EARLY DESIGN GUIDANCE

3031&3035 BEACON HILL MIXED USE
SDCI # 3039442-EG
3031 & 3035 Beacon Ave S,
Beacon Hill, Seattle WA

APPLICANT TEAM:

Owner:
C&J 2815 APARTMENTS LLC

Architect:
Benny and Lydia Kim
200 15th Place Kirkland WA
Phone: (206) 384-3317
Email: bennykimdesign@outlook,com

Landscape:
TBD



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BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

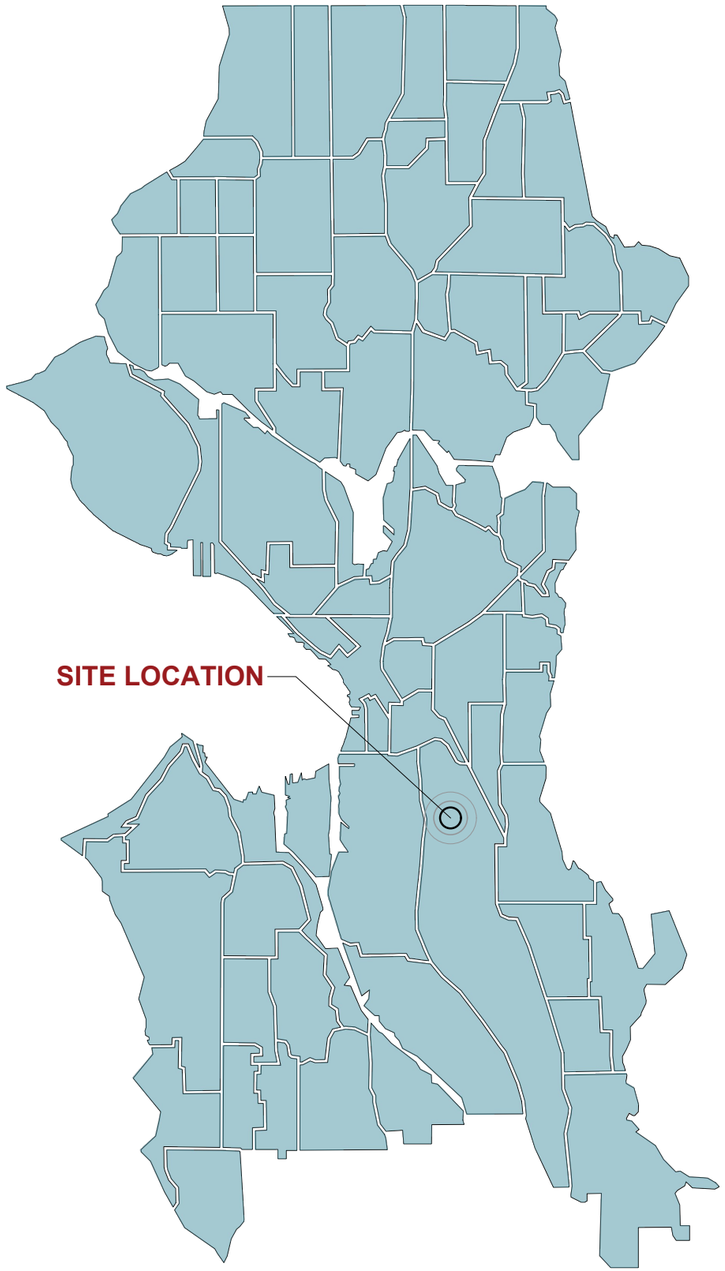


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BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

DEVELOPMENT OBJECTIVES

ADDRESS:	3031 & 3035 Beacon AVE S, Seattle
LOT AREA:	7 825 sq.ft.
RETAIL:	2 500 sq.ft.
TOTAL AREA:	5 709 sq.ft.(First Floor) + 6 080sq.ft. (Second Floor) + 5 487sq.ft.(3-5 Floors) + 675 sq.ft.(Roof) = 28 925 sq.ft.
PROPOSED FAR:	3.70
ALLOWABLE FAR	3.75 (29 344 sq.ft.)
UNITS:	33 apartments (1 and 2 bedrooms)
PARKING:	3 parking stalls(towards the rear of the Lot) + 37 bike parking spaces (long term and short term)
AMENITY AREA:	3 236 sq.ft. (1 445 sq.ft. Required)
SOLID WASTE:	517 sq.ft.(457sq.ft. Required)



DEVELOPMENT OBJECTIVES:
The owner proposes a new apartment building with 33 dwelling units that vary between 2-bedroom and 1-bedroom units, in order to address a larger clientele. The project aims for providing dwelling units with a high level of connectivity due to the presence of commercial areas and public amenities within walking distance. However, the most important feature of the proposed building is its the proximity to the Beacon Hill Light Rail Station which provides a good connectivity with the other parts of the city.

ZONING:
The project parcel is situated in the NC1-55 zone meaning that the maximum height will be 55'-0" plus bonuses according to chapter 23.47A.005. The properties towards the sides of the parcel are also in the NC1-55 zone and the rear side of the lot transitions towards LR2. Moreover, the project is within the North Beacon Hill Residential Urban Village, meaning that parking spaces are optional, due to the high level of connectivity.

EXISTING SITE:
The existing site has a trapezoid shape and is situated adjacent to Beacon AVE S which is a Minor Arterial Street with the neighboring buildings varying between single family and multi-family residences. The lot has 7825 sq.ft, a 87'-9" main street frontage and a depth of 100'. There is a 2' difference between the sidewalk level of Beacon AVE S and the rear alley, with the lowest point towards the rear of the lot.
After a close study of the architectural context - which consists of single and multi-family dwellings - the conclusion is that a mixed use project - which provides additional housing options and retail spaces towards the main street - is the best option for the architectural context and the local community.

CONNECTIVITY FEATURES:
The high degree of connectivity is given by the proximity to the Beacon Hill Station and by being close to the bus stations that go along Beacon AVE S and 15th AVE S.

PUBLIC AMENITIES:
There are many public amenities and services within walking distance from the proposed apartment building:
- Red Apple Grocery Store - within 5 minutes.
- The Public Library - within 4 minutes
- Kimball Elementary Schools, within 10 minutes.
- Jefferson Park - within 7 minutes.
- Restaurants, a brewery, medical and many other services - within 5 minutes

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APPLICABLE DEVELOPMENT STANDARDS

23.47A.004 - PERMITTED USES
Proposed use - Residential and commercial, according to table A for 23.47A.004

23.47A.005 - STREET LEVEL USES
- Beacon AVE S - Urban Center Connector - Minor Arterial
- Pedestrian zone
C.1. - [...] Residential uses may occupy[...], no more than 20 percent of the street-level street-facing facade.

23.47A.008 - STREET LEVEL DEVELOPMENT STANDARDS
A.2.b - Blank segments of the street-facing facade between 2feet and 8 feet above the sidewalk may not exceed 20 feet in width.
A.2.c - The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street.
A.3.- 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.
B.2.a.- Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent
B.4 - [...]Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
C.4.a. - Continuous overhead weather protection[...]is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street[...]
C.4.b. - The covered area shall have a minimum width of 6 feet[...]
C.4.d. - The lower edge of the overhead weather protection shall be a minimum of 8 feet and a maximum of 12 feet above the sidewalk for projections extending a maximum of 6 feet

- LR1(M1) - Low Residential 1
- LR2(M1) - Low Residential 2
- LR3(M2) - Low Residential 3
- RSL(M) - Residential Small Lot
- NR3-Neighborhood Residential 3
- NC2-55(M)-Neighborhood Commercial 2
- NC1-55(M1)-Neighborhood Commercial 1
- Bus Station
- Minor Arterial Streets

23.47A.012 - STRUCTURE HEIGHT
NC1P-55(M1) Zone

- Allowed Maximum Base Height	55'-0"
C.2. - 4' additional allowed for rooftop features (parapets, clerestories, etc)	59'-0"
C.4.j.- 16' additional allowed for stair & elevator penthouses	75'-0"

23.47A.003 - FLOOR AREA RATIO
Base FAR acc to table A for 23.47A.-13
(Outside the Station Area Overlay District)
and Inside the Residential Urban Village 3.75(29 344 SF)

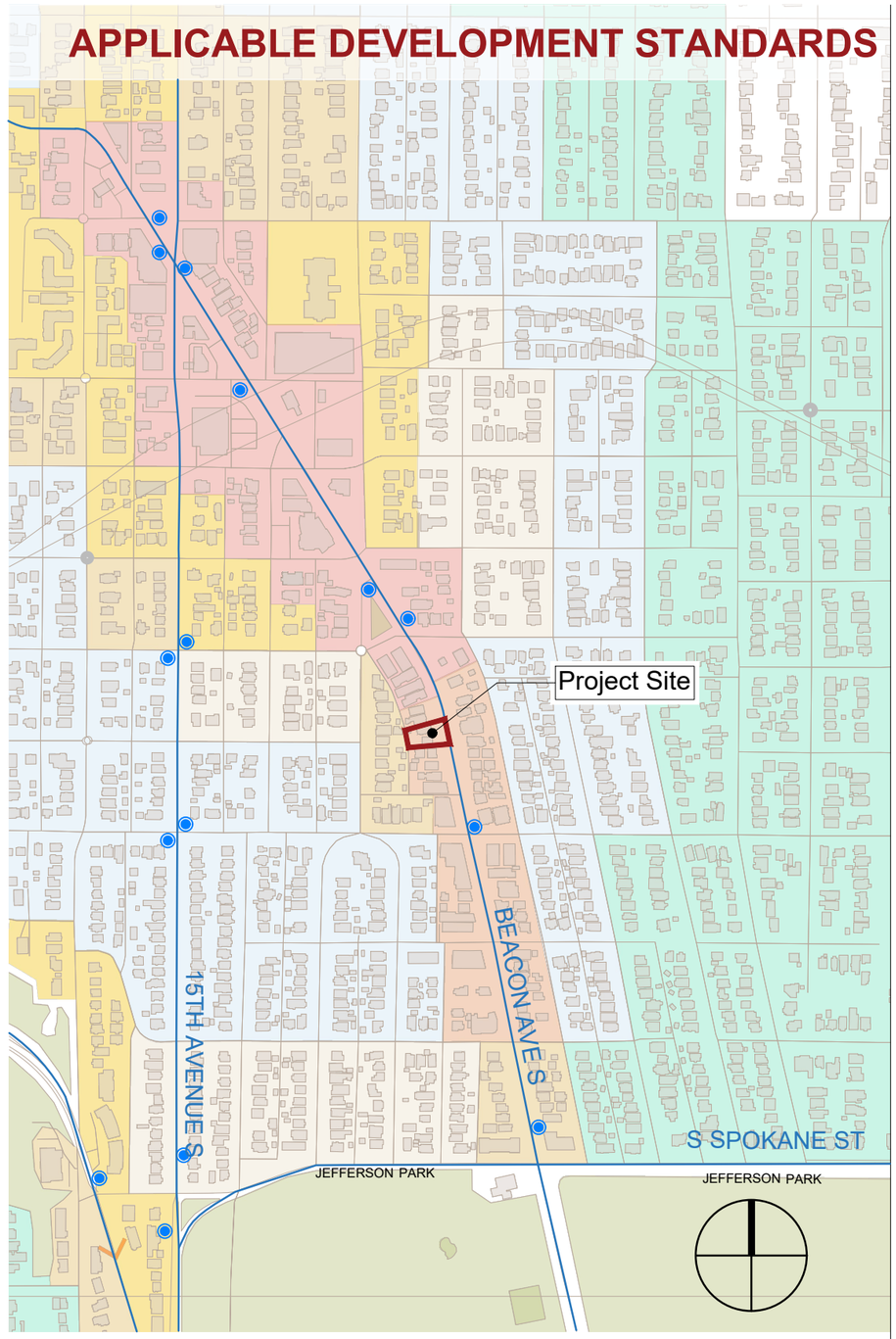
23.47A.004 - SETBACK REQUIREMENTS
B.2.- Upper level setback is required towards the rear of the lot where it neighbors the LR zone.
B.4.- One-half of the width of an abutting alley may be counted as part of the required setback

23.47A.016 - LANDSCAPING AND SCREENING STANDARDS
A.2.- Green Factor score of 0.30 or greater
B.1.- [...]Existing(street) trees shall be retained[...]

23.47A.024 - AMENITY AREA
A.- Amenity areas are required in an amount equal to 5% of the total gross floor area in residential use.
- Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 sq.ft. in size.

23.54.015 - REQUIRED PARKING
Parking is not required. The project is within an Urban Village and meets the definition of Frequent Transit.
Provided parking should be EV-Ready as per 23.54.030/L/b/1
Bicycle parkingas as per table D for 23.54.015

23.54.040 - SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
- Residential - 26-50 dwelling units: 375 sq.ft.
- Commercial 0-5000sq.ft.: 82 sq.ft.
- The min.horizontal dimension of req. storage space is 12 ft.

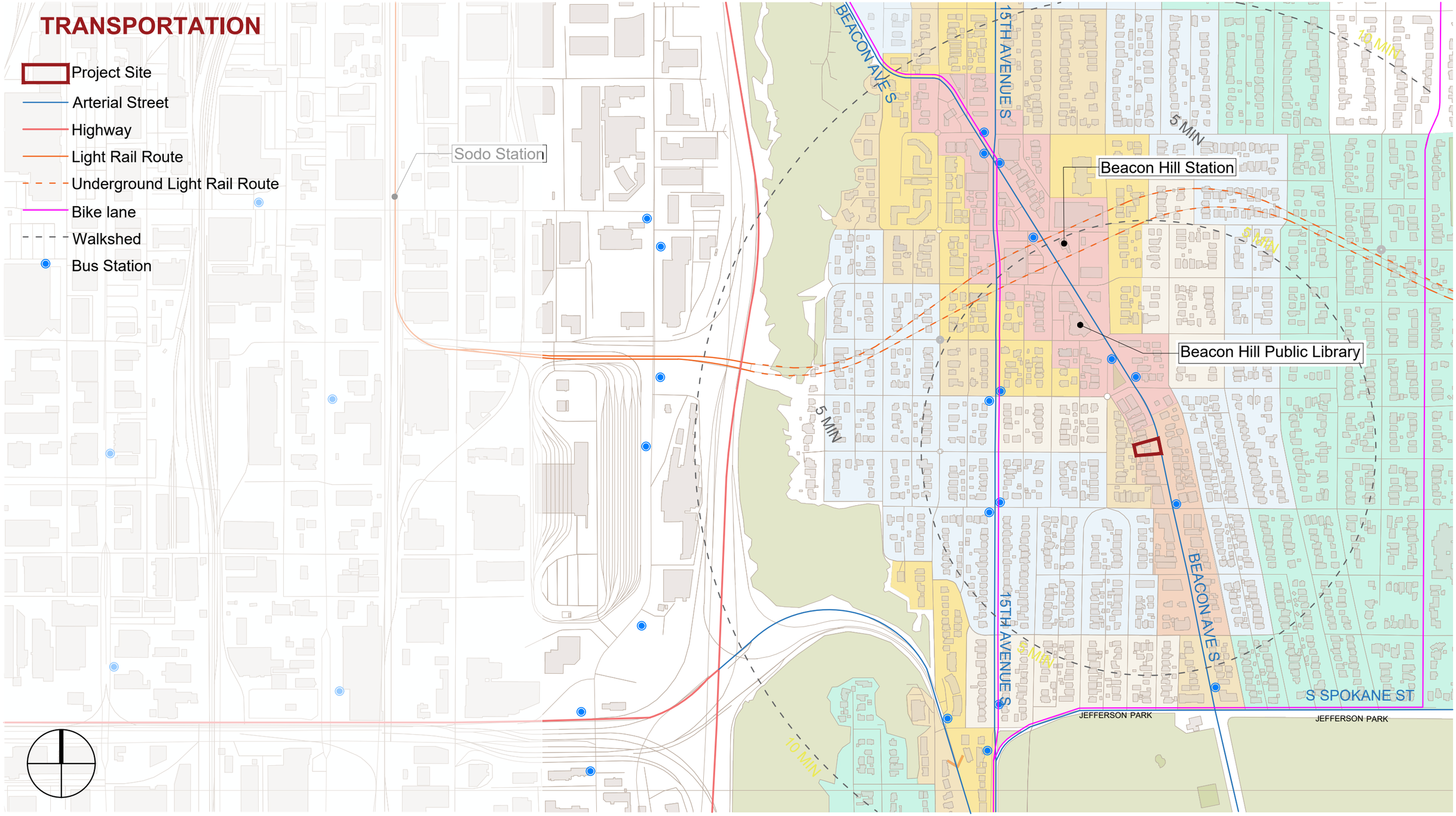


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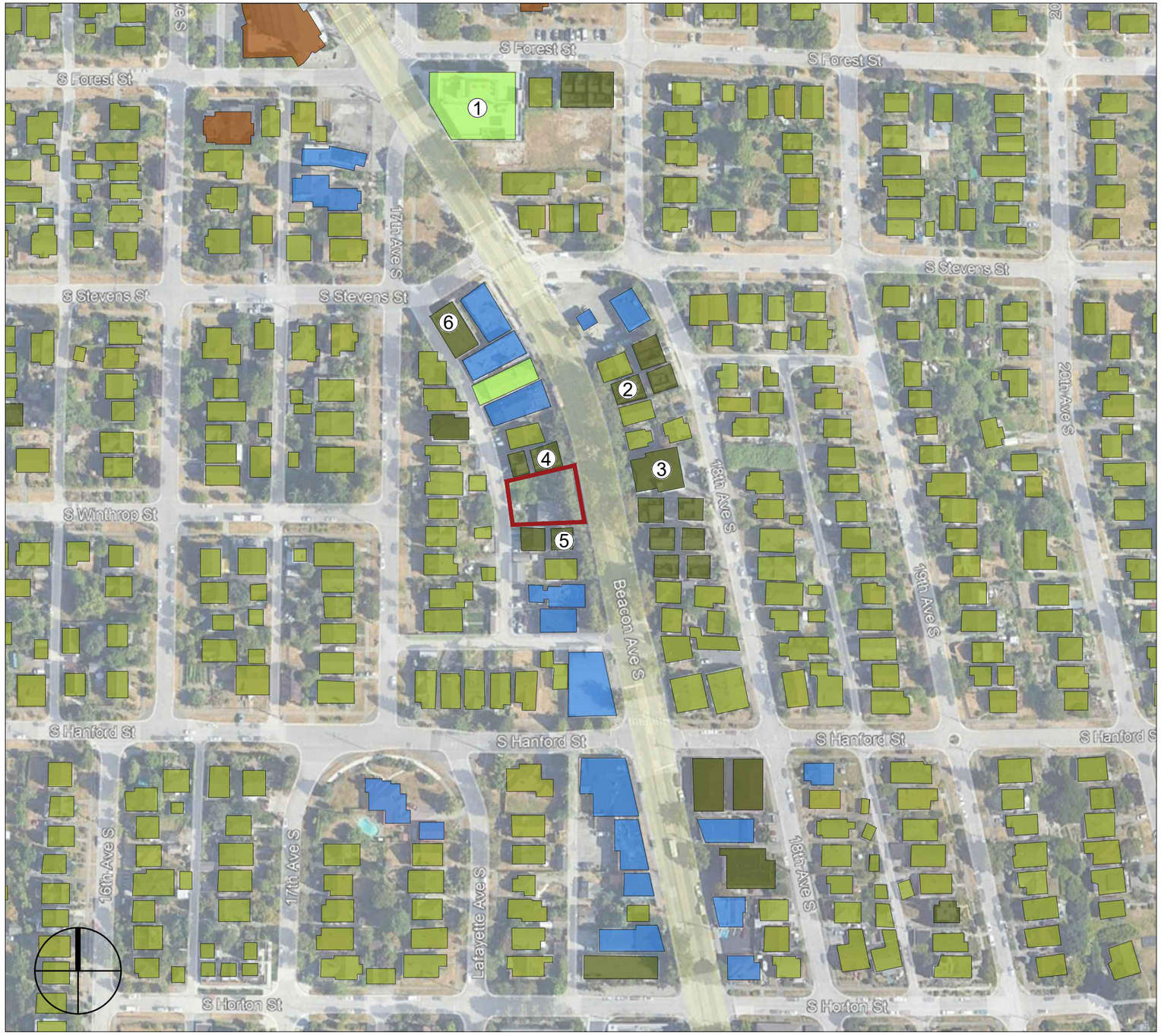
TRANSPORTATION

- Project Site
- Arterial Street
- Highway
- Light Rail Route
- Underground Light Rail Route
- Bike lane
- Walkshed
- Bus Station

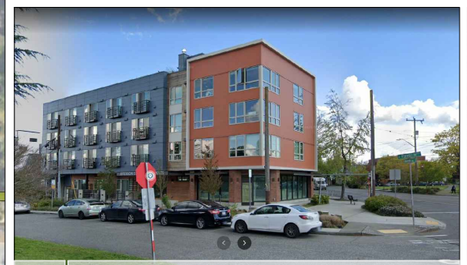


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BEACON HILL PRECEDENTS


01. 2904 Beacon Ave S Apartments


02. 3018 Beacon Ave S


03. 3026 Beacon Ave S


04. 3029 Beacon Ave S


05. 3041 Beacon Ave S


06. 1705 S Stevens St

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NEIGHBORHOOD - POINTS OF INTEREST



01. Beacon Hill Light Rail Station



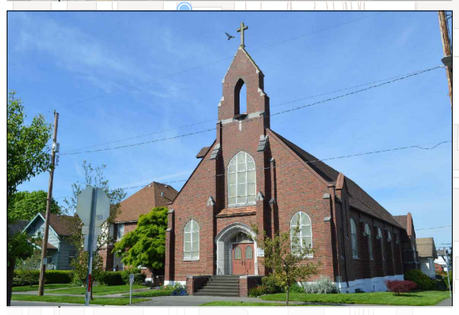
02. Jefferson Park



03. Red Apple Grocery Store



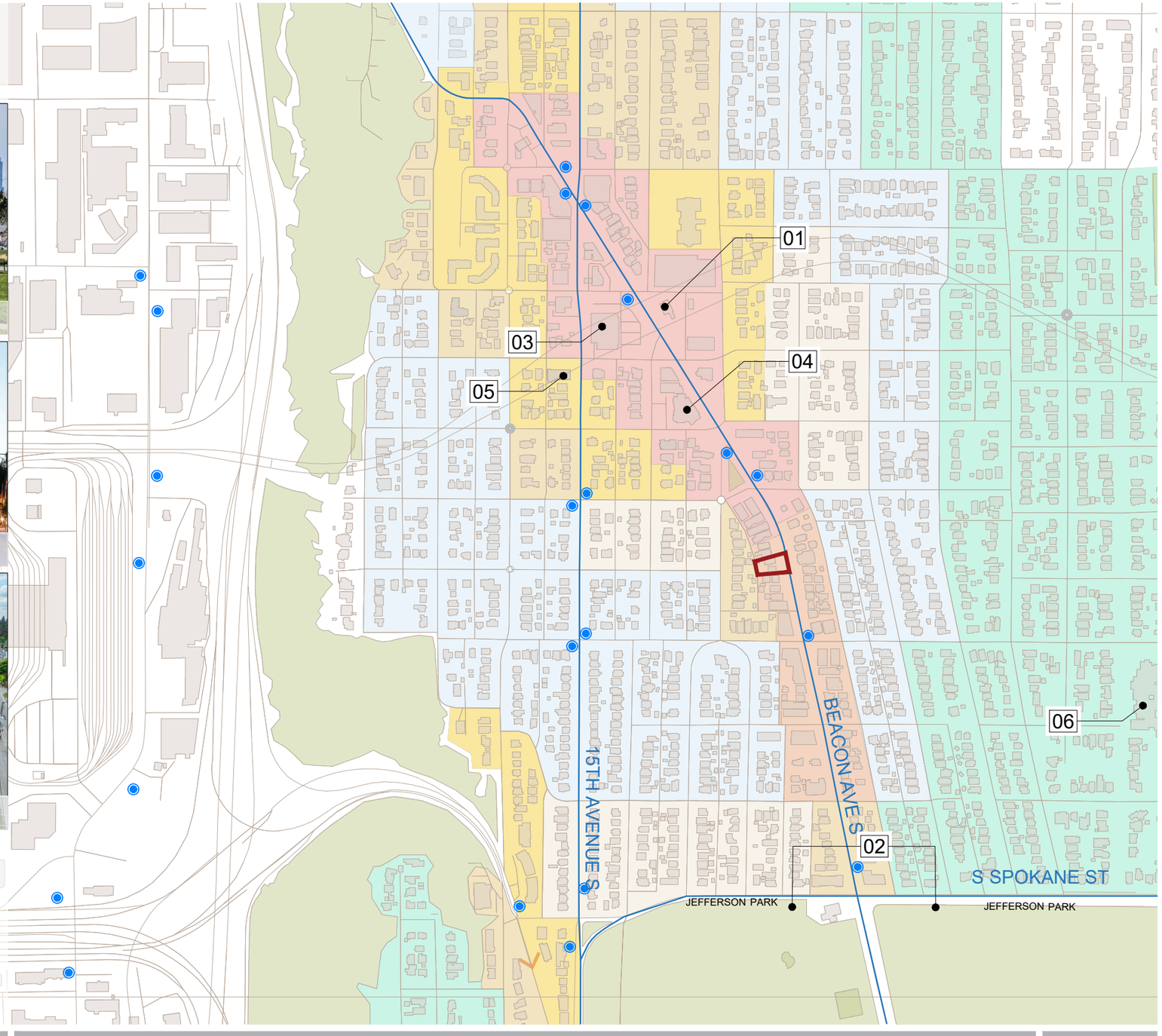
04. Beacon Hill Public Library



05. St. Peter Catholic Church

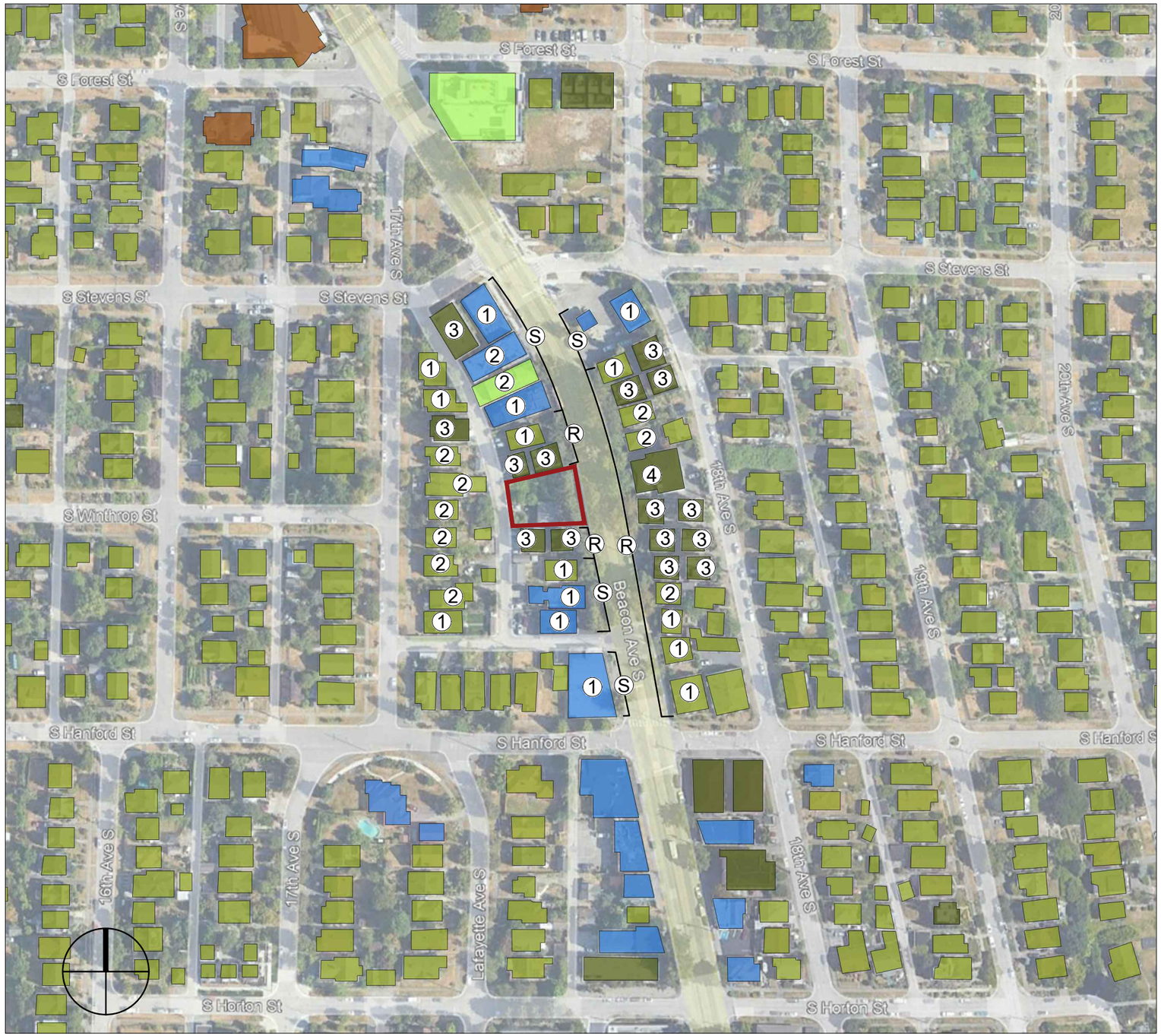


06. Kimball Elementary School



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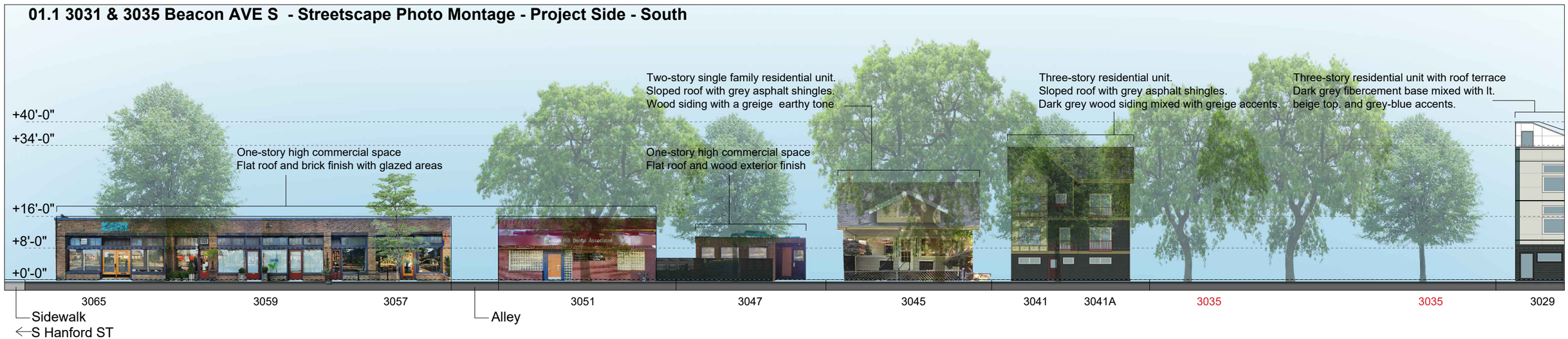
SURROUNDING USES

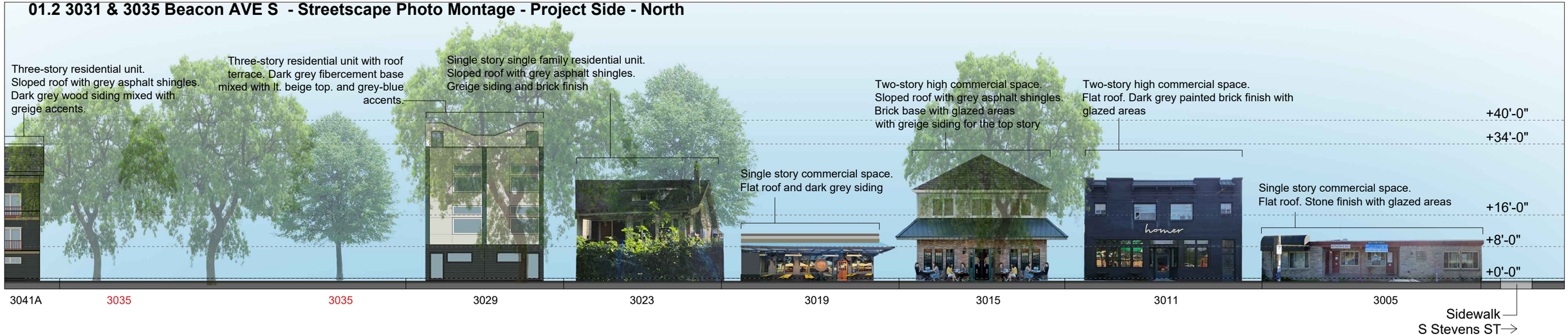
- Project Site
- Single-Family Residential
- Multi-Family Residential
- Mixed Use (Residential and Commercial)
- Food, Drinks and Services
- Light Rail Station
- Cultural
- ① ② Number of stories
- Ⓡ Street level uses - Residential
- Ⓢ Street level uses - Services(Medical, Restaurants, etc)

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STREETSCAPE PHOTO MONTAGE





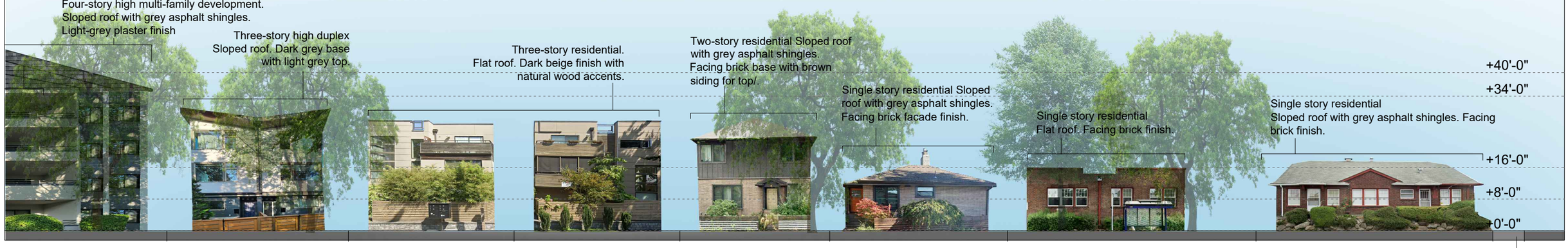
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STREETSCAPE PHOTO MONTAGE

02.1 3031 & 3035 Beacon AVE S - Streetscape Photo Montage - Across the Street



02.2 3031 & 3035 Beacon AVE S - Streetscape Photo Montage - Across the Street



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The EDG packet needs to be a design-oriented document to show analysis of context, exploration of design approaches, and explanation of design option proposals, especially in response to how the design options meet established Design Guidelines.
Staff notes the following elements are missing from the EDG packet, per the EDG checklist[...]:

3.5 Development Objective

APPLICANT'S RESPONSE:
For the required information please check page 4.

3.6 Summary of public outreach comments

APPLICANT'S RESPONSE:
For the answers to the public outreach comments please check pages 15-20.

5.0 Urban Design Analysis.

APPLICANT'S RESPONSE:
The analysis of the urban context is presented on pages 5-11

7.0 Design Guidelines

APPLICANT'S RESPONSE:
Please check pages 22-23 for the Priority Design Guidelines.

8.8 Precedent Images

APPLICANT'S RESPONSE:
Images from the existing context are presented both in the Streetscape Photo Montages from pages 10-11 and in the Beacon Hill Precedents on page 7

Formatting should be 11x17. Please lessen the opacity of the street trees in the renderings to ensure the street-facing facade of the building is legible in all options. Include a closer view of the ground level of street frontage to show how the massing options respond to the public realm.

APPLICANT'S RESPONSE:
Formatting is updated as requested. The street trees are hidden now from the presentation renderings for all three options, in order for the proposed design to be illustrated in a more clear manner. All options were updated and further detailed and the provided renderings are showing the way in which the proposed project communicates with the public realm.

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GENERALLY ADDRESSED PUBILC INQUIRIES:

1.1 The providing parking is not sufficient considering the fact that parking in the area is already problematic.

APPLICANT'S RESPONSE:
The zoning code aims to encourage the use of public transportation, thus, according to the regulations, there is no minimum number for parking spaces. However, the proposed project offers 3 EV-Ready parking stalls, one of them being ADA compliant. Moreover, the project is designed to accommodate 37 bikes in order to help its residents use a transportation method that is more environmentally friendly

1.2 The number of proposed units is too large.

APPLICANT'S RESPONSE:
The current zoning regulations are a response to the dynamic of the city and aim to offer a sustainable growth for the urban environment by allowing people to live in high connectivity areas where they do not have to fully rely on their personal cars for transportation. Moreover, the proposed number of units will also help the local businesses and eventually add value to the neighborhood.

1.3 The proposed building is too tall.

APPLICANT'S RESPONSE:
In order to align with the increasing demand of housing and with the zoning requirements, the proposed building should remain 5-story high. Moreover, across the street there is already a 4-story high building with a similar footprint as the one that is proposed and the southern and northern neighboring properties are 3-story high residential.

1.4 The existing storm drain in the alley is already inadequate to handle the runoff from current impervious surfaces and overflows during rain events.

APPLICANT'S RESPONSE:
The existing storm drain capacity will be correctly assessed and a viable solution will be proposed. Please check the civil drawings for the detailed approach.

1.5 There is a huge need for affordable housing in this area. The proposed building should include subsidized units (at least half of the units) to reflect the average income of this area of the city.

APPLICANT'S RESPONSE:
The proposed development will offer 1 and 2-bedroom apartments many of them being affordable. Also the 1-bed apartments are targeting the marked demographics.

1.6 The proposed development will block the natural light for the surrounding buildings.

APPLICANT'S RESPONSE:
Please check the detailed sun study from pages 55 - 59

1.7 The preservation of existing trees

APPLICANT'S RESPONSE:
The existing street trees will be preserved.

1.8 The construction activities for this new building absolutely should not block the alley.

APPLICANT'S RESPONSE:
A set of rules that will impose the usage of the project site as much as possible, without blocking the alley, will be implemented together with the future contractor, .

KIM
BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
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PUBLIC HEARING SUMMARY

- ANONYMOUS

2.1 PARKING: This multi-use building will be a part of our neighborhood for decades and how the commercial area will be used has not been communicated thus the highest number of parking spaces needs to be applied. Parking on 17th Ave S is currently in high demand due to Link light rail, several single family houses that converted to rooming houses, single family houses that added ADU's, and single family houses that became multiple unit buildings. Where to Park is the umber one complaint that I hear from my neighbors. Some people now park their cars in the alley at night because there is no street parking available. During design would you please keep in mind that 17th Ave S is zoned single family, additional parking spaces will keep vehicles off of 17th and not exacerbate the parking issue.

APPLICANT'S RESPONSE:
Please check the answer for point 1.1 from the Generally Addressed Public Inquiries.

2.2 ADA PARKING: Parking for ADA was not mentioned as a part of the project. Why? Where will a person in a wheelchair park?

APPLICANT'S RESPONSE:
The project proposed an ADA van parking stall which is designed according to the codes. Please check the plan from page 31 for additional information.

2.3 LOAD/UNLOAD FOR ADA: ADA Load and unload area is not included in the project. When the access bus comes where will it park? Some people use scooters, crutches, walking poles, etc.; how will this project accommodate their mobility and access needs?

APPLICANT'S RESPONSE:
The ADA parking stall is equipped with an 8'-0" wide aisle as required by the codes. Regarding the accessibility of the entire project, the terrain elevation difference between the Beacon AVE S' sidewalk and the rear alley is solved using 5% (1/20) sloped ramps which allow the circulation spaces to be easily operable by all building residents.

2.4 BICYCLES: Because of the nearby bicycle routes; Bicycle parking should be included in the project.

APPLICANT'S RESPONSE:
As it can be seen in the plan from page XX, the project offers a fully enclosed space for storing bikes, adjacent to the rear alley entrance. The space has a capacity of 37 bikes, as requred by the zoning codes and has a controlled access.

2.5 TRUCK LOAD/UNLOAD: A commercial truck load/ unload area is needed for the daily Load and unload of commercial supplies/merchandise. For commercial businesses it is typical to see one commercial delivery Truck after another every day. The alley should not be used for this delivery because it blocks the entire alley which results in people being trapped in the alley waiting to get out. Frequently I've been trapped in the alley by two trucks: one truck at both end of the alley. I was trapped and I had to phone the police. However with good design and load/unload area (on Beacon) included in the project this situation can be minimized and avoided. In the past I have seen some peoples 'tempers rage' when being blocked in the alley

APPLICANT'S RESPONSE:
The commercial truck loading and unloaded will be done on the main street.

2.6 RENTERS LOAD/UNLOAD: Load and unload space for Renters to load and unload their furniture and boxes is also needed. When moving it typically takes several hours to load or unload a truck and blocking the alley is intrusive to the existing neighbors let alone a nuisance. Load and unload space for Renters is needed.

APPLICANT'S RESPONSE:
Renters will be able to use the area in front of the trash enclosure for temporary parking and for loading/unloading goods so that the alley will remain unobstructed.

2.7 BUILDING HEIGHT: Height: 5 stories will make this building appear to be the tallest building for 1 mile in all directions. More study about the impact of this building in this location is desired by me. The height will make the building a pinnacle which may shift the community activity hub from Beacon and McClellan to the area of this building. Frankly I think the existing activity hub at Beacon and McClellan is best. Thus reducing the number of stories may reduce the building height and keep Beacon and McClellan the central activity hub.

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APPLICANT'S RESPONSE:
During the design process, the impact of the proposed building's height was carefully considered. The primary factor for the public to choose a preferred activity hub is location, of course, combined with the typology of the activities that are offered. The activity hub from Beacon and McClellan has an excellent location being at the intersection of two main streets and in the proximity of the Beacon Hill Light Rail Station. Moreover, people already recognize it as an activity hub. The proposed project has a mid-block position and offers only 2 500 sq. ft. of commercial space, making it highly unlikely for the community to shift its main activity hub. What the new project can do is to add more options for the local community while bringing new residents to support the local businesses and this is always a good thing.

2.8 SHADING: Previously the houses that were on the 2 parcels were 1.5 stories high which did not cast alot of shadows on neighboring properties. However construction of 5 stories will cast large shadows on MULTIPLE neighboring properties. Minimizing the amount of new shadowing on existing neighbors is desired.

APPLICANT'S RESPONSE:
Please check the detailed sun study from pages 55 - 59

2.9 OVERALL APPEARANCE: The overall appearance is very important, can the design include:
2.9.1 Set back development where appropriate to preserve view corridors, particularly to skyline.

APPLICANT'S RESPONSE:
The view corridors were studied in the design process and the mid-block position on the curved area of Beacon Ave S does require a special setback in order to preserve the view towards certain objectives.

2.9.2 Set back upper floors to allow sun on to the sidewalk and/or neighboring properties

APPLICANT'S RESPONSE:
In order to limit the amount of shadow that is cast on the sidewalk, the proposed building's 3-5 stories have a 6'-10" setback compared to the lower levels. In order to limit the cast shadow on the neighboring properties, two thirds of the northern elevation is pushed back with 5' from the property line. For additional sunlight and shading data please check the sun study from pages 55-59

2.9.3 Locate outdoor spaces to take advantage of as much sunlight as possible

APPLICANT'S RESPONSE:
The main outdoor space and amenity area for the proposed development is located on the roof, offering the future residents a great degree of privacy and natural ligh.

2.9.4 Include open spaces that compliment the design of buildings

APPLICANT'S RESPONSE:
The proposed building extends its main elevation along the full front edge of the lot in order to become a part of the future street front. Due to the shape of the lot and the position inside the block, the proposed building does not rely on exterior open space to complement its design.

2.9.5 Small planting strips that create a pleasant environment.

APPLICANT'S RESPONSE:
In order to enrich the pedestrian experience, the 4' space between the existing sidewalk line and the proposed commercial storefronts will be designed to accommodate planters and vegetation. Moreover, the first floor apartment is separated from the parking area with a raised planter.

2.9.6 Landscape elements and the use of low fences to separate public and private spaces.

APPLICANT'S RESPONSE:
The architecture of the building offers a clear separation between public, semi-public and private spaces.

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2.9.7 Plenty of lighting fixtures.

APPLICANT'S RESPONSE:
Lighting fixtures are a key element in the building design. Architectural lighting and the lighting for all public areas will be detailed at a later phase.

2.9.8 Outdoor artworks to create attractive, desirable spaces

APPLICANT'S RESPONSE:
Due to the proposed site and building typologies, the spaces we intend to make desirable are the front and rear entrance plus the terraced roof. The pedestrian experience on the main street will be enhanced by the proposed store fronts which offer 6' wide canopies for weather protection. Architectural lighting will provide a sense of security, enhance the design of the building and also mark entrances or other areas of interest. Towards the back alley, the semi-public area will be covered by the cantilevered top floors and lighting will be provided. Also, the roof terrace will be detailed at a later phase. No artwork will be needed.

2.9.9 The exterior building that creates and compliments the surrounding existing houses and buildings

APPLICANT'S RESPONSE:
During the design phase, integrating the proposed building in the architectural context and imagining it in a neighborhood that has evolved according to the zoning codes was a top priority. The proposed development uses facing brick for the building base and light grey combined with earthy green fiber cement panels for the top section. Moreover, the staggered windows aim to reduce the perceived mass of the building and bring a new contemporary feature to the existing streetscape.

2.10 33 UNITS: 33 additional residential units will probably double the number of residential units on the block. As a part of the project the existing infrastructure size capacity needs to evaluated and if needed new infrastructure installed as part of this project.

APPLICANT'S RESPONSE:
The existing infrastructure was analyzed and will be detailed in the speciality projects.

2.11 STORM DRAIN CAPACITY: The storm drain capacity has not been updated since the early 1960's. There was one house on each of the project parcels. The two houses provided a lot of pervious surface for drainage. However in recent years the alley did flood several times; occasionally water would come up through the storm drain instead of going down. In a recent 'storm drainage full' event I know one property did get water in their basement. Construction of this project may increase the storm water that flows to the storm drain due to the increased impervious surface. Please analyze the impervious surface and storm drainage pipe size then if necessary size up the storm drain pipe. It is reasonable to assume that the proposed 5 story building would be nearly 90 - 100% impervious. Frankly my viewpoint is that the existing storm drainage system is not suitably sized to accommodate the impervious surface drainage runoff that is a part of this project.

APPLICANT'S RESPONSE:
Please check the answer for point 1.4 from the Generally Addressed Public Inquiries.

2.12 ADA HOUSING: ADA housing accommodation was not mentioned as a part of the project. Why? Where will a person in a wheelchair or other mobility device live? Some people use scooters, crutches, walking poles, etc.; how will this project accommodate their living needs?

APPLICANT'S RESPONSE:
ADA compliant units will definitely be included as it is required by the codes. All ADA compliant units will be indicated and detailed at a later phase.

2.13 WATER MAIN: The water mains that served the two single family homes are not sufficient for a 5 story building. Would you please ensure the size of the water main and Main line is sufficient for a building of this size.

APPLICANT'S RESPONSE:
Please check the civil drawings for detailed information on this topic.

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

- TREVOR ROSCHE

Hello! I own the home right next to this proposed project and have a number of questions and concerns [...]

3.1 Will they even care and respect the public realm? Or will it be just a faceless rectangle next door? Will this project enhance the livability of those directly next to the project?

APPLICANT'S RESPONSE:
The proposed building brings a modern design and good quality materials that aim to enrich the architectural character of the neighborhood. The use of local materials has an important role in blending the proposed building into the neighborhood and the addition of commercial spaces and affordable houses can only enhance the livability in the area.

3.2 Do the apartments and commercial spaces look into existing homes? How are they oriented?

APPLICANT'S RESPONSE:
The commercial spaces are oriented only towards the street and relate only to the sidewalk and the pedestrian environment. The residential floors are designed to increase the privacy for the neighboring properties as much as possible. There is a 10' deep courtyard towards the south of the property and the windows on the south side are oriented towards the specified courtyard. Towards the northern side of the property, all windows have a minimum setback of 5' from the northern property line.
Moreover, the amenity area on the roof has 4' wide planters that combined with low and medium vegetation, will block the view from the rooftop terrace towards the neighboring properties.

3.3 Where will the entrances to the commercial and residential doors allow for pedestrians to flow past easily?

APPLICANT'S RESPONSE:
As it is shown in plan at page 31, the proposed building line has a 4' setback from the existing sidewalk. This means an additional 4' wide space that can work as a transition between the commercial entrances and sidewalk. Moreover, both the commercial and residential entrances are recessed in order to increase this transition space between the building and the existing sidewalk.

3.4 What will be the shape of the building? Will it allow neighbors to enjoy their current sunlight exposure or will it overtake homes with shadows? How will rain and wind be handled around the large structure?

APPLICANT'S RESPONSE:
The shape of the building is atypical due to the shape of the lot. However, the proposed design aims to minimize the shadow that is cast on the neighboring properties. Please check the sun study at page 55-59

3.5 What materials are going to be used in this construction. How will hazardous material be dealt with?

APPLICANT'S RESPONSE:
The proposed building will use wood framing for wall and floor assemblies. Regarding the exterior finishes, local materials like facing brick and earthy tones of green and greige are the best option considering the architectural character of the neighborhood. We aim for a sustainable approach to the construction process, where we minimize the material losses and the production of waste as much as possible. All waste that will be produced in the construction process will be disposed as the local codes require and with a minimum interference with the neighboring properties.

3.6 What will the utility and garbage collection area look like? Will they be safe and secure?

APPLICANT'S RESPONSE:
For the layout of the garbage area please check the first floor plan from page 31. In order to make it a secure area, the entrance from the alley will be equipped with a perforated metal roller shutter.

3.7 What sort of housing will be offered? Will it help to enhance our community? Low income housing must be included and is critical for the continued growth of our neighborhood into the future.

APPLICANT'S RESPONSE:
The proposed development will offer 1 and 2-bedroom apartments many of them being affordable. Also the 1-bed apartments are targeting the marked demographics.

KIM
BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

PUBLIC HEARING SUMMARY

- JOHN BORWICK

4.1 Our three story house next door to this project was completed in 2016. It was designed and approved assuming that no larger building would be located next door. For example, our house has a flat roof deck that would have no privacy due to this structure. It would be helpful for the project to identify ways to make the roof deck for our house and for the neighboring townhouses more private.

APPLICANT'S RESPONSE:
The proposed development aims to provide as much privacy as possible to the neighboring properties.In this concern, we designed a 4' wide planter on the roof deck's perimeter so that people will not be able to approach the roof edge and have vision on the nearby properties. Please check the section to the right where the proposed building is shown near the existing property towards the north

4.2 The fences on the sides of the lot should be replaced and heightened to add privacy for the surrounding lots. Our child can use our (small) private patio that abuts this lot. This patio would no longer be private due to people looking down into the patio.

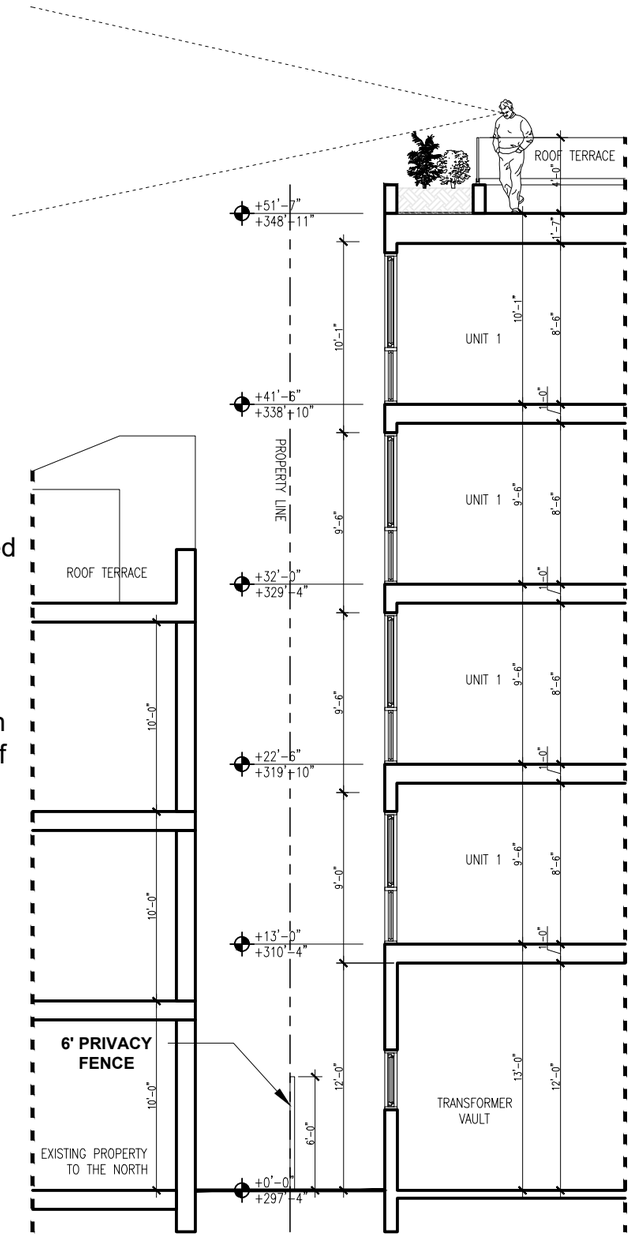
APPLICANT'S RESPONSE:
For the separation between properties we suggest a 6' opaque separation fence that will solve the privacy issue between the first floor of the proposed development and the neighboring properties. Please check the section to the right for the fence position

4.3 The alley drain often overfills in heavy rain and may need to be upgraded/changed if this project increases runoff into the alley.

APPLICANT'S RESPONSE:
The existing storm drain capacity will be correctly assessed and a viable solution will be proposed. Please check the civil drawings for the detailed approach.

4.4 The alley is used regularly by utilities and delivery trucks and should not be blocked for extended periods due to development. Development should also not block the alley parking of neighboring lots, which already happened several days when demolishing the second lot.

APPLICANT'S RESPONSE:
The proposed development aims to make use of the alley in a correct manner and without negatively interfering with the residents of the block. In this regard, the commercial spaces are going to be supplied using the main street and renters that may move in or out will use the area in front of the trash enclosure in order to temporary park or store any goods.



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200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

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200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

PRIORITY GUIDELINES

CS2 - URBAN PATTERN AND FORM
A. LOCATION IN THE CITY AND NEIGHBORHOOD

2. Architectural Presence: Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high-profile" design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

APPLICANT'S RESPONSE:
The proposed development will be built on a mid-block site, near a minor arterial street and among 3-4 story residential units. Due to the site characteristics and the urban context, the best approach would be to produce a quality design that would contribute to the block as a whole.
The biggest challenge in the design process is to relate to the existing building and in the same time to envision the future streetscape, where all developments will be higher and, because there are no minimum side setbacks, will probably form a continuous street front.
The proposed design emphasizes the building base which has the biggest influence on the pedestrian experience. The proposed storefronts along with the brickwork details and carefully designed semi-public space will bring more architectural value to the block.
The building top's perceived mass is reduced due to the staggered position of the windows and the insertion of accent color panels.

CS3 - ARCHITECTURAL CONTEXT AND CHARACTER
A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

2. Contemporary Design: Explore how contemporary design can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

APPLICANT'S RESPONSE:
After the analysis of the existing urban context and zoning codes, the best approach was to bring a more urban and contemporary feel to the neighborhood.
The proposed development has very clear base and top sections. The base uses a very common local material, facing brick, along with large glazed areas and a modern canopy for pedestrian protection. The top part of the building with its staggered windows and a light grey fiber cement board facade, brings the idea of a new volume built on top of an old element.

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

APPLICANT'S RESPONSE:
To align with the city's vision on the future density and architectural character of the Beacon Hill Urban Village, the proposed development aims for a continuous street front and no side setbacks in the proximity of the main street. This will allow future developments to have the same approach and thus to consolidate the urban character of the future neighborhood.

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200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

APPLICANT'S RESPONSE:
The main entrance is easily visible and it's marked with an accent finish material. The transition from the sidewalk is accomplished through a mild slope in order to provide full accessibility. The rear entrance's elevation is 2'-0" below the elevation of the main entrance. The difference in levels is handled with 5% sloped circulations. The purpose was to make the building accessible for all residents or guests that would come either from the main entrance or from the back alley.

APPLICANT'S RESPONSE:
Due to the relatively low difference in elevation, proposed circulation spaces do not exceed a 5% slope.

APPLICANT'S RESPONSE:
All semi-public spaces can be naturally surveiled. Along the main street, the large store fronts offer permanent observation and increase the sense of security. In the rear entrance area, the parking lot and bike area entrance are directly visible from the first floor apartment's windows. Moreover, as an additional protection feature, the entrance in the garbage enclosure area will be protected with a perforated metal roller shutter and a video surveillance system will be installed.

APPLICANT'S RESPONSE:
Beside architectural lighting which is separate design element with the role of emphasizing the building volume and color at night, sufficient lighting will be provided in all the semi-public and semi-private spaces within the proposed project.

APPLICANT'S RESPONSE:
Along Beacon Ave S, the main entrance and the commercial spaces' store fronts are protected by a 6' modern metal canopy.. The secondary entrance, as well as the entrance to the bike storage are protected with the cantilevered part of the top floors along with a metal canopy.

PL2 WALKABILITY
A. ACCESSIBILITY
***1. Access for All:** Provide access for people of all abilities an a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate "back door" entrances for persons with mobility limitations.*

2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks or other challenges. Examples include exterior stairs and landings, escalators, elevators, textured ground surfaces, seating at key resting points, through-block connections and ramps for wheeled devices(wheelchairs, strollers, bicycles)

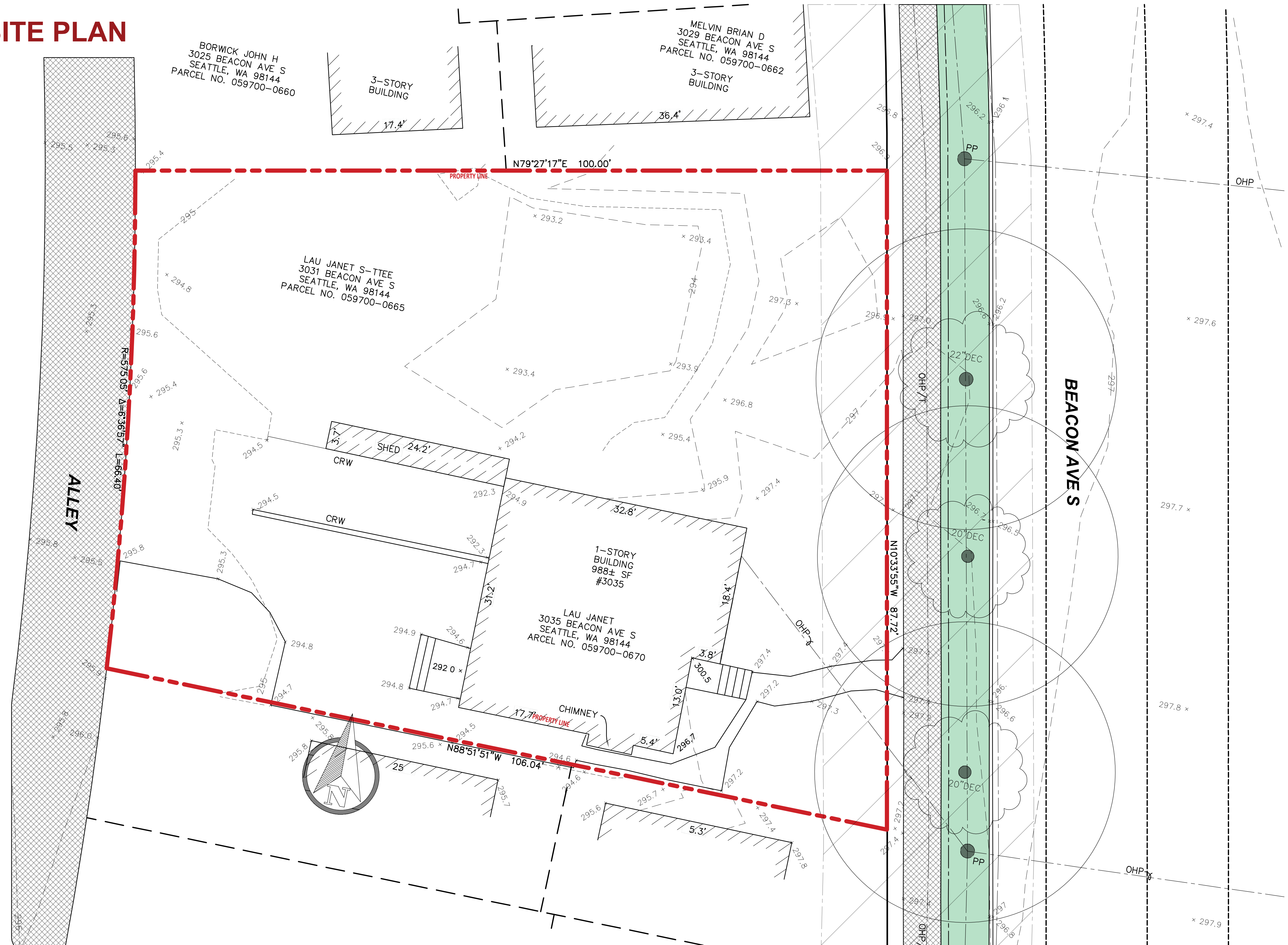
B - SAFETY AND SECURITY
1. Eyes in the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

2. Lighting for safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting and/or security lights.

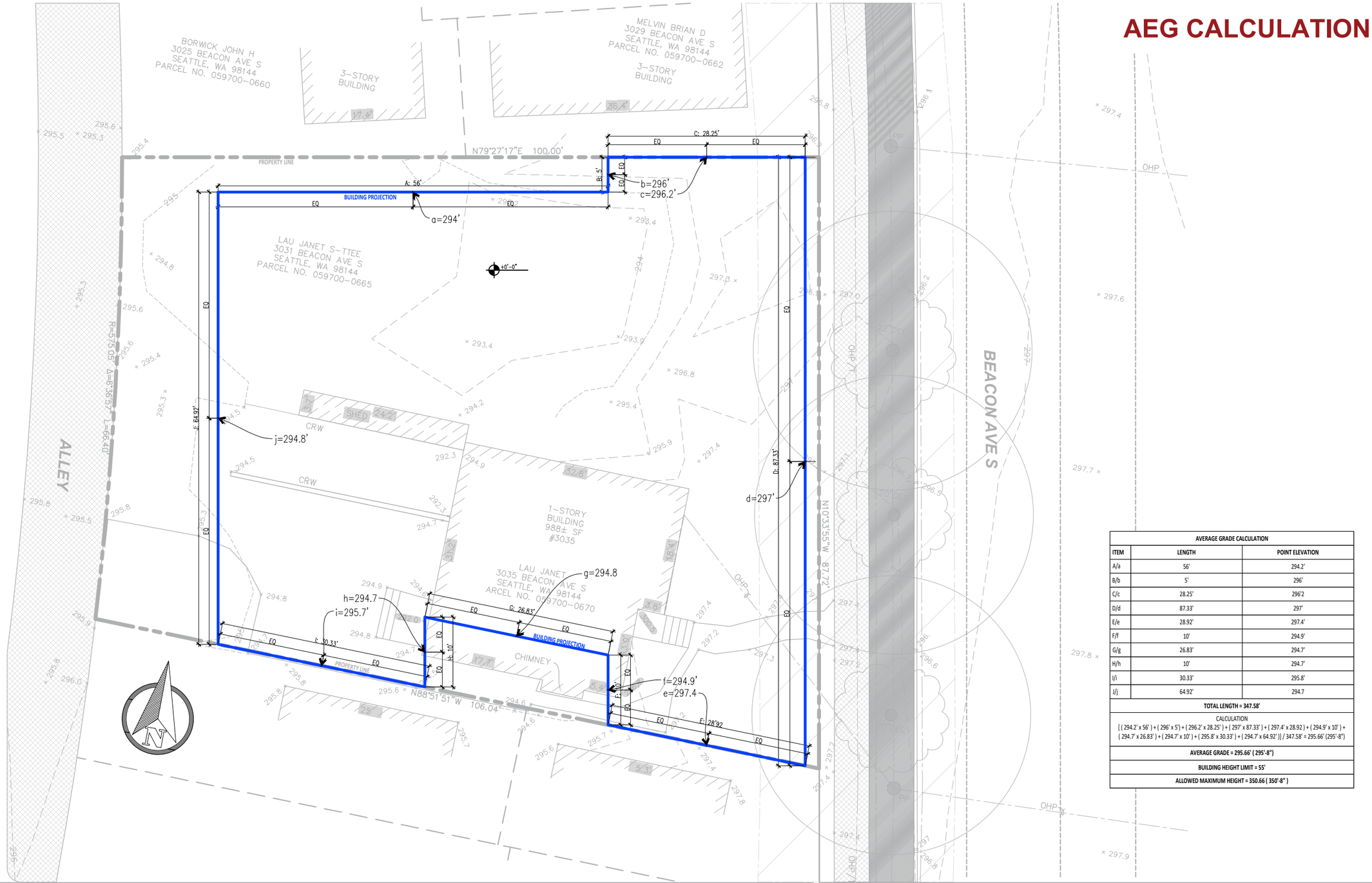
C. WEATHER PROTECTION
1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses and transit stops. Address changes in topography as needed to provide continuous coverage to the full length of the building, where possible.

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

EXISTING SITE PLAN



AEG CALCULATION



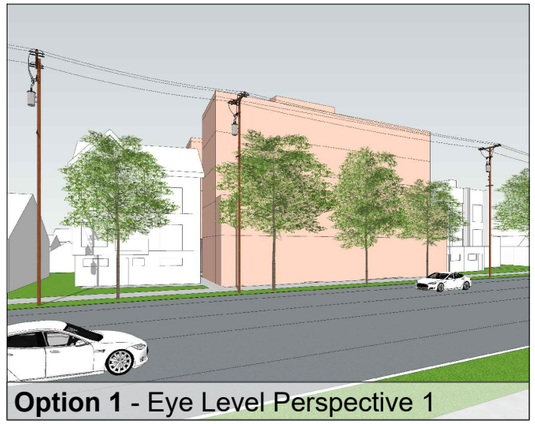
AVERAGE GRADE CALCULATION		
ITEM	LENGTH	POINT ELEVATION
A/a	56'	294.2'
B/b	5'	296'
C/c	28.25'	296'2
D/d	87.33'	297'
E/e	28.92'	297.4'
F/f	10'	294.9'
G/g	26.83'	294.7'
H/h	10'	294.7'
I/i	30.33'	295.8'
J/j	64.92'	294.7
TOTAL LENGTH = 347.58'		
CALCULATION [(294.2' x 56') + (296' x 5') + (296.2' x 28.25') + (297' x 87.33') + (297.4' x 28.92) + (294.9' x 10') + (294.7' x 26.83') + (294.7' x 10') + (295.8' x 30.33') + (294.7' x 64.92')] / 347.58' = 295.66' (295'-8")		
AVERAGE GRADE = 295.66' (295'-8")		
BUILDING HEIGHT LIMIT = 55'		
ALLOWED MAXIMUM HEIGHT = 350.66 (350'-8")		

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200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

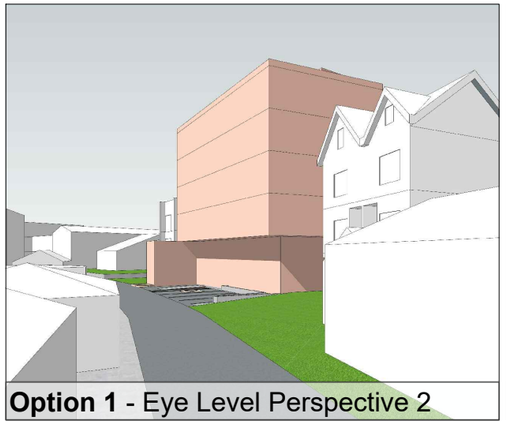
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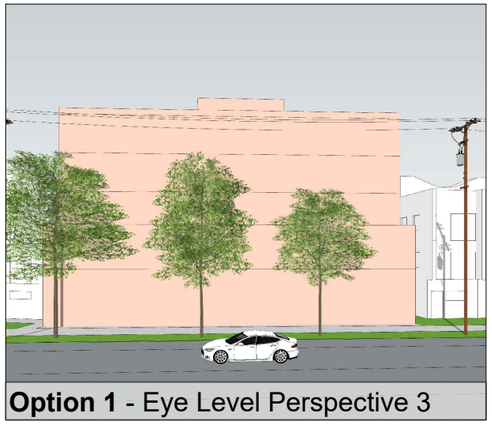
MASSING OPTION COMPARISON



Option 1 - Eye Level Perspective 1



Option 1 - Eye Level Perspective 2



Option 1 - Eye Level Perspective 3

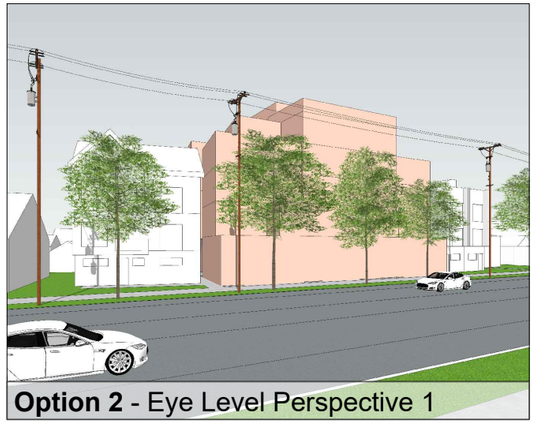
OPTION 1 - PREFERRED AND CODE COMPLIANT

Opportunities:

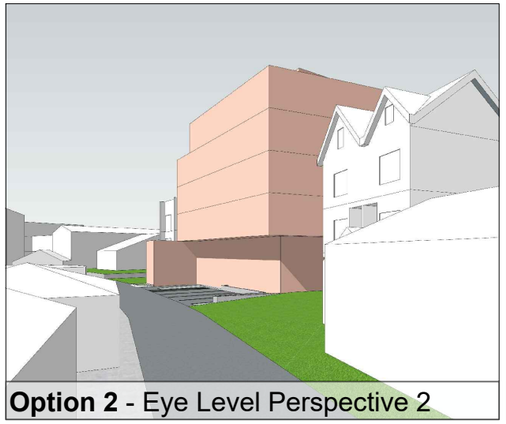
- Provides a good number of residential units and also affordable living in a high connectivity area.
- Proposes a clear street front which enriches the pedestrian experience and the architectural streetscape by means of clear massing and good quality finishes and detailing

Constraints:

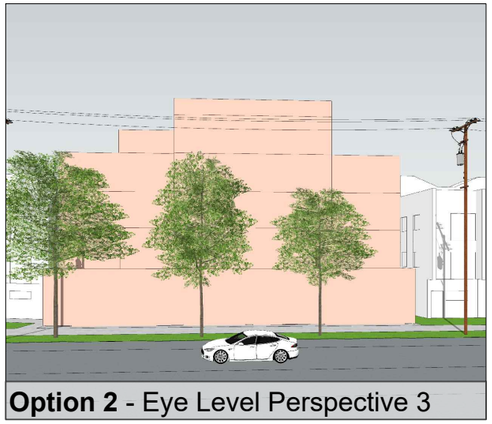
- The massing of the front elevation is reduced only by means of scattered windows and material transitions.



Option 2 - Eye Level Perspective 1



Option 2 - Eye Level Perspective 2



Option 2 - Eye Level Perspective 3

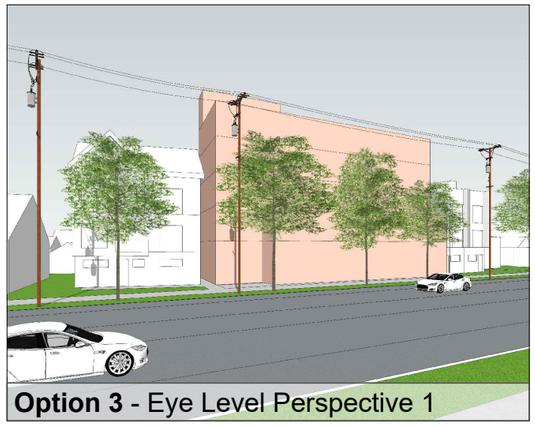
OPTION 2

Opportunities:

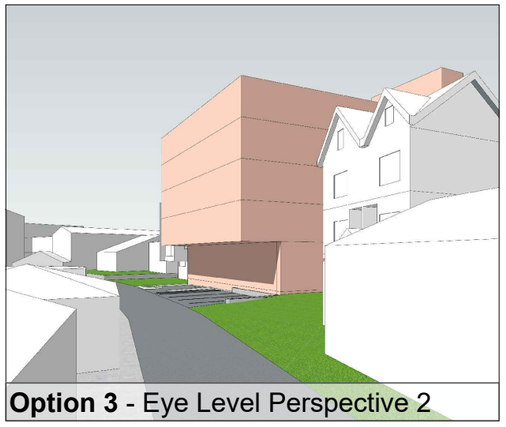
- Allows more sunlight to reach the neighboring properties.
- Offers private terraces at the fifth level.
- The building massing aims to relate better with the neighborhood scale.

Constraints:

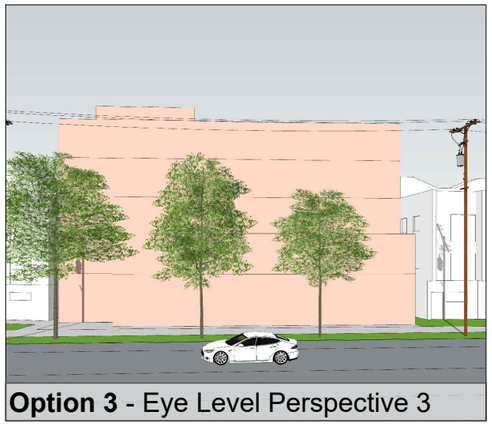
- A smaller roof top amenity area.
- The building massing is more elaborate thus having more vulnerable points and also requiring more proficiency from the future contractor.



Option 3 - Eye Level Perspective 1



Option 3 - Eye Level Perspective 2



Option 3 - Eye Level Perspective 3

OPTION 3

Opportunities:

- Large rooftop amenity area

Constraints:

- Provides more residential units than the other two options

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

MASSING OPTION COMPARISON



Option 1-Eye Level Perspective 4



Option 1 - Aerial Perspective 1



Option 1 - Aerial Perspective 2



Option 1 - Aerial Perspective 3



Option 1 - Aerial Perspective 4



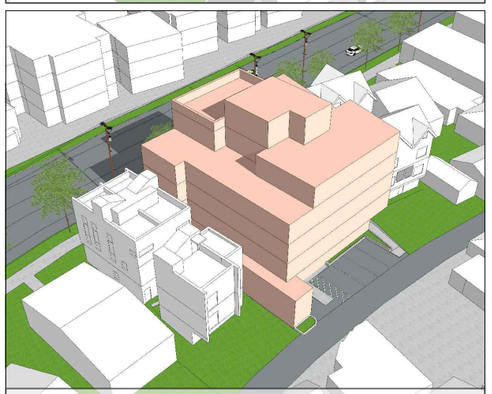
Option 2-Eye Level Perspective 4



Option 2 - Aerial Perspective 1



Option 2 - Aerial Perspective 2



Option 2 - Aerial Perspective 3



Option 2 - Aerial Perspective 4



Option 3-Eye Level Perspective 4



Option 3 - Aerial Perspective 1



Option 3 - Aerial Perspective 2



Option 3 - Aerial Perspective 3



Option 3 - Aerial Perspective 4

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OPTION 1 - PREFERRED AND CODE COMPLIANT



Option 1 - Aerial Perspective 1

NUMBER OF STORIES:	5
FIRST FLOOR:	5 709 sq. ft.
SECOND FLOOR:	6 080 sq. ft.
3-5 FLOORS:	5 487 sq. ft. each floor
ROOF:	675 sq. ft.
TOTAL AREA:	28 925 sq. ft.
PROPOSED FAR	3.70
NUMBER OF RESIDENTIAL UNITS	33
COMMERCIAL SPACE:	2500 sq. ft.
PROPOSED PARKING	3 (None required)
PROPOSED BIKE PARKING	37 (37 required)
REQUESTED DEPARTURES:	NONE
AMENITY AREA:	3236sq.ft.(ROOF TOP)



Option 1 - Eye Level Perspective 2

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OPTION 1 - PREFERRED AND CODE COMPLIANT



Option 1 - Eye-Level Perspective 3



Option 1 - Aerial Perspective 2

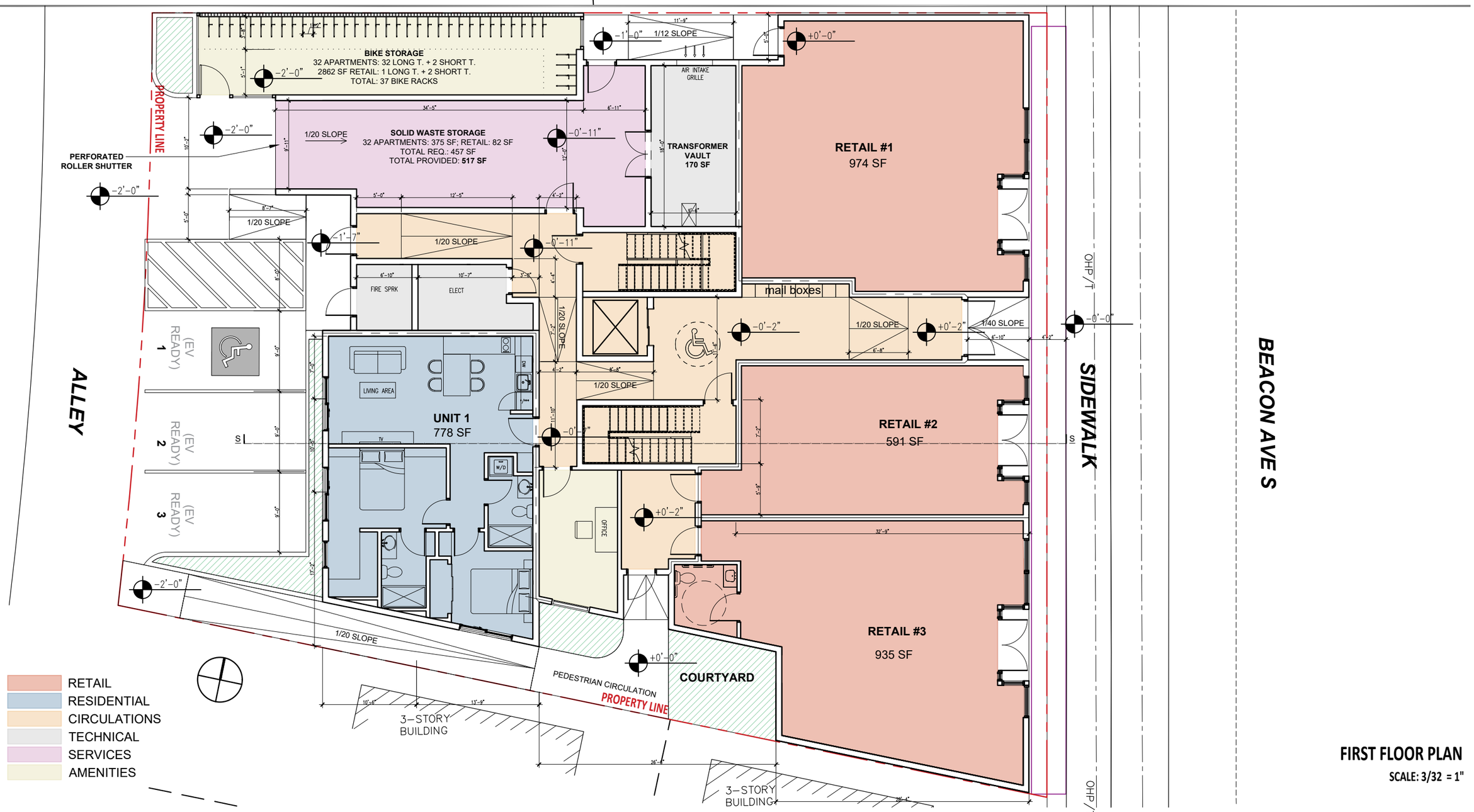


Option 1 - Aerial Perspective 3

3031 & 3035 BEACON HILL MIXED USE
3031 & 3035 BEACON AVE S, SEATTLE, WA

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OPTION 1 - PREFERRED AND CODE COMPLIANT

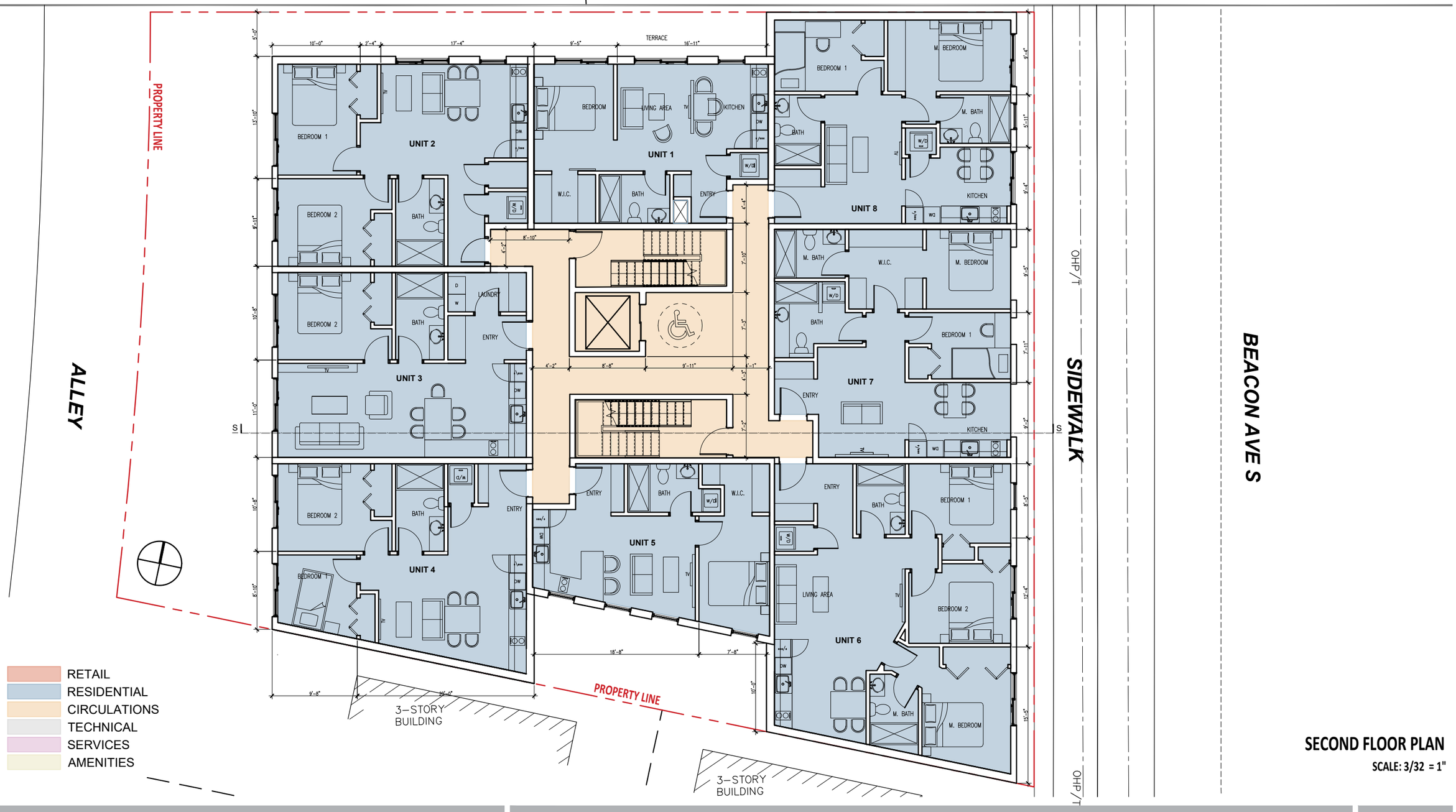


FIRST FLOOR PLAN

SCALE: 3/32 = 1"

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OPTION 1 - PREFERRED AND CODE COMPLIANT

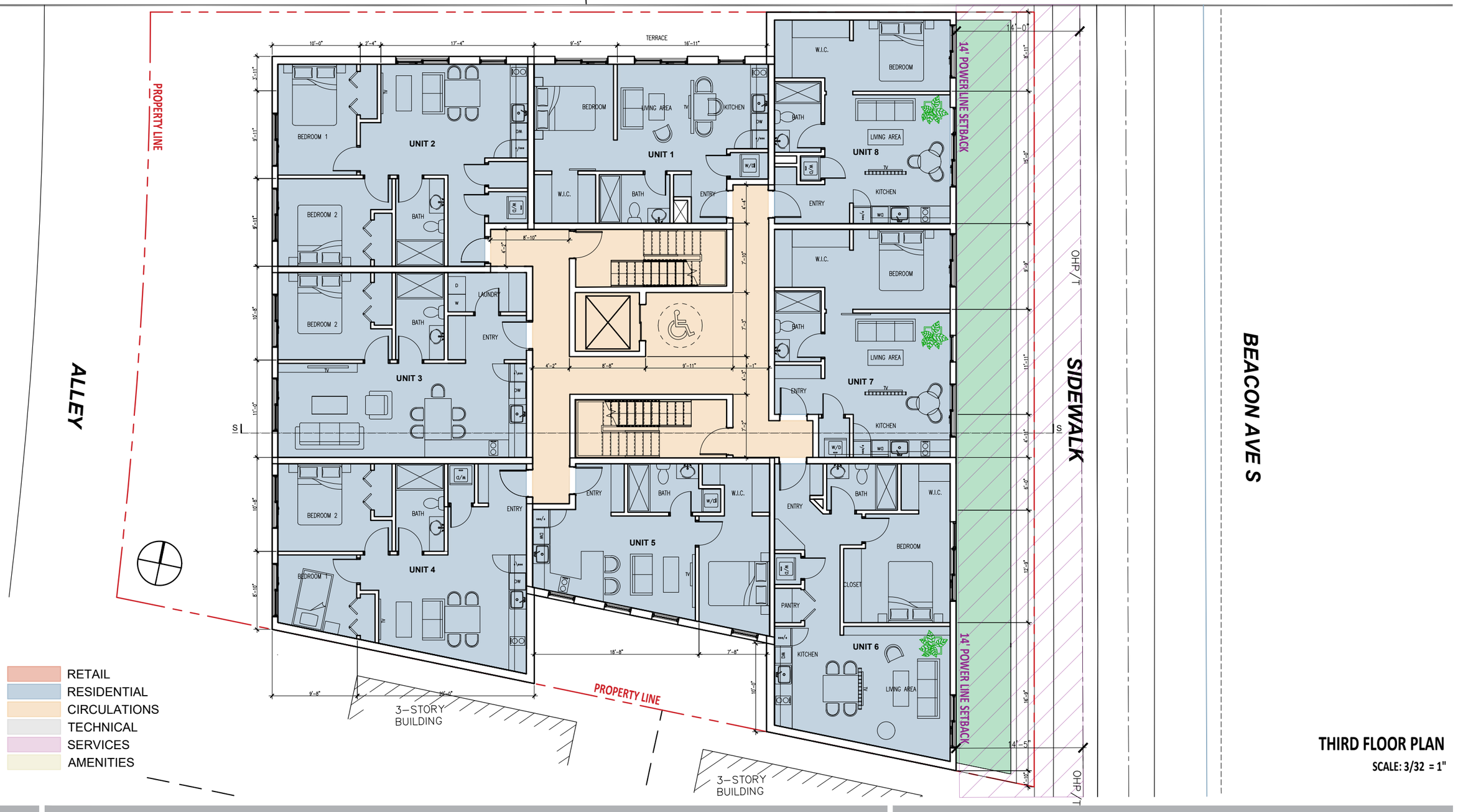


SECOND FLOOR PLAN

SCALE: 3/32 = 1"

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OPTION 1 - PREFERRED AND CODE COMPLIANT



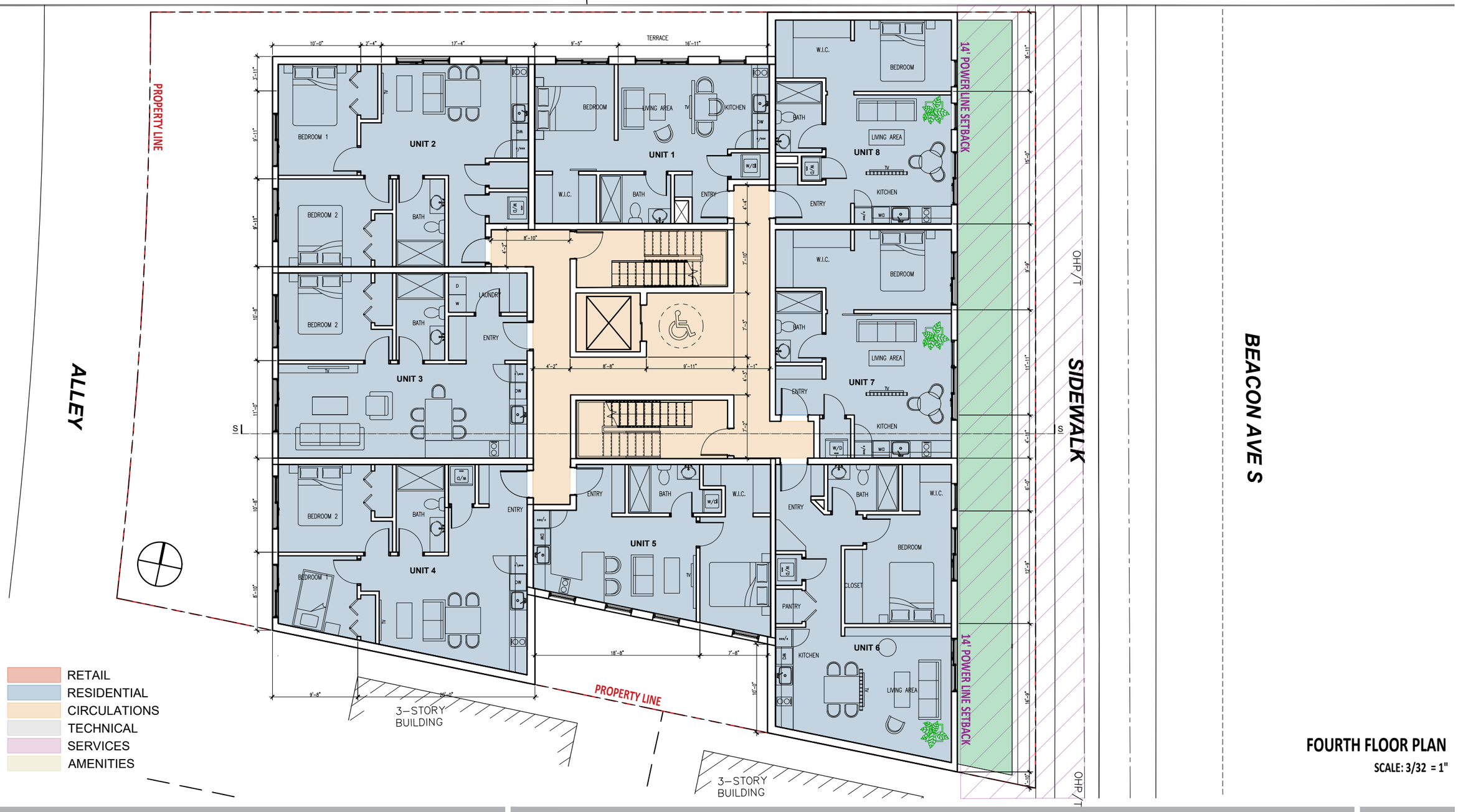
THIRD FLOOR PLAN

SCALE: 3/32 = 1"

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200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

3031 & 3035 BEACON HILL MIXED USE
3031 & 3035 BEACON AVE S, SEATTLE, WA

OPTION 1 - PREFERRED AND CODE COMPLIANT

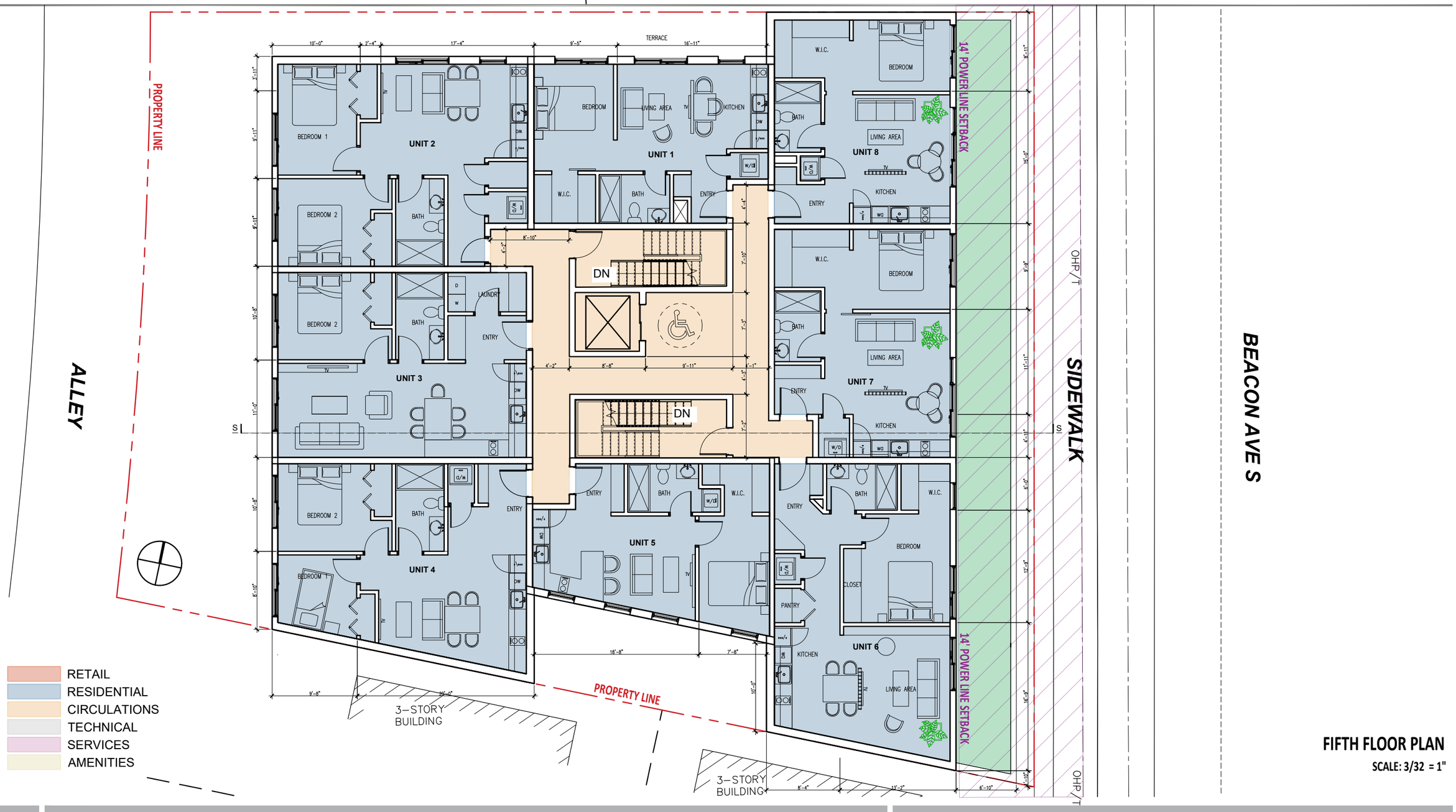


FOURTH FLOOR PLAN

SCALE: 3/32 = 1"

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OPTION 1 - PREFERRED AND CODE COMPLIANT



FIFTH FLOOR PLAN

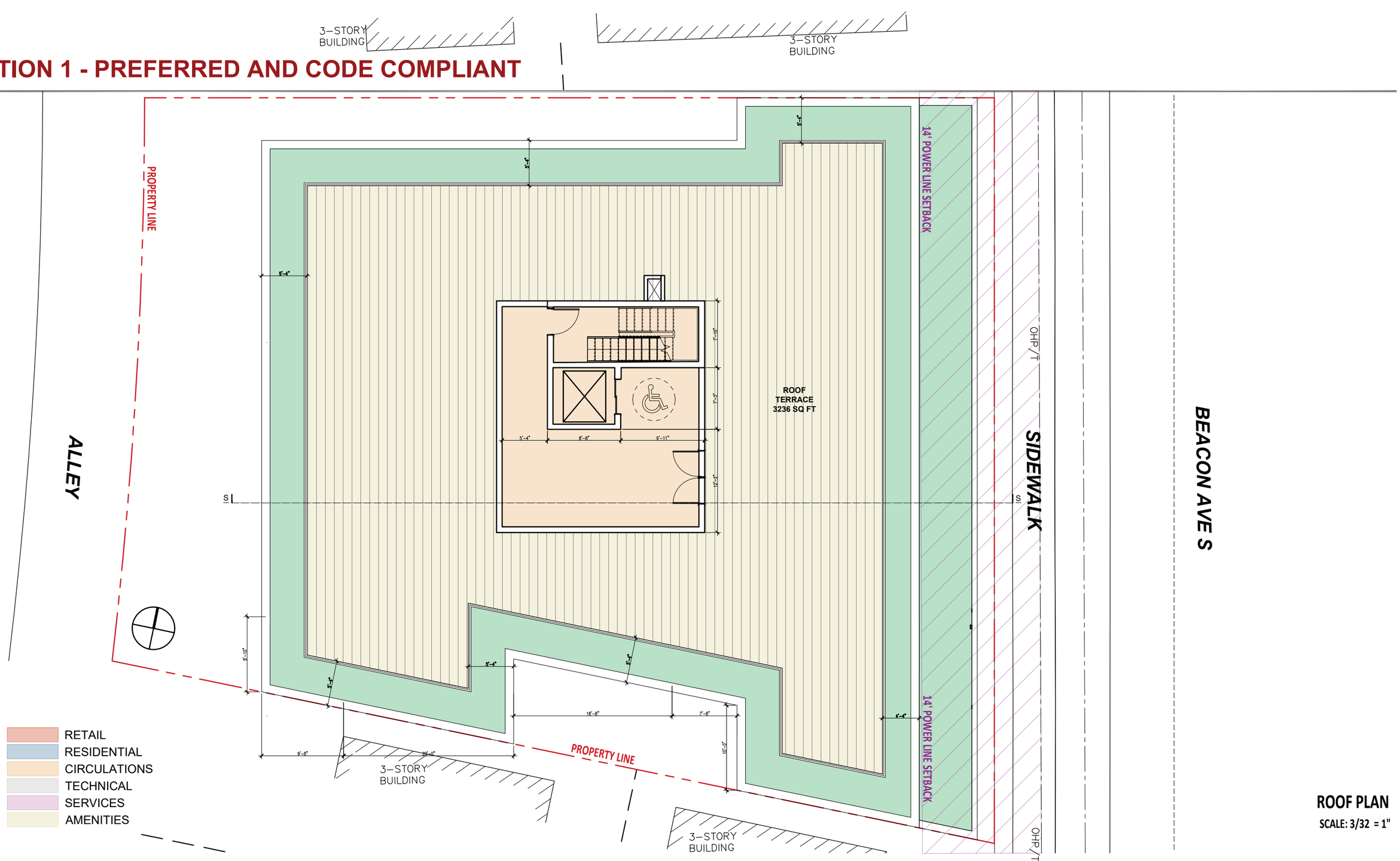
SCALE: 3/32 = 1"

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3031 & 3035 BEACON HILL MIXED USE

3031 & 3035 BEACON AVE S, SEATTLE, WA

OPTION 1 - PREFERRED AND CODE COMPLIANT

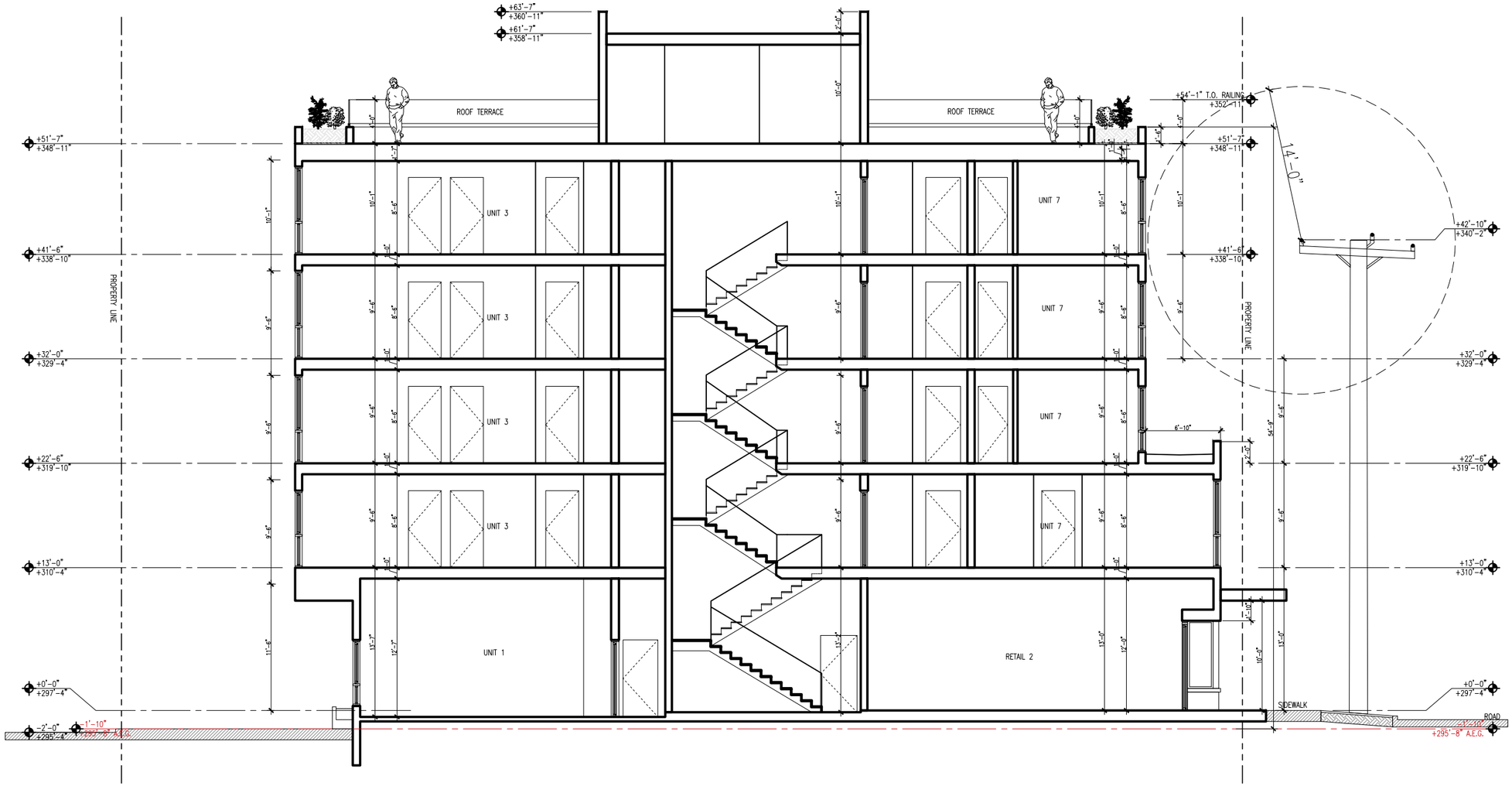


ROOF PLAN

SCALE: 3/32 = 1"

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

OPTION 1 - PREFERRED AND CODE COMPLIANT



SECTION

SCALE: 3/32 = 1"

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

3031 & 3035 BEACON HILL MIXED USE
3031 & 3035 BEACON AVE S, SEATTLE, WA

OPTION 2

NUMBER OF STORIES:	5
FIRST FLOOR:	5 709 sq. ft.
SECOND FLOOR:	5 800 sq. ft.
3-4 FLOORS:	5 487 sq. ft. each floor
FIFTH FLOOR:	3 837 sq. ft.
ROOF:	768 sq. ft.
TOTAL AREA:	26 320 sq. ft.
PROPOSED FAR	3.36
NUMBER OF RESIDENTIAL UNITS	29
COMMERCIAL SPACE:	2 500 sq. ft.
PROPOSED PARKING	3 (None required)
PROPOSED BIKE PARKING	37 (34 required)
REQUESTED DEPARTURES:	NONE
AMENITY AREA:	2367sq.ft.(ROOF TOP)



Option 1 - Eye Level Perspective 2



Option 1 - Aerial Perspective 1

3031 & 3035 BEACON HILL MIXED USE
3031 & 3035 BEACON AVE S, SEATTLE, WA

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200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com



Option 1 - Aerial Perspective 3



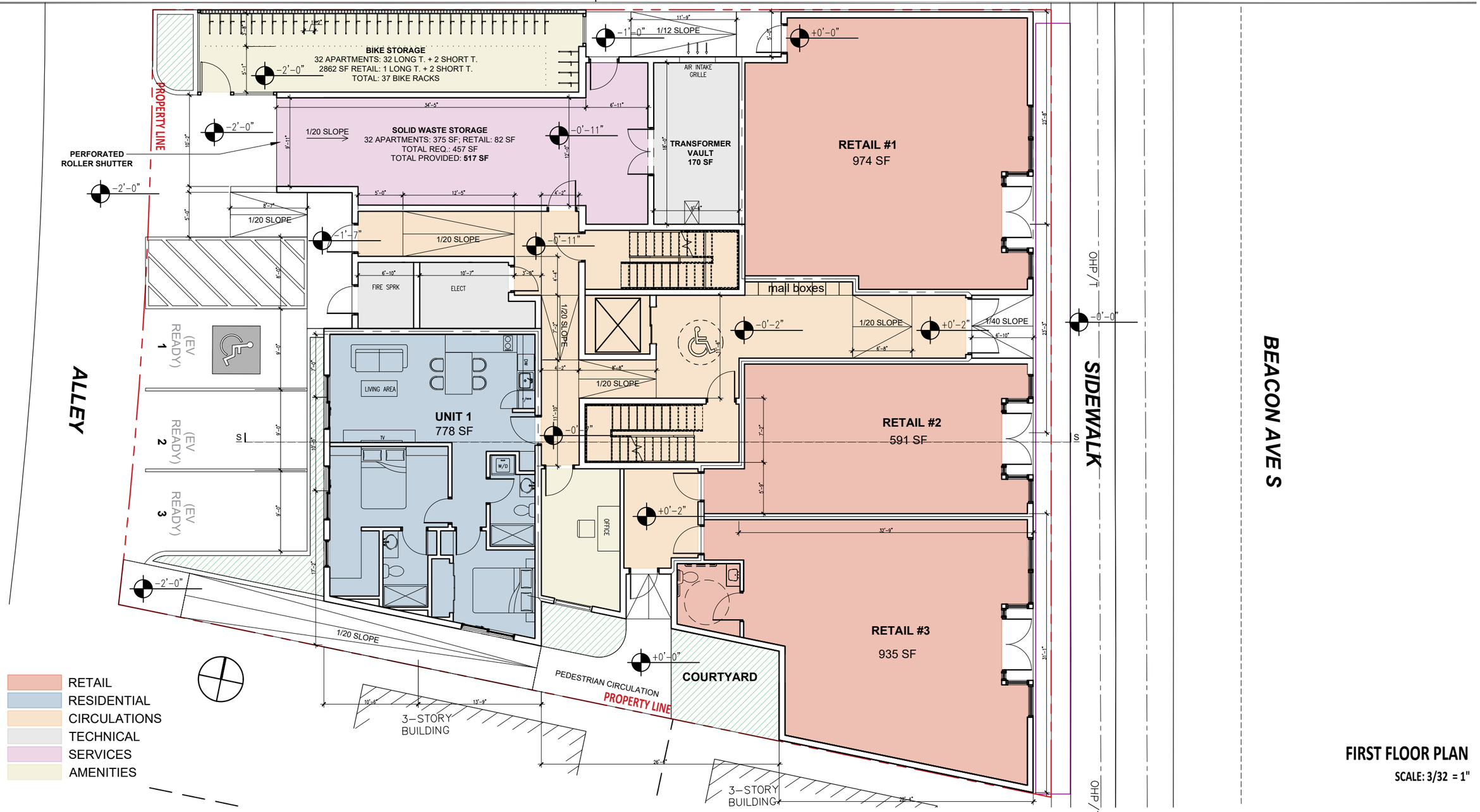
Option 1 - Eye-Level Perspective 3



Option 1 - Aerial Perspective 2

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

OPTION 2

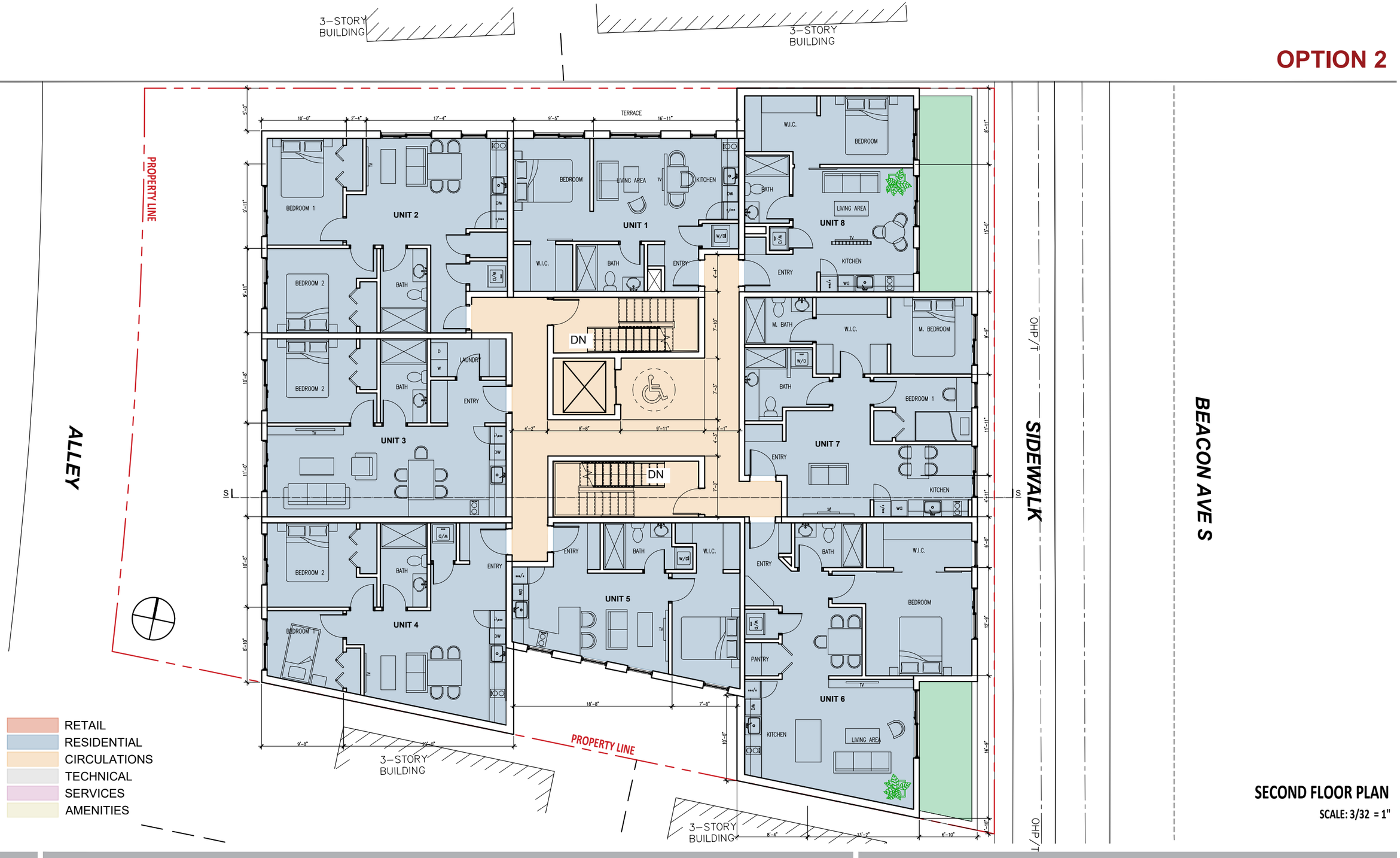


FIRST FLOOR PLAN

SCALE: 3/32 = 1"

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

OPTION 2



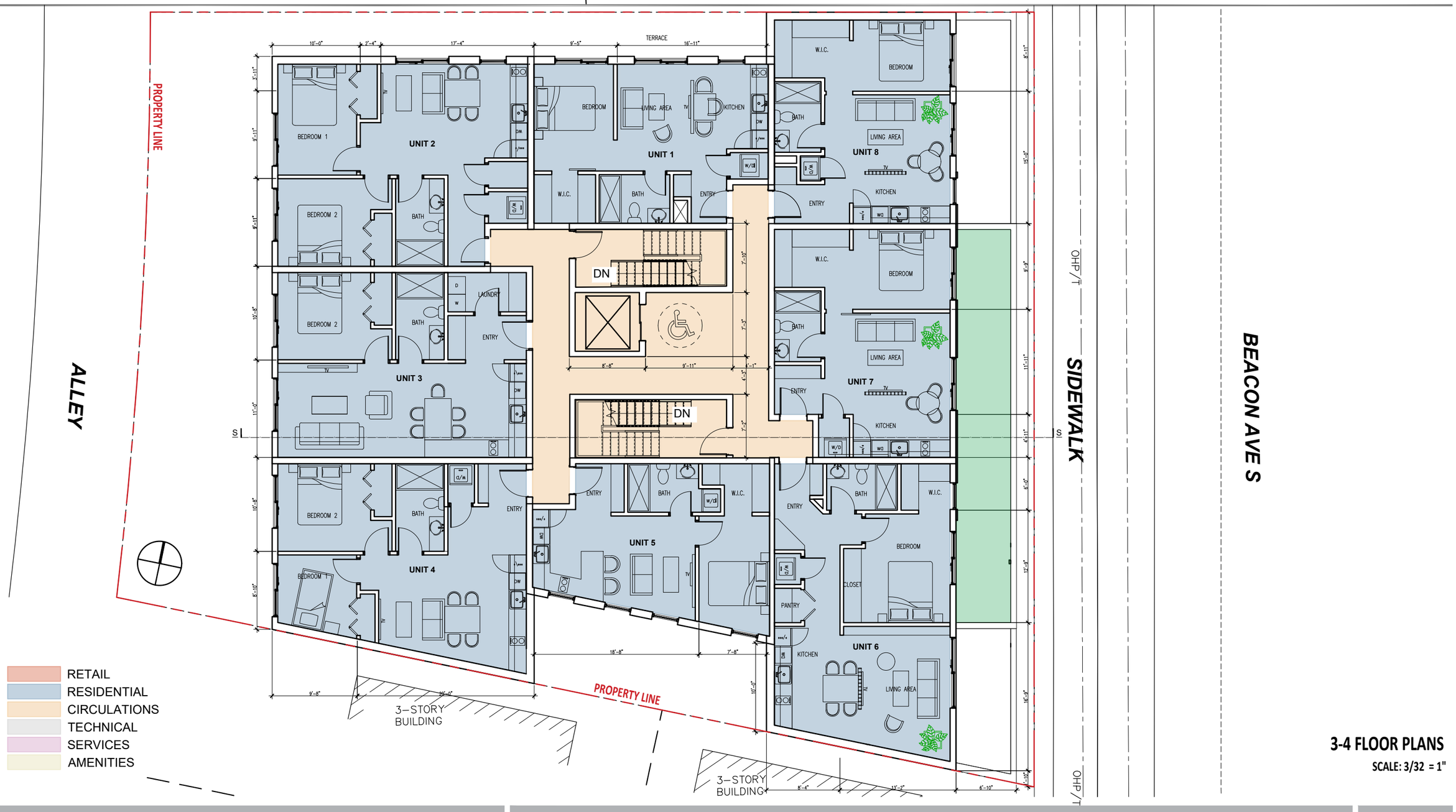
SECOND FLOOR PLAN

SCALE: 3/32 = 1"

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Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

3031 & 3035 BEACON HILL MIXED USE
3031 & 3035 BEACON AVE S, SEATTLE, WA

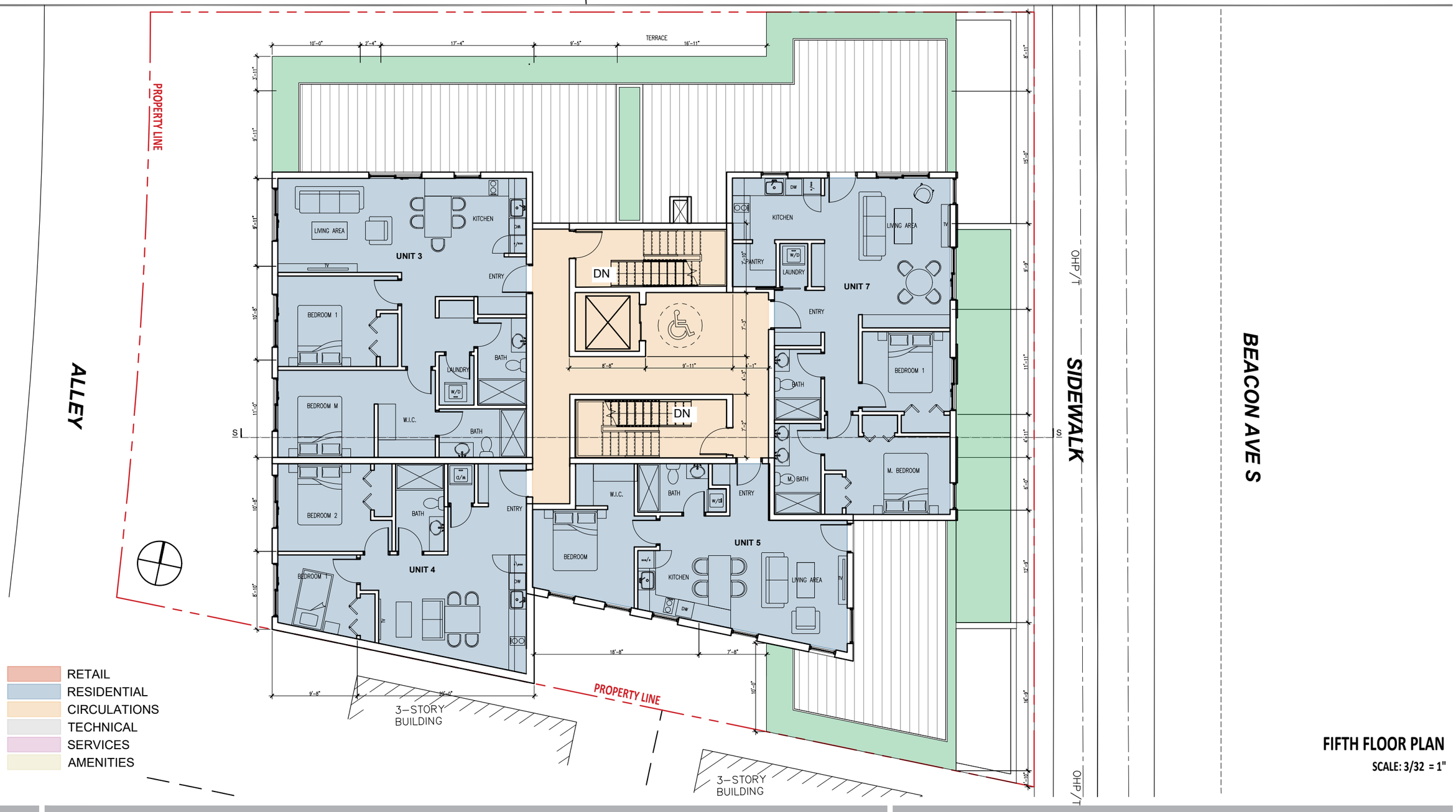
OPTION 2



3-4 FLOOR PLANS

SCALE: 3/32 = 1"

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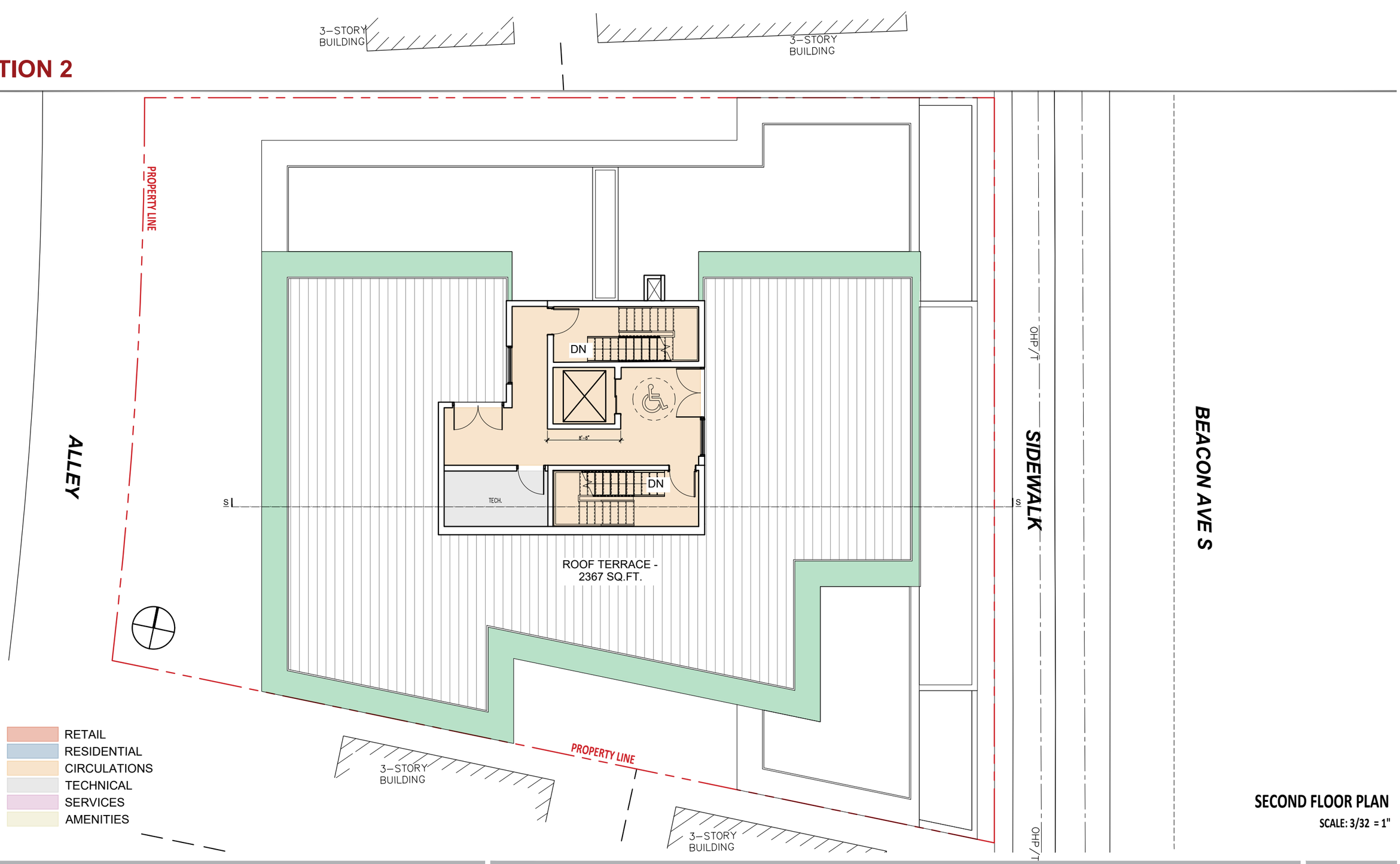


FIFTH FLOOR PLAN

SCALE: 3/32 = 1"

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

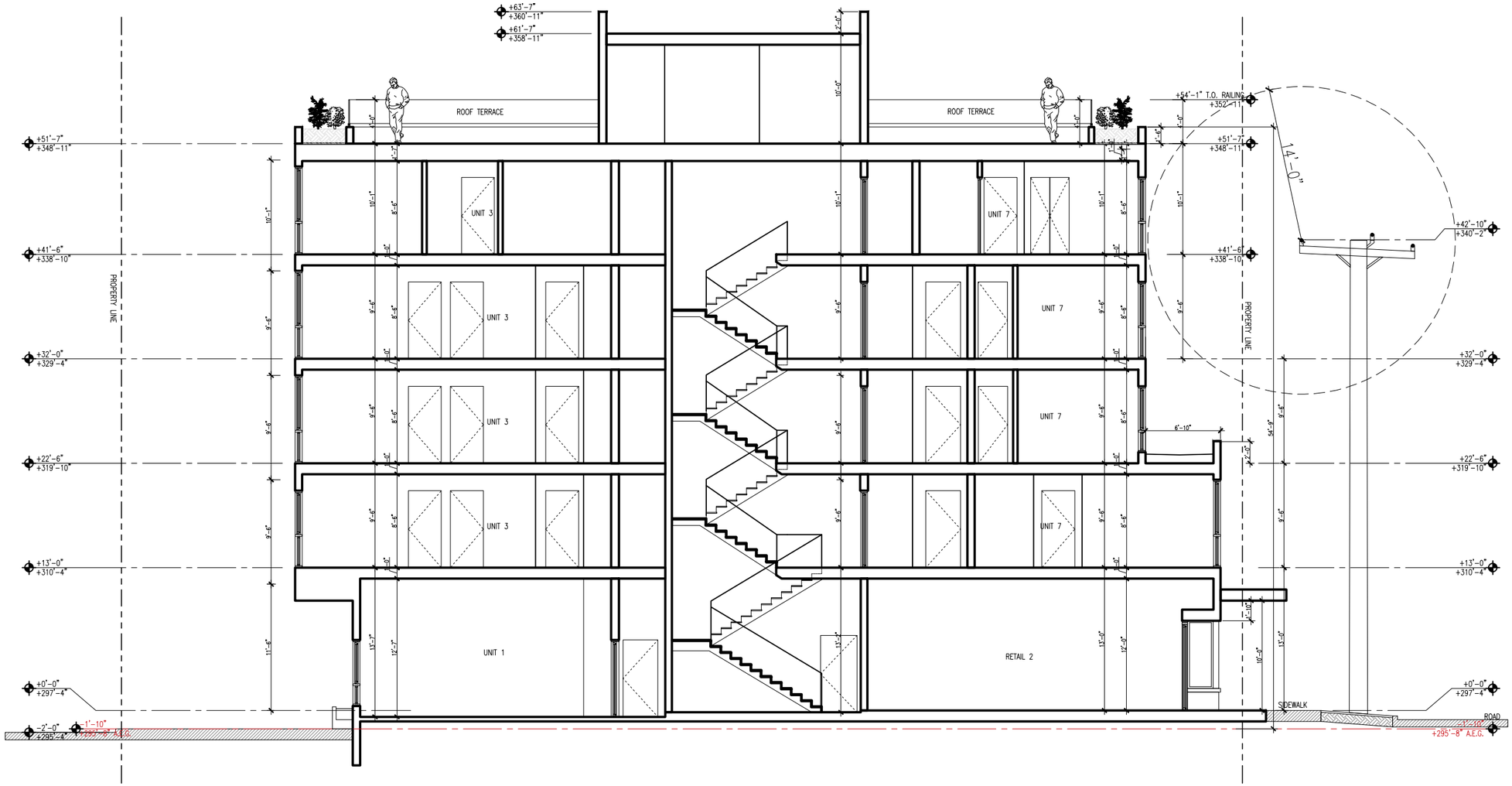
OPTION 2



SECOND FLOOR PLAN

SCALE: 3/32 = 1"

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200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com



SECTION

SCALE: 3/32 = 1"

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

OPTION 3

NUMBER OF STORIES:	6
BASEMENT:	2 505 sq. ft.
FIRST FLOOR:	5 623 sq. ft.
SECOND FLOOR:	6 219 sq. ft.
3-5 FLOORS:	5 730 sq. ft. each floor
ROOF:	225 sq. ft.
TOTAL AREA:	31 762 sq. ft.
TOTAL AREA(FAR CALCULATION):	29 257 sq. ft.
PROPOSED FAR	3.74
NUMBER OF RESIDENTIAL UNITS	44
COMMERCIAL SPACE:	2 989 sq. ft.
PROPOSED PARKING	4 (None required)
PROPOSED BIKE PARKING	50 (50 required)
REQUESTED DEPARTURES:	NONE
AMENITY AREA:	5077sq.ft.(ROOF TOP)



Option 1 - Eye Level Perspective 2



Option 1 - Aerial Perspective 1

3031 & 3035 BEACON HILL MIXED USE
3031 & 3035 BEACON AVE S, SEATTLE, WA

BENNY AND LYDIA KIM ARCHITECTS
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Option 1 - Aerial Perspective 3



Option 1 - Eye-Level Perspective 3

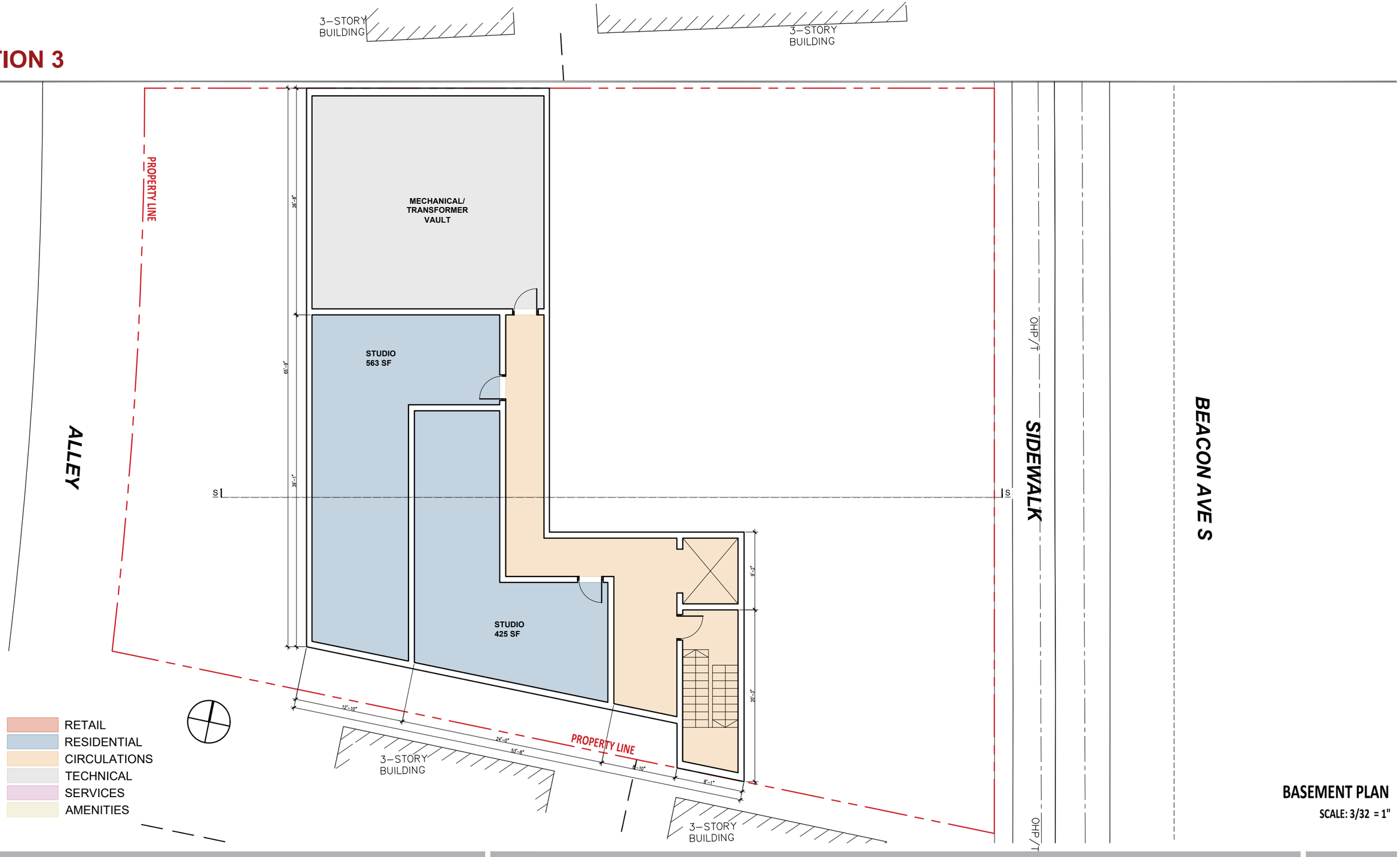


Option 1 - Aerial Perspective 2

BENNY AND LYDIA KIM ARCHITECTS
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3031 & 3035 BEACON HILL MIXED USE
3031 & 3035 BEACON AVE S, SEATTLE, WA

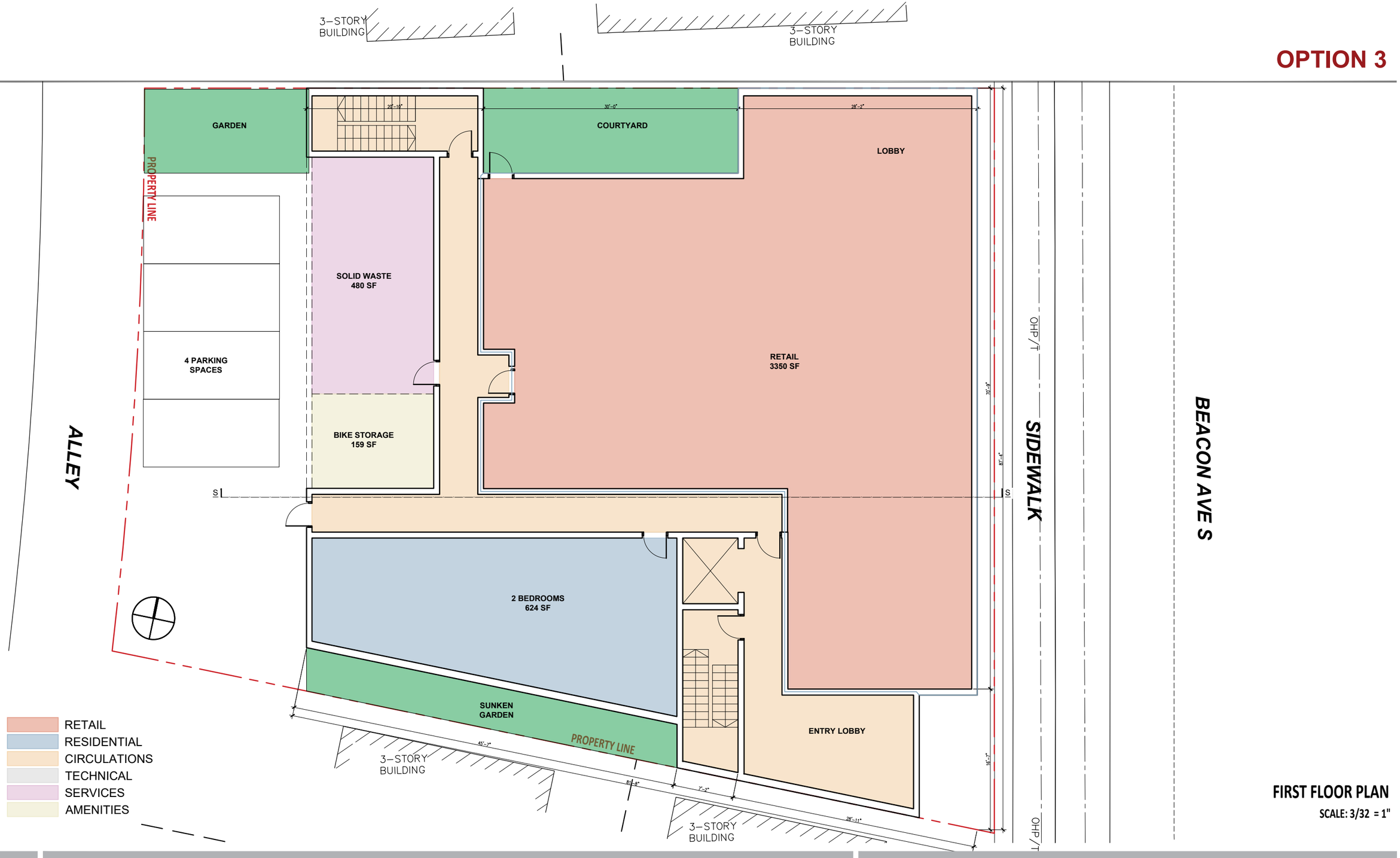
OPTION 3



BASEMENT PLAN

SCALE: 3/32 = 1"

BENNY AND LYDIA KIM ARCHITECTS
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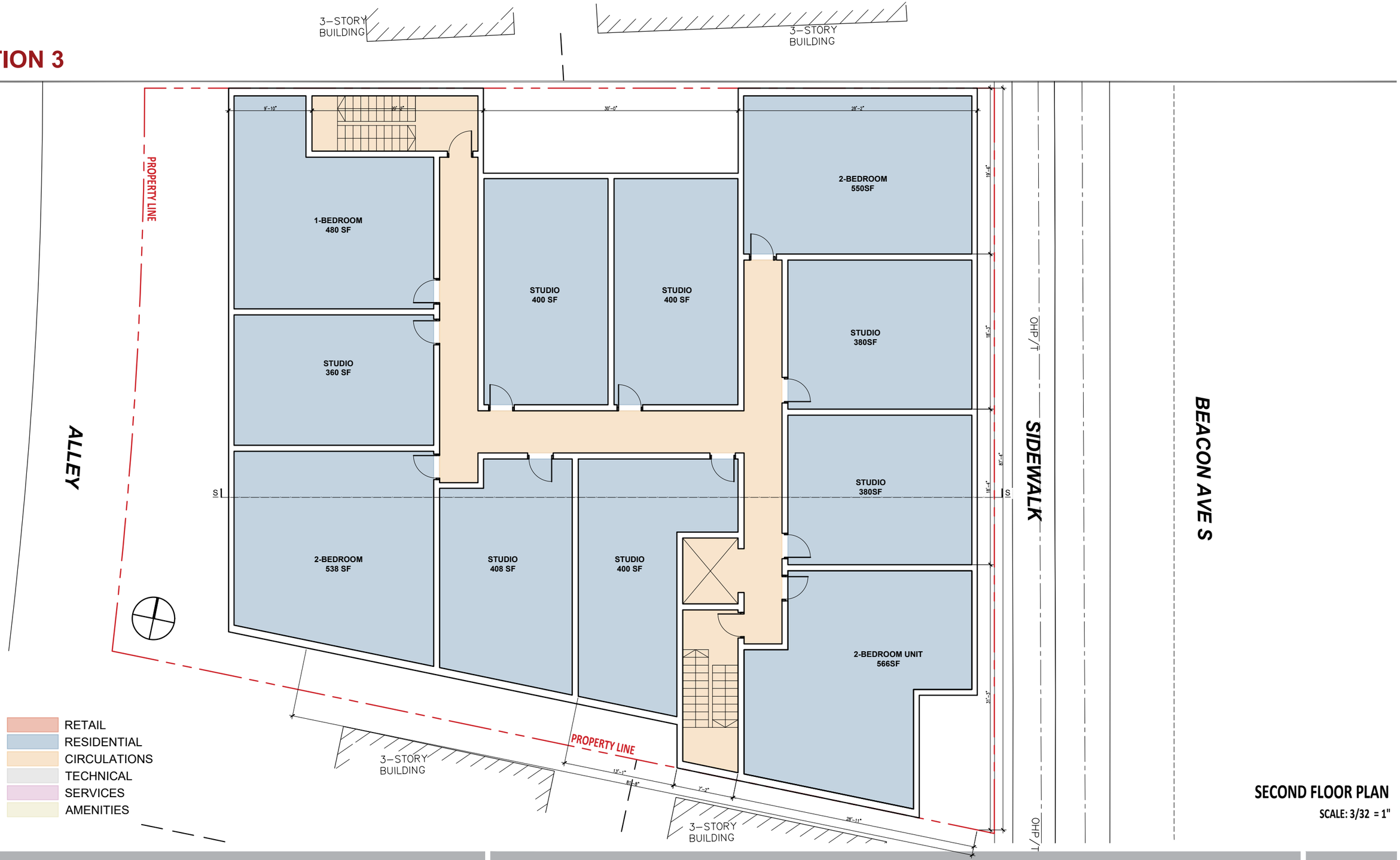


FIRST FLOOR PLAN

SCALE: 3/32 = 1"

BENNY AND LYDIA KIM ARCHITECTS
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OPTION 3



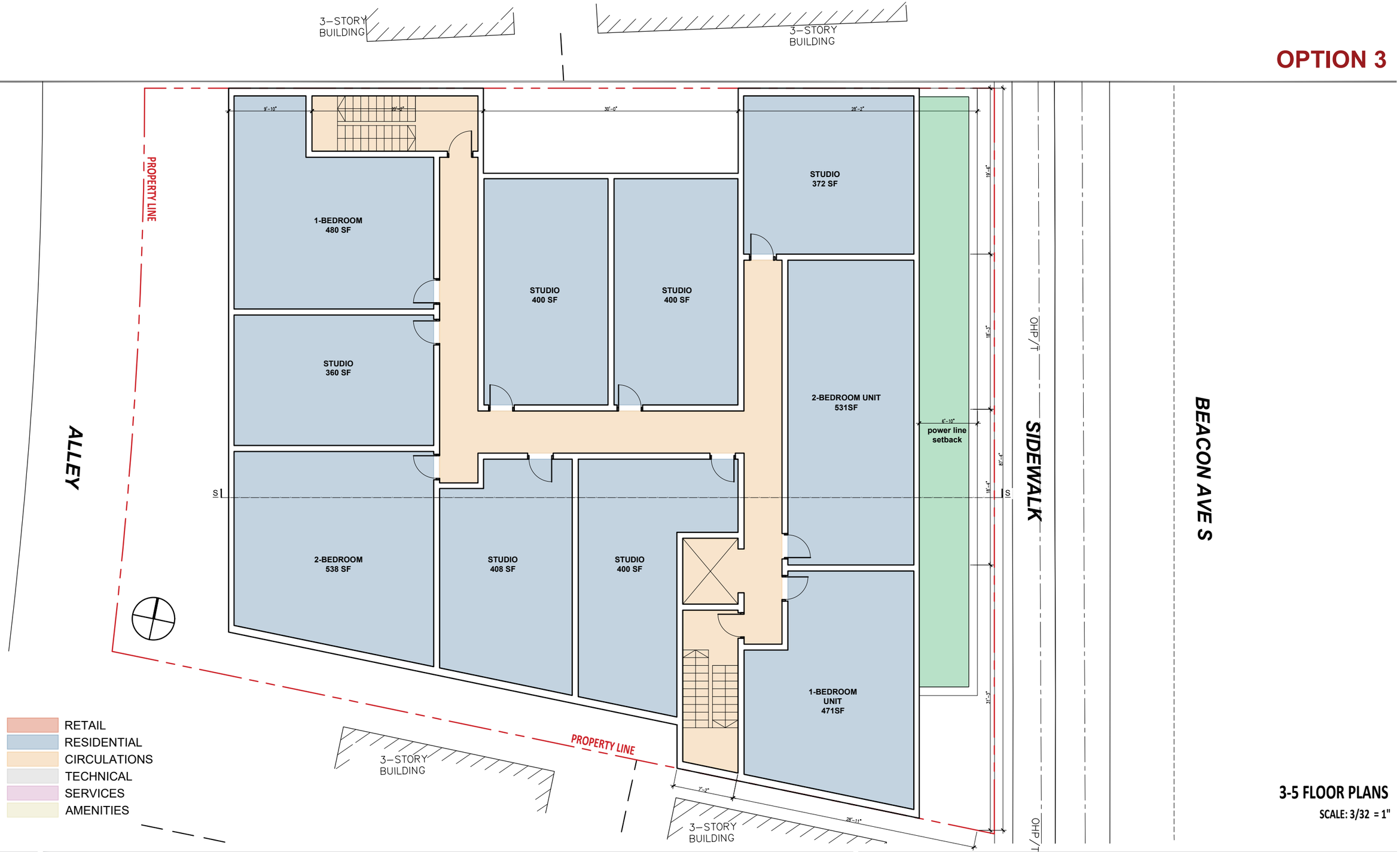
SECOND FLOOR PLAN

SCALE: 3/32 = 1"

3031 & 3035 BEACON HILL MIXED USE
3031 & 3035 BEACON AVE S, SEATTLE, WA

BENNY AND LYDIA KIM ARCHITECTS
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Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

OPTION 3

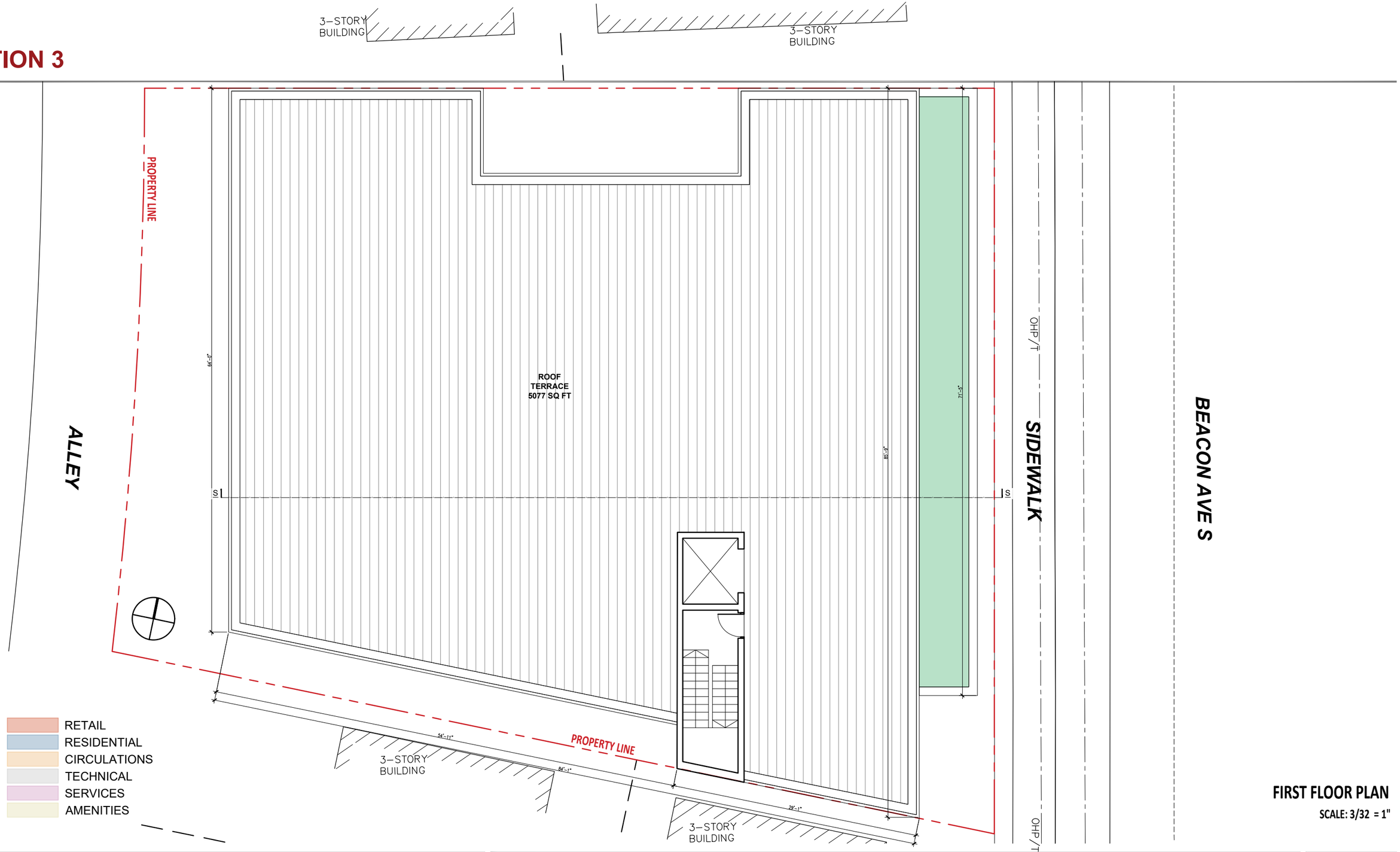


3-5 FLOOR PLANS

SCALE: 3/32 = 1"

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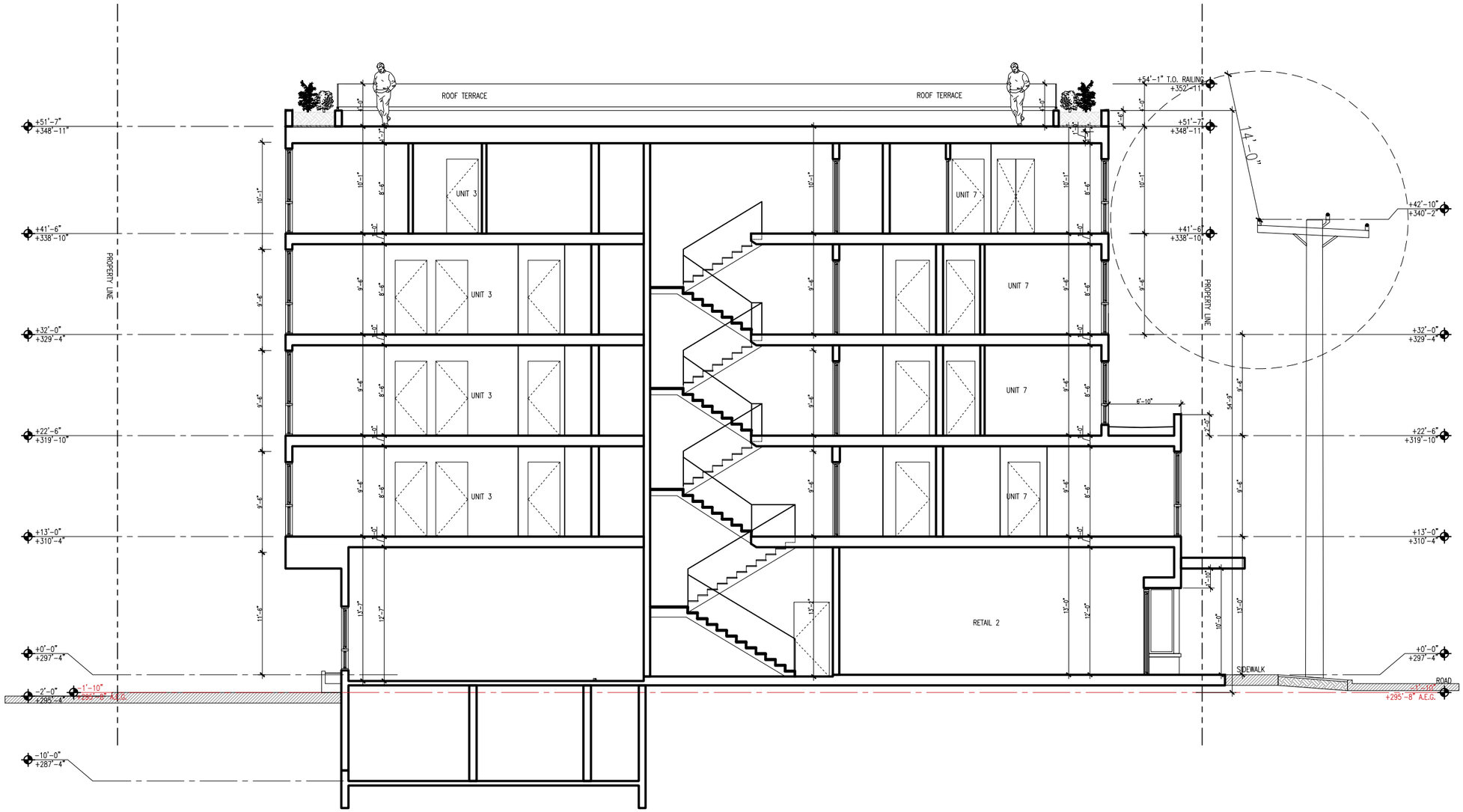
OPTION 3



FIRST FLOOR PLAN

SCALE: 3/32 = 1"

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Phone: (206) 384-3317; Email: bennykimdesign@outlook.com



FIRST FLOOR PLAN

SCALE: 3/32 = 1"

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200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

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200 15th Place, KIRKLAND, WA
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The proposed sun study aims on showing how the proposed building's cast shadow influences the surroundings. For a better understanding, the sun study shows only the proposed building's cast shadow on the nearby properties and terrain. The surrounding building's positions are approximated so minor tolerances should be taken into consideration. Also, the study does not take into consideration the shadow cast by the existing vegetation.

The tables below present, based on the information taken from the sun study, the amount of shading that the neighboring properties get from the proposed building.

SUN STUDY DATA - 21 ST OF JUNE(SUNRISE AT 5:11, SUNSET AT 21:10)

BUILDING		TIME OF DAY																OBSERVATIONS
			5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	
BUILDING A	EAST ELEVATION																			
BUILDING B	EAST ELEVATION																			
BUILDING C	EAST ELEVATION																			
BUILDING F	SOUTH ELEVATION																			
BUILDING G	SOUTH ELEVATION																			
BEACON AVE S SIDEWALK																				

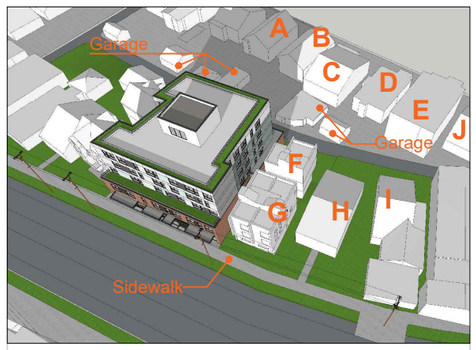
NIGHT TIME — NATURAL SHADOW — FULL SHADOW CAST BY THE PROPOSED STRUCTURE

PARTIAL SHADOW CAST BY THE PROPOSED STRUCTURE — DIRECT SUN LIGHT

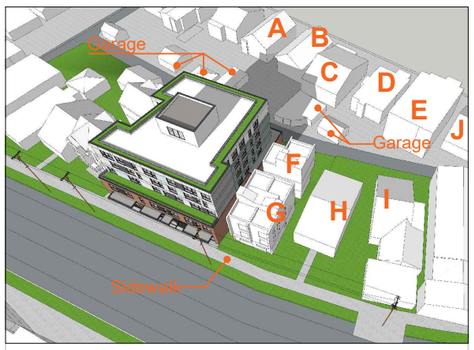
CONCLUSION:

During the summer solstice, the proposed building has a very small influence on the nearby properties. The cast shadow of the proposed building allows large time intervals of direct sunlight on every facade of the adjacent properties, as it is presented in the table above.

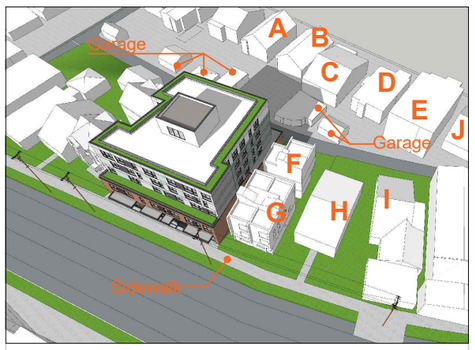
21st of JUNE - PERSPECTIVE 1



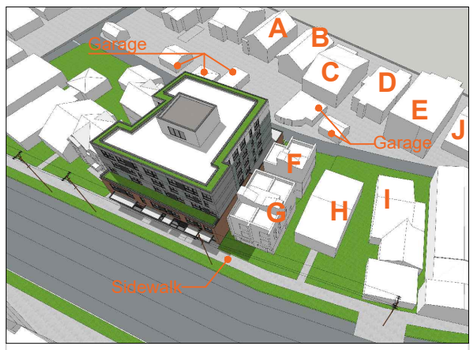
21st of June- 5.30



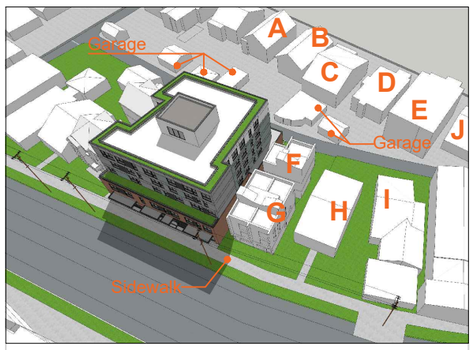
21st of June - 7.10



21st of June - 7.40



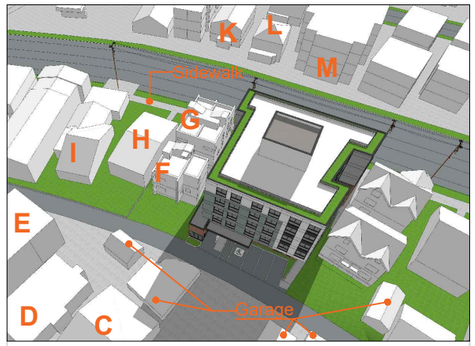
21st of June - 12.30



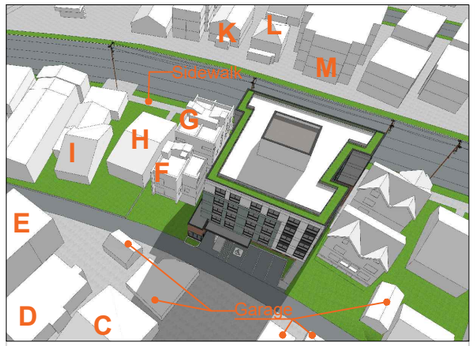
21st of June - 14.30

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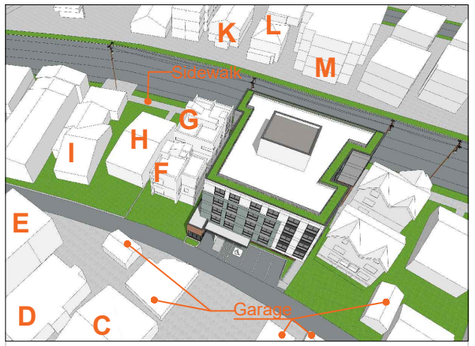
21st of JUNE - PERSPECTIVE 2



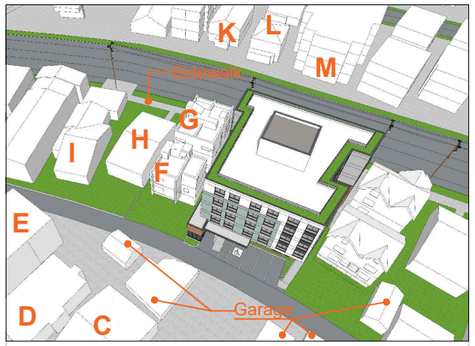
21st of June- 7.10



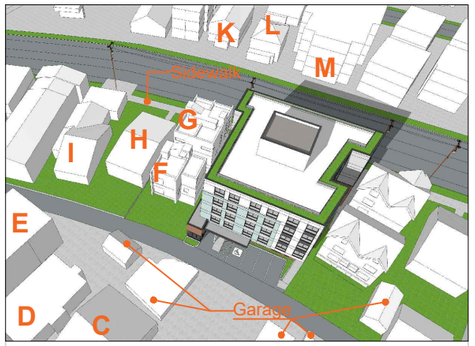
21st of June- 7.40



21st of June- 13.30



21st of June- 14.30



21st of June- 17.00

SUN STUDY DATA - 21 ST OF MARCH/SEPTEMBER (SUNRISE AT 7:10, SUNSET AT 19:23)

BUILDING		TIME OF DAY													OBSERVATIONS
		7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	
BUILDING B	EAST ELEVATION														
BUILDING C	EAST ELEVATION														
BUILDING D	EAST ELEVATION														
BUILDING F	SOUTH ELEVATION														CHECK NOTE 1
BUILDING G	SOUTH ELEVATION														CHECK NOTE 1
BUILDING H	SOUTH ELEVATION														CHECK NOTE 1
BUILDING M	WEST ELEVATION														
BEACON AVE S SIDEWALK															

NIGHT TIME — NATURAL SHADOW — FULL SHADOW CAST BY THE PROPOSED STRUCTURE

PARTIAL SHADOW CAST BY THE PROPOSED STRUCTURE — DIRECT SUN LIGHT

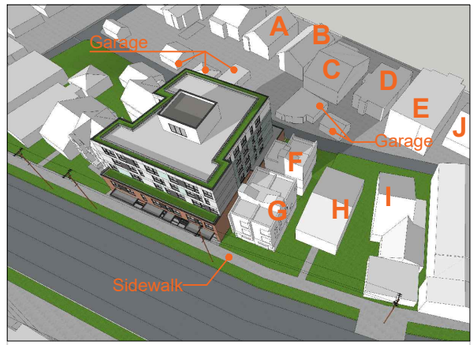
NOTE 1: The southern elevations of buildings F and G, due to their 5' distance towards the property line, receive almost a full shadow from any building higher than 3 stories that is to be built on the proposed site. In reality, building H is shaded by buildings F and G, not the proposed development.

CONCLUSION:

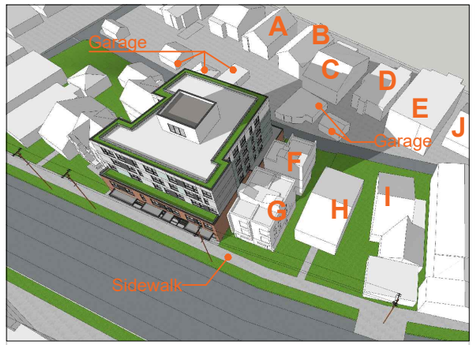
For the spring and autum periods, the proposed building is designed to allow direct sunlight to reach all the nearby properties as it is shown in the table above. The southern elevations of buildings F and G are almost fully shaded but this would happen if any 3-story high or above building is to be proposed on the project site.

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200 15th Place, KIRKLAND, WA
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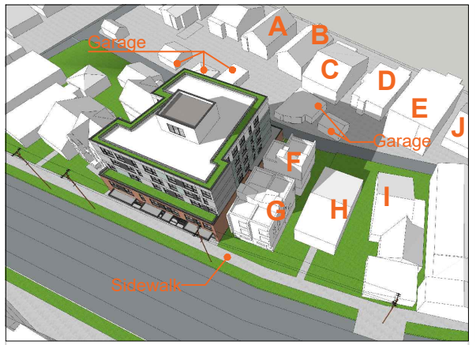
21st of MARCH/SEPTEMBER - PERSPECTIVE 1



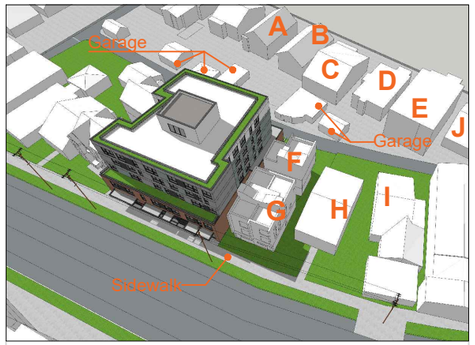
21st of March/September - 7.10



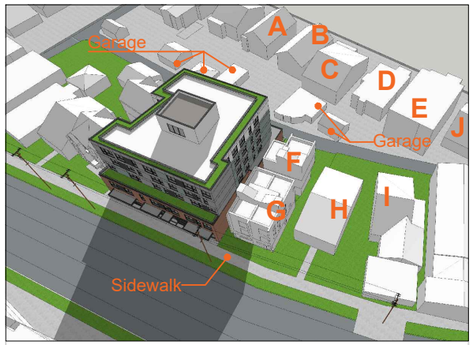
21st of March/September - 8.00



21st of March/September - 9.00

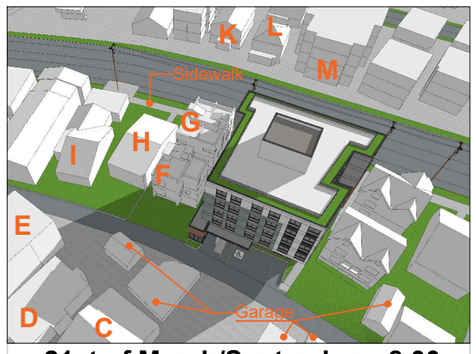


21st of September - 12.00

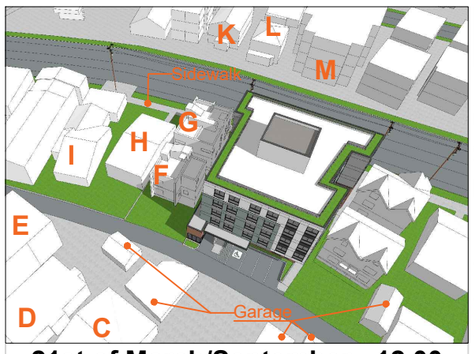


21st of September - 15.30

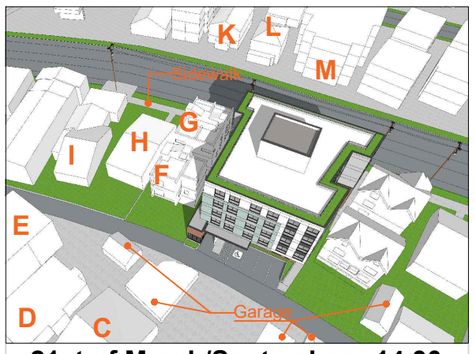
21st of MARCH/SEPTEMBER - PERSPECTIVE 2



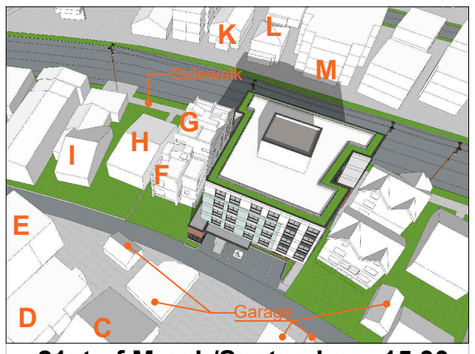
21st of March/September - 8.00



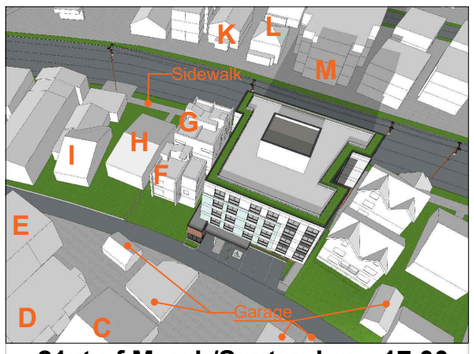
21st of March/September - 12.00



21st of March/September - 14.30



21st of March/September - 15.30



21st of March/September - 17.00

SUN STUDY DATA - 21 ST OF DECEMBER (SUNRISE AT 7:54, SUNSET AT 16:20)														
BUILDING		TIME OF DAY												
			7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00		OBSERVATIONS
BUILDING C	EAST ELEVATION													
BUILDING D	EAST ELEVATION													
BUILDING E	EAST ELEVATION													
BUILDING F	SOUTH ELEVATION													CHECK NOTE 1
BUILDING G	SOUTH ELEVATION													CHECK NOTE 1
BUILDING H	SOUTH ELEVATION													CHECK NOTE 1

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
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SUN STUDY page 4

SUN STUDY DATA - 21 ST OF DECEMBER (SUNRISE AT 7:54, SUNSET AT 16:20)													
BUILDING		TIME OF DAY											
			7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	OBSERVATIONS
BUILDING I	SOUTH ELEVATION												
BUILDING J	EAST ELEVATION												
BUILDING K	WEST ELEVATION												
BUILDING L	WEST ELEVATION												
BUILDING M	WEST ELEVATION												
BEACON AVE S SIDEWALK													

NIGHT TIME NATURAL SHADOW FULL SHADOW CAST BY THE PROPOSED STRUCTURE

PARTIAL SHADOW CAST BY THE PROPOSED STRUCTURE DIRECT SUN LIGHT

NOTE 1: The southern elevations of buildings F and G, due to their 5' distance towards the property line, receive almost a full shadow from any building higher than 3 stories that is to be built on the proposed site. In reality, buildings H and I are shaded by buildings F and G, not the proposed development.

21st of DECEMBER - PERSPECTIVE 1



21st of December - 8.00



21st of December - 9.00



21st of December - 10.00



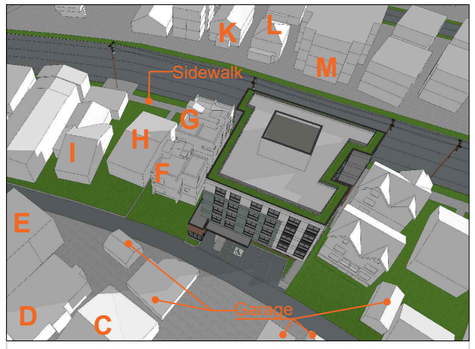
21st of December - 11.30



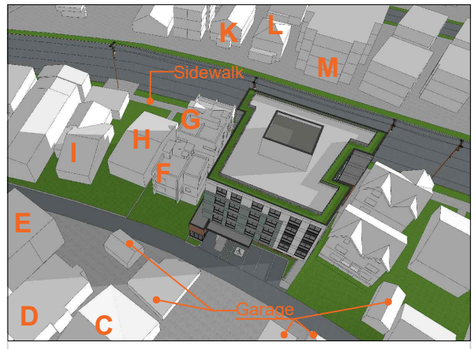
21st of December - 12.30

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com

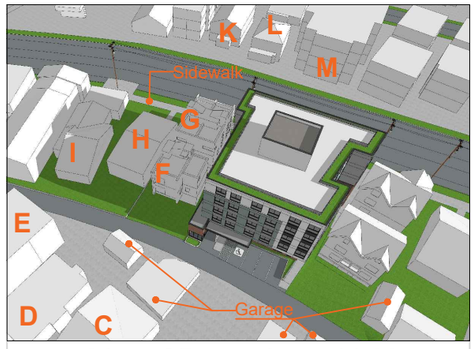
21st of DECEMBER - PERSPECTIVE 2



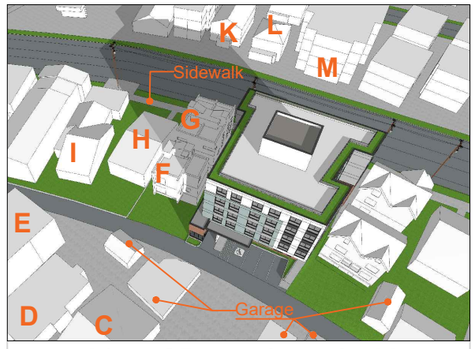
21st of December - 8.30



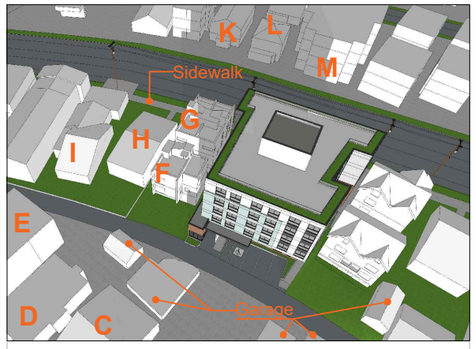
21st of December - 9.00



21st of December - 11.00



21st of December - 14.00



21st of December - 16.00

CONCLUSION: By aligning to the city's vision for the neighborhood, the proposed building offers residential units and additional commercial spaces to the local community but without a high degree of shading for the surrounding properties, as it can be seen from the above study. In the winter months shadows cast by the proposed development tends to be significant if the building is 3-storey high and above. Besides that, the neighboring properties benefit from a great degree of natural lignt.

BENNY AND LYDIA KIM ARCHITECTS
200 15th Place, KIRKLAND, WA
Phone: (206) 384-3317; Email: bennykimdesign@outlook.com