EARLY DESIGN GUIDANCE #2

ADMINISTRATIVE DESIGN REVIEW

DCI # 3036131-EG
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Seattle, WA 98117

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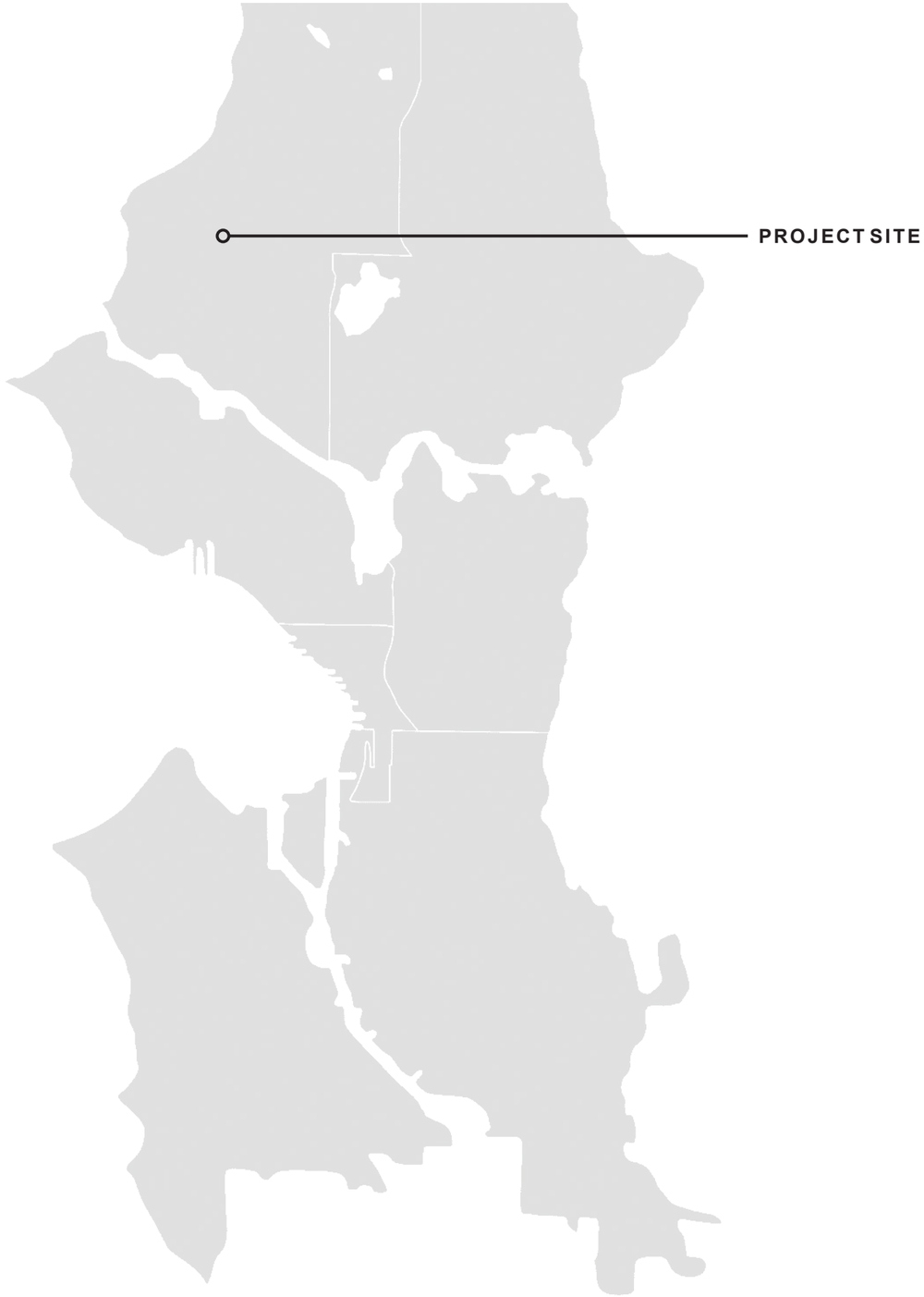


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1.A ARCHITECTURE - MASSING ALONG 15TH AVE NW

Option 1 presents the most rational massing proposal along the 15th Ave façade. The upper level massing modulates asymmetrically near the center, creating well-proportioned breaks in the bulk along the street. On the ground level, the corresponding center setback emphasizes the residential entry lobby, with the recess creating an eddy out of the sidewalk circulation. The combined entrances to the two southern live-work units presents a legible minor entrance; the entrance to the live-work unit to the north needs more definition to be more identifiable as an entrance.
Option 2 employs a unified canopy strategy to divide the ground floor commercial uses from the upper level residential uses. The consistent line of the canopy ties the street façade together well while providing consistent weather protection along the sidewalk. The upper and lower massing forms in this option, however, do not clearly create a hierarchy of use or
proportional massing.
Option 3 is the least desirable of the three options for massing. The upper level mass has no modulation of form. Although the detailing shown in the renderings helps to add interest, the large unbroken plane is out of proportion to the ground level massing and nearby developments.

APPLICANT RESPONSE:
Revised options 4-6 have retained the supported massing of option one with asymmetrical modulation on the upper and lower volume relating to the bulk along 15th Ave NW. The recessed residential entry aligns with the modulation above to emphasize the entry and has been retained in all proposed options. A live-work unit to the north and commercial space to the south are setback from the sidewalk to create amble circulation space for future pedestrians as well as weather protection along the pedestrian right of way. Commercial entries will be emphasized through glazing, signage, and overhead weather protection.

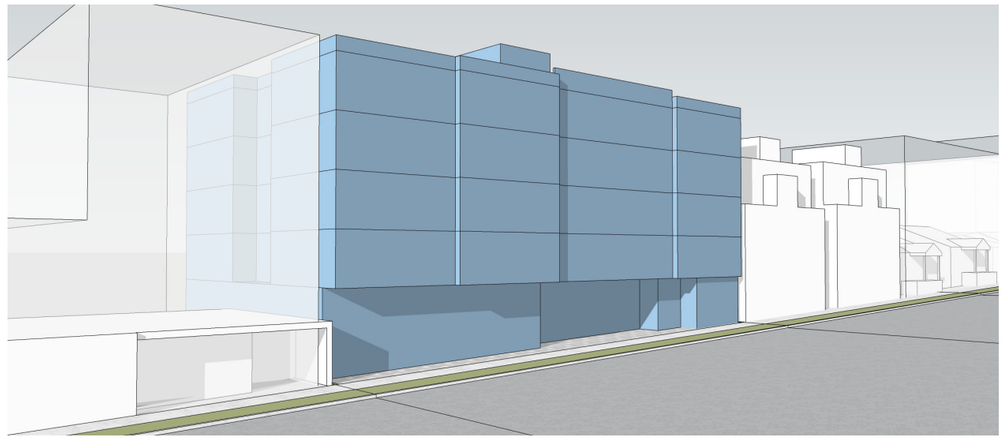
1.B. CONNECTIVITY & HUMAN ACTIVITY

b. Although this general area is undergoing rapid redevelopment, this block does have several newer buildings that provide an existing architectural context. Elevational studies that survey bulk, massing and other datum lines to show the project in relation to the existing and new/proposed projects along the 15th Ave NW frontage need to be included in the next design review proposal to relate massing options to context.

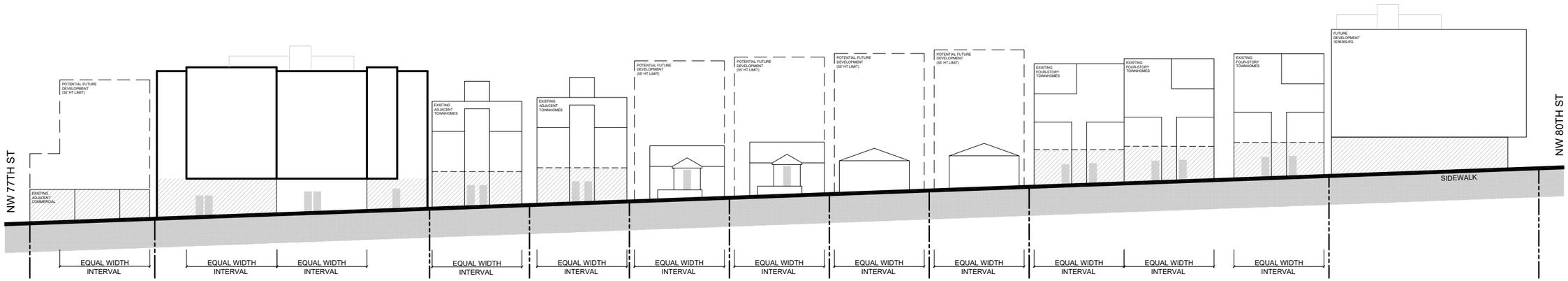
APPLICANT RESPONSE:
Elevational studies found on the following page, illustrate how the design proposals respond to the existing massing, bulk and datum lines along 15th Ave NW. Option 4 proposes smaller scaled upper level modulation taking cues from the scale of the live-work units to the north. The upper floor corner units have been setback to create a centered upper level mass that is further broken down.
Option 5 and 6 explore a simpler modulation with a strong base with an inset entry that aligns with the modulation above. The entry and upper modulation's width relate to the scale of the units to the north and the future development potential of the remaining lots at a similar width, illustrated on the diagram on the next page. The upper level modulation and strong base expression creates a more pedestrian scale experiance for the ground floor uses. Both commercial and live-work units are proposed along 15th Ave NW, relating to the existing and future uses along the block. Centered entries have been proposed for the ground floor uses, taking cues from the commercial and residential uses to the north.

SEATTLE
CS2-D HEIGHT, BULK, SCALE
CS2-D-1. EXISTING DEVELOPMENT AND ZONING
CS2-C-2. MID-BLOCK SITES
CS3-A-4. EVOLVING NEIGHBORHOODS

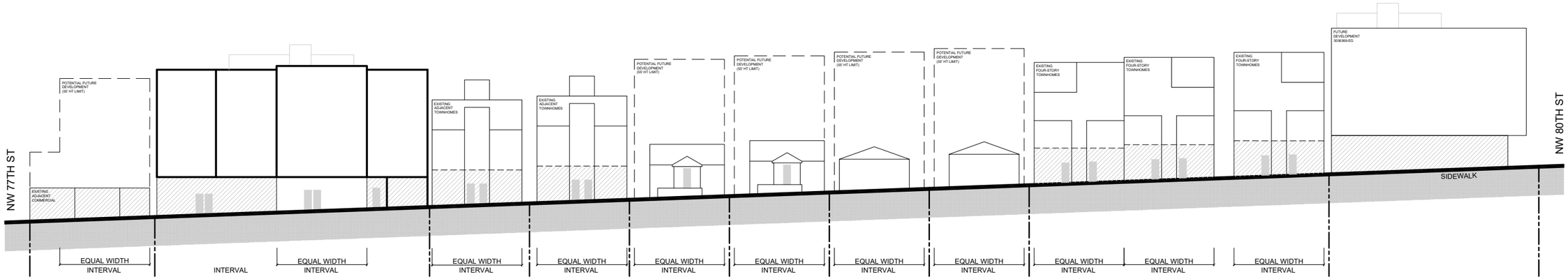

OPTION 4 VIEW FROM SOUTHEAST


OPTION 5 VIEW FROM SOUTHEAST

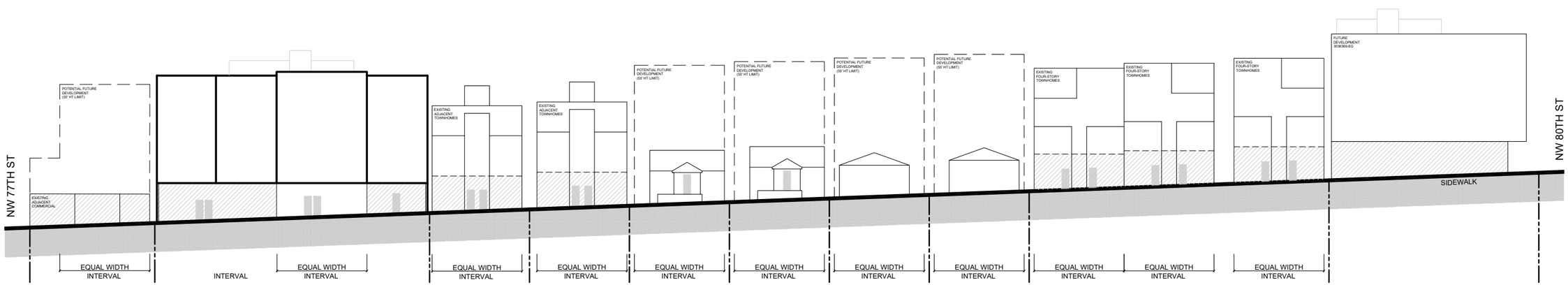

OPTION 6 VIEW FROM SOUTHEAST



ELEVATION DIAGRAM - OPTION FOUR



ELEVATION DIAGRAM - OPTION FIVE



ELEVATION DIAGRAM - OPTION SIX

2.A. ARCHITECTURE - MASSING RELATIONSHIP TO LR ZONE TO THE WEST:

a. The LR1 zone to the west of the site has a height limit of 30' (compared to a potential of 55' in the NC zone). As the grade drops lower than 15th Ave NW, any redevelopment in the LR1 zone will have significantly reduced scale in contrast to the development on this project site. East-west site sections indicating massing at LR zone should be refined to show existing development and accurate potential future build out to present a more realistic comparison to proposed massing options.

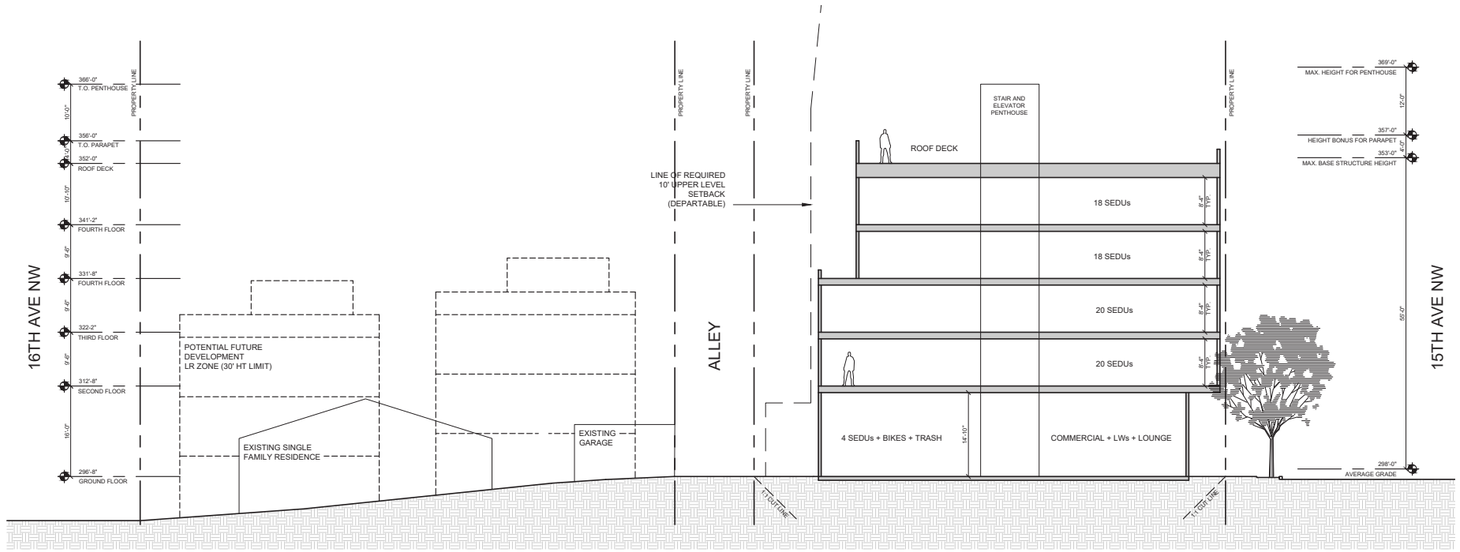
APPLICANT RESPONSE:
East-west site sections have been updated for all 3 options to show the existing development and potential future LR Zone development to the west. To the right is Option 6's section, our preferred option, with the updated section elements. With this option we are proposing to bring 4 units to the ground floor to reallocate the FAR and unit count from the upper floors and allow for a setback at the top two floors, providing a three-story volume towards the LR zone. The scale of the three-story volume relates to the potential development and lessens the mass adjacent to the existing single-family residence.

2.B. ARCHITECTURE - MASSING RELATIONSHIP TO LR ZONE TO THE WEST:

Although each option presents minor variations in massing on the façade facing the LR zone, none of the options illustrate a compelling response to the zone transition. All three options show a recessed ground floor at the alley so the upper floors appear to loom over the structure below, without any indication of the setbacks prescribed in the Code requirements or the intent of several Design Guidelines addressing zone transitions and context. Include at least one building massing option that encompasses the western ground level square footage. Include at least one option where building massing is shown to step back from the zone transition.

APPLICANT RESPONSE:
We have proposed 3 new options for the alley elevations seen in the 3d views to the right.
Option 4 has filled in the first-floor area along the alley, grounding the proposed building while still providing area for parking and a covered amenity dog run. The roof deck amenity has been moved to the east to allow for lower roof top parapets towards the LR zone transition.
Option 5 sets back the top floor to relate to the height of the Live-work units to the north as well as lessen the massing to the LR zone to the west. The first floor has been built out to ground the project along the façade and is carved out to provide area for parking.
Option 6, our preferred option, sets back the top two floors, relating to the height of the LR zone to the west and providing a larger setback to the LR zone. The massing is grounded with the upper floor and roof deck amenity stepped back providing privacy towards the zone transition.

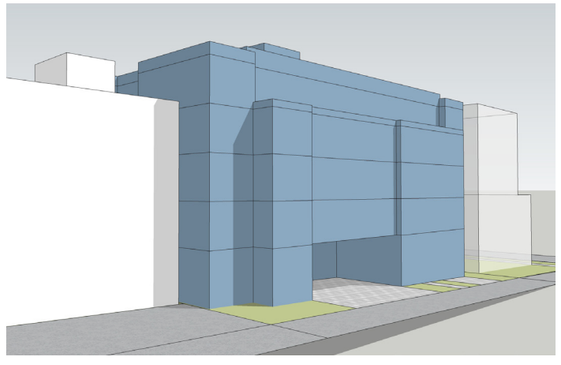
SEATTLE
CS2-D-3. ZONING TRANSITIONS
CS2-D-4. MASSING CHOICES
DC2-A-2. REDUCING PRECEIVED MASS



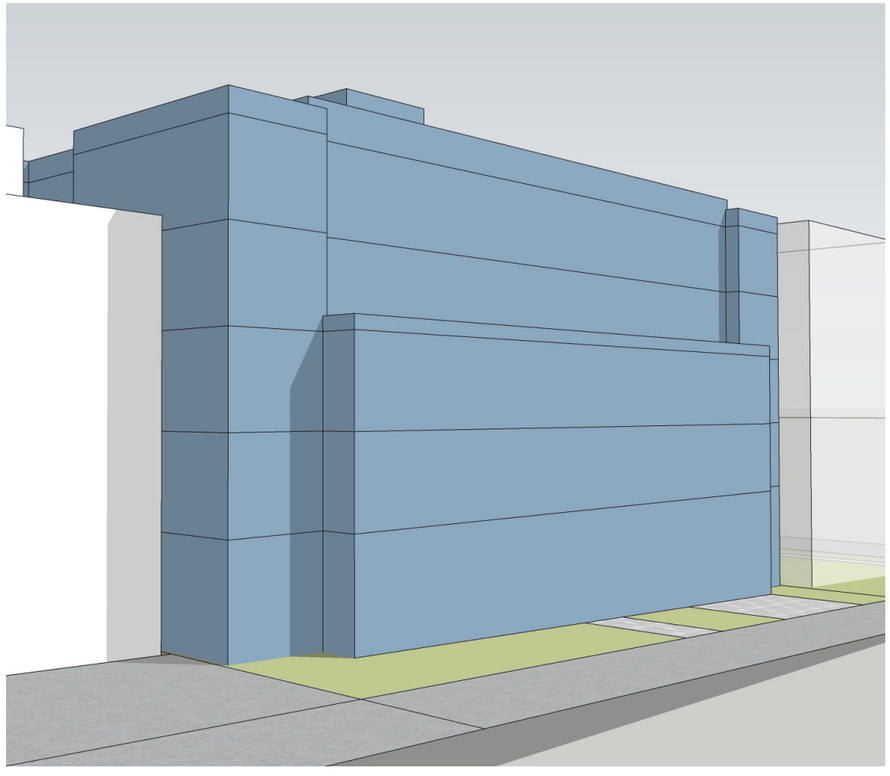
OPTION 6 (PREFERRED) EAST-WEST SECTION



OPTION 4 ALLEY VIEW FROM NORTHWEST



OPTION 5 ALLEY VIEW FROM NORTHWEST



OPTION 6 ALLEY VIEW FROM NORTHWEST

3.A. ARCHITECTURE - MATERIALS

Option 1 massing offers the best opportunities to take advantage of building modulation to change materials to assist in visually breaking down the building mass as viewed from the 15th Ave NW corridor. Material variations at the ground level modulation will also assist in distinguishing the live-work units from the residential entry at the pedestrian scale.

APPLICANT RESPONSE:
Upper and lower level modulation has been maintained in all revised Option 4-6 and allows for thoughtful locations for material change and to help break up the perceived mass along the 15th Ave NW. The first-floor modulation allows for opportunity for a strong base expression and a more pedestrian scale for the commercial uses and residential entries.

3.B.ARCHITECTURE - MATERIALS

From the rendering supplied, it is not possible to identify where materials are proposed to be used. In general, brick and metal siding at the street level are appropriate. Fiber cement panels should be heavy gauge and detailed to prevent warping.

APPLICANT RESPONSE:
During the Recommendation process we will finalize the exact materials and locations proposed. Materials along the street level will be high quality for a more pleasant pedestrian experience and for its durability. Any fiber cement proposed will be a heavy gauge to prevent warping. See character renderings for our preferred option, Option 6, for initial explorations of material changes, material tones, and fenestrations.

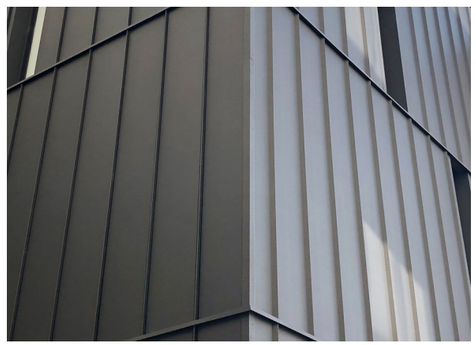
SEATTLE
DC2-B-1. FAÇADE COMPOSITION
DC2-A-2. REDUCING PERCEIVED MASS
DC4-A-1. EXTERIOR FINISH MATERIALS
DC2-D SCALE AND TEXTURE



CHARACTER RENDERING OF PREFERRED OPTION 6, VIEW FROM SOUTHEAST



DARK-TONED HORIZONTAL BRICK
STREET-LEVEL



DARK-TONED VERTICAL METAL
STREET-LEVEL



WARM-TONED HORIZONTAL
STREET-LEVEL ENTRIES



HARACTER RENDERING OF PREFERRED OPTION 6, VIEW FROM SOUTHEAST

MASSING MATERIALS CONCEPT

The upper volume is expressed with well-proportioned modulation and vertical movement of tall window groupings and juliet balconies. The street level is enhanced with overhead weather protection, high transparency and textured materials, and clearly defined entries.

GROUND LEVEL CHARACTERISTICS

- High quality material at street level
- Texture and modulation nooks at entries
- High transparency to activate the street front

UPPER LEVEL CHARACTERISTICS

- Tall sliding glass doors with juliet balconies
- Windows grouped in vertical portions
- Opportunities for material changes at modulation



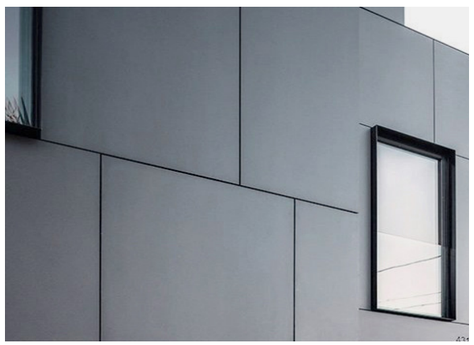
HARACTER RENDERING OF PREFERRED OPTION 6, VIEW FROM EAST



METAL JULIET BALCONIES



MID-TONED SMOOTH
UPPER VOLUME



MID-TONED SMOOTH
UPPER VOLUME



LIGHT-TONED HORIZONTAL METAL
UPPER VOLUME



BRIGHT-TONED HORIZONTAL METAL
UPPER VOLUME

4.A. ARCHITECTURE - LAYOUT

a. The relationship of main residential entry, resident lounge, and access to services (including bike storage) to create a logical entry sequence generally works well in each the options.

APPLICANT RESPONSE:
The relationship of the main residential entry, residential lounge and access to the buildings services has been maintained in the revised options. Please see first level floor plans of each option.

4.B. ARCHITECTURE - MATERIALS

b. Inclusion of a commercial space along with live-work units at the frontage, as in Option 3, is supported.

APPLICANT RESPONSE:
A Live-work unit to the north has been retained in all three options, relating to the existing context. One larger commercial space Is proposed to the south.

4.C. ARCHITECTURE - MATERIALS

The live-work units proposed are one level and immediately adjacent to the sidewalk. Providing transparency necessary for a commercial zone at the same time as providing privacy into the main living areas must be carefully considered.

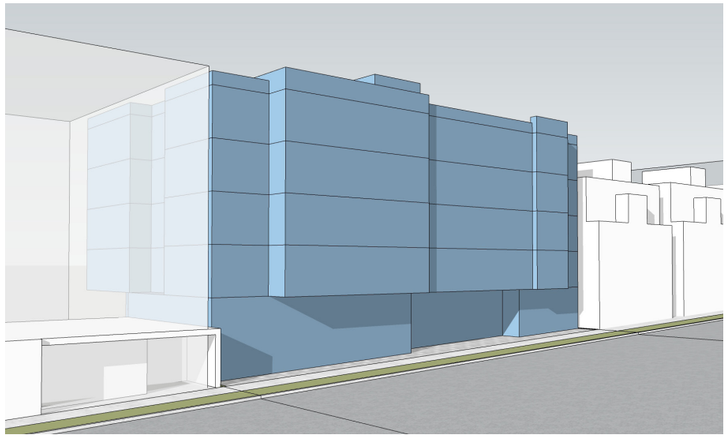
APPLICANT RESPONSE:
The live-work unit has been developed further to show the available space for both the private living areas and an open business area along the future transparent street front. See updated first floor plans of all options.

4.D. ARCHITECTURE - LAYOUT

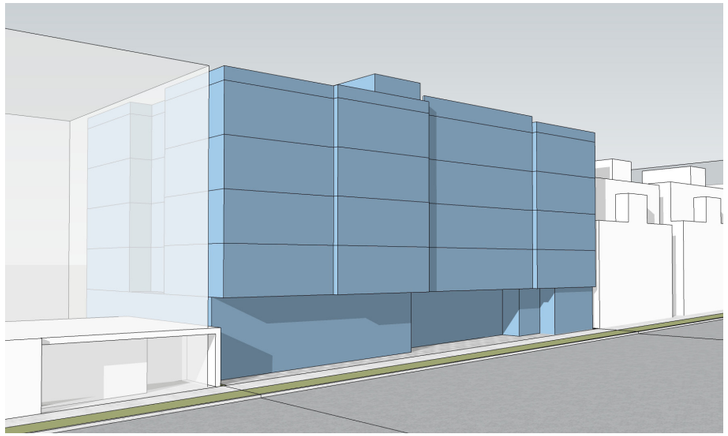
d. All three options have a direct interior corridor connection from the street to the alley. In the context of this building form and the layout of uses, it is unclear why this connection is necessary or desirable. However, a wider hall with a strong visual link supported by extensive fenestration between the street and the rear of the building would tie into the amenity area, making for a pleasant ground floor for residents. See below for comments regarding clarification of parking and uses at alley.

APPLICANT RESPONSE:
All three options provide an updated interior corridor circulation, the direct connection from the front to the back door is no longer proposed for the revised three options. Residential entry is located close to the amenity lounge and office with adjacencies to the elevator and mail area. A door from the alley is located close to uses that will be accessed from the alley including the exterior dog run, load zone or parking, and bike storage.

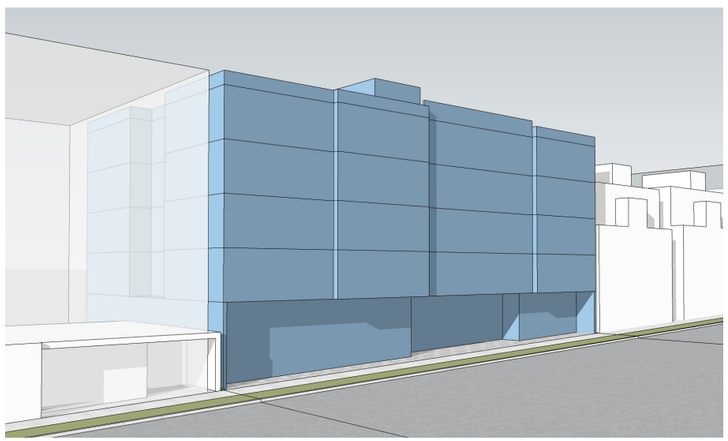
SEATTLE
PL3-A-1.DESIGN OBJECTIVES
DC1-A-3. FLEXIBILITY
PL3-C-1. POROUS EDGE
PL3-B-2. GROUND-LEVELRESIDENTIAL
DC1-A ARRANGEMENT OF INTERIOR USES



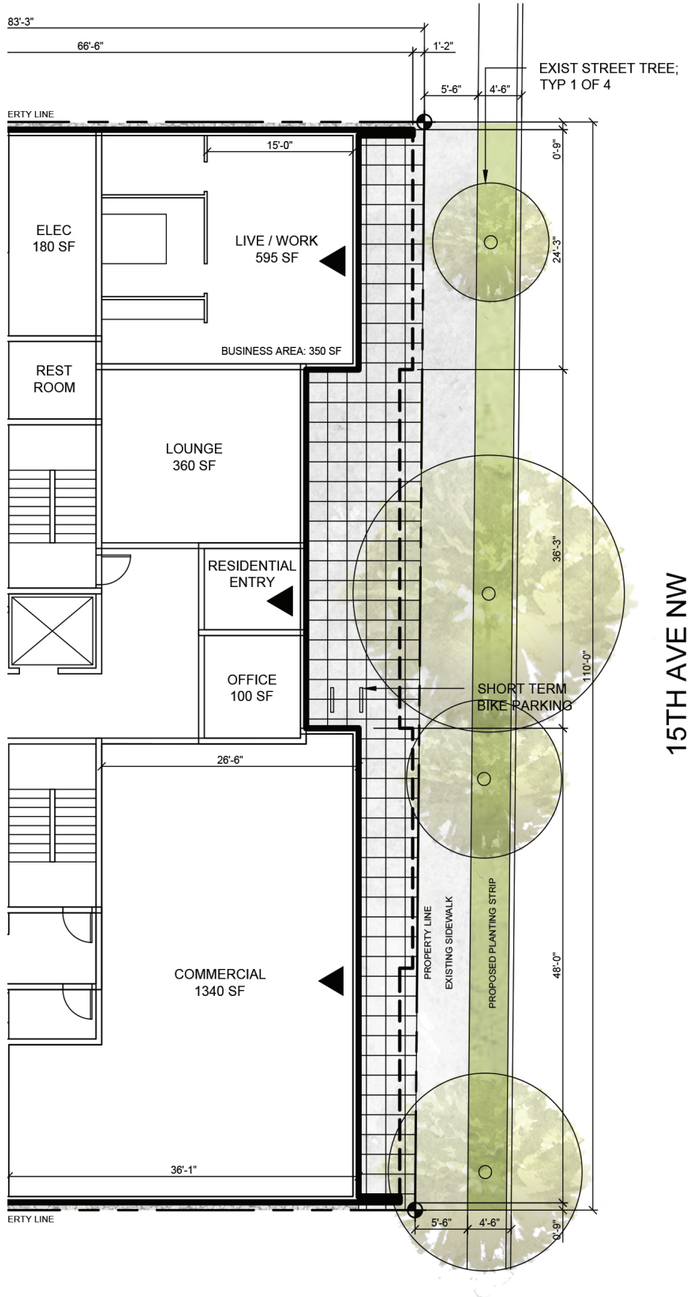
OPTION 4 STREET VIEW



OPTION 5 STREET VIEW



OPTION 6 STREET VIEW



OPTION 6 PLAN ALONG 15TH AVE NW

5.A. SITE – STREETSCAPE

a. Option 1 represents the best of the three options for crafting legible and logical spaces for the pedestrian realm. At the northeast corner, adjacent to a recently redeveloped site, the building has a zero lot line and aligns along the sidewalk edge with the adjacent building, extending the continuous street edge. Moving south, the residential entry is set back approximately 10' for a 30' length along the sidewalk, creating a noticeable change in the volume along the sidewalk. The two live-work units to the south are then setback approx. 2' from the sidewalk and they have a combined recessed entry. This building edge creates a varied, but coherent, pedestrian experience.

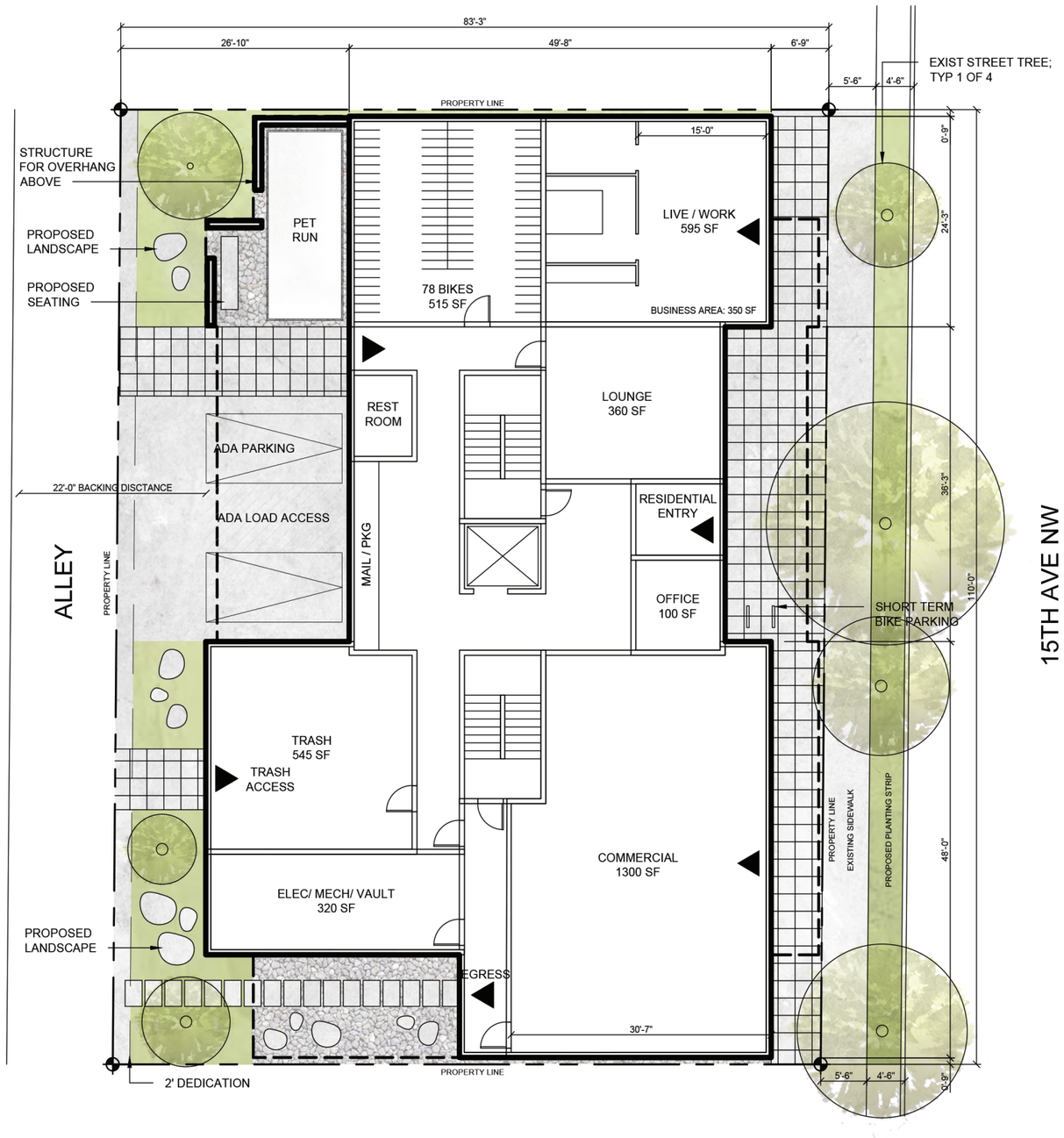
APPLICANT RESPONSE:
For all options, the residential entry is setback from the property line creating a generous entry court for future residents and a large sidewalk. All options propose to retain zero lot lines to the north and south. Option 4 includes a setback at the live-work unit to allow for circulation, Option 5 proposes a portion of the live-work unit be set close to the sidewalk to continue the existing street edge. Option 6, our preferred option, sets back the live-work unit to the north to allow for pedestrian circulation while providing structure from above that aligns with the existing street edge. The commercial space is setback 6'-9" from the sidewalk edge allowing for pedestrian circulation and the possibility of spill out space.

5.B.SITE – STREETSCAPE

b. Despite this area having a potential for being a busy pedestrian corridor, the sidewalk width in the ROW is minimal, with approx. 10' between curb and property line; the sidewalk width is further reduced by periodic cutouts for street trees. Enhancements to the sidewalk environment can provide a high level of benefit for the pedestrian experience along streetscape and should be emphasized in the description of each option.

APPLICANT RESPONSE:
A gracious setback at the residential entry and commercial space is proposed to allow for more room along the busy 15th Ave NW sidewalk. Active programing, street trees, bike parking, hardscape and plantings will be proposed along the public street edge to enhance the pedestrians experience and will be developed further during Recommendation.

SEATTLE
PL2-D-1. DESIGNAS WAYFINDING
PL1-B WALKWAYS AND CONNECTIONS



OPTION 4 STREET LEVEL PLAN

6.A. SITE - INTERIOR/EXTERIOR SPATIAL RELATIONSHIPS

a. There is a 4% slope along the sidewalk, creating a 4’6” grade change along the frontage from the northeast to southeast corners. The stepped ground floor level is supported in order that ground level uses relate to the pedestrian realm.

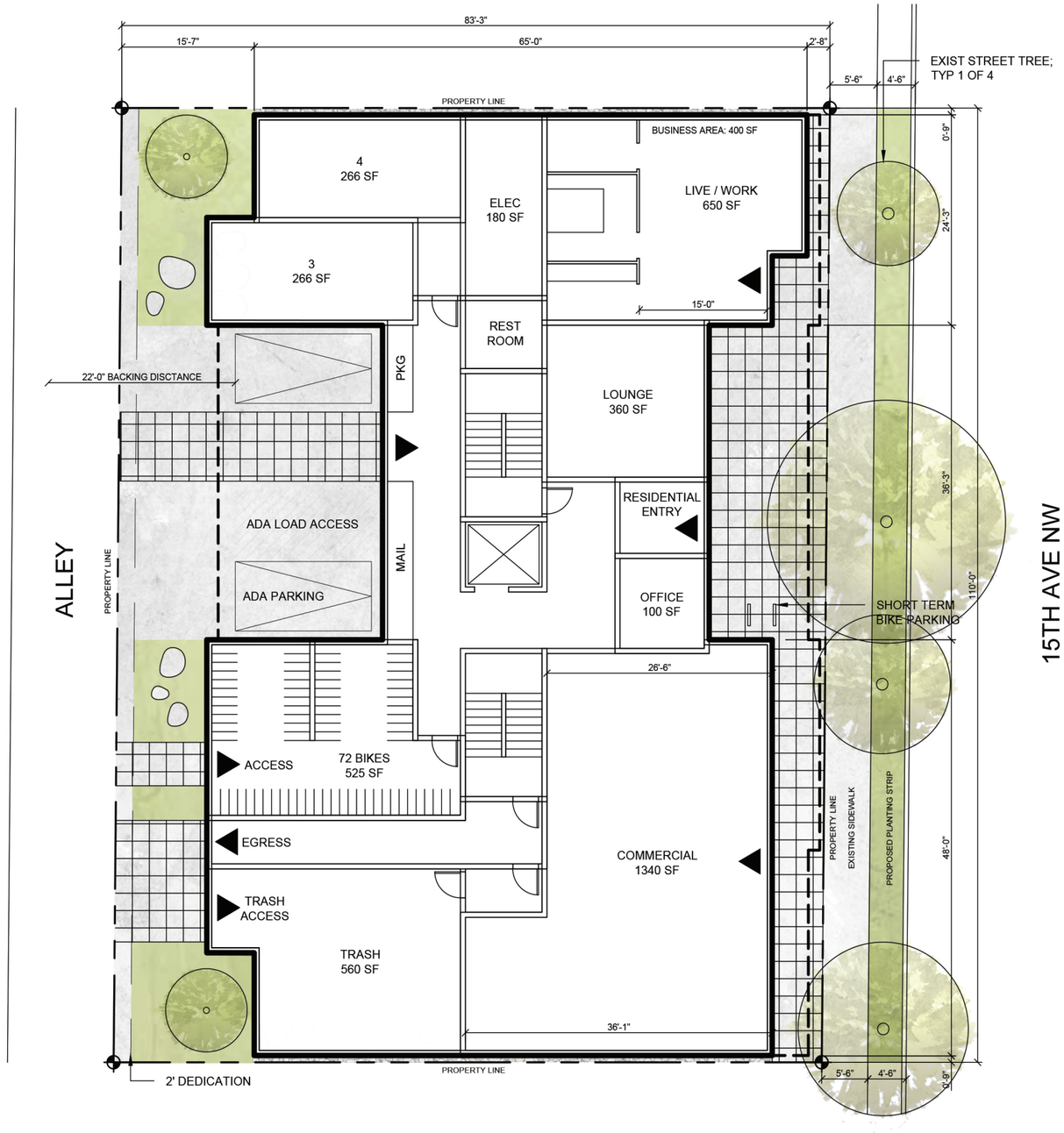
APPLICANT RESPONSE:
The stepped first floor along the existing sidewalk grade change has remained. The live-work, residential entry and commercial space all step to meet the existing grade at their entries.

6.B.SITE - INTERIOR/EXTERIOR SPATIAL RELATIONSHIPS

b. Parking, although not required, is shown in all options. Indicate what the is parking is to be used for (ADA parking for residents? Limited time parking for the commercial uses?) so it can be assessed for connections to other project uses.

APPLICANT RESPONSE:
Parking is proposed for option 4 and 5, the parking is provided for the live-work tenant and commercial use deliveries. Option 6 has eliminated the parking to allow for a solid base and upper level modulation. Without parking provided a loading zone along the alley is proposed for future tenants moving in and commercial use deliveries so that they will not block the public alleyway.

SEATTLE
CS2-B-2. CONNECTION TO THE STREET
PL4-A-1. SERVING ALL MODES OF TRAVEL
PL1-C-1. SELECTING ACTIVITY AREAS,
PL1-A-2.ADDING TO PUBLIC LIFE



OPTION 5 STREET LEVEL PLAN

6.C.SITE - INTERIOR/EXTERIOR SPATIAL RELATIONSHIPS

The parking shown is driving a building form that has a recessed ground level creating a fair amount of open ground level space along the alley. Although open space 'uses' are now shown on the plans, it is unclear whether the alley is an appropriate location for outdoor seating or gathering. If usable open space for residents is included along the alley, ensure access from the building interior to the spaces is clear and intentional. There is fair amount of ground space given over to the loading path for the solid waste room - explore ways to incorporate that space into multi- or shared use (part of the pet run? access to bike room?). Include detailing to ensure open spaces are not used for parking overflow.

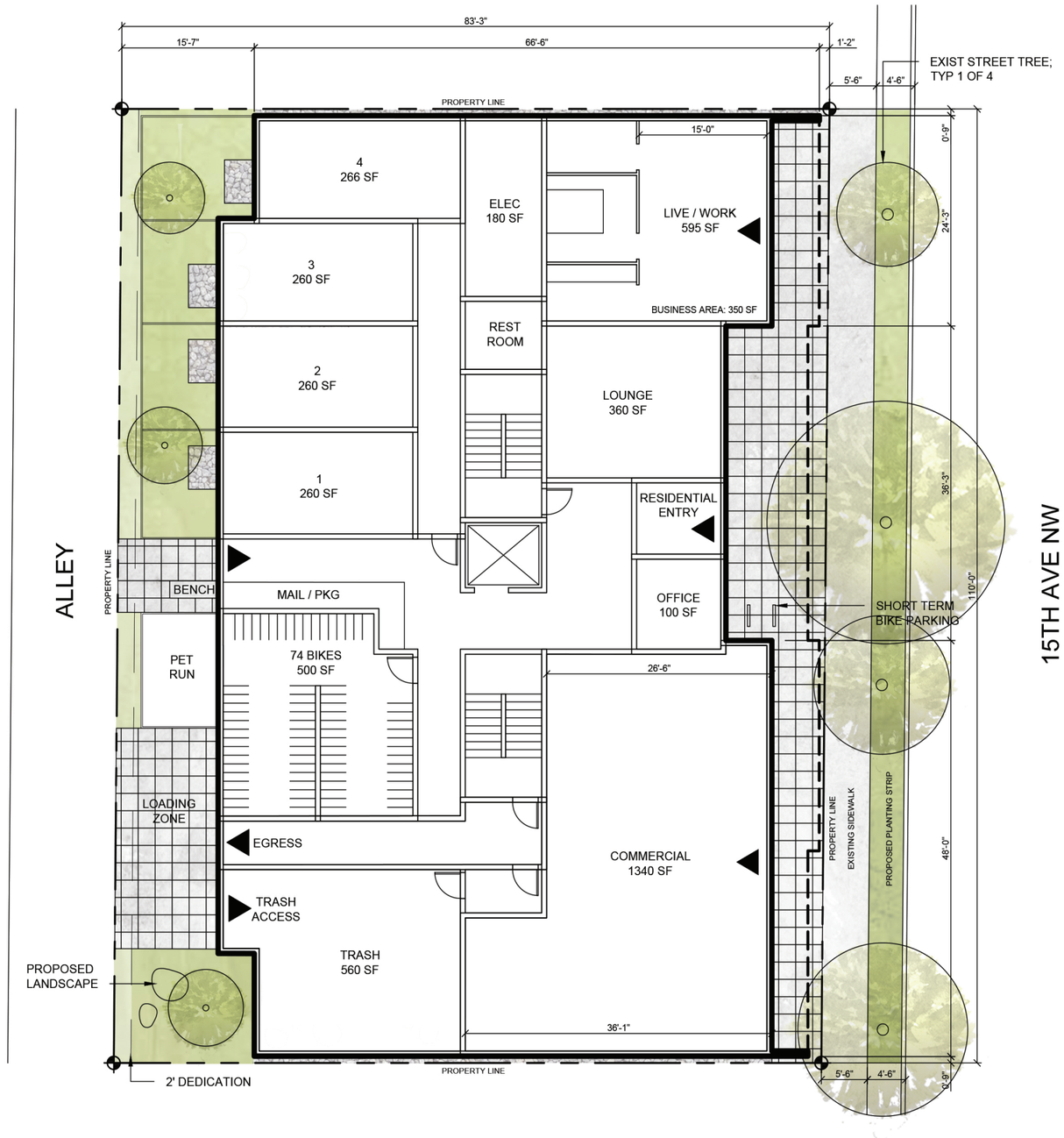
APPLICANT RESPONSE:
Options 4-6 explore alternatives to the use of the open ground space at the alley. With the growth of the bases for all three options the uses have been placed intentionally with the remaining open space and adjacent building uses. Exterior uses including pet runs with adjacent seating for residents to sit and watch their dogs, private patios, parking, and future tenant and commercial loading zone have been explored in the options. Please see the first-floor plans for each option for details and descriptions of each.

6.D.SITE - INTERIOR/EXTERIOR SPATIAL RELATIONSHIPS

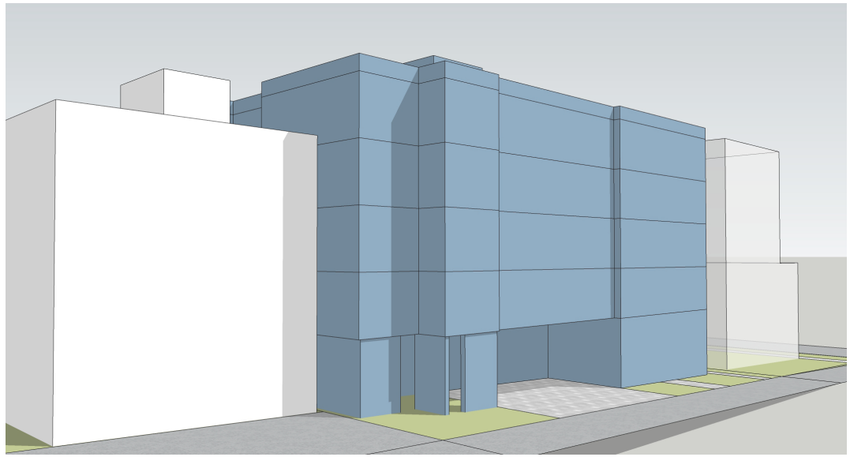
The ground level side setbacks do not appear to have a clear purpose. These setbacks in the commercial zone detract from creating a strong street frontage. It is questionable whether a through path from street to alley is necessary or desirable in this location. Expand description of how the side areas contribute to the commercial or residential uses. Explore an option where the building expands to both side lot lines. PL1-C-1. Selecting Activity Areas

APPLICANT RESPONSE:
Options 4-6 eliminate the through paths along the north and south edge of the site. The zero lot lines allow for a continuation of the existing street edge.

SEATTLE
PL1-C-1. SELECTING ACTIVITY AREAS,
PL1-A-2.ADDING TO PUBLIC LIFE
L1-C-1. SELECTING ACTIVITY AREAS



OPTION 6 (PREFERED) STREET LEVEL PLAN



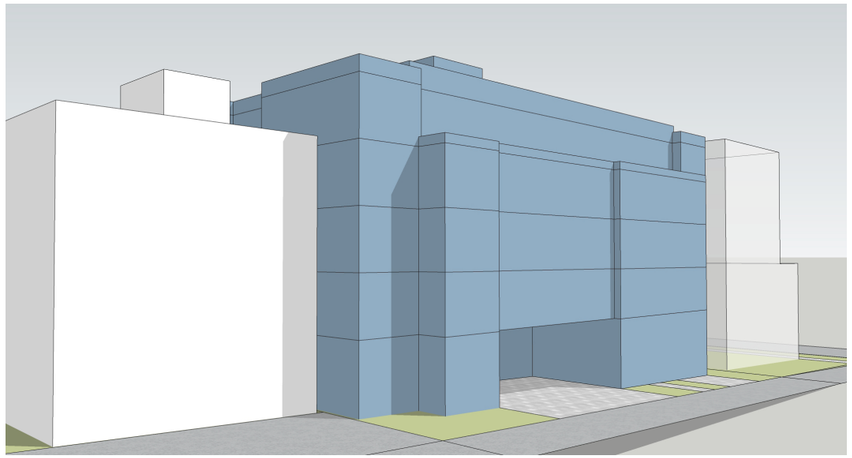
OPTION FOUR

DISTINGUISHING FEATURES
- 5-story building = 34,255 GSF
- 80 apartments

OPPORTUNITIES
- Upper and lower level modulation proposed to lessen the perceived mass along 15th Ave NW
- Modulation at entry creates a generously scaled pedestrian courtyard
- Live-work unit to the north and larger commercial space proposed to the south
- Parking provided provides parking for livework tenant and commercial use deliveries
- Amenity dog run space at alley way
- Main roof deck positioned at the east side of the roof to respect the adjacent LR zoning
- Solid base, modulation and landscaping proposed at LR zone transition

CHALLENGES
- Roof deck amenity away from westerly mountain views
- No upper level set back at LR zone transition

DEPARTURE REQUESTED
- None - Code Compliant



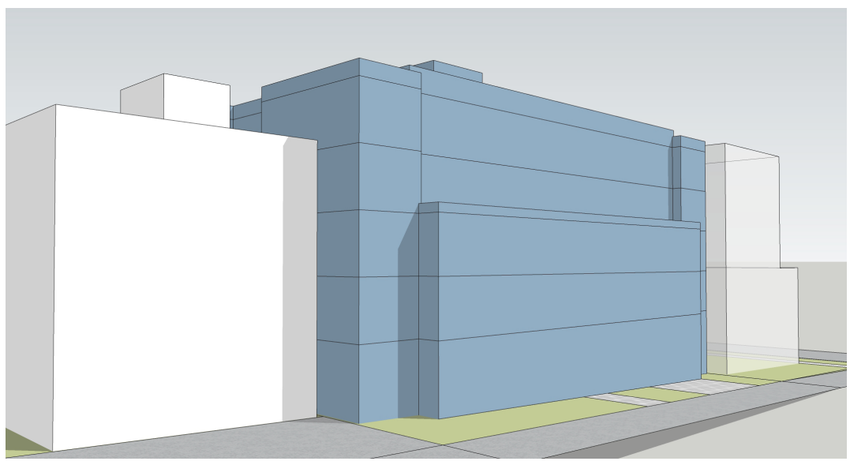
OPTION FIVE

DISTINGUISHING FEATURES
- 5-story building = 34,310 GSF
- 76 apartments

OPPORTUNITIES
- Upper and lower level modulation proposed to lessen the perceived mass along 15th Ave NW
- Modulation at entry creates a generously scaled pedestrian courtyard
- Live-work unit to the north relating to the existing live-works
- Larger commercial space proposed to the south
- Parking provided provides parking for live work tenant and commercial use deliveries
- Private patio amenity spaces at alley way
- Upper level setback at LR zone transition
- Roof deck set back from LR zone

CHALLENGES
- Two units on the first floor
- No amenity space provided at alleyway
- Only top floor set back from LR zone

DEPARTURE REQUESTED
- None - Code Compliant



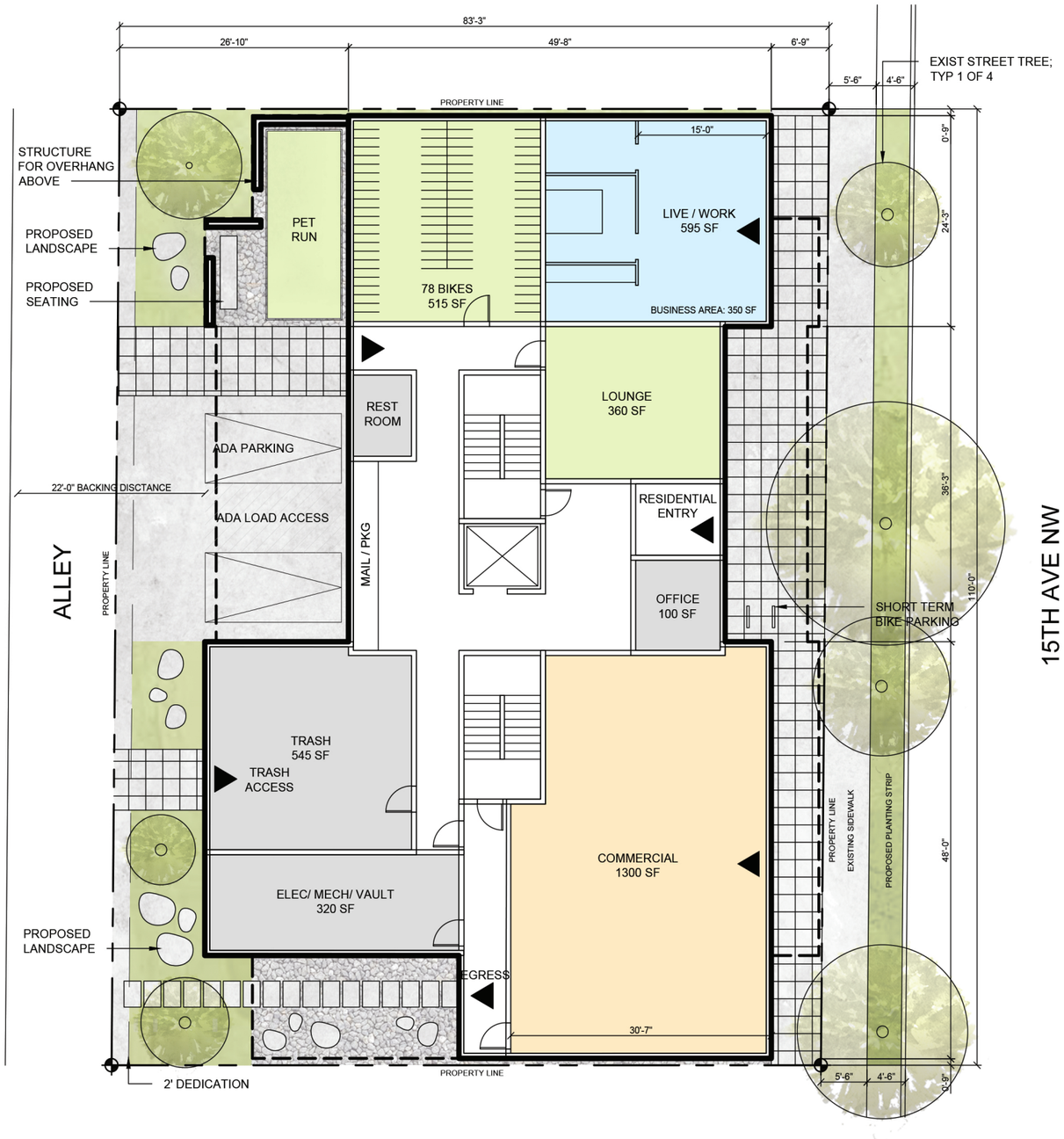
OPTION SIX (PREFERRED)

DISTINGUISHING FEATURES
- 5-story building = 34,180 GSF
- 80 apartments
-

OPPORTUNITIES
- Upper and lower level modulation proposed to lessen the perceived mass along 15th Ave NW
- Modulation at entry creates a generously scaled pedestrian courtyard
- Live-work unit to the north relating to the existing live-works
- Ground level commercial space activates the streetscape
- Four grouped units on first floor with private patio amenity spaces
- Upper two floors step back with a solid base at zone transition, lower 3 story volume relating to the LR zone to the west
- Roof deck set back from LR zone and oriented towards mountain views to the west

CHALLENGES
- No parking provided

DEPARTURE REQUESTED
- None - Code Compliant



STREET LEVEL PLAN

DESIGN NARRATIVE

Option Four fronts 15th Ave NW with a residential entry, residential lounge, north live-work unit and a commercial space to the south. The lounge and lobby are centrally located and set back from the building above creating a gracious entry sequence from the sidewalk. The commercial and live-work units are setback from the street facing property line to allow for ample circulation space at the sidewalk. The secondary residential entrance is located adjacent to the uses access from the alley, including parking, amenity pet run and bike room. Parking is provided for the live-work tenant, commercial deliveries and residential tenant move in. Seating has been provided for residents to sit and watch their dog, while shielded by a landscape buffer and building structure. Structure has been added at the northwest corner to mitigate the feeling of the project overhanging and to support the building above. Solid waste storage and electrical and mechanical rooms have been moved closer to the west property line to help ground the building. The building's vertical circulation is centrally located to keep bulk away from adjacent sites and the right of way. Most units face the east and west towards the right-of-way and a 10'-0" west setback. The north and south facades are notched at the center to break down the overall massing, visible from 15th Ave NW and adjacent parcels. The rooftop amenity space is located away from the LR zoning to the east capturing views of Rainier and downtown and preserving privacy for the adjacent neighbors.

DISTINGUISHING FEATURES

- 5-story building = 34,255 GSF
- 80 apartments

OPPORTUNITIES

- Upper and lower level modulation proposed to lessen the perceived mass along 15th Ave NW
- Modulation at entry creates a generously scaled pedestrian courtyard
- Live-work unit to the north and larger commercial space proposed to the south
- Parking provided provides parking for livework tenant and commercial use deliveries
- Amenity dog run space at alley way
- Main roof deck positioned at the east side of the roof to respect the adjacent LR zoning
- Solid base, modulation and landscaping proposed at LR zone transition

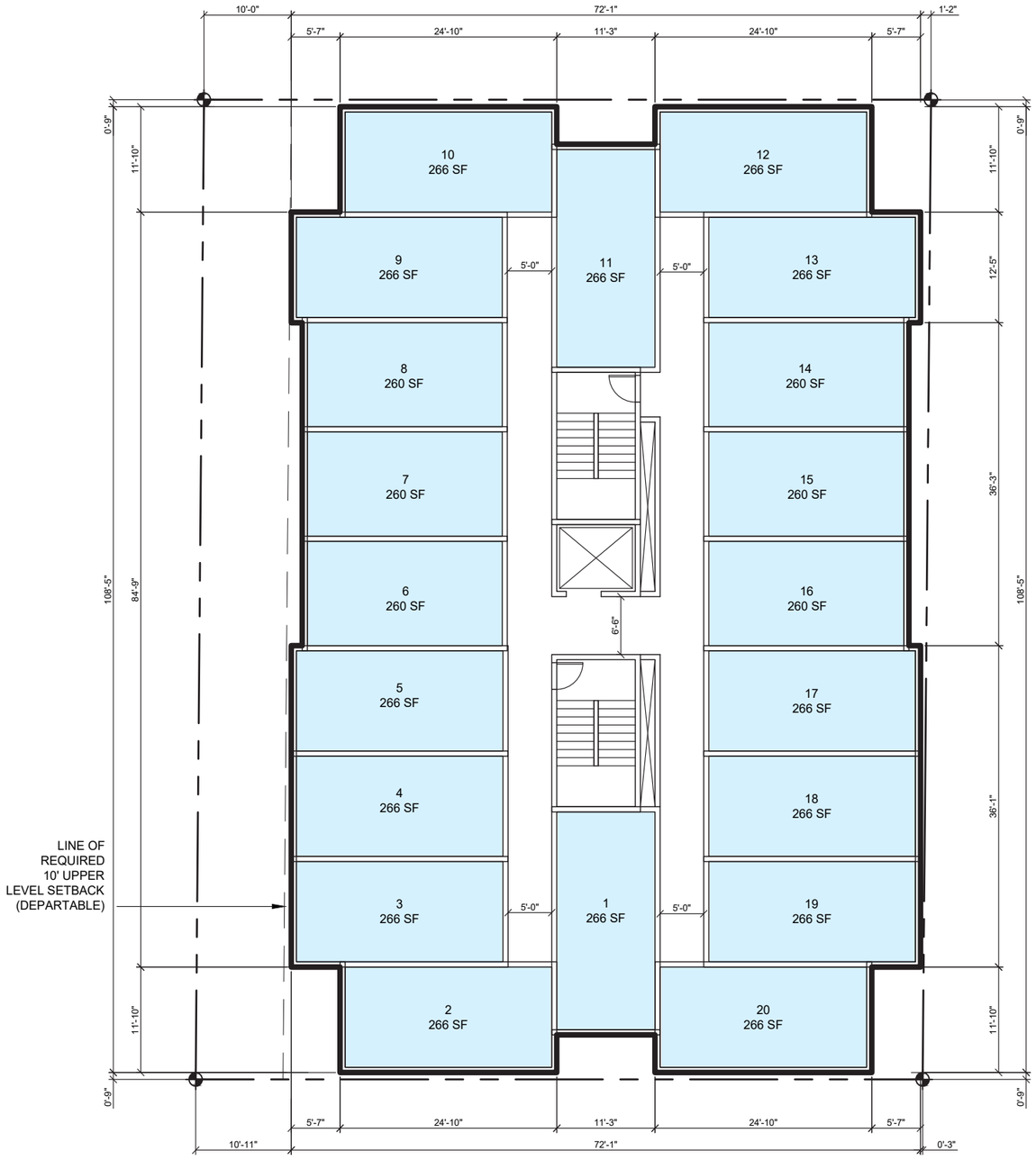
CHALLENGES

- Roof deck amenity away from westerly mountain views
- No upper level set back at LR zone transition

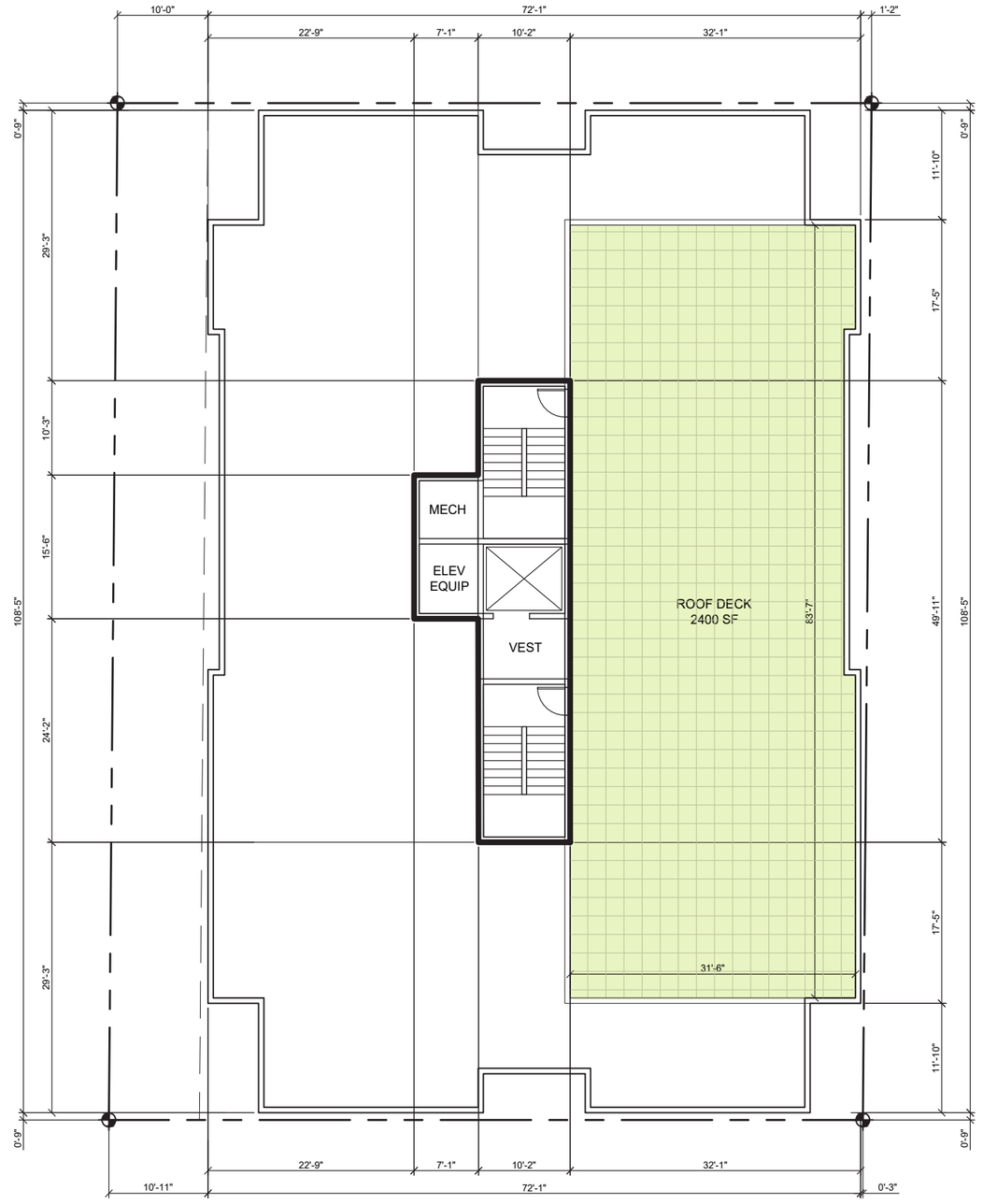
DEPARTURE REQUESTED

- None - Code Compliant

COMMERCIAL DWELLING AREA COMMON AREA SERVICE AREA

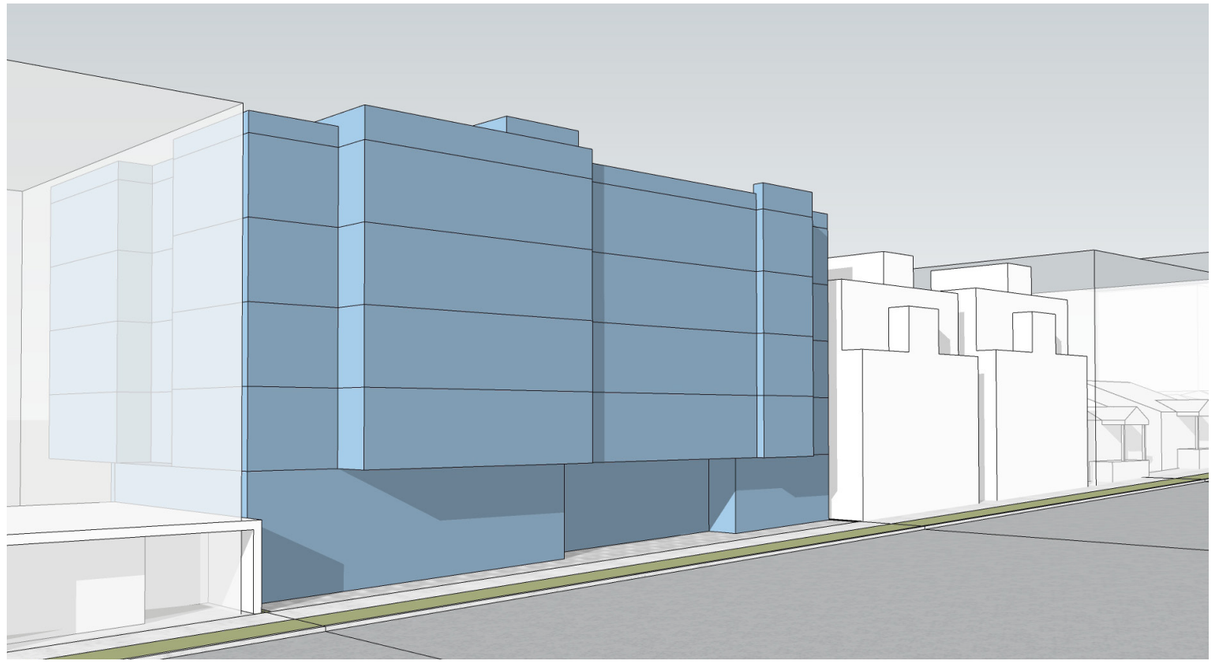


LEVELS 2-5 PLAN

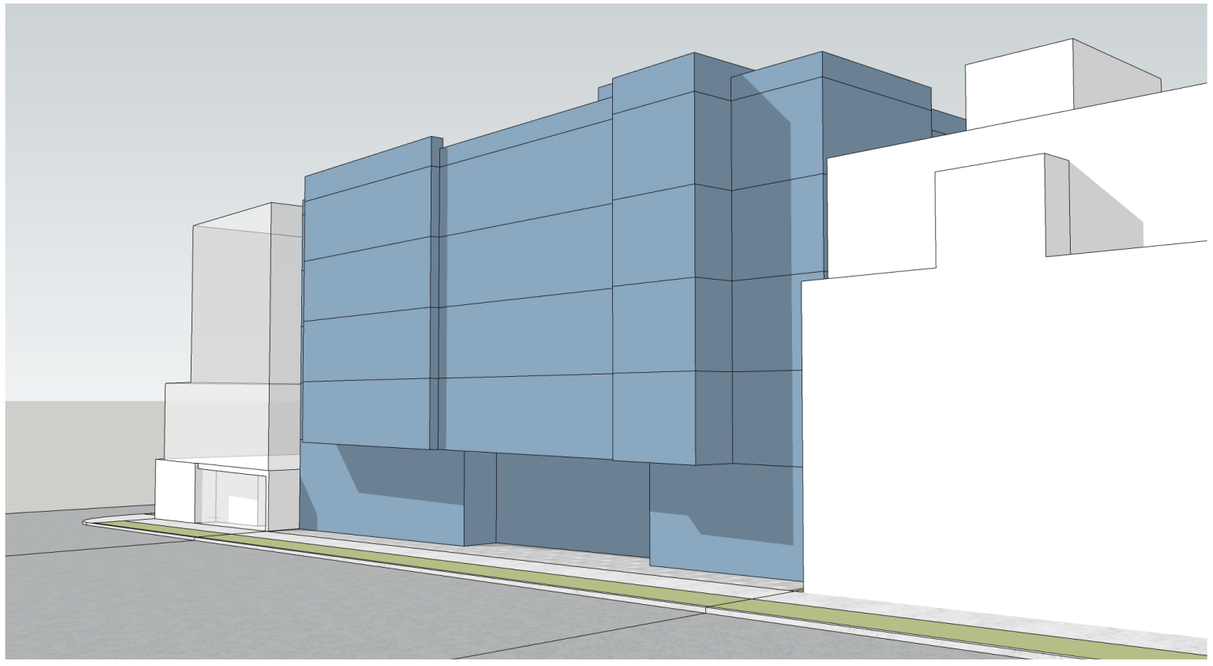


ROOF PLAN

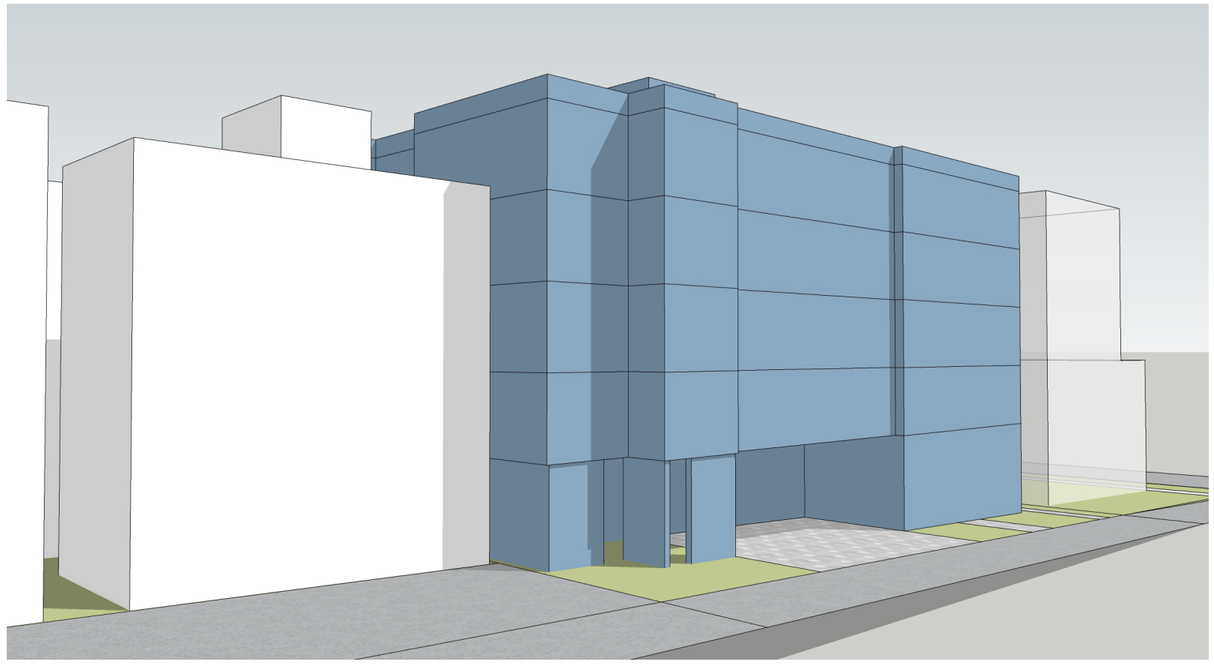
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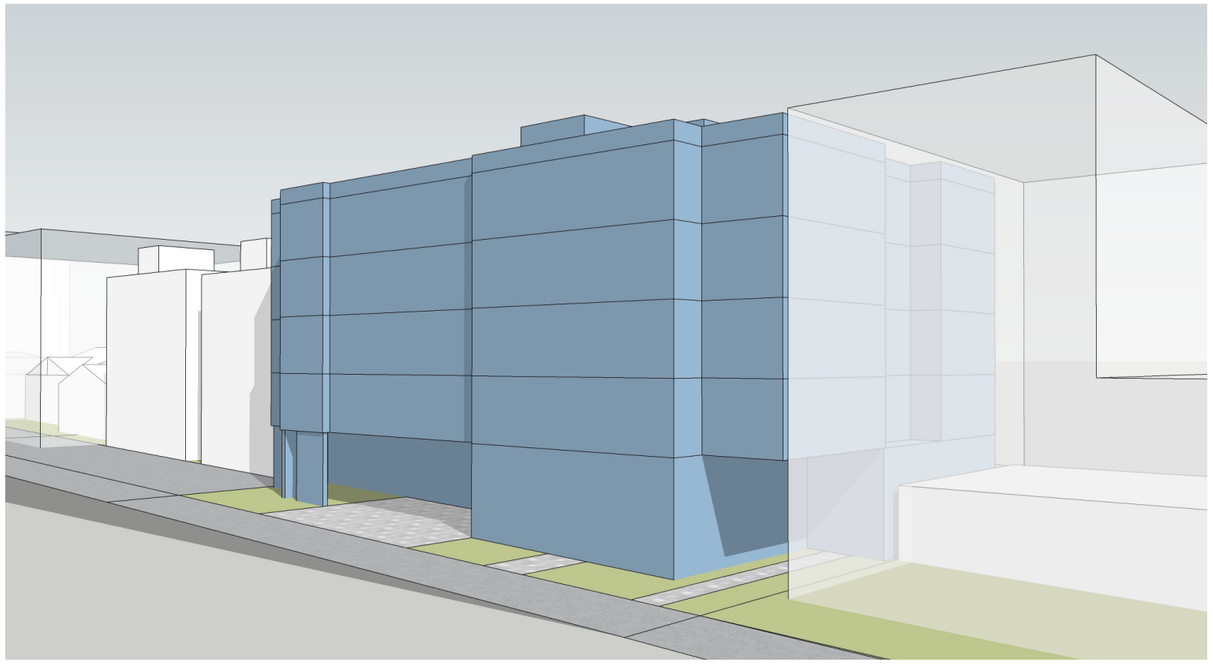
STREET VIEW FROM SOUTHEAST



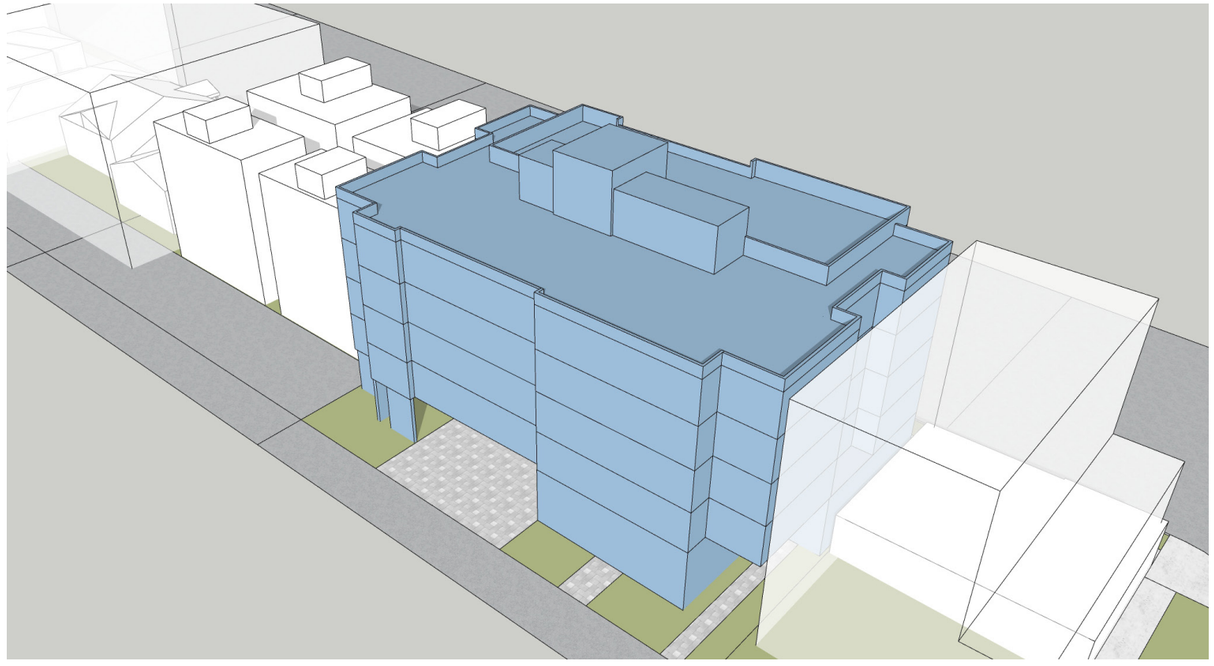
STREET VIEW FROM NORTHEAST



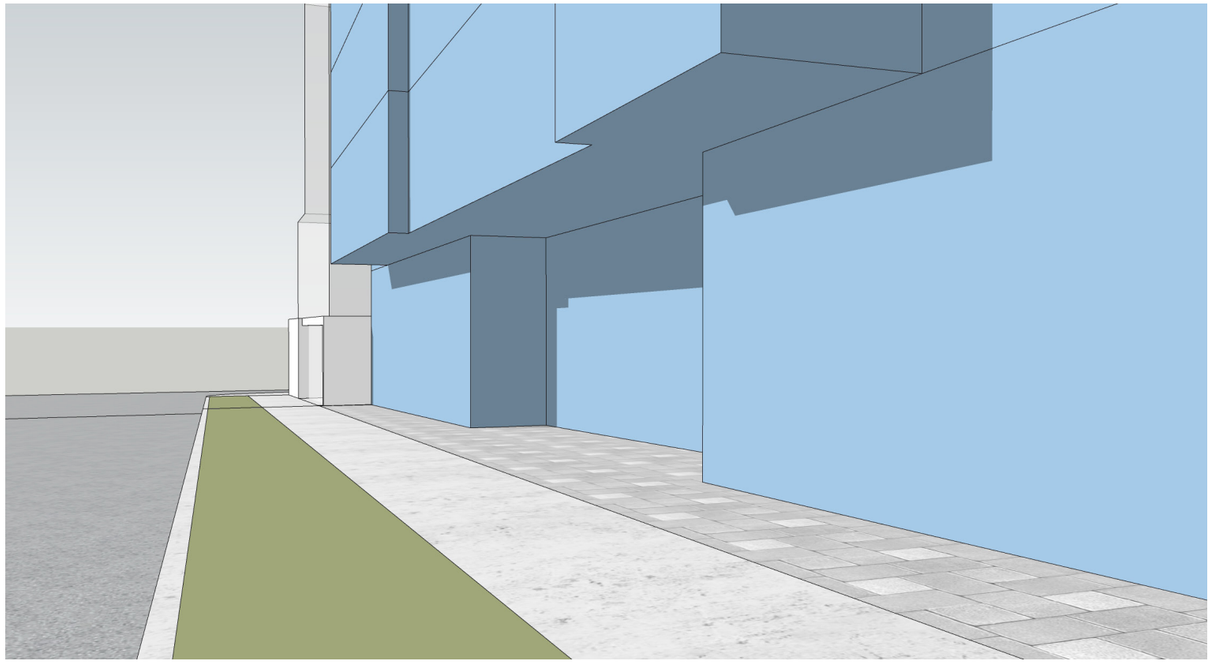
ALLEY VIEW FROM NORTHWEST



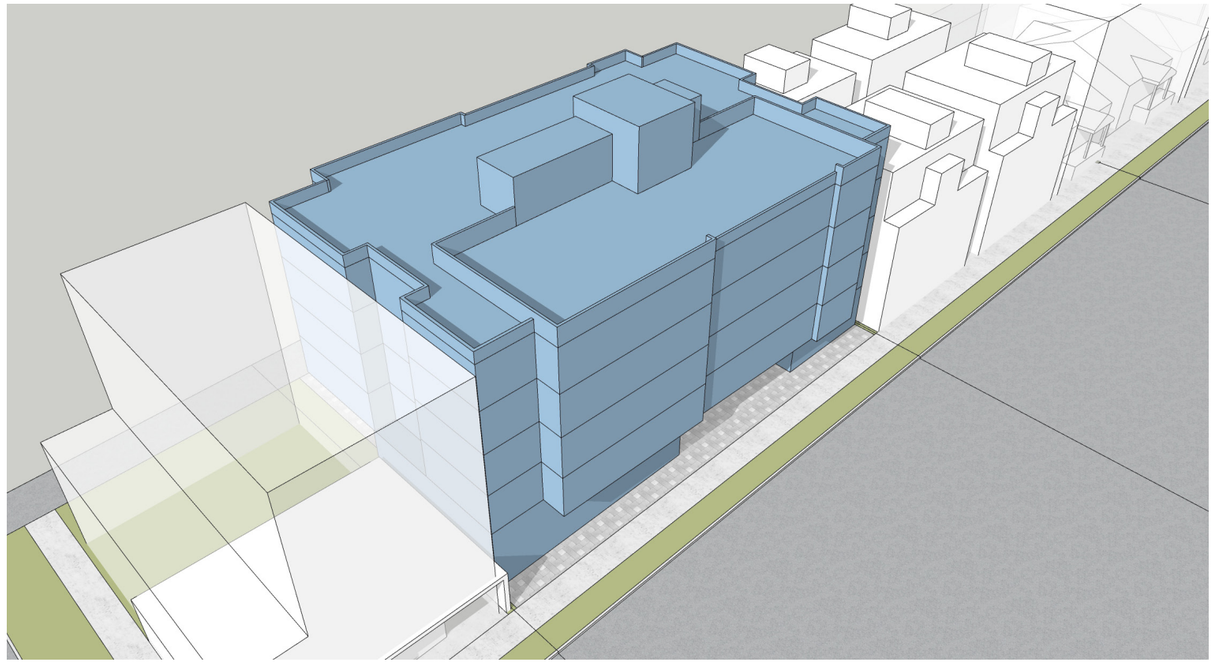
ALLEY VIEW FROM SOUTHWEST



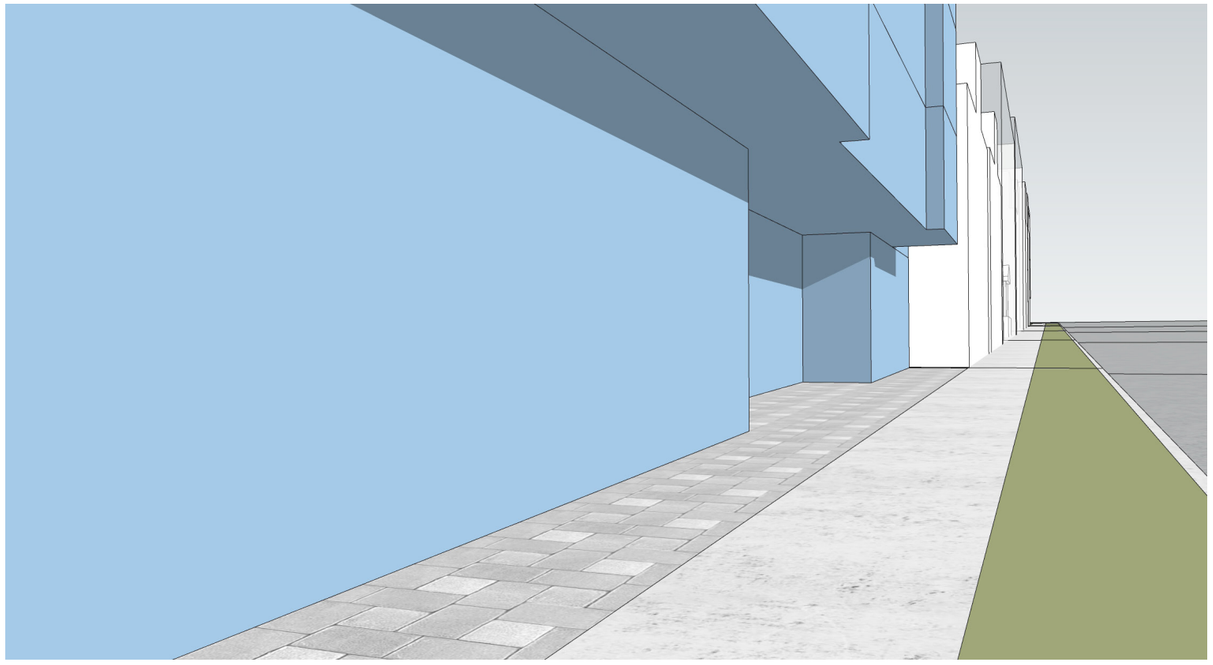
ALLEY AERIAL VIEW FROM SOUTHWEST



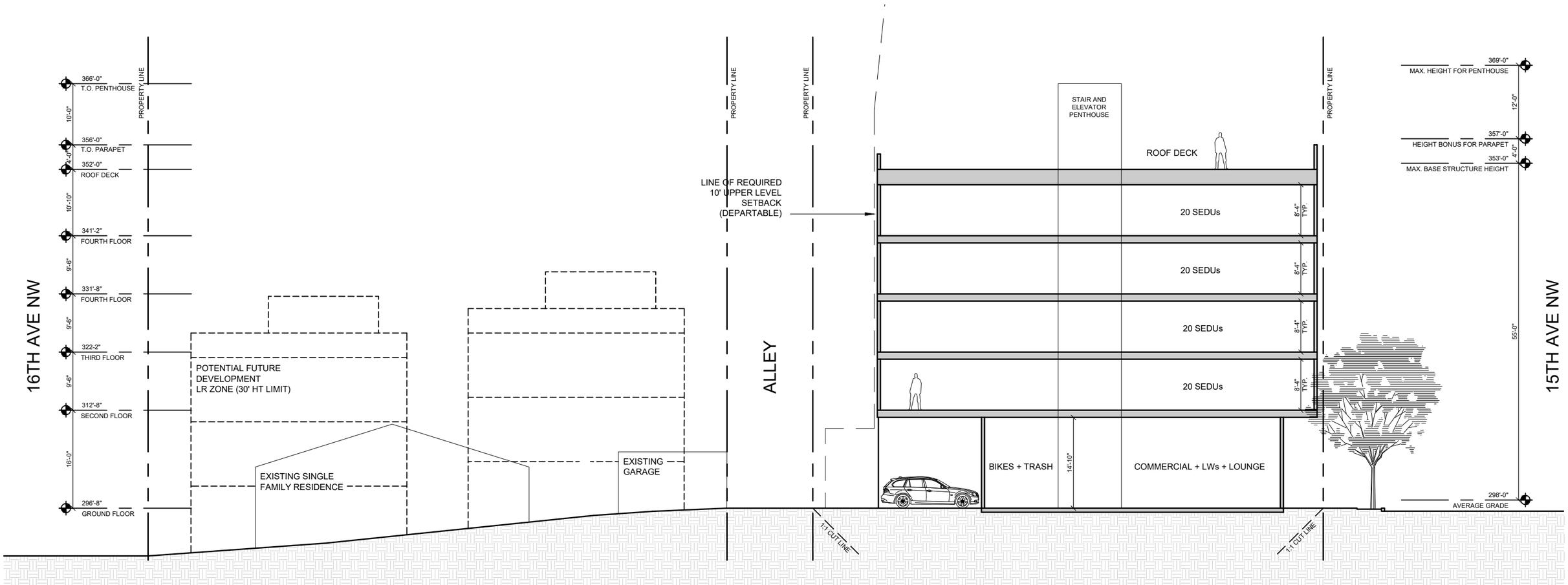
SIDEWALK VIEW FROM NORTH



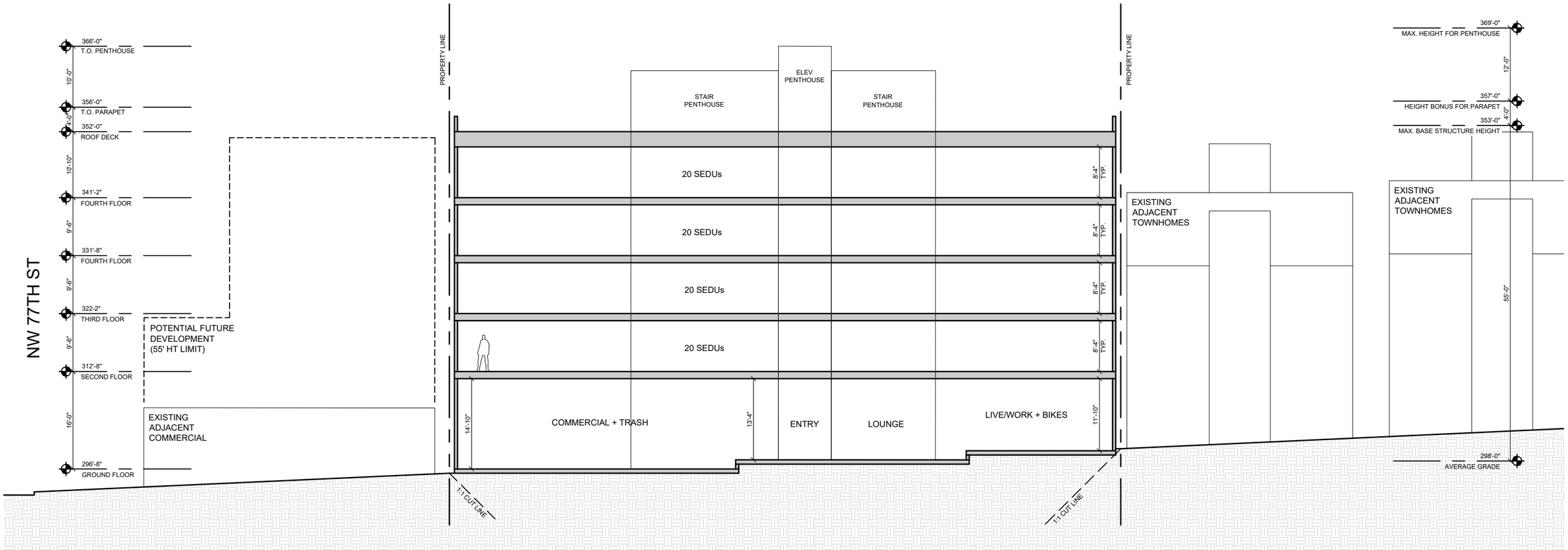
STREET AERIAL VIEW FROM SOUTHEAST



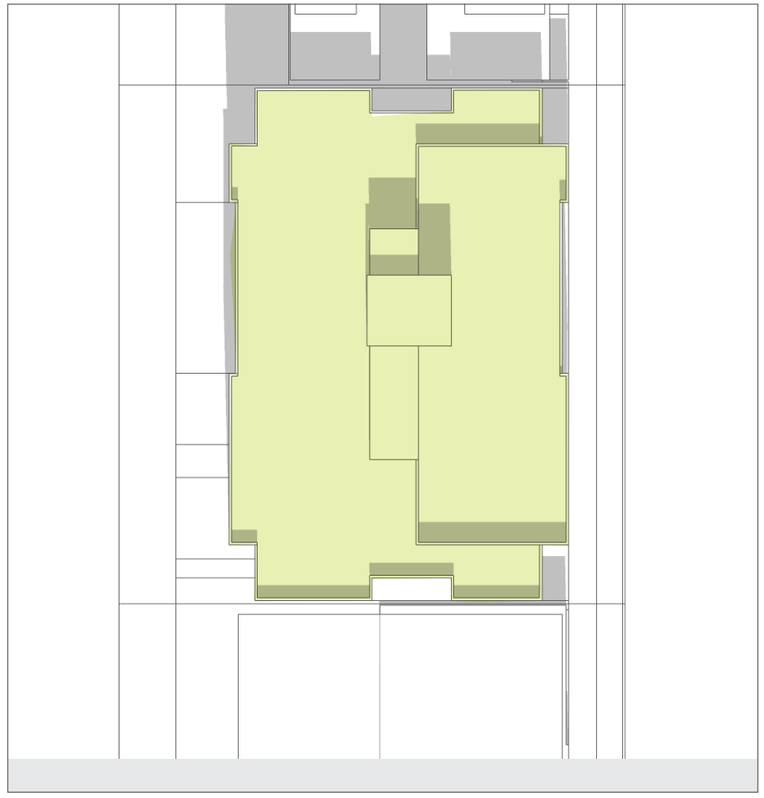
SIDEWALK VIEW FROM SOUTH



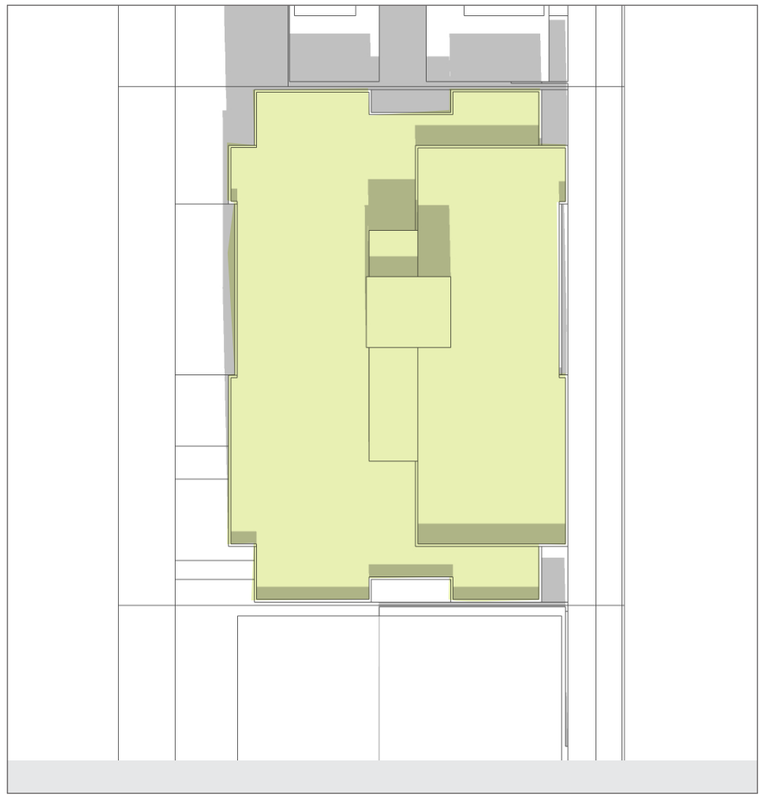
STACKING DIAGRAM LOOKING NORTH



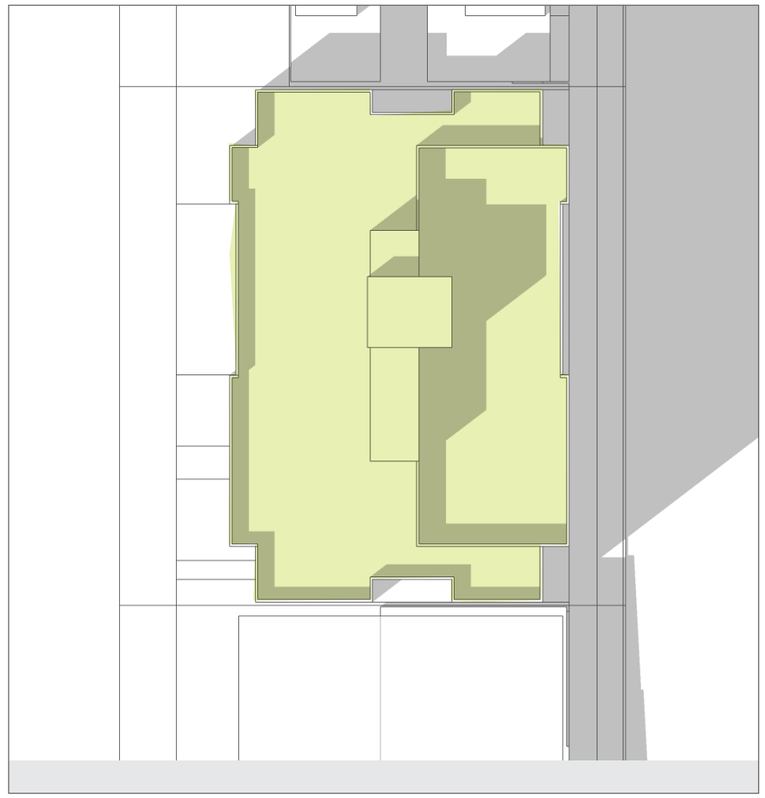
STACKING DIAGRAM LOOKING WEST



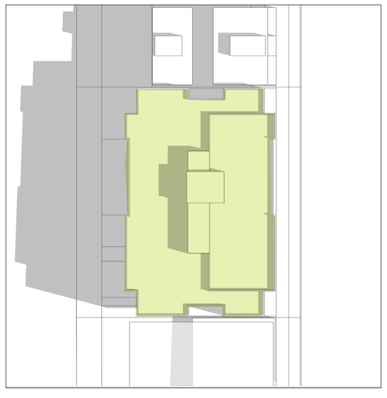
MARCH / SEPTEMBER 21, 9 AM



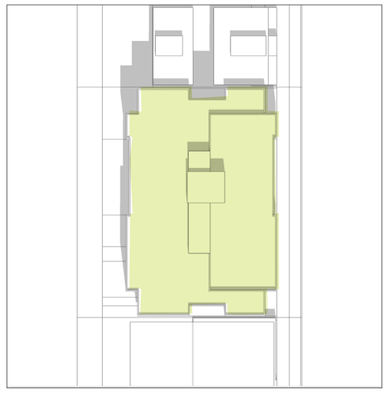
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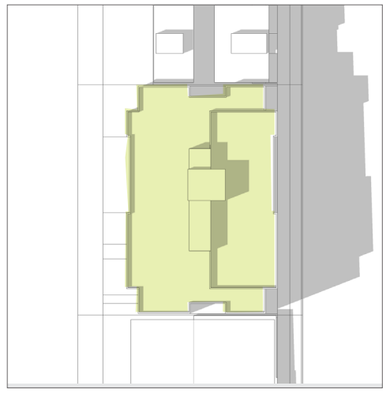
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JUNE 21, 9 AM



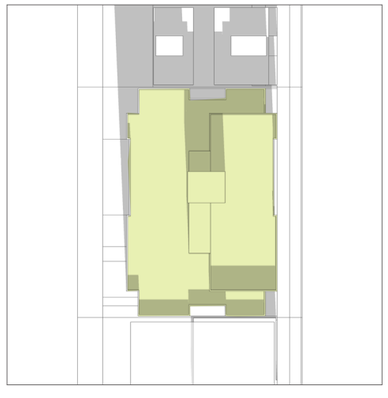
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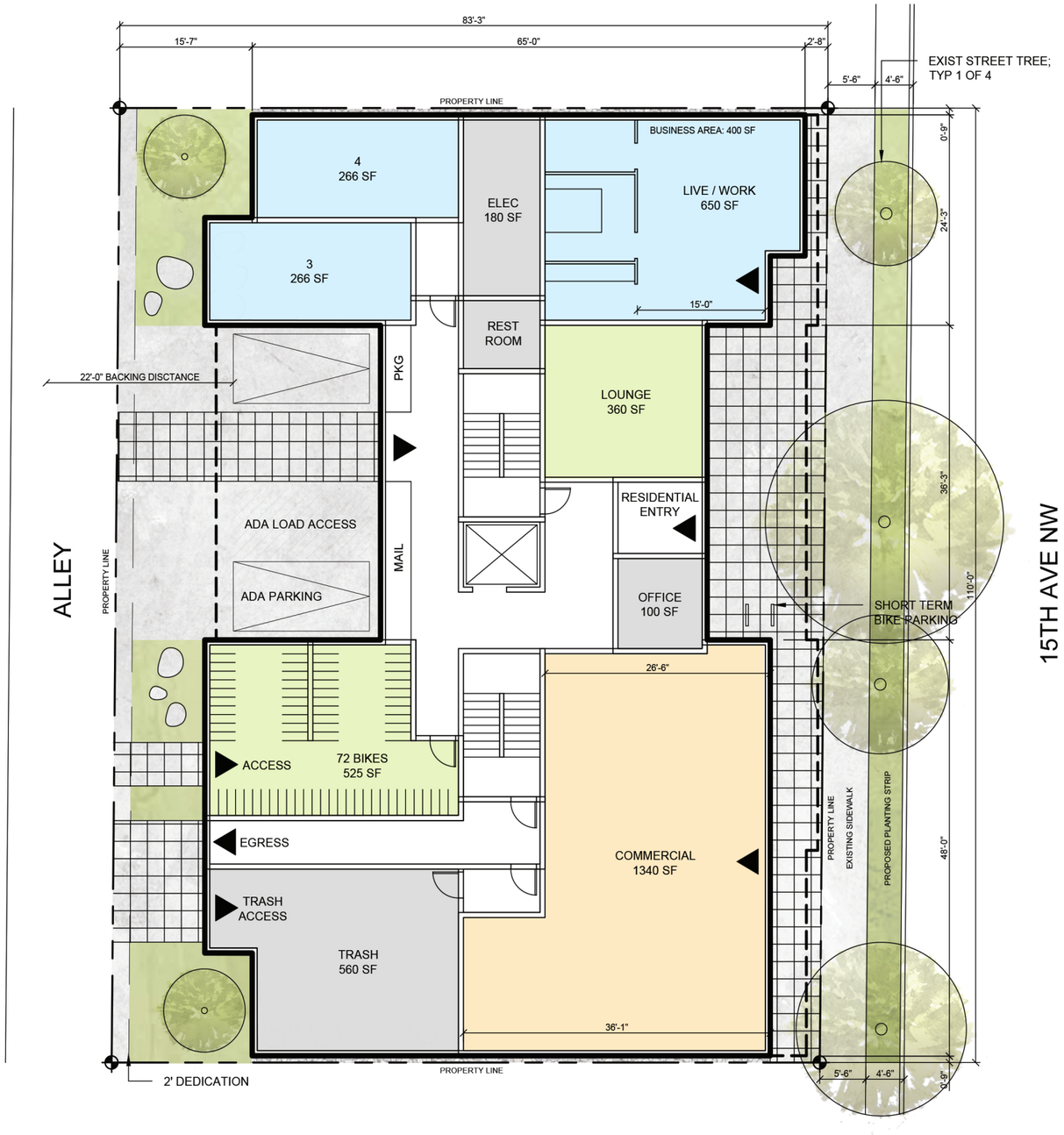
DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM



STREET LEVEL PLAN

DESIGN NARRATIVE

Similar to Option Four, Option Five fronts 15th Ave NW with a central residential entry, residential lounge, live-work unit to the north and commercial space to the south. The residential entry, commercial space and live-work have been setback from the sidewalk edge to allow ample space for pedestrian circulation. To continue the street edge created by the existing live-work to the north, a portion of the live-work is brought towards the right of way. The secondary residential entrance is located adjacent to the alley for access to parking, provided for the live-work Tenant, commercial deliveries and for residential tenant move in. Direct access to the bike storage room has been provided off the alley for ease of use. Solid waste storage and electrical and mechanical rooms are proposed adjacent to the alley and brought close to the west property line to ground the building.

For Option Five we relocated the FAR and units from the top floor and provided two units on the first floor allowing for an upper level setback. The four-story volume relates to the height of the development to the north and lessens the perceived mass towards the LR zone transition. The stacking of the units from the first floor to the fourth floor helps ground the building and the modulation allows for thoughtful areas for material changes. Similar to Option Four, the building's vertical circulation is centrally located to keep bulk away from adjacent sites and the right of way. Most units face the east and west towards the right-of-way and west setback. The rooftop amenity space is located on the west edge of the rooftop, toward views of the Olympic Mountains. The upper rooftop amenity is setback from the adjacent LR zone to preserve privacy for the adjacent neighbors.

DISTINGUISHING FEATURES

- 5-story building = 34,310 GSF
- 76 apartments

OPPORTUNITIES

- Upper and lower level modulation proposed to lessen the perceived mass along 15th Ave NW
- Modulation at entry creates a generously scaled pedestrian courtyard
- Live-work unit to the north relating to the existing live-works
- Larger commercial space proposed to the south
- Parking provided provides parking for live work tenant and commercial use deliveries
- Private patio amenity spaces at alley way
- Upper level setback at LR zone transition
- Roof deck set back from LR zone

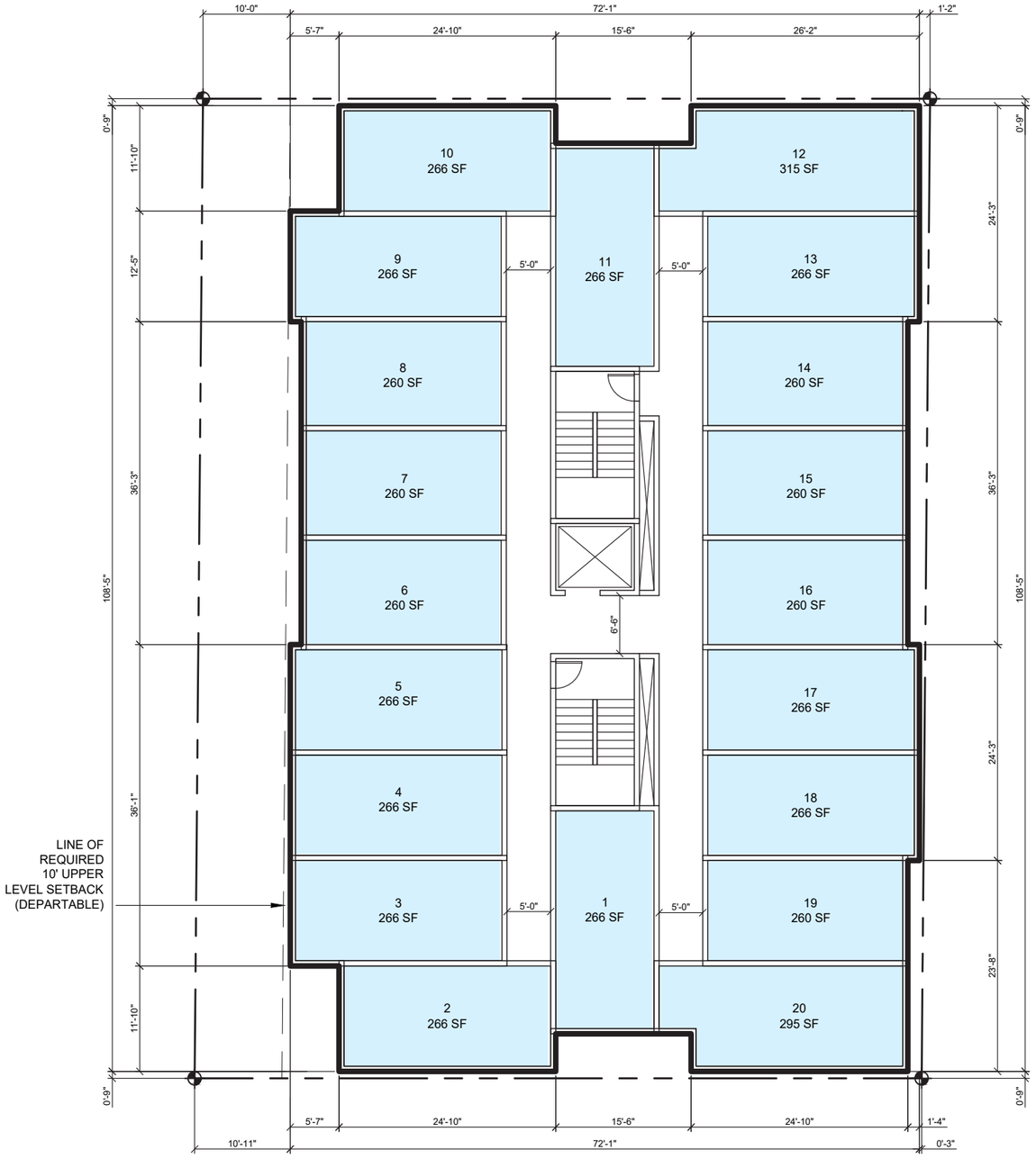
CHALLENGES

- Two units on the first floor
- No amenity space provided at alleyway
- Only top floor set back from LR zone

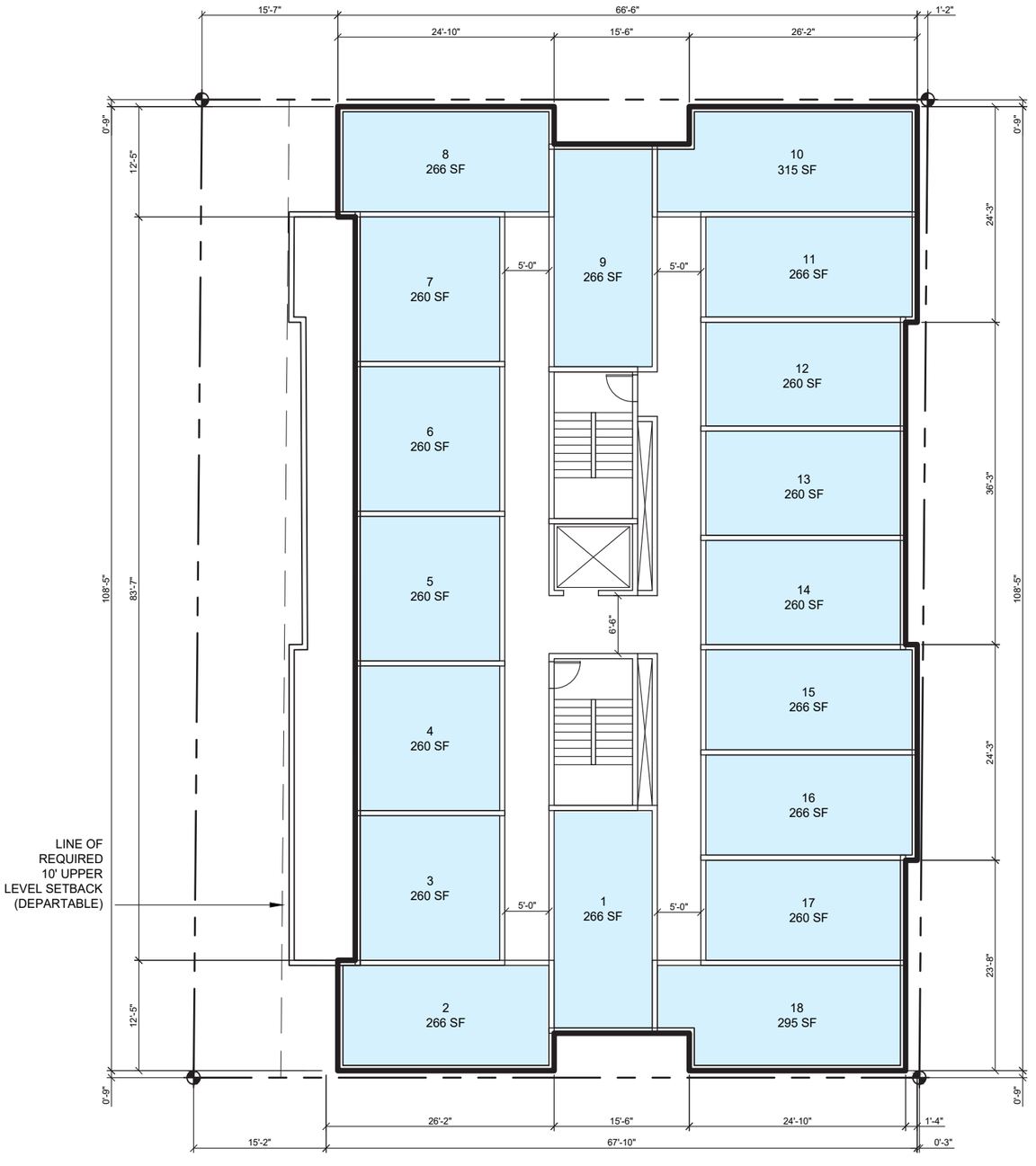
DEPARTURE REQUESTED

- None - Code Compliant

COMMERCIAL DWELLING AREA COMMON AREA SERVICE AREA

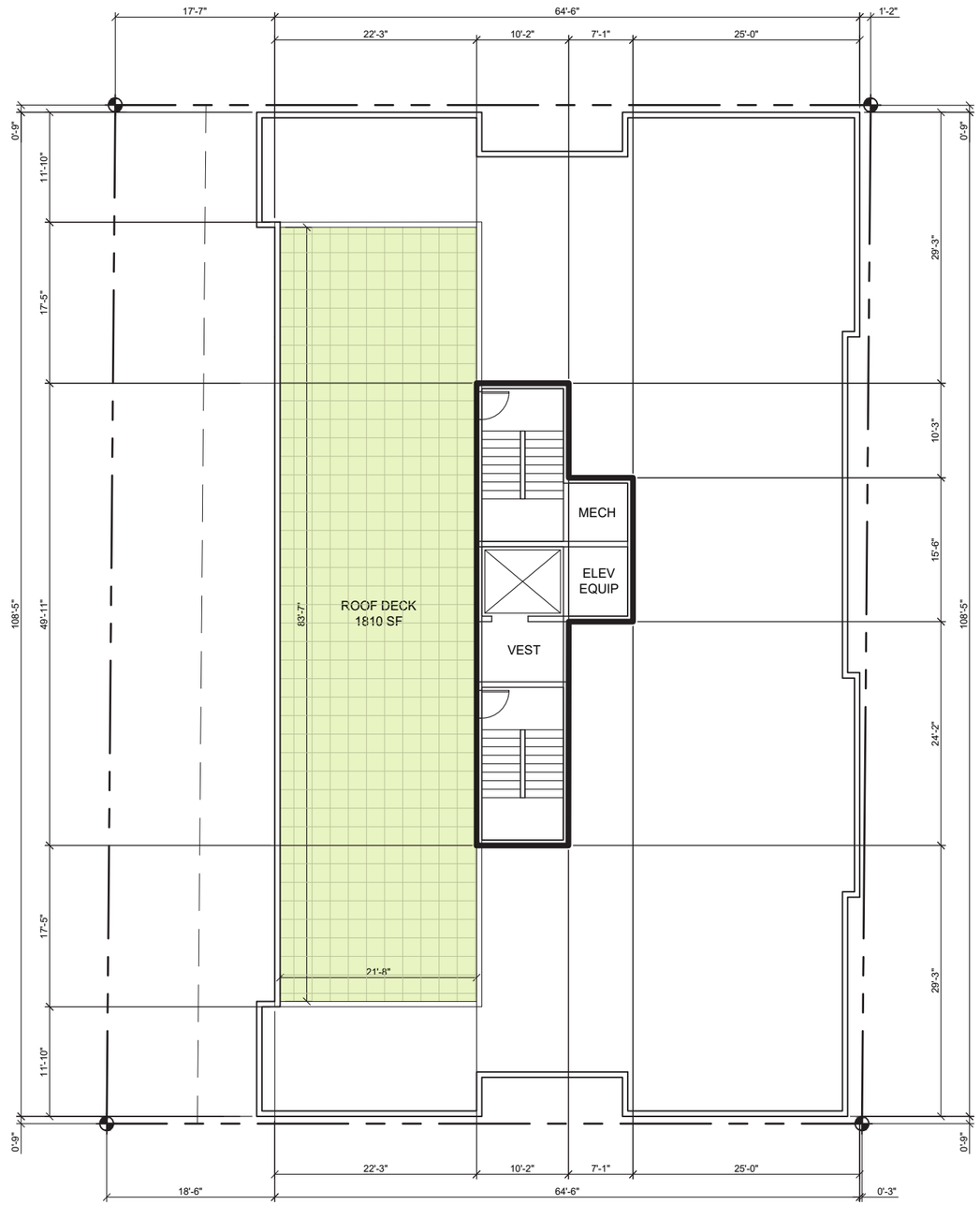


LEVELS 2-4 PLAN



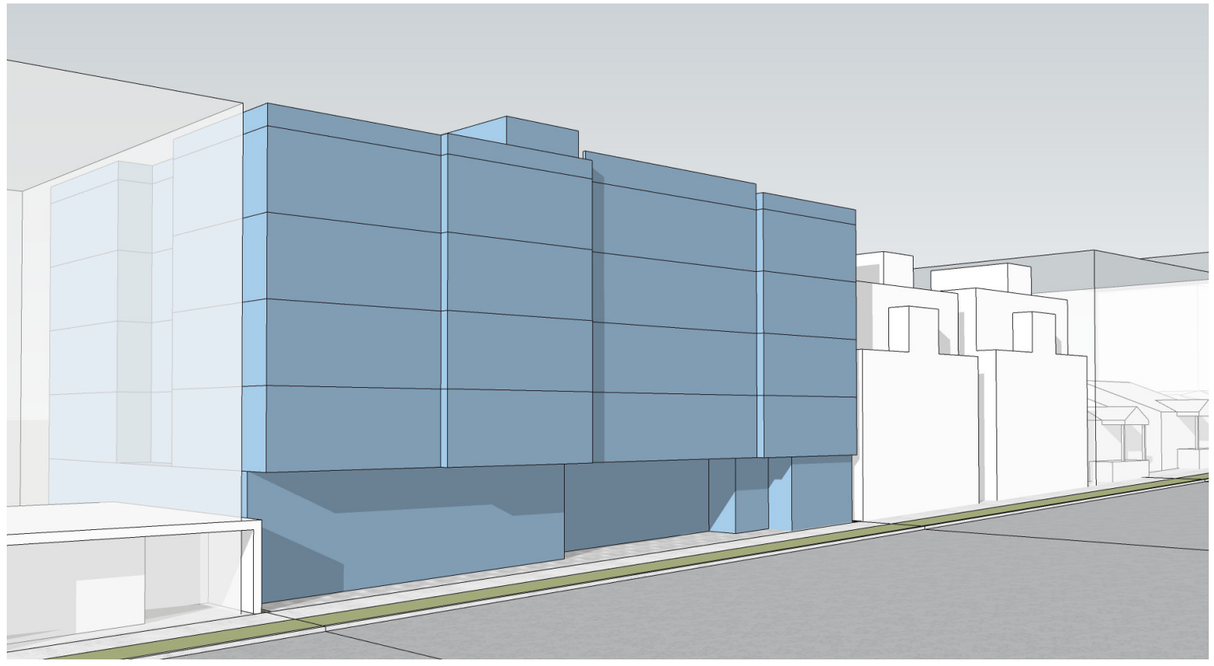
LEVEL 5 PLAN

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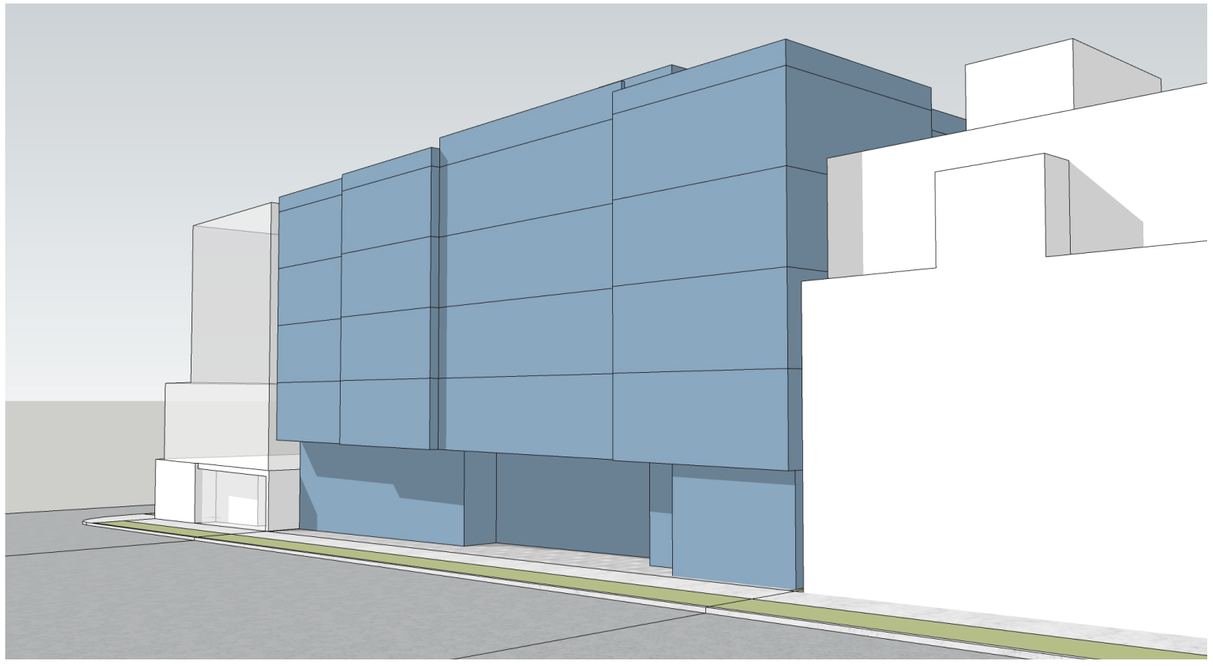


ROOF PLAN

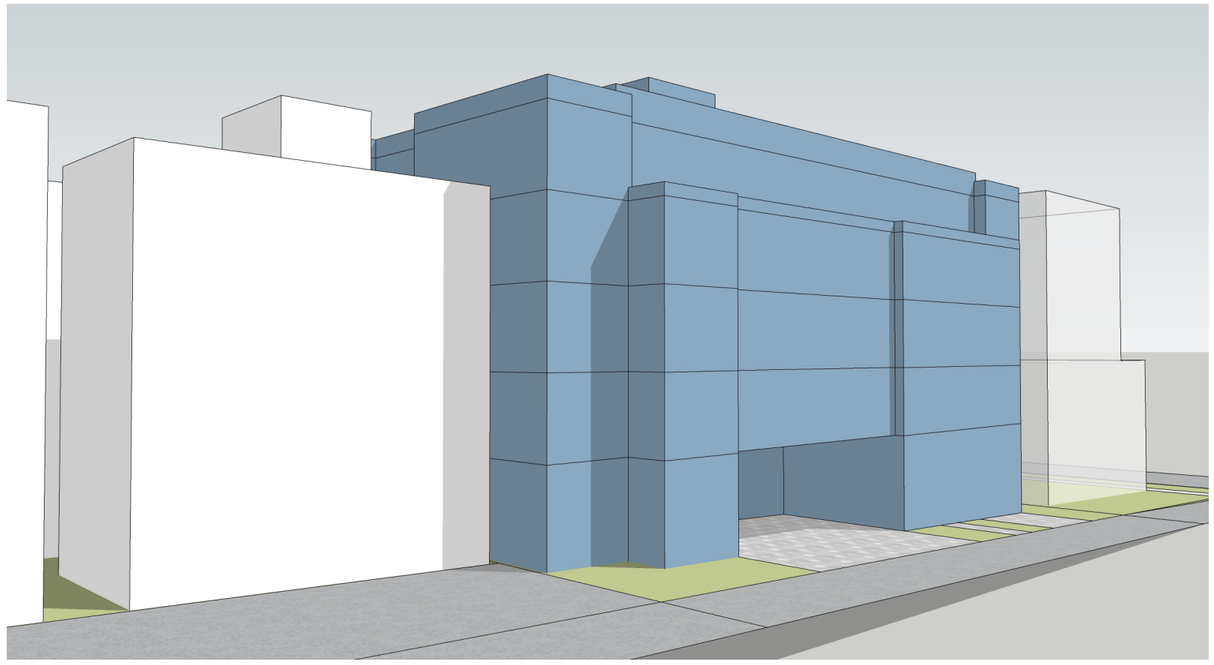
COMMERCIAL DWELLING AREA COMMON AREA SERVICE AREA



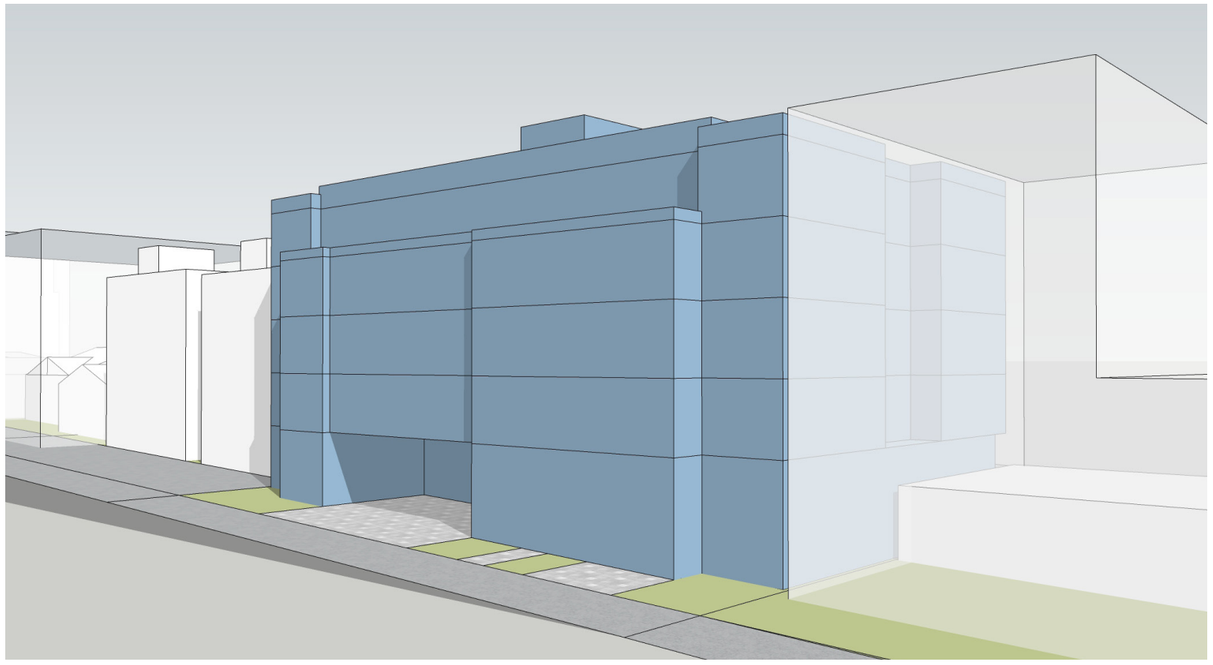
STREET VIEW FROM SOUTHEAST



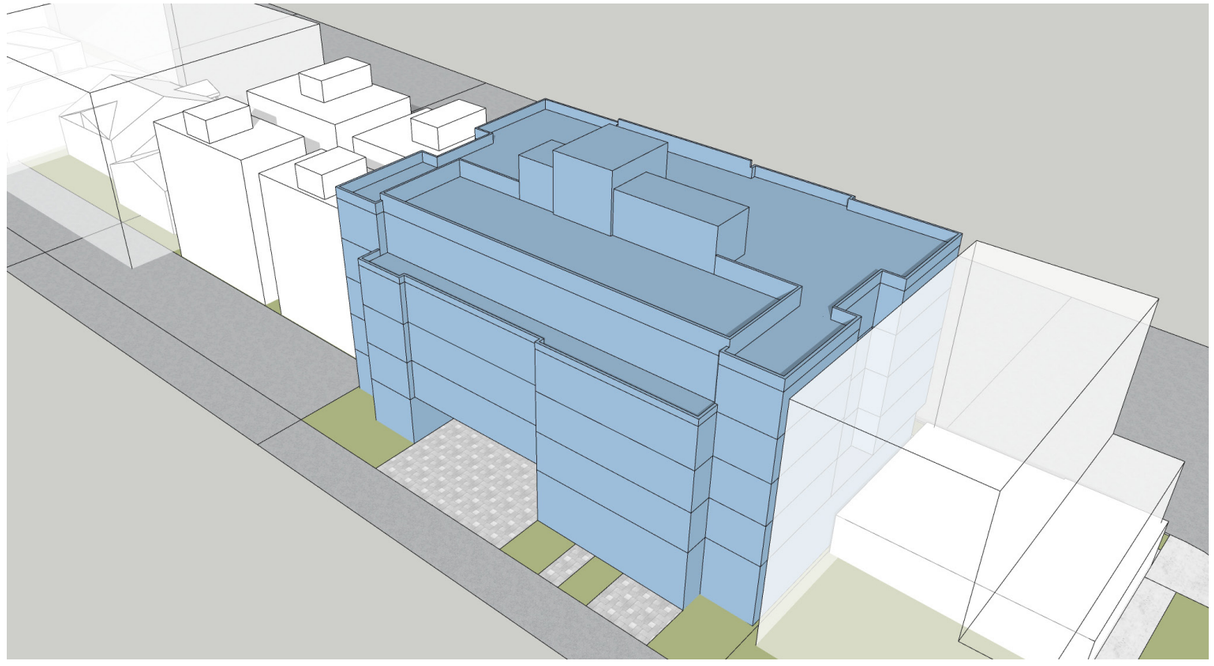
STREET VIEW FROM NORTHEAST



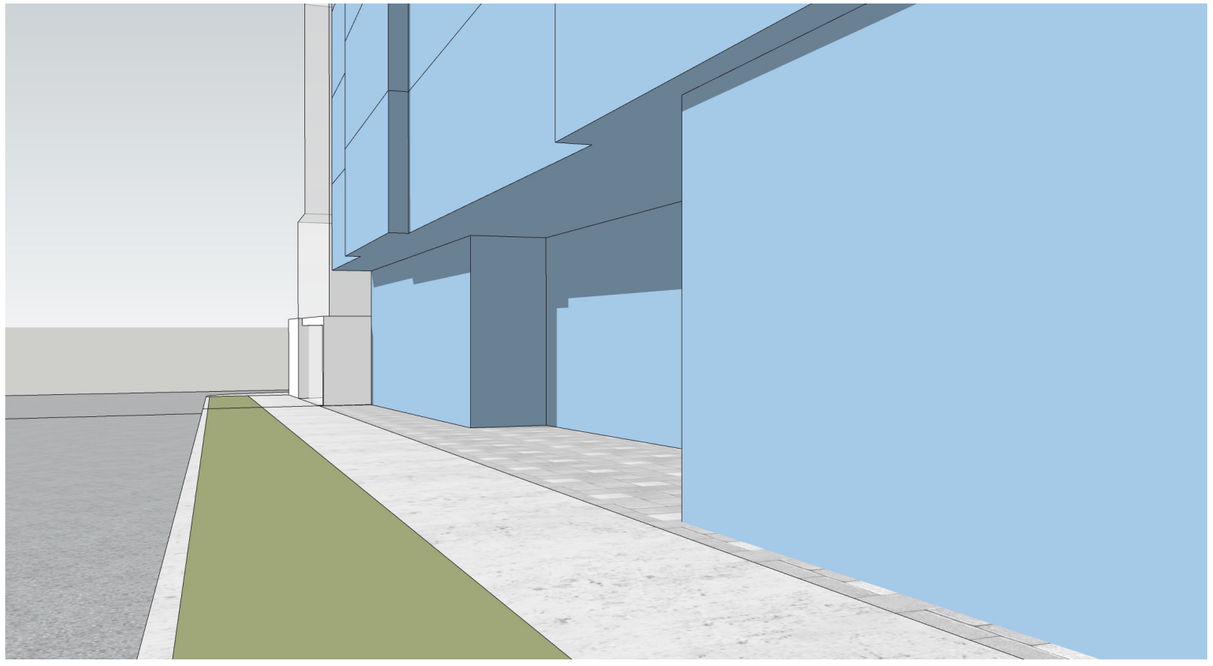
ALLEY VIEW FROM NORTHWEST



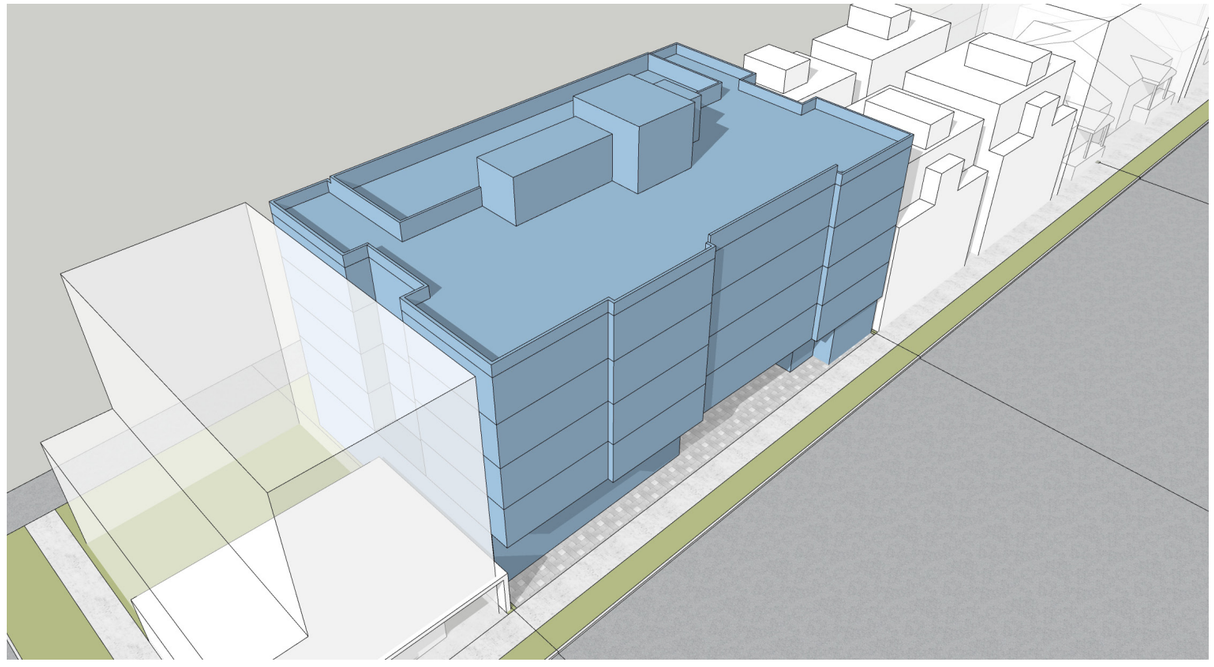
ALLEY VIEW FROM SOUTHWEST



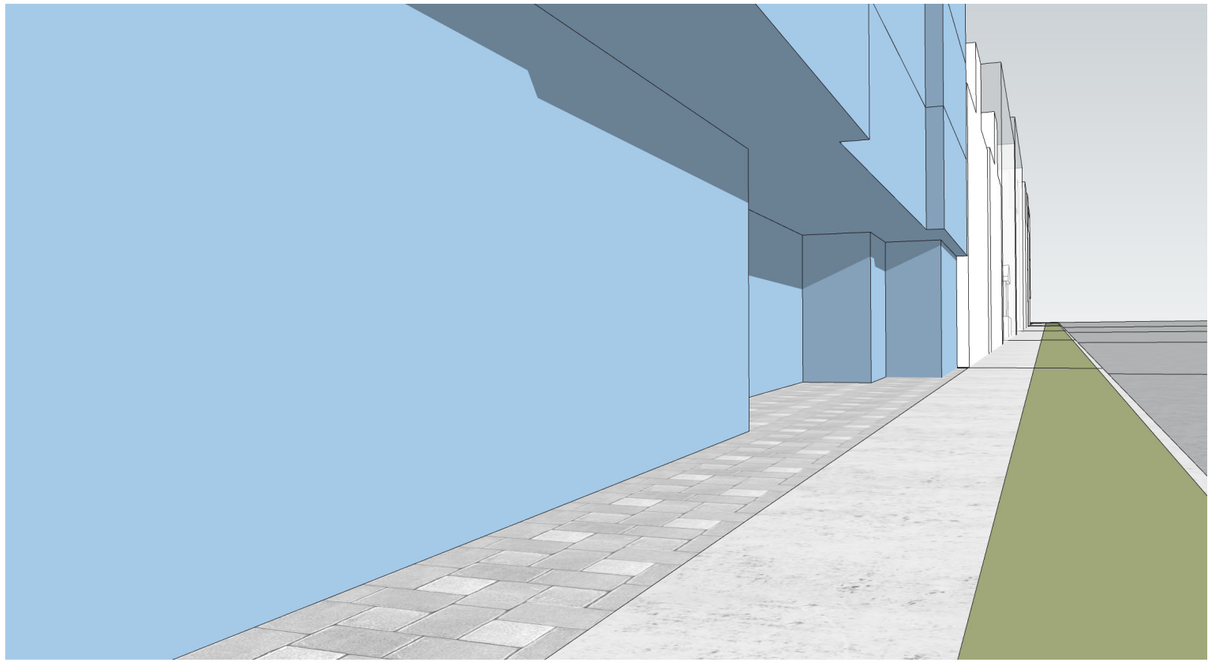
ALLEY AERIAL VIEW FROM SOUTHWEST



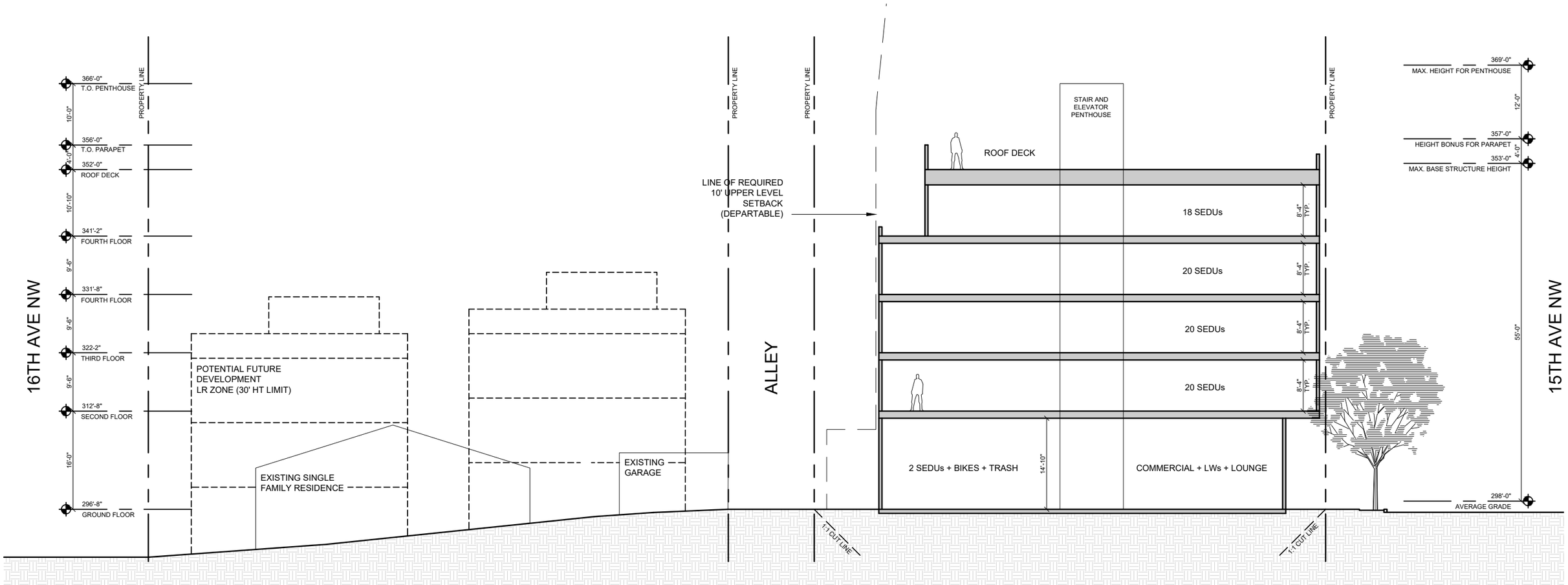
SIDEWALK VIEW FROM NORTH



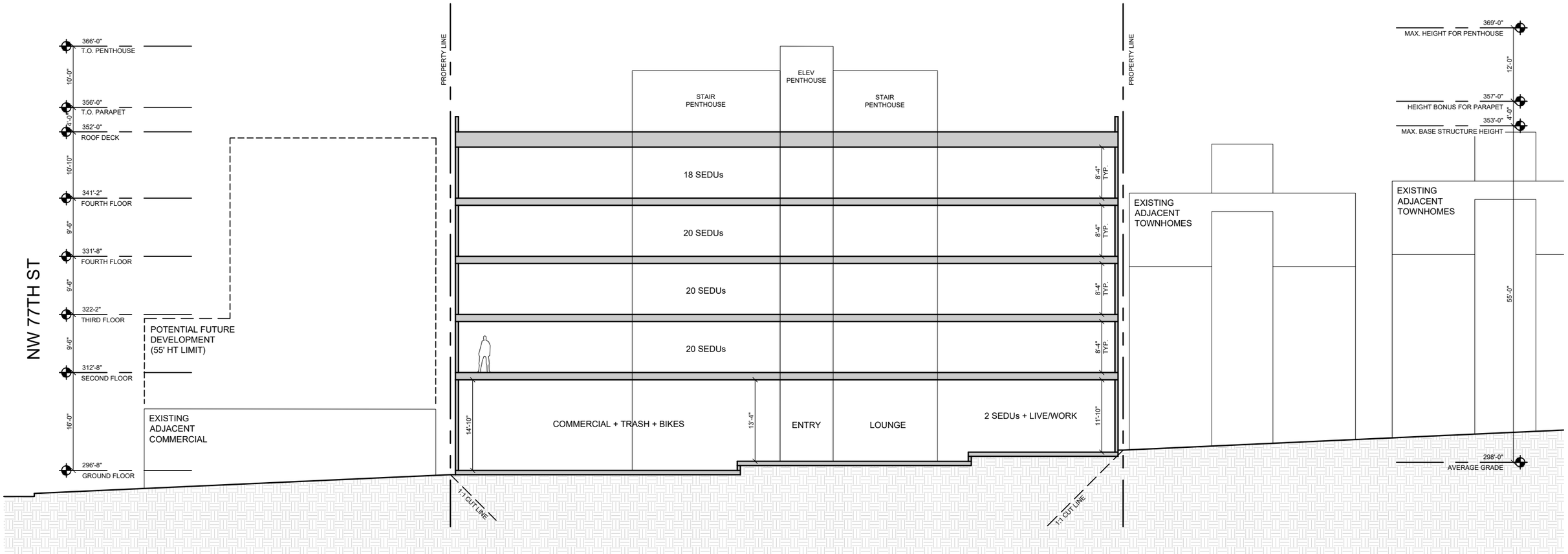
STREET AERIAL VIEW FROM SOUTHEAST



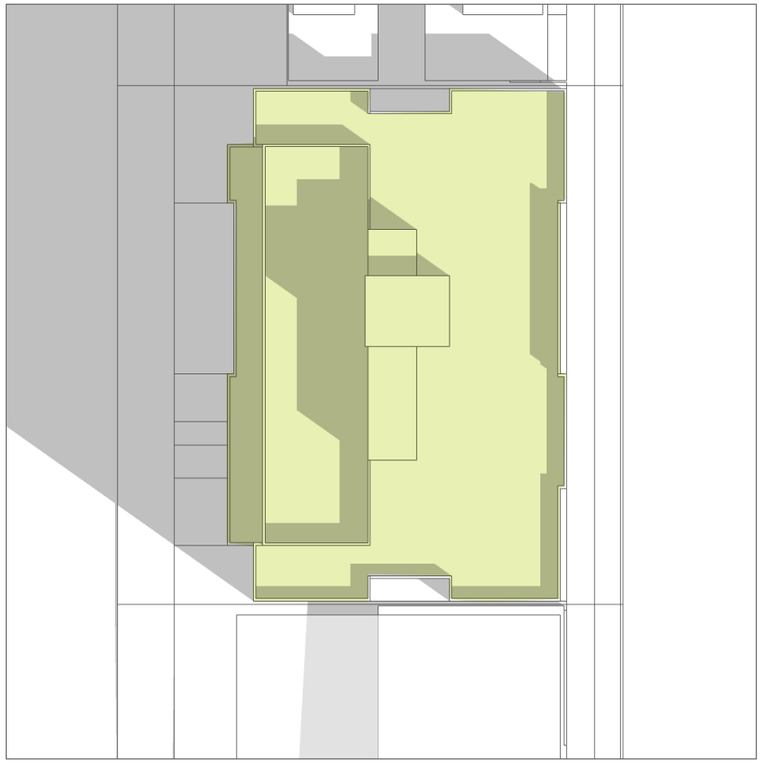
SIDEWALK VIEW FROM SOUTH



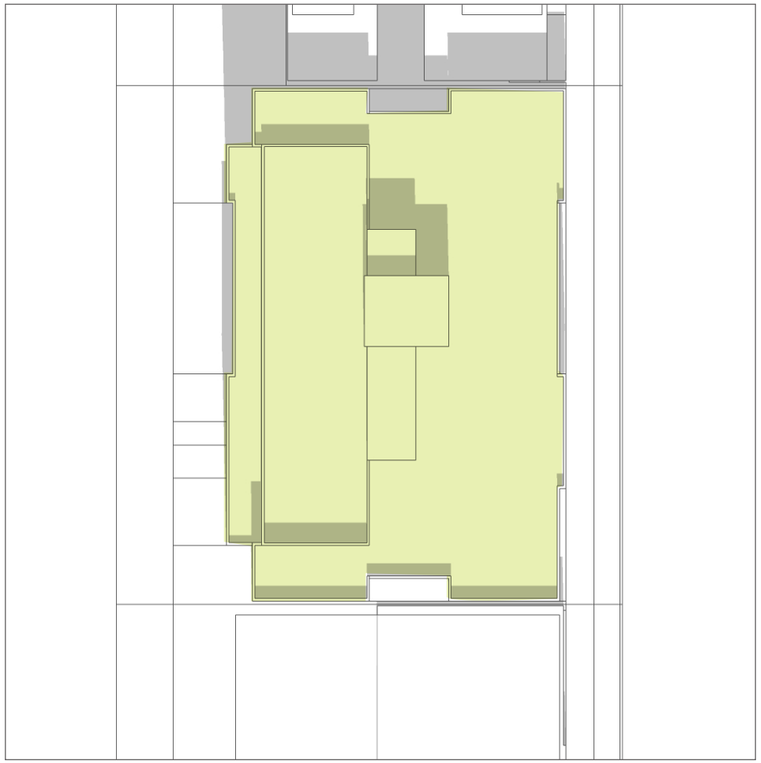
STACKING DIAGRAM LOOKING NORTH



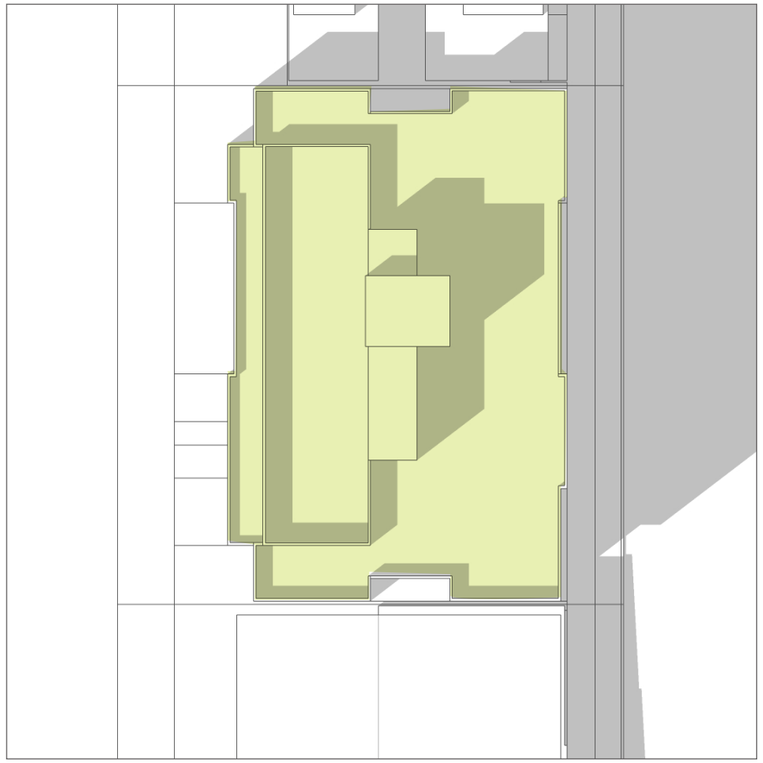
STACKING DIAGRAM LOOKING WEST



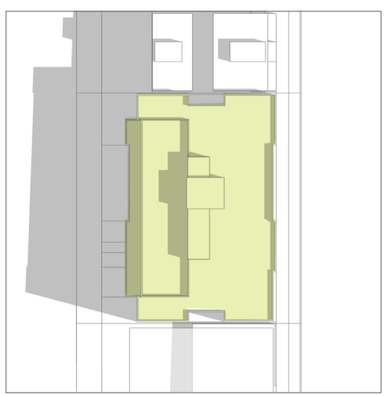
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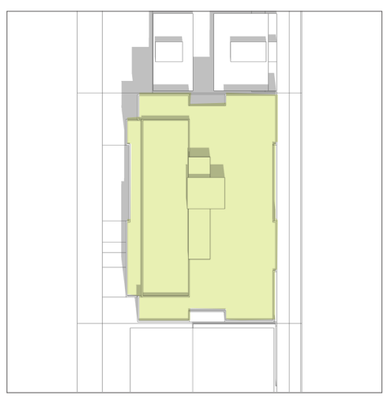
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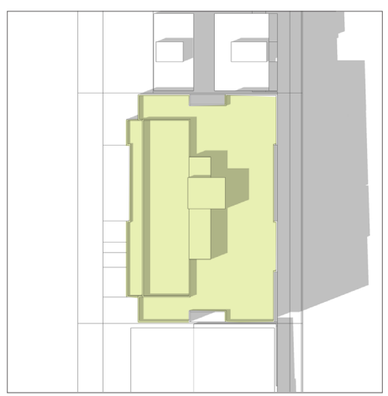
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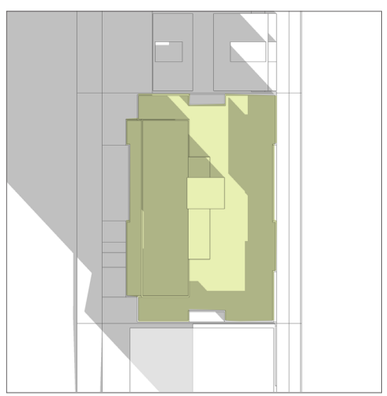
JUNE 21, 9 AM



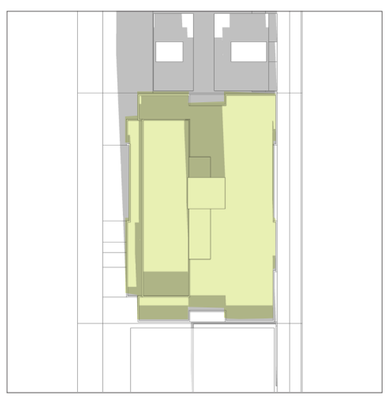
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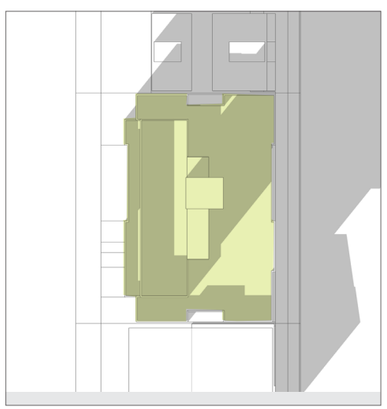
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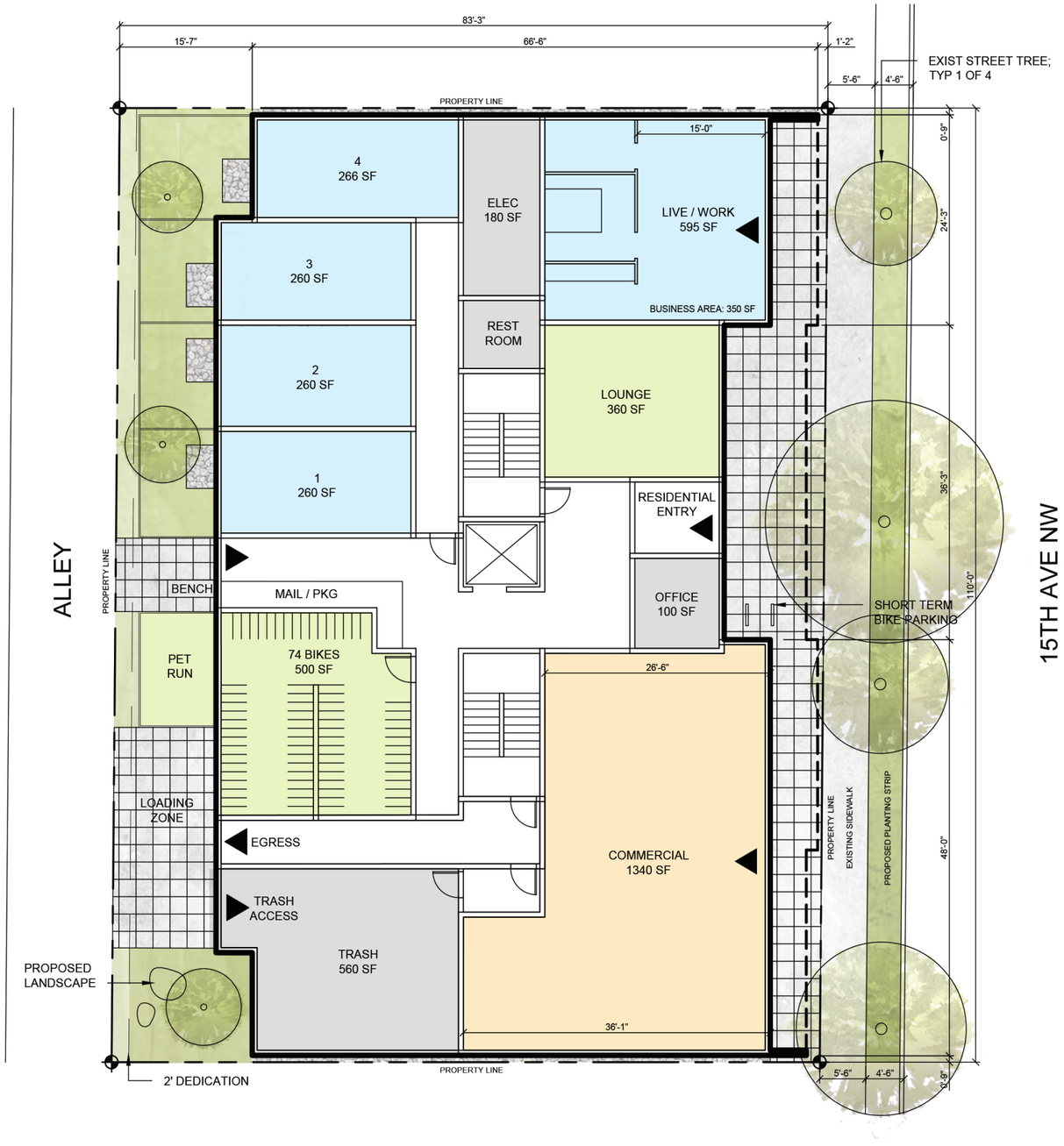
DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM



STREET LEVEL PLAN

DESIGN NARRATIVE

Option Six, our preferred option, fronts 15th Ave NW with a central residential entry court, residential lounge, one live-work unit to the north and a commercial space to the south. The live-work unit, commercial space and entry have been setback to allow for a residential entry court, commercial spill out space, and pedestrian circulation. To continue the street edge along 15th Ave NW while still allowing ample space for pedestrian circulation, structure has been brought down along the north and south edges. Upper level modulation along 15th Ave NW is aligned with entry courtyard below, relating to the scale of existing and future developments along our block. The modulation along the upper and lower volumes help create thoughtful locations for material change. The secondary residential entrance is located adjacent to the alley for access to the bike storage room, and amenity pet run. Private amenity spaces with landscape buffer from the alley are proposed a the ground floor units. A loading zone is provided to allow for tenant move-in and commercial use deliveries without blocking the public alleyway. Solid waste storage is proposed adjacent to the alley per SPU's recommendation and brought closer to the west property line to ground the building.

Option Six reallocates FAR and units from the top two floors and proposes four residential units on the first floor. This allows for a setback at the top two levels, creating a three-story volume towards the 30'-0" height limit at the LR zoning. The strong base, upper level modulation and large setback from the west property line creates a thoughtful gesture towards the LR zone transition. Similar to Option Four and Five The building's vertical circulation is centrally located to keep bulk away from adjacent sites and the right of way. Most units face the east and west towards the right-of-way and a west setback. The rooftop amenity space is located on the west edge of the rooftop, toward the view of the Olympic Mountains. The upper rooftop is setback from the LR zone to respect the adjacent LR zoning.

DISTINGUISHING FEATURES

- 5-story building = 34,180 GSF
- 80 apartments

OPPORTUNITIES

- Upper and lower level modulation proposed to lessen the perceived mass along 15th Ave NW
- Modulation at entry creates a generously scaled pedestrian courtyard
- Live-work unit to the north relating to the existing live-works
- Ground level commercial space activates the streetscape
- Four grouped units on first floor with private patio amenity spaces
- Upper two floors step back with a solid base at zone transition, lower 3 story volume relating to the LR zone to the west
- Roof deck set back from LR zone and oriented towards mountain views to the west

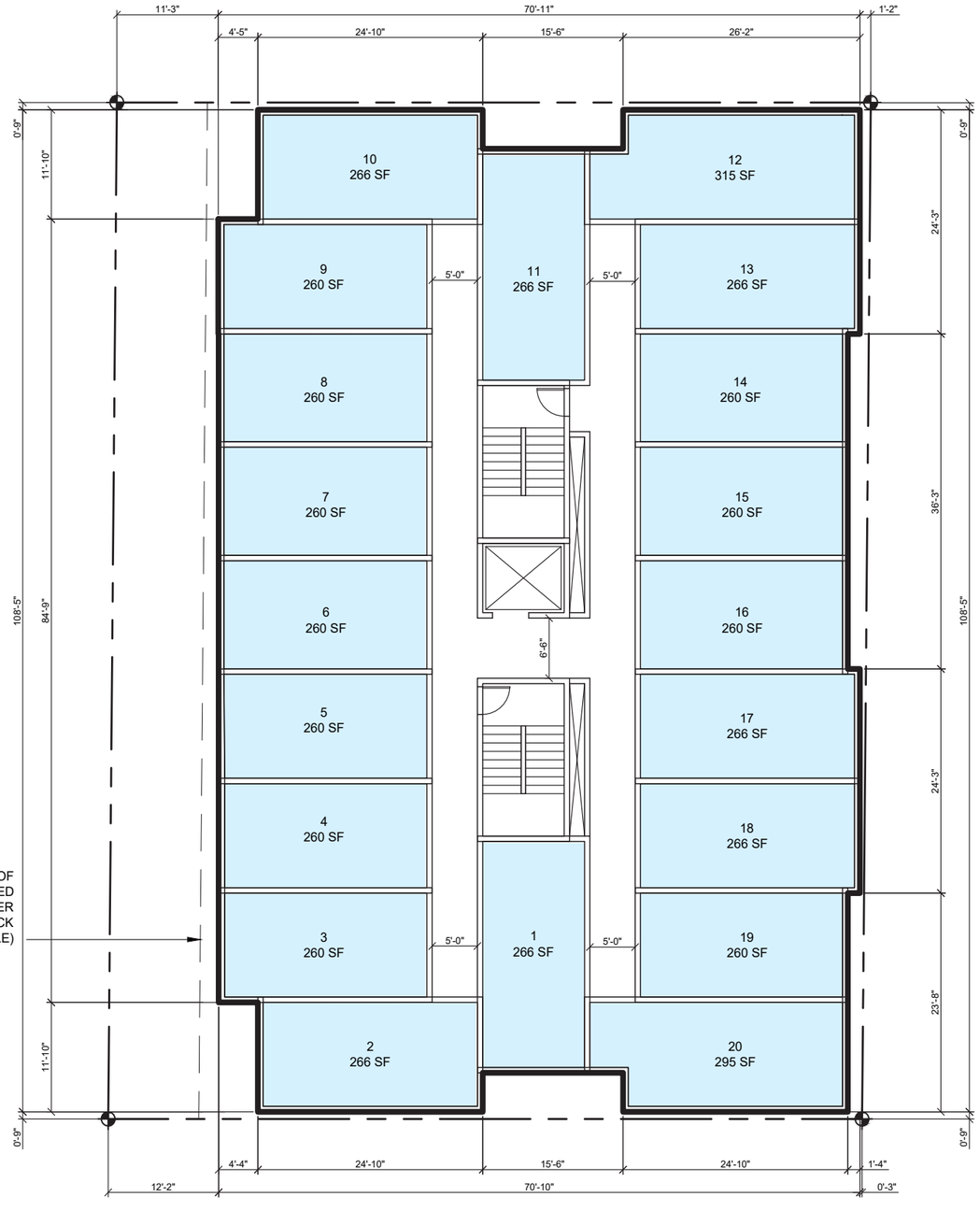
CHALLENGES

- No parking provided

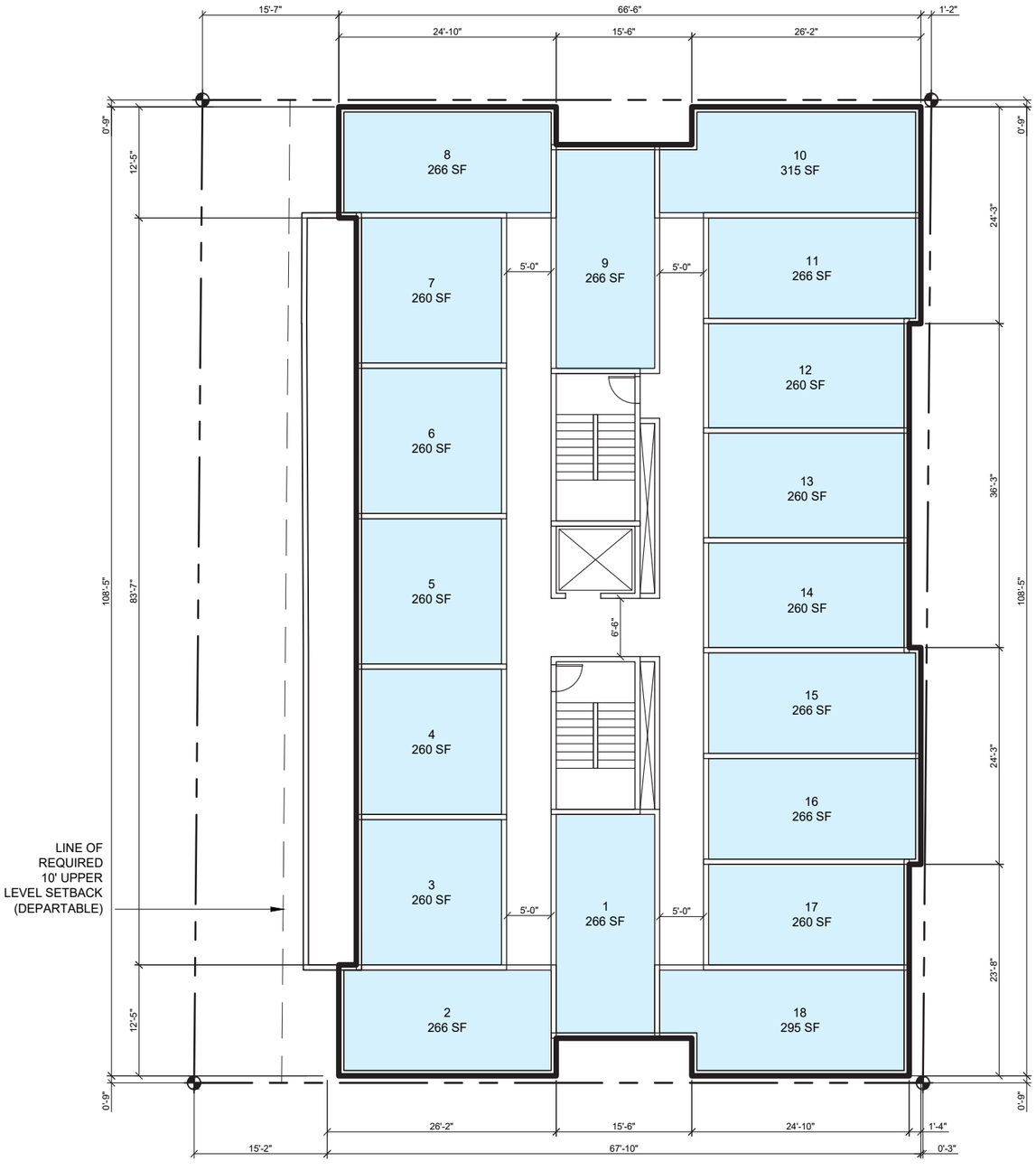
DEPARTURE REQUESTED

None - Code Compliant

COMMERCIAL DWELLING AREA COMMON AREA SERVICE AREA

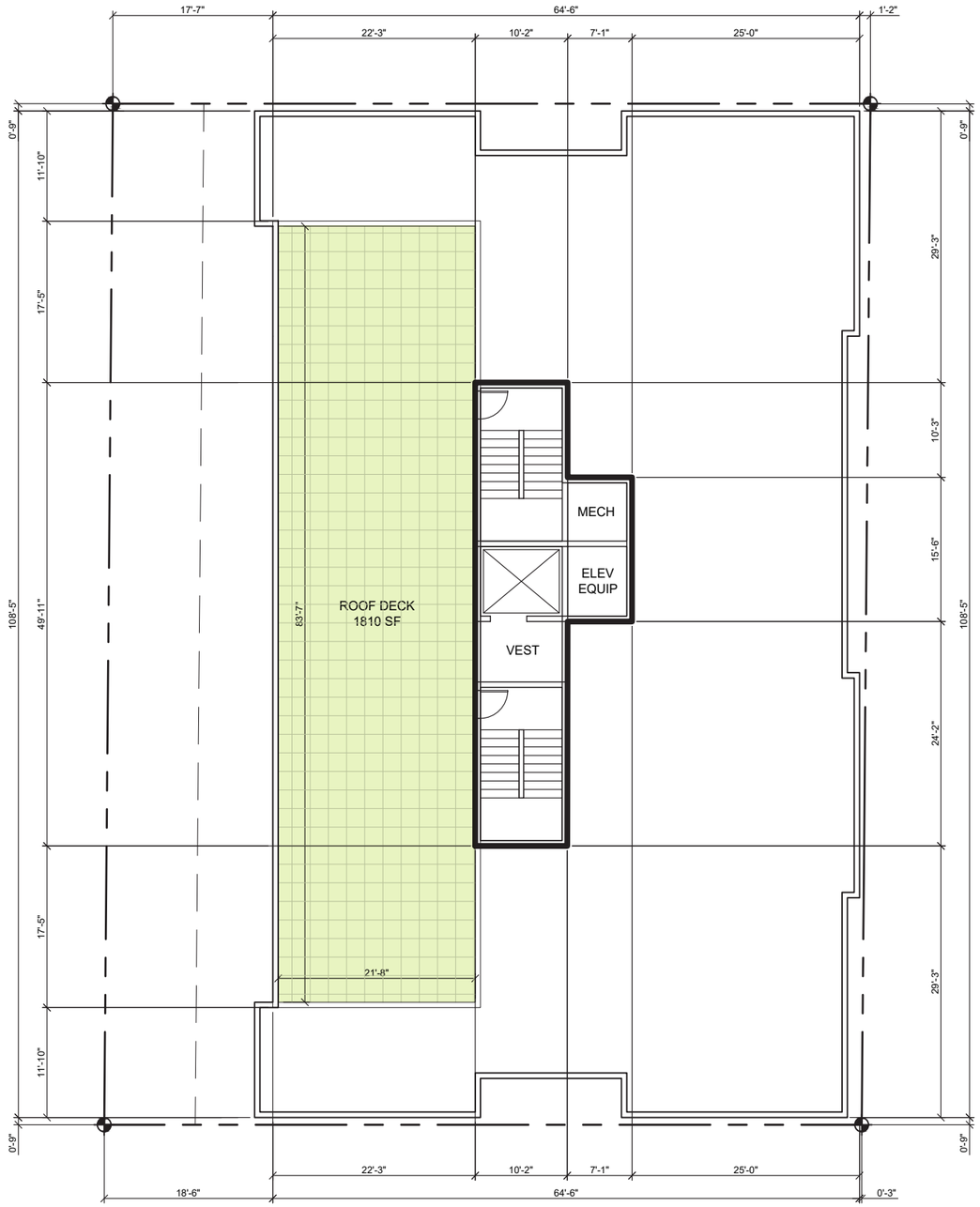


LEVELS 2-3 PLAN



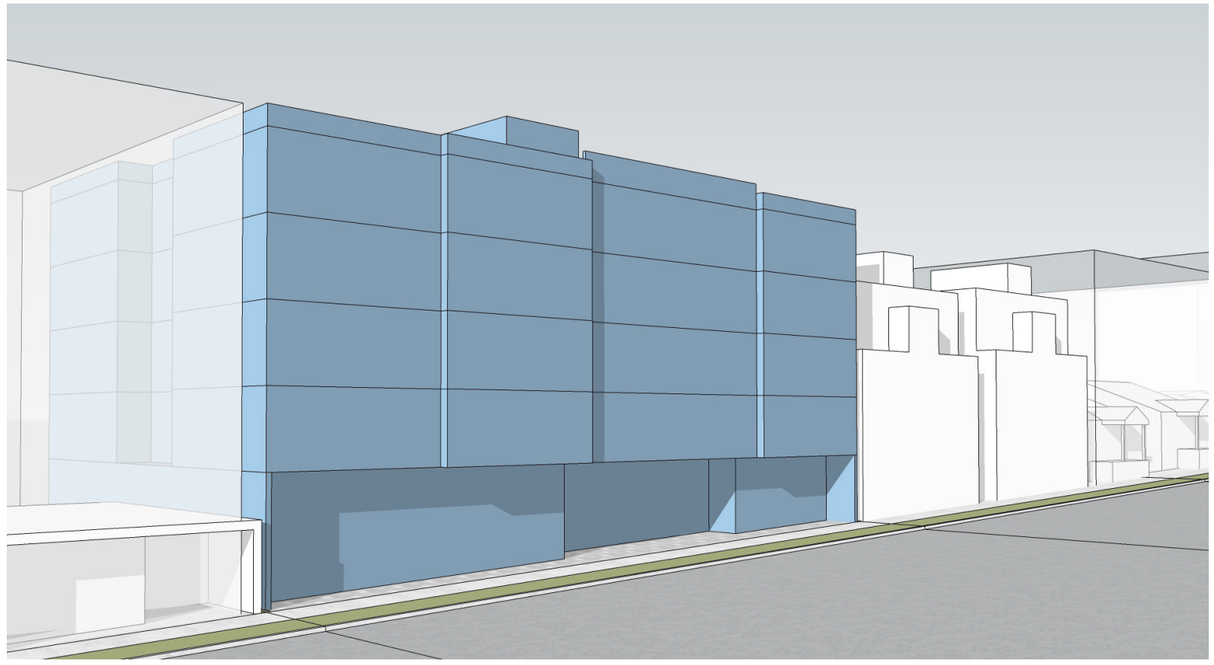
LEVELS 4-5 PLAN

COMMERCIAL DWELLING AREA COMMON AREA SERVICE AREA

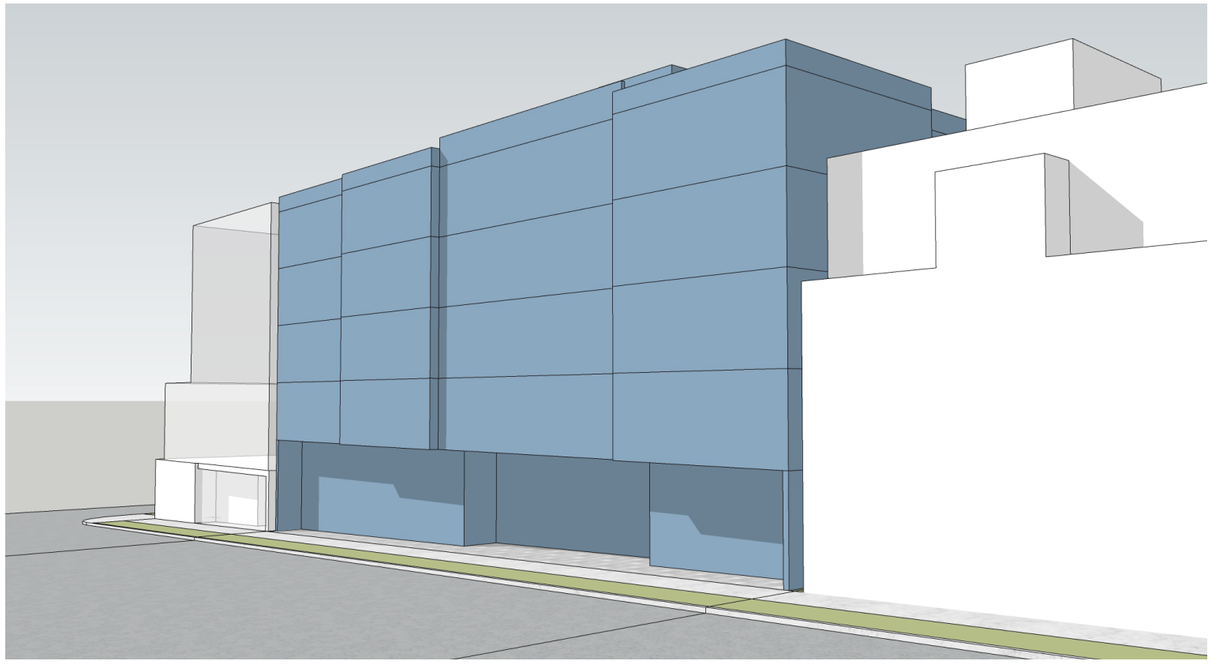


ROOF PLAN

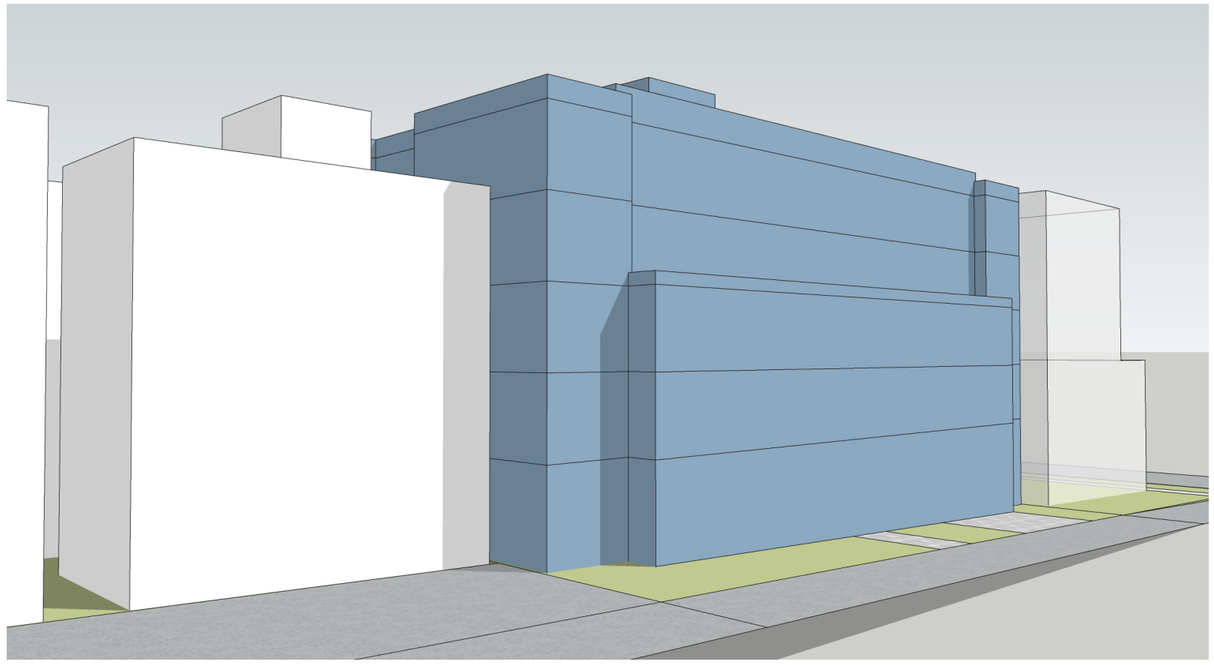
COMMERCIAL DWELLING AREA COMMON AREA SERVICE AREA



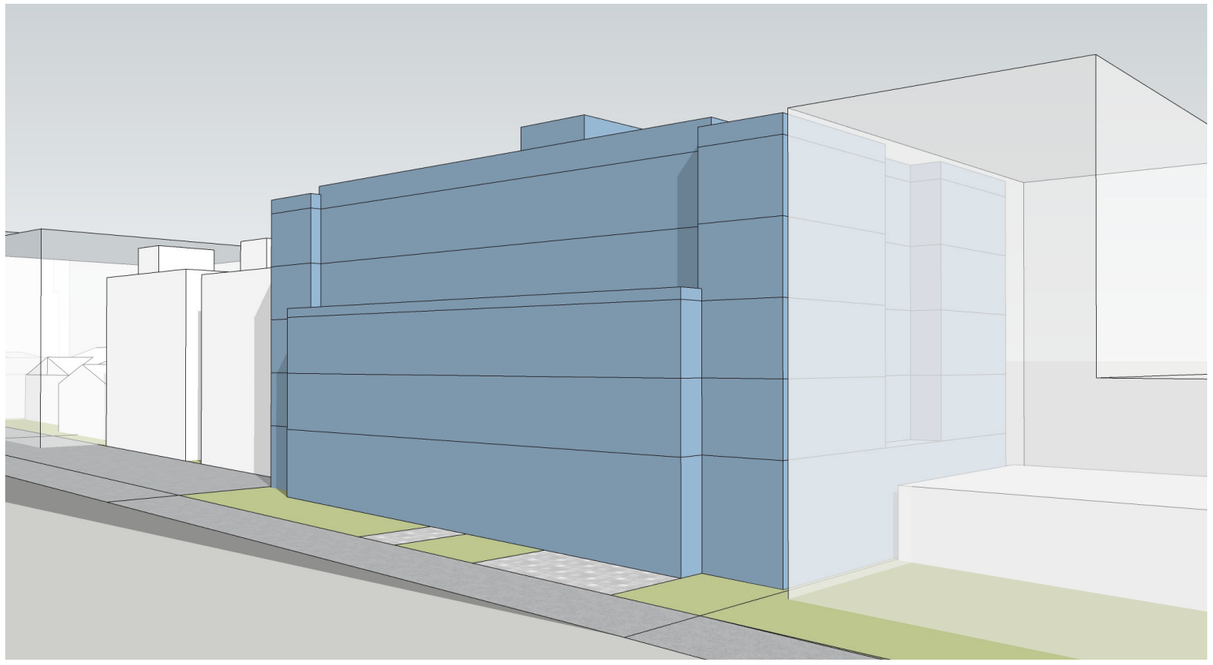
STREET VIEW FROM SOUTHEAST



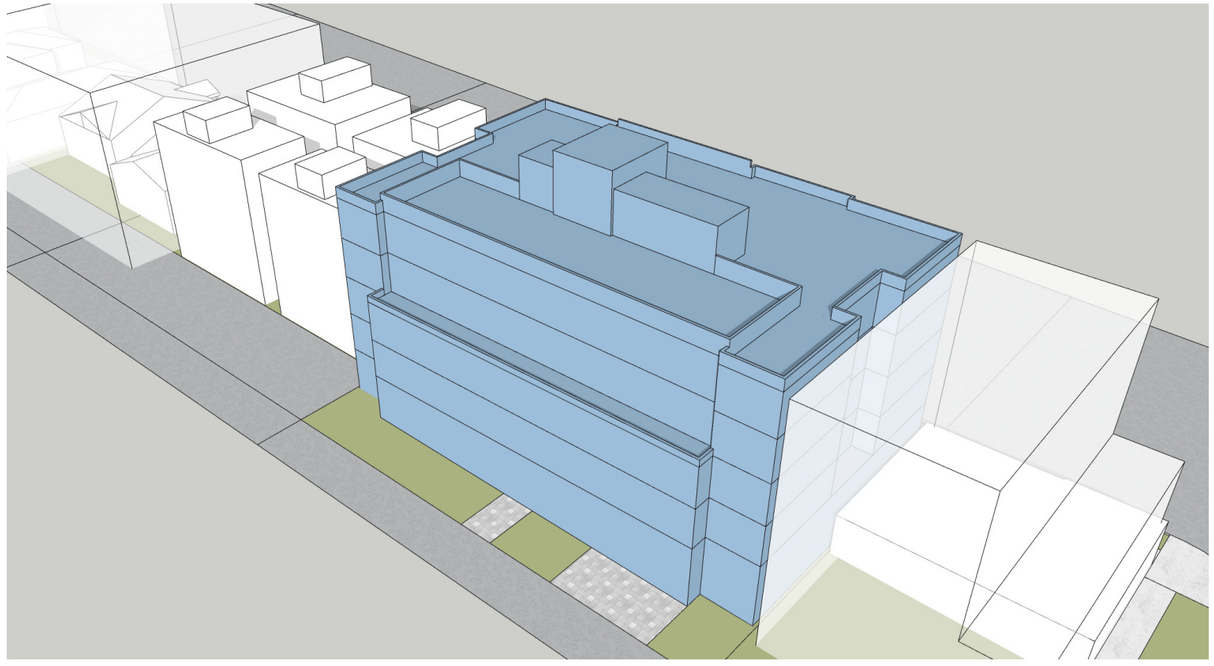
STREET VIEW FROM NORTHEAST



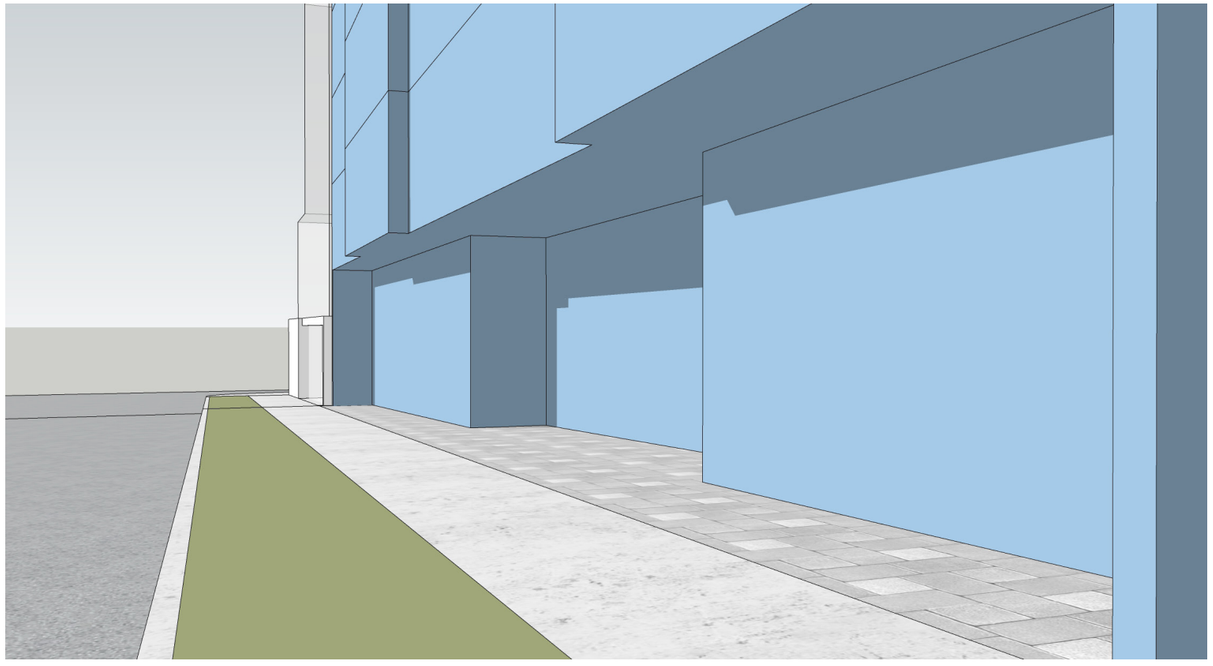
ALLEY VIEW FROM NORTHWEST



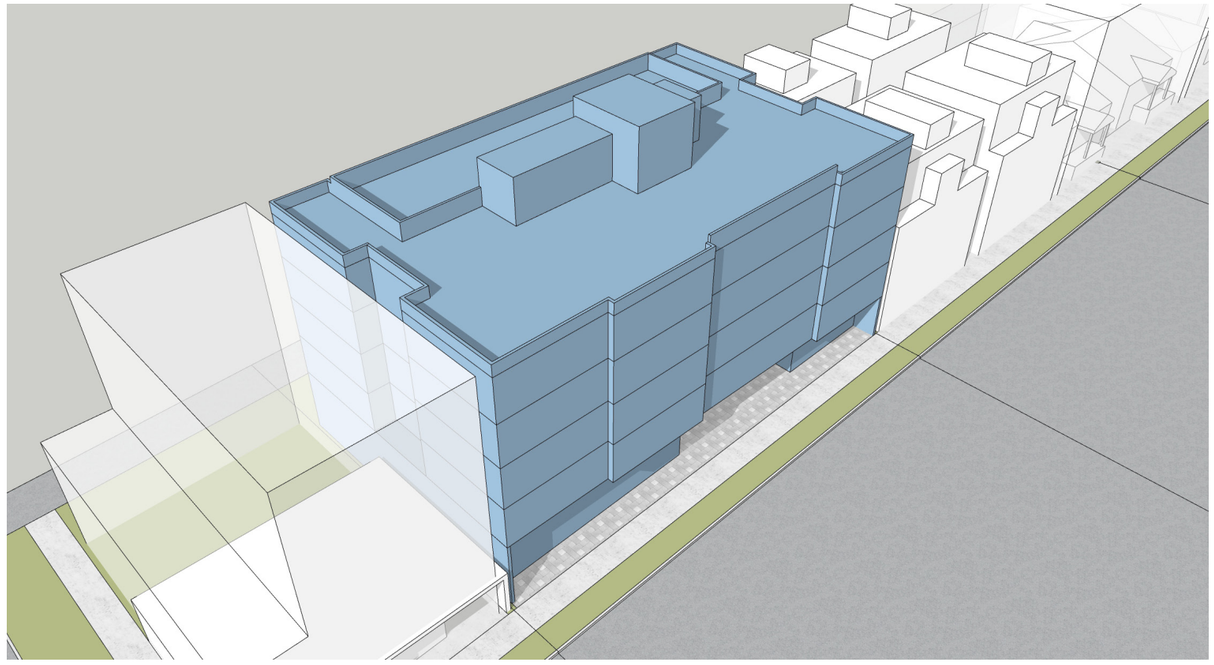
ALLEY VIEW FROM SOUTHWEST



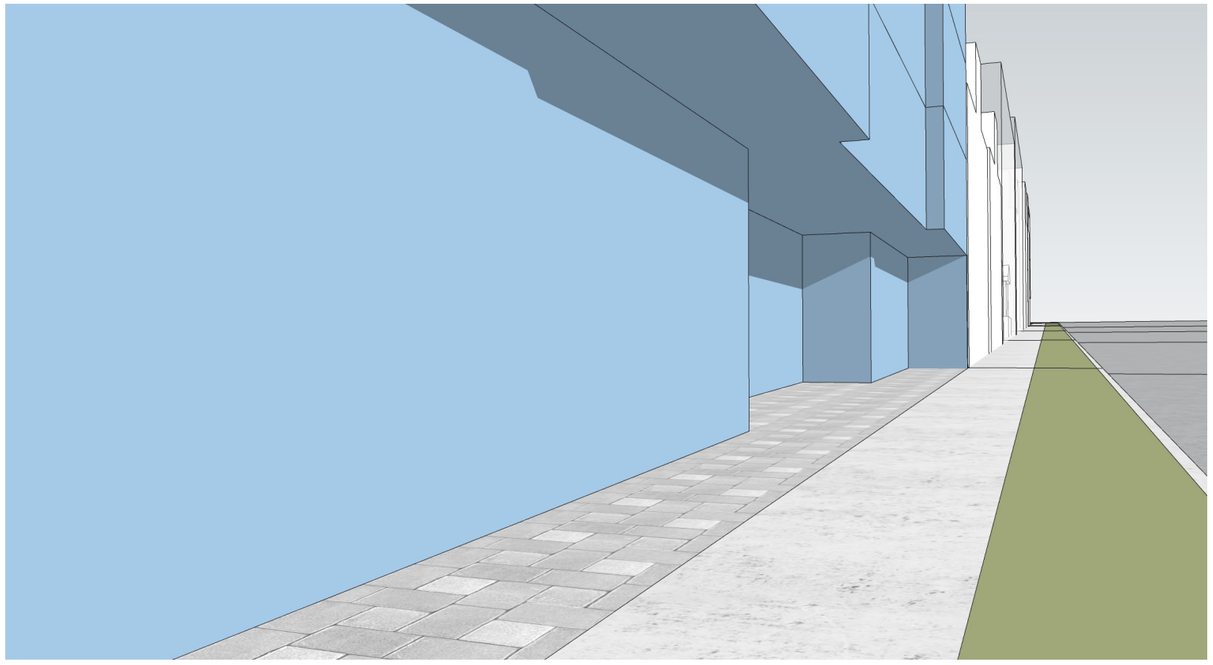
ALLEY AERIAL VIEW FROM SOUTHWEST



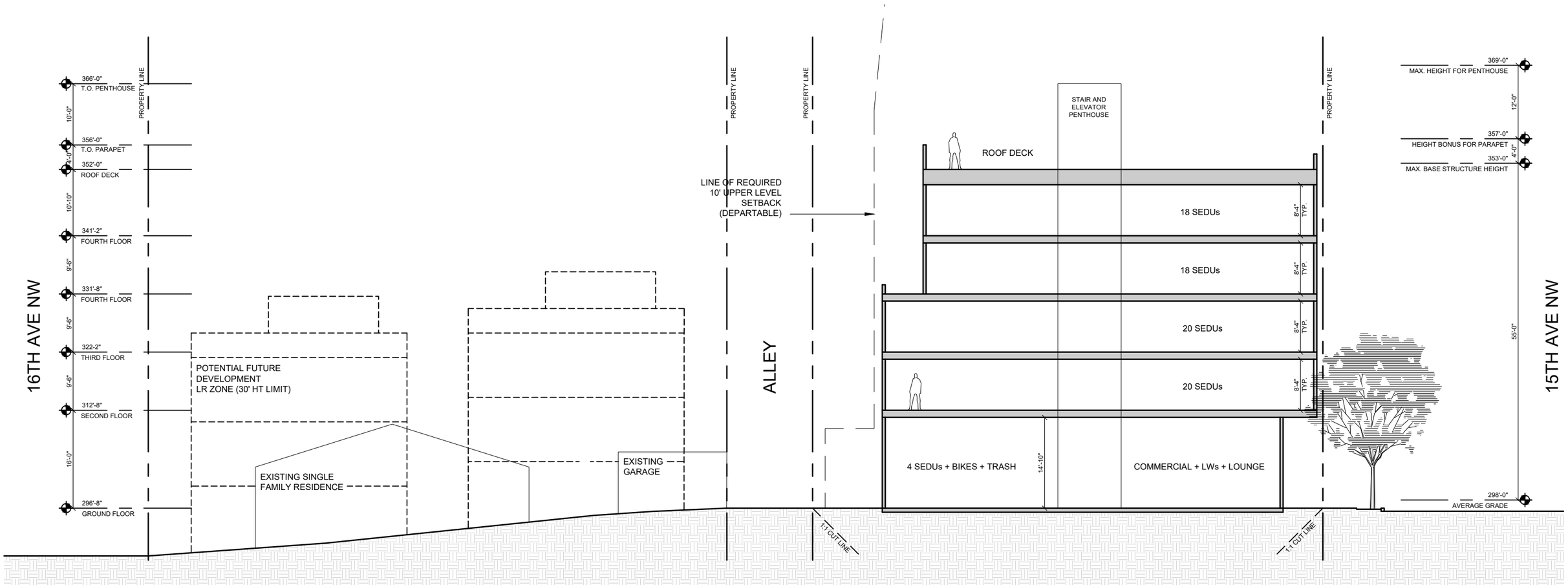
SIDEWALK VIEW FROM NORTH



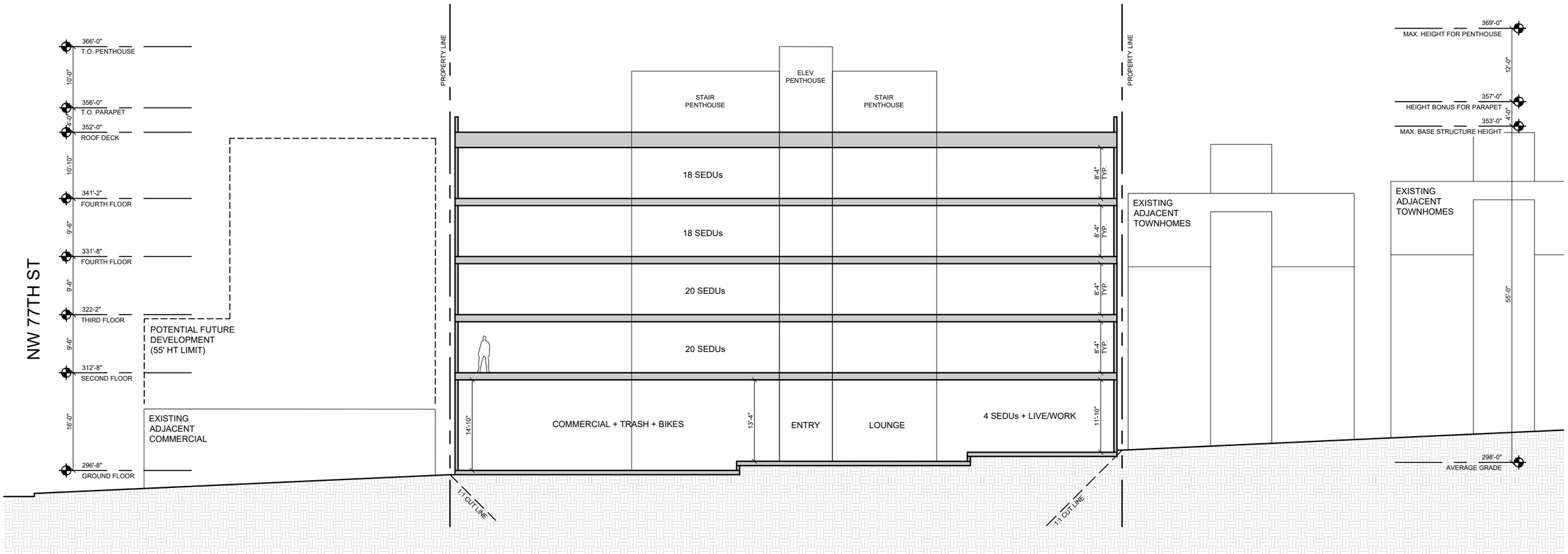
STREET AERIAL VIEW FROM SOUTHEAST



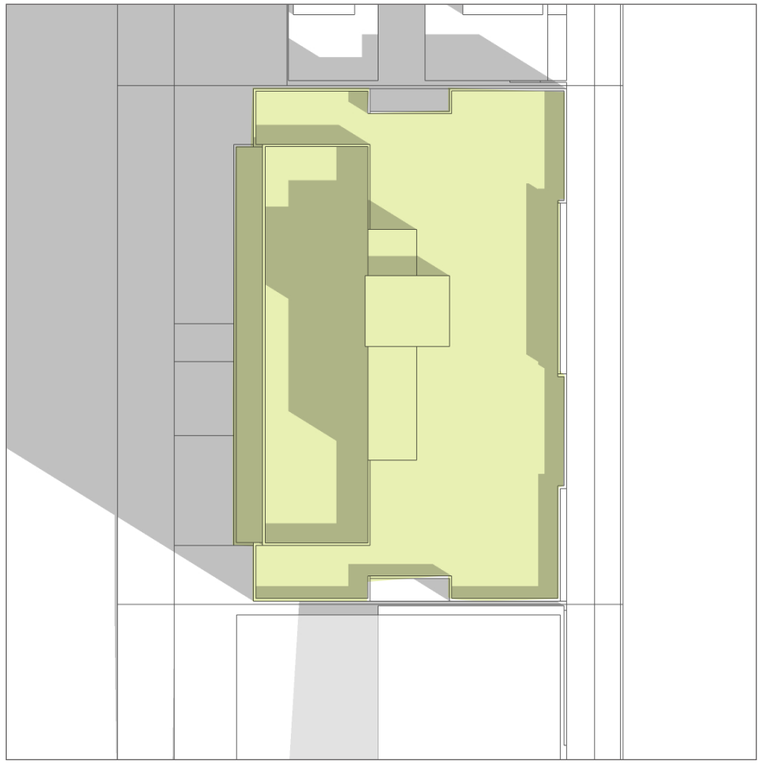
SIDEWALK VIEW FROM SOUTH



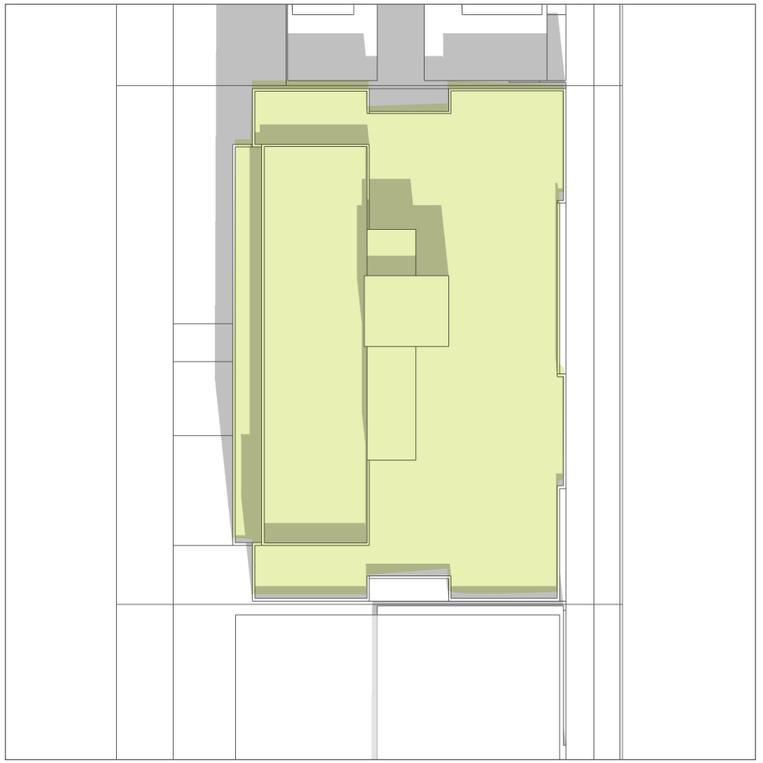
STACKING DIAGRAM LOOKING NORTH



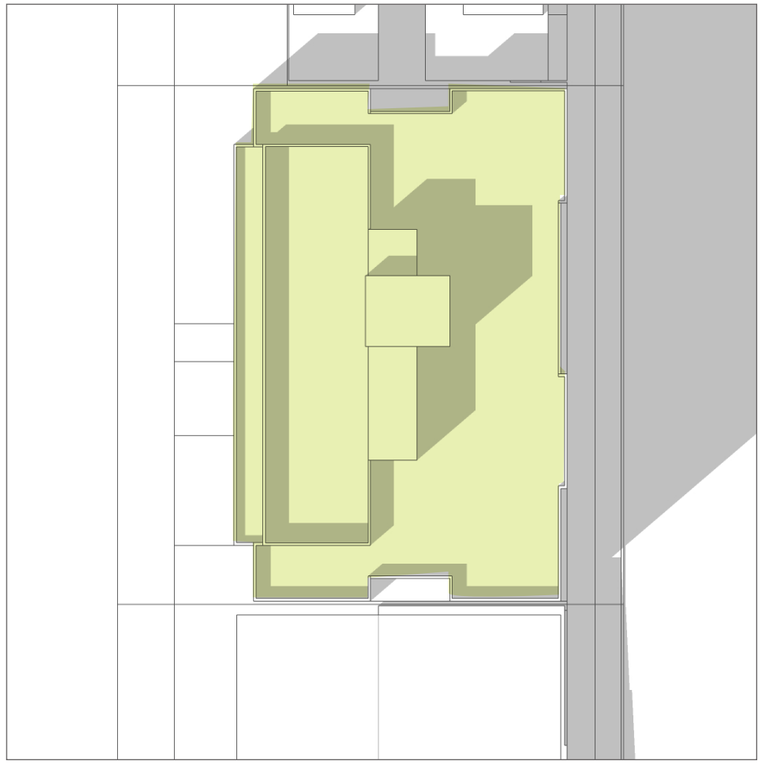
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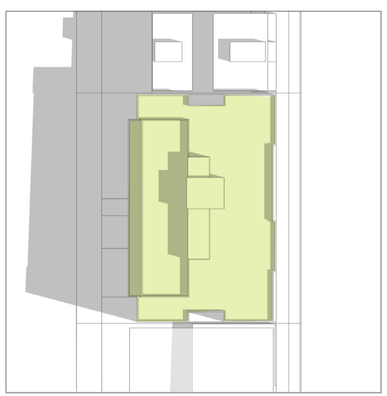
MARCH / SEPTEMBER 21, 9 AM



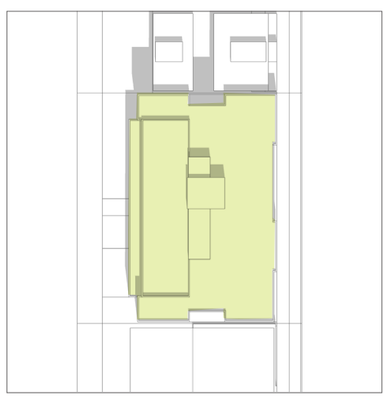
MARCH / SEPTEMBER 21, 12 PM



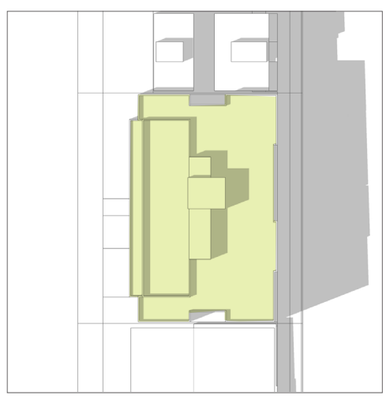
MARCH / SEPTEMBER 21, 3 PM



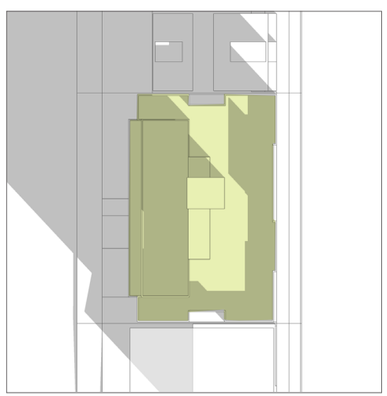
JUNE 21, 9 AM



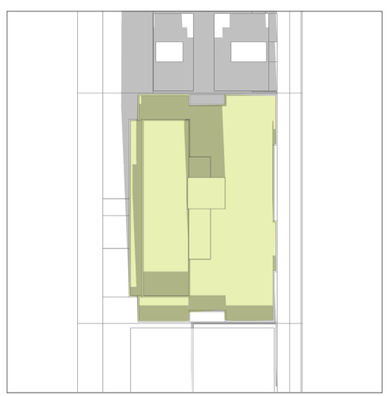
JUNE 21, 12 PM



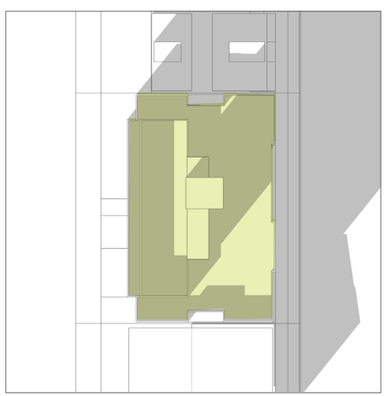
JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

APPENDIX

APPLICABLE DEVELOPMENT STANDARDS

ADDRESSES: 7705 15th Ave NW
PARCEL #: 123200-1130, 123200-1140, 123200-1145
ZONING: NC2-55(M)
SITE AREA: 9,161 SF
OVERLAYS: Crown Hill Residential Urban Village

23.47A.004 PERMITTED USES
Permitted outright:
- Residential, retail, restaurants, live-work

23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS
- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street.
- 60% of the street facing facade between 2 and 8 feet shall be transparent.
- Nonresidential 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.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.012 STRUCTURE HEIGHT

	NC2-55(M)
Allowed Maximum Base Height:	55'-0"
4' additional allowed for rooftop features (parapets, clerestories, etc.)	59'-0"
16' additional allowed for stair & elevator penthouses:	71'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT
The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ("average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.47A.013 FLOOR AREA RATIO

	NC2-55(M)
Maximum FAR:	3.75 (34,376 SF)
Minimum FAR:	2 (18,334 SF)

23.47A.014 SETBACKS REQUIREMENTS

A minimum five (5) foot landscaped setback may be required per Section 23.47A.016, Screening and Landscaping Standards.

Setback Requirements for Lots Abutting or Across the Alley from Residential Zones:
For a structure abutting a lot in an LR zone, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone as follows: 10 feet for portions of structures above 13 feet in height to a maximum of 65 feet with an additional 1 foot setback for every 10 feet beyond the initial 65 feet.

23.47A.016 LANDSCAPING AND SCREENING STANDARDS
- Green Factor score of .30 or greater, per Section 23.86.019, is required for any lot with development containing more than four new dwelling units.
- Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

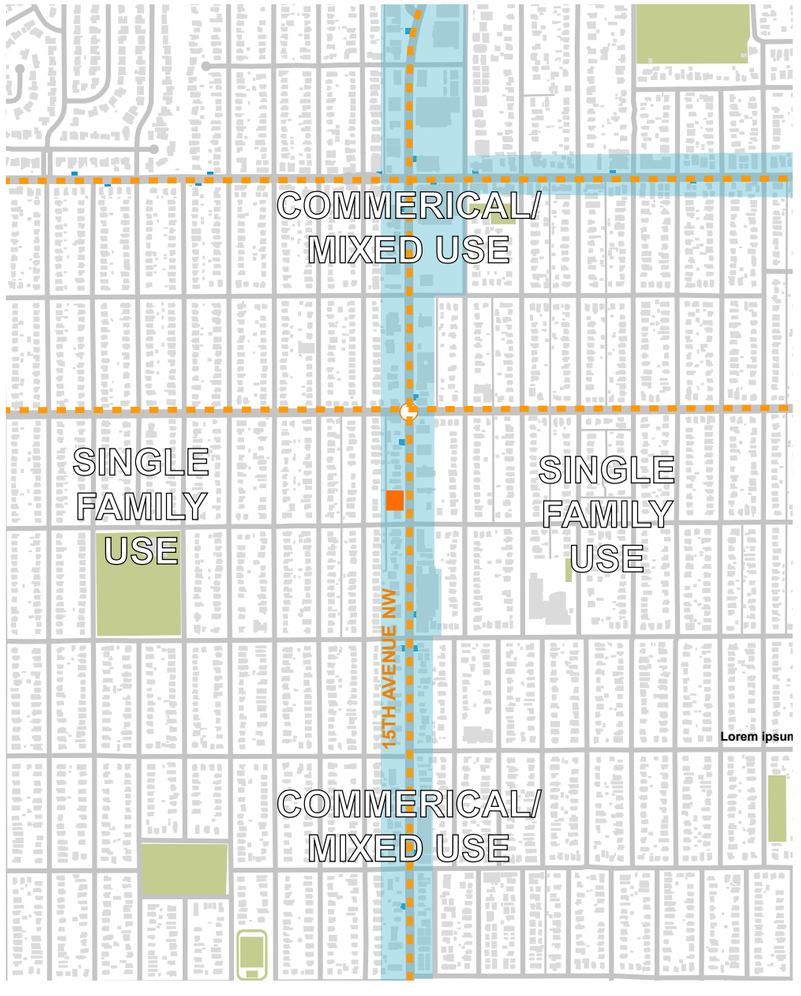
23.47A.024 AMENITY AREA
Required: 5% of gross floor area in residential use
5% x 53,205 SF = 2,660.25 SF

23.54.015 REQUIRED PARKING
Vehicle Parking: Not required.
The project is within an Urban Village and has a parking flexibility overlay.

Bicycle Parking:
Long-Term: 1 bicycle parking space per 1 SEDU (After the first 50 spaces are provided, additional spaces are required at three-quarters the required ratio).
114 SEDUs = 50 + (64 x .75) = 98 Bicycle spaces required

Short-Term: 1 bicycle parking space per 20 SEDUs
114 SEDUs = 114 / 20 = (5.7) 6 Bicycle spaces required

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
Residential, 100+ dwelling units: 575 SF + 4 SF for each additional unit above 100.
575 SF + (4 SF x 10 add. units) = 615 SF
The minimum horizontal dimension of required storage space is 12 feet.

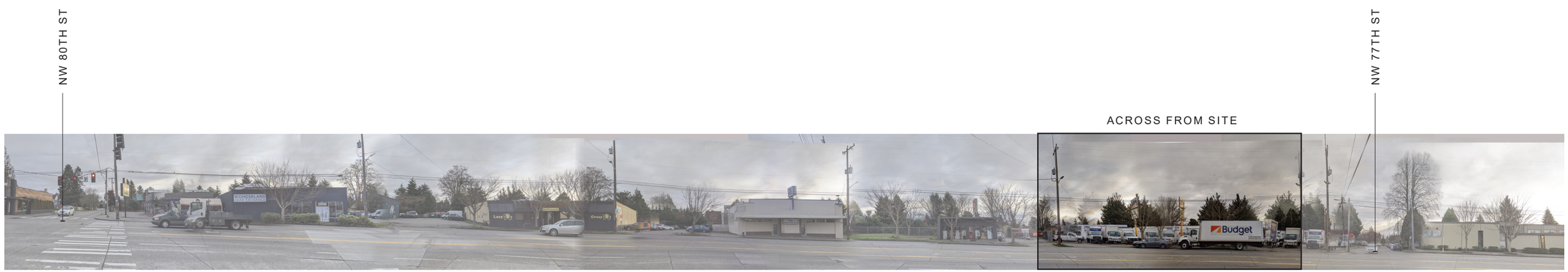


STREET VIEWS





15TH AVE NW LOOKING WEST (A)



15TH AVE NW LOOKING EAST (B)



SITE



ALLEY LOOKING EAST (C)



ALLEY LOOKING EAST (D)

ALLEY VIEWS



ACROSS FROM SITE



ALLEY LOOKING WEST (E)



ALLEY LOOKING WEST (F)



A - EXISTING SITE WITH VEGETATION FROM ALLEY



B - NEIGHBORING 1 STORY COMMERCIAL



C - ADJACENT PROPERTY ESTABLISHED STRONG STREET WALL



D - ADJACENT PROPERTY AT OR NEAR PROPERTY LINE FROM ALLEY

PROJECT SITE
- Three parcels with existing structures located on 15th Ave NW
- Site Area = 9,160 SF, rectangular in shape, measures roughly 118' x 120'

TOPOGRAPHY
- Approximately 5'-0" of grade change across site from north to south.

ADJACENT BUILDINGS AND USES
- Existing 3-story mixed-use building immediately north of site (NC2-55)
- Existing 1-story retail building south of site (NC2-55)
- Existing 2-story single family residence immediately west of site (LR1)
- Existing 1-story retail building across 38th Ave S (NC2-55)

SOLAR ACCESS & VIEWS
- Good solar access due to existing topography and existing low rise structures
- Possible views east towards to Cascade Mountains and of Mt. Rainier to the southeast

ALLOWABLE STRUCTURE HEIGHT
NC2-55(M) zoning allows for a 55'-0" structure height
- 4' bonus for rooftop features
- 16' bonus for stair/elevator penthouses

ALLOWABLE BUILDING AREA
NC2-55(M) 3.75 FAR = 34,350 SF

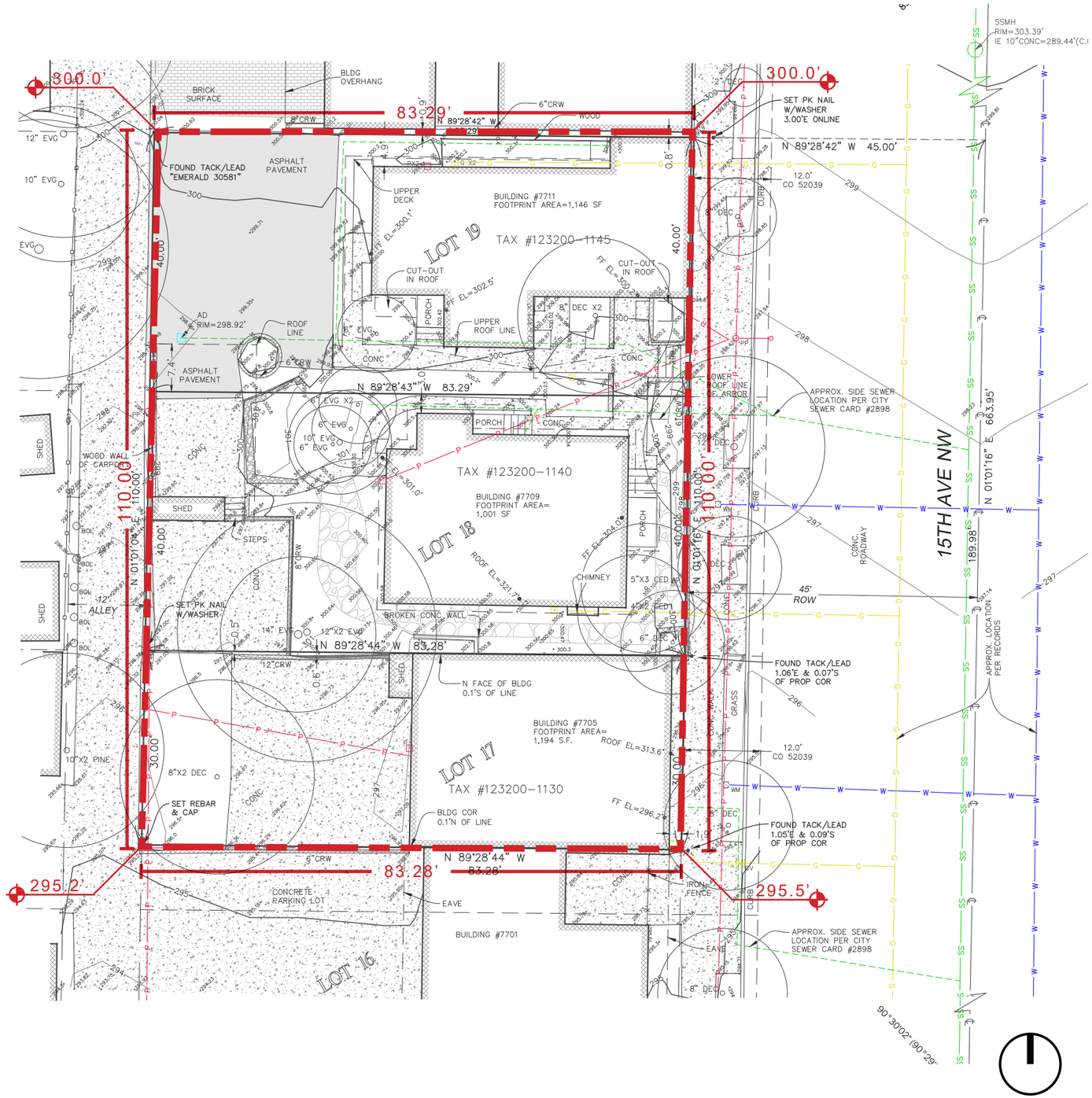
LEGAL DESCRIPTION
THE NORTH 30 FEET OF LOT 17, AND ALL OF LOTS 18 AND 19, BLOCK 5, BURKE AND FARRARS FIFTH ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 18 OF PLATS, PAGE 79, RECORDS OF KING COUNTY;

EXCEPT THE EAST 12 FEET THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 206194 FOR 15TH AVENUE NORTHWEST,

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

APN: 333300-2130

TRAFFIC CIRCULATION
The site is located on 15th Ave NW, a principal arterial. Bus stops are in the vicinity along 15th Ave NW as well as more bus stops along NW 85th St. To the west, 17th Ave NW serves as a Neighborhood Greenway.



SITE CONCEPT

- Front 15th Ave NW sidewalk with a central and recognizable building entrance
- Internalize vertical circulation core to reduce height, bulk, and scale at building perimeter
- Provide live/work units at 15th Ave NW to reinforce existing adjacent commercial activity
- Provide convenient service space locations which enhance collection efficiency and minimize impacts on the neighbors.

SETBACKS

- Upper level setbacks of 10'-0" are required at portions of the structure above 13' adjacent to the LR1 parcel (west). A 2'-0" alley dedication setback is also required at the west property line. This dedication area must be newly paved at the alley.
- Provide generous ground level setbacks between proposed building and single story commercial to the south and existing multifamily to the north.

SOLAR ACCESS & VIEWS

- The right-of-way to the east affords good access to morning sun. The existing surrounding structures are one and two-story and will not cast shadows on the proposed site.
- The proposed 5-story structure will largely cast shadows on the existing 4-story multi-family building to the north and also shade 15th Ave NW in the afternoon.
- Views of Rainier and downtown to the south will be available for the upper levels and roof decks for the proposed structure.

TRAFFIC CIRCULATION

- The site is primarily served by 15th Ave NW, a principal arterial, located approximately 100 feet from the intersection with NW 77th St. Bus stops are along 15th Ave NW.
- There is parallel parking along 15th Ave NW.
- A pedestrian crosswalk exists at the intersection of 15th Ave NW and NW 80th St.
- There is a Neighborhood Greenway along 17th Ave NW.

STREETSCAPE

- The streetfront along 15th Ave NW is 10'-0" wide from back of curb. This may require that the sidewalk extend into the property or the sidewalk may be reduced to 4'-6" in width.
- There are currently several street trees planted in the right-of-way.
- Overhead power lines run north to south along the east side of the 15th Ave NW, opposite the project site. An underground street crossing would be required for power.

NEIGHBORHOOD PATTERNS AND POTENTIAL

- There are several recently completed multi-family projects in the area, within a few blocks both north and south. These projects have increased the density and height of the area and added to the pedestrian friendly transit-oriented neighborhood.

LANDSCAPE APPROACH

- The right-of-way planting strip will be restored with approved street trees and other landscaping along 15th Ave NW. The plantings on site will mainly be located along the building edges and right-of-way. The roof deck will also be provided with plants.

TRASH ACCESS

- Access is proposed off the alley for collecting solid waste.
- Space along the northern edge of the building will be provided to allow for maneuverability of solid waste collection.

