AEGIS CARKEEK PARK

10002-10022 HOLMAN ROAD

RECOMMENDATION MEETING - DESIGN REVIEW BOARD
10.22.2018
SDCI PROJECT #3027225

Áegis Living

Ankrom Moisan

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PROJECT INFORMATION

ADDRESS: 10002-10022 HOLMAN RD
SDCI PROJECT #: 3027225

DEVELOPMENT OBJECTIVES

Design and develop a 5-story senior living building with 1 story of below grade parking. The basic program includes approximately:

- 96 residential units
- 15,565 SF indoor residential amenity space
- 1,003 SF Street level retail on the corner of 9th Ave and John Street
- 47 below grade parking stalls

PROJECT GOALS

Create a Connected Assisted Living Community; DC1

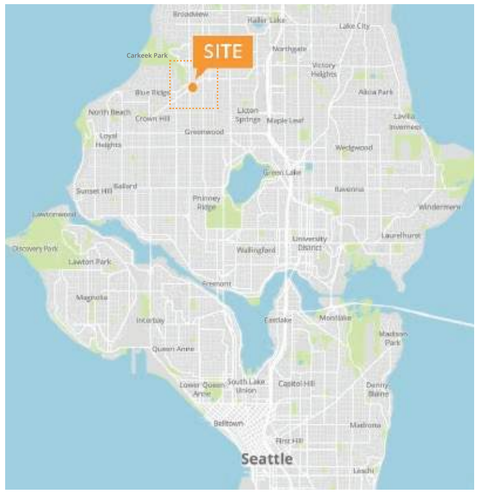
Our community will be a lasting addition to the neighborhood, sustaining older generations of residents for decades to come. Our residents should feel connected to each other, and to their community. Per DC1 our arrangement of gathering spaces are located at the ground floor and maximize connection to the street on a site with challenging grades. Also following DCI 1 our community has a highly visible front entry which invites the community in.

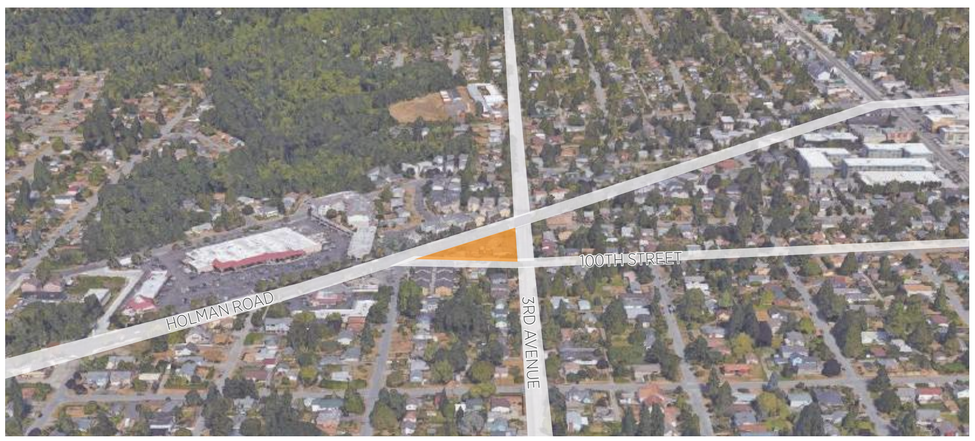
Emphasize the Best Neighborhood Attributes; CS3

Our community will complement the best architectural features of the Greenwood neighborhood and contribute to the character of Holman Road. The immediate vicinity of Holman Road is fairly generic, and so we draw on the characteristic brick and stucco forms and detailing of the Greenwood neighborhood that have stood the test of time and bring those to our design.

Durable, Highly Detailed Materials; DC4

Our community will utilize lasting, high quality and durable materials, especially stone, clay masonry (brick,) and stucco, detailed to be appealing both at a distance and at a human scale. Those materials draw on the built history of the Greenwood neighborhood.





SURROUNDING USES & POI

BUS STOP

PIPER'S CREEK WALKING TRAIL

BIKE LANE

BUS ROUTE

28 BROADVIEW/CARKEEK PARK TO DOWNTOWN SEATTLE
ARRIVING EVERY 48 MINUTES ON AVERAGE

D CROWN HILL TO DOWNTOWN SEATTLE
ARRIVING EVERY 9 MINUTES ON AVERAGE

40 NORTHGATE TO DOWNTOWN SEATTLE
ARRIVING EVERY 12 MINUTES ON AVERAGE

RESIDENTIAL

PARK

PET MEDICAL

COMMERCIAL

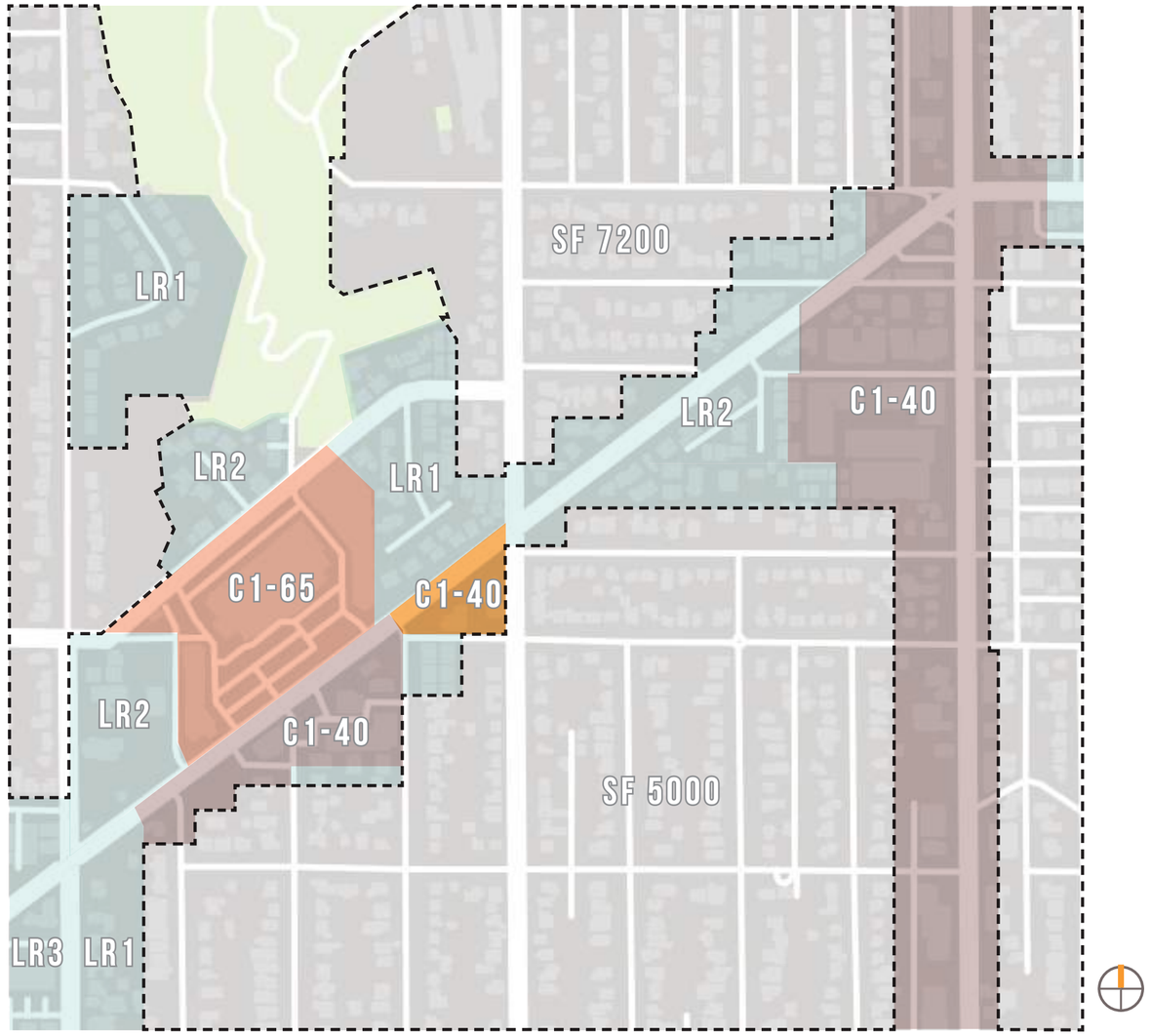
A QFC

B CARKEEK APARTMENTS

C HOLMAN ROAD SQUARE

ZONING DESIGNATIONS

ZONE	ALLOWED USES & HEIGHTS
SF 5000	Single Family structures on lots no less than 5,000 ft^2 in total area. Typical maximum height of 30 ft.
SF 7200	Single Family structures on lots no less than 7,200 ft^2 in total area. Typical maximum height of 30 ft.
LR1	Transitional multifamily zone allowing roughly one unit per 1,850 ft^2 area. Typical maximum height of 30 ft.
LR2	Offers slightly more density than LR1. Allows roughly one unit per 1,450 ft^2 area. Typical maximum height of 30 ft.
LR3	Accommodates residential growth by allowing roughly one unit per 1,350 ft^2 area. Maximum height of 40 ft.
C1-65	Auto-oriented commercial zone, which must comply with Neighborhood Commercial parking and street-level design restrictions when adjacent to a residential zone. No size limits for most uses. Maximum height 40 and 60 ft, respectively.
C1-40 (SITE)	



ZONING CODE SUMMARY

King County parcel numbers:

#0767000145
#0767000140

Site Area: 32,480 SF (approx)
Base zone: C1-40 (Commercial 1)
Overlays: None

LAND USE CODE SECTION AND DESCRIPTION	DESCRIPTION
23.47A - COMMERCIAL (23.48.002) **Uses Allowed (23.48.004)**	Commercial 1 - C1 Mixed-Use, Residential, Live-Work, Office: Up to the greater of (1) FAR or 35,000SF, Commercial, Parking **COMPLIANCE:** Assisted Living is a residential use. Commercial use, if programmed, could be provided at the ground floor.
Street Level Uses (23.47A.005. C.1)	Residential Uses are limited to 20% in aggregate of street-level street facing facade. **COMPLIANCE:** Site is not along a pedestrian street or in an urban village.
Street Level Uses (23.47A.005.C2)	There is no restriction on the location of residential uses if; b. the residential use is an assisted living facility and private units are not located at street level.
Street-Level Development Standards (23.47A.008)	2. Blank Facades may not exceed 20′ in width between 2′ and 8′ of height above sidewalk; Total may not exceed 40% 3. Facades shall be within 10′ of lot line, unless wider sidewalks, plazas, or landscaped open spaces are provided. B2. 60% of the street facing facade between 2′ and 8′ shall be transparent. The width of a driveway not exceeding 22′ may be subtracted from the width of the facade. B4. Non-residential uses at street level shall have a floor-to-floor height of at least 13′.
Structure Height (23.47A.012.A1.a)	Height may exceed the applicable limit by 4′, provided that either: a. A floor-to-floor height of 13′ is provided for non-residential uses at street level, or b. A residential use is located on a street level, street facing facade, and the first floor of the structure is at least 4′ above sidewalk grade.
Pitched Roof Height Exception (23.47A.012 ex A)	The ridge of a pitched roof may extend up to 5′ above the otherwise applicable height limit, pitched at no less than 4:12
Rooftop Features (23.47A.012.C.2)	Parapets may extend as high as the highest allowed by a pitched roof, or 4′, whichever is higher; Insulation material, rooftop decks, soil, may exceed by a maximum of 2′ if enclosed by a parapet
Rooftop Features (23.47A.012.C4)	The following features may extend 15′ above the applicable height limit, as long as the combined coverage does not exceed 20% (25% if inclusive of stair & elevator penthouses). Solar Collectors Mechanical Equipment
Rooftop Features (23.47A.012.C.6)	Greenhouses dedicated to food production may extend 15′ above the applicable height limit if the combined total coverage of all features does not exceed 50%
Rooftop Features (23.47A.012.C.7)	Features shall be located at least 10′ from the north edge of the roof: Solar Collectors, Planters, Clerestories, Greenhouses
Floor Area Ratio (23.47A.013)	FAR = 3 single use, 3.25 total all uses.
Landscaping and Screening Standards (23.47A.016 Table A)	5′ deep landscaped area along the street lot-line for a Parking Garage occupying any portion of the street-level street-facing facade between 5′-8′ above sidewalk grade
Amenity Area (23.47A.024)	A. Amenity areas are required in an amount equal to the total gross floor area in residential use B.4. Common amenity areas shall have a minimum horizontal dimension of 10′ and no common amenity area shall be less than 250 sf in size.
Access to Parking (23.47A.032.A.1.c)	If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C
Access to Parking (23.47A.032.A.3)	Structures in C zones with residential uses shall meet the requirements for parking access for NC zones

LAND USE CODE SECTION AND DESCRIPTION	DESCRIPTION
Assisted Living Facilities (23.47A.035.B.3)	a. The total amount of communal area shall equal at least 10% of the total floor area in assisted living units. c. A minimum of 400 sf of the required communal area shall be provided as an outdoor area with no dimension less than 10′. d. Adequate seating for residents and guests shall be provided in required communal areas.
Loading Berth Requirements (23.54.035 Table A)	2 Loading berths required
Curb Cuts (23.54.030.F.2.a.1)	Curb cuts on Non-Arterial Streets: 160-240′ = 3 cuts **COMPLIANCE:** 3rd Ave NW: 0 240′-320′ = 4 curb cuts **COMPLIANCE:** 100th Street: 2 Curb cuts for Principal Arterial Frontage: 320′-480′ = 3 curb cuts **COMPLIANCE:** Holman Road: 0
Curb Cuts (23.54.030.F.1.b)	Curb cuts shall not exceed a maximum width of 10′ except that; 1. For lots on principal arterials designated on the arterial street map, Section 11.18.010, the maximum curb cut width is 23′ 2.One curb cut greater than 10′ but in no case greater than 20′ in width may be substituted for each two curb cuts permitted by subsection 23.54.030.F.1.a
Required Parking (23.54.015 Table A)	c. Assisted Living Facilities: 1 space per 4 AL units (96 total units) **COMPLIANCE:** 24 spaces 1 space/each 2 staff members on site @ peak hours (26 peak staff) **COMPLIANCE:** 13 spaces 2 barrier free passenger loading/unloading **COMPLIANCE:** 2 spaces *Aegis transportation engineering documents provide parking at .45 ratio
Required Parking (23.54.015 Table D)	Bike Parking: A.1. Eating and Drinking Establishments: Long term: 1 per 12,000 sf **COMPLIANCE:** 1 space Short term: 1 per 4,000 sf **COMPLIANCE:** 1 space D.2. Multi-Family Structures: Long term: 1 per 4 dwelling units **COMPLIANCE:** 25 spaces Short term: None **COMPLIANCE:** None *If considered congregate living, Director may reduce the number of bicycle parking stalls if it can be demonstrated that residents are less likely to travel by bicycle
Signs Near Intersections Or Driveways (23.55.008)	Signs which are 10’ or less in height measured from street or driveway grade and which obscure the vision of motorists shall be at least 20’ from intersections or driveways.
Signs in C1 Zones (23.55.030)	B. Signs may be electric, externally illuminated, or non illuminated. E. On- Premises Signs
Number and Types Of Signs Allowed For Business Establishments (23.55.030.E.2)	E.2.A Each business establishment may have one ground, roof, projecting, or combination (type A) for each 300 lineal feet of frontage on public right-of-ways. E.2.B Each business establishment may have one wall, awning, canopy, marquee, or under-marquee sign (type B) for each 30 lineal feet of frontage on public right-of-ways.
Maximum Area (23.55.030.E.3)	E.3.B C1 and C2 zones. There is no maximum area limit for on-premises signs for business establishments in C1 and C2 zones except the maximum area for each wall sign is 672 square feet.
Identification Signs For Multifamily Structures (23.55.030.E.4)	E.4.A One Identification sign is permitted on each street or alley frontage of a multi-family structure. E.4.B Identification signs may be wall, ground, awning, canopy, marquee, under-marquee, or projecting signs. E.4.C The maximum area of each sign is 72 square feet.
Sign Height (23.55.030.E.5	E.5.A The maximum height for any portion of a projecting or combination sign is 65’ above existing grade, or the maximum height limit of the zone, whichever is less. E.5.C The Maximum height for any portion of a wall, marquee, under-marquee, or canopy sign is 20’ or the height of the cornice of the structure to which the sign is attached, whichever is less.

EXISTING SITE

LEGAL DESCRIPTION:

That portion of tracts 24 and 25, Berkeley Heights, according to the plat thereof recorded in volume 17 of plats, page 3, record of King County, Washington. Lying southeasterly of Holman Road, except the south 75 feet of the west 20 feet thereof. Situated in the county of King, State of Washington.

EXISTING PEDESTRIAN ACCESS

EXISTING VEHICULAR ENTRY

PROPERTY LINE

CURB CUTS & 11' DEDICATION

CURB EDGE / CURB CUT

EXISTING BUILDINGS

EXISTING SITE PLAN

NEW CONSTRUCTION

RESIDENTIAL ENTRY

RESIDENTIAL EXIT

VEHICULAR ACCESS

PEDESTRIAN ACCESS

PROPERTY LINE

CURB CUTS & 11' DEDICATION

The site slopes 17' from the southwest corner to the northwest corner. The site is bounded by Holman Road to the north, 3rd Avenue NE to the east and NW 100th Street to the south. All proposed vehicle entries are from NW 100th Street.

Per land use code and direction from SDOT, curb cuts will be limited to NW 100th Street.

PROPOSED SITE PLAN

MASSING CONCEPT

APPROVED AT EDG

NARRATIVE:

Configure the massing in order to capture southern daylighting exposure in a communal courtyard, and to maximize exposure in resident units.

Rotate the massing in order improve unit privacy and street presence along Holman Road. Separate mass into two distinct bars, and raise and lower their massing to respond to topography and allow access to rooftop deck.

Open toward Holman Road, allowing for a larger courtyard. Improves daylight and views in units. Reduces apparent mass along Holman Road.

Create relief at street corners along Holman Road by stepping back. Begin adding modulation to reduce overall building presence. Create a connector, which separates the buildings and serves as an intersectional area or threshold.

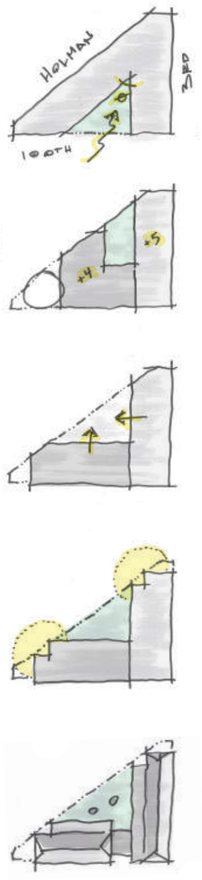
Add modulation, setbacks, pitched roofs, terracing, and other architectural details which serve to reduce perceived building mass while improving its architectural character.

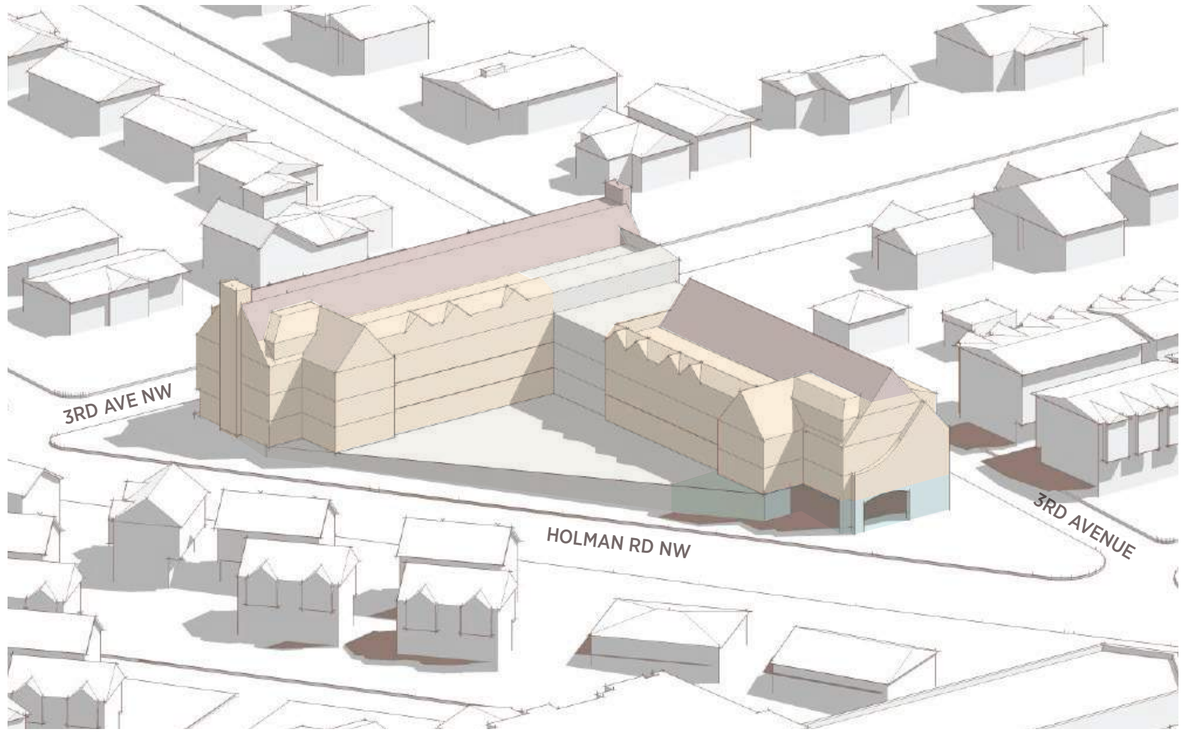
PROGRAM:

- Total Site Area: 32,480 SF
- Allowable FAR: 3.25 (105,560 SF)
- Applicable FAR area: 82,353 SF
- 96 Units / 24 Memory Care/ 72 Assisted Living
- Indoor Amenity Area: 15,565 SF / Retail: 1,003 SF
- 47 Below Grade Parking Stalls

DEPARTURES REQUESTED:

- Street Level Uses: Facade Transparency
- Street Level Uses: Blank Facade
- Average Retail Depth
- Loading Berth Depth
- Loading Berth Overhead Clearance



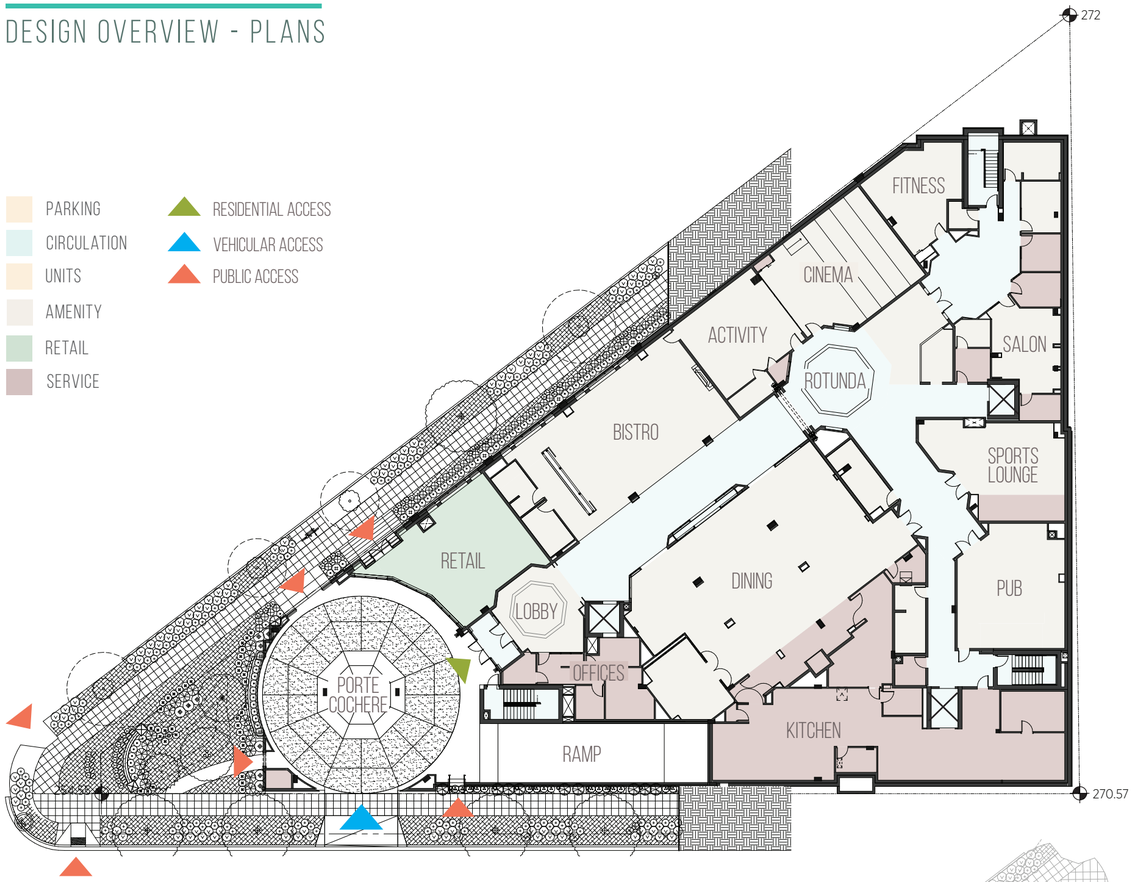


CIRCULATION
UNITS
AMENITY
RETAIL
SERVICE

MASSING & PROGRAM

PARKING
CIRCULATION
UNITS
AMENITY
RETAIL
SERVICE

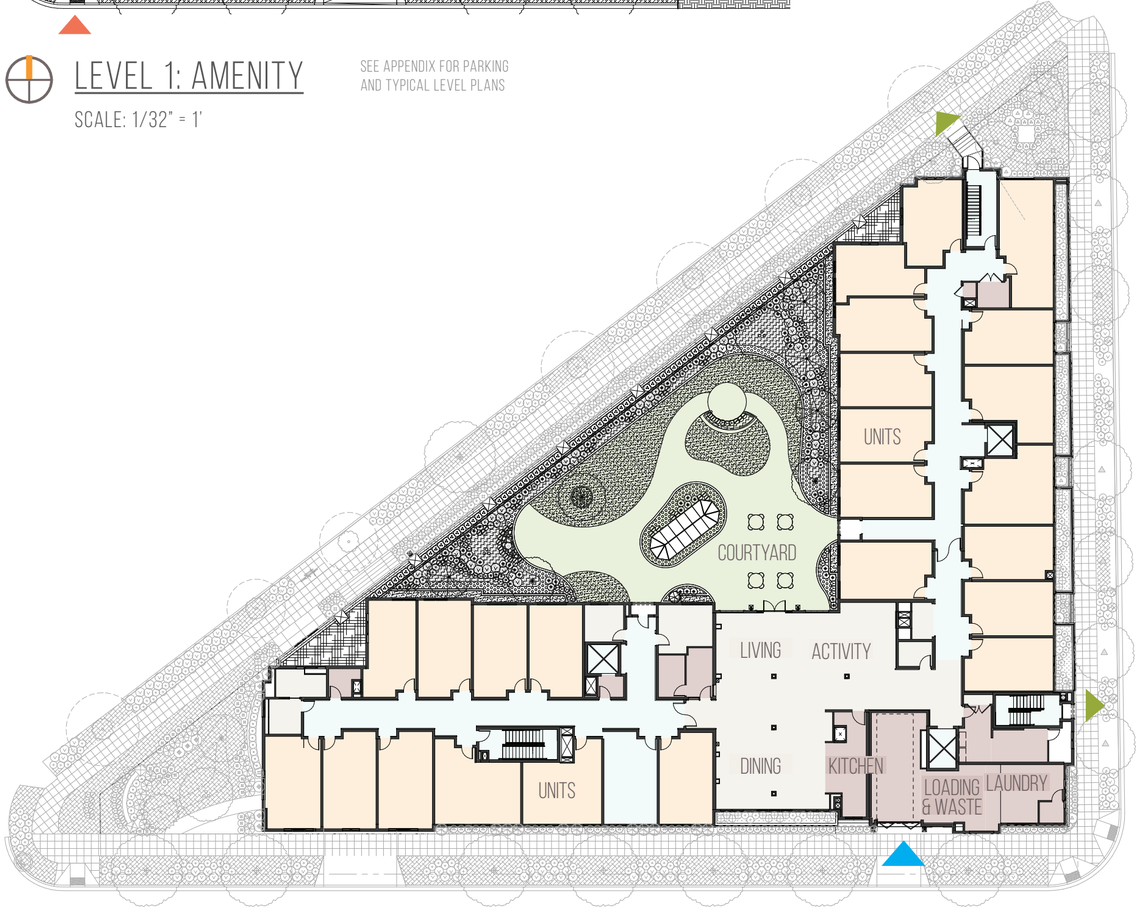
RESIDENTIAL ACCESS
VEHICULAR ACCESS
PUBLIC ACCESS



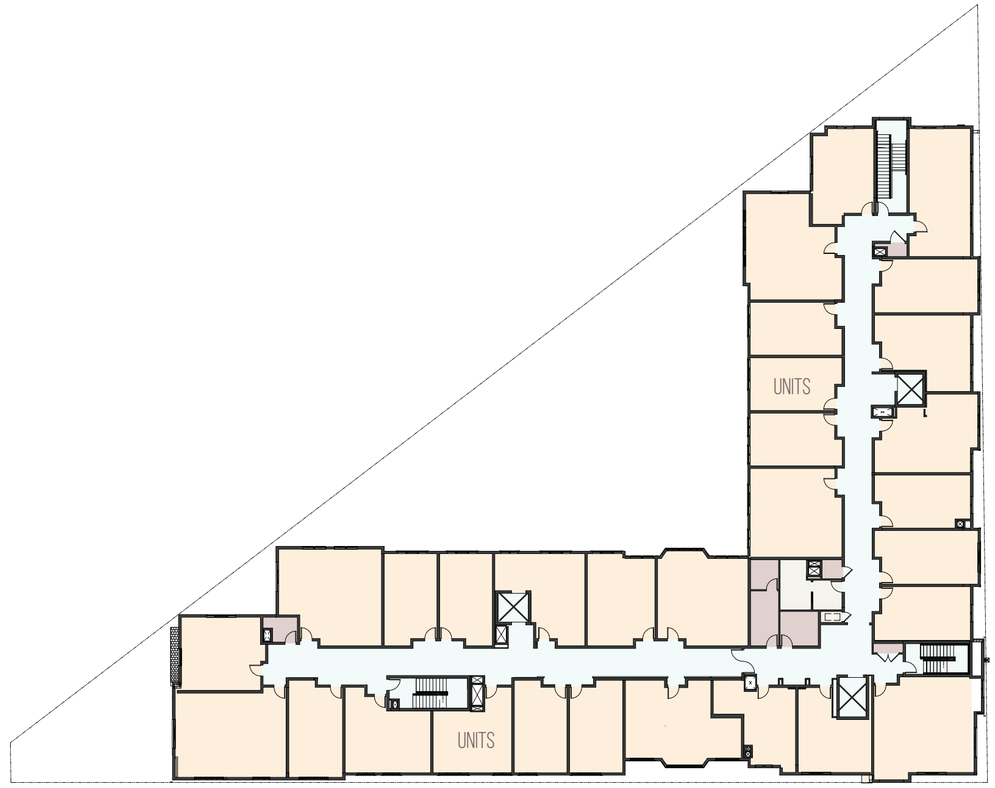
LEVEL 1: AMENITY

SEE APPENDIX FOR PARKING AND TYPICAL LEVEL PLANS

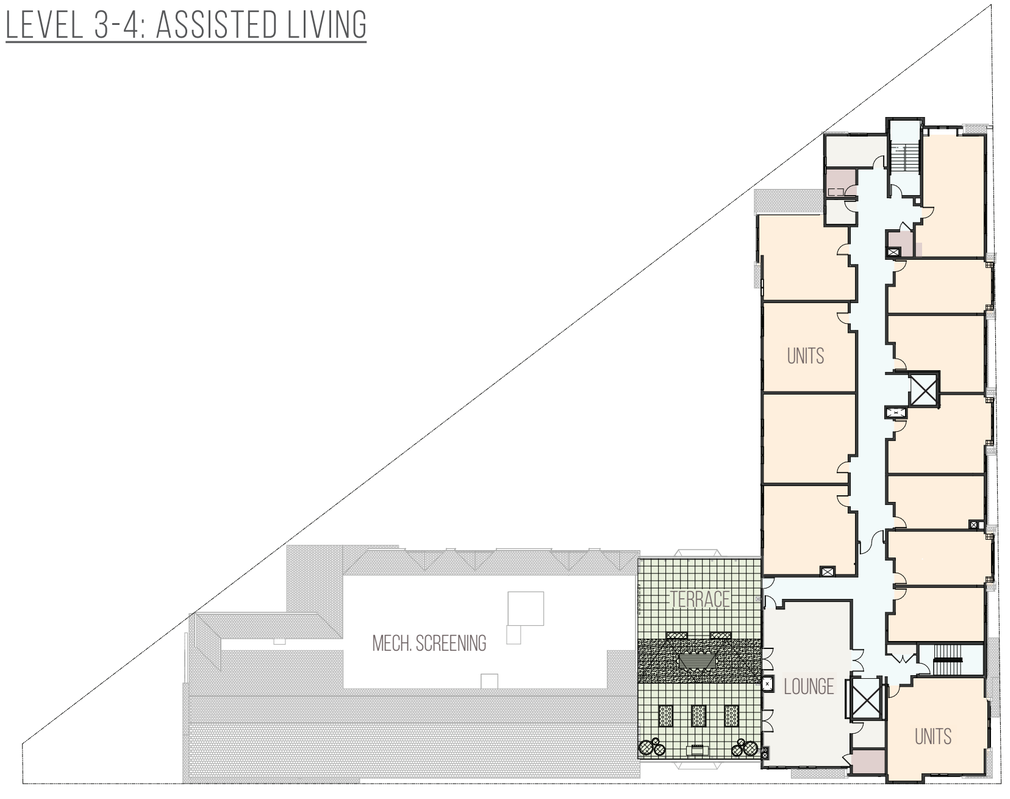
SCALE: 1/32" = 1'



LEVEL 2: MEMORY CARE



LEVEL 3-4: ASSISTED LIVING



LEVEL 5: ASSISTED LIVING & AMENITY

EDG RESPONSE

ITEM	BOARD COMMENTS	RESPONSE
1. Project Relationship to The Streets	The Board suggested that the northwestern plaza, NW 100th Street, and the small commercial space are good opportunities for positive street relationships. The Board suggests light screening, good landscaping, and where possible entry sequences that are visible and understandable to pedestrians. The Board requests wall and landscaping design at Holman Road which minimizes the transition to the public realm.	The project seeks to create positive street relationship through thoughtful landscaping along the three street facing facades as well as the two landscaped corners at the SW and NE corners of the site. Additional entries into both the Porte Cochere and the commercial space create direct lines of sight to building entries. Maximized transparency, layered landscaping, and pedestrian-scaled details enhance the streetscape design.
2. Project Relationship Entry Sequence	The Board requests a strong connection to Holman Road NW. The Board requests an entry to the building and to the commercial area that is recognizable from Holman Road and not only visible and accessible within the Porte Cochere. Pedestrian access from NW 100th Street should also be visible and separate from vehicles.	Per the Board's request a separate entry to the commercial space has been added along Holman Road, to provide pedestrians with direct access from the street. An additional entry to the Porte Cochere at NW 100th Street creates a safe pedestrian access point from the south.
3. Building Materials	The Board requested good quality, durable materials including brick, stone, and other quality masonry. The board requests landscaping which fills the spaces at maturity with many native species to ensure a healthy planting plan.	High quality, textured materials at the street level add interest at the pedestrian scale. Brick and stone veneer are used on all sides of the project. Landscaping focuses on a wide variety of native species. At upper levels, the theme of contrasting colors and materials continues, with lap siding, stucco, and half timbering. Finally, the roof and mechanical screening employ a synthetic slate tile throughout.

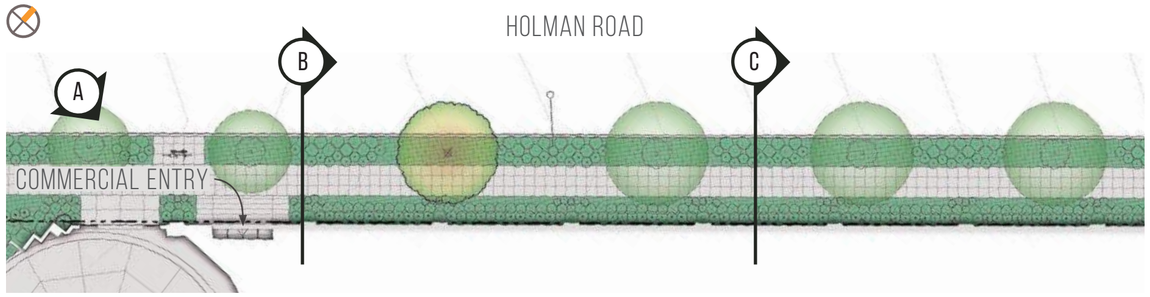
PEDESTRIAN EXPERIENCE: HOLMAN ROAD

BOARD COMMENTS

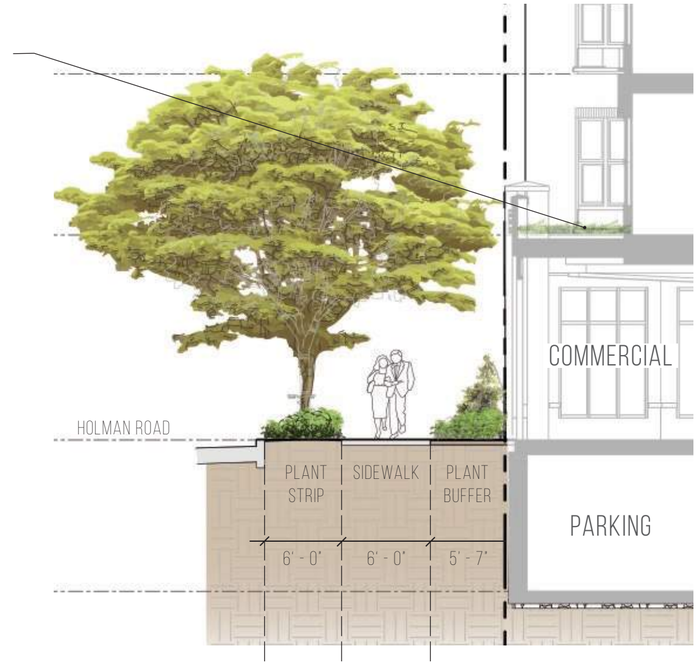
The Board requests a strong connection to Holman Road NW. The Board requests an entry to the building and to the commercial area that is recognizable from Holman Road and not only visible and accessible within the Porte Cochere. Pedestrian access from NW 100th Street should also be visible and separate from vehicles. Treatment may include more windows, display windows, stepped walls, landscaping, and interesting masonry treatments.

RESPONSE

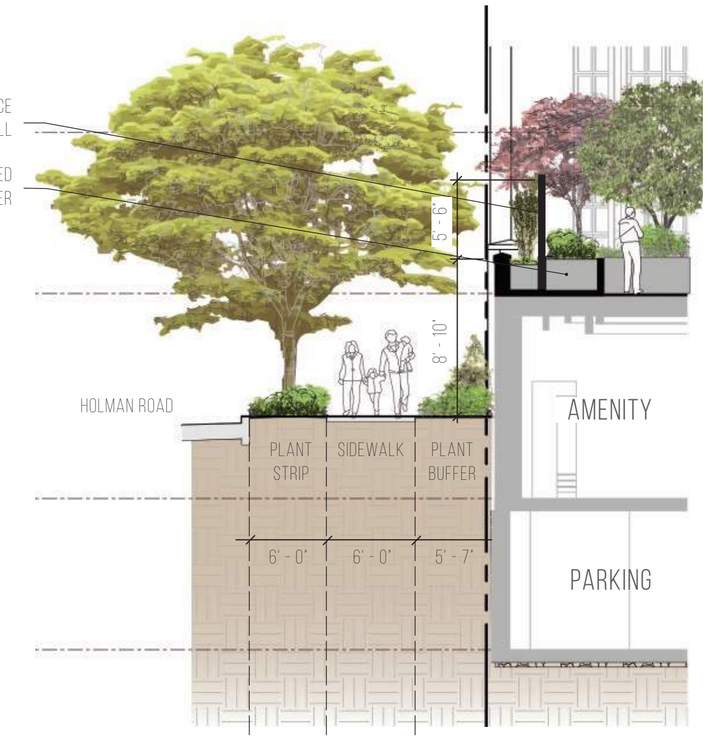
The site slopes 17' from the sw corner to the ne corner and the project quickly dives below grade. In order to maximize the transparency along holman road, level 1 has 14' floor to floor height. Multiple entry points into the porte cochere provide access points and sight lines to the residential entry. In response to EDG feedback an entry has been added along holman directly into the commercial space. Architectural detailing such as pilasters, lanterns, brick headers and plantings add interest and pedestrian-scaled language to the facade.



1. HIGH LEVEL OF TRANSPARENCY
2. PEDESTRIAN-SCALE BUILDING MODULATION
3. OVERHEAD SIGNAGE WITH SIGHT LINE TO ENTRY
4. PEDESTRIAN-SCALE FIXTURES AND DETAILING
5. VARIED BRICK COURSING SCHEMES



Ⓑ HOLMAN ROAD AT PORTE COCHERE



Ⓒ HOLMAN ROAD AT RESIDENT COURTYARD

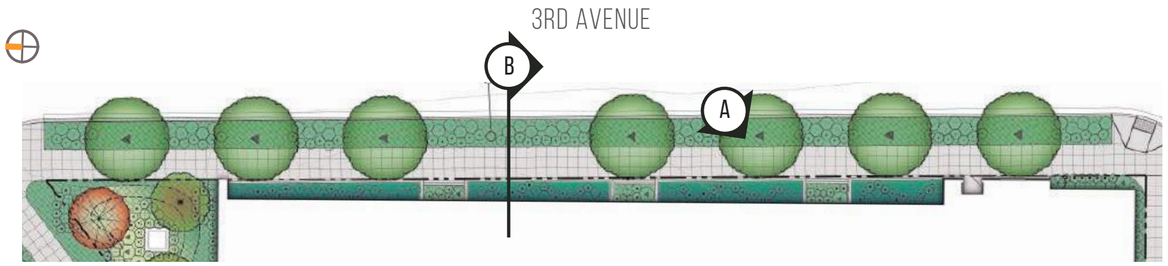
PEDESTRIAN EXPERIENCE: 3RD AVENUE NW

BOARD COMMENTS

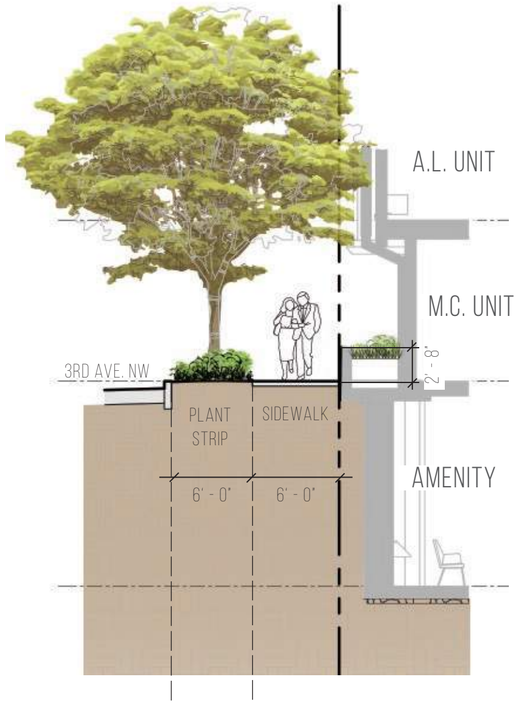
The Board indicated that they prefer to see increased facade transparency, and are interested in seeing the proposed windows retained. Treatment may include more windows.

RESPONSE

Steep grade change along the site mean that Level 2 is at grade on 3 Avenue. Appropriately scaled residential units provide privacy to residents and neighbors alike. A setback at the street level allows for a dense landscaping buffer between residents and pedestrians and enhances the streetscape along 3rd Avenue.



1. PHYSICAL AND VISUAL SEPARATION FROM RESIDENT WINDOWS
2. RICH, TEXTURED FINISHES AT STREET LEVEL
3. CONTRASTING MATERIALS AND FINISHES
4. DETAILED FIXTURES AT UPPER LEVELS
5. EGRESS TREATED WITH ARCHITECTURAL LANGUAGE



B 3RD AVENUE NW AT BIORETENTION PLANTERS

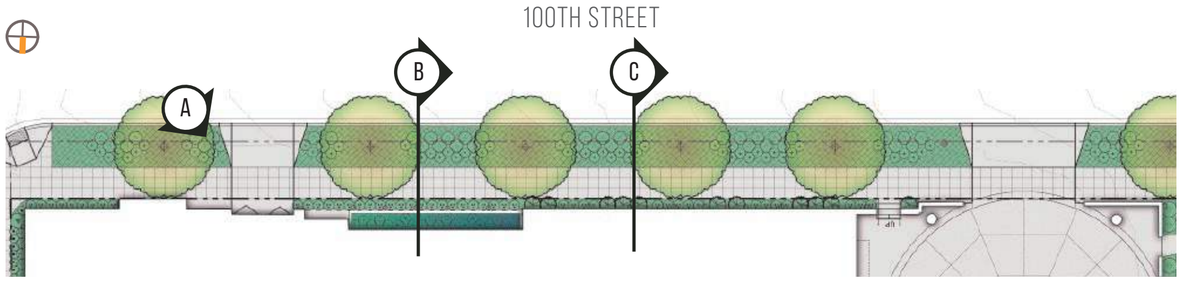
PEDESTRIAN EXPERIENCE: NW 100TH STREET

BOARD COMMENTS

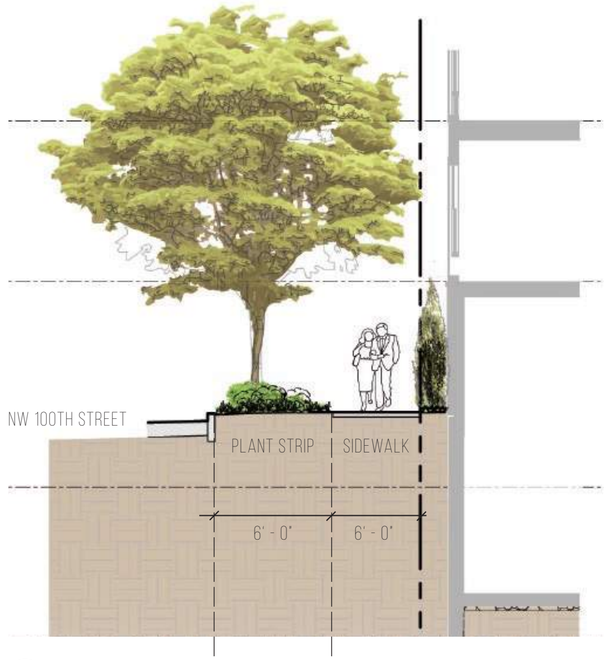
The board indicated that they prefer to see increased facade transparency even at the parking ramp in lieu of blank walls. Treatment may include more bay windows as above the subject wall, interesting masonry, landscaping, facade art, openings with artistic screens, etc.

RESPONSE

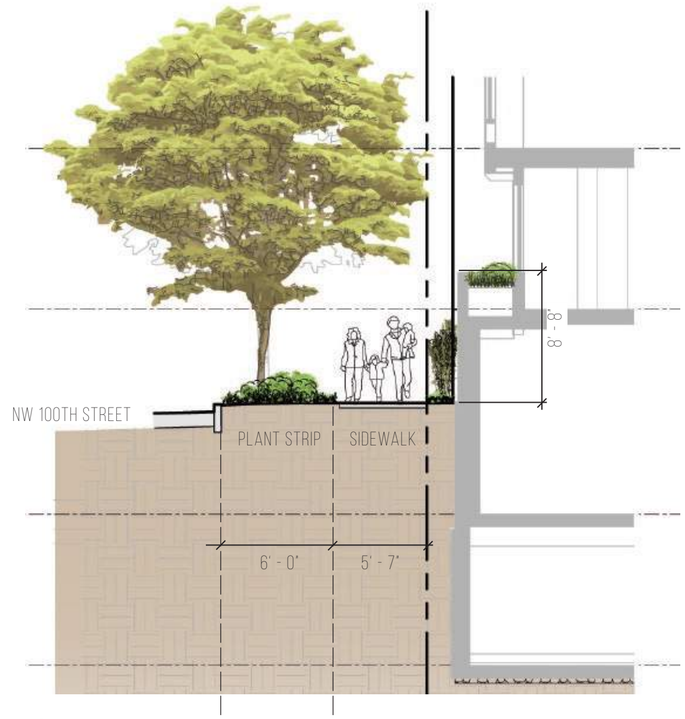
Due to required vehicle access off of 100th st and steep grade change we explored various parking ramp configurations, The proposed ramp location was supported by the board at EDG. The proposed layout minimized curb cuts, prioritizes pedestrian safety, and limits the impact to the Holman Road facade. High quality materials such as brick and stone are used to create visual interest, while dense plantings and green walls help to break up the facade and provide a pleasant pedestrian experience.



1. PHYSICAL AND VISUAL SEPARATION FROM RESIDENT WINDOWS
2. RICH, TEXTURED FINISHES AT STREET LEVEL
3. CONTRASTING MATERIALS AND FINISHES
4. PEDESTRIAN-SCALE FIXTURES AND DETAILING
5. LOADING BAY TREATED WITH ARCHITECTURAL LANGUAGE HEIGHT DEPARTURE REQUESTED
6. CAST-IN-PLACE CONCRETE WITH SANDBLASTED FINISH



B NW 100TH STREET AT PARKING RAMP



C NW 100TH STREET AT BIORETENTION PLANTERS

ENTRY SEQUENCE: HOLMAN ROAD PLAZA & PORTE COCHERE

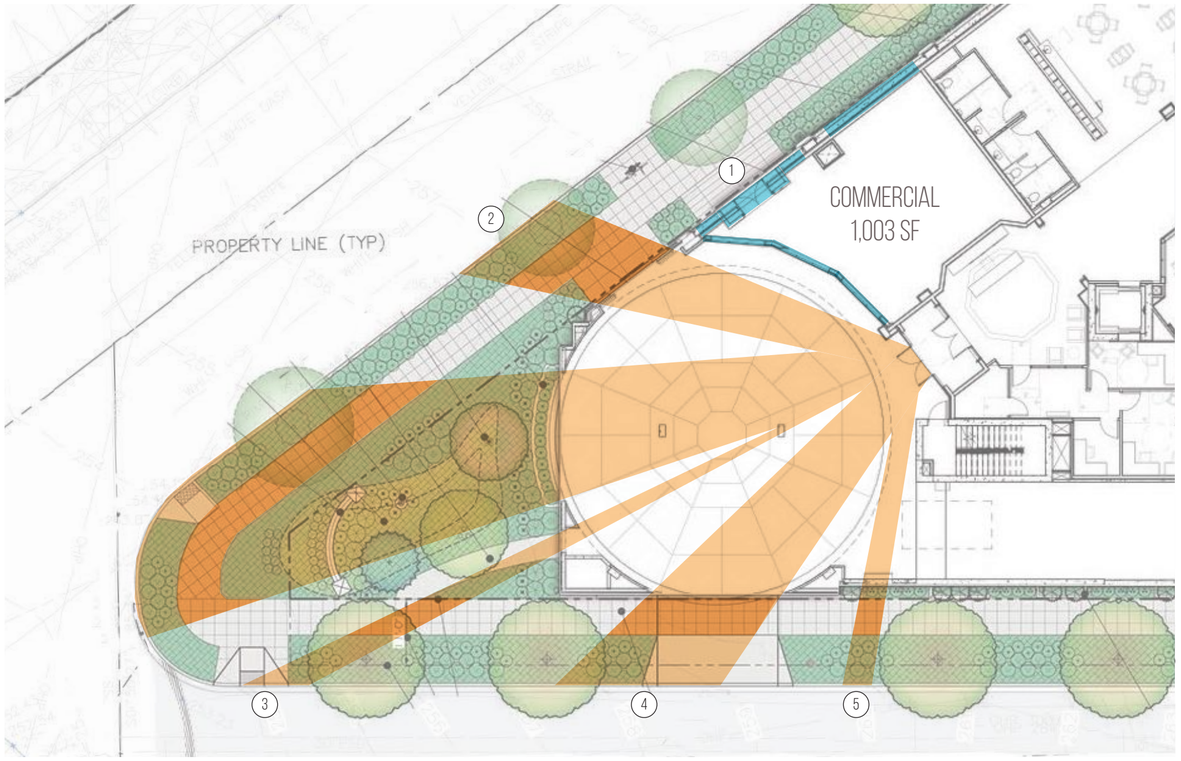
BOARD COMMENTS

The Board suggested that the northwestern plaza, NW 100th Street, and the small commercial space are good opportunities for positive street relationships. The Board suggests light screening, good landscaping, and where possible entry sequences that are visible and understandable to pedestrians. The Board requests wall and landscaping design at Holman Road which minimizes the transition to the public realm.

RESPONSE

The SW corner features decorative plantings, a monument sign, and flagpole that focuses views toward the SW entry. A second pedestrian access point has been added along Holman Road to provide a distinct entry to commercial space. Access points to the porte cochere are located off of Holman Road, NW 100th St, and landscaped area at the SW corner of the site. A raised planter is located in front of the arched opening to the west to clearly mark vehicular access. Openings into the porte cochere have been maximized to provide views to the residential entry.

- RESIDENT ENTRY SIGHT LINES
- ENTRY VISIBILITY FROM SIDEWALK
- RETAIL TRANSPARENCY



ENTRY SEQUENCE DIAGRAM

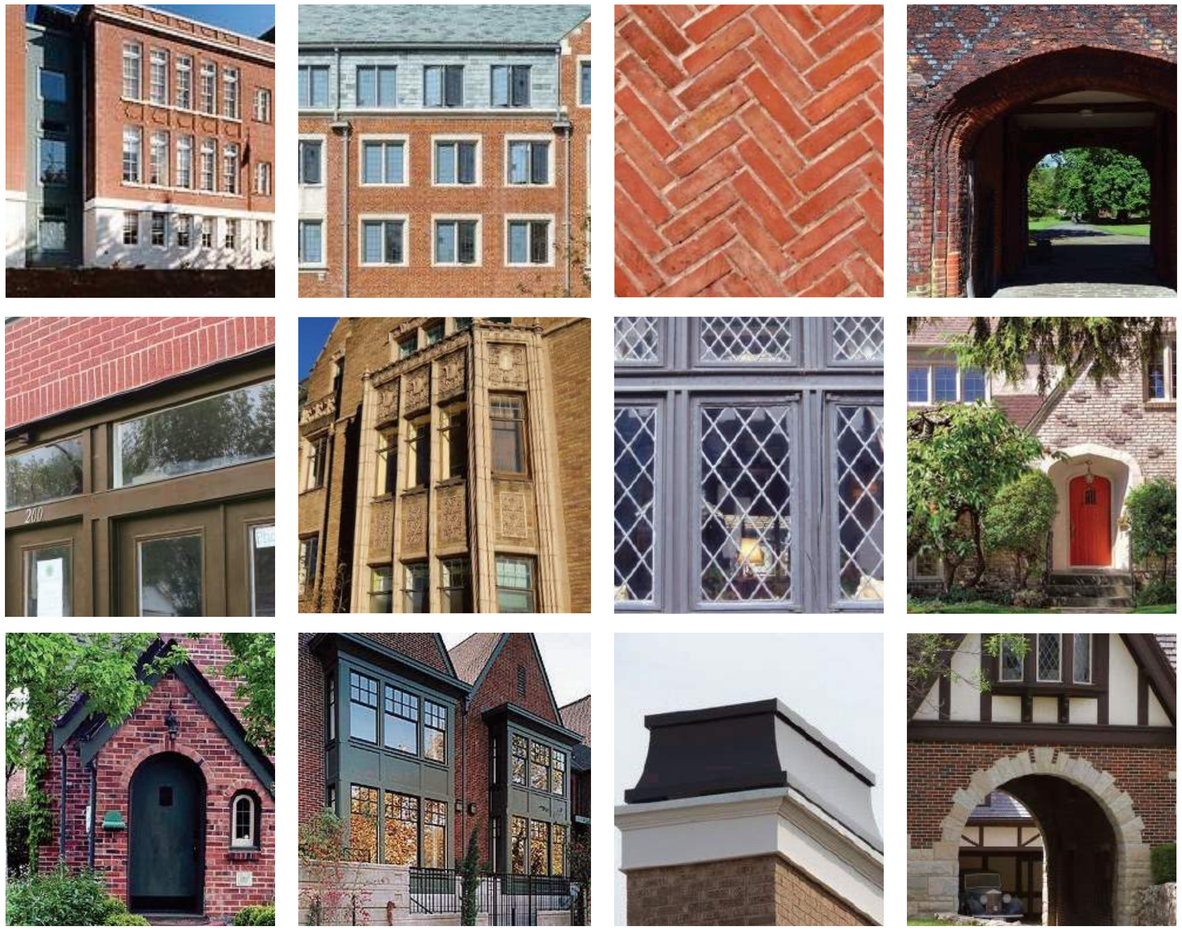
1. COMMERCIAL ENTRY
2. PORTE COCHERE MAIN PEDESTRIAN ENTRY
3. PORTE COCHERE PEDESTRIAN ENTRY
4. PORTE COCHERE PEDESTRIAN ENTRY
5. PORTE COCHERE VEHICLE ENTRY

EDG RESPONSE - ENTRY SEQUENCE

BUILDING CONCEPT: MATERIAL PRECEDENTS

BOARD COMMENTS

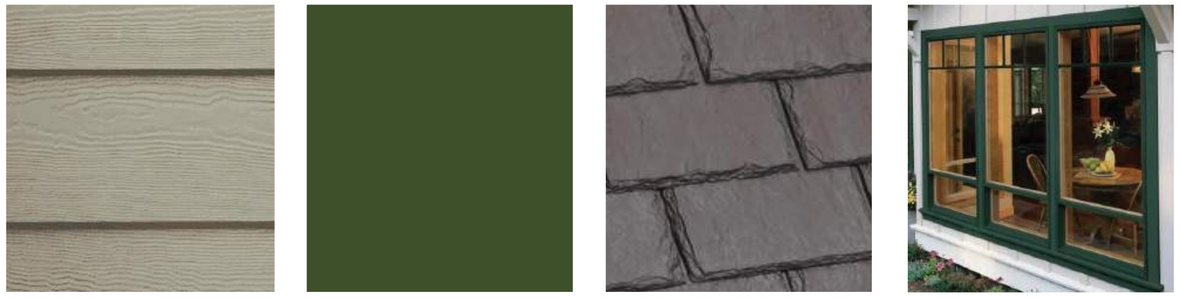
The Board accepted the raised courtyard at Holman Road and the subsequent lack of transparency at the street level. NW 100th Street and 3rd Avenue pose separate challenges, which can be overcome through building modulation, thoughtful landscaping, lighting, and material choice. The Board requested wall and landscape design on all sides of the building which acts to minimize the height of walls.



SELECTED MATERIALS

High quality materials such as brick, stone masonry veneer, and architectural concrete at the base of the building provide scale and texture to the streetscape. Dense landscaping at all street faces add texture and scale to the pedestrian experience. Upper levels provide a variety of different materials including brick, lap siding, fiber cement board, and stucco with half timbering. The roof and mechanical screening are clad in a synthetic slate tile.

1) THIN BRICK VENEER - "NAPA"
2) STONE MASONRY VENEER - "BARLEY"
3) CAST-IN-PLACE CONCRETE
4) FIBER CEMENT BOARD TRIM



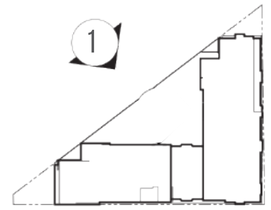
5) FIBER CEMENT LAP SIDING
6) FIBER CEMENT BOARD SIDING
7) SYNTHETIC SLATE ROOF TILE - "EURO BLEND"
8) PAINTED VINYL WINDOWS

9) PREFINISHED ALUMINUM SCREEN
10) PREFINISHED COPING, GUTTERS, DOWNSPOUTS
11) ALUMINUM STOREFRONT
12) STUCCO

EDG RESPONSE - MATERIALS

MATERIALS LEGEND:

1. THIN BRICK VENEER
2. STONE MASONRY VENEER
3. CAST-IN-PLACE CONCRETE
4. FIBER CEMENT BOARD TRIM
5. FIBER CEMENT LAP SIDING
6. FIBER CEMENT BOARD SIDING
7. SYNTHETIC SLATE ROOF TILE
8. PAINTED VINYL WINDOWS
9. PREFINISHED ALUMINUM SCREEN
10. PREFINISHED METAL COPING, GUTTERS, DOWNSPOUTS
11. ALUMINUM STOREFRONT
12. STUCCO

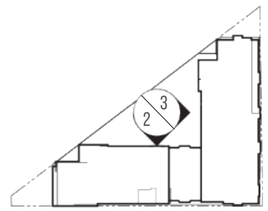


① ELEVATION: HOLMAN ROAD - LOOKING SOUTHEAST

SCALE: 1/16" = 1'

MATERIALS LEGEND:

1. THIN BRICK VENEER
2. STONE MASONRY VENEER
3. CAST-IN-PLACE CONCRETE
4. FIBER CEMENT BOARD TRIM
5. FIBER CEMENT LAP SIDING
6. FIBER CEMENT BOARD SIDING
7. SYNTHETIC SLATE ROOF TILE
8. PAINTED VINYL WINDOWS
9. PREFINISHED ALUMINUM SCREEN
10. PREFINISHED METAL COPING, GUTTERS, DOWNSPOUTS
11. ALUMINUM STOREFRONT
12. STUCCO



② ELEVATION: COURTYARD - LOOKING SOUTH

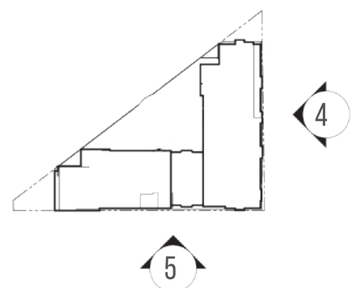
SCALE: 1/16" = 1'

③ ELEVATION: COURTYARD - LOOKING EAST

EDG RESPONSE - MATERIALS

MATERIALS LEGEND:

1. THIN BRICK VENEER
2. STONE MASONRY VENEER
3. CAST-IN-PLACE CONCRETE
4. FIBER CEMENT BOARD TRIM
5. FIBER CEMENT LAP SIDING
6. FIBER CEMENT BOARD SIDING
7. SYNTHETIC SLATE ROOF TILE
8. PAINTED VINYL WINDOWS
9. PREFINISHED ALUMINUM SCREEN
10. PREFINISHED METAL COPING, GUTTERS, DOWNSPOUTS
11. ALUMINUM STOREFRONT
12. STUCCO

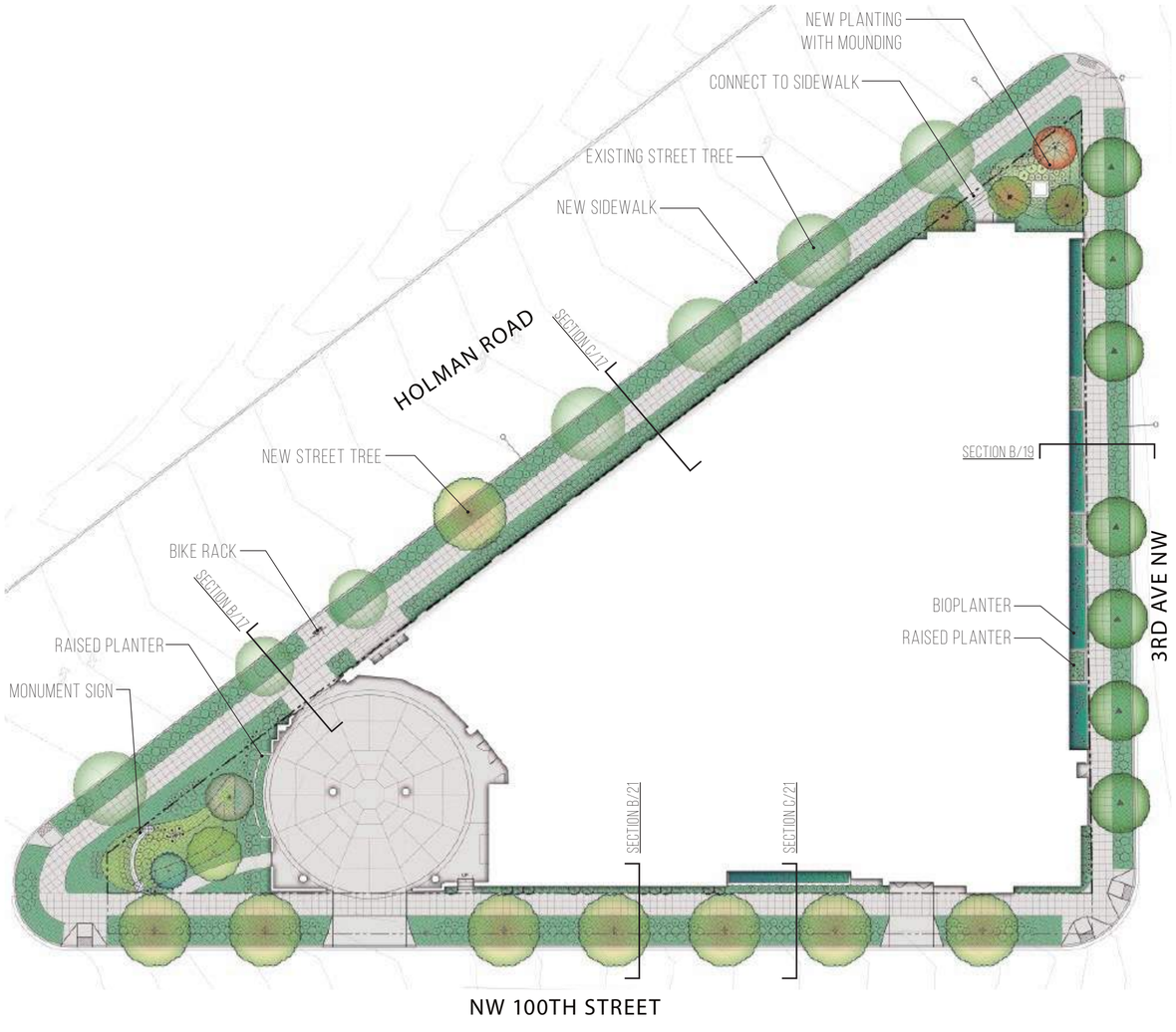


④ ELEVATION: 3RD AVENUE - LOOKING WEST

SCALE: 1/16" = 1'

⑤ ELEVATION: 100TH STREET - LOOKING NORTH

EDG RESPONSE - MATERIALS



GROUND LEVEL RENDERED LANDSCAPE PLAN

LEVELS 2 & 5 RENDERED LANDSCAPE PLAN

PLANT PALETTE

RED SUNSET MAPLE

JAPANESE SNOWBELL

VINE MAPLE

JAPANESE MAPLE

EASTERN REDBUD

LEONARD MESSEL MAGNOLIA

WHITE FIR

CHRISTMAS CHEER AZALEA

EVEREST AZALEA

DEER FERN

KELSEY DOGWOOD

VARIEGATED FRAGRANT DAPHNE

CORAL BELLS

BIGLEAF HYDRANGEA

JAPANESE HOLLY

ENGLISH LAVENDER

HEAVENLY BAMBOO

FAZIO ASSOCIATES INC. LANDSCAPE ARCHITECTS

LANDSCAPE

PLANT PALETTE

GOLDFLAME SPIREA

FILIP'S MAGIC MOMENT ARBORVITAE

GLOBE ARBORVITAE

DAVID'S VIBURNUM

SLOUGH SEDGE

DWARF PERIWINKLE

CARPET BUGLEWEED

CROCUS AND DAFFODILS

ORANGE DAYLILY

YELLOW DAYLILY

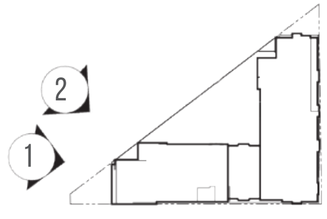
GREENROOF SEDUM MIX

BOSTON IVY

FAZIO ASSOCIATES INC. LANDSCAPE ARCHITECTS

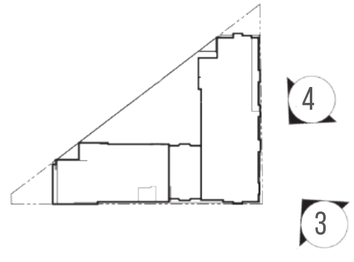
1. HOLMAN ROAD LOOKING EAST

2. HOLMAN ROAD LOOKING EAST



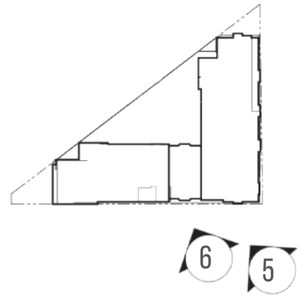
3. 3RD AVENUE LOOKING NORTHWEST

4. 3RD AVENUE LOOKING SOUTHWEST

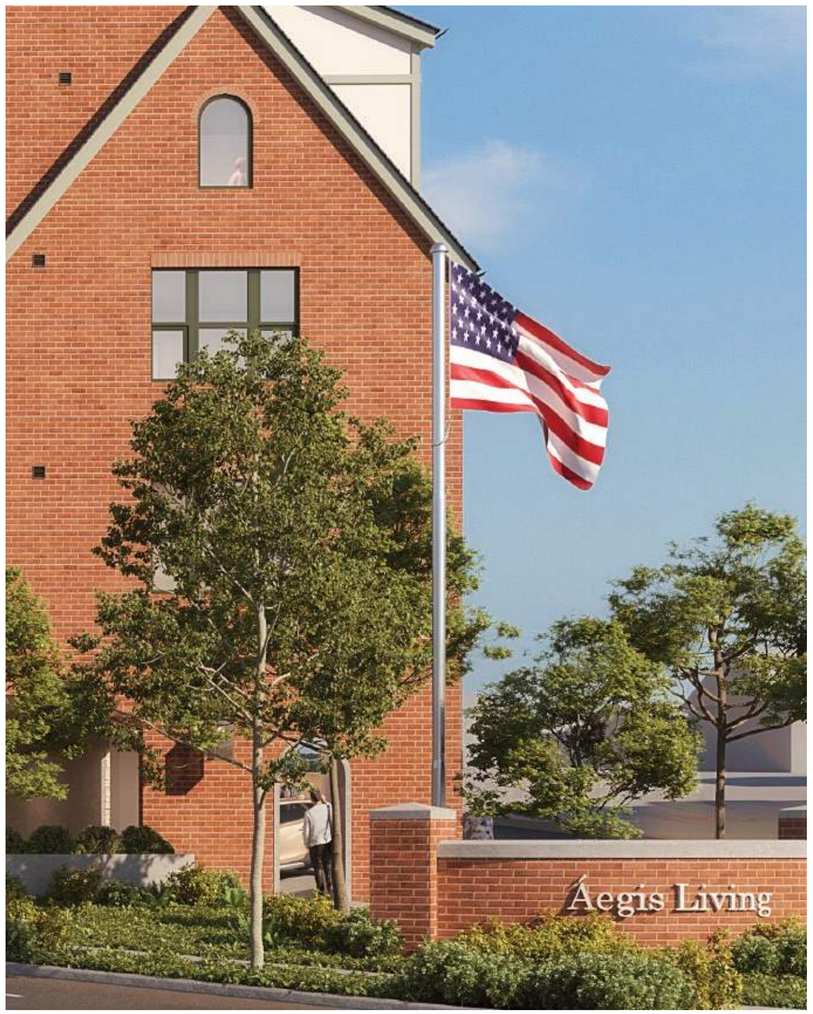


5. 100TH STREET LOOKING NORTHWEST

6. 100TH STREET LOOKING NORTHWEST



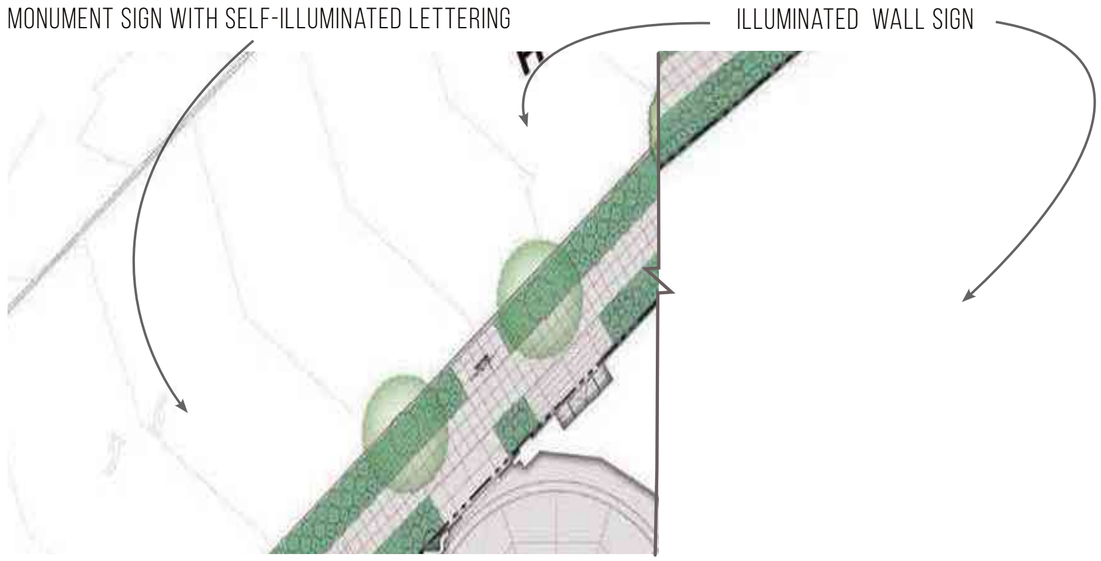
SIGNAGE



HOLMAN ROAD: MONUMENT SIGN WITH SELF-ILLUMINATED LETTERING

PREFINISHED ALUMINUM SIGNAGE PRECEDENTS

SIGNAGE



LIGHTING

LEVEL 1 / PORTE COCHERE LIGHTING GLOW PLAN

E7 LARGE SCALE DECORATIVE PENDANT

A large, decorative lantern in the center of the porte cochere welcomes residents and visitors.

E8 SMALL SCALE FLOODLIGHTS FOR SIGNAGE

Discrete floodlights illuminate signage.

WALL-MOUNTED AREA LIGHT

Wall-mounted LED area light illuminates egress exit.

E10 WALL-MOUNTED LANTERN

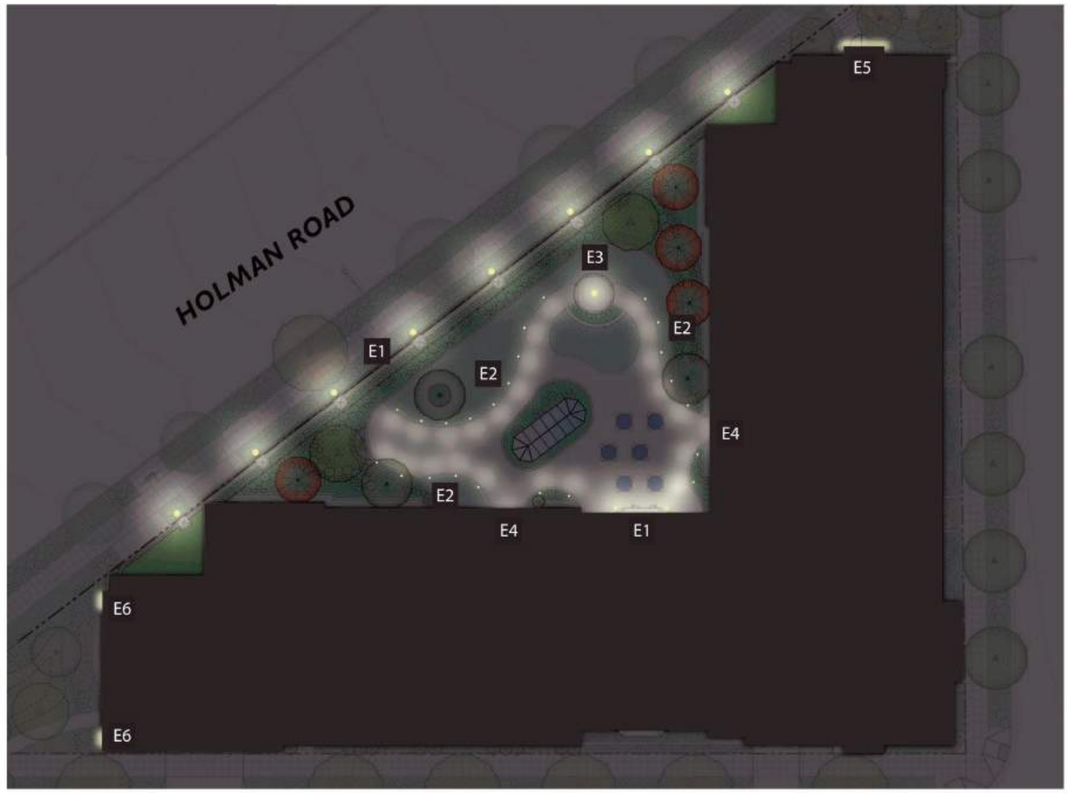
Large, wall-mounted LED lanterns provide wayfinding for entries and paths.

E11 RECESSED DOWNLIGHT

3"-6"LED downlights recessed over doors provide egress illumination and general illumination in the porte cochere.

RUSHING | lighting design

LIGHTING



LEVEL 2 COURTYARD LIGHTING GLOW PLAN

E1 WALL-MOUNTED LANTERN

Large, wall-mounted LED lanterns emphasize architectural patterns.

E2 BOLLARDS

Low-glare bollards provide lighting for movement around the courtyard. (Quantity and placement subject to photometric analysis)

E3 DECORATIVE SUSPENDED LANTERN

A decorative lantern provides ambient lighting in gazebo.

E4 RECESSED DOWNLIGHT

3"-6" LED downlights recessed over doors provide egress illumination.

E5 WALL GRAZER

A linear LED hidden in the canopy grazes the building facade.

E6 NARROW BEAM BUILDING UPLIGHT

A point-source LED to uplight the building facade.

RUSHING | lighting design

LIGHTING

ROOF DECK LIGHTING GLOW PLAN

E12 WALL-MOUNTED LANTERN

Large, wall-mounted LED lanterns provide wayfinding for entries and paths.

RECESSED STEPLIGHT

Shielded, LED steplights **recessed in** planters provide **movement** lighting.

E13 CATENARY SUSPENDED LIGHTING

Catenary suspended LED lanterns light rooftop seating area

RUSHING | lighting design

DEPARTURES

	SECTION	CODE SUMMARY	RATIONALE
1	**23.47A.008.A.2** Street Level Development Standards: **Blank Facade**	Blank segments of the street-facing facade between 2' and 8' above the sidewalk may not exceed 20' in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street.	**3RD AVENUE** The residential uses at the ground level are recessed, with planters, railings, and soffits, providing privacy and separation. Plantings and smaller-scale modulation improve pedestrian experience.
2	**23.47A.008.B.2** Street Level Development Standards: **Facade Transparency**	60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent. The width of a driveway at street level, not to exceed 22' may be subtracted from the width of the facade.	**HOLMAN ROAD** Due to grade change the project is unable to meet the transparency requirements of non-residential uses. High floor to floor height at Level 1 maximizes the transparency at the west end of Holman.
3	**23.47A.008.B.2** Street Level Development Standards: **Facade Transparency**	60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent. The width of a driveway at street level, not to exceed 22' may be subtracted from the width of the facade.	**3RD AVENUE** Due to the grade change, 3rd Avenue is no longer at the same level as the non-residential uses at the southwest corner of the site. Providing less transparency at residential units better meets the design guidelines.
4	**23.47A.008.B.2** Street Level Development Standards: **Facade Transparency**	60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent. The width of a driveway at street level, not to exceed 22' may be subtracted from the width of the facade.	**100TH STREET** Due to required vehicle access off of NW 100th st and steep grade change the proposed ramp location is the only viable option. As such, the façade does not meet the façade transparency requirements.
5	**23.47A.008.B.3** Street Level Development Standards: **Commercial Depth**	Non-residential uses shall extend an average depth of at least 30' and a minimum of 15' from the street-level street-facing facade.	The project provides 1,003 SF of highly visible commercial space at the southeast corner of Holman Road with an average depth of 24' - 8". Commercial transparency and street presence is maximized despite grade change and adjacent program elements.
6	**23.54.35.C** Standards For Loading Berths **Vertical Clearance**	Each loading berth shall be not less than 10' in width and shall provide not less than 14'-0" in vertical clearance. Each loading berth for and medium-demand uses shall be a minimum of 35' in length unless reduced by determination of the director.	**LEVEL 1** The provided 10'-6" loading berth height at the covered vehicle turnaround will allow most parcel trucks and passenger vans to use the loading area. Larger vehicles will be accommodated by the second loading berth with a clear height of 13'-0"
7	**23.54.35.C** Standards For Loading Berths **Vertical Clearance**	Each loading berth shall be not less than 10' in width and shall provide not less than 14'-0" in vertical clearance. Each loading berth for and medium-demand uses shall be a minimum of 35' in length unless reduced by determination of the director.	**LEVEL 2** All delivery and service providers for this property have been contacted to determine the size of vehicles making deliveries. The provided 13'-0" clear height will accommodate all known parcel and delivery trucks
8	**23.54.35.C** Standards For Loading Berths **Length**	Each loading berth shall be not less than 10' in width and shall provide not less than 14'-0" in vertical clearance. Each loading berth for and medium-demand uses shall be a minimum of 35' in length unless reduced by determination of the director.	**LEVEL 1** This project meets the requirements of a medium-demand use and therefore qualifies for the standard departure from a 35'-0" loading berth to a 25'-0" loading berth.
9	**23.54.35.C** Standards For Loading Berths **Length**	Each loading berth shall be not less than 10' in width and shall provide not less than 14'-0" in vertical clearance. Each loading berth for and medium-demand uses shall be a minimum of 35' in length unless reduced by determination of the director.	**LEVEL 2** This project meets the requirements of a medium-demand use and therefore qualifies for the standard departure from a 35'-0" loading berth to a 25'-0" loading berth.

2. FACADE TRANSPARENCY: HOLMAN ROAD

SMC 23.47A.008.B.2

LAND USE CODE SECTION:
Non-Residential street level requirements: 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.

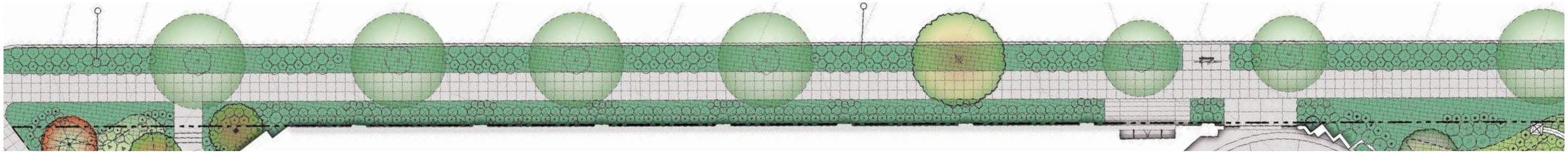
REQUEST:
Holman Road: Facade transparency departed to **36.5%**

RATIONALE:
Holman Road: Due to the grade change along Holman Rd the project is unable to meet the transparency requirements of non-residential uses. High floor to floor height at Level 1 maximizes the transparency at the west end of Holman. As the building dives below grade, façade transparency is introduced along level 2.

PROPOSAL BETTER MEETS DESIGN GUIDELINES:

- **CS3.A.3 Established Neighborhoods:** Design new structures to complement the architectural style of the neighborhood. The project takes inspiration from Tudor revival homes in the Greenwood and Greenlake neighborhoods, employing ground level glazing consistent with load bearing masonry structures.
- **DC2.A.1 Massing - Site Characteristics & Use:** Arrange the mass of the building taking into consideration the characteristics of the site. The project engages the site's challenging topography by maximizing floor to floor height at Level 1 and providing large windows wherever possible. The transition from Level 1 to Level 2 prevents transparency along much of the Holman Road facade.

TRANSPARENCY : HOLMAN ROAD	
MINIMUM TRANSPARENCY REQUIRED:	60%
TRANSPARENCY PROPOSED:	**36.5%**
DEPARTURE REQUESTED:	23.5%



HOLMAN ROAD - NO LANDSCAPING

HOLMAN ROAD FACADE WITH LANDSCAPING

1. BLANK FACADE: 3RD AVENUE NW

SMC 23.47A.008.A.2

LAND USE CODE SECTION:
Basic street-level requirements: blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20' in width. The total of all blank facade segments many not exceed 40% of the width of the facade.

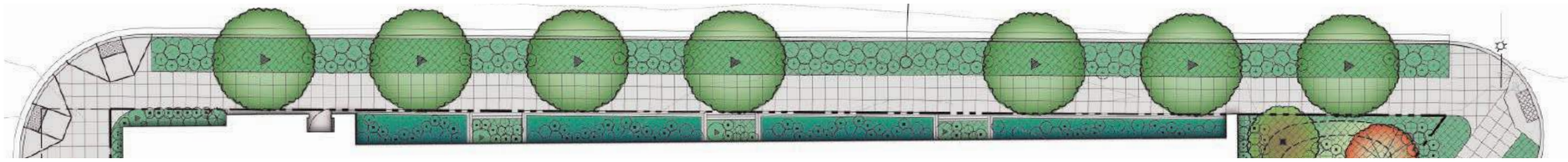
REQUEST:
- 3rd Ave: Blank facade departed to **58.6%**

RATIONALE:
3rd Ave NW: The residential uses at the ground level are recessed, with planters, railings, and soffits, providing privacy and separation. Plantings and smaller-scale modulation improve pedestrian experience.

PROPOSAL BETTER MEETS DESIGN GUIDELINES:
- **PL3.B.1 Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space. Planters and soffits above ground level residential windows offer added privacy to residents.

- **PL3.B.2: Ground Level Residential:** Consider providing a greater number of transitional elements and choose materials to clearly identify the transition from public to private spaces. The project uses high quality, highly textured materials throughout, and uses contrasting materials and modulation at the ground level along 3rd Avenue, which serve to separate it from the public realm.

BLANK FACADE : 3RD AVENUE	
MAXIMUM BLANK FACADE ALLOWED:	40%
BLANK FACADE PROPOSED:	**58.6%**
DEPARTURE REQUESTED:	18.4%



3RD AVENUE - NO LANDSCAPING

3RD AVENUE FACADE WITH LANDSCAPING

3. FACADE TRANSPARENCY: 3RD AVENUE NW

SMC 23.47A.008.B.2

LAND USE CODE SECTION:
Non-Residential street level requirements: 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.

REQUEST:
- 3rd Ave: Facade transparency departed to **34.5%**

RATIONALE:
3rd Ave NW: Due to the grade change, 3rd Ave NW is no longer at the same level as the non-residential street level uses at the southwest corner of the site. Providing less transparency at residential units better meets the design guidelines by providing more privacy to residents.

PROPOSAL BETTER MEETS DESIGN GUIDELINES:
- **PL3.B.1 Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space. Planters and soffits above ground level residential windows offer added privacy to residents.

- **PL3.B.2: Ground Level Residential:** Consider providing a greater number of transitional elements and choose materials to clearly identify the transition from public to private spaces. The project uses a combination of window treatments and positioning to imply a sense of privacy, in addition to the physical buffer offered by the planters and modulation.

TRANSPARENCY : 3RD AVENUE	
MINIMUM TRANSPARENCY REQUIRED:	60%
TRANSPARENCY PROPOSED:	**34.5%**
DEPARTURE REQUESTED:	25.5%

4. FACADE TRANSPARENCY: NW 100TH STREET

SMC 23.47A.008.B.2

LAND USE CODE SECTION:
Non-Residential street level requirements: 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.

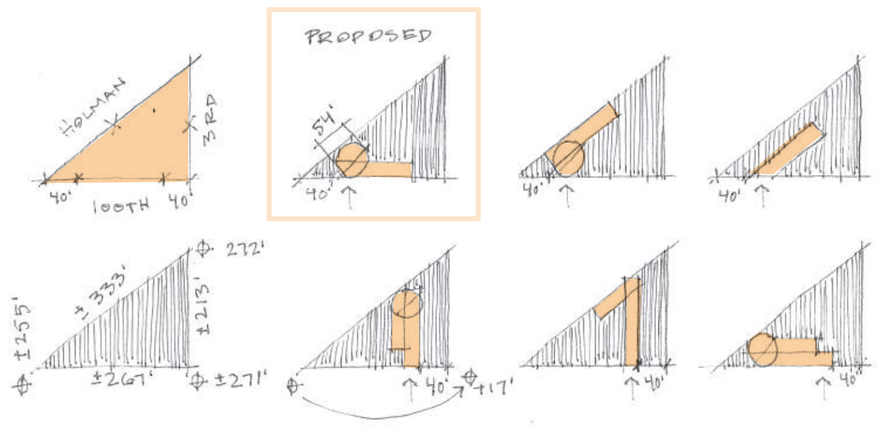
REQUEST:
100th Street: Facade transparency departed to **21.9%**

RATIONALE:
100th Street: Due to required vehicle access off of 100th st and steep grade change we explored various parking ramp configurations, with the proposed ramp locations being the only viable option. As such, the façade does not meet the façade transparency requirements along 100th st. This will better meet the design guidelines by providing curb cuts and vehicle access where it will be best for pedestrian safety. It also prioritizes a more transparent street-facing façade along Holman Rd and minimizes the impacts to interior programming.

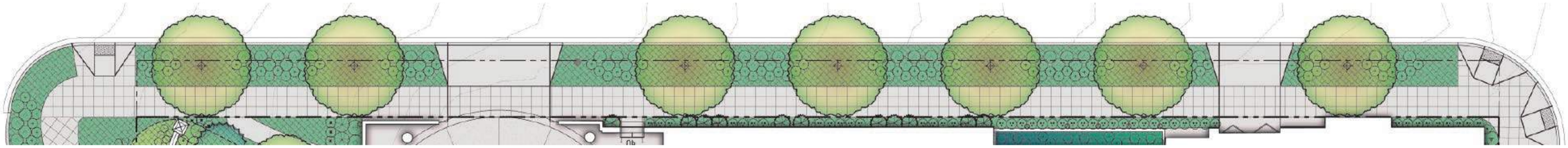
PROPOSAL BETTER MEETS DESIGN GUIDELINES:

- **DC1.C.2 Parking & Service Uses:** Reduce the visual impacts of parking lots. Parking access is hidden, with entry concealed within the building. This is made possible by locating the ramp parallel to 100th Street.
- **DC2.A.1 Massing - Site Characteristics & Use:** Arrange the mass of the building taking into consideration the characteristics of the site. The project engages the site's challenging topography by programing uses at the transition from Level 1 to Level 2 which do not require windows. This allows for greater transparency along the Holman Road facade.

TRANSPARENCY : NW 100TH ST	
MINIMUM TRANSPARENCY REQUIRED:	60%
TRANSPARENCY PROPOSED:	**21.9%**
DEPARTURE REQUESTED:	38.1%



100TH STREET PARKING RAMP STUDY



NW 100TH STREET - NO LANDSCAPING

NW 100TH STREET FACADE WITH LANDSCAPING

5. COMMERCIAL DEPTH

SMC 23.47A.008.B.3

LAND USE CODE SECTION:
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.

REQUEST:
The project requests an **5’ - 4”** depth reduction for non-residential uses.

PROVIDED STREET LEVEL USES:
The project provides 1,003 SF of highly visible commercial space at the southeast corner of Holman Road with an average depth of 24’ - 8”. Retail transparency and street presence is maximized despite grade change and adjacent program elements.

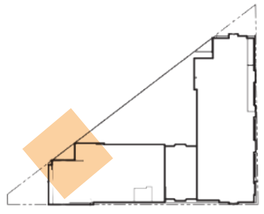
PROPOSAL BETTER MEETS DESIGN GUIDELINES:

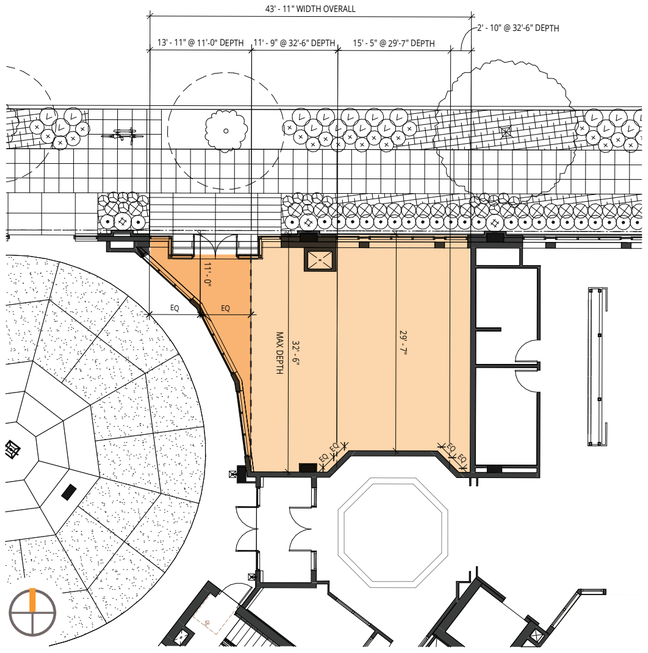
- **PL2 B.1 Eyes on the Street:** Create a safe environment by providing lines of sight. A lightly raised commercial setting helps to create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of high traffic interior activities near street-level uses.

- **PL3 C.2 Visibility:** Maximize visibility into the building interior. A slightly raised commercial setting helps to maximize visibility of the building exterior. Expansive glazing and increased height in shop space help to create a strong visual connection with the street.

- **PL3 C.3 Ancillary Activities:** Consider incorporating space in the project design into which retail uses can extend. The compact commercial footprint paired with extensive exterior landscaping and street furniture at the corner of 45th Street and 45th Place encourages café activities to spill outside and activate the corner.

RETAIL DEPTH	
AVERAGE DEPTH REQUIRED:	30’ - 0”
PROPOSED AVERAGE DEPTH:	**24’ - 8”**
DEPARTURE REQUESTED:	5’ - 4”





Eliminating the highlighted concave area from the commercial space would result in an average depth of **30’ - 0”**

COMMERCIAL DEPTH DIAGRAM

DEPARTURES

6. LOADING BERTH VERTICAL CLEARANCE: LEVEL 1

SMC 23.54.35.C

LAND USE CODE SECTION:

Loading berths are required to have a vertical clearance of at least 14 feet. (SMC 23.54.035.C.1.)

REQUEST:

The project proposes to place one of the required loading berths in the Porte cochere, which has a lower clearance.

The proposed clear height for the loading berth in the Porte cochere is **10' - 6"**

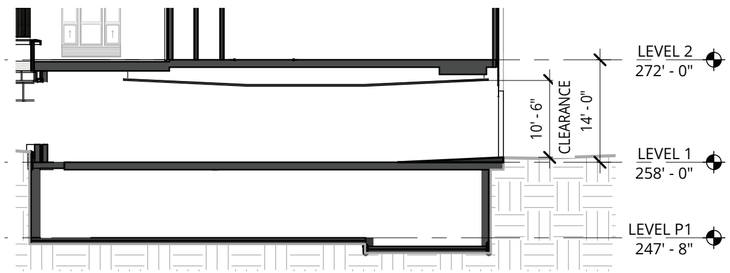
RATIONALE:

The provided 10'-6" loading berth height at the covered vehicle turnaround will allow most parcel trucks and passenger vans to use the loading area. Larger vehicles will be accommodated by the second loading berth with a clear height of 13'-0"

PROPOSED DESIGN BETTER MEETS DESIGN GUIDELINES:

- **DC1.B.1 Access Location and Design:** Choose locations for vehicle access which minimize conflict between vehicles and pedestrians. By dividing the two loading berths we have reduced the curb cut width for the loading bay from 20' to 12', reduced back-in-pull out traffic and improved pedestrian safety along 100th.
- **DC1.C.2 Parking and Service Uses:** Visual Impacts: Reduce the visual impact of parking lots. Reduced loading berth height at the Porte cochere allows for the loading to better respond to the topography of the site and to be visually integrated into the design of the facade at a more human, pedestrian scale.

VERTICAL CLEARANCE	
REQUIRED CLEAR HEIGHT:	14' - 0"
PROPOSED HEIGHT:	**10' - 6"**
DEPARTURE REQUESTED:	3' - 6"



SECTION AT PORTE COCHERE

SCALE: 1/16" = 1'

8. LOADING BERTH DEPTH: LEVEL 1

SMC 23.54.35.C

LAND USE CODE SECTION:

Loading berths shall be a minimum depth of 35 feet.

REQUEST:

The project proposes a reduction in the required loading berth depth, to 25', given its low-demand use. The proposed depth of the loading bay is **25' - 0"**

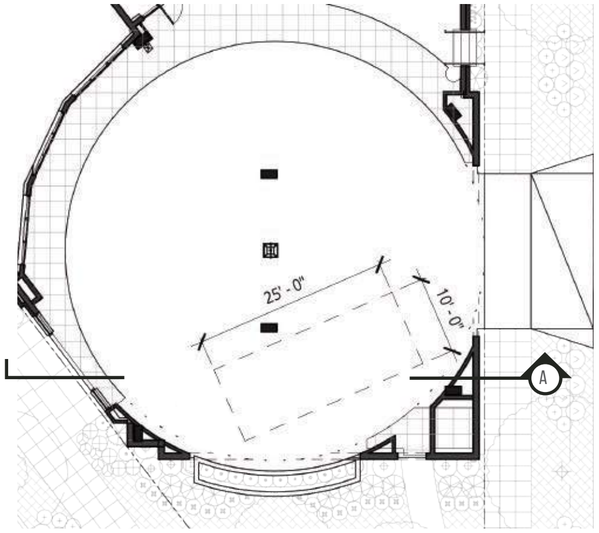
RATIONALE:

This project meets the requirements of a medium-demand use and therefore qualifies for the standard departure from a 35'-0" loading berth to a 25'-0" loading berth.

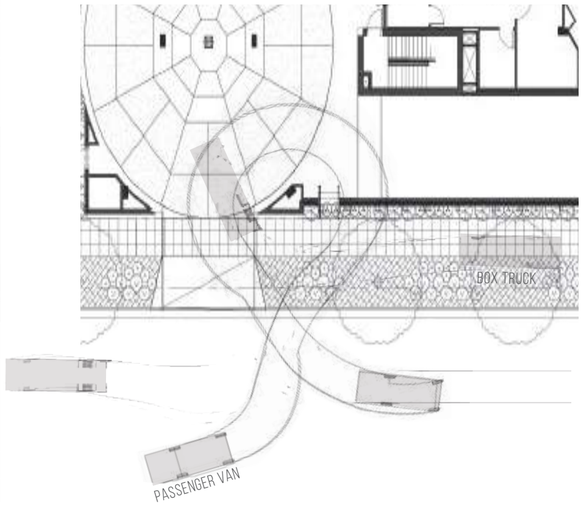
PROPOSED DESIGN BETTER MEETS DESIGN GUIDELINES:

- **DC1.B.1 Access Location and Design:** Choose locations for vehicle access which minimize conflict between vehicles and pedestrians. By dividing the two loading berths we have reduced the curb cut width for the loading bay from 20' to 12', reduced back-in-pull out traffic and improved pedestrian safety along 100th.

DEPTH	
REQUIRED DEPTH:	35' - 0"
PROPOSED DEPTH:	**25' - 0"**
DIFFERENCE:	10' - 0"



PORTE COCHERE PLAN



PASSENGER VAN & BOX TRUCK CIRCULATION

SEE APPENDIX FOR FULL VEHICLE CIRCULATION PLANS

7. LOADING BERTH VERTICAL CLEARANCE: LEVEL 2

SMC 23.54.35.C

LAND USE CODE SECTION:
Loading berths are required to have a vertical clearance of at least 14 feet.

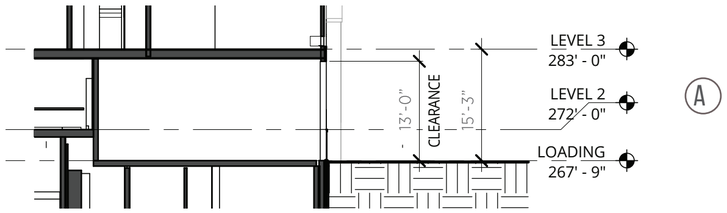
REQUEST:
The proposed clear height for the loading berth is **13'-0"**

RATIONALE:
All delivery and service providers for this property have been contacted to determine the size of vehicles making deliveries. The provided 13'-0" clear height will accommodate all known parcel and delivery trucks

PROPOSED DESIGN BETTER MEETS DESIGN GUIDELINES:

- **DC1.B.1 Access Location and Design:** Choose locations for vehicle access which minimize conflict between vehicles and pedestrians. By dividing the two loading berths we have reduced the curb cut width for the loading bay from 20' to 12', reduced back-in-pull out traffic and improved pedestrian safety along 100th.
- **DC1.C.2 Parking and Service Uses:** Visual Impacts: Reduce the visual impact of parking lots. Reduced loading berth height at the Porte cochere allows for the loading to better respond to the topography of the site and to be visually integrated into the design of the facade at a more human, pedestrian scale.

VERTICAL CLEARANCE	
REQUIRED CLEAR HEIGHT:	14' - 0"
PROPOSED HEIGHT:	**13' - 0"**
DEPARTURE REQUESTED:	1' - 0"



SECTION AT LEVEL 2 LOADING BERTH

SCALE: 1/16" = 1'

9. LOADING BERTH DEPTH: LEVEL 2

SMC 23.54.35.C

LAND USE CODE SECTION:
Loading berths shall be a minimum depth of 35 feet.

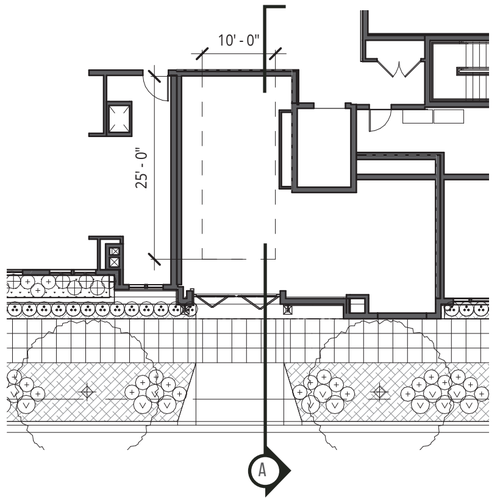
REQUEST:
The project proposes a reduction in the required loading berth depth, to 25', given its low-demand use. The proposed depth of the loading bay is **25' - 0"**

RATIONALE:
This project meets the requirements of a medium-demand use and therefore qualifies for the standard departure from a 35'-0" loading berth to a 25'-0" loading berth.

PROPOSED DESIGN BETTER MEETS DESIGN GUIDELINES:

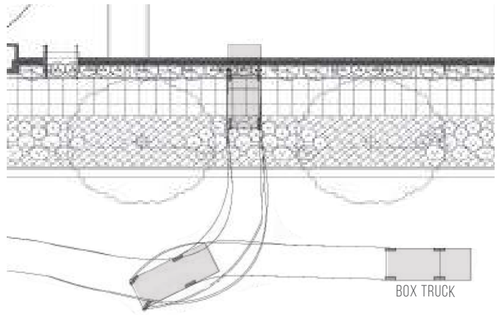
- **DC1.B.1 Access Location and Design:** Choose locations for vehicle access which minimize conflict between vehicles and pedestrians. By dividing the two loading berths we have reduced the curb cut width for the loading bay from 20' to 12', reduced back-in-pull out traffic and improved pedestrian safety along 100th.

DEPTH	
REQUIRED DEPTH:	35' - 0"
PROPOSED DEPTH:	**25' - 0"**
DIFFERENCE:	10' - 0"



LOADING BERTH 2 PLAN

SCALE: 1/16" = 1'



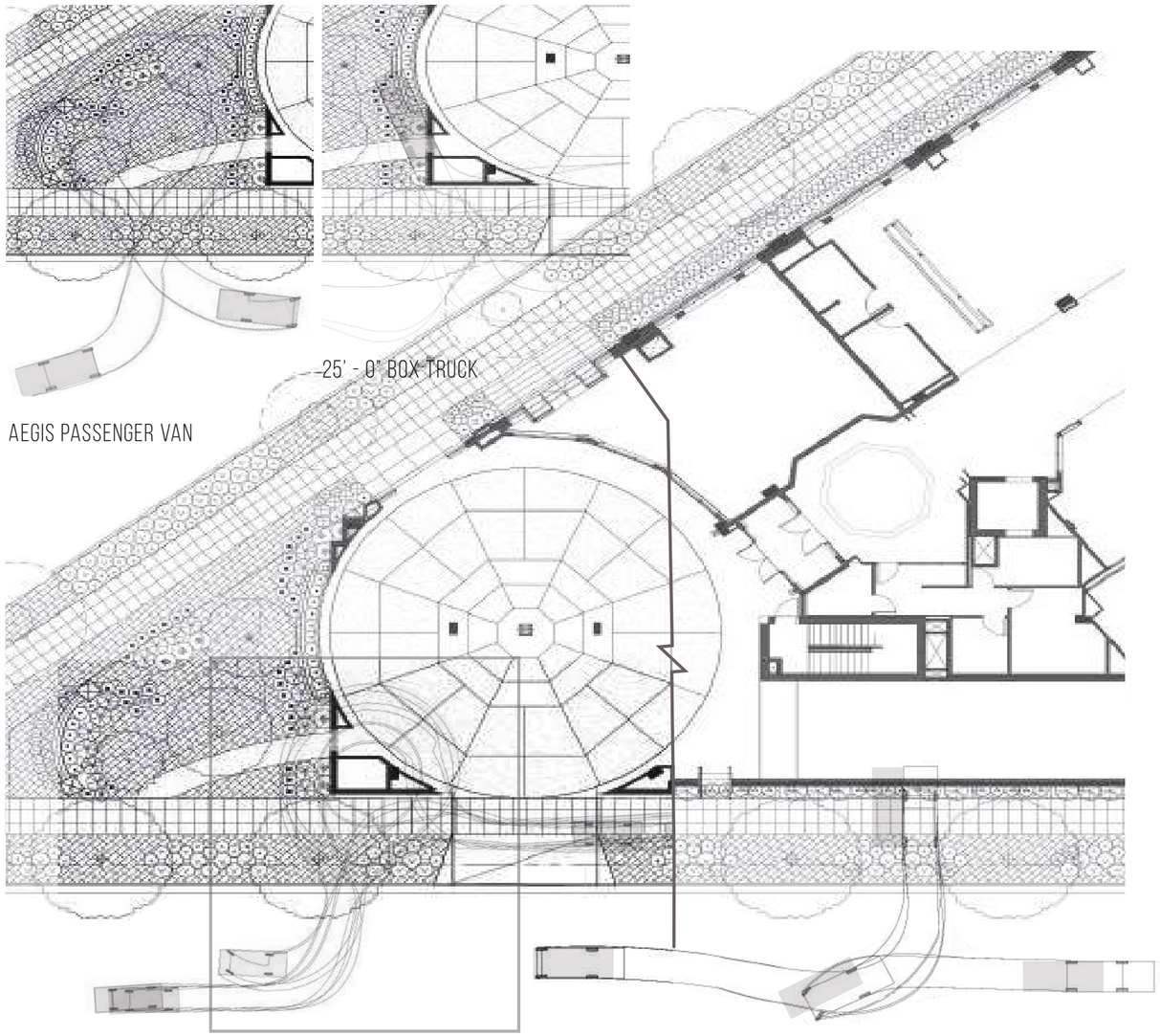
AEGIS BOX TRUCK CIRCULATION

SEE APPENDIX FOR FULL VEHICLE CIRCULATION PLANS

APPENDIX

4.0 APPENDIX

VEHICLE CIRCULATION

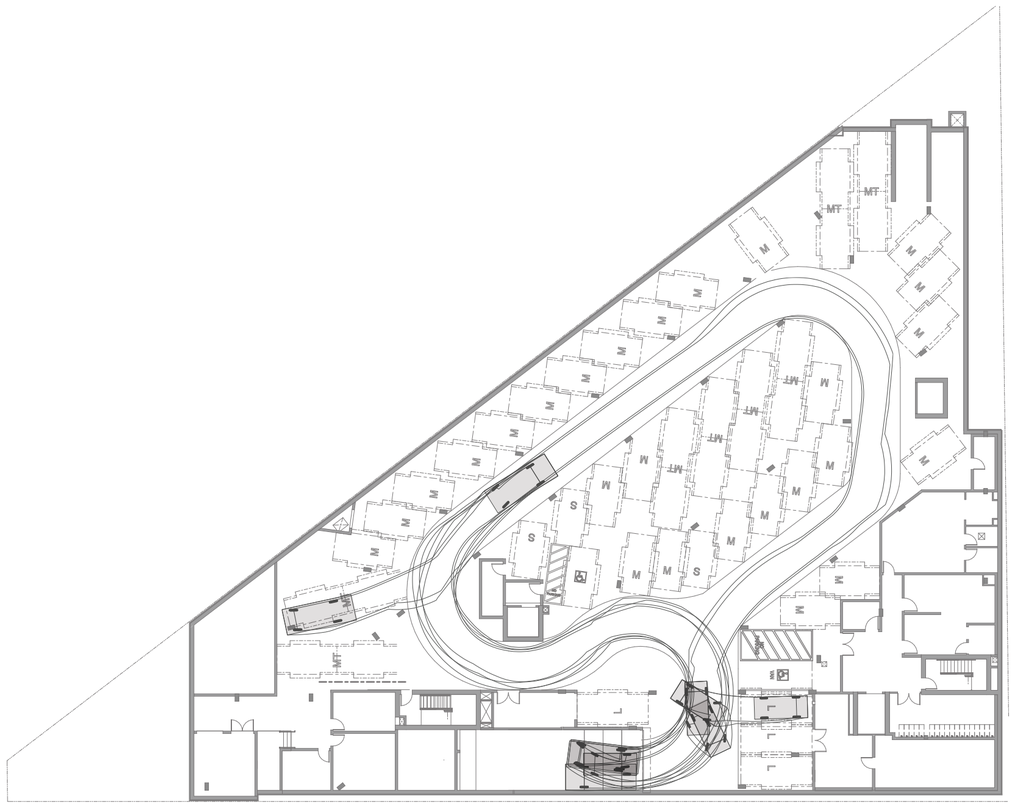


PASSENGER CARS ENTERING PORTE COCHERE & GARAGE

AEGIS BOX TRUCK ENTERING LOADING DOCK

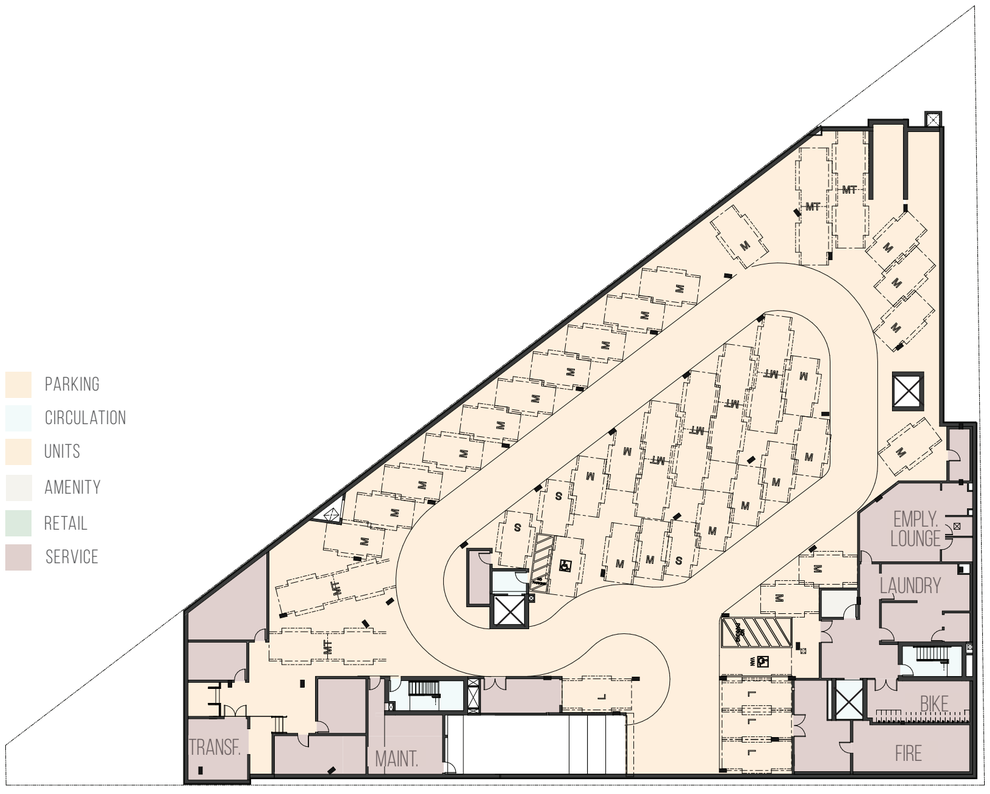
VEHICLE CIRCULATION - LEVEL 1

VEHICLE CIRCULATION



PASSENGER CARS NAVIGATING GARAGE

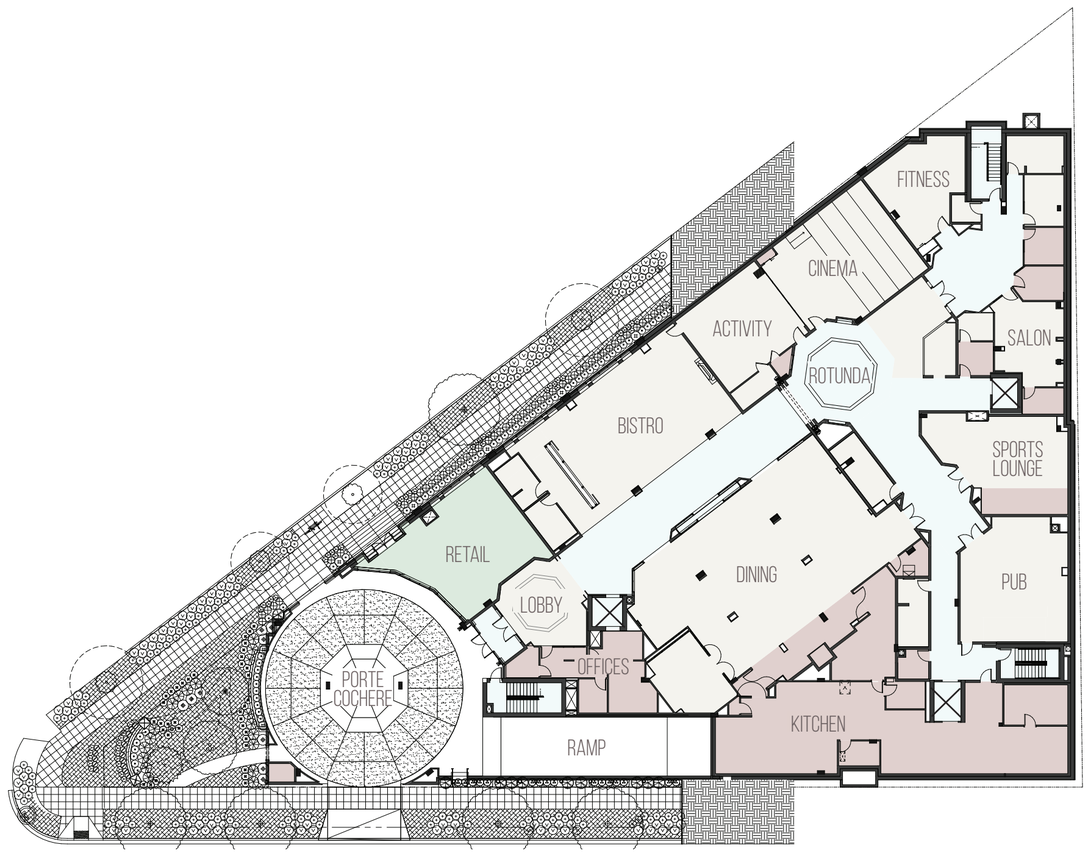
VEHICLE CIRCULATION - PARKING LEVEL



LEVEL P1: PARKING

SCALE: 1/32" = 1'

SMALL STALLS		3
MEDIUM STALLS		26
LARGE STALLS		4
TANDEM STALLS (1.5)	8 X 1.5 = 12	
ADA STALLS		2
	TOTAL	47

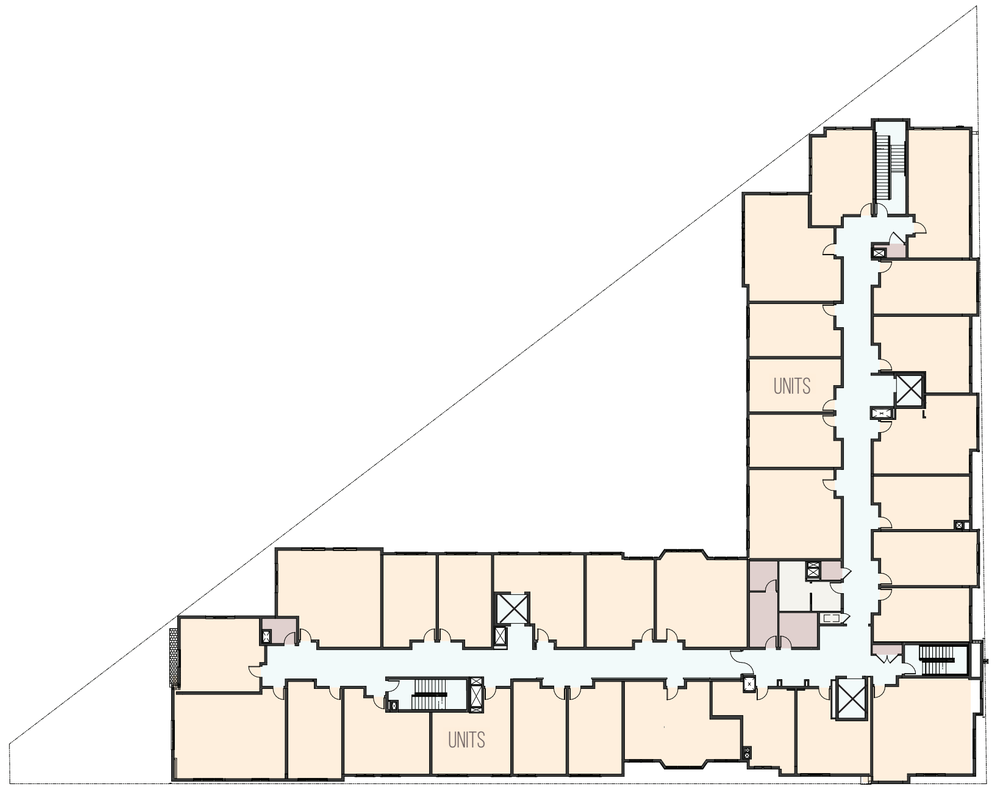


LEVEL 1: AMENITY

SCALE: 1/32" = 1'

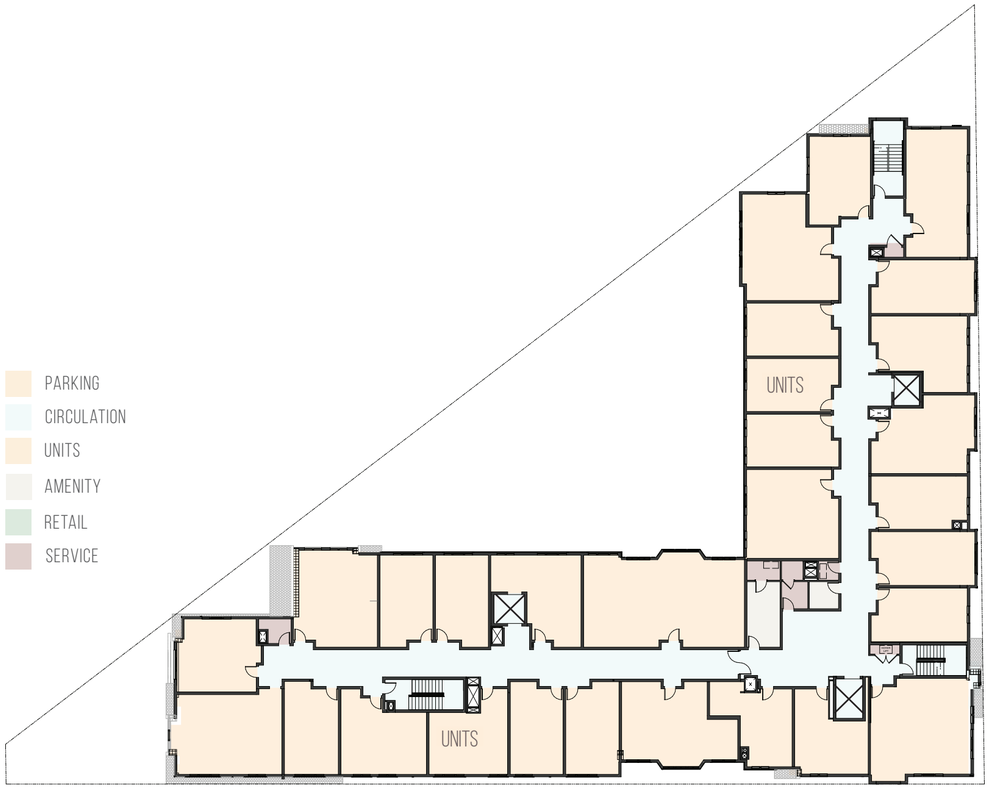
LEVEL 2: MEMORY CARE

SCALE: 1/32" = 1'



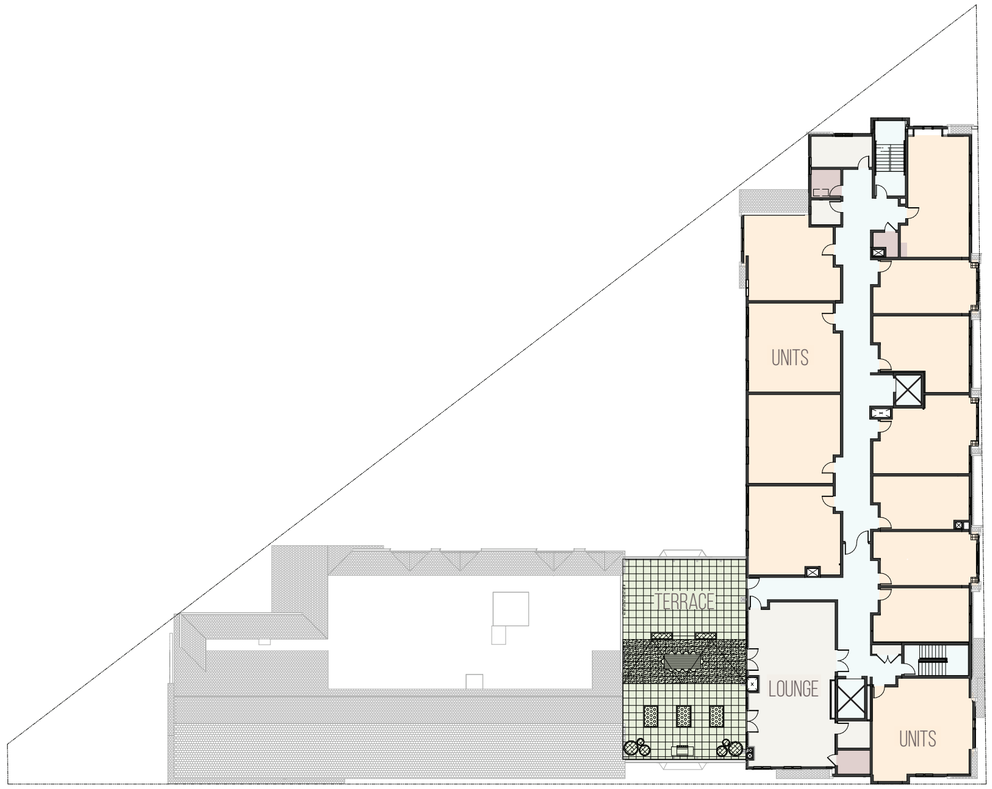
LEVEL 3: ASSISTED LIVING

SCALE: 1/32" = 1'



LEVEL 4: ASSISTED LIVING

SCALE: 1/32" = 1'



LEVEL 5: ASSISTED LIVING

SCALE: 1/32" = 1'

APPENDIX - ELEVATIONS

DEPARTURES: BLANK FACADE AND FACADE TRANSPARENCY

BLANK FACADE : HOLMAN ROAD	
MAXIMUM BLANK FACADE ALLOWED:	40%
BLANK FACADE PROPOSED:	**28.9%**
DEPARTURE REQUESTED:	N / A

TRANSPARENCY : HOLMAN ROAD	
MINIMUM TRANSPARENCY REQUIRED:	60%
TRANSPARENCY PROPOSED:	**36.5%**
DEPARTURE REQUESTED:	23.5%

HOLMAN ROAD BLANK FACADE

HOLMAN ROAD FACADE TRANSPARENCY

APPENDIX - ELEVATIONS

DEPARTURES: BLANK FACADE AND FACADE TRANSPARENCY

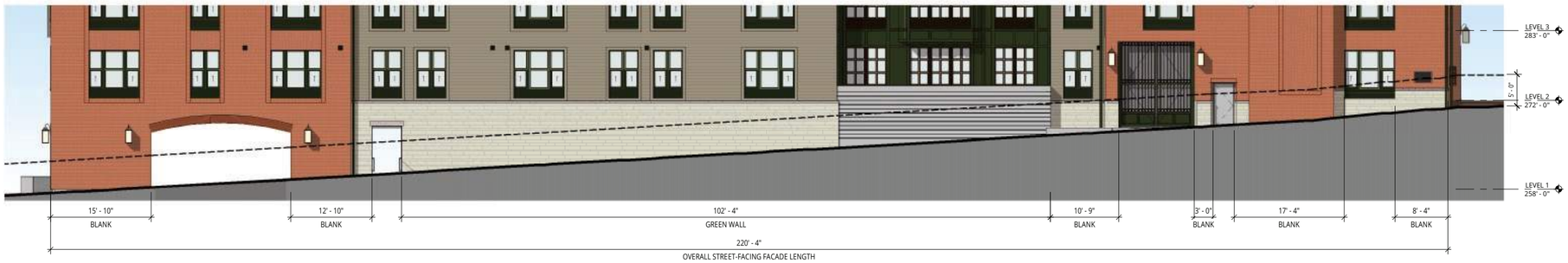
BLANK FACADE : 3RD AVENUE	
MAXIMUM BLANK FACADE ALLOWED:	40%
BLANK FACADE PROPOSED:	**58.6%**
DEPARTURE REQUESTED:	18.4%

3RD AVENUE BLANK FACADE

TRANSPARENCY : 3RD AVENUE	
MINIMUM TRANSPARENCY REQUIRED:	60%
TRANSPARENCY PROPOSED:	**34.5%**
DEPARTURE REQUESTED:	25.5%

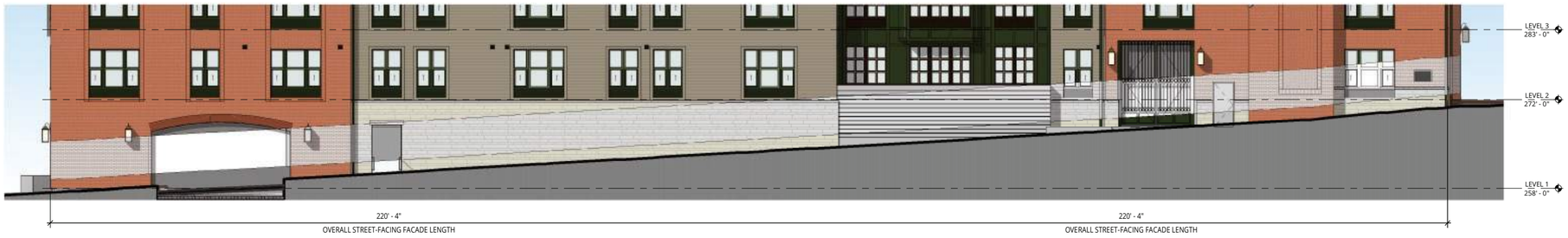
RD AVENUE FACADE TRANSPARENCY

BLANK FACADE : NW 100TH ST	
MAXIMUM BLANK FACADE ALLOWED	40%
BLANK FACADE PROPOSED	**30.9%**
DEPARTURE REQUESTED:	N/A



100TH STREET BLANK FACADE

TRANSPARENCY : NW 100TH ST	
MINIMUM TRANSPARENCY REQUIRED:	60%
TRANSPARENCY PROPOSED:	**21.9%**
DEPARTURE REQUESTED:	38.1%



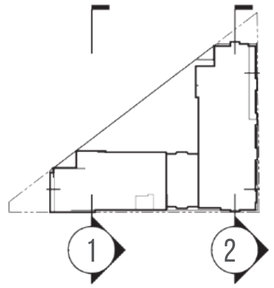
100TH STREET FACADE TRANSPARENCY

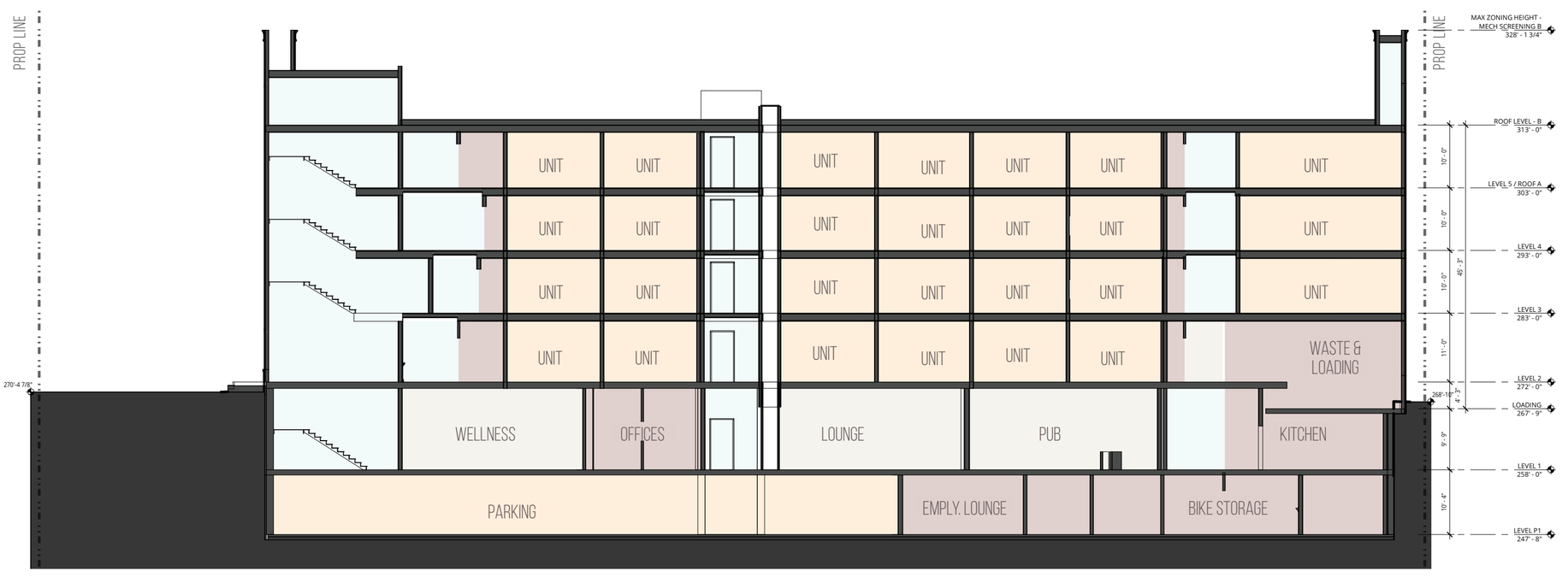
APPENDIX - SECTIONS

SECTIONS: HOLMAN ROAD - LOOKING EAST

SCALE: 1/32" = 1'

- PARKING
- CIRCULATION
- UNITS
- AMENITY
- RETAIL
- SERVICE





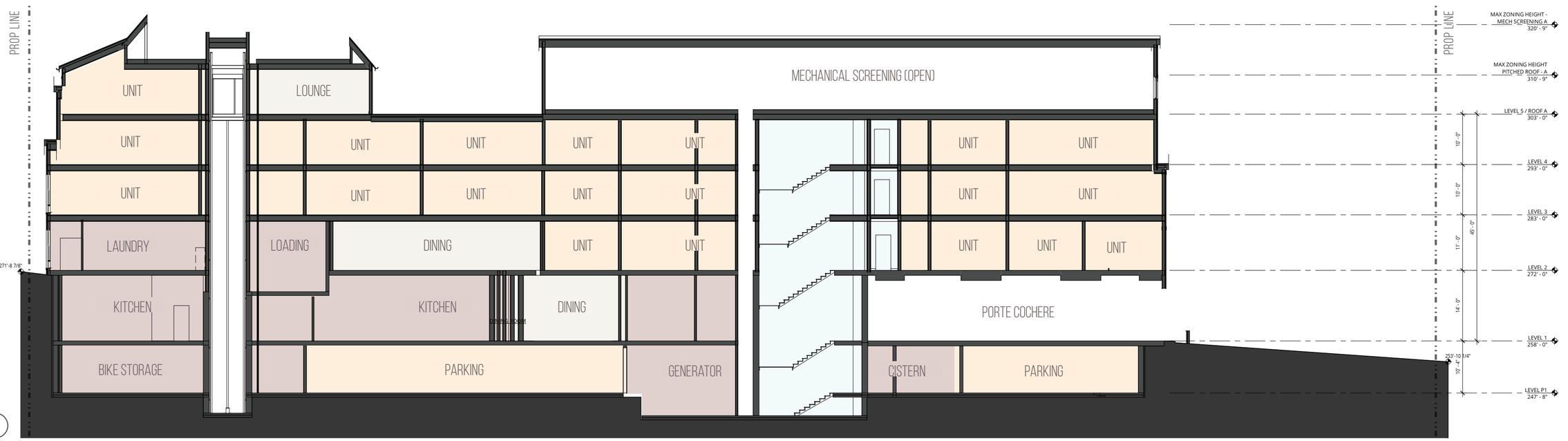
APPENDIX - SECTIONS

SECTIONS: HOLMAN ROAD - LOOKING SOUTH

SCALE: 1/32" = 1'

- PARKING
- CIRCULATION
- UNITS
- AMENITY
- RETAIL
- SERVICE

3



4

NEIGHBORHOOD DESIGN GUIDELINES

CS2 - URBAN PATTERN AND FORM

"A site may lend itself to a "high profile" design with significant presence and individual identity..."

GREENWOOD ELEMENTARY

I. LOCATION IN THE CITY AND NEIGHBORHOOD

i. "Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high profile" design with significant presence and individual identity, or may be suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage building facades to incorporate design detail, articulation, and quality materials."

II. RELATIONSHIP TO THE BLOCK

ii. "Corner Sites: Corner sites can serve as gateways or focal points due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block."

RESPONSE:

Occupying most of its irregularly shaped site, the project will have a strong presence at each corner, easily seen from a distance while traveling along Holman Road. The project will enhance these corners.

CS3 - CONTEXT & CHARACTER

"...Where architectural character is evolving... explore ways [to] establish a positive and desirable context for others to build upon in the future."

I. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

i. "Fitting Old and New Together: Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials."

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

RESPONSE:

The project will incorporate classic architectural styling present in Greenwood's early 20th century single-family homes, adapted for a higher density building type. Gabled roofs, projected bays, and dormers accentuate its presence and break down scale.

PL3 - STREET LEVEL INTERACTION

"Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight... Scale and detail them to function well for their anticipated use..."

I. HUMAN INTERACTION AT THE STREET LEVEL

i. "Design objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each."

ii. "Common Entries to Multi-Story Buildings: [must] provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk."

RESPONSE:

By locating the primary entry at the southwest corner of the site along NW 100th Street, residents and visitors to the community and commercial space are directed away from car oriented streets. A large, arched entry creates both a protected and welcoming experience. The commercial entry at southwest corner promotes public interaction.

DC2 - ARCHITECTURAL CONCEPT

"Use secondary architectural elements to reduce the perceived mass of larger projects."

I. MASSING

i. "reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider treating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies, or other elements; and/or highlighting building entries."

II. SECONDARY ARCHITECTURAL FEATURES

i. "Visual Depth and Interest: Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping. Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality materials and finishes."

RESPONSE:

Ample exterior detailing, steeply pitched and gabled roofs, as well as repeated smaller-scale elements allow the larger mass of the project to appear as many smaller, individual parts. Dormers and steeply pitched roofs emphasize Tudor styling.

DC3 - OPEN SPACE CONCEPT

"Respond to changing environmental conditions... place outdoor seating and gathering areas where there is sunny exposure and shelter from wind."

I. BUILDING-OPEN SPACE RELATIONSHIP

i. "Interior/Exterior Fit: Develop and open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the function of the development."

II. OPEN SPACE USES AND ACTIVITIES

i. "Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. For example, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind."

RESPONSE:

The project's two primary masses are connected by a mostly glazed common space facing north and south. This opens onto a large outdoor common area with primarily northwestern exposure. Skylights bring light into amenity spaces below. A roof deck on level 5 provides views and a more private outdoor space.

DC4 - EXTERIOR ELEMENTS & FINISHES

"building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close."

I. BUILDING MATERIALS

i. "Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close." Materials that have texture, pattern, or lend themselves to a high level of detailing are encouraged."

i. "Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles, and railings should be especially attractive, well crafted and easy to maintain.

RESPONSE:

Utilizing primarily brick and contrasting masonry elements, the project will maintain a high level of detail throughout. In addition to rich exterior finishes, ample variation in facade fenestration maintains a high level of interest at the pedestrian scale.

PRECEDENT

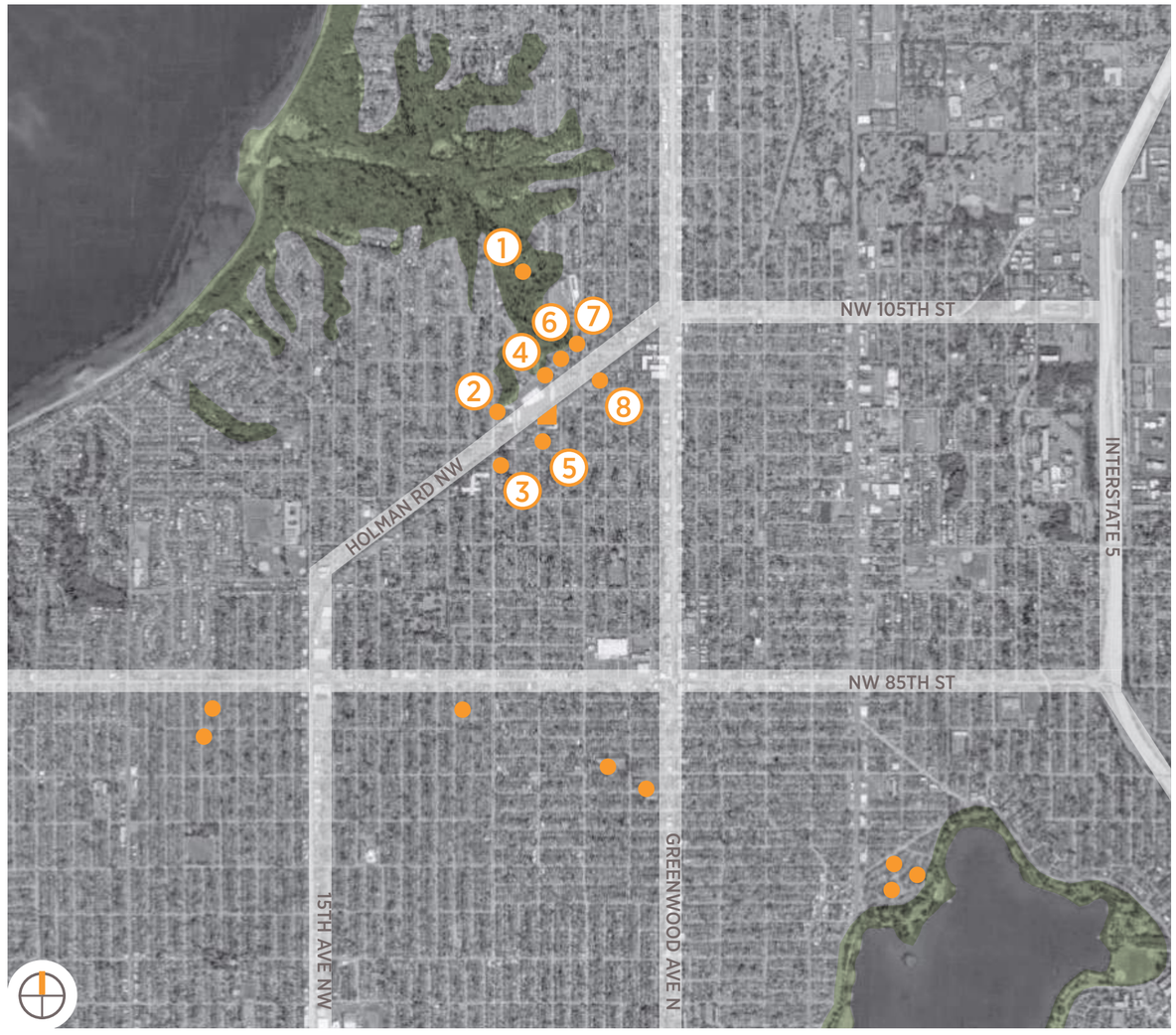
The area about Carkeek Park and Piper's Creek is evolving to incorporate higher density housing stock. Greenwood, known primarily as a single family neighborhood, gives way to apartments and townhomes as you approach the intersection of Holman Road and 3rd Avenue.

1 - CARKEEK PARK

- Forested destination hike with whimsical play features
- Offers calming repose within urban neighborhood

2 - BOOTH GARDENS SENIOR APARTMENTS

- Affordable, senior-focused independent living
- 128 units, studios and one bedroom apartments



3 -CROWN HILL COURT APARTMENTS

- Contrasting colors with lighter elements resting on heavier, dark colored base
- Undulating facade with repeated bays and staggered windows

4 - CARKEEK PARK PLACE APARTMENTS

- Projected bays and expressive timber framing
- Elevated private garden terrace

5 - TOWNHOMES AT 9762 4TH AVE NW

- Rich earth tone finishes with dark accents
- Repeating bays and dormer windows

6 - TOWNHOMES AT 10100 4TH AVE NW

- Rich earth tone finishes with high contrast trim
- Repeating gabled roofs

7 - TOWNHOMES AT 10113 3RD AVE NW

- Prominent gabled roof and protective entry portico

8 - TOWNHOMES AT 10130 HOLMAN RD NW

- Prominent projected bays
- Rich earth tone finishes

CHARACTER

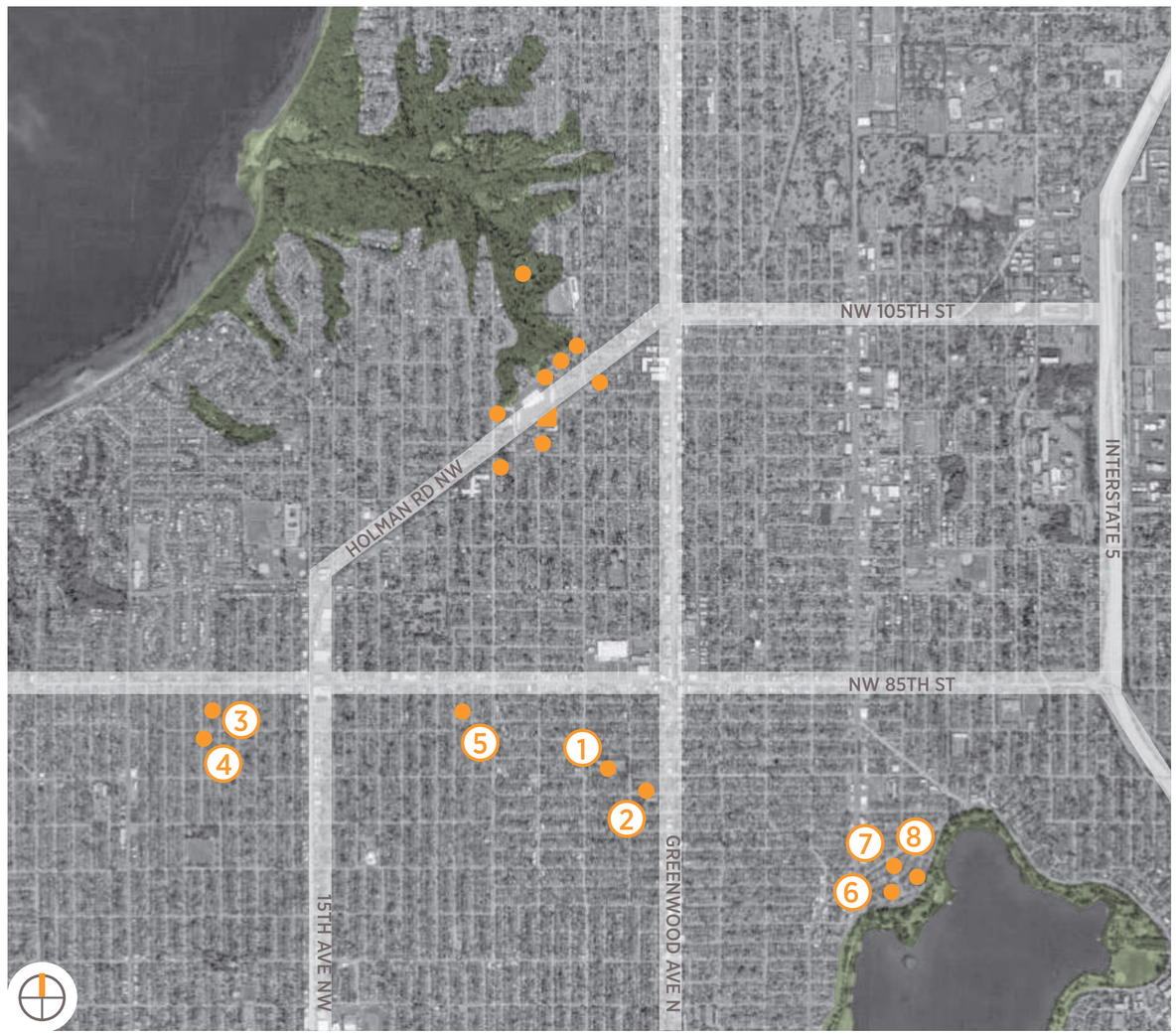
In spite of the apparent growth about the Holman Road site, it is important to draw inspiration from some of the area's historic buildings. Greenwood was first settled in the early 1900s, but was not annexed by the city of Seattle until 1954. As a result, Greenwood developed a distinct character which can still be appreciated.

1 - GREENWOOD ELEMENTARY SCHOOL

- Mixed masonry construction with contrasting colors and materials
- Repeating elements: windows, parapets, cornices

2 - ST JOHN CATHOLIC SCHOOL

- Steeply pitched roof with intersecting gables
- Quoining and contrasting masonry accents



3 -8053 JONES AVE NW

- Half timbered gable adds interest and depth
- Strong vertical street presence

4 -8035 DIBBLE AVE NW

- Arched entries, dominating vertical elements
- steep, expressive gabled roof

5 - 8033 DIBBLE AVE NW

- Quoining and plaster accents to balance dark masonry
- Arched entries, dominating vertical elements

6 -7637 WEST GREENLAKE DR N

- Arched entry and gentle, curving asymmetrical roof line
- Intersecting, repeated masses

7 - 7600 WEST GREENLAKE DR N

- Friendly accent colors, white trim to balance dark masonry
- Flared, curved roof, dormer of contrasting color and material

8 - 7407 KEEN WAY N

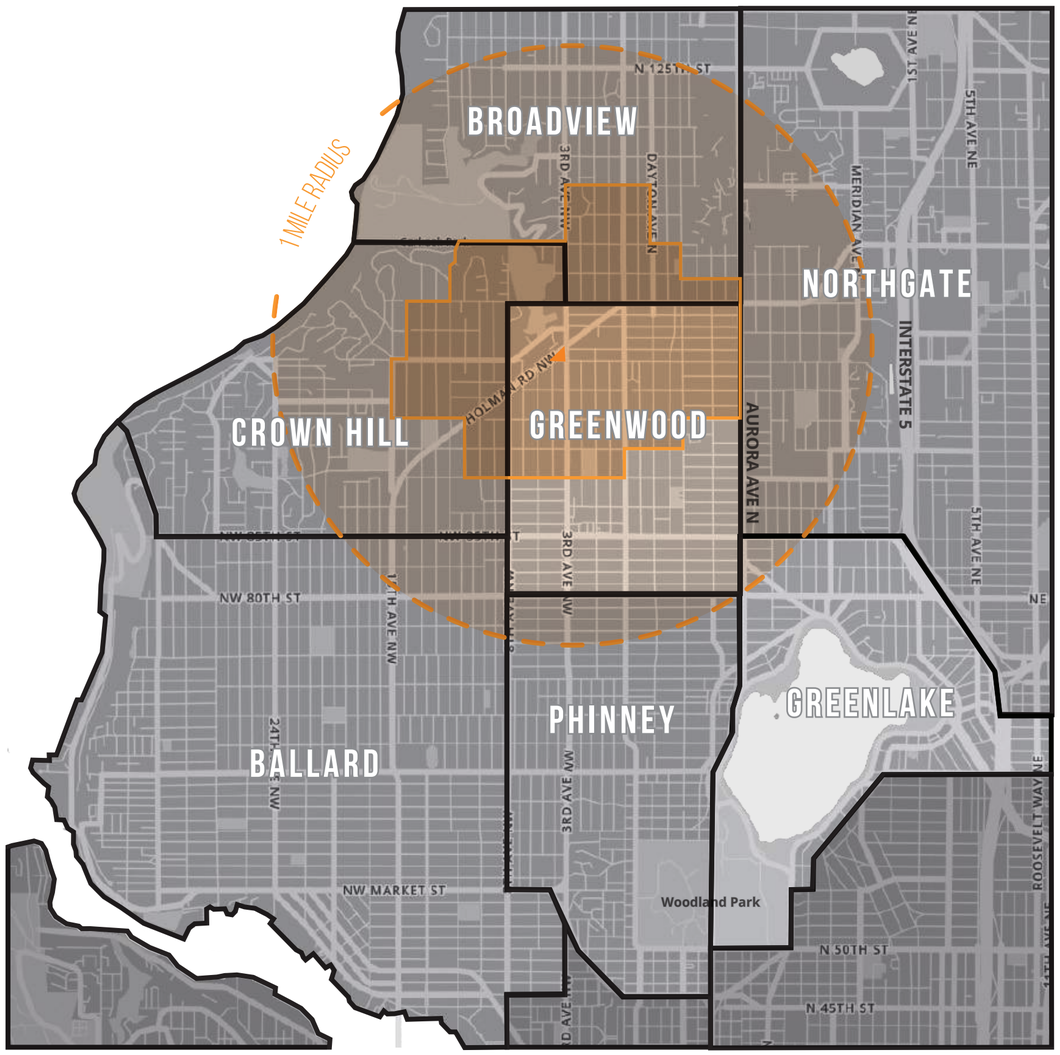
- Large chimney celebrates vertical presence
- Buttressing and quoining details

NEIGHBORHOOD MAP & WALKABILITY

Situated at the intersection of Holman Road and 3rd Avenue in the Greenwood neighborhood, the site is walking distance from Carkeek park as well as the thriving retail core at Greenwood avenue, and is a short drive from Greenlake or the Northgate mall.

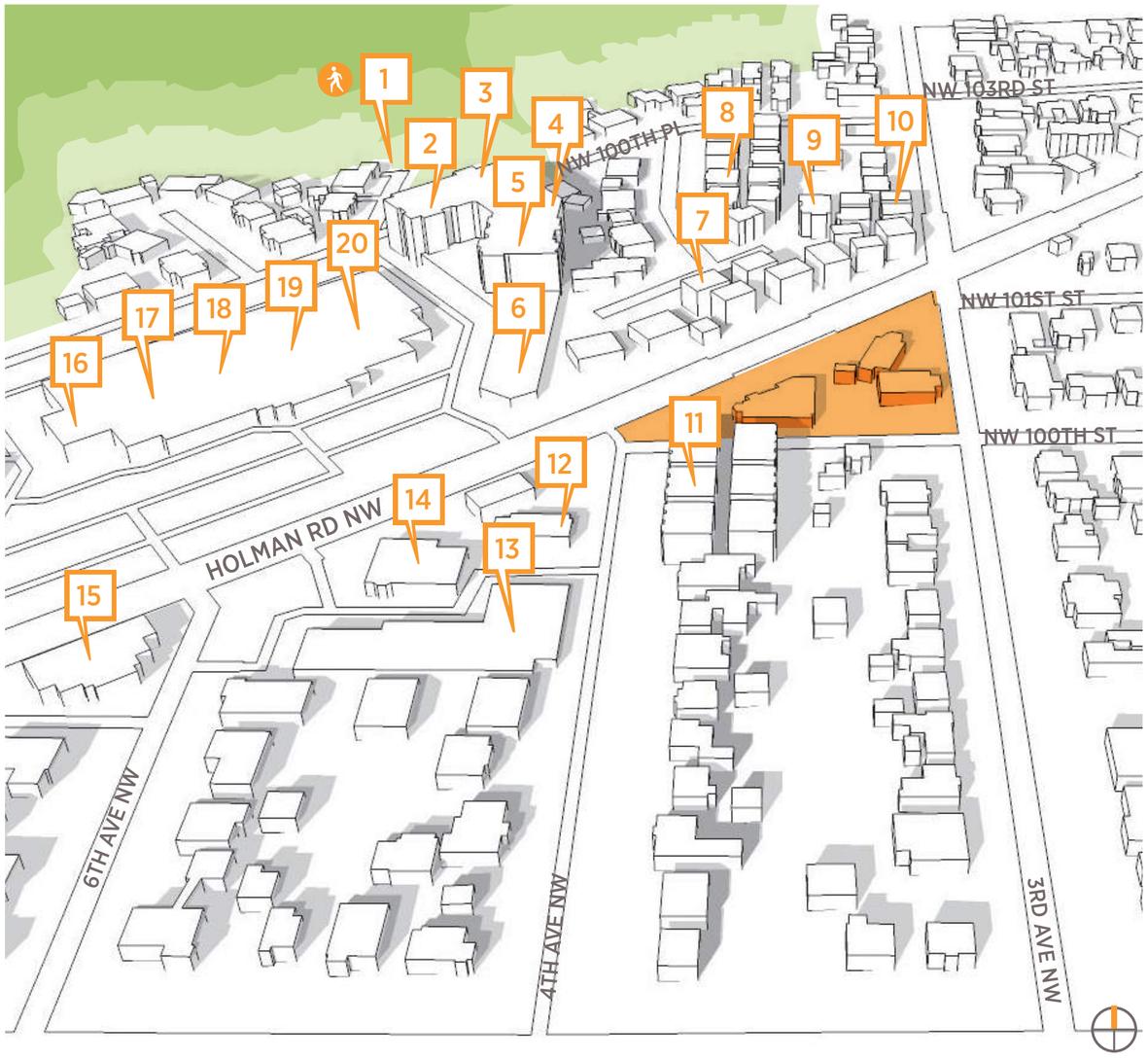
10 MINUTE WALKING ZONE

5 MINUTE DRIVING ZONE



SURROUNDING USES & POI

1. PIPER'S CREEK TRAILHEAD
2. CURVES WOMEN'S FITNESS
3. CARKEEK PARK PLACE APARTMENTS
4. CARKEEK NAILS
5. CARKEEK HAIR
6. ALL THE BEST PET CARE
7. 10 UNIT TOWNHOME COMPLEX
8. 8 UNIT TOWNHOME COMPLEX
9. 10 UNIT TOWNHOME COMPLEX
10. 12 UNIT TOWNHOME COMPLEX
11. 20 UNIT TOWNHOME COMPLEX
12. SHELL GAS STATION
13. BEST DENTISTRY
14. LUISA'S MEXICAN GRILL
15. CARKEEK PARK VETERINARY HOSPITAL
16. STARBUCKS COFFEE
17. PANDA EXPRESS
18. UNITED STATES POST OFFICE
19. QUALITY FOOD CENTER
20. QFC PHARMACY



STREET DESIGNATIONS

SMC 23.54.020.F:

"In multifamily and commercial zones, the minimum parking requirement for all uses (except hospitals) is reduced by 50 percent if the use is located within 1.320 feet of a street with frequent transit service..."

SMC 23.84A.038:

"Transit service is available with headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and 30 minutes or less for at least 18 hours every day."

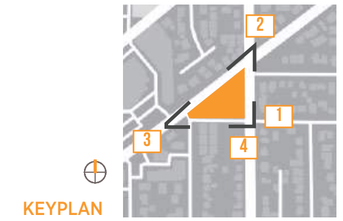
PRINCIPAL ARTERIAL, PEDESTRIAN IMPROVEMENTS ENCOURAGED
WIDE, BUFFERED SIDEWALKS
WEATHER PROTECTION & LIGHTING
BICYCLE ACCESS

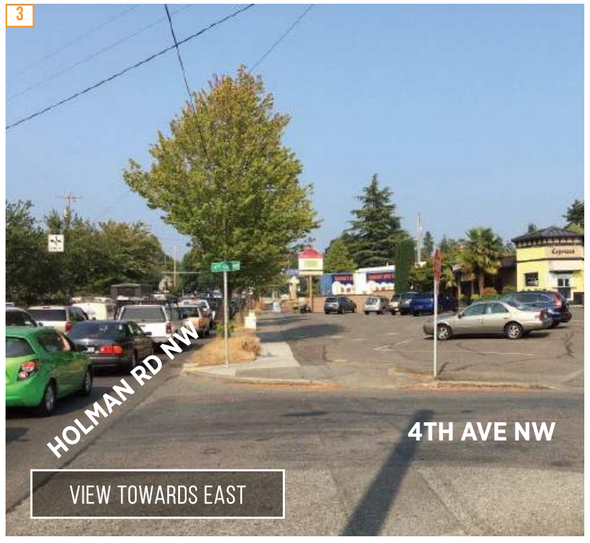
MINOR ARTERIAL, PEDESTRIAN IMPROVEMENTS ENCOURAGED
WIDE SIDEWALKS WITH PLANTING STRIPS
STREET TREES, LANDSCAPING, &
SIGNED & STRIPED BICYCLE LANES

LOCAL COLLECTOR, EXPANDED PEDESTRIAN IMPROVEMENTS ENCOURAGED
WIDE SIDEWALKS WITH PLANTING STRIPS
STREET TREES, LANDSCAPING, &
BENCHES, BUS SHELTERS, & WAYFINDING

DESIGNATED MINOR TRANSIT CORRIDOR

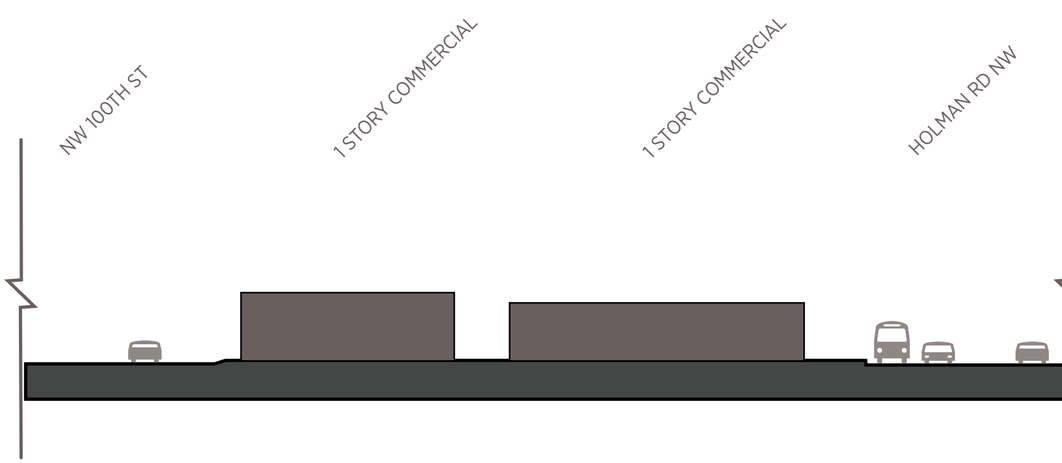
SITE PHOTOS





STREETSCAPES

1 3RD AVE LOOKING WEST

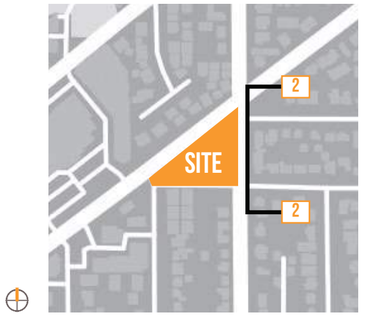


PROJECT SITE

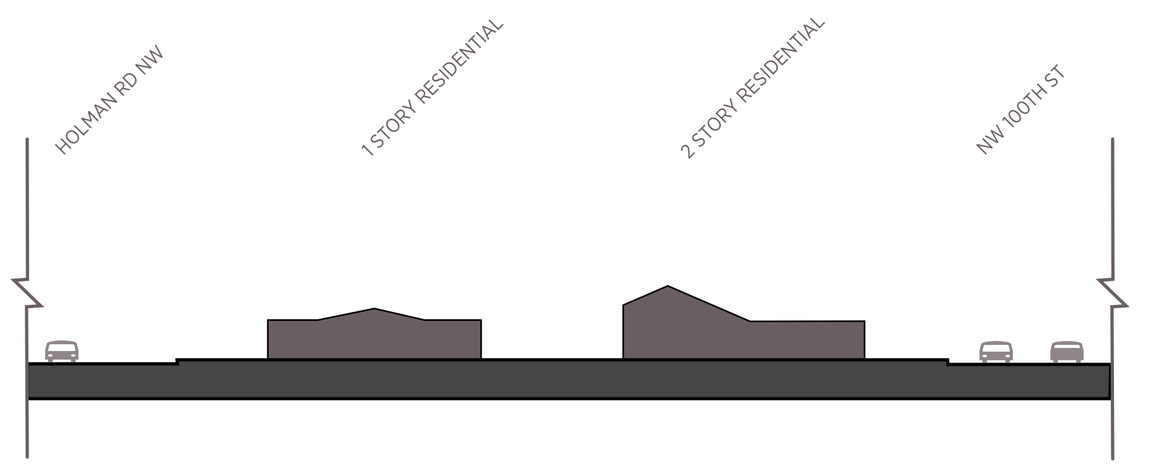
3RD AVE LOOKING WEST

APPENDIX - URBAN DESIGN ANALYSIS

STREETSCAPES



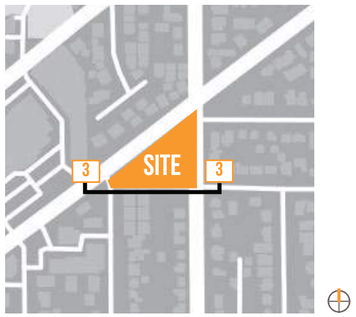
2 3RD AVE LOOKING EAST



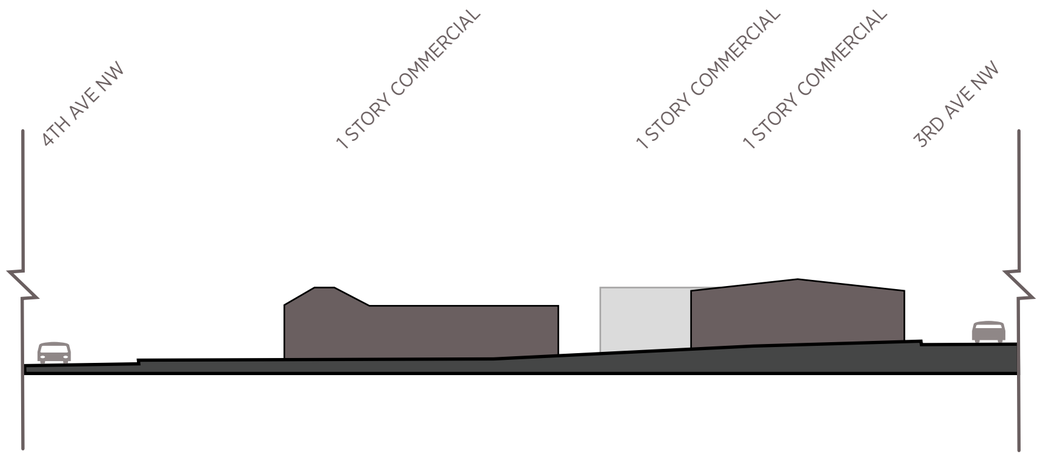
ACROSS FROM PROJECT SITE

3RD AVE LOOKING EAST

STREETSCAPES



NW 100TH ST LOOKING NORTH 3

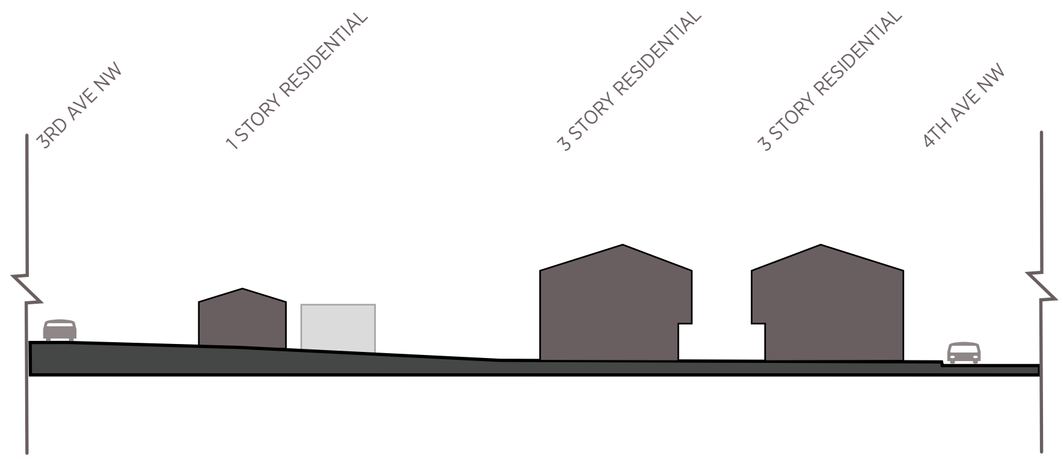


PROJECT SITE

NW 100TH STREET LOOKING NORTH

STREETSCAPES

4 NW 100TH ST LOOKING SOUTH

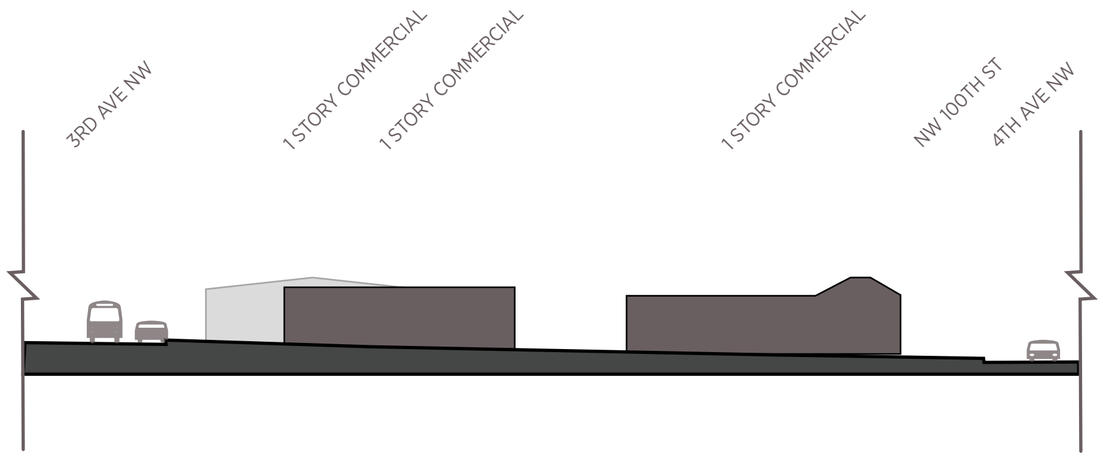


ACROSS FROM PROJECT SITE

NW 100TH STREET LOOKING SOUTH

STREETSCAPES

HOLMAN RD NW LOOKING SOUTHEAST 5

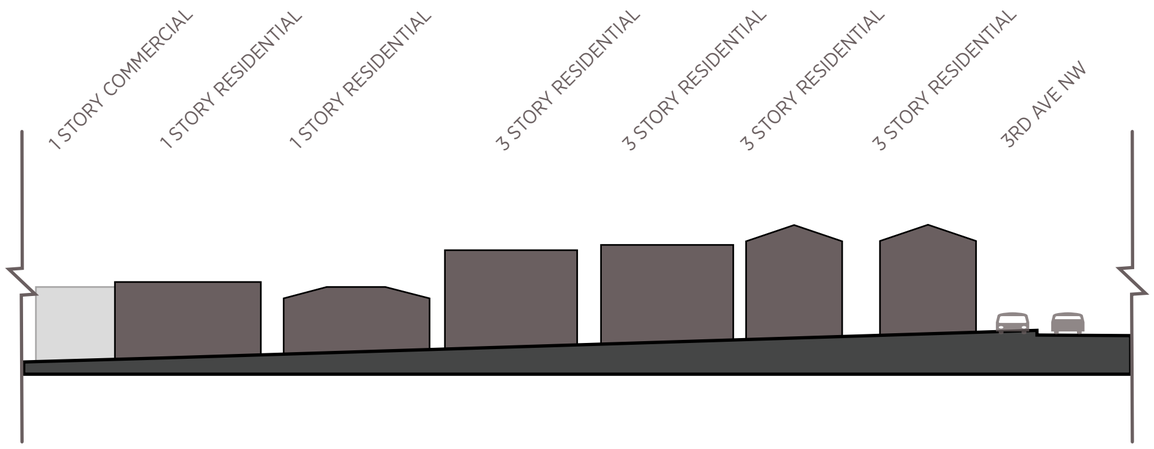


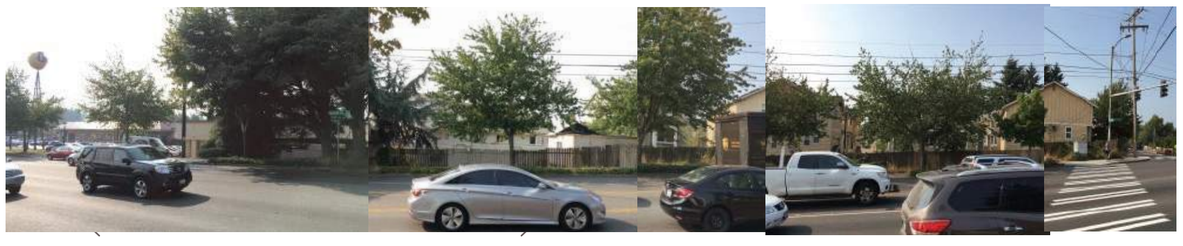
PROJECT SITE

HOLMAN RD NW LOOKING SOUTHEAST

STREETSCAPES

6 NW HOLMAN RD LOOKING NORTHWEST





ACROSS FROM PROJECT SITE

NW HOLMAN RD LOOKING NORTHWEST

THANK YOU!

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