UNION VIEW - Early Design Guidance

PROJECT ADDRESS:
3839/3831 Stone way N
Seattle, WA 90105

SDCI #:
3034560 - EG

veer
ARCHITECTURE PLLC

PROJECT INFORMATION

PROJECT ADDRESS:
3839/3831 Stone way N
Seattle, WA 90105

SDCI #:
3034560 - EG

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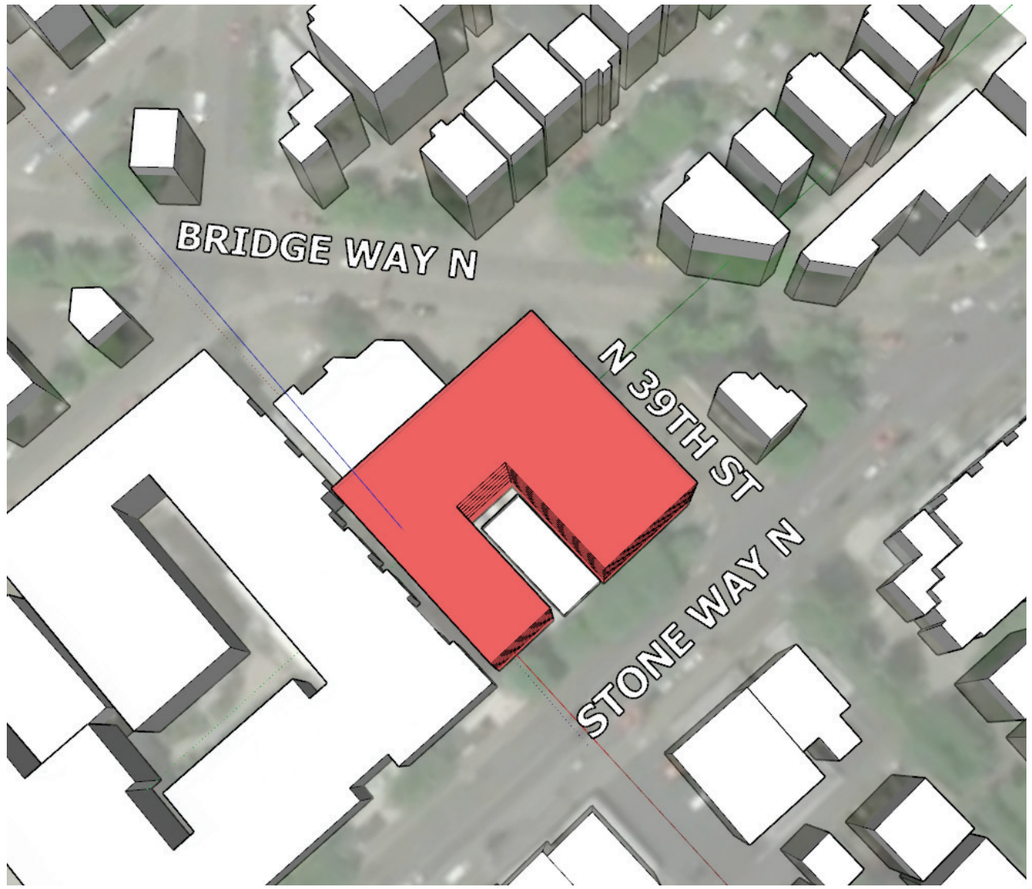
DESIGN PROPOSAL

PROJECT DESCRIPTION

First-floor commercial space and six levels of residential apartments above, Union View Mixed-Use seeks to be a prominent project that adds to the street-level experience for those passing by, as well as to provide prominent views of Lake Union and downtown Seattle for its residents above. The project will take full advantage of the allowable building height of 75 feet for the NC2-75(M1) zone, and house approximately 146 apartment units. At street-level, the total commercial space will have a footprint of approximately 2,000 square feet. A total of 71-77 structured parking stalls will be available to serve the building's occupants. The total gross area proposed is 125,000 SF. The site has an area of 21,833 SF.



COMMUNITY OUTREACH SUMMARY

Meeting Start - 7:00pm Wednesday August 21, 2019

Kent Smutny, the project representative from Veer Architecture, provided brief overview of the project and hardcopies of survey questionnaire.

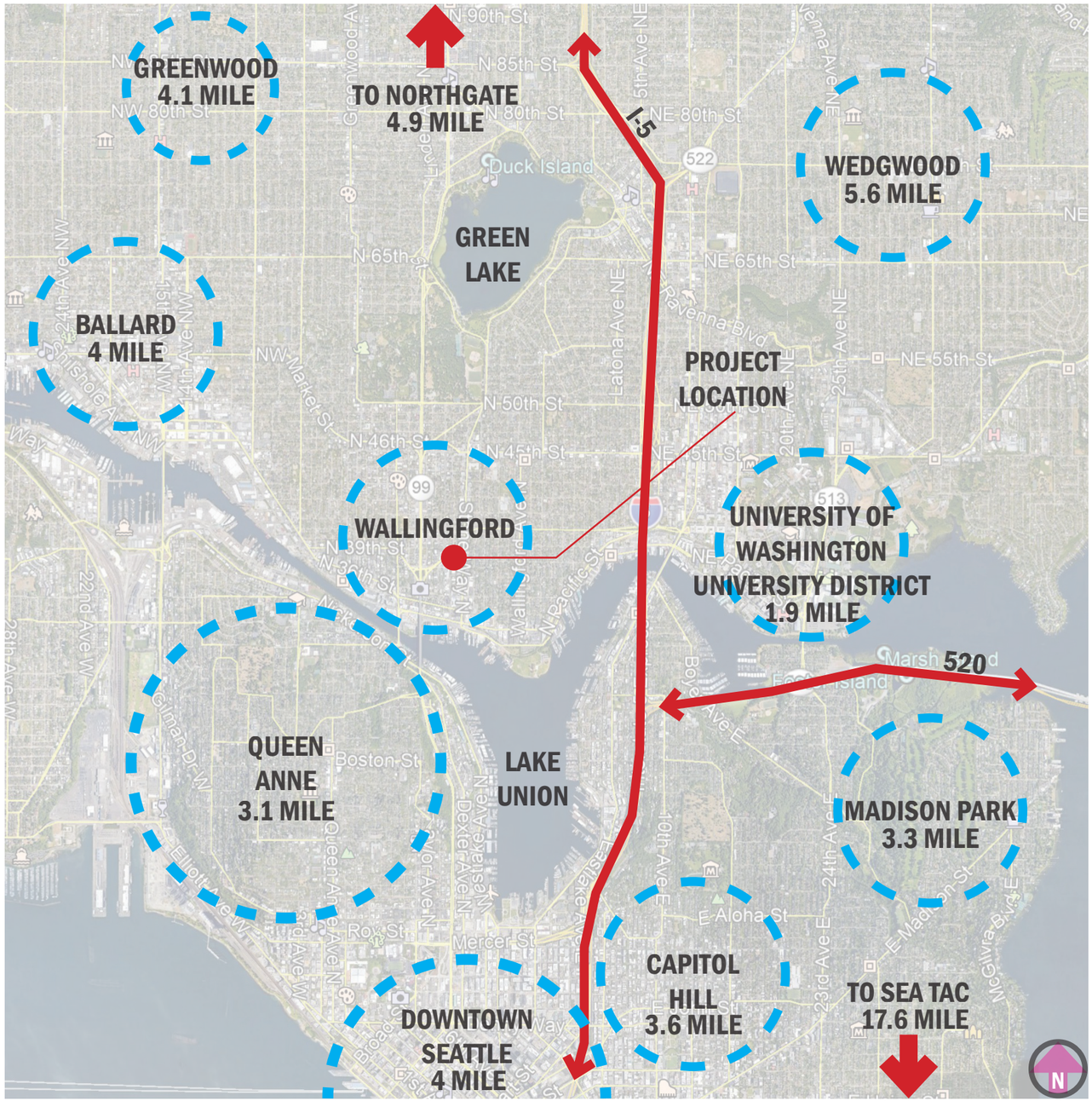
Discussion items brought up by neighbors in attendance include the following:

1. The proposed driveway location off North 39th Street generated concerns about its impact on the volume of traffic and pedestrian safety along this short segment of the local street, especially at its busy intersection with Bridge Way North and Midvale Avenue North at the northwest corner of the site and also its intersection with Stone Way North at the northeast corner of the site.
2. The proposed driveway location off Stone Way North also generated concerns about its impact on the volume of traffic and pedestrian safety along this busy arterial street with busy bike lanes and pedestrian sidewalks.
3. Following discussion mentioned the provision of an upcoming traffic study to address these concerns regarding the impact of increased traffic volume and pedestrian safety issues.
4. Discussion also involved the issue of commercial parking availability in addition to the existing street parking and proposed on-site parking.
5. Issues regarding pedestrian mobility and safety included discussion on the site improvement with new sidewalks and provision of curb ramps and crosswalks at the street intersections.
6. Questions were brought up regarding the nature of the south side of the building and its setback distance from the property line. Kent explained that:
    a. The neighboring building is set back approximately 8 feet from the south property line of our project site.
    b. The blank wall of the ground floor close to the south property line will be a 'green wall' covered by trellised plantings or otherwise have a mural, as suggested by one attendee.
    c. Above it, the south walls of the residential floors will be set back 5-10 feet from the south property line. These exterior walls of the residential units will have windows and sliding doors with Juliette balconies.
    d. At the southeast corner of the site, the top floor is further set back to accommodate an outdoor garden and a residential lounge.
7. Issues brought up regarding the requirements of "Mandatory Housing Affordability" precipitated discussion on the developer contributions under the "payment option" or the "performance option":
    a. The "payment option" allows the developer to make a payment to the City as part of the permitting process which will be used for future affordable housing development;
    b. The "performance option" allows the developer to incorporate affordable units into the proposed development.
8. Questions on the general schedule for the project were addressed by Kent with the following statements:
    a. Early Design Guidance package, which would include commentary on input received in this meeting, will be submitted by the end of August, 2019;
    b. MUP/ SEPA application will be submitted in mid-November, 2019;
    c. Building permit application will be submitted in the spring of 2020, with the goal of starting construction in the mid-summer of 2020.
9. For those who want to share any additional thoughts and ideas regarding this project or track the progress of the project going forward, they were advised to contact Veer Architecture through their website: www.veerarchitecture.com

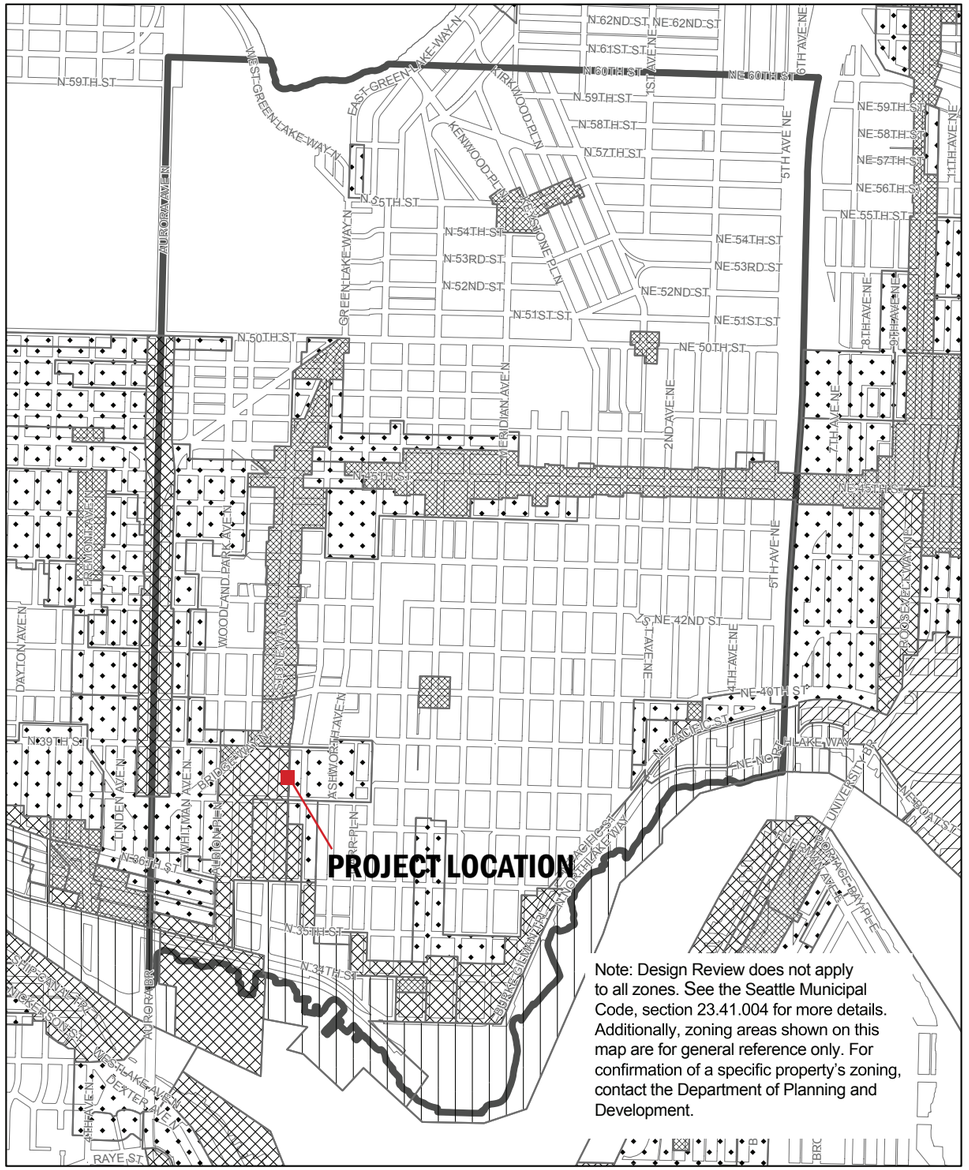
Meeting End - 8:00pm Wednesday August 21, 2019

LOCATION MAPS

MAP OF SEATTLE NEIGHBORHOODS

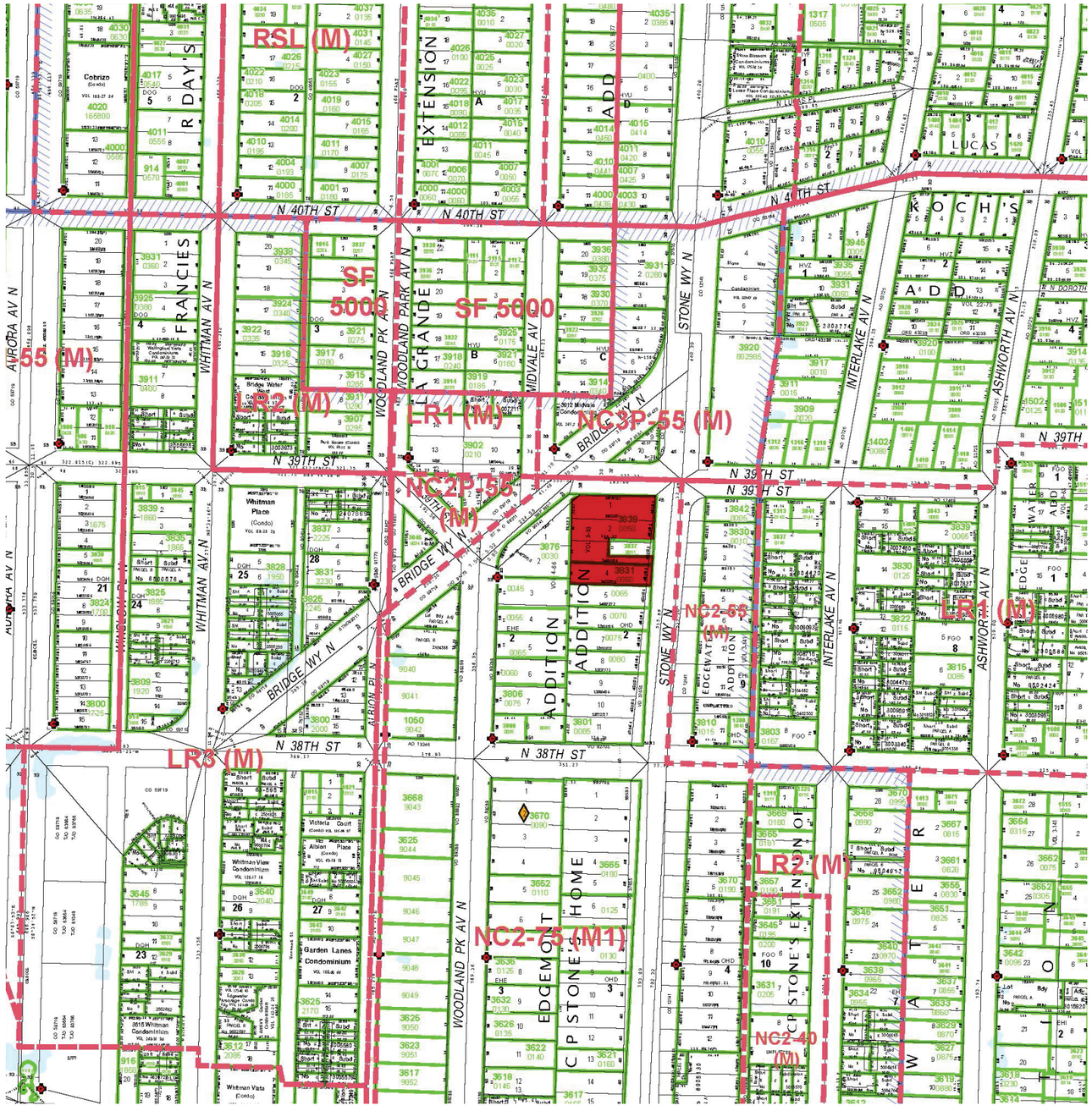


MAP OF WALLINGFORD



LOCATION MAPS

ZONING MAP OF VICINITY

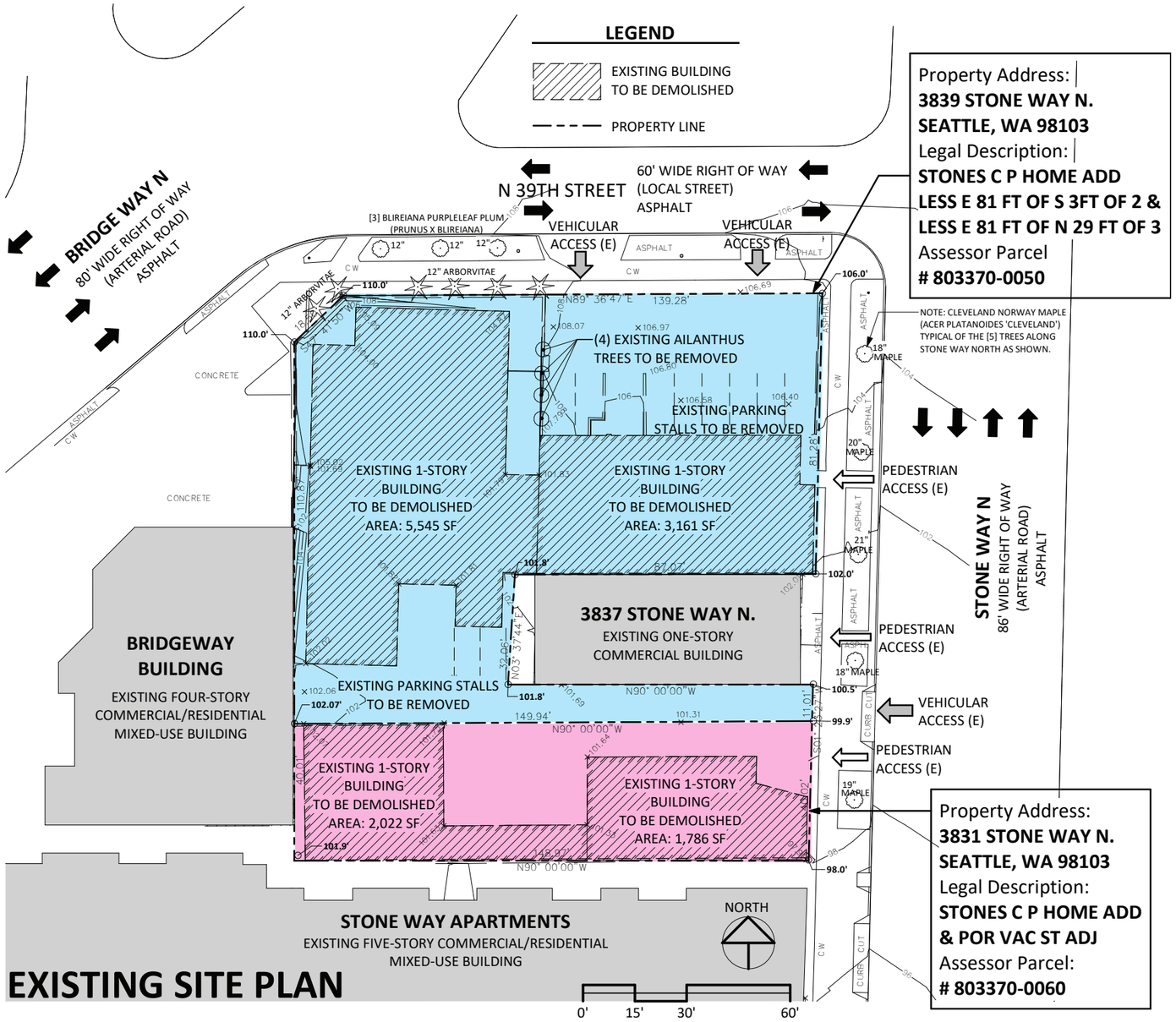


AERIAL MAP OF VICINITY

EXISTING SITE CONDITION:

On the E of this 2-parcel property is the arterial street, Stone Way N. It is a north-south connecting route between Wallingford, N 45th Street, the Green Lake area, and the north Lake Union waterfront. Intersecting east-west arterials off Stone Way N provide access to Interstate-5, the University District, and Aurora Ave N. Stone Way N is a home to a diverse mix of local businesses, and popular franchises in one-story storefronts and mixed-use buildings. In the surrounding area of the site are also single family residences, lowrise multi-family apartment buildings, and mixed-use neighborhood commercial/residential buildings.

CONTEXT ANALYSIS



VIEW WEST TO OLYMPIC MOUNTAINS

VIEW SOUTH TO DOWNTOWN SEATTLE & MT. RAINIER

EXISTING SITE CONDITION:

The existing site is located at the corner of Stone Way N and N 39th St, within the Wallingford planning area boundary. Overall, the site has an area of 21,833 SF, with approximately 153 feet of frontage on local N 39th Street, and 132 feet of arterial frontage along Stone Way N. Although the site stretches a total of about 164 feet on Stone Way N, 32 feet of this is interrupted by a holdout property (approximately 88 feet deep) that the proposed development wraps around. The most prominent facade of the existing site is inherently along the arterial street, Stone Way N, which supports a modest amount of two-way traffic, with two bike lanes serving each direction, street parking, and multiple bus stops within only a couple of blocks.

The site topography slopes down from W to E along N 39th St, and slopes down further from N to S along Stone Way N. Given the topography of the site and the existing neighborhood, this property has street-level open views to the southeast over Lake Union and the downtown Seattle city skyline. The upper levels of the proposed building will have the same views in addition to the W views of the Olympic Mountains.

SEATTLE MUNICIPAL CODE, LAND USE REGULATIONS

Chapter 23.41 Design Review:

012.B Development Standard Departures

- Departures may be granted from any Land Use Code standard or requirement, except for the following: procedures; definitions; measurements; residential density limits; Floor Area Ratios; maximum size of use; structure height; storage of solid waste containers; noise and odor standards; requirements for streets, alleys and easements.

Request for one departure from code requirement per chapter 23.47A.014 Setbacks

Chapter 23.47A Commercial

004 Permitted and Prohibited Uses

- Residential uses in mixed use development permitted outright
- Except where expressly treated as residential use, livework units shall be deemed a non-residential use

There is no livework units in this project

005 Street Level Uses

- Residential Uses may not occupy more than 20% of the street-level street facing facades when facing an arterial

There is no street level residential units

008 Street-Level Development Standards

- Applies to structures that contain residential uses in NC zones

Our project is in zone NC-75

- Blank segments of the street facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

No blank segments exceed 20 feet in this project

- The total blank façade segments may not exceed 40% of the width of the façade of the structure along the street

The total blank facade segments is less than 40% of the total width

- Street-level facing facades must be located within 10' of the property line, unless as otherwise approved

All the facade is located within 10 feet

- Nonresidential uses must extend an average of at least 30' and a minimum of 15' except if the depth requirements would result in a space greater than 50% of the structures footprint.

The depth of our non-residential use space is an average of 30 feet and a minimum of 20 feet

- Street level non residential uses shall have a floor to floor height of at least 13'

Our street level floor to floor height is more than 13 feet

012 Structure Height:

- The maximum height is 75'-0"

Our building height is less than 75 feet

- Pitched roof, other then shed or butterfly roof, may extend 5' beyond base ht. (min. 3:12 pitch)

Our proposed building has flat roof only

- Rooftop features including elevator and stair penthouses & mechanical equipment may not exceed 25% of the roof area. Greenhouses, clerestories open railings and parapets may extend up to 4'-0" above the maximum height.

Our building complies with the

- Solar collectors may extend up to 7' above the height limit w/unlimited coverage; 15' if less then 25% of roof area

Our building doe not have solar collectors

- Rooftop features must be 10' from N. edge of roof, unless shadow equal to base ht. at 21 Jan., noon.

Our rooftop features is at least 10 feet

013 Floor Area Ratio

- All gross floor area below existing or finish grade, whichever is lower, is exempt from FAR calculations
- Above grade parking within or covered by a structure must be included in FAR calculations.
- Maximum FAR: Mixed-use residential and non-residential structures: 6

Our building FAR is 125,000 sf / 21,833 sf = 5.7

014 Setbacks:

- Upper level setback: Portions of structures above 65 feet must be set back from front lot line 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.

See Request for Code Departure pg. 26

016 Landscaping and Screening Standards

- Landscaping must achieve a Green Factor of .30 for any new structure over 4 units

Our landscaping achieved a green factor exceeding .30 per landscape architect

- Street trees are required per SDOT, existing trees count toward the requirement

Street trees are provided per landscape plan pg 14

- Street tree requirements may be waived if they obscure the visibility of retail uses or obstruct pedestrian access to retail uses
- Screen and Landscaping per Table D, 23.47A.016.
- parking garage 8', or more, above grade – 3.5' screening along perimeter

Parking garage is away from street view

020 Odor Standards:

- Venting of odors, vapors, smoke, etc. shall be 10'-0" above the finished sidewalk grade, and shall be directed away to the extent possible from users within 50' of the vent.

Future tenant improvement will comply

022 Light and Glare Standards:

- Exterior lighting shall be shielded from adjacent uses.
- Interior lighting in parking garages shall be shielded.

Exterior and interior lighting requirements will be satisfied

ZONING CODE ANALYSIS

024 Amenity Areas
- Residential amenity areas of 5% of the total gross residential floor area including, but not limited to, decks, balconies, terraces,roof gardens, plazas, courtyards, play areas, or sports courts
- All residents must have access to at least one amenity space
- Amenity spaces may not be enclosed
- Pedestrian Access to building entries do not count as amenity areas
- Common amenity areas must have a minimum horizontal dimension of 10' and be a minimum of 250 sq. Ft.
- Private balconies must have a minimum horizontal dimension of 6' and be a minimum if 60 sq. ft.

All the requirements for amenity areas stated above are satisfied. The residential units have Juliet balconies with only 2 ft wide and 15 square feet area. These Juliet balconies are not considered as amenity areas.

030 Required Parking and Loading
- Parking required per 23.54.015
- Loading berths may be required per 23.54.035

See pg 19,22,25 for parking garage access

032 Parking Location and Access
- If lot does not abut an improved alley and abuts two or more streets access to parking from the street that is not the principal pedestrian street
- When a lot fronts on two, or more, street, DPD may direct which street is used for access
- Parking shall be screened per 23.47A.016
- curb cuts per 23.54.030.F.2.a.1

See pg 19,22,25 for parking location and access

033 Transportation Concurrency
- All uses shall meet the transportation concurrency level of service per chapter 23.52

Chapter 23.53 Requirements for Streets, Alleys, and Easements

015 Improvement Requirements for Existing Streets in Residential and Commercial Zones
- Street improvements required per SDOT standards

Street improvements provided per SDOT standards

035 Structural Building Overhangs
- 8' vertical from sidewalk min.
- 1' horizontal, 2'-6" ht., projection for architectural , or decorative features – eaves, etc.
- Window bays/balconies – 8' above sidewalk, max. 3' horizontal. Projection, 50% open area, 15' max. length, 2' separation (see additional specific requirements)

Structural building overhangs of proposed building meet the requirements stated above.

Chapter 23.54 Quantity and Design Standards for Off Street Parking

015 Required Parking
- Minimum parking per SLUC 23.54.015, except as modified in this section.
- In all commercial zones, other then Pedestrian zones – no parking required for first 1,500 SF of each 'business establishment'

Chart A, PARKING FOR NONRESIDENTIAL USES:
- General Sales and Services – 1 stall/500 sf
- Eating and Drinking Establishments – 1 stall/250 sf

Chart B, PARKING FOR RESIDENTIAL USES:
- Residential use in Commercial zones within Urban Village : –No minimum requirement

Chart D, PARKING FOR BICYCLES:
- General Sales and Services & Eating and Drinking Establishments -
  - Long term: 1/12,000 SF
  - Short term: 1 /4,000 SF
- Multi-family –
  - Long term: 1/1 dwelling unit
  - Short term: 1/20 dwelling units

See pg 14 for parking count

030 Parking Space Standards
- Number of curb cuts allowed on streets that are not principal arterials; 0'-80'=1, 81'-160'=2, 161'-240'=3, 241'-320'=4
- Curb cut widths; for two-way traffic 22' min, 25' max.
- all garage entries shall be a minimum 6'-9" high
- When an unused curb cut is no longer needed the curb cut must be replaced.

See pg 14, 19, 22, 25 for proposed curb cuts and garage entrance

SITE PHOTOS

STONE WAY FROM N 38TH ST TO BRIDGE WAY N

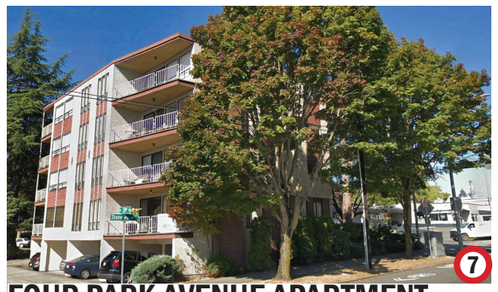
THE BOWMAN APARTMENT

(E) BUILDING TO BE REMOVED

(E) BUILDING TO REMAIN

(E) BUILDING TO BE REMOVED

WOODLAND PARK AVE N FROM N 38TH ST TO BRIDGE WAY N TO STONE WAY N



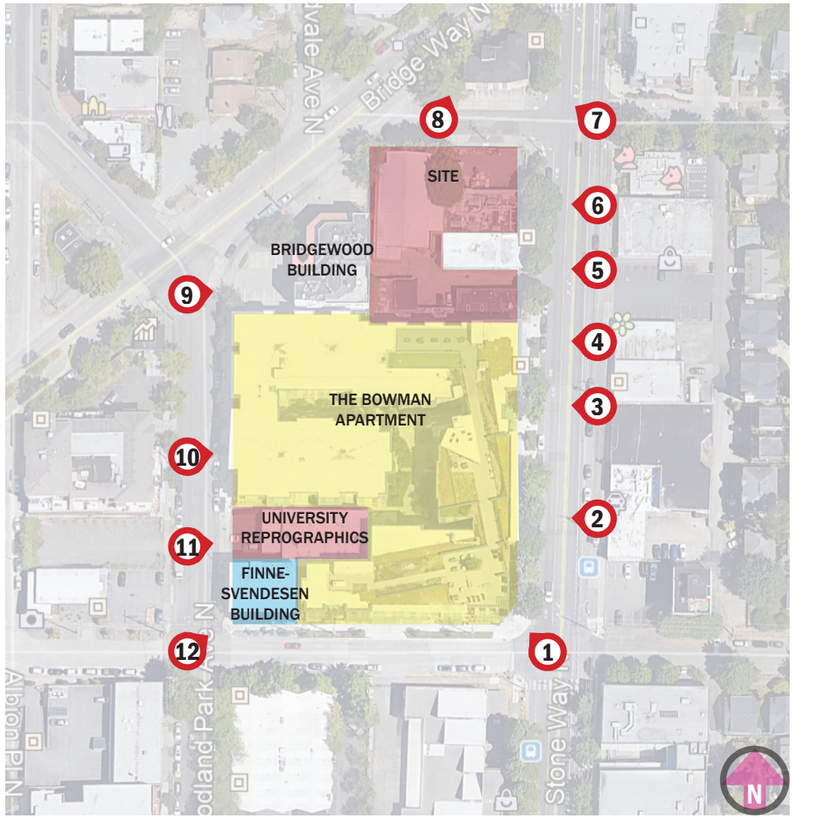
FOUR PARK AVENUE APARTMENT

BRIDGEWAY BUILDING

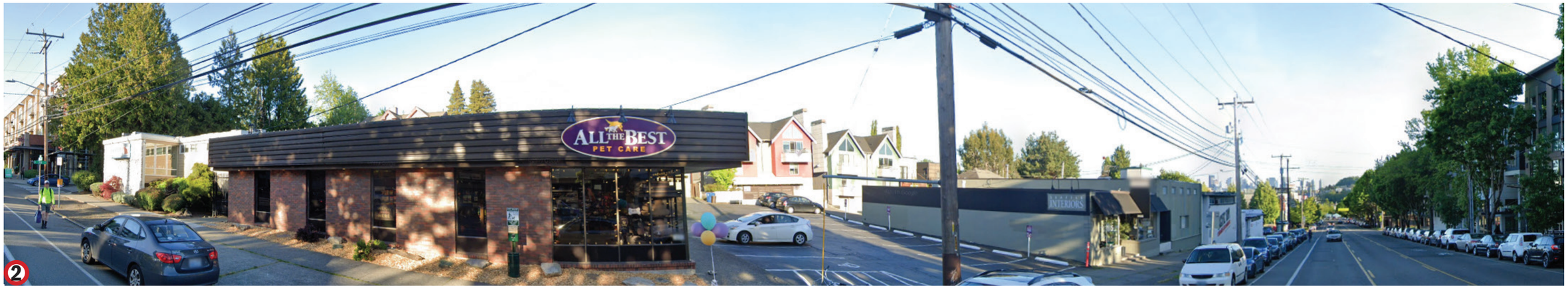
THE BOWMAN APARTMENT

UNIVERSITY REPROGRAPHICS

FINNE-SVENDESEN BUILDING



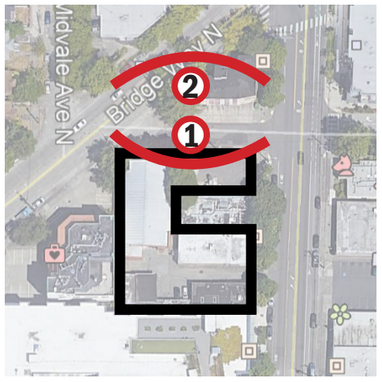
STREETSCAPES



UNION VIEW - EDG II

veer ARCHITECTURE PLLC

STREETSCAPES



WALLINGFORD CONTEXT - BRIEF DESCRIPTION

Rapid development of Wallingford early last century produced the majority of its pre-World War II buildings with its distinctive character and modest scale. Single family bungalows, street trees, landscaped yards, walkways and alleys imbue the residential areas with the characteristics of a distinctively charming neighborhood rather than those of a typically non-descriptive suburban sprawl. These houses effectively integrate indoor and outdoor spaces through the use of flowing interior, large glass fenestrations and elegant porches. Some residential areas established near the major commercial streets also have vintage apartment buildings, such as The Verah Apartments built in 1929, and The Serpentine Apartments, built in 1928.

Wallingford has numerous pre-World War II institutional buildings that are designated historic landmarks by the City of Seattle, such as The Latona School, Interlake Public School (now Wallingford Center), Good Shepherd Center and the former Wallingford Fire/Police Station. Some buildings built in the early years of the post-World War II era may soon qualify for historic landmark designations, such as the one known as Stoneway Electric Supply Building, built in 1946 at the corner of Stone Way N and N 38th Street nearby to our project site. Most of the older buildings in the commercial areas are single-story masonry structures. But some existing mixed-use buildings along the major streets have multiple stories, like those pictured below.

The growth of Wallingford Urban Village intensified in the last couple of decades with increasing development of mixed-use, multi-family residential buildings. The resulting population density compounded transportation woes and safety concerns of pedestrians, bicyclists and motorists in the neighborhood. Steps taken to address these issues include implementation of a protected bike lane infrastructure running north-south along Stone Way N, pedestrian improvements on major streets and provision of more public transit modes for the neighborhood community. These challenging issues are still relevant today, especially with the current zoning codes allowing for newly proposed buildings to go even higher now than before.

A typical bungalow in Wallingford

Wallingford Center, Historic Landmark

Vintage storefronts and apartments on N 45th St

Mixed-use buildings at the intersection of N 45th Street & Bagley Ave N

The Verah Apt & The Serpentine Apt on N 46th St & Burke Ave N

Stoneway Electric Supply Building

Mixed-use buildings at N 45th St & Wallingford Ave N

Mixed-use buildings at N 45th St & Stone Way N

DESIGN CONCEPTS & OBJECTIVES

This proposed mixed-use multi-family residential building is designed to be a microcosm of the urban village of Wallingford, enhancing the neighborhood fabric in order to foster commercial enterprise and bolster residential accommodation, with respect to principles of accessibility, equity, civic engagement, health, safety and prosperity for its community. The Wallingford design guidelines will inform this project development by addressing its impact as part of the booming growth in Wallingford while maintaining the distinctive character and quality of its architectural heritage. The proposed design will respond to the site context, urban pattern and form, integrating interior and exterior spaces for accommodating a variety of human activities.

Current zoning codes encourage higher density development along major streets like Stone Way North, laden with amenities and served with multiple modes of transit, in order to optimize population density and efficient use of living resources in the area. Our proposed building design will take advantage of the opportunities available under the current zoning codes. It will rise up to seven stories while preserving access to the panoramic views and vibrant streetscapes from the project site. Its building form, design elements and architectural details are critically reconsidered to obtain a cohesive design that fits well with its site context, reinforces its neighborhood character and facilitates its multi-use functions.

Two case study examples with similar typology for our consideration are the Prescott Apartments and the Bowman Apartments. Both are built on corner lots in the same neighborhood. Each offers successful building features such as the following:

- Modulated building massing for contextual scale sensitive to the neighborhood character;
- Form that follows function for mixed-uses accommodated by commercial streetfront, ground level courtyard/plaza, upper residential floors and rooftop amenity areas;
- Design elements and architectural treatment for prominent main entrances, articulated building corners and vibrant facades to enhance the vitality of its corner block;
- Balanced palette of building material with coordinated colors and textures for a dynamic yet cohesive overall design.

Aerial view of the Prescott Apartments on Stone Way North between N 39th Street and N 40th Street

Aerial view of the Bowman Apartments on Stone Way North between N 38th Street and N 39th Street

DESIGN REVIEW GUIDELINES COMPLIANCE - PRIORITY STREET LEVEL CONCEPTS

CS1 NATURAL SYSTEMS AND SITE FEATURES

B. SUNLIGHT AND VENTILATION

The residential units and amenity spaces will be located to maximize interior daylights with views facing the streets or courtyard terraces.

C. TOPOGRAPHY

The subject site has approximately 12' of slope across the site from the Northwest corner down to the Southeast corner. The building has been designed to step with the grade such that ground floor commercial spaces provided at grade access at various points along Stone Way North and North 39th Street. In addition, the top floor of the building steps back from Stone Way, which allows sunlight into the courtyard that many of the units open on to. The stepping of the upper portions of the building also provides views to the downtown skyline.

D. PLANTS AND HABITAT

The existing street trees along Stone Way North and North 39th Street will be preserved or replaced as necessary.

Planting edges will be enhanced with new landscaping.
(See landscape plan)

The subject site does not have significant trees or unique site conditions such as high-bank front yards, steep slopes, or view corridors across the site.

CS2 URBAN PATTERN AND FORMS

A. LOCATION IN THE CITY AND NEIGHBORHOOD

The subject site is located in an eclectic area made up of a variety of low rise commercial and residential mixed-use buildings. Therefore the building will be designed with a contextual approach making use of key architectural elements that can be found in noteworthy buildings of the area. This will include a modernist development of a notable base, middle and top without a literal historic reference to the architecture in this area.

B. ADJACENT SITES, STREETS AND OPEN SPACES

The proposed building will maintain the existing street edge already established on site and adjacent to the site.

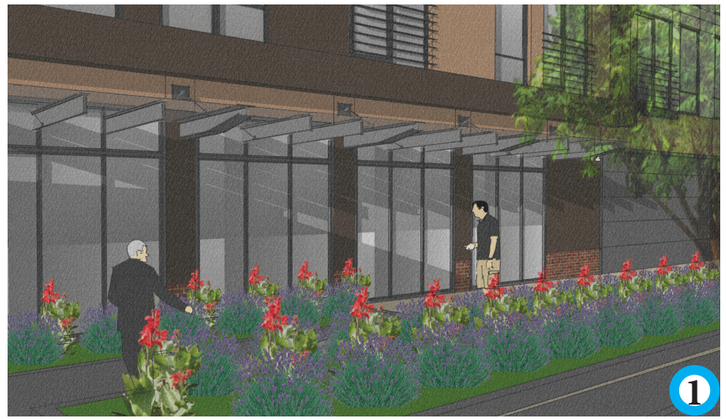
C. RELATIONSHIP TO THE BLOCK

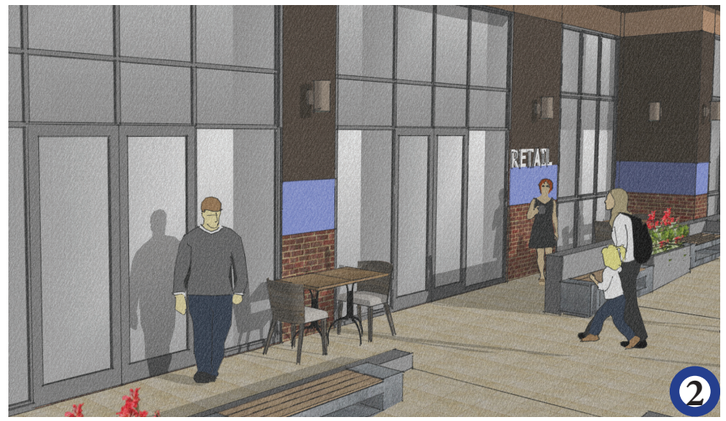
The project site is at the North East corner of the block. The North East corner has the main entrance to the building and prominent architectural features like fenestrations and Juliet balconies, so that the corner facade will provide the focal point of the block.

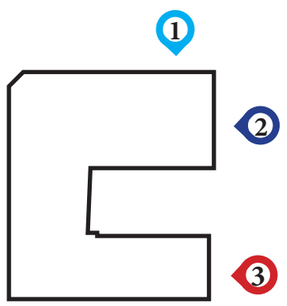
CS3 ARCHITECTURAL CONTEXT AND CHARACTER

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

While the proposed project is larger than current buildings to the West, South and East, the subject site is located within an area currently experiencing a transition to buildings that maximize the allowed zoning envelope. The proposed building is 75 FT tall but it fits in with the neighborhood because its modulated facades have common features with those of the existing neighboring buildings.







DESIGN REVIEW GUIDELINES COMPLIANCE

PL1 CONNECTIVITY

A. NETWORK OF OPEN SPACES
Plazas and courtyards are provided to foster human interaction.

B. WALKWAYS AND CONNECTIONS
The building is setback at the street level of the commercial space along Stone Way North to create an outdoor space for human activity.

C. OUTDOOR USERS AND ACTIVITIES
In addition to places for walking and seating are spaces for informal community gathering, like courtyard terraces that connect to the street.

PL2 WALKABILITY

A. ACCESSIBILITY
Access for people of all abilities in a manner that is fully integrated into the project design, like the main entrance and storefronts.

B. SAFETY AND SECURITY
All of the building entry points open directly to the street and are thus fully visible from the street.

Extensive glazing in the commercial and residential areas that face the street will provide opportunities for visual surveillance of the neighborhood from within the building. Lighting along the street front spaces will also aid in providing security.

C. WEATHER PROTECTION
Overhead canopies will be installed above storefronts for weather protection of pedestrians.

PL3 STREET-LEVEL INTERACTION

A. ENTRIES
All entries into the building, both commercial and residential will face the street.

B. ARCHITECTURAL AND FACADE COMPOSITION
There are no blank wall facing the street on this proposed project.

C. RETAIL EDGES
Visibility into the building interior and merchandise displays is maximized with fully operational glazed wall-sized that can be completely opened to the street, and increase floor to floor height and electrical lighting.

PL4 ACTIVE TRANSPORTATION

B. PLAN AHEAD FOR BICYCLISTS
Facilities like bike repair shop, bike racks and storage are provided in the building. These facilities are accessible from the streets.

DESIGN REVIEW GUIDELINES COMPLIANCE

DC1 PROJECT USES AND ACTIVITIES

B. VEHICULAR ACCESS AND CIRCULATION

The parking garage entries have been located away from the prominent corner of the building in the various schemes
submitted so as to minimize their appearance and potential
conflict with pedestrians.

The dumpster and utility service areas for the proposed building are located within the structure. The dumpster area is closed off from the sidewalk with a roll-up door.

C. PARKING AND SERVICE USE

Parking within the structure is located behind street front commercial space or residential space.

DC2 ARCHITECTURAL CONCEPT

A. MASSING

The building mass will be modulated and articulated to reflect the commercial storefront at street level and residential units above.

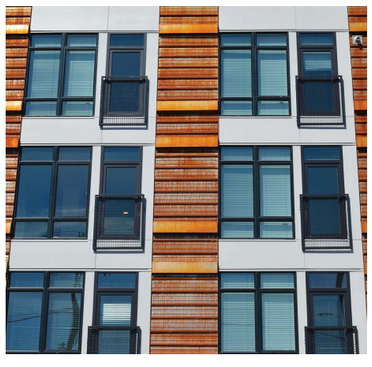
D. SCALE AND TEXTURE

The subject building will be designed to relate to human scale. Elements which will be incorporated including multiple pane windows at street level, canopy projections over the side walk which will include blade signage, and setback of the building at the corner large enough to accommodate outdoor tables.

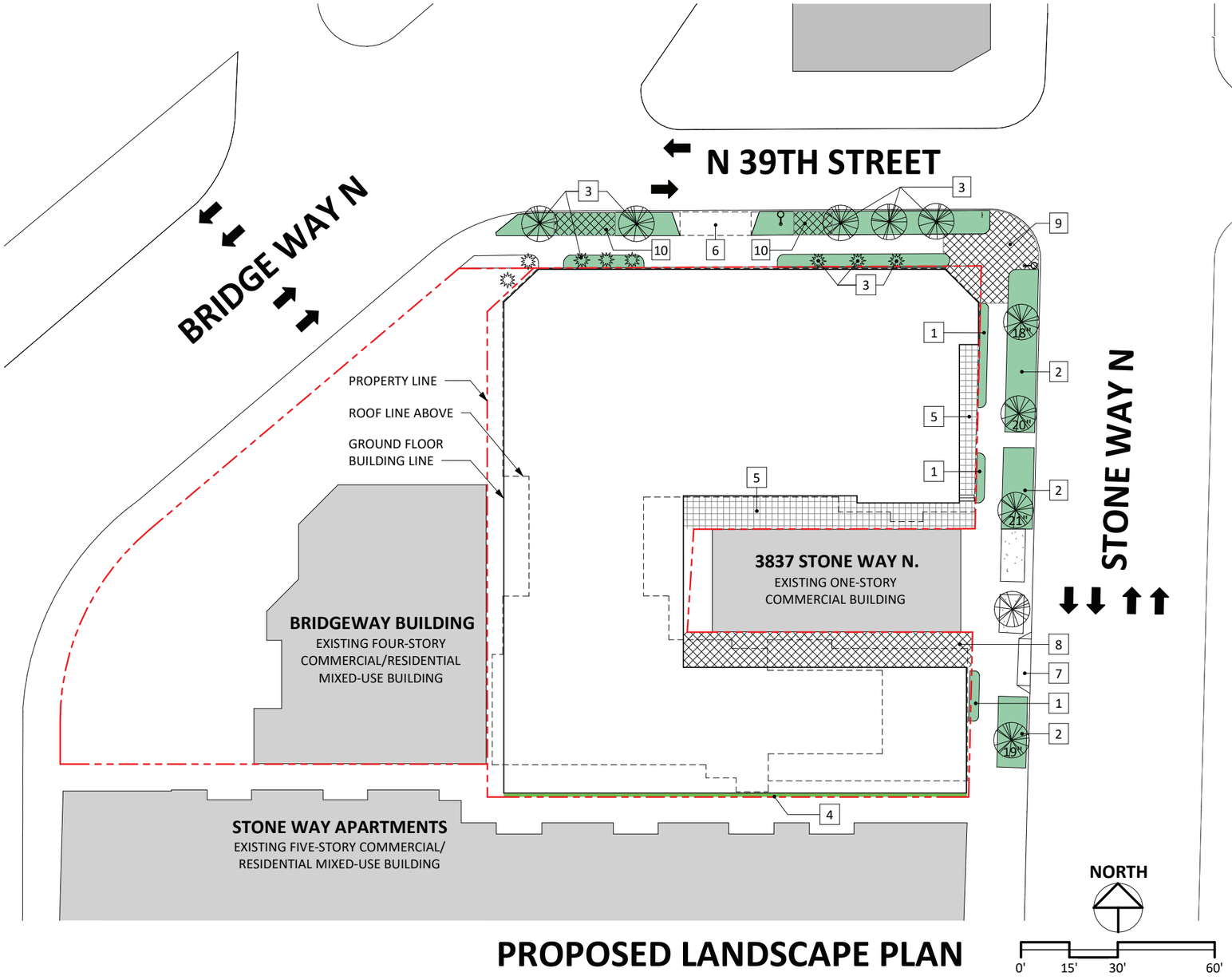
DC4 EXTERIOR ELEMENTS AND FINISHES

A. BUILDING MATERIALS

The building exterior will be clad with manufactured stone panels and fiber cement boards with textures and colors.



LANDSCAPE DESIGN CONCEPTS

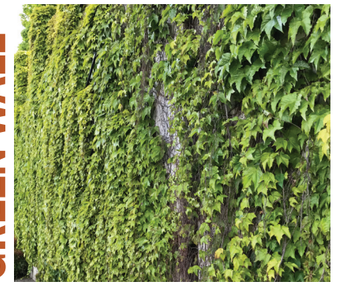


PROPOSED LANDSCAPE PLAN

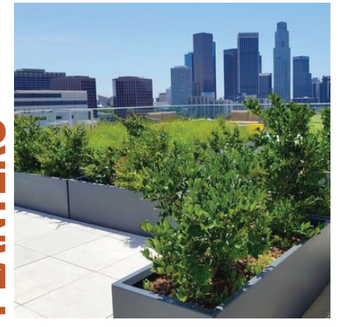
LANDSCAPE KEYNOTES - LEGEND

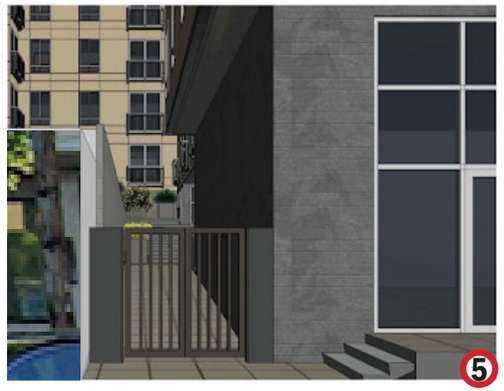
1. GRASSES & NATIVE PLANTS FOR PLANTER STRIPS
2. GROUND COVER FOR EXISTING STREET TREES
3. PROPOSED STREET TREES WITH GROUND COVER
4. VEGETATED GREEN WALL
5. TERRACE PATIO DECK
6. PROPOSED CURB CUT FOR VEHICULAR ACCESS
7. EXISTING CURB CUT TO REMAIN FOR EASEMENT ACCESS
8. PROPOSED PAVEMENT AT EXISTING EASEMENT
9. PROPOSED PAVEMENT AT SIDEWALK CORNER
10. PAVED STAGING AREA FOR SOLID WASTE PICK-UP (PROPOSED ONLY IN OPTION 2)

GREEN WALL

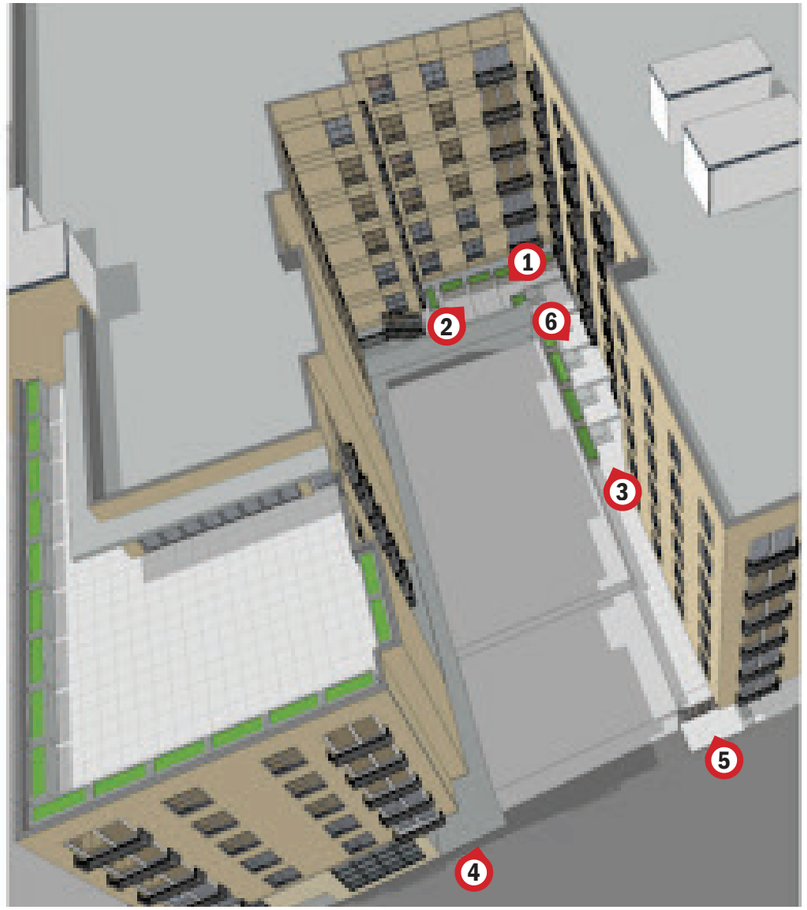


PLANTERS





COURTYARD TERRACE PERSPECTIVES VIEWS



AERIAL VIEW

EXISTING EASEMENT

EXISTING ALLEY

COURTYARD PRECEDENTS

UNION VIEW - EDG II

veer ARCHITECTURE PLLC

SOLAR STUDY

SUMMER 6/21

9:00 AM

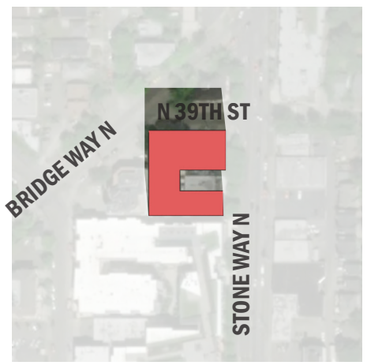
12:00 PM

3:00 PM

SPRING/FALL 3/21, 9/21

9:00 AM

12:00 PM



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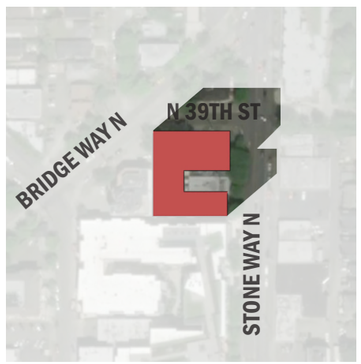
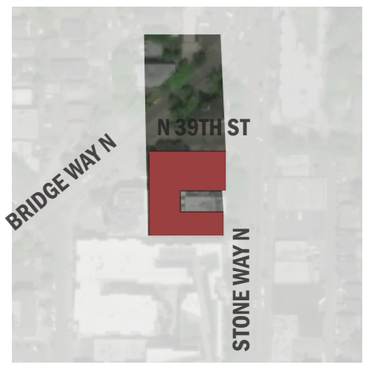


WINTER 12/21

9:00 AM

12:00 PM



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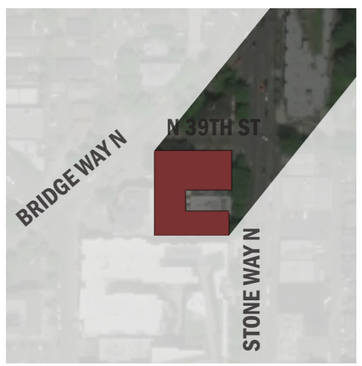
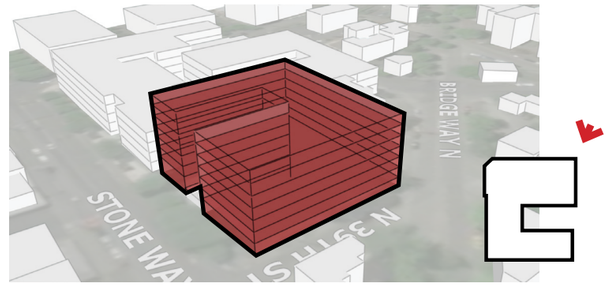
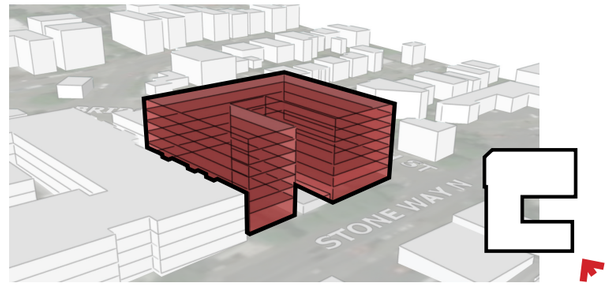


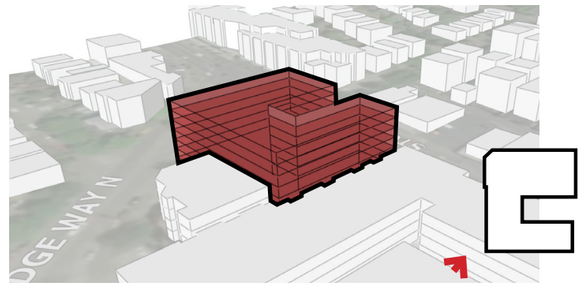
SITE AERIAL



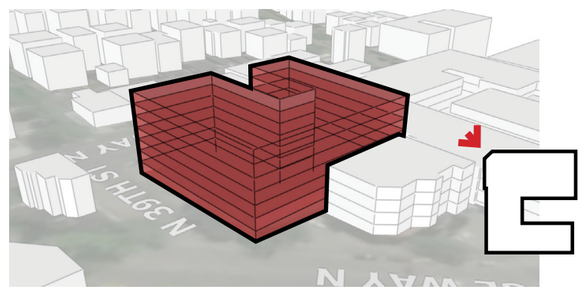
STONE WAY N & N 39TH ST



SOUTH OF SITE ON STONE WAY N



SOUTH OF SITE ON WOODLAND PARK AVE N



BRIDGE WAY N & N 39TH ST

NEW OPTION 2 - CHAMFER STREET CORNER

UNION VIEW - EDG II

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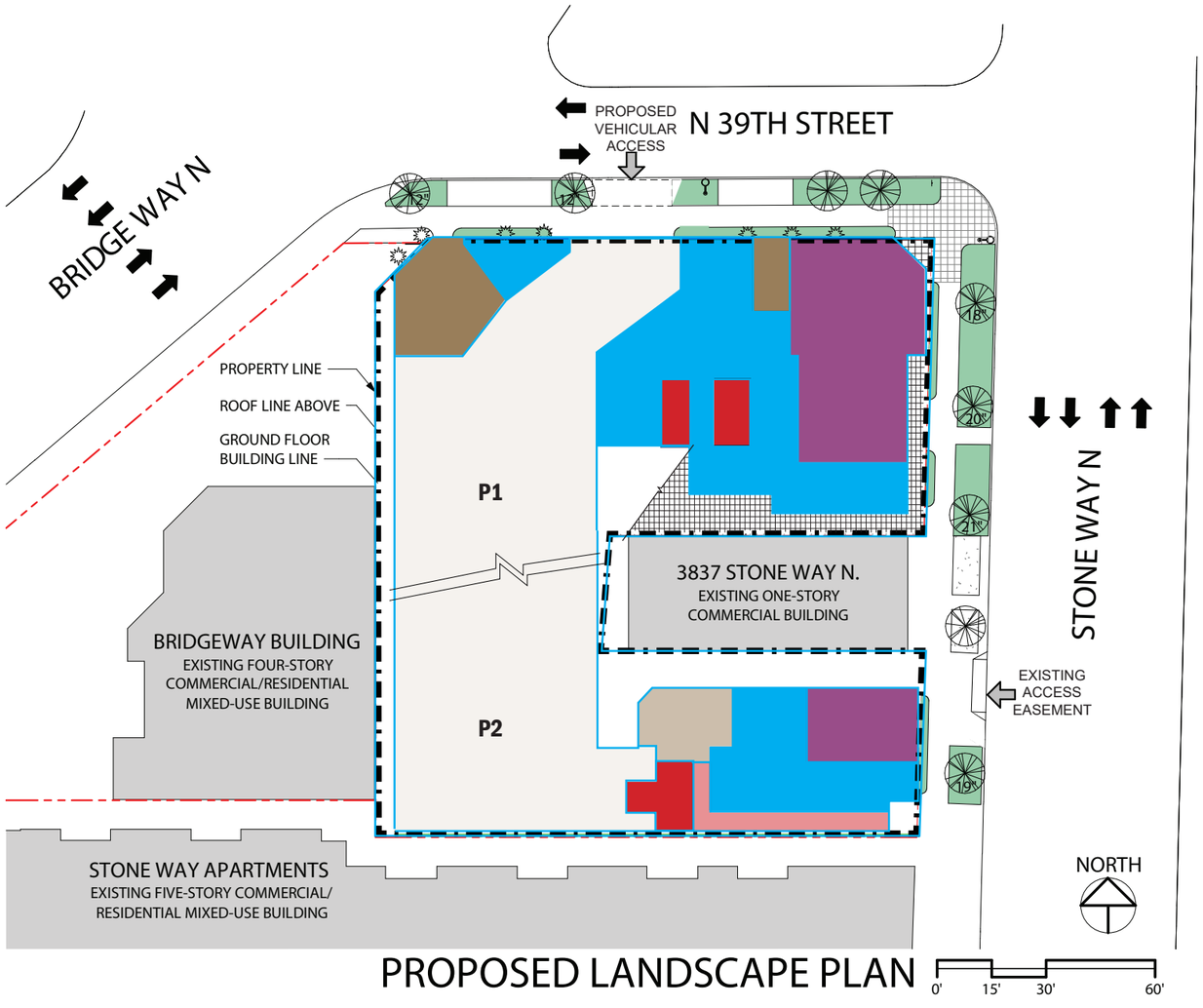
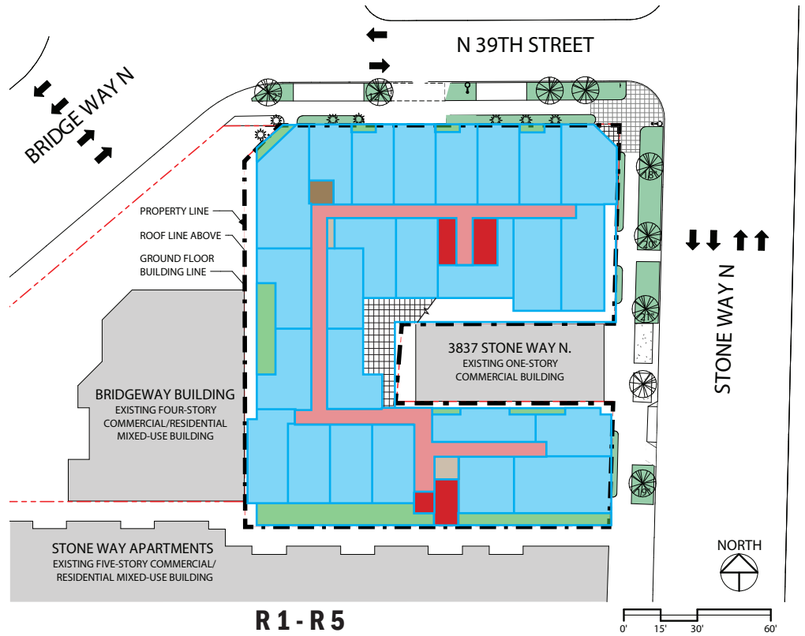
NEW OPTION 2 - CHAMFER STREET CORNER

NEW OPTION 2 - CHAMFER STREET CORNER

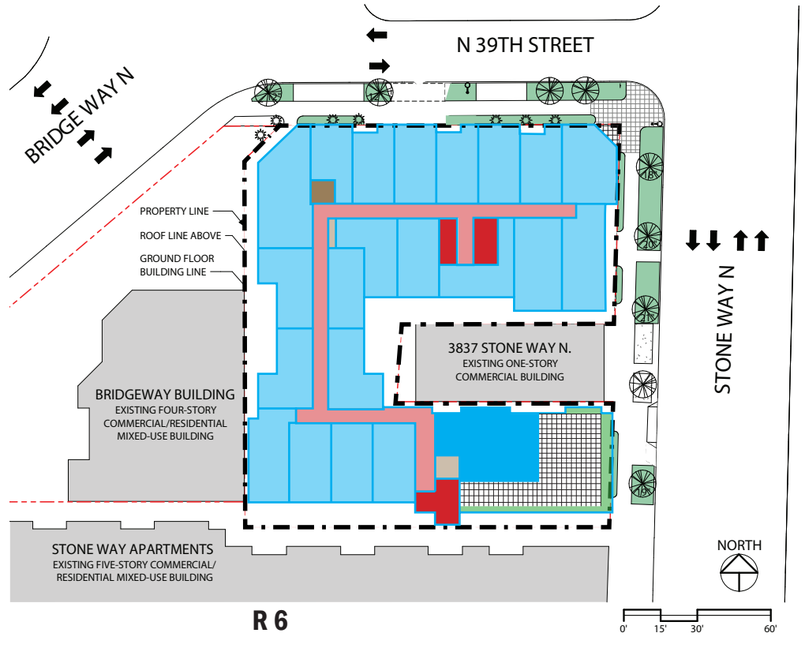


PROPOSED LANDSCAPE PLAN

RESIDENTIAL UNITS
RESIDENTIAL AMENITIES
CIRCULATION
VERTICAL CIRCULATION
PARKING
UTILITIES
TRASH
PLANTERS
COMMERCIAL

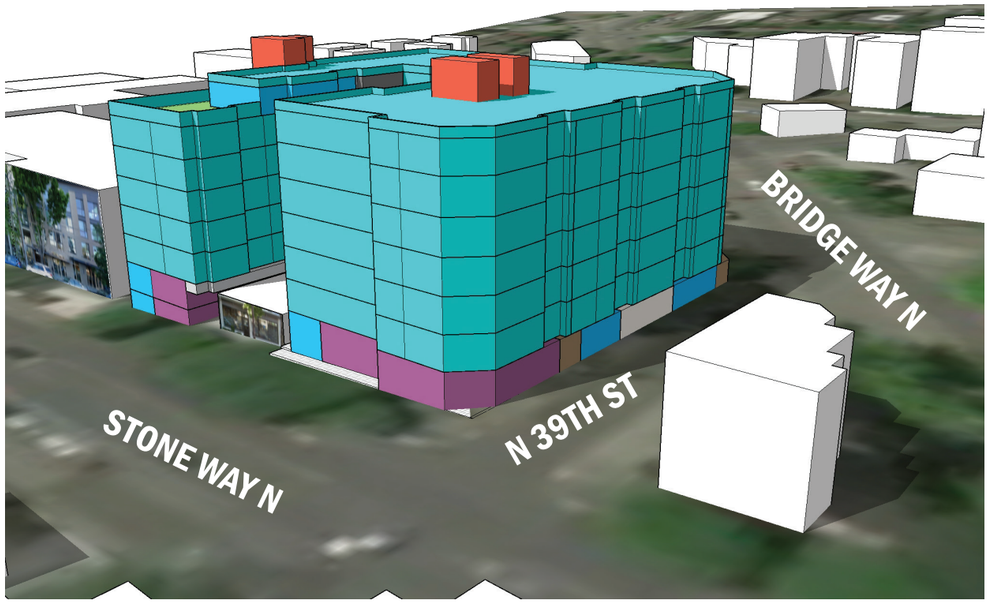


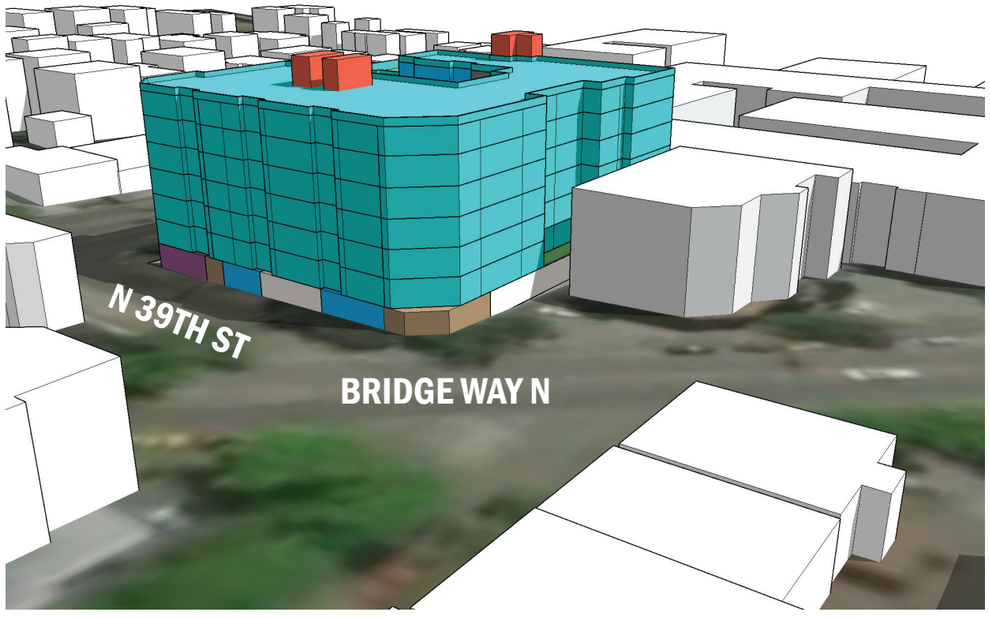
R1-R5



R6

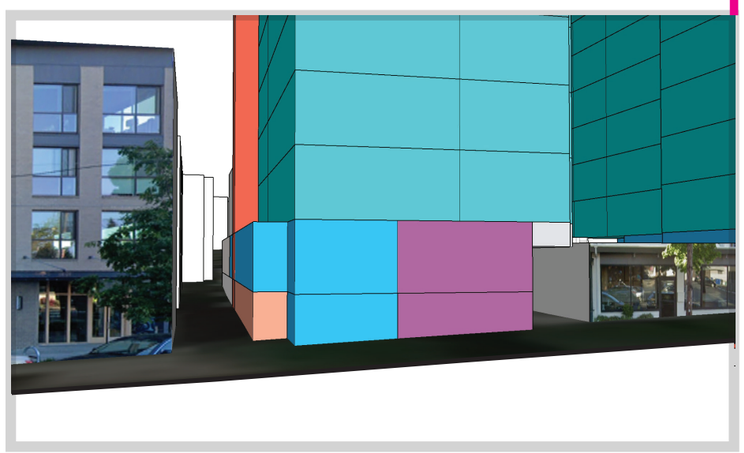
NEW OPTION 2 - CHAMFER STREET CORNER

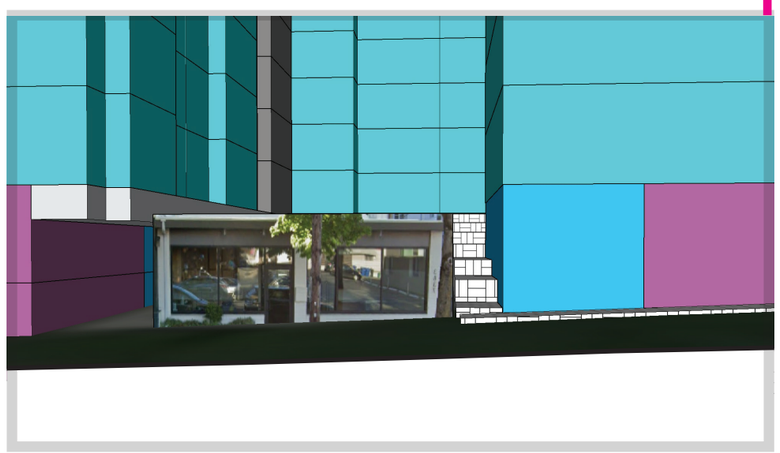




NEW OPTION 2 - CHAMFER STREET CORNER

NEIGHBORING CONDITION





REVISED OPTION 3 - NOTCH STREET CORNER

UNION VIEW - EDG II

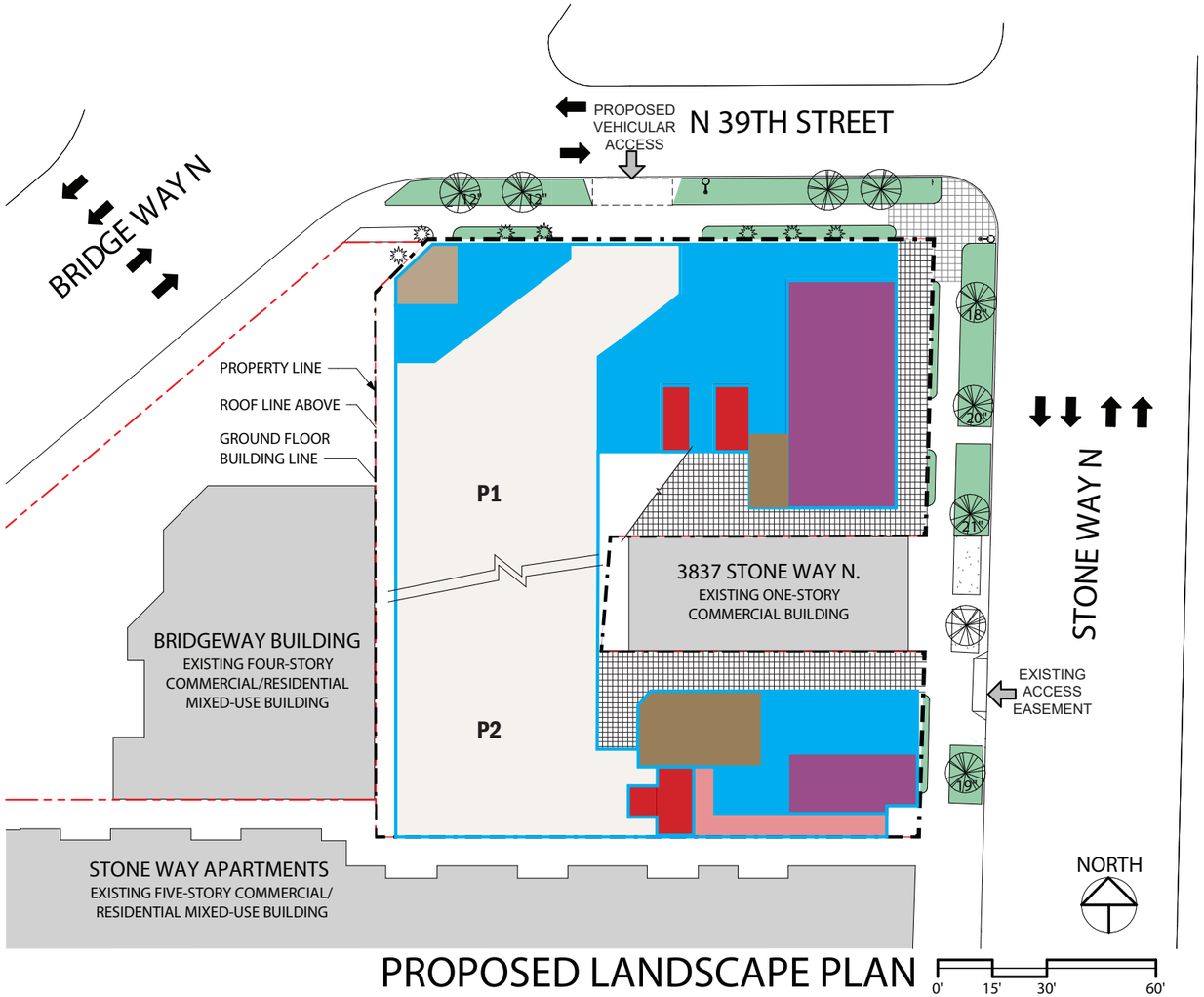
veer ARCHITECTURE PLLC

REVISED OPTION 3 - NOTCH STREET CORNER

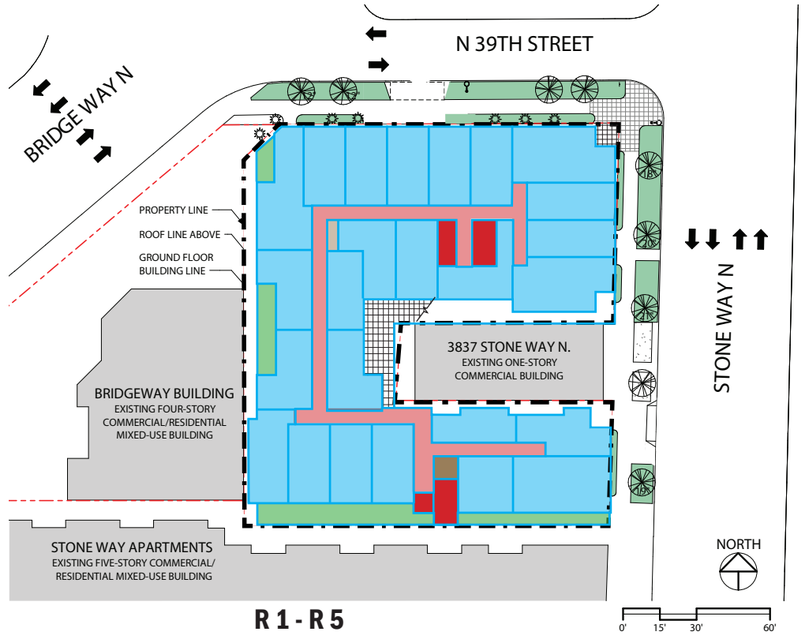
UNION VIEW - EDG II

veer ARCHITECTURE PLLC

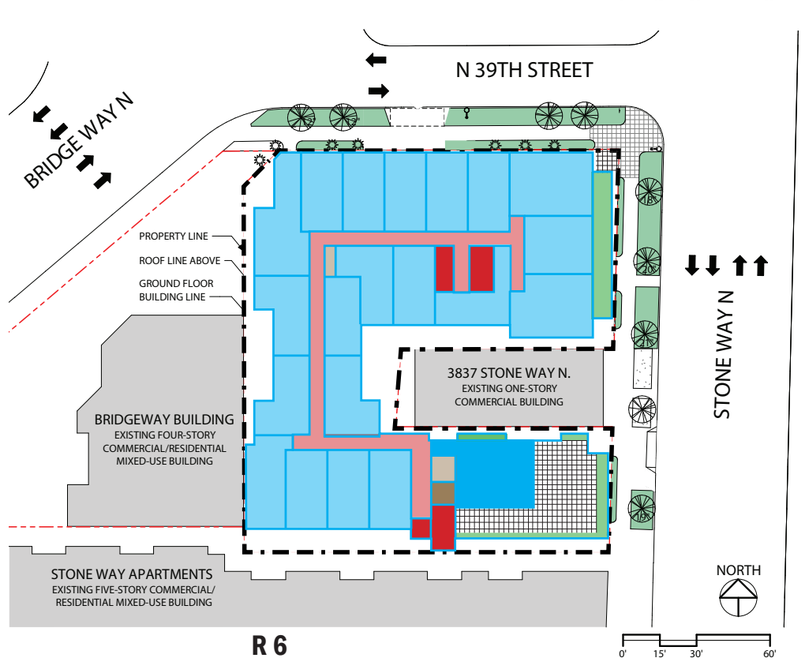
REVISED OPTION 3 - NOTCH STREET CORNER



PROPOSED LANDSCAPE PLAN



R1 - R5



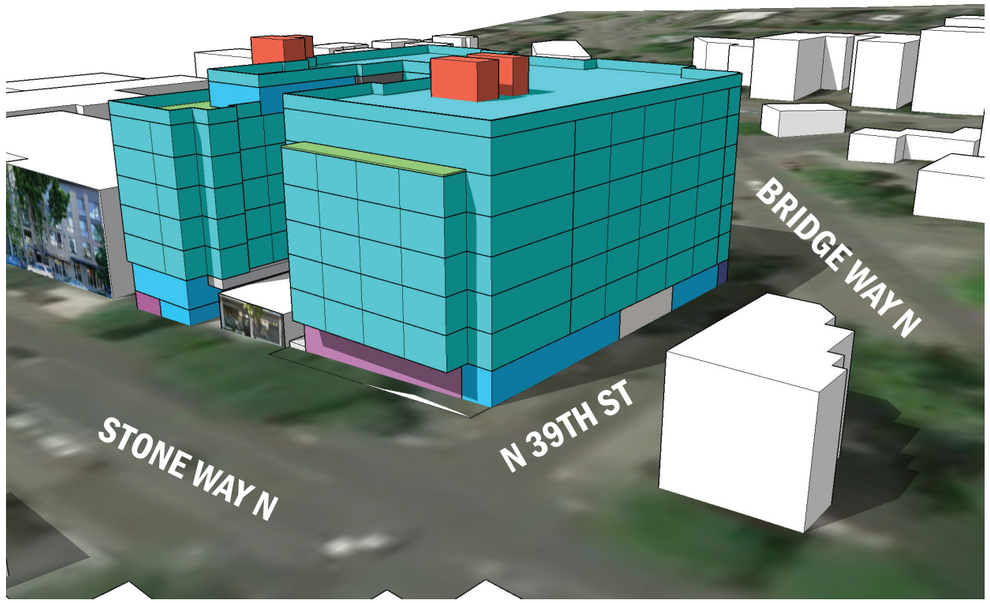
R 6

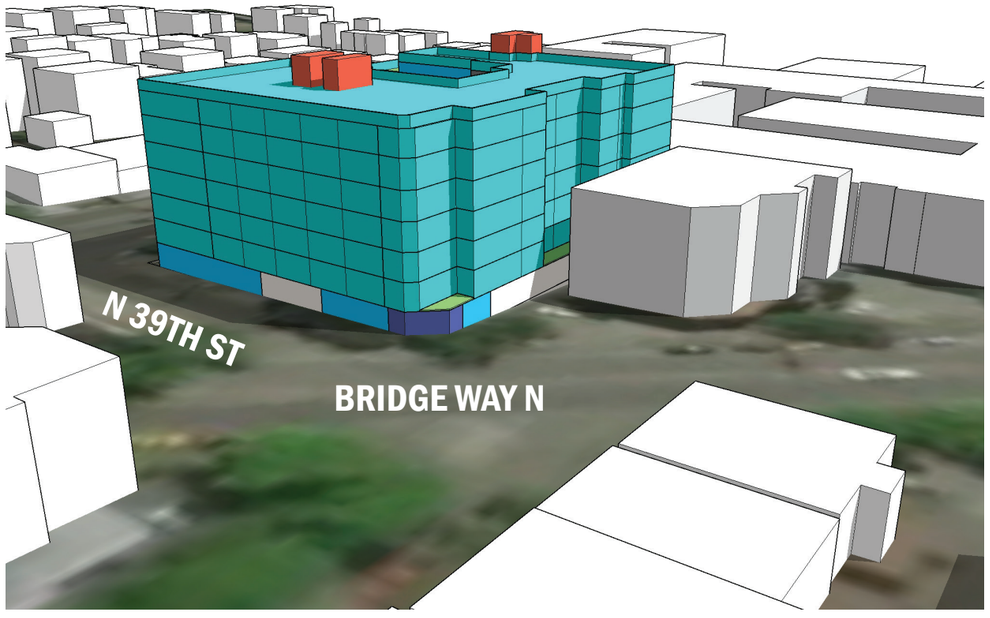
RESIDENTIAL UNITS **CIRCULATION** **PARKING** **PLANTERS**

RESIDENTIAL AMENITIES **VERTICAL CIRCULATION** **UTILITIES** **COMMERCIAL**

TRASH

REVISED OPTION 3 - NOTCH STREET CORNER

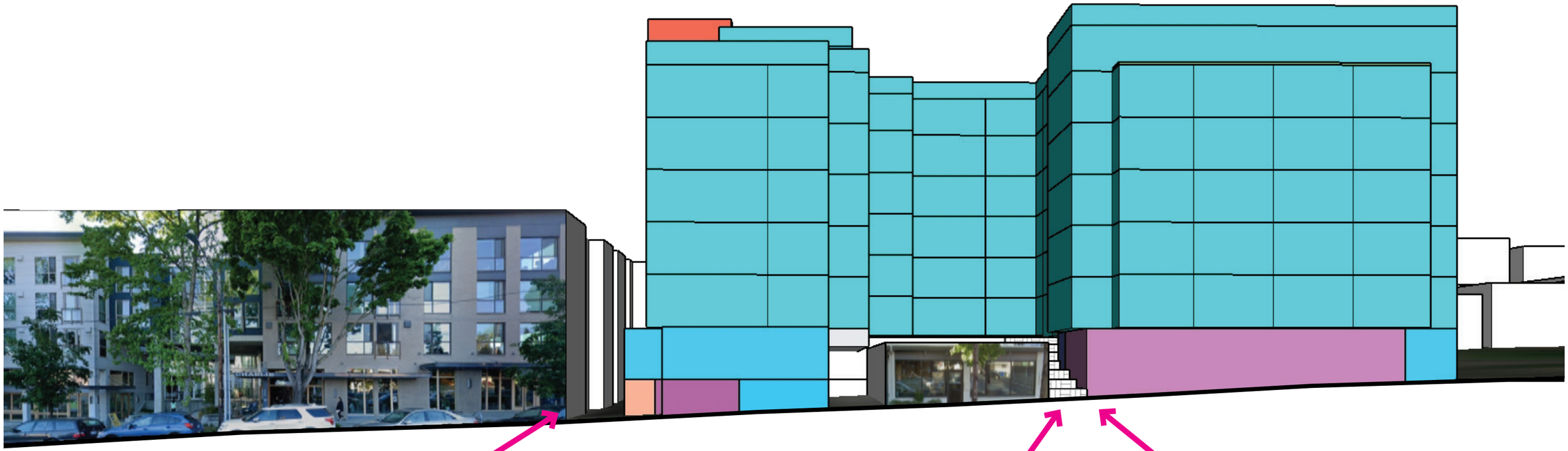


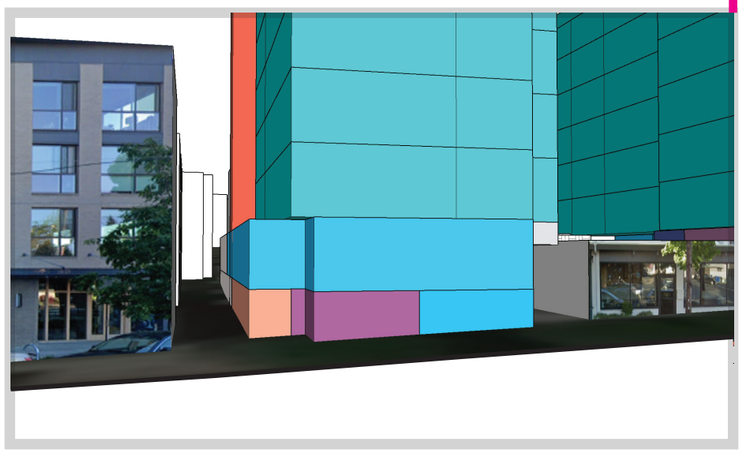


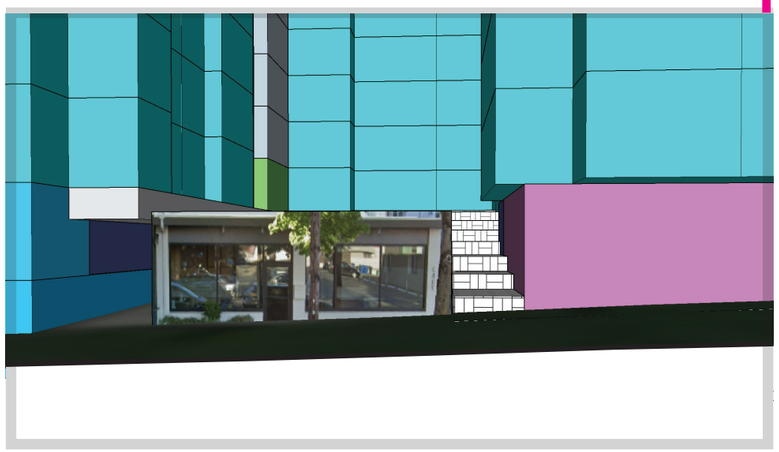
UNION VIEW - EDG II

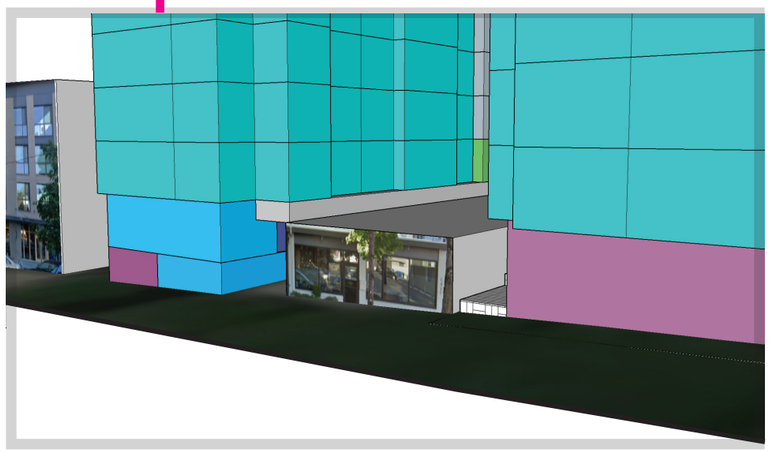
veer ARCHITECTURE PLLC

REVISED OPTION 3 - NOTCH STREET CORNER
NEIGHBORING CONDITION



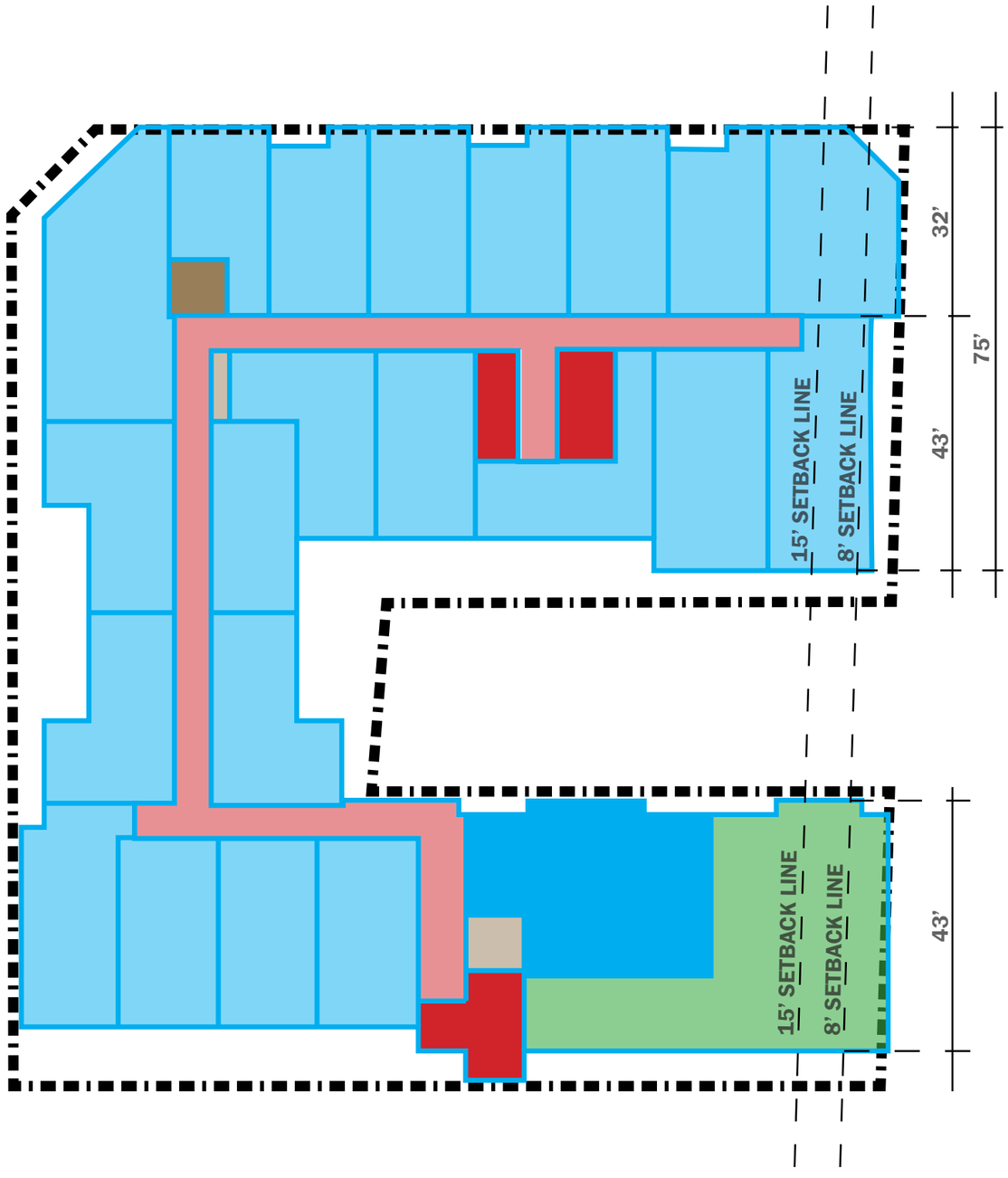






REQUEST FOR CODE DEPARTURE

FROM CODE REQUIREMENT PER SECTION 23.47A.014 SETBACK



DEPARTURE #1 FOR NEW OPTION 2

Per SMC 23.47A.014.C.1 & 2 Setback requirements
Upper-level setbacks for street facing facade
For calculation for setback of building portions above 65' from the front lot line:

Average depth of setback required is 8 feet
Required minimum setback area = (75' + 43') x 8' = 944 sf

Maximum allowable depth of setback that counts towards average setback is 15 feet
Setback area with 15' depth = 43' x 15' = 645 sf

Average setback area on North Wing is 5.5' x 43' = 236.5 sf

Total setback area is 887.5 sf.

Proposed area within 15' is less than the min. required setback area
*NOTE: Proposed area of setback = 1,546 sf

DEPARTURE #2 FOR NEW OPTION 2

Per SMC 23.47A.014.C.3

For calculation of setback for building portions above 65' from front line no more than 20% of the structure can have a setback of less than 5'.

Proposed frontage of structure with setback at less than 5' = 27% (32 of 118' structure proposed to have setback of less than 5')

JUSTIFICATION FOR DEPARTURES

The increased setback at the South East corner of the building provides a better transition to the new mixed-building to the South than the out right setback requirement would provide.

The North East corner of the building is an appropriate location to accommodate square footage lost by the deep South East corner setback as it can be developed into massing that provides a strong corner statement.

VEER ARCHITECTURE PROJECT PORTFOLIO

MULTI-FAMILY, 2019

THE VILLAGE REDMOND, 2017

BEAR CREEK, 2015

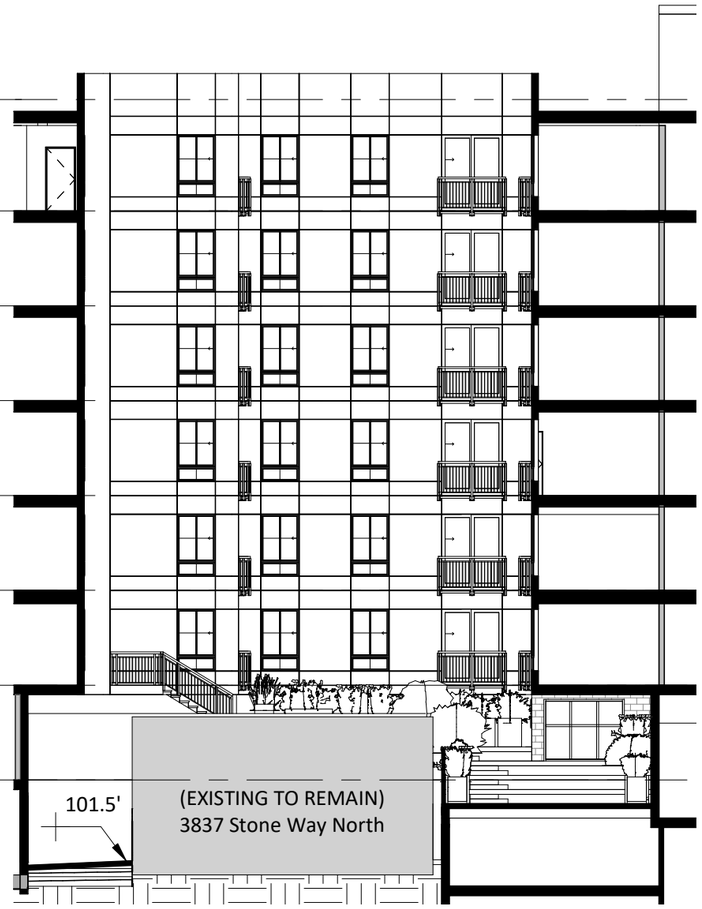
COLUMBIA HEIGHTS, 2013

SUNSET TERRACE, 2011

GATEWAY COMMERCIAL, 2011

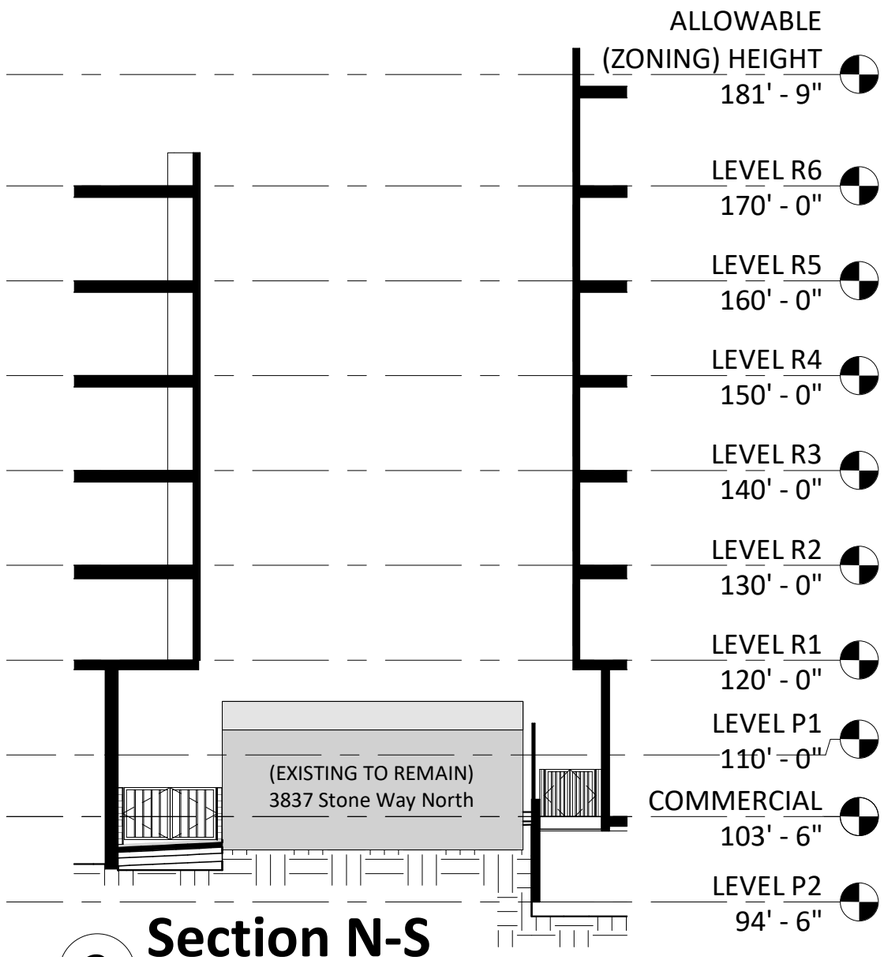
1 Elevation/Section E-W

SCALE: 1/16" = 1'-0"



2 Elevation/Section N-S

SCALE: 1/16" = 1'-0"



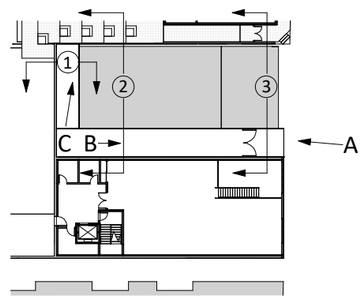
3 Section N-S

SCALE: 1/16" = 1'-0"

A

B

C



Key Plan (Not To Scale)

UNION VIEW - EDG II

veer ARCHITECTURE PLLC