“WITH A COMBINATION OF AFFORDABLE MARKET-RATE APARTMENTS, GENEROUS AMENITY SPACE, AND ARTIST-ORIENTED RETAIL & MEETING SPACE, THE PROJECT HOPES TO LEAD THE REVITALIZATION OF THE NORTH AURORA / LICTON SPRINGS AREA.”

PROJECT NARRATIVE

The project is located on the Northwest boundary of the Aurora-Licton Springs Urban Village, with the Rapid Ride Route E to the East, and the head of the Interurban Bike trail to the west. A six minute bike ride will get you to North Seattle Community College and 10 to Greenlake or the Northgate transit hub. With a combination of affordable market-rate apartments, generous amenity space, and artist-oriented retail & meeting space, the project hopes to lead the revitalization of the North Aurora / Licton Springs area. The project has the opportunity to define what the revitalization of this neighborhood can and should be; a high density, efficient, transit oriented design with outreach and engagement opportunities to the local community.

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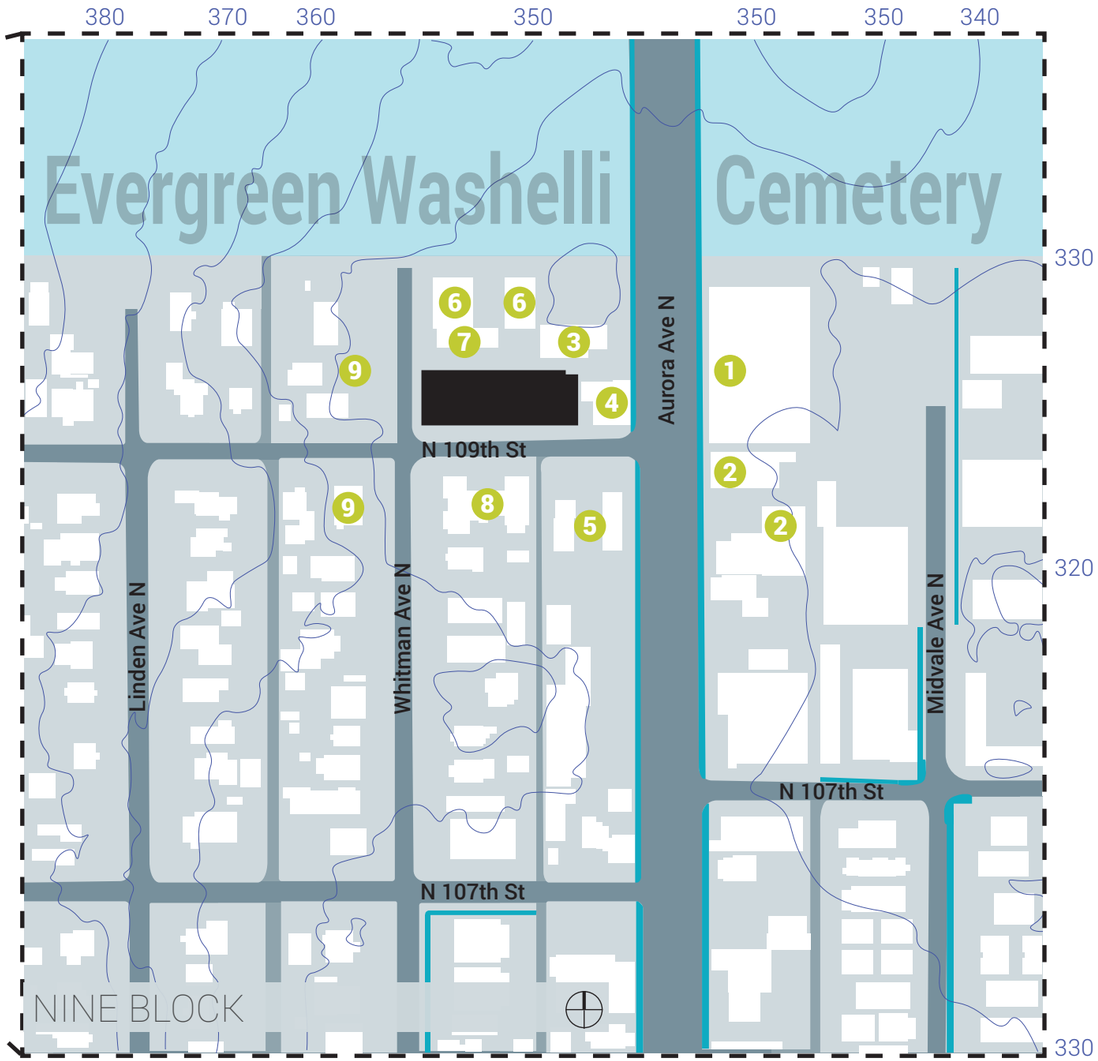


1. Storage
2. Seattle Surgical Repair
3. Fuzzy Buddy's Dog Day-Care
4. Rose Corner Flower Shop
5. Handy Andy Tool Rental
6. Precision Sheet Metal Fab.
7. JT&A Engineers
8. Single Story Multi-Family Apartments
9. Private Single-Family Residences

Lot Data

Pre LBA Lot Area:	14,107 SF
Post LBA Lot Area:	13,282 SF
Zone:	C1-40
Height Limit:	40' (44' with 13' FtF at level one)
FAR:	3.25 for mixed use development
Setbacks:	None required
Parking:	None required
ECA's:	None

Proposed Building Preferred Option #3

Units

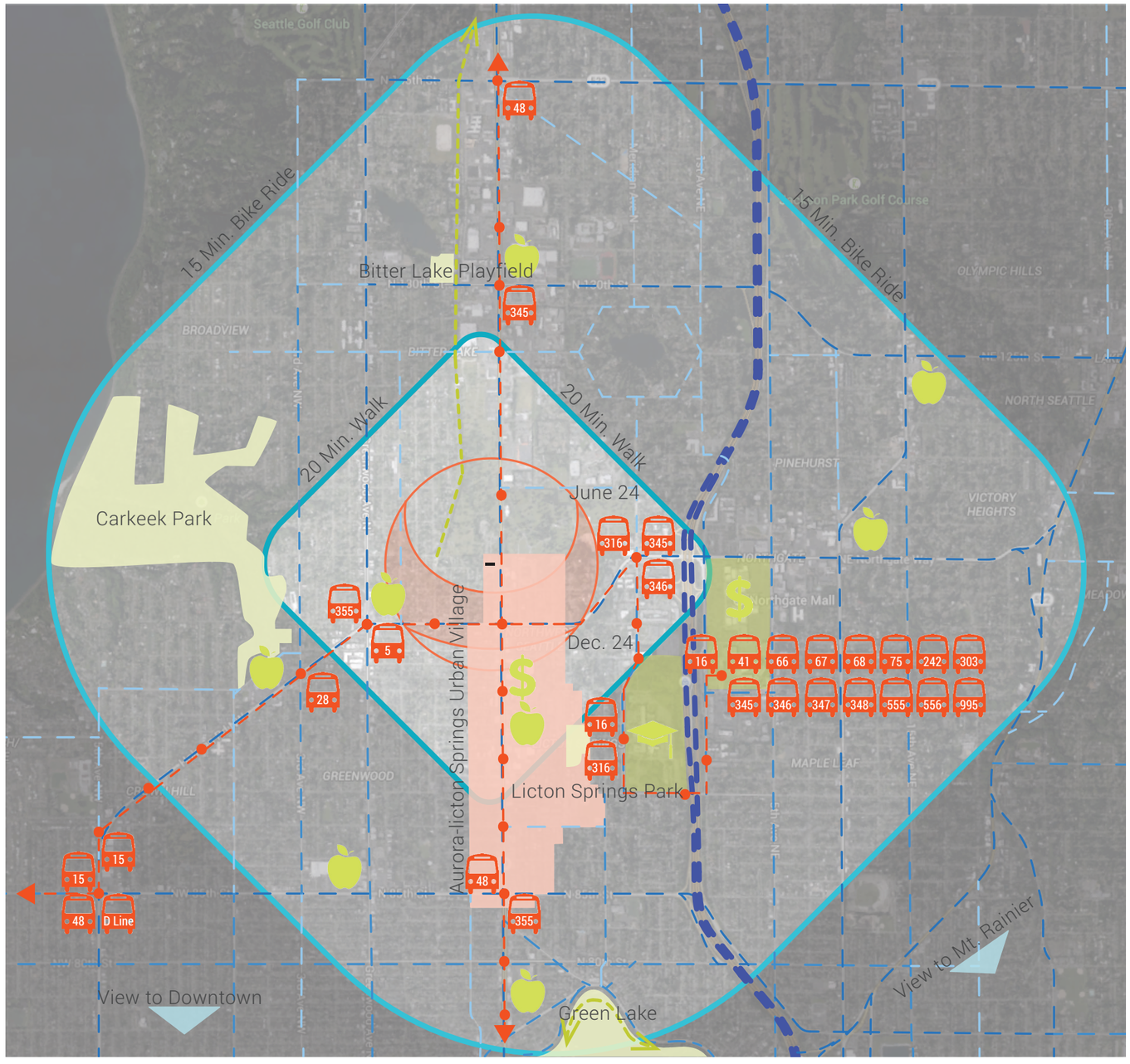
SEDU:	93
Current Unit SF:	225 SF
Live Work Units:	7
Average SF:	320 SF

Amenity Space for Small Efficiency Dwelling Units (SEDU)

Gross SF Three Floors:	28,617
Amenity Space Req. 5%:	1431
Current Planed:	1525
Parking:	12 (7 compact & 5 large)
Bike Storage:	100 in basement

KEY

- Interstate Freeways
- Principal Arterials
- Minor Arterials
- Collector Arterials
- Bike Paths
- Bus Routes
- Bus Stops
- Transfers at Stop
- North Seattle Community College
- Grocery Stores
- Commercial Centers
- Scenic Views
- 20 Minute Walk
- 15 Minute Bike Ride

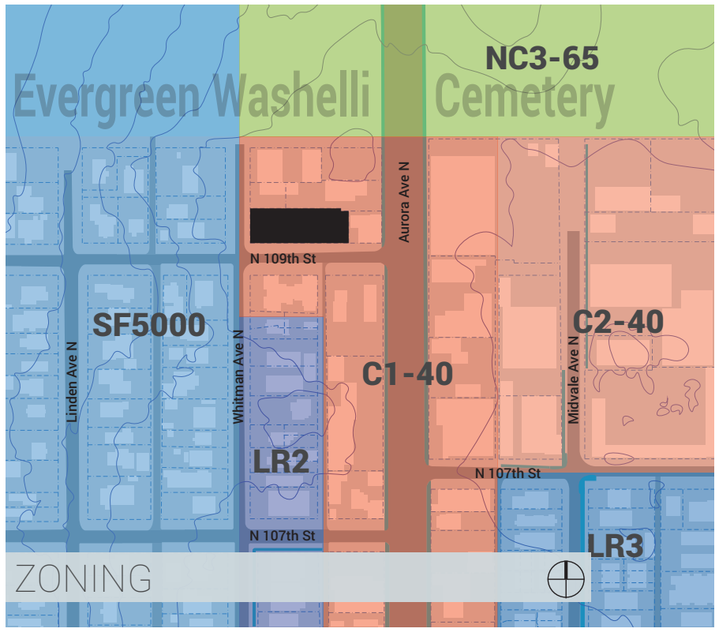


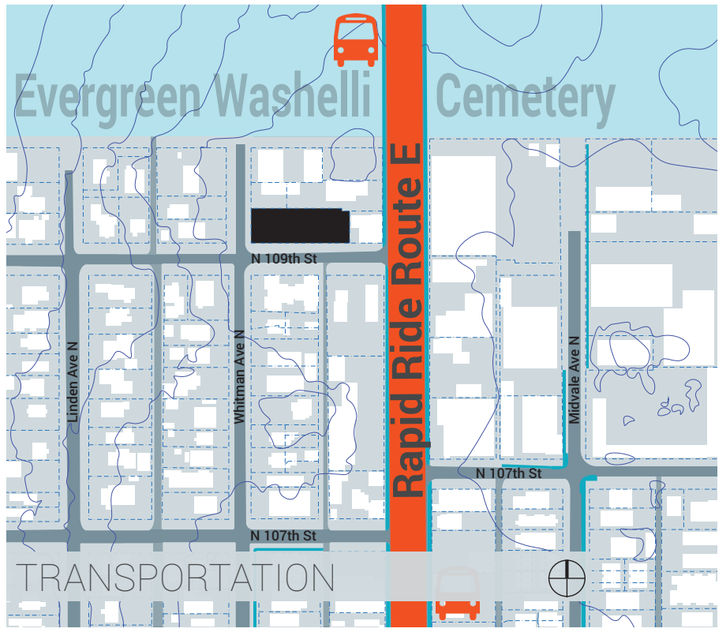
Common Routes

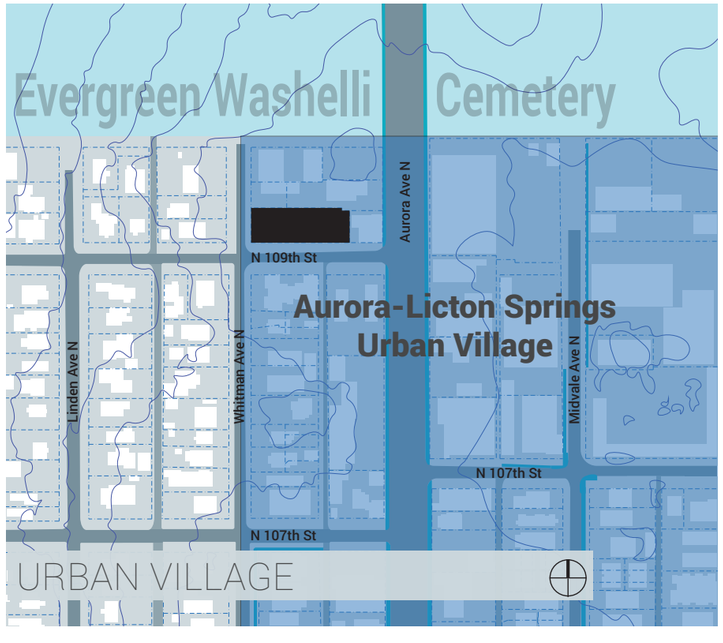
	Walk	Bike
North Seattle Community College	19	6
Northgate Mall	23	10
Oaktree Cinema	9	6
Nearest Grocery	9	6
Rapid Ride Route E	5	3
Bus Route 40	5	3
Green Lake Park	34	12
Licton Springs Park	18	6

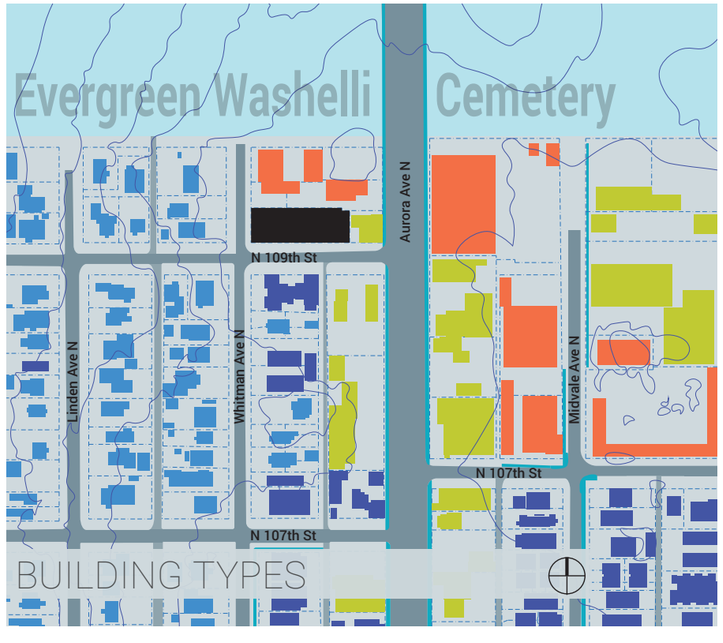
SITE AERIAL

SITE MODEL









1008 N 109TH ST. (SUBJECT PROPERTY)

SINGLE FAMILY RESIDENCE

MULTI-FAMILY RESIDENCE

COMMERCIAL

WAREHOUSE

VICINITY MAPS

Zoning, Transportation, Urban Village, and Building Types Maps


W
N
109th St
Whitman Ave N
A


N
109th St
Whitman Ave N
B


N
Whitman Ave N
C


Aurora Ave N
N 109th St
A
B
C
D
E
F
G
H

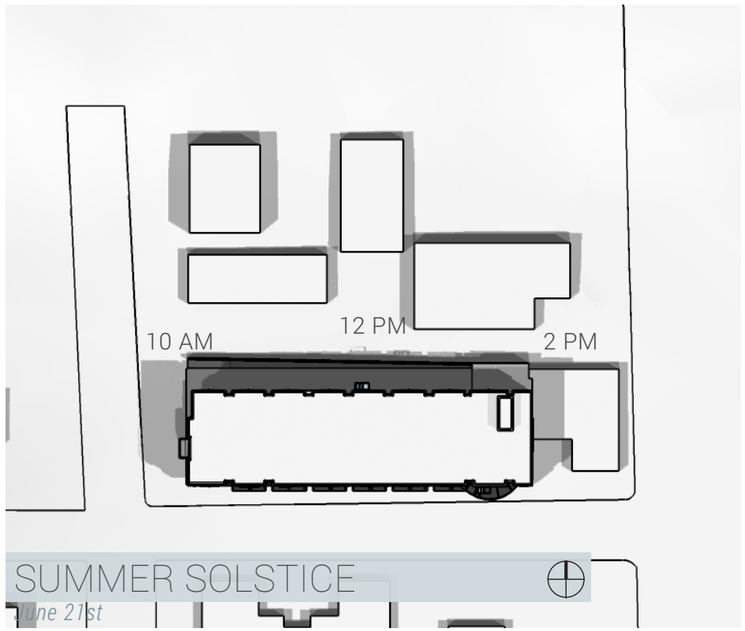

N
E
S
109th St
Whitman Ave N
D


E
S
W
109th St
E


S
W
N
E
Whitman Ave N
109th St
F

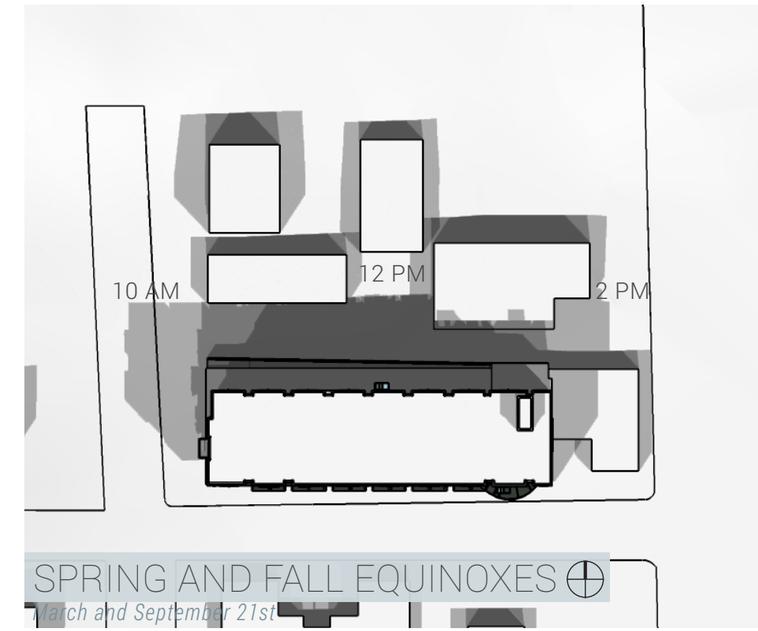

W
N
E
S
W
109th St
G


W
N
E
S
Rose Corner
BOSS CORNER
ALLIED Van Lines
Aurora Ave N
109th St
ONLY
BUS
H



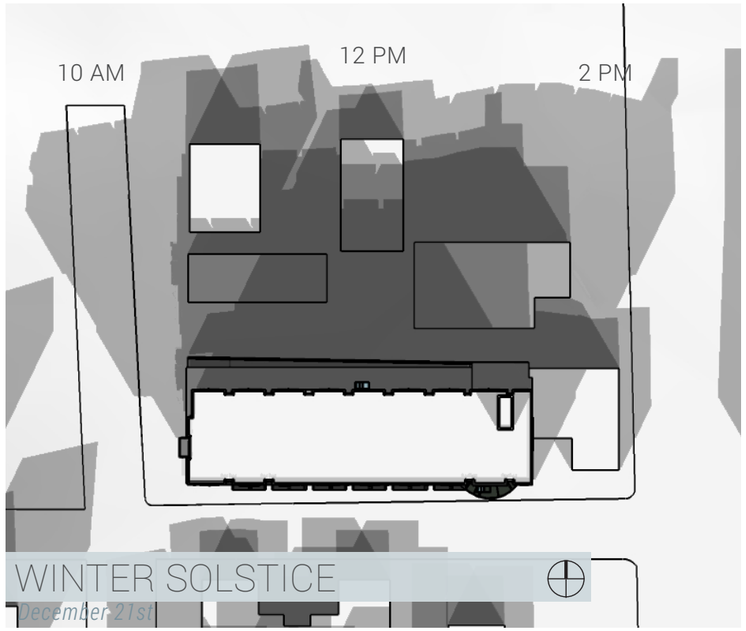
SUMMER SOLSTICE

June 21st



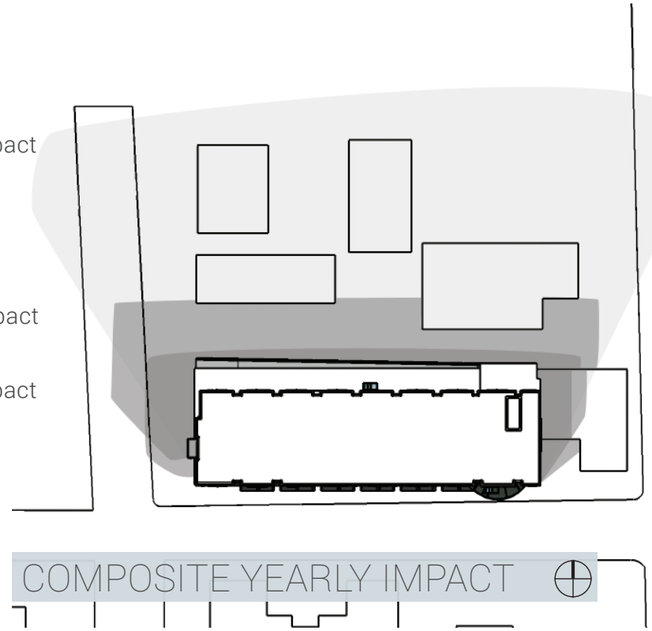
SPRING AND FALL EQUINOXES

March and September 21st



WINTER SOLSTICE

December 21st



COMPOSITE YEARLY IMPACT

SOLAR IMPACT

Sun Study

23.41.004 Applicability
A. Design review required
e. Commercial (C1, C2) Four dwelling units or 12,000 square feet of nonresidential gross floor area, located on a lot in an urban center or urban village 1 , or on a lot that abuts or is across a street or alley from a lot zoned single family, or on a lot located in the area bounded by: NE 95th St., NE 145th St., 15th Ave. NE, and Lake Washington

23.47A Commercial
23.47A.004 Permitted and prohibited uses
G. Live-work units
1. In all NC zones and C zones live-work units are permitted outright subject to the provisions of this title.

23.47A.008 Street-Level Development Standard
3. Height and depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. If the combination of the requirements of Sections 23.47A.005 or 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to non-residential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be non-residential. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

23.47A.012 Structure Height
A. The height limit for structures in NC zones or C zones is 30 feet, 40 feet, 65 feet, 85 feet, 125 feet, or 160 feet, as designated on the Official Land Use Map, Chapter 23.32. Structures may not exceed the applicable height limit, except as otherwise provided in this Section 23.47A.012. Within the South Lake Union Urban Center, any modifications or exceptions to maximum structure height are allowed solely according to the provisions of the Seattle Mixed Zone, subsections 23.48.010.B.1, 23.48.010.B.2, 23.48.010.B.3, 23.48.010.E and 23.48.010.F, and not according to the provisions of this Section 23.47A.012. An overlay district may increase or reduce the maximum structure height.
1. In zones with a 30 foot or 40 foot mapped height limit:
a. The height of a structure may exceed the otherwise applicable limit by up to 4 feet, subject to subsection 23.47A.012.A.1.c, provided the following conditions are met:
1) Either
a) A floor-to-floor height of 13 feet or more is provided for nonresidential uses at street level; or
b) A residential use is located on a street-level, street-facing facade, and the first floor of the structure at or above grade is at least 4 feet above sidewalk grade; and
2) The additional height allowed for the structure will not allow an additional story beyond the number that could be built under the otherwise applicable height limit.

23.47A.024 Amenity area
A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Gross floor area, for the purposes of this subsection, excludes areas used for mechanical equipment and accessory parking.
B. Required amenity areas shall meet the following standards, as applicable:
1. All residents shall have access to at least one common or private amenity area;
2. Amenity areas shall not be enclosed;
3. Parking areas, vehicular access easements, and driveways do not count as amenity areas, except that a woonerf may provide a maximum of 50 percent of the amenity area if the design of the woonerf is approved through a design review process pursuant to Chapter 23.41
4. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size;
5. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

Council Bill Number: 118201
Ordinance Number: 124608

AN ORDINANCE relating to land use and zoning; establishing a definition for small efficiency dwelling unit; clarifying standards for configuration of dwelling units; amending development standards for congregate residences; amending design review thresholds; clarifying the application of green factor landscaping requirements to congregate residences; amending income eligible household definitions for incentive programs related to small efficiency dwelling units and congregate residences; and modifying vehicle, bicycle and Restricted Parking Zone regulations for small efficiency dwelling units and congregate residences; amending Sections 11.16.315, 23.41.004, 23.45.504, 23.45.508, 23.45.524, 23.47A.004, 23.47A.016, 23.54.015, 23.54.040, 23.58A.004, and 23.84A.008 of the Seattle Municipal Code; and adopting new Sections 23.42.048 and 23.42.049.

3. For the purposes of this subsection 23.42.048.A, a separate or separable area is an area having direct access to the exterior of the building or access to the exterior via hallways and stairways that are primarily ingress/egress routes to the exterior rather than leading to common kitchens and living areas.
B. Small efficiency dwelling units. In all zones small efficiency dwelling units are subject to the following standards. Small efficiency dwelling units are also subject to additional standards specified in the Seattle Building Code and any Director's Rule making interpretation thereof.
1. Sleeping room net floor area. Each small efficiency dwelling unit shall have a sleeping room that has at least 150 net square feet of floor area. The floor area occupied by bathrooms, cabinets, closets, appliances, and structural features, is not included in calculating the net floor area.
2. Total floor area. The total floor area of a small efficiency dwelling unit, inclusive of bathrooms, cabinets, closets, appliances, and structural features shall be at least 220 square feet.

1. Design review is required for any new multifamily, commercial, or industrial development proposal that exceeds one of the following thresholds in Table A for 23.41.004:

Table A for 23.41.004
i. All zones – congregate residences, and residential uses in which more than 50 percent of dwelling units are small efficiency dwelling units.

Table B for 23.54.015
Parking for residential uses
II. Residential Use Requirements For Specific Areas
M.

All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use.(1)

No minimum requirement

CONTEXT & SITE

CS2 URBAN PATTERN AND FORM: STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

The western edge of the site is adjacent to a SF Zone. The homes are mostly two story as they climb a hill to the west, they are also separated from the property by Whitman Ave. Care was taken to remove or elevate openings on the West elevation and provide increased vegetation in the form of green walls and planters. The public amenity space was moved to the South East corner to provide separation and privacy from the northern and western neighbors. The South west corner has a two sided commercial space with new street trees and hard scape to provide an inviting and open presence to the residential neighborhood.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER: CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

The Aurora Licton Springs Urban Village is an established neighbor hood but the revitalization of the Aurora corridor with an emphasis on public transit gives the project the opportunity to set an example of a good balance of density and pubic space for the neighborhood. The modern design and modular construction methods preferred, embody the urban development zeitgeist of Seattle while remaining at the scale and intent of the developing urban village. The transit oriented high density nature of the project speaks to the city's transportation initiatives and provides much needed affordable market-rate housing.

PUBLIC LIFE

PL2 WALKABILITY: CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-B Safety and Security

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

The project will be one of the first in the area to implement a full modern street improvement plan. All hard scape will be fully accessible with ADA ramps at side walk corners. We are choosing to continue the sidewalk improvement to Aurora to provide surface continuity to mass transit. All amenity spaces are fully accessible to all residents .The transparency and location of the lobby allow for maximum exposure and visibility for the residents. All street front commercial spaces and live work units will have at least 60% or more transparency and be protected from the weather by awnings. Drainage will be moved away from the building to native planted strips in the sidewalk.

PL3 STREET-LEVEL INTERACTION: ENCOURAGE HUMAN INTERACTION AND ACTIVITY AT THE STREET-LEVEL WITH CLEAR CONNECTIONS TO BUILDING ENTRIES AND EDGES.

PL3-A Entries

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

The residential lobby is located at the base of a transparent vertical element that also serves to divide the building into two masses. This beacon provides a safe and understandable entry point to the building. The ground level retail and live work units provide an engagement and transparency to the facade from the street. The street improvements of indigenous plants and Scarlett Oak tree's provide a comfortable and safe environment. The previous pavement and varied textures along the sidewalk aide in separating functional zones between the live work occupants and passers by. All amenity's will be at grade with minimal thresholds providing maximum accessibility. The area closest to the building will be covered by a canopy extending most of the length of the facade allowing for weather protection across the site.

The project contains spaces for securely storing 100 bicycles in the building and parking up to 20 on the street. The project is a 6 min. ride to North Seattle Community college, 10 min. to Northgate mall and 12 min. to Greenlake. Sign-age will be provided indicating the interurban bike trial 2 blocks west of the building.

DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES: OPTIMIZE THE ARRANGEMENT OF USES AND ACTIVITIES ON SITE.

DC1-A Arrangement of Interior Uses

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

Retail spaces have been located at the corners of the site and bookend the live work spaces to provide a fully engaged street presence along the South facade. The main lobby access is located on the front of the building. Multiple commercial spaces were aggregated to provide flexible uses, spaces can be divided or combined based on future demand and use. All parking and service access has been moved to the rear of the site off the one way dead end street as to not interfere with the pedestrian traffic around the site and to the main arterial routes.

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.

DC2-A Massing

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

The building mass has been separated by the lobby and circulation corridor. The first floor height is 13' to provide a strong grounding to the building and provide an active street environment. Balconies, recessed openings and different materials have been used to modulate the building and break up the horizontality of the mass. The preferred building method of modular construction is prevalent in the rhythm and form of the building but does not dominate the perceived mass and vertical elements.

DC3 OPEN SPACE CONCEPT: INTEGRATE OPEN SPACE DESIGN WITH THE BUILDING DESIGN SO THAT THEY COMPLEMENT EACH OTHER.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

The project will have a variety of public and private amenity's. Along with the ground floor retail and lobby the occupants will have access to a roof deck with views to the south. Balconies on the southern facade reinforce street level connection and the primary circulation leads one from the street continuously up to the roof top garden and amenity space. The western most retail space wraps the corner to providing seating space and connection to the residential neighborhood.

DC4 EXTERIOR ELEMENTS AND FINISHES: USE APPROPRIATE AND HIGH QUALITY ELEMENTS AND FINISHES FOR THE BUILDING AND ITS OPEN SPACES.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

Exterior elements and materials have been chosen for their durability in the inclement weather and to provide a palate of sustainable materials. The use of cement board and natural woods will allow for a diverse exterior while maintaining a connection to the industrial and residential nature of the immediate surroundings.

SW PERSPECTIVE

SW PERSPECTIVE

WEST ELEVATION

SOUTH ELEVATION

OPTION #1

Mass to North - No Departures - Site Built

OPTION #1

Mass to North - No Departures - Site Built - CODE COMPLIANT

This option is the result of fully utilizing the FAR and moving the building mass to the north to reduce the strong street presence on 109th.

Post LBA Site SF:	13,282 SF
FAR:	3.25
FAR Allowed:	3.25
Floors:	4
Height:	44’

UNITS

SEDU:	93
Live/Work:	11
Total:	104
SEDU SF:	250 SF
Live/Work SF:	580 SF

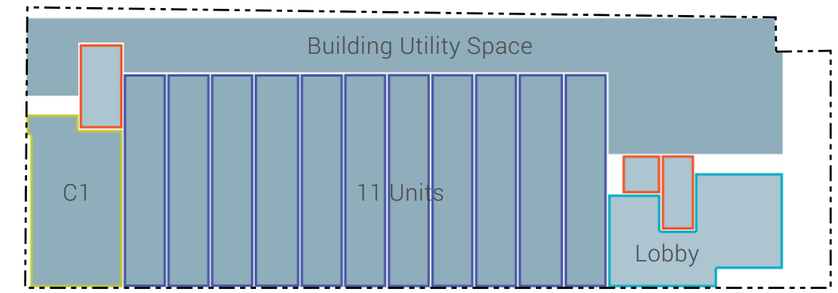
COMMERCIAL

Commercial #1:	977 SF
Commercial #2:	0 SF
Commercial #3:	0 SF
Total:	977 SF
Commercial Frontage:	81%
Gross SF of Floors with SEDU:	29,542 SF
Amenity Required (5% of SF):	1477 SF
Amenity Provided:	591 SF

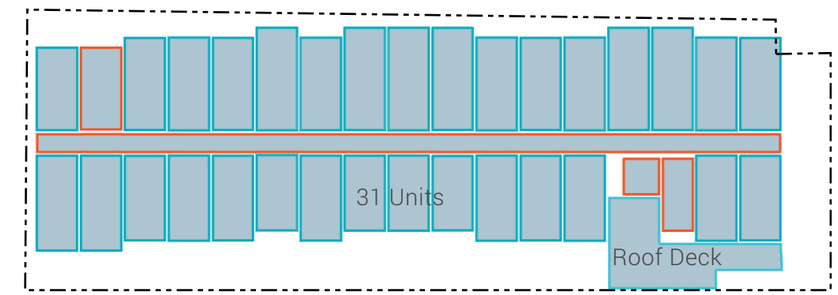
PARKING

Compact:	0
Large:	0
Van Accessible:	0
Total:	0

COMMERCIAL
LIVE/WORK
SEDU UNITS
CIRCULATION

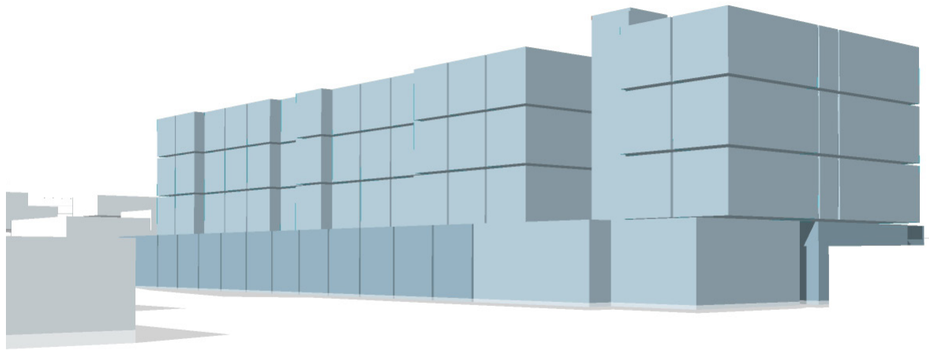


1ST FLOOR PLAN



2ND-4TH FLOOR PLAN

ROOF PLAN

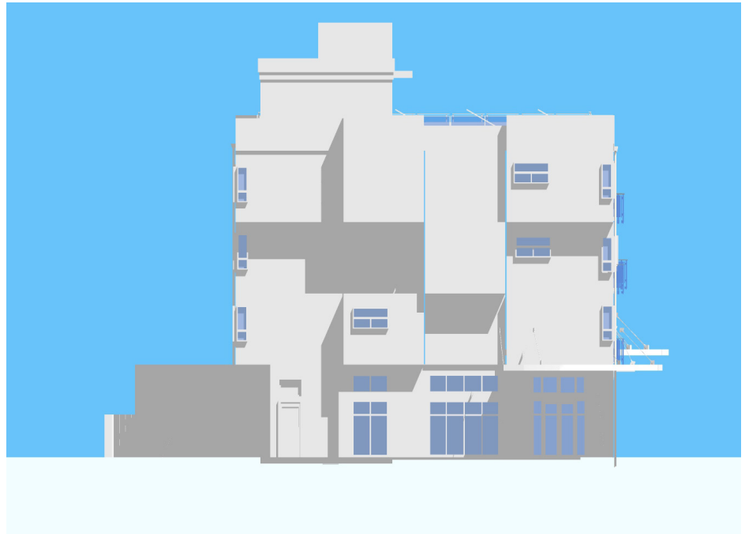


SE MASSING PERSPECTIVE

SE PERSPECTIVE

SW PERSPECTIVE

SW PERSPECTIVE



WEST ELEVATION

SOUTH ELEVATION

OPTION #2

Mass to South - No Departures - Modular Construction

OPTION #2

Mass to South - No Departures - Modular Construction

The upper residential mass was moved to the south to provide a strong corner and gateway to the neighborhood while and provides surface parking.

Post LBA Site SF:	13,282 SF
FAR:	3.25
FAR Allowed:	3.25
Floors:	4
Height:	44’

UNITS

SEDU:	93
Live/Work:	7
Total:	100
SEDU SF:	225 SF
Live/Work SF:	319 SF

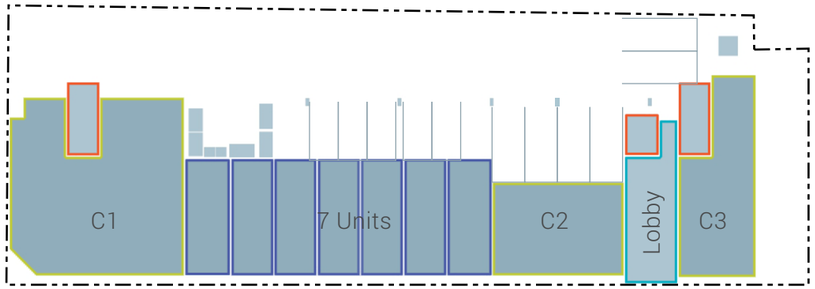
COMMERCIAL

Commercial #1:	1829 SF
Commercial #2:	782 SF
Commercial #3:	824 SF
Total:	3435 SF
Commercial Frontage:	94%
Gross SF of Floors with SEDU:	29,850 SF
Amenity Required (5% of SF):	1482 SF
Amenity Provided:	1537 SF

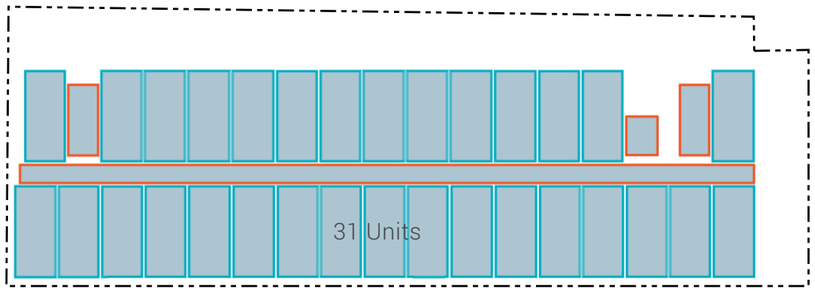
PARKING

Compact:	5
Large:	3
Van Accessible:	1
Total:	9

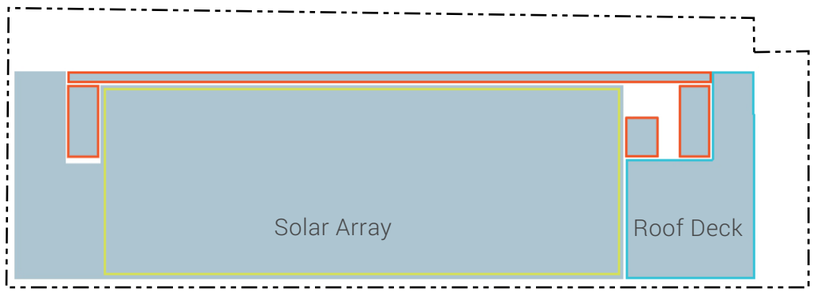
COMMERCIAL
LIVE/WORK
SEDU UNITS
CIRCULATION



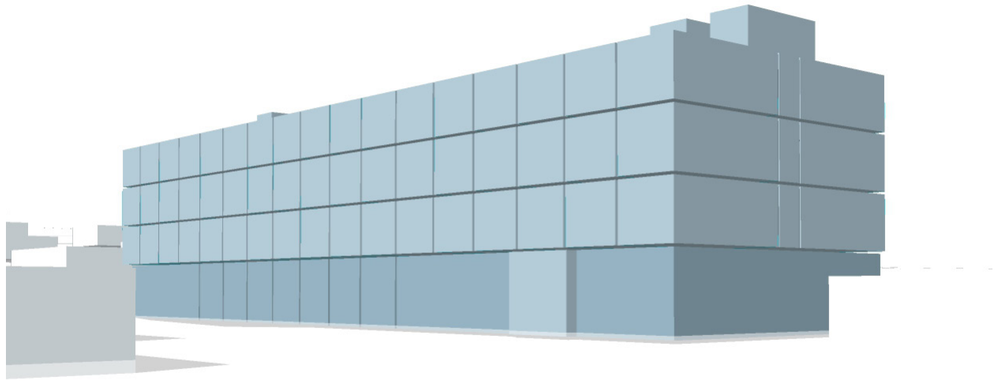
1ST FLOOR PLAN



2ND-4TH FLOOR PLAN



ROOF PLAN

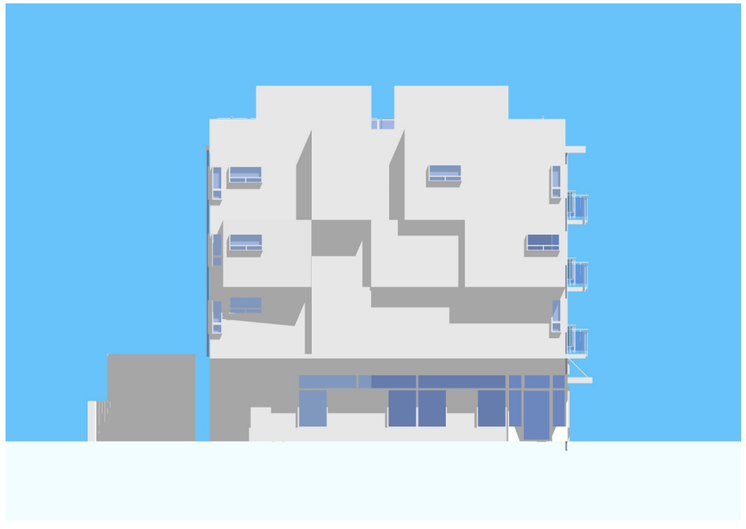


SE MASSING PERSPECTIVE

SE PERSPECTIVE

SW PERSPECTIVE

SW PERSPECTIVE



WEST ELEVATION

SOUTH ELEVATION

OPTION #3- PREFERRED

Split Mass - No Departures - Modular Construction

OPTION #3 Preferred

Split Mass - No Departures - Site Built

The circulation core is brought out to the front of the building to break up the mass on 109th, providing a clear definition of the lobby.

Post LBA Site SF:	13,282 SF
FAR:	3.25
FAR Allowed:	3.25
Floors:	4
Height:	44’

UNITS

SEDU:	93
Live/Work:	7
Total:	100
SEDU SF:	225 SF
Live/Work SF:	320 SF

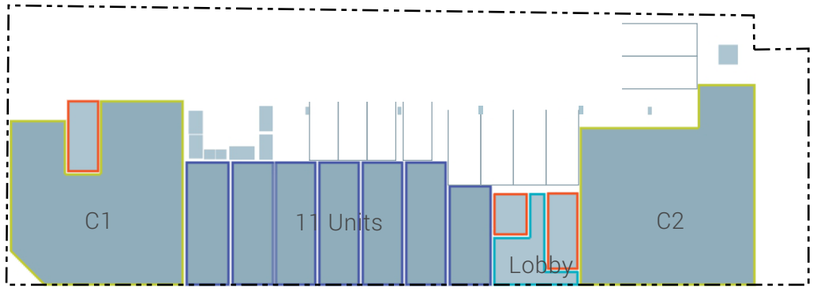
COMMERCIAL

Commercial #1:	1776 SF
Commercial #2:	1898 SF
Commercial #3:	0 SF
Total:	3674 SF
Commercial Frontage:	91%
Gross SF of Floors with SEDU:	29,850 SF
Amenity Required (5% of SF):	1492 SF
Amenity Provided:	1525 SF

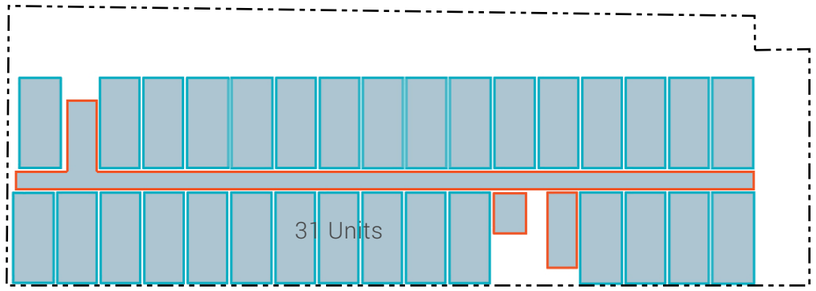
PARKING

Compact:	4
Large:	4
Van Accessible:	1
Total:	9

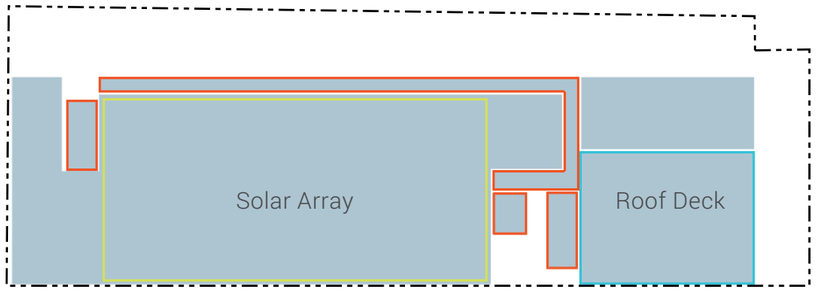
COMMERCIAL
LIVE/WORK
SEDU UNITS
CIRCULATION



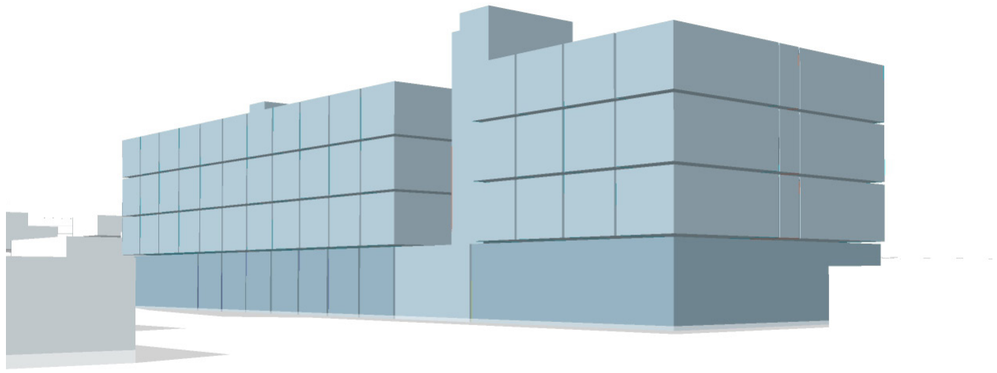
1ST FLOOR PLAN



2ND-4TH FLOOR PLAN

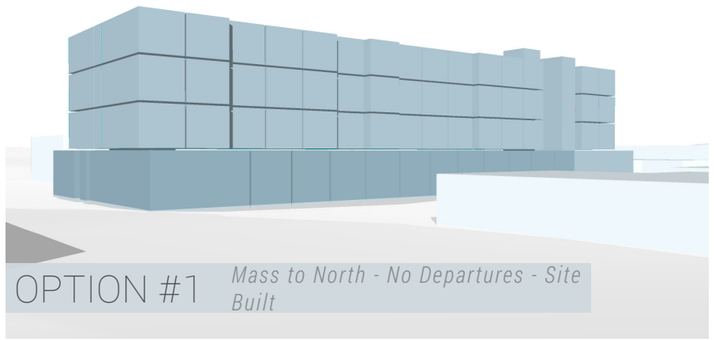


ROOF PLAN

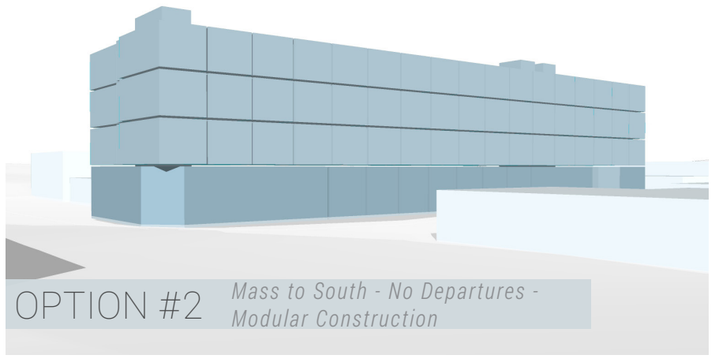


SE MASSING PERSPECTIVE

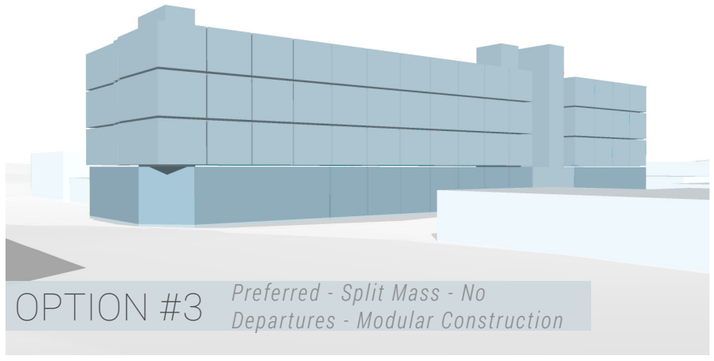
SE PERSPECTIVE



OPTION #1 *Mass to North - No Departures - Site Built*



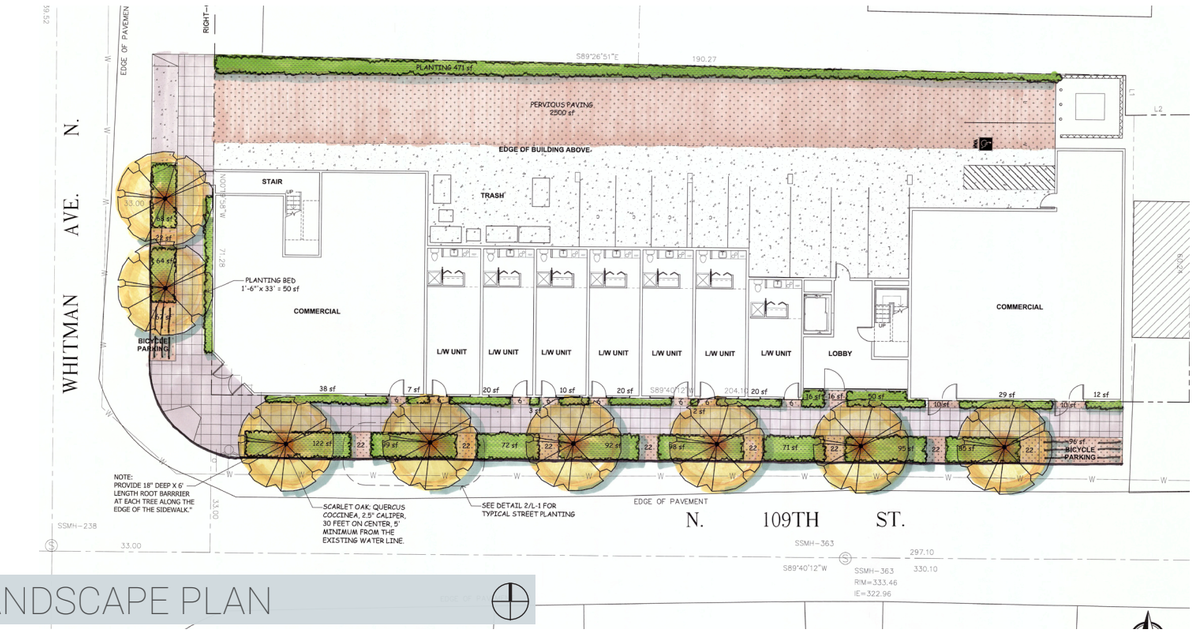
OPTION #2 *Mass to South - No Departures - Modular Construction*



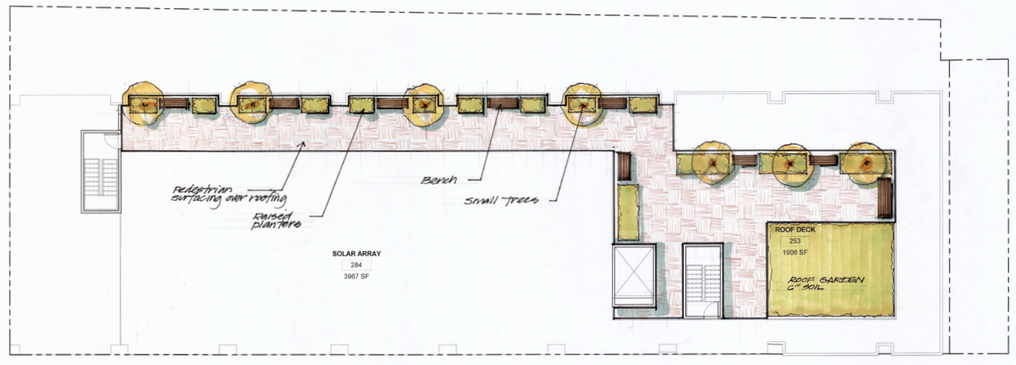
OPTION #3 *Preferred - Split Mass - No Departures - Modular Construction*

Details	Opportunities	Restraints
DESCRIPTION: This option is the result of fully utilizing the FAR and moving the building mass to the north to reduce the strong street presence on 109th. (This option is code compliant) **UNITS:** SEDU: 93 Live/Work: 11 Commercial: 977 SF Amenity: 591 SF FAR: 3.25 Parking: 0	• FAR FULLY UTILIZED. • 109TH ELEVATION SETBACK FROM FIRST FLOOR TO PROVIDE MORE PEDESTRIAN SCALE. • AMENITY AREA HAS BETTER STREET LEVEL CONNECTION.	• ONLY 15% OPENINGS ALLOWED ON NORTH ELEVATION PER FIRE CODE. • BLOCKS DIRECT SUNLIGHT TO NORTHERN BUILDINGS. • DISCONNECT BETWEEN UPPER FLOORS AND “PODIUM.” • TRADITIONAL CONSTRUCTION INCREASES TIME AND NOISE TO NEIGHBORS.
DESCRIPTION: The upper residential mass was moved to the south to provide a strong corner and gateway to the neighborhood while and provides surface parking. **UNITS:** SEDU: 93 Live/Work: 7 Commercial: 3435 SF Amenity: 1537 SF FAR: 3.25 Parking: 9	• PROVIDES GATEWAY TO NEIGHBORHOOD AND STRONG SW RETAIL CORNER. • AMENITY SPACE MOVED TO SE CORNER OF ROOF ALLOWING FOR VIEWS SOUTH AND PRIVACY TO NORTHERN PROPERTY. • PROVIDES SOUTHERN EXPOSURE TO MORE TENANTS. • MODULAR CONSTRUCTION REDUCES CONSTRUCTION TIME AND SITE WASTE.	• LARGE UNBROKEN FACADE ON 109TH. • RESIDENTIAL FLOORS AND RETAIL BELOW DO NOT SHOW CONNEC-TION TO PROGRAM.
DESCRIPTION: The circulation core was brought out to the front of the building to break up the mass on 109th. **UNITS:** SEDU: 93 Live/Work: 7 Commercial: 3674 SF Amenity: 1525 SF FAR: 3.25 Parking: 9	• ELEVATION SPLIT TO EMPHASIZE PROGRAM AND MODULATE ELEVATION. • PROVIDE NATURAL DAYLIGHT TO CIRCULATION CORRIDOR. • EMPHASIZE RESIDENTIAL ENTRY. • MODULAR CONSTRUCTION REDUCES CONSTRUCTION TIME AND SITE WASTE.	• BLANK FACADE TO PROVIDE PRIVACY TO WESTERN NEIGHBORS. • SIX UNITS LOSE SOUTHERN EXPOSURE.

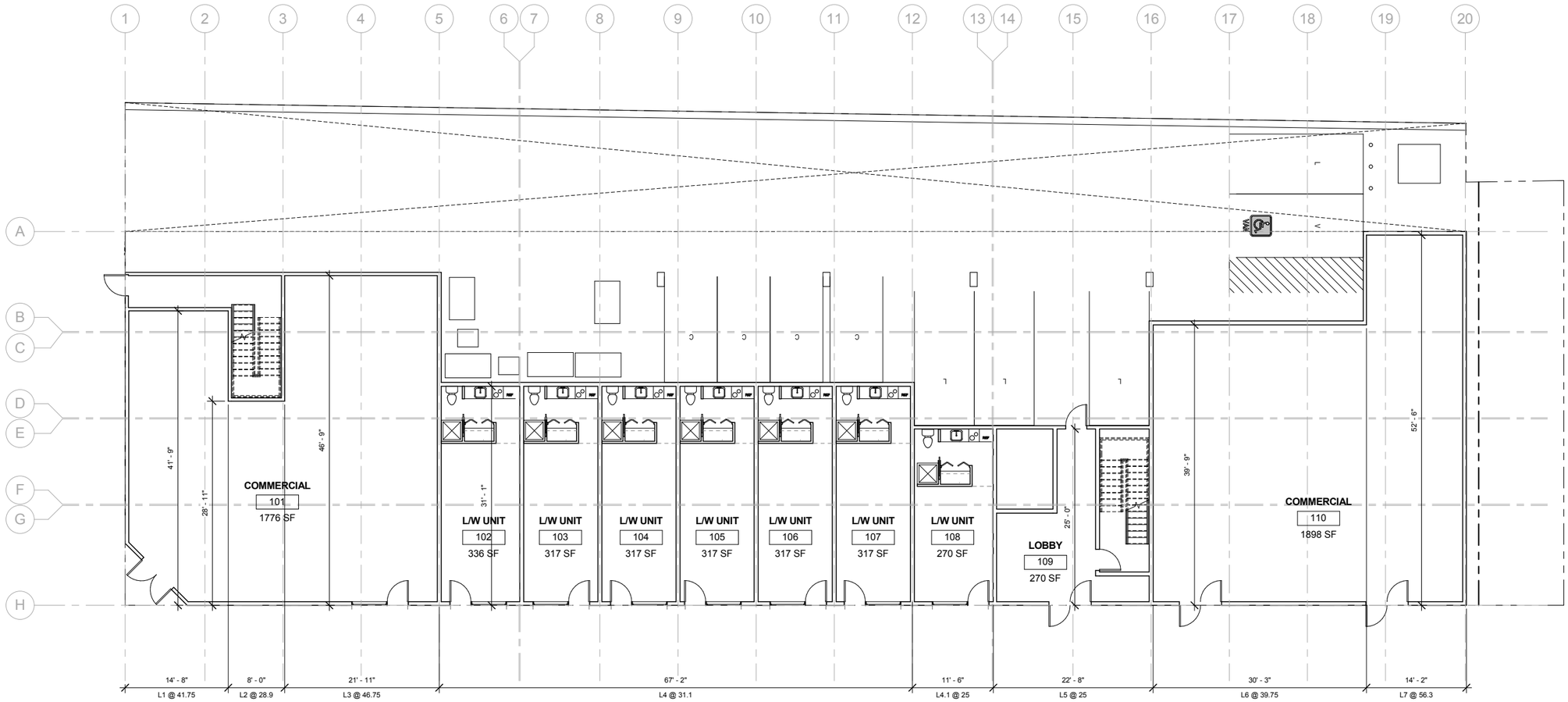
OPTIONS PROS AND CONS



LANDSCAPE PLAN



ROOF DECK PLAN



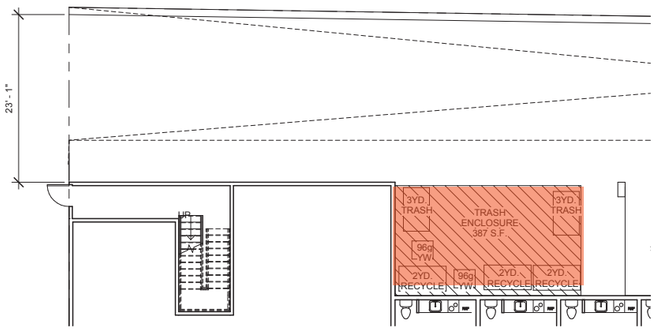
SEGMENT	LENGTH	%	DEPTH	AVG.
L1	14.60	8.71%	41.75	3.64
L2	8.00	4.77%	28.90	1.38
L3	21.90	13.07%	46.75	6.11
L4	67.15	40.07%	31.10	12.46
L4.1	11.50	6.86%	25.00	1.72
L5	0.00	0.00%	25.00	0.00
L6	30.25	18.05%	39.75	7.17
L7	14.20	8.47%	56.30	4.77
Total	**167.60**	**Avg. Retail Depth**		**37.25**

Previous Departure Requirements

23.47A.008 Street-level development standard

3. Height and depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

Upon refinement of the first floor program and a careful analysis of the code the previous retail depth departure is no longer needed.



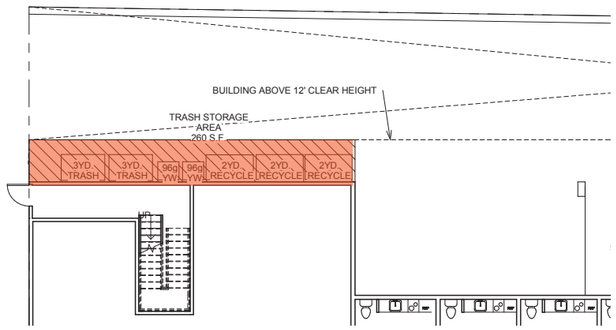
CODE COMPLIANT

Current Departure Requirements

CODE COMPLIANT OPTION

Response: Cans would have to be placed on ROW the business day before collection and removed after. While in the ROW the receptacles would be in full view of the neighborhood residents and people driving on 109th or Whitman. Depending on the collection days of Trash, Recycle, and Yard waste this could result in receptacles always being left in the ROW

Result: Receptacles will be stored +50' away from curb to allow for 2 way traffic.



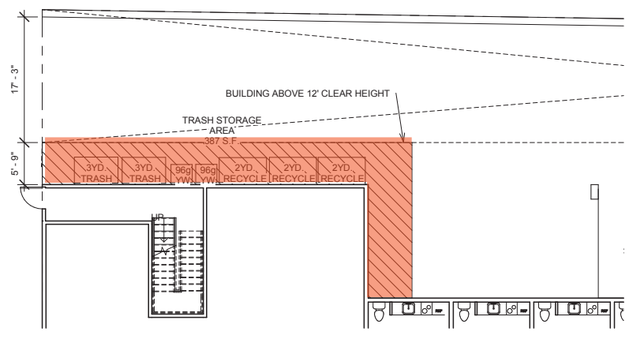
OPTION 1 - PREFERRED

OPTION 1 - PREFERRED

Departures required: A, B, and C

Response: By allowing the receptacles to be stored behind the north wall and out of site from traffic they will not have to be placed on the ROW to be accessed by collection trucks. Cans would have to be placed before collection and removed after in full view of the neighborhood. This option allows better access for collection and keeps them out of site by the majority of neighbors.

Result: Store receptacles on north side of building. Trucks can access cans 24 hours a day without cans being placed in ROW.



OPTION 2

OPTION 2 - *code min. sf for trash enclosure*

Departures required: A and B.

Response: By allowing the receptacles to be stored behind the north wall and out of site from traffic they will not have to be placed on the ROW to be accessed by collection trucks. Cans would have to be placed before collection and removed after in full view of the neighborhood. This option allows better access for collection and keeps them out of site by the majority of neighbors.

Result: Store receptacles on north side of building and provide minimum SF per code. Trucks can access cans 24 hours a day without cans being placed in ROW.

SEATTLE DESIGN GUIDELINE.

DC1. Project Uses and Activities

C. PARKING AND SERVICE USES

4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.

DEPARTURE A

SMC 23.54.030 - Parking space standards

D. Driveways. Driveway requirements for residential and nonresidential uses are described below. When a driveway is used for both residential and nonresidential parking, it shall meet the standards for nonresidential uses described in subsection 23.54.030.D.2

2. Nonresidential Uses.

a. Driveway Widths.

1) The minimum width of driveways for one way traffic shall be 12 feet and the maximum width shall be 15 feet.

2) The minimum width of driveways for two way traffic shall be 22 feet and the maximum width shall be 25 feet.

Allow 17'3" single width drive aisle for first 50' of drive aisle. 2 way drive aisle for rest of site.

DEPARTURE B

SMC 23.54.040

D.The storage space required by Table A for 23.54.040 shall meet the following requirements:

1. For developments with nine dwelling units or more, the minimum horizontal dimension of required storage space is 12 feet;

Reduce min. horizontal distance of trash storage area's.

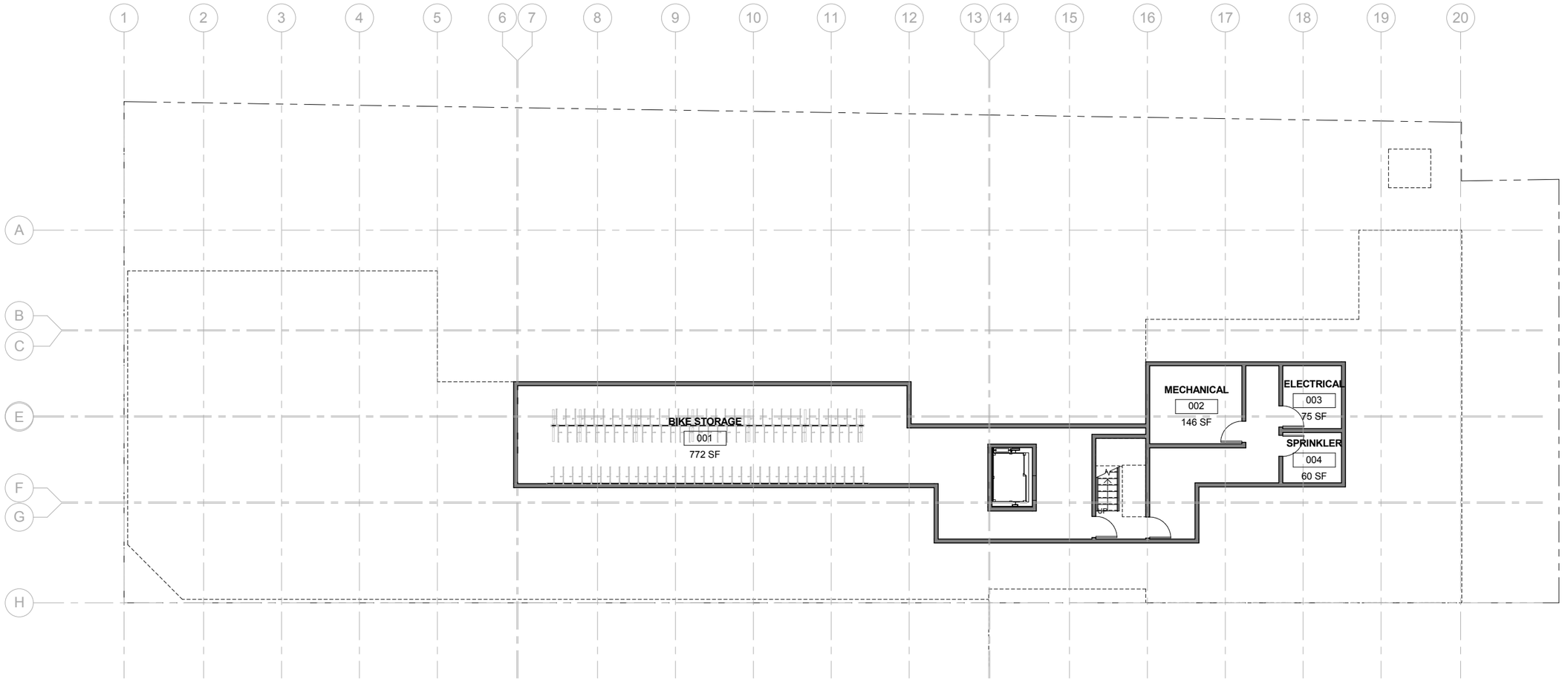
DEPARTURE C

23.54.040 - Solid waste and recyclable materials storage and access

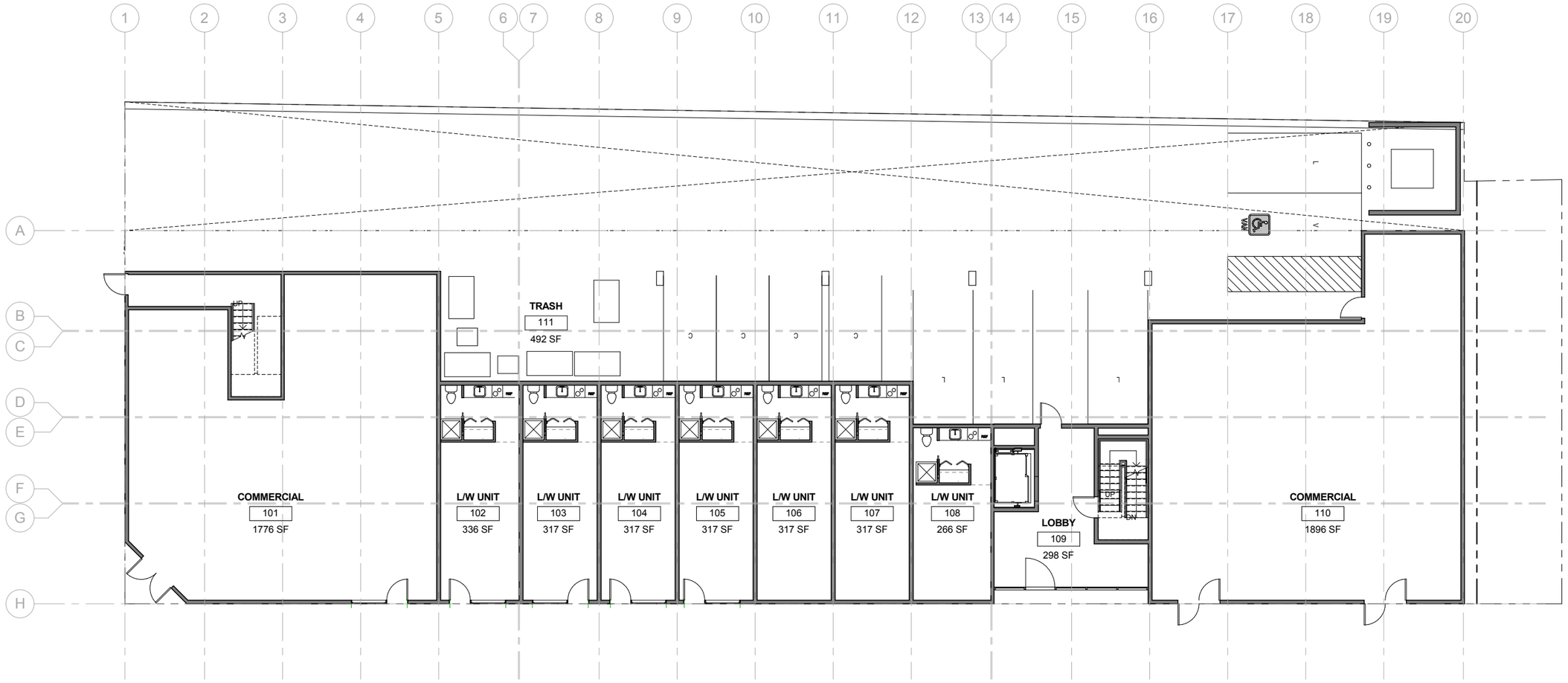
A. Except as provided in subsection 23.54.040.I, in downtown, multifamily, master planned community, and commercial zones, storage space for solidwaste and recyclable materials containers shall be provided as shown in Table A for 23.54.040 for all new structures, and for existing structures to which two or more dwelling units are added.

Reduce required trash enclosure area from 387.5 to 275 SF

PRECEDENT



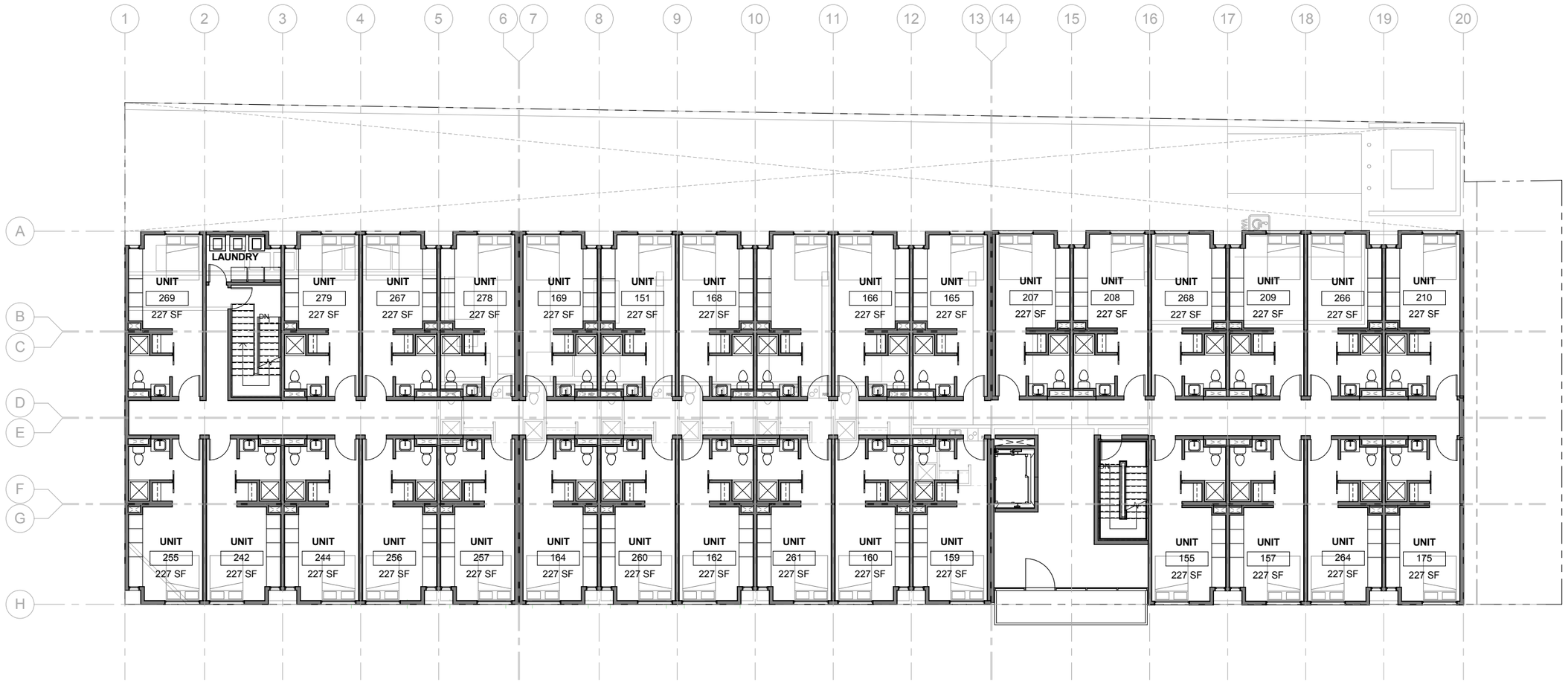
BASEMENT PLAN



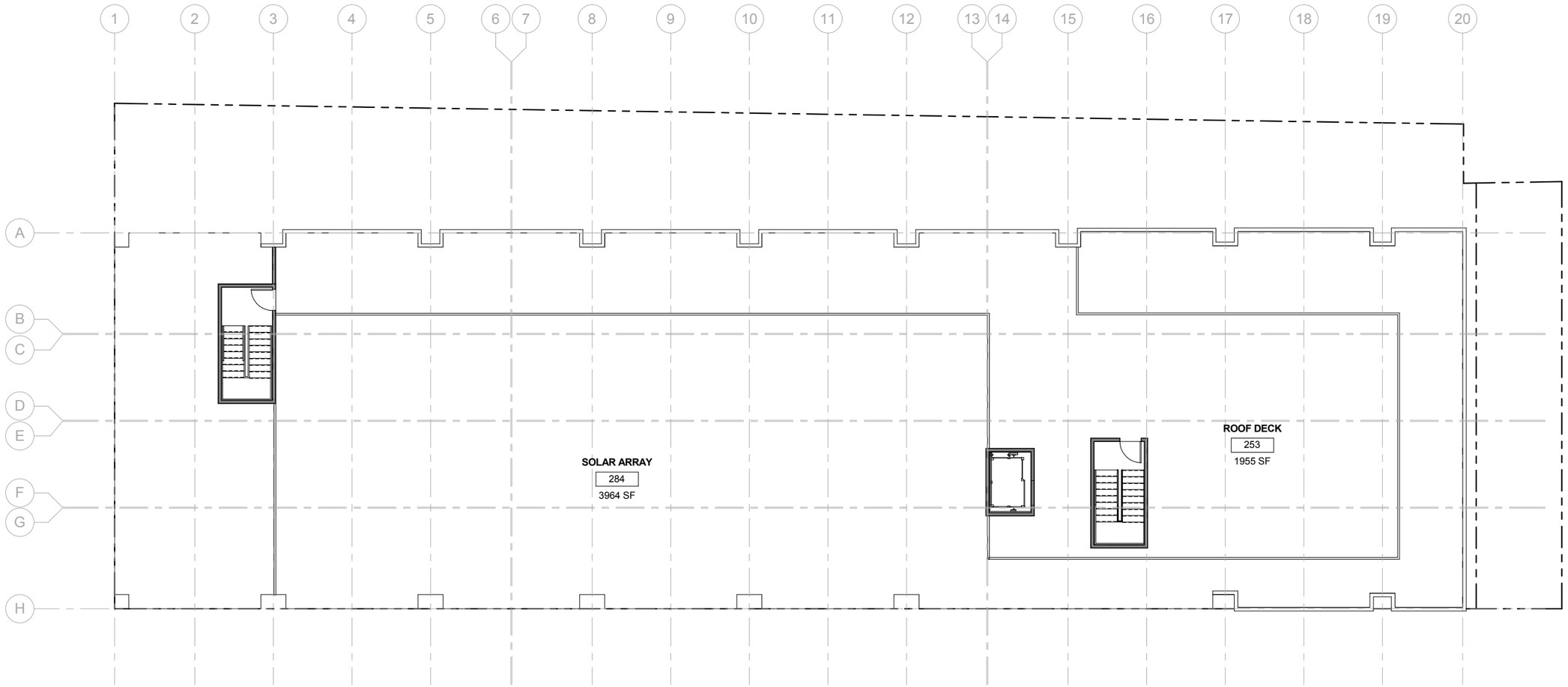
1ST FLOOR PLAN

APPENDIX A

Detailed Plans



2ND-4TH FLOOR PLAN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C
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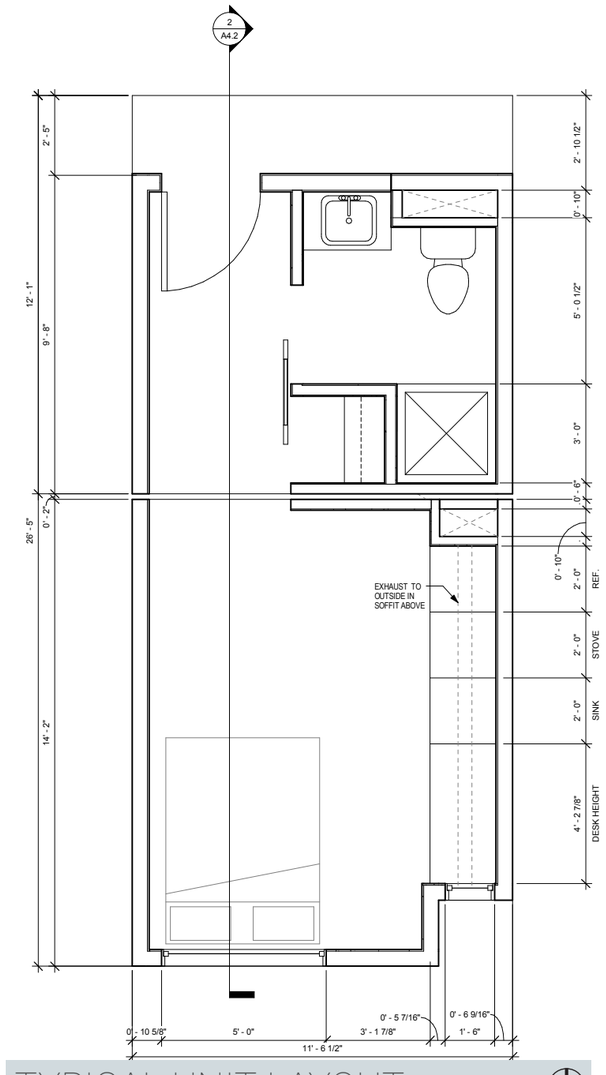
E
F
G
H
SOLAR ARRAY
284
3964 SF
ROOF DECK
253
1955 SF

ROOF PLAN



TYPICAL UNIT LAYOUT