



#3023870

8311 15th Ave NW
RECOMMENDATION MEETING
NORTHWEST DESIGN REVIEW BOARD
November 20th 2017

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CROWN HILL NEIGHBORHOOD CONTEXT



PROJECT INFORMATION

SITE ADDRESS	8311 15th Ave NW
PARCEL NUMBER	7588700200
PROJECT NUMBER	3023870
APPLICANT	Neiman Taber Architects 1421 34th Avenue, Suite 100 Seattle, WA 98122 (206) 760-5550
CONTACT	David Neiman dn@neimantaber.com
OWNER	HUP NT 8311 LLC
ARCHITECT	Neiman Taber Architects 1421 34th Ave, Suite 100 Seattle, WA 98122 (206) 760-5550
GEOTECHNICAL	GEOTECH CONSULTANTS
SURVEYOR	CHADWICK & WINTERS
LANDSCAPE	PHILBIN + ASSOCIATES
STRUCTURAL	MALSAM TSANG ENGINEERING

PROJECT CRITERIA

ZONING	NC3P-40
OVERLAYS	CROWN HILL RESIDENTIAL URBAN VILLAGE PEDESTRIAN ZONE
NEARBY ZONES	SF-5000 (Adjacent West), NC2-40 (Nearby South)
LOT SIZE	8165 SF
CURRENT USE	RESTAURANT (2,565 GSF) + SURFACE PARKING
ALLOWABLE FAR	3.25 (26,536 SF)
REQUIRED BIKE PARKING	54 Bikes (75% of first 50 units + 37.5% of remaining 33 units)
REQUIRED PARKING	None
FREQUENT TRANSIT	Yes
PROPOSED UNITS	78
ACCESS	15th Ave NW (No alley abutting site)
ECAs	None on site
EXCEPTIONAL TREES	None

CONTEXT + SITE

The project site is in the Crown Hill neighborhood, along the west side of 15th Ave NW, one of the primary commercial arterials in Northwest Seattle and currently an auto-oriented street that has recently been designated a pedestrian zone. The immediate vicinity is comprised of low-density strip commercial along 15th Ave NW, transitioning abruptly to single family housing to the west. The site sits near the crest of the Crown Hill neighborhood, which has a gradual general slope down to the south and east. Predominant views are territorial to the east and mountain/water to the west at higher elevations. The site is within a frequent transit zone that connects south to Ballard and downtown, east to Greenwood and Aurora Ave N, and north/northeast to Northgate.

PROPOSAL

The project proposes high-quality urban infill housing along a primary transit corridor. As a mixed-use building in a newly created pedestrian zone, the project also seeks to contribute positively to the evolution of the neighborhood from a car-dominated landscape to a walkable, well-scaled, and vibrant urban village. The proposal, a congregate courtyard apartment building, prioritizes strong connections at grade between a cafe-style lobby and a thin retail bar to facilitate an active pedestrian environment.

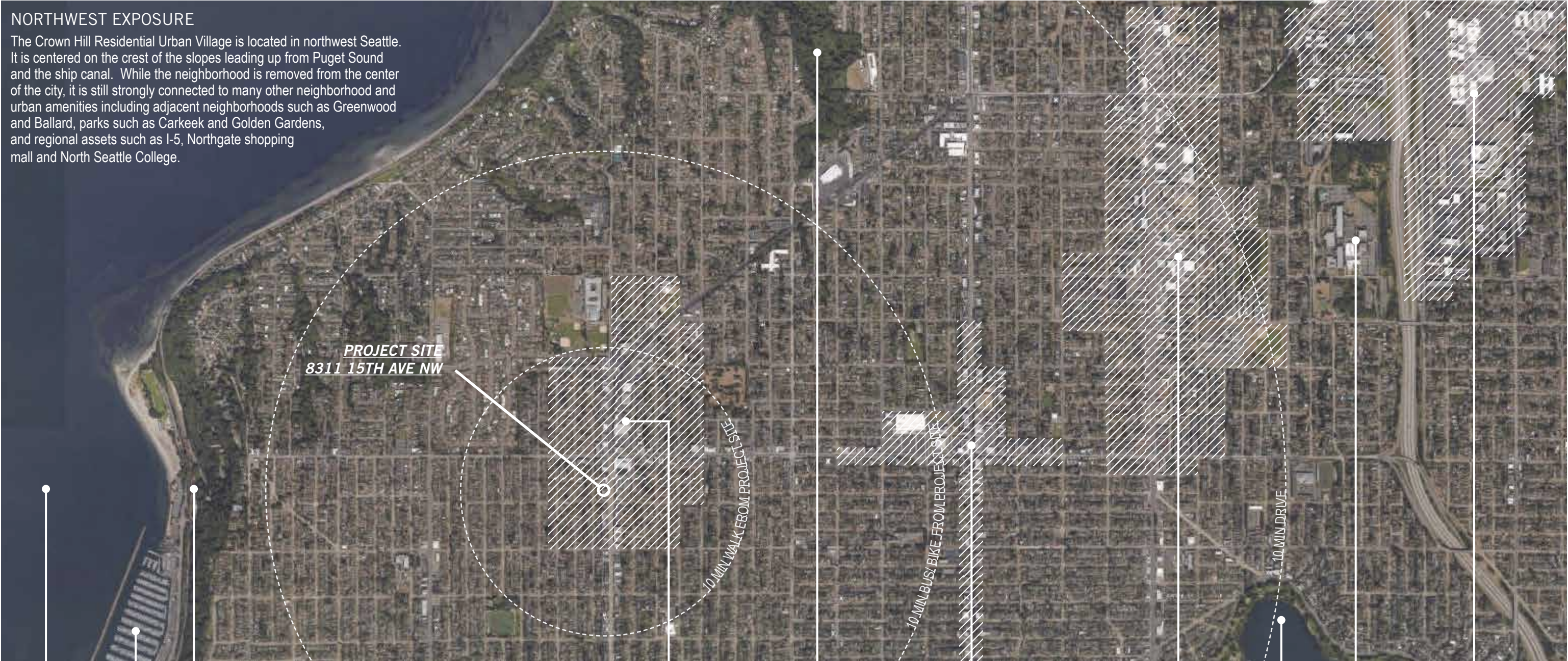
GOALS

- 1 Create high-quality housing paired with generous common spaces arranged to promote chance interaction and build community among residents.
- 2 Promote a vibrant, active streetscape by offering small incubator commercial spaces set along a widened public way and connected to the residential commons.
- 3 Provide generous daylighting throughout the project.
- 4 Provide outdoor amenity space for residents that enables social activity and protects the privacy of adjacent residents.

URBAN DESIGN ANALYSIS
CROWN HILL + NORTHWEST SEATTLE

NORTHWEST EXPOSURE

The Crown Hill Residential Urban Village is located in northwest Seattle. It is centered on the crest of the slopes leading up from Puget Sound and the ship canal. While the neighborhood is removed from the center of the city, it is still strongly connected to many other neighborhood and urban amenities including adjacent neighborhoods such as Greenwood and Ballard, parks such as Carkeek and Golden Gardens, and regional assets such as I-5, Northgate shopping mall and North Seattle College.



PUGET SOUND

SHILSHOLE
MARINA

GOLDEN GARDENS

CROWN HILL
RESIDENTIAL
URBAN VILLAGE

CARKEEK PARK

GREENWOOD-
PHINNEY RIDGE
RESIDENTIAL URBAN

AURORA-
LICTON SPRINGS
RESIDENTIAL
URBAN VILLAGE

GREEN LAKE

NORTH SEATTLE
COLLEGE

NORTHGATE MALL



AERIAL LOOKING NORTHWEST



- THE ORIGINAL PANCAKE HOUSE
- CROWN HILL COIN AND STAMP
- SAFEWAY
- VALUE VILLAGE
- SOUNDVIEW PLAYFIELD
- GROCERY OUTLET
- WHITMAN ELEMENTARY SCHOOL
- PUGET SOUND

CROWN HILL RESIDENTIAL
URBAN VILLAGE

Crown Hill is one of 18 Residential Urban Village designated by the city of Seattle - these are areas that have development capacity and are expected to receive primarily residential growth. They are also to provide space for some smaller scale commercial development and to serve as the neighborhood business district. Currently Crown Hill is primarily an automobile oriented commercial district surrounded by single family housing. The commercial is a mix of larger national retailers and small scale locally owned business. There is also a mix of service providers including medical offices, car repair, salons, etc. There have been a few mixed use and multi-family projects that have adding density and begun to transition the streetscape to a more pedestrian oriented experience.

URBAN DESIGN ANALYSIS
NEIGHBORHOOD TRANSPORTATION
+ FEATURES

NEIGHBORHOOD CIRCULATION

This site is located on 15th Ave NW, the area’s primary commercial corridor, near its intersection with NW 85th St. The site designated as Frequent Transit and is served by the 40, 45 and 15X and D buses, providing regular access to downtown, the University of Washington, and South Lake Union. 85th Ave NW connects to I-5 and both it and 15th Ave NW provide strong automobile connections to the larger city. 15th Ave NW is presently a primarily auto-oriented arterial, but is designated a pedestrian zone by the city. It is in a transitional state and new and proposed development is being done in a way to make the street more walkable and bikeable. The area currently has sidewalks along the major streets, but they are lacking on many of the smaller streets. The area currently lacks any substantial bike infrastructure, but is slated to have several neighborhood greenways in the Seattle’s Bicycle Master Plan.

LEGEND

ARTERIALS

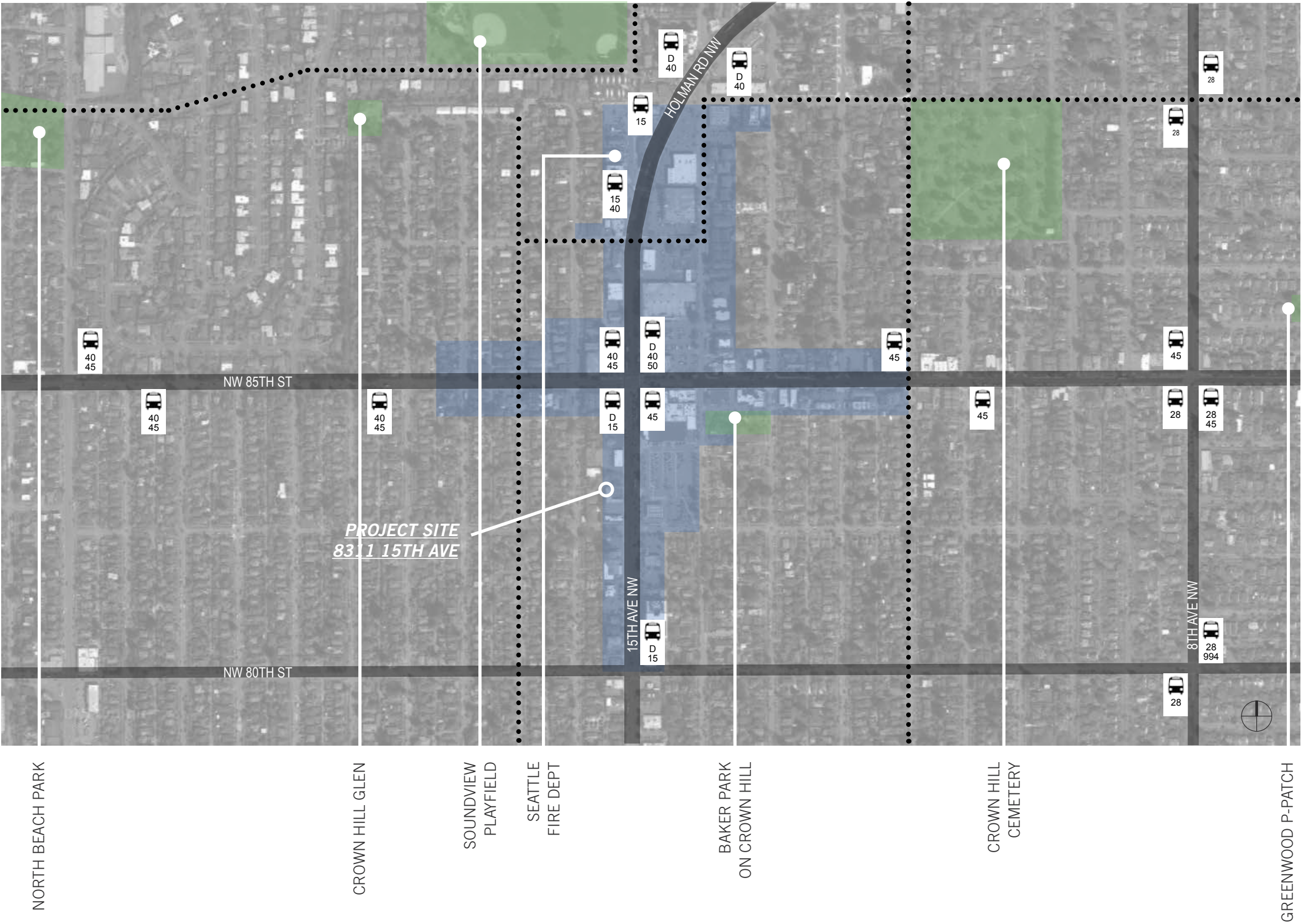
FREQUENT TRANSIT CORRIDOR

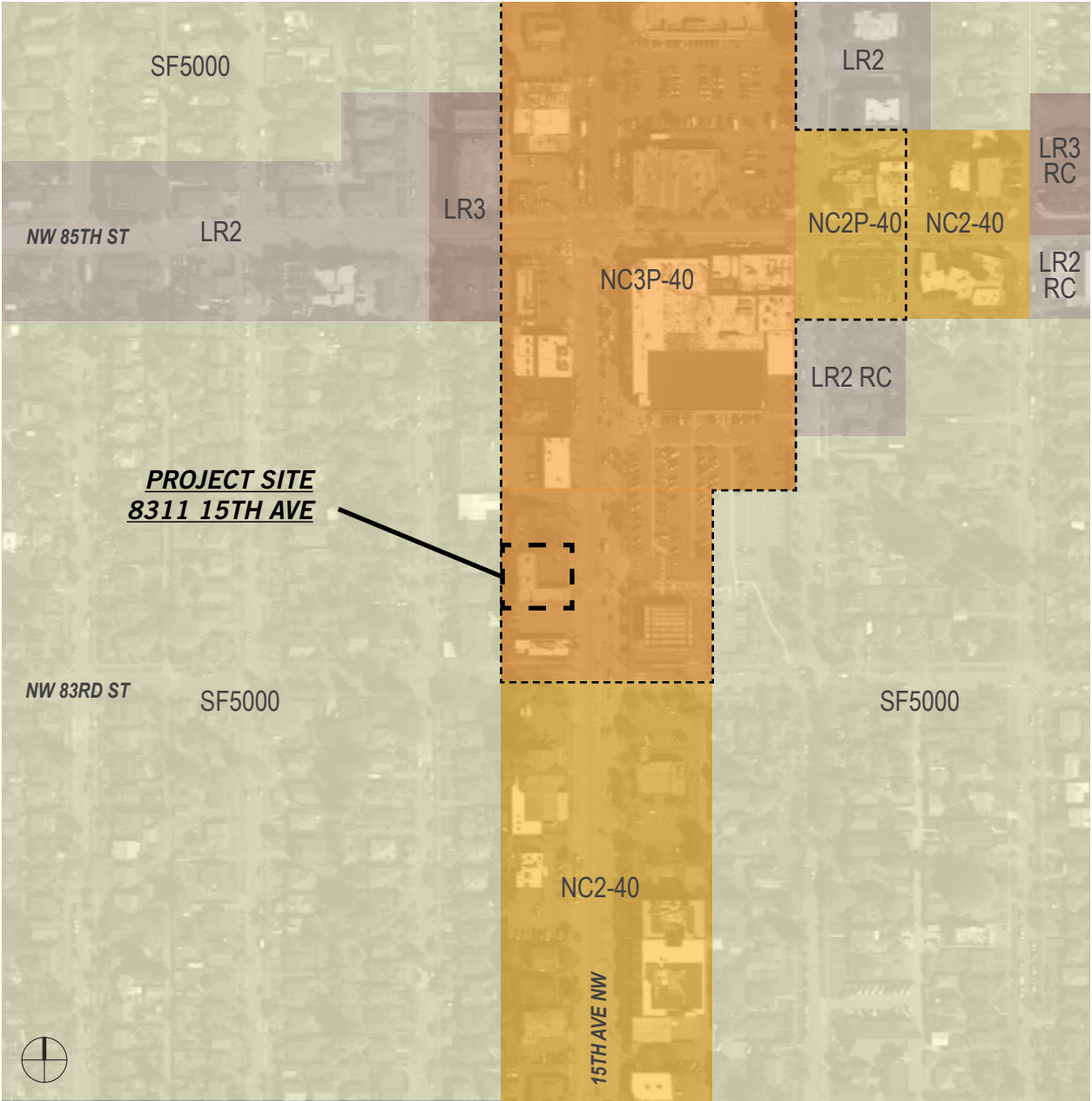
BUS STOP

DESIGNATED BIKE ROUTE - PLANNED + EXISTING

PARK | OPEN SPACE

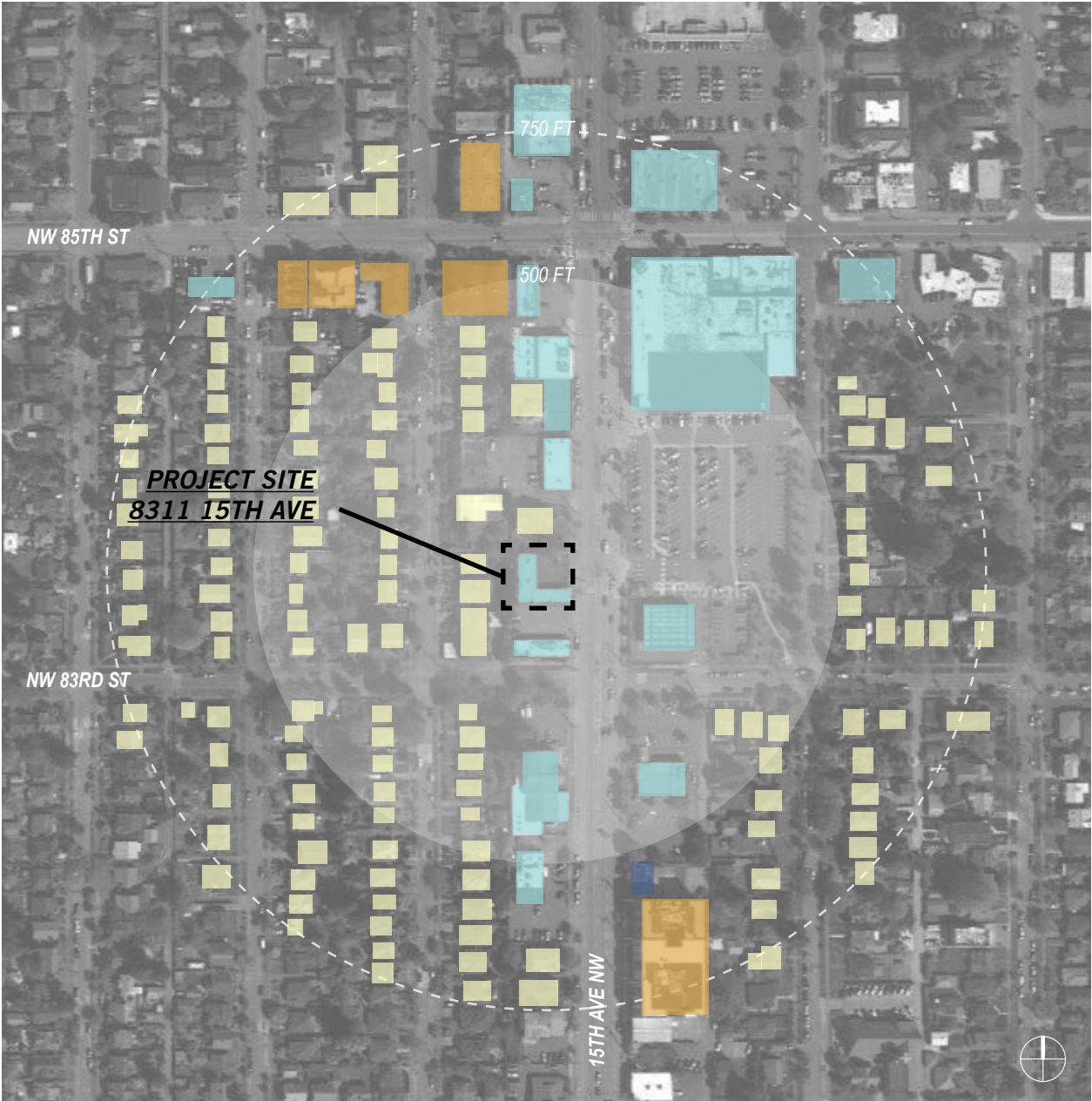
PROJECT SITE





	SF 5000		NC2
	LR1		NC3
	LR2		PROJECT SITE
	LR3		PEDESTRIAN ZONE

ZONING VICINITY USE



	SINGLE FAMILY RES.		RELIGIOUS / COMMUNITY
	MULTIFAMILY RES.		EDUCATIONAL
	MIXED USE / RETAIL		WAREHOUSE / OTHER
	OFFICE		PROJECT SITE

NEIGHBORHOOD ZONING
CONTEXT

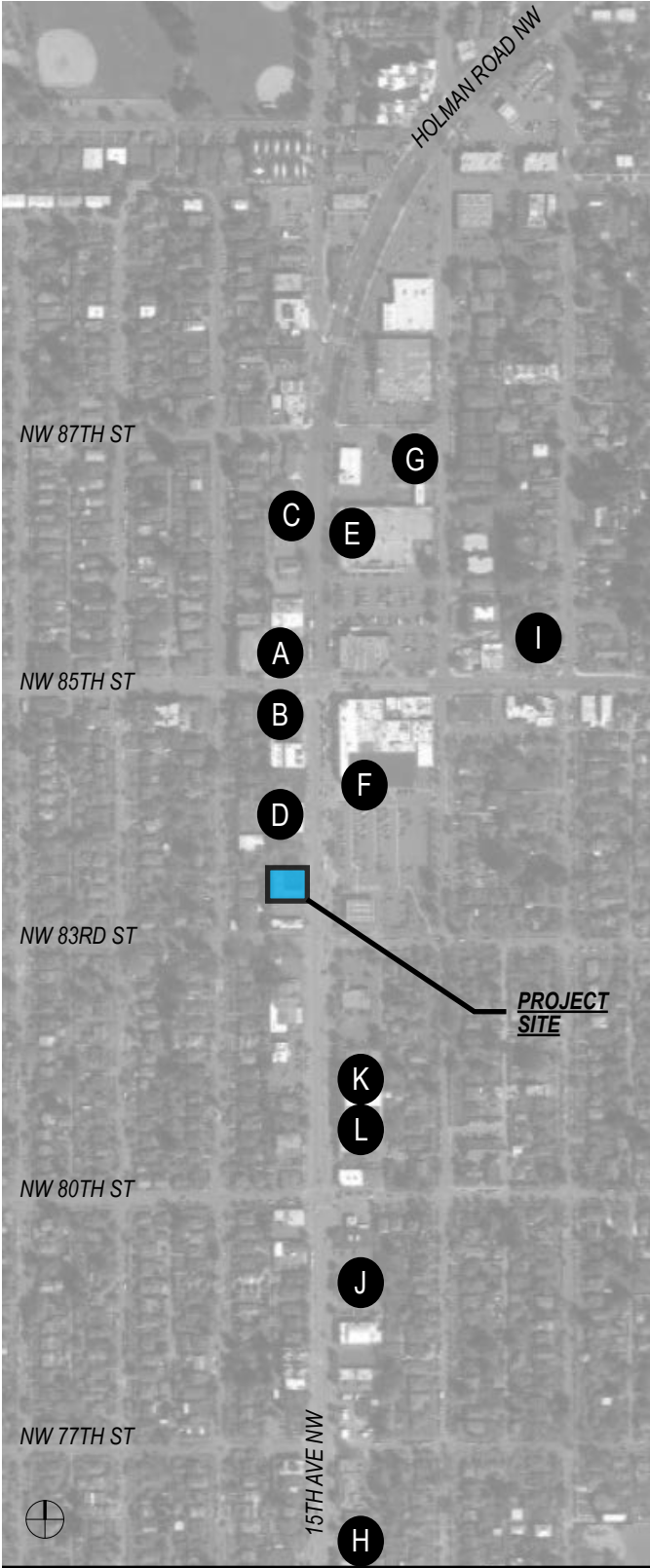
The site is located in an NC3P-40 zone, which is intended to provide for a pedestrian oriented neighborhood shopping district with a wide range of goods and services as well as residential uses.

15th Ave NW has a pedestrian designation which stipulated that the uses and has specific requirements for the street level facade designed to enhance the pedestrian experience. The area is predominantly auto-oriented commercial developments along 15th Ave NW with a mix of larger national retailers and small retail and service buildings. The area changes abruptly beyond 15th Ave NW to primarily single family houses with some small apartments and townhouses.

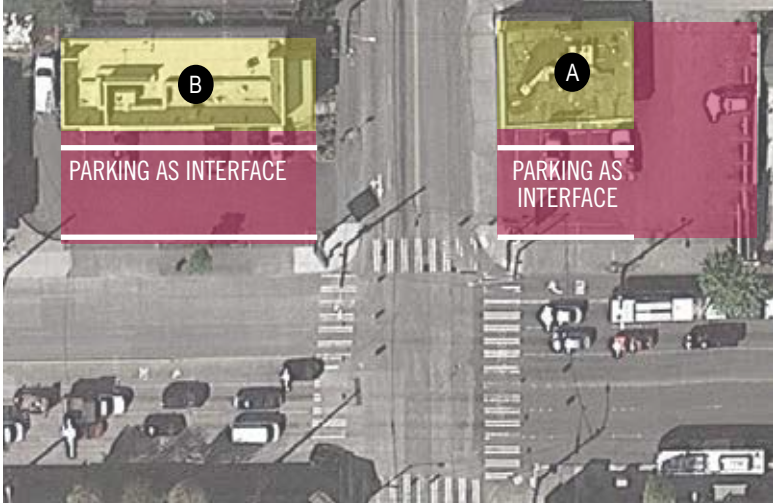
The majority of the housing appears to date from the mid-twentieth century but with a smattering more modern houses including some under construction. Much of the area is vastly under built relative to zoned capacity and can be expected to be redeveloped in the coming years.

URBAN DESIGN ANALYSIS
EXISTING URBAN CONTEXT

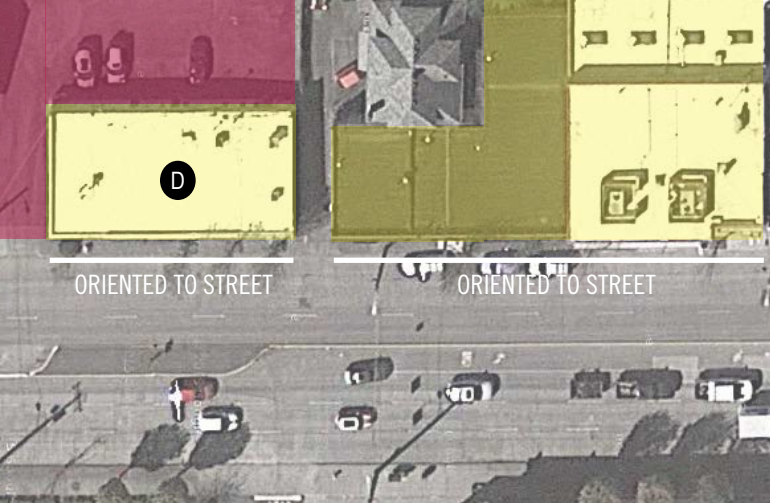
PROJECT LOCATION KEY



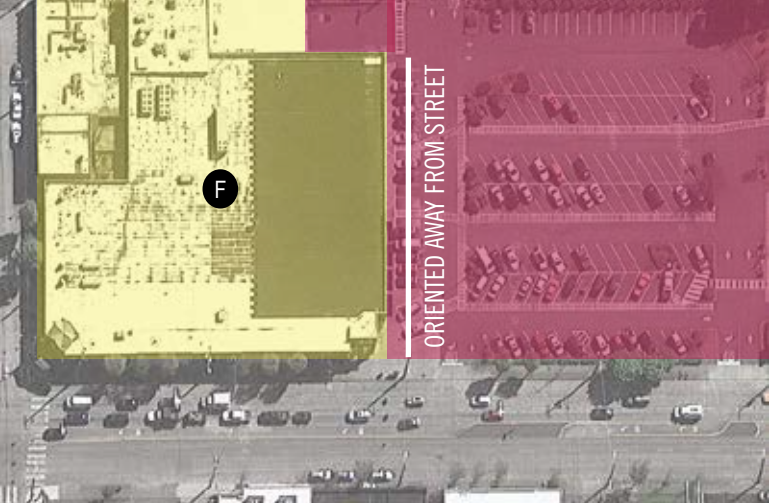
EXISTING SMALL RETAIL (WITH SETBACK)



EXISTING SMALL RETAIL (ZERO LOTLINE)



EXISTING BIG BOX RETAIL (ORIENTED TO PARKING)



NEW TOWNHOUSE / MIXED USE



NEW MULTIFAMILY / MIXED USE



NEW MULTIFAMILY / MIXED USE



NEARBY DEVELOPMENT PRECEDENTS

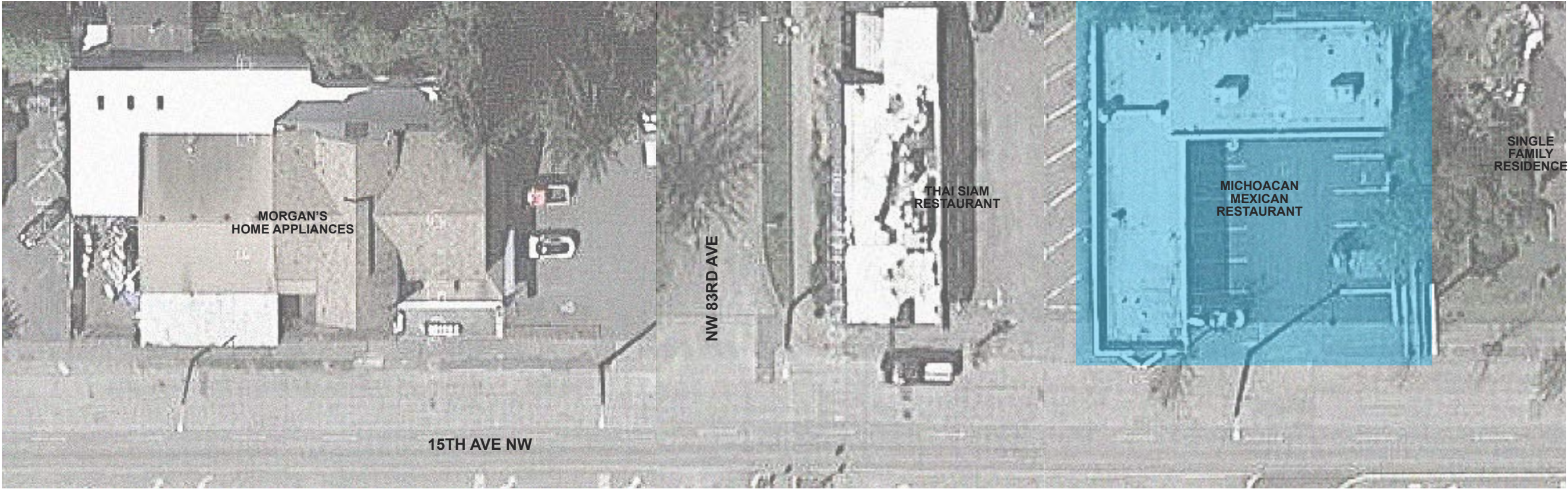
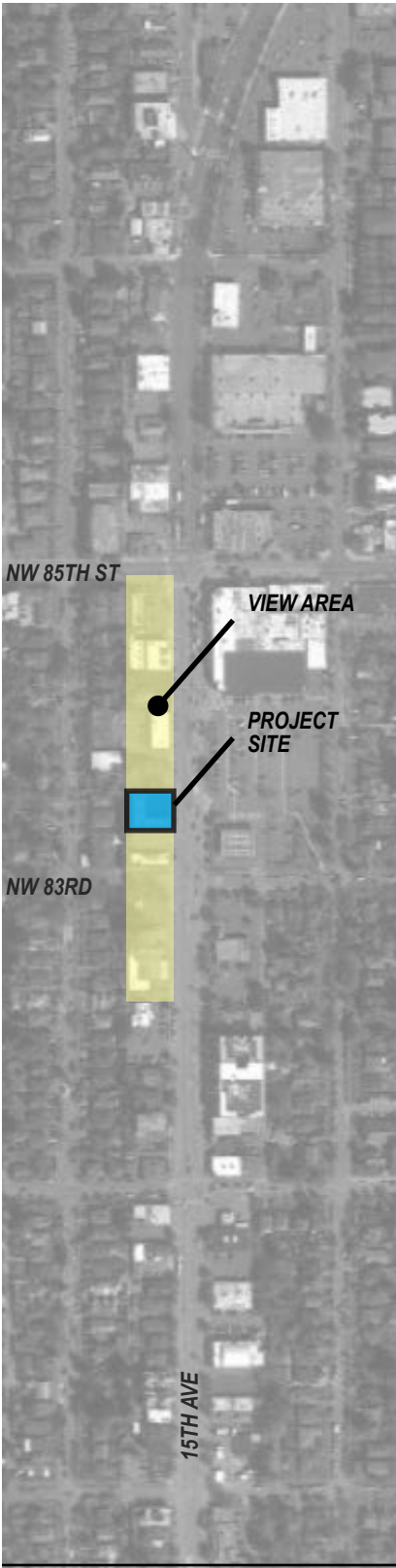
The Crown Hill Urban Village currently features a mix of single-story retail and parking on the arterials and single-family houses in the interior of the neighborhood. Retail is predominately big box stores with large auxiliary parking, along with small retail buffered from the street with parking or embracing it with minimal to no setback. The character of the neighborhood arterials is likewise diffuse and caters to vehicles.

Recent development in the neighborhood, responding to rapid bus service, favorable zoning, and a need for additional housing, has begun to increase neighborhood density as well suggest the pedestrian-oriented character associated with such density. Newer projects include townhouses on or adjacent to 15th Ave NW as well as four-story mixed-use buildings in NC zones.

These newer projects offer a glimpse of the future scale of the neighborhood's commercial core, calling to mind the ongoing transition of Greenwood, the nearest Urban Village, one mile to the east. Mixed use (J, K, and L at left) and townhouse projects (H) proposed along 15th Ave NW clearly delineate between a retail base and the residential units above. Off 15th, projects propose an intermediate, 3-story scale that negotiates the transition to single-family zoning.

URBAN DESIGN ANALYSIS
STREET MONTAGES + USES

VIEW LOCATION KEY



15TH AVE NW
FACING WEST



PROJECT SITE



NC3P-40

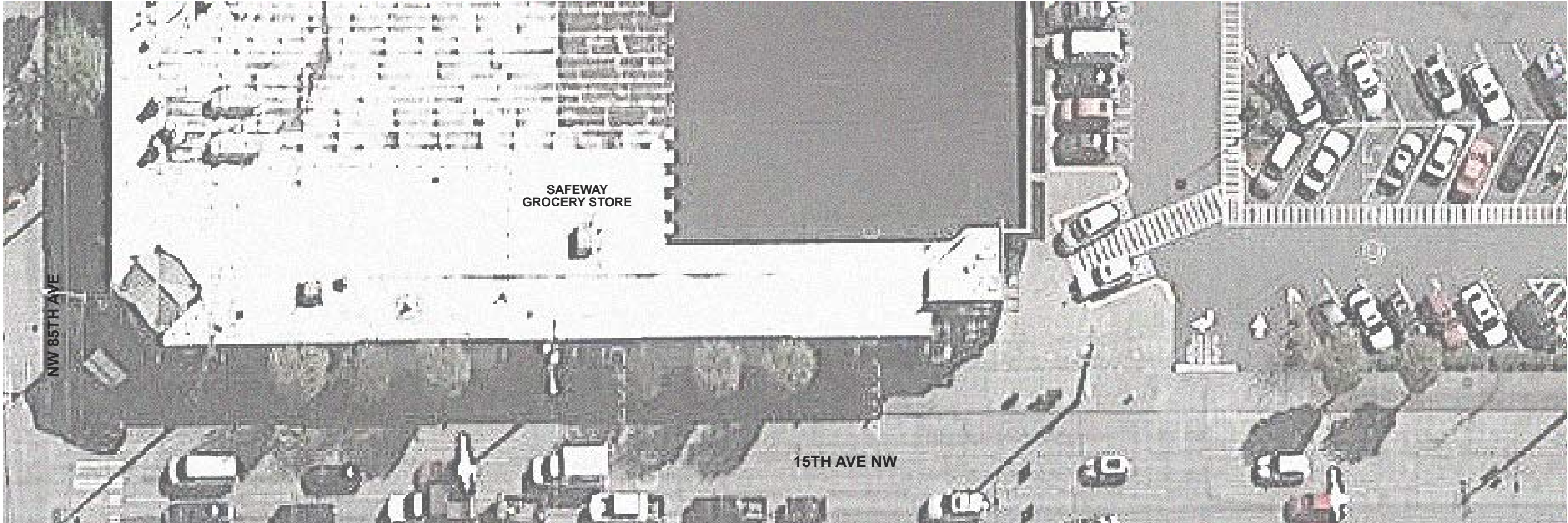
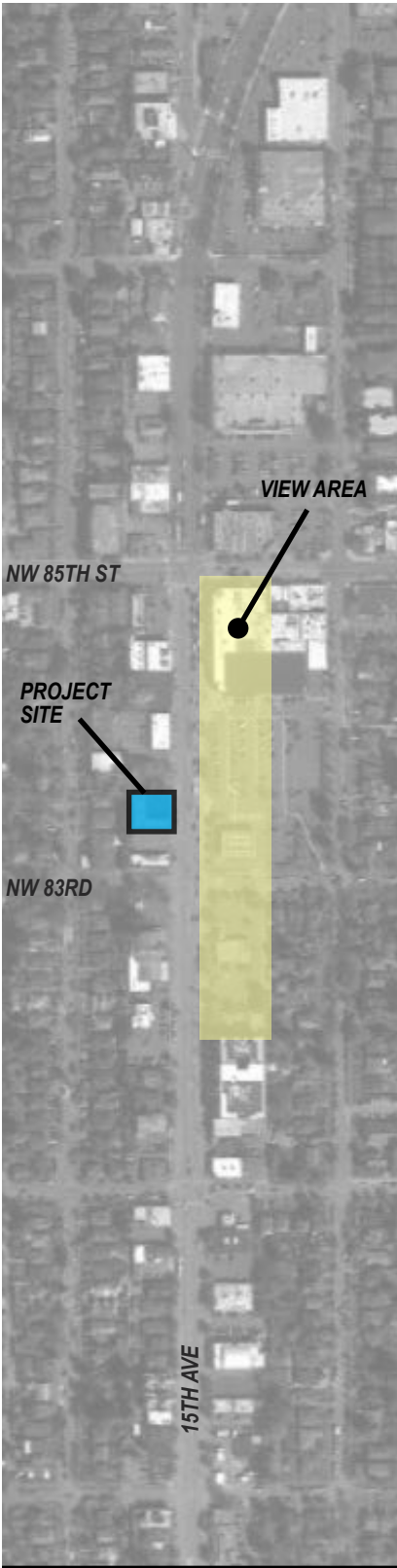


⊕ 15TH AVE NW
FACING WEST

URBAN DESIGN ANALYSIS
STREET MONTAGES + USES

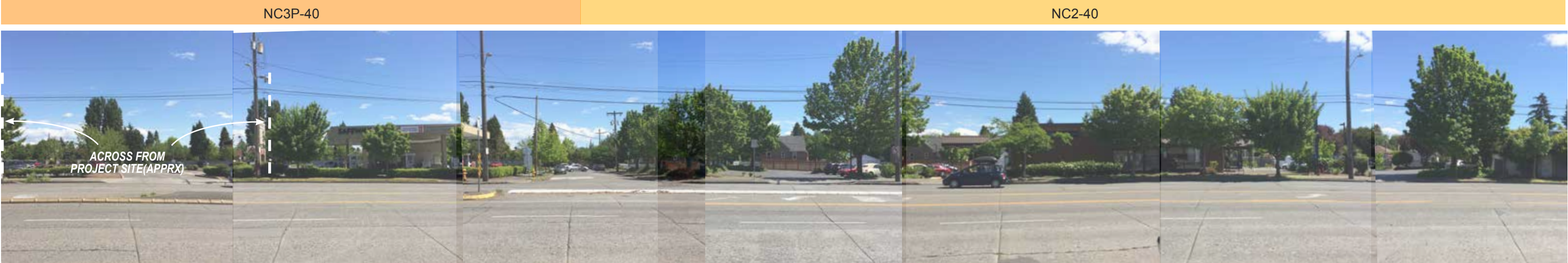
VIEW AREA

NC3P-40



15TH AVE NW
FACING EAST





ACROSS FROM PROJECT SITE

⊕ 15TH AVE NW
FACING EAST

URBAN DESIGN ANALYSIS
STREET MONTAGES + USES

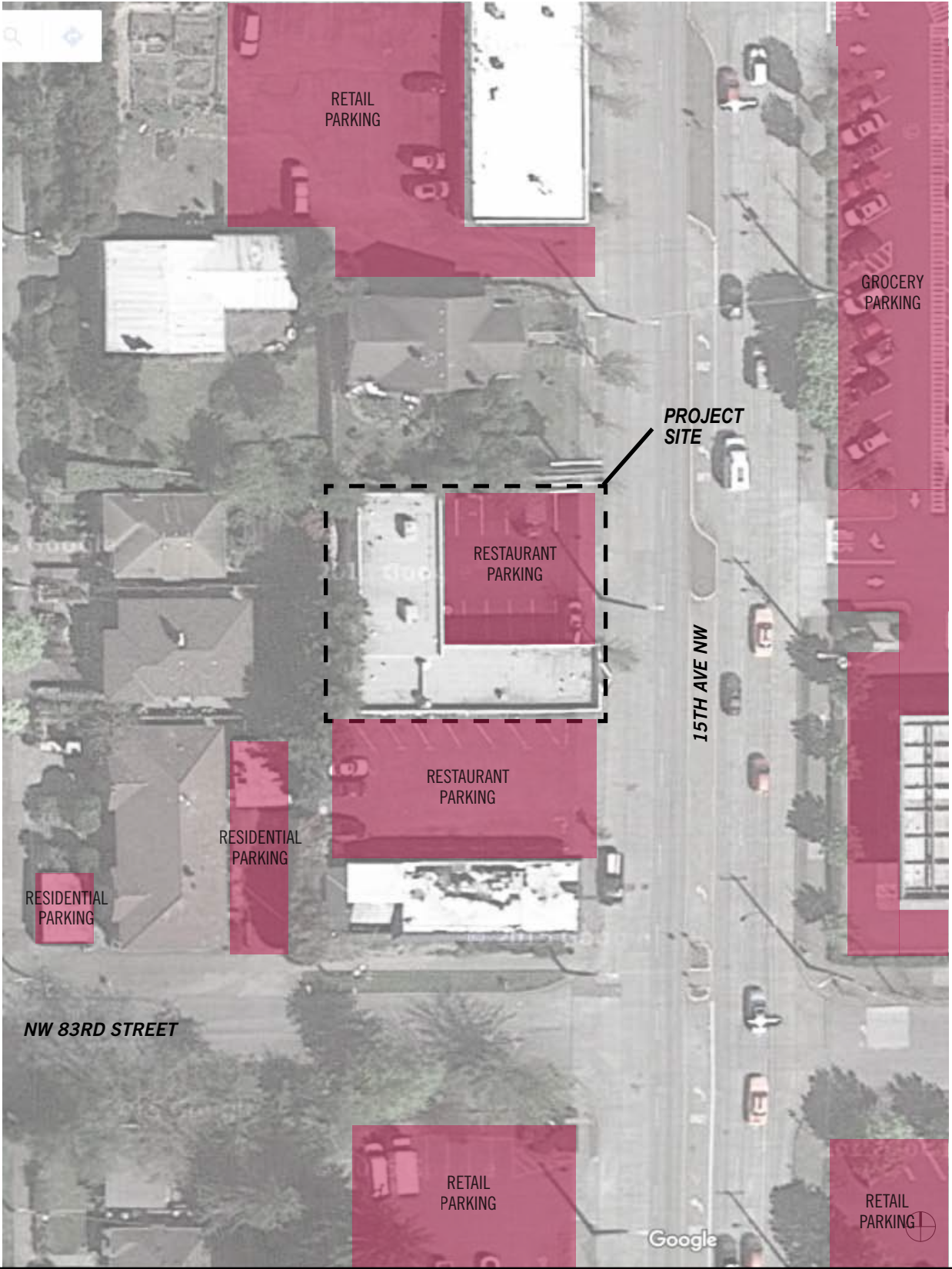
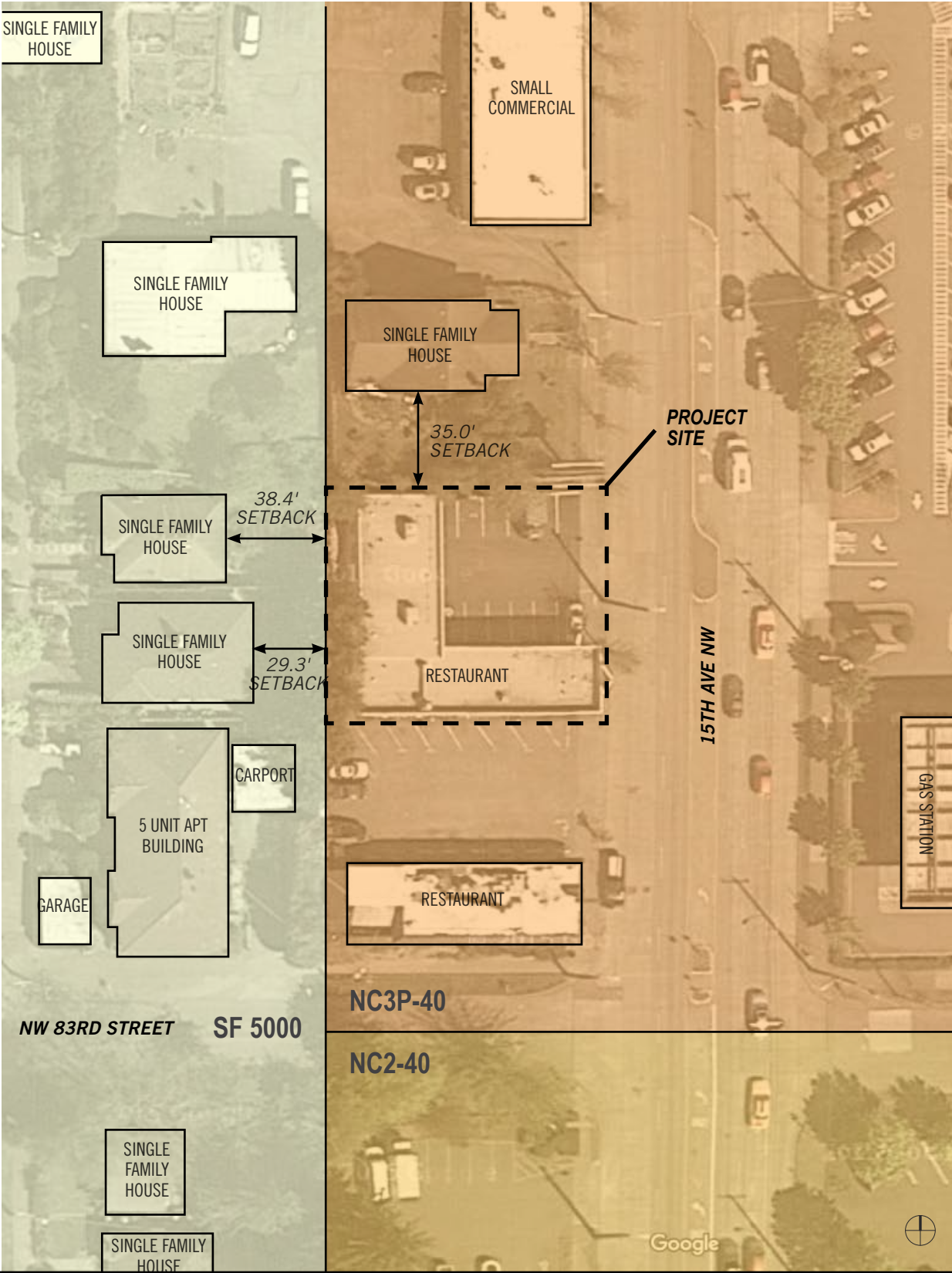
VIEW AREA








16TH AVE NW
FACING EAST

ADJACENT TO PROJECT SITE AT WEST

SITE ANALYSIS
VICINITY ZONING + EXISTING USE



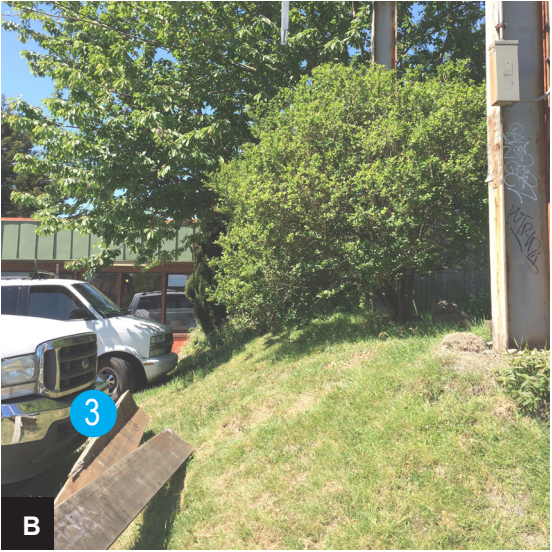
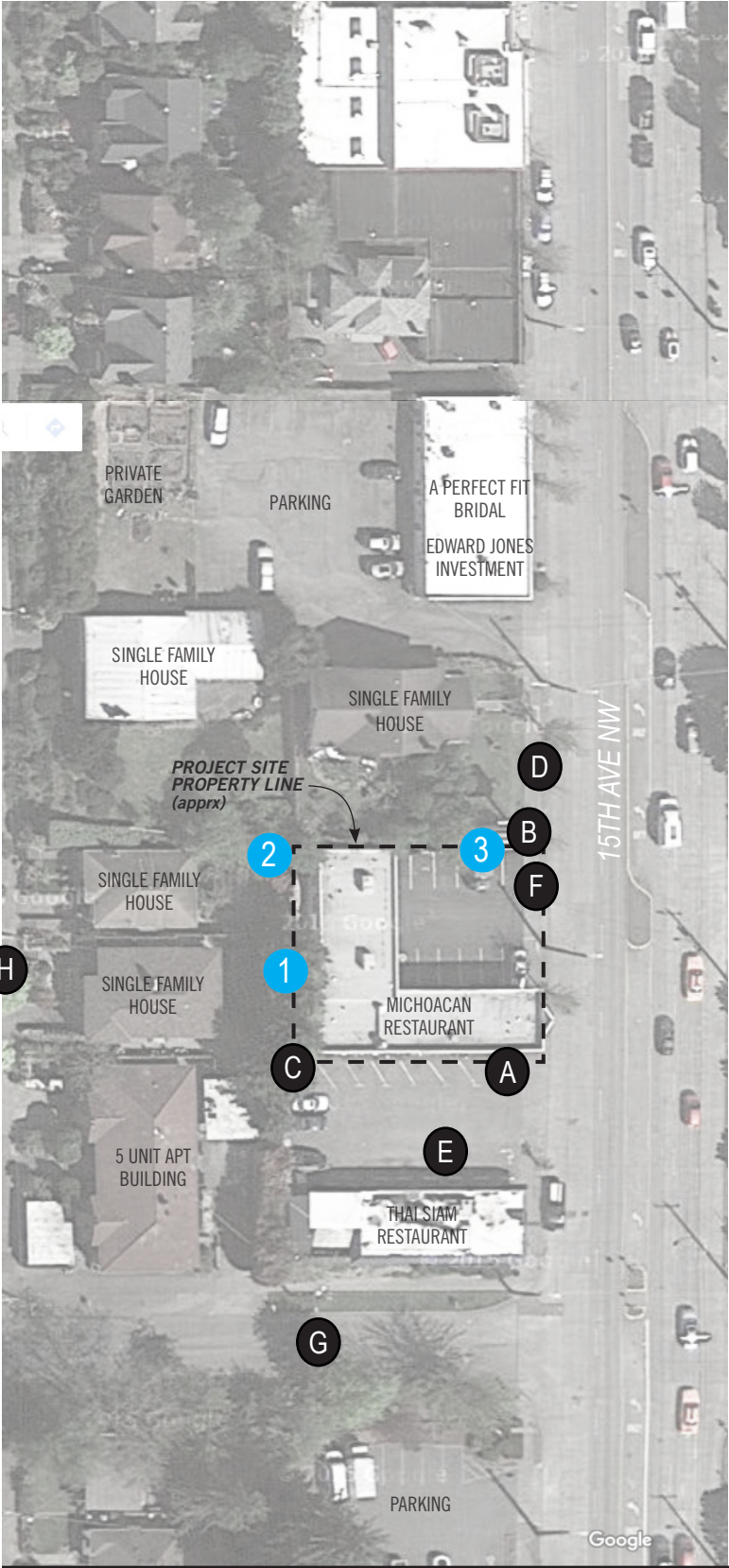
-  **SF 5000**
SINGLE FAMILY
-  **NC2-40**
NEIGH. COMMERCIAL
-  **NC3P-40**
PEDESTRIAN COMMERCIAL
-  OFF STREET
PARKING / ACCESS
-  PROJECT SITE

ZONING
The project site is located in a NC3P-40 zone, adjacent to a Single Family (SF 5000) zone to the west; there is no alley separating these zones at this edge.

USES
Development in the commercial zones bordering 15th Ave NW and NW 85th is primarily single-story retail, lagging behind upzoning that permits 40' building heights.

PARKING
Off-street parking abounds in the vicinity, and currently equals or exceeds built area flanking 15th NW between 83rd and 85th. Owing to frequent transit designation, future development can be anticipated to eventually invert this dynamic.

SITE ANALYSIS
SITE PHOTOS + FEATURES



- 1 **PRIVACY:** SCREENING TREES + GRADE CHANGE ALONG WEST
- 2 **ACCESS:** NO ALLEY AT BACK OF LOT
- 3 **ACCESS:** HIGHER GRADE ALONG NORTH PROPERTY LINE



WEST AERIAL VIEW



SOUTH AERIAL VIEW



EAST AERIAL VIEW



NORTH AERIAL VIEW



SOUTHWEST AERIAL VIEW



SOUTHEAST AERIAL VIEW



NORTHEAST AERIAL VIEW



NORTHWEST AERIAL VIEW



SITE ANALYSIS
SITE SURVEY + DEVELOPMENT ANALYSIS

TOPOGRAPHY

The site slopes gently and relatively evenly from north to south, with a grade change of 3.39' along the street (northeast to southeast corner) and 5.73' along the rear property line (northwest to southwest corner). The highest elevation on the site is located at the northwest corner, where a slope running east-west intersects a slope running south along the west property line from that point. The grade change along the north property line approximately 4', stepping down from the neighboring lot; the grade drops approximately 5'-7' to the adjacent lot along the west property line.

DEVELOPMENT POTENTIAL ANALYSIS

Type V-A Construction, R-2 Multifamily
Automatic Sprinkler System

Zoning:	NC3P-40
Lot Dimensions:	92.81' x 87.96'
Surveyed Lot Areas:	8,137 SF
Allowable FAR:	3.25
Development Potential:	26,536 SF

EXISTING USE

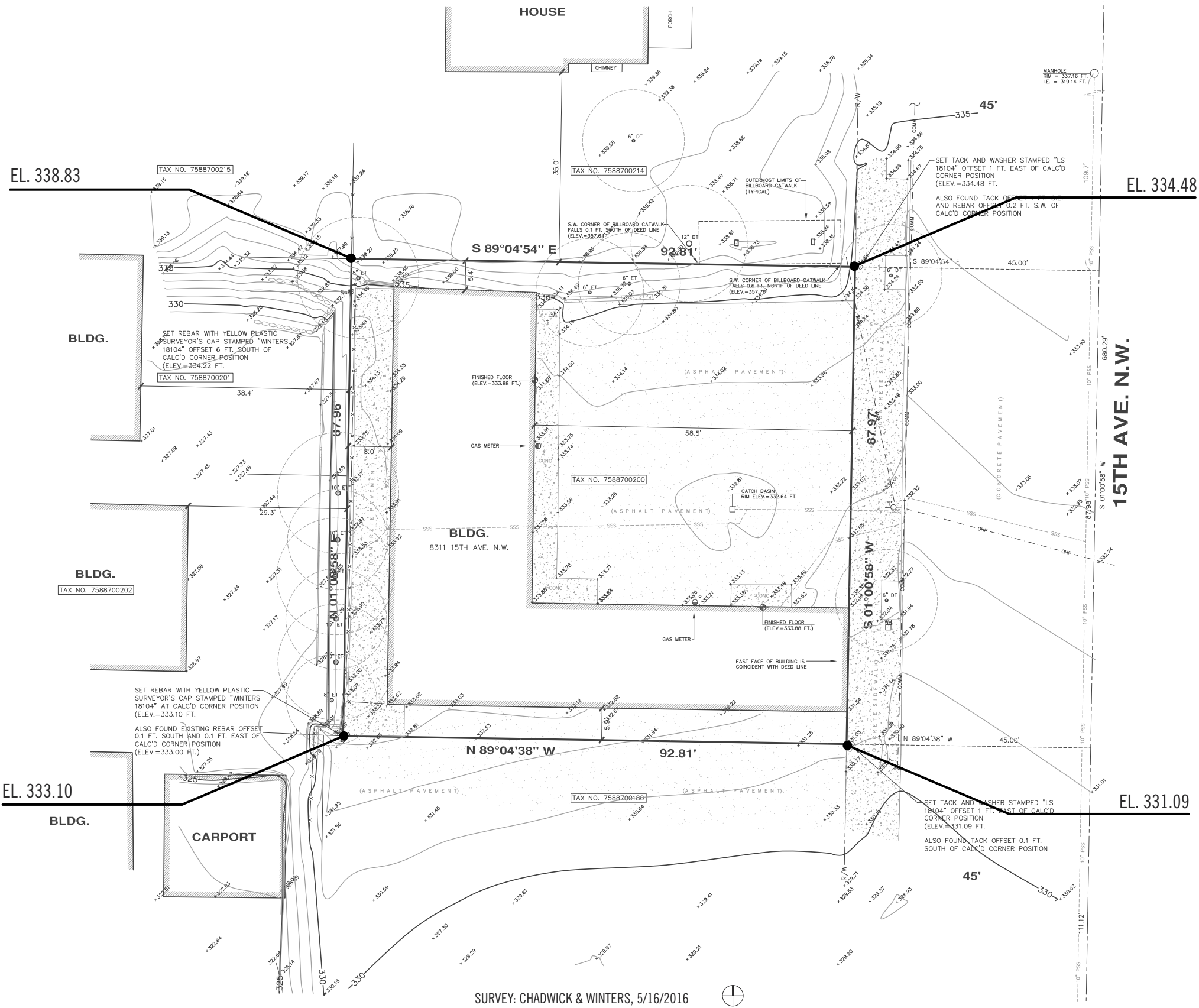
Stand-Alone Restaurant:	2,565 SF
Apprx FAR Use:	0.31 FAR

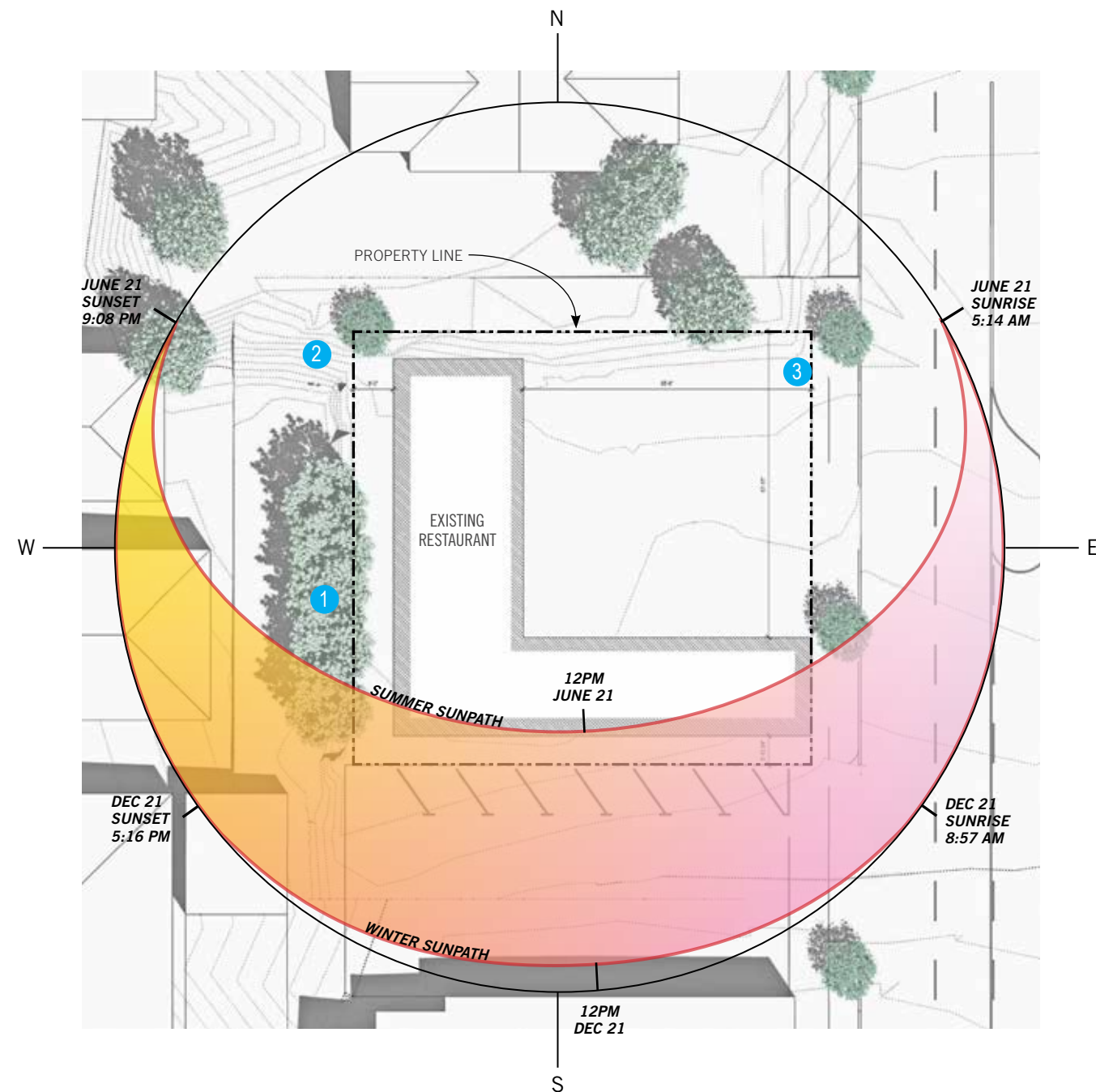
REQUIRED MINIMUM SETBACKS

Street:	None
Rear:	15'
Side Lot:	None

LEGAL DESCRIPTION

SCHEUERMANS GARDEN ACRE TRS E 104.81 FT LESS ST
PLAT LOT: 10





ORIENTATION + SUN EXPOSURE

Located near the crest of Crown Hill, development on the site has moderate access to territorial views and daylighting. A stand of tall trees just west of the site limits views to the mountains and water in that direction, while potential future development on the adjacent sites to the north and south could likewise compromise views and sun exposure. 15th Ave NW, a wide commercial arterial, guarantees good daylighting to the east.

PRIVACY

Trees lining the slope directly west of the site provide a natural privacy buffer between the project and the adjacent existing single family houses. Privacy at this exposure is also enhanced by a slope running north-south along the west property line, creating a grade change of approximately 6' on average. The two houses to the west are set back from the shared property line by 38.4' and 29.3', respectively.

A few medium size trees on the adjacent property to the north, along with a moderate change in grade of approximately 4' on average, provide a degree of privacy for the single family house on that lot. That house is set 35' off that property line, creating a significant separation from the proposed project.

ACCESS

The lack of an alley to the west of the site limits access, requiring trash and recycling pickup on 15th Ave NW. A slight slope creates a grade change along the north property line and marks the high end of the property, which falls gradually down to the south/southeast over the remainder of the site; residential access is most viable at the northwest corner of the property, alongside this grade change. The existing sidewalk and planting strip are not consistent with the new standards for pedestrian zones and will require widening, thereby extending into the project property.

- 1 TREES create privacy buffer with neighbors to the west.
- 2 SLOPE establishes grade change with neighbors to north and west.
- 3 APPROACH along the high side of the property provides better opportunities for accessible entry and waste removal.

SITE ANALYSIS
TREE SURVEY

EXISTING TREES

The site is flanked by trees along the north and west property lines, with the majority of these trees immediately off site. A row of Leland Cypresses runs offsite adjacent to the west property line as a privacy screening with the neighboring single family house at 8310 16th Ave NW.

A small Golden Chain sits just inboard of the property line at the northwest corner of the lot, near two small Black Locusts that fall on the north property line. A flowering Cherry stands off-site to the north of the property line.

Per SDOT Urban Forestry, development on the site should protect the existing street trees and add Acer X Freemanjii ('Celebration' Maple) at standard clearances.

Per arborist Martin Selasco, there are no exceptional trees on the site or abutting the site.



Tree Inventory Report:

8311 15th Ave NW
Seattle, WA 98117

August 30, 2016

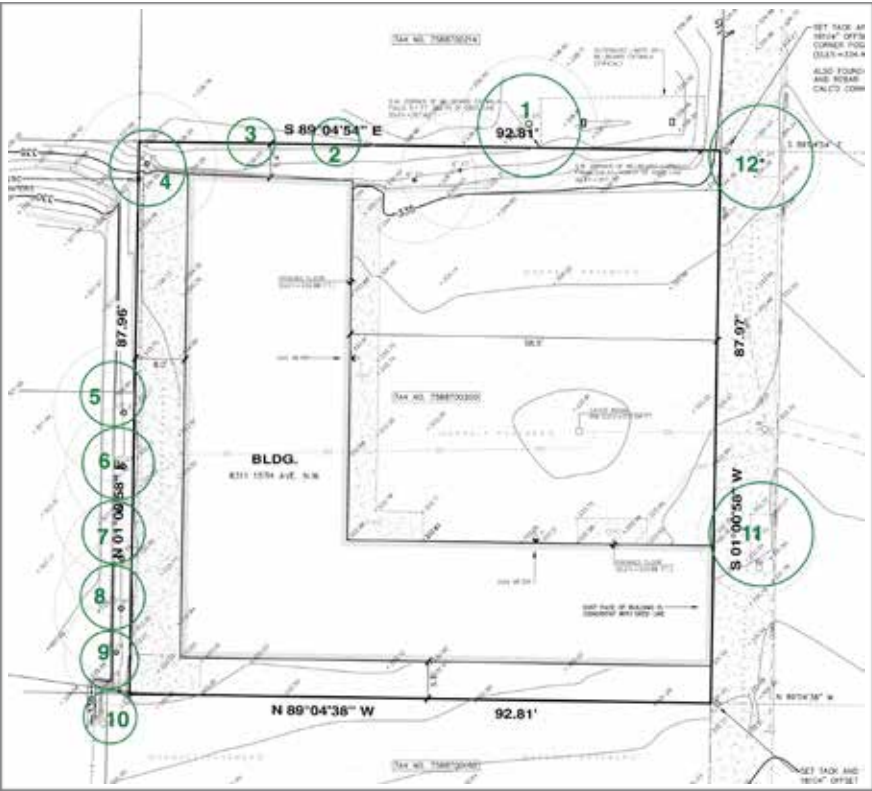
This report covers all trees 6 inches in diameter or greater, on or overhanging the lot. I visited the site on August 8, 2016 at 2:45 PM and found no exceptional trees onsite. I did not trespass and could not take exact measurements of the leyland cypresses or black locusts due to a fenced property line and restricted access. I have included a table of trees and a site map below detailing the identification and location of the trees on this property.

Table of Trees

Tree #	Scientific name	Common name	DBH (inches)	Height (feet)	Drip line radius (feet)	Health condition	Structural condition	Notes
1	<i>Prunus</i> sp.	Flowering cherry	14	20	15	Good	Fair	Topped
2	<i>Robinia pseudoacacia</i>	Black locust	6	20	8	Good	Fair	Low LCR
3	<i>Robinia pseudoacacia</i>	Black locust	6	20	8	Good	Fair	Low LCR
4	<i>Laburnum anagyroides</i>	Golden chain	9"	15	8	Good	Fair	Multi-trunked
5	<i>Cupressus x leylandii</i>	Leyland cypress	13	25	10	Good	Good	None
6	<i>Cupressus x leylandii</i>	Leyland cypress	8	25	10	Good	Good	None
7	<i>Cupressus x leylandii</i>	Leyland cypress	12"	25	10	Good	Good	None
8	<i>Cupressus x leylandii</i>	Leyland cypress	9	25	10	Good	Good	None
9	<i>Cupressus x leylandii</i>	Leyland cypress	12"	25	10	Good	Good	None
10	<i>Cupressus x leylandii</i>	Leyland cypress	10	25	10	Good	Good	None
11	<i>Acer rubrum</i>	Red maple	8	20	8	Good	Good	String and flags in crown
12	<i>Acer rubrum</i>	Red maple	6	20	6	Good	Good	None

Diameter at breast height (DBH) is measured 4.5 feet above the average ground level.
Trees are numbered according to the site map.
Exceptional trees are noted **bold**.
*Diameter measurements for trees with multiple trunks are calculated by taking the square root of the sum of each DBH squared

Site Map

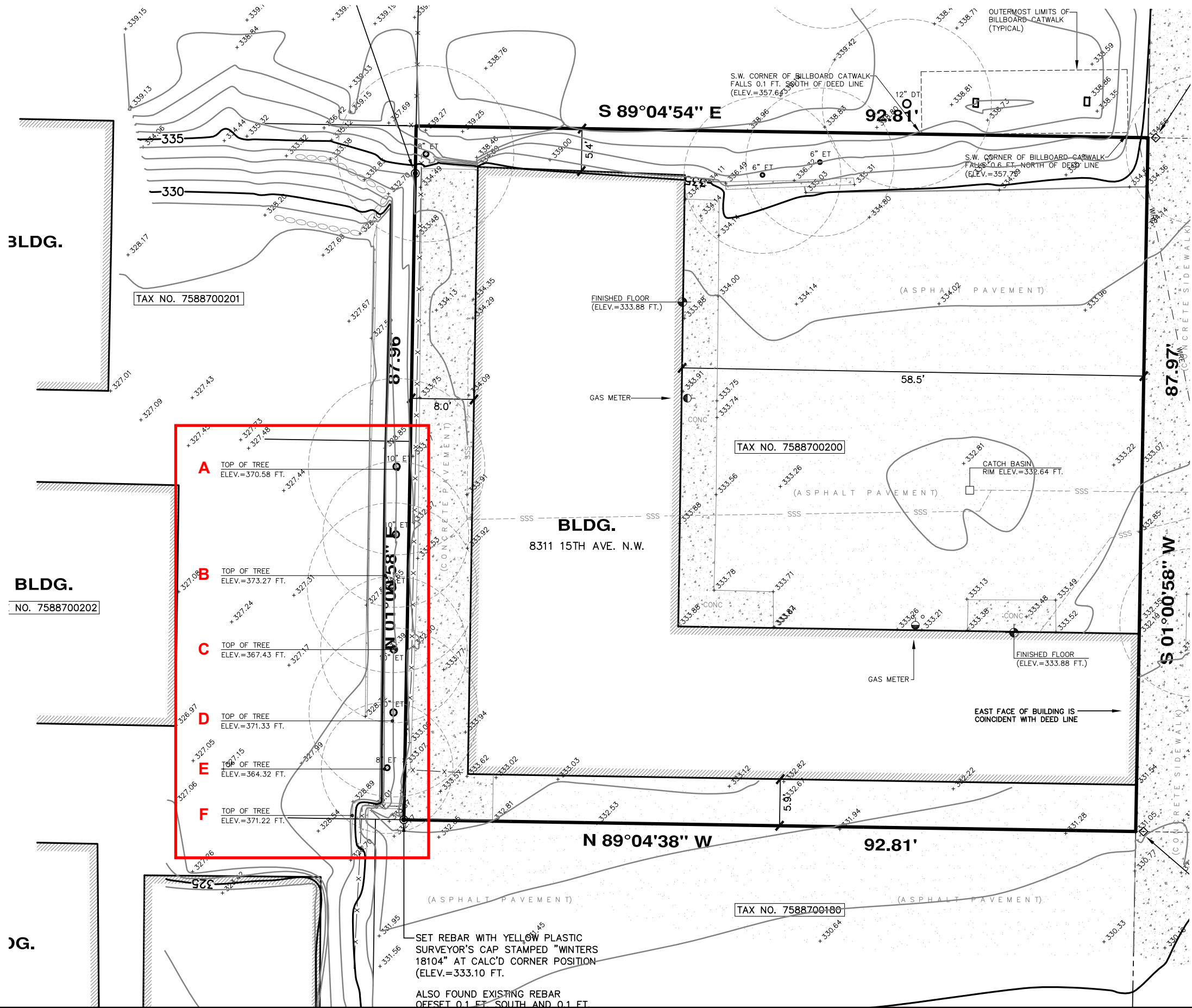


This map is intended as an identification key and is not necessarily drawn to scale. Green circles indicate approximate tree location. This map should not be used to determine tree ownership or property boundary lines.

This report was prepared by,

Martin Selasco
ISA Certified Arborist, PN-7637A
ISA Tree Risk Assessment Qualified
Member: American Society of Consulting Arborists

SITE ANALYSIS
TREE SURVEY



PRIVACY SCREENING: TREE HEIGHTS
Top-of-tree elevations are indicated on survey at left for the stand of Leland Cypress adjacent to the west property line. Below are approximate tree heights relative to existing grade (rounded to nearest 0.25').

	TOP OF TREE	EXIST. GRADE	TREE HEIGHT
A	370.50'	332.00'	= 38.50'
B	373.25'	331.00'	= 42.25'
C	367.50'	332.00'	= 35.50'
D	371.25'	332.00'	= 39.75'
E	364.25'	331.00'	= 33.25'
F	371.25'	329.25'	= 42.00'
AVERAGE HEIGHT =			38.50'

ZONING STANDARDS
NC3P-40 ZONE / CROWN HILL RESIDENTIAL URBAN VILLAGE

CITATION
23.47A.004 PERMITTED AND PROHIBITED USES
23.47A.005 STREET LEVEL USES C. Residential use at street level limited to 20% of street level street facing facade D. Along designated pedestrian oriented streets pedestrian oriented uses required for 80% of street level street facing facades
23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS A. Blank segments of street facing facades between 2 and 8 feet above grade maximum 20' B. 60% transparency between 2' and 8' above grade. 30' average depth, 15' minimum depth.
23.47A.012 STRUCTURE HEIGHT NC3P-40 Urban Village: 40' Maximum height above average grade Height Increase allowed: +4' above height limit for roof slope if greater than 4:12 +4' added to height limit for 13' floor to floor at commercial level +4' above limit for parapets, planters, railings, etc.
23.47A.013 FLOOR AREA RATIO (FAR) LIMITS 3.25 - Mix of Uses (3 FAR Max. for each use)
23.47A.014 SETBACK REQUIREMENTS B3. For a structure containing a residential use, a setback is req. along any side or rear lot line that abuts a lot in a residential zone: Fifteen feet for portions above 13' in height to a max. of 40'; For each portion of a structure above 40' in height, add. setback of 2' for every 10' add. height above 40'.
23.47A.016 LANDSCAPING AND SCREENING STANDARDS A. Must achieve a Green Factor score of 0.3 or greater B. Street trees are required per SDOT
23.47A.016 LIGHT AND GLARE STANDARDS Exterior lighting must be shielded and directed away from adjacent uses
23.47A.024 AMENITY AREA Equal to 5% of the total gross floor area in residential use
23.54.015 REQUIRED PARKING <i>Table B, 23.54.015.M:</i> 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. Per <i>23.54.015.D.1 (Table D)</i> : Bike parking of 0.75 long-term stalls per sleeping room. After the first 50 spaces, additional spaces are required at half the original ratio per 23.54.015.K.1.
23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS Per <i>Table A, 23.54.040.A.3</i> , Residential developments with 51-100 dwelling units are required to provide a minimum of 375 SF plus 4 SF for each additional unit over 50 of shared storage space for solid waste and recyclable materials storage and access.

PROJECT RESPONSE
<i>Proposed residential + retail use is permitted.</i>
<i>Proposed design complies. (Provides extension of lobby at sidewalk for max. 20% allowable, fulfilling street-level residential use restriction.)</i>
<i>Proposed design requires a departure from avg. depth provision of 23.47A.008.B, see departure request section of this packet (below) for additional information. Proposed avg. commercial depth of apprx. 18'-6" satisfies provision for min. depth and complies with 23.47A.008.A, providing extension of lobby at sidewalk for max. 20% allowable.</i>
<i>Proposed design provides for min. 13' floor-to-floor at commercial level, as stipulated in pedestrian zones, and utilizes +4' height increase allowance for clerestories.</i>
<i>Proposed FAR usage is less than 3.25 allowable.</i>
<i>Proposed design conforms to 10' setback from rear lot line at grade and 15' setback between 13' and 40'. We are requesting a departure of the setback requirement for the portion of the building above 40'. See pages 46-47 for additional information on this departure request.</i>
<i>Proposed design complies with these standards. Per SDOT notes from pre-submittal conference, project to protect existing street trees and add Acer X Freemanii 'Celebration' ('Celebration' Maple) at standard clearances.</i>
<i>Project will fully comply with this standard.</i>
<i>Proposed design complies with amenity area standards.</i>
<i>Project qualifies for frequent transit and does not require parking. 54 long-term bike parking spaces will be provide, complying with 23.54.015. 0.75 x 67 sleeping rooms = 50.25 0.375 x 11 sleeping rooms = 4.125 Total = 54</i>
<i>Proposed layout and sizing have been approved by SPU.</i>

NOTES
Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access, are exempt from FAR calculations. (Exhibit A)
Height increases allowed: +4' added to height limit for a structure with a story partially below-grade with max. 4 stories above that level; +4' feet above limit for open railings, planters, skylights, clerestories, parapets and firewalls on the roofs;
23.45.524.A.2: Vegetated walls can count up to 25% of a lot's Green Factor score.

CATEGORY

NATURAL SYSTEMS AND SITE FEATURES
CS1.B2 / DAYLIGHT AND SHADING

URBAN PATTERN AND FORM
CS2.B2 / CONNECTION TO THE STREET

CS2.D5 / RESPECT FOR ADJACENT SITES

CONNECTIVITY
PL1.A1 / ADDING TO PUBLIC LIFE

PL1.B3 / PEDESTRIAN AMENITIES

PL1.C1 / SELECTING ACTIVITY AREAS

WALKABILITY
PL2.B3 / STREET-LEVEL TRANSPARENCY

STREET-LEVEL INTERACTION
PL3.C1 / RETAIL EDGES

PROJECT USES AND ACTIVITIES
DC1.A4 / VIEWS AND CONNECTIONS

ARCHITECTURAL CONCEPT
DC2.D2 / TEXTURE

BUILDING MATERIALS
DC3.C2 / AMENITIES AND FEATURES

CITATION

"Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site."

"Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape -- its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street) -- in siting and designing the building."

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

"Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3."

"Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows...."

"Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes."

"Ensure transparency of street-level uses...by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening."

"Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building."

"Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly along sidewalks, parks or other public spaces."

"Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or 'texture,' particularly at the street level and other areas where pedestrians predominate."

"Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundational plantings, street trees, and seasonal displays."

RESPONSE

Organization of the building into parallel bars allows for increased daylighting to units and ground floor, as well as ample outdoor amenity space.

15th Ave NW is currently a car-dominated environment. The proposed design helps transition to a pedestrian environment by providing smaller, more engaged retail; programmed lobby space at the sidewalk; and views to two courtyards that back the retail strip. The proposal also creates a wider sidewalk covered by a commercial awning, a landscaped planting strip, and a finely-scaled entry court.

A heavily landscaped edge bordering the single-family properties to the west of the site and programmed for quiet use will help to ensure privacy at the zone transition.

The proposal includes many of these elements, such as a recessed entry court with finer grained paving and landscaping, a mid-site break in the retail with plantings and transparency into the lobby, and visibility to a south-facing courtyard. Along with a widened sidewalk, these are meant to encourage interaction and foster a lively pedestrian environment.

The pedestrian approach to the building's entry court is partially covered by an overhang and demarcated by a material and scale shift, drawing residents off of the sidewalk and into the building. Plantings and a shift to southern orientation facilitate this transition and relate it to the pedestrian scale. See pages 42-43 for images and details.

The interior and exterior amenity spaces at grade are designed to provide a range of activities that animate the streetscape and maximize connectivity to the retail spaces.

Thinner, well-glazed retail backed by a courtyard creates street-level transparency as an antidote to the deep, cavernous retail that currently predominates along this arterial. Additionally, the residential lounge will front the street at mid-site to draw a stronger connection to the pedestrian environment.

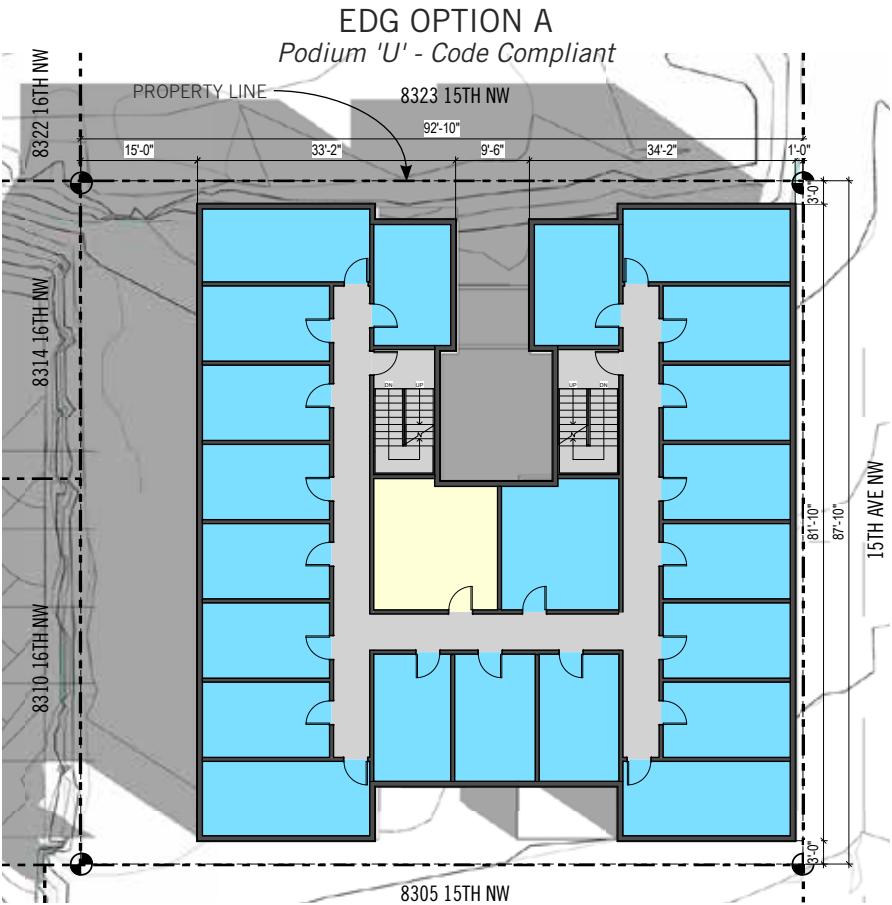
As stated above, the principle behind the street-level programming is to create dynamic interactions between the commercial, pedestrian, and residential amenity spaces. Please see pages 26-27 of this packet for a additional images and details.

In addition to a desire to activate the pedestrian environment, the proposal seeks to improve the residential experience by creating amenity areas at grade that are integrated into their surroundings by capturing abundant daylight, establishing intimate spaces for interaction and providing select views and a greater openness.

Attention has been paid in massing, materials, and programming to establish a finer grain at the pedestrian level of the building to help establish a neighborhood precedent of a well-scaled, activated streetscape.

The success of the proposed approach at creating a robust pedestrian environment will depend largely on the articulation of the amenity spaces and points of contact between the residential lobby and the commercial and pedestrian spaces. We are prioritizing a mix of finer-grained hardscaping and landscaping to soften, scale, and animate these edges. Please see the landscape plan on p. 52.

EDG DESIGN OPTIONS
DESIGN OPTION COMPARISONS AT EDG



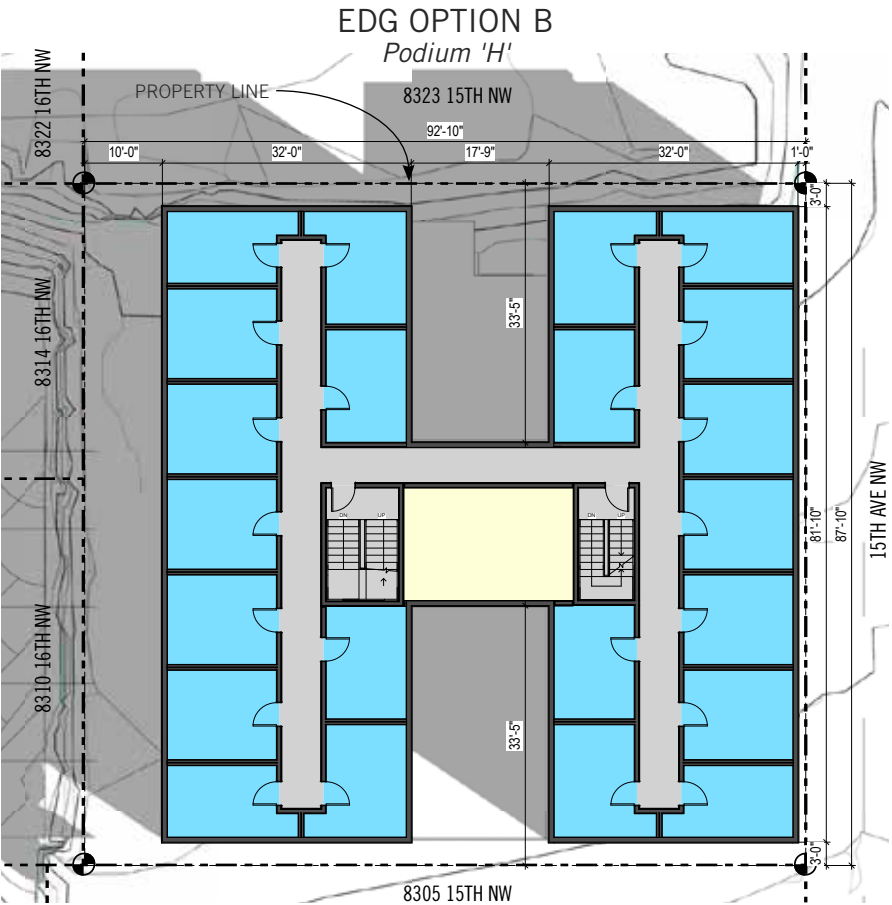
DESCRIPTION
Congregate apartment building with four stories above grade and one basement level, with units organized around a double loaded, H-shaped corridor. Internal units face out from lot and are slightly set back from property line. No elevator or parking is included.

OBJECTIVE
Code compliant option that utilizes site fully.

ADVANTAGES
• Optimized layout requires no departures.

CHALLENGES
• Compromised common areas at all levels;
• Compromised daylighting for numerous units, particularly at lightwell;
• Deep plate severely limits daylighting at street level;
• Waste room at street creates blank facade for maximum 20’;
• Lobby is severely disconnected from pedestrian realm.

DEVELOPMENT STATS
• 83 Units
• 5 stories (4 above grade + basement)
• 25,152 GSF (1,640 SF Commercial, 23,512 SF Residential)
• 2.64 FAR (3.25 Allowable)
• Min. 50 long term bike stalls (50 req'd); no car parking stalls
• Setbacks: 0'-0" Street (4'-6.5" at Street Level), 3'-0" North/South, 15'-0" Rear



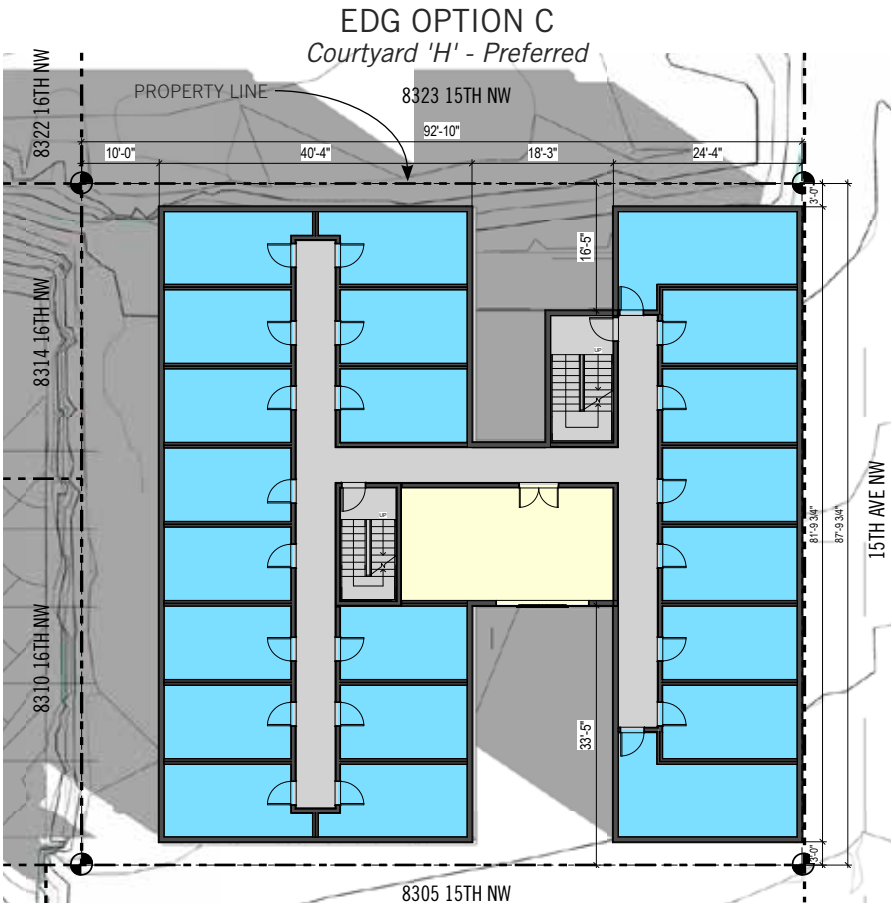
DESCRIPTION
Congregate apartment building with four stories above grade and one basement level, organized as an 'H' form (two double-loaded corridors) above a podium. Upper levels feature generous light wells, with common area at each upper level bridging residential bars. Central units face inward across light wells.

OBJECTIVE
Provide good daylighting to units along with improved common areas at upper levels.

ADVANTAGES
• Ample daylighting at upper levels;
• Improved upper level commons over previous scheme;
• Fully compliant commercial space.

CHALLENGES
• Deep plate severely compromises daylighting at street level;
• Problematic amenity space at grade;
• Compromised privacy for facing units across lightwells;
• Requires departure of required 15' rear setback (10' setback proposed).

DEVELOPMENT STATS
• 83 Units
• 5 stories (4 above grade + basement)
• 25,928 GSF (2,324 SF Commercial, 23,604 SF Residential)
• 2.70 FAR (3.25 Allowable)
• Min. 50 long term bike stalls; no car parking stalls
• Setbacks: 0'-0" Street (4'-6.5" at Street Level), 3'-0" North/South, 10'-0" Rear



DESCRIPTION
Congregate apartment building with four stories above grade and one basement level, organized as one double-loaded and one single-loaded corridor bridged by a common area at each upper level. All units are oriented east-west, with no internal privacy issues. Porous lobby and commons organized around courtyard create strong relationships at street level.

OBJECTIVE
Provide ample daylighting throughout, along with high-quality common areas. Create engaged and activated relationships at grade between lobby, commercial space, and pedestrian realm. Promote residential privacy on and off site.

ADVANTAGES
• Ample daylighting for all units;
• Improved privacy for units at light well;
• Better commons at upper levels, substantially improved lobby/commons at ground level;
• At-grade courtyard provides daylight deep into building and improved amenity space;
• Activated connection at grade between sidewalk, retail, and lobby.

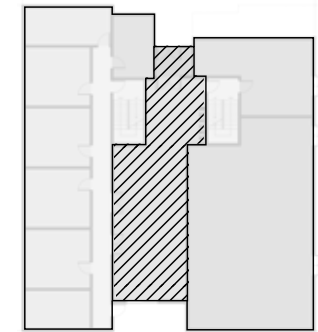
CHALLENGES
• Requires departure of 15' rear setback (10' setback proposed);
• Requires departure of min 30' commercial depth (19'-9" proposed).

DEVELOPMENT STATS
• 83 Units
• 5 stories (4 floors above grade + basement)
• 25,669 GSF (1,206 SF Commercial, 24,463 SF Residential)
• 2.66 FAR (3.25 Allowable)
• Min. 50 long term bike stalls; no car parking stalls
• Setbacks: 0'-0" Street (4'-6.5" at Street Level), 3'-0" North/South, 10'-0" Rear

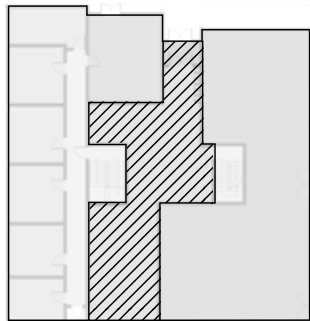
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DESIGN CONCEPT AT EDG
STREET-LEVEL PROGRAMMING

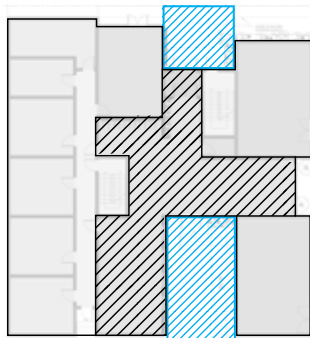
DESIGN OPTIONS COMPARISON
LOBBY / COMMONS



OPTION 1 (COMPLIANT)



OPTION 2



OPTION 3 (PREFERRED)

- STREET LEVEL COMMONS + LOBBY
- AMENITY SPACE (LOBBY-FRONTING)



STREET LEVEL PROGRAMMING
PREFERRED OPTION

- LOUNGE AREA.** Casual indoor seating with good daylighting provides place to gather and converse.
- COUNTER SEATING.** Facing out to street / patio, provides opportunity for focused working or one-on-one conversation. Differentiated by taller work surface and seating.
- PATIO.** On direct sight line from building entrance, connects physically to lobby + lounge, visually to kitchen and commercial space.
- STEPPED SEATING.** Stepped seating integrated with patio stairs and landscaping, signified by material change. Place to chill in the sun and read a book.
- COMMON TABLE.** Large table for shared or solo meals.
- FLEX AREA.** Flexible programming space close to entry, bikes and circulation for waiting or events.
- BIKES.** Short-term bike storage, open to the lobby yet shielded from view when entering, promotes sustainable transportation.

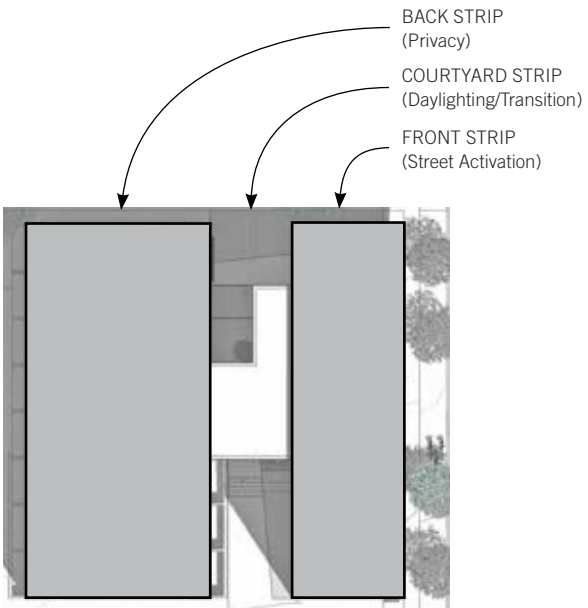
PROGRAMMING CONCEPT

The preferred design option seeks to provide a rich mix of spaces at street level that draw strong physical and visual connections between the lobby and the adjacent pedestrian and commercial areas. It accomplishes this by organizing the building as a series of strips running parallel to 15th, creating a gradient of activity/privacy and a porous edge along the pedestrian zone.

Compared to the first two design options, the preferred option uses this massing strategy to bring substantially more daylight to the ground level by creating separation between the retail spaces and lobby, inserting a south-facing patio that provides through-visibility from the sidewalk and acts as a central focal point integrating the various programming areas.

The scale of the lobby is further broken down into semi-discrete and intimately-scaled program areas, each with excellent daylighting. Taken together they provide a range of experiences for residents, from social to contemplative, eating to working, indoor to outdoor. In contrast to a typical apartment lobby — generally seldom-used, inert waiting area — this approach is meant to hum with activity and create a strong street presence.

The proposed retail spaces are likewise intended to actively address the sidewalk. In contrast to the numerous large retail stores and extensive surface parking lots that currently front much of the east side 15th Ave, this approach to retail identifies in scale with the smaller neighborhood businesses that pepper the west side of the street. Bisecting these two retail spaces with an active part of the lobby is intended to establish a rhythm and additional vibrancy along this street frontage.



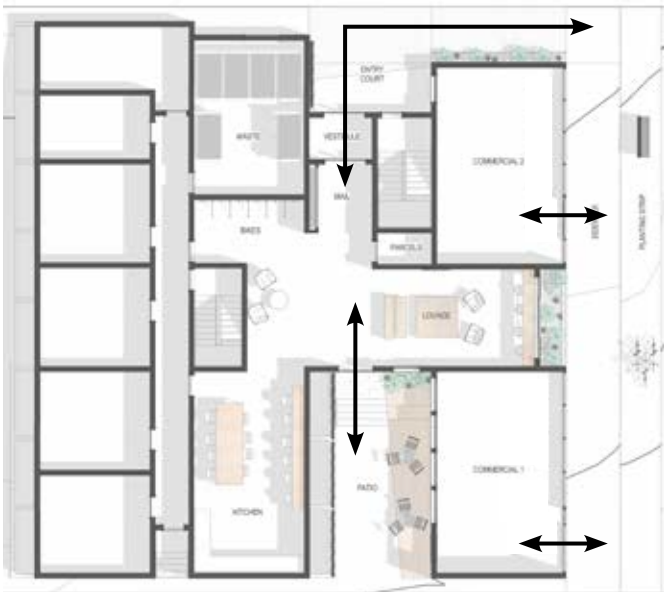
MASSING DIAGRAM



PRIVACY GRADIENT DIAGRAM
AT STREET LEVEL



STREET LEVEL CONNECTIVITY
VISUAL POROSITY



STREET LEVEL CONNECTIVITY
PRIMARY CIRCULATION



VISIBLE BEYOND

COURTYARD

RESIDENTIAL COMMONS

ENTRY COURT

STREET FRONTAGE

COMMERCIAL
(30' STREET FRONTAGE)

RESIDENTIAL COMMONS
(15' STREET FRONTAGE)

COMMERCIAL
(30' STREET FRONTAGE)

ENTRY COURT
(9' STREET FRONTAGE)

EAST ELEVATION / 15TH AVE NW



DESIGN SUMMARY @ REC

COURTYARD DESIGN

A thin, single-loaded bar facing the street allows for a generous courtyard at the center of the project, visible in the two sections at left, that creates visual connections between the commercial space and lobby, and good daylighting throughout. This also provides for private decks for the units above the lobby entry.

SETBACKS

Street: 0'-3 1/2" at upper levels (Residential)
4'-6.5" at grade (Commercial)
North: 8-1/2"
South: 8-1/2"
Rear: 10'-0" at grade, 15'-0" at above-grade levels.

DEVELOPMENT STATS

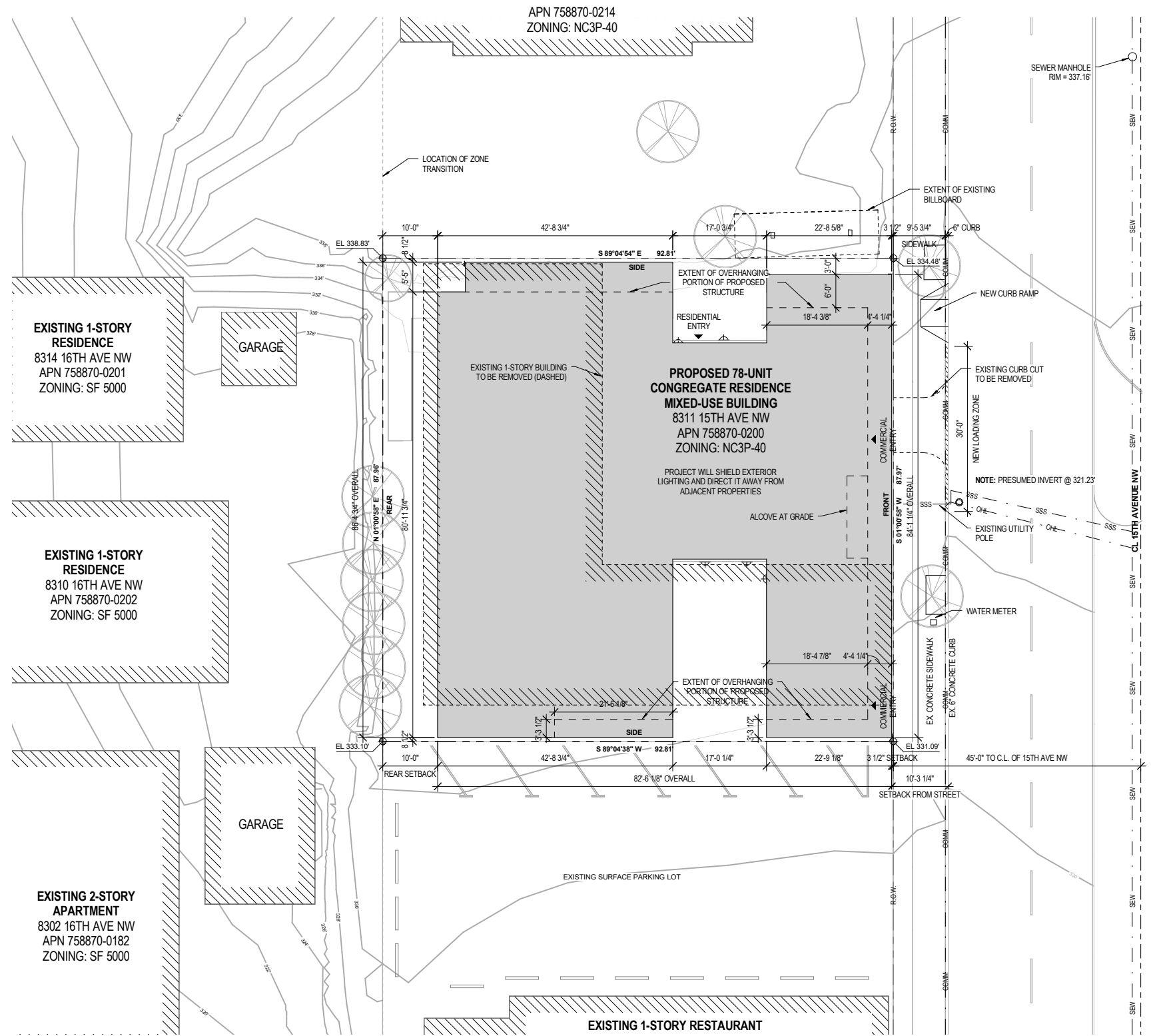
Units: 78 Total
4 Type A accessible
1 Type B accessible
FAR: 2.62
Parking: 54 Bikes

DEPARTURE REQUESTS

This design option requires a departure of the 30' minimum depth standard for commercial space (18'-6" proposed), as well as a 9.5" departure of the 2' additional rear setback req above 40' height. See departure request information on pages 46-49.



AERIAL PERSPECTIVE FACING NORTHWEST



SITE PLAN

NORTH FOR ALL PLANS

LEVEL PLANS
BASEMENT LEVEL



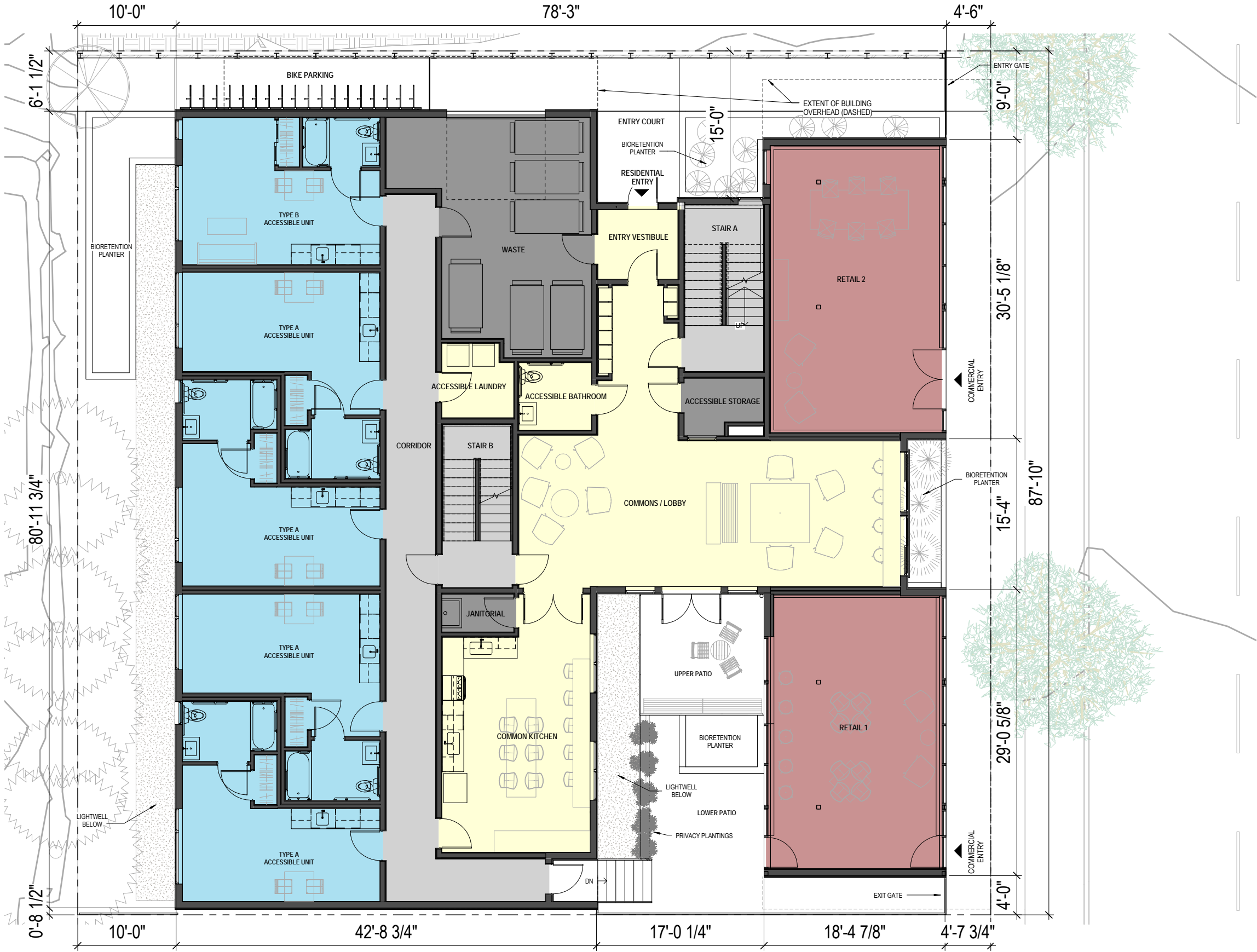
- COMMERCIAL
- UNITS
- COMMONS + LOBBY
- CIRCULATION
- UTILITY + STORAGE

NORTH FOR ALL PLANS



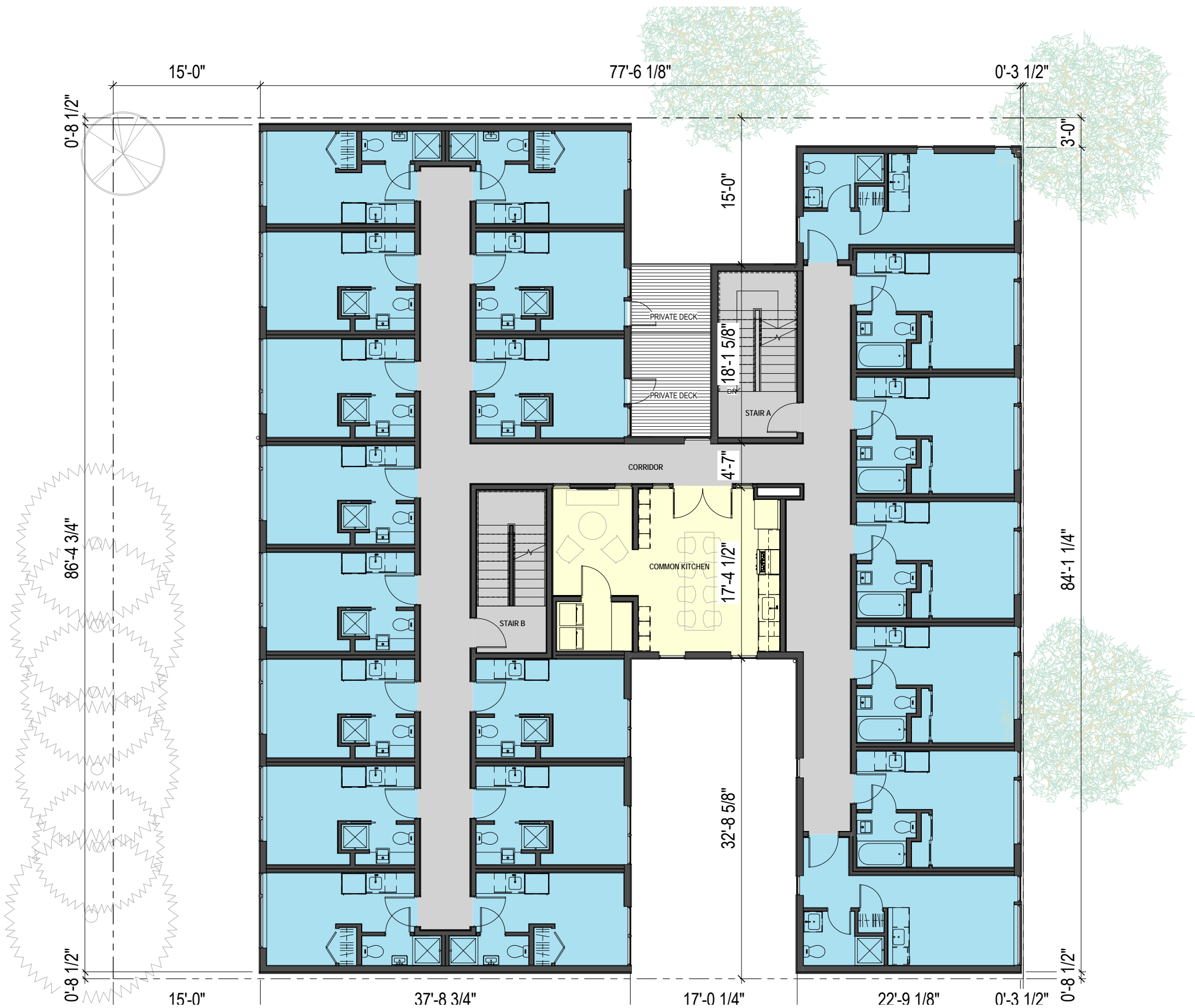
LEVEL PLANS
STREET LEVEL

- COMMERCIAL
- UNITS
- COMMONS + LOBBY
- CIRCULATION
- UTILITY + STORAGE



NORTH FOR ALL PLANS

LEVEL PLANS TYPICAL UPPER LEVEL

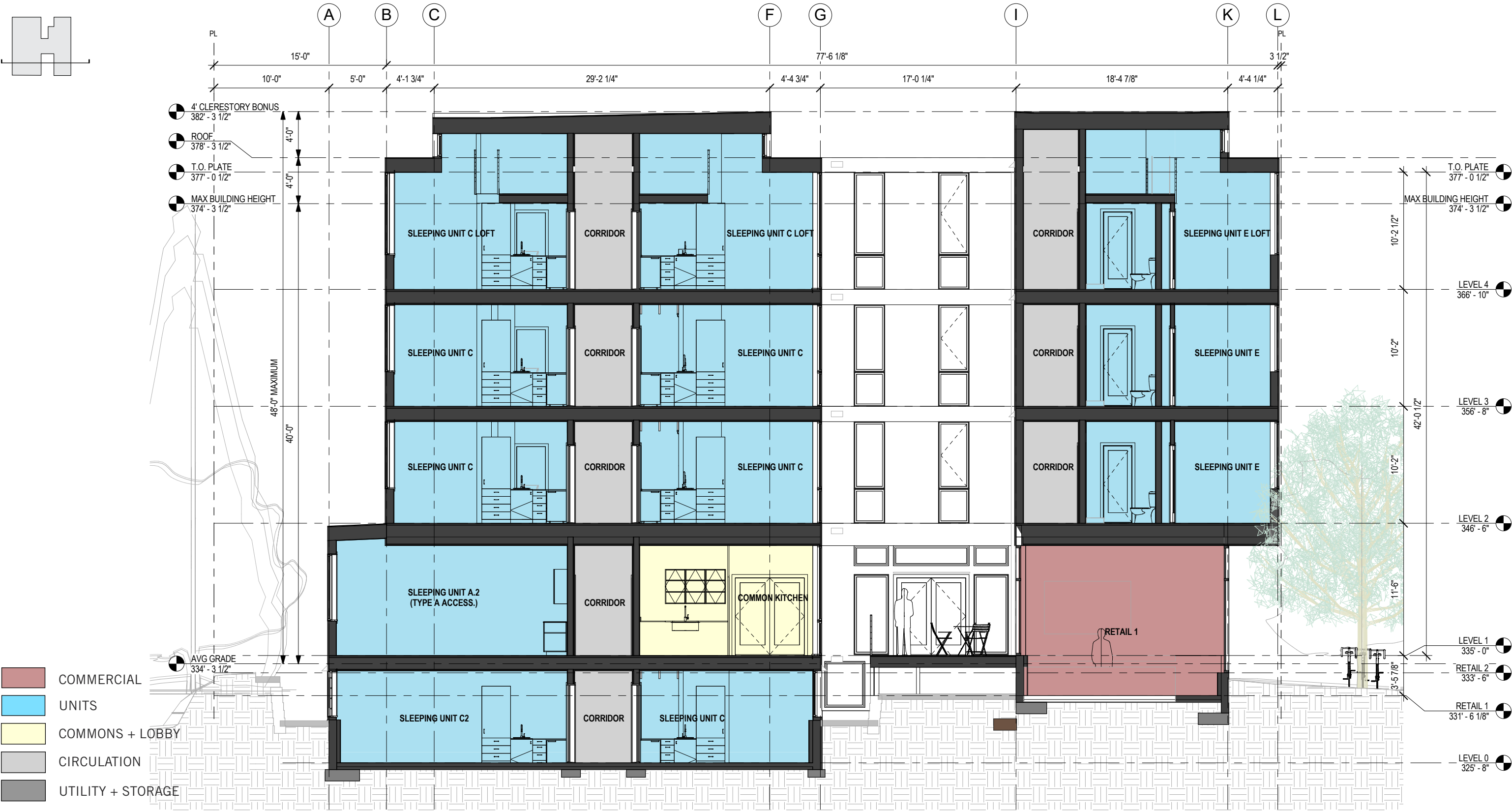


- COMMERCIAL
- UNITS
- COMMONS + LOBBY
- CIRCULATION
- UTILITY + STORAGE

NORTH FOR ALL PLANS

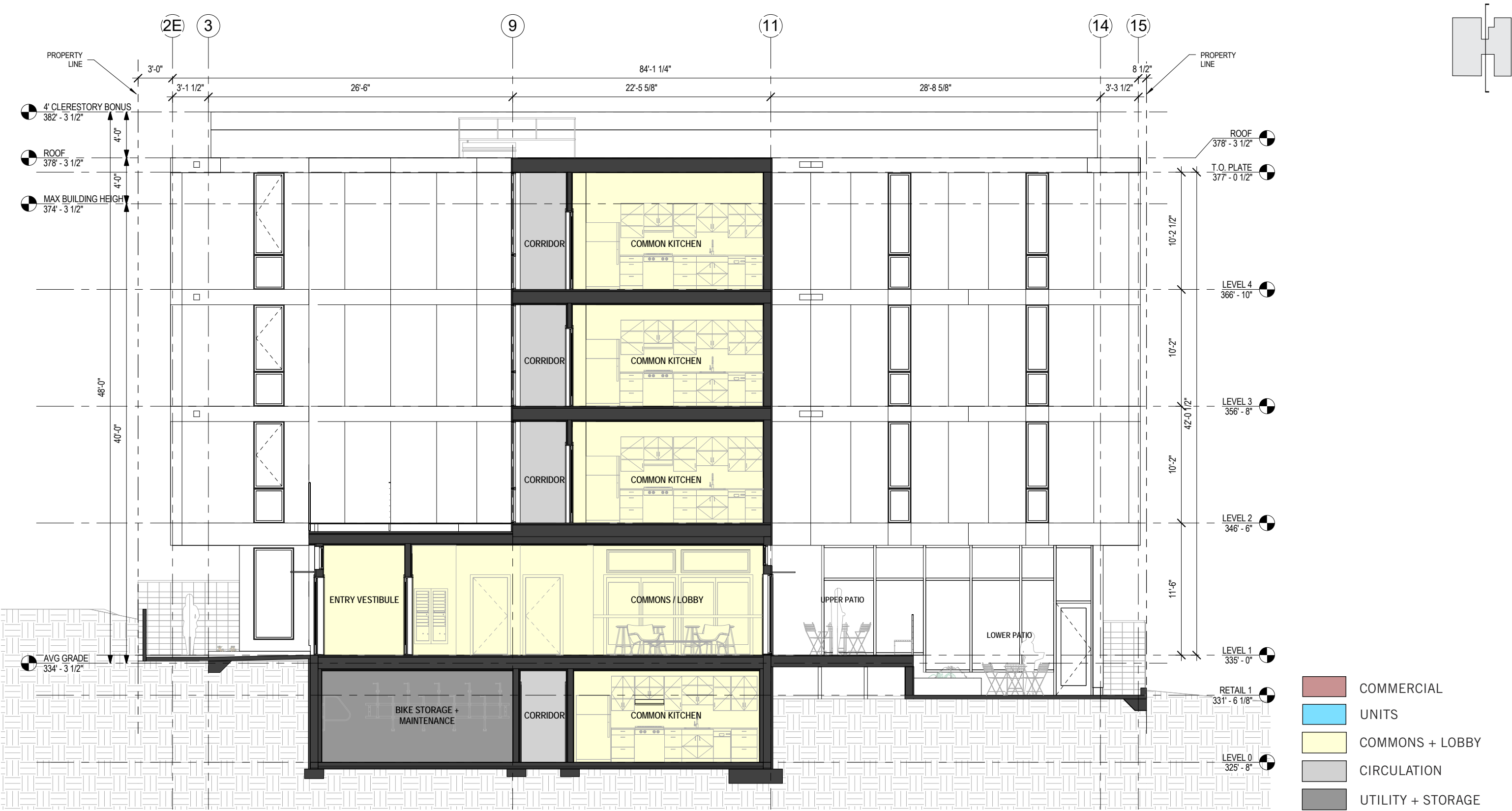
BUILDING SECTIONS

EAST-WEST TRANSVERSE SECTION THROUGH COURTYARD + RETAIL



BUILDING SECTIONS

NORTH-SOUTH LONGITUDINAL SECTION THROUGH COMMON KITCHENS + LOBBY



BUILDING ELEVATIONS

EAST ELEVATION

1

HARDIE REVEAL FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - ARGOS

2

HARDIE REVEAL FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - GRIZZLE GRAY

3

HARDIE FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - ARGOS

4

HARDIE FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - GRIZZLE GRAY

5

HARDIE REVEAL FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR - ARGOS

6

THERMORY
THERMO-ASH DECKING GROOVED
COLOR - ARGOS

7

HARDIE FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR -ARGOS

8

HARDIE FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR - BOSC PEAR



BUILDING ELEVATIONS
WEST ELEVATION



BUILDING ELEVATIONS
SOUTH ELEVATION



HARDIE REVEAL FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - ARGOS



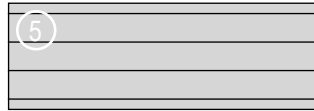
HARDIE REVEAL FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - GRIZZLE GRAY



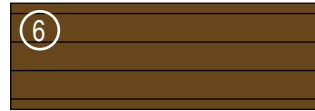
HARDIE FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - ARGOS



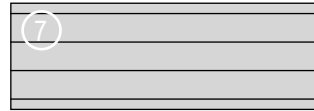
HARDIE FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - GRIZZLE GRAY



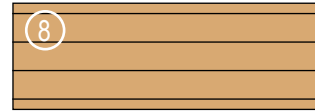
HARDIE REVEAL FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR - ARGOS



THERMORY
THERMO-ASH DECKING GROOVED



HARDIE FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR - ARGOS



HARDIE FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR - BOSCH PEAR



BUILDING ELEVATIONS
NORTH ELEVATION



BUILDING ELEVATIONS
COURTYARD WEST ELEVATION



HARDIE REVEAL FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - ARGOS



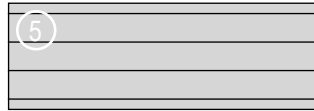
HARDIE REVEAL FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - GRIZZLE GRAY



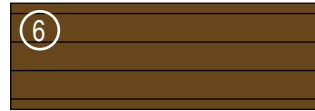
HARDIE FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - ARGOS



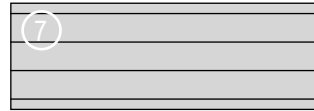
HARDIE FIBER CEMENT
PANEL RAINSCREEN SIDING
COLOR - GRIZZLE GRAY



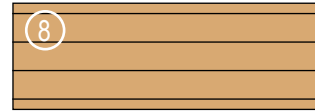
HARDIE REVEAL FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR - ARGOS



THERMORY
THERMO-ASH DECKING GROOVED

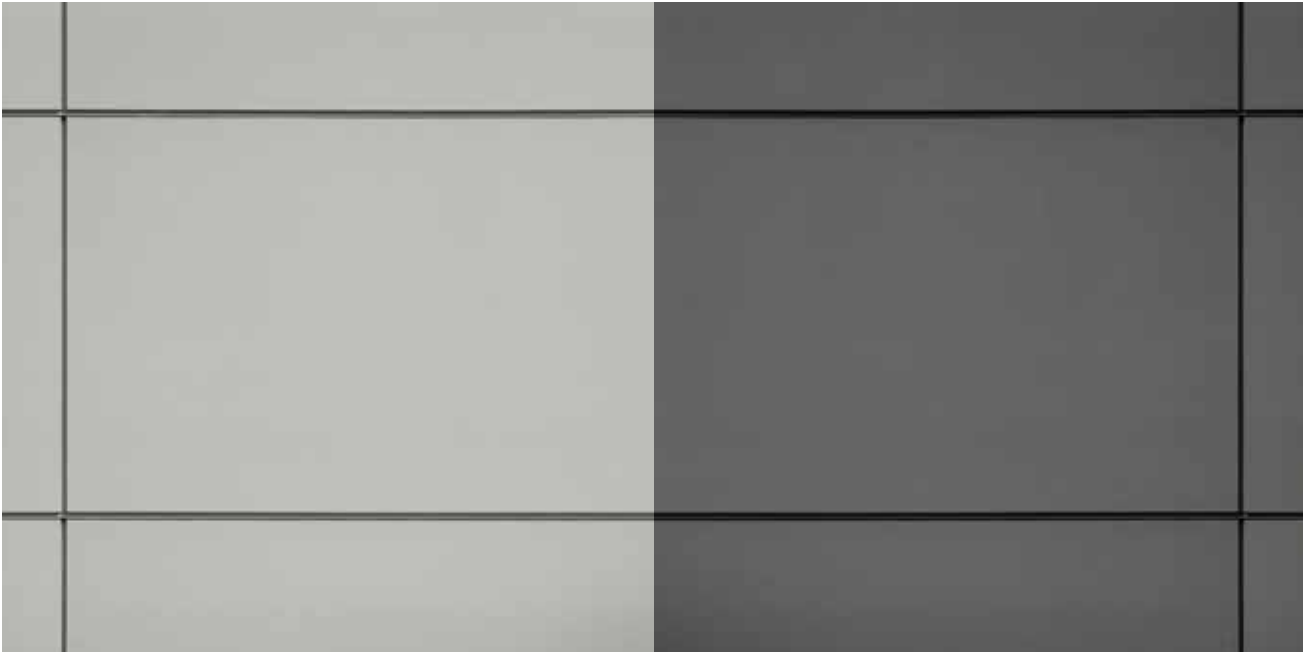


HARDIE FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR - ARGOS



HARDIE FIBER CEMENT
HORIZONTAL RAINSCREEN SIDING
COLOR - BOSC PEAR





HARDIE REVEAL FIBER CEMENT
PANEL HORIZONTAL RAINSCREEN SIDING



THERMORY
THERMO-ASH DECKING (GROOVED)



HARDIE FIBER CEMENT
PANEL/HORIZONTAL RAINSCREEN SIDING

RESPONSE TO EARLY DESIGN GUIDANCE

SUBSEQUENT TO THE EARLY DESIGN GUIDANCE MEETING. THE DESIGN REVIEW BOARD HAS PROVIDED THE FOLLOWING GUIDANCE:

EDG 1. DESIGN CONCEPT
After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

b. The Board encouraged further clarification and distinction of commercial vs. residential spaces. (DC3-A)

DESIGN RESPONSE: The proposal has two tiers in the courtyard, which creates separation between commercial and residential public spaces, while enhancing privacy, security and accessibility for residential units.

c. The Board was supportive of the courtyard concept. however, they expressed concern regarding the width to height proportions shown in Option C. (PL1-C-1, DC3-B)

DESIGN RESPONSE: With a mix of plantings, hardscape, and flexible seating, the secondary gathering spot activates adjacent spaces and functions as transitional zone. While finer grain materials and lighting enhance intimate feel of the spaces. Additionally, southern orientation and extensive glazing ensure a well-lit space year-round. See opposite page for precedent courtyards with comparable dimensions.

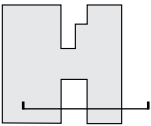


PERSPECTIVE OF SOUTH COURTYARD



PERSPECTIVE SECTION OF SOUTH COURTYARD

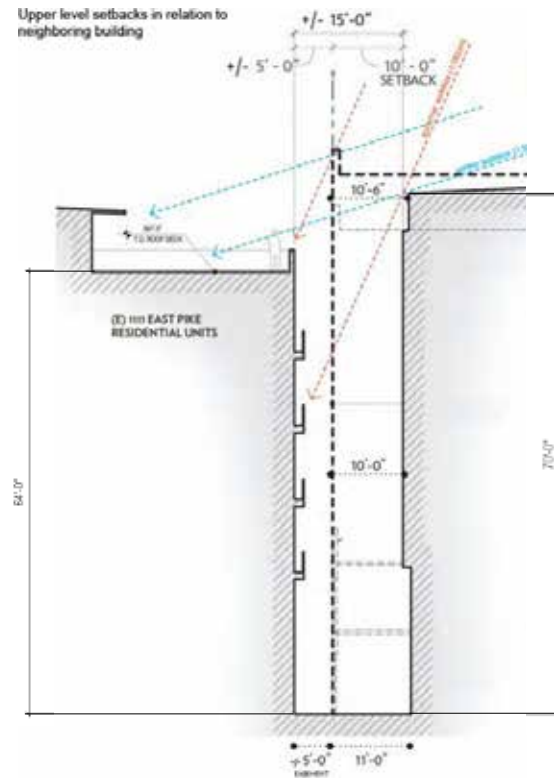
COURTYARD PRIVACY: A trellis with climbing vines (*Evergreen Clematis*) will form a privacy screen along the west edge of the courtyard, providing light and air to basement units while shielding privacy.



Evergreen Clematis

Chophouse Row, 1424 11th Avenue

While narrower and taller than the proposed courtyard, this west-facing courtyard is well-used and active, creating an attractive amenity space.



COURTYARD PRECEDENT B

Capital Hill Cohousing, 1720 12th Avenue

This south-facing courtyard with dimensions comparable to the proposed courtyard uses warm tones and an active patio at the lower level to promote social interaction.



RESPONSE TO EARLY DESIGN GUIDANCE

d. The Board was also concerned with the requested departure for the rear setback adjacent to single family zoning. The Board indicated the design should further reconcile the bulk and scale along this zone transition. (CS2-D, DC2-A)

DESIGN RESPONSE: This departure request has been significantly revised in response to EDG feedback. Please see pages 46-47 for additional details.

e. The Board acknowledged the interconnectedness of the programming elements and the potential impacts of shifting the rear massing on the courtyard space. The Board cautioned against further narrowing of the courtyard space. (DC3-A)

DESIGN RESPONSE: Courtyard dimensions have been largely maintained since EDG. The 5' contraction of the building width necessary to comply with the 15' rear setback was largely taken out of the front and rear bars. (Together these account for 75% of the reduced width.)

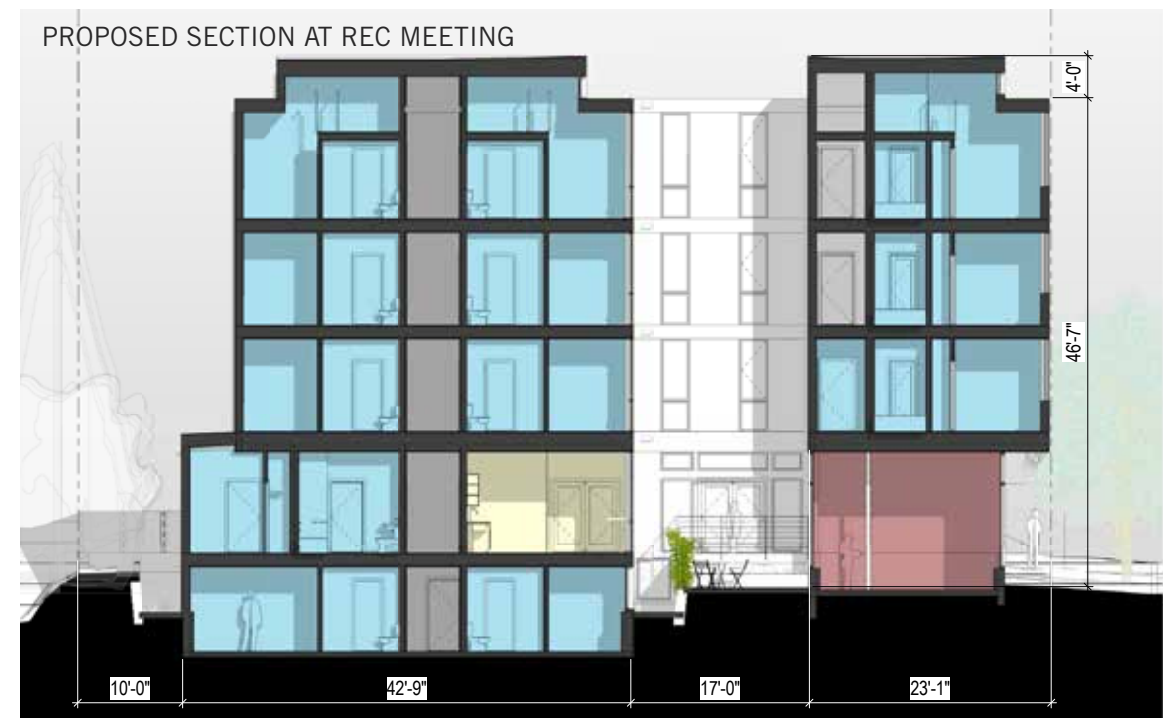
f. The Board encouraged changing the orientation of the rear units to reduce the bulk and scale, while also maintaining the courtyard dimensions. (CS2-D, DC3-C)

g. The Board indicated overall interest and support for the proposed plan and massing, directing the design team to further resolve these issues (bulk and scale along zone transition; maintaining courtyard dimension) as the design evolves. (CS2-D, DC3-B, DC3-C)

EDG 3. BASEMENT UNITS

a. Further reconcile the relationship of the basement units to the courtyard space. Clarify how both light and privacy will be accommodated. (CS1-B-2)

Light and privacy for these units will be provided by a grade change and privacy plantings (Evergreen Clematis). Please see opposite page for courtyard section and accompanying text, as well as landscape plan on p. 52.



RESPONSE TO EARLY DESIGN GUIDANCE

EDG 2. STREET FRONTAGE

b. The Board discussed the proposed entry location, commenting the lobby area along the street front was an interesting concept and response to activating the street frontage rather than the standard pass-through entry lobby. However, the Board would like to see further analysis of the proposed entry location (along the north edge) as the best solution. (CS2-C-2; CS2-B-2)

DESIGN RESPONSE: Please see plans and sections (opposite page, far right) for comparison between proposed lobby and the pass-through alternative. Change in grade across the site (alternate lobby entrance is 2' lower than proposed) necessitates either an accessible ramp that compromises connectivity and functionality, or lowering the height of Level 1, resulting in a lower basement level and reduced daylighting for those units.

c. The Board discussed the proposed gates as a potential means to mark the residential entries and resolve wayfinding issues by further distinguishing residential vs. commercial entries. The Board requested more information related to the gate and entries at the Recommendation phase. (PL2-D-1; PL3-A)

DESIGN RESPONSE: Please see rendered views of proposed entry sequence (this page and opposite page). For additional detail on gates and commercial entries, please see the following spread (pages 44-45).

EDG 4. SERVICE USES

a. The Board echoed public comment and requested more study to resolve the location of trash adjacent to the main residential entry. Further consider how the commercial spaces will access the garbage area. (DC1-C-4)

DESIGN RESPONSE: Criteria determining the waste room location are the lack of an alley, the prioritization of street-front transparency and activity in pedestrian zones, the need for at-grade access to the street for pickup, and ADA access requirements. In order to satisfy these criteria we have located the waste room away from the street and along a sidelot boundary with at-grade access to residents, commercial tenants, and trash pickup. In the proposed plan, commercial tenants will be able to access the waste room without having to enter the residential lobby or encounter any stairs, etc. Residential tenants will have the option of accessing the waste room from either the vestibule or the Level 1 corridor (for greater ADA accessibility). Further, the door to the waste room opens away from the lobby entrance.

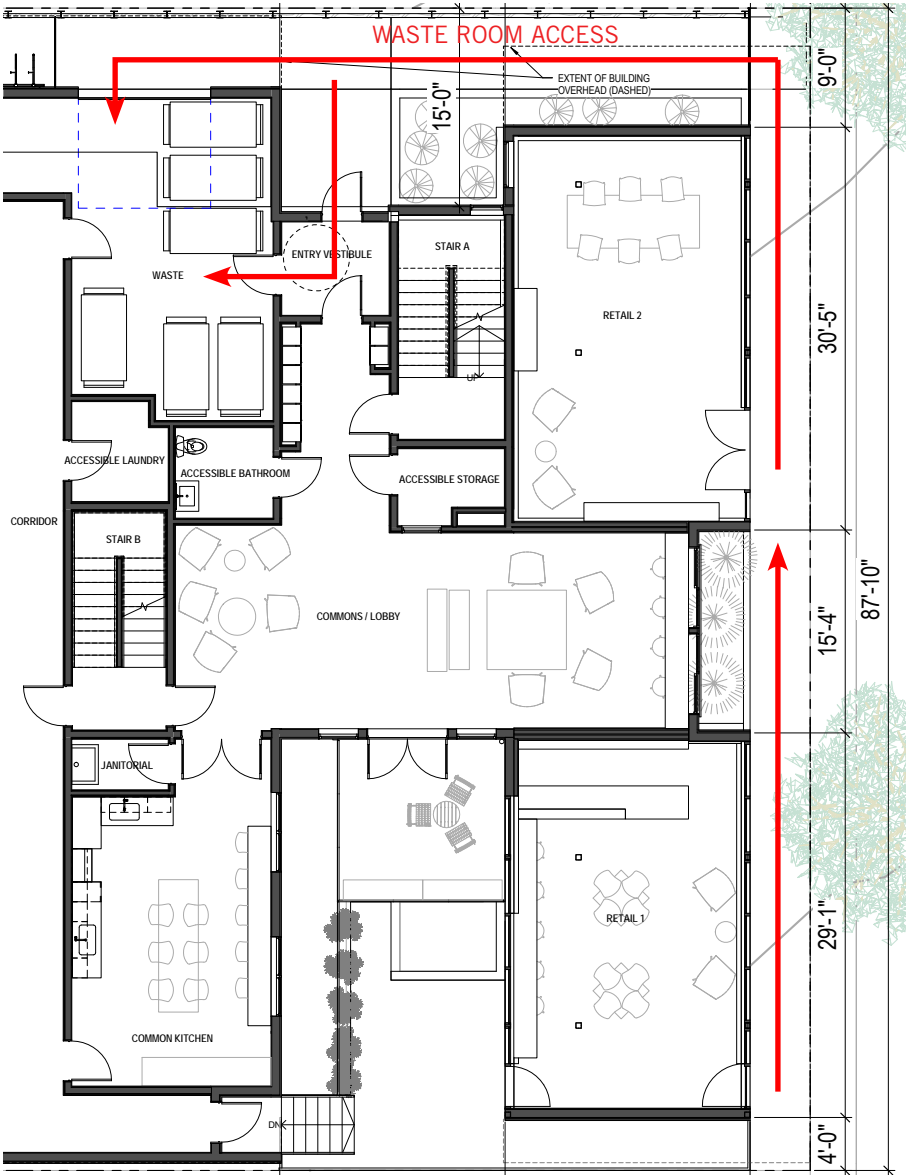


PERSPECTIVE OF NORTH ENTRY
(FACING WEST FROM SIDEWALK)



PERSPECTIVE OF NORTH ENTRY
(FACING SOUTH FROM PROPERTY LINE)

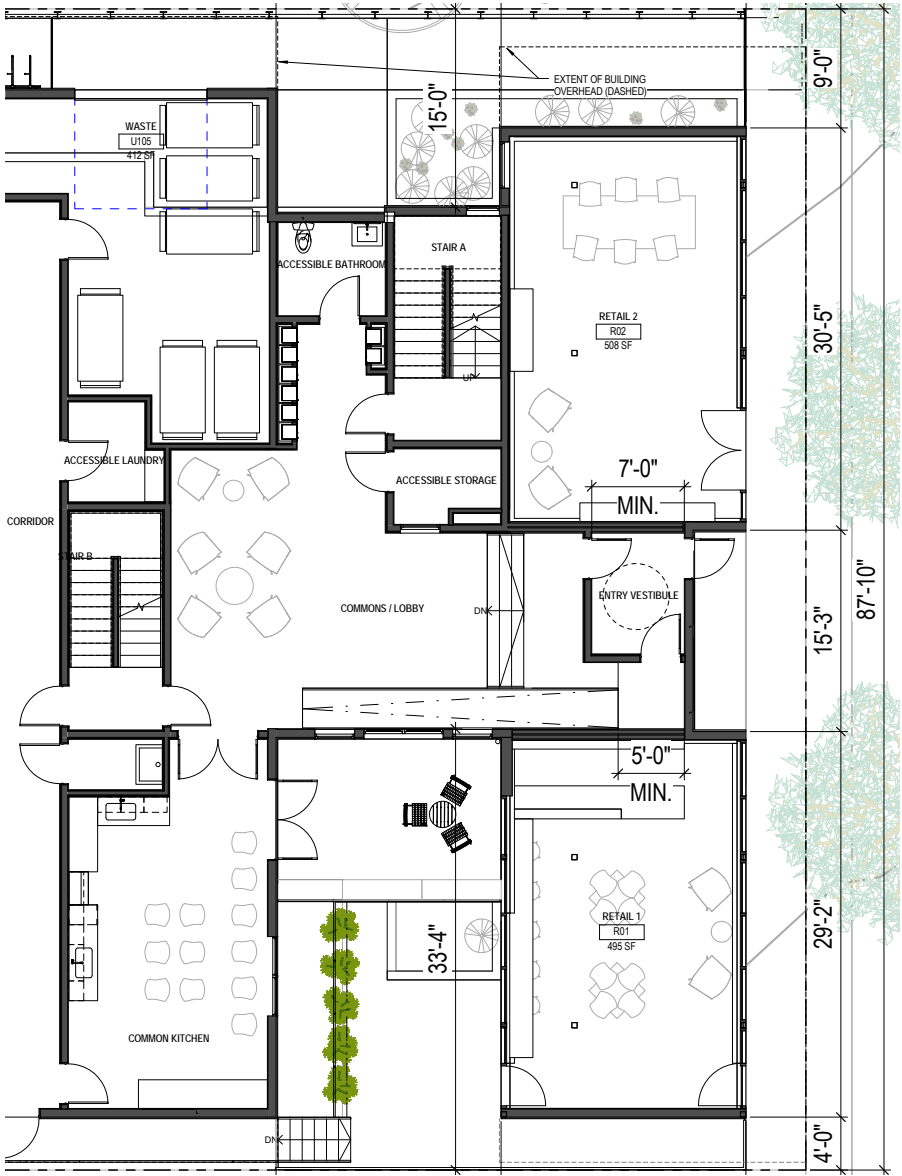
- DISADVANTAGES OF ALTERNATIVE (PASS-THROUGH) ENTRY:**
- 1 — Less usable space at common area;
 - 2 — Less connection from common space to courtyard;
 - 3 — Eliminates natural light for basement units;
 - 4 — To remove the ramp in alternative entry design, the basement has to be 2' lower into the ground, which will reduce natural light for all units in basement;
 - 5 — Poor connection within the building to trash room.



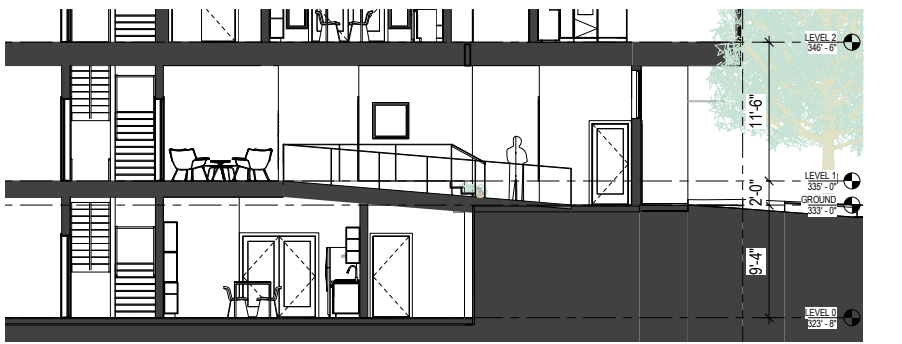
PROPOSED ENTRY PLAN



SECTION OF COMMON SPACE



ALTERNATIVE ENTRY PLAN



ALTERNATIVE SECTION OF COMMON SPACE AND ENTRY

RESPONSE TO EARLY DESIGN GUIDANCE

EDG 2. STREET FRONTAGE (cont'd from pp. 42-43)

c. The Board discussed the proposed gates as a potential means to mark the residential entries and resolve wayfinding issues by further distinguishing residential vs. commercial entries. The Board requested more information related to the gate and entries at the Recommendation phase. (PL2-D-1; PL3-A)

DESIGN RESPONSE: The proposed gates -- black metal frames with gridded wire infill -- clearly demarcate the residential north entry and south exit, while also providing good visibility for residents and guests. See street perspective of south exit gate (this page) and north entry gate (opposite page) as well as precedent images on opposite page.

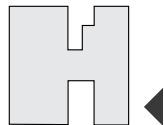
We are proposing signage integrated with the individual commercial canopies to provide clear wayfinding for each retail space and reinforce the distinction between the commercial and retail programs at grade. This approach is also intended to reinforce the finer-grained scale of these spaces. For additional detail on the commercial awnings and street front facade please see Departure Request #3 on page 51.



RETAIL SIGNAGE PRECEDENT

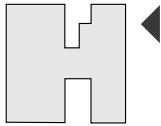


PERSPECTIVE OF RESIDENTIAL EXIT GATE AND RETAIL SIGNAGE
(SOUTHEAST CORNER, FACING WEST FROM STREET)





PERSPECTIVE OF RESIDENTIAL ENTRY GATE AND RETAIL SIGNAGE
(NORTHEAST CORNER, FACING WEST FROM STREET)



FENCE PRECEDENTS: BLACK METAL FRAME
WITH WIRE INFILL PANELS

RESPONSE TO EARLY DESIGN GUIDANCE

EDG 5. BLANK WALLS/NORTH AND SOUTH EDGES

a. The Board appreciated seeing some glazing along the north and south edges, and discussed the choice to provide side setbacks vs. coming to the lot line. The Board recognized the setbacks were integrated to accommodate circulation and residential entries. The Board did not provide conditions related to the side setbacks. (DC2-B-2)

DESIGN RESPONSE: Side setbacks have been revised since EDG. South setbacks for above-grade levels on the south and the northwest have been changed from 3' to effective zero-lotline (8.5"). This has been done in response to Board feedback that doing so would reinforce the the future streetwall condition anticipated for this location. Additionally, extending the length of the building (north-south) helped to mitigate the encroachment on the courtyard when increasing the rearlot setback from 10' to 15'. The northeast setback at upper levels was maintained to provide glazing as well as additional daylighting and a break in massing to signify the residential entry at that location. (See rendered perspective on this page.)

b. The Board also requested consideration of lighting for safety along these narrow corridors. Provide more information at the Recommendation phase. (PL2-B, PL3-B-1)

DESIGN RESPONSE: Please see plan and perspective (opposite page, top and top right) for details on lighting for safety at this location.

EDG 6. MATERIALS

a. The Board encouraged the use of high quality materials, especially along the street frontage as this building would be a precedent setting structure in this area. The Board expressed support of the precedent images shown in packet which showed depth of fenestration, as well as, material application which added legible scale and added visual interest. The Board directed the applicant to continue evolving the design in line with the presented imagery. DC2-B-1, DC2-C-1, DC2-D, DC4-A, CS3-A-4

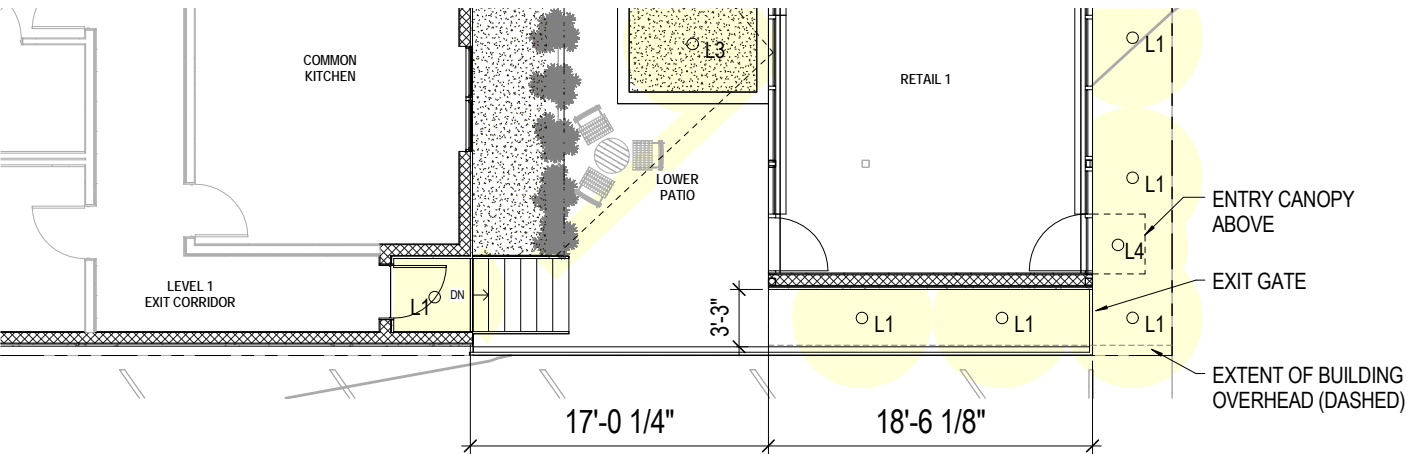
DESIGN RESPONSE: Please see images at right as well as elevations for detail on materials and composition of facade along 15th Ave NW.



NORTHEAST PERSPECTIVE



EXIT PLAN AND LIGHTING DESIGN



SOUTHEAST PERSPECTIVE

DEPARTURE REQUESTS
REQUEST #1: REAR SETBACK

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED AT EDG	PROPOSED AT REC	DEPARTURE AMOUNT AT REC	RELATED GUIDELINES	DESIGN IMPROVEMENTS
SMC 23.47A.014.B3 - SETBACKS The following setbacks are required for a building in a commercial zone with residential use when abutting a residential lot:	15' setback for portions of structure from 13' to 40' in height; 2' setback for every 10' additional height above 40'	10'	15'	9.5" (ABOVE 40')	DC2.B1 - FACADE COMPOSITION	Design all building facades - including alleys and visible roofs—considering the composition and architectural expression of the building as a whole; More coherent architectural form.

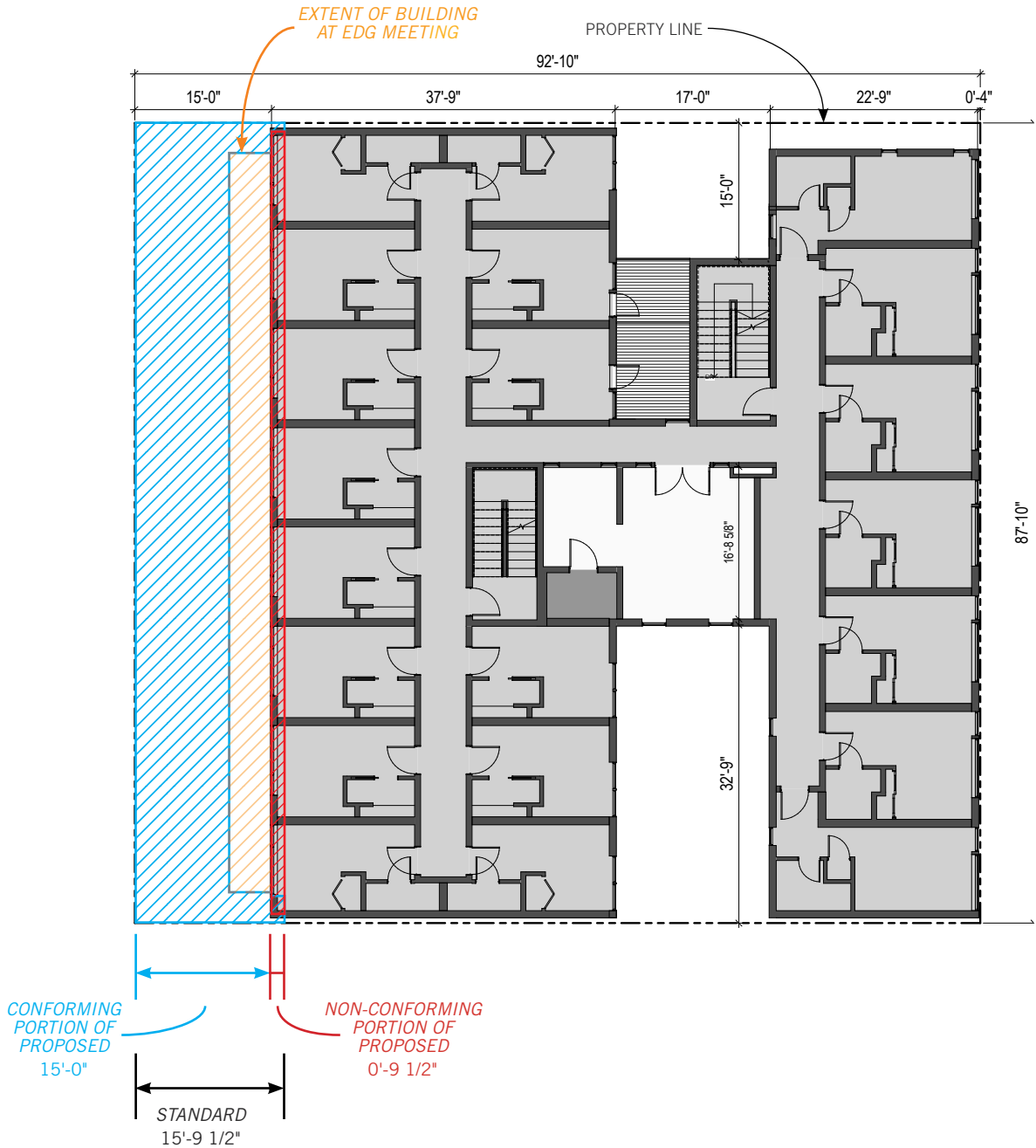
REQUEST #1: 23.47A.014.B3 (REVISED SINCE EDG)
Setback Requirements

STANDARD
The following setbacks are required for a building in a commercial zone with residential use when abutting a residential lot:

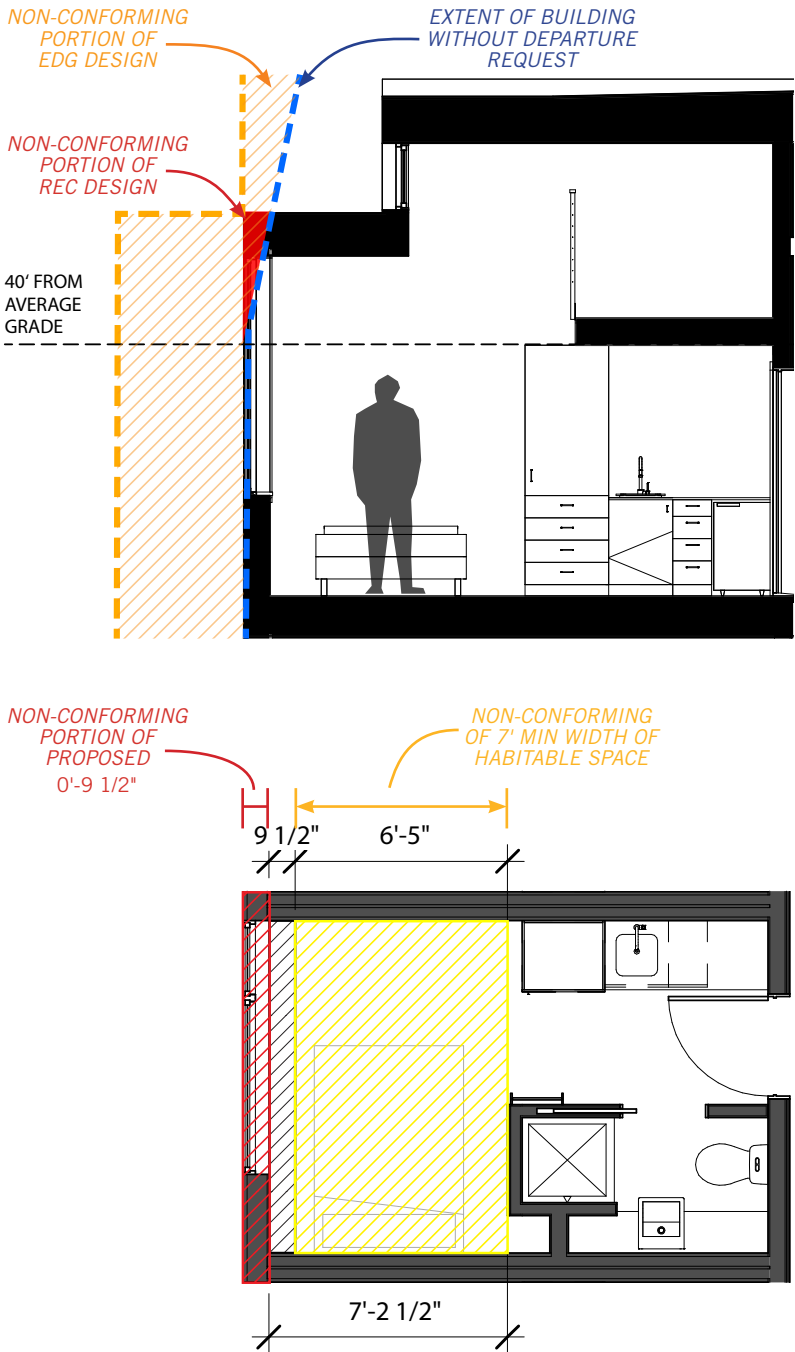
15' setback for portions of structure from 13' to 40' in height;
2' setback for every 10' additional height above 40'

PROPOSED
Allow 15' setback for the building massing for the first 2' above 40', rather than required 15'-9" from rear property line.

RATIONALE
The proposed massing has been changed subsequent to EDG to follow the zoning envelope by stepping back to 15' at above-grade levels. We are requesting a departure for the sloped setback requirement above 40'. Granting this departure would have no discernible affect on privacy at this zone transition and would maintain coherency of form/massing (DCS.B1 / FACADE COMPOSITION). Not granting the departure request would encroach on top level units, rendering them out of compliance with building code while also creating additional stepping of the building mass that would undermine the cohesion of the front and back portions of the building.



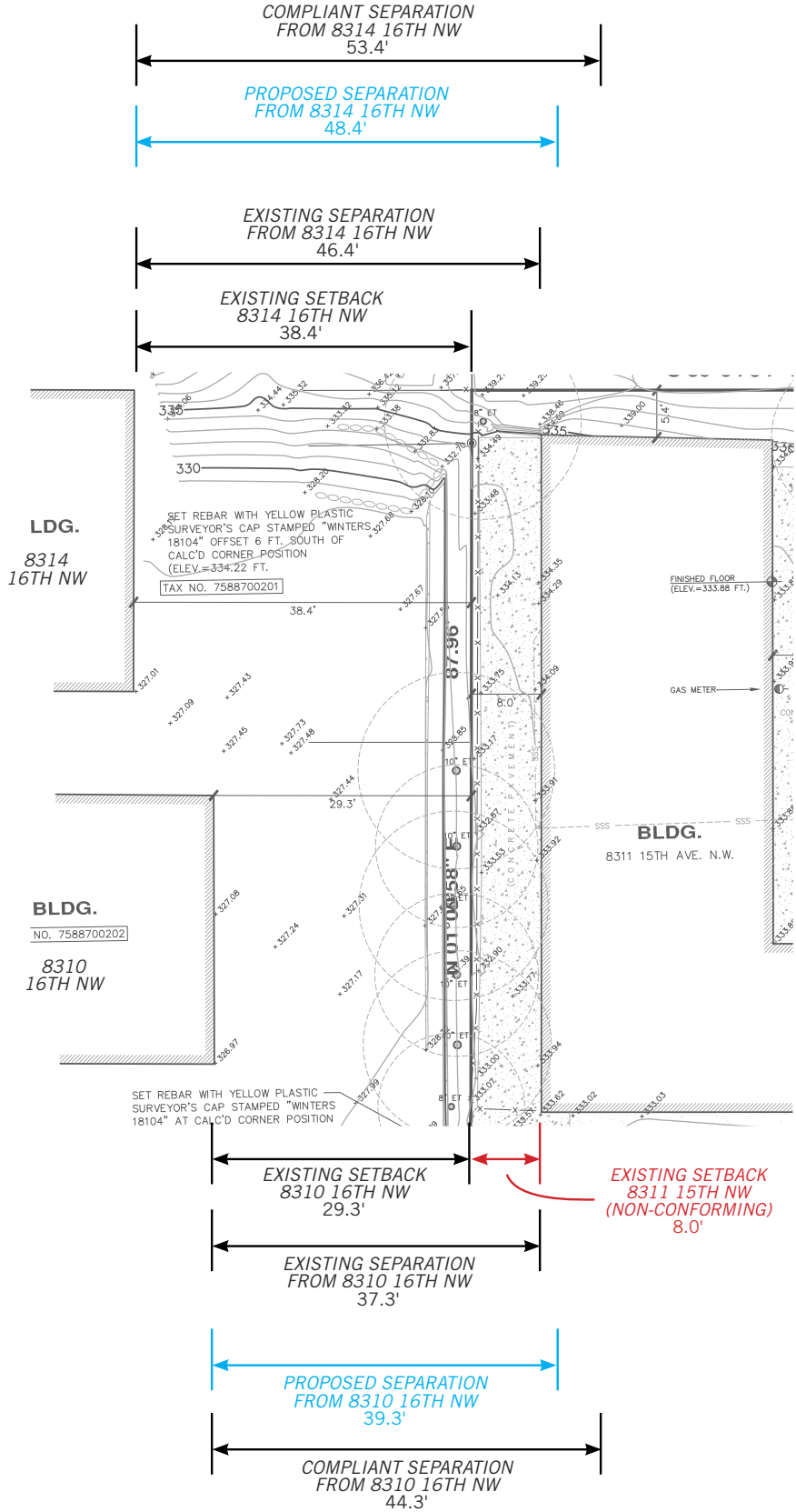
REAR SETBACKS: STANDARD + PROPOSED
4TH LEVEL PLAN



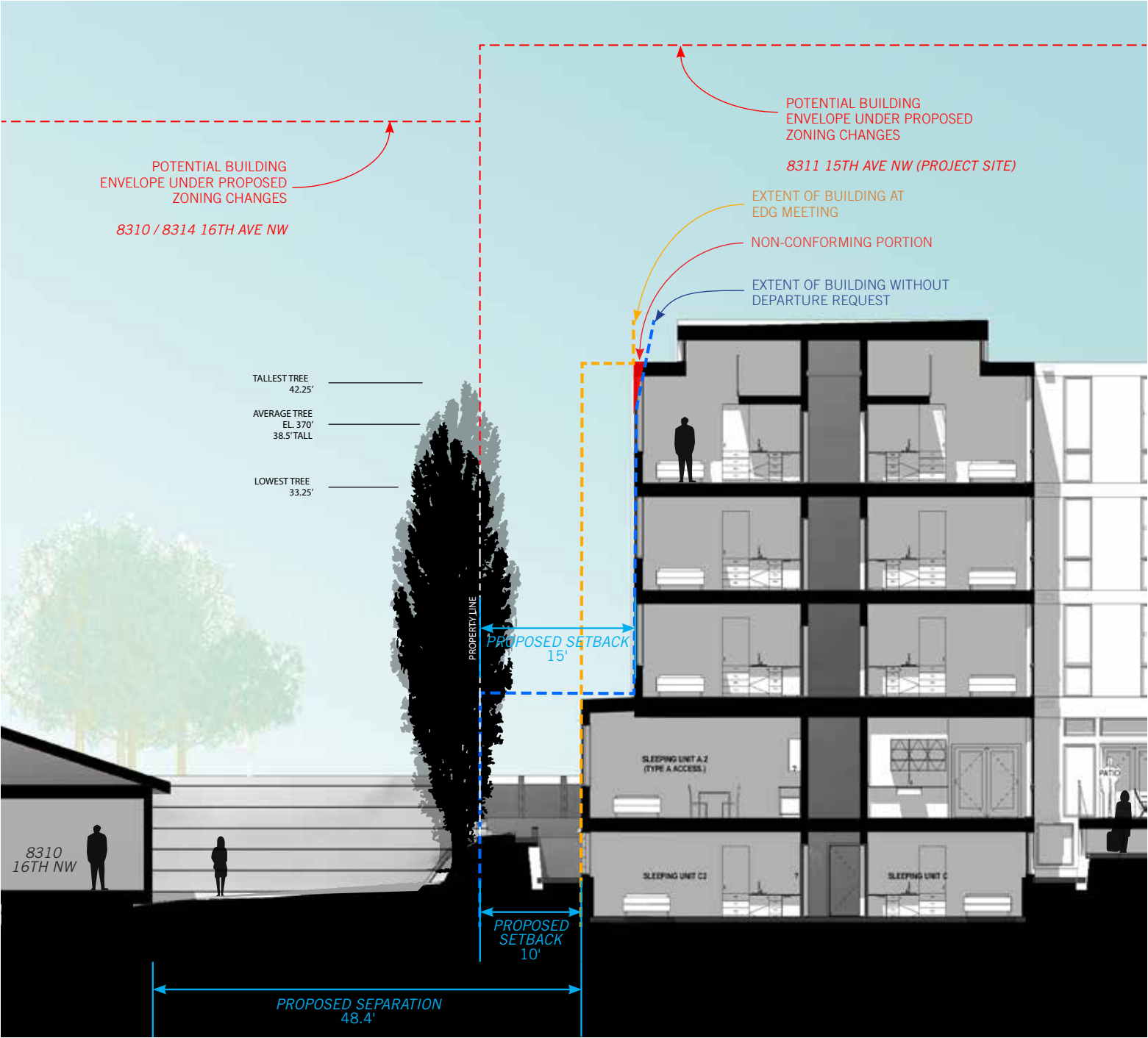
REAR SETBACKS: STANDARD + PROPOSED
4TH LEVEL UNIT SECTION + PLAN

NORTH FOR ALL PLANS + DIAGRAMS

DEPARTURE REQUESTS
REQUEST #1: REAR SETBACK



EXISTING SETBACKS AND SEPARATIONS
SITE PLAN



PROPOSED SETBACK AND SEPARATION
SCHEMATIC EAST-WEST SECTION AT REAR PROPERTY LINE



VIEWS OF TREES ALONG WEST
PROPERTY LINE

DEPARTURE REQUESTS
REQUEST #2: AVERAGE DEPTH
OF COMMERCIAL SPACE

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED AT EDG	PROPOSED AT REC	DEPARTURE AMT. AT REC	RELATED GUIDELINES	DESIGN IMPROVEMENTS
SMC 23.47A.008 - STREET-LEVEL DEVELOPMENT STANDARDS	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.	19'-9"	18'-6"	11'-6"	CS1.B2 - DAYLIGHTING AND SHADING CS2.D5 - RESPECT FOR ADJACENT SITES DC1.A4 - VIEWS AND CONNECTIONS PL1.A2 - ADDING TO PUBLIC LIFE PL1.B3 - PEDESTRIAN AMENITIES PL1.C1 - SELECTING ACTIVITY AREAS	Create the space needed for courtyards; More gracious residential entry; Connections between commons and the sidewalk; Move amenity areas away from single-family zone; Increased sidewalk depth

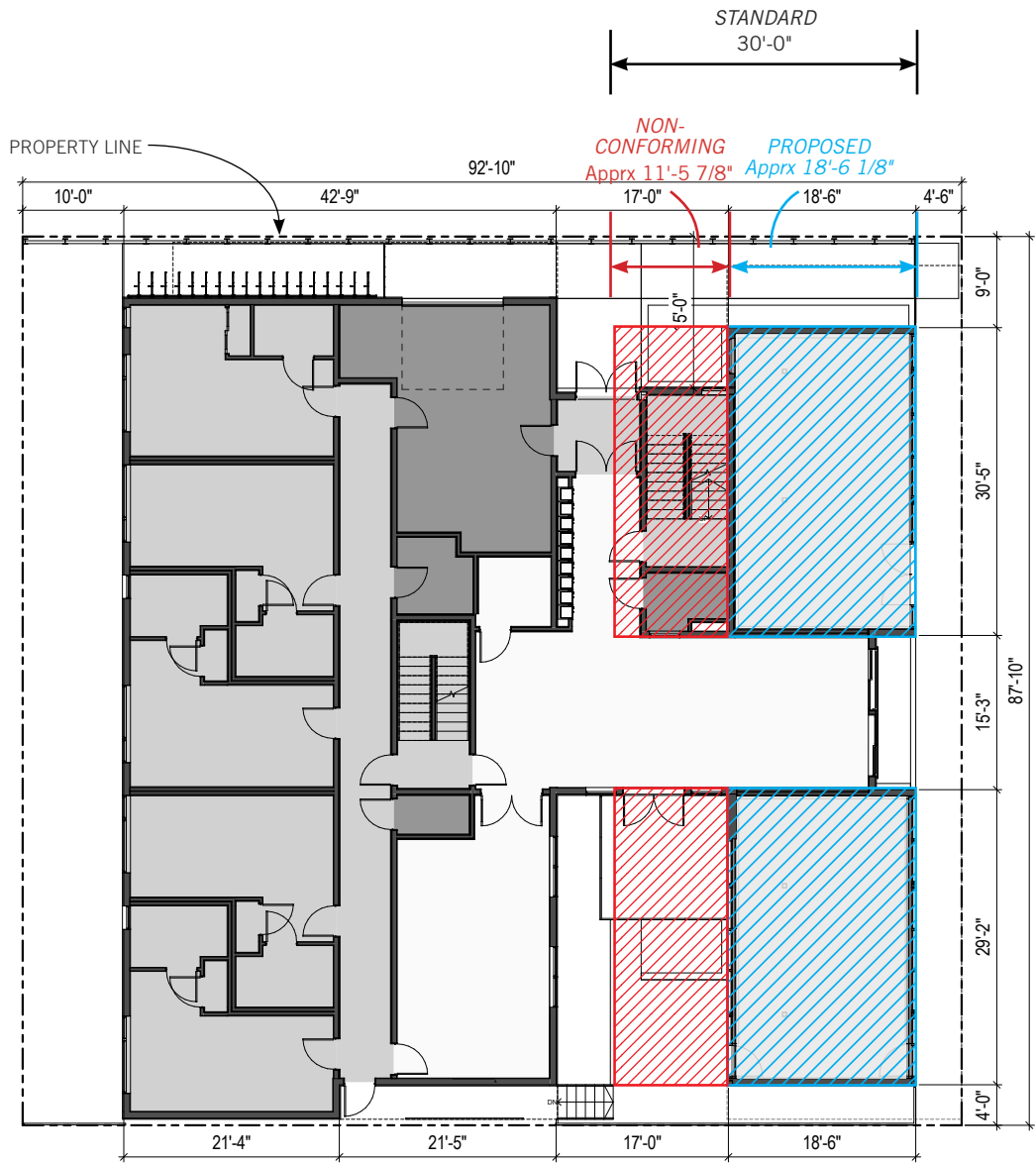
REQUEST #2: 23.47A.008
(REVISED SINCE EDG)
Street-Level Development Standards

STANDARD
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.

PROPOSED
Allow depth of commercial spaces to be reduced by approximately 11'-6", for an average and minimum depth of approximately 18'-6"; this would still comply with the minimum depth standard of 15'. Request has been revised from 19'9" at EDG to accommodate 15' setback at rear lot line.

RATIONALE
The preferred option proposes a thinner retail bar in order to provide more viable and qualitative amenity spaces at grade, as well as to allow the project to meet design guidelines relating to vibrant pedestrian environments. With this proposal, the amenity spaces and commons at grade benefit from vastly improved daylighting over the previous design options, in which the code-compliant commercial space necessitates a prohibitively deep floor plate with no daylighting provided away from the building perimeter. Relief from this standard also provides for significant transparency and visual connectivity from the sidewalk into the project (DC1.A4 / VIEWS AND CONNECTIONS), animating the pedestrian environment with an improved entry court and a direct visual connection to a socially-activated part of the lobby that projects in between the two commercial spaces provided (PL1.B3 / PEDESTRIAN AMENITIES). These strengthened relationships are integral to the project and would contribute positively to the evolving pedestrian environment along 15th Ave NW (PL3.C1 / RETAIL EDGES).

Additionally, the proposed design includes a 4'-6" setback from the street-facing property line at the street-level facade in anticipation of future sidewalk widening in pedestrian zones. This gesture to improving the pedestrian environment already limits the workable depth of the ground floor; relief from the depth provision allows for the project to contribute qualitatively to the pedestrian environment while also enhancing the residential experience with high-quality, usable exterior amenity space that is an integral part of the street-level programming (DC3.C2 / AMENITIES AND FEATURES).



COMMERCIAL DEPTH: STANDARD + PROPOSED
STREET-LEVEL PLAN

NORTH FOR ALL PLANS + DIAGRAMS

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	RELATED GUIDELINES	DESIGN IMPROVEMENTS
SMC 23.47A.008.C.4 - STREET-LEVEL DEVELOPMENT STANDARDS: Overhead weather protection in pedestrian zones	6' (Min. Depth) 8' (Min. Height) 12' (Max. Height) 60% of street frontage (Min.)	4.4' 13'-4 1/2" Max 100%	1.6' 1'-4 1/2"	CS1.B2: DAYLIGHTING AND SHADING; DC1.A4: VIEWS AND CONNECTIONS; PL1.A2: ADDING TO PUBLIC LIFE; PL1.B3: PEDESTRIAN AMENITIES.	Increase transparency into retail spaces; Provides more area of continuous weather protection than req'd; Discrete awnings at retail entries will more clearly delineate non-residential use.

DEPARTURE REQUESTS

REQUEST #3: DEPTH AND HEIGHT OF OVERHEAD WEATHER PROTECTION

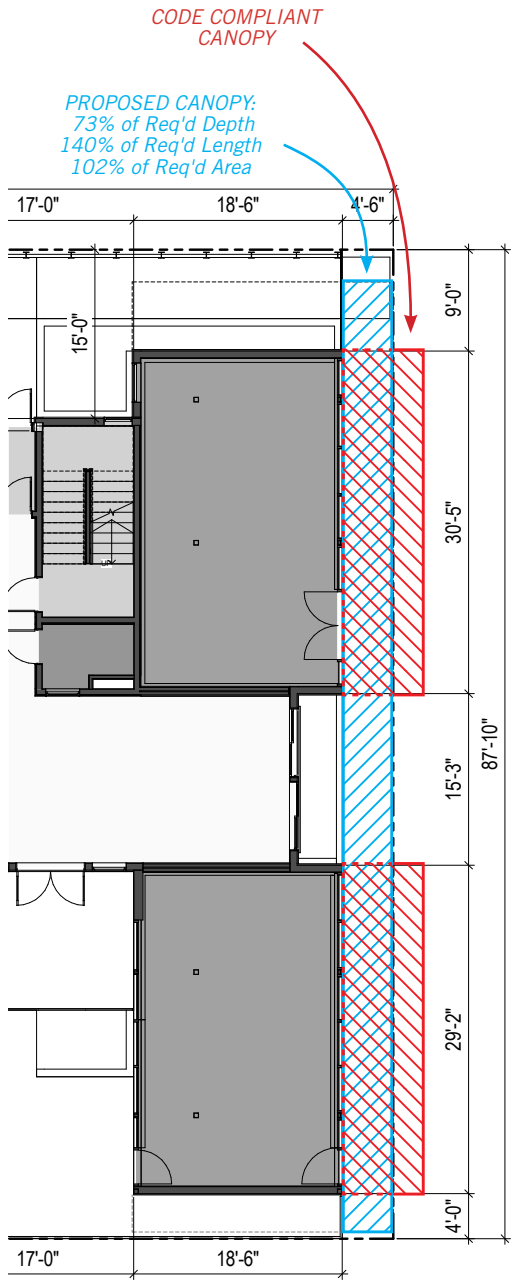
REQUEST #3: 23.47A.008.C.4
(NEW REQUEST SUBSEQUENT TO EDG)
Street-Level Development Standards

STANDARD
Overhead weather protection in pedestrian zones should be 60% of street frontage (Min.); 6' deep (Min.); 8' - 12' height range (Min./Max.).

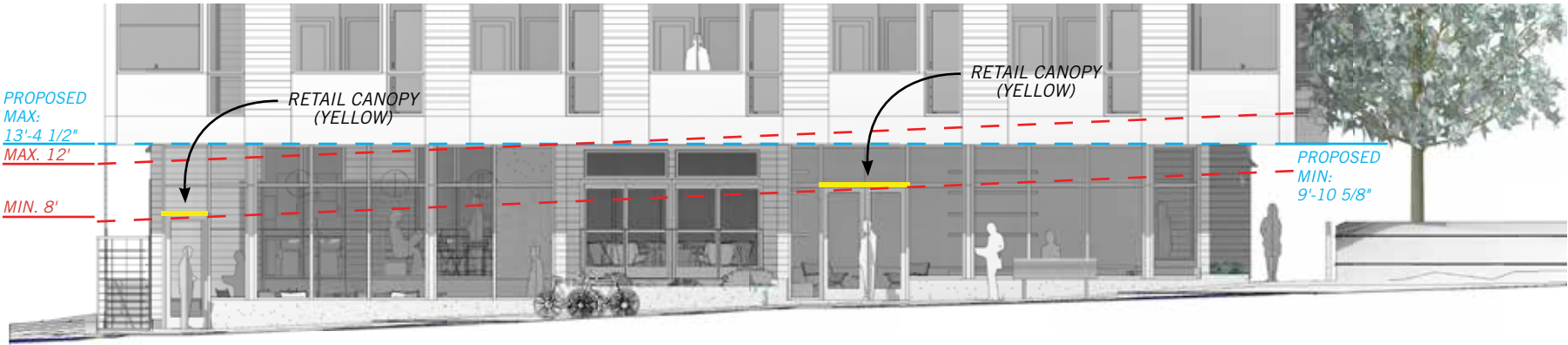
PROPOSED
#3: Allow depth of weather protection of 4.4' for the whole length of the facade, in lieu of the requirement for a 6' deep canopy for 60% of the facade.
#4: Allow weather protection to exceed the 12' maximum height.

RATIONALE
The combination of a deep building overhang and canopy is redundant and decreases transparency into retail spaces. The proposed overhang provides 370 sf of continuous protection, as opposed of 361 sf of protection with the compliant option. As proposed, discrete awnings at retail entries will more clearly delineate non-residential use. Relief from this standard maximizes daylight for both commercial and residential interior spaces, as well as the side walk (CS1.B2 / DAYLIGHTING AND SHADING); while allowing the retail units, residential common area and courtyards to have better visual connections to exterior spaces and views (DC1.A4 / VIEWS AND CONNECTIONS).

Additionally, the proposed design fosters human interaction by recessed building volume, widened sidewalks, and landscape features, which increases the size and quality of open space for public life (PL1.A2 / ADDING TO PUBLIC LIFE). At the same time, the large storefront windows, landscape and lights on the building overhang will enhance pedestrian experience and engagement on site (PL1.B3 / PEDESTRIAN AMENITIES).



OVERHEAD WEATHER PROTECTION:
STANDARD + PROPOSED STREET-LEVEL PLAN



PROPOSED ELEVATION: Individual retail canopies indicate commercial entry and maintain transparency; building overhang provides weather protection.



PERSPECTIVE VIEW OF PROPOSED ELEVATION showing abundant daylighting and transparency.



PROPOSED CANOPIES @ RETAIL ENTRANCES
Section facing north



CONFORMING CANOPIES @ RETAIL
Section facing north

⊕ NORTH FOR ALL PLANS + DIAGRAMS

DESIGN DEVELOPMENT
SUN STUDIES

9 AM
MARCH / SEPT 21

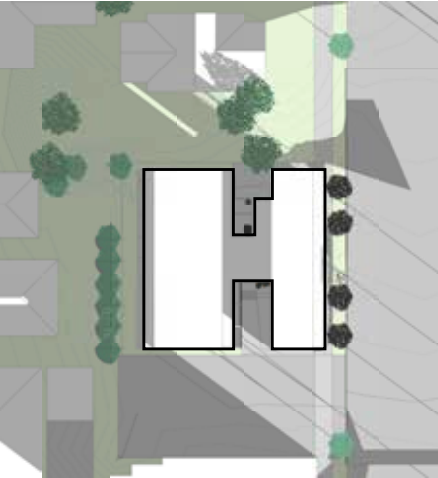


EQUINOXES

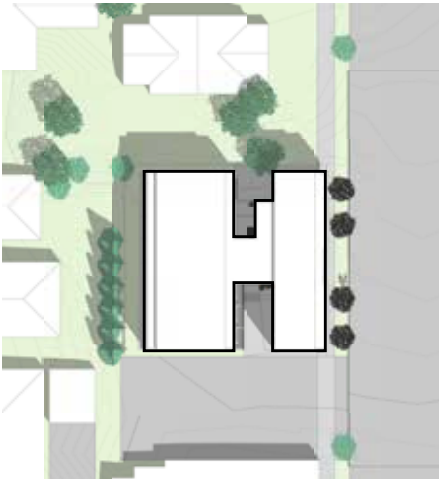
WINTER SOLSTICE

SUMMER SOLSTICE

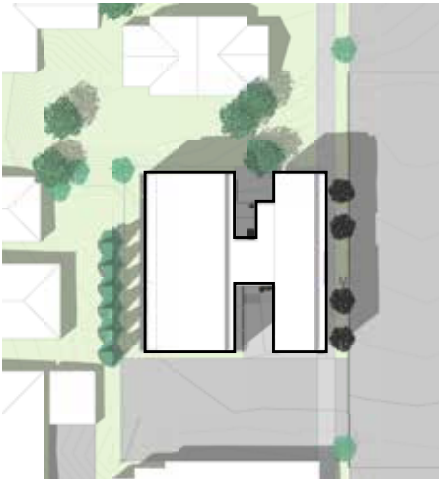
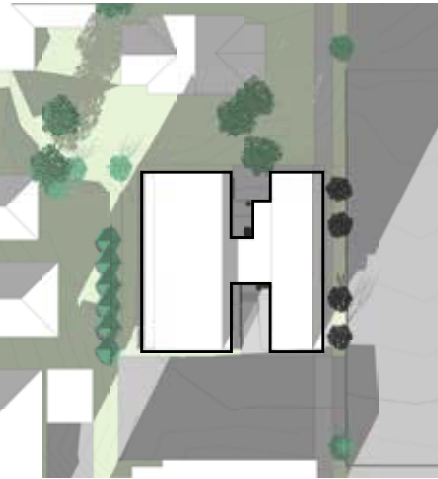
9 AM



12 PM



3 PM





L1: Recessed Downlight



L2: Wall Lantern



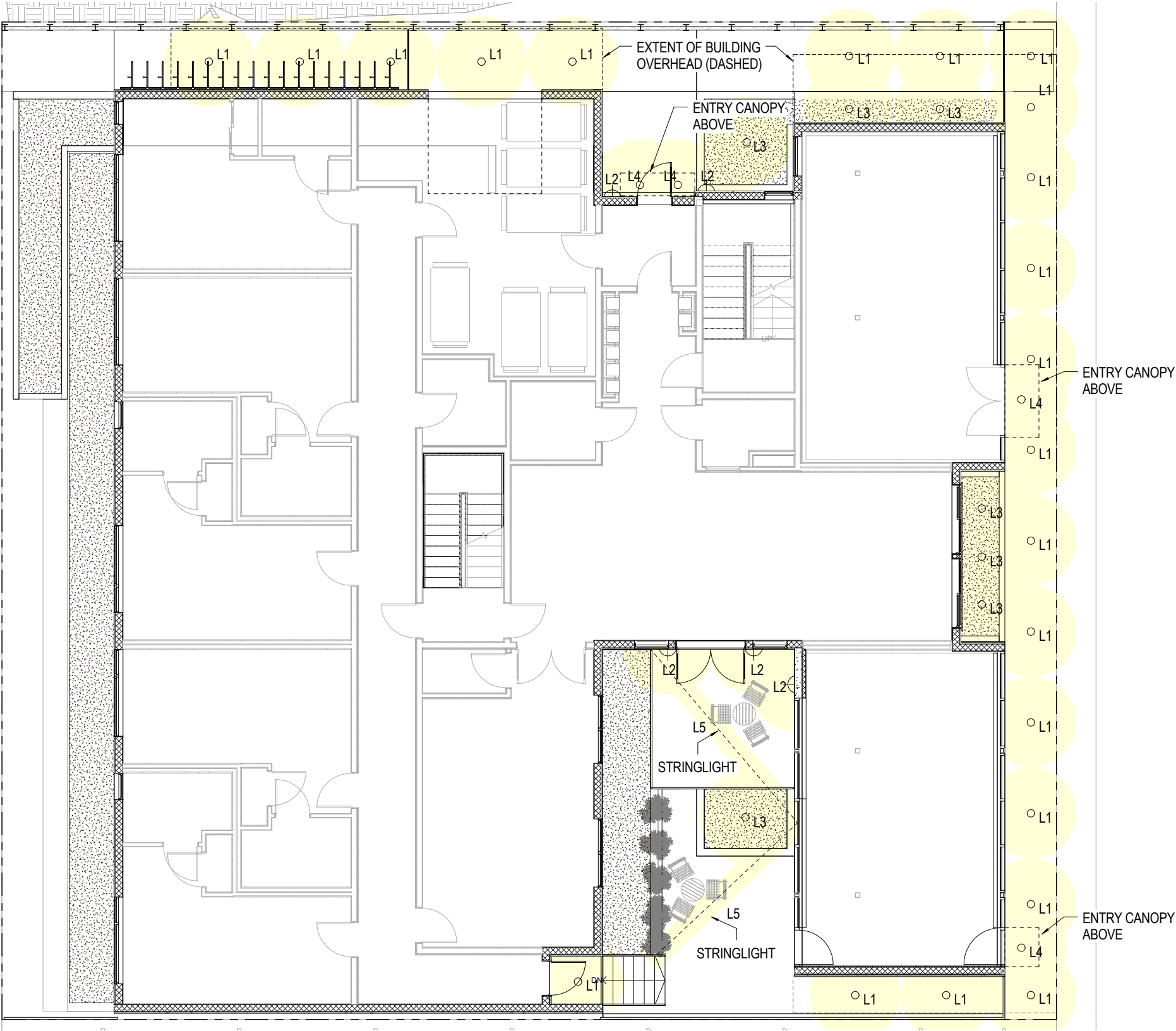
L3: Landscape Path Light



L4: Puck Light



L5: String Light



DESIGN DEVELOPMENT
LANDSCAPING CONCEPT

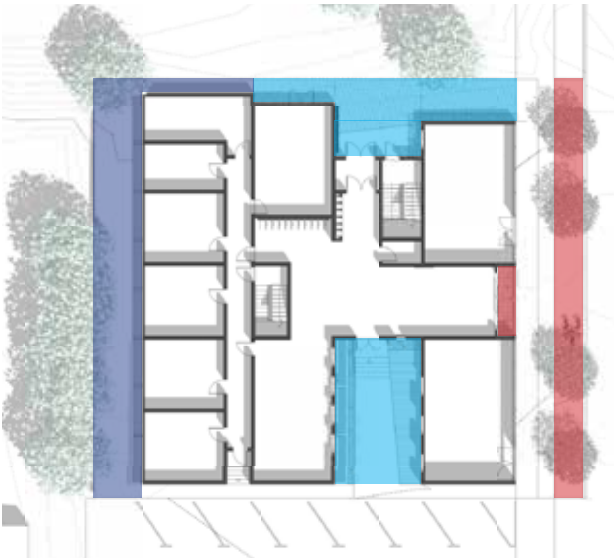
ACTIVATED PERIMETER

Landscaping is organized in three primary zones. The first, along the sidewalk, is intended to mitigate the current auto-centric streetscape to establish a better pedestrian environment. This includes street trees, grasses and plantings in the planting strip, as well as at-grade planting where the lobby bisects the retail storefronts.

The next consists of the two open-air courtyards tucked behind the commercial space, both a mix of finer-grained hardscaping and edge planting that demarcates these zones as transitional

At the back of the lot, a quiet, more densely planted landscape creates a natural buffer between the project and the neighbors to the west. In addition to the introspective programming, existing trees and other plantings, along with a privacy fence, will help to ensure privacy.

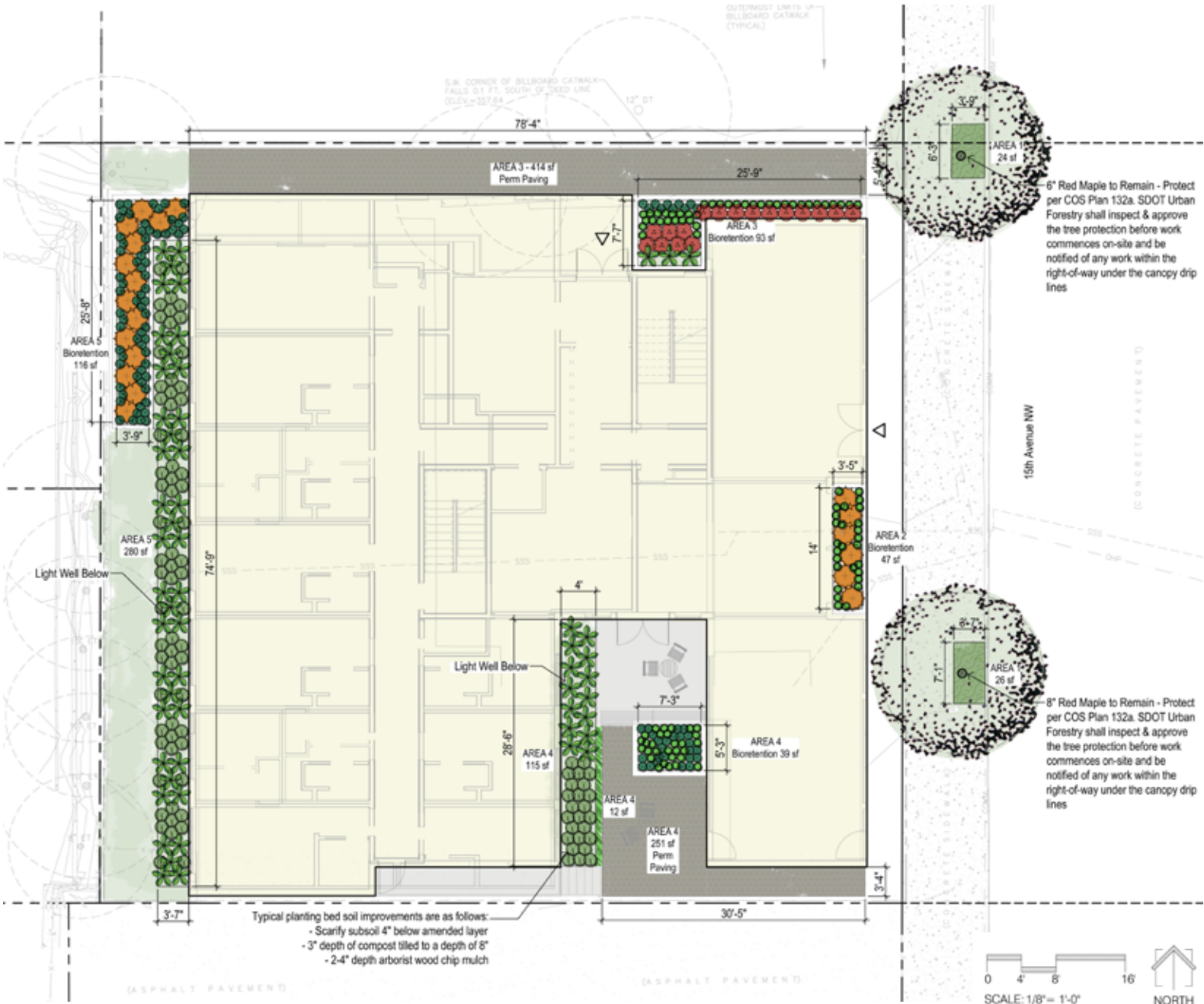
The project assumes a 4'-6" setback from the street-facing property line in anticipation of future pedestrian zone sidewalk widening.










PRIMARY LANDSCAPE ZONES

- SIDEWALK
- ENTRY / PATIO
- BACK OF LOT

NORTH FOR ALL PLANS + DIAGRAMS



PLANT SCHEDULE

SHRUBS	BOTANICAL NAME	SIZE	QTY	REMARKS	
	Carex stipata Sawbeak Sedge	4" pot	102	GF Plant List, +24", Native	
	Cornus sericea "Kelsey" Kelsey Dogwood	1 gal	16	GF Plant List, +24", DT	
	Cornus sericea "Midwinter Fire" Midwinter Fire Dogwood	2 gal	20	GF Plant Variety, +24", DT	
	Juncus ensifolius Swordleaf Rush	4" pot	95	GF Plant List, +24", Native	
	Mahonia repens Creeping Mahonia	1 gal	90	GF Plant List, +24", DT	
	Polystichum munitum Western Sword Fern	1 gal	57	GF Plant List, +24", DT	
GROUND COVERS	BOTANICAL NAME	CONT	SPACING	QTY	REMARKS
	Asarum caudatum British Columbia Wild Ginger	1 gal	12" o.c.	13	GF Plant List, DT

GF = Green Factor
DT = Drought Tolerant
+24" = Taller than 24" at maturity

COS STANDARD STREET TREE CLEARANCE

- 3' Face of the curb
- 5' Underground utility lines
- 10' Power Poles (15 feet recommended)
- 7' Driveways (10 feet recommended)
- 20' Street lights or other existing trees
- 30' Street intersections

GROUND COVER



British Columbia Wild Ginger
Asarum caudatum

CLIMBING



Evergreen Clematis
Clematis Armandii

SHRUBS



Sawbeak Sedge
Carex stipata



Midwinter Fire Dogwood
Cornus sericea "Midwinter Fire"



Kelsey Dogwood
Cornus sericea "Kelsey"



Swordleaf Rush
Juncus ensifolius



Creeping Mahonia
Mahonia repens



Western Sword Fern
Polystichum munitum