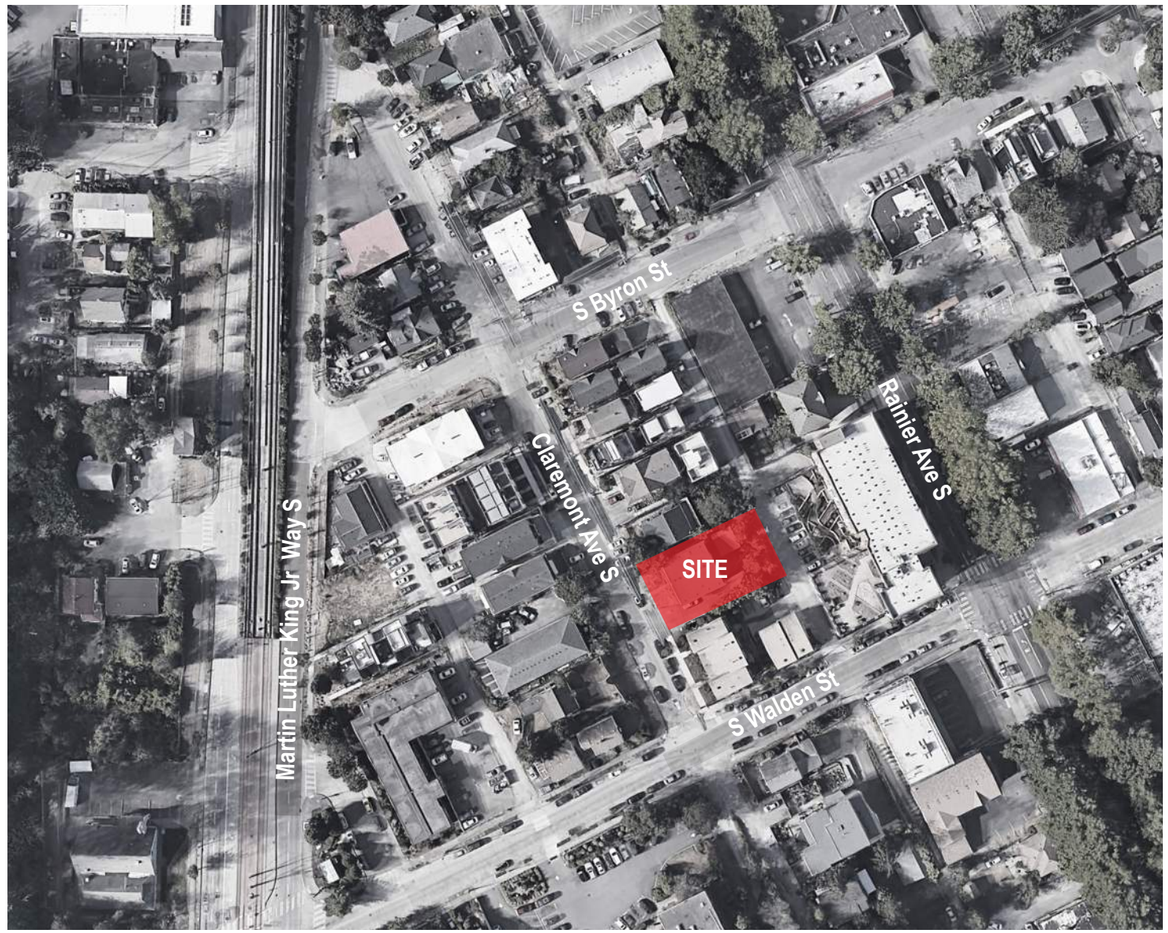


Owner / Developer
Northwest Investment, LLC
6242 Chatham Drive S
Seattle, WA 98118

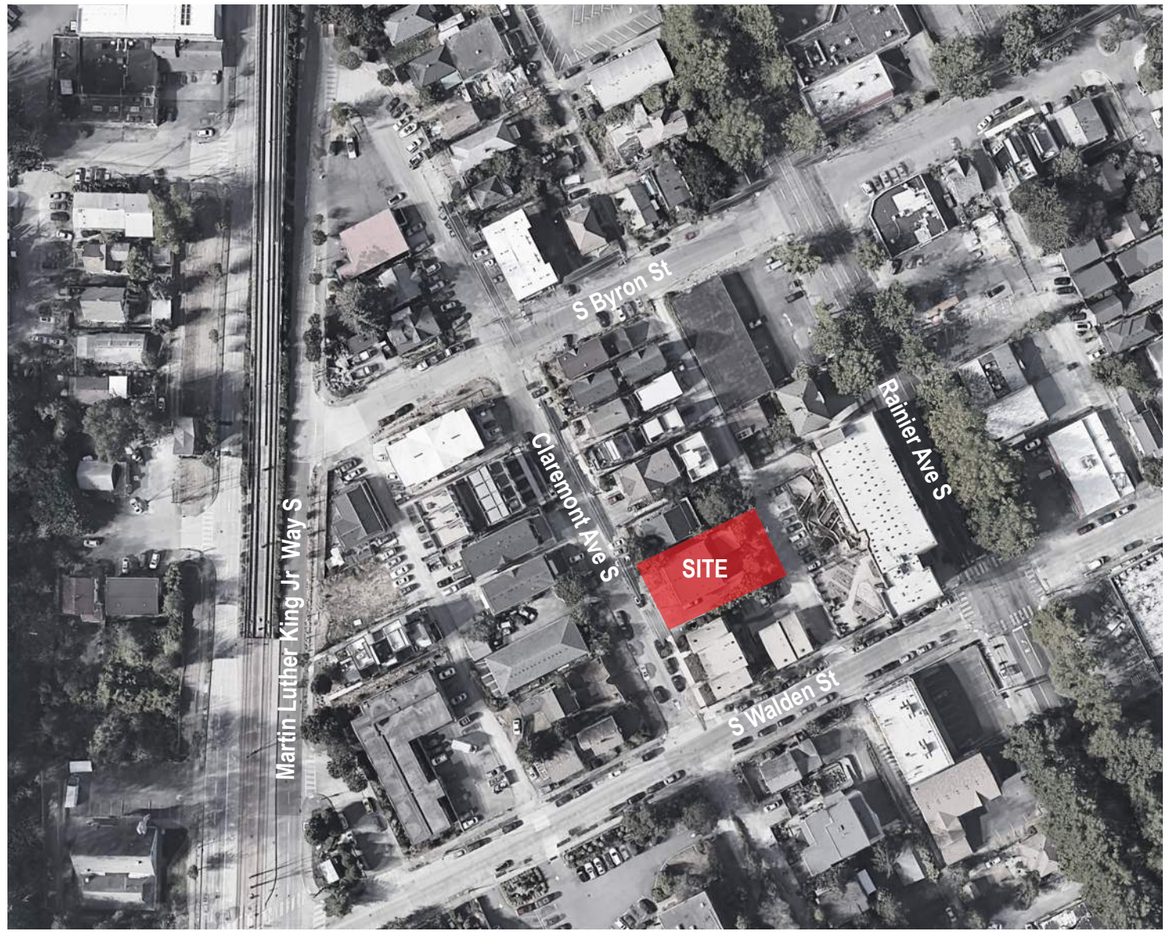
Architect
PUBLIC47 Architects, LLC
232 7th Ave. N., Suite 200
Seattle, WA 98109

3320 Claremont Ave S Apartments

SDCI #3035560-EG
Administrative Design Review
Early Design Guidance
April 2020

PUBLIC47ARCHITECTS

MOUNT BAKER TOWN CENTER MAP



DEVELOPMENT OBJECTIVES

Wedged between two converging arterials at the western edge of Seattle's Mount Baker neighborhood, the stretch of Claremont Avenue South between S Walden Street and S Byron Street is surprisingly tranquil. Zoning changes intended to address housing affordability, coupled with proximity to the Mount Baker Light Rail Station have resulted in redevelopment that is rapidly transforming the immediate area. This project seeks to provide high quality, attractive housing that will set a tone for how new construction can positively contribute to an evolving neighborhood.

Development Objectives:

- Provide 35 apartment Units
- Maximize quantity of one-bedroom units
- Provide affordable units via MHA Performance Method
- Foster pedestrian-friendly sidewalk environment
- Set a positive precedent for well-built, thoughtfully designed construction in an evolving neighborhood
- With easy access to light rail, buses and bicycle routes, no parking is planned for the project

JOIN US

Join Us for a Community Meeting to Provide Input on the

3320 Claremont Ave S Project.

This project proposes construction of 35 open 1-bedroom and 1-bedroom units. The project site is zoned LR3 (M).

What: **Let us know what you think!** Join the project team and their architects to discuss the vision and approach for this new project in the neighborhood. Coffee and cookies will be provided. All are welcome. No RSVP needed. If you would like to request an interpreter at the community meeting, please reach out to us via email or hotline no later than Friday, October 11.

Time: Event begins promptly at 6pm and will end around 7pm

Date: **Wednesday, October 16, 2019**

Where: Mount Baker Community Club
2811 Mt Rainier Dr S, Seattle, WA 98144

WED OCT 16

PROJECT HOTLINE: 206-775-8733

Project Address:
3320 Claremont Ave S, Seattle, WA 98144
Contact: Natalie Quick
Applicant: Northwest Investment LLC
Additional Project Information on Seattle Services Portal via the Project Address:
3320 Claremont Ave S
Project Hotline & Email:
206-775-8733
3320Claremont@earlyDRoutreach.com
Note: Calls and emails are returned within 1-2 business days. Calls and emails are subject to City of Seattle public disclosure laws.

Để biết thêm thông tin về dự án này được dịch sang bằng tiếng Việt, xin vui lòng gọi Đường Dây Nóng Dự Án của chúng tôi tại số 206-775-8733.

COMMUNITY ENGAGEMENT PLAN

Printed Outreach
POSTERS, HIGH IMPACT
What we did: Posters were hung in 14 locations according to and exceeding requirements. Poster, spreadsheet with locations, and photos included in Appendix A.
Date completed: October 2, 2019

Electronic/Digital Outreach
PROJECT HOTLINE, HIGH IMPACT
What we did: Voicemail line and script established. Publicized hotline number via poster. Checked voicemail daily for messages. Script included in Appendix A.
Date completed: October 2, 2019

In-Person Outreach
COMMUNITY MEETING, HIGH IMPACT
What we did: Held a Community Meeting event, open to the public, publicized through posters and DON calendar.
Date completed: October 16, 2019

Equity Outreach
What we did: The hotline voicemail was translated into Vietnamese. Translated text directing to the translated hotline was included on the project poster. Interpretation services were offered on the project poster, the hotline voicemail, and the DON calendar. The poster included information translated into Vietnamese directing people to the hotline for further translated information. Interpretation services were offered on the project poster, the hotline voicemail, and the DON calendar. The project poster was hung in the required locations.
Date completed: October 2, 2019

SUMMARY OF COMMUNITY FEEDBACK FROM THE PUBLIC OUTREACH MEETING

Design-Related Comments
- One attendee expressed support that things are happening on this site.
- Another attendee expressed support for development, that it is good.
- One attendee expressed support for what the team does—that it will be great, and will add to the area.

Non-Design-Related Comments
- Developer: One attendee inquired whether the developer builds and maintains ownership of its properties.
- Environmental: One attendee inquired whether there is any bad ground to clean-up on the site.
- Existing Building: Several attendees inquired whether the existing structure would be demolished. One attendee asked whether the project team had a photo of the existing building.
- Financing: One attendee inquired whether the developer is self-financing, and what financers are saying these days.
- Location: One attendee noted that the development site is a great location. Another attendee noted that there are a lot of single-family homes in the neighborhood, along with schools and close proximity to light rail.
- Nearby Construction: One attendee inquired whether there are newer units next door to the site.
- Parking: One attendee inquired whether there will be parking onsite.
- Pets: One attendee inquired whether the new residences will allow pets.
- Sidewalk: One attendee inquired whether the team will be improving the sidewalks.
- Tenants: One attendee expressed concern for the site's current tenants and their existing leases. One current tenant noted that he hadn't heard anything about the project until he saw the poster advertising the community meeting.
- Trees: One attendee inquired whether any big trees on the site will be taken down
- Units: One attendee inquired whether any of the units would be affordable. One attendee inquired how many
- units will be in the new building, and if the team is only constructing one bedroom units. One attendee expressed concern about the unit sizes, and advised that he'd like to see larger units for families rather than folks who might only be in their units for a shorter time. Attendee noted that if larger units are priced right there's a demand for it. Attendee expressed support for building community instead of a place with churn, which doesn't help character or businesses, and that is a challenge for Mt Baker right now as a place where many people pass through.
- Timing: Several attendees inquired what the timeframe is for construction.
- Meeting Location: One attendee inquired whether there was a meeting location available closer to the site.
- Future Development. One attendee noted that the it's an eclectic mix of interesting places in the surrounding area and they hope to see a wide variety of future development.
- Outreach: One attendee expressed support for the team reaching out to the community.

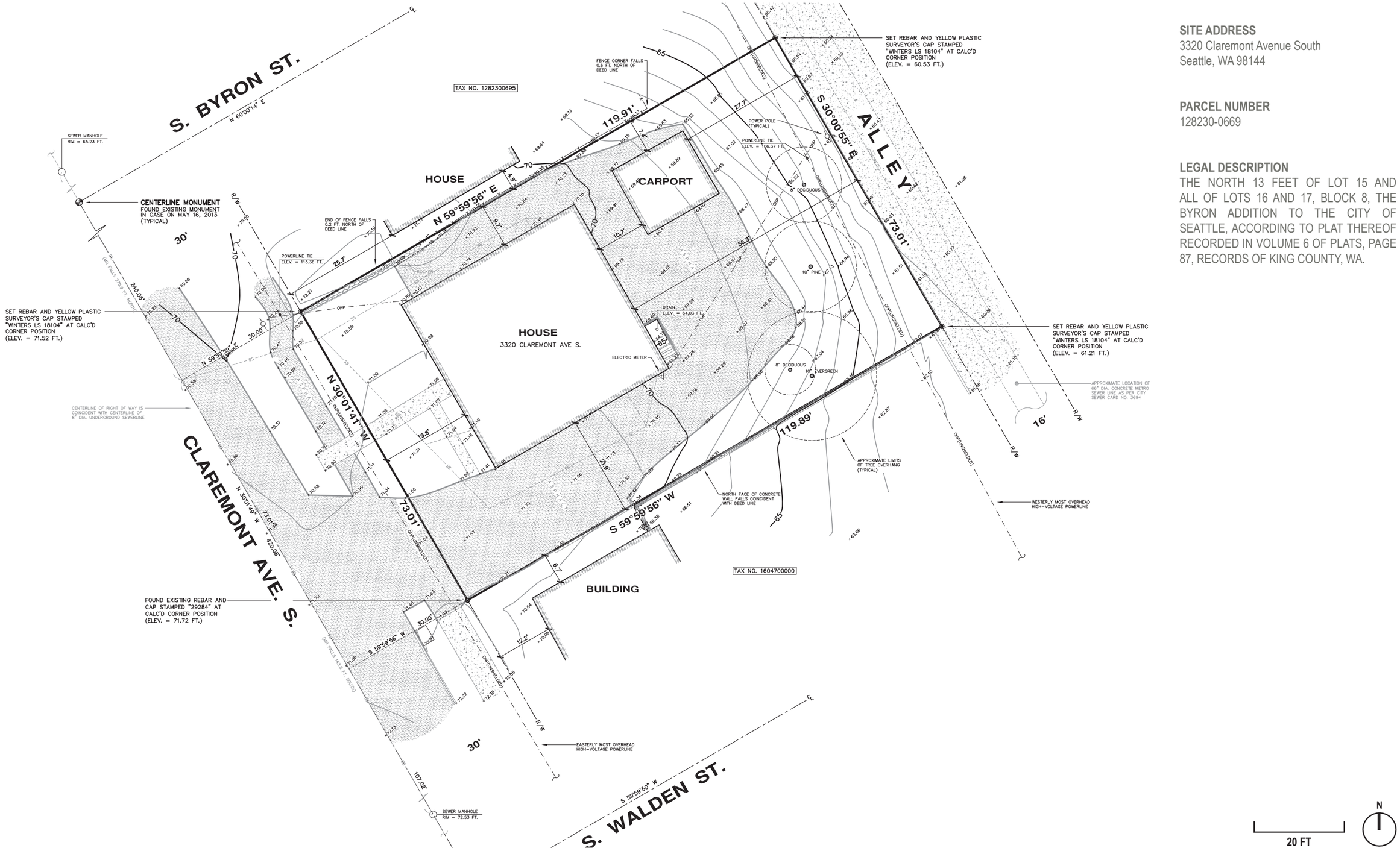
No comments were received via the project hotline or email address

TOPOGRAPHIC SURVEY

SITE ADDRESS
3320 Claremont Avenue South
Seattle, WA 98144

PARCEL NUMBER
128230-0669

LEGAL DESCRIPTION
THE NORTH 13 FEET OF LOT 15 AND ALL OF LOTS 16 AND 17, BLOCK 8, THE BYRON ADDITION TO THE CITY OF SEATTLE, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 6 OF PLATS, PAGE 87, RECORDS OF KING COUNTY, WA.



URBAN DESIGN ANALYSIS • NEIGHBORHOOD CONTEXT

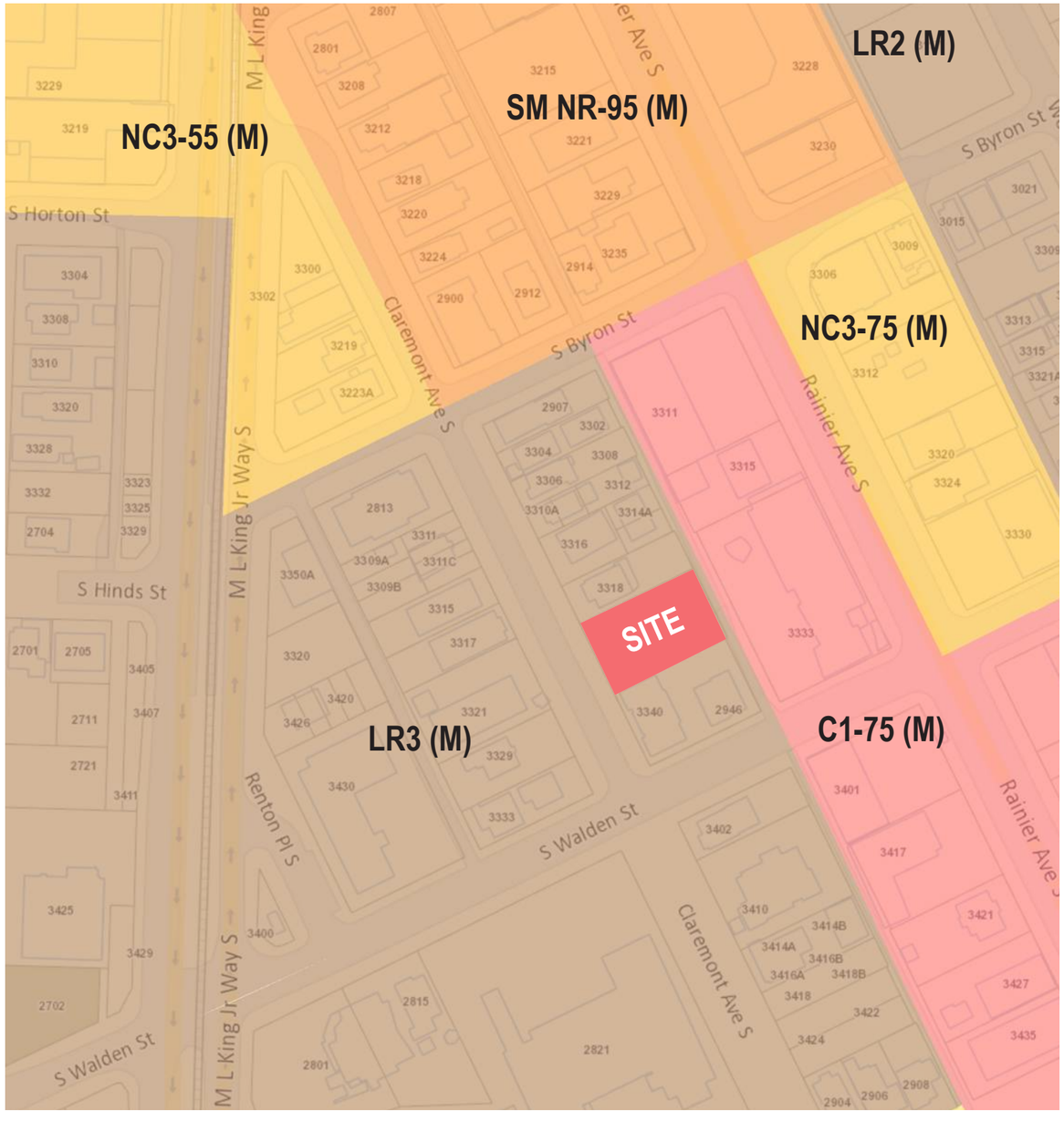
The subject property is located in Seattle's Mount Baker neighborhood along the upper Rainier Valley corridor.

- Wide mix of zoning in the immediate vicinity
- Immediate block is predominantly residential
- Commercial, industrial, and institutional uses on surrounding blocks
- Mount Baker Light Rail Station is within a few blocks
- Zoning changes have stimulated redevelopment along Claremont with several townhouses and apartment buildings replacing single-family residences

1. Mount Baker Light Rail Station
2. Seattle Fire Station 30
3. Franklin High School
4. Puget Sound Scout Shop
5. Wing Shop
6. Pho Bac Restaurant
7. Point S Affordable Tire Service
8. Claremont Apartments
9. Emerald City Fired Arts
10. United House of Prayer for All People
11. YMCA
12. Mekong Rainier Supermarket
13. John Muir Elementary School
14. Glant Textiles
15. Estelle Street P-Patch
16. Wetmore Community Farm

BUS · CAR · LINK · BIKE PATH · NEIGHBORHOOD GREENWAY

AERIAL PHOTOGRAPH



ZONING MAP

EXISTING LAND USE MAP

URBAN DESIGN ANALYSIS • CLAREMONT AVENUE SOUTH

Claremont Avenue S is a flat and relatively tranquil street, given its close proximity to two major north-south arterials. The following are distinguishing characteristics:

- Mix of single-family homes and multifamily apartments of varying age
- Newer 3-story townhouse projects are replacing older houses
- Recent townhouses are more modern, older houses are more traditional
- Larger mid-century-era apartment buildings at corner of Byron + Claremont
- Landscaped paths lead to mid-block entry courts for alley-fronting units
- Perpendicular parking and unimproved sidewalks common
- Street terminates abruptly at MLK Jr. Way

Claremont Ave S, Looking SE toward Site

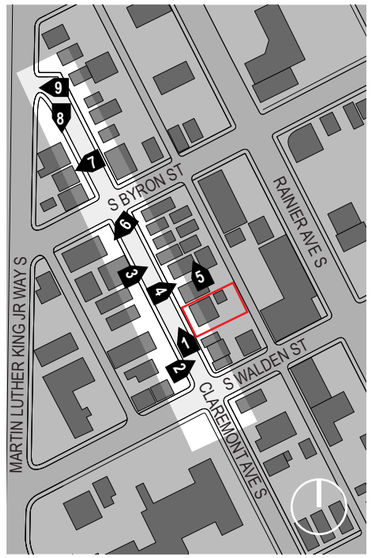

Claremont Ave S, Looking South


Claremont Ave S, Looking North

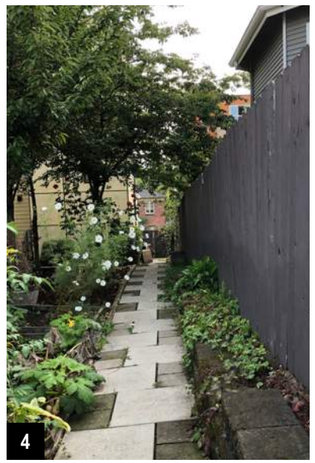
CLAREMONT AVE S PHOTO-MONTAGE LOOKING EAST

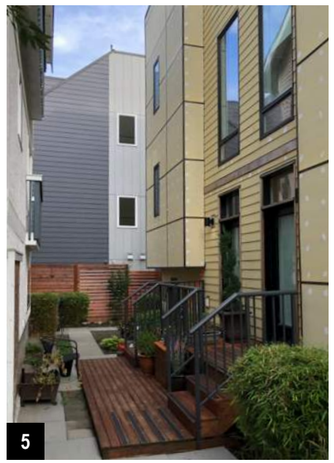
CLAREMONT AVE S PHOTO-MONTAGE LOOKING WEST

(MUP app for New 6-Story Apartment Bldg by others)



1 Sidewalk interruption and high volt power lines at the subject property
2 Newer multi-family building with entry stoops
3 Recent townhouse development
4 Landscaped path to mid-block entry court
5 Mid-block entry court for alley-fronting duplex
6 Mid-century apartment building with new townhouses beyond
7 Future 6-story apartment building
8 Point S Affordable Tire Center
9 Claremont terminates abruptly at MLK Way





Setbacks

Building setbacks from Claremont Ave S vary on both sides of the block.

- Older buildings along the east side of the street tend to be set back greater than 20'
- Newer buildings are setback 5' to 15'
- Greater setbacks of older buildings typically occupied by parked cars

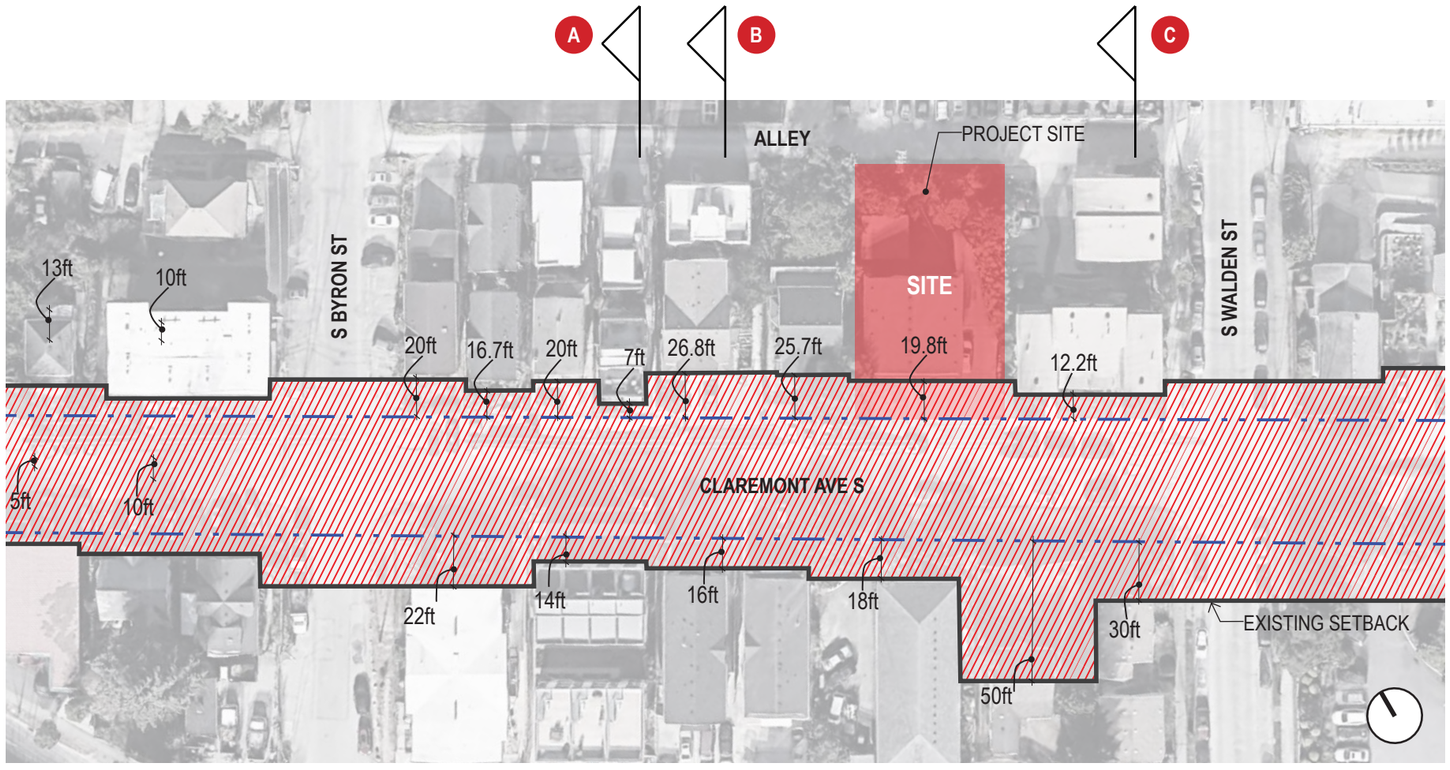
Horizontal Datums

Due in part to the varying building heights and differing eras of construction, there is not a discernible pattern of horizontal datums described by the existing structures.

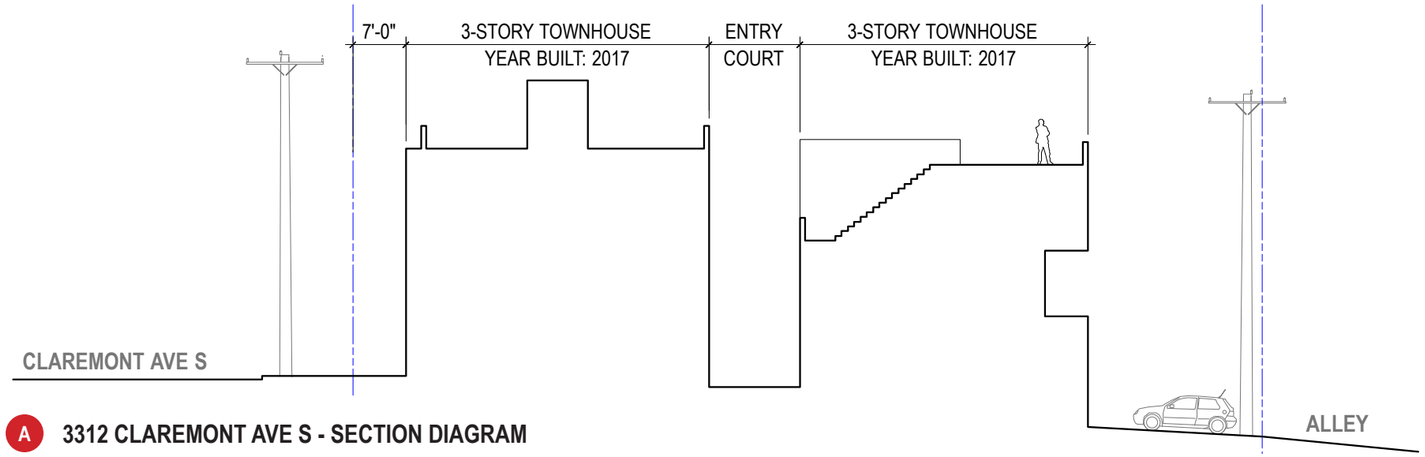
Positive Patterns of Development

Patterns of development that contribute to a more positive sidewalk experience include:

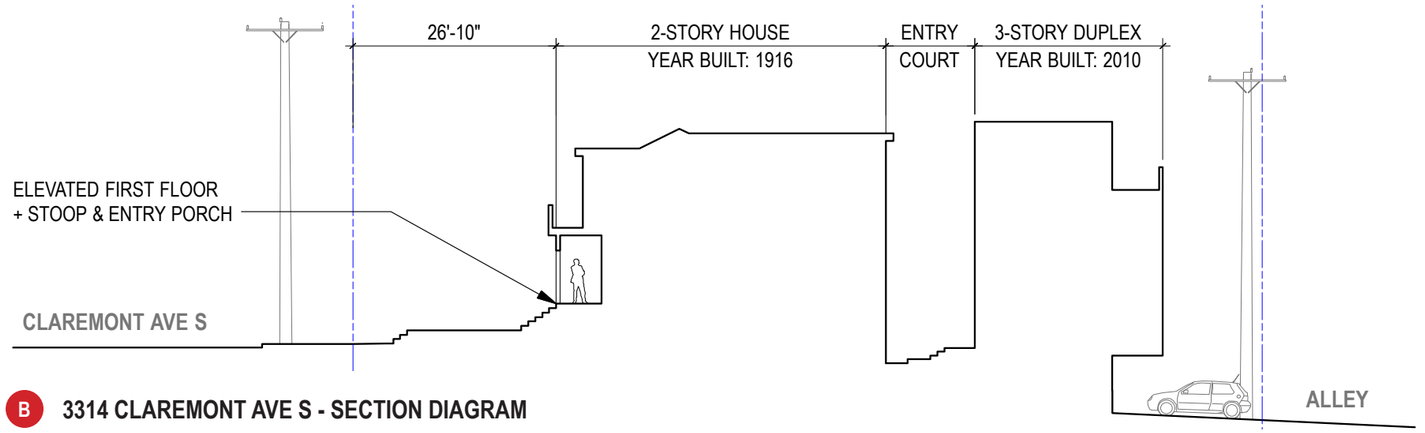
- Well-landscaped front yards
- Elevated First Floors
- Well-defined building entrances
- Mid-block courtyard entrances to units



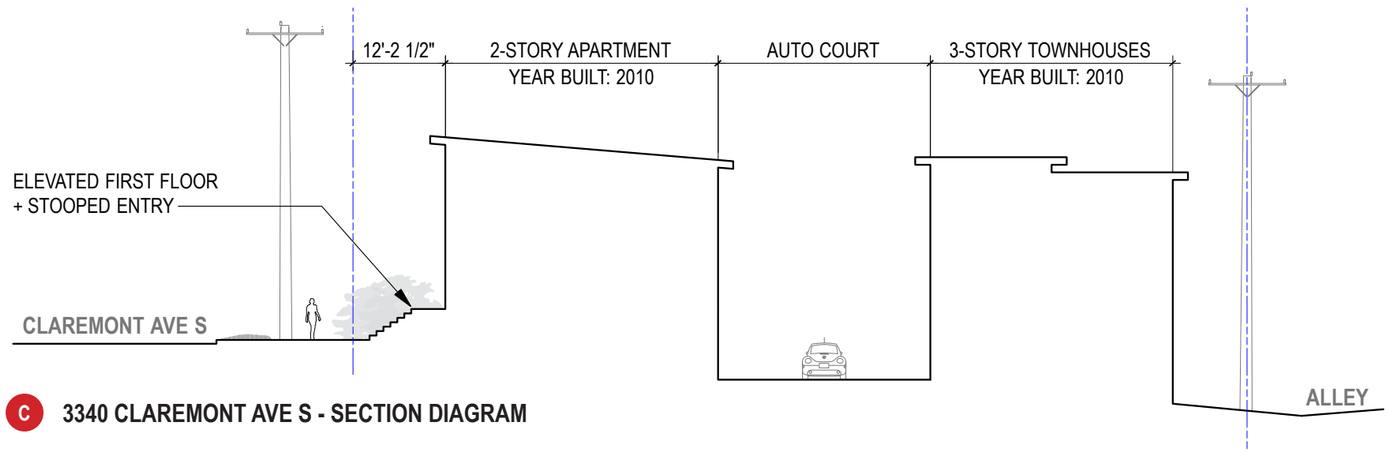
CLAREMONT EXISTING SETBACK DIAGRAM



A **3312 CLAREMONT AVE S - SECTION DIAGRAM**



B **3314 CLAREMONT AVE S - SECTION DIAGRAM**

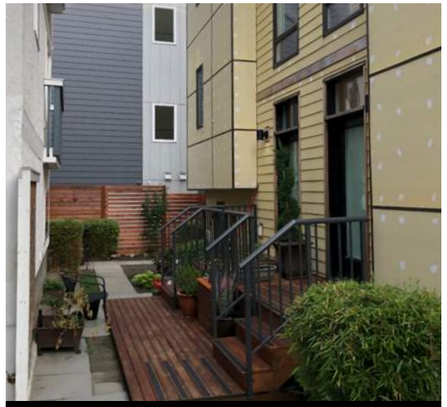


C **3340 CLAREMONT AVE S - SECTION DIAGRAM**

Well defined entry, modern aesthetic

Mid-block entry court for rear units

Elevated first floor with stoop + entry porch



Mid-block entry court to duplex units

Elevated first floor with stoop and landscape

Auto court served by alley

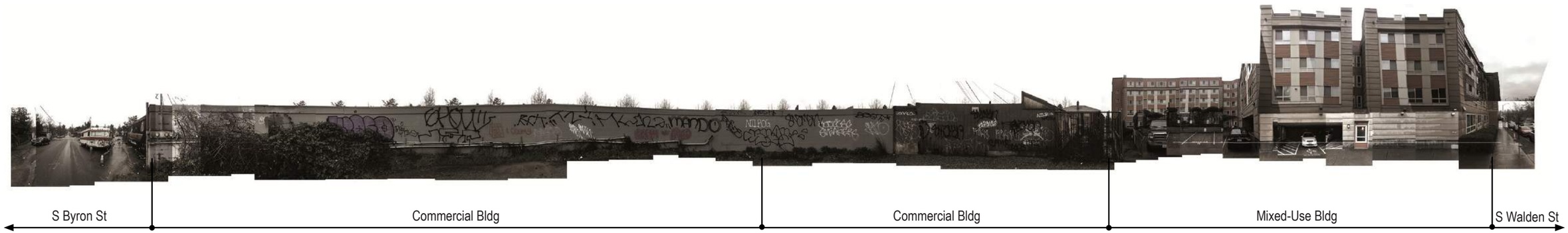
URBAN DESIGN ANALYSIS • ALLEY

A 16'-wide alley runs along the east side of the site. The following are distinguishing characteristics:

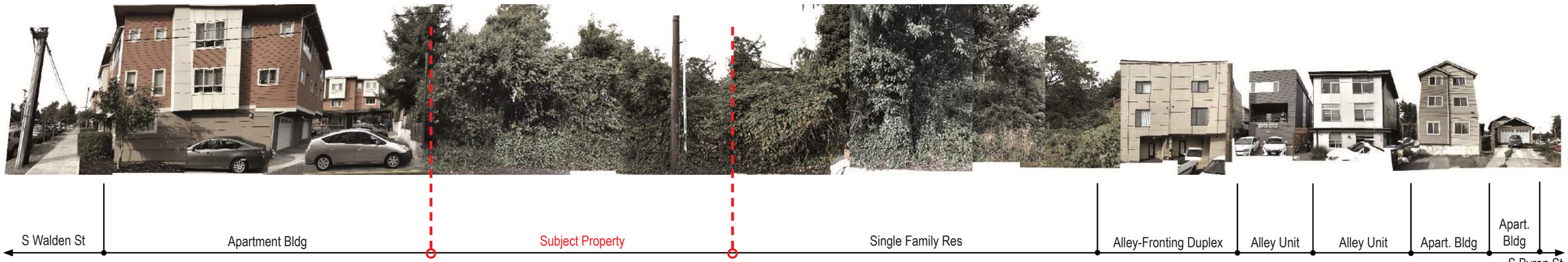
- North half of alley is unimproved with a gravel roadbed
- South half of alley is fully improved with pavement extending to S Walden Street
- Townhouses + Duplexes front west side of wally, some with paved parking areas
- Townhouses front the west side of the alley, some with paved parking areas
- Parking court for apartment building is accessed off of alley just south of site
- Underground and surface parking for Claremont Apartments accessed across alley from site
- High voltage power lines run the length of the alley.


Alley, Looking North

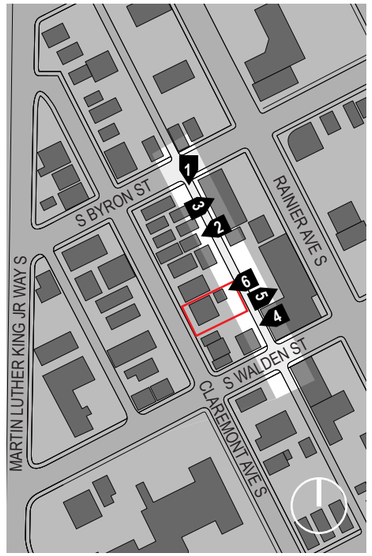

Alley, Looking South



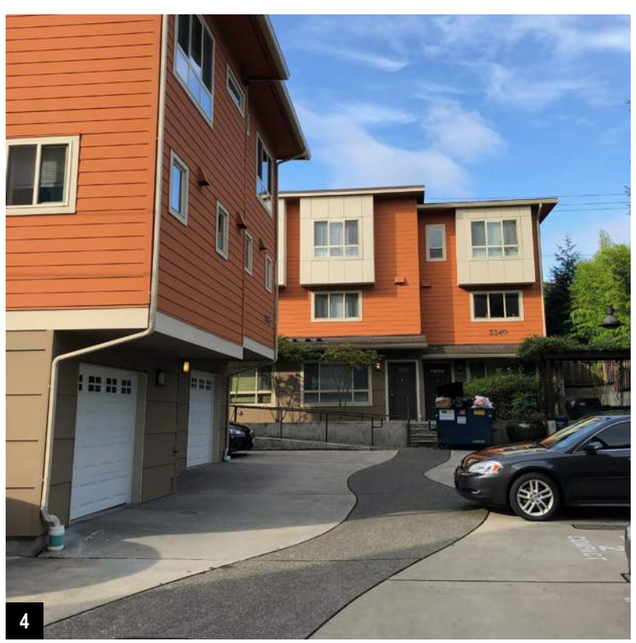
ALLEY PHOTO-MONTAGE LOOKING EAST



ALLEY PHOTO-MONTAGE LOOKING WEST



1 Unimproved northern portion of the alley, from S Byron St
2 Alley-fronting townhouse unit with paved parking area
3 Graffiti-covered back wall of Saigon Printing
4 Access to the parking court, south neighbor
5 Surface parking with courtyard beyond at the Claremont Apartments
6 Overgrown alley-side of subject property



Address	3320 Claremont Avenue South
Site Area	8,754-SF
Zone	LR3 (M)
Mandatory Housing Affordability	Yes
Urban Village	Mount Baker Hub Urban Village
Frequent Transit	Yes
Design Review	Administrative Design Review required
Design Review Equity	Yes

Topic	Requirement	Code Citation	Project-Specific Notes
Floor Area (Apartments)	FAR Limit = 2.3	SMC 23.45.510, Table A	Maximum Chargeable Area = 20,134-GSF
Density Limit	No density limit	SMC 23.45.512 A.1	
Structure Height	Height Limit = 50' for apartments in LR3-zones with MHA suffix located in urban villages	SMC 23.45.514, Table A	
	Shed or butterfly roofs may exceed height limit by 3' on high side provided	SMC 23.45.514 E	
Setbacks (Apartments)	Front: 5' minimum	SMC 23.45.518, Table A	
	Side: 5' min, 7' average for façades greater than 40' in length		
	Rear: 10' minimum with alley		
Amenity Area (Apartments)	25% of lot area	SMC 23.45.522 A.1	Minimum of 2,188-sf required
	Minimum of 50% of required amenity area to be located at ground level and shall be common	SMC 23.45.522 A.2	Minimum of 1,094-sf required
	No common amenity may be less than 250-sf in area, or 10' in length	SMC 23.45.522 D.5.a	
	At least 50% of common amenity area provided at ground level must be landscaped	SMC 23.45.522 D.5.b	
Landscaping Standards	Green Factor score of 0.6 or greater is required	SMC 23.45.524 A.2.a	
Façade Length	Maximum façade length within 15' of side lot line shall not exceed 65% of length of lot line	SMC 23.45.527 B.1	
Parking Requirement	None required	SMC 23.54.015, Table B, II.L	
Bicycle Parking	Long term: 1 per dwelling unit, short term: 1 per 20 dwelling units	SMC 23.54.015, Table D, D.2	35 long term + 2 short term bike stalls required
Solid Waste Storage	375-sf of shared storage space required for 26-50 dwelling units	SMC 23.54.040, Table A	
MHA Requirements	Payment option: $13.25/SF	SMC 23.58C	
	Performance option: 6% of untis must be affordable		
High Volt Power Lines	14' setback from high volt power lines		Required at both street side + alley

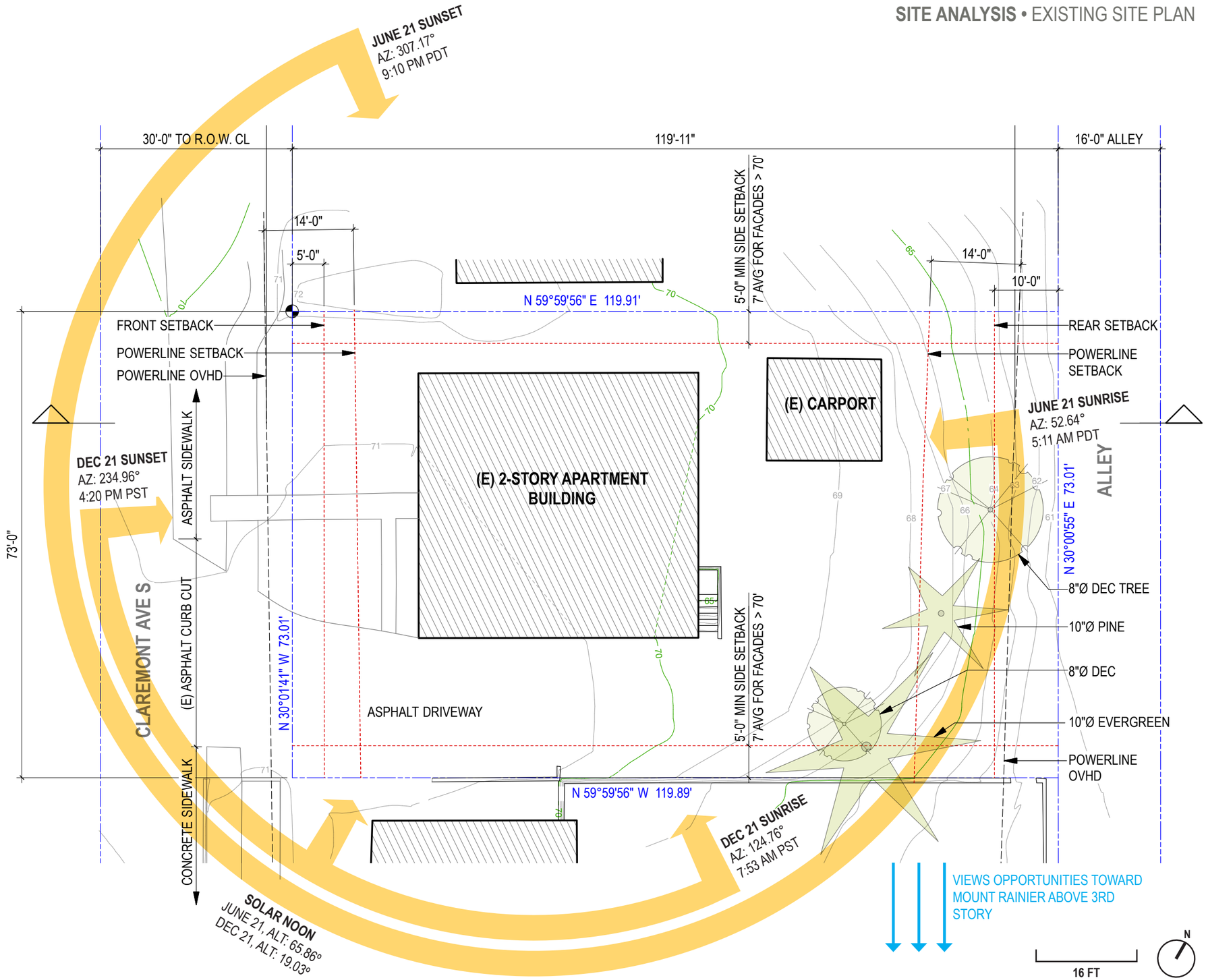
Solar Access for New Building
Southern and western exposure affords ample access to sun

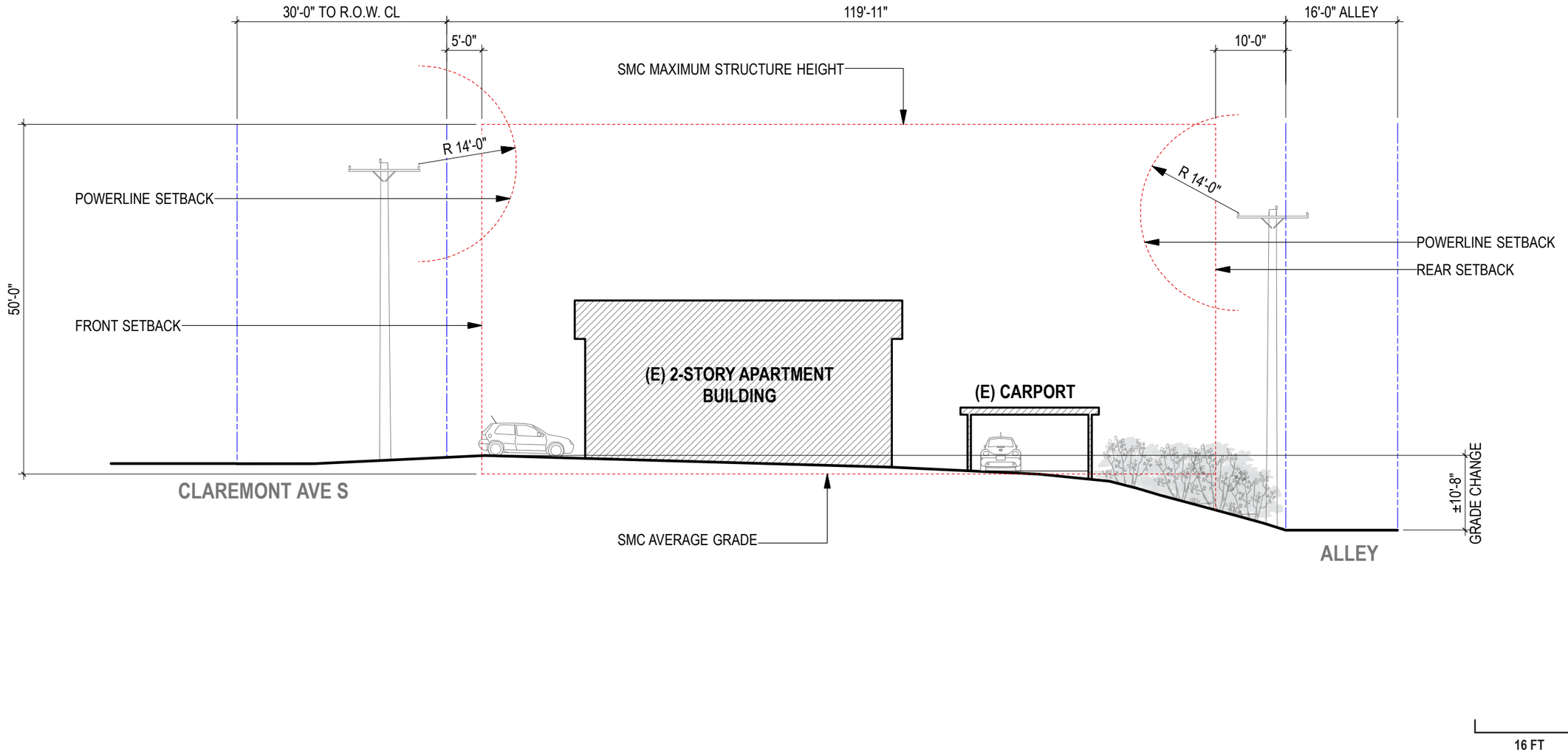
Grade Change
±10’ grade change between street and alley affords massing opportunities

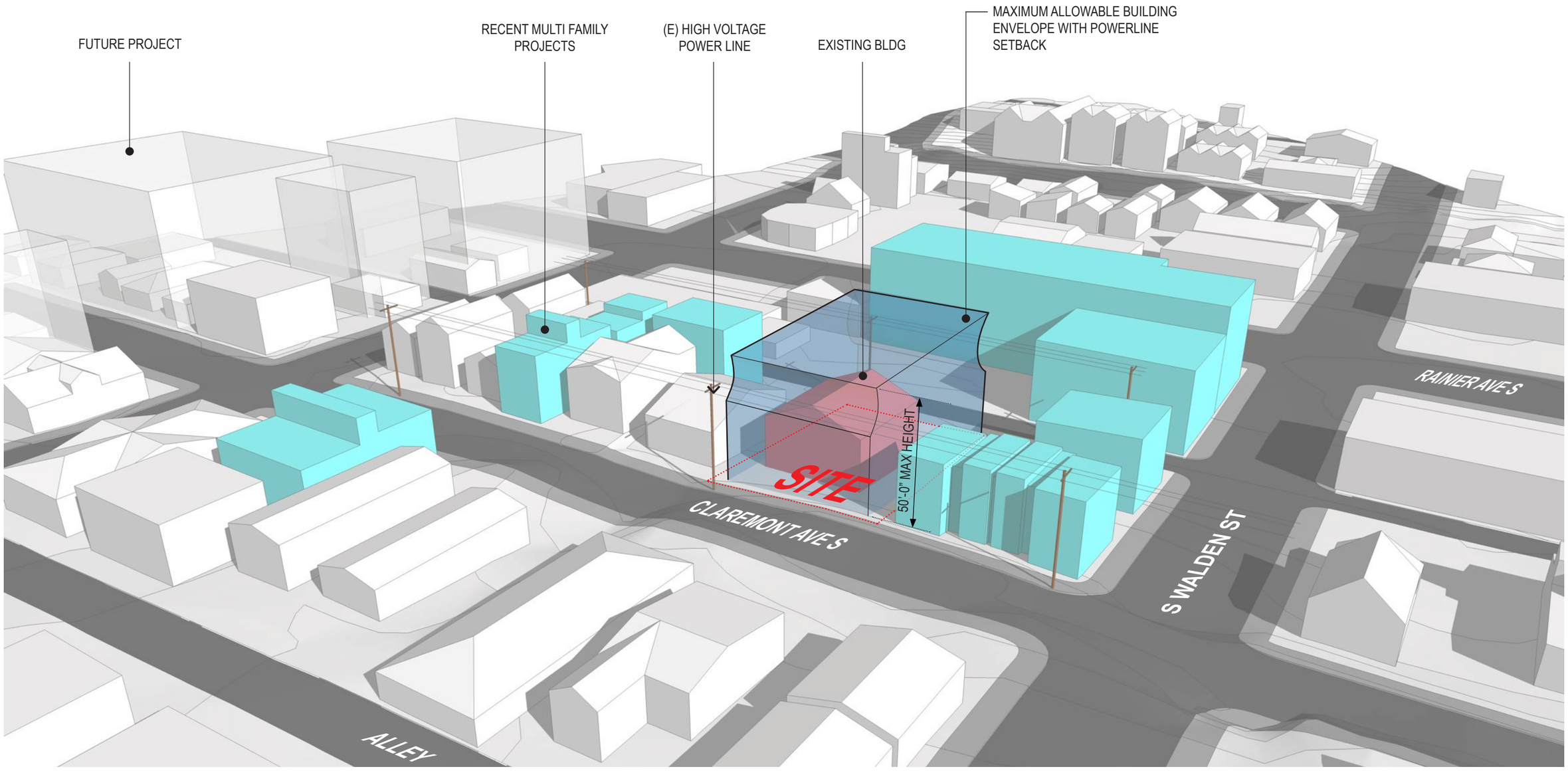
Power Lines
Existing power high voltage power lines along street and alley require proper clearance

Sidewalks
Opportunity to extend improved sidewalk from the south and improve the pedestrian environment

Alley Access
Access to improved alley along the east side suggests appropriate location for trash storage and other services




30'-0" TO R.O.W. CL
119'-11"
16'-0" ALLEY
5'-0"
10'-0"
SMC MAXIMUM STRUCTURE HEIGHT
R 14'-0"
R 14'-0"
POWERLINE SETBACK
POWERLINE SETBACK
REAR SETBACK
50'-0"
FRONT SETBACK
(E) 2-STORY APARTMENT BUILDING
(E) CARPORT
±10'-8" GRADE CHANGE
CLAREMONT AVE S
SMC AVERAGE GRADE
ALLEY
16 FT


FUTURE PROJECT
RECENT MULTI FAMILY PROJECTS
(E) HIGH VOLTAGE POWER LINE
EXISTING BLDG
MAXIMUM ALLOWABLE BUILDING ENVELOPE WITH POWERLINE SETBACK
SITE
50'-0" MAX HEIGHT
RAINIER AVE S
CLAREMONT AVE S
S WALDEN ST
ALLEY

PRIORITY DESIGN GUIDELINES

CONTEXT + SITE

*Denotes Mount Baker Town Center Guideline

CS1 Natural Systems and Site Features

Use natural systems and features of the site and its surrounding as a starting point for design.

CS1.C2 Elevation Change: *Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.*

CS1.E2 Add Interest with Project Drainage: *Use project drainage systems as opportunities to add interest to the site through water-related design elements.*

***CS1.IV Water:** Where possible, use on-site stormwater management to collect stormwater and create visual interest.*

CS2 Urban Pattern + Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area.

CS2.A1 Sense of Place: *…create a sense of place where the physical context is less defined.*

CS2.B2 Connection to the Street: *Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.*

CS2.C2 Mid-Block Sites: *Continue a strong street-edge where it is present.*

***CS2.I Location in City and Neighborhood:** New buildings should set a positive precedent for future development with quality design.*

CS3 Architectural Context + Character

Contribute to the architectural character of the neighborhood.

CS3A.4 Evolving Neighborhoods: *In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.*

***CS3.I Emphasizing Positive Neighborhood Attributes:** Thoughtful, high-quality design will be critical for the new development, because they will set the context for quality design for future development.*

RESPONSE:

The preferred design takes advantage of the 10' grade change between street and alley, locating lower level units and a trash room off of the alley and reducing the apparent mass from the street side. A butterfly roof affords the opportunity to illustratively capture rainwater and distribute to a storm water retention planter located in the courtyard.

The neighborhood is rapidly evolving and this project will set a positive example of how high-quality design can realize the development potential *and* enhance the pedestrian environment. While the existing physical context is somewhat ill-defined, there are some positive patterns that offer design cues worth exploring. These include elevated first floors, landscaped front yards, integrated balconies, and well-proportioned building forms.

PUBLIC LIFE

*Denotes Mount Baker Town Center Guideline

PL1 Connectivity

Complement and contribute to the network of open spaces around the site and the connections among them.

PL1.B3 Pedestrian Amenities: *Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided.*

PL2 Walkability

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2.B1 Eyes on the street: *Seek opportunities to foster human interaction through an increase in the size and/or quality of project related open spaces available for public life.*

***PL2.II Safety and Security:** All streets, open spaces, walkways and connections should be designed to ensure clear sightlines, such as pedestrian lighting, low or see-through fencing, or landscaping.*

PL3 Street-Level Interaction

Encourage human interaction and activity at street-level with clear connections to building entries and edges.

PL3.A1 Entries: *Common entries to multi-story residential buildings need to provide privacy and security for residents, but also be welcoming and identifiable to visitors.*

PL3.A2 Ensemble of Elements: *Design the entry as a collection of coordinated elements include the door, overhead features, ground surface, landscaping, lighting and other features.*

PL3.B1 Security and Privacy: *Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.*

PL3.B2 Ground-level Residential: *Privacy and security issues are particularly important in buildings with ground-level housing. Consider providing a greater number of transition elements and spaces.*

PL3.B4 Interaction: *Provide opportunities for interaction among residents and neighbors.*

***PL3.III Residential Edges:** i) Main residential entries should be designed to maximize their positive impact on the pedestrian environment; iv) Establish a streetscape that clearly looks and feels residential; vi) Provide a physical feature behind the sidewalk that both defines and bridges the boundary between public right-of-way and private yard or patio.*

PL4 Active Transportation

Incorporate design features that facilitate active forms of transportation such as walking, cycling, and use of transit.

***PL4.II Planning Ahead for Cyclists:** Provide visible, attractive bike racks at entrances to buildings and pedestrian pathways…*

RESPONSE: The preferred design alternative presents a lively, pedestrian oriented frontage towards Claremont Ave S. Integrated balconies at upper levels and elevated patios for first floor units provide massing articulation and "eyes on the street". Unit living rooms are oriented toward the rights-of-way, reinforcing the visual connection and enhancing pedestrian safety. The building entry will be through an articulated breezeway providing physical and visual access to a central courtyard. The breezeway will be secured with a gate that maintains a high level of transparency. Bike racks will be located within the breezeway on the secured side of the gate. The entry path leading from sidewalk to breezeway will be defined by paving and landscaping on either side. First floor units are recessed back an additional 5'-6" from the building face, elevated 30" above grade, and buffered from the sidewalk by 10-feet of planting.

DESIGN CONCEPT

*Denotes Mount Baker Town Center Guideline

DC2 Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2.A1 Reducing Perceived Mass: *Use secondary architectural elements to reduce the perceived massing of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches canopies, or other elements; and/or highlighting building entries.*

DC2.B1 Architectural and Façade Composition: *Design all building façades considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned…*

DC2.C1 Visual Depth and Interest: *Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design.*

DC2.D1 Human Scale: *Incorporate architectural features, elements, and details that are of human scale into the building façade*

***DC2.I Massing:** Highly articulated building forms are desirable for a vibrant urban realm.*

DC3 Open Space Concept

Integrate open space design with the design of the buildings so that each complements the other.

DC3.C1 Reinforce Existing Open Space: *Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street planting, buffers or treatment of topographic changes. Where no strong pattern exists, initate a strong open space concept, where appropriate, that other projects can build on in the future.*

***DC3.I Building-Open Space Relationship:** i) Semi-private and private open spaces should provide building residents with more intimate places to socialize; ii) Private yards, patios and balconies should integrate with building design; vii) Apply passive and active design strategies for making spaces safe and secure; viii) Design forecourts and entry courtyards to provide clear physical and visual differentiation between the public realm…and the semi-private realm; x) Entry courtyards may extend all the way through a project site and effectively become a pedestrian pathway.*

DC4 Exterior Elements + Finishes

Use appropriate and high-quality elements and finishes for the building and open spaces.

DC4.A.1 Exterior Finish Materials: *Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

RESPONSE:

The proposed building will be cohesive in form, but articulated. The preferred scheme integrates recessed balconies that break up the upper stories into well- proportioned bays. The first floor is set back 5'-6" from the upper levels, creating a spatial buffer from the sidewalk and effectively give the building a base. A butterfly roof expresses the rainwater management, while allowing living rooms to open-up towards the street. A semi-public space connects the sidewalk to the breezeway entry. This space will likely include an integrated bench and mailboxes fostering a sense of community amongst residents and neighbors.

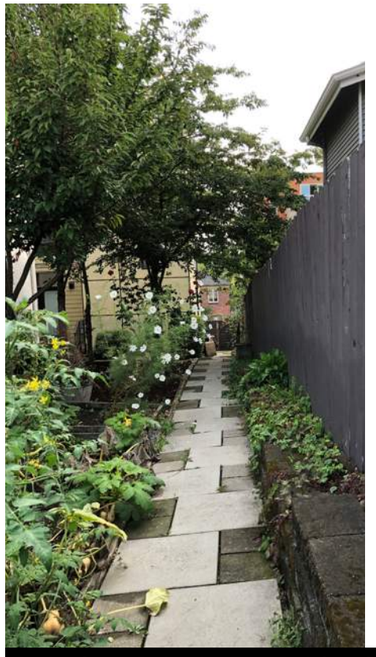
High quality materials that provide a sense of scale and texture, such as corrugated metal and fiber cement lap siding will be explored during design development.

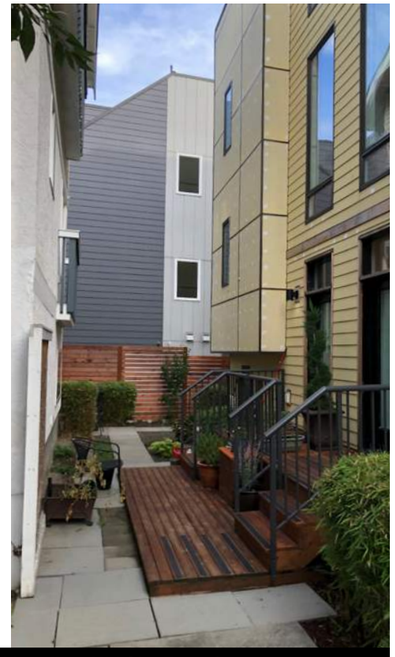
Design Cues: Elevated First Floor, Eyes on the Street, Articulated Building Mass

Design Cues: Well-landscaped Front Yard , Articulated Entry, Pedestrian Friendly Fence

Design Cues: Elevated + Recessed First Floor, Well Proportioned Building Mass

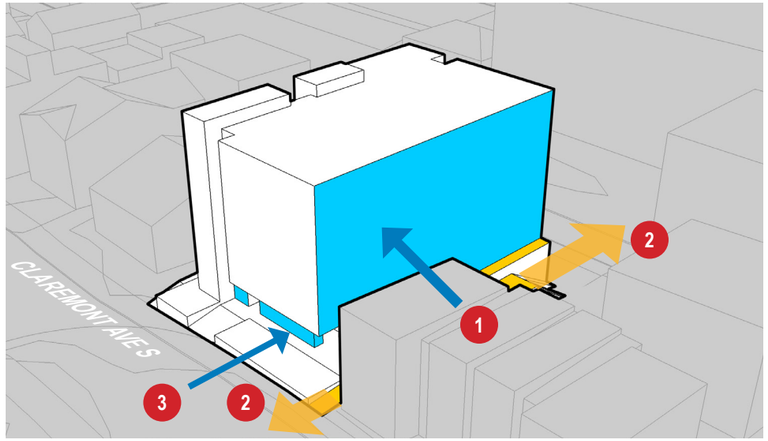
Design Cues: Clean Sidewalk, Clear Entry, Well Proportioned Building Mass

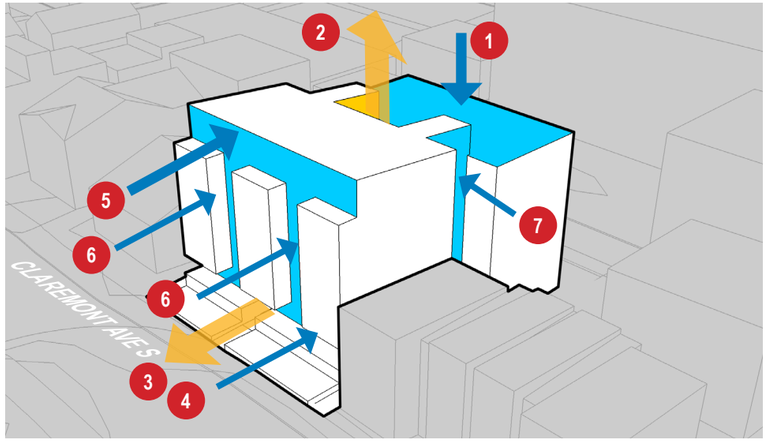


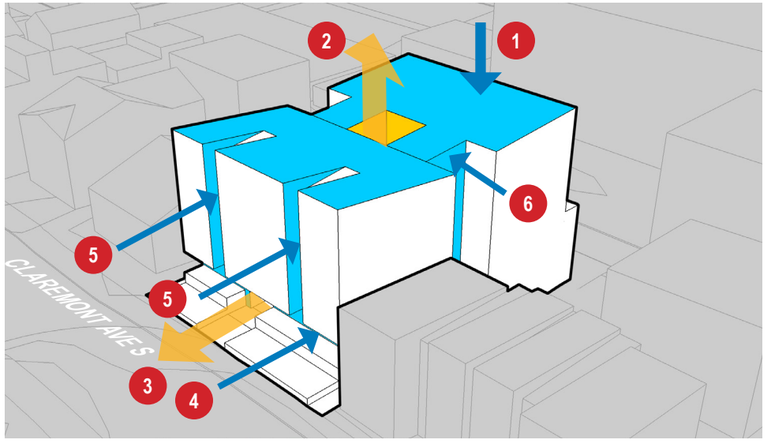


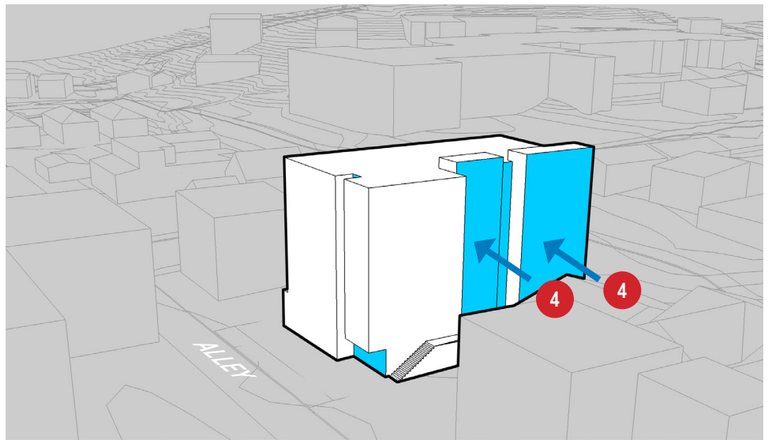
Design Cues: Pedestrian Entry Path from Sidewalk to Mid-Site Entry Court

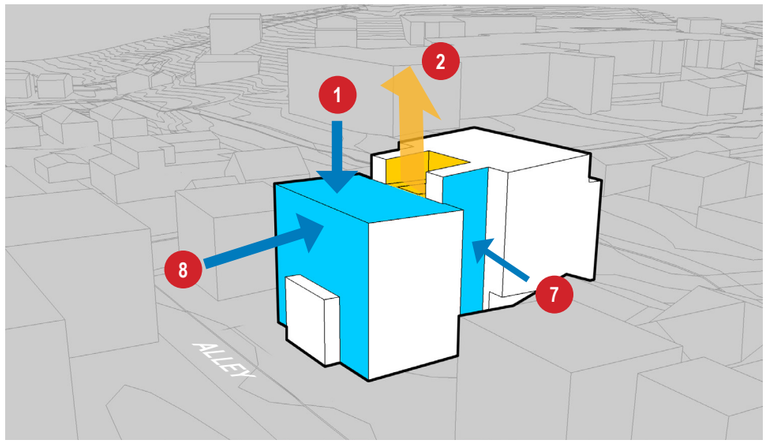
Design Cues: Integrated Balconies + Quality Building Materials

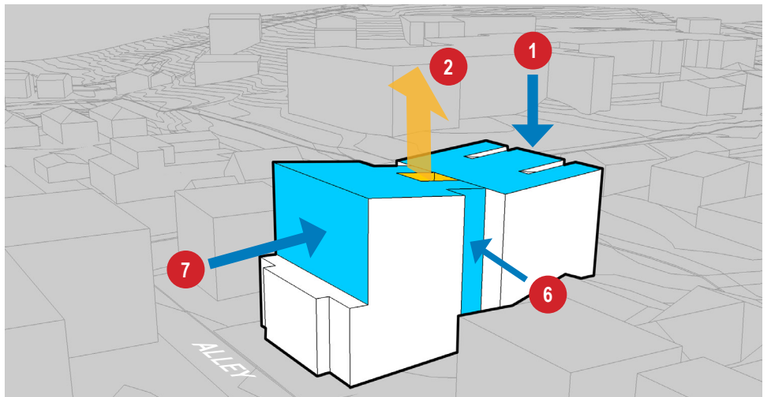












Alternative 1

1. South face pushed in from side property line by 13’ to 15’
2. Continuous street-to-alley landscaped space created along south edge
3. Base pushed in for articulated building entry + bike storage
4. Stair enclosures pushed in from side lot lines to manage façade length

Alternative 2

1. East wing reduced in height by 1 story creates common roof deck with view
2. Courtyard provides daylight and air to mid-block units
3. Entry breezeway connects street to courtyard
4. Street level units pushed in for added buffer
5. Street-facing fifth floor pushed back to manage building mass
6. Notches created to articulate units + create opportunity for balconies
7. Stair enclosures pushed in from side lot lines to manage façade length
8. Upper level pushed away from alley to accommodate powerline setback

Alternative 3 (Preferred Scheme)

1. Building height reduced to 4-stories above street level - better contextual fit
2. Courtyard provides daylight and air to mid-block units
3. Entry breezeway connects street to courtyard
4. Street level units pushed in for added buffer
5. Notches created to articulate units + create opportunity for balconies
6. Stair enclosures pushed in from side lot lines to manage façade length
7. Upper level pushed away from alley to accommodate powerline setback

Alternative 1

Description
Alternative 1 proposes a 5-story building with a lower level off of the alley. Open-one bedroom apartment units are organized along a single loaded corridor, and are primarily oriented south towards the side property-line. The building mass is set-back 13 to 15 feet from the south property-line to provide a landscape buffer for the south-facing units. Vertical circulation is located on the north-side of the corridor along with a stack of one-bedroom units faces the alley. Alternative 1 is code-compliant and does not require any departures.

Program
- 36 Apartments
- Average Unit Size: 495-SF
- Net Rentable Area: 17,828-SF
- 36 Covered Bike Parking Stalls
- No Auto Parking

Advantages
- Code-compliant Scheme—No departures required
- Maximizes Unit Count

Challenges
- Units oriented towards side property line, limiting “eyes on the street”
- South units have limited access to light, air, and view below 3rd floor
- Front façade is side of units + stair tower
- 5-story tall mass along Claremont with limited articulation
- Poor unit mix with only 14% one-bedrooms

Alternative 2

Description
Alternative 2 proposes a 5-story building that steps down at the eastern half. Units are organized around a central courtyard and oriented towards the street or alley. A breezeway connects the sidewalk to the courtyard, where the building entrance is located. Along the street side, the fifth-floor steps back and on the alley-side a fifth-floor roof deck offers a communal gathering space. First floor units are elevated 30” above grade, set back 5’-6” from the mass above, and located behind 10-feet of landscaping. Balconies are integrated into the building façade. Alternative 2 is code-compliant and does not require any departures.

Program
- 34 Apartments
- Average Unit Size: 558-SF
- Net Rentable Area: 18,968-SF
- 34 Covered Bike Parking Stalls
- No Auto Parking

Advantages
- Code-compliant Scheme—No departures required
- Good unit mix with 71% one-bedrooms
- Opportunities for massing articulation
- Units oriented towards street + alley provide “eyes on the street”
- Balconies + Breezeway reduce perceived mass and add visual depth
- Breezeway provides opportunity for well-defined, welcoming entrance
- First floor units are well-buffered from street
- Common roof deck with view toward Mount Rainier

Challenges
- 5-Story tall mass along Claremont
- Lower unit count

Alternative 3 (Preferred Scheme)

Description
Alternative 3 proposes a 4-story building, organized around a central courtyard with a lower level at the alley. Units are oriented towards the street or alley. A breezeway connects the sidewalk to the courtyard, where the building entrance is located. Efficient circulation is created by grouping 4 units per floor around each of the two stair towers, allowing for mid-block true-one bedroom units with windows facing the courtyard. As with Alternative 2, first floor units are elevated 30” above grade, set back 5’-6” from the mass above, and located behind 10-feet of landscaping. Balconies are integrated into the building façade. A butterfly roof illustratively directs storm water to the central courtyard and emphasizes the east/west orientation of the top floor living spaces. Alternative 3 is code-compliant and does not require any departures.

Program
- 35 Apartments
- Average Unit Size: 543-SF
- Net Rentable Area: 19,009-SF
- 35 Covered Bike Parking Stalls
- No Auto Parking

Advantages
- Code-compliant Scheme—No departures required
- Best unit mix with 86% one-bedrooms
- Maximizes net-rentable area
- Opportunities for massing articulation
- Units oriented towards street + alley provide “eyes on the street”
- Balconies + Breezeway reduce perceived mass and add visual depth
- Breezeway provides opportunity for well-defined, welcoming entrance
- 4-story massing along Claremont is more appropriately scaled

MASSING CONCEPT • ALTERNATIVE 1

Description

Alternative 1 proposes a 5-story building with a lower level off of the alley. Open-one bedroom apartment units are organized along a single loaded corridor, and are primarily oriented south towards the side property-line. The building mass is set-back 13 to 15 feet from the south property-line to provide a landscape buffer for the south-facing units. Vertical circulation is located on the north-side of the corridor along with a stack of one-bedroom units faces the alley. Alternative 1 is code-compliant and does not require any departures.

Program

- 36 Apartments
- Average Unit Size: 495-SF
- Net Rentable Area: 17,828-SF
- 36 Covered Bike Parking Stalls
- No Auto Parking

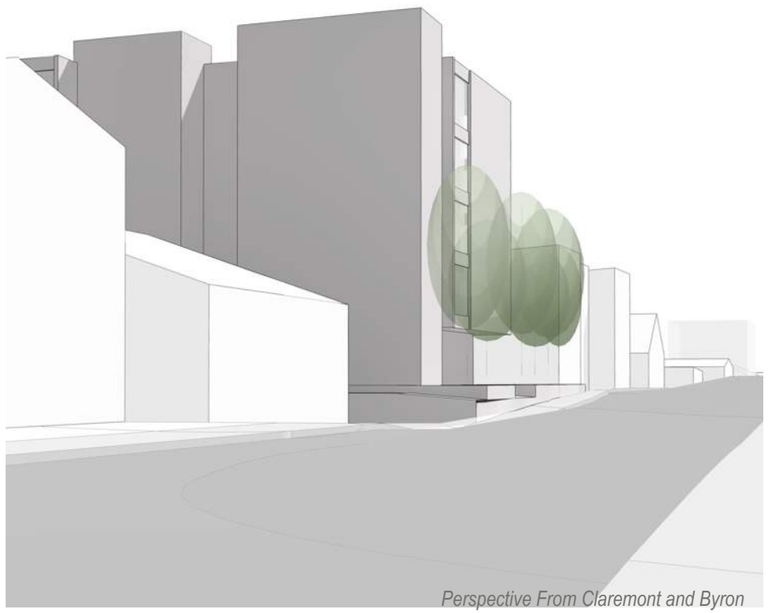
Advantages

- Code-compliant Scheme—No departures required
- Maximizes Unit Count

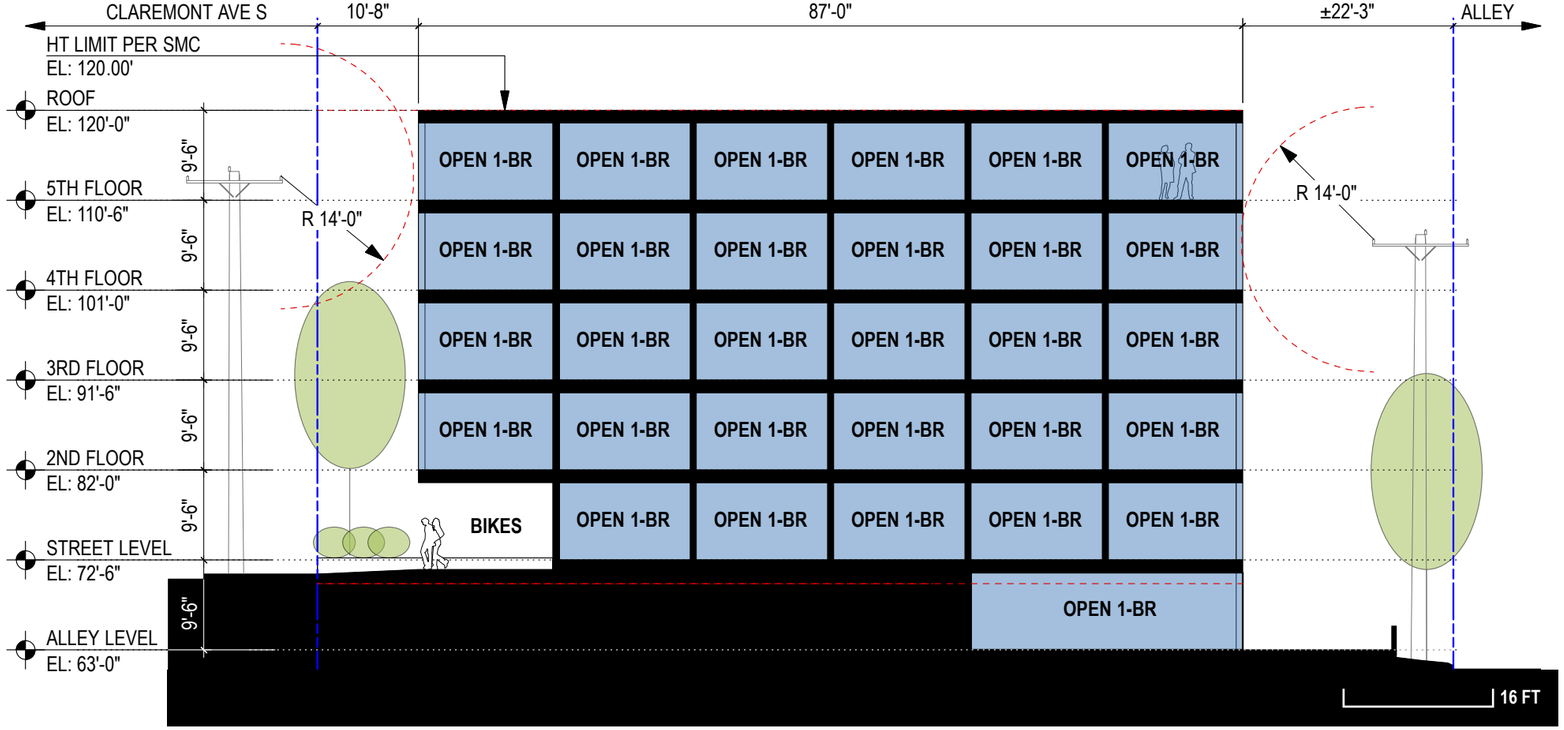
Challenges

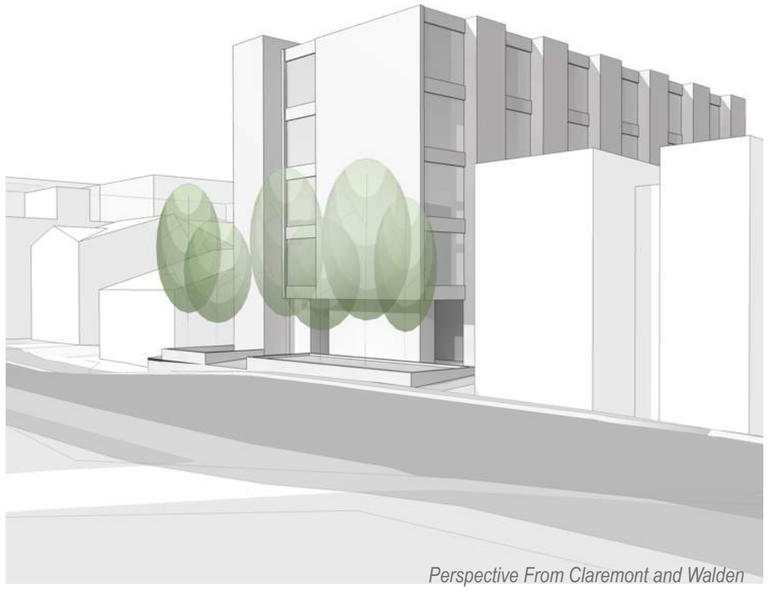
- Units oriented towards side property line, limiting “eyes on the street”
- South units have limited access to light, air, and view below 3rd floor
- Front façade is side of units + stair tower
- 5-story tall mass along Claremont with limited articulation
- Poor unit mix with only 14% one-bedrooms

Bird Eye Perspective Looking East

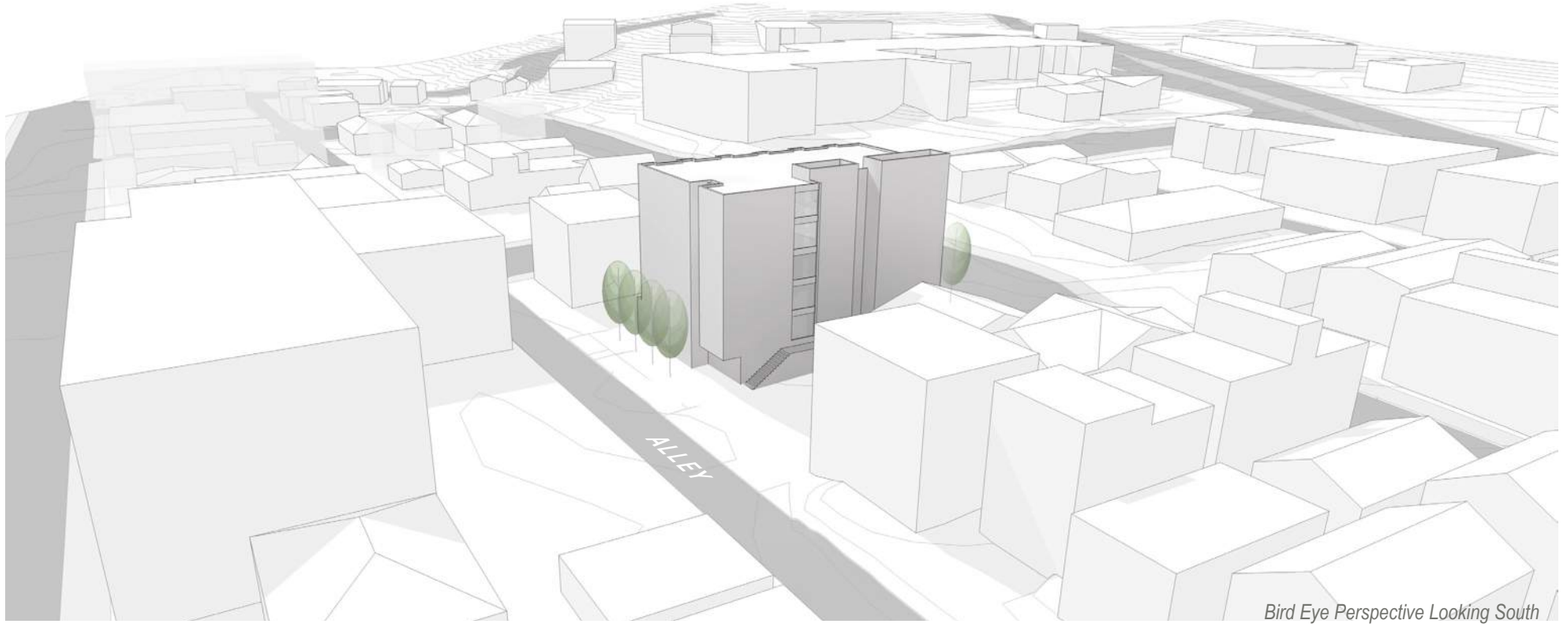


Perspective From Claremont and Byron

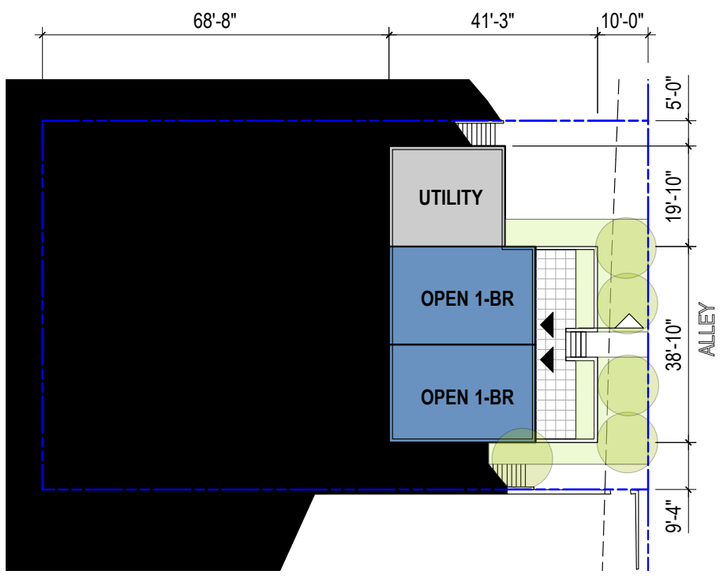




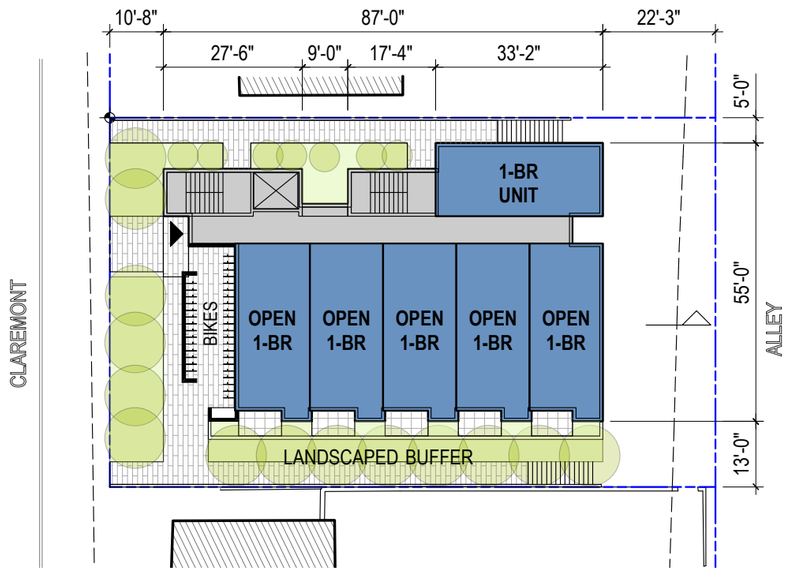
Perspective From Claremont and Walden



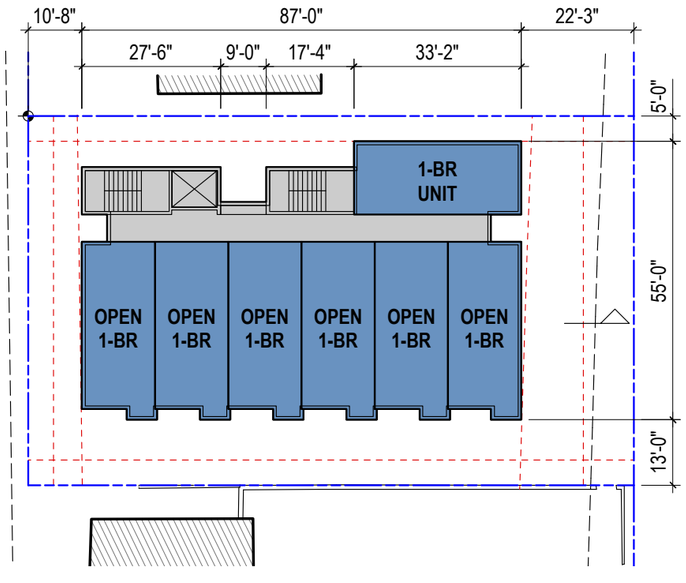
Bird Eye Perspective Looking South



ALLEY LEVEL



STREET LEVEL



TYPICAL UPPER FLOOR

MASSING CONCEPT • ALTERNATIVE 2

Description

Alternative 2 proposes a 5-story building that steps down at the eastern half. Units are organized around a central courtyard and oriented towards the street or alley. A breezeway connects the sidewalk to the courtyard, where the building entrance is located. Along the street side, the fifth-floor steps back and on the alley-side a fifth-floor roof deck offers a communal gathering space. First floor units are elevated 30" above grade, set back 5'-6" from the mass above, and located behind 10-feet of landscaping. Balconies are integrated into the building façade. Alternative 2 is code-compliant and does not require any departures.

Program

- 34 Apartments
- Average Unit Size: 558-SF
- Net Rentable Area: 18,968-SF
- 34 Covered Bike Parking Stalls
- No Auto Parking

Advantages

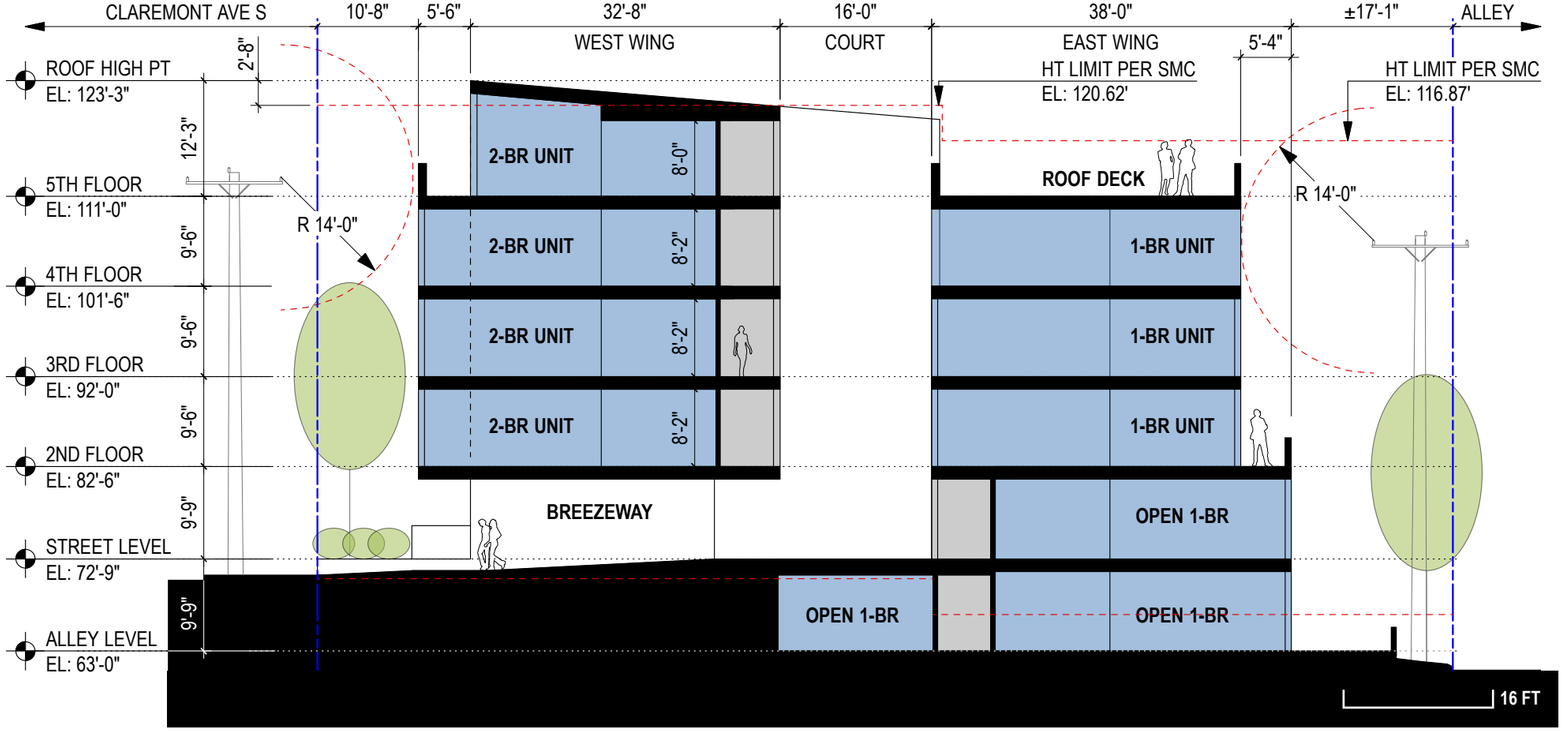
- Code-compliant Scheme—No departures required
- Good unit mix with 71% one-bedrooms
- Opportunities for massing articulation
- Units oriented towards street + alley provide "eyes on the street"
- Balconies + Breezeway reduce perceived mass and add visual depth
- Breezeway provides opportunity for well-defined, welcoming entrance
- First floor units are well-buffered from street
- Common roof deck with view toward Mount Rainier

Challenges

- 5-Story tall mass along Claremont
- Lower unit count

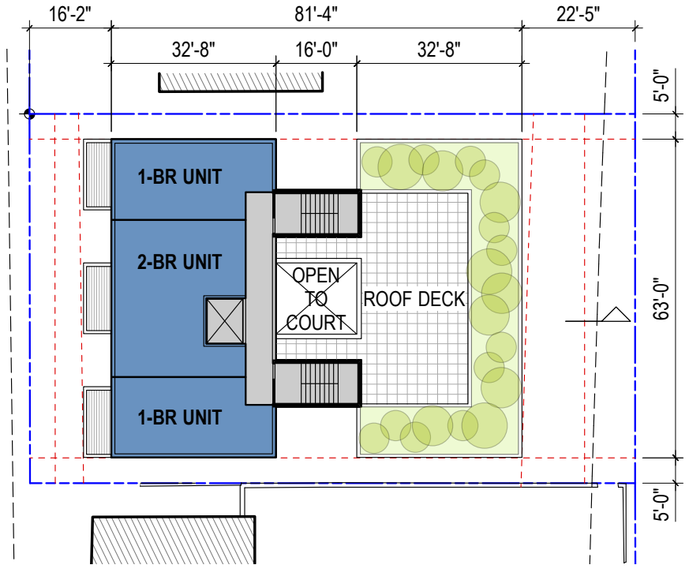
Perspective From Claremont and Byron

Bird Eye Perspective Looking East

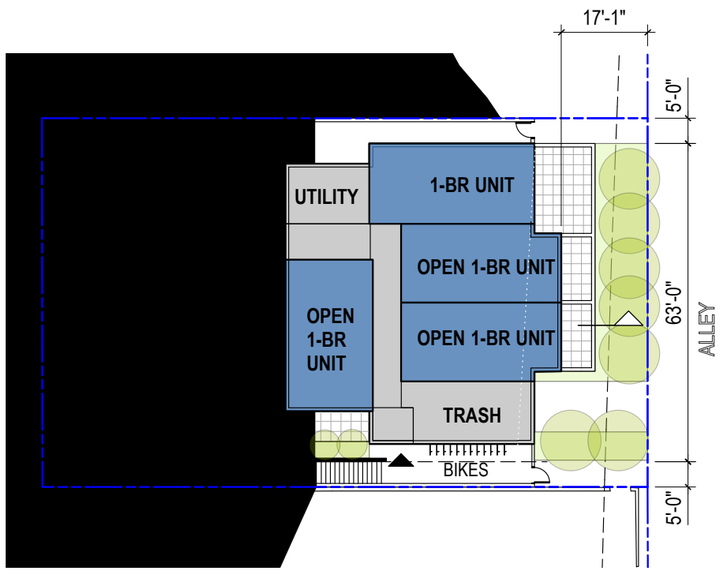


Perspective From Claremont and Walden

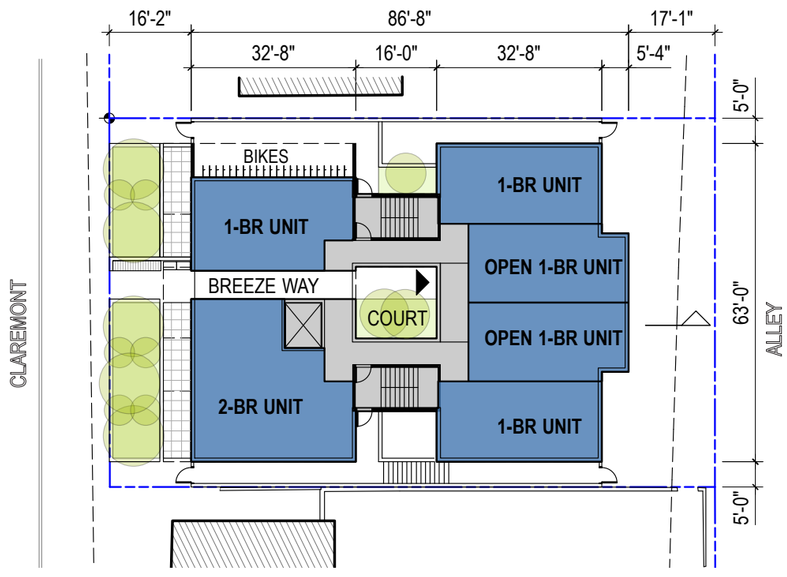
Bird Eye Perspective Looking South



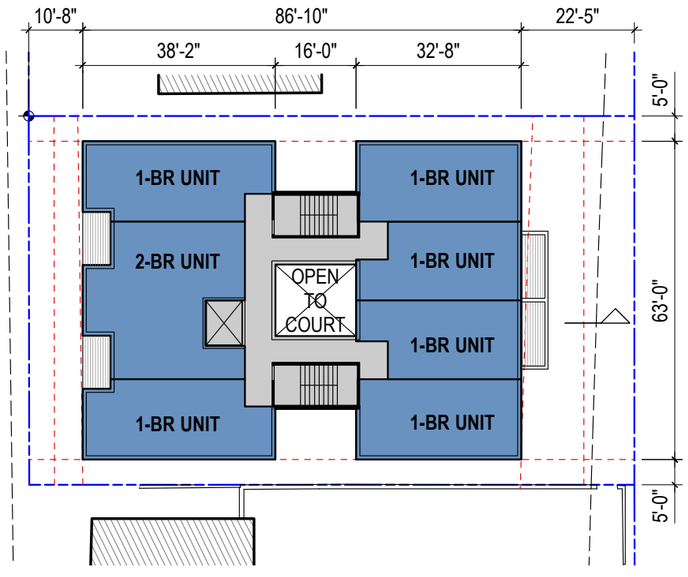
5TH FLOOR



ALLEY LEVEL



STREET LEVEL



TYPICAL UPPER FLOOR

30 FT

N

MASSING CONCEPT • ALTERNATIVE 3 (PREFERRED SCHEME)

Description

Alternative 3 proposes a 4-story building, organized around a central courtyard with a lower level at the alley. Units are oriented towards the street or alley. A breezeway connects the sidewalk to the courtyard, where the building entrance is located. Efficient circulation is created by grouping 4 units per floor around each of the two stair towers, allowing for mid-block true-one bedroom units with windows facing the courtyard. As with Alternative 2, first floor units are elevated 30" above grade, set back 5'-6" from the mass above, and located behind 10-feet of landscaping. Balconies are integrated into the building façade. A butterfly roof illustratively directs storm water to the central courtyard and emphasizes the east/west orientation of the top floor living spaces. Alternative 3 is code-compliant and does not require any departures.

Program

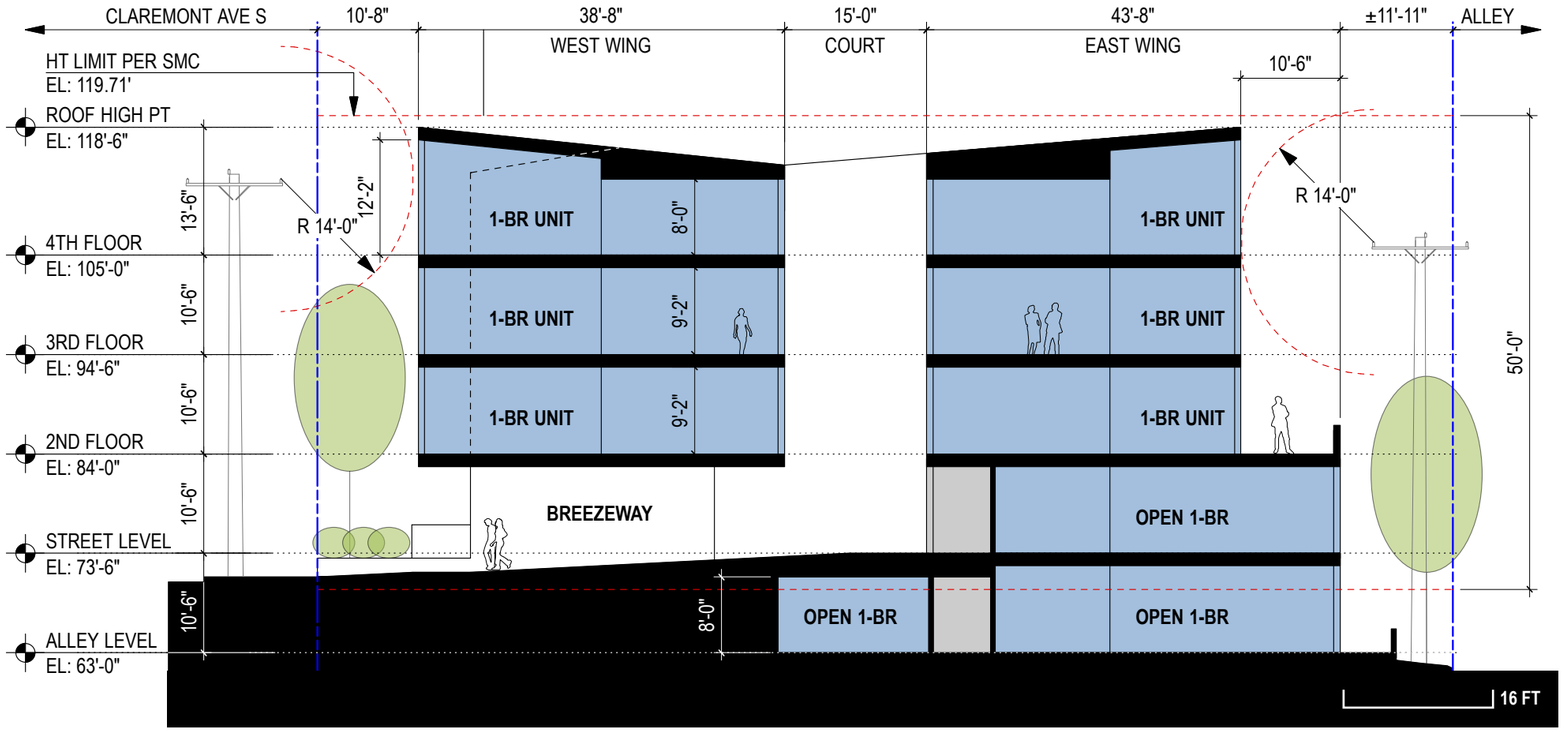
- 35 Apartments
- Average Unit Size: 543-SF
- Net Rentable Area: 19,009-SF
- 35 Covered Bike Parking Stalls
- No Auto Parking

Advantages

- Code-compliant Scheme—No departures required
- Best unit mix with 86% one-bedrooms
- Maximizes net-rentable area
- Opportunities for massing articulation
- Units oriented towards street + alley provide "eyes on the street"
- Balconies + Breezeway reduce perceived mass and add visual depth
- Breezeway provides opportunity for well-defined, welcoming entrance
- 4-story massing along Claremont is more appropriately scaled

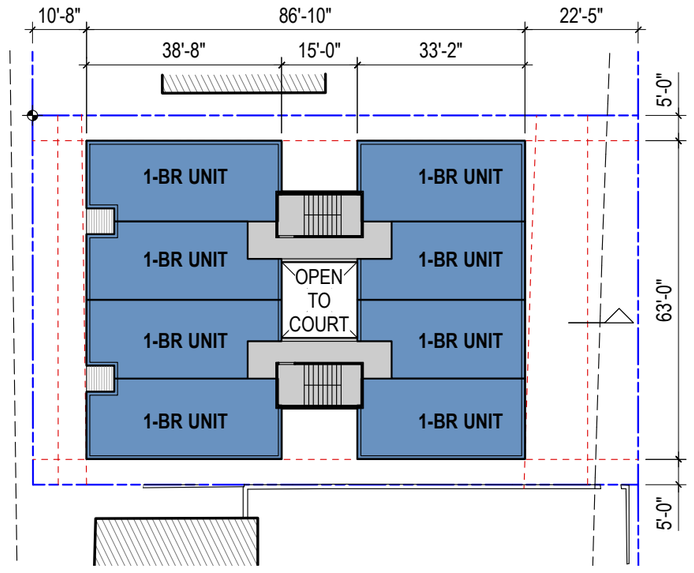
Perspective From Claremont and Byron

Bird Eye Perspective Looking East

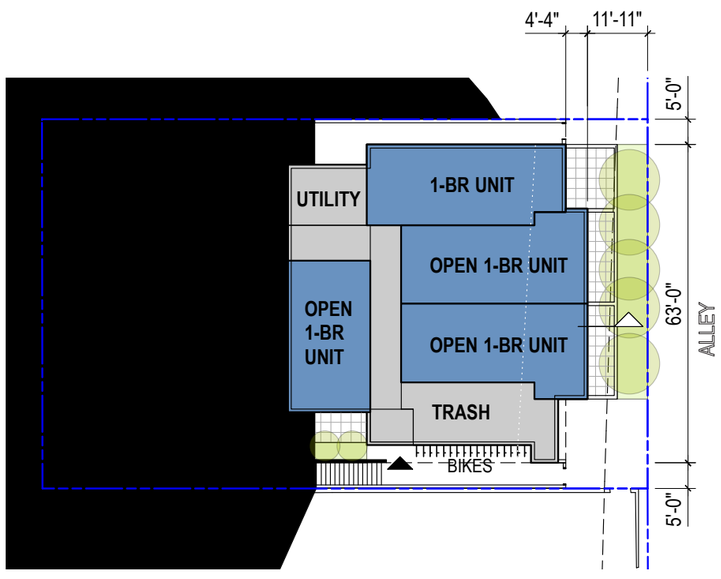


Perspective From Claremont and Walden

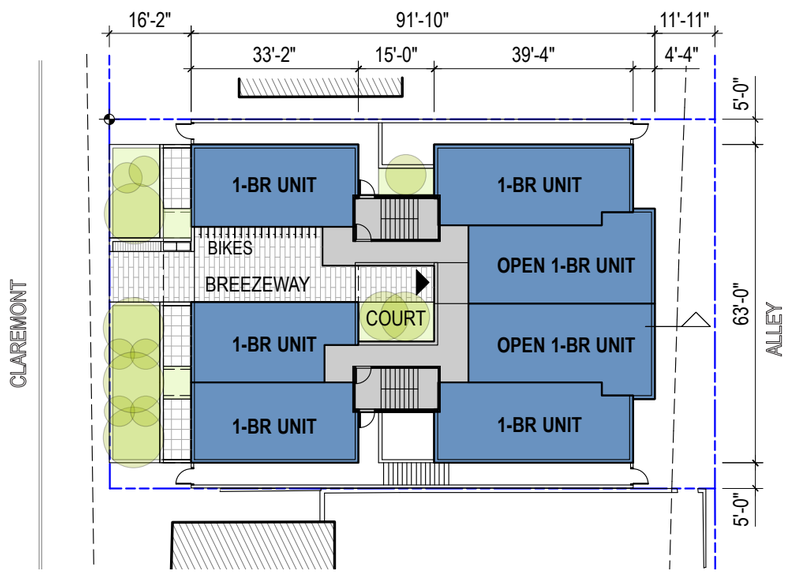
Bird Eye Perspective Looking South



TYPICAL UPPER FLOOR



ALLEY LEVEL



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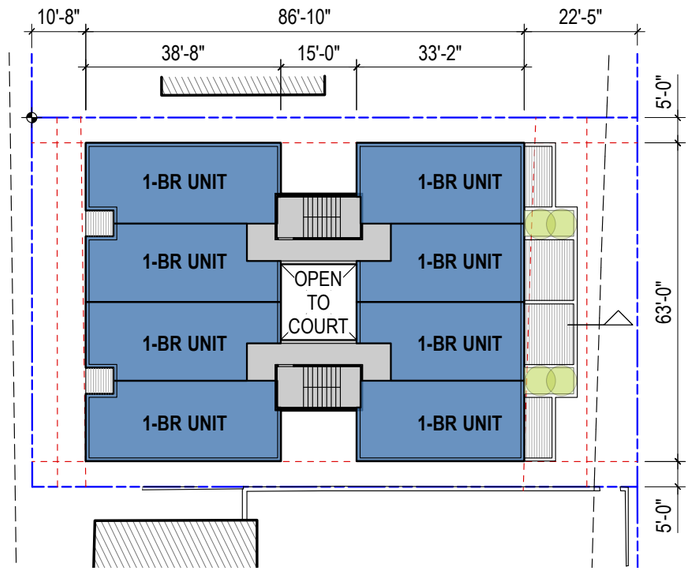

2ND FLOOR

30 FT

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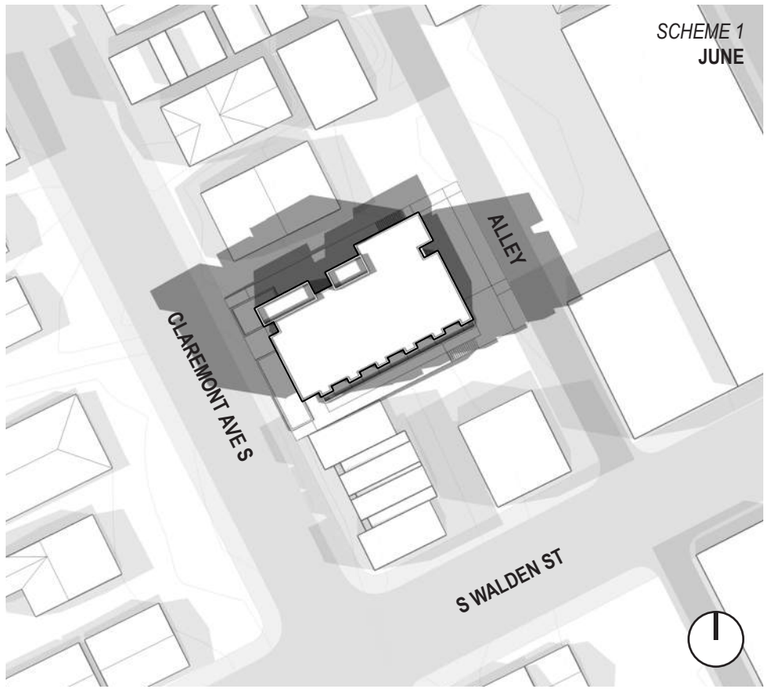
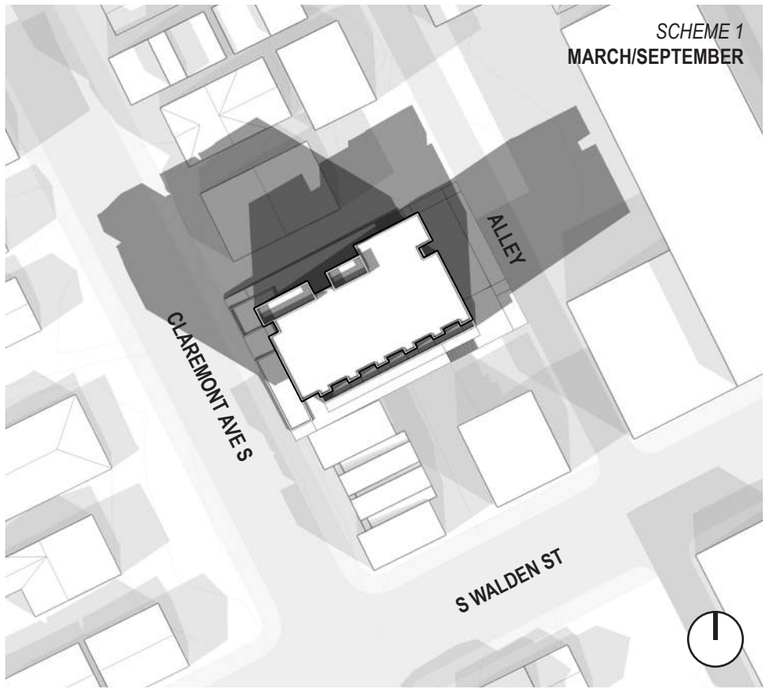

SCHEME 1
JUNE
ALLEY
CLAREMONT AVE S
S WALDEN ST


SCHEME 1
MARCH/SEPTEMBER
ALLEY
CLAREMONT AVE S
S WALDEN ST


SCHEME 1
DECEMBER
ALLEY
CLAREMONT AVE S
S WALDEN ST

SCHEME 2
JUNE
ALLEY
CLAREMONT AVE S
S WALDEN ST

SCHEME 2
MARCH/SEPTEMBER
ALLEY
CLAREMONT AVE S
S WALDEN ST

SCHEME 2
DECEMBER
ALLEY
CLAREMONT AVE S
S WALDEN ST

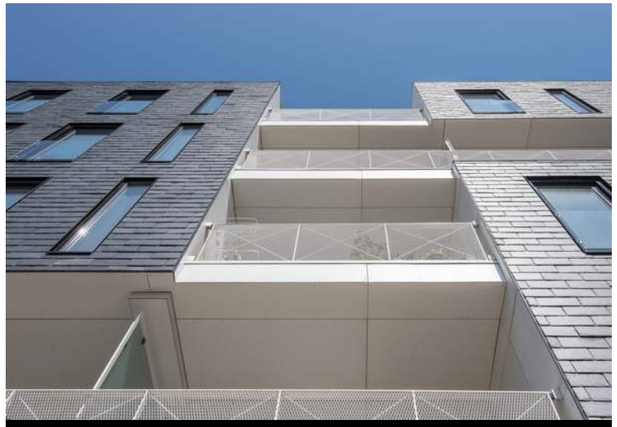

SCHEME 3
JUNE
ALLEY
CLAREMONT AVE S
S WALDEN ST


SCHEME 3
DECEMBER
ALLEY
CLAREMONT AVE S
S WALDEN ST


SCHEME 3
MARCH/SEPTEMBER
ALLEY
CLAREMONT AVE S
S WALDEN ST

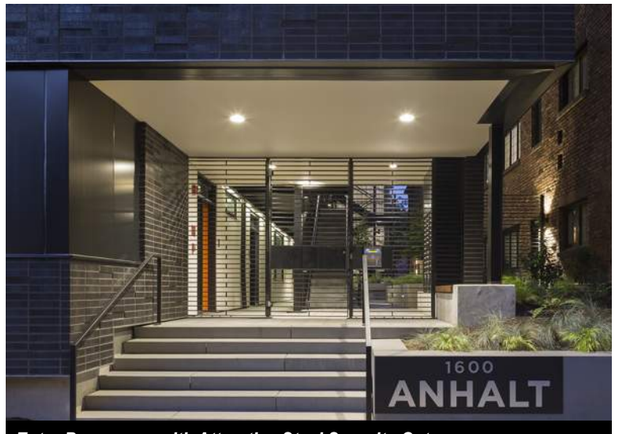
Quality Material + Detailing: Corrugated Metal

Articulated but Cohesive Building Mass, "Eyes on the Street"

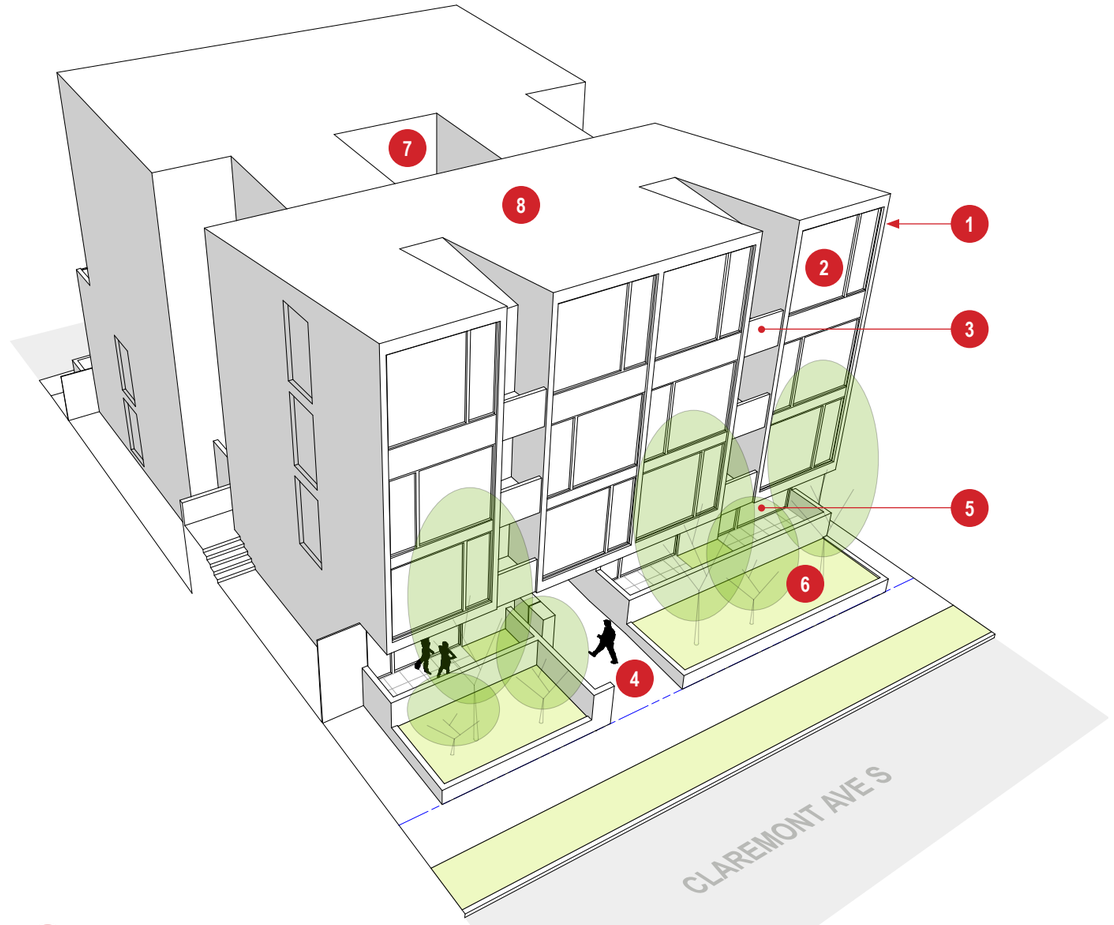


Integrated Balconies Breaking up Building Mass

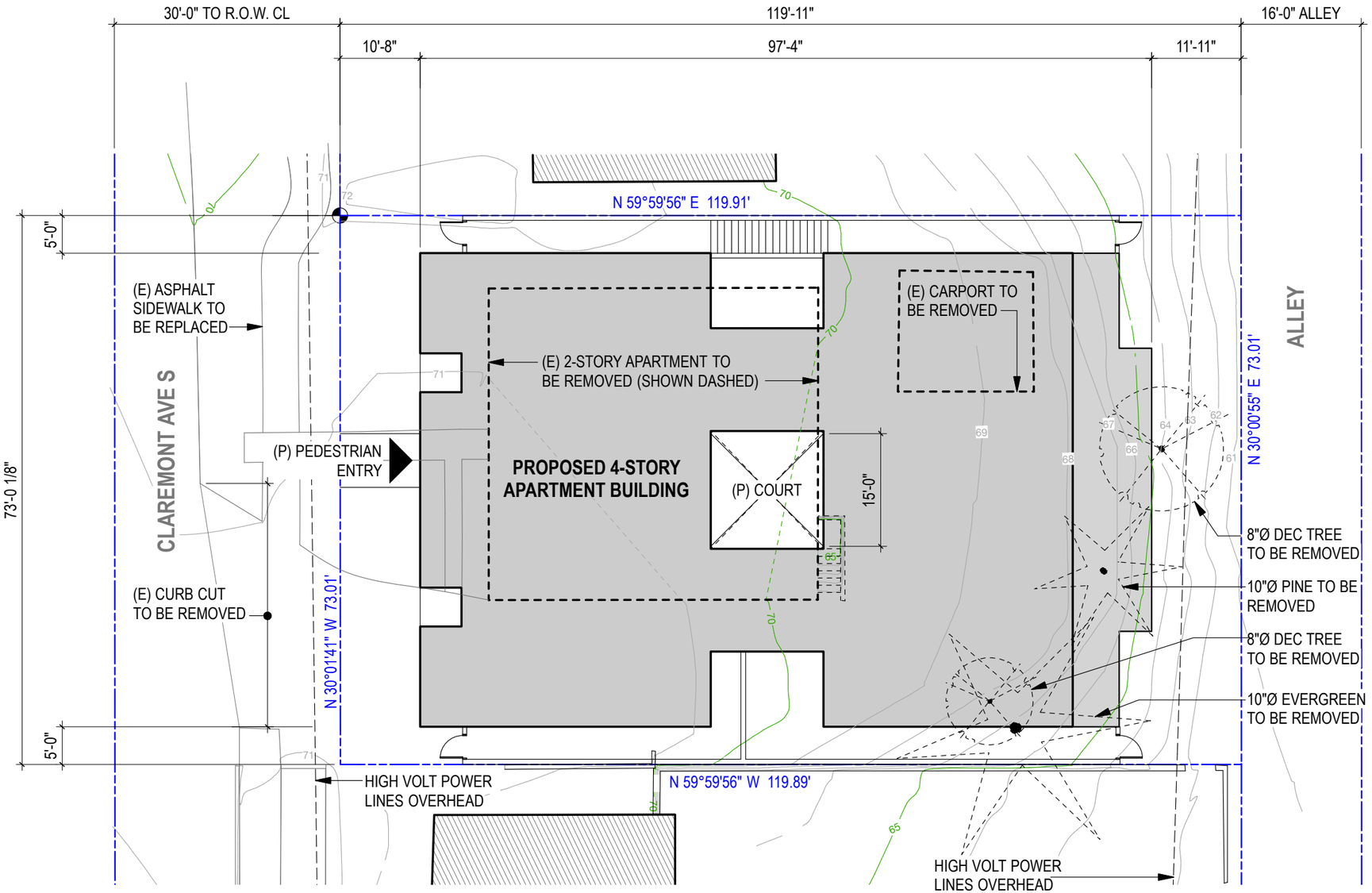
Entry Breezeway with View to Courtyard, Corrugated Metal Siding



Entry Breezeway with Attractive Steel Security Gate



1. Articulated Building Mass (DC2A1, DC2.I)
2. "Eyes on the Street" (PL2.B1, PL2.II)
3. Integrated Balconies (PL3.III, DC2.A1, DC2.C1)
4. Well-Defined Entry Walk + Welcoming Breezeway (PL1.B3, PL3.A1, PL3.A2, PL3.B1, PL3.B4, DC3.I)
5. Elevated + Recessed First Floor Units (CS3.I, PL3.B1, PL3.B2, PL3.III)
6. 10'-Wide Landscape Buffer (PL3.B1, PL3.B2, PL3.III, DC3.I)
7. Court (CS1.E2, CS1.IV, DC3.I)
8. Butterfly Roof (CS1.E2, CS1.IV)



OWNER
Northwest Investment, LLC
6242 Chatham Drive South
Seattle, WA 98118
Sachin Kukreja
sachin_kukreja@hotmail.com
206-412-6130

ARCHITECT
PUBLIC47 Architects, LLC
232 7th Ave. North
Seattle, WA 98109
Kevin Tabari
kevint@public47.com
206-316-2647 extension 1

SITE ADDRESS
3320 Claremont Avenue South
Seattle, WA 98144

PARCEL NUMBER
128230-0669

LEGAL DESCRIPTION
THE NORTH 13 FEET OF LOT 15 AND ALL OF LOTS 16 AND 17, BLOCK 8, THE BYRON ADDITION TO THE CITY OF SEATTLE, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 6 OF PLATS, PAGE 87, RECORDS OF KING COUNTY, WA.

16 FT

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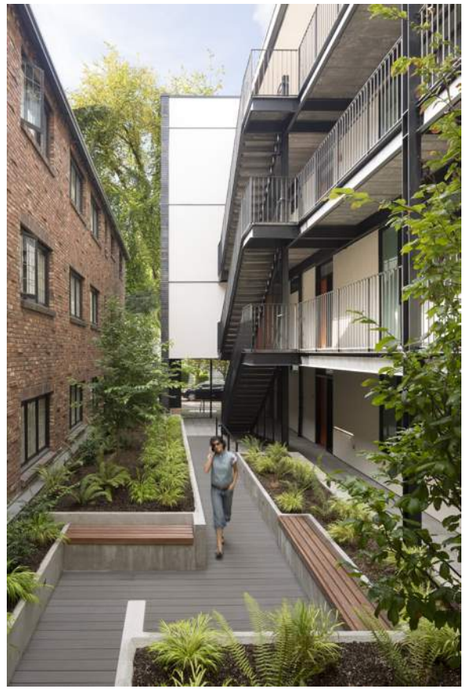
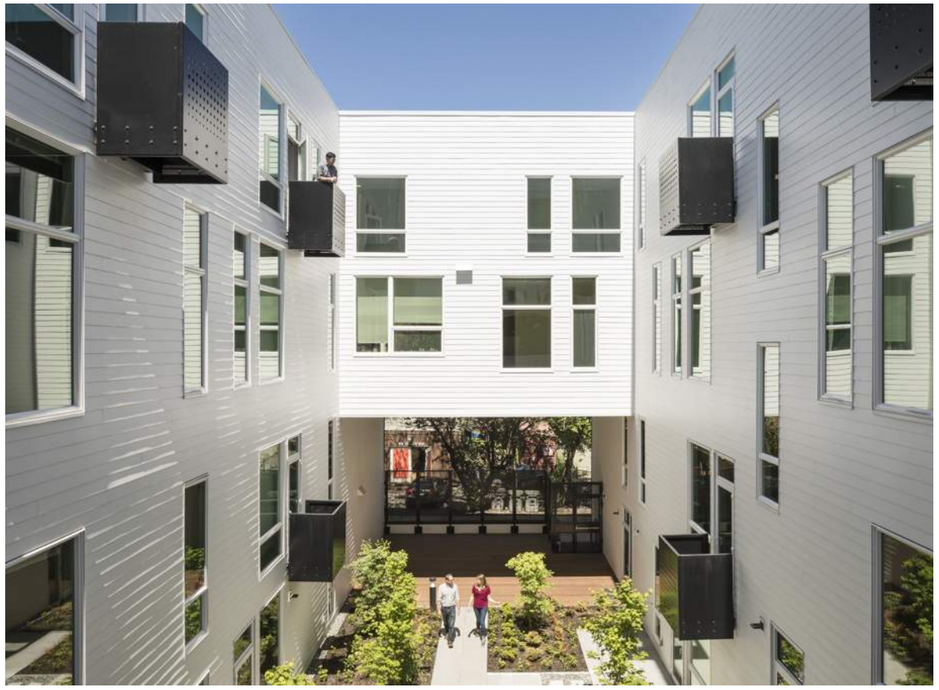
EXAMPLES OF PAST WORK

Anhalt Apartments Renovation + Addition - Seattle, WA



Henry Apartments - Seattle, WA



The Shea - Seattle, WA

Shelton Apartments - Seattle, WA