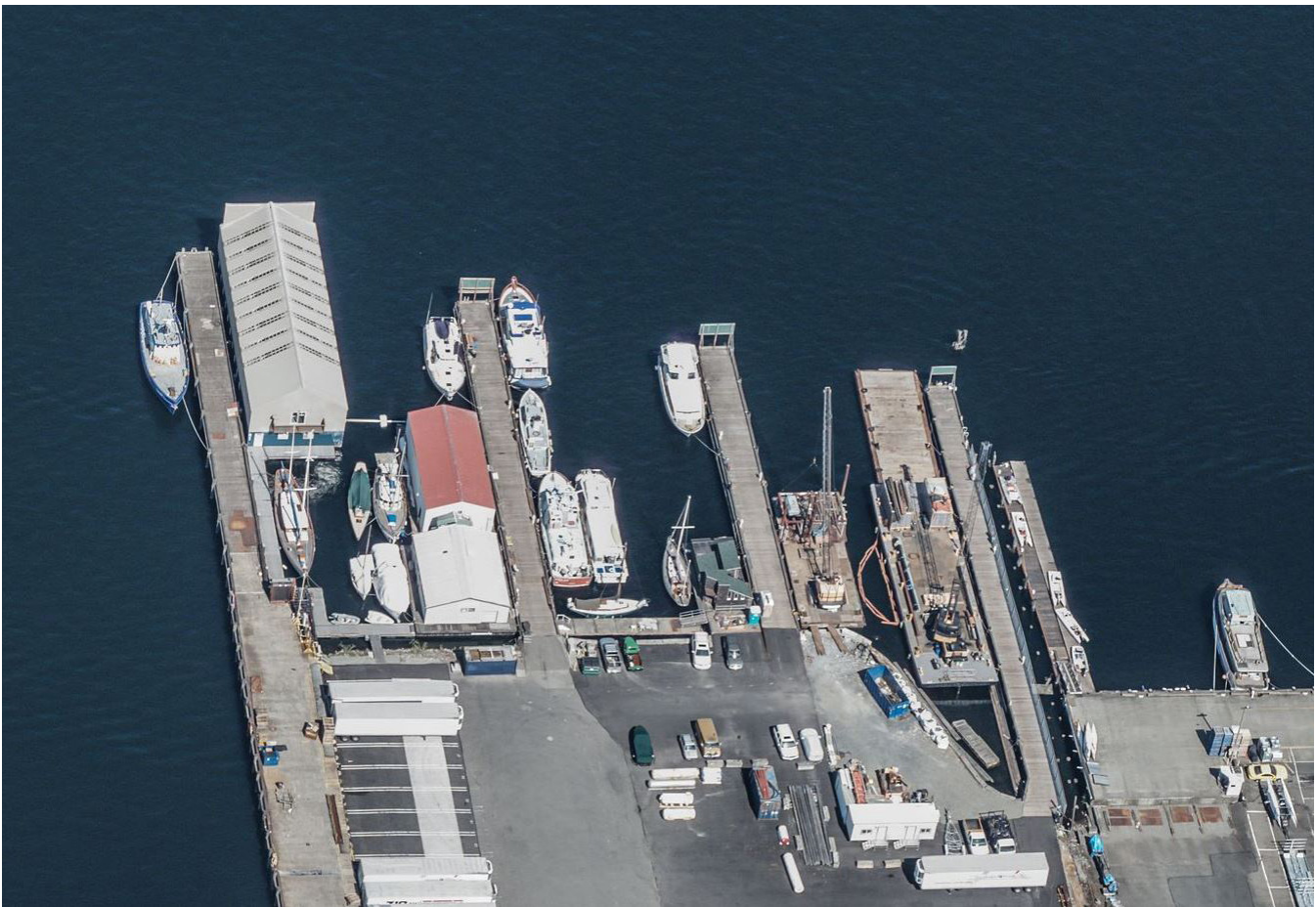


NICK3RSON APARTMENTS

609/615/621 W NICKERSON STREET, SEATTLE, WA 98119 | PROJECT #3026191
2nd DESIGN REVIEW RECOMMENDATION



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PROJECT INFORMATION

site address 609/615/621 W Nickerson Street
parcel number 1443500225, 1443500230, 1443500235, 1443500245
project number 3026191-LU

PROJECT TEAM

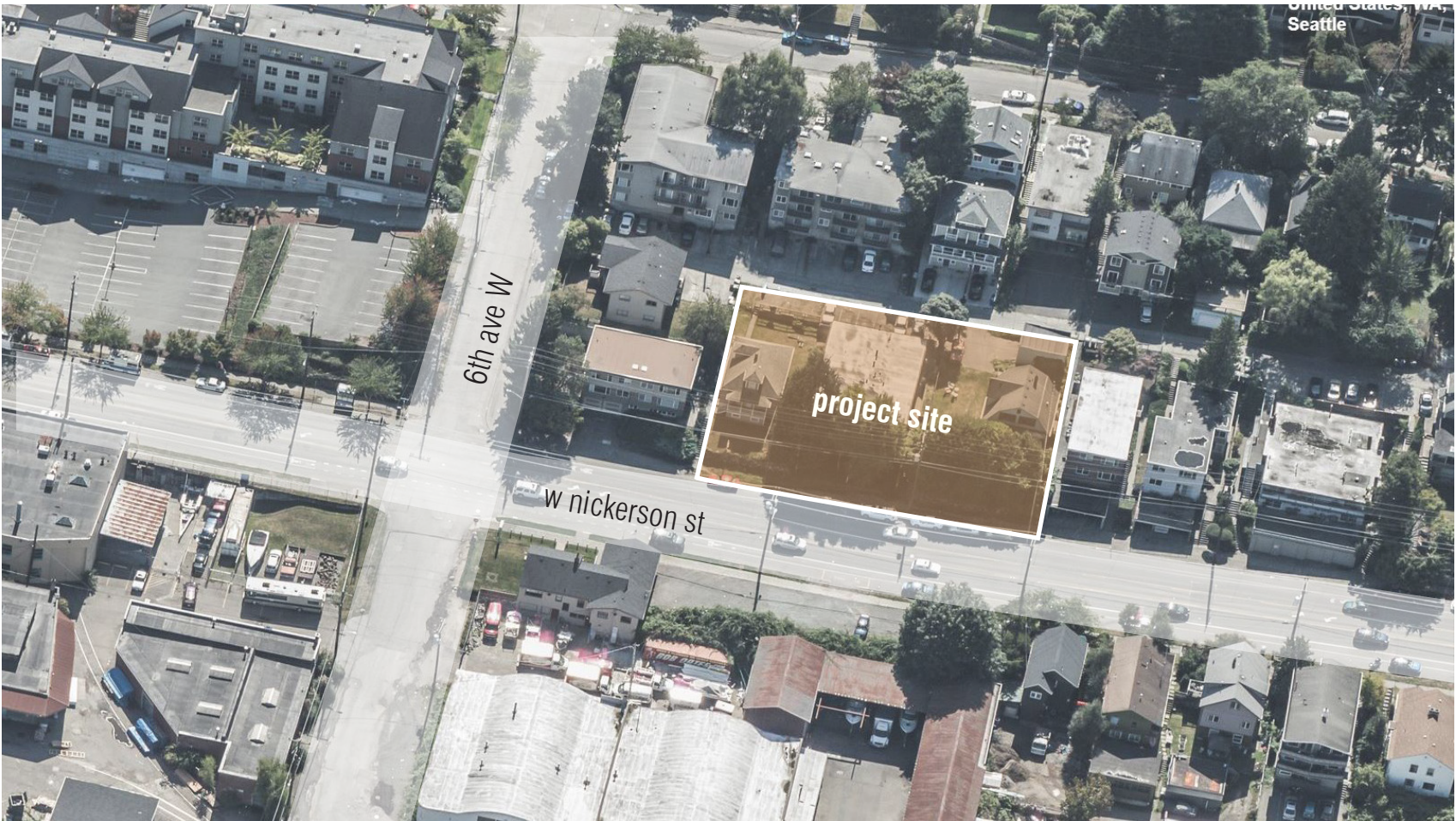
architect Atelier Drome Architecture
112 Prefontaine Pl S
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206 395 4392
contact Michelle Linden
michelle@atelierdrome.com
owner STS Construction Services
geotechnical Keith Cross
surveyor Terrane
landscape Erin Lau Design
structural AJP Engineering
civil KPFF

PROJECT CRITERIA

zoning LR3 RC
abutting zones C2-40 to North, MIO-37-LR3 RC to East, and LR2 to South
current use single-family residences on 609, apartment on 615, and triplex on 621
lot area 17,585sf
allowable FAR 1.3/1.6 for Apartments
ECAs 40% steep slope, Potential Slide Area, and Known Slide Areas for 609 & 615 only
parking 17 stalls provided (in frequent transit zone, 50% reduction)

PROJECT PROPOSAL

far 27,975 sf
residential units 70 units



CONTEXT + SITE

The project site is located in North Queen Anne, which faces Fremont, is home to Seattle Pacific University, and has a quieter feel than the rest of Queen Anne that is closer to Downtown. The site is zoned LR3 RC, sandwiched between low-rise zones and commercial zones with major institution overlays. The site is near numerous transit locations and is embedded in a neighborhood transitioning from older low-rise apartments and single family residences, to a more dense array of multi-family developments.

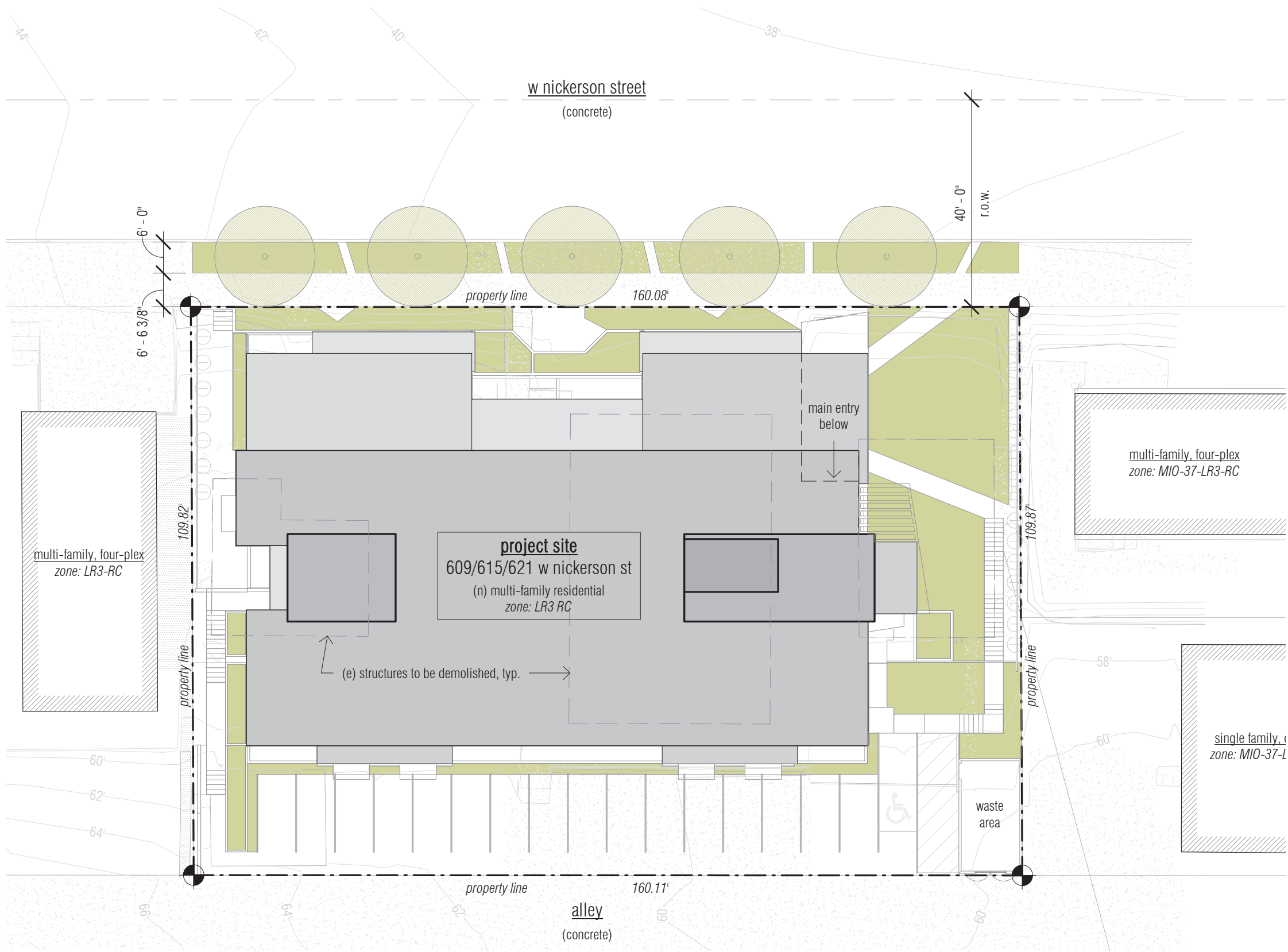
DEVELOPMENT PROPOSAL

This development proposes to build 70 new small efficiency dwelling units in an area that is currently underserved in its offering of multi-family dwelling units. Parking will also be provided as required.

DEVELOPMENT OBJECTIVES

1. Create housing that can be a source of pride for a young, [transitioning](#) community.
2. Encourage [community building](#) through large, attractive residential amenity spaces both inside and outside the building.
3. Provide housing that can be used both by students and by those graduating into their own housing.
4. Develop a sustainably minded, [long-lasting](#) building to support the neighboring SPU.

4.0 SURVEY + SITE PLAN

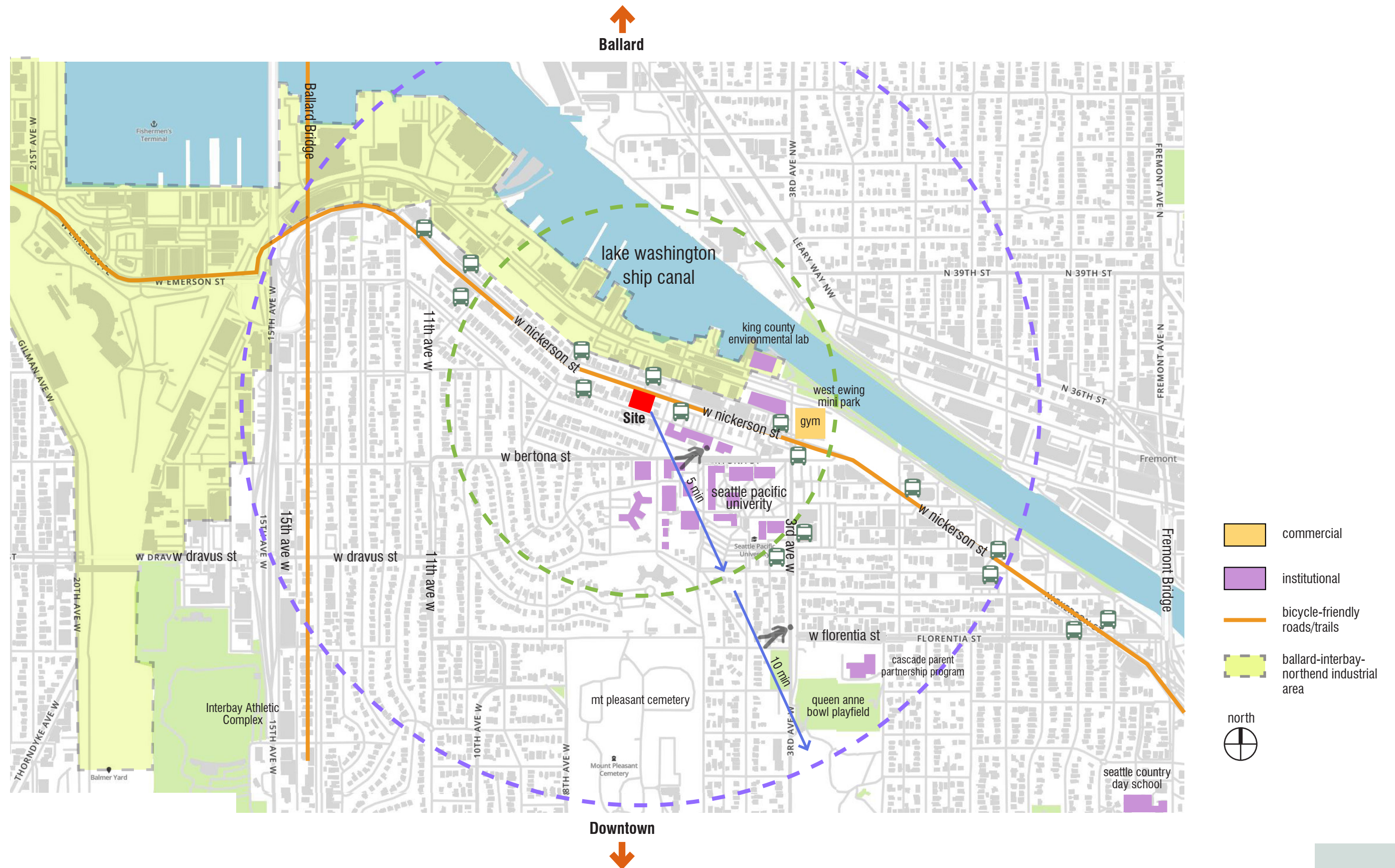


LEGAL DESCRIPTION

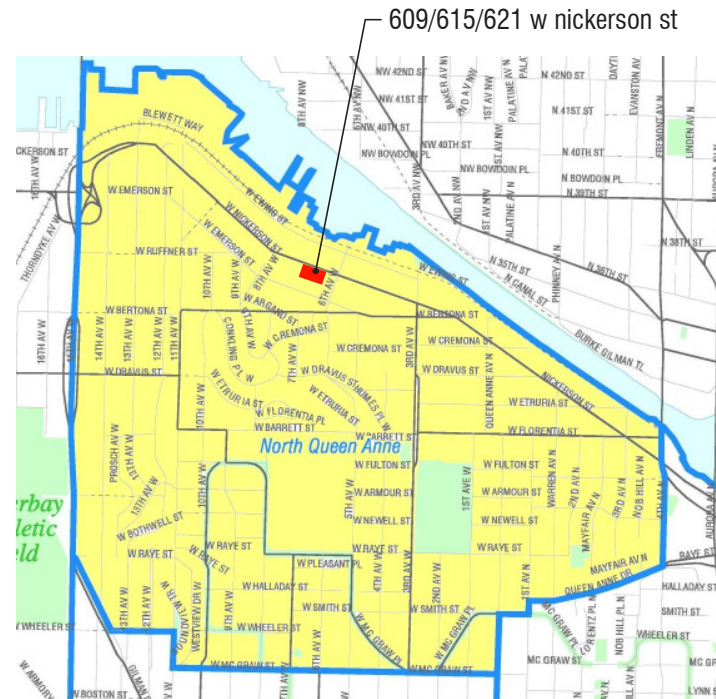
lot 14, lot 15, lot 16, lot 17, block 6, ross second addition to the city of seattle, according to the plat thereof recorded in volume 2 of plats, page(s) 140, records of king county, washington.

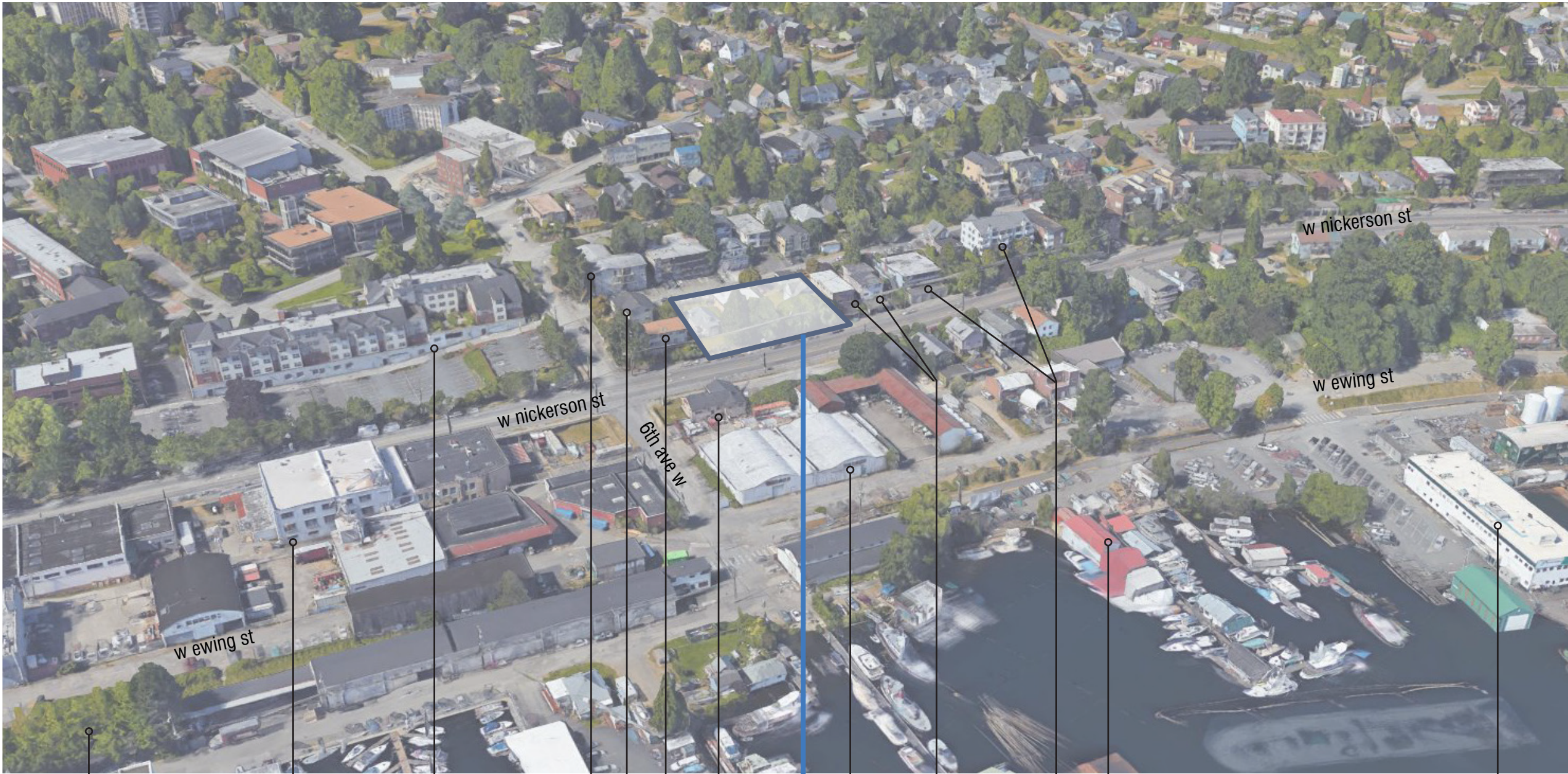
PROJECT DESCRIPTION

This project proposes to develop the existing multi-family lots at 609/615/621 w nickerson st. the proposed building is a 3-story, small efficiency dwelling unit (SEDU) apartment building with parking as required.



Queen Anne is located north of downtown Seattle and south of the Fremont area. Queen Anne is both a vibrant neighborhood and one of the tallest hills in Seattle. North Queen Anne is home to Seattle Pacific University, and has a quieter feel than the rest of Queen Anne that is closer to Downtown.





PROJECT LOCATION KEY



SURROUNDING CONTEXT



a. **emerson hall**: SPU residence hall; amenities include a community lounge and exercise room



b. **645 w nickerson st**: 3-story apartments



1



2



c. **633 w nickerson st**: 2-story apartments with access to parking from w nickerson st.



d. **855 w nickerson st**: apartments with garage access from w nickerson st



3



4



e. **bob oates**: 1-story commercial building with surface parking lot adjacent to it



f. **3473 6th ave w**: 3-story multi-family structure garage access from w nickerson st.



5

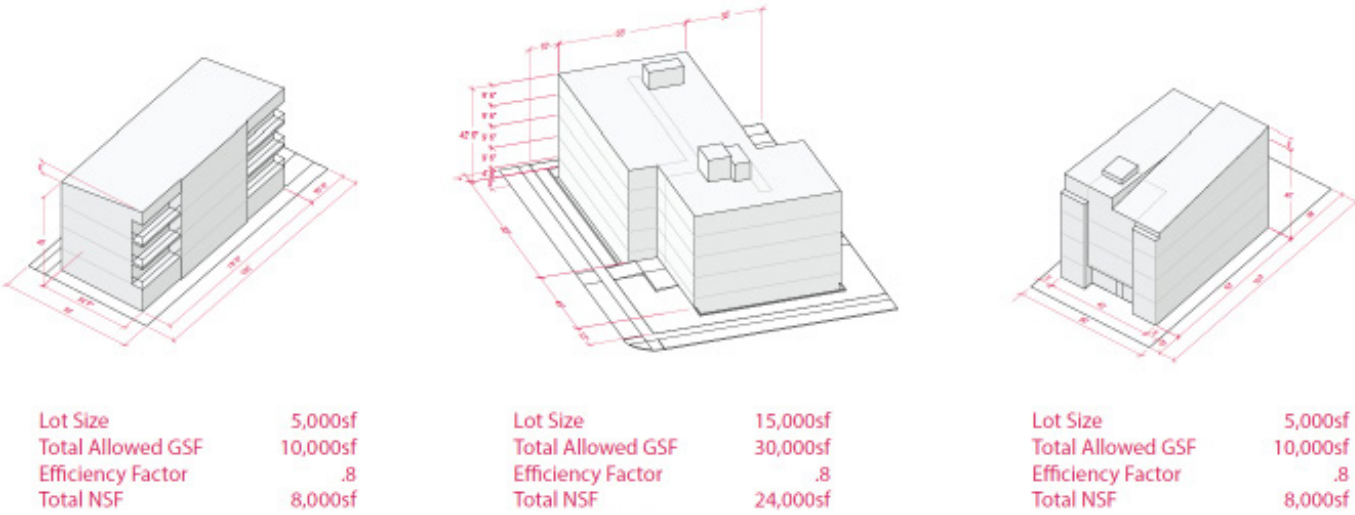


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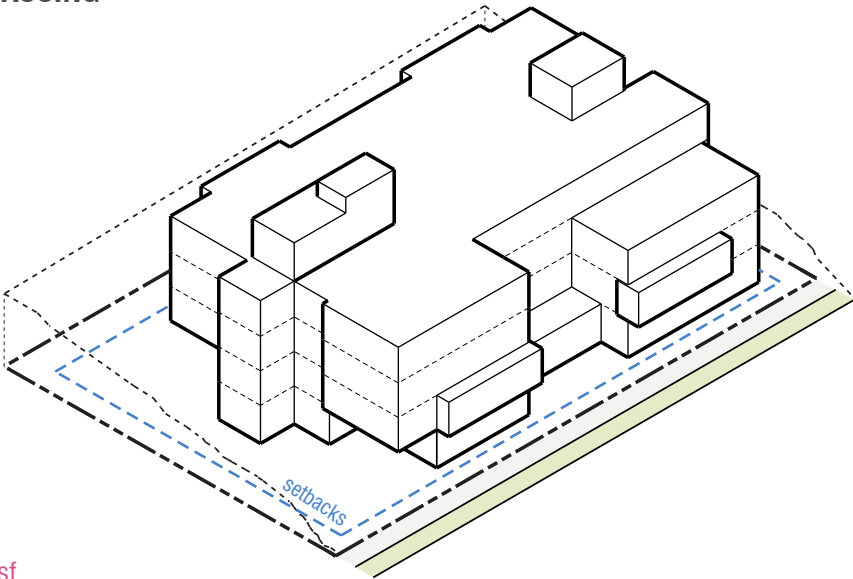


6.0 ZONING ANALYSIS | low-rise 3 zone

EXAMPLES OF MASSING IN LR-3 ZONE



PROPOSED MASSING



lot size: 17,585 sf
total allowed FAR: 28,136 sf
total proposed FAR: 27,975 sf
total units: 70 SEDUs
SEDU size: 320 sf*
parking spaces provided: 17 stalls

*320 sf maximum allowed for small-efficiency dwelling units

LR-3 ZONING PER SMC 23.45

	requirements	proposed
allowed uses	residential uses (townhouses, rowhouses, and apartments)	SEDU (small-efficiency dwelling unit) apartments
floor area ratio (FAR) max.	apartments 1.3 or 1.6* (outside urban village) * on lots that abut a street w/ frequent transit service, higher FAR limit is 1.6	allowed: 1.6 x 17,585 sf = 28,136 sf max. proposed: 27,975 sf < 28,136 sf, complies* portions of a story that extend ≤ 4ft above grade & bicycle storage areas excluded in FAR
density limit	no density limit for apartments in LR-3	70 SEDUs
height limit	30ft if outside of urban centers & urban villages, and station area overlay districts	27ft above the average grade plane, complies
setbacks	front: 5ft min. sides: 7ft avg; 5ft min. rear: 10ft min. with alley	front: 8.5ft on street-level, 5ft min. upper level sides: 8.75ft (west); 19.78ft (east) rear: 21.5ft (alley), complies
amenity area	25% of lot area required; 50% of total amenity area is required to be provided on ground as common amenity area for apartments	required: 4,396.3 sf (2,198 sf at ground level) proposed: 2,515 sf on ground level, complies 5,323 sf total amenity area, complies
green factor	landscaping of 0.6 green factor required	proposed: 0.625, complies
structure width	120ft for apartments outside of urban villages/ centers or station overlay district areas	proposed: 131.55ft > 120ft* *structure width departure requested
facade length	max. 65% of the length of the side lot line for portions within 15ft of a lot line	allowed: 109.82ft x 65% = 71.38ft max. proposed: 67.08ft < 71.38ft, complies
parking	1 stall per 1 dwelling unit* *50% reduction in frequent transit zone 50% reduction for SEDUs	70 SEDUs in frequent transit zone = 17 req'd 17 stalls proposed off the alley, complies
design standards	street-level, street-facing transparency and articulation requirements	not required for projects going through design review
light & glare	parking shall be screened from abutting properties by a fence, wall, or landscaped berm at least 5ft in height.	min. 5ft tall landscaped berm to the west and 6ft in height fence to the east proposed
waste area	for units 51-100, 375 sf + 4 sf each additional unit above 50.	SPU approved waste exemption for the proposed waste layout with 264 sf area

steep site topography challenge

- project site is designated as ECA steep slope area.
- approximately 24' grade difference from w. nickerson st to the alley (North - South)
- project site also slopes from West to East with 4-5' grade differences at w. nickerson street and the alley



building footprint restraints

- facade length maximum requirement per smc 23.45: 60% of the side lot line = $109.82\text{ft} \times 65\% = 71.38\text{ft}$ max.
- structure width maximum requirement per smc 23.45: 120ft max. if the site is not in the urban village or station overlay district*
* the project is proposing the departure to request increase in the structure width
- 6" alley dedication, 20' backing distance for small vehicles, 16' small parking spaces: all located rear per DRB



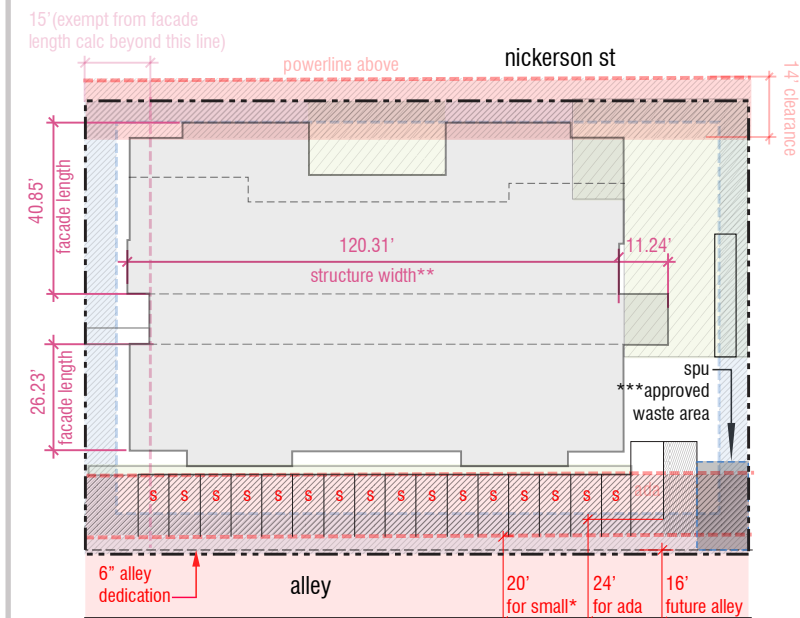
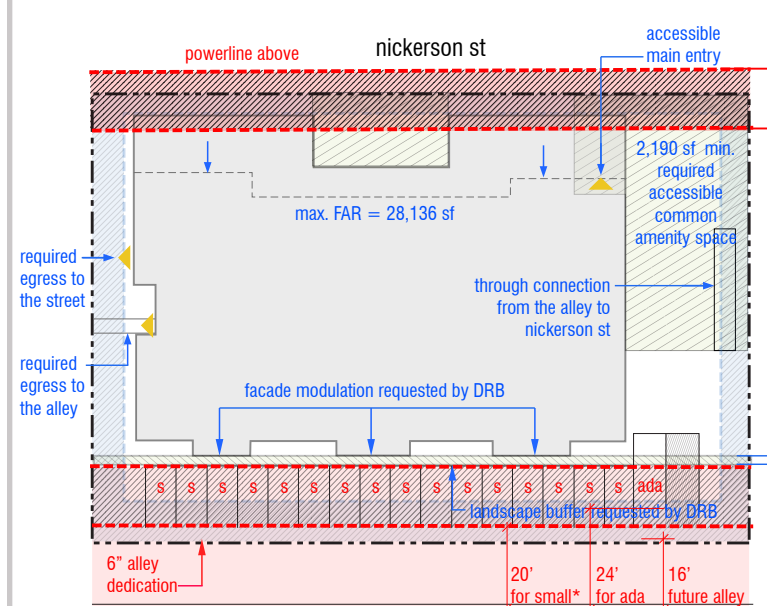
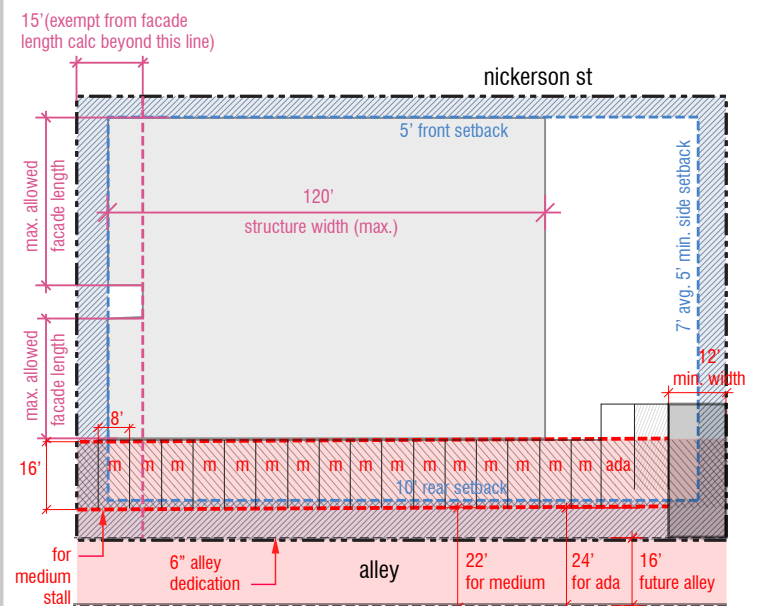
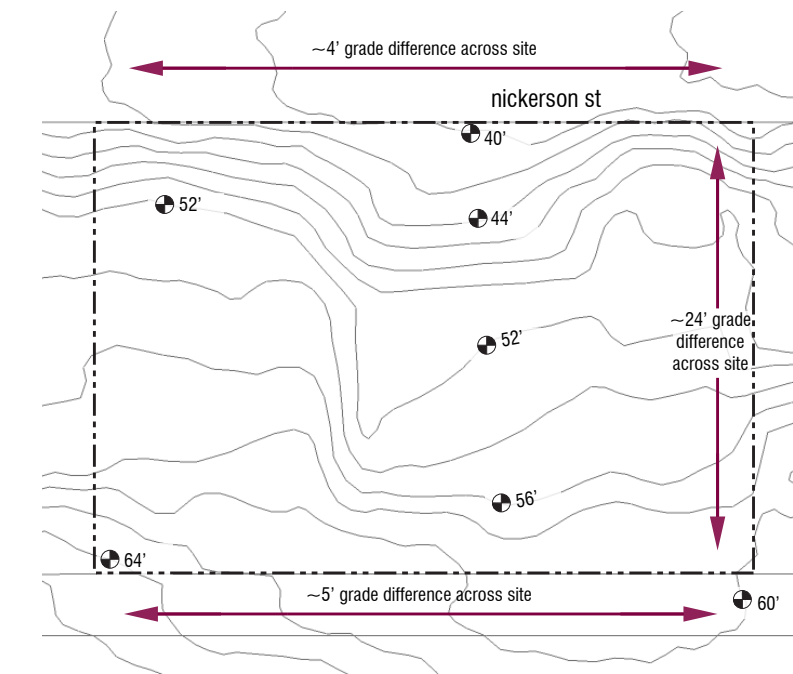
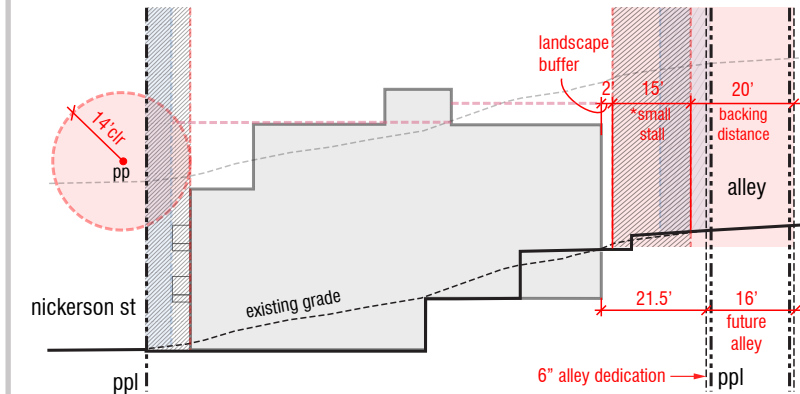
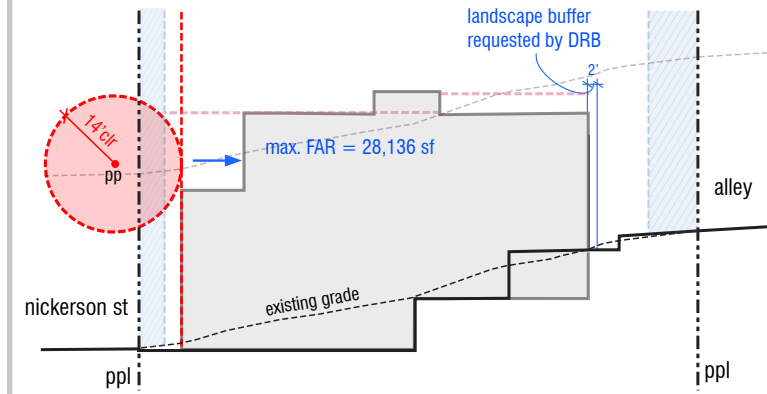
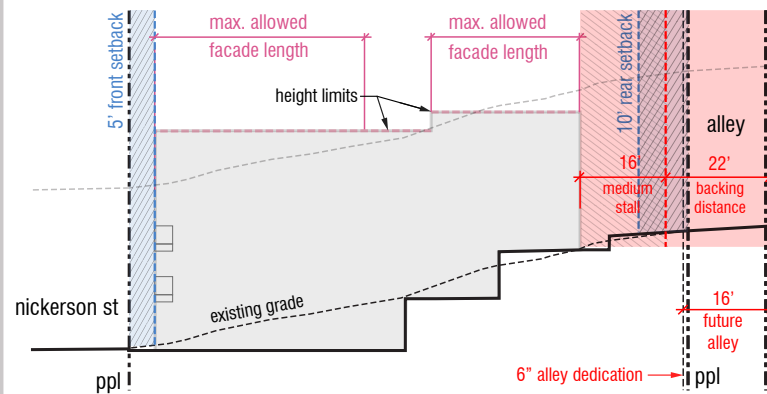
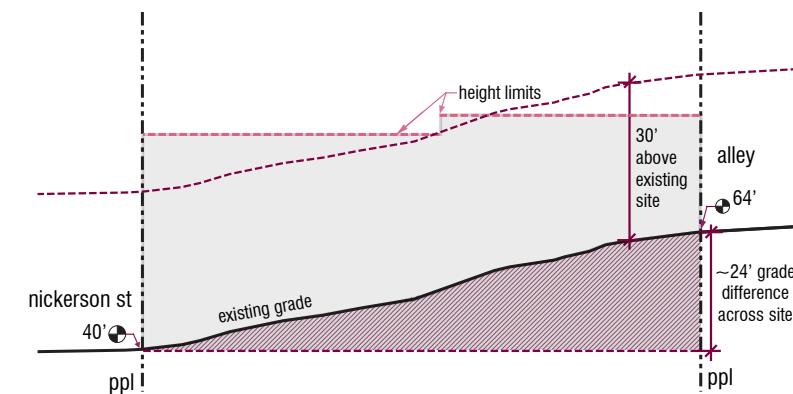
additional building restraints

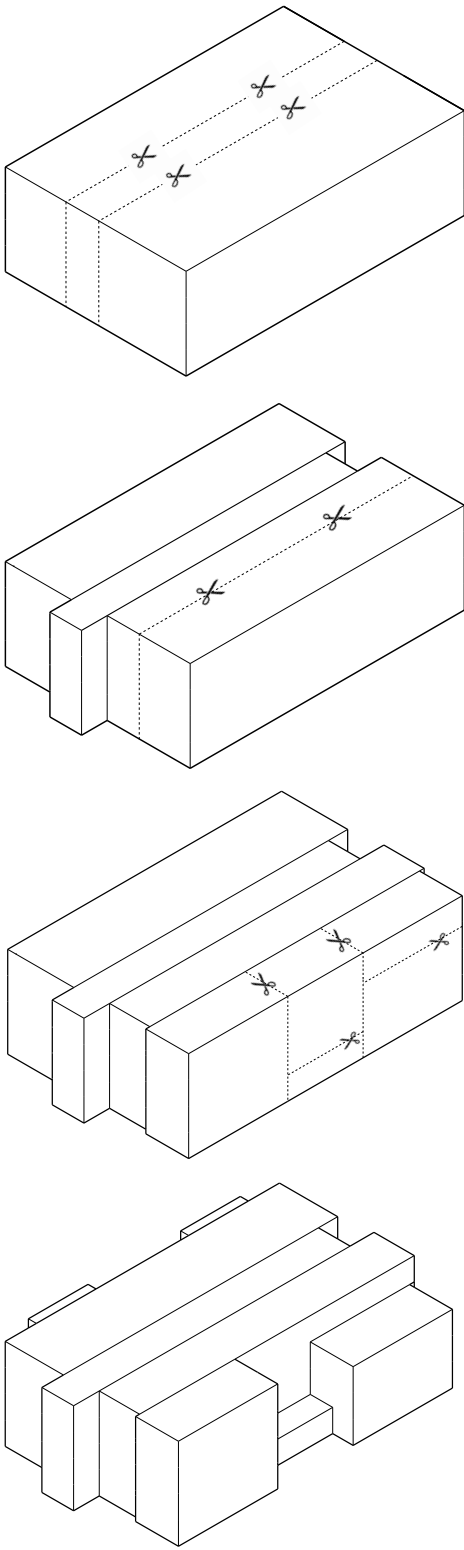
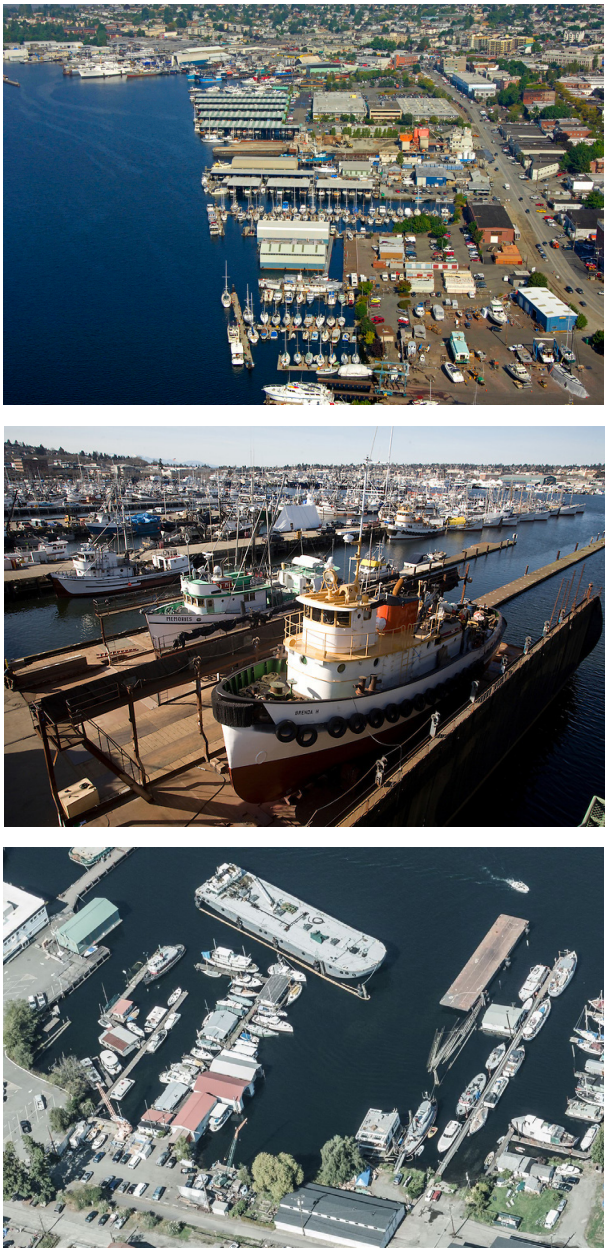
- egress required to both street and alley
- through-block connection from alley to street requested by DRB
- powerline clearance restricting height @ front facade per recently changed SCL policy
- 2,198 sf accessible amenity space required at grade
- maximum allowed FAR is $1.6 \times \text{site area} = 28,136\text{sf}$
- modulation and landscape buffer @ rear requested by DRB



resulting building massing

- *parking size reduction departure to accomodate requested landscape buffer by DRB
- **structure width departure to create "beacon" that is incorporated into the bigger massing and making the principal entry more prominent as requested by DRB
- ***proposed waste area is approved by SPU (meets the minimum dimensions as requested by SPU)

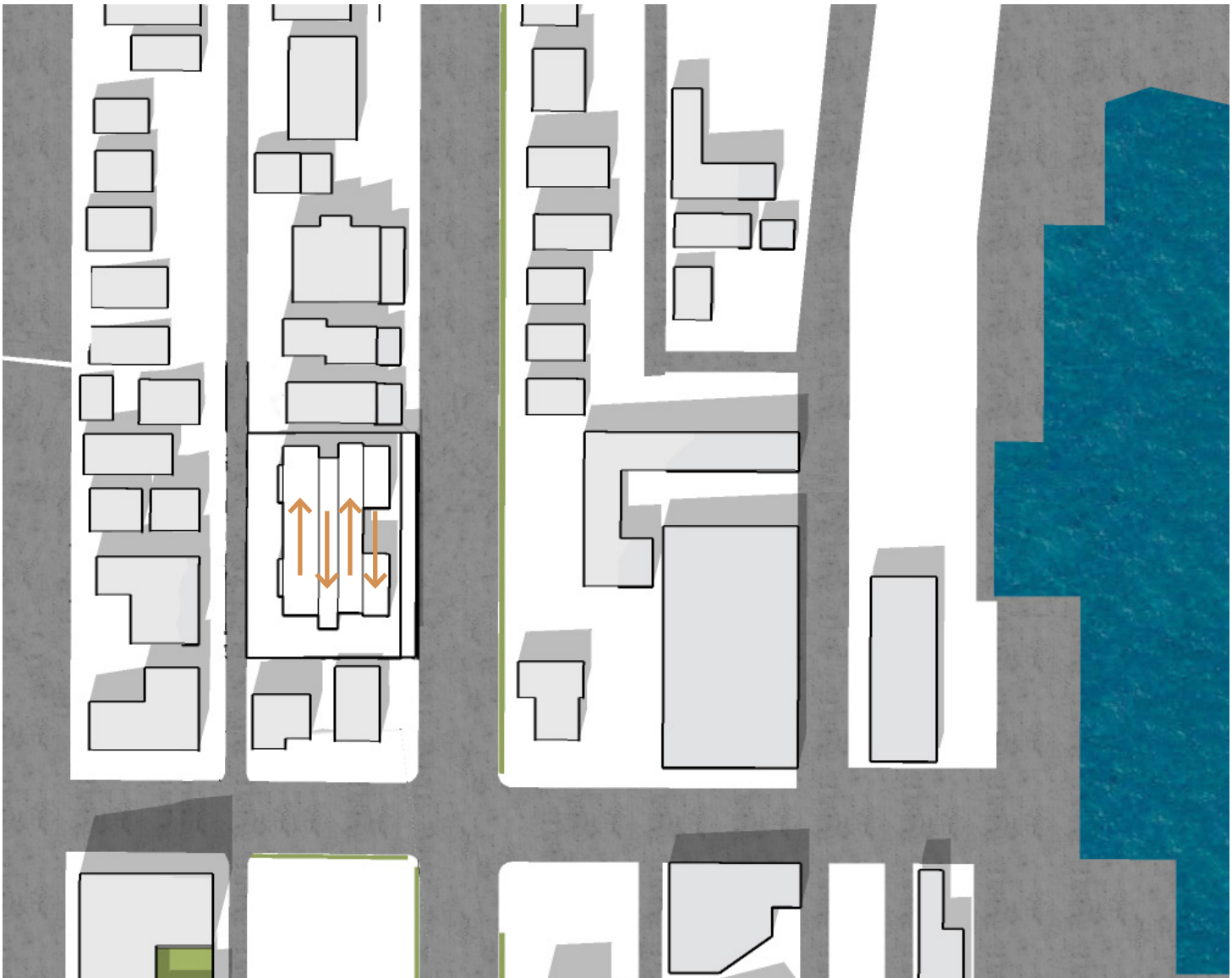




DESIGN CONCEPT

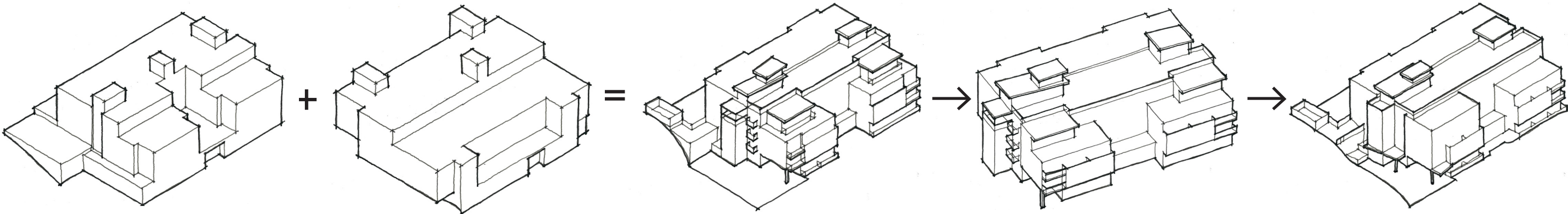
The design concept of “slices” or slipping masses is an evolution of EDG scheme #3, “the bar”. Asked to combine schemes 2 & 3, the design team took further inspiration from the nearby boat slips located in the Ship Canal just a block from the site. The form and rhythm of these structures enhanced and extended the bar scheme to it’s current state.

The building is designed as a series of slices that glide past one another. Much like boats on the canal, each slice is different in size, shape, and importance. Each one of these slices can also be clearly differentiated from one another by their materials. Though each slice maintains its uniqueness, the building maintains cohesiveness through regimented fenestration patterns and materials that clearly reflect the massing moves.



edg guidance - may 17th, 2018

GUIDANCE THEME	BOARD GUIDANCE	DESIGN RESPONSE	DESIGN GUIDELINE
1 massing/ composition	Develop a hybrid massing that is combining the context-sensitive massing (scheme 2) and parking solution (scheme 3). Provide modulation on the alley. Study the existing context on Nickerson and explain how the solution proposed is responding to the context.	The proposed development is a hybrid of scheme 2 and 3 that is reflective of the context. The massing is modulated to break down the scale and reflect the rhythm of the surrounding buildings on Nickerson Street. Surrounding context study is provided.	PL3-A: entries CS2-D: height, bulk, and scale DC1-A: arrangement of interior uses
2 street-level interaction	Supported the recessed lobby of scheme 2 (better privacy buffer, the creation of defensible space, & hierarchically larger entry).	The primary entry is located on the east side adjacent to the large courtyard. The lobby becomes an extension of the courtyard, and connects residents & visitors to the public realm of the building, while the street-level, street-facing units live protected behind their buffer.	DC1-B1: vehicular access location & design
3 amenity space	Combine the two ground-level amenity spaces into one larger & more useable space. Asymmetrical composition might be more appropriate to group and maximize the amenity spaces.	Larger public amenity space is justified to one side for better use by the residents. The isolated asymmetry functions as a beacon of the public space and allows for an improved amenity experience.	PL3-A: entries PL3-B: residential edges
4 materials	High quality materials will be very important on this project and that the most appropriate context to draw cues from would be materials from the campus of SPU.	Durable, high quality materials are proposed at locations close to grade and to amenity & public areas. Architectural articulation and fenestration cues are drawn upon from the surrounding residential context per the Board's recommendation.	DC4-A: exterior elements & finishes
5 parking access & bicycles	The board supported the alley-only parking scheme of scheme 3 and gave guidance that the two ADA spots on Nickerson be eliminated.	All of the parking spaces are located off the alley. Bicycle storage is directly accessed from the lobby which is adjacent to the public amenity space.	PL4-A: entry locations and relationships PL4-B: planning ahead for bicyclists



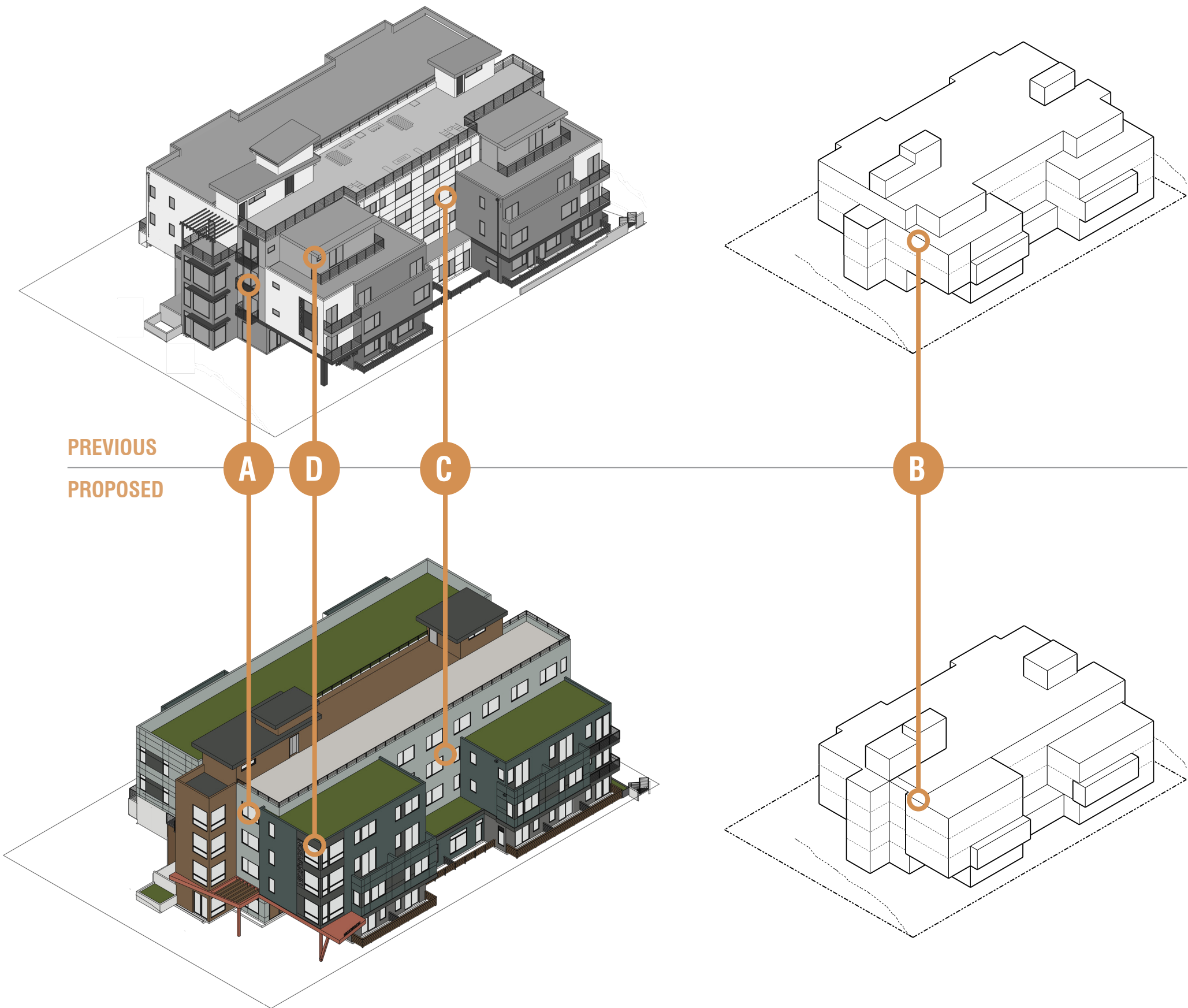
BOARD GUIDANCE: ARCHITECTURAL CONCEPT

- A** The Board asked that the applicant simplify & clarify the choices of materials, colors, fenestrations, pattern, and detailing to create a legible order and hierarchy that supports a clear architectural concept. The Board agreed that the multiple massing shifts and changes in siding type and color did not yet exhibit a legible compositional order. [DC-2]
- B** The Board asked that the applicant simplify and clarify these choices to create a legible order and hierarchy that supports a clear architectural concept. [DC2-B]
- C** The Board agreed that in this largely symmetrical composition, the deep setback of the white-clad mass in the center of the project works at cross purposes with the intent to locate the principal entry not at the center but at an outboard edge.
- D** The Board asked the applicant to re-order this compositional logic to support the intended entry location. [PL2-D, PL3-A, DC-1, DC2-B]

DESIGN PROCESS + RESPONSE ELABORATED

- The design concept began with an initial slice from west to east through the overall mass to give the illusion of movement on the site reflective of the movement along Nickerson. The slice is punctuated by a beacon element at the eastern edge. This concept has been expanded to include:
- A second slice through the overall mass
 - Materials applied with rigor to reflect the simplified organization of the massing concept.
 - A glimpse to the internal slices by cutting away from the masses – adding the benefit of providing light and air to residents while exposing the inner slices.
 - Upper floor re-ordered to give weight to the location of the entry at the eastern edge, and provide a clearer visual of the exposed slices.
 - The entry and amenity tower beacon have been connected visually and physically with vertical windows and a brise soleil.

[DC2-A-1, DC2-B, PL2-D, PL3-A-1, DC1-A-2]



BOARD GUIDANCE: MATERIALS

A The Board asked that careful consideration be given to how the “special” materials (brick and wood cladding) are used to make the most of these higher-quality materials. [DC4, DC2-C, DC2-D]

DESIGN PROCESS + RESPONSE ELABORATED

Materials have been simplified and reduced in order to better reflect the massing concept.

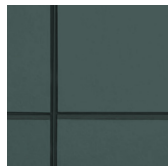
- Materials are consistent on each slice of the building, the changes in materials happen to changes in the slices, taking special care that the materials do not feel painted on. This is clearly evident at the exposed slice at the entry and more visible central mass at upper levels.
- Higher quality materials are used at the base, where the brick can be enjoyed by pedestrians and residents alike, and at the community spaces, with the wood cladding at the beacon element signifying its community use and connecting the amenity spaces at the ground and roof levels.
- Per the Board recommendation, the quantity and variety of materials has been reduced and simplified.

[DC2-C-1, DC2-D-1, DC4-D-1, DC4-D-2]

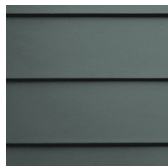
MATERIALS PALETTE



M-1 brick veneer (coal creek)



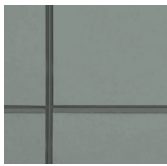
M-2 panel (mediterranean teal)



M-3 lap siding (mediterranean teal 80%)



M-4 fiber cement panel (rock bottom)



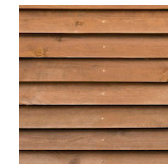
M5 - fiber cement panel (night train)



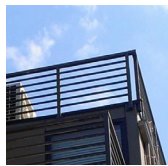
M-6 paint (copper clay)



M-7 black vinyl window



M-8 cedar - stained



M-9 black railing



ORIGINAL



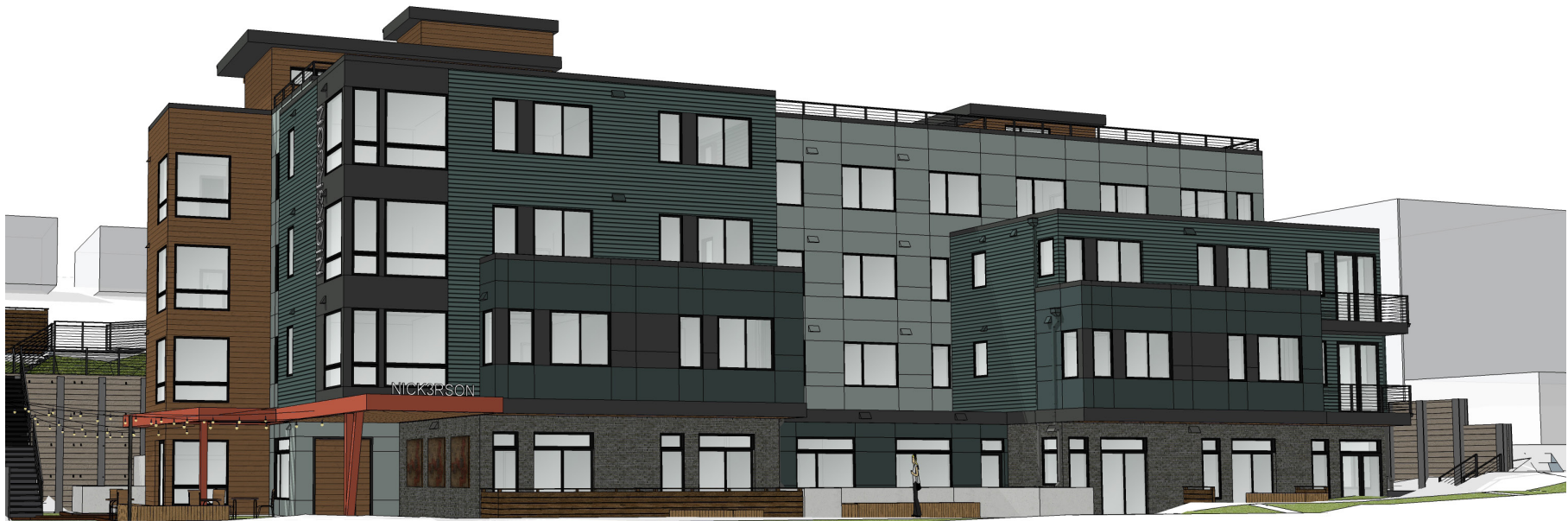
RIGID APPLICATION OF MATERIALS, NO HIGHER END MATERIALS AT BASE



SPECIAL MATERIALS ADDED AT MULTIPLE LOCATIONS, NO HIGHER END MATERIALS AT BASE



REDUCED MATERIAL PALETTE, NO HIGHER END MATERIALS AT BASE



PREFERRED MATERIAL SCHEME

BOARD GUIDANCE: ENTRY SEQUENCE

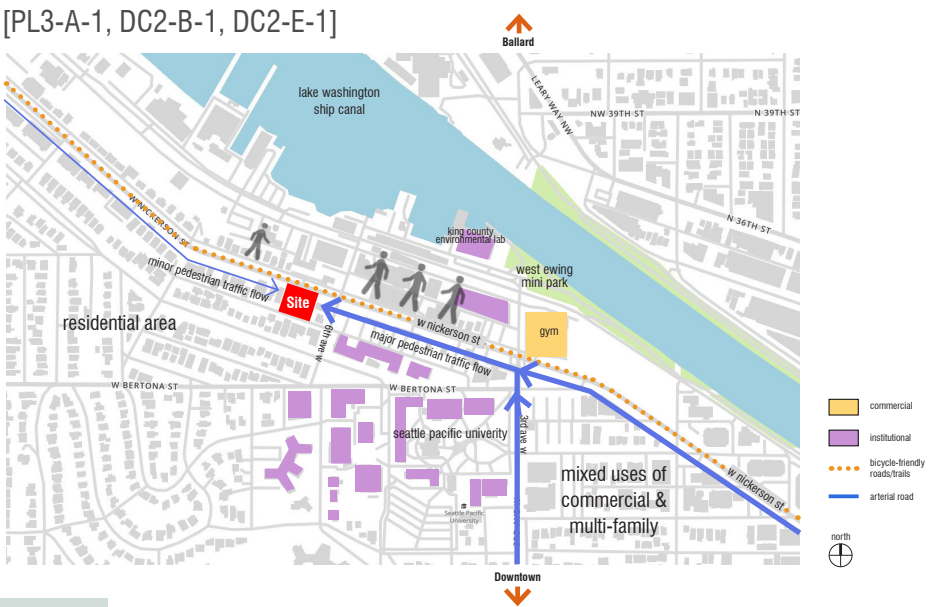
- A** The Board supported the proposed unique entry sequence; a combination of exterior amenity space, through-connection to alley, amenity tower 'beacon' and principal entry.
- B** The board agreed that the elements of this composition should be revised and re-ordered to create a strong entry expression and unique identity for this area, one that clearly indicates its location and primacy. [DC2-E, PL3-A]
- C** The Board supported the idea of the entry tower 'beacon' and asked that this gesture be strengthened to read more clearly, and that its form be better integrated with the larger composition. [PL3-A, DC2-B]

DESIGN PROCESS + RESPONSE ELABORATED

The proposed entry is located at the eastern edge of the building, recessed from the front facade. This location allows the entry and its associated covered walk to directly relate to the adjacent amenity space, allowing inside and outside to blend together.

- An amenity tower (clad in wood siding, which helps to signify its use moving up the building) acts as a beacon adjacent to the entry. This both connects the various levels of entry and amenity space as well as serves as an identifying feature for visitors and residents alike.
- The massing and fenestration has been reordered to add weight to the eastern edge, and similar window styles and the brise soleil provide both a physical connection and logical visual signifier of the entry and amenity beacon

[PL3-A-1, DC2-B-1, DC2-E-1]



BOARD GUIDANCE: FENESTRATION

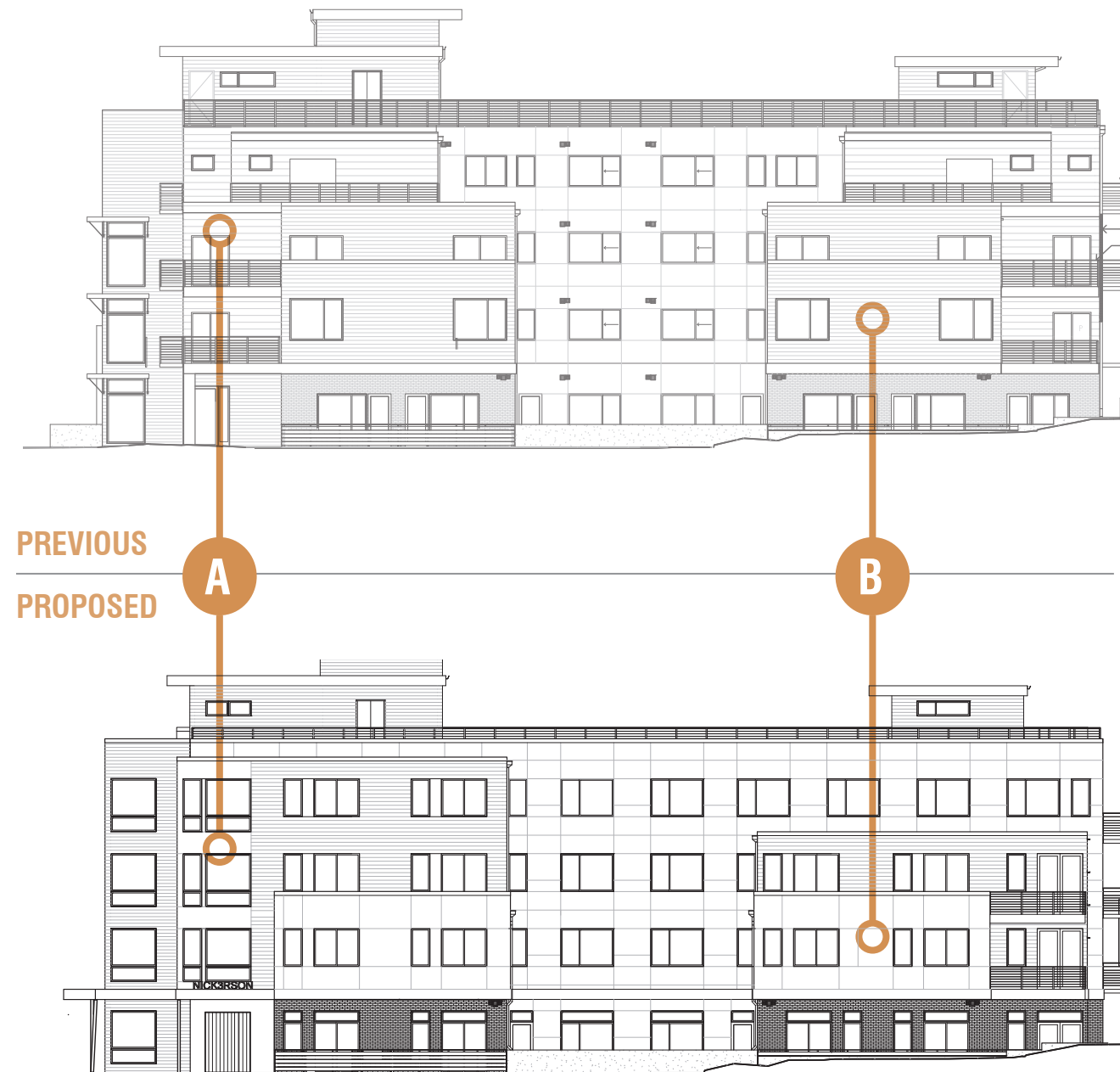
- A** The Board asked the applicant to develop a simplified & legible language of window sizes, types, and uses, and to organize them in a pattern that supports the larger compositional order. [DC2-B, DC2-C]
- B** Where large areas of opaque wall appear on the Nickerson elevation, the Board encouraged the applicant to consider larger windows and/or a reorganization of the elements to create a more harmonious composition. [DC2-B]

DESIGN PROCESS + RESPONSE ELABORATED

Originally, the proposal included a wide variety of window types and sizes. Additionally, the window locations were predominantly located based on their relationship to the interior spaces. Based on the Board's feedback, have reduced the variety of window types and provided a clearer logic to their location.

- Window sizes have been increased, parapet heights reduced, and additional windows added at the Nickerson facade in order to reduce large areas of opaque wall.
- Window and secondary architectural features have been adjusted to better reflect the overall compositional order of the massing.
- A clearer uniformity of window styles has been provided throughout the building, with unique window styles located in order to reflect their importance at the entry corner and amenity tower beacon.

[DC2-B-1, DC2-B-2, DC2-E]



RIGID SPACING AT REAR MASS, REDUCED BLANK WALLS, REVISED MASSING AND FENESTRATION TO SUPPORT CORNER ENTRY

STUDIES

IRREGULAR SPACING, REVISED MASSING, REDUCED BLANK WALLS



ORIGINAL SPACING, REVISED MASSING



RIGID SPACING, REVISED MASSING, REDUCED BLANK WALLS

BOARD GUIDANCE: LANDSCAPING

- A** The Board acknowledged the evolution and development of the landscape design at the eastern portion of the site (where the amenity space and entry are located) and asked that a similar level of attention and development be applied to the rest of the street-facing and street-adjacent areas on Nickerson. [PL3-B, DC4-D]
- B** That development should establish a rhythm and pattern of elements (planting-type areas, leaning or sitting spots, ‘eddie’ for pedestrians, etc.) with an understandable order in support of the architectural concept. [PL3]

DESIGN PROCESS + RESPONSE ELABORATED

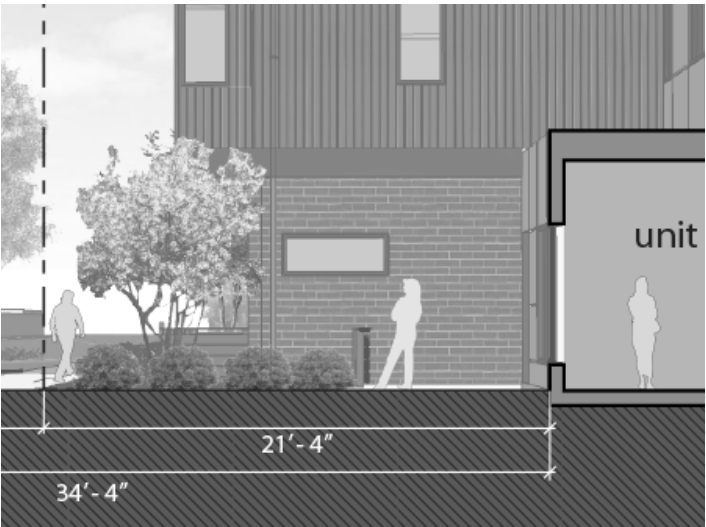
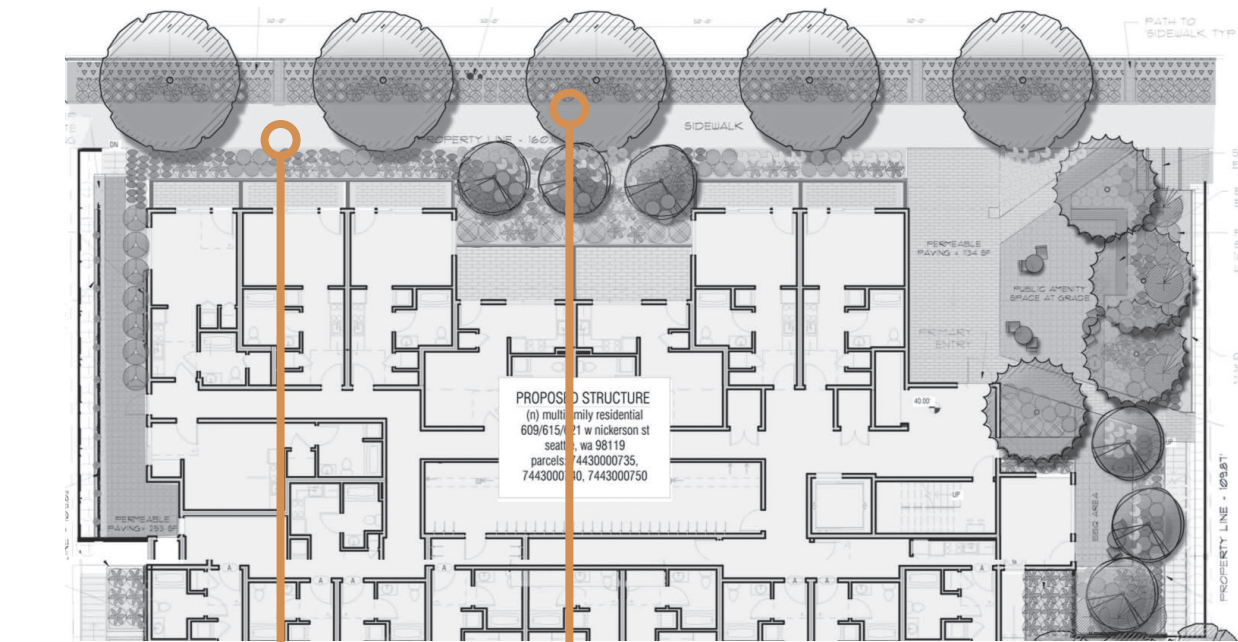
During the EDG meeting, the Board requested that the building provide a defensible landscape buffer between the sidewalk edge and the private yards. However, during the 1st Design Rec meeting, the Board suggested that the landscape had become too defensible and relentless, and requested more pedestrian engagement and connection to establish a rhythm & pattern of elements in support of the architectural concept.

The landscape has been revised to incorporate public benches, a small eddy, and provide a variety of scales and types of plantings to create visual interest and engagement along the route to the entry. The planting patterns slip towards the entry, reinforcing both the entry location and the overall architectural concept.

The center units at the lower level have been pushed forward closer to the sidewalk, minimizing the feeling of a recessed formal courtyard. The bench at this location gestures towards the entry, emphasizing the entry as the destination, whereas the bench is a part of the journey.

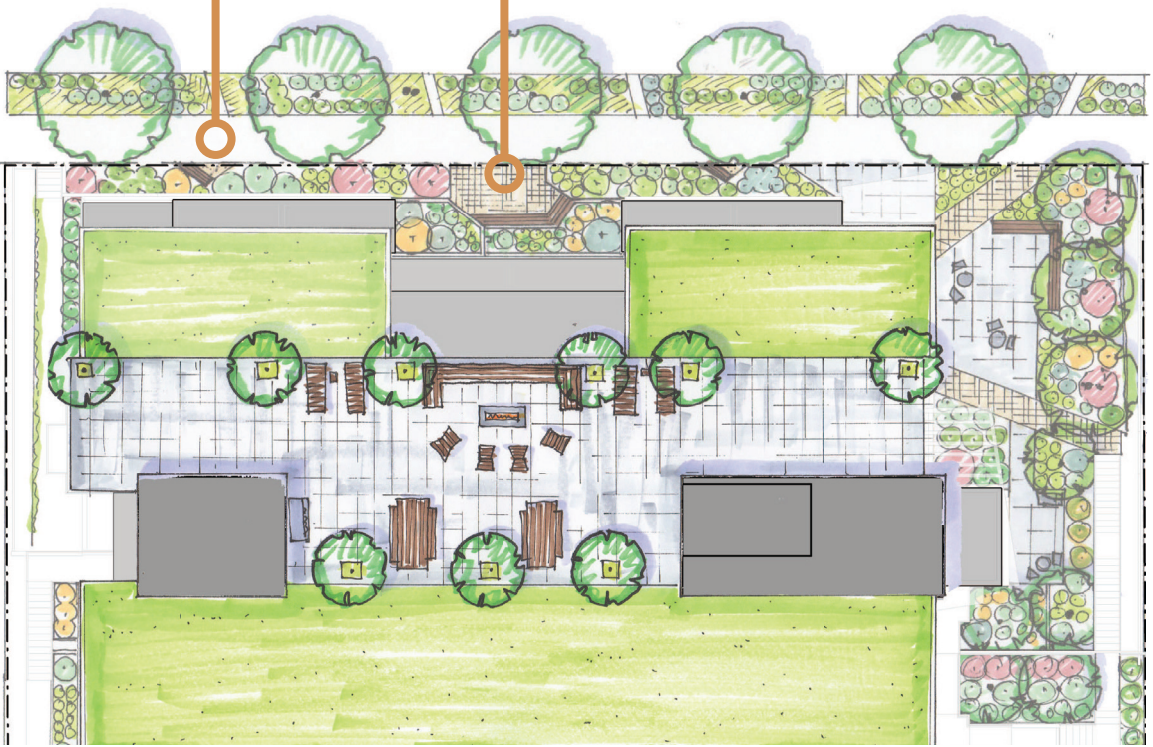
Additional subtle landscape cues have been integrated along the W Nickerson facade to further enforce the gesture.

[PL3-A-1, PL3-A-4, PL3-B-1, DC4-D-1, DC4-D-2]



PREVIOUS

PROPOSED



BOARD GUIDANCE: DETAILING

- A** The Board agreed that the composition and quality of detailing would be a critical element in the success of the project. [DC2-C]
- B** The Board encouraged the applicant to simplify the language and pallet of materials used for secondary architectural features, i.e. metal trim and metal railings could all be black or all be galvanized [DC]
- C** For the next meeting, please provide schematic level (materials, critical dimensions) details for typical elements.
- D** Staff note: complete assembly details will be required for all cement-fiber cladding materials to ensure that they will remain flat, plumb, square and true for the reasonable life of the building [DC4-A-1, DC4-A-2]

DESIGN PROCESS + RESPONSE ELABORATED

The pallet of materials for secondary features has been simplified to better reflect the overall concept. Details have been provided to ensure a high quality finished project.

- All metal trims and railings are now black.

[DC2-B-1, DC2-C-1, DC4-A-1, DC4-A-2]

- C** refer to sheet 36
- D** refer to sheet 36



PREVIOUS
PROPOSED



DESIGN GUIDELINE KEY

PL1-C-1: Selecting Activity Areas

PL2-A-1: Access for All

PL2-D-1: Design as Wayfinding

PL3-A-4: Ensemble of Elements

PL3-B-1: Security and Privacy

PL4-A-2: Connections to All Modes

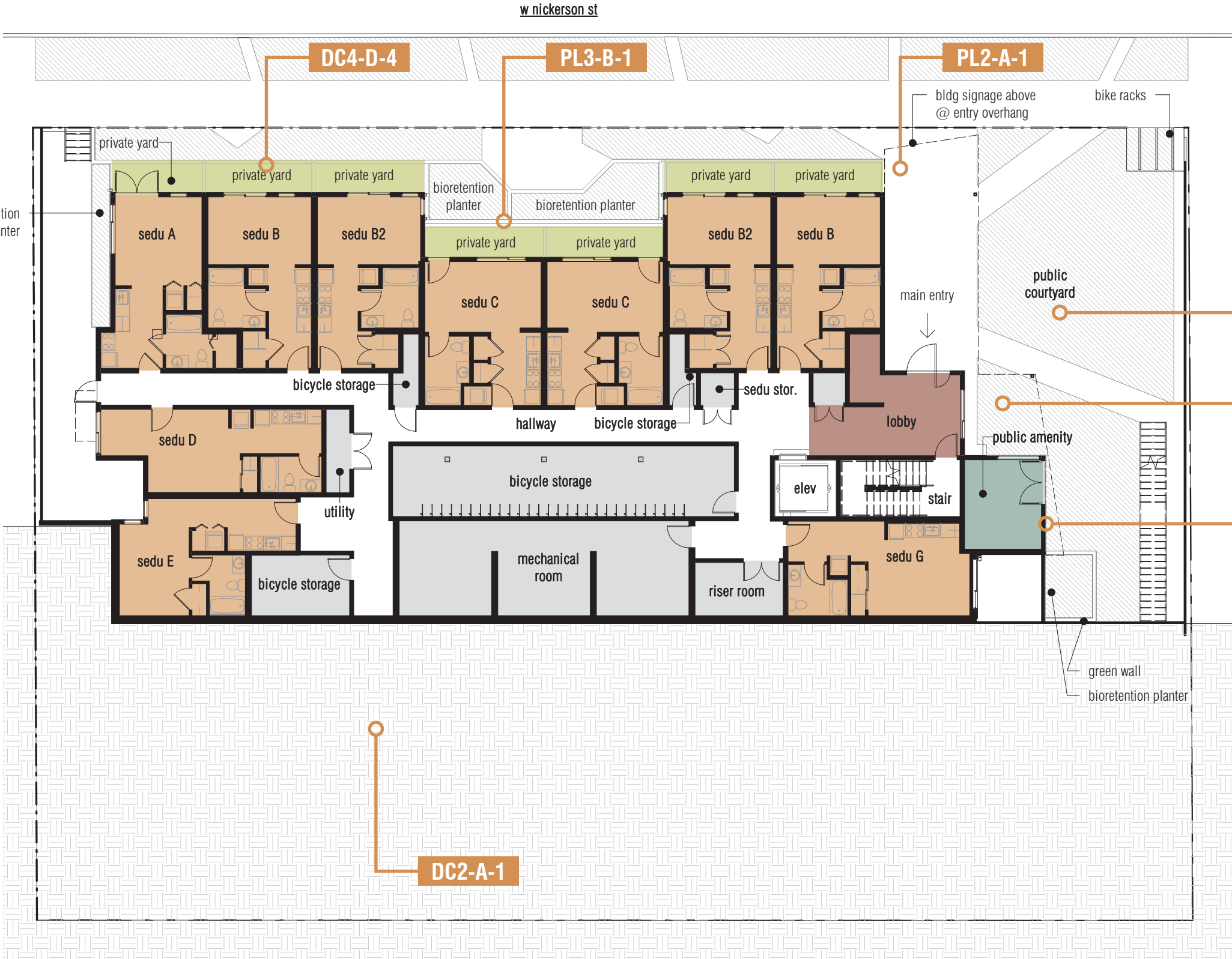
DC1-A-2: Gathering Places

DC2-A-1: Site Characteristics and Uses

DC3-B-4: Multifamily Open Space

DC4-D-2: Hardscape Materials

DC4-D-4: Place Making



1 plan - basement
1/16" = 1'-0"

DESIGN GUIDELINE KEY

PL1-C-1: Selecting Activity Areas

PL2-A-1: Access for All

PL2-D-1: Design as Wayfinding

PL3-A-4: Ensemble of Elements

PL3-B-1: Security and Privacy

PL4-A-2: Connections to All Modes

DC1-A-2: Gathering Places

DC2-A-1: Site Characteristics and Uses

DC2-C-1: Visual Depth and Interest

DC3-B-4: Multifamily Open Space

DC4-D-2: Hardscape Materials

DC4-D-4: Place Making



1 plan - first floor
1/16" = 1'-0"



DESIGN GUIDELINE KEY

- PL1-C-1: Selecting Activity Areas
- PL2-A-1: Access for All
- PL2-D-1: Design as Wayfinding
- PL3-A-4: Ensemble of Elements
- PL3-B-1: Security and Privacy
- PL4-A-2: Connections to All Modes
- DC1-A-2: Gathering Places
- DC2-A-1: Site Characteristics and Uses
- DC2-C-1: Visual Depth and Interest
- DC3-B-4: Multifamily Open Space
- DC4-D-2: Hardscape Materials
- DC4-D-4: Place Making



1 plan - second floor
1/16" = 1'-0"

DESIGN GUIDELINE KEY

- PL1-C-1: Selecting Activity Areas
- PL2-A-1: Access for All
- PL2-D-1: Design as Wayfinding
- PL3-A-4: Ensemble of Elements
- PL3-B-1: Security and Privacy
- PL4-A-2: Connections to All Modes
- DC1-A-2: Gathering Places
- DC2-A-1: Site Characteristics and Uses
- DC2-C-1: Visual Depth and Interest
- DC3-B-4: Multifamily Open Space
- DC4-D-2: Hardscape Materials
- DC4-D-4: Place Making

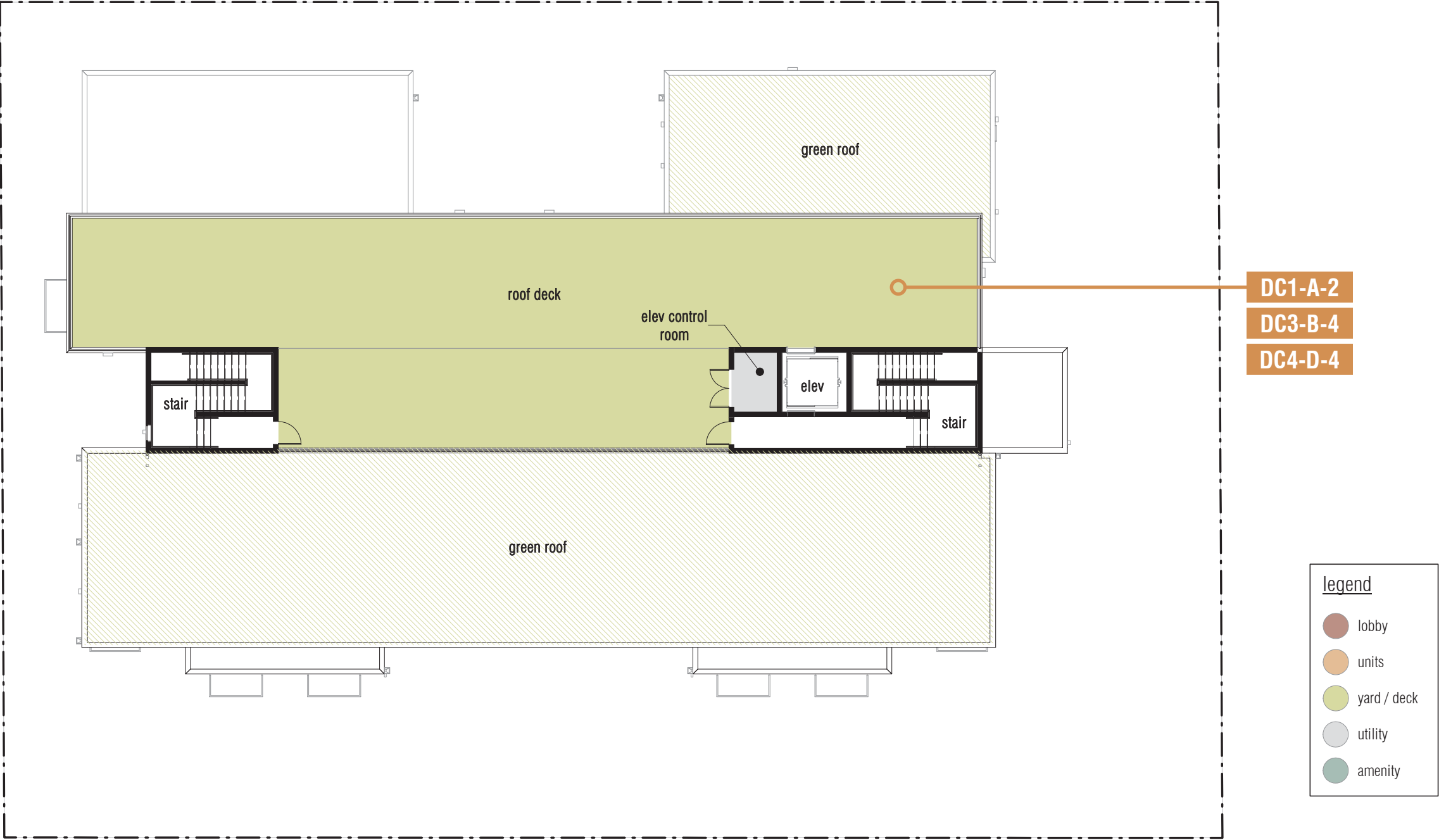


1 plan - third floor
1/16" = 1'-0"



DESIGN GUIDELINE KEY

- PL1-C-1: Selecting Activity Areas
- PL2-A-1: Access for All
- PL2-D-1: Design as Wayfinding
- PL3-A-4: Ensemble of Elements
- PL3-B-1: Security and Privacy
- PL4-A-2: Connections to All Modes
- DC1-A-2: Gathering Places
- DC2-A-1: Site Characteristics and Uses
- DC2-C-1: Visual Depth and Interest
- DC3-B-4: Multifamily Open Space
- DC4-D-2: Hardscape Materials
- DC4-D-4: Place Making

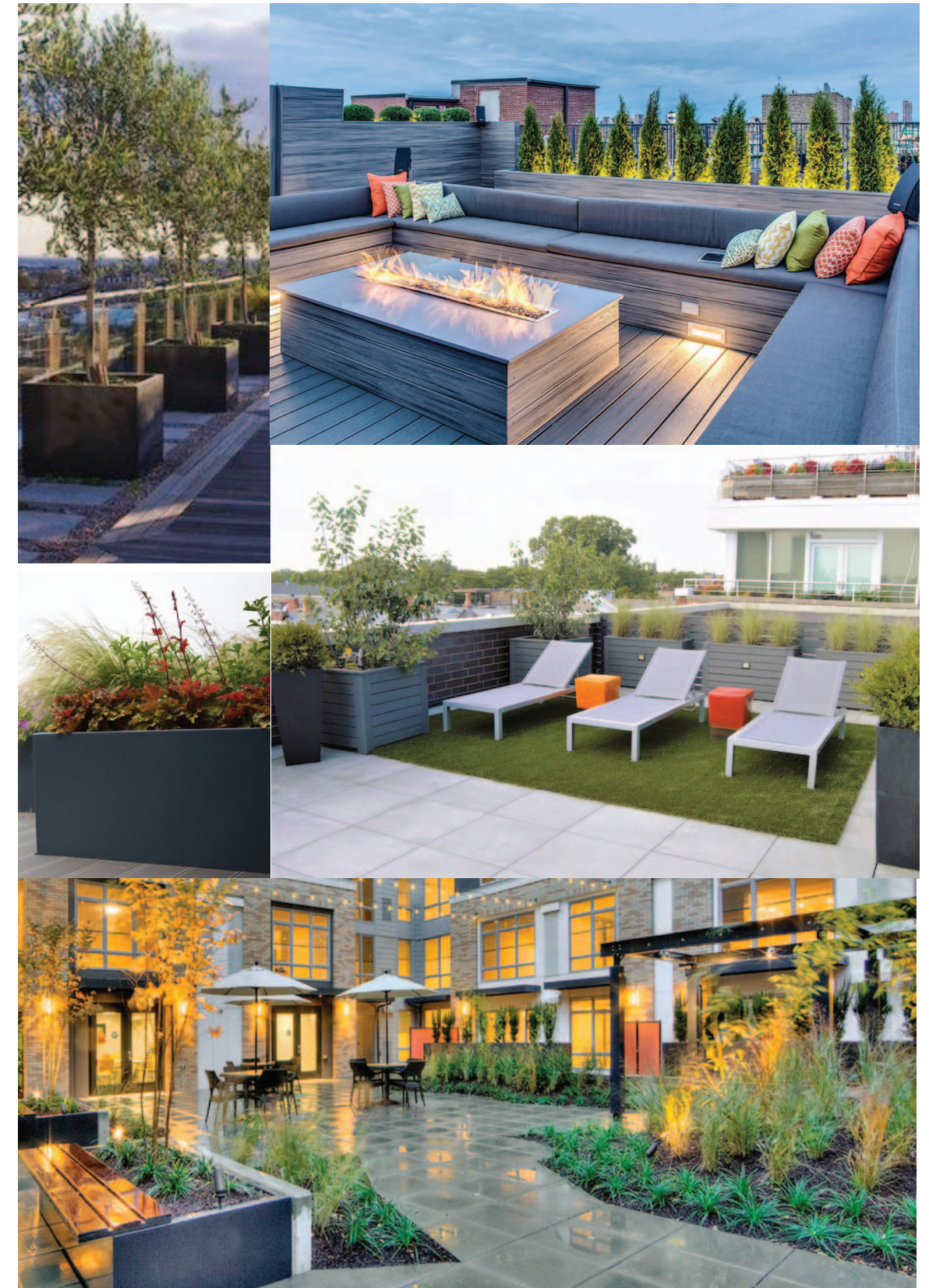


1 plan - roof deck
1/16" = 1'-0"

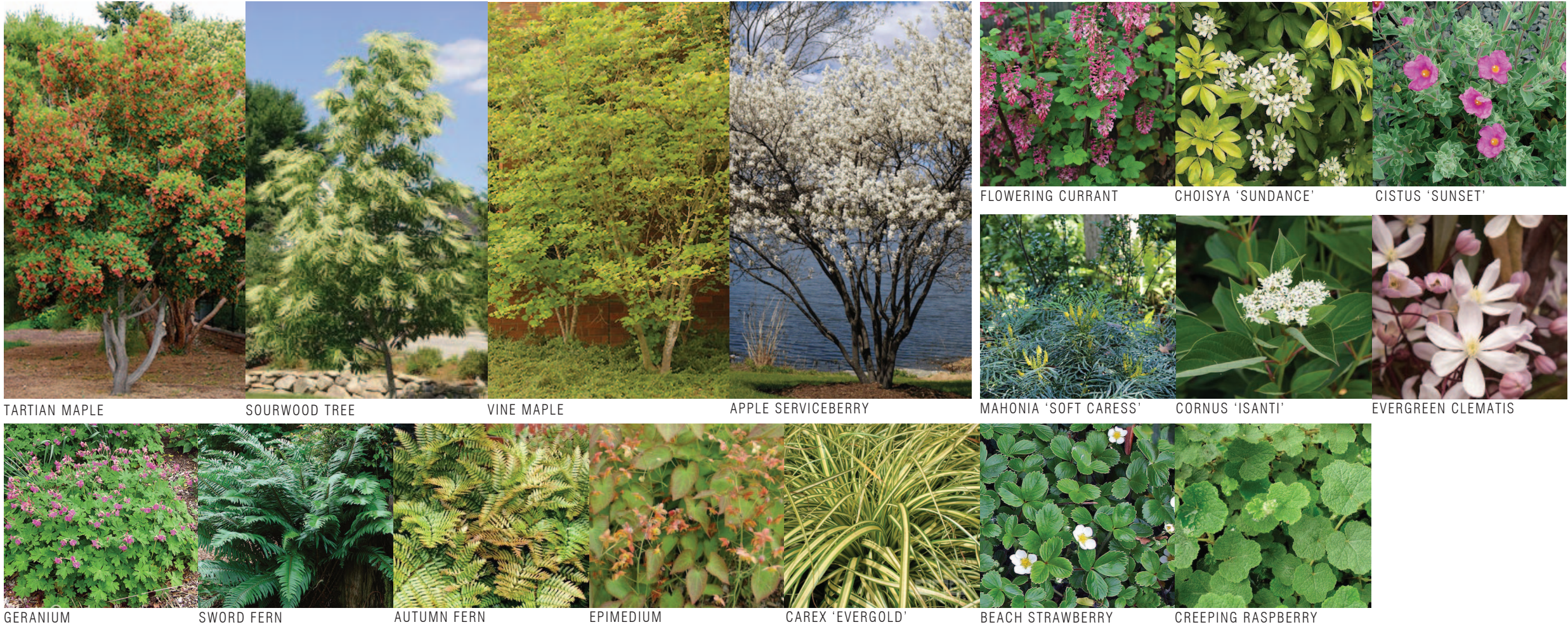




COMPOSITE PLANTING PLAN



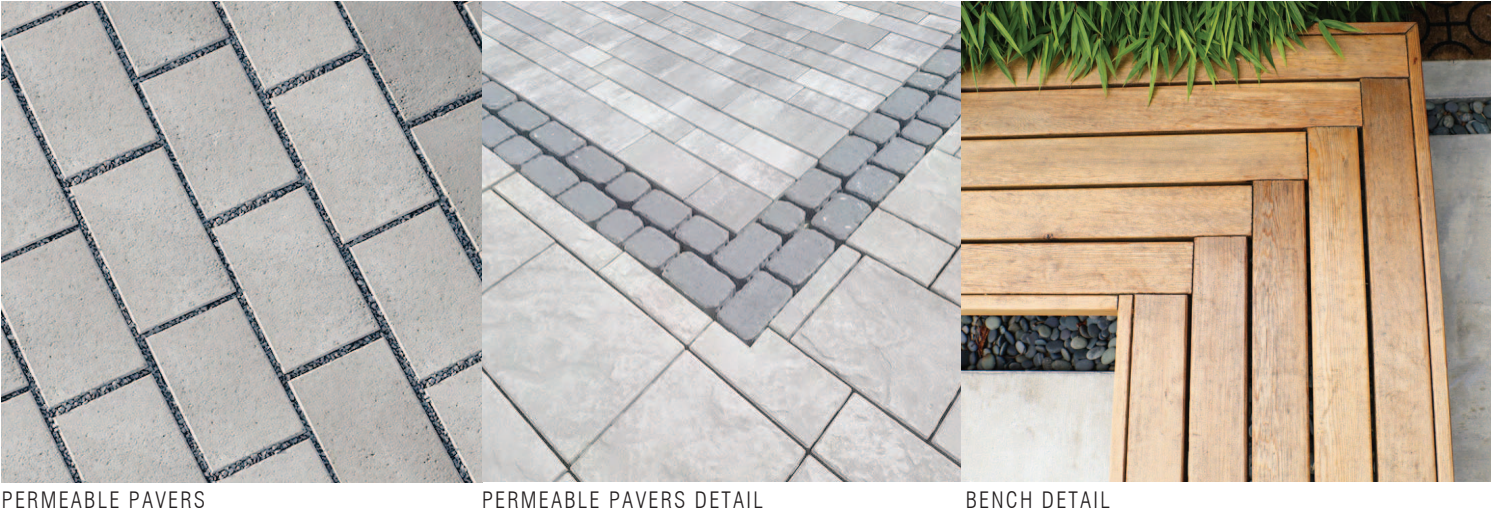
GROUND LEVEL & RIGHT OF WAY PLANTS

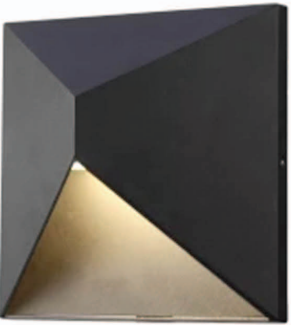
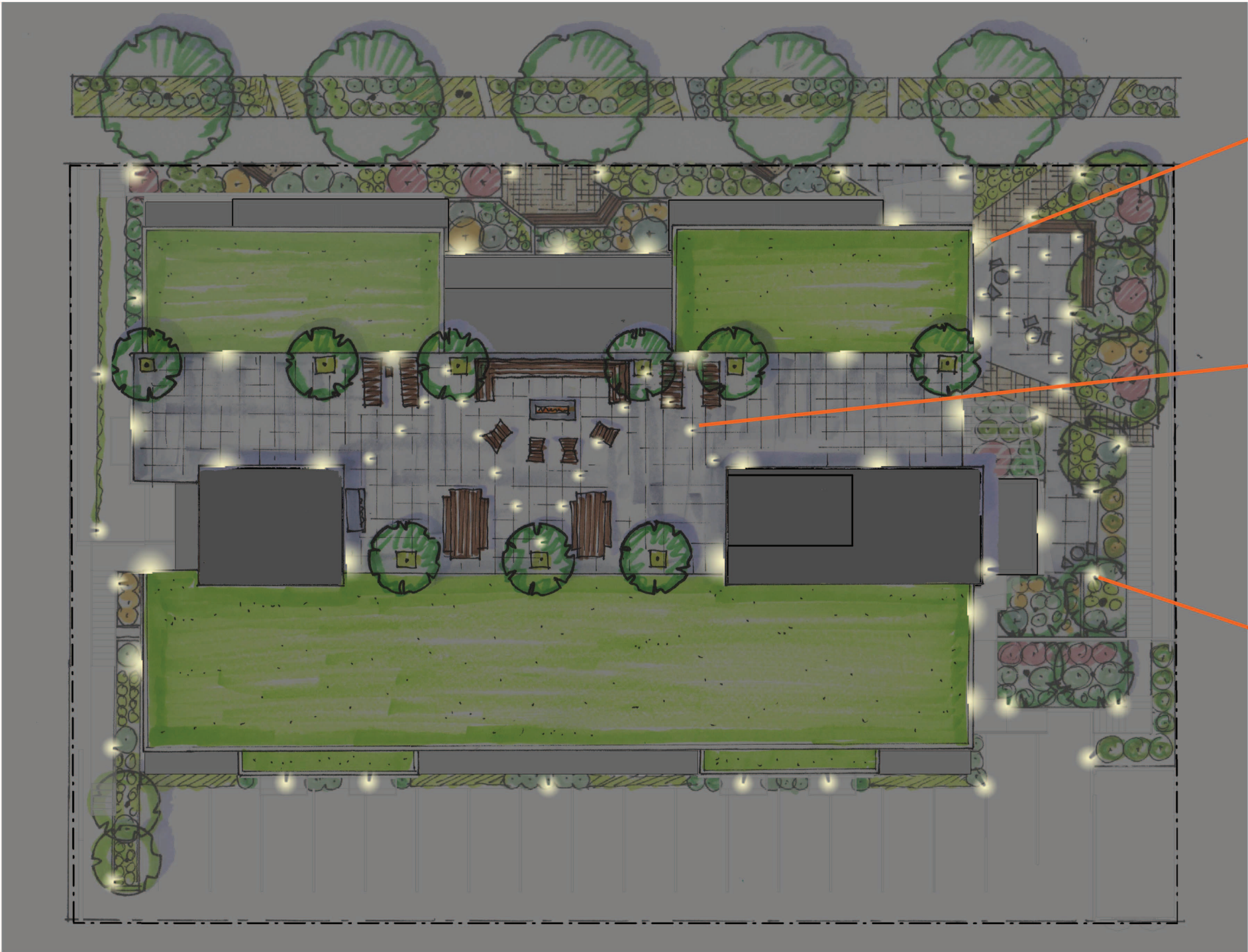


ROOF LEVEL PLANTS



HARDSCAPE MATERIALS





WALL SCONCE



BISTRO LIGHT



PATH LIGHT

DESIGN GUIDELINE KEY

PL1-C-1: Selecting Activity Areas
PL2-A-1: Access for All
PL2-D-1: Design as Wayfinding
PL3-A-4: Ensemble of Elements
PL3-B-1: Security and Privacy
PL4-A-2: Connections to All Modes
DC1-A-2: Gathering Places
DC2-B-2: Blank Walls
DC2-C-1: Visual Depth and Interest
DC2-D-2: Texture
DC3-B-4: Multifamily Open Space
DC4-D-2: Hardscape Materials
DC4-D-4: Place Making



1 elevation - north
1/16" = 1'-0"

DESIGN GUIDELINE KEY

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- PL2-A-1: Access for All
- PL2-D-1: Design as Wayfinding
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- PL4-A-2: Connections to All Modes
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- DC2-C-1: Visual Depth and Interest
- DC2-D-2: Texture
- DC3-B-4: Multifamily Open Space
- DC4-D-2: Hardscape Materials
- DC4-D-4: Place Making

- M-1

brick veneer (coal creek)
- M-2

panel (mediterranean teal)
- M-3

lap siding (mediterranean teal, 80%)
- M-4

fiber cement panel (rock bottom)
- M-5

fiber cement panel (night train)
- M-6

paint (copper clay)
- M-7

window (black vinyl)
- M-8

cedar (stained)
- M-9

black railing



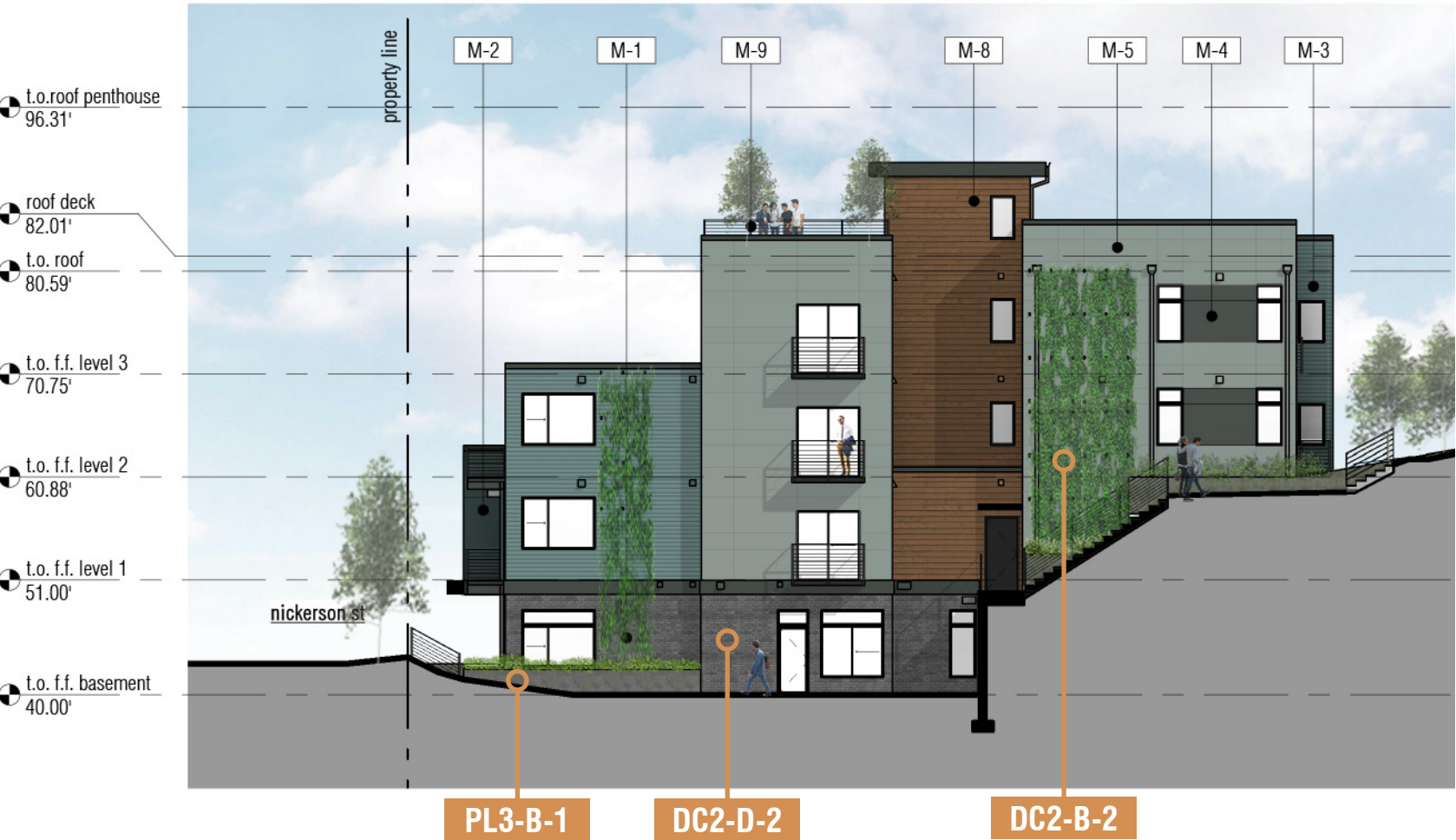
1 elevation - south
1/16" = 1'-0"

10.0 ARCHITECTURAL DESIGN | west elevation & east elevation

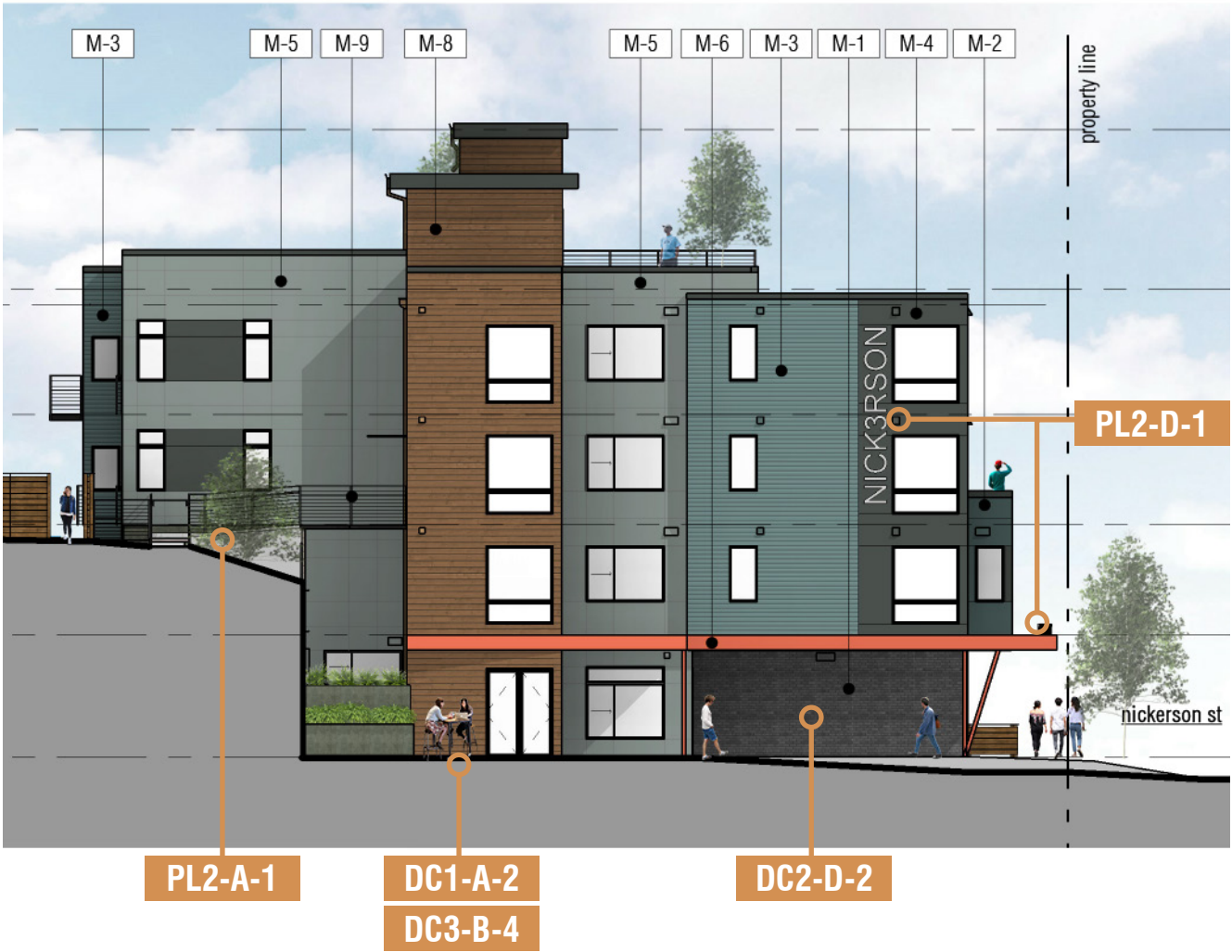
- M-1 brick veneer (coal creek)
- M-2 panel (mediterranean teal)
- M-3 lap siding (mediterranean teal, 80%)
- M-4 fiber cement panel (rock bottom)
- M-5 fiber cement panel (night train)
- M-6 paint (copper clay)
- M-7 window (black vinyl)
- M-8 cedar (stained)
- M-9 black railing

DESIGN GUIDELINE KEY

- PL1-C-1: Selecting Activity Areas
PL2-A-1: Access for All
PL2-D-1: Design as Wayfinding
PL3-A-4: Ensemble of Elements
PL3-B-1: Security and Privacy
PL4-A-2: Connections to All Modes
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DC2-C-1: Visual Depth and Interest
DC2-D-2: Texture
DC3-B-4: Multifamily Open Space
DC4-D-2: Hardscape Materials
DC4-D-4: Place Making



1 elevation - west
1/16" = 1'-0"



1 elevation - east
1/16" = 1'-0"

DESIGN GUIDELINE KEY

- PL1-C-1: Selecting Activity Areas
- PL2-A-1: Access for All
- PL2-D-1: Design as Wayfinding
- PL3-A-4: Ensemble of Elements
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fiber cement panel (night train)
- M-6

paint (copper clay)
- M-7

window (black vinyl)
- M-8

cedar (stained)
- M-9

black railing



SECTION AT WINDOW WELL

- large windows are provided in order to provide maximum daylighting
- window heights relate to cone of light from headlamps in order to minimize glare

1 transverse section
1/16" = 1'-0"



street-level perspective facing southwest



street-level building entry perspective



view looking southwest from nickerson st



view looking southeast from nickerson st



view looking northeast from the alley



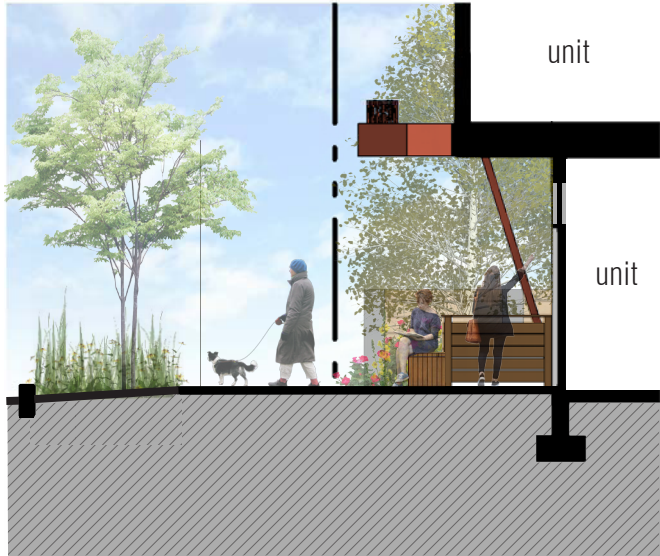
view looking northwest from the alley



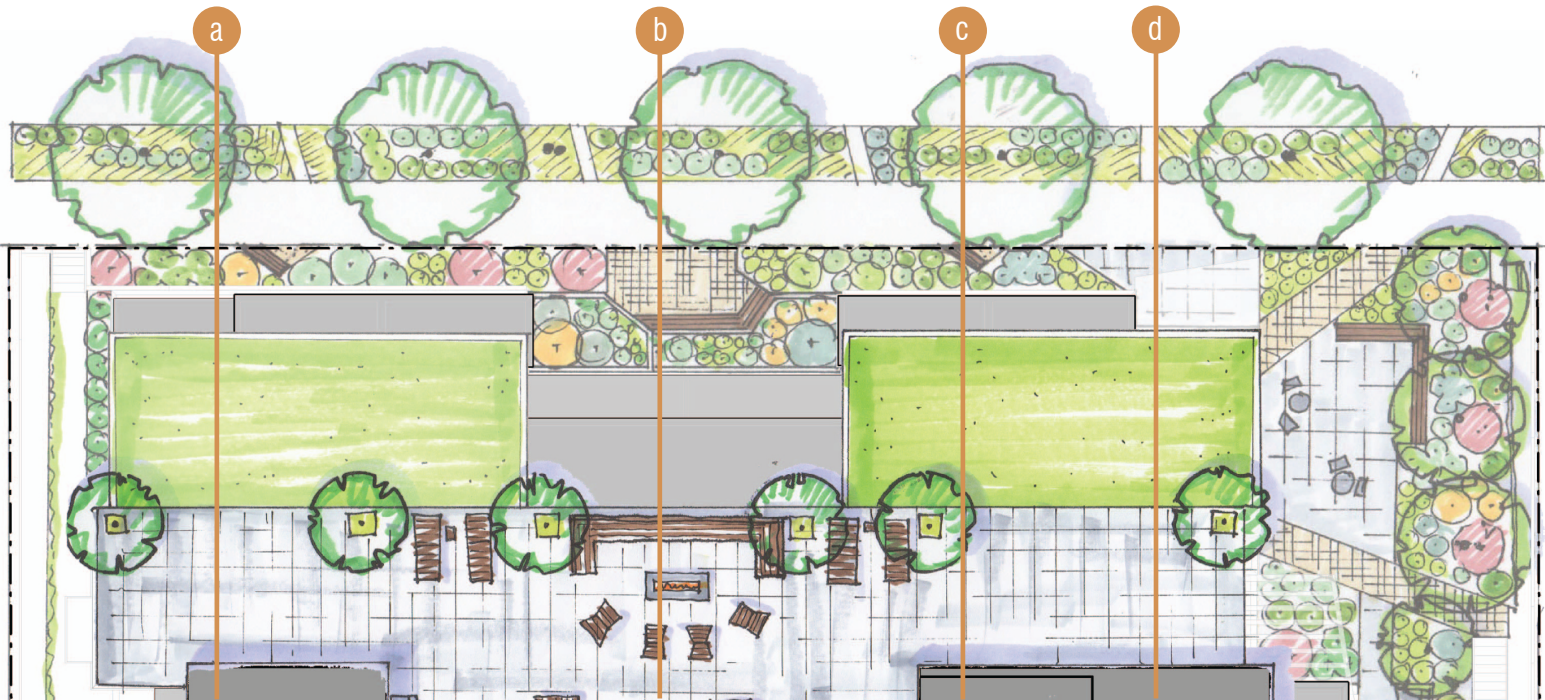
a street section a @ west ground level units
1/8" = 1'-0"



b street section b @ central ground level units
1/8" = 1'-0"



c street section c @ east ground level units
1/8" = 1'-0"

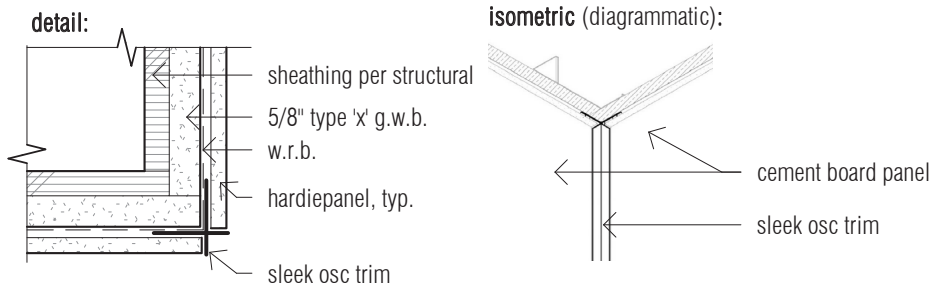


key plan



d street section d @ covered main entry
1/8" = 1'-0"

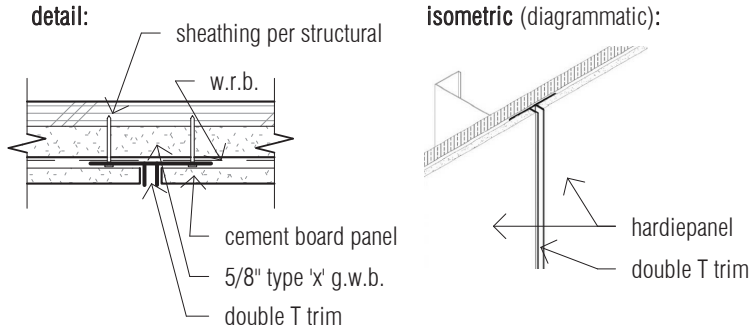
corner trim profile: sleek
extruded aluminum alloy 6063 t5



- works with the vertical trim and siding to create minimal vertical corner elements

○ corner joint - sleek osc
3" = 1'-0"

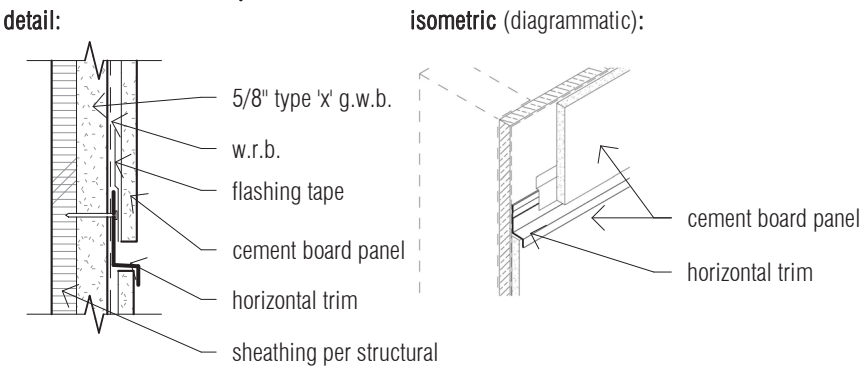
vertical trim profile: double T
extruded aluminum alloy 6063 t5



- creates subtle vertical recesses, which are painted to match panels creating vertical shadow lines

○ vertical joint - double T
3" = 1'-0"

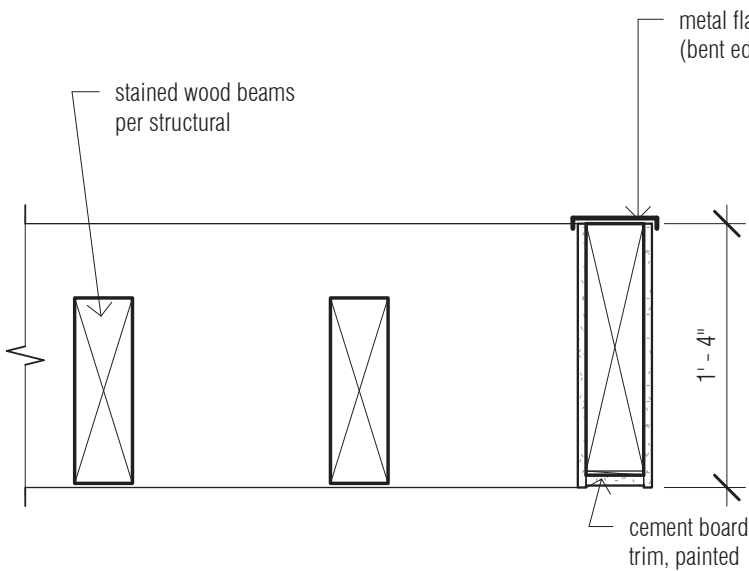
horizontal trim profile: horizontal
extruded aluminum alloy 6063 t5



- creates subtle horizontal recesses, which are painted to match panels creating horizontal shadow lines

○ horizontal trim
3" = 1'-0"

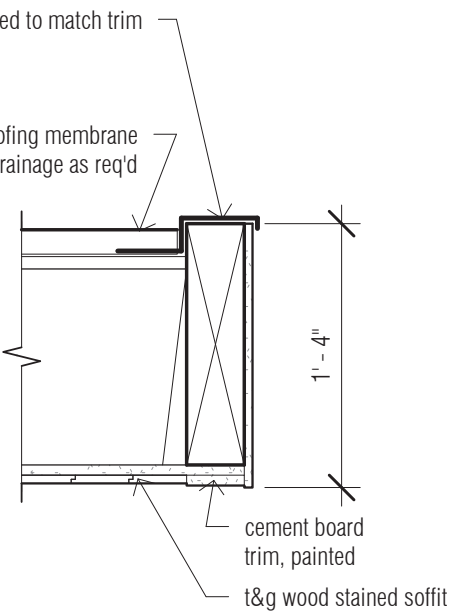
@ brise soleil



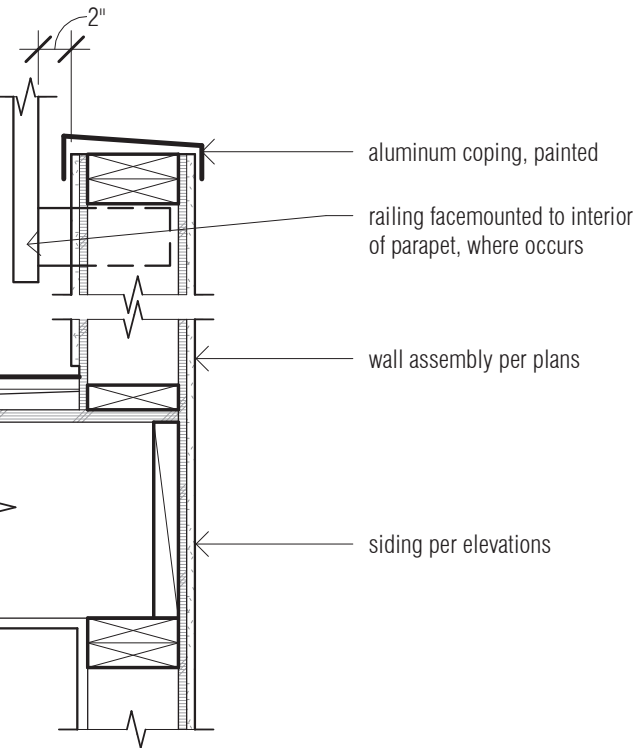
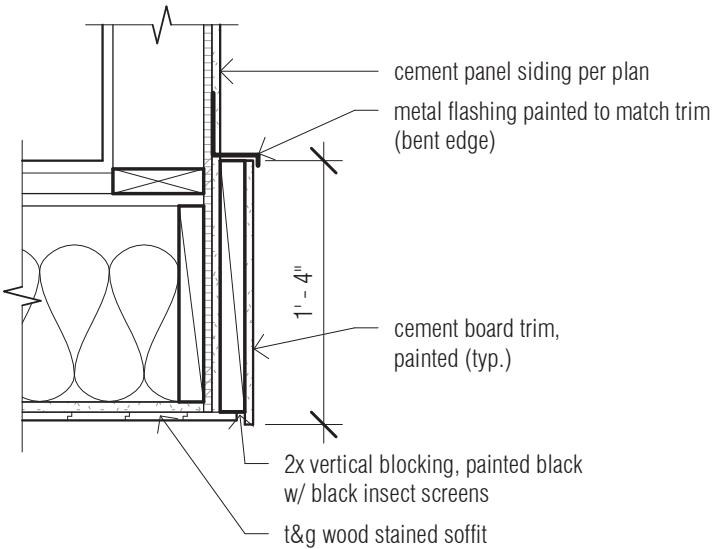
- provides continuous horizontal banding/connection
- aesthetically responds to coping detail in color and horizontality

○ schematic awning/belly band details
1" = 1'-0"

@ awning edge



@ belly band



○ schematic railing detail
1" = 1'-0"

Departure #1

To reduce the size of required parking spaces from 60% medium (8'x16') and 40% small (7.5'x15') to 100% small.

Code Requirement

SMC 23.54.030.B.1

for residential uses: when more than 5 or more parking spaces are provided, max. of 60% of the parking spaces shall be striped for medium vehicles. 40% of the parking spaces may be striped for any size category in 23.54.030.A.

Proposal

Provide (16) small parking spaces and (1) ADA van space

Rationale for Departure

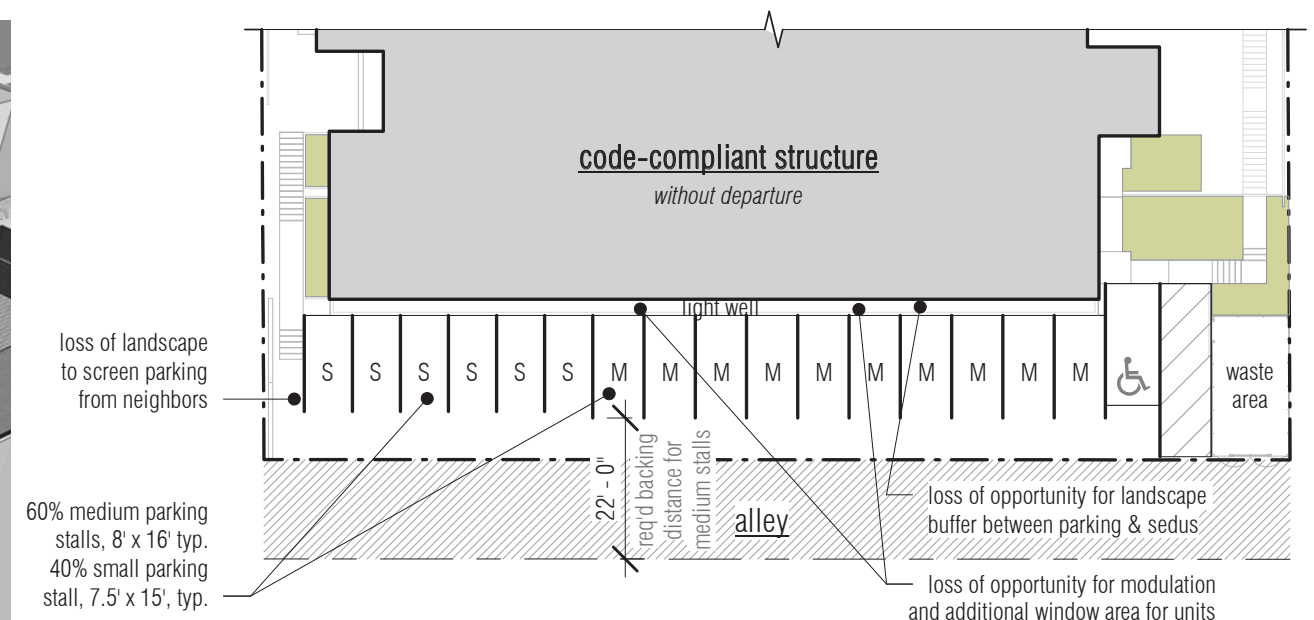
The departure request for small parking spaces in lieu of a mix of medium and small spaces will allow the project to conform with several of the DRB's requests, while still accommodating parking spaces consistent with the unit type (small efficiency dwelling units).

- The Design Review Board wanted all parking to be from the alley, with no parking accessed off of Nickerson though this is not typical to the neighborhood. Due to the steep topography of the site, it is not feasible to provide underground parking, and therefore the project is limited in parking quantity by the width of the property.
- The Design Review Board also requested modulation at the rear façade as well as a planting strip buffer in order to provide an appealing façade to neighbors and tenants alike. Small parking spaces allow this modulation and planting to occur. Medium parking spots are both longer and require a greater backing distance, which would force the project to eliminate the modulation and planting strip in order to maintain our minimum unit count. Because these units are all SEDUs (small efficiency dwelling units), the small parking spaces are consistent with the unit type, demographic, and neighborhood.

[DC1-C2, DC2-B-1, DC2-D-1]



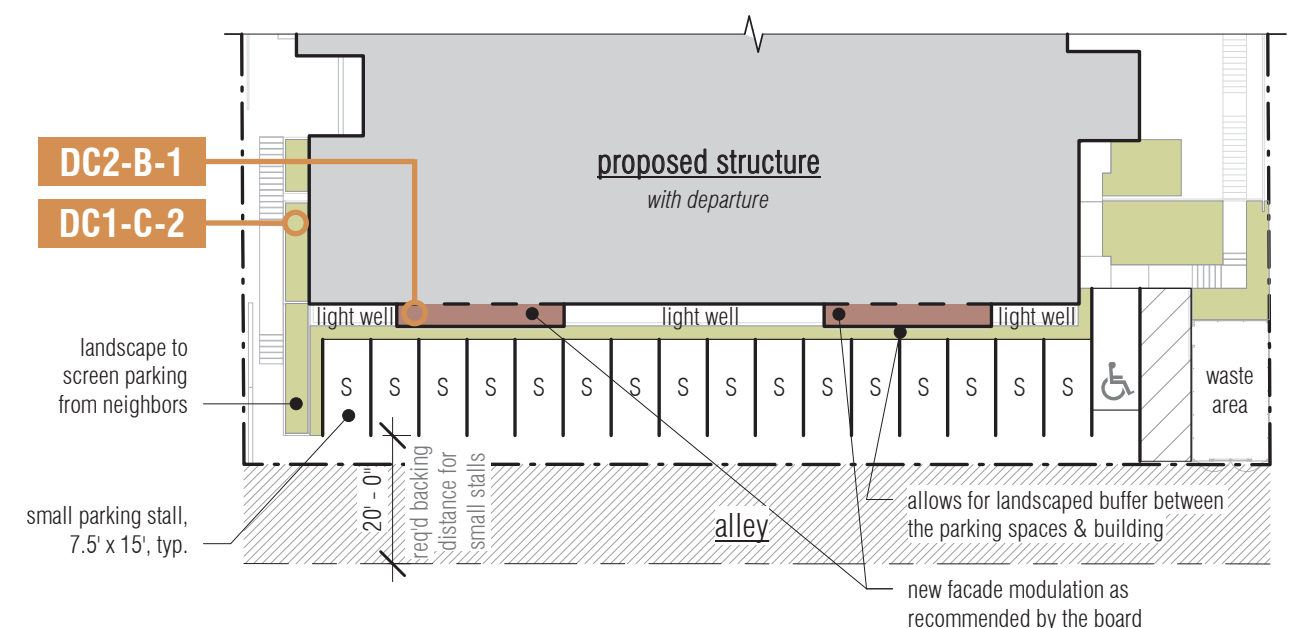
view of parking, without departure



parking at alley, without departure



view of parking, with departure



parking at alley, with departure

Departure #2

To increase the required structure width from 120' to 134' 11"

Code Requirement

SMC 23.45.536

Structure width in LR zones may not exceed the width indicated in Table A:

Required Width for Apartments in LR3 outside of Urban Villages, Urban Centers or Station Area Overlay Districts shall be 120 feet max.

Proposal

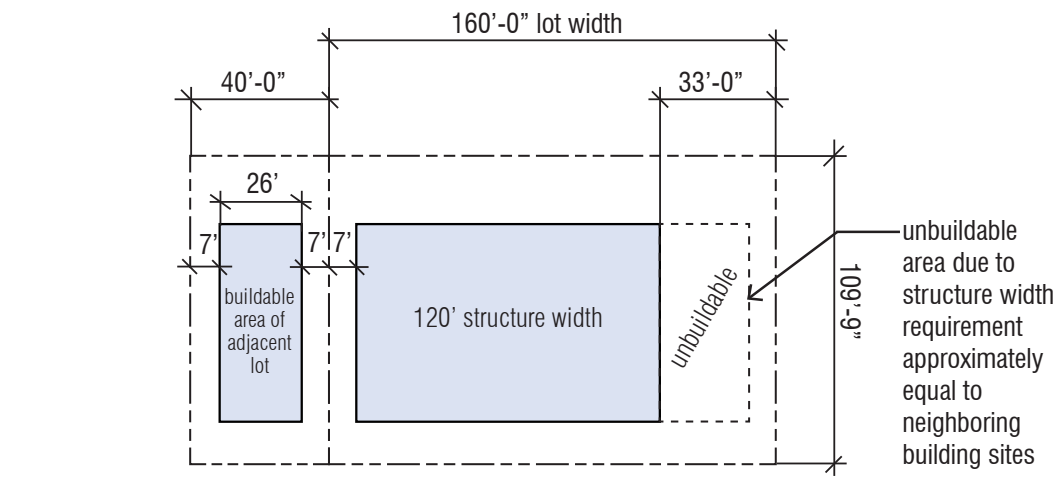
Increasing the building width to 131'-6 5/8" (9.6% structure width increase)

Rationale for Departure

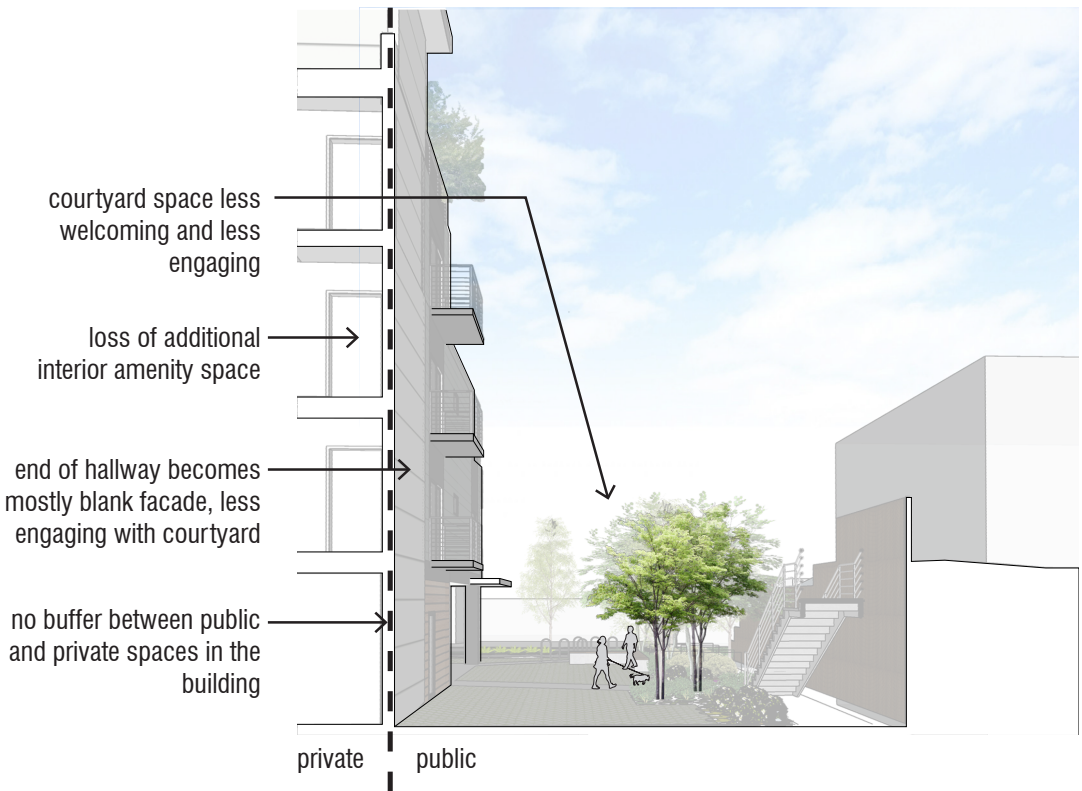
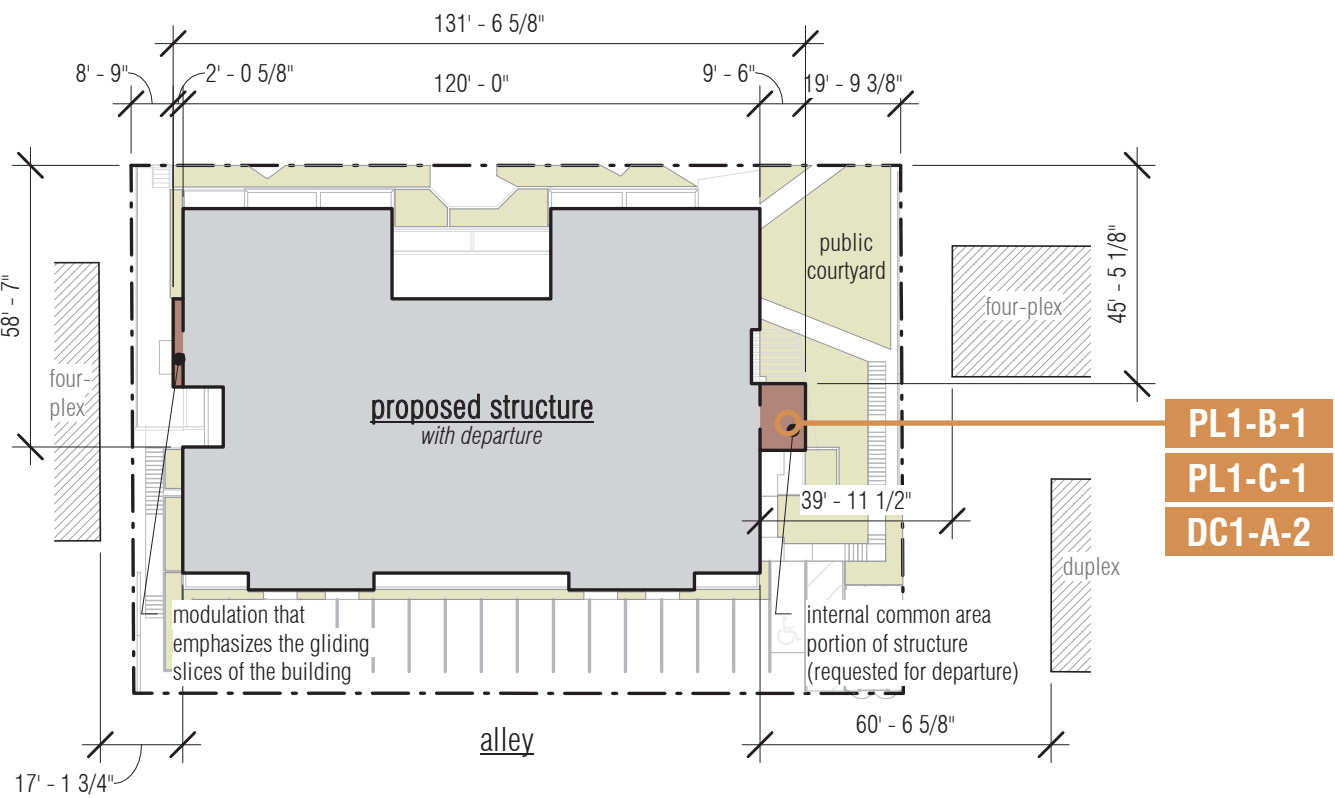
Increased structure width will allow tenants multiple points of egress and increase circulation. It also creates an asymmetrical composition, by creating an amenity space which serves as a beacon to direct visitors and residents to the public areas, as suggested by the board. This departure would still allow for a large open space to maintain a privacy buffer for neighbors to the east while providing more than the required setback at the west.

- The area of departure is significantly recessed from both the street and alley side, and therefore has minimal impact on neighbors.
- The board specifically requested a 2nd lobby facing the alley and suggested that interior common amenity space would be a great benefit; the increased structure width allow for both of those items.
- Furthermore, because this project site combines three parcels, yet is still restricted by the 120' structure width, the unbuildable area is nearly equivalent to the loss of a building site. The small acreage width has a negligible affect on the overall impact to neighborhood, while allowing the project to recoup some width for public amenity space.

[PL1-B-1, PL1-C-1, PL2-A-1, PL2-D-1, DC1-A-2]



analysis of lost building area



public courtyard cross section, without departure



public courtyard cross section, with departure

Departure #3

To increase the awning projection into the front setback

Code Requirement

SMC 23.45.518.H.1

Cornices, eaves, gutters, roofs, and other forms of weather protection may project into required setbacks and separations a max. of 4ft if they are no closer than 3ft to any lot line.

Proposal

Increasing the entry awning projection into the front setback by an additional 2ft to within 1' of the front lot line.

Rationale for Departure

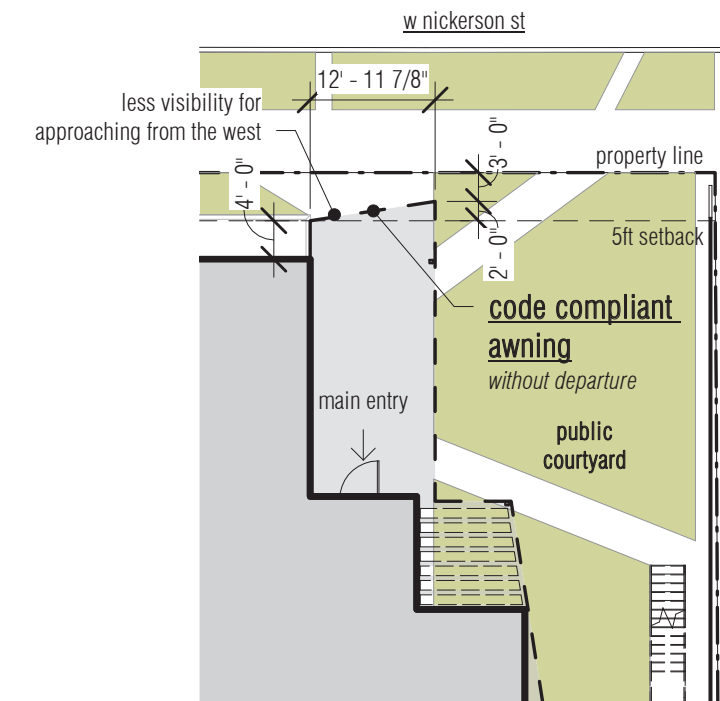
Increased awning depth will help make the principal entry more prominent, particularly as viewed when approaching from the east, while still maintaining a pedestrian scale.

Furthermore, even though the project site is in an LR3 zone, the neighboring lots across the street are in commercial zones. The increased awning depth is compatible with the neighboring zones.

[PL2-D-1, PL3-A-1, PL3-A-4, DC2-D-1]



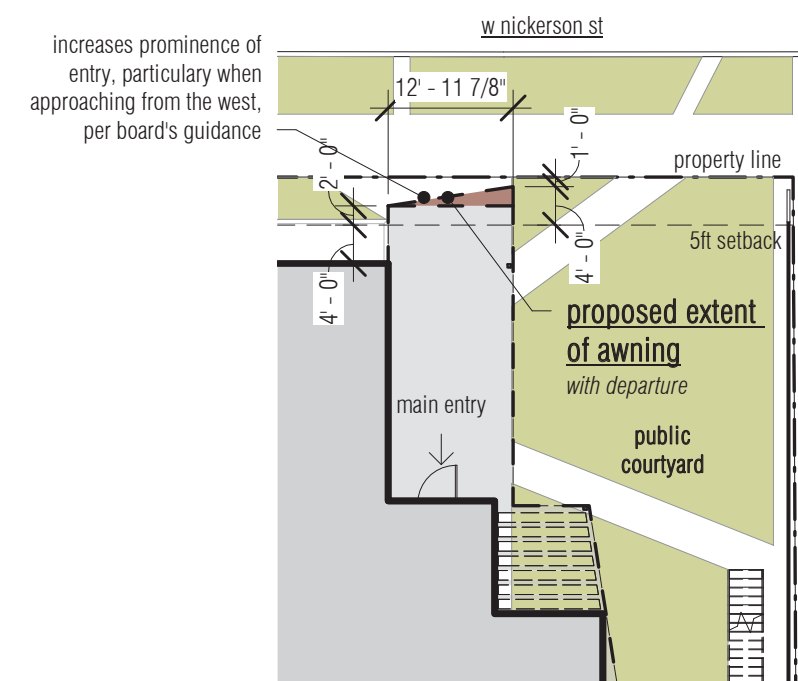
view from west, without departure



entry level plan, without departure



view from west, with departure



entry level plan, with departure

