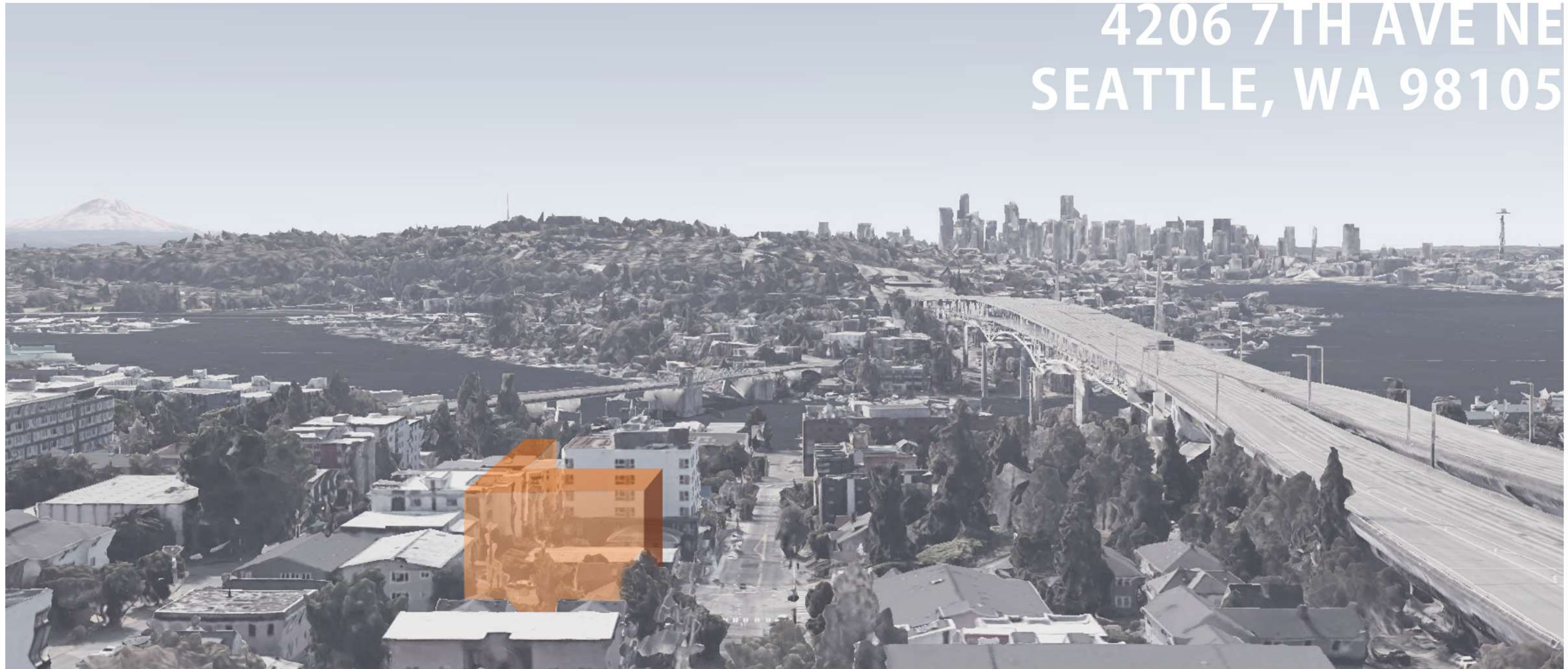


4206 7TH AVE NE SEATTLE, WA 98105



EARLY DESIGN GUIDANCE
SDCI # 3041105-LU, 3041106-LU
2/10/2025

APPLICANT AND ARCHITECT:

JACKSON MAIN ARCHITECTURE
311 1st Ave S
Seattle, WA 98104
Contact: Dan Rasmusson

OWNER:

DNXT LLC.
Contact: Brad Klahr

SDCI CONTACT:

Scott Reynolds
Land use planner II
Seattle Department of Construction & Inspections
scott.reynolds@seattle.gov
206.386.0044

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PROJECT SITE



PROJECT GOALS:

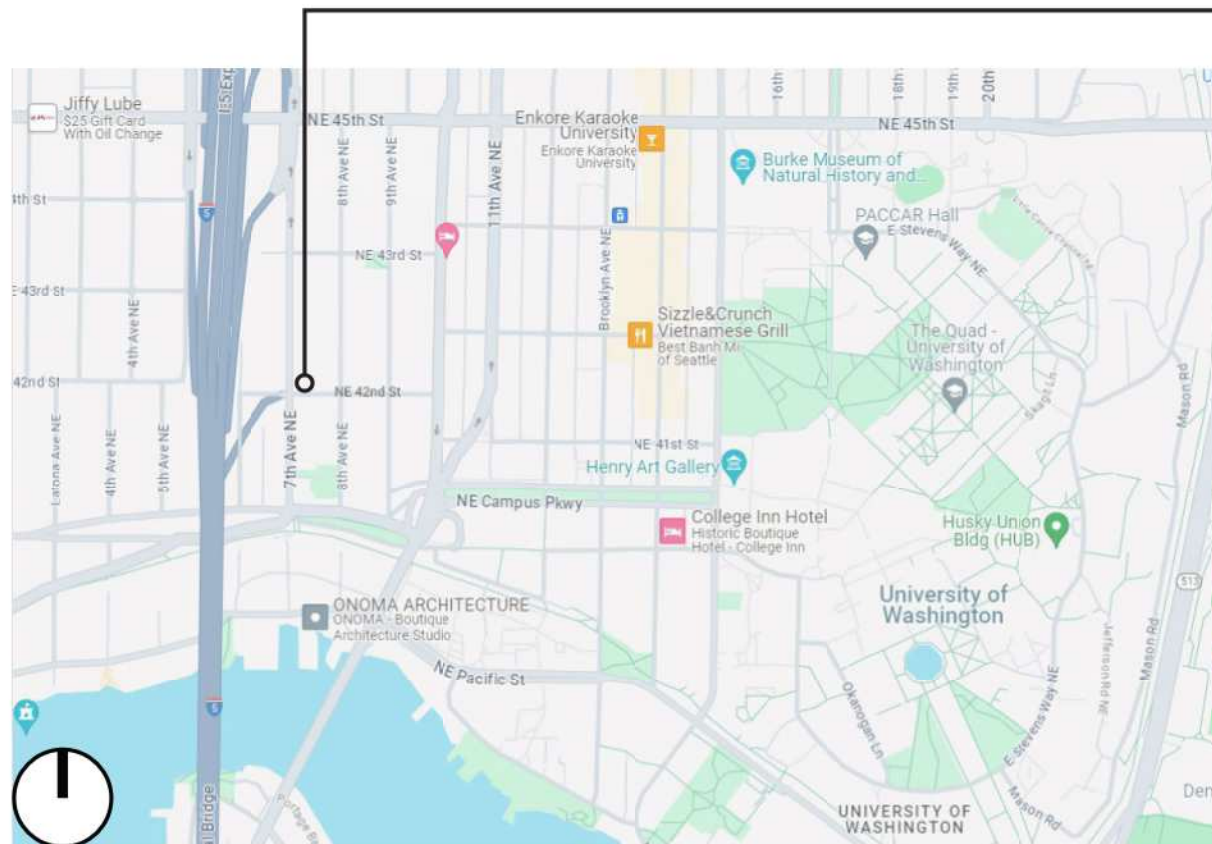
Located at the western boundary of the University District neighborhood, the proposed apartments intend to fill a need for housing within close proximity to the University of Washington, U-District link station, and other major transit opportunities. The project envisions 8 stories of residential units over one basement level of parking. The residential levels are to include approximately 47-60 market rate dwelling units including studios, one-bedroom, and two-bedroom units with possible roof deck or balcony variations, and amenity areas.

DEVELOPMENT OBJECTIVES:

The project will be constructed as five stories of type 3A over three levels of type 1A construction. This project will include site and frontage improvements, including new sidewalk, street trees and landscaping, and bike access.

The proposed preferred option in this package includes 11 parking stalls including 1 van accessible stall on the basement level, and a total of 46,715 sf of floor area:

Level 1	6,497 sf
Level 2-3	6,501 sf
Level 4-7	5,652 sf
Level 8	4,609 sf
TOTAL	46,715 sf



- STREET ADDRESS:

4206 and 4210 7th Ave NE
Seattle, Washington 98105

TAX LOT NO.:

North Parcel: 409-230-1040
3,501 SF (0.08 Acres)

East Parcel: 409-230-1080
3,993 SF (0.09 Acres)

West Parcel: 409-230-1050
2,995 SF (0.07 Acres)

PROJECT PROFILE:

ZONING: MR (M1) Multifamily Residential
LOT AREA: 10,489 SF
MAX. FAR: 4.5

DEVELOPMENT OBJECTIVES

SUMMARY OF COMMUNITY OUTREACH

PUBLIC OUTREACH METHOD SUMMARY

A. PRINTED OUTREACH:

- Direct mailings sent on 07/31/2024 to residences and businesses within approximately 500 ft radius of the proposed site as documented in section A-1.

- Flyers hung in 10 publicly accessible locations on 07/31/2024 promoting project survey and in-person events, within approximately a half mile from the proposed site, with 8 posters visible from the sidewalk.

Equity Area Special Outreach - Project flyers include directions in traditional Chinese, Korean, Vietnamese, and Spanish languages on how to access the interactive Project Poll, where full project details and outreach questionnaire are available in all these languages.

Equity Area Special Outreach - Due to a high percentage of renters and low-income students in the area, flyers in public spaces can be used to notify the greater community. Project flyer to be posted at nearby Pea Patch, coffee shop and on adjacent power poles.

B. ELECTRONIC / DIGITAL OUTREACH:

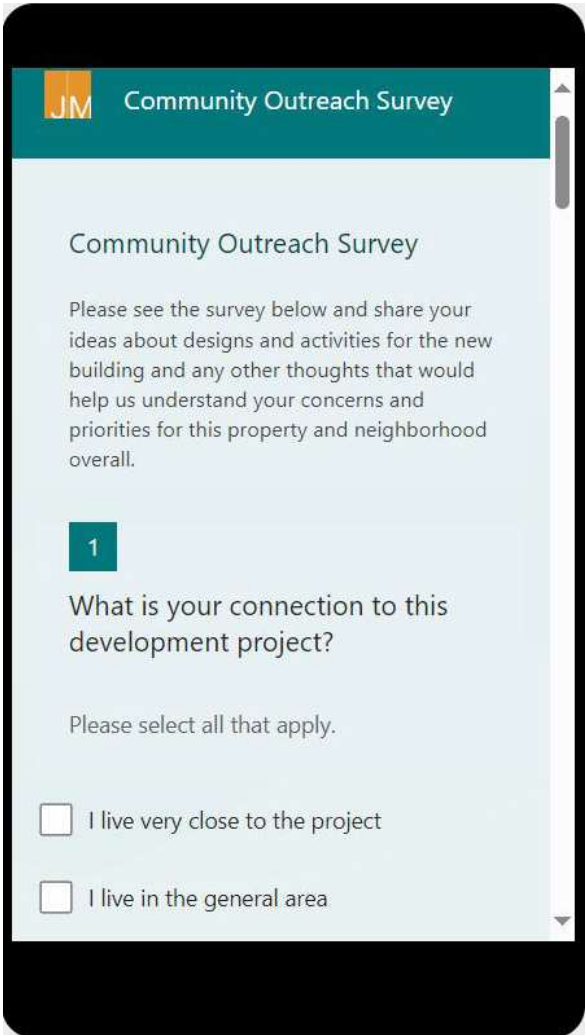
- Online survey with public comment function and a copy of the outreach flyer was sent on 07/31/2024 to 89 community groups and ethnic media outlets, as identified by DON and outlined in University District Neighborhood Snapshot. Online surveys have been translated into Traditional Chinese, Korean, Vietnamese, Spanish, and have been available for more than 21 days.

- Early outreach blog and calendar: Project emailed to DON staff to be posted on Early Outreach Blog before all other outreach begins. Events added to DON’s “Early Outreach for Design Review” calendar 7 days in advance.

C. IN-PERSON OUTREACH:

- In-person community meeting was hosted on the project site on 08/14/2024 for 2 hours. JMA advertised and offered a guided site walk to the attendees to discuss the project. Three presentation boards and a 3d model have been provided on the sidewalk to introduce the project.

ONLINE SURVEY:



1

What is your connection to this development project?

Please select all that apply.

☐ I live very close to the project

☐ I live in the general area

☐ I own a business nearby

☐ I visit the area often for work or leisure

☐ I don't have a direct connection, but I care about growth and development in Seattle

☐ Other

2

What is most important to you about a new building on this property?

Please select at most 2 options.

☐ That it is nice looking

☐ That it looks unique and interesting

☐ That it brings new services or amenities to the area (businesses, open space, etc.)

☐ That is affordable for residents and/or businesses

☐ That it is designed to be family-friendly

☐ That it is designed with environmental sustainability in mind

3

We will be improving the sidewalks and landscaping at the street-level. Which are the most important for designing the public areas?

Please select at most 2 options.

☐ Good for pedestrians (enough space to walk, etc.)

☐ Lots of plants/greenery

☐ Lighting, "eyes on the street", and other designs for safety

☐ Attractive building materials at street-level (siding, windows, doors, signs, etc.)

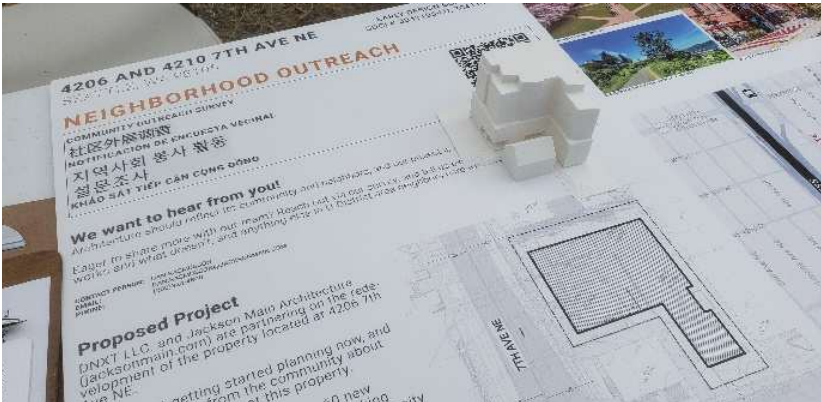
☐ Seating/places to congregate (sidewalk cafes, benches, etc)

☐ Bike parking

☐ Neighborhood Artist Work and/or Sculptures Installation

☐ Other

IN-PERSON EVENT & SITE WALK TOUR:



4

What concerns do you have about the project?

Please select any/all that apply.

☐ Construction noise/impacts

☐ The current business/use/building is going away

☐ That I will not like the way it looks

☐ That it will not be affordable

☐ That it may feel out of scale with other buildings nearby

☐ That it will make driving and parking in the neighborhood more difficult

☐ I don't really have any specific concerns

☐ Other

5

What do you value most as new developments are built in your neighborhood?

Please fill in blank, 300 character maximum

Enter your answer

6

Is there anything specific about this property or neighborhood that would be important for us to know?

Please fill in blank, 300 character maximum

Enter your answer

7

What else would help make the new building successful for decades to come?

Please fill in blank, 300 character maximum

Enter your answer

8

Would you like to be contacted about this project in the future? If so, please provide your email address.

Please fill in blank, 300 character maximum

Enter your answer

DEVELOPMENT OBJECTIVES

SUMMARY OF COMMUNITY OUTREACH

SUMMARY OF WHAT WE HEARD FROM THE COMMUNITY

Here is a summary of the comments/questions received via project survey and in-person.

- All comments have been received from people who live very close to the property.
- Regarding the design, affordability and environmental sustainability are the most important considerations based on the survey result. A nice looking building that brings new services and amenities to the area have been also mentioned.
- Regarding the design of public areas, pedestrian focus design is the most important item. Greenery and lighting to address safety have been also mentioned.
- The concerns that have been raised are difficult parking in the neighborhood, and construction noise. The look and scale of the building, and affordability have also been mentioned.

ONLINE SURVEY RESULT SUMMARY:



5. What do you value most as new developments are built in your neighborhood?

3 Responses

ID ↑	Name	Responses
1	anonymous	that it is a reasonable price and doesn't cause other buildings to up their prices as a result. also that it is cohesive with the rest of the neighborhood
2	anonymous	Affordable housing with off street parking for tenants. It's important for safety and congestion.
3	anonymous	That they provide sufficient parking. This neighborhood lacks enough parking right now, so bringing in another building is going to be a nightmare.

6. Is there anything specific about this property or neighborhood that would be important for us to know?

1 Responses

ID ↑	Name	Responses
1	anonymous	I hope the building will keep and add to the current tree canopy. t

7. What else would help make the new building successful for decades to come?

2 Responses

ID ↑	Name	Responses
1	anonymous	sustainability
2	anonymous	More parking on site, more trees.

8. Would you like to be contacted about this project in the future? If so, please provide your email address.

2 Responses

EXISTING SITE
SITE SURVEY

LEGAL DESCRIPTION

NORTH PARCEL:
LAKE VIEW ADD S 10 FT OF 21 ALL 22

EAST PARCEL:
LAKE VIEW ADD E 15 FT OF 25 & ALL 26

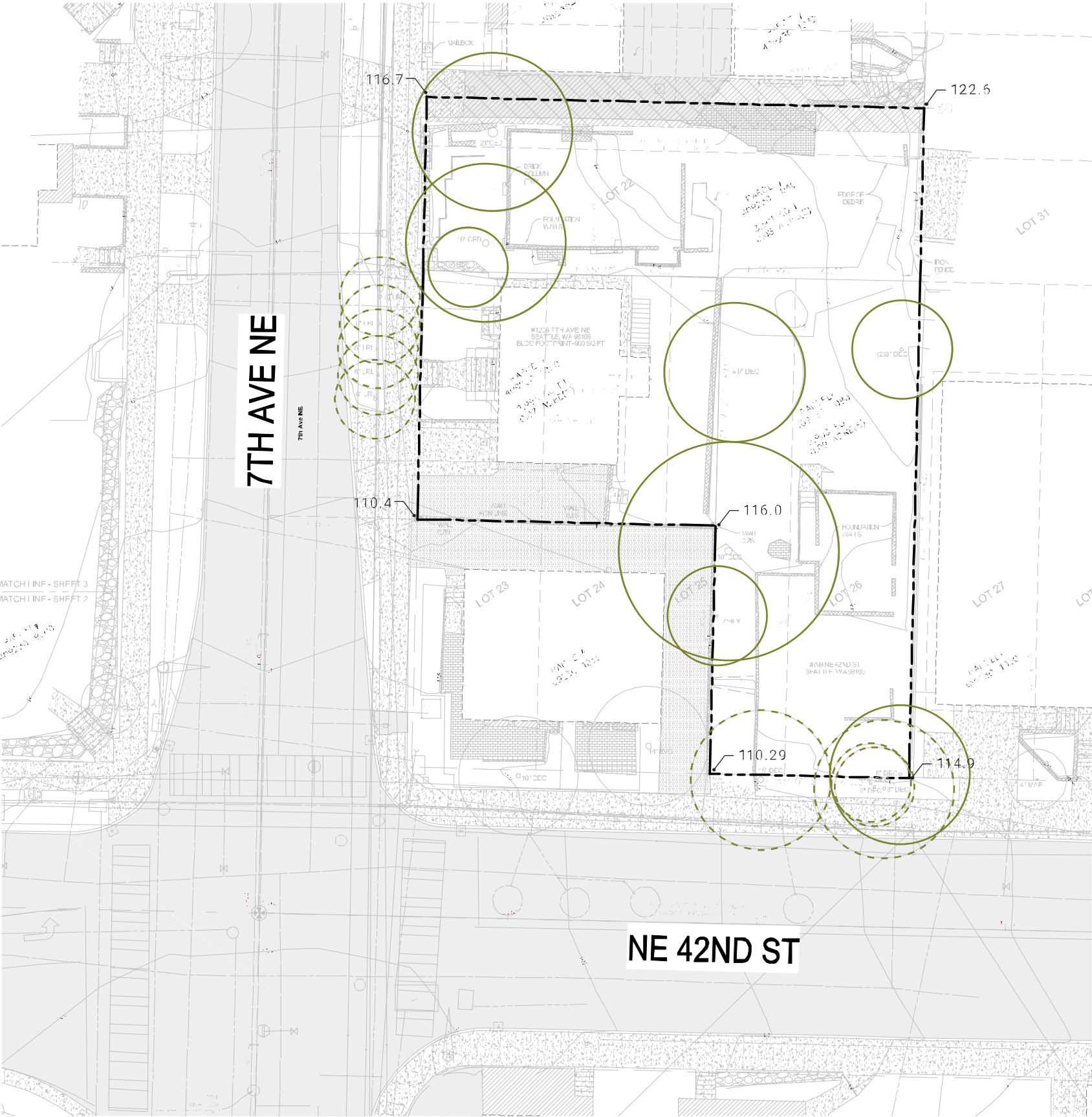
WEST PARCEL:
LAKE VIEW ADD N 50 FT OF 23-24 & W 10 FT OF N 50 FT OF 25

KEY:

- TREES ON PROPERTY
- TREES ADJACENT TO PROPERTY
- PROPERTY LINE

NOTES:

AVERAGE GRADE: 116' - 9"
LEVEL 01: 112' - 6"





1



2



3



4



5



6



EXISTING SITE
STREET VIEWS

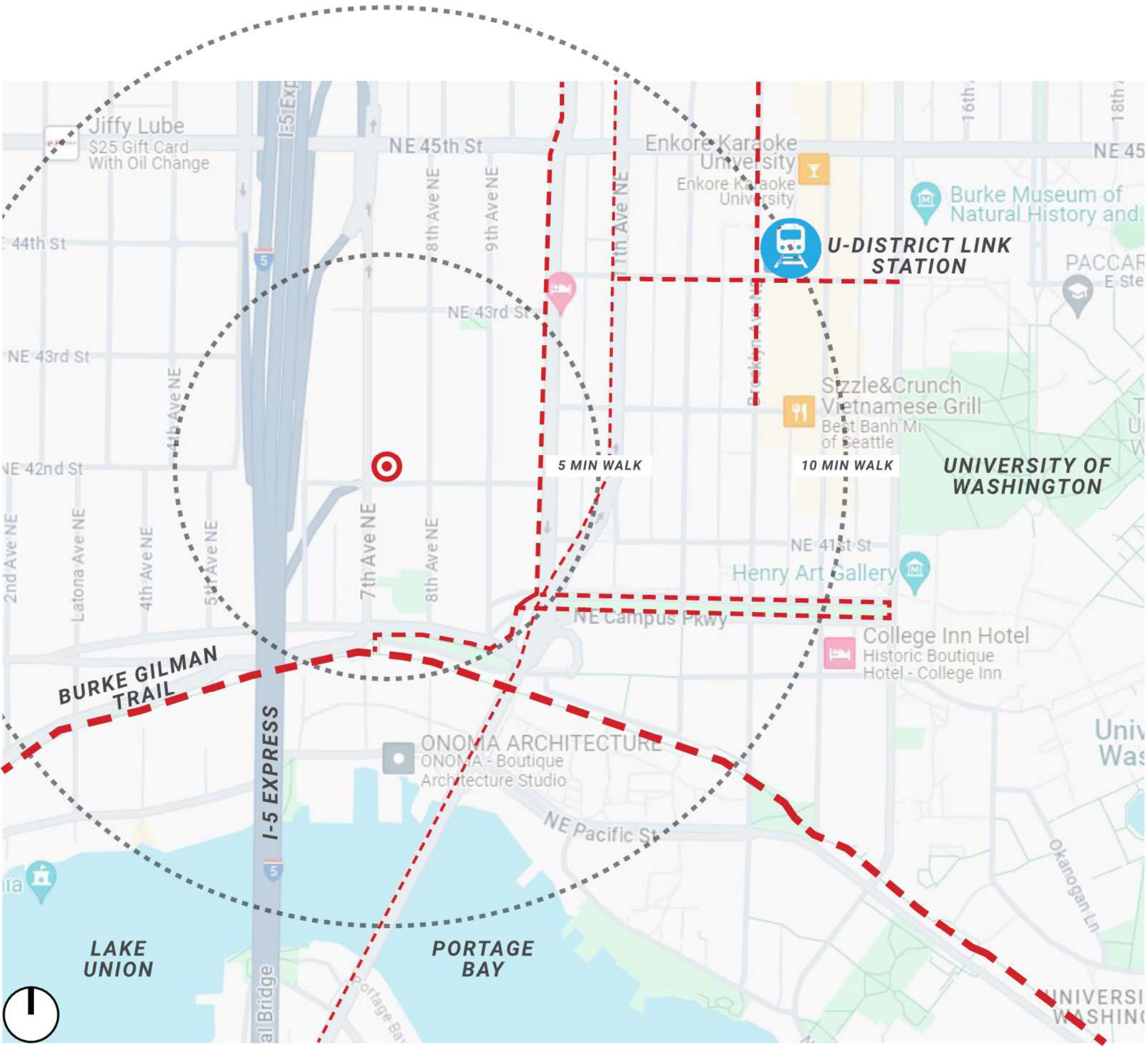


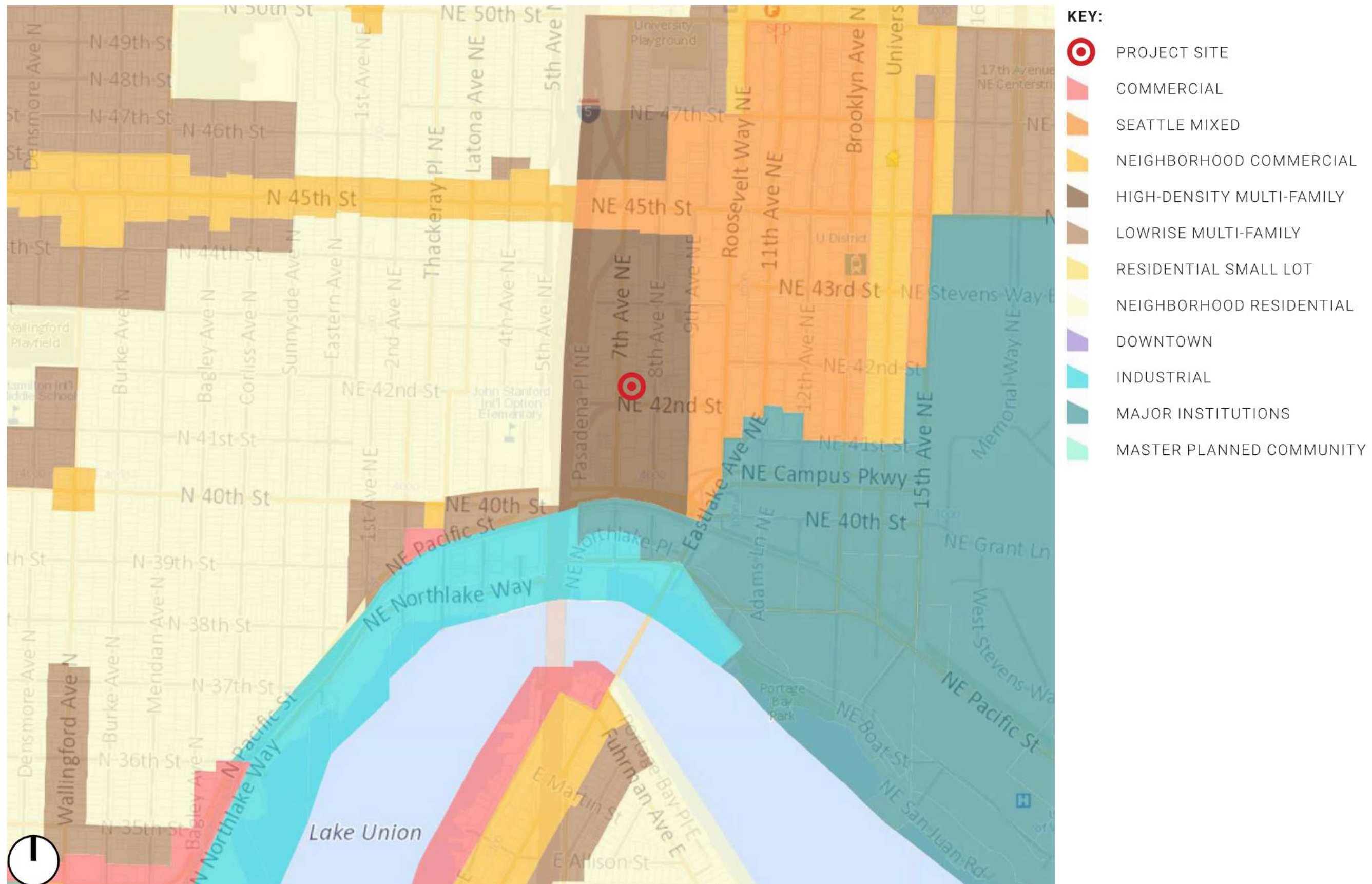


URBAN DESIGN ANALYSIS

VICINITY MAP

- KEY:
- PRIMARY ACCESS ROAD
 - PRIMARY BICYCLE ROUTE (MULTI-PURPOSE TRAIL)
 - PROTECTED BIKE LANE
 - PAINTED BIKE LANES
 - WALKSHED
 - PROJECT SITE
 - LINK LIGHTRAIL STATION (~10 MIN WALK)





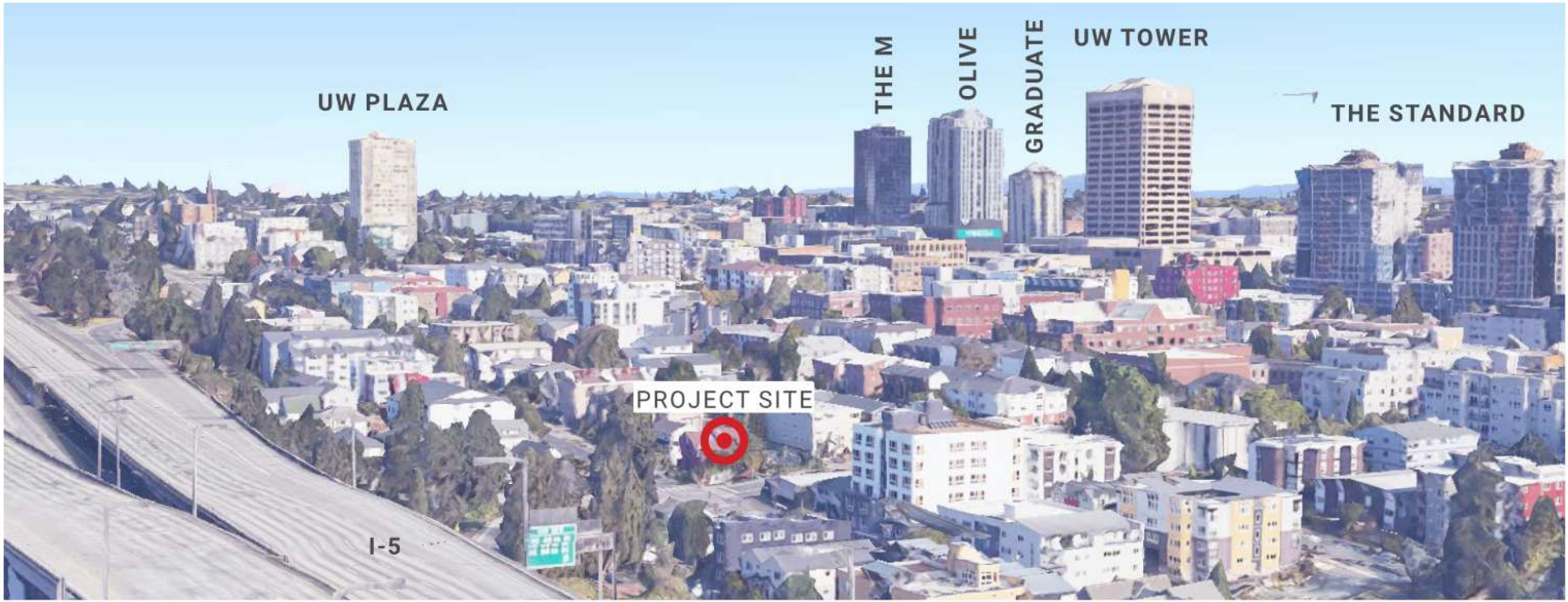
URBAN DESIGN ANALYSIS
AXONOMETRIC VIEW



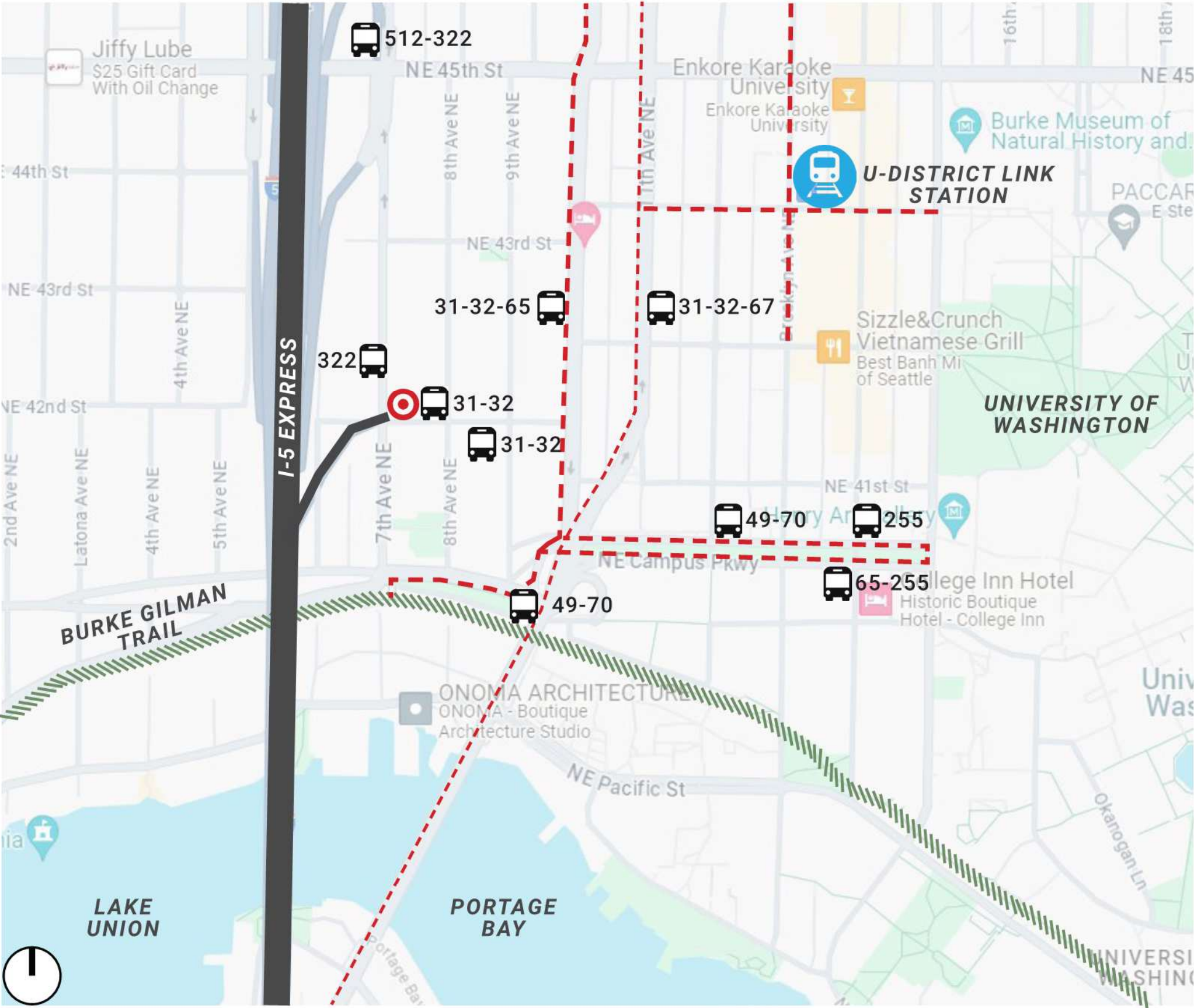
VIEW FROM SITE TO SE: POTENTIAL VIEW TO MT. RAINIER & PORTAGE BAY



VIEW FROM SITE TO SW: POTENTIAL VIEW TO SPACE NEEDLE & DOWNTOWN SEATTLE

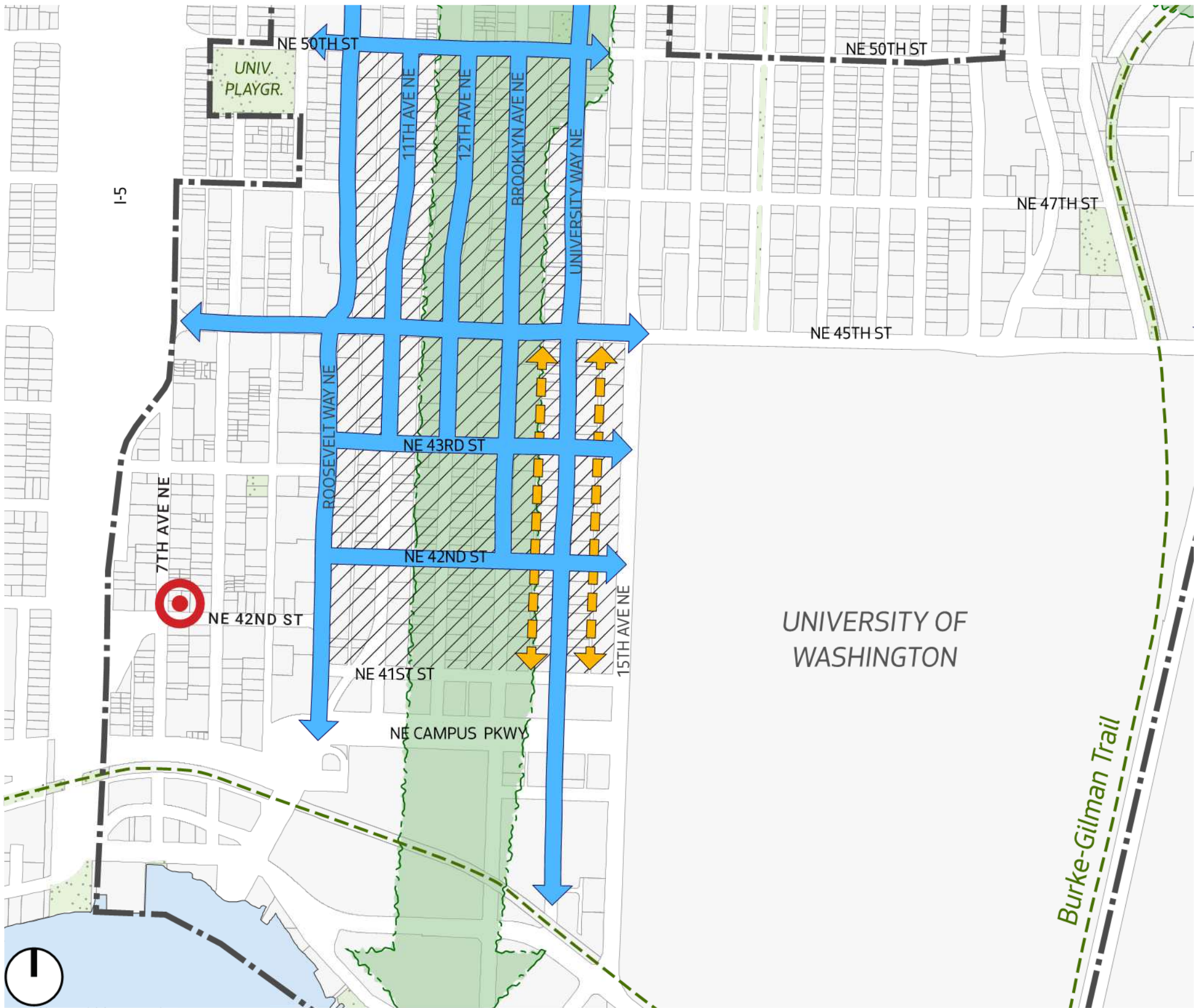


VIEW FROM I-5 TO PROJECT SITE FROM SW

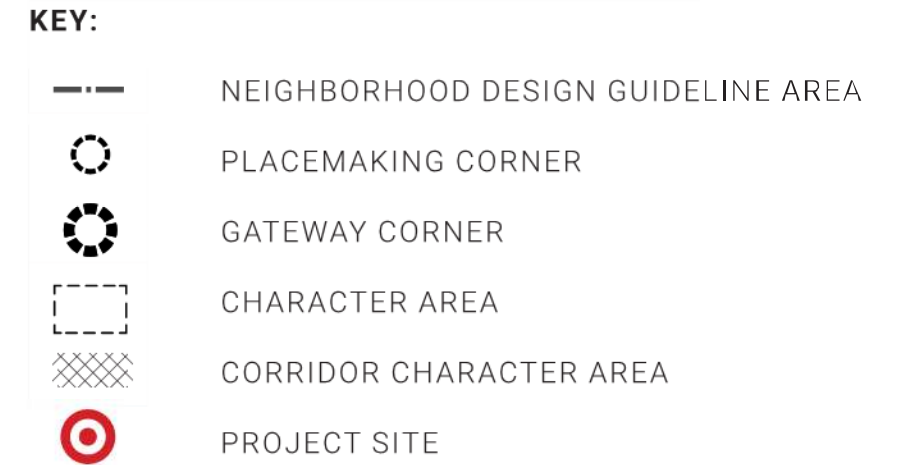


URBAN DESIGN ANALYSIS
CONNECTIVITY MAP

- KEY:
- NEIGHBORHOOD DESIGN GUIDELINE AREA
 - MIXED-USE CORRIDOR
 - SHARED ALLEY
 - BURKE-GILMAN TRAIL
 - MID-BLOCK PEDESTRIAN PATHWAY PRIORITY AREA
 - GREEN SPINES
 - PROJECT SITE



CHARACTER AREAS, GATEWAYS, AND PLACEMAKING CORNERS



URBAN DESIGN ANALYSIS
POINTS OF INTEREST

The project site is in close proximity to major transit stations and urban trails, making it highly accessible by public transportation or on foot. It is also located near the University of Washington, presenting an opportunity for student housing. Additionally, the project's proximity to urban hubs such as 'The Ave' provides a variety of services within walking distance.

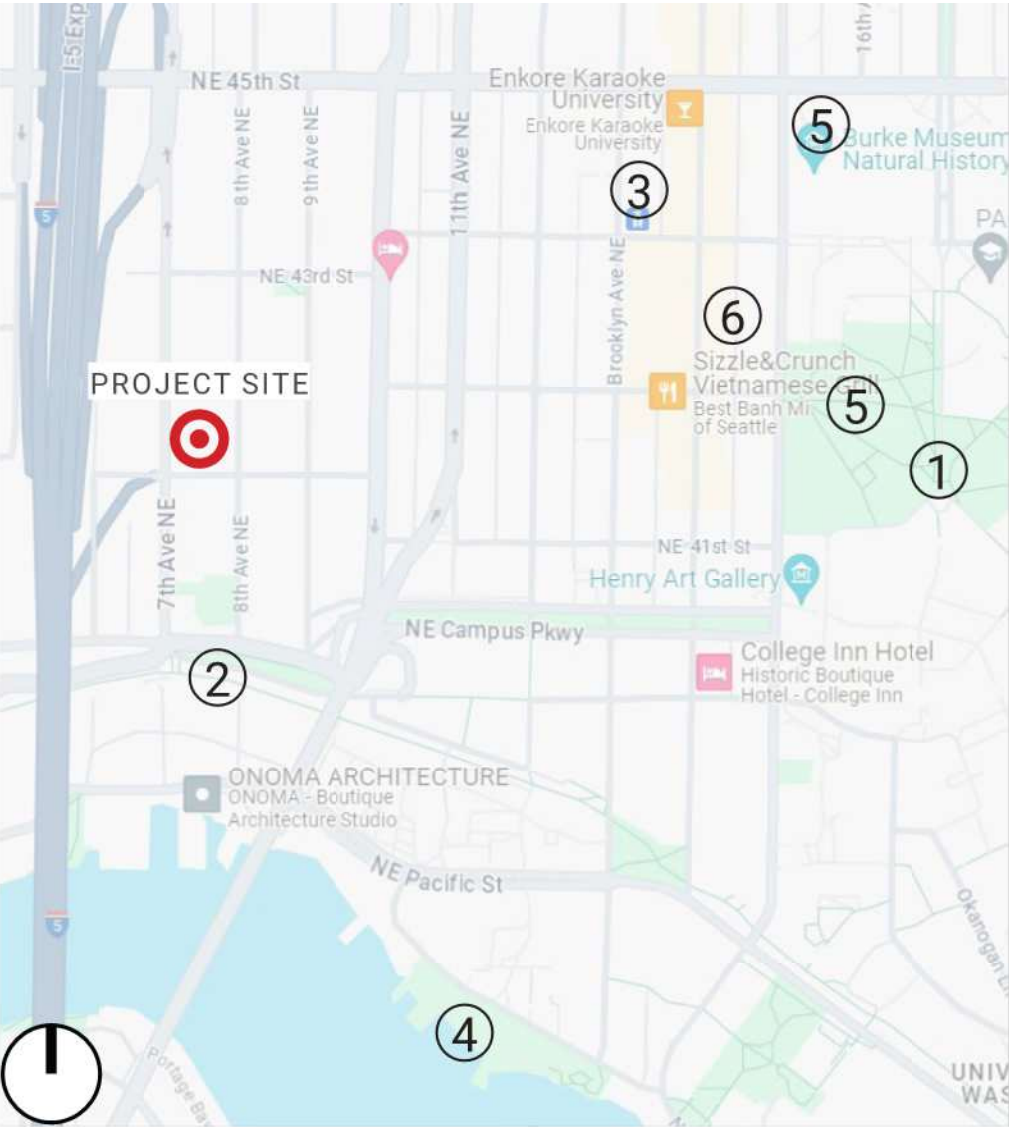


① UNIVERSITY OF WASHINGTON

Photos on this page depict rich and varied natural and urban landscapes nearby.
Design Response:
- Option 2 builds on this theme with steps in upper floor plates providing for additional deck/outdoor amenity areas, and increased daylighting around the building.
- Option 3 furthers this outdoor connection with bike storage located next to street/sidewalk, living and amenity areas located at grade, and hidden basement parking garage.



② BURKE GILMAN TRAIL (BALLARD BRIDGE TO BOTHELL)



③ U-DISTRICT LINK STATION



⑤ BURKE MUSEUM

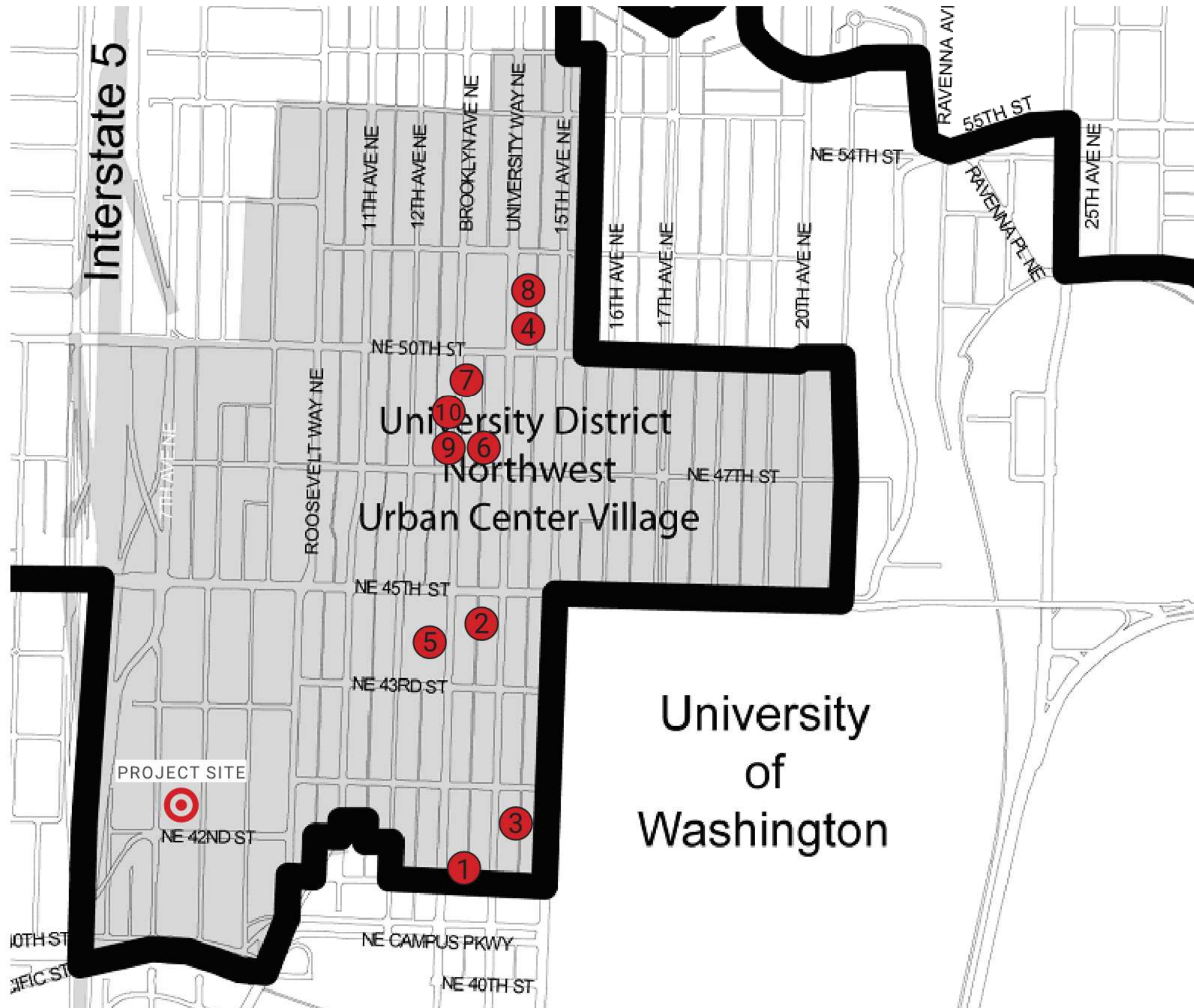


④ FRITZ HEDGES WATERWAY PARK



⑥ UNIVERSITY WAY (THE AVE)

In the following pages, a few new developments in the neighborhood are picked as examples to discuss how design can respond to Seattle Design Guidelines. These projects locations are shown on this map.



DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINES (SDG):



CS1

SDG: NATURAL SYSTEMS & SITE FEATURES

- a. Arrange building massing and use upper-level step-backs to increase solar access into ground floors, shared amenity spaces, streets, and the public realm, especially on narrow rights-of-way.
- b. Avoid recessed or sunken living space.
- c. Incorporate new & existing trees. Site the buildings and design building massing to preserve and incorporate existing mature trees, especially on slopes. Where removal is unavoidable, configure open space to accommodate large canopy trees that replace those removed.

RESPONSE:

In option 2 and 3, upper levels step back to increase solar access into street and the public realm. There are no sunken or underground living spaces in this proposal.

As shown on the project example above, upper-level step-backs can break up massing, be an opportunity to provide amenity space and landscaping which creates active facade and interest for the pedestrians as well as solar access for the right of way.



CS2

SDG: URBAN PATTERN AND FORM

For projects within character areas, development design should reinforce and/or enhance the quality of place in the surrounding area.

The U District Core & The Ave: Express an urban character that is distinct to the U District and prioritize the pedestrian experience with human-scaled design and a high degree of visual interest. Foster an eclectic mix of businesses and architectural styles.

RESPONSE:

This project is not located in any of the neighborhood character areas, but it is in close proximity to U-District. In options 2 and 3, modulations and step-backs are in line with the character area design guidelines. Private terraces have been incorporated into option 2 and 3 to contribute to passive surveillance and visual interest. The example images from "The Ave" show how human-scale details and signage can define character and contribute to the pedestrian experience.



CS3

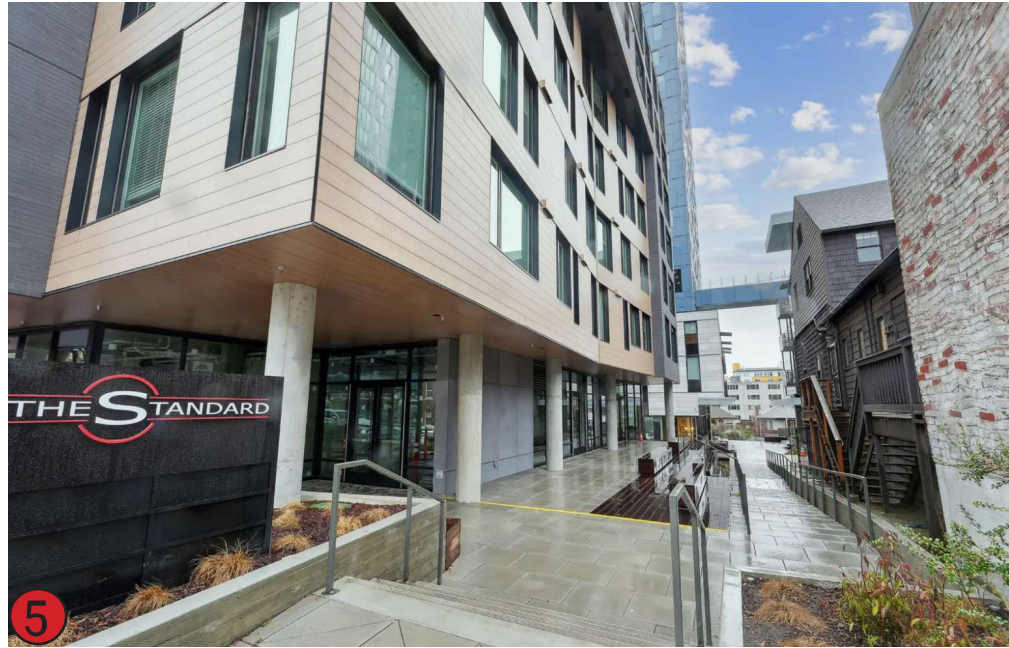
SDG: ARCHITECTURAL CONTEXT AND CHARACTER

- 1. University District Architectural Character:
 - a. Foster the eclectic mix of architectural styles and forms on the block while maintaining articulated base designs that are pedestrian-oriented. Repetition of architectural forms and character is strongly discouraged.
 - b. Complement and continue predominant styles or materials
 - c. Articulate building forms and facades to respond to historic platting patterns
 - d. Respond to nearby predominant horizontal and vertical patterns and datum lines, and take cues from design elements in older structures such as campus gothic style, punched windows, texture-rich materials, and thoughtful detailing.

RESPONSE:

This design proposal includes context analysis to study styles, forms, and patterns in u-district neighborhood as well as imagery showing the immediate context around the block and the project site. These design cues will inform massing and modulations at this stage of the design, and will inform design decisions later for details, textures, and colors.

As shown on the project example above, a number of new developments in the U-District area are defining a base with canopies, warm colors, and masonry in response to the historic characteristic of the neighborhood while keeping the building modern looking with large windows and storefronts at the base, muted colors on top, and modern signage and lighting.



PL1

SDG: CONNECTIVITY

Networks & Connections to Community Open Space: Include open space at grade that physically or visually engages the public realm.

Create consistent signage & incorporate wayfinding elements:

1. Install wayfinding elements on street and alley facades to highlight entrances to alleys and midblock crossings including special architectural treatments, creative signage, ground treatments, lighting, and façade design. Strive for continuity of design features throughout the neighborhood.

2. Incorporate street furniture, art installations, creative paving, paint patterns or lighting throughout shared alleys and midblock connections.

RESPONSE:

All options set back from NE 42nd St and 7th Ave NE, providing landscaping area along the pedestrian way that visually engages the public.

The setback from NE 42nd St is approximately 23' from curb which potentially allows for enhanced landscaping, or art installation. These elements would contribute to wayfinding and create visually interesting public open space.

Building signage will be provided to highlight entrances and contribute to wayfinding.

As shown on the example above, new large development can provide connectivity with creating a better experience for pedestrians. The design can encourage people to use a walking path or alley by appropriate hardscaping, landscaping, lighting, and furniture.



PL3

SDG: STREET LEVEL INTERACTION

1. Entries: Design prominent, accommodating entries with vertical emphasis

2. Ground-level Residential Design

a. Articulate individual dwelling units and provide usable stoops or patios for street-facing residential units. Include architectural detailing that expresses a residential use.

b. ...Raise units slightly above grade or provide an adequate setback. Use buffers of low walls, planters, and layered landscaping; avoid tall fences and patios below grade.

RESPONSE:

The design options in this proposal are showing 2 options for lobby location: lobby is shown accessed from NE 42nd St in options 1 and 3, and from 7th Ave NE in option 2. The location of lobby and building entry on the preferred option (option 3) is being vertically emphasized by high narrow massing above. The angled setback on level 4 above the entry can potentially be used for landscaping to create visual interest, an accented break from the tower above, and scaled entry experience.

The ground level dwelling units / lobby are set back approximately 23' from curb, providing an adequate buffer of landscape area.

As shown on the example above, the form of the building on the ground level, structural elements, landscaping, and furniture are elements that can define a pedestrian oriented space around the building.



PL4

SDG: ACTIVE TRANSPORTATION

1. Bicycle Circulation & Parking: a. Design bicycle parking for efficiency and security to promote a healthy and active neighborhood. b. Integrate design features into bicycle facilities that enhance placemaking, such as having a uniform color for bike racks within the U District or having distinctive place-names designed into the racks. c. Locate bicycle parking and bicycle racks in convenient locations for residents and temporary users with easy access, weather protection, and minimal grade changes.

2. Connections and Facilities for Transit: a. Ensure convenient connections to high-volume transit stops. This might include voluntary setbacks to afford widened sidewalks, chamfered building corners, and/or recessed entries to facilitate higher pedestrian volumes near the stations. b. Integrate waiting areas for transit and vehicle pick-up into the building design, rather than adjacent to the street, where possible and with approval of agencies. Include shelters, large canopies, lean bars, and benches.

RESPONSE:

There is a bus stop on NE 42nd St, adjacent to the building. The setback from NE 42nd St is approximately 23' from curb which allows for adequate landscaping buffer with temporary bike parking, etc. This area can accommodate bike racks or waiting areas.

As shown on the example above, entry locations, landscaping, bike racks, sitting furniture, and separation between walking path and waiting area are elements that can be used as a response to bus stop locations near the building.

DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINES (SDG):



DC1

SDG: PROJECT USES AND ACTIVITIES

1. Activating Uses: Maximize active uses along street frontages and minimize the amount of frontage dedicated to lobby/lounges, office, and leasing spaces. Where residential uses face on-site or public open spaces, parks, or access drive, balance privacy layering with passive surveillance by incorporating stoops, patios, and balconies, lighting. Minimize garage frontages at these locations.

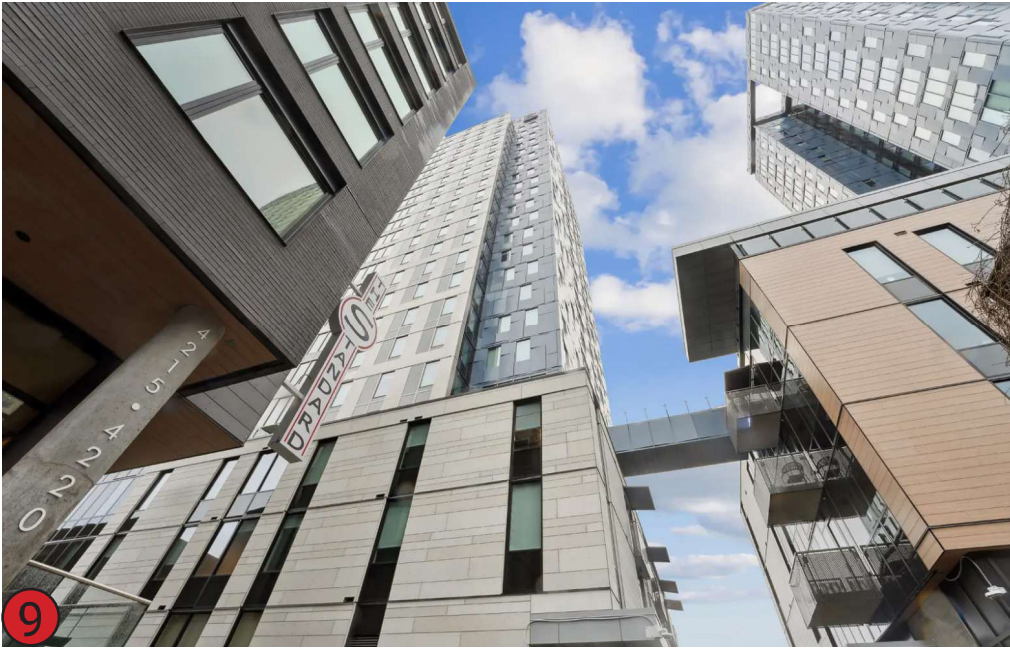
2. Visual and Safety Impacts: a. Locate service entries and trash receptacles within the building, and away from pedestrian crossings or gathering spots at mid-block connections. b. Use high quality materials and finishes for all service screening and garage doors. c. Wrap any above grade parking with active uses to minimize ‘dead facades’.

3. Shared Open Spaces: a. If access drives are provided on site, design them as shared space for pedestrians, cyclists, and vehicles to move slowly and safely. Include entries, windows, landscaping, and opportunities for personalization. Curbless drive aisles are desirable. b. Design the layout of the open space and surrounding uses intentionally to function as shared community space. Include landscaping, pedestrian amenities, lighting, and paving treatments that clearly delineate paths from gathering areas.

RESPONSE:

This is a residential building and the most active uses are amenity spaces, common areas including the lobby, clubhouse and roof decks. These uses front on both NE 42nd St and 7th Ave NE. High quality materials and finishes will be used throughout the building, including parking screens. The shared access easement on the north side of the lot is potentially used by pedestrians and vehicles. Windows and openings on the wall facing this driveway will provide passive surveillance.

As shown on the project example above, amenity spaces, active open spaces near the right of way, lighting, quality materials, and landscaping can provide shared active space for residents as well as a pleasant and safe experience for pedestrians.



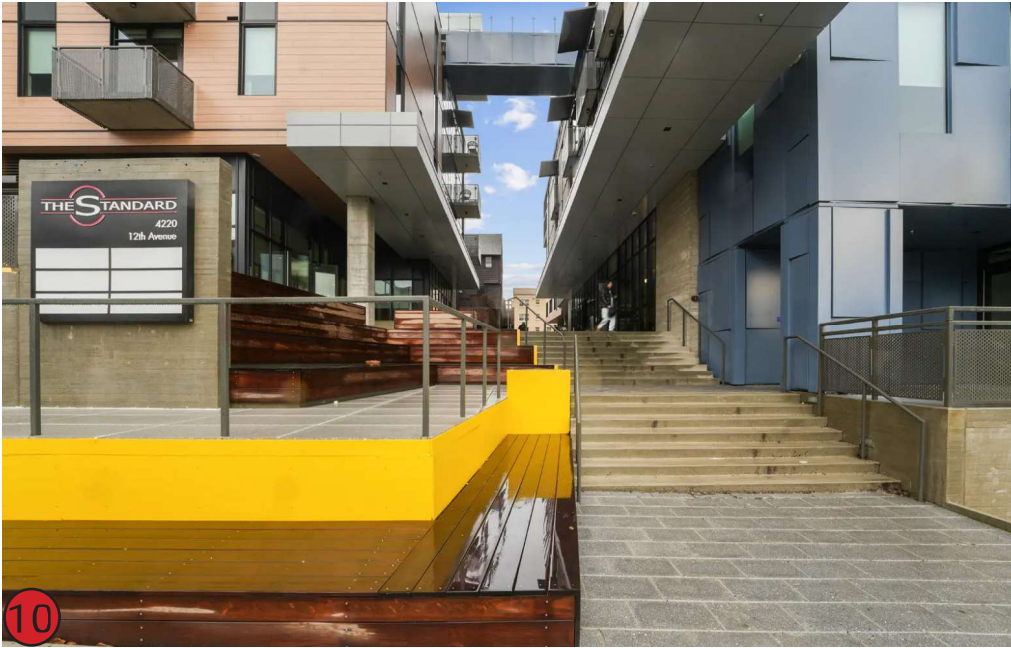
DC2

SDG: ARCHITECTURAL CONCEPT

1. Massing & Reducing Bulk and Scale
Design building massing and form to express an intentional and original response to the context. Reduce the bulk and scale of large buildings. Design the building base to create a solid and “grounded” form that transitions to a human-scale at the street. Use upper-level step-backs to maintain a human scale along the street and respond to historic datums. Ensure that building massing does not dominate the public realm: Setbacks along the sidewalk should be open to the sky. Overhangs to provide an adequate ceiling height. Locate vertical stair and elevator cores internally to minimize height impacts to the street. Stair cores visible to the street should be designed as a prominent feature with a high degree of transparency.

2. Architectural Concept & Facade Composition
Embrace contemporary design through distinctive, elegant forms. Use brick, stone or other high-quality, durable, and non-monolithic materials as the predominant base material. Employ a restrained and purposeful application of bold or high contrast colors and moments of whimsy to contribute to the eclectic character of the University District, without overwhelming the streetscape. Provide architectural interest with legible roof lines or the top of the structure that is clearly distinguishable from the facade walls.

3. Pedestrian-Scaled Streetscape Design
Design facades to a human-scaled rhythm and proportion and avoid monotonous repetition of the storefront or module by providing points of interest every 15-30 feet. Layer a hierarchical arrangement of articulation and detailing.



RESPONSE:

Options 2 and 3 are designed to respond to the context to show the contrast to option 1 which is an envelope designed per code. The preferred option (option 3) is angled to respond to surrounding view, and to contribute to the I-5 scenic corridor.

The building mass in options 2 and 3 break into smaller pieces to help maintain human scale. The setbacks on upper levels help create a solid base as well as break the building height.

As shown on the project examples above, a number of new developments in the U-District area are defining a base with canopies, set-backs, warm colors and materials, and human-scale details and furniture to break the building into smaller pieces, connect with the colors and historic character of the neighborhood, help maintain human scale on ground level, and create a solid base.

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ZONING DATA

LANDUSE CODE SUMMARY

23.30	ZONE DESIGNATION	MR (M1) MULTIFAMILY RESIDENTIAL		
23.45.504	PERMITTED USES	RESIDENTIAL USES & CHILD CARE CENTERS		
23.45.510	FLOOR AREA RATIO			
	FAR LIMIT	4.5		
	LOT AREA	10,489 SF	ALLOWABLE AREA	47,200.5 SF
23.45.514.B	STRUCTURE HEIGHT (IN FEET)			
	HEIGHT LIMIT	80		
23.45.514.I	5. ROOFTOP FEATURES: IN MR AND HR ZONES, (SUBJECT TO THE ROOF COVERAGE LIMITS), THE FOLLOWING ROOFTOP FEATURES MAY EXTEND UP TO 15 FEET ABOVE THE APPLICABLE HEIGHT LIMIT SET IN SUBSECTION 23.45.514.B A.STAIR PENTHOUSES, EXCEPT AS PROVIDED IN SUBSECTION 23.45.514.I.6; B.MECHANICAL EQUIPMENT; 6.SUBJECT TO THE ROOF COVERAGE LIMITS, ELEVATOR PENTHOUSES MAY EXTEND ABOVE THE APPLICABLE HEIGHT LIMIT UP TO 16 FEET. STAIR PENTHOUSES MAY BE THE SAME HEIGHT AS AN ELEVATOR PENTHOUSE IF THE ELEVATOR AND STAIRS ARE CO-LOCATED WITHIN A COMMON PENTHOUSE STRUCTURE. 8.FOR HEIGHT EXCEPTIONS FOR SOLAR COLLECTORS, SEE SECTION 23.45.545. 9.IN ORDER TO PROTECT SOLAR ACCESS FOR PROPERTY TO THE NORTH, THE APPLICANT SHALL LOCATE THE ROOFTOP FEATURES AT LEAST 15 FEET FROM THE NORTH LOT LINE ...			

23.45.518.B	SETBACKS AND SEPARATIONS	
	FRONT AND SIDE SETBACK FROM STREET LOT LINES	7 AVERAGE; 5 MINIMUM NO SETBACK IS REQUIRED IF A COURTYARD IS PROVIDED THAT IS AT GRADE AND ABUTS THE STREET (SEE EXHIBIT A FOR 23.45.518), AND THE COURTYARD HAS: • A MINIMUM WIDTH EQUAL TO 30 PERCENT OF THE WIDTH OF THE ABUTTING STREET FRONTAGE OR 20 FEET, WHICHEVER IS GREATER; AND • A MINIMUM DEPTH OF 20 FEET MEASURED FROM THE ABUTTING STREET LOT LINE.
	REAR SETBACK	15 FROM A REAR LOT LINE THAT DOES NOT ABUT AN ALLEY; OR 10 FROM A REAR LOT LINE ABUTTING AN ALLEY.
	SIDE SETBACK FROM INTERIOR LOT LINE	FOR PORTIONS OF A STRUCTURE: • 42 FEET OR LESS IN HEIGHT: 7 AVERAGE; 5 MINIMUM • ABOVE 42 FEET IN HEIGHT: 10 AVERAGE; 7 MINIMUM
23.45.518.B.2	2.UPPER-LEVEL SETBACKS IN MR ZONES A.FOR LOTS ABUTTING A STREET THAT IS LESS THAN 56 FEET IN WIDTH, ALL PORTIONS OF THE STRUCTURE ABOVE 70 FEET IN HEIGHT MUST BE SET BACK 15 FEET FROM THE FRONT LOT LINE ABUTTING THAT STREET. B.PROJECTIONS ALLOWED IN SUBSECTION 23.45.518.H ARE ALLOWED IN UPPER-LEVEL SETBACKS. C.STRUCTURES ALLOWED IN SUBSECTION 23.45.518.I ARE NOT ALLOWED IN UPPER-LEVEL SETBACKS. D.ROOFTOP FEATURES ARE NOT ALLOWED IN UPPER-LEVEL SETBACK EXCEPT AS FOLLOWS: 1)OPEN RAILINGS MAY EXTEND UP TO 4 FEET ABOVE THE HEIGHT AT WHICH THE SETBACK BEGINS. 2)PARAPETS MAY EXTEND UP TO 2 FEET ABOVE THE HEIGHT AT WHICH THE SETBACK BEGINS	

23.45.522	AMENITY AREA
23.45.522.C	5 PERCENT OF THE TOTAL GROSS FLOOR AREA OF A STRUCTURE IN RESIDENTIAL USE.
23.45.522.D	2.B. NO MORE THAN 50 PERCENT OF THE AMENITY AREA MAY BE ENCLOSED, AND THIS ENCLOSED AREA SHALL BE PROVIDED AS COMMON AMENITY AREA. 4.A. IF A PRIVATE AMENITY AREA IS LOCATED BETWEEN THE STRUCTURE AND A SIDE LOT LINE THAT IS NOT A SIDE STREET LOT LINE, THE MINIMUM HORIZONTAL DIMENSION SHALL BE MEASURED FROM THE SIDE LOT LINE AND IS REQUIRED TO BE A MINIMUM OF 10 FEET.

23.45.524	LANDSCAPING STANDARDS
	A.2.B. LANDSCAPING THAT ACHIEVES A GREEN FACTOR SCORE OF 0.5 OR GREATER, DETERMINED AS SET FORTH IN SECTION 23.86.019, IS REQUIRED

23.45.528	STRUCTURE WIDTH AND DEPTH LIMITS FOR LOTS GREATER THAN 9,000 SF IN MR ZONE
	A.THE WIDTH OF PRINCIPAL STRUCTURES SHALL NOT EXCEED 150 FEET. B.STRUCTURE DEPTH 1.THE DEPTH OF PRINCIPAL STRUCTURES SHALL NOT EXCEED 80 PERCENT OF THE DEPTH OF THE LOT, EXCEPT AS PROVIDED IN SUBSECTION 23.45.528.B.2. 2.EXCEPTIONS TO STRUCTURE DEPTH LIMIT. TO ALLOW FOR FRONT SETBACK AVERAGING AND COURTYARDS AS PROVIDED IN SECTION 23.45.518, STRUCTURE DEPTH MAY EXCEED THE LIMIT SET IN SUBSECTION 23.45.528.B.1 IF THE TOTAL LOT COVERAGE RESULTING FROM THE INCREASED STRUCTURE DEPTH DOES NOT EXCEED THE LOT COVERAGE THAT WOULD HAVE OTHERWISE BEEN ALLOWED WITHOUT USE OF THE COURTYARD OR FRONT SETBACK AVERAGING PROVISIONS.

23.45.529	DESIGN STANDARDS
23.45.529.C.1	FACADE OPENINGS: A.AT LEAST 20 PERCENT OF THE AREA OF EACH STREET-FACING FACADE SHALL CONSIST OF WINDOWS AND/OR DOORS, EXCEPT AS PROVIDED IN SUBSECTION 23.45.529.C.1.B. IF A FRONT AND SIDE FACADE ARE STREET-FACING, THE TWO FACADES MAY BE COMBINED FOR THE PURPOSE OF THIS CALCULATION. C.WINDOWS COUNT TOWARD THE REQUIREMENT ONLY IF THEY ARE TRANSPARENT.
23.45.529.D	TREATMENT OF SIDE FACADES THAT ARE NOT STREET-FACING: 1.IF THE SIDE FACADE THAT IS NOT STREET-FACING EXCEEDS 1,000 SQUARE FEET IN AREA, ONE OF THE FOLLOWING MUST BE MET: A.A PORTION OF THE SIDE FACADE WITH A MINIMUM AREA OF 250 SQUARE FEET AND A MAXIMUM AREA OF 750 SQUARE FEET SHALL PROJECT OR BE RECESSED FROM ABUTTING FACADE PLANES BY A MINIMUM DEPTH OF 18 INCHES; OR B.THE SIDE FACADE SHALL INCLUDE VERTICAL OR HORIZONTAL VARIATIONS IN BUILDING MATERIALS OR COLOR, COVERING A MINIMUM OF 25 PERCENT OF THE FACADE SURFACE. 2.STRUCTURES SHALL BE DESIGNED TO MAINTAIN THE PRIVACY OF DWELLING UNITS BY MINIMIZING PLACEMENT OF PROPOSED WINDOWS WHERE THEY WOULD DIRECTLY ALIGN WITH WINDOWS ON THE SIDE FACADE OF A STRUCTURE ON AN ABUTTING LOT LOCATED WITHIN 20 FEET OF THE SIDE PROPERTY LINE OR BY USE OF FENCING, SCREENING, LANDSCAPING, OR TRANSLUCENT WINDOWS TO CREATE PRIVACY BETWEEN BUILDINGS.

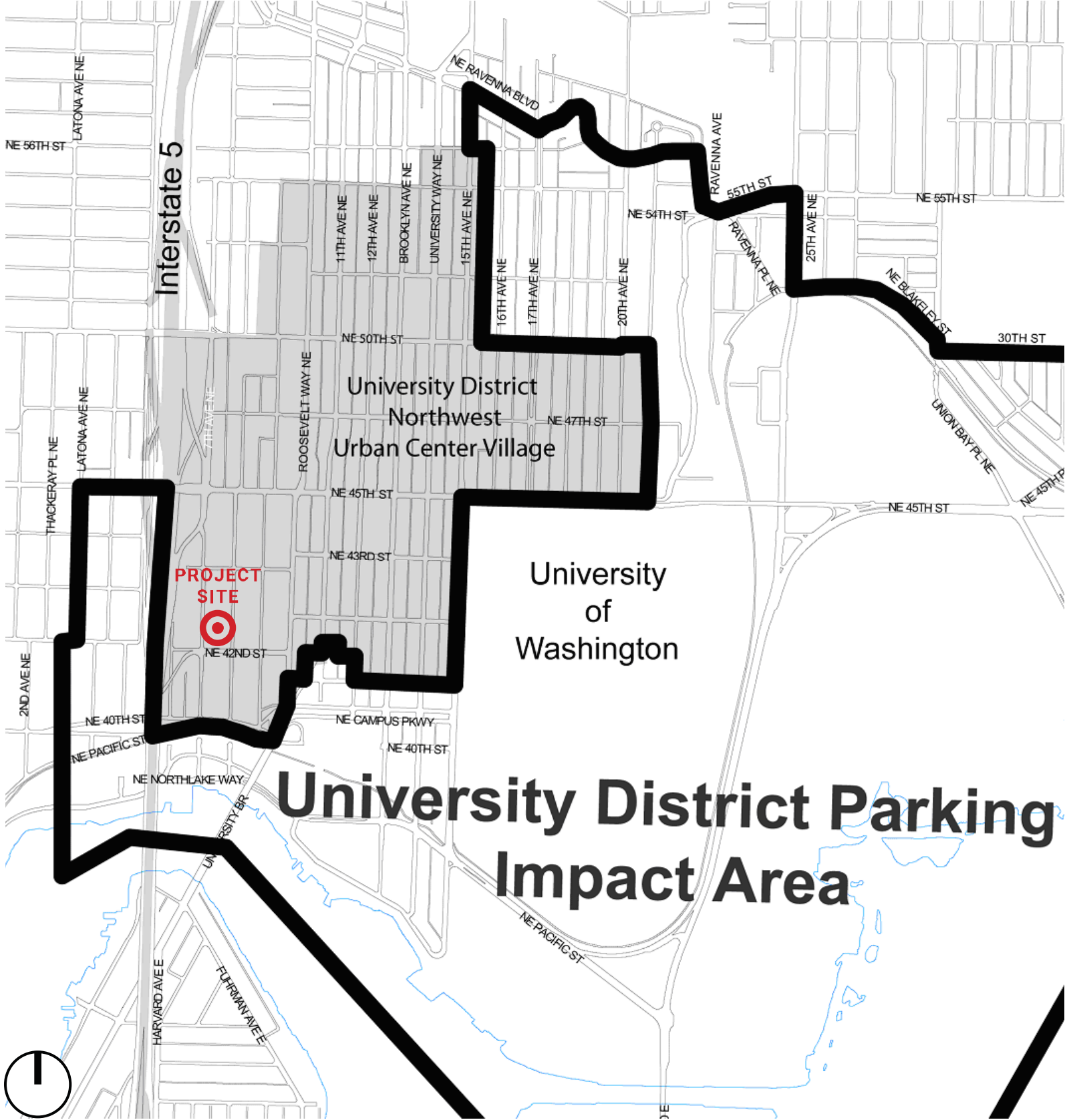
23.45.530	GREEN BUILDING STANDARD THRESHOLDS FOR MULTIFAMILY ZONES	
	MR	FAR 3.45

23.45.534	LIGHT AND GLARE STANDARDS	
	A.EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES. B.INTERIOR LIGHTING IN PARKING GARAGES SHALL BE SHIELDED TO MINIMIZE NIGHTTIME GLARE ON ADJACENT PROPERTIES. C.TO PREVENT VEHICLE LIGHTS FROM AFFECTING ADJACENT PROPERTIES, DRIVEWAYS AND PARKING AREAS FOR MORE THAN TWO VEHICLES SHALL BE SCREENED FROM ABUTTING PROPERTIES BY A FENCE OR WALL BETWEEN 5 FEET AND 6 FEET IN HEIGHT, OR A SOLID EVERGREEN HEDGE OR LANDSCAPED BERM AT LEAST 5 FEET IN HEIGHT.	

23.45.536	PARKING LOCATION, ACCESS, AND SCREENING
	A.OFF-STREET PARKING SPACES REQUIRED TO THE EXTENT PROVIDED IN CHAPTER 23.54. B.LOCATION OF PARKING 1.IF PARKING IS REQUIRED, IT SHALL BE LOCATED ON THE SAME LOT AS THE USE REQUIRING THE PARKING, EXCEPT AS OTHERWISE PROVIDED IN THIS SUBSECTION 23.45.536.B. 2.B.IF ACCESS IS TAKEN DIRECTLY FROM AN ALLEY, SURFACE PARKING MAY BE LOCATED ANYWHERE WITHIN 28 FEET FROM AN ALLEY LOT LINE PROVIDED IT IS NO CLOSER THAN 7 FEET TO ANY STREET LOT LINE. ADDITIONALLY, FOR LOTS WITH ONLY ALLEY FRONTAGE, SURFACE PARKING MAY BE LOCATED WITHIN THE FRONT SETBACK. 3.PARKING IN A STRUCTURE. PARKING MAY BE LOCATED IN A STRUCTURE OR UNDER A STRUCTURE, PROVIDED THAT NO PORTION OF A GARAGE THAT IS HIGHER THAN 4 FEET ABOVE EXISTING OR FINISHED GRADE, WHICHEVER IS LOWER, SHALL BE CLOSER TO A STREET LOT LINE THAN ANY PART OF THE STREET-LEVEL, STREET-FACING FACADE OF THE STRUCTURE IN WHICH IT IS LOCATED. C.ACCESS TO PARKING 1.ALLEY ACCESS REQUIRED. EXCEPT AS OTHERWISE PERMITTED IN SUBSECTIONS 23.45.536.C OR 23.45.536.D. 7.IF THE LOT DOES NOT ABUT AN IMPROVED ALLEY OR STREET, ACCESS MAY BE PERMITTED FROM AN EASEMENT THAT MEETS THE PROVISIONS OF CHAPTER 23.53, REQUIREMENTS FOR STREETS, ALLEYS, AND EASEMENTS. D.SCREENING OF PARKING 1.PARKING SHALL BE SCREENED FROM DIRECT STREET VIEW BY:A.THE STREET-FACING FACADE OF A STRUCTURE;B.GARAGE DOORS;C.A FENCE OR WALL; ORD.LANDSCAPED AREAS, INCLUDING BIORETENTION FACILITIES OR LANDSCAPED BERMS. 2.SCREENING PROVIDED BY A FENCE, WALL, OR VEGETATION IN A LANDSCAPED AREA SHALL NOT BE LOCATED WITHIN ANY REQUIRED SIGHT TRIANGLE.

23.53	REQUIREMENTS FOR STREETS, ALLEYS, AND EASEMENTS		
23.53.006	PEDESTRIAN ACCESS AND CIRCULATION PEDESTRIAN ACCESS AND CIRCULATION ARE REQUIRED ON ALL STREETS IN ALL ZONES AS SET FORTH IN THIS SECTION 23.53.006.		
23.53.015.A	IMPROVEMENT REQUIREMENTS FOR EXISTING STREETS 1. IF NEW LOTS ARE PROPOSED TO BE CREATED, OR IF ANY TYPE OF DEVELOPMENT IS PROPOSED IN RESIDENTIAL OR COMMERCIAL ZONES, EXISTING STREETS ABUTTING THE LOT(S) ARE REQUIRED TO BE IMPROVED IN ACCORDANCE WITH THIS SECTION 23.53.015 AND SECTION 23.53.006. 6. ARTERIALS. THE MINIMUM RIGHT-OF-WAY WIDTHS FOR ARTERIALS AS DESIGNATED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION ARE AS SPECIFIED IN THE RIGHT-OF-WAY IMPROVEMENTS MANUAL. PER TABLE A 23.53.015, MINIMUM RIGHT-OF-WAY WIDTHS FOR EXISTING NONARTERIAL STREETS - MR ZONES WITH HEIGHT LIMITS OF MORE THAN 40 FEET, REQUIRED RIGHT-OF-WAY WIDTH IS 52 FEET.		
23.53.015.B	IMPROVEMENTS TO ARTERIAL STREETS EXCEPT AS PROVIDED IN SUBSECTION 23.53.015.D, ARTERIALS SHALL BE IMPROVED.		
23.53.035.C	CANOPIES SHALL BE NO CLOSER THAN 6 FEET TO THE CURB.		
23.54.015	REQUIRED PARKING TABLE B		
	GENERAL RESIDENTIAL USES:	MINIMUM PARKING REQUIRED	
	L. ALL RESIDENTIAL USES WITHIN URBAN CENTERS OR WITHIN THE STATION AREA OVERLAY DISTRICT	NO MINIMUM REQUIREMENT	
23.54.015	BICYCLE PARKING TABLE D		
	THE MINIMUM NUMBER OF PARKING SPACES FOR BICYCLES REQUIRED FOR SPECIFIED USES IS SET FORTH IN TABLE D FOR 23.54.015. LONG-TERM PARKING FOR BICYCLES SHALL BE FOR BICYCLES PARKED FOUR OR MORE HOURS. SHORT-TERM PARKING FOR BICYCLES SHALL BE FOR BICYCLES PARKED LESS THAN FOUR HOURS.		
		LONG-TERM	SHORT-TERM
	D.2. MULTI-FAMILY STRUCTURES*	1 PER DWELLING UNIT	1 PER 20 DWELLING UNITS
	*FOR RESIDENTIAL USES, AFTER THE FIRST 50 SPACES FOR BICYCLES ARE PROVIDED, ADDITIONAL SPACES ARE REQUIRED AT THREE-QUARTERS THE RATIO		

23.54.020.F	PARKING QUANTITY EXCEPTIONS	
	REDUCTIONS TO REQUIRED PARKING. 1. WHEN PARKING IS REQUIRED, REDUCTIONS PERMITTED BY THIS SUBSECTION 23.54.020.F WILL BE CALCULATED FROM THE MINIMUM REQUIRED PARKING IN SECTION 23.54.015. TOTAL REDUCTIONS TO REQUIRED PARKING AS PROVIDED IN THIS SUBSECTION 23.54.020.F MAY NOT EXCEED 50 PERCENT. 2. TRANSIT REDUCTION. A. IN MULTIFAMILY AND COMMERCIAL ZONES, THE MINIMUM REQUIRED PARKING FOR ALL USES IS REDUCED BY 50 PERCENT IF THE PROPERTY IS LOCATED WITHIN A FREQUENT TRANSIT SERVICE AREA, AND THE PROPERTY IS NOT LOCATED IN AN URBAN CENTER, URBAN VILLAGE, OR STATION AREA OVERLAY DISTRICT.	
23.54.030.A	PARKING SPACE AND ACCESS STANDARDS	
	PARKING SPACE DIMENSIONS. 2."MEDIUM VEHICLE" MEANS THE MINIMUM SIZE OF A MEDIUM VEHICLE PARKING SPACE SHALL BE 8 FEET IN WIDTH AND 16 FEET IN LENGTH.	
23.54.030.B	PARKING SPACE REQUIREMENTS	
	1. RESIDENTIAL USES. b. WHEN MORE THAN FIVE PARKING SPACES ARE PROVIDED, A MINIMUM OF 60 PERCENT OF THE PARKING SPACES SHALL BE STRIPED FOR MEDIUM VEHICLES. THE MINIMUM SIZE FOR A MEDIUM PARKING SPACE SHALL ALSO BE THE MAXIMUM SIZE. FORTY PERCENT OF THE PARKING SPACES MAY BE STRIPED FOR ANY SIZE CATEGORY IN SUBSECTION 23.54.030.A, PROVIDED THAT WHEN PARKING SPACES ARE STRIPED FOR LARGE VEHICLES, THE MINIMUM REQUIRED AISLE WIDTH SHALL BE AS SHOWN FOR MEDIUM VEHICLES.	
23.54.040	SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS	
	PER TABLE A 23.54.040, SHARED STORAGE SPACE FOR SOLID WASTE CONTAINERS	
	RESIDENTIAL DEVELOPMENT	MINIMUM AREA FOR SHARED STORAGE SPACE
	51-100 DWELLING UNITS	375 SF PLUS 4 SF PER EACH ADDITIONAL UNIT ABOVE 50





OPTION ONE - FLUSH

DISTINGUISHING FEATURES:
This option shows buildable area per code restrictions. The lobby on this option is accessed from NE 42nd St.

- PROS:**
- Simple form and structure
 - Roof decks with views to Mt. Rainier, downtown Seattle, and lake Union.

- CONS:**
- Design does not modulate.
 - Design is not influenced by its context.

APPROXIMATE GSF:
46,110 SF
FAR: 4.39 (FAR limit: 4.5)

PROGRAM:
47 Residential Units
70 Bed Count
10 Parking Stalls (No min. parking required per 23.54.015, Table B)
Approx. 910 SF Roof Deck
Approx. 870 SF Residential private deck

DEPARTURES:
- None



OPTION TWO - STEPPED

DISTINGUISHING FEATURES:
The narrow part of the building on NE 42nd Street steppes back on upper floors. The lobby on this option is accessed from 7th Ave NE.

- PROS:**
- More pleasant experience for pedestrians on NE 42nd Street.
 - More balanced form for the narrow part of the building adjacent to NE 42nd Street.

- CONS:**
- Less common open space for residents.
 - Roof deck is not facing views on the southwest and southeast of the site.
 - The building looks taller from NE 42nd St. since level 8 setback is not on the south.

APPROXIMATE GSF:
46,005 SF
FAR: 4.38 (FAR limit: 4.5)

PROGRAM:
58 Residential Units
81 Bed Count
5 Parking Stalls (No min. parking required per 23.54.015, Table B)
Approx. 455 SF Roof Deck
Approx. 1,145 SF Residential private deck

DEPARTURES:
- None



OPTION THREE - ANGLED (PREFERRED OPTION)

DISTINGUISHING FEATURES:
The upper floors are angled toward southwest. The lobby on this option is accessed from 7th Ave NE. This option has a basement level for parking.

- PROS:**
- Building height breaks into 2 parts since upper floors are angled toward south west.
 - The angle connects two wings of the building, and creates a more cohesive form facing intersection.
 - Building sets back on level 8 on both NE 42nd St. and 7th Ave NE, creating more pleasant experience for pedestrians.
 - Roof decks with views to Mt. Rainier, downtown Seattle, and lake Union.
 - Building is angled toward I-5, and can potentially contribute to the I-5 scenic corridor.

- CONS:**
- 2 curb cuts required on 7th Ave NE

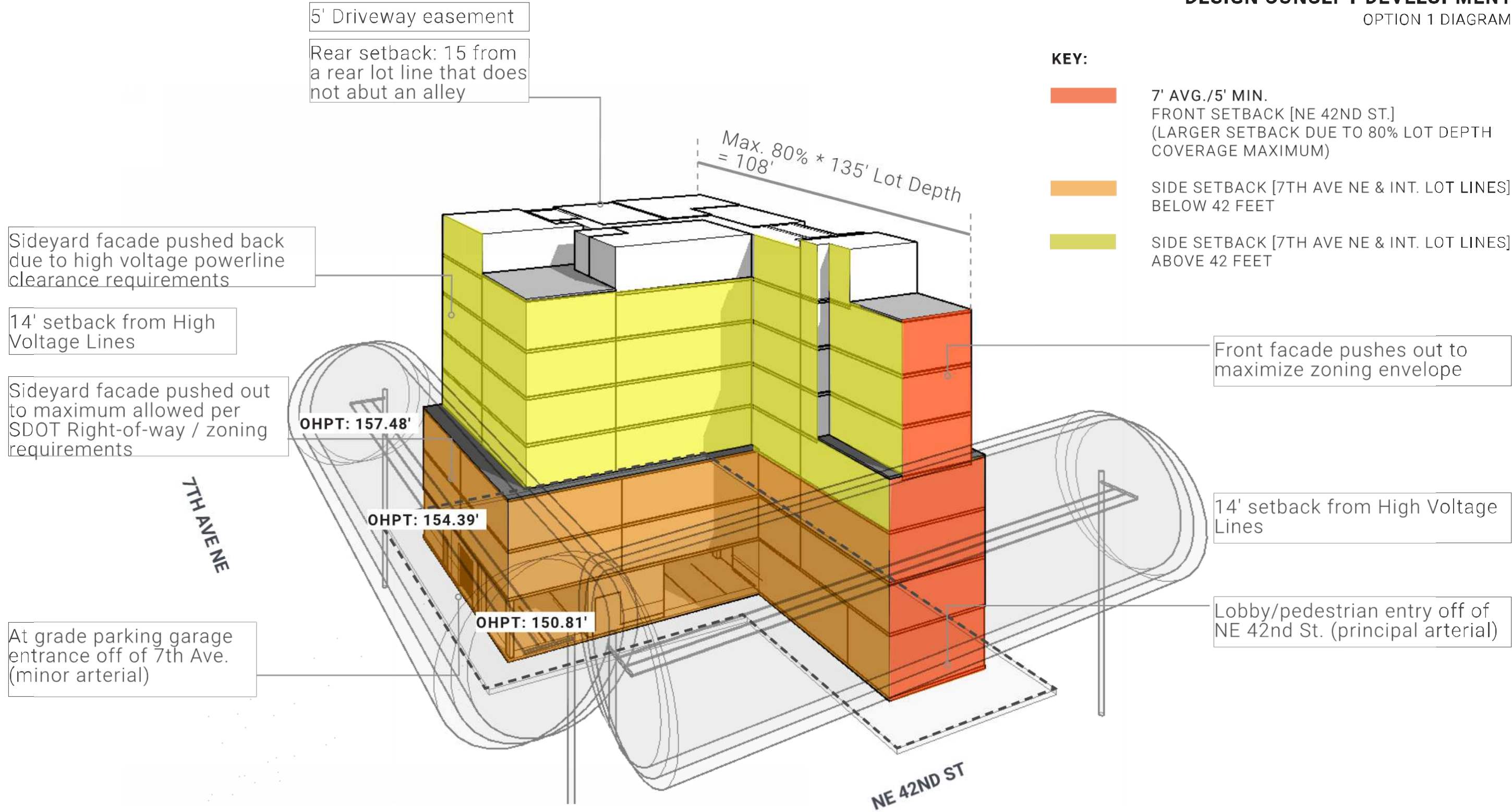
APPROXIMATE GSF:
46,715 SF
FAR: 4.45 (FAR limit: 4.5)

PROGRAM:
52 Residential Units
78 Bed Count
11 Parking Stalls in basement garage (No min. parking req. per 23.54.015, Table B)
Approx. 980 SF Roof Deck
Approx. 970 SF Residential private deck

DEPARTURES:
- Garage entrance ramp slope exceeds 15%

KEY:

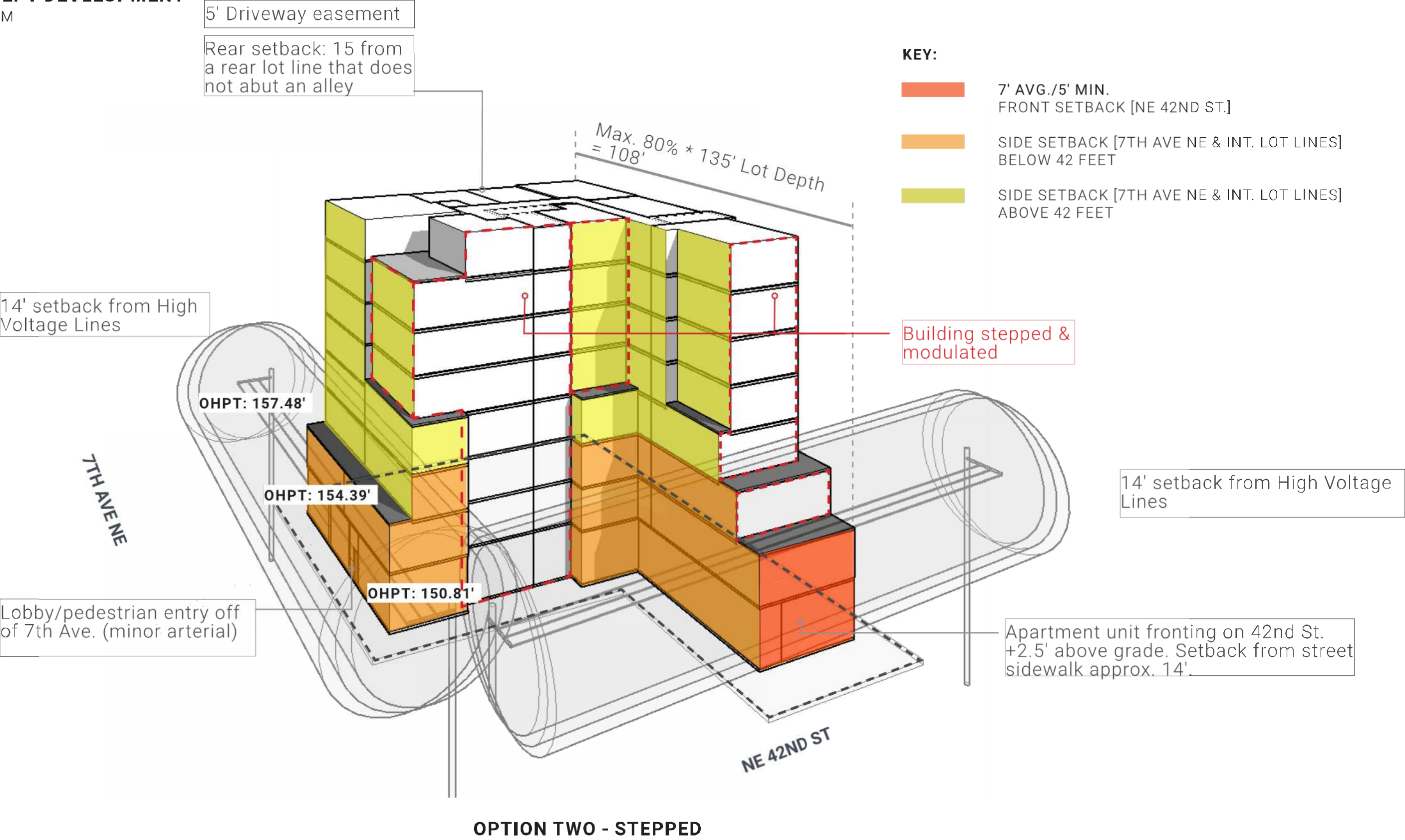
- 7' AVG./5' MIN. FRONT SETBACK [NE 42ND ST.] (LARGER SETBACK DUE TO 80% LOT DEPTH COVERAGE MAXIMUM)
- SIDE SETBACK [7TH AVE NE & INT. LOT LINES] BELOW 42 FEET
- SIDE SETBACK [7TH AVE NE & INT. LOT LINES] ABOVE 42 FEET



OPTION ONE - FLUSH

DESIGN CONCEPT DEVELOPMENT

OPTION 2 DIAGRAM



14' setback from High Voltage Lines

5' Driveway easement

Rear setback: 15 from a rear lot line that does not abut an alley

KEY:

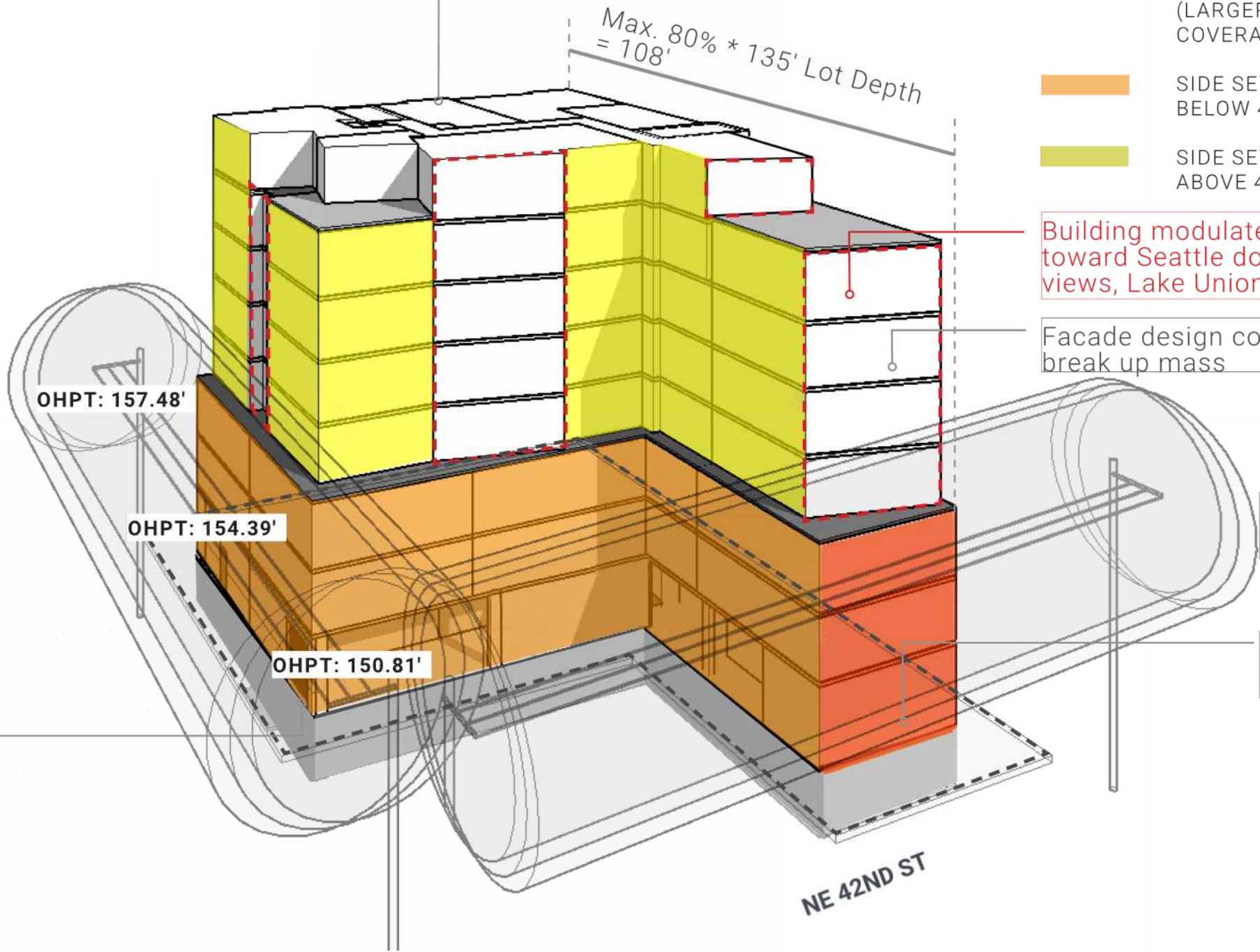
- 7' AVG./5' MIN. FRONT SETBACK [NE 42ND ST.] (LARGER SETBACK DUE TO 80% LOT DEPTH COVERAGE MAXIMUM)
- SIDE SETBACK [7TH AVE NE & INT. LOT LINES] BELOW 42 FEET
- SIDE SETBACK [7TH AVE NE & INT. LOT LINES] ABOVE 42 FEET

Building modulated & angled toward Seattle downtown views, Lake Union, & I-5

Facade design combines stepping and angle to break up mass

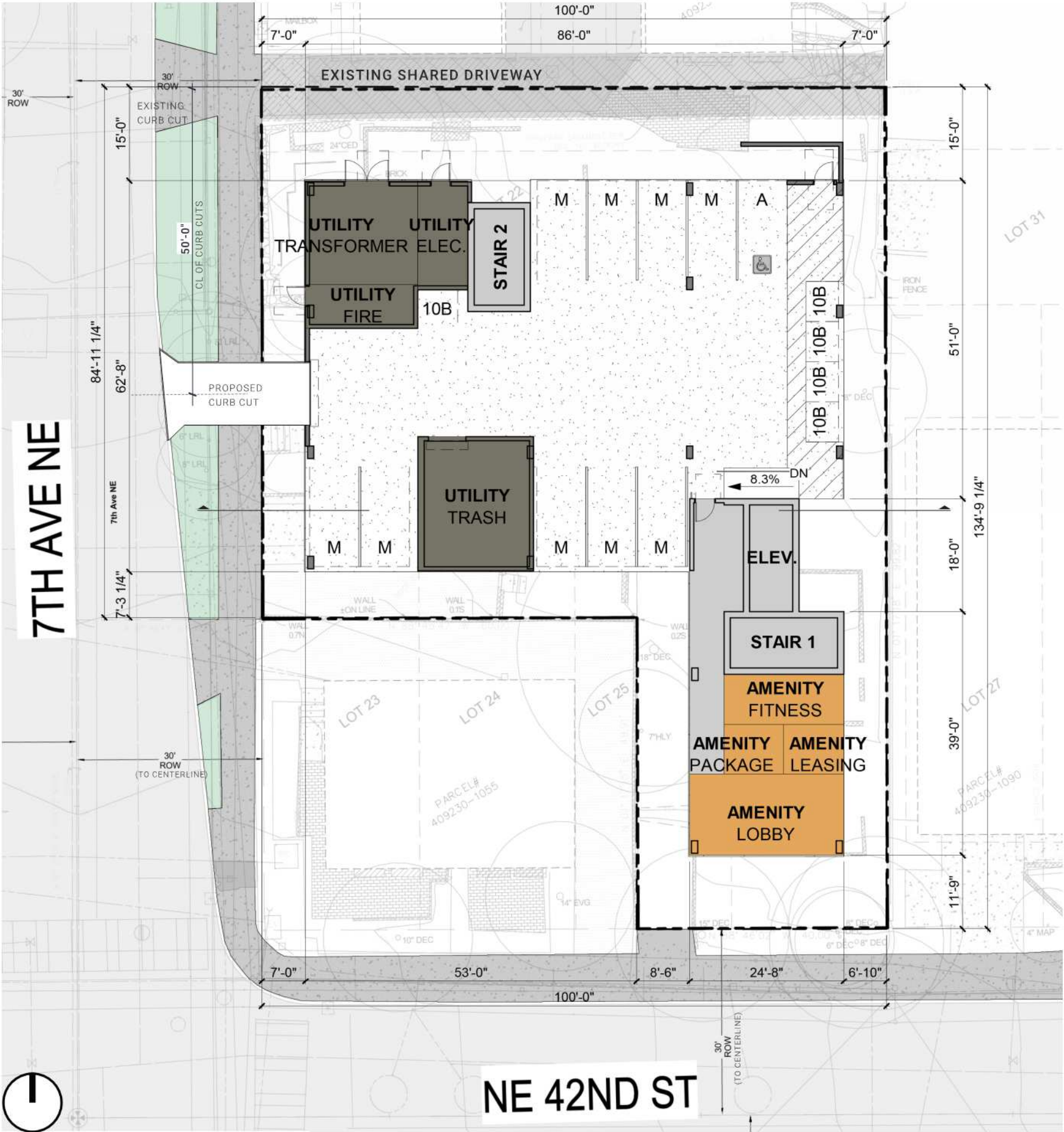
14' setback from High Voltage Lines

Lobby/pedestrian entry off of NE 42nd St. (principal arterial)

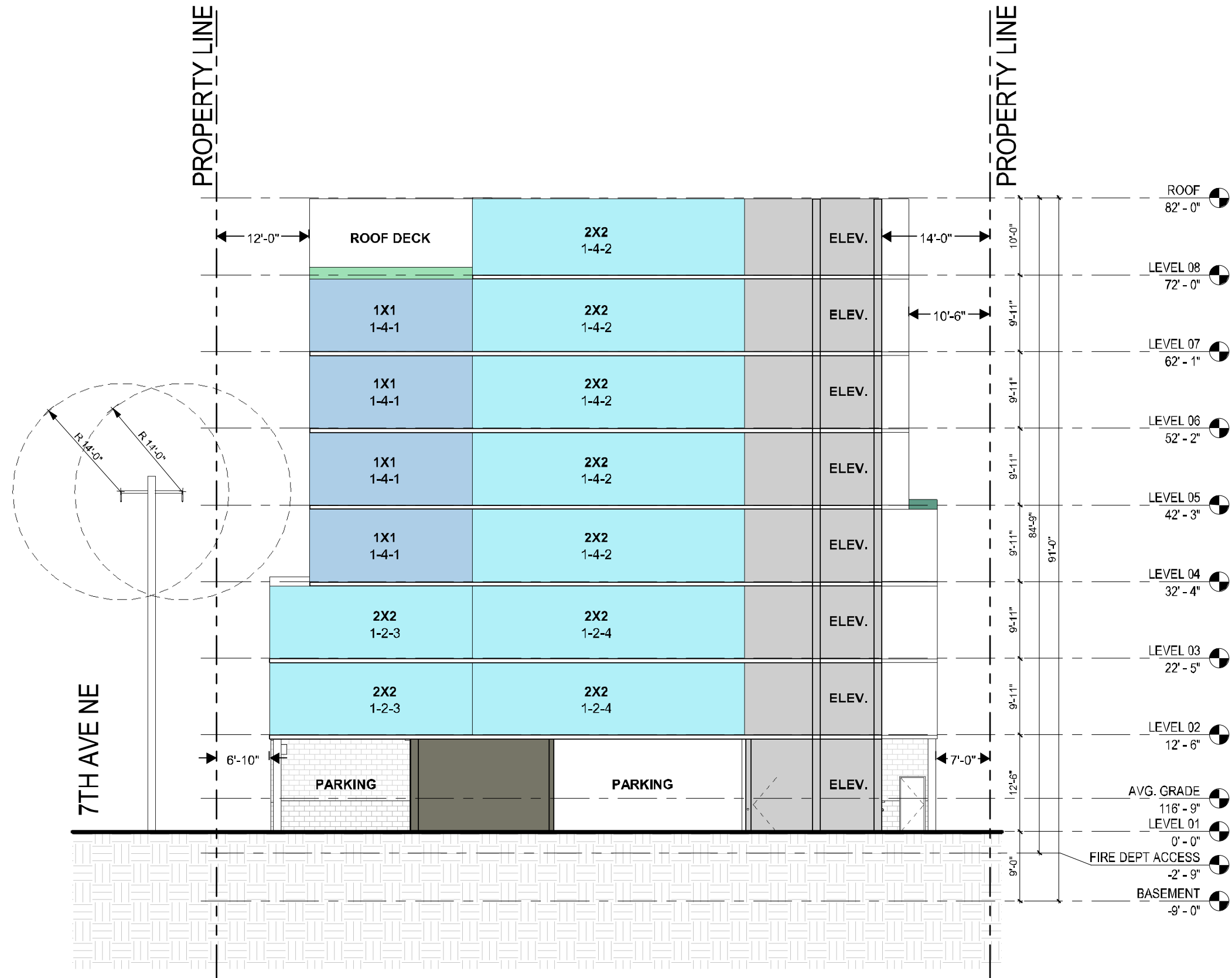


OPTION THREE - ANGLED (PREFERRED OPTION)

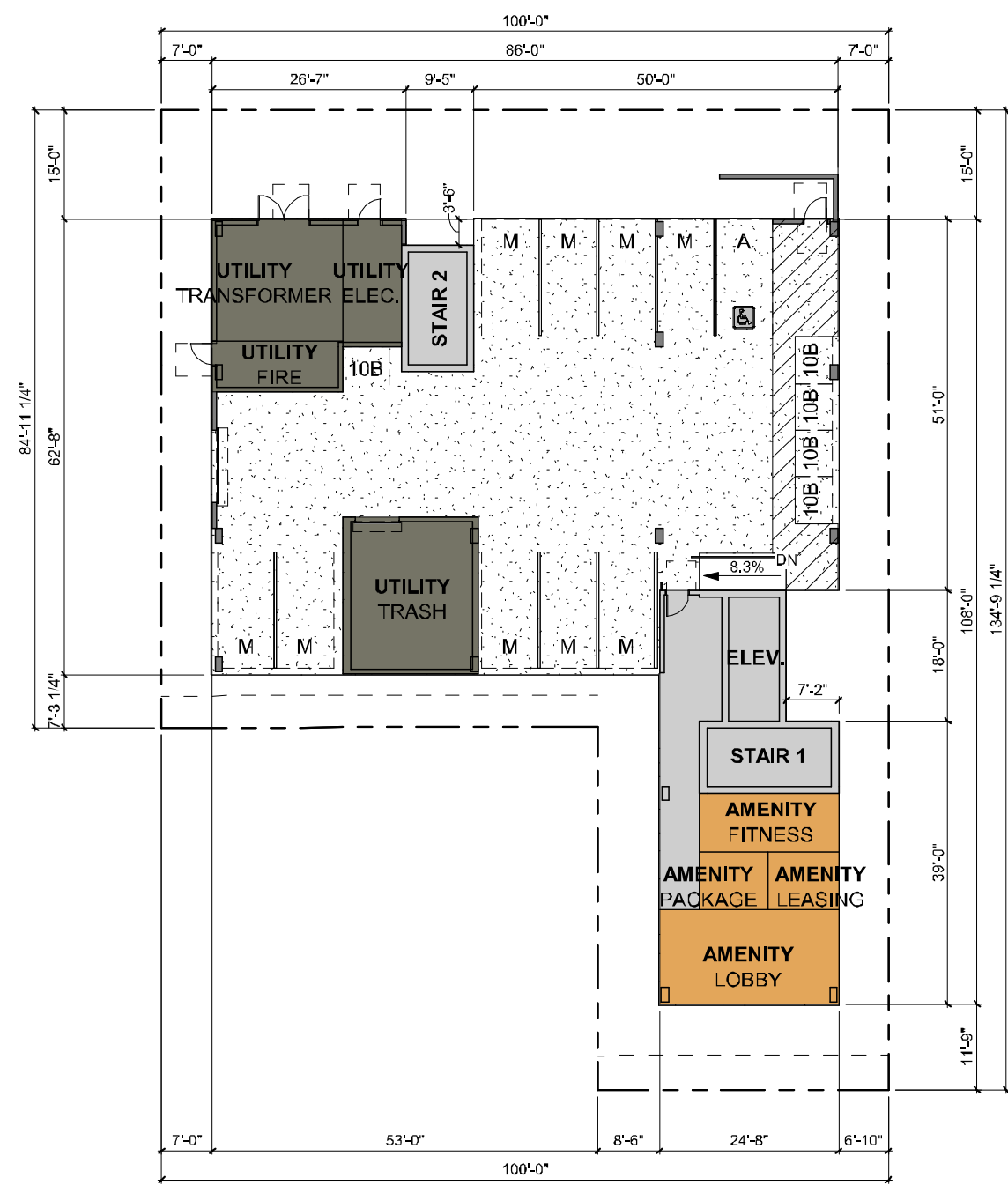
EDG OPTION 1
SITE PLAN



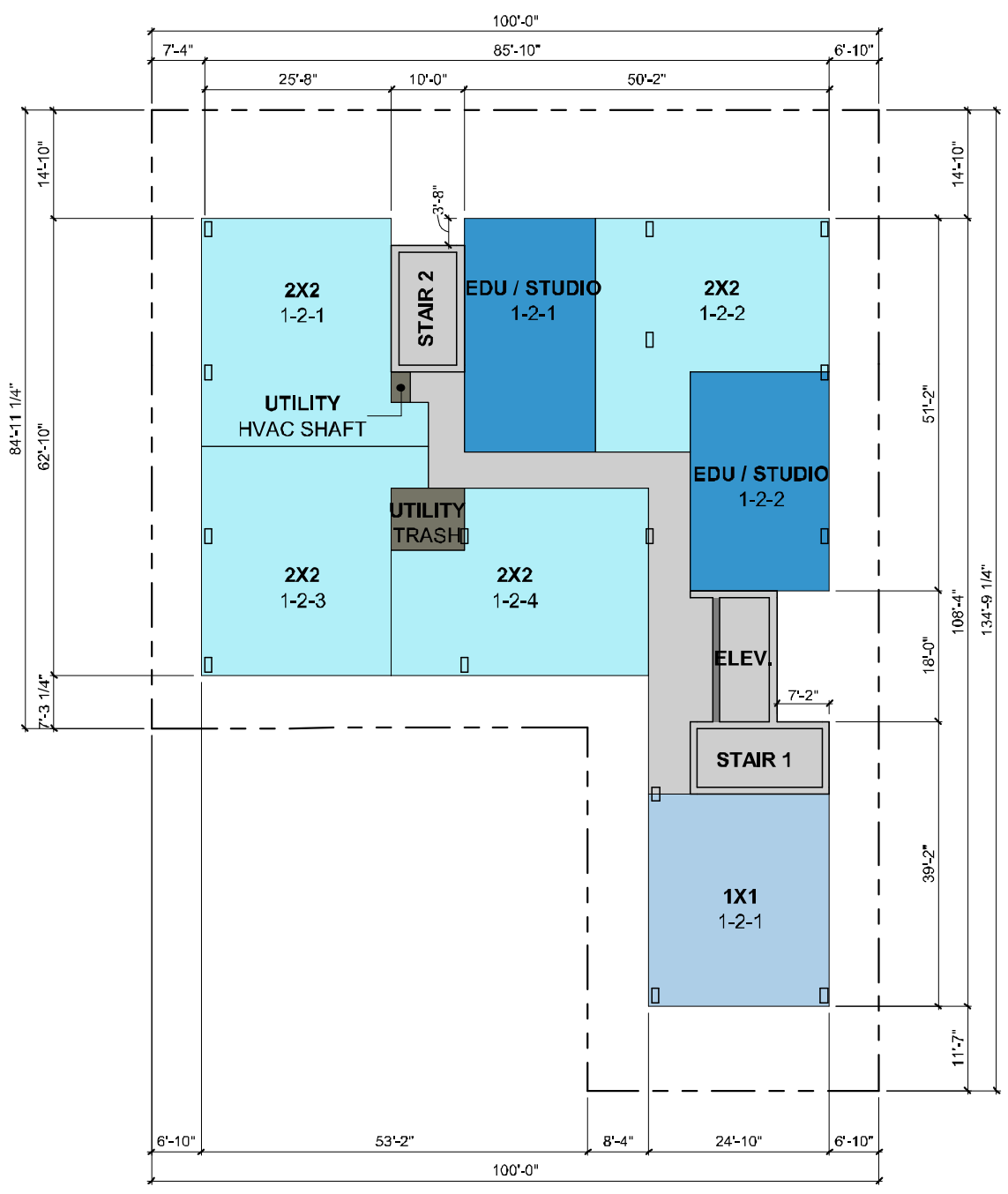
OPTION 1 SITE PLAN



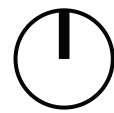
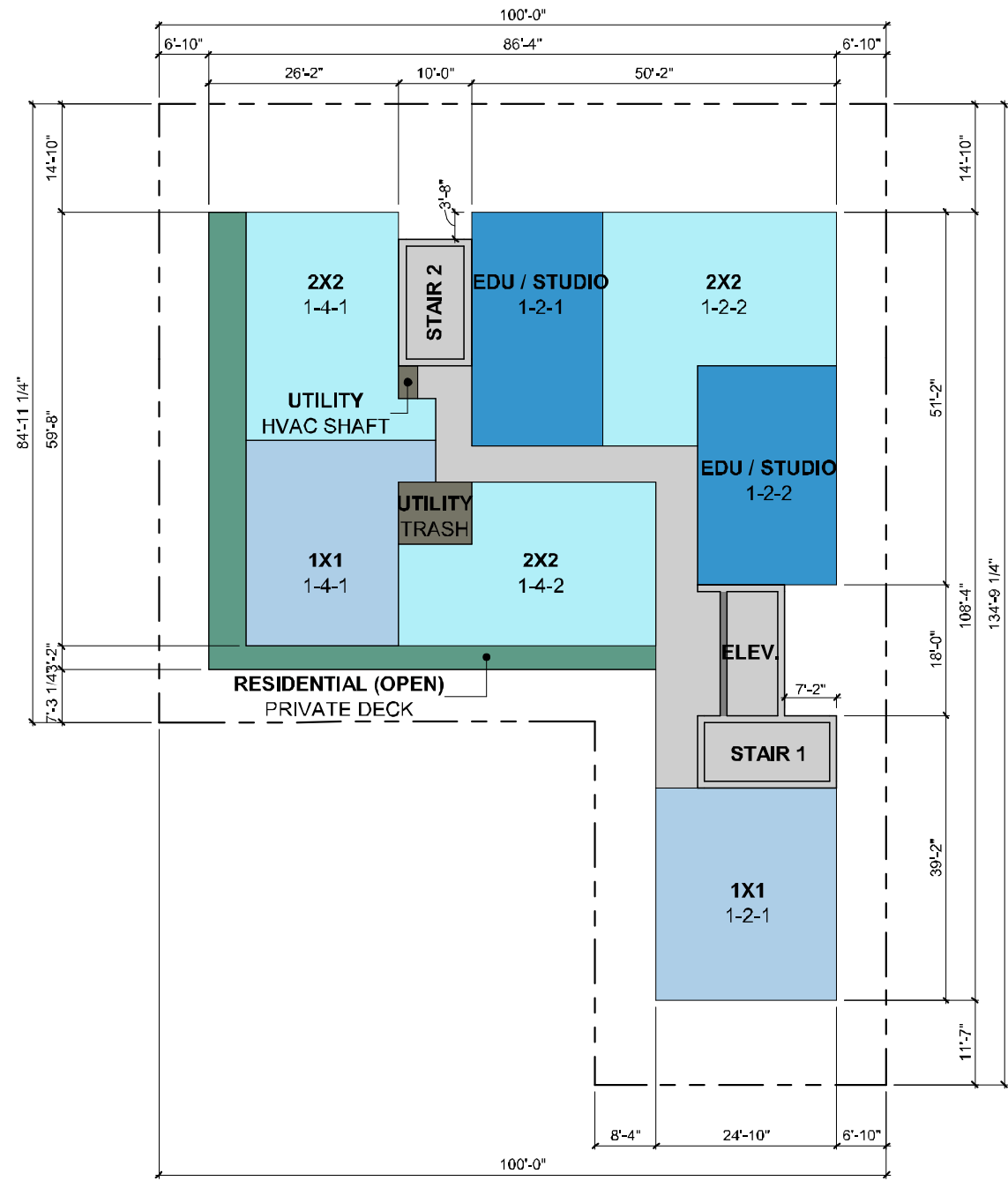
OPTION 1 EAST-WEST SECTION



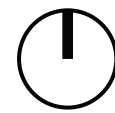
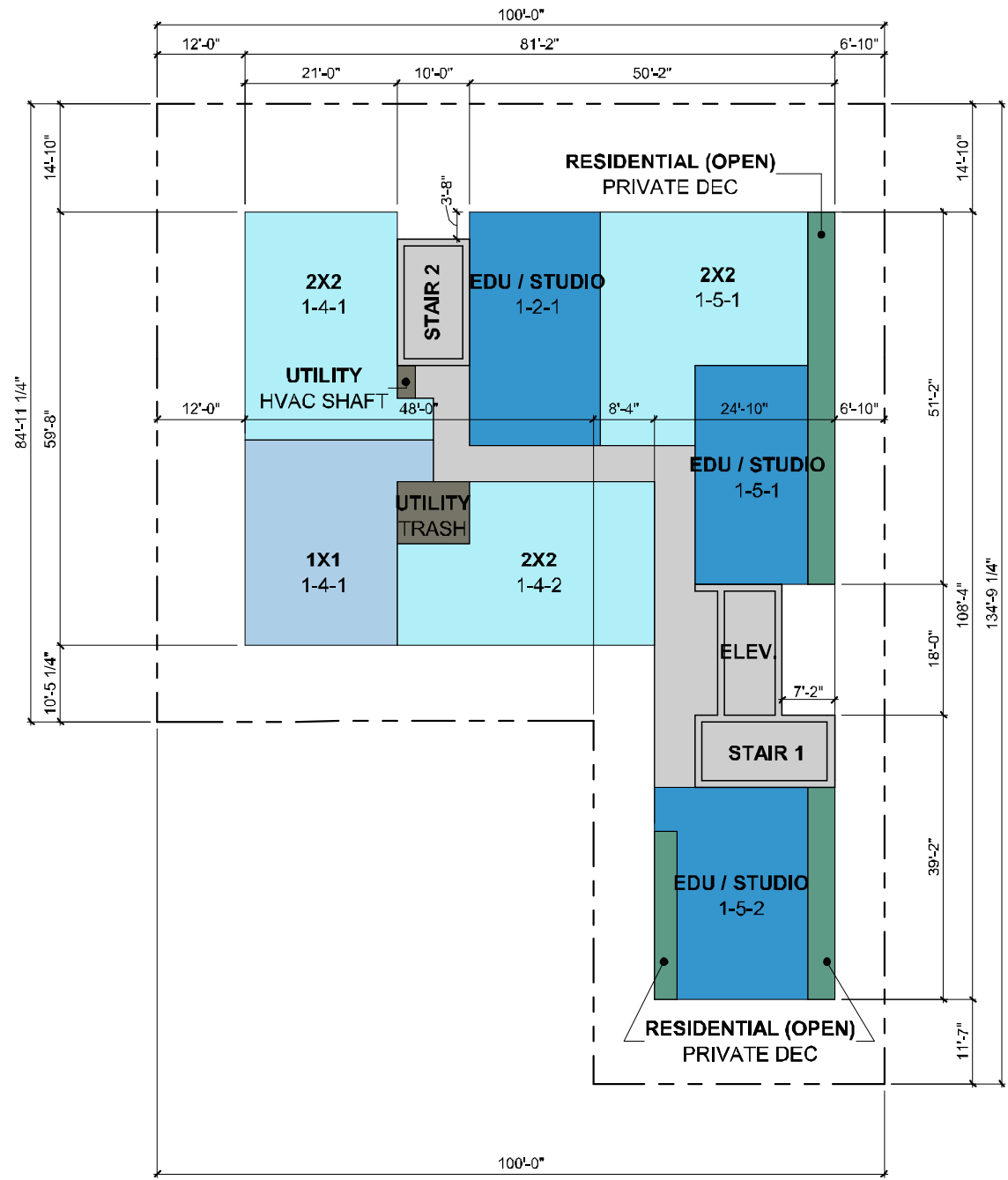
LEVEL 1



LEVEL 2-3

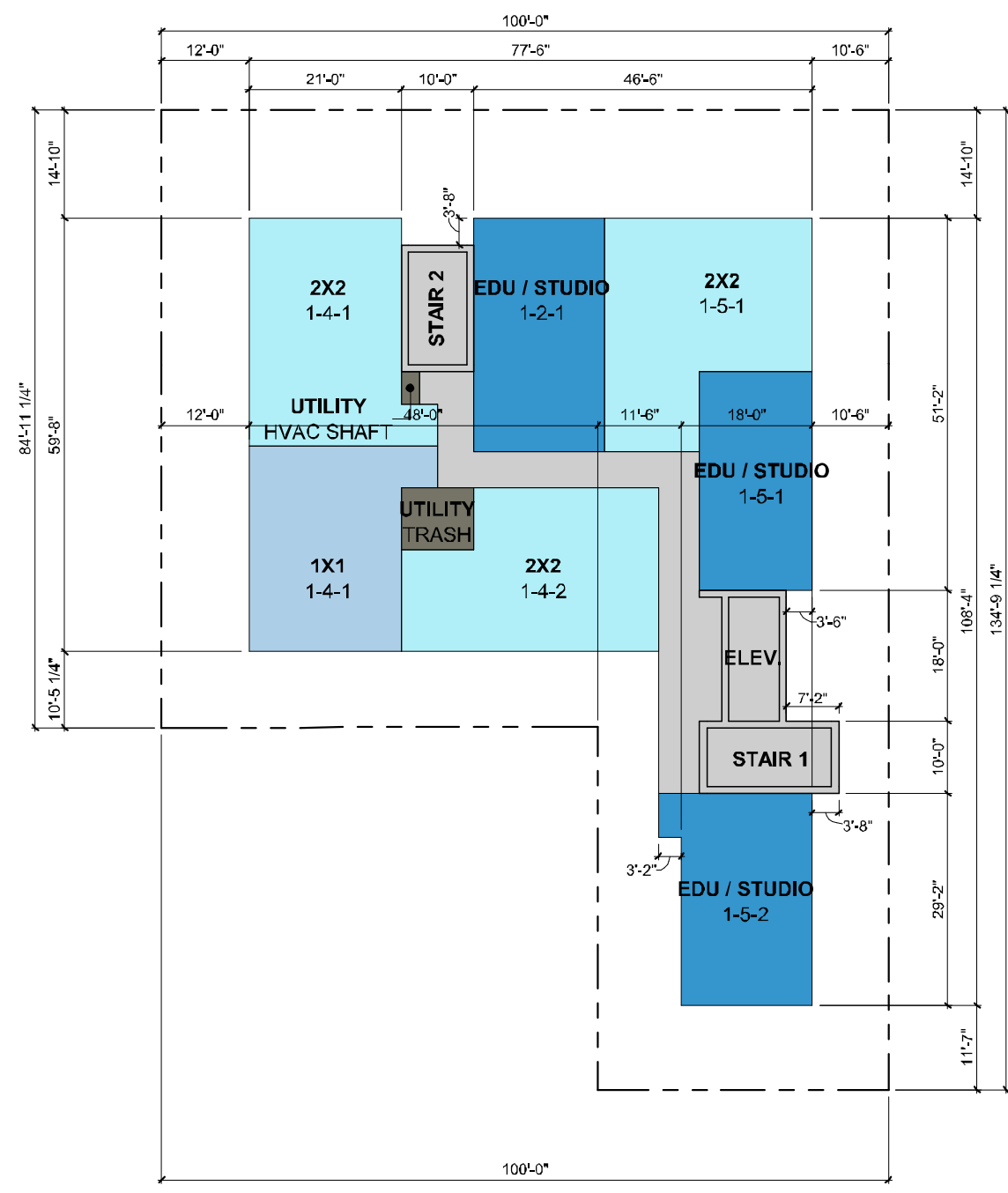


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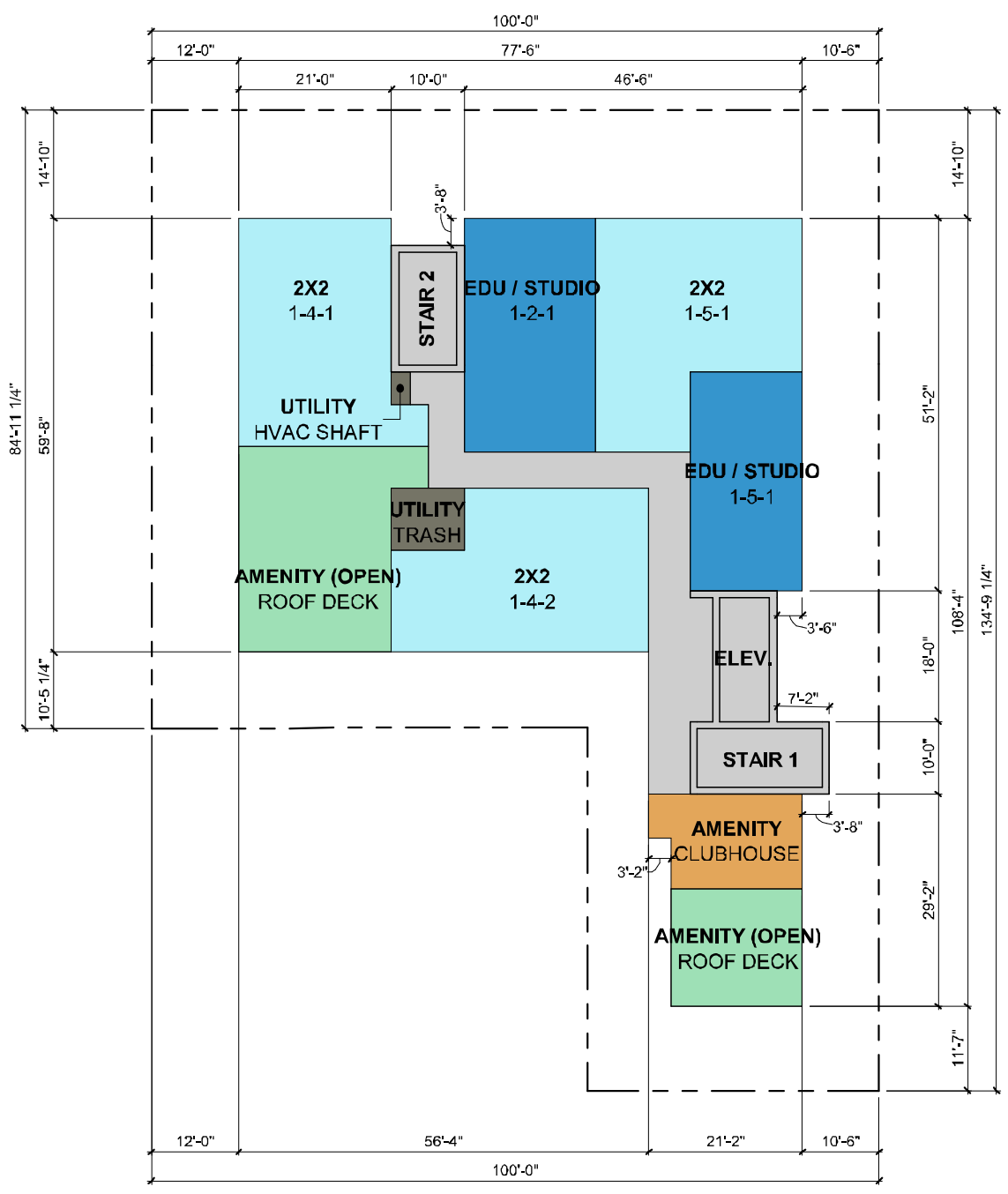


LEVEL 5-6

EDG OPTION 1
FLOOR PLANS



LEVEL 7

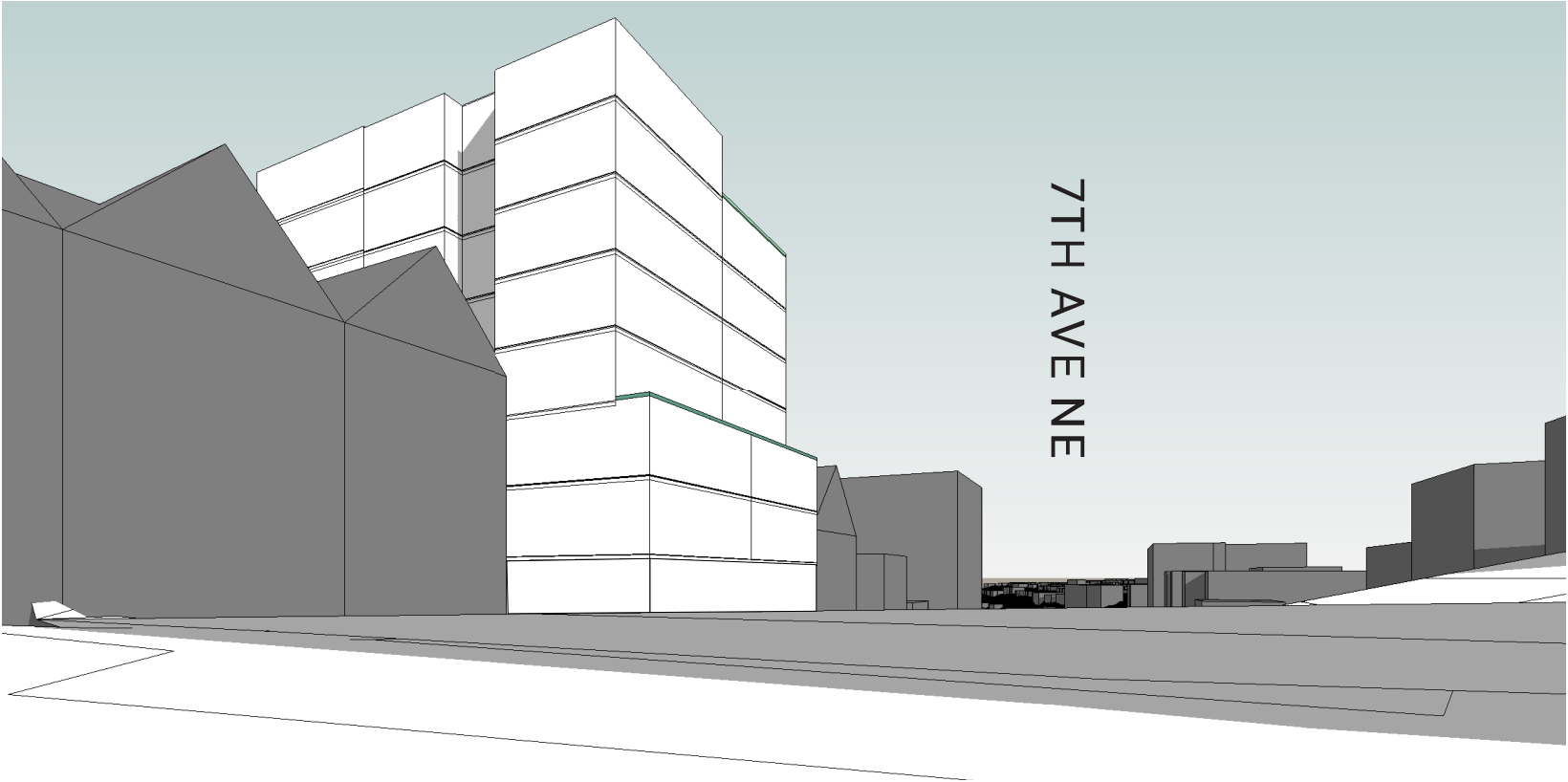


LEVEL 8

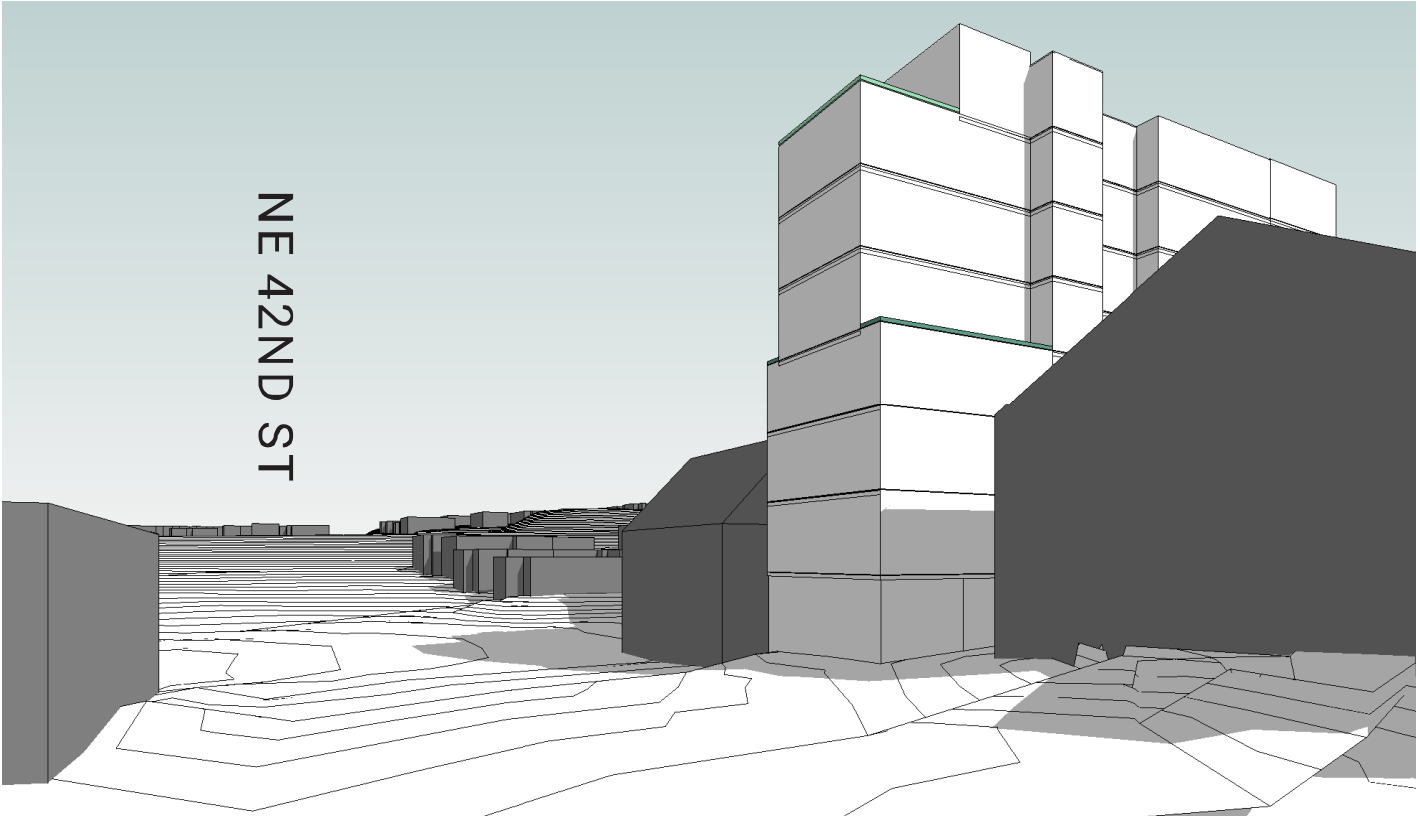
SW PERSPECTIVE



NW PERSPECTIVE



SE PERSPECTIVE



EDG OPTION 1
SUN HOURS



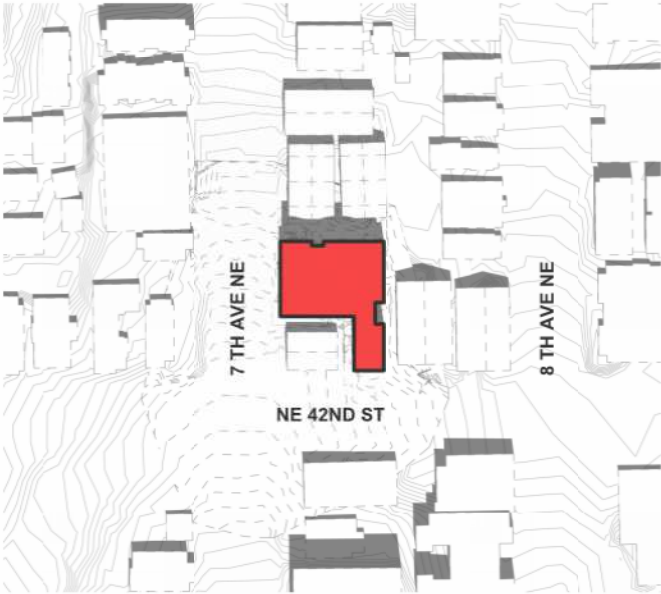
SUN HOURS DIAGRAM
JUNE 21 - 9 AM



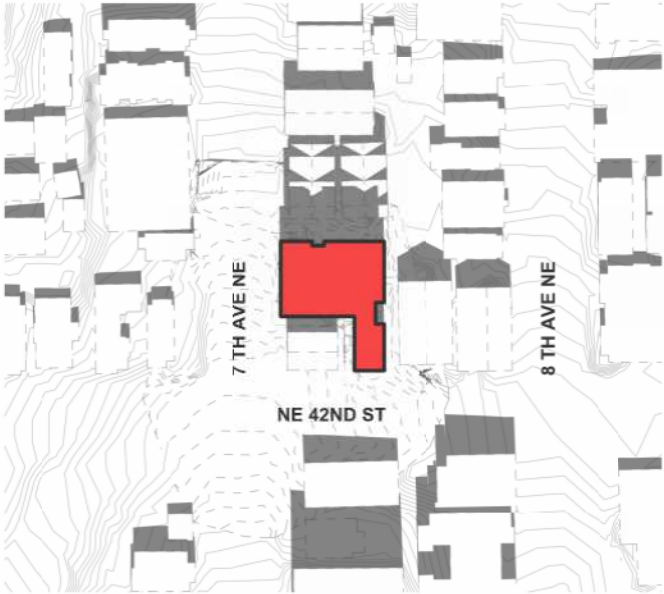
SUN HOURS DIAGRAM
SEP 21 - 9 AM



SUN HOURS DIAGRAM
MARCH 21 - 9 AM



SUN HOURS DIAGRAM
JUNE 21 - 12 PM



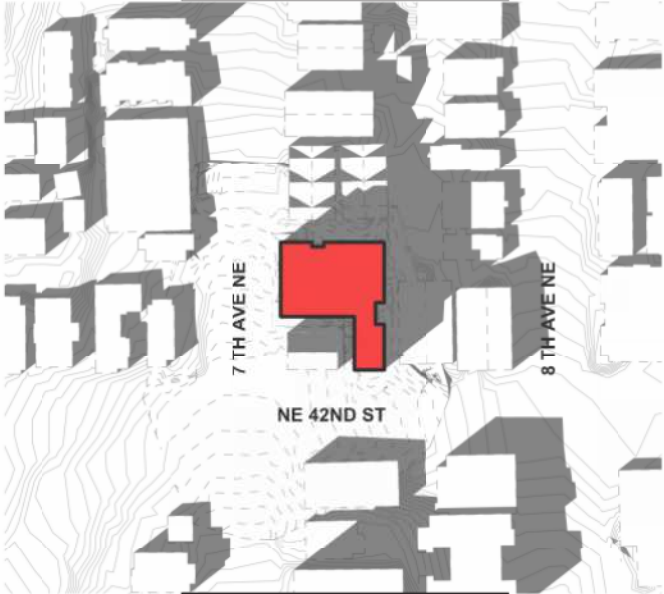
SUN HOURS DIAGRAM
SEP 21 - 12 PM



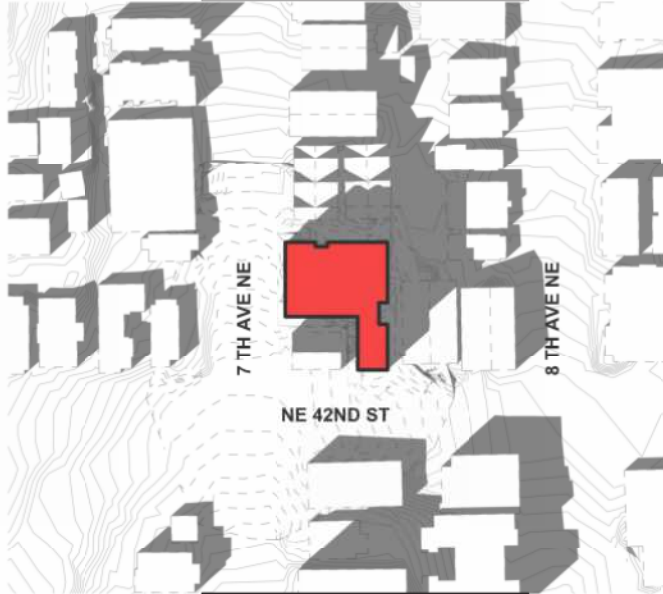
SUN HOURS DIAGRAM
MARCH 21 - 12 PM



SUN HOURS DIAGRAM
JUNE 21 - 3 PM



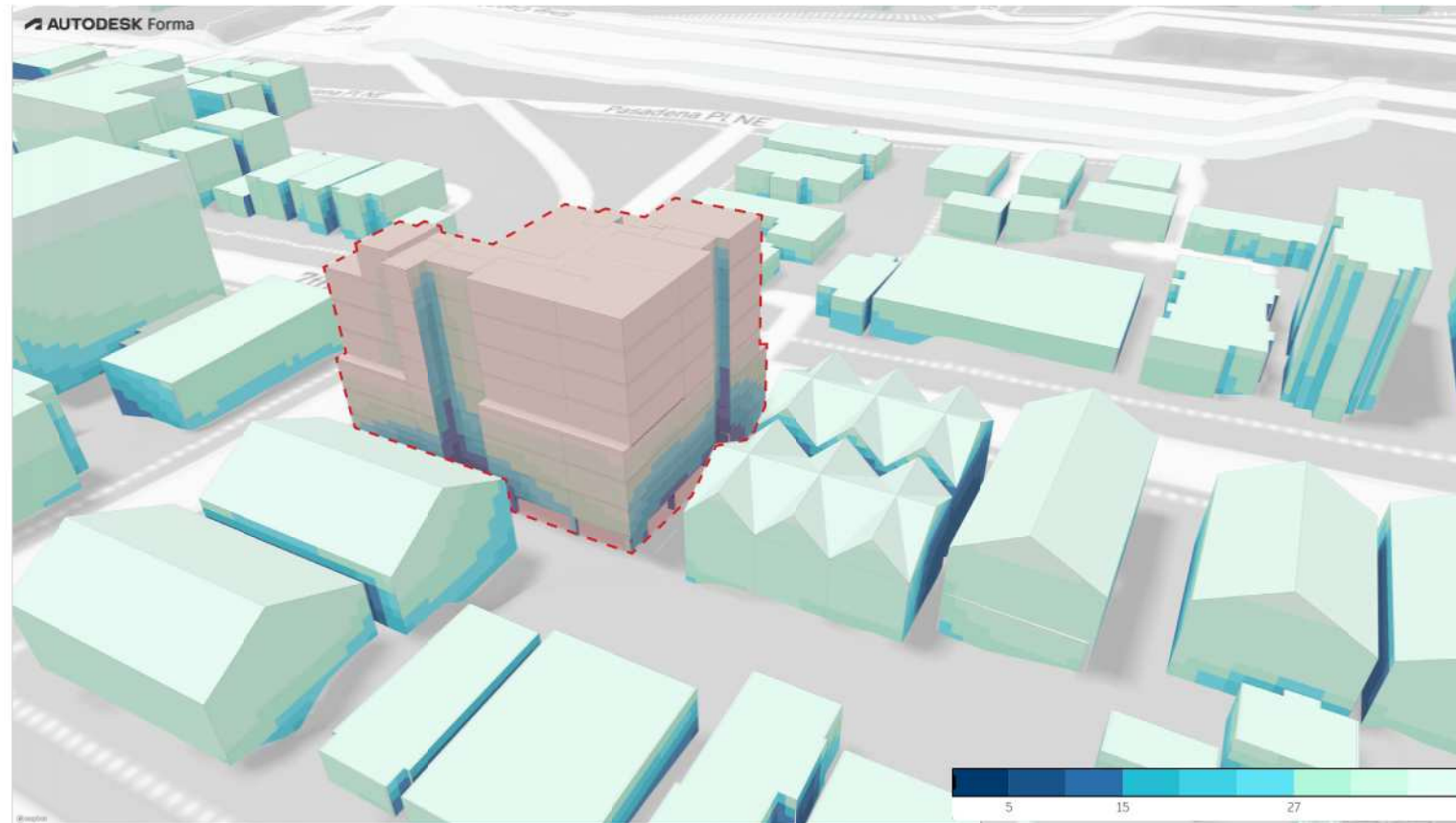
SUN HOURS DIAGRAM
SEP 21 - 3 PM



SUN HOURS DIAGRAM
MARCH 21 - 3 PM

DAYLIGHT POTENTIAL ANALYSIS

These diagrams show how much natural light different areas of a building will receive. This analysis evaluates and visualizes daylight availability on building facades. The percentage is color-coded per the legend. Dark blue (under 5% per legend) shows the areas that may suffer from poor daylight exposure, and lighter green areas are more appropriate for placing windows.



% DAYLIGHT POTENTIAL
NE

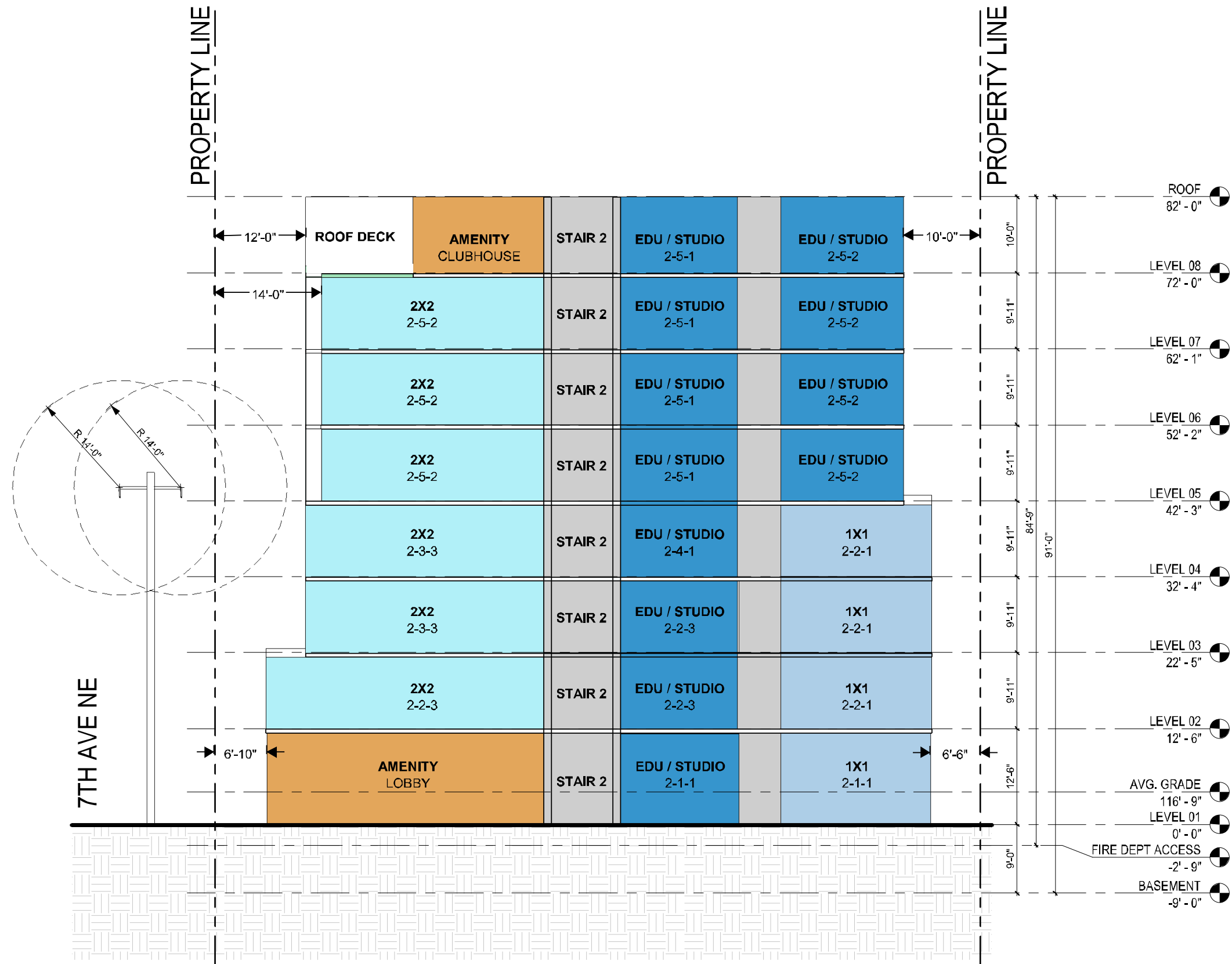


% DAYLIGHT POTENTIAL
SW

EDG OPTION 2
SITE PLAN

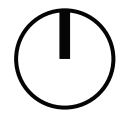
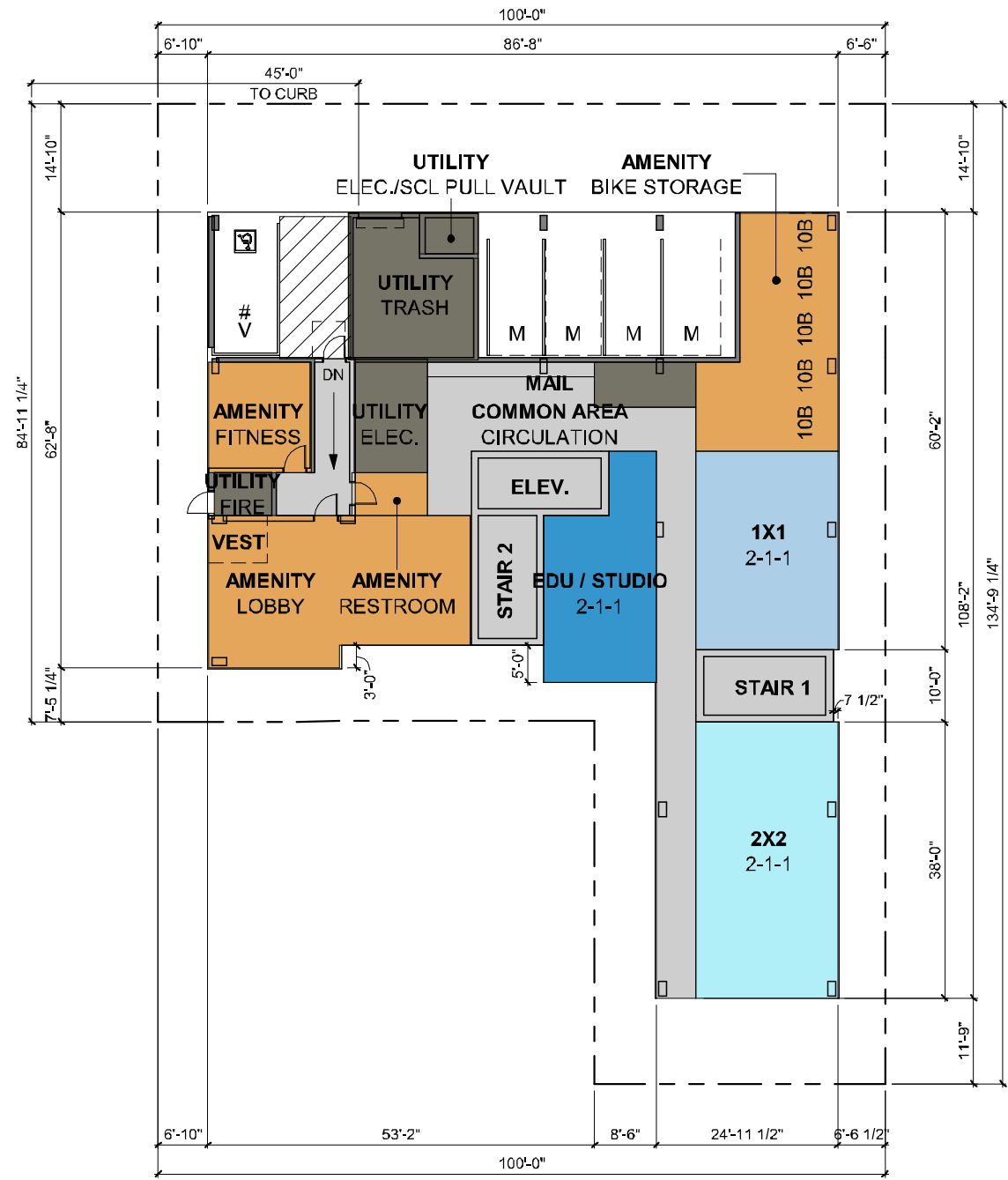


OPTION 2 SITE PLAN

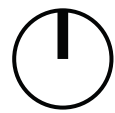
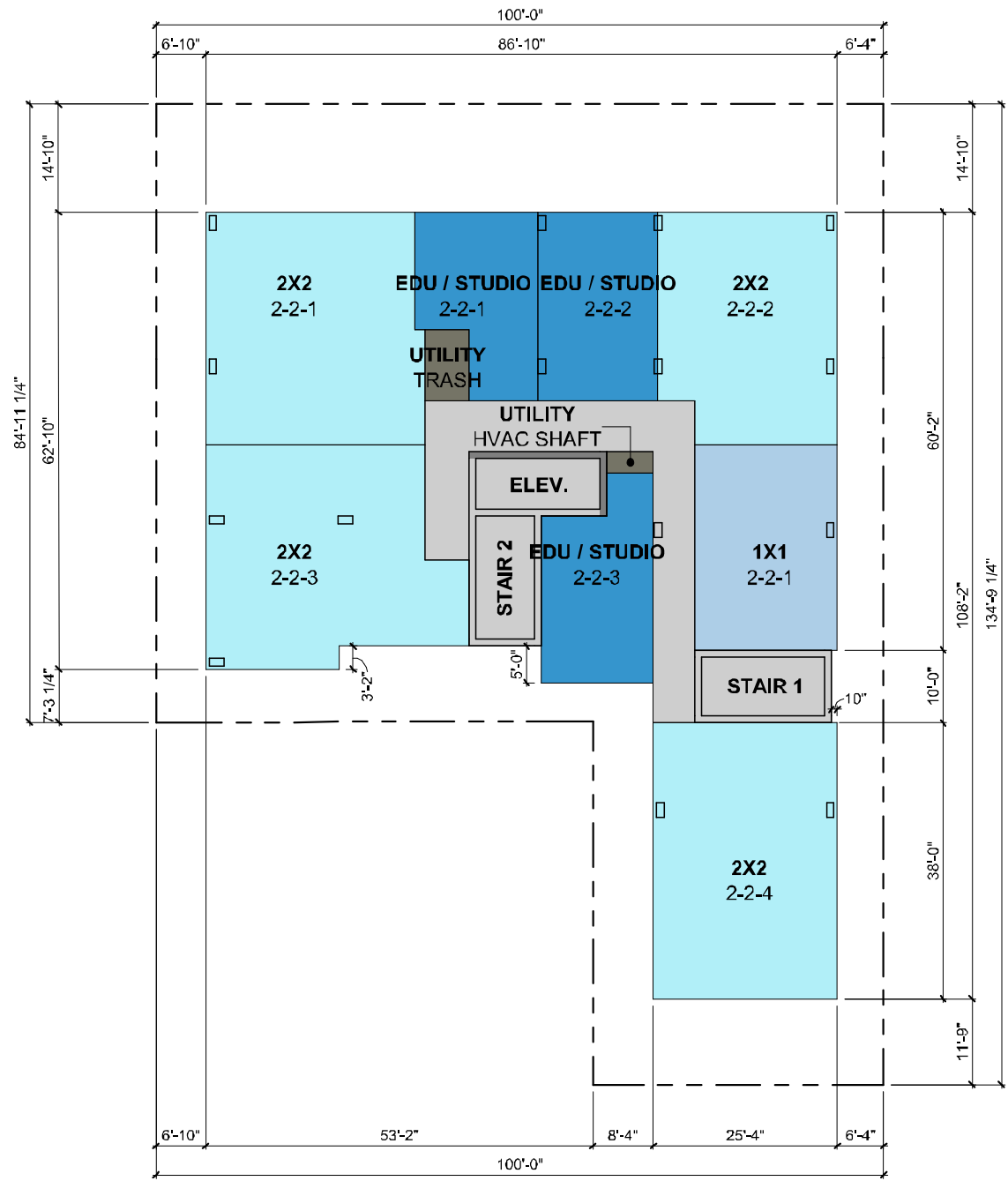


OPTION 2 EAST-WEST SECTION

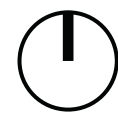
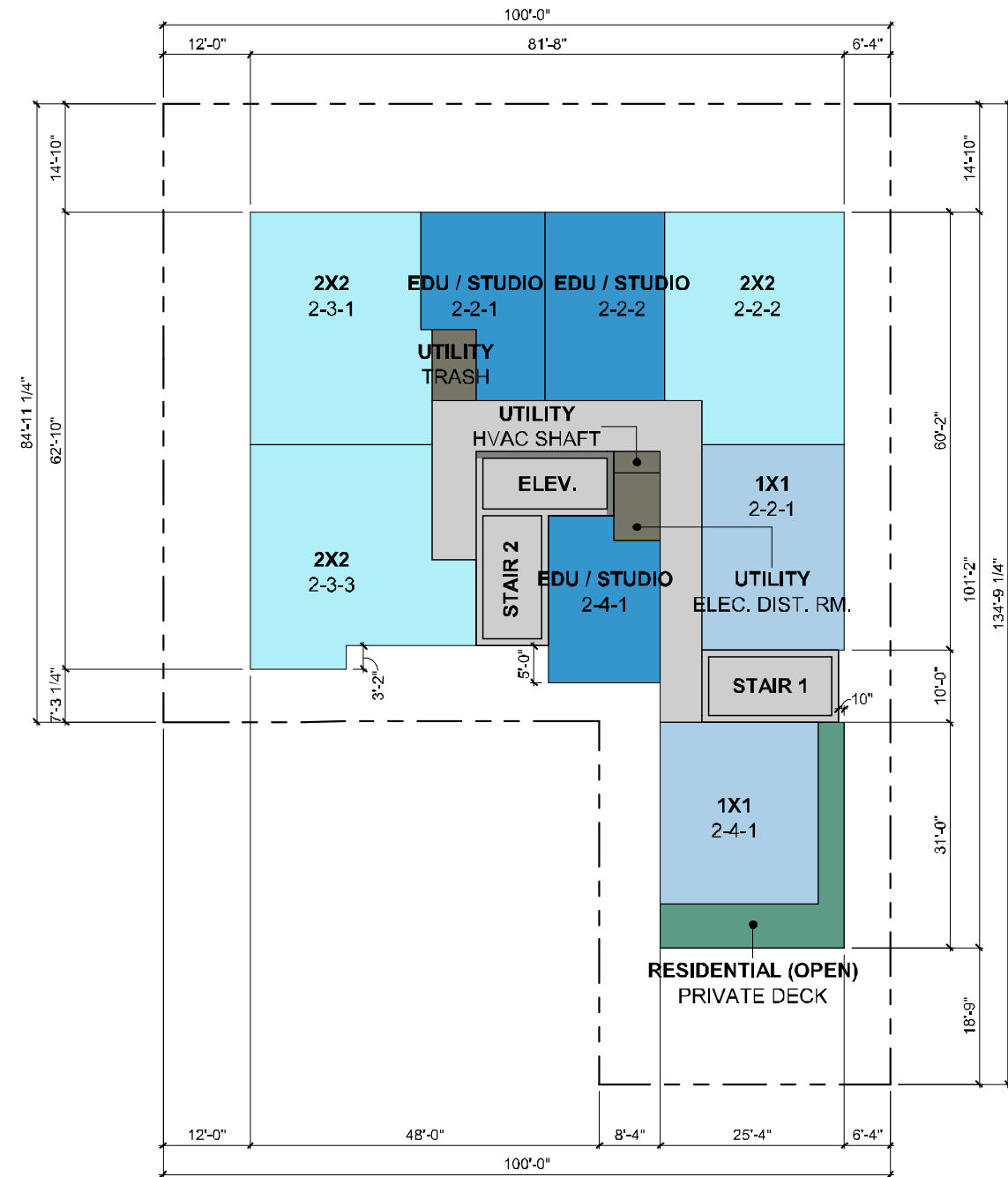
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SITE PLAN



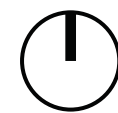
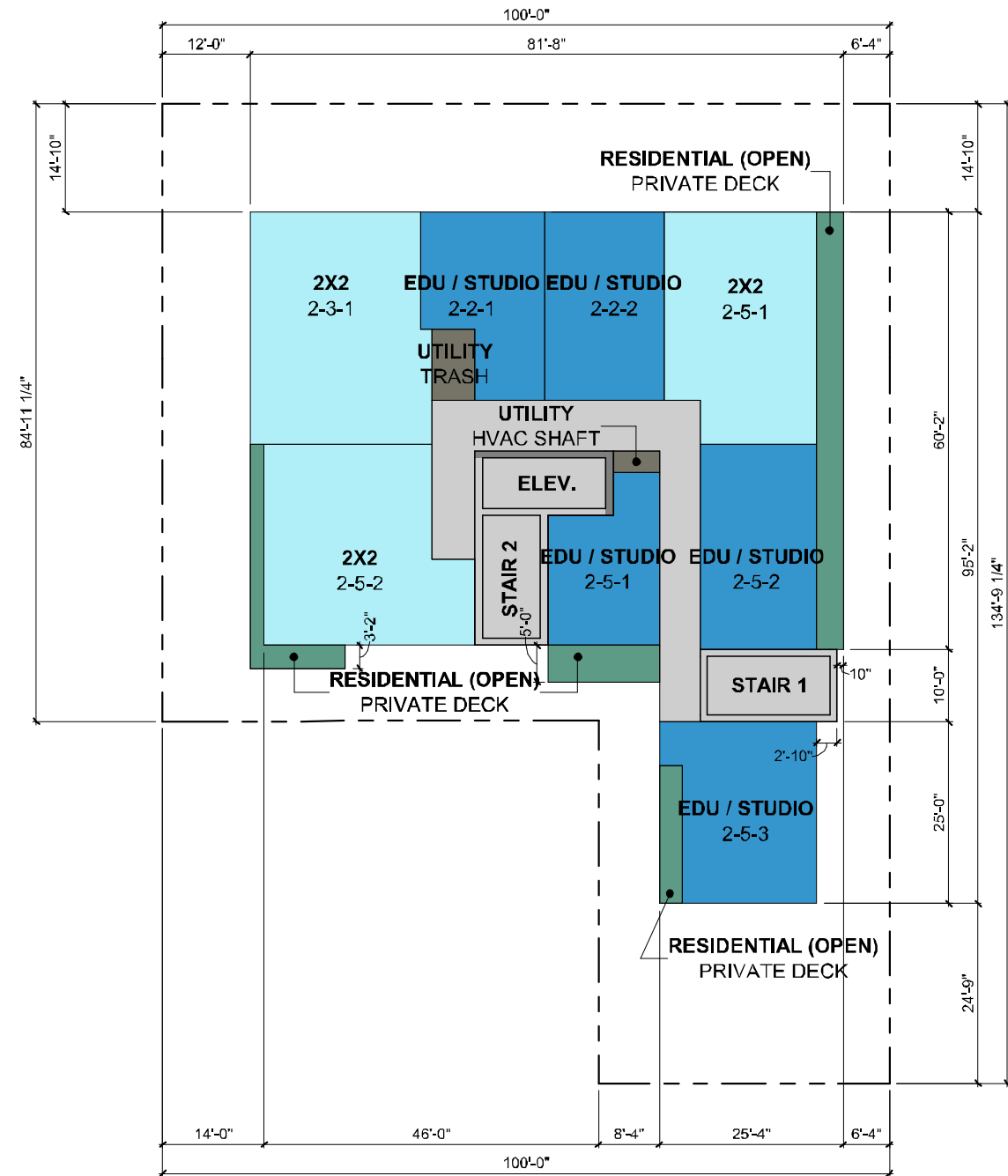
LEVEL 1



LEVEL 2-3



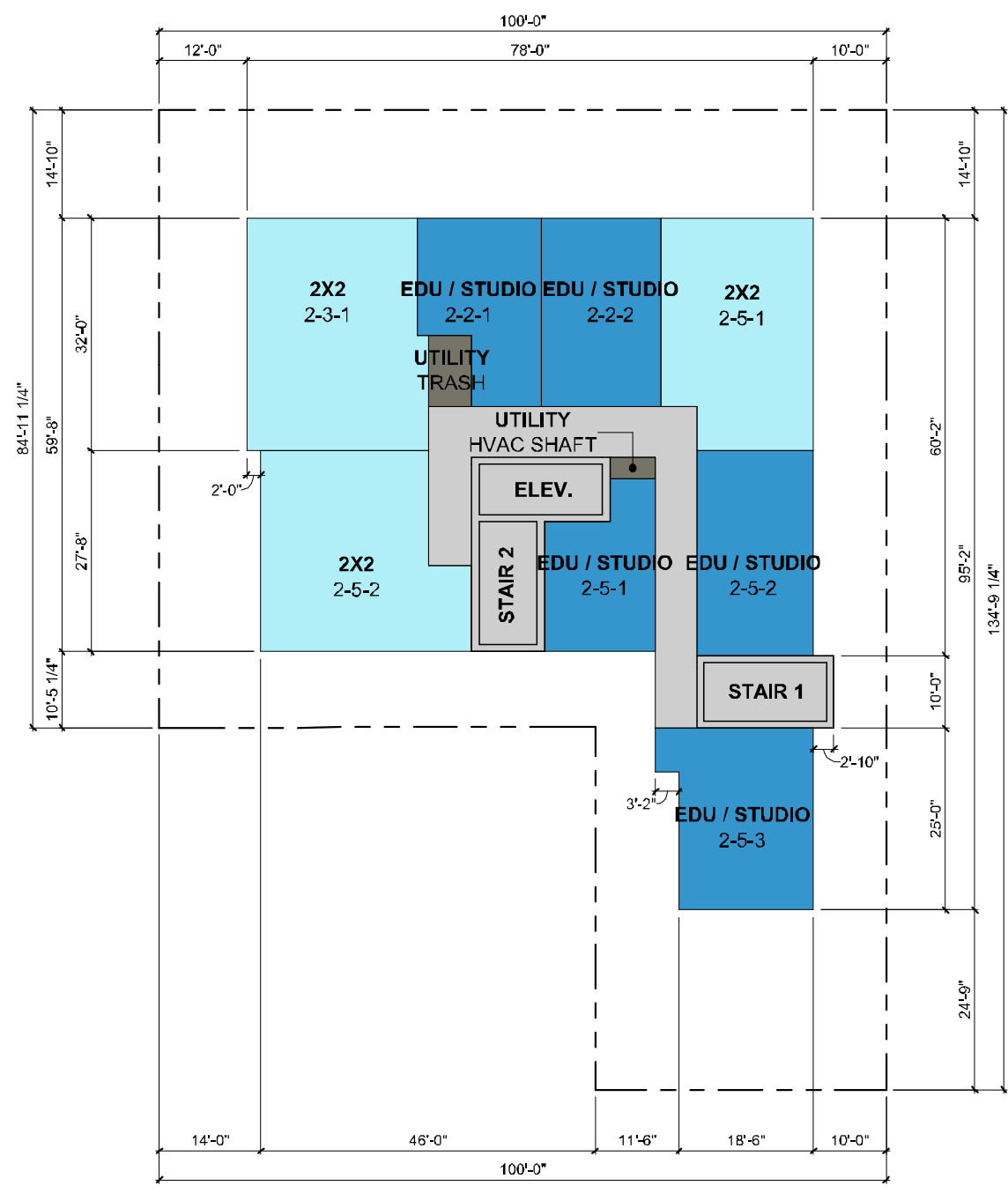
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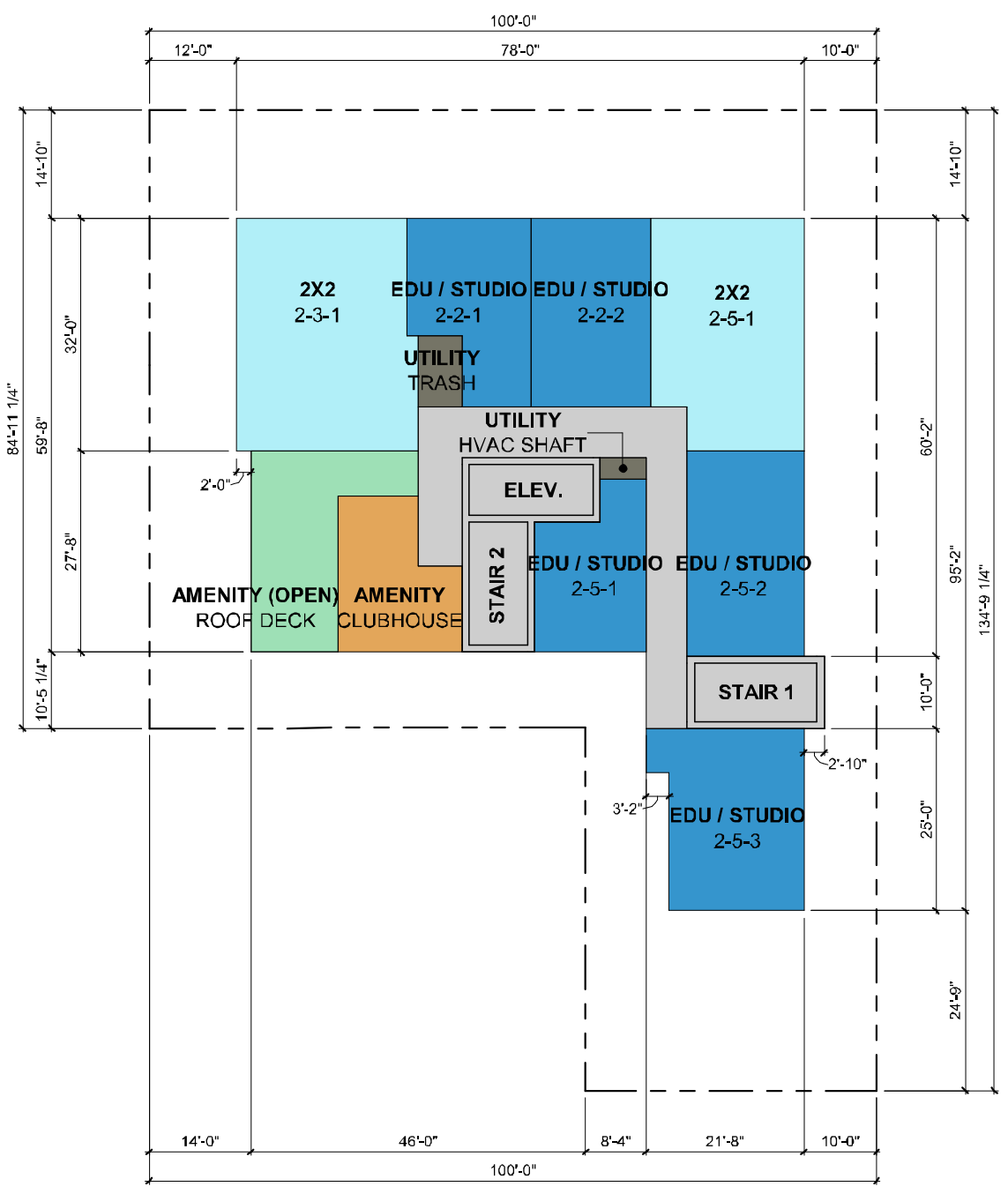
LEVEL 5-6

EDG OPTION 2

AERIAL PERSPECTIVE & USE ADJACENCY

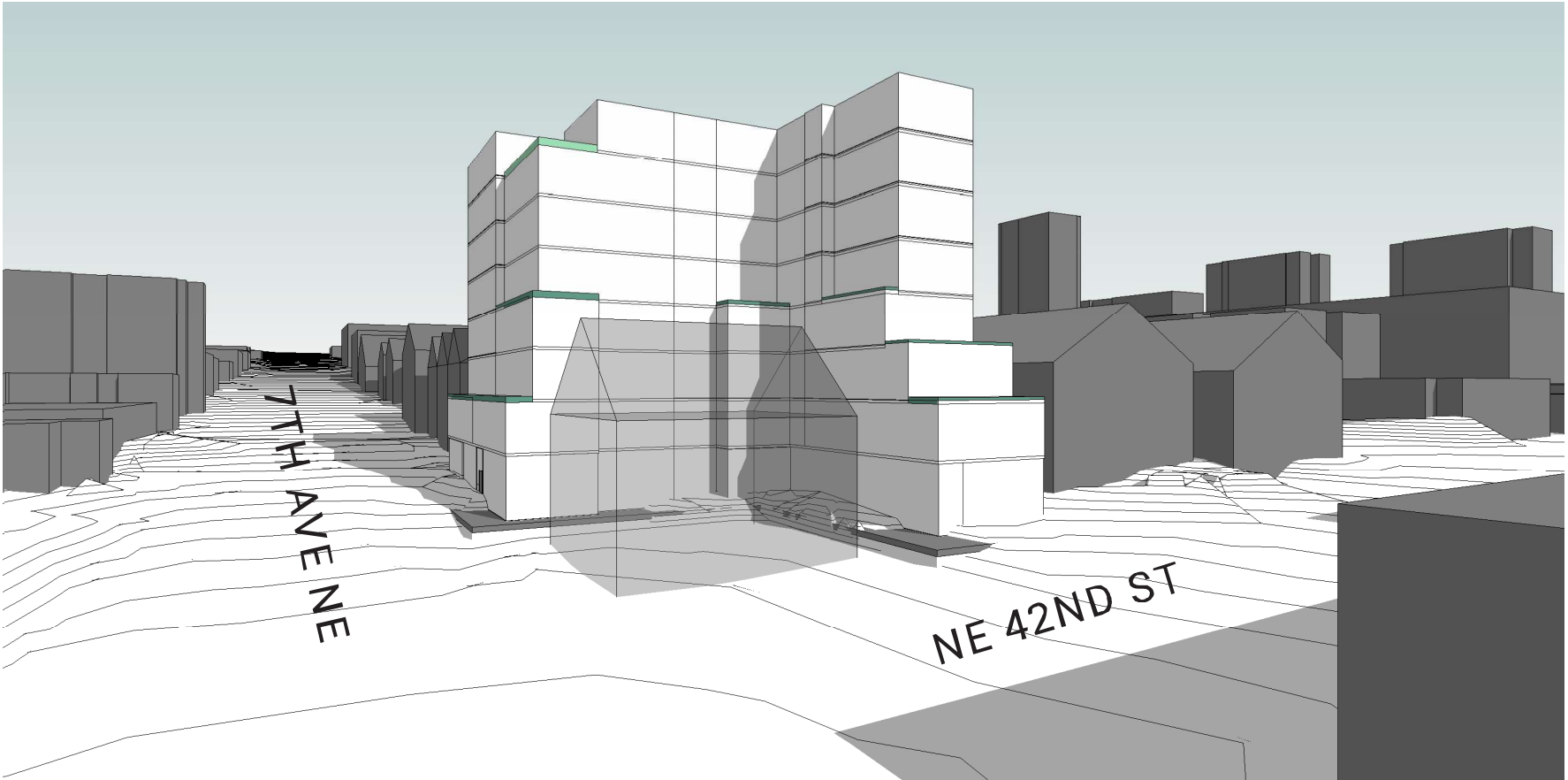


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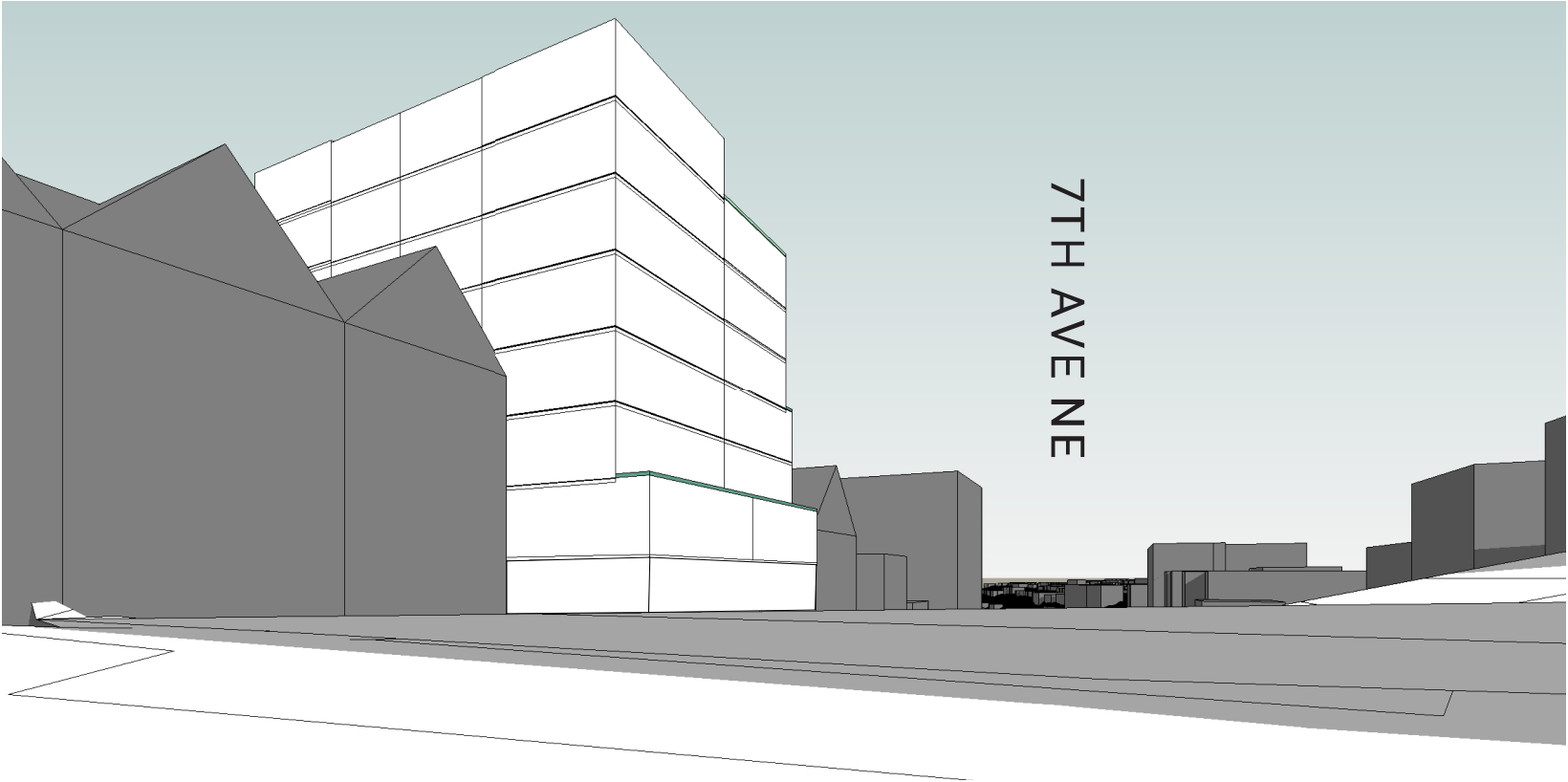


LEVEL 8

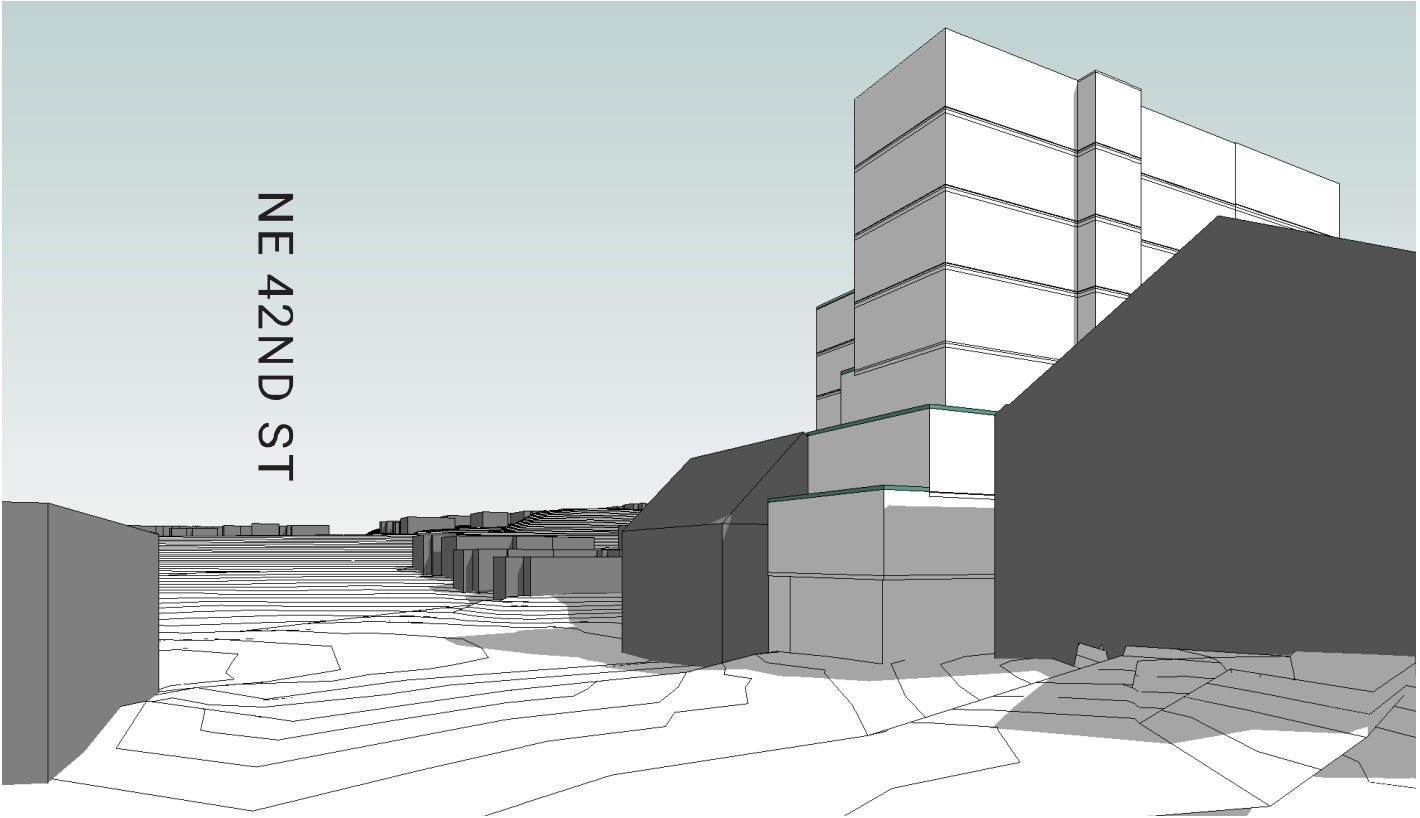
SW PERSPECTIVE



NW PERSPECTIVE



SE PERSPECTIVE





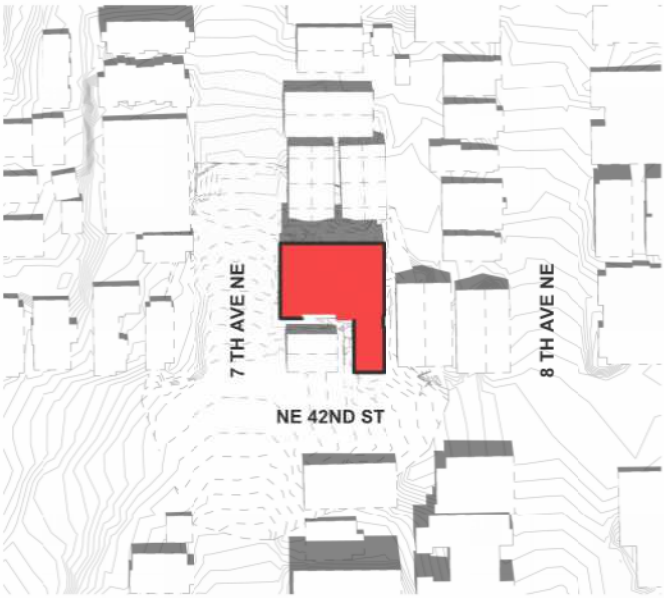
SUN HOURS DIAGRAM
JUNE 21 - 9 AM



SUN HOURS DIAGRAM
SEP 21 - 9 AM



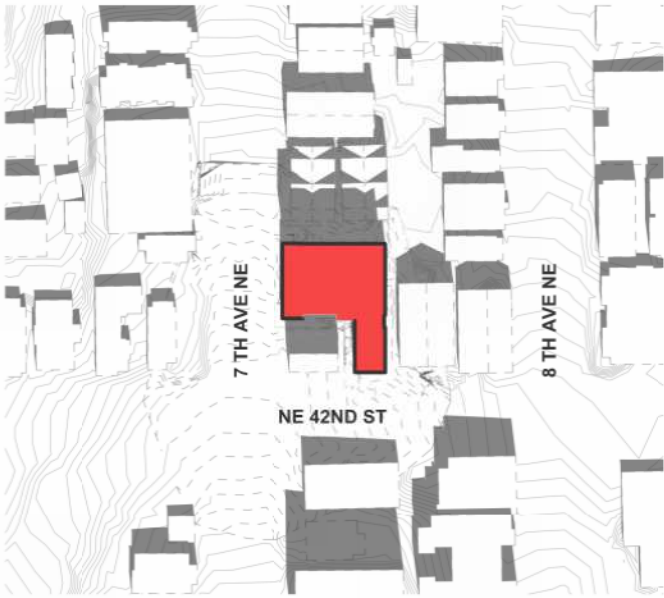
SUN HOURS DIAGRAM
MARCH 21 - 9 AM



SUN HOURS DIAGRAM
JUNE 21 - 12 PM



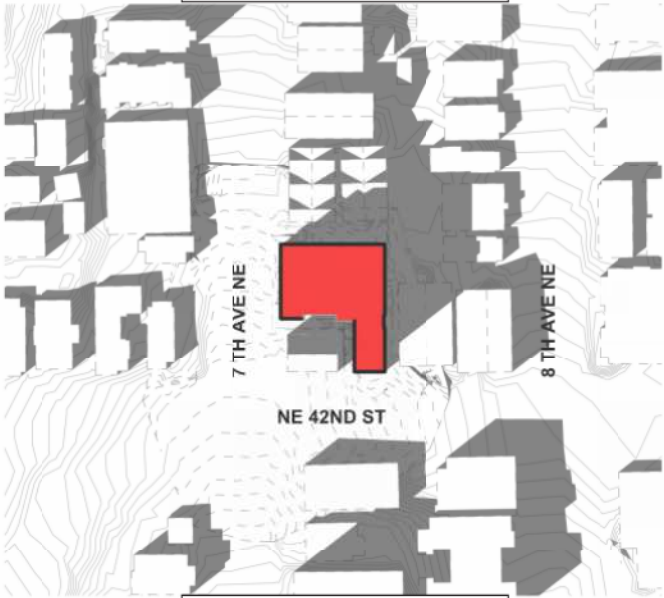
SUN HOURS DIAGRAM
SEP 21 - 12 PM



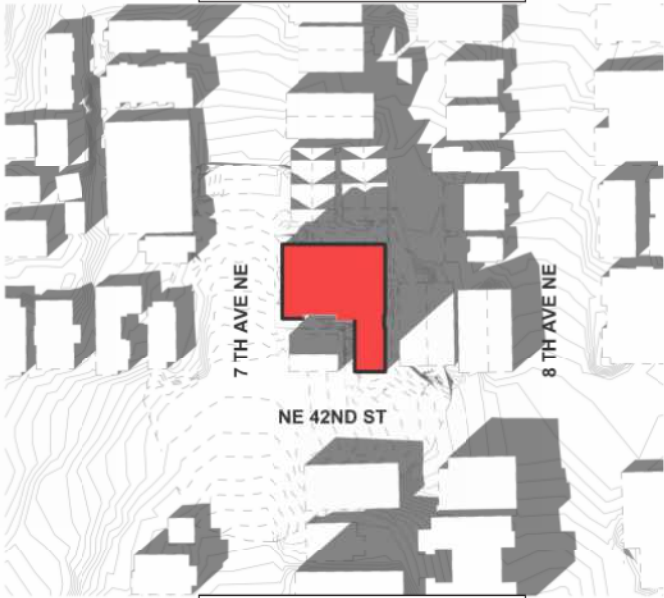
SUN HOURS DIAGRAM
MARCH 21 - 12 PM



SUN HOURS DIAGRAM
JUNE 21 - 3 PM



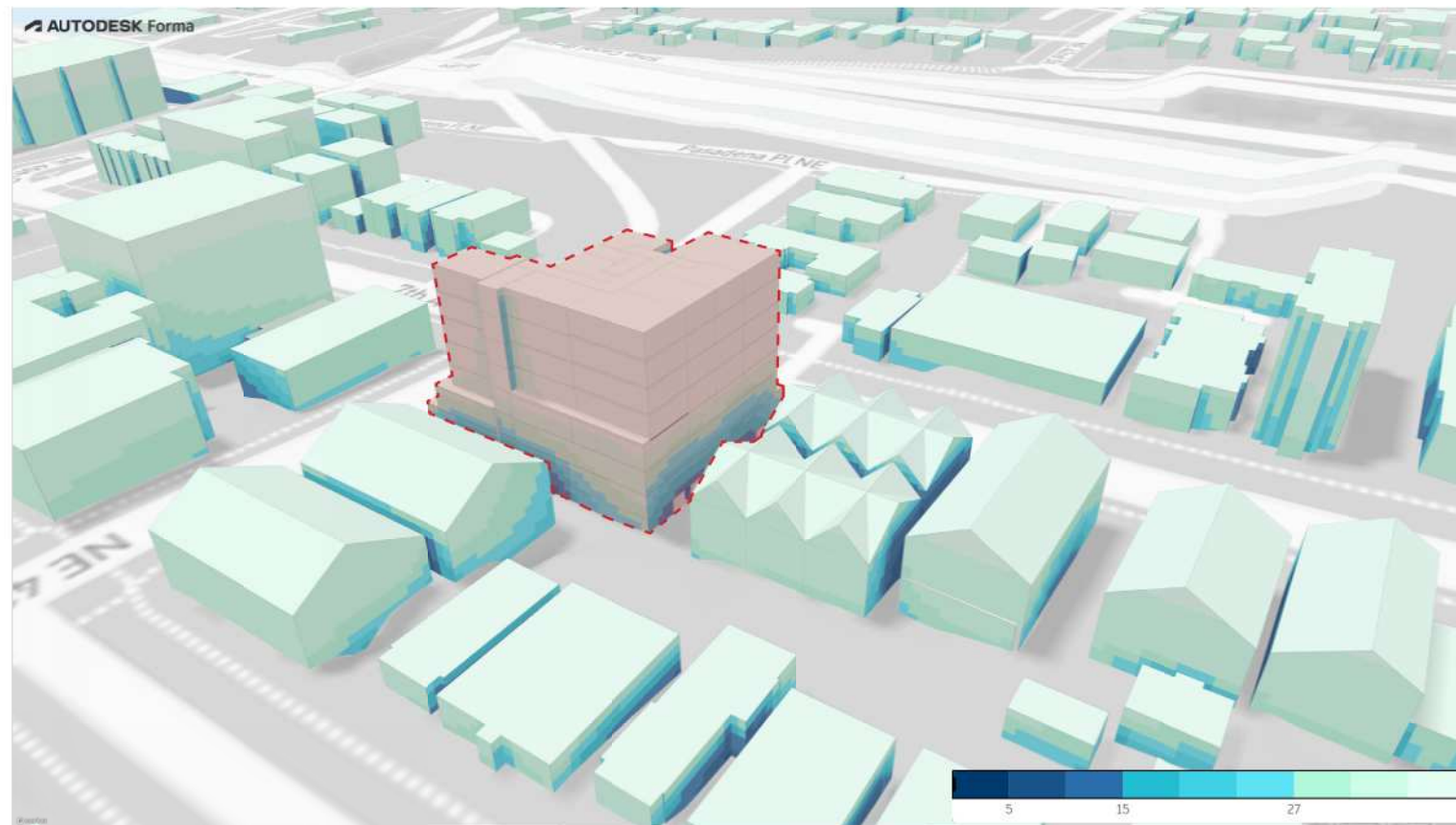
SUN HOURS DIAGRAM
SEP 21 - 3 PM



SUN HOURS DIAGRAM
MARCH 21 - 3 PM

DAYLIGHT POTENTIAL ANALYSIS

These diagrams show how much natural light different areas of a building will receive. This analysis evaluates and visualizes daylight availability on building facades. The percentage is color-coded per the legend. Dark blue (under 5% per legend) shows the areas that may suffer from poor daylight exposure, and lighter green areas are more appropriate for placing windows.

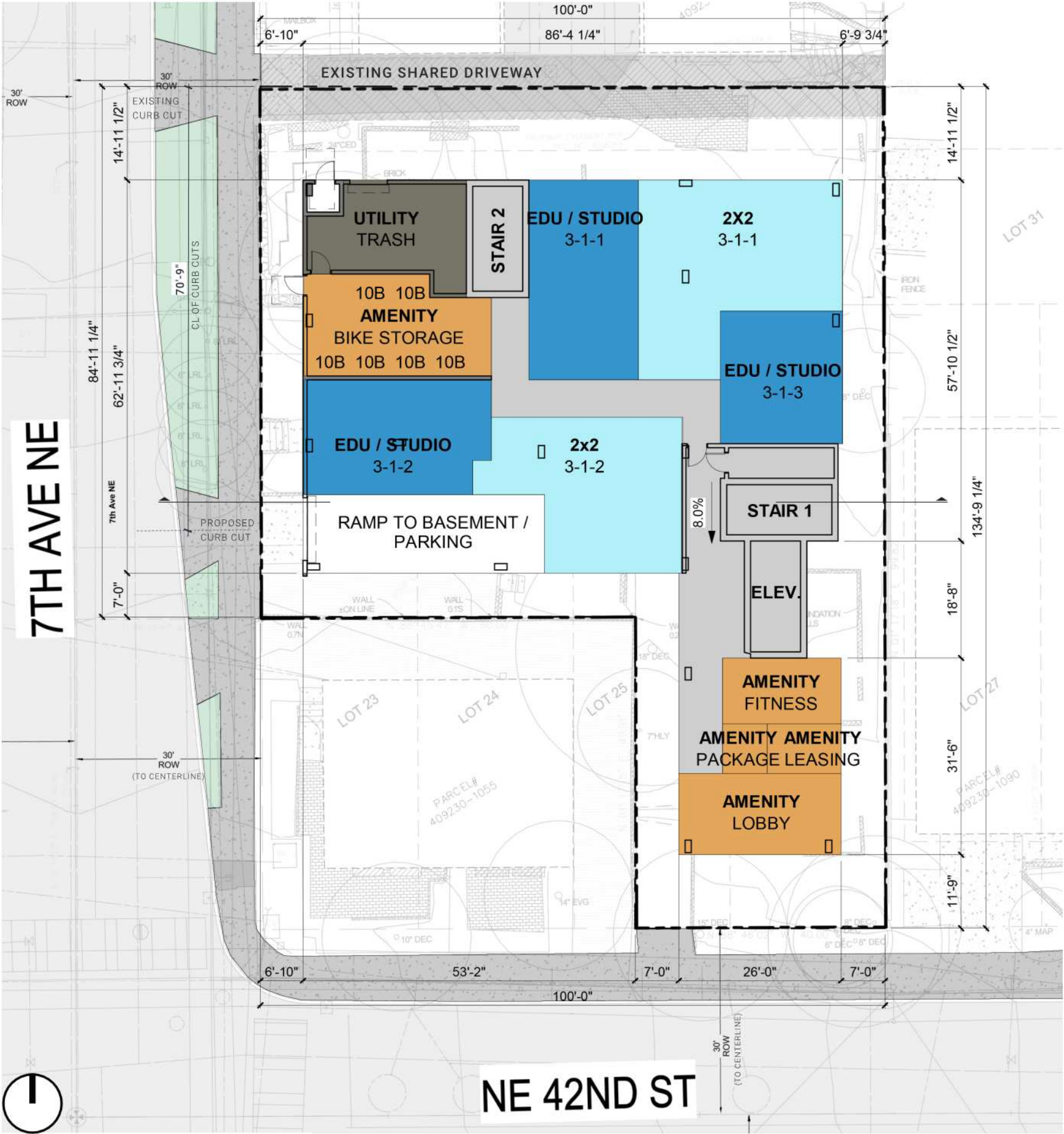


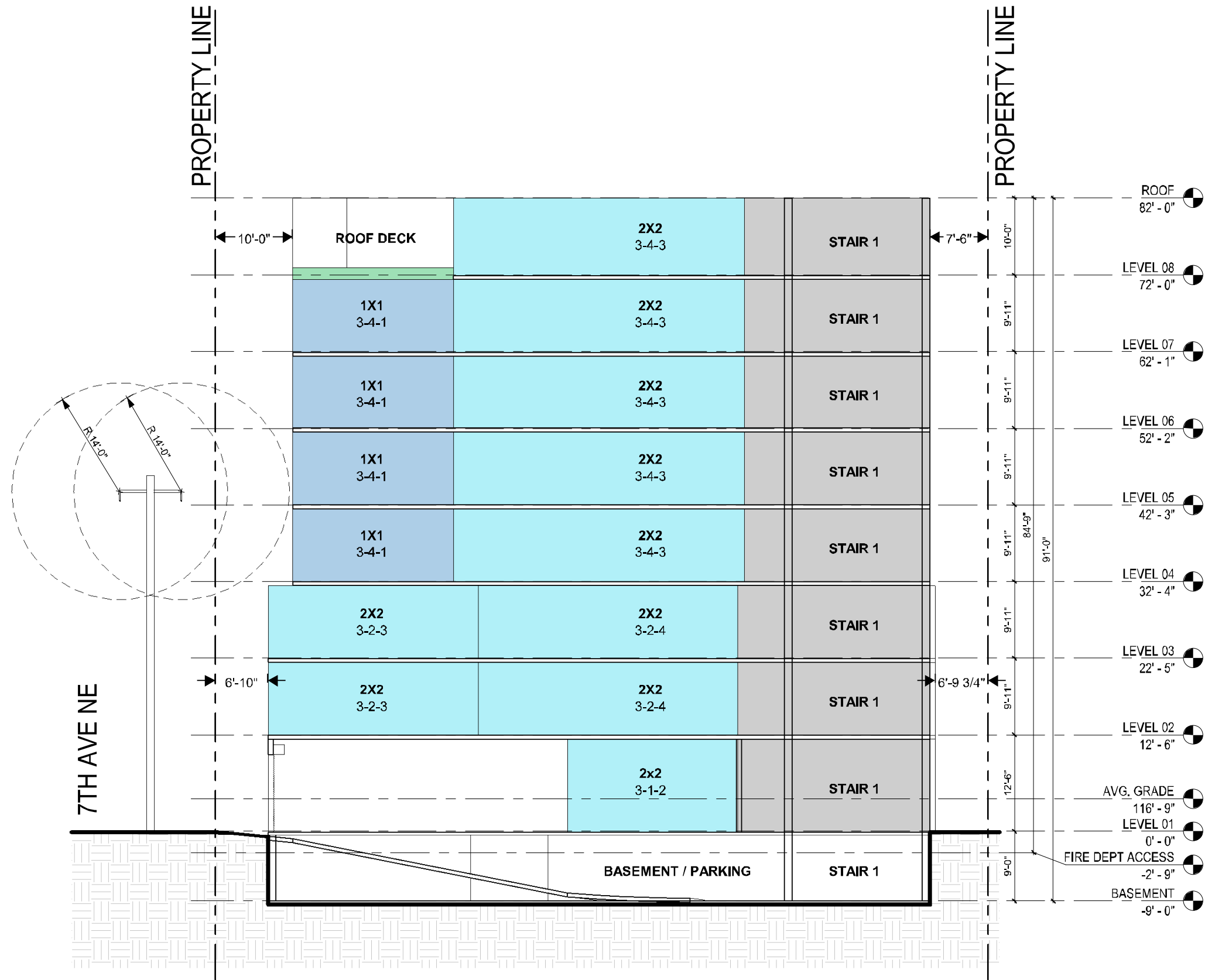
% DAYLIGHT POTENTIAL
NE



% DAYLIGHT POTENTIAL
SW

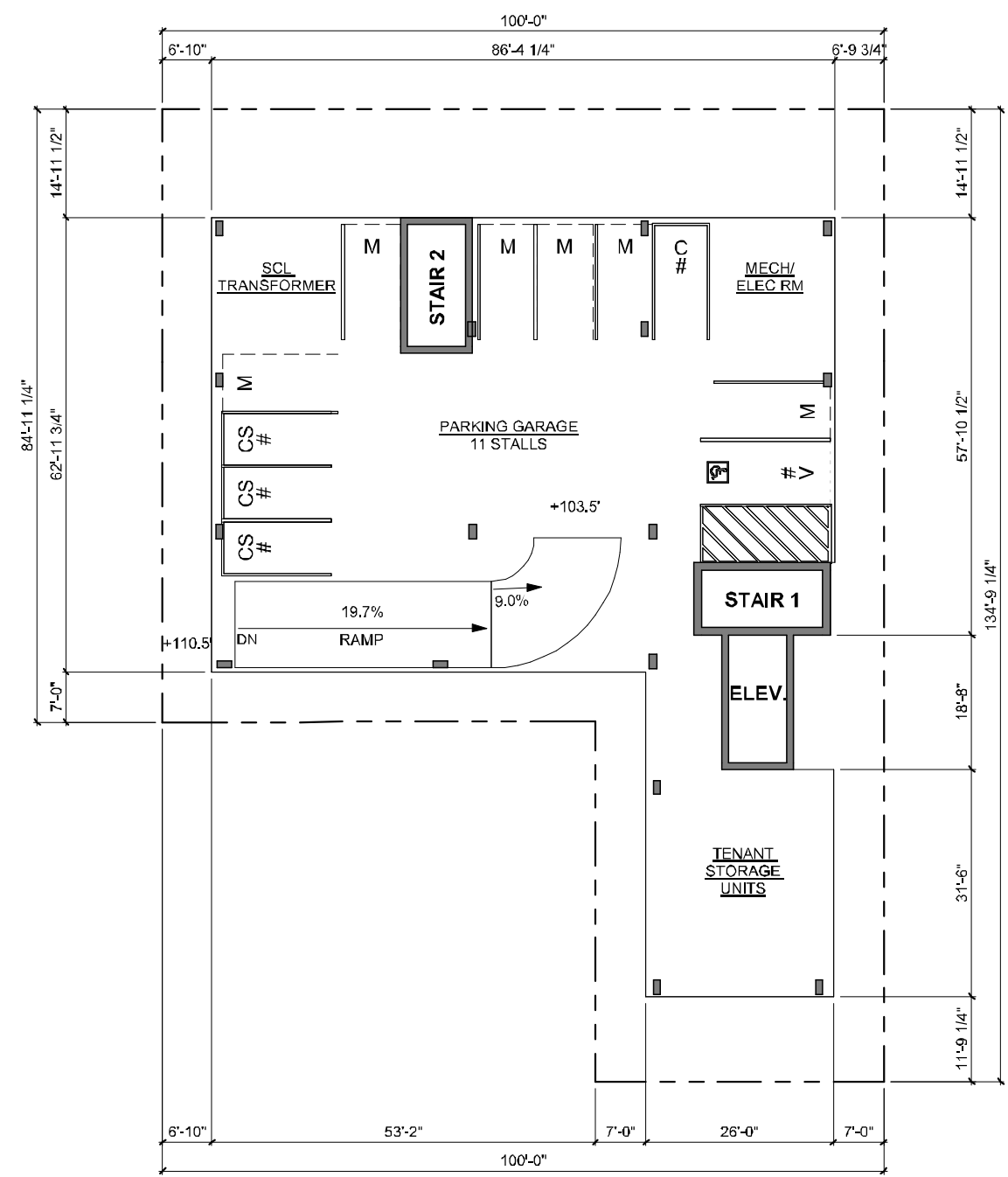
EDG OPTION 3 - PREFERRED
SITE PLAN



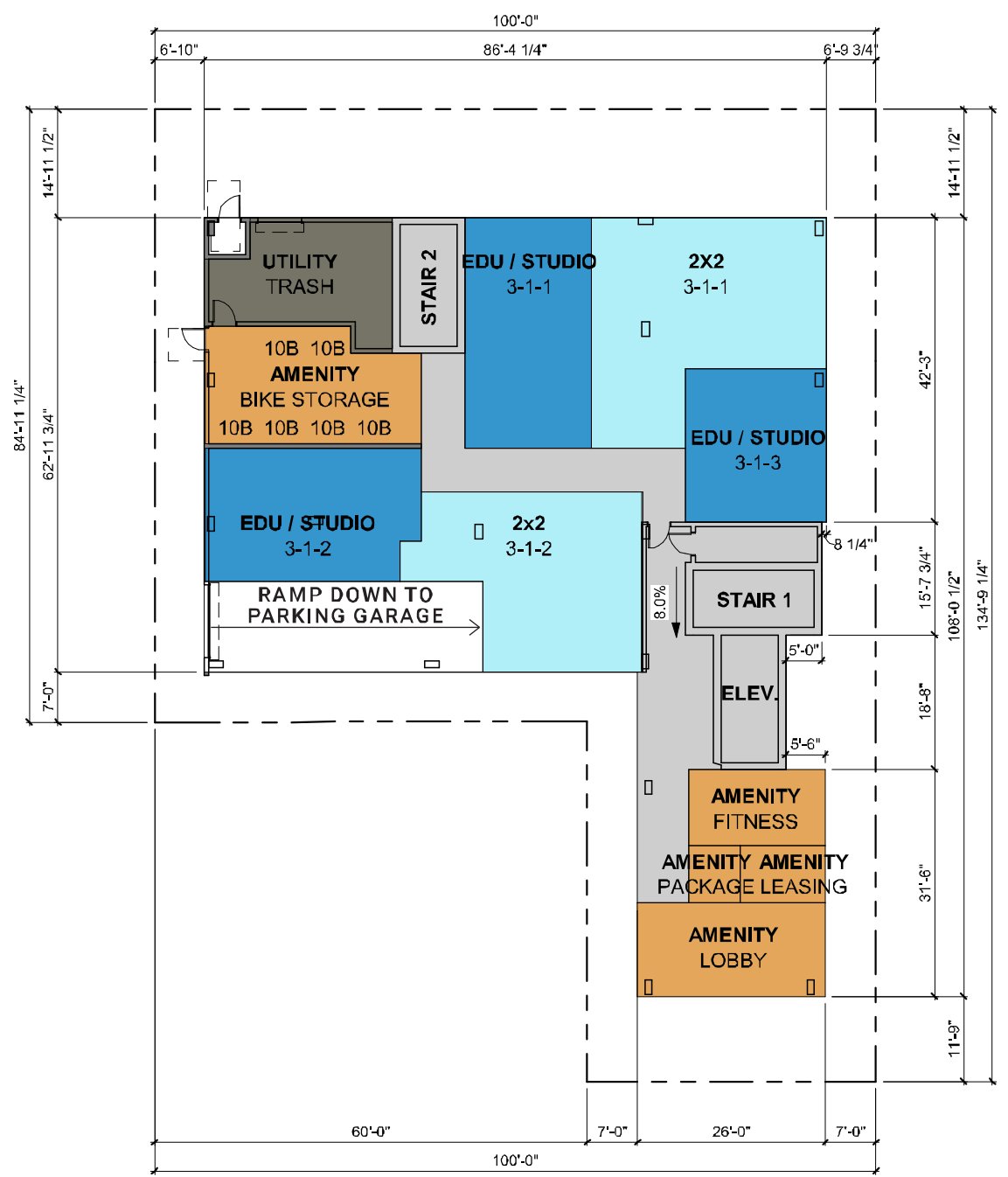


OPTION 3 EAST-WEST SECTION

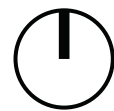
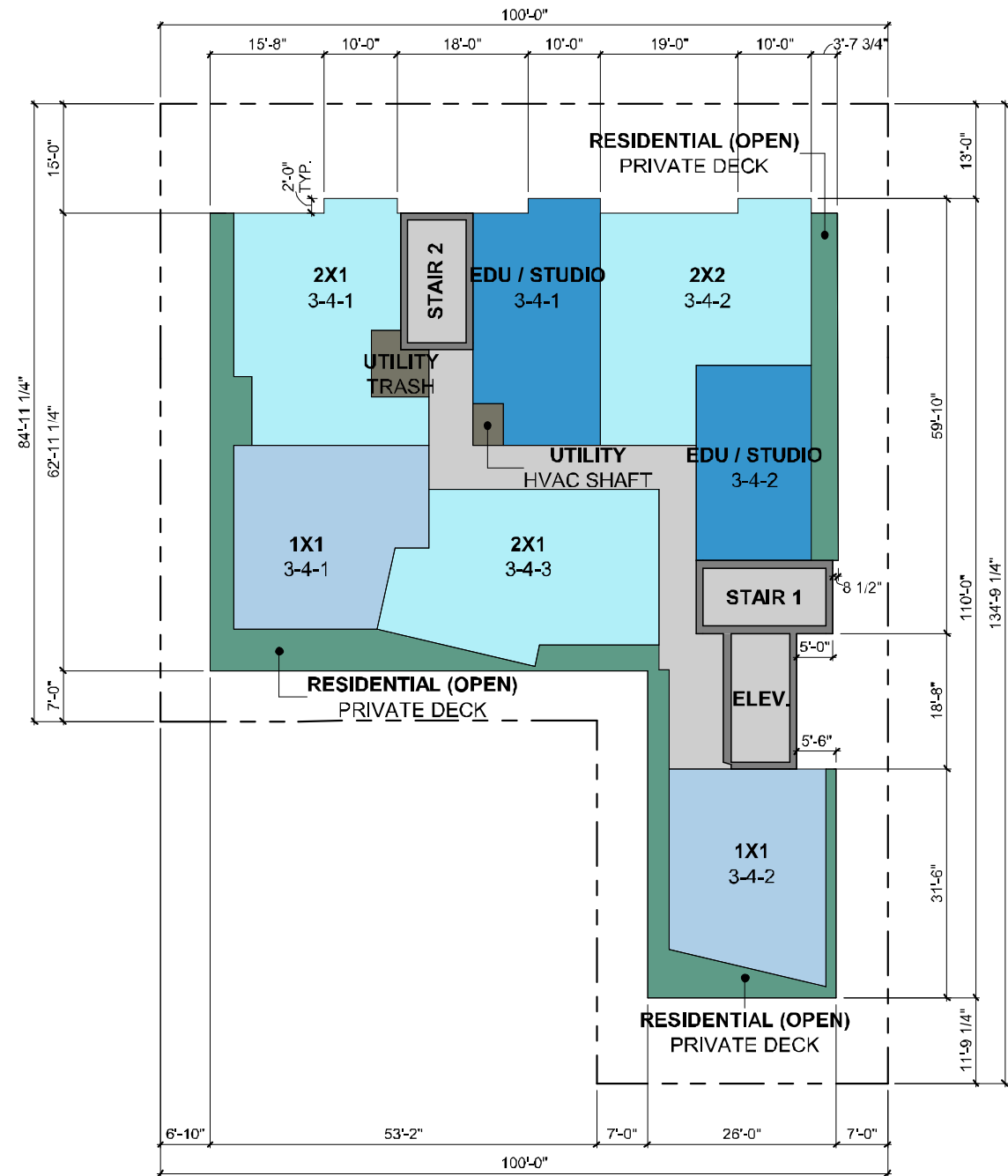
EDG OPTION 3 - PREFERRED
SITE PLAN



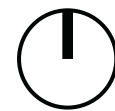
BASEMENT



LEVEL 1

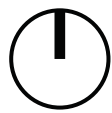
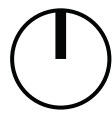


LEVEL 4



LEVEL 5-6

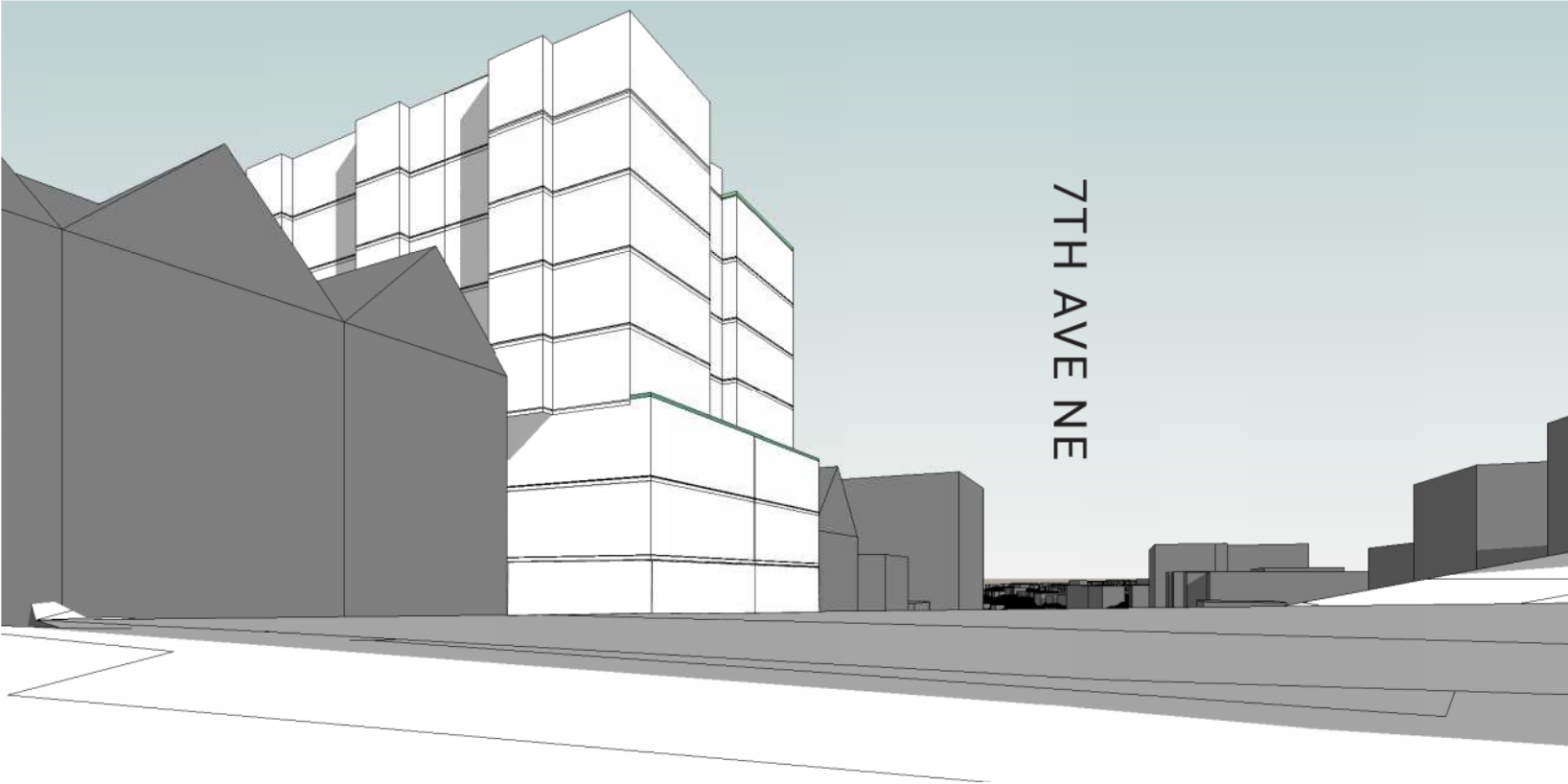
AERIAL PERSPECTIVE & USE ADJACENCY



SW PERSPECTIVE



NW PERSPECTIVE



SE PERSPECTIVE





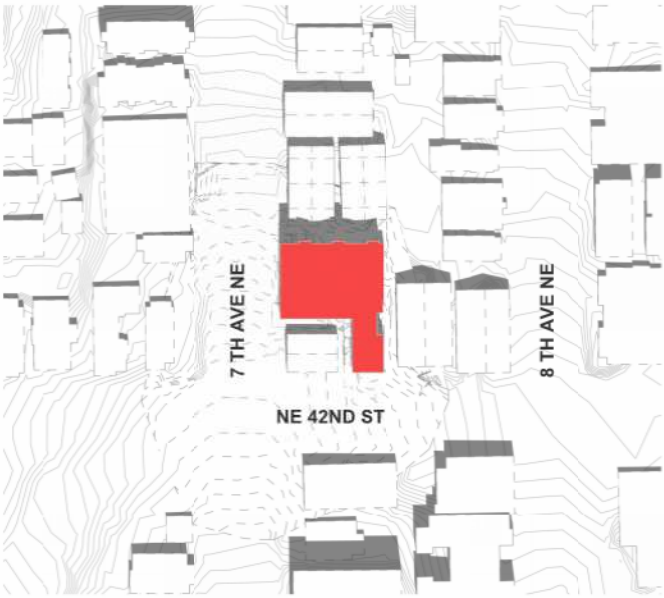
SUN HOURS DIAGRAM
JUNE 21 - 9 AM



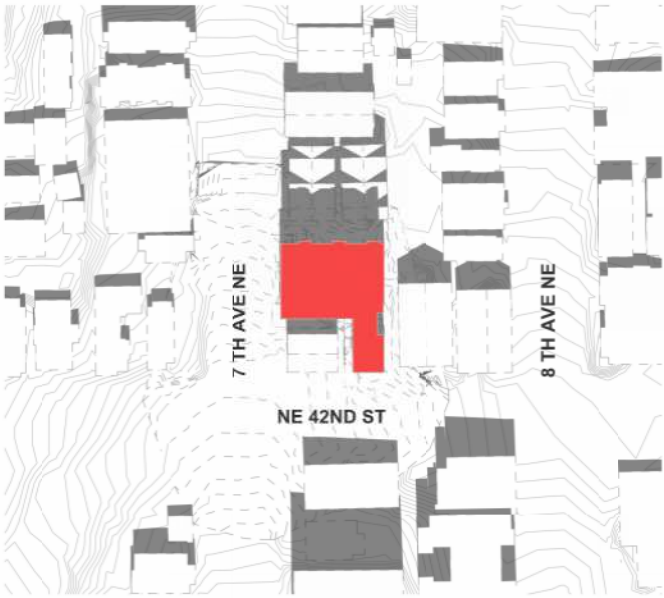
SUN HOURS DIAGRAM
SEP 21 - 9 AM



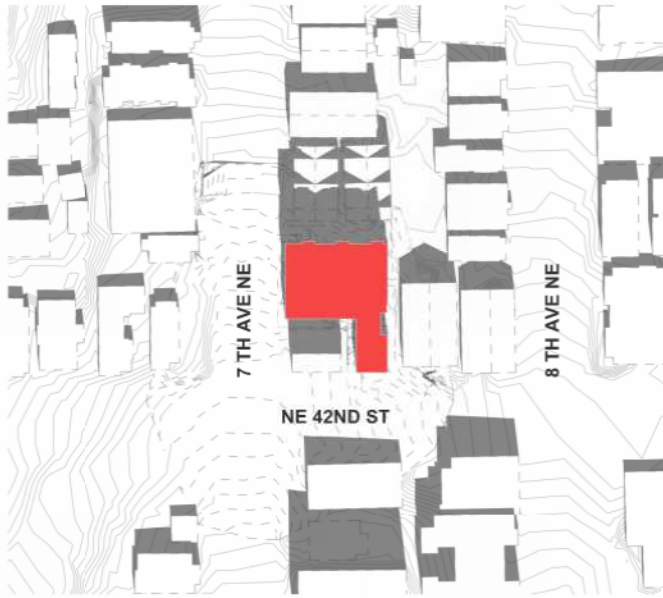
SUN HOURS DIAGRAM
MARCH 21 - 9 AM



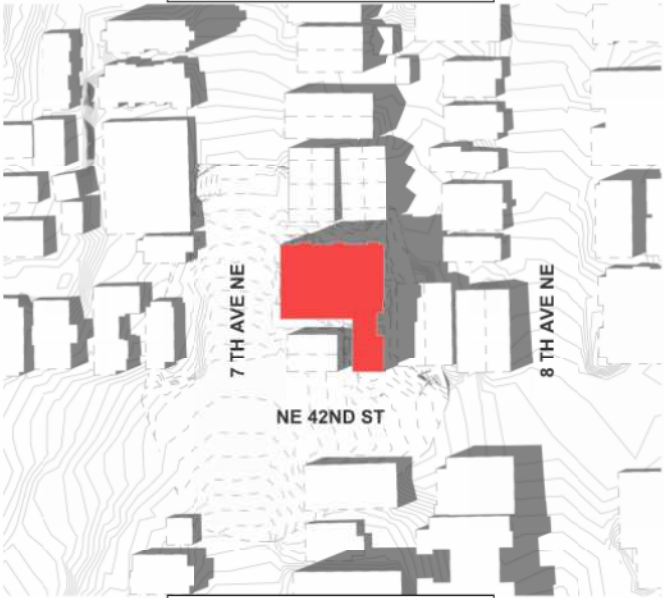
SUN HOURS DIAGRAM
JUNE 21 - 12 PM



SUN HOURS DIAGRAM
SEP 21 - 12 PM



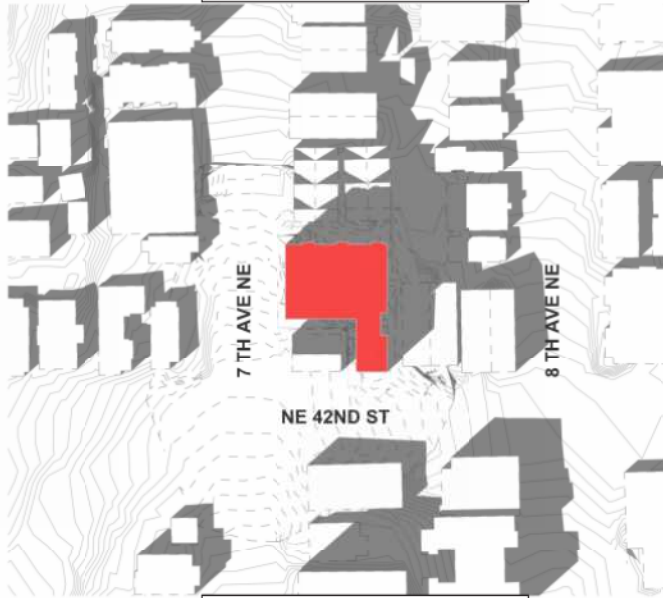
SUN HOURS DIAGRAM
MARCH 21 - 12 PM



SUN HOURS DIAGRAM
JUNE 21 - 3 PM



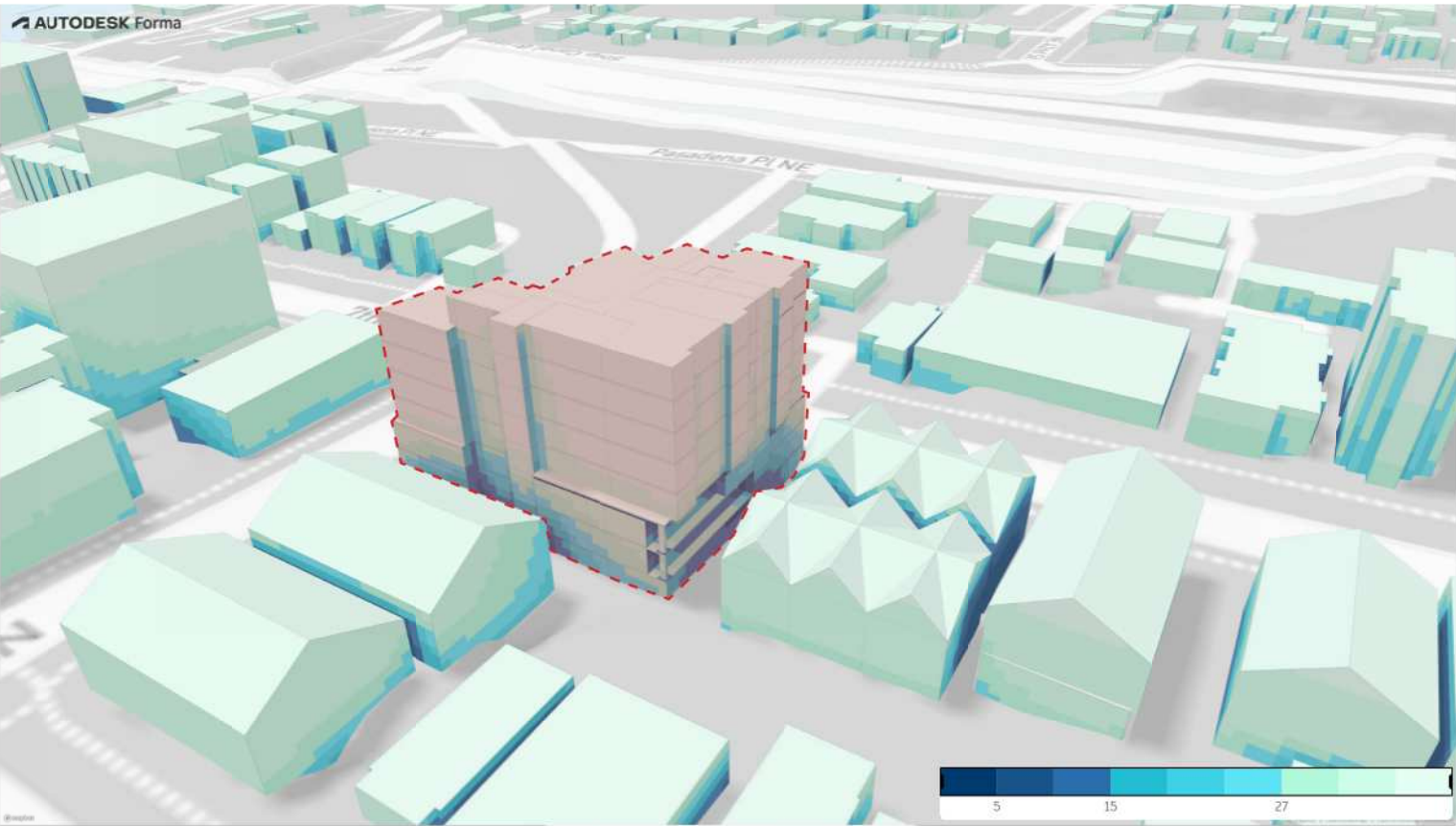
SUN HOURS DIAGRAM
SEP 21 - 3 PM



SUN HOURS DIAGRAM
MARCH 21 - 3 PM

DAYLIGHT POTENTIAL ANALYSIS

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% DAYLIGHT POTENTIAL
NE



% DAYLIGHT POTENTIAL
SW

OPTION 3 CODE REVIEW

CODE REVIEW (CURB CUTS)

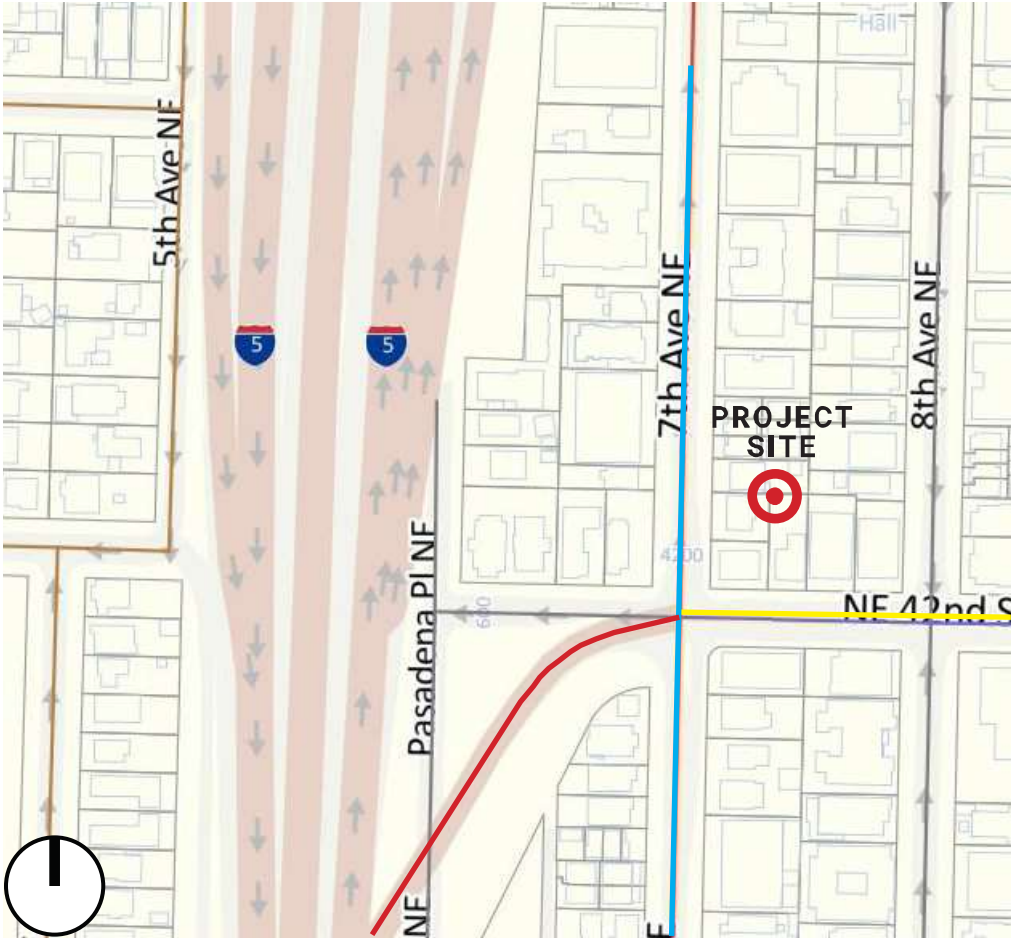
23.54.030 - PARKING SPACE AND ACCESS STANDARDS

F. Curb cuts
1. Residential uses

A. For lots not located on a principal arterial as designated by the Seattle Department of Transportation, curb cuts are permitted according to Table A for 23.54.030:

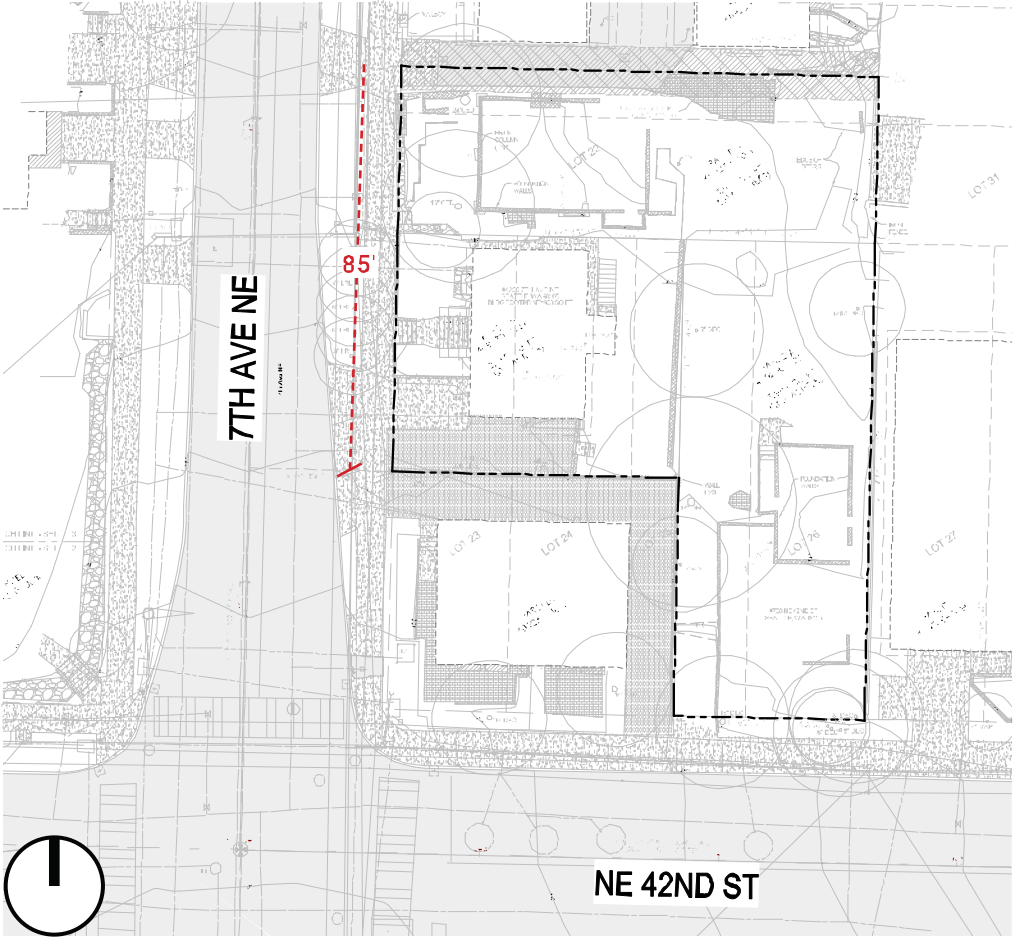
STREET OR EASEMENT FRONTAGE OF THE LOT GREATER THAN 80' UP TO 160' = 2 CURB CUTS

2 CURB CUTS ALLOWED ON 7TH AVE NE



STREET TYPE PER KING COUNTY GIS MAP:

- ARTERIAL STREET, PRINCIPAL
- ARTERIAL STREET, MINOR
- FREEWAY RAMP
- LOCAL STREET



DEPARTURE REQUEST #1 (DRIVEWAY SLOPE)

CODE REVIEW:

23.54.030 - Parking space and access standards
D.3. Driveway slope for all uses.

No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The Director may permit a driveway slope of more than 15 percent if it is found that:

- a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible
- b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and
- c. The driveway is still useable as access to the lot.

DEPARTURE REQUEST

Requesting a departure for a 20% ramp to the below-grade parking area.

RATIONAL

The basement level will not be feasible with a 15% ramp. The driveway will be used exclusively by residents to access the parking spots in the basement.

The driveway has been located at the south side to work with the site slope and minimize the ramp slope to the below-grade level.

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible.

This departure will allow us to provide a useable below-grade parking area to provide parking spaces for residents while providing amenity spaces and residential units at ground level.

DC1-B-1. Access Location and Design: ...Create safe and attractive conditions for pedestrians, bicyclists, and drivers.

With a useable below-grade parking area, amenity spaces and residential units will be located at ground level which creates a more active, safe, and pleasant ground level for pedestrians on the sidewalk. The bike storage will be located at the ground level as well which is more safe and convenient for bicyclists.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

Ground level will include active uses such as residential units and amenity spaces to create a better connection to exterior spaces. Parking area at the ground level will not provide an active and desirable connection.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage should be located to maximize convenience, security, and safety.

With a useable below-grade parking area, the bike storage will be located at the ground level as well which is more safe and convenient for bicyclists.

DEPARTURE REQUEST #2 (SIGHT TRIANGLE)

CODE REVIEW:

23.54.030 - Parking space and access standards
G. Sight Triangle

For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.

DEPARTURE REQUEST

Requesting a departure for replacing the sight triangle with alarm, strobe light, or convex mirror.

RATIONAL

The small parking area only has a maximum of 11 parking stalls and is connecting to a minor arterial street. Replacing the sight triangle with alarm system, strobe light, or convex mirror would allow for a larger amenity area, more useable residential unit, and larger street facing frontage at the grade level.

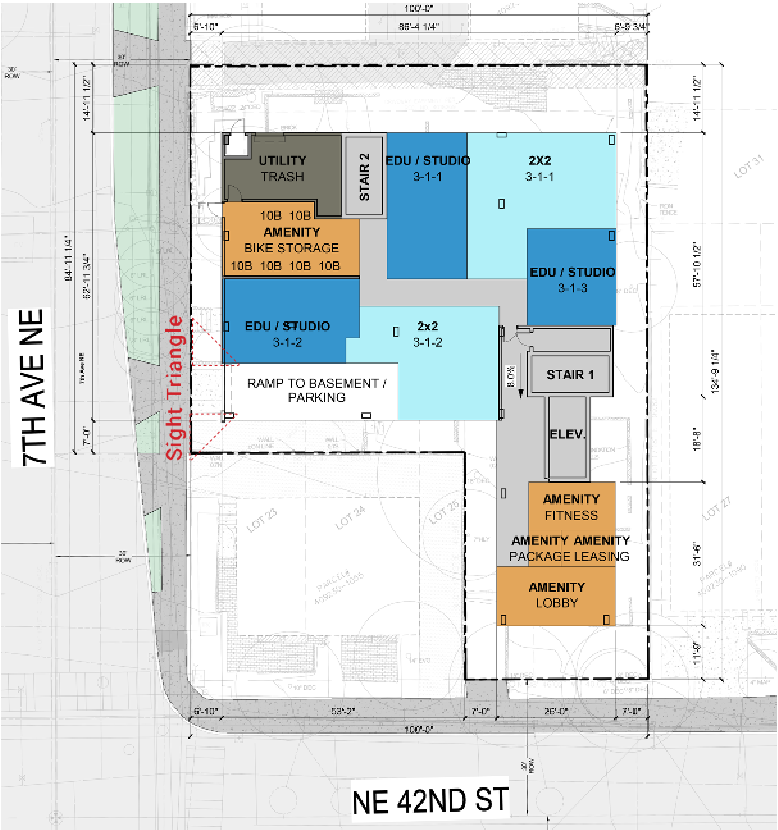
DC1-B-1. Access Location and Design: ...Create safe and attractive conditions for pedestrians, bicyclists, and drivers.

Alarm, convex mirror, or strobe light would provide safety for pedestrians and bicyclists crossing the driveway.

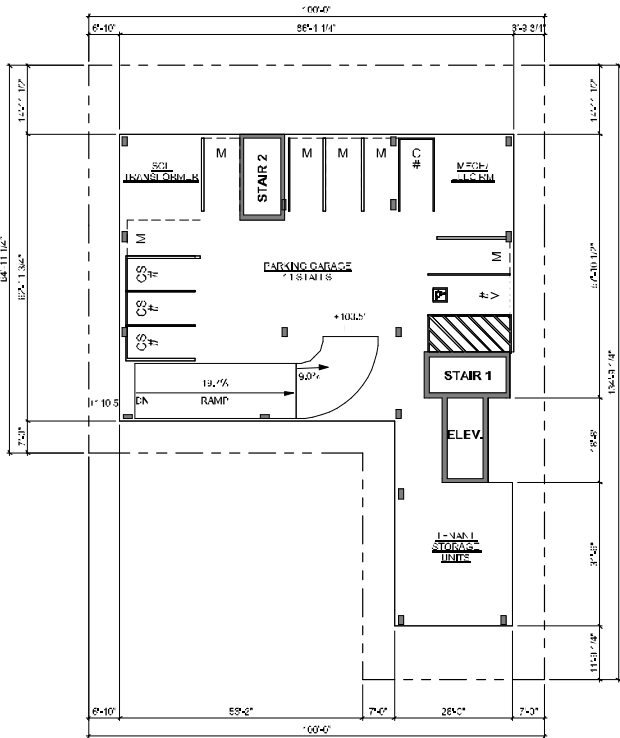
DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

Replacing the sight triangle with alarm system, strobe light, or convex mirror would allow for a larger amenity area and larger street facing frontage at the grade level.

DEPARTURE REQUEST



LEVEL 1



BASEMENT