

EARLY DESIGN GUIDANCE

12554 Lake City Way NE
Seattle, WA 98125

SDCI PROJECT NO:

3039593-LU
3039896-EG

MEETING DATE:

01.09.2023

APPLICANT TEAM:

Developer: Jabooda Construction Inc.

Architect: Caron Architecture

Landscape Architect: Root of Design

CARON

CARON REF #2022.010



VIEW FROM LAKE CITY WAY NE (PREFERRED OPTION 3)

CONTENTS

03 Development Objectives	pg. 3
03 Summary of Public Outreach	pg. 4
04 Survey / Tree Survey	pg. 5
04 Site Plan	pg. 6
05 Urban Design Analysis	pg. 7
05 Vicinity Map & Transportation	pg. 8
05 Community Nodes	pg. 10
05 Design Cues	pg. 11
05 Streetscapes	pg. 12
05 Site Photos	pg. 14
05 Zoning Envelope	pg. 20
06 Zoning Data	pg. 21
07 Design Guidelines	pg. 22
08 Architectural Massing Concepts	pg. 24
08 Design Concept	pg. 25
Option 1	pg. 26
Option 2	pg. 38
Preferred Option 3	pg. 54
08 Landscape	pg. 66
09 Departures	pg. 70
10 Appendix	pg. 75

PROJECT TEAM

OWNER:
 Nghia Pham
 Jabooda Construction Inc.

CARON ARCHITECTURE CONTACT:
 Kusi Chaijumroonpun, Project Manager
 kusic@caronarchitecture.com
 206.367.1382
 Caron Reference No.: 2022.010

SITE INFORMATION

ADDRESS:
 12554 Lake City Way NE, Seattle, WA 98125

SDCI PROJECT NO.:
 3039593-LU, 3039896-EG

PARCEL(S):
 1453601320, 1453601340, 1453601360,
 1453601361, 1453601362

SITE AREA:
 98,304 SF

OVERLAY DESIGNATION:
 Lake City (Hub Urban Village)

PARKING REQUIREMENT:
 No minimum requirement

DEVELOPMENT STATISTICS

ZONING:
 NC3P-75 (M), NC3-75 (M)

BUILDING HEIGHT:
 75'

ALLOWABLE FAR:
 5.5 (540,672 SF)

PROPOSED FAR:
 3.6 (354,567 SF)

RESIDENTIAL UNITS:
 404

PARKING STALLS:
 268

BIKE PARKING STALLS:
 Short Term: 24
 Long Term: 406
 Total: 430

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

The proposed development is for two 6-7 story mixed-use buildings with open terrace space(s) over two levels of below grade parking. It may be constructed in two phases, and will include roughly 400 apartment units, 260 parking stalls, and 8,000 SF of ground floor commercial space along Lake City Way NE. Parking garage entry and trash collection are provided off 33rd Ave NE. Existing structures on the site will be demolished. The project includes protecting and improving the area around the Little Brook Creek outflow and adjacent trees on the site along 33rd Ave NE.

The project will be a place that respects site context, be a good neighbor, and provides a good built environment for both the public and future residents. The project will address site factors and features of the surrounding neighborhood including Lake City Way character and use, 33rd Ave NE character and use, the NE 127th Street axis and mid-block connection, Little Brook Creek, and the existing multi-family neighbors to the north and south.

SITE DESCRIPTION & ANALYSIS

The project is located in the Lake City neighborhood commercial center between Lake City Way NE and 33rd Avenue NE and bound between adjacent multi-family properties on the north and south. NE 127th St ends at an intersection with Lake City Way directly in front of the project site. The site slopes down roughly 26 feet from Lake City Way NE on the west to 33rd Ave NE on the east. The Little Brook Creek outflow and surrounding vegetation occupies a small part of the site along 33rd Ave NE. Otherwise, the site is currently occupied by one-story commercial structures and surface parking lot.

ZONING ANALYSIS

The site lies in a NC3P-75 (M) and NC3-75 (M) zone with a 75-foot building height and mandatory housing affordability standards in effect. The site is within the Lake City Hub Urban Village overlay. Multi-family residential and commercial uses are allowed as well as on-site parking however no parking is required.

NEIGHBORHOOD CONTEXT

The site is in the heart of the Lake City commercial center surrounded by one and two-story commercial and retail buildings and new and old multi-family apartment buildings. The surrounding neighborhood is a mix of low-rise retail and commercial buildings with surface parking lots and low-rise residential. The area is in transition with new multi-family residential projects under construction and planned in the near future.

DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

LEVEL	GROSS SF	FAR SF	RESIDENTIAL SF	COMMERCIAL SF	UNIT COUNT	PARKING STALLS	BIKE STALLS
ROOF	490 SF	428 SF	490 SF	-	-	-	-
7	14,104 SF	13,580 SF	14,104 SF	-	10 UNITS	-	-
6	35,831 SF	35,383 SF	35,831 SF	-	48 UNITS	-	-
5	51,160 SF	50,000 SF	51,160 SF	-	70 UNITS	-	-
4	51,160 SF	50,000 SF	51,160 SF	-	70 UNITS	-	-
3	51,160 SF	50,000 SF	51,160 SF	-	70 UNITS	-	-
2	51,160 SF	50,000 SF	51,160 SF	-	70 UNITS	-	-
1	51,722 SF	51,623 SF	44,122 SF	7,600 SF	56 UNITS	-	-
P1	63,083 SF	51,335 SF	11,583 SF	-	10 UNITS	135 STALLS	84 STALLS
P2	69,080 SF	2,218 SF	4,124 SF	-		133 STALLS	346 STALLS
TOTAL	438,950 SF	354,567 SF	314,894 SF	7,600 SF	404 UNITS	268 STALLS	430 STALLS

3.0 SUMMARY OF DESIGN COMMENTS DURING PUBLIC OUTREACH

SUMMARY OF COMMUNITY 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 in English, Chinese, Vietnamese and Spanish featuring QR codes to website and survey were mailed to 506 residences and businesses and shared with 16 neighborhood community groups and 33 media outlets provided by the Department of Neighborhoods (DON). Poster, details on distribution and list of community groups who received the poster via email are in Appendix A.

Date completed: July 29, 2022

Electronic/Digital Outreach

Choice: PROJECT WEBSITE, HIGH IMPACT

Requirement: Interactive project website in English, Chinese, Vietnamese and Spanish 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 and text box included on landing page. Website included in Appendix A.

Date completed: July 29, 2022

Electronic/Digital Outreach

Choice: SURVEY, HIGH IMPACT

Requirement: Create an online survey to allow for feedback on the proposed project.

What we did: Online surveys in English, Chinese, Vietnamese and Spanish established and publicized via poster with link to survey featured on project website. Survey text and results included in Appendix A.

Date completed: July 29, 2022

SUMMARY OF COMMUNITY FEEDBACK

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

Design-related comments

- **Design & Character.** When asked what is most important about the design of a new building on this property, 57 percent of survey respondents said relationship to neighborhood character; 43 percent said environmentally-friendly features; 43 percent said attractive materials; 21 percent said interesting and unique design; and 21 percent said parking. Respondents encouraged taking the whole neighborhood into account and using design that is not obtrusive and fits into the neighborhood, which is mixed-income with Seattle Housing Authority (SHA) housing. One respondent encouraged the structure to be 100 feet away from neighboring apartments. Another respondent encouraged having a parking entrance on Lake City Way as 33rd Ave is super backed-up and people park in a way that it briefly becomes a one-lane road.

- **Exterior.** When asked what the most important consideration is for the exterior space on this property, 93 percent of survey respondents said lighting and safety features; 57 percent said landscaping; 29 percent said seating options and places to congregate; and 14 percent said bike parking. Respondents encouraged having trees lined-up to provide shade on the walking path/sidewalk, keeping some open space available and providing public access to the space. Respondents noted there is a lot of transient activity in the area and encouraged making the area safer/walkable and having doors and entrances that are secure.

Non-Design-related comments

- **Retail.** When asked what retail components respondents are most interested in for this location, 69 percent said new places for coffee or breakfast; 85 percent said new restaurants or bars; and 15 percent said new stores for shopping. When asked what most inspires respondents to return when visiting a building, office, restaurant or retailer, 60 percent said local businesses/small businesses; 60 percent said great people and service; 47 percent said a sense of openness and natural light; 40 percent said calm, restful places to reflect and relax; 33 percent said thoughtful design that is open and welcoming; 13 percent said color and materials used in design; and 13 percent said bustling, exciting energy. Respondents encouraged offering small grocery and food retailers and allowing local businesses to open shop.
- **Parking & Traffic.** A couple of respondents encouraged offering enough parking and not closing 33rd access to Lake City Way. One respondent noted they would like new developments to not add traffic to the neighborhood.
- **Affordability.** Several respondents encouraged offering units that are affordable to tenants and not overpricing the building because it's new.
- **Units/Interior.** One respondent encouraged having solid amenities and another noted that maximizing the housing opportunities in this project is all it needs to be successful, as it is a fantastic location in proximity to everything someone would need. Another respondent noted there are already a ton of apartments here.
- **Location.** One respondent noted there is a dog park on 33rd Ave NE behind the area and dogs start barking before 8:00 a.m.
- **Impacts.** One respondent encouraged keeping the job site clean, so nothing spills into the street.

Miscellaneous comments

- **Support.** Several respondents wished the project team good luck, noted they are excited to see this finished, and encouraged the project team to build quickly as the empty lot is an eyesore. One respondent expressed support for a project that can bring the most new neighbors and maximize economic activity in the area, leading to better transit and jobs for all.
- **Oppose.** A couple of respondents suggested building the project somewhere else that is less congested.

COMMUNITY OUTREACH MAILER

Opportunity to Provide Online Input on the 12554 Lake City Way NE Project

ABOUT THE PROJECT

This project proposes construction of two mixed-use, multi-family buildings with 6-7 stories over two levels of below-grade parking and a plaza/courtyard between the two structures. There will be 500+ residential units, parking for approximately 250 cars, bicycle storage, and commercial space along Lake City Way. The project will potentially be phased with the garage-levels podium and building one in Phase I and building two in Phase II.

What: Let us know what you think! Visit our website at www.12554LakeCityWayNEProject.com to learn more about this new project, including the team's proposed vision and approach.

Survey: Take our online survey to share your thoughts about the project site and components. (Survey located on the project website.)

Comments: Provide additional comments via our comment form or by email at 12554LakeCityWayNEProject@earlyDRoutreach.com



SCAN CODE TO VIEW WEBSITE





SCAN CODE TO TAKE SURVEY

ADDITIONAL PROJECT DETAILS

Project Address:
12554 Lake City Way NE, Seattle, WA 98125

Contact:
Natalie Quick

Applicant:
Jabooda Homes

Additional Project Information on Seattle Services Portal via the Project Number:
3039599411

Project Email:
12554LakeCityWayNEProject@earlyDRoutreach.com

Note that emails are generally returned within 2-3 business days and are subject to City of Seattle public disclosure laws.

This effort is part of the City of Seattle's required outreach process, in advance of Design Review.

4.0 EXISTING SITE SURVEY / TREE SURVEY

- KEY
- Existing Buildings
 - Existing On-Site Trees
 - Existing Street Trees
 - Property Lines
 - Overhead Power lines
 - Daylighted Little Brook Creek
 - Power Pole

SUMMARY OF EXISTING TREES ON SITE

Tree 1480
Scientific Name: Crataegus laevigata
Common Name: English hawthorn

Tree 1481
Scientific Name: Juglans nigra
Common Name: Black Walnut

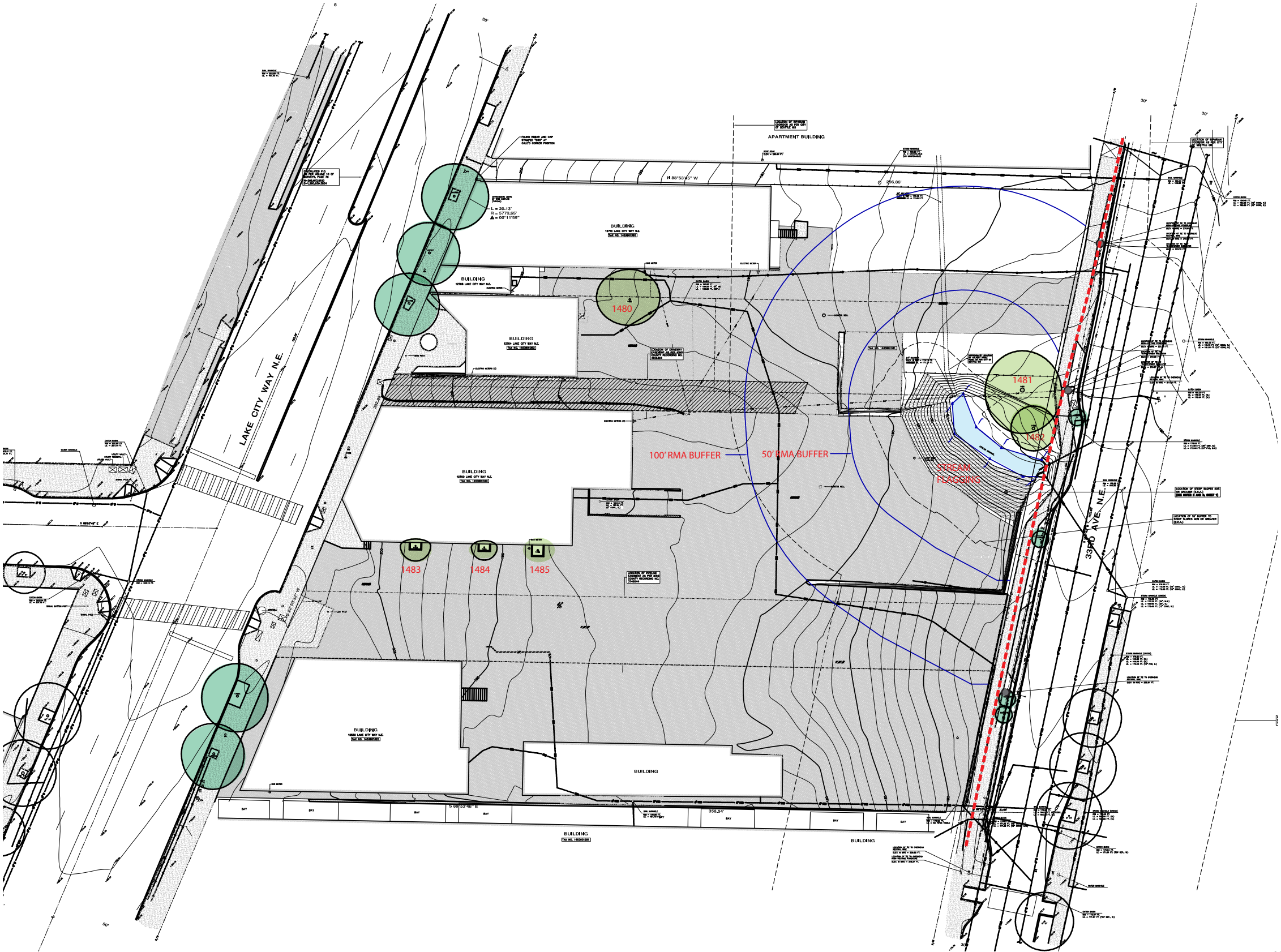
Tree 1482
Scientific Name: Juglans nigra
Common Name: Black Walnut

Tree 1483
Scientific Name: Acer palmatum
Common Name: Japanese Maple

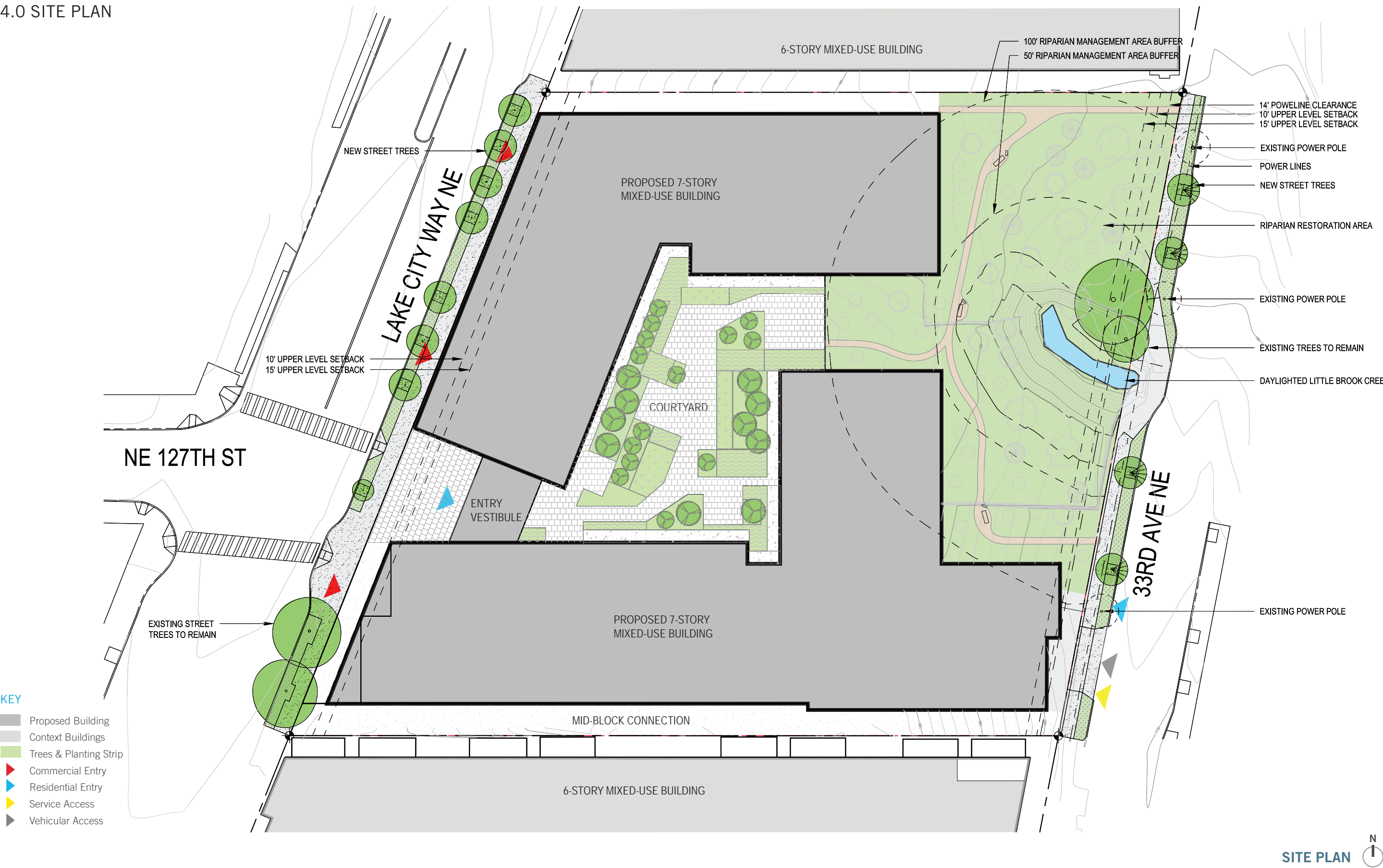
Tree 1484
Scientific Name: Acer palmatum
Common Name: Japanese Maple

Tree 1485
Scientific Name: Pinus mugo
Common Name: Mugo Pine

None of the trees are exceptional, re: Table of Trees in Appendix



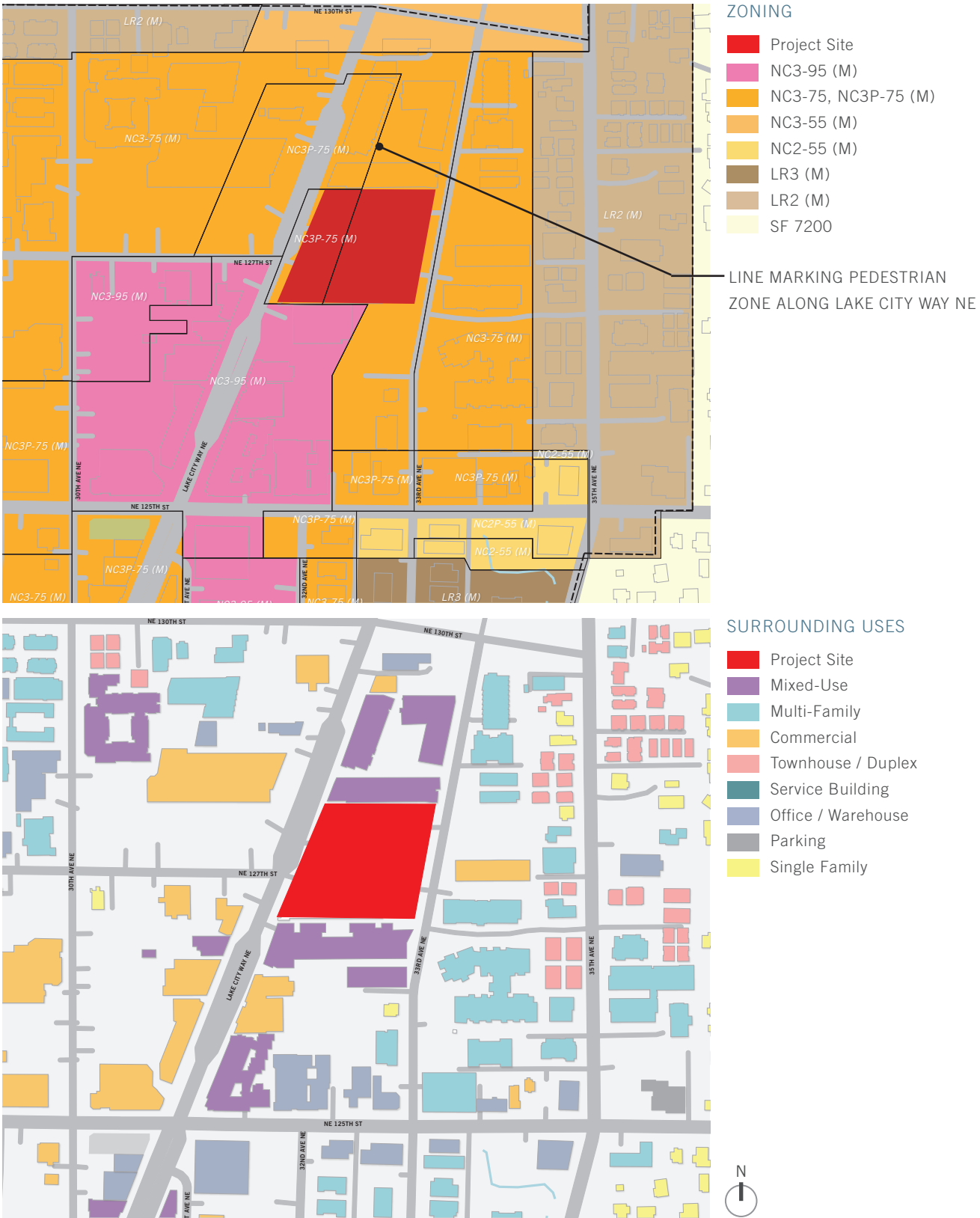
4.0 SITE PLAN



5.0 URBAN DESIGN ANALYSIS



MAP (GOOGLE EARTH)

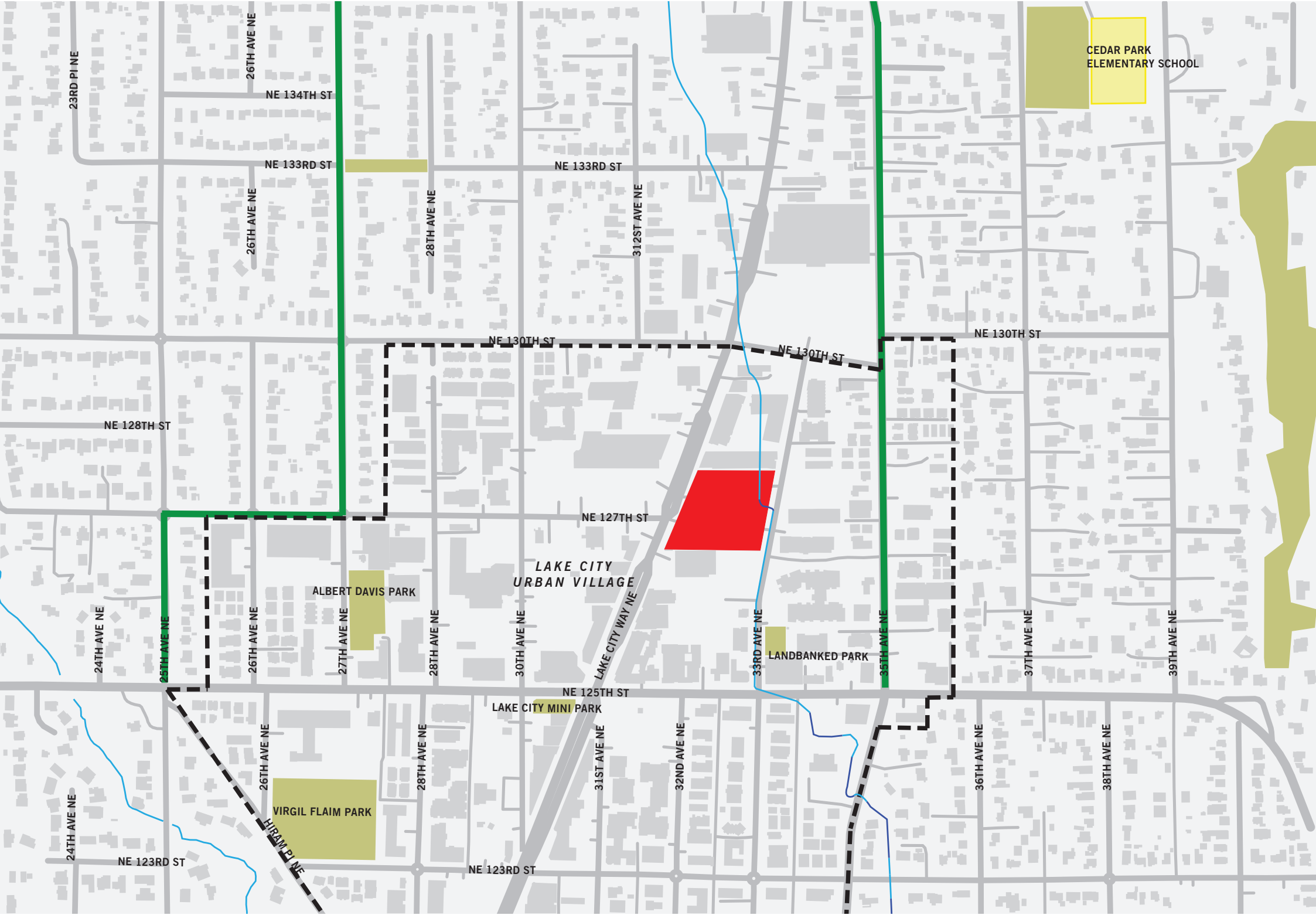


5.0 URBAN DESIGN ANALYSIS

VICINITY MAP

The proposed development is located within the Lake City Hub Urban Village on a through-block site fronting Lake City Way NE on the west and 33rd Ave NE on the east. Several parks and natural areas can be found in the near vicinity such as Albert Davis Park, Virgil Flaim Park, Cedar Park, and Lake City Mini Park. The newly open Lake City Landbanked Site Park is located southeast of the project site.

- KEY
- Project Site
 - Lake City Hub Urban Village Boundary
 - Parks
 - Water
 - Neighborhood Greenway/Signed Bike Route

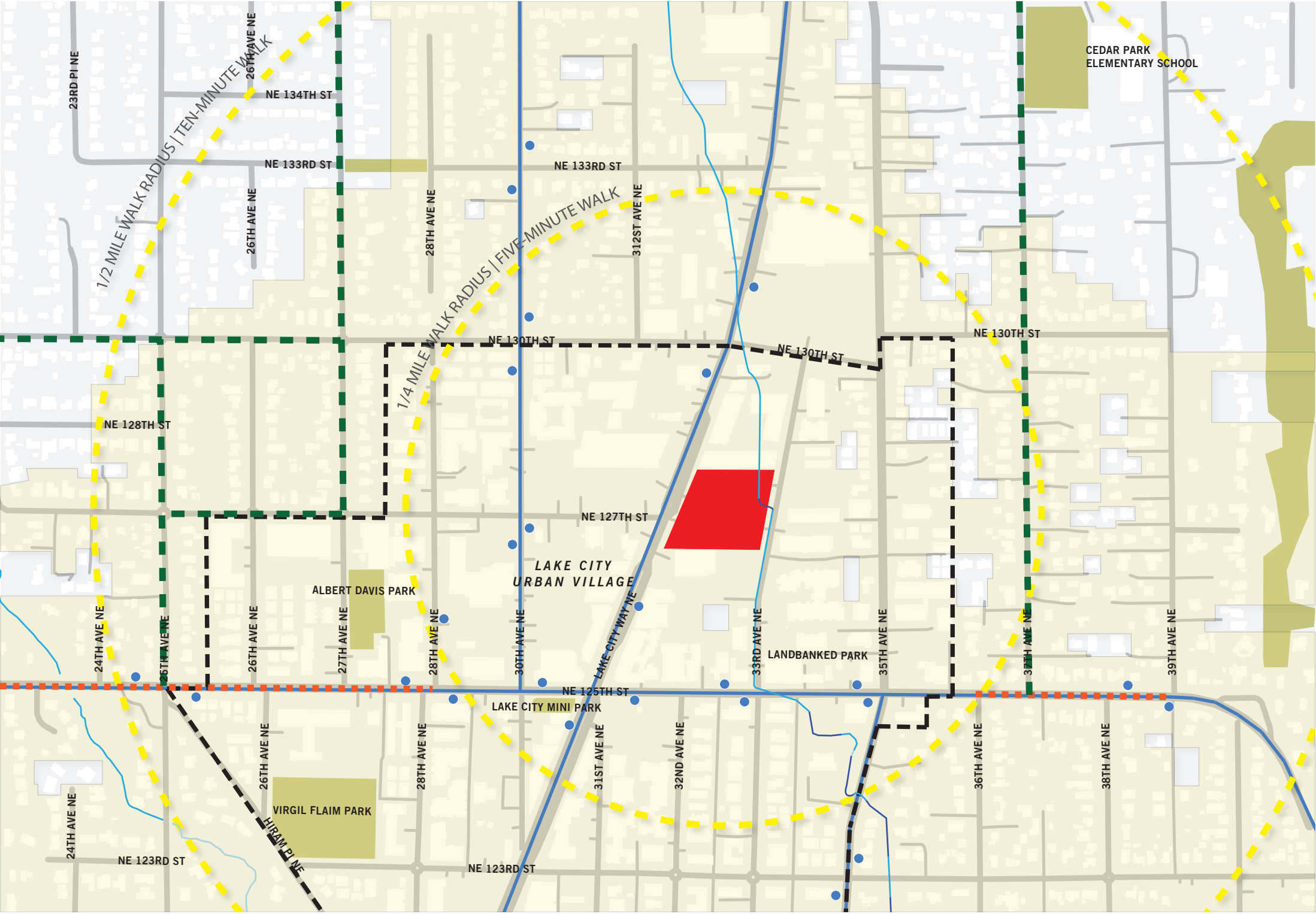


5.0 URBAN DESIGN ANALYSIS

TRANSPORTATION MAP

The site is located along Lake City Way NE / State Highway 522, a major arterial through the city serving multiple bus routes. Bus stops can be found within a couple of blocks. The intersection with NE 125th St, a major arterial leading to Interstate 5, is one block south.

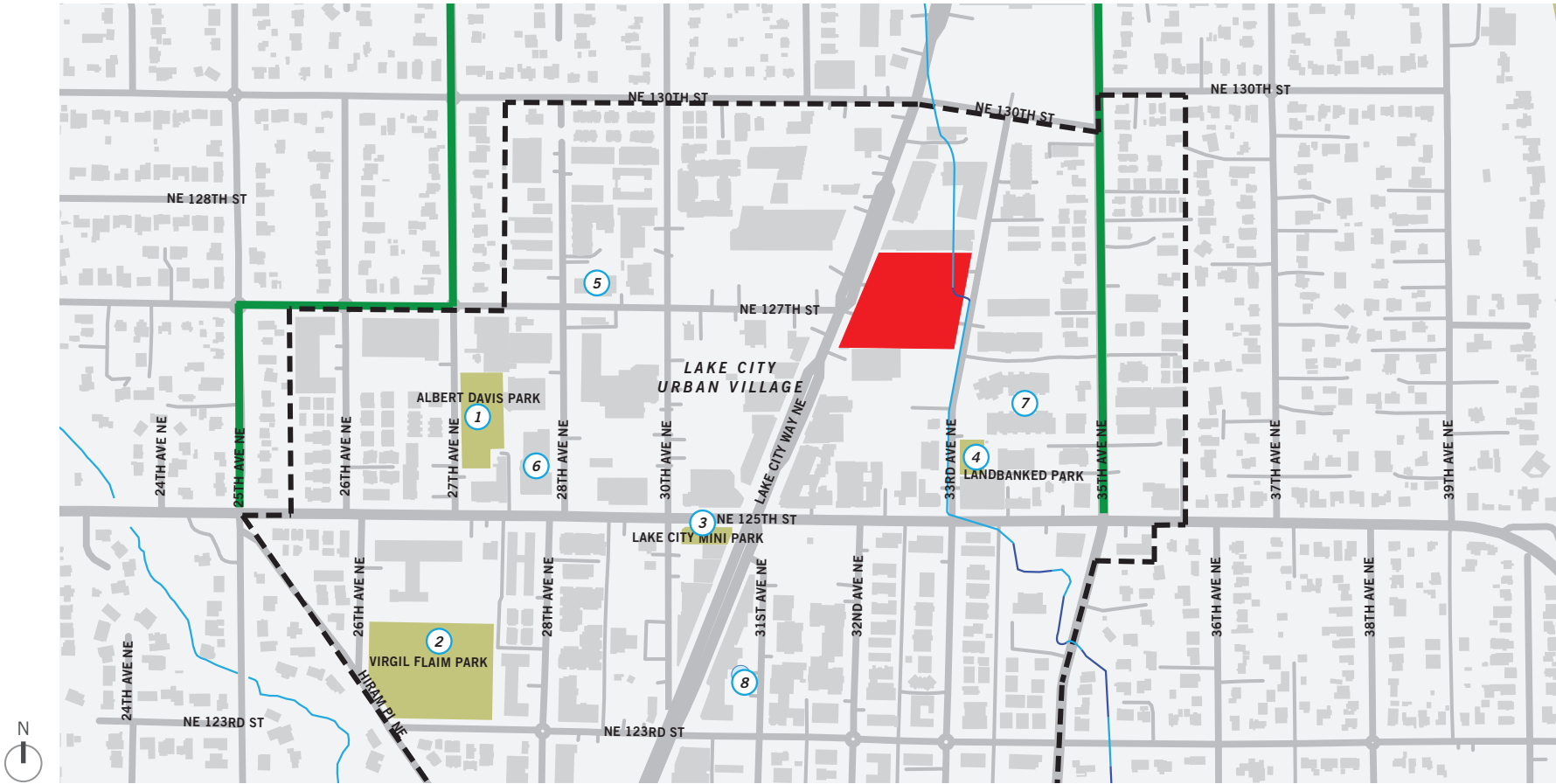
- KEY
- Project Site
 - Frequent Transit Area
 - Lake City Hub Urban Village Boundary
 - Bus Routes
 - Bus Stops
 - Walking Radius
 - Neighborhood Greenway/Signed Bike Route
 - Signed Bike Route



5.0 URBAN DESIGN ANALYSIS

COMMUNITY NODES

Several community nodes such as Lake City Mini Park, Seattle Fire Station 39, and Lake City Branch Seattle Public Library can be found within one mile of the site and are within easy walking distance. The newly open park located southeast of the project site will become a new community node on 33rd Ave NE. Colorful mural arts can be found within the neighborhood. Lake City Court, located southeast of the project site, is a lively mixed-income community housing that includes p-patch garden and playground.



COMMUNITY NODES / LANDMARKS:



1 ALBERT DAVIS PARK
0.27 MILES FROM SITE



2 VIRGIL FLAIM PARK
0.34 MILES FROM SITE



3 LAKE CITY MINI PARK
0.18 MILES FROM SITE



4 LANDBANKED PARK
0.12 MILES FROM SITE



5 SEATTLE FIRE STATION 39
0.21 MILES FROM SITE



6 SEATTLE PUBLIC LIBRARY - LAKE CITY
0.28 MILES FROM SITE



7 LAKE CITY COURT
0.11 MILES FROM SITE



8 LAKE CITY MURALS
0.25 MILES FROM SITE

5.0 URBAN DESIGN ANALYSIS

DESIGN CUES

Surrounding uses include single family houses, drive-and-park businesses and multi-family structures. New multi-family housing is predominantly six to seven stories in height and built up close to property lines to create a more vibrant streetscape. The newer multifamily structures employ many design techniques that can be implemented into the proposed design. Modern material palettes, key accent color application, secondary elements, splitting of massing or highlighting central mass, clear commercial base, playful and orderly fenestration patterns are all used in projects that surround the site. Select elements from the contextual projects will be proposed.



1 LAKE CITY COURT



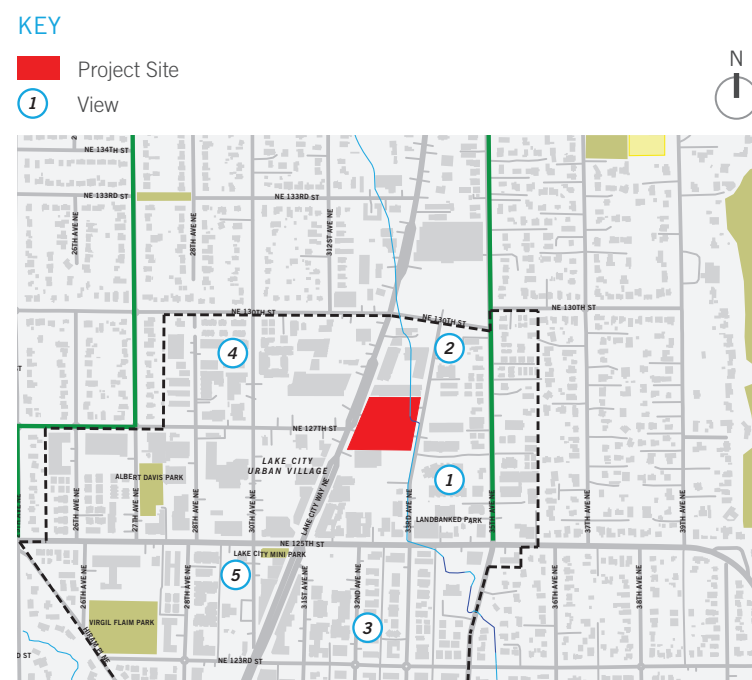
3 NATURAL LOFTS



4 THE CASPIAN



5 AMALFI



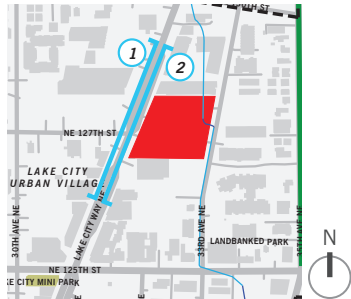
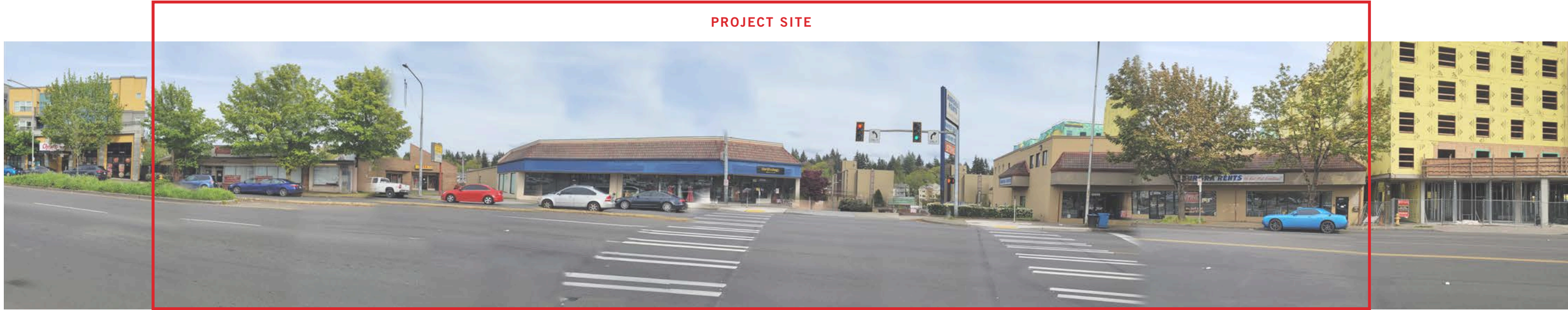
2 MCDERMOTT PLACE

5.0 URBAN DESIGN ANALYSIS - STREETSCAPES

1 LAKE CITY WAY NE LOOKING WEST



2 LAKE CITY WAY NE LOOKING EAST

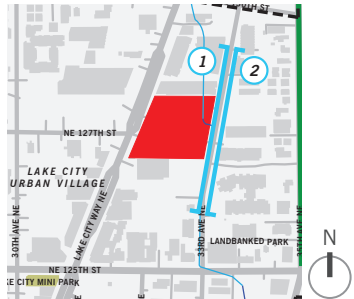


5.0 URBAN DESIGN ANALYSIS - STREETSCAPES

1 33RD AVE NE LOOKING WEST



2 33RD AVE NE LOOKING EAST



5.0 URBAN DESIGN ANALYSIS - SITE PHOTOS

SITE CONDITIONS

The project is located in the Lake City neighborhood commercial center between Lake City Way NE and 33rd Avenue NE and bound between adjacent multi-family properties on the north and south. NE 127th St ends at an intersection with Lake City Way directly in front of the project site. The site slopes down roughly 26 feet from Lake City Way on the west to 33rd Ave NE on the east. The Little Brook Creek outflow and surrounding vegetation occupies a small part of the site along 33rd Ave NE. Otherwise, the site is currently occupied by one-story commercial structures and surface parking lot.



1 VIEW LOOKING NORTHEAST FROM PROJECT SITE



2 VIEW LOOKING SOUTHEAST FROM PROJECT SITE



3 VIEW LOOKING SOUTH ALONG 33RD AVE NE



4 VIEW LOOKING WEST ALONG 33RD AVE NE

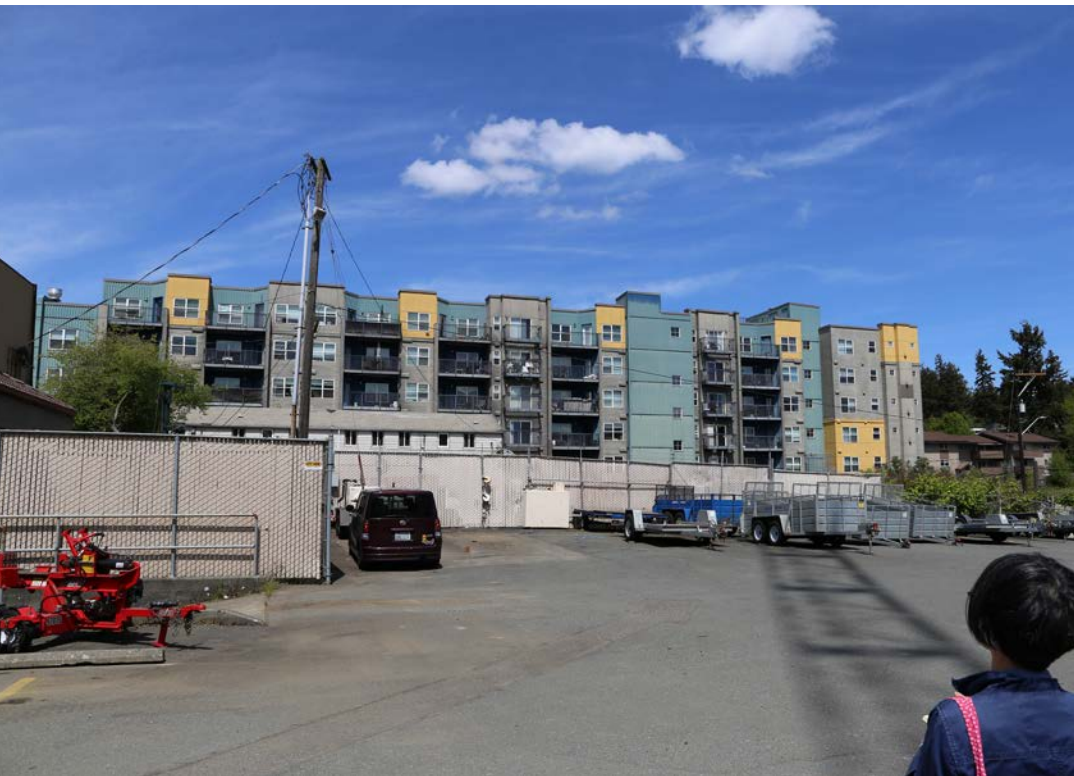
5.0 URBAN DESIGN ANALYSIS - SITE PHOTOS



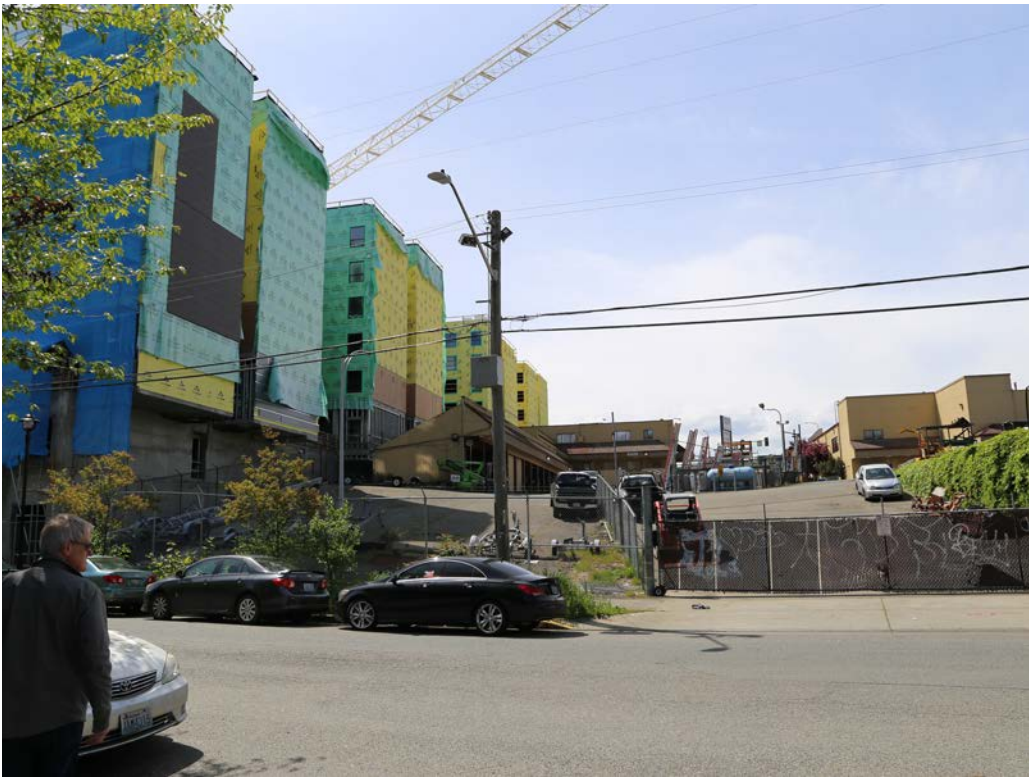
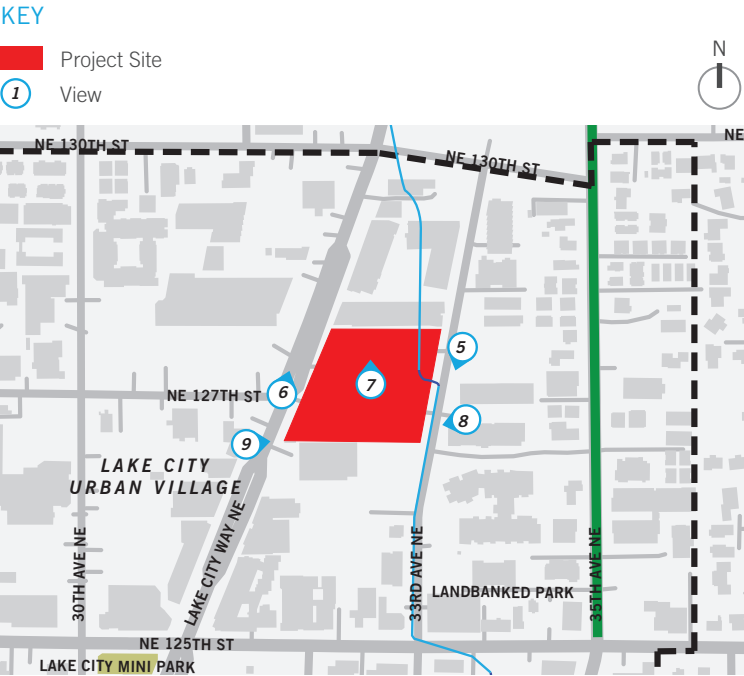
5 EXISTING SIDEWALK ALONG 33RD AVE NE FRONTAGE



6 EXISTING SIDEWALK ALONG LAKE CITY WAY NE FRONTAGE



7 SOLARA APARTMENTS FACADE ALONG NORTH PROPERTY LINE



8 SITE SLOPE VIEWED FROM 33RD AVE NE



9 VIEW AT SOUTH PROPERTY LINE WITH POLARIS APARTMENTS UNDER CONSTRUCTION ON THE RIGHT

5.0 URBAN DESIGN ANALYSIS - LITTLE BROOK CREEK

LITTLE BROOK CREEK

Little Brook Creek is a mapped watercourse that flows in an open channel within the eastern portion of the project site. A culvert discharges the stream into the depression located along the eastern property boundary. From the culvert, the stream flows southeast before reaching a second culvert that flows beneath 33rd Avenue Northeast. The culvert directs the water southward away from the site. Eventually, Little Brook Creek outlets to the north branch of Thornton Creek.

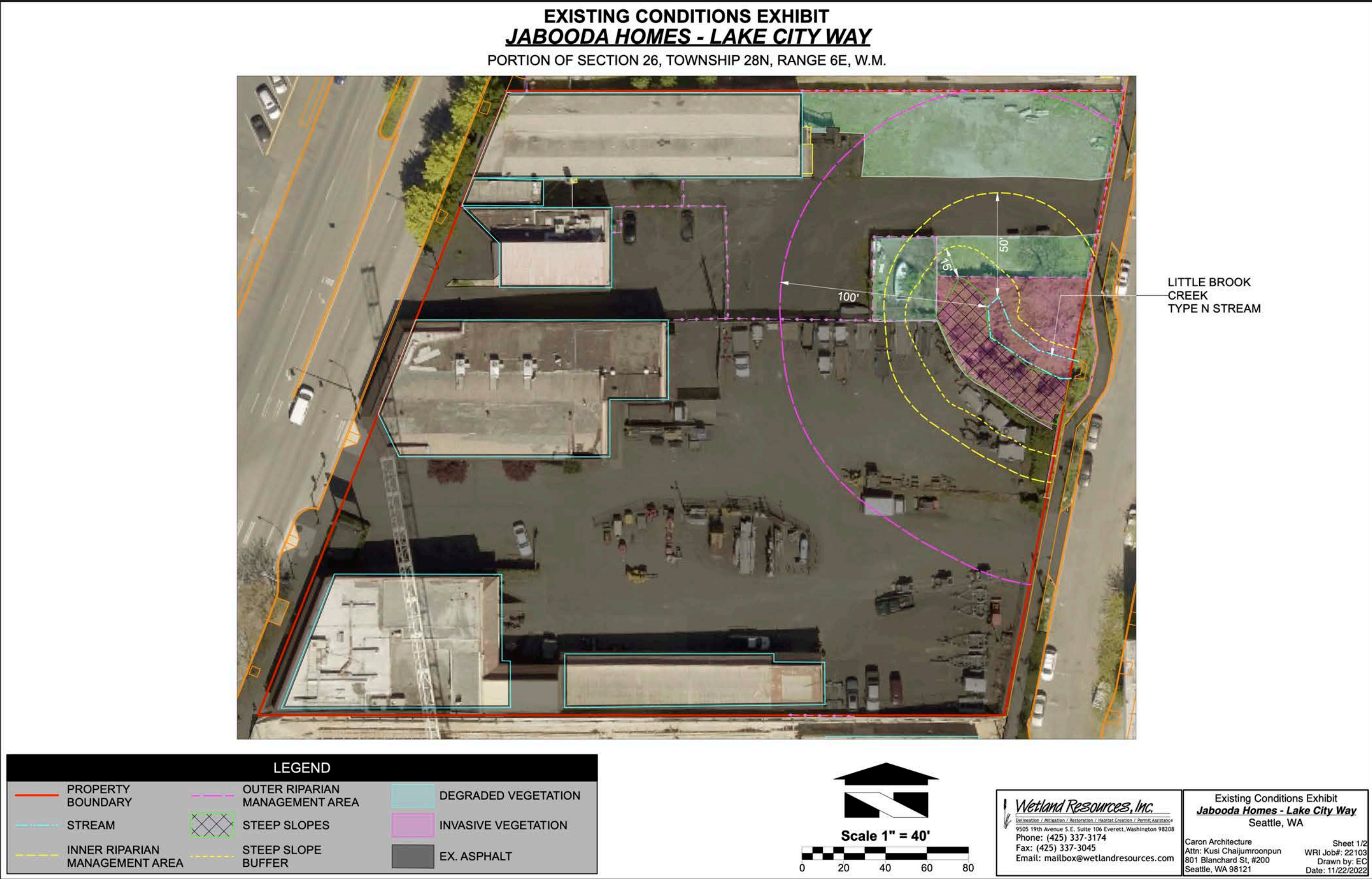
The on-site open channel portion of Little Brook Creek is considered a Type Np water and is protected by riparian management areas (RMA) in the City of Seattle. The riparian management area extends 100 feet landward from the ordinary high water mark of the watercourse. Development within the RMA is only allowed in the limited riparian development area, which is the area more than 50 feet from the ordinary high water mark for Type Np streams. Additionally, the development proposed within the limited riparian development area cannot exceed 35 percent of the total area of the limited riparian development area

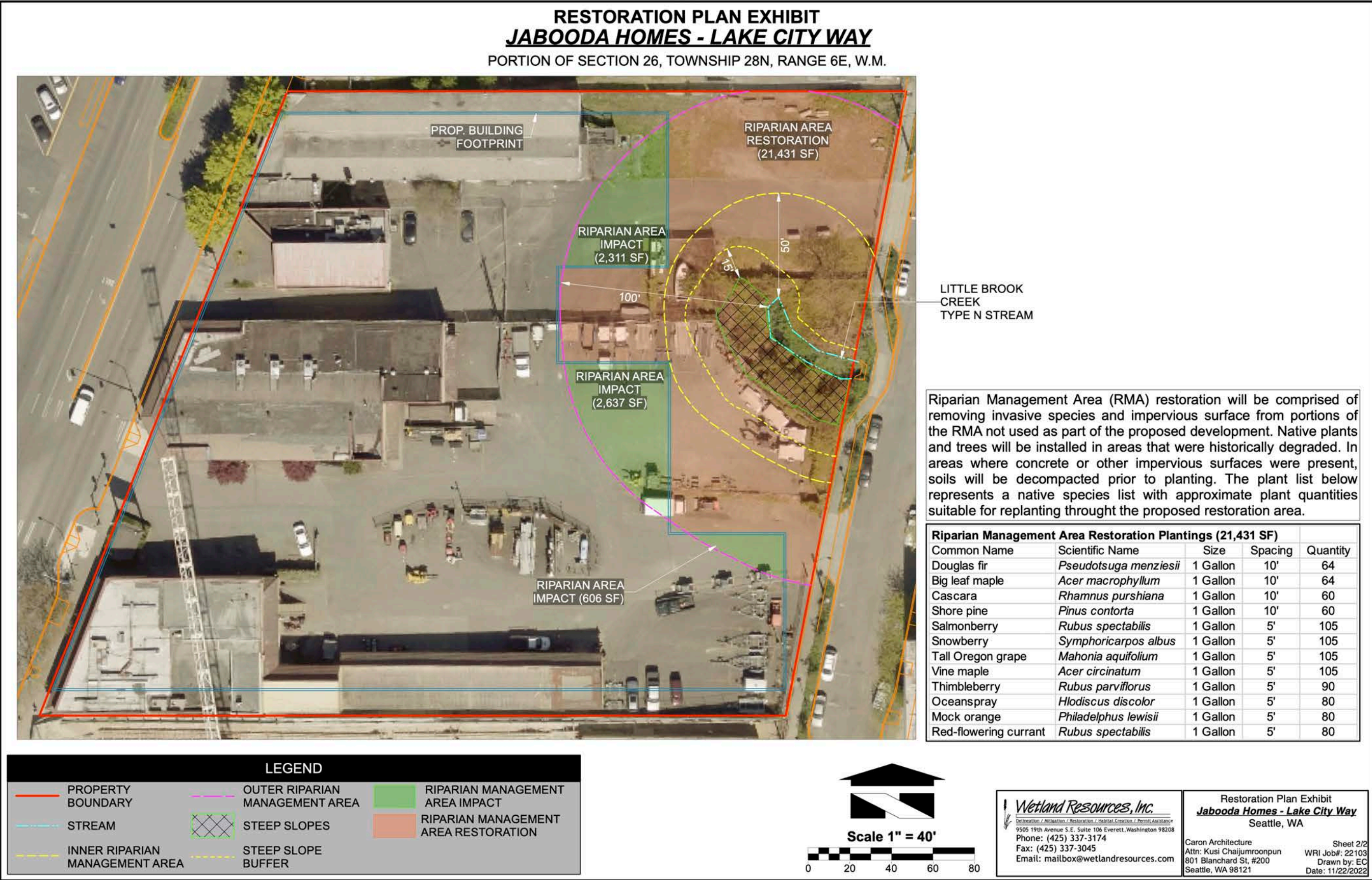


EXISTING CONDITION AROUND THE LITTLE BROOK CREEK, WITH INVASIVE VEGETATION



MAP SHOWING LITTLE BROOK CREEK AND THORNTON CREEK



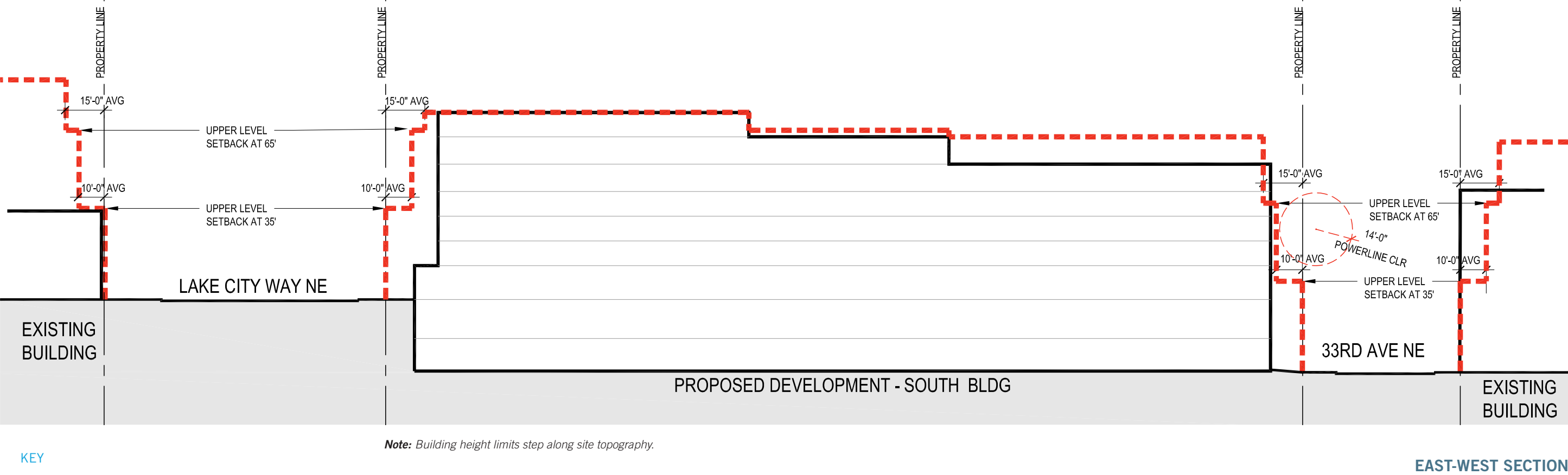
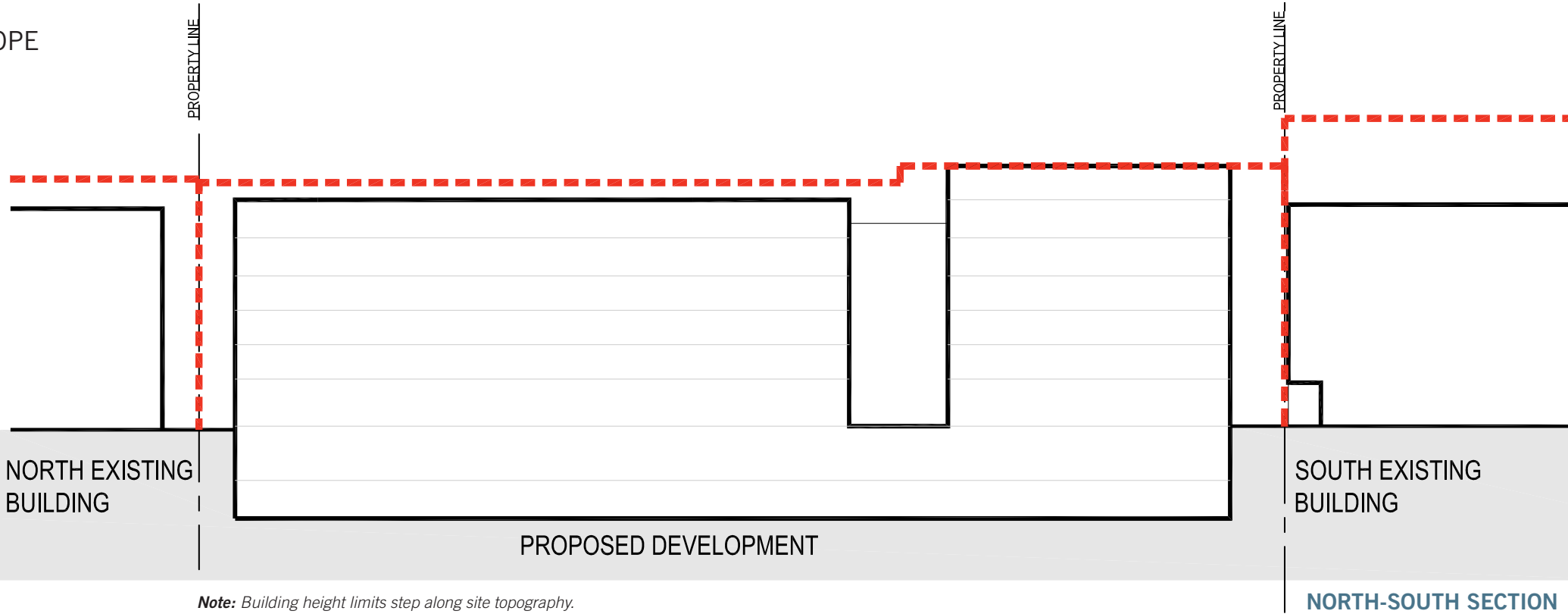


THIS PAGE INTENTIONALLY LEFT BLANK

5.0 URBAN DESIGN ANALYSIS - ZONING ENVELOPE

ZONING ENVELOPE

The project site is located in NC3P-75(M) and NC3-75(M) zones. It has the same height limit, 75 feet, as neighboring properties to the north, east, and west. The south neighbor, as well as the area south of NE 127th St, has a higher height limit at 95 feet. The zoning envelope is also shaped by upper level setbacks. There is also a power line setback required along 33rd Ave NE.



- KEY
- - - PROPERTY LINE
 - - - ZONING ENVELOPE LINE

6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION		REQUIREMENT	PROVIDED (PREFERRED OPTION 3)	OPTION 1	OPTION 2	OPTION 3
Street-level Uses	23.47A.005	C.1.a	Residential Uses may occupy, in aggregate, no more than 20 percent of street-level, street-facing façade in a pedestrian-designated zone, facing a designated principal pedestrian street.	Parcel fronts on a pedestrian-designated zone. Both north and south buildings are meeting this provision	√	√	√
Street-level Uses	23.47A.005	B	Utility uses may not abut a street-level, street-facing facade	Entry for trash pickup truck is on street-level, street-facing facade on 33rd Ave NE	√	√	√
Street-level development standards	23.47A.008	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.	A majority of building needs to set back from 33rd Ave NE due to Riparian Corridor buffer	√	√	√
		C.1	Min. of 80%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.1. The remaining 20%of the street frontage may contain other permitted uses and/or pedestrian entrances.	Parcel fronts on a pedestrian-designated zone. Both north and south buildings are meeting this provision	√	√	√
		C.5.a	Max. 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. Structure width may exceed 250 feet if the structure complies with the modulation standards in subsection 23.47A.014.D.	Both north and south buildings width and depth are meeting this provision	√	Departure requested	√
		D.1	At least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry	Visually prominent pedestrian entry is provided on street-level, street-facing facade	√	Departure requested	√
		D.2	The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk	No residential units are located along the street-level, street-facing facade	√	√	√
Standards applicable to specific areas	23.47A.009	E.2.a	Facade modulation requirements apply to all portions of a structure up to a height of 35 feet and located within 10 feet of a street lot line on streets designated by Map C for 23.47A.009.	Facade modulation will be provided	√	√	√
		E.2.b	Max. width of any unmodulated facade is 100 feet. Facades longer than 100 feet shall be modulated by stepping back the facade from the street lot line for a minimum depth of 10 feet and a minimum width of 15 feet.	Facade modulation will be provided	√	√	√
		E.3.a	On streets designated by Map C for 23.47A.009, the maximum allowed structure width is 250 feet.	Structure width is less than 250 feet	√	Departure requested	√
		E.4.a	On streets designated by Map C for 23.47A.009, a setback with an average depth of 10 feet from abutting street lot lines is required for portions of a structure above a height of 35 feet. The maximum depth of a setback that can be used to calculate the average setback is 20 feet.	South building is set back 10’ from street lot line. No setback proposed for north building	√	√	Departure requested
		E.4.b	A setback with an average depth of 15 feet from abutting street lot lines is required for portions of a structure above a height of 65 feet. The maximum depth of a setback that can be used to calculate the average setback is 25 feet.	Both north and south buildings are meeting this provision	√	√	√
Structure height	23.47A.012	C.4	The following rooftop features may extend up to 15 feet above the applicable height limit if the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.4 does not exceed 35 percent of the roof area: Covered or enclosed common recreation areas, stair and elevator penthouses	Enclosed common recreation area is provided on roof level	√	√	√
Amenity area	23.47A.024	A	Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A.	Amenity areas are located at the rooftop and on ground level. Indoor amenity is also provided	√	√	√
Parking location and access	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.	Parking access is from 33rd Ave NE which is not an arterial or pedestrian street	√	√	√
		A.2.a	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 access is from 33rd Ave NE which is not an arterial or pedestrian street	√	√	√
		B.2.a	Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.	Parking is separated from the street facades by another use	√	√	√
Development standards for fish and wildlife habitat conservation areas	25.09.200	A.3.b	Development is prohibited in the riparian management area, except as follows: 3.a. The development is in the limited riparian development area, which is the area in the riparian management area and more than 50 feet from the top of the riparian watercourse bank for Type Np and Ns waters; 3.c Development does not exceed 35 percent of the total area of the limited riparian development area	Development does not exceed 35% of the total area of the limited riparian development area	√	√	√

7.0 DESIGN GUIDELINES

CS1 – NATURAL SYSTEMS AND SITE FEATURES

II. LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

ARCHITECT RESPONSE:

The proposed design preserves and wraps around the area where Little Brook Creek daylights along 33rd Avenue NE. The siting of the structures takes advantage of this feature with the restoration area building up from creek edge to the building at level P1.

CS2 – URBAN PATTERN AND FORM

III. HEIGHT, BULK AND SCALE COMPATIBILITY

ARCHITECT RESPONSE:

- This is a thru-block site between Lake City Way NE and 33rd Ave NE with large multifamily projects on either side. It is an area with services along a major arterial served by mass transit. The development adds much needed housing to the area and provides more residential density.
- The proposed site plan includes two buildings separated by a central courtyard. This breaks up the façade massing and bulk while maintaining the urban edge along Lake City Way.
- The building extending from Lake City Way to 33rd Ave NE steps down to reflect the height difference between the two streets.
- The south lot line is adjacent to the 95’ zone while the north is adjacent to the 75’ zone. To respond to this zone transition, the design features a higher structure adjacent to the south neighbor and a lower structure adjacent to the north neighbor.

PL1 – CONNECTIVITY

II. HUMAN ACTIVITY, III. PEDESTRIAN OPEN SPACES AND ENTRANCES

ARCHITECT RESPONSE:

- A generous open space is provided along Lake City Way. This space will enliven the public realm and provide an opportunity for outdoor seating for the commercial spaces.
- A restoration area around the creek adjacent to 33rd Avenue NE will be provided. This area will add green open space to the street, enhancing its residential character.
- The site sits in the middle of a large city block. There is currently a mid-block connection along the south property line which the proposal will expand by providing a 10’ wide setback. This mid-block connection will be enhanced with landscape & hardscape, lighting, and artwork.

PL2 – WALKABILITY

I. PEDESTRIAN OPEN SPACES AND ENTRANCES

ARCHITECT RESPONSE:

Commercial spaces are located along Lake City Way and partially set back 10’ from the widened sidewalk providing ample room for public space and amenities such as benches and street trees. The commercial spaces turn inward at the entry plaza, providing a vibrant public space off Lake City Way.

PL3 – STREET-LEVEL INTERACTION

II. HUMAN ACTIVITY

ARCHITECT RESPONSE:

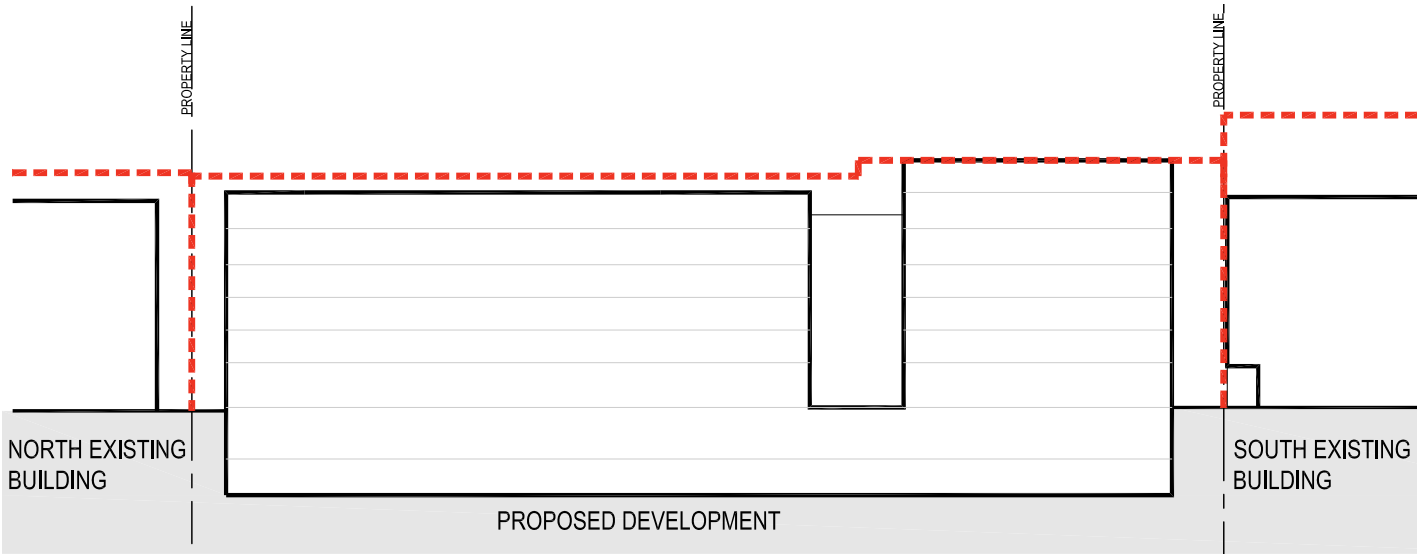
The proposal includes a corner residential lobby entry off 33rd Avenue NE, with a view to the restoration area around the Little Brook Creek. The creek and the surrounding landscaped area, along with existing mature trees on site and street trees, create pedestrian-friendly environment for residents and visitors.



Entry plaza on Lake City Way. Glass vestibule visually connects the plaza to central courtyard.



Residential entry on 33rd Ave NE and restoration area around the Little Brook Creek. The lookout at the central courtyard is on the right.



Zone transition. The proposed development has the 7-story portion at the SW corner of the site adjacent to the 95’ height limit zone. The 6-story building is proposed along the north property line to keep the scale consistent with that of the neighboring building.

7.0 DESIGN GUIDELINES

DC1 – PROJECT USES AND ACTIVITIES

II. LOCATION OF PARKING ON COMMERCIAL STREET FRONTS

ARCHITECT RESPONSE:
Two levels of underground parking are provided with plaza and terraced areas on top. A curb cut on 33rd Avenue NE provides access to the parking garage and incorporates the trash room and loading access. This minimizes the utility and garage access space along 33rd Avenue NE and leaves much of the streetscape as landscaping, residential lobby, units, and amenity rooms.

DC2 – ARCHITECTURAL CONCEPT

II. HUMAN SCALE

ARCHITECT RESPONSE:
Ground-level commercial spaces along Lake city Way will be differentiated from other parts of the building with material change, canopies, and more glazing areas. Same for the lobby entrance along 33rd Avenue NE. The commercial space is designed to be flexible for multi-tenant occupancy, creating diversity on the street level.

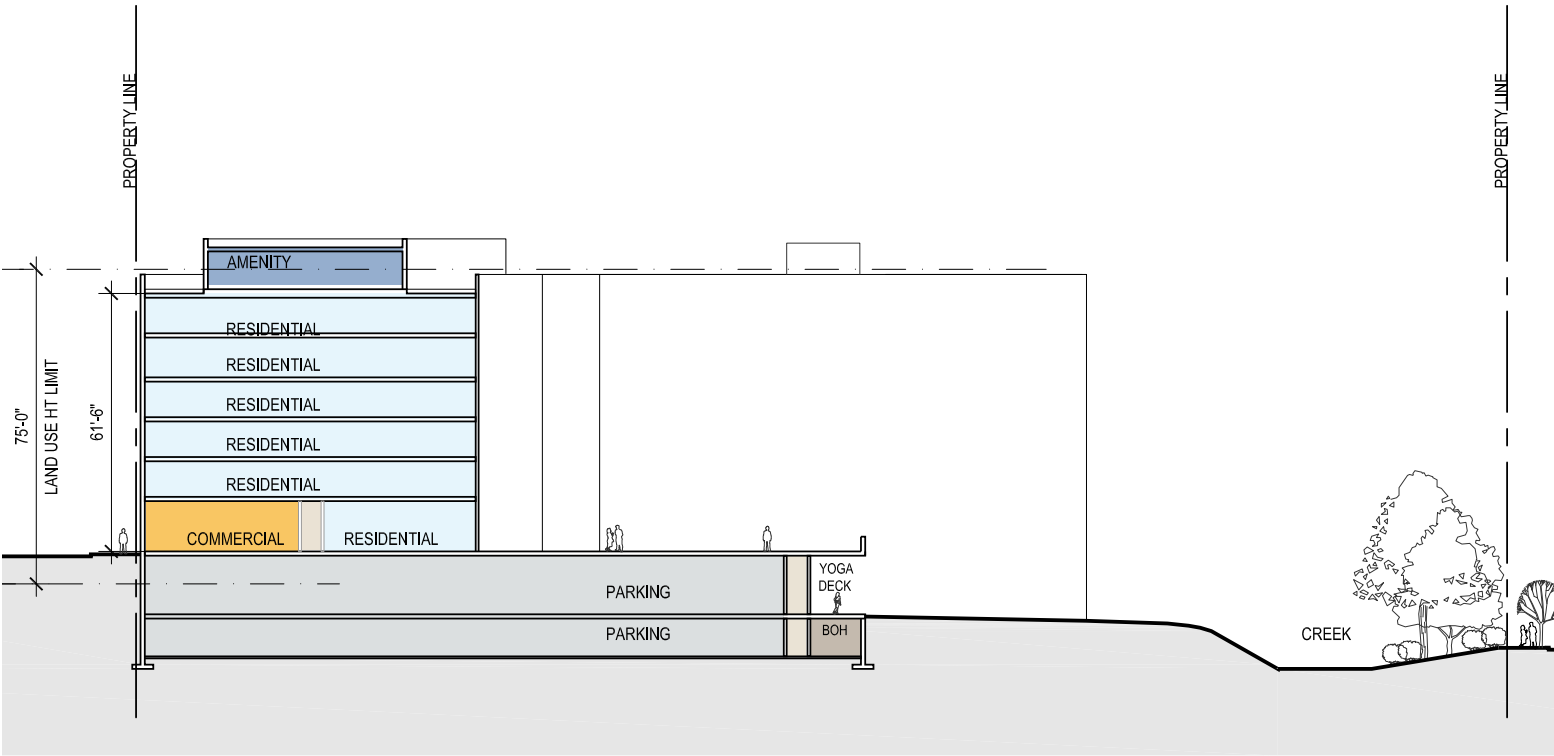
DC3 – OPEN SPACE CONCEPT

II. LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

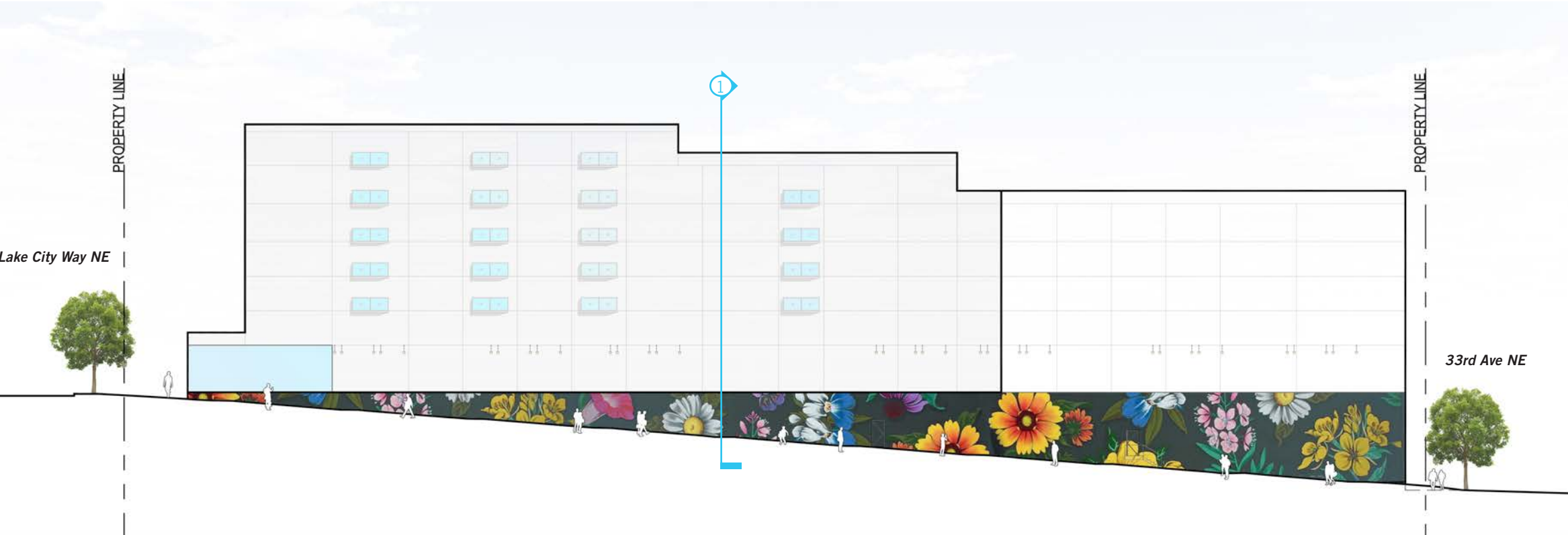
ARCHITECT RESPONSE:
The daylight area around the Little Brook Creek will be restored with new plants and trees. Existing large trees next to the creek will be preserved

III. LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

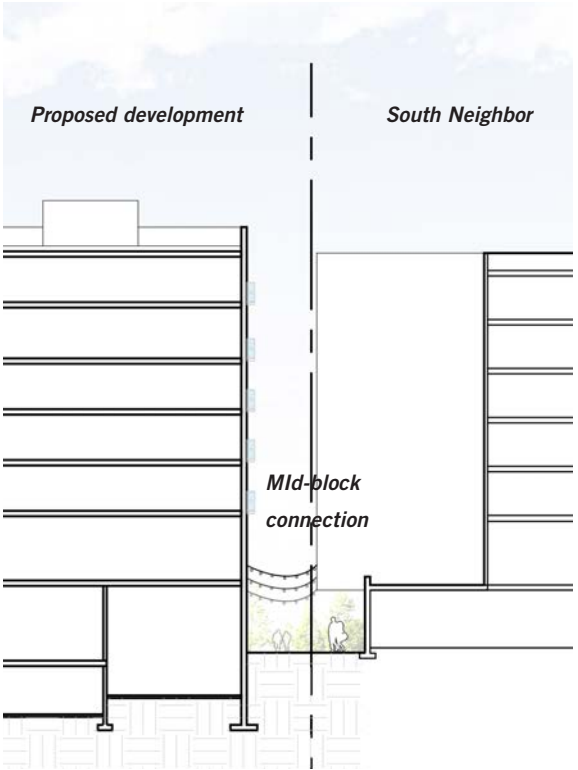
ARCHITECT RESPONSE:
New landscaping will be provided throughout the site, intermixed between hardscape and vegetation. Landscape lighting will be provided where appropriate. The existing trees by the creek will be preserved.



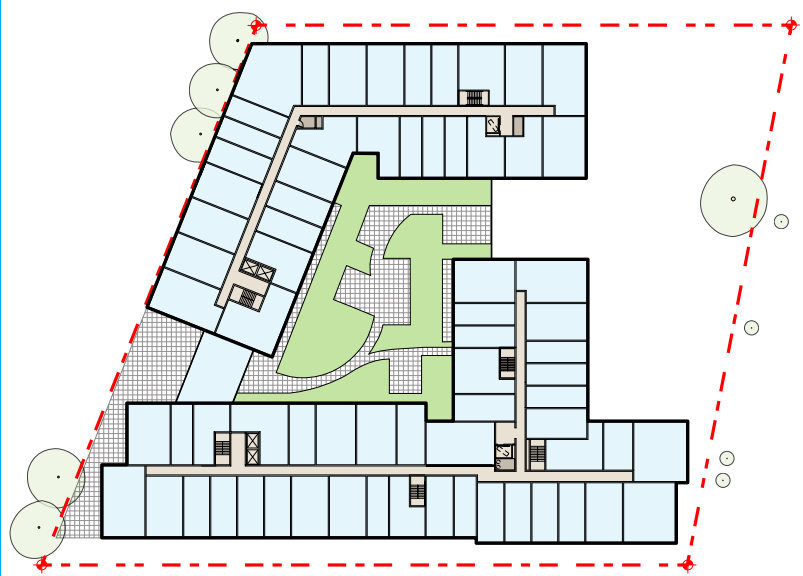
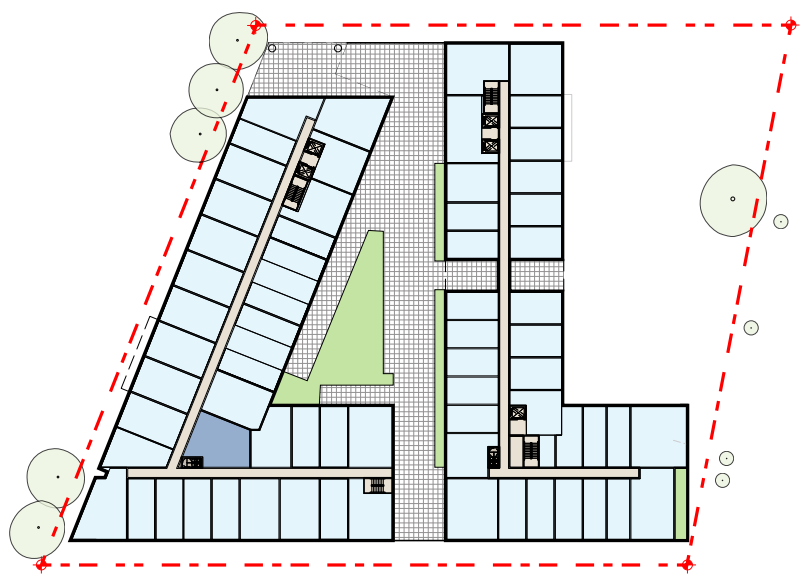
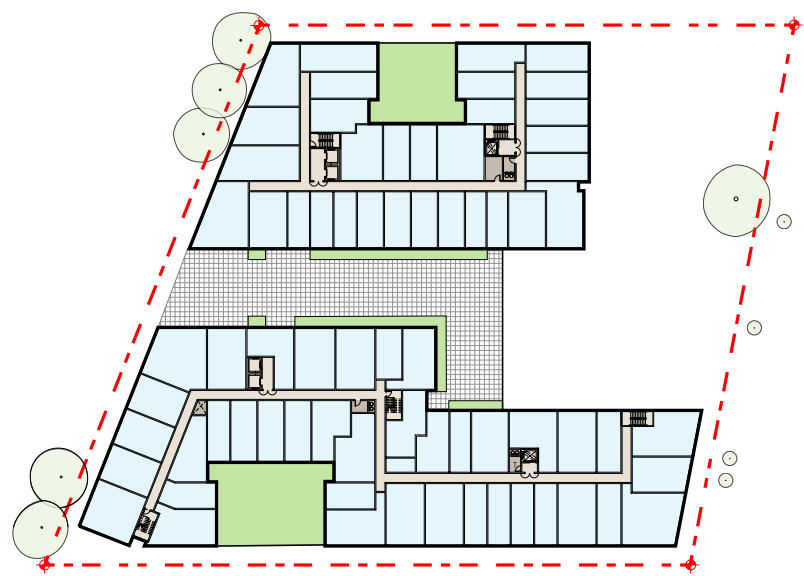
Section through central courtyard down to the Little Brook Creek. The creek and surrounding area will be mitigated and enhanced, providing views for residents and passerbys. The project team is working closely with SDCI ECA Group to create an appropriate restoration plan for this area.



Elevation and Section showing mid-block connection. This passageway will be animated with mural arts on the wall, overhead string lights, planters, and balconies. Accessible slopes and landings will be provided along the route from Lake City Way to 33rd Ave NE.

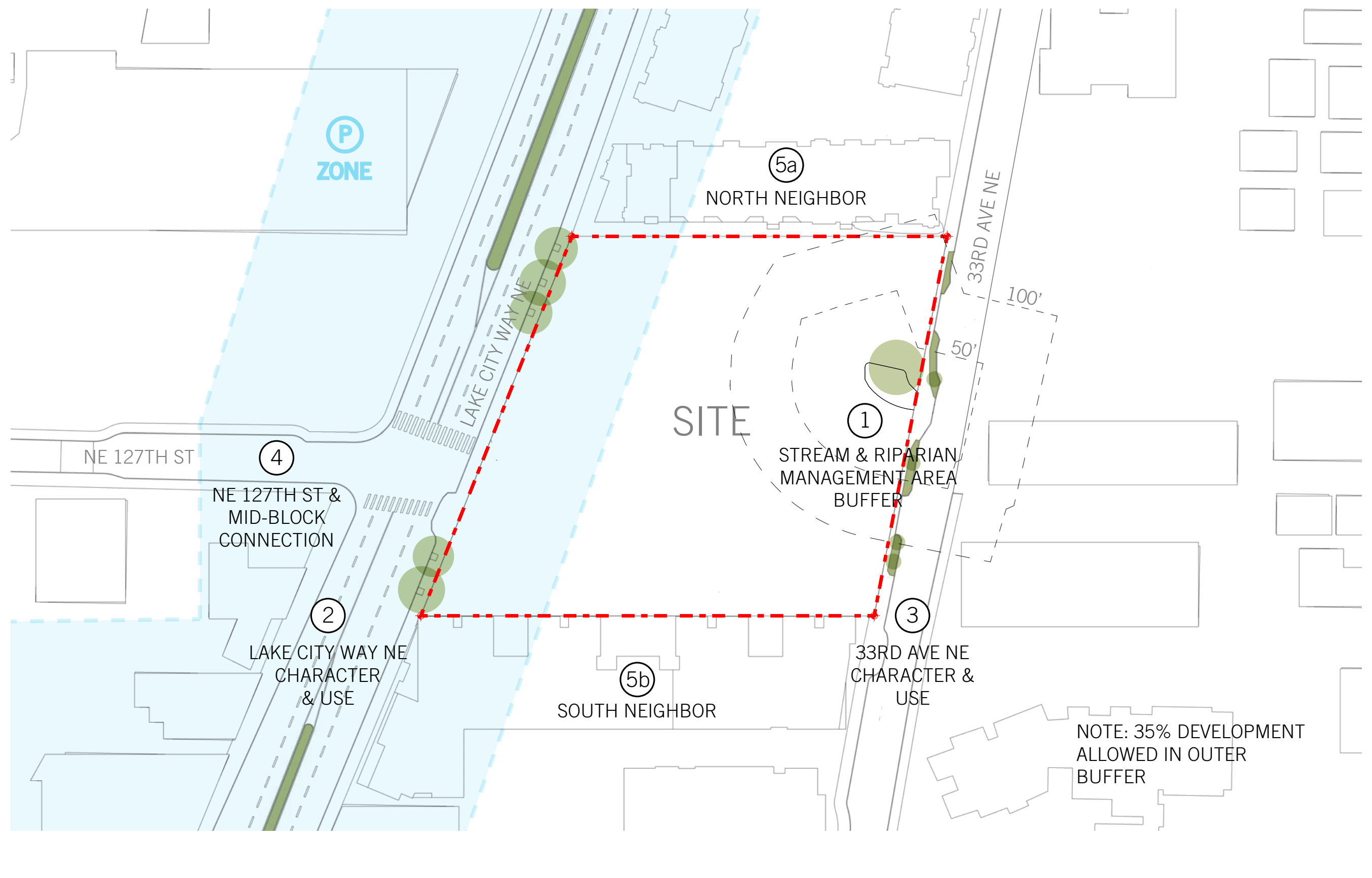


8.0 ARCHITECTURAL MASSING CONCEPTS



	Option 1	Option 2	Option 3 (Preferred)
CONCEPT:	LINEAR PATH	COURTYARD	MEANDERING PATH
# UNITS:	402	403	404
INDOOR AMENITY AREA:	10,115 SF	10,500 SF	10,100 SF
OUTDOOR AMENITY AREA	16,500 SF	17,000 SF	19,000 SF
COMMERCIAL RETAIL SF:	8,800 SF	7,750 SF	7,600 SF
PARKING STALLS:	285 STALLS	261 STALLS	268 STALLS
BIKE STALLS:	430 STALLS	430 STALLS	430 STALLS
FAR SF:	345,686 SF	346,592 SF	354,567 SF
OPPORTUNITIES:	<ul style="list-style-type: none">Central courtyard provides an east-west view corridorTwo building separated by open space reduces mass along Lake City Way and provides semi or partial public space.Large private courtyards facing adjacent properties offer ample landscape space between structures	<ul style="list-style-type: none">Strong urban edge and large continuous commercial space along Lake City WayNW covered plaza provides relief from neighbor and draw people into development and residential lobbiesInner courtyard and north-south through site connection create views and break between structuresResidential units at grade face 33rd Ave NE and restored creek area.	<ul style="list-style-type: none">Entry plaza, flanked by retail space leads to residential lobbies, breaks up mass along Lake City WayInterior landscaped courtyard provides good separation of buildings and meandering route through the site.Two large commercial spaces along Lake City Way.Residential units at grade face 33rd Ave NE and restored area around creek6-story structure with a smaller 7th floor on south building reduces mass
CONSTRAINTS:	<ul style="list-style-type: none">Many units directly facing adjacent properties	<ul style="list-style-type: none">Large 7-story mass along Lake City WayResidential lobbies set back from street	<ul style="list-style-type: none">Many units directly facing adjacent properties
CODE COMPLIANCE:	Yes, code compliant	No, not code compliant	No, not code compliant

8.0 ARCHITECTURAL DESIGN CONCEPT - 5 KEY SITE ASPECTS MAP



8.0 OPTION 1 | 5 KEY SITE ASPECT RESPONSE & SUMMARY

DESIGN CONCEPT | LINEAR PATH

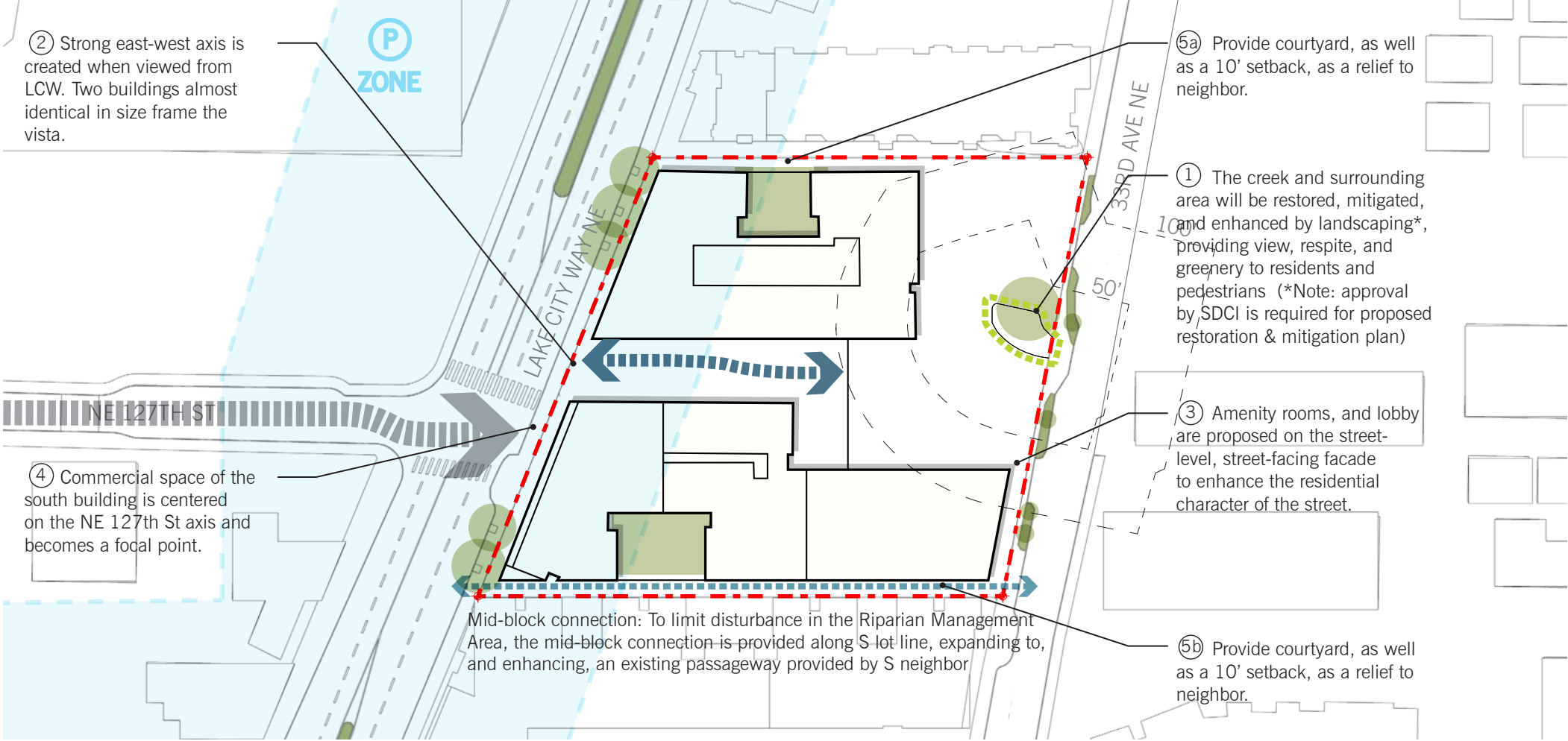
The inspiration for each option was derived from 5 key site aspects, each with its own categorical level of importance. The most critical of the 5 key site aspects is the Little Brook stream, which requires a riparian management area buffer.

This potential challenge became an abstract inspiration to create building designs that were inspired by nature and how a user flows through the site. The overall goal is to create a project that supports occupant well-being through a series of networks, relationships and connections.

Programmatic layout, multi-functional plaza spaces, and an emphasis on nature accessibility (visual & physical) are accomplished through a 'linear path' through the site. The user can travel through the site directly or take their time and enjoy the connection between nature and structure.

Illustrated on the 5 site key aspects map, are how the specific design option address each aspect.

5 KEY ASPECT MAP



- ① STREAM & RIPARIAN MANAGEMENT AREA BUFFER
- ② LAKE CITY WAY NE CHARACTER & USE
- ③ 33RD AVE NE CHARACTER & USE
- ④ NE 127TH ST AXIS
- ⑤a NORTH NEIGHBOR
- ⑤b SOUTH NEIGHBOR

DESIGN INSPIRATION



APPROPRIATE BULK AND SCALE WITH 'PLAYFUL' DESIGN ELEMENTS



DIVERSE PLAZA ELEMENTS TO ENRICH USER EXPERIENCE

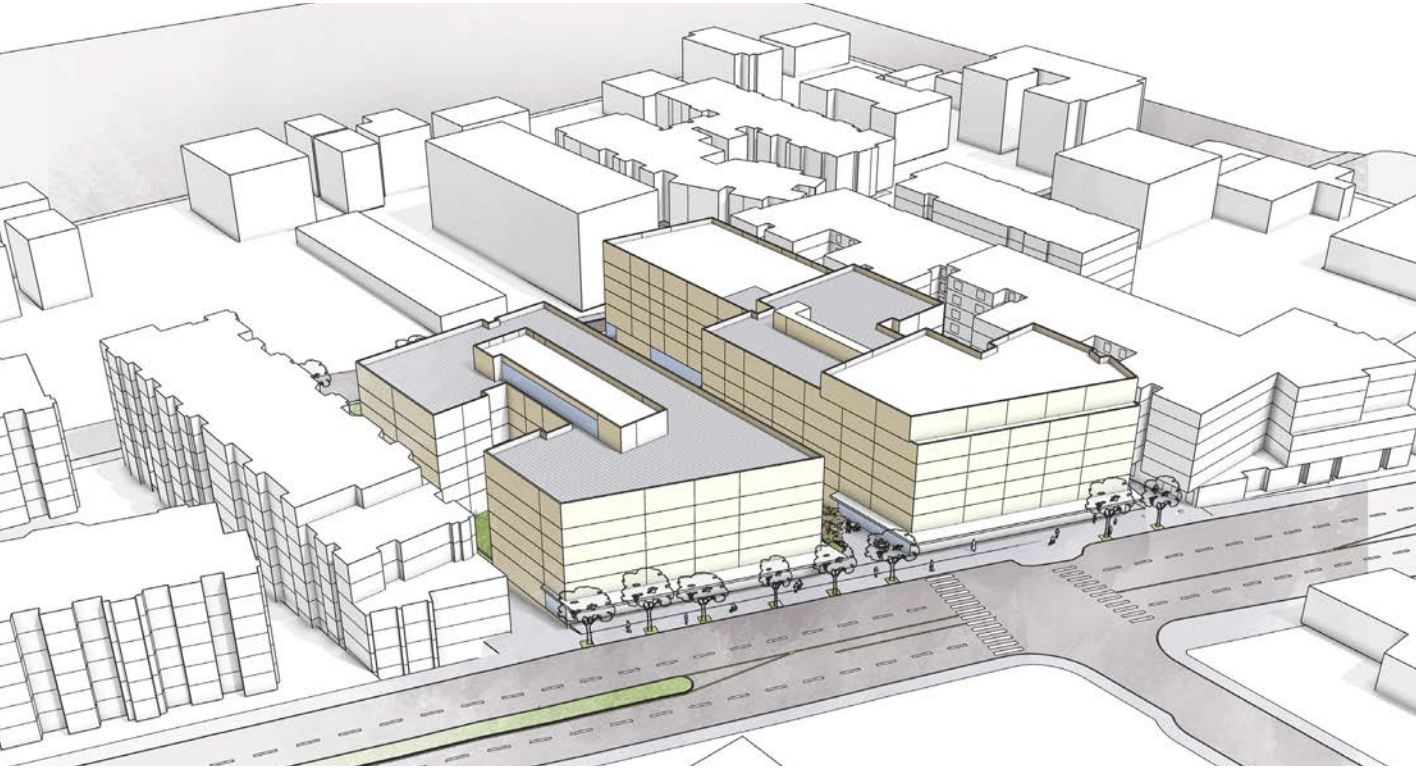


RESIDENTIAL UNITS WITH LAYERS OF GREENERY FOR PEDESTRIAN SCALE



MULTI-LAYER STREAM LANDSCAPING

8.0 OPTION 1 | MASSING



1. NORTHWEST AERIAL VIEW



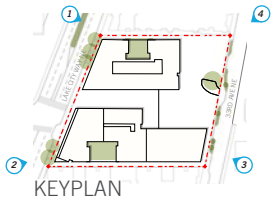
2. VIEW OF BUILDING FRONTAGE FROM LAKE CITY WAY NE



3. VIEW OF SECONDARY LOBBY FROM 33RD AVE NE



4. NORTHEAST AERIAL VIEW

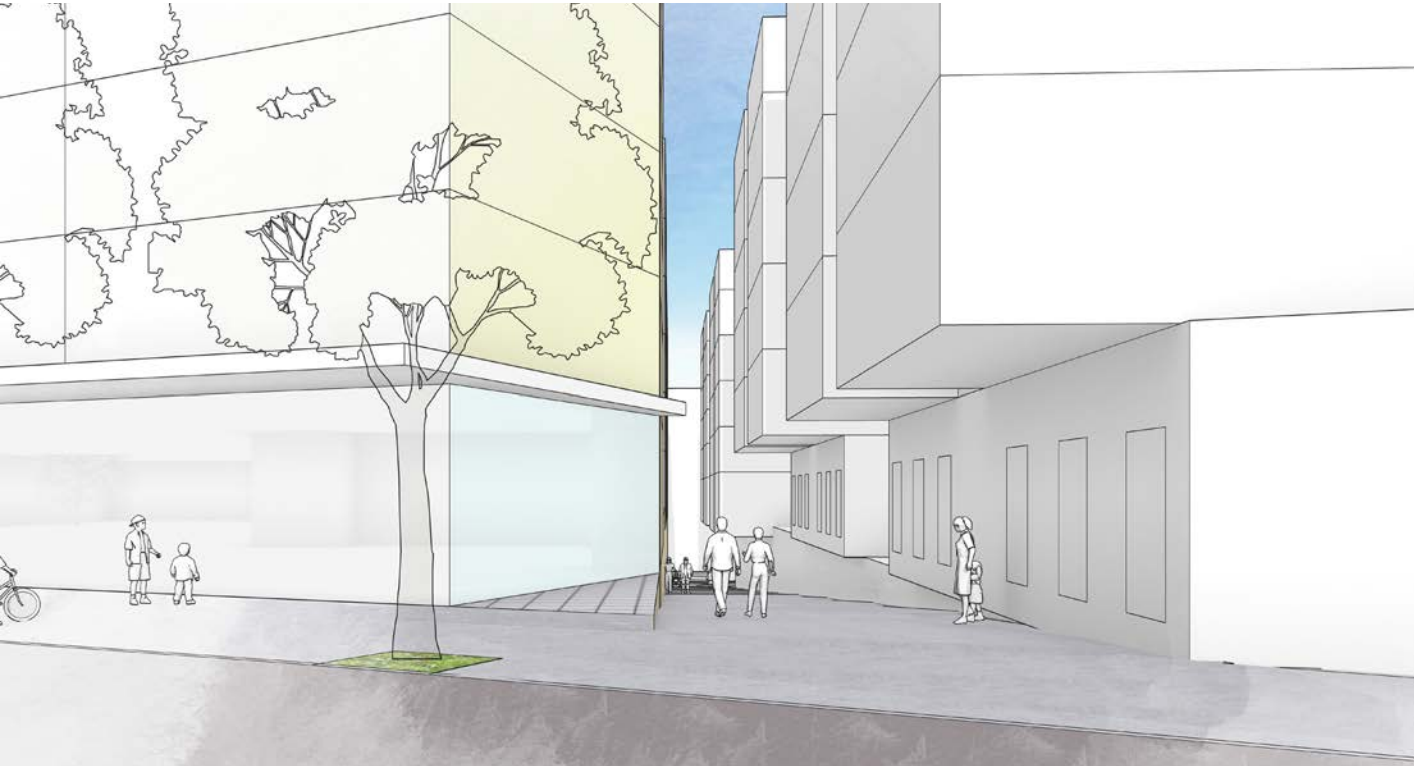




5. VIEW OF MAIN ENTRY FROM LAKE CITY WAY NE



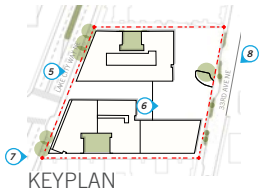
6. VIEW OF COURTYARD LOOKING SOUTHWEST



7. VIEW OF PEDESTRIAN CONNECTION FROM LAKE CITY WAY NE

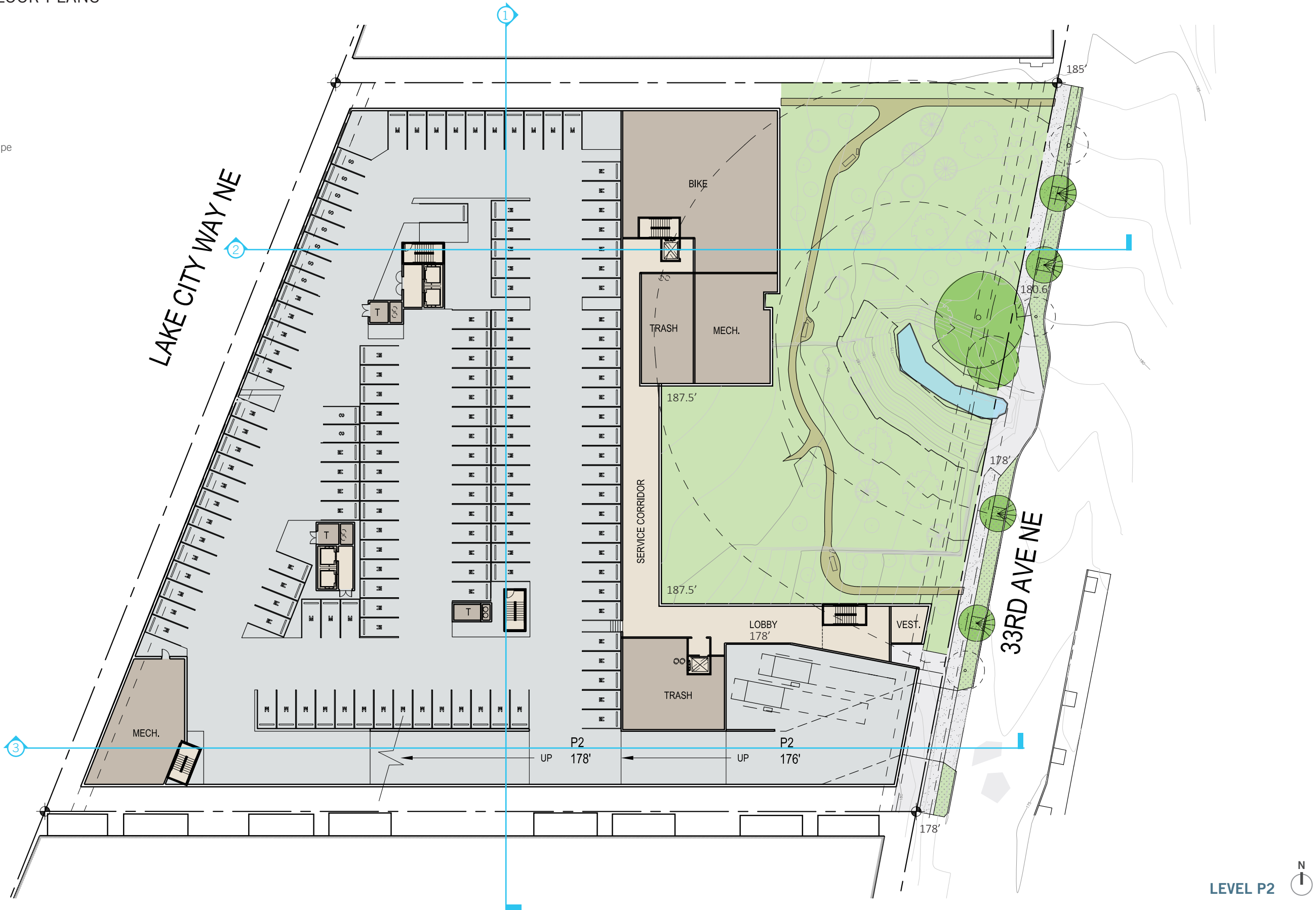


8. VIEW OF STREAM PLANTING FROM 33RD AVE NE



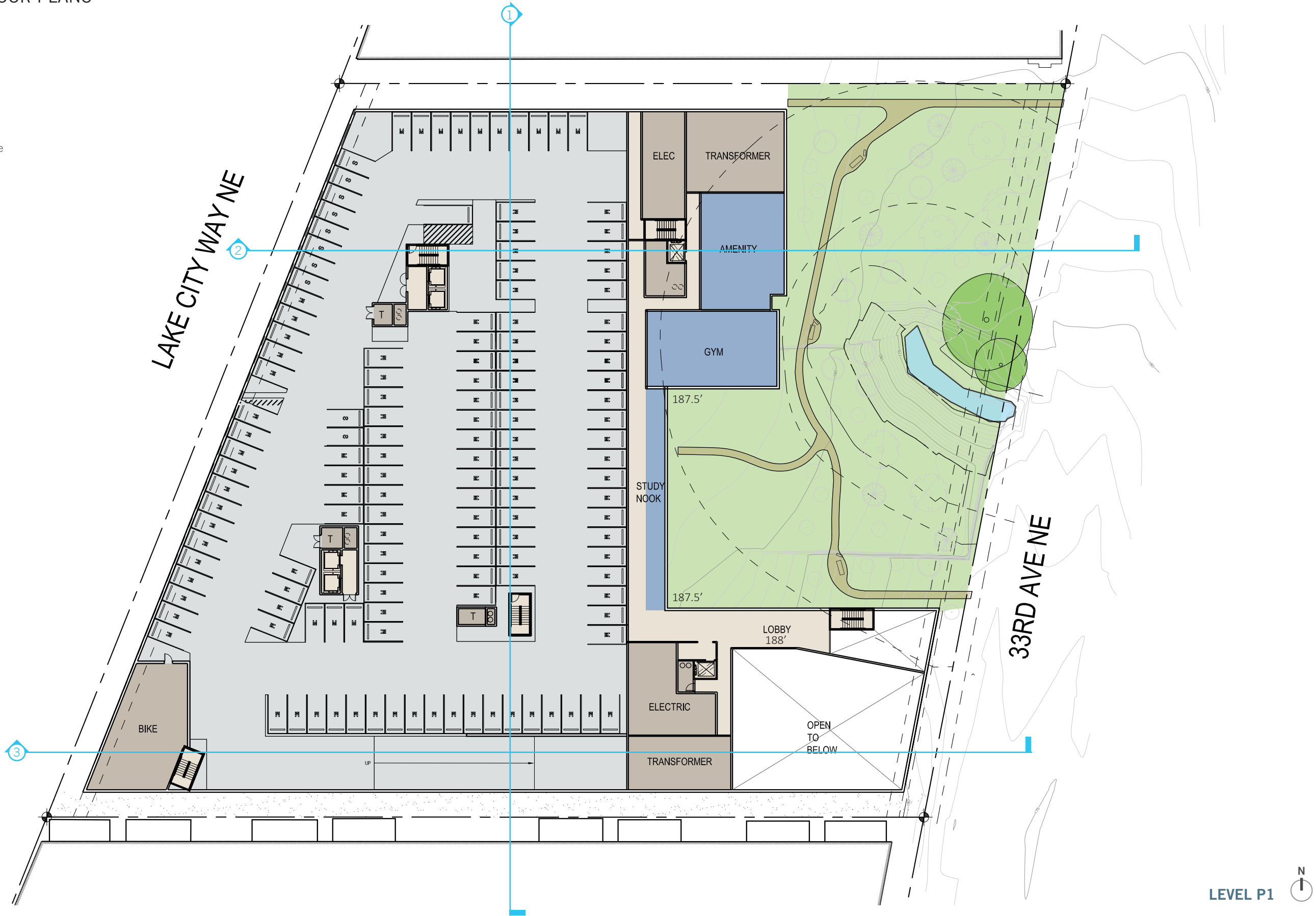
8.0 OPTION 1 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



8.0 OPTION 1 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



8.0 OPTION 1 | FLOOR PLANS

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking



LEVEL 1

8.0 OPTION 1 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



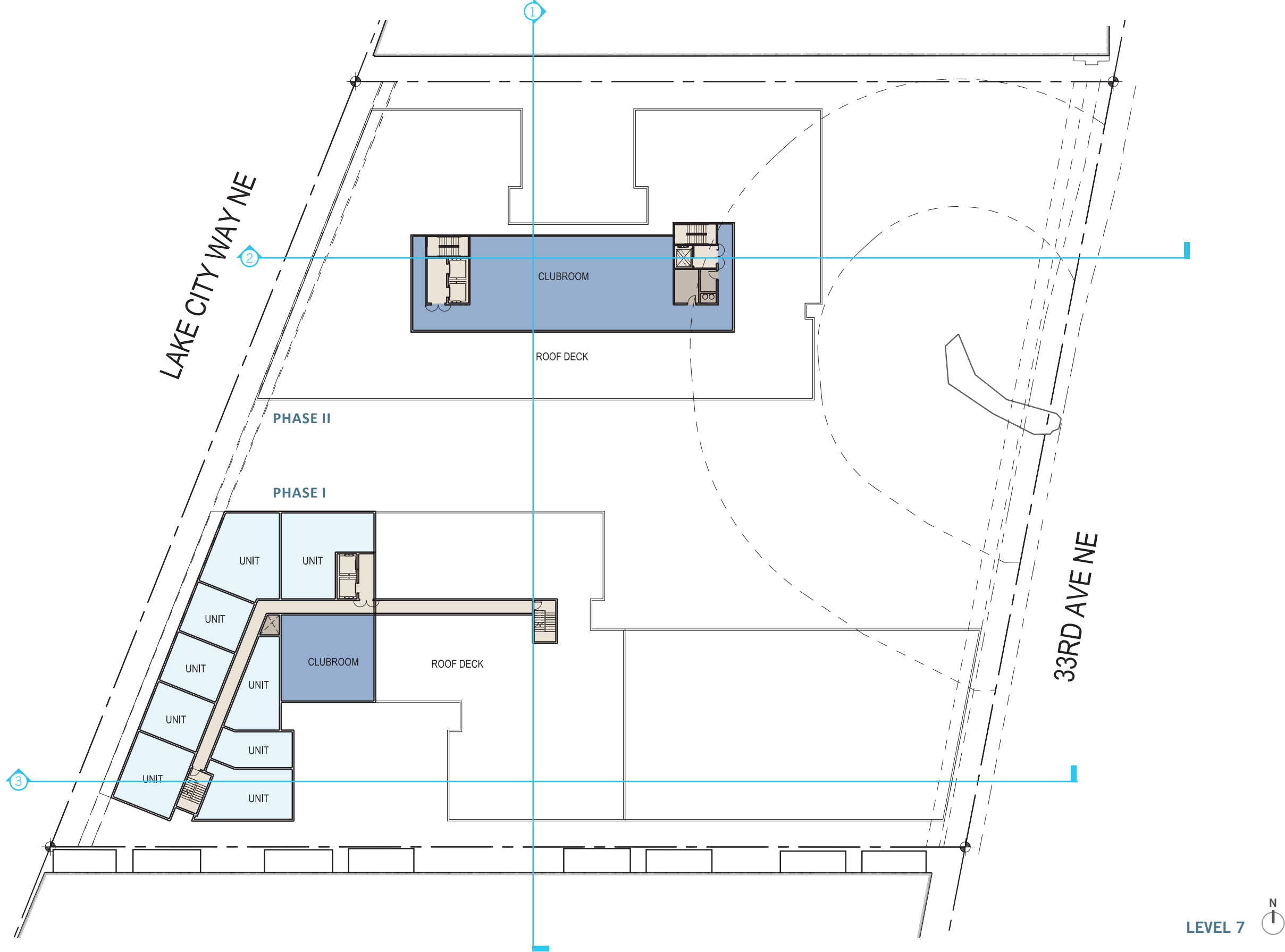
8.0 OPTION 1 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



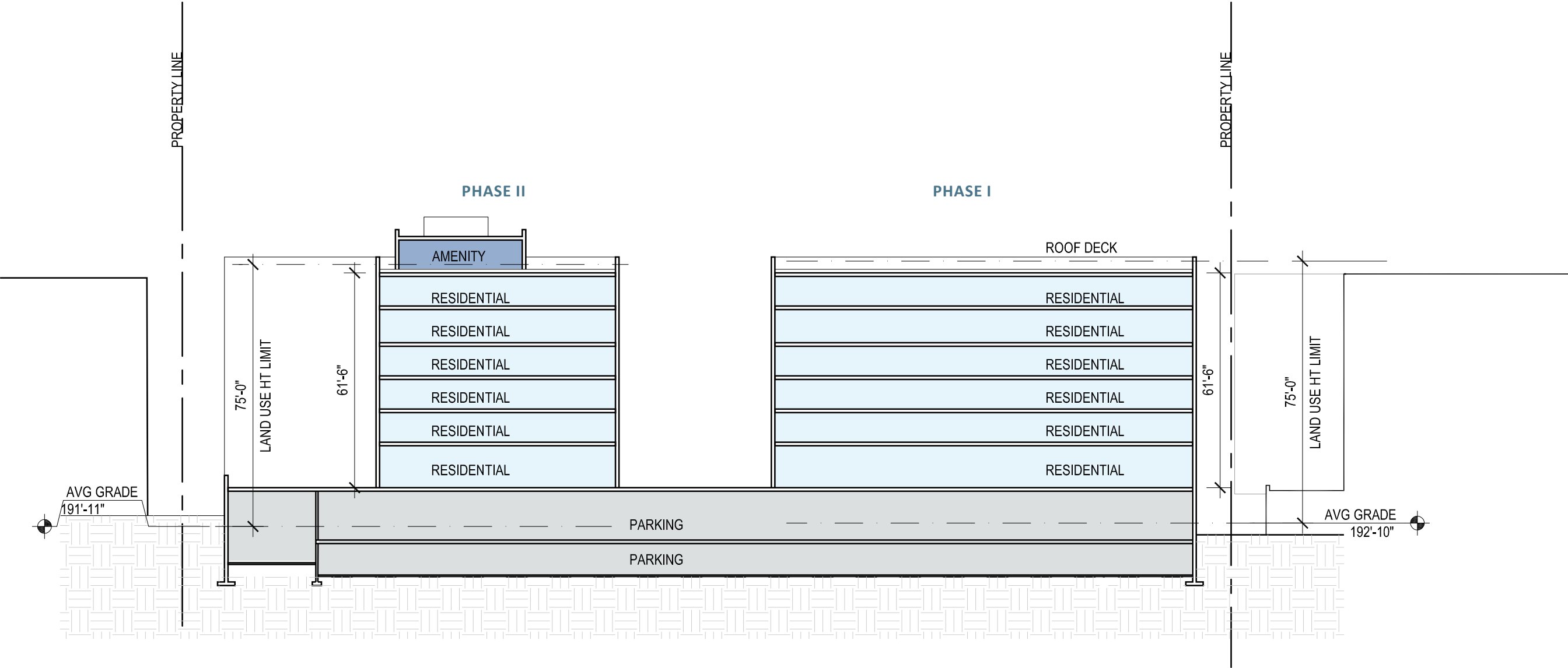
8.0 OPTION 1 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



8.0 OPTION 1 | SECTION 1

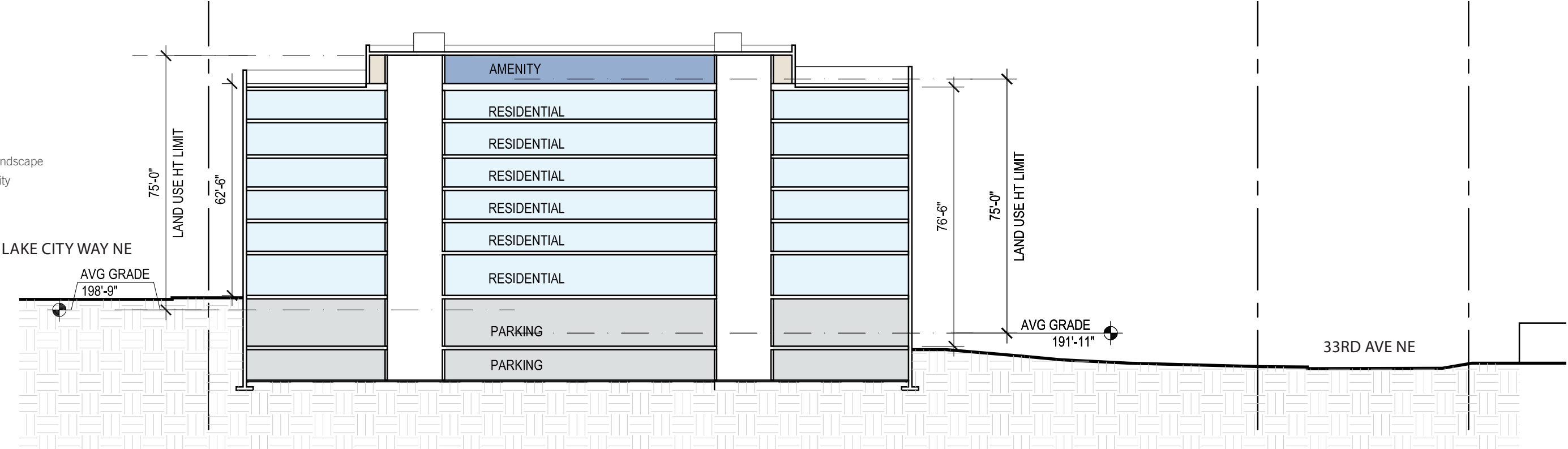
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



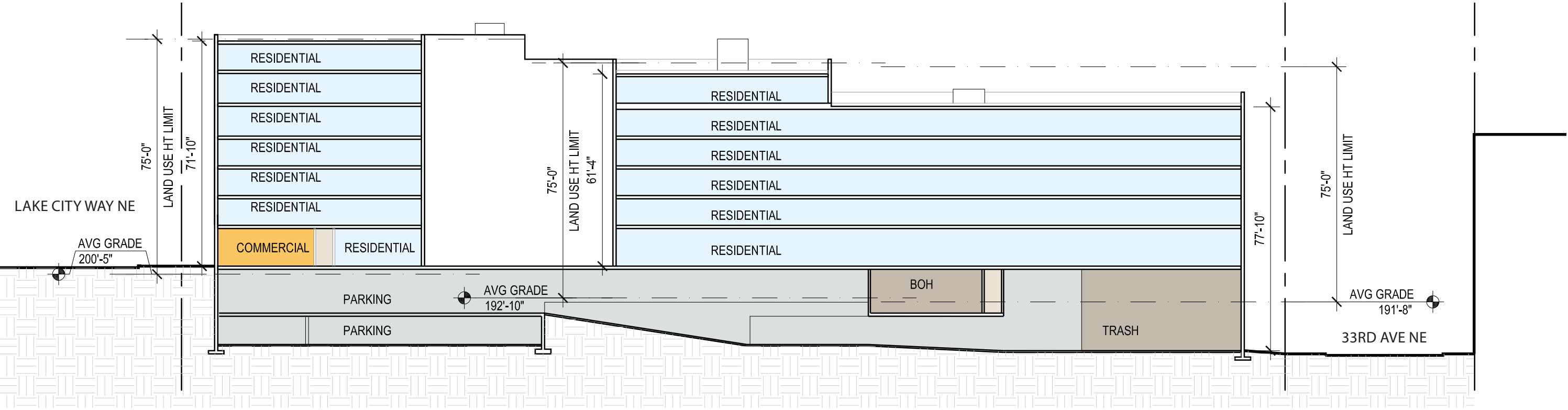
1 | NORTH-SOUTH SECTION

8.0 OPTION 1 | SECTION 2 & 3

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking

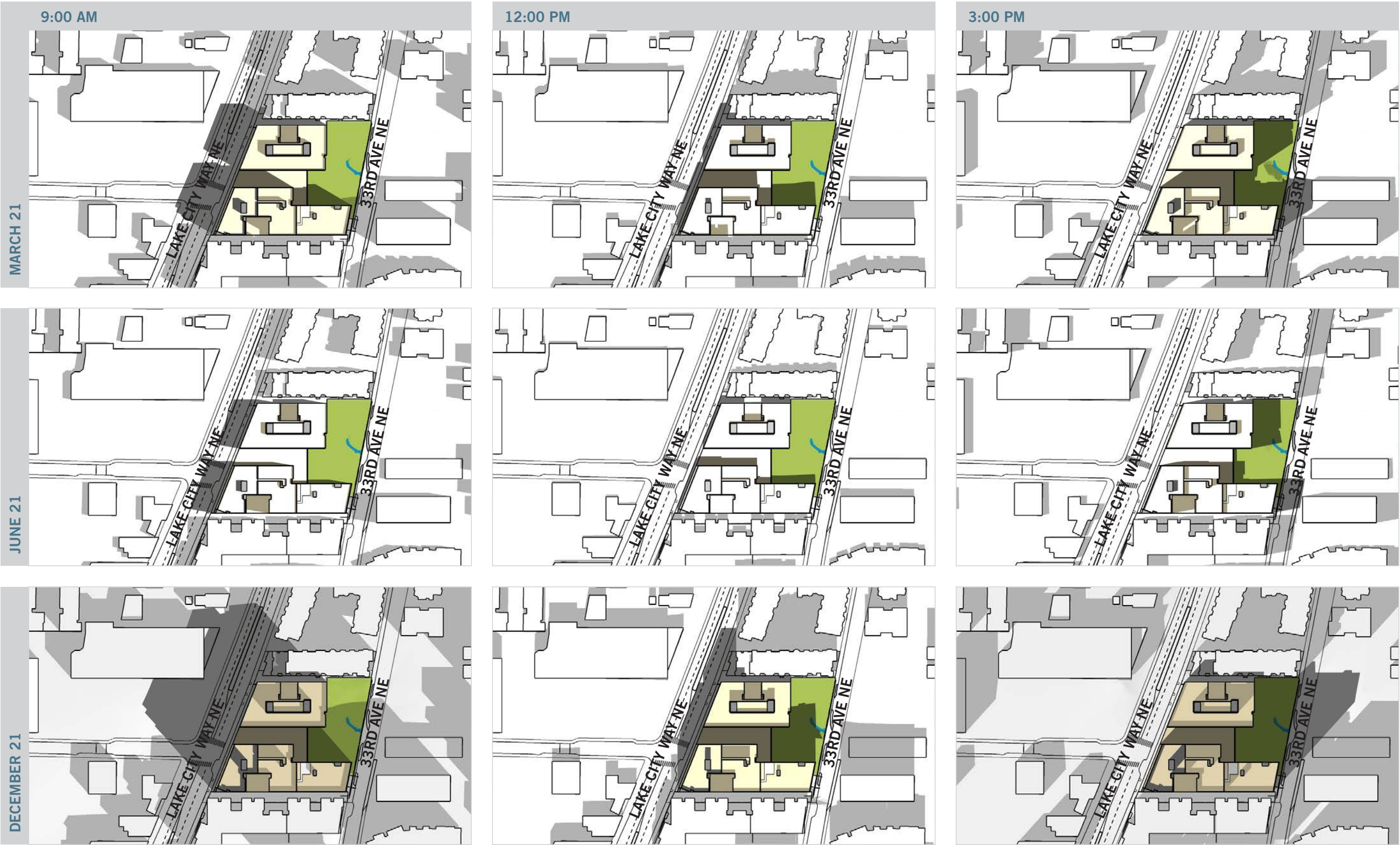


2 | EAST-WEST SECTION - NORTH BLDG



3 | EAST-WEST SECTION - SOUTH BLDG

8.0 OPTION 1 | SHADOW STUDY



8.0 OPTION 2 | 5 KEY SITE ASPECT RESPONSE & SUMMARY

DESIGN CONCEPT | COURTYARD

The inspiration for each option was derived from 5 key site aspects, each with its own categorical level of importance. The most critical of the 5 key site aspects is the Little Brook stream, which requires a riparian management area buffer.

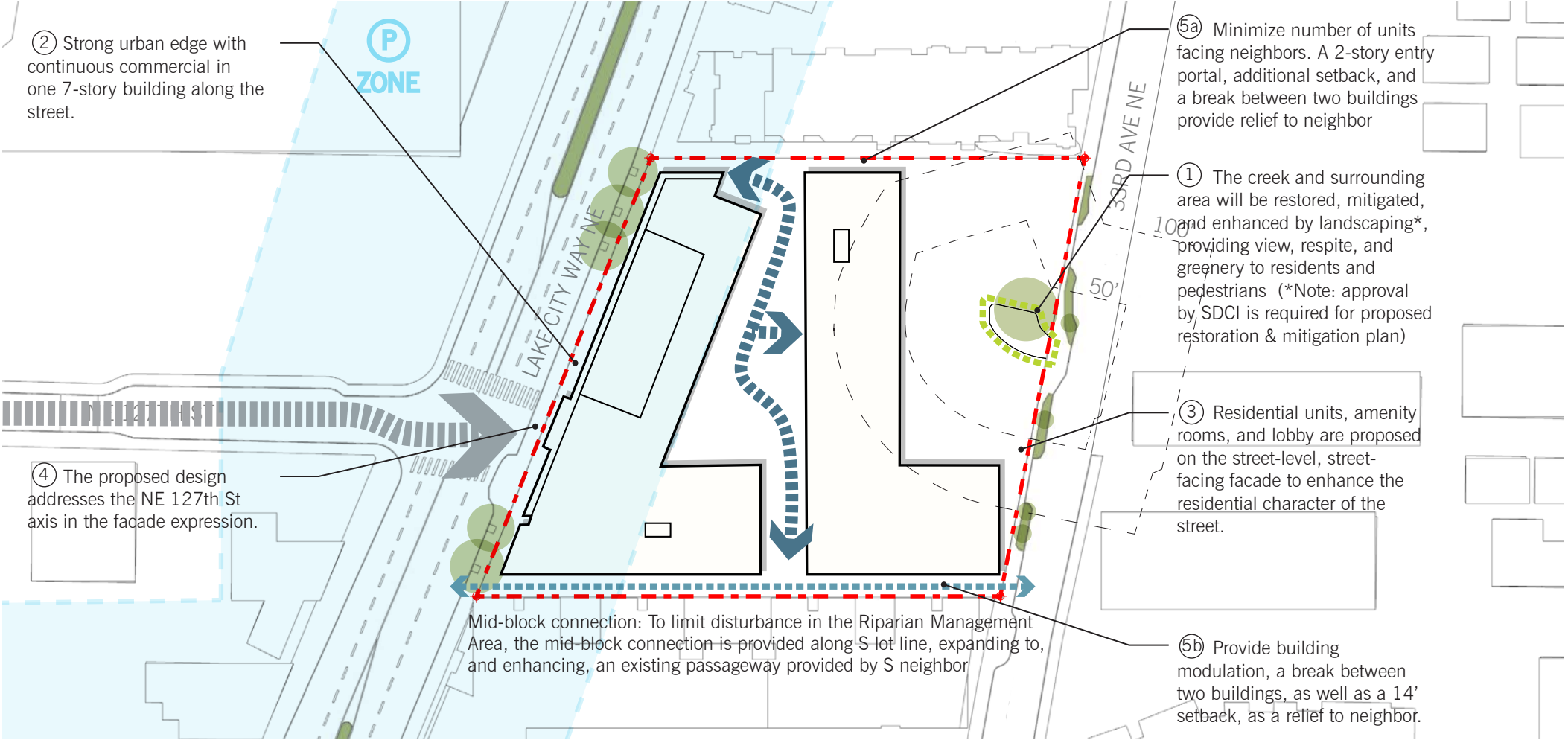
This potential challenge became an abstract inspiration to create building designs that were inspired by nature and how a user flows through the site. The overall goal is to create a project that supports occupant well-being through a series of networks, relationships and connections.

Programmatic layout, an emphasis on nature accessibility (visual & physical), double height entry and stream viewing portal are tied together with a central ‘courtyard’.

The user is inspired to take their time and enjoy the many forms of connection between nature and structure.

Illustrated on the 5 site key aspects map, are how the specific design option address each aspect.

5 KEY ASPECT MAP



- ① STREAM & RIPARIAN MANAGEMENT AREA BUFFER
- ③ 33RD AVE NE CHARACTER & USE
- ⑤a NORTH NEIGHBOR
- ② LAKE CITY WAY NE CHARACTER & USE
- ④ NE 127TH ST AXIS
- ⑤b SOUTH NEIGHBOR

DESIGN INSPIRATION



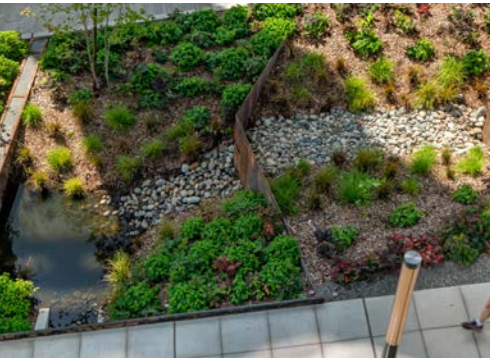
FACADE RHYTHM WITH APPROPRIATE MASSING SCALE



RESIDENTIAL LOBBY ACCESS THROUGH PLAZA

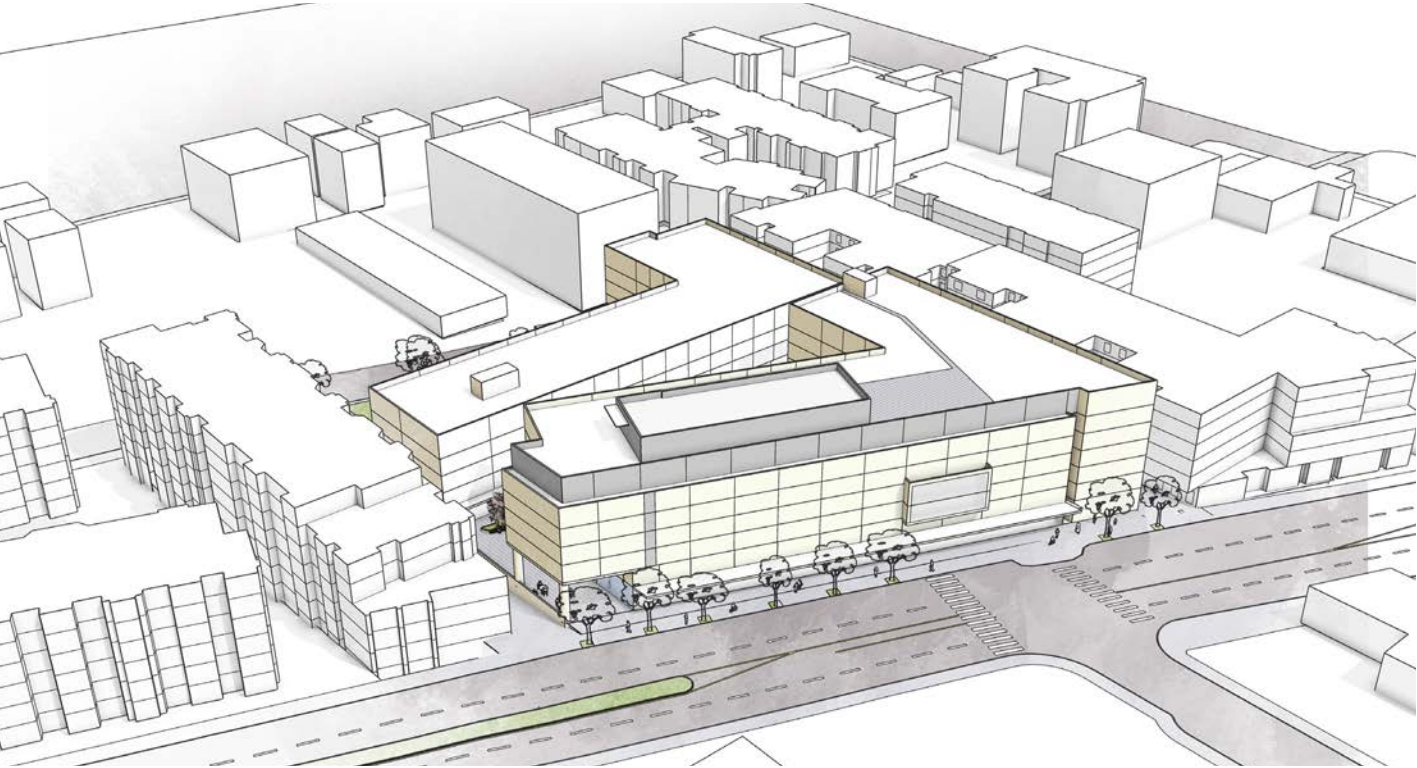


RESIDENTIAL FEEL WITH MULTIPLE LAYERS OF GREENERY TO ENRICH USER EXPERIENCE, PEDESTRIAN FRIENDLY SCALE AND ON-SITE WATER MANAGEMENT



MULTI-LAYERED STREAM LANDSCAPING

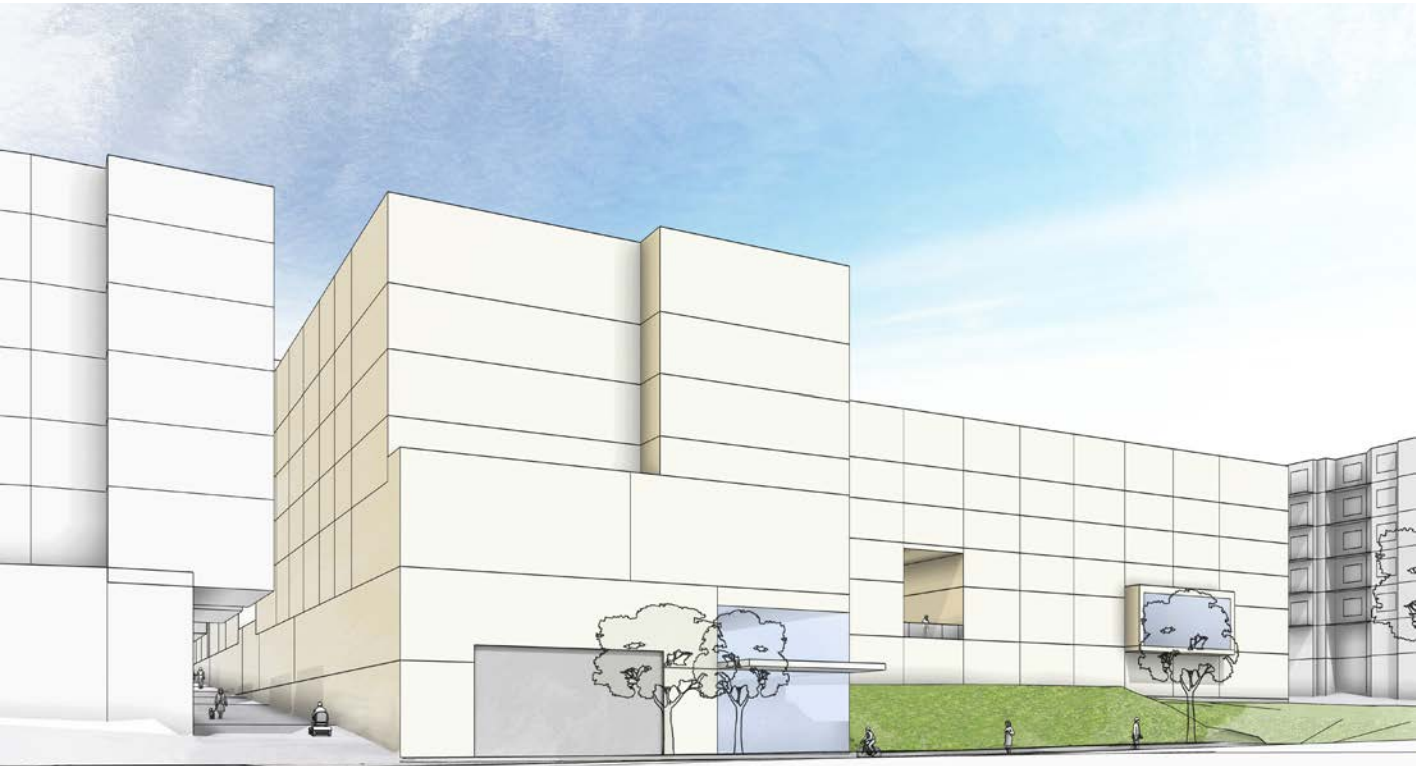
8.0 OPTION 2 | MASSING



1. NORTHWEST AERIAL VIEW



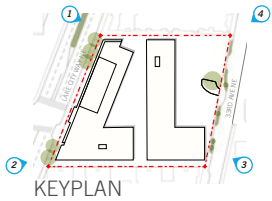
2. VIEW OF BUILDING FRONTAGE FROM LAKE CITY WAY NE



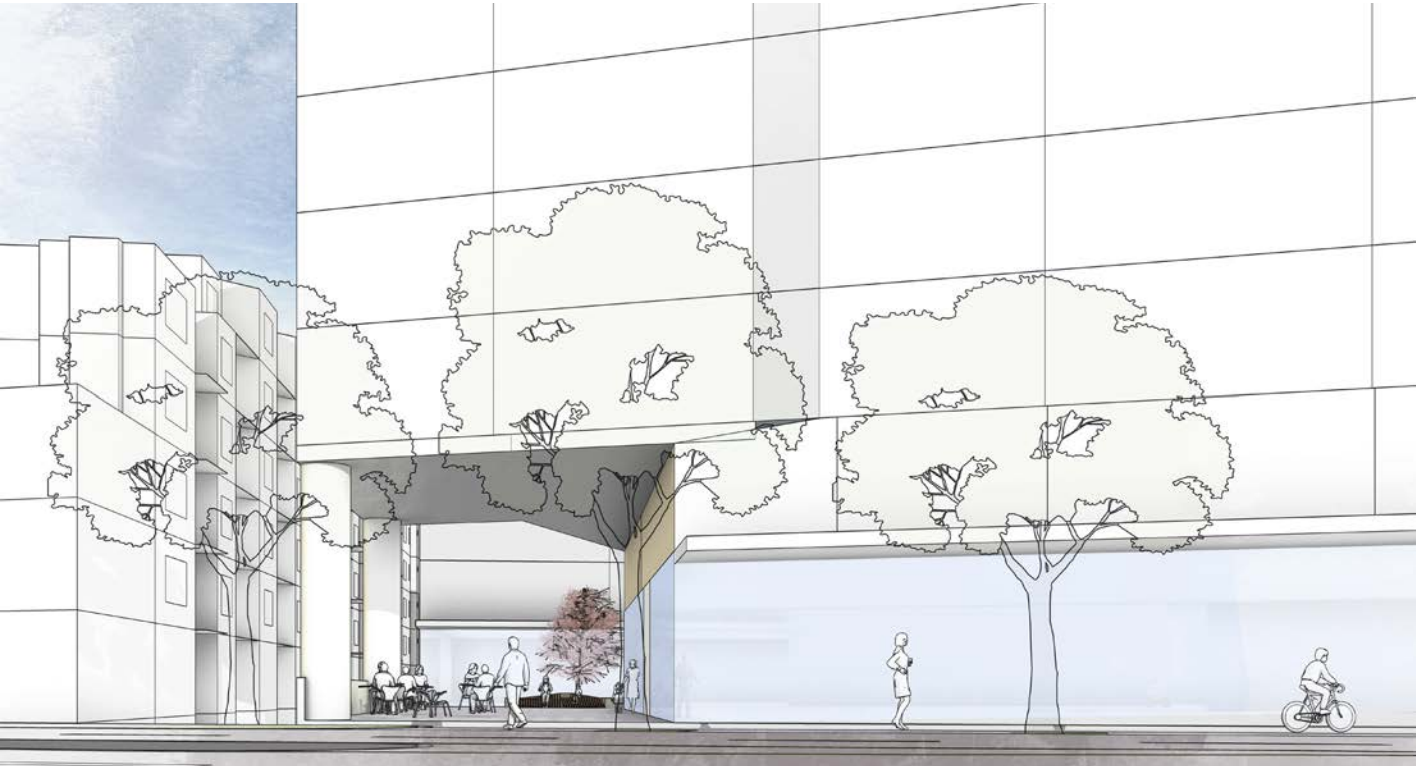
3. VIEW OF SECONDARY LOBBY FROM 33RD AVE NE



4. NORTHEAST AERIAL VIEW



8.0 OPTION 2 | MASSING



5. VIEW OF MAIN ENTRY FROM LAKE CITY WAY NE



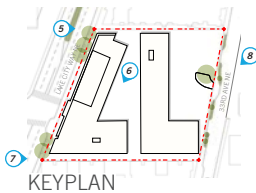
6. VIEW OF COURTYARD LOOKING SOUTHWEST



7. VIEW OF PEDESTRIAN CONNECTION FROM LAKE CITY WAY NE

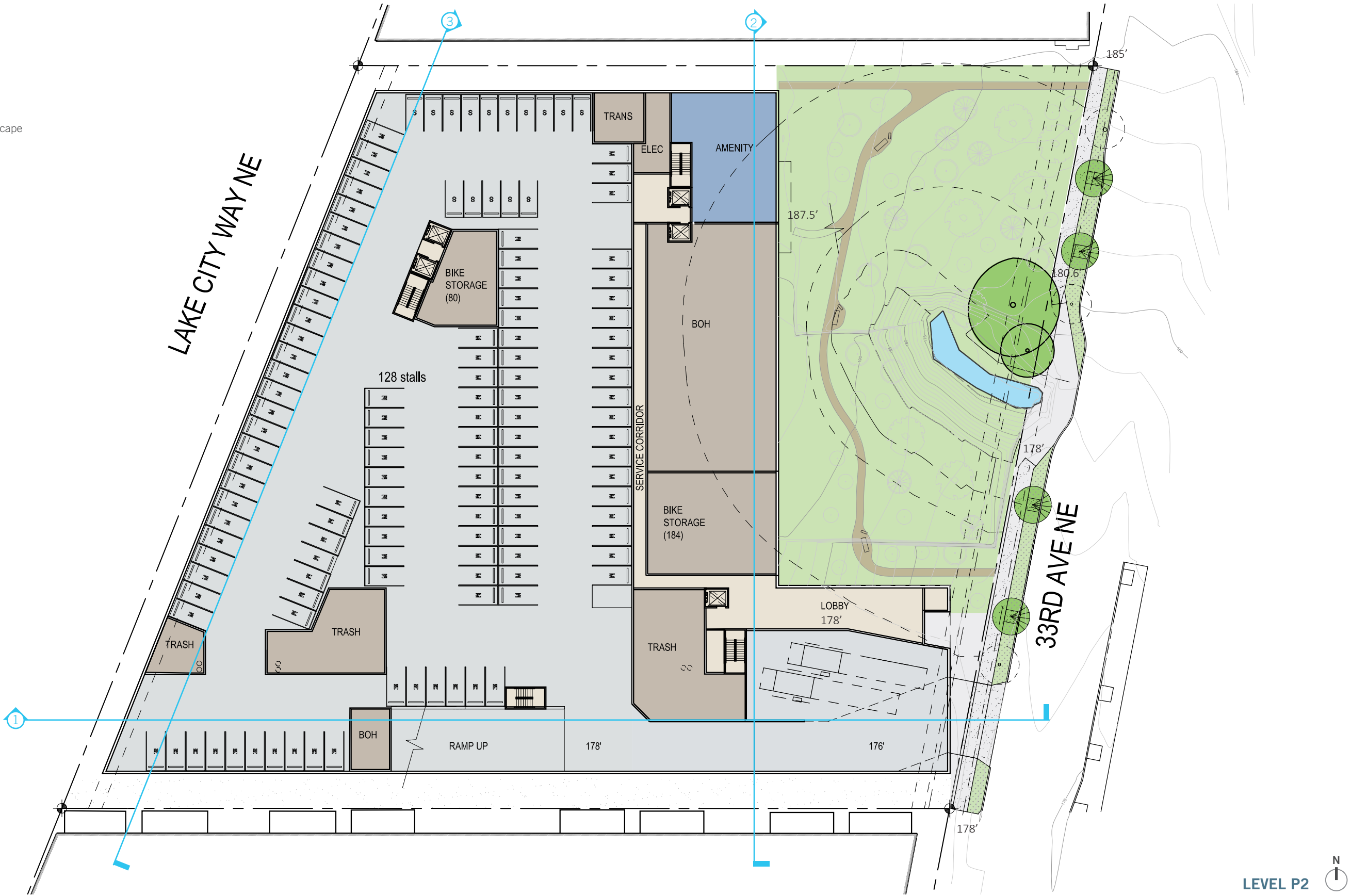


8. VIEW OF STREAM PLANTING FROM 33RD AVE NE



8.0 OPTION 2 | FLOOR PLANS

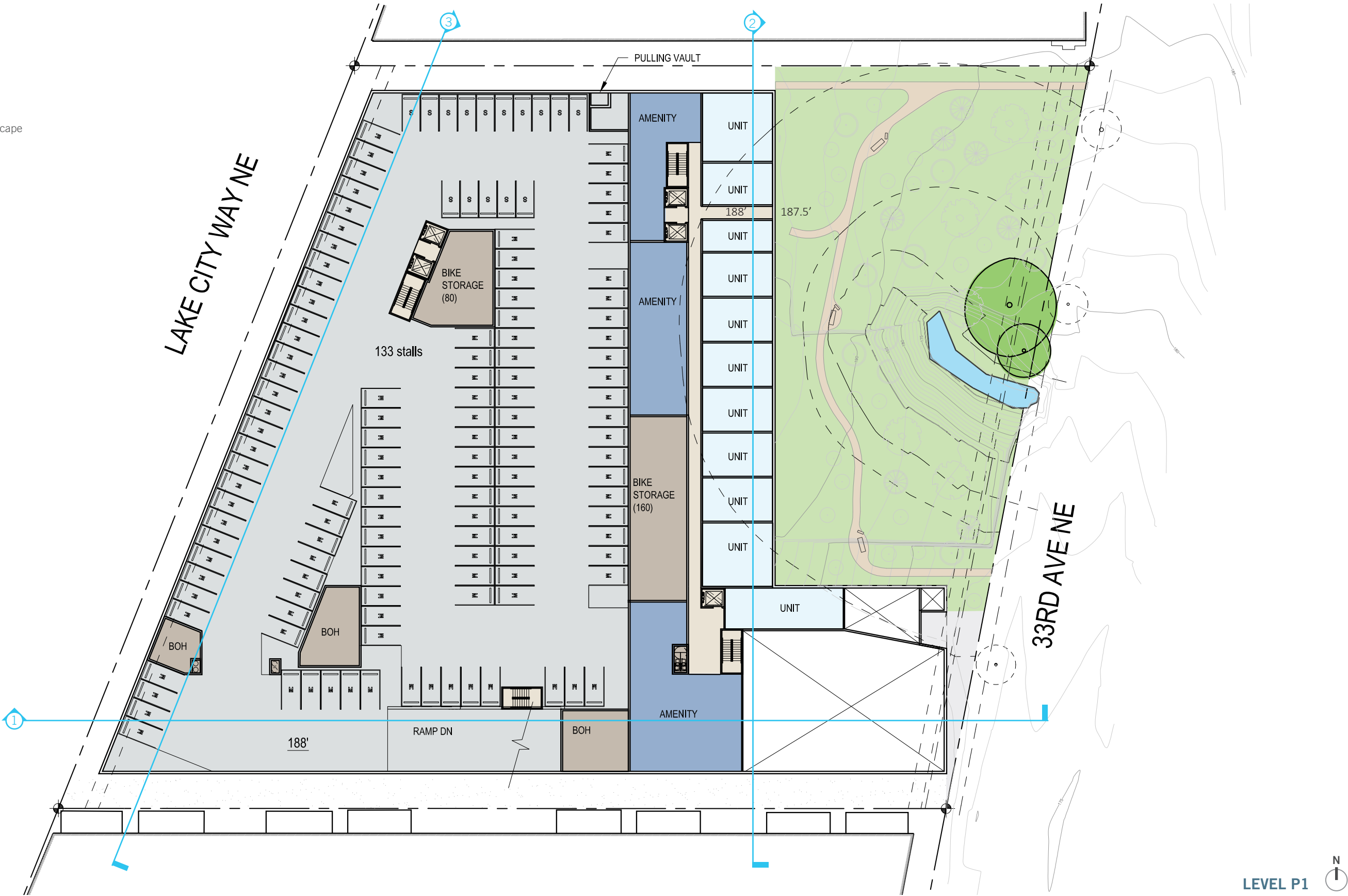
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



LEVEL P2

8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



8.0 OPTION 2 | FLOOR PLANS



8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



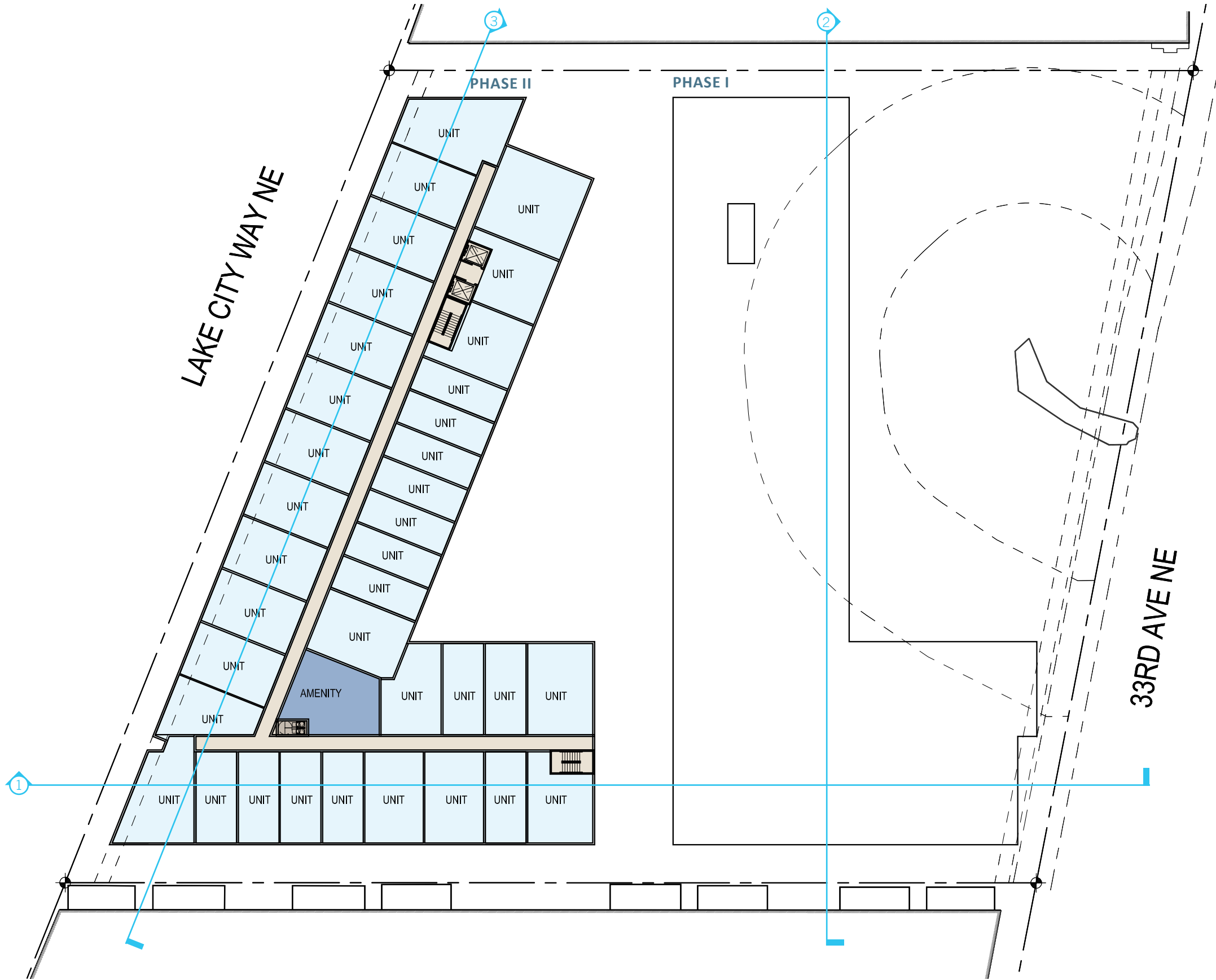
8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



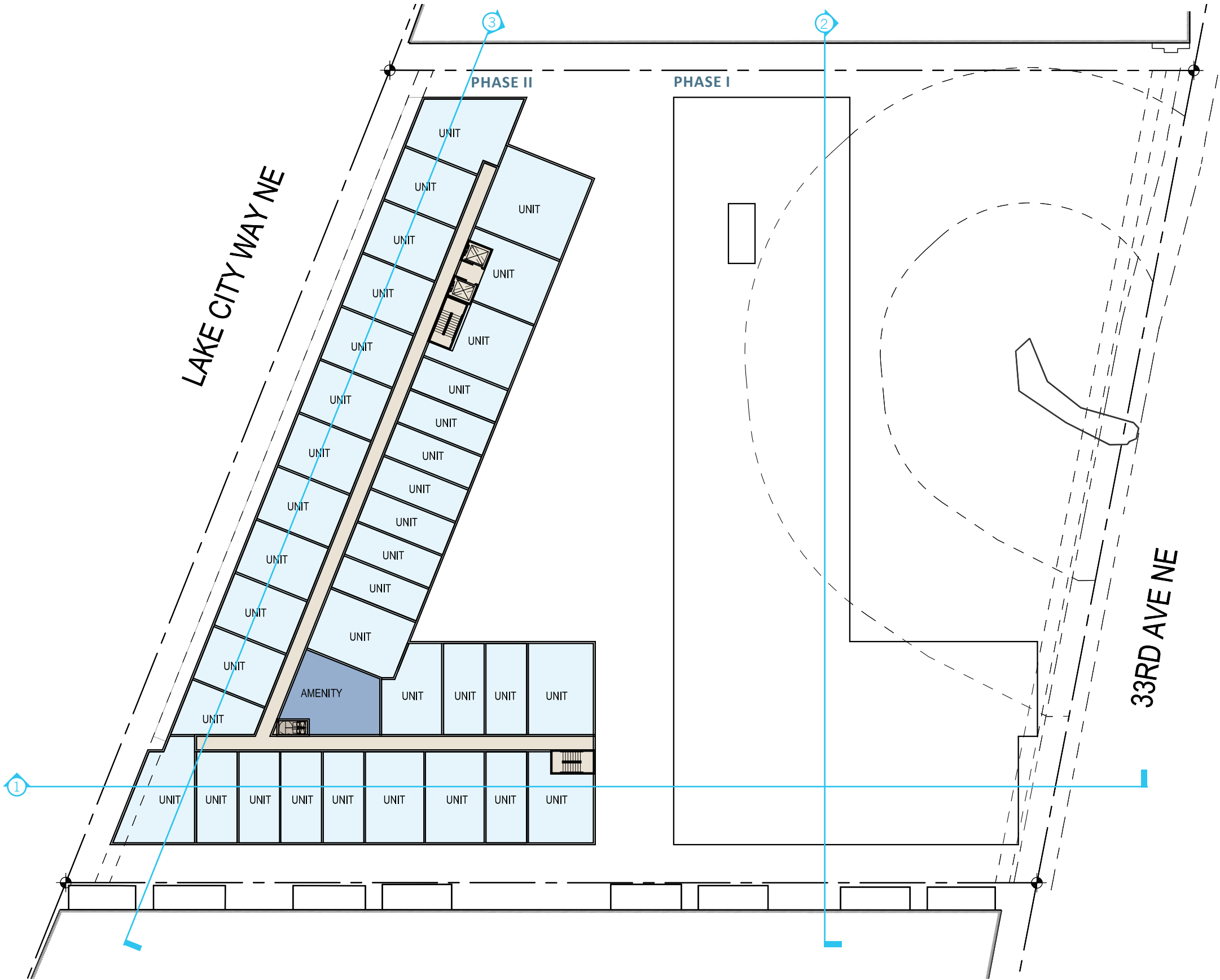
8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking

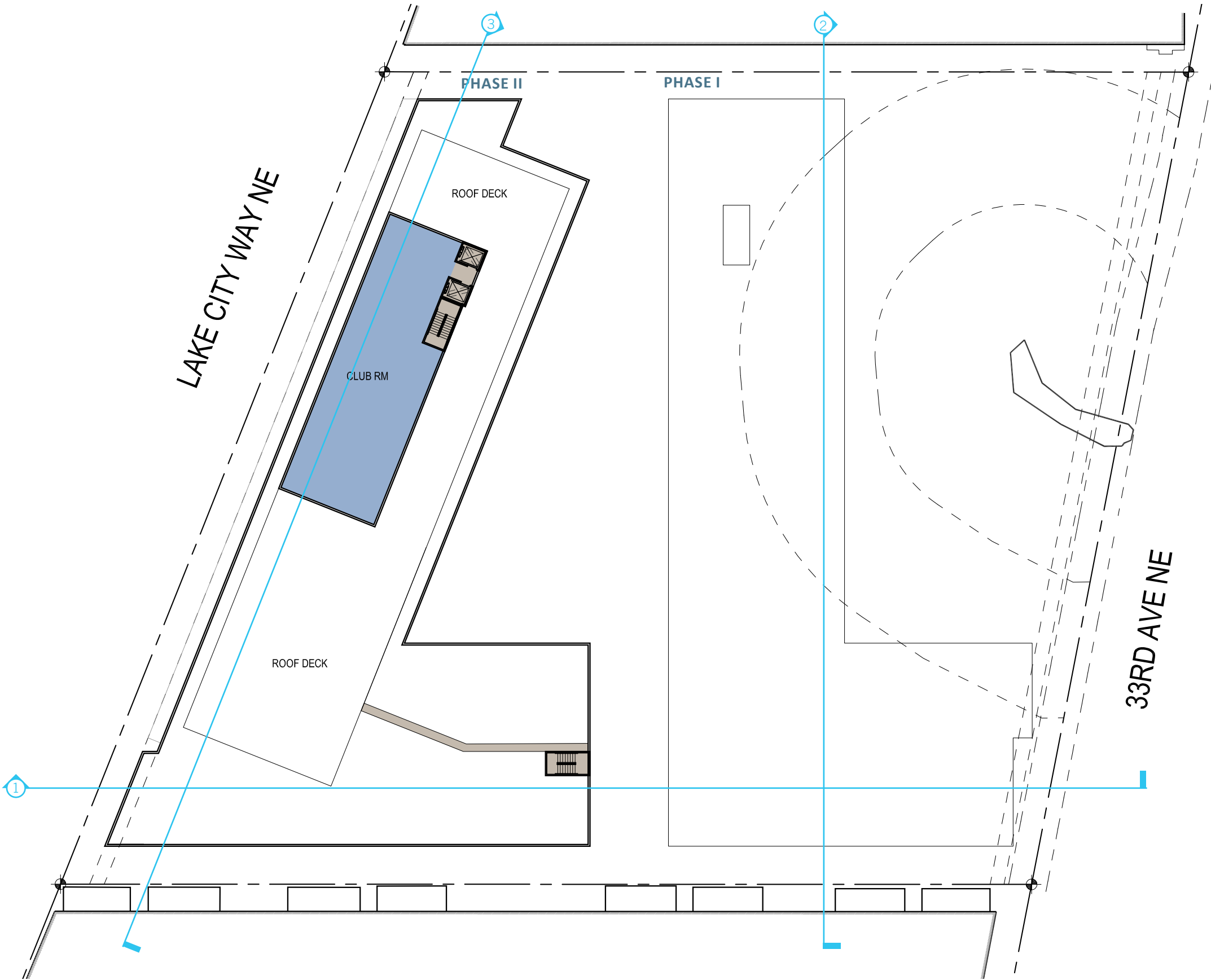


LEVEL 7



8.0 OPTION 2 | FLOOR PLANS

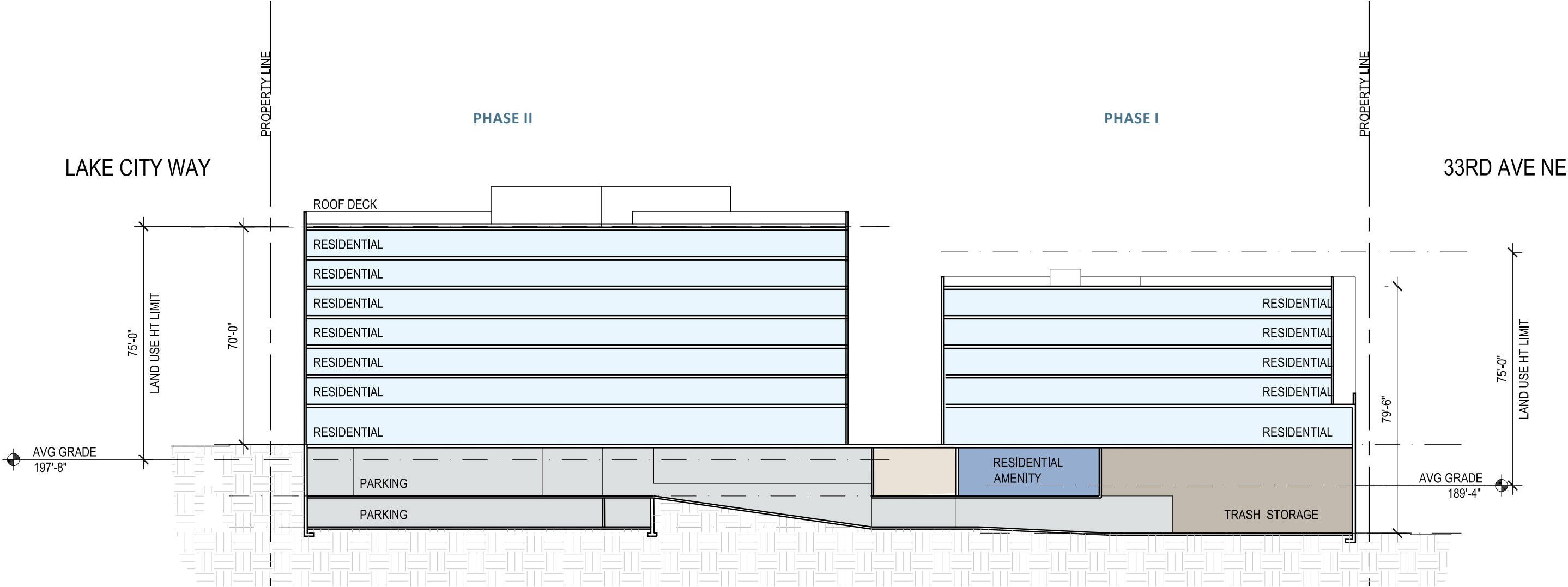
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



ROOF LEVEL

8.0 OPTION 2 | SECTION 1

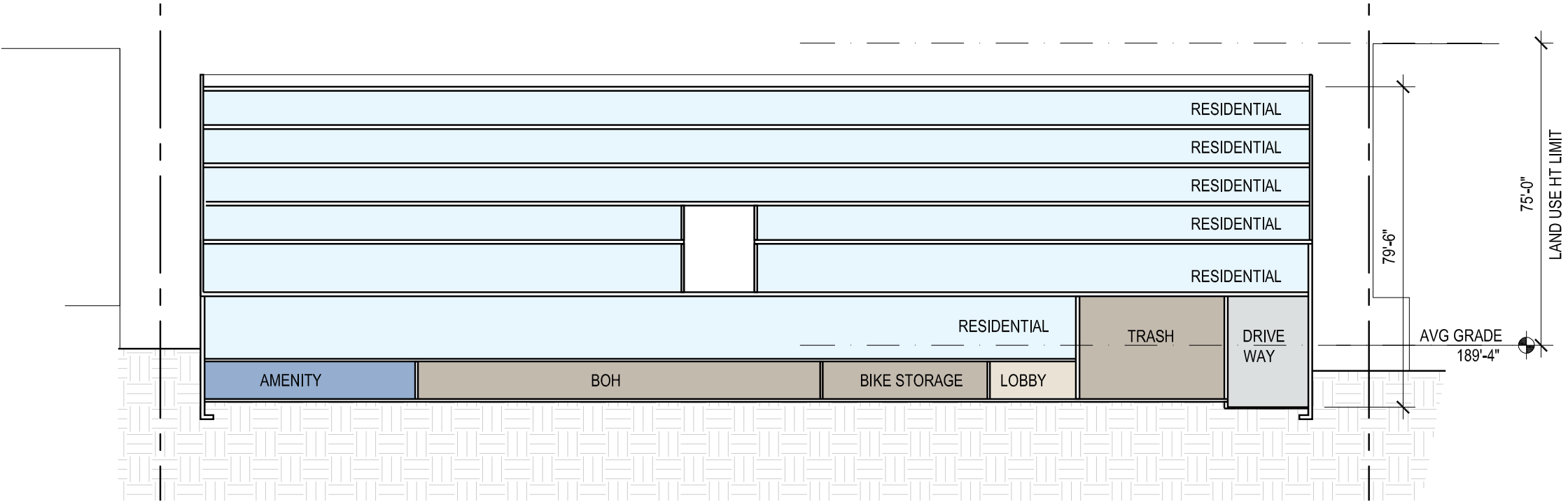
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



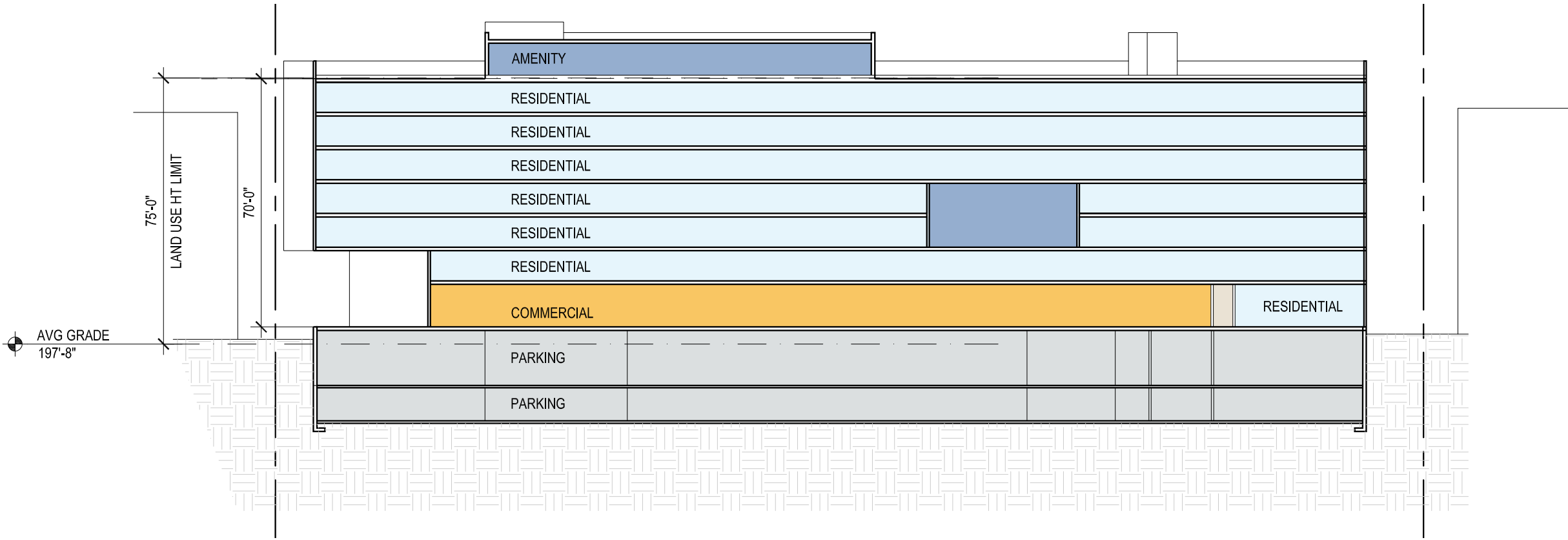
1 | EAST-WEST SECTION

8.0 OPTION 2 | SECTION 2 & 3

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking

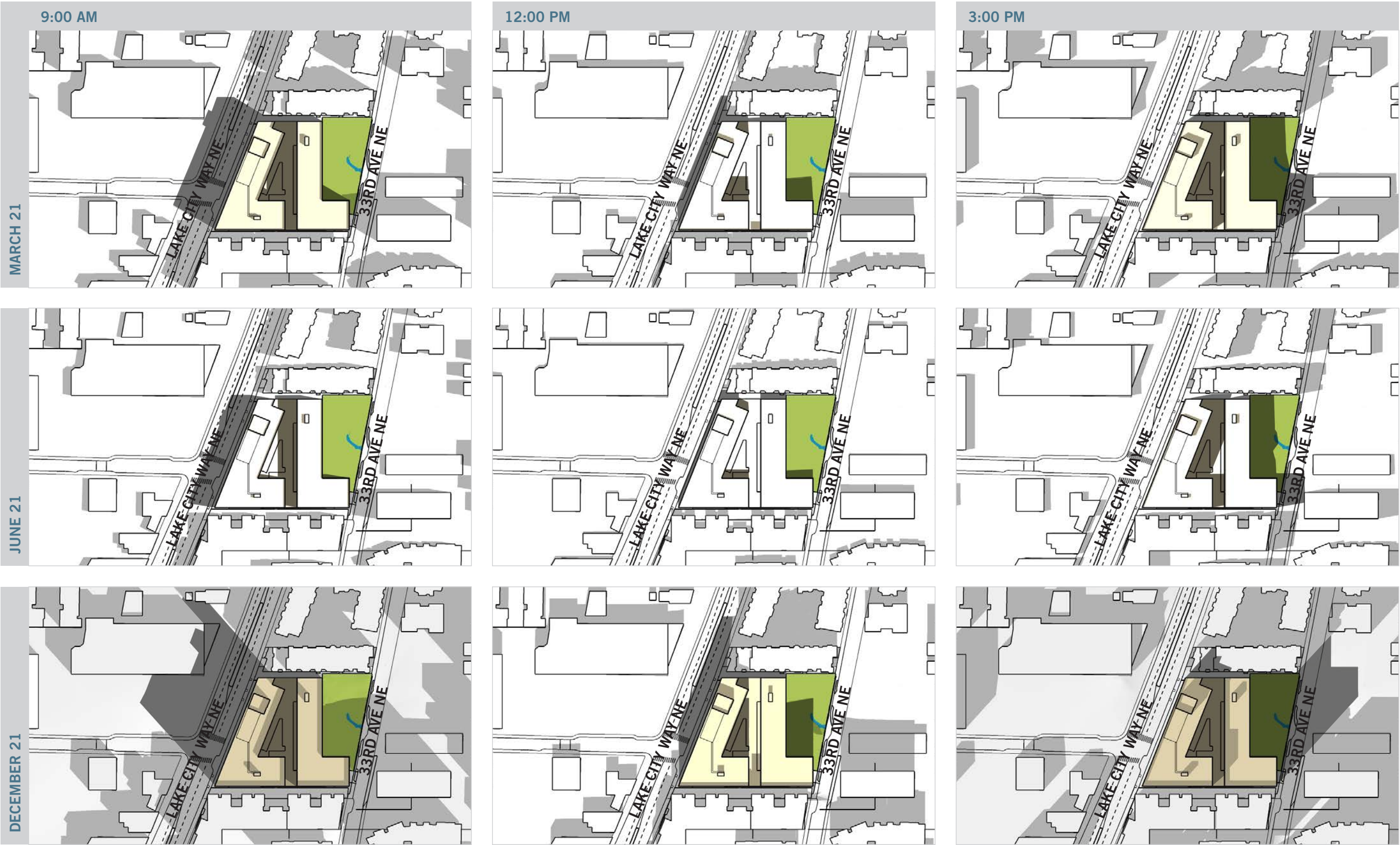


2 | NORTH-SOUTH SECTION - EAST BLDG



3 | NORTH-SOUTH SECTION - WEST BLDG

8.0 OPTION 2 | SHADOW STUDY



THIS PAGE INTENTIONALLY LEFT BLANK

8.0 PREFERRED OPTION 3 | 5 KEY SITE ASPECT RESPONSE & SUMMARY

DESIGN CONCEPT | MEANDERING PATH

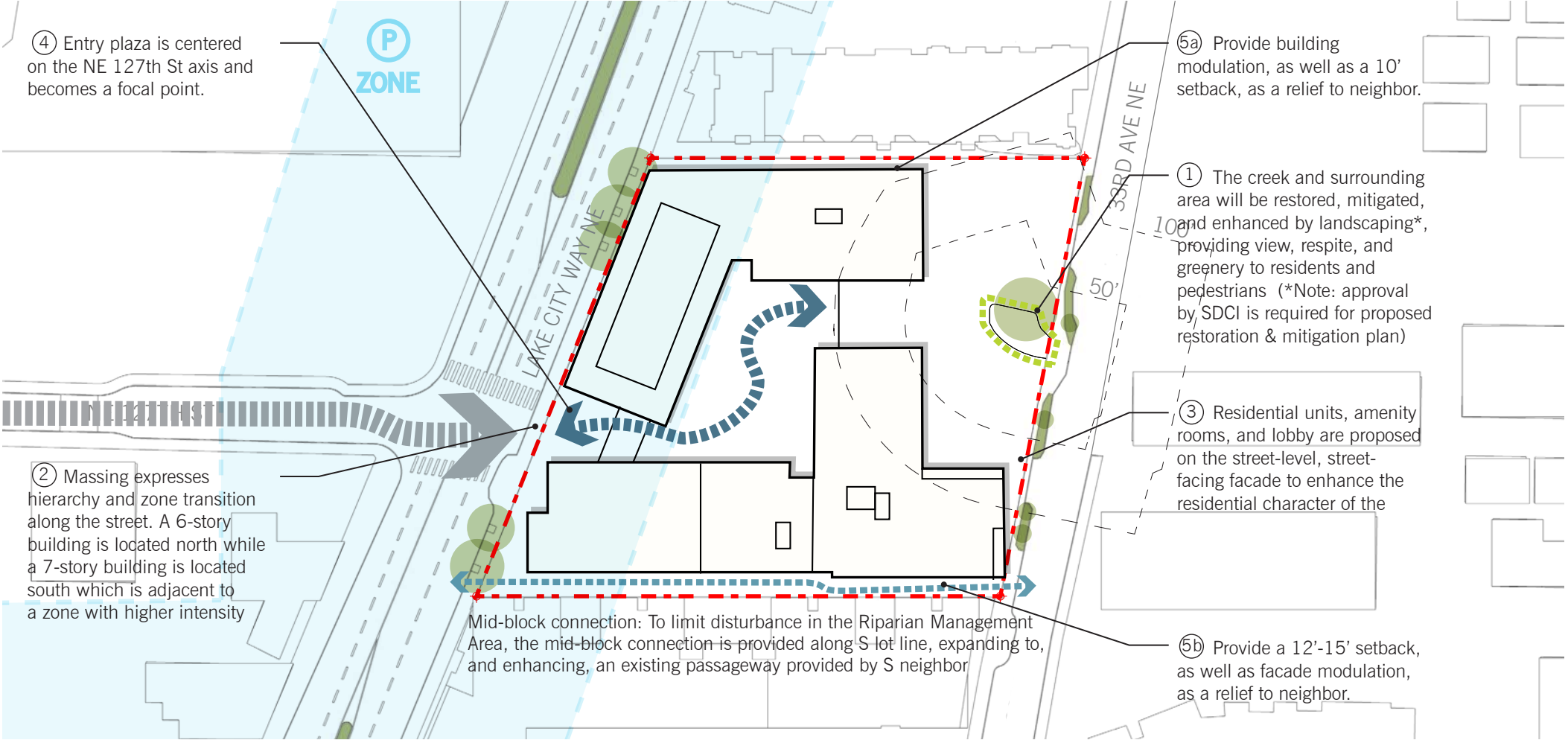
The inspiration for each option was derived from 5 key site aspects, each with its own categorical level of importance. The most critical of the 5 key site aspects is the Little Brook stream, which requires a riparian management area buffer.

This potential challenge became an abstract inspiration to create building designs that were inspired by nature and how a user flows through the site. The overall goal is to create a project that supports occupant well-being through a series of networks, relationships and connections.

Programmatic layout, multi-functional plaza spaces, and an emphasis on nature accessibility (visual & physical) are accomplished through a 'meandering path' though the site. The user is inspired to take their time and enjoy the connection between nature and structure.

Illustrated on the 5 site key aspects map, are how the specific design option address each aspect.

5 KEY ASPECT MAP



- ① STREAM & RIPARIAN MANAGEMENT AREA BUFFER
- ② LAKE CITY WAY NE CHARACTER & USE
- ③ 33RD AVE NE CHARACTER & USE
- ④ NE 127TH ST AXIS
- ⑤a NORTH NEIGHBOR
- ⑤b SOUTH NEIGHBOR

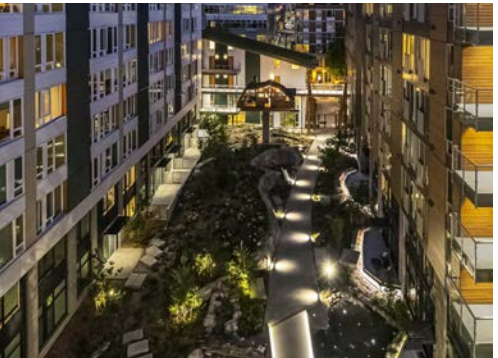
DESIGN INSPIRATION



RESIDENTIAL DESIGN ELEMENTS WITH APPROPRIATE MASSING SCALE



CLEAR|DIFFERENTIATED LOBBY OFF PLAZA

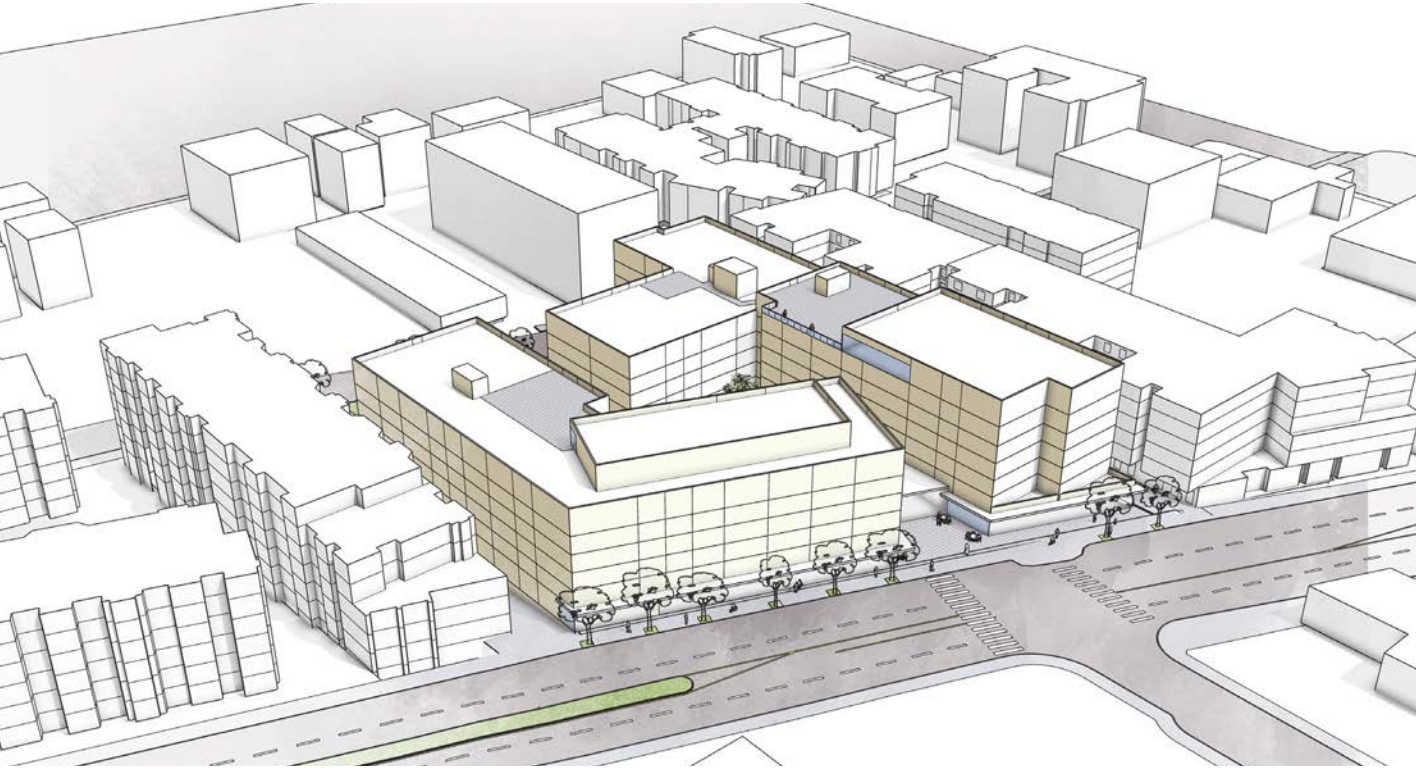


MEANDERING PATH ALONG INTERIOR COURTYARD FOR USER EXPERIENCE



MULTI-LAYER STREAM LANDSCAPING

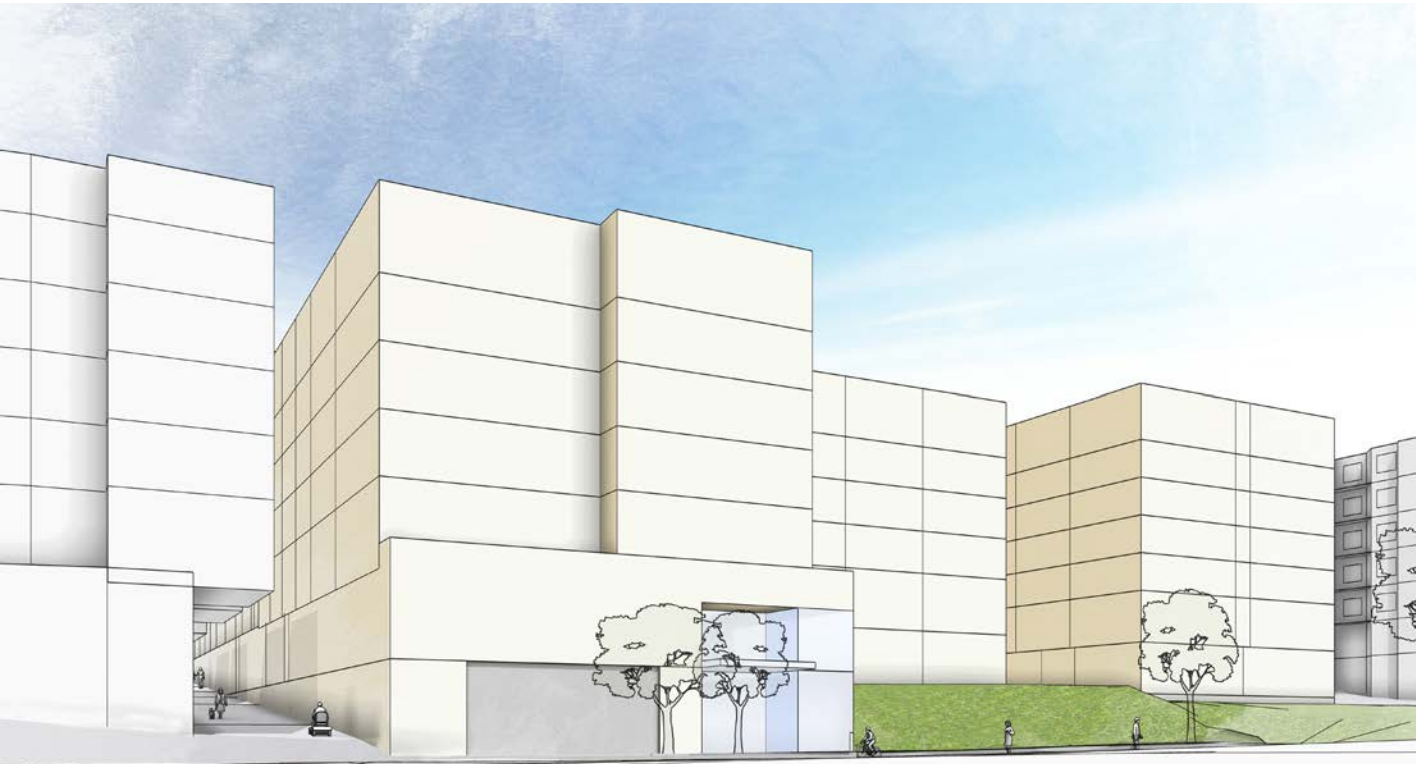
8.0 PREFERRED OPTION 3 | MASSING



1. NORTHWEST AERIAL VIEW



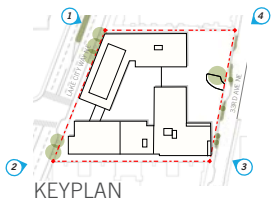
2. VIEW OF BUILDING FRONTAGE FROM LAKE CITY WAY NE



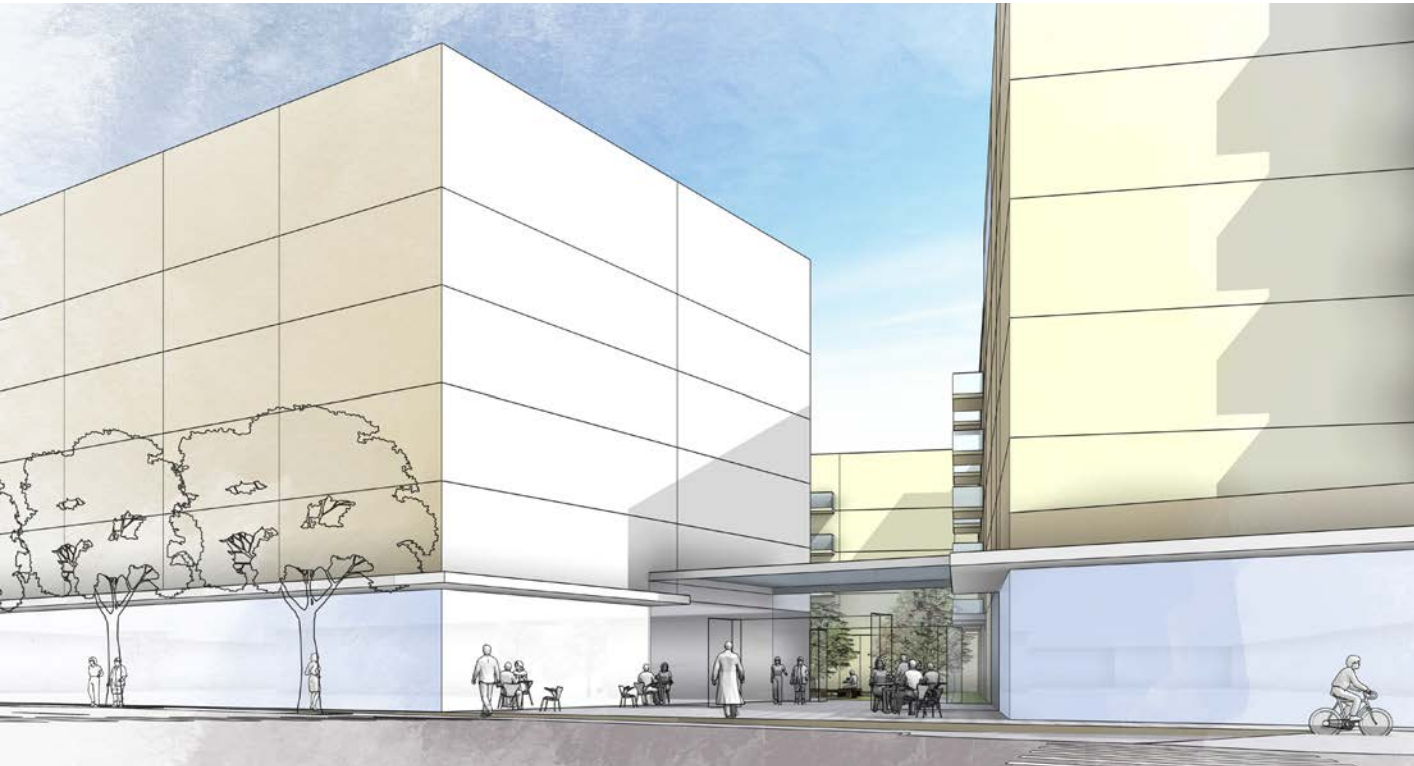
3. VIEW OF SECONDARY LOBBY FROM 33RD AVE NE



4. NORTHEAST AERIAL VIEW



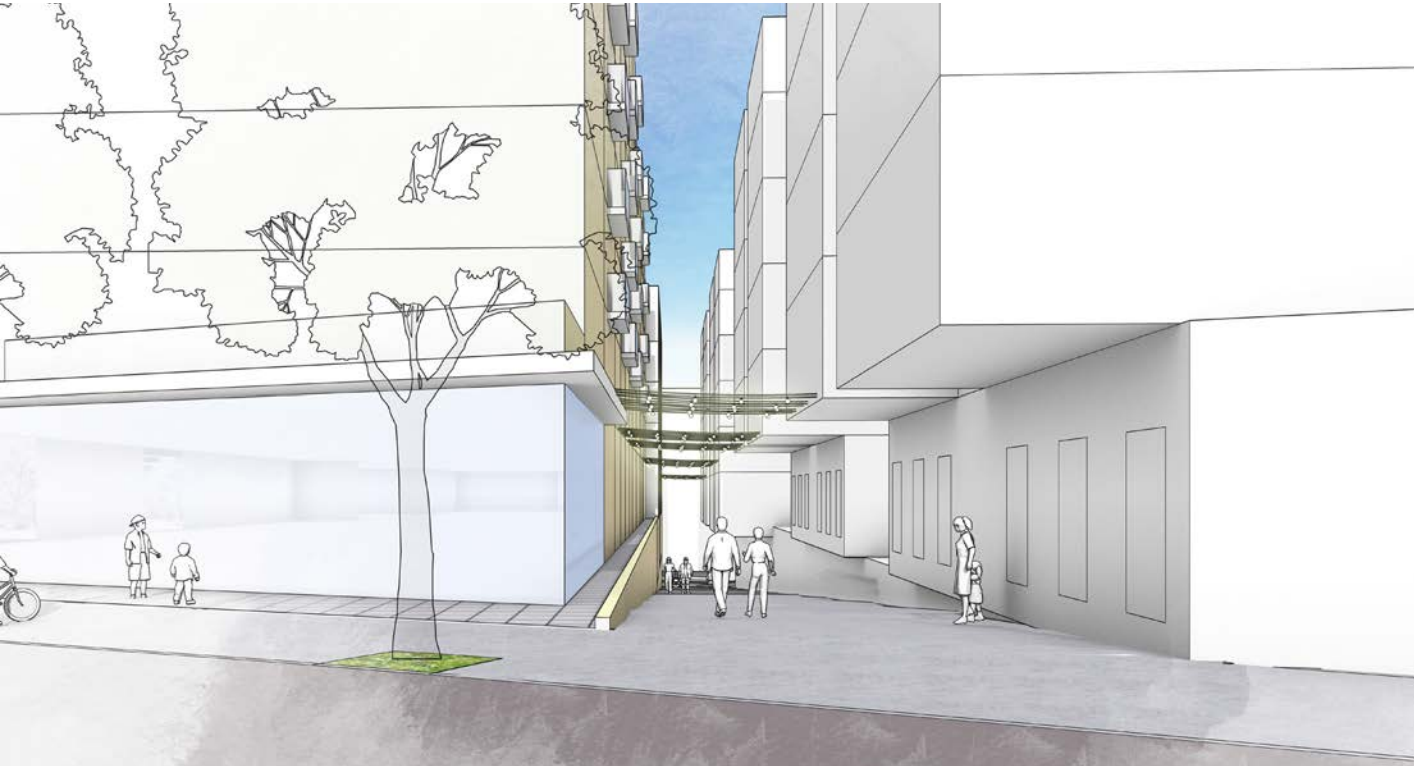
8.0 PREFERRED OPTION 3 | MASSING



5. VIEW OF MAIN ENTRY FROM LAKE CITY WAY NE



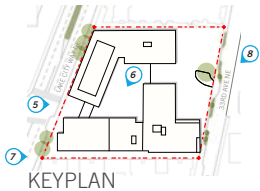
6. VIEW OF COURTYARD LOOKING SOUTHWEST



7. VIEW OF PEDESTRIAN CONNECTION FROM LAKE CITY WAY NE



8. VIEW OF STREAM PLANTING FROM 33RD AVE NE

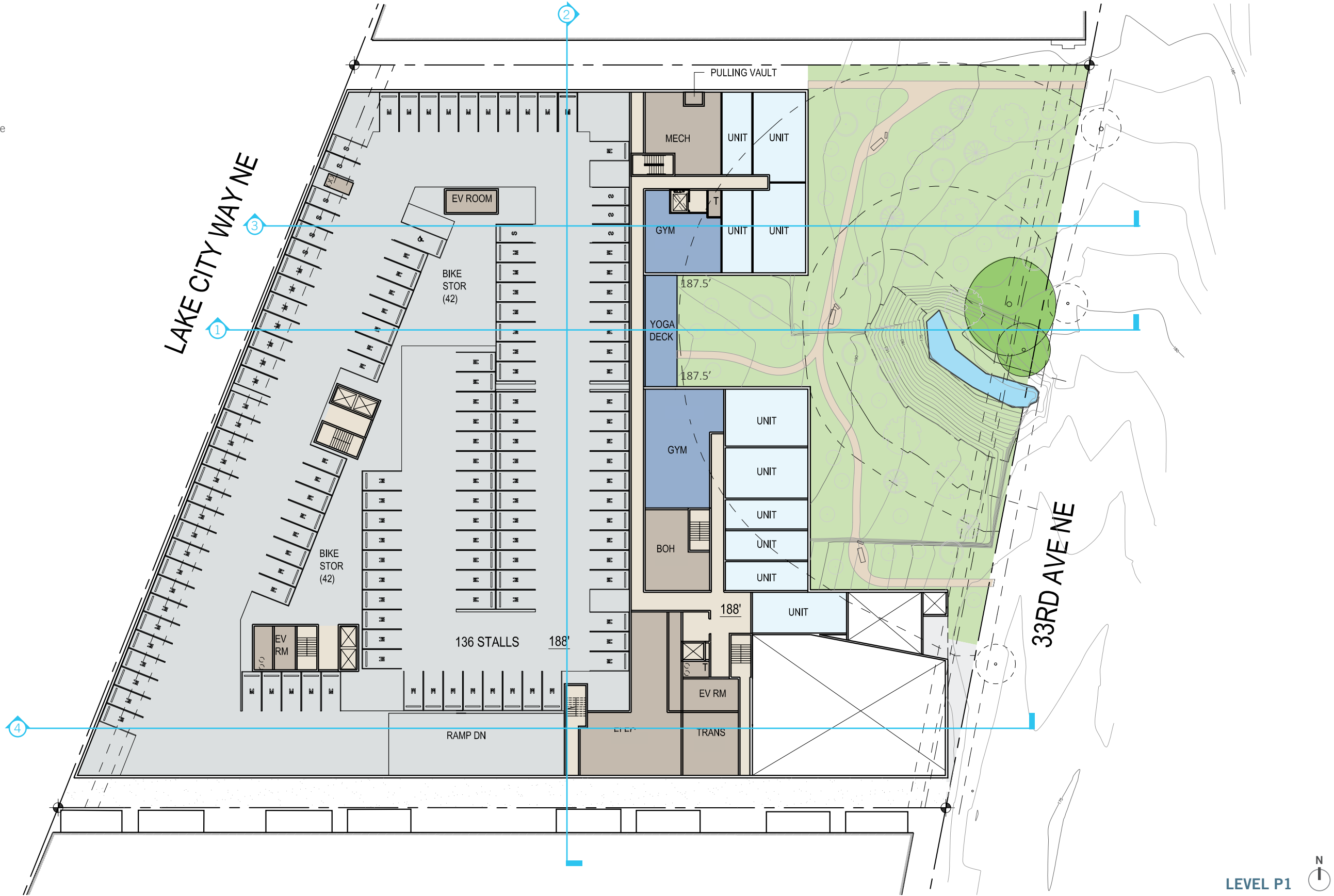


8.0 PREFERRED OPTION 3 | FLOOR PLANS



8.0 PREFERRED OPTION 3 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking



8.0 PREFERRED OPTION 3 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



LEVEL 2-5

8.0 PREFERRED OPTION 3 | FLOOR PLANS

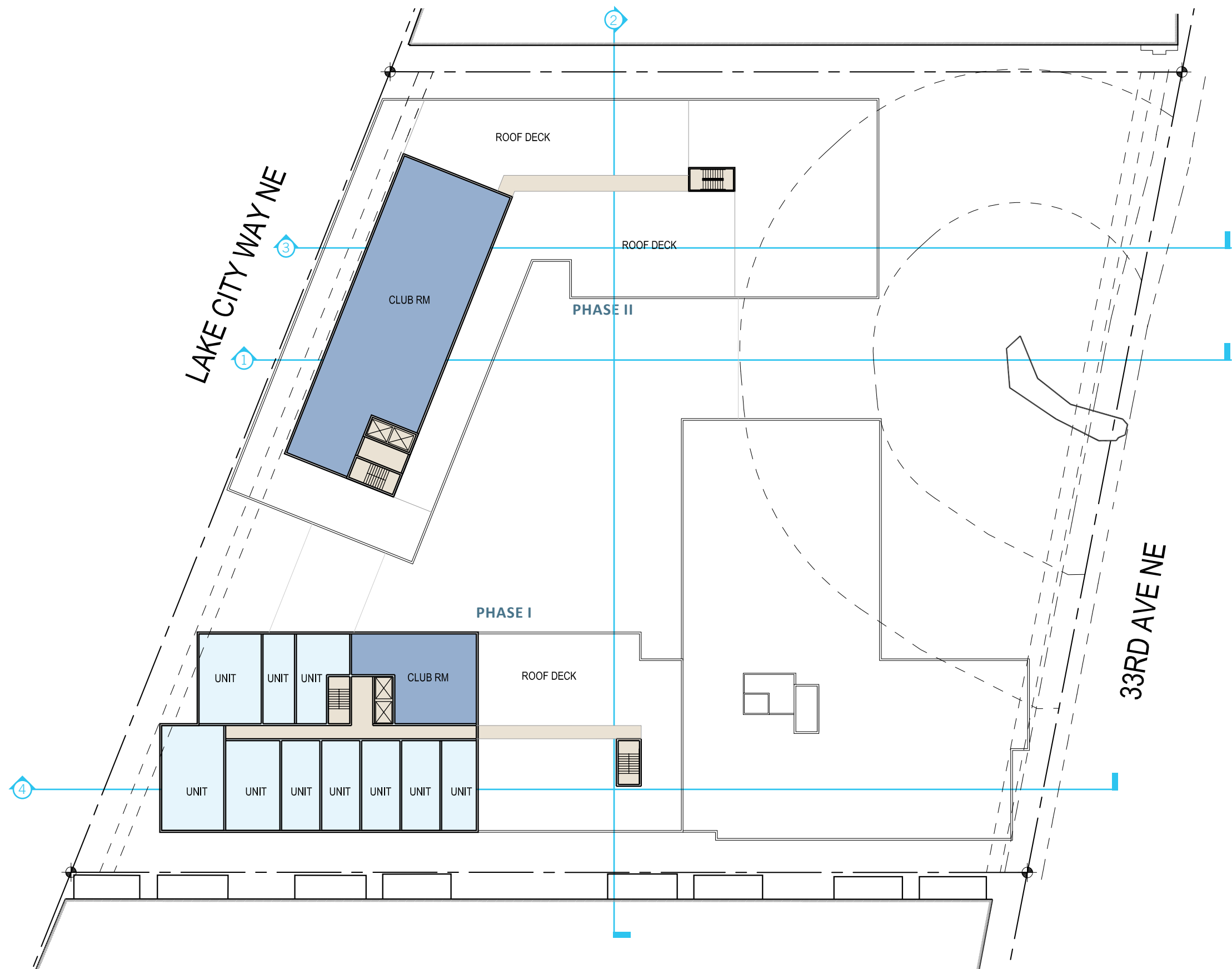
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



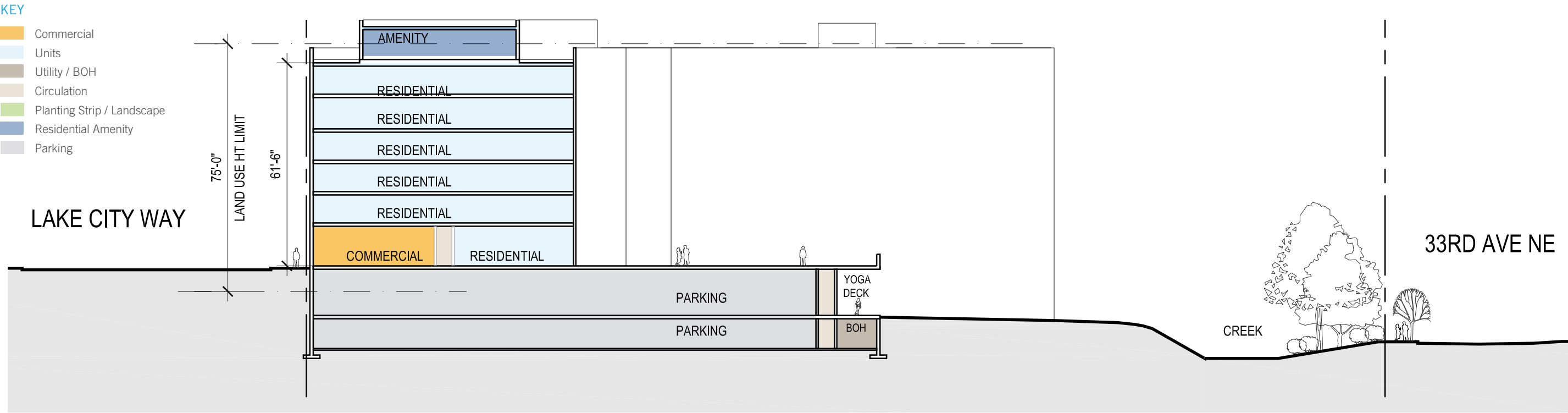
LEVEL 6

8.0 PREFERRED OPTION 3 | FLOOR PLANS

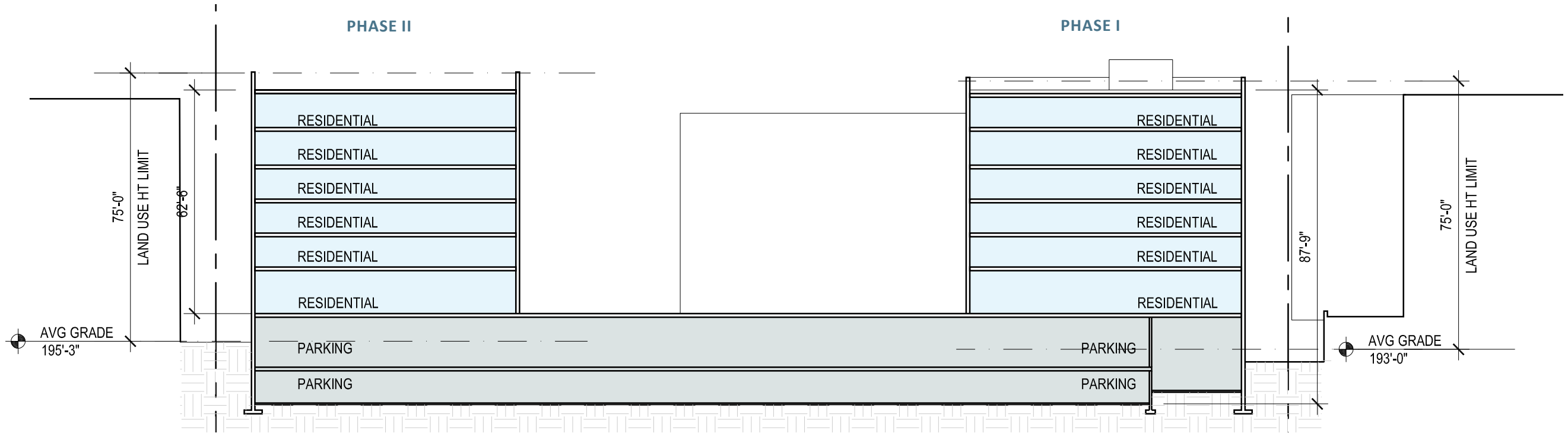
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking



8.0 PREFERRED OPTION 3 | SECTION 1 & 2



1 | EAST-WEST SECTION THROUGH CREEK

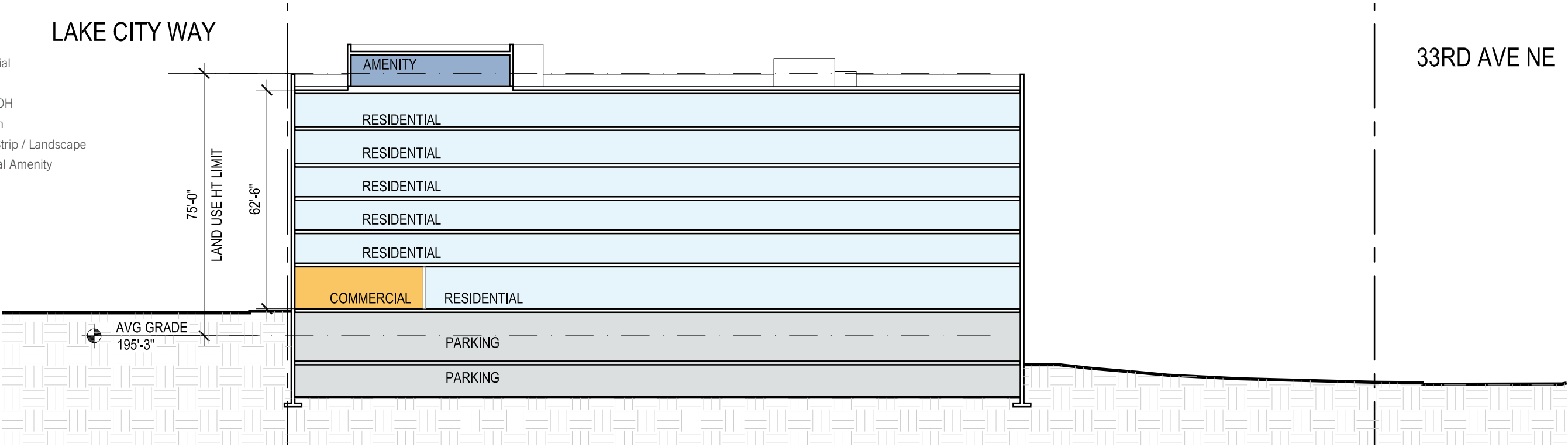


2 | NORTH-SOUTH SECTION

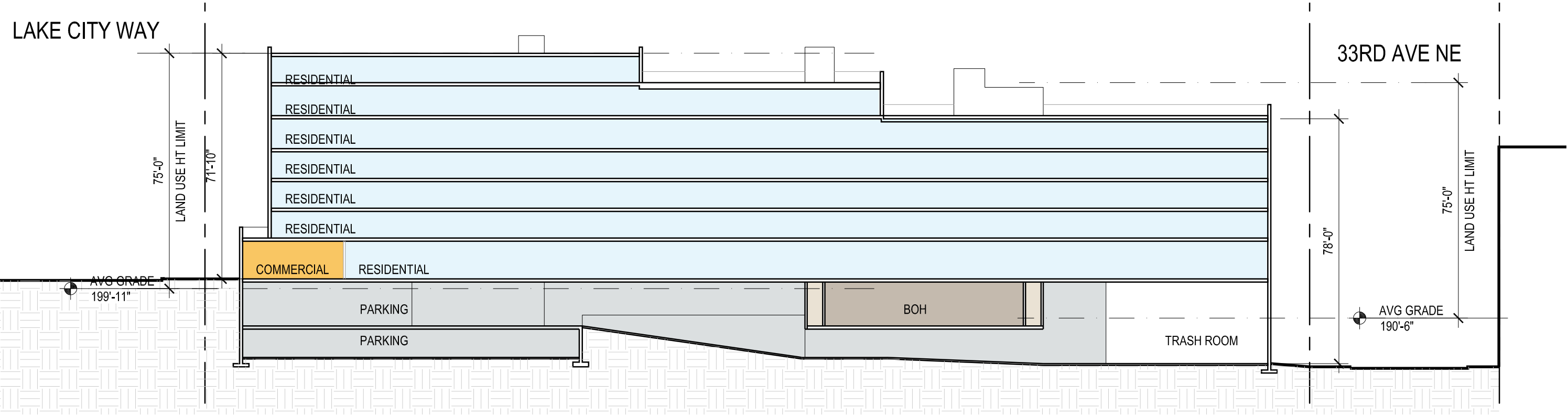
8.0 PREFERRED OPTION 3 | SECTION 3 & 4

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking

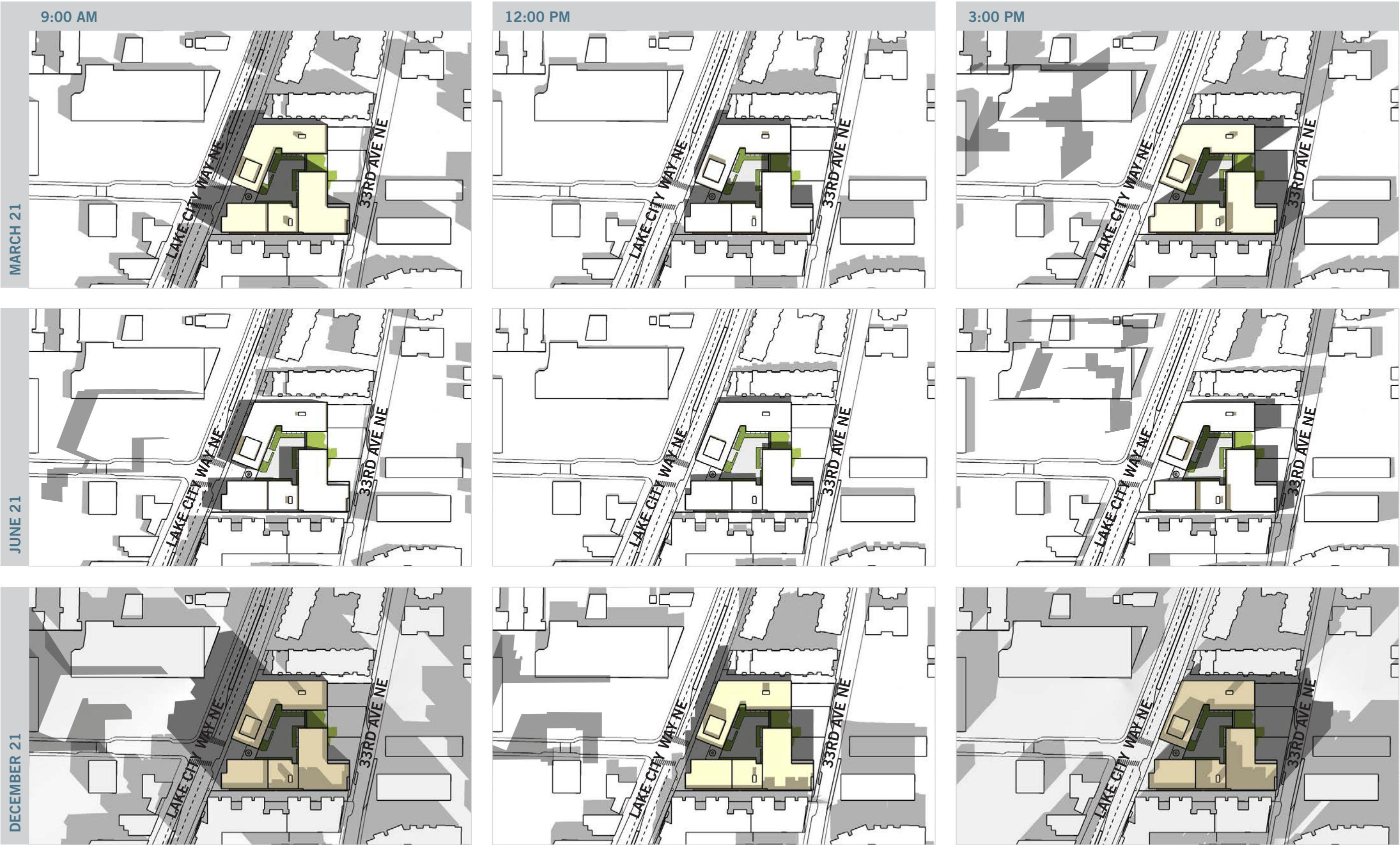


3 | EAST-WEST SECTION - NORTH BLDG



4 | EAST-WEST SECTION - SOUTH BLDG

8.0 PREFERRED OPTION 3 | SHADOW STUDY

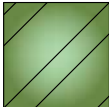


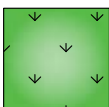
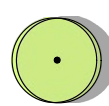
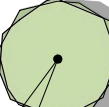
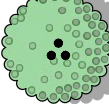

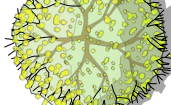





8.0 PREFERRED OPTION 3 | LANDSCAPE



PRELIMINARY LANDSCAPE PLAN

8.0 PREFERRED OPTION 3 | LANDSCAPE

	RIPARIAN RESTORATION AREAS SALMONBERRY, SNOWBERRY, OREGON GRAPE, OCEANSPRAY, RED-FLOWERING CURRANT,
	SHADE PLANTS SWORD FERN, ACUBA, FATSIA, SALAL, HOSTA,
	GENERAL LANDSCAPING PLANTS NANDINA, SWORD FERN, LIRIOPE, MISCANTHUS, HEATHER,
	TURF AREAS SYNTHETIC TURF FOR RECREATION AREAS
	SMALL TREE
	LARGE TREE
	'RUBY VASE' PARROTIA STREET TREE
	'AUTUMN BRILLIANCE' SERVICEBERRY STREET TREE
	BIG LEAF MAPLE RIPARIAN RESTORATION TREE
	VINE MAPLE RIPARIAN RESTORATION TREE
	SHORE PINE RIPARIAN RESTORATION TREE
	DOUGLAS FIR RIPARIAN RESTORATION TREE



Cornus a. Gouchaultii



Aucuba j. 'Gold Dust'



Hosta x 'Brim Cup'



Liriope m. 'Silvery Sunproof'



Nandina d. 'Sienna Sunrise'



Polystichum munitum



Fatsia j. 'Spider's Web'



Calluna v. 'Spring Cream'



Gaultheria shallon



Holodiscus discolor



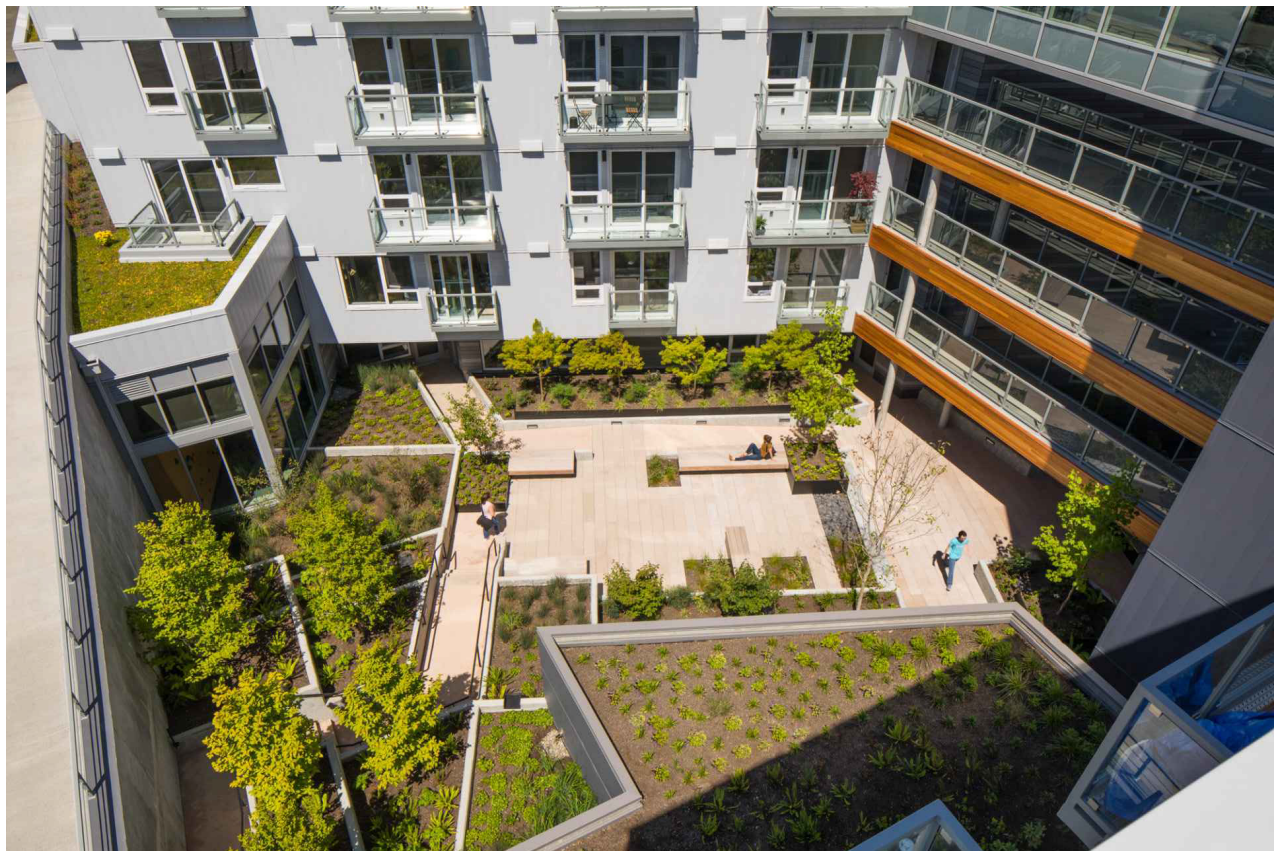
Ribes sanguineum



Symphoricarpos albus

PLANT PALETTE

8.0 PREFERRED OPTION 3 | LANDSCAPE



CENTRAL COURTYARD AND GATHERING SPACES



LUSH LAYERED LANDSCAPE ALONG UNITS



PLANTERS AND DECORATIVE SCREENING

RIPARIAN AREA DESIGN INSPIRATION



BENCHES THROUGHOUT WOOD CHIP PATH



OPPORTUNITIES FOR ART, WATER FEATURES AND RECREATION



INTIMATE SPACES



ARTISTIC INTERPRETIVE SIGNAGE



WOOD CHIP PATH THROUGH RESTORATION AREA

DESIGN INSPIRATIONS

THIS PAGE INTENTIONALLY LEFT BLANK

9.0 DEPARTURE 1 & 2 | OPTION 2

CODE CITATION:	23.47A.009.E.3
CODE REQUIREMENT:	Maximum Structure Width a. On streets designated by Map C for 23.47A.009, the maximum allowed structure width is 250 feet.
PROPOSED DESIGN DEPARTURE:	297’ façade length for West building (Lake City Way) and 276’ façade length for East building (33rd Ave NE)
RATIONALE:	<p>The design idea for this option is to minimize the number of units facing north and south neighbors. This is achieved through maximizing number of units along the courtyard and street frontage.</p> <p>Since Lake City Way is a major arterial, a large presence of the building along the street creates a strong urban edge. A two-story entry portal, as well as two-story amenity ‘glass box,’ are provided. The building is set back 10’ from the street lot line, and the top floor has an additional 5’ setback. The vertical recess is provided toward the south end of the building. All these provisions help break up façade massing and reduce the perceived mass. Additional modulation and secondary architectural elements will be utilized to further break up the façade.</p> <p>On 33rd Avenue NE, the majority of the building is set back 85’-124’ from street lot line, with creek, trees, and landscaping in the foreground. This helps reduce the perceived mass of the building. A two-story portal connecting the central courtyard to the creek area, as well as an amenity ‘glass box,’ are provided. These two elements help break up façade massing while providing visual interest. Additional modulation and secondary architectural elements will be utilized to further break up the façade.</p>
CORRESPONDING DESIGN GUIDELINE:	CS2-III Height, Bulk, and Scale Compatibility, PL1-II Activity and PL1-III Human Pedestrian Open Spaces and Entrances

CODE CITATION:	23.47A.008.C.5
CODE REQUIREMENT:	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. Structure width may exceed 250 feet if the structure complies with the modulation standards in subsection 23.47A.014.D.
PROPOSED DESIGN DEPARTURE:	297’ façade length for West building (Lake City Way)
RATIONALE:	<p>The design idea for this option is to minimize the number of units facing north and south neighbors. This is achieved through maximizing number of units along the courtyard and street frontage.</p> <p>Since Lake City Way is a major arterial, a large presence of the building along the street creates a strong urban edge. A two-story entry portal, as well as two-story amenity ‘glass box,’ are provided. The building is set back 10’ from the street lot line, and the top floor has an additional 5’ setback. The vertical recess is provided toward the south end of the building. All these provisions help break up façade massing and reduce the perceived mass.</p>
CORRESPONDING DESIGN GUIDELINE:	CS2-III Height, Bulk, and Scale Compatibility, PL1-II Activity and PL1-III Human Pedestrian Open Spaces and Entrances

9.0 DEPARTURE 1 & 2 | OPTION 2

TOTAL COMBINED REQUESTED
DEPARTURE WIDTH = 47' + 26' = 73'

TOTAL COMBINED RELIEF WIDTH FOR
NEIGHBORS = 55' + 30' = 85'

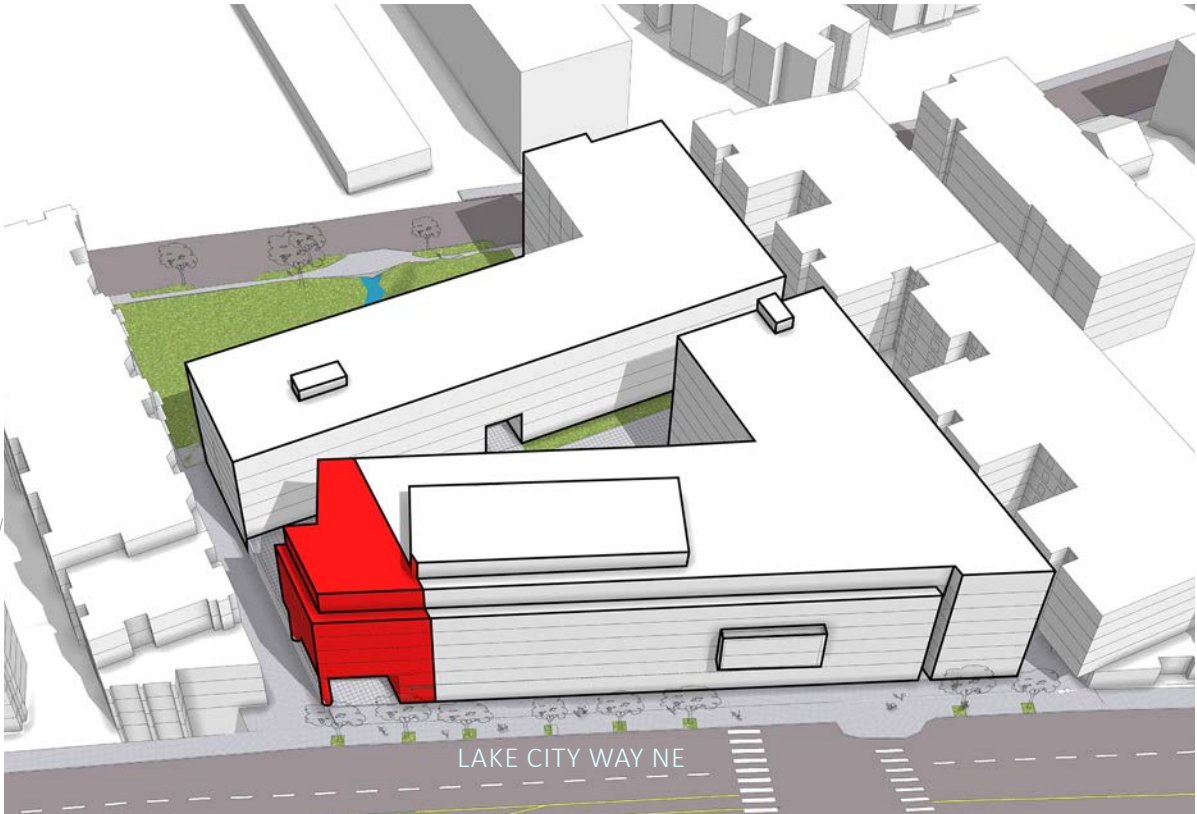
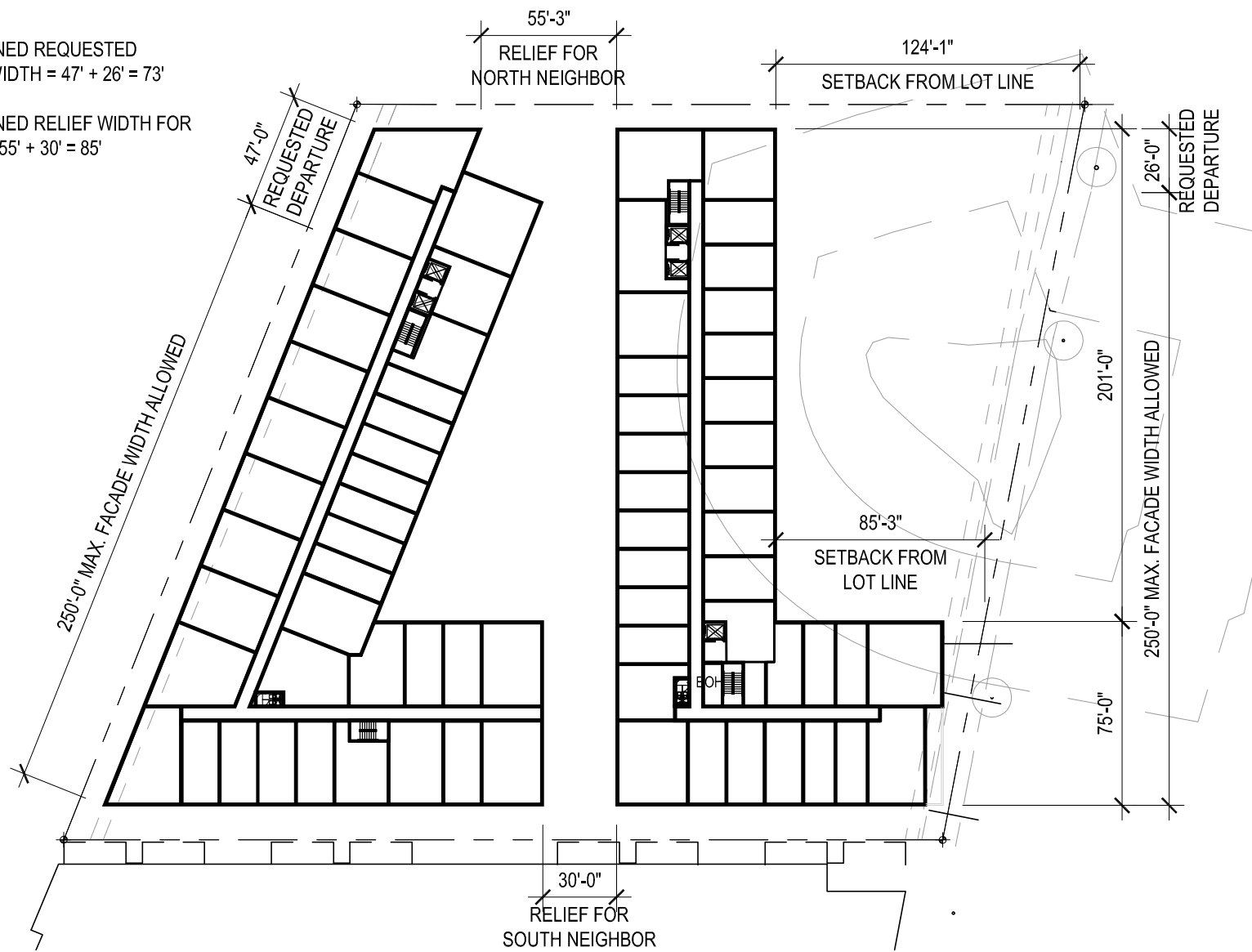


DIAGRAM SHOWING REQUESTED DEPARTURE, FACADE PORTION EXCEEDING 250' MAX. LENGTH. MOST UNITS FACE EITHER STREET OR COURTYARDS, NOT NEIGHBORS.

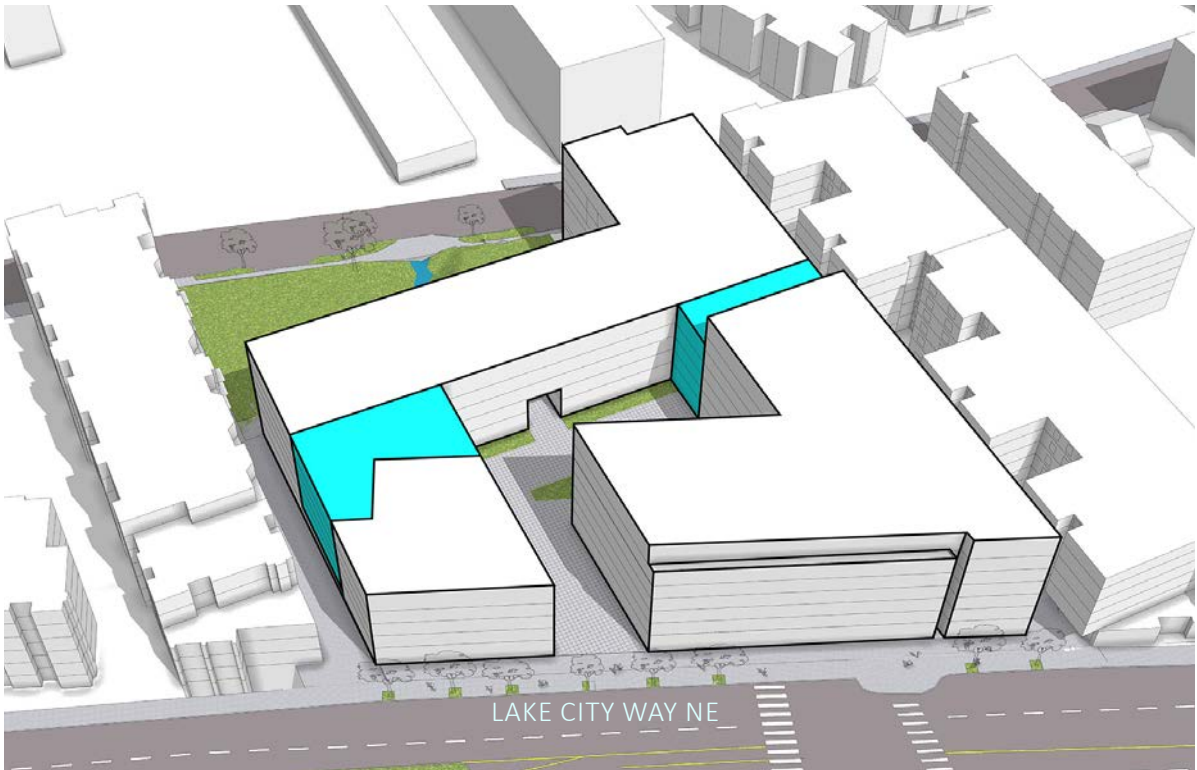


DIAGRAM SHOWING CODE-COMPLIANT MASSING, WITH LONGER FACADES DIRECTLY FACING BOTH NORTH AND SOUTH NEIGHBORS.

9.0 DEPARTURE 3 | OPTION 2

CODE CITATION:	23.47A.008.D
CODE REQUIREMENT:	<p>Where residential uses are located along a street-level, street-facing facade, the following requirements apply unless exempted by subsection 23.47A.008.G:</p> <p>1. At least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry</p>
PROPOSED DESIGN DEPARTURE:	Residential entry for the West building is provided off the covered plaza area adjacent to sidewalk
RATIONALE:	A covered entry plaza is provided along the north lot line to promote physical and visual connection to the street and sidewalk. The residential entry is pulled back from the street façade to maximize the retail opportunities along Lake City Way, which is very commercial in its character. Given that Lake City Way is a busy arterial with high traffic volume and noise, the project team believes that locating the residential entry off the plaza area, and not directly on Lake City Way, responds well to the site context. The entry area will feel cozier and protected, while still be visible from the street.
CORRESPONDING DESIGN GUIDELINE:	PL1-II Human Activity, PL1-III & PL2-I Pedestrian Open Spaces and Entrances

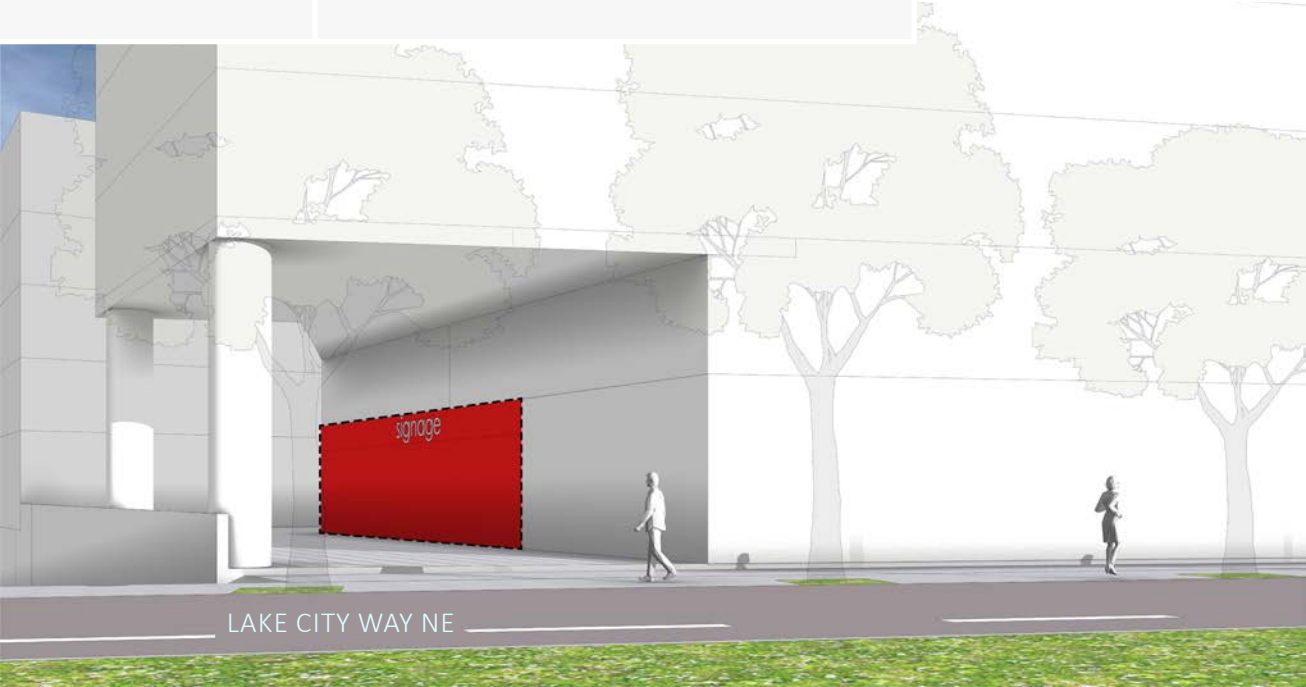
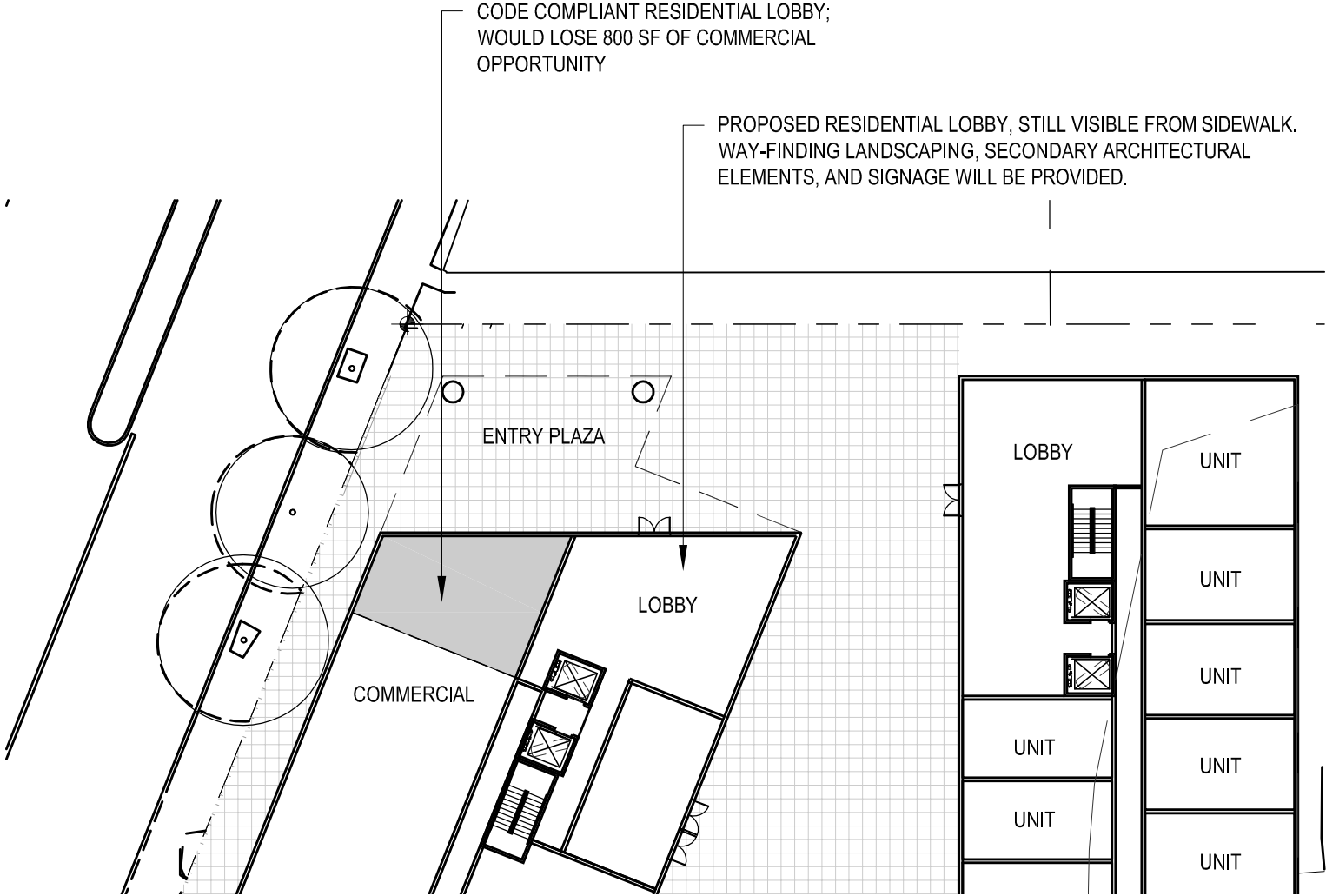


DIAGRAM SHOWING REQUESTED DEPARTURE, WITH RESIDENTIAL LOBBY ACCESSED OFF THE COVERED ENTRY PLAZA. THE ENTRY WITH ITS SIGNAGE IS STILL VISIBLE FROM STREET.



DIAGRAM SHOWING CODE-COMPLIANT SCHEME, RESIDENTIAL LOBBY LOCATED ON STREET-LEVEL, STREET-FACING FACADE.

9.0 DEPARTURE 1 | OPTION 3

CODE CITATION:	23.47A.009.E.4
CODE REQUIREMENT:	Upper-level setbacks a. On streets designated by Map C for 23.47A.009, a setback with an average depth of 10 feet from abutting street lot lines is required for portions of a structure above a height of 35 feet. The maximum depth of a setback that can be used to calculate the average setback is 20 feet.
PROPOSED DESIGN DEPARTURE:	No upper-level setbacks above a height of 35 feet are proposed for the North building
RATIONALE:	<p>An open space is provided between the North and South buildings. Its size, configuration, and location are carefully determined to best respond to the NE 127th Street axis. The south building is set back 10' from ground-level up, widening sidewalk and creating opportunity for retail activity to spill onto street frontage.</p> <p>To make up for the area voluntarily given to this open space and south building's setback, the proposed development is asking for no upper-level setbacks at the North building. The project team believes that these design gestures – providing an entry plaza and widening sidewalk south of it - is a proper response to the existing urban context and meets the intent of the Design Guidelines.</p>
CORRESPONDING DESIGN GUIDELINE:	PL1-II Human Activity, PL1-III & PL2-I Pedestrian Open Spaces and Entrances

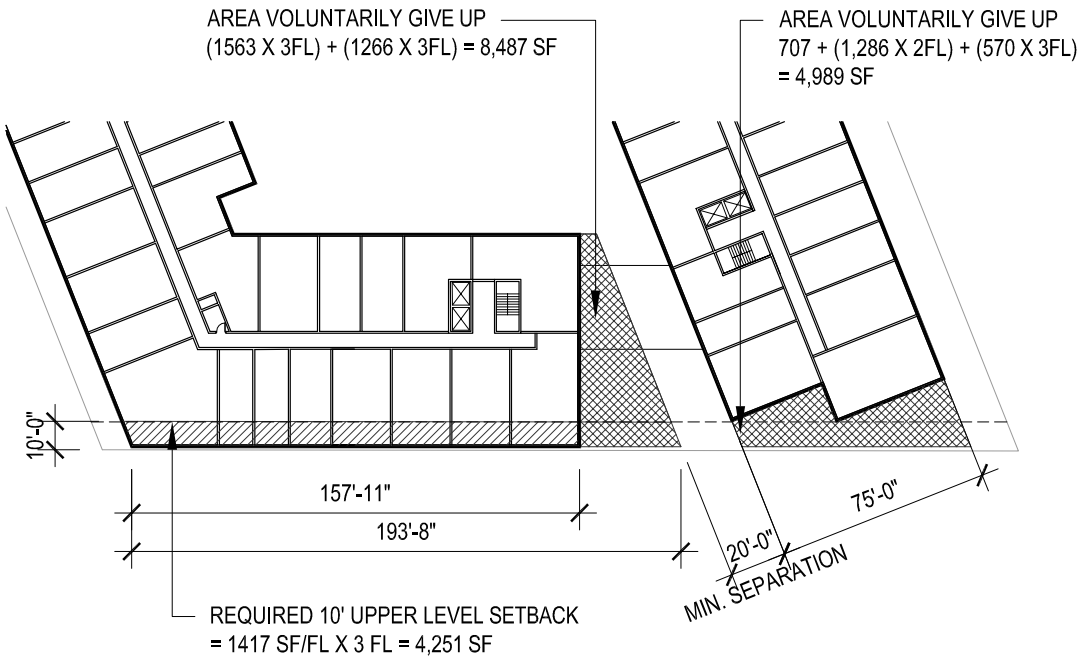
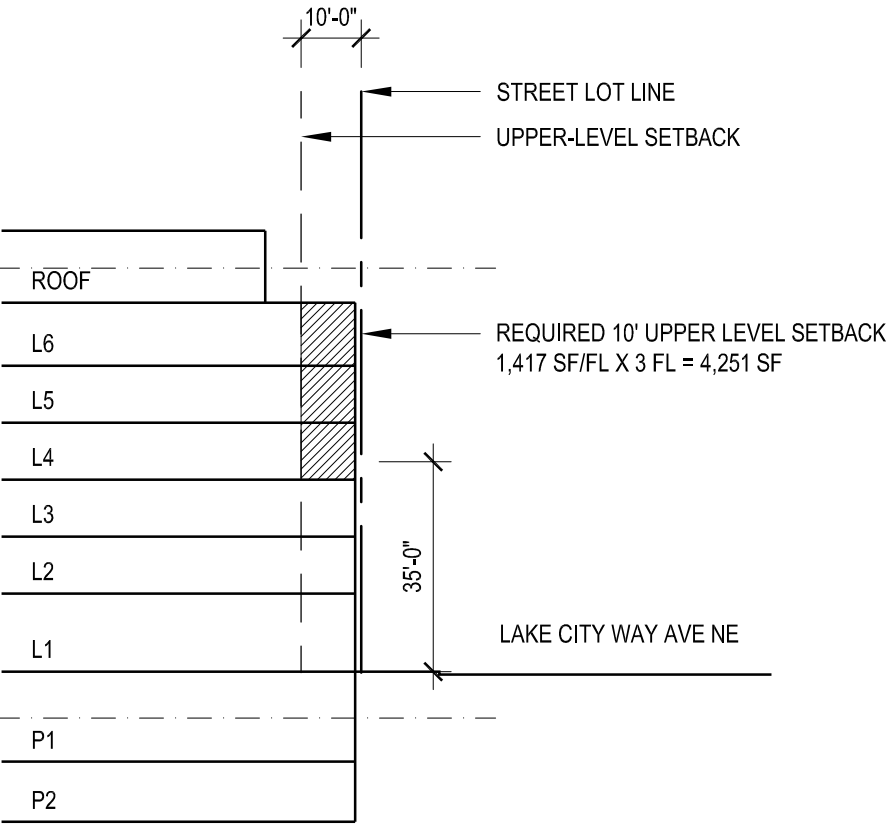
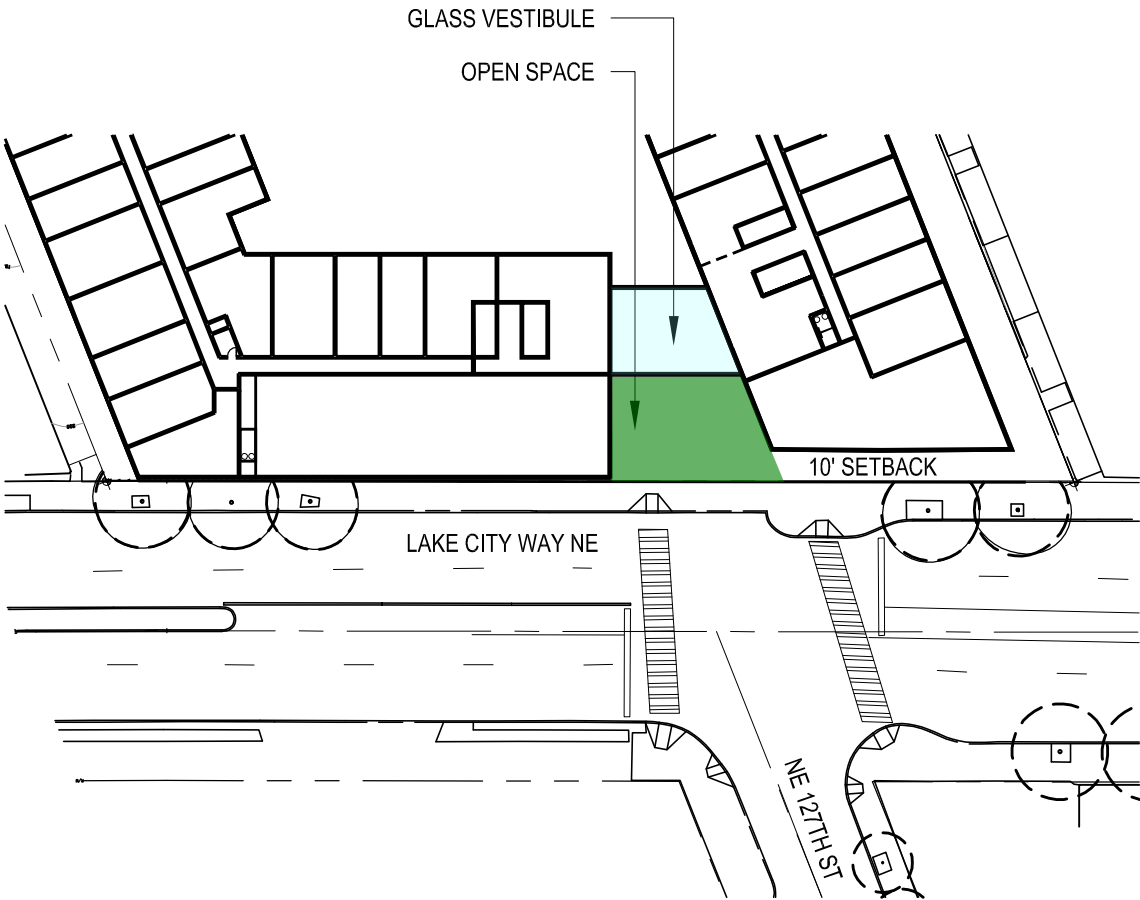




DIAGRAM SHOWING REQUESTED DEPARTURE,
NO 10' UPPER-LEVEL SETBACK OVER THE 35'
HEIGHT AT THE NORTH BUILDING



DIAGRAM SHOWING CODE-COMPLIANT SCHEME

APPENDIX

10.0 APPENDIX | TREE TABLE



Table of Trees
12554 Lake City Way NE , Seattle, WA

Arborist: Joseph S-H
Date of Inventory: June 30, 2022
Table Prepared: July 8, 2022

Tree ID	Scientific Name	Common Name	DSH (inches)	DSH Multistem	Health Condition	Structural Condition	N	E	S	W	Exceptional Threshold	Exceptional by Size	Notes
TRE-17553	<i>Acer platanoides</i>	Norway maple	15.0		Good	Fair	14.6	14.6	17.1	15.6	N/A	N/A	street tree, growing in 3'x3' tree well, minor dieback in crown, codominant at 6'
TRE-17554	<i>Acer platanoides</i>	Norway maple	15.6		Good	Fair	15.7	14.7	17.2	17.2	N/A	N/A	street tree, growing in 3'x9' tree well, tridominant at 6'
TRE-100766	<i>Acer truncatum</i> x <i>Acer platanoides</i>	Pacific Sunset maple	14.5		Good	Fair	14.6	14.6	15.6	16.6	N/A	N/A	street tree, , growing in 3'x3' tree well, codominant at 6', root flare enveloping concrete, parking sign enveloped by roots, small leaf size. overhangs existing building
TRE-100767	<i>Acer truncatum</i> x <i>Acer platanoides</i>	Pacific Sunset maple	13.7		Good	Fair	14.6	14.6	15.6	15.6	N/A	N/A	roots lifting sidewalk, codominant at 6' small leaf size, growing in 3'x5' tree well,overhangs existing building
TRE-100768	<i>Acer truncatum</i> x <i>Acer platanoides</i>	Pacific Sunset maple	15.5		Good	Fair	15.6	16.6	16.1	15.6	N/A	N/A	street tree, roots lifting sidewalk, codominant at 6', growing in 3'x5' tree well, overhangs existing building
TRE-1055081	<i>Amelanchier x grandiflora</i> 'Autumn Brilliance'	Autumn Brilliance serviceberry	2.5		Good	Good	4.0	4.0	4.0	4.0	N/A	N/A	street tree, vegetation competing with tree in parking strip should be managed
TRE-1055080	<i>Amelanchier x grandiflora</i> 'Autumn Brilliance'	Autumn Brilliance serviceberry	2.5		Good	Good	4.0	4.0	4.0	4.0	N/A	N/A	street tree, vegetation competing with tree in parking strip should be managed
TRE-1055079	<i>Amelanchier x grandiflora</i> 'Autumn Brilliance'	Autumn Brilliance serviceberry	2.5		Good	Good	4.0	4.0	4.0	4.0	N/A	N/A	street tree, vegetation competing with tree in parking strip should be managed
TRE-1055078	<i>Amelanchier x grandiflora</i> 'Autumn Brilliance'	Autumn Brilliance serviceberry	2.5		Good	Good	4.0	4.0	4.0	4.0	N/A	N/A	street tree, vegetation competing with tree in parking strip should be managed
1480	<i>Crataegus laevigata</i>	English hawthorn	11.0		Good	Fair	14.5	14.5	12.5	13.5	16.0	-	asphalt abuts base, history of poor pruning practices, wood board affixed to trunk at 4', chainlink fence 1' north of trunk
1481	<i>Juglans nigra</i>	Black walnut	21.0		Good	Fair	18.9	18.9	20.9	17.9	30.0	-	ivy on trunk, not tagged on site, diameter estimated due to lack of access, blackberry at base limits structural assessment
1482	<i>Juglans nigra</i>	Black walnut	18.0		Poor	Poor	10.8	10.8	10.8	10.8	30.0	-	significant crown dieback, tree is in decline and will likely be dead in 3-5 years, growing near wetland area, significant blackberry and knotweed at base limits structural assessment, not tagged, diameter estimated due to lack of access
1483	<i>Acer palmatum</i>	Japanese maple	6.2	4.7,4.1	Good	Good	3.3	7.3	7.3	7.3	12.0	-	growing in 6'x4' planter, drain pipe near base, codominant at base, not on survey
1484	<i>Acer palmatum</i>	Japanese maple	5.8		Good	Good	3.2	6.2	6.2	6.2	12.0	-	just below regulated threshold, same growing conditions as 1483, not on survey
1485	<i>Pinus mugo</i>	Mugo pine	6.7		Good	Good	3.3	5.3	5.3	5.3	17.2	-	measured at narrowest point below union, same growing conditons as 1483 and 1484, history of poor pruning practices, crown overhangs gas meter to west. not on survey



THANK YOU.