14001. LAKE CITY MIXED USE.

PROJECT NUMBER: 3029779-LU / 3032100-EG I RECOMMENDATION PACKET I APRIL 2020.

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PROJECT DESCRIPTION.

Our proposed apartment building is located at the northwest corner of Lake City Way NE and NE 140th Street. It is in the NC3-75 (M) zone, and is not within any urban village or other zoning overlay area. There is no alley adjacent to this site. The property is a single lot, is roughly rectangular, and contains two fairly dilapidated structures, which will be demolished.

We propose to build (up to) 81 dwelling units with a ground level commercial space and (up to) 41 underground parking spaces. The project will feature a first-story garden courtyard facing Lake City Way and a shared roof deck amenity area. This building will be seven stories above grade with two basement levels for parking. Access for parking will be taken from the lowest possible grade adjacent to the site, on 140th, close to the west boundary.

Our intent is to contribute much-needed market-rate housing at the north end of Seattle. The apartment dwellings will be a mix of studio, one and two bedroom units, serving the needs of singles, couples and small families.

PROJECT #.	3029779-LU / 3032100-EG
LOT AREA.	13,270 SF
PROPOSED DWELLING TYPE.	APARTMENT MIX OF STUDIO, 1 & 2-BED UNITS
RESIDENTIAL UNIT #.	UP TO 81 UNITS
FLOOR AREAS (GROSS).	RESIDENTIAL: 62,683 SF COMMERCIAL: 743 SF GARAGE: 16,725 SF
FLOOR AREA (FAR).	ALLOWED: 13,270 X 5.5 = 72,985 SF PROPOSED: 70,246 SF
BUILDING HEIGHT.	89' PROPOSED (7 + ROOF DECK)
AUTO PARKING.	RESIDENTIAL: 41 STALLS (50%) COMMERCIAL: NONE REQUIRED

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9-BLOCK STUDY.
SURROUNDING COMMUNITY.

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VICINITY MAP.
LANDMARKS & TRANSPORTATION.

BUS STOPS · · · · BIKE FRIENDLY ROADS SITE · · · · BIKE TRAILS



1. ARRAY APARTMENTS



2. PROMENADE AT THE PARK



3. SHAG VICTORIA PARK



4. CLOCK TOWER APARTMENTS



5. SHORELINE HEALTH AND REHAB



VICINITY MAP.



6. LAKE CITY TOYOTA



7. GATEWAY PLACE NORTH



8. WALGREENS



9. LAKE CITY PICTURE FRAMING



10. FIRST STUDENT INC

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OPPORTUNITIES & CONSTRAINTS.
IMMEDIATE AREA MAP.

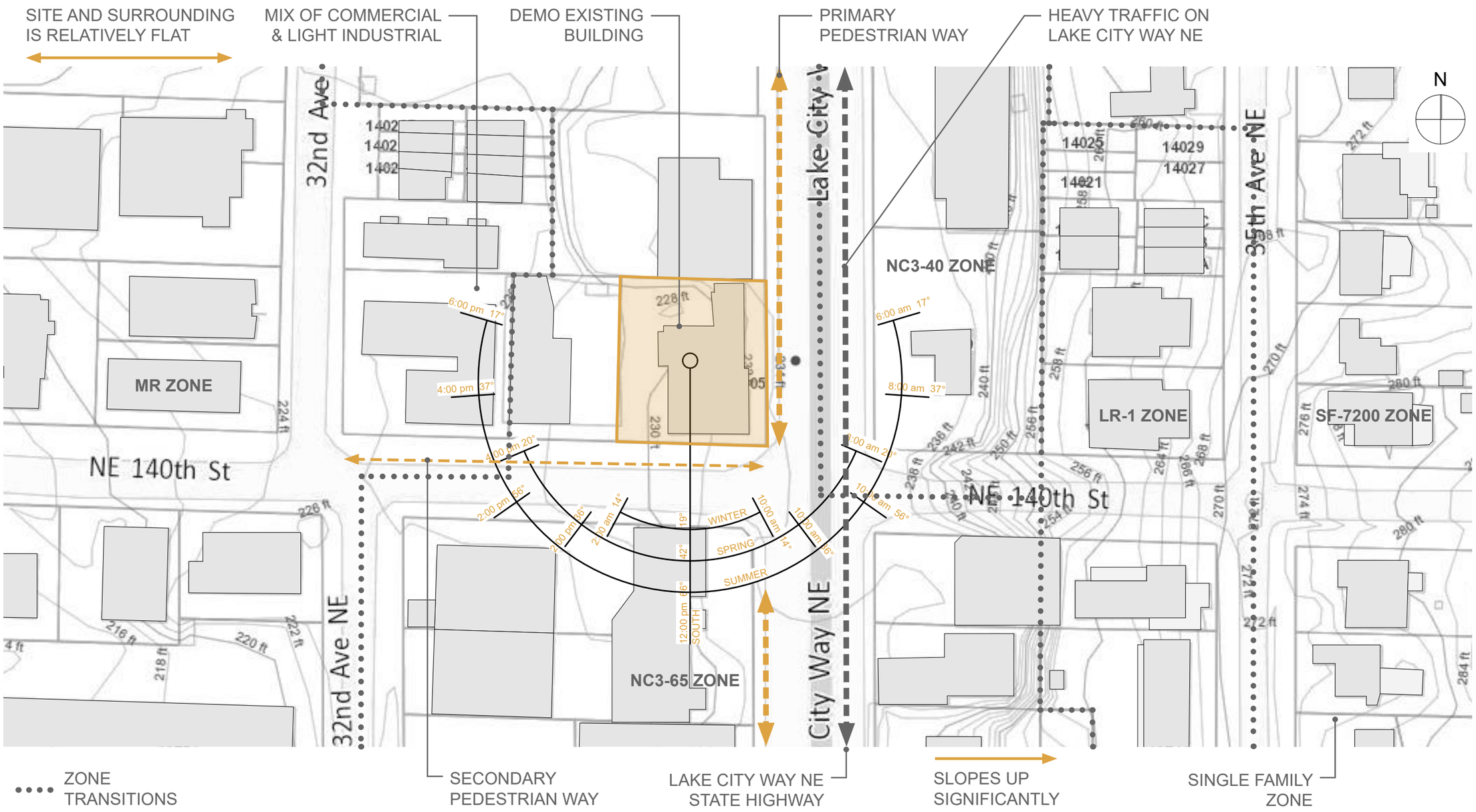
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VIEWS FROM THE SITE.
SITE PHOTOS.



1. LOOKING NW FROM SOUTH



2. LOOKING N FROM ONSITE



3. LOOKING E FROM ONSITE



4. LOOKING W FROM ONSITE



5. LOOKING SE FROM ONSITE

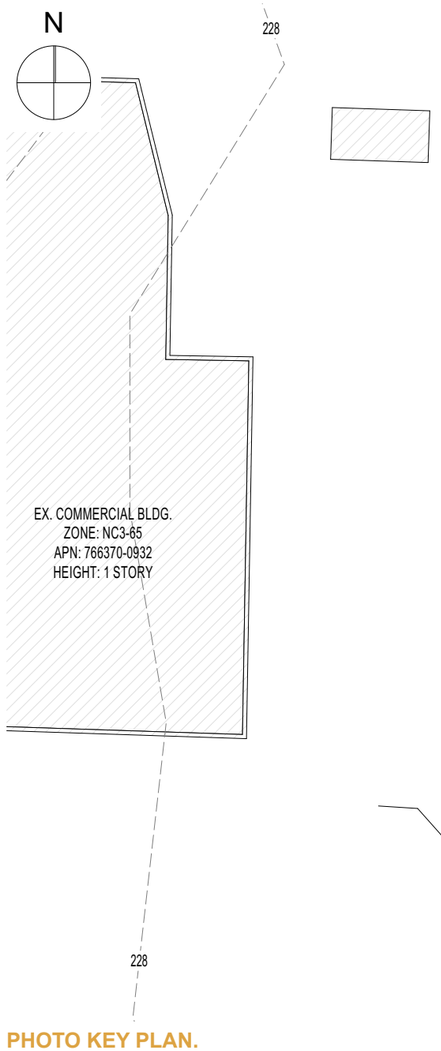
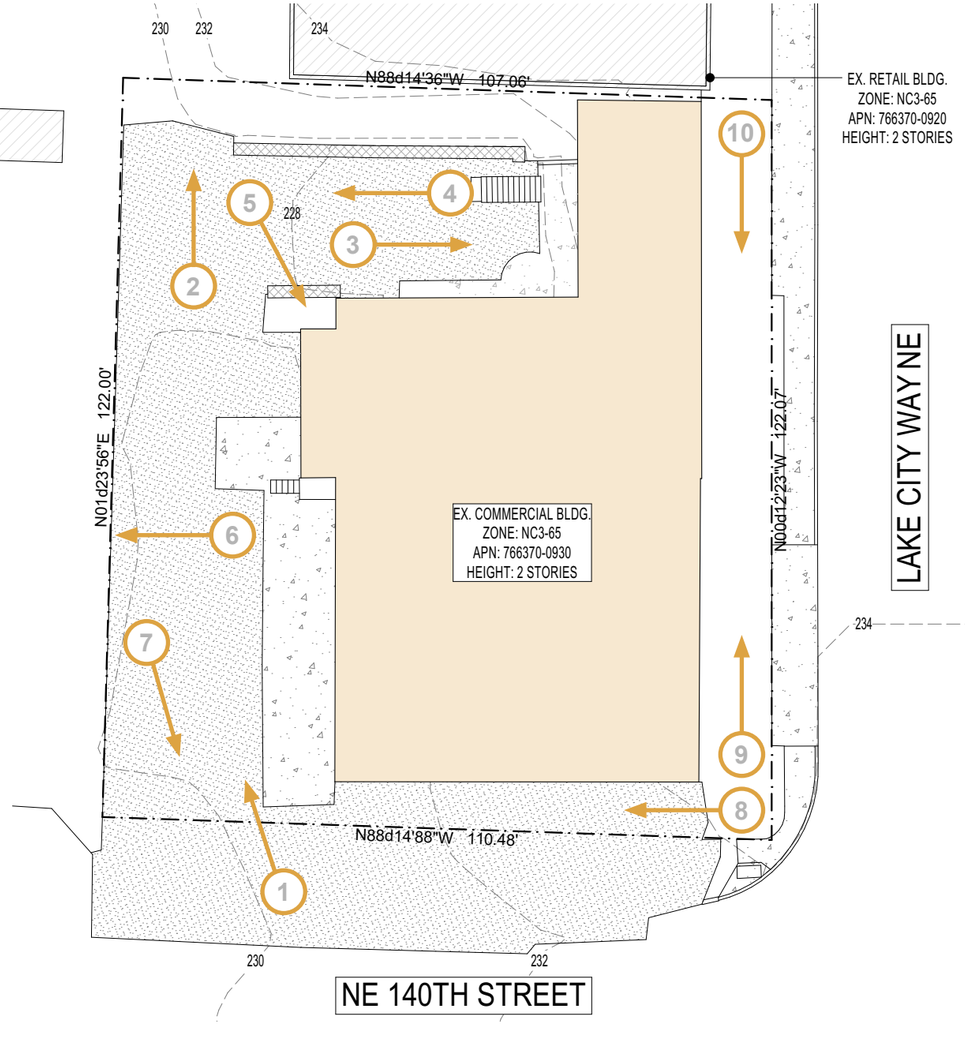


PHOTO KEY PLAN.





6. LOOKING W FROM ONSITE



7. LOOKING SE FROM ONSITE



8. LOOKING W ALONG S PROP LINE



9. LOOKING N ALONG E PROP LINE



10. LOOKING S ALONG E PROP LINE

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BLOCK FACE STUDY.
LAKE CITY WAY NE.

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VIEW FROM LAKE CITY WAY NE. LOOKING EAST



VIEW FROM LAKE CITY WAY NE. LOOKING WEST

BLOCK FACE STUDY.
LAKE CITY WAY NE.



VIEW FROM LAKE CITY WAY NE. LOOKING EAST



VIEW FROM LAKE CITY WAY NE. LOOKING WEST

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BLOCK FACE STUDY.
NE 140TH STREET.

01. PROJECT INFORMATION

02. SITE ANALYSIS

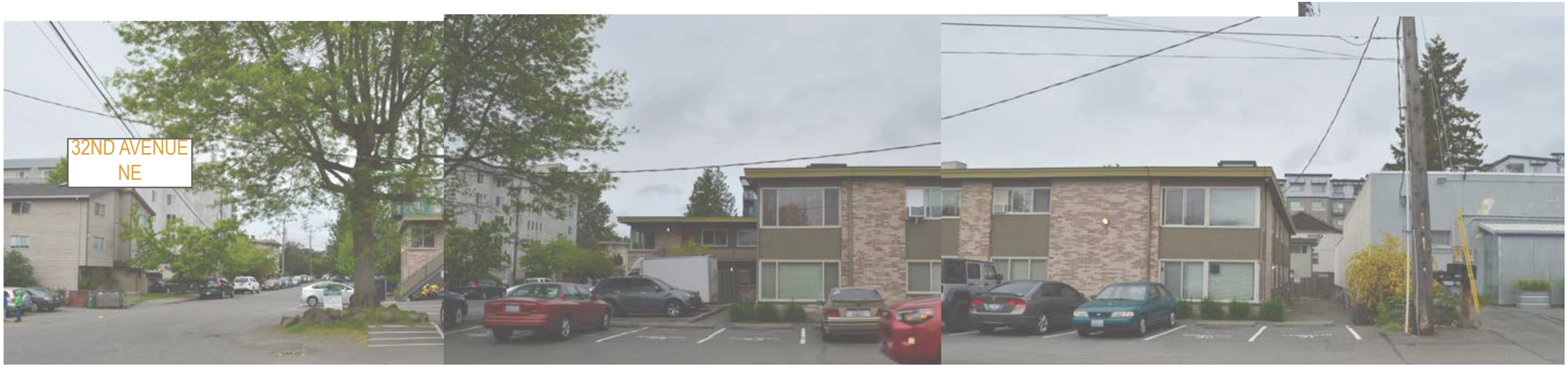
03. DESIGN STANDARDS

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VIEW FROM NE 140TH STREET. LOOKING SOUTH



VIEW FROM NE 140TH STREET. LOOKING NORTH

BLOCK FACE STUDY.
NE 140TH STREET.



VIEW FROM NE 140TH STREET. LOOKING SOUTH



VIEW FROM NE 140TH STREET. LOOKING NORTH

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BLOCK FACE STUDY.
NEARBY CONTEXT IMAGES.

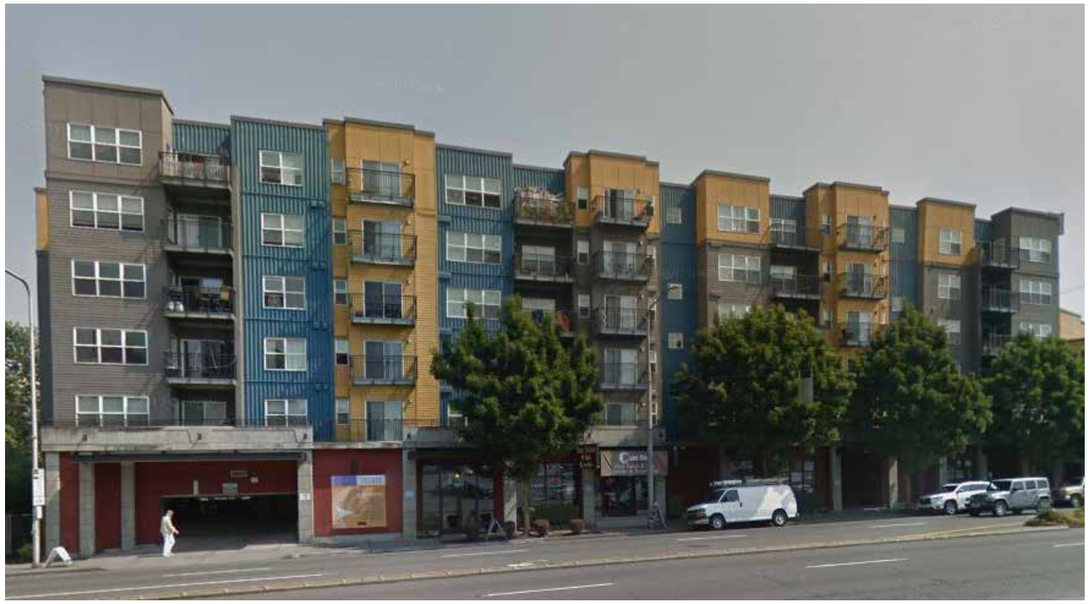
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CODE RESEARCH.
ZONING DATA.



Lot Area:	13,270 SF	
Zoning:	NC3-75 (M)	
ECA:	SALMON WATERSHED	
Commercial Use:	743 SF OF PROPOSED STREET LEVEL RETAIL	
Residential Use:	UP TO 81 DWELLING UNITS	
FAR:	5.5 PER 23.47A.013 TABLE A	
HEIGHT:	75' PER 23.47A.012	
SETBACKS:	UPPER LEVEL SETBACK, AVG. 8', <20% CLOSER THAN 5' TO P.L. PER 23.47A.014.C	
PARKING:	RESIDENTIAL:	1 SPACE REQUIRED PER DWELLING UNIT
		50% REDUCTION FOR FREQUENT TRANSIT ZONE PER 23.54.020.F2.A
	COMMERCIAL:	0 SPACES REQUIRED
		COMMERCIAL USE LESS THAN 1,500 SF PER 23.54.015.D.1
BICYCLE PARKING:	LONG TERM:	1 SPACE PER DWELLING UNIT PER TABLE D 23.54.015 TABLE D
	SHORT TERM:	1 SPACE PER 20 DWELLING UNITS PER 23.54.015 TABLE D
		ROUNDED TO THE NEAREST EVEN NUMBER
AMENITY AREA:	5% OF GROSS RESIDENTIAL FLOOR AREA PER 23.47A.024	
GREEN FACTOR:	A GREEN FACTOR SCORE OF 0.3 IS REQUIRED FOR THIS SITE PER 23.47A.016.A.2	

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SUN / SHADOW STUDY.
IMPACTS ON SURROUNDINGS.

01. PROJECT INFORMATION

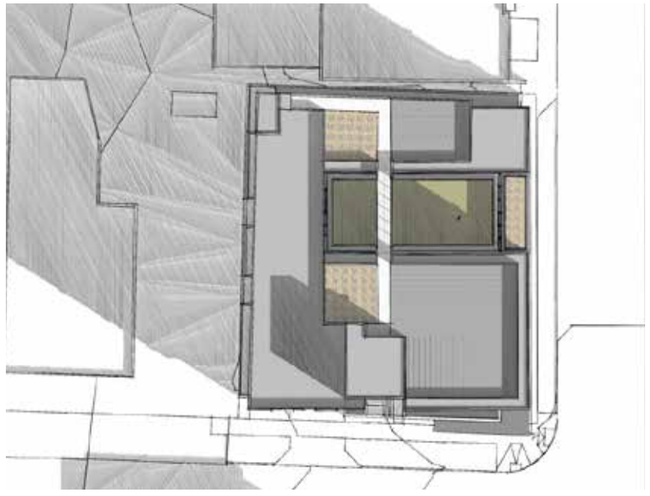
02. SITE ANALYSIS

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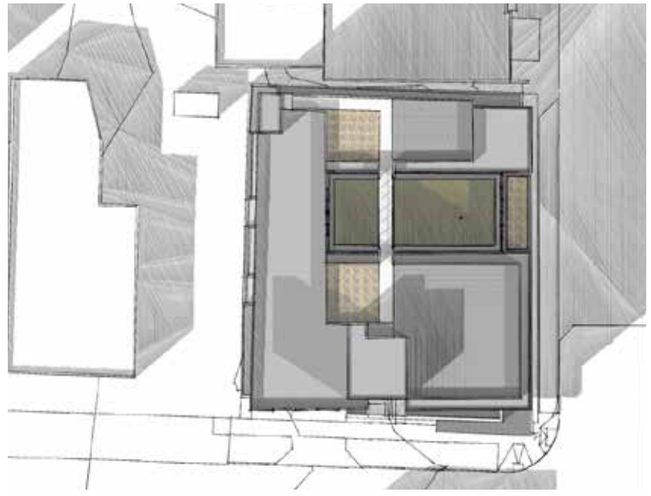
MARCH 21ST. 9:00 AM

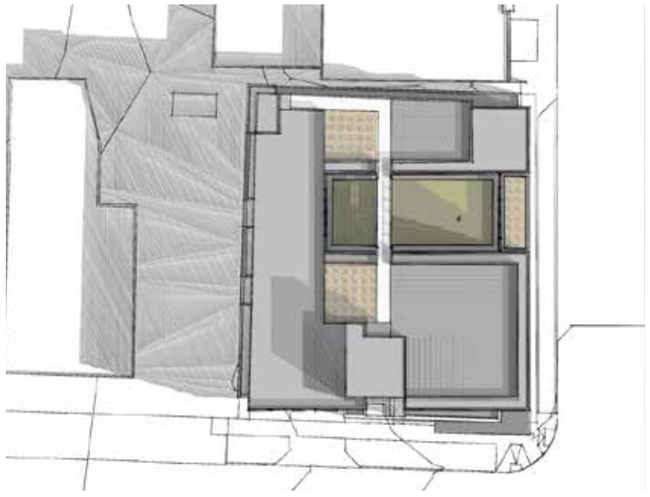


MARCH 21ST. NOON

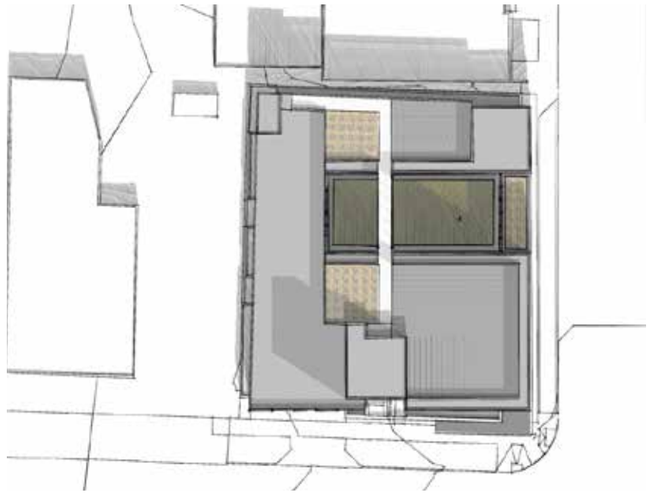


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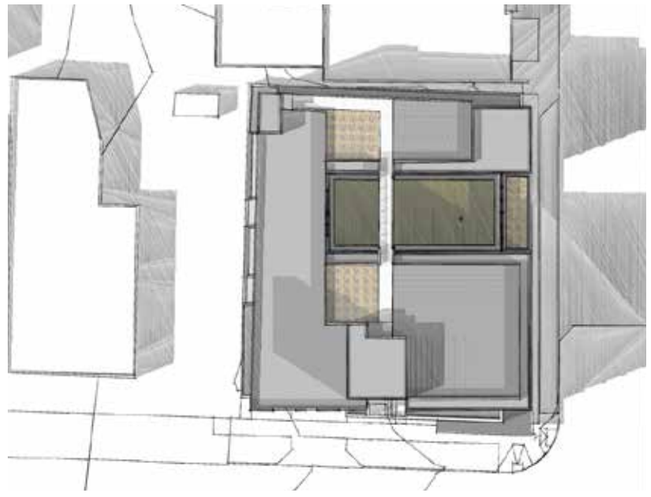




JUNE 21ST. 9:00 AM



JUNE 21ST. NOON



JUNE 21ST. 3:00 PM

SUN / SHADOW STUDY.
IMPACTS ON SURROUNDINGS.

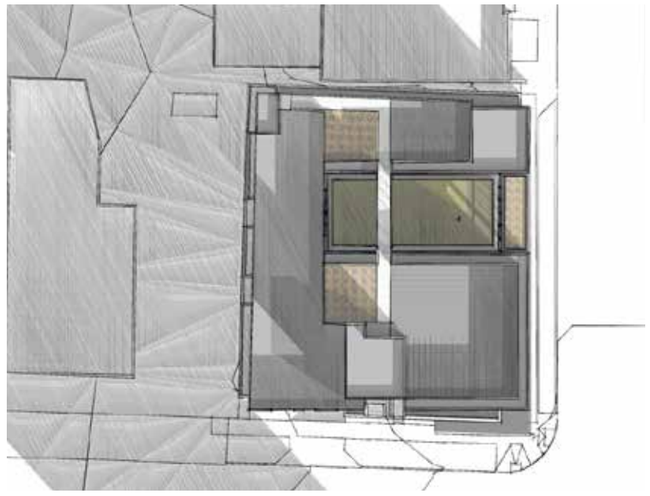
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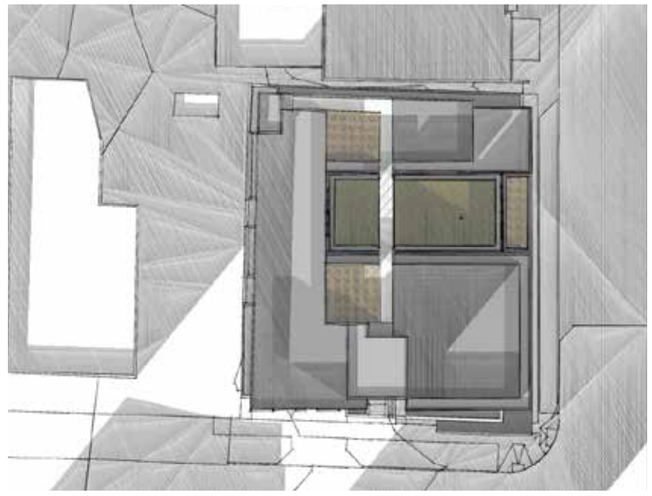
05.
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DEPARTURES



DECEMBER 21ST. 9:00 AM



DECEMBER 21ST. NOON



DECEMBER 21ST. 3:00 PM

DESIGN STANDARDS.
DESIGN NARRATIVE.

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CS1: Natural Systems and Site Features

B. Sunlight and Natural Ventilation

B.1: Sun and Wind:

By Dividing the form into two blocks oriented east/west, more of the dwelling units will have access to sunlight (direct and reflected), as wells as natural ventilation.



CS2: Urban Pattern & Form

B. Adjacent Sites, Streets and Open Space

B.2 Connection to Street

This project connects to the streets in three main ways. First, by placing the commercial space at the corner, the intent of the Neighborhood Commercial is reinforced. A small business or service can be provided at a very well trafficked location in the city. Second, by orienting the residential entry toward 140th, the connection to existing and future residential development to the west is prioritized. Third, by creating a courtyard along LCW, visual relief and green space will be provided along this busy thoroughfare. Both LCW and 140th will be improved with planting strips and new sidewalks.

C. Relationship to the Block

B.2 Corner sites

This building forms the south end of the (effective) block between NE 140th and NE 143rd Streets. The north half of this block is occupied by the Array Apartments, which is a large six-story apartment/mixed use building. Our intent is to design a building that forms a bookend to this existing pattern. We propose to build out to the corner and create a strong edge that can be continued to the south with future development in the same zone. We also intend to create a street-facing courtyard that will both provide visual relief and insert some green space into the street frontage along LCW.



D. Height, Bulk & Scale

D.5 Respect for Adjacent Sites

Our decision to orient units around a forward-facing courtyard along LCW means that we will not be negatively impacting privacy on the surrounding sites to the north and the west.

CS3: Architectural Context and Character

A. Emphasizing Positive Neighborhood Attributes

A.4: Evolving Neighborhoods

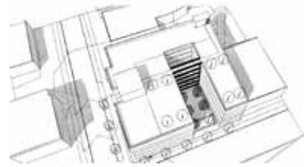
Much of this portion of Lake City is a comprised of older buildings and lots that are ready for redevelopment. Intermixed within this are several new projects that have taken advantage of the existing mixed use zoning and that set an example for future development. Our intent is to introduce a more contemporary/industrial aesthetic through the use of urban materials such as concrete masonry, metal cladding and a more urban color palette.

PL1: Connectivity

C. Outdoor Uses and Activities

C.3 Year-Round Activity

We are proposing two main amenity areas for this project: A first-story courtyard garden and a rooftop activity deck. The courtyard garden is intended to be a landscape amenity that will provide a visually calming foreground for occupants to enjoy year-round, planted out with vegetation that does well in shade and partial sun. The rooftop activity deck will be provided with shared amenities such as a grilling area, trees, benches, movable tables and seating, lighting, and some areas of weather protection.



PL2: Walkability

A. Accessibility

A.1 Access for all

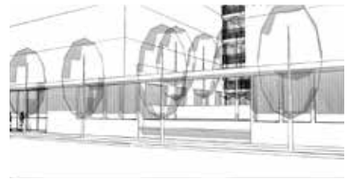
The building's main residential entry will be configured such that all occupants will be able to use it equally. We are resolving existing grade differences with ramps and/or elevators as needed to make the entry both welcoming and fully accessible.



B. Safety and Security

B.1 Eyes on the Street, B.2 Lighting for Safety & B.3 Street level transparency

Our intent with this design is to elevate the ground level dwellings so that they have visual access to the outside without compromising privacy by allowing easy views inside. By elevating the first floor dwellings 4' above grade, this can be accomplished successfully. Dwellings that are above the first floor will have good visual connection to the street due to our proposed arrangement of orienting the courtyard to the front of the building. Fully adequate lighting will be provided along LCW in our proposed street-level canopy and at the residential entry (on 140th). Lighting will be provided in the courtyard and roof deck as needed to provide security and appropriate use levels. Street-level transparency must be carefully handled on this project. Transparency at the commercial space and the building entry is critical and will be very open. However, as mentioned above, transparency from first-level dwellings and the courtyard must be carefully controlled in order to provide safety and security for the building's occupants.

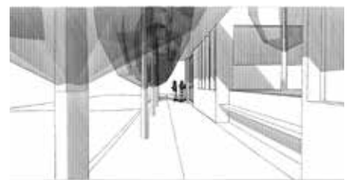


PL2: Walkability

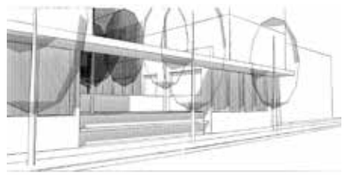
C. Weather Protection

C.1 Locations and Coverage

The sidewalk for LCW will be partially built on our site. This allows for the upper stories of the building to overhang the sidewalk, creating a fully covered walkway along Lake City Way. This protection, in conjunction with the new planting strip, will make the pedestrian experience along this section of road will much improved, and more pleasant to use.







PL3: Street-Level Interaction

A. Entries

A.1 Entry types

This project will have two primary entrance types: Entries for the commercial space at the corner of 140th and LCW, and the shared residential entry along 140th. The commercial space will have its primary entry facing Lake City, and will be provided with overhead weather protection that is integrated with the entire frontage of the building. The shared residential entry will be a slot between two primary building volumes. This lobby will be very transparent and will have a corridor that extends into the building and through the exterior courtyard.

A.2 Ensemble of Elements

The shared residential entry will be comprised of entry steps from 140th (and ramp from LCW), foreground landscaping, recessed entryway, glass doors with transom windows leading into lobby, and overhead canopy weather protection.

B. Residential Edges

B.2 Ground Level Residential

There are (up to) nine residential units proposed on the first floor. Most of these dwellings relate to front-facing courtyard, but some are along the sidewalk at the LCW street frontage. Our proposal provides security for these dwellings by raising them above the sidewalk by 4' (or more), and by recessing the windows in a masonry wall along the street frontage.

DC1: Project Uses and Activities

B. Vehicular Access and Circulation

B.1 Access Location and Design

Vehicle access for this project is located at the south west corner of the site, from NE 140th St. This separates the vehicle access from the busy intersection of LCW and 140th, and provides access at the lowest elevation possible at the site. By accessing the site at its lowest point, getting to the basement from street level is made much easier. This removes the car from potential conflicts with pedestrian access points. Pavement textures and subtle separation barriers will be included at the next step of design development.

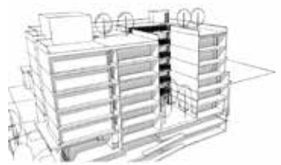


C. Parking and Service Uses

C.1 Below grade parking and C.4 Service Uses

We are proposing two levels of below grade parking at this site. This will remove the car from the street level development at all locations except where required for access and service. Service uses (waste storage and access) are located next to the parking access and will be able to share the driveway curb cut. Waste storage will be fully separate from the building entry and will be completely enclosed (and therefor fully screened).





DC2: Architectural Concept

A. Massing

A.2 Reducing Perceived Mass:

The front facing courtyard does a good job of breaking the mass of the building down into two smaller masses with a gap between. Access bridges will span the courtyard at all levels connecting the two masses. These bridges will create visual depth and character and will make the courtyard more engaging to occupants and visitors.

D. Scale and Texture

D.1 Human Scale

Several elements and design moves scale down the building to help make its larger mass more relatable to pedestrians: The ground floor will be provided with a canopy and overhang that help to make the sidewalk more protected and intimate. The front facing courtyard provides a slot that can be viewed from the street, breaking down the building into smaller, more relatable elements. The building entry is large enough to be identified as the main entry, but small enough to be scale appropriate for human interaction.

DC3: Open Space Concept

A. Building – Open Space Relationship

A.1 Interior / Exterior Fit

Our preferred scheme depends on the success of a very integrated indoor/outdoor relationship. The courtyard is intended as a landscaped feature that can be directly enjoyed from nearly all dwelling units. The circulation path between the two blocks of the building circulate through or above this well-landscaped space. The roof deck will create a space for access to sun and air, and will be perfect for shared gatherings and some more secluded uses as well.

DC4: Exterior Elements & Materials

A. Building Materials

A.1 Exterior Finish Materials

Our plan is to provide a variety of materials and textures throughout the project to help delineate areas such as the entry and to further define the massing concept. Materials will be evaluated for durability, color, scale and texture. Our initial thoughts are to use materials such as concrete masonry, cast concrete, metal cladding and some fiber cement cladding.

D. Trees, Landscape and Hardscape Materials

D.1 Choice of Plant Materials

Given that the courtyard and roof deck are so important in the design of this project, plant choices will be critical to the success of the project. While the courtyard will have some access to sunlight and air, it will be fairly shady for a lot of the year. Thus, selecting shade tolerant plantings will be important at this location. The roof deck will have much more exposure to the elements, and planting choices must carefully match this criteria.

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NARRATIVE RESPONSE.

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CANOPY UNIFIES THE 2 SIDES OF THE COURTYARD

COURTYARD FACING LAKE CITY WAY NE



VERTICAL EXPRESSION AT ELEVATOR LOBBY / CORE

JULIET BALCONIES W/ HORIZONTAL BAR RAILINGS



RECESSED GROUND LEVEL AT RETAIL / RESIDENTIAL ENTRIES

PUBLIC GARDEN / SEATING NODE

1. Massing Options

a. The majority of the Board supported the massing in the preferred option (3).
   i. A single Board member expressed a preference for a south-facing courtyard, but the majority agreed that the best location was along Lake City Way as proposed, where its scale-mitigating effect would be best deployed.
b. The Board agreed that this scheme's potential to break down the larger mass, the exterior circulation, and the relief provided by the courtyard to the street-edge at Lake City Way (LCW) were particular strengths. (DC3, CS2, PL3)

Response:

As suggested by the board we have further developed the preferred option (3) with it's east facing court along Lake City Way.

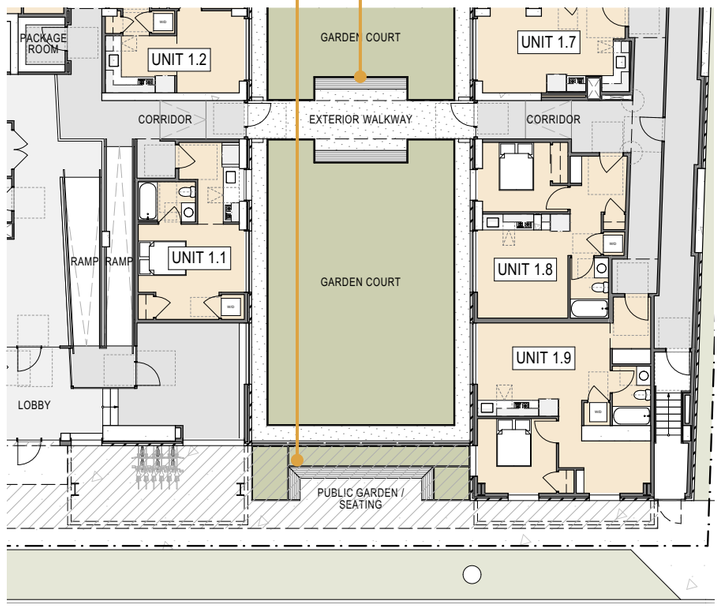
PUBLIC GARDEN / SEATING NODE

STEPPED LANDSCAPING TRANSITION TO COURT

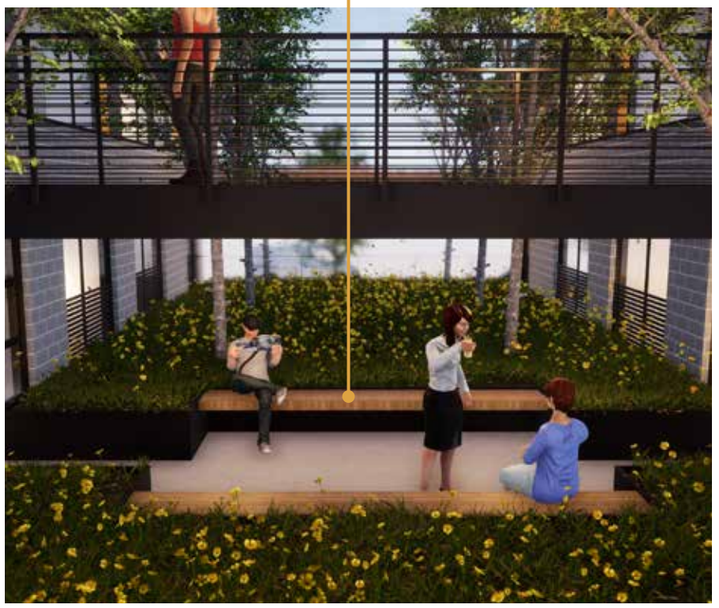


PUBLIC GARDEN / SEATING NODE

SEATING / SOCIALIZING NODE AT GARDEN COURT



SEATING / SOCIALIZING NODE AT GARDEN COURT



2. The Courtyard and the Street

The Board was strongly in favor of the proposed street-facing courtyard along Lake City Way, but had some concerns, highlighting the street-edge of this feature as of critical importance; "…how the garden comes to the street…" in the words of one Board member.

a. The Board noted that as designed, the courtyard is not really connected to the street or the units that front it and risks a programmatic and compositional design irrelevance that would compromise its positive qualities.
b. The Board asked that different ways of connecting and activating this space be explored, including:
   i. Lowering the courtyard elevation closer to the street (for which they expressed openness to a departure request)
   ii. Relocating the principle entry to be through the courtyard.
   iii. Making a visual/compositional connection between the courtyard landscape and the 'new' planting strip in the public right of way (R.O.W).
   iv. If the entrance is not through this area, use visual cues (plantings, grade changes, detailing) to articulate the courtyard's private nature, rather than a fence. (CS2, PL1, PL3)
c. The Board asked that the 'interior' courtyard elevations be composed and detailed with the same rigor as those facing the street. (DC2)
d. The Board asked for further development of the edge condition where first floor units abut the street, asking in particular for buffering elements such as landscape, stoops, or other strategies for 'softening' and demarking the area between such high-contrast uses. (PL4, PL3, PL2)

Response:

In order to maintain privacy for the first floor residential units we have maintained the 4'-0" elevation difference between the street level and unit floor level. In order to maximize the ability of the private courtyard to be appreciated by the public we have created a public court space adjacent to the private court which include a wider sidewalk, bicycle parking facilities and a large, raised planter. For security reasons there will be a barrier of limited visual obstruction separating the sidewalk from the courtyard. We investigated the idea of incorporating the building entry as part of this courtyard sequence but decided against it as it had significantly compromised dwelling unit privacy at the first floor and greatly reduced the opportunities for landscaping in this courtyard reducing its value as an amenity to the units and the public.

The residential units adjacent to the courtyard level and above are all provided with Juliet style balconies that allow interaction with this landscape area. Full access is limited, however, in order to preserve privacy for adjacent residents.

The primary building entry is now located in the middle of the large building volume that fronts on Lake City Way. It is accentuated with a 2-story exterior volume, wider sidewalk and generous canopy.

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EDG GUIDANCE.
NARRATIVE RESPONSE.

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STOREFRONT WINDOW GLAZING AT THE CORNER

RECESSED GROUND LEVEL AT RETAIL / RESIDENTIAL ENTRIES



SECONDARY ENTRY ON NE 140TH STREET



SOLID WALL BETWEEN RETAIL AND ENTRY

GARAGE ACCESS OFF OF NE 140TH STREET



PEDESTRIAN ACCESS TO BIKE PARKING IN GARAGE

3. Secondary edge (NE 140th Street)

a. The Board did not support the current design of the building entry sequence and the entry's relationship to the retail space.
b. If an entry is proposed at this street edge, the design should include a more coherent circulation scheme that recognizes and hierarchically distinguishes the entry from the adjacent retail.
c. The Board supported windows wrapping the retail corner as depicted in the perspective drawings (vs shown in plan), as that solution better engaged the street.
d. The Board also encouraged exploration of an outdoor retail support space. (PL3, DC2, PL4)

Response:

The residential and commercial entrances have been reconfigured per Board recommendation. We have maintained a secondary residential entry on NE 140th Street but have now created a primary residential entry along Lake City Way. This main entry is expressed as a two-story prominently centralized element.

The commercial entry is now fronting on Lake City Way NE with the generous glazing facing both Lake City Way NE and NE 140th Street.

CONCRETE MASONRY BASE

JULIET BALCONIES W/ HORIZONTAL BAR RAILINGS



BLACK WINDOW & DOOR FRAMES

ACM METAL PANEL CANOPY / FLOOR TRANSITIONS



EXPRESSED STEEL CANOPY COLUMNS

STOREFRONT GLAZING SYSTEM AT GROUND LEVEL

ACM METAL PANEL AT GROUND LEVEL ENTRY COLUMNS

HORIZONTAL EXPRESSION ALONG LAKE CITY WAY



4. Exterior Materials

a. The Board supported the applicant's intent to use masonry at the first floor and encouraged the leveraging of this high-quality material to define a recognizable 'base' for the building. (DC2, DC4)

Response:

The Concrete Masonry base design has been further refined and integrated with massing elements on the North, East and South facades.

5. Lake City

a. The Board encouraged the applicant to explore the addition of a whimsical element (or elements) that would reflect the existing context along this auto-centric transportation corridor. (CS2, CS3)

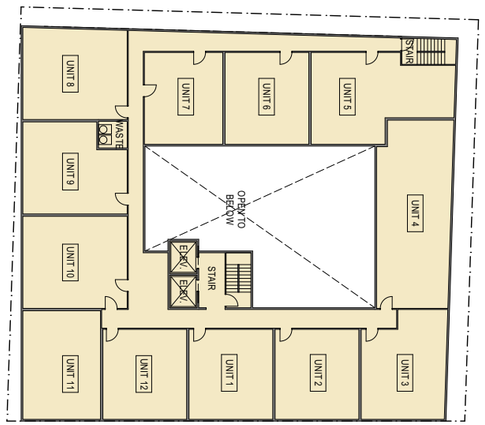
Response:

As the design has developed we have explored a horizontal expression, particularly along Lake City Way. This reflects the horizontal motion inherent in the character of this arterial and it's auto-centric neighborhood. This motion is further emphasized by the patterning of colored fiber-cement panels along this façade. The strong line of the canopy above the sidewalk further emphasizes this horizontality.

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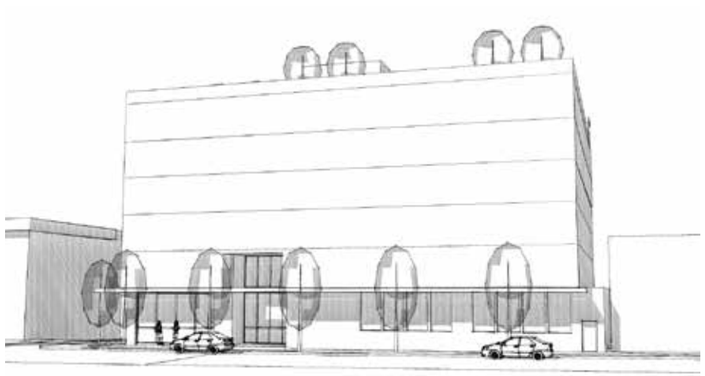
EDG DESIGN SUMMARY.

OPTION 1.
CENTRAL COURTYARD.



POSITIVES:
- Complies with Land Use Code
- Organizing dwelling around central courtyard will protect dwellings from any negative privacy/light access issues due to future adjacent development

NEGATIVES:
- LCW is very busy; taking access from this street means that the entry will be subject to noise/air pollution related to the highway.
- The form is bulky against LCW.
- Privacy between dwelling units must be carefully controlled
- Excessive circulation space required to make this scheme work.
- Central courtyard ignores the opportunities of the corner lot
- Central courtyard requires massing to be bulky on all four sides.

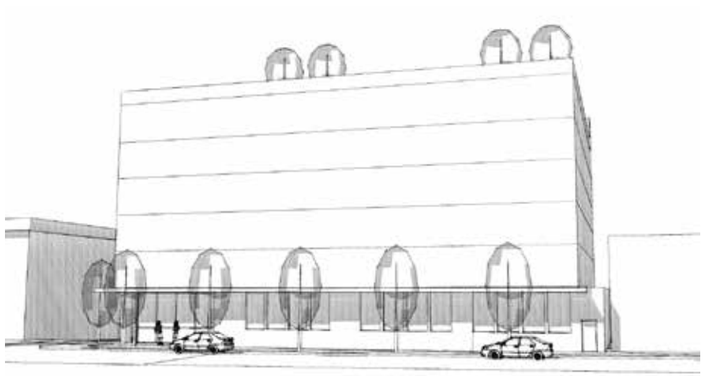


OPTION 2.
REAR COURTYARD.

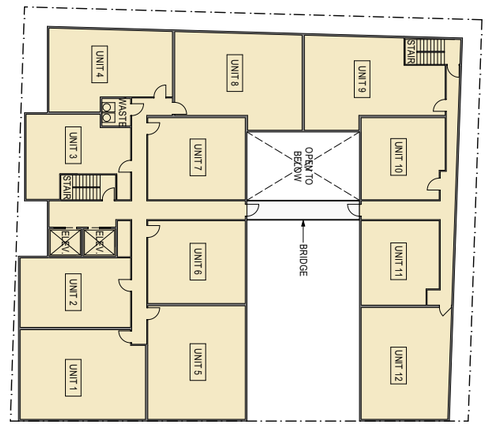


POSITIVES:
- Entry on 140th allows for quitter, more residential experience.
- Since the courtyard opens up to the back, all of the dwelling will have long views available to them, at least until future development takes place to the west.
- A more efficient circulation scheme.

NEGATIVES:
- The form is bulky against LCW.
- Privacy between dwelling units is easier to manage, but must still be carefully controlled
- Requires code departure for residential entry on 140th.
- Courtyard ignores the opportunities of the corner lot.

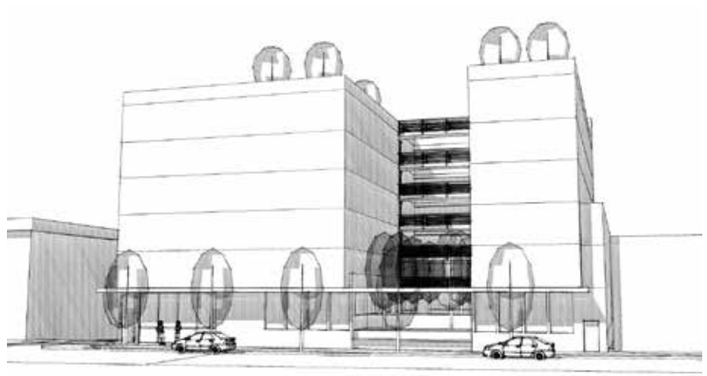


OPTION 3.
FRONT COURTYARD.



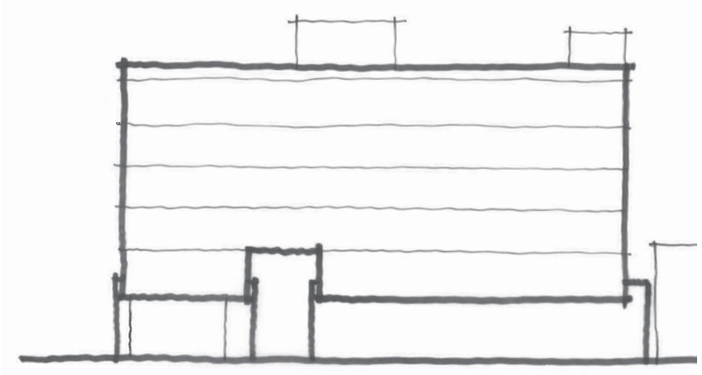
POSITIVES:
- The front courtyard breaks the building down and provides visual depth along LCW.
- Since the courtyard opens up to the front, all of the dwelling will have long views available to them permanently.
- The front courtyard offers green space not only to the occupants, but to the community as well.
- Entry on 140th allows for quitter, more residential experience.
- This scheme is very efficient from a circulation standpoint.

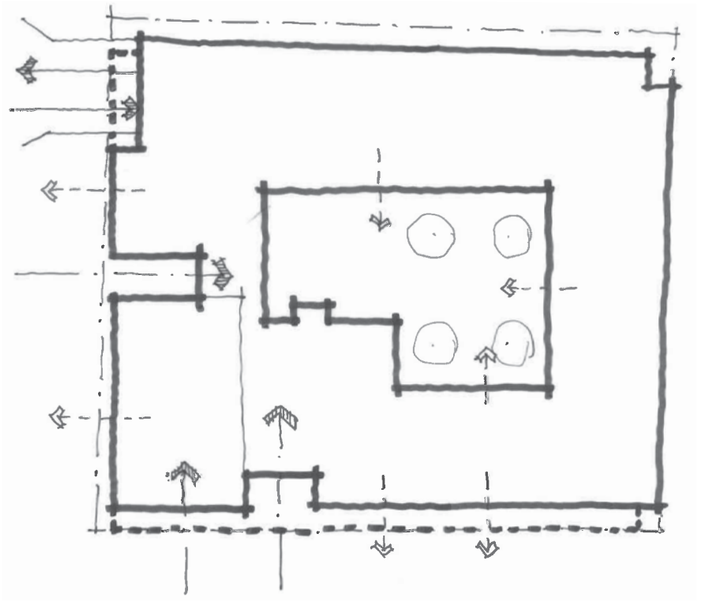
NEGATIVES:
- Privacy between dwelling units is easier to manage, but must still be carefully controlled



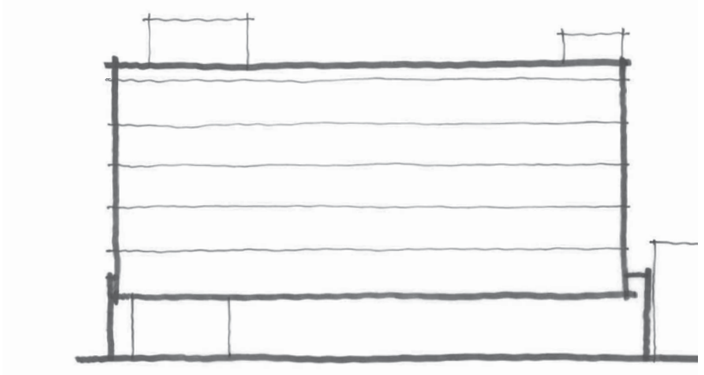
EDG DESIGN SUMMARY.

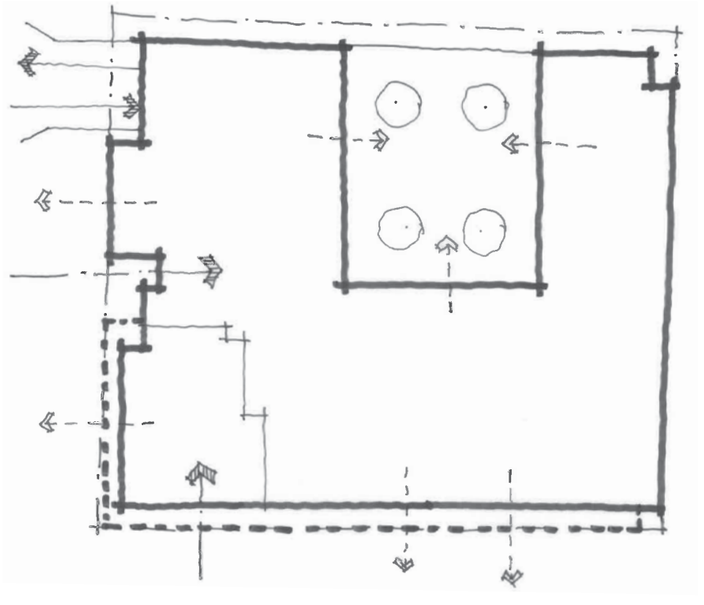
OPTION 1.
CENTRAL COURTYARD.



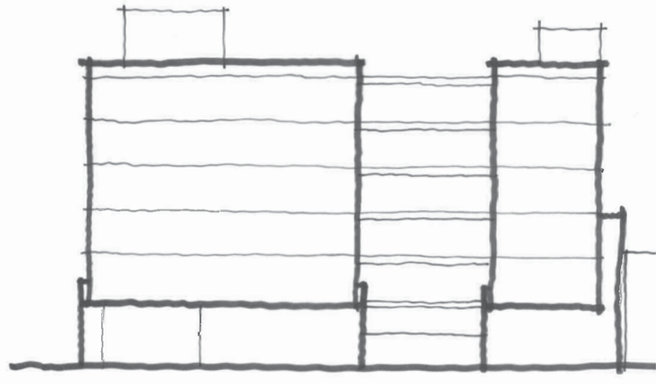


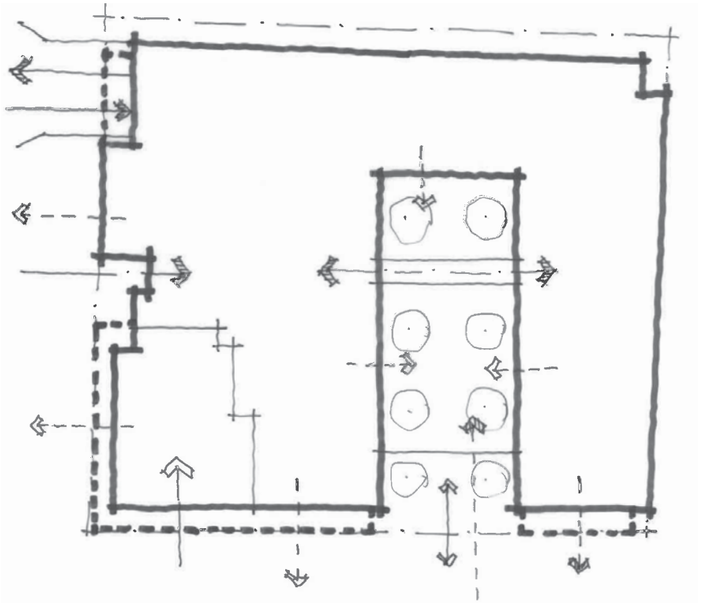
OPTION 2.
REAR COURTYARD.





OPTION 3.
FRONT COURTYARD.





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EXISTING SITE CONDITIONS.
SURVEY.

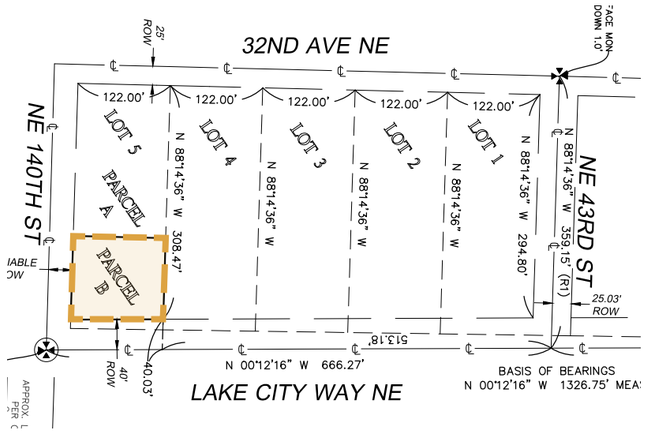
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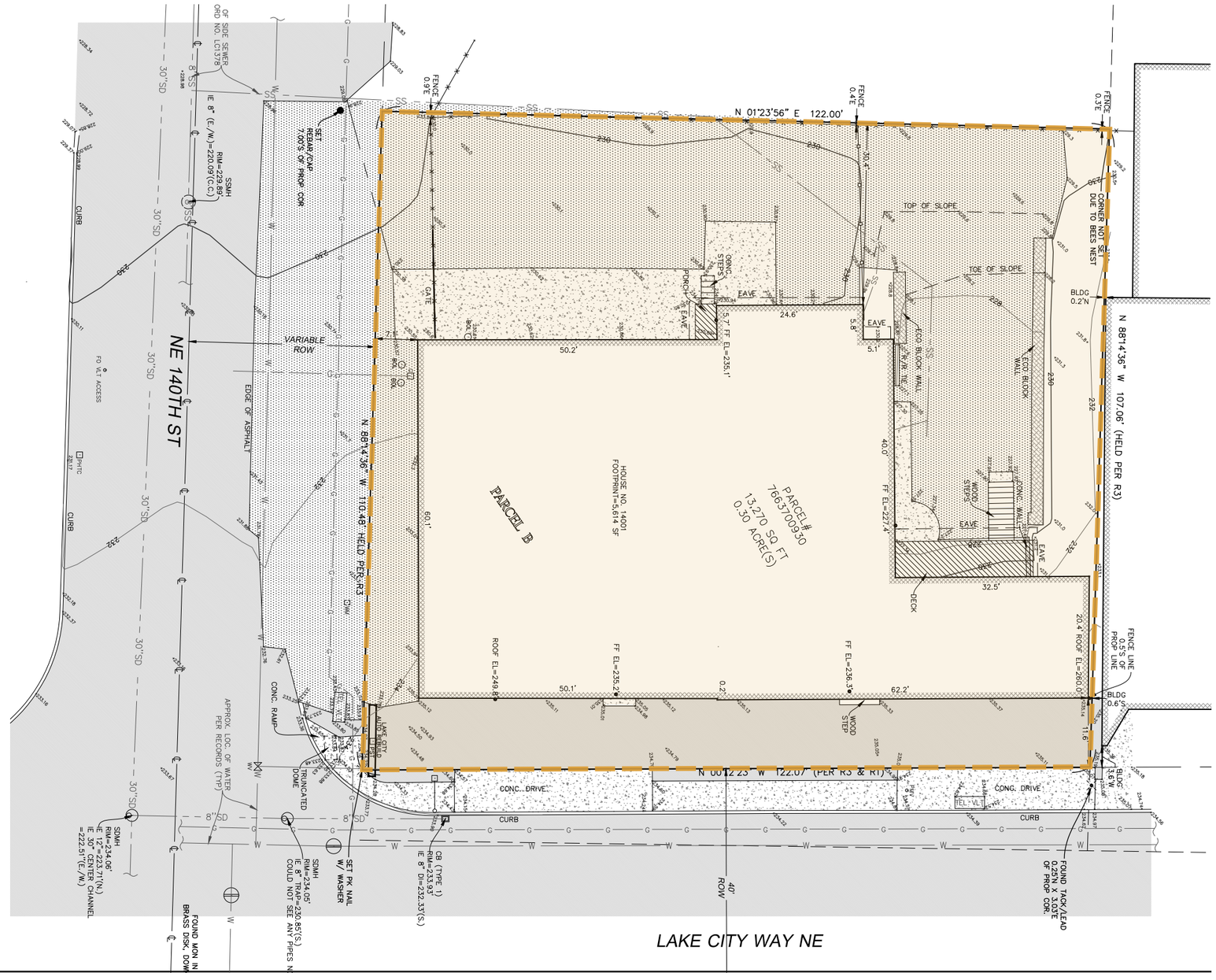


LEGEND			
	ASPHALT SURFACE	PH	POWER HAND HOLE
BOL	BOLLARD		REBAR & CAP (SET)
	BUILDING	SS	SEWER LINE
	CENTERLINE ROW		SEWER MANHOLE
	CONCRETE SURFACE		SIGN (AS NOTED)
	RETAINING WALL		INLET (TYPE 1)
	DECK		STORM MANHOLE
	FENCE LINE (CHAIN LINK)	SD	STORM DRAIN LINE
	FENCE LINE (WOOD)	TEL VLT	TELEPHONE VAULT
G	GAS METER		WATER GATE VALVE
	GRAVEL SURFACE	W	WATER LINE
LP	LIGHT POLE	FO VLT ACCESS	FIBER OPTIC VAULT ACCESS
	NAIL AS NOTED	PMV	ELECTRICAL VENT
WM	WATER METER		MONUMENT IN CASE (FOUND)
WV	WATER VALVE		MONUMENT (SURFACE, FOUND)
PST	POST		

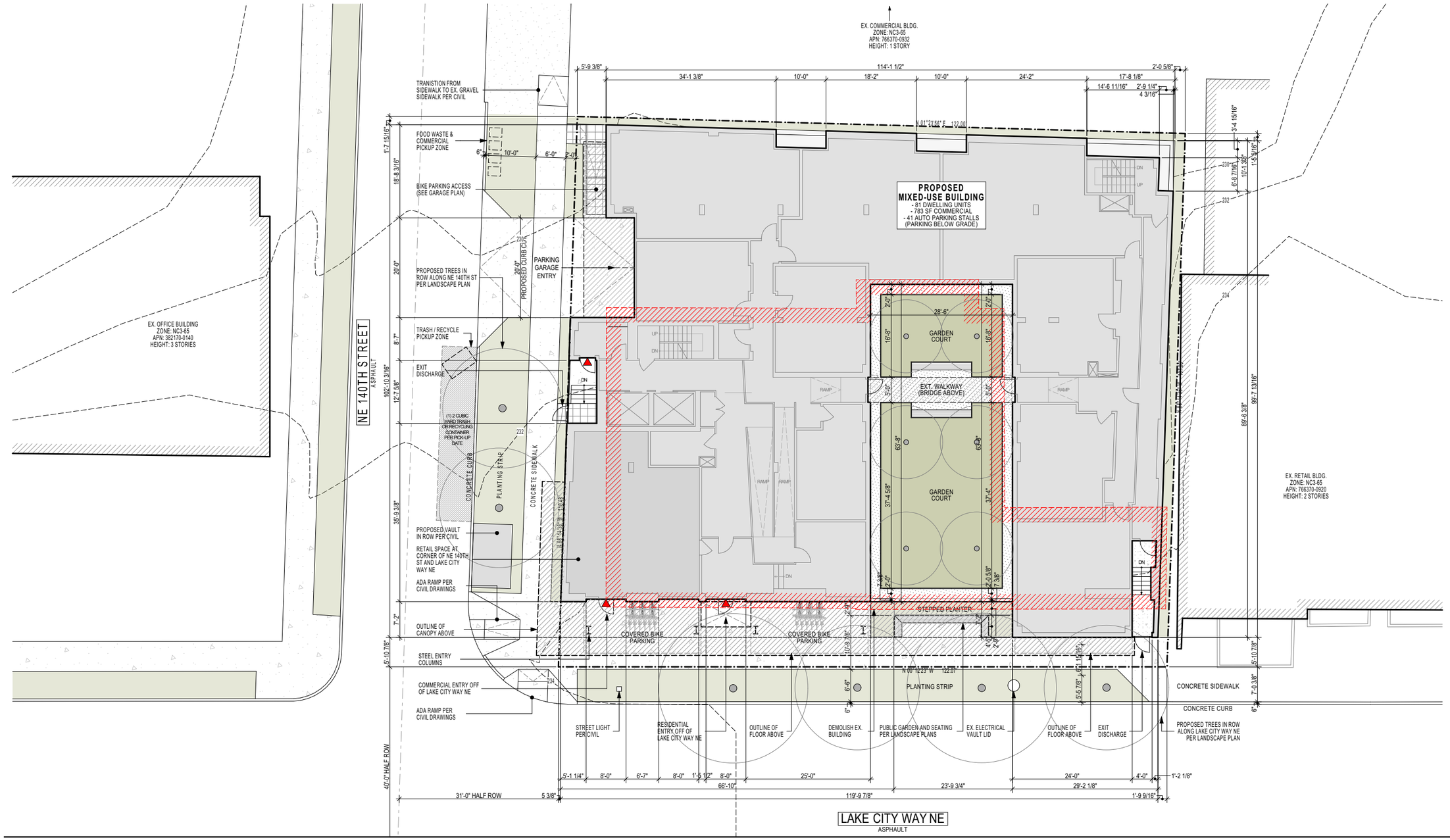
LEGAL DESCRIPTION

(PER SPECIAL WARRANTY DEED RECORDING# 20121211001809)

PARCEL B, CITY OF SEATTLE SHORT PLAT NUMBER 80–052, RECORDED UNDER RECORDING NUMBER 8007010838, IN KING COUNTY, WASHINGTON.



PROPOSED SITE CONDITIONS.
SITE PLAN.



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14001 LAKE CITY WAY NE.
GARAGE LEVEL 2 PLAN.

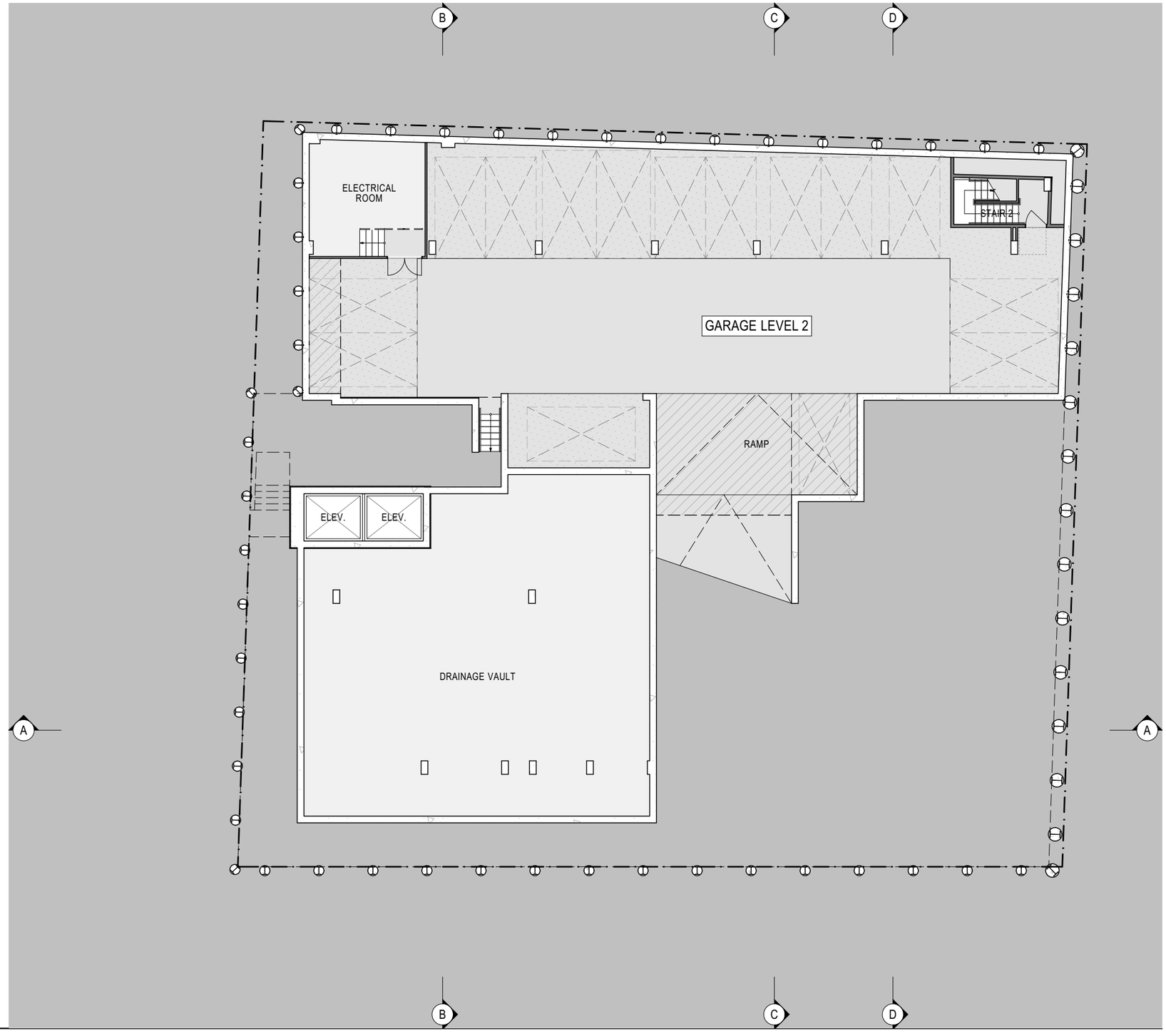
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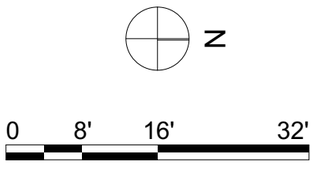
02.
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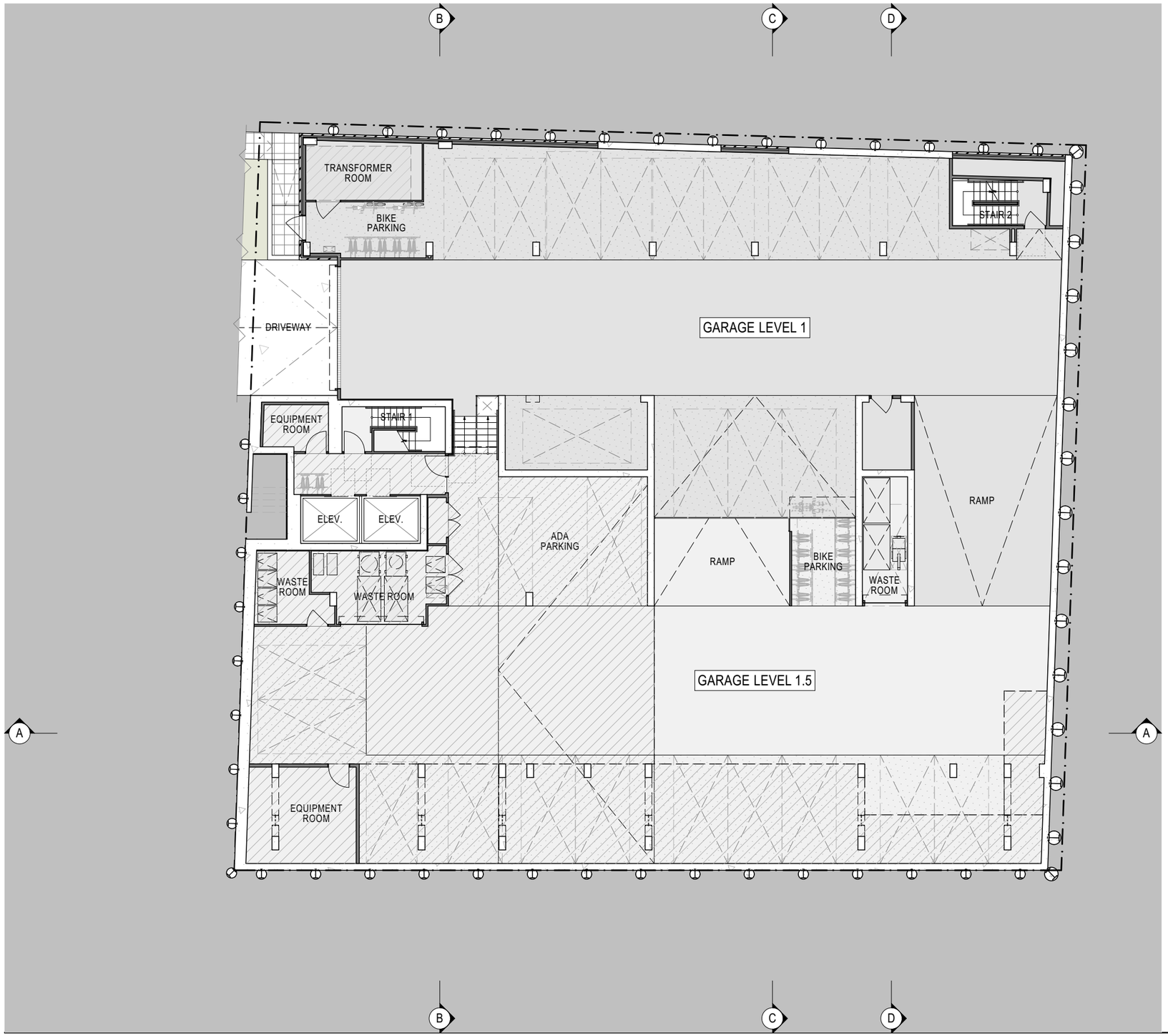
04.
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14001 LAKE CITY WAY NE.
GARAGE LEVEL 1 PLAN.



N

0 8' 16' 32'

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14001 LAKE CITY WAY NE.
COMPOSITE FIRST FLOOR PLAN.

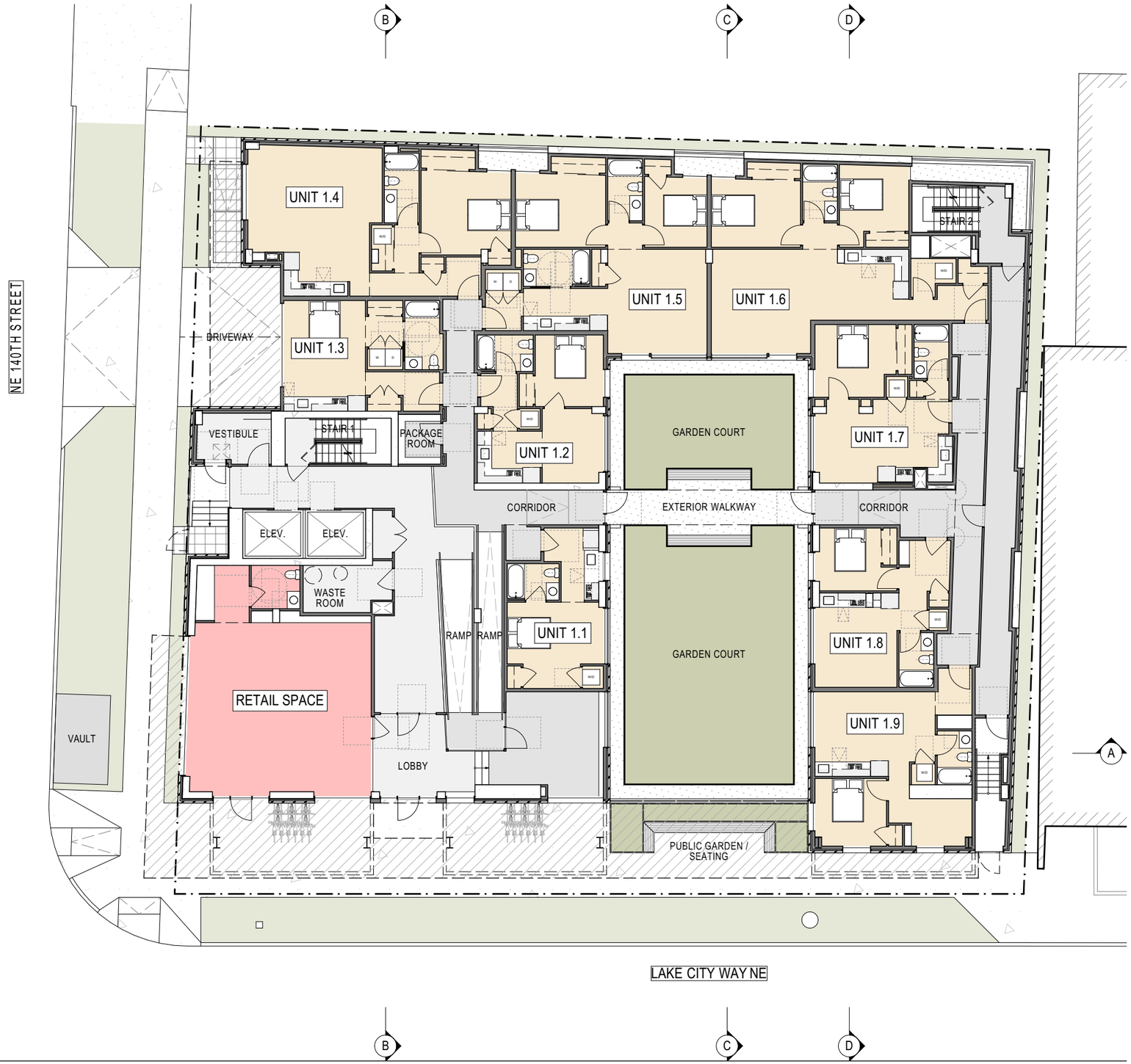
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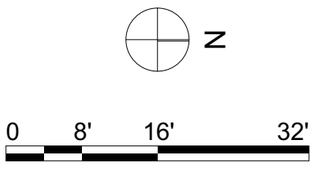
02.
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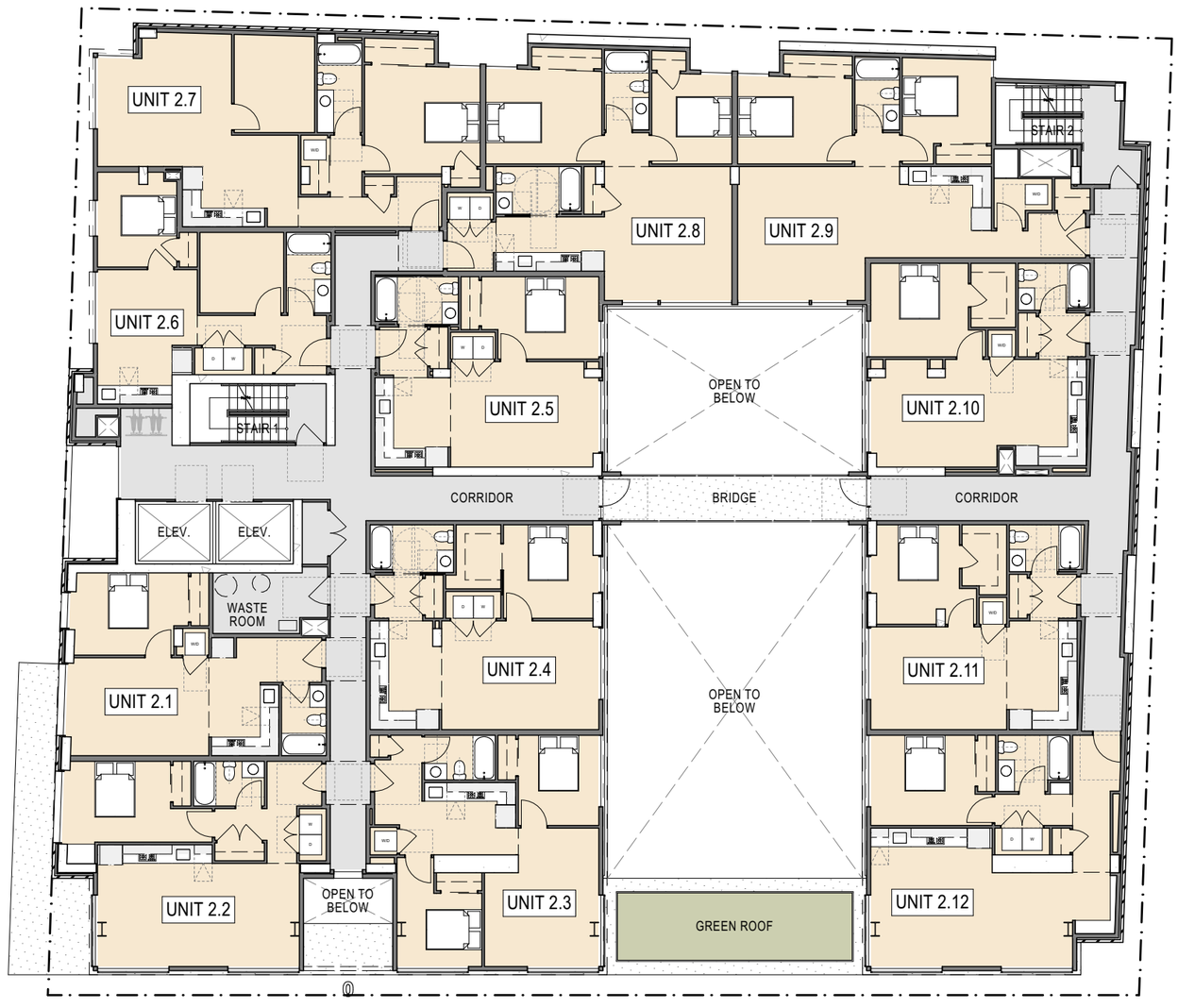
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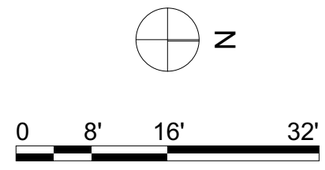
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14001 LAKE CITY WAY NE.
SECOND FLOOR PLAN.





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14001 LAKE CITY WAY NE.
THIRD FLOOR PLAN.

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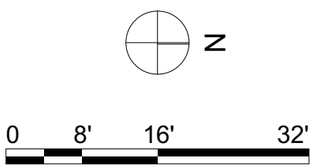
02.
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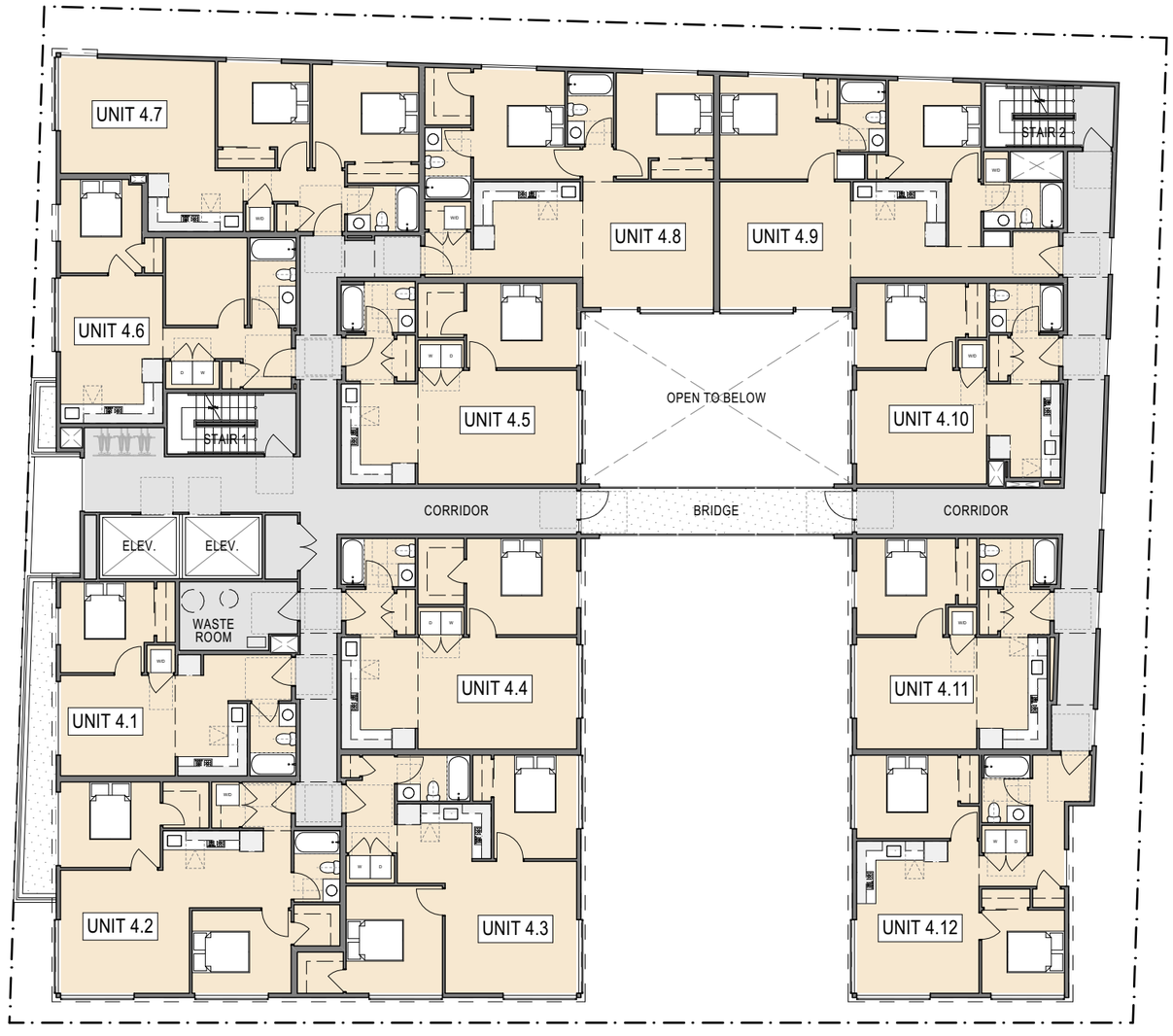
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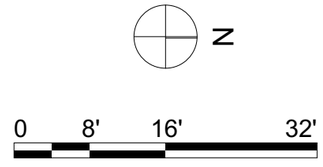
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14001 LAKE CITY WAY NE.
FOURTH FLOOR PLAN.





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14001 LAKE CITY WAY NE.
FIFTH - SEVENTH FLOOR PLAN.

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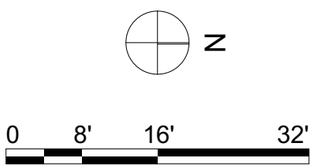
02.
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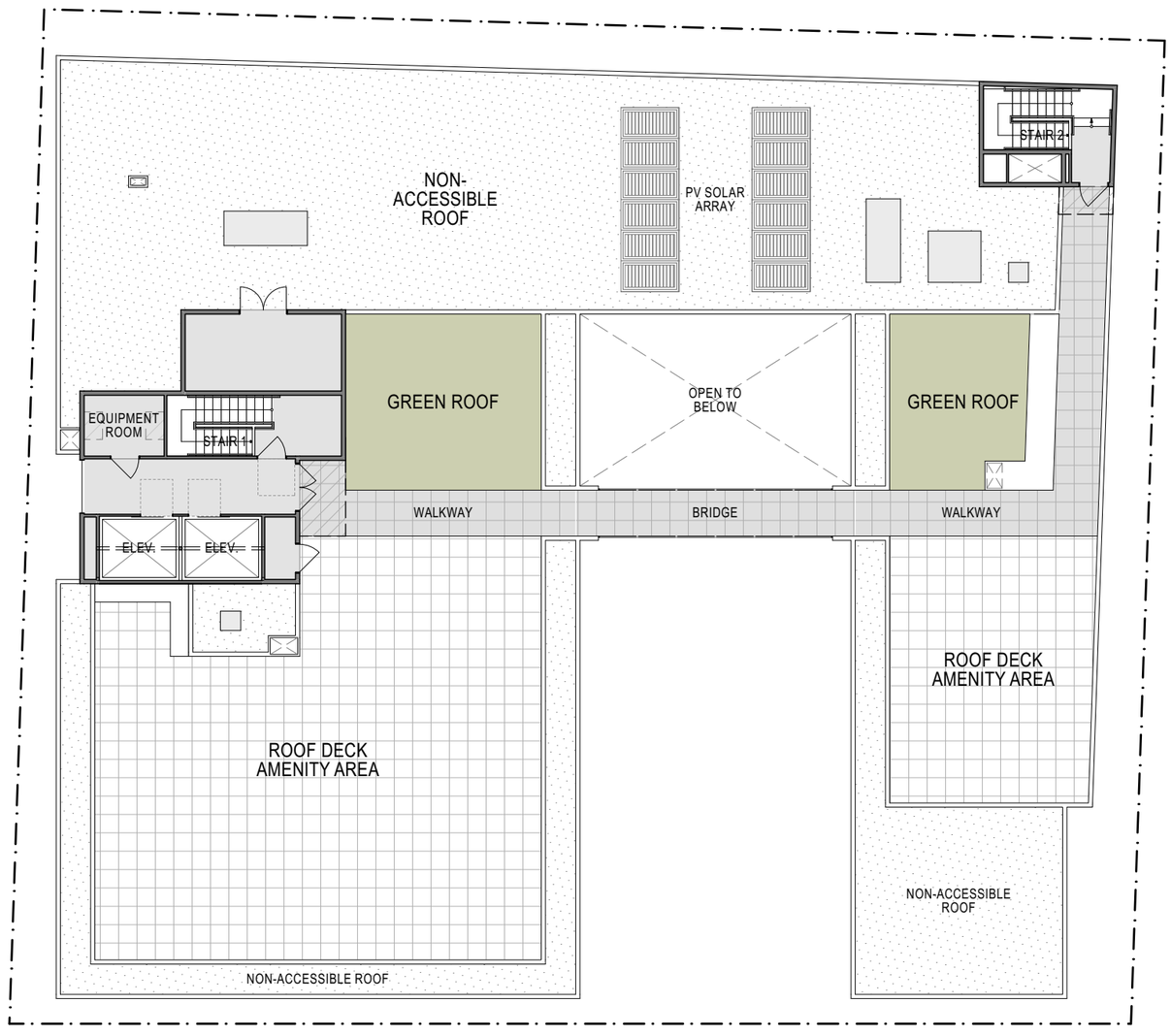
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14001 LAKE CITY WAY NE.
ROOF DECK PLAN.



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N

0 8' 16' 32'

EXTERIOR LIGHTING PLAN.
GROUND LEVEL.

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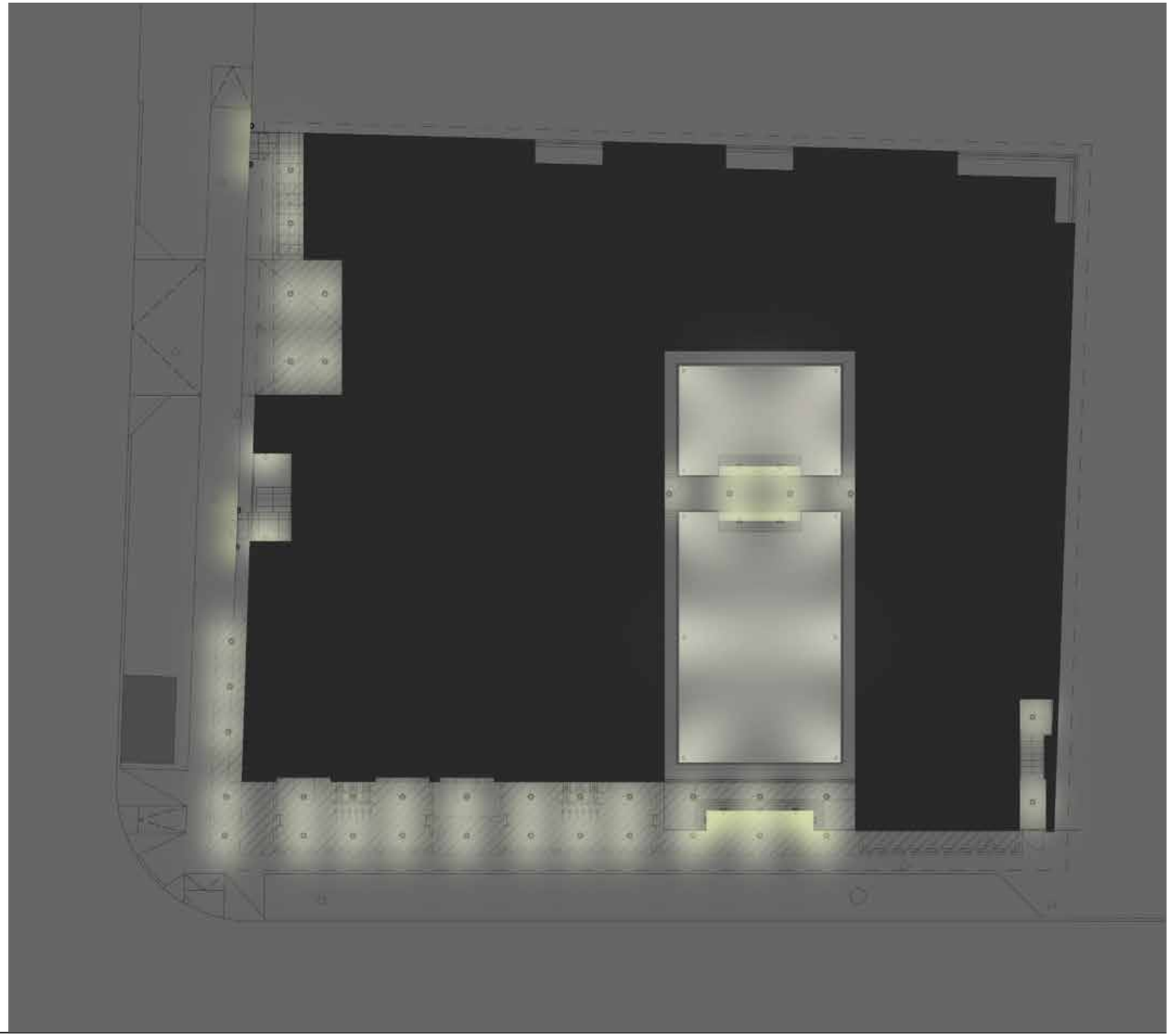
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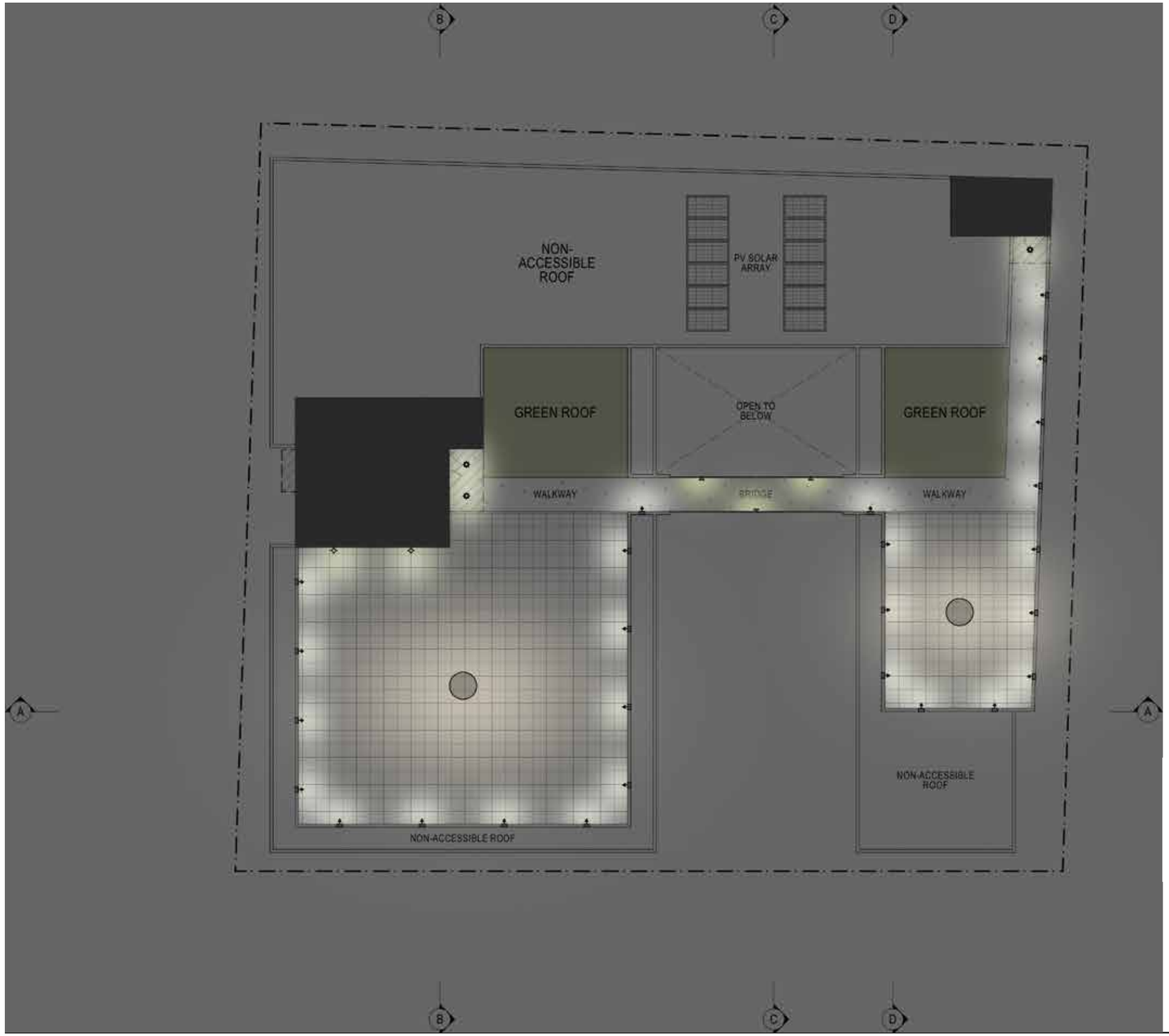
FIXTURE LEGEND:
ROOF DECK LIGHT FIXTURE (MOVEABLE)
PARAPET WALL MOUNTED LIGHT
WALL SCONCE
RECESSED CAN
RAILING MOUNTED DOWN LIGHT
LANDSCAPE UP LIGHT
PATH LIGHT
BENCH LIGHTING

N

0 8' 16' 32'



EXTERIOR LIGHTING PLAN.
ROOF DECK.



FIXTURE LEGEND:
ROOF DECK LIGHT FIXTURE (MOVEABLE)
PARAPET WALL MOUNTED LIGHT
WALL SCONCE
RECESSED CAN
RAILING MOUNTED DOWN LIGHT
LANDSCAPE UP LIGHT
PATH LIGHT
BENCH LIGHTING

N

0 8' 16' 32'

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LANDSCAPE DESIGN.
COLORED LANDSCAPE PLAN.

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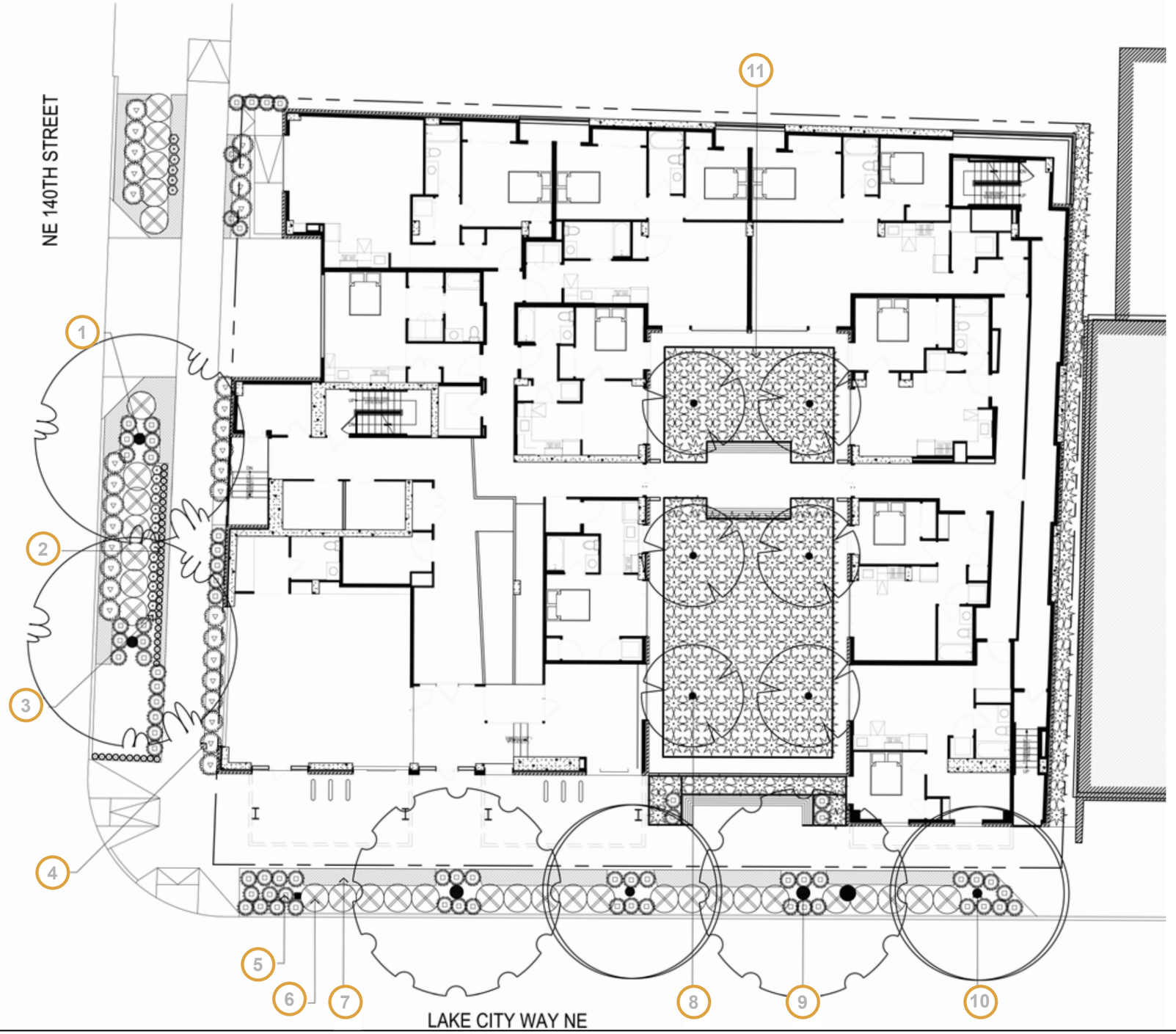








LANDSCAPE DESIGN.
HARDSCAPE PLAN.



1. American Dream Oak
   Quercus bicolor 'JFS-KW12' PAF'
2. Elijah Blue Fescue
   Festuca glauca 'Elijah Blue'
3. Berry Smoothie Coral Bells
   Heuchera 'Berry Smoothie'
4. Rhododendron 'Mardi Gras'
   Mardi Gras Rhododendron
5. New Zealand Orange Sedge
   Carex testacea
6. Wheeler's Dwarf Tobira
   Pittosporum tobira 'Wheeler's Dwarf '
7. Emerald Carpet Creeping Bramble
   Rubus pentabolus 'Emerald Carpet'
8. Himilayan White Birch
   Betula utilis var. Jacquemontii
9. Forest Green Oak
   Quercus frainetto 'Schmidt Forest Green'
10. Emerald City Tulip Tree
    Liriodendron tulipifera 'JFS-Oz'
11. Western Sword Fern
    Polystichum munitum

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LANDSCAPE DESIGN.
COLORED ROOF DECK PLAN.

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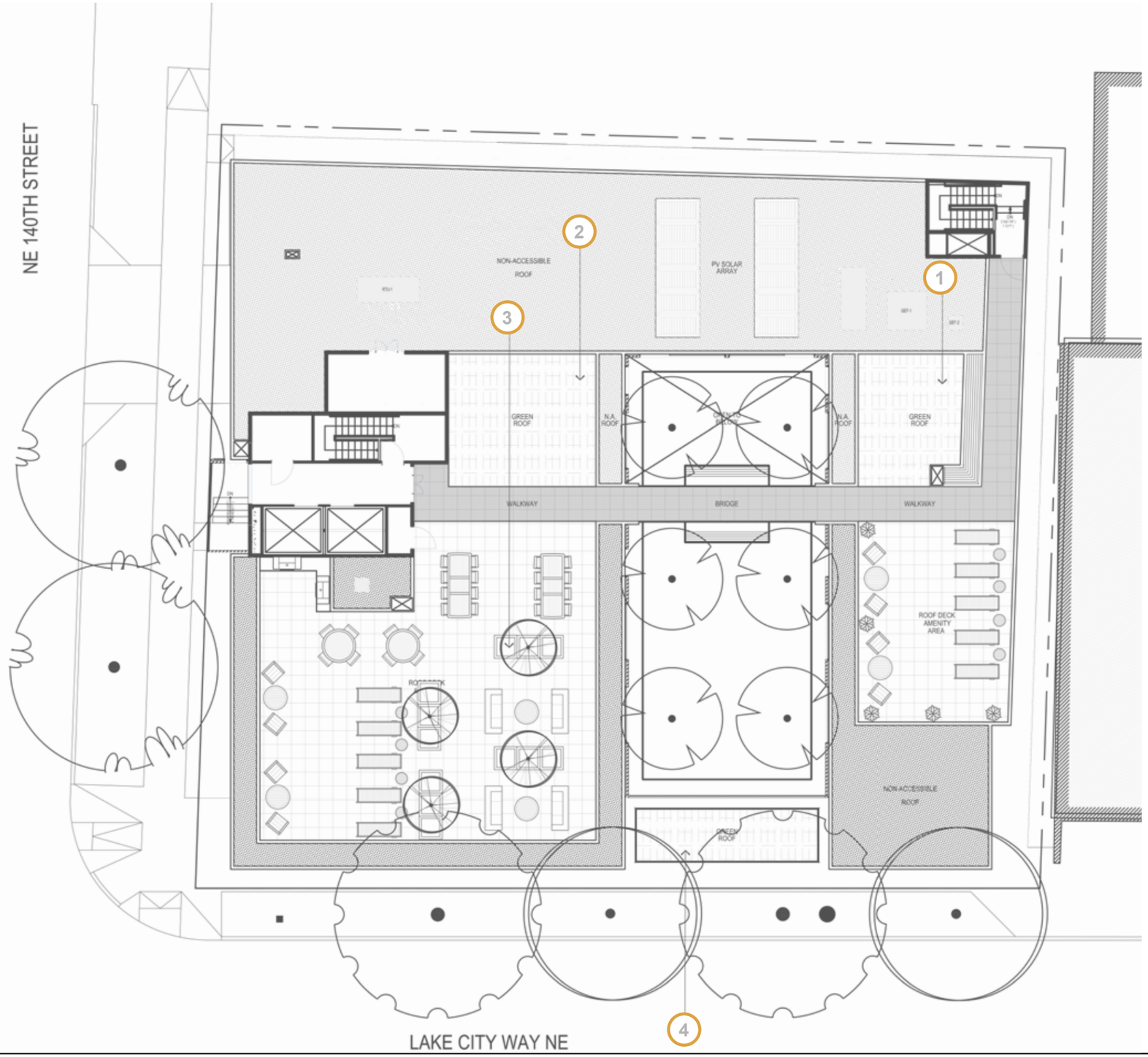




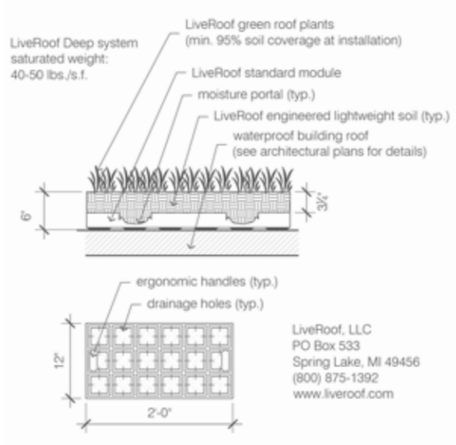




LANDSCAPE DESIGN.
ROOF DECK HARDSCAPE PLAN.



1. LiveRoof Deep Roof
   6" Green Roof Tray System (Typ.)
2. LiveRoof Deep Roof
   6" Green Roof Tray System (Typ.)
3. Acer circinatum 'Pacific Fire'
   Pacific Fire Vine Maple
4. LiveRoof Deep Roof
   6" Green Roof Tray System (Typ.)



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DREAM OAK LEAF.



CAREX TESTACEA.



ELIJAH BLUE FESCUE.



HEUCHERA ‘BERRY SMOOTHIE’.



BETULA UTILIS JAQUEMONTII.



AMERICAN DREAM OAK.



PITTOSPORUM TOBIA.



PITTOSPORUM TOBIA.



POLYSTICHUM MUNITUM.



RHODODENDRON (MARDI).



QUERCUS FRAINETTO (LEAF).



EMERALD CARPET.



FOREST GREEN OAK.



SEDUM DASYPHYLLUM.



SEDUM KAMTSCHATICUM.



LIRIODENDRON TULIPIFERA.

SEDUM PATHULIFOLIUM.

SEDUM DIVERGENS.



LIRIODENDRON TULIPIFERA.

SEDUM LAXUM.

SEDUM OREGANUM.

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14001 LAKE CITY WAY NE.
EAST ELEVATION.

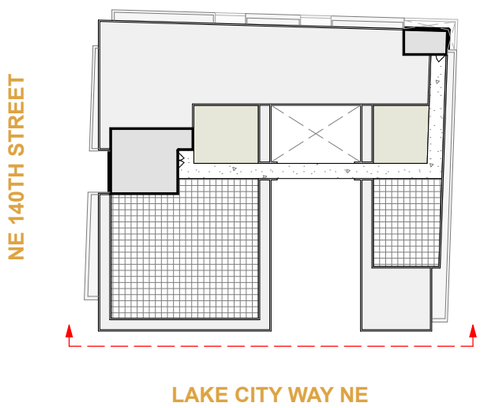
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MATERIAL / COLOR LEGEND: *(MATERIAL DIVISIONS PER ELEVATIONS)*

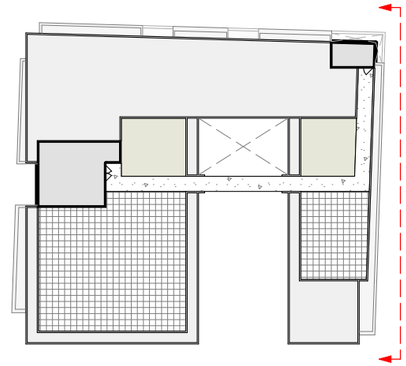
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14001 LAKE CITY WAY NE.
NORTH ELEVATION.



MATERIAL / COLOR LEGEND: *(MATERIAL DIVISIONS PER ELEVATIONS)*						
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NE 140TH STREET



LAKE CITY WAY NE

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SOUTH ELEVATION.

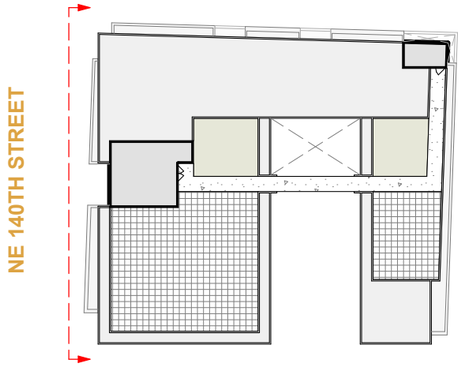
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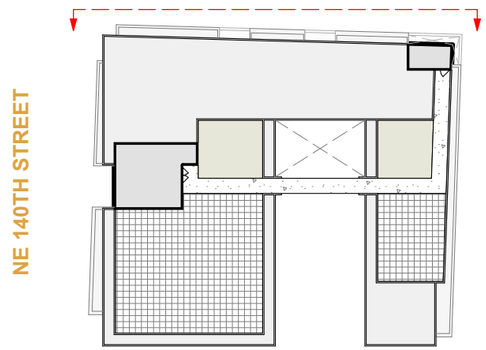


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14001 LAKE CITY WAY NE.
WEST ELEVATION.



MATERIAL / COLOR LEGEND: *(MATERIAL DIVISIONS PER ELEVATIONS)*						
MUTUAL MATERIALS CMU COLOR: CHARCOAL	ALPOLIC ACM METAL PANEL COLOR: TOB BLACK (ENTRY CANOPY, FLOOR BAND, BRIDGE)	HARDIE PANEL COLOR: MATCH ALPOLIC TOB BLACK (WALLS, SOFFITS AT ROOF)	AEP METAL PANEL COLOR: CUSTOM MATCH SW6670 (ONLY AT GROUND LEVEL ENTRY)	HARDIE PANEL ACCENT COLOR: SW6670 GOLD CREST (TYPICAL)	HARDIE PANEL SIDING COLOR: SW7674 PEPPERCORN	HARDIE PANEL ACCENT COLOR: SW7659 GRIS



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SOUTH ELEVATION- COURT.

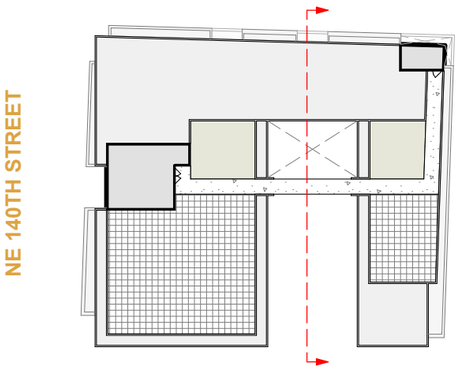
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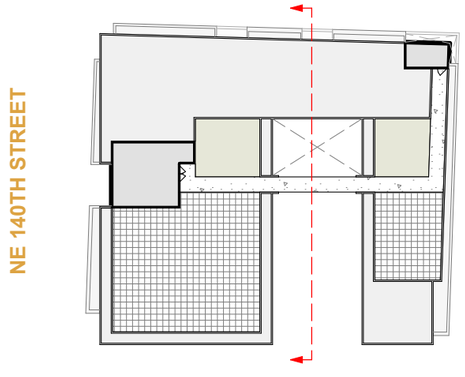
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14001 LAKE CITY WAY NE.
NORTH ELEVATION- COURT.



MATERIAL / COLOR LEGEND: *(MATERIAL DIVISIONS PER ELEVATIONS)*						
MUTUAL MATERIALS CMU COLOR: CHARCOAL	ALPOLIC ACM METAL PANEL COLOR: TOB BLACK (ENTRY CANOPY, FLOOR BAND, BRIDGE)	HARDIE PANEL COLOR: MATCH ALPOLIC TOB BLACK (WALLS, SOFFITS AT ROOF)	AEP METAL PANEL COLOR: CUSTOM MATCH SW6670 (ONLY AT GROUND LEVEL ENTRY)	HARDIE PANEL ACCENT COLOR: SW6670 GOLD CREST (TYPICAL)	HARDIE PANEL SIDING COLOR: SW7674 PEPPERCORN	HARDIE PANEL ACCENT COLOR: SW7659 GRIS



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14001 LAKE CITY WAY NE.
MATERIAL BOARD.

ALPOLIC ACM METAL PANEL:

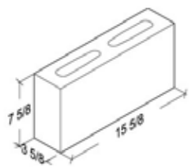


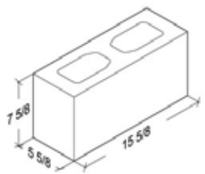
1

COLOR: TOB BLACK

MUTUAL MATERIALS CMU BLOCK WALL:







JAMES HARDIE PANEL SIDING:



5

COLOR: BLACK (COLOR MATCH WINDOW FRAME)

6

COLOR: SHERWIN-WILLIAMS: GOLD CREST (SW 6670)

MUTUAL MATERIALS LARGE FORMAT PAVER:



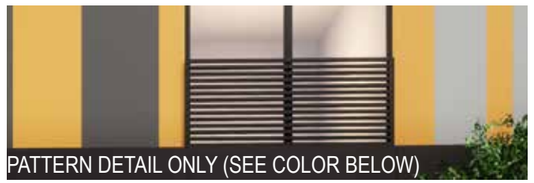
9

COLOR: CHARCOAL

10

COLOR: GRAY

HORIZONTAL RAILINGS & GATES:



2

COLOR: BLACK

3

GROUND FACE CHARCOAL

EXPOSED CONCRETE:

4

FINISH: SACKED AS NEEDED

7

COLOR: SHERWIN-WILLIAMS: PEPPERCORN (SW 7674)

8

COLOR: SHERWIN-WILLIAMS: GRIS (SW 7659)

WINDOW FRAME:



11

COLOR: BLACK

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BUILDING SECTION A.

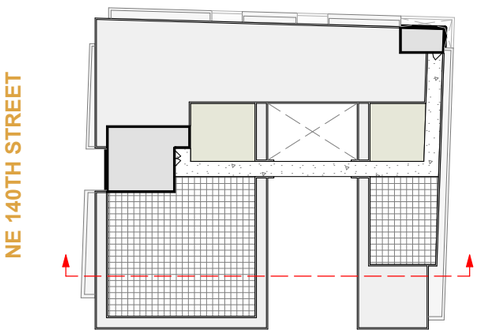
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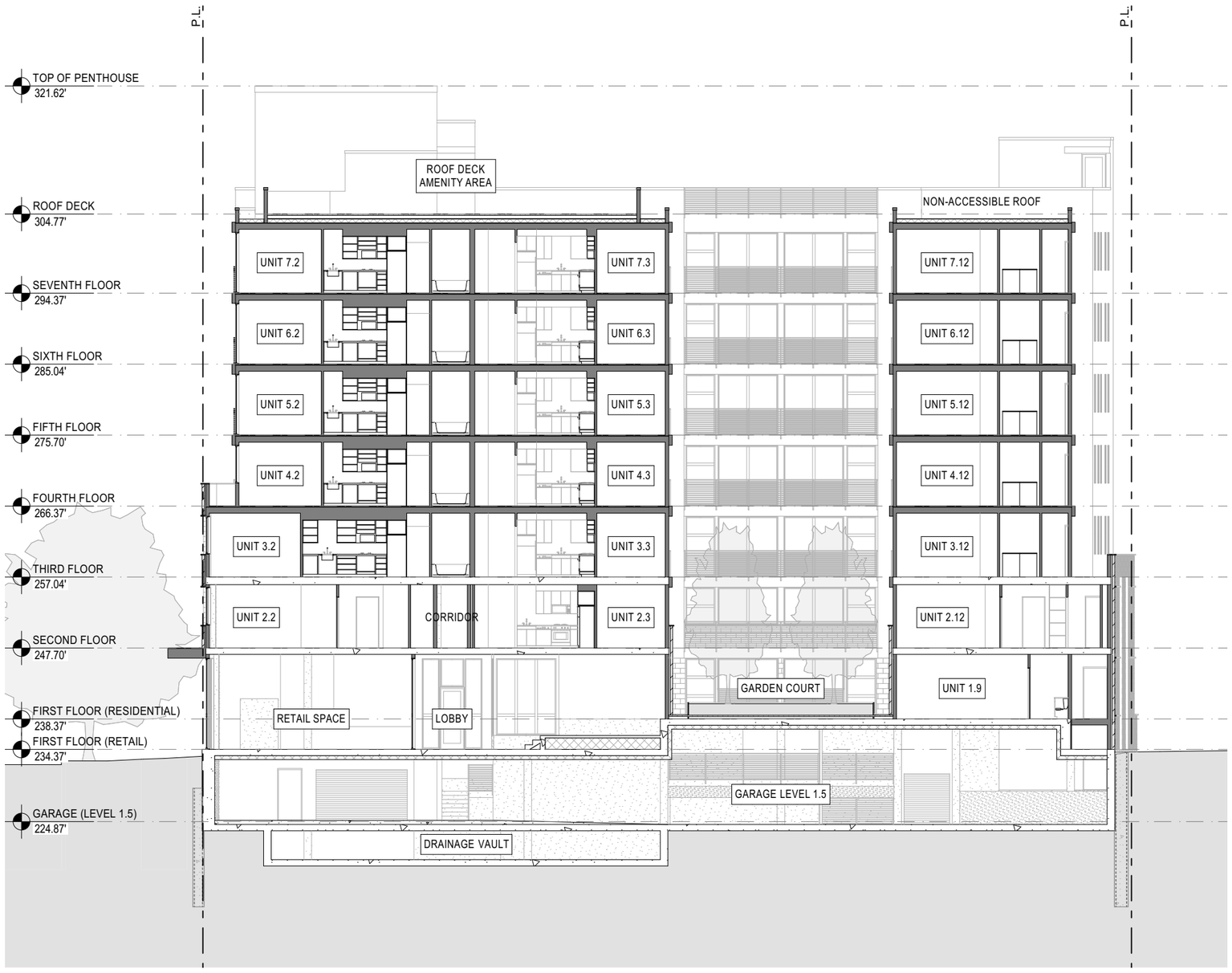
02.
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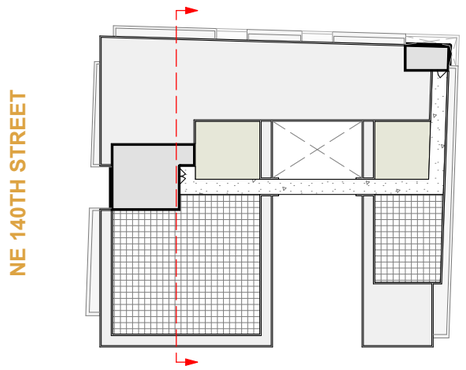
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14001 LAKE CITY WAY NE.
BUILDING SECTION B.





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14001 LAKE CITY WAY NE.
BUILDING SECTION C.

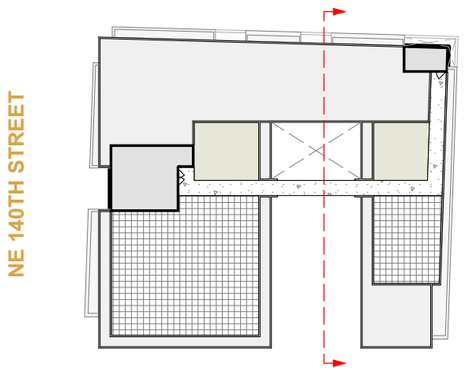
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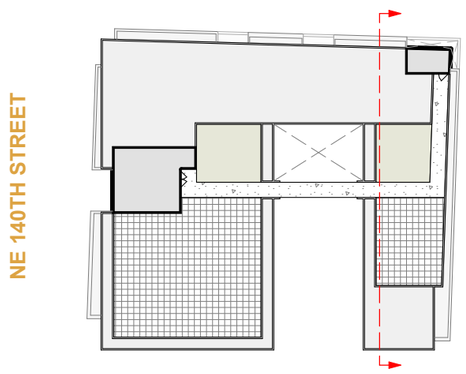
05. CODE DEPARTURES





14001 LAKE CITY WAY NE.
BUILDING SECTION D.





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EVOLUTION OF DESIGN.
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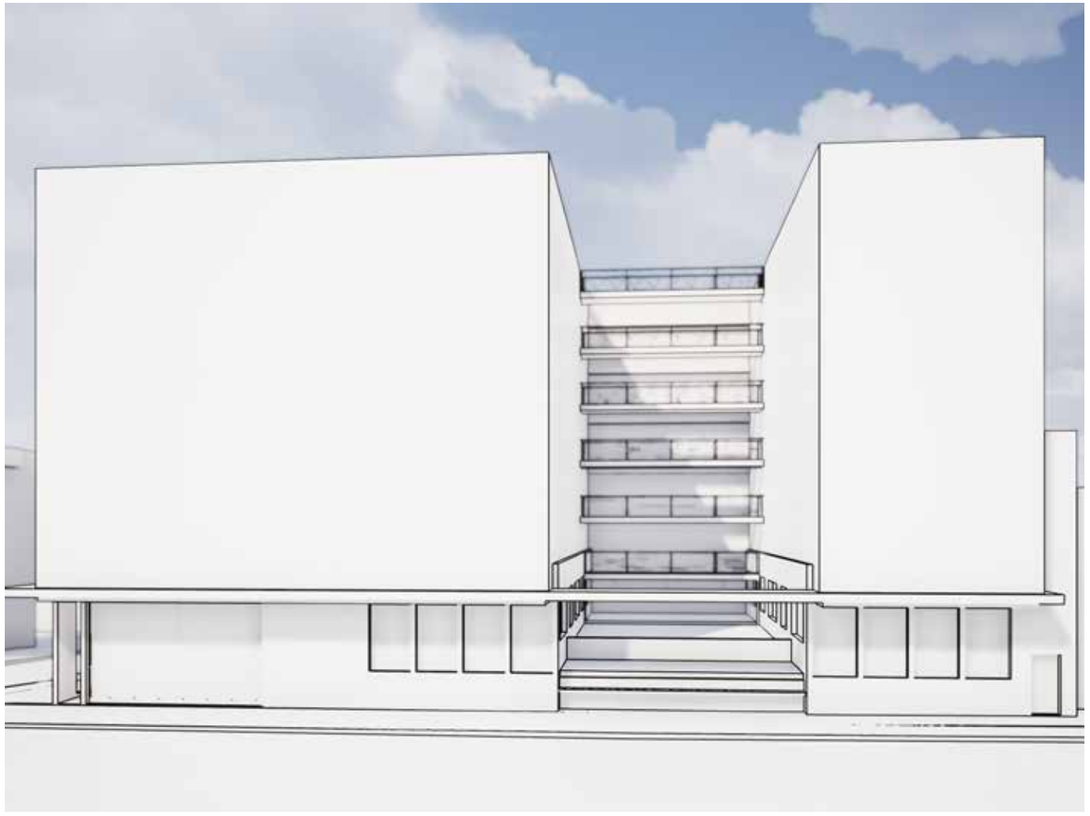


DESIGN FROM EDG PACKET.



DESIGN FOR REC PACKET.

EVOLUTION OF DESIGN.
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DESIGN FROM EDG PACKET.



DESIGN FOR REC PACKET.

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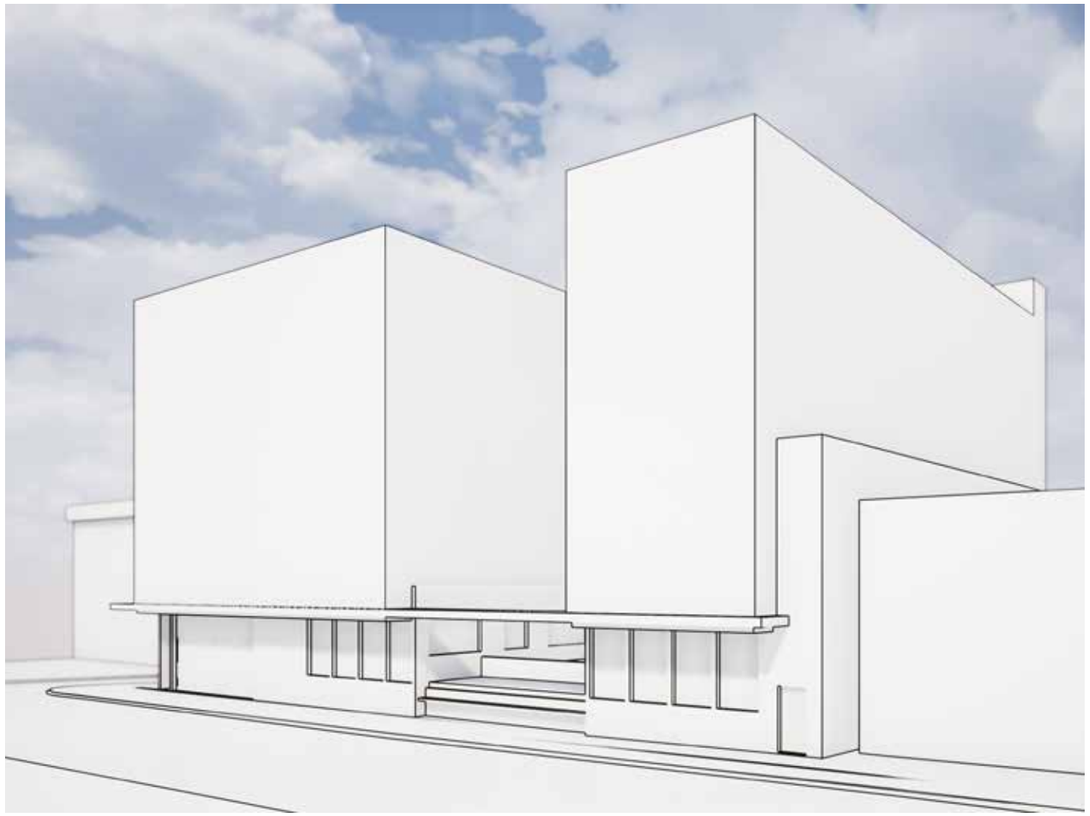
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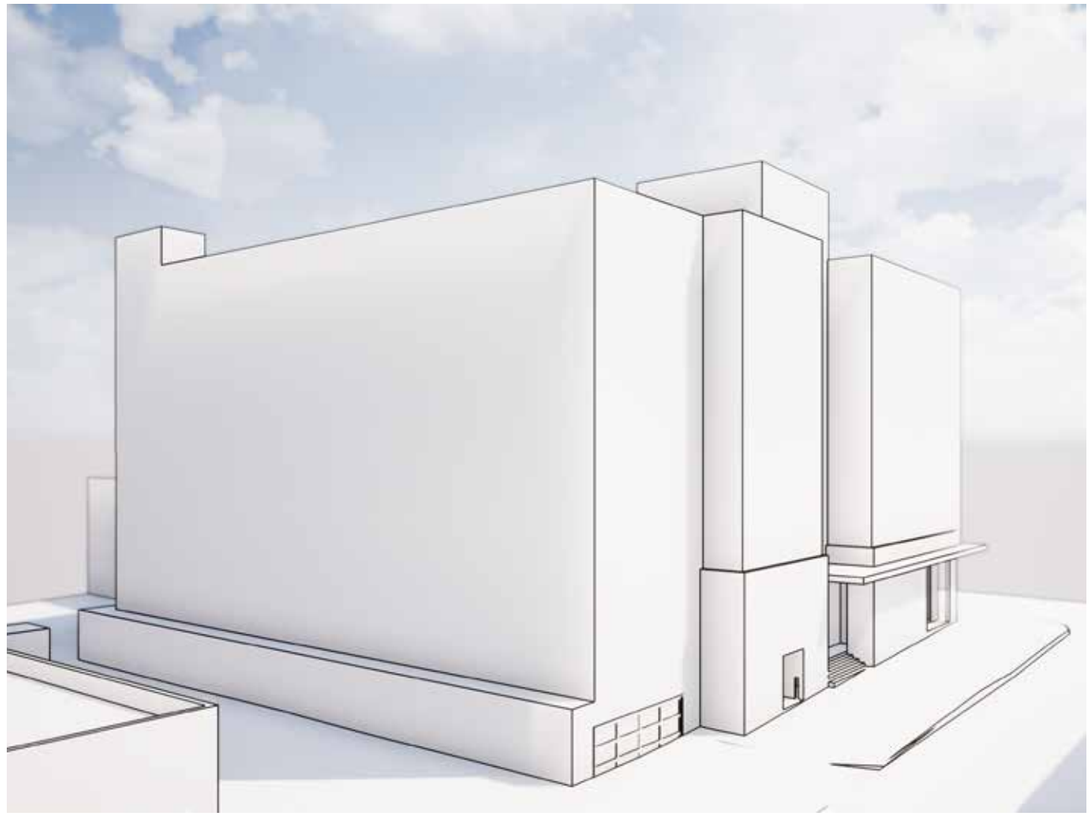


DESIGN FROM EDG PACKET.



DESIGN FOR REC PACKET.

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DESIGN FROM EDG PACKET.



DESIGN FOR REC PACKET.

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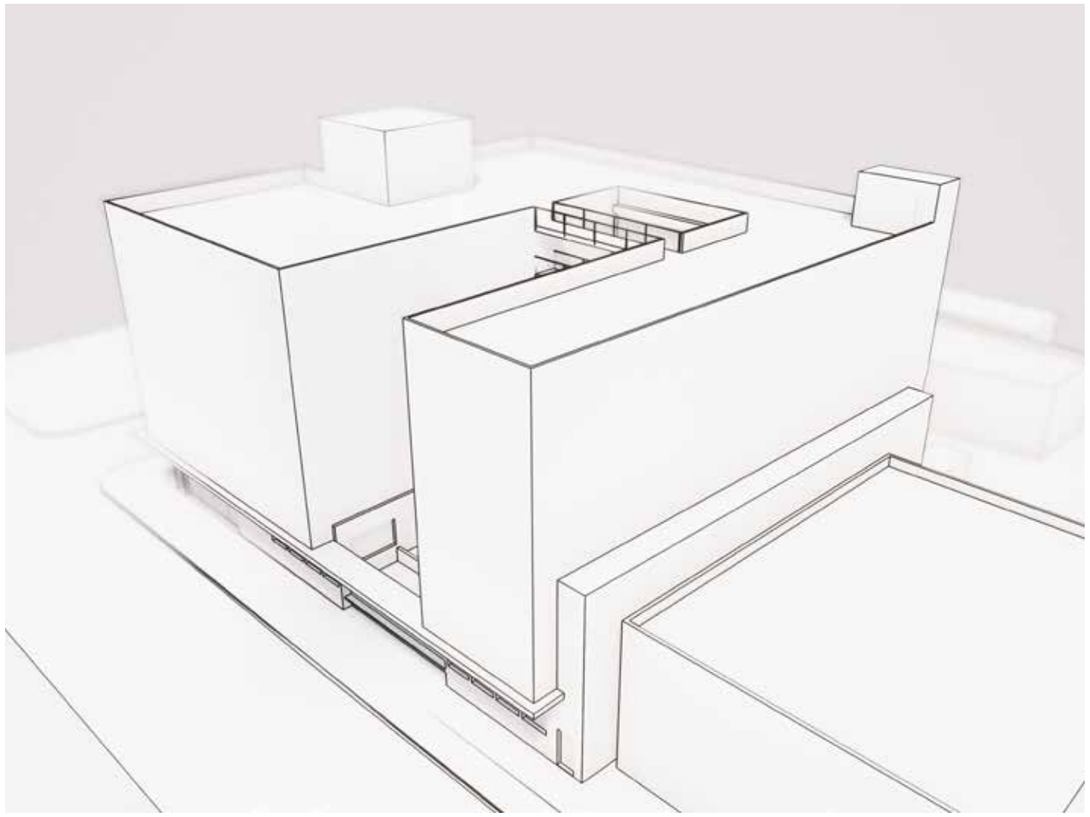
01. PROJECT INFORMATION

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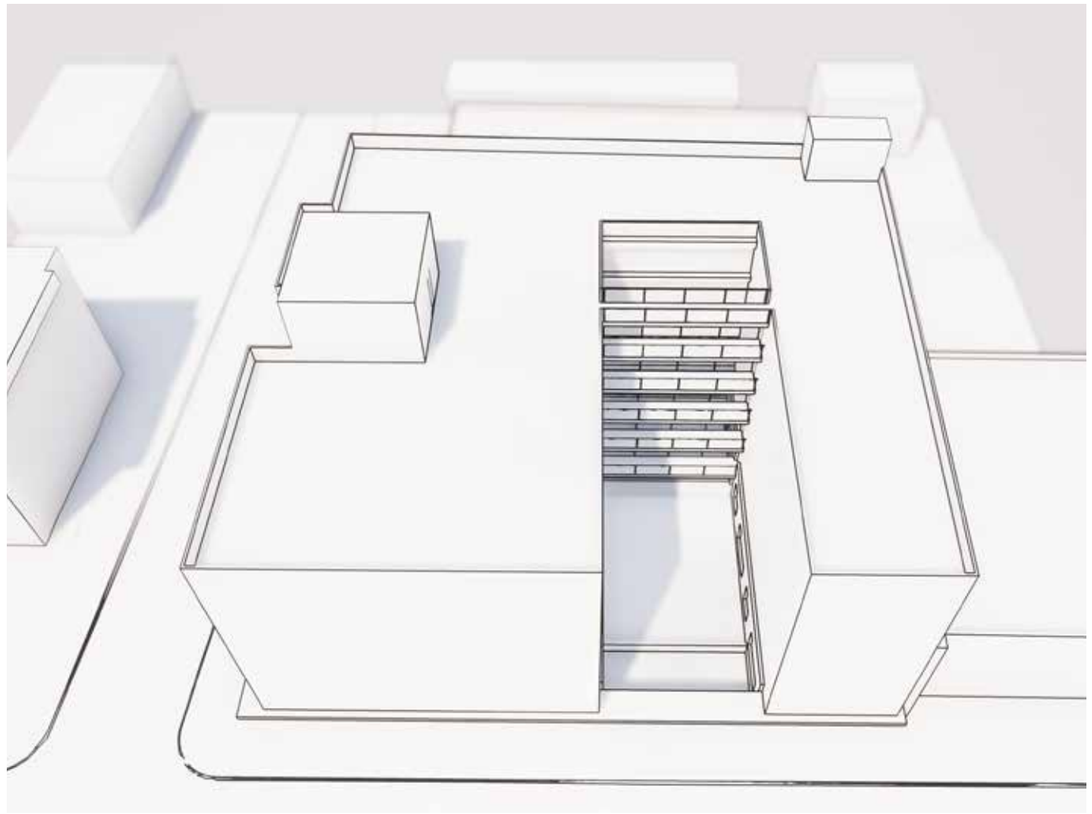


DESIGN FROM EDG PACKET.



DESIGN FOR REC PACKET.

EVOLUTION OF DESIGN.
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DESIGN FROM EDG PACKET.



DESIGN FOR REC PACKET.

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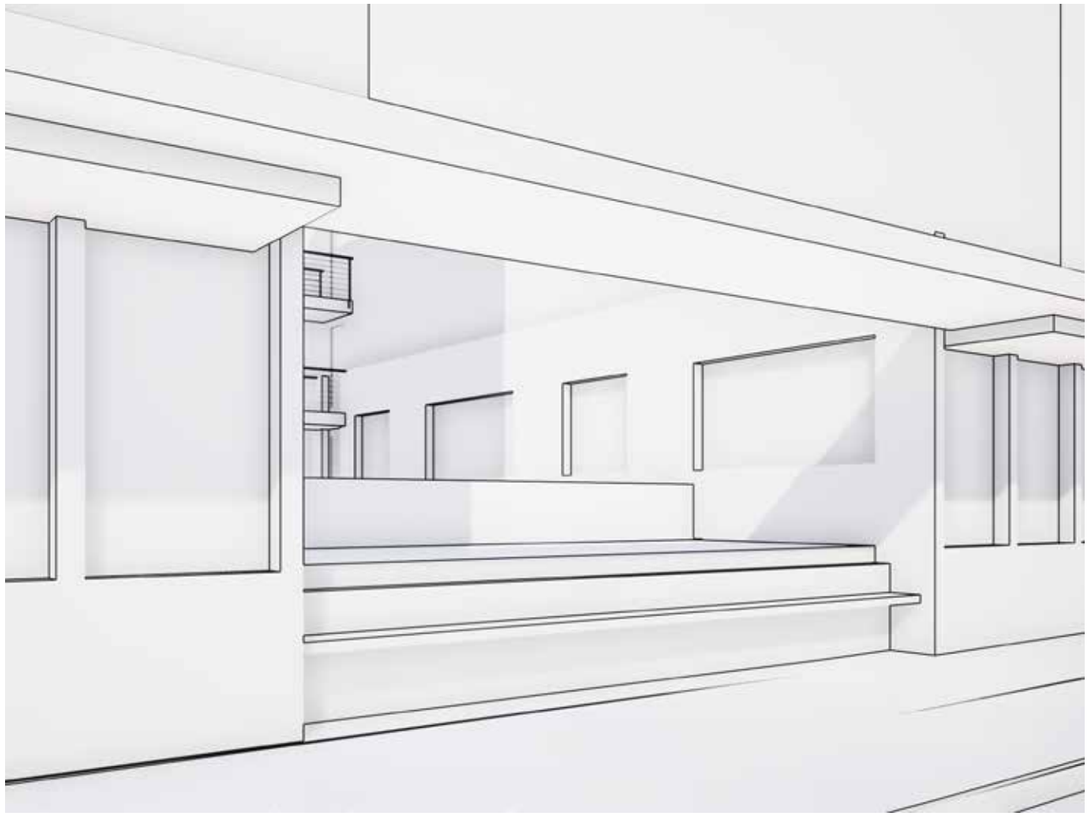
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DESIGN FROM EDG PACKET.



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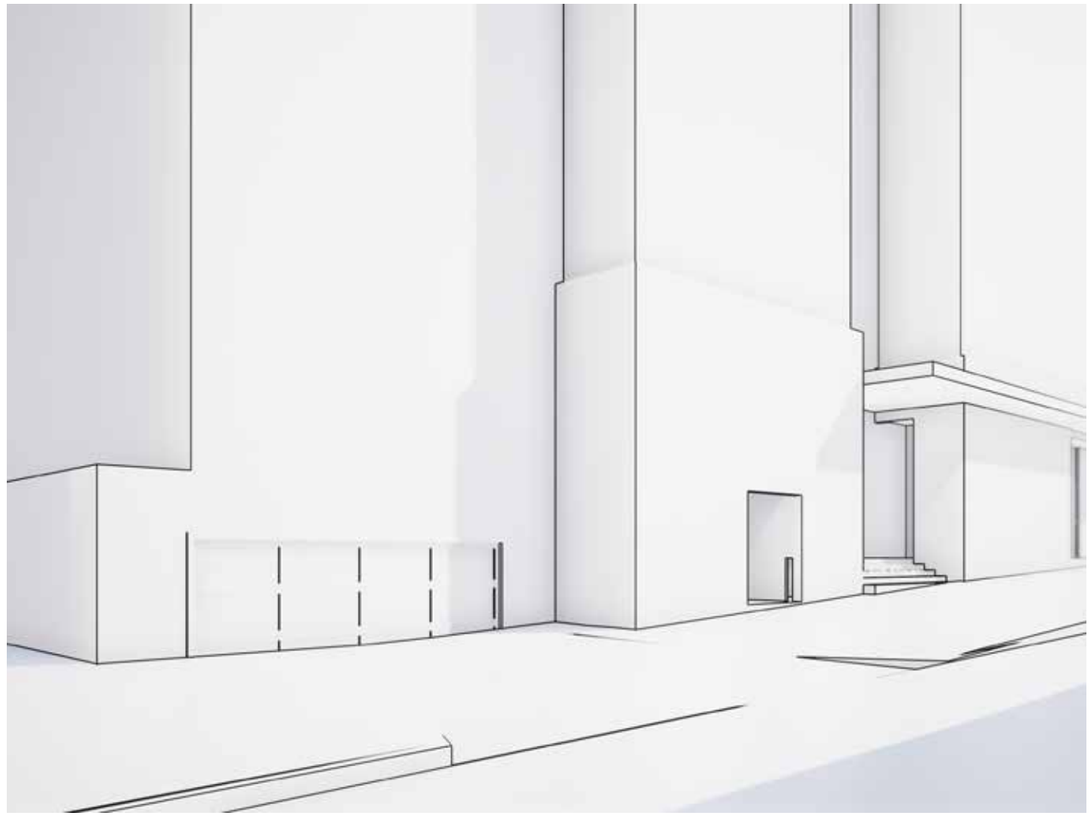


DESIGN FROM EDG PACKET.



DESIGN FOR REC PACKET.

EVOLUTION OF DESIGN.
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DESIGN FROM EDG PACKET.



DESIGN FOR REC PACKET.

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ENTRY / SIGNAGE CONCEPT.
NE 140TH STREET.

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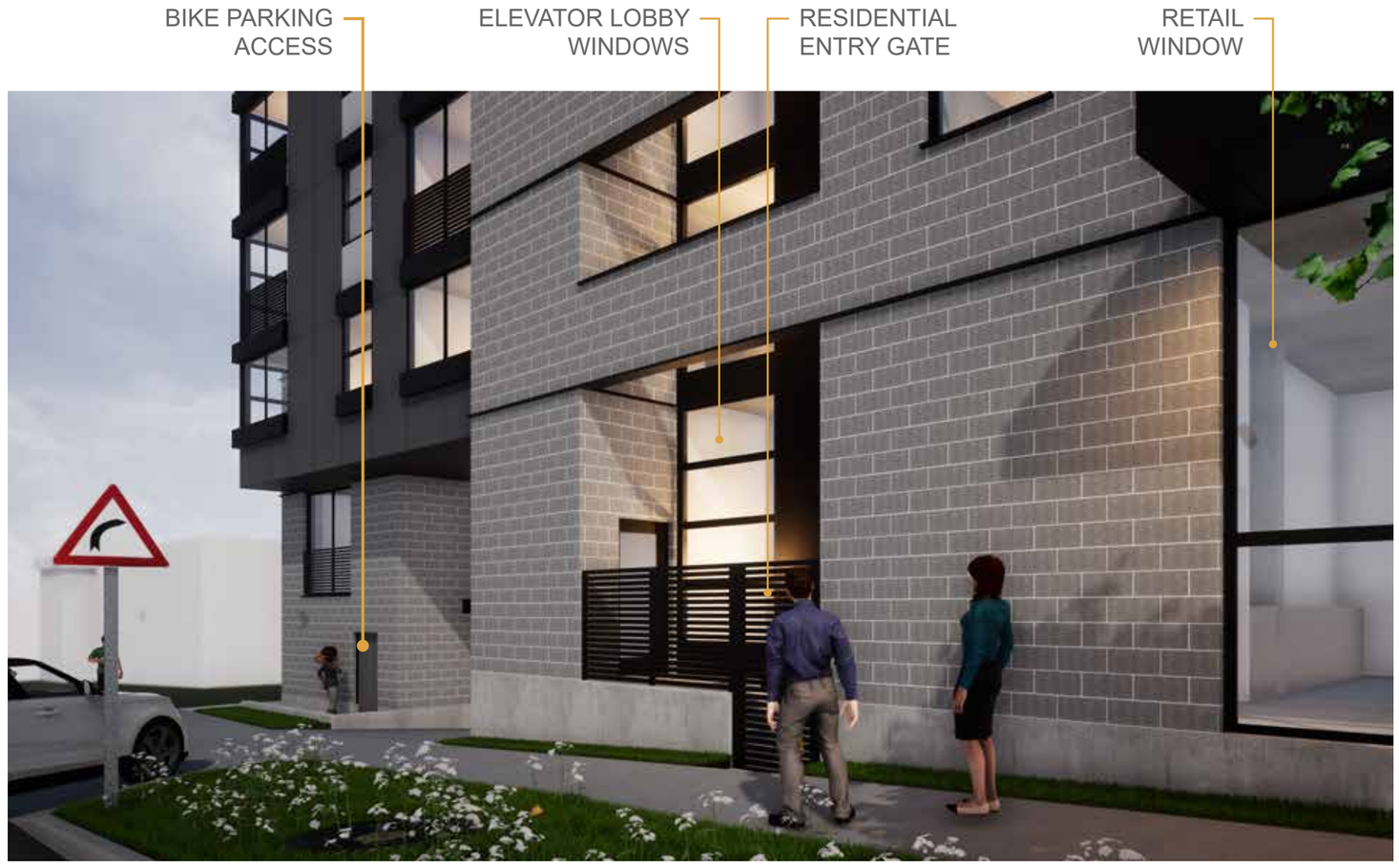
02. SITE ANALYSIS

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NE 140TH STREET.

ENTRY / WAYFINDING DESIGN / FEATURES:

- The only garage entrance is off of NE 140th Street.
- The recessed garage entry is rendered in black panel as opposed to the CMU that flanks either side.
- There is a secondary pedestrian entrance off of NE 140th Street.
- This entry is recessed from NE 140th street with windows from the elevator lobby on every floor facing the street.
- The pedestrian access has a metal security gate that matches the pattern of the Juliet balconies featured on the entire facade.
- Access to the principal long term bike storage is off of NE 140th Street.

ENTRY / SIGNAGE CONCEPT.
LAKE CITY WAY.





LAKE CITY WAY.

ENTRY / WAYFINDING DESIGN / FEATURES:

- The primary residential building entry is located on Lake City Way NE.
- The entry is accented with a 2-story exterior volume and flanked by the bold panel color.
- A generous vestibule / lobby / waiting room is provided upon building entry.
- Short term bike parking is located on either side of the residential entry.
- A Metal canopy protects pedestrians from the elements along Lake City Way.
- Entry to the commercial space is located along Lake City Way NE as well.

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ENTRY / SIGNAGE CONCEPT.
LAKE CITY WAY NE- OPTION 1.

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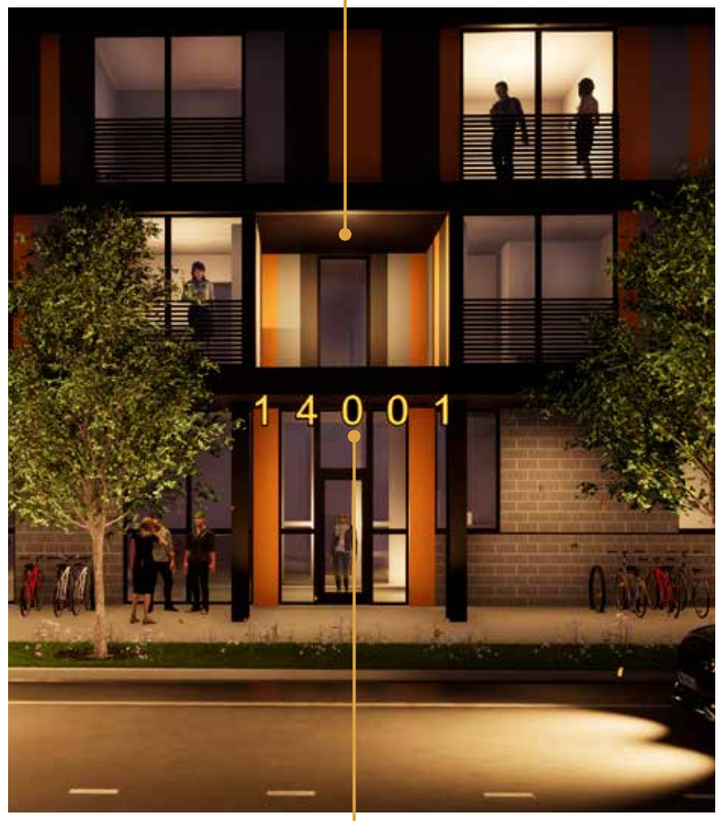
03. DESIGN STANDARDS

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RESIDENTIAL ENTRY OPTION 1: RESIDENTIAL PATTERN

ENTRY / SIGNAGE CONCEPT.
LAKE CITY WAY NE- OPTION 2.







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RESIDENTIAL ENTRY OPTION 2: SOLID COLOR ACCENT

DEPARTURES.
OVERVIEW / NON-RETAIL BASED DEPARTURES.

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OVERVIEW OF DEPARTURES.

Our proposed project at 14001 Lake City Way NE is requesting two distinct types of departures; Non-Retail based and Retail based departures. We believe the Non-Retail based departures overall are much more critical in the success of the project as they relate to the overall form and design language. The most critical of which is the Upper Level Setback departure.

The Retail based departures are a series of (3) departures that help us to carve out a retail space at the corner of Lake City Way NE and NE 140th Street. While there is no retail space that is code required we have noticed that the immediate area is rapidly changing and currently there is a lack of retail functions that support the increased density along this stretch of Lake City Way NE. We feel this retail space would positively benefit the building and neighborhood as a whole.

NON-RETAIL DEPARTURES:

- Critical for maintaining the cohesive building massing
- Establish a strong base / relationship between materials
- Define interior functions from the exterior design
- Requested Departures:
  - Upper Level Setback (Lake City Way NE)
  - Blank Facades (NE 140th Street)
- These Departures can be found on Pages 80-83

RETAIL DEPARTURES:

- While there is no code requirement to include a retail use in this project, our goal with these departures is to allow us to maintain our desire to provide a retail space to serve the tenants of the building and the greater neighborhood. Retail shops that serve the influx in density in this area are lacking.
- Departures are not required if the retail space is not provided
- Requested Departures:
  - Transparency Reduction (Lake City Way NE)
  - Transparency Reduction (NE 140th Street)
  - Average Retail Depth (NE 140th Street Only)
- These Departures can be found on Pages 84-87

UPPER LEVEL SETBACK:

POSITIVES:

- Allows the building to maintain a consistent language and cohesive form (DC2-B1)
- Massing serves as a bookend with another apartment on the end of the block (CS2.C.1)
- Central courtyard w/ inward facing glazing minimizes impact on adjacent sites (CS2.D.5)

NEGATIVES:

- Departure from code is required



BLANK FACADES NE 140TH STREET:

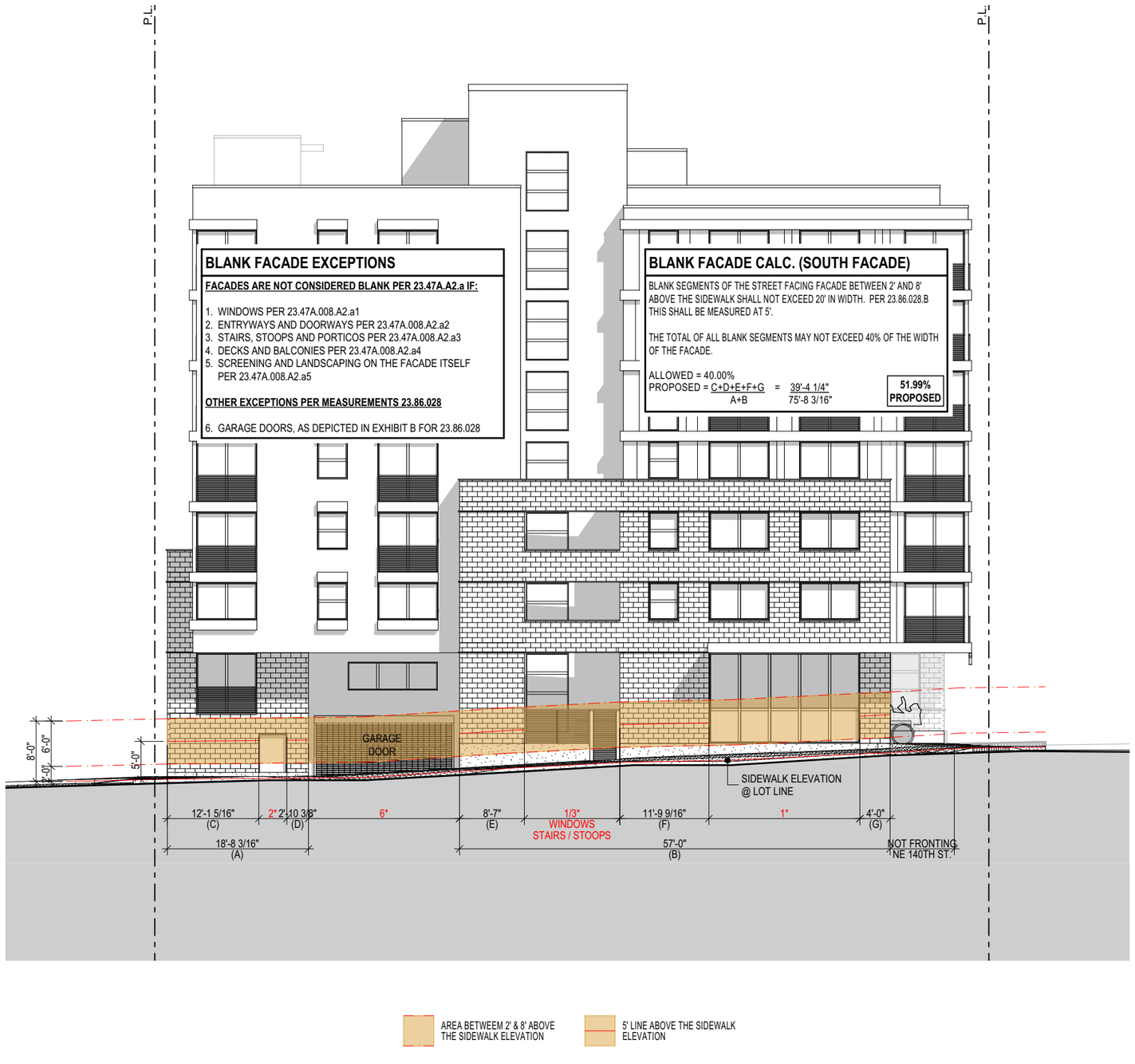
POSITIVES:

- Provides access to services: (PL4.A.1)
  - Garage access for cars
  - Secondary access point for pedestrians to the main lobby
  - Pedestrian access to bike storage in the garage
- Blank walls help to establish our strong masonry base. (DC2.B.1)
- Secondary frontage on a corner lot minimizes impacts
- Facade reflects the uses that front the street

NEGATIVES:

- Departure from code is required
- Less transparency





BLANK FACADES.

CODE CITATION:
Per 23.47A.008.A.2 the total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street. Facades are considered blank if they do not have at least one of the following:

1. Windows
2. Entryways or Doorways
3. Stairs, Stoops or Porticos
4. Decks or Balconies
5. Screening and Landscaping

REASON FOR REQUEST:
The land use code allows a maximum 40% of the facade to be considered blank. As proposed our project has a total of 51.99% blank facade along the secondary frontage of 140th street. This is in keeping with the character and scale of the building while also reflecting the uses that front the street.

PROPOSED MODIFICATION:
Increase in the maximum blank facade percentage along the secondary frontage of 140th street to 51.99%.

DR GUIDELINES CITED:
PL4.A.1 Serving All Modes Of Travel:
Facade segment C, our second largest facade segment is being used to store bikes and to provide fully protected and secured bike storage for users. It is located adjacent to the driveway with easy access while also being located at the farthest point from the principal frontage along Lake City Way minimizing blank wall impacts.

DC2.B.1 Façade Composition:
By maintaining a certain amount of blank wall segments we help to create the strong masonry base of our building. Furthermore we utilize glazing that responds to what is going on in the floors above to create a better integrated overall facade design.

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DEPARTURES.
UPPER LEVEL SETBACK.

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UPPER LEVEL SETBACK AVERAGE AND FACADES <5'.

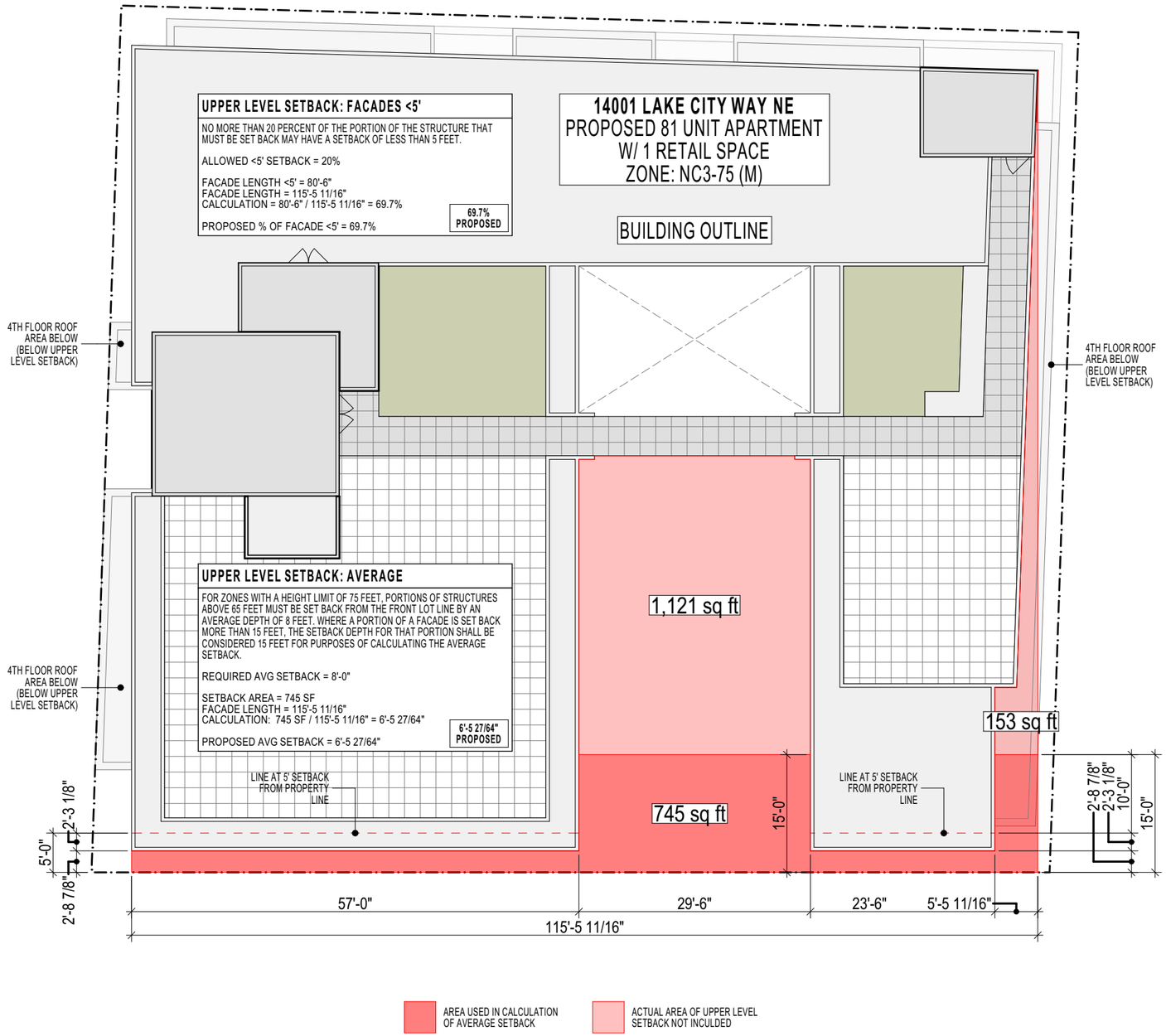
CODE CITATION:
Per 23.47A.014.C for zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet. Where a portion of the facade is set back more than 15 feet, the setback depth for that portion of the facade shall be considered 15 feet for purposes of calculating the average setback. No more than 20 percent of the portion of the structure that must be set back may have a setback of less than 5 feet.

REASON FOR REQUEST:
The land use code requires an average 8' setback for portions of the building above 65' in height. This setback requirement applies to the top story of our building, along the Lake City Way frontage. As proposed, our project has an average setback of 6'-5" at the upper story along Lake City. The measurement methodology does not account for facades that are set back from the front lot line by more than 15'. Our project concept is to provide a front-facing courtyard that is adequately deep to create separation between the two primary masses on Lake City Way. If the measurement methodology were not limited by the 15' rule, the true average setback of our front façade would be 17'-5".

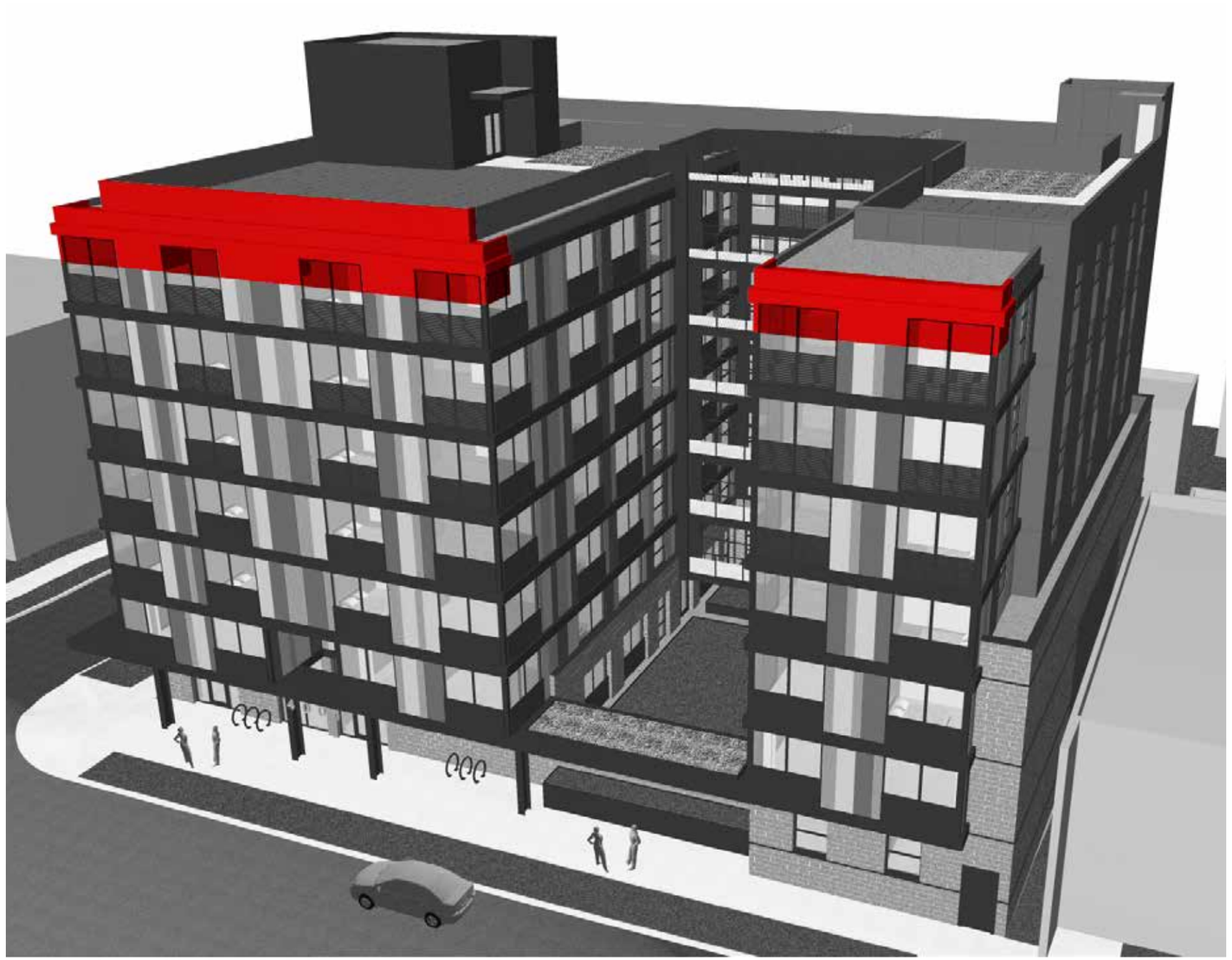
For portions of the structure that are above 65', the land use code also limits the amount of façade that can be less than 5' to the front lot line. This limit is 20% of the width of the structure. We are proposing that 69.7% of the upper level be set back from the front lot line by a distance of 2'-8 7/8".

The purpose of an upper level setback is to limit the negative effects of shading and bulk on streets and adjacent sites. Given that this site is located on a very wide state highway, taller massing that extends to our 75' height limit is completely appropriate and fitting with the scale of the street. Increased shading will be minimally experienced, given the 80' width of Lake City Way. Additionally, the mass of the building has been modulated with the courtyard so that the façade along Lake City reads as two smaller vertical elements. Both of these elements have a significant amount of glazing, so will not read as solid, looming elements, but as towers with open corners. A code-complying upper level setback at this project would weaken the visual language that we are working to develop and will actually appear much lighter and less massive than a full width façade that complies with the upper level setback requirements.

PROPOSED MODIFICATION:
Allow an average upper level setback of 6'-5". Also, allow 69.7% of the street facing facade to be closer than 5' from the property line above 65'. For this project, these requests apply to the 7th Floor and Roof Deck levels facing Lake City Way.



DEPARTURES.
UPPER LEVEL SETBACK.



BUILDING AREA INSIDE THE 8' AVERAGE UPPER LEVEL SETBACK REQUIRED

DR GUIDELINES CITED:

CS2.C.1 Relationship to Block – Corner sites:

This building forms the south end of the (effective) block between NE 140th and NE 143rd. The north half of this block is occupied by the Array Apartments, which is a large 6-story mixed use building. Our intent is to design a building that forms a bookend to this existing pattern. We propose to build out to the corner with a strong vertical element that helps to turn the corner onto 140th street.

CS2.D.5 Height Bulk and Scale – Respect for adjacent sites:

Our decision to create a deep central courtyard that faces Lake City Way allows us to minimize negative privacy impacts on adjacent sites. Dwellings face in to this shared space or out to the streets and therefore do not need to have as many windows facing north or west to adjacent sites. This decision cuts into the amount of available floor area for the project, but pays dividends in the creation of a semi-private courtyard and the way in which the form is so intensely modulated along Lake City.

DC2.B.1 Façade Composition:

The central courtyard is visually powerful because the flanking vertical forms are pure and simple. An upper level setback for one or both of the vertical forms would significantly compromise the power of this massing.

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RETAIL BASED DEPARTURES.

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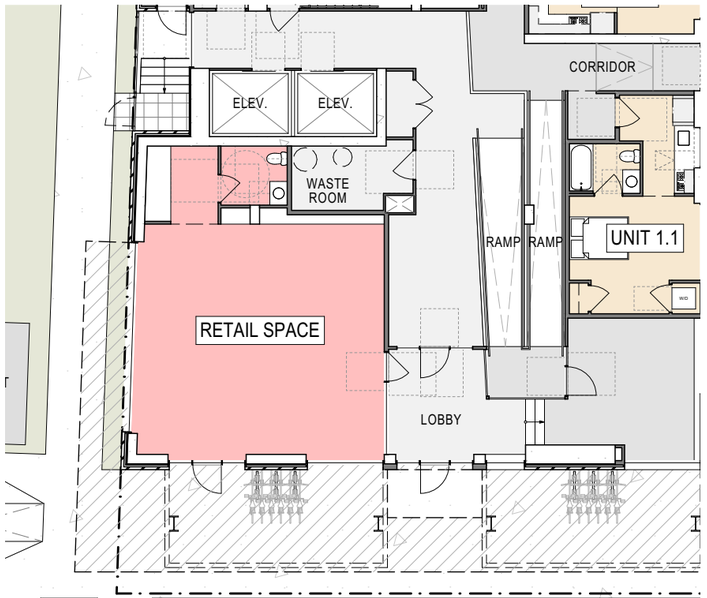
AVERAGE RETAIL DEPTH:

POSITIVES:

- Depth relates to site characteristics: (CS2.B.1)
  - Lake City Way NE does not require a departure for retail depth
  - NE 140th Street is the secondary facade
  - Retail entry is located on Lake City Way NE
- Entry Location: (PL2.D.1)
  - Located toward the corner of Lake City Way NE and NE 140th Street
  - Located away from the residential entry
- Narrower retail area is used to provide services (restroom and storage)

NEGATIVES:

- Departure from code is required



TRANSPARENCY - LAKE CITY WAY NE:

POSITIVES:

- Building is stepped back along Lake City Way NE providing a wider sidewalk for and improved pedestrian experience (CS2.C.1)
- Facade Composition: (PL3.A.2)
  - Follows the overall relationship between solid wall and glazing
  - Full height glazing with a strong CMU base
  - Maximizes retail glazing while separating from residential functions
- Glazing calculation is between 2’ and 8’ (our glazing is floor to ceiling)

NEGATIVES:

- Departure from code is required
- Less transparency between 2’ and 8’



TRANSPARENCY - NE 140TH STREET:

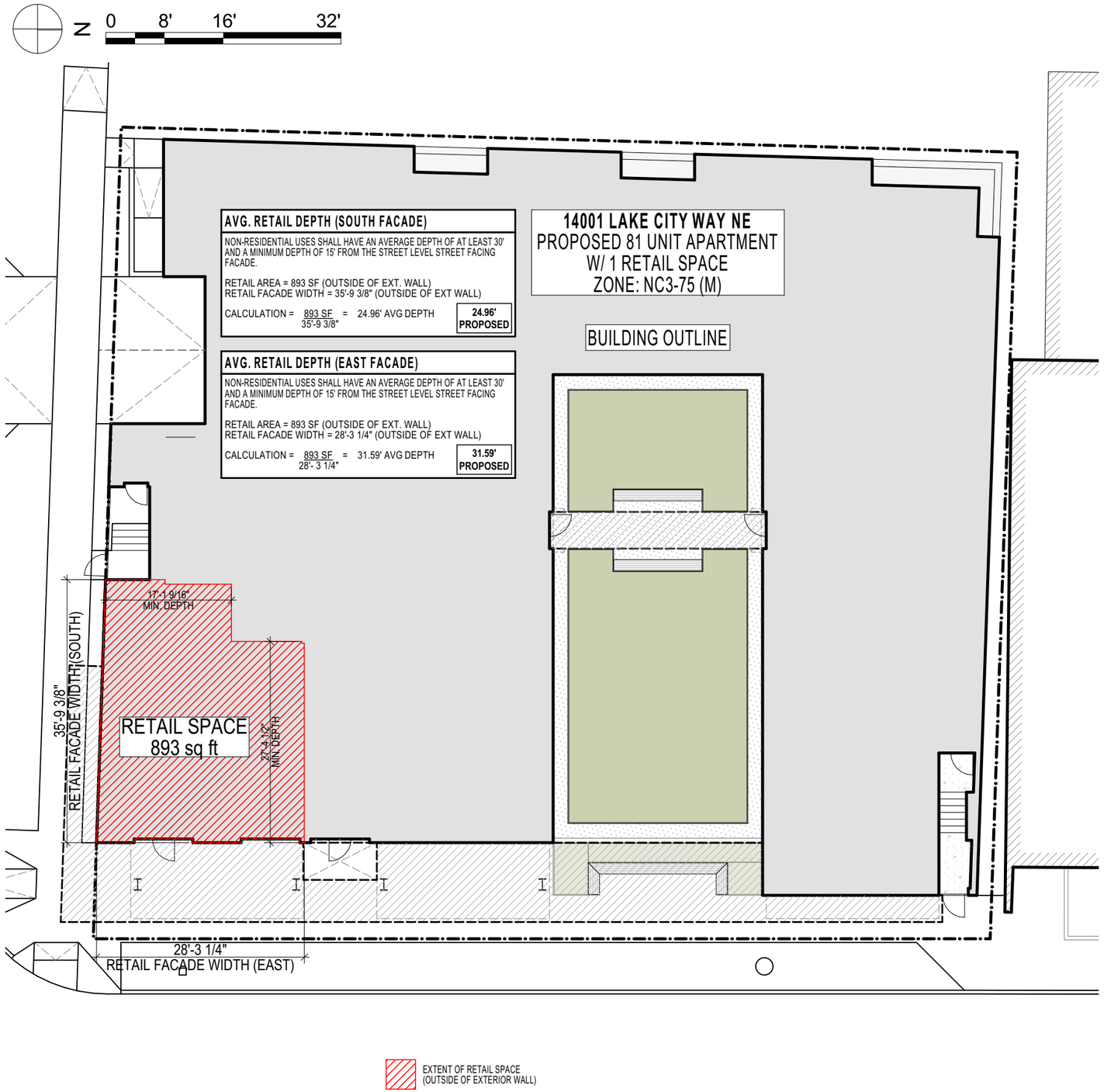
POSITIVES:

- Emphasis on the corner with large fields of glazing (CS2.C.1)
- Solid wall between retail glazing and secondary pedestrian entry along NE 140th Street provides visual separation between uses (PL3.A.1)
- Facade Composition: (PL3.A.2)
  - Follows the overall relationship between solid wall and glazing
  - Full height glazing with a strong CMU base
- Glazing calculation is between 2’ and 8’ (our glazing is floor to ceiling)

NEGATIVES:

- Departure from code is required
- Less transparency between 2’ and 8’





AVERAGE DEPTH OF COMMERCIAL SPACE AT STREET LEVEL.

CODE CITATION:
Per 23.47A.008.B.3 the depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

REASON FOR REQUEST:
The land use code requires an average depth of 30' for non-residential uses at street level. As proposed our project has 31.59' average depth along the primary street of Lake City Way but only 24.96' average along the secondary street of 140th Street. This is in keeping with the character and scale of the two streets and allows for a centralized main residential entry off Lake City Way giving it the prominence it deserves.

PROPOSED MODIFICATION:
Apply 30' average non-residential depth criteria to Lake City Way but allow a reduced average depth of 24.96' along 140th Street.

DR GUIDELINES CITED:
CS2.B.1 Site Characteristics:
The commercial space as proposed presents a scale to each street appropriate to the character of that street. Lake City Way is the primary street and so a deeper commercial space is perceived. 140th Street is smaller in scale and residential so the commercial space is similarly smaller in scale.

PL2.D.1 Wayfinding:
Keeping the retail entry located on Lake City Way NE but toward the corner with NE 140th Street gives it prominence while providing sufficient distance from the residential entry to avoid confusion.

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DEPARTURES.
LAKE CITY WAY NE- TRANSPARENCY.

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FAÇADE TRANSPARENCY.

CODE CITATION:
Per 23.47A.008.B.2.a sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. For purposes of calculating the 60 percent of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street.

REASON FOR REQUEST:
The land use code requires that 60% of the street facing façade between 2' and 8' be transparent. As proposed our building has 57.83% glazing on the Lake City Way NE façade. We feel the glazing as proposed on the Lake City Way NE façade, although slightly less than the code requires, provides sufficient transparency for the retail space contained therein and yet allows for a visual distinction to the adjacent residential entry to the west.

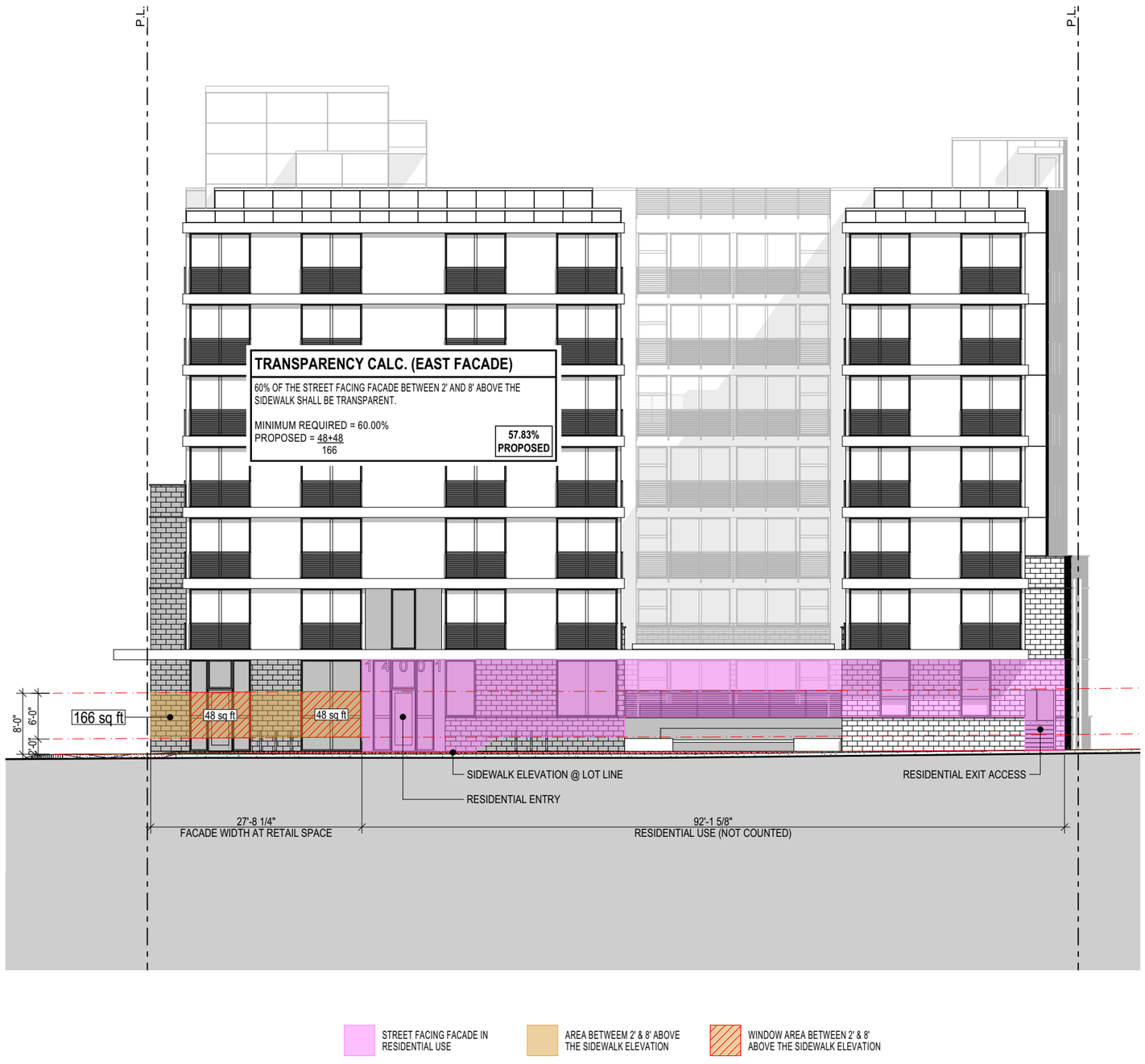
PROPOSED MODIFICATION:
Allow 57.83% transparency on the Lake City Way NE facade in lieu of the code required minimum of 60%.

DR GUIDELINES CITED:
CS2.C.1 Corner Sites:
We have stepped back the building at both the retail and residential entries to provide a more generous sidewalk and public space along Lake City Way NE.

PL3.A.2. Ensemble of Elements:
We designed our facade and entries to coordinate with the massing of the building as a whole by utilizing the same pattern of solid wall and glazing. This is made unique at the retail space through the use of CMU at the solid walls and full height glazing to help define the retail function while still fitting the overall facade composition and design.

The composition of elements as proposed serve to maximize the visibility and distinct character of the residential entry and clearly demark the corner and commercial aspects of the project. Note that we are providing large areas of glass above and below the narrow horizontal measured band that are not counted in the land use code.

DC2.E.1 Legibility & Flexibility:
The clarity of the residential entry is enhanced through the focusing aspect of the non-transparent facades on either side which are clad with the same distinctly colored material as the residential panels on floors above.





DEPARTURES.
NE 140TH ST- TRANSPARENCY.

FAÇADE TRANSPARENCY.

CODE CITATION:
Per 23.47A.008.B.2.a sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. For purposes of calculating the 60 percent of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street.

REASON FOR REQUEST:
The land use code requires that 60% of the street facing façade between 2' and 8' be transparent. As proposed our building has 55.35% glazing on the 140th Street façade. We feel the glazing as proposed on the 140th street façade, although slightly less than the code requires provides sufficient transparency for the retail space contained therein and yet allows for a visual distinction to the adjacent residential entry to the west.

PROPOSED MODIFICATION:
Allow 55.35% transparency on the 140th street façade in lieu of the code required minimum of 60%.

DR GUIDELINES CITED:
CS2.C.1 Corner Sites:
Much of this facade is comprised of service functions and auto/bike access, uses that limit the amount of available transparent facade. We have emphasized the site corner by increasing the glazing in the commercial space, creating a hierarchy of transparency.

PL3.A.1 Common Entries:
The separation provided by non-transparent walls adjacent to the entry allow for better privacy and separation between the residential and commercial aspects of the project.

PL3.A.2 Ensemble of Elements:
The clarity of the residential entry is enhanced through the focusing aspect of the non-transparent facades on either side. Note that we are providing large areas of glass above and below the narrow horizontal measured band that are not counted in the land use code.

DC2.E.1 Legibility & Flexibility:
The composition of elements as proposed serve to maximize the visibility of the retail space while providing solid walls where program such as retail bathrooms and storage are located.

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