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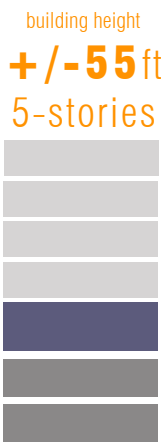
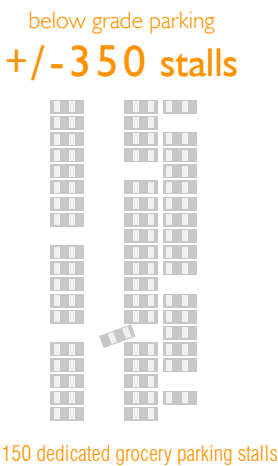
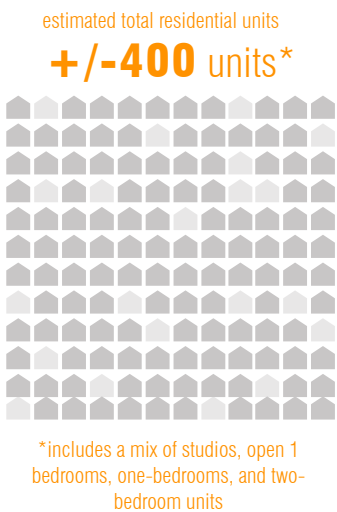
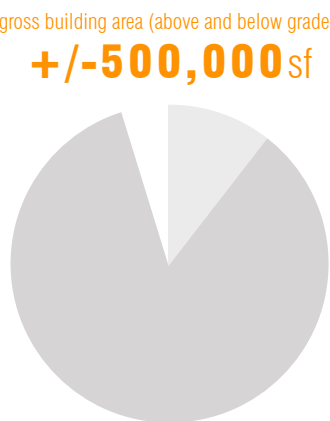
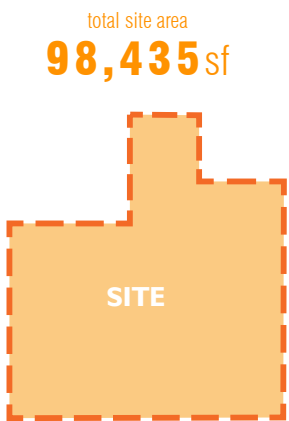
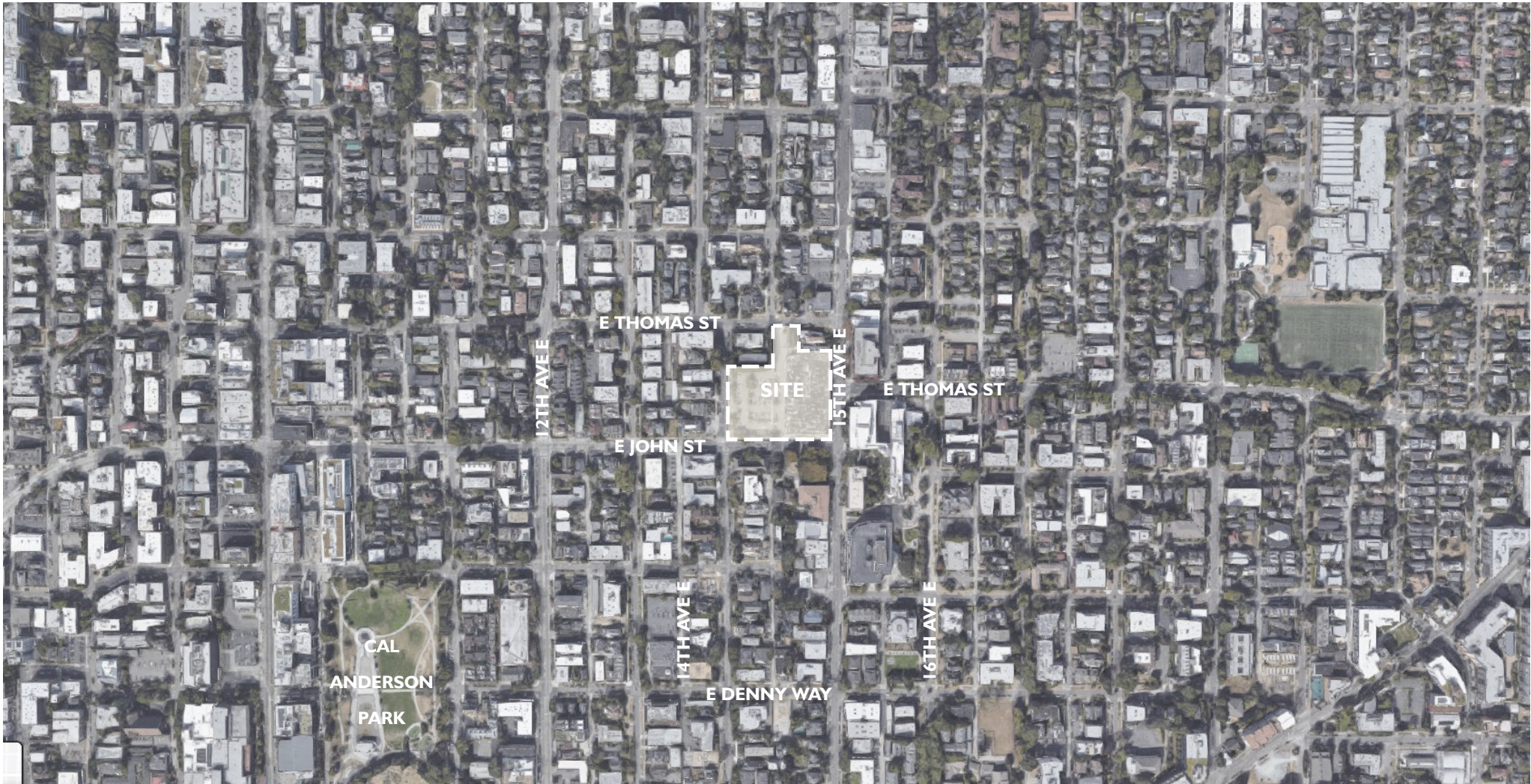
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PROJECT INFORMATION

PROJECT DESCRIPTION & VISION

The project vision is to redevelop the existing Safeway store and parking lot into a five-level mixed-use building with a new Safeway store at the ground level.

The project team will strive to design the site layout and the building façade to integrate into the neighborhood context.



ZONING SYNOPSIS - NC2P - 55 (M)

| | |
|---|--|
| PARCEL NUMBER | 6003501820 |
| ZONING CLASSIFICATION | NC2-55 (M) / NC2P-55 (M) - NC ZONES WITH A MANDATORY HOUSING AFFORDABILITY SUFFIX ARE SUBJECT TO THE PROVISIONS OF 23.58B AND 23.58C |
| SITE AREA PER SURVEY | 98,435 SF / 2.2598 ACRES |
| PERMITTED USES (23.47A.004) | <p>ALL PERMITTED USES ALLOWED AS PRINCIPAL OR AN ACCESSORY USE</p> <p>LIVE/WORK PERMITTED - IN PEDESTRIAN-DESIGNATED ZONES, LIVE-WORK UNITS SHALL NOT OCCUPY MORE THAN 20 PERCENT OF THE STREET-LEVEL STREET-FACING FACADE ALONG DESIGNATED PRINCIPAL PEDESTRIAN STREETS LISTED IN SUBSECTION 23.47A.005.D</p> <p>PERMITTED USES = RETAIL SALES AND SERVICE, LIVE/WORK, PARKS AND OPEN SPACE, INSTITUTIONS, & RESIDENTIAL USES</p> <p>*MULTIPURPOSE RETAIL SALES (GROCERY STORE) IS LIMITED TO 50,000SF IN THE NC2 ZONES</p> |
| STREET LEVEL USES (23.47A.005) | <p>IN ALL NC AND C ZONES, RESIDENTIAL USES MAY OCCUPY, IN THE AGGREGATE, NO MORE THAN 20 PERCENT OF THE STREET-LEVEL STREET-FACING FACADE IN THE FOLLOWING CIRCUMSTANCES OR LOCATIONS:</p> <p>A. IN A PEDESTRIAN-DESIGNATED ZONE, FACING A DESIGNATED PRINCIPAL PEDESTRIAN STREET</p> |
| DESIGNATED PEDESTRIAN STREETS /ZONES (23.47A.005.D.2) | 15TH AVE E |
| STREET LEVEL DEVELOPMENT STANDARD (23.47A.008) | <p>BLANK FAÇADE SEGMENTS BETWEEN 2FT & 8FT MAY NOT EXCEED 20 FT IN WIDTH & TOTAL OF ALL BLANK FACADES MAY NOT EXCEED 40% OF THE WIDTH ALONG THE STREET</p> <p>NON–RESIDENTIAL USE AT STREET LEVEL REQUIRES 60% OF STREET FACING FAÇADE TO BE TRANSPARENT BETWEEN 2FT & 8FT, DRIVEWAYS UP TO 22FT MAY BE SUBTRACTED</p> <p>NON–RESIDENTIAL USE SHALL EXTEND AN AVERAGE DEPTH OF 30FT AND A MIN. DEPTH OF 15FT WITH A MIN. HEIGHT OF 13FT</p> <p>IN PEDESTRIAN DESIGNATED ZONES, NON-RESIDENTIAL USES LESS THAN 600 SQUARE FEET IN SIZE SHALL EXTEND AN AVERAGE DEPTH OF AT LEAST 20 FEET AND A MINIMUM DEPTH OF 10 FEET FROM THE STREET-LEVEL, STREET-FACING FACADE.</p> <p>WHEN RESIDENTIAL USES ARE ALONG THE STREET FAÇADE, AT LEAST ONE FAÇADE SHALL HAVE A PROMINENT PEDESTRIAN ENTRY AND THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET SHALL BE 4FT ABOVE OR 4FT BELOW SIDEWALK GRADE OR BE SET BACK 10FT FROM THE SIDEWALK (ADDITIONAL REQUIREMENTS FOR LIVE/WORK UNITS AT STREET LEVEL)</p> <p>STREET–LEVEL STREET–FACING FACADES SHALL BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE, UNLESS WIDER SIDEWALKS, PLAZAS, OR OTHER APPROVED LANDSCAPED OR OPEN SPACES ARE PROVIDED.</p> <p>IN ADDITION TO THE PROVISIONS OF SUBSECTIONS 23.47A.008.A AND 23.47A.008.B, THE FOLLOWING STANDARDS ALSO APPLY IN PEDESTRIAN DESIGNATED ZONES:</p> |

STREET LEVEL DEVELOPMENT STANDARD (23.47A.008) *cont.*

OVERHEAD WEATHER PROTECTION (23.47A.008.C.4)

- I.

I. A MINIMUM OF 80 PERCENT OF THE WIDTH OF A STRUCTURE'S STREET-LEVEL STREET-FACING FACADE THAT FACES A PRINCIPAL PEDESTRIAN STREET SHALL BE OCCUPIED BY USES LISTED IN SUBSECTION 23.47A.005.D.I
2.

MAXIMUM WIDTH AND DEPTH LIMITS

A.

THE MAXIMUM WIDTH AND DEPTH OF A STRUCTURE, OR OF A PORTION OF A STRUCTURE FOR WHICH THE LIMIT IS CALCULATED SEPARATELY ACCORDING TO SUBSECTION 23.47A.008.C.5.B IS 250 FEET, **EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION 23.47A.008.C.5.C.**

B.

FOR PURPOSES OF THIS SUBSECTION 23.47A.008.C.5, THE WIDTH AND DEPTH LIMITS SHALL BE CALCULATED SEPARATELY FOR A PORTION OF A STRUCTURE IF:

I.

THERE ARE NO CONNECTIONS ALLOWING DIRECT ACCESS, SUCH AS HALLWAYS, BRIDGES, OR STAIRWAYS, BETWEEN THAT PORTION OF A STRUCTURE AN OTHER PORTIONS OF A STRUCTURE; OR

II.

THE ONLY CONNECTIONS BETWEEN THAT PORTION OF A STRUCTURE AND OTHER PORTIONS OF A STRUCTURE ARE IN STORIES, PORTIONS OF STORIES, THAT ARE UNDERGROUND OR EXTEND NO MORE THAN 4 FEET ABOVE THE SIDEWALK, MEASURED AT ANY POINT ABOVE THE SIDEWALK ELEVATION TO THE FLOOR ABOVE THE PARTIALLY BELOW-GRADE STORY, EXCLUDING ACCESS

C.

FOR PURPOSES OF THIS SUBSECTION 23.47A.008.C.5, THE FOLLOWING PORTIONS OF A STRUCTURE SHALL NOT BE INCLUDED IN MEASURING WIDTH AND DEPTH:

I.

DESIGNATED LANDMARK STRUCTURES THAT ARE RETAINED ON THE LOT

II.

STORIES OF A STRUCTURE ON WHICH MORE THAN 50 PERCENT OF THE TOTAL GROSS FLOOR AREA IS OCCUPIED BY ANY OF THE FOLLOWING USES:

I.

ARTS FACILITIES;

2.

COMMUNITY CLUBS OR COMMUNITY CENTERS

3.

CHILD CARE CENTERS

4.

ELEMENTARY OR SECONDARY SCHOOLS;

5.

PERFORMING ARTS THEATERS; OR

6.

RELIGIOUS FACILITIES
- CONTINUOUS OVERHEAD WEATHER PROTECTION (I.E., CANOPIES, AWNINGS, MARQUEES, AND ARCADES) IS REQUIRED ALONG AT LEAST 60 PERCENT OF THE STREET FRONTAGE OF A STRUCTURE ON A PRINCIPAL PEDESTRIAN STREET
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ZONING SYNOPSIS - NC2P - 55 (M)

| | | | |
|--|--|-----------------------------------|--|
| SPACE FOR SMALL COMMERCIAL USES AT STREET LEVEL (23.47A.008.C.6) | <p>EXCEPT AS PROVIDED IN SUBSECTION 23.47A.008.C.6.C, ALL STRUCTURES ABUTTING A PRINCIPAL PEDESTRIAN STREET THAT INCLUDE MORE THAN 5,000 SQUARE FEET OF STREET-LEVEL COMMERCIAL USES SHALL INCLUDE SMALL COMMERCIAL SPACES MEETING THE REQUIREMENTS OF SUBSECTION 23.47A.008.C.6.B IN THE QUANTITY REQUIRED BY TABLE A FOR 23.47A.008.C</p> <p>THE PROJECT WILL HAVE APPROXIMATELY 7,000-10,000 SF OF RETAIL FACING 15TH AVE E. AS A RESULT, THE PROJECT WILL HAVE TO INCLUDE SMALL COMMERCIAL SPACES PER THE FOLLOWING:</p> <p>MORE THAN 5,000 SF UP TO 8,000 SF: 1 SMALL COMMERCIAL SPACE BETWEEN 300 AND 1,500 SF</p> <p>MORE THAN 8,000 SF UP TO 12,000 SF: 2 SMALL COMMERCIAL SPACES BETWEEN 300 AND 1,500 SF</p> <p>AS A TYPE I DECISION, THE DIRECTOR MAY WAIVE THE REQUIREMENTS OF SUBSECTION 23.47A.008.C.6. THE DIRECTOR'S DECISION SHALL BE BASED ON THE AVAILABILITY OF EXISTING SMALL COMMERCIAL SPACES ON A PRINCIPAL PEDESTRIAN STREET: 1) WITHIN THE SAME URBAN VILLAGE AS THE STRUCTURE; 2) WITHIN 400 LINEAL FEET OF THE STRUCTURE, IF THE STRUCTURE IS LOCATED WITHIN AN URBAN CENTER; OR 3) WITHIN THE SAME PEDESTRIAN-DESIGNATED ZONE AS THE STRUCTURE ON THE SAME PRINCIPAL PEDESTRIAN STREET, IF THE STRUCTURE IS LOCATED OUTSIDE OF AN URBAN VILLAGE OR URBAN CENTER.</p> <p>REQUIREMENTS FOR SMALL COMMERCIAL SPACES. THE REQUIRED SMALL COMMERCIAL SPACES MUST: CONTAIN ONLY COMMERCIAL USES; BE A MINIMUM OF 300 SQUARE FEET AND A MAXIMUM OF 1,500 SQUARE FEET; HAVE AN ENTRANCE FOR PEDESTRIANS FROM THE STREET OR FROM A STREET-ORIENTED COURTYARD THAT IS NO MORE THAN 3 FEET ABOVE OR BELOW THE SIDEWALK GRADE; AND BE SEPARATED FROM OTHER COMMERCIAL SPACES BY A PHYSICAL DIVIDER SUCH AS A WALL OR PARTITION.</p> | SETBACK REQUIREMENTS (23.47A.014) | <p>A SETBACK IS REQUIRED WHERE A LOT ABUTS THE INTERSECTION OF A SIDE LOT LINE AND FRONT LOT LINE OF A LOT IN A RESIDENTIAL ZONE</p> <p>AN UPPER-LEVEL SETBACK IS REQUIRED ALONG ANY REAR OR SIDE LOT LINE THAT ABUTS A LOT IN AN LR, MR, OR HR ZONE OR THAT ABUTS A LOT THAT IS ZONED BOTH COMMERCIAL AND LR, MR, OR HR IF THE COMMERCIAL ZONED PORTION OF THE ABUTTING LOT IS LESS THAN 50 PERCENT OF THE WIDTH OR DEPTH OF THE LOT, AS FOLLOWS:</p> <p>A. TEN FEET FOR PORTIONS OF STRUCTURES ABOVE 13 FEET IN HEIGHT TO A MAXIMUM OF 65 FEET</p> <p>FACADE MODULATION. FOR STRUCTURES WITH A WIDTH OF MORE THAN 250 FEET, AT LEAST ONE PORTION OF THE STRUCTURE 30 FEET OR GREATER IN WIDTH MUST BE SET BACK A MINIMUM OF 15 FEET FROM THE FRONT PROPERTY LINE.</p> |
| LIVE WORK UNITS (23.47A.008.E) | REFER TO THIS SECTION FOR SPECIFICS OF LIVE/WORK SPACE AND DESIGN REQUIREMENTS | | |
| STRUCTURE HEIGHT (23.47A.012) | <p>55FT</p> <p>4FT INCREASE FOR RAILINGS, PLANTERS, PARAPETS, ETC. ABOVE HIGHEST PITCHED ROOF OR APPLICABLE HEIGHT LIMIT; 7FT INCREASE FOR SOLAR COLLECTORS; 15FT INCREASE FOR MECHANICAL EQUIPMENT, PENTHOUSES, ETC. AT 20% OF TOTAL ROOF AREA OR 25% IF TOTAL AREA INCLUDES STAIR OR ELEVATOR PENTHOUSES; 16FT INCREASE FOR STAIR/ELEVATOR PENTHOUSES</p> <p>SOLAR COLLECTORS, PLANTERS, CLERESTORIES AND GREEN HOUSES MUST BE LOCATED 10FT FROM THE NORTH ROOF EDGE UNLESS SHADOW DIAGRAM PROVIDED TO PROVE NO NEGATIVE IMPACTS ON NORTH PROPERTY</p> | | |
| FLOOR AREA RATIO (FAR) | 3.75 | | |
| EXEMPT FAR | <p>UNDERGROUND STORIES AND ALL PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4FT ABOVE EXISTING OR FINISHED GRADE</p> <p>FLOOR AREA OF REQUIRED BICYCLE PARKING FOR SMALL EFFICIENCY DWELLING UNITS, IF THE BICYCLE PARKING IS LOCATED WITHIN THE STRUCTURE CONTAINING THE SEDU'S</p> | | |

ZONING SYNOPSIS - NC2P - 55 (M)

| | |
|--|---|
| LANDSCAPE (23.47A.016) | GREEN FACTOR OF 0.3 REQUIRED STREET TREES REQUIRED |
| MANDATORY HOUSING AFFORDABILITY IN C AND NC ZONES (23.47A.017) | C AND NC ZONES WITH A MANDATORY HOUSING AFFORDABILITY SUFFIX ARE SUBJECT TO THE PROVISIONS OF CHAPTERS 23.58B AND 23.58C. |
| AMENITY AREA (23.47A.024) | 5% OF TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE AMENITY AREAS SHALL NOT BE ENCLOSED MIN. HORIZONTAL DIMENSION OF 10FT AND MIN. 250 SF PRIVATE BALCONIES 60 SF MIN. AND HORIZONTAL DIMENSION OF 10FT ROOFTOP AREAS EXCLUDED IF WITHIN PROXIMITY TO COMMUNICATION UTILITIES |
| PARKING REQUIREMENTS (23.47A.030 AND 23.47A.032) | IF ACCESS IS NOT PROVIDED FROM AN ALLEY AND THE LOT ABUTS TWO OR MORE STREETS, ACCESS IS PERMITTED ACROSS ONE OF THE SIDE STREET LOT LINES PURSUANT TO SUBSECTION 23.47A.032.C, AND CURB CUTS ARE PERMITTED PURSUANT TO SUBSECTION 23.54.030.F.2.A.I. PARKING SHALL NOT BE LOCATED BETWEEN A PRINCIPAL STRUCTURE AND A STREET LOT LINE PER SMC 23.47A.032 PER SMC 23.54, NO MIN. PARKING REQUIREMENT FOR RESIDENTIAL USE WITHIN URBAN CENTERS NO MIN. PARKING REQUIREMENT FOR NON–RESIDENTIAL USES IN URBAN CENTERS IF ACCESS IS NOT PROVIDED FROM AN ALLEY AND THE LOT ABUTS TWO OR MORE STREETS, ACCESS TO PARKING SHALL BE FROM A STREET THAT IS NOT A PRINCIPAL PEDESTRIAN STREET. |
| PARKING SPACE STANDARDS | PARKING SPACE STANDARDS PER SMC 23.54.030 |
| BICYCLE PARKING REQUIREMENTS | PER TABLE D FOR 23.54.015 SALES/SERVICE LONG TERM: 1 PER 4,000 SF SALES/SERVICE SHORT TERM: 1 PER 2,000 SF RESIDENTIAL LONG TERM: 1 PER DWELLING UNIT RESIDENTIAL SHORT TERM: 1 PER 20 DWELLING UNITS PER FOOTNOTE #3, AFTER THE FIRST 50 SPACES ARE PROVIDED, ADDITIONAL SPACES ARE REQUIRED AT 3/4 THE RATIO SHOWN IN TABLE D |
| ALLEY IMPROVEMENT | N/A |
| SIGHT TRIANGLE | REQUIRED; MAY BE PROVIDED BY MIRRORS AND/OR OTHER APPROVED SAFETY MEASURES IN COMMERCIAL 2 ZONES |
| TRASH / RECYCLING STORAGE REQUIREMENTS | RESIDENTIAL = 100+ DWELLING UNITS = 575 SF + 4 SF FOR EACH UNIT ABOVE 100 NON-RESIDENTIAL = 50,001 SF-100,000 SF = 225 SF MIXED USE DEVELOPMENT THAT CONTAINS BOTH RESIDENTIAL AND NONRESIDENTIAL USES SHALL MEET THE STORAGE SPACE REQUIREMENTS SHOWN IN TABLE A FOR RESIDENTIAL DEVELOPMENT, PLUS 50% OF THE REQUIREMENT FOR NON-RESIDENTIAL DEVELOPMENT |

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NEIGHBORHOOD

CAPITOL HILL / PROJECT SITE

The project site sits within a unique hub of Capitol Hill. The existing grocery store is an anchor for this neighborhood and the surrounding sidewalks and roads are actively trafficked by pedestrians and vehicles. The site abuts the 15th Avenue Corridor, while also intersecting with the heavily utilized east/west travel routes between 19th Avenue E and Downtown. The surrounding neighborhood has a strong residential presence, balanced with small businesses and medical buildings nearby.

15TH AVE CORRIDOR

One thing that became clear in reviewing the 15th Ave Improvement materials, in dialog with PPUNC, and while listening to other community stakeholders, residents and business owners of this part of Capitol Hill is proud of their distinct identity. They aren't the Pike/Pine Corridor, they aren't like Broadway, and they also aren't like 19th Ave.

This area of Capitol Hill has a unique collection of locally owned businesses and a diversity of uses. Additionally, this neighborhood has a wonderfully diverse stock of buildings from the last century, with several Landmark buildings.

People care about this neighborhood - almost 100 people showed up to participate in an event based on how to improve 15th Ave.

We aim to bring a development to the neighborhood that aligns with the neighborhood's vision that they defined for themselves.



EXCERPT FROM 'A SUMMARY OF YOUR 15TH AVE E COMMUNITY WORKSHOP, PART I'



UNIQUE SIGNAGE ALONG 15TH AVE E



THE PROMINENT CORNER OF 15TH AVE E AND JOHN ST.

1410 E JOHN ST PROJECT

CITY OF SEATTLE

REQUIRED EARLY COMMUNITY OUTREACH FOR DESIGN REVIEW

OUTREACH DOCUMENTATION

**With Updated Requirements Via Ordinance #126072*

PROJECT NUMBER: #3038145-EG

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- Website Traffic

Electronic/Digital Outreach: Project Survey

- Community Feedback Summary
- Online Survey Text
- Online Survey Results
- Additional Emails/Comments Received

Submitted by:
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NOVEMBER 2021

1410 E John St Project

Brief Summary of Outreach Methods and What We Heard from the Community

| | |
|----------------------|--|
| Project Address: | 1410 E John St, Seattle, WA 98112 |
| Brief Description: | This project proposes construction of a new building with approximately 400 apartment units atop a 50,000 square foot Safeway with additional street-level retail and two levels of below-grade parking. |
| Contact: | Natalie Quick |
| Applicant: | Greystar |
| Contact Information: | 1410EJohnStProject@earlyDRoutreach.com |
| Type of Building: | Five story mixed-use midrise |
| Neighborhood: | Capitol Hill |
| In Equity Area: | No |

Brief Summary of Outreach Methods

Printed Outreach

- Choice: DIRECT MAILING, HIGH IMPACT
- Requirement: Direct mailing to all residences and businesses within approximately 500-foot radius of the proposed site.
- What we did: Posters were mailed to 355 residences and businesses and shared with 4 neighborhood community groups. Poster, details on distribution and list of community groups who received the poster via email are in Appendix A.
- Date completed: November 2, 2021

Electronic/Digital Outreach

- Choice: PROJECT WEBSITE, HIGH IMPACT
- Requirement: Interactive project website with public commenting function.
- What we did: Project website established and publicized via poster. Monitored daily for comments from the Website. Developed an interactive project website with project information and a public commenting function. Website included in Appendix A.
- Date completed: November 4, 2021

Electronic/Digital Outreach

- Choice: SURVEY, HIGH IMPACT
- Requirement: Create an online survey to allow for feedback on the proposed project.
- What we did: Online survey established and publicized via poster with link to survey featured on project website. Survey text and results included in Appendix A.
- Date completed: November 4, 2021

What We Heard From the Community

Summary of Comments/Questions Received Via Website Comment Form, Project Email and Project Survey:

Design-Related Comments

- **Design, Character & Community.** When asked what is most important about the design of a new building on this property, 67 percent of survey respondents said relationship to neighborhood character; 61 percent said environmentally-friendly materials; 44 percent said interesting and unique design; 39 percent said attractive materials; and 39 percent said parking. Numerous respondents encouraged attractive design with high-quality, organic, environmentally-friendly materials, muted colors, an interesting, unique look that feels like part of the neighborhood with curbside appeal, and a structure that is built with longevity in mind. Others expressed concern that the building not be another cheap, low-quality, big, ugly box. Numerous respondents encouraged the building to be designed to feel like part of the neighborhood and to preserve the historic character. One respondent noted that Capitol Hill deserves more high-end, expensive buildings.
- **Exterior.** When asked what is the most important consideration for the exterior space on this project, 74 percent of respondents said lighting and safety features; 63 percent said landscaping; 26 percent said seating options and places to congregate; and 11 percent said bike parking. A few respondents encouraged having wide sidewalks and eco-friendly lighting, a common open space for everyone to sit, more green spaces including trees, plants and nature along the façade, and for the project team to consider downsizing the site so most of the area has places to congregate.
- **Height & Scale.** Several respondents expressed concern about the height and scale of the building as it seems oversized and overwhelming to the neighborhood and will adversely change the community feel.
- **Accessibility.** One respondent encouraged creating an accessible building.

Design-Related Responses

- Design, Character & Community

The design aims to be an integral part of the neighborhood, with an emphasis on having a distinctive character with a high-quality feel.
- Exterior

The project team has based the building around wider sidewalks along 15th Ave E. Additionally, curb bulbs throughout the site will provide additional space at the sidewalk at critical points. The courtyard provides some open space for congregation, and wider planted areas throughout the site will provide plants and trees.
- Height and Scale

The design incorporates setback areas that will help mitigate the building’s presence at the street edges.
- Accessibility

The proposed project will be accessible to people of different abilities.

Non-Design-Related Comments

- **Retail.** When asked what retail components respondents are most interest in for this location, 53 percent of respondents said new places for coffee or breakfast; 42 percent said new restaurants or bars; and 39 percent said new stores for shopping. When visiting a building, office, restaurant or retailer, 79 percent of respondents said local businesses and small businesses most inspire them to return; 53 percent said great people and service; 53 percent said thoughtful design that is open and welcoming; 47 percent said a sense of openness and natural light; 42 percent said calm, restful places to reflect and relax; 39 percent said color and materials used in design; and 16 percent said bustling, exciting energy. Several respondents encouraged having small, local businesses owned by community members, vegan-friendly restaurants, arts and community resources and spaces for gym or workout options. A few respondents discouraged having bars or anything open late at night that attracts rowdy crowds.
- **Impacts.** Several respondents expressed concern about construction impacts and encouraged having no late night or early construction noise, monitoring air quality around the building, and encouraged making every effort to be “good neighbors” and create as little disruption as possible during construction.
- **Affordability.** Several residents encouraged offering beautiful affordable housing, some encouraged mixed-income units and other residents encouraged not having low income housing. One respondent expressed concern about neighborhood rents increasing as a result of the new building.
- **Parking & Traffic.** Several respondents encouraged making sure there is adequate parking to minimize the negative impact of the increased population density. Others noted that this is very close to metro and light rail, and does not need underground parking. A few respondents expressed concern about the increase to traffic congestion and encouraged making every effort to keep car traffic on John and 15th.
- **Security.** A few respondents encouraged creating a space that feels safe and one respondent expressed concerns about safety at the property which could get worse during the construction period.
- **Units.** One respondent expressed support for including balconies, large floor-to-ceiling windows across as many walls as possible, and high-square-footages in the units. Another respondent encouraged incorporating family-sized units.
- **Density.** One respondent expressed support for increased density that seamlessly meshes with the surrounding neighborhood.

Miscellaneous Comments

- **Oppose.** One respondent expressed concern that they are rapidly being priced-out of homes by developments as a long-term Seattleite another encouraged instead creating a small park. One respondent questioned how many union jobs will be created by the construction and noted that seems like the project’s only bright side.
- **Support.** One respondent expressed support that building 400 additional apartments is great.

OUTREACH - MEETING WITH PPUNC OCT. 5, 2021

Design-Related Comments

- Site acts as a gateway from Pike/Pine into the 15th Ave and 19th Ave neighborhoods
- PPUNC suggested the design team review the documents pertaining to the revitalization of 15th Ave E - this is not a throwaway document.
- 15th Ave E will see a LOT of development in the near future
- **Please avoid ‘a big wall’**, which is what the current Safeway feels like - large areas of blank wall should be avoided
- When the current Safeway was developed, **transparency along the sidewalk was promised, but freezers and other equipment was pushed against these facades**, which eliminated all opportunities for transparency. This should be avoided.



THE BIG WALL OF 15TH - WITH OBSCURED GLASS

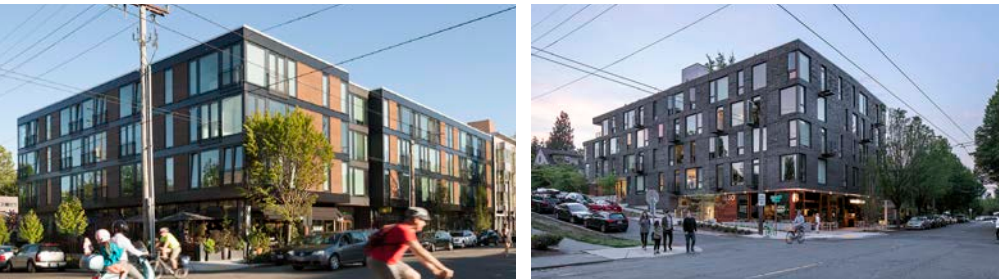
- Ensure that the proposed project **signifies entering a ‘special place,’** which is what this neighborhood along 15th is.
- One commentor loved the idea of **setting back the upper levels of the building and suggested the idea of adding greenery and trees within these setback areas**
- 15th needs to be as **pedestrian-friendly** as possible
- Many would appreciate **smaller scale retail spaces** (1000sf) supportive of local community-owned business
- One suggestion was to line the Safeway with smaller scale retail - this way, Safeway would get the ‘blank wall’ they want, but the street facades would benefit from active street-facing retail
- The team was urged to think about the **prominence of the corners from all directions** - this is a very visible project.

- One commentor reported that **14th and John St** feels like a dead corner and that this may be the **best location for Safeway’s entry**, activating this corner with pedestrian movement and an opportunity for Place-making.



THE CORNER OF 14TH AND JOHN

- It was suggested that 14th be ‘narrowed’ in some way, or that the sidewalk receive a ‘curb-bulb’ to better define and activate the intersection with John St.
- One commentor suggested keeping the street as pedestrian-friendly as possible. With the idea of setting back the upper levels, the lower, **street-adjacent facades can be nicely detailed** to support engaging retail experiences - **the upper levels can ‘hideaway’**.
- Some examples of good, newly built buildings are at the **corner of 19th and Mercer** - both are simple massing expressions with well-thought out and high-quality facade materials (1. The Shea, and 2. 19th and Mercer Apartments)



THE BUILDINGS AT 19TH & MERCER

- When asked if this area of 15th Ave E aligns more with Broadway, or more with 19th Ave E, responders commented that there is a closer relationship to 19th Ave E, but really, it just feels like Capitol Hill. There is a pride in being on 15th Ave E.
- A comment was provided stating that this area of 15th Ave E has some of the most authentic Signage of anywhere in Seattle.

- The team was urged to be familiar with some of the design examples on Malden Ave E, the special nature of Williams Place, and the alley that branches off from E John Court



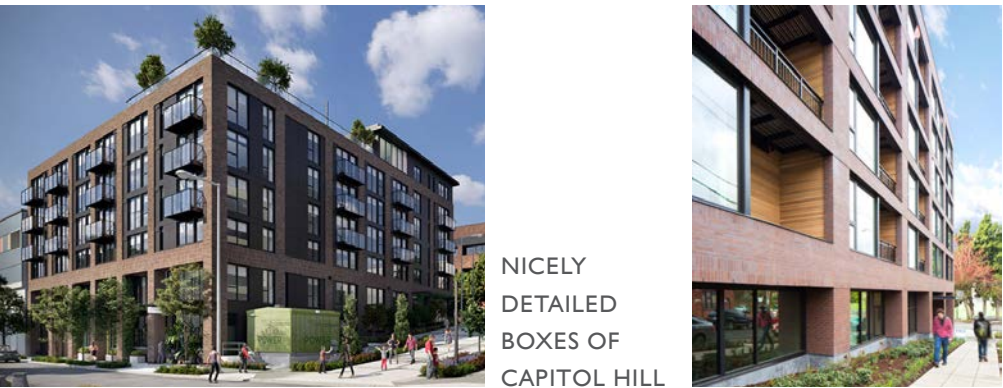
BUILDING EXAMPLES ALONG MALDEN AVE E

- William Place, the park to the south of the site, needs support and enhancement - anything that can be done to relate the proposed design to the park would help.
- The **bus stop** at the south side of the site, across from Williams Place (the park) really **needs attention and activation**. It is a heavily utilized transit stop.



BUS STOP IN FRONT OF SAFEWAY ALONG JOHN STREET

- **Reference was made to simple, nicely-detailed boxes with good materials. Don’t over-modulate, don’t over-color.**



NICELY
DETAILED
BOXES OF
CAPITOL HILL

- A suggestion was made to pursue a **multiple-building scheme instead of a large, single building**.
- **Maybe incorporate some sort of Plaza** - reference was made to the unique outdoor spaces of Pike Motorworks

OUTREACH - MEETING WITH PPUNC OCT. 5, 2021

Design-Related Comments and Responses

Comment: Please avoid ‘a big wall’

Response: The project aims to incorporate a massing approach that brings an appropriate scale, depth, and variation within the design from the top to the bottom of the building.

Comment: ...transparency along the sidewalk was promised, but freezers and other equipment was pushed against these facades,

Response: The store concept that Safeway has planned for this site is unlike their ‘typical’ stores. This will allow for a more open-feel along their primary E John Street facade. Additionally, the ‘active’ areas of the store wrap the corner onto 14th Ave E, reducing the need for blank facade areas. The areas of blank facade will be addressed and made unique and interesting.



A NEW GROCERY, LOCATED AT 14TH AVE E AND E JOHN ST

Comment: ...[set] back the upper levels of the building and [add] greenery and trees within these setback areas

Response: Several of the upper level facades are set back significantly above the ground level facade. Planting on this setback areas is proposed.

Comment: {provide} smaller scale retail spaces (1000sf) supportive of local community-owned business.

Response: Along 15th Ave E, smaller scale retail spaces will be incorporated.

Comment: ... think about the prominence of the corners from all directions

Response: The proposed design at the EDG level of development suggests high-quality, distinctive materials throughout the project, but especially at the very prominent corners. At these corners, the design language defines these corners.

Comment: 14th and John St feels like a dead corner and that this may be the best location for Safeway’s entry,

Response: The primary entry of the grocery store will be mid-block along E John Street, with a special ‘concept’ space (a smaller store within the larger store) occupying the corner of E John Street and 14th Ave E.



A LARGELY TRANSPARENT PRIMARY FACADE

Comment: Street-adjacent facades can be nicely detailed to support engaging retail experiences - the upper levels can ‘hideaway’.

Response: The ground-related facades will have a distinctive treatment. This is reinforced by the upper level setbacks. The setback facades will have a complementary design approach, but will be different than the design language employed at the ground level and the prominent corners.

Comment: The bus stop at the south side of the site, across from Williams Place (the park) really needs attention and activation.

Response: Attention will be given to the bus stop area so that transit users will have a good experience.

Comment: Reference was made to simple, nicely-detailed boxes with good materials. Don’t over-modulate, don’t over-color.

Response: The massing scheme has a good balance of articulation and simplicity for a building of this scale. Though early, the design is envisioned to be a subtle refined palette of materials and colors.



NICELY DETAILED BOXES, WITH SMALL SCALE RETAIL

Comment: Pursue a multiple-building scheme instead of a large, single building.

Response: The project proposes two buildings, which include courtyards of various scales and configurations.

Comment: Maybe incorporate some sort of Plaza

Response: A plaza is located at a historically relevant area of 15th Ave E. This intimate plaza space will be flanked by a retail space and the residential lobbies for both buildings.



THE COURTYARD LOCATION IS BASED ON HISTORIC PRECEDENT

OUTREACH - MEETING WITH PPUNC JAN. 11, 2022

Design-Related Comments

- The 'back' wall of the 15th Ave E courtyard needs a good focal point, something iconic, maybe art, sculpture, or a building entry.
- Two narrow curb cuts on the same block that are far apart would be better than a single, extra-wide curb cut. **Response: The team was able to reconfigure truck and vehicular access to be more in keeping with this guidance.**
- Comment was made about 'user groups' - transit users and grocery shoppers might not be the same group. ultimately, the guidance was to ensure that transit users and grocery users had well-developed spaces. An 'area of refuge' for shoppers was important.
- The Area of Refuge was seconded by another commentor - John Street E is dense with traffic, both vehicular and pedestrian.
- The QFC on Broadway has an unfriendly entry condition. It is very close to the bus stop. It would be good to somehow separate the transit users from the grocery shoppers. **Response: The Grocery store will have a recessed entry and canopy condition to provide shoppers with a safe, protected entry condition.**



QFC ENTRY FROM BROADWAY



PROXIMITY OF BUS STOP TO QFC ENTRY

- Question was asked about how the proposed project relates to Williams Place Park across the street.
- **Response: The Design team will be engaged with the Parks Department to better understand how to relate the project back to the park.**
- Comment was made to reduce the height of the southern building that flanks the courtyard at 15th Ave E for better sun access.
- It was suggested to study how to differentiate the two buildings. **Response: The Design team will study how to differentiate the buildings, or how to present the development consistently.**



THE TWO FACADES THAT FLANK THE COURTYARD COULD HAVE DIFFERENT DESIGNS

- One commentor felt that the massing was well developed with distinct breaks to differentiate materials approaches.
- One commentor felt that the retail along 15th Ave E should be greater than the code-required 13' floor to floor height. **Response: The design will incorporate the highest retail ceiling height possible.**
- Regardless of the retail height, it was stated that the street-facing glass should reach the full height of the retail, even if there is mechanical equipment in front of the glass. This will lead to a more desirable retail space.

- One commentor suggested using unique paving patterns within the site. **Response: Based on the generous setbacks, there is a lot of walking surface that is outside of the City sidewalk. In these areas, special paving pattern will be incorporated.**



THE BUILDING SETBACKS ALLOW FOR POTENTIAL TO HAVE INTERESTING PAVING

- Reference was made to the in-walkway lighting in parts of South Lake Union as an interesting design.
- One commentor supported the idea of visible stormwater mitigation methods (stormwater planters). It may be a good approach to mitigate areas of blank facade and an opportunity to integrate artwork. **Response: The project is pursuing visible stormwater strategies along 14th Ave E.**



PORTIONS OF 14TH AVE E ARE POTENTIAL AREAS FOR STORMWATER PLANTERS

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GUIDANCE PREPARED BY NEIGHBORHOOD STAKEHOLDERS

WHAT IS THIS DOCUMENT?

PER THE SUMMARY:

“In the fall of 2017, architect and Principal Jeff Pelletier of Board & Vellum Architecture and Design, approached Environmental Works Community Design Center, another firm on 15th Ave East, to discuss the impending sale of the Hilltop Service Station property at 15th and Mercer, along with other imminent changes on the street: the QFC block is slated to be the site of new development, and Kaiser Permanente is planning to carry out \$400 million in improvements on its sizable lot. Jeff noted that the people who live and work on 15th have lacked a means to contribute to plans for its future. ***EW and Board & Vellum decided to engage the neighborhood in a conversation about community hopes and dreams for 15th.***”

“This conversation blossomed into a two-hour community event hosted by Environmental Works and Board & Vellum on April 28, 2018, at The Summit on Pike, which was attended by approximately 85 people who live or work around 15th. Staff from both firms applied the Pomegranate Method training to facilitate an inclusive, collaborative event.”

This document captures the “hopes and dreams” of the neighborhood.

WHY PAY ATTENTION TO THIS DOCUMENT?

During the design team’s outreach meeting with PPUNC in October 2021 (previous page), a neighborhood stakeholder suggested the team review this document, citing its importance and noting the amount of work that went into its creation.

It’s true - this document is a wealth of knowledge that captures the communities aspiration’s for 15th Ave E. As stated in Part 2: ***“...you are now equipped with the recommendations of more than 85 residents who live, work, and play on 15th Ave. E.”***

In the following pages, we highlight the block-specific guidance for the project site, and positive attributes of other blocks along 15th Ave N that could guide how the design team advances the design of this block.

Thank you to Board & Vellum, Environmental Works, and participants in this exercise for developing this valuable resource.



15TH AVENUE WORKSHOP - FACILITATED BY ENVIRONMENTAL WORKS AND BOARD & VELLUM

EVENTS/DOCUMENTATION FACILITATED BETWEEN APRIL 2018 AND FEBRUARY 2019



GENERAL NEIGHBORHOOD GUIDANCE

- 1 Keep a grocery store in the neighborhood
- 2 Keep new design looking new
- 3 Transition between Residential and Commercial [setback up- per levels]
- 4 Help small business survive development and remain a part of the 15th Ave community
- 5 Eyes on the Street is important
- 6 [Incorporate a] Woonerf-style living street
- 7 True glass [at ground level retail] would be more transparent
- 8 More lighting at street

RESPONSE:

The projected will incorporate a 50,000 sf grocery store, while also providing smaller retail spaces along 15th Ave E.

Large areas of transparent glass will provide more eyes on the street. Lighting will be incorporated holistically throughout the site.

Large portions of the upper levels are setback which will accentuate the ground level facades.

The design aims to look of today, while nodding to the distinctive historic buildings nearby.

BLOCK-SPECIFIC COMMENTS AND GUIDANCE

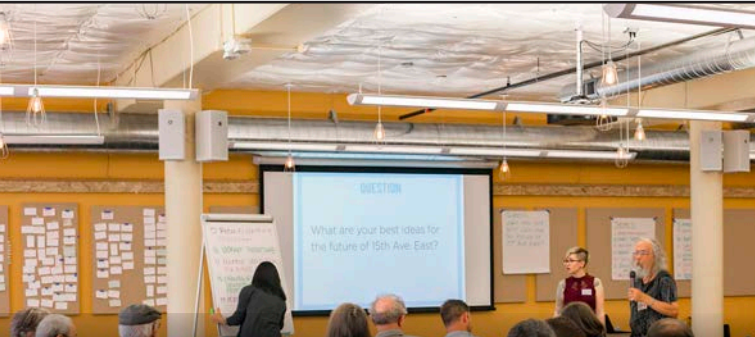
- 1 Building Facade along Safeway is isolating and uninviting
- 2 Art-exhibit windows at Safeway Facade isn't effective at making it a more enjoyable experience
- 3 Redesign Safeway so it could provide affordable housing above
- 4 Activate the street at Safeway with:
 - a. More retail storefronts that open to 15th Ave E
 - b. More articulation of the facade and windows
 - c. Locate [Safeway] entry on 15th instead of parking lot

RESPONSE:

The Safeway will be part of an updated approach to their brand which allows for more true-glazing along E John St.

The residential units will include various sizes to provide a wider variety of price points.

The grocery store has a primary facade facing south, with a secondary facade facing 14th ave E. This orientation allows for smaller scale retail and residential lobbies along 15th Ave E - a more fitting approach to the site.



DESIGN EXERCISE: OPEN FLOOR DISCUSSION

This summary of the open floor discussion portion of the workshop covers the responses gathered during the collaborative discussion that followed the individual responses. For the open floor discussion, facilitators wrote any general thoughts and comments on large sheets of paper that were then posted around the room for people to consider. Afterwards, the collected thoughts were broken down into themes, which generally align with the same themes we saw with your individual responses. People were also given a chance to respond to ideas with clarifications, questions, or concerns - these are listed below the ideas in green.

ACCESSIBILITY

- Maintain disabled parking spots on the street.
- Address parking concerns and traffic problems.
- Repave the sidewalks for pedestrian safety.
- Improved transit routes would invigorate business.
- Balance the access for both cars and pedestrians.
- We need better support for substance abuse.
- Consider a pedestrian-only streetscape.
- There are issues for pedestrians at the crossing of 15th Ave + John St.

PRESERVATION

- Small businesses are important to keep.
 - Keep a grocery store in the neighborhood
- Be more proactive with historic preservation.
- Preserve small scale spaces and businesses.
- Transfer development rights to preserve character.
- Maintain existing character.
- Preserve commercial and residential balance.
- Historic preservation is important.
 - Example: Pike/Pine facade preservation
 - Just because it's old, is it worth keeping?
 - Keep new design looking new

GROWTH

- Utilize the hybrid height approach to set back density.
- Utilize small scale infrastructure in interstitial space.
- Reuse materials for less building waste.
- Encourage more office spaces and daytime businesses.
- Increase density + safety with height set backs.
 - Transition between residential and commercial
- We need more jobs and opportunity.
- We need more control + material transparency in new construction.
- There needs to be better methods of dealing with impact of pest control with new development.
- We need transparency of the QFC block redevelopment impact to the Pike/Pine corridor.
 - Create strategies to help small businesses survive development to remain a part of the 15th Ave community.
 - Eliminate parking for green strip.
- Encourage higher quality design.
 - No Hardee paneling
- We need flexible space that plans for future use of the street.
- Build higher density while preserving the existing character of the street.
 - Concern - keeping eyes on the street is important

ENGAGEMENT

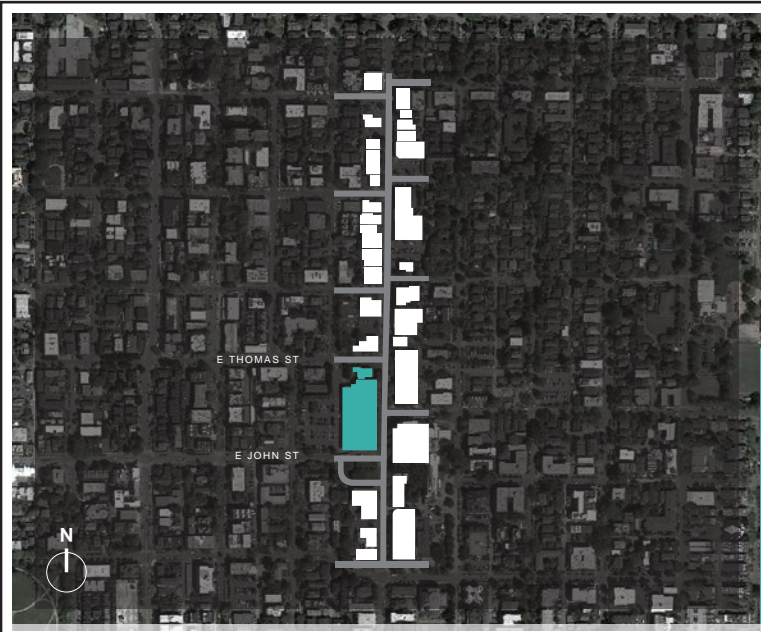
- Surface parking could be better developed.
- Activate and beautify Williams Place Park at John St. and 15th Ave.
 - Woonerf - style living street, similar to the pedestrian-oriented Pike Place Market
 - True glass would be more transparent
- Address blank walls that have no character.
- Vibrant streetscapes provide great character.
- We need transparency at the street level.
- The street should have a mix of uses.
 - Eyes on the street
- Build more green space at Kaiser Campus.
 - P-patches offer green space for the community
- Kaiser + QFC have poor street engagement.
- Example of great design - 19th and Mercer
- Example of great design - Hugo House
- Example of great design - 14th and Republican

IDENTITY

- Include Volunteer Park as part of 15th's identity
- Honor indigenous populations.
- We should embrace a community identity for 15th Ave.
 - More lighting along the street
 - Brand 15th as a gateway to Volunteer Park
- 15th Ave should be a maker space with small industrial businesses.

AFFORDABILITY

- Preserve the affordability of the street.
- Provide incentives for affordable retail to remain on the street.
- Consider stopping parking meters.
- New buildings increase costs, and reduce affordability.



E THOMAS STREET - E JOHN STREET
WESTSIDE

PERCEIVED SITE CHALLENGES:

- Building facade along Safeway is isolating and uninviting.
- Traffic crossing often feels dangerous.
- Art exhibit windows at Safeway facade isn't effective at making it a more enjoyable experience.
- Large puddles in the roadway at the curb are messy, can splash on pedestrians, and make parking difficult.

COMMUNITY SUGGESTIONS :

- Redesign Safeway so it could provide affordable housing above.
- Find opportunities to activate the street at Safeway with:
 - More retail storefronts that open to 15th Ave E that are housed in the Safeway building, similar to the QFC block further north.
 - More articulation of the facade and windows.
 - Locate entry on 15th instead of parking lot.
- Improve pedestrian access through the back parking lot from E Thomas Street.

AREAS OF 15TH AVE E THAT ARE WELL REGARDED BY THE NEIGHBORHOOD

COMMUNITY COMMENTARY (TAKEN FROM “A SUMMARY OF YOUR 15TH AVE E COMMUNITY WORKSHOP PART 2”)

1

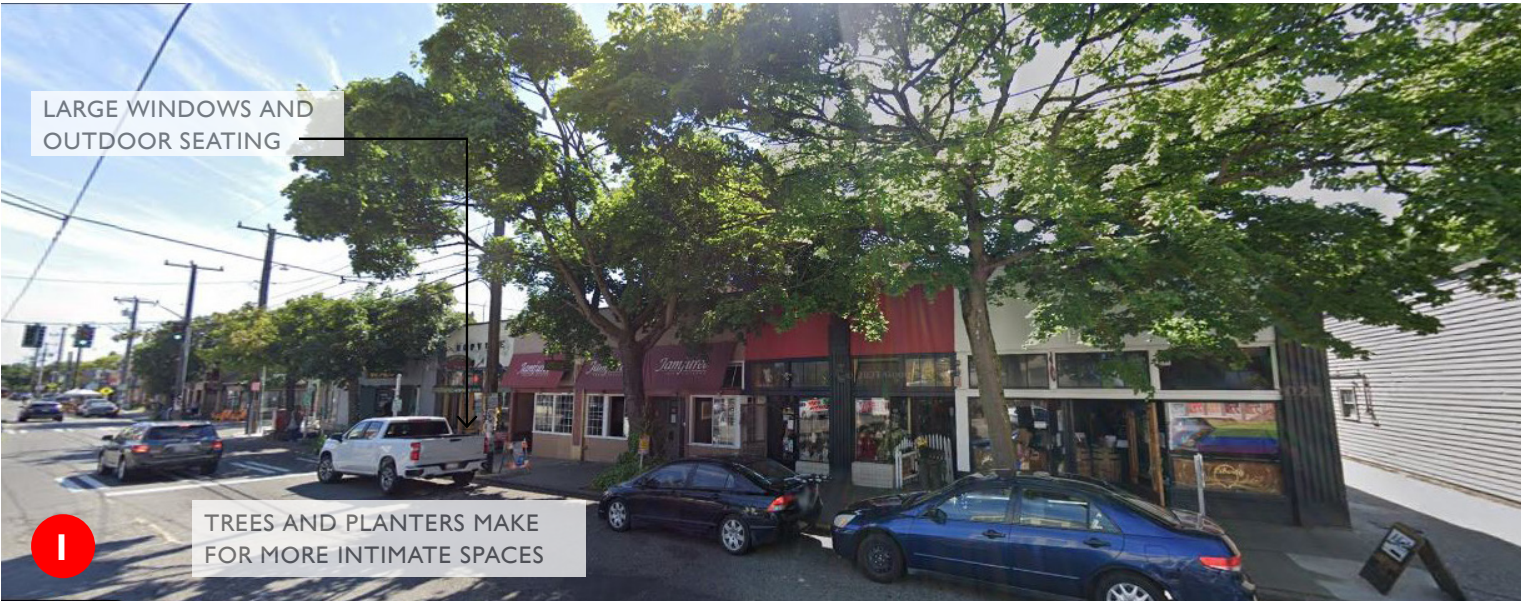
“SMALL SINGLE-STORY BUILDINGS WITH STREET FACING BUSINESSES, LARGE WINDOWS, AND OUTDOOR SEATING LINE THE REST OF THE BLOCK GOING SOUTH FROM THE SERVICE STATION. MATURE STREET TREES WITH RAISED PLANTERS DECREASE THE CIRCULATION SPACE, BUT CREATE NOOKS FOR SEATING, DISPLAYS, AND MAKE THE SIDEWALK MORE INTIMATE THAT IS FITTING WITH THE SMALL SHOPS.

2

“THE WESTSIDE OF THE BLOCK IS DEFINED BY A SERIES OF ONE STORY BUILDINGS WITH A VARIETY OF FACADES AND SMALL BUSINESS. EACH FACADE VARIES IN LENGTH AND TEXTURE, CREATING A PLEASANT CADENCE OF INTEREST FOR PEDESTRIANS.”

2

“OVERALL, THIS BLOCK IS DOMINATED BY SMALL BUSINESSES WITH LARGE STREET-FACING WINDOWS. THE BUILDINGS ARE PRIMARILY FROM THE 1930 -40’S AND RETAIN MUCH OF THEIR HISTORIC CHARACTER. THE BUSINESSES ARE A MIX OF RETAIL AND RESTAURANTS WITH A BARBER SHOP, DRY-CLEANER AND INSURANCE OFFICE. THIS MIX OF SMALL BUSINESSES PROVIDES A VARIETY OF AMENITIES AND ATTRACTS A RANGE OF CUSTOMERS THROUGHOUT THE DAY AND NIGHT. SIDEWALKS ON THE SOUTH END OF THE BLOCK ARE WIDE ENOUGH FOR MANY PEOPLE TO WALK COMFORTABLY AND ACCOMMODATE SANDWICH BOARDS, CAFÉ SEATING, STREET SIGNS AND BIKE PARKING.



AREAS OF 15TH AVE E THAT ARE WELL REGARDED BY THE NEIGHBORHOOD

COMMUNITY COMMENTARY (TAKEN FROM “A SUMMARY OF YOUR 15TH AVE E COMMUNITY WORKSHOP PART 2”

1

“THE REMAINING STRETCH BETWEEN THE PATIO AND WALGREENS IS FILLED WITH SMALL BUSINESSES THAT ARE SET FURTHER BACK FROM THE CURB AND HAVE LARGE INVITING WINDOWS. THEY HAVE STRONG VISIBILITY AND ENGAGEMENT FOR PEDESTRIANS, INCLUDING AN OUTDOOR DINING PATIO FOR OLYMPIA PIZZA AND HARRY’S BAR.”

1

“...A LARGE BLACK BIRCH HELPS THE CONVERTED OLDER VICTORIAN HOUSE FURTHER RECEDE OFF THE STREET AND MAKES THE SIGNATURE PATIO ALL THE MORE INVITING AND SHADY”

2

“OVERALL, THERE ARE A NUMBER OF SMALL SHOP ENTRIES WITH LARGE WINDOWS FACING THE STREET AND MANY OVERHEAD AWNINGS.”

2

“... THERE ARE SEVERAL SMALL PLANTERS ALONG THE BUILDING THAT HOUSES CAPITOL HILL VISION, AGORA, AND PALERMO. THIS BUILDING OFFERS A NICE HUMAN SCALE EXPERIENCE AT THE STREET LEVEL WITH SMALL STOREFRONTS, AND BY STEPPING BACK THE UPPER STORIES AWAY FROM THE STREET.”



RESPONSE:

Pedestrian comfort is emphasized around the site provided by wider walkways, curb bulbs, open space, and generous planting areas

The upper levels in several areas of the site are setback to emphasize the ground-related facades and to provide a better human scale experience.



SITE CONDITIONS

LEGAL DESCRIPTION

PARCEL A:

LOTS 2 AND 3, BLOCK 3, WILLIAM'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 1 OF PLATS, PAGE 161, IN KING COUNTY, WASHINGTON; EXCEPT THAT PORTION CONDEMNED BY CITY OF SEATTLE ORDINANCE NO. 41943 FOR STREET PURPOSES; ALSO EXCEPTING THE WESTERLY 1.5 FEET OF THE ABOVE DESCRIBED LOT 2 AND 3 NOT INCLUDED IN CONDEMNATION AND MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF 15TH AVENUE NORTH AND THE NORTHERLY LINE OF EAST JOHN STREET, AS ESTABLISHED BY ORDINANCE NO. 41943, THIS BEING THE POINT OF BEGINNING; THENCE NORTHERLY ALONG 15TH AVENUE NORTH A DISTANCE OF 66.82 FEET TO THE NORTHERLY LINE OF LOT 2; THENCE WESTERLY ALONG THE NORTH LINE OF LOT 2, A DISTANCE OF 121.5 FEET TO A POINT 1.5 FEET EAST OF THE WEST LINE OF LOT 2; THENCE SOUTHERLY AND ALONG A LINE 1.5 FEET EASTERLY AND PARALLEL TO THE WEST LINE OF LOTS 2 AND 3, A DISTANCE OF 68.87 FEET TO THE NORTHERLY LINE OF EAST JOHN STREET; THENCE EASTERLY ALONG EAST JOHN STREET, A DISTANCE OF 121.52 TO THE TRUE POINT OF BEGINNING.

PARCEL B:

LOTS 1, 2, 3, 4, 7, 8, 9 AND 10, BLOCK 56, J.H. NAGLE'S SECOND ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 5 OF PLATS, PAGE 67, IN KING COUNTY, WASHINGTON; TOGETHER WITH HE WEST 40 FEET OF LOT 6, BLOCK 4; LOT 1, BLOCK 3; AND THE WEST 1.5 FEET OF LOTS 2 AND 3, BLOCK 3, ALL IN WILLIAM'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 1 OF PLATS, PAGE 161, IN KING COUNTY, WASHINGTON; EXCEPT THAT PORTION OF THE WEST 1.5 FEET OF SAID LOT 3, CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 150861 FOR EAST JOHN STREET, AS PROVIDED BY ORDINANCE NO. 41943 OF THE CITY OF SEATTLE;

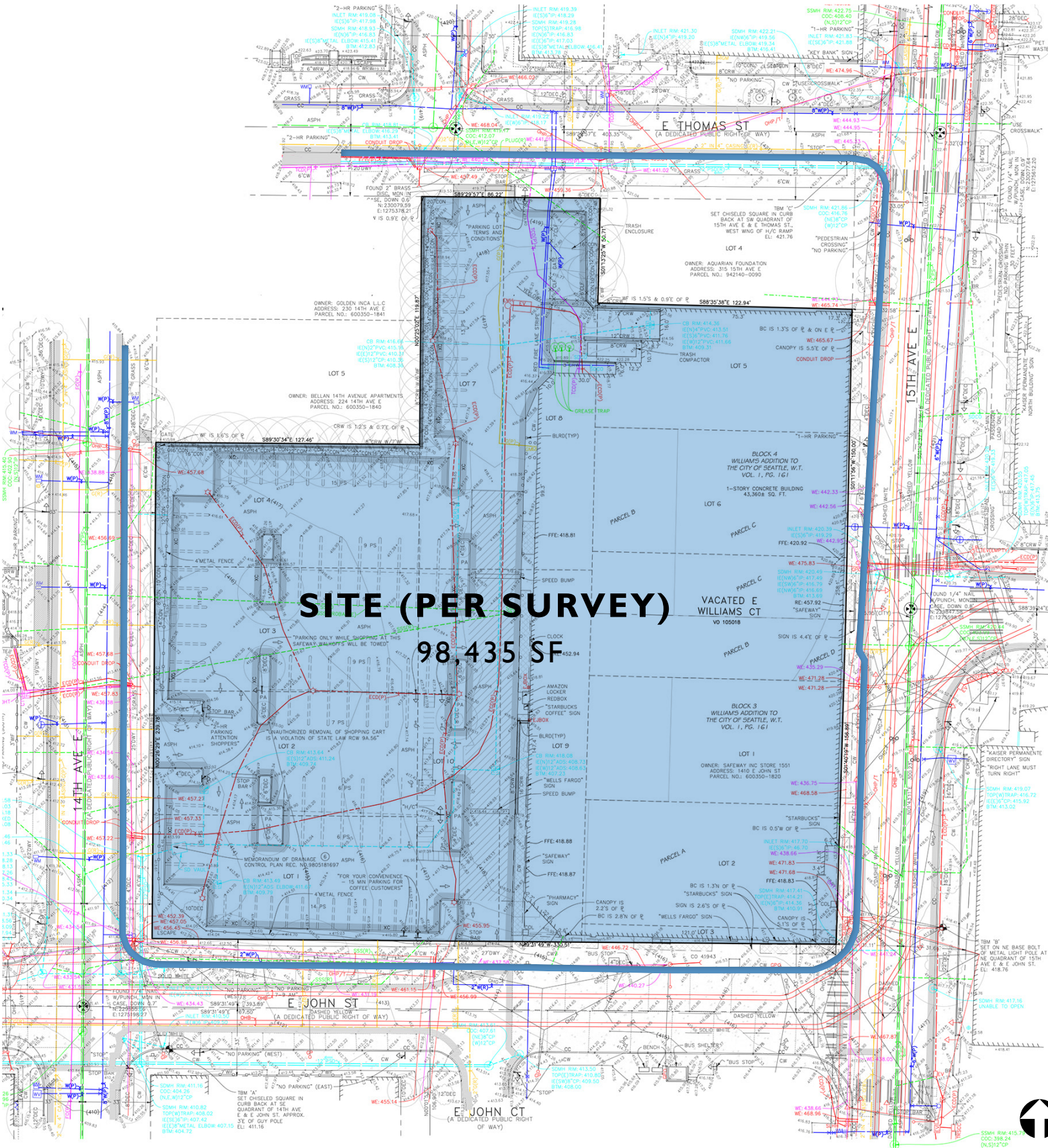
TOGETHER WITH THAT PORTION OF EAST WILLIAMS COURT, VACATED BY CITY OF SEATTLE ORDINANCE NO. 105018, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 6, BLOCK 4, OF SAID WILLIAM'S ADDITION TO THE CITY OF SEATTLE; THENCE SOUTH 89°43'15" EAST ALONG THE SOUTH LINE OF SAID LOT 6, 40.00 FEET; THENCE SOUTH 0°24'59" WEST ALONG A SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 40.00 FEET OF LOT 6, A DISTANCE OF 30.00 FEET, TO A POINT ON THE CENTERLINE OF SAID VACATED EAST WILLIAMS COURT; THENCE SOUTH 89°43'15" EAST ALONG SAID CENTERLINE, 73.61 FEET TO A POINT ON A CURVE, THE CENTER OF WHICH BEARS NORTH 69°11'19" WEST; THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 150.00 FEET, A DISTANCE OF 33.73 FEET TO A POINT IN THE NORTH LINE OF LOT 1, BLOCK 3 OF SAID ADDITION; THENCE NORTH 09°43'15" WEST ALONG SAID NORTH LINE 98.41 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE NORTH 0°24'59" EAST ALONG THE WEST LINE OF SAID ADDITION 60.00 FEET TO THE POINT OF BEGINNING.

PARCEL C:

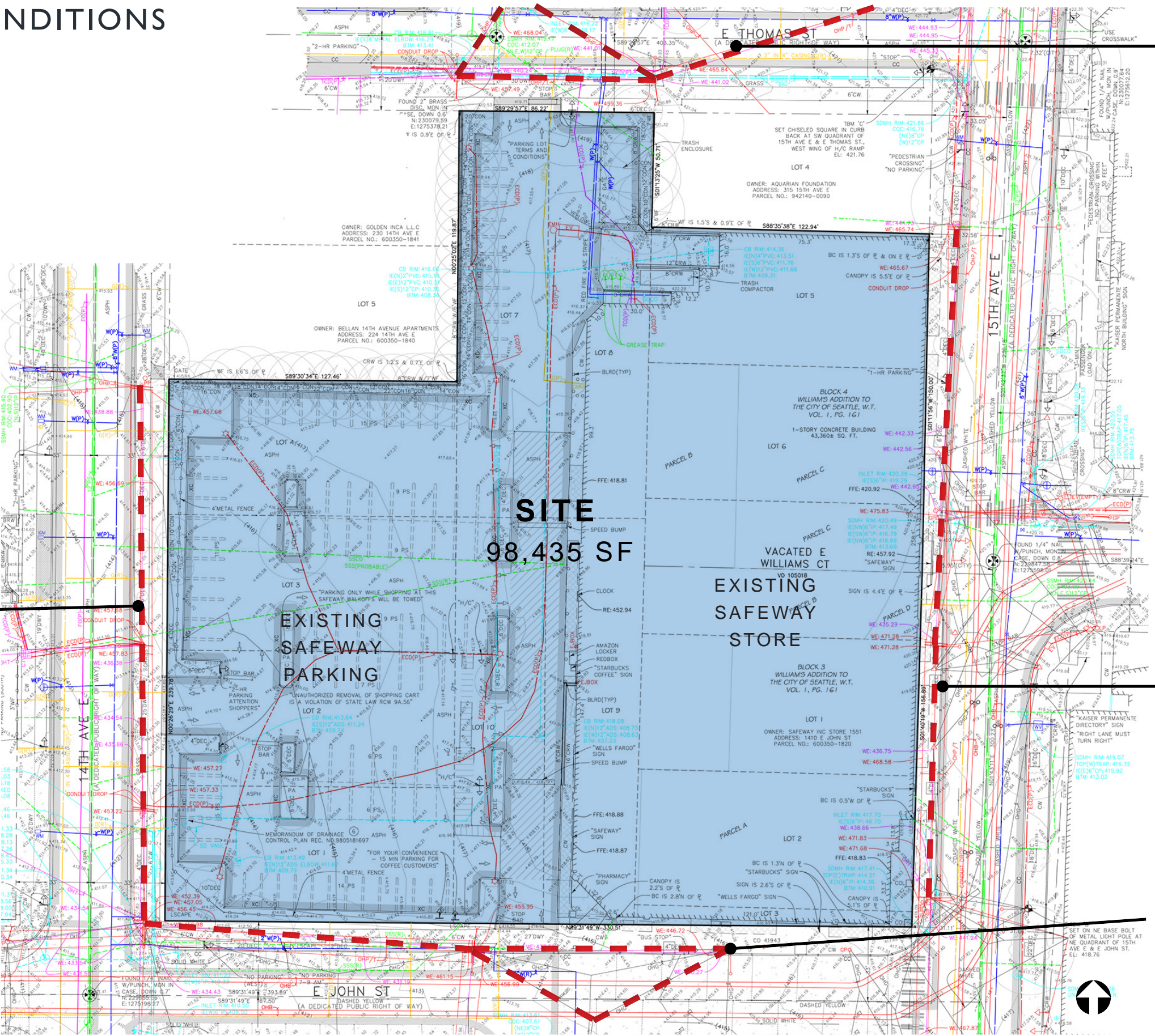
LOTS 5 AND 6, BLOCK 4, WILLIAM'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 1 OF PLATS, PAGE 161, IN COUNTY, WASHINGTON; EXCEPT THE WEST 40 FEET OF SAID LOT 6; TOGETHER WITH THAT PORTION OF EAST WILLIAMS COURT VACATED BY CITY OF SEATTLE ORDINANCE NO. 105018, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF LOT 6, BLOCK 4, OF SAID WILLIAM'S ADDITION TO THE CITY OF SEATTLE; THENCE SOUTH 89°43'15" EAST ALONG THE SOUTH LINE OF SAID LOT 6, 40.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 0°24'59" WEST ALONG A SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 40.00 FEET OF LOT 6, A DISTANCE OF 30.00 FEET TO A POINT ON THE CENTERLINE OF SAID VACATED EAST WILLIAMS COURT; THENCE SOUTH 89°43'15" EAST ALONG SAID CENTERLINE 73.61 FEET TO A POINT ON A CURVE, THE CENTER OF WHICH BEARS NORTH 69°11'19" WEST; THENCE NORTHEASTERLY AND NORTHERLY ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 150.00 FEET, A DISTANCE OF 31.06 FEET TO A POINT IN THE SOUTH LINE OF SAID LOT 6; THENCE NORTH 89°43'15" WEST ALONG SAID SOUTH LINE OF LOT 6, 81.35 FEET TO THE TRUE POINT OF BEGINNING;

PARCEL D:

THAT PORTION OF VACATED EAST WILLIAMS COURT, PURSUANT TO CITY OF SEATTLE ORDINANCE NO. 120754, WHICH ATTACHES BY OPERATION OF LAW, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 6, BLOCK 4, WILLIAMS ADDITION, AS RECORDED IN VOLUME 1 OF PLATS, PAGE 161, RECORDS OF KING COUNTY, WASHINGTON; THENCE NORTH 88°40'37" WEST ALONG THE SOUTH LINE OF SAID LOT, 1.65 FEET TO A POINT ON A CURVE, THE CENTER OF WHICH BEARS NORTH 79°54'20" WEST; THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 150 FEET, A DISTANCE OF 64.84 FEET TO THE NORTH LINE OF BLOCK 3, SAID ADDITION; THENCE SOUTH 88°40'37" EAST ALONG SAID NORTH LINE, 24.59 FEET TO THE WEST LINE OF 15TH AVENUE EAST; THENCE NORTH 1°35'12" EAST ALONG SAID WEST LINE, 60 FEET TO THE BEGINNING.



EXISTING SITE CONDITIONS



OVERHEAD POWER LINES - LIKELY TO BE UNDERGROUNDED

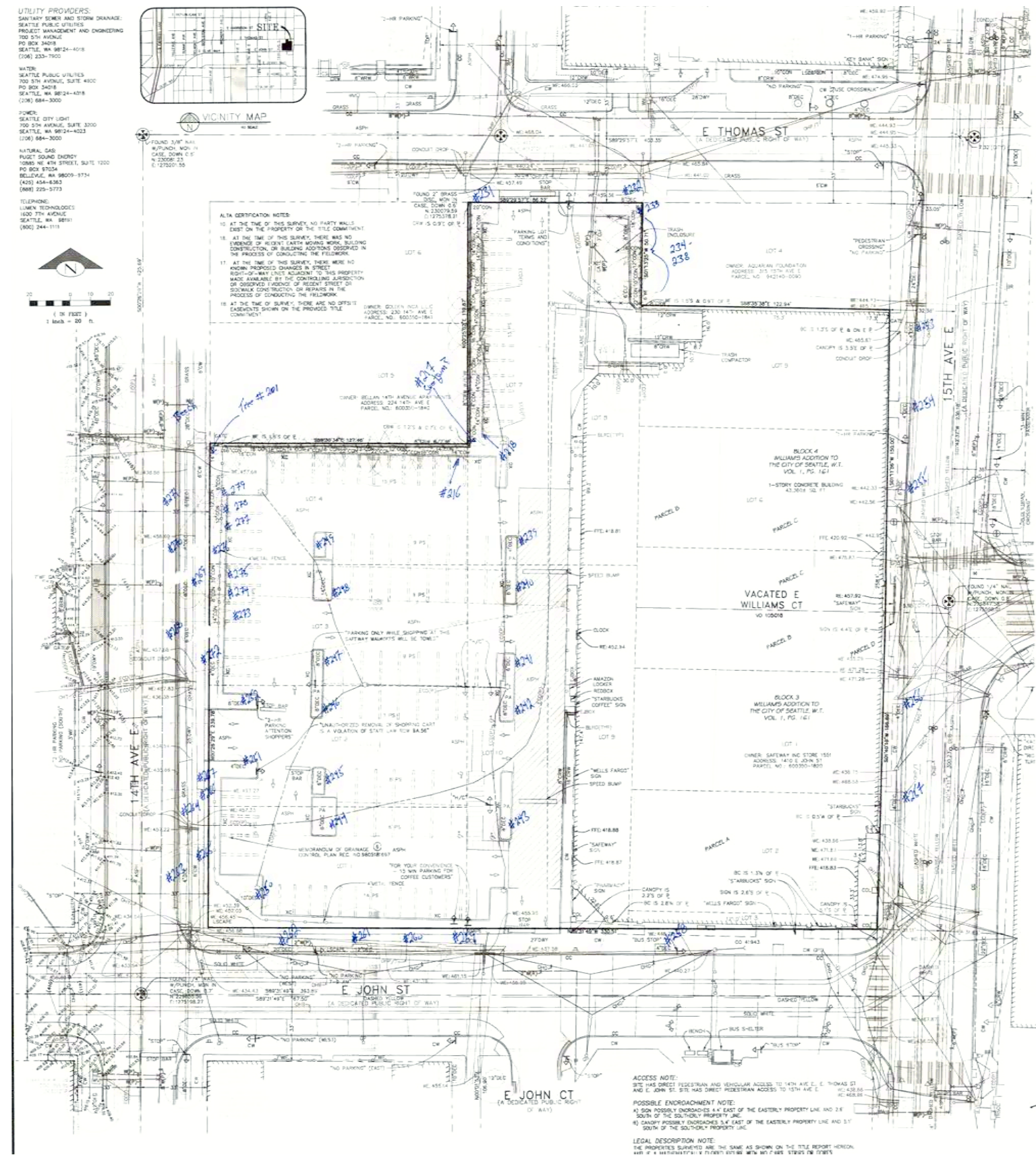
OVERHEAD POWER LINES - CURRENTLY ASSUMING A BUILDING SETBACK; DIFFICULT TO UNDERGROUND

OVERHEAD POWER LINES - CURRENTLY ASSUMING A BUILDING SETBACK; DIFFICULT TO UNDERGROUND

TROLLEY LINES ALSO OCCUR ALONG 15TH

OVERHEAD POWER LINES - CURRENTLY ASSUMING A BUILDING SETBACK ABOVE LI; DIFFICULT TO UNDERGROUND

ARBORIST REPORT



Arborist Report

June 22nd, 2021

Prepared for:
Greystar
Site Address:
1401 E. John S
Seattle, Wa.

Prepared by:
Seattle Tree Consulting
Douglas Smith (Certified Arborist PN 6116-A/TRAQ)
3907 Aurora Ave N.
Seattle, Wa. 98103
(206)457-5706
doug@seattletreeconsulting.com

Discussion

Arborist report for the Safeway Building at 1401 E. John St., Seattle, WA

My assignment was to construct an inventory of all of the woody plant systems at this particular site as part of a feasibility study. I inventoried 79 woody plant systems, although a few of the smaller trees are too small to be considered significant trees in The City of Seattle. In The City of Seattle, significant tree systems are defined as having diameter at standard height measurements that are greater than or equal to 6 inches. A few of the trees that were included in the inventory have diameters at standard height that are under 6 inches. These trees are represented on the survey map that I was provided and that is the reason that I chose to describe them.

Diameter at standard height measurements were taken with a fabric the tape, critical root zone radii and drip line radii are based on the diameter at standard height measurements in most cases.

Most of the Leland Cypress systems at this site have been pruned hard on the adjacent properties for clearance.

There are quite a few trees at this site that are technically in Seattle Department of Transportation's purview, but there are no trees at this site that are big enough to be considered Exceptional according to The City of Seattle's Director's Rule.

During the site visits, I attached number plaques to all of the trees and those numbers correspond to a spreadsheet that I have provided to the clients. I have also provided to the clients a map that has an indication of where the tree numbers should be assigned. Because there are 79 trees that need to be neatly represented on the map, the data will need to be included by the architects.

During the site visit, I did not notice any hazardous tree systems that are in need of attention at this time.

Please reach out to me if you have any questions.

ARBORIST REPORT ADDENDUM

Discussion

For the several months we have been going back and forth about the potential status of the Leland Cypress (*Cupressus x Lelandii*) hedge that surrounds this property. It is my opinion that these trees were likely installed to function as a hedge to create a visual and noise buffer for the parking lot. This species would not be practical at large sizes in this location. For this reason, I do not believe that the any of the Leland Cypress on this lot should be considered Exceptional or be considered to be part of an Exceptional Grove.

If The City of Seattle interprets these plants to be individual trees, instead of portions of a hedge, only trees number #201 through #209 in the northwest corner of the lot have large enough diameter at standard height readings in combination with a contiguous canopy to be considered an Exceptional Grove. All of the trees in this row have diameter at standard height readings of 15 inches. The critical root zones for these trees will be considered to be a 15 foot radius. The inner critical root zones of these trees are circles with a 7.5 foot radius that starts in the center of each tree.

The Leyland Cypress trees are mostly surrounded by impervious surfaces. The necessary removal of the parking lot to the south of the specimens will likely cause a significant amount of root zone a disturbance for these trees. It I my opinion that the removal of the Cypress, in conjunction with a replanting plan that will be executed post-construction, is the best long-term solution for this site.

Assumptions and Limiting Conditions

Any legal description provided to the consultant/appraiser is assumed to be correct. Any titles and ownership to any property are assumed to be good and marketable. No responsibility is assumed for matters of legal character. Any and all property is appraised or evaluated as though free and clear, under responsible ownership and competent management.

It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other government regulations.

Care has been taken to obtain all information from reliable sources. All data has been verified so far as possible, however, the consultant/appraiser can neither guarantee nor be responsible for accuracy of information provided by others.

The consultant/appraiser shall not be required to give testimony or attend court by reason of this report unless subsequent contractual arrangements are made, including payments of additional fees for such services as described in the fee schedule and contract engagement.

Loss or alteration of any of this report invalidates the entire report.

Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any person other than to whom it is addressed, without prior written consent of the consultant/appraiser.

Neither all nor any part of the content in this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media, without the prior expressed written consent of the consultant/appraiser--particularly as to value conclusions, identity of the consultant/appraiser, or any reference to any professional society or institute or to any initialed designation conferred upon the consultant/appraiser as stated in his qualification.


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ZONING MAP





VICINITY MAP


LEGEND


 PROJECT SITE


 HOSPITAL/MEDICAL


 RETAIL FRONTAGE


 STREETCAR


 LINK

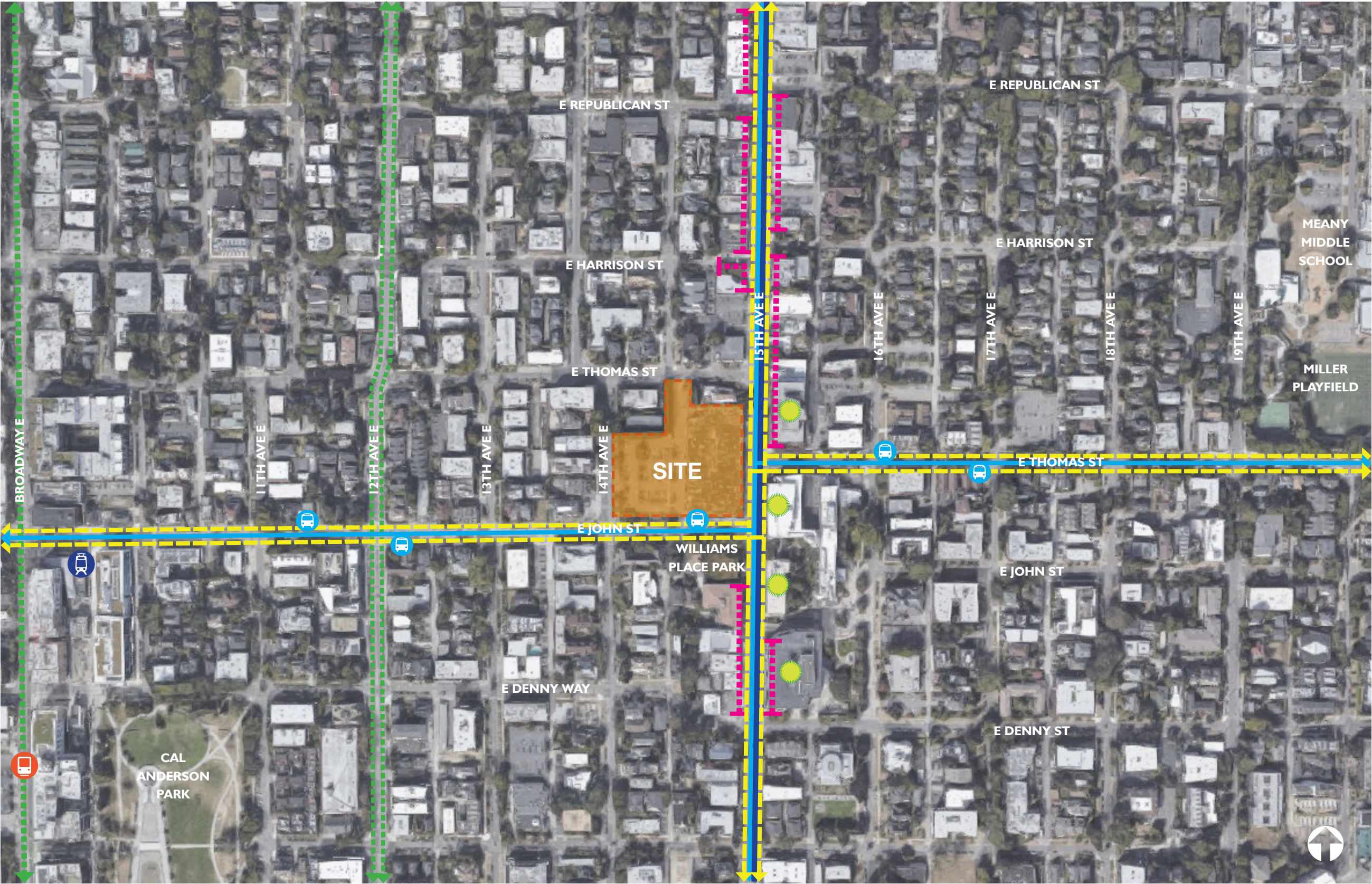
 BUS STOP

 MAIN TRANSIT ROUTES

 DEDICATED BIKE LANE

 MINOR ARTERIAL STREETS

 MAJOR PEDESTRIAN STREET



PRELIMINARY SITE ANALYSIS



EXISTING STREET / SITE ELEVATIONS - 15TH AVE E

HOSPITAL

- MODULATED BRICK FACADE
- RETAIL AT GRADE ADJACENT TO VERY WIDE SIDEWALKS



ELEVATION AA – LOOKING SOUTH

HOSPITAL

- HORIZONTALLY MODULATED WHITE BRICK FACADE
- NO ACTIVE RETAIL AT GRADE, FACADE BUFFERED BY REGULAR RHYTHM OF PLANTINGS



PROJECT SITE

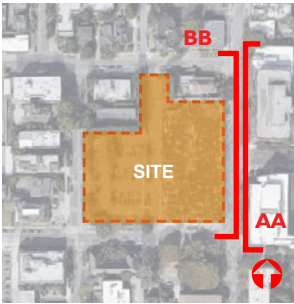
NEIGHBOR



ELEVATION BB – LOOKING WEST

EXISTING SAFEWAY

- BUILT TO PROPERTY LINE MAKES FOR VERY NARROW SIDEWALKS
- GLAZING COVERED BY VINYL GRAPHICS IS UNINVITING
- ENTRIES ALONG 15TH AVE E ARE OFTEN CLOSED FOR SAFETY AND THEFT PREVENTION



EXISTING STREET / SITE ELEVATIONS - E JOHN ST

WILLIAMS PLACE PARK

- SMALL URBAN PARK WITH MATURE TREES, AREAS OF GRASSE AND PATHS

ANHALT ARMS

- TWO-STORY RESIDENTIAL BUILDING WITH DISTINCTIVE CHARACTER



ELEVATION AA – LOOKING SOUTH

PROJECT SITE



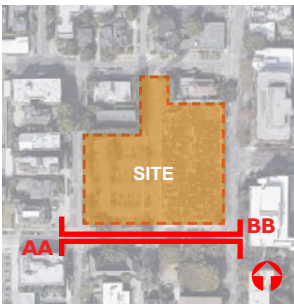
ELEVATION BB – LOOKING NORTH

EXISTING SAFEWAY PARKING

- SURFACE PARKING LOT BUFFERED BY PLANTING

EXISTING SAFEWAY

- BUILT TO PROPERTY LINE MAKES FOR VERY NARROW SIDEWALKS
- CURB CUT MID-BLOCK FOR PARKING ACCESS



EXISTING STREET / SITE ELEVATIONS - 14TH AVE E

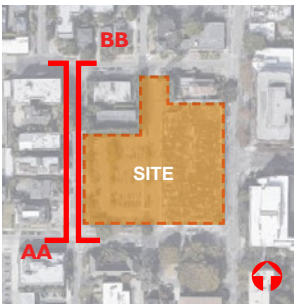


- WEST SIDE OF 14TH
- A VARIETY OF RESIDENTIAL BUILDINGS VARYING FROM TWO-STORIES TO FIVE STORIES.

ELEVATION AA – LOOKING WEST



ELEVATION BB – LOOKING EAST



- TWO EXISTING RESIDENTIAL BUILDINGS
- CONCEALED WITH MATURE PLANTINGS

- EXISTING SAFEWAY PARKING
- SURFACE PARKING LOT BUFFERED BY PLANTING
 - CURB CUT FOR PARKING ACCESS

EXISTING STREET / SITE ELEVATIONS - E THOMAS ST



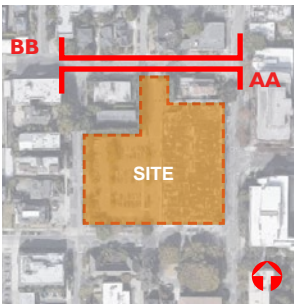
ELEVATION AA – LOOKING SOUTH

- PROJECT SITE HAS A NARROW EXPOSURE, FLANKED BY TWO AND THREE STORY RESIDENTIAL BUILDINGS WITH MATURE PLANTINGS
- A CURB CUT PROVIDES TRUCK ACCESS TO SAFEWAY LOADING AREA



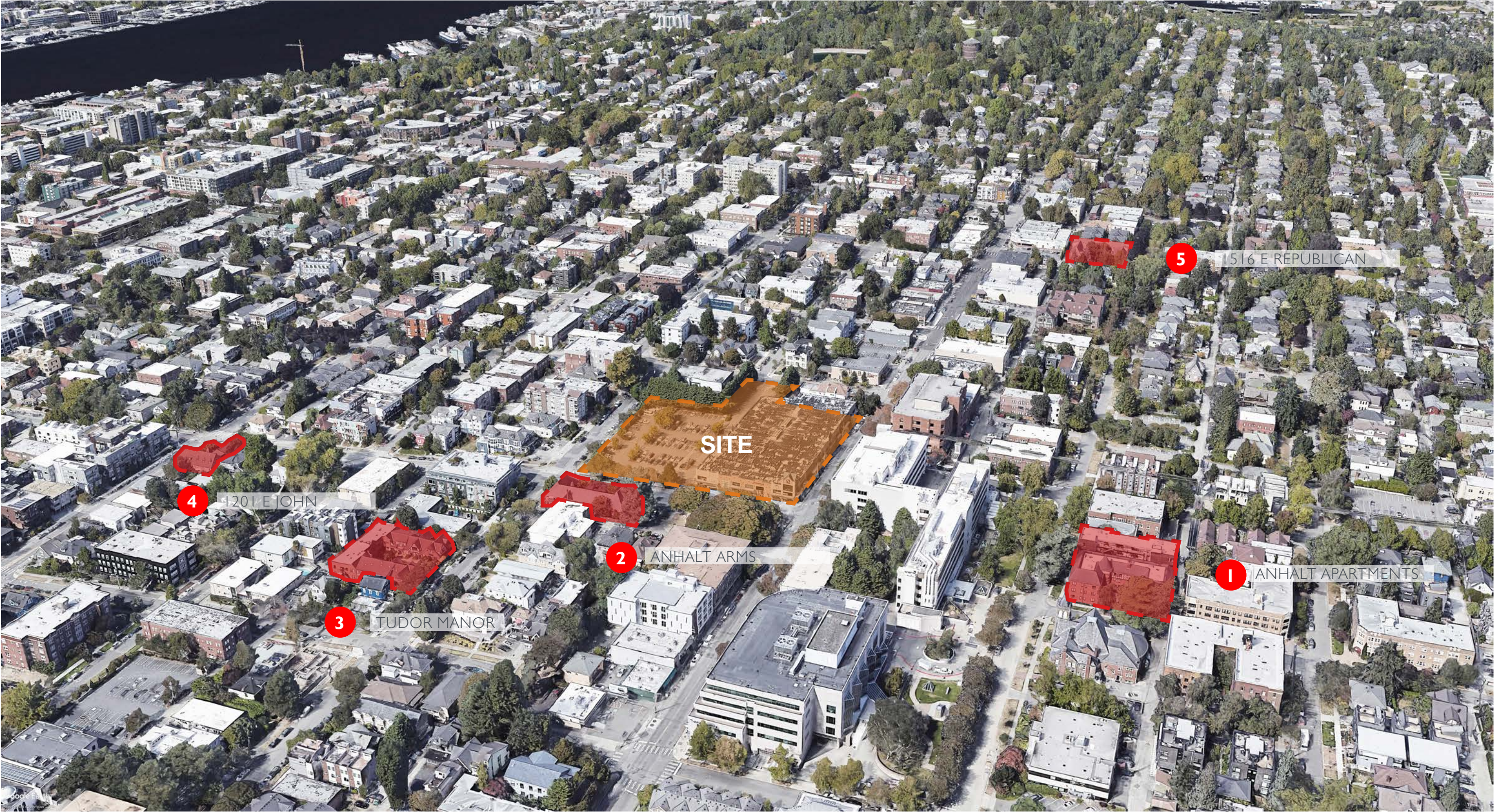
NORTH SIDE OF E THOMAS ST

- A MIX OF COMMERCIAL AND RESIDENTIAL BUILDINGS VARYING IN HEIGHT FROM ONE TO FOUR STORIES

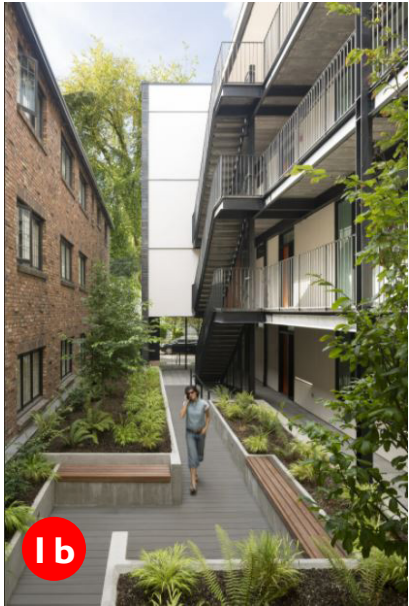


ELEVATION BB – LOOKING NORTH

NEIGHBORHOOD CONTEXT - FREDRICK ANHALT BUILDINGS IN CAPITOL HILL



NEIGHBORHOOD CONTEXT - FREDRICK ANHALT BUILDINGS IN CAPITOL HILL



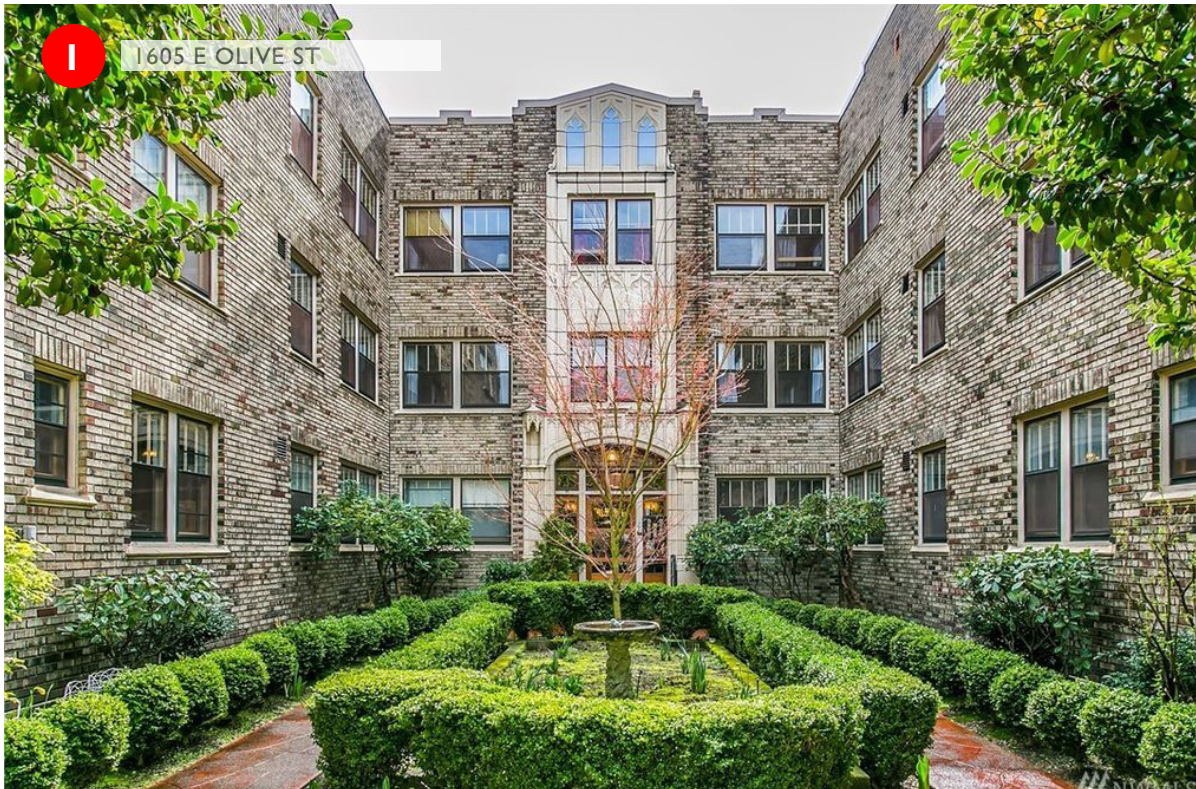
NEIGHBORHOOD CONTEXT - OTHER NOTABLE HISTORIC COURTYARD BUILDINGS NEAR PROJECT SITE



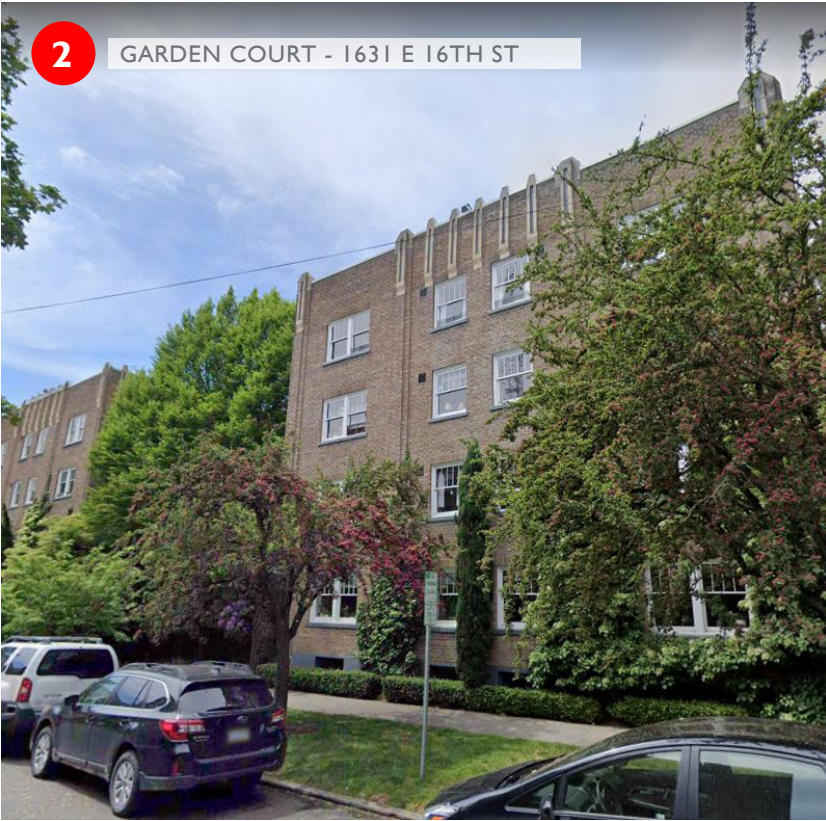
NEIGHBORHOOD CONTEXT - OTHER NOTABLE HISTORIC COURTYARD BUILDINGS NEAR PROJECT SITE



1 1605 E OLIVE ST



1 1605 E OLIVE ST



2 GARDEN COURT - 1631 E 16TH ST



2 GARDEN COURT - 1631 E 16TH ST



3 HAMPTON COURT - 417 13TH AVE E

NEIGHBORHOOD CONTEXT - OTHER NOTABLE MULTIFAMILY BUILDINGS NEAR PROJECT SITE



NEIGHBORHOOD CONTEXT - OTHER NOTABLE MULTIFAMILY BUILDINGS NEAR PROJECT SITE



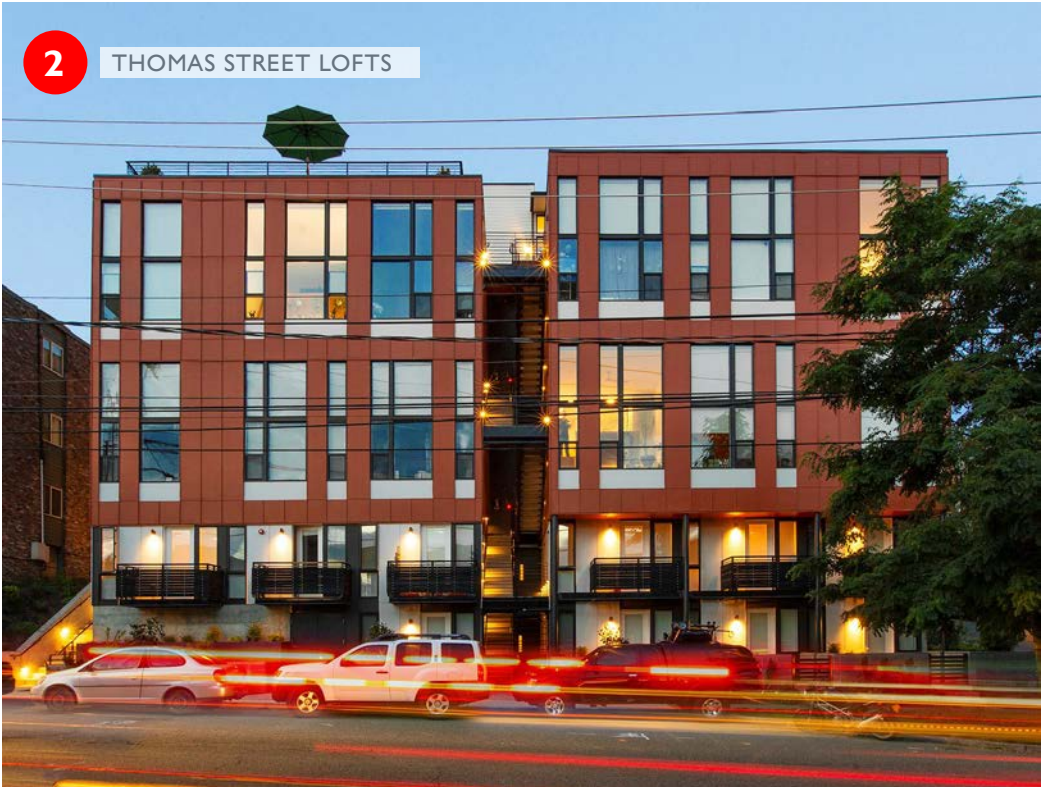
1 MODERA BROADWAY

SIMPLE MASSING, AREAS OF BRICK IN UPPER LEVELS



1 MODERA BROADWAY

SIMPLE MASSING, AREAS OF BRICK IN UPPER LEVELS



2 THOMAS STREET LOFTS

SIMPLE MASSING, VERTICAL ORIENTATION OF GLAZING



3 19TH & MERCER

SIMPLE MASSING, USE OF WARMER MATERIALS



4 OLIVE

SIMPLE MASSING, NICE PALETTE OF BRICK AND WOOD ACCENTS



5 THE SHEA

SIMPLE MASSING, FULL-HEIGHT BRICK ON STREET FACADES, DISTINCTIVE BRICK PATTERN

NEIGHBORHOOD CONTEXT - PROJECT SITE IN EARLY 1900'S MAPS / HISTORICAL ANALYSIS



1908 - PLATE 8 OF BAIST'S REAL ESTATE ATLAS OF SURVEYS OF SEATTLE (PROJECT BLOCK HIGHLIGHTED)

- STREET CAR LINES RUN NORTH ALONG 15TH AVE E

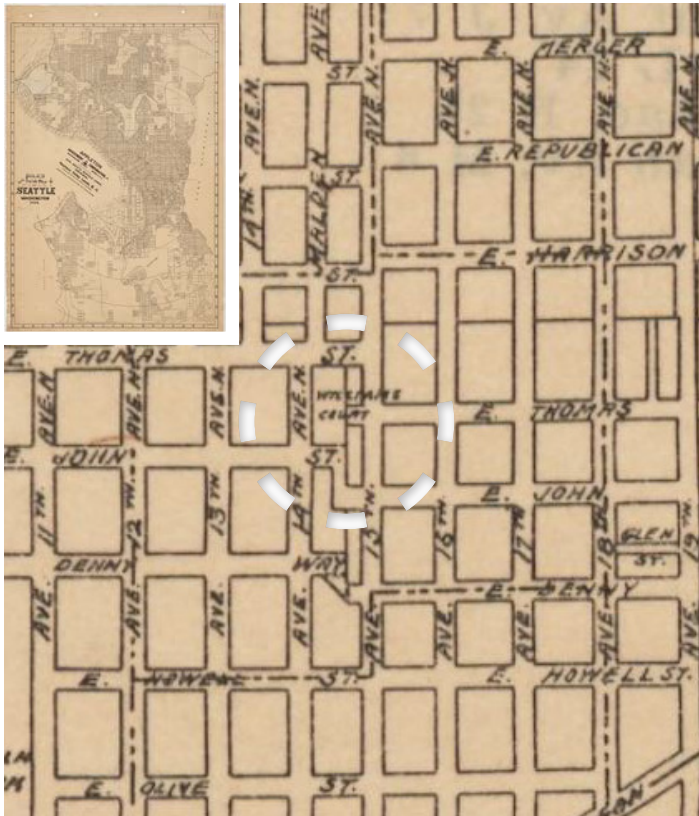
IN SEARCH OF AN EXPLANATION FOR THE SIGNIFICANT 'GRID SHIFT' ALONG 15TH, THE FOLLOWING WAS FOUND WITHIN A HISTORY OF THE PARKS SYSTEM IN SEATTLE:

"IT WAS NOT UNTIL THE END OF THIS DECADE AND THE BEGINNING OF THE NEXT THAT THE MAJORITY OF THE EARLY [ELECTRIC STREETCAR] LINES HAD BEEN BUILT, PROVIDING SERVICE TO MANY PARTS OF THE CITY. AS IS APPARENT ON MAPS OF THE ERA [1890'S], GROWTH PROGRESS IN A LINEAR FASHION ALONG THE ROUTES OF THESE STREETCAR LINES, ACCELERATING THE TREND FOR RESIDENTIAL DEVELOPMENT OUTSIDE THE CITY'S COMMERCIAL CORE. RESIDENTIAL GROWTH IN THESE AREAS INCLUDED BOTH SINGLE AND MULTI-FAMILY DWELLINGS BUILT WITHOUT AND OF THE PRESENT DAY ZONING RESTRICTIONS AS TO THEIR SITING."

ALSO, FOUND WITHIN THE LANDMARKS DESIGNATION OF THE ANHALT (1600 E. JOHN):

"NEIGHBORHOOD COMMERCE HAS CONTINUED TO FOLLOW THE PATTERN ESTABLISHED BY EARLY STREETCAR AND CABLE CAR ROUTES, WITH NEIGHBORHOOD AND DESTINATION STORES, CAFES, AND OTHER FACILITIES IN A LINEAR FASHION ALONG THE THREE STREETS [15TH AVE E. 19TH AVE. E. AND 23RD AVE E.] THIS PATTERN IS CLEARLY EVIDENT LONG 15TH AVENUE, A BLOCK WEST OF THE SUBJECT PROPERTY."

THE GENERAL CONCLUSION IS THAT A COMBINATION OF LAND-OWNERSHIP PATTERNS, INFRASTRUCTURE, AND TRANSPORTATION LINES CEMENTED THE URBAN FABRIC OVER 100 YEARS AGO.



1908 MAP DEPICTING 'WILLIAMS COURT'



1913 - MAP DEPICTING 'WILLIAMS COURT'

- THOUGH DIAGRAMMATIC, 'WILLIAMS COURT' RECEIVES A CALL-OUT FROM THE MAP MAKER

NEIGHBORHOOD CONTEXT - TAKEAWAYS FROM CONTEXT AND HISTORICAL RESEARCH



TAKEAWAYS FROM CONTEXT AND HISTORICAL RESEARCH

- THERE IS A WEALTH OF BEAUTIFUL HISTORIC BUILDINGS IN THE NEIGHBORHOOD WITH MANY BEING CONSIDERED LANDMARKS.
- THAT SAID, NEIGHBORHOOD GUIDANCE AND DESIGN GUIDELINES PREFER NEW BUILDINGS TO LOOK NEW.
- THE 'COURTYARD' BUILDINGS PREVALENT IN THE NEIGHBORHOOD HAVE A BEAUTIFUL, ALBEIT RESIDENTIAL FEEL. HOW CAN THE PROPOSED PROJECT INCORPORATE OPEN SPACE THAT REFLECTS ITS MIXED-USE NATURE?
- KEEPING THE GROCERY ENTRY AND THE RESIDENTIAL ENTRIES SEPARATE WILL ALLOW THE BUILDINGS TO MEET THE DIFFERENT NEEDS OF THE CONTEXT - A MORE MIXED-USE FEEL ALONG 15TH AVE E AND A MORE LARGER SCALE COMMERCIAL FEEL ALONG THE ARTERIAL OF E JOHN ST.
- THE SITE HISTORY PRESENTS AN INTERESTING OPPORTUNITY TO RECREATE AN URBAN SPACE LOST TO HISTORY AND INCORPORATE IT INTO A MODERN SETTING
- RECREATING A CONTEMPORARY VERSION OF THIS PUBLIC OPEN SPACE FACILITATES REDUCED MASSING ALONG THE PEDESTRIAN-FOCUSED 15TH AVE E.



PRIORITY DESIGN GUIDELINES

NEIGHBORHOOD DESIGN GUIDELINES - CAPITOL HILL

CONTEXT AND SITE / PUBLIC LIFE

CS2- | SENSE OF PLACE; DISTINCTIVE STREETS

Sense of Place; Distinctive Streets

New buildings should support and enhance distinct corridors, nodes, open spaces, and places as they continue to grow. Buildings along distinct corridors should reinforce and activate the street edge. Buildings should also incorporate pedestrian scale materials, modulation, and façade detailing at the street level. The following design guidelines apply to all buildings along the respective street:

15th Avenue Corridor

15th Avenue E is known for its lively mix of locally-owned businesses, larger format grocery stores that serve multiple neighborhoods, and the Kaiser Permanente campus. Despite the street's narrow sidewalks, many businesses have outside seating or displays that add vitality to the street.

- Encourage façade detailing at the street level that contributes to the street's existing intimate retail character and variety of pedestrian scaled storefronts.
- Consider design approaches that visually integrate the street level façade with existing buildings. Use upper level setbacks to reinforce the street-scale retail character.
- Improve the walkability along 15th Ave while maintaining the street's positive intimate pedestrian character.
- On half block or full block developments break up long facades to avoid a monolithic presence and to add to the existing character of the corridor.
- Enhance visual connections and pedestrian flows to and through the Kaiser Permanente campus.

PL3 OUTDOOR USES AND ACTIVITIES

4 - Outdoor uses and Activities

Design any larger ground-level open spaces adjacent to the sidewalks for informal community events and gatherings, including: temporary art installations, live music and dance performances by community and social organizations, as well as independent artists. Provide features and amenities necessary to ensure that spaces are versatile and functional, such as power outlets, flexible seating, sight lines, acoustic materials, and community poster or bulletin boards. Site spaces to allow visibility from the sidewalk without impeding pedestrian flow.

Response:

The preferred massing option responds to neighborhood guidance to increase sidewalk width along 15th Ave E. The buildings setback to increase sidewalk width for the entirety of the site along this critical pedestrian oriented street. A new public, grade-related courtyard is also being proposed at the terminus of E Thomas and 15th Ave E. This courtyard will provide landscaping, artwork, seating, and will also be activated by retail and residential entries. The project is also improving R.O.W. experience along all sides of the site, with new sidewalks at appropriate widths and landscape buffers between the sidewalk and heavily trafficked streets.

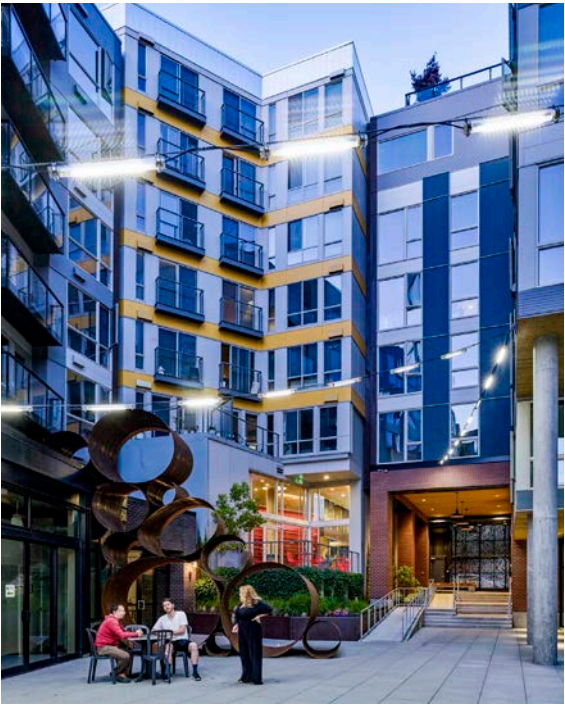
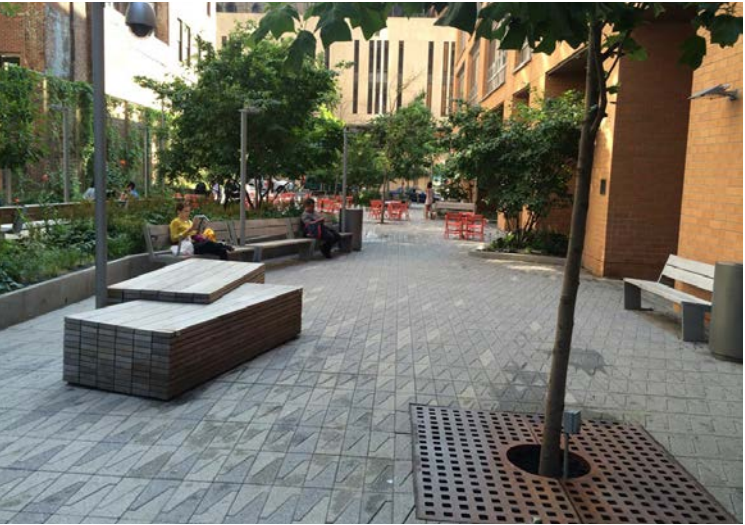
This wider sidewalk and smaller-scale retail spaces located along 15th will continue the neighborhood pattern of small retail that engages the sidewalk. The sidewalks along John will also be designed to respond to the current bus stop and new grocery store entries, with consideration for safety and pedestrian pathways.



Response:

The preferred massing option incorporates a grade-related courtyard mid block at the terminus of E Thomas and 15th Ave E. This allows retail and building lobbies to wrap the corners and create great activation mid-block. This courtyard also breaks up the massing, reducing scale along this street edge.

Per neighborhood guidance, Levels 2-5 are setback from the street for large portions of the facade. Exceptions are where 'feature corners' occur to enhance the massing or signify architectural / programmatic features.

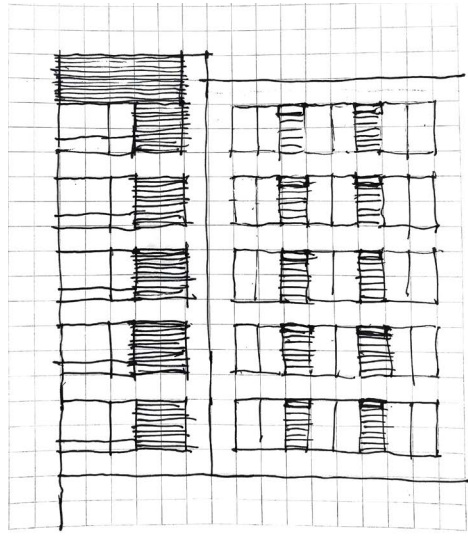


PRIORITY DESIGN GUIDELINES

CS3 FITTING OLD AND NEW TOGETHER

I -Fitting old and new together

In areas with observable patterns of traditional materials and architectural styles, design new contemporary buildings to reference the scale, proportion, fenestration pattern, massing, and/or materials of character buildings. Encourage the use of pedestrian scaled materials that complement and take cues from historic buildings but do not try to mimic or copy existing structures.



Response:
The design will take cues from the stately historic buildings nearby, but translate their distinctive features into a contemporary vision with modern materials and appropriate use of scale. This will be done using texture, pattern, creating rhythm with windows and / or material changes, and being strategic with massing and building modulation.

PUBLIC LIFE

PLI- | ENHANCING OPEN SPACE

Ia - Parks

Design buildings facing a park or P-patch to enliven and enhance the safety of the open space. Orient entries, windows, balconies, decks and other amenity spaces to face the park. Design buildings facing Cal Anderson Park with active street level uses to support and reinforce its role as the “front yard” and civic square for Capitol Hill.



Response:

The SE corner of the site and a good portion of the street frontage facing the park is impacted by the very busy intersection. Consideration is being given to this corner and how to make it more pedestrian friendly but also inviting. The proposed design will likely set back the building facade at this corner and study use of landscaping buffers where appropriate, which will create better sight lines and transparency at the corner. This will make the crossing to the park safer but also more visible, enhancing the current crossing at this corner.

Currently this portion of the site is flanked by grocery entries and blank facades. The preferred massing option proposes retail, a primary grocery entry, and significant glazing along this facade. The proposed design will better engage the pedestrian realm while also creating more activation directly across from the park, which has suffered recently by safety concerns and lack of “eyes” on the park. Landscape design will also respond to the park while also reflecting the new uses and R.O.W. improvements along the entire street.

Ib - Enhance Open Space Connections

Design sidewalk ROW and private space adjacent to the ROW to prioritize both pedestrian circulation (comfort and safety), and environmental sustainability. Use planters, seating, and landscape to provide an inviting, attractive, and safe streetscape for pedestrians while ensuring adequate space for pedestrian circulation.



Response: The sidewalks along 15th Ave E have been widened significantly from existing conditions to provide a generous, inviting, and safe streetscape. The landscape elements will soften the pedestrian experience while also providing a buffer from the heavily trafficked 15th Ave E.

PRIORITY DESIGN GUIDELINES

PUBLIC LIFE

PLI-3 WALKWAYS AND CONNECTIONS

b - Pedestrian Volumes

Provide ample pedestrian space along retail corridors and key pedestrian corridors that provide access to light rail facilities and the downtown core, such as E Olive Way, E John St., and E Denny Way. Use minor voluntary ground-level setbacks, structural setbacks, building overhangs, and high-quality hardscape finishes at the pedestrian level to ensure adequate space and durability for pedestrians, while maintaining the street wall and providing adequate space for sidewalk amenities that contribute to public life.

Response:

The pedestrian experience has been improved on all sides of the site, with extra emphasis on the very active streets of E John St and 15th Ave E. Wide planted areas, widened walkways, expanded curb bulbs, and overhead weather protection all contribute to a improved pedestrian experience.

c - Pedestrian Amenities

1. Enhance the quality of the pedestrian environment through art and other placemaking features. Art should interpret or acknowledge specific ecological aspects of the site or location, provide site-specific wayfinding or “centering the viewer”, provide a greater understanding of where the person is standing, and/or intend to delight passers-by and celebrate Capitol Hill’s culture and spirit.
2. Provide functional pedestrian amenities such as benches (that enrich and enhance pedestrian flows). Amenities should be frequent and spaced at similar intervals as street trees. Where street trees are not possible due to underground utilities, benches and planters should be provided. Right-of-way improvements should be consistent with all City standards and reviews.

Response:

The proposed design intends to incorporate art elements into the design with an additional emphasis on visible stormwater planter to improve the right of way and acknowledge ecological aspects of the environment.

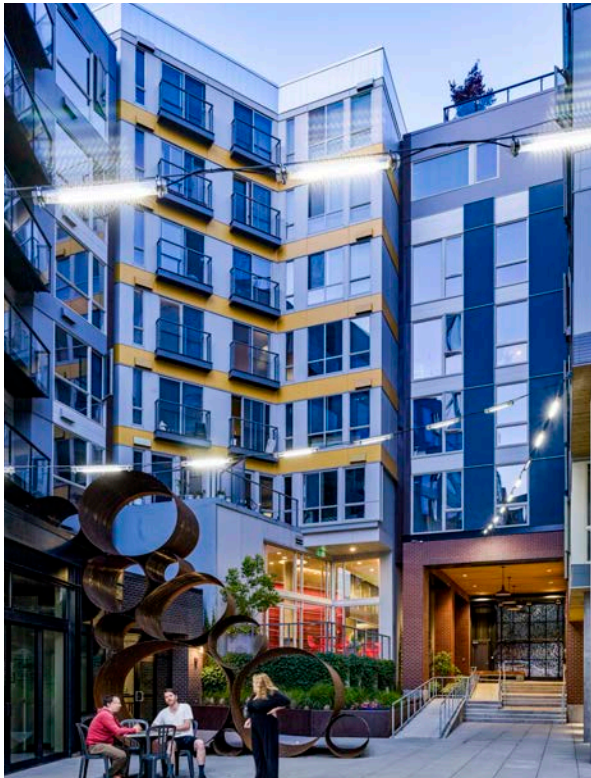


PRIORITY DESIGN GUIDELINES

PL3 STREET-LEVEL INTERACTION

4 -Retail Edges

- a. Permeable storefronts: Design the ground floor retail edge to enhance street level activity and promote social mixing. Features may include large operable windows and doors, outdoor dining, and artistic detailing that provides visual interest. Design spaces to function year-round, including during the summer time when windows and doors will be open fairly frequently. Use clear/untinted glass, preserve oblique sightlines into retail spaces, and minimize mullions and the height of any stem walls. Consider setting the height of canopies at approximately 10 feet.
- b. Highly-Individualized: Design retail frontages to contribute to the small-scale, pedestrian-oriented character of Capitol Hill retail. Provide an architectural framework that tenants can personalize and individualize with custom signs, window treatments, and programming. Use a variety of materials and architectural features to break up individual spaces while maintaining transparency.



Response:
Care will be given to assess what would benefit each area of the site, specifically for the grocery and retail that abuts 14th Ave E, E John Street, and 15th Ave E. Landscape and architecture will respond to each of the different street frontages. The project team is currently studying a variety of facade treatments, including size / pattern / rhythm of windows and door locations, appropriate locations for canopies, and entry locations. Below is an example of how the facades along 14th Ave E, E John Street, and 15th Ave E might be broken into unique retail frontages.

The retail and residential that wraps into the proposed public courtyard along 15th is also important and is being designed at a scale reflective of other successful mixed-use projects in the neighborhood. A cohesive design language, lighting, and landscaping for this area will also be important to ensure activation, safety and year-round use.



DESIGN CONCEPT

DC3-I OPEN SPACE USES AND ACCESSIBILITY

1a - Ground Level Open Space

Consider providing multi-use open space (generous corner landscape treatments; courtyard entries) that can be viewed, used, and enjoyed from the adjacent sidewalk. Design ground level common open spaces, or certain portions of them, that are accessible to the broader community.



LOOKING WEST ALONG E JOHN ST

Response:
As noted above, care will be given to each area of the site, with specific attention to the grocery and retail that abuts 14th Ave E, E John Street, and 15th Ave E and the residential that abuts E Thomas Street and sidewalks/landscaping are being improved along all 4 sides of the site. Landscape and architecture will respond to each of the different street frontages. The project team is currently studying a variety of facade treatments, including size / pattern / rhythm of windows and door locations, appropriate locations for canopies, and entry locations.

The retail and residential that wraps into the proposed public courtyard along 15th is also important and is being designed at a scale reflective of other successful mixed-use projects in the neighborhood. A cohesive design language, lighting, and landscaping for this area will also be important to ensure activation, safety and year-round use. All facades within this space relate to the courtyard and its functions.



LOOKING NORTH ALONG 15TH AVE E

PRIORITY DESIGN GUIDELINES

CONTEXT AND SITE (CITYWIDE DESIGN GUIDELINE) / PUBLIC LIFE

CS2-D HEIGHT, BULK, AND SCALE

3. Zone Transitions

For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

Factors to consider:

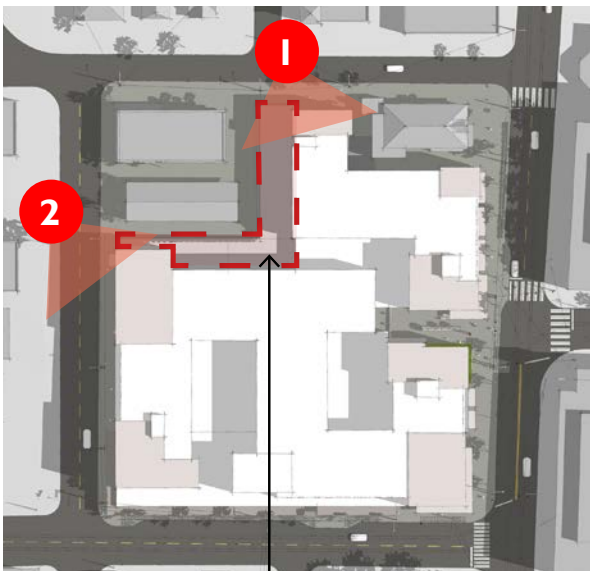
- a. Distance to the edge of a less (or more) intensive zone;
- b. Differences in development standards between abutting zones;
- c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
- d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
- e. Shading to or from neighboring properties.

Consider each building as a high-quality, long-term addition to the neighborhood. Exterior finish materials should exhibit permanence and quality appropriate to Capitol Hill.

Response:

The proposed design is setback significantly from the neighboring properties to the NW.

Care will be given to replacing the existing Leyland Cypress that provides a significant buffer.



1 - VIEW FROM E THOMAS STREET



2 - NEW FROM 14TH AVE E

PRIORITY DESIGN GUIDELINES

DC4

EXTERIOR ELEMENTS AND FINISHES

I. Exterior Finish Materials

Consider each building as a high-quality, long-term addition to the neighborhood. Exterior finish materials should exhibit permanence and quality appropriate to Capitol Hill.

a. Integrate exterior detailing and materials into the building concept by relating to the structural expression of the building, and/or intentionally expressing the joints and transitions of the building materials and components.

b. Quality: Choose traditional or modern materials that are durable, proven, high quality, maintainable, that employ or complement more traditional materials such as brick, cast stone, architectural stone, terra-cotta details

c. Texture: Materials that have texture, pattern, or color and are attractive even when viewed up close or lend themselves to a high quality of detailing are encouraged.

d. Panels: If panels (cement, metal, etc.) are used, they should be carefully-detailed, well-designed and combined with other materials to provide patterns, scale, and visual interest, particularly on lower levels. If used, panels should be of sufficient thickness to prevent warping or deformations.

Response:

Though early in the design process, the design intends to utilize masonry in portions of the buildings in a distinctive fashion to tie this new project into the surrounding context. The team is also studying use of non-masonry materials, similar to the precedent images on the right.

Following guidance received from neighborhood stakeholders, emphasis will be given to simple massing, nicely detailed.



THE SHEA (19TH AVE - CAPITOL HILL)

- BRICK WITHIN THE UPPER LEVELS
- DISTINCTIVE BRICK PATTERNING



MODERA BROADWAY (BROADWAY - CAPITOL HILL)

- BRICK FRAME ELEMENTS WITHIN THE UPPER LEVELS WITH INFILL MATERIALS
- METAL PANEL SYSTEM AT THE 'FEATURE CORNER'
- PAINTED FIBER CEMENT PANEL



PIKE MOTORWORKS (PIKE/PINE - CAPITOL HILL)

- TEXTURED FIBER CEMENT PANEL
- METAL PANEL WITH REVEALS
- BRICK AT GROUND LEVELS



SOLIS (PIKE STREET - CAPITOL HILL)

- FIBER CEMENT PANEL
- WINDOWS WITH WOOD-LOOK
- FRAMES AROUND WINDOWS
- WOOD STRUCTURAL ELEMENTS
- FEATURE ELEMENTS / ACCESS POINTS ACCENTUATED



THE HAWKINS (PORTLAND)

- BRICK WITHIN THE UPPER LEVELS
- DIFFERENT COMMERCIAL FACADE EXPRESSIONS WITHIN THE SAME BUILDING
- USE OF WOOD AS A HIGHLIGHT



UPTOWN FLATS (LOWER QUEEN ANNE / UPTOWN)

- TEXTURED METAL PANEL
- THROUGH-COLOR FIBER CEMENT PANEL
- WOOD PLANK MATERIAL



TRAILSIDE (UNIVERSITY VILLAGE)

- PAINTED FIBER CEMENT PANEL (WHITE / GREY)
- LAPPED FIBER CEMENT WITH WOOD-LOOK
- BRICK AT GROUND LEVELS

PRIORITY DESIGN GUIDELINES

CS2-I SENSE OF PLACE / DISTINCTIVE STREETS

c. 15th Avenue Corridor

15th Avenue E is known for its lively mix of locally-owned businesses, larger format grocery stores that serve multiple neighborhoods, and the Kaiser Permanente campus. Despite the street’s narrow sidewalks, many businesses have outside seating or displays that add vitality to the street.

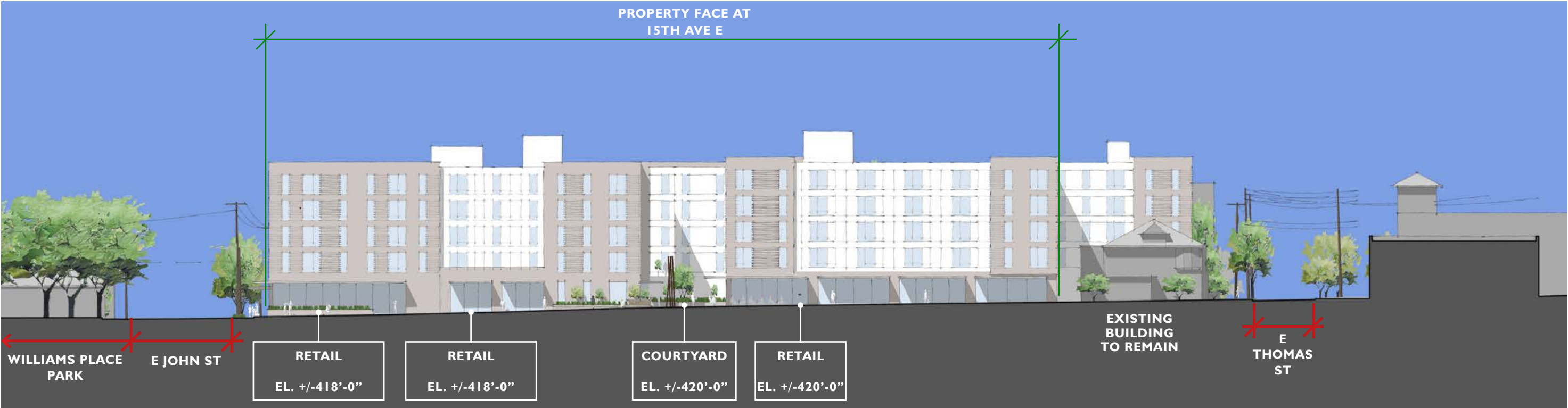
- Encourage façade detailing at the street level that contributes to the street’s existing intimate retail character and variety of pedestrian scaled storefronts.
- Consider design approaches that visually integrate the street level façade with existing buildings. Use upper level setbacks to reinforce the street-scale retail character.
- Improve the walkability along 15th Ave while maintaining the street’s positive intimate pedestrian character.
- On half block or full block developments break up long facades to avoid a monolithic presence and to add to the existing character of the corridor.
- Enhance visual connections and pedestrian flows to and through the Kaiser Permanente campus.

Response:

The commercial storefront areas will be designed to reflect the variation within the neighborhood, but also will provide cohesion within the overall design.

Upper level setbacks are integrated to reinforce a smaller scale for portions of the block, while full-height design elements frame prominent corners and the courtyard space provided mid-block.

The sidewalk has been widened significantly along 15th Ave E to reflect the most desirable patterns within the neighborhood.



PRIORITY DESIGN GUIDELINES

PUBLIC LIFE

PL4-I ACTIVE TRANSPORTATION (CAPITOL HILL)

Connections to All Modes

For buildings along corridors that provide direct pedestrian access to light rail station entries and other key transit access points - including: Broadway, 15th, E John St, E Olive St, E Denny Way, E Howell St, E Nagle Place, and I0th Ave E below Thomas – locate primary entries to conveniently access transit and consider that secondary entries may also be required to maximize pedestrian access to transit.

PL4-I PLANNING AHEAD FOR TRANSIT (CITYWIDE)

- 1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for place-making, and/or suggest logical locations for building entries, retail uses, open space, or landscaping. Take advantage of the presence of transit patrons to support retail uses in the building.
- 2. On-site Transit Stops: If a transit stop is located onsite, design project related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders. Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users. Similarly, keep lines of sight to approaching buses or trains open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users.
- 3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design

Response:

The bus stop on E John St will be located near a large curb bulb that widens the sidewalk adjacent to the waiting area. The primary entry to the grocery is located far enough away to reduce conflicts between transit users and shoppers, but still close enough to be convenient to access the bus with groceries. Overhead weather projection is provided near the bus stop. The loading area is flanked by wide planting strips.



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MASSING OPTIONS

MASSING OPTIONS - ALL OPTIONS SHARE SIMILAR SPACE ALLOCATION AT GRADE LEVEL

AN URBAN GROCERY STORE IS COMPLEX. THIS DESIGN AIMS TO BE RESPECTFUL OF ITS SURROUNDINGS, WHILE PROVIDING A FUNCTIONAL GROCERY STORE.

THE SHOPPING AREA OF THE STORE MUST BE ON A SINGLE LEVEL, ROUGHLY RECTANGULAR IN SHAPE, AND AROUND 50,000 SF IN AREA (SIMILAR IN SIZE TO THE CURRENT STORE.)

DELIVERY TRUCKS MUST BE ACCOMMODATED - THIS SITE DOES NOT HAVE AN ALLEY.

PARKING FOR THE STORE WILL BE BELOW GRADE, AND IDEALLY SERVED BY TWO VEHICULAR RAMPS, IDEALLY SEPARATE FROM THE LOADING AREA.

NEIGHBORHOOD GUIDANCE DESIRES SMALLER-SCALE (NON-GROCERY) RETAIL AT 15TH AVE E.

THOUGH THIS SITE IS LARGE, IT FILLS UP QUICKLY WHEN ALL OF THESE NEEDS ARE MET.

GROCERY WILL HAVE PRIMARY ENTRY ALONG E JOHN ST



LOADING IS OPEN TO ABOVE - THIS CREATES A SIGNIFICANT SETBACK FROM NEIGHBORING BUILDINGS TO THE NORTHWEST

GROCERY BACK-OF-HOUSE IS PARTIALLY BELOW GRADE

422'-0"
SIDEWALK @
ANTICIPATED ENTRY

WIDER SIDEWALKS AT 15TH AVE E

420'-0"
SIDEWALK @
ANTICIPATED ENTRY

WIDER SIDEWALKS AT 15TH AVE E

418'-0"
SIDEWALK @
ANTICIPATED ENTRY

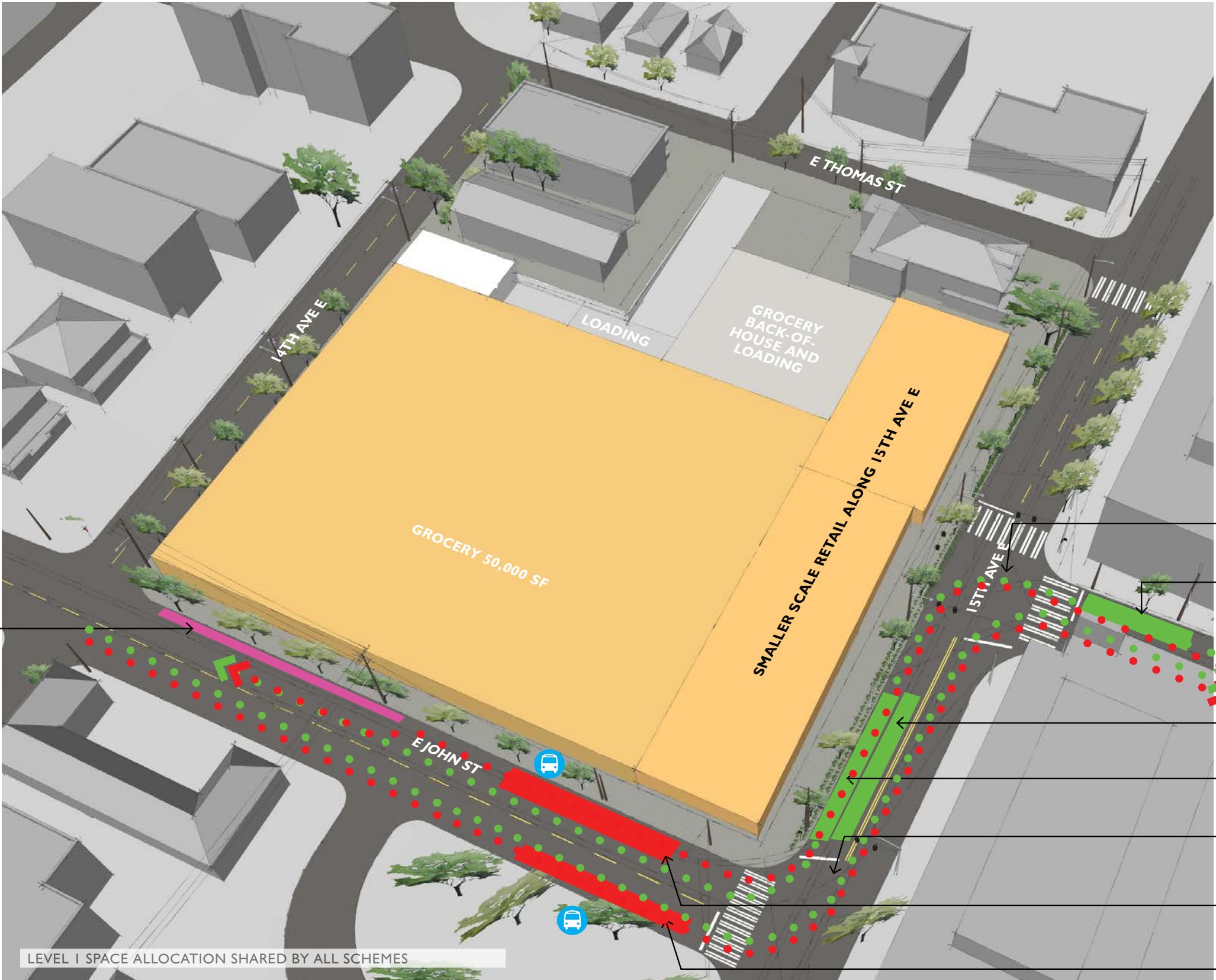
VERY ACTIVE/BUSY PEDESTRIAN CORNER

CONSIDERATION MUST BE GIVEN TO LOCATION OF BUS STOP AND OTHER PROGRAM ELEMENTS

MASSING OPTIONS - TRAFFIC PATTERNS @ SE CORNER

THIS PART OF CAPITOL HILL IS UNIQUE - THERE IS A SHIFT TO THE STREET GRID THAT FORCES TRAFFIC TO DRIVE AROUND THE PROJECT SITE (PRIMARILY TO THE SOUTH, FROM E THOMAS ST, TO 15TH AVE E, AND ONTO E JOHN STREET).

THIS IS ALSO A MAJOR TRANSIT ROUTE SERVING ROUTES 8, 10, AND 43.



- CONCLUSION:**
- THE SE CORNER IS PROMINENT VISUALLY FOR PEDESTRIANS AND VEHICLES
 - THIS CORNER IS AN EAST/WEST THROUGH-WAY FOR PEDESTRIANS BUT IS ALSO A HEAVILY TRAFFICKED INTERSECTION
 - SMALL RETAIL WILL BETTER ACTIVATE THIS CORNER BUT CONSIDERATION FOR NOISE, QUEUING, HEADLIGHTS, ETC. SHOULD ALSO BE CONSIDERED
 - MASSING / TYPE OF USE / LIGHTING / SIGNAGE / FACADE DESIGN AT THIS CORNER WILL REQUIRE STUDY TO PROMOTE ACTIVATION, RELIEF, AND SAFETY

MASSING OPTIONS

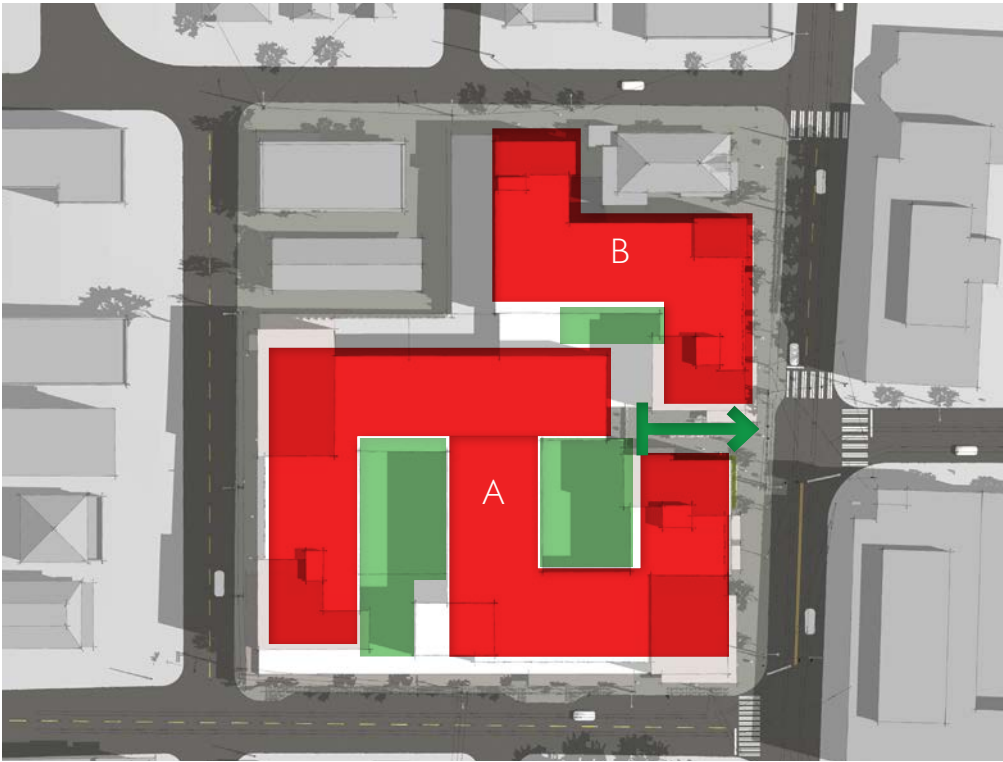
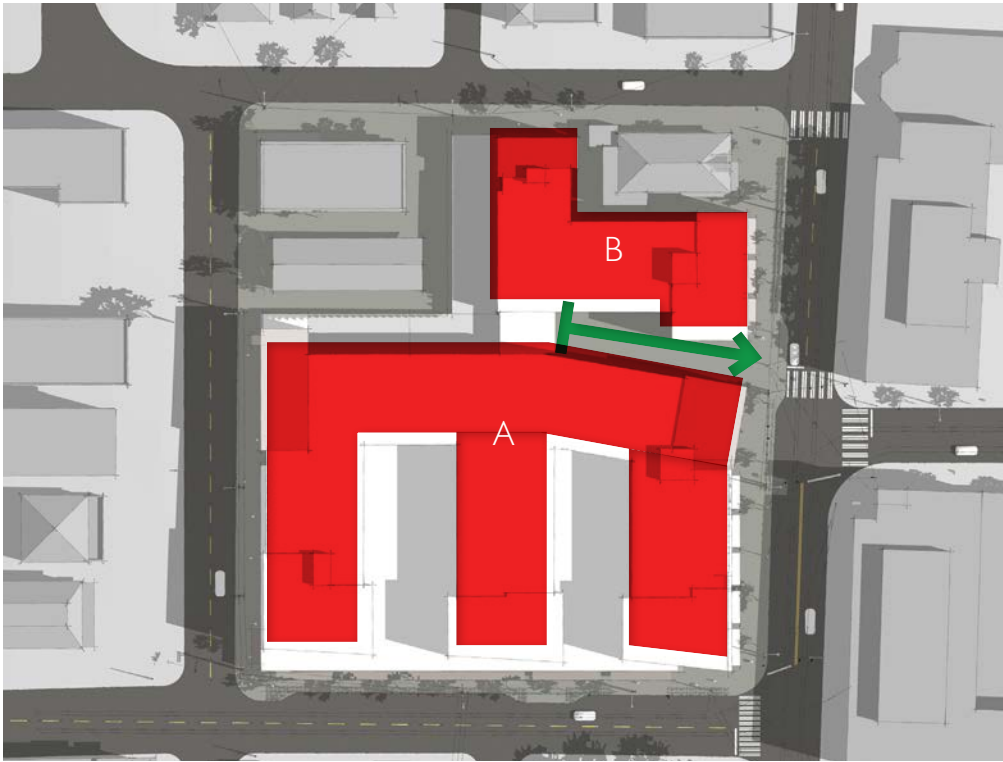
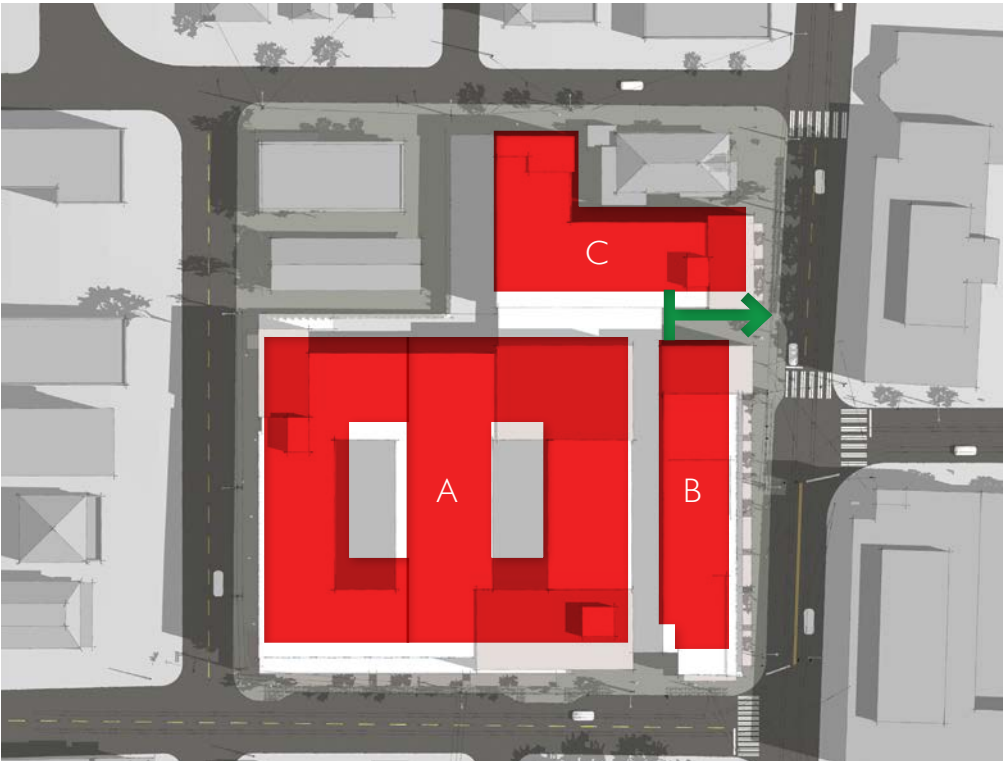
OPTION 1 - CODE COMPLIANT



OPTION 2



OPTION 3 - PREFERRED



Each massing scheme has been vetted by the design team to be **very similar in terms of overall yield and, of equal importance, constructability.** Additionally, the options are in sequential order of study - Option 1 was developed to have no departures, and was the primary scheme for a period of time. After the Pre-Application meeting, some zoning questions were answered, and the design team was able to develop Option 2 in an effort to better fit within the site context. The preferred massing option, Option 3, was developed as a response to the team's discovery of the existence of Williams Court on the early 1900's - the scheme adapted to incorporate this critical design feature.

- DESIGN LANGUAGE A
- DESIGN LANGUAGE B
- DESIGN LANGUAGE C

MASSING OPTIONS

OPTION 1 - CODE COMPLIANT



OPTION 2



OPTION 3 - PREFERRED



**None of the schemes reach the full development potential of the site.*



GROUND LEVEL PLAN - OPTION 1



GROUND LEVEL PLAN - OPTION 2



GROUND LEVEL PLAN - OPTION 3 - PREFERRED



MASSING OPTION I - CODE COMPLIANT

MASSING OPTIONS

OPTION 1 - CODE COMPLIANT

Option 1 is a three-building scheme that is code compliant - no departures are required.

Building A is based on the footprint of the grocery store located in the southwest corner of the site. Building A is essentially a vertical extrusion of the grocery store footprint. To provide light and air to the units within this volume, two courtyards are provided. This building has broad faces against E John St and 14th ave E

Building B is a slender building with a broad face at 15th Ave S, and the narrow face along E John St. Between Buildings A and B is a slender courtyard above Level 2.

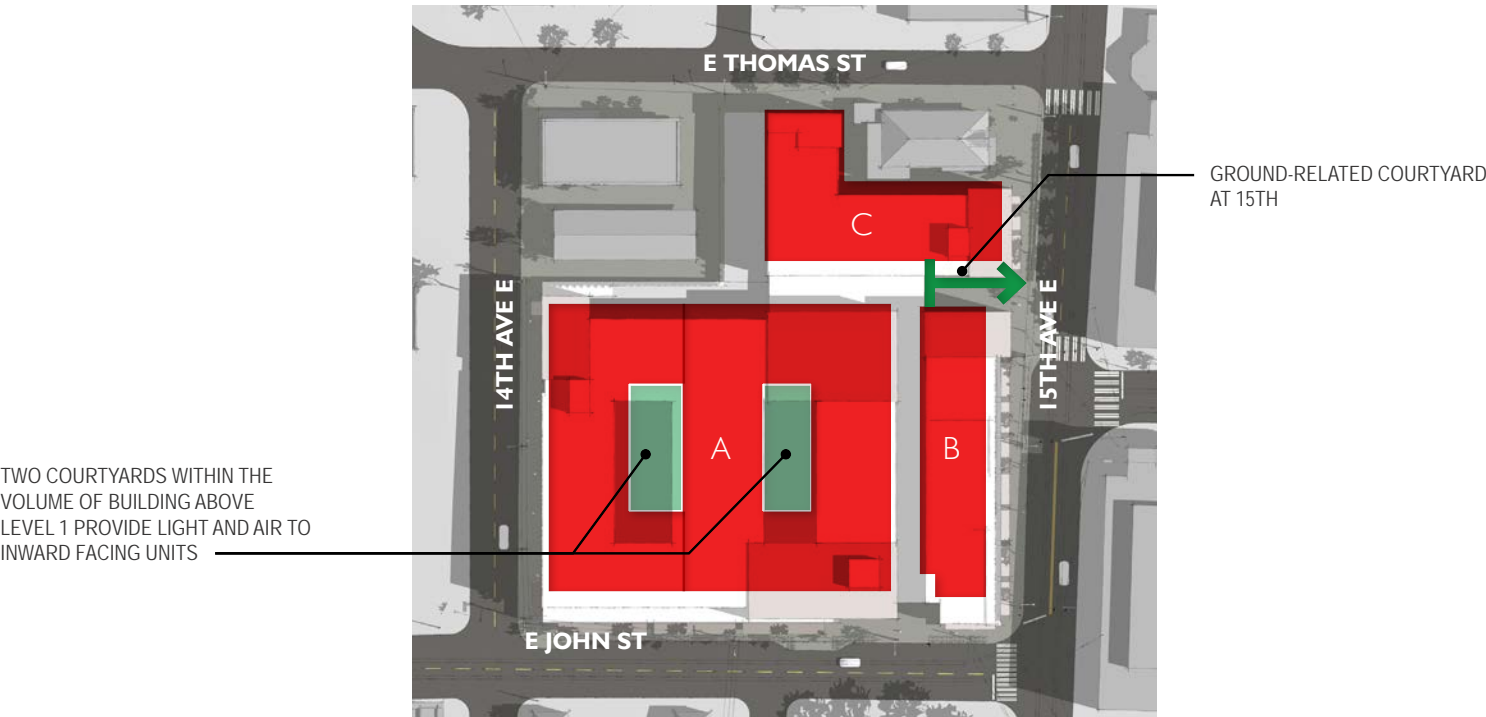
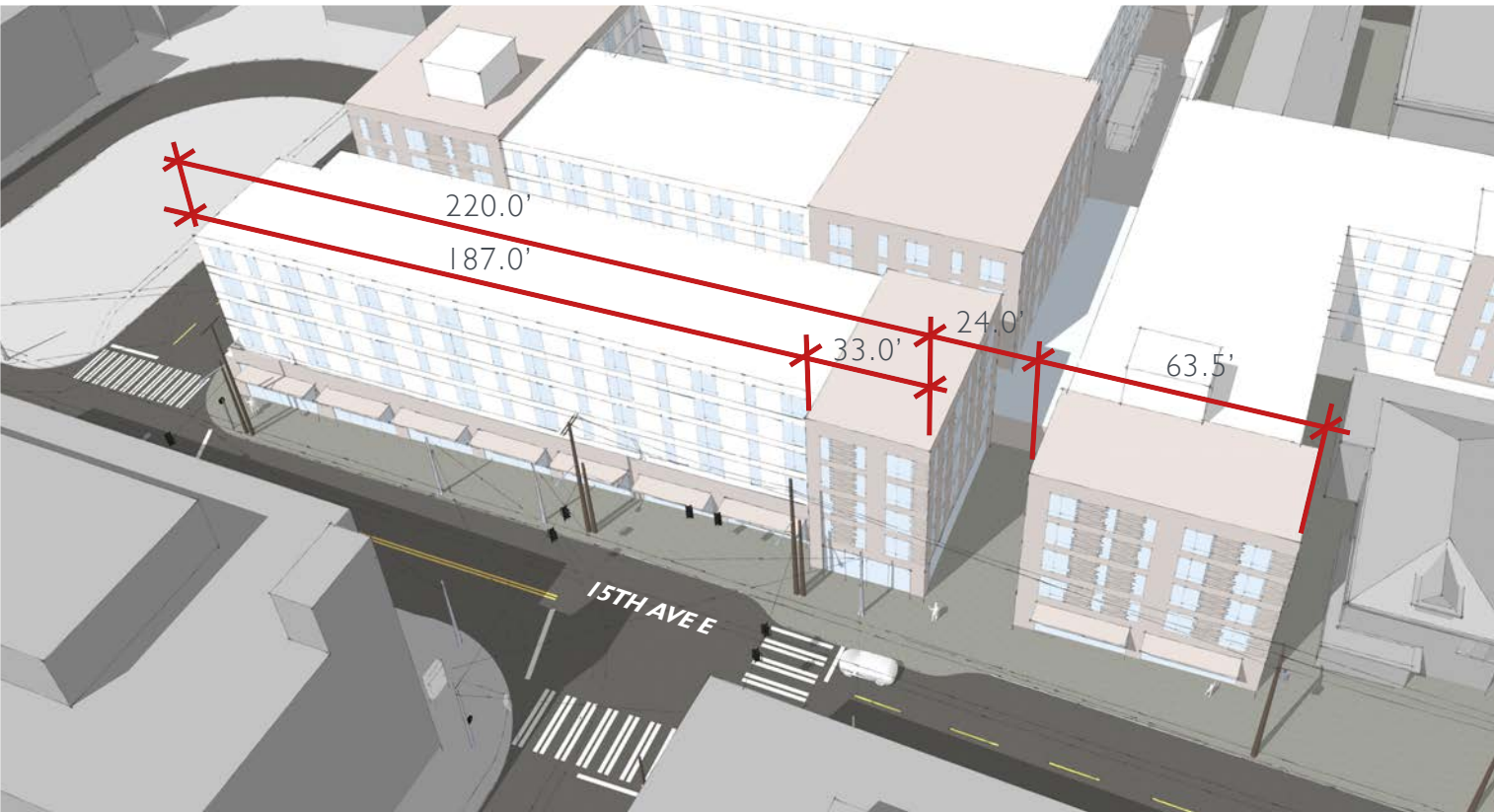
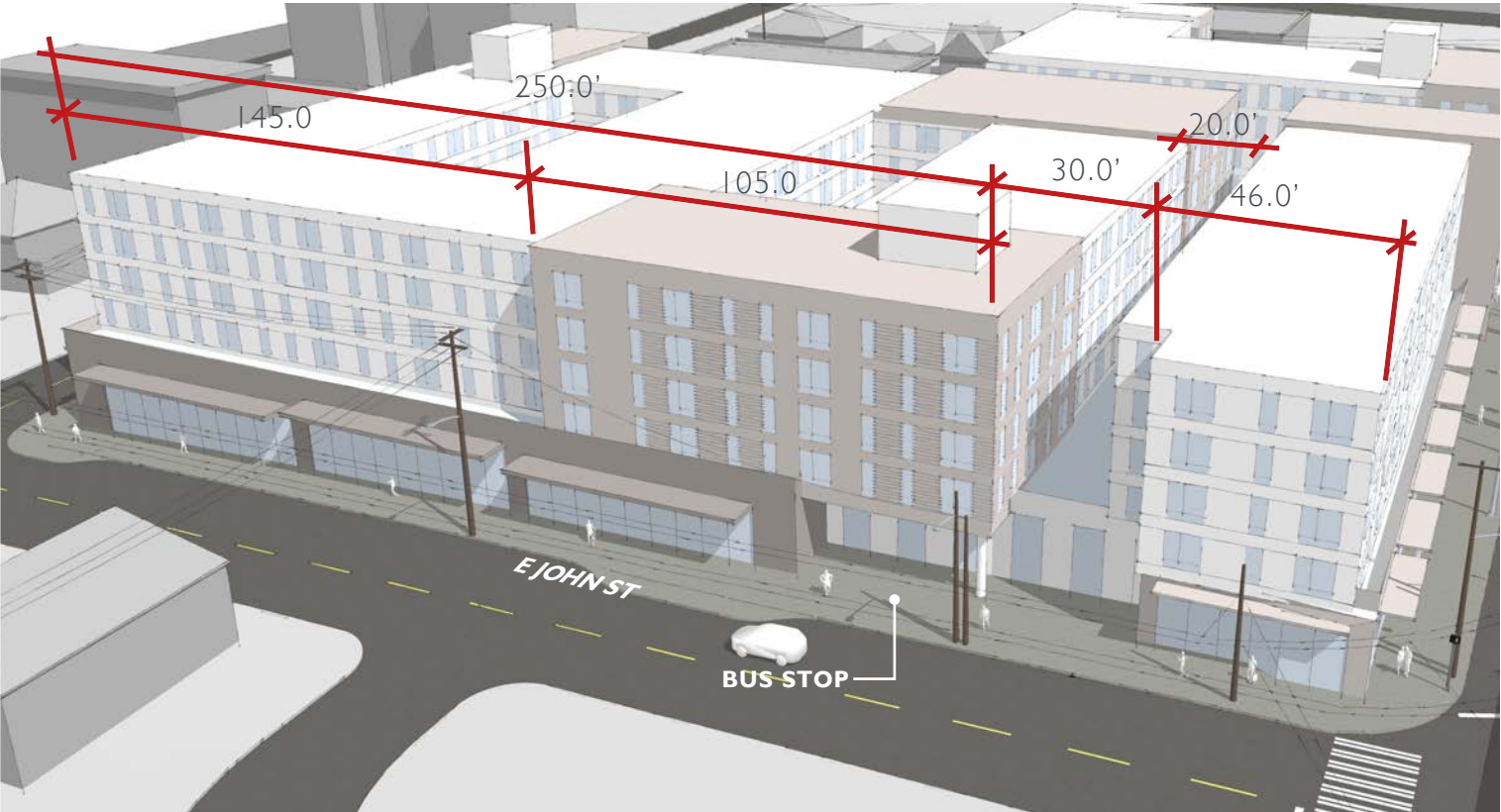
Building C is an L-shaped building that defines the north end of the site. Between Buildings A/B and C is a ground-related courtyard flanking 15th.

PROS

- The multiple building scheme helps break down scale of development.

CONS

- Though a multi-building scheme, Building A is far larger than Buildings B and C.
- The grade-level open space is limited due to the scale of buildings and their required program.
- Massing appears larger and engulfs more of the site.
- Blank facades will likely be required to address the internal grocery programming.
- Conflicts between truck access and vehicle parking with 1 access point; creates safety issues, logistics challenges, excessive queuing, and inefficient ramping

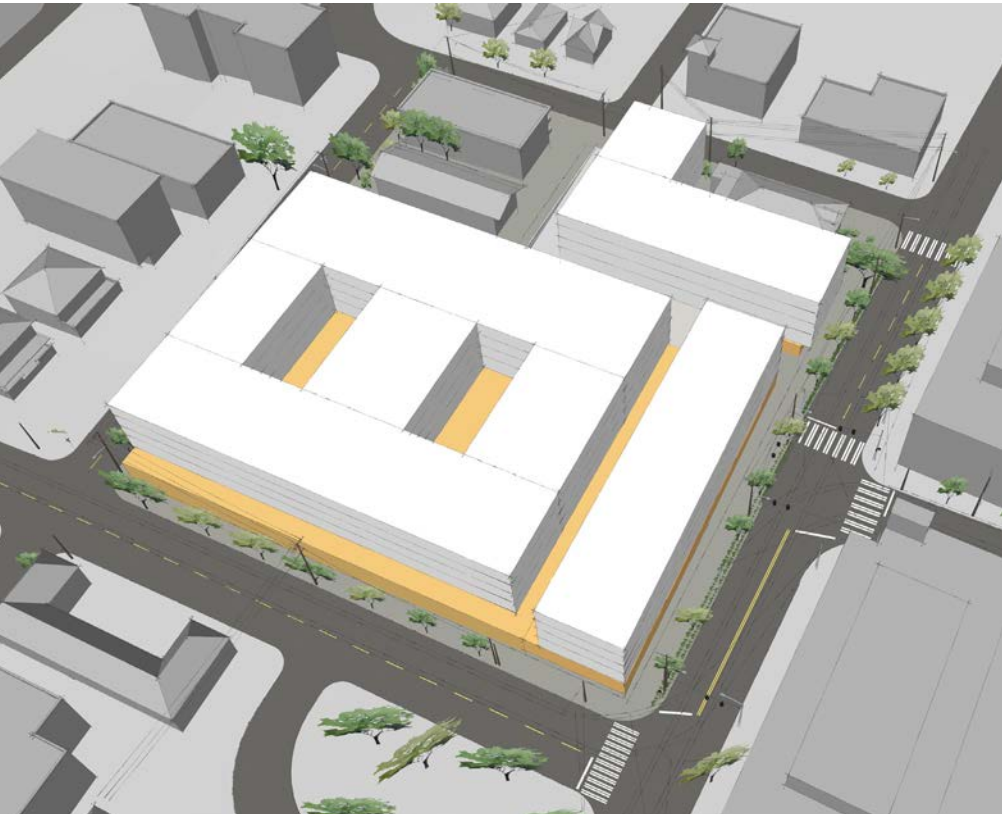
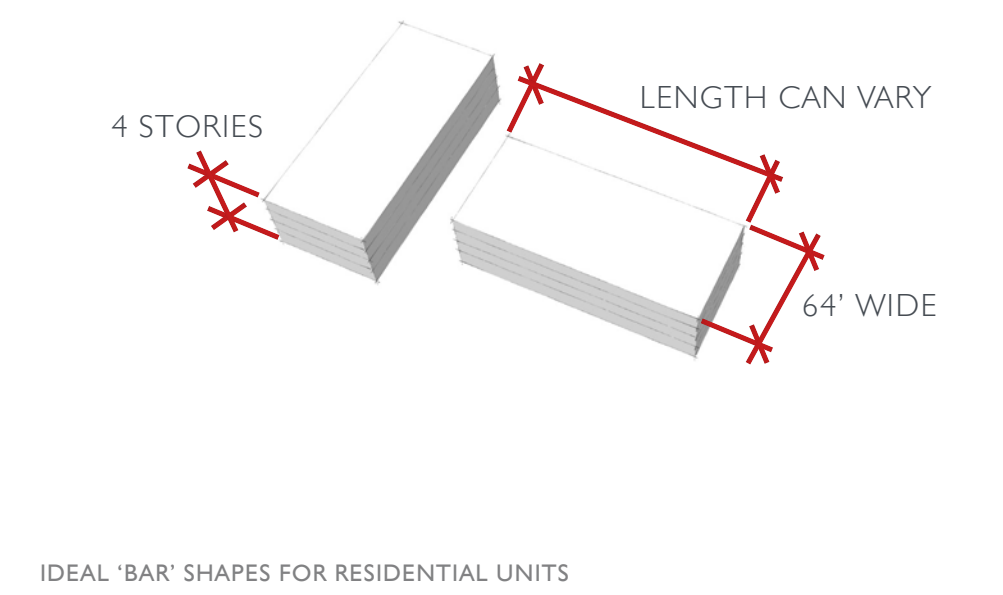


MASSING OPTIONS

OPTION I - CODE COMPLIANT



- GOALS:
- PRIORITIZE A SINGLE, EFFICIENT BUILDING THAT ROUGHLY FOLLOWS THE SHAPE OF THE SAFEWAY STORE BELOW
 - FIT ADDITIONAL BUILDINGS INTO REMAINING AREA



MASSING OPTIONS
OPTION 1 - CODE COMPLIANT

MAJORITY OF DEVELOPABLE
AREA IS IN ONE BUILDING FOR
EFFICIENCY

INTERNAL COURTYARDS PUSH
BUILDING BULK TO STREET
EDGES

UPPER LEVEL BUILDING
FACADES SETBACK FROM
JOHN

LOADING IS OPEN TO ABOVE
- THIS CREATES A SIGNIFICANT
SETBACK FROM NEIGHBORING
BUILDINGS TO THE NW

SECOND AND THIRD
BUILDINGS FIT INTO
REMAINING AREA OF SITE

DEPARTURES REQUIRED:
NONE

LEVEL 1 SPACE ALLOCATION SHARED BY ALL SCHEMES

RENDERED VIEWS
OPTION 1 - CODE COMPLIANT



AERIAL VIEW OF SW



SW CORNER

- The building massing provides larger scale articulation along E John St., but a broader face along 14th Ave E



RENDERED VIEWS
OPTION 1 - CODE COMPLIANT



AERIAL VIEW OF SE



SE CORNER

- Small-scale retail wraps the corner of 15th ave E and E John St providing a good anchor at this busy corner.
- The ground-related facade of Building B is setback to widen the sidewalk in this area
- As in all Schemes, the sidewalk along 15th Ave E has been widened dramatically to enhance the pedestrian experience - guidance that was heard many times in the outreach process.



RENDERED VIEWS OPTION I - CODE COMPLIANT

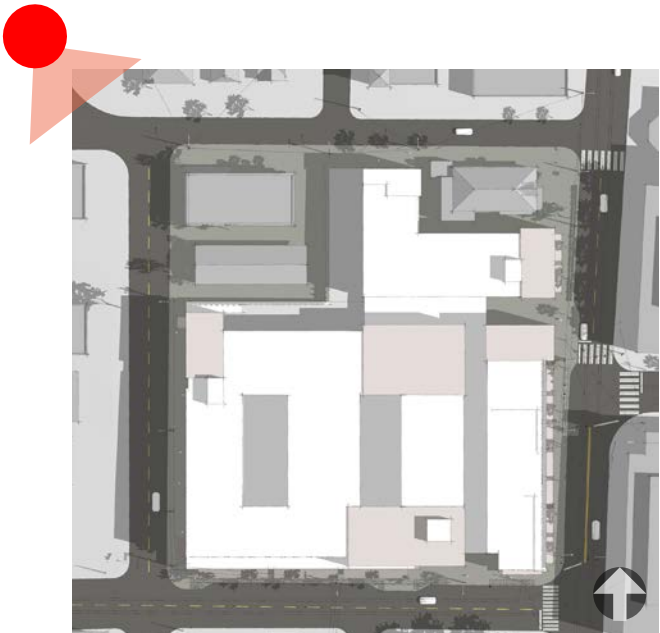


AERIAL VIEW OF NW



NW CORNER

- The northern building, Building C, has a narrow facade along E Thomas St
- Both Building A and Building C are setback from the neighboring buildings to allow for truck maneuvering.
- To be Code Compliant, Trucks and Vehicles share a single access point along E Thomas St
- Powerlines along 14th Ave E are viable for undergrounding - all schemes are based upon undergrounding the lines along this street
- As a result of the undergrounding, the upper levels of the building push westward



RENDERED VIEWS

OPTION 1

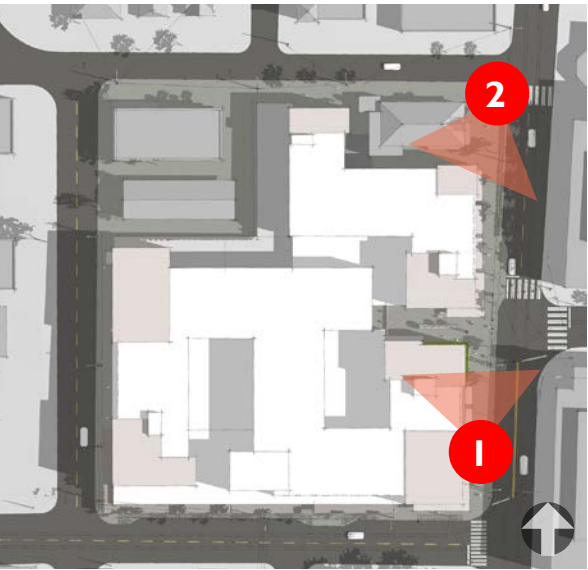


1 - LOOKING NORTH ALONG SIDEWALK AT 15TH AVE E



2 - LOOKING SOUTH ALONG SIDEWALK AT 15TH AVE E

- Along 15th Ave E, the longer facade of Option 1 does not provide as much articulation as the other schemes.



RENDERED VIEWS

OPTION I



1 - VIEW FROM E THOMAS STREET



2 - VIEW FROM 14TH AVE E

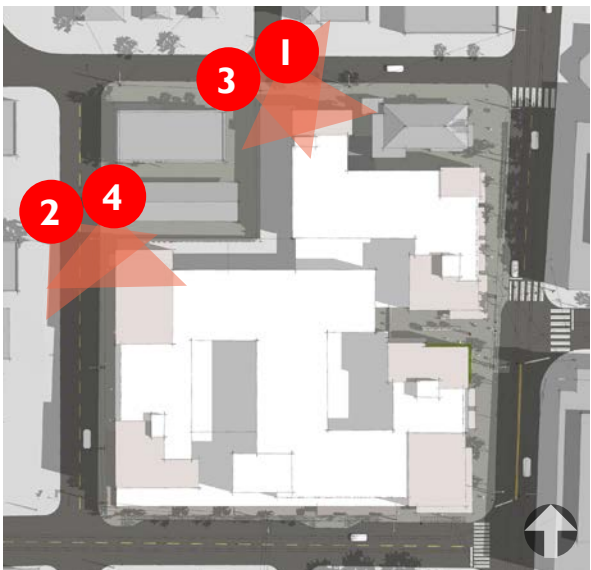
- The northern building, Building C, has a narrow facade.
- This facade is adjacent to the single point of truck and vehicle access for the site, along E Thomas St.
- Trucks descend the ramp, perform a hammerhead turn, unload, and ascend the ramp and exit the site onto E Thomas St.
- Grocery customers and Residents turn into the site from E Thomas, and make an immediate left into a ramp that descends into the below grade marking garage area.



3 - VIEW FROM E THOMAS STREET



4 - VIEW FROM 14TH AVE E



RENDERED VIEWS
OPTION 1 - CODE COMPLIANT

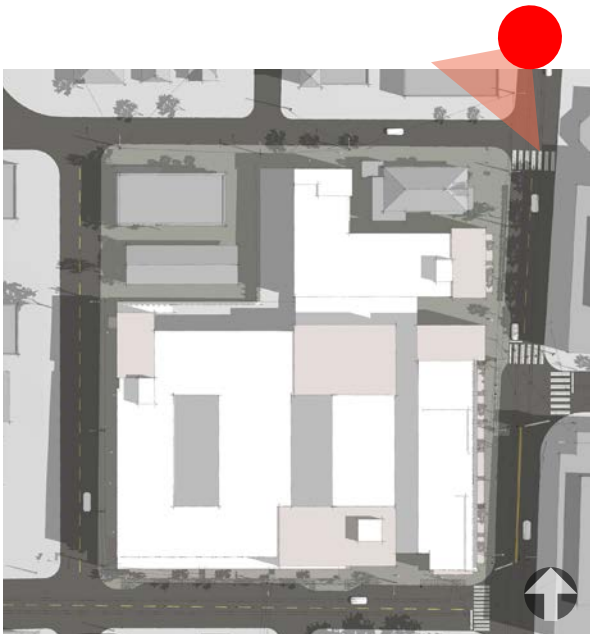


AERIAL VIEW OF NE



NE CORNER

- Building C faces 15th Ave E and E Thomas Street
- The separation of Building C from Building B creates an open space along 15th Ave E



RENDERED VIEWS
OPTION 1 - CODE COMPLIANT

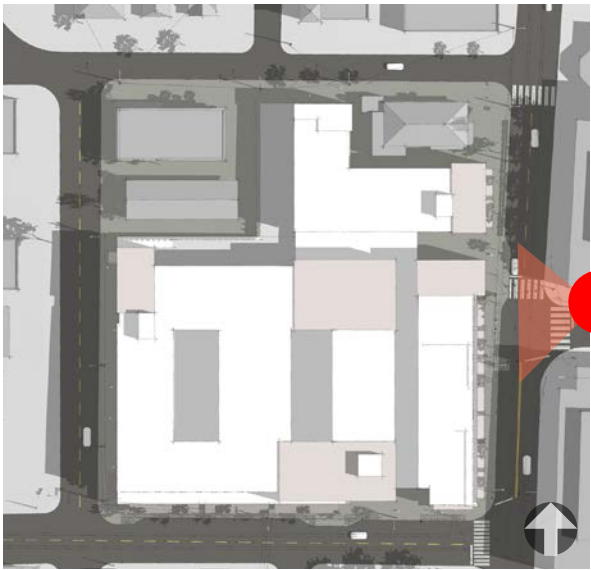


AERIAL VIEW OF WEST

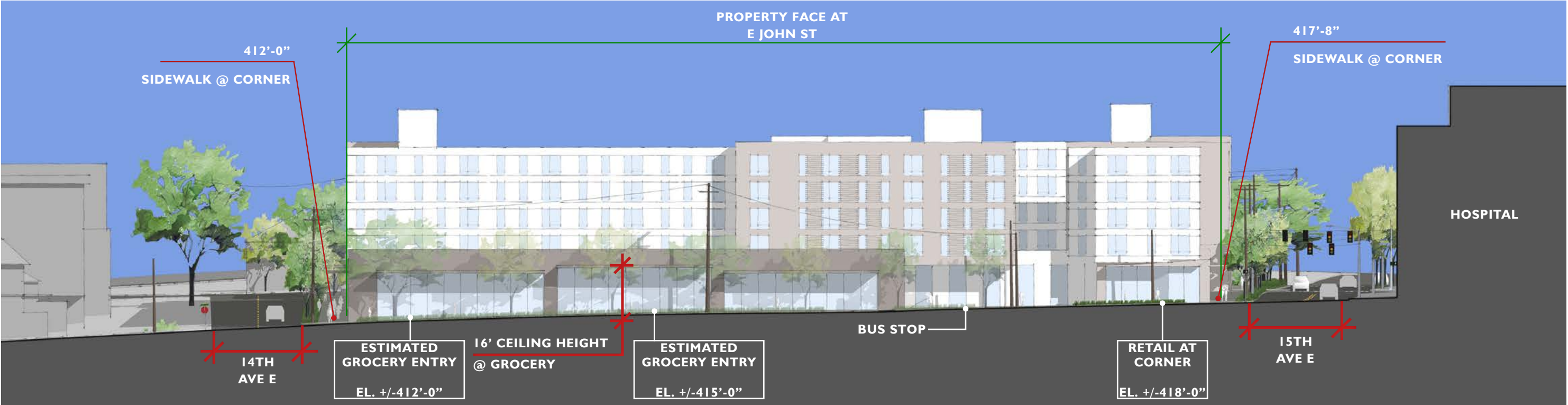


VIEW FROM THOMAS

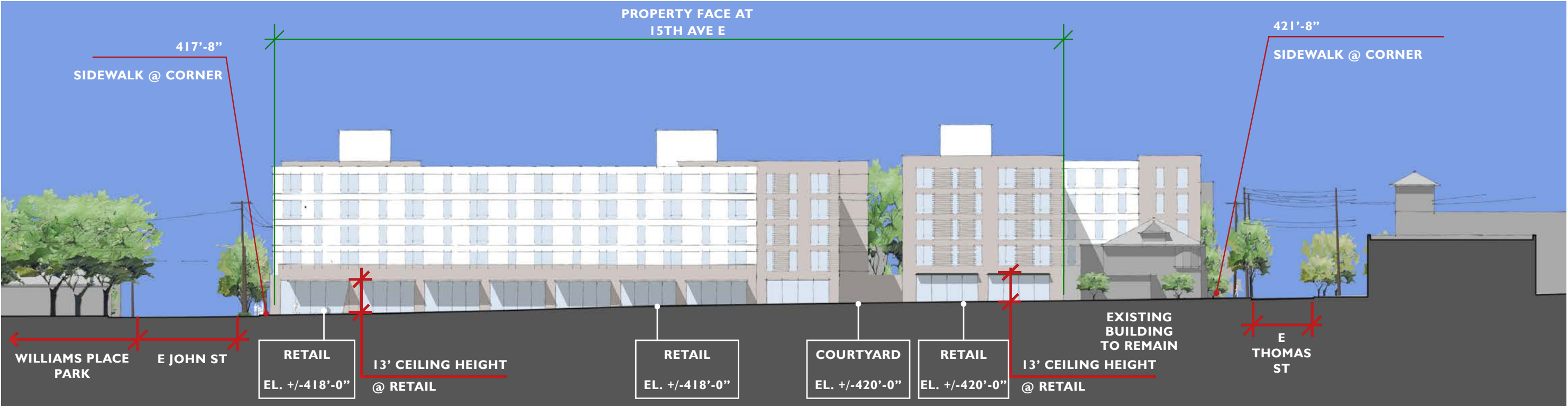
- Building B is a slender, but long building. Its broadest face is located along 15th Ave E. This does not align with E Thomas St.
- If Building B were to get smaller to better align with Thomas St, it becomes too small to be a viable, cost-effective building to construct.



SITE ELEVATIONS
OPTION 1 - CODE COMPLIANT

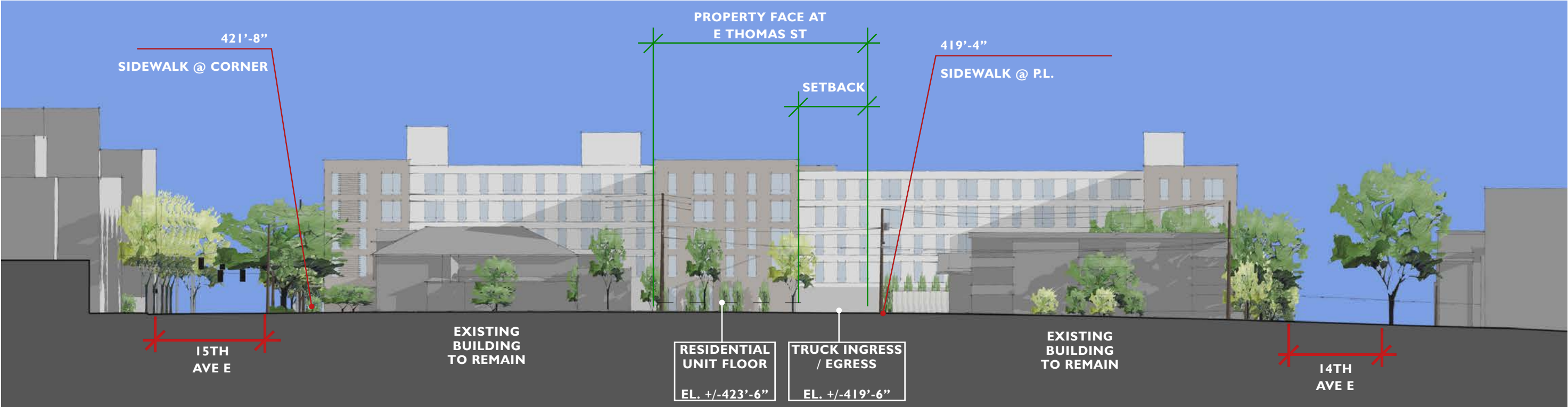


E JOHN ST (SOUTH ELEVATION)

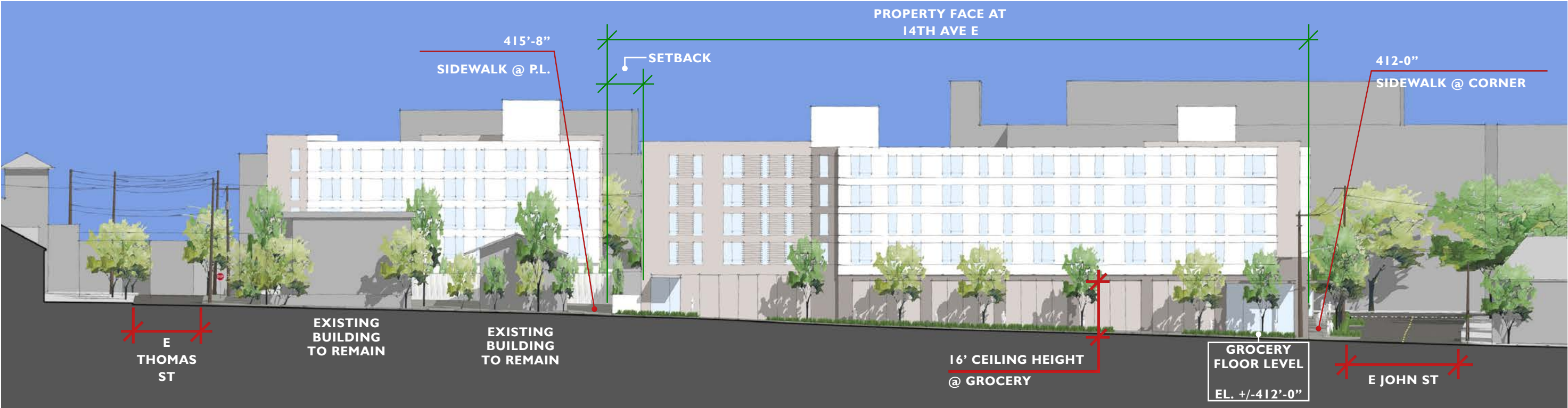


E JOHN ST (EAST ELEVATION)

SITE ELEVATIONS
OPTION 1 - CODE COMPLIANT



E THOMAS ST (NORTH ELEVATION)



14TH AVE E (WEST ELEVATION)

PLANS
OPTION I - CODE COMPLIANT

GROUND LEVEL WEST

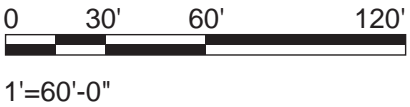
- TRUCK ACCESS
- PASSENGER VEHICLE ACCESS
- GROCERY ENTRY (ESTIMATED)
- RESIDENT ENTRY



GROUND LEVEL EAST



- | | | | |
|---------------------|---------|----------------|--------------------------|
| RESIDENTIAL UNITS | RETAIL | OUTDOOR SPACE | VEHICLE ACCESS / PARKING |
| RESIDENTIAL AMENITY | GROCERY | LANDSCAPE AREA | MECHANICAL / BOH / TRASH |



PLANS
OPTION I - CODE COMPLIANT

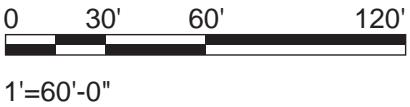
LEVEL 3-5



ROOF



- | | | | |
|---------------------|---------|---------------|--------------------------|
| RESIDENTIAL UNITS | RETAIL | OUTDOOR SPACE | VEHICLE ACCESS / PARKING |
| RESIDENTIAL AMENITY | GROCERY | OUTDOOR SPACE | MECHANICAL / BOH / TRASH |

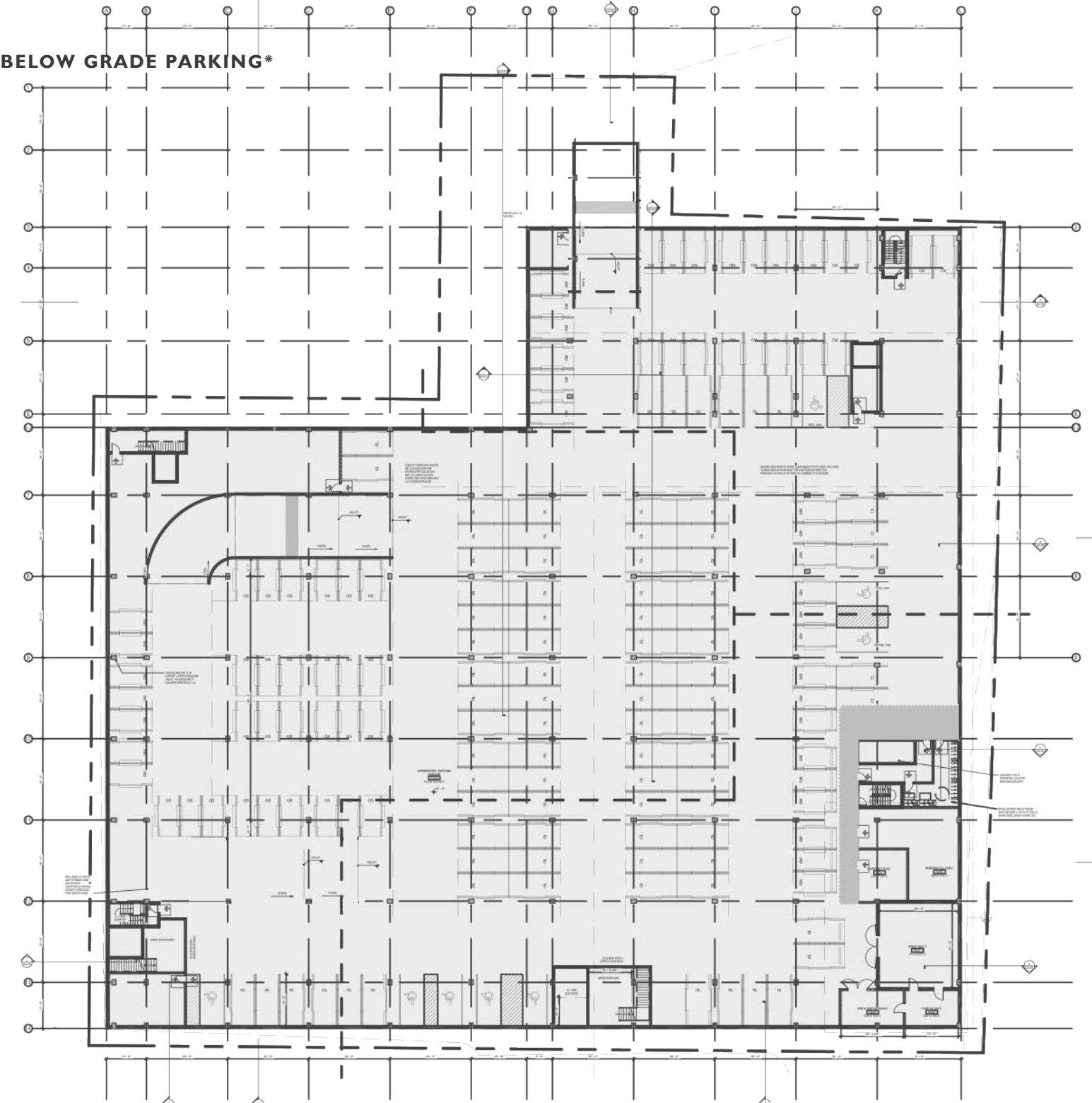


PLANS
OPTION I - CODE COMPLIANT

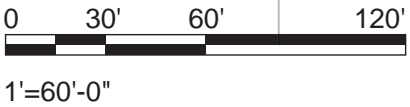
ROOF



BELOW GRADE PARKING*



- | | | | |
|---|---|---|--|
|  RESIDENTIAL UNITS |  RETAIL |  OUTDOOR SPACE |  VEHICLE ACCESS / PARKING |
|  RESIDENTIAL AMENITY |  GROCERY |  OUTDOOR SPACE |  MECHANICAL / BOH / TRASH |





MASSING OPTION 2

MASSING OPTIONS

OPTION 2

Option 2 is a two-building scheme that locates much of the building's bulk on the interior of the site. The E shape breaks the E John St facade into three smaller masses. These masses along E John St are setback from the Ground Level facade.

The E shape creates south-facing courtyards allowing light and air to units deeper in the site. These courtyards are above the grocery store.

Between Buildings A and B is a grade-related Open Space that opens onto 15th ave E, and aligns with the crosswalk.

PROS

- The E-shape breaks a portion of the building into smaller scale facades that face south
- The open space between the buildings is located along 15th Ave E
- The feature corner is a fitting terminus of E Thomas St

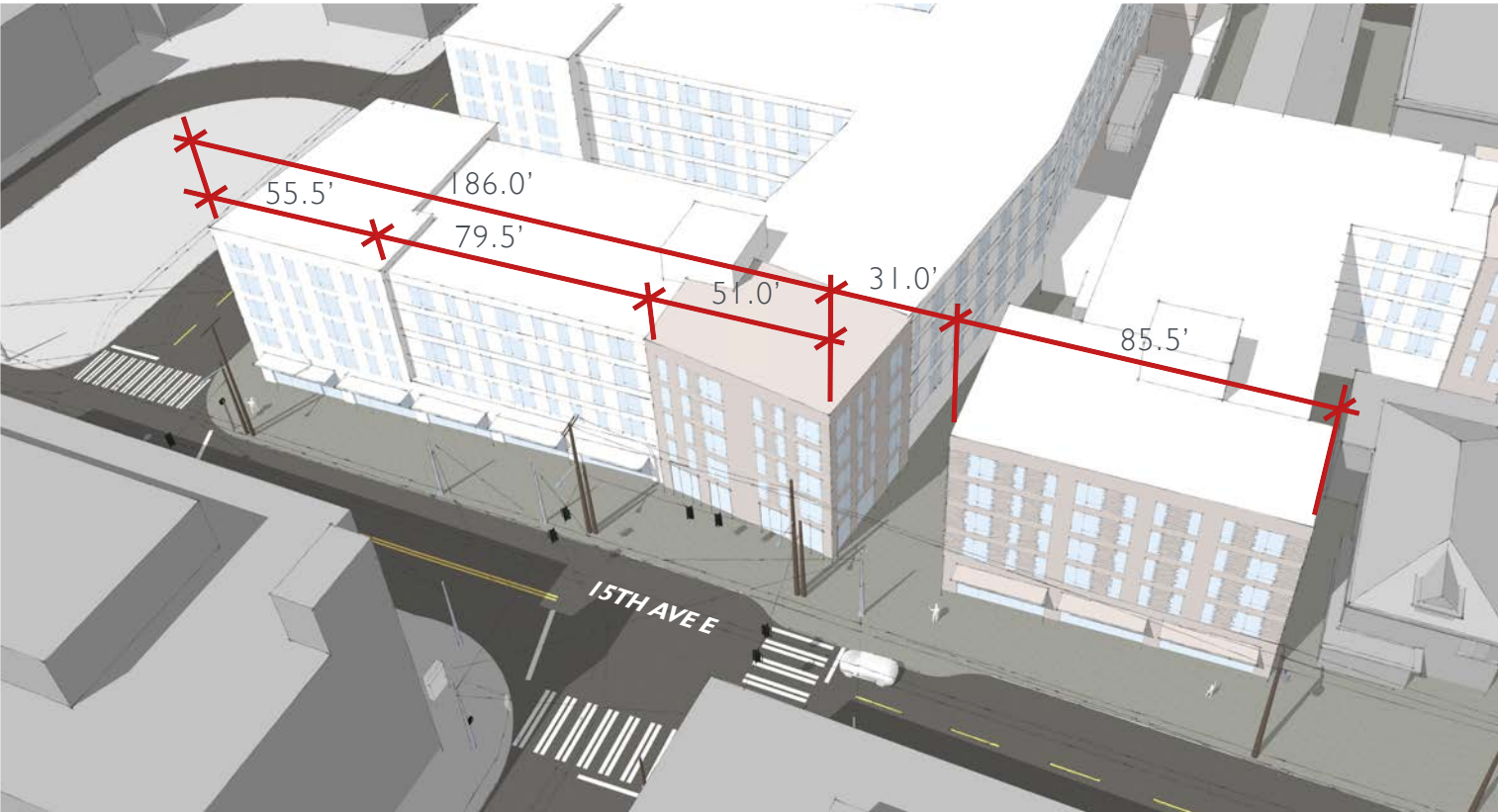
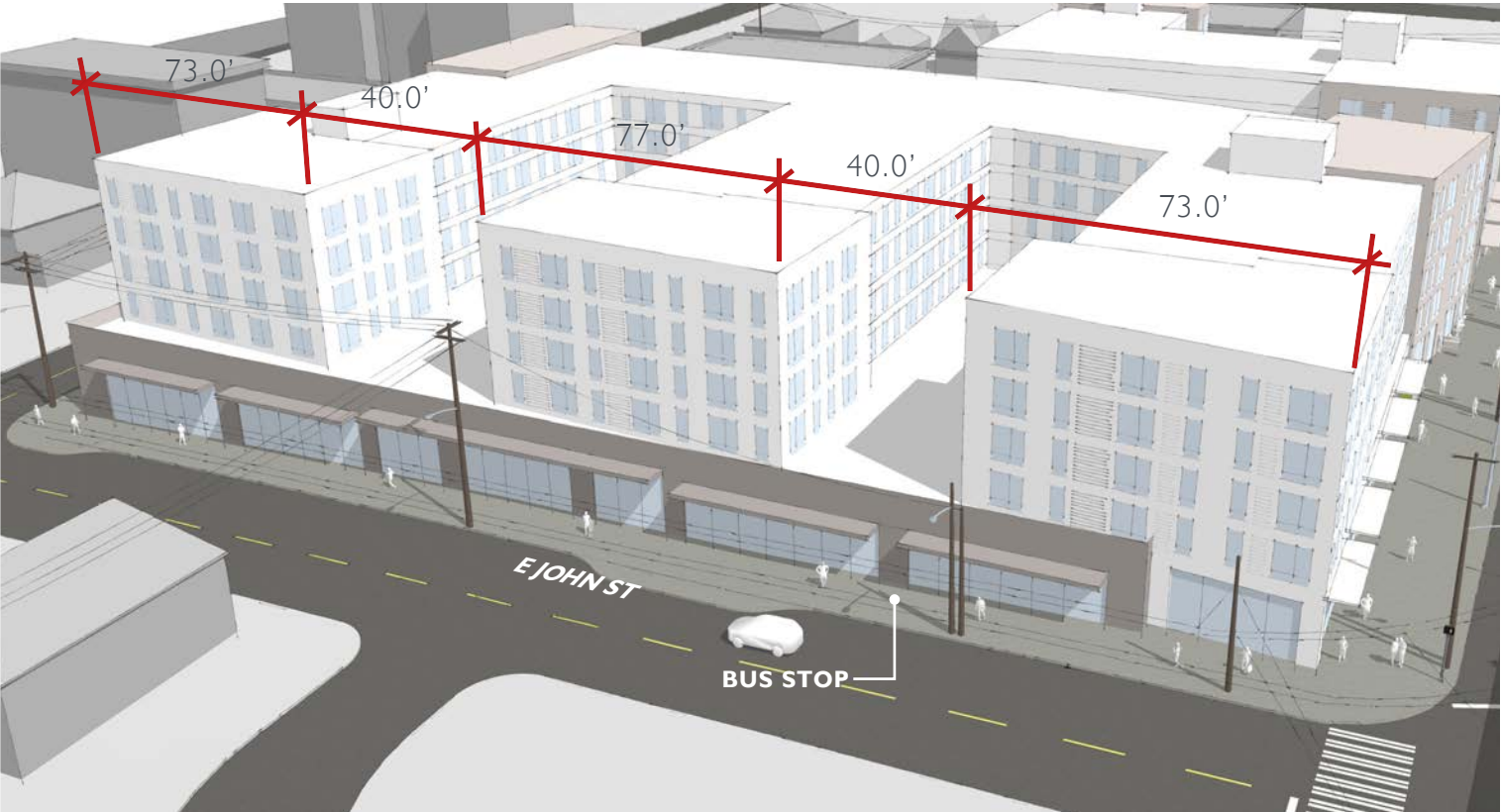
CONS

- While a portion of Building A is comprised of smaller facades, the East and West Faces are broad in comparison.
- The longest faces Buildings A and B face the ground-related Courtyard along 15th. While it will be comfortable, it may have a bit of a canyon-effect.
- Blank facades will likely be required to address the internal grocery programming.

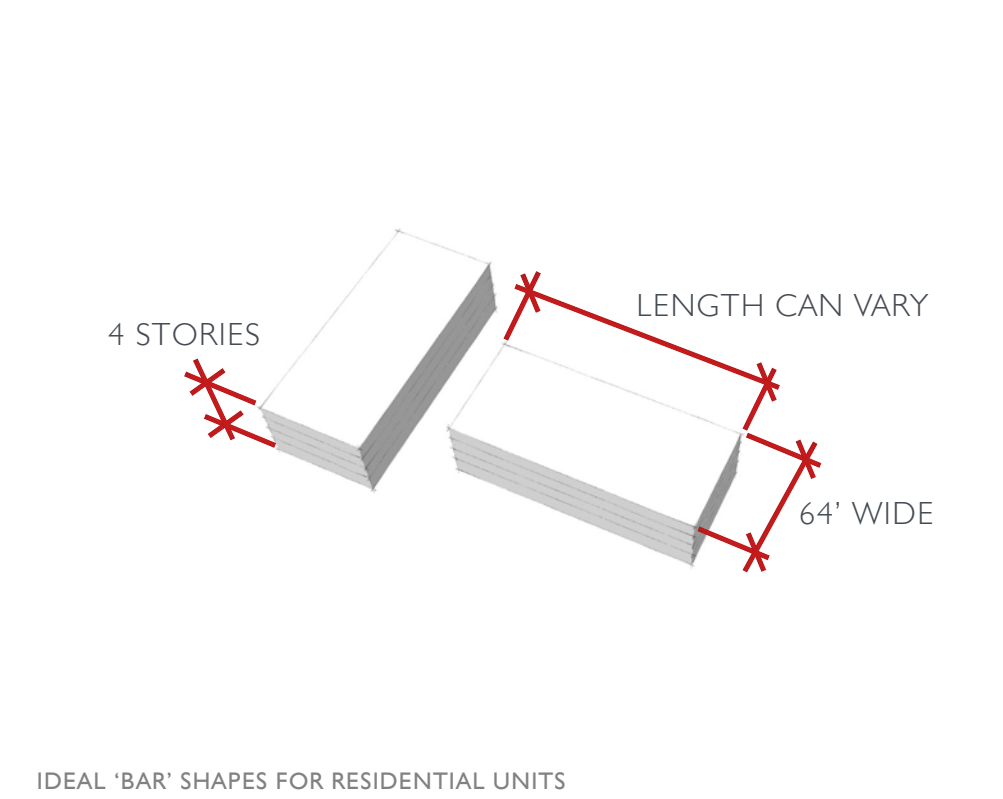
TWO COURTYARDS ABOVE L1
OPEN TO THE SOUTH BREAKING
THE BUILDING MASSING INTO
SMALLER ELEMENTS



AN OPEN SPACE CREATES A
GROUND-RELATED COURTYARD
ALONG 15TH AVE E



MASSING OPTIONS
OPTION 2



- GOALS:
- DIFFERENTIATE BUILDING FACADE DIMENSIONS INTO DIFFERENT RHYTHMS
 - MODIFY MASSING TO BETTER ALIGN WITH E THOMAS ST TO THE EAST
 - INCORPORATE COURTYARDS THAT PROVIDE DAYLIGHT TO UNITS



MASSING OPTIONS
OPTION 1 - CODE COMPLIANT

LONGEST BUILDING FACADE
LOCATED DEEP WITHIN
URBAN BLOCK

SOUTH-FACING COURTYARDS
BREAK THE BUILDING
MASSING UP AND ALLOW FOR
SUN ACCESS TO THE UNITS

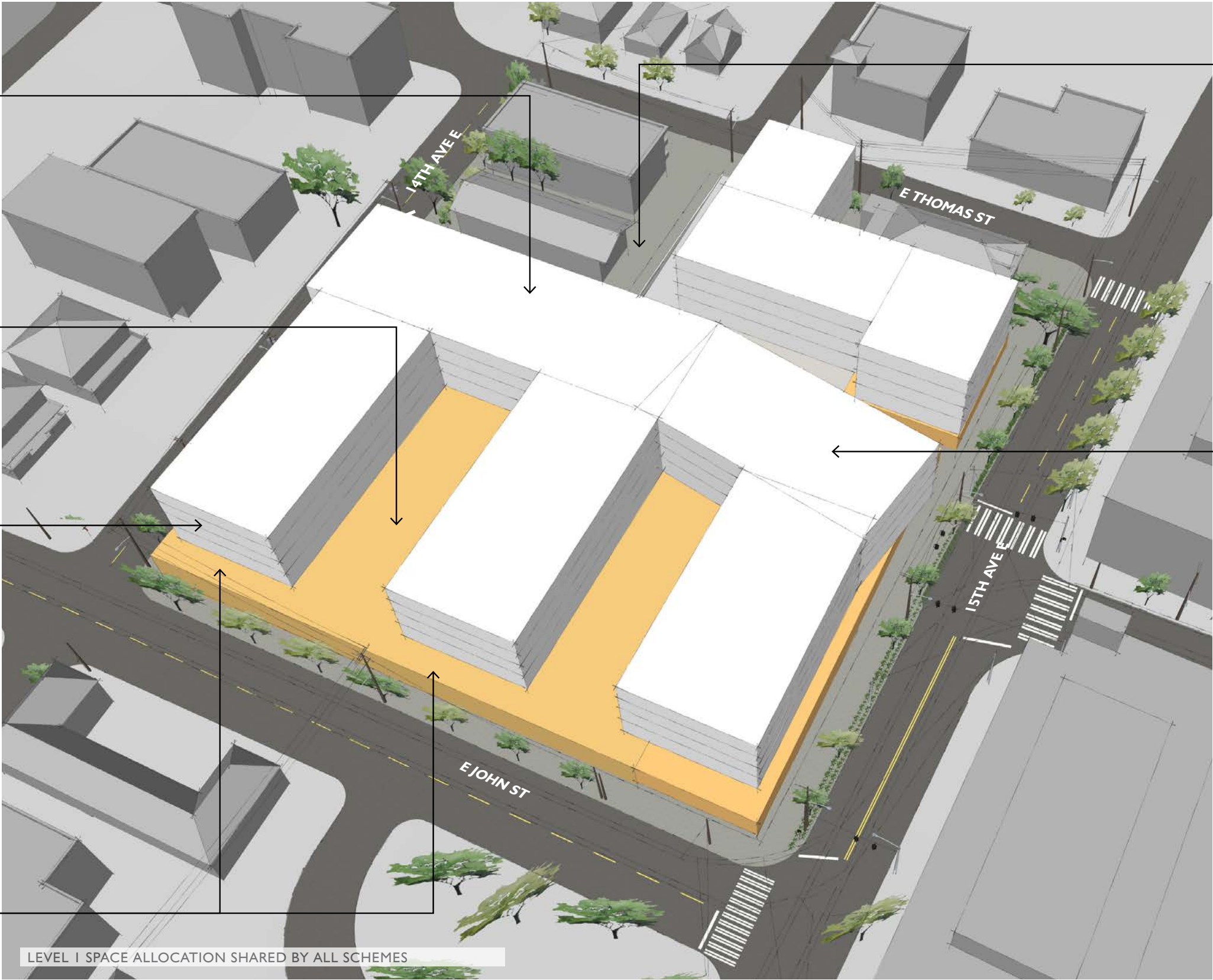
ALONG WITH SETBACKS,
BUILDING FACADES ARE
BROKEN UP INTO SMALLER
ELEMENTS

UPPER LEVEL BUILDING
FACADES SETBACK FROM
JOHN

LOADING IS OPEN TO ABOVE
- THIS CREATES A SIGNIFICANT
SETBACK FROM NEIGHBORING
BUILDINGS TO THE NW

MASSING IS SKEWED TO
BETTER ALIGN WITH E
THOMAS ST TO THE EAST

- DEPARTURES REQUIRED:
- 1. FACADE ARTICULATION
 - 2. CURB CUT ON TWO
PROPERTY LINES
 - 3. CURB CUT WIDTH
 - 4. AREAS OF BLANK FACADE



RENDERED VIEWS

OPTION 2



AERIAL VIEW OF SW



SW CORNER

- The building massing provides three smaller facades above Level 1 along E John St.
- The facade along 14th Ave E is articulated to reflect the rhythm of E John St.



RENDERED VIEWS

OPTION 2



AERIAL VIEW OF SE



SE CORNER

- The of Building A has been articulated along 15th ave E to reflect the rhythm established along E John St.
- The corner of Building A at 15th Ave E and E John St incorporates an angled facade and 'touches down' to the ground at the corner for a strong presence at this prominent Intersection.
- As in all Schemes, the sidewalk along 15th Ave E has been widened dramatically to enhance the pedestrian experience - guidance that was heard many times in the outreach process.



RENDERED VIEWS

OPTION 2

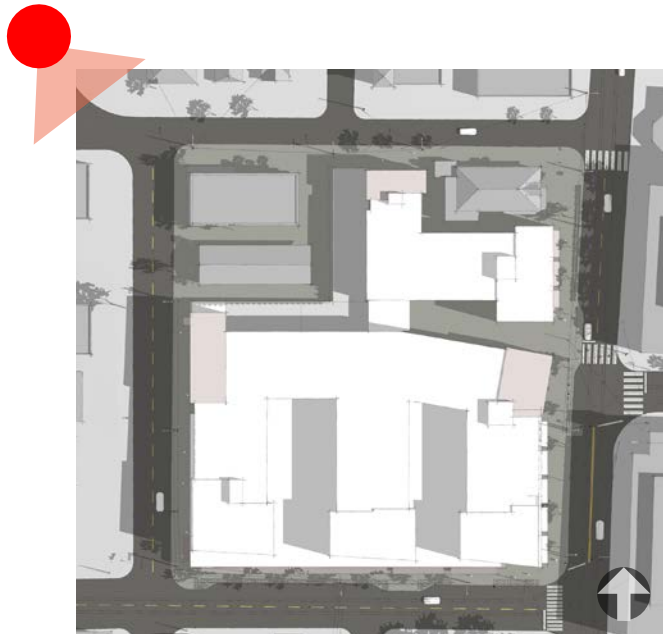


AERIAL VIEW OF NW



NW CORNER

- The northern building, Building B, has a narrow facade along E Thomas St
- Both Building A and Building B are setback from the neighboring buildings to allow for truck maneuvering.
- Powerlines along 14th Ave E are viable for undergrounding - all schemes are based upon undergrounding the lines along this street
- As a result of the undergrounding, the upper levels of the building push westward, yet are still articulated to reflect the facade proportions elsewhere in the project.



RENDERED VIEWS

OPTION 2



1 - VIEW FROM E THOMAS STREET

- The northern building, Building B, has a narrow facade.
- This facade is adjacent to the truck access ramp.
- The trucks enter and exit the site from E Thomas St.



2 - VIEW FROM 14TH AVE E

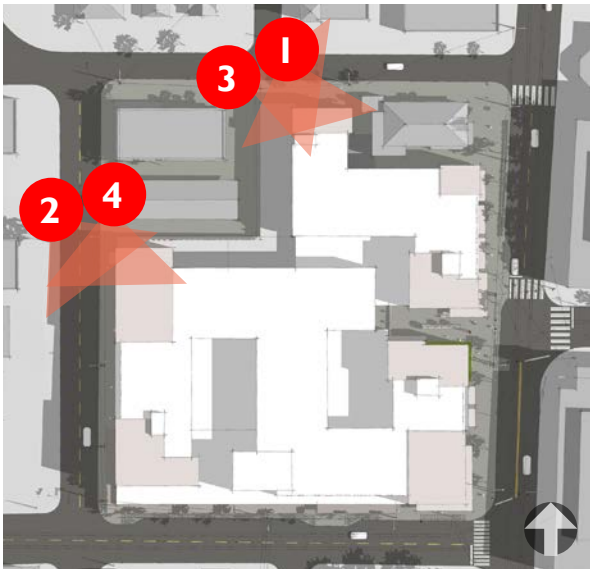
- Safeway customers and building Residents utilize the two ramp access points along 14th Ave E.



3 - VIEW FROM E THOMAS STREET



4 - VIEW FROM 14TH AVE E



RENDERED VIEWS

OPTION 2

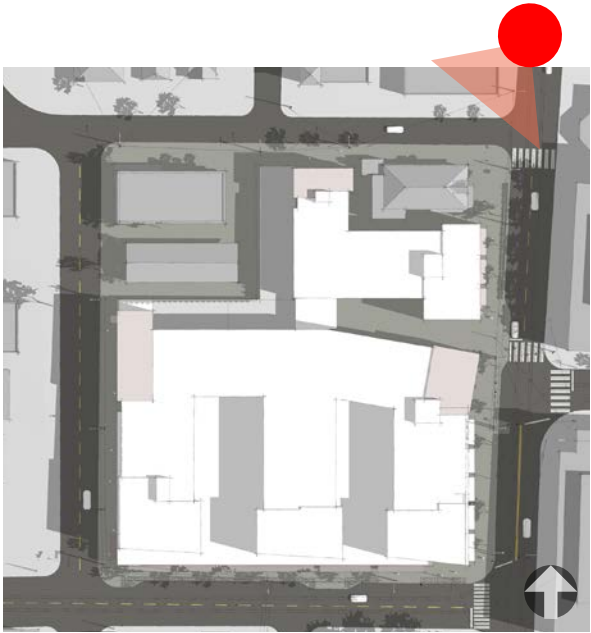


AERIAL VIEW OF NE



NE CORNER

- Building B faces 15th Ave E and E Thomas Street.
- The separation of Building A from Building B creates a ground-related open space along 15th Ave E.
- The open space at 15th Ave E is flanked by broad facades of both buildings.



RENDERED VIEWS

OPTION 2

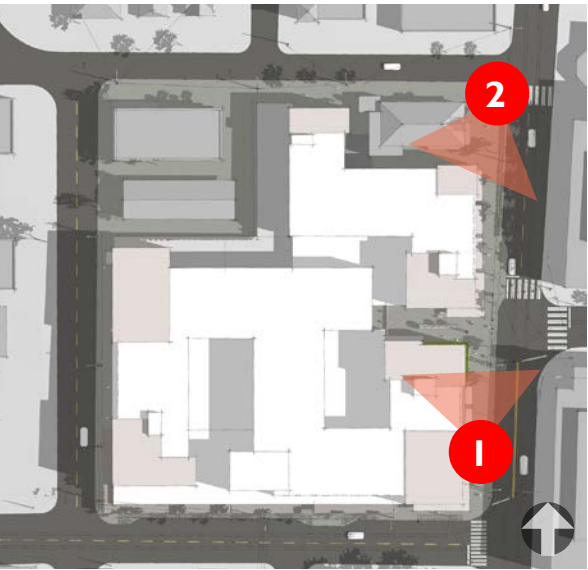


1 - LOOKING NORTH ALONG SIDEWALK AT 15TH AVE E



2 - LOOKING SOUTH ALONG SIDEWALK AT 15TH AVE E

- Along 15th Ave E, the massing includes a more uniform approach to the commercial storefronts.
- The residential lobby has a different glazing expression.



RENDERED VIEWS

OPTION 2

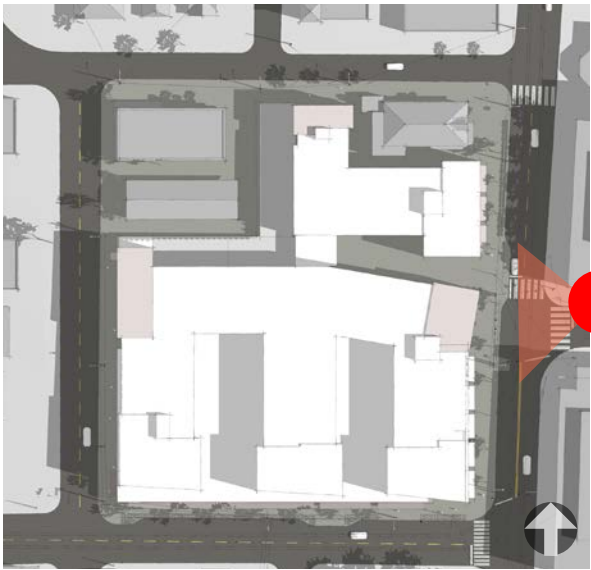


AERIAL VIEW OF WEST

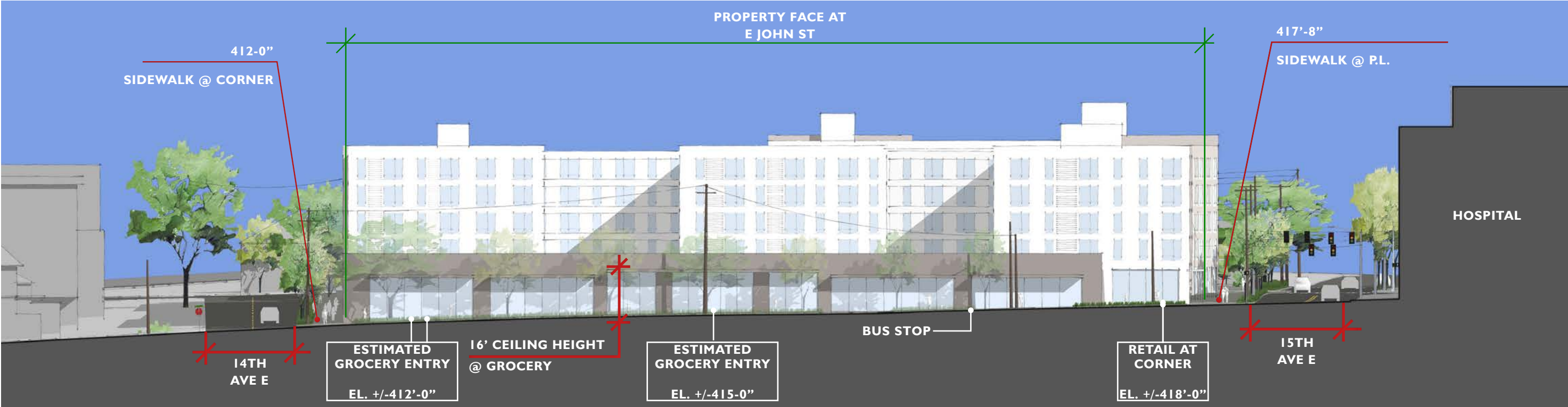


VIEW FROM THOMAS

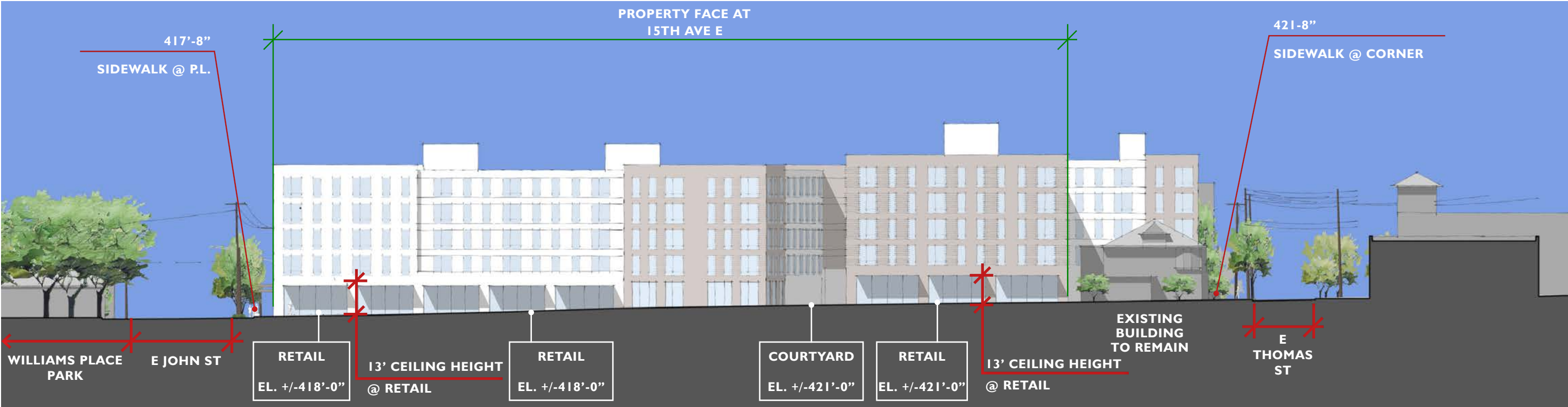
- Building A is skewed to align part of the building with the strong axis of E Thomas St.
- In this massing option, a 'feature' corner is the visual anchor at the terminus of E Thomas St.
- The courtyard aligns with the crosswalk.



SITE ELEVATIONS
OPTION 2

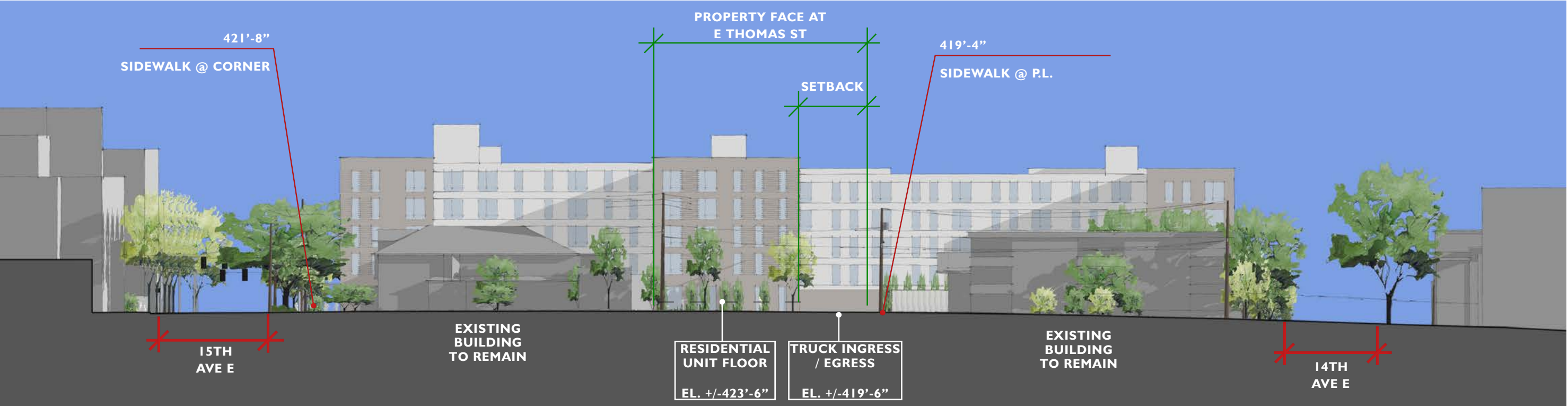


E JOHN ST (SOUTH ELEVATION)

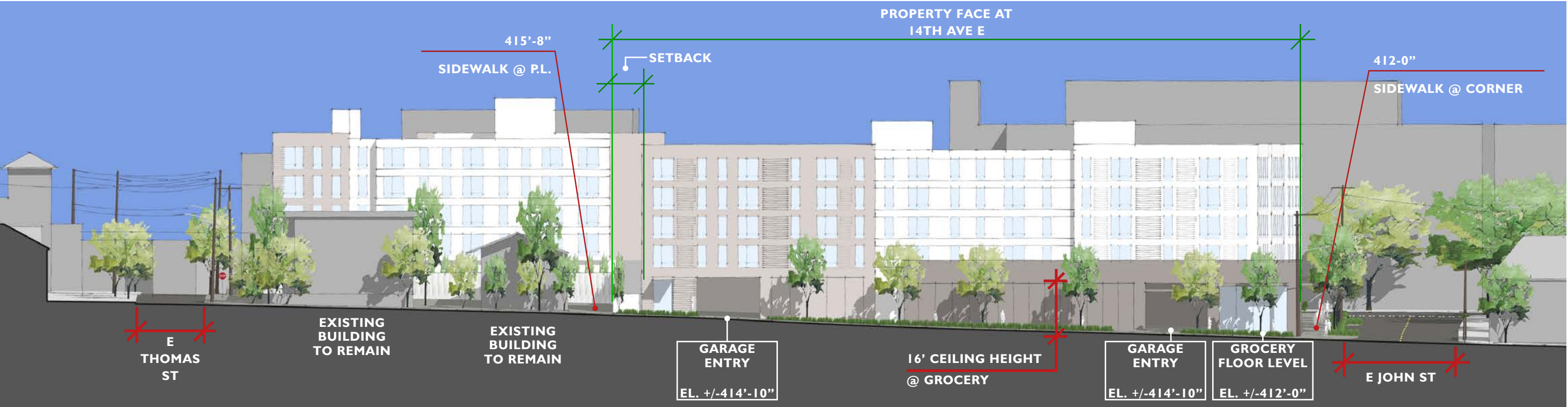


15TH AVE E (EAST ELEVATION)

SITE ELEVATIONS
OPTION 2



E THOMAS ST (NORTH ELEVATION)

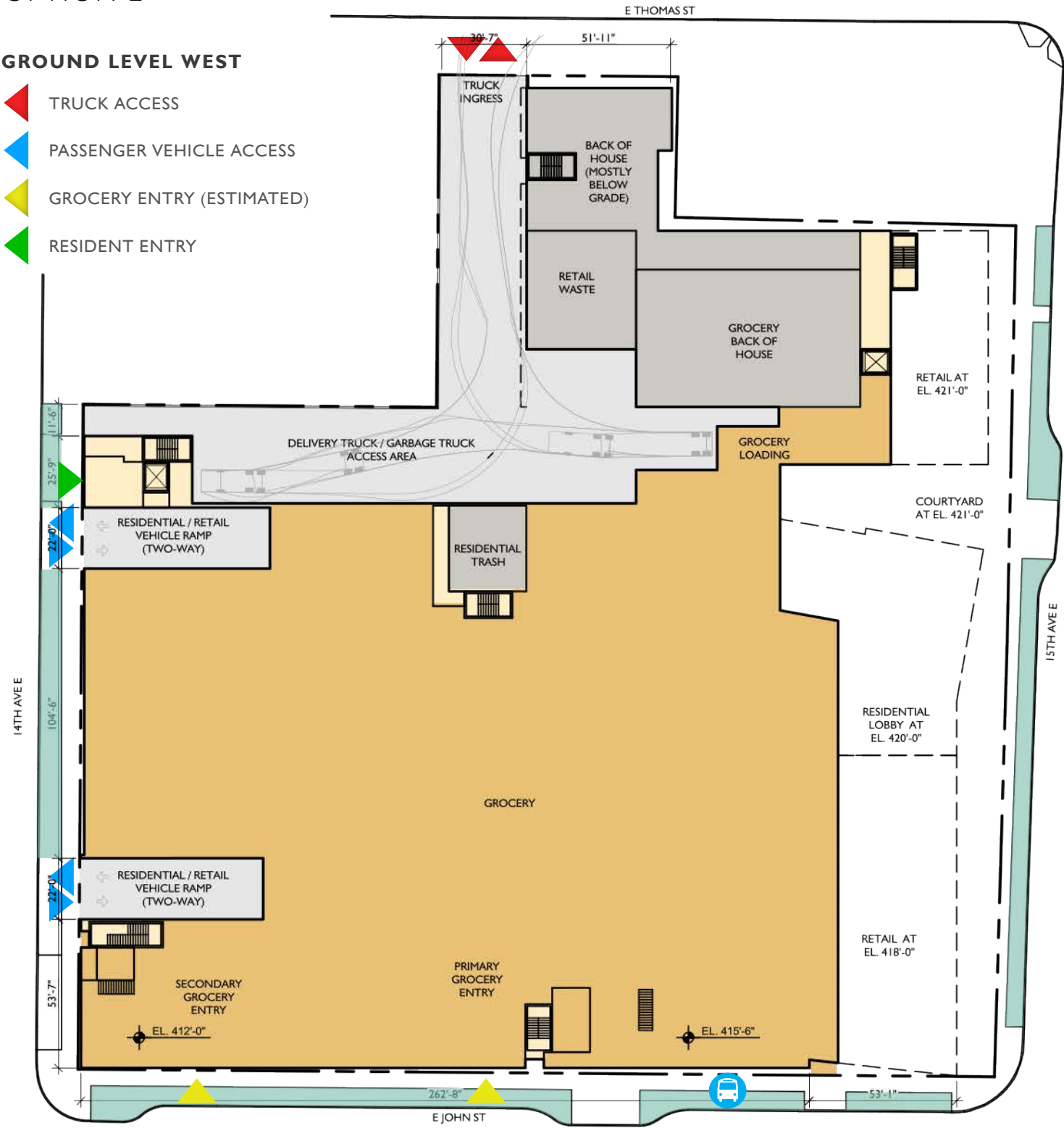


14TH AVE E (WEST ELEVATION)

PLANS
OPTION 2

GROUND LEVEL WEST

- TRUCK ACCESS
- PASSENGER VEHICLE ACCESS
- GROCERY ENTRY (ESTIMATED)
- RESIDENT ENTRY



GROUND LEVEL EAST



- | | | | |
|---------------------|---------|----------------|--------------------------|
| RESIDENTIAL UNITS | RETAIL | OUTDOOR SPACE | VEHICLE ACCESS / PARKING |
| RESIDENTIAL AMENITY | GROCERY | LANDSCAPE AREA | MECHANICAL / BOH / TRASH |

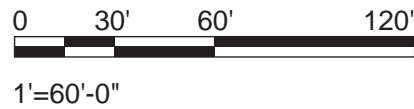


PLANS
OPTION 2

LEVEL 2

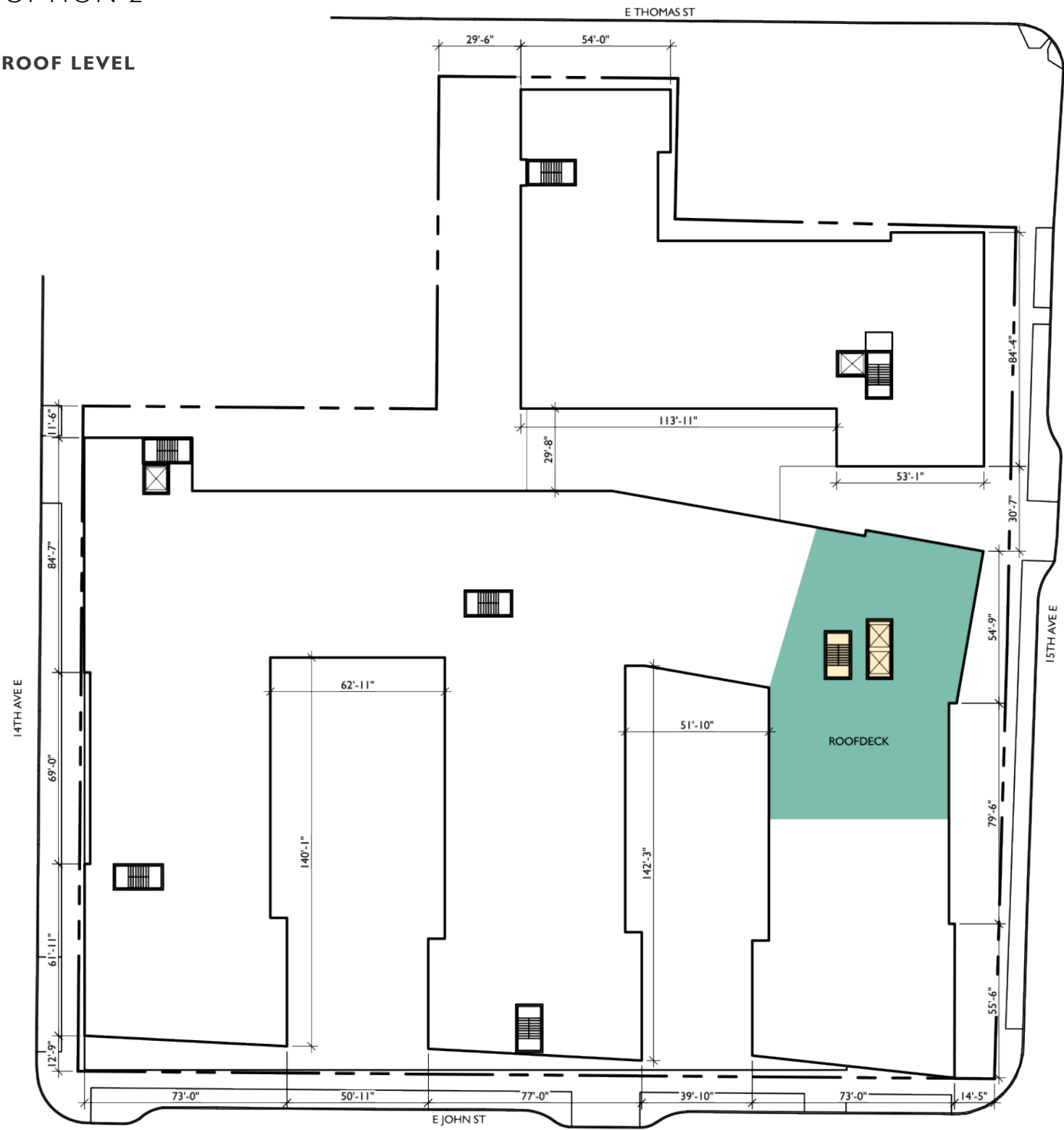


LEVEL 3

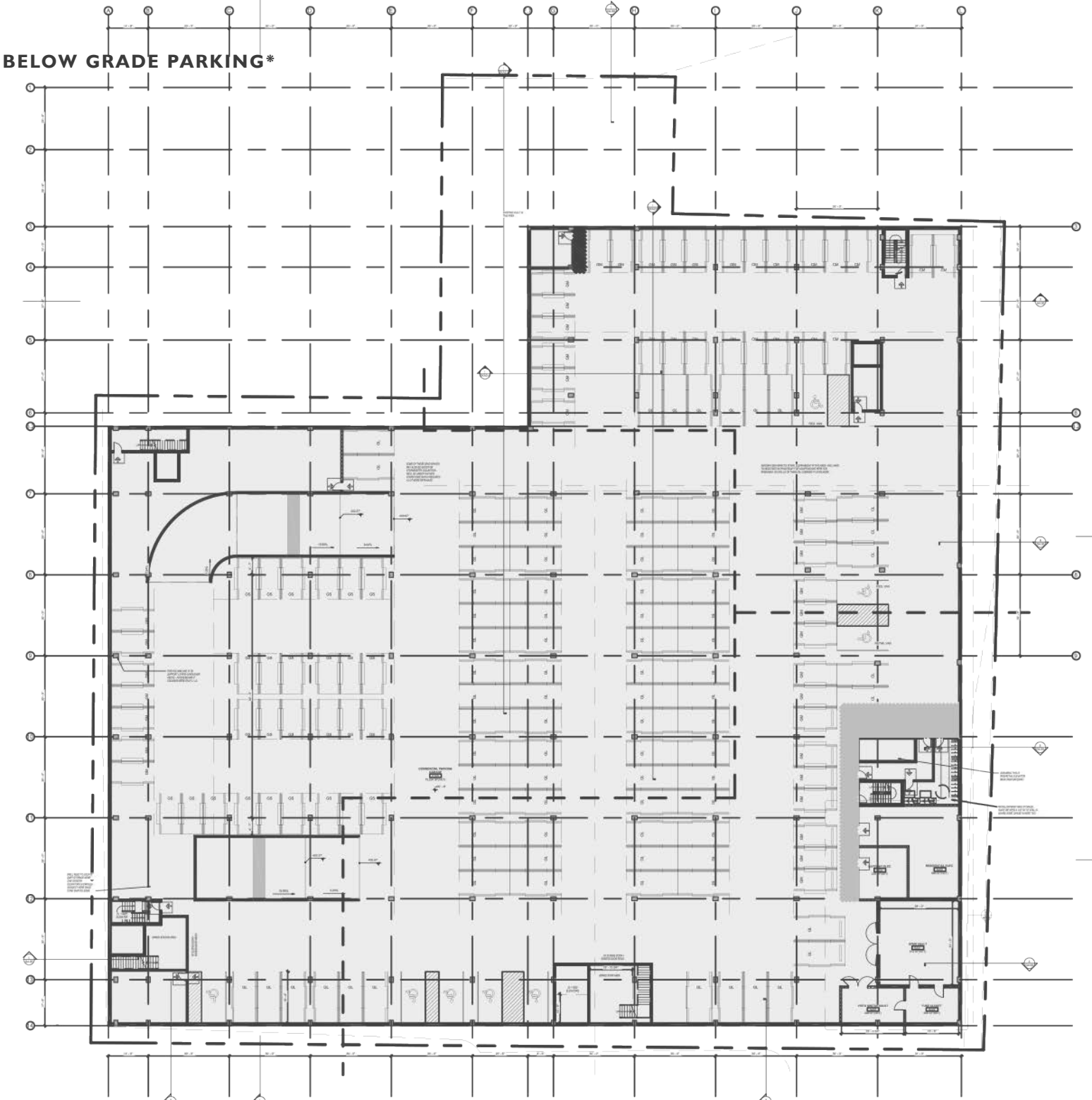


PLANS
OPTION 2

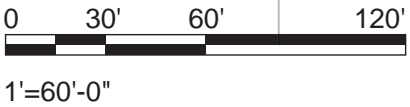
ROOF LEVEL



BELOW GRADE PARKING*



- | | | | |
|---|---|---|--|
|  RESIDENTIAL UNITS |  RETAIL |  OUTDOOR SPACE |  VEHICLE ACCESS / PARKING |
|  RESIDENTIAL AMENITY |  GROCERY |  OUTDOOR SPACE |  MECHANICAL / BOH / TRASH |



ANTICIPATED DEPARTURES (SUMMARY)

OPTION 2

| # | Code Requirement | Departure Request and Difference | Explanation for Departure Request | Associated Guidelines |
|---|---|---|--|--|
| 1 | SMC 23.47A.014.D: Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. | <p>In lieu of a 15’ deep x 30’ wide setback from street level to the top of the building along E John St, the design includes a far more significant setback above LI with additional modulation along the entire facade. The project complies above LI and is requesting a departure from the requirement at street level, where its important to create an active, retail-oriented street edge.</p> <p>The setback at Level I will vary depending on the final grocery store layout, with an average setback of 2’.</p> <p>The setback above Level I varies from 7’ + to 40’ + and is at least 15’ x 30’ in one area.</p> | <p>The proposed departure better aligns with neighborhood guidance to setback and/or articulate the levels above Level I, while also enhancing the street-level facade and retail experience. The proposed facade modulation provides far more articulation than a prescriptive 15’ deep by 30’ wide area, better enhancing the Urban Pattern and Form and Street Level Interaction per Guidelines CS2 and PL3.</p> <p>The proposed design enhances the Architectural Concept (DC2) and also allows for more planting above LI, a suggestion that was provided during neighborhood outreach.</p> <p>The current grocery store flanks 15th Ave E and does very little to activate the street level experience (PL3). The relocated grocery store will abut 14th Ave E and E John St with primary entries located along E John St. The functioning of the new store relies on uninterrupted and prominent facades in these areas but will better activate the pedestrian realm than the parking currently flanking these other prominent street-facing facades. Relocating the grocery store also allows for small commercial to abut 15th Ave E, creating greater Street Level Interaction (PL3) and supporting better Project Uses and Activities (DC1).</p> | <p>CS2 - Urban Pattern and Form</p> <p>PL1 - Connectivity</p> <p>PL3 - Street Level Interaction</p> <p>PL4 - Active Transportation</p> <p>DC1 - Project Uses and Activities</p> <p>DC2 - Architectural Concept</p> <p>DC3 - Open Space Concept</p> |
| 2 | Access across more than one lot line SMC 23.47A.032.A.1.c: If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. | <p>Our preferred massing assumes 14th Ave E as our primary side street for access, which allows for 2 curb cuts per 23.54.030.F.2.a.1 Table C (our lot line is just under the 240’ threshold for 3 curb cuts).</p> <p>The project proposes one additional curb cut that crosses a secondary side street lot line (E Thomas Street) to better serve the grocery functions (loading/deliveries/waste pickup) and to better serve the housing needs on site (moving functions/waste pickup).</p> | <p>This project accommodates a 50,000sf grocery store, a crucial community resource for the neighborhood (PL1 & DC1). The logistics of serving a grocery store of this size requires efficient and safe truck access (PL4). In addition to truck access for loading, deliveries, and waste pickup, the store serves customers arriving in vehicles. Parking is also provided for the Residential portion of the building, which is supported by outreach feedback for a project of this size. Separating the grocery services from parking access by providing more than 1 access point for these varied vehicular needs will ultimately create a safer environment for patrons and pedestrians by removing conflict between trucks and vehicles (PL2 & DC1). Separating truck access also allows for better way-finding and distinct entries between vehicles and pedestrians (DC1).</p> | <p>PL1 - Connectivity</p> <p>PL2 - Walkability</p> <p>DC1 - Project Uses and Activities</p> |
| 3 | A wider curb cut for truck maneuvering SMC 23.54.030.F.2.b.2: For two-way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined. | <p>The proposed design incorporates:</p> <ol style="list-style-type: none">1. E Thomas Street = A 30’ + wide curb that tapers wider at the street for truck maneuvering for Grocery/SPU truck access2. 14th Ave E = A 22’ wide curb cut for Grocery and Residential parking ingress/egress3. 14th Ave E = A 22’ wide curb cut for Grocery and Residential parking ingress/egress <p>The curb cut on E Thomas Street requires a departure and the exact width/tapers will be determined by SDOT.</p> <p>The curb cuts on 14th are in compliance.</p> | <p>Trucks that serve a 50,000sf grocery store need to be a specific size to adequately serve the daily functions (DC1) - a cab with a 40’ trailer, which is typical for an urban location and smaller than other sites. Based on the street approaches of this urban site, these trucks require wider than permitted curb cuts to execute the turns required safely. Providing the curb cut at the width illustrated will ultimately allow the trucks to enter and exit the site without risk to nearby parked vehicles, street trees, SCL infrastructure and pedestrians (PL2).</p> <p>Waste management for a project of this scale is also critical. Allowing for smooth traffic flow and SPU loading/pickup internally moves these functions out of the R.O.W., which is safer for pedestrians and minimizes traffic congestion on these busy arterials and neighborhood streets (PL2 & DC1).</p> | <p>PL2 - Walkability</p> <p>DC1 - Project Uses and Activities</p> |

ANTICIPATED DEPARTURES (SUMMARY)

OPTION 2

| | | | |
|--|---|---|--|
| 4 SMC 23.47A.008.B.2: Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. For purposes of calculating the 60 percent of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street. | <p>The proposed design is not at a level of development to fully understand the areas of blank facade. That said, the large-size grocery store accommodated into the design will create areas of facade that will not necessarily have transparency as described by code.</p> <p>In lieu of transparency, the design will incorporate unique treatments of the facade that relate to the project’s architectural concept and to the immediate context and neighborhood. Some examples could be facade treatments and incorporation of art as shown below.</p> | <p>For the grocery store to accommodate the needs of the neighborhood, product and other store items must be placed against the exterior wall to maximize efficiency and capacity (DC1), creating areas of blank facade. Often the solution is to provide false windows - these windows then receive various grocery-related images. The existing grocery store on site does this - it is not successful in creating a pleasant facade or pedestrian experience per feedback received from the neighborhood (PL3).</p> <p>Because of the struggle between the needs of the store and the desire for facade transparency, the design will instead activate the facade in a different way - with tasteful facade treatments that relate back to the neighborhood history, vitality and culture (DC2 & DC4).</p> <p>Similar justification noted in Departure 1 is also applicable here. The existing store does little to activate the primary 15th Ave E corridor and in order to better respond to the neighborhood context, relocating the grocery store along 14th Ave E and E John St will better activate all sides of this site (CS3, PL3 & DC2).</p> | <p>CS3 - Architectural Concept and Character</p> <p>PL3 - Street Level Interaction</p> <p>DC1 - Project Uses and Activities</p> <p>DC2 - Architectural Concept</p> <p>DC4 - Exterior Elements and Finishes</p> |
|--|---|---|--|

DEPARTURE I

OPTION 2

Code Requirement

1 SMC 23.47A.014.D: Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line.

Departure Request and Difference

In lieu of a 15’ deep x 30’ wide setback from street level to the top of the building along E John St, the design includes a far more significant setback above LI with additional modulation along the entire facade. The project complies above LI and is requesting a departure from the requirement at street level, where its important to create an active, retail-oriented street edge.

The setback at Level I will vary depending on the final grocery store layout, with an average setback of 2’.

The setback above Level I varies from 7’+ to 40’ + and is at least 15’ x 30’ in one area.

Explanation for Departure Request

The proposed departure better aligns with neighborhood guidance to setback and/or articulate the levels above Level I, while also enhancing the street-level facade and retail experience. The proposed facade modulation provides far more articulation than a prescriptive 15’ deep by 30’ wide area, better enhancing the Urban Pattern and Form and Street Level Interaction per Guidelines CS2 and PL3.

The proposed design enhances the Architectural Concept (DC2) and also allows for more planting above LI, a suggestion that was provided during neighborhood outreach.

The current grocery store flanks 15th Ave E and does very little to activate the street level experience (PL3). The relocated grocery store will abut 14th Ave E and E John St with primary entries located along E John St. The functioning of the new store relies on uninterrupted and prominent facades in these areas but will better activate the pedestrian realm than the parking currently flanking these other prominent street-facing facades. Relocating the grocery store also allows for small commercial to abut 15th Ave E, creating greater Street Level Interaction (PL3) and supporting better Project Uses and Activities (DCI).

Associated Guidelines

- CS2 - Urban Pattern and Form
- PLI - Connectivity
- PL3 - Street Level Interaction
- PL4 - Active Transportation
- DCI - Project Uses and Activities
- DC2 - Architectural Concept
- DC3 - Open Space Concept



COMPLIANCE AT LI & ABOVE WOULD LOOK LIKE THIS.

Prescriptive:
Level 1 = 15’ deep x 30’ wide
Level 2 = 15’ deep x 30’ wide
Level 3 = 15’ deep x 30’ wide
Level 4 = 15’ deep x 30’ wide
Level 5 = 15’ deep x 30’ wide



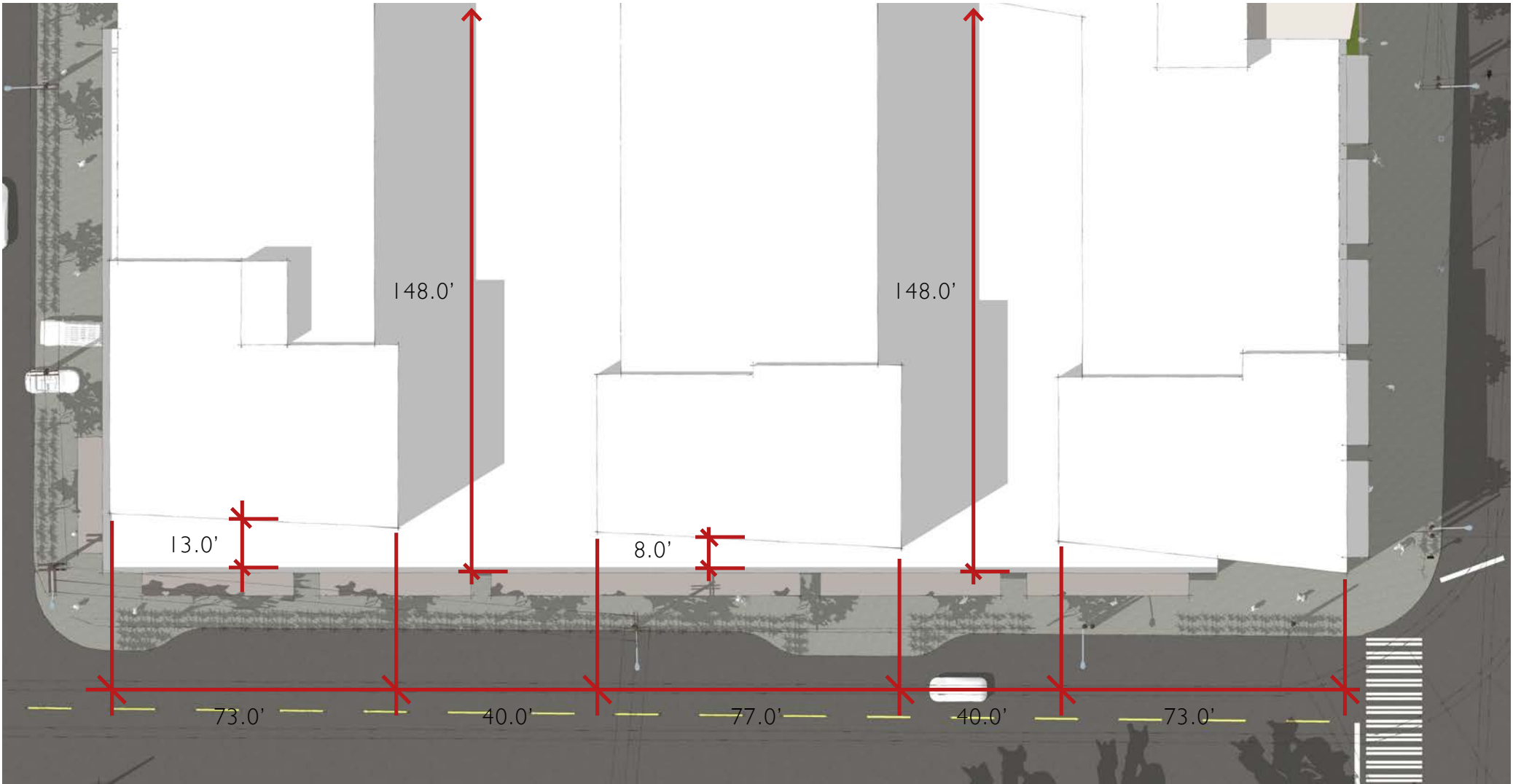
THE PROPOSED SETBACK AREA, WHILE SMALLER IN TERMS OF AREA, IS BETTER SUITED FOR THE FUNCTIONING OF THE STORE, AND MAKES FOR A MORE GENEROUS SIDEWALK AREA FOR MORE OF THE FACADE.

Proposed:
Level 1 = varies, dependent on store design
Level 2 = 26.4’ average depth x 268’ wide
Level 3 = 26.4’ average depth x 268’ wide
Level 4 = 26.4’ average depth x 268’ wide
Level 5 = 26.4’ average depth x 268’ wide

- This is better because:
- Better retail activation along the sidewalk edge (PLI, PL3, CSI)
 - Street wall and Retail space continuity (PLI.2, CS2, PL3)
 - Better functioning of spaces within the store (DCI, DC)
 - Continuous weather protection and shading at southern facade (CSI-2.1.d, PL2)

DEPARTURE 1
OPTION 2

THE PROPOSED DESIGN PROPOSES FAR MORE ARTICULATION THAN REQUIRED IN THE UPPER LEVELS.



The proposed departure better aligns with neighborhood guidance to setback and/or articulate the levels above Level 1, while also enhancing the street-level facade and retail experience. The proposed facade modulation provides far more articulation than a prescriptive 15' deep by 30' wide area, better enhancing the Urban Pattern and Form and Street Level Interaction per Guidelines CS2 and PL3.

Prescriptive:
Level 1 = 15' deep x 30' wide
Level 2 = 15' deep x 30' wide
Level 3 = 15' deep x 30' wide
Level 4 = 15' deep x 30' wide
Level 5 = 15' deep x 30' wide

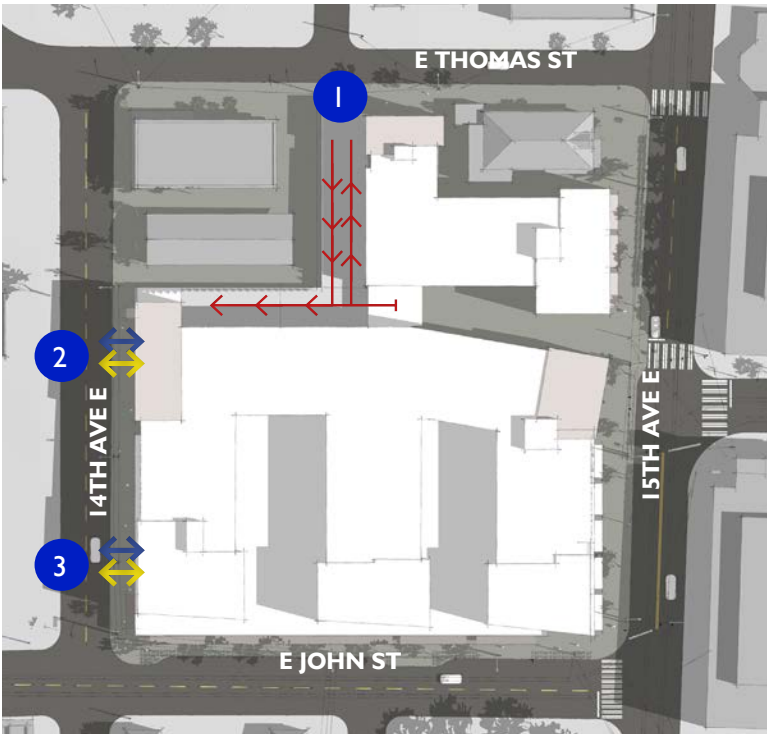
Proposed:
Level 1 = varies, dependent on store design
Level 2 = 44.7' average depth x 303' wide
Level 3 = 44.7' average depth x 303' wide
Level 4 = 44.7' average depth x 303' wide
Level 5 = 44.7' average depth x 303' wide

- This is better because:
- Better retail activation along the sidewalk edge (PL1, PL3, CSI)
 - Street wall and Retail space continuity (PL1.2, CS2, PL3)
 - Better functioning of spaces within the store (DC1, DC)
 - Continuous weather protection and shading at southern facade (CSI-2.1.d, PL2)

DEPARTURE 2 & 3

OPTION 2
Code Requirement

| | Departure Request and Difference | Explanation for Departure Request | Associated Guidelines |
|--|--|--|---|
| 2 Access across more than one lot line SMC 23.47A.032.A.1.c: If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. | <p>Our preferred massing assumes 14th Ave E as our primary side street for access, which allows for 3 curb cuts per 23.54.030.</p> <p>The project proposes three curb cuts that cross two of the lot lines to better serve the grocery functions (loading/deliveries/waste pickup/parking) and to better serve the housing needs on site (parking/waste pickup).</p> | <p>This project accommodates a 50,000sf +/- grocery store, a crucial community resource for the neighborhood (PL1 & DC1). The logistics of serving a grocery store of this size requires efficient and safe truck access (PL4). In addition to truck access for loading, deliveries, and waste pickup, the store serves customers arriving in vehicles. Parking is also provided for the Residential portion of the building, which is supported by outreach feedback for a project of this size. Separating the grocery services from parking access by providing more than 1 access point for these varied vehicular needs will ultimately create a safer environment for patrons and pedestrians by removing conflict between the vehicles (PL2 & DC1).</p> | <p>PL1 - Connectivity</p> <p>PL2 - Walkability</p> <p>DC1 - Project Uses and Activities</p> |
| 3 A wider curb cut for truck maneuvering SMC 23.54.030.F.2.b.2: For two-way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined. | <p>The proposed design incorporates:</p> <ol style="list-style-type: none">1. A 32' +/- wide curb cut on Thomas St for Grocery/SPU truck access2. A 22' wide curb cut at 14th Ave E for Grocery and Residential parking ingress/egress3. A 22' wide curb cut at 14th Ave E for Grocery and Residential parking ingress/egress <p>The curb cuts on 14th are separated by over 100'.</p> <p>The 32' cut on Thomas St requires a departure.</p> | <p>Trucks that serve a 50,000sf +/- grocery store need to be a specific size to adequately serve the daily functions (DC1) - a cab with a 40' trailer, which is typical for an urban location and smaller than other sites. Based on the street approaches of this urban site, these trucks require wider than permitted curb cuts to execute the turns required. Providing the curb cut at the width illustrated will ultimately allow the trucks to enter and exit the site without risk to nearby parked vehicles, street trees, and pedestrians (PL2).</p> <p>Waste management for a project of this scale is also critical. Allowing for smooth traffic flow and SPU loading/pickup internally moves these functions out of the R.O.W., which is safer for pedestrians and minimizes traffic congestion on these busy arterials and neighborhood streets (PL2 & DC1).</p> | <p>PL2 - Walkability</p> <p>DC1 - Project Uses and Activities</p> |

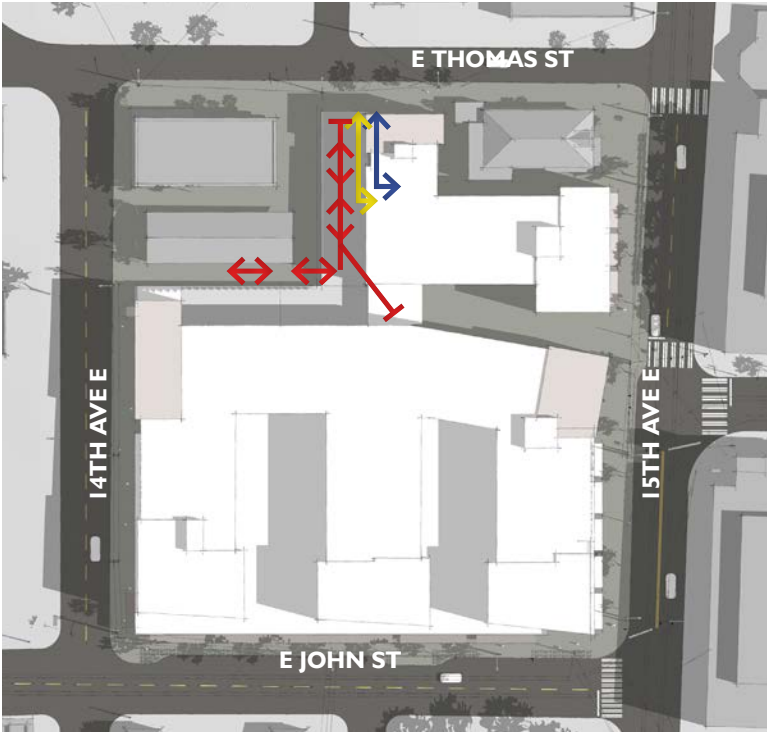


- PROS:
- TRUCKS AND CARS ARE SEPARATED, REDUCING CONFLICT
 - TRUCK, LOADING, AND WASTE FUNCTIONS OCCUR ON-SITE AND OUT OF THE R.O.W.
- CONS:
- 3 ADDITIONAL ACCESS POINTS WITH WIDER CURB CUTS IS MORE THAN A CODE COMPLIANT OPTION, BUT THE SAFETY IS GREATLY INCREASED BETWEEN TRUCKS AND VEHICLES CREATING A SAFER PEDESTRIAN ENVIRONMENT

THE TWO 22' WIDE CURB CUTS AT 14TH AVE E ARE SHARED BETWEEN GROCERY CUSTOMER IN & OUT, AND RESIDENT IN & OUT (PASSENGER CARS ONLY)

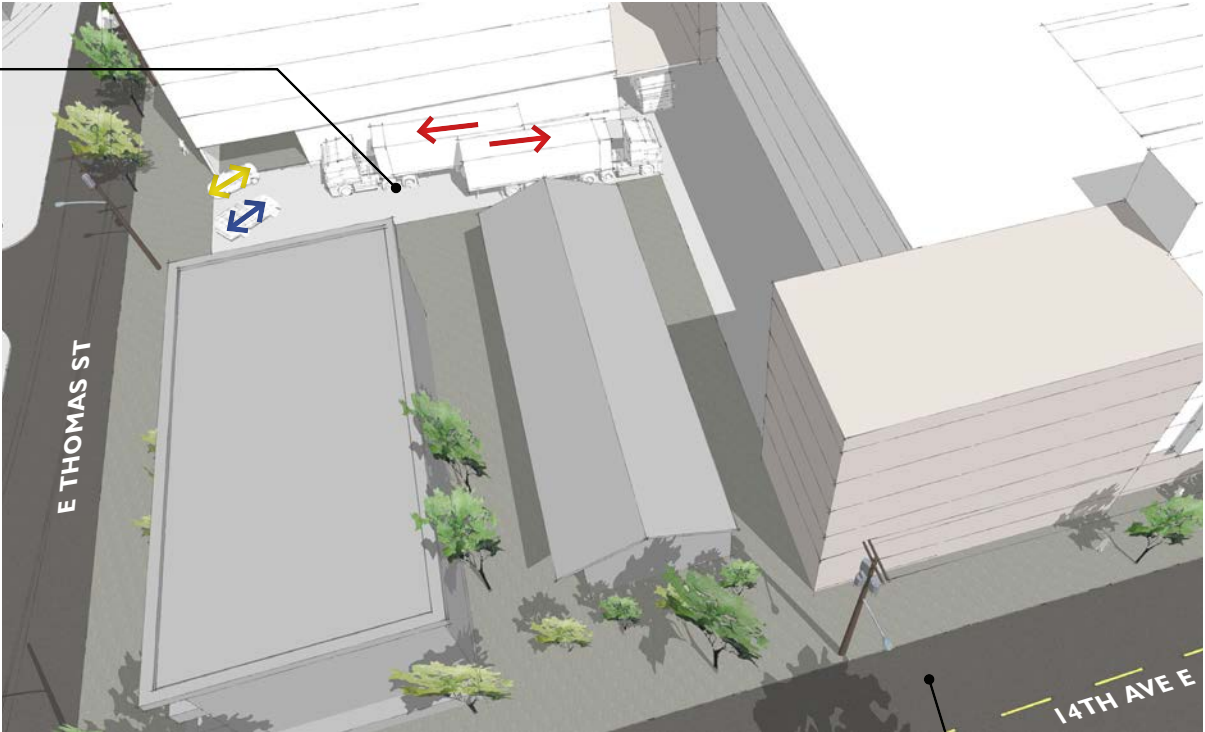
OPTION 2 & OPTION 3 PREFERRED MASSING
REQUEST FOR 3 POINTS OF ACCESS; REQUEST FOR WIDER CURB CUTS

DEPARTURE 2 & 3 OPTION 2



CODE COMPLIANT

LOADING AREA
REQUIRED
FOR TRUCK
TURNAROUND



NO ACCESS AT 14TH AVE E

- PROS:

 - ONE SINGLE TRUCK/VEHICLE/PEDESTRIAN INTERACTION (25' WIDE)
- CONS:

 - LEVEL OF TRUCK/VEHICLE/PEDESTRIAN INTERACTION IS REALLY INTENSE IN ONE 25' SECTION OF SIDEWALK
 - TRUCKS AND VEHICLES INTERACT IN A VERY CONSTRAINED AREA OF THE SITE, CREATING AN UNSAFE CONDITION FOR ALL DRIVERS
 - 25' WIDE CURB CUT DOESN'T ALLOW FOR ADEQUATE TRUCK TURNING = TRUCKS WILL BE DRIVING OVER SIDEWALK AND ADJACENT CURBS

DEPARTURE 4
OPTION 2

Code Requirement

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

Departure Request and Difference

The proposed design is not at a level of development to fully understand the areas of blank facade. That said, the large-size grocery store accommodated into the design will create areas of facade that will not necessarily have transparency as described by code.

In lieu of transparency, the design will incorporate unique treatments of the facade that relate to the project’s architectural concept and to the immediate context and neighborhood. Some examples could be facade treatments and incorporation of art as shown below.

Explanation for Departure Request

For the grocery store to accommodate the needs of the neighborhood, product and other store items must be placed against the exterior wall to maximize efficiency and capacity (DC1), creating areas of blank facade. Often the solution is to provide false windows - these windows then receive various grocery-related images. The existing grocery store on site does this - it is not successful in creating a pleasant facade or pedestrian experience per feedback received from the neighborhood (PL3).

Because of the struggle between the needs of the store and the desire for facade transparency, the design will instead activate the facade in a different way - with tasteful facade treatments that relate back to the neighborhood history, vitality and culture (DC2 & DC4).

Similar justification noted in Departure 1 is also applicable here. The existing store does little to activate the primary 15th Ave E corridor and in order to better respond to the neighborhood context, relocating the grocery store along 14th Ave E and E John St will better activate all sides of this site (CS3, PL3 & DC2).

Associated Guidelines

- CS3 - Architectural Concept and Character
- PL3 - Street Level Interaction
- DC1 - Project Uses and Activities
- DC2 - Architectural Concept
- DC4 - Exterior Elements and Finishes

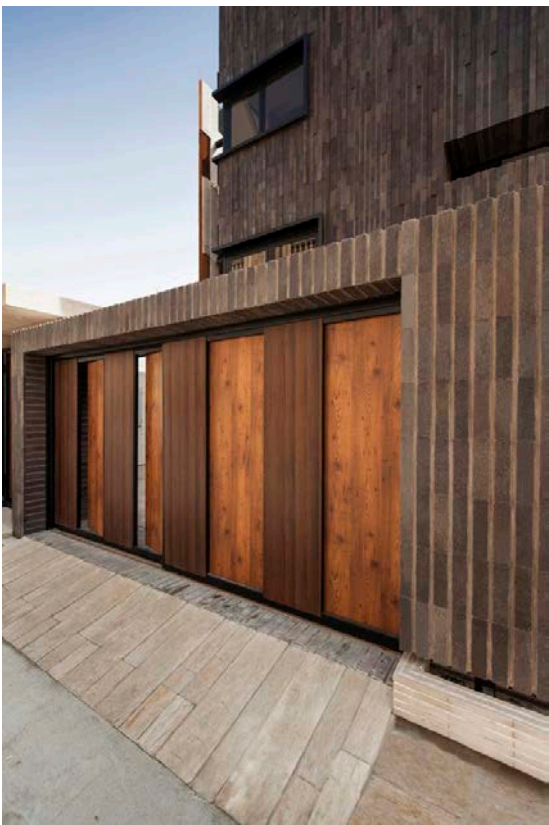
EXAMPLES OF CREATIVE APPROACHES TO ADDRESSING AREAS OF BLANK FACADE



- INTERESTING RHYTHM OF SLENDER WINDOWS WITH OBSCURED GLAZING
- SCREEN ELEMENT ADDS TEXTURE AND VARIATION

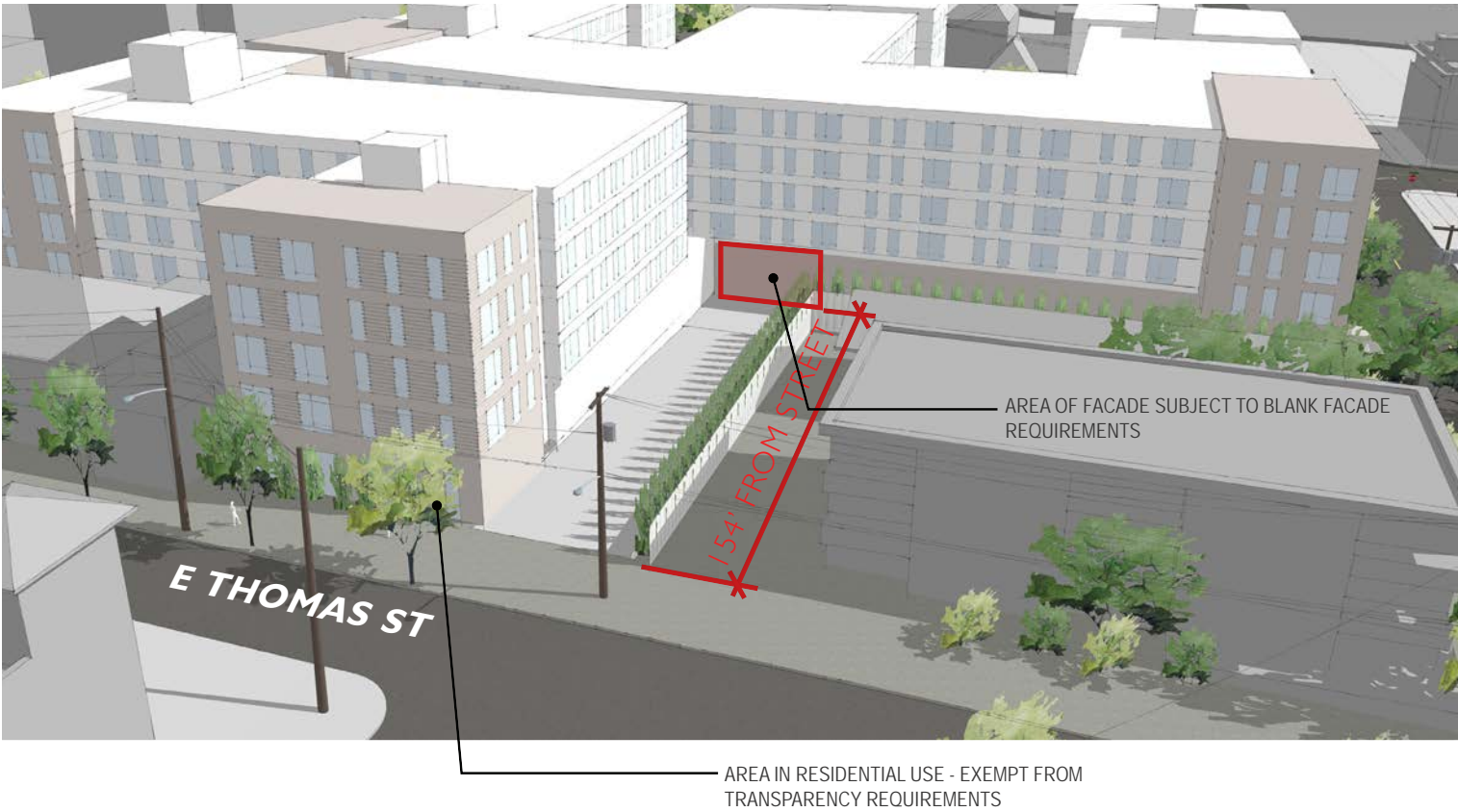


- INCORPORATION OF ART
- PLANTING AT SIDEWALK SOFTENS EDGE



- VARIED MATERIALS
- VERTICAL RHYTHM
- MODULATION

DEPARTURE 4
OPTION 2





MASSING OPTION 3 - PREFERRED

MASSING OPTIONS

OPTION 3 - PREFERRED

Option 3 is a two-building scheme that creates is configured to provide an impactful Grade related courtyard along 15th Ave E that aligns with the E Thomas St.

Above the Grocery store, the generally S-shaped Building A provides a blend of broader, yet articulated, facades and smaller facade elements.

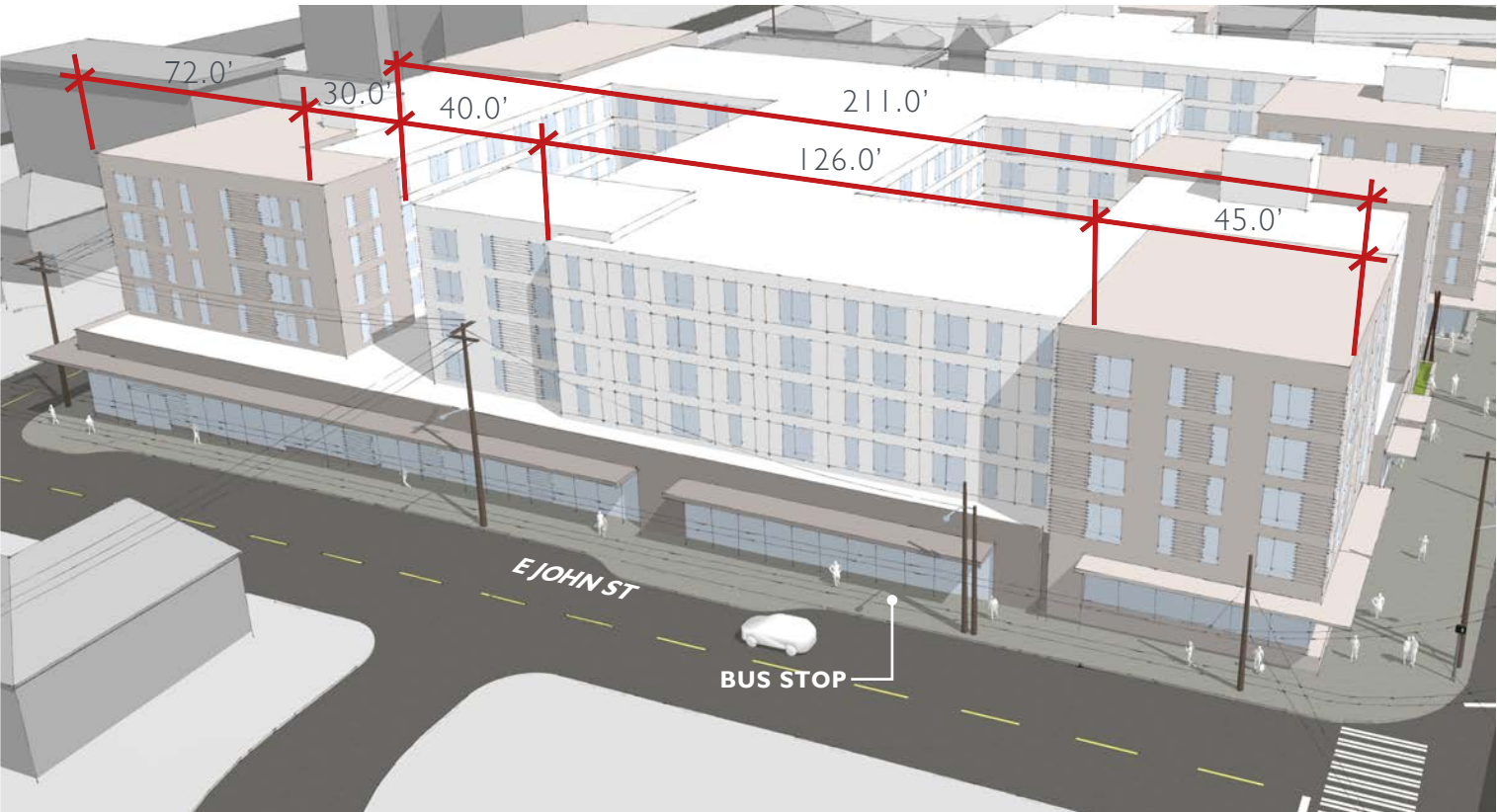
The western courtyard space above the Level I grocery store faces south, breaking up the building massing. The Eastern Courtyard above the Level I grocery store faces north and connects to the grade-related courtyard that aligns with Thomas.

PROS

- The ground related courtyard that aligns with E Thomas St. provides an impactful visual and spatial anchor in the middle of this block.
- More of the open space flows together on the eastern portion of the site.
- The massing is articulated to emphasize the most prominent areas of the site.
- The building sets back the levels above Level I in keeping with neighborhood guidance.

CONS

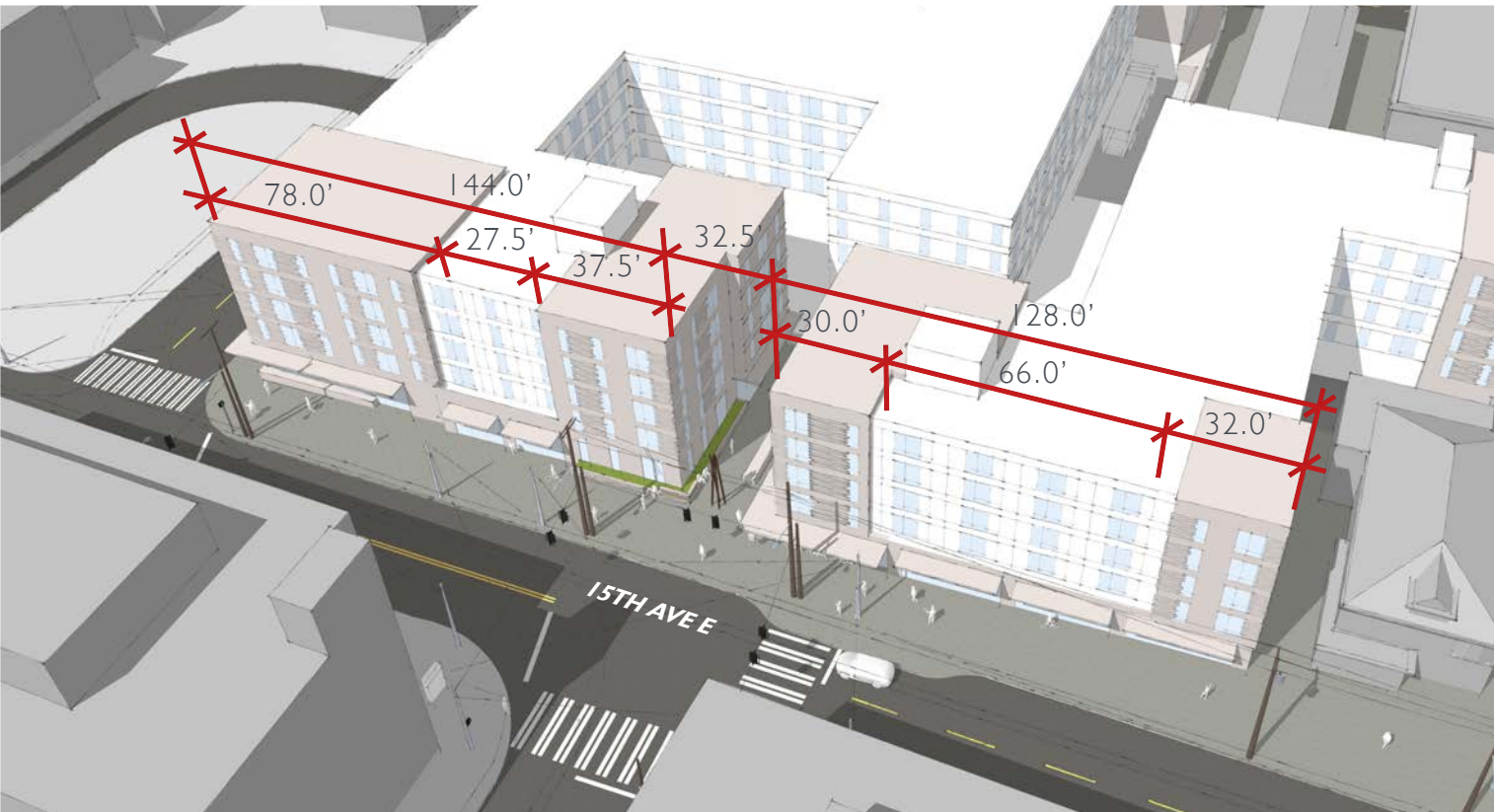
- Blank facades will likely be required to address the internal grocery programming.



THE WESTERN COURTYARD ABOVE THE GROCERY STORE FACES SOUTH, BREAKING UP THE MASSING.

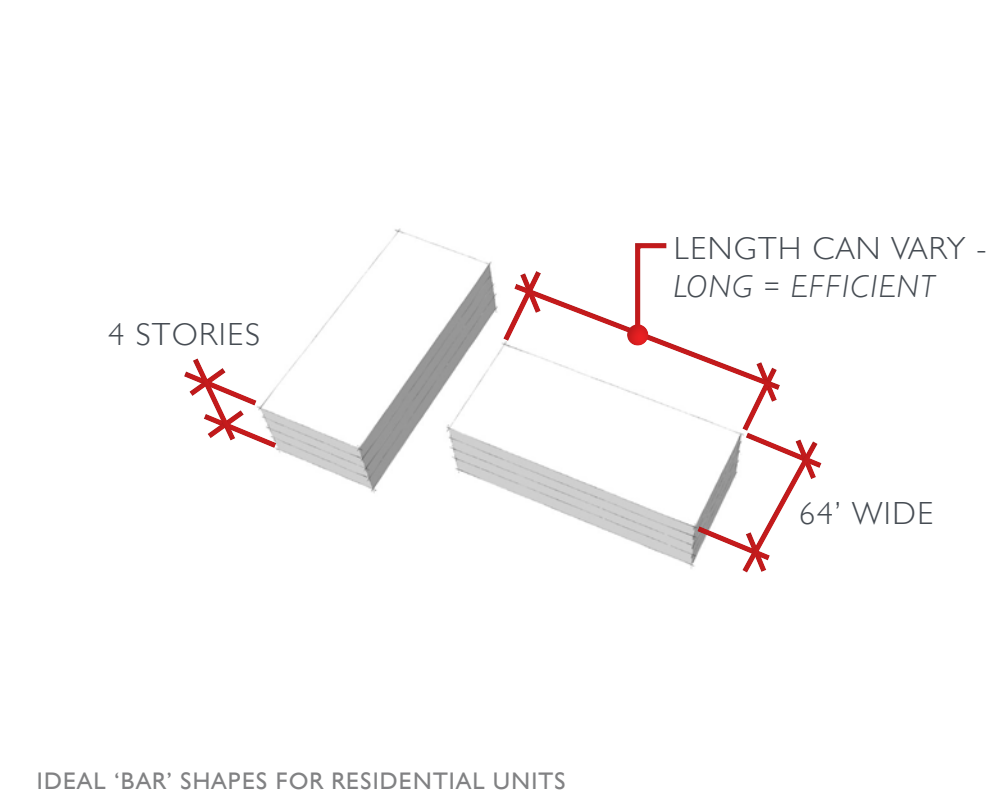
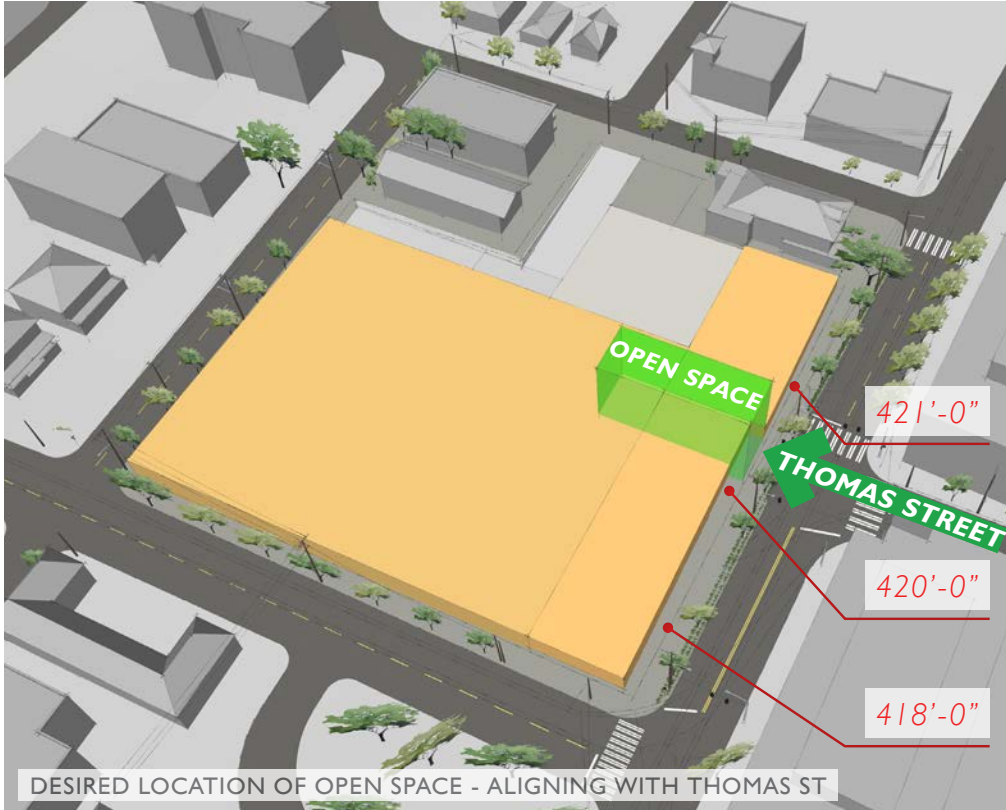
THE OPEN SPACE CREATED BETWEEN BUILDINGS A & B ALIGN WITH E THOMAS ST AND RE-CREATES AN HISTORIC COURTYARD THAT EXISTED ON THE SITE IN THE EARLY 1900'S.

THE EASTERN COURTYARD ABOVE THE GROCERY STORE CONNECTS TO THE OPEN SPACE ALONG 15TH AVE E.

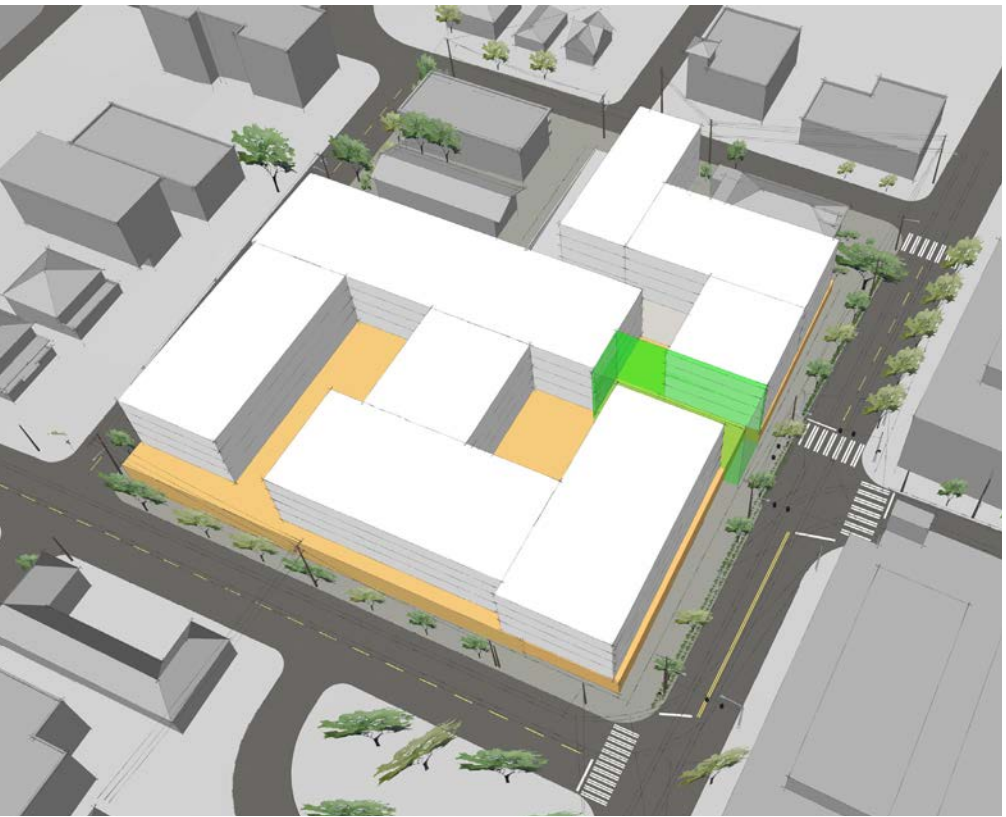


MASSING OPTIONS

OPTION 3 - PREFERRED



- GOALS:
- PRIORITIZE ALIGNING A COURTYARD WITH E THOMAS STREET TO THE EAST
 - CREATE A VARIETY OF FACADE DIMENSIONS THAT FACE THE STREETS
 - PROVIDE A CONNECTION BETWEEN THE GRADE-RELATED COURTYARD FACING EAST AND THE OTHER OPEN SPACES AT VARIOUS LEVELS
 - ALLOW THE GROCERY STORE TO HAVE A 'STAND-ALONE' PROMINENCE



MASSING OPTIONS
OPTION I - CODE COMPLIANT

LONGEST BUILDING FACADE
LOCATED DEEP WITHIN
URBAN BLOCK

SOUTH-FACING COURTYARD
BREAKS UP THE LONGEST
FACADE AND PROVIDES
DEEPER ARTICULATION
AND OPPORTUNITIES FOR
LANDSCAPING

ALONG WITH SETBACKS,
BUILDING FACADES ARE
BROKEN UP INTO SMALLER
ELEMENTS

UPPER LEVEL BUILDING
FACADES SETBACK FROM
JOHN

SETBACKS ALLOW GROCERY
TO HAVE A MORE PROMINENT
FACADE AT GRADE

LOADING IS OPEN TO ABOVE
- THIS CREATES A SIGNIFICANT
SETBACK FROM NEIGHBORING
BUILDINGS TO THE NW

ROUGHLY EQUAL FACADE
LENGTHS ALONG 15TH AVE E

- DEPARTURES REQUIRED:
- 1. FACADE ARTICULATION
 - 2. CURB CUT ON TWO
PROPERTY LINES
 - 3. CURB CUT WIDTH
 - 4. AREAS OF BLANK FACADE



RENDERED VIEWS
OPTION 3 - PREFERRED



AERIAL VIEW OF SW



- The deep setbacks along E John St create a strong datum, allowing the grocery store to 'live' within it's own massing element.
- The combination of the courtyard opening and articulation within the facade create proportions and a façade rhythm that fits well into the neighborhood.
- Articulation above Level 1 along 14th Ave E reflect the proportions established along E John St.



RENDERED VIEWS

OPTION 3 - PREFERRED



AERIAL VIEW OF SE



SE CORNER

- The building has been articulated to have strong corner element at the intersection of 15th Ave E and E John St.
- The Upper Levels (above Level 1) are setback along 15th Ave E. The one-story element adjacent to 15th Ave E is setback to 'ease' the corner and provide more open space along the sidewalk.



RENDERED VIEWS OPTION 3 - PREFERRED



AERIAL VIEW OF NW



NW CORNER

- The northern building, Building B, has a narrow facade along E Thomas St
- Both Building A and Building B are setback from the neighboring buildings to allow for truck maneuvering.
- Powerlines along 14th Ave E are viable for undergrounding - all schemes are based upon undergrounding the lines along this street
- As a result of the undergrounding, the upper levels of the building push westward, yet are still articulated to reflect the facade proportions elsewhere in the project.



RENDERED VIEWS OPTION 3 - PREFERRED



1 - VIEW FROM E THOMAS STREET

- The northern building, Building B, has a narrow facade.
- This facade is adjacent to the truck access ramp.
- The trucks enter and exit the site from E Thomas St.



3 - VIEW FROM E THOMAS STREET



2 - VIEW FROM 14TH AVE E

- Safeway customers and building Residents utilize the two ramp access points along 14th Ave E.



4 - VIEW FROM 14TH AVE E



RENDERED VIEWS
OPTION 3 - PREFERRED

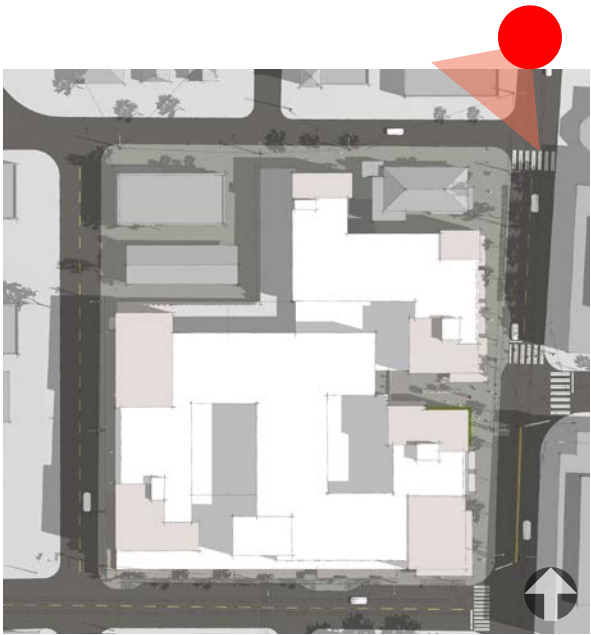


AERIAL VIEW OF NE



NE CORNER

- Along 15th Ave E, Buildings A & B are similar proportions, and articulated similarly.
- Between the buildings is a ground-related courtyard that will provide a mid-block focus that fits perfectly within the neighborhood context.
- As in all massing options, the sidewalk along 15th Ave E is widened - a common request made by many neighborhood stakeholders.



RENDERED VIEWS

OPTION 3 - PREFERRED

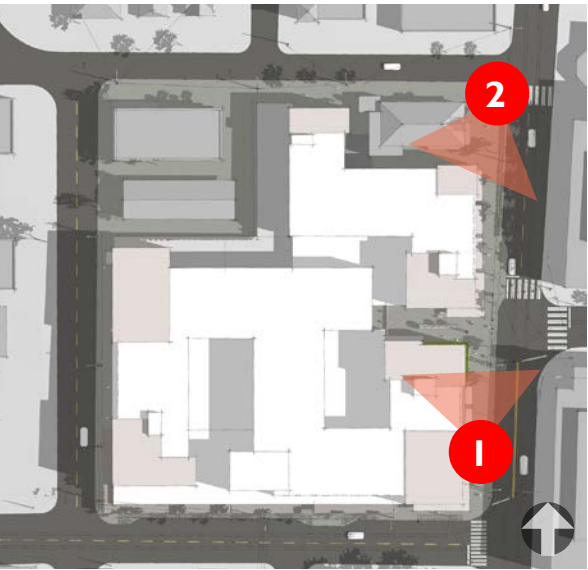


1 - LOOKING NORTH ALONG SIDEWALK AT 15TH AVE E



2 - LOOKING SOUTH ALONG SIDEWALK AT 15TH AVE E

- Along 15th Ave E, Buildings A & B are similar proportions, but are articulated differently.
- Between the buildings is a ground-related courtyard that will provide a mid-block focus that fits perfectly within the neighborhood context.
- As in all massing options, the sidewalk along 15th Ave E is widened - a common request made by many neighborhood stakeholders.



RENDERED VIEWS

OPTION 3 - PREFERRED

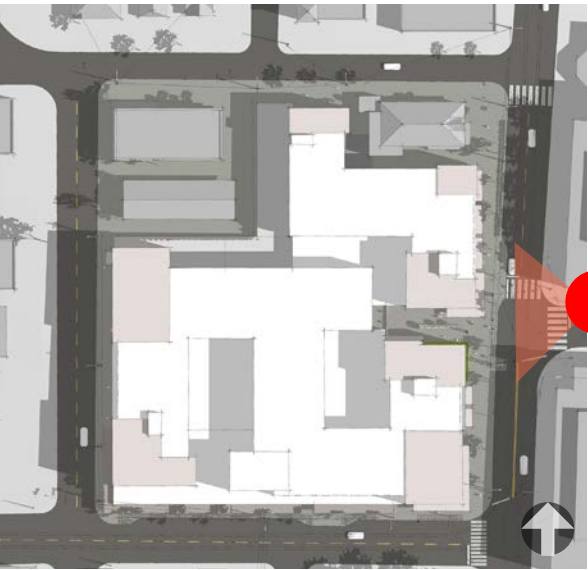


AERIAL VIEW OF WEST

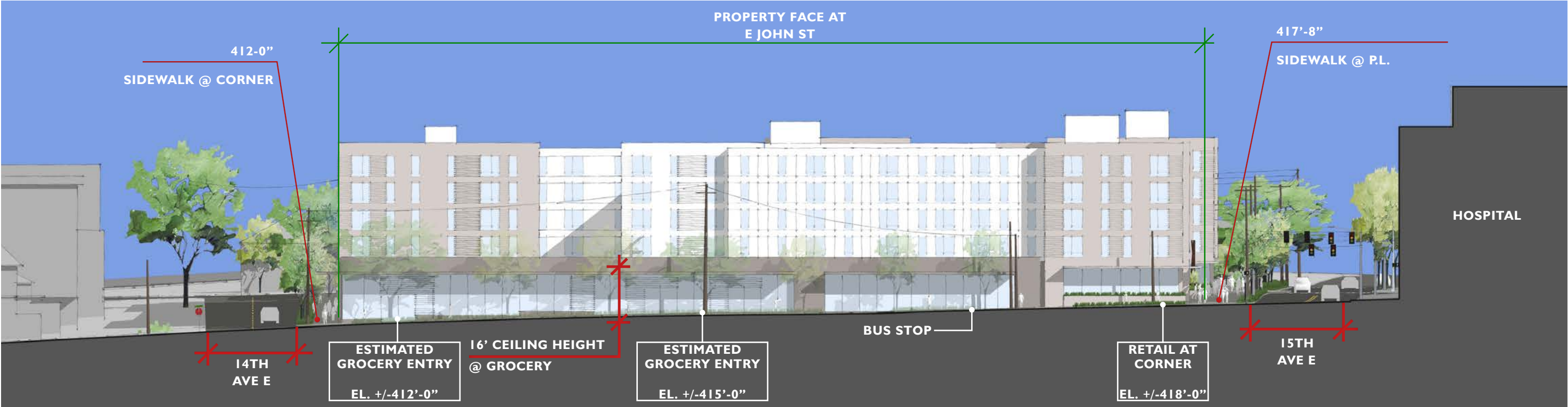


VIEW FROM THOMAS

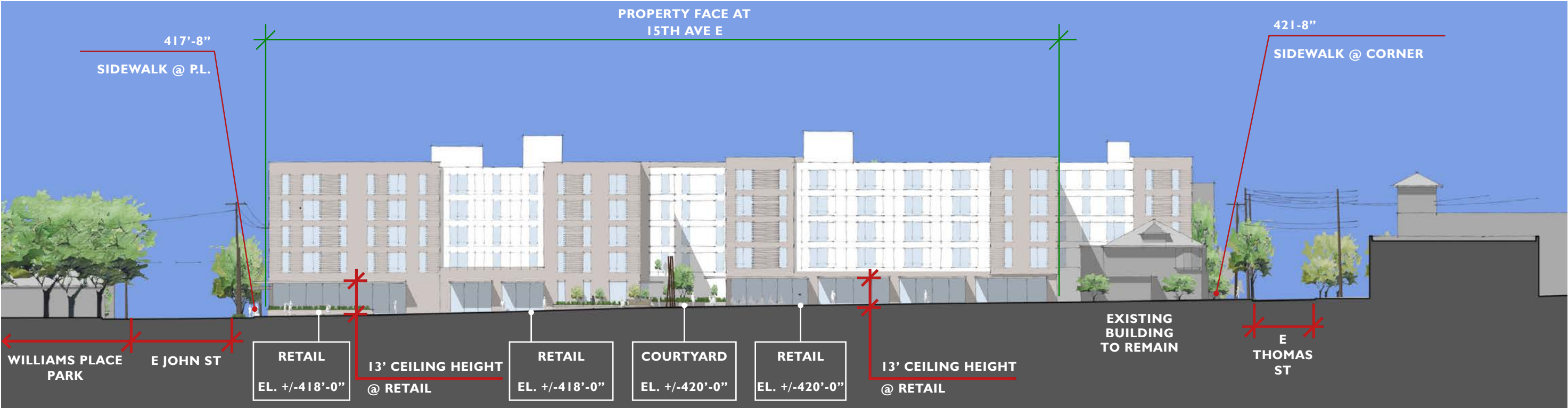
- The preferred massing option incorporates an on-axis, grade-related open space that aligns with E Thomas St. The open space is a fitting spatial and visual terminus of this quirk of the street grid.
- The courtyard connects to other open spaces within the project.
- The composition of the facades around the courtyard appears as a collection of smaller buildings.
- Active uses will flank this courtyard.
- This courtyard becomes the building's identity.



SITE ELEVATIONS
OPTION 3 - PREFERRED

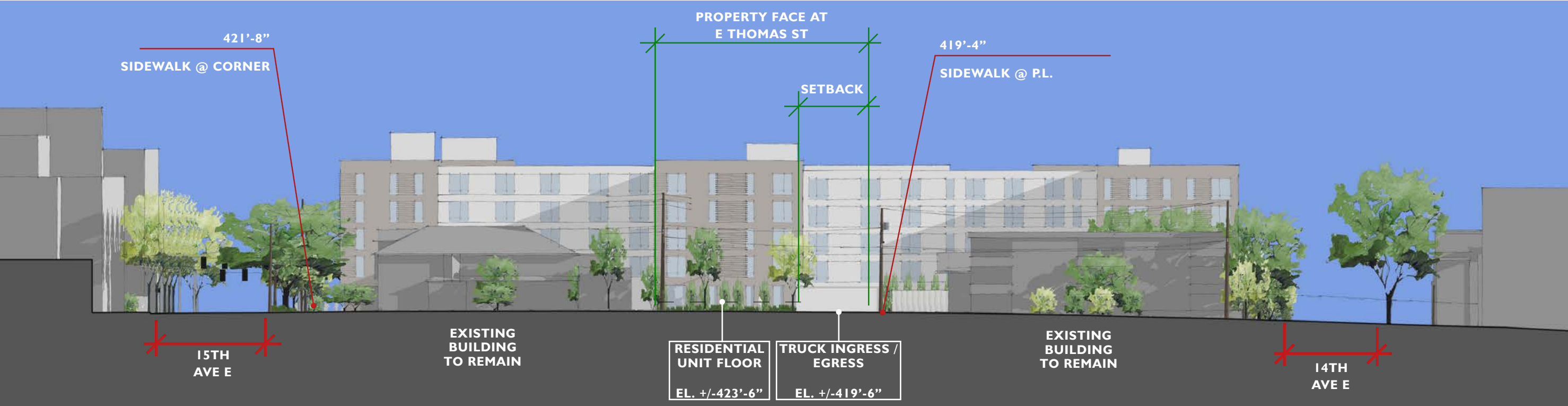


E JOHN ST (SOUTH ELEVATION)

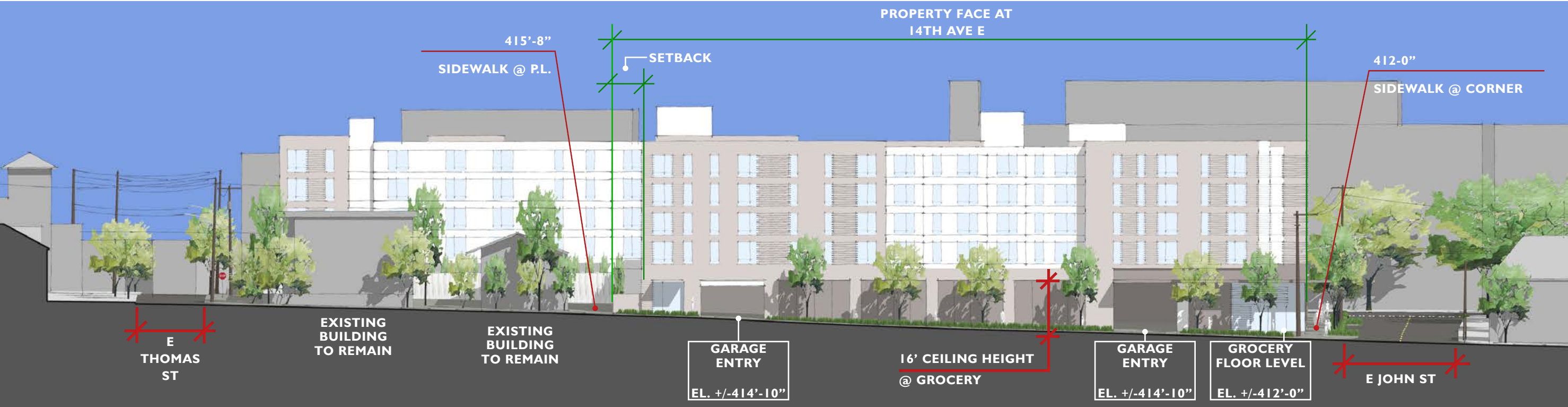


15TH AVE E (EAST ELEVATION)

SITE ELEVATIONS
OPTION 3 - PREFERRED



E THOMAS ST (NORTH ELEVATION)



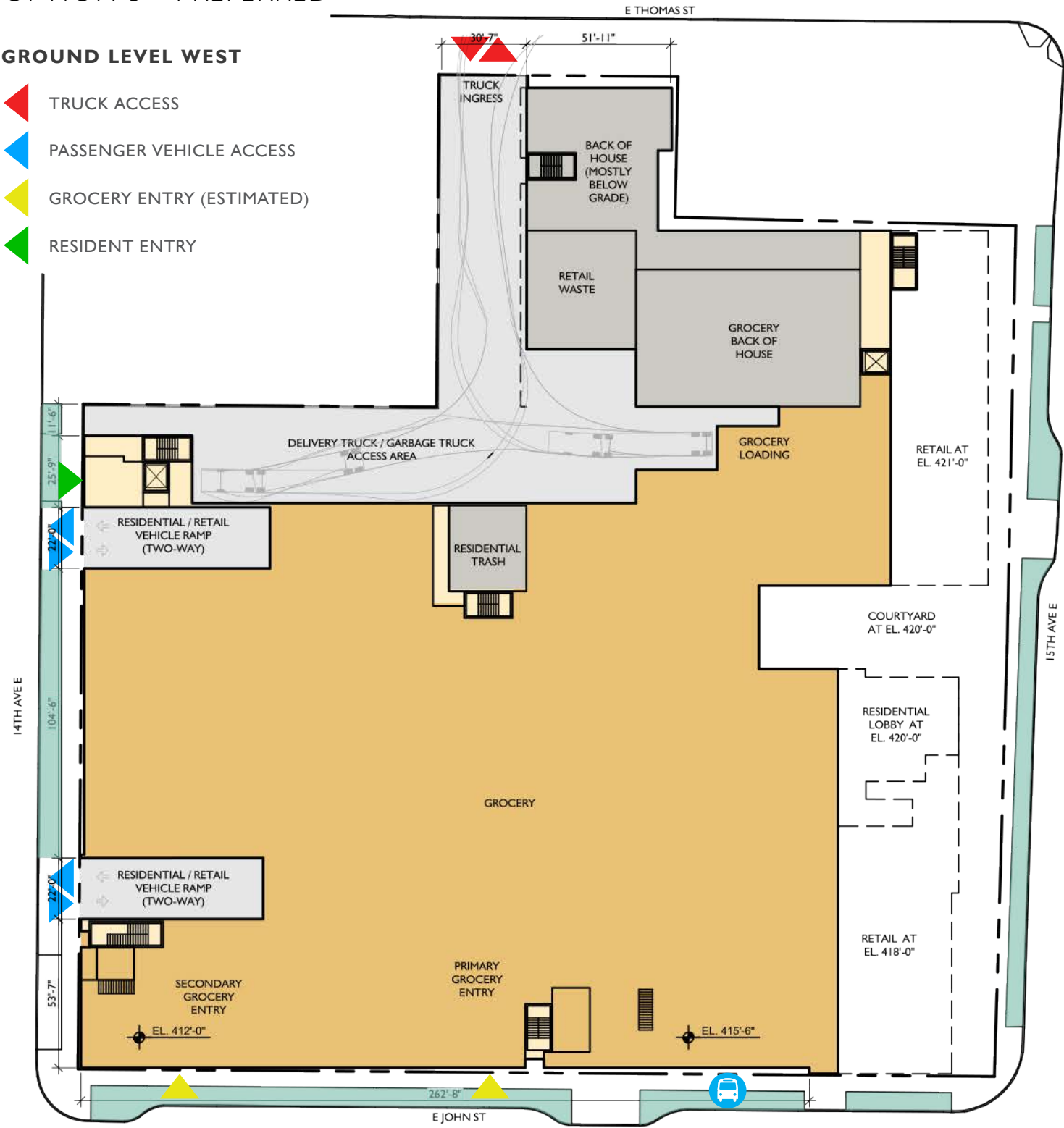
14TH AVE E (WEST ELEVATION)

PLANS

OPTION 3 - PREFERRED

GROUND LEVEL WEST

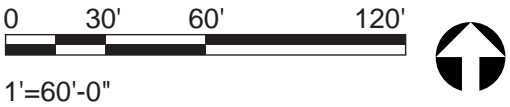
- TRUCK ACCESS
- PASSENGER VEHICLE ACCESS
- GROCERY ENTRY (ESTIMATED)
- RESIDENT ENTRY



GROUND LEVEL EAST



- | | | | |
|---|---|--|--|
|  RESIDENTIAL UNITS |  RETAIL |  OUTDOOR SPACE |  VEHICLE ACCESS / PARKING |
|  RESIDENTIAL AMENITY |  GROCERY |  LANDSCAPE AREA |  MECHANICAL / BOH / TRASH |



PLANS

OPTION 3 - PREFERRED

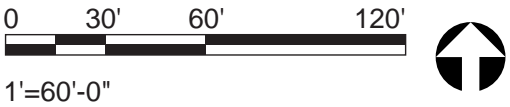
LEVEL 2



LEVEL 3

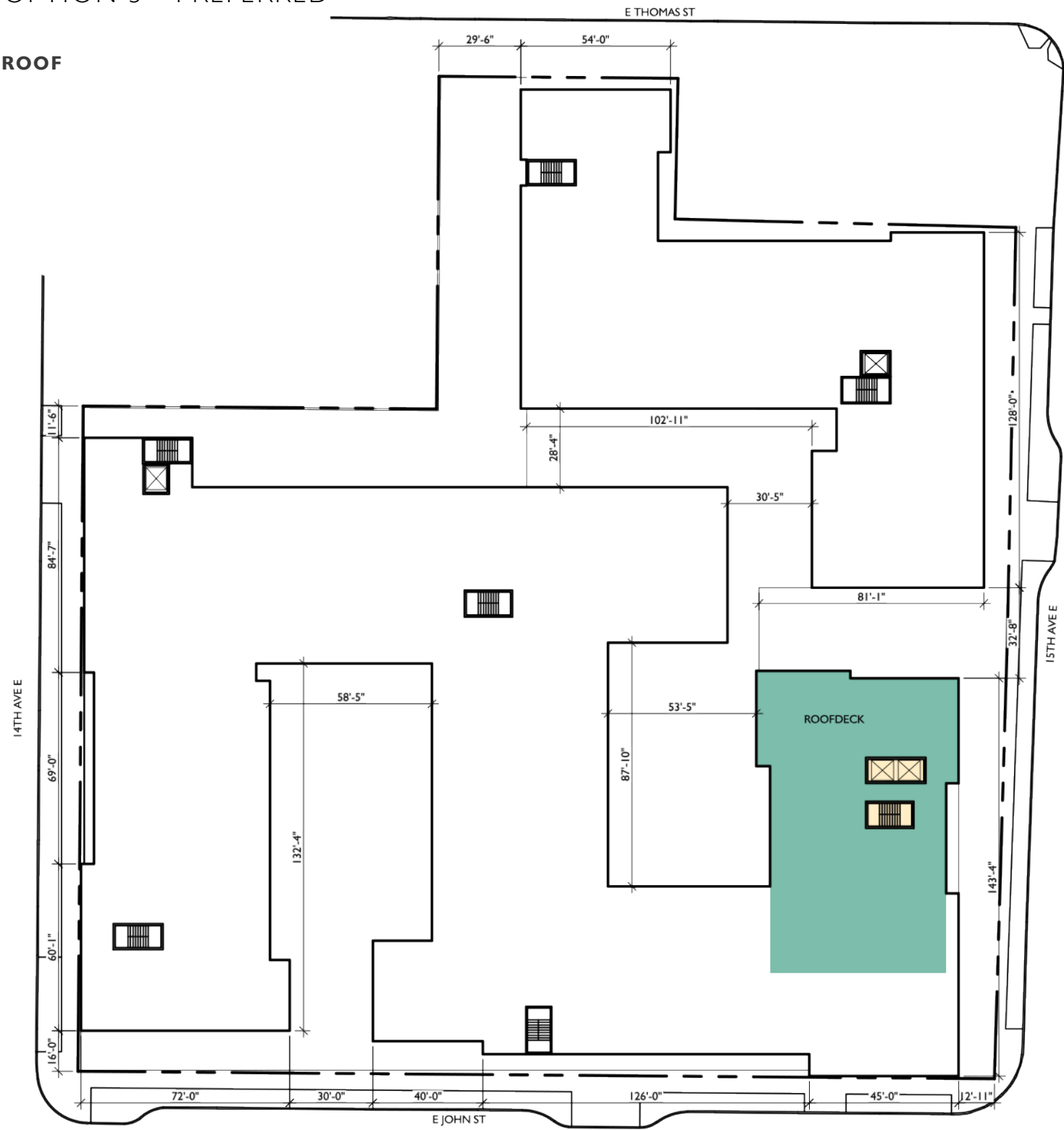


- RESIDENTIAL UNITS
- RETAIL
- OUTDOOR SPACE
- VEHICLE ACCESS / PARKING
- RESIDENTIAL AMENITY
- GROCERY
- OUTDOOR SPACE
- MECHANICAL / BOH / TRASH

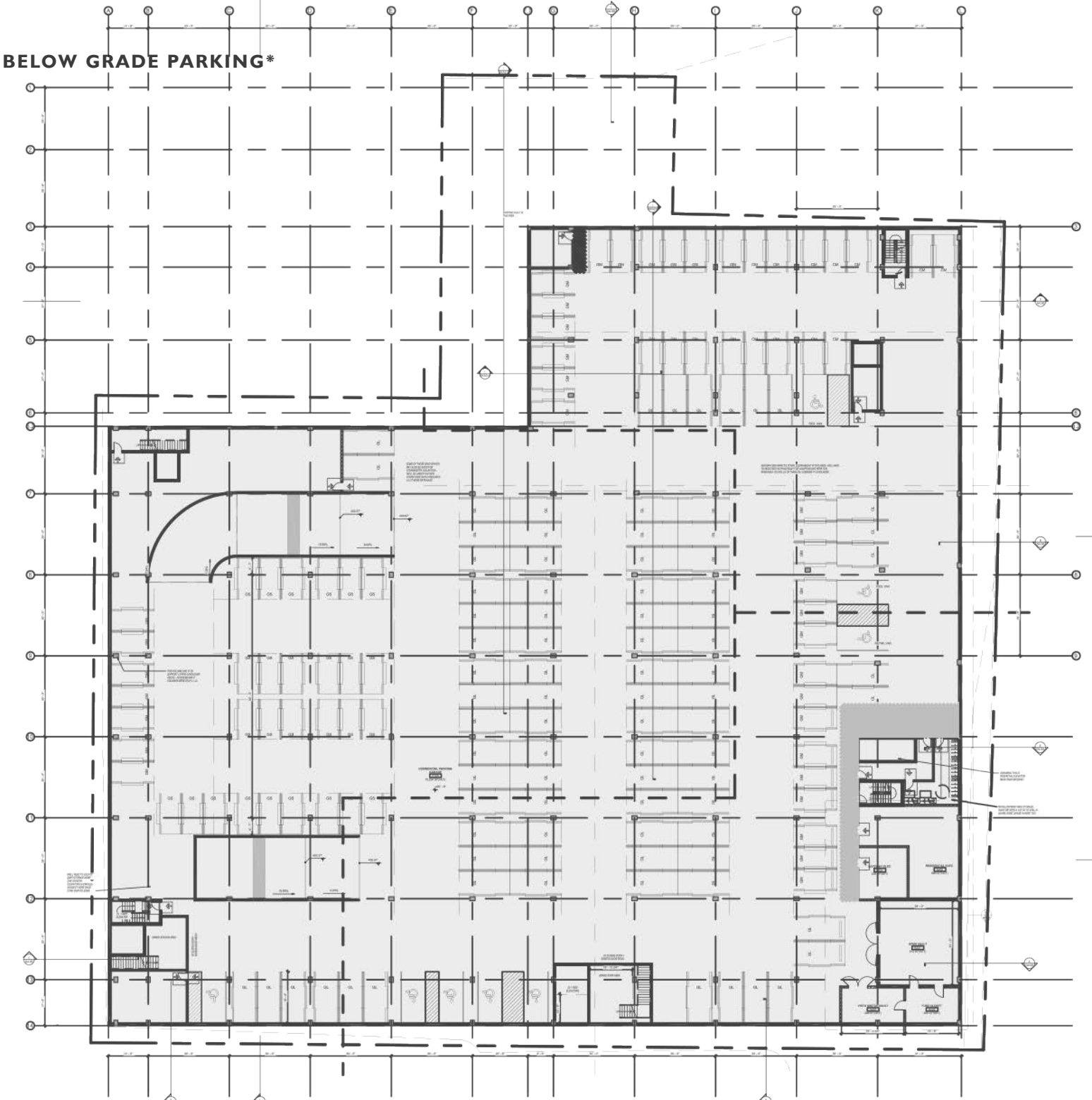


PLANS
OPTION 3 - PREFERRED

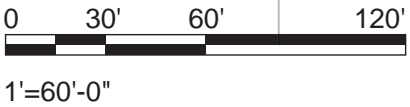
ROOF



BELOW GRADE PARKING*



- | | | | |
|---|---|---|--|
|  RESIDENTIAL UNITS |  RETAIL |  OUTDOOR SPACE |  VEHICLE ACCESS / PARKING |
|  RESIDENTIAL AMENITY |  GROCERY |  OUTDOOR SPACE |  MECHANICAL / BOH / TRASH |



ANTICIPATED DEPARTURES (SUMMARY)

OPTION 3 - PREFERRED

| # | Code Requirement | Departure Request and Difference | Explanation for Departure Request | Associated Guidelines |
|---|---|---|--|--|
| 1 | SMC 23.47A.014.D: Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. | <p>In lieu of a 15’ deep x 30’ wide setback from street level to the top of the building along E John St, the design includes a far more significant setback above LI with additional modulation along the entire facade. The project complies above LI and is requesting a departure from the requirement at street level, where its important to create an active, retail-oriented street edge.</p> <p>The setback at Level I will vary depending on the final grocery store layout, with an average setback of 2’.</p> <p>The setback above Level I varies from 7’ + to 40’ + and is at least 15’ x 30’ in one area.</p> | <p>The proposed departure better aligns with neighborhood guidance to setback and/or articulate the levels above Level I, while also enhancing the street-level facade and retail experience. The proposed facade modulation provides far more articulation than a prescriptive 15’ deep by 30’ wide area, better enhancing the Urban Pattern and Form and Street Level Interaction per Guidelines CS2 and PL3.</p> <p>The proposed design enhances the Architectural Concept (DC2) and also allows for more planting above LI, a suggestion that was provided during neighborhood outreach.</p> <p>The current grocery store flanks 15th Ave E and does very little to activate the street level experience (PL3). The relocated grocery store will abut 14th Ave E and E John St with primary entries located along E John St. The functioning of the new store relies on uninterrupted and prominent facades in these areas but will better activate the pedestrian realm than the parking currently flanking these other prominent street-facing facades. Relocating the grocery store also allows for small commercial to abut 15th Ave E, creating greater Street Level Interaction (PL3) and supporting better Project Uses and Activities (DC1).</p> | <p>CS2 - Urban Pattern and Form</p> <p>PL1 - Connectivity</p> <p>PL3 - Street Level Interaction</p> <p>PL4 - Active Transportation</p> <p>DC1 - Project Uses and Activities</p> <p>DC2 - Architectural Concept</p> <p>DC3 - Open Space Concept</p> |
| 2 | Access across more than one lot line SMC 23.47A.032.A.1.c: If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. | <p>Our preferred massing assumes 14th Ave E as our primary side street for access, which allows for 2 curb cuts per 23.54.030.F.2.a.1 Table C (our lot line is just under the 240’ threshold for 3 curb cuts).</p> <p>The project proposes one additional curb cut that crosses a secondary side street lot line (E Thomas Street) to better serve the grocery functions (loading/deliveries/waste pickup) and to better serve the housing needs on site (moving functions/waste pickup).</p> | <p>This project accommodates a 50,000sf grocery store, a crucial community resource for the neighborhood (PL1 & DC1). The logistics of serving a grocery store of this size requires efficient and safe truck access (PL4). In addition to truck access for loading, deliveries, and waste pickup, the store serves customers arriving in vehicles. Parking is also provided for the Residential portion of the building, which is supported by outreach feedback for a project of this size. Separating the grocery services from parking access by providing more than 1 access point for these varied vehicular needs will ultimately create a safer environment for patrons and pedestrians by removing conflict between trucks and vehicles (PL2 & DC1). Separating truck access also allows for better way-finding and distinct entries between vehicles and pedestrians (DC1).</p> | <p>PL1 - Connectivity</p> <p>PL2 - Walkability</p> <p>DC1 - Project Uses and Activities</p> |
| 3 | A wider curb cut for truck maneuvering SMC 23.54.030.F.2.b.2: For two-way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined. | <p>The proposed design incorporates:</p> <ol style="list-style-type: none">1. E Thomas Street = A 30’ + wide curb that tapers wider at the street for truck maneuvering for Grocery/SPU truck access2. 14th Ave E = A 22’ wide curb cut for Grocery and Residential parking ingress/egress3. 14th Ave E = A 22’ wide curb cut for Grocery and Residential parking ingress/egress <p>The curb cut on E Thomas Street requires a departure and the exact width/tapers will be determined by SDOT.</p> <p>The curb cuts on 14th are in compliance.</p> | <p>Trucks that serve a 50,000sf grocery store need to be a specific size to adequately serve the daily functions (DC1) - a cab with a 40’ trailer, which is typical for an urban location and smaller than other sites. Based on the street approaches of this urban site, these trucks require wider than permitted curb cuts to execute the turns required safely. Providing the curb cut at the width illustrated will ultimately allow the trucks to enter and exit the site without risk to nearby parked vehicles, street trees, SCL infrastructure and pedestrians (PL2).</p> <p>Waste management for a project of this scale is also critical. Allowing for smooth traffic flow and SPU loading/pickup internally moves these functions out of the R.O.W., which is safer for pedestrians and minimizes traffic congestion on these busy arterials and neighborhood streets (PL2 & DC1).</p> | <p>PL2 - Walkability</p> <p>DC1 - Project Uses and Activities</p> |

ANTICIPATED DEPARTURES (SUMMARY)

OPTION 2

| | | | |
|--|---|---|--|
| 4 SMC 23.47A.008.B.2: Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. For purposes of calculating the 60 percent of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street. | <p>The proposed design is not at a level of development to fully understand the areas of blank facade. That said, the large-size grocery store accommodated into the design will create areas of facade that will not necessarily have transparency as described by code.</p> <p>In lieu of transparency, the design will incorporate unique treatments of the facade that relate to the project’s architectural concept and to the immediate context and neighborhood. Some examples could be facade treatments and incorporation of art as shown below.</p> | <p>For the grocery store to accommodate the needs of the neighborhood, product and other store items must be placed against the exterior wall to maximize efficiency and capacity (DC1), creating areas of blank facade. Often the solution is to provide false windows - these windows then receive various grocery-related images. The existing grocery store on site does this - it is not successful in creating a pleasant facade or pedestrian experience per feedback received from the neighborhood (PL3).</p> <p>Because of the struggle between the needs of the store and the desire for facade transparency, the design will instead activate the facade in a different way - with tasteful facade treatments that relate back to the neighborhood history, vitality and culture (DC2 & DC4).</p> <p>Similar justification noted in Departure 1 is also applicable here. The existing store does little to activate the primary 15th Ave E corridor and in order to better respond to the neighborhood context, relocating the grocery store along 14th Ave E and E John St will better activate all sides of this site (CS3, PL3 & DC2).</p> | <p>CS3 - Architectural Concept and Character</p> <p>PL3 - Street Level Interaction</p> <p>DC1 - Project Uses and Activities</p> <p>DC2 - Architectural Concept</p> <p>DC4 - Exterior Elements and Finishes</p> |
|--|---|---|--|

DEPARTURE I

OPTION 3 - PREFERRED

Code Requirement

1 SMC 23.47A.014.D: Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line.

Departure Request and Difference

In lieu of a 15' deep x 30' wide setback from street level to the top of the building along E John St, the design includes a far more significant setback above LI with additional modulation along the entire facade. The project complies above LI and is requesting a departure from the requirement at street level, where its important to create an active, retail-oriented street edge.

The setback at Level I will vary depending on the final grocery store layout, with an average setback of 2'.

The setback above Level I varies from 7' + to 40' + and is at least 15' x 30' in one area.

Explanation for Departure Request

The proposed departure better aligns with neighborhood guidance to setback and/or articulate the levels above Level I, while also enhancing the street-level facade and retail experience. The proposed facade modulation provides far more articulation than a prescriptive 15' deep by 30' wide area, better enhancing the Urban Pattern and Form and Street Level Interaction per Guidelines CS2 and PL3.

The proposed design enhances the Architectural Concept (DC2) and also allows for more planting above LI, a suggestion that was provided during neighborhood outreach.

The current grocery store flanks 15th Ave E and does very little to activate the street level experience (PL3). The relocated grocery store will abut 14th Ave E and E John St with primary entries located along E John St. The functioning of the new store relies on uninterrupted and prominent facades in these areas but will better activate the pedestrian realm than the parking currently flanking these other prominent street-facing facades. Relocating the grocery store also allows for small commercial to abut 15th Ave E, creating greater Street Level Interaction (PL3) and supporting better Project Uses and Activities (DCI).

Associated Guidelines

- CS2 - Urban Pattern and Form
- PLI - Connectivity
- PL3 - Street Level Interaction
- PL4 - Active Transportation
- DCI - Project Uses and Activities
- DC2 - Architectural Concept
- DC3 - Open Space Concept



COMPLIANCE AT LI & ABOVE WOULD LOOK LIKE THIS.

Prescriptive:
Level 1 = 15' deep x 30' wide
Level 2 = 15' deep x 30' wide
Level 3 = 15' deep x 30' wide
Level 4 = 15' deep x 30' wide
Level 5 = 15' deep x 30' wide



THE PROPOSED SETBACK AREA, WHILE SMALLER IN TERMS OF AREA, IS BETTER SUITED FOR THE FUNCTIONING OF THE STORE, AND MAKES FOR A MORE GENEROUS SIDEWALK AREA FOR MORE OF THE FACADE.

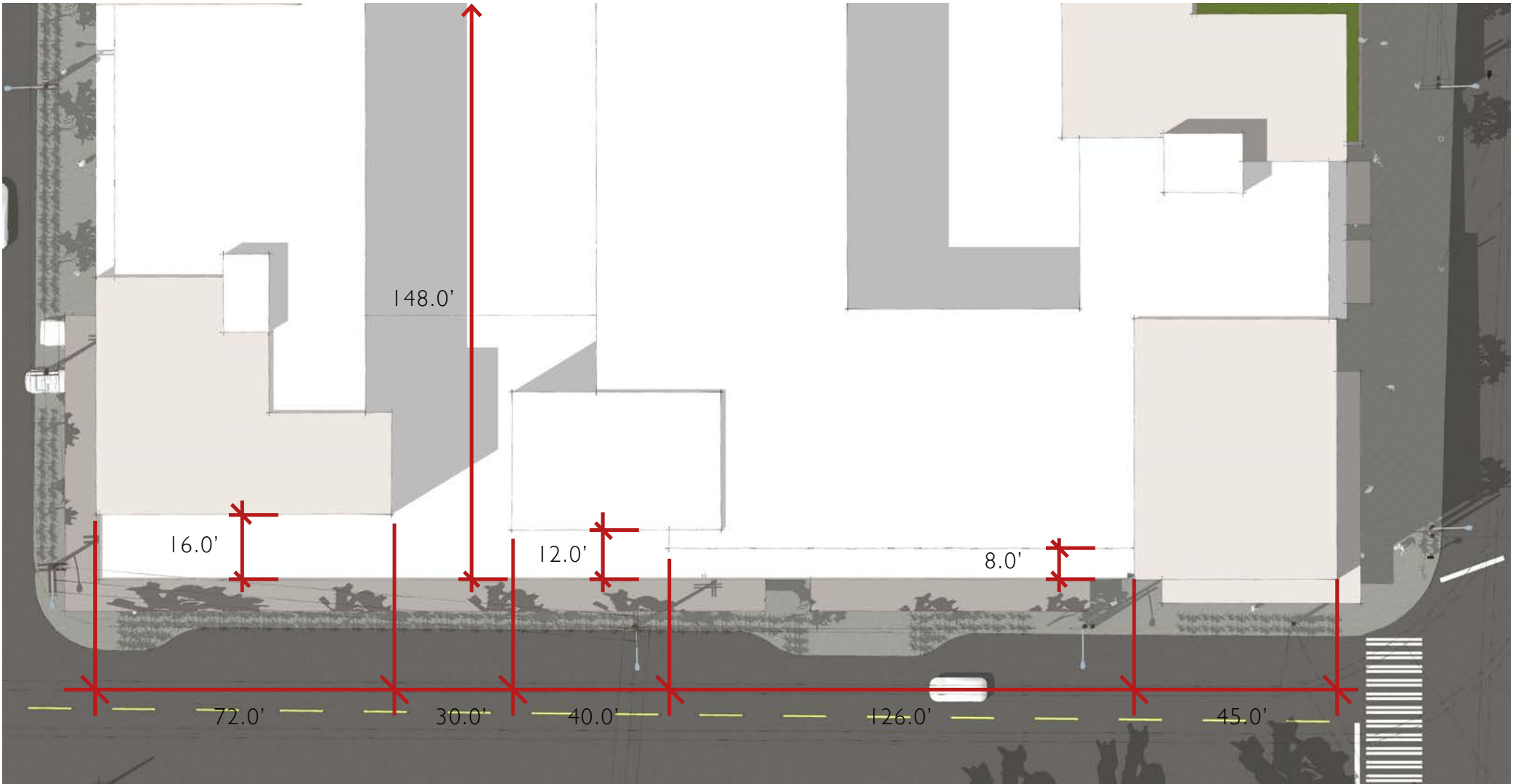
Proposed:
Level 1 = varies, dependent on store design
Level 2 = 26.4' average depth x 268' wide
Level 3 = 26.4' average depth x 268' wide
Level 4 = 26.4' average depth x 268' wide
Level 5 = 26.4' average depth x 268' wide

- This is better because:
- Better retail activation along the sidewalk edge (PLI, PL3, CSI)
 - Street wall and Retail space continuity (PLI.2, CS2, PL3)
 - Better functioning of spaces within the store (DCI, DC)
 - Continuous weather protection and shading at southern facade (CSI-2.1.d, PL2)

DEPARTURE 1

OPTION 3 - PREFERRED

THE PROPOSED DESIGN PROPOSES FAR MORE ARTICULATION THAN REQUIRED IN THE UPPER LEVELS.



The proposed departure better aligns with neighborhood guidance to setback and/or articulate the levels above Level 1, while also enhancing the street-level facade and retail experience. The proposed facade modulation provides far more articulation than a prescriptive 15' deep by 30' wide area, better enhancing the Urban Pattern and Form and Street Level Interaction per Guidelines CS2 and PL3.

Prescriptive:

- Level 1 = 15' deep x 30' wide
- Level 2 = 15' deep x 30' wide
- Level 3 = 15' deep x 30' wide
- Level 4 = 15' deep x 30' wide
- Level 5 = 15' deep x 30' wide

Proposed:

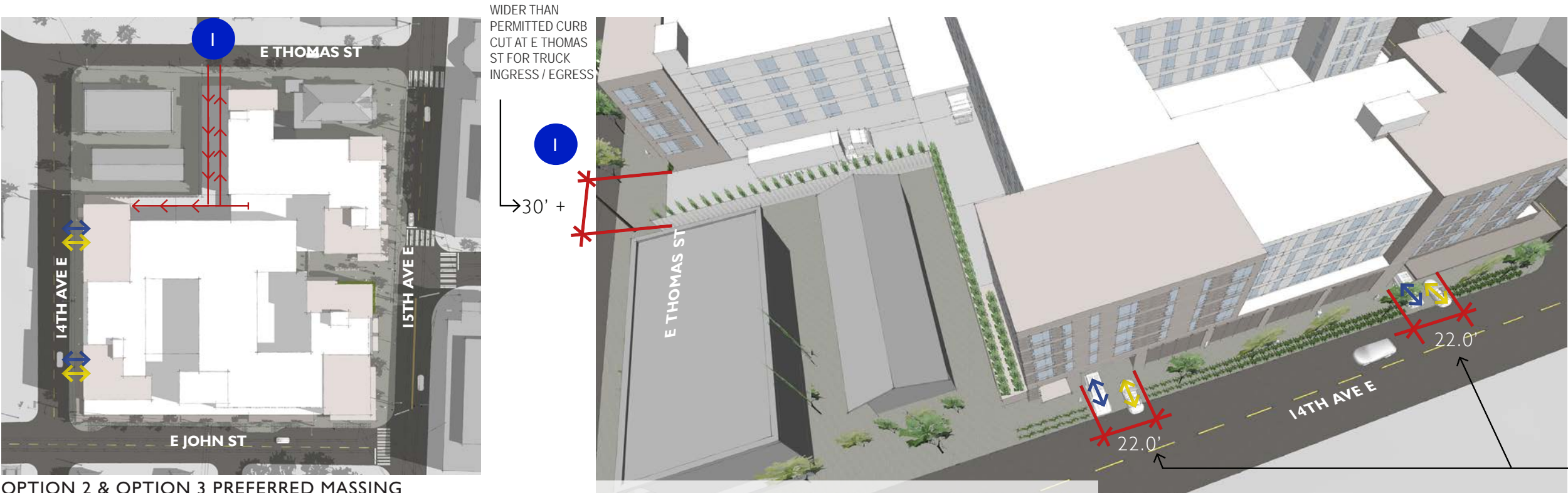
- Level 1 = varies, dependent on store design
- Level 2 = 26.4' average depth x 268' wide
- Level 3 = 26.4' average depth x 268' wide
- Level 4 = 26.4' average depth x 268' wide
- Level 5 = 26.4' average depth x 268' wide

This is better because:

- Better retail activation along the sidewalk edge (PL1, PL3, CS1)
- Street wall and Retail space continuity (PL1.2, CS2, PL3)
- Better functioning of spaces within the store (DC1, DC)
- Continuous weather protection and shading at southern facade (CS1-2.1.d, PL2)

DEPARTURE 2 & 3
OPTION 3 - PREFERRED

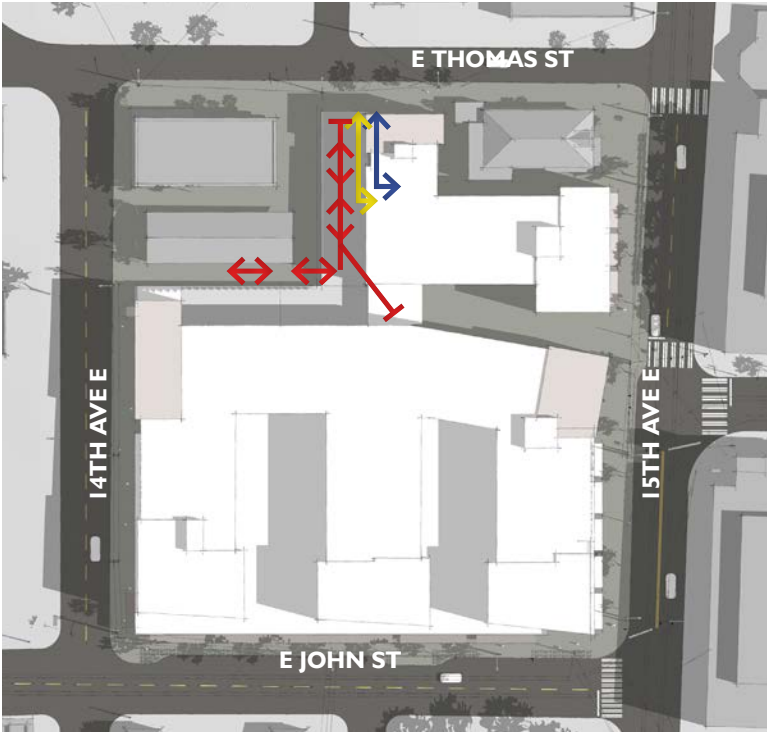
| # | Code Requirement | Departure Request and Difference | Explanation for Departure Request | Associated Guidelines |
|---|---|---|--|---|
| 2 | Access across more than one lot line SMC 23.47A.032.A.1.c: If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. | <p>Our preferred massing assumes 14th Ave E as our primary side street for access, which allows for 2 curb cuts per 23.54.030.F.2.a.1 Table C (our lot line is just under the 240' threshold for 3 curb cuts).</p> <p>The project proposes one additional curb cut that crosses a secondary side street lot line (E Thomas Street) to better serve the grocery functions (loading/deliveries/waste pickup) and to better serve the housing needs on site (moving functions/waste pickup).</p> | <p>This project accommodates a 50,000sf grocery store, a crucial community resource for the neighborhood (PL1 & DCI). The logistics of serving a grocery store of this size requires efficient and safe truck access (PL4). In addition to truck access for loading, deliveries, and waste pickup, the store serves customers arriving in vehicles. Parking is also provided for the Residential portion of the building, which is supported by outreach feedback for a project of this size. Separating the grocery services from parking access by providing more than 1 access point for these varied vehicular needs will ultimately create a safer environment for patrons and pedestrians by removing conflict between trucks and vehicles (PL2 & DCI). Separating truck access also allows for better way-finding and distinct entries between vehicles and pedestrians (DCI).</p> | <p>PL1 - Connectivity PL2 - Walkability DCI - Project Uses and Activities</p> |
| 3 | A wider curb cut for truck maneuvering SMC 23.54.030.F.2.b.2: For two-way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined. | <p>The proposed design incorporates:</p> <ol style="list-style-type: none">1. E Thomas Street = A 30' + wide curb that tapers wider at the street for truck maneuvering for Grocery/SPU truck access2. 14th Ave E = A 22' wide curb cut for Grocery and Residential parking ingress/egress3. 14th Ave E = A 22' wide curb cut for Grocery and Residential parking ingress/egress <p>The curb cut on E Thomas Street requires a departure and the exact width/tapers will be determined by SDOT.</p> <p>The curb cuts on 14th are in compliance.</p> | <p>Trucks that serve a 50,000sf grocery store need to be a specific size to adequately serve the daily functions (DCI) - a cab with a 40' trailer, which is typical for an urban location and smaller than other sites. Based on the street approaches of this urban site, these trucks require wider than permitted curb cuts to execute the turns required safely. Providing the curb cut at the width illustrated will ultimately allow the trucks to enter and exit the site without risk to nearby parked vehicles, street trees, SCL infrastructure and pedestrians (PL2).</p> <p>Waste management for a project of this scale is also critical. Allowing for smooth traffic flow and SPU loading/pickup internally moves these functions out of the R.O.W., which is safer for pedestrians and minimizes traffic congestion on these busy arterials and neighborhood streets (PL2 & DCI).</p> | <p>PL2 - Walkability DCI - Project Uses and Activities</p> |



OPTION 2 & OPTION 3 PREFERRED MASSING
REQUEST FOR 1 ADDITIONAL POINT OF ACCESS AND A WIDER CURB CUT AT THIS ACCESS

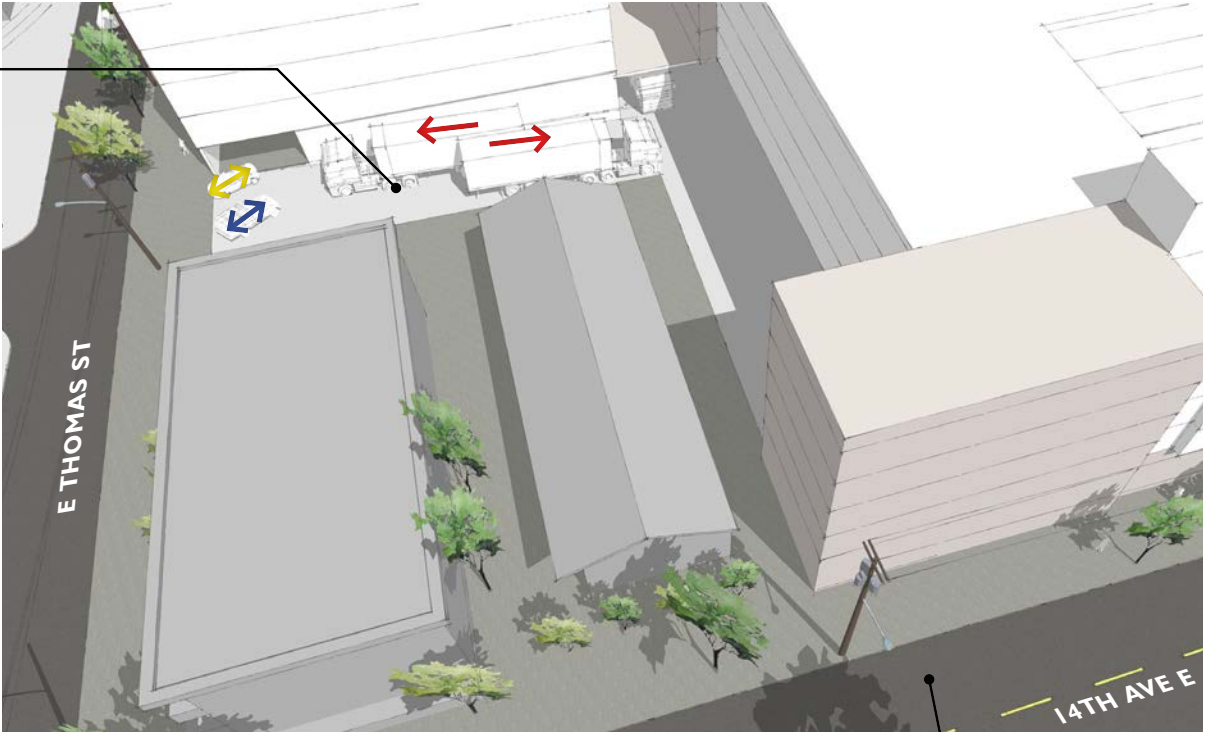
- PROS:
- TRUCKS AND CARS ARE SEPARATED, REDUCING CONFLICT
 - TRUCK, LOADING, AND WASTE FUNCTIONS OCCUR ON-SITE AND OUT OF THE R.O.W. (SPU DOES NOT ALLOW R.O.W. ACCESS)
- CONS:
- 1 ADDITIONAL ACCESS POINT WITH A WIDER CURB CUT IS MORE THAN A CODE COMPLIANT OPTION, BUT THE SAFETY IS GREATLY INCREASED BETWEEN TRUCKS AND VEHICLES CREATING A SAFER PEDESTRIAN ENVIRONMENT
- THE TWO CODE-PERMITTED 22' WIDE CURB CUTS AT 14TH AVE E ARE SHARED BETWEEN GROCERY CUSTOMERS AND RESIDENTS (PASSENGER CARS ONLY)

DEPARTURE 2 & 3 OPTION 3 - PREFERRED



CODE COMPLIANT

LOADING AREA
REQUIRED
FOR TRUCK
TURNAROUND



NO ACCESS AT 14TH AVE E

PROS:

- ONE SINGLE TRUCK/VEHICLE/PEDESTRIAN ACCESS (25' WIDE)

CONS:

- LEVEL OF TRUCK/VEHICLE/PEDESTRIAN INTERACTION IS REALLY INTENSE IN ONE 25' SECTION OF SIDEWALK
- TRUCKS AND VEHICLES INTERACT IN A VERY CONSTRAINED AREA OF THE SITE, CREATING AN UNSAFE CONDITION FOR ALL DRIVERS
- 25' WIDE CURB CUT DOESN'T ALLOW FOR ADEQUATE TRUCK TURNING = TRUCKS WILL BE DRIVING OVER SIDEWALK AND ADJACENT CURBS = IMPACTS TO PEDESTRIAN SAFETY AND DAMAGE TO R.O.W. AND LANDSCAPING
- CARS WILL HAVE TO TURN SHARPLY TO ENTER AN INTERNAL PARKING RAMP, CREATING SAFETY CHALLENGES WITH OUTGOING CARS AND TRUCKS; CARS ALSO ENTERING AT HIGHEST ELEVATION, CREATING SIGNIFICANT INEFFICIENCIES AND IMPACTS TO SPACES ABOVE

DEPARTURE 4
OPTION 3 - PREFERRED
Code Requirement

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

Departure Request and Difference

The proposed design is not at a level of development to fully understand the areas of blank facade. That said, the large-size grocery store accommodated into the design will create areas of facade that will not necessarily have transparency as described by code.

In lieu of transparency, the design will incorporate unique treatments of the facade that relate to the project’s architectural concept and to the immediate context and neighborhood. Some examples could be facade treatments, landscape and stormwater measures, or incorporation of art as shown below.

Explanation for Departure Request

For the grocery store to accommodate the needs of the neighborhood, product and other store items must be placed against the exterior wall to maximize efficiency and capacity (DC1), creating areas of blank facade. Often the solution is to provide false windows - these windows then receive various grocery-related images. The existing grocery store on site does this - it is not successful in creating a pleasant facade or pedestrian experience per feedback received from the neighborhood (PL3).

Because of the struggle between the needs of the store and the desire for facade transparency, the design will instead activate the facade in a different way - with tasteful facade treatments that relate back to the neighborhood history, vitality and culture (DC2 & DC4) and the overarching design concept (DC2).

Similar justification noted in Departure 1 is also applicable here. The existing store does little to activate the primary 15th Ave E corridor and in order to better respond to the neighborhood context, relocating the grocery store along 14th Ave E and E John St will better activate all sides of this site (CS3, PL3 & DC2).

Associated Guidelines

- CS3 - Architectural Concept and Character
- PL3 - Street Level Interaction
- DC1 - Project Uses and Activities
- DC2 - Architectural Concept
- DC4 - Exterior Elements and Finishes

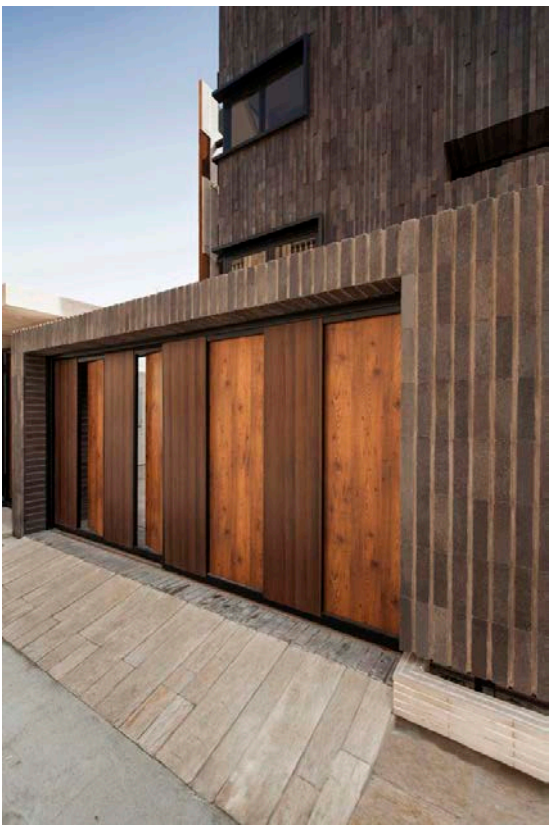
EXAMPLES OF CREATIVE APPROACHES TO ADDRESSING AREAS OF BLANK FACADE



- INTERESTING RHYTHM OF SLENDER WINDOWS WITH OBSCURED GLAZING
- SCREEN ELEMENT ADDS TEXTURE AND VARIATION

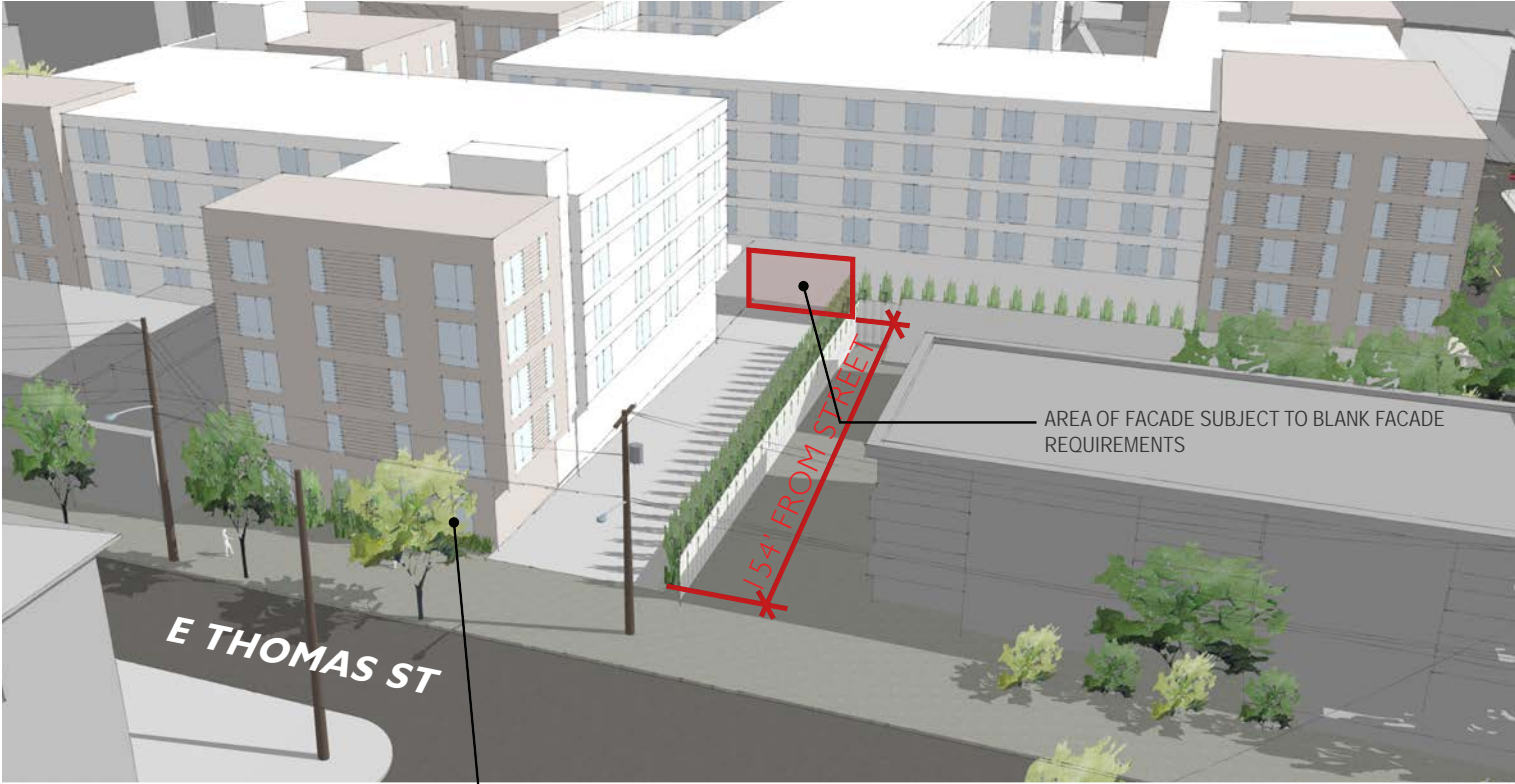


- INCORPORATION OF ART
- PLANTING AT SIDEWALK SOFTENS EDGE



- VARIED MATERIALS
- VERTICAL RHYTHM
- MODULATION

DEPARTURE 4
 OPTION 3 - PREFERRED



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MASSING OPTION SUMMARY

SUMMARY OF MASSING SCHEMES

OPTION 1 - CODE COMPLIANT



Option 1 provides a unique configuration of open space, but this open space is compromised in significant ways.

There is too much contrast between narrow and broad facades.

This scheme is the least successful in fitting in with its immediate surroundings.



OPTION 2



Option 2 has a far more porous feel above Level 1, breaking up the massing nicely.

The creation of these south-facing courtyards above Level 1 push the building bulk towards the center. This is typically a good approach for an urban site of this scale, but looking critically, this central bulk actually compromises the grade-related open space along 15th.



OPTION 3 - PREFERRED



After discovery of the early 1900's site configuration, it became imperative to lean into this history and re-create the mid-block courtyard along 15th.

This massing approach distributes the building bulk in a more balanced fashion.

Ultimately, the preferred massing approach best satisfies the desires of neighborhood stakeholders while creating a building that truly fits within its site and surrounding context.



SUMMARY OF MASSING SCHEMES

OPTION 1 - CODE COMPLIANT



Option 1 provides a unique configuration of open space, but this open space is compromised in significant ways.

There is too much contrast between narrow and broad facades.

This scheme is the least successful in fitting in with its immediate surroundings.



OPTION 2



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This massing approach distributes the building bulk in a more balanced fashion.

Ultimately, the preferred massing approach best satisfies the desires of neighborhood stakeholders while creating a building that truly fits within its site and surrounding context.





GROUND LEVEL AND LANDSCAPE

LANDSCAPE DESIGN - SITE PLAN



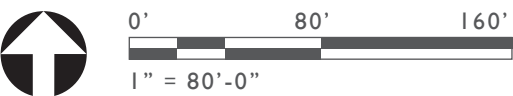
NEIGHBORHOOD CONTEXT

PROJECT GOALS

- Reinforce existing pedestrian corridors
- Create a safe environment for pedestrians and vehicles
- Respond to existing urban context at Williams Place Park and strengthen neighborhood character of courtyard entrances for residential buildings

NORTH CAPITOL HILL

- TRUCK ACCESS
- PASSENGER VEHICLE ACCESS
- RETAIL ENTRY (ESTIMATED)
- GROCERY ENTRY (ESTIMATED)
- RESIDENT ENTRY
- PRIMARY & SECONDARY PEDESTRIAN CIRCULATION



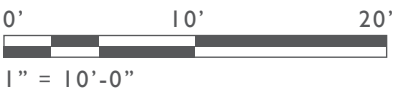
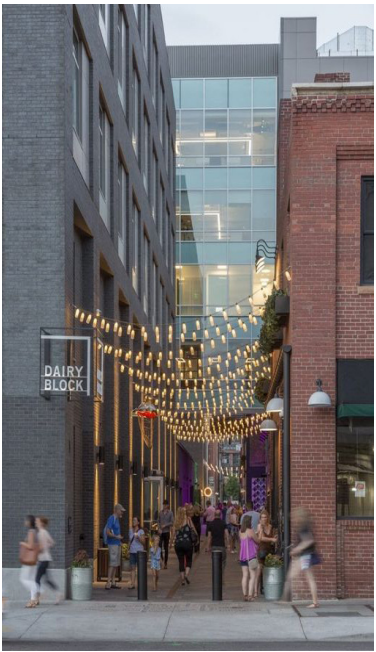
LANDSCAPE DESIGN

15TH AVENUE E RETAIL CORRIDOR



EXPANDED RETAIL EXPERIENCE

- Curb bulb improves main 15th Ave E crossing
- Deep building setbacks provide street engagement for retailers
- Activation of Thomas Street Courtyard with retailer wrapping into open space and accented terminus

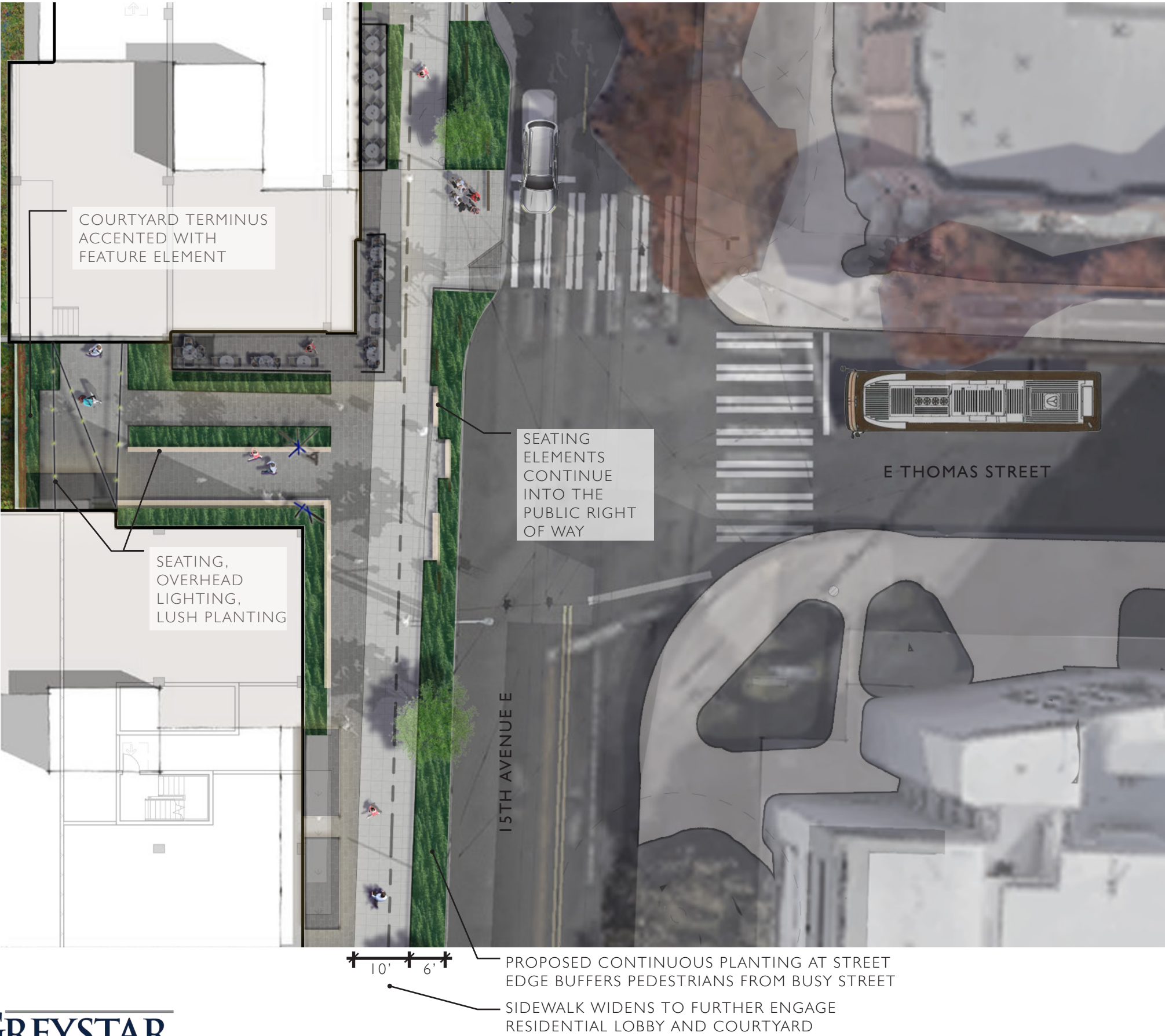


LANDSCAPE DESIGN
15TH AVENUE E RETAIL CORRIDOR



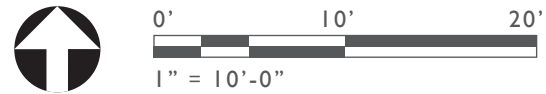
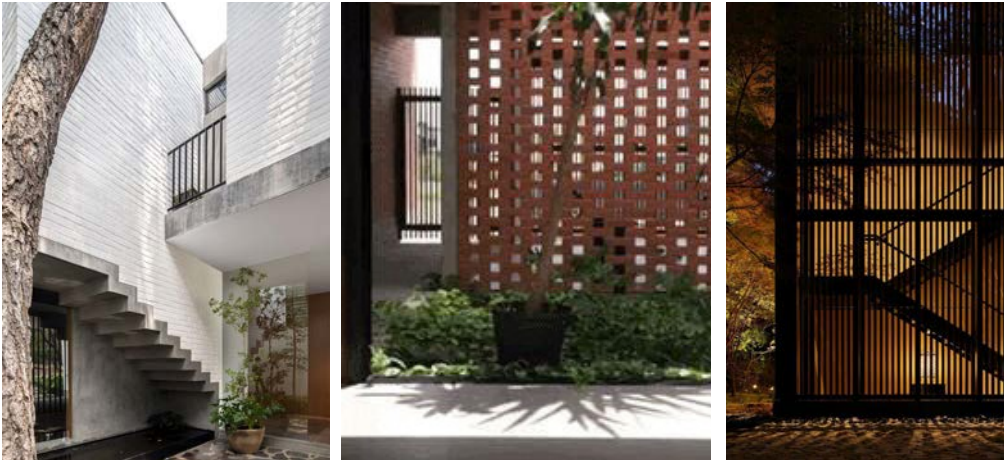
LANDSCAPE DESIGN

EASTERN FRONTAGE - E THOMAS STREET/I5TH AVE E COURTYARD



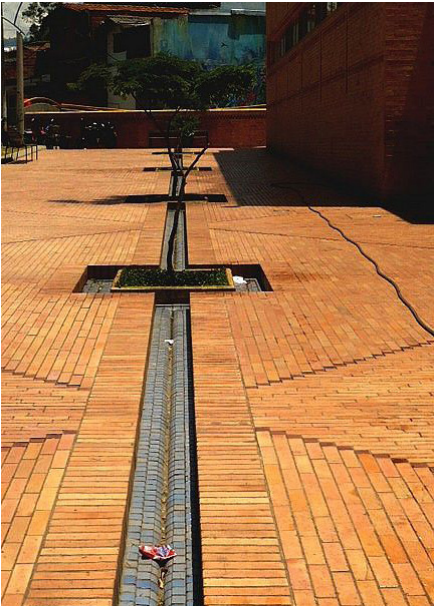
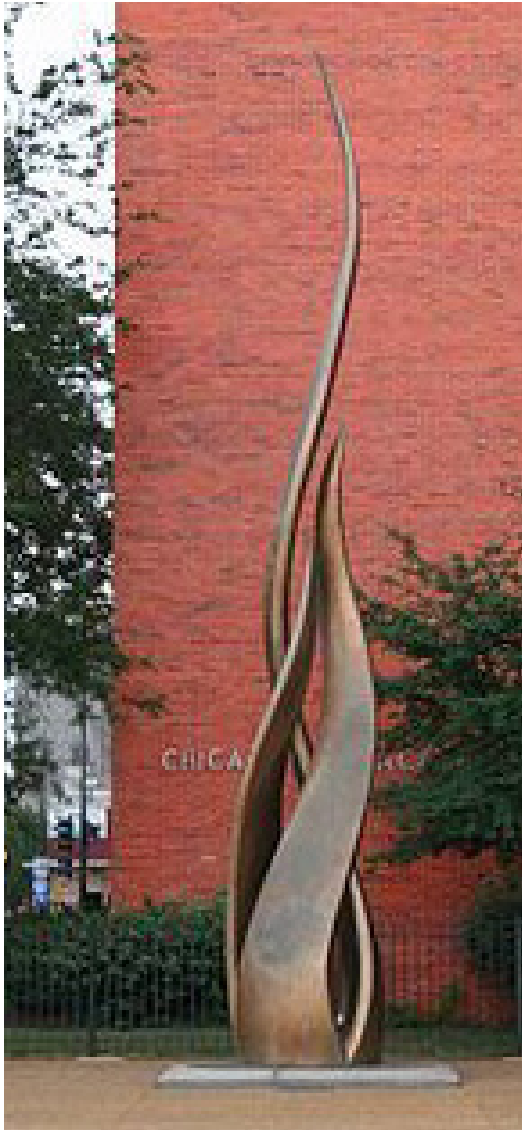
E THOMAS STREET COURTYARD

- Reimagine the Williams Courtyard seen in historic maps of Seattle
- Provide an urban design response to the jog of the arterial route
- Create a unique open space that contributes to the character of the neighborhood
- Engage art, seating and lighting to create a memorable entrance for the residential tenants and visitors



LANDSCAPE DESIGN

EASTERN FRONTAGE - E THOMAS STREET/I5TH AVE E COURTYARD CHARACTER AND DETAILS



LANDSCAPE DESIGN

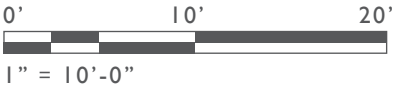
SOUTHEAST CORNER - WILLIAMS PLACE PARK



NEIGHBORHOOD GREENSPACE CONNECTIONS

- Provide better activation of park
- Improve sightlines for cars and pedestrians around corner of E John St and 15th Avenue E
- Grocery store entrance on E John provides better connections to bus routes, public openspace
- Proposed curb bulb provides traffic calming, improves pedestrian safety, enlarges right of way near Grocery entrance and bus stop
- Planting on proposed podium to create stronger connection to greenspace, enhancing view with building setback

PROPOSED CORNER
RETAIL BOOKENDS
ACTIVITY FACING PARK

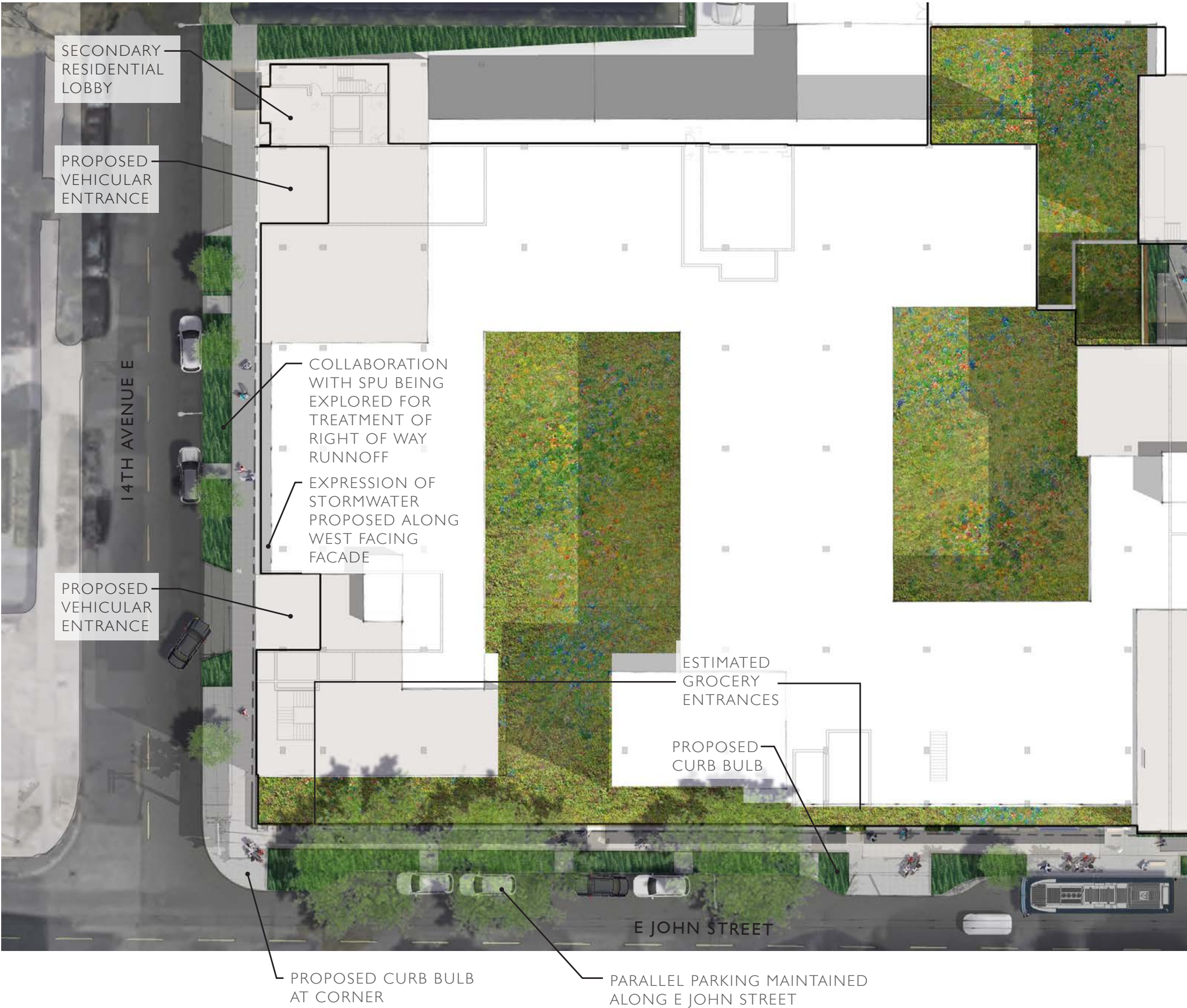


LANDSCAPE DESIGN
SOUTHEAST CORNER - WILLIAMS PLACE PARK



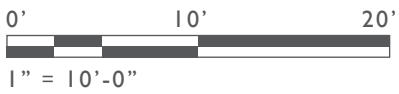
LANDSCAPE DESIGN

I4TH AVENUE E - PASSENGER VEHICLE ACCESS

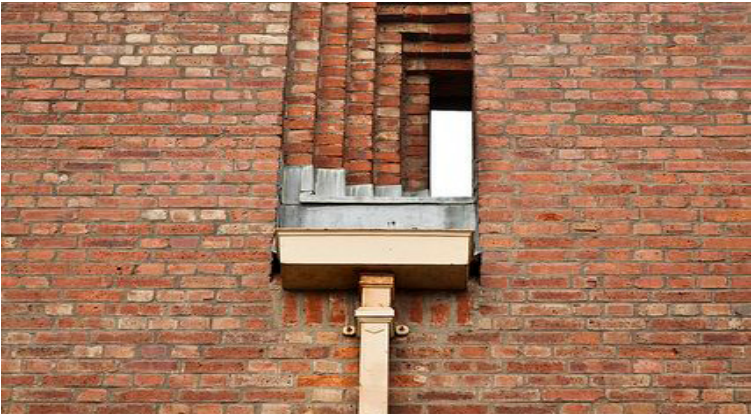


VEHICULAR ACCESS

- All vehicular access is proposed off I4th Avenue E, with combined access for grocery customers and residents
- Secondary residential lobby provides better connections to the west to lightrail and Broadway corridor
- Podium level landscape courtyard to be visible from the street
- Project is pursuing stormwater mitigation in the right of way, providing increased filtration of pollution
- Onsite stormwater mitigation to be celebrated along west facing facade



LANDSCAPE DESIGN
14TH AVENUE E - PASSENGER VEHICLE ACCESS



LANDSCAPE DESIGN
NORTHERN FRONTAGE - E THOMAS STREET



PLANT PALETTE

SHRUBS



CAMELLIA X 'FAIRY BLUSH'
FAIRY BLUSH CAMELLIA



PINUS MUGO VAR. PUMILLO
DWARF MUGO PINE



Berberis 'BAGATELLE'
BARBERRY



ESCALLONIA 'COMPACT PINK'
BEARD TONGUE



DAPHNE 'ETERNAL FRAGRANCE'
DAPHNE



VACCINIUM OVATUM
EVERGREEN HUCKLEBERRY

GRASSES/PERENNIALS



CALAMAGROSTIS 'KARL FOERSTER'
FEATHER REED GRASS



PHORMIUM
NEW ZEALAND FLAX



CAREX TESTACEA
NEW ZEALAND SEDGE



CORNUS SERICEA 'SILVER AND GOLD'
YELLOW TWIG DOGWOOD



SALIX INTEGRA 'HAKURO NISHIKI'
VARIEGATED WILLOW



SPIRAEA BETULIFOLIA VAR. LUCIDA
WHITE SPIRAEA



ROSA 'FLOWER CARPET AMBER'
FLOWER CARPET ROSE



GAURA LINDHEIMERI
WHIRLING BUTTERFLIES



RUDBECKIA HIRTA 'GOLDSTURM'
BLACK EYED SUSAN



CAREX PACHYSTACHYA
CHAMISSO SEDGE



CAMASSIA QUAMASH
CAMASSIA



JUNCUS ENSIFOLIUS
DAGGER LEAVED RUSH



SALVIA 'AMETHYST LIPS'
ORNAMENTAL SAGE



GEUM 'MANGO LASSI'
AVENS



FRAGARIA CHILOENSIS
BEACH STRAWBERRY

BIORETENTION



CORNUS SERICEA 'SILVER AND GOLD'
YELLOW TWIG DOGWOOD



SALIX INTEGRA 'HAKURO NISHIKI'
VARIEGATED WILLOW



SPIRAEA BETULIFOLIA VAR. LUCIDA
WHITE SPIRAEA



SALVIA 'AMETHYST LIPS'
ORNAMENTAL SAGE



GEUM 'MANGO LASSI'
AVENS



FRAGARIA CHILOENSIS
BEACH STRAWBERRY

VINES



CLEMATIS 'APPLE BLOSSOM'
EVERGREEN CLEMATIS



TRACHELOSPERMUM JASMINOIDES
STAR JASMINE

NOTE REGARDING STREET TREES

- Almost all of the existing trees in the right of way to be retained, additional street tree requirements are being confirmed



DESIGN ADVANCEMENT

RENDERED VIEW
PREFERRED MASSING OPTION



VIEW LOOKING WEST ALONG THOMAS ST

The preferred massing option will incorporate distinctive design elements to frame the courtyard at 15th Ave E.

The Landscape Design will ensure that it is clear that the plaza is for pedestrians only.



RENDERED VIEW
PREFERRED MASSING OPTION



VIEW OF COURT FROM INTERSECTION

The residential lobbies will be located deeper in the plaza to bring residents through the space.

The north retail space will activate this 'corner' and be a fitting type of use.

The landscape will be designed to buffer the pedestrian traffic and vehicular headlights of traffic that approaches from the East.

The widened pedestrian walkways all along 15th Ave E will incorporate landscaping and site elements that enhance the pedestrian experience.



RENDERED VIEW
PREFERRED MASSING OPTION



The grocery entry is anticipated to be mid-block along John. The Grocery store has a specialty area at the corner of 14th Ave E and E John St which will have its own entry.

The corner of 14th Ave E and E John St is widened.

The massing allows the grocery store to have a single-story identify of its own, allowing a distinction between the two programs.



RENDERED VIEW
PREFERRED MASSING OPTION



The very active corner of E John Street and 15th Ave E will be buffered with planters and softscape. The pedestrian space will be generous enough to accommodate the pedestrian flow.

The combination of strong corner elements, variation within the street level facades, and setback upper levels in the mid-block portions of the building align with the guidance provided by various stakeholders.

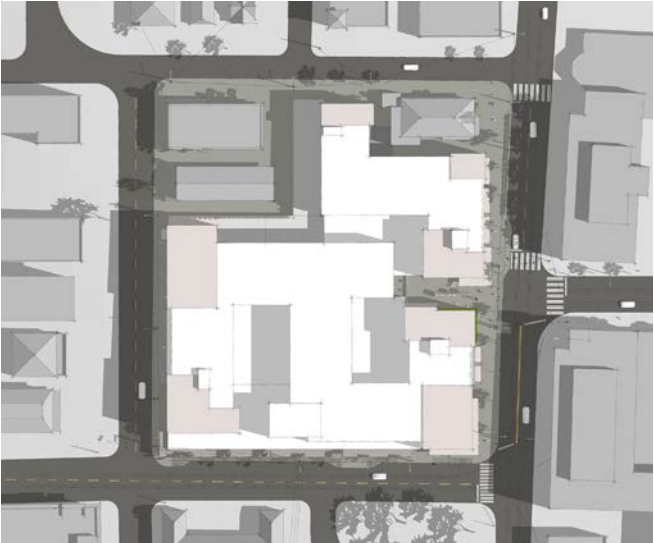
There are a variety of commercial window expressions.





SUN SHADOW STUDIES – SUMMER

9 AM



NOON



3 PM



MASSING OPTION 1

MASSING OPTION 2

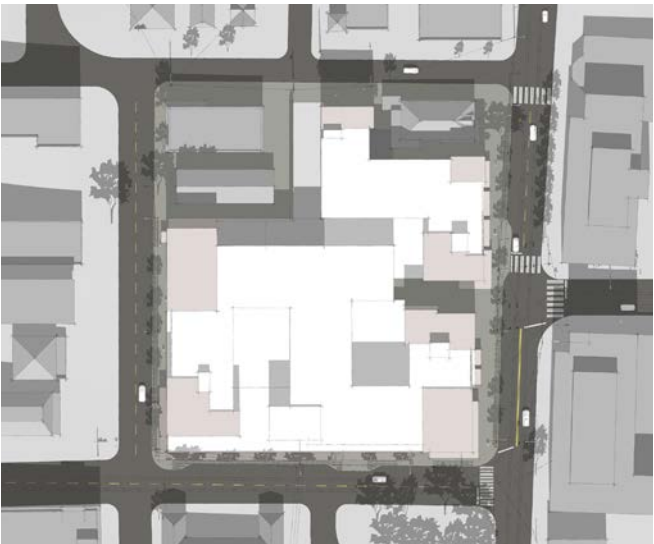
MASSING OPTION 3 (PREFERRED)

SUN SHADOW STUDIES – EQUINOX

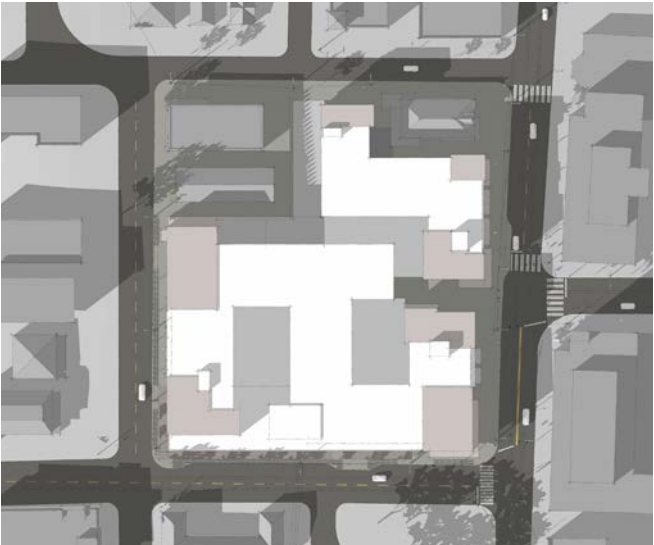
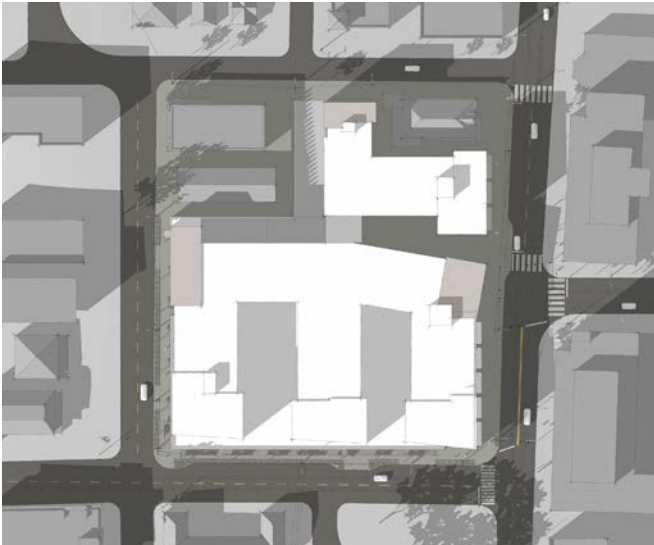
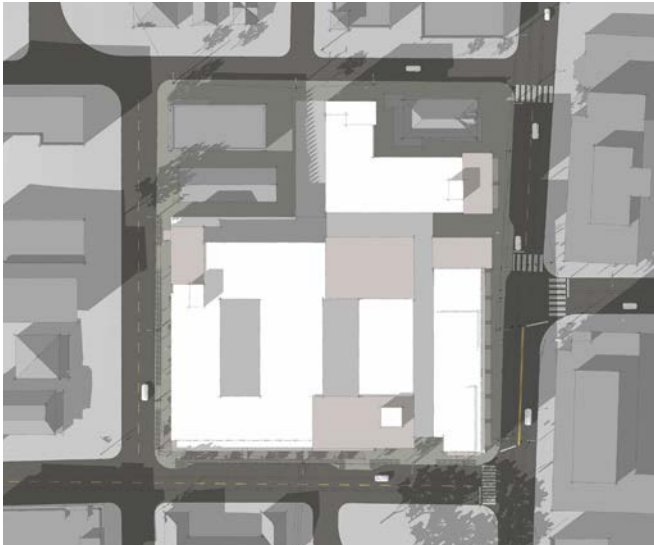
9 AM



NOON



3 PM

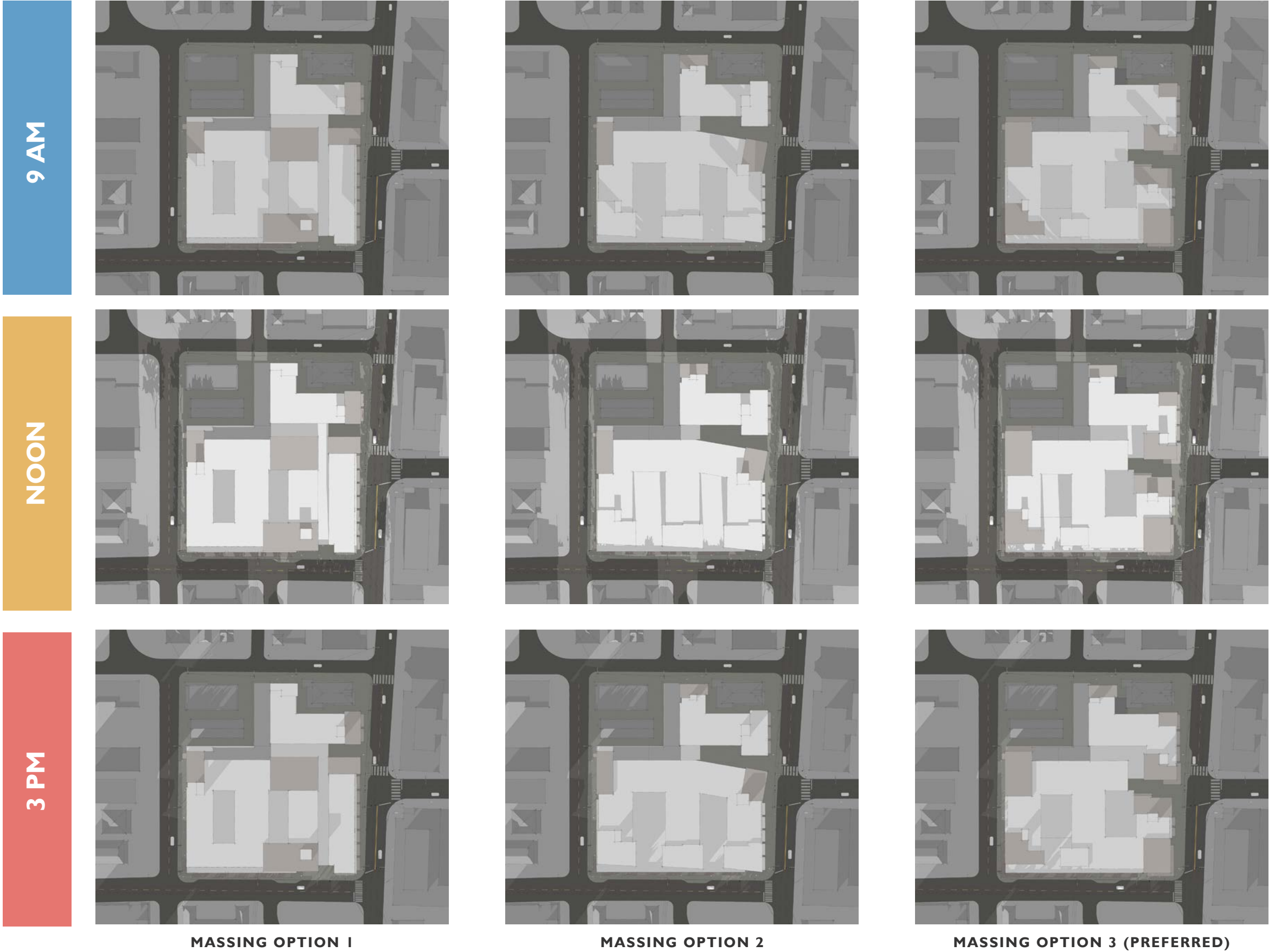


MASSING OPTION 1

MASSING OPTION 2

MASSING OPTION 3 (PREFERRED)

SUN SHADOW STUDIES – WINTER



THANK YOU!