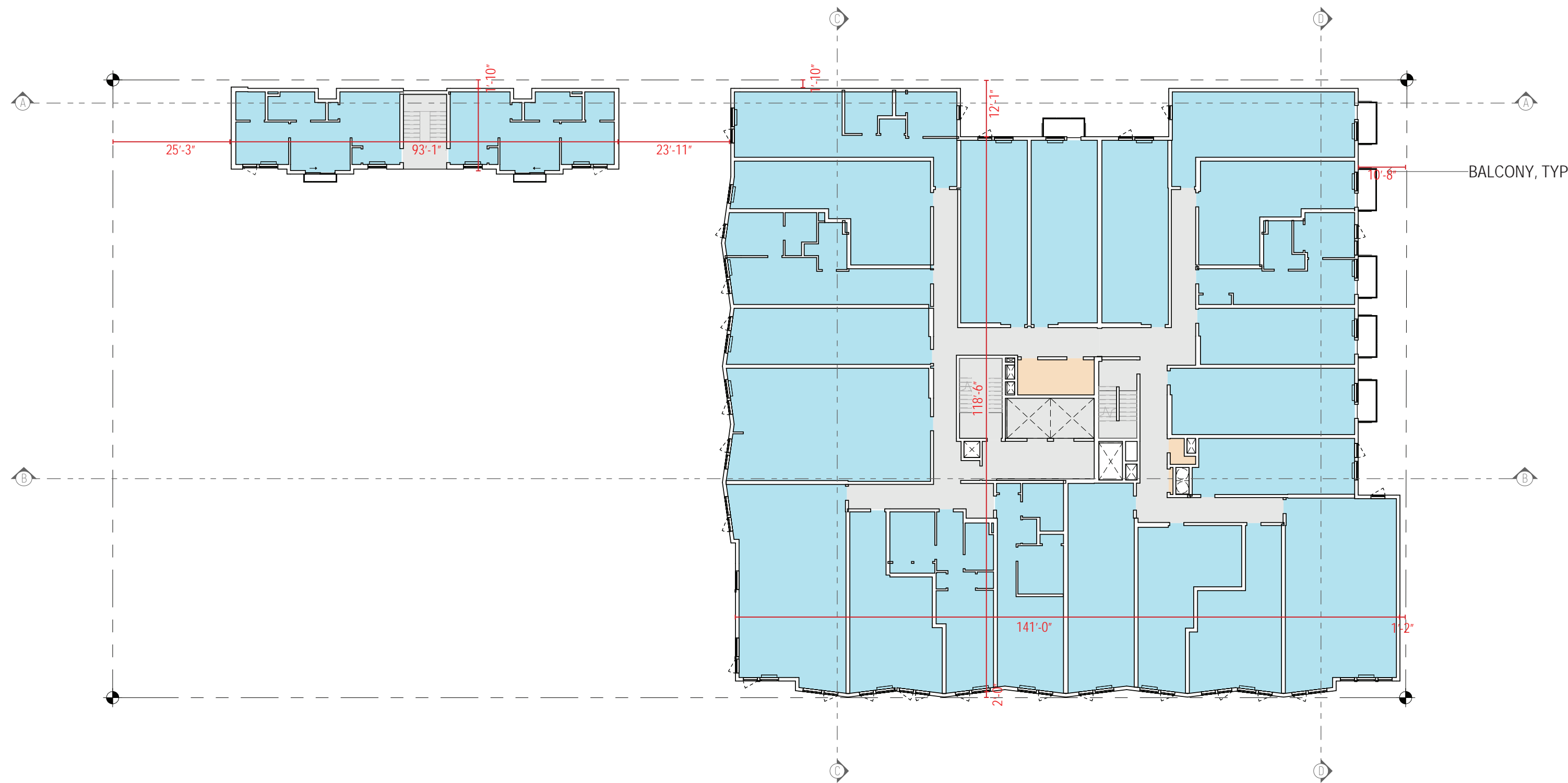


LEVEL 4



- Commercial
- Resident Common
- Back of House - Mechanical/Storage
- Residential UNITS
- Circulation
- Parking

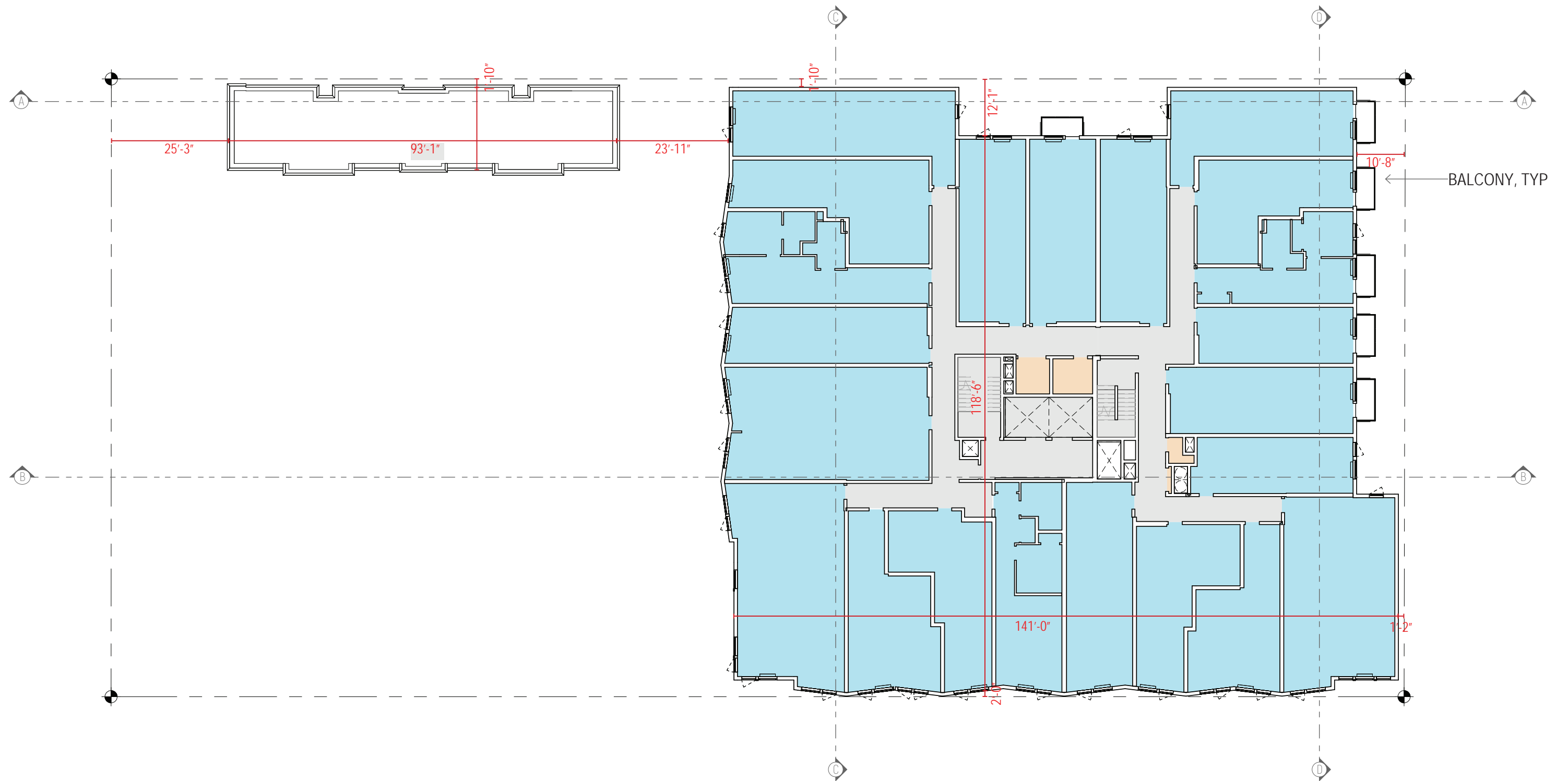
PLANS



LEVEL 5

- Commercial
- Resident Common
- Back of House - Mechanical/Storage
- Residential UNITS
- Circulation
- Parking

PLANS



LEVEL 6



Commercial

Resident Common

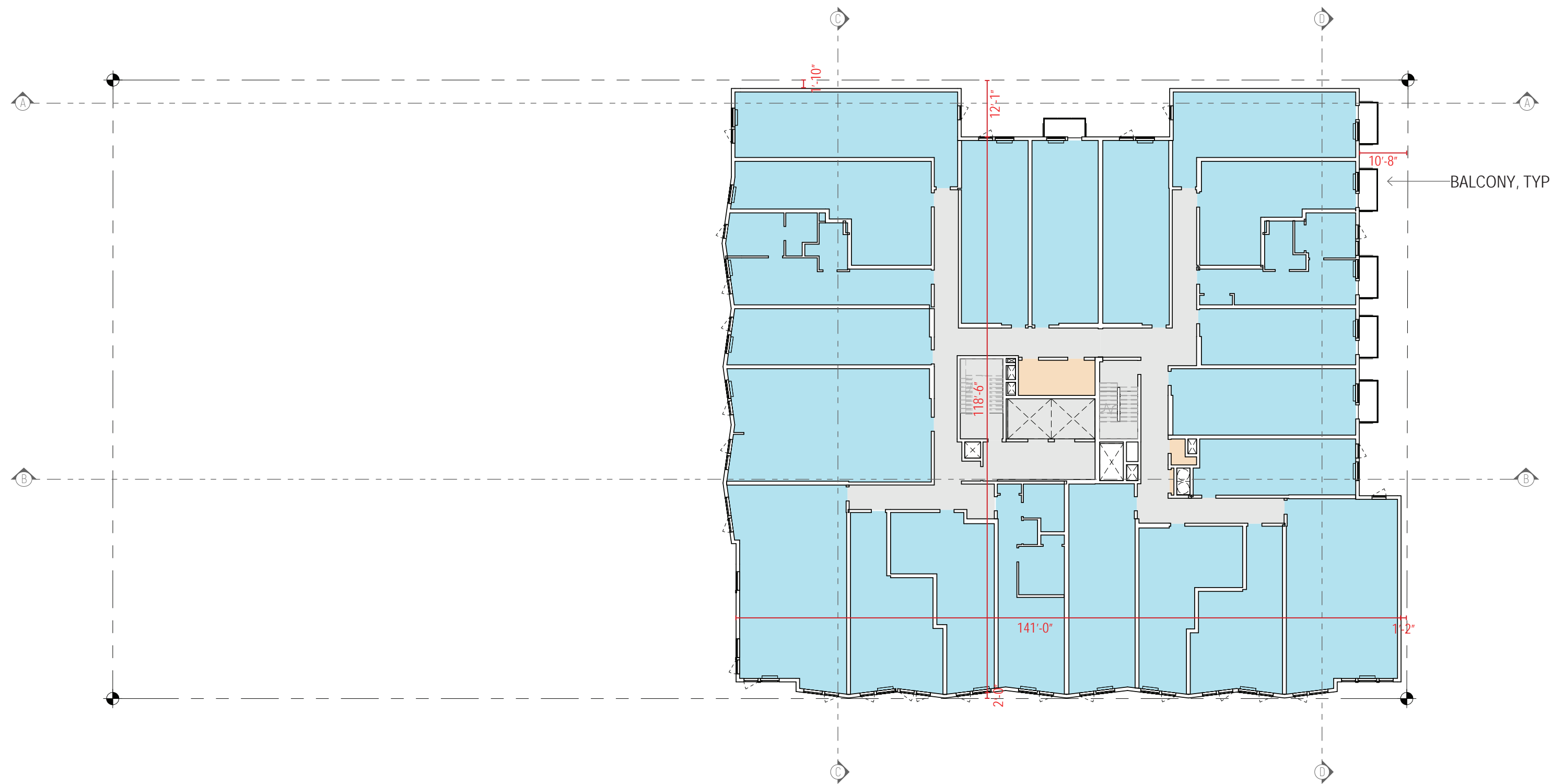
Back of House - Mechanical/Storage

Residential UNITS

 Circulation

Parking

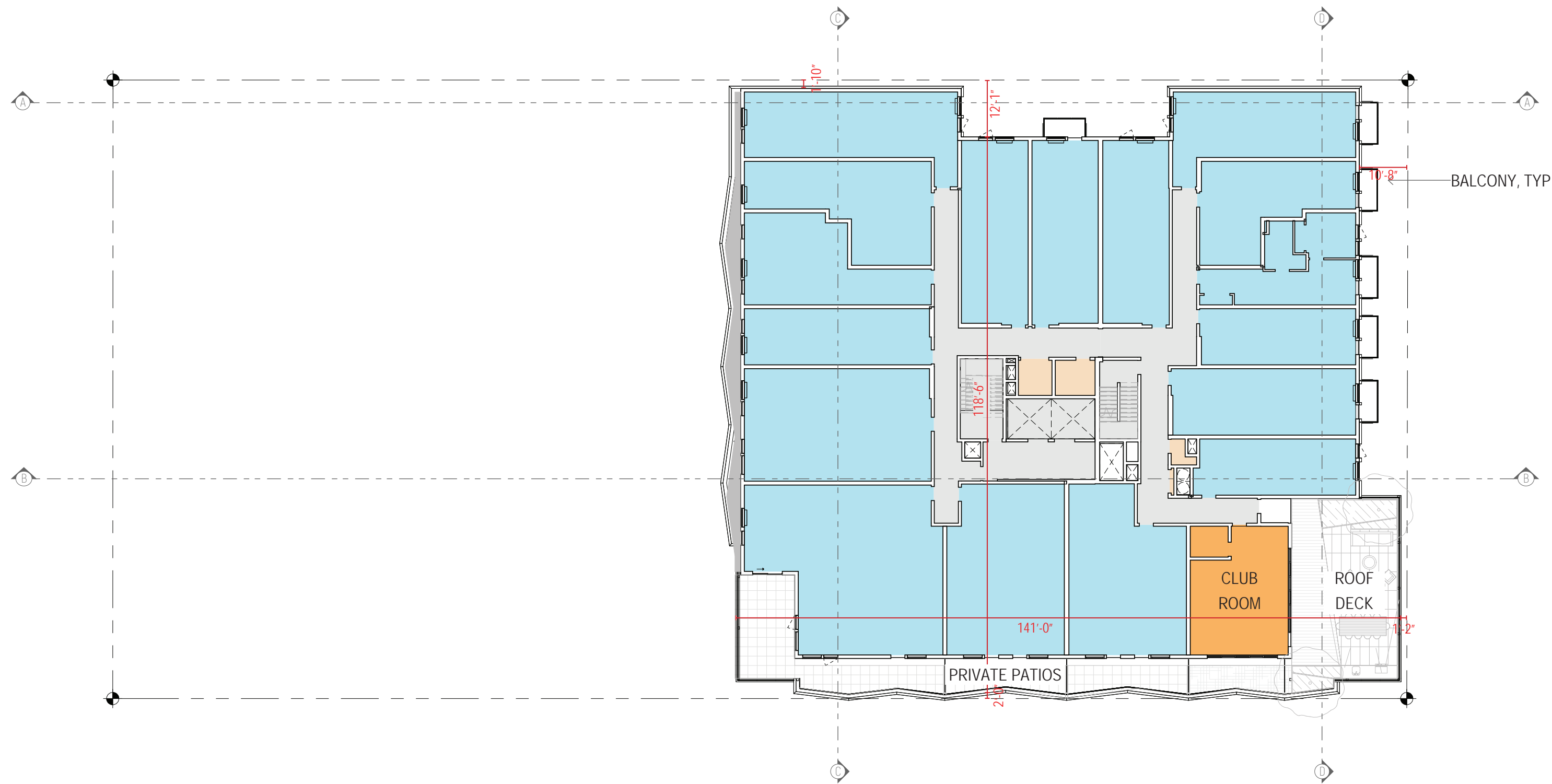
PLANS



LEVEL 7

- Commercial
- Resident Common
- Back of House - Mechanical/Storage
- Residential UNITS
- Circulation
- Parking

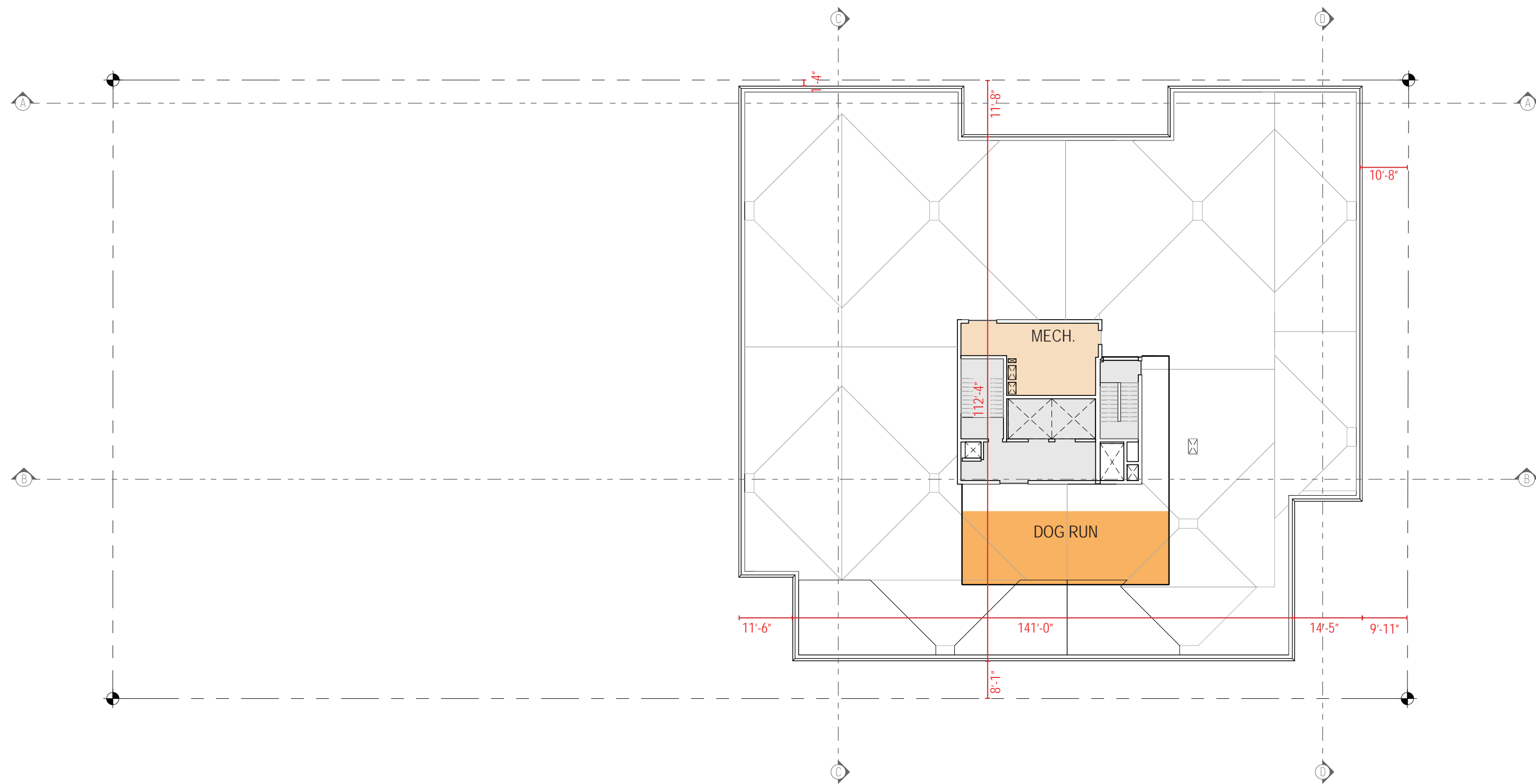
PLANS



LEVEL 8

- Commercial
- Resident Common
- Back of House - Mechanical/Storage
- Residential UNITS
- Circulation
- Parking

PLANS

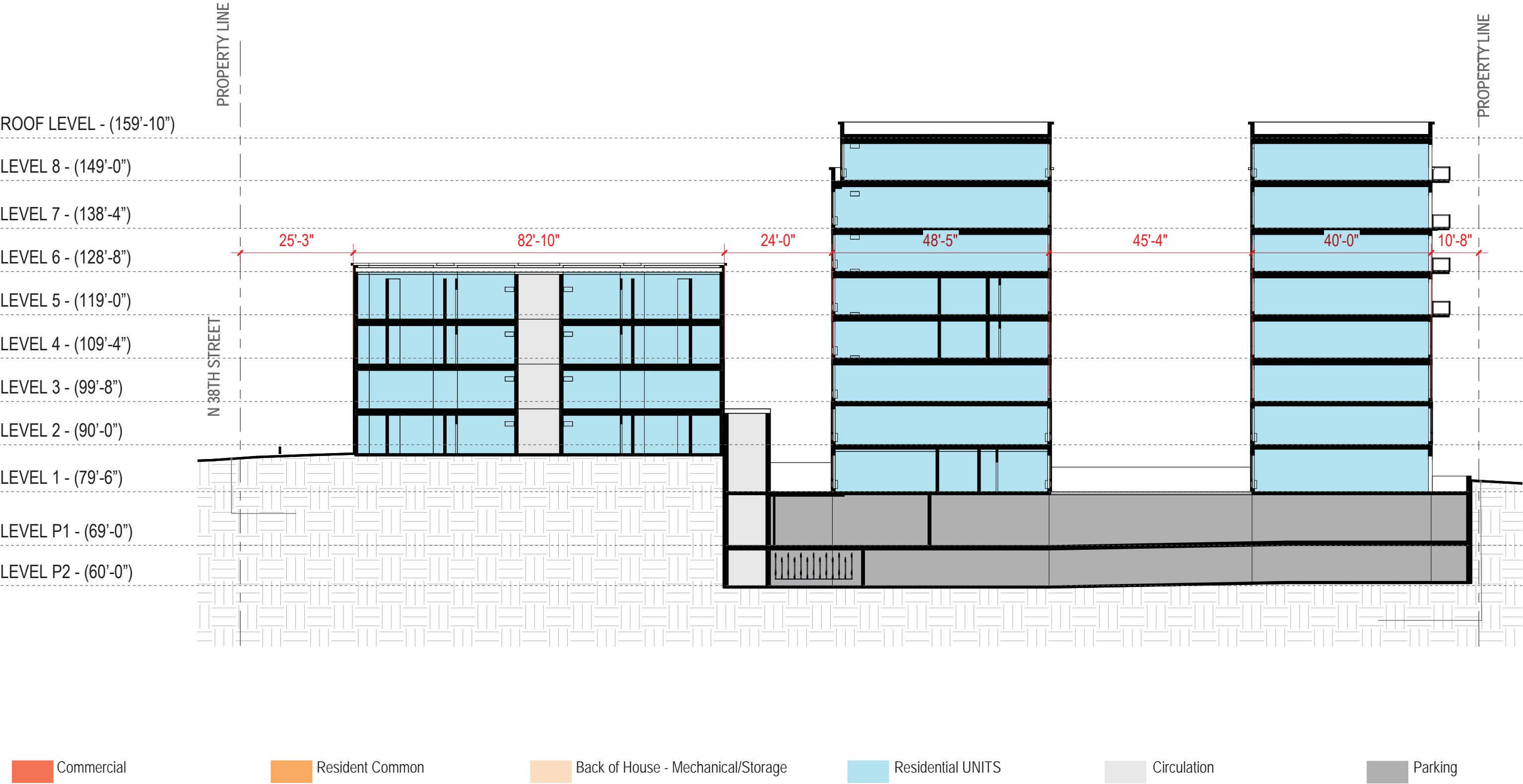


ROOF

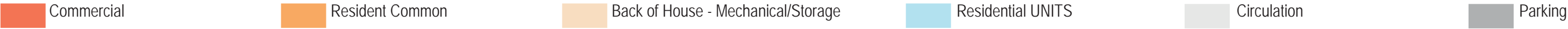
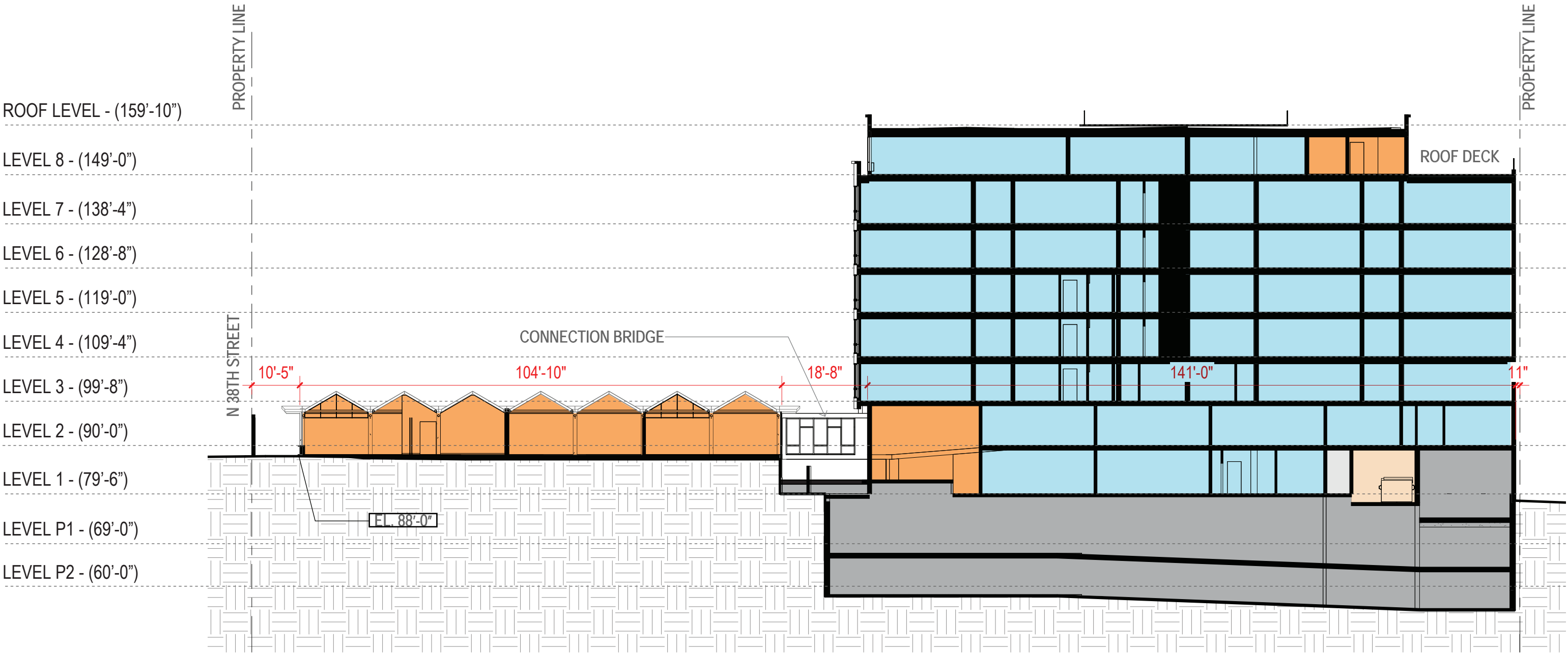


- Commercial
- Resident Common
- Back of House - Mechanical/Storage
- Residential UNITS
- Circulation
- Parking

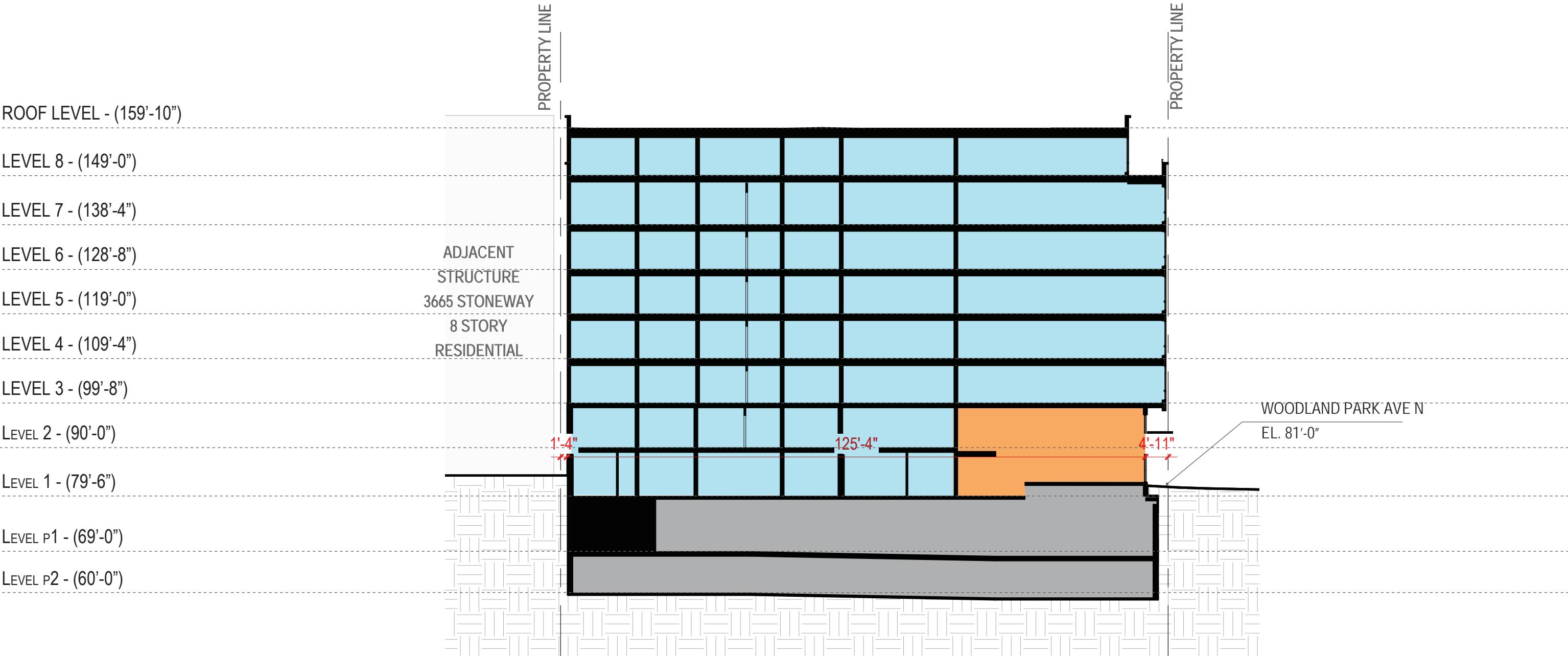
SECTION A



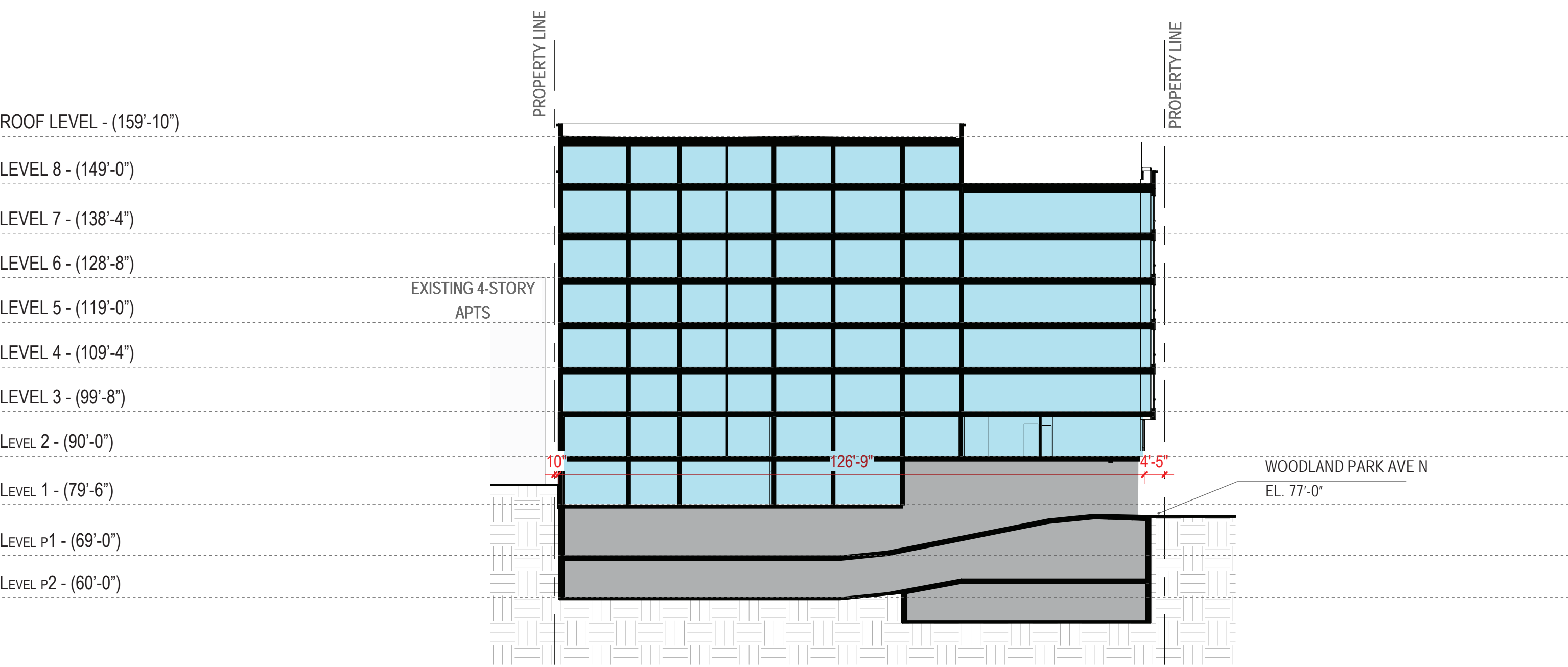
SECTION B



SECTION C



SECTION D



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RENDERING SHOWING PROPOSED MATERIAL USE

BIRD'S EYE FROM THE CORNER OF N 38TH & WOODLAND PARK - FACING SOUTH



MATERIALS: MAIN BUILDING

EDG 2 recommendations

7. Exterior Materials
- a. The Board revisited public comment and their previous guidance identifying exterior materials as a high priority, with direction to develop a simple palette of high-quality exterior materials in response to the strong concrete masonry character of the adjacent Landmark.
- b. The Board supported the limited palette of high-quality materials described in the presentation and shown in the EDG-2 design packet (pgs. 76-81) which included hand-set brick masonry, board-form concrete and upmarket small-module integral color and texture fiber cement.

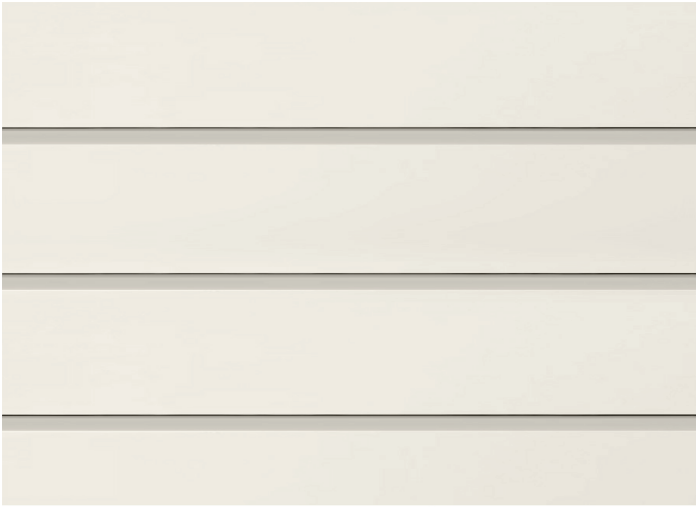
Proposed Materials

The historic Shannon & Wilson Building utilizes a very economical and minimal color/material palette. In order to allow this historic structure to remain an iconic focal point, simple and restrained materials are proposed. Materials applied to the building are used to emphasize the “Floating Folded Plane” motif on the upper levels. Design cues taken from the landmark include massing being broken up into vertical oriented masses and horizontal oriented masses.

- Square Channel Fiber cement is used to emphasize the horizontal massing
- Vertical Box Rib metal panel is used to emphasize the vertical massing, base and top
- Brick cladding is used on the walkup units given the adjacency to the Landmark building



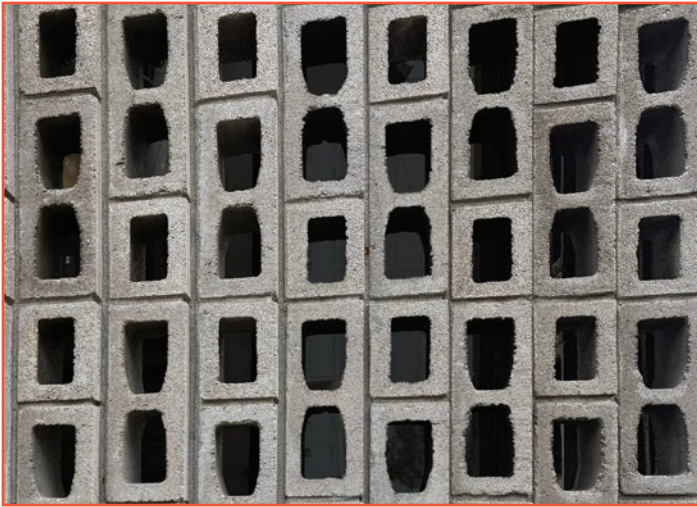
LUX METAL PANEL, COLOR: FAWN
6" BOX RIB PROFILE, VERTICAL
SOFFIT AND PERGOLA



HARDIE ARTISAN SIDING, COLOR: SW
MARSHMALLOW
SQUARE CHANNEL 0.625" THICKNESS



SMOOTH CONCRETE



EXISTING CONCRETE BLOCK



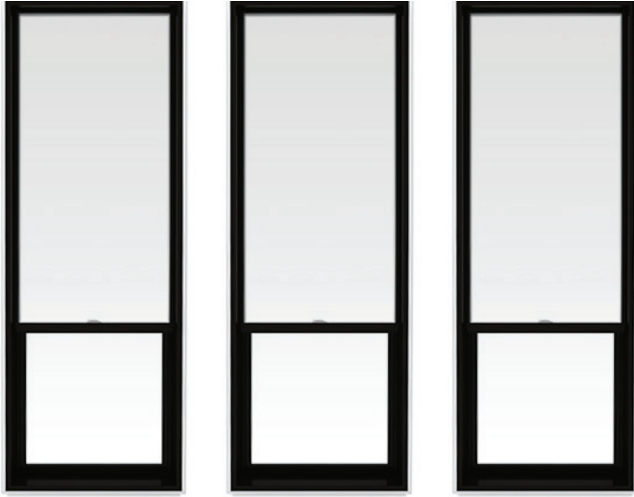
MUTUAL MATERIAL SLIMBRICK,
COLOR: PEWTER
7 1/2" X 2 1/2" HORIZONTAL



LUX METAL PANEL, COLOR: STARLIGHT
12" BOX RIB PROFILE, VERTICAL



GLAZING - STOREFRONT WINDOWS
BLACK MULLIONS

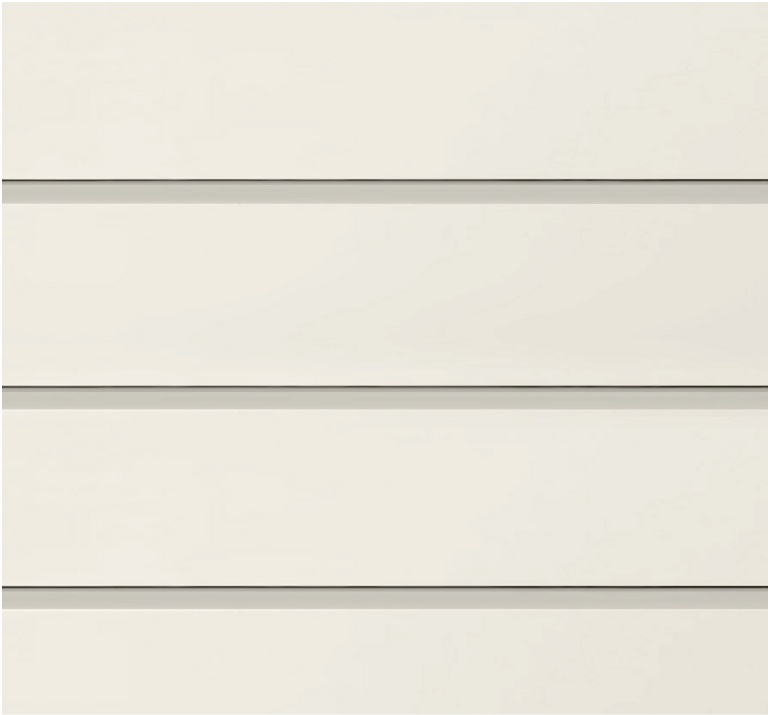


GLAZING - VINYL WINDOWS
BLACK MULLIONS

NOTE: PROPOSED MATERIALS MEET THE REQUIREMENTS OF RCW 35.21.992 PER SENATE BILL 5571

MATERIAL LOCATIONS: MAIN BUILDING

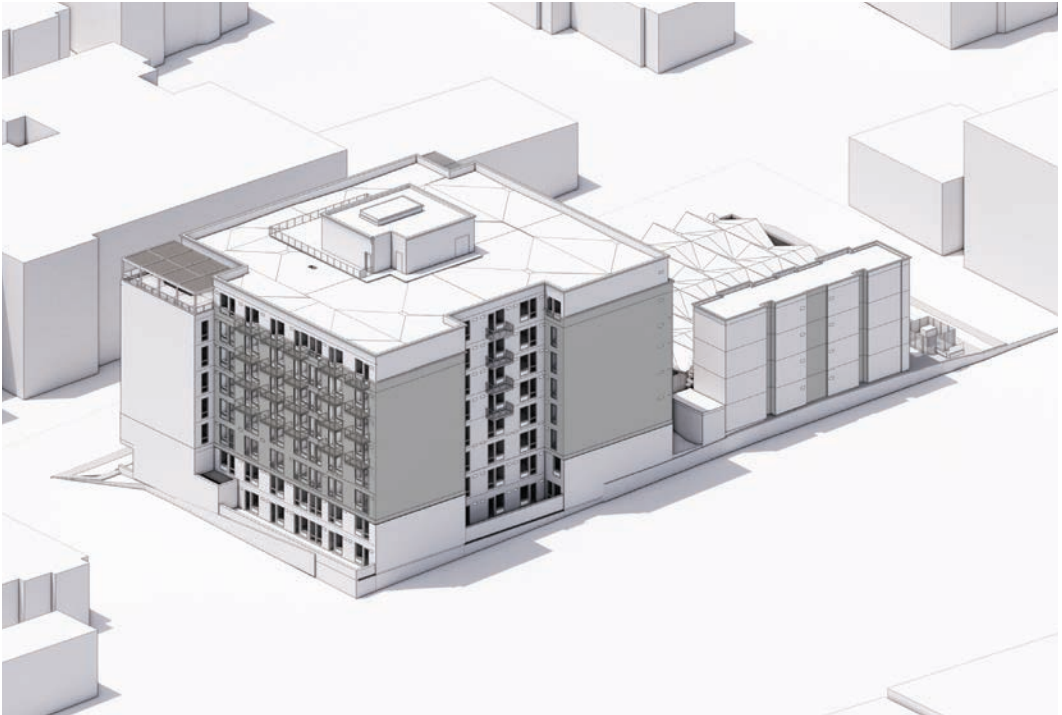
HARDIE ARTISAN SIDING, COLOR: SW MARSHMALLOW



Northwest Corner



Southeast Corner



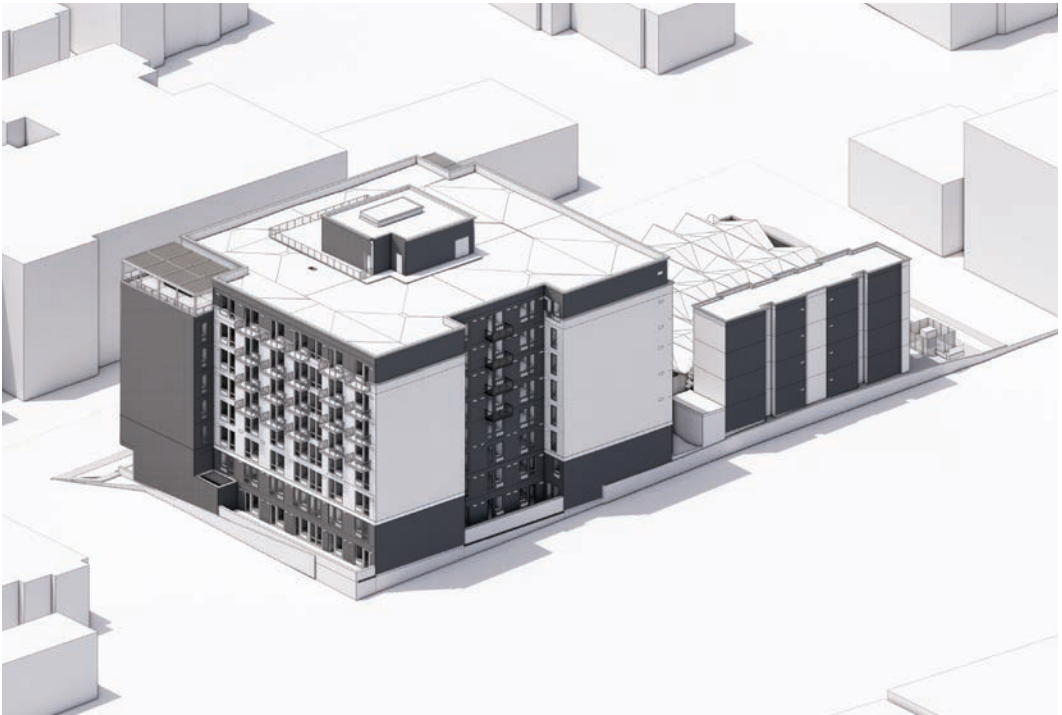
LUX METAL PANEL, COLOR: STARLIGHT



Northwest Corner

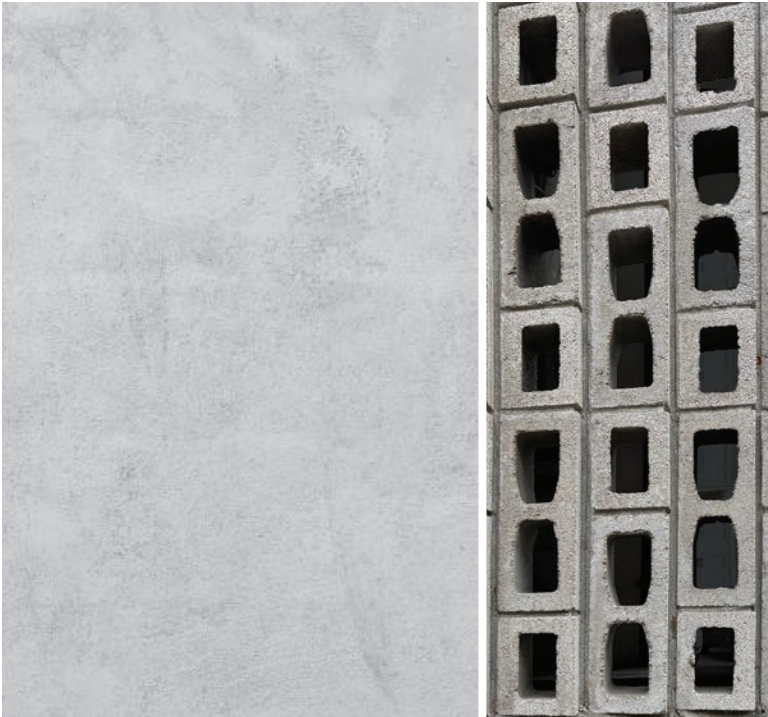


Southeast Corner



MATERIAL LOCATIONS: MAIN BUILDING

SMOOTH CONCRETE/EXISTING CONCRETE BLOCK



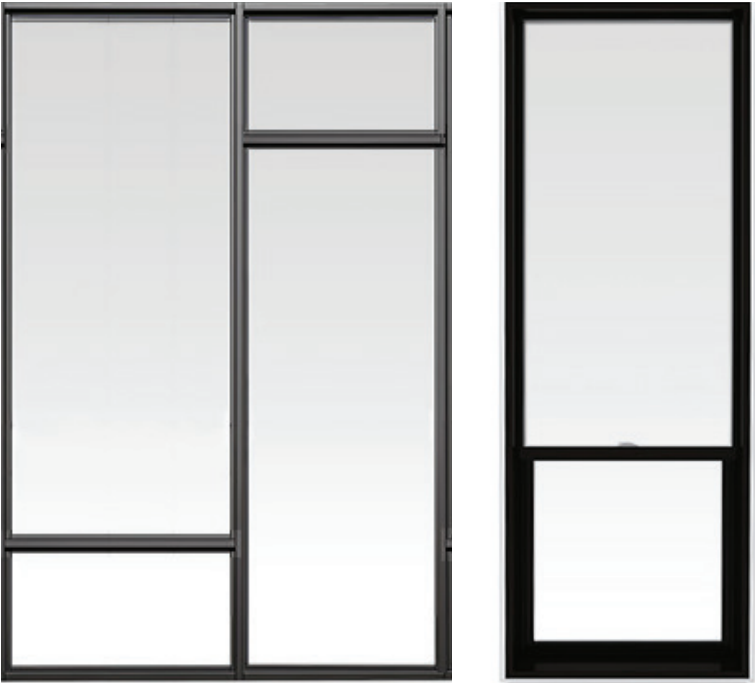
Northwest Corner



Southeast Corner



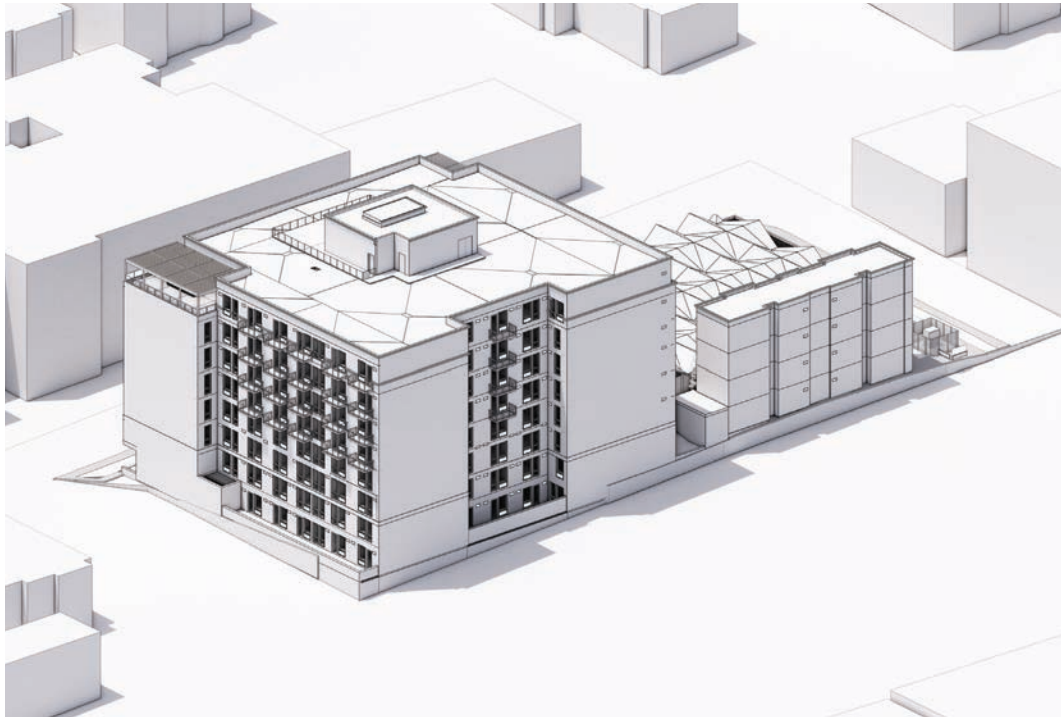
GLAZING - STOREFRONT AND VINYL WINDOWS
BLACK MULLIONS



Northwest Corner



Southeast Corner



MATERIAL LOCATIONS: MAIN BUILDING

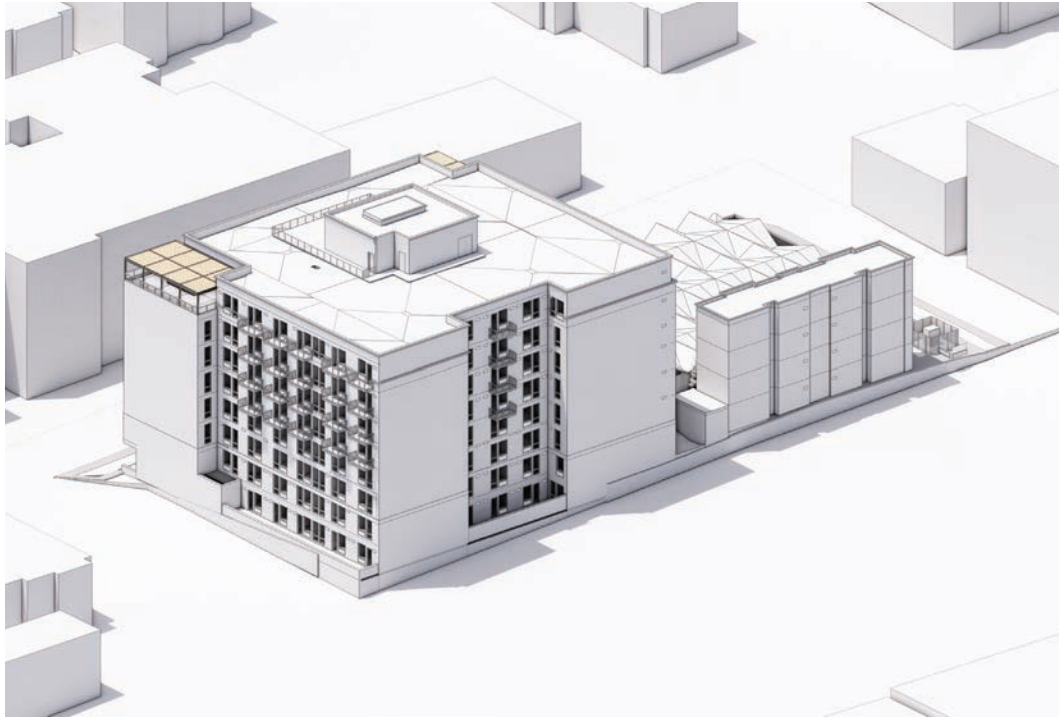
LUX METAL PANEL, COLOR: FAWN
(ALSO USED AS CANOPY SOFFITING)



Northwest Corner



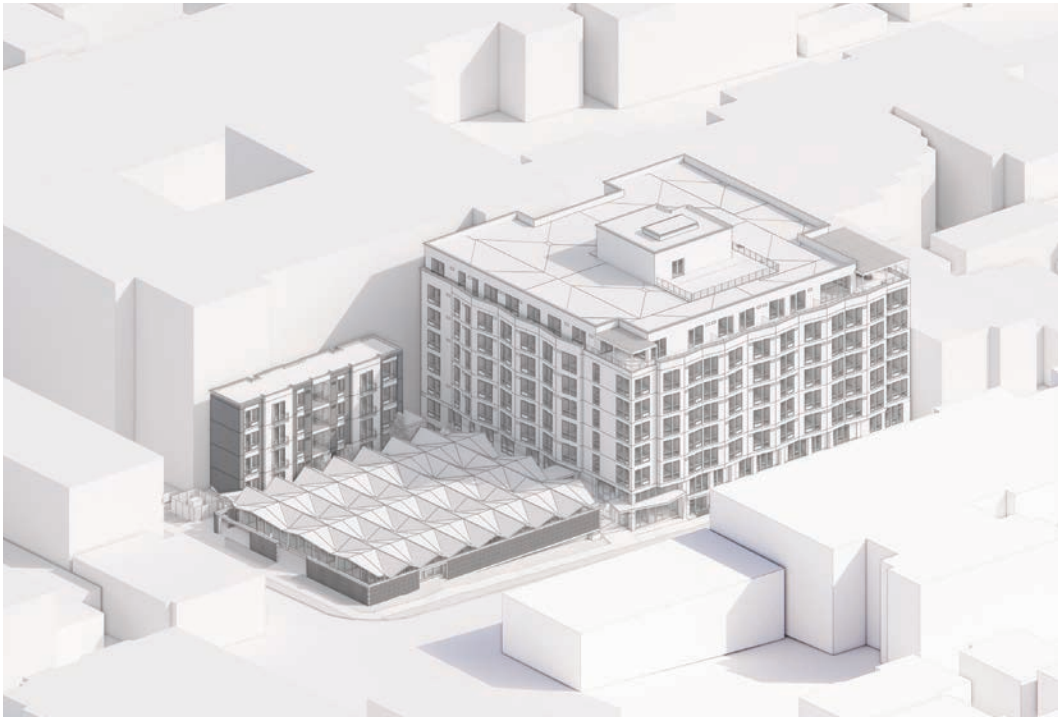
Southeast Corner



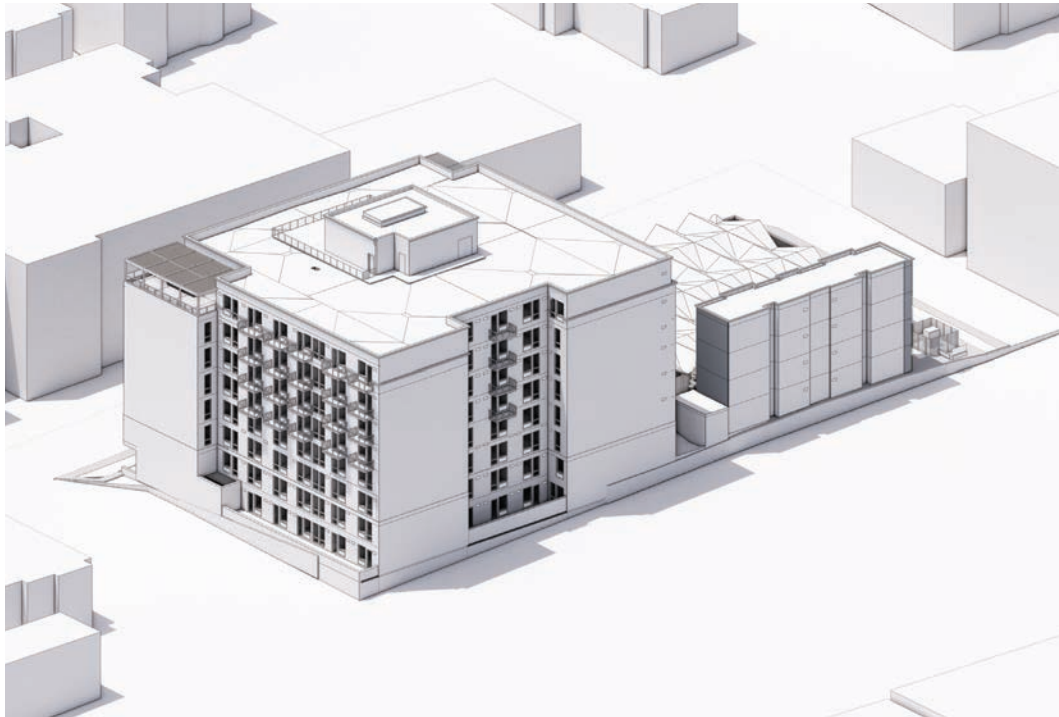
MUTUAL MATERIAL SLIMBRICK, COLOR: PEWTER



Northwest Corner



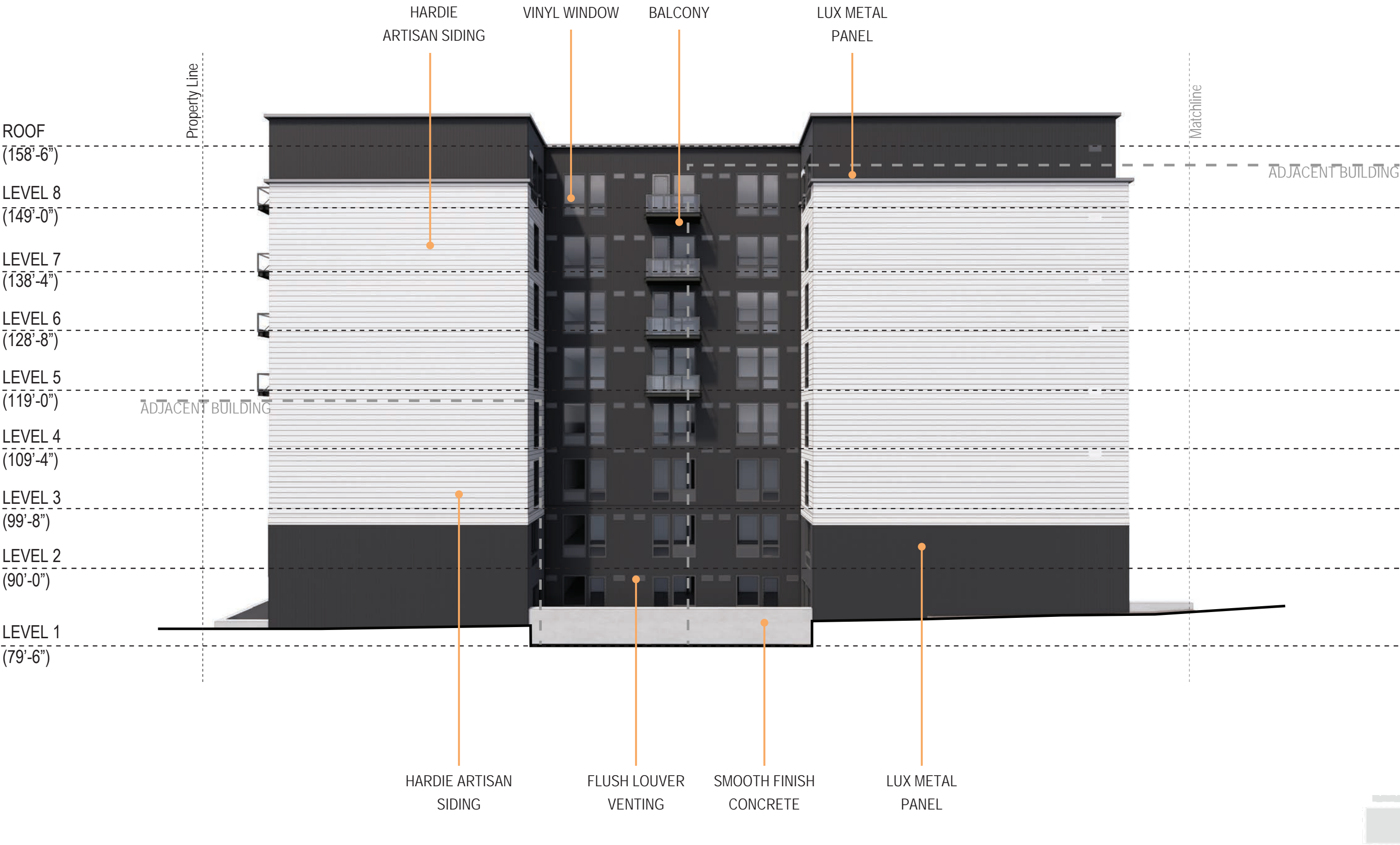
Southeast Corner



APARTMENTS NORTH ELEVATION



APARTMENTS EAST ELEVATION



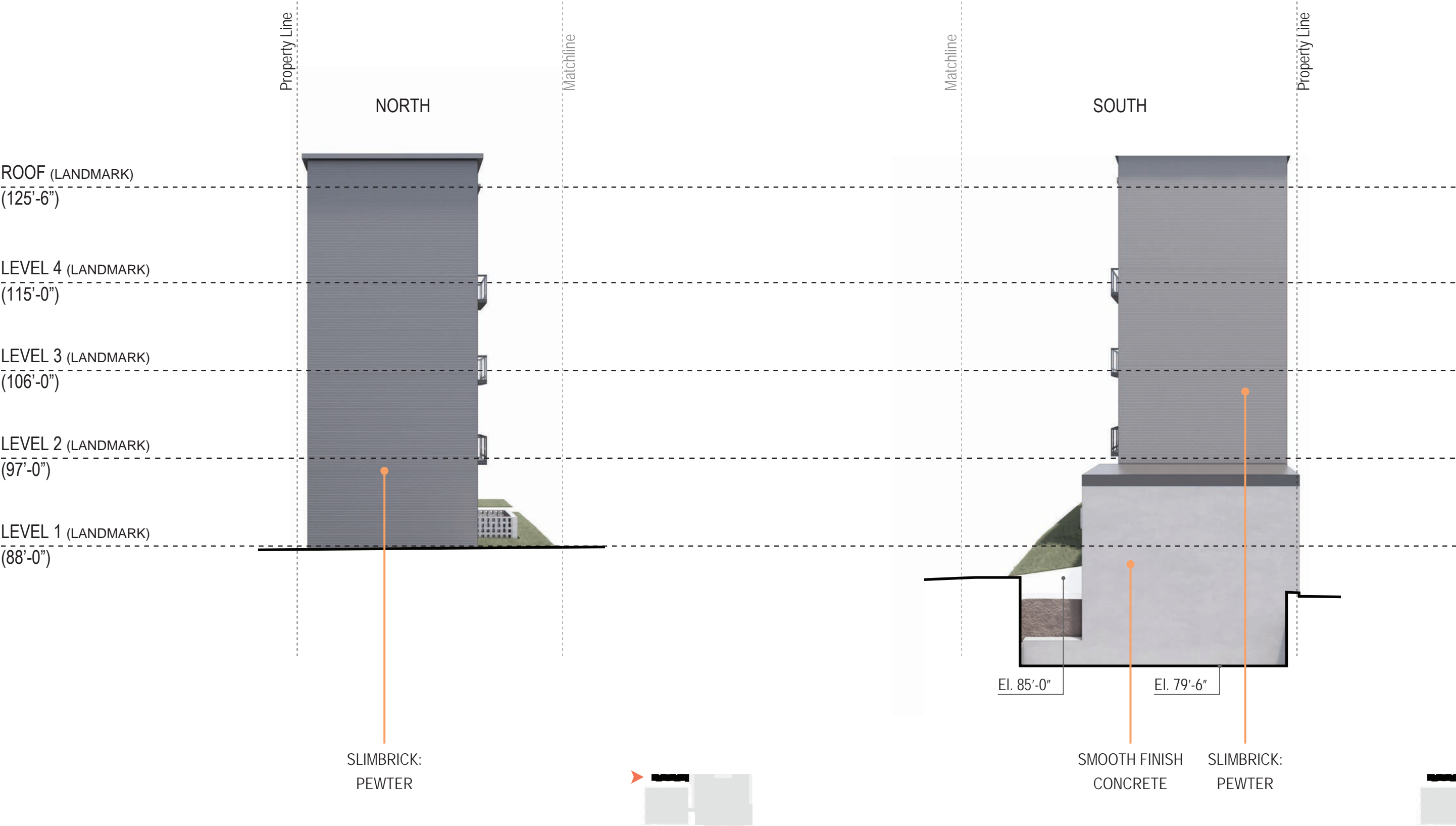
APARTMENTS SOUTH ELEVATION



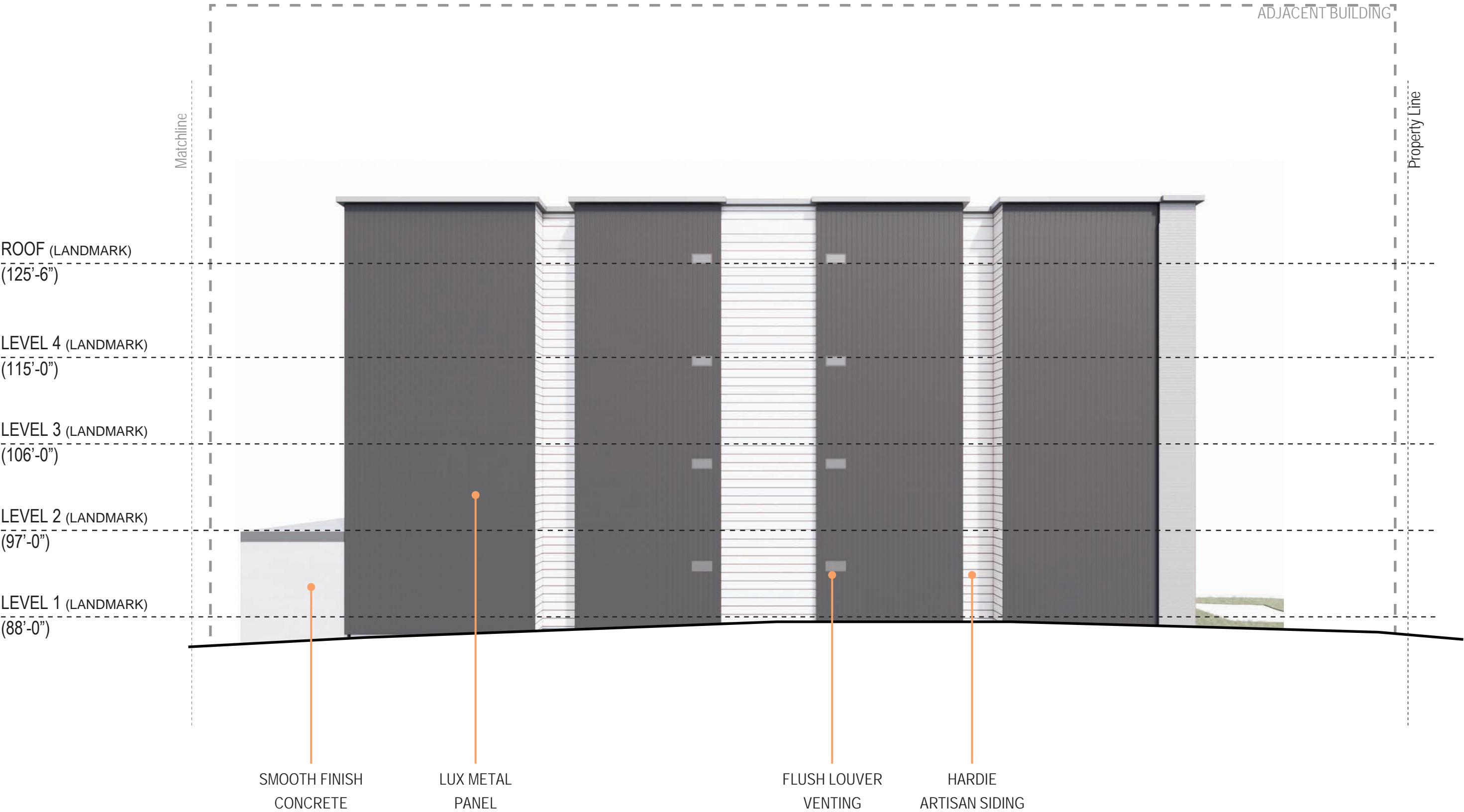
APARTMENTS WEST ELEVATION



FLATS NORTH + SOUTH ELEVATIONS



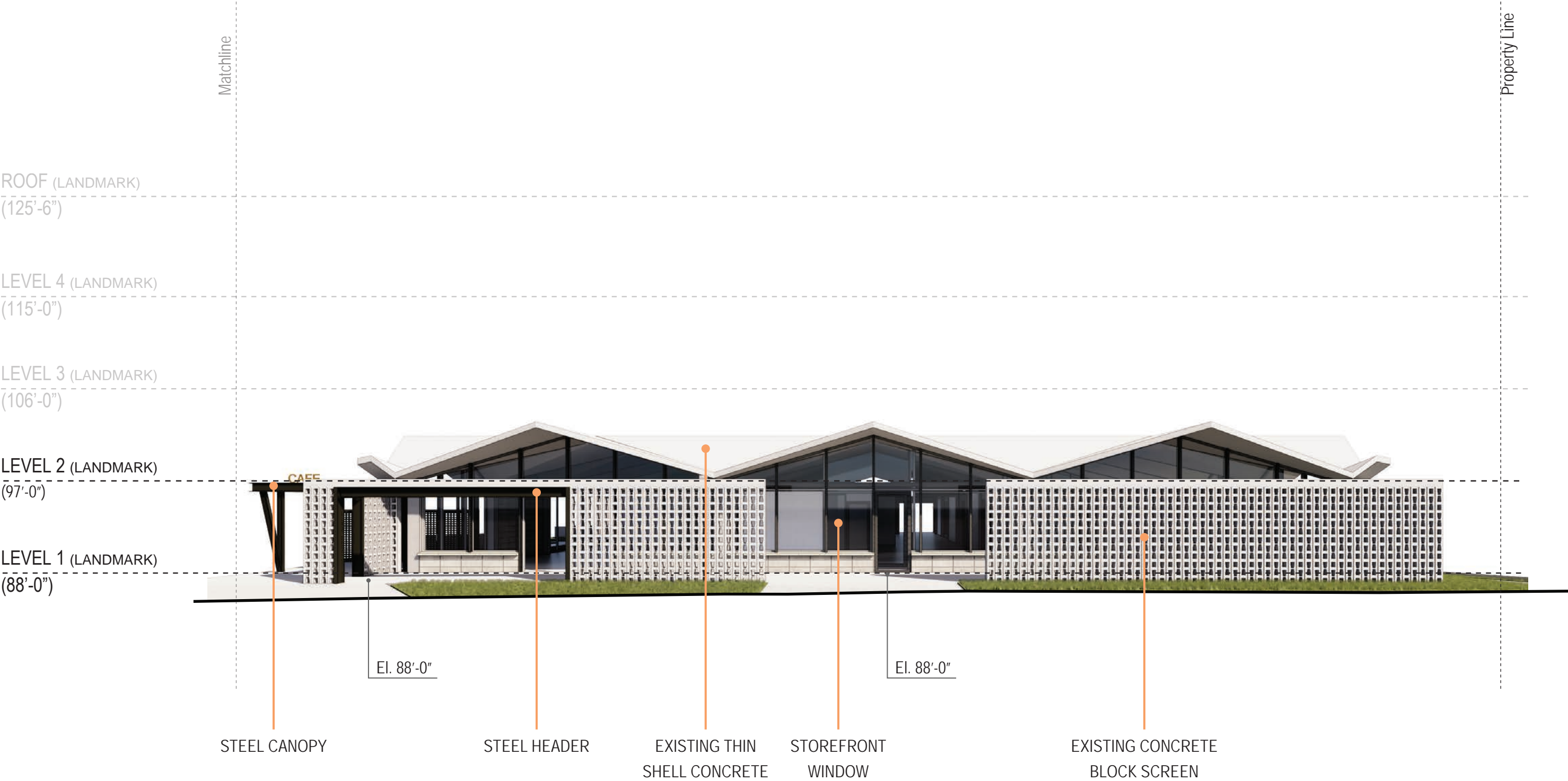
FLATS EAST ELEVATION



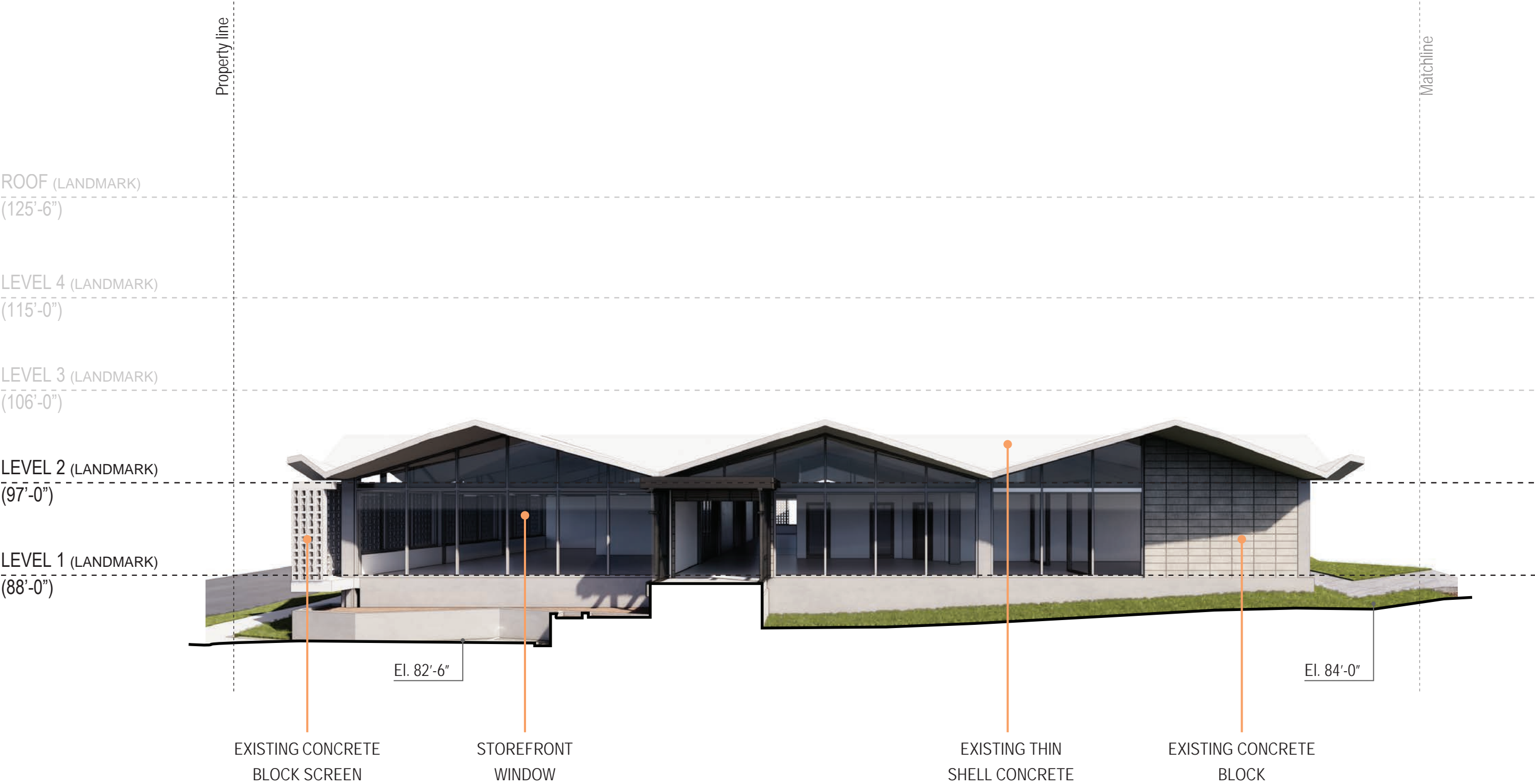
FLATS WEST ELEVATION



SHANNON WILSON NORTH ELEVATION



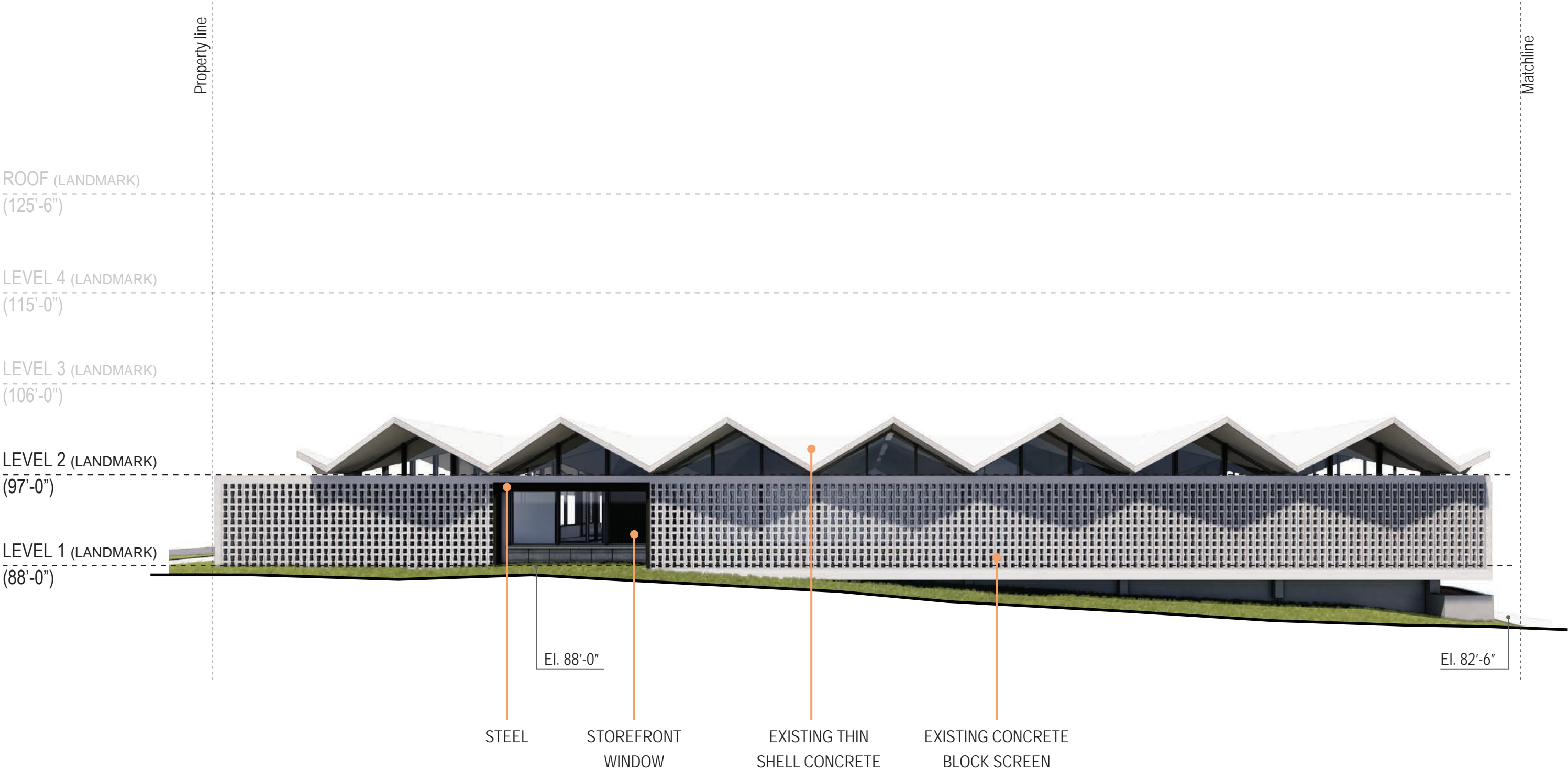
SHANNON WILSON SOUTH ELEVATION



SHANNON WILSON EAST ELEVATION



SHANNON WILSON WEST ELEVATION



RENDERING

SHANNON WILSON CAFE VIEWED FROM N 38TH ST



RENDERING

MAIN LOBBY ENTRANCE - VIEWED FROM WOODLAND PARK AVE N



RENDERING

WALK UP FLATS - FACING SOUTH



RENDERING

WEST FACADE - VIEWED FROM WOODLAND PARK AVE N



RENDERING

BIRD'S EYE FROM THE CORNER OF N 38TH & WOODLAND PARK - FACING SOUTH



RENDERING

WEST ELEVATION - VIEWED FROM WOODLAND PARK AVE N

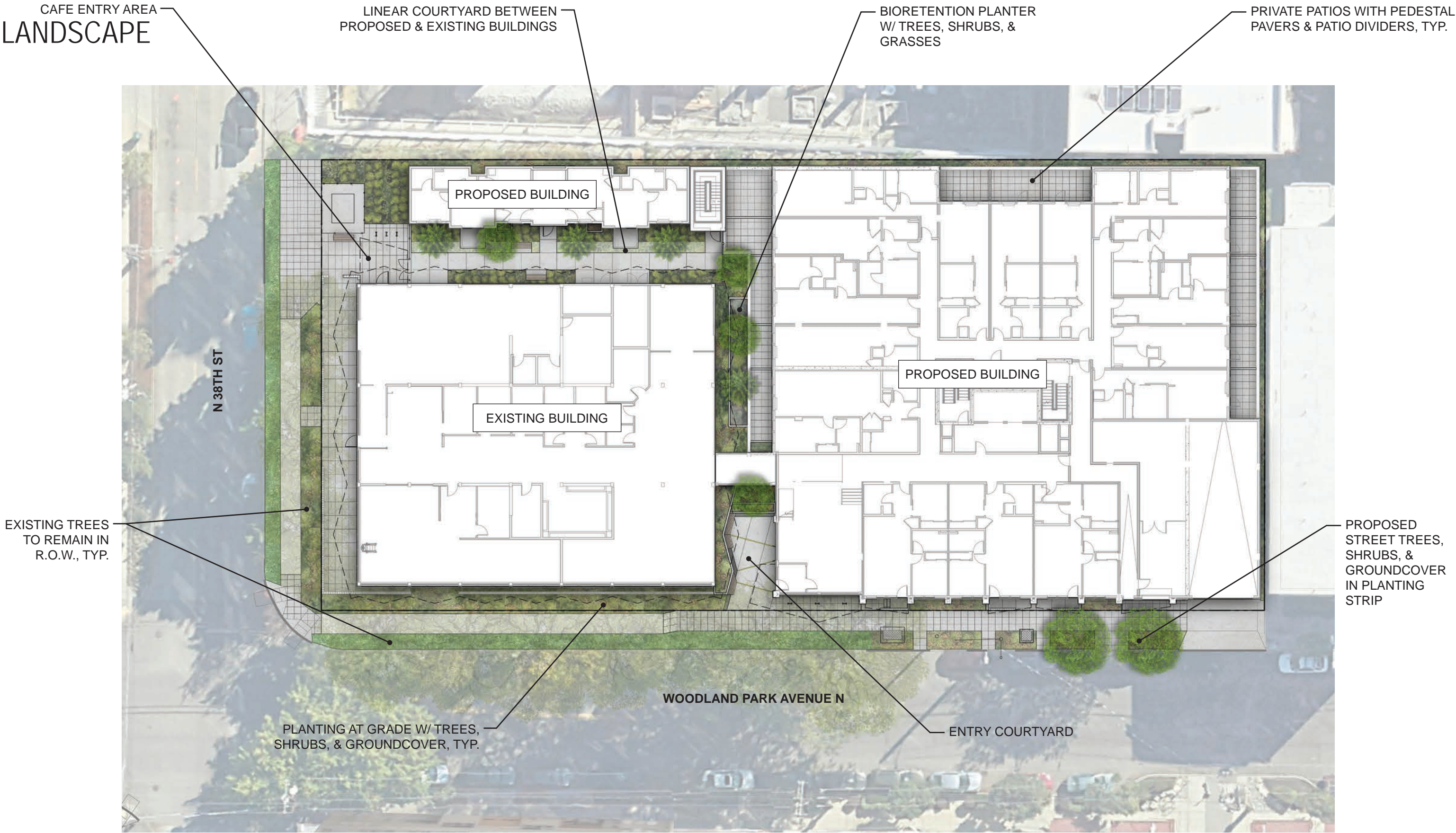


RENDERING

WEST ELEVATION - UNIT ENTRIES ALONG WOODLAND PARK AVE N



LANDSCAPE



LANDSCAPE

36"-HIGH INTEGRATED RAISED PLANTER W/ SHRUBS, GRASSES, & GROUNDCOVER

INTEGRATED WOOD BENCH SEATING

EDGE OF EXISTING BUILDING ROOF ABOVE

EXISTING BUILDING

CONCRETE PAVING WITH INTEGRATED LINEAR INGROUND LIGHTING

ACCENT COBBLE AT GRADE

PROPOSED CONNECTION BETWEEN BUILDINGS

30"-HIGH INTEGRATED RAISED PLANTER WITH SMALL FEATURE TREE, SHRUBS, GRASSES, & GROUNDCOVER

LOBBY (PROPOSED BUILDING)

PROPOSED BUILDING CANOPY ABOVE

BIKE RACKS

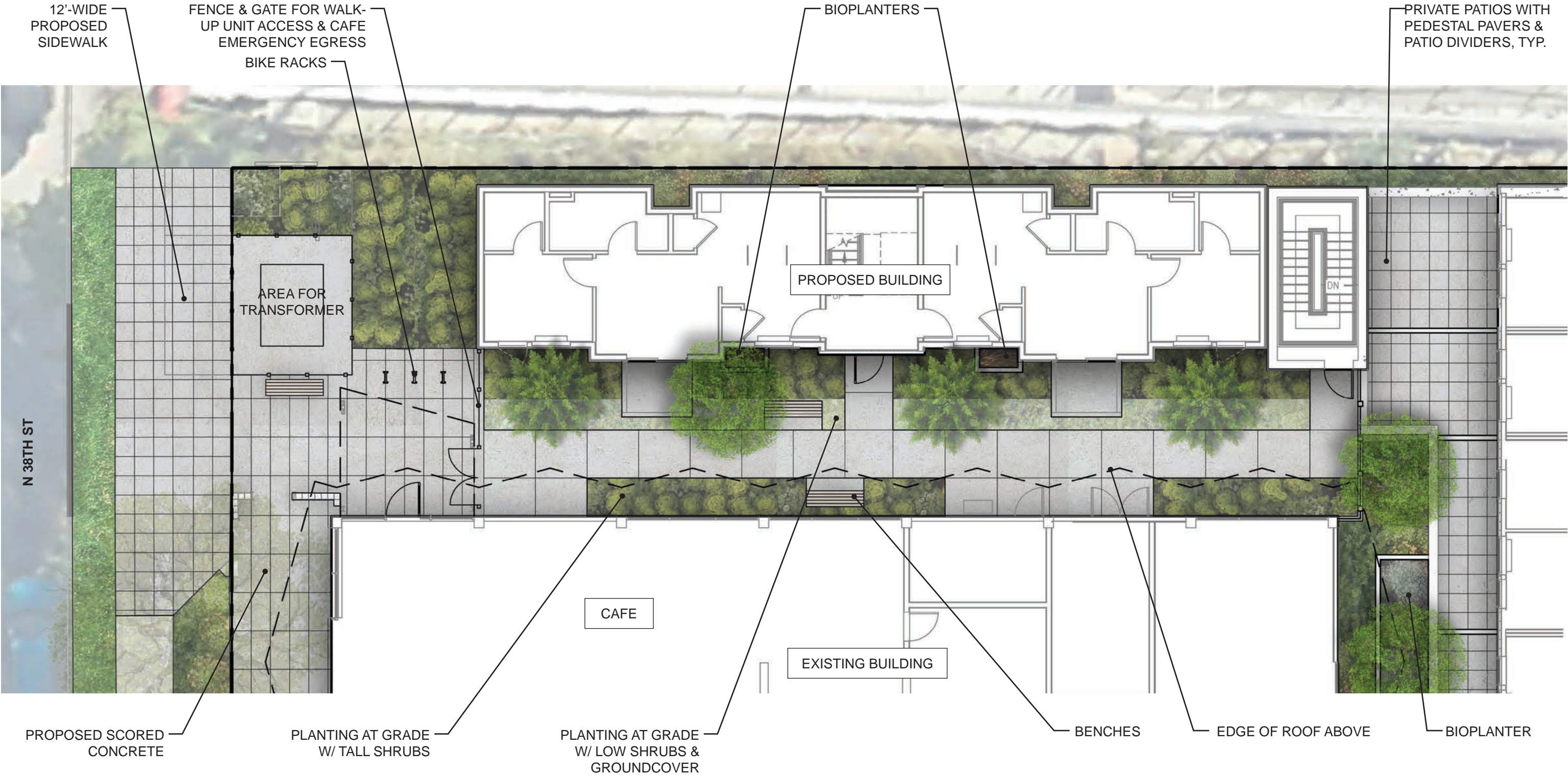
NEW SIDEWALK

EXISTING STREET TREES & PLANTING STRIP

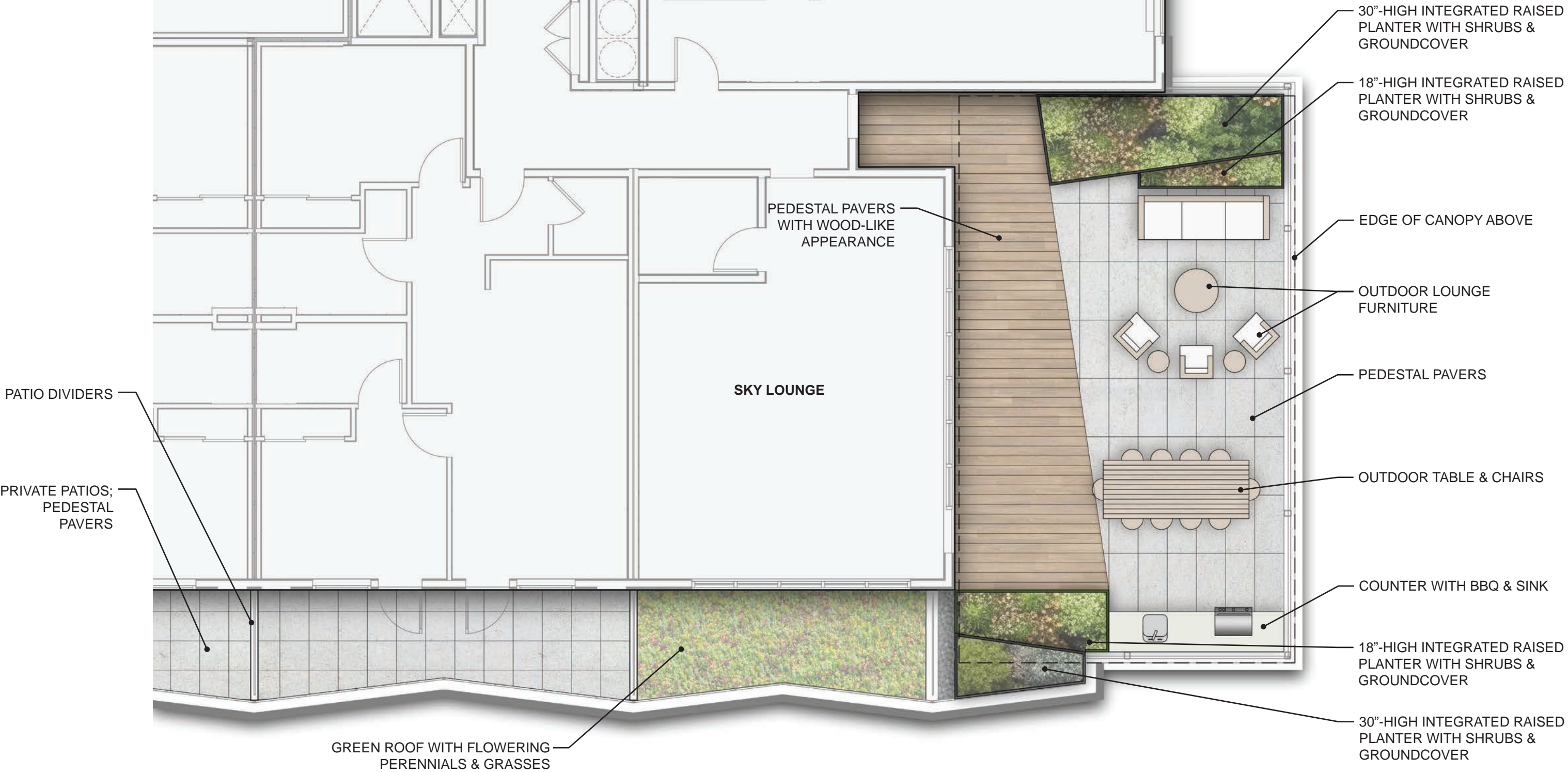
WOODLAND PARK AVENUE N

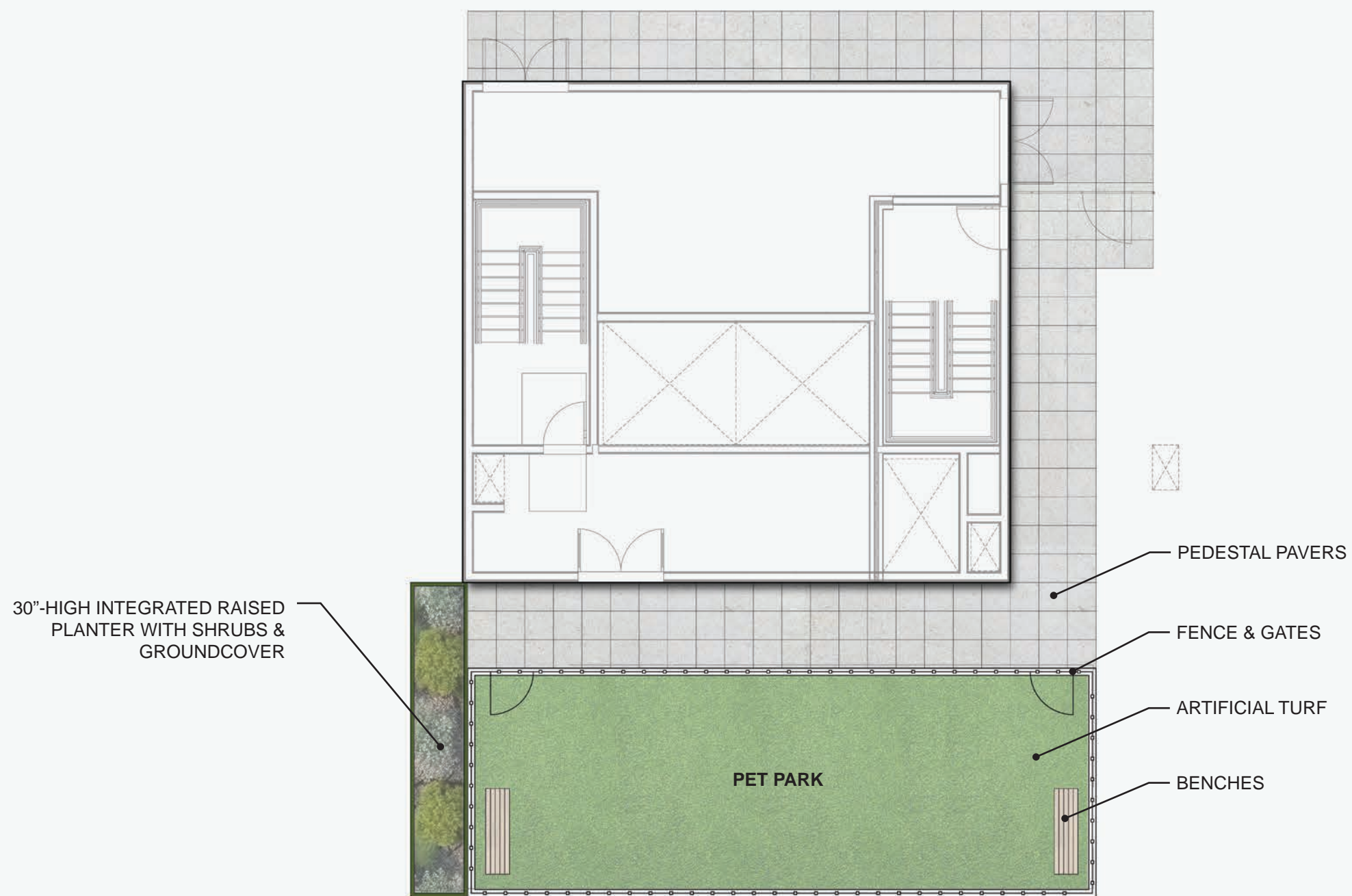


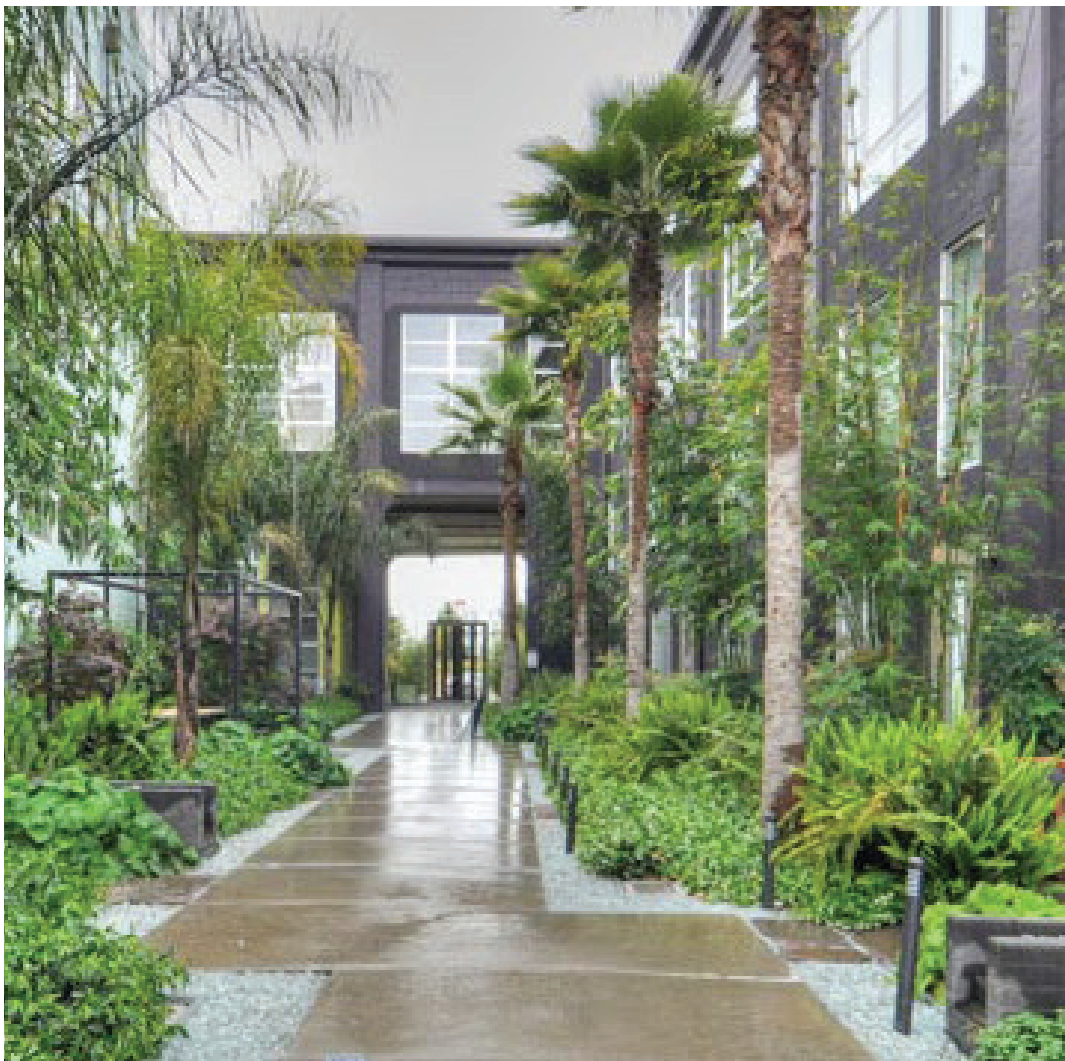
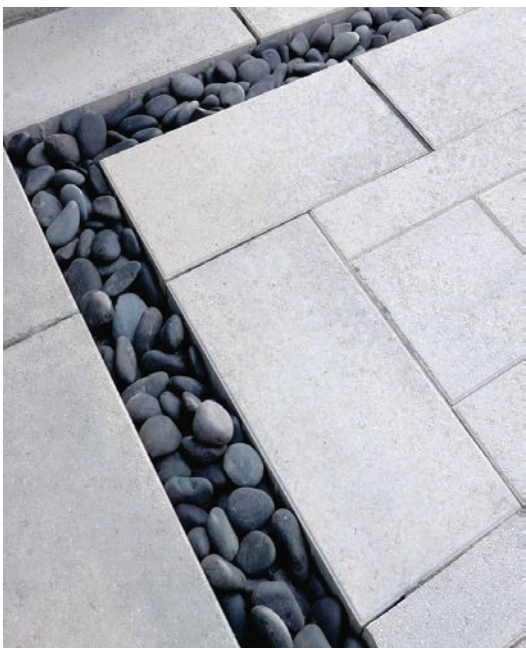
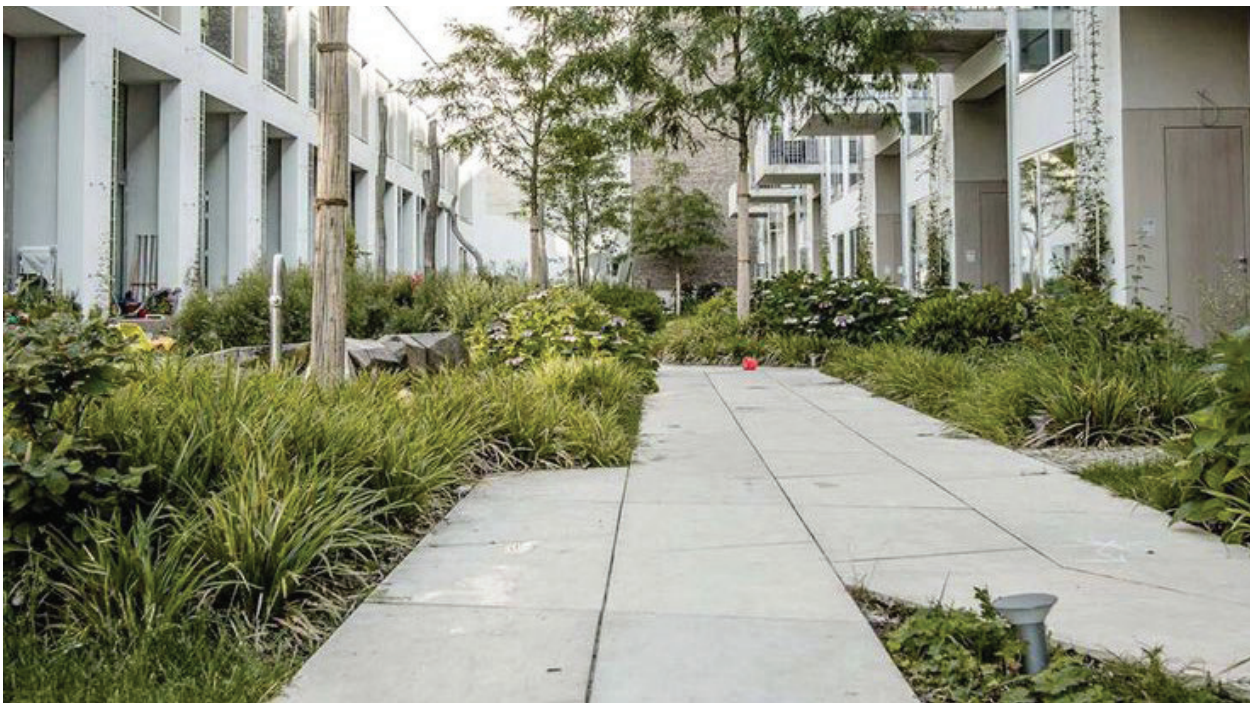
LANDSCAPE

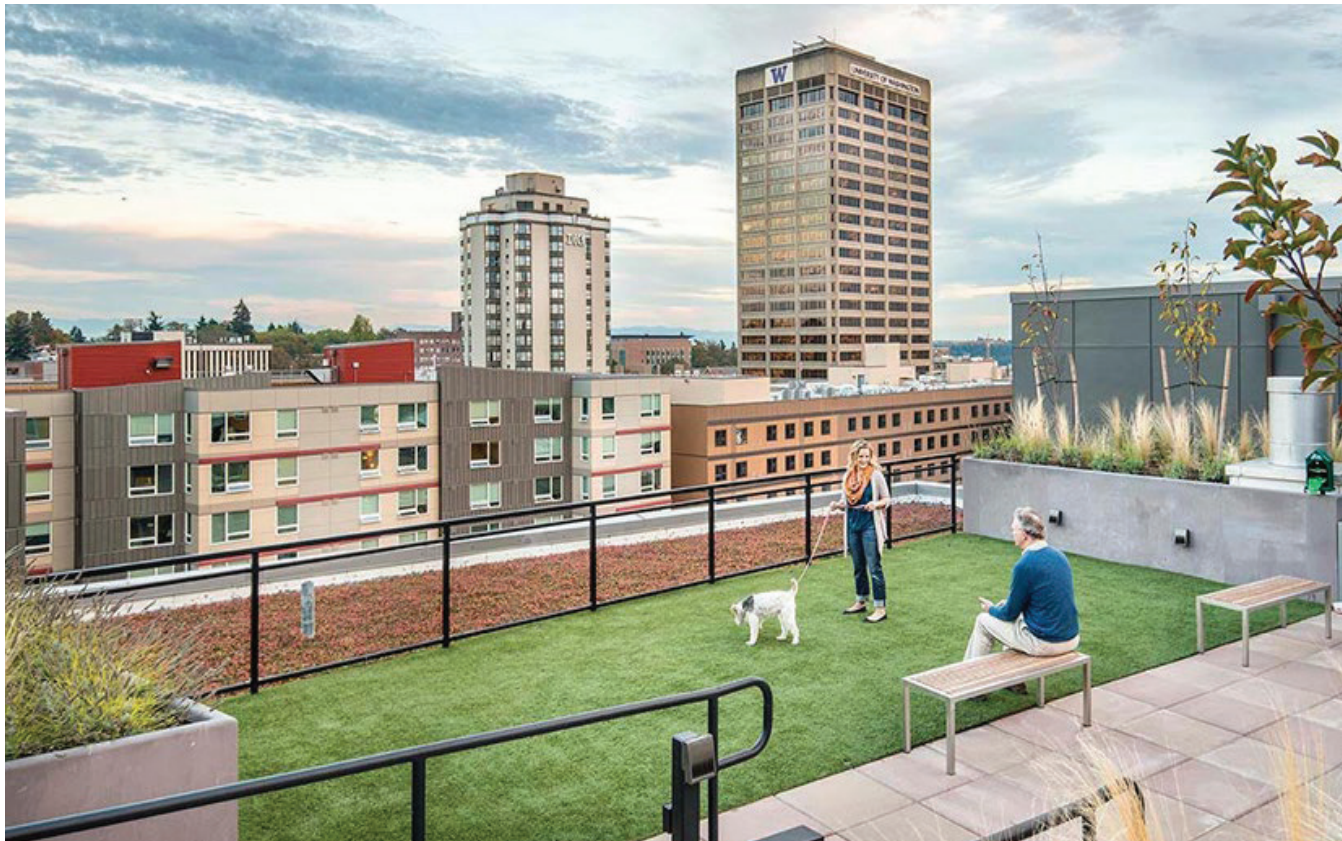


LANDSCAPE











GLEDITSIA TRIACANTHOS
'DRAVES' / STREET KEEPER
HONEYLOCUST (STREET TREE)



CERCIS CANADENSIS 'RISING
SUN' / RISING SUN REDBUD



ACER CIRCINATUM / VINE
MAPLE



ABIES KOREANA / KOREAN FIR



PINUS CONTORTA / SHORE
PINE



MYRICA CALIFORNICA /
PACIFIC WAX MYRTLE



CORNUS SANGUINEA
'MIDWINTER FIRE' /
BLOODTWIG DOGWOOD



HYDRANGEA MACROPHYLLA /
BIGLEAF HYDRANGEA



MAHONIA NERVOSA / LOW
OREGON GRAPE



GAULTHERIA SHALLON / SALAL



CALAMAGROSTIS X
ACUTIFLORA 'KARL FOERSTER'
/ FEATHER REED GRASS



HAKONECHLOA MACROA 'ALL
GOLD' / JAPANESE FOREST
GRASS



CAREX FLACCA / BLUE SEDGE



CAREX OSHIMENSIS
'EVERGOLD' / EVERGOLD
JAPANESE SEDGE



LIRIOPE MUSCARI
'DENSIFLORA' / LILYTURF



POLYSTICHUM POLYBLEPHAR-
UM / JAPANESE TASSEL FERN



BLECHNUM SPICANT / DEER
FERN



ADIANTUM VENUSTUM /
HIMALAYAN MAIDENHAIR FERN



PRUNUS LAUROCERASUS 'MT.
VERNON' / DWARF LAUREL



PACHYSANDRA TERMINALIS /
JAPANESE SPURGE



DROUGHT-TOLERANT FESCUE
BLEND LAWN

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DEPARTURE #1

SETBACKS

Street Level Development Standards
SMC 23.47A.008.A.3

The code requires...

Street-level, street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

We are proposing...

A departure request to increase the street-level, street-facing facade setback along N 38th Street from the 10'-0" to 25'-6" for the proposed Residential building.

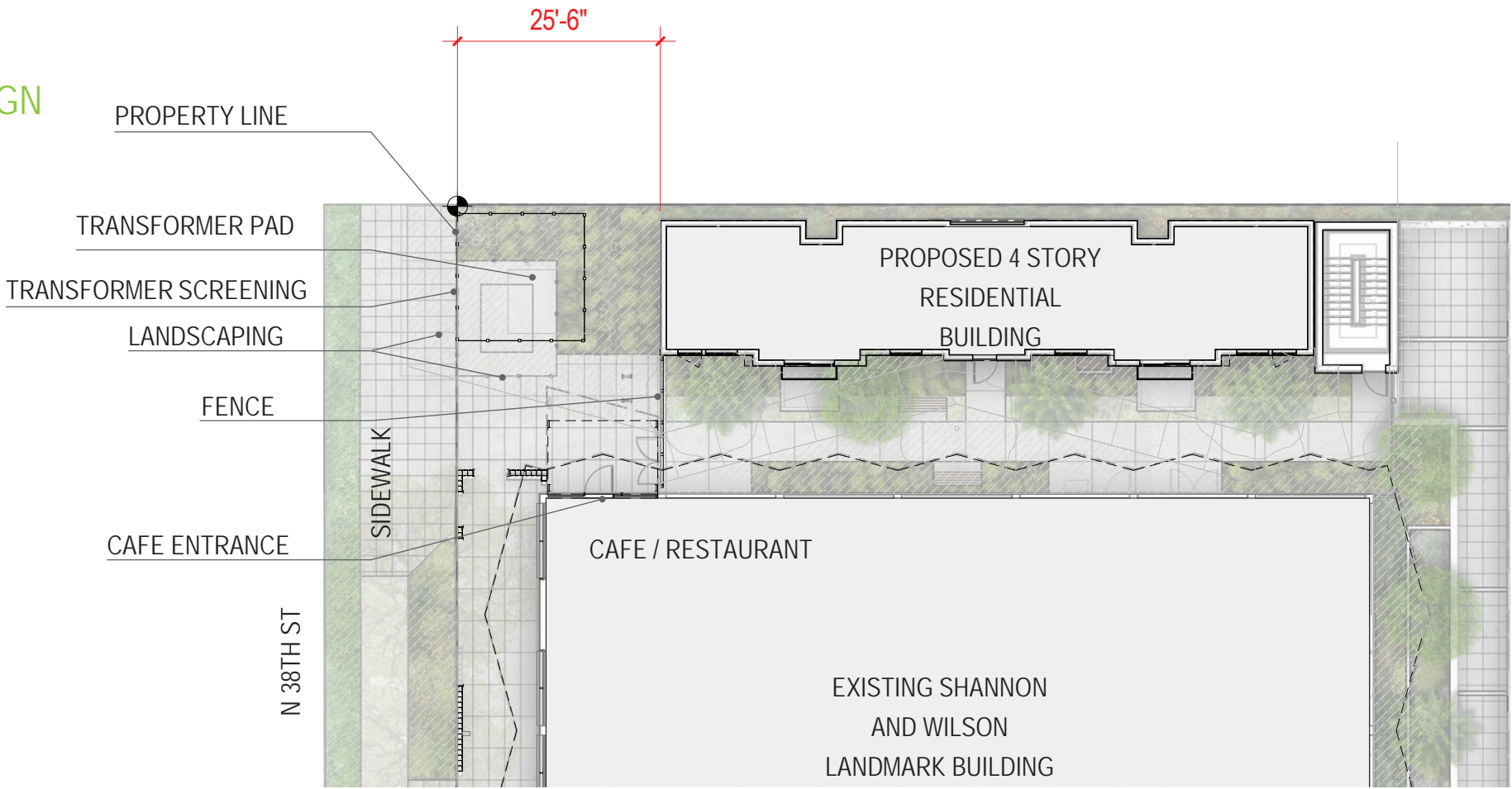
REASONING:

- The proposed pad-mounted transformer is located between the residential building and N 38th Street. To meet clearance and screening requirements, the setback must be increased to 25'-6".
- The increased setback enhances the visual relationship with the Shannon and Wilson landmark building, improving sight lines from the sidewalk to the café at the NE corner of the building.
- The extended setback allows for additional green space, particularly at the landscaped corner. This will contribute to the overall aesthetic appeal of the site and improve street-level experience.

SUPPORTING DESIGN GUIDELINES:

- A-1 Responding to Site Characteristics
- A-2 Reinforce Existing Street scape Characteristics
- B-1 Height Bulk & Scale
- CS3-A.1 Filling Old & New together
- DC2-A.2 Reducing Perceived Mass

PROPOSED DESIGN



CODE-COMPLIANT DESIGN



PROPOSED DESIGN

- Pros
- Reduced massing on 38th provides improved sight lines to the landmark structure.
 - Increased area for green space and trees.
 - Stronger connection to street scape.

- Cons
- Not code compliant
 - Building doesn't front on the street



CODE-COMPLIANT DESIGN

- Pros
- Code compliant
- Cons
- Overbearing proximity on existing landmark.
 - Reduced visibility and connection to the street for the landmark.
 - Reduced green space along street frontage.



DEPARTURE #2

FLOOR HEIGHT OF DWELLING UNITS AT STREET-LEVEL

Street Level Development Standards
SMC 23.47A.008.D.2

The code requires...

The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

We are proposing...

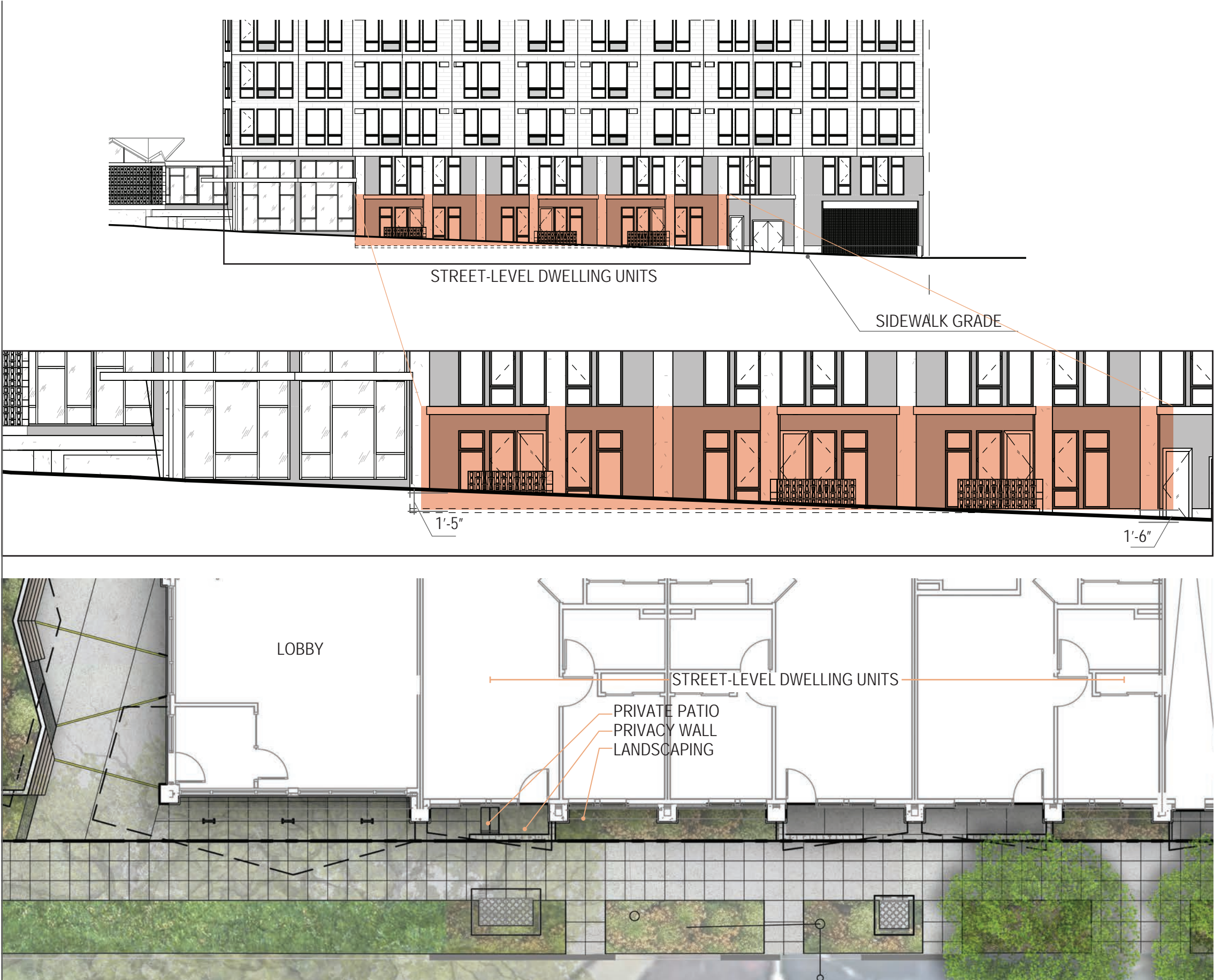
The floor height being a max. of 1'-5" below sidewalk grade and a max. of 1'-6" above sidewalk grade. This applies to a total of (3) dwelling units.

REASONING:

- The project is located on a slope, which presents challenges in meeting the strict 4'-0" above/below grade requirement across the street-level units.
- Having these 3 units integrated with the rest of level 1, we can offer barrier-free access for individuals with mobility challenges.
- Units are provided with a screening wall encompassing a private patio and landscaping in front of street facing windows.
- Subterranean conditions are not ideal for dwelling units due to limited natural light, reduced ventilation, and can negatively impact comfort and long-term livability for residents.

SUPPORTING DESIGN GUIDELINES:

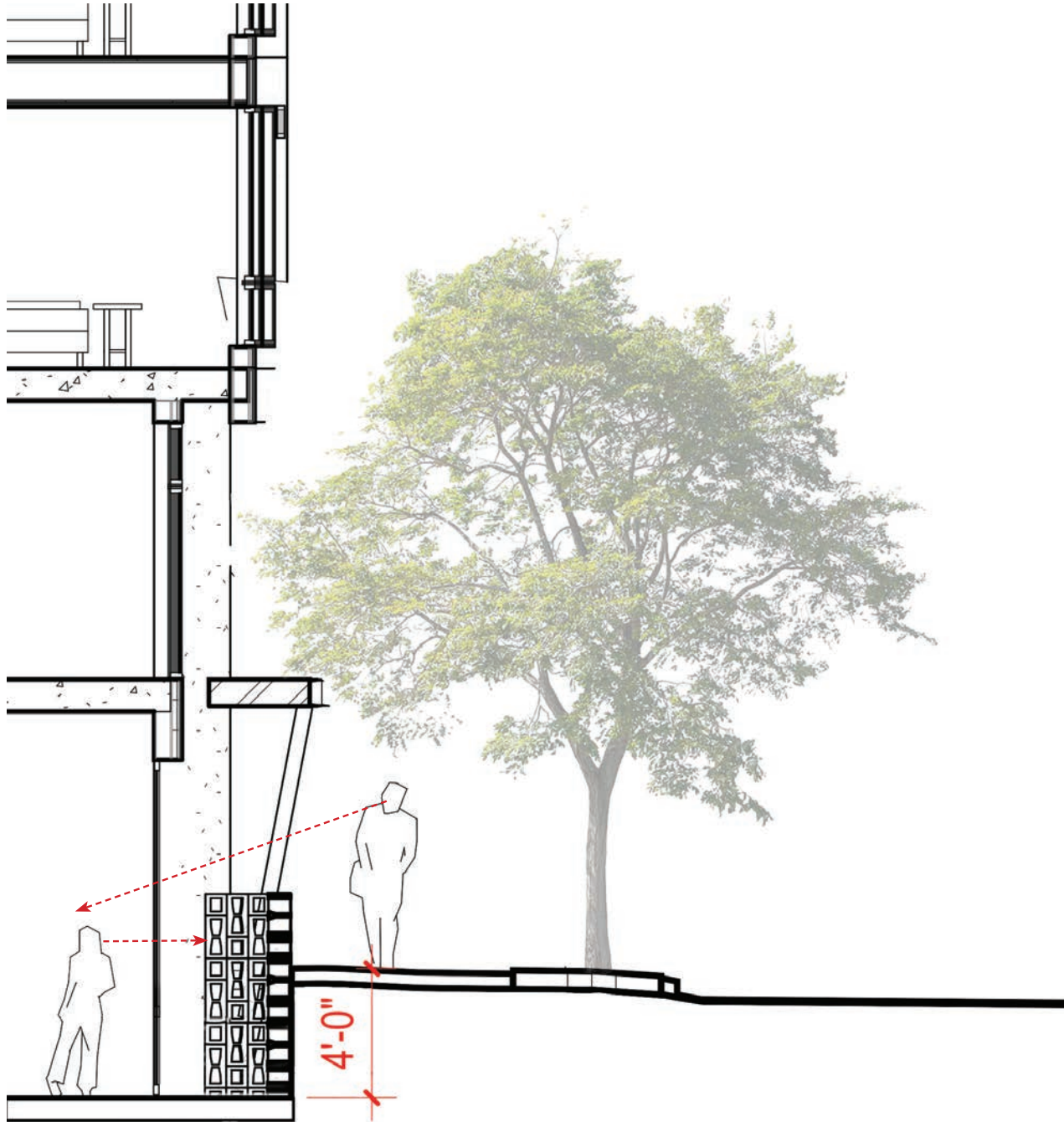
- A-3 Make Entry Clearly Identifiable from the Street
- A-4 Human Activity
- C-1 Architectural Context
- C-2 Architectural Concept & Consistency
- C-3 Human Scale
- D1 Pedestrian Open Spaces & Entrances





PROPOSED DESIGN

- Enhanced Street Connection: Improves visual and physical connection between the unit and the public realm, fostering a stronger sense of neighborhood engagement.
- Improved Privacy and Views: Provides an appropriate balance between openness and separation from the street, while maintaining exterior sight lines.
- Human-Scaled Design: Avoids the visual and psychological impacts of a “basement” condition, creating spaces that feel open, welcoming, and comfortable.



CODE-COMPLIANT DESIGN

- Decreased Market Appeal: Units with limited light and visibility are less desirable and may impact overall project value and leasing potential.
- Lower Resident Comfort and Well-Being: Reduced views negatively impacts livability and sense of safety.
- Perceived Basement Condition: Units feel darker and more enclosed, leading to a “subterranean” or “dungeon-like” living experience.

DEPARTURE #2 CONTINUED

WEST ELEVATION - UNIT ENTRIES ALONG WOODLAND PARK AVE N



DEPARTURE #3

VEHICULAR ACCESS RAMP SLOPE

Parking Space & Access Standards
SMC 23.54.030.D.3 Driveway Slope

The code requires...

No driveway should exceed a slope of 15%, the director may approve a steeper slope based on site characteristics

We are proposing...

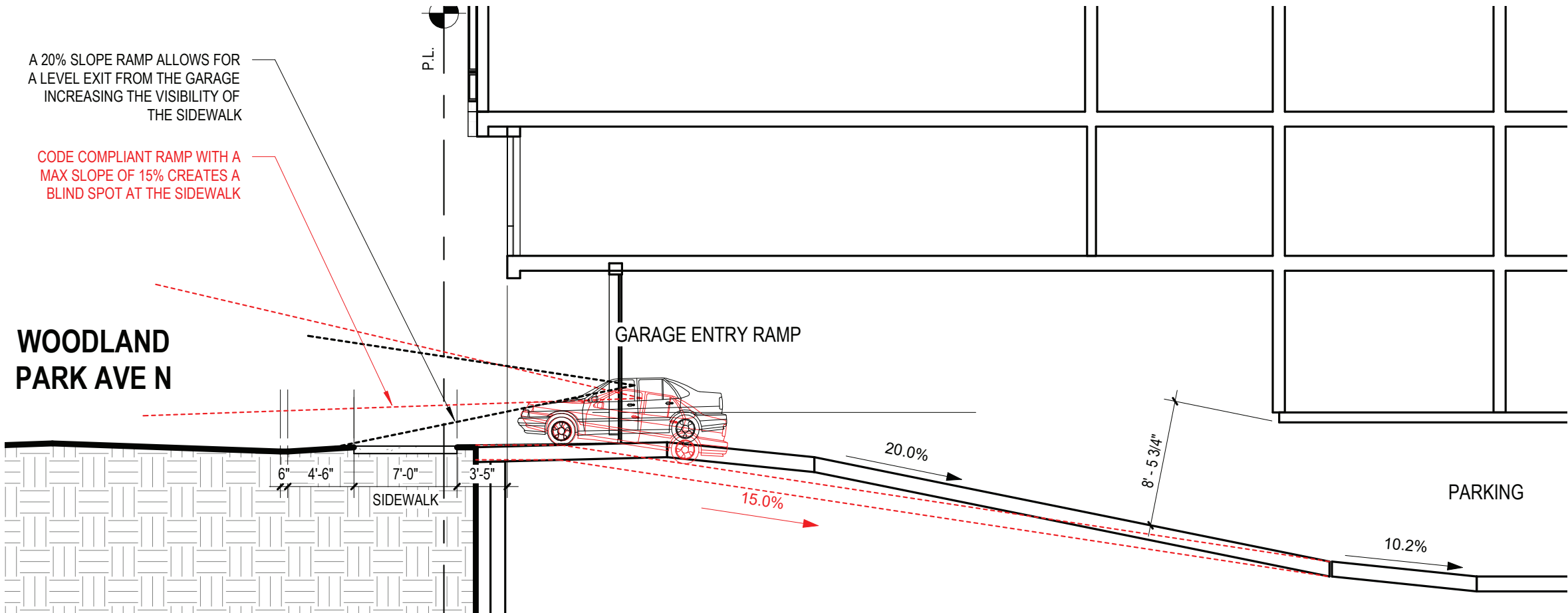
A slope of 20%. This allows the building to maximize the number of residential units and parking by getting the vehicular circulation below grade. Given the dimensions of the site and the

REASONING:

- Given the dimensions of the site and the location of the historic landmark building, parking access needs to dive down quickly. This allows more units to be located at grade above the parking garage ramp once head height allows which is a benefit over a 15% sloped ramp which would result in fewer parking stalls and fewer residential units.
- This helps reduce the amount of land required to provide parking facilities
- This helps to maximize the number of parking stalls which benefits the neighborhood

SUPPORTING DESIGN GUIDELINES:

DC1 B.1 Vehicular Access & Design - A steeper access ramp allows for a level transition at the garage entry
DC1 C.1 Below Grade Parking - Even with the narrow site dimensions, a steeper ramp allows for the garage to be completely below grade



LIGHTING PLAN

6" RECESSED LIGHT



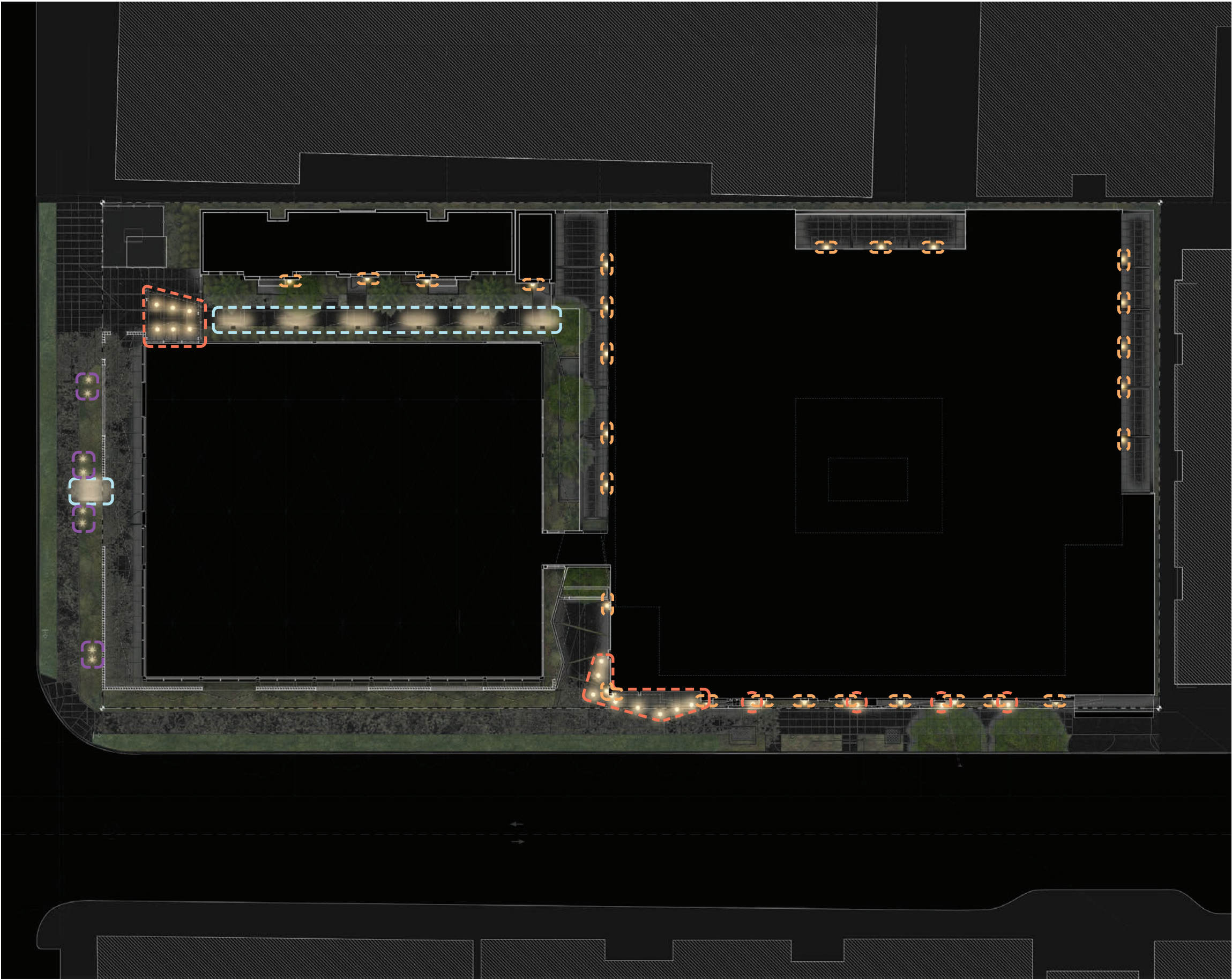
CYLINDER WALL SCONCE



GARDEN AND PATH LUMINAIRE

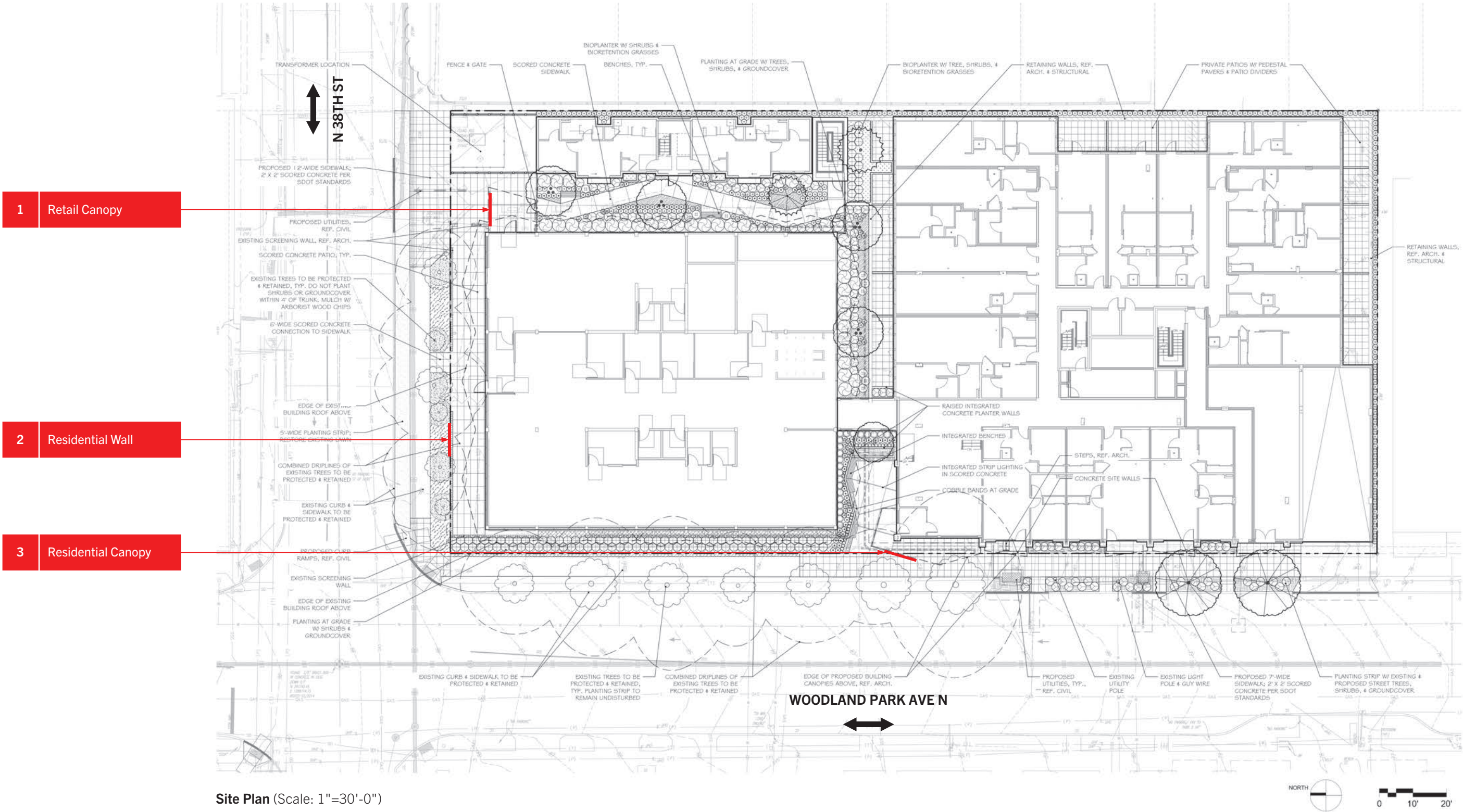


GARDEN AND PATH LUMINAIRE



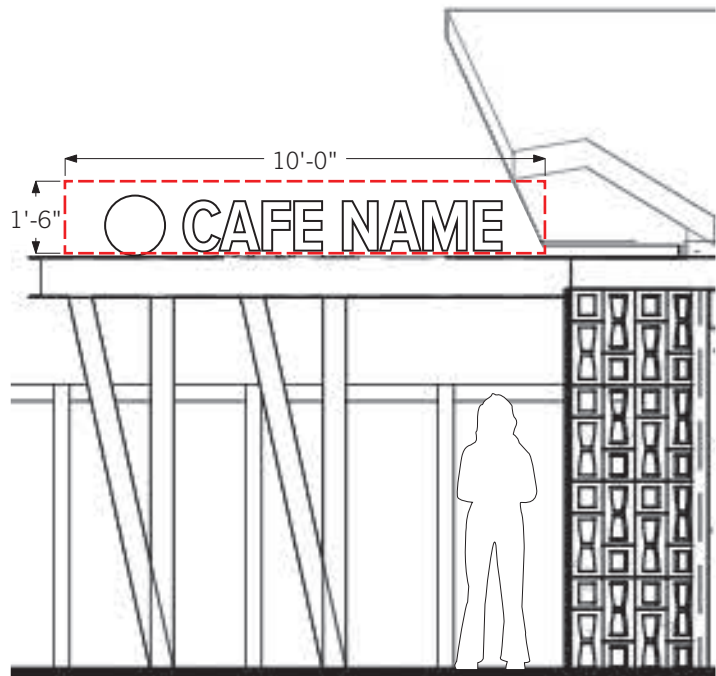
SIGNAGE

LOCATION MAP



SIGNAGE

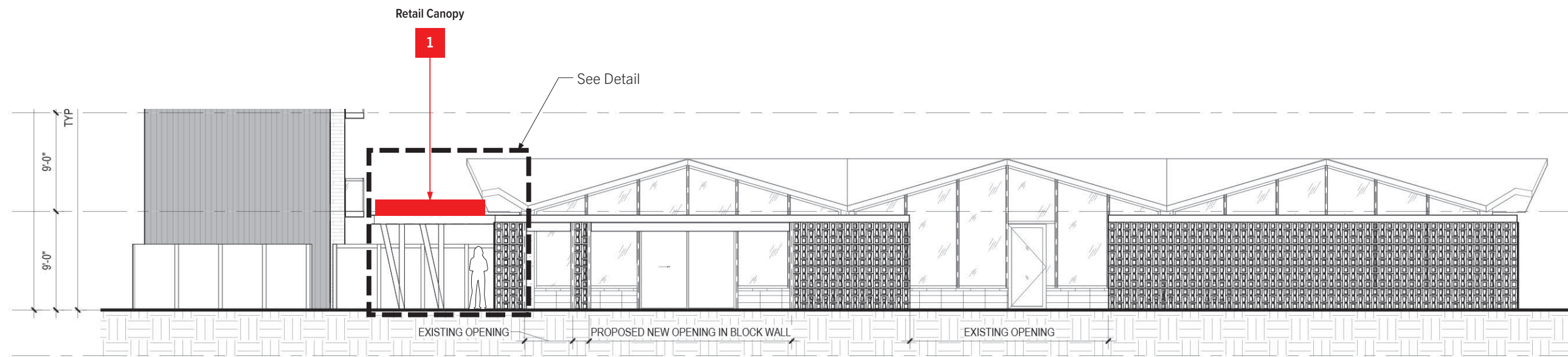
LOCATION 1 // RETAIL CANOPY



North Elevation Detail (Scale: 1/4"=1'-0")



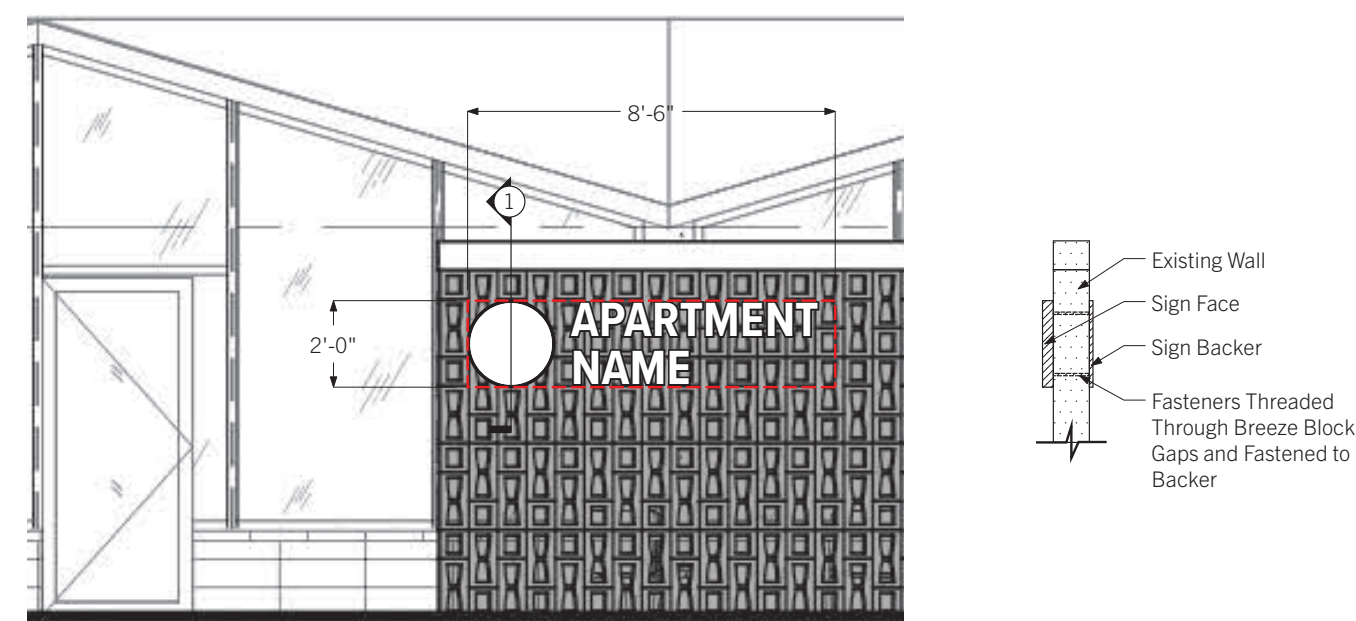
Exhibit: Representative Images of Design Intent



North Elevation (Scale: 3/32"=1'-0")

SIGNAGE

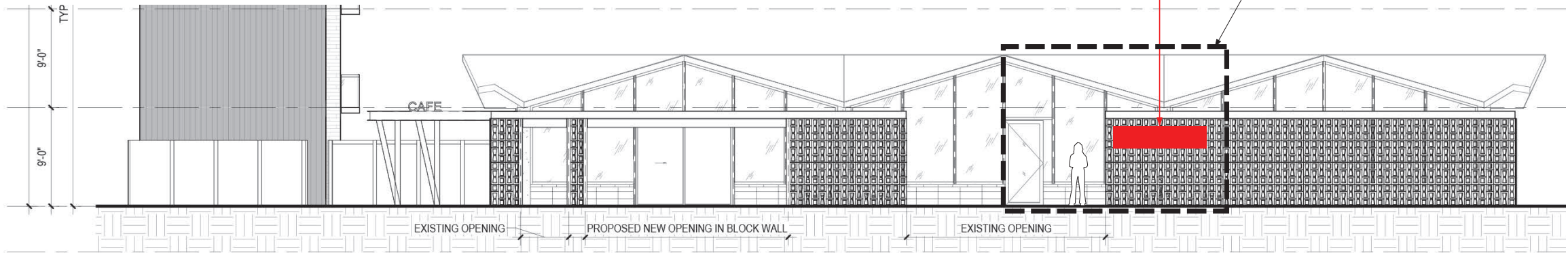
LOCATION 2 // RESIDENTIAL WALL



North Elevation Detail (Scale: 1/4"=1'-0")

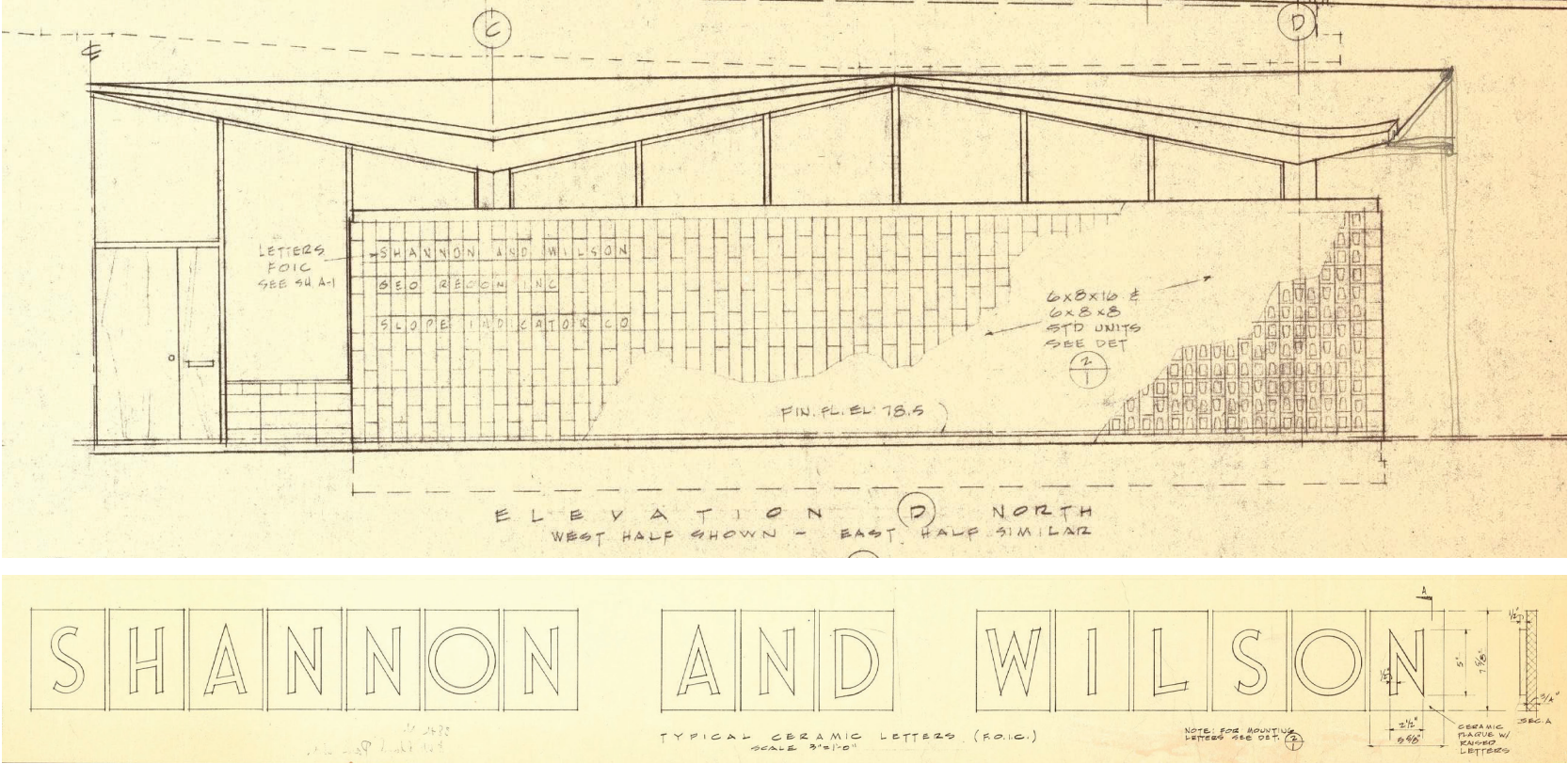


Exhibit: Representative Images of Design Intent



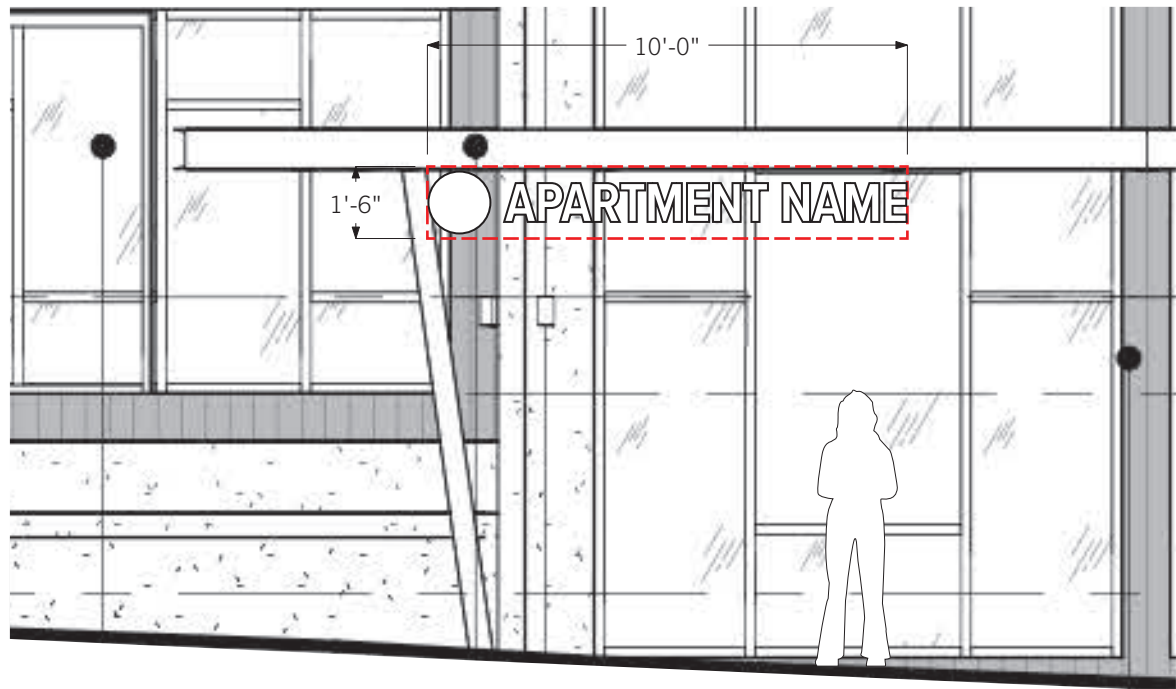
North Elevation (Scale: 3/32"=1'-0")

HISTORIC SIGNAGE DESIGN FOR REFERENCE



SIGNAGE

LOCATION 3 // RESIDENTIAL CANOPY



West Elevation Detail (Scale: 1/4"=1'-0")



Exhibit: Representative Images of Design Intent



West Elevation (Scale: 3/32"=1'-0")

PREVIOUS PROJECTS



THE LIZA - SEATTLE, WASHINGTON
Developer: Pollard Entities



THE VERGE - AUBURN, WASHINGTON
Architect: Urbal Architecture



EASTLINE - REDMOND, WASHINGTON
Developer: Legacy Partners



THE HAYES - SEATTLE, WASHINGTON
Developer: Pollard Entities



IVY AT INTERBAY - SEATTLE, WASHINGTON
Architect: Urbal Architecture



THE BOWMAN - SEATTLE, WASHINGTON
Developer: Legacy Partners